026

03-08-2019 LETTING ITEM 026

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	49	1
	(IL)(DOS)	CONTRACT NO. 62H01		

49 + 3 = 52 TOTAL SHEETS

D-91-362-18

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

FAP ROUTE 344 (IL 83)
OVER US 34 (OGDEN AVE) & AT BNSF RR
SECTION 2018-041-BD&BJR
PROJECT NHPP 6N2W(561)
BRIDGE DECK OVERLAY AND
BRIDGE JOINT REPAIR
DuPAGE COUNTY

C-91-287-18

LOCATION OF SECTION INDICATED THUS:- ■

FOR INDEX OF SHEETS, SEE SHEET NO. 2

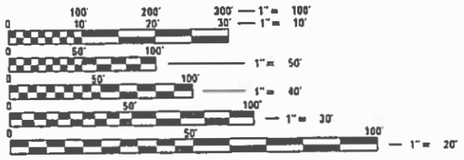
THIS PROJECT IS LOCATED WITHIN VILLAGES OF HINSDALE, CLARENDON HILLS, AND WESTMONT

TRAFFIC DATA

IL ROUTE 83:
FUNCTIONAL CLASSIFICATION:
OTHER PRINCIPAL ARTERIAL
ADT (2017) = 64,300
P.V. = 85% S.U. = 10% M.U. = 5%
POSTED SPEED LIMIT = 55 MPH
DESIGN SPEED LIMIT = 55 MPH

JANICE K. PANG
062-060897
LICENSED PROFESSIONAL ENGINEER
OF
STATE OF ILLINOIS

DATE SIGNED: 12/4/2018
EXP. DATE: 11-30-19



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

BRIDGE REPAIR
SN: 022-0157
BEGIN PROJECT:
STA. 394+14
END PROJECT:
STA. 396+55

BRIDGE REPAIR
SN: 022-0155
BEGIN PROJECT:
STA. 349+68
END PROJECT:
STA. 354+29

GROSS LENGTH = 7810 FT. = 1.479 MILE
NET LENGTH = 702 FT. = 0.133 MILE

N

LOCATION MAP
(NOT TO SCALE)

PROJECT MANAGER: FAWAD AQUEEL, P.E., P.T.O.E. (847)705-4247

CONTRACT NO. 62H01

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
SERVICE | SOLUTIONS | COMMITMENT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED December 6 20 18
Matthew J. Driggs / CAS
REGIONAL ENGINEER
Feb 1 19
for E.A. CK
ENGINEER OF DESIGN AND ENVIRONMENT
Feb 1 20 19
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV. 1/25/19

INDEX OF SHEETS

DISTRICT ONE DETAILS

STANDARD NO.	DESCRIPTION
BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-12	MULTI-LANE FREEWAY PAVEMENT MARKINGS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-22	ARTERIAL ROAD INFORMATION SIGN

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
606101-05	TYPE A GUTTER (INLET, OUTLET & ENTRANCE)
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH
701416-11	LANE CLOSURE, FREEWAY / EXPRESSWAY, WITH CROSSOVER AND BARRIER
701421-08	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701422-10	LANE CLOSURE, MULTILANE, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
701901-06	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES (48 HOURS NOTIFICATION REQUIRED).
2. NO CONSTRUCTION SHALL BEGIN UNTIL ALL PROPER TEMPORARY SIGNS AND BARRICADES HAVE BEEN INSTALLED.
3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE LOCAL MUNICIPALITY.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S OWN EXPENSE.
5. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
6. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
7. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
8. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
9. 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 DIRECTED BY THE ENGINEER.
10. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO FIELD VARIATION. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION OR ORDERING MATERIALS. SUCH VARIATION SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR QUANTITY ACTUALLY FURNISHED BASED AT THE UNIT PRICE BID FOR THE WORK.
11. UNLESS OTHERWISE NOTED IN THE PLANS OR CONTRACT SPECIFICATIONS, THE CONTRACTOR SHALL SURVEY THE TOP OF RAIL OF EACH RAILROAD TRACK A MINIMUM OF 1000-FT ON EACH SIDE OF THE OVERPASS STRUCTURE IN 50' INCREMENTS BEFORE BEGINNING CONSTRUCTION. IN ADDITION, UPON COMPLETION OF STRUCTURE 022-0155, THE CONTRACTOR SHALL MEASURE THE RESULTING HORIZONTAL AND VERTICAL CLEARANCES AND SUBMIT THEM TO THE ENGINEER FOR REVIEW AND INCLUSION IN THE RECORD DRAWINGS. THIS WORK SHALL BE INCLUDED IN THE COST OF CONSTRUCTION LAYOUT).
12. PROTECTIVE SHIELD SHALL BE INSTALLED IN ALL AREAS INVOLVING CONCRETE REMOVAL TO PREVENT DEBRIS FROM ENTERING RAILROAD OR ROADWAY RIGHT OF WAY. THE LOCATIONS SHALL BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO CONCRETE REMOVAL.
13. ALL SAW CUTTING REQUIRED SHALL BE INCLUDED IN THE CORRESPONDING REMOVAL PAY ITEMS AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVALS.
14. THE ENGINEER SHALL CONTACT DON CHIARUGI, IDOT'S AREA TRAFFIC FIELD ENGINEER, VIA E-MAIL AT DON.CHIARUGI@ILLINOIS.GOV, A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMNT MARKINGS.
15. THE CONTRACTOR SHALL CONTACT THE ROADSIDE DEVELOPMENT UNIT AT (847)705-4171 AT LEAST 2 WEEKS PRIOR TO BEGINNING ANY FORESTRY WORK FOR LAYOUT.

MIXTURES TABLE

	HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
OPERATION	MIXTURE TYPE	AIR VOIDS @ NDES	
PAVEMENT AND SHOULDER RESURFACING	HMA SURFACE COURSE, MIX "D", N70, (IL 9.5 mm), 1¾"	4% @ 70 GYR.	QC/QA
	LEVELING BINDER (MACHINE METHOD), N70, (IL 9.5 mm), ¾"	4% @ 70 GYR.	QC/QA
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA);			

NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON -POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
4. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

MODEL: $MODELNAME$
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CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

USER NAME = _USER_	DESIGNED - JKP	REVISED -
	DRAWN - DMW	REVISED -
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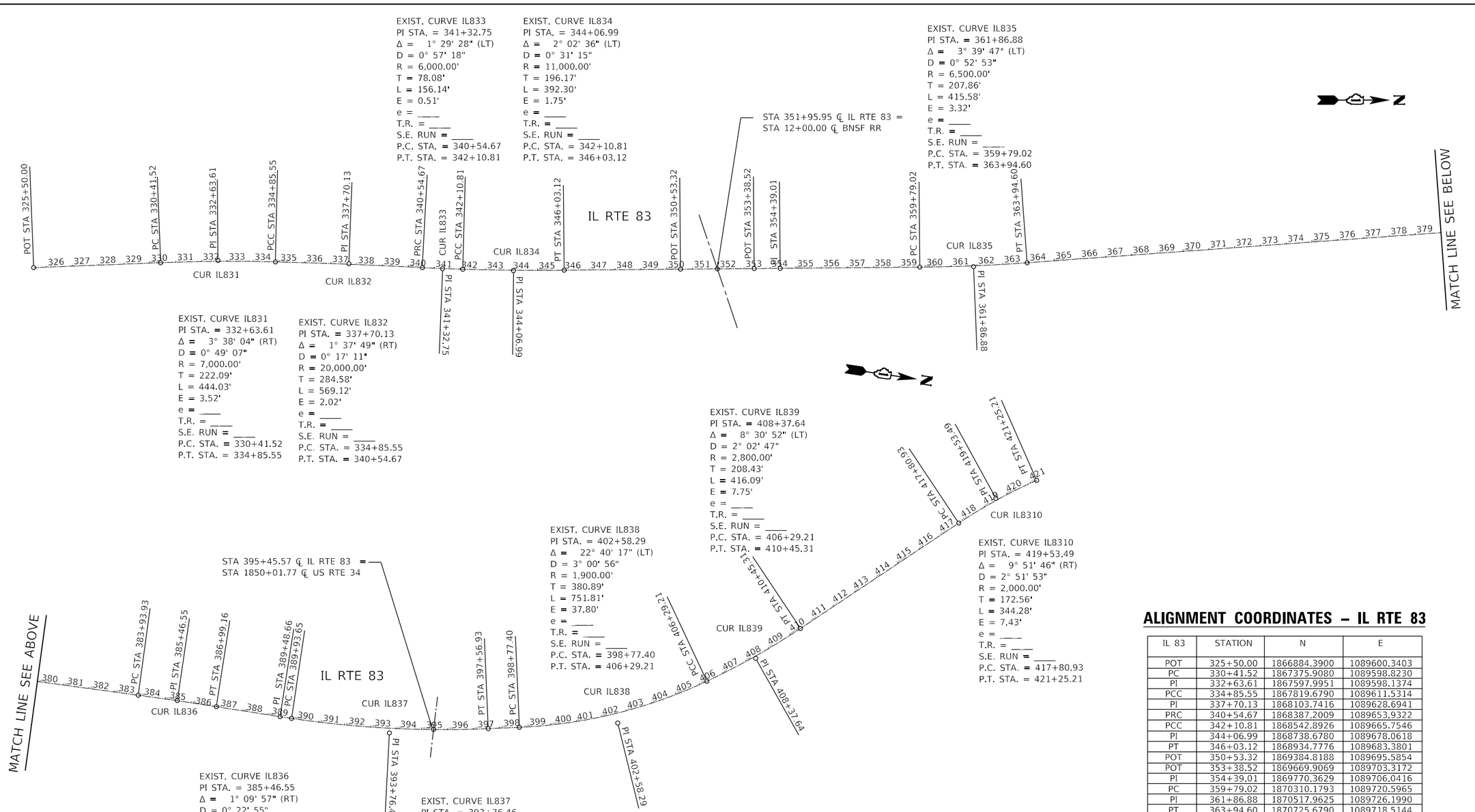
PLOT DATE = 1/14/2019	DATE - 11-02-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 83 OVER US 34 & BNSF – BRIDGE DECK OVERLAY AND JOINT REPAIR
INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	2
	SN 022-0155 & SN 022-0157	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			



ALIGNMENT COORDINATES – IL RTE 83

IL 83	STATION	N	E
POT	325+50.00	1866884.3900	1089600.3403
PC	330+41.52	1867375.9080	1089598.8230
PI	332+63.61	1867597.9951	1089598.1374
PCC	334+85.55	1867819.6790	1089611.5314
PI	337+70.13	1868103.7416	1089628.6941
PRC	340+54.67	1868387.2009	1089653.9322
PCC	342+10.81	1868542.8926	1089665.7546
PI	344+06.99	1868738.6780	1089678.0618
PT	346+03.12	1868934.7776	1089683.3801
POT	350+53.32	1869384.8188	1089695.5854
POT	353+38.52	1869669.9069	1089703.3172
PI	354+39.01	1869770.3629	1089706.0416
PC	359+79.02	1870310.1793	1089720.5965
PI	361+86.88	1870517.9625	1089726.1990
PT	363+94.60	1870725.6790	1089718.5144
PC	383+93.93	1872723.6477	1089644.5990
PI	385+46.55	1872876.1630	1089638.9566
PT	386+99.16	1873028.7616	1089636.4187
PI	389+48.66	1873278.2283	1089632.2697
PC	389+93.65	1873323.2050	1089631.1546
PI	393+76.46	1873705.8894	1089621.6669
PT	397+56.93	1874079.8282	1089539.7699
PC	398+77.40	1874197.5101	1089513.9962
PI	402+58.29	1874569.5787	1089432.5089
PCC	406+29.21	1874881.4891	1089213.9063
PI	408+37.64	1875052.1729	1089094.2824
PT	410+45.31	1875203.2644	1088950.7059
PC	417+80.93	1875736.5213	1088443.9718
PI	419+53.49	1875861.6142	1088325.1008
PT	421+25.21	1876005.2196	1088229.4136

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Accurate GROUP, INC.

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	DRAWN - JN	REVISED -
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PLOT DATE = 12/13/2018	DATE - 11/01/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 83 OVER BNSF – BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
ALIGNMENT INFORMATION

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	3
		CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE NHPP FUNDS 80% FED 20% STATE STRUCTURES 0013 IL 83		CONSTRUCTION CODE NHPP FUNDS 80% FED 20% STATE STRUCTURE 0013 022-0157
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	10.5	10.5		
28000510	INLET FILTERS	EACH	1	1		
28100125	STONE RIPRAP, CLASS B3	SQ YD	10	10		
28200200	FILTER FABRIC	SQ YD	10	10		
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	171	171		
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	60	60		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	925	925		
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	56	56		
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	140	140		
44000152	HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"	SQ YD	1,137	1,137		
44000400	GUTTER REMOVAL	FOOT	637	637		
44000100	PAVEMENT REMOVAL	SQ YD	240	240		
44004250	PAVED SHOULDER REMOVAL	SQ YD	30	30		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	82	82		
48300300	PORTLAND CEMENT CONCRETE SHOULDERS 8"	SQ YD	30	30		

* = SPECIALTY ITEMS

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FILE NAME: D162H01-sht-SQQ1.dgn

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 83 OVER US 34 & BNSF – BRIDGE DECK OVERLAY AND JOINT REPAIR
SUMMARY OF QUANTITIES

SCALE: | SHEET 1 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	4
	SN 022-0155 & SN 022-0157	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			

REV. 1/25/19

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE NHPP FUNDS 80% FED 20% STATE STRUCTURES 0013 IL 83		CONSTRUCTION CODE NHPP FUNDS 80% FED 20% STATE STRUCTURE 0013 022-0157
50102400	CONCRETE REMOVAL	CU YD	82.0	34.8		47.2
50157300	PROTECTIVE SHIELD	SQ YD	2,198	1337		861
50300255	CONCRETE SUPERSTRUCTURE	CU YD	91.2	38.6		52.6
50300260	BRIDGE DECK GROOVING	SQ YD	3,446	1828		1,618
50300300	PROTECTIVE COAT	SQ YD	559	305		254
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	16,730	6520		10,210
50800515	BAR SPLICERS	EACH	52	26		26
52000110	PREFORMED JOINT STRIP SEAL	FOOT	321	130		191
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	28			28
52100510	ANCHOR BOLTS, 3/4"	EACH	112			112
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	5			5
60260100	INLETS TO BE ADJUSTED	EACH	1	1		
60602500	CONCRETE GUTTER, TYPE A	FOOT	637	637		
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	27	27		
63800920	MODULAR GLARE SCREEN SYSTEM, TEMPORARY	FOOT	11,525	11,525		

* = SPECIALTY ITEMS

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PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 83 OVER US 34 & BNSF – BRIDGE DECK OVERLAY AND JOINT REPAIR
SUMMARY OF QUANTITIES

SCALE: | SHEET 2 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	5
SN 022-0155 & SN 022-0157		CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			

REV. 1/25/19

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE NHPP FUNDS 80% FED 20% STATE STRUCTURES 0013 IL 83		CONSTRUCTION CODE NHPP FUNDS 80% FED 20% STATE STRUCTURE 0013 022-0157
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	6		6
67100100	MOBILIZATION	L SUM	1	0.5		0.5
70100315	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	EACH	8	8		
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	56	56		
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,252	1,252		
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	418	418		
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	17,678	17,678		
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	27,988	27,988		
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	4,378	4,378		
70300900	PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS	SQ FT	166	166		
70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	50,517	50,517		
70300908	PAVEMENT MARKING TAPE, TYPE IV 8"	FOOT	3,102	3,102		
70300912	PAVEMENT MARKING TAPE, TYPE IV 12"	FOOT	198	198		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	5,763	5,763		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	5,763	5,763		

* = SPECIALTY ITEMS

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FILE NAME: D162H01-sht-SQQ1.dgn

CHASTAIN & ASSOCIATES LLC
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184-001397

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 83 OVER US 34 & BNSF – BRIDGE DECK OVERLAY AND JOINT REPAIR
SUMMARY OF QUANTITIES

SCALE: | SHEET 3 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	6
	SN 022-0155 & SN 022-0157	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			

REV. 1/25/19

					CONSTRUCTION CODE		
					NHPP FUNDS		
					80% FED 20% STATE		80% FED 20% STATE
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STRUCTURES		STRUCTURE
					0013		0013
					IL 83		022-0157
	70400600	RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED	FOOT	2,975	2,975		
	70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2		
	70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	1		
✳	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	15,818	15,818		
✳	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	3,898	3,898		
✳	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	540	540		
✳	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1,620	1,620		
✳	78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	480	480		
✳	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	60	60		
✳	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	40	40		
✳	78100300	REPLACEMENT REFLECTOR	EACH	344	344		
*	78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	570	570		
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	40	40		
	X0323491	SLOPE WALL CRACK SEALING	FOOT	461			461
	X0325748	ACRYLIC COATING	SQ YD	298	24		274

✳ = SPECIALTY ITEMS

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CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 83 OVER US 34 & BNSF – BRIDGE DECK OVERLAY AND JOINT REPAIR
SUMMARY OF QUANTITIES

SCALE: | SHEET 4 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	7
SN 022-0155 & SN 022-0157		CONTRACT NO. 62H01		
ILLINOIS	FED. AID PROJECT			

REV. 1/25/19

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE NHPP FUNDS 80% FED 20% STATE STRUCTURES 0013 IL 83		80% FED 20% STATE STRUCTURE 0013 022-0157
	X0325749	FIBER WRAP	SQ FT	1,348	119		1229
	X0326331	CLEANING AND PAINTING BEARINGS	EACH	100	72		28
	X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	9,412	9,412		
	X0327900	TREE REMOVAL (UNDER 6 INCH DIAMETER SAWED FLUSH)	IN DIA	16	16		
	X1700078	REMOVE AND RE-ERECT EXISTING SOUND BARRIER WALL	FOOT	215	215		
*	X2700003	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	240	240		
*	X2700005	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 7"	FOOT	240	240		
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
	X7010410	SPEED DISPLAY TRAILER	CAL MO	12	12		
	X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	47,844	47,844		
	X7040210	RELOCATE TEMPORARY CONCRETE BARRIER, SPECIAL	FOOT	2,788	2,788		
	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	344	344		
	Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	28			28
	Z0006014	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2 INCHES	SQ YD	3,371	1823		1,548
	Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	3,371	1823		1,548

* = SPECIALTY ITEMS

MODEL: $MODELNAME$
FILE NAME: D162H01-sht-SOQ1.dgn

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

USER NAME = _USER_	DESIGNED - JKP	REVISED -
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PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 83 OVER US 34 & BNSF – BRIDGE DECK OVERLAY AND JOINT REPAIR
SUMMARY OF QUANTITIES

SCALE: | SHEET 5 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	8
SN 022-0155 & SN 022-0157		CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			

REV. 1/25/19

				CONSTRUCTION CODE		
				NHPP FUNDS		
				80% FED 20% STATE		80% FED 20% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STRUCTURES		STRUCTURE
				00 13		0013
				IL 83		022-0157
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	539	49		490
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES	SQ FT	107	62		45
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5		0.5
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	103	103		
Z0038116	PORTLAND CEMENT CONCRETE SURFACE REMOVAL 3/4"	SQ YD	395	395		
Z0043800	PRECAST PRESTRESSED CONCRETE I-BEAM REPAIR	SQ FT	13	6		7
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1		
Z0062456	TEMPORARY PAVEMENT	SQ YD	240	240		
Z0064800	SELECTIVE CLEARING	UNIT	6	6		
Ø Z0076600	TRAINEES	HOUR	500	500		
Ø Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	500		
				Z0076604		

Ø 0042

✳ = SPECIALTY ITEMS

MODEL: $MODELNAMES
FILE NAME: D162H01-sht-SQQ1.dgn

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184-001397

USER NAME = _USER_	DESIGNED - JKP	REVISED -
	DRAWN - DMW	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - SPF	REVISED -
PLOT DATE = 1/14/2019	DATE - 11-02-2018	REVISED -

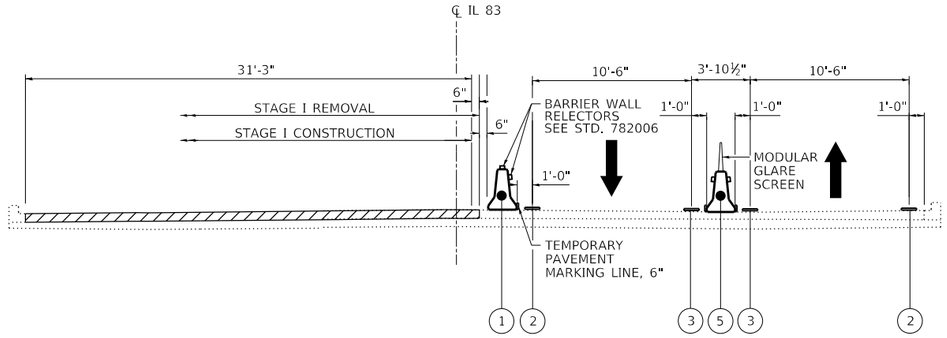
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 83 OVER US 34 & BNSF – BRIDGE DECK OVERLAY AND JOINT REPAIR
SUMMARY OF QUANTITIES

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

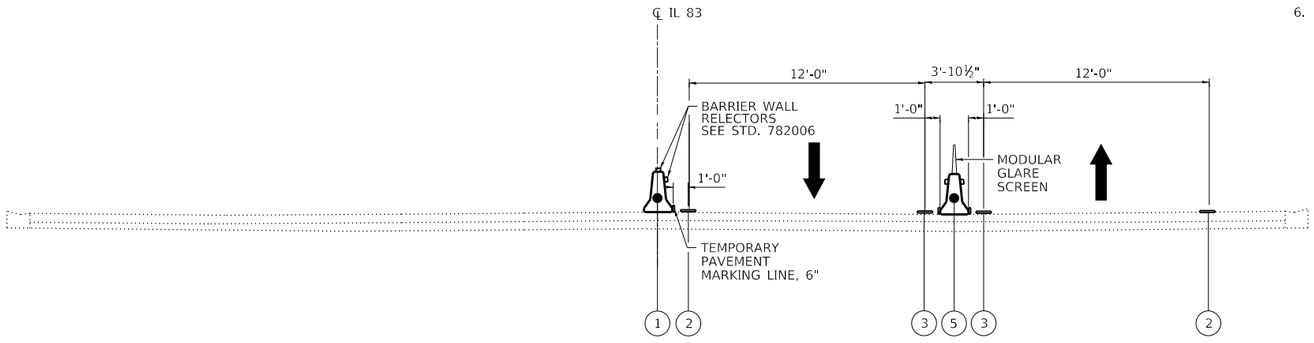
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	8A
SN 022-0155 & SN 022-0157		CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			

REV. 1/25/19



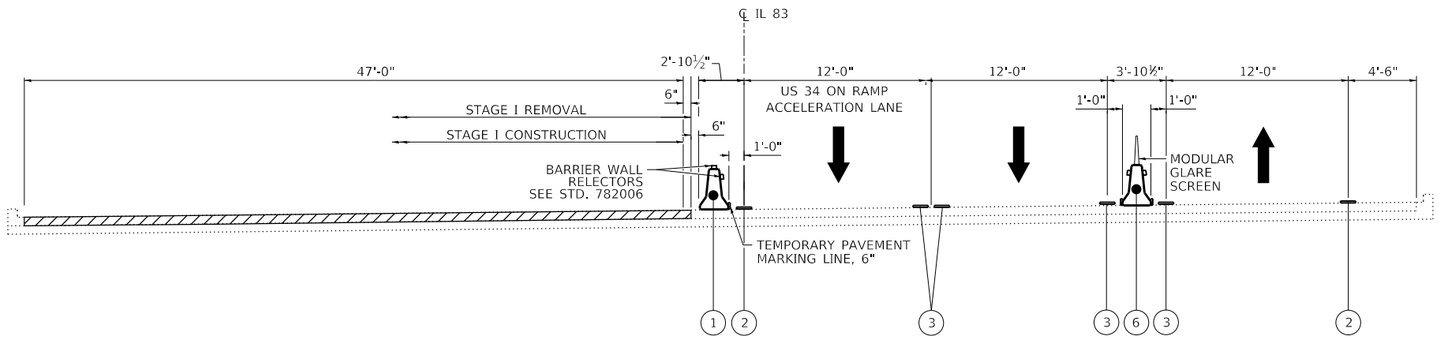
MAINTENANCE OF TRAFFIC ROADWAY TYPICAL SECTION STAGE I

STRUCTURE 022-0155 (OVER BNSF)
LOOKING NORTH



MAINTENANCE OF TRAFFIC ROADWAY TYPICAL SECTION STAGE I

IL 83 STA. 361+57 TO STA 384+30
LOOKING NORTH



MAINTENANCE OF TRAFFIC ROADWAY TYPICAL SECTION STAGE I

STRUCTURE 022-0157 (OVER US 34)
LOOKING NORTH

MAINTENANCE OF TRAFFIC LEGEND

1. RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED
2. PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (WHITE)
3. PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (YELLOW)
4. PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (WHITE SKIP DASH - 2' DASH, 6' SKIP)
5. TEMPORARY CONCRETE BARRIER
6. RELOCATE TEMPORARY CONCRETE BARRIER

SUGGESTED SEQUENCE OF CONSTRUCTION & MAINTENANCE OF TRAFFIC

STAGE I

1. INSTALL ADVANCED WIDTH RESTRICTION SIGNAGE, REMOVE CURB AND GUTTER AS SHOWN IN PLAN, INSTALL TEMPORARY PAVEMENT, RELOCATE EXISTING TEMPORARY CONCRETE BARRIER (STATE OWNED), AND INSTALL ADDITIONAL TEMPORARY CONCRETE BARRIER UTLIZING STANDARD 701422-10.
2. INSTALL STAGE I TRAFFIC CONTROL ALONG IL ROUTE 83. SHIFT TRAFFIC TO NORTH BOUND LANES TO STAGE I TRAFFIC LANES.
3. PERFORM BRIDGE REPAIRS ON WEST SIDE ABUTMENTS, PIERS, BEAMS, AND BEARINGS.
4. COMPLETE BRIDGE DECK PATCHING, JOINT REPLACEMENT, HMA MILLING, BUTT JOINTS, OVERLAY APPROACH SLAB, SLOPE WALL REPAIR, AND SCARIFYING AND LATEX CONCRETE OVERLAY.

STAGE II

1. RELOCATE STAGE II TRAFFIC CONTROL ON IL ROUTE 83 AND REMOVE STAGE I TRAFFIC CONTROL DEVICES. SHIFT TRAFFIC TO SOUTH BOUND LANES TO STAGE II TRAFFIC LANES.
2. PERFORM EAST SIDE BRIDGE REPAIRS ON ABUTMENTS, PIERS, BEAMS, AND BEARINGS.
3. COMPLETE BRIDGE DECK PATCHING, JOINT REPLACEMENT, HMA MILLING, BUTT JOINTS, OVERLAY APPROACH SLAB, SLOPE WALL REPAIR, AND SCARIFYING AND LATEX CONCRETE OVERLAY.
4. REMOVE STAGE II TRAFFIC CONTROL DEVICES. SHIFT TRAFFIC BACK TO NORMAL LANES ALONG IL ROUTE 83.
5. RELOCATE TEMPORARY CONCRETE BARRIER (STATE OWNED) BACK TO CENTER MEDIAN LOCATION, REMOVE TEMPORARY PAVEMENT, AND INSTALL CURB AND GUTTER.
6. COMPLETE PERMANENT PAVEMENT MARKING ALONG IL ROUTE 83 UTILIZING DAYTIME LANE CLOSURES.

MAINTENANCE OF TRAFFIC GENERAL NOTES:

1. THE TRAFFIC CONTROL DEPICTED HEREIN IS THE MINIMUM REQUIREMENT. ADDITIONAL TRAFFIC CONTROL DEVICES AS SPECIFIED IN THE HIGHWAY STANDARDS 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, (SPECIAL) 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 MAINTENANCE OF TRAFFIC.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING LABOR, SIGNS AND TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC UNLESS NOTED OTHERWISE IN THE SPECIAL PROVISIONS.
4. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING THE WORK.
5. IN ADVANCE OF ALL STAGE CHANGES ON IL ROUTE 83, THE CONTRACTOR SHALL PLACE ONE (1) PORTABLE CHANGEABLE MESSAGE SIGN AT EACH END OF THE PROJECT ALONG IL ROUTE 83 AS DIRECTED AT A LOCATION DESIGNATED BY THE ENGINEER TO INFORM MOTORISTS OF THE UPCOMING STAGE CHANGE ON IL ROUTE 83. THE MESSAGE SHALL BE APPROVED BY THE ENGINEER.
6. ALL EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
7. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE DESIGNATED TRAFFIC CONTROL PLAN.
8. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC PLANS, SPECIAL PROVISIONS, APPLICABLE STATE STANDARDS, AND AS DIRECTED BY THE ENGINEER. ANY CHANGES TO THE MAINTENANCE OF TRAFFIC SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO IMPLEMENTING ANY CHANGES.
9. 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.
10. 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.
11. 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 SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
12. WHEN THEY ARE NO LONGER NECESSARY, ALL TRAFFIC CONTROL DEVICES SHALL IMMEDIATELY BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC. WHEN A SIGN IS COVERED, ITS POST SHALL HAVE A REFLECTIVE 3" X 6" DELINEATOR INSTALLED. THE COST OF THE DELINEATOR IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
13. TEMPORARY CONCRETE BARRIERS AND TEMPORARY IMPACT ATTENUATORS SHALL BE PLACED AS SHOWN IN THE PLANS. EXISTING TEMPORARY CONCRETE BARRIERS ALONG MEDIAN SHALL BE USED AS TEMPORARY CONCRETE BARRIERS ALONG WORK ZONE AND AS SHOWN IN THE PLANS. THIS WORK SHALL BE PAID FOR AS RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWN. EXISTING TEMPORARY CONCRETE BARRIERS NOT BEING USED SHALL BE TEMPORARY RELOCATED TO UNUSED AREA AND APPROVED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR AS RELOCATE TEMPORARY CONCRETE BARRIER, SPECIAL. TEMPORARY CONCRETE BARRIERS SEPARATING OPPOSING TRAFFIC SHALL UTILIZE NEW TEMPORARY CONCRETE BARRIERS AND SHALL BE PAID FOR AS TEMPORARY CONCRETE BARRIER AND RELOCATE TEMPORARY CONCRETE BARRIER. ALL EXISTING TEMPORARY BARRIERS SHALL BE RELOCATED BACK TO EXISTING MEDIAN LOCATION AFTER COMPLETION OF CONSTRUCTION. FURNISHING, INSTALLING AND RELOCATING TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS SHALL BE IN ACCORDANCE WITH IDOT SPECIAL PROVISIONS, IDOT HIGHWAY STANDARDS, STANDARD SPECIFICATIONS, AND AS DIRECTED BY THE ENGINEER.
14. 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.
15. FULL ACCESS THROUGH HINSDALE AVENUE UNDER THE IL 83 BRIDGE MUST BE MAINTAINED THROUGHOUT CONSTRUCTION.
16. CONSTRUCTION ACTIVITIES CAN ONLY TAKE PLACE BETWEEN 8AM - 8PM (MONDAY TO FRIDAY) AND 9AM - 4PM (SATURDAY). NO CONSTRUCTION ACTIVITIES ALLOWED ON SUNDAY AND HOLIDAYS. ANY NIGHT WORK MUST BE APPROVED BY THE VILLAGE BOARD OF TRUSTEES AND THE VILLAGE MANAGER. WRITTEN REQUEST MUST BE SUBMITTED 60 DAYS PRIOR TO START OF WORK.

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CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

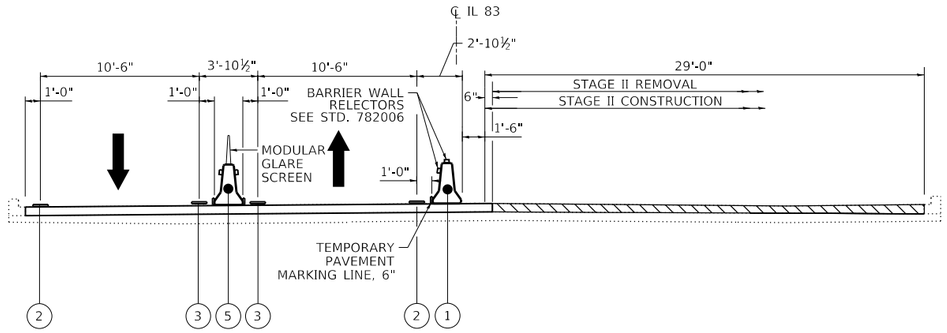
USER NAME = _USER_	DESIGNED - JKP	REVISED -
	DRAWN - DMW	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - SPF	REVISED -
PLOT DATE = 1/9/2019	DATE - 11-02-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 83 OVER BNSF AND US 34 (OGDEN AVE.)
BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
MAINTENANCE OF TRAFFIC – STAGE I TYPICAL SECTIONS

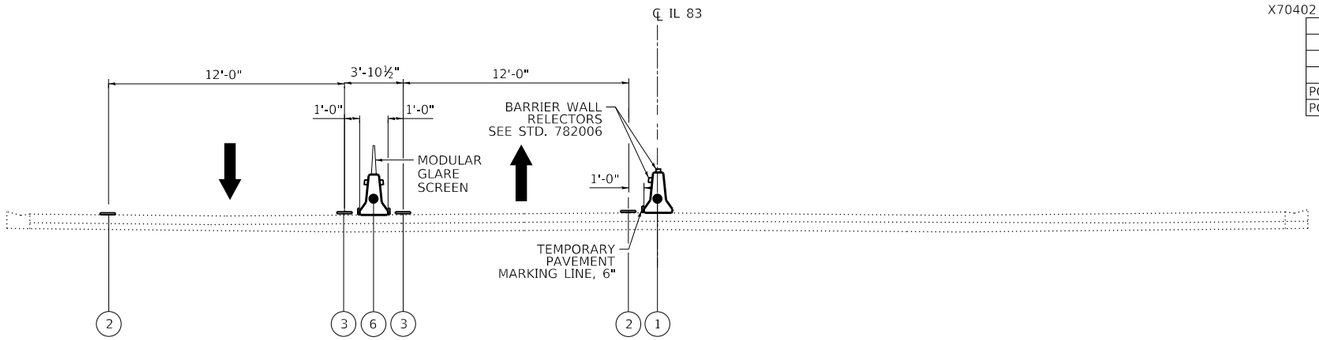
SCALE: | SHEET 1 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	9
		CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			



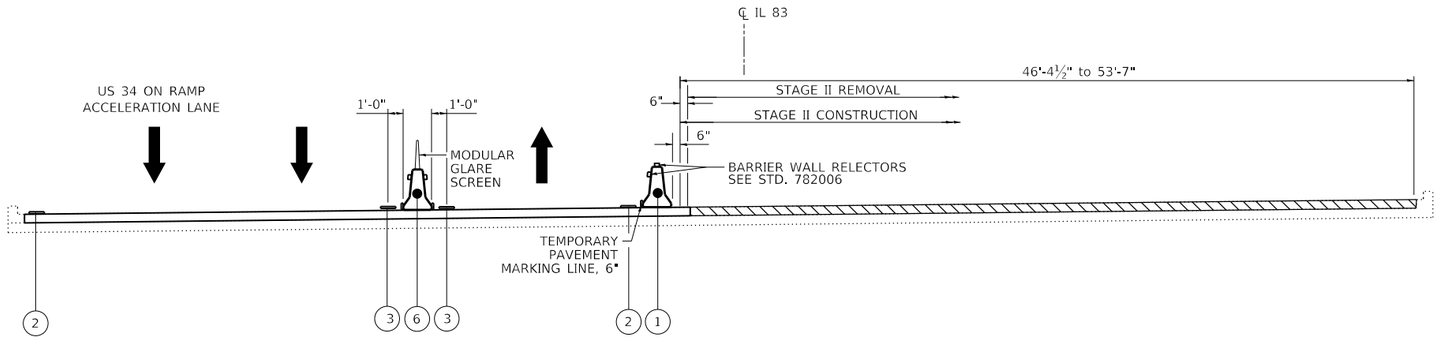
MAINTENANCE OF TRAFFIC ROADWAY TYPICAL SECTION STAGE II

STRUCTURE 022-0155 (OVER BNSF)
LOOKING NORTH



MAINTENANCE OF TRAFFIC ROADWAY TYPICAL SECTION STAGE II

IL 83 STA. 363+68 TO STA 384+15
LOOKING NORTH



MAINTENANCE OF TRAFFIC ROADWAY TYPICAL SECTION STAGE II

STRUCTURE 022-0157 (OVER US 34)
LOOKING NORTH

70400100 - TEMPORARY CONCRETE BARRIER

STAGE	STA		STA	LENGTH (FT)
STAGE I	341+62.5	TO	399+25	5,762.5
			TOTAL	5,762.5

70400200 - RELOCATE TEMPORARY CONCRETE BARRIER

STAGE	STA		STA	LENGTH (FT)
STAGE II	341+62.5	TO	399+25	5,762.5
			TOTAL	5,762.5

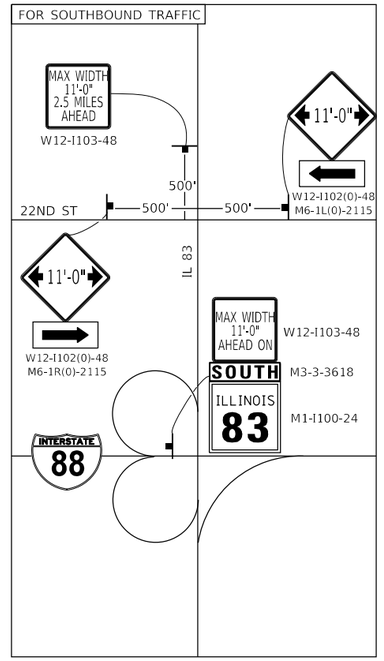
70400600 - RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED

STAGE	STA		STA	LENGTH (FT)
STAGE I	348+12.5	TO	356+00	787.5
STAGE I	387+85	TO	397+35	950.0
STAGE II	348+29	TO	356+16.5	787.5
STAGE II	393+21	TO	397+71	450.0
			TOTAL	2,975

X7040210 - RELOCATE TEMPORARY CONCRETE BARRIER, SPECIAL

STAGE	STA		STA	LENGTH (FT)
STAGE I	341+62.5	TO	348+12.5	650.0
STAGE I	397+35	TO	399+35	200.0
STAGE II	397+71	TO	402+71	500.0
POST STAGE	341+62.5	TO	356+00	1,437.5
POST STAGE	387+85	TO	399+35	1,150.0
			TOTAL	2,787.5

ADVANCED SIGNAGE AT INTERSECTIONS



MAINTENANCE OF TRAFFIC LEGEND

1. RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED
2. PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (WHITE)
3. PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (YELLOW)
4. PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (WHITE SKIP DASH - 2' DASH, 6' SKIP)
5. TEMPORARY CONCRETE BARRIER
6. RELOCATE TEMPORARY CONCRETE BARRIER

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FILE NAME: D162H01-IM-mottypical.dgn

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CONSULTING ENGINEERS
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	DRAWN - DMW	REVISED -	
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PLOT DATE = 1/9/2019	DATE - 11-02-2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 83 OVER BNSF AND US 34 (OGDEN AVE.)
BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
MAINTENANCE OF TRAFFIC – STAGE II TYPICAL SECTIONS

SCALE: | SHEET 2 OF 6 SHEETS | STA. | TO STA.

