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- 14 - 24 STRUCTURAL PLAN
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**HIGHWAY STANDARDS**

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
482006-03	HMA SHOULDER ADJACENT TO RIGID PAVEMENT
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5M) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5M) TO 24" (600MM) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS 2L, 2W, DAY ONLY
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701321-19	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901-11	TRAFFIC CONTROL DEVICES

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

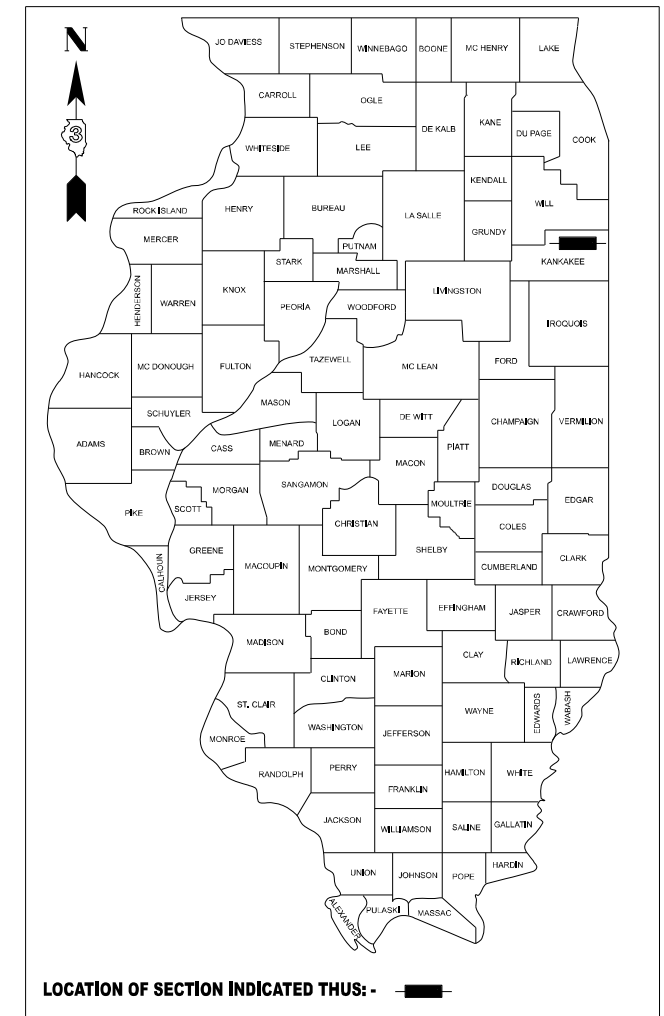
**PROPOSED  
HIGHWAY PLANS**

**FAP 332 (IL 1/IL 17)  
SECTION (7BR-1)BRR  
BRIDGE REPAIR  
KANKAKEE COUNTY**

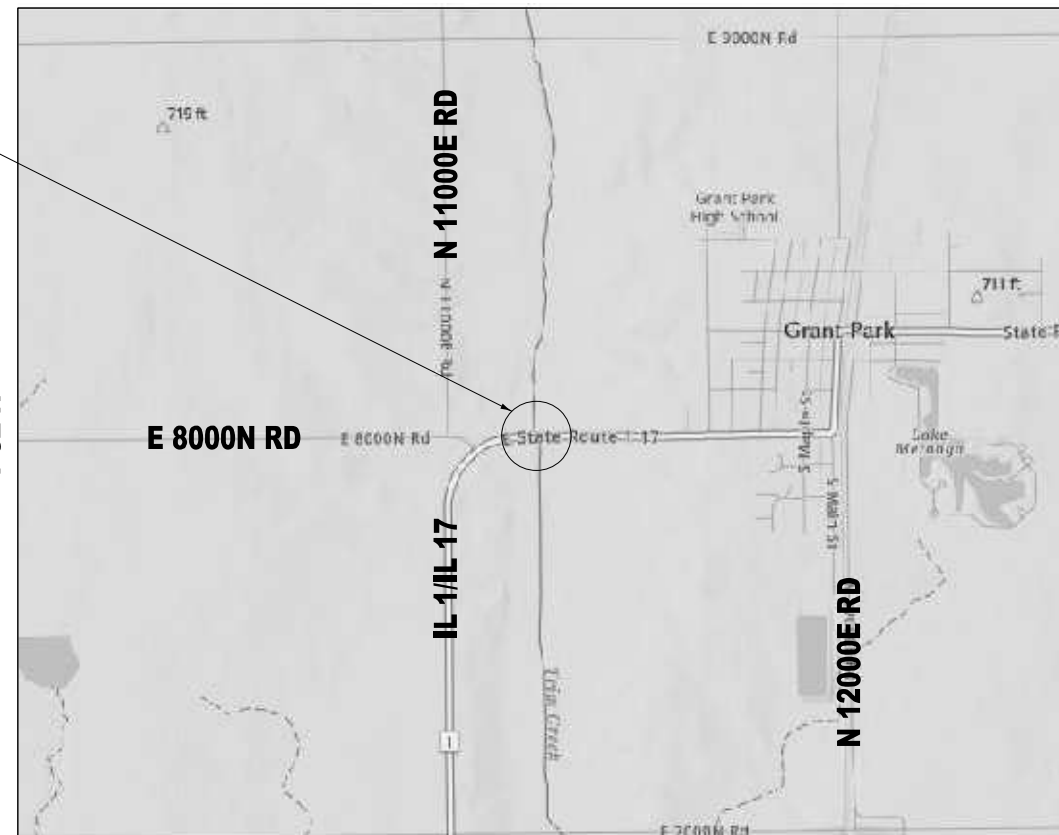
C-93-027-26

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	1
		ILLINOIS	CONTRACT NO. 66R68	

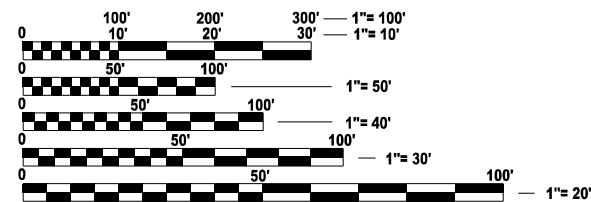
D-93-011-26



**PROJECT LOCATION**  
**STR. NO. 046-0021**  
**(STA. 446+78.68)**  
**CARRYING F.A.P. 332 (IL 1/IL 17)**  
**OVER TRIM CREEK**  
**0.2 MI. WEST OF GRANT PARK**



**LOCATION MAP**  
NOT TO SCALE



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

**PROJECT ENGINEER: JUNIOR SENAT P.E.**  
**UNIT CHIEF: RON WOODSHANK**  
**DISTRICT NO. 3 (815) 434-6131**  
**CONTRACT NO. 66R68**

**FUNCTIONAL CLASSIFICATION**

OTHER PRINCIPLE ARTERIAL  
F.A.P. ROUTE 332 (IL 1/IL 17)  
2025 ADT = 2,150  
P.V. = 83.3% S.U. = 7.4% M.U. = 9.3%

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED February 5, 2026  
*Trisha Thompson* REGIONAL ENGINEER  
March 20, 2026  
*Scott A. [Signature]* ENGINEER OF DESIGN AND ENVIRONMENT  
March 20, 2026  
*[Signature]* DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

**E** LIN ENGINEERING, LTD.  
Consulting Engineers  
Westmont, Illinois

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OF THE STATE OF ILLINOIS**

**HMA MIXTURE TABLE**

LOCATIONS	HMA SHOULDERS	
	9" HMA SHOULDERS	
MIXTURE USE	HMA BINDER	HMA SURFACE
	BOTTOM LIFTS	TOP LIFT
BINDER GRADE (PG)	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4% @ N50	4% @ N50
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 19.0	IL 9.5
FRICTION AGGREGATE	N/A	MIXTURE C
MIXTURE WEIGHT	112.0 LB/SQ YD/IN	112.0 LB/SQ YD/IN
QUALITY MANAGEMENT PROGRAM	QC/QA	QC/QA
SUBLOT SIZE	N/A	N/A
DENSITY TEST METHOD	CORE/NUCLEAR	CORE/NUCLEAR
MATERIAL TRANSFER DEVICE (REQUIRED)	NO	NO

**GENERAL NOTES**

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

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

SHORT TERM PAVEMENT MARKING	10	FT / 100 FT OF APPLICATION
HMA RESURFACING	112	LBS / SQ YD / IN

**COMMITMENTS**

THE ENGINEER SHALL RECORD THE DECK SLAB REPAIR LOCATION, PATCH SIZE AND QUANTITIES ON THE DECK SLAB REPAIR "AS BUILT" PLAN DETAILS. WHEN RECORDED, THE ENGINEER SHALL FORWARD THE DECK SLAB REPAIR "AS BUILT" PLAN DETAILS TO THE BRIDGE OFFICE IN A TIMELY MANNER. BRIDGE OFFICE CONTACT PERSON IS JEFFREY BURKE. PHONE (217) 558-0282. EMAIL: JEFFREY.BURKE@ILLINOIS.GOV. THE ENGINEER SHALL NOTIFY THE DEPARTMENTS DESIGN AND PLANNING SECTION WHEN THE "AS BUILT" DECK SLAB REPAIR PLAN HAS BEEN SENT TO THE BRIDGE OFFICE. CONTACT PERSON IS JUNIOR SENAT. PHONE (815) 434-8449. EMAIL: JUNIOR.SENAT@ILLINOIS.GOV

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DISTRICT THREE  
AS-BUILT INFORMATION

\_\_\_\_\_  
SUPERVISING CONSTRUCTION FIELD ENGINEER

\_\_\_\_\_  
RESIDENT ENGINEER / TECHNICIAN

START & END DATES  
OF CONSTRUCTION: \_\_\_\_\_

INSPECTORS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL 1/IL 17 OVER TRIM CREEK  
GENERAL NOTES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	2
CONTRACT NO. 66R68				
ILLINOIS		FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				CONTRACT MAINTENANCE 100% STATE
				BRIDGE
				0047
				SN 046-0021
20200100	EARTH EXCAVATION	CU YD	105	105
31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	452	452
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	278	278
44004250	PAVED SHOULDER REMOVAL	SQ YD	333	333
48203033	HOT-MIX ASPHALT SHOULDERS, 9"	SQ YD	452	452
50102400	CONCRETE REMOVAL	CU YD	18.0	18.0
50300255	CONCRETE SUPERSTRUCTURE	CU YD	18.2	18.2
50300300	PROTECTIVE COAT	SQ YD	52	52
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	3,280	3,280
50800515	BAR SPLICERS	EACH	38	38
52000110	PREFORMED JOINT STRIP SEAL	FOOT	92	92
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12	12
52100520	ANCHOR BOLTS, 1"	EACH	24	24
53016000	DECK SLAB REPAIR (PARTIAL)	SQ YD	38	38

\* SPECIALTY ITEM

MODEL: Summary of Quantities (Sheet)  
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL 1/IL 17 OVER TRIM CREEK  
SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	3
			CONTRACT NO. 66R68	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				CONTRACT MAINTENANCE
				100% STATE
				BRIDGE
				0047
				SN 046-0021
53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	29	29
59000200	EPOXY CRACK INJECTION	FOOT	85	85
67100100	MOBILIZATION	L SUM	1	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1
70106700	TEMPORARY RUMBLE STRIPS	EACH	6	6
70300100	SHORT TERM PAVEMENT MARKING	FOOT	212	212
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	71	71
70400100	TEMPORARY CONCRETE BARRIER	FOOT	387.5	387.5
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	350.0	350.0
70600251	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW) TEST LEVEL 3	EACH	2	2
70600252	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE, NARROW) TEST LEVEL 3	EACH	2	2

\* SPECIALTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL 1/IL 17 OVER TRIM CREEK  
SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	4
CONTRACT NO. 66R68			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				CONTRACT MAINTENANCE 100% STATE	
				BRIDGE	
				0047	
				SN 046-0021	
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1,435	1,435	
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	900	900	
* 78100300	REPLACEMENT REFLECTOR	EACH	14	14	
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	13	13	
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	10	10	
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	598	598	
X6350204	LINEAR DELINEATOR PANELS, 4 INCH	EACH	8	8	
X6350206	LINEAR DELINEATOR PANELS, 6 INCH	EACH	4	4	
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	42	42	
X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	14	14	
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	8	8	
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	12	12	
Z0001500	APPROACH SLAB REMOVAL & REPLACEMENT	SQ YD	23	23	

\* SPECIALTY ITEM

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL 1/IL 17 OVER TRIM CREEK  
SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	5
CONTRACT NO. 66R68				
ILLINOIS FED. AID PROJECT				

TEMPORARY CONCRETE BARRIER

STAGE	FROM STATION	TO STATION	LT/RT	FOOT
1	444+81.48	448+68.19	LT/RT	387.50
ROUNDED TOTAL				387.5

RELOCATE TEMPORARY CONCRETE BARRIER

STAGE	FROM STATION	TO STATION	LT/RT	FOOT
2	445+02.39	448+51.69	LT/RT	350.00
ROUNDED TOTAL				350.0

PAVEMENT MARKING REMOVAL - WATER BLASTING

FROM STATION	TO STATION	LT/RT	WIDTH	AREA (SQ FT)
443+24.77	450+41.95	LT	4.00	239.06
443+24.77	450+41.95	RT	4.00	239.06
443+24.77	450+41.95	LT/RT	6.00	358.59
443+24.77	450+41.95	LT/RT	6.00	89.65
ROUNDED TOTAL				598

EARTH EXCAVATION

FROM STATION	TO STATION	LT/RT	DEPTH (FT)	VOLUME (CU YD)
444+70.66	445+87.55	RT	1.25	19.98
444+70.66	446+25.83	RT	0.50	12.12
444+73.17	446+05.70	LT	0.50	17.18
447+31.53	448+92.56	LT	0.50	13.70
447+51.66	448+83.42	RT	0.50	12.44
447+91.81	448+92.56	LT	1.25	17.94
448+20.81	448+83.42	RT	1.25	11.59
ROUNDED TOTAL				105

SUBBASE GRANULAR MATERIAL, TYPE B 6"

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
444+70.66	446+25.83	RT	120.69
444+73.17	446+05.70	LT	103.08
447+31.53	448+92.56	LT	125.25
447+51.66	448+83.42	RT	102.48
ROUNDED TOTAL			452

BARRIER WALL REFELCTORS, TYPE C

STAGE	FROM STATION	TO STATION	LT/RT	EACH
1	446+18.63	447+18.63	LT	5
2	446+44.17	447+38.71	RT	5
TOTAL				10

GUARDRAIL REFLECTORS, TYPE A

STAGE	FROM STATION	TO STATION	LT/RT	EACH
1	445+28.85	446+16.35	LT	2
1	447+17.00	448+67.06	LT	4
2	444+77.80	446+40.30	RT	5
2	447+41.01	448+31.01	RT	2
TOTAL				13

LINEAR DELINEATOR PANELS, 6 INCH

STAGE	FROM STATION	TO STATION	LT/RT	EACH
1	446+13.85	447+19.87	LT	2
2	446+42.92	447+39.99	RT	2
TOTAL				4

LINEAR DELINEATOR PANELS, 4 INCH

STAGE	FROM STATION	TO STATION	LT/RT	EACH
1	445+28.85	446+16.35	LT	2
1	447+17.00	448+67.06	LT	2
2	444+77.80	446+40.30	RT	2
2	447+41.01	448+31.01	RT	2
TOTAL				8

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW) TEST LEVEL 3

STAGE	STATION	LT/RT	EACH
1	444+81.48	RT	1
1	448+68.19	RT	1
TOTAL			2

IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE, NARROW) TEST LEVEL 3

STAGE	STATION	LT/RT	EACH
2	445+02.39	LT	1
2	448+51.69	LT	1
TOTAL			2

PAVED SHOULDER REMOVAL

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
444+70.66	446+25.83	RT	72.74
444+73.17	446+05.70	LT	103.08
447+31.53	448+92.56	LT	82.20
447+51.66	448+83.42	RT	74.66
ROUNDED TOTAL			333

MODIFIED URETHANE PAVEMENT MARKING - LINE 4"

FROM STATION	TO STATION	LT/RT	FOOT
443+24.77	450+41.95	LT	717.18
443+24.77	450+41.95	RT	717.18
ROUNDED TOTAL			1,435

MODIFIED URETHANE PAVEMENT MARKING - LINE 6"

FROM STATION	TO STATION	LT/RT	FOOT
443+24.77	450+41.95	LT/RT	717.18
443+24.77	450+41.95	LT/RT	179.30
ROUNDED TOTAL			900

BITUMINOUS MATERIALS (TACK COAT)

FROM STATION	TO STATION	LT/RT	POUND
444+70.66	446+25.83	RT	54.31
444+73.17	446+05.70	LT	69.58
447+31.53	448+92.56	LT	84.54
447+51.66	448+83.42	RT	69.17
ROUNDED TOTAL			278

HOT MIX ASPHALT SHOULDERS, 9"

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
444+70.66	446+25.83	RT	120.69
444+73.17	446+05.70	LT	103.08
447+31.53	448+92.56	LT	125.25
447+51.66	448+83.42	RT	102.48
ROUNDED TOTAL			452

RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL

FROM STATION	TO STATION	LT/RT	EACH
443+24.77	446+03.55	LT/RT	7
447+53.81	450+41.95	LT/RT	7
TOTAL			14

REPLACEMENT REFLECTOR

FROM STATION	TO STATION	LT/RT	EACH
443+24.77	446+03.55	LT/RT	7
447+53.81	450+41.95	LT/RT	7
TOTAL			14

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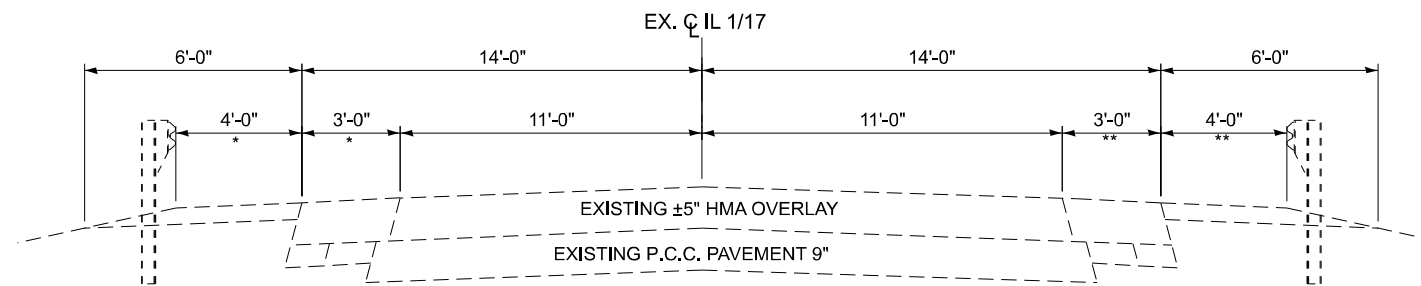
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL 1/IL 17 OVER TRIM CREEK  
SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	6
CONTRACT NO. 66R68				
ILLINOIS FED. AID PROJECT				



\* EX. BITUMINOUS SHLDR LIMITS  
 STA. 444+73.00 TO STA. 446+06.00  
 STA. 447+32.00 TO STA. 448+92.56

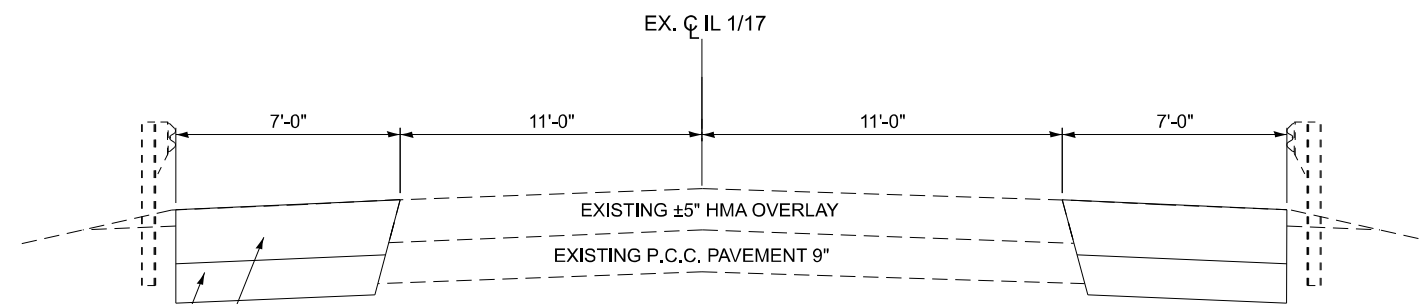
\*EX. AGGREGATE SHLDR LIMITS  
 STA. 447+92.00 TO STA. 448+92.56

**EXISTING TYPICAL SECTION**

STA. 385+67.60 TO STA. 460+90.00  
 STRUCTURE OMISSION  
 STA. 446+30.69 TO STA. 447+26.67

\*\* EX. BITUMINOUS SHLDR LIMITS  
 STA. 444+70.66 TO STA. 446+26.00  
 STA. 447+52.00 TO STA. 448+83.00

\*\*EX. AGGREGATE SHLDR LIMITS  
 STA. 444+70.66 TO STA. 445+88.00  
 STA. 448+21.00 TO STA. 448+83.00



SUBBASE GRANULAR MATERIAL, TYPE B 6" (TYP.)  
 HOT-MIX ASPHALT SHOULDER 9" (TYP.)

**PROPOSED TYPICAL SECTION**

STA. 385+67.60 TO STA. 460+90  
 STRUCTURE OMISSION  
 STA. 446+30.69 TO STA. 447+26.67

NOTE: SEE SCHEDULES FOR LOCATION(S) OF SHOULDER RECONSTRUCTION

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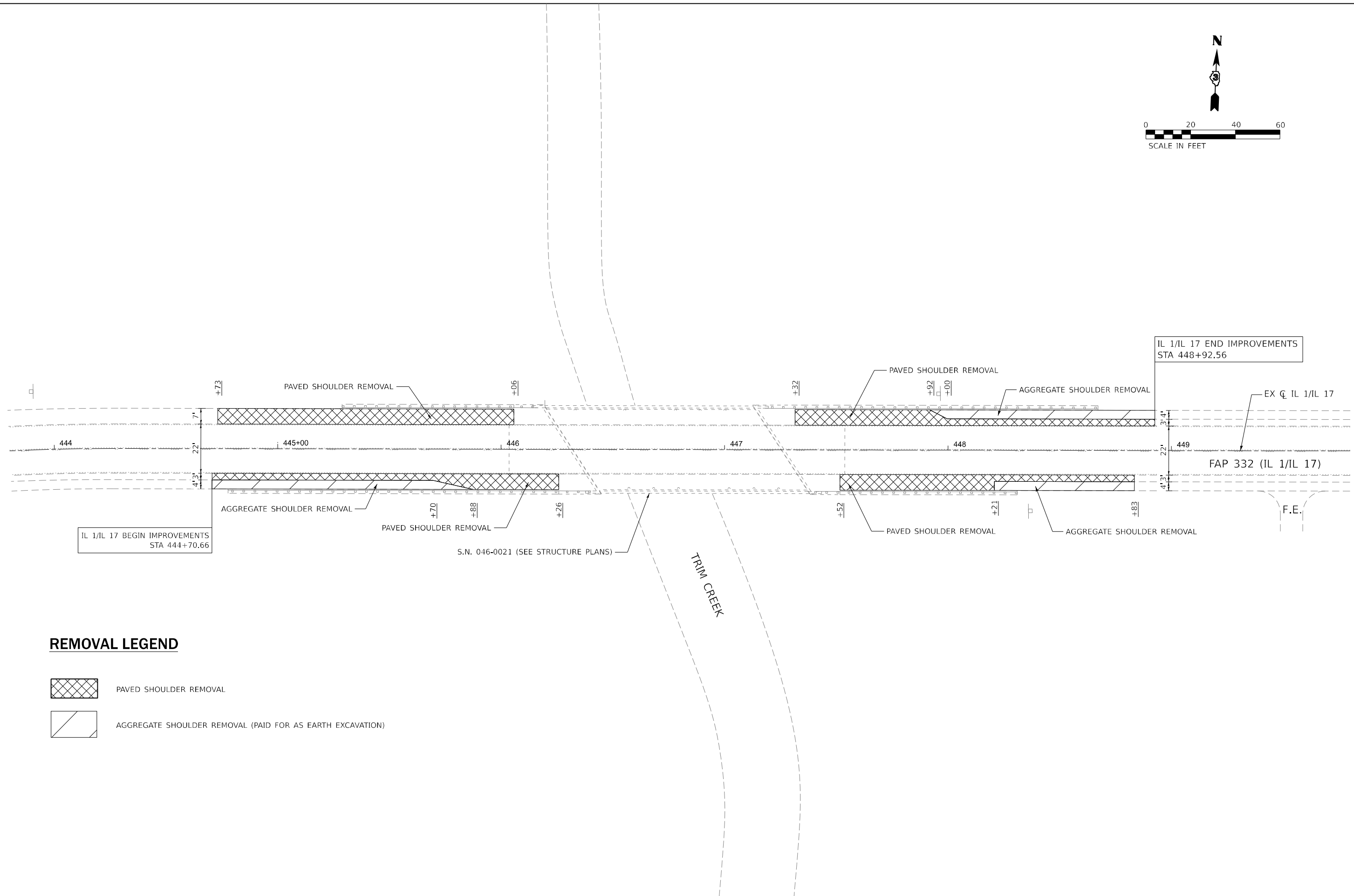
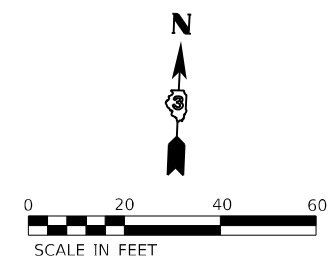
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL 1/IL 17 OVER TRIM CREEK  
 TYPICAL SECTIONS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	7
CONTRACT NO. 66R68				
ILLINOIS FED. AID PROJECT				



**REMOVAL LEGEND**

- PAVED SHOULDER REMOVAL
- AGGREGATE SHOULDER REMOVAL (PAID FOR AS EARTH EXCAVATION)

MODEL: EXC IL 17 - Plan 1 (Sheet)  
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**LIN ENGINEERING, LTD.**  
Consulting Engineers  
Westmont, Illinois

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DRAWN - NH	REVISIONS -	
PLOT SCALE = 0.16666667' / in.	CHECKED - RC	REVISED -
PLOT DATE = 12/2/2025	DATE - 1/2026	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL 1/IL 17 OVER TRIM CREEK  
SHOULDER REMOVAL PLAN**

SCALE: 1"=20'      SHEET 1 OF 1 SHEETS      STA. 444+70.66      TO STA. 448+92.56

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	8
CONTRACT NO. 66R68				
ILLINOIS FED. AID PROJECT				

## MAINTENANCE OF TRAFFIC GENERAL NOTES

1. MAINTENANCE OF TRAFFIC PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING THE EXECUTION OF THIS CONTRACT. THE CONTRACTOR MAY MODIFY THE MAINTENANCE OF TRAFFIC PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
2. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR ANY SHORT TERM PAVEMENT MARKINGS ON FINAL SURFACES.
3. ALL TRAFFIC CONTROL DEVICES SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS SPECIFIED IN THE TRAFFIC CONTROL SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
4. SEE STRUCTURAL PLANS FOR BRIDGE REPAIR INFORMATION.
5. ALL EXISTING AND TEMPORARY PAVEMENT MARKINGS FROM PRIOR STAGES THAT ARE IN CONFLICT SHALL BE REMOVED.
6. EXISTING RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS THAT CONFLICT WITH THE REVISED TRAFFIC PATTERNS, SHALL BE REMOVED FROM THE EXISTING CASINGS LOCATED IN THE PAVEMENT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL.

## SUGGESTED SEQUENCE OF OPERATIONS

### PRE-STAGE

1. INSTALL TEMPORARY TRAFFIC CONTROL DEVICES, TEMPORARY SIGNAGE & TEMPORARY PAVEMENT MARKINGS TO CLOSE THE WB & EB IL 1/IL 17 OUTSIDE SHOULDER UTILIZING HIGHWAY STANDARD 701306. WORK SHALL BE PERFORMED ON ONE SIDE OF THE ROAD AT A TIME.
2. REMOVE AGGREGATE AND PAVED SHOULDER ALONG THE OUTSIDE OF WB & EB IL 1/IL 17 AS SHOWN IN THE REMOVAL PLANS. WORK SHALL BE PERFORMED ON ONE SIDE OF THE ROAD AT A TIME.
3. CONSTRUCT PROPOSED HMA SHOULDER AND APPROACH SLAB SHOULDER REPAIRS ALONG THE OUTSIDE OF WB & EB IL 1/IL 17 AT LOCATIONS SHOWN IN THE STRUCTURE AND ROADWAY PLANS. WORK SHALL BE PERFORMED ON ONE SIDE OF THE ROAD AT A TIME.

### STAGE 1

1. INSTALL TEMPORARY TRAFFIC CONTROL DEVICES, TEMPORARY SIGNAGE, TEMPORARY CONCRETE BARRIER AND DELINEATION, TEMPORARY IMPACT ATTENUATORS & TEMPORARY PAVEMENT MARKINGS TO CLOSE THE EB LANE OF IL 1/IL 17 AS SHOWN IN THE STAGE 1 STAGING PLANS OR AS DIRECTED BY THE ENGINEER AND ACTIVATE TEMPORARY BRIDGE SIGNALS.
2. PERFORM THE STAGE 1 PORTION OF THE STRUCTURE REPAIRS AS SHOWN ON THE STRUCTURE PLANS.

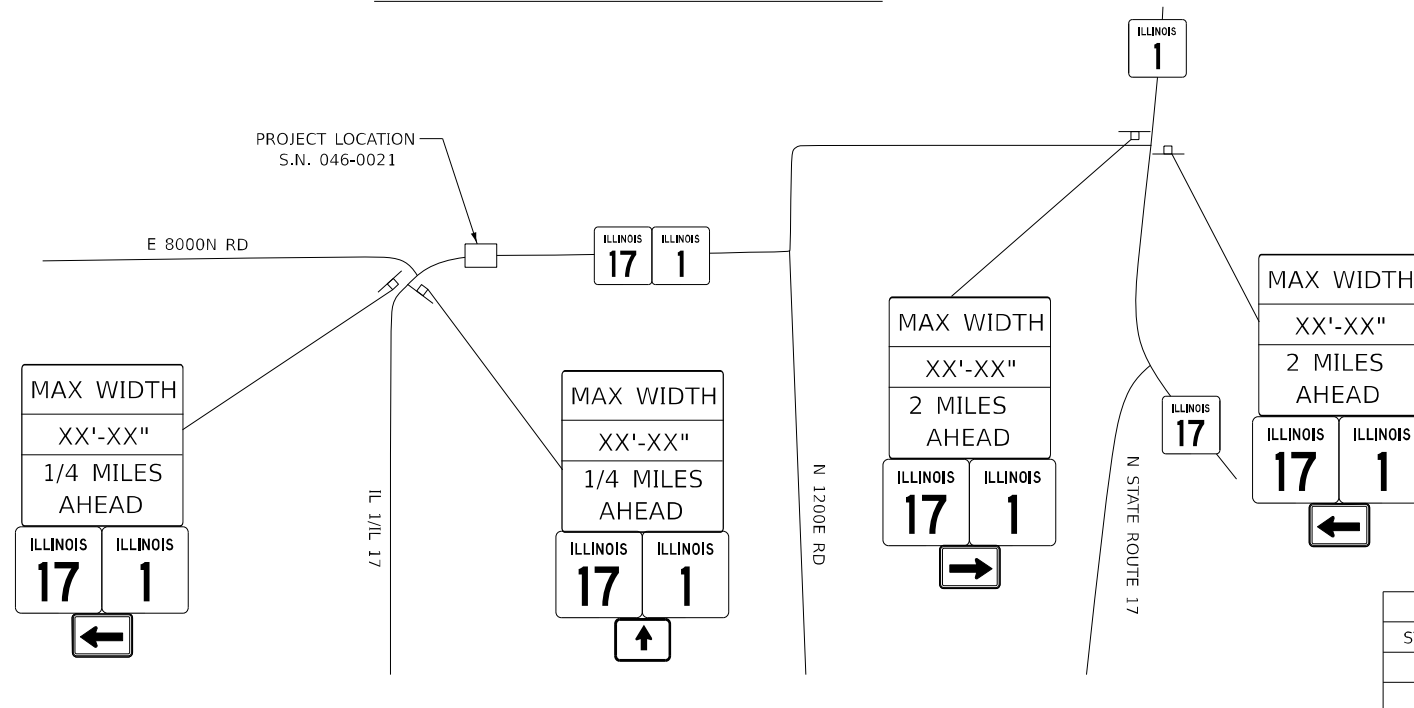
### STAGE 2

1. RELOCATE TEMPORARY CONCRETE BARRIER, TEMPORARY IMPACT ATTENUATORS & PLACE TEMPORARY PAVEMENT MARKINGS TO CLOSE THE WB LANE OF IL 1/IL 17 AS SHOWN IN THE STAGE 2 STAGING PLANS OR AS DIRECTED BY THE ENGINEER AND ACTIVATE TEMPORARY BRIDGE SIGNALS.
2. PERFORM THE STAGE 2 PORTION OF THE STRUCTURE REPAIRS AS SHOWN ON THE STRUCTURE PLANS.

