

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	195(1B-1, 1VB, 1HB-5, 2B)BDR	WHITESIDE	97	1
		ILLINOIS	CONTRACT NO. 64S27	

D-92-059-23



LOCATION OF SECTION INDICATED THUS: -

QUANDEL
CONSULTANTS
161 NORTH CLARK STREET
SUITE 2975
CHICAGO, IL 60601
312-634-6204
DESIGN FIRM - PROF/STRUCT ENGINEER
IL LIC - 184005833-0006

PROPOSED HIGHWAY PLANS

FAI ROUTE 88 (I-88)
SECTION (195(1B-1, 1VB, 1HB-5, 2B))BDR
PROJECT NHPP-G13T(377)
TYPE of IMPROVEMENT: BRIDGE REPAIR
SN 098-0059 & SN 098-0060 OVER ROCK CREEK,
SN 098-0061 & SN 098-0062 OVER BN RR,
SN 098-0063 & SN 098-0064 OVER HENRY RD &
SN 098-0068 & SN 098-0069 OVER DEER CREEK
WHITESIDE COUNTY

C-92-060-23

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR STATE STANDARDS, SEE SHEET NO. 2

SN 098-0068 & SN 098-0069
HOPKINS TOWNSHIP
T21N, R6E, SECTION 31

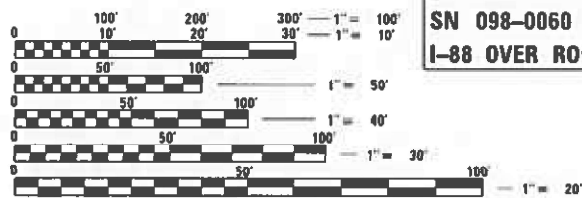
SN 098-0063 & SN 098-0064
FENTON TOWNSHIP
T20N, R4E, SECTIONS 13 & 14

SN 098-0061 & SN 098-0062
FENTON TOWNSHIP
T20N, R4E, SECTIONS 14 & 23

SN 098-0059 & SN 098-0060
FENTON TOWNSHIP
T20N, R4E, SECTION 22

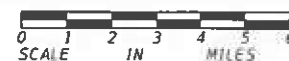
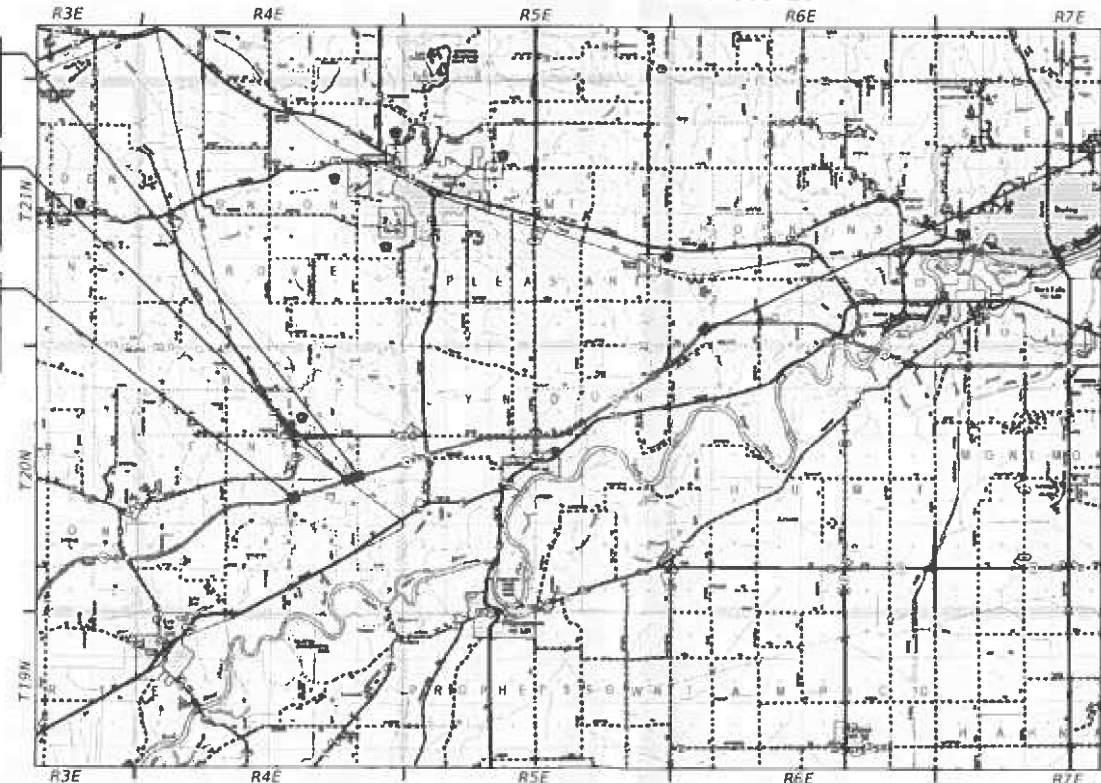
- SN 098-0063 (EB)
SN 098-0064 (WB)
I-88 OVER HENRY RD
- SN 098-0061 (EB)
SN 098-0062 (WB)
I-88 OVER BNRR TRACKS
- SN 098-0059 (EB)
SN 098-0060 (WB)
I-88 OVER ROCK CREEK

- SN 098-0068 (EB)
SN 098-0069 (WB)
I-88 OVER DEER CREEK



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

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



GROSS LENGTH = x.xx FT. = x.xxx MILE
NET LENGTH = x.xx FT. = x.xxx MILE

PROJECT ENGINEER: JAMES R. PUSH, PE (630) 930-6420
PROJECT MANAGER: MAHMOUD ETEMADI (815) 284-5393

CONTRACT NO. 64S27



James R. Push
JAMES R. PUSH, P.E.
LICENSE NO.: 062-048736
EXPIRES: NOVEMBER 30, 2025
DATE: 01/26/2024

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED January 29, 2024
Steve Travis REGIONAL ENGINEER

March 22, 2024 [Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

March 22, 2024 [Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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STATE STANDARDS

000001-08	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
515001-04	NAME PLATE FOR BRIDGES
610001-09	SHOULDER INLET WITH CURB
701101-05	OFF-ROAD OPERATIONS, MULTILANE. 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701400-12	APPROACH TO LANE CLOSURE. FREEWAY / EXPRESSWAY.
701402-12	LANE CLOSURE. FREEWAY / EXPRESSWAY. WITH BARRIER
701406-13	LANE CLOSURE. FREEWAY / EXPRESSWAY. DAY OPERATIONS ONLY
701901-09	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

GENERAL NOTES

ALL BORROW/WASTE/USE SITES MUST BE APPROVED BY THE DEPARTMENT PRIOR TO REMOVING ANY MATERIAL FROM THE PROJECT OR INITIATING ANY EARTHMOVING ACTIVITIES, INCLUDING TEMPORARY STOCKPILING OUTSIDE THE LIMITS OF CONSTRUCTION.

THE CONTRACTOR SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS TO THE RESIDENT ENGINEER FOR APPROVAL BEFORE THIS PROJECT IS STARTED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123.

ALL ELEVATIONS SHOWN IN PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

THERE ARE NO COMMITMENTS ASSOCIATED WITH THIS PROJECT.

ALL SAW CUTS NECESSARY TO COMPLETE THE WORK DETAILED IN THESE PLANS SHALL BE INCLUDED IN THE COST FOR THE VARIOUS PAY ITEMS INVOLVED.

PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:

- ALL WORDS, SUCH AS ONLY, SHALL BE 8 FEET HIGH.
- ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
- THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8 INCHES, NOT 7 INCHES, AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.
- CENTERLINE SKIP DASH PAVEMENT MARKING ON MULTI-LANE DIVIDED, MULTI-LANE UNDIVIDED, AND ONE-WAY ROADWAY SHALL BE ACCORDING TO DISTRICT STANDARD 41.1.

UNLESS DIRECTED BY THE ENGINEER, PAVEMENT MARKING LINES SHALL NOT BE LAID DIRECTLY OVER A LONGITUDINAL CRACK OR JOINT NOR OVER A TAR OR ASPHALT PAINTED LINE.

- THE EDGE OF A CENTERLINE OR LANE LINE SHALL BE OFFSET A MINIMUM DISTANCE OF 2" FROM A LONGITUDINAL CRACK OR JOINT.
- EDGE LINES SHALL BE APPROXIMATELY 2" FROM THE EDGE LINE OF PAVEMENT. SEE SECTION 780 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.

AREAS OF DECK REPAIRS SHOWN ARE ESTIMATED. THE ENGINEER SHALL SHOW ACTUAL LOCATIONS OF DECK REPAIRS ON AS-BUILT PLANS.

MICROSILICA CONCRETE SHALL INCLUDE MACRO-SIZE, TYPE III, SYNTHETIC FIBERS MEETING THE 'BRIDGE DECK MICROSILICA CONCRETE OVERLAY' SPECIAL PROVISION.

MAINTENANCE OF TRAFFIC NOTES

WHEN RELOCATE TEMPORARY CONCRETE BARRIER IS SPECIFIED, THE WALL SHALL BE REMOVED, STORAGE AND TRANSPORTATION TO AND FROM STORAGE, WHEN THE WALL IS NOT NEEDED FOR A TIME AS SHOWN ON THE STAGING PLANS, RELOCATED AND REINSTATED AT THE NEW LOCATION. THE REINSTALLATION REQUIREMENTS SHALL BE THE SAME AS THOSE FOR A NEW INSTALLATION. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR RELOCATE TEMPORARY CONCRETE BARRIER.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE(S): SHOULDERS & PAVEMENT SURFACE	SURFACE	UPPER BINDER	LOWER BINDER
LIFT THICKNESS:	2"	2.25"	2.25" (MIN.)
PG:	SBS/SBR PG 76 -22	SBS/SBR PG 76 -22	PG 64 -22
DESIGN AIR VOIDS:	4.0% @ Ndes - 80	4.0% @ Ndes - 90	4.0% @ Ndes - 90
MIXTURE COMPOSITION:	IL-9.5	IL-19.0	IL-19.0
FRICTION AGGREGATE:	MIX "F"	NA	NA
MIXTURE WEIGHT:	112 LB/SQ YD/IN	112 LB/SQ YD/IN	112 LB/SQ YD/IN
QUALITY MANAGEMENT PROGRAM:	QC / QA	QC / QA	QC / QA
SUBLOT SIZE:	NA	NA	NA
MATERIAL TRANSFER DEVICE:	NA	NA	NA

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED TO CALCULATE PLAN QUANTITIES:
 BITUMINOUS MATERIALS (TACK COAT) 0.05 LBS / SQ FT (ON PAVEMENT)
 HOT-MIX ASPHALT MATERIAL 112 LBS / SQ YD PER 1"

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PLOT SCALE = 48.0000' / in.	CHECKED - JRP	REVISED -
PLOT DATE = 3/3/2024	DATE - 01/12/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195)(B-1,VB,1HB-5,2B)BDR	WHITESIDE	97	2
CONTRACT NO. 64S27			ILLINOIS FED. AID PROJECT G13T(377)	

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CODE NO.	ITEM	UN IT	TOTAL QUANTITY	WHITESIDE COUNTY - FUNDING 90% FED / 10% STATE								
				0006 ROADWAY	CONSTRUCTION CODE - BRIDGE 0059							
					SA		SB		SC		SD	
				098-0059	098-0060	098-0061	098-0062	098-0063	098-0064	098-0068	098-0069	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	290		50	50	60	68	40	22		
40605026	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80	TON	58		13	13	16	0	10	6		
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	109				-	109				
44000100	PAVEMENT REMOVAL	SQ YD	69				-	69				
44004250	PAVED SHOULDER REMOVAL	SQ YD	41				-	41				
50102400	CONCRETE REMOVAL	CU YD	155.3		15.2	15.2	20.8	20.7	14.4	13.8	27.6	
50157300	PROTECTIVE SHIELD	SQ YD	824				288	288	124	124		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	154.5		14.7	14.7	20.9	20.6	13.6	13.6	28.2	
50300300	PROTECTIVE COAT	SQ YD	7,799		1,150	1,181	1,077	1,138	754	795	852	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	23,858		1,934	1,934	3,092	3,092	1,773	1,773	5,130	
50800515	BAR SPLICERS	EACH	244		24	24	36	36	28	28	34	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	740		86	86	99	99	88	88	97	
58700300	CONCRETE SEALER	SQ FT	161		5		51	24	23	11	34	
59000200	EPOXY CRACK INJECTION	FOOT	113				11	19		30	24	

* INDICATES SPECIALTY ITEM



USER NAME = jpush	DESIGNED - JRP	REVISED -
	DRAWN - JRP	REVISED -
PLOT SCALE = 40.0000' / 1in	CHECKED - JRP	REVISED -
PLOT DATE = 1/26/2024	DATE - 01/12/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 1 OF 4 SHEETS! STA. TO STA.

F.A.I.T. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
88	(19511B-1,VB,1HB-5,2B)BDR	WHITESIDE	91 3
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64527
			QIST(377)

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	WHITESIDE COUNTY - FUNDING 90% FED / 10% STATE								
				0006 ROADWAY	CONSTRUCTION CODE - BRIDGE 0059							
					SA		SB		SC		SD	
				098-0059	098-0060	098-0061	098-0062	098-0063	098-0064	098-0068	098-0069	
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	166			57	22	68	19			
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	4	4								
67100100	MOBILIZATION	L SUM	1	1								
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	8	8								
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1								
70107006	PAVEMENT MARKING BLACKOUT TAPE, 6"	FOOT	18,750	18,750								
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	112	112								
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	32,323	32,323								
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	68,841	68,841								
70400100	TEMPORARY CONCRETE BARRIER	FOOT	5,776	5,776								
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	5,776	5,776								
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	8	8								
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	8	8								
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	4,337	4,337								
X0322215	CLEANING BRIDGE SCUPPERS AND DOWNSPOUTS	EACH	92			28	28	12	12	6	5	

* INDICATES SPECIALTY ITEM



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PLOT DATE = 1/26/2024	DATE - 01/12/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195)(B-1,1VB,1HB-5,2B)BDR	WHITESIDE	97	4
CONTRACT NO. 64S27			ILLINOIS FED. AID PROJECT G13T(377)	

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CODE NO.	ITEM	UN IT	TOTAL QUANTITY	WHITESIDE COUNTY - FUNDING 90% FED / 10% STATE								
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					SA		SB		SC		SD	
				098-0059	098-0060	098-0061	098-0062	098-0063	098-0064	098-0068	098-0069	
x0323491	SLOPE WALL CRACK SEALING	FOOT	1,015			237	301	273	204			
x0325748	ACRYLIC COATING	SQ YD	48							31	17	
x0325749	FIBER WRAP	SQ FT	426							274	152	
x5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	4,434									
* x7820007	GUARDRAIL REFLECTORS, TYPE C (SPECIAL)	EACH	725	725								
X4400104	SURFACE REMOVAL (SPECIAL)	SQ YD	491		112	112	132	88	47			
z0005900	BRIDGE CURB OR HUBGUARD REPAIR	FOOT	21							5	16	
z0006012	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/4 INCHES	SQ YD	2,241		267	267	329	267	267	310	267	
z0006018	BRIDGE DECK LATEX CONCRETE OVERLAY, 3 INCHES	SQ YD	3,846		721	721	751	751	451	451		
z0006020	BRIDGE DECK LATEX CONCRETE OVERLAY, 3 1/2 INCHES	SQ YD	856							428	428	
z0012140	BRIDGE DECK SCARIFICATION 2"	SQ YD	2,241		267	267	329	267	267	310	267	
z0012146	BRIDGE DECK SCARIFICATION 2 3/4"	SQ YD	3,846		721	721	751	751	451	451		
z0012150	BRIDGE DECK SCARIFICATION 3 1/4"	SQ YD	856							428	428	
z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	149		5	51	24	14	13	14	33	

* INDICATES SPECIALTY ITEM



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 3 OF 4 SHEETS! STA. TO STA.

F.A.I.T. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
88	119511B-1,(VB,1HB-5,2B))BDR	WHITESIDE	91 5
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64527 Q8T(377)

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				0006	CONSTRUCTION CODE - BRIDGE 0059							
				ROADWAY	SA		SB		SC		SD	
	098-0059	098-0060	098-0061	098-0062	098-0063	098-0064	098-0068	098-0069				
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	12						-	4	8	
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	65	1	-	18	18	12	12	4	-	
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	301	7	262	6	12	6	4	4	4	-
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	6,505	919	919	957	1,019	672	715	652	652	
Z0041895	POLYMER CONCRETE	CU FT	18.0	3.0	3.0	3.0	4.0	3.0	2.0			
Z0043800	PRECAST PRESTRESSED CONCRETE I-BEAM REPAIR	SQ FT	12							12	-	
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1			0.5	0.5					
Z0049790	RELOCATING NAME PLATES	EACH	5		1	1	1			1	1	
Z0053750	RETROFIT CONCRETE PARAPET	FOOT	404							202	202	
Z0065700	SLOPE WALL REPAIR	SQ YD	329			113	43	136	37			

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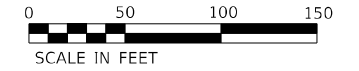
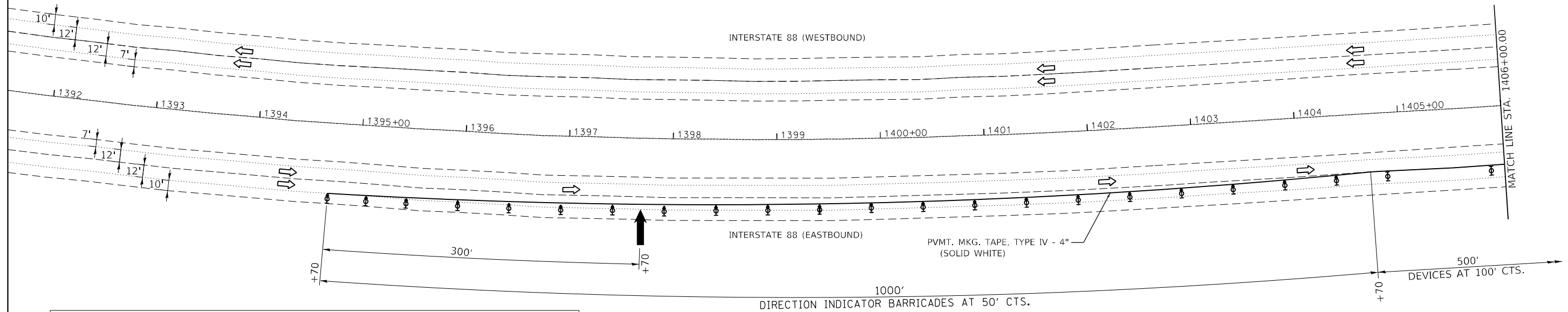
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 4 OF 4 SHEETS STA. TO STA.

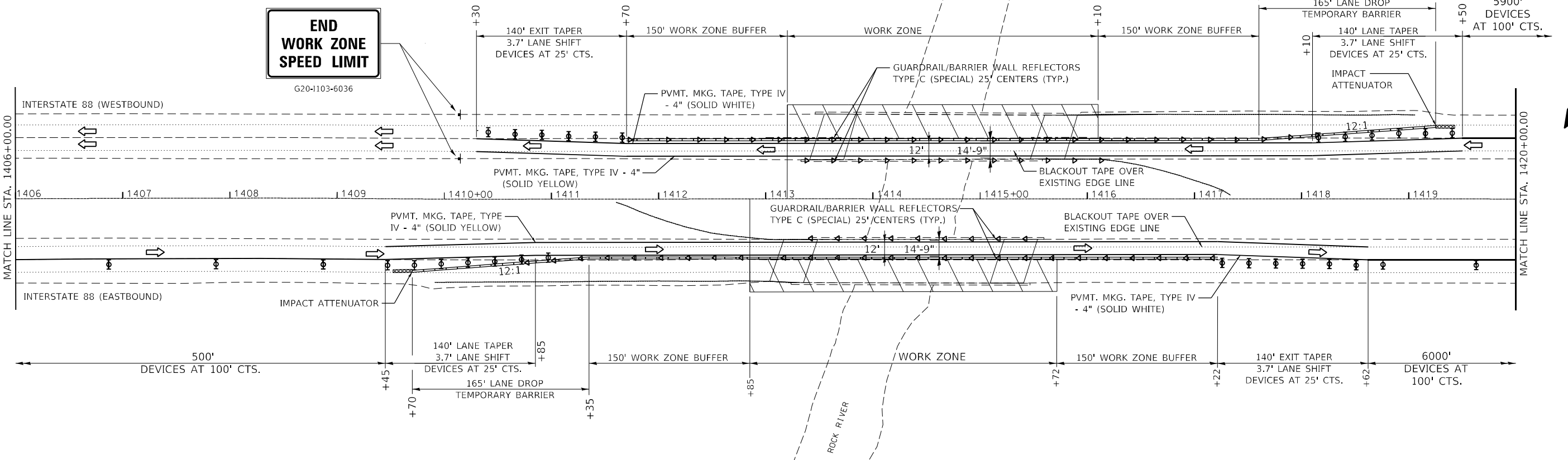
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195)IB-1,IVB,IVB-5,2B)BDR	WHITESIDE	97	6
CONTRACT NO. 64S27			ILLINOIS FED. AID PROJECT G13T(377)	

ADVANCED WARNING EASTBOUND
 PLACE ADVANCED WARNING SIGNAGE FOR LANE CLOSURE PER
 IDOT STANDARD 701400 REDUCE POSTED SPEED OF 70 MPH
 TO WORK ZONE SPEED LIMIT OF 55 MPH.



LEGEND	
	WORK AREA
	TEMPORARY CONCRETE BARRIER
	ARROW BOARD
	SIGN ON PORTABLE OR PERMANENT SUPPORT
	IMPACT ATTENUATOR
	TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
	DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	GUARDRAIL/ BARRIER WALL REFLECTORS, TYPE C (SPECIAL)

PAVEMENT MARKING NOTE:
 1) COVER CONFLICTING EXISTING PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE, 6".



END WORK ZONE SPEED LIMIT
 G20-1103-6036



64527_Sht_M01_Sign_Traffic.dgn



USER NAME = jpush	DESIGNED - TWMM	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN - TWMM	REVISED -
PLOT DATE = 1/25/2024	CHECKED - JRP	REVISED -
	DATE - 01/12/2024	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

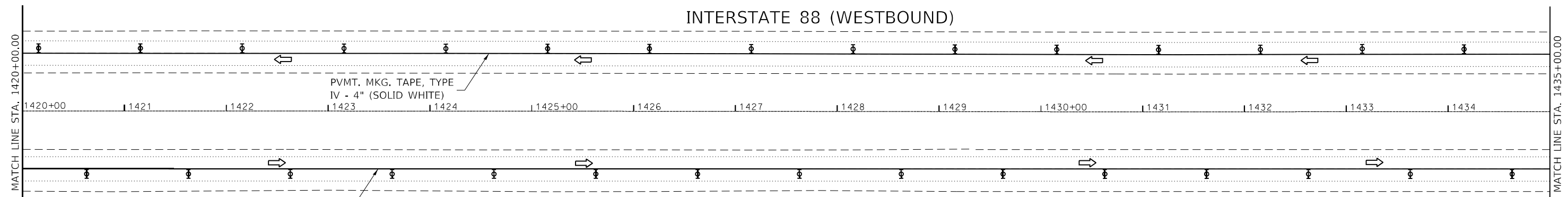
STAGE CONSTRUCTION TRAFFIC CONTROL SN - 098-0059&60
STAGE 1
 SCALE: 1" = 50' SHEET M01 OF MT14 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B)BDR	WHITESIDE	97	8
CONTRACT NO. 64527			ILLINOIS FED. AID PROJECT G13T(377)	



5900' DEVICES AT 100' CTS.

INTERSTATE 88 (WESTBOUND)



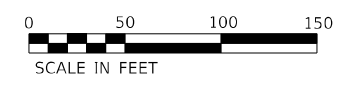
INTERSTATE 88 (EASTBOUND)

6000' DEVICES AT 100' CTS.

LEGEND

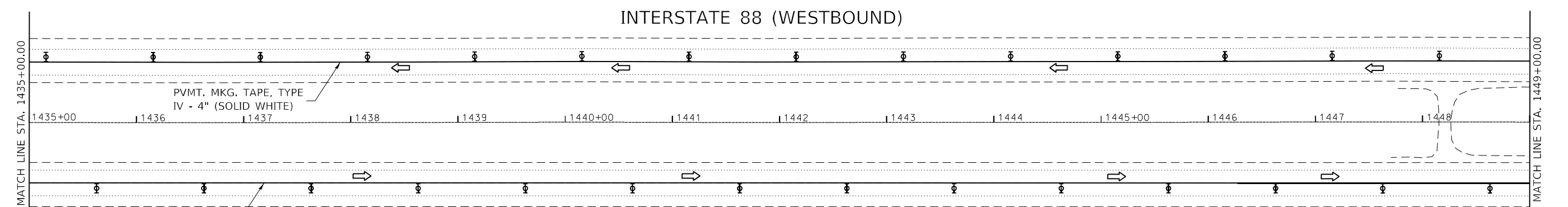
	WORK AREA		TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
	TEMPORARY CONCRETE BARRIER		DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	ARROW BOARD		GUARDRAIL/ BARRIER WALL
	SIGN ON PORTABLE OR PERMANENT SUPPORT		REFLECTORS, TYPE C (SPECIAL)
	IMPACT ATTENUATOR		

PAVEMENT MARKING NOTE:
 1) COVER CONFLICTING EXISTING PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE, 6".



5900' DEVICES AT 100' CTS.

INTERSTATE 88 (WESTBOUND)



INTERSTATE 88 (EASTBOUND)

6000' DEVICES AT 100' CTS.

64527_Sht_M01_Sig1_Pg_02.dgn

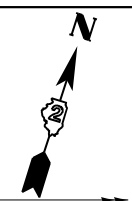


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DRAWN - TWB	REVISOR -	
PLOT SCALE = 100.0000' / in.	CHECKED - JRP	REVISOR -
PLOT DATE = 1/25/2024	DATE - 01/12/2024	REVISOR -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

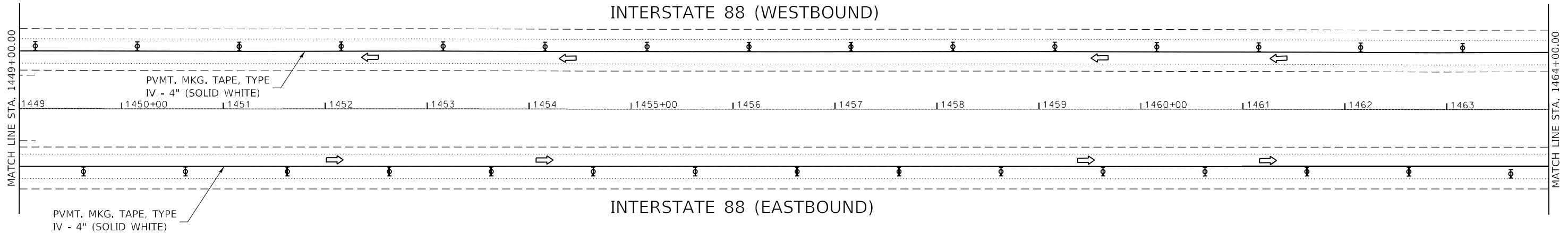
STAGE CONSTRUCTION TRAFFIC CONTROL SN - 098-0059&60
STAGE 1
 SCALE: 1" = 50' SHEET MT02 OF MT14 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195)B-1,1VB1,1HB-5,2B)BDR	WHITESIDE	97	9
CONTRACT NO. 64527			ILLINOIS FED. AID PROJECT G13T(377)	



5900' DEVICES AT 100' CTS.

INTERSTATE 88 (WESTBOUND)



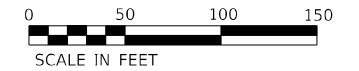
INTERSTATE 88 (EASTBOUND)

6000' DEVICES AT 100' CTS.

LEGEND	
	WORK AREA
	TEMPORARY CONCRETE BARRIER
	ARROW BOARD
	SIGN ON PORTABLE OR PERMANENT SUPPORT
	IMPACT ATTENUATOR
	TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
	DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	GUARDRAIL/ BARRIER WALL
	REFLECTORS, TYPE C (SPECIAL)

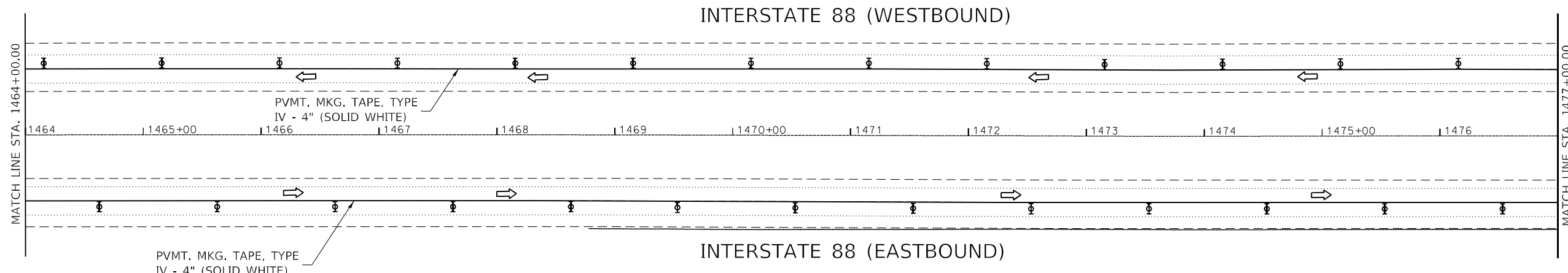
PAVEMENT MARKING NOTE:

1) COVER CONFLICTING EXISTING PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE, 6".



5900' DEVICES AT 100' CTS.

INTERSTATE 88 (WESTBOUND)



INTERSTATE 88 (EASTBOUND)

6000' DEVICES AT 100' CTS.



64527_SHT_M03_Sign_Eg_003.dgn



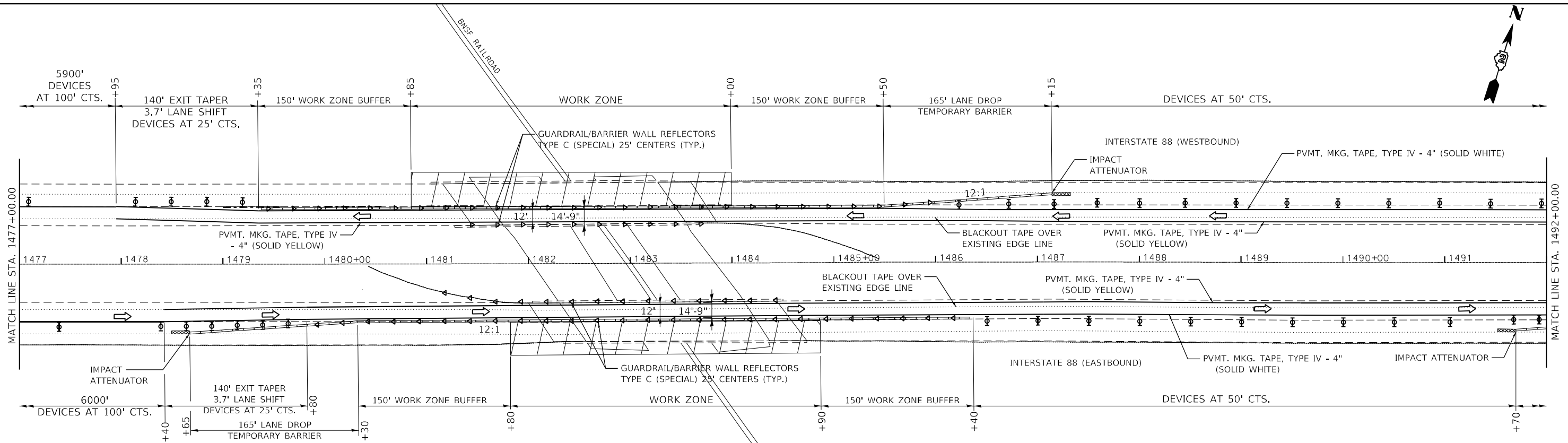
USER NAME = jpush	DESIGNED - TWB	REVISED -
	DRAWN - TWB	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - JRP	REVISED -
PLOT DATE = 1/25/2024	DATE - 01/12/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION TRAFFIC CONTROL SN - 098-0059&60
STAGE 1

SCALE: 1" = 50' SHEET MT03 OF MT14 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	10
CONTRACT NO. 64527			ILLINOIS FED. AID PROJECT G13T(377)	

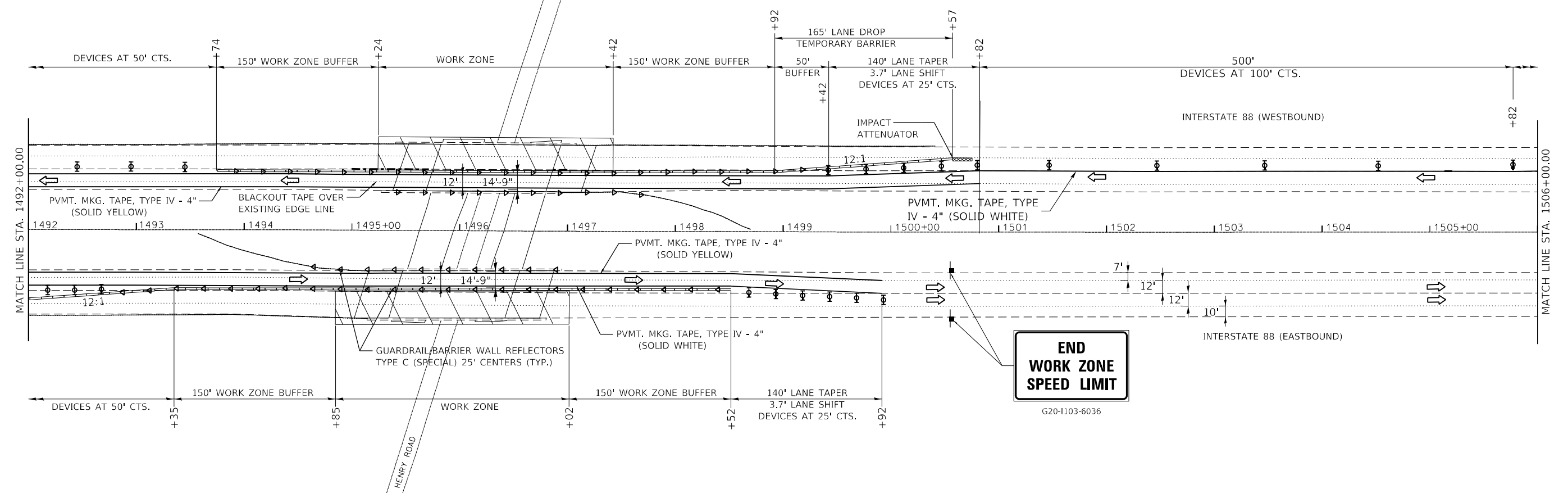
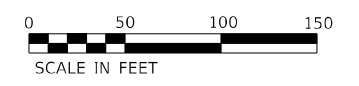


LEGEND

	WORK AREA		TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
	TEMPORARY CONCRETE BARRIER		DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	ARROW BOARD		GUARDRAIL/ BARRIER WALL REFLECTORS, TYPE C (SPECIAL)
	SIGN ON PORTABLE OR PERMANENT SUPPORT		
	IMPACT ATTENUATOR		

PAVEMENT MARKING NOTE:

- 1) COVER CONFLICTING EXISTING PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE, 6".



END WORK ZONE SPEED LIMIT
G20-1103-6036

64527_Sht_M04_Sign-Fig_04.dgn



USER NAME = jpush	DESIGNED - TWMM	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - TWMM	REVISED -
PLOT DATE = 1/25/2024	CHECKED - JRP	REVISED -
	DATE - 01/12/2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

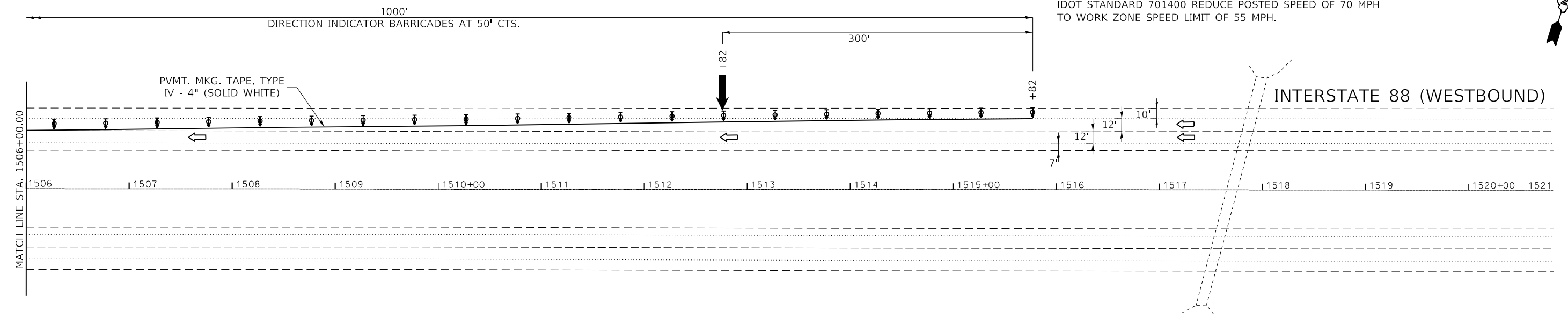
**STAGE CONSTRUCTION TRAFFIC CONTROL SN - 098-0061&62
STAGE 1**

SCALE: 1" = 50' SHEET MT04 OF MT14 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195 B-1,1VB1,1HB-5,2B)BDR	WHITESIDE	97	11
CONTRACT NO. 64527			ILLINOIS FED. AID PROJECT G13T(377)	

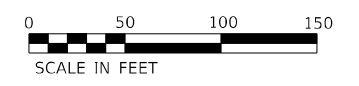


ADVANCED WARNING WESTBOUND
 PLACE ADVANCED WARNING SIGNAGE FOR LANE CLOSURE PER
 IDOT STANDARD 701400 REDUCE POSTED SPEED OF 70 MPH
 TO WORK ZONE SPEED LIMIT OF 55 MPH.



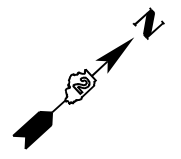
LEGEND	
	WORK AREA
	TEMPORARY CONCRETE BARRIER
	ARROW BOARD
	SIGN ON PORTABLE OR PERMANENT SUPPORT
	IMPACT ATTENUATOR
	TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
	DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	GUARDRAIL/ BARRIER WALL
	REFLECTORS, TYPE C (SPECIAL)

PAVEMENT MARKING NOTE:
 1) COVER CONFLICTING EXISTING PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE, 6".



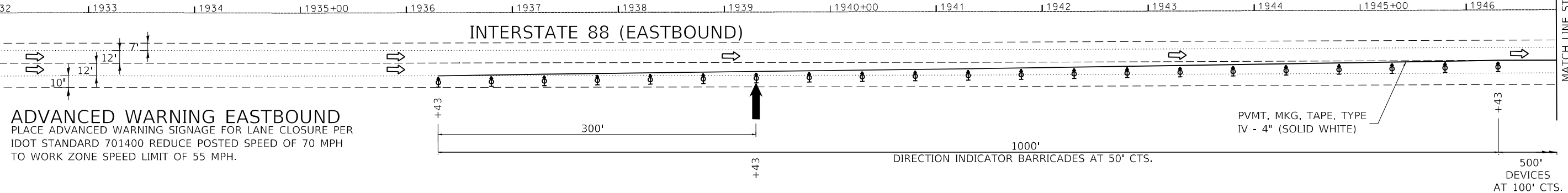
64S27_SHT_M01_S.dgn

	USER NAME = jpush	DESIGNED - TWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION TRAFFIC CONTROL SN - 098-0063 STAGE 1		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / 1" =	CHECKED - JRP	REVISED -				88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	12
PLOT DATE = 1/25/2024	DATE - 01/12/2024	REVISED -	SCALE: 1" = 50'		SHEET MT05 OF MT14 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		G13T(377)	
							CONTRACT NO. 64S27				



INTERSTATE 88 (WESTBOUND)

INTERSTATE 88 (EASTBOUND)



ADVANCED WARNING EASTBOUND
 PLACE ADVANCED WARNING SIGNAGE FOR LANE CLOSURE PER IDOT STANDARD 701400 REDUCE POSTED SPEED OF 70 MPH TO WORK ZONE SPEED LIMIT OF 55 MPH.

PVMT. MKG. TAPE, TYPE IV - 4" (SOLID WHITE)

DIRECTION INDICATOR BARRICADES AT 50' CTS.

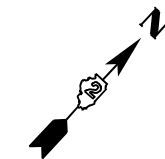
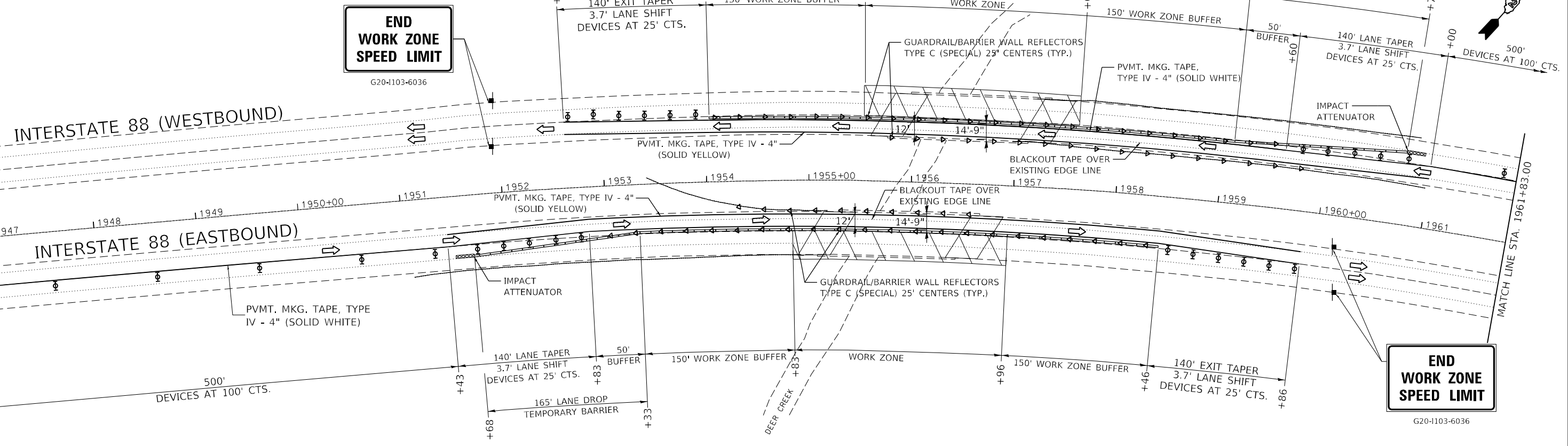
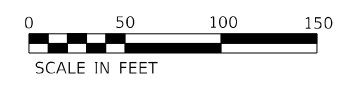
500' DEVICES AT 100' CTS.

LEGEND

- WORK AREA
- TEMPORARY CONCRETE BARRIER
- ARROW BOARD
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- IMPACT ATTENUATOR
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- GUARDRAIL/ BARRIER WALL REFLECTORS, TYPE C (SPECIAL)

PAVEMENT MARKING NOTE:

- 1) COVER CONFLICTING EXISTING PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE, 6".



64527_SHT_M01_Sig1_Pg_06_DEERCREEK.dgn



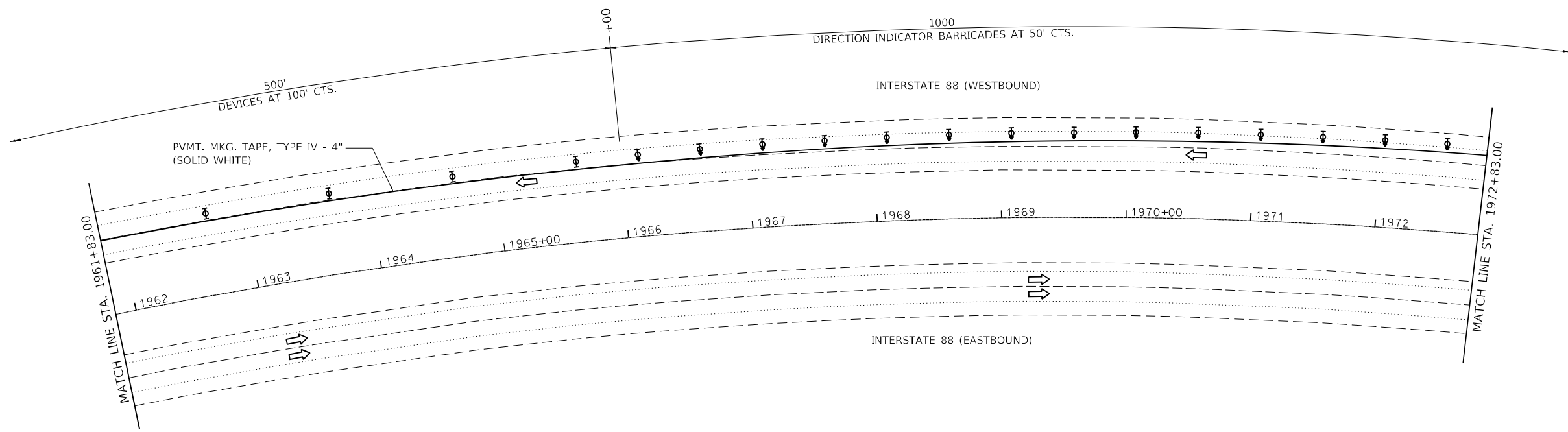
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PLOT DATE = 1/25/2024	DATE - 01/12/2024	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION TRAFFIC CONTROL SN - 098-0068&69
 STAGE 1**

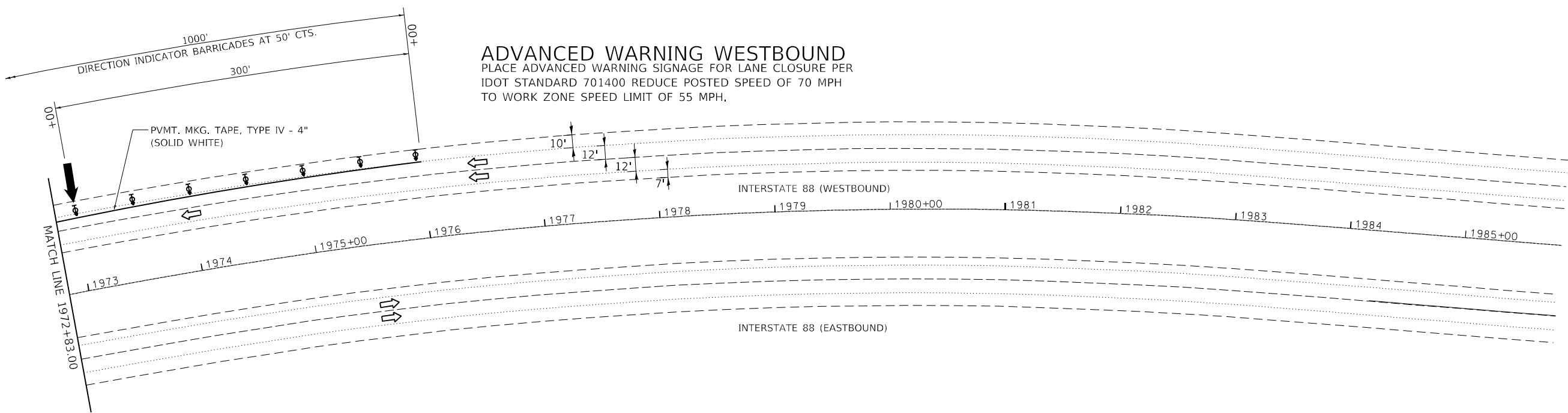
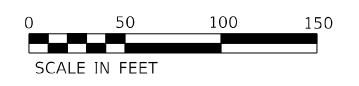
SCALE: 1" = 50' SHEET MT06 OF MT14 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(1951B-1,1VB1,1HB-5,2B)BDR	WHITESIDE	97	13
			CONTRACT NO. 64527	
			ILLINOIS FED. AID PROJECT G13T(377)	



LEGEND	
	WORK AREA
	TEMPORARY CONCRETE BARRIER
	ARROW BOARD
	SIGN ON PORTABLE OR PERMANENT SUPPORT
	IMPACT ATTENUATOR
	TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
	DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	GUARDRAIL/ BARRIER WALL
	REFLECTORS, TYPE C (SPECIAL)

PAVEMENT MARKING NOTE:
 1) COVER CONFLICTING EXISTING PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE, 6".