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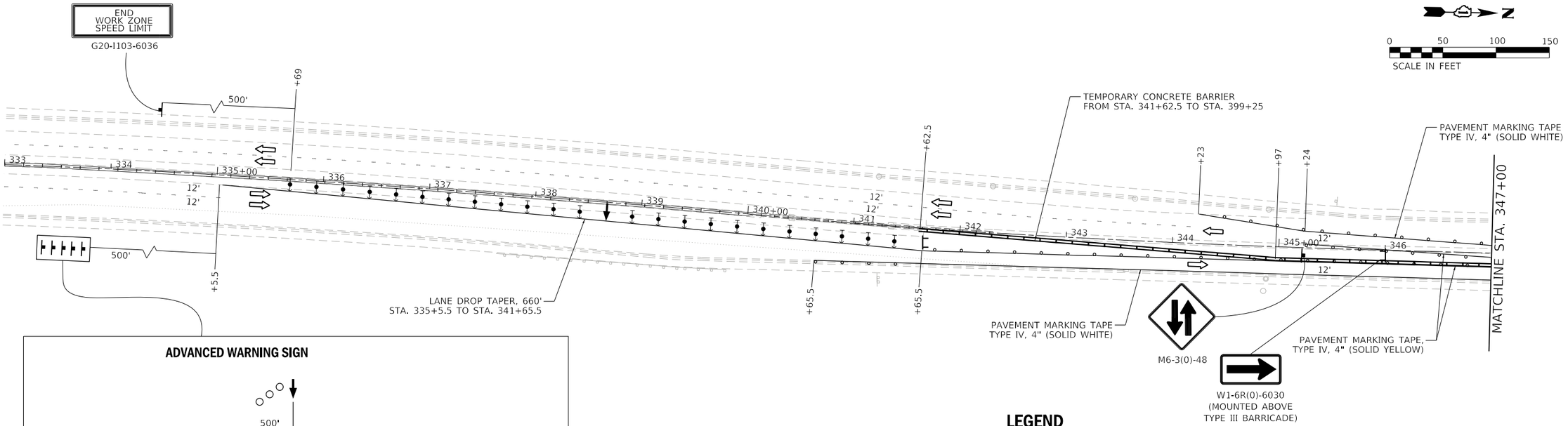
	ILLINOIS	FED. AID PROJECT		



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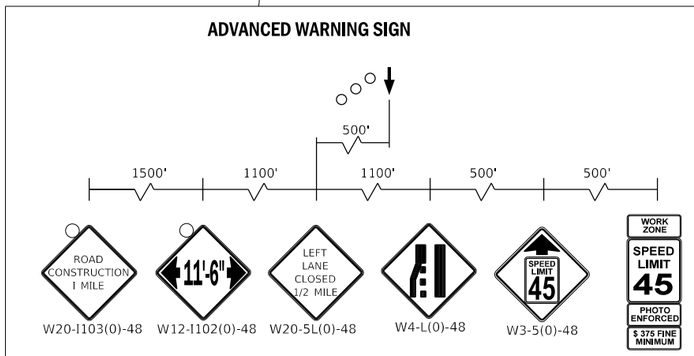

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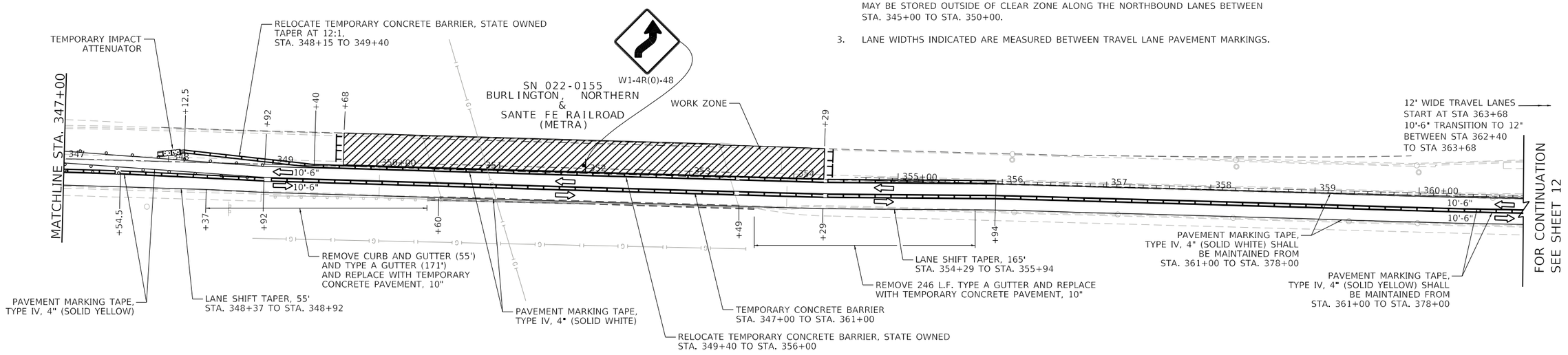
W21-I115(0)-3618
R2-1-3648
R10-I108P-3618
R2-I106P-3618

LEGEND

- WORK ZONE
- RELOCATE TEMPORARY CONCRETE BARRIER
- SIGN ON PERMANENT OR PORTABLE SUPPORT
- DIRECTION OF TRAFFIC
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN LIGHT @ 50' CENTERS
- ARROW BOARD
- TYPE III BARRICADE
- TEMPORARY IMPACT ATTENUATOR (REDIRECTIVE, NARROW), TEST LEVEL 3
- DRUM OR TYPE II BARRICADE AT 100' C-C SPACING IN TANGENT, 50' C-C SPACING TAPERS, AND 10' C-C SPACING IN CURVES/RADII

NOTES

1. TEMPORARY CONCRETE BARRIER TO BE USED AT WORK ZONE SHALL BE RELOCATED FROM EXISTING MEDIAN TEMPORARY CONCRETE BARRIER WALL. IT SHALL BE PAID FOR AS "RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED."
2. RELOCATION OF TEMPORARY CONCRETE BARRIER, SPECIAL FOR STORAGE UNTIL NEEDED MAY BE STORED OUTSIDE OF CLEAR ZONE ALONG THE NORTHBOUND LANES BETWEEN STA. 345+00 TO STA. 350+00.
3. LANE WIDTHS INDICATED ARE MEASURED BETWEEN TRAVEL LANE PAVEMENT MARKINGS.



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184-001397

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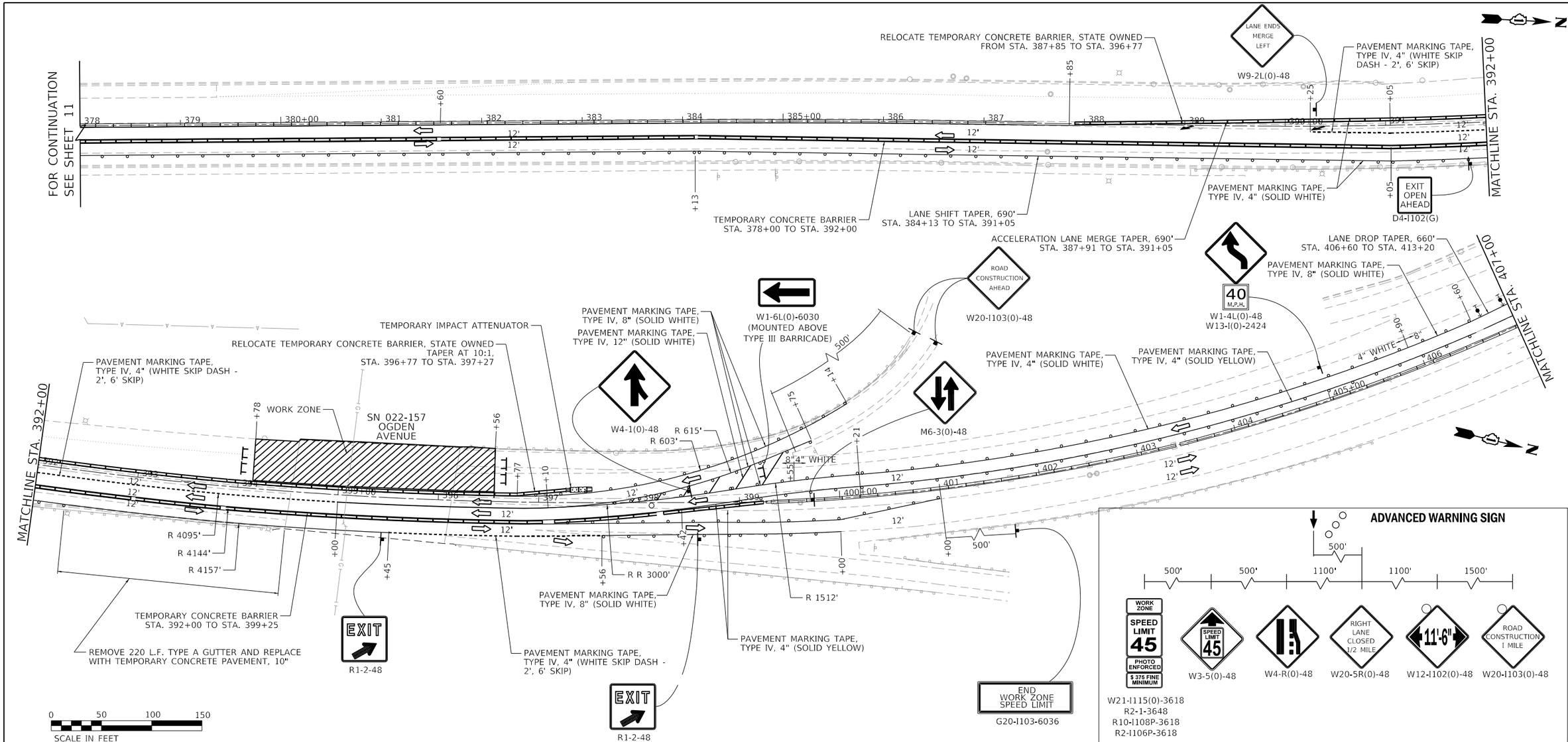
PLOT SCALE = 100.0000 ' / in.	CHECKED - SPF	REVISED -	
PLOT DATE = 1/9/2019	DATE - 11-02-2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 83 OVER US 34 & BNSF – BRIDGE DECK OVERLAY AND JOINT REPAIR
MAINTENANCE OF TRAFFIC - STAGE I

SCALE: 1"=50' | SHEET 3 OF 6 SHEETS | STA. 333+00 TO STA. 361+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	11
	SN 022-0155 & SN 022-0157	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			



LEGEND

- WORK ZONE
- RELOCATE TEMPORARY CONCRETE BARRIER
- SIGN ON PERMANENT OR PORTABLE SUPPORT
- DIRECTION OF TRAFFIC
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN LIGHT @ 50' CENTERS
- ARROW BOARD
- TYPE III BARRICADE
- TEMPORARY IMPACT ATTENUATOR (REDIRECTIVE, NARROW), TEST LEVEL 3
- DRUM OR TYPE II BARRICADE AT 100' C-C SPACING IN TANGENT, 50' C-C SPACING TAPERS, AND 10' C-C SPACING IN CURVES/RADII

NOTES

1. TEMPORARY CONCRETE BARRIER TO BE USED AT WORK ZONE SHALL BE RELOCATED FROM EXISTING MEDIAN TEMPORARY CONCRETE BARRIER WALL. IT SHALL BE PAID FOR AS "RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED."
2. RELOCATION OF TEMPORARY CONCRETE BARRIER, SPECIAL FOR STORAGE UNTIL NEEDED MAY BE STORED OUTSIDE OF CLEAR ZONE ALONG THE NORTHBOUND LANES BETWEEN STA. 345+00 TO STA. 350+00.
3. LANE WIDTHS INDICATED ARE MEASURED BETWEEN TRAVEL LANE PAVEMENT MARKINGS.

MODEL: \$MODELNAME\$
FILE NAME: D162H01-sht-mot2.dgn

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

USER NAME = _USER_	DESIGNED - JKP	REVISED -	
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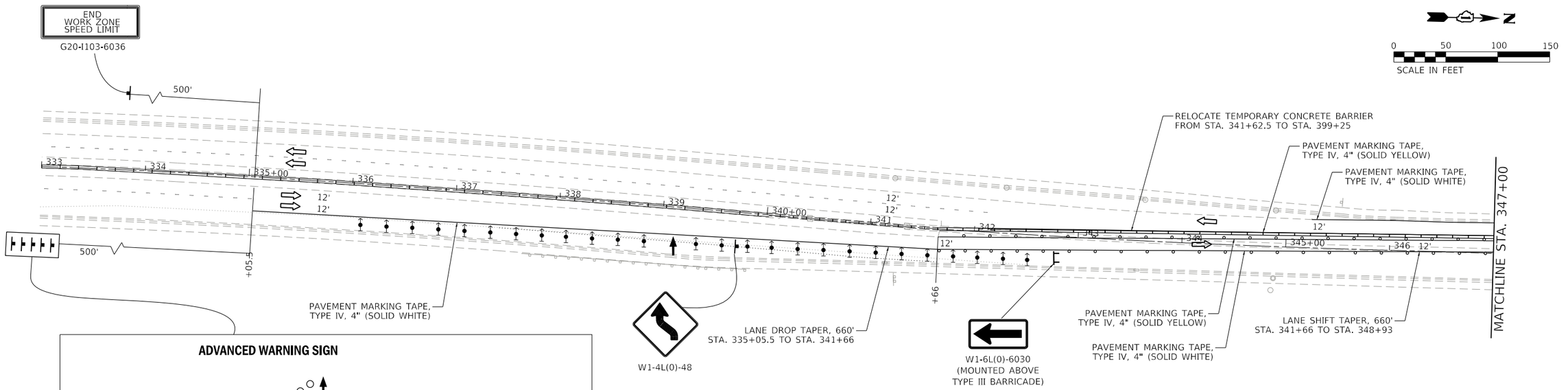
PLOT SCALE = 100.0000 ' / in.	CHECKED - SPF	REVISED -	
PLOT DATE = 1/9/2019	DATE - 11-02-2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

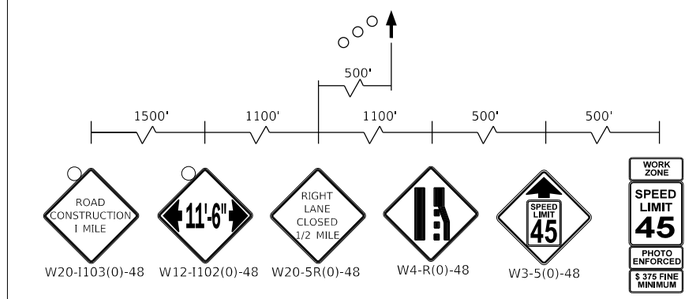
IL 83 OVER US 34 & BNSF – BRIDGE DECK OVERLAY AND JOINT REPAIR
MAINTENANCE OF TRAFFIC - STAGE I

SCALE: 1"=50' | SHEET 4 OF 6 SHEETS | STA. 378+00 | TO STA. 414+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	12
	SN 022-0155 & SN 022-0157	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			



ADVANCED WARNING SIGN

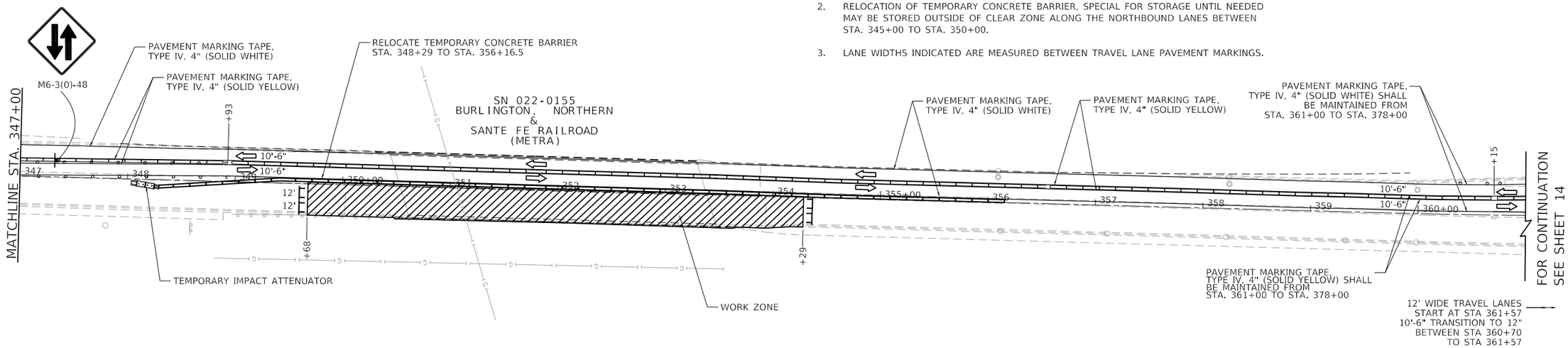


LEGEND

- WORK ZONE
- RELOCATE TEMPORARY CONCRETE BARRIER
- SIGN ON PERMANENT OR PORTABLE SUPPORT
- DIRECTION OF TRAFFIC
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN LIGHT @ 50' CENTERS
- ARROW BOARD
- TYPE III BARRICADE
- TEMPORARY IMPACT ATTENUATOR (REDIRECTIVE, NARROW), TEST LEVEL 3
- DRUM OR TYPE II BARRICADE AT 100' C-C SPACING IN TANGENT, 50' C-C SPACING TAPERS, AND 10' C-C SPACING IN CURVES/RADII

NOTES

1. TEMPORARY CONCRETE BARRIER TO BE USED AT WORK ZONE SHALL BE RELOCATED FROM EXISTING MEDIAN TEMPORARY CONCRETE BARRIER WALL. IT SHALL BE PAID FOR AS "RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED."
2. RELOCATION OF TEMPORARY CONCRETE BARRIER, SPECIAL FOR STORAGE UNTIL NEEDED MAY BE STORED OUTSIDE OF CLEAR ZONE ALONG THE NORTHBOUND LANES BETWEEN STA. 345+00 TO STA. 350+00.
3. LANE WIDTHS INDICATED ARE MEASURED BETWEEN TRAVEL LANE PAVEMENT MARKINGS.



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	DRAWN - DMW	REVISED -
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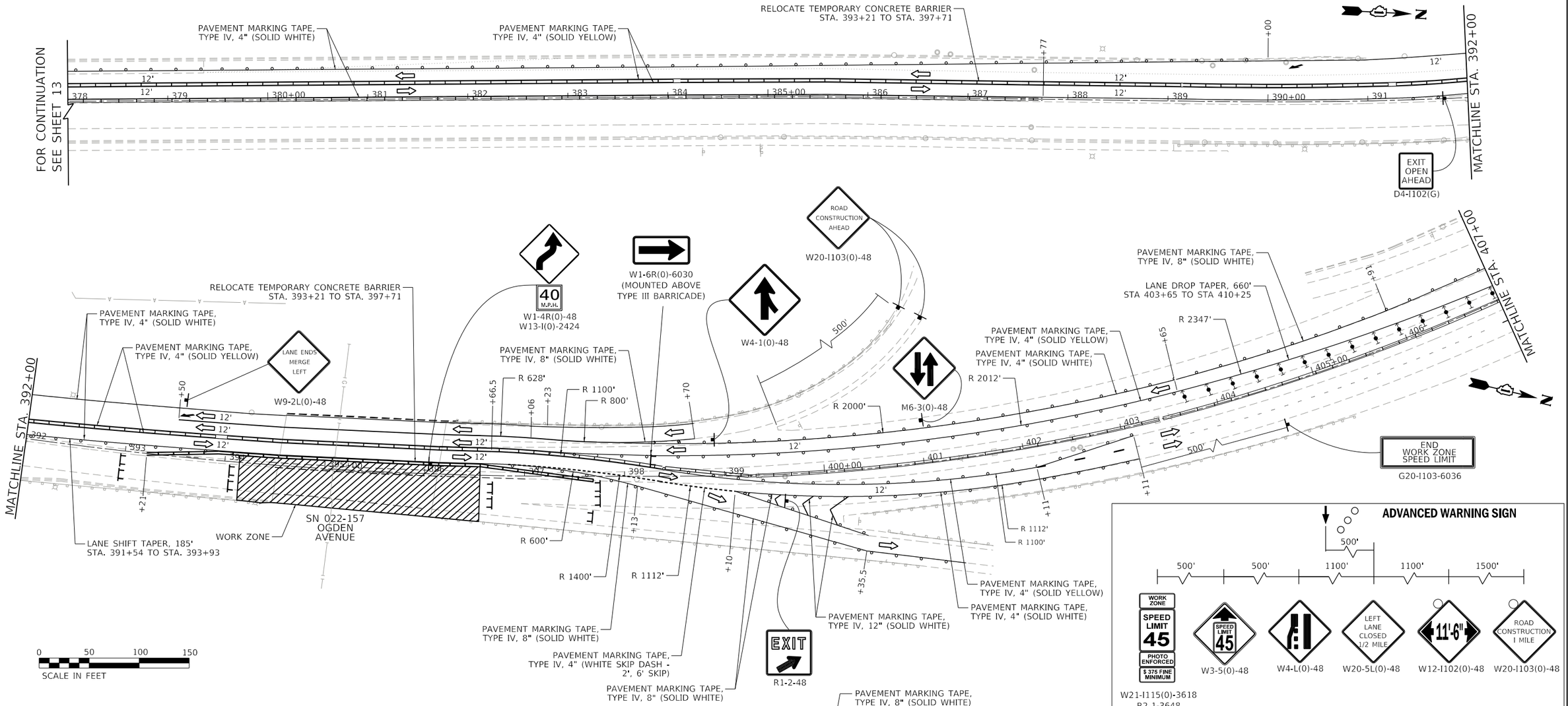
PLOT DATE = 1/9/2019	DATE - 11-02-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

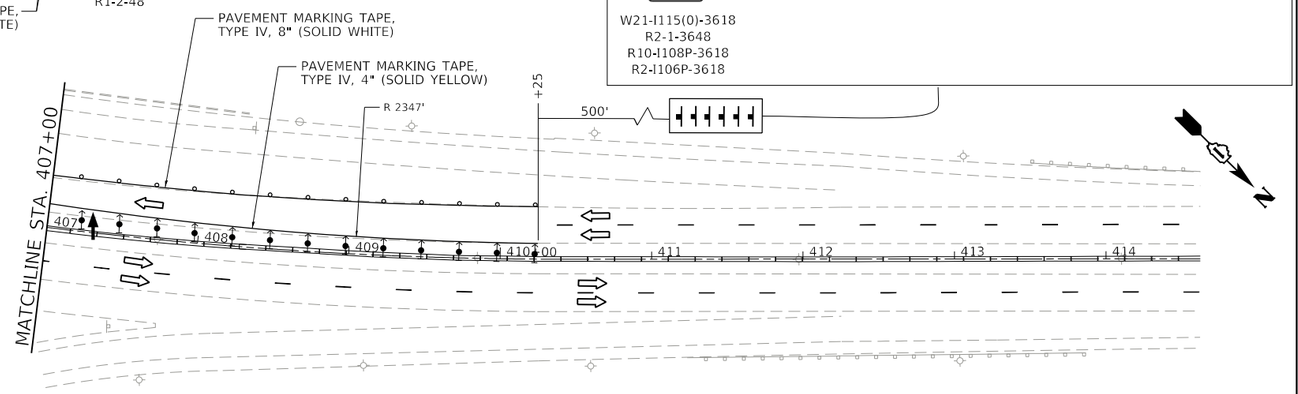
IL 83 OVER US 34 & BNSF – BRIDGE DECK OVERLAY AND JOINT REPAIR
MAINTENANCE OF TRAFFIC - STAGE II

SCALE: 1"=50' | SHEET 5 OF 6 SHEETS | STA. 333+00 TO STA. 361+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	13
	SN 022-0155 & SN 022-0157	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			



ADVANCED WARNING SIGN



LEGEND

- WORK ZONE
- RELOCATE TEMPORARY CONCRETE BARRIER
- SIGN ON PERMANENT OR PORTABLE SUPPORT
- DIRECTION OF TRAFFIC
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN LIGHT @ 50' CENTERS
- ARROW BOARD
- TYPE III BARRICADE
- TEMPORARY IMPACT ATTENUATOR (REDIRECTIVE, NARROW), TEST LEVEL 3
- DRUM OR TYPE II BARRICADE AT 100' C-C SPACING IN TANGENT, 50' C-C SPACING TAPERS, AND 10' C-C SPACING IN CURVES/RADII

NOTES

1. TEMPORARY CONCRETE BARRIER TO BE USED AT WORK ZONE SHALL BE RELOCATED FROM EXISTING MEDIAN TEMPORARY CONCRETE BARRIER WALL. IT SHALL BE PAID FOR AS "RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED."
2. RELOCATION OF TEMPORARY CONCRETE BARRIER, SPECIAL FOR STORAGE UNTIL NEEDED MAY BE STORED OUTSIDE OF CLEAR ZONE ALONG THE NORTHBOUND LANES BETWEEN STA. 345+00 TO STA. 350+00.
3. LANE WIDTHS INDICATED ARE MEASURED BETWEEN TRAVEL LANE PAVEMENT MARKINGS.

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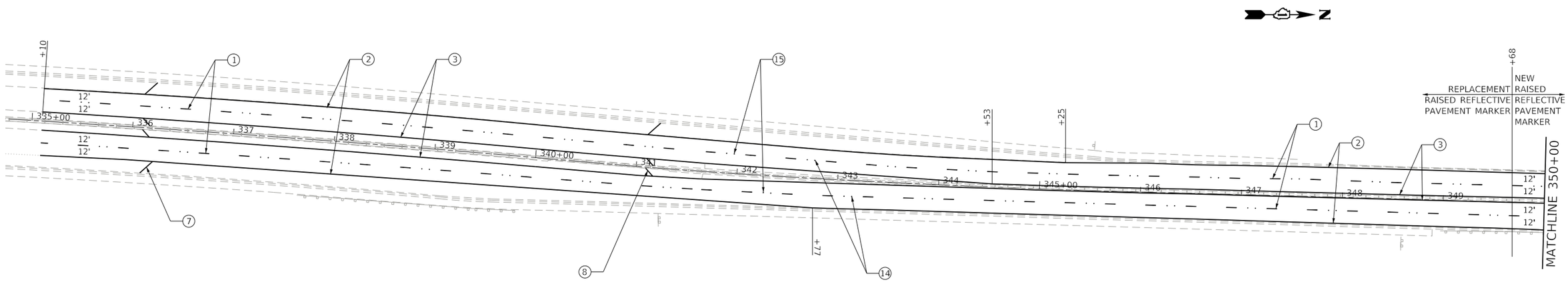
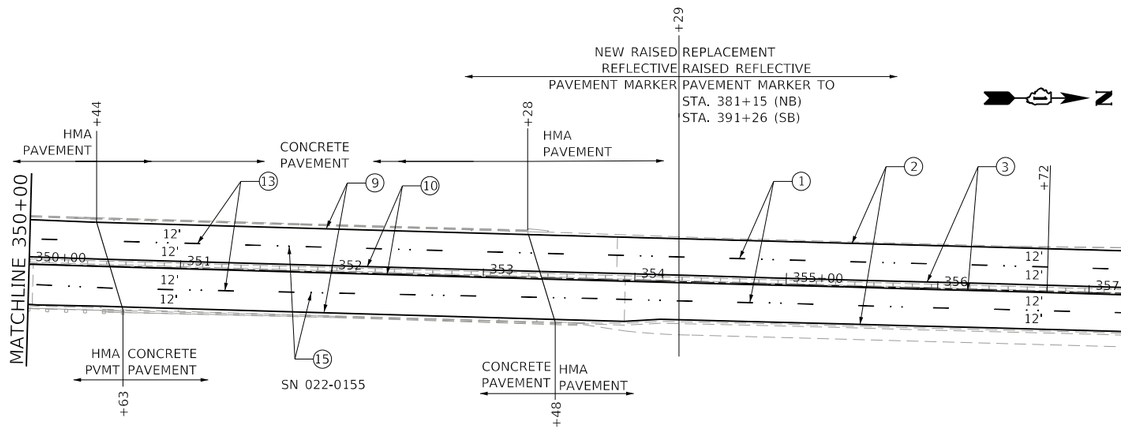
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

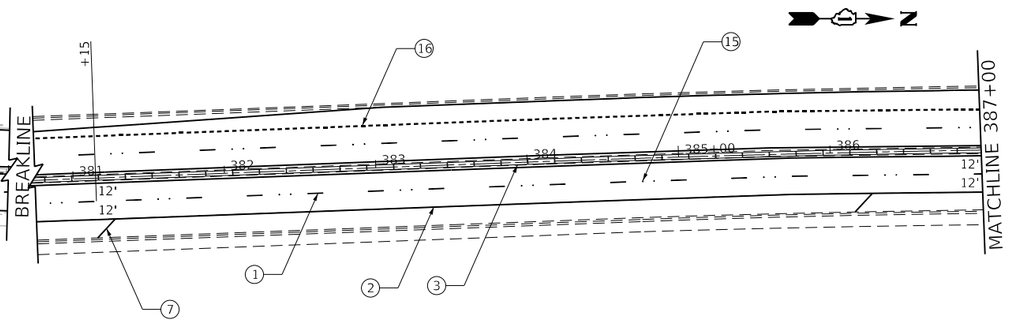
IL 83 OVER US 34 & BNSF – BRIDGE DECK OVERLAY AND JOINT REPAIR
MAINTENANCE OF TRAFFIC - STAGE II

SCALE: 1"=50' | SHEET 6 OF 6 SHEETS | STA. 333+00 | TO STA. 361+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	14
SN 022-0155 & SN 022-0157		CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			







NOTE:
RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALL ACCORDING TO IDOT'S D1 DETAIL TC-11.
PERMANENT PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO IDOT'S D1 DETAIL TC-12 & TC-13.