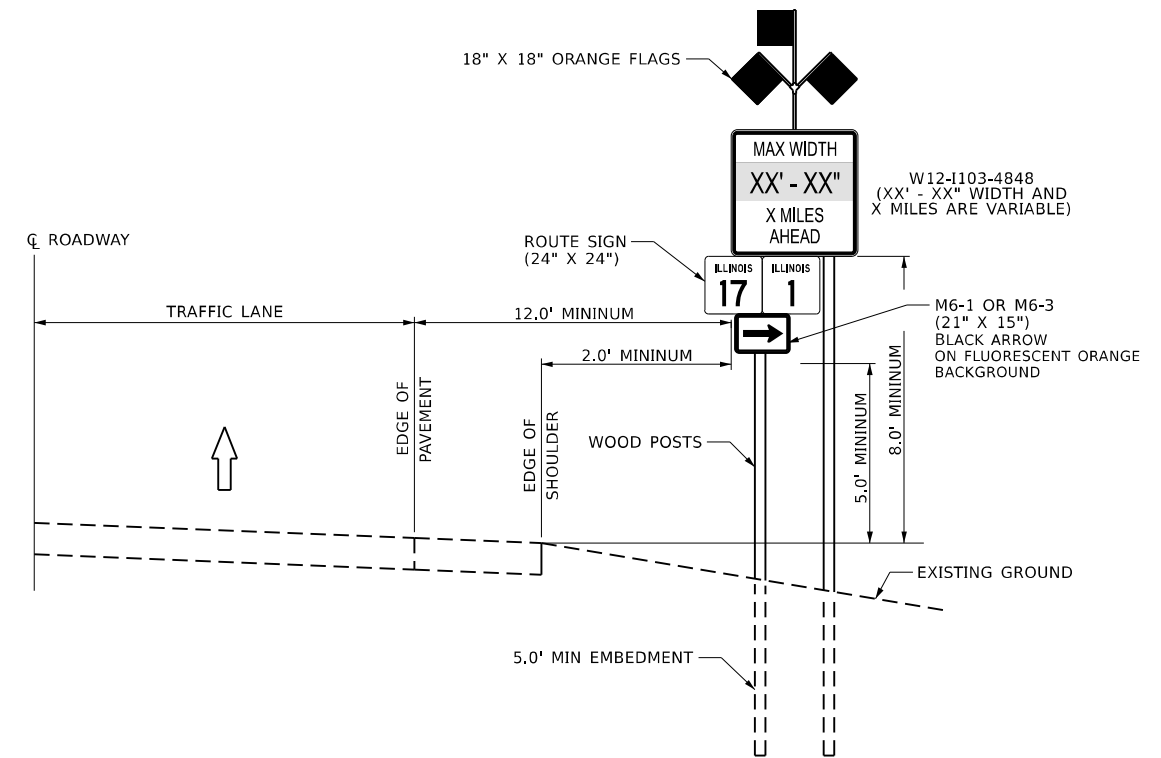
### POST-STAGE

1. UTILIZE HIGHWAY STANDARDS 701301 & 701311 TO PLACE FINAL PAVEMENT MARKINGS.

## WIDTH RESTRICTION SIGNING DETAIL



SIGN VALUES	
STAGE	DIMENSION
1	10'-6"
2	11'-6"



## WIDTH RESTRICTION SIGN CONVENTIONAL ROADWAYS

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**LE** LIN ENGINEERING, LTD.  
Consulting Engineers  
Westmont, Illinois

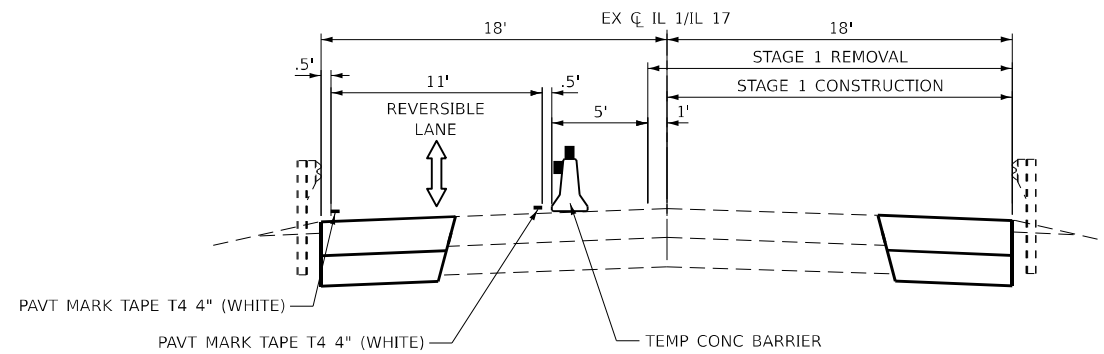
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL 1/IL 17 OVER TRIM CREEK  
STAGING GENERAL NOTES & SUGGESTED SEQUENCE

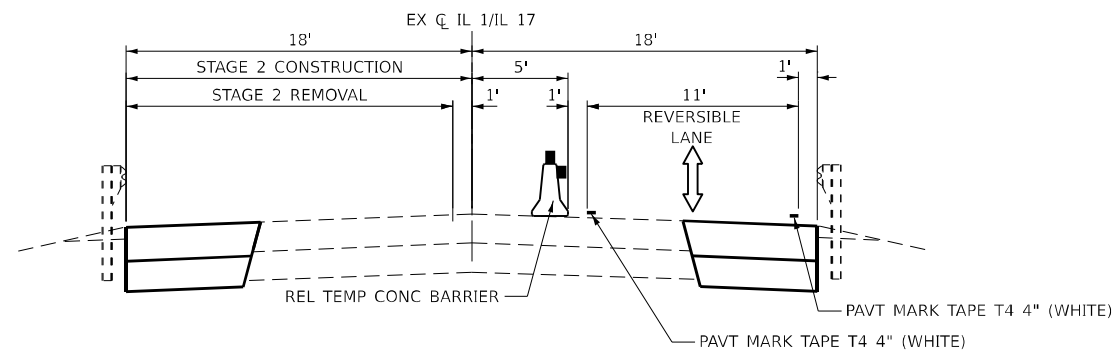
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	9
CONTRACT NO. 66R68				
ILLINOIS FED. AID PROJECT				



**STAGE 1 TYPICAL SECTION**

IL RTE 1 OVER TRIM CREEK  
LOOKING EAST



**STAGE 2 TYPICAL SECTION**













IL RTE 1 OVER TRIM CREEK  
LOOKING EAST

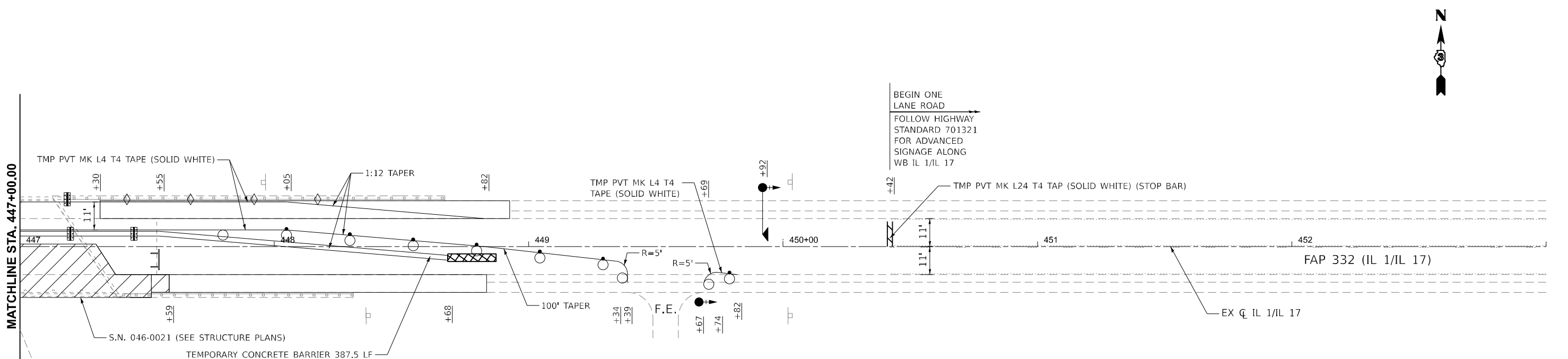
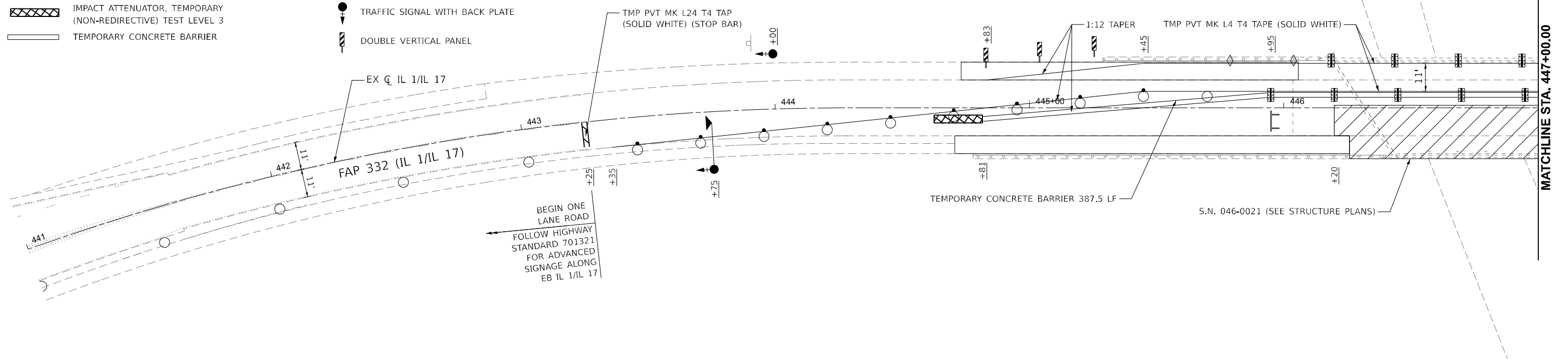
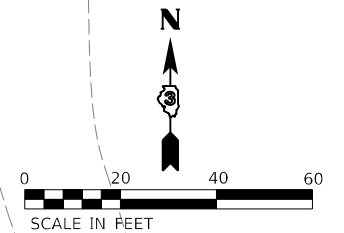
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	10
CONTRACT NO. 66R68				
ILLINOIS FED. AID PROJECT				

**LEGEND**

-  WORK ZONE
-  DIRECTION OF TRAFFIC
-  DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
-  TYPE III BARRICADE W/ FLASHING LIGHTS
-  DRUM
-  IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3
-  TEMPORARY CONCRETE BARRIER
-  BARRIER WALL REFLECTOR, TYPE C (25' C-C)
-  CRYSTAL, BIDIRECTIONAL GUARDRAIL REFLECTORS (25' C-C)
-  TRAFFIC SIGNAL WITH BACK PLATE AND MICROWAVE DETECTOR
-  TRAFFIC SIGNAL WITH BACK PLATE
-  DOUBLE VERTICAL PANEL



- NOTES:**
1. SEE HIGHWAY STANDARD 701321 "LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER" FOR ADDITIONAL INFORMATION REGARDING INSTALLATION OF TEMPORARY BRIDGE SIGNALS AND TRAFFIC CONTROL DEVICES.
  2. FOLLOW HIGHWAY STANDARD 701321 FOR ADVANCED SIGNING ALONG EB & WB IL 1/IL 17.

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










**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

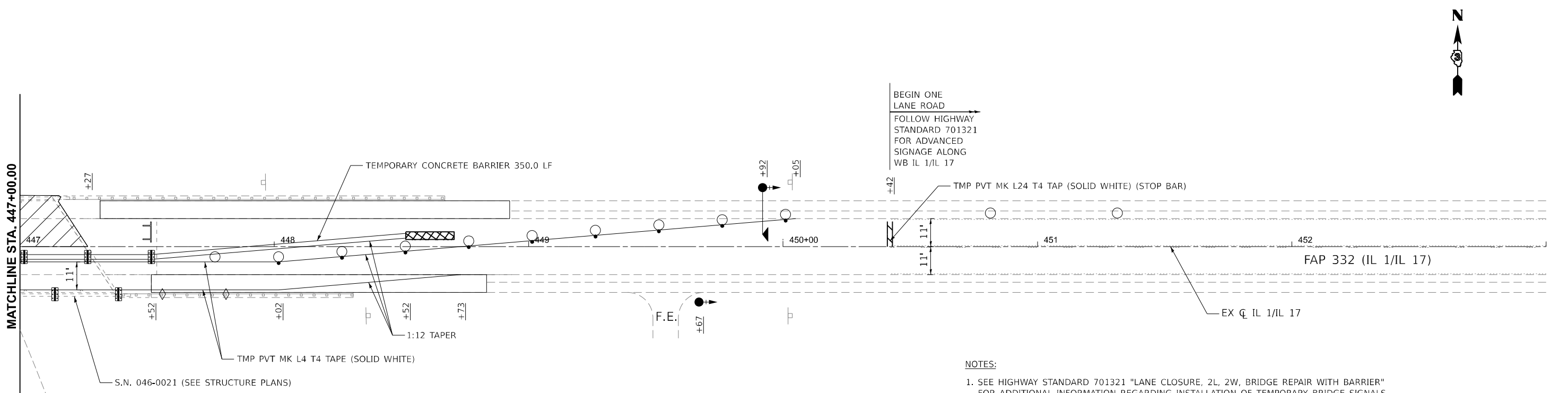
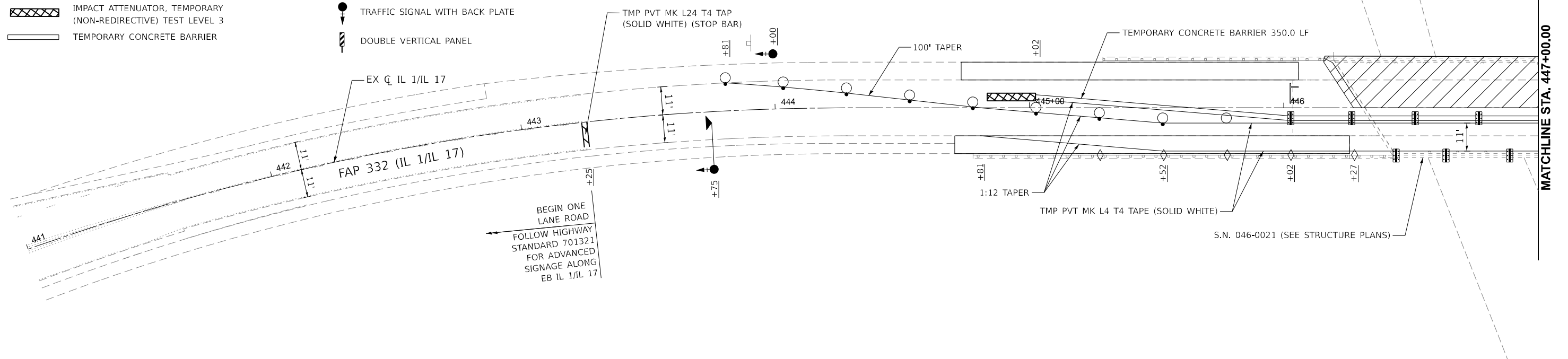
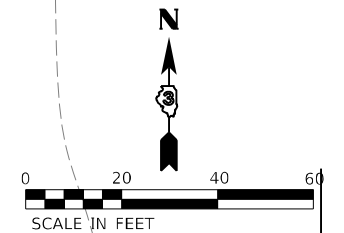
**IL 1/IL 17 OVER TRIM CREEK  
STAGING PLAN - STAGE 1**

SCALE: 1"=20'      SHEET 3 OF 4 SHEETS      STA. 443+24.77      TO STA. 450+41.95

F.A.P. RTE. 332	SECTION (7BR-1)BRR	COUNTY KANKAKEE	TOTAL SHEETS 26	SHEET NO. 11
			CONTRACT NO. 66R68	
ILLINOIS FED. AID PROJECT				

**LEGEND**

-  WORK ZONE
-  DIRECTION OF TRAFFIC
-  DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
-  TYPE III BARRICADE W/ FLASHING LIGHTS
-  DRUM
-  IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3
-  TEMPORARY CONCRETE BARRIER
-  BARRIER WALL REFLECTOR, TYPE C (25' C-C)
-  CRYSTAL, BIDIRECTIONAL GUARDRAIL REFLECTORS (25' C-C)
-  TRAFFIC SIGNAL WITH BACK PLATE AND MICROWAVE DETECTOR
-  TRAFFIC SIGNAL WITH BACK PLATE
-  DOUBLE VERTICAL PANEL



- NOTES:**
1. SEE HIGHWAY STANDARD 701321 "LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER" FOR ADDITIONAL INFORMATION REGARDING INSTALLATION OF TEMPORARY BRIDGE SIGNALS AND TRAFFIC CONTROL DEVICES.
  2. FOLLOW HIGHWAY STANDARD 701321 FOR ADVANCED SIGNING ALONG EB & WB IL 1/IL 17.