ADVANCED WARNING WESTBOUND
 PLACE ADVANCED WARNING SIGNAGE FOR LANE CLOSURE PER IDOT STANDARD 701400 REDUCE POSTED SPEED OF 70 MPH TO WORK ZONE SPEED LIMIT OF 55 MPH.



64527_SHT_M07_Sig1_Pg_07_DEERCREEK.dgn



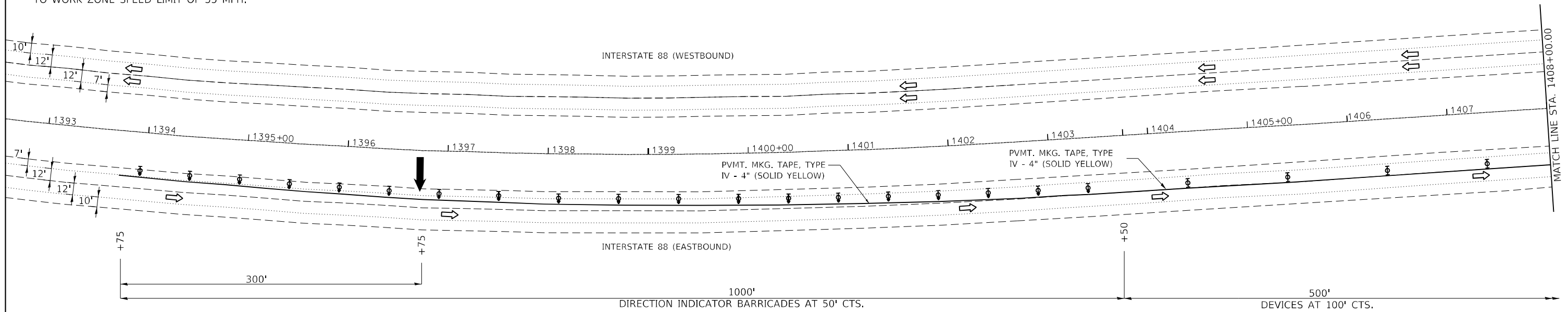
USER NAME = jpush	DESIGNED - TWM	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - TWM	REVISED -
PLOT DATE = 1/25/2024	CHECKED - JRP	REVISED -
	DATE - 01/12/2024	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STAGE CONSTRUCTION TRAFFIC CONTROL SN - 098-0068&69
STAGE 1
 SCALE: 1" = 50' SHEET MT07 OF MT14 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B)BDR	WHITESIDE	97	14
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64527	
			G13T(377)	

ADVANCED WARNING EASTBOUND
 PLACE ADVANCED WARNING SIGNAGE FOR LANE CLOSURE PER
 IDOT STANDARD 701400 REDUCE POSTED SPEED OF 70 MPH
 TO WORK ZONE SPEED LIMIT OF 55 MPH.



LEGEND

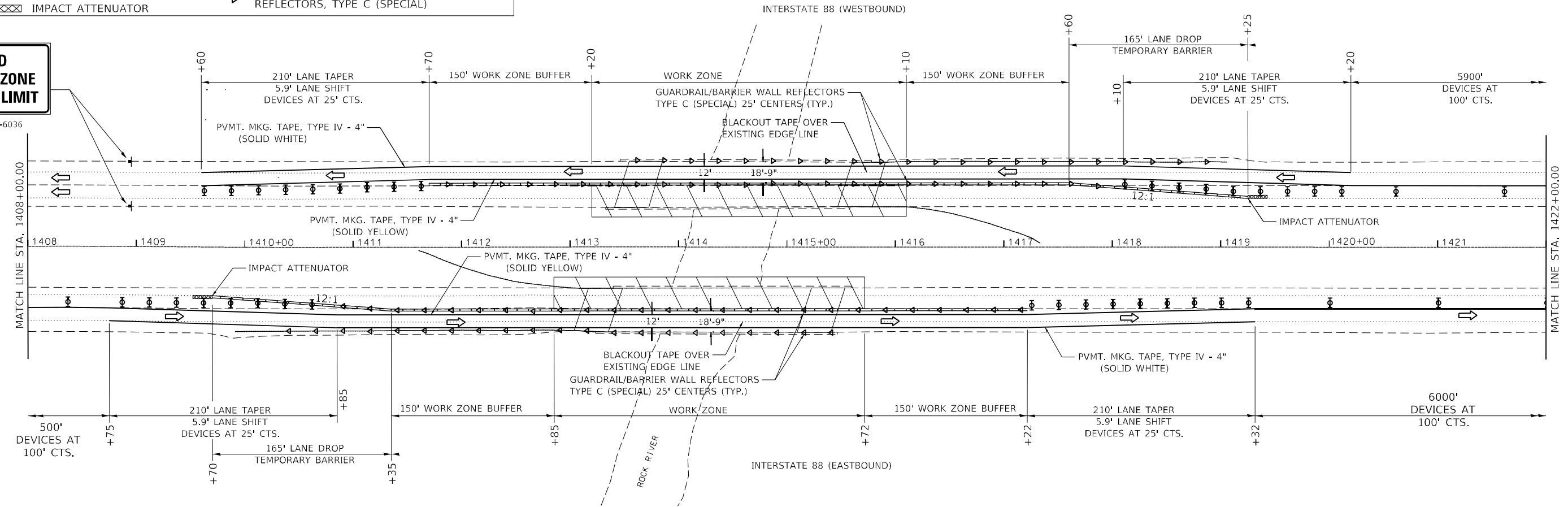
	WORK AREA		TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
	TEMPORARY CONCRETE BARRIER		DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	ARROW BOARD		GUARDRAIL/ BARRIER WALL REFLECTORS, TYPE C (SPECIAL)
	SIGN ON PORTABLE OR PERMANENT SUPPORT		
	IMPACT ATTENUATOR		

PAVEMENT MARKING NOTE:

- 1) COVER CONFLICTING EXISTING PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE, 6".



END WORK ZONE SPEED LIMIT
 G20-1103-6036



64527_Sht_M01_Sig2_Pg_01.dgn



USER NAME = jpush	DESIGNED - TWMM	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - TWMM	REVISED -
PLOT DATE = 1/25/2024	CHECKED - JRP	REVISED -
	DATE - 01/12/2024	REVISED -

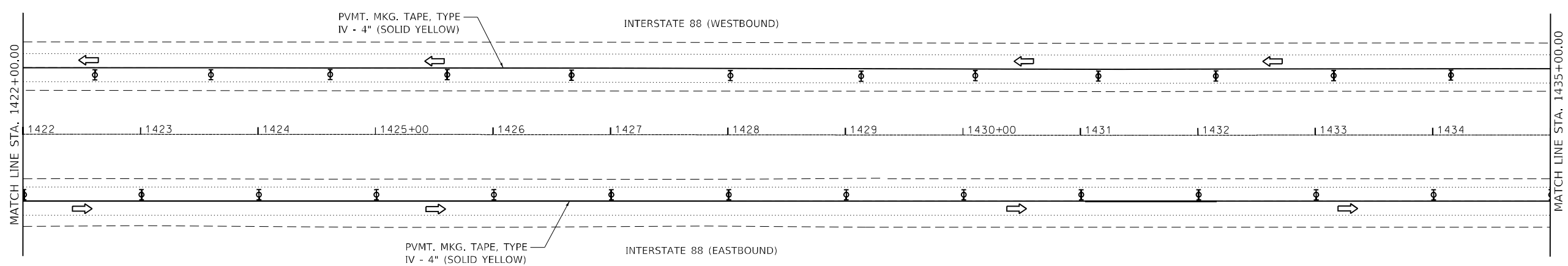
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STAGE CONSTRUCTION TRAFFIC CONTROL SN - 098-0059&60
STAGE 2
 SCALE: 1" = 50' SHEET MT08 OF MT14 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195)B-1,1VB1,1HB-5,2B)BDR	WHITESIDE	97	15
CONTRACT NO. 64527			ILLINOIS FED. AID PROJECT G13T(377)	



5900' DEVICES AT 100' CTS.

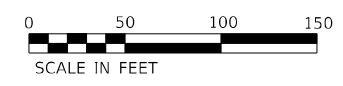


6000' DEVICES AT 100' CTS.

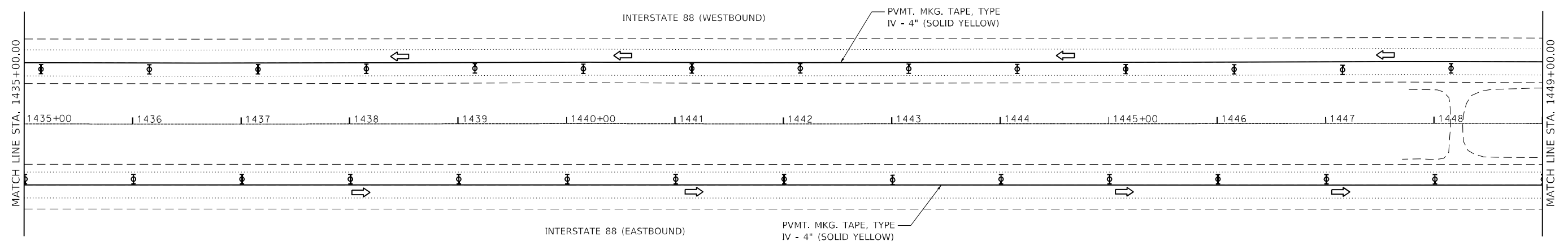
LEGEND

	WORK AREA		TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
	TEMPORARY CONCRETE BARRIER		DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	ARROW BOARD		GUARDRAIL/ BARRIER WALL
	SIGN ON PORTABLE OR PERMANENT SUPPORT		REFLECTORS, TYPE C (SPECIAL)
	IMPACT ATTENUATOR		

PAVEMENT MARKING NOTE:
 1) COVER CONFLICTING EXISTING PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE, 6".



5900' DEVICES AT 100' CTS.



6000' DEVICES AT 100' CTS.



64527_Sht_M01_Sig2_Pg_02.dgn



USER NAME = jpush	DESIGNED - TWB	REVISED -
	DRAWN - TWB	REVISED -
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PLOT DATE = 1/25/2024	DATE - 01/12/2024	REVISED -

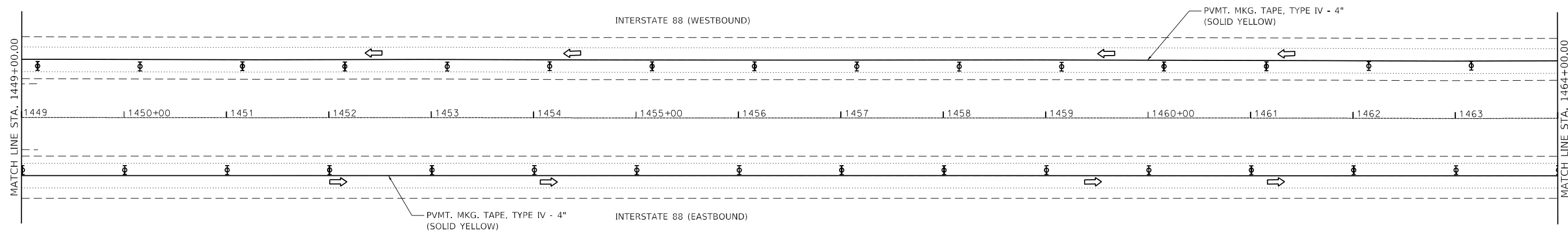
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STAGE CONSTRUCTION TRAFFIC CONTROL SN - 098-0059&60
STAGE 2
 SCALE: 1" = 50' SHEET MT09 OF MT14 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	16
CONTRACT NO. 64527			ILLINOIS FED. AID PROJECT G13T(377)	



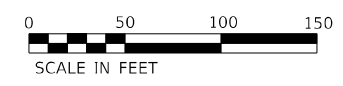
5900' DEVICES AT 100' CTS.



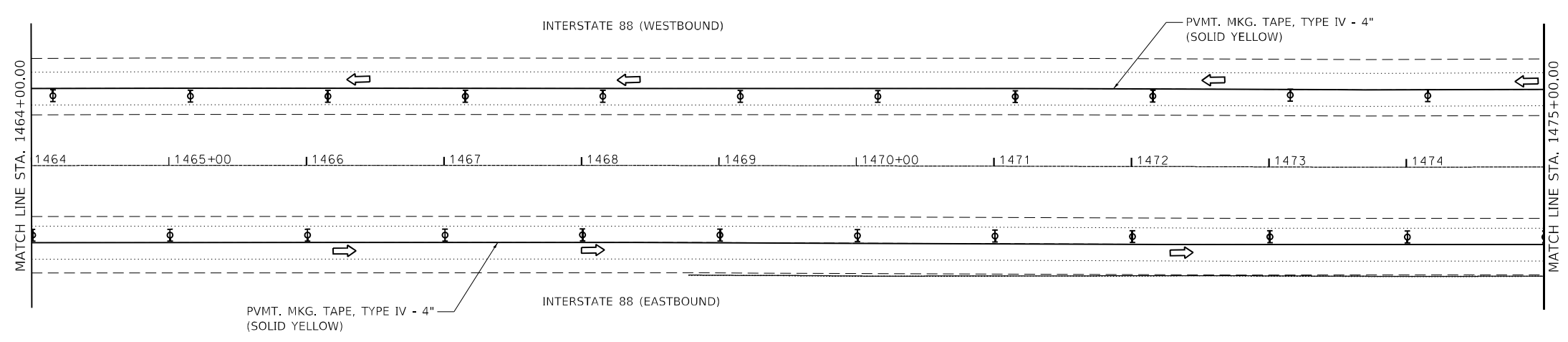
6000' DEVICES AT 100' CTS.

LEGEND	
	WORK AREA
	TEMPORARY CONCRETE BARRIER
	ARROW BOARD
	SIGN ON PORTABLE OR PERMANENT SUPPORT
	IMPACT ATTENUATOR
	TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
	DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	GUARDRAIL/ BARRIER WALL
	REFLECTORS, TYPE C (SPECIAL)

PAVEMENT MARKING NOTE:
 1) COVER CONFLICTING EXISTING PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE, 6".



5900' DEVICES AT 100' CTS.



6000' DEVICES AT 100' CTS.



64527_SHT_M01_Sig2_Pg_03.dgn

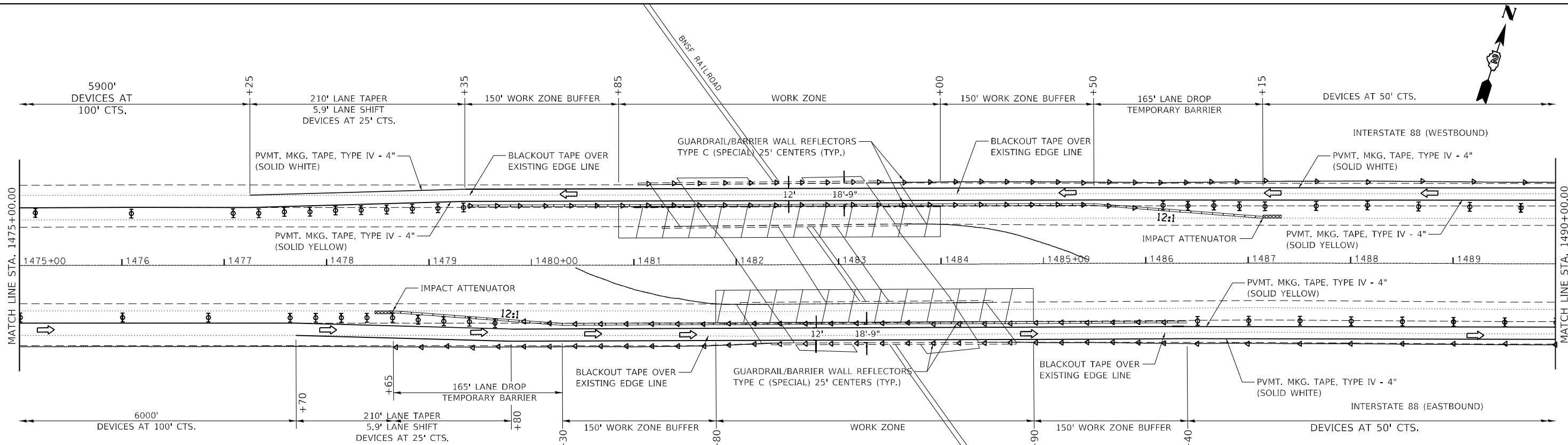


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PLOT SCALE = 100.0000' / in.	DRAWN - TWMM	REVISED -
PLOT DATE = 1/25/2024	CHECKED - JRP	REVISED -
	DATE - 01/12/2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE CONSTRUCTION TRAFFIC CONTROL SN - 098-0059&60
STAGE 2
 SCALE: 1" = 50' SHEET MT10 OF MT14 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	17
CONTRACT NO. 64527				
ILLINOIS FED. AID PROJECT				G13T(377)

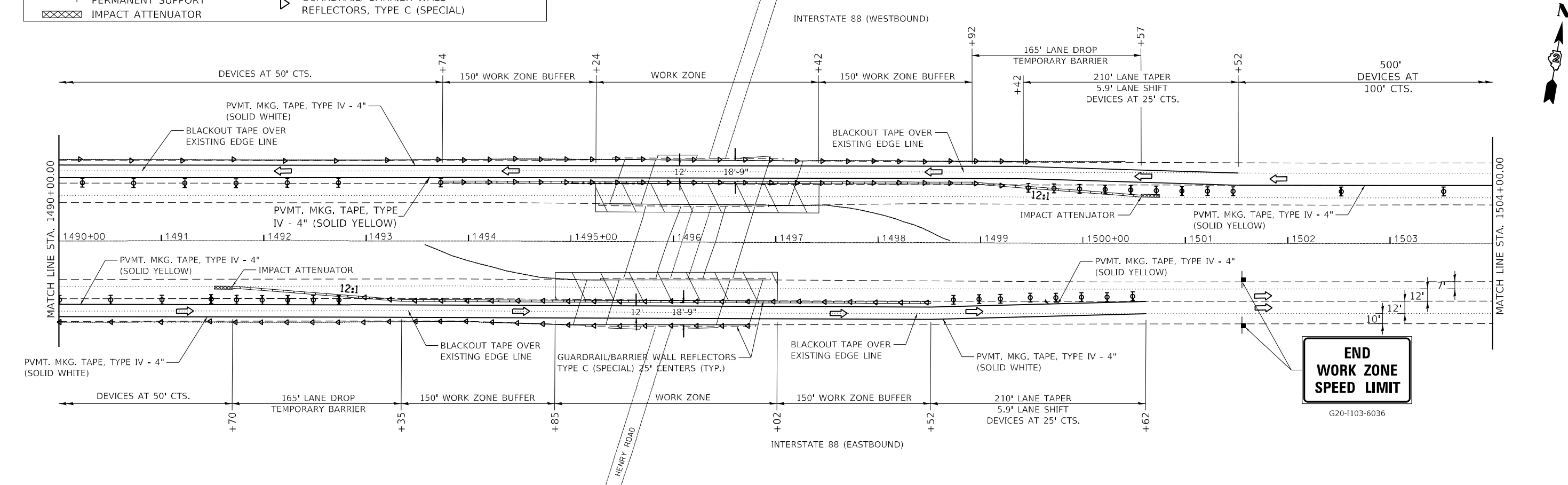


LEGEND

	WORK AREA		TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
	TEMPORARY CONCRETE BARRIER		DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	ARROW BOARD		GUARDRAIL/ BARRIER WALL REFLECTORS, TYPE C (SPECIAL)
	SIGN ON PORTABLE OR PERMANENT SUPPORT		
	IMPACT ATTENUATOR		

PAVEMENT MARKING NOTE:
 1) COVER CONFLICTING EXISTING PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE, 6".

SCALE IN FEET



64527_SHT_M01_Sig2-Pg_04.dgn

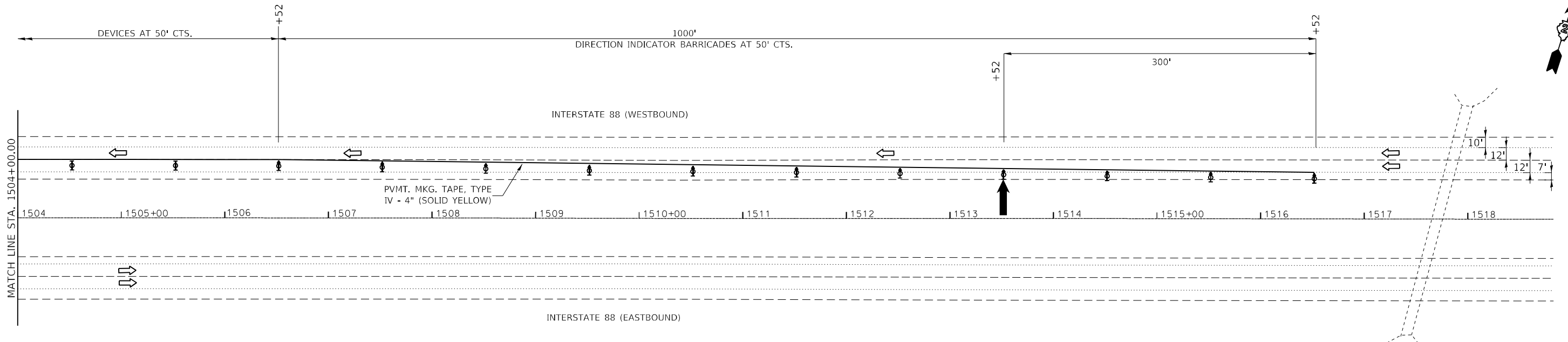


USER NAME = jpush	DESIGNED - TWMM	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - TWMM	REVISED -
PLOT DATE = 1/25/2024	CHECKED - JRP	REVISED -
	DATE - 01/12/2024	REVISED -

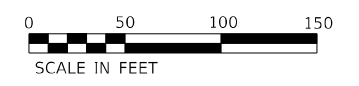
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION TRAFFIC CONTROL SN - 098-0061&62
 STAGE 2**
 SCALE: 1" = 50' SHEET MT11 OF MT14 SHEETS STA. TO STA.

F.A.I. RTE. 88	SECTION (195 1B-1,1VB1,1HB-5,2B)BDR	COUNTY WHITESIDE	TOTAL SHEETS 97	SHEET NO. 18
CONTRACT NO. 64527				ILLINOIS FED. AID PROJECT G13T(377)



ADVANCED WARNING WESTBOUND
 PLACE ADVANCED WARNING SIGNAGE FOR LANE CLOSURE PER
 IDOT STANDARD 701400 REDUCE POSTED SPEED OF 70 MPH
 TO WORK ZONE SPEED LIMIT OF 55 MPH.



LEGEND

	WORK AREA		TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
	TEMPORARY CONCRETE BARRIER		DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	ARROW BOARD		GUARDRAIL/ BARRIER WALL
	SIGN ON PORTABLE OR PERMANENT SUPPORT		REFLECTORS, TYPE C (SPECIAL)
	IMPACT ATTENUATOR		

PAVEMENT MARKING NOTE:

1) COVER CONFLICTING EXISTING PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE, 6".

64527_SHT_M01_Sig2_Pg_08.dgn



USER NAME = jpush	DESIGNED - TWB	REVISED -
	DRAWN - TWB	REVISED -
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PLOT DATE = 1/25/2024	DATE - 01/12/2024	REVISED -

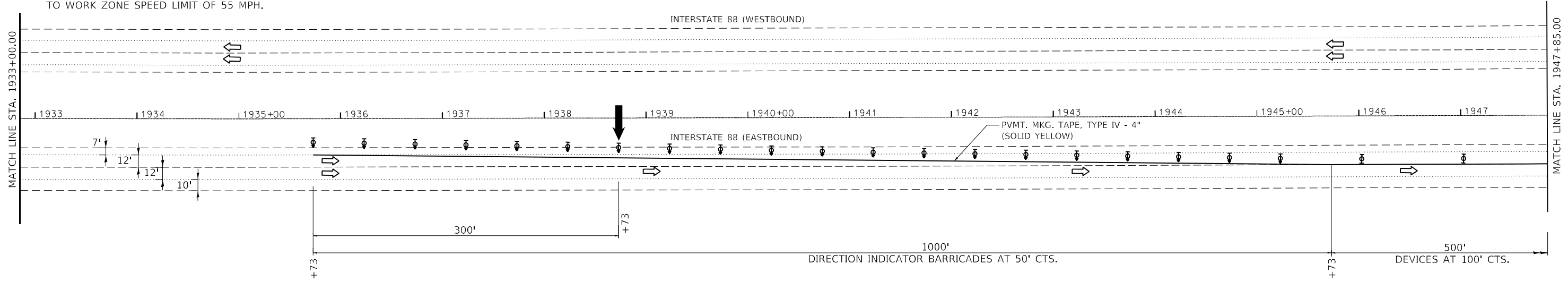
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION TRAFFIC CONTROL SN - 098-0063&64
 STAGE 2**

SCALE: 1" = 50' SHEET MT12 OF MT14 SHEETS STA. TO STA.

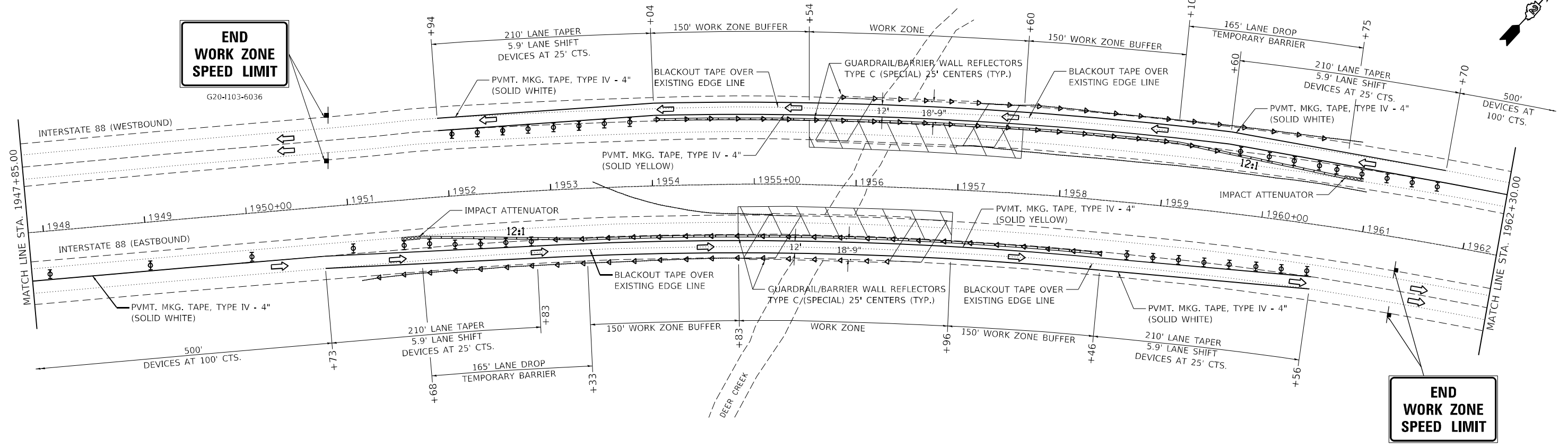
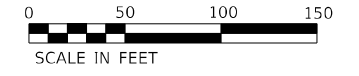
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	19
CONTRACT NO. 64527				
ILLINOIS FED. AID PROJECT				G13T(377)

ADVANCED WARNING EASTBOUND
 PLACE ADVANCED WARNING SIGNAGE PER
 IDOT STANDARD 701400 REDUCE SPEED OF 70 MPH
 TO WORK ZONE SPEED LIMIT OF 55 MPH.



LEGEND	
	WORK AREA
	TEMPORARY CONCRETE BARRIER
	ARROW BOARD
	SIGN ON PORTABLE OR PERMANENT SUPPORT
	IMPACT ATTENUATOR
	TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
	DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	GUARDRAIL/ BARRIER WALL
	REFLECTORS, TYPE C (SPECIAL)

PAVEMENT MARKING NOTE:
 1) COVER CONFLICTING EXISTING PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE, 6".



END WORK ZONE SPEED LIMIT
 G20-1103-6036

END WORK ZONE SPEED LIMIT
 G20-1103-6036

64527_SHT_M01_Sig2_Pg_06_DEERCREEK.dgn



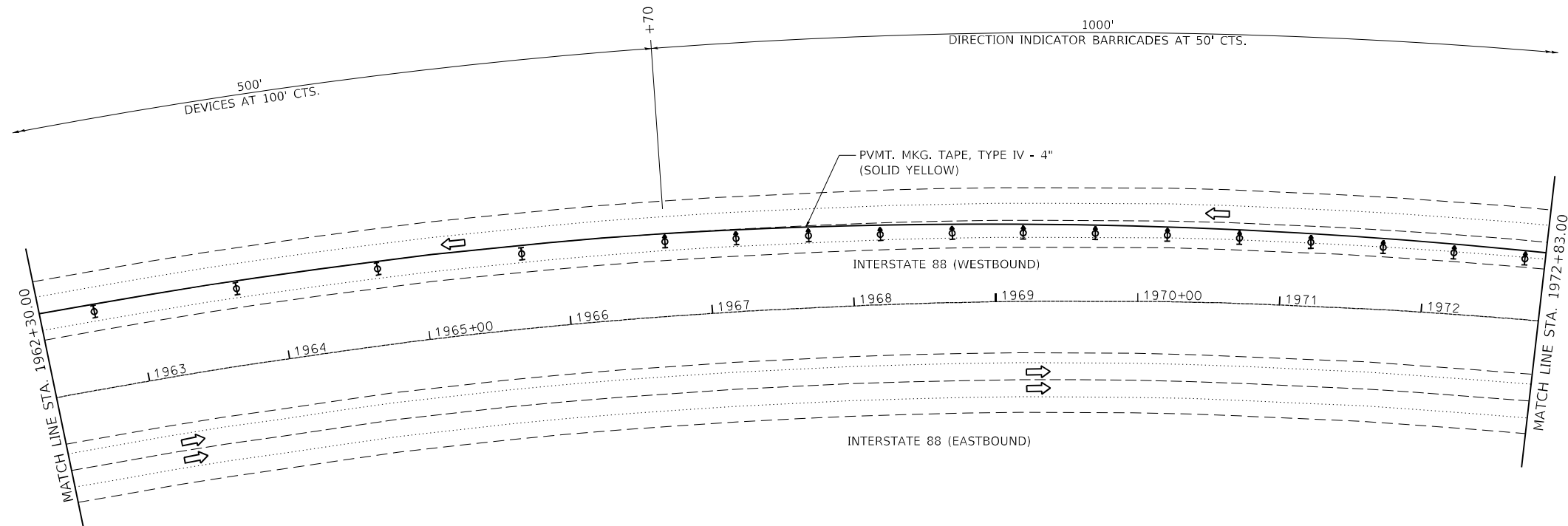
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION TRAFFIC CONTROL SN - 098-0068&69
 STAGE 2**

SCALE: 1" = 50' SHEET MT13 OF MT14 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(1951B-1,1VB1,1HB-5,2B)BDR	WHITESIDE	97	20
				CONTRACT NO. 64527
				ILLINOIS FED. AID PROJECT G13T(377)

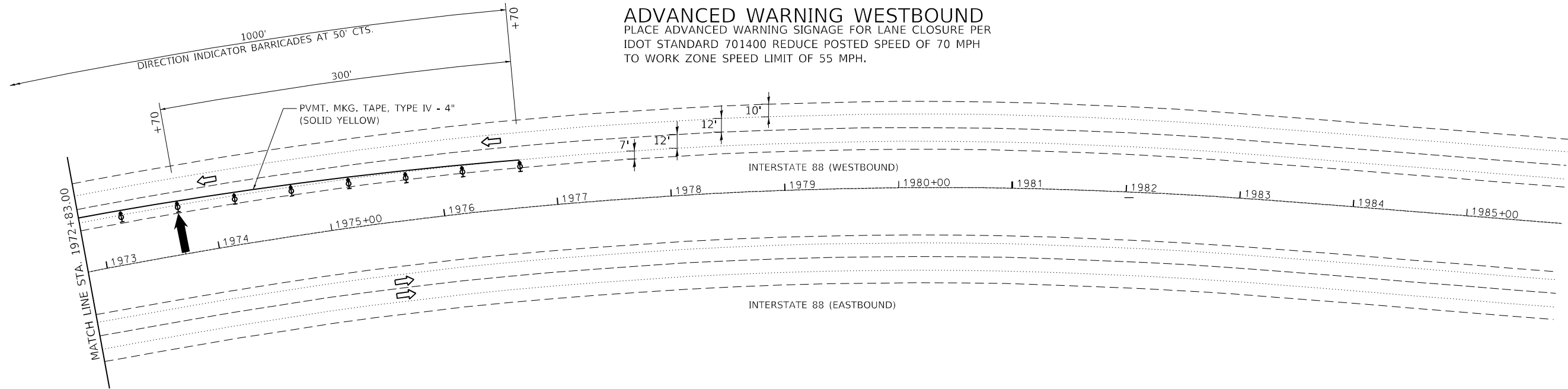


LEGEND	
	WORK AREA
	TEMPORARY CONCRETE BARRIER
	ARROW BOARD
	SIGN ON PORTABLE OR PERMANENT SUPPORT
	IMPACT ATTENUATOR
	TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
	DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	GUARDRAIL/ BARRIER WALL
	REFLECTORS, TYPE C (SPECIAL)

PAVEMENT MARKING NOTE:
 1) COVER CONFLICTING EXISTING PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE, 6".



ADVANCED WARNING WESTBOUND
 PLACE ADVANCED WARNING SIGNAGE FOR LANE CLOSURE PER IDOT STANDARD 701400 REDUCE POSTED SPEED OF 70 MPH TO WORK ZONE SPEED LIMIT OF 55 MPH.



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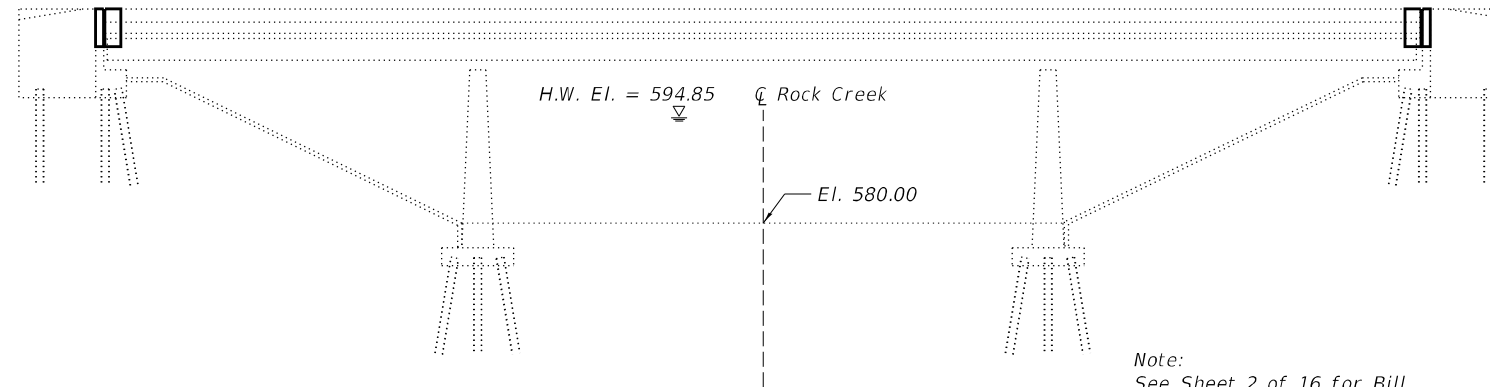
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	DATE - 01/12/2024	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STAGE CONSTRUCTION TRAFFIC CONTROL SN - 098-0068&69			
STAGE 2			
SCALE: 1" = 50'	SHEET MT14	OF MT14 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	21
				CONTRACT NO. 64527
				ILLINOIS FED. AID PROJECT G13T(377)

Existing Structures 098-0059 and 098-0060, originally built in 1972, are three span steel continuous structures with a reinforced concrete deck and concrete piers which each carry 2-lanes of FA-403 (FAI 0088 or "I-88") east bound and west bound directional traffic over Rock Rivere. The back-to-back length of each bridge is 271'-0". The out-to-out width of the each bridge is 42'-0". In 2002 each bridge deck recieved a concrete overlay along with expansion joint reconstruction. In 2017 joints were again reconstructed and extensive deck patching was performed. The proposed project consists of removal and replacement of the existing concrete overlay along with partial and full depth deck patching, and joint replacement at abutment. Traffic shall be maintained during the rehabilitation of both structures utilizing stage construction.



ELEVATION

Note:
See Sheet 2 of 16 for Bill of Material, General Notes and Index of Sheets

- SCOPE OF WORK**
- Perform required pre-stage work. See Roadway Plans.
 - Remove and replace existing expansion joints at abutments.
 - Scarify 2 3/4" from bridge deck slab, as shown in the plans.
 - Scarify 2" from Approach slabs, as shown in the plans.
 - Perform full depth deck slab repair, as shown in the plans.
 - Install 3" latex concrete overlay on bridge slab.
 - Install 2 1/4" latex concrete overlay on Approach Slabs and existing portions of concrete connectors.
 - Replace existing joint seals at end of Approach slabs with new Preformed Joint Strip Seal.
 - Perform 1/4" Diamond Grinding (Bridge Section) and Bridge Deck Grooving (Longitudinal) to all newly overlaid surfaces (bridge deck, approach slabs, and portions of concrete connectors).
 - Perform structural concrete repairs to substructure.
 - Remove and replace 2" surface of existing HMA Butt Joint at ends of connector pavement.
 - Apply Protective Coat to the parapets, reconstructed joints, and new overlays.

DESIGN SPECIFICATIONS
2002 AASHTO Standard Specifications for Highway Bridges, (Proposed)

LOADING HS20-44
Existing and Proposed

DESIGN STRESSES

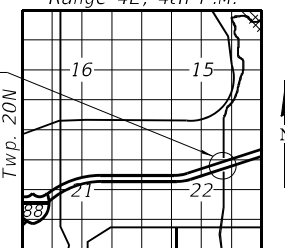
FIELD UNITS (NEW)

f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

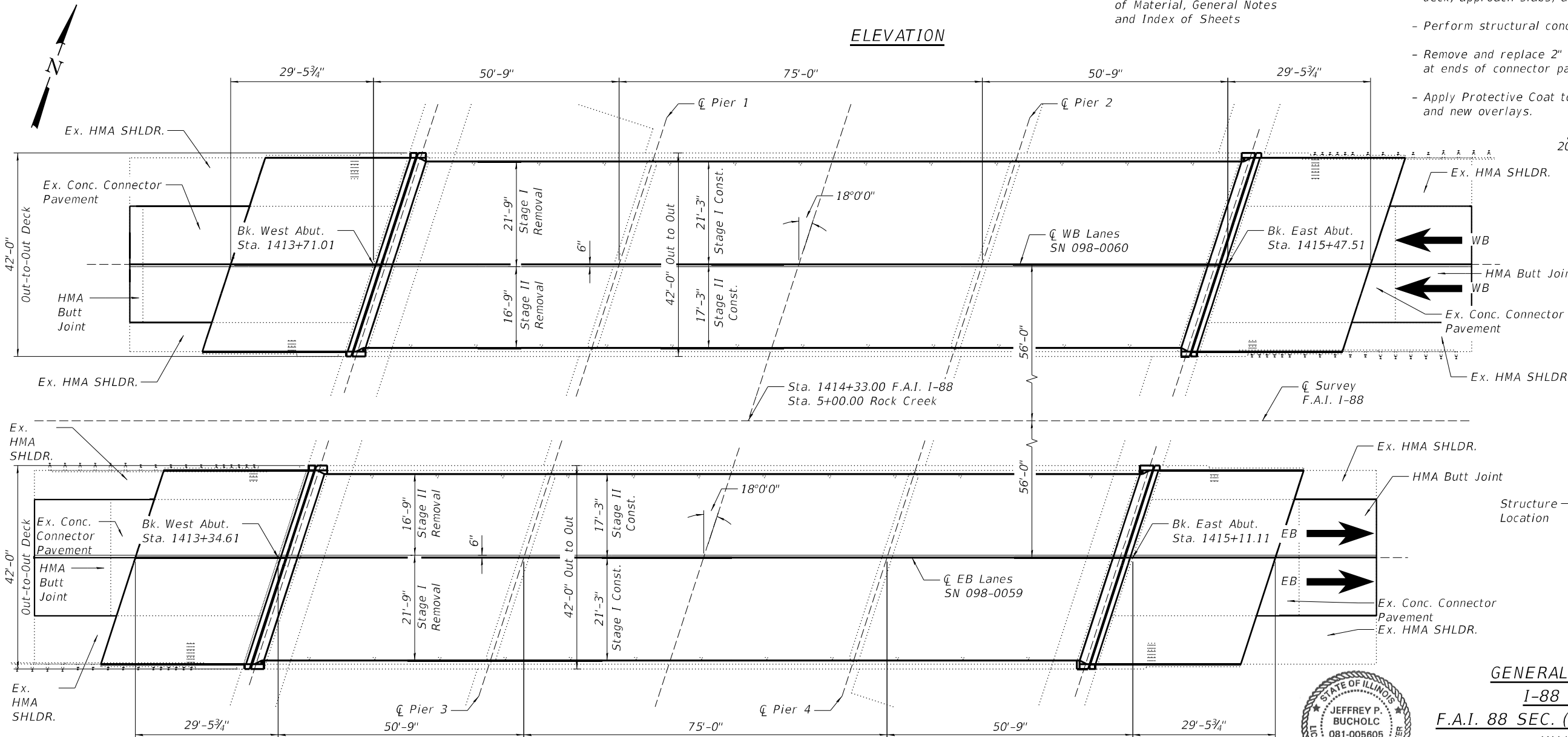
FIELD UNITS (EXISTING)

f'c = 3,000 psi (Deck Slab)
f'c = 3,500 psi (Curb, Parapet, & Substructure)
fy = 40,000 psi (Reinforcement)
fy = 36,000 psi (M270 Grade 36)

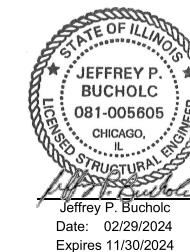
Range 4E, 4th P.M.



LOCATION SKETCH



PLAN



GENERAL PLAN AND ELEVATION
I-88 OVER ROCK CREEK
F.A.I. 88 SEC. (195(1B-1,1VB,1HB-5,2B))BDR
WHITESIDE COUNTY
STATION 1414+33.00
SN 098-0059 (EB) & 098-0060 (WB)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
I-88 OVER ROCK CREEK - SN 098-0059 (EB) & 098-0060 (WB)

SHEET 1 OF 17 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB,1HB-5,2B))BDR	WHITESIDE	97	22
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64S27	
G131(377)				

TOTAL BILL OF MATERIAL

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction Details
4. Temporary Concrete Barrier
5. Wearing Surface Details
6. Concrete Superstructure Repair Details
7. Abutment Concrete Removal Details
8. Abutment Concrete Superstructure Details I
9. Abutment Concrete Superstructure Details II
10. Strip Seal Joint Details
11. Pier Repair Details
12. Bar Splicer Details
13. - 17. Existing Plans

GENERAL NOTES

1. Plan dimensions and details relative to the 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 of scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.
2. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced with approved bar splicers or anchorage system. Cost included with Concrete Removal.
3. 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.
4. Protective Shield shall be required in accordance with Section 501.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with the concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
7. Traffic will be maintained using stage construction.
8. Existing name plate from parapet shall be removed, cleaned, and incorporated into the new construction. Cost included with Relocating Name Plates.

ITEM	UNIT	SN 098-0059		SN 098-0060		TOTAL
		SUPER	SUB	SUPER	SUB	
Bituminous Materials (Tack Coat)	POUND	50		50		100
Polymerized Hot-Mix Asphalt Surface Course, Stone Matrix Asphalt, 9.5, Mix "F", N80	TON	13		13		26
Protective Coat	SQ YD	1,150		1,181		2,331
Concrete Removal	CU YD	15.2		15.2		30.4
Concrete Superstructure	CU YD	14.7		14.7		29.4
Reinforcement Bars, Epoxy Coated	POUND	1,934		1,934		3,868
Bar Splicers	EACH	24		24		48
Preformed Joint Strip Seal	FOOT	86		86		172
Concrete Sealer	SQ FT		5			5
Bridge Deck Grooving (Longitudinal)	SQ YD	578		614		1,192
Surface Removal (Special)	SQ YD	112		112		224
Bridge Deck Latex Concrete Overlay, 2 1/4 Inches	SQ YD	267		267		534
Bridge Deck Latex Concrete Overlay, 3 Inches	SQ YD	721		721		1,442
Bridge Deck Scarification 2"	SQ YD	267		267		534
Bridge Deck Scarification 2 3/4"	SQ YD	721		721		1,442
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	SQ FT		5			5
Deck Slab Repair (Full Depth, Type I)	SQ YD	1				1
Deck Slab Repair (Full Depth, Type II)	SQ YD	7		262		269
Diamond Grinding (Bridge Section)	SQ YD	919		919		1,838
Polymer Concrete	CU FT	3		3		6
Relocating Name Plate	EACH			1		1

* Protective Coat shall be applied to all new concrete superstructure and all new concrete overlays as specified in Article 503.19 of the Standard Specifications.
 ** Up to 1/4 inch to be removed during diamond grinding.