0 50 100 150
SCALE IN FEET

PAVEMENT MARKING LEGEND

(1) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SKIP DASH - 10', 30' SKIP)
STA. 335+10 TO STA. 350+58 (NB)
STA. 353+43 TO STA. 387+00 (NB)
STA. 335+10 TO STA. 350+48 (SB)
STA. 353+33 TO STA. 387+00 (SB)

(2) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID WHITE)
STA. 335+10 TO STA. 350+63 (NB)
STA. 353+48 TO STA. 387+00 (NB)
STA. 335+10 TO STA. 350+44 (SB)
STA. 353+28 TO STA. 379+36 (SB)

(3) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID YELLOW)
STA. 335+10 TO STA. 350+53 (NB)
STA. 353+39 TO STA. 356+72 (NB)
STA. 381+15 TO STA. 387+00 (NB)
STA. 335+10 TO STA. 350+52 (SB)
STA. 353+37 TO STA. 387+00 (SB)

(4) THERMOPLASTIC PAVEMENT MARKING - LINE 8" (SOLID WHITE)
STA. 379+36 TO STA. 387+00 (SB1)

(5) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE CHEVRONS) SPACED AT 30' C-C

(6) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONAL) SPACED AT 30' C-C

(7) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONAL) SPACED AT 500' C-C
STA. 335+10 TO STA. 341+54 (NB)
STA. 381+15 TO STA. 387+00 (NB)
STA. 335+10 TO STA. 346+03 (SB)

(8) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONAL) SPACED AT 500' C-C
STA. 335+10 TO STA. 344+53 (NB)
STA. 335+10 TO STA. 344+53 (SB)

(9) MODIFIED URETHANE PAVEMENT MARKING, TYPE II - LINE 4" (SOLID WHITE)(PCC PAVEMENT ONLY)
STA. 350+63 TO STA. 353+48 (NB)
STA. 350+44 TO STA. 353+28 (SB)

(10) MODIFIED URETHANE PAVEMENT MARKING, TYPE II - LINE 4" (SOLID YELLOW)(PCC PAVEMENT ONLY)
STA. 350+53 TO STA. 353+39 (NB)
STA. 350+52 TO STA. 353+37 (SB)

(11) MODIFIED URETHANE PAVEMENT MARKING, TYPE II - LINE 8" (SOLID WHITE)(PCC PAVEMENT ONLY)

(12) MODIFIED URETHANE PAVEMENT MARKING, TYPE II - LINE 12" (WHITE DIAGONAL)(PCC PAVEMENT ONLY) SPACED AT 30' C-C

(13) PREFORMED PLASTIC PAVEMENT MARKING TYPE B - INLAID - CONTRAST - LINE 7"
WITH 8" GROOVING (WHITE SKIP DASH - 10', 30' SKIP)
(PCC PAVEMENT ONLY)
STA. 350+58 TO STA. 353+43 (NB)
STA. 350+48 TO STA. 353+33 (SB)

(14) REPLACEMENT REFLECTOR
STA. 335+10 TO STA. 349+68 (NB)
STA. 335+10 TO STA. 349+68 (SB)

(15) RAISED REFLECTIVE PAVEMENT MARKER
STA. 349+68 TO STA. 387+00 (NB/SB)

(16) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SKIP DASH - 2', 6' SKIP)
STA. 379+36 TO STA. 387+00 (SB)

MODEL: $MODELNAME$
FILE NAME: D162H01-sht-pmk.dgn

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

USER NAME = _USER_	DESIGNED - JKP	REVISED -	
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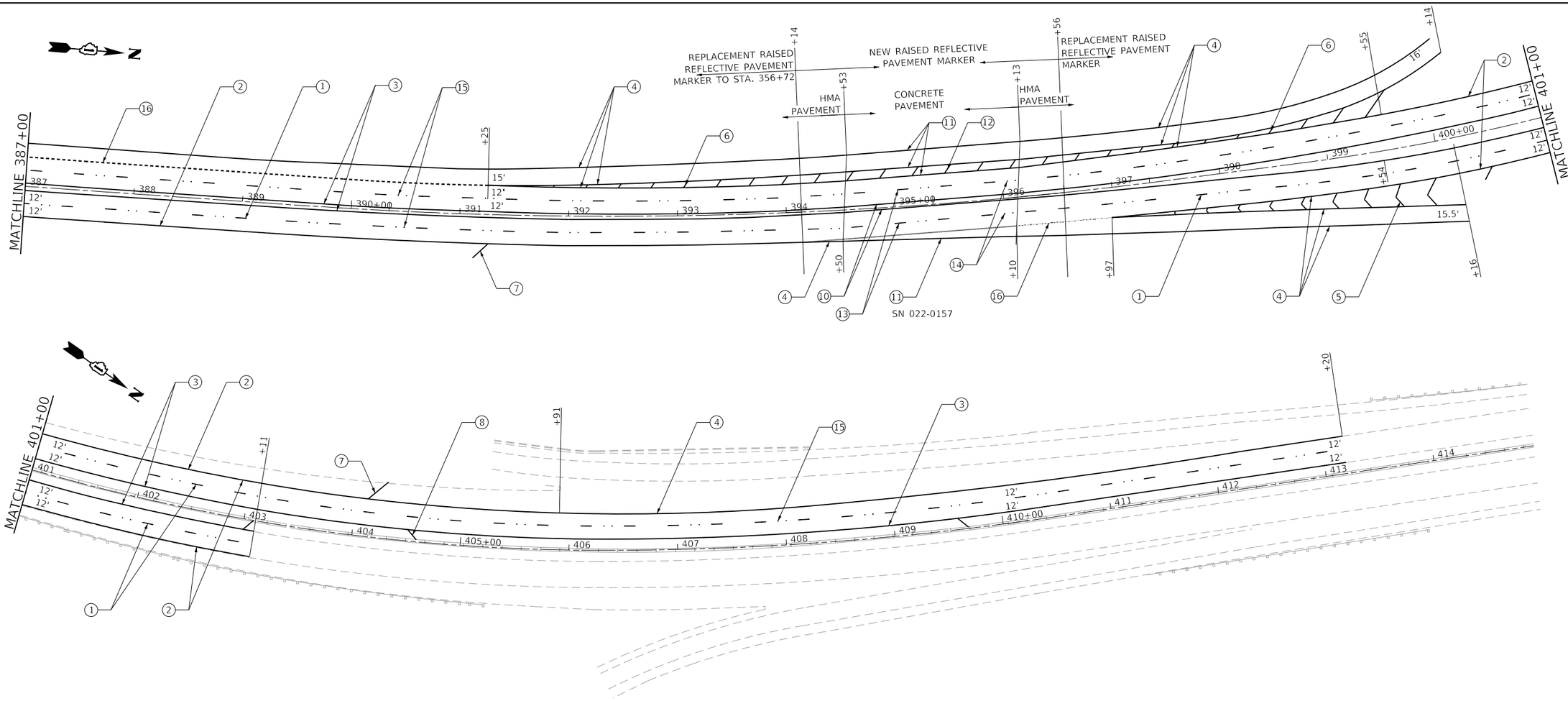
PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 83 OVER US 34 & BNSF – BRIDGE DECK OVERLAY AND JOINT REPAIR
PROPOSED PAVEMENT MARKING

SCALE: 1"=50' | SHEET 1 OF 2 SHEETS | STA. 316+10 | TO STA. 387+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	15
	SN 022-0155 & SN 022-0157	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			



NOTE:
RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALL ACCORDING TO IDOT'S D1 DETAIL TC-11.
PERMANENT PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO IDOT'S D1 DETAIL TC-12 & TC-13.

0 50 100 150
SCALE IN FEET

PAVEMENT MARKING LEGEND

(1) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SKIP DASH - 10', 30' SKIP)
STA. 387+00 TO STA. 394+52 (NB)
STA. 396+11 TO STA. 403+11 (NB)
STA. 387+00 TO STA. 394+55 (SB)
STA. 396+11 TO STA. 413+20 (SB)

(2) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID WHITE)
STA. 387+00 TO STA. 394+50 (NB)
STA. 400+16 TO STA. 403+11 (NB)
STA. 399+55 TO STA. 405+91 (SB)

(3) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID YELLOW)
STA. 387+00 TO STA. 394+52 (NB)
STA. 396+11 TO STA. 403+11 (NB)
STA. 387+00 TO STA. 394+52 (SB)
STA. 396+12 TO STA. 413+20 (SB)

(4) THERMOPLASTIC PAVEMENT MARKING - LINE 8" (SOLID WHITE)
STA. 396+10 TO STA. 400+16 (NB)
STA. 394+14 TO STA. 394+50 (NB)
STA. 391+25 TO STA. 394+53 (SB)
STA. 396+13 TO STA. 400+14 (SB)
STA. 405+91 TO STA. 413+20 (SB)

(5) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE CHEVRONS) SPACED AT 30' C-C
STA. 396+97 TO STA. 400+16 (NB)

(6) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONAL) SPACED AT 30' C-C
STA. 391+25 TO STA. 394+52 (SB)
STA. 396+12 TO STA. 399+60 (SB)

(7) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONAL) SPACED AT 500' C-C
STA. 387+00 TO STA. 394+50 (NB)
STA. 400+16 TO STA. 403+11 (NB)
STA. 399+55 TO STA. 405+91 (SB)

(8) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONAL) SPACED AT 500' C-C
STA. 398+54 TO STA. 403+11 (NB)
STA. 398+54 TO STA. 413+20 (SB)

(9) MODIFIED URETHANE PAVEMENT MARKING, TYPE II - LINE 4" (SOLID WHITE)(PCC PAVEMENT ONLY)

(10) MODIFIED URETHANE PAVEMENT MARKING, TYPE II - LINE 4" (SOLID YELLOW)(PCC PAVEMENT ONLY)
STA. 394+53 TO STA. 396+13 (NB)
STA. 394+54 TO STA. 396+14 (SB)

(11) MODIFIED URETHANE PAVEMENT MARKING, TYPE II - LINE 8" (SOLID WHITE)(PCC PAVEMENT ONLY)
STA. 394+50 TO STA. 396+10 (NB)
STA. 394+54 TO STA. 396+14 (SB)

(12) MODIFIED URETHANE PAVEMENT MARKING, TYPE II - LINE 12" (WHITE DIAGONAL)(PCC PAVEMENT ONLY) SPACED AT 30' C-C
STA. 394+52 TO STA. 396+12 (SB)

(13) PREFORMED PLASTIC PAVEMENT MARKING TYPE B - INLAID - CONTRAST - LINE 7"
WITH 8" GROOVING (WHITE SKIP DASH - 10', 30' SKIP)
(PCC PAVEMENT ONLY)
STA. 394+51 TO STA. 396+11 (NB)
STA. 394+53 TO STA. 396+13 (SB)

(14) REPLACEMENT REFLECTOR
STA. 387+00 TO STA. 394+14 (NB)
STA. 396+56 TO STA. 403+11 (NB)
STA. 387+00 TO STA. 394+14 (SB)
STA. 396+56 TO STA. 413+20 (SB)

(15) RAISED REFLECTIVE PAVEMENT MARKER
STA. 394+14 TO STA. 396+56 (NB/SB)

(16) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SKIP DASH - 2', 6' SKIP)
STA. 396+10 TO STA. 396+97 (NB)
STA. 387+00 TO STA. 391+25 (SB)

MODEL: $MODELNAME$
FILE NAME: D162H01-sht-pmk2.dgn

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 83 OVER US 34 & BNSF – BRIDGE DECK OVERLAY AND JOINT REPAIR
PROPOSED PAVEMENT MARKING

SCALE: 1"=50' | SHEET 2 OF 2 SHEETS | STA. 387+00 TO STA. 413+20

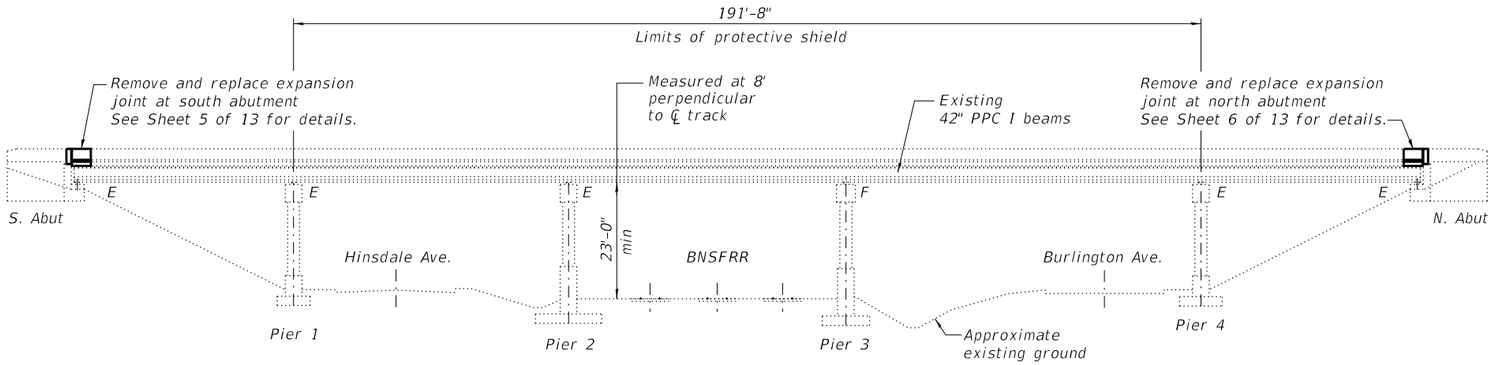
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	16
SN 022-0155 & SN 022-0157		CONTRACT NO. 62H01		
ILLINOIS	FED. AID PROJECT			

The existing F.A. Rte 29 (IL Route 83) over BNSFRR was built in 1986 as a 5 span precast prestressed concrete I-beam superstructure on stub abutments and piers on spread footings. The back to back abutment length is 288'-11" and the width is 62'-9" out to out deck.

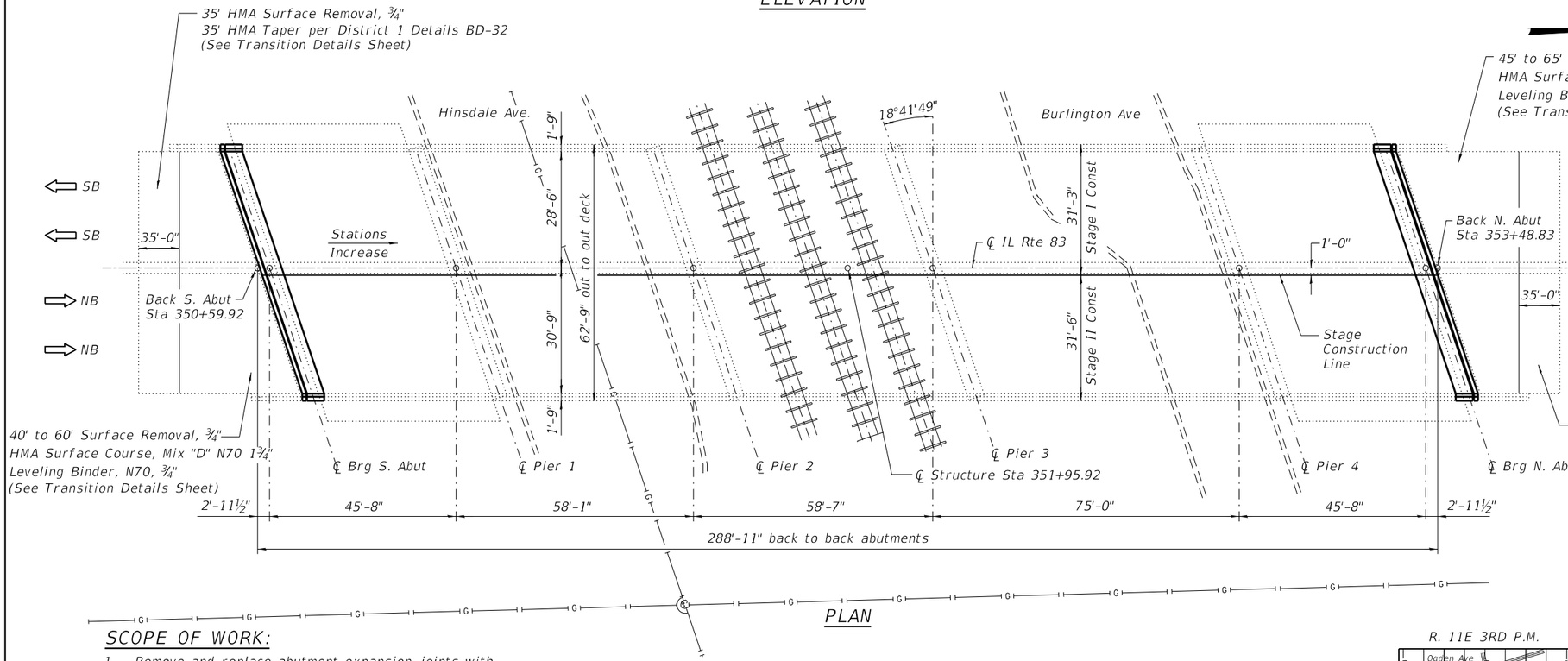
The bridge repairs shall be done under Staged Construction.

No Salvage.

INDEX OF SHEETS



ELEVATION



PLAN

SCOPE OF WORK:

1. Remove and replace abutment expansion joints with preformed joint strip seal.
2. Repair bridge deck slab.
3. Bridge deck scarification ¾".
4. Place bridge deck latex concrete overlay, 2½".
5. Apply protective coat to parapet and new concrete (excludes overlay).
6. PPC I-Beam Repairs.
7. Repair substructure.
8. Blast and paint expansion bearings

DESIGN STRESSES

EXISTING STRUCTURE

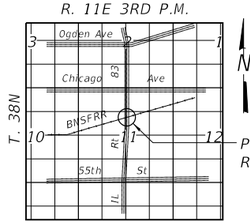
f'c = 3,500 psi (Reinforced Concrete)
f'c = 6,000 psi (Prestressed Concrete)
fy = 60,000 psi (Reinforcement)

DESIGN SPECIFICATIONS

(New Construction)
2002 AASHTO Standard Specifications, 17th Ed.

LOADING HS 20-44

Original Construction



LOCATION SKETCH

JEREMY BUENING 081-006696 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

11/2/18

Jeremy Buening, P.E., S.E. — Date
License Expires 11/30/20

GENERAL PLAN AND ELEVATION
IL ROUTE 83 OVER BNSFRR
FAP RTE 344 SEC 2005-0171
DUPAGE COUNTY
STATION 351+95.92
STRUCTURE NO. 022-0155

MODEL: SMODELNAMES
FILE NAME: 0220155-62H01-001-GPEGENDATA.dgn

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PLOT DATE = 12/26/2018	DATE - 11-02-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET 1 OF 13 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	17
	SN 022-0155	CONTRACT NO. 62H01		
	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

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

Reinforcement bars designated (E) shall be epoxy coated.

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

Expansion joints shall be fabricated and installed according to the Manufacturer's recommendations and as approved by the Engineer.

Expansion joints shall be fabricated to conform to the existing cross slopes of the bridge.

The steel components of all expansion bearings shall be blasted and painted according to the special provision "Cleaning and Painting Existing Steel Structures".

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

Synthetic fibers shall be added to the bridge deck Latex Concrete Overlay, see special provisions.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	34.8	–	34.8
Protective Shield	Sq. Yd.	1337	–	1337
Concrete Superstructure	Cu. Yd.	38.6	–	38.6
Bridge Deck Grooving	Sq. Yd.	1828	–	1828
Protective Coat	Sq. Yd.	305	–	305
Reinforcement Bars, Epoxy Coated	Pound	6520	–	6520
Bar Splicers	Each	26	–	26
Preformed Joint Strip Seal	Foot	130	–	130
Bridge Deck Latex Concrete Overlay, 2½"	Sq. Yd.	1823	–	1823
Bridge Deck Scarification ¾"	Sq. Yd.	1823	–	1823
Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	Sq. Ft.	–	49	49
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	–	62	62
Precast Prestressed Concrete I-Beam Repair	Sq. Ft.	6	–	6
Acrylic Coating	Sq. Yd.	24	–	24
Cleaning and Painting Bearings	Each	72	–	72
Fiber Wrap	Sq. Ft.	119	–	119
Stone Riprap, Class B3	Sq. Yd.	–	10	10
Filter Fabric	Sq. Yd.	–	10	10

MODEL: $MODELNAME$
FILE NAME: 022015S-62H01-001-GPEGENDATA.dgn

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

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	DRAWN - DMW	REVISED -
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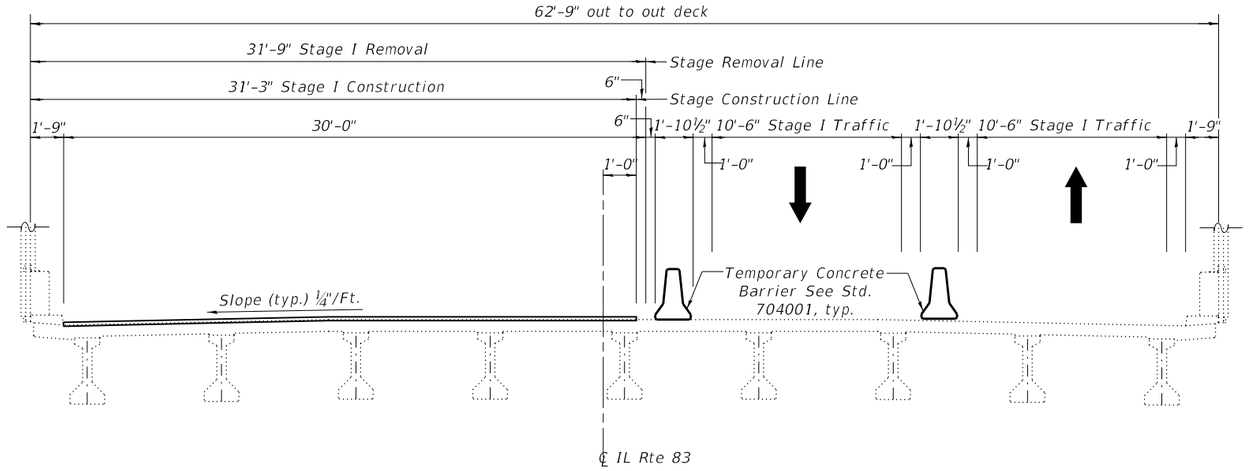
PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER BNSF R.R. - OVERLAY AND BRIDGE REPAIRS
GENERAL STRUCTURAL DATA

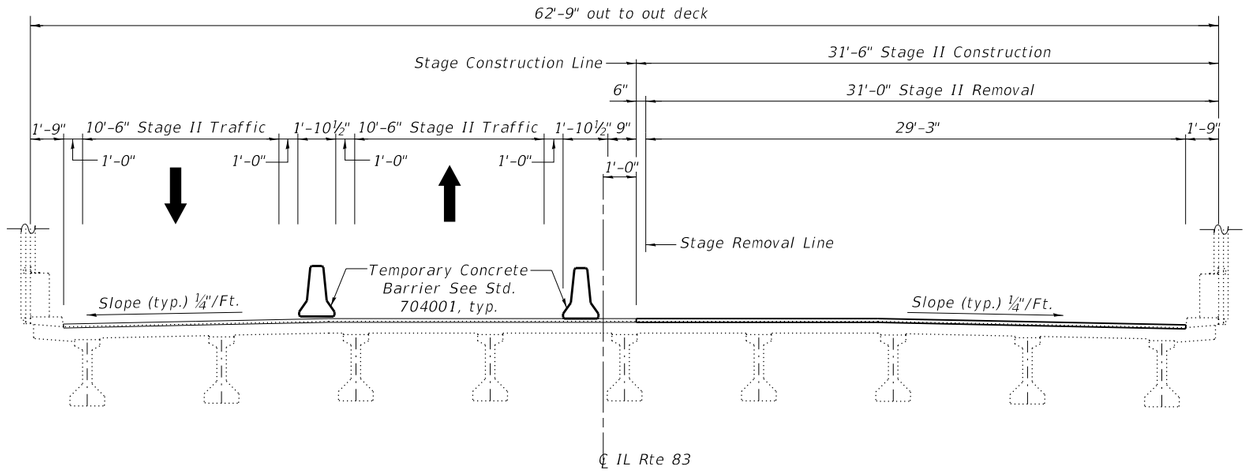
SCALE: | SHEET 2 OF 13 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	18
	SN 022-0155	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			



STAGE I REMOVAL & CONSTRUCTION - LOOKING NORTH

(All dimensions are perpendicular to ℄ IL Rte 83)



STAGE II REMOVAL & CONSTRUCTION - LOOKING NORTH

(All dimensions are perpendicular to ℄ IL Rte 83)

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FILE NAME: 0220155-62H01-002-STGCONST.dgn

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184-001397

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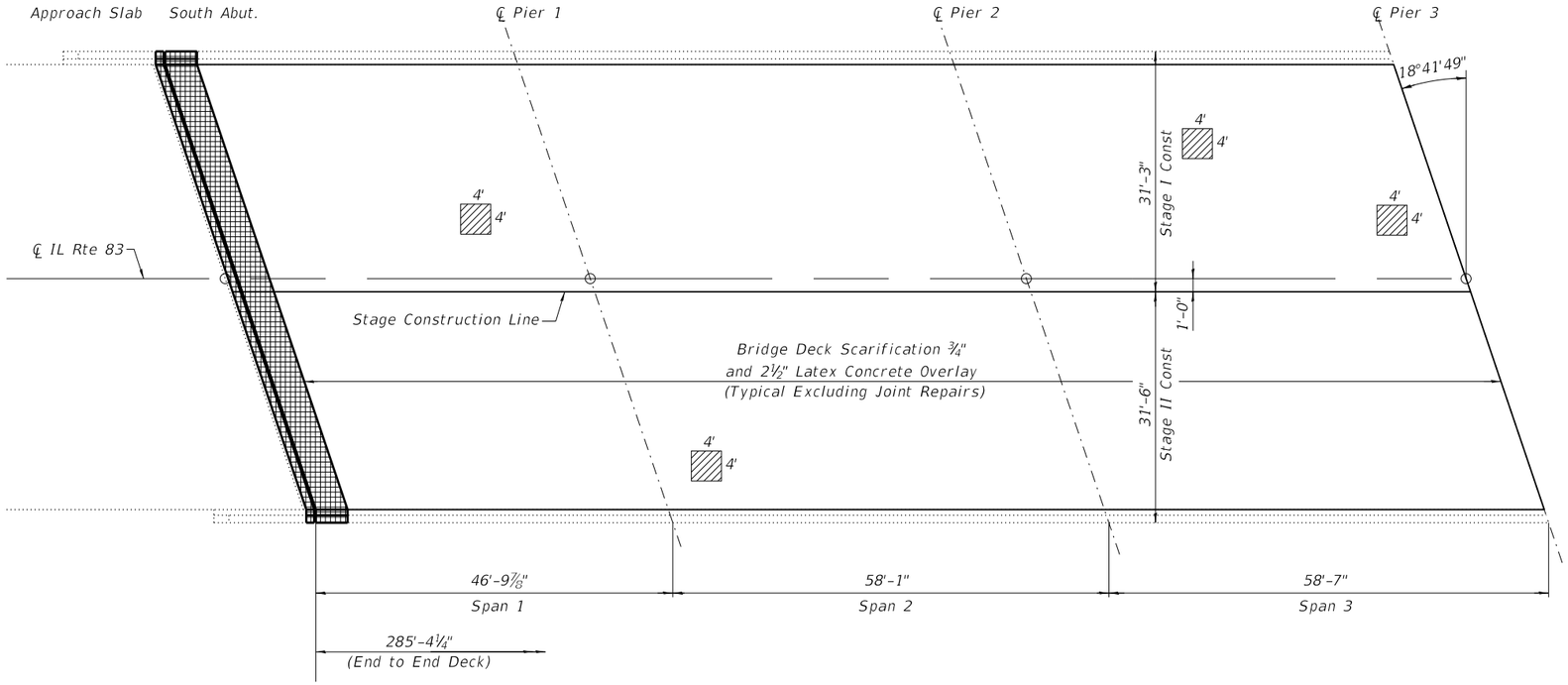
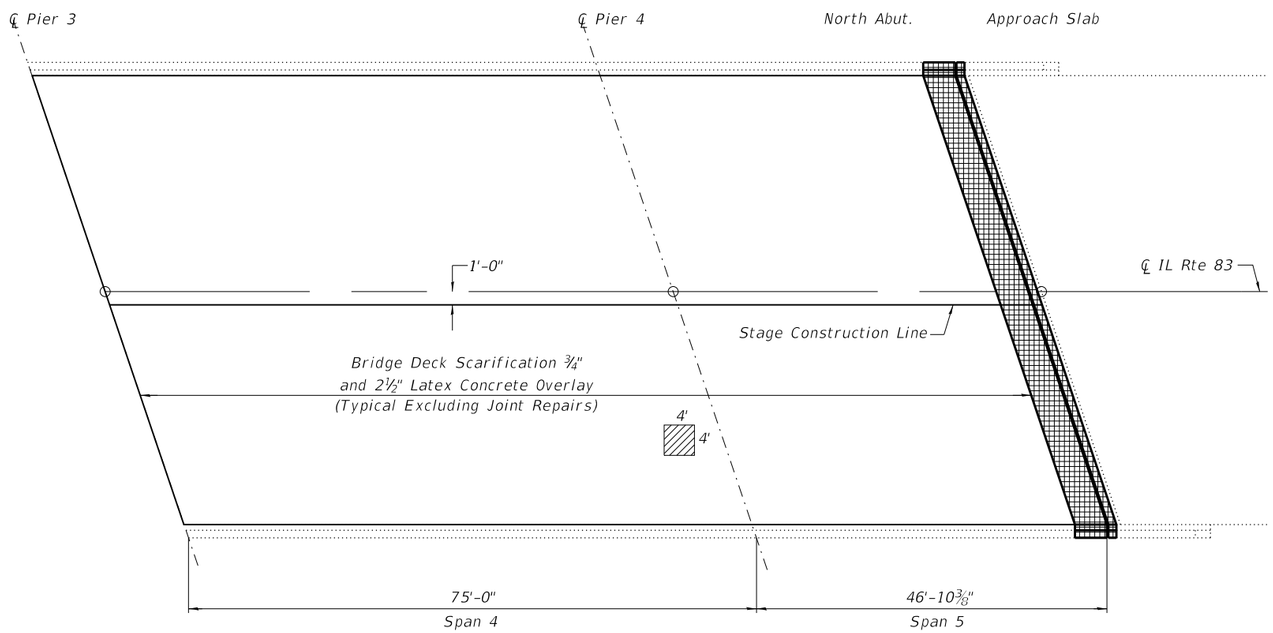
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER BNSF R.R. - OVERLAY AND BRIDGE REPAIRS
STAGE CONSTRUCTION DETAILS

SCALE: | SHEET 3 OF 13 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	19
	SN 022-0155	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			





BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Protective Coat	Sq. Yd.	305
Bridge Deck Grooving	Sq. Yd.	1828
Bridge Deck Latex Concrete Overlay 2½"	Sq. Yd.	1849
Bridge Deck Scarification ¾"	Sq. Yd.	1849

LEGEND

Deck Slab Repair (Partial Depth)

Area of Joint Reconstruction

NOTES:

Areas of deck repairs are estimated and will be paid for as specified in the Special Provisions.

Actual type, location, and dimensions of deck repairs are to be determined and documented by the ENGINEER during construction. ENGINEER shall sound deck after deck scarification.

Protective Coat shall be applied to the top and inside face of all parapets and curbs as well as new concrete areas adjacent to joints. (Excludes Overlay)

MODEL: $MODELNAME$
FILE NAME: 022O155-62H01-003-DECKREP.dgn

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

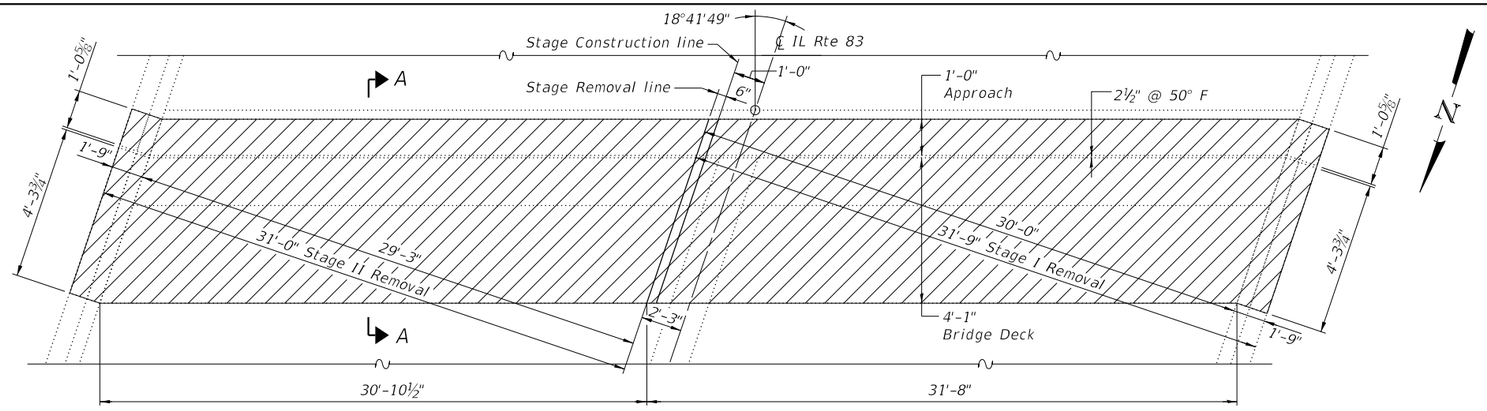
USER NAME = _USER_	DESIGNED - BCG	REVISED -
	DRAWN - DMW	REVISED -
PLOT SCALE = 19.9999 ' / in.	CHECKED - JMB	REVISED -
PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -

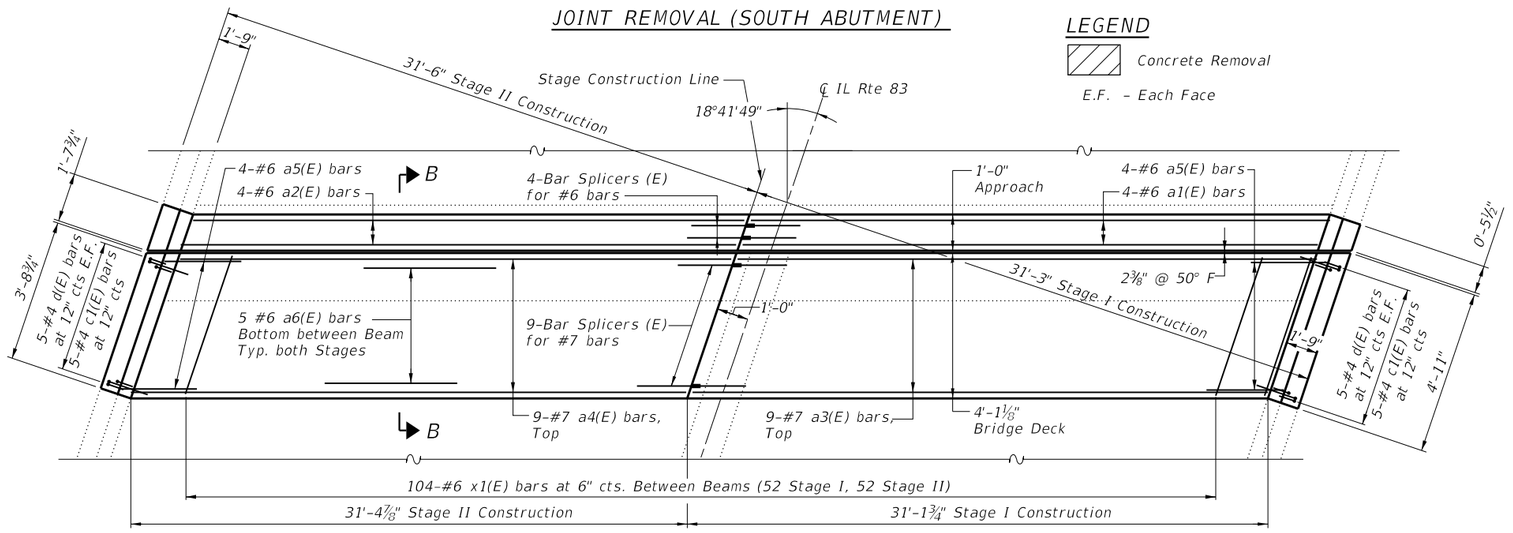
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER BNSF R.R. - OVERLAY AND BRIDGE REPAIRS
BRIDGE DECK REPAIRS

SCALE: | SHEET 4 OF 13 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	20
	SN 022-0155	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			





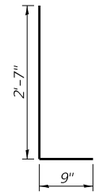
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1(E)	4	#6	32'-0"	
a2(E)	4	#6	32'-2"	
a3(E)	9	#7	32'-0"	
a4(E)	9	#7	32'-2"	
a5(E)	8	#6	4'-0"	
a6(E)	40	#6	6'-3"	
c1(E)	10	#4	5'-2"	
d(E)	20	#4	3'-4"	
d1(E)	12	#4	2'-2"	
x1(E)	104	#6	7'-6"	
Concrete Removal			Cu. Yd.	17.4
Concrete Superstructure			Cu. Yd.	19.3
Reinforcement Bars, Epoxy Coated			Pound	3260

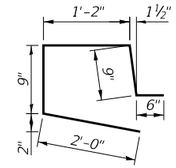
LEGEND

Concrete Removal

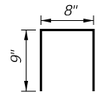
E.F. – Each Face



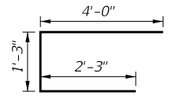
BAR d(E)



BAR c1(E)



BAR d1(E)

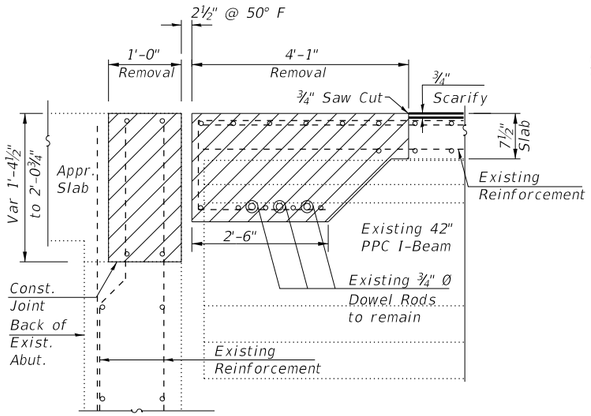


BAR x1(E)

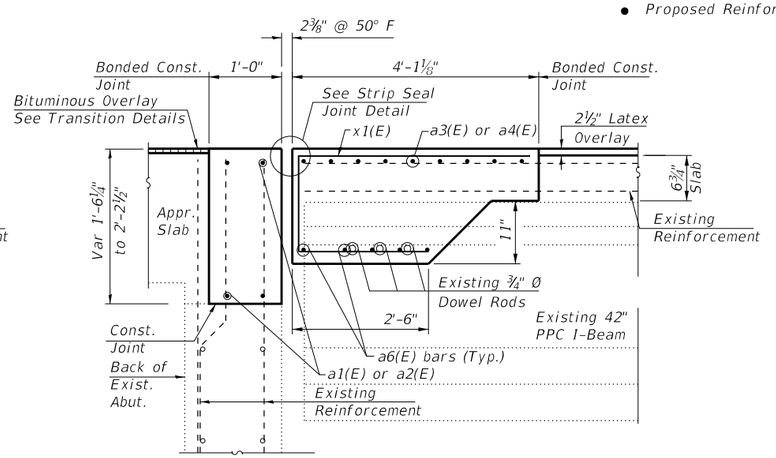
Notes:
The CONTRACTOR shall remove enough of the existing sound barrier wall to allow for removal and installation of the expansion joint. After the new concrete has cured 7 days, the sound barrier wall may be re-installed. Anchor bolts of the size indicated shall be used where needed. See Special Provisions Removing And Re-Erect Existing Sound Barrier Wall.