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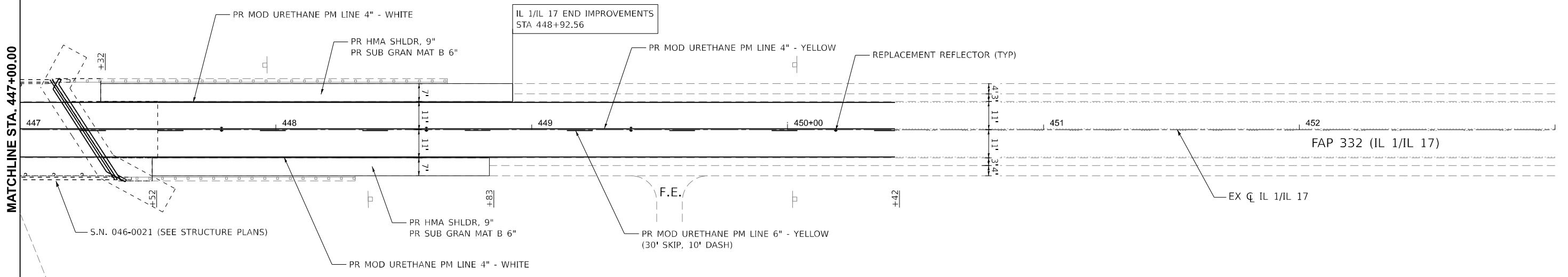
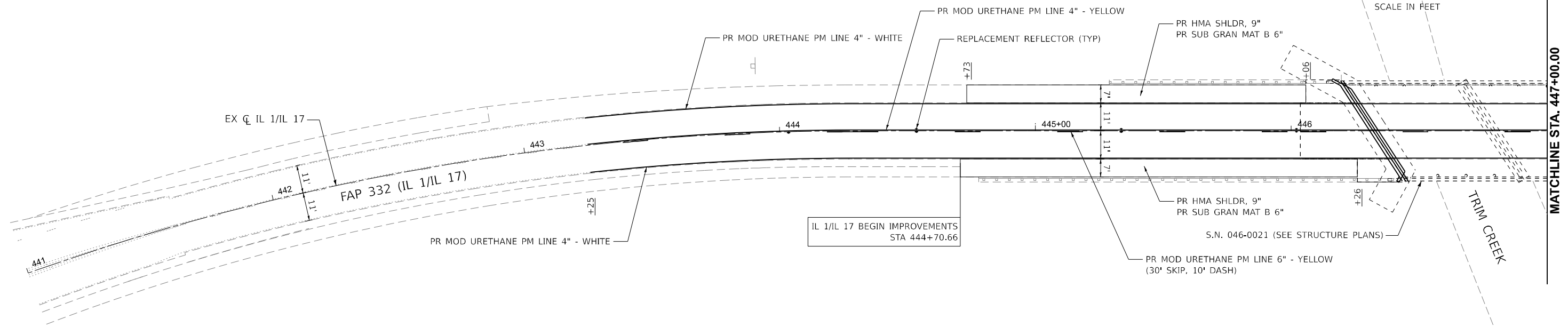
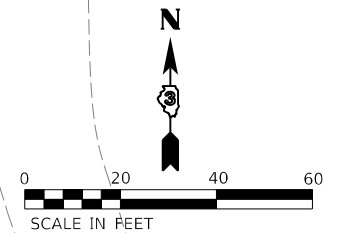
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PLOT DATE = 1/20/2026	DATE - 1/20/2026	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL 1/IL 17 OVER TRIM CREEK  
 STAGING PLAN - STAGE 2**

SCALE: 1"=20'    SHEET 4 OF 4 SHEETS    STA. 443+24.77    TO STA. 450+41.95

F.A.P. RTE. 332	SECTION (7BR-1)BRR	COUNTY KANKAKEE	TOTAL SHEETS 26	SHEET NO. 12
CONTRACT NO. 66R68				
ILLINOIS FED. AID PROJECT				



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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>IL 1/IL 17 OVER TRIM CREEK</b> <b>ROADWAY &amp; PAVEMENT MARKING PLAN</b>			
SCALE: 1"=20'	SHEET 1 OF 1 SHEETS	STA. 443+24.77	TO STA. 450+41.95

F.A.P. RTE. 332	SECTION (7BR-1)BRR	COUNTY KANKAKEE	TOTAL SHEETS 26	SHEET NO. 13
CONTRACT NO. 66R68				
ILLINOIS FED. AID PROJECT				

**Existing Structure:**

S.N 046-0021 was built in 1954 as S.B.I. Rte. 1, Section 7-B-1. It consists of a 2-span composite reinforcement concrete deck on steel WF stringers supported on closed abutments on spread footings and solid-wall pier on spread footing. The deck was replaced and widened in 1990 and made composite with the existing beams. The length of bridge is 95'-11 3/4" from back to back of abutment and the out-to-out deck width is 39'-2". The proposed repairs will be performed using stage construction.



**ELEVATION**

**DESIGN STRESSES**

**FIELD UNITS**

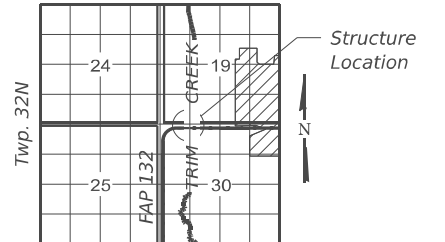
New Construction:  
 f<sub>c</sub> = 4,000 psi (Superstructure)  
 f<sub>c</sub> = 3,500 psi (Substructure)  
 f<sub>y</sub> = 60,000 psi (Reinforcement)

Existing Structure:  
 f<sub>c</sub> = 3,500 psi  
 f<sub>y</sub> = 60,000 psi (Reinforcement)  
 f<sub>y</sub> = 33,000 psi (Steel Beams)

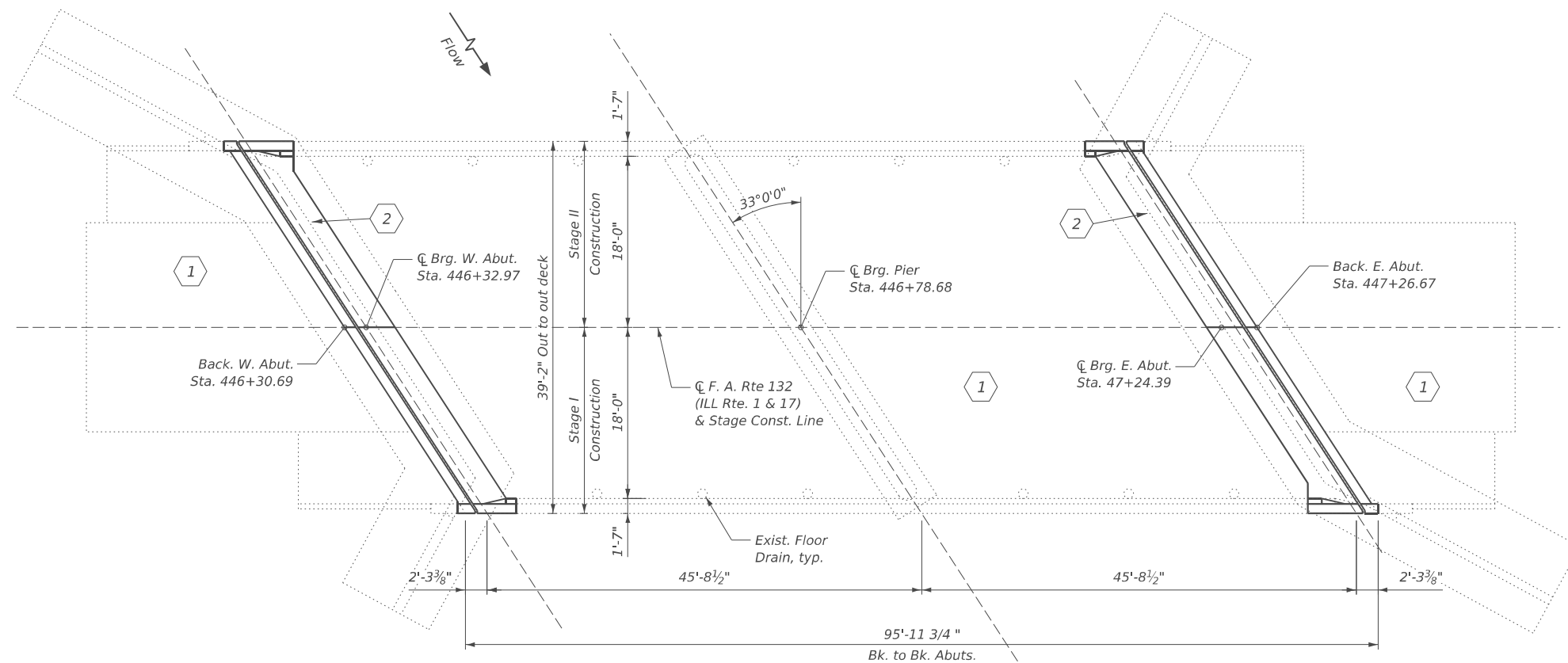
**SCOPE OF WORK:** (see in Plan and Elevation)

1. Perform deck slab and approach slab repairs. The "Approach Slab Repair (Partial Depth), "Special" is intended to correct the differential settlement between roadway pavement and shoulder pavement.
2. Replace existing expansion joints at abutments.
3. Replace existing bearings at abutments.
4. Repair existing pier and abutments.

Range 13E & 14E, 3rd P.M.



**LOCATION SKETCH**



**PLAN**



*Hemal Patel*

Date: 01/29/2026

Expires: 11/30/2026

**GENERAL PLAN & ELEVATION  
 FAP ROUTE 332 (ILL. RTE 1 & 17)  
 OVER TRIM CREEK  
 SECTION (7BR-1)BRR  
 KANKAKEE COUNTY  
 STRUCTURE NO. 046-0021**

MODEL: Br Sheet Consultant  
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

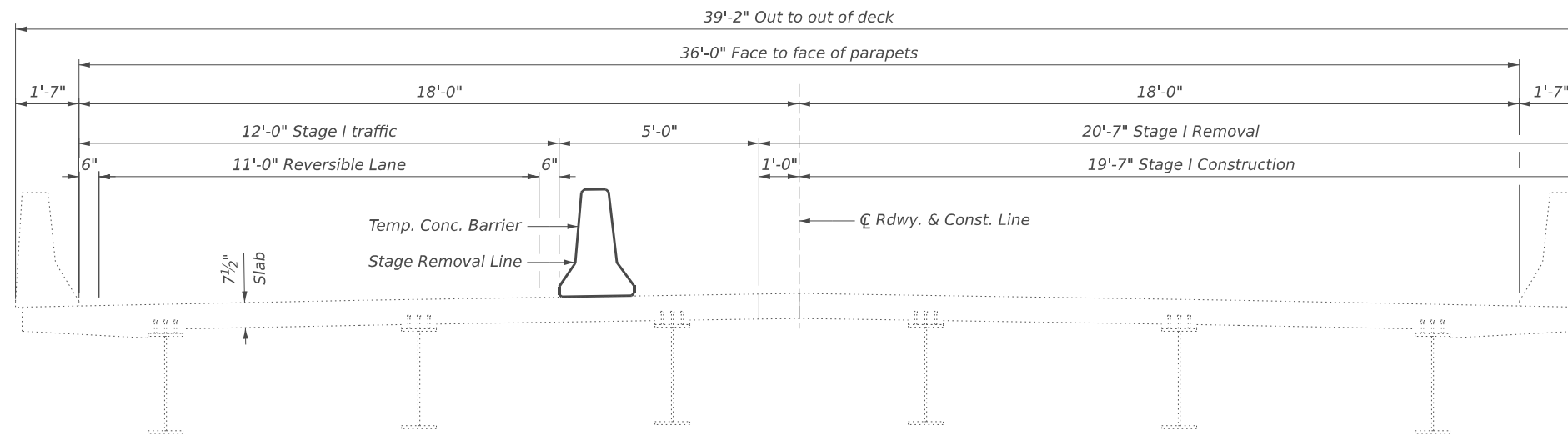
**GENERAL PLAN & ELEVATION  
 STRUCTURE NO. 046-0021**

SHEET S-1 OF S-11 SHEETS

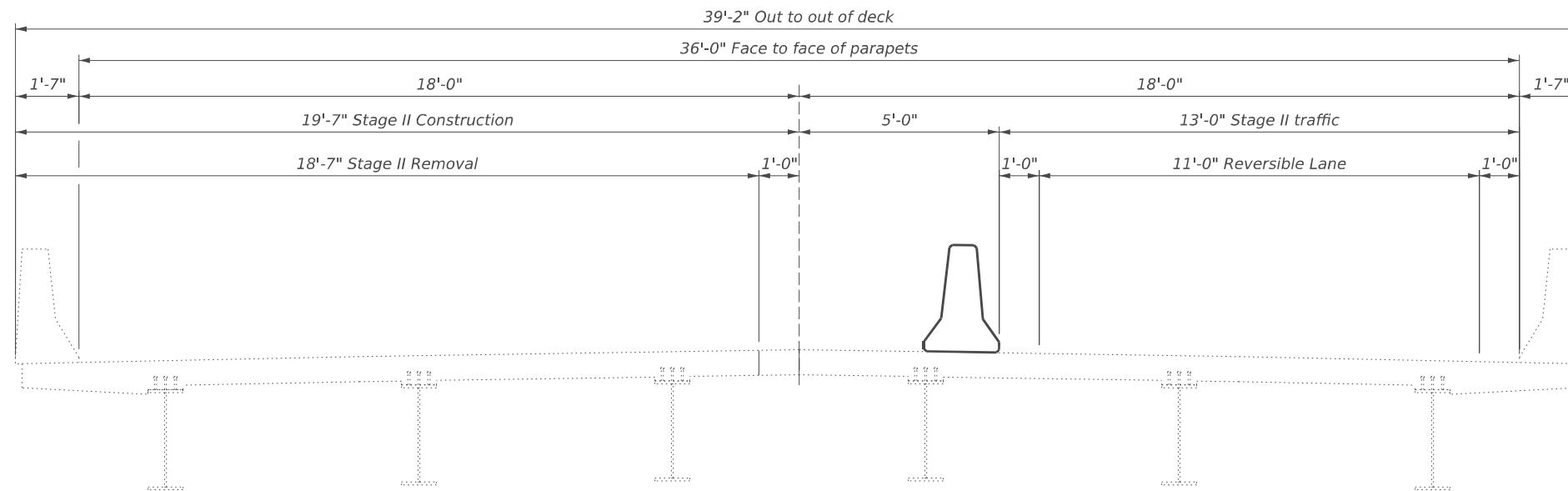
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	14
CONTRACT NO. 66R68				

ILLINOIS FED. AID PROJECT

MODEL: Br Sheet Consultant  
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**CROSS SECTION - STAGE I  
(LOOKING EAST)**



**CROSS SECTION - STAGE II  
(LOOKING EAST)**

**GENERAL NOTES**

Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make the necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of work. However, the Contractor will be paid for the quantity actually furnished at the unit price for the work.

Reinforcement bars designated (E) shall be epoxy coated.

Protective Coat shall be applied to the finished surfaces of all new concrete areas and the deck and approach slab repairs.

The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructure.

Areas of deck and approach slab repairs are estimated. The actual repair areas shall be delineated by the Engineer in the field and show actual repair locations and limits in the as-built plans.

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

Cost of removal and disposal of existing expansion joints shall be included with the cost of concrete removal.