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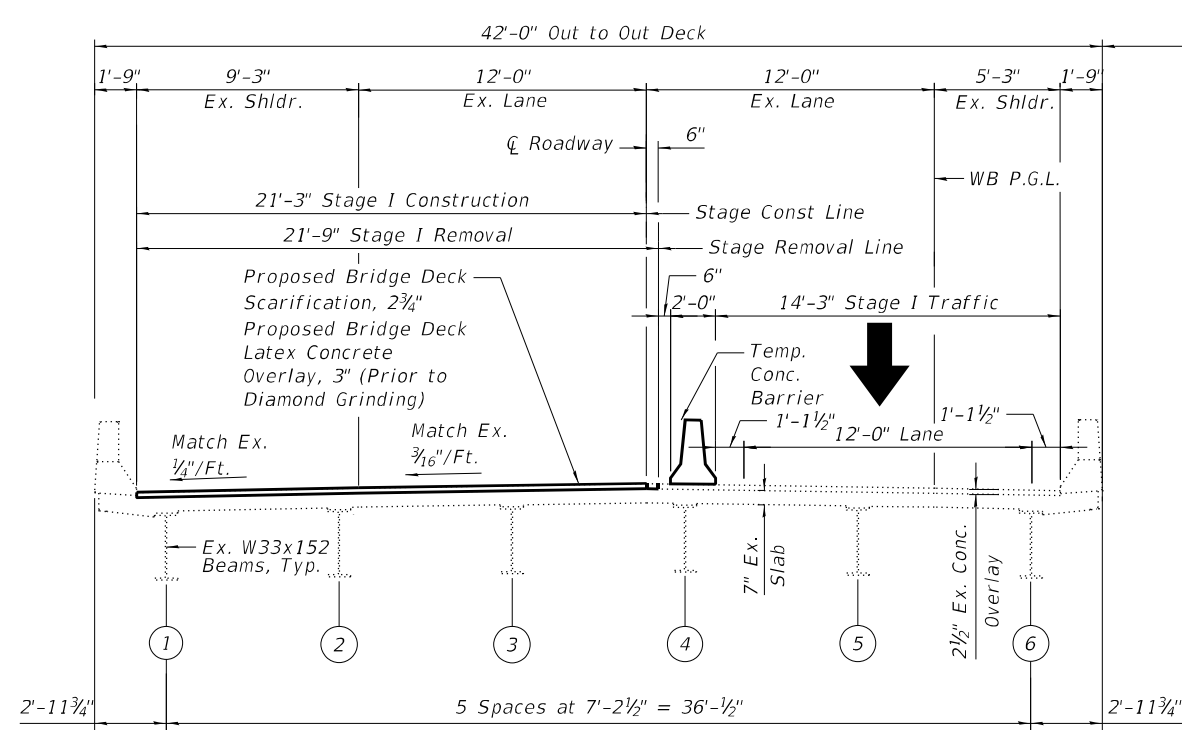


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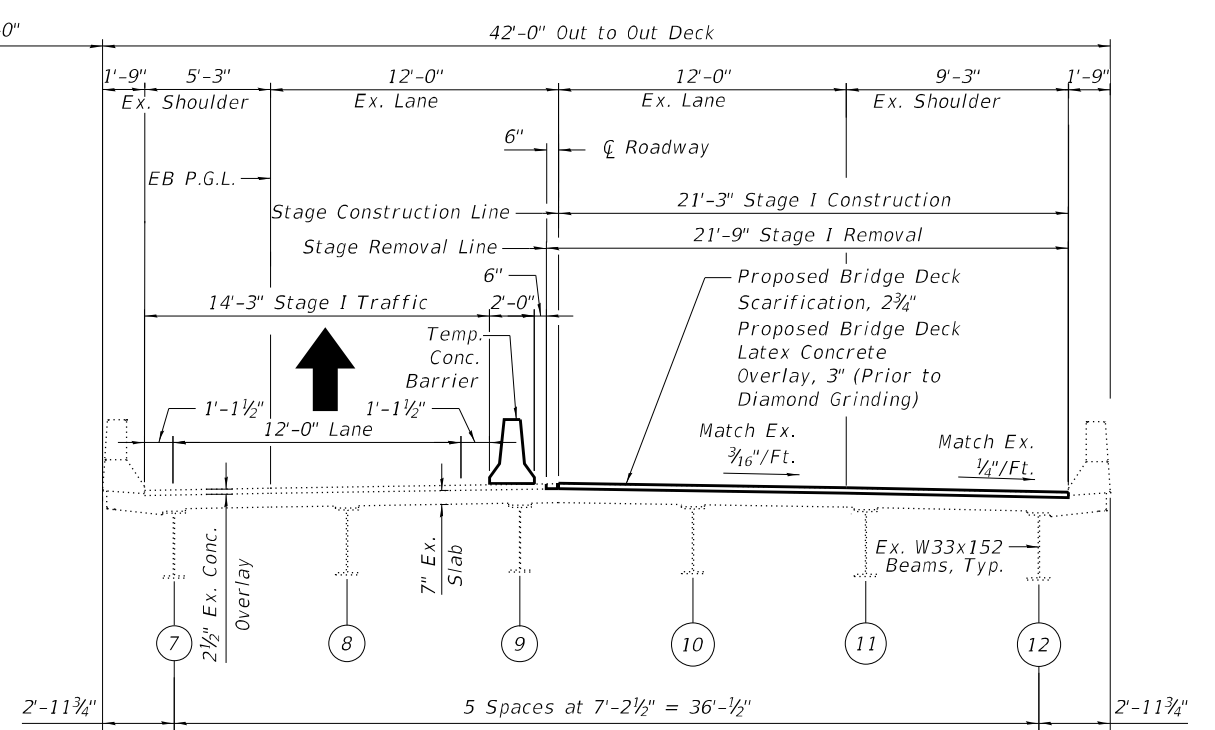
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
 I-88 OVER ROCK CREEK- SN 098-0059 (EB) & 098-0060 (WB)**

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CONTRACT NO. 64S27			ILLINOIS FED. AID PROJECT G13(377)	

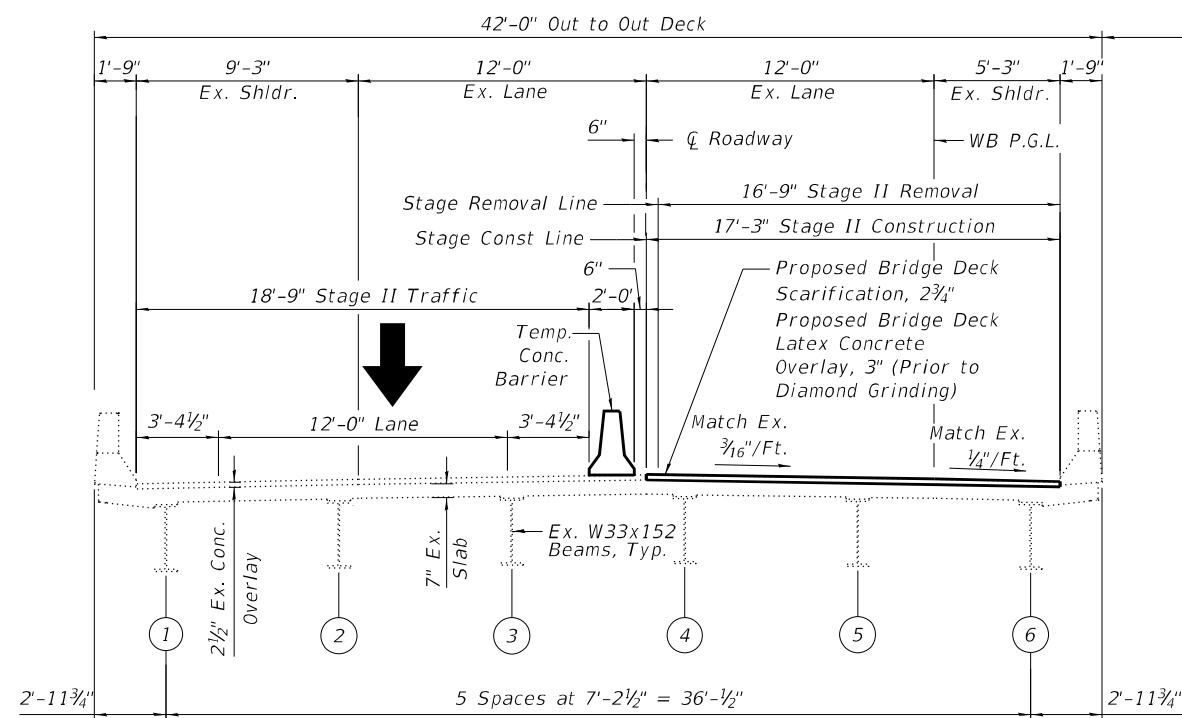


SN 098-0060 W.B.

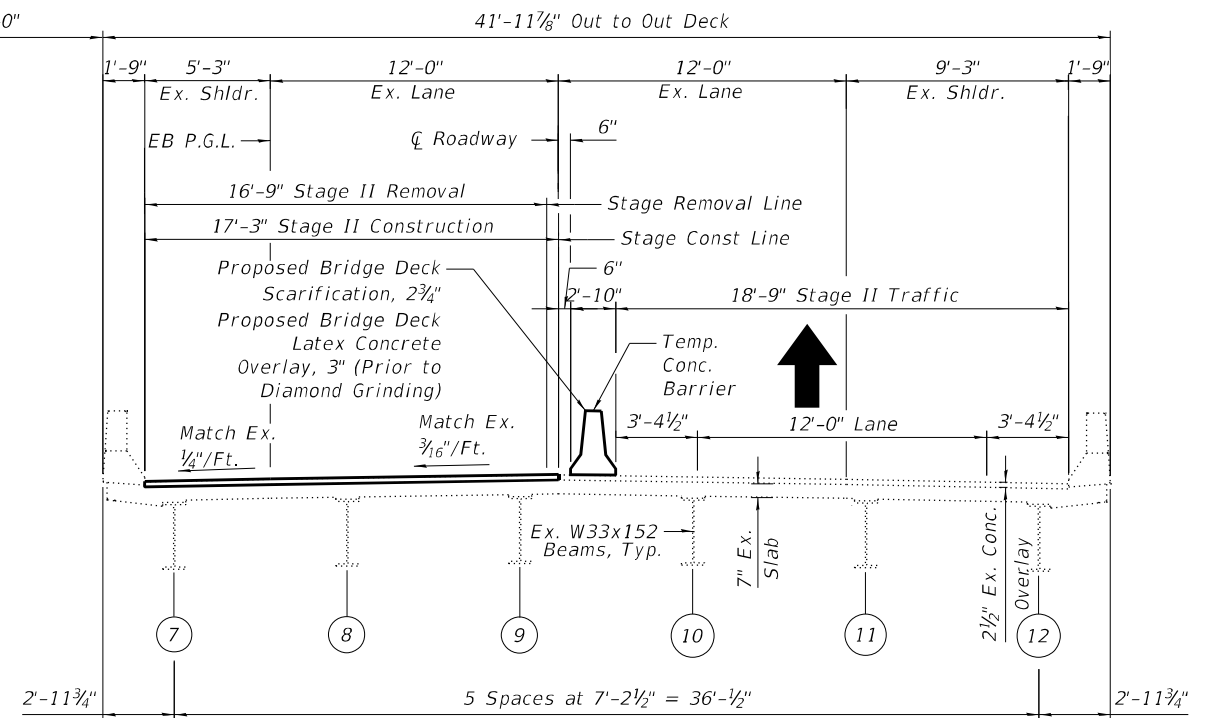


SN 098-0059 E.B.

CROSS SECTION THRU DECK - STAGE I
(Looking East.)



SN 098-0060 W.B.



SN 098-0059 E.B.

CROSS SECTION THRU DECK - STAGE II
(Looking East.)

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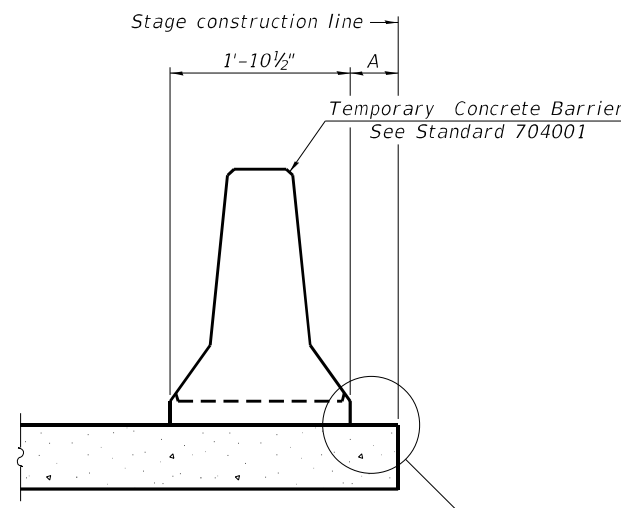
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
I-88 OVER ROCK CREEK - SN 098-0059 (EB) & 098-0060 (WB)
SHEET 3 OF 17 SHEETS

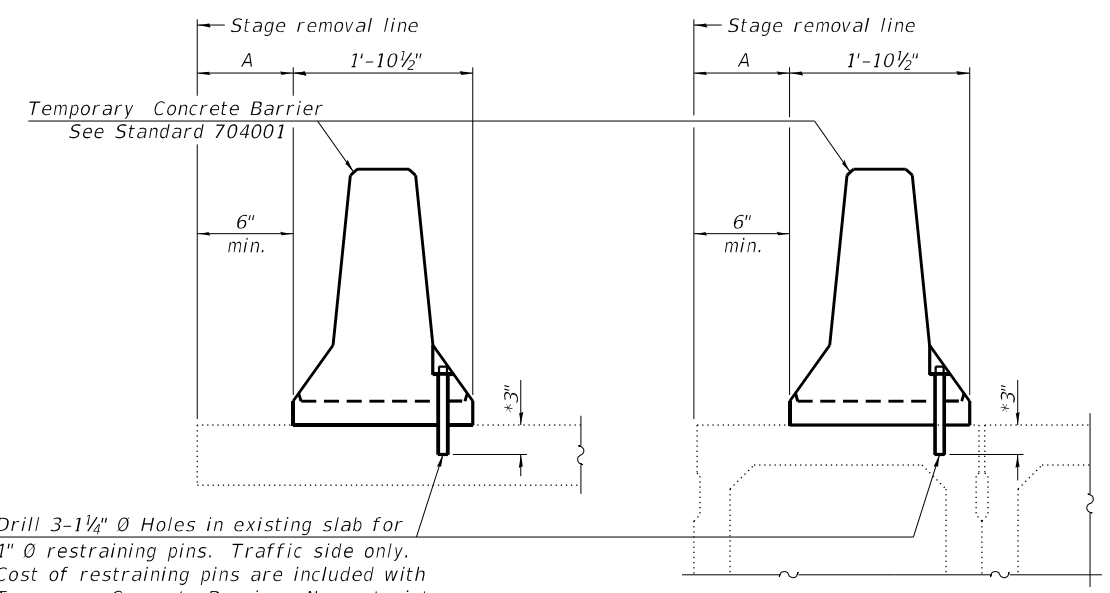
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CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT G13(377)				

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

NEW SLAB OR NEW DECK BEAM

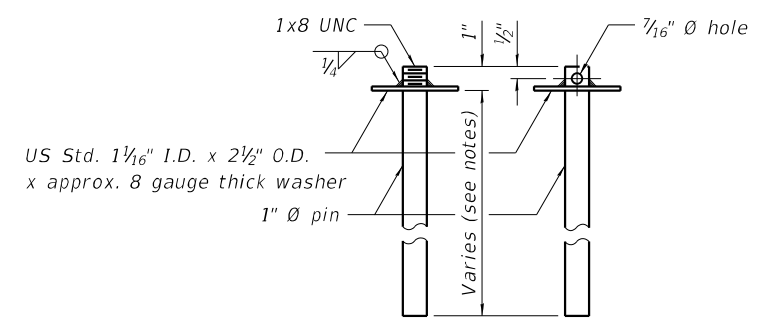


Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

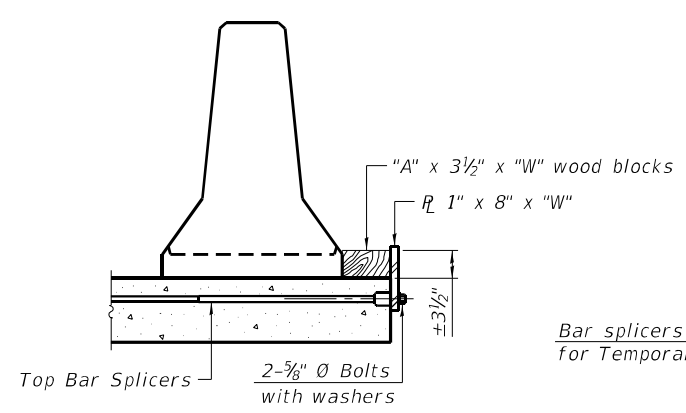
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

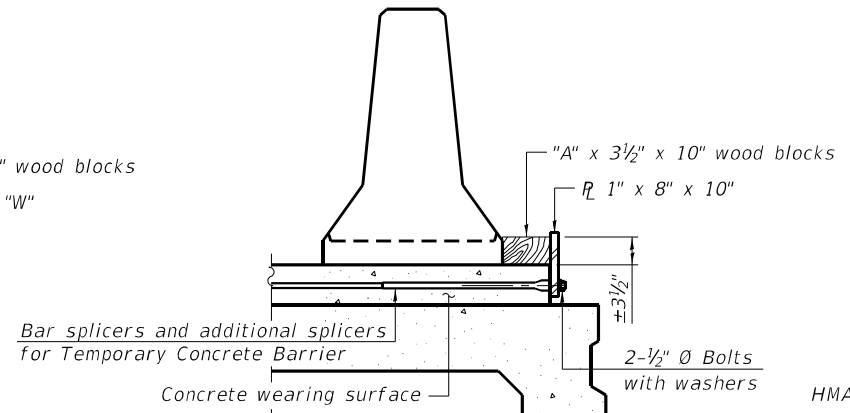


RESTRAINING PIN

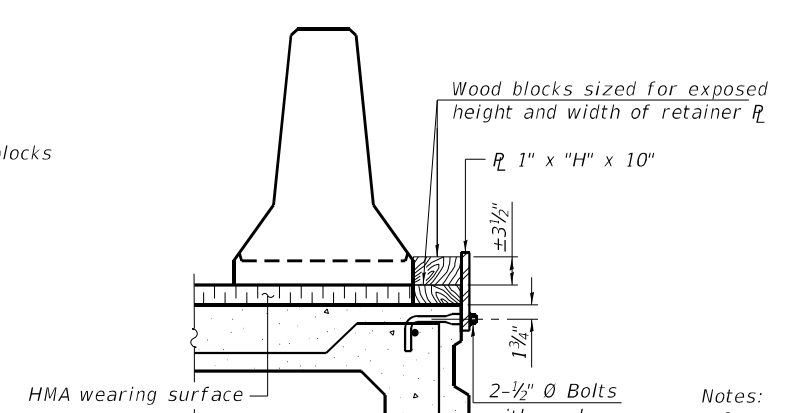
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.



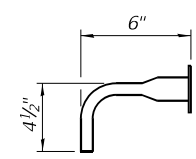
DETAIL I



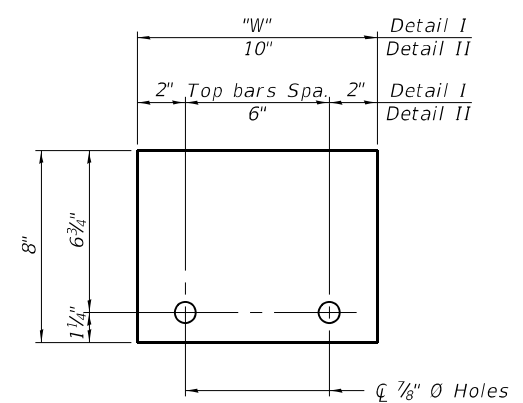
DETAIL II



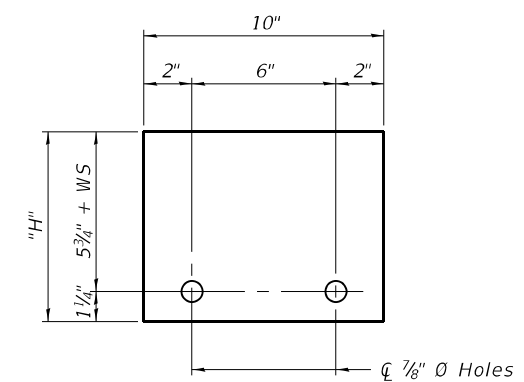
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
 For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

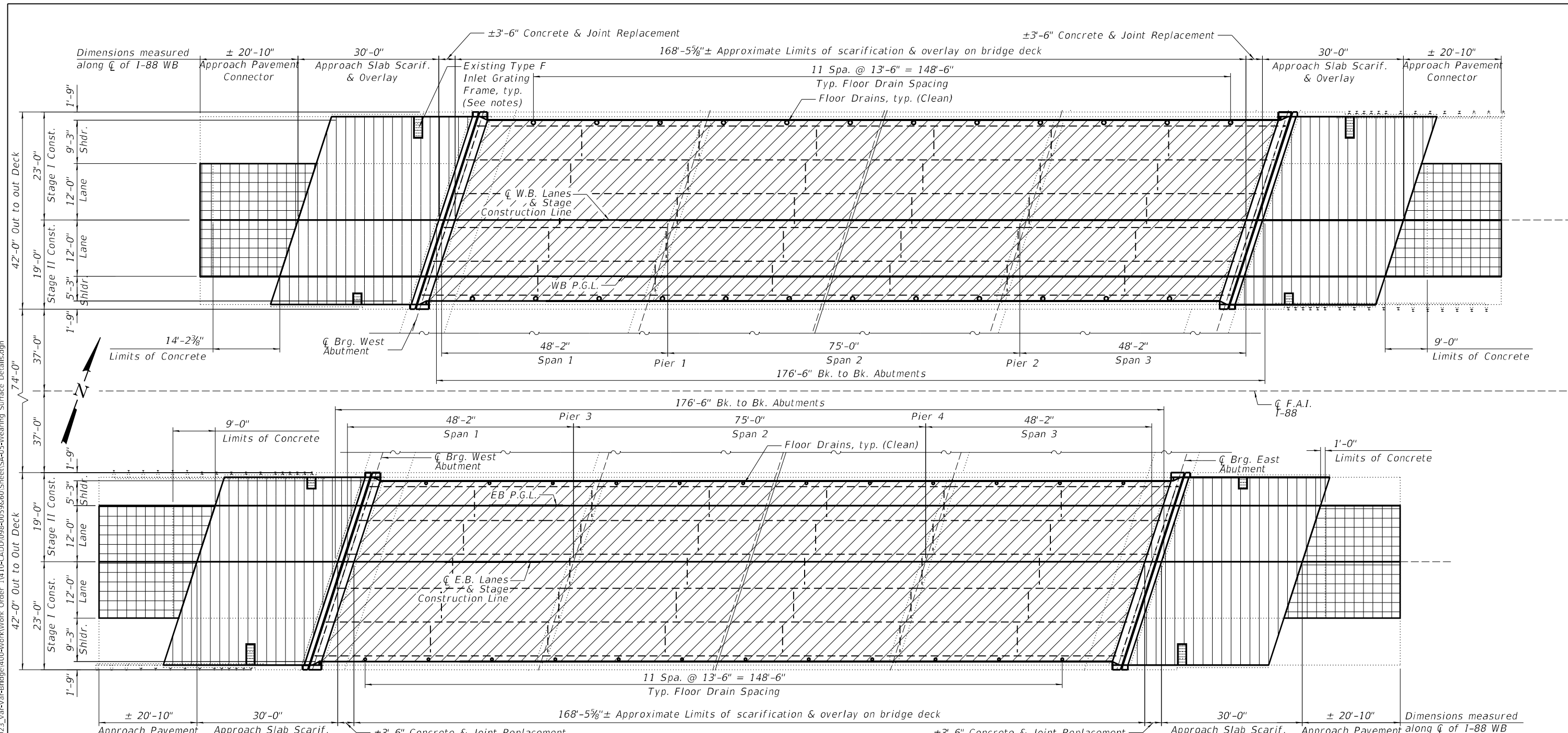
**TEMPORARY CONCRETE BARRIER
I-88 OVER ROCK CREEK - SN 098-0059 (EB) & 098-0060 (WB)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	25
CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT G131(377)				

SHEET 4 OF 17 SHEETS

SA-4 OF SA-17

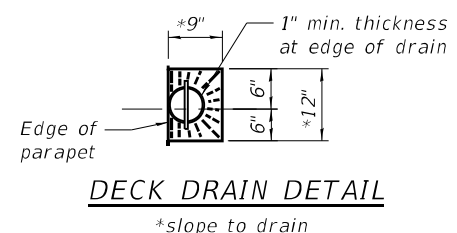
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PLAN

- LEGEND:** (Dimensions shown measured relative to I-88 \bar{c} line)
- Surface Removal (Special) over Pavement Connectors. See Sheet SA-06 for specific limits and details.
 - 2 3/4" Bridge Deck Slab Scarification
3" Latex Concrete Overlay & 1/4" Diamond Grinding
 - 2" Approach Slab Scarification
2 1/4" Latex Concrete Overlay & 1/4" Diamond Grinding

- NOTES:**
1. All shoulder drains and floor drains must be protected during concrete scarification and concrete overlay placement.
 2. Use of hand tools is required while working around shoulder drains and floor drains. The cost is included in the Latex Concrete Overlay pay item.
 3. All shoulder drains and deck drains shall be cleaned. Cost included with Cleaning Bridge Scuppers and Downspouts.
 4. See Sheet SA-06 for bridge deck patching details and additional approach pavement connector repairs.
 5. Longitudinal Grooving shall be applied only in traffic lanes.
 6. Removal of existing bonded preformed joint sealers, at ends of approach slabs (within traffic lanes only), is included with Bridge Deck Scarification 2 Inches.



BILL OF MATERIAL

ITEM	UNIT	SN 098-0059 EB	SN 098-0060 WB	TOTAL
Protective Coat	Sq. Yd.	1,150	1,181	2,331
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	578	614	1,192
Bridge Deck Latex Concrete Overlay, 2 1/4 Inches	Sq. Yd.	267	267	534
Bridge Deck Latex Concrete Overlay, 3 Inches	Sq. Yd.	721	721	1,442
Bridge Deck Scarification 2 Inches	Sq. Yd.	267	267	534
Bridge Deck Scarification 2 3/4 Inches	Sq. Yd.	721	721	1,442
Diamond Grinding (Bridge Section)	Cu. Yd.	919	919	1,838



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

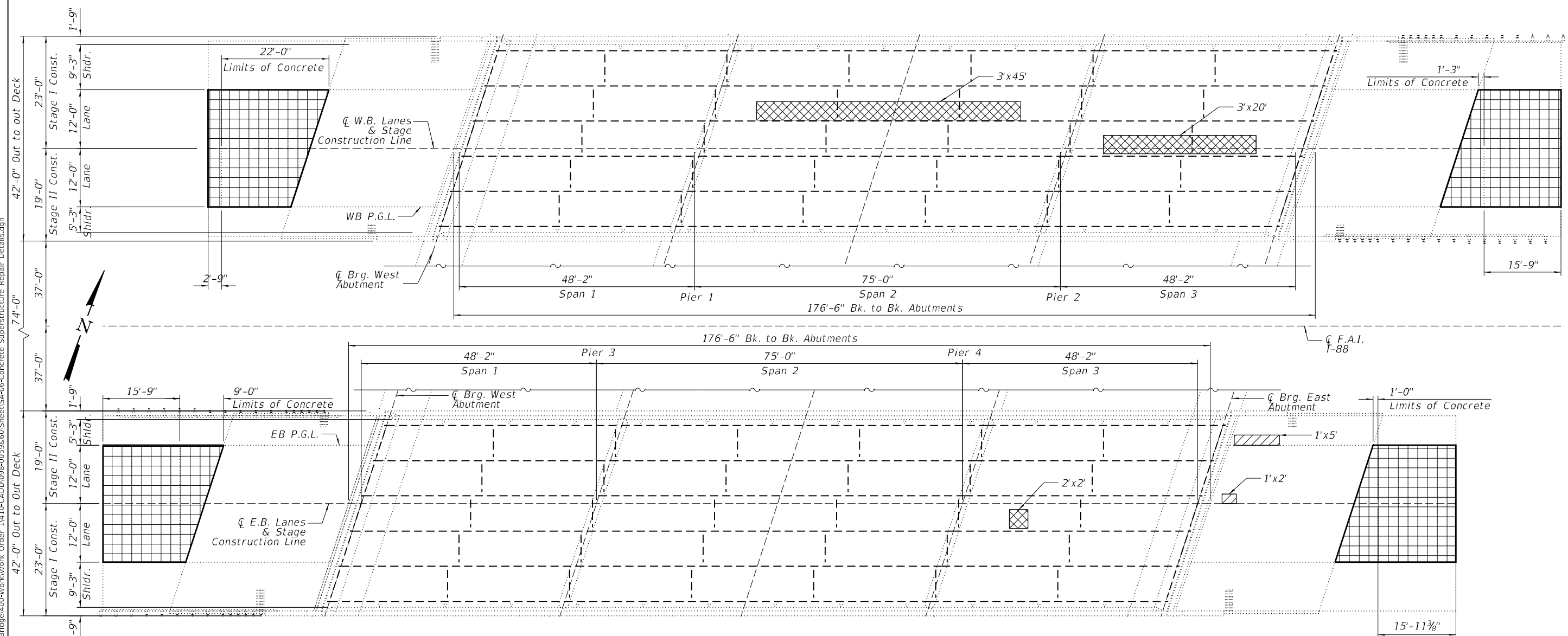
**WEARING SURFACE DETAIL
I-88 OVER ROCK CREEK - SN 098-0059 (EB) & 098-0060 (WB)**

SHEET 5 OF 17 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	26
CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT			G13I(377)	

SA-5 OF SA-17

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PLAN

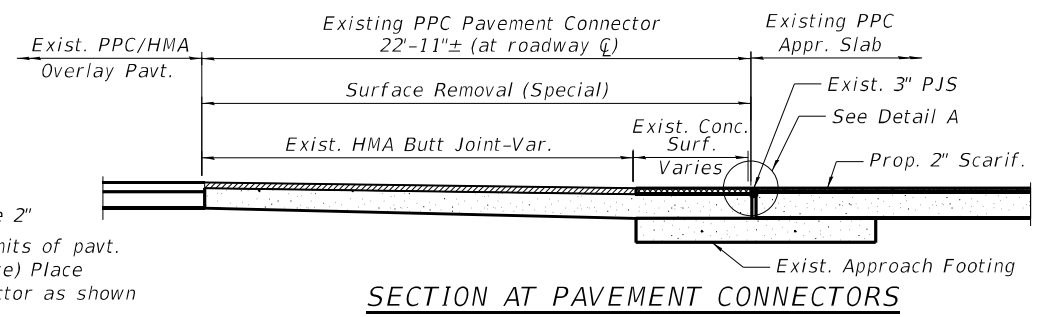
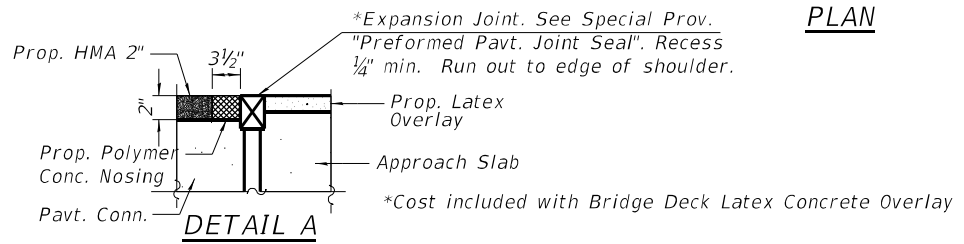
LEGEND:

- Deck Slab Repair (Full Depth, Type II)
- Approach Slab Repair (Partial Depth)
- Limits of Surface Removal (Special) for Pavement Connectors

SURFACE REMOVAL

- Exist. HMA Surface: Remove 2"
- Exist Concrete Surface: Remove 2"

Remove 2" of existing surface over limits of pavt. connector (partial HMA, partial concrete) Place new 2" HMA overlay over entire connector as shown in plan limits.



SECTION AT PAVEMENT CONNECTORS

NOTES:

Patch sizes shown represent conditions at the time the plans were completed. Quantity for Deck Slab Repair (Full Depth, Type II) and Approach Slab Repair (Partial Depth) includes the above areas and 1% of the deck or approach slab area as an allowance for increase in deterioration.

The actual sizes and locations of patching shall be determined by the engineer. The Engineer shall show the actual locations of the deck repairs on this sheet.

Item	Unit	SN 098-0059 EB	SN 098-0060 WB	Total
Bituminous Materials (Tack Coat)	Pound	50	50	100
Polymerized Hot-Mix Asphalt Surface Course, Stone Matrix Asphalt, 9.5, Mix "F", N80	Ton	13	13	26
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	1		1
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	7	262	269
Surface Removal (Special)	Sq. Yd.	112	112	224
Polymer Concrete	Cu. Ft.	3	3	6



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

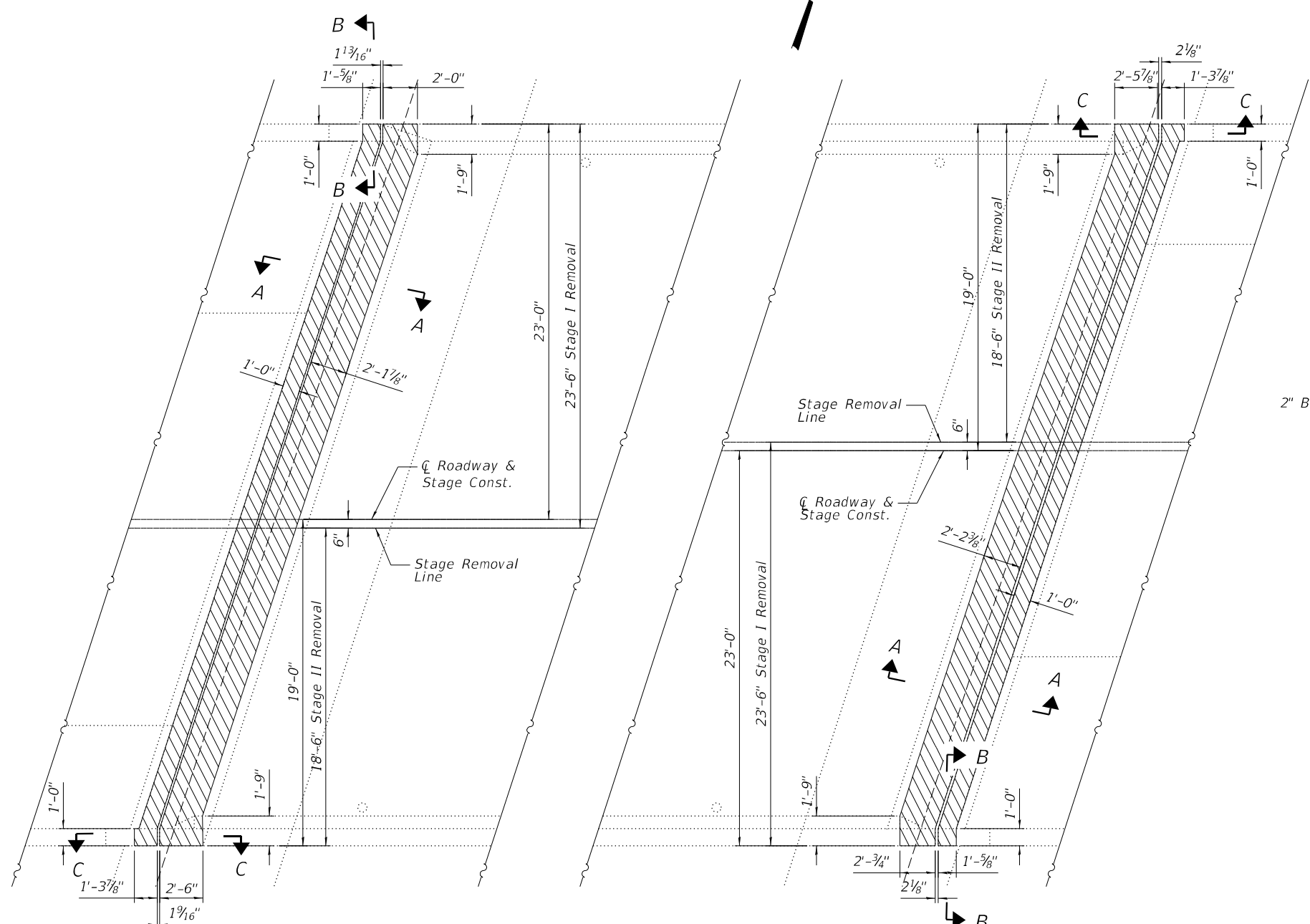
**CONCRETE SUPERSTRUCTURES REPAIR DETAILS
I-88 OVER ROCK CREEK - SN 098-0059 (EB) & 098-0060 (WB)**

SHEET 6 OF 17 SHEETS

F.A.I. RTE. 88	SECTION (195(1B-1,1VB1,1HB-5,2B))BDR	COUNTY WHITESIDE	TOTAL SHEETS 97	SHEET NO. 27
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64S27	
			G13(377)	

SA-6 OF SA-17

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CONCRETE REMOVAL PLAN

Westbound West Abut. Joint shown Eastbound similar

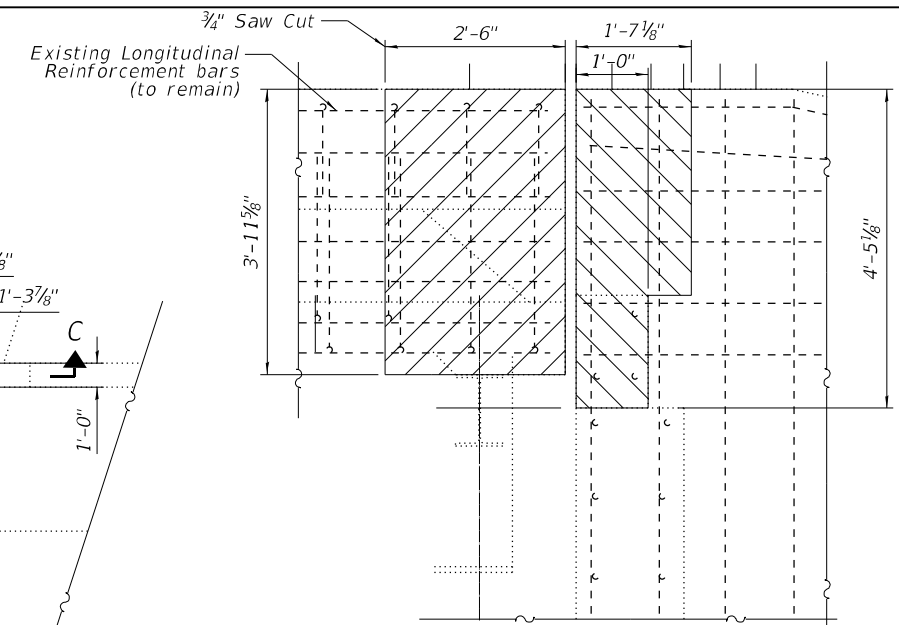
CONCRETE REMOVAL PLAN

Eastbound East Abut. Joint shown Westbound similar

LEGEND

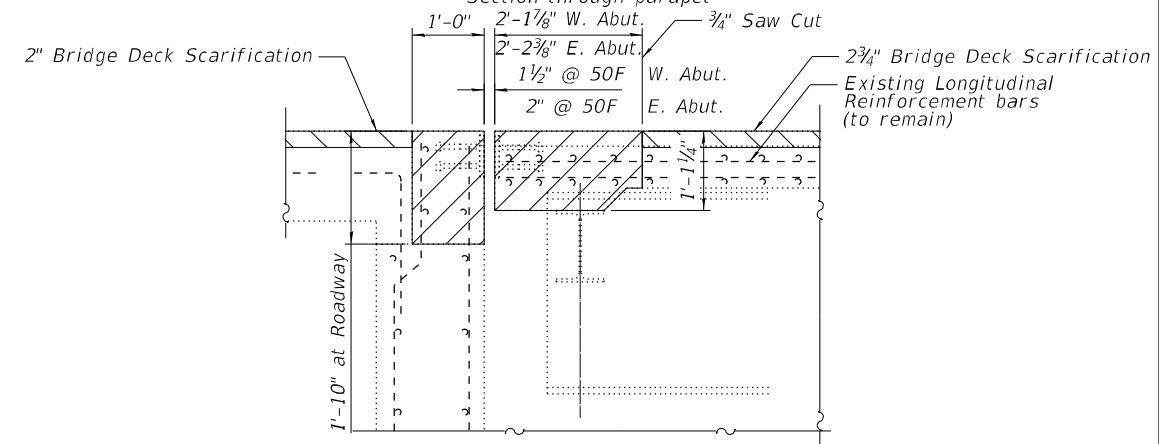
Concrete Removal

Notes:
 The Contractor shall use extreme care during concrete removal so as not to damage the existing steel beams. Any steel damaged during concrete removal operations shall be repaired at the contractor's expense.
 Removal of existing expansion joint and associated material shall not be paid for separately, but shall be included in the cost of Concrete Removal.
 Existing reinforcement bars extending into the are shall be, cleaned, straightened and incorporated into new construction. Any reinforcement bars that are damaged during concrete removal operations shall be replaced at the Contractor's expense.
 Stud shear connectors damaged during concrete removal operations shall be removed and replaced per Section 505 of the Standard Specifications at the Contractor's expense.



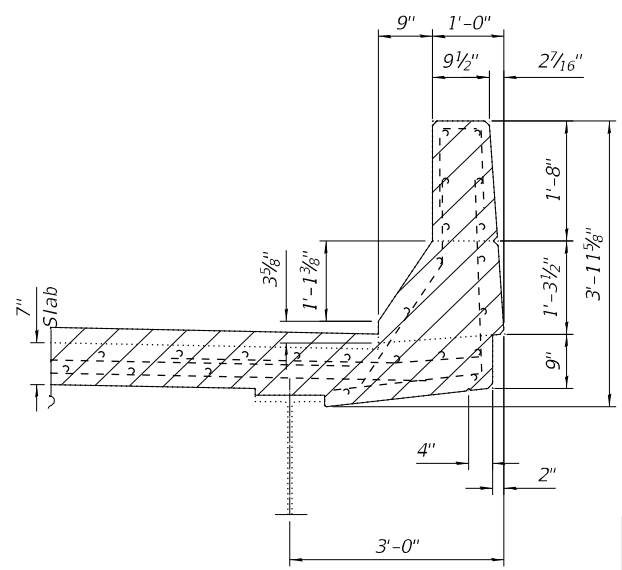
SECTION C-C

Section through parapet



SECTION A-A

Section through joint



SECTION B-B

Section through parapet

BILL OF MATERIAL

Item	Unit	SN 098-0059 EB	SN 098-0060 WB	Total
Concrete Removal	Cu. Yd.	15.2	15.2	30.4

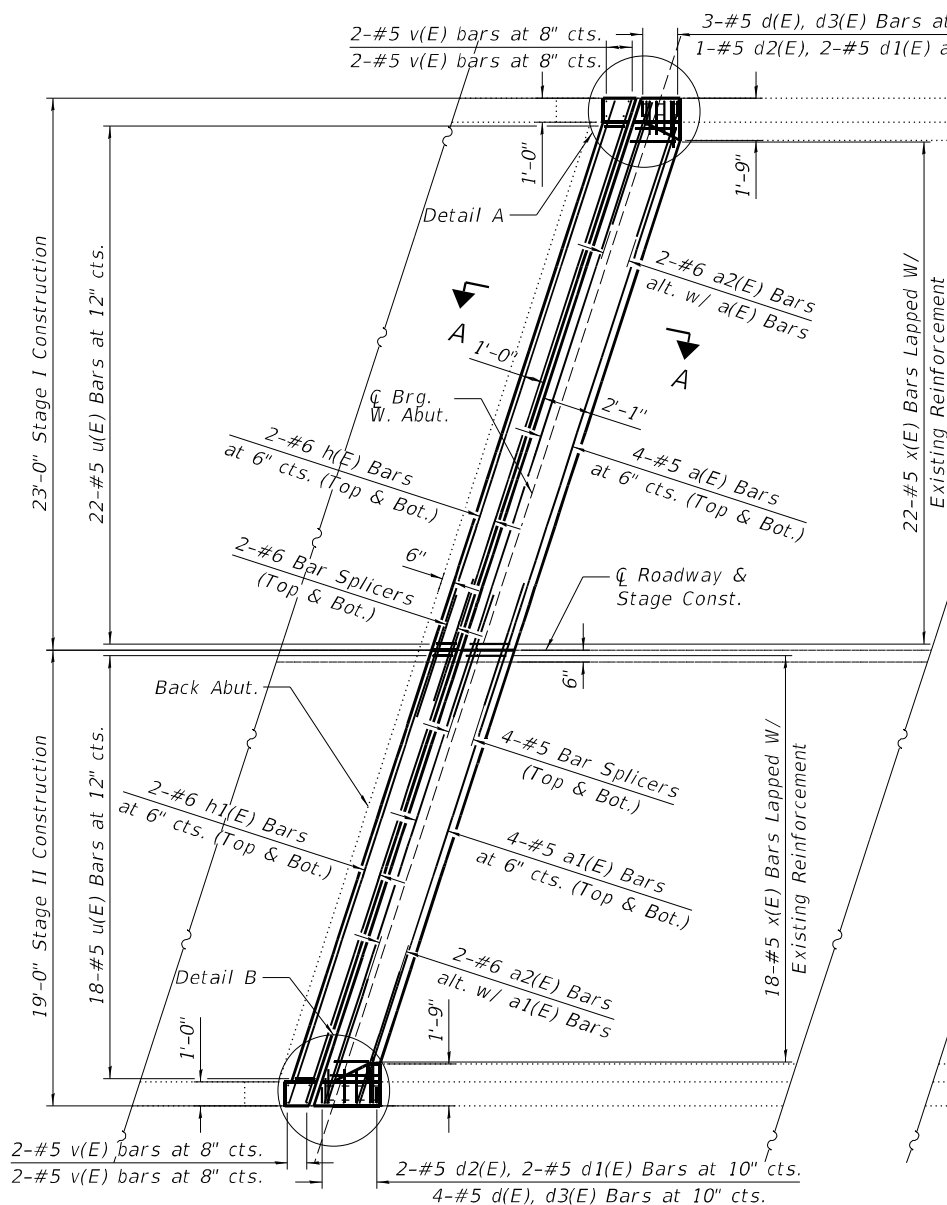


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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXPANSION JOINT CONCRETE REMOVAL DETAILS
 I-88 OVER ROCK CREEK - SN 098-0059 (EB) & 098-0060 (WB)**

F.A.I. RTE. 88	SECTION (195(1B-1,1VB1,1HB-5,2B))BDR	COUNTY WHITESIDE	TOTAL SHEETS 97	SHEET NO. 28
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64S27	