Existing horizontal bars in parapet and existing longitudinal bars in slab shall remain and be incorporated into the new construction. Existing horizontal and vertical bars in approach slab parapet shall be reused.

Hatched area indicates concrete removal. The CONTRACTOR shall use extreme care during concrete removal so as not to damage the PPC I-Beams. Any damage to PCC I-Beam should be repaired with no additional cost to the Department.



SECTION A-A

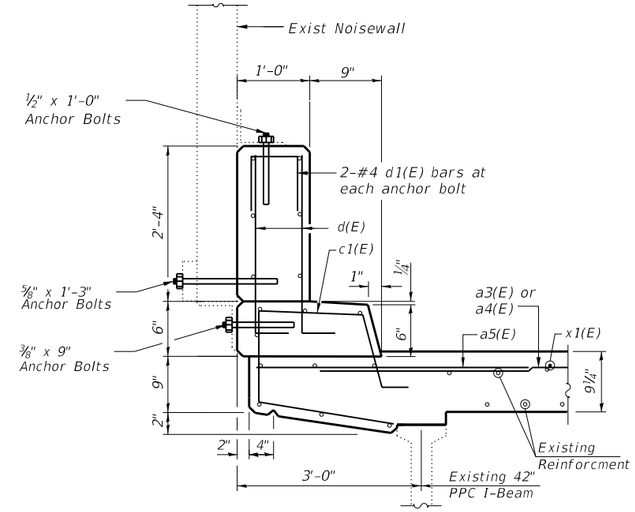


SECTION B-B

PROPOSED JOINT (SOUTH ABUTMENT)

Existing Reinforcement

Proposed Reinforcement



SECTION THRU PARAPET AT JOINT

MODEL: $MODELNAME$
FILE NAME: 022015S-62H01-D07-JTSABUT.dgn

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

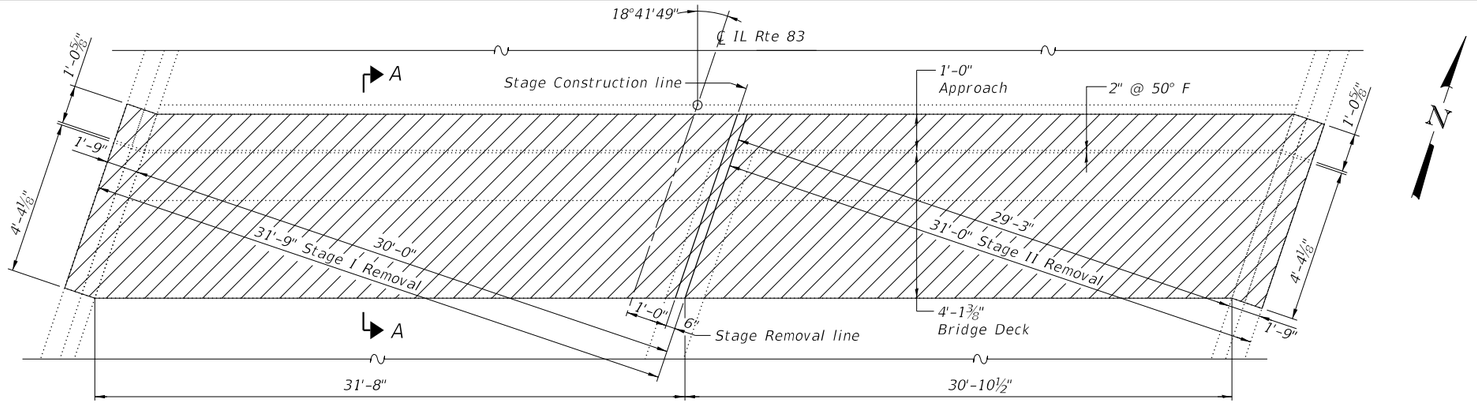
USER NAME = _USER_	DESIGNED - BCG	REVISED -	
	DRAWN - DMW	REVISED -	
PLOT SCALE = 8:4 ':' / in.	CHECKED - JMB	REVISED -	
PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

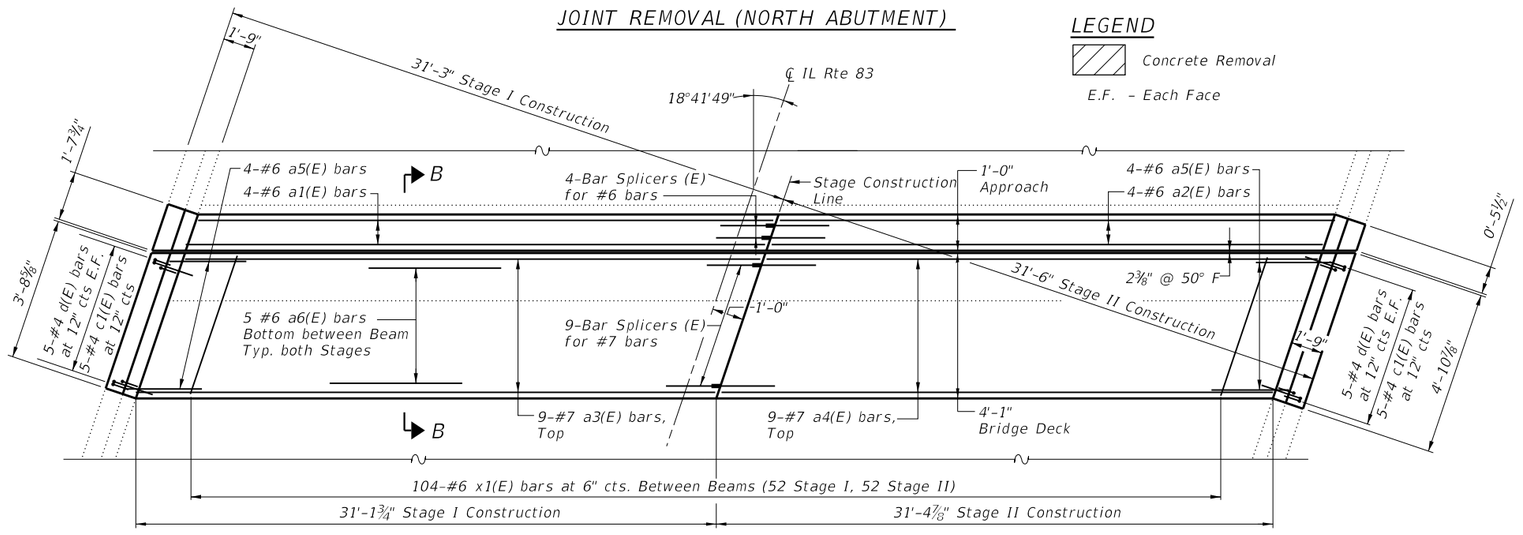
IL ROUTE 83 OVER BNSF R.R. - OVERLAY AND BRIDGE REPAIRS
SOUTH ABUTMENT EXPANSION JOINT DETAILS

SCALE: | SHEET 5 OF 13 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	21
	SN 022-0155	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			



JOINT REMOVAL (NORTH ABUTMENT)



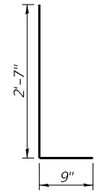
LEGEND

Concrete Removal

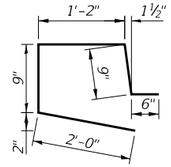
E.F. – Each Face

BILL OF MATERIAL

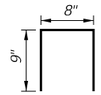
Bar	No.	Size	Length	Shape
a1(E)	4	#6	32'-0"	
a2(E)	4	#6	32'-2"	
a3(E)	9	#7	32'-0"	
a4(E)	9	#7	32'-2"	
a5(E)	8	#6	4'-0"	
a6(E)	40	#6	6'-3"	
c1(E)	10	#4	5'-2"	
d(E)	20	#4	3'-4"	
d1(E)	12	#4	2'-2"	
x1(E)	104	#6	7'-6"	
Concrete Removal			Cu. Yd.	17.4
Concrete Superstructure			Cu. Yd.	19.3
Reinforcement Bars, Epoxy Coated			Pound	3260



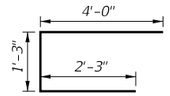
BAR d(E)



BAR c1(E)



BAR d1(E)



BAR x1(E)

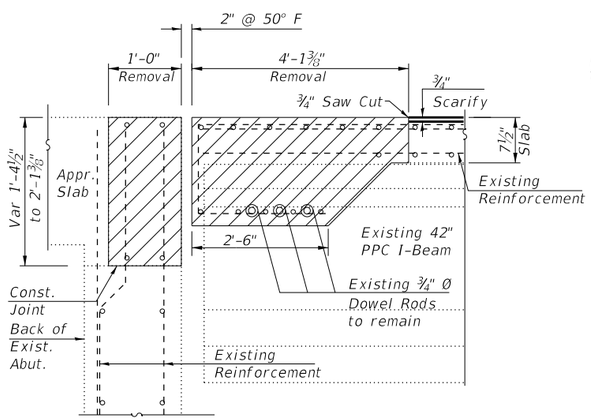
Notes:

The CONTRACTOR shall remove enough of the existing sound barrier wall to allow for removal and installation of the expansion joint. After the new concrete has cured 7 days, the sound barrier wall may be re-installed. Anchor bolts of the size indicated shall be used where needed. See Special Provisions Removing And Re-Erect Existing Sound Barrier Wall.

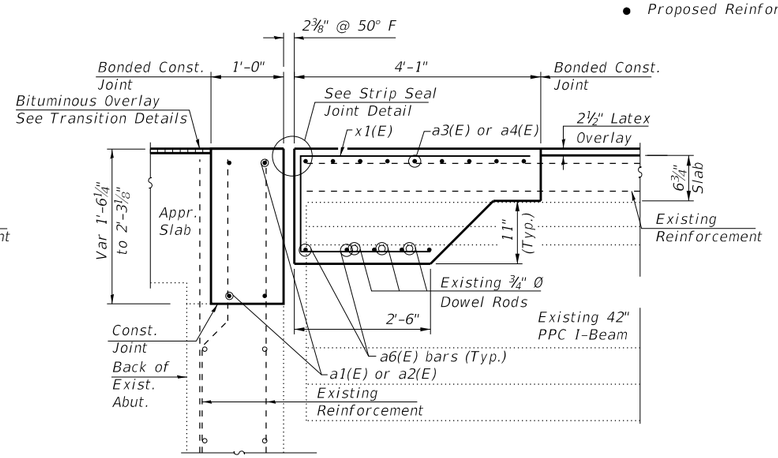
Existing horizontal bars in parapet and existing longitudinal bars in slab shall remain and be incorporated into the new construction. Existing horizontal and vertical bars in approach slab parapet shall be reused.

Hatched area indicates concrete removal. The CONTRACTOR shall use extreme care during concrete removal so as not to damage the PPC I-Beams. Any damage to PCC I-Beam should be repaired with no additional cost to the Department.

PROPOSED JOINT (NORTH ABUTMENT)

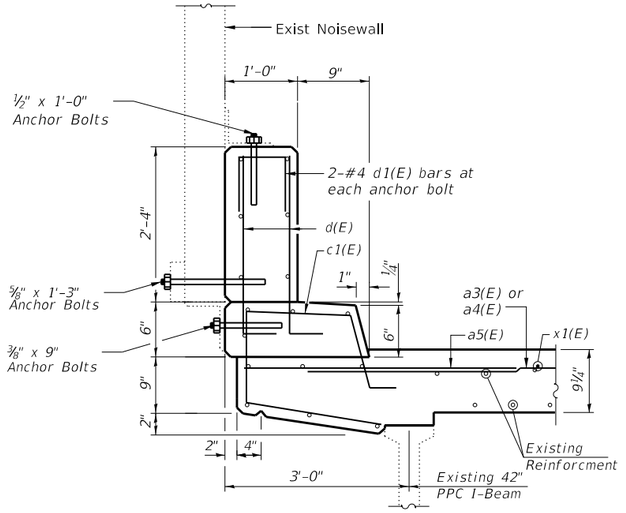


SECTION A-A



SECTION B-B

● Existing Reinforcement
● Proposed Reinforcement



SECTION THRU PARAPET AT JOINT

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

USER NAME = _USER_	DESIGNED - BCG	REVISED -	
	DRAWN - DMW	REVISED -	
PLOT SCALE = 8:4 ":" / in.	CHECKED - JMB	REVISED -	
PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER BNSF R.R. - OVERLAY AND BRIDGE REPAIRS
NORTH ABUTMENT EXPANSION JOINT DETAILS

SCALE: | SHEET 6 OF 13 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	22
	SN 022-0155	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			

MODEL: $MODELNAME$
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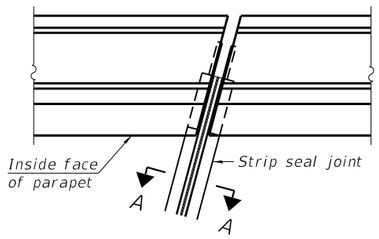
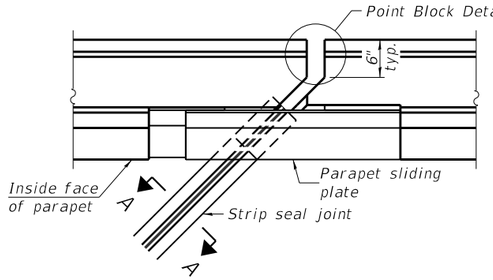
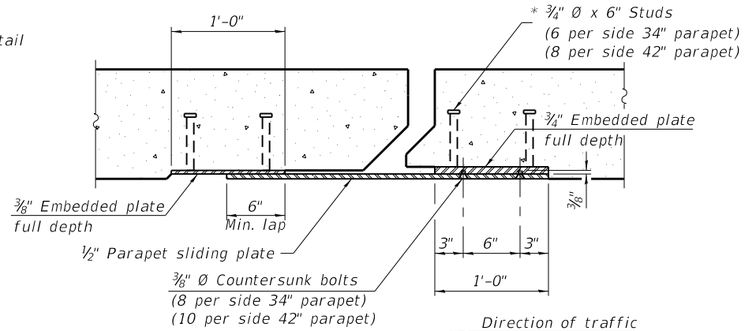


FOR SKEWS ≤ 30°

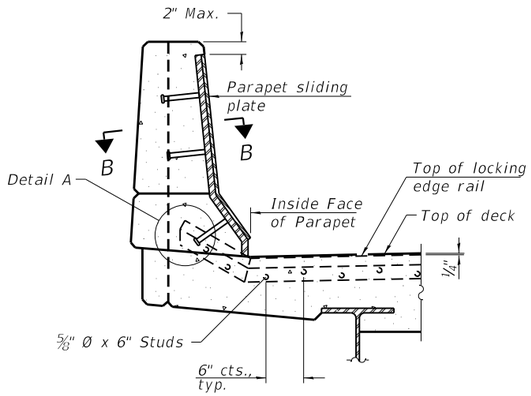


FOR SKEWS > 30°

PLAN AT PARAPET

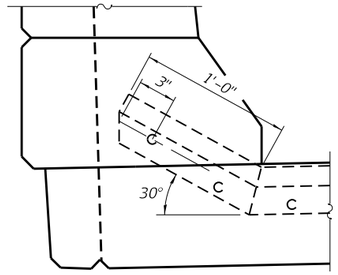


SECTION B-B

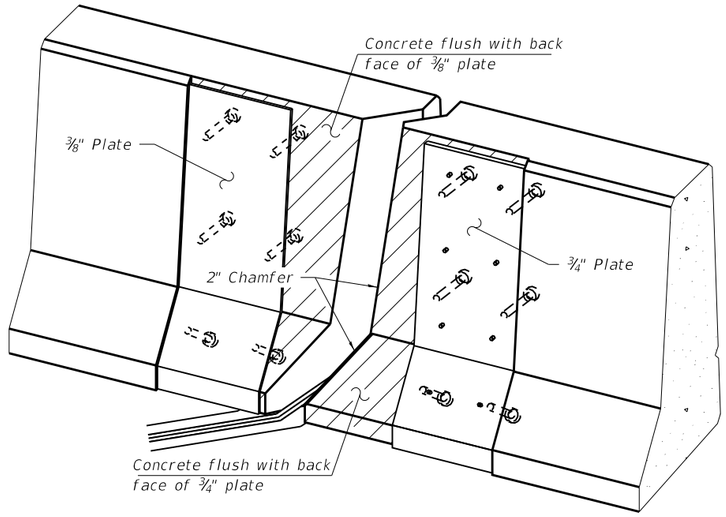


ELEVATION AT PARAPET

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



DETAIL A



TRIMETRIC VIEW

(Showing embedded plates only)

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.

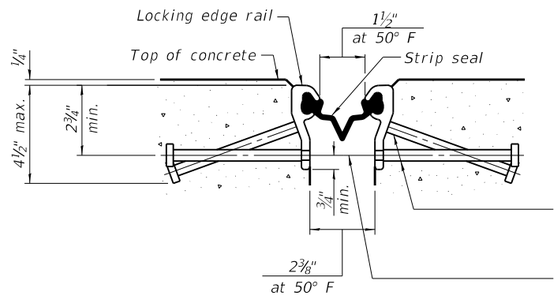
The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

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

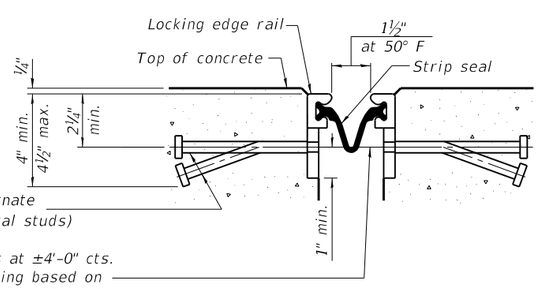
Cost of parapet sliding plates, sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.

34" F-shape barrier shown, 42" F-shape 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



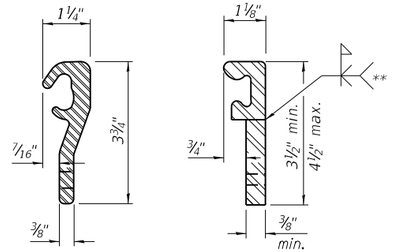
SHOWING WELDED RAIL JOINT

* ⅜" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

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

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	130

EJ-SS-S 8-11-17

(Sheet 1 of 3)

MODEL: SMODELNAME$
FILE NAME: 022015S-62H01-008-STRIPSEAL.dgn

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

USER NAME = _USER_	DESIGNED - BCG	REVISED -	
	DRAWN - DMW	REVISED -	
PLOT SCALE = 0.1667 ' / in.	CHECKED - JMB	REVISED -	
PLOT DATE = 12/27/2018	DATE - 11-02-2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER BNSF R.R. - OVERLAY AND BRIDGE REPAIRS
PREFORMED JOINT STRIP SEAL - SIDEWALK

SCALE: | SHEET 7 OF 13 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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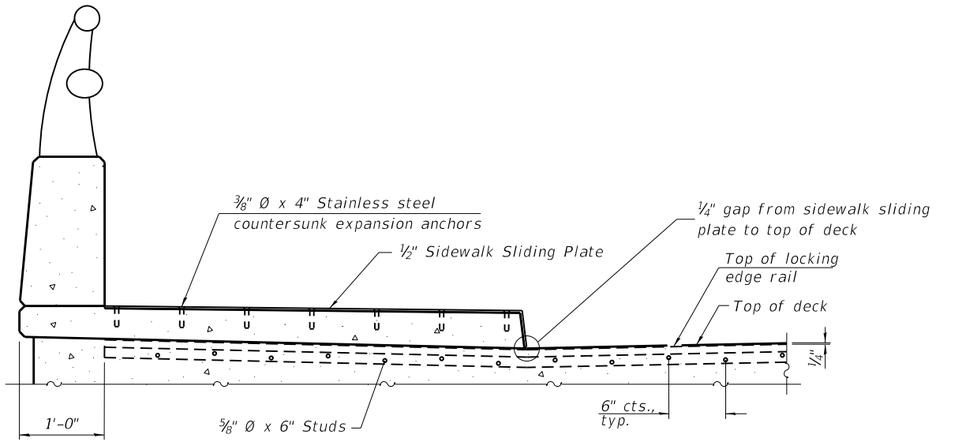
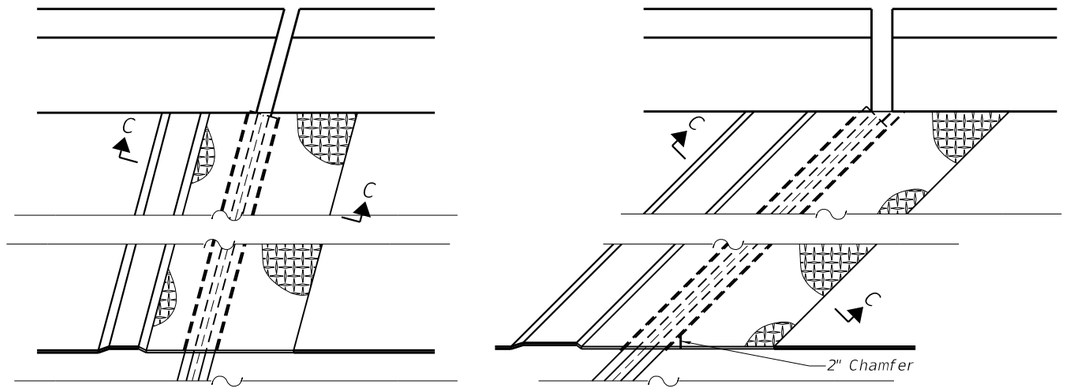
	SN 022-0155	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			



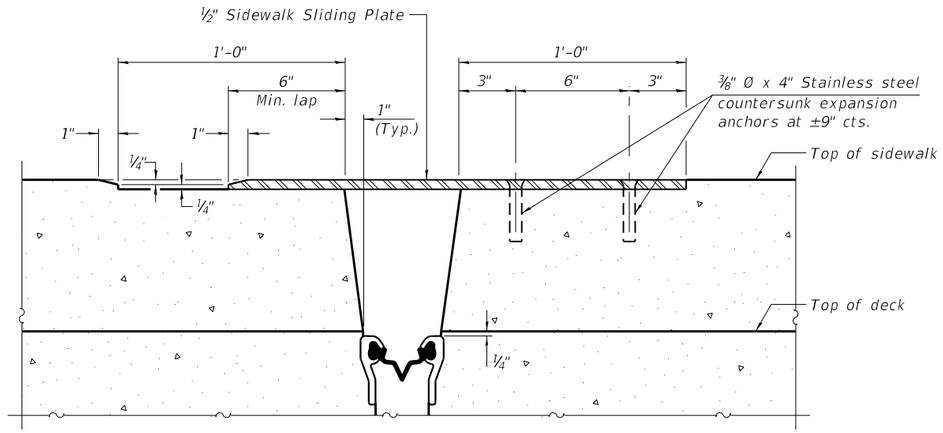
ELEVATION AT RAISED SIDEWALK



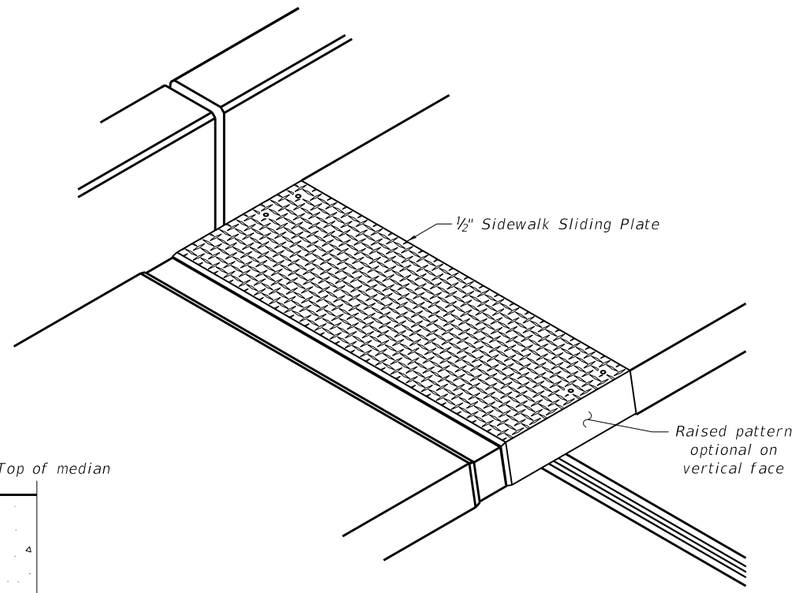
(FOR SKEWS = 30°)

(FOR SKEWS > 30°)

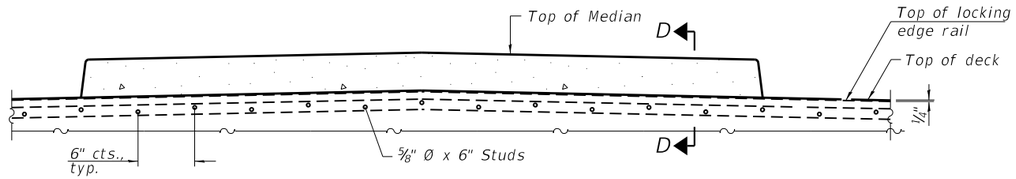
PLAN AT RAISED SIDEWALK



SECTION C-C

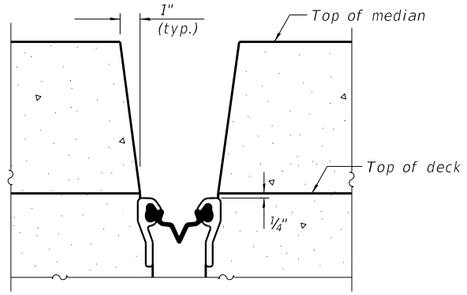


TRIMETRIC VIEW



ELEVATION AT MEDIAN

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



SECTION D-D
(at Rt.∠'s)

EJ-SS-S 8-11-17

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

USER NAME = _USER_	DESIGNED - BCG	REVISED -	
	DRAWN - DMW	REVISED -	
PLOT SCALE = 0.1667 ' / in.	CHECKED - JMB	REVISED -	
PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER BNSF R.R. - OVERLAY AND BRIDGE REPAIRS
PREFORMED JOINT STRIP SEAL - SIDEWALK - II

SCALE: | SHEET 8 OF 13 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	24
	SN 022-0155	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			

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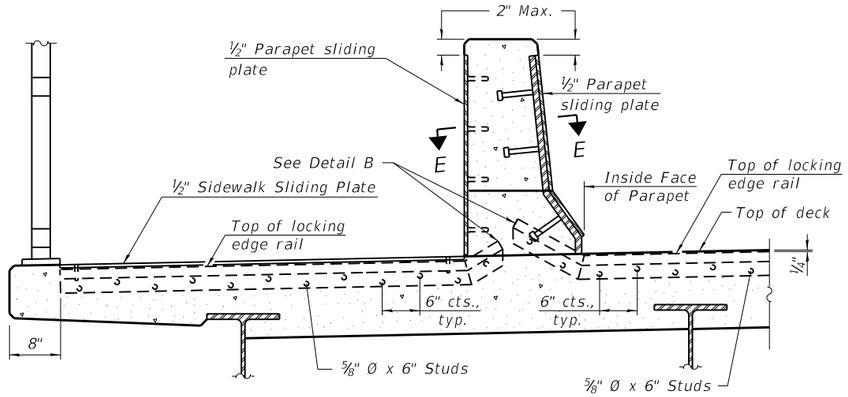
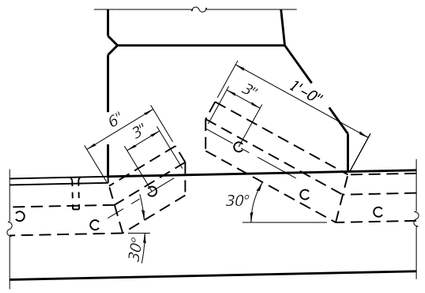
FILE NAME: 022015S-62H01-008-STRIPSEAL.dgn

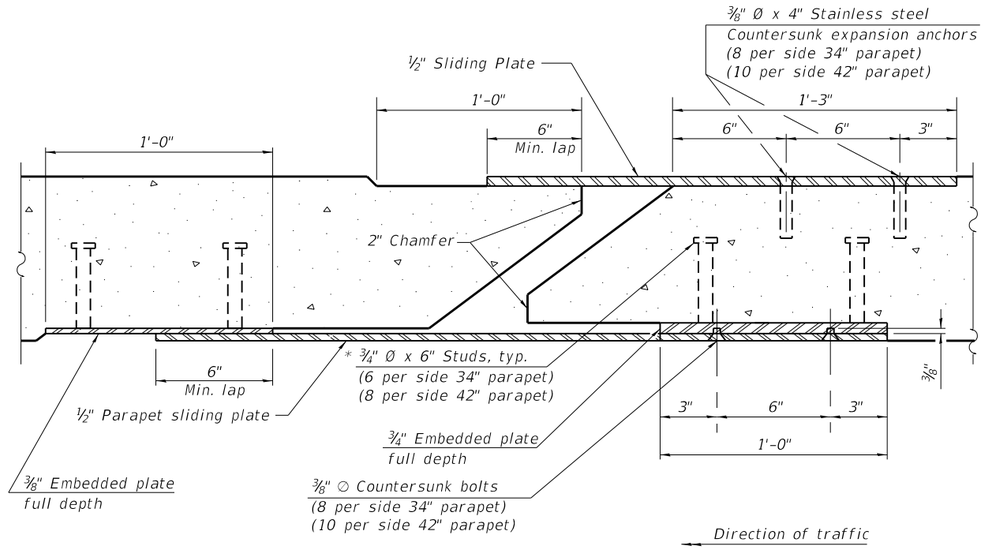


ELEVATION AT DECK LEVEL SIDEWALK

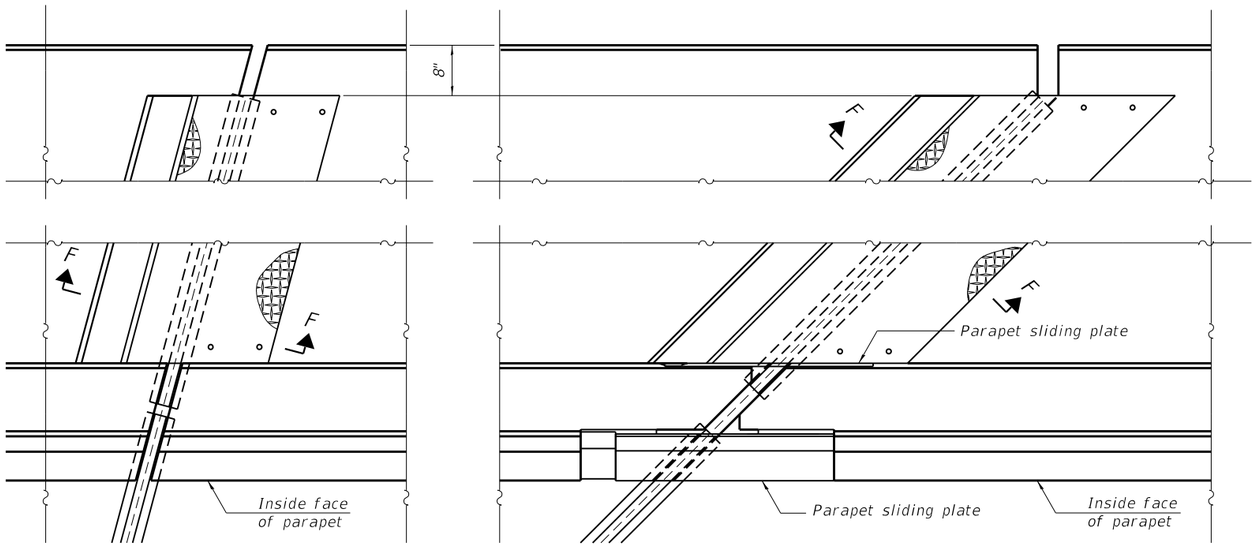
(Skews > 30° shown. Skews = 30° similar except as shown in plan view.)