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

**INDEX OF SHEETS**

- S-1. General Plan & Elevation
- S-2. General Notes, Index of Sheets, & Total BOM
- S-3. Deck & Approach Slab Repair Details
- S-4. As-Built Deck & Approach Slab Repair Details
- S-5. Removal Details
- S-6. Reconstruction Details
- S-7. Expansion Joint Sections, Details, & Bar List
- S-8. Preformed Joint Strip Seal
- S-9. Substructure Concrete Repairs
- S-10. Bearing Replacement Plan & Details
- S-11. Bar Splicer Assembly and Mechanical Splicer Details

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	18.0	-	18.0
Concrete Superstructure	Cu. Yd.	18.2	-	18.2
Protective Coat	Sq. Yd.	52	-	52
Reinforcement Bars, Epoxy Coated	Pound	3,280	-	3,280
Bar Splicers	Each	38	-	38
Preformed Joint Strip Seal	Foot	92	-	92
Elastomeric Bearing Assembly, Type I	Each	-	12	12
Anchor Bolts, 1"	Each	-	24	24
Deck Slab Repair (Partial)	Sq. Yd.	38	-	38
Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	Sq. Ft.	1	28	29
Epoxy Crack Injection	Foot	44	41	85
Approach Slab Repair (Partial Depth)	Sq. Yd.	8	-	8
Jack and Remove Existing Bearings	Each	-	12	12
Approach Slab Repair (Partial Depth), Special	Sq. Yd.	23	-	23



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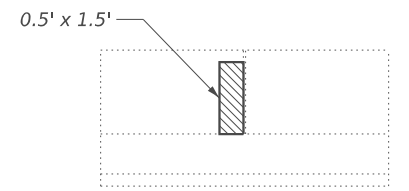
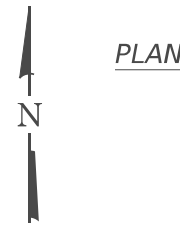
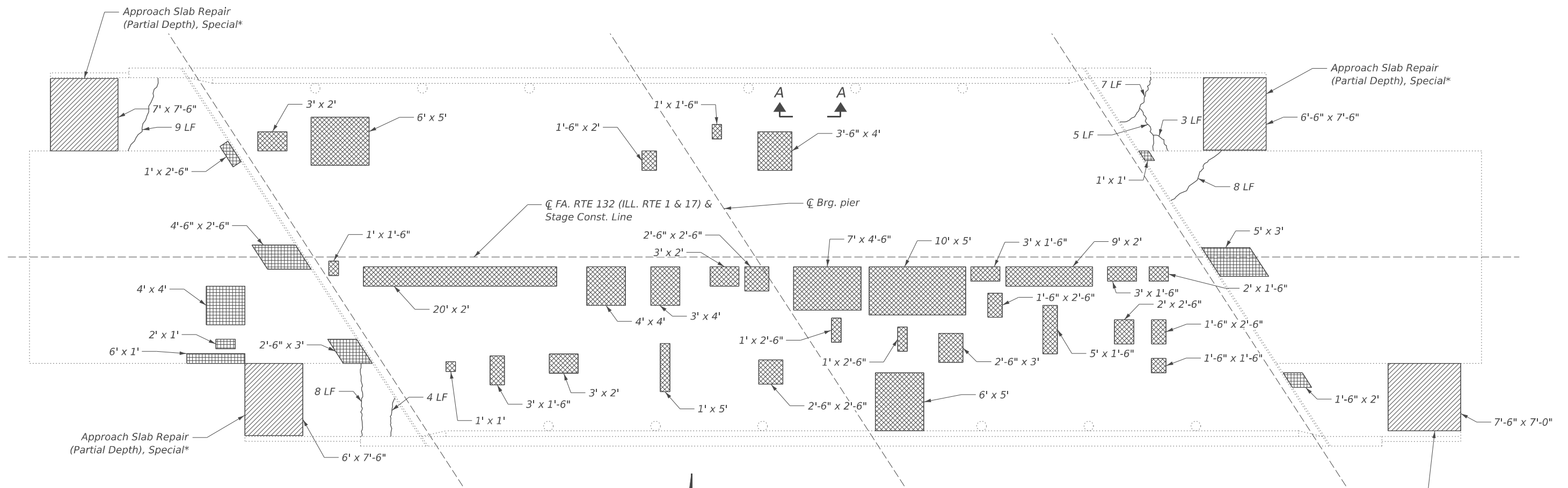
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DECK & APPROACH SLAB REPAIR DETAILS  
STRUCTURE NO. 046-0021**

SHEET S-2 OF S-11 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	15
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66R68	

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PARAPET ELEVATION A-A

(\*) Remove top 2 inches of concrete and place back concrete to match the top of the adjoining roadway and shoulder pavements

**LEGEND**

- Approach Slab Repair (Partial Depth), Special\*
- Approach Slab Repair (Partial Depth)
- Deck Slab Repair (Partial)
- Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
- Epoxy Crack Injection

**BILL OF MATERIAL**

Item	Unit	Total
Approach Slab Repair (Partial Depth)	Sq. Yd.	8
Approach Slab Repair (Partial Depth), Special	Sq. Yd.	23
Deck Slab Repair (Partial)	Sq. Yd.	38
Epoxy Crack Injection	Foot	44
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	1



USER NAME = DanielPruchnick	DESIGNED - HP	REVISED - ####
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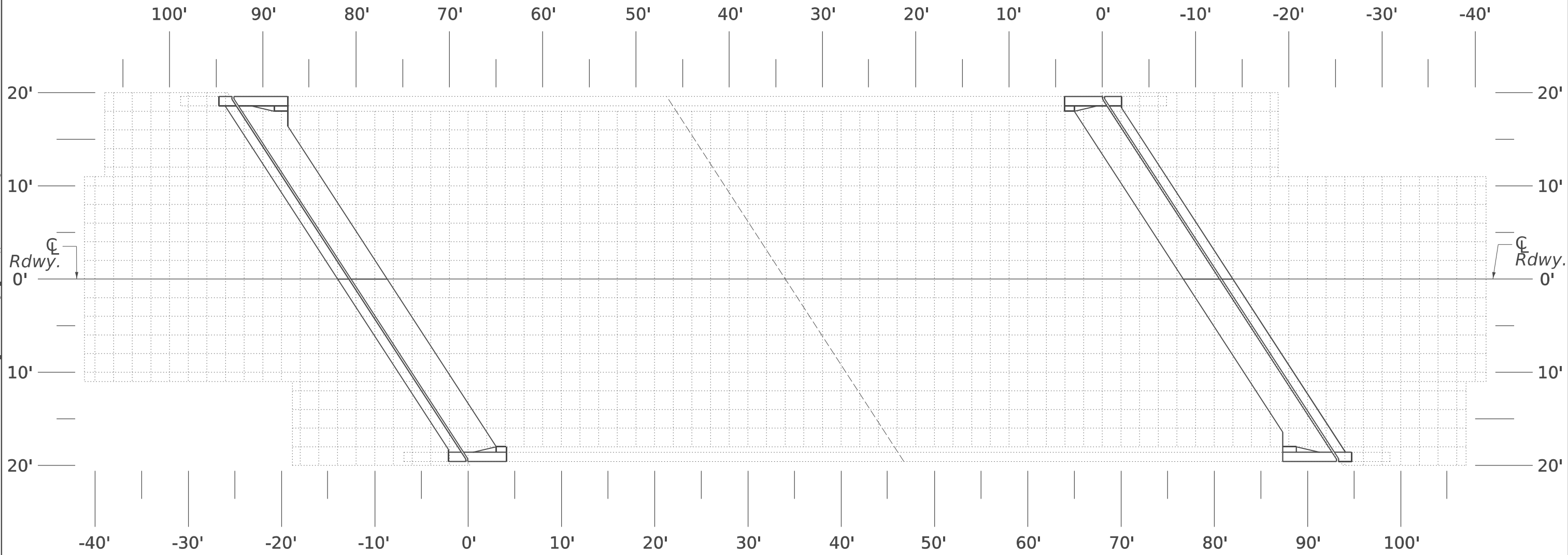
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DECK & APPROACH SLAB REPAIR DETAILS  
STRUCTURE NO. 046-0021**

SHEET S-3 OF S-11 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	16
CONTRACT NO. 66R68				
ILLINOIS FED. AID PROJECT				

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"AS-BUILT" PLAN  
DECK & APPROACH REPAIRS

*Note:*  
 When all deck slab repairs have been completed, the Engineer shall record the actual deck slab repair locations and repair areas on this "As-Built" plan sheet. When all deck repairs have been shown on this detail, the "As-Built" deck slab repairs shall be submitted to the Bridge Office for their record.



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PLOT DATE = 1/19/2026	DATE - 01/29/2026	REVISED - ####

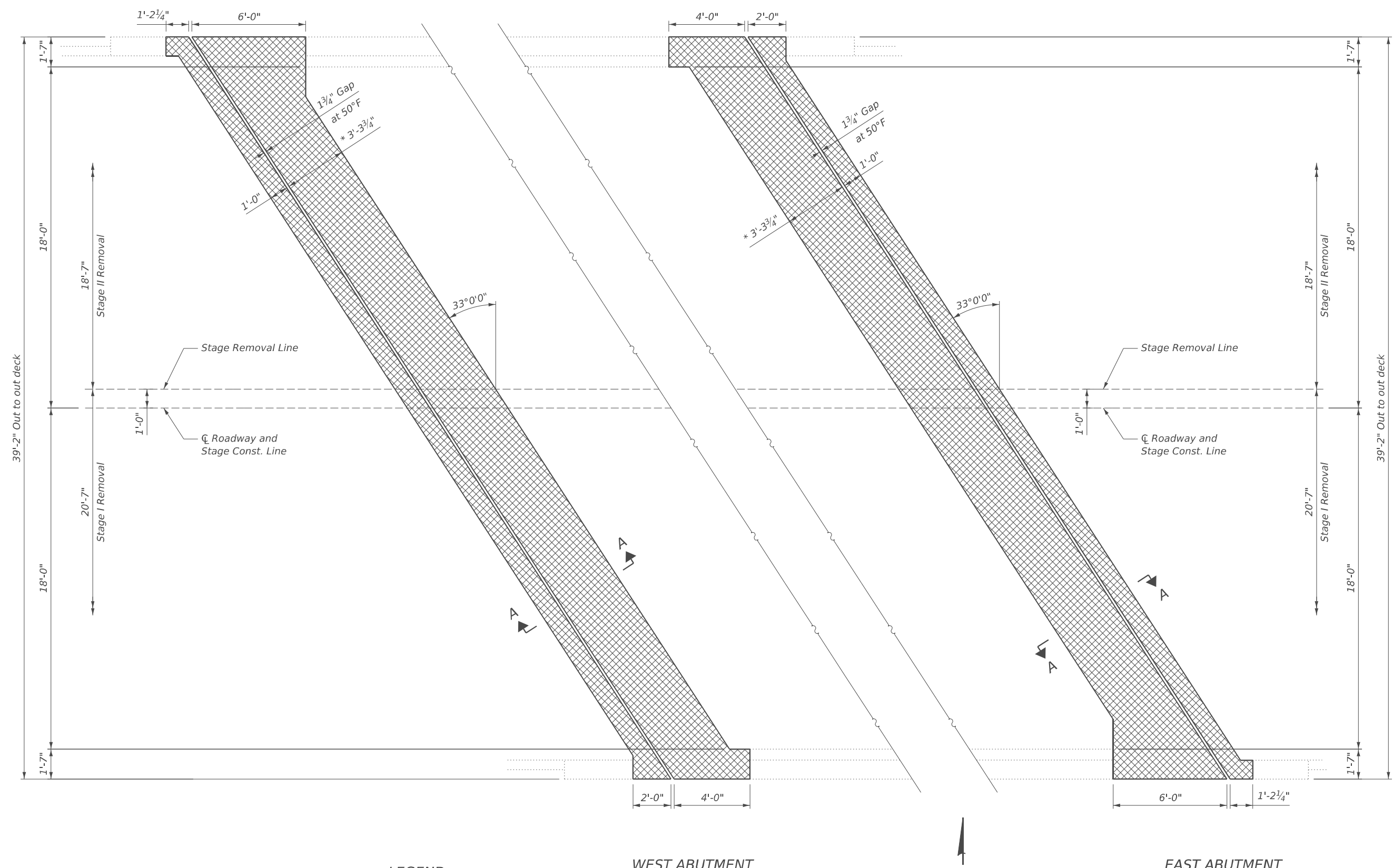
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**"AS-BUILT" DECK & APPROACH SLAB REPAIR DETAILS**  
**STRUCTURE NO. 046-0021**


SHEET S-4 OF S-11 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	17
CONTRACT NO. 66R68				
ILLINOIS FED. AID PROJECT				

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(\*) The noted deck removal dimension is for the proposed deck gap (in next sheet) based on a Rolled Rail Strip Seal Joint. If Contractor elects to use the Welded Rail Strip Seal Joint, deck removal dimensions may require adjustments to satisfy the details on Base Sheet S-8. See Preformed Joint Strip Seal sheet for more details.

**LEGEND**  
 Concrete Removal

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**REMOVAL DETAILS**  
**STRUCTURE NO. 046-0021**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	18
CONTRACT NO. 66R68				

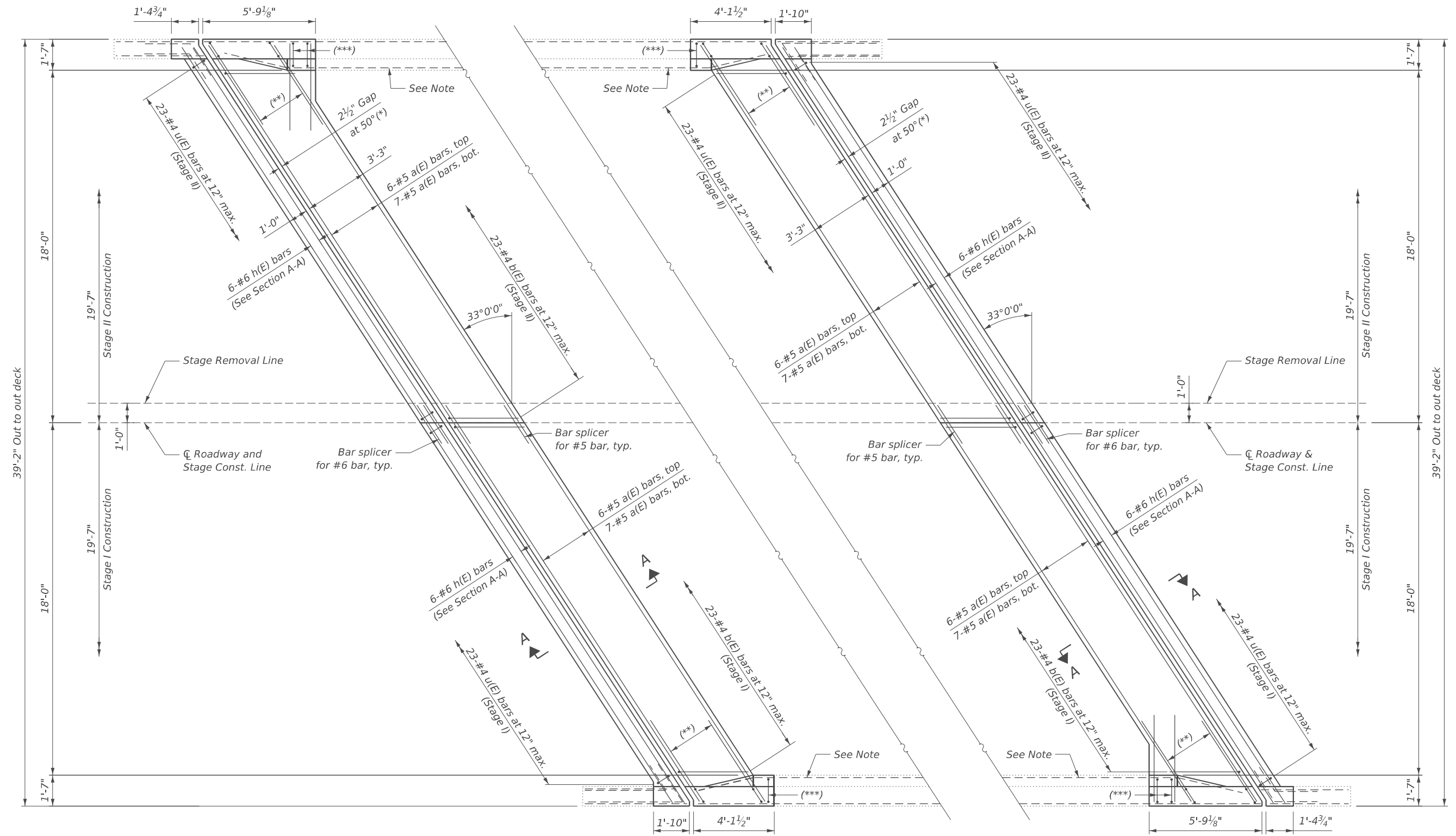


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PLOT SCALE = \$SCALE\$	DRAWN - DP	REVISED - ####
PLOT DATE = 1/20/2026	CHECKED - VP	REVISED - ####
	DATE - 01/29/2026	REVISED - ####

SHEET S-5 OF S11 SHEETS

ILLINOIS FED. AID PROJECT

MODEL: Br\_Shee\_Consultant  
 FILE NAME: C:\Users\DanielPruchnick\10-4 Engineering\Projects\10-4 Engineering\10-4 Engineering - Documents\Projects\10-4 IDOT PTB 218-037 D3 Phase II V-A600 CADD DESIGN\606 Structural\WO-5\_C66R68\SheetPage 6\_Expansion Joint Replacement.dgn



Note:  
 Salvage and clean existing longitudinal bars in deck and parapet.  
 Bend existing parapet bars as needed (typ. all corners).

(\*) The noted deck dimension is for the proposed deck gap (in next sheet) based on a Rolled Rail Strip Seal Joint. If Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on Base Sheet S-8. See Preformed Joint Strip Seal sheet for more details.