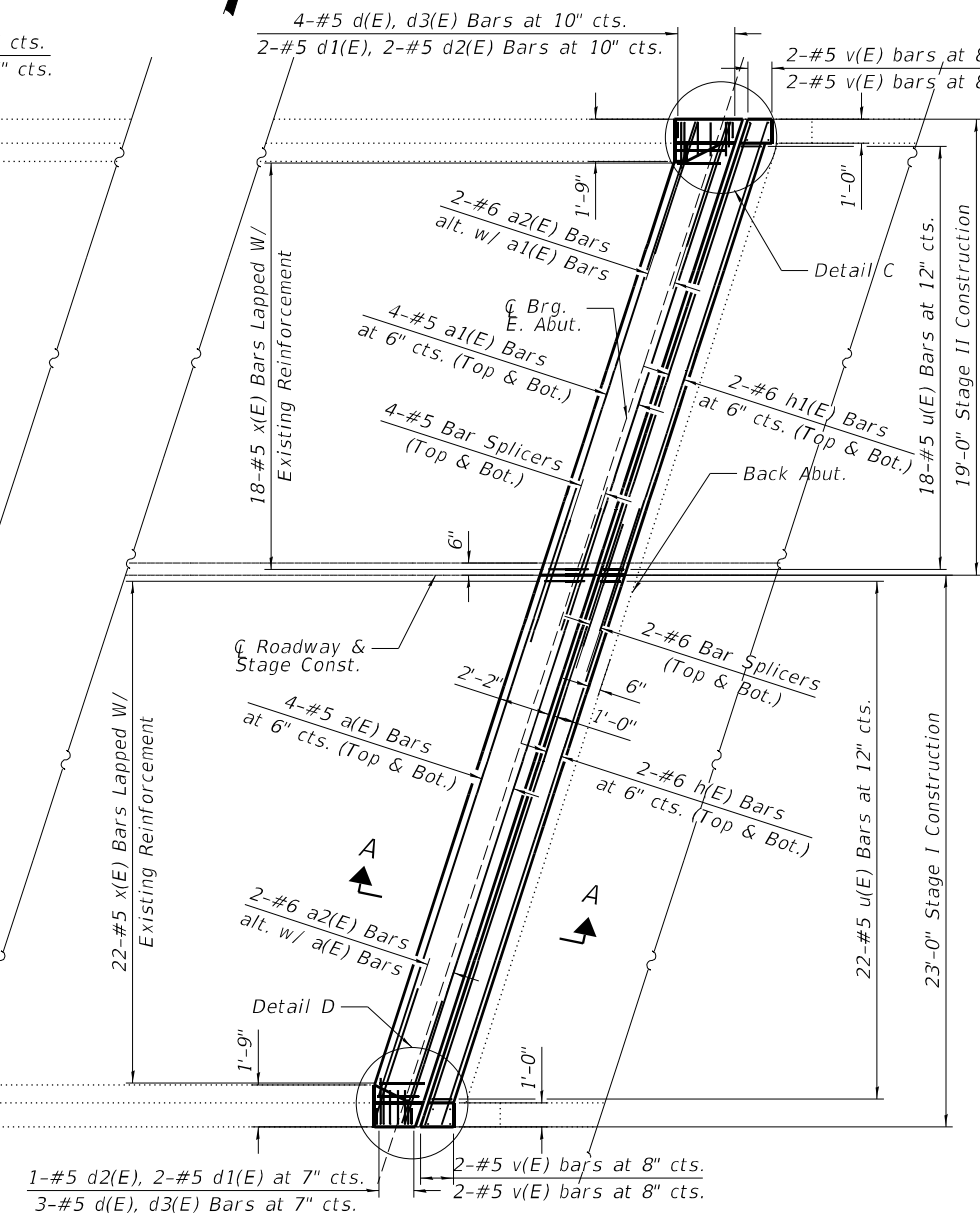


PLAN

Westbound West Abut. Joint shown
Eastbound West Abut. Similar

MINIMUM BAR LAP

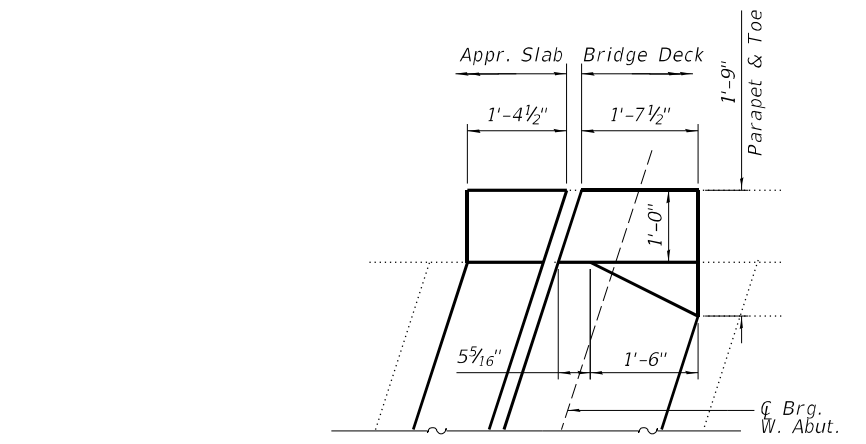
#5 bar = 3'-6"



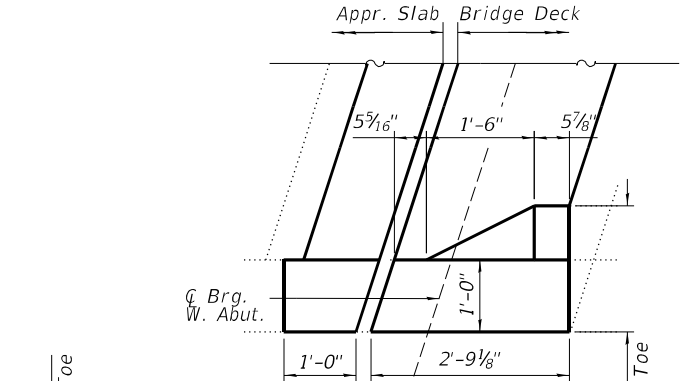
PLAN

Eastbound East Abut. Joint shown
Westbound East Abut. Similar

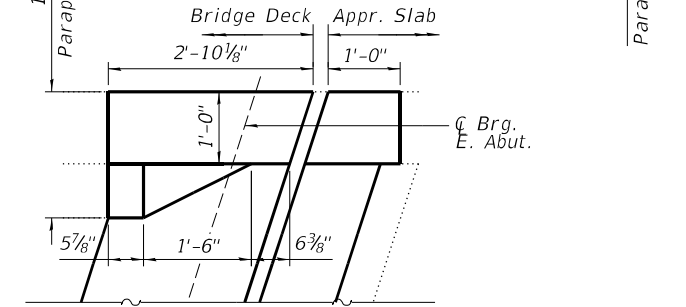
Notes:
See Sheet SA-09 for Section A-A.
Order a(E) and a1(E) bars full-length
and cut to fit in field



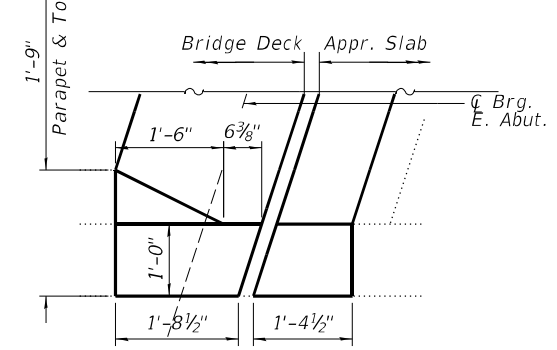
DETAIL A



DETAIL B



DETAIL C



DETAIL D

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

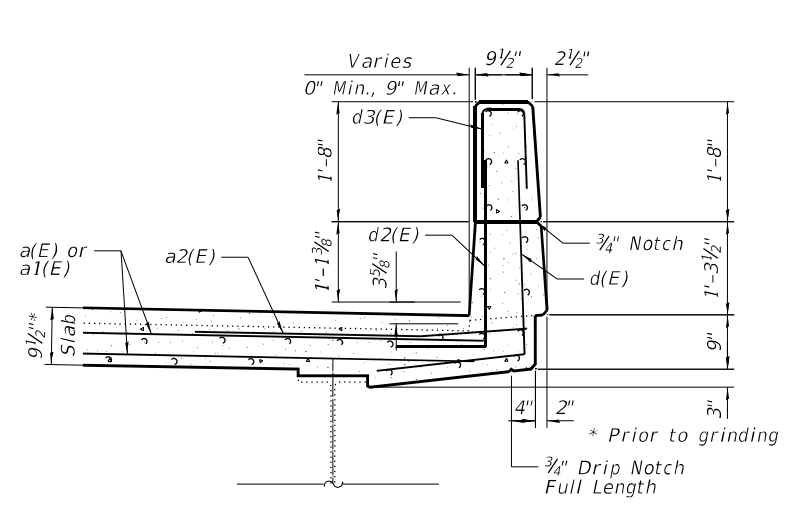
**EXPANSION JOINT CONCRETE REPLACEMENT DETAILS I
I-88 OVER ROCK CREEK - SN 098-0059 (EB) & 098-0060 (WB)**

SHEET 8 OF 17 SHEETS

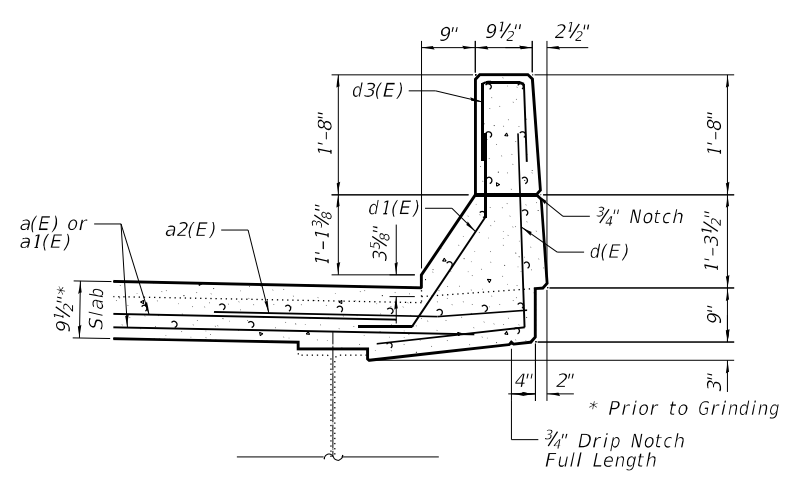
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	29
CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT		G13(377)		

SA-8 OF SA-17

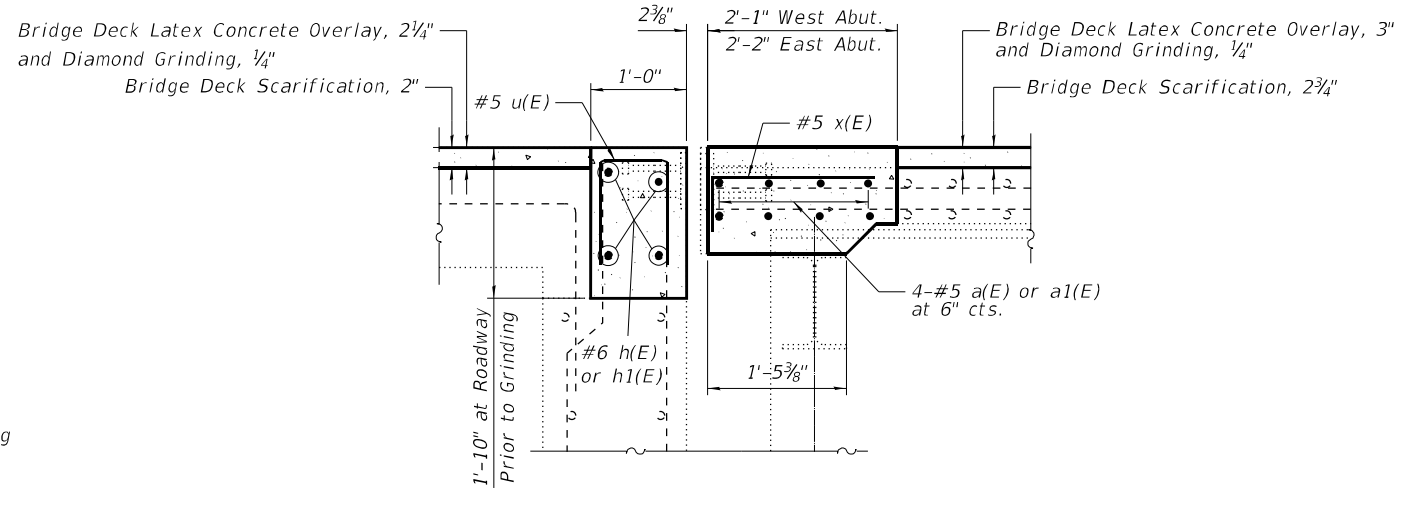
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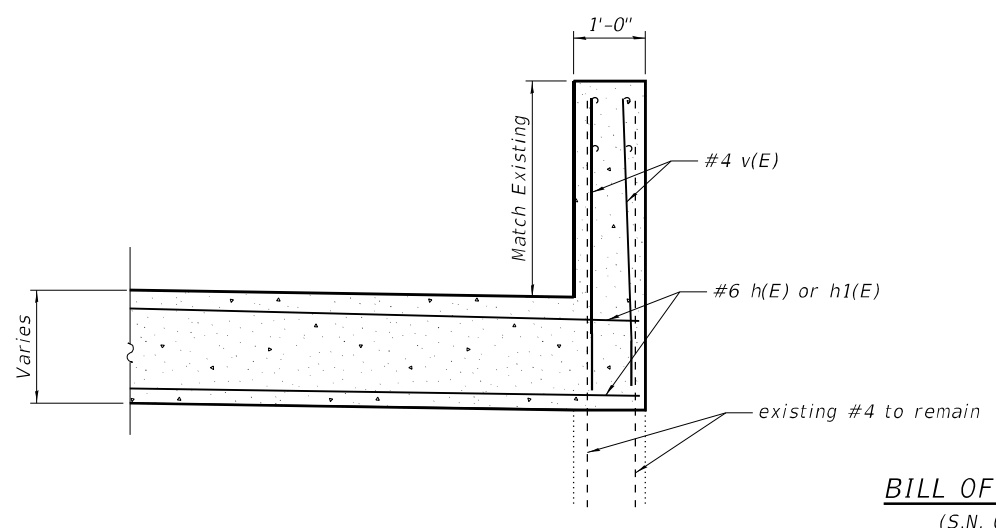
SECTION AT PARAPET
 End of Deck at the Joint



SECTION AT PARAPET



SECTION A-A



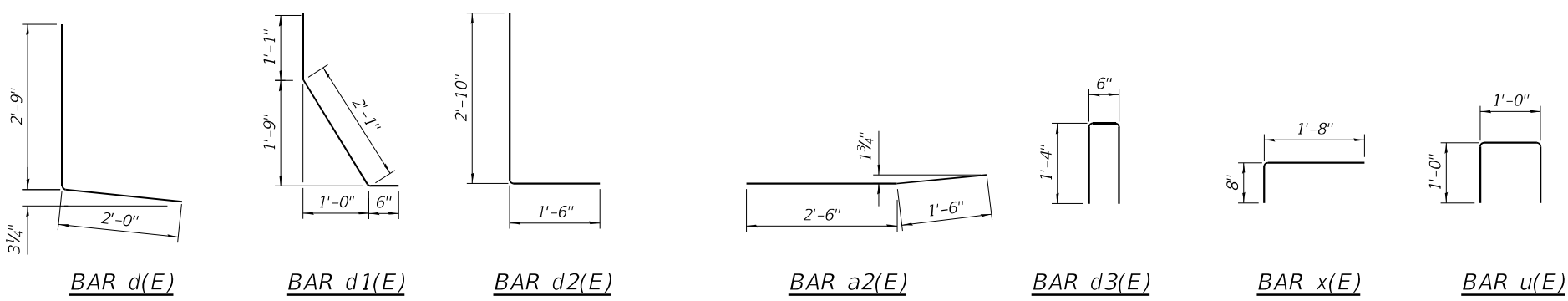
SECTION AT HATCH BLOCK/WING

BILL OF MATERIAL
 (S.N. 098-0059)

Bar	No.	Size	Length	Shape
a(E)	16	#5	23'-0"	—
a1(E)	16	#5	19'-6"	—
a2(E)	8	#6	4'-0"	—
d(E)	14	#5	4'-9"	L
d1(E)	8	#5	3'-7"	L
d2(E)	6	#5	4'-4"	L
d3(E)	14	#5	3'-2"	U
h(E)	8	#6	23'-0"	—
h1(E)	8	#6	19'-6"	—
u(E)	80	#5	3'-0"	U
v(E)	16	#4	4'-6"	—
x(E)	80	#5	2'-4"	L
Pay Item		Unit	Qty	
Bar Splicers		Each	24	
Concrete Superstructure		Cu. Yd.	14.7	
Reinforcement Bars, Epoxy Coated		Pound	1,934	

BILL OF MATERIAL
 (S.N. 098-0060)

Bar	No.	Size	Length	Shape
a(E)	16	#5	23'-0"	—
a1(E)	16	#5	19'-6"	—
a2(E)	8	#6	4'-0"	—
d(E)	14	#5	4'-9"	L
d1(E)	8	#5	3'-7"	L
d2(E)	6	#5	4'-4"	L
d3(E)	14	#5	3'-2"	U
h(E)	8	#6	23'-0"	—
h1(E)	8	#6	19'-6"	—
u(E)	80	#5	3'-0"	U
v(E)	16	#4	4'-6"	—
x(E)	80	#5	2'-4"	L
Pay Item		Unit	Qty	
Bar Splicers		Each	24	
Concrete Superstructure		Cu. Yd.	14.7	
Reinforcement Bars, Epoxy Coated		Pound	1,934	



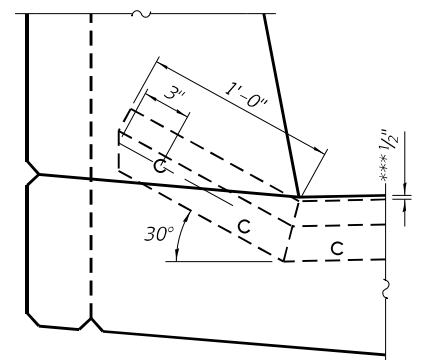
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

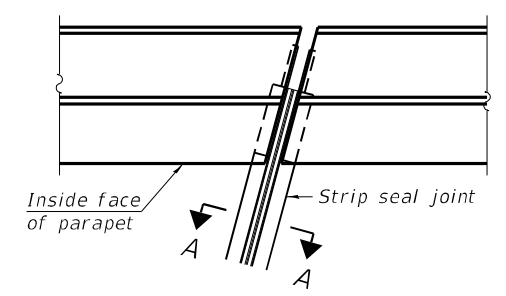
EXPANSION JOINT CONCRETE REPLACEMENT DETAILS II
I-88 OVER ROCK CREEK- SN 098-0059 (EB) & 098-0060 (WB)

F.A.I. RTE. 88	SECTION (195(1B-1,1VB1,1HB-5,2B))BDR	COUNTY WHITESIDE	TOTAL SHEETS 97	SHEET NO. 30
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64S27	
G13(377)				

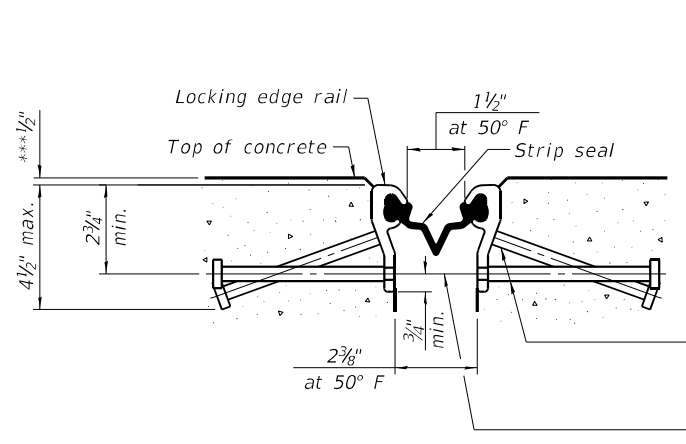
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DETAIL A



FOR SKEWS ≤ 30°
PLAN AT PARAPET



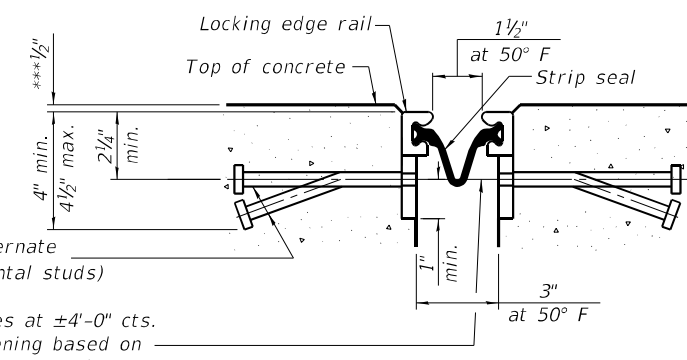
SHOWING ROLLED RAIL JOINT

*** Prior to grinding

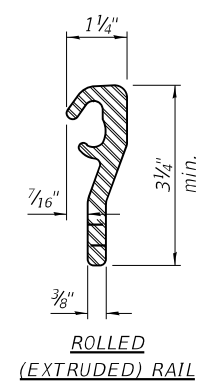
* 5/8" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)
 3/8" φ threaded rods in 7/16" φ holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

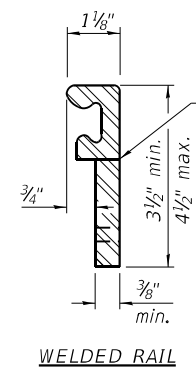
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SHOWING WELDED RAIL JOINT



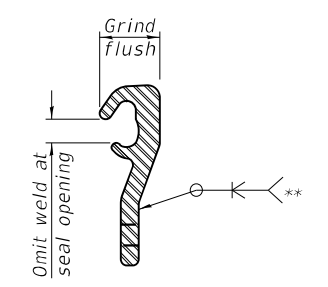
ROLLED (EXTRUDED) RAIL



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	SN 098-0059 EB	SN 098-0060 WB	Total
Preformed Joint Strip Seal	Cu. Yd.	86	86	172



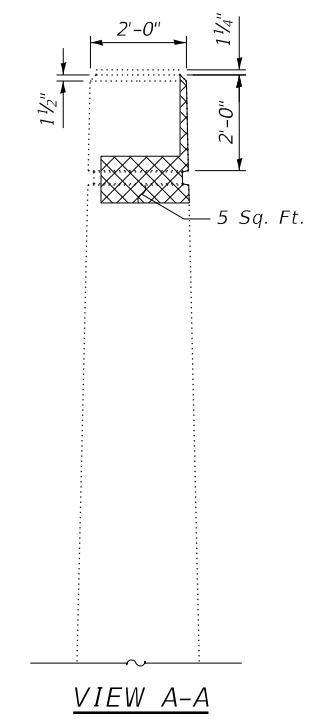
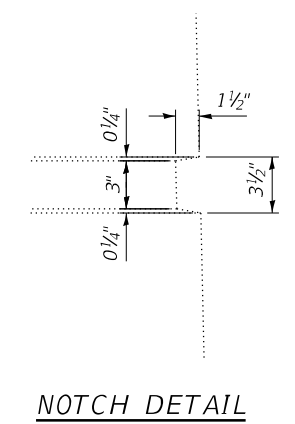
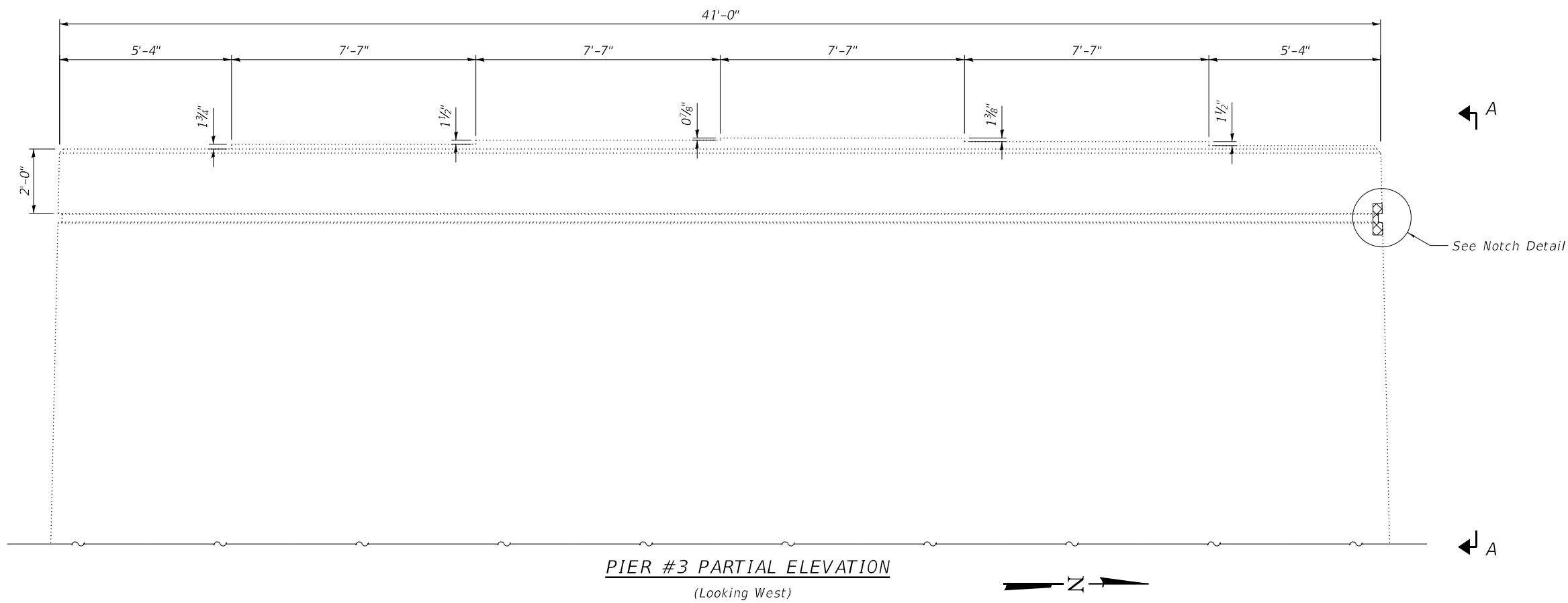
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRIP-SEAL JOINT DETAILS
I-88 OVER ROCK CREEK - SN 098-0059 (EB) & 098-0060 (WB)

F.A.I. RTE. 88	SECTION (195(1B-1,1VB1,1HB-5,2B))BDR	COUNTY WHITESIDE	TOTAL SHEETS 97	SHEET NO. 31
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64S27	


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LEGEND:
 Structural Repair of Concrete
 (Depth Equal to or Less Than 5 Inches)

BILL OF MATERIAL

Item	Unit	SN 098-0059 EB	SN 098-0060 WB	Total
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	5		5
Concrete Sealer	Sq. Ft.	5		5

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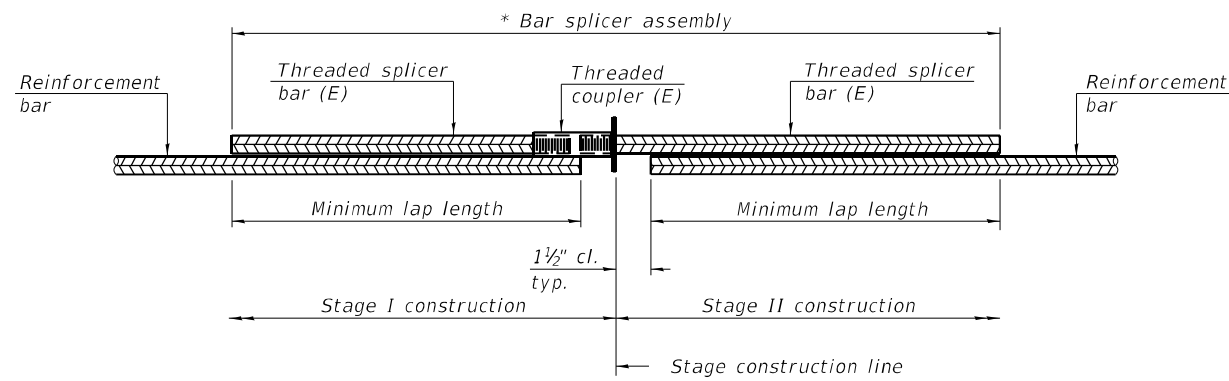
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PIER REPAIR DETAILS
 I-88 OVER ROCK CREEK - SN 098-0059 (EB) & 098-0060 (WB)**

SHEET 11 OF 17 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	32
CONTRACT NO. 64S27			ILLINOIS FED. AID PROJECT G13(377)	

SA-11 OF SA-17



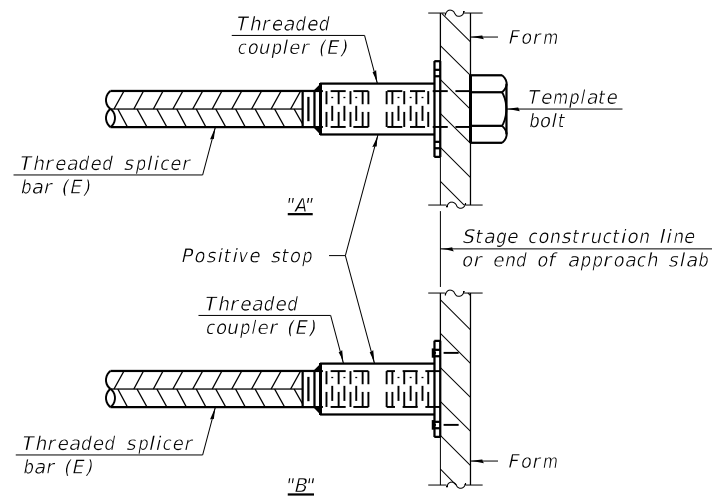
STANDARD BAR SPLICER ASSEMBLY PLAN

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
098-0059 (EB) DECK	#5	16	3'-6"
098-0059 (EB) APPR.	#6	8	4'-0"
098-0060 (WB) DECK	#5	16	3'-6"
098-0060 (WB) APPR.	#6	8	4'-0"

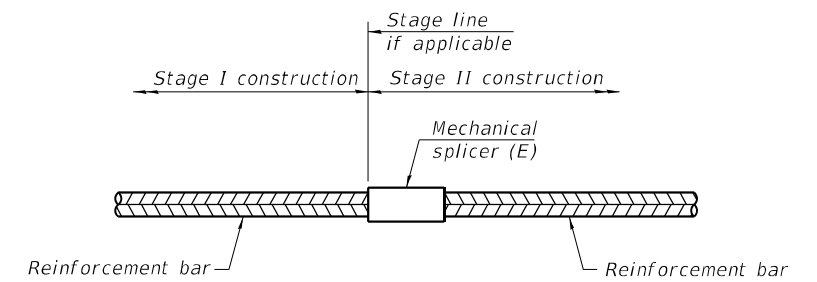


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

Notes:

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

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BSD-1

2-1-2023



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER DETAILS
I-88 OVER ROCK CREEK - SN 098-0059 (EB) & 098-0060 (WB)

SHEET 12 OF 17 SHEETS

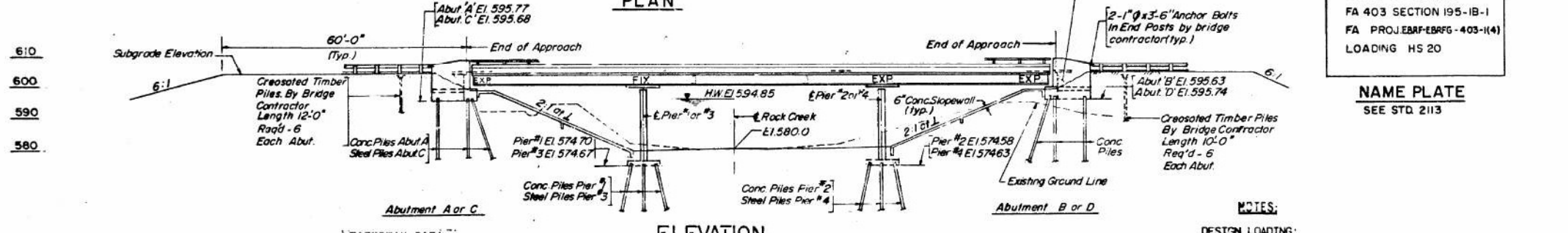
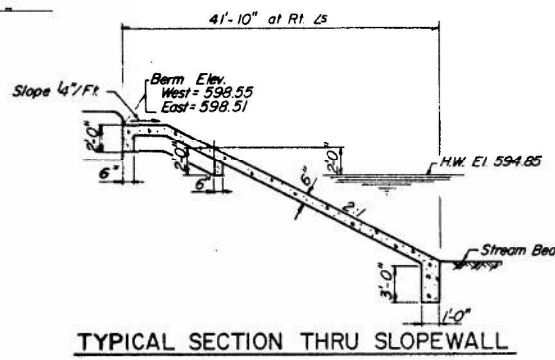
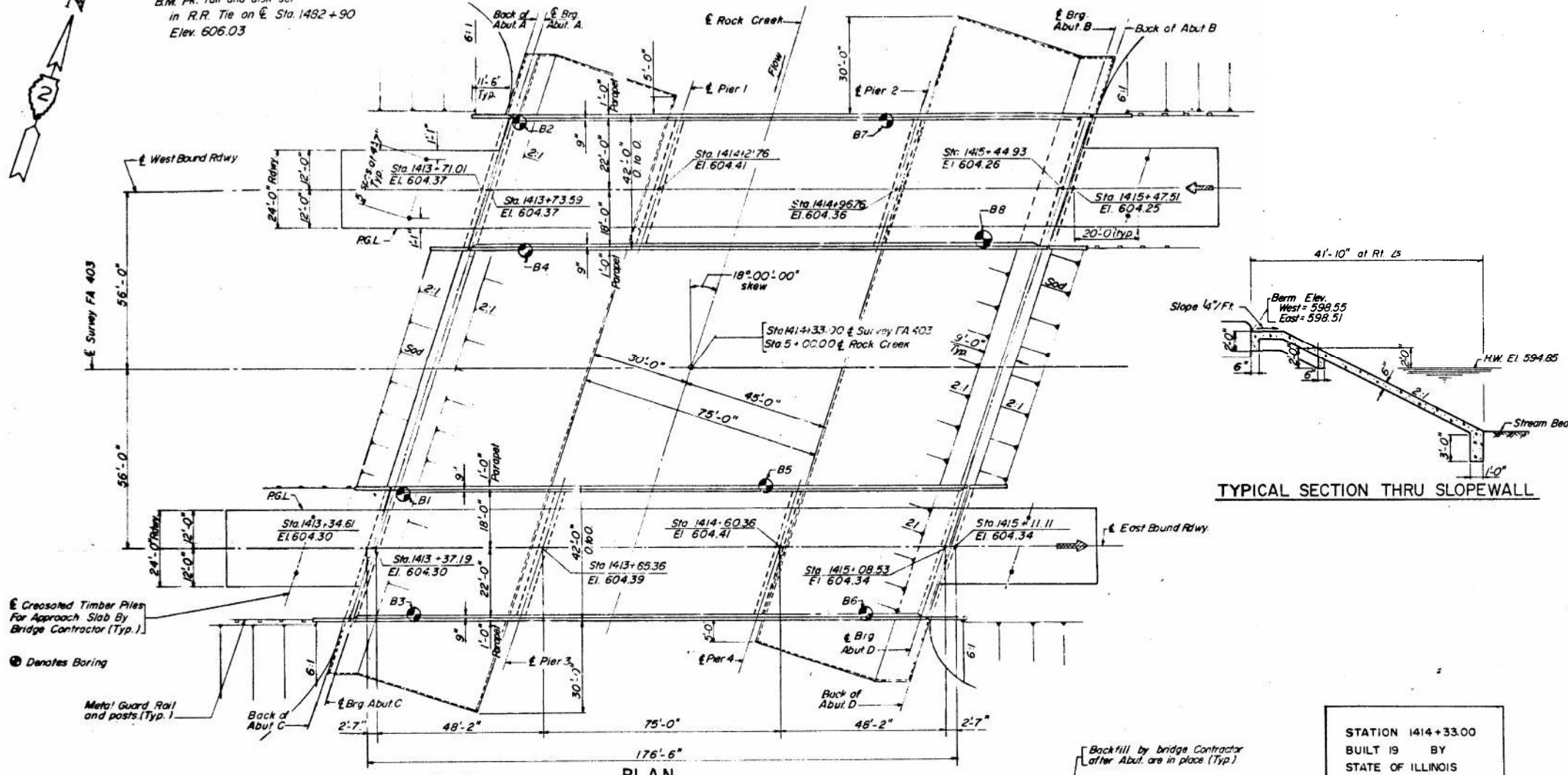
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	33
CONTRACT NO. 64S27			ILLINOIS FED. AID PROJECT G13(377)	

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
403	195-2	WHITESIDE	230	76
ILLINOIS		FED. AID PROJECT		

SHEET NO. 1
17 SHEETS

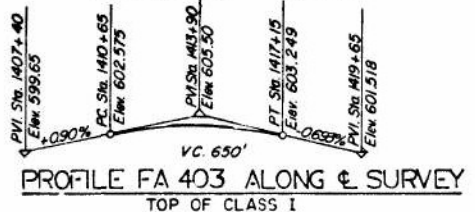


B.M. Pk. rail and disk set
in R.R. Tie on E Sta. 1432+90
Elev. 606.03



WATERWAY DATA

DRAINAGE AREA	134,500 Acres
CHARACTER	Flat Cultivated Land
REQUIRED OPENING	1,475 Sq. Ft.
OPENING PROVIDED	1,555 Sq. Ft.
BOTTOM OF CHANNEL	Elev. 580.0
HIGH WATER ELEV.	Elev. 594.85



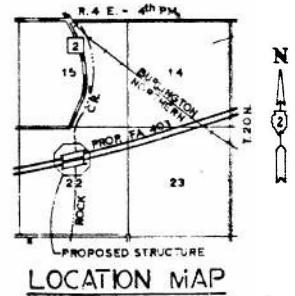
DESIGNED	BTM
CHECKED	DN
DRAWN	GG
CHECKED	DMP

STATION 1414+33.00
BUILT 19 BY
STATE OF ILLINOIS
FA 403 SECTION 195-1B-1
FA PROJ.EBARF-EBRF6-403-1(4)
LOADING HS 20

NAME PLATE
SEE STD. 2113

NOTES:
DESIGN LOADING:
HS 20-44 And Allowance For 25 P.S.F.
Future Wearing Surface

DESIGN STRESSES:
f_c = 1400 P.S.I. Except As Follows:
f_c = 1200 P.S.I. For Deck Slab.
f_c = 1000 P.S.I. For Conc. In Contact With Earth.
f_s = 20,000 P.S.I. - Structural Steel.
f_s = 20,000 P.S.I. Reinforcement Steel.
v = 75 P.S.I. Allowable Shear In Footings.
n = 10
Allowable Live Load Deflection =
L/1200 (Composite)
DESIGN SPECIFICATIONS: AASHTO 1969 As Applicable



GENERAL NOTES

ALL REINFORCEMENT BARS SHALL BE LAPPED 24 DIAMETERS UNLESS OTHERWISE SHOWN.
FIELD CONNECTIONS SHALL BE BOLTED USING HIGH STRENGTH BOLTS. BOLTS 3/4" Ø OPEN HOLES 13/16" Ø, UNLESS OTHERWISE NOTED.
THE BASIC LEAD SILICO CHROMATE PAINT SYSTEM SHALL BE USED FOR SHOP AND FIELD PAINTING OF STRUCTURAL STEEL.
FIELD WELDING OF CONSTRUCTION ACCESSORIES WILL NOT BE PERMITTED TO THE BOTTOM OF FLANGE OF BEAMS OR GIRDERS NOR TO THE TOP FLANGE FOR A DISTANCE EQUAL TO ONE-FOURTH THE SPAN LENGTH EACH WAY FROM THE PIER SUPPORTS. FIELD WELDING IN OTHER AREAS WILL BE PERMITTED ONLY WHEN APPROVED BY THE ENGINEER.
ANCHOR BOLTS SHALL BE SET BEFORE BOLTING DIAPHRAGMS OVER SUPPORTS.
SLOPE WALL SHALL BE REINFORCED WITH WELDED WIRE FABRIC 6" x 6" MESH, WEIGHING 58# PER 100 SQ. FT..
THE EMBANKMENT CONFIGURATION SHOWN SHALL BE THE MINIMUM EMBANKMENT THAT MUST BE CONSTRUCTED PRIOR TO CONSTRUCTION OF THE ABUTMENTS.
THE CONTRACTOR SHALL DRIVE FOUR TEST PILES IN A PERMANENT LOCATION, ONE EACH AT ABUTMENT A AND PIER 2 OF WEST BOUND AND ONE EACH AT PIER 3 AND ABUTMENT D OF EAST BOUND, AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF THE PILES.
THE CONCRETE RAIL SECTION ABOVE THE MANDATORY CONST. JOINT AT THE TOP OF THE SLAB SHALL BE CONSTRUCTED OF CLASS X CONCRETE, EXCEPT THE AGGREGATES SHALL CONFORM TO THE REQUIREMENTS OF HANDRAIL CONCRETE.
PROTECTIVE COAT SHALL NOT BE APPLIED TO SURFACES TO WHICH WATERPROOFING MEMBRANE SYSTEM IS APPLIED.
LAYOUT OF SLOPE WALLS MAY BE VARIED IN THE FIELD TO SUIT GROUND CONDITIONS AS DIRECTED BY THE ENGINEER.
Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8" inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 1/8" adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.
The main load carrying member components subject to the Supplemental Requirements for Notch Toughness are the flanges, webs, cover plates, and splice plates of the steel girders or wide flange beams.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER STRUCT.	SUB STRUCT.	TOTAL
STRUCTURE EXCAVATION	CU. YDS.	--	538	538
PROTECTIVE COAT	SQ. YDS.	312	--	312
CLASS "X" CONCRETE	CU. YDS.	440.5	728.0	1168.5
STRUCTURAL STEEL	L. SUM	0.52	--	0.52
ALUMINUM RAILING	LIN. FT.	692	--	692
REINFORCEMENT BARS	LBS.	105,030	39,200	144,230
STUD SHEAR CONNECTORS	EACH	4,392	--	4,392
CRESOATED PILES UP TO 20 FEET	LIN. FT.	--	264	264
STEEL PILES HP8x36	LIN. FT.	--	1,604	1,604
TEST PILES HP8x36	EACH	--	1	1
CONCRETE PILES	LIN. FT.	--	1,835	1,835
CONCRETE TEST PILES	EACH	--	3	3
NAME PLATES	EACH	--	2	2
SLOPE WALL (6")	SQ. YDS.	--	2,400	2,400
BIT. CONC. SURFACE COURSE CLASS I	TONS	126	--	126
WATERPROOFING MEMBRANE SYS	SQ. YDS.	1,480	--	1,480
PERFORMED JOINT SEALER 2 1/2"	LIN. FT.	88	--	88
PERMANENT BENCH MARK, TYPE I	EACH	1	--	1
PERFORMED JOINT SEALER 4"	LIN. FT.	88	--	88

* CALCULATED WEIGHT OF STRUCTURAL STEEL = 391,830 LBS.

2-105

GENERAL PLAN & ELEVATION
FA 403 SECTION 195-1B-1
FA 403 OVER ROCK CREEK
WHITESIDE COUNTY
STATION 1414+33.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
I-88 OVER ROCK CREEK - SN 098-0059 (EB) & 098-0060 (WB)

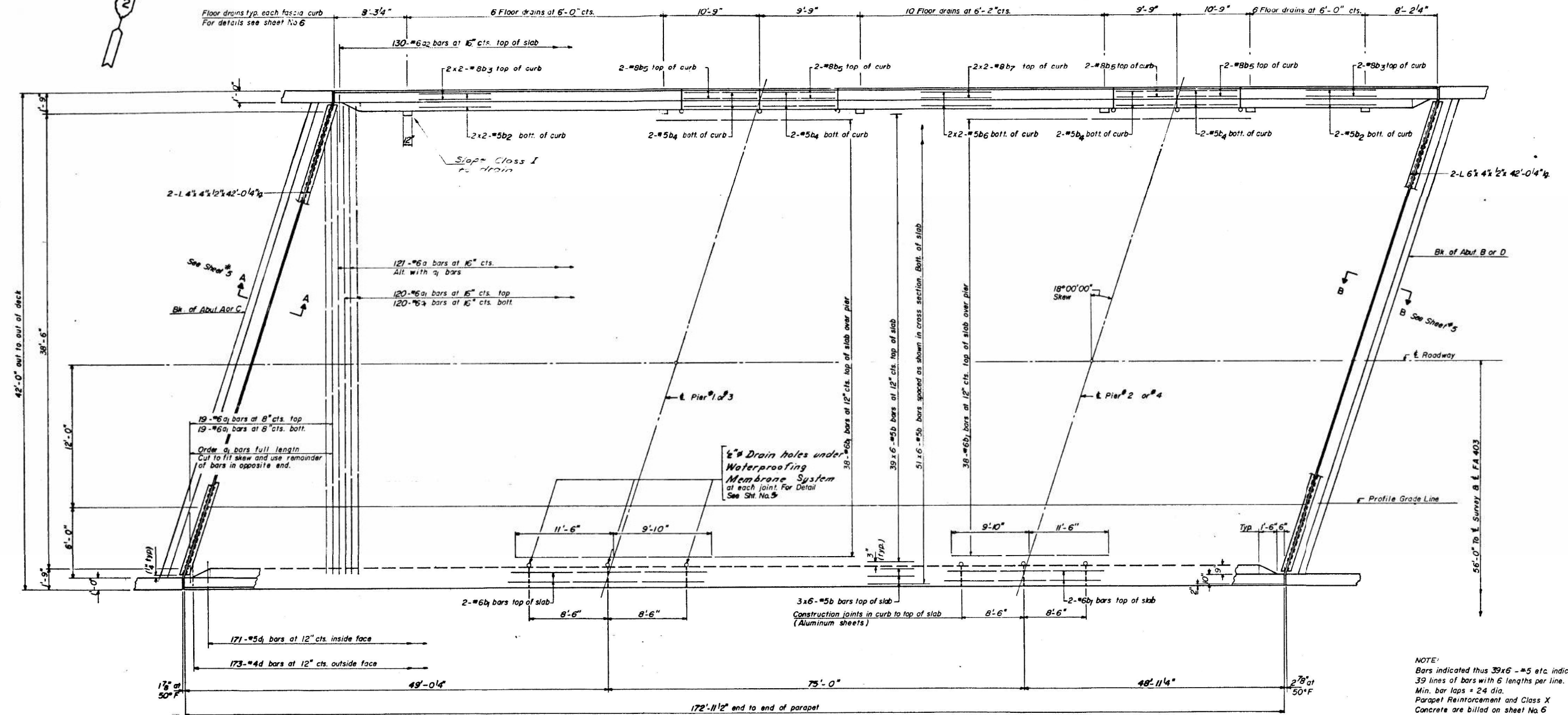
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88	(195-1B-1,1VB1,1HB-5,2B)BDR	WHITESIDE	97	34
CONTRACT NO. 64S27			ILLINOIS FED. AID PROJECT G131(377)	



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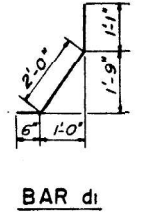
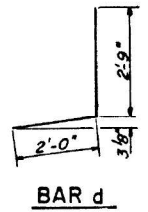
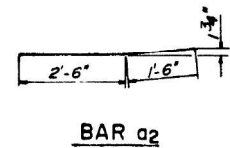
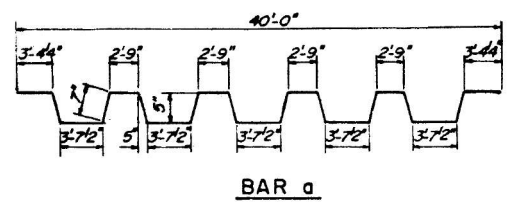
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4
FA 403	195-1B-2	WHITESIDE	230	73	17 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



NOTE:
 Bars indicated thus 39x6-#5 etc. indicates 39 lines of bars with 6 lengths per line. Min. bar laps = 24 dia. Parapet Reinforcement and Class X Concrete are billed on sheet No. 6
 Work this sheet with sheet No. 5

DESIGNED	A.A.
CHECKED	B.T.M.
DRAWN	A.M.
CHECKED	B.T.M.