DETAIL B



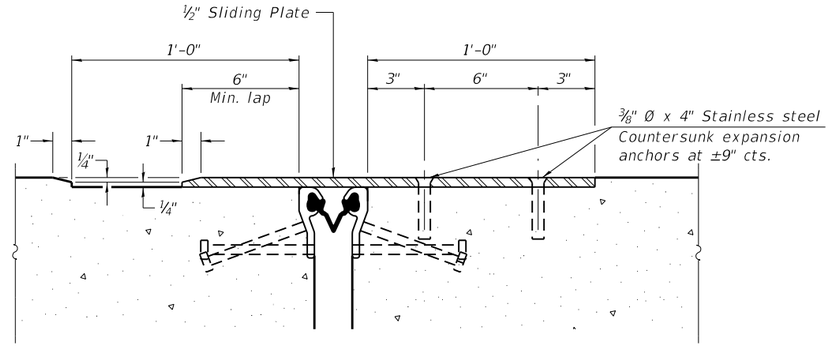
SECTION E-E



(FOR SKEWS = 30°)

(FOR SKEWS > 30°)

PLAN AT DECK LEVEL SIDEWALK



SECTION F-F

EJ-SS-S 8-11-17

(Sheet 3 of 3)

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184-001397

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER BNSF R.R. - OVERLAY AND BRIDGE REPAIRS
PREFORMED JOINT STRIP SEAL - SIDEWALK - III

SCALE: | SHEET 9 OF 13 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	25
	SN 022-0155	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			

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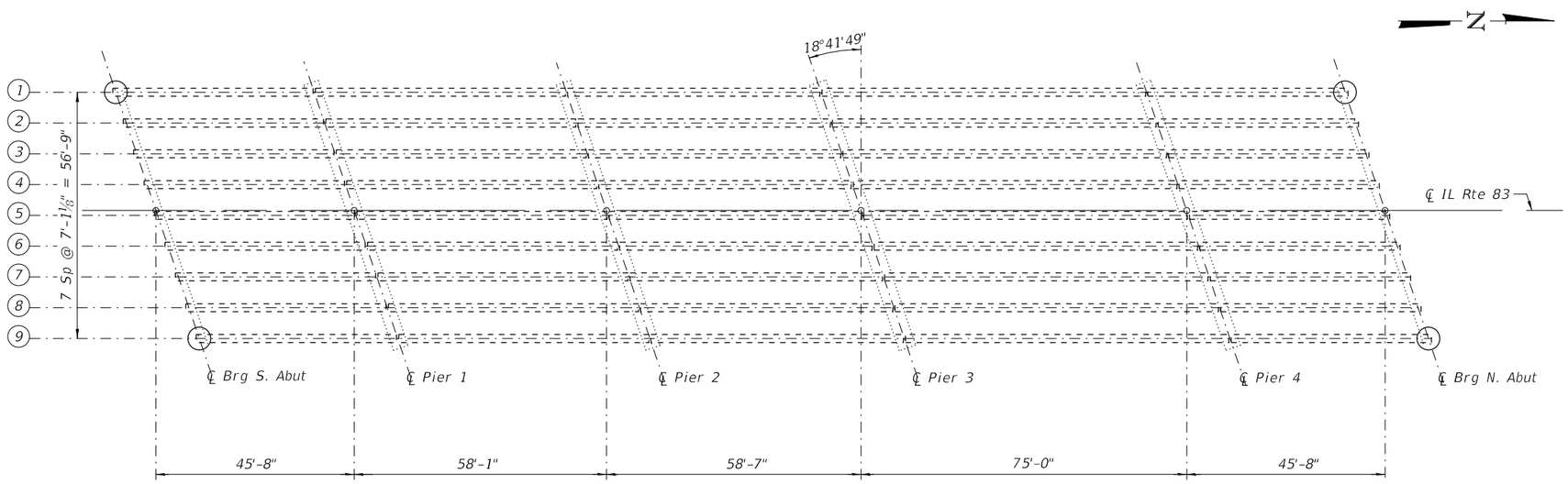

FRAMING PLAN

○ PCC I-Beam Repair (End of Beam)

Note:
Follow Special Provision "FRP Strengthening for PPC I-Beam Repairs", "Precast Prestressed Concrete I-Beam Repair", and details on Sheet 11 of 13 for end of beam repairs.

MODEL: $MODELNAME$
FILE NAME: 0220155-62H01-012-FRMGPLAN.dgn

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PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER BNSF R.R. - OVERLAY AND BRIDGE REPAIRS
FRAMING PLAN

SCALE: | SHEET 10 OF 13 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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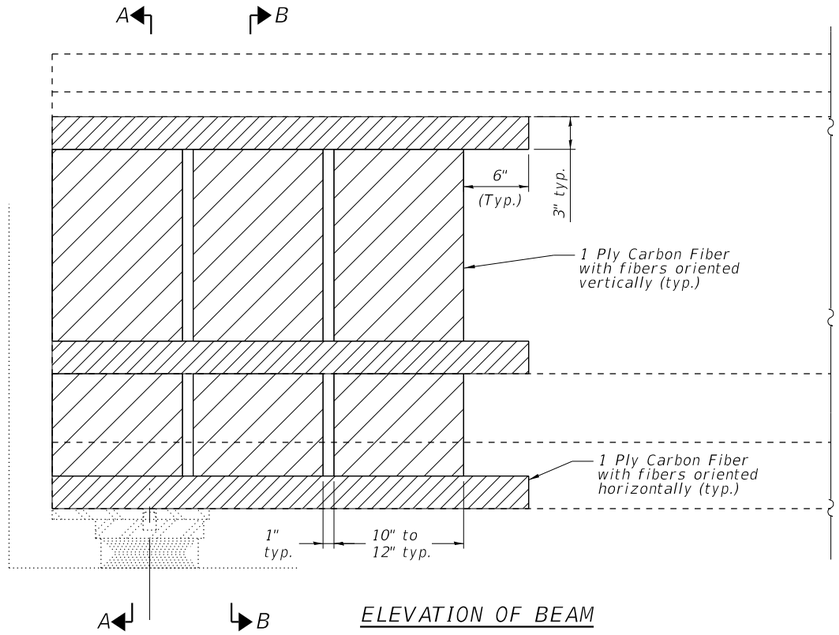
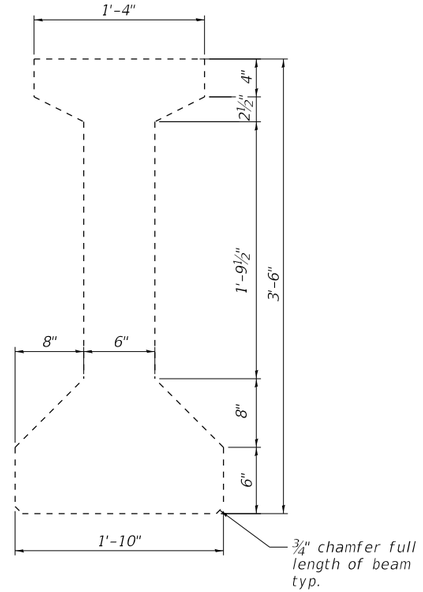
	SN 022-0155	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			



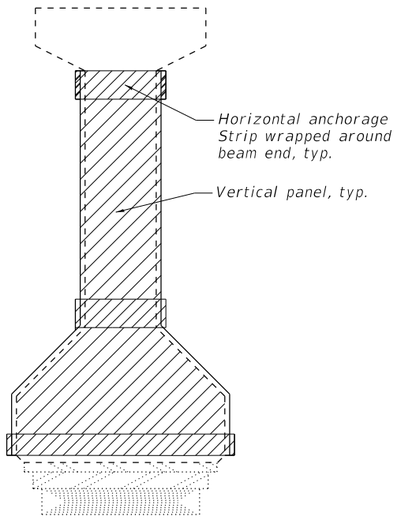
ELEVATION OF BEAM



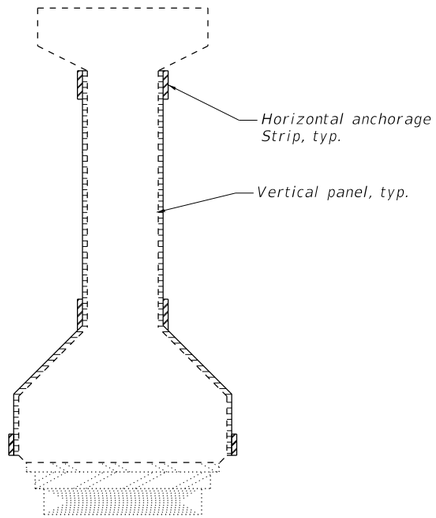
CROSS SECTION

PPC I-BEAM REPAIR

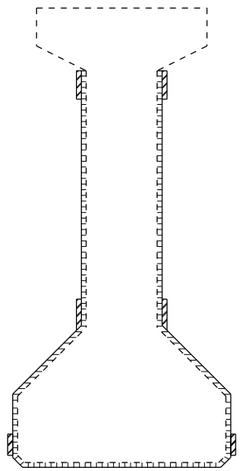
Location	Sq Ft
Beam 1 - N. Abut	2.0
Beam 9 - N. Abut	2.5
Beam 1 - S. Abut	0.0
Beam 9 - S. Abut	1.3



BEAM END VIEW



SECTION A-A



SECTION B-B

Notes:

Vertical panels must be between 10" and 12". The space between each vertical panel shall be 1". Vertical panels shall extend beyond the repair zone by a minimum of 3". Vertical panels located above the bearing location shall be placed in two pieces as shown in Section A-A. At locations in front of the bearing, the vertical panels shall be one continuous strip wrapping beneath the bottom flange as shown in Section B-B.

Horizontal anchorage strips shall be 3" wide and extend a minimum of 6" beyond the vertical panels. The horizontal anchorage strips shall be placed on top of the vertical panels. In areas where deterioration occurs in the ends of beams, the anchorage strip shall wrap around the beam end in one continuous strip.

Spalled concrete and exposed reinforcement shall be repaired according to the special provision "PRECAST PRESTRESSED CONCRETE I-BEAM REPAIRS".

Acrylic coating shall be placed over fiber wrap repairs.

See special provisions for "FRP STRENGTHENING FOR PPC I-BEAM REPAIRS."

BILL OF MATERIAL

Item	Unit	Total
Precast Prestressed Concrete I-Beam Repair	Sq. Ft.	6
Fiber Wrap	Sq. Ft.	114
Acrylic Coating	Sq. Yd.	24

MODEL: $MODELNAME$
FILE NAME: 022O155-62H01-012-FRMGPLAN.dgn

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184-001397

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PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER BNSF R.R. - OVERLAY AND BRIDGE REPAIRS
PPC I-BEAM REPAIR DETAILS

SCALE: | SHEET 11 OF 13 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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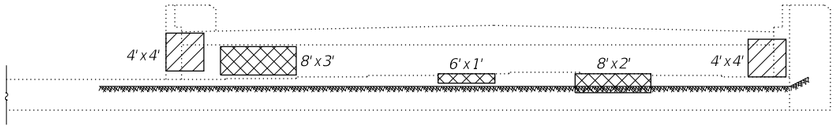
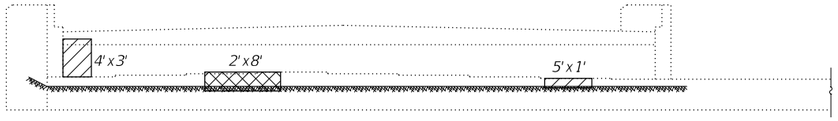
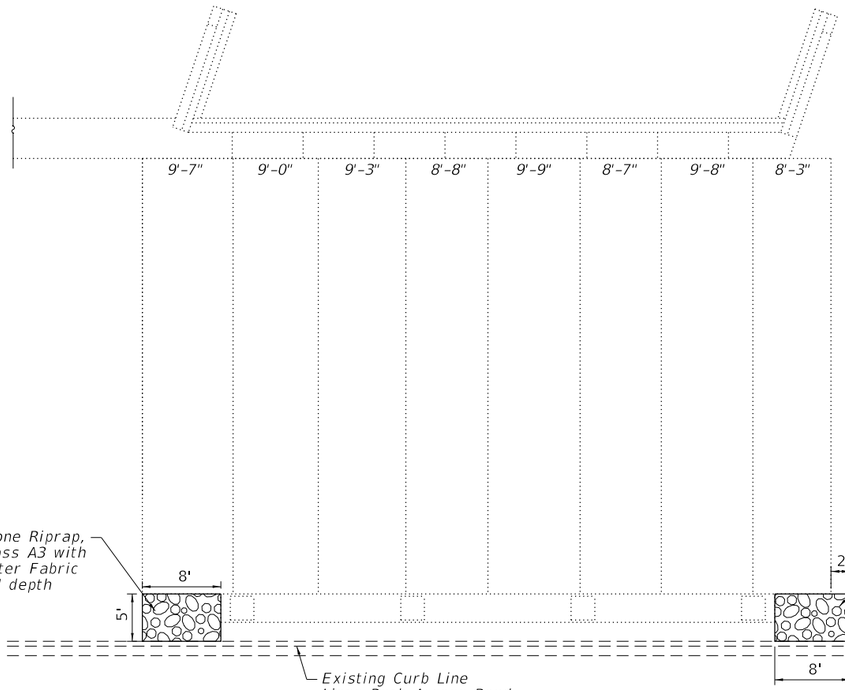
	SN 022-0155	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			



SOUTH ABUTMENT - ELEVATION



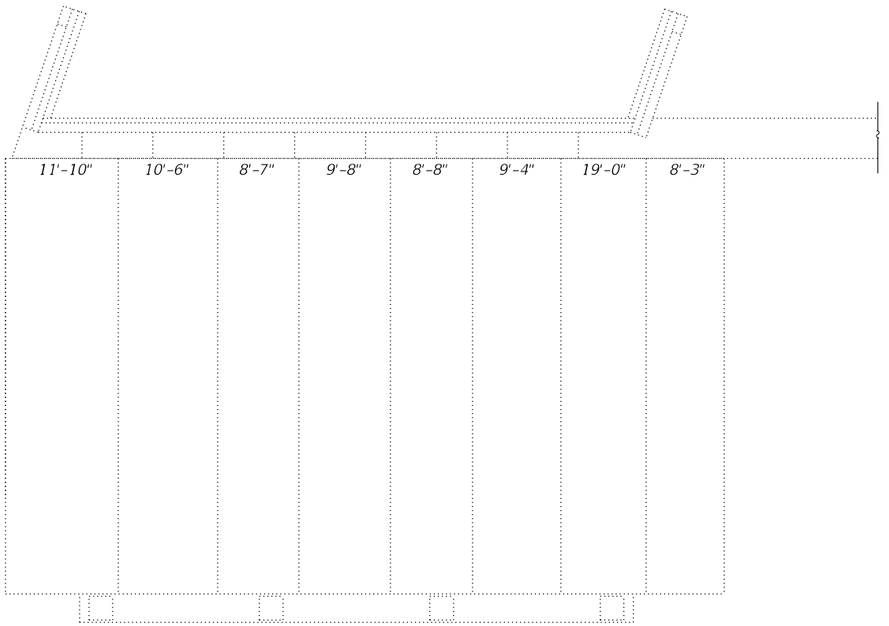
NORTH ABUTMENT - ELEVATION



SLOPE WALL

SOUTH ABUTMENT REPAIRS

(Looking South)



SLOPE WALL

NORTH ABUTMENT REPAIRS

(Looking North)

Notes:
Repair details shown on this sheet were taken from the District's inspection sheetsand field inspections completed by Chastain and Associates. Actual locations, size, and depth shall be verified in the field.

BILL OF MATERIAL

SYMBOL	ITEM	UNIT	QUANTITY
	Structural Repair of Concrete (Depth Equal To or Less Than 5")	Sq. Ft.	49
	Structural Repair of Concrete (Depth Equal To or Greater Than 5")	Sq. Ft.	62
	Stone Riprap , Class A3 with Fabric	Sq.Yd.	10

MODEL: $MODELNAME$
FILE NAME: 0220155-62H01-015-ABUTREP.dgn

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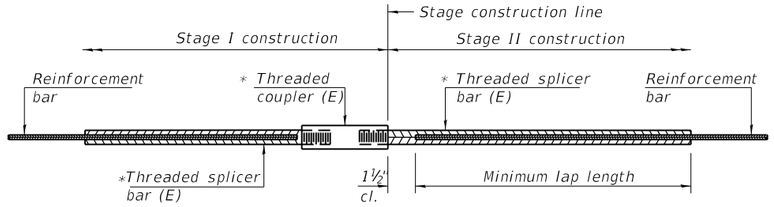
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

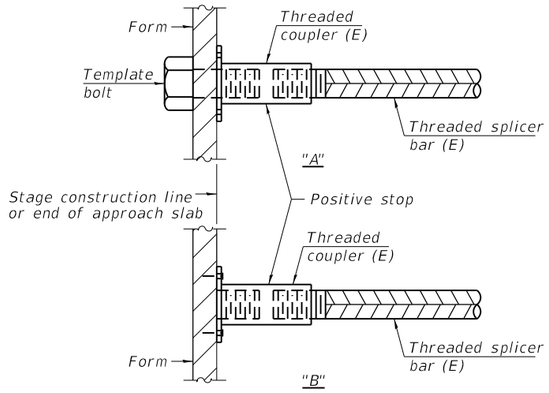
IL ROUTE 83 OVER BNSF R.R. - OVERLAY AND BRIDGE REPAIRS
ABUTMENT AND SLOPE WALL REPAIRS

SCALE: | SHEET 12 OF 13 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	28
	SN 022-0155	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			

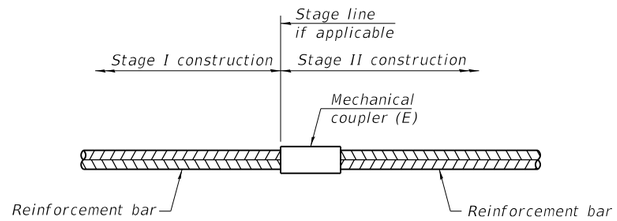


STANDARD BAR SPLICER ASSEMBLY



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.



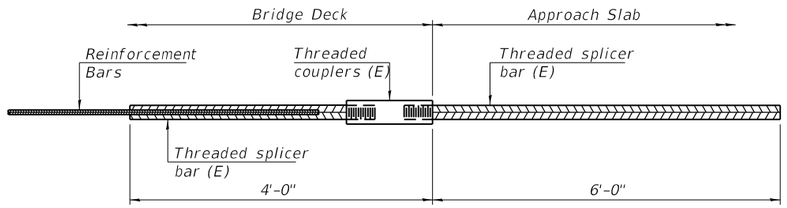
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

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

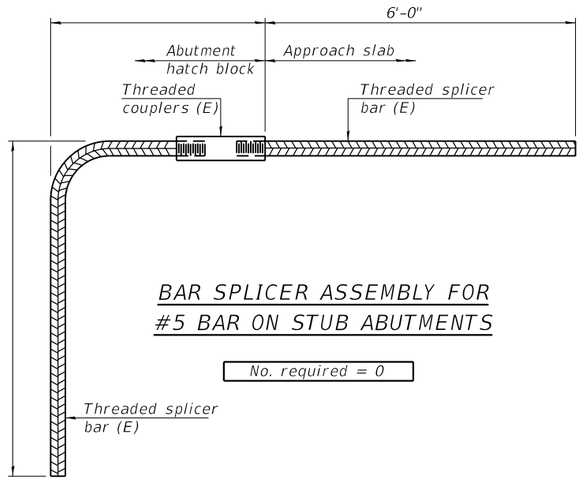
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
S. Abut. Joint	#6	4	3'-7"
S. Abut. Joint	#7	9	4'-8"
N. Abut. Joint	#6	4	3'-7"
N. Abut. Joint	#7	9	4'-8"



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 0



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 0

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

2-17-2017

MODEL: SMODELNAME5
FILE NAME: 0220155-62H01-016-BARSPLICE.dgn

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PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER BNSF R.R. - OVERLAY AND BRIDGE REPAIRS
BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS

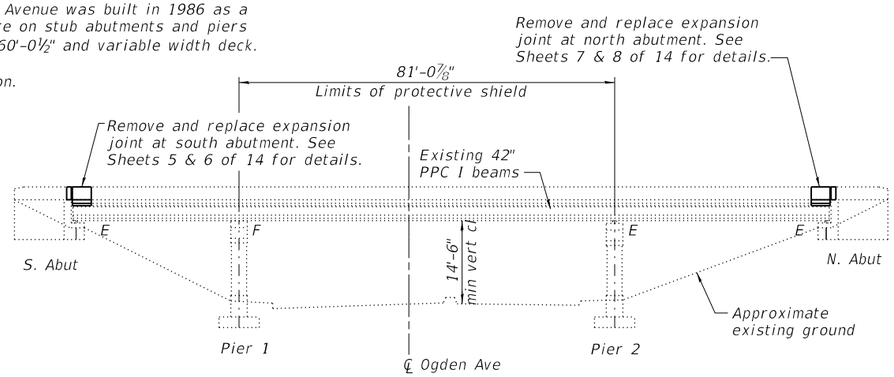
SCALE: | SHEET 13 OF 13 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	29
	SN 022-0155	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			

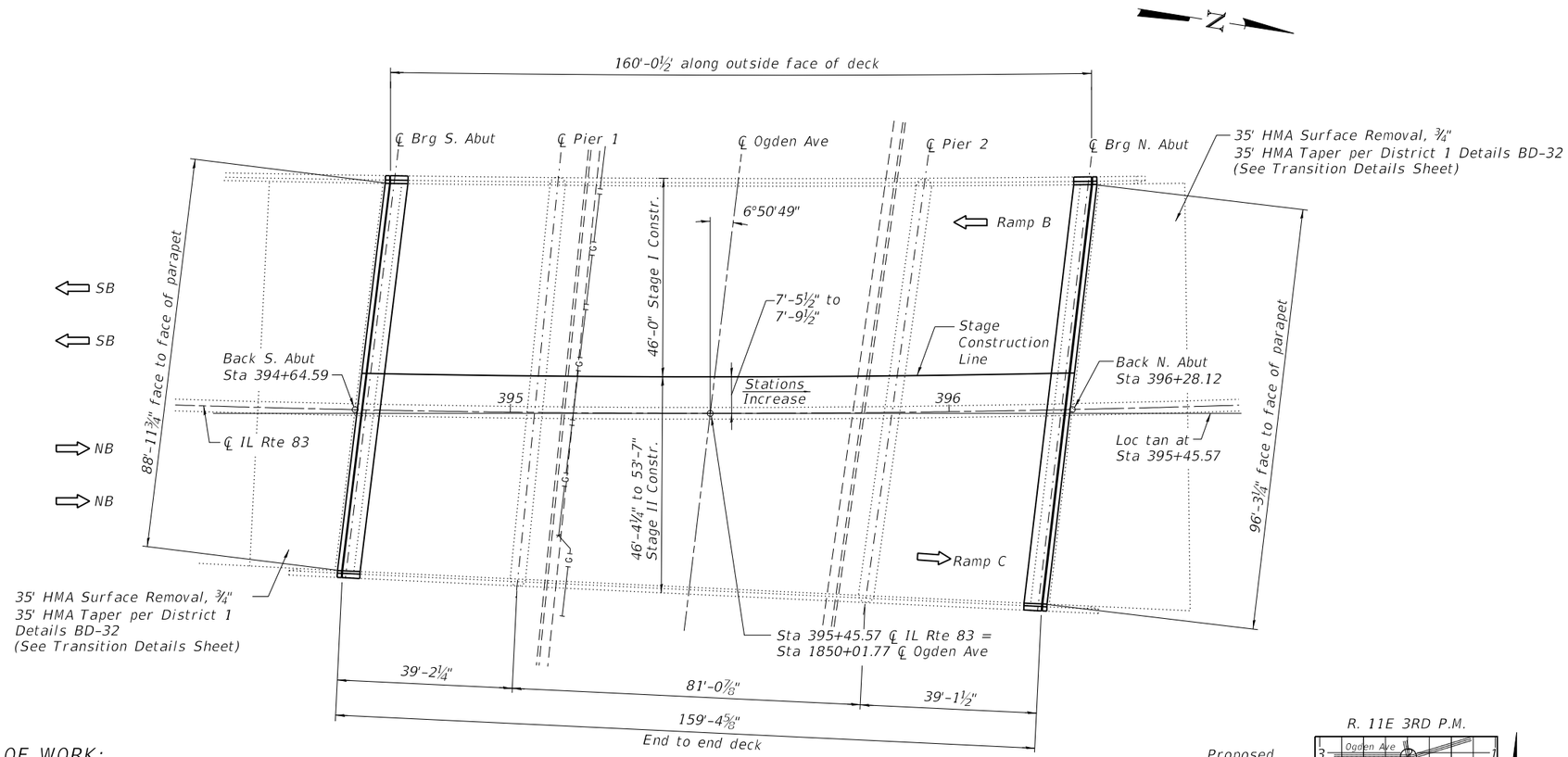
The existing F.A.P. Rte 872 & 29 (IL Route 83) over Ogden Avenue was built in 1986 as a 3 span precast prestressed concrete I-beam superstructure on stub abutments and piers on spread footings. The back to back abutment length is 160'-0½" and variable width deck.

The bridge repairs shall be done under Staged Construction.

No Salvage.



ELEVATION



PLAN

INDEX OF SHEETS

DESIGN STRESSES

EXISTING STRUCTURE

f'c = 3,500 psi (Reinforced Concrete)
f'c = 6,000 psi (Prestressed Concrete)
fy = 60,000 psi (Reinforcement)

DESIGN SPECIFICATIONS

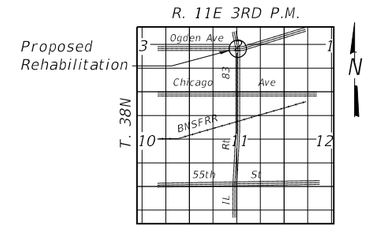
(New Construction)
2002 AASHTO Standard Specifications, 17th Ed.

LOADING HS 20-44

Original Construction

SCOPE OF WORK:

1. Remove and replace abutment expansion joints with preformed joint strip seal.
2. Repair bridge deck slab.
3. Bridge deck scarification ¾".
4. Place bridge deck latex concrete overlay, 2½".
5. Apply protective coat to parapet and new concrete (excludes overlay).
6. PPC I-Beam Repairs.
7. Replace abutments expansion bearings.
8. Repair substructure.



LOCATION SKETCH

JEREMY BUENING
081-006696
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS

11/2/18

Jeremy Buening, P.E., S.E. Date
License Expires 11/30/20

GENERAL PLAN AND ELEVATION
IL ROUTE 83 OVER OGDEN AVENUE
FAP RTE 872 & 29 SEC 2005-0171
DUPAGE COUNTY
STATION 395+45.57
STRUCTURE NO. 022-0157

MODEL: $MODELNAME$
FILE NAME: 022015?-62H01-001-GPE.dgn

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CONSULTING ENGINEERS
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET 1 OF 14 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	30
	SN 022-0157	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			

GENERAL NOTES

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

Reinforcement bars designated (E) shall be epoxy coated.

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

Expansion joints shall be fabricated and installed according to the Manufacturer's recommendations and as approved by the Engineer.

Expansion joints shall be fabricated to conform to the existing cross slopes of the bridge.

The steel components of all expansion bearings not being replaced shall be blasted and painted according to the special provision "Cleaning and Painting Existing Steel Structures".

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

Existing underpass lighting system at the US 34 bridge shall be maintained and protected. The Contractor will not be required to assume maintenance of this system unless its modification is required for the completion of the specified bridge work or it is damaged during the course of the work. Such damage shall be repaired at no additional cost to the State.

Synthetic fibers shall be added to the bridge deck Latex Concrete Overlay, See special provisions.

All structural steel shall conform to AASHTO classification M-270 Gr. 50, unless otherwise noted.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	47.2	-	47.2
Protective Shield	Sq. Yd.	861	-	861
Concrete Superstructure	Cu. Yd.	52.6	-	52.6
Bridge Deck Grooving	Sq. Yd.	1618	-	1618
Protective Coat	Sq. Yd.	254	-	254
Reinforcement Bars, Epoxy Coated	Pound	10210	-	10210
Bar Splicers	Each	26	-	26
Preformed Joint Strip Seal	Foot	191	-	191
Elastomeric Bearing Assembly, Type II	Each	28	-	28
Anchor Bolts, 3/4"	Each	112	-	112
Bridge Deck Latex Concrete Overlay, 2½"	Sq. Yd.	1548	-	1548
Bridge Deck Scarification ¾"	Sq. Yd.	1548	-	1548
Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	Sq. Ft.	-	490	490
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	-	45	45
Precast Prestressed Concrete I-Beam Repair	Sq. Ft.	7	-	7
Jack and Remove Existing Bearings	Each	28	-	28
Acrylic Coating	Sq. Yd.	26	248	274
Cleaning and Painting Bearings	Each	28	-	28
Fiber Wrap	Sq. Ft.	114	1115	1229
Controlled Low Strength Material	Cu. Yd.	-	5	5
Slope Wall Crack Sealing	Foot	-	461	461

MODEL: $MODELNAME$
FILE NAME: 022015?-62H01-001-GPE.dgn

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

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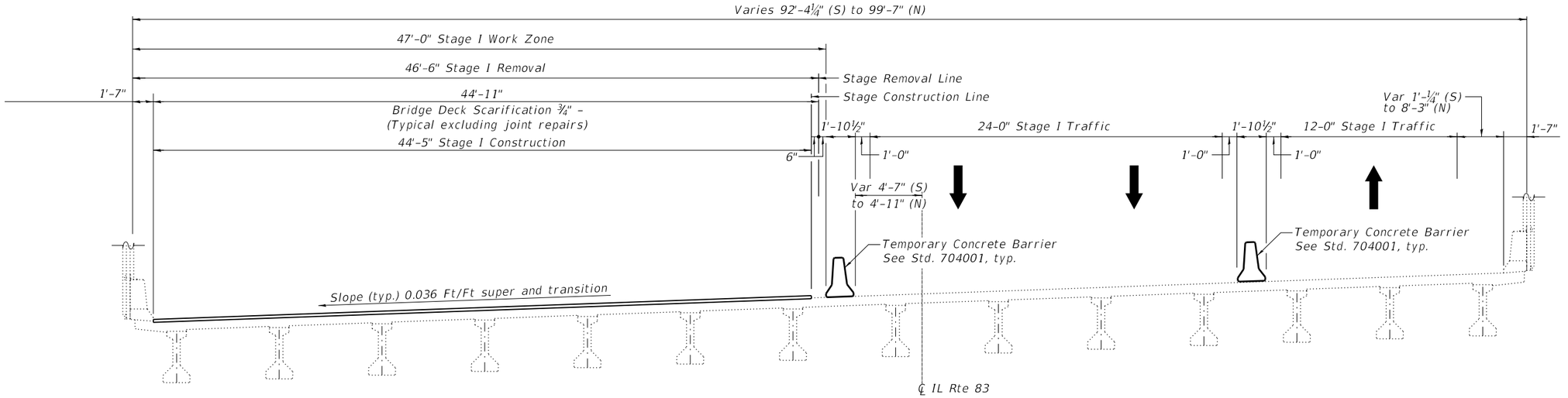
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER OGDEN AVENUE - OVERLAY AND BRIDGE REPAIRS
GENERAL STRUCTURAL DATA

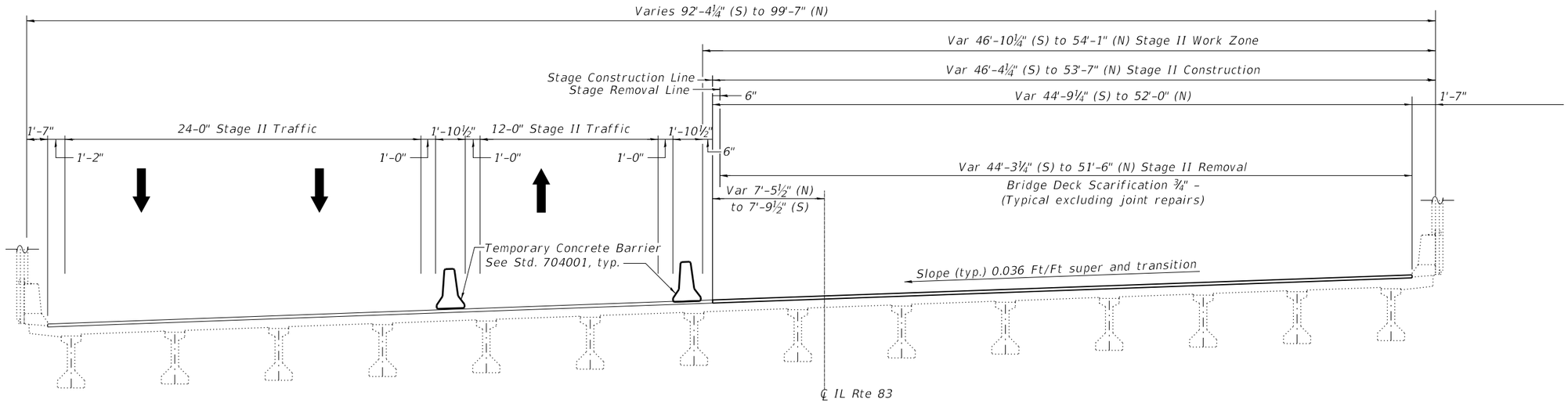
SCALE: | SHEET 2 OF 14 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	31
	SN 022-0157	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			



STAGE I REMOVAL & CONSTRUCTION - LOOKING NORTH

(All dimensions are perpendicular to ℄ IL Rte 83)



STAGE II REMOVAL & CONSTRUCTION - LOOKING NORTH

(All dimensions are perpendicular to ℄ IL Rte 83)

MODEL: $MODELNAME$
FILE NAME: 022015?-62H01-002-STGCONST.dgn

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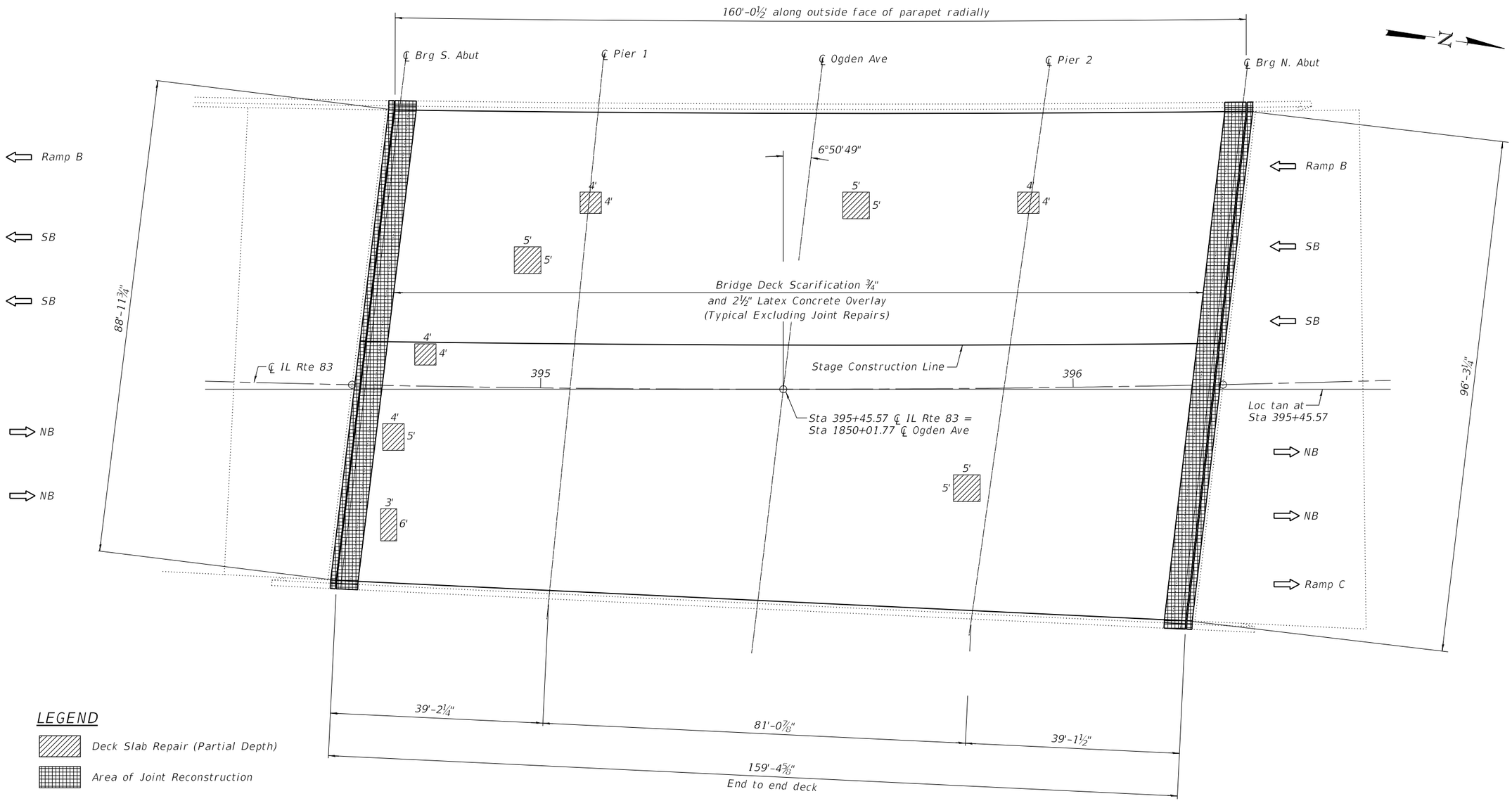
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER OGDEN AVENUE - OVERLAY AND BRIDGE REPAIRS
STAGE CONSTRUCTION DETAILS

SCALE: | SHEET 3 OF 14 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	32
	SN 022-0157	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			



PLAN

LEGEND

Deck Slab Repair (Partial Depth)

Area of Joint Reconstruction

NOTES:

Areas of deck repairs are estimated and will be paid for as specified in the Special Provisions for latex overlay.