- (\*\*) 6 sets of:  
 2-#5 d(E),  
 1-#5 d1(E),  
 1-#5 d2(E),  
 1-#6 a1(E)
- (\*\*\*) 1 set of:  
 2-#5 d(E),  
 1-#5 d1(E),  
 1-#5 d2(E),  
 1-#6 a1(E)  
 (Cut to fit)

WEST ABUTMENT

EAST ABUTMENT



USER NAME = DanielPruchnick	DESIGNED - HP	REVISED - ####
PLOT SCALE = \$SCALE\$	DRAWN - DP	REVISED - ####
PLOT DATE = 1/21/2026	CHECKED - VP	REVISED - ####
	DATE - 01/29/2026	REVISED - ####

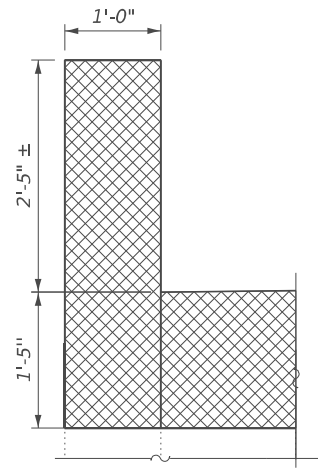
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

RECONSTRUCTION DETAILS  
 STRUCTURE NO. 046-0021

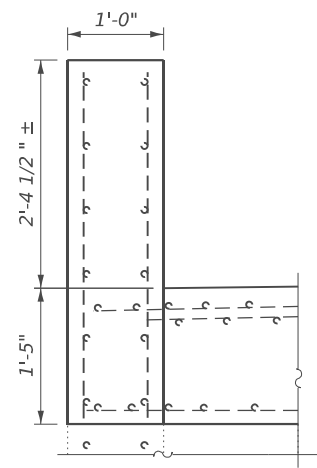
SHEET S-6 OF S-11 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	19
CONTRACT NO. 66R68				
ILLINOIS FED. AID PROJECT				

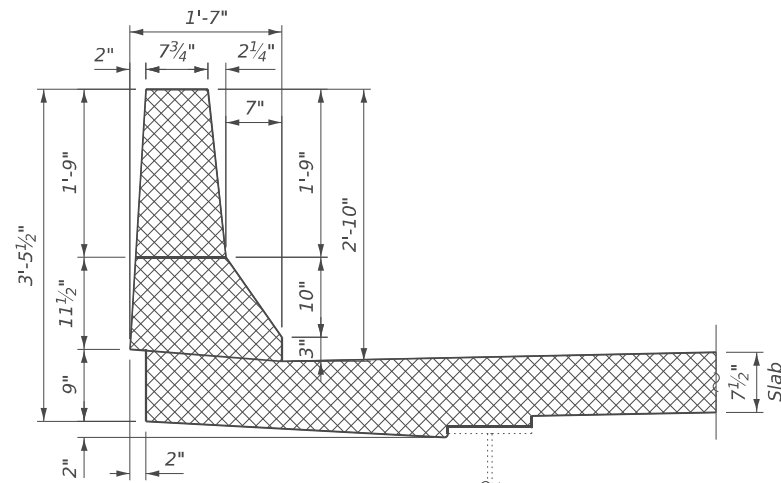
MODEL: Br\_Shee\_Consultant  
 FILE NAME: C:\Users\DanielPruchnick\10-4 Engineering - Documents\Projects\02-103-00 IDOT PTB 218-037 D3 Phase II V-V600 CADD DESIGN\606 Structural\WC-5\_C66R68\SheetPage 7\_Expansion Joint Sections\_Details\_Bar List.dgn



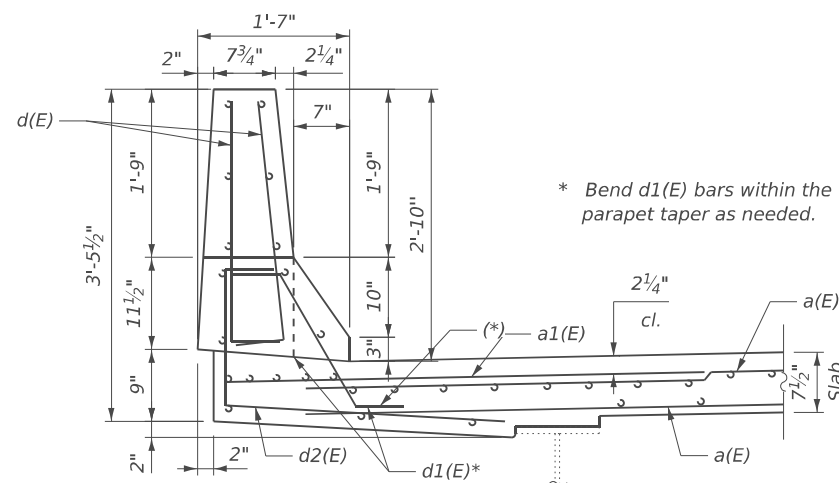
**SECTION THROUGH WING WALL (REMOVAL)**  
 (West Abut. Shown, East Abut. similar)



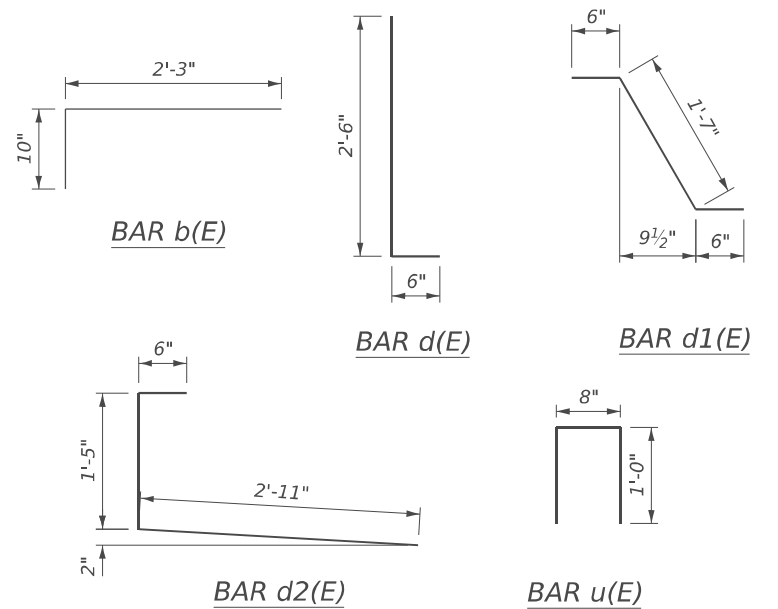
**SECTION THROUGH WING WALL (RECONSTRUCTION)**  
 (West Abut. Shown, East Abut. similar)



**SECTION THROUGH PARAPET (REMOVAL)**  
 (West Abut. Shown, East Abut. similar)



**SECTION THROUGH PARAPET (RECONSTRUCTION)**  
 (West Abut. Shown, East Abut. similar)

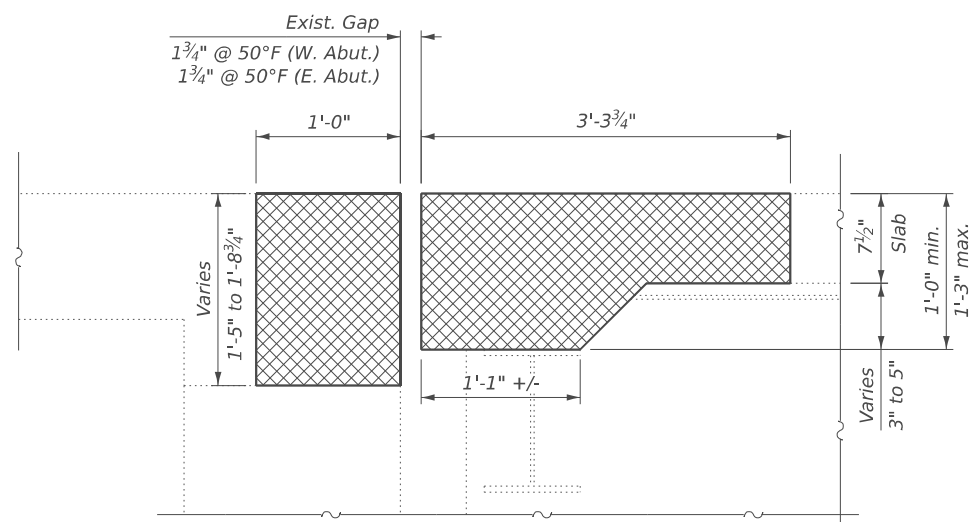


**BAR LIST - BOTH ABUTMENTS**

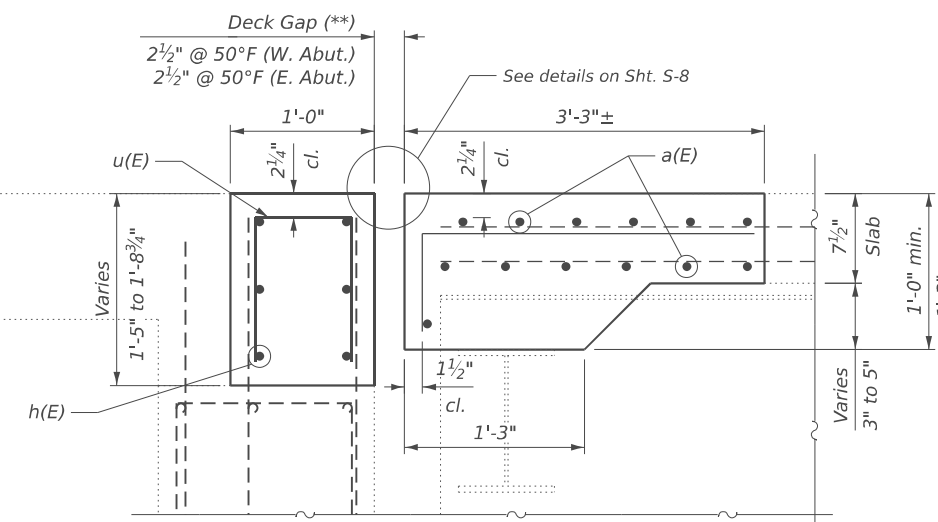
Bar	No.	Size	Length	Shape
a(E)	52	#5	22'-7"	—
a1(E)	30	#6	5'-0"	—
b(E)	92	#5	4'-4"	—
d(E)	60	#5	3'-0"	—
d1(E)	30	#5	2'-7"	—
d2(E)	30	#5	4'-10"	—
h(E)	24	#6	22'-11"	—
u(E)	92	#4	2'-8"	—

**BILL OF MATERIAL**

Item	Unit	Total
Concrete Removal	Cu. Yd.	18.0
Concrete Superstructure	Cu. Yd.	18.2
Protective Coat	Sq. Yd.	52
Reinforcement Bars, Epoxy Coated	Pound	3,280
Bar Splicers	Each	38



**SECTION A-A (REMOVAL)**  
 (West Abut. Shown, East Abut. similar)



**SECTION A-A (RECONSTRUCTION)**  
 (West Abut. Shown, East Abut. similar)

Note:  
 Dimensions are at right angles to abutment unless otherwise noted.

(\*\*) The noted deck removal dimension is for the proposed deck gap (in next sheet) based on a Rolled Rail Strip Seal Joint. If Contractor elects to use the Welded Rail Strip Seal Joint, deck removal dimensions may require adjustments to satisfy the details on Base Sheet S-8. See Preformed Joint Strip Seal sheet for more details.



USER NAME = DanielPruchnick	DESIGNED - HP	REVISED - ####
PLOT SCALE = \$SCALE\$	DRAWN - DP	REVISED - ####
PLOT DATE = 1/21/2026	CHECKED - VP	REVISED - ####
	DATE - 01/29/2026	REVISED - ####

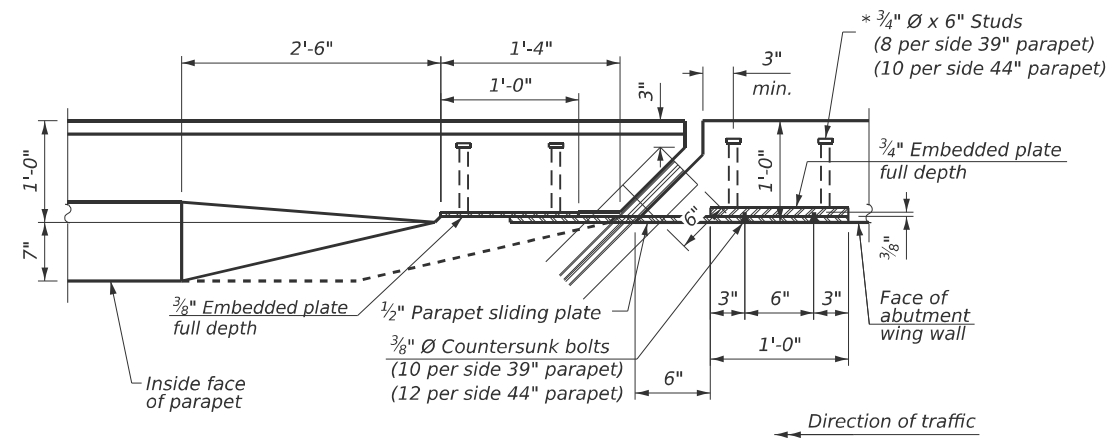
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT SECTIONS, DETAILS, & BAR LIST  
 STRUCTURE NO. 046-0021

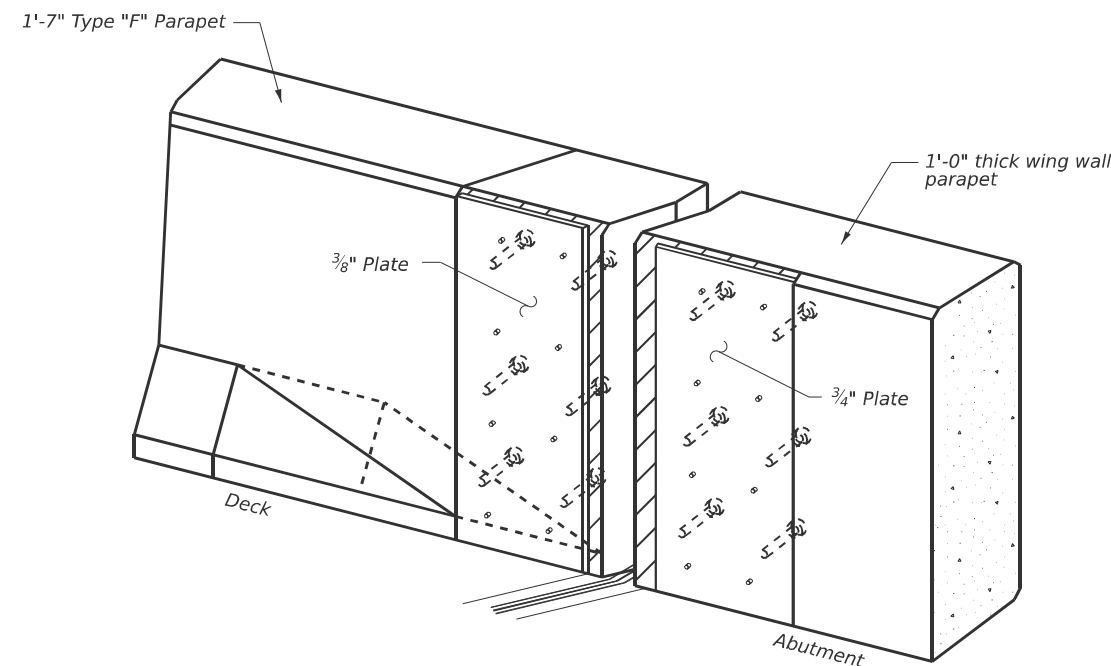
SHEET S-7 OF S-11 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	20
CONTRACT NO. 66R68				
ILLINOIS FED. AID PROJECT				

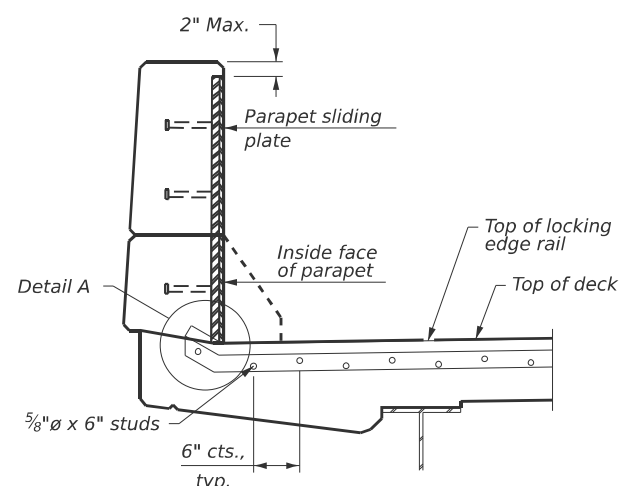
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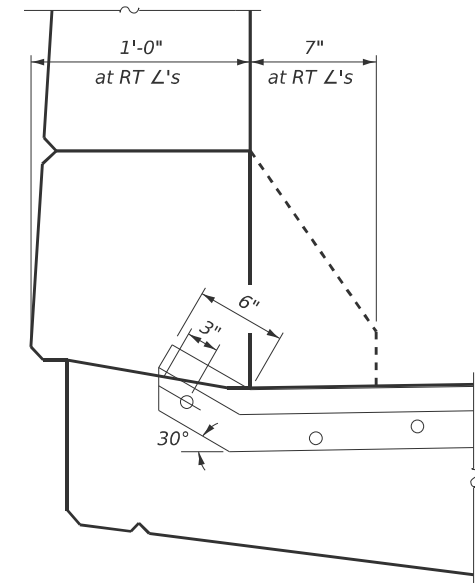
FOR SKEWS > 30°  
**PLAN AT PARAPET**



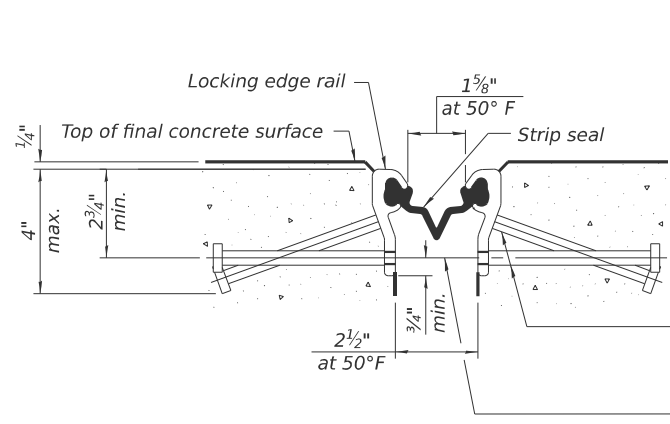
**TRIMETRIC VIEW**



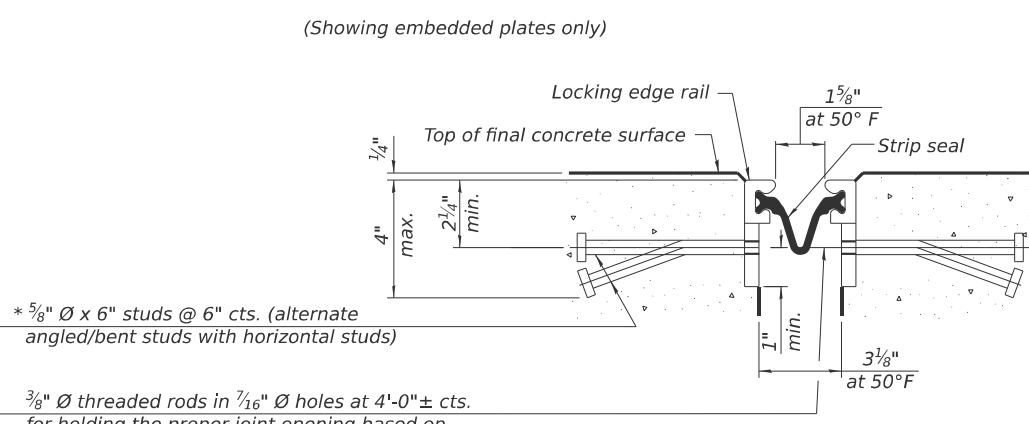
**SECTION AT PARAPET**  
 (Skews > 30° shown, skews ≤ 30° similar except as shown in plan view.)