DECK SLAB
 FA 403 SECTION 195-1B-1
 FA 403 OVER ROCK CREEK
 WHITESIDE COUNTY
 STATION 1414 + 33.00

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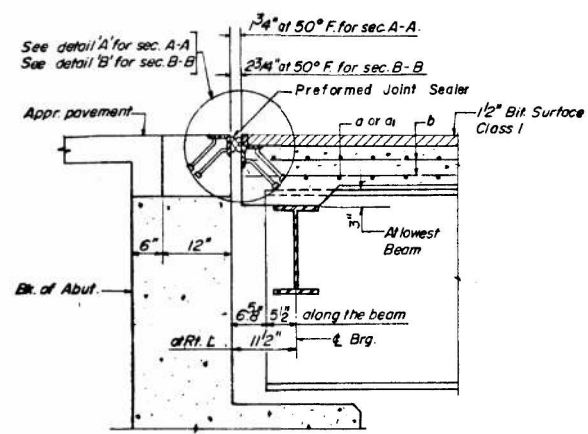
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

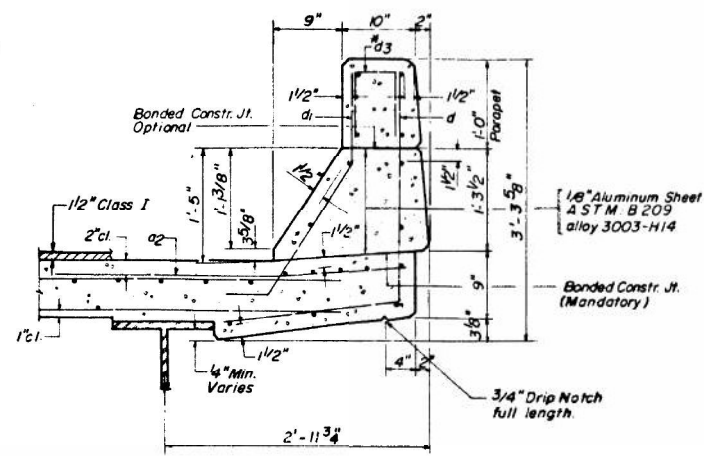
EXISTING PLANS
 I-88 OVER ROCK CREEK - SN 098-0059 (EB) & 098-0060 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195-1B-1,1B1,1B-5,2B)BDR	WHITESIDE	97	35
CONTRACT NO. 64S27			ILLINOIS FED. AID PROJECT G13(377)	

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5
FA 403	1-2	WHITESIDE	230	80	17 SHEETS
PRO. DRAW SHEET NO. 1	ILLINOIS	FED. AID PROJECT			



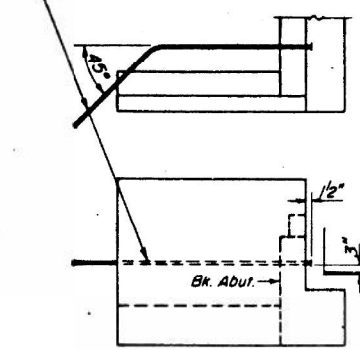
SECTION A-A & B-B



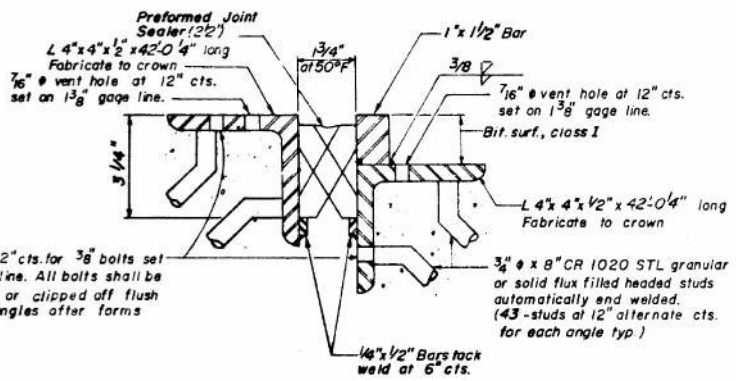
CURB SECTION

Cost of Aluminum Sheets & Drains shall be incidental to Class X Concrete.

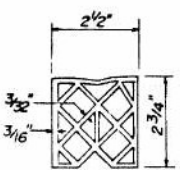
Locate 2" Galv. Conduit (Sch. 40 Pipe) 1/2" inside of fascia beam web and parallel to beam line. Extend to clear the wing wall and terminate at a point outside of shoulder. Thread and cap each end. Place conduit at the two outside corners of each dual bridge & all four corners of a single bridge. (4-Req'd) Cost incidental



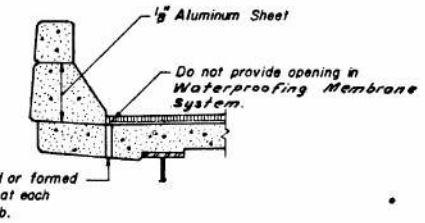
ELECTRICAL CONDUIT LOCATION (Pile Bent Abutments)



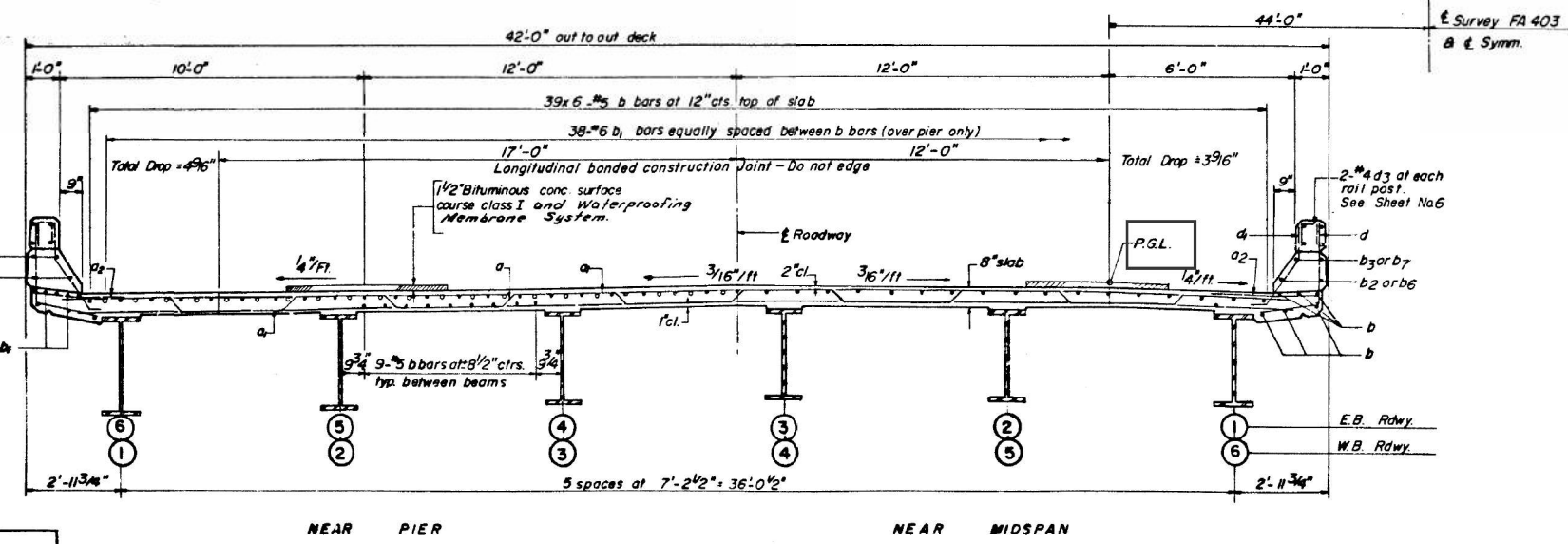
DETAIL 'A' Scale 3/8"=1"



TYPICAL END OF SEALER TREATMENT



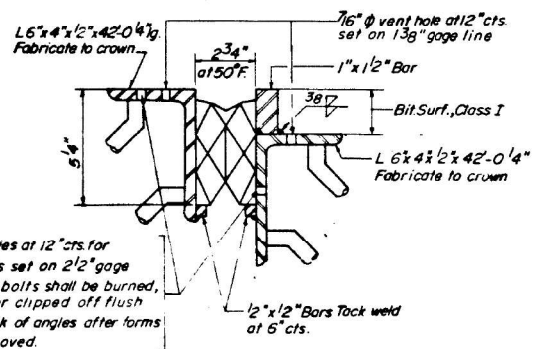
SECTION AT CURB JOINTS



CROSS SECTION

W.B. Bridge Looking East
E.B. Bridge Looking West

PREFORMED JOINT SEALER (4") AT EAST ABUTMENTS B & D



DETAIL 'B'

BILL OF MATERIAL (ONE BRIDGE ONLY)

BAR	NO.	SIZE	LENGTH	SHAPE
a	121	#6	41'-9"	
a1	278	#6	40'-0"	
a2	280	#6	4'-0"	
b	576	#5	29'-11"	
b1	84	#6	21'-4"	
b2	16	#5	20'-8"	
b3	16	#8	21'-0"	
b4	16	#5	8'-3"	
b5	16	#8	8'-3"	
b6	8	#5	29'-6"	
b7	8	#8	29'-11"	
d	346	#4	4'-9"	
d1	342	#5	3'-7"	

Reinforcement Bars	Lbs	51480
Class X Concrete	Cu Yds	209.2
Structural Steel	Lbs	391,830
Protective Coat	Sq Yds	156
Bit Surf Conc Class I	Tons	63
Waterproofing Membrane System	Sq Yds	740
Preformed Jt. Sealer (22')	Lin ft.	44
Preformed Jt. Sealer (4')	Lin ft.	44

Weight of bearing assemblies with lead plates and anchor bolts are included as Structural Steel

Parapet Reinforcement and Class X Concrete are billed on sheet No 6

Note: Work this sheet with sheet No. 4

DECK DETAILS
FA 403 SECTION 195-1B-1
FA 403 OVER ROCK CREEK
WHITESIDE COUNTY
STATION 1414+33.00

DESIGNED	A.A.
CHECKED	B.T.M.
DRAWN	A.M.
CHECKED	B.T.M.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
I-88 OVER ROCK CREEK - SN 098-0059 (EB) & 098-0060 (WB)

SHEET 15 OF 17 SHEETS

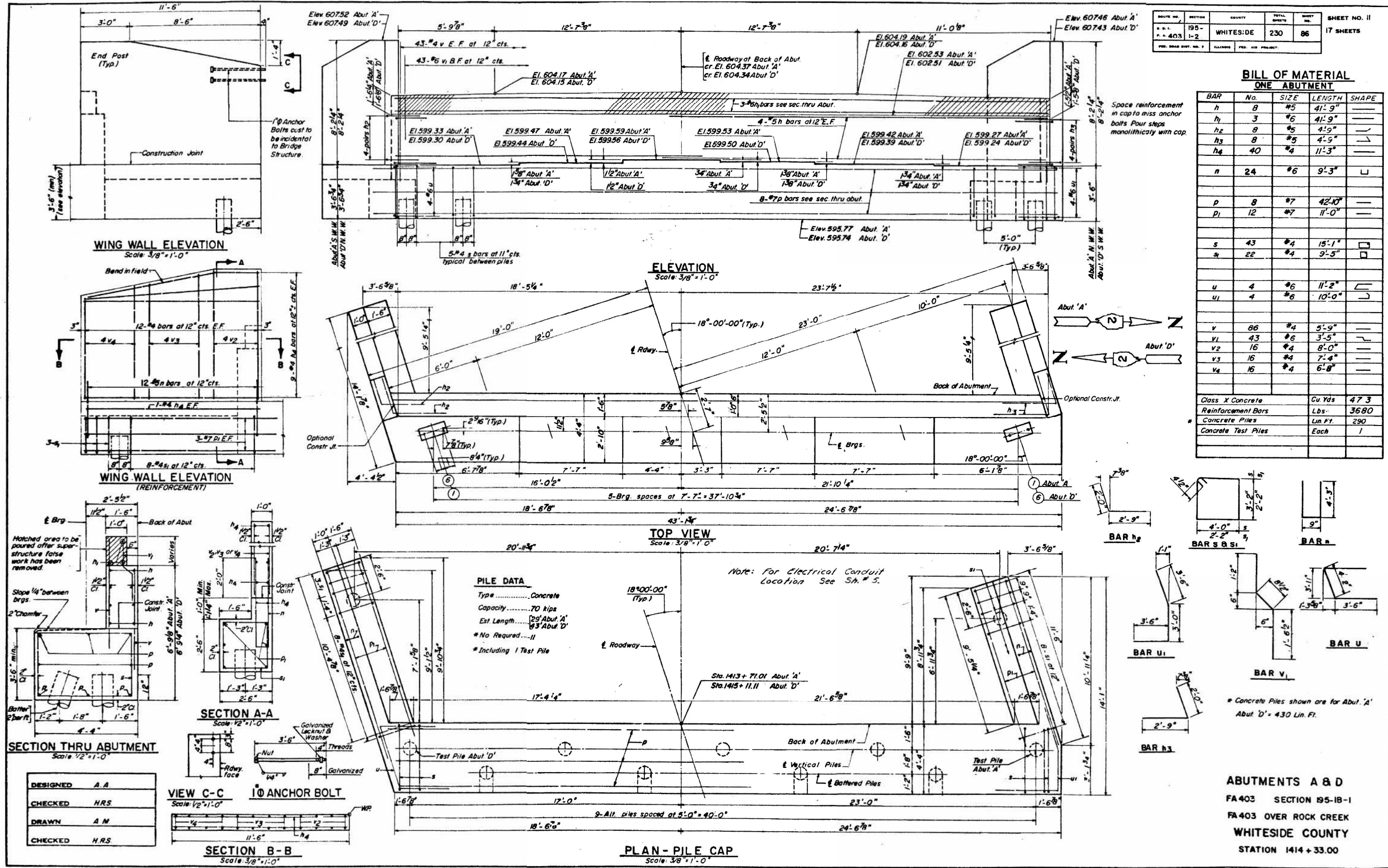
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88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	36
			CONTRACT NO. 64S27	
			ILLINOIS FED. AID PROJECT G13(377)	

SA-15 OF SA-17

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195-1-2	WHITESIDE	230	86	17

BILL OF MATERIAL

BAR	No.	SIZE	LENGTH	SHAPE
h	8	#5	41'-9"	—
h ₁	3	#6	41'-9"	—
h ₂	8	#5	4'-9"	—
h ₃	8	#5	4'-5"	—
h ₄	40	#4	11'-3"	—
n	24	#6	9'-3"	U
p	8	#7	42'-10"	—
p ₁	12	#7	11'-0"	—
s	43	#4	15'-1"	□
s ₁	22	#4	9'-5"	□
u	4	#6	11'-2"	—
u ₁	4	#6	10'-0"	—
v	86	#4	5'-9"	—
v ₁	43	#6	3'-5"	—
v ₂	16	#4	8'-0"	—
v ₃	16	#4	7'-4"	—
v ₄	16	#4	6'-8"	—
Class X Concrete			Cu. Yds	47.3
Reinforcement Bars			Lbs.	3680
Concrete Piles			Lin. Ft.	290
Concrete Test Piles			Each	1



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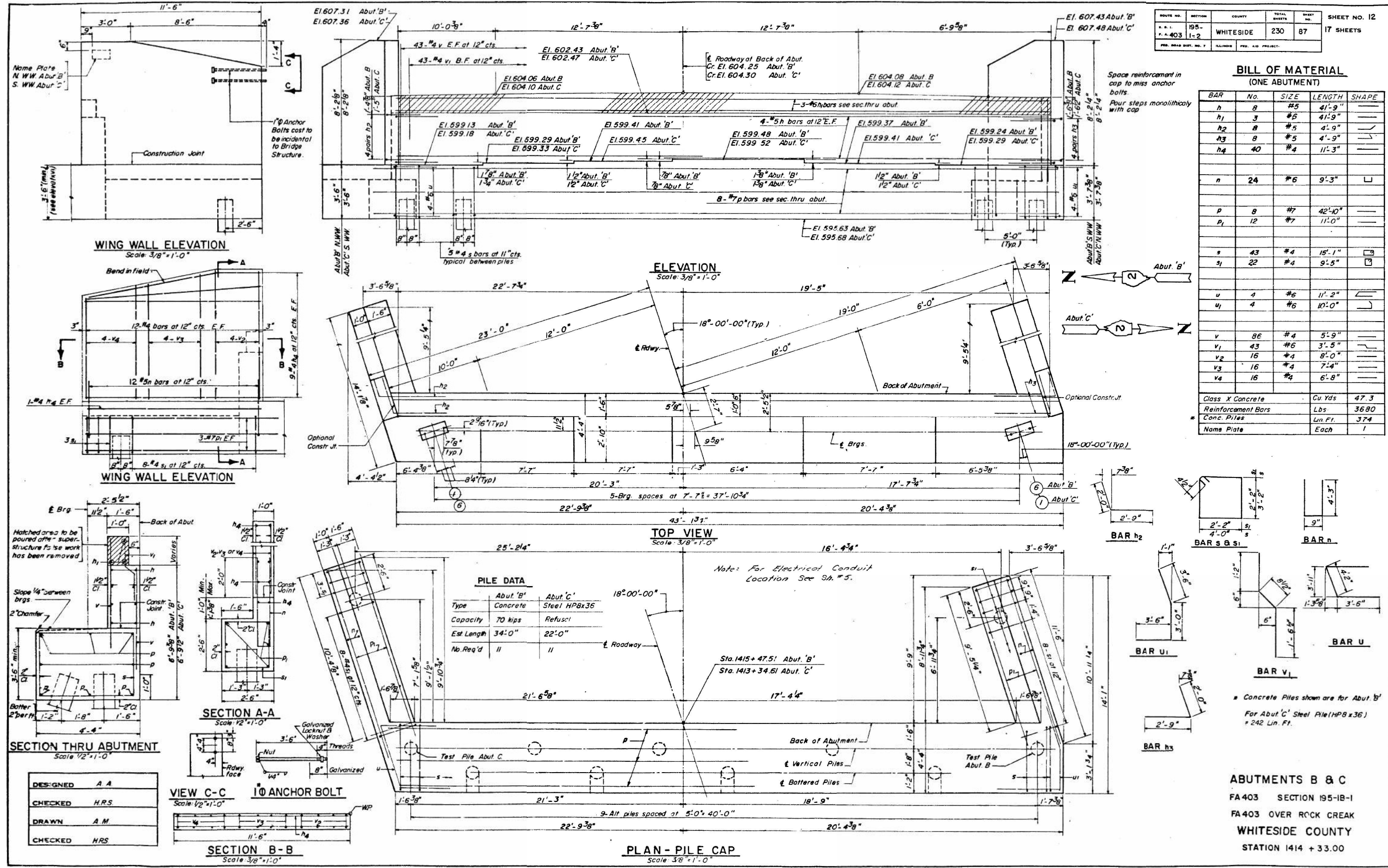
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
I-88 OVER ROCK CREEK - SN 098-0059 (EB) & 098-0060 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195-1B-1, 1VB1, 1HB-5, 2B)BDR	WHITESIDE	97	37
CONTRACT NO. 64S27			ILLINOIS FED. AID PROJECT G13(377)	

BILL OF MATERIAL
(ONE ABUTMENT)

BAR	No.	SIZE	LENGTH	SHAPE
n	8	#5	41'-9"	—
h1	3	#5	41'-9"	—
h2	8	#5	4'-9"	—
h3	8	#5	4'-9"	—
h4	40	#4	11'-3"	—
n	24	#6	9'-3"	U
p	8	#7	42'-10"	—
p1	12	#7	11'-0"	—
s	43	#4	15'-1"	□
s1	22	#4	9'-5"	□
u	4	#5	11'-2"	—
u1	4	#6	10'-0"	—
v	86	#4	5'-9"	—
v1	43	#6	3'-5"	—
v2	16	#4	8'-0"	—
v3	16	#4	7'-4"	—
v4	16	#4	6'-8"	—
Class X Concrete			Cu. Yds	47.3
Reinforcement Bars			Lbs	3680
Conc. Piles			Lin. Ft.	374
Name Plate			Each	1



PILE DATA

Type	Abut. 'B'	Abut. 'C'
Concrete	Concrete	Steel HP8x36
Capacity	70 kips	Refusal
Est Length	34'-0"	22'-0"
No. Req'd	11	11

DESIGNED	AA
CHECKED	HRS
DRAWN	AM
CHECKED	HRS

ABUTMENTS B & C
FA 403 SECTION 195-1B-1
FA 403 OVER ROCK CREEK
WHITESIDE COUNTY
STATION 1414 + 33.00

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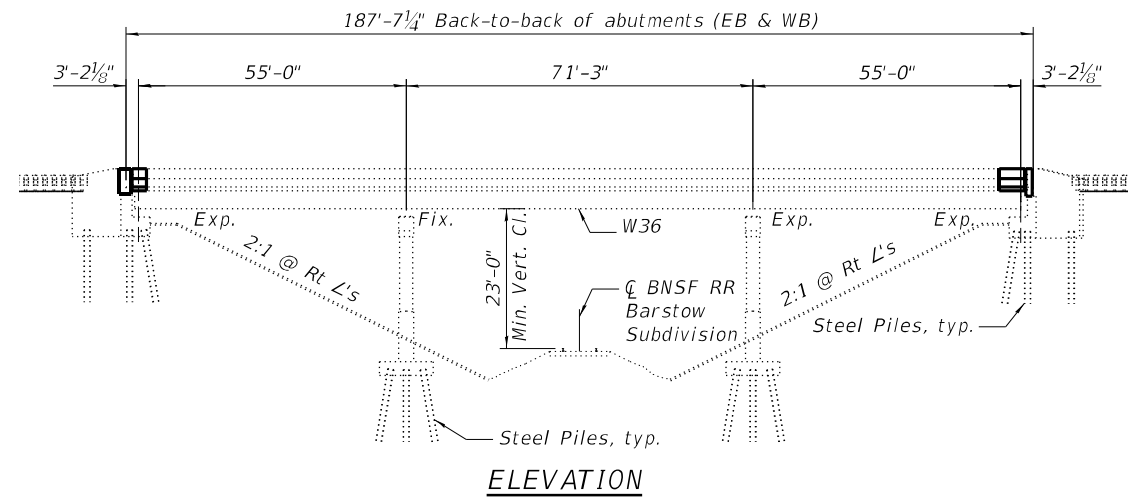
Existing Structures 098-0061 and 098-0062, originally built in 1974, are three span steel continuous structures with a reinforced concrete deck and concrete piers. The back-to-back length of each bridge is 186'-4 1/4". The out-to-out width of the each bridge is 42'-0". In 2002 each bridge deck received a concrete overlay along with expansion joint reconstruction. In 2017 the original steel railing was replaced with a concrete parapet cap. Traffic shall be maintained during this rehabilitation of both structures utilizing stage construction.

INDEX OF SHEETS

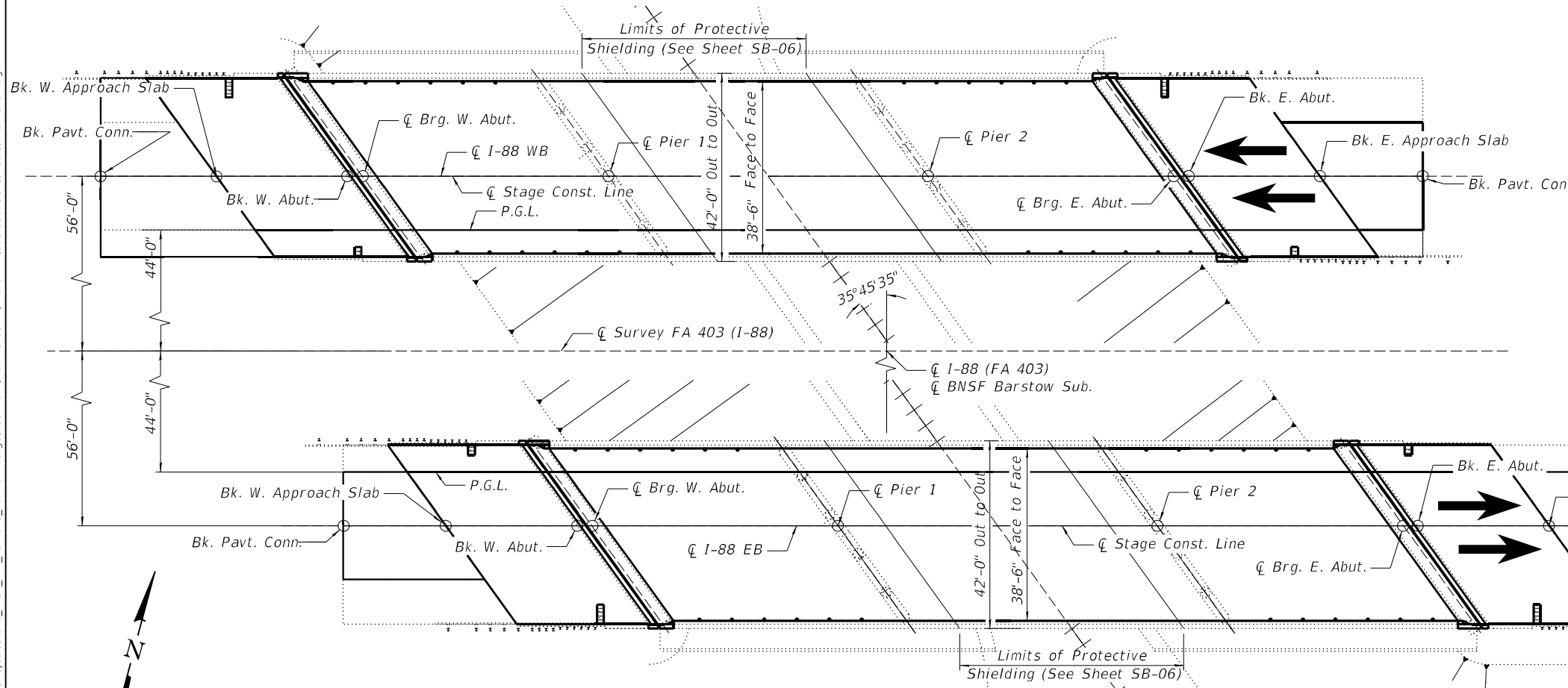
- SB-01-General Plan and Elevation
- SB-02-Bill of Materials, General Notes
- SB-03-Stage Construction Details
- SB-04-Temporary Barrier
- SB-05-Overlay Plan
- SB-06-Deck and Approach Slab Repair Plan
- SB-07-Concrete Removal Details
- SB-08-Superstructure Details 1
- SB-09-Superstructure Details 2
- SB-10-Preformed Joint Strip Seal
- SB-11-Abut. Conc. Removal-EB E. Abut. & WB W. Abut.
- SB-12-Abut. Plan & Elev.-EB E. Abut. & WB W. Abut.
- SB-13-Abut. Conc. Removal-WB E. Abut. & EB W. Abut.
- SB-14-Abut. Plan & Elev.-WB E. Abut. & EB W. Abut.
- SB-15-Pier and Abutment Repairs
- SB-16-Sloped Wall Repairs
- SB-17-Bar Splicer Details
- SB-18-Roadway Plan (for Pavt. Patch)

SCOPE OF WORK

- Remove Existing Expansion Joint including adjacent concrete and Install Preformed Joint Strip Seal (See Sheets SB-07 thru SB-10)
- Scarify 2 3/4" from bridge deck slab, as shown in the plans (See Sheet SB-05)
- Scarify 2" from approach slabs and pavement connector - WB at East Approach as shown in the plans (See Sheet SB-05)
- Replace existing pavement connector with new HMA Pavement Connector-WB at West Approach (See Sheet SB-05)
- Remove 1 1/2" existing pavement connector surface, replace with 1 1/2" HMA surface EB at West and East approach (See Sheet SB-05)
- Perform full depth deck slab repair, where shown (See Sheet SB-06)
- Install 3" latex concrete overlay on bridge deck slab (See Sheet SB-05)
- Install 2 1/4" latex concrete overlay on approach slabs, where shown (See Sheet SB-05)
- Perform 1/4" Diamond Grinding (Bridge Section) and Bridge Deck Grooving (Longitudinal) to bridge deck and approach slabs
- Perform structural concrete repairs to piers and abutment (See Sheet SB-15)
- Perform sloped wall repairs (See Sheet SB-16)
- Apply Protective Coat to the parapets, reconstructed joints, and new deck overlays



ELEVATION



PLAN

DESIGN SPECIFICATIONS
2002 AASHTO Standard Specifications
for Highway Bridges, (Proposed)

LOADING HS20-44
Existing and proposed loading

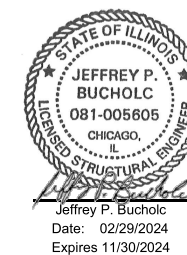
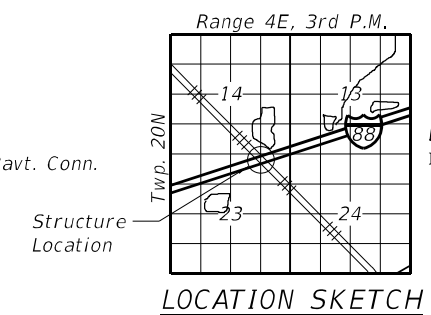
DESIGN STRESSES

FIELD UNITS (NEW)

f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

FIELD UNITS (EXISTING)

f'c = 3,000 psi (Deck Slab)
f'c = 3,500 psi (Curb, Parapet, & Substructure)
fy = 40,000 psi (Reinforcement)
fy = 36,000 psi (M270 Grade 36)



GENERAL PLAN & ELEVATION
I-88 OVER BNSF RR
FAI RTE 88 SEC(195(1B-1, 1VB, 1HB-5,2B))BDR
WHITESIDE COUNTY
STATION 1482+90
STRUCTURE NO. 098-0061 & 098-0062

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
I-88 OVER BNSF RAILROAD - SN 098-0061 (EB) & 098-0062 (WB)
SHEET 1 OF 18 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB,1HB-5,2B))BDR	WHITESIDE	97	39
CONTRACT NO. 64S27			ILLINOIS FED. AID PROJECT G131(377)	

GENERAL NOTES

- Plan dimensions and details relative to the 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 of scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.
- Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced with approved bar splicers or anchorage system. Cost included with Concrete Removal.
- 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.
- Protective Shield shall be required in accordance with Section 501.
- Reinforcement bars designated (E) shall be epoxy coated.
- Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with the concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
- Traffic will be maintained using stage construction.
- Existing name plate from parapet shall be removed, cleaned, and incorporated into the new construction. Cost included with Relocating Name Plate.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SN 098-0061(EB)		SN 098-0062(WB)		TOTAL
		SUPER	SUB	SUPER	SUB	
Bituminous Materials (Tack Coat)	POUND	60		68		128
Polymerized Hot-Mix Asphalt Surface Course, Stone Matrix Asphalt, 9.5, Mix "F", N80	TON	16				16
Pavement Connector (HMA) for Bridge Approach Slab	SQ YD			109		109
Protective Coat	SQ YD	1,077		1,138		2,215
Pavement Removal	SQ YD			69		69
Paved Shoulder Removal	SQ YD			41		41
Concrete Removal	CU YD	20.8		20.7		41.5
Protective Shield	SQ YD	288		288		576
Concrete Superstructure	CU YD	20.9		20.6		41.5
Reinforcement Bars, Epoxy Coated	POUND	3,092		3,092		6,184
Bar Splicers	EACH	36		36		72
Preformed Joint Strip Seal	FOOT	99		99		198
Concrete Sealer	SQ FT		51		24	75
Epoxy Crack Injection	FOOT		11		19	30
Controlled Low-Strength Material	CU YD		57		22	79
Cleaning Bridge Scuppers And Downspouts	EACH	28		28		56
Slope Wall Crack Sealing	FOOT		237		301	538
Surface Removal (Special)	SQ YD	132				132
Bridge Deck Grooving (Longitudinal)	SQ YD	654		715		1,369
Bridge Deck Latex Concrete Overlay, 2 1/4 Inches	SQ YD	329		267		596
Bridge Deck Latex Concrete Overlay, 3 Inches	SQ YD	751		751		1,502
Bridge Deck Scarification 2"	SQ YD	329		267		596
Bridge Deck Scarification 2 3/4"	SQ YD	751		751		1,502
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	SQ FT		51		24	75
Deck Slab Repair (Full Depth, Type I)	SQ YD	18		18		36
Deck Slab Repair (Full Depth, Type II)	SQ YD	6		12		18
Diamond Grinding (Bridge Section)	SQ YD	957		1,019		1,976
Polymer Concrete	CU FT	3		4		7
Railroad Protective Liability Insurance	L SUM	0.5		0.5		1
Slope Wall Repair	SQ YD		113		43	156
Relocating Name Plates	EACH	1		1		2

* Protective Coat shall be applied to all new concrete superstructure and all new concrete overlays as specified in Article 503.19 of the Standard Specifications.
 ** Up to 1/4 inch to be ground off the bridge deck and the bridge approach slabs.

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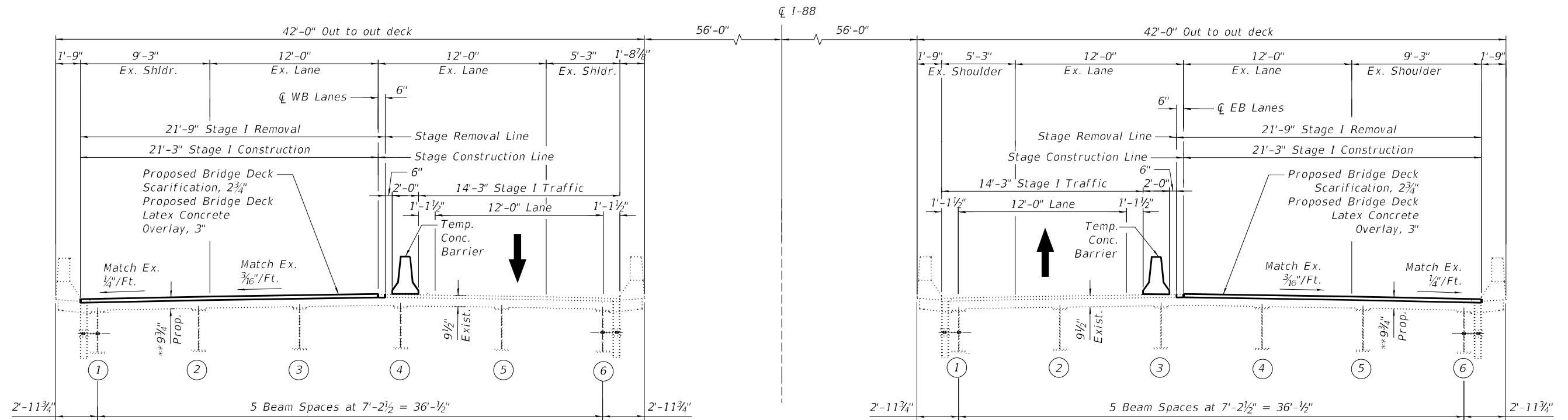
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BILL OF MATERIALS, GENERAL NOTES
 I-88 OVER BNSF RAILROAD - SN 098-0061 (EB) & 098-0062 (WB)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	40
			CONTRACT NO. 64S27	
		ILLINOIS	FED. AID PROJECT	G13(377)

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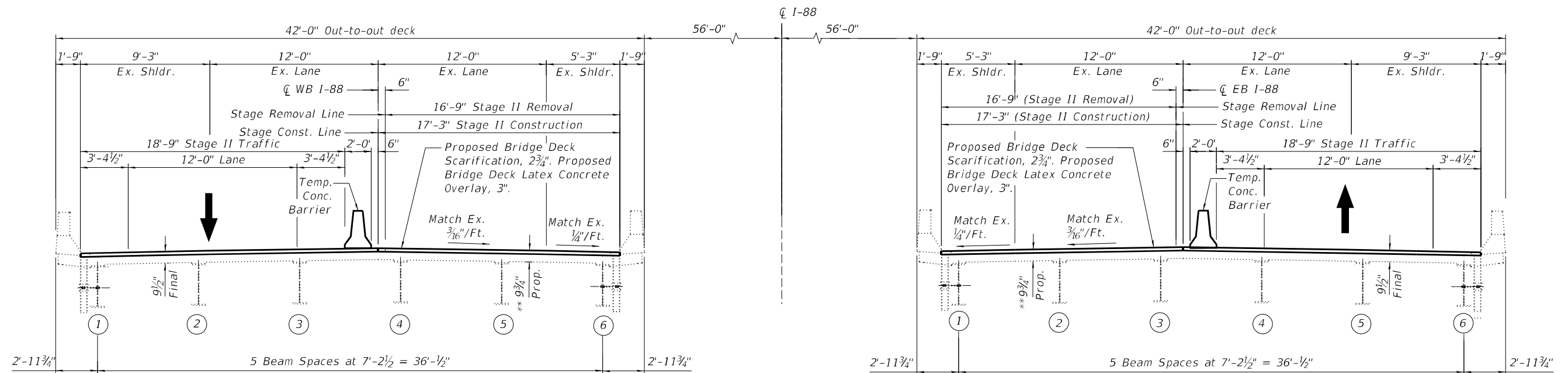


STAGE I TYPICAL CROSS SECTIONS

(Looking East. All dimensions are perp. to \bar{C} I-88)

* See Sheet SB-06 for limits of Protective Shielding

** Prior to diamond grinding



STAGE II TYPICAL CROSS SECTIONS

(Looking East. All Dimensions Are Perp. to \bar{C} I-88)

* See Sheet SB-06 for limits of Protective Shielding

** Prior to diamond grinding



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

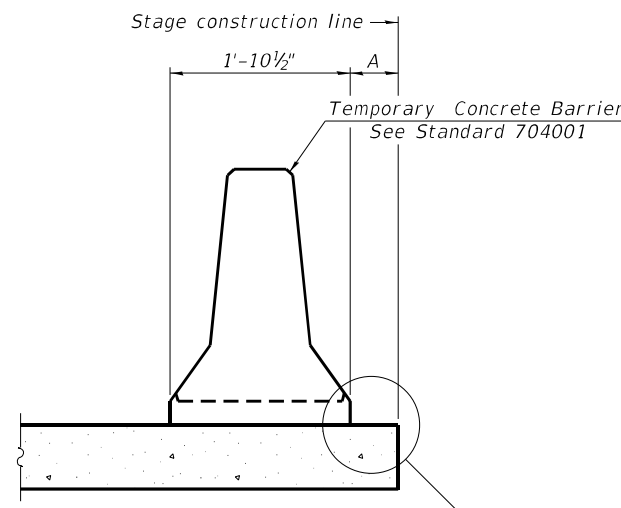
STAGE CONSTRUCTION DETAILS
I-88 OVER BNSF RAILROAD - SN 098-0061 (EB) & 098-0062 (WB)

SHEET 3 OF 18 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	41
CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT G13(377)				

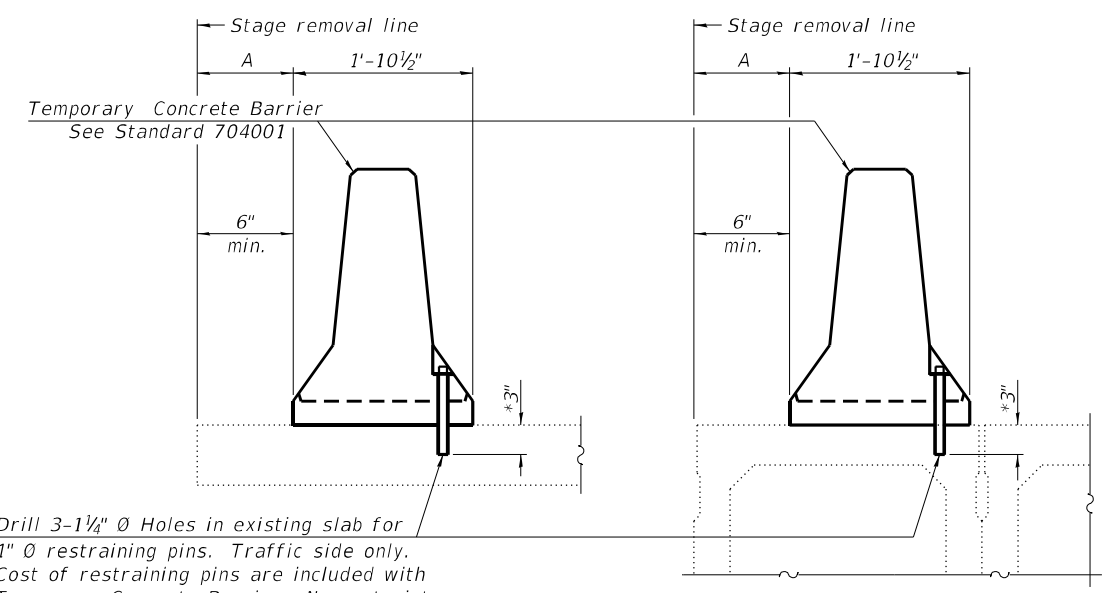
SB-3 OF SA-17

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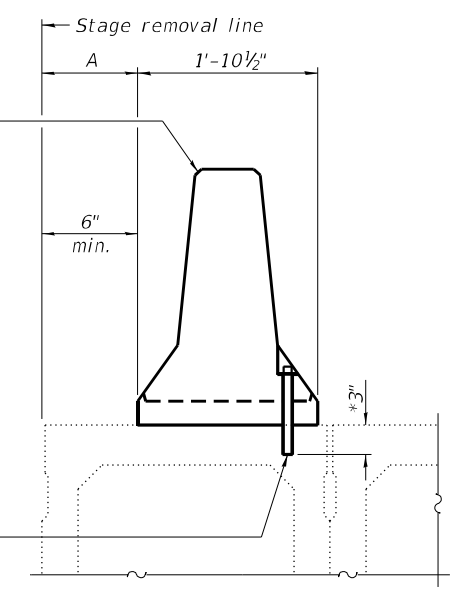
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

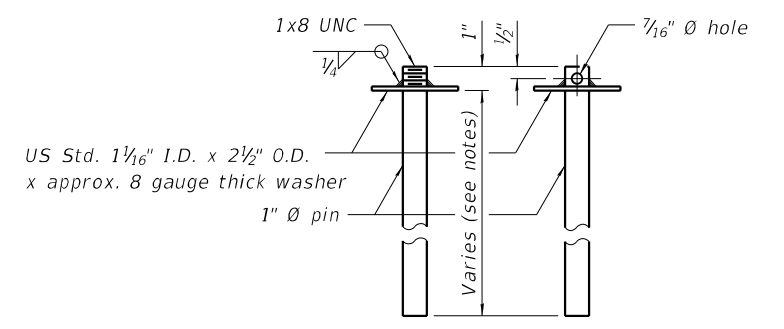
EXISTING SLAB



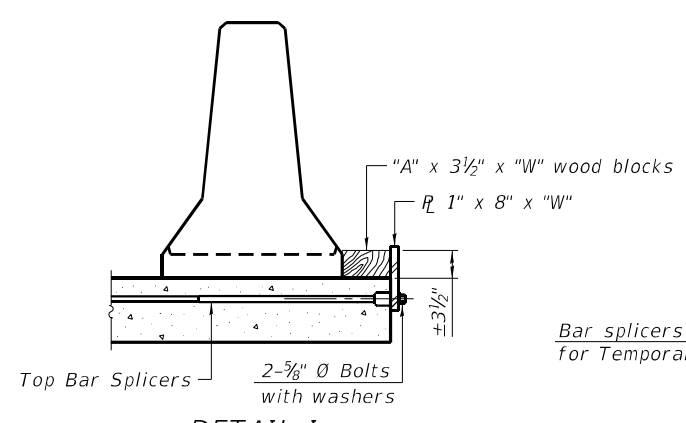
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

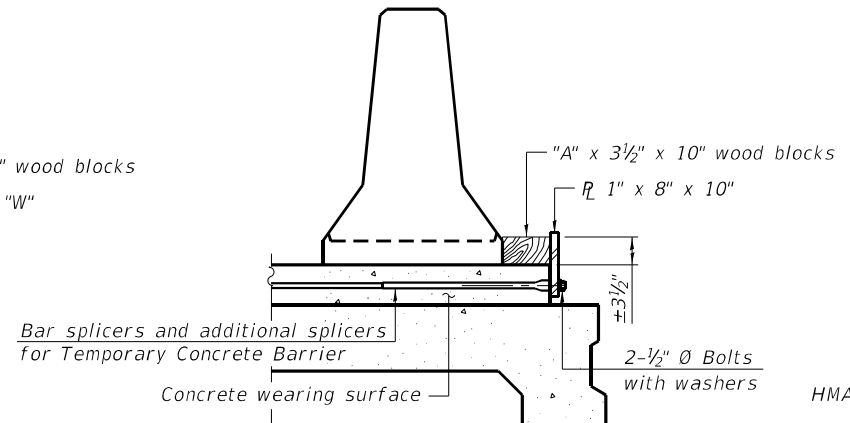
SECTIONS THRU SLAB OR DECK BEAM



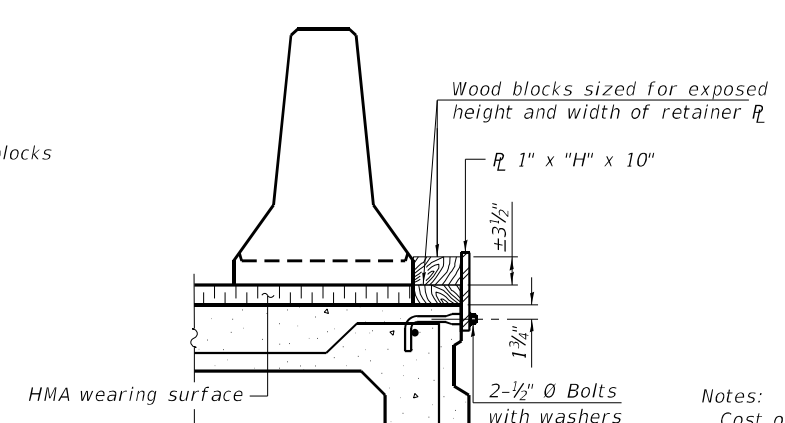
RESTRAINING PIN



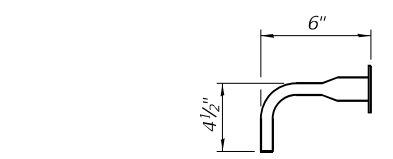
DETAIL I



DETAIL II



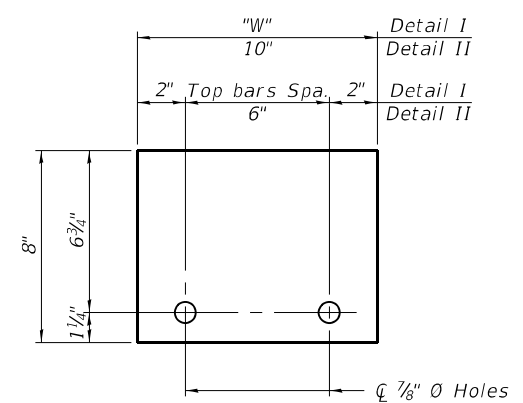
DETAIL III



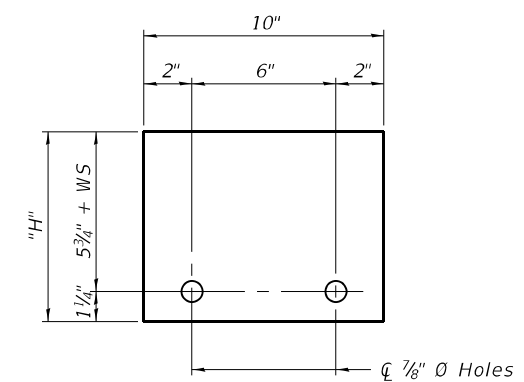
BAR SPLICER FOR #4 BAR - DETAIL III

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
 For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

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



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



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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

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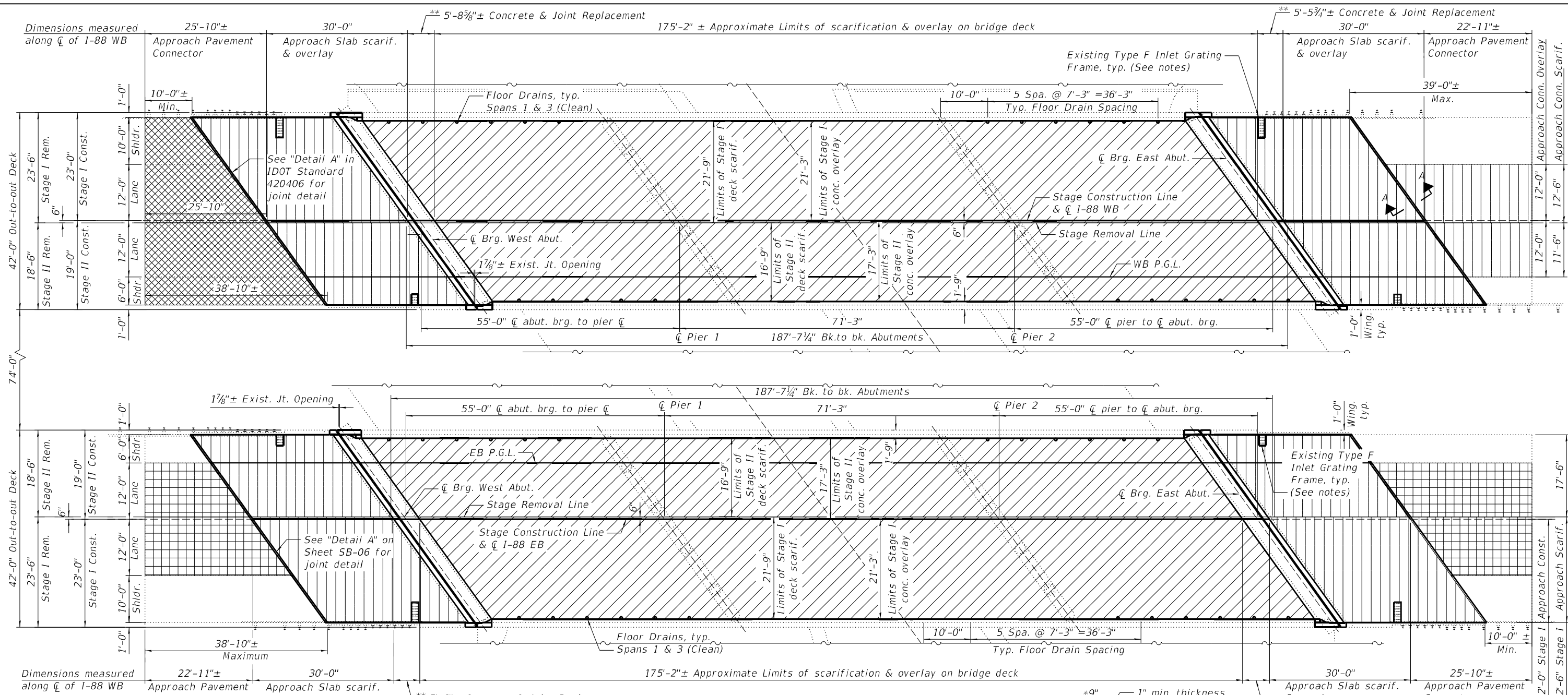
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER
I-88 OVER BNSF RAILROAD - SN 098-0061 (EB) & 098-0062 (WB)**

SHEET 4 OF 18 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	42
CONTRACT NO. 64S27				
ILLINOIS		FED. AID PROJECT	G131(377)	

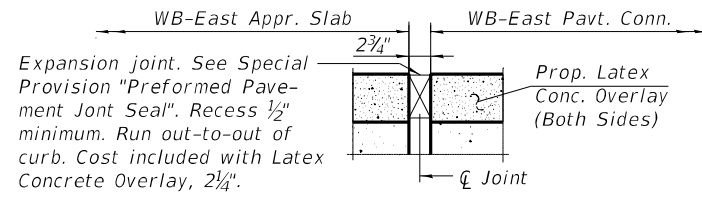
SB-4 OF SB-18



LEGEND

- Bridge Deck Scarification, 2 3/4", Bridge Deck Latex Concrete Overlay, 3", Diamond Grinding, 1/4", and Bridge Deck Grooving (Longitudinal)
- Bridge Deck Scarification, 2", Bridge Deck Latex Concrete Overlay, 2 1/4", Diamond Grinding, 1/4", and Bridge Deck Grooving (Longitudinal) (Approach slabs and WB East Approach Mainline Pavement Connector)
- Diamond Grinding, 1/4", and Bridge Deck Grooving (Longitudinal) (Areas of full depth removal at expansion joints)
- Surface Removal (Special) over Existing Mainline Pavement Connector. EB Lanes only. See Sheet SB-06 for specific limits and details.
- Remove existing Pavement Connector and shoulders, install new Pavement Connector (HMA) for Bridge Slab (Standard 420406). See Sheet SB-06 for specific limits and details.