Actual type, location, and dimensions of deck repairs are to be determined and documented by the ENGINEER during construction. ENGINEER shall sound deck after deck scarification.

Protective Coat shall be applied to the top and inside face of all parapets as well as new concrete areas adjacent to joints..

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Protective Coat	Sq. Yd.	254
Bridge Deck Grooving	Sq. Yd.	1618
Bridge Deck Latex Concrete Overlay 2½"	Sq. Yd.	1548
Bridge Deck Scarification ¾"	Sq. Yd.	1548

MODEL: $MODELNAME$
FILE NAME: 022015742H01-003-DECKREP.dgn

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USER NAME = _USER_	DESIGNED - BCG	REVISED -
	DRAWN - DMW	REVISED -
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PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER OGDEN AVENUE - OVERLAY AND BRIDGE REPAIRS
BRIDGE DECK REPAIRS

SCALE: | SHEET 4 OF 14 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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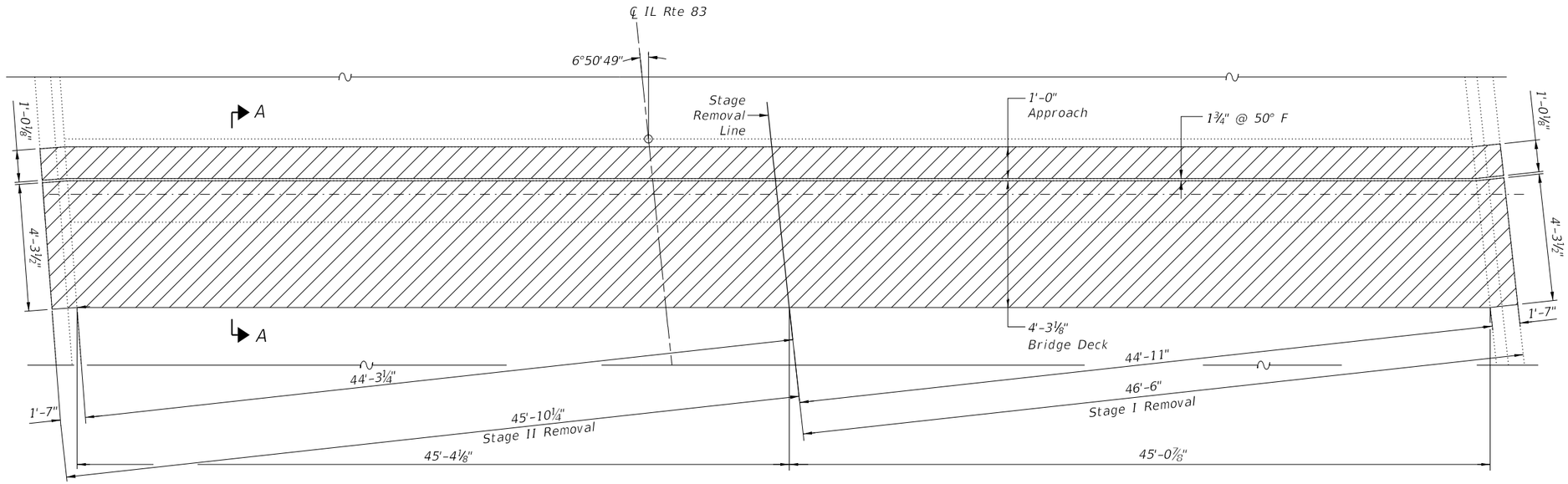
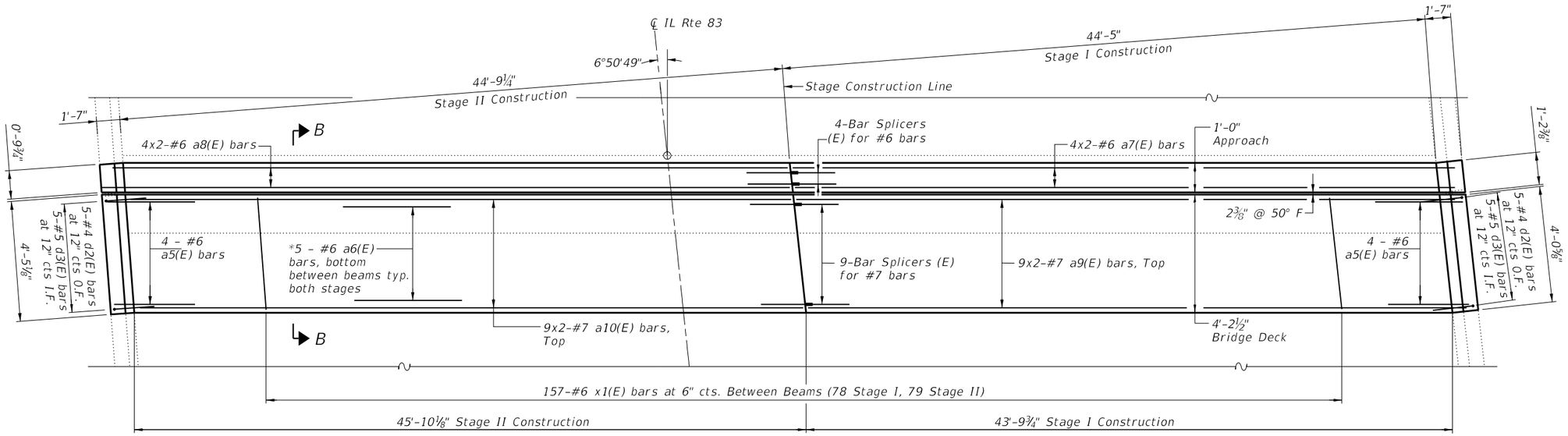
	SN 022-0157	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			



JOINT REMOVAL (SOUTH ABUTMENT)



PROPOSED JOINT (SOUTH ABUTMENT)

* Cut to Fit at Stage Line and narrow beam spacings

LEGEND

Concrete Removal

E.F. - Each Face
I.F. - Inside Face
O.F. - Outside Face

Note:
The CONTRACTOR shall use extreme care during concrete removal so as not to damage the PPC I-beam. Damage should be repaired with no additional cost to the Department.

Existing horizontal bars in parapet and existing longitudinal bars in slab shall remain and be incorporated into the new construction. Existing vertical bars in approach slab parapet shall be reused.

Min Bar Lap

#6 = 4'-0"
#7 = 4'-8"

MODEL: $MODELNAME$
FILE NAME: 0220157-62H01-007-ITSABUT.dgn

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

USER NAME = _USER_	DESIGNED - BCG	REVISED -
	DRAWN - DMW	REVISED -
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PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER OGDEN AVENUE - OVERLAY AND BRIDGE REPAIRS
SOUTH ABUTMENT EXPANSION JOINT DETAILS

SCALE: | SHEET 5 OF 14 SHEETS | STA. | TO STA.

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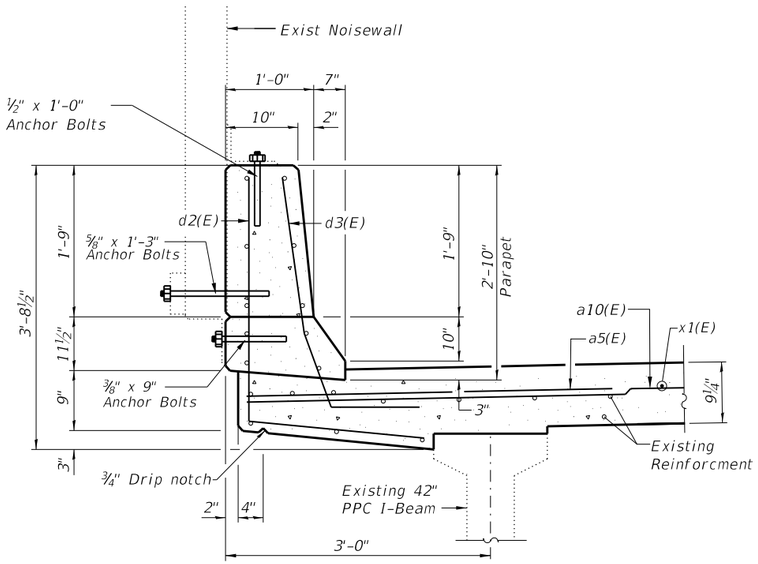
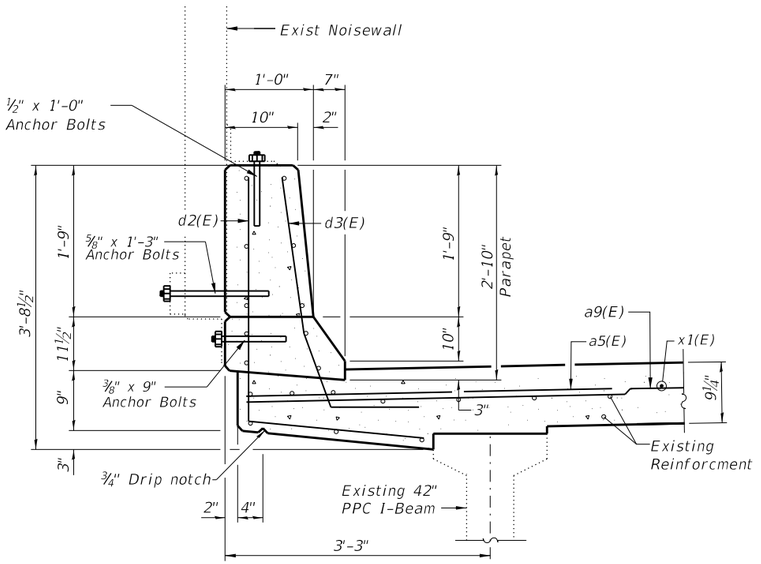
	ILLINOIS FED. AID PROJECT			



SECTION THRU EAST PARAPET



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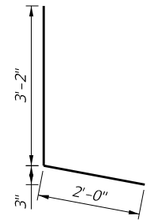
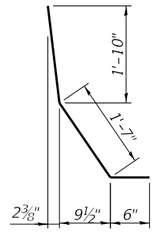


BAR d2(E)



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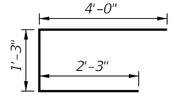
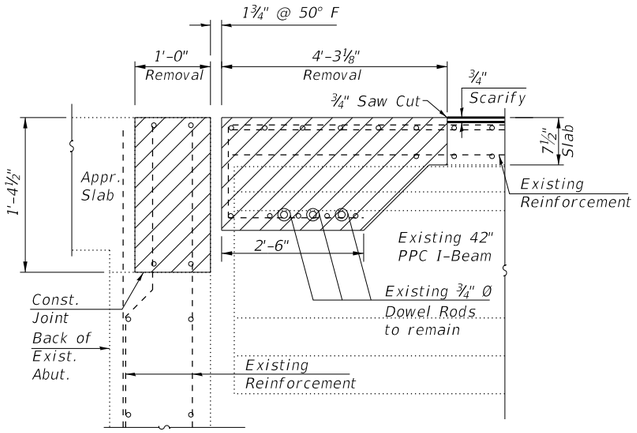


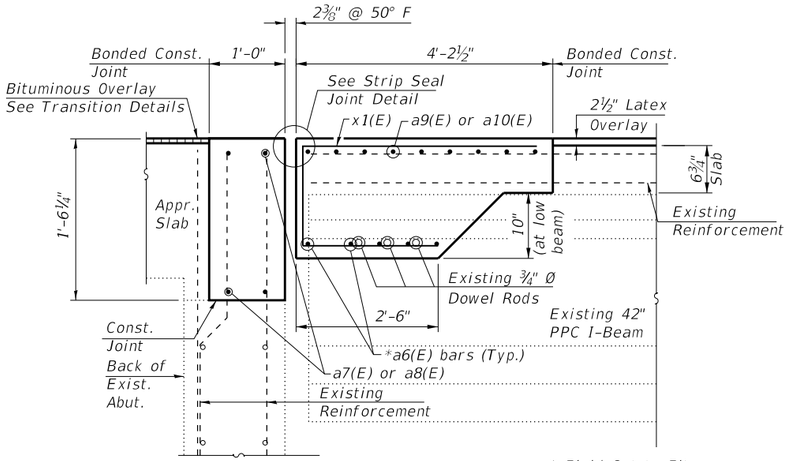
BAR x1(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a5(E)	8	#6	4'-0"	——
a6(E)	65	#6	6'-3"	——
a7(E)	8	#6	24'-7"	——
a8(E)	8	#6	24'-9"	——
a9(E)	18	#7	24'-11"	——
a10(E)	18	#7	25'-1"	——
d2(E)	10	#4	5'-2"	L
d3(E)	10	#5	3'-11"	L
x1(E)	157	#6	7'-6"	⊏
Concrete Removal			Cu. Yd.	22.6
Concrete Superstructure			Cu. Yd.	25.2
Reinforcement Bars, Epoxy Coated			Pound	4930



SECTION A-A



SECTION B-B

* Field Cut to Fit

Notes:
The CONTRACTOR shall remove enough of the existing sound barrier wall to allow for removal and installation of the expansion joint. After the new concrete has cured 7 days, the sound barrier wall may be re-installed. This work shall be paid for as Remove and Re-erect Existing Sound Barrier Wall. Anchor bolts of the size indicated shall be used where needed. See Special Provisions.

Existing horizontal bars in parapet and existing longitudinal bars in slab shall remain and be incorporated into the new construction. Existing vertical bars in approach slab parapet shall be reused.

Hatched area indicates concrete removal. The CONTRACTOR shall use extreme care during concrete removal so as not to damage the PPC-I beams.

MODEL: $MODELNAME$
FILE NAME: 022015?-62H01-007-ITSABUT.dgn

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CONSULTING ENGINEERS
184-001397

USER NAME = _USER_	DESIGNED - BCG	REVISED -
	DRAWN - DMW	REVISED -
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PLOT DATE = 12/27/2018	DATE - 11-02-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER OGDEN AVENUE - OVERLAY AND BRIDGE REPAIRS
SOUTH ABUTMENT EXPANSION JOINT DETAILS

SCALE: | SHEET 6 OF 14 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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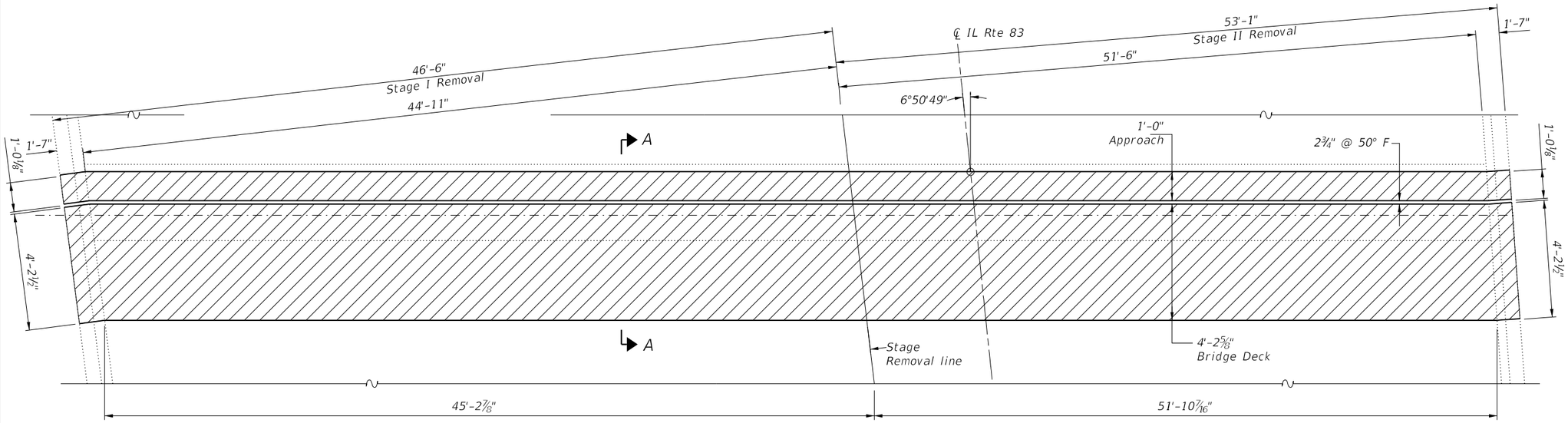
	SN 022-0157	CONTRACT NO. 62H01		
	ILLINOIS	FED. AID PROJECT		



JOINT REMOVAL (NORTH ABUTMENT)

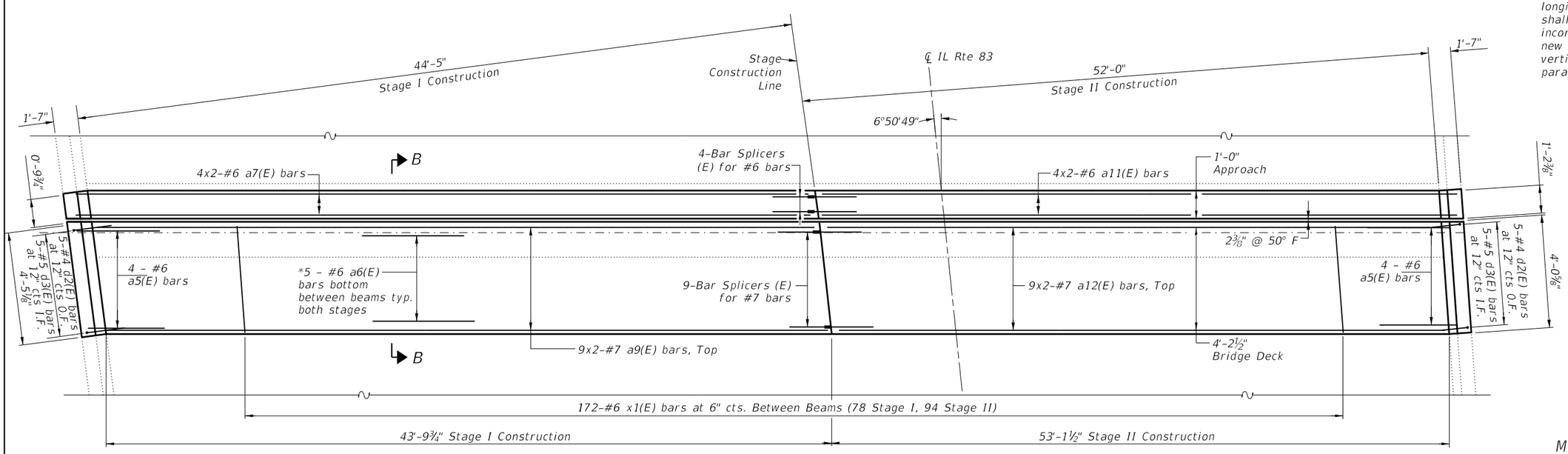
N

LEGEND

Concrete Removal
E.F. - Each Face
I.F. - Inside Face
O.F. - Outside Face

Note:
The CONTRACTOR shall use extreme care during concrete removal so as not to damage the PPC I-beam.

Existing horizontal bars in parapet and existing longitudinal bars in slab shall remain and be incorporated into the new construction. Existing vertical bars in approach slab parapet shall be reused.



PROPOSED JOINT (NORTH ABUTMENT)

* Cut to Fit
at Stage Line
and narrow beam
spacings

Min Bar Lap

#6 = 4'-0"
#7 = 4'-8"

MODEL: $MODELNAME$
FILE NAME: 022015?-62H01-d007-JTNABUT.dgn

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PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER OGDEN AVENUE - OVERLAY AND BRIDGE REPAIRS
NORTH ABUTMENT EXPANSION JOINT DETAILS

SCALE: | SHEET 7 OF 14 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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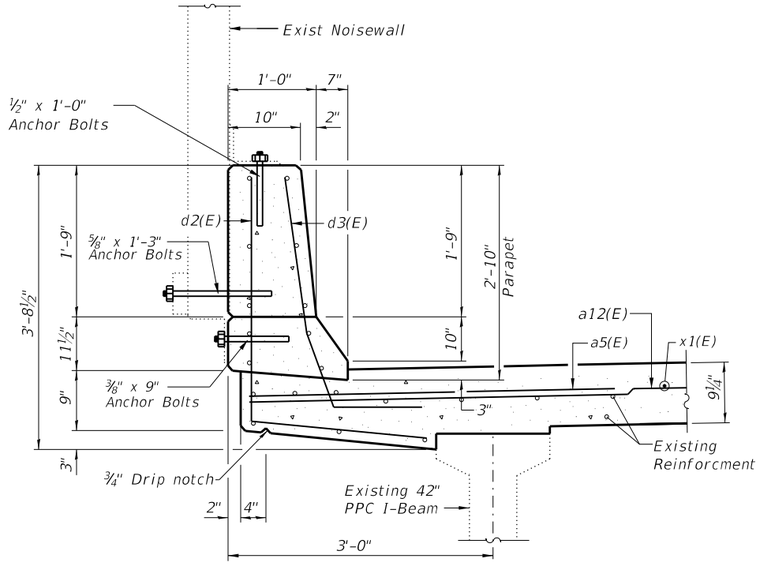
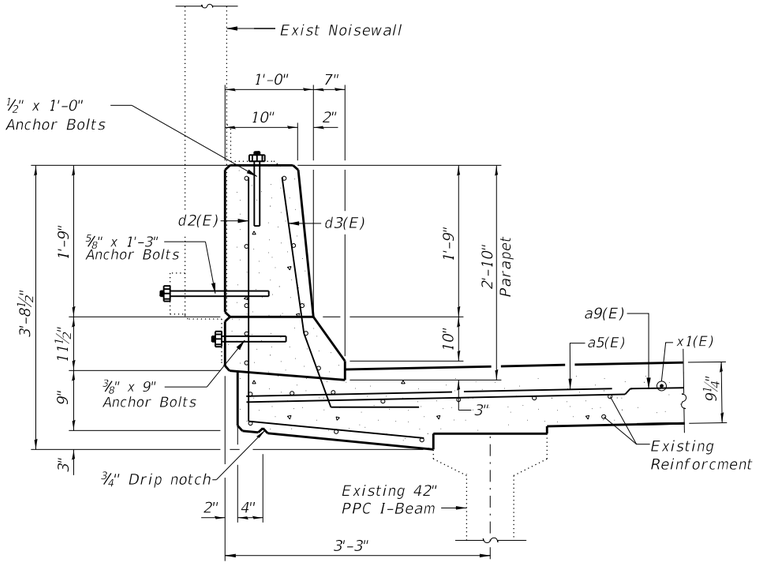


SECTION THRU EAST PARAPET



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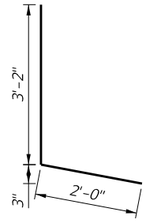
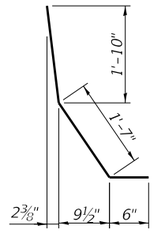
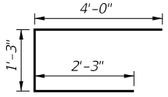


BAR d2(E)



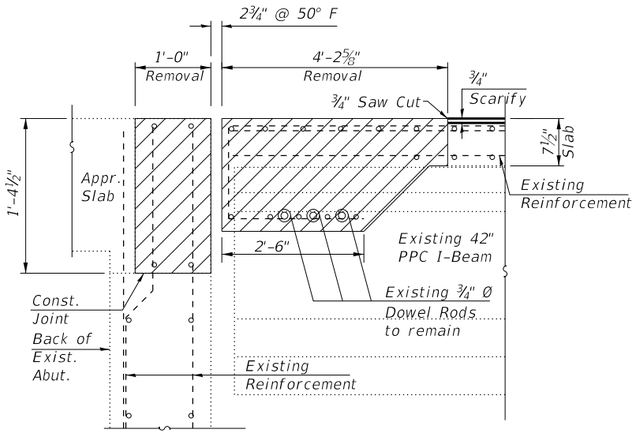
BAR d3(E)



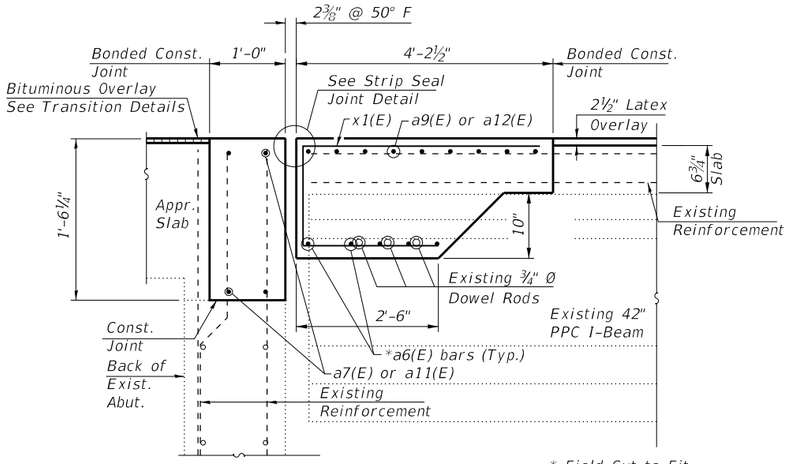
BAR x1(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a5(E)	8	#6	4'-0"	———
a6(E)	65	#6	6'-3"	———
a7(E)	8	#6	24'-7"	———
a9(E)	18	#7	24'-11"	———
a11(E)	8	#6	28'-5"	———
a12(E)	18	#7	28'-9"	———
d2(E)	10	#4	5'-2"	⌞
d3(E)	10	#5	3'-11"	⌞
x1(E)	172	#6	7'-6"	⊏
Concrete Removal		Cu. Yd.	24.6	
Concrete Superstructure		Cu. Yd.	27.4	
Reinforcement Bars, Epoxy Coated		Pound	5280	



SECTION A-A



SECTION B-B

* Field Cut to Fit

Notes:
The CONTRACTOR shall remove enough of the existing sound barrier wall to allow for removal and installation of the expansion joint. After the new concrete has cured 7 days, the sound barrier wall may be re-installed. Anchor bolts of the size indicated shall be used where needed. See Special Provisions.

Existing horizontal bars in parapet and existing longitudinal bars in slab shall remain and be incorporated into the new construction. Existing vertical bars in approach slab parapet shall be reused.

Hatched area indicates concrete removal. The CONTRACTOR shall use extreme care during concrete removal so as not to damage the PPC-I beams.

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184-001397

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER OGDEN AVENUE - OVERLAY AND BRIDGE REPAIRS
NORTH ABUTMENT EXPANSION JOINT DETAILS

SCALE: | SHEET 8 OF 14 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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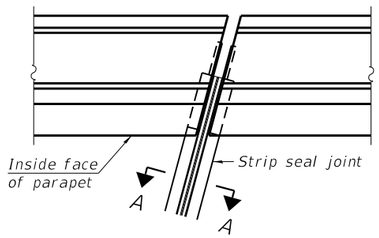
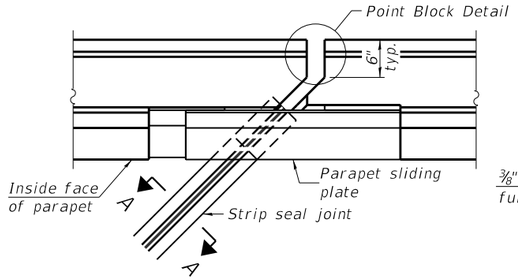
	SN 022-0157	CONTRACT NO. 62H01		
	ILLINOIS	FED. AID PROJECT		

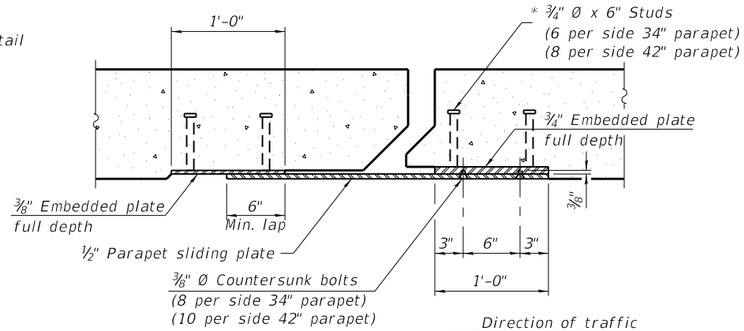


FOR SKEWS = 30°

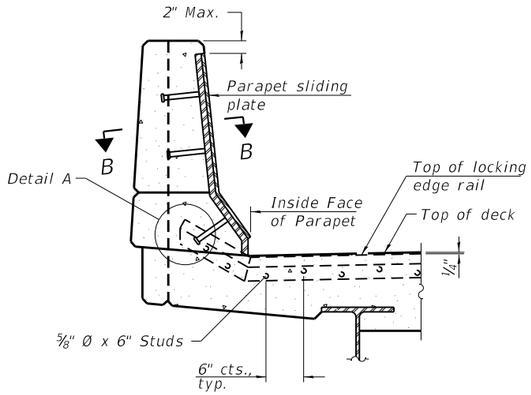


FOR SKEWS > 30°

PLAN AT PARAPET

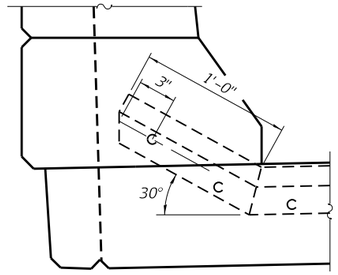


SECTION B-B

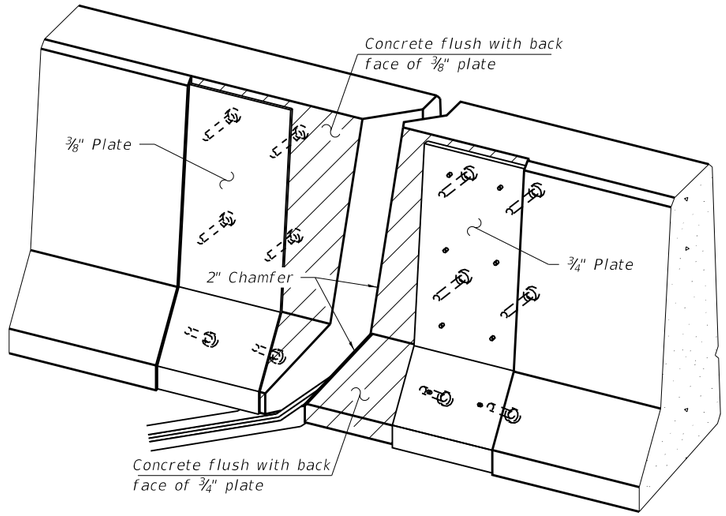


ELEVATION AT PARAPET

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



DETAIL A



TRIMETRIC VIEW

(Showing embedded plates only)

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.

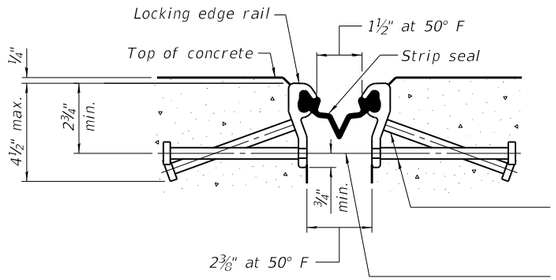
The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

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

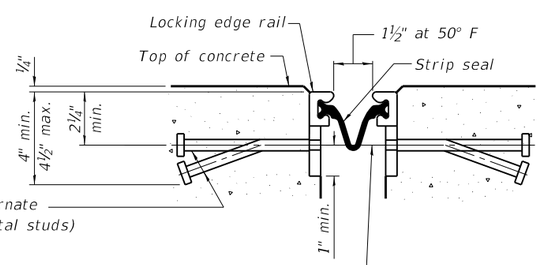
Cost of parapet sliding plates, sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.

34" F-shape barrier shown, 42" F-shape 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



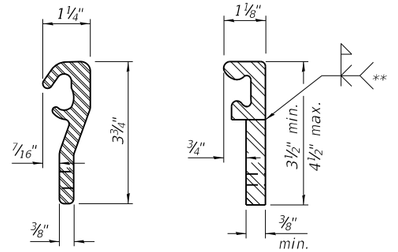
SHOWING WELDED RAIL JOINT

* 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 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.