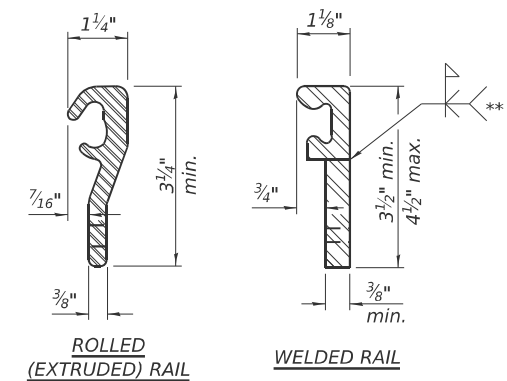
**DETAIL A**



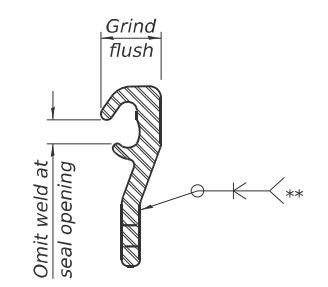
**SHOWING ROLLED RAIL JOINT**



**SHOWING WELDED RAIL JOINT**



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



**LOCKING EDGE RAIL SPLICE**  
 The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

\* 5/8" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)  
 3/8" 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.

**Notes:**  
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.  
 The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.  
 The manufacturer's recommended installation methods shall be followed.  
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.  
 The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.  
 Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.  
 39" constant slope barrier shown, 44" constant slope barrier similar as noted.  
 The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

**BILL OF MATERIAL**

Item	Unit	Total
Preformed Joint Strip Seal	Foot	92

EJ-SS

4-4-2025



USER NAME = DanielPruchnick	DESIGNED - HP	REVISED - ####
PLOT SCALE = \$SCALES\$	DRAWN - DP	REVISED - ####
PLOT DATE = 1/28/2026	CHECKED - VP	REVISED - ####
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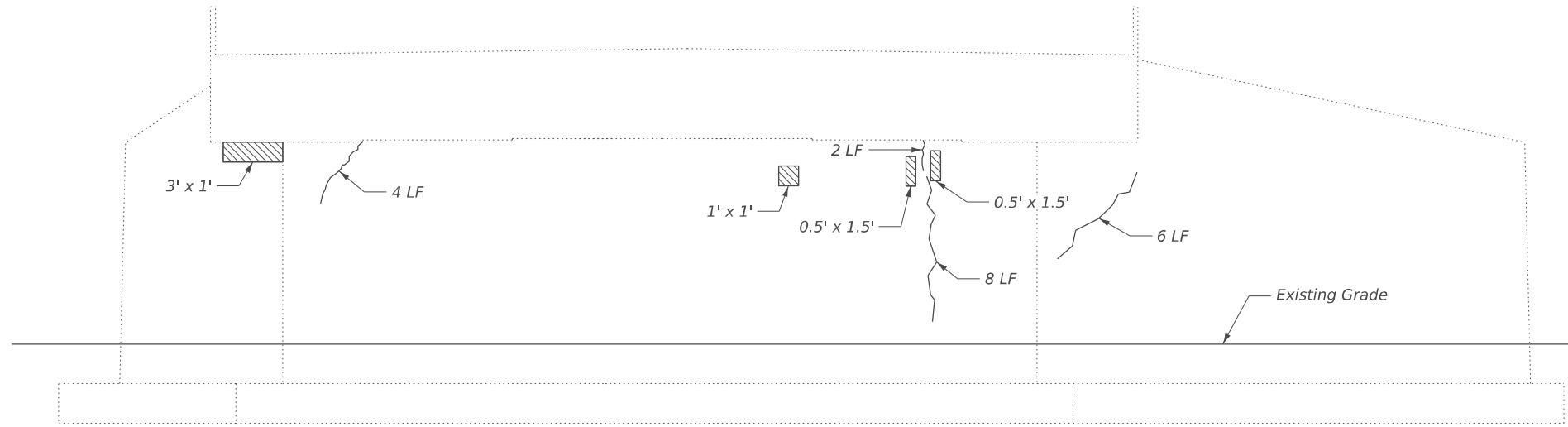
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL  
 STRUCTURE NO. 046-0021**

SHEET S-8 OF S-11 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	21
CONTRACT NO. 66R68				
ILLINOIS FED. AID PROJECT				

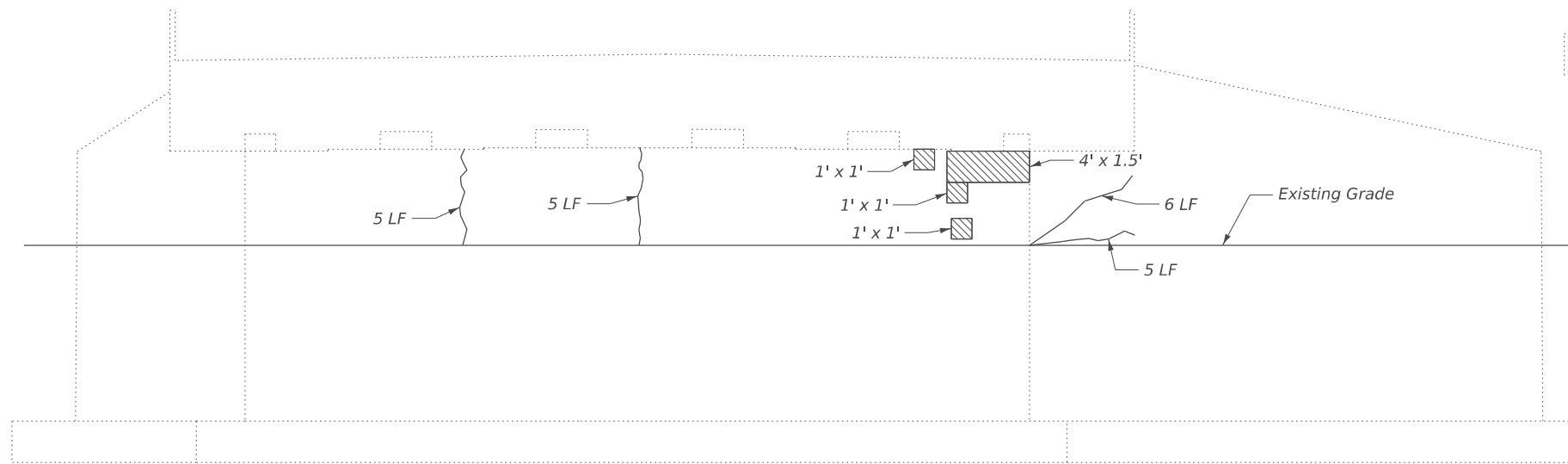
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**ELEVATION - WEST ABUTMENT  
(LOOKING WEST AT WEST FACE)**



**ELEVATION - PIER  
(LOOKING WEST AT EAST FACE)**



**ELEVATION - EAST ABUTMENT  
(LOOKING EAST AT EAST FACE)**

**LEGEND**



Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches) (Near Face)



Epoxy Crack Injection (Near Face)

**BILL OF MATERIAL**

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	28
Epoxy Crack Injection	Foot	41



USER NAME = DanielPruchnick	DESIGNED - HP	REVISED - ####
PLOT SCALE = \$SCALE\$	DRAWN - DP	REVISED - ####
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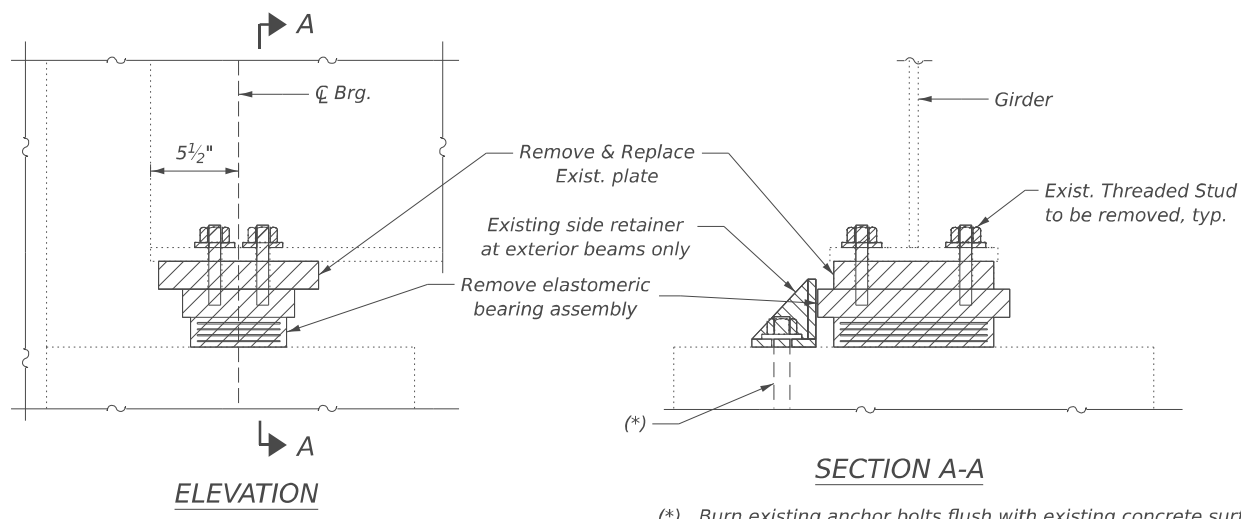
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUBSTRUCTURE CONCRETE REPAIRS  
STRUCTURE NO. 046-0021**

SHEET S-9 OF S-11 SHEETS

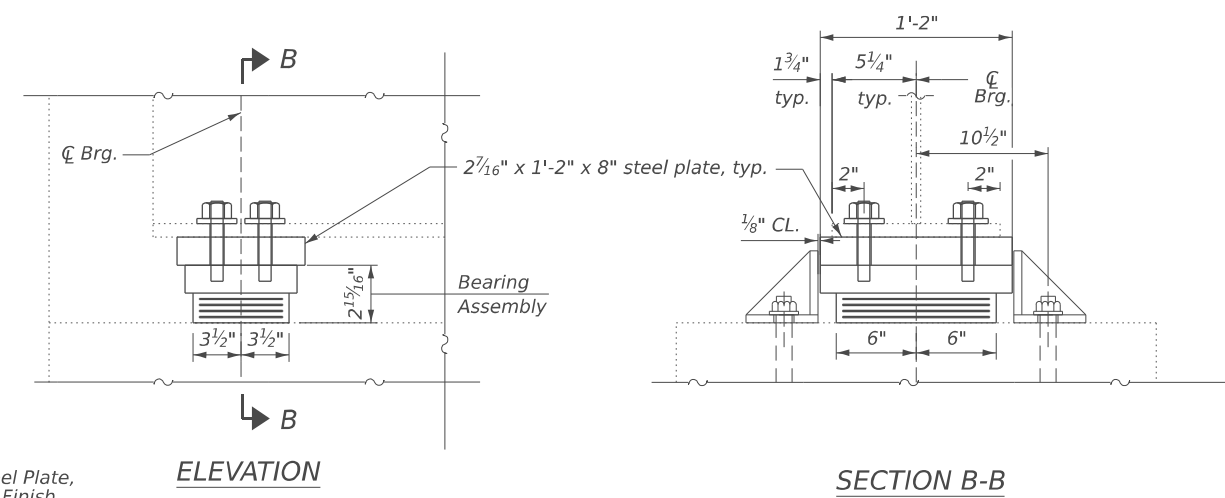
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	22
CONTRACT NO. 66R68				
ILLINOIS FED. AID PROJECT				

MODEL: Br Sheet Consultant  
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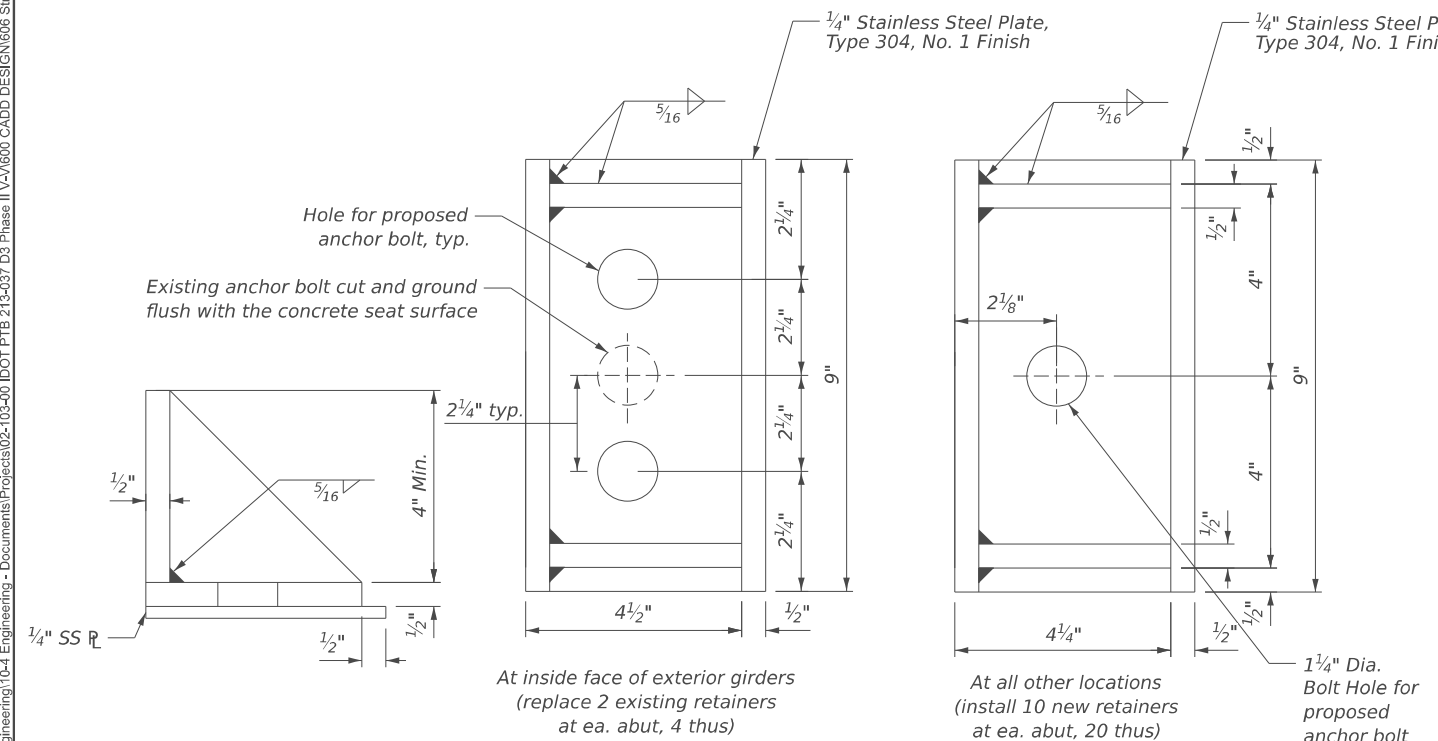


(\*) Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy. Cost included with Jack and Remove Existing Bearings.