DECK AND APPROACH OVERLAY PLAN
(Dimensions shown measured relative to I-88 CL line)

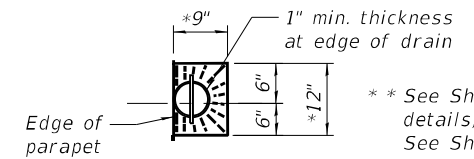


SECTION A-A

Only at WB East Approach Connector

NOTES:

1. All drainage scuppers and floor drains must be protected during concrete scarification and concrete overlay placement.
2. Use of hand tools is required while working around drainage scuppers and floor drains. The cost is included in the Latex Concrete Overlay pay item.
3. All scuppers and deck drains shall be cleaned. Cost included with Cleaning Bridge Scuppers and Downspouts.
4. See Sheet SB-06 for bridge deck patching details and additional approach pavement connector repairs.



DECK DRAIN DETAIL

*slope to drain

BILL OF MATERIAL

Item	Unit	SN 098-0061 EB	SN 098-0062 WB	Total
Bridge Deck Scarification, 2 3/4"	Sq. Yd.	751	751	1,502
Bridge Deck Scarification, 2"	Sq. Yd.	267	329	596
Bridge Deck Latex Concrete Overlay, 3"	Sq. Yd.	751	751	1,502
Bridge Deck Latex Concrete Overlay, 2 1/4"	Sq. Yd.	267	329	596
Cleaning Bridge Scuppers & Downspouts	Each	28	28	56
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	654	715	1,369
Diamond Grinding (Bridge Section)	Sq. Yd.	957	1,019	1,976
Protective Coat	Sq. Yd.	1,077	1,138	2,215

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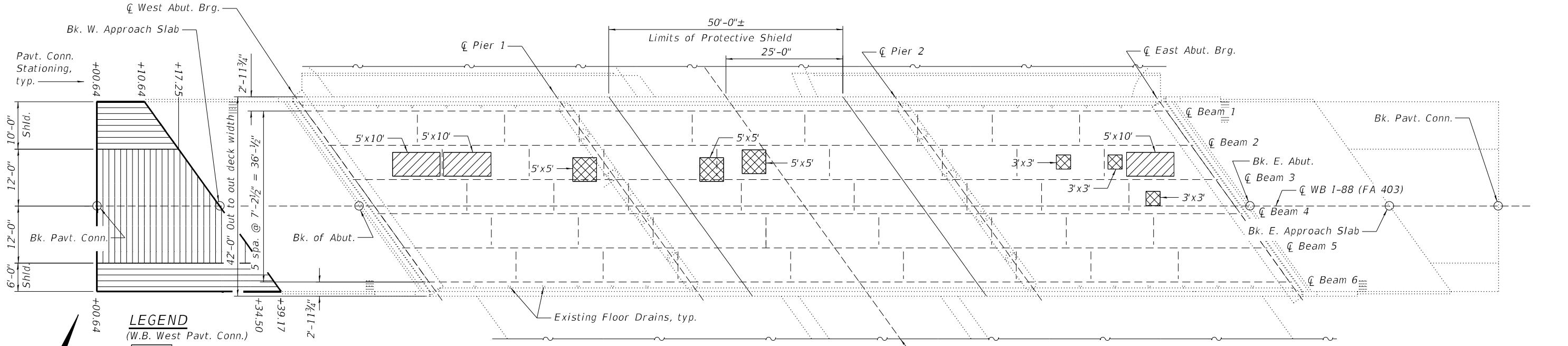
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OVERLAY PLAN
I-88 OVER BNSF RAILROAD - SN 098-0061 (EB) & 098-0062 (WB)
SHEET 5 OF 18 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT G131(377)				

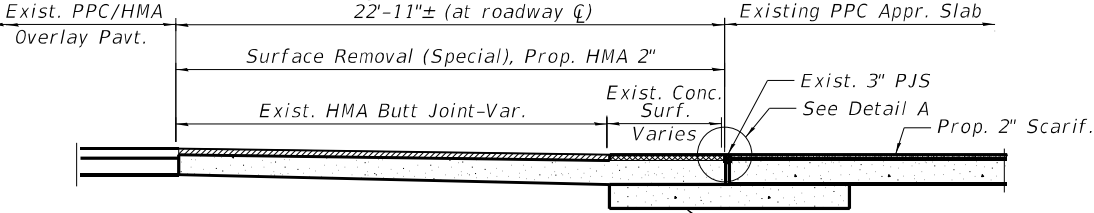
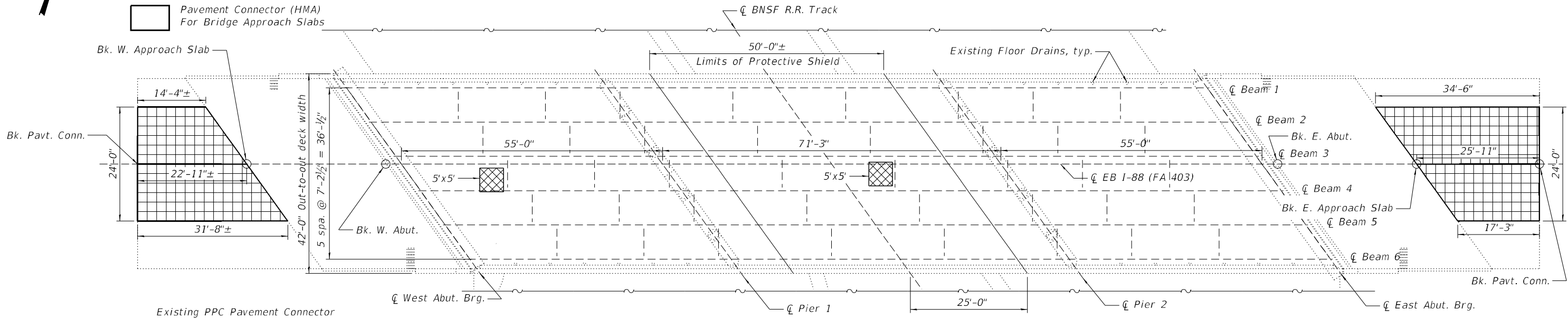
SB-5 OF SB-18

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LEGEND
(W.B. West Pavt. Conn.)

- Paved Shoulder Removal
- Pavement Removal
- Pavement Connector (HMA) For Bridge Approach Slabs



NOTES:
 Patch sizes shown represent conditions at the time plans were completed. An Estimated 2% of each Deck Area has been included should Deck Slab Repair (Full Depth, Type I) be required after Bridge Deck Scarification.

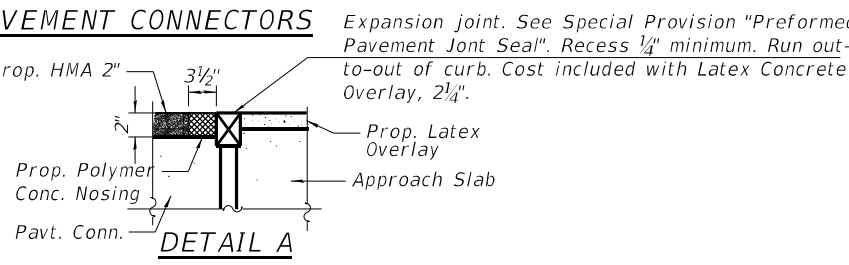
Extreme care must be used when removing concrete near the top flanges of the beams. The Contractor is responsible for any damage to the beams.

BILL OF MATERIAL

ITEM	UNIT	SN 098-0061	SN 098-0062	TOTAL
Protective Shield	Sq. Yd.	288	288	576
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	18	18	36
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	6	12	18
Surface Removal (Special)	Sq. Yd.	132	0	132
Polymer Concrete	Cu. Ft.	3	4	7
Pavement Removal	Sq. Yd.	0	69	69
Paved Shoulder Removal	Sq. Yd.	0	41	41
Pavement Connector (HMA) for Bridge Appr. Slab	Sq. Yd.	0	109	109
Polymer. HMA Surface Course, SMA, 9.5, Mix. "F", N80	Ton	16	0	16
Bituminous Materials (Tack Coat)	Pound	60	68	128

LEGEND

- Deck Slab Repair (Partial) - For Information Only
- Deck Slab Repair (Full Depth, Type II)
- Limits of Surface Removal (Special) for EB Pavement Connectors



SURFACE REMOVAL

- Exist. HMA Surface: Remove 2"
- Exist. Concrete Surface: Remove 2"

Remove 2" of existing surface over limits of pavt. connector (partial HMA, partial concrete) Place new 2" HMA overlay over entire connector as shown in plan limits.

The actual sizes and locations of patching shall be determined by the Engineer after removal of the wearing surface, before patching operations begin. The Engineer shall show the actual locations of the deck repairs on As-Built plans.



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

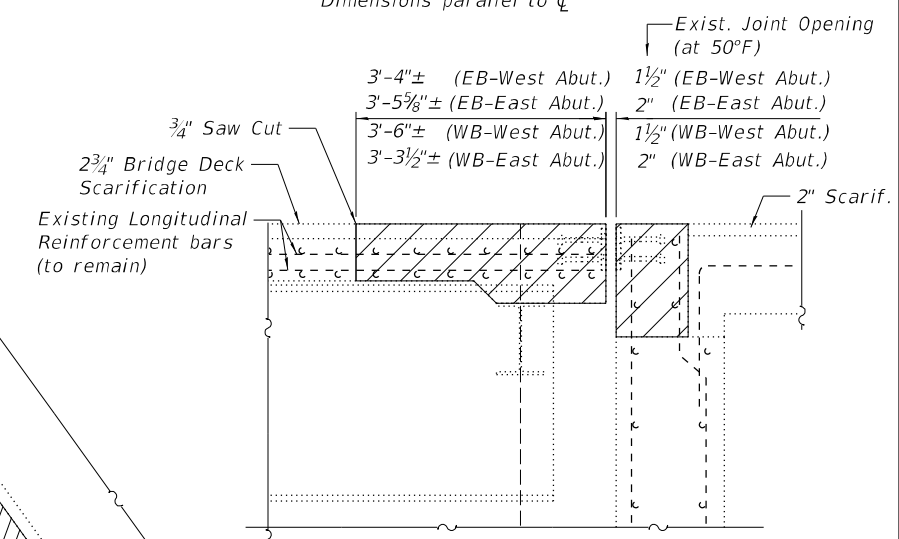
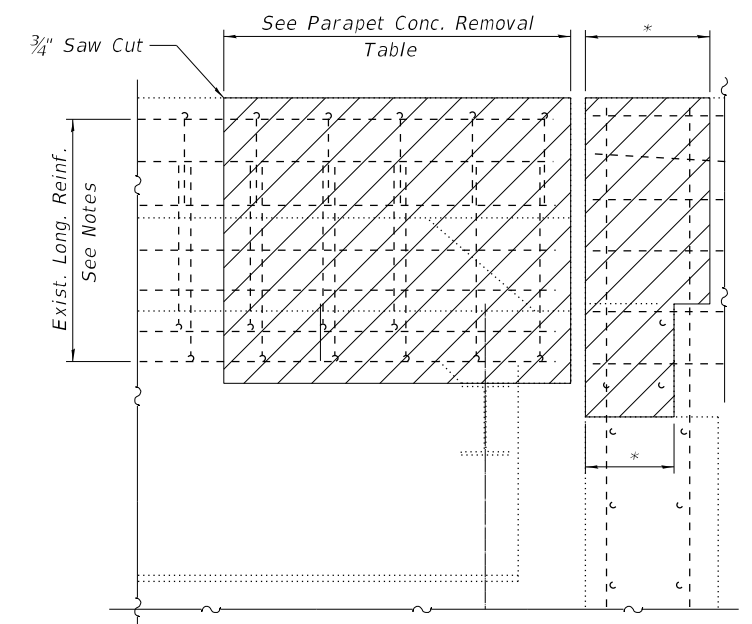
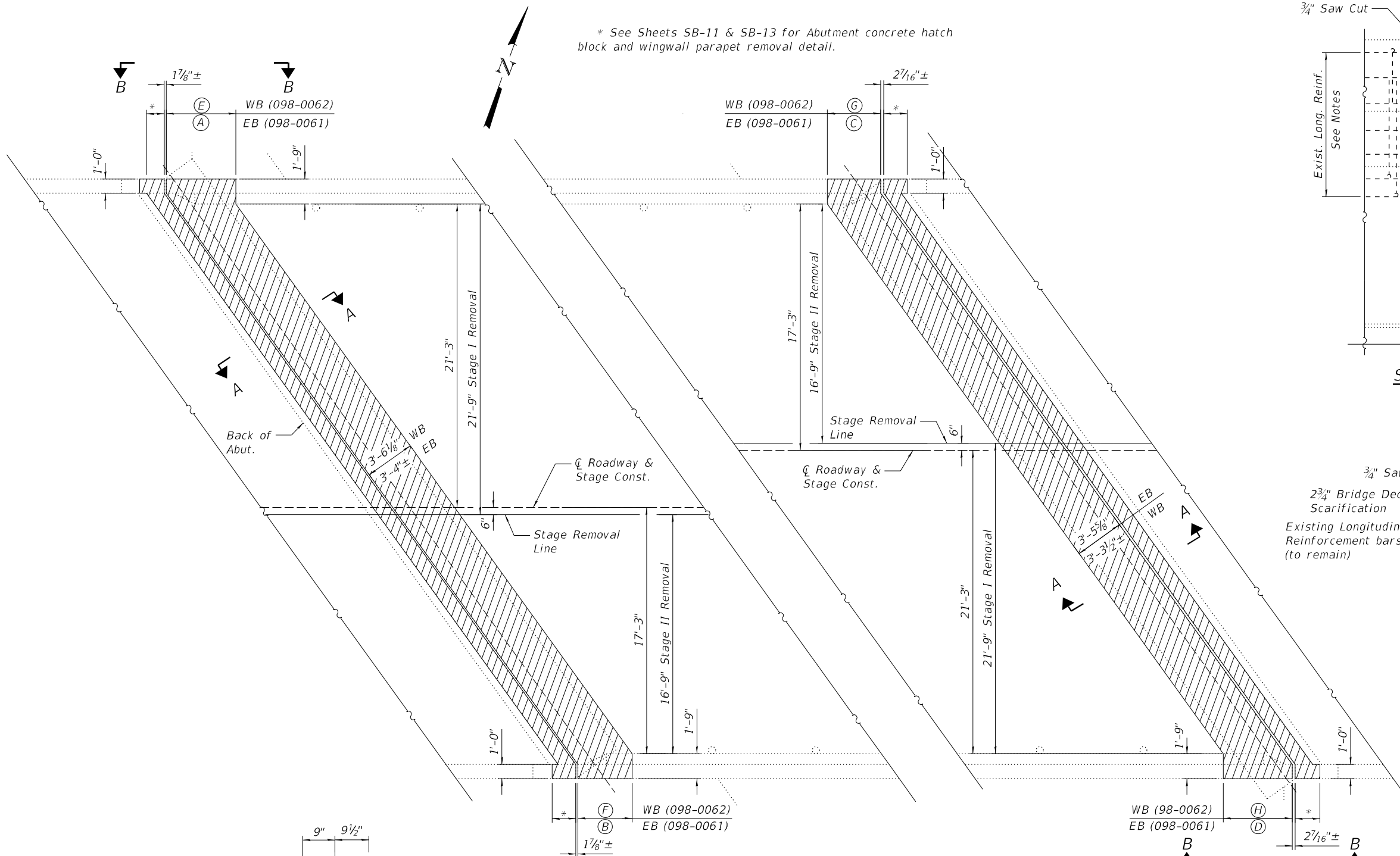
**DECK AND APPROACH SLAB REPAIR PLAN
I-88 OVER BNSF RAILROAD - SN 098-0061 (EB) & 098-0062 (WB)**

SHEET 6 OF 18 SHEETS

F.A.I. RTE. 88	SECTION (195(1B-1,1VB1,1HB-5,2B))BDR	COUNTY WHITESIDE	TOTAL SHEETS 97	SHEET NO. 44
ILLINOIS FED. AID PROJECT G131(377)			CONTRACT NO. 64S27	

SB-6 OF SB-18

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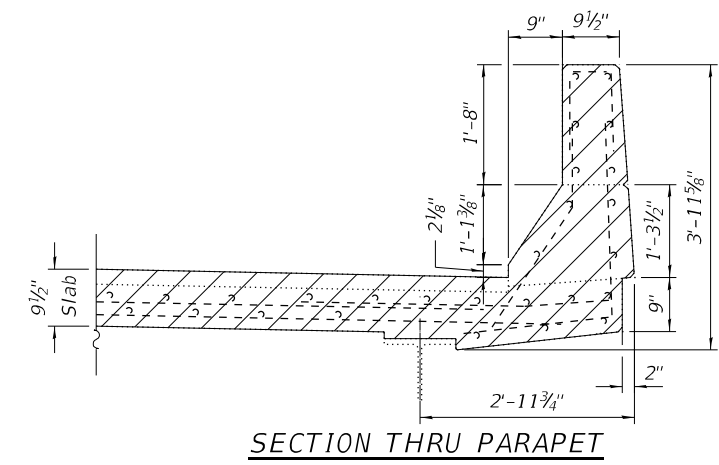


PARAPET REMOVAL LENGTH TABLE

Eastbound (098-0061)	W. Abut.	North	(A)	4'-7 ³ / ₄ "
				South
Westbound (098-0062)	E. Abut.	North	(C)	3'-8 ⁷ / ₈ "
		South	(D)	4'-9 ³ / ₈ "
	W. Abut.	North	(E)	4'-10 ¹ / ₂ "
		South	(F)	3'-9 ¹ / ₂ "
E. Abut.	North	(G)	3'-6 ¹ / ₄ "	
	South	(H)	4'-7 ¹ / ₈ "	

BILL OF MATERIAL

Pay Item	Unit	Quantity				Total
		West Abut. EB	West Abut. WB	East Abut. EB	East Abut. WB	
Concrete Removal	Cu. Yd.	7.1	7.4	7.3	7.0	28.8



CONCRETE REMOVAL PLAN - WEST ABUT.
(Westbound shown)

CONCRETE REMOVAL PLAN - EAST ABUT.
(Eastbound shown)

NOTES:

The Contractor shall use extreme care during concrete removal so as not to damage the existing steel beams. Any steel damaged during concrete removal operations shall be repaired at the Contractor's expense.

Removal of existing expansion joint and associated material shall not be paid for separately but shall be included in the cost of Concrete Removal.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened, and incorporated into new construction. Any reinforcement bars that are damaged during concrete removal operations shall be replaced at the Contractor's expense.

LEGEND:

- Concrete Removal



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

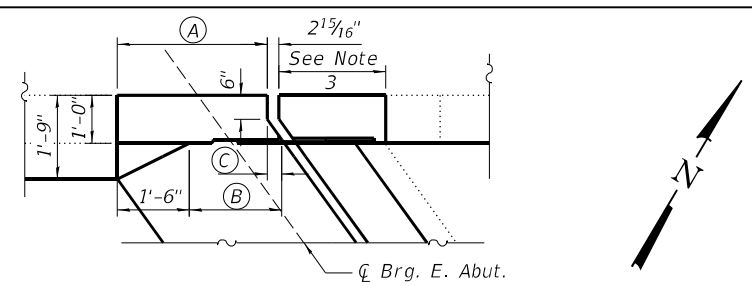
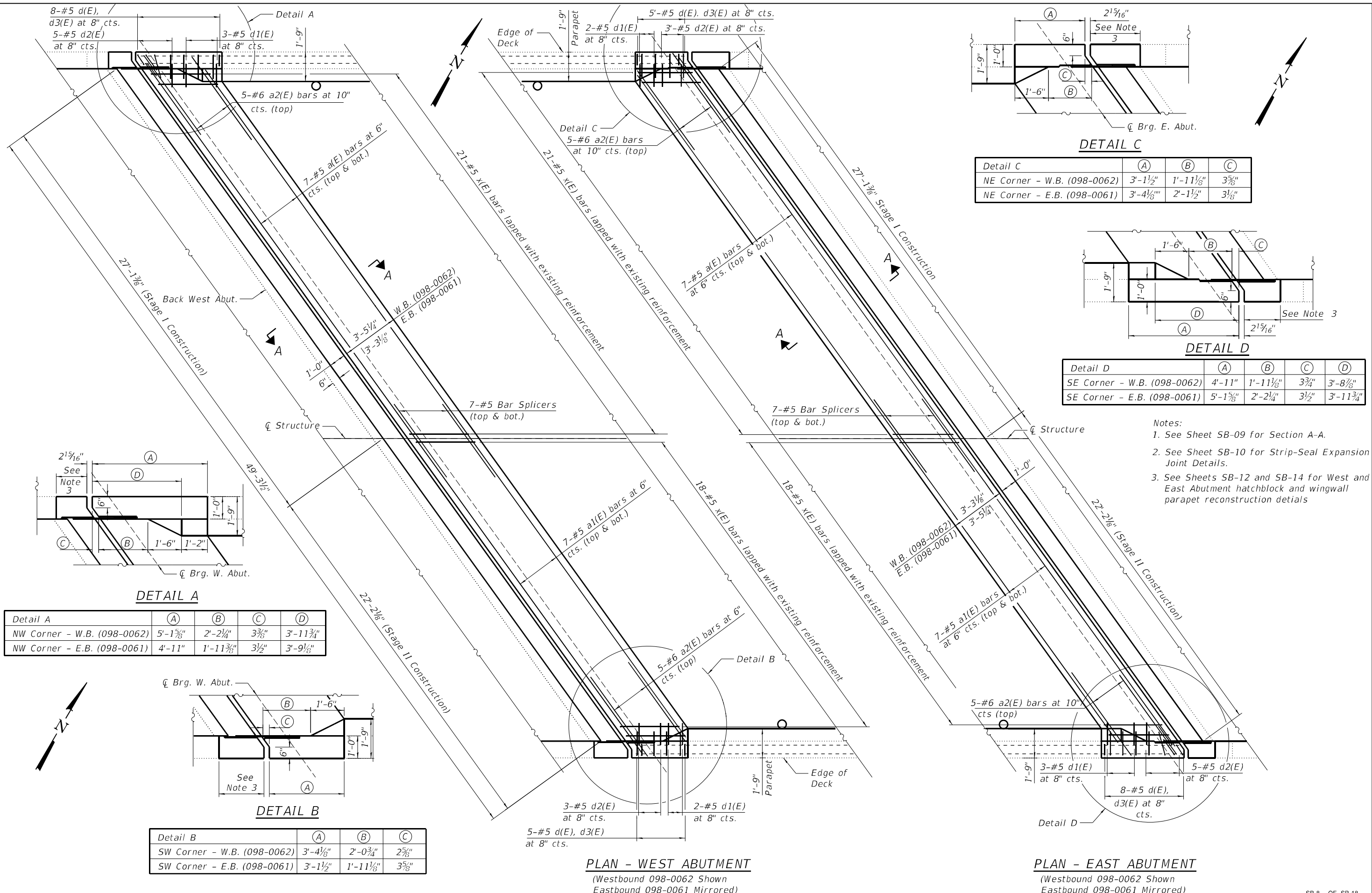
**EXPANSION JOINT CONCRETE REMOVAL DETAILS
I-88 OVER BNSF RAILROAD - SN 098-0061 (EB) & 098-0062 (WB)**

SHEET 7 OF 18 SHEETS

F.A.I. RTE. 88	SECTION (195(1B-1,1VB1,1HB-5,2B))BDR	COUNTY WHITESIDE	TOTAL SHEETS 97	SHEET NO. 45
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64S27	
			G13(377)	

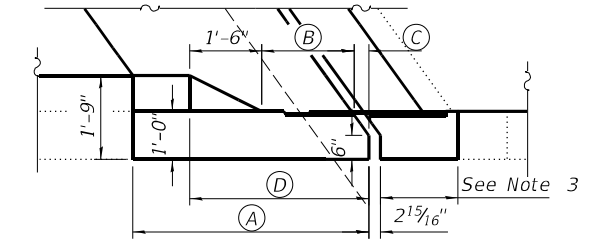
SB-7 OF SB-18

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DETAIL C

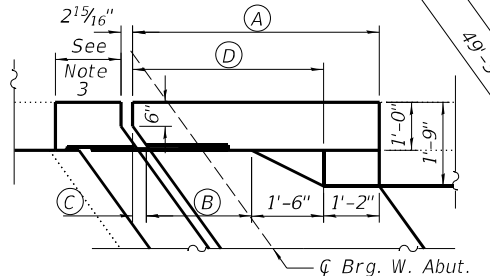
Detail C	(A)	(B)	(C)
NE Corner - W.B. (098-0062)	3'-1 1/2"	1'-11 1/8"	3 3/8"
NE Corner - E.B. (098-0061)	3'-4 1/8"	2'-1 1/2"	3 1/8"



DETAIL D

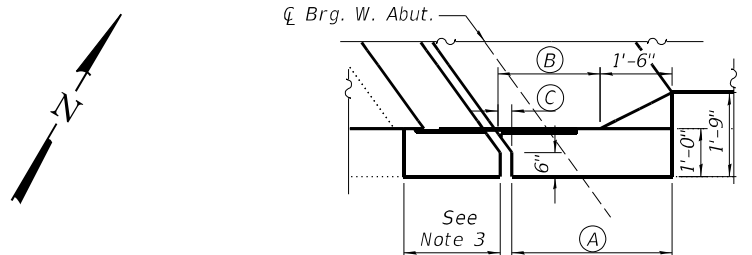
Detail D	(A)	(B)	(C)	(D)
SE Corner - W.B. (098-0062)	4'-11"	1'-11 1/8"	3 3/4"	3'-8 1/8"
SE Corner - E.B. (098-0061)	5'-1 5/8"	2'-2 1/4"	3 1/2"	3'-11 3/4"

- Notes:**
1. See Sheet SB-09 for Section A-A.
 2. See Sheet SB-10 for Strip-Seal Expansion Joint Details.
 3. See Sheets SB-12 and SB-14 for West and East Abutment hatchblock and wingwall parapet reconstruction details



DETAIL A

Detail A	(A)	(B)	(C)	(D)
NW Corner - W.B. (098-0062)	5'-1 5/8"	2'-2 1/4"	3 3/8"	3'-11 3/4"
NW Corner - E.B. (098-0061)	4'-11"	1'-11 3/8"	3 1/2"	3'-9 1/8"



DETAIL B

Detail B	(A)	(B)	(C)
SW Corner - W.B. (098-0062)	3'-4 1/8"	2'-0 3/4"	2 5/8"
SW Corner - E.B. (098-0061)	3'-1 1/2"	1'-11 1/8"	3 5/8"

PLAN - WEST ABUTMENT
 (Westbound 098-0062 Shown
 Eastbound 098-0061 Mirrored)

PLAN - EAST ABUTMENT
 (Westbound 098-0062 Shown
 Eastbound 098-0061 Mirrored)



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

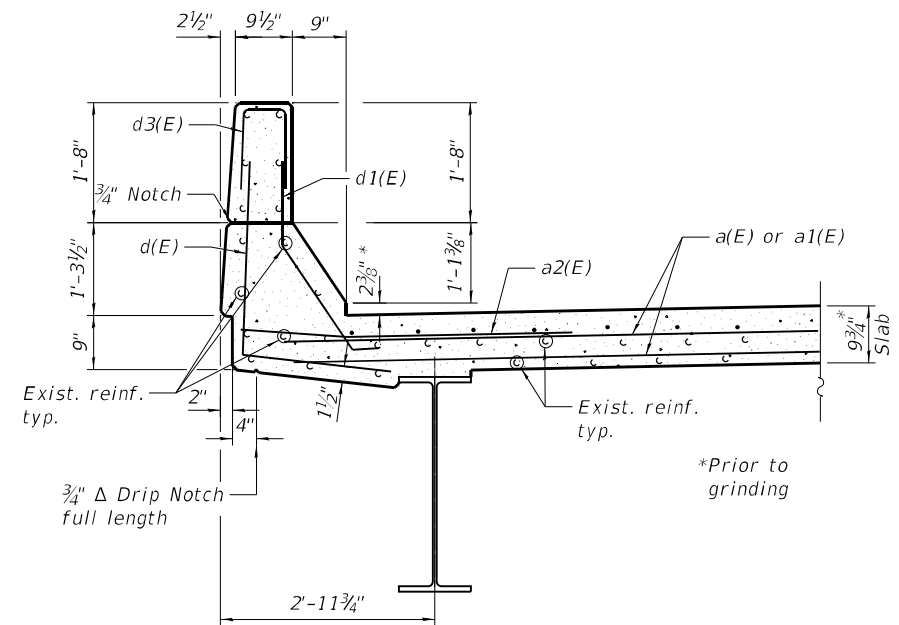
**EXPANSION JOINT CONCRETE REPLACEMENT DETAILS I
 I-88 OVER BNSF RAILROAD - SN 098-0061 (EB) & 098-0062 (WB)**

SHEET 8 OF 18 SHEETS

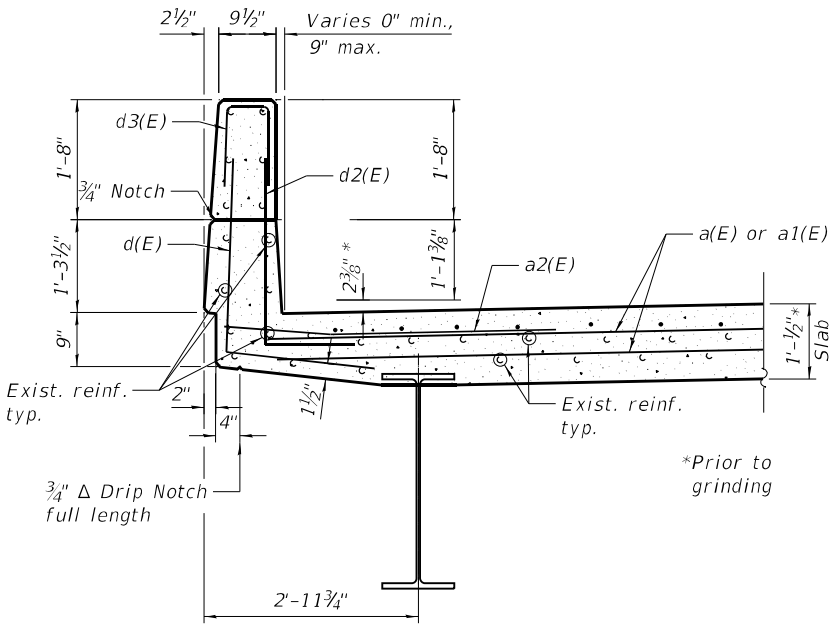
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ILLINOIS FED. AID PROJECT			CONTRACT NO. 64S27	
			G13(377)	

SB-8 OF SB-18

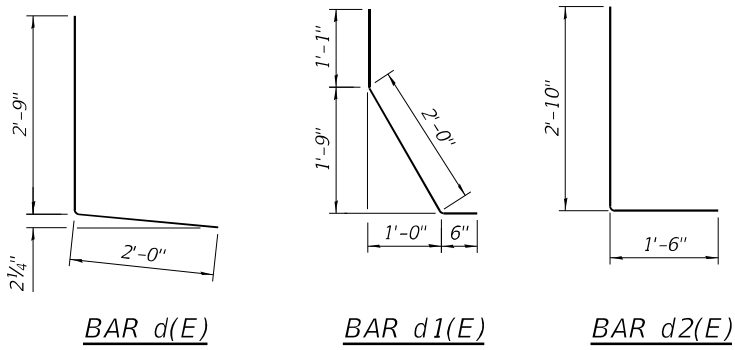
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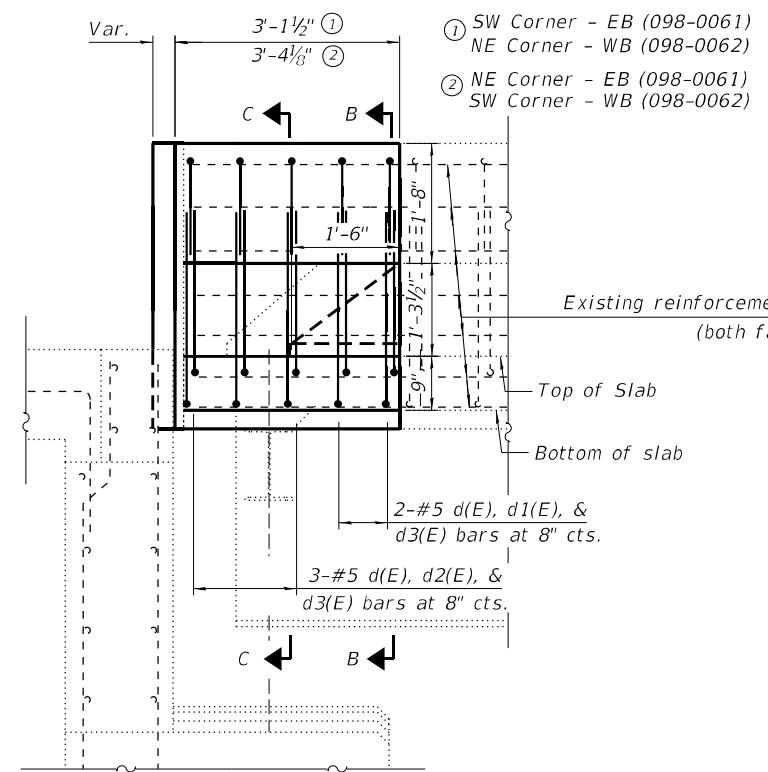
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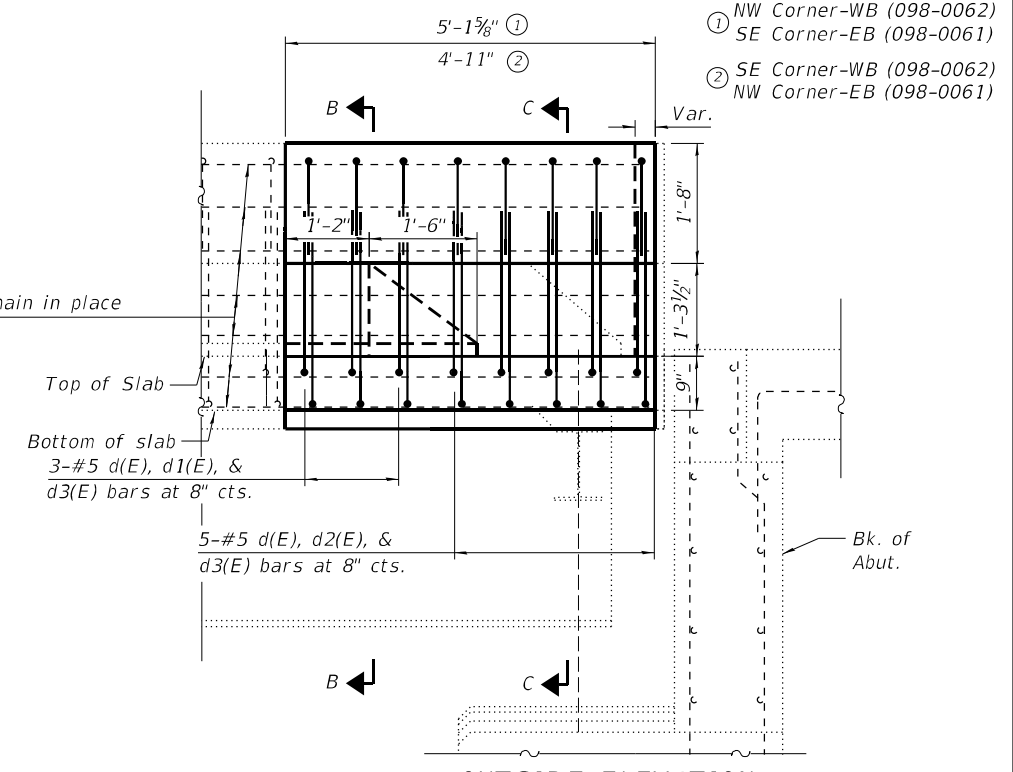
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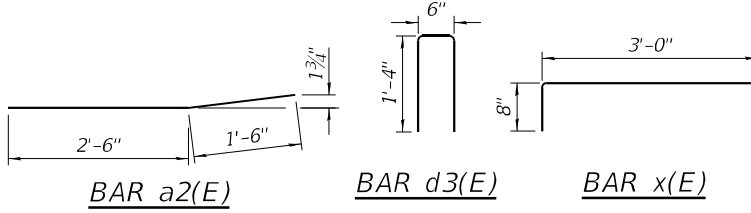
BAR d(E) BAR d1(E) BAR d2(E)



OUTSIDE ELEVATION
(Details B & C, Sheet 8)



OUTSIDE ELEVATION
(Details A & D, Sheet 8)



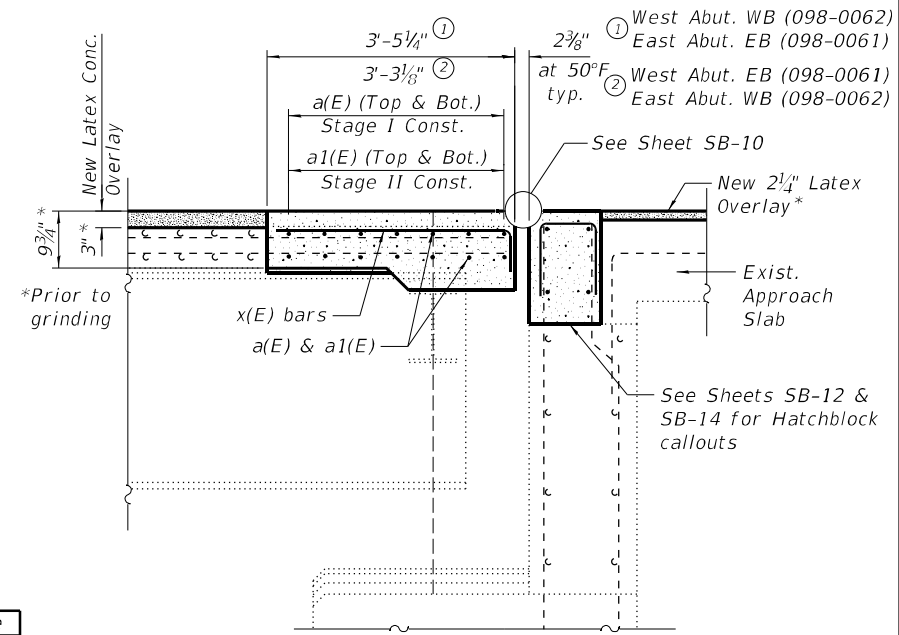
BAR a2(E) BAR d3(E) BAR x(E)

BILL OF MATERIAL
(East Abutment E.B. SN 098-0061)

Bar	No.	Size	Length	Shape
a(E)	14	#5	28'-0"	—
a1(E)	14	#5	23'-1"	—
a2(E)	20	#6	4'-0"	—
d(E)	26	#5	4'-9"	L
d1(E)	10	#5	3'-7"	L
d2(E)	16	#5	4'-4"	L
d3(E)	26	#5	3'-2"	
x(E)	78	#5	3'-8"	—
Concrete Superstructure			Cu. Yd.	14.3
Reinforcement Bars, Epoxy Coated			Pound	2,092

BILL OF MATERIAL
(West Abutment W.B. SN 098-0062)

Bar	No.	Size	Length	Shape
a(E)	14	#5	28'-0"	—
a1(E)	14	#5	23'-1"	—
a2(E)	20	#6	4'-0"	—
d(E)	26	#5	4'-9"	L
d1(E)	10	#5	3'-7"	L
d2(E)	16	#5	4'-4"	L
d3(E)	26	#5	3'-2"	
x(E)	78	#5	3'-8"	—
Concrete Superstructure			Cu. Yd.	14.3
Reinforcement Bars, Epoxy Coated			Pound	2,092



SECTION A-A
(at right angle)

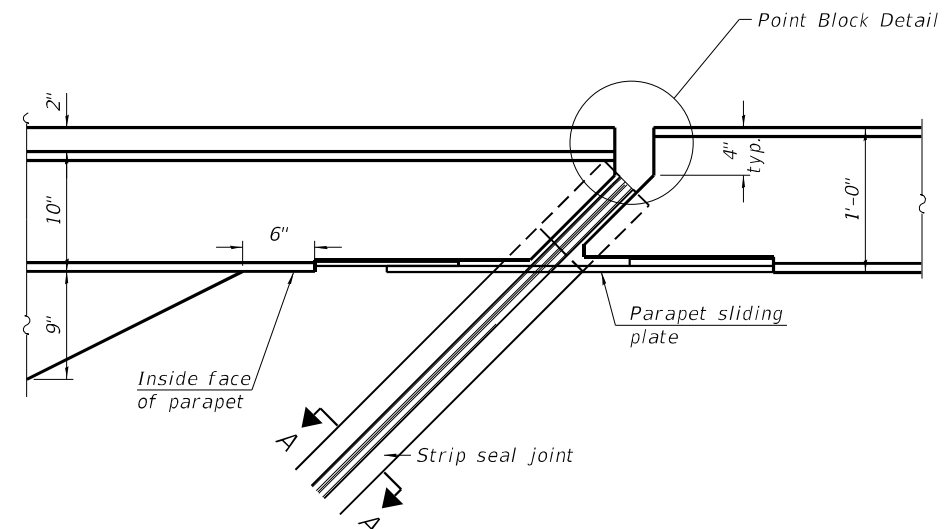


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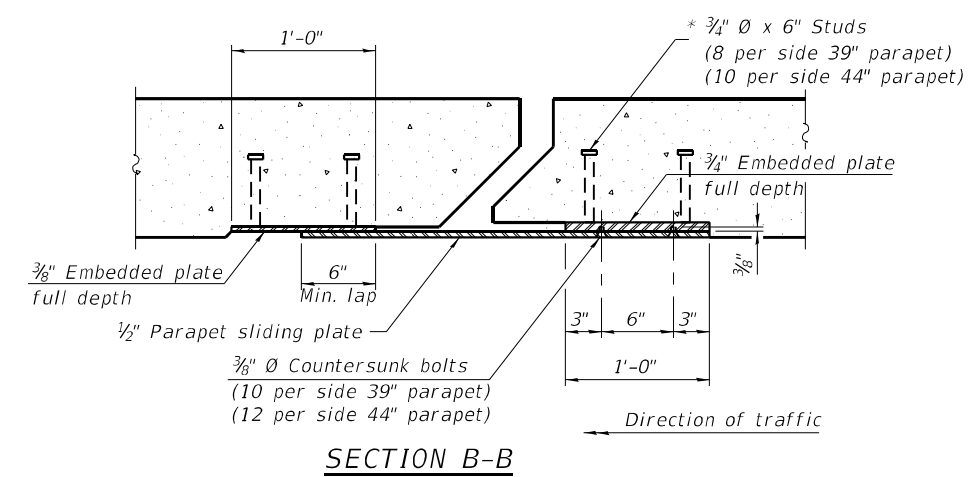
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT CONCRETE REPLACEMENT DETAILS II
 I-88 OVER BNSF RAILROAD - SN 098-0061 (EB) & 098-0062 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	47
CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT G13(377)				

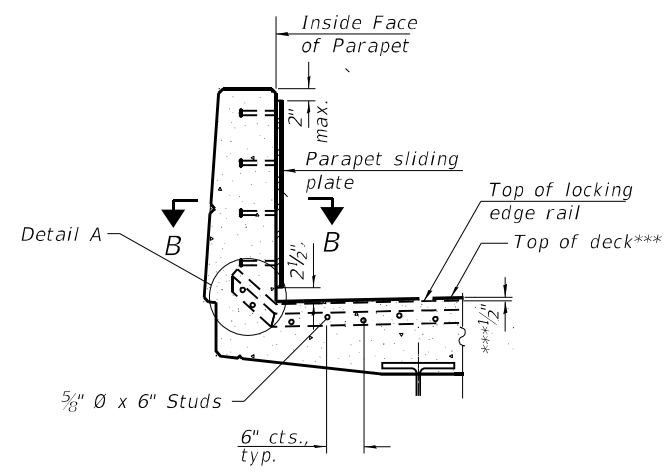


FOR SKEWS > 30°
PLAN AT PARAPET



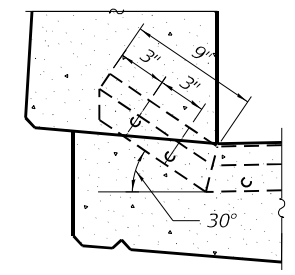
SECTION B-B

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.
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.