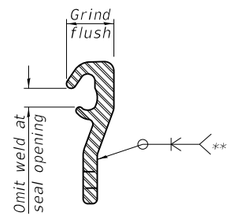


ROLLED (EXTRUDED) RAIL

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	191

EJ-SS

8-11-17

MODEL: $MODELNAMES
FILE NAME: 0220157-62H01-008-STRIPSEAL.dgn

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CONSULTING ENGINEERS
184-001397

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PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER OGDEN AVENUE - OVERLAY AND BRIDGE REPAIRS
PREFORMED JOINT STRIP SEAL

SCALE: | SHEET 9 OF 14 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	SN 022-0157	CONTRACT NO. 62H01		
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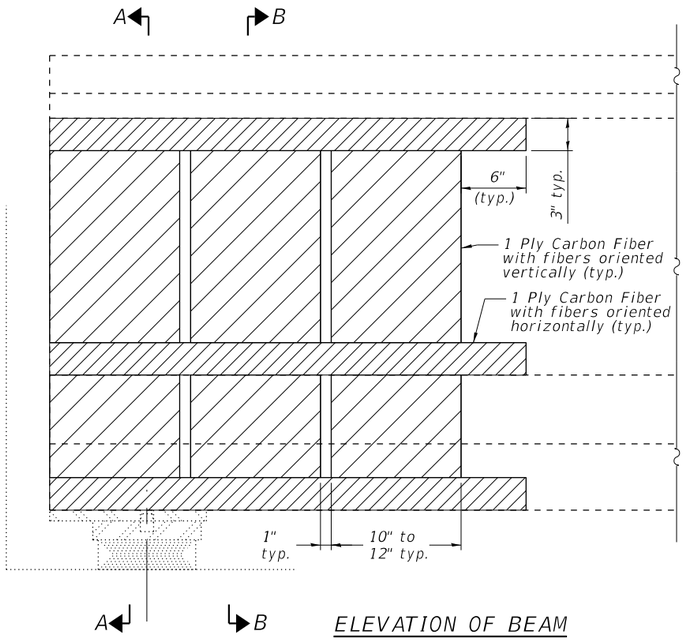
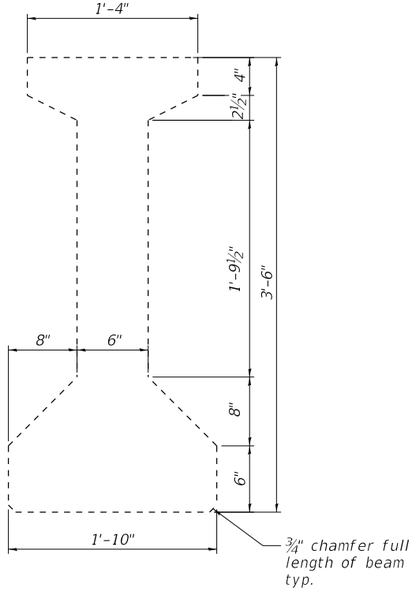
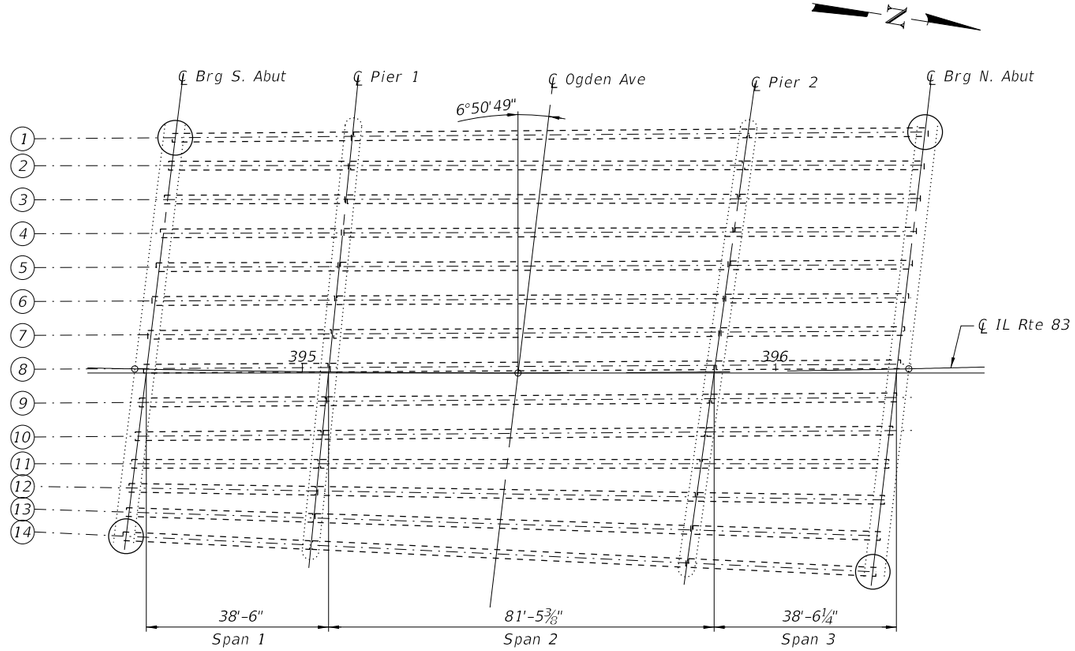


ELEVATION OF BEAM



CROSS SECTION



FRAMING PLAN

○ PCC I-Beam Repair and Fiber Wrap (End of Beam)

Notes:

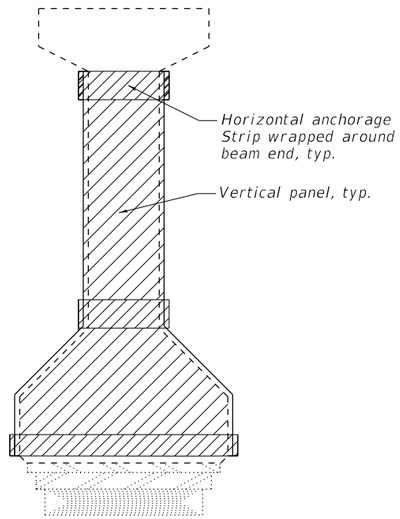
Vertical panels must be between 10" and 12". The space between each vertical panel shall be 1". Vertical panels shall extend beyond the repair zone by a minimum of 3". Vertical panels located above the bearing location shall be placed in two pieces as shown in Section A-A. At locations in front of the bearing, the vertical panels shall be one continuous strip wrapping beneath the bottom flange as shown in Section B-B.

Horizontal anchorage strips shall be 3" wide and extend a minimum of 6" beyond the vertical panels. The horizontal anchorage strips shall be placed on top of the vertical panels. In areas where deterioration occurs in the ends of beams, the anchorage strip shall wrap around the beam end in one continuous strip.

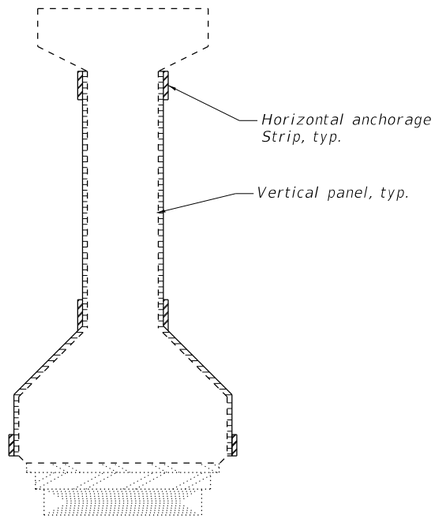
Spalled concrete and exposed reinforcement shall be repaired according to the special provision "PRECAST PRESTRESSED CONCRETE I-BEAM REPAIRS".

Acrylic coating shall be placed over fiber wrap repairs.

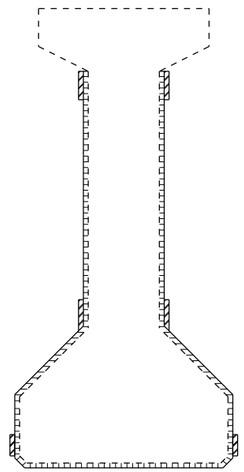
See special provisions for "FRP STRENGTHENING FOR PPC I-BEAM REPAIRS."



BEAM END VIEW



SECTION A-A



SECTION B-B

PPC I-BEAM REPAIR

Location	Sq Ft
Beam 1 - N. Abut	4.0
Beam 14 - N. Abut	1.0
Beam 1 - S. Abut	1.0
Beam 14 - S. Abut	1.0

BILL OF MATERIAL

Item	Unit	Total
Precast Prestressed Concrete I-Beam Repair	Sq. Ft.	7
Fiber Wrap	Sq. Ft.	115
Acrylic Coating	Sq. Yd.	26

MODEL: $MODELNAME$
FILE NAME: 0220157-62H01-012-FRMGPLAN.dgn

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	DRAWN - DMW	REVISED -
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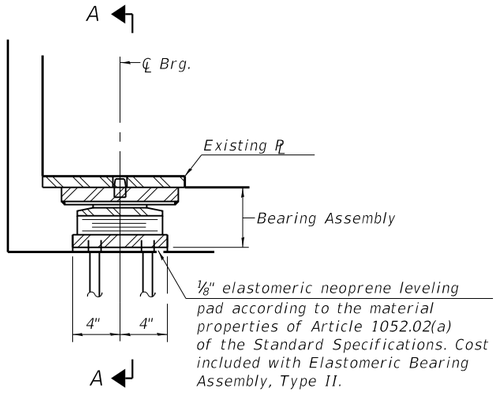
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

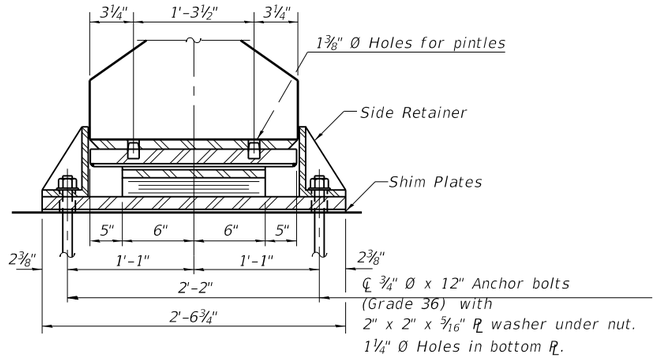
IL ROUTE 83 OVER OGDEN AVENUE - OVERLAY AND BRIDGE REPAIRS
PPC I-BEAM REPAIR DETAILS

SCALE: | SHEET 10 OF 14 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	39
	SN 022-0157	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			

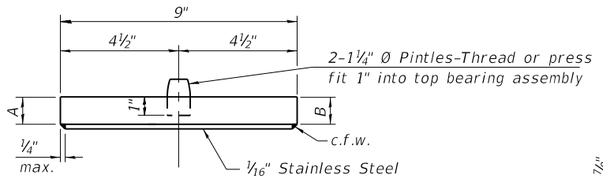


SECTION AT ABUT.

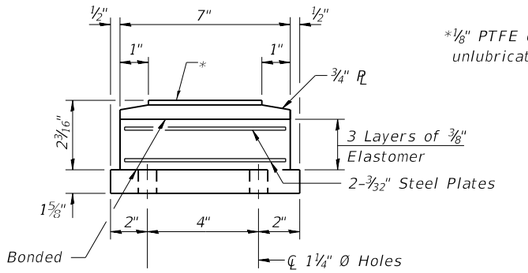


SECTION A-A

TYPE II ELASTOMERIC EXP. BRG.

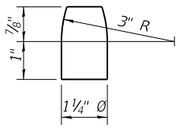


TOP BEARING ASSEMBLY

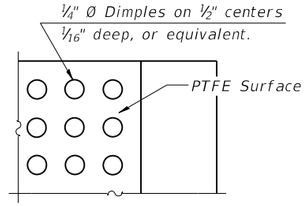


*⅛" PTFE dimpled, unlubricated

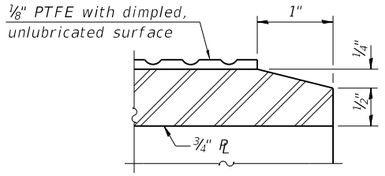
BOTTOM BEARING ASSEMBLY



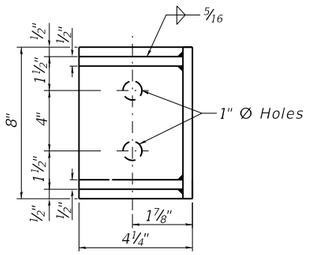
PINTLE

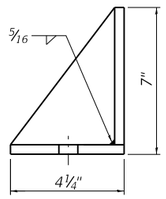


PLAN-PTFE SURFACE



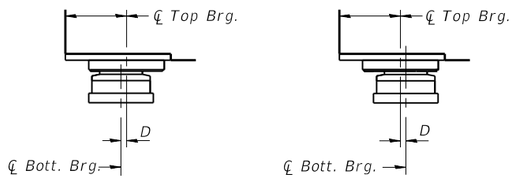
SECTION THRU PTFE





SIDE RETAINER

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

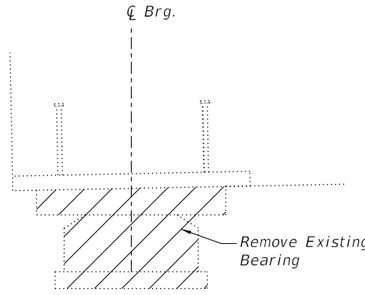


BELOW 50°F. ABOVE 50°F.

D=⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

EXPANSION BEARING ORIENTATION

The above diagrams are for informational purposes only to show the amount of expected offset "D" for the current temperature in the field.



EXISTING BEARING REMOVAL DETAIL

Burn existing side retainer bolts flush with existing concrete surface. Grind existing bolt smooth and seal with epoxy. Cost included with Jack and Remove Existing Bearings

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The ⅛" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of ⅛" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

Top and bottom bearing assembly steel shall have fy = 50 ksi.

JACK AND REMOVE EXISTING BEARING PROCEDURE

1. The Contractor shall submit for approval by the Engineer, plans for jacking existing beams and installing new bearings prior to commencing any related work. Minimum jack capacity is 75 tons.
2. Prior to ordering any material, the Contractor shall verify fill plate thickness required at each bearing.
3. Jacking and removing existing bearings shall be done after the existing joint is removed and prior to placing the new joint concrete.
4. Jacking lifts shall be limited in accordance with the special provision "Jack and Remove Existing Bearings."
5. The new bearings, plates, and side retainers shall be in place and the jack shall be lowered before the new concrete deck at the joints is poured.

BEARING DIMENSIONS

Bearing	Top Plate Dimensions		Shim Plates
	A	B	Height
S. Abut	1½"	1½"	1 11⁄16"
N. Abut	1½"	1¾"	1 9⁄16"

BEAM REACTIONS

		S. Abut	N. Abut
R_{LL}	(k)	27.6	27.6
R_{LL}	(k)	33.4	33.4
Impact	(k)	10.0	10.0
RTotal	(k)	71.0	71.0

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	28
Anchor Bolts, ¾"	Each	112
Jack and Remove Existing Bearings	Each	28

MODEL: SMODELNAME$
FILE NAME: 0220157-62H01-014-BRGS.dgn

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	DRAWN - DMW	REVISED -
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PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER OGDEN AVENUE - OVERLAY AND BRIDGE REPAIRS
BEARING DETAILS - ABUTMENTS

SCALE: | SHEET 11 OF 14 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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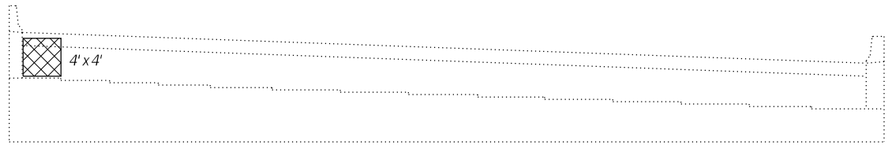
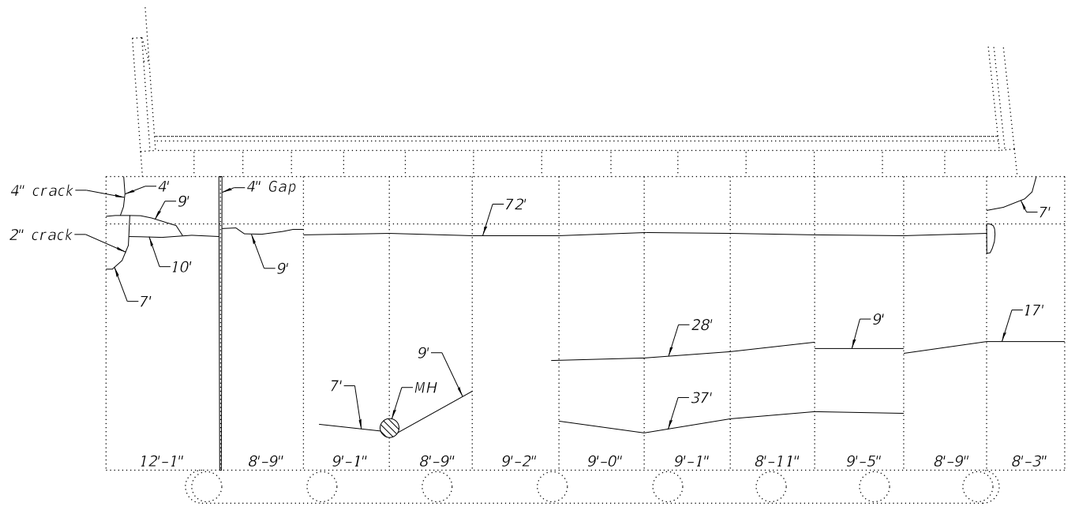
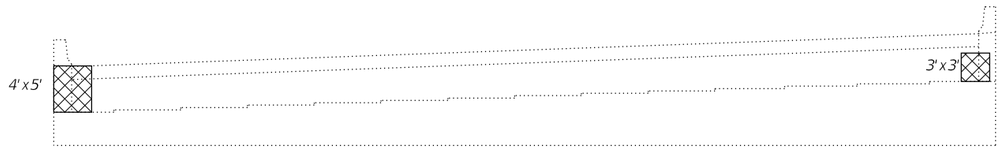
	SN 022-0157	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			

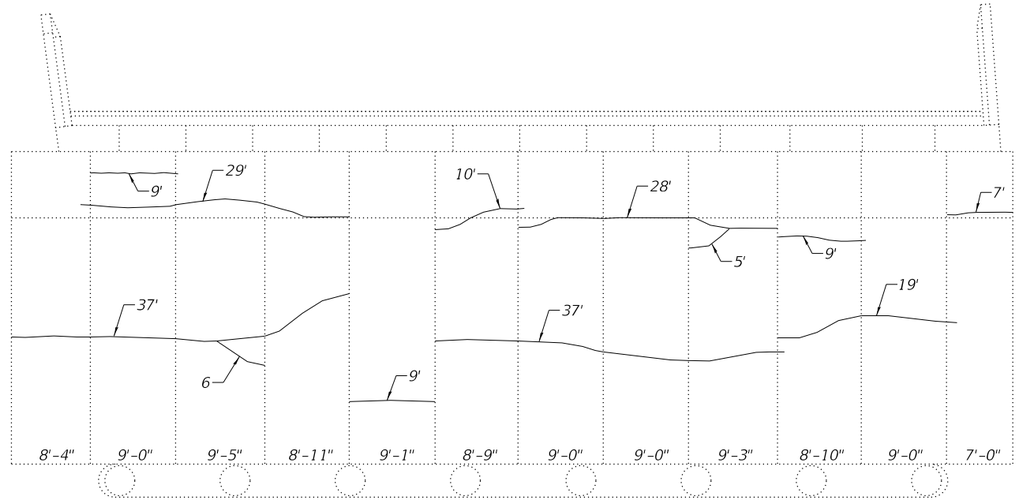


SOUTH ABUTMENT - ELEVATION





NORTH ABUTMENT - ELEVATION



N

SLOPE WALL

SOUTH ABUTMENT REPAIRS

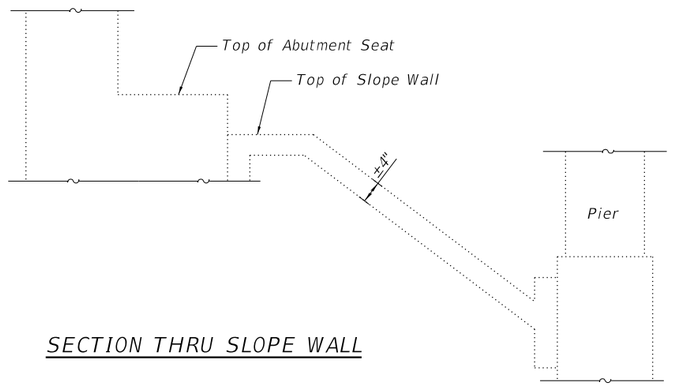
(Looking South)

N

SLOPE WALL

NORTH ABUTMENT REPAIRS

(Looking North)



SECTION THRU SLOPE WALL

Notes:
Repair details shown on this sheet were taken from the District's inspection sheetsand field inspections completed by Chastain and Associates. Actual locations, size, and depth shall be verified in the field.

Pump Controlled Low-Strength Material in locations where slope wall undermining has occurred. Quantity shown is the estimated quantity, exact quantity to be determined in field.

BILL OF MATERIAL

SYMBOL	ITEM	UNIT	QUANTITY
	Structural Repair of Concrete (Depth Equal To or Less Than 5")	Sq. Ft.	45
	Structural Repair of Concrete (Depth Equal To or Greater Than 5")	Sq. Ft.	62
	Controlled Low-Strength Material	Cu. Yd.	5
	Slope Wall Crack Sealing	Feet	461

MODEL: $MODELNAME$
FILE NAME: 022015?-62H01-d15-ABUTREP.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER OGDEN AVENUE - OVERLAY AND BRIDGE REPAIRS
ABUTMENT AND SLOPE WALL REPAIRS

SCALE: | SHEET 12 OF 14 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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SN 022-0157		CONTRACT NO. 62H01		
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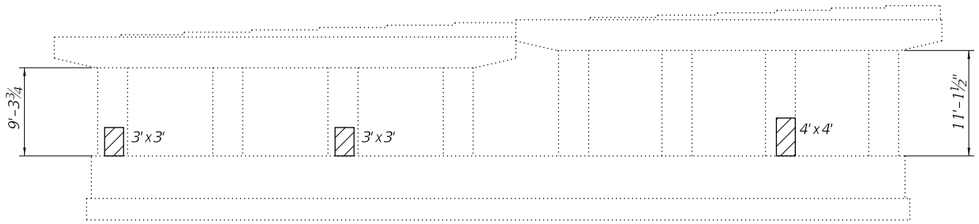
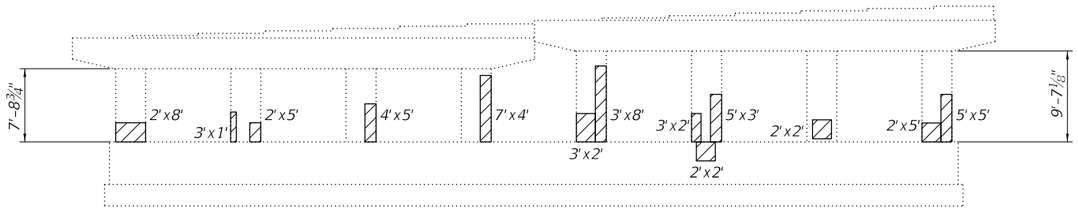
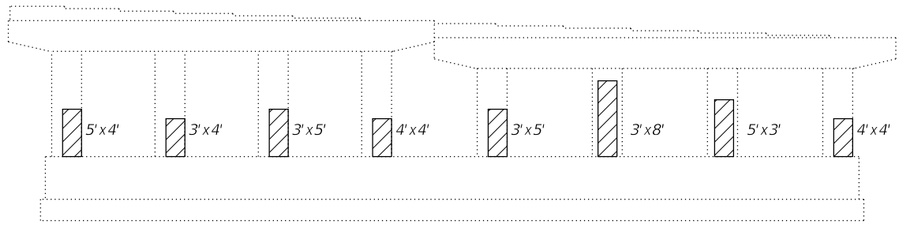


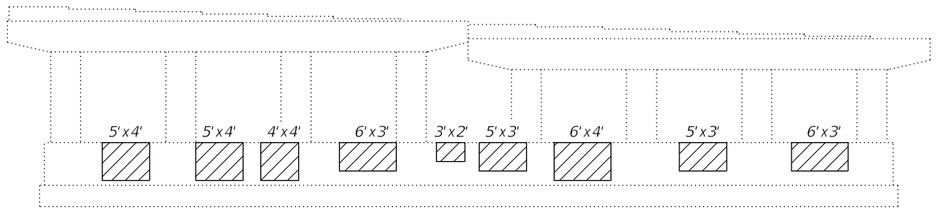
ELEVATION – PIER 1
(Looking North)



ELEVATION – PIER 2
(Looking North)



ELEVATION – PIER 1
(Looking South)



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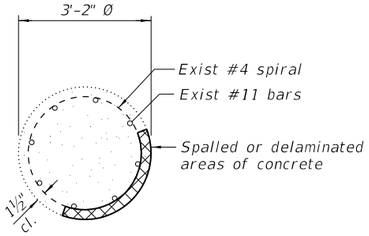
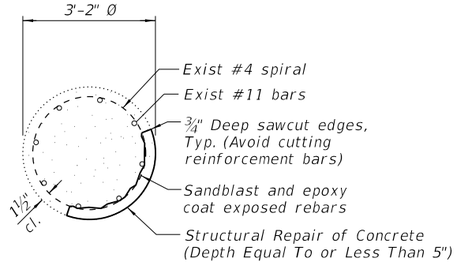
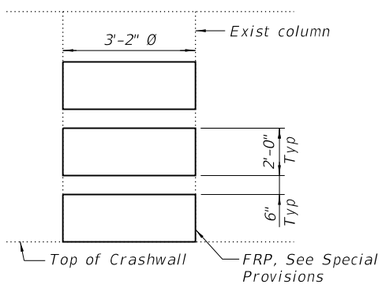


TYPICAL SECTION THRU
EXISTING PIER COLUMN



TYPICAL SECTION THRU
PIER COLUMN REPAIR



FIBER WRAP DETAIL

SB Columns to receive 3 FRP bands
NB Columns to receive 4 FRP bands

BILL OF MATERIAL

SYMBOL	ITEM	UNIT	QUANTITY
	Structural Repair of Concrete (Depth Equal To or Less Than 5")	Sq. Ft.	490
	Fiber Wrap	Sq. Ft.	1115
	Acrylic Coating	Sq. Yd.	248

Note:
Repair details shown on this sheet were taken from the District's inspection sheets. Actual locations, size, and depth shall be verified in the field.

Fiber wrap shall be according to the Special Provision "FRP Strengthening".

MODEL: $MODELNAME$
FILE NAME: 022015?-62H01-015-PIERSREP.dgn

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PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -	

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IL ROUTE 83 OVER OGDEN AVENUE - OVERLAY AND BRIDGE REPAIRS
PIER REPAIRS

SCALE: | SHEET 13 OF 14 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	SN 022-0157	CONTRACT NO. 62H01		
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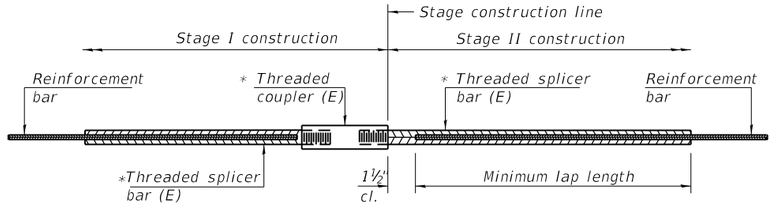
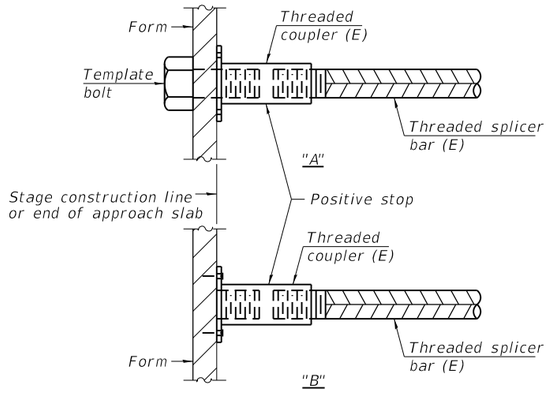
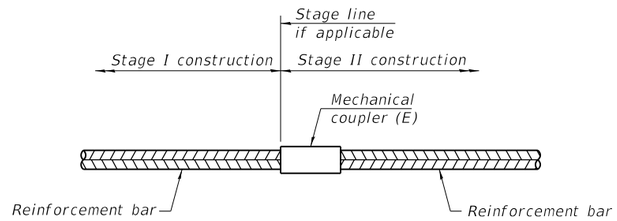


STANDARD BAR SPLICER ASSEMBLY



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.



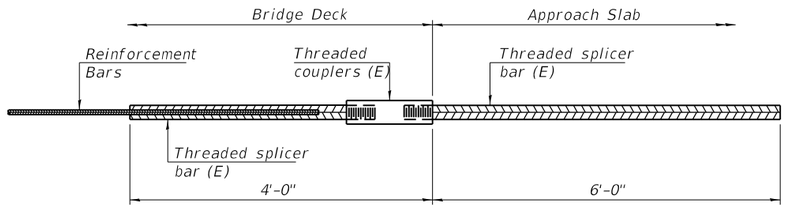
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

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

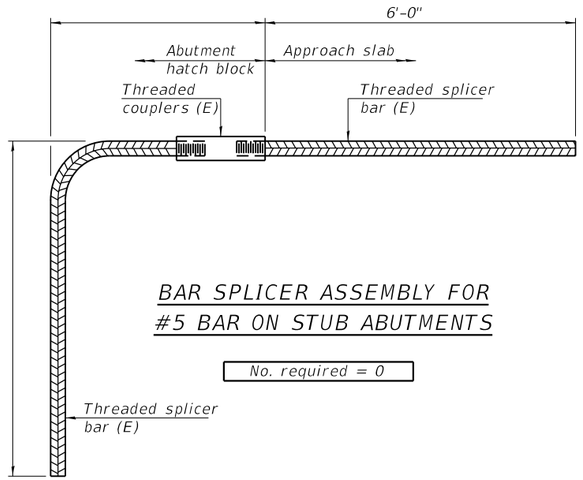
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
S. Abut. Joint	#6	4	3'-7"
S. Abut. Joint	#7	9	4'-8"
N. Abut. Joint	#6	4	3'-7"
N. Abut. Joint	#7	9	4'-8"



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 0



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 0

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

2-17-2017

MODEL: SMODELNAME5
FILE NAME: 0220157-62H01-016-BARSPLICE.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 OVER OGDEN AVENUE - OVERLAY AND BRIDGE REPAIRS
BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS

SCALE: | SHEET 14 OF 14 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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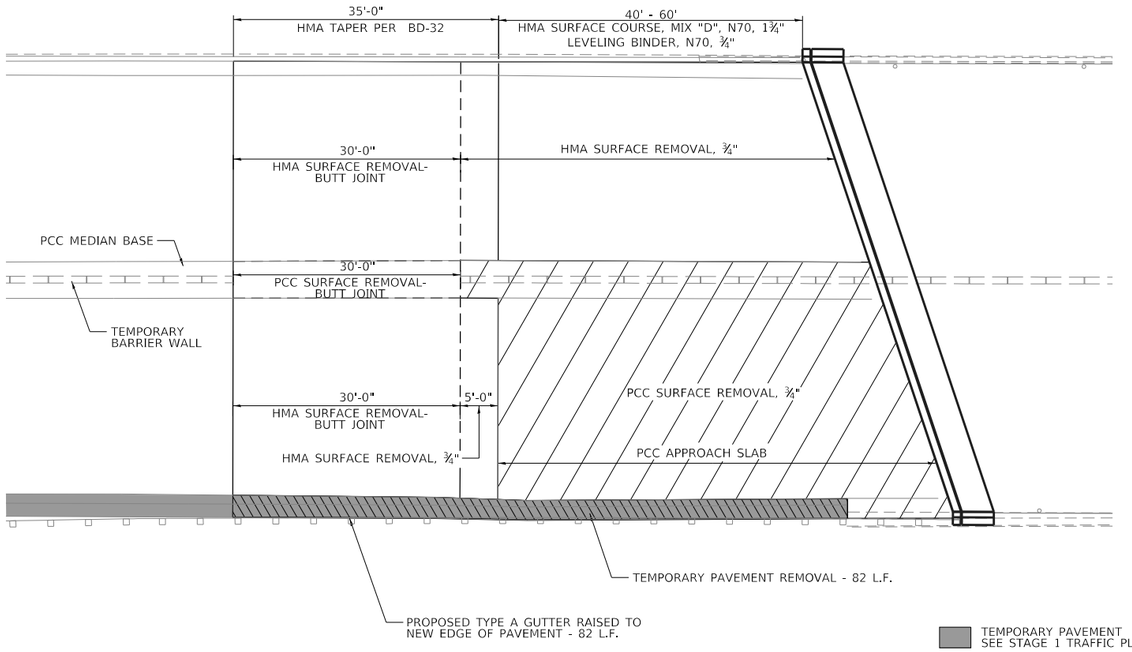
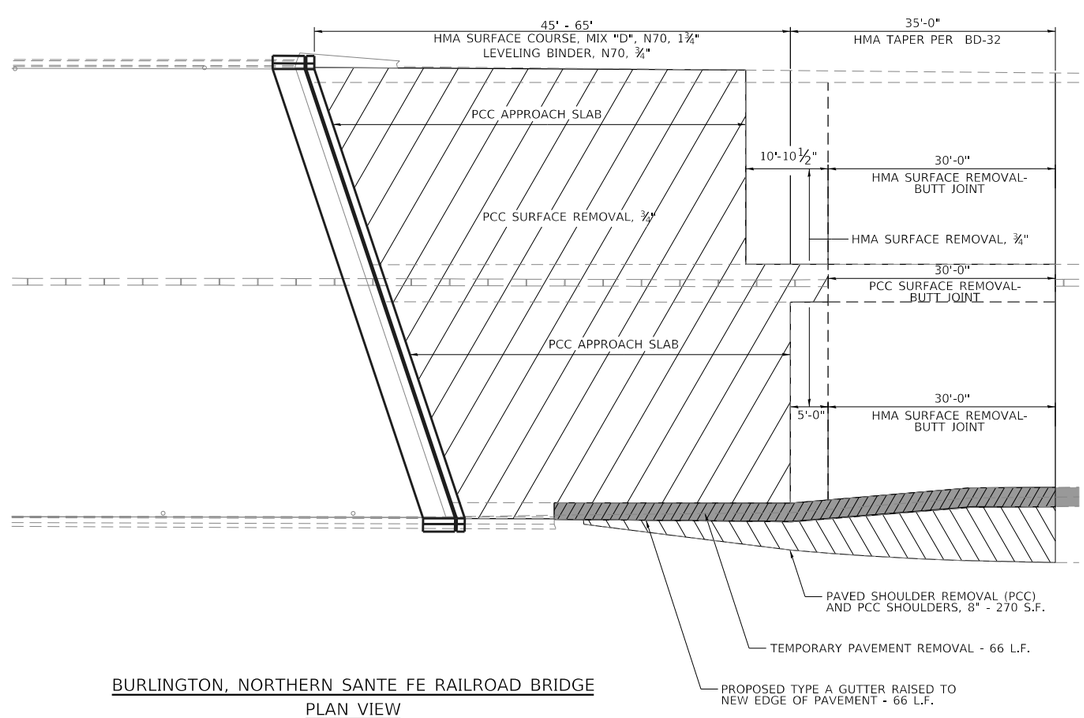


BURLINGTON, NORTHERN SANTE FE RAILROAD BRIDGE

PLAN VIEW

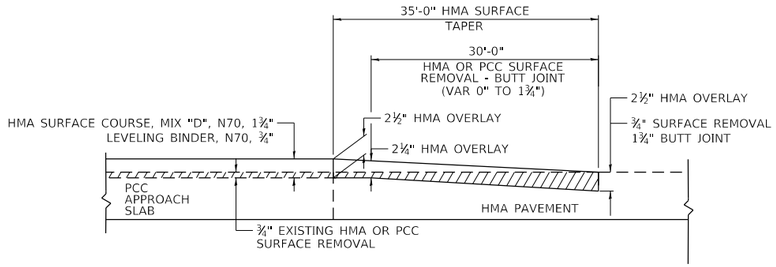
SOUTH APPROACH SLAB



BURLINGTON, NORTHERN SANTE FE RAILROAD BRIDGE

PLAN VIEW

NORTH APPROACH SLAB



BURLINGTON, NORTHERN SANTE FE RAILROAD BRIDGE

HMA TAPER DETAIL

MODEL: $MODELNAME$
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CONSULTING ENGINEERS
184-001397

USER NAME = _USER_	DESIGNED - JKP	REVISED -
	DRAWN - DMW	REVISED -
PLOT SCALE = 19.9999 ' / in.	CHECKED - SPF	REVISED -
PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 83 OVER BNSF – BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
TRANSITION DETAILS