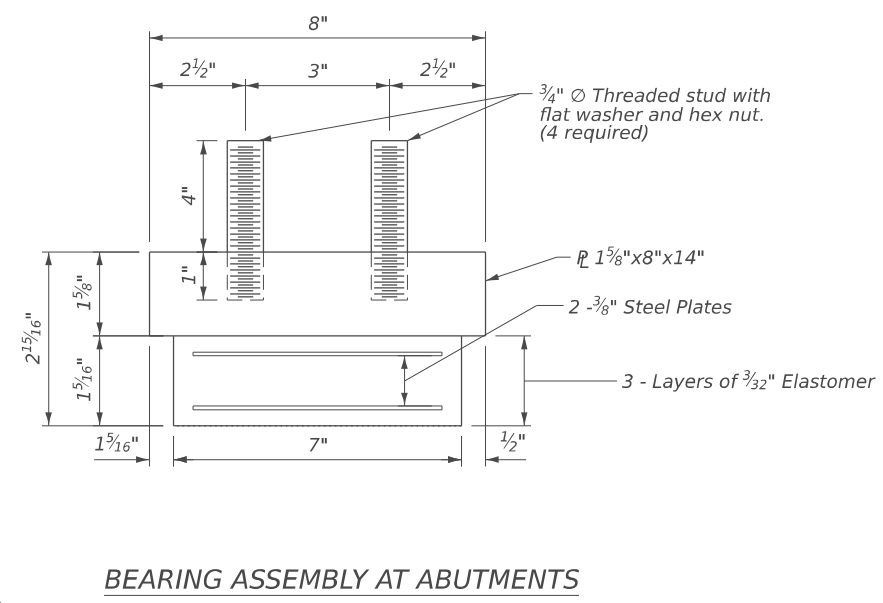
**REMOVAL OF EXISTING BEARINGS**  
(6 bearings at each abutment, 12 total)



**BEARING REPLACEMENT**  
(6 bearings at each abutment, 12 total)



**SIDE RETAINERS - ABUTMENTS**  
(12 at each abutment, 24 total)  
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates  
Side retainers shall be included in the cost of Elastomeric Bearing Assembly, Type I



**BEARING ASSEMBLY AT ABUTMENTS**

**Notes:**  
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Adjustment must account for deck heave due to pack rust (if present).  
Min. jack capacity = 30 Tons.  
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36 ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.  
All exposed bearing plates and side retainers shall be hot dip galvanized according to AASHTO M111.  
The structural steel plates of the Bearing Assembly for the abutments at both structures shall conform to the requirements of AASHTO M270 Grade 50.

**INTERIOR BEAM REACTION TABLE**

	W. ABUT. & E. ABUT.
R DL (k)	18.0
R LL (k)	31.8
Imp. (k)	9.3
R (Total) (k)	59.1

Note: All reactions are from existing 1990 plans

**BILL OF MATERIAL**

Item	Unit	Total
Jack & Remove Existing Bearings	Each	12
Anchor Bolts, 1"	Each	24
Elastomeric Bearing Assembly, Type 1	Each	12



USER NAME = DanielPruchnick	DESIGNED - HP	REVISED - ####
PLOT SCALE = SSCALE\$	DRAWN - DP	REVISED - ####
PLOT DATE = 1/28/2026	CHECKED - VP	REVISED - ####
	DATE - 01/29/2026	REVISED - ####

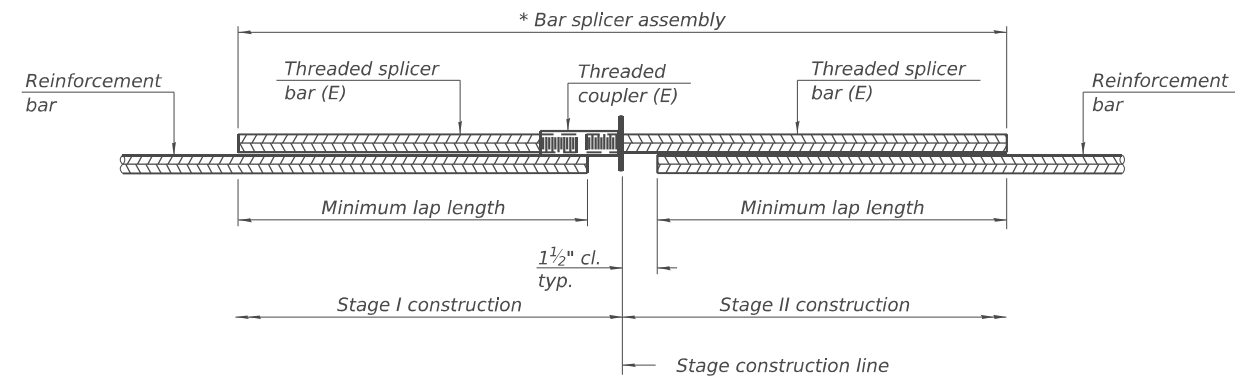
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BEARING REPLACEMENT PLAN & DETAILS**  
**STRUCTURE NO. 046-0021**

SHEET S-10 OF S-11 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	23
CONTRACT NO. 66R68				
ILLINOIS FED. AID PROJECT				

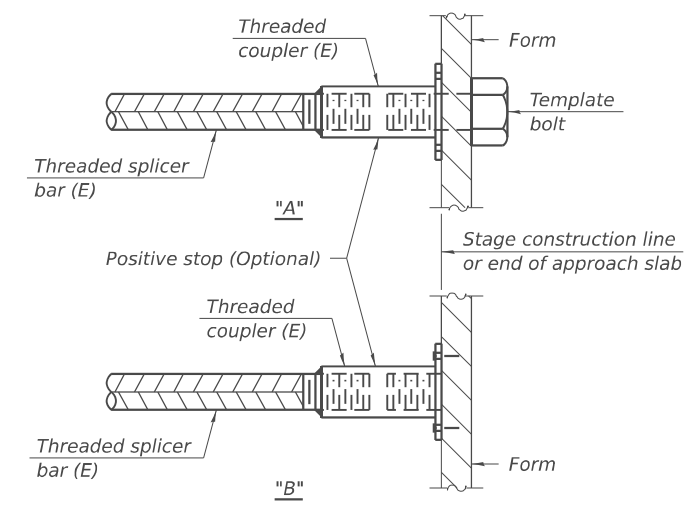
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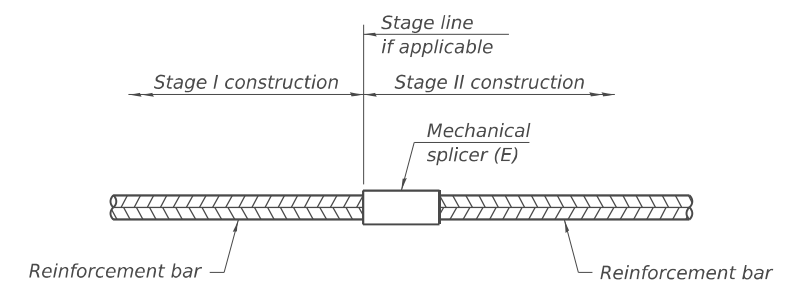
**STANDARD BAR SPLICER ASSEMBLY PLAN**  
 Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1 1/2" + 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
W. Abut. - Deck	#5	13	3'-10"
W. Abut. - (Block out)	#6	6	4'-5"
E. Abut. - Deck	#5	13	3'-10"
E. Abut. - (Block out)	#6	6	4'-5"

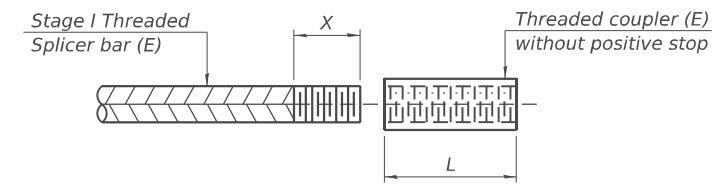


**INSTALLATION AND SETTING METHODS**  
 "A" : Set bar splicer assembly by means of a template bolt.  
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.  
 (E) : Indicates epoxy coating.



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



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

**Notes:**  
 Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.  
 All reinforcement shall be lapped and tied to the splicer bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.  
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

4-4-2025



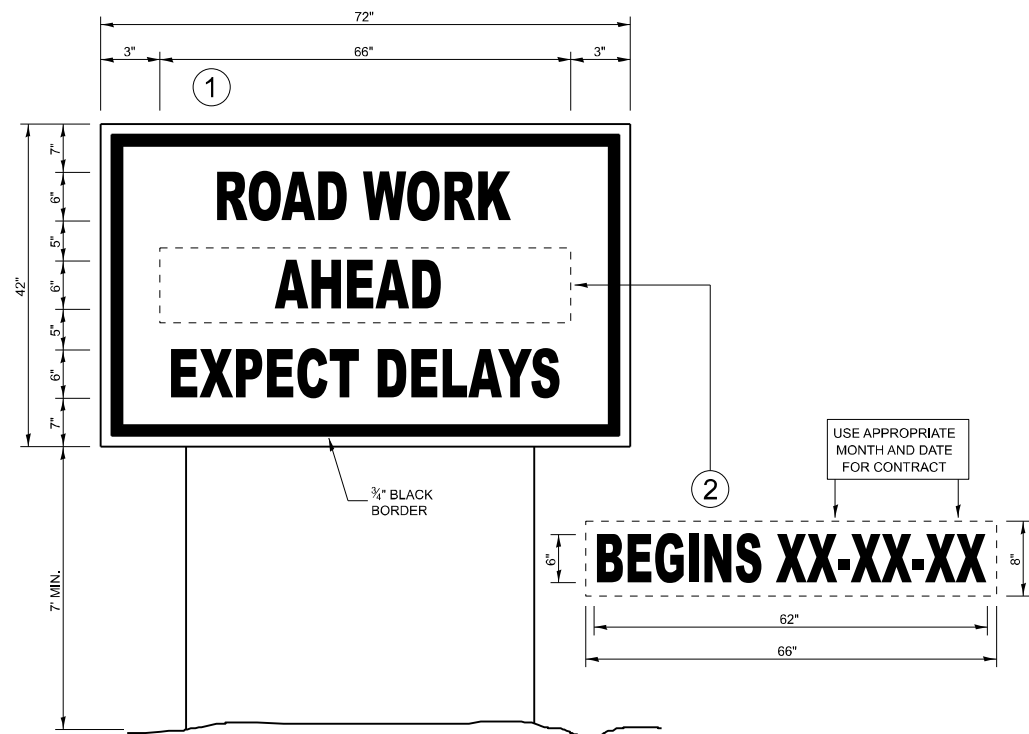
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PLOT SCALE = \$SCALE\$	DRAWN - DP	REVISED - ####
PLOT DATE = 1/28/2026	CHECKED - VP	REVISED - ####
	DATE - 01/29/2026	REVISED - ####

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
 STRUCTURE NO. 046-0021**

SHEET S-11 OF S-11 SHEETS

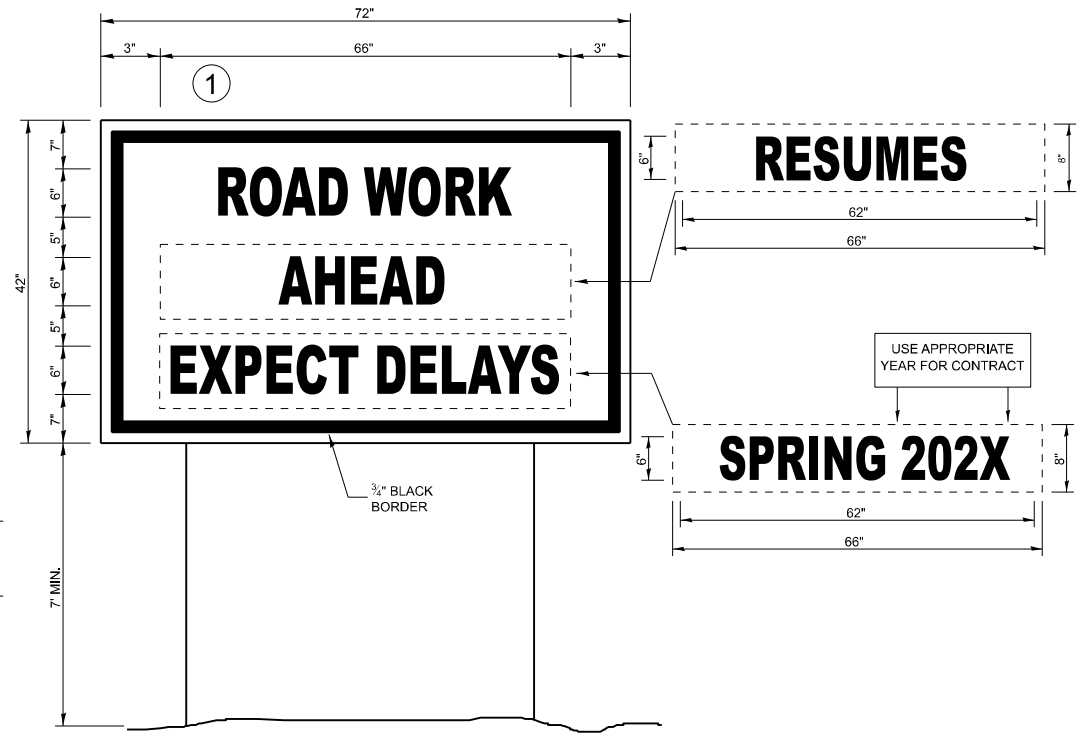
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CONTRACT NO. 66R68				
ILLINOIS FED. AID PROJECT				



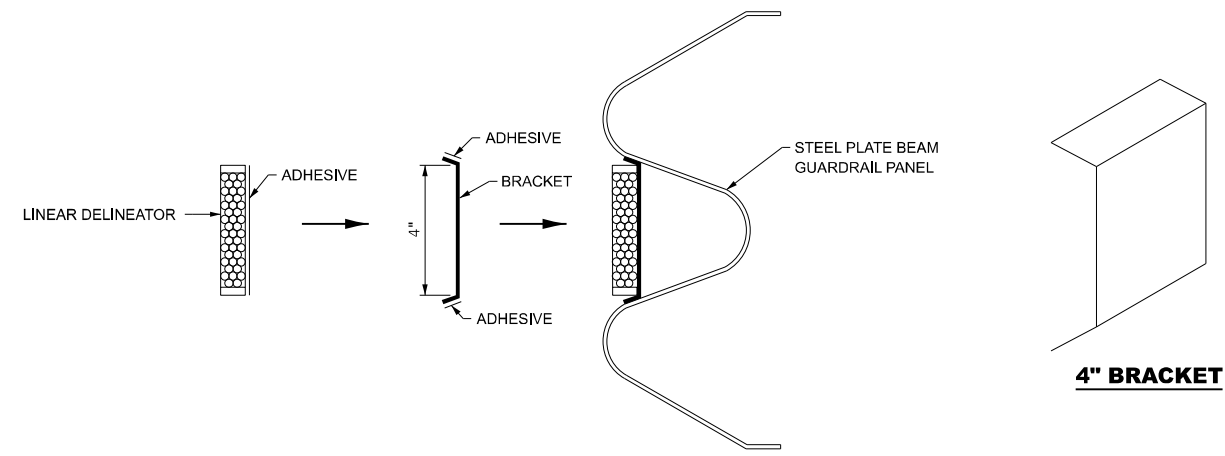
**TEMPORARY INFORMATION SIGNING**

**NOTES:**

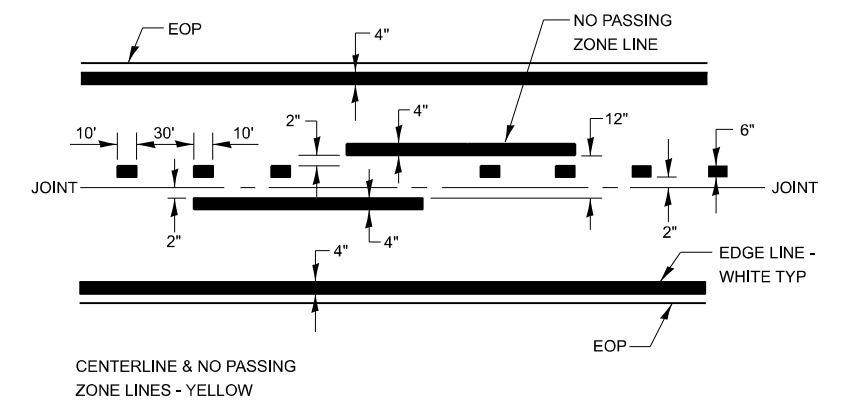
1. USE 6" D BLACK LETTERING ON FLOURESENT ORANGE BACKGROUND.
2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN WITH INSTALLED PANEL A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE LANE CLOSURE.
4. REMOVE PANEL ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.



**WINTER SHUT DOWN SIGNING**



**LINEAR DELINEATOR APPLICATION TO STANDARD GALVANIZED GUARDRAIL**  
LINEATOR DELINEATOR SHALL BE APPLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS



**PAVEMENT MARKING**

MODEL: Details (Sheet) FILE NAME: E:\2422-5\CADD\_Sheets\366868-sh1-details.dgn

**Lin Engineering, Ltd.**  
Consulting Engineers  
Westmont, Illinois

USER NAME = 14nho	DESIGNED - NH	REVISED -
PLOT SCALE = 0.16666633" / in.	DRAWN - NH	REVISED -
PLOT DATE = 11/24/2025	CHECKED - RC	REVISED -
	DATE - 1/2026	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL 1/IL 17 OVER TRIM CREEK  
DETAILS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(7BR-1)BRR	KANKAKEE	26	25
CONTRACT NO. 66R68			ILLINOIS FED. AID PROJECT	