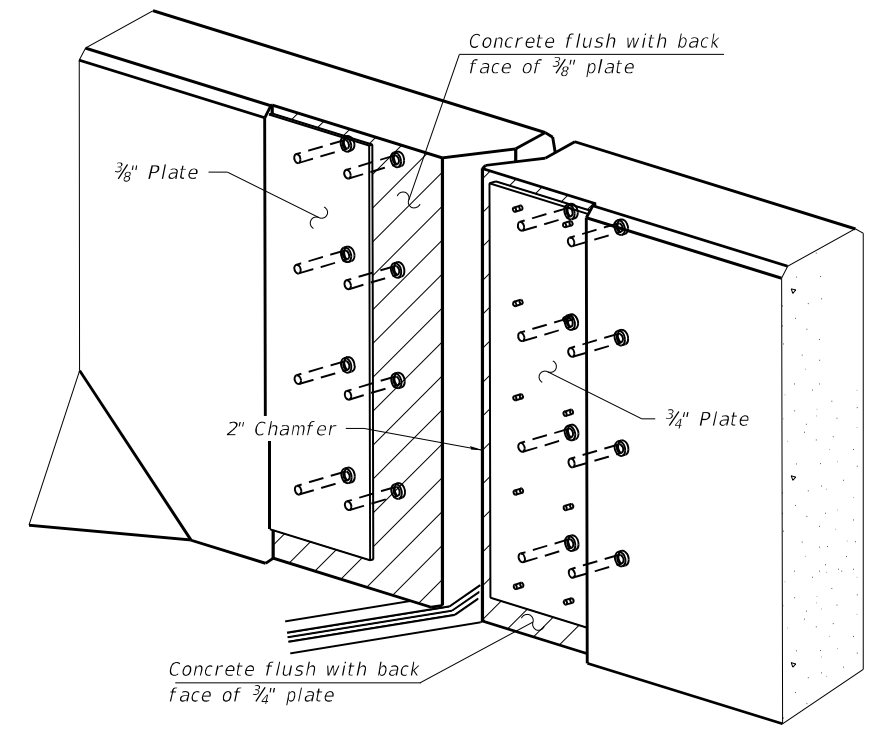


SECTION AT PARAPET

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



DETAIL A

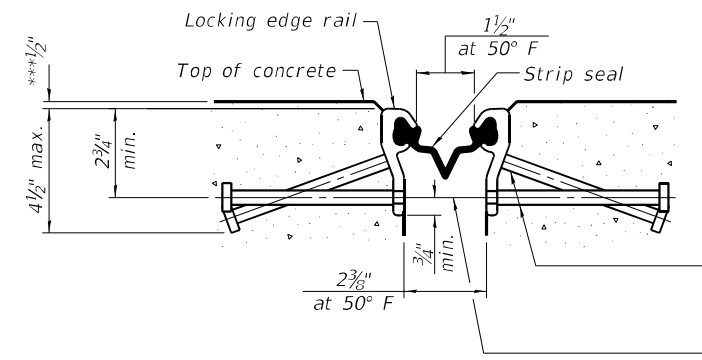


TRIMETRIC VIEW

(Showing embedded plates only)

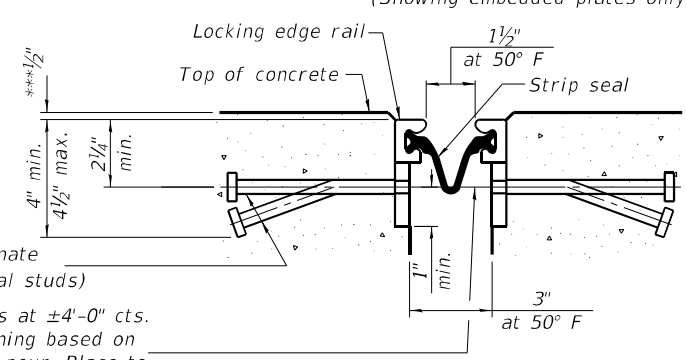
BILL OF MATERIAL

Item	Unit	098-0061	098-0061	Total
		E.B.	W.B.	
Preformed Joint Strip Seal	Foot	99	99	198

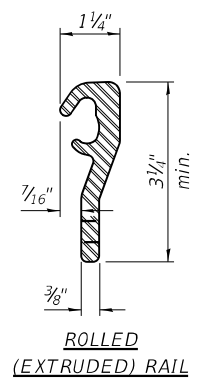


SHOWING ROLLED RAIL JOINT

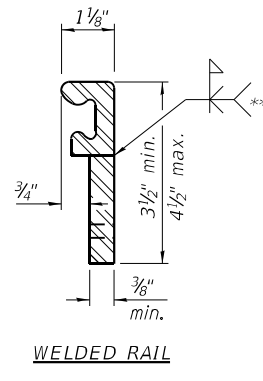
* 5/8" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)
3/8" Ø threaded rods in 7/16" Ø holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.



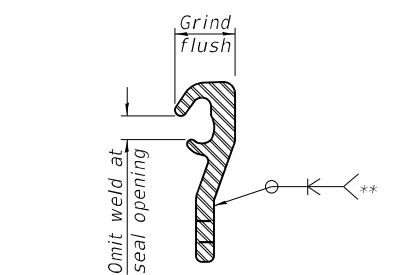
SHOWING WELDED RAIL JOINT



ROLLED (EXTRUDED) RAIL



WELDED RAIL



LOCKING EDGE RAIL SPLICE

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

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

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

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EJ-SS 1-1-2020

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
I-88 OVER BNSF RAILROAD - SN 098-0061 (EB) & 098-0062 (WB)

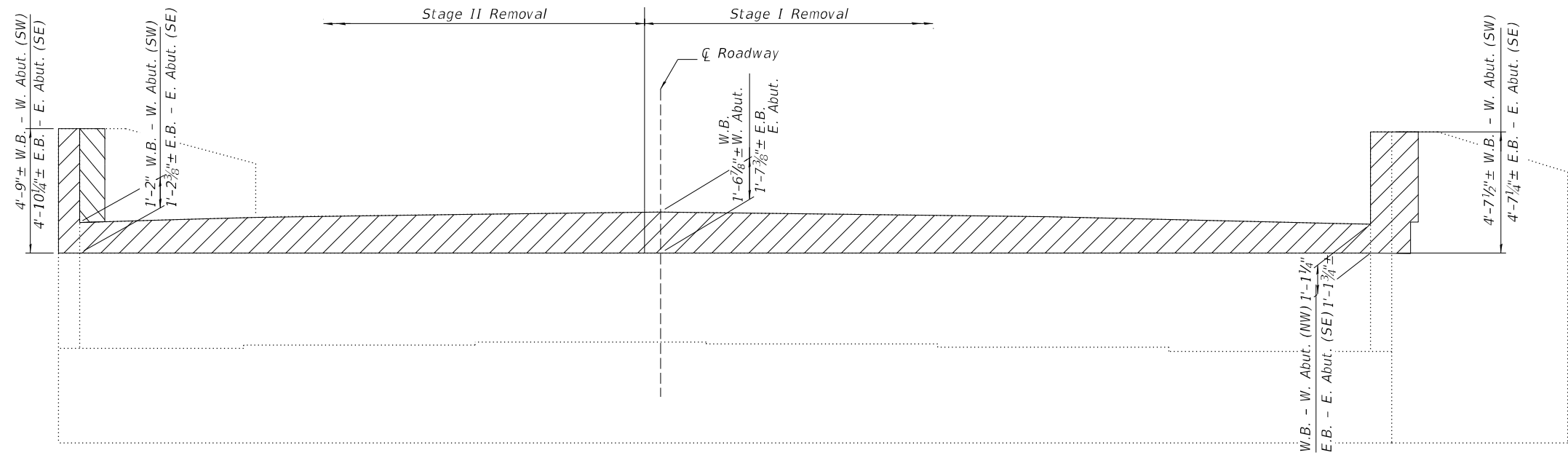
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CONTRACT NO. 64S27			ILLINOIS FED. AID PROJECT G13(377)	

SHEET 10 OF 18 SHEETS

SB-10 OF SB-18

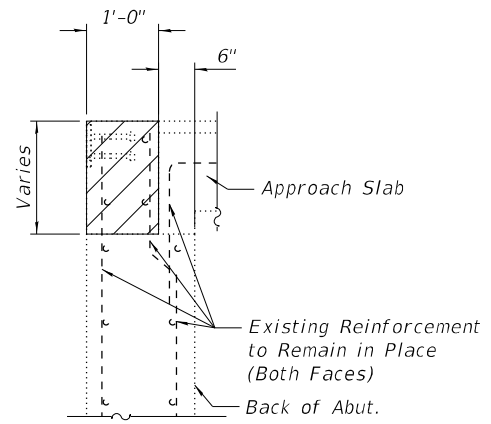


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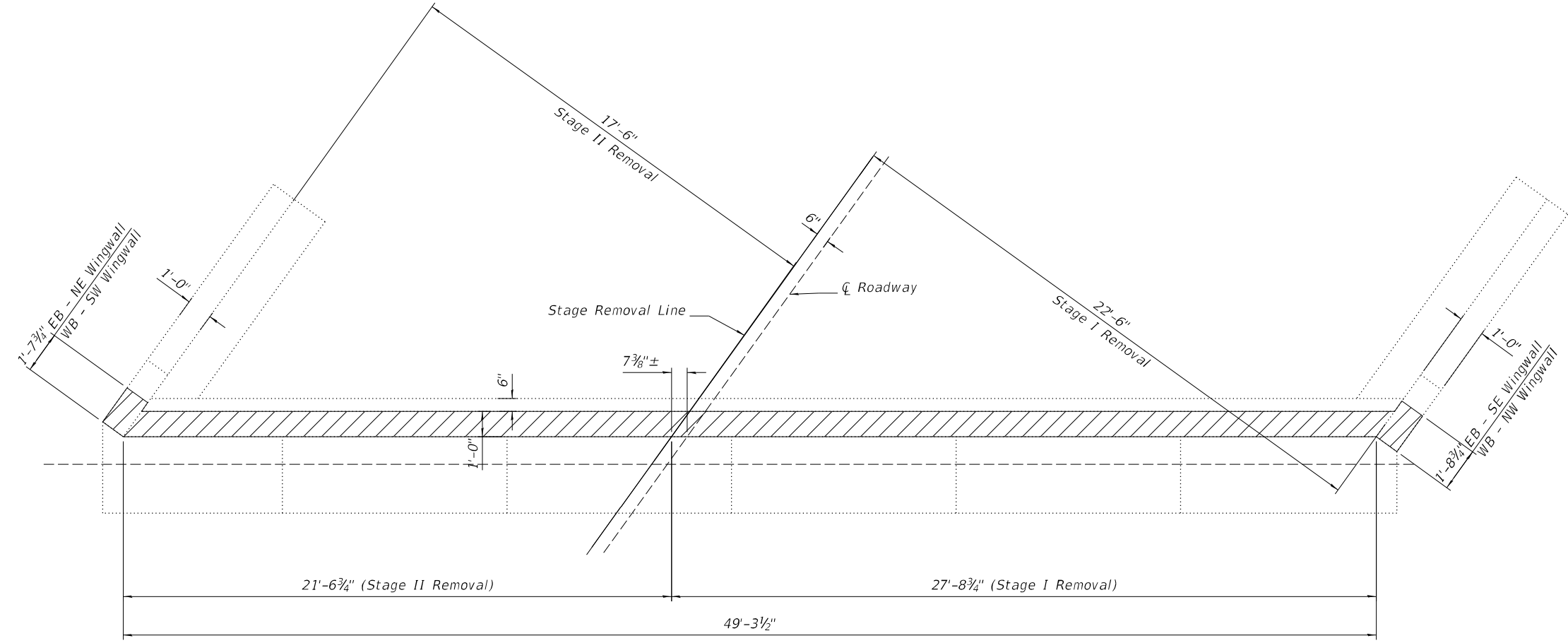
ELEVATION

East Abut.-Eastbound 098-0061
 West Abut.-Westbound 098-0062



SECTION THRU ABUTMENT HATCHBLOCK

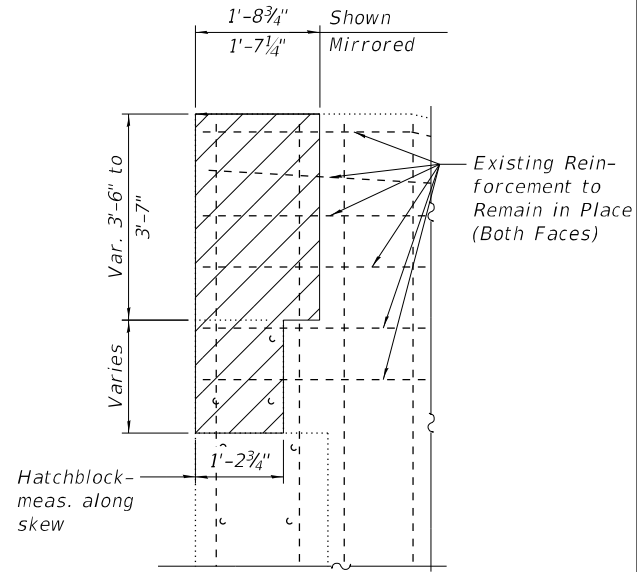
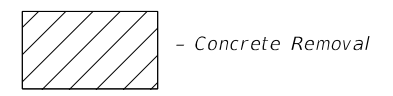
Dimensions normal to abutment joint



PLAN

East Abut.-Eastbound 098-0061
 West Abut.-Westbound 098-0062

LEGEND:



WINGWALL PARAPET ELEVATION

Dimensions parallel with roadway centerline

BILL OF MATERIAL

Pay Item	Unit	Quantity		Total
		E.B. Abut.	W.B. Abut.	
Concrete Removal	Cu. Yd.	3.2	3.1	6.3



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

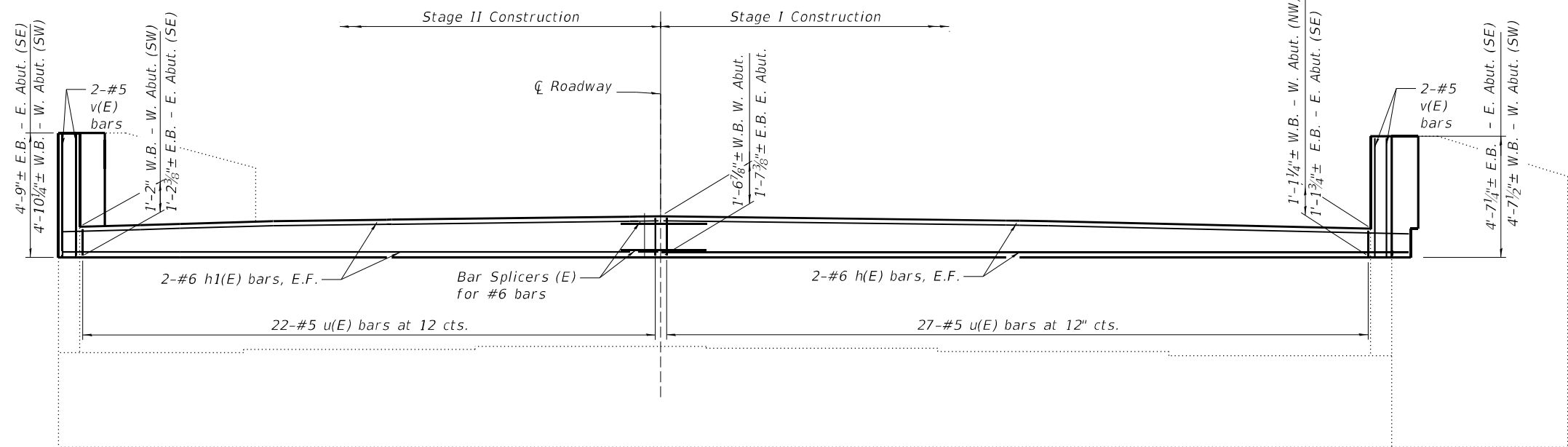
**ABUT. CONC. REMOVAL - EB EAST ABUT. & WB WEST ABUT.
 I-88 OVER BNSF RAILROAD - SN 098-0061 (EB) & 098-0062 (WB)**

SHEET 11 OF 18 SHEETS

F.A.I. RTE. 88	SECTION (195(1B-1,1VB1,1HB-5,2B))BDR	COUNTY WHITESIDE	TOTAL SHEETS 97	SHEET NO. 49
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64S27	
			G13(377)	

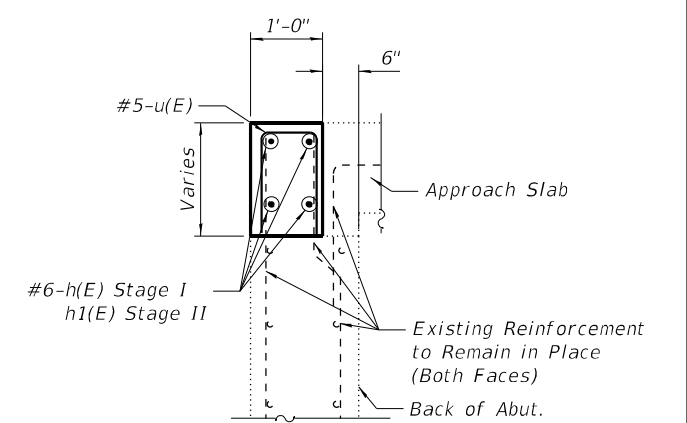
SB-11 OF SB-18

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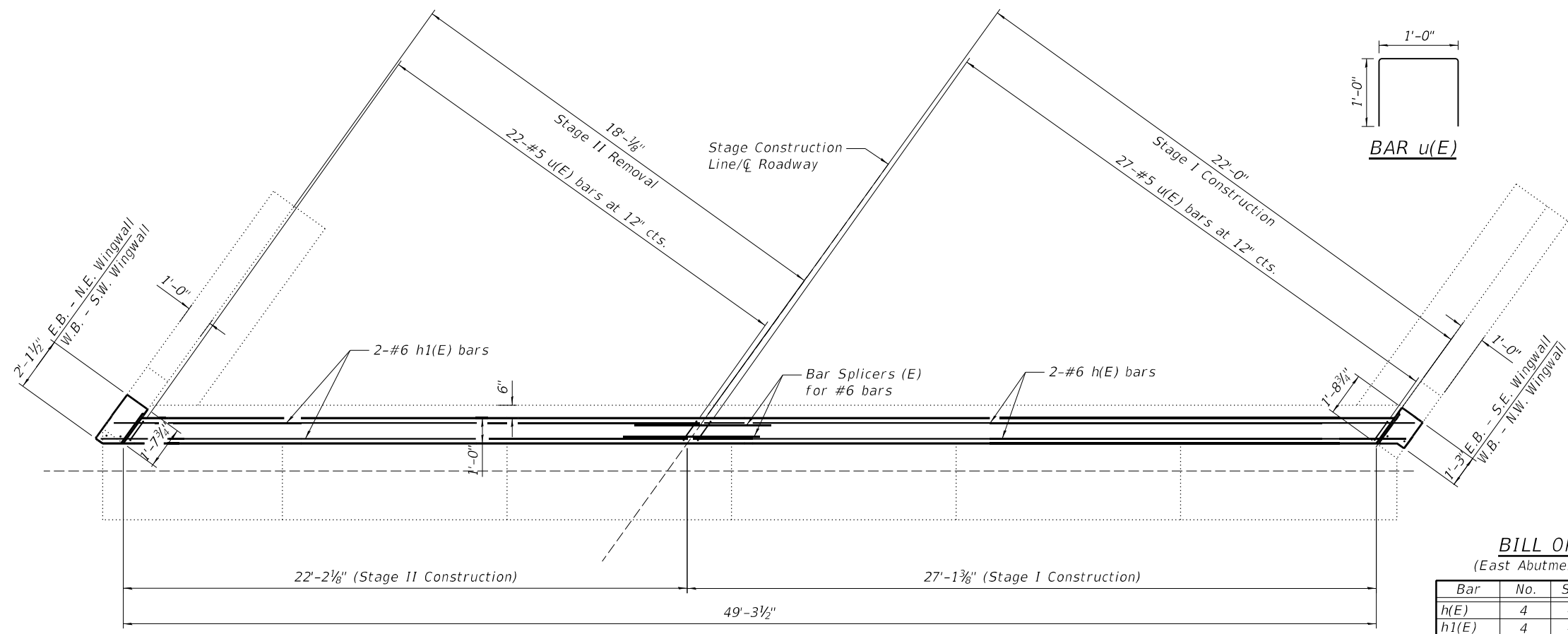


ELEVATION

East Abut.-Eastbound 098-0061
 West Abut.-Westbound 098-0062

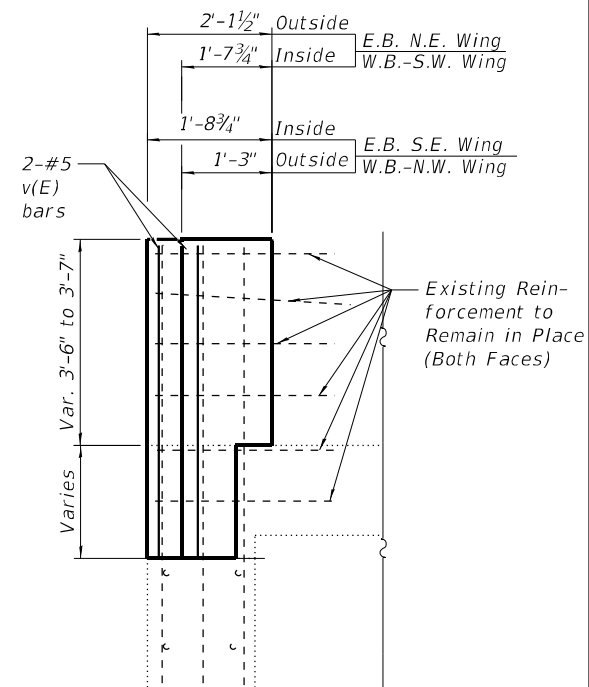
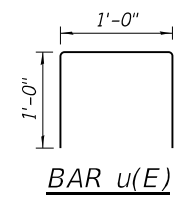


SECTION THRU ABUTMENT HATCHBLOCK
 Dimensions normal to abutment joint



PLAN

East Abut.-Eastbound 098-0061
 West Abut.-Westbound 098-0062



WINGWALL PARAPET ELEVATION
 Dimensions shown parallel to roadway centerline

BILL OF MATERIAL
 (East Abutment E.B. SN 098-0061)

Bar	No.	Size	Length	Shape
h(E)	4	#6	27'-11"	—
h1(E)	4	#6	23'-1"	—
u(E)	49	#5	3'-0"	⏏
v(E)	4	#5	4'-6"	—
Concrete Superstructure			Cu. Yd.	3.3
Reinforcement Bars, Epoxy Coated			Pound	500

BILL OF MATERIAL
 (West Abutment W.B. SN 098-0062)

Bar	No.	Size	Length	Shape
h(E)	4	#6	27'-11"	—
h1(E)	4	#6	23'-1"	—
u(E)	49	#5	3'-0"	⏏
v(E)	4	#5	4'-6"	—
Concrete Superstructure			Cu. Yd.	3.1
Reinforcement Bars, Epoxy Coated			Pound	500



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

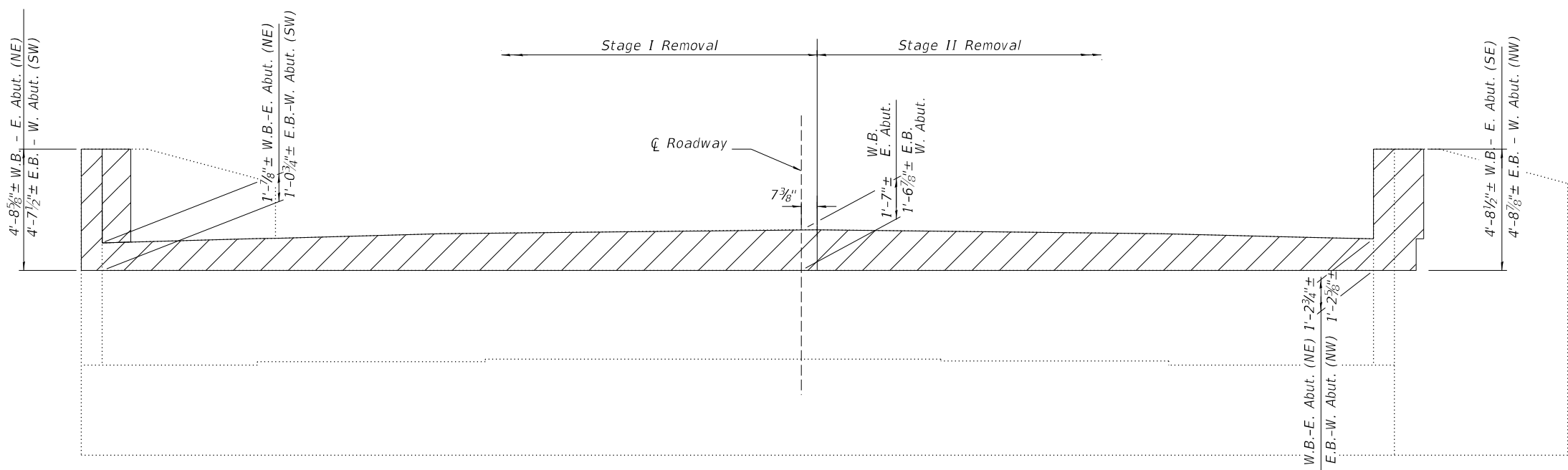
ABUT. CONC. PLAN & ELEV. - EB EAST ABUT. & WB WEST ABUT.
I-88 OVER BNSF RAILROAD - SN 098-0061 (EB) & 098-0062 (WB)

SHEET 12 OF 18 SHEETS

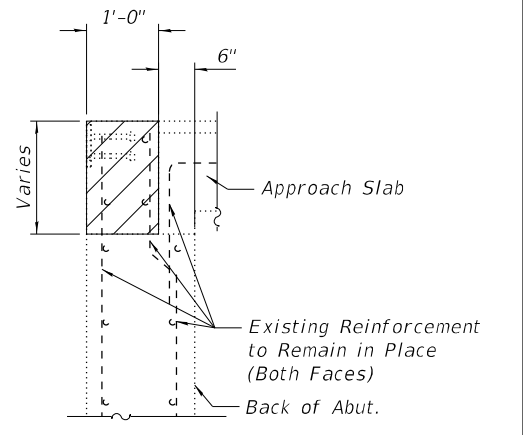
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CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT G13(377)				

SB-12 OF SB-18

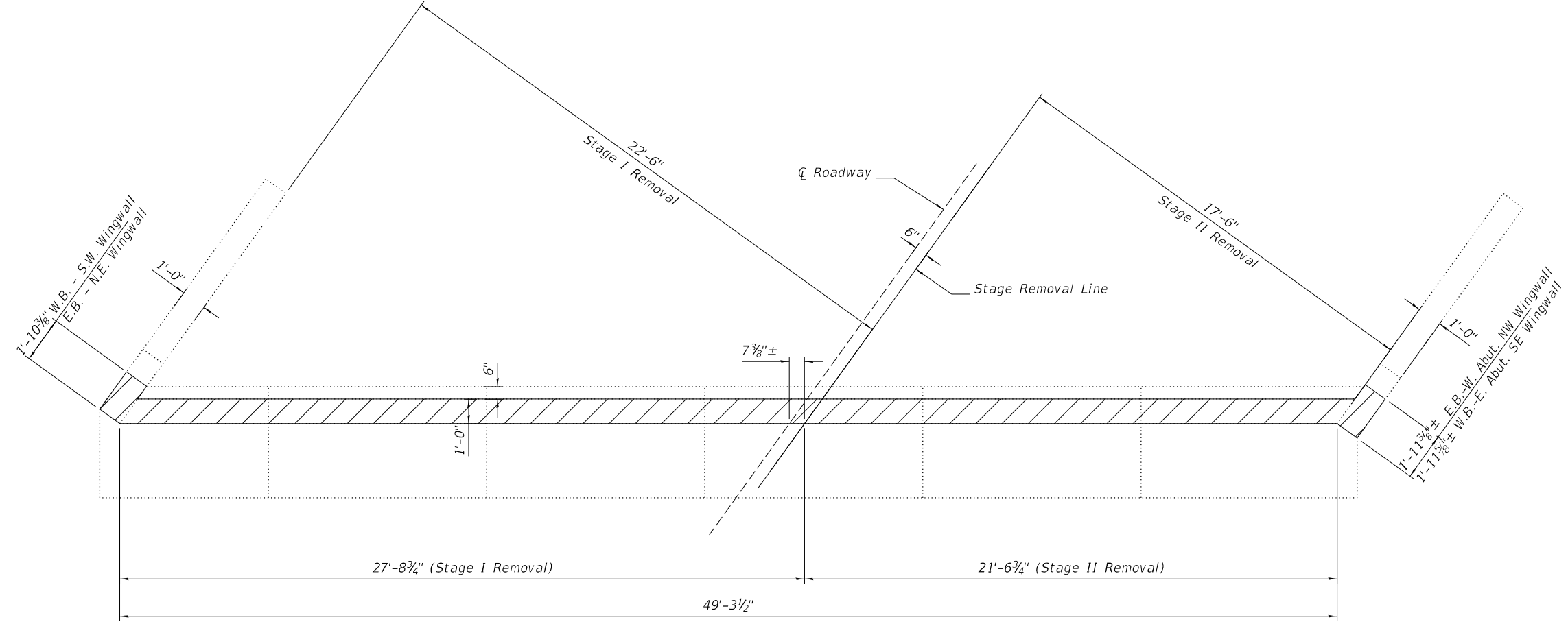
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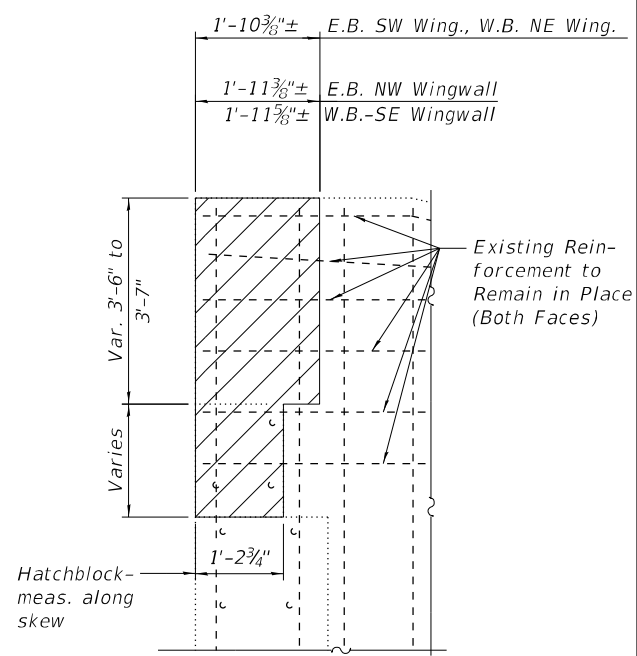
ELEVATION
 West Abut.-Eastbound 098-0061
 East Abut.-Westbound 098-0062



SECTION THRU ABUTMENT HATCHBLOCK
 Dimensions normal to abutment joint



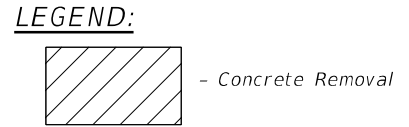
PLAN
 West Abut.-Eastbound 098-0061
 East Abut.-Westbound 098-0062



WINGWALL ELEVATION
 Dimensions parallel with roadway centerline

BILL OF MATERIAL

Pay Item	Unit	Quantity		Total
		E.B.	W.B.	
Concrete Removal	Cu. Yd.	3.2	3.2	6.4



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

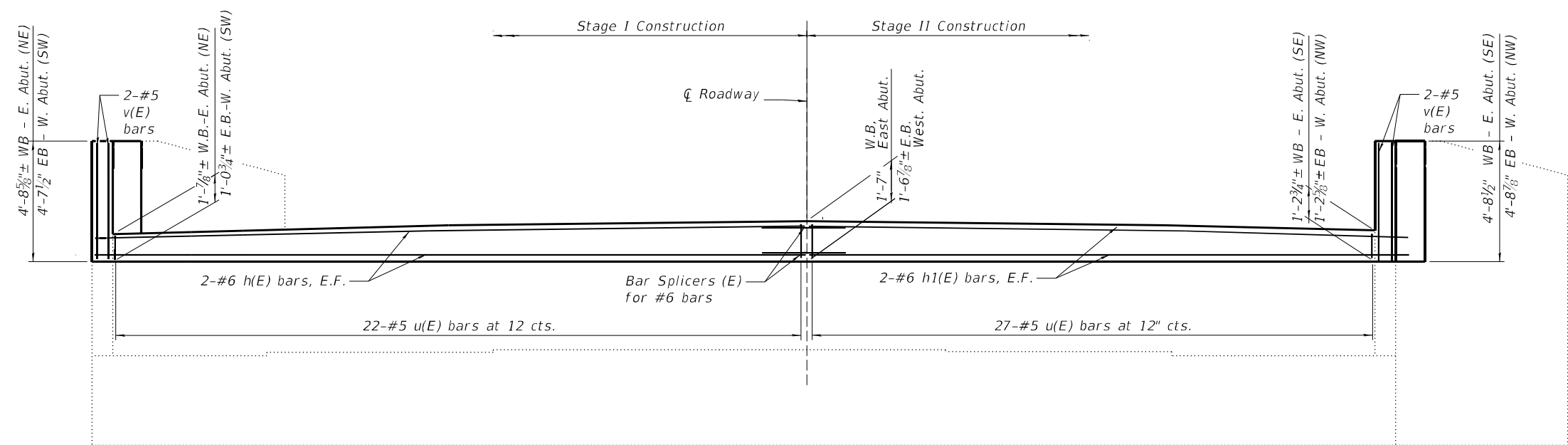
ABUT. CONC. REMOVAL - WB EAST ABUT. & EB WEST ABUT.
I-88 OVER BNSF RAILROAD - SN 098-0061 (EB) & 098-0062 (WB)

SHEET 13 OF 18 SHEETS

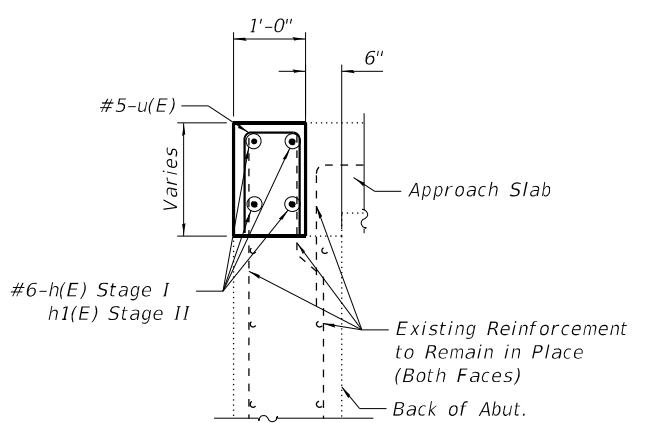
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			G13(377)	

SB-13 OF SB-18

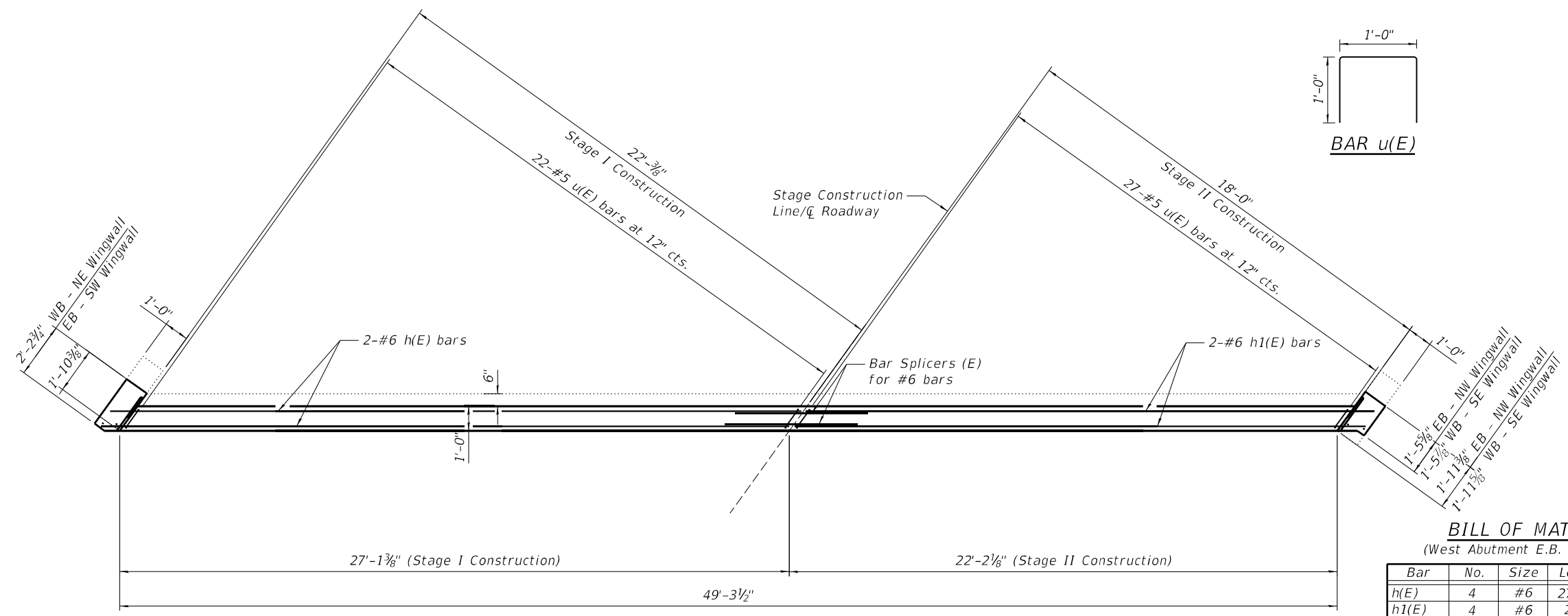
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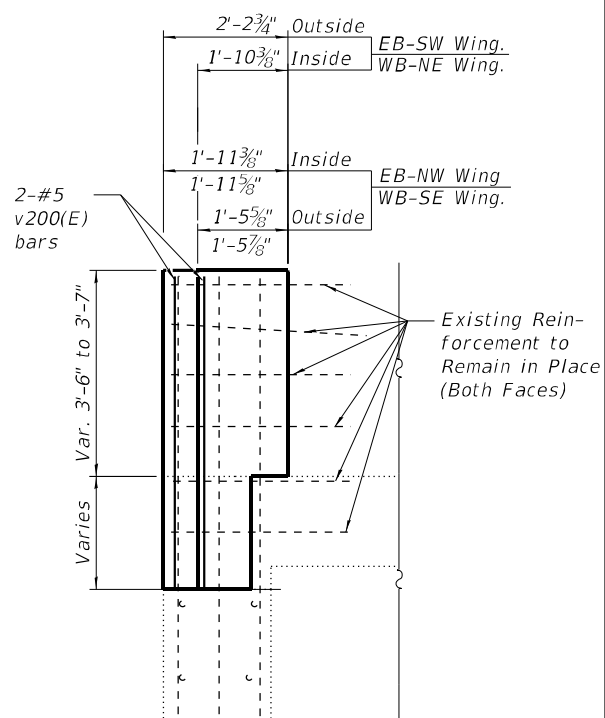
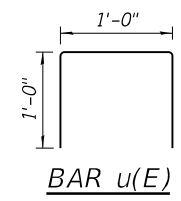
ELEVATION
 West Abut.-Eastbound 098-0061
 East Abut.-Westbound 098-0062



SECTION THRU ABUTMENT HATCHBLOCK
 Dimensions normal to abutment joint



PLAN
 East Abut.-Westbound 098-0061
 West Abut.-Eastbound 098-0062



WINGWALL ELEVATION
 Dimensions shown parallel to roadway centerline

BILL OF MATERIAL
 (West Abutment E.B. SN 098-0061)

Bar	No.	Size	Length	Shape
h(E)	4	#6	27'-11"	—
h1(E)	4	#6	23'-1"	—
u(E)	49	#5	3'-0"	⊏
v(E)	4	#5	4'-6"	—
Concrete Superstructure			Cu. Yd.	3.3
Reinforcement Bars, Epoxy Coated			Pound	500

BILL OF MATERIAL
 (East Abutment W.B. SN 098-0062)

Bar	No.	Size	Length	Shape
h(E)	4	#6	27'-11"	—
h1(E)	4	#6	23'-1"	—
u(E)	49	#5	3'-0"	⊏
v(E)	4	#5	4'-6"	—
Concrete Superstructure			Cu. Yd.	3.2
Reinforcement Bars, Epoxy Coated			Pound	500



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

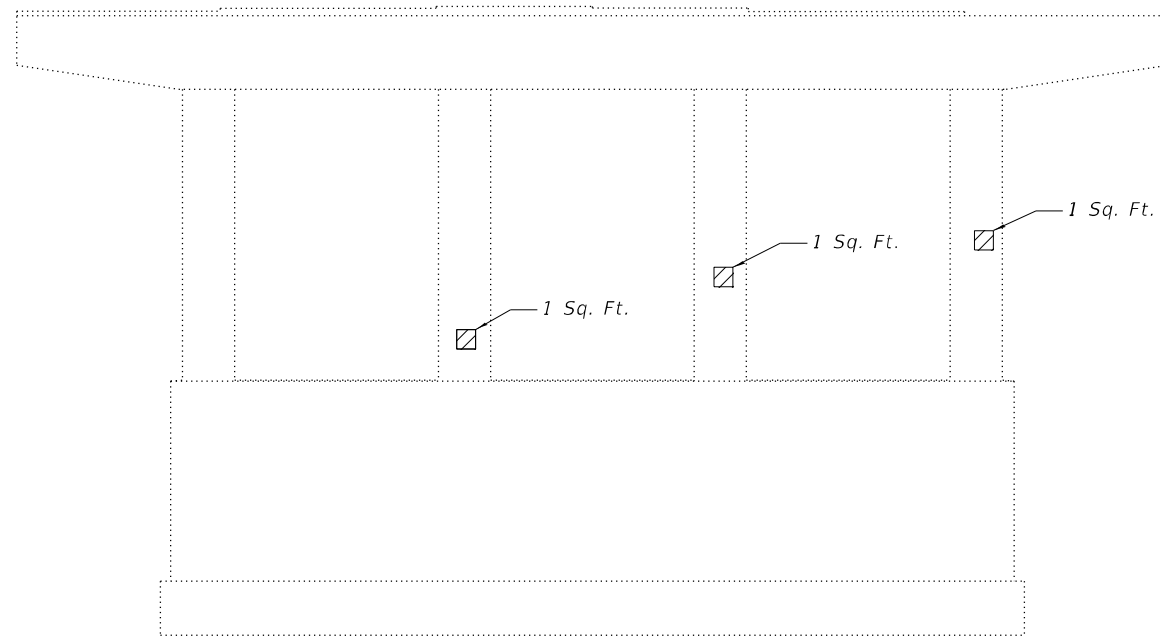
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 I-88 OVER BNSF RAILROAD - SN 098-0061 (EB) & 098-0062 (WB)

SHEET 14 OF 18 SHEETS

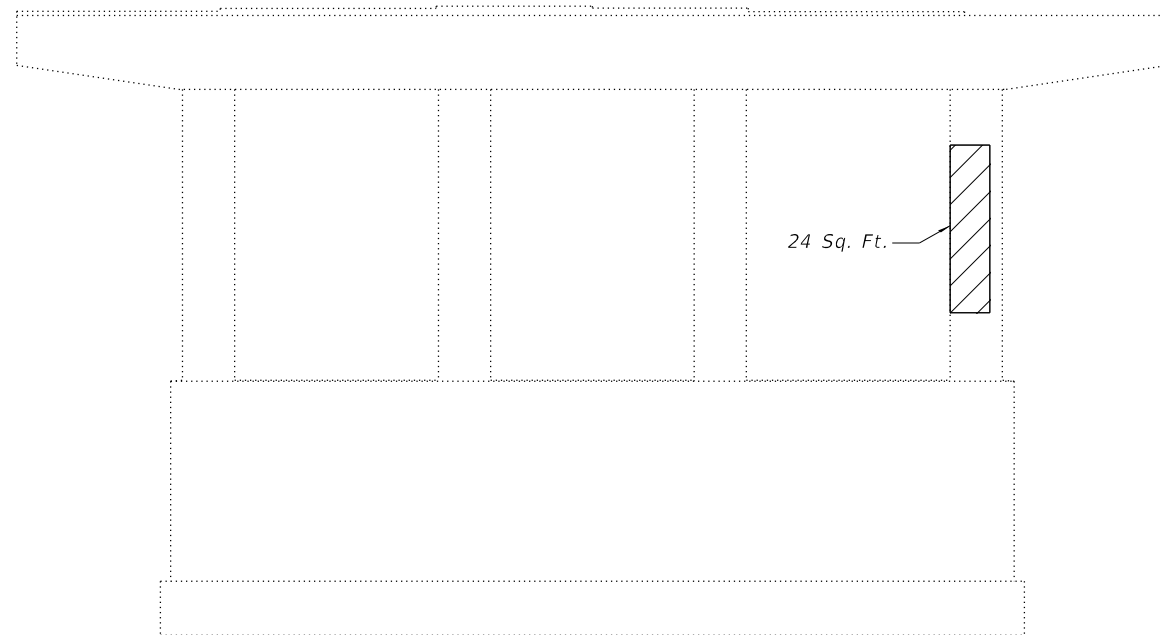
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ILLINOIS FED. AID PROJECT			CONTRACT NO. 64S27	
			G13(377)	

SB-14 OF SB-18

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PIER 2 ELEVATION
 (SN 098-0062 WB, East Face, Looking West)



PIER 2 ELEVATION
 (SN 098-0063 EB, West Face, Looking East)

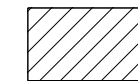


EAST ABUTMENT ELEVATION
 (SN 098-0062 WB, Looking East)

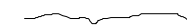


EAST ABUTMENT ELEVATION
 (SN 098-0061 EB, Looking East)

LEGEND



Structural Repair of Concrete (Depth Equal to or Less Than 5 inches)



Epoxy Crack Injection

Note:
 Quantities for Structural Repair of Concrete (Depth Equal to or Less than 5 inches) for the substructure repairs are estimated. Areas to be repaired shall be determined in the field by the Engineer and areas and final quantities marked on the As-Built Plans.