SCALE: 1' = 20' | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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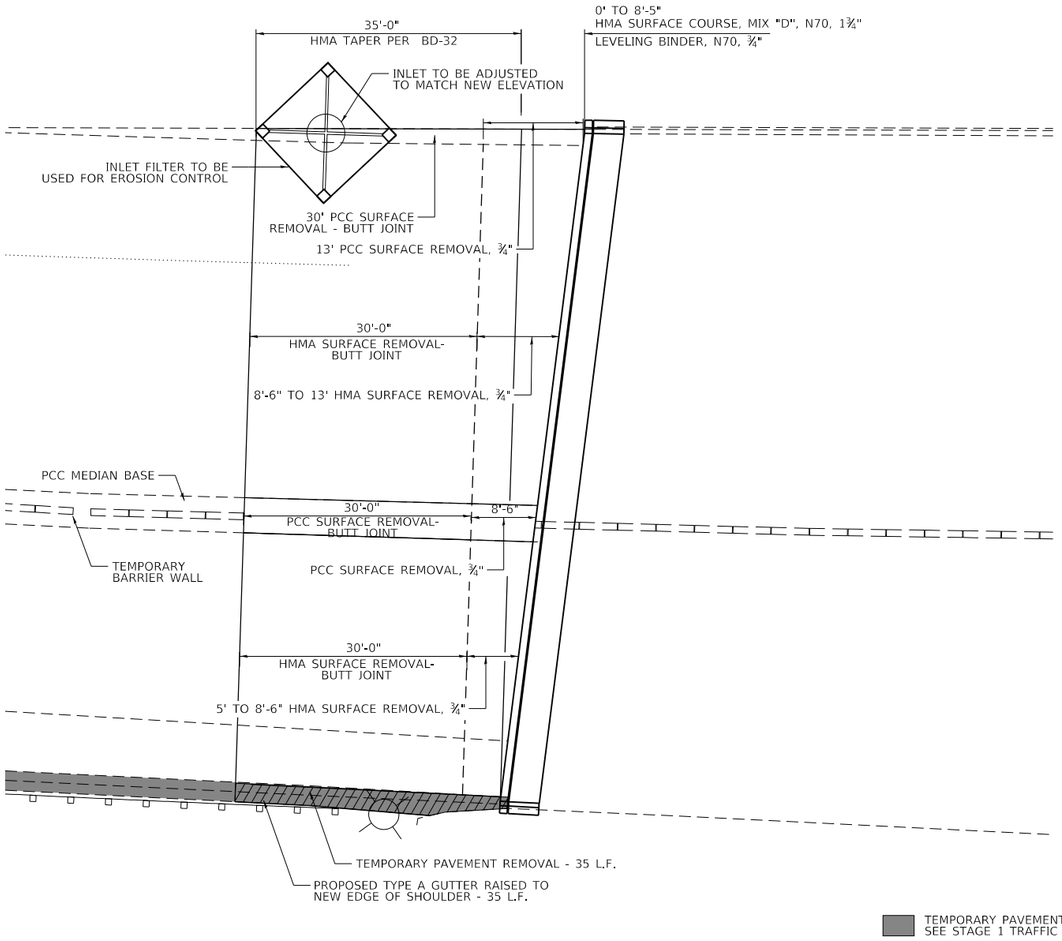
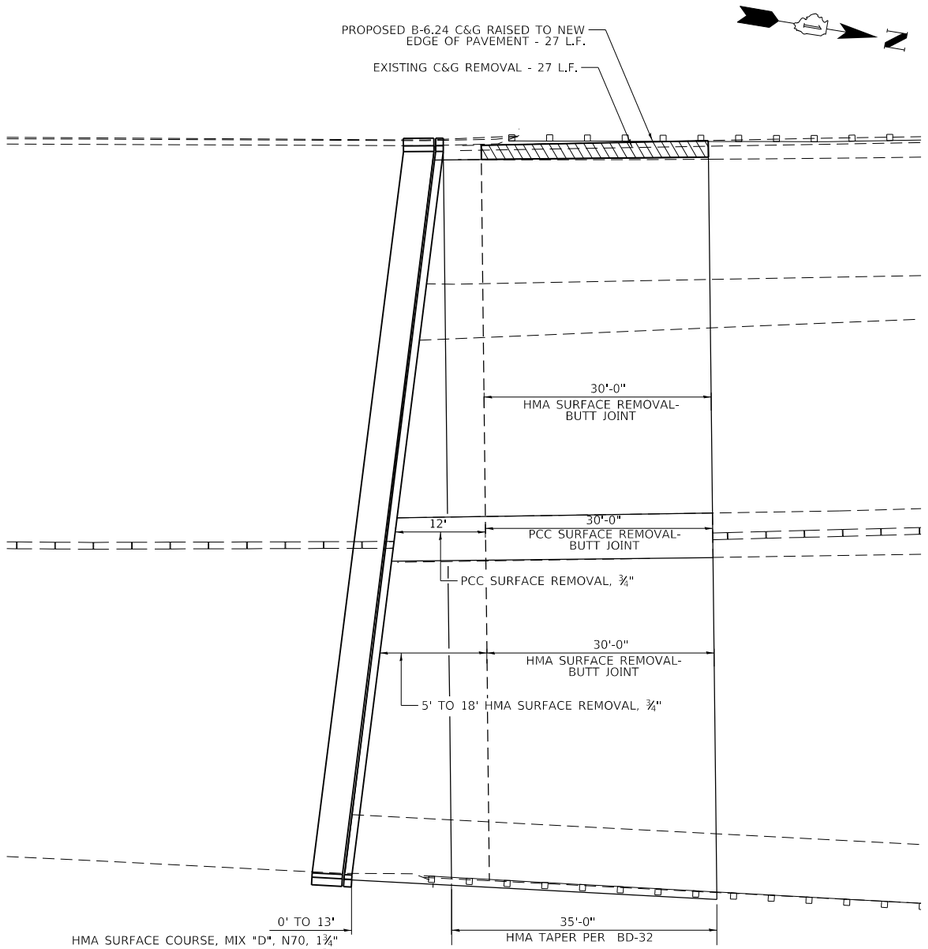
	SN 022-0155	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			



OGDEN AVENUE (US 34) BRIDGE

PLAN VIEW

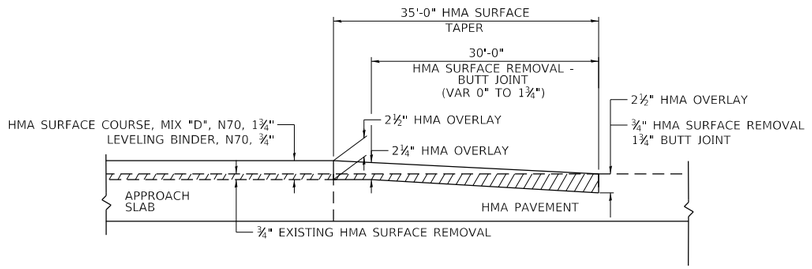
SOUTH APPROACH SLAB



OGDEN AVENUE (US 34) BRIDGE

PLAN VIEW

NORTH APPROACH SLAB



OGDEN AVENUE (US 34) BRIDGE

HMA TAPER DETAIL

MODEL: $MODELNAMES
FILE NAME: D:\62H01-sht-details2.dgn

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

USER NAME = _USER_	DESIGNED - JKP	REVISED -	
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PLOT SCALE = 20.0027 ' / in.	CHECKED - SPF	REVISED -	
PLOT DATE = 12/13/2018	DATE - 11-02-2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 83 OVER US 34 – BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
TRANSITION DETAILS

SCALE: 1" = 20' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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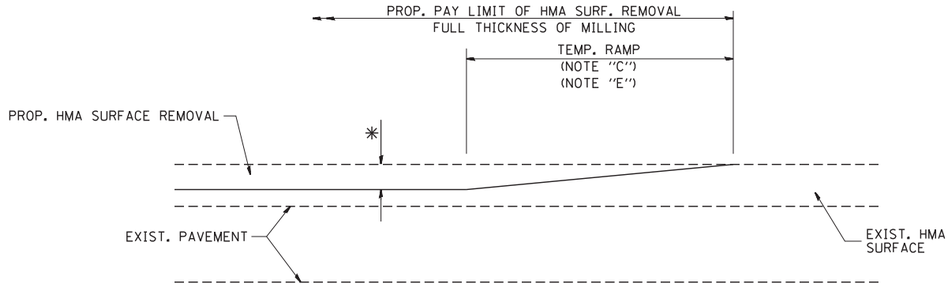
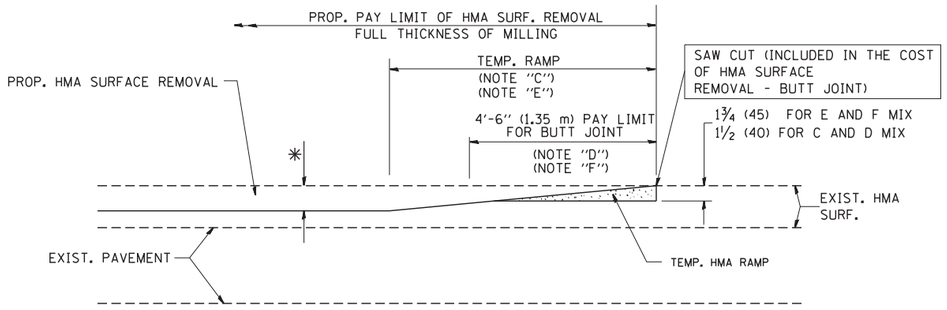
	SN 022-0157	CONTRACT NO. 62H01		
	ILLINOIS FED. AID PROJECT			



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

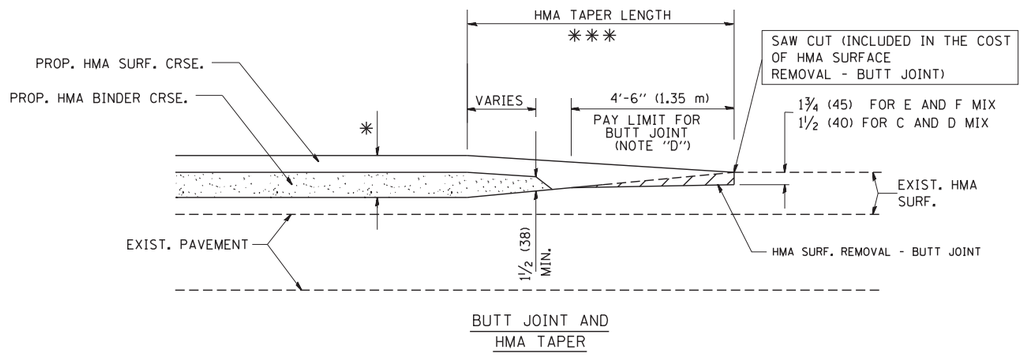


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

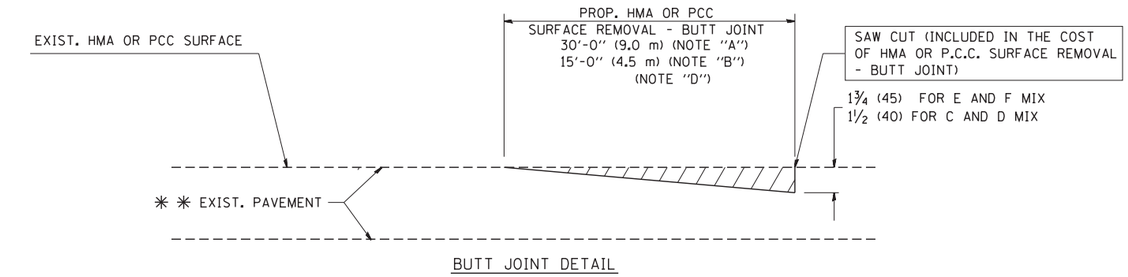
OPTION 2

TYPICAL TEMPORARY RAMP

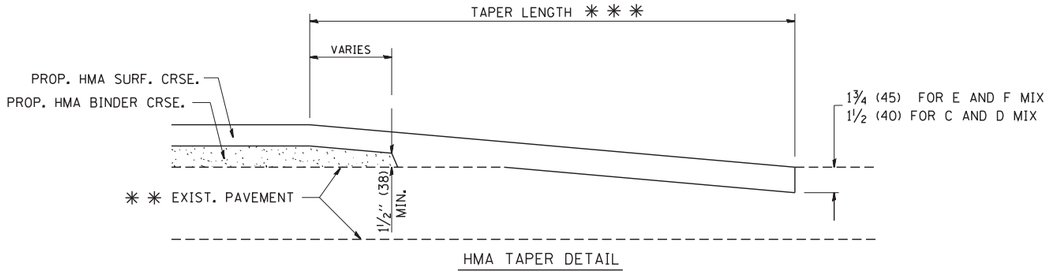


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

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'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

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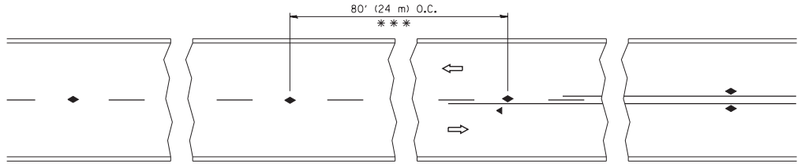
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

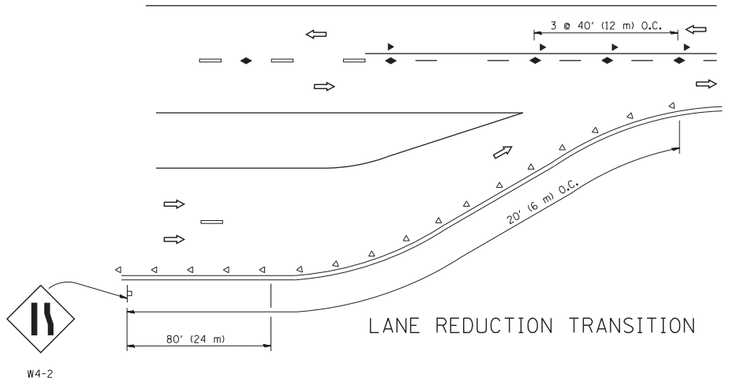
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	46
	BD400-05 BD32	CONTRACT NO. 62H01		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

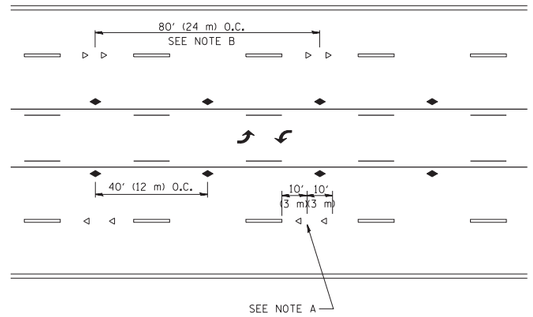


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

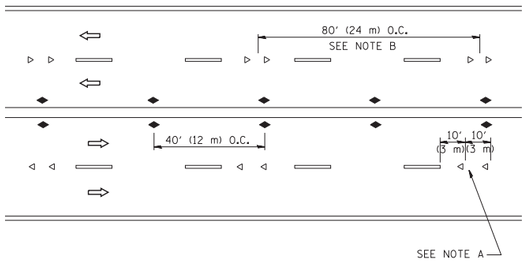
TWO-LANE/TWO-WAY



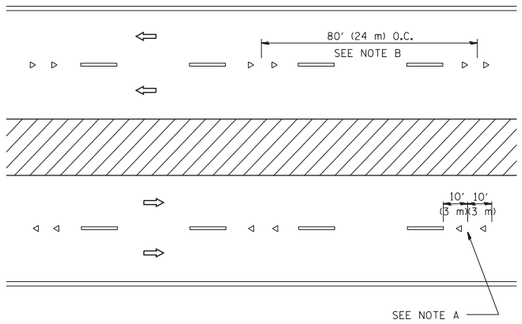
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

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

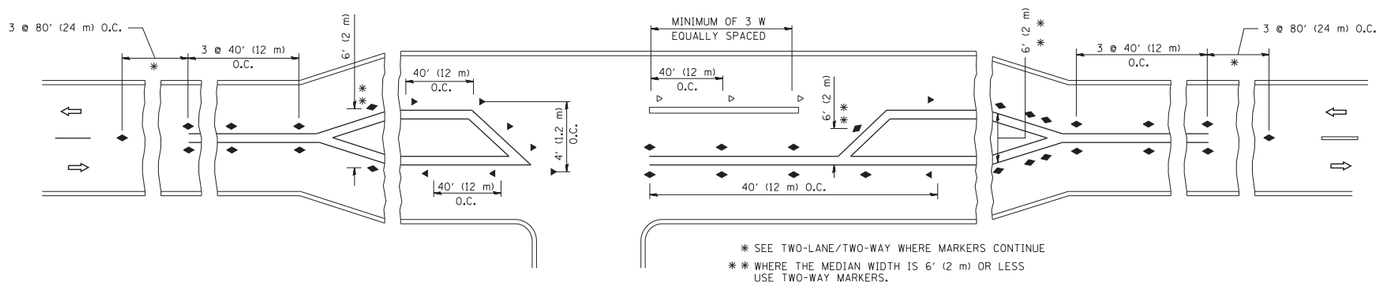
LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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

DESIGN NOTES

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



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

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

LEFT TURN

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

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		DRAWN -	REVISED - T. RAMMACHER 03-12-99					344	2018-041-BD&BJR	DuPAGE	51	47
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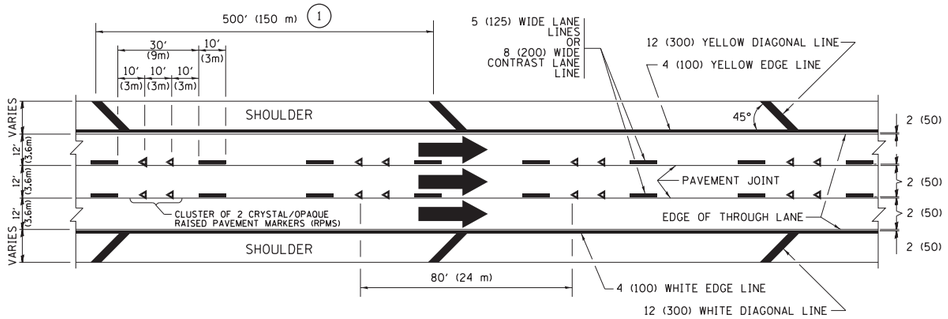
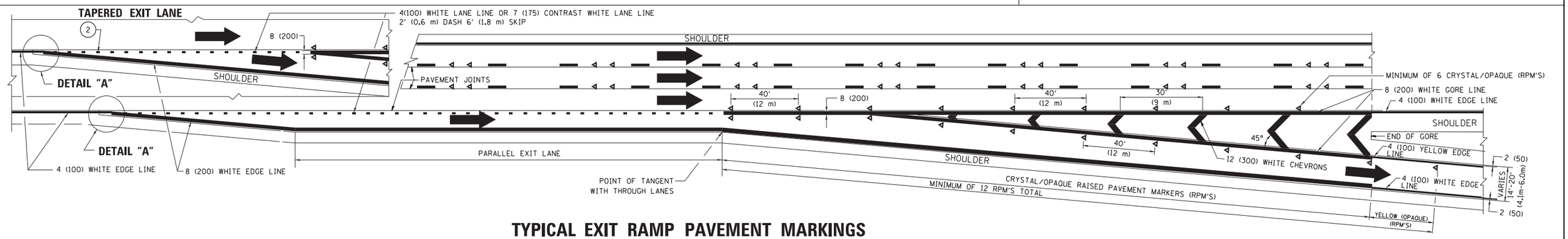
	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



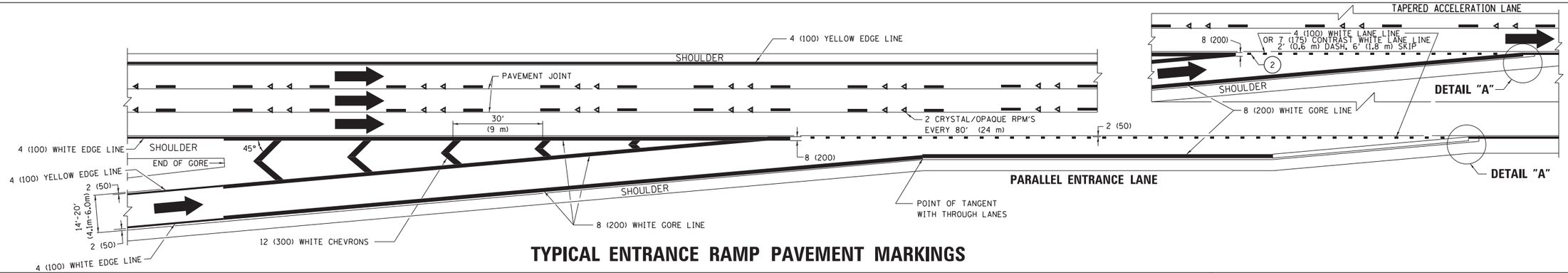
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

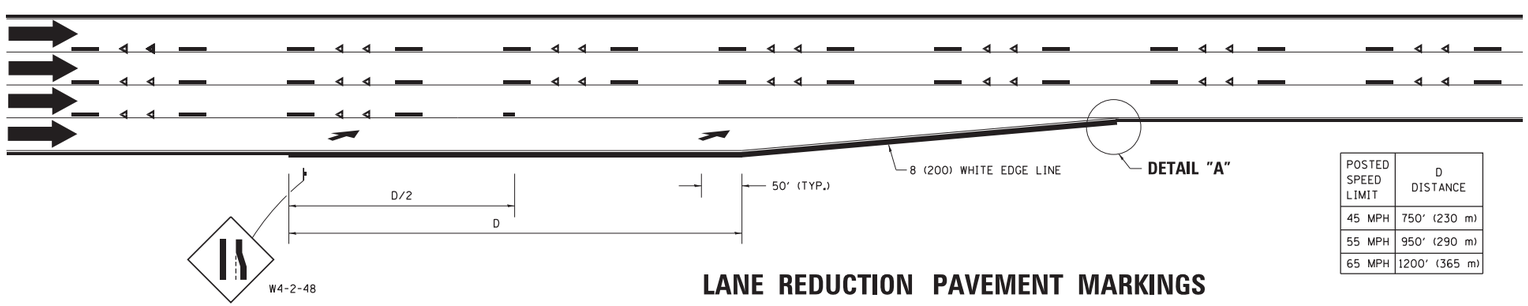
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, INLAID OR GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENTS.
4. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.



TYPICAL EXIT RAMP PAVEMENT MARKINGS

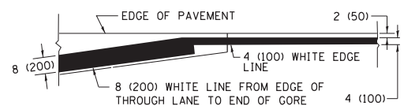


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)

LANE REDUCTION PAVEMENT MARKINGS



DETAIL "A"

NOTES:

1. THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
2. 4'' (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

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			REVISED - S.P.B. 01-10
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Default	PLOT DATE = 9/6/2017	DATE - 01-90	REVISED - M.D. 09-17

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	48
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	ILLINOIS FED. AID PROJECT			

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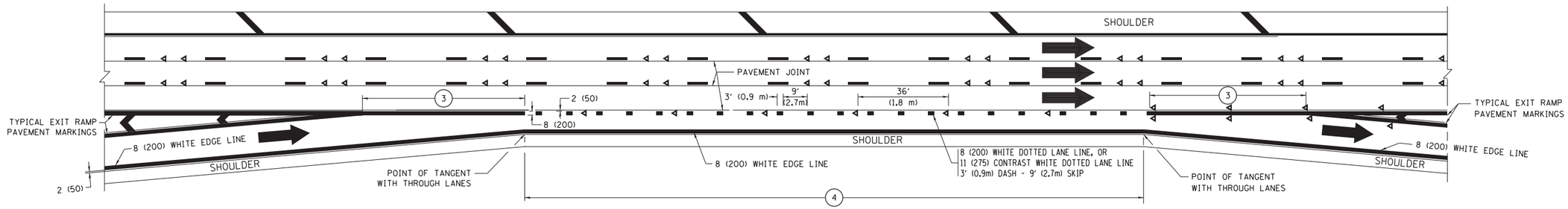
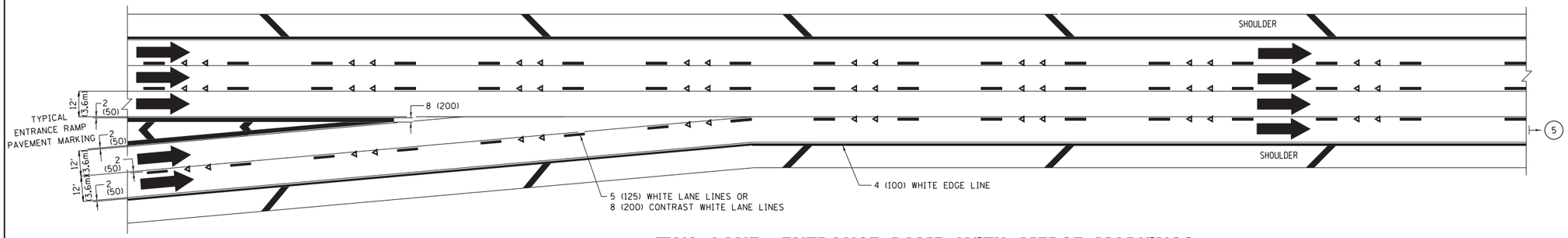
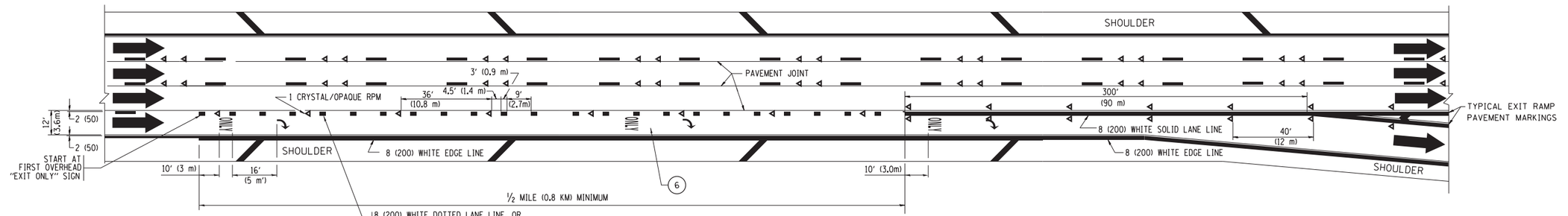


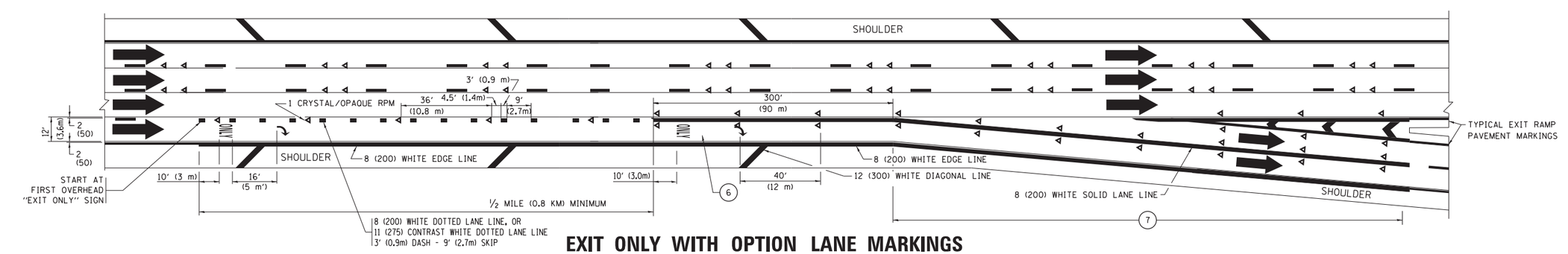
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

NOTES:

3. OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
4. 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
5. FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
6. ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
7. CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

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			REVISED - S.P.B. 01-07
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Default	PLOT DATE = 9/6/2017	DATE - 01-90	REVISED - M.D. 09-17

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	49
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	ILLINOIS FED. AID PROJECT			

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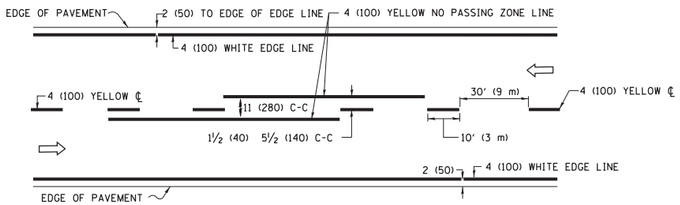
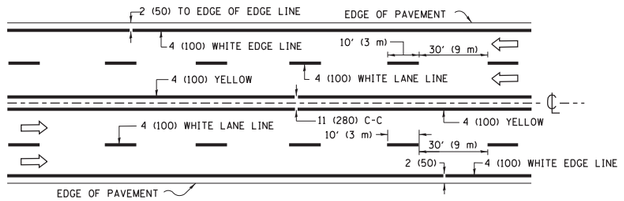
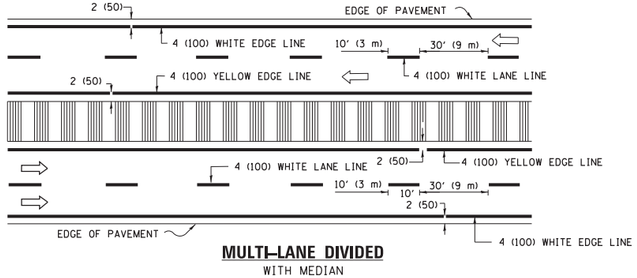


2–LANE ROADWAY

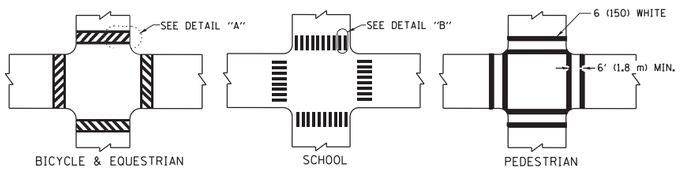


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

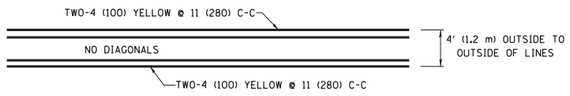
TYPICAL LANE AND EDGE LINE MARKING



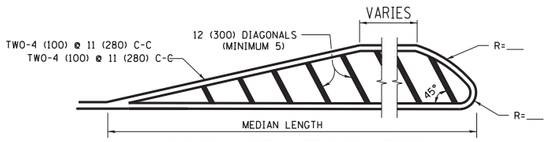
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



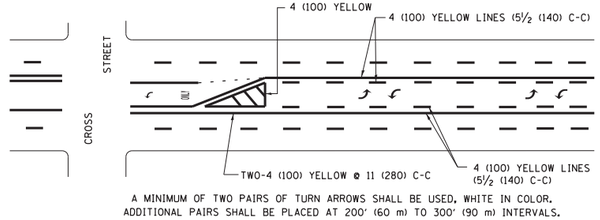
4' (1.2 m) WIDE MEDIANS ONLY



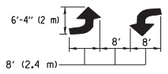
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

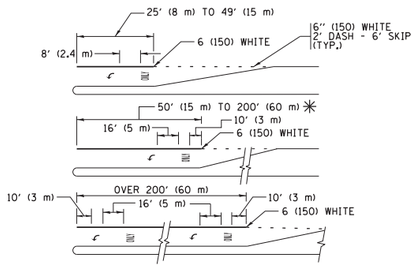


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

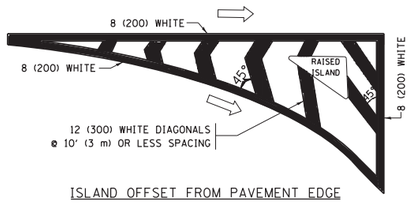


FULL SIZE LETTERS 8' (2,4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

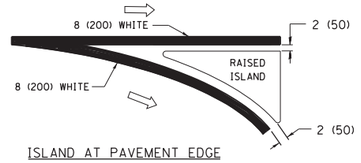
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

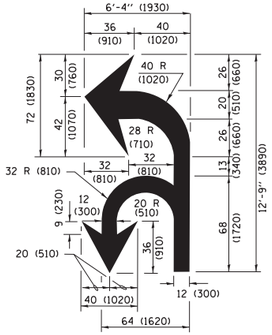


ISLAND OFFSET FROM PAVEMENT EDGE

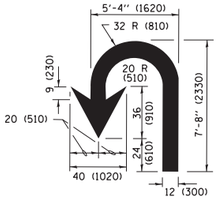


ISLAND AT PAVEMENT EDGE

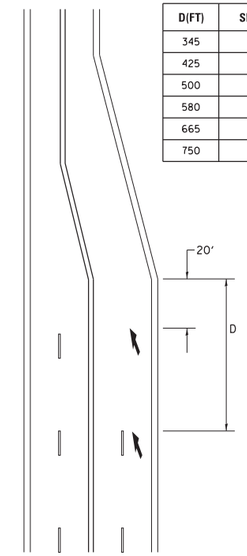
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



LANE REDUCTION TRANSITION

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

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

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 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
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.

FILE NAME = W:\diststd\22x34\tc13.dgn	USER NAME = leysa	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
		DRAWN -	REVISED - C. JUCIUS 07-01-13
Default	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 6/23/2017	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

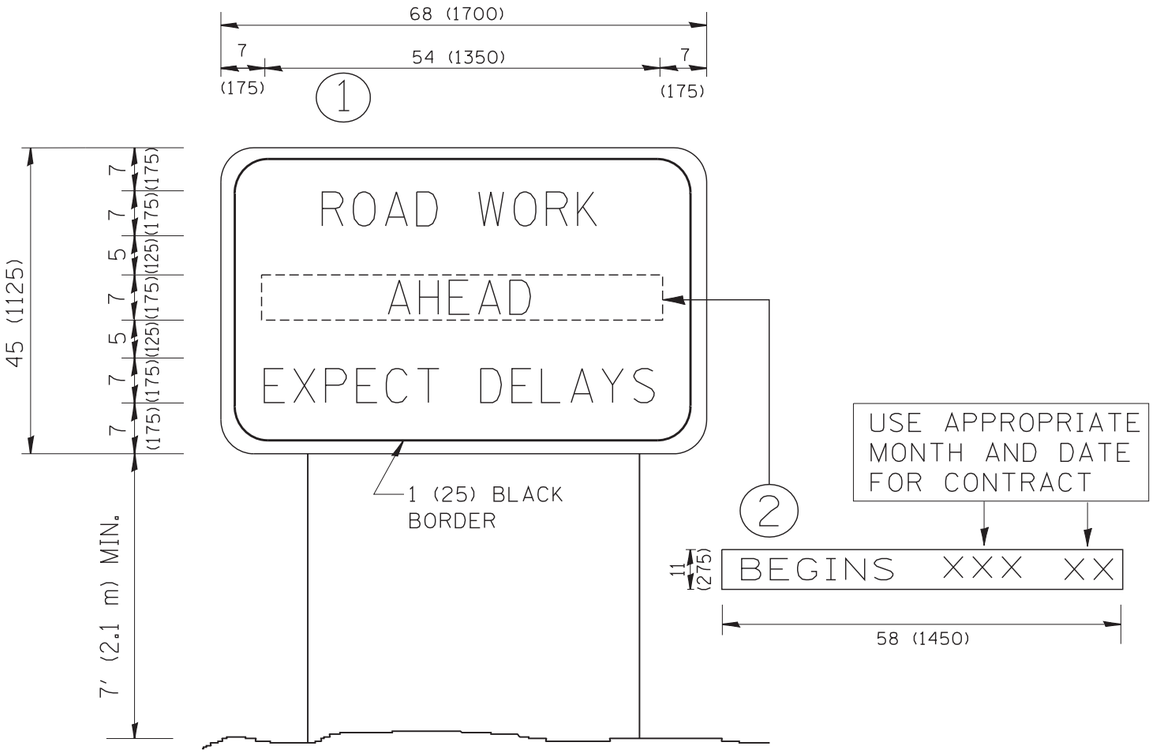
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	50
	TC–13	CONTRACT NO. 62H01		
		ILLINOIS FED. AID PROJECT		

tc13.dgn 6/23/2017 9:41:34 AM User=leysa



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.

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2018-041-BD&BJR	DuPAGE	51	51
	TC-22	CONTRACT NO. 62H01		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		