BILL OF MATERIAL

ITEM	UNIT	098-0061 EB	098-0062 WB	TOTAL
Structural Repair of Concrete (Depth Equal to or Less Than 5 inches)	Sq. Ft.	51	24	75
Epoxy Crack Injection	Foot	11	19	30

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIER & ABUTMENT REPAIRS
 I-88 OVER BNSF RAILROAD - SN 098-0061 (EB) & 098-0062 (WB)

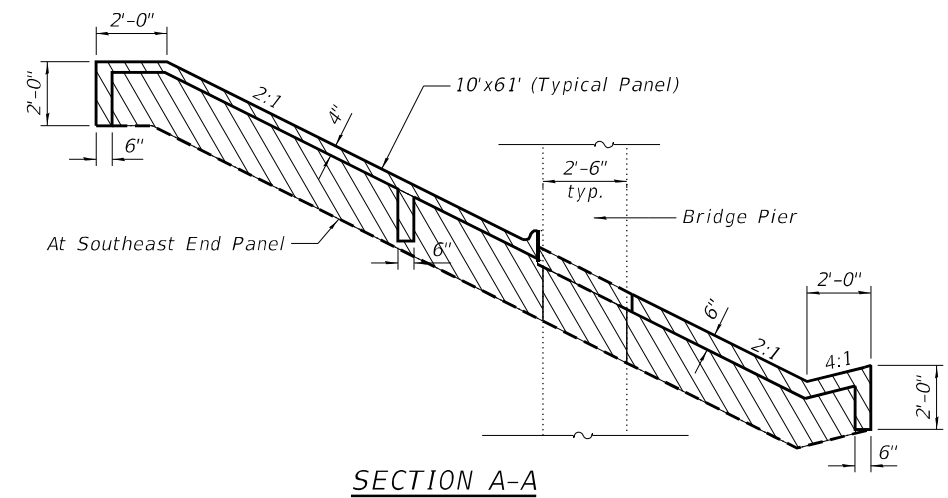
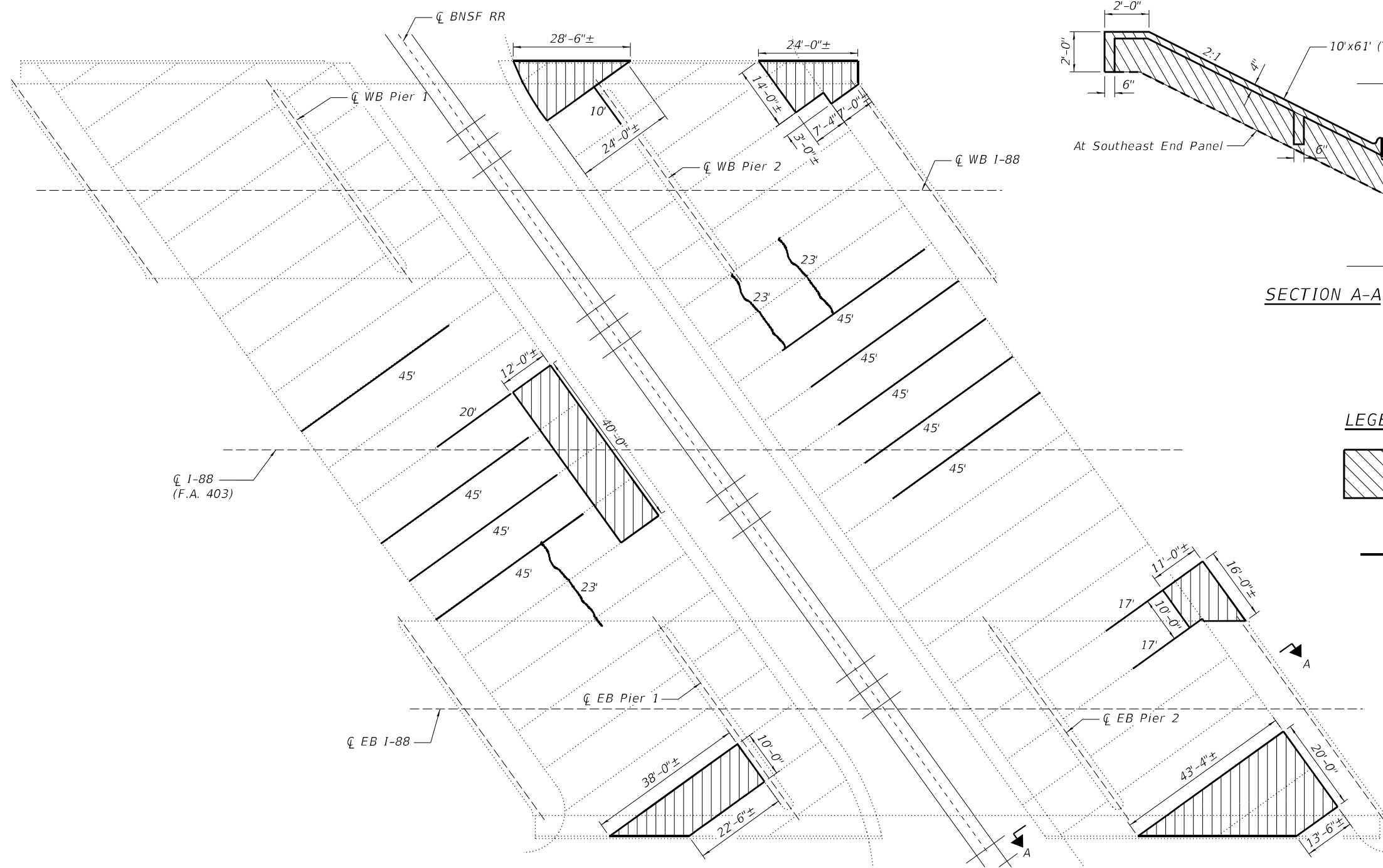
SHEET 15 OF 18 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	53
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64S27	
			G13(377)	

SB-15 OF SB-18



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LEGEND

- Slope Wall Repair
- Slope Wall Crack Sealing

Notes:
 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. Slope wall shall be reinforced with welded wire fabric, 6"x6" - W4.0xW4.0 weighing 58 lbs per 100 sq. ft.

BILL OF MATERIAL

Item	Unit	SECTION		Total
		098-0061 E.B.	098-0062 W.B.	
Controlled Low-Strength Material	Cu. Yd.	57	22	79
Slope Wall Crack Sealing	Foot	237	301	538
Slope Wall Repair	Sq. Yd.	113	43	156

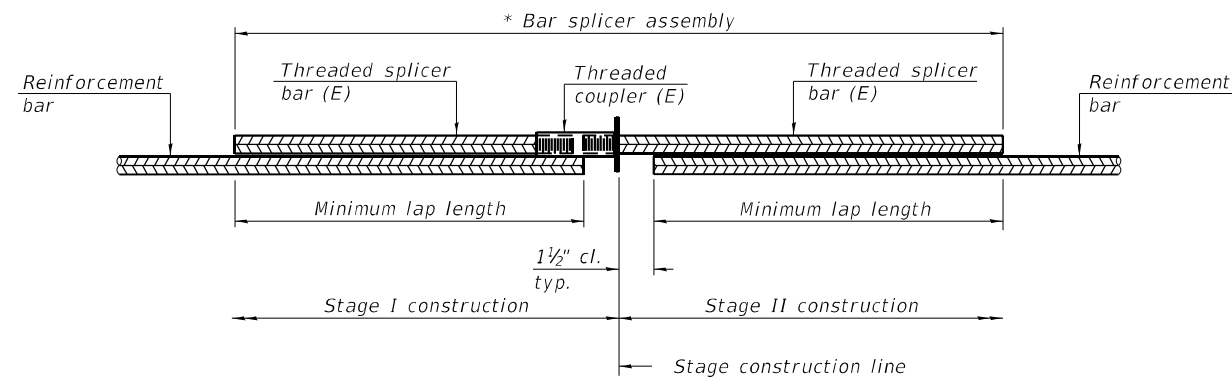


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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SLOPEWALL REPAIRS
 I-88 OVER BNSF RAILROAD - SN 098-0061 (EB) & 098-0062 (WB)**

F.A.I. RTE. 88	SECTION (195(1B-1,1VB1,1HB-5,2B))BDR	COUNTY WHITESIDE	TOTAL SHEETS 97	SHEET NO. 54
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64S27	
			G13(377)	



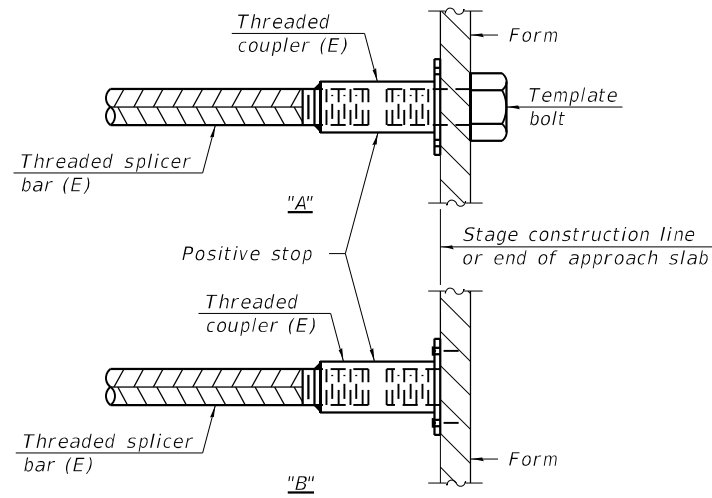
STANDARD BAR SPLICER ASSEMBLY PLAN

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
West Abut. EB&WB	#6	8	4'-0"
East Abut. EB&WB	#6	8	4'-0"
Bridge Deck - EB	#5	28	3'-6"
Bridge Deck - WB	#5	28	3'-6"

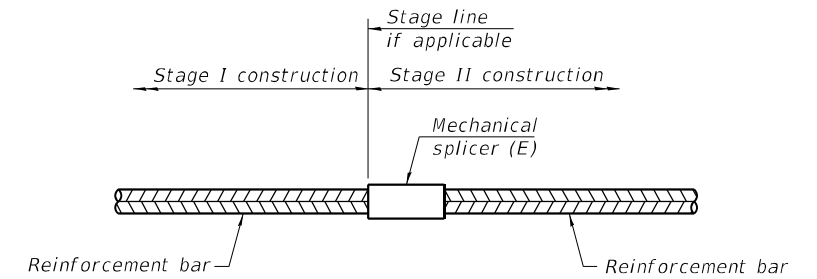


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

Notes:

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

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BSD-1

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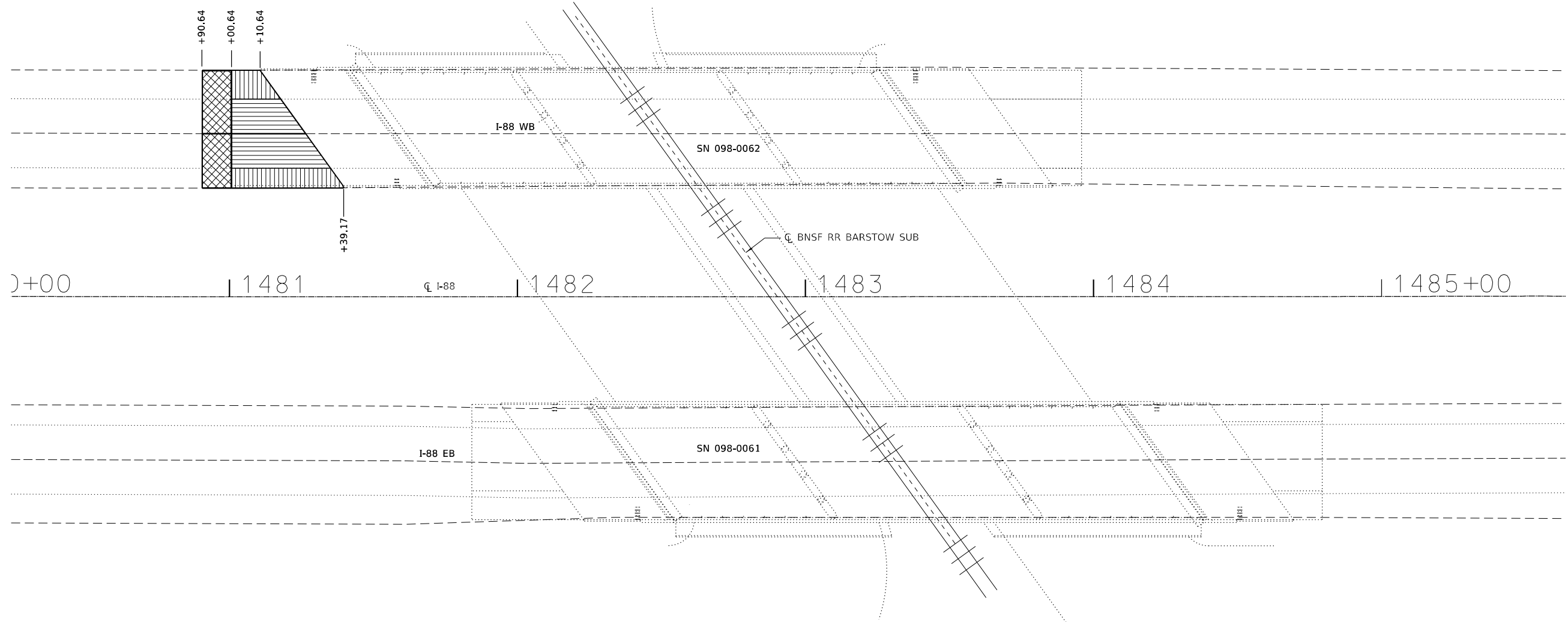
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

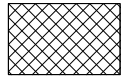

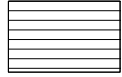
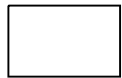
BAR SPLICER DETAILS
I-88 OVER BNSF RAILROAD - SN 098-0061 (EB) & 098-0062 (WB)

SHEET 17 OF 18 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	55
CONTRACT NO. 64S27				
ILLINOIS		FED. AID PROJECT	G13(377)	

SB-17 OF SB-18



- 
 CLASS D PATCHES, TYPE III, 10 INCH
 -PAVEMENT REMOVAL
 -P SC SMA 9,5 F N80 (2")
 -P HMA BC IL19.0 N90 (2.25")
 -HMA BC IL-19.0 N90 (5.75")
- 
 PAVED SHOULDER REMOVAL
 (SEE SHEET SB-06 OF BRIDGE PLANS)
- 
 PAVEMENT REMOVAL
 (SEE SHEET SB-06 OF BRIDGE PLANS)
- 
 PAVEMENT CONNECTOR (HMA) FOR BRIDGE
 APPROACH, STD. 420406

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN	
I-88 OVER BNSF RAILROAD-SN 098-0061 (EB) & 098-0062 (WB)	
SHEET 18 OF 18 SHEETS	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	56
CONTRACT NO. 64S27				
ILLINOIS		FED. AID PROJECT	G13(377)	

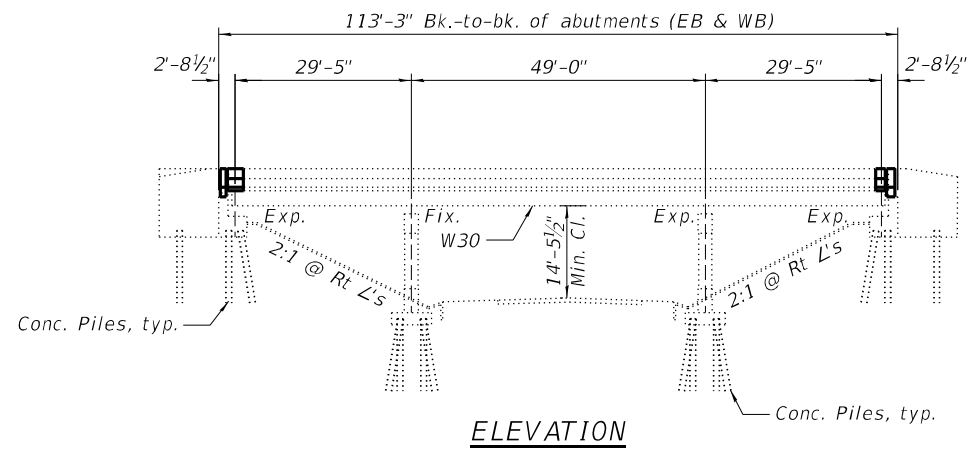
SB-18 OF SB-18

INDEX OF SHEETS

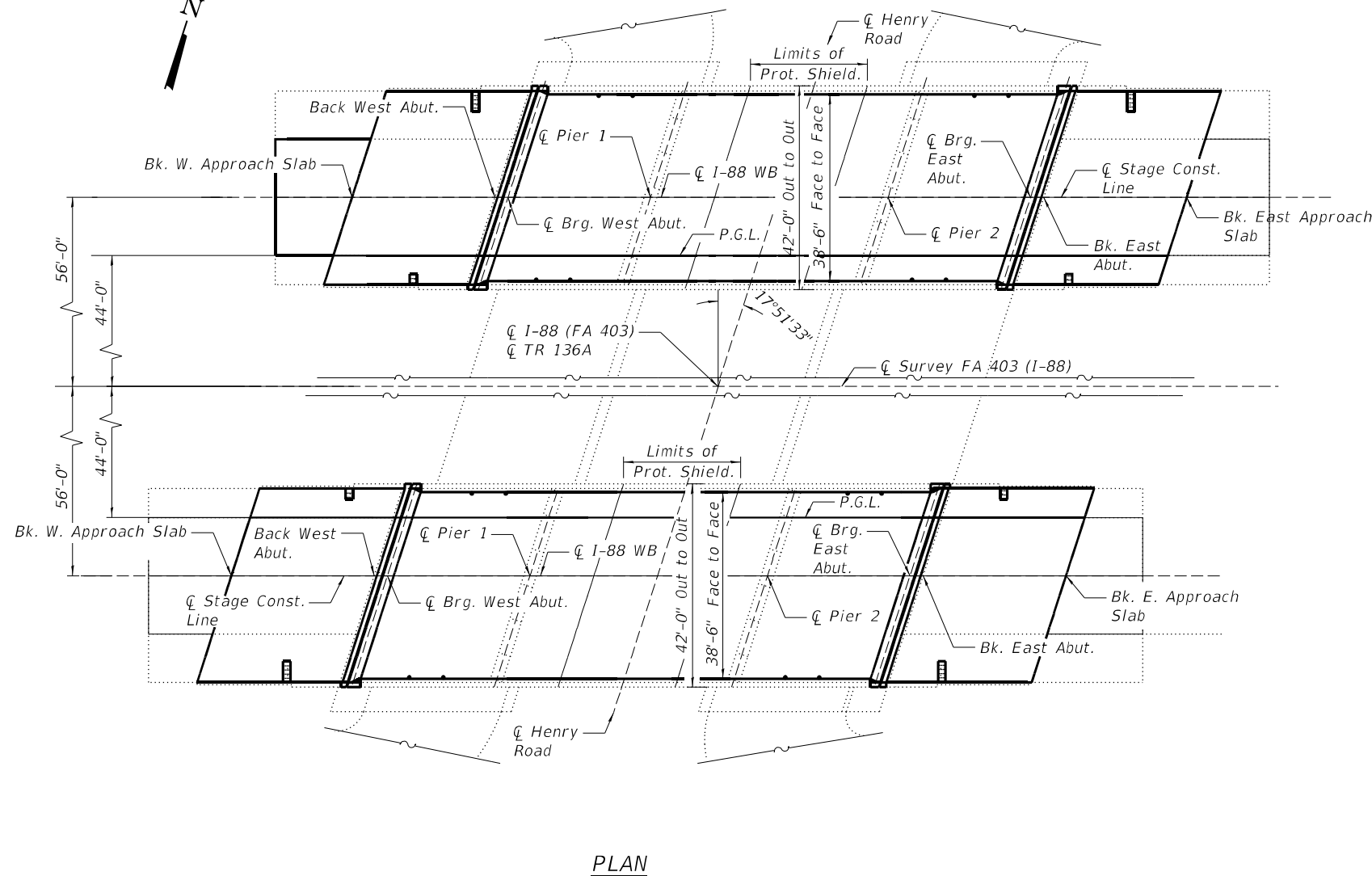
- SC-01 General Plan and Elevation
- SC-02 Bill of Materials, General Notes
- SC-03 Stage Construction Details
- SC-04 Temporary Barrier
- SC-05 Overlay Plan
- SC-06 Deck and Approach Slab Repair Plan
- SC-07 Concrete Removal Details
- SC-08 Superstructure Details 1
- SC-09 Performed Joint Strip Seal
- SC-10 Abut. Conc. Removal
- SC-11 Abut. Plan & Elev.
- SC-12 Pier & Abutment Repairs
- SC-13 Slopewall Repairs
- SC-14 Bar Splicer Details

SCOPE OF WORK

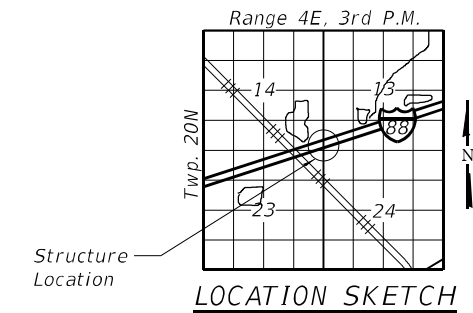
- Remove Existing Expansion Joint including adjacent concrete and Install Preformed Joint Strip Seal (See Sheets SC-07 thru SC-09)
- Scarify 2 3/4" from bridge deck slab, as shown in the plans (See Sheets SC-03 and SC-05)
- Scarify 2" from approach slabs and pavement connector - WB at West Approach as shown in the plans (See Sheet SC-05)
- Remove 2" of existing pavement connector surface, replace with 2" HMA surface WB at East Approach, EB at West and East approaches (See Sheet SC-05)
- Perform full depth deck slab repair, where shown (See Sheet SC-06)
- Install 3" latex concrete overlay on bridge deck slab (See Sheets SC-03 and SC-05)
- Install 2 1/4" latex concrete overlay on approach slabs, where shown (See Sheets SC-05)
- Perform 1/4" Diamond Grinding (Bridge Section) and Bridge Deck Grooving (Longitudinal) to bridge deck, approach slabs, and WB West pavement connector (See Sheet SC-05)
- Perform structural concrete repairs to piers and abutment (See Sheet SC-12)
- Perform slopewall repairs (See Sheet SC-13)
- Apply Protective Coat to the parapets, reconstructed joints, and new deck overlays



ELEVATION



PLAN



LOCATION SKETCH

DESIGN SPECIFICATIONS
2002 AASHTO Standard Specifications for Highway Bridges, (Proposed)

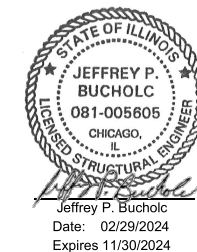
LOADING HS20-44
Existing and proposed loading

DESIGN STRESSES

FIELD UNITS (NEW)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

FIELD UNITS (EXISTING)
f'c = 3,000 psi (Deck Slab)
f'c = 3,500 psi (Curb, Parapet, & Substructure)
fy = 40,000 psi (Reinforcement)
fy = 36,000 psi (M270 Grade 36)

GENERAL PLAN & ELEVATION
I-88 OVER HENRY ROAD
FAI RTE 88 SEC(195(1B-1, 1VB, 1HB-5,2B))BDR
WHITESIDE COUNTY
STATION 1496+11.93
STRUCTURE NO. 098-0063 & 098-0064



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
I-88 OVER HENRY ROAD - SN 098-0063 (EB) & 098-0064 (WB)

SHEET 1 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	57
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64S27	
G13(377)				

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SC-1 OF SC-14

TOTAL BILL OF MATERIAL

GENERAL NOTES

1. Plan dimensions and details relative to the 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 of scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.
2. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced with approved bar splicers or anchorage system. Cost included with Concrete Removal.
3. 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.
4. Protective Shield shall be required in accordance with Section 501.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with the concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
7. Traffic will be maintained using stage construction.

ITEM	UNIT	SN 098-0063(EB)		SN 098-0064(WB)		TOTAL
		SUPER	SUB	SUPER	SUB	
Bituminous Materials (Tack Coat)	POUND	40		22		62
Polymerized Hot-Mix Asphalt Surface Course, Stone Matrix Asphalt, 9.5, Mix "F", N80	TON	10		6		16
Protective Coat	SQ YD	754		795		1,549
Concrete Removal	CU YD	14.4		13.8		28.2
Protective Shield	SQ YD	124		124		248
Concrete Superstructure	CU YD	13.6		13.6		27.2
Reinforcement Bars, Epoxy Coated	POUND	1,773		1,773		3,546
Bar Splicers	EACH	28		28		56
Prefomed Joint Strip Seal	FOOT	88		88		176
Concrete Sealer	SQ FT		23		11	34
Epoxy Crack Injection	FOOT		0		30	30
Controlled Low-Strength Material	CU YD		68		19	87
Cleaning Bridge Scuppers And Downspouts	EACH	12		12		24
Slope Wall Crack Sealing	FOOT		273		204	477
Surface Removal (Special)	SQ YD	88		47		135
Bridge Deck Grooving (Longitudinal)	SQ YD	456		497		953
Bridge Deck Latex Concrete Overlay, 2 1/4 Inches	SQ YD	267		310		577
Bridge Deck Latex Concrete Overlay, 3 Inches	SQ YD	451		451		902
Bridge Deck Scarification 2 Inches	SQ YD	267		310		577
Bridge Deck Scarification 2 3/4 Inches	SQ YD	451		451		902
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	SQ FT		23		7	30
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	SQ FT		0		4	4
Deck Slab Repair (Full Depth, Type I)	SQ YD	12		12		24
Deck Slab Repair (Full Depth, Type II)	SQ YD	6		4		10
Diamond Grinding (Bridge Section)	SQ YD	672		715		1,387
Polymer Concrete	CU FT	3		2		5
Slope Wall Repair	SQ YD		136		37	173

* Protective Coat shall be applied to all new concrete superstructure and all new concrete overlays as specified in Article 503.19 of the Standard Specifications.
 ** Up to 1/4 inch to be ground off the bridge deck and the bridge approach slabs. The Profile Grade shows the final grade after grinding.

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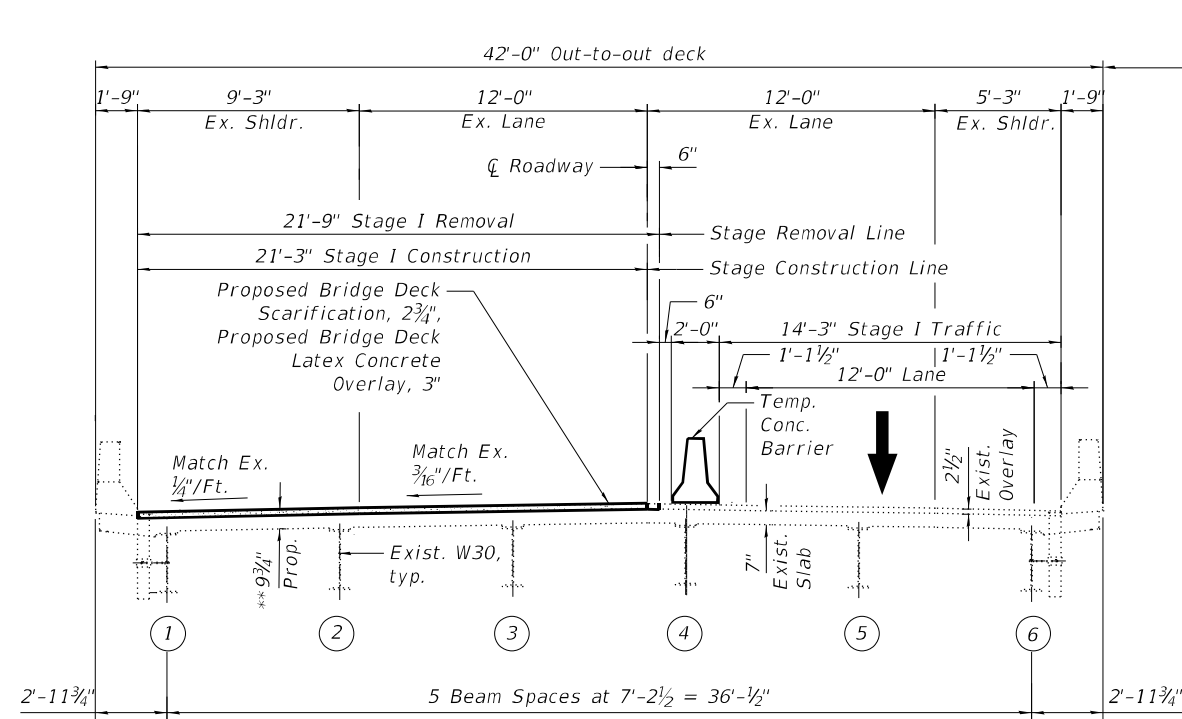
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

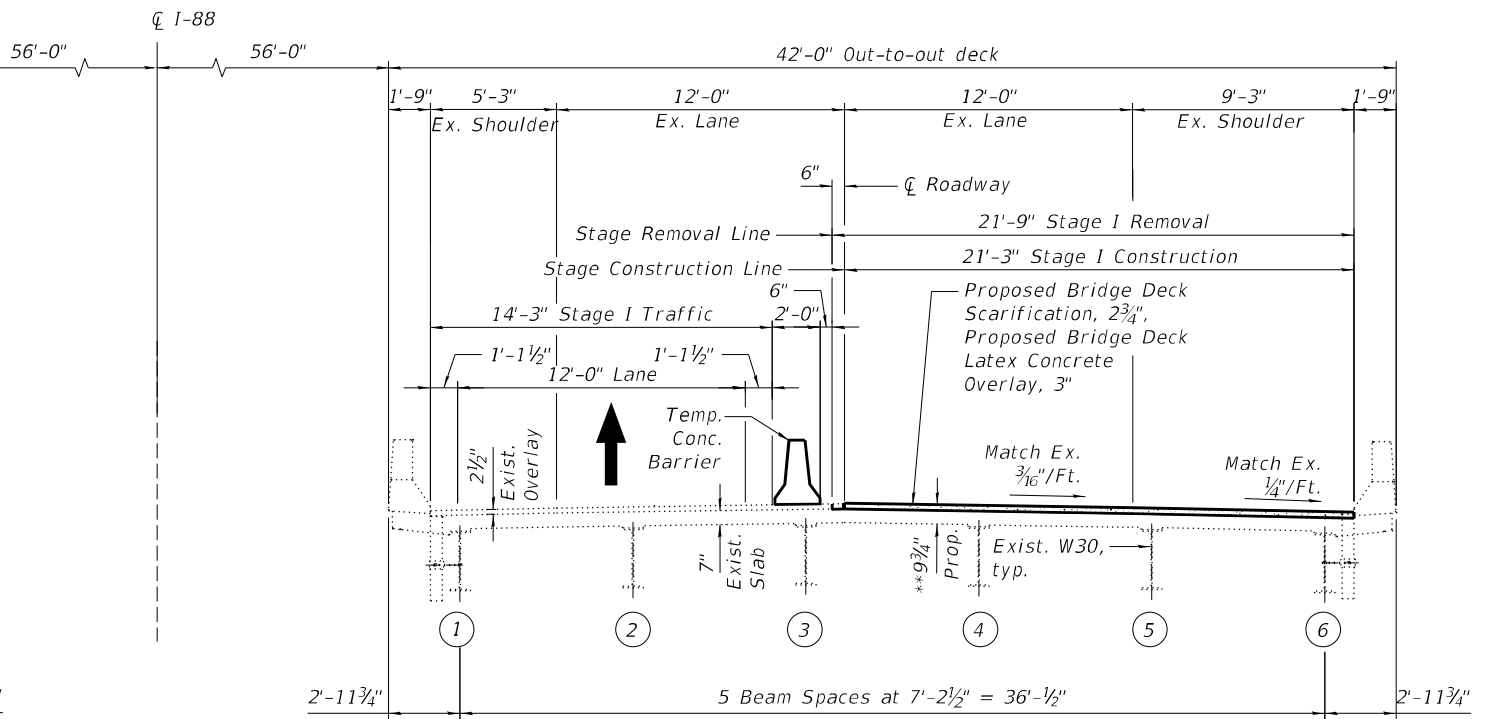
**BILL OF MATERIALS, GENERAL NOTES
I-88 OVER HENRY ROAD - SN 098-0063 (EB) & 098-0064 (WB)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	58
			CONTRACT NO. 64S27	
			ILLINOIS	FED. AID PROJECT G13(377)

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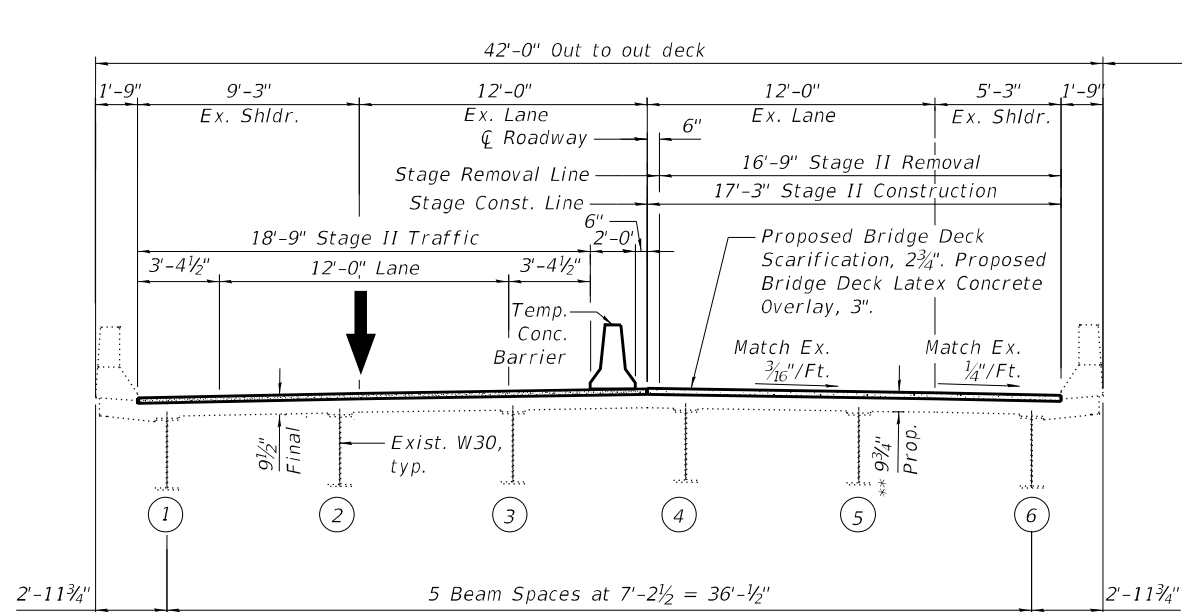


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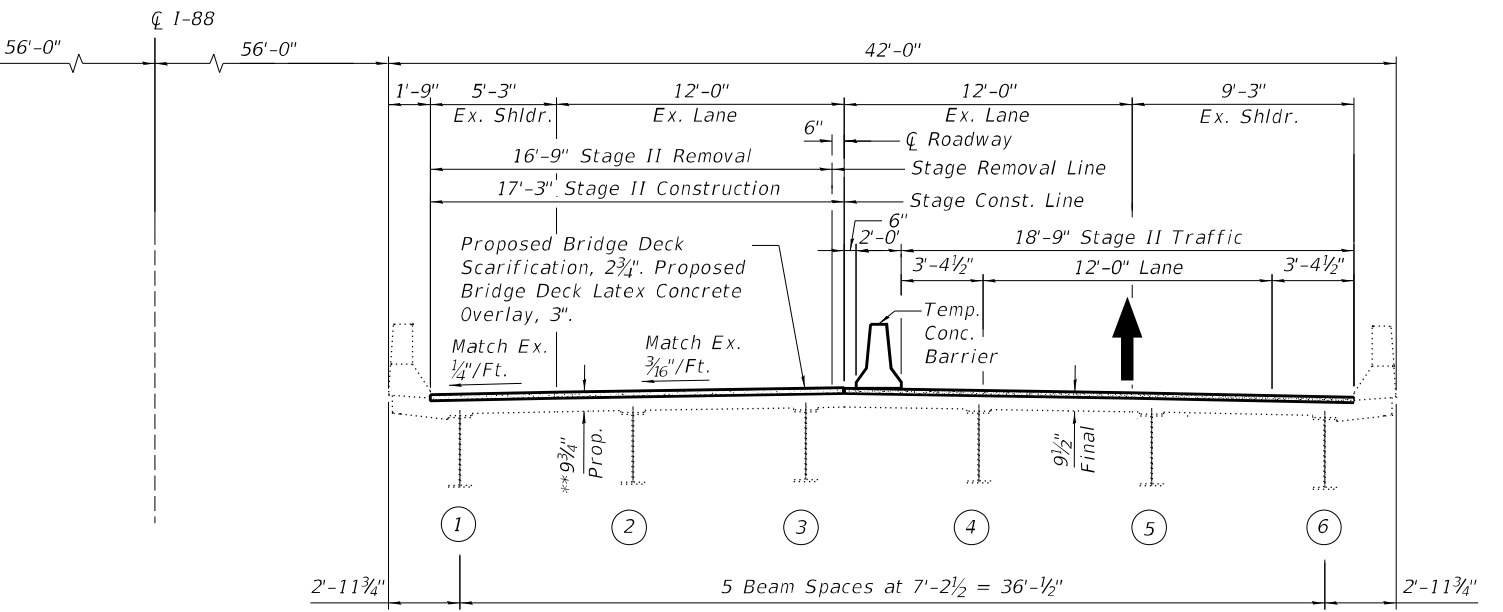
STAGE I TYPICAL CROSS SECTIONS

(Looking Upstation. All dimensions are perp. to CL I-88)

* See Sheet SC-06 for limits of Protective Shielding
 ** Prior to diamond grinding



S.N. 098-0064 W.B.



S.N. 098-0063 E.B.

STAGE II TYPICAL CROSS SECTIONS

(Looking East. All dimensions are perp. to CL I-88)

* See Sheet SC-06 for limits of Protective Shielding
 ** Prior to diamond grinding

** After 1/4" Scarification

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 DEPARTMENT OF TRANSPORTATION

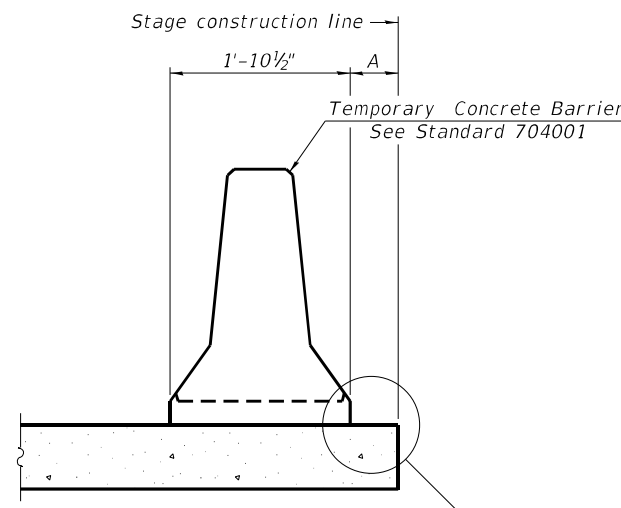
STAGE CONSTRUCTION DETAILS
 I-88 OVER HENRY ROAD - SN 098-0063 (EB) & 098-0064 (WB)

SHEET 3 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT G13(377)				

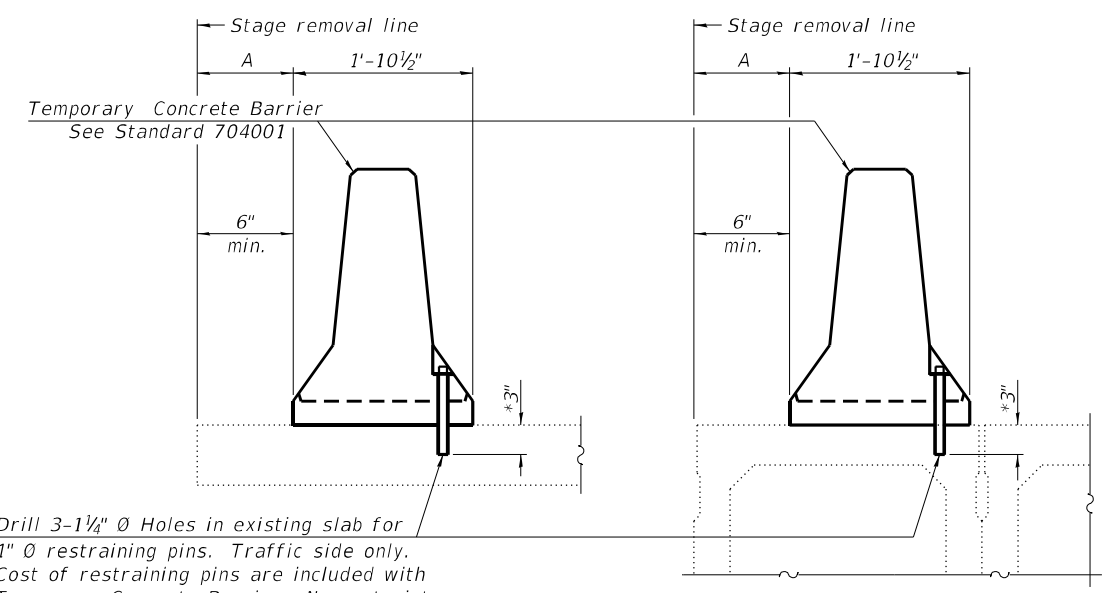


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When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

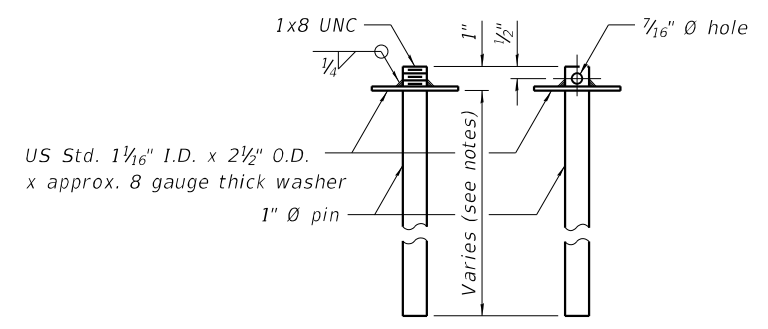
NEW SLAB OR NEW DECK BEAM



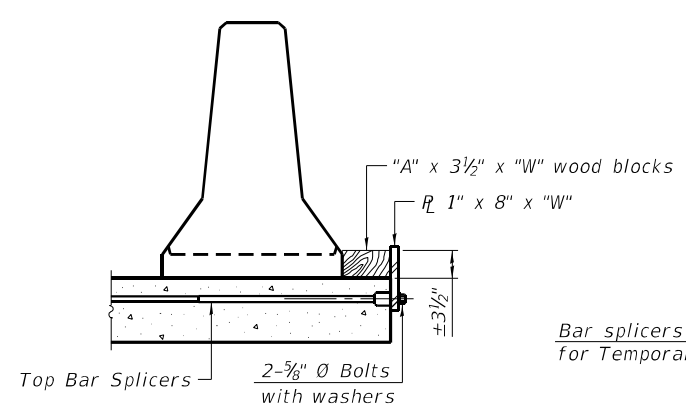
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB **EXISTING DECK BEAM**

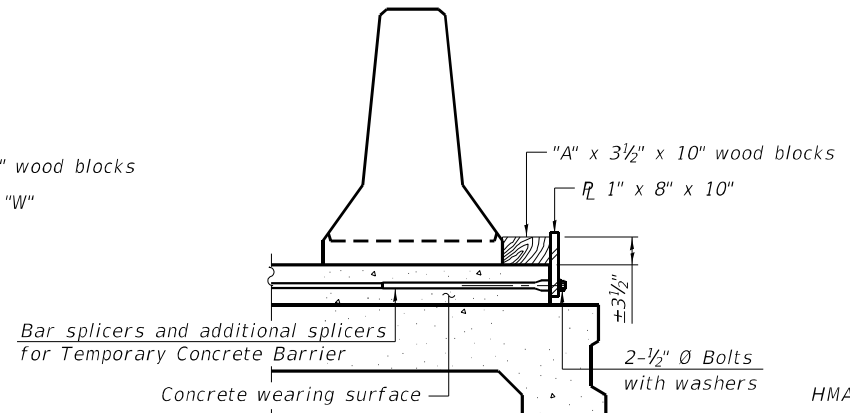
SECTIONS THRU SLAB OR DECK BEAM



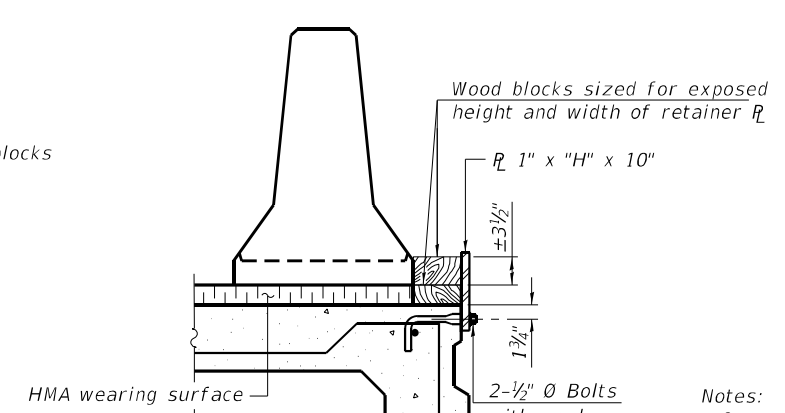
RESTRAINING PIN



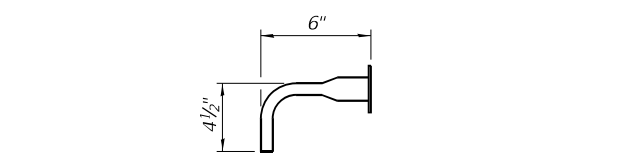
DETAIL I



DETAIL II



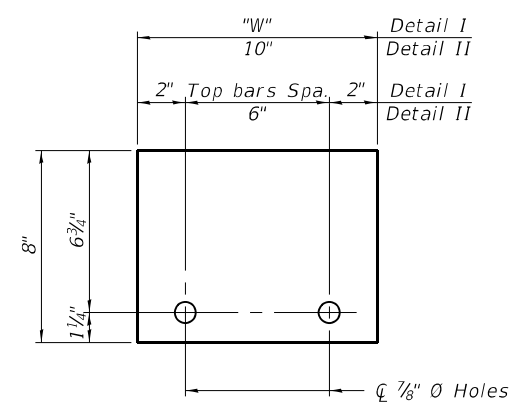
DETAIL III



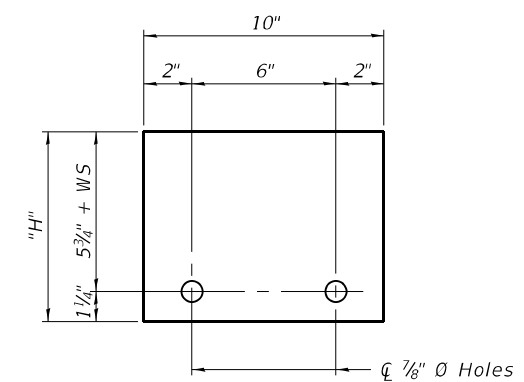
BAR SPLICER FOR #4 BAR - DETAIL III

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
 For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

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



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



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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

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DEPARTMENT OF TRANSPORTATION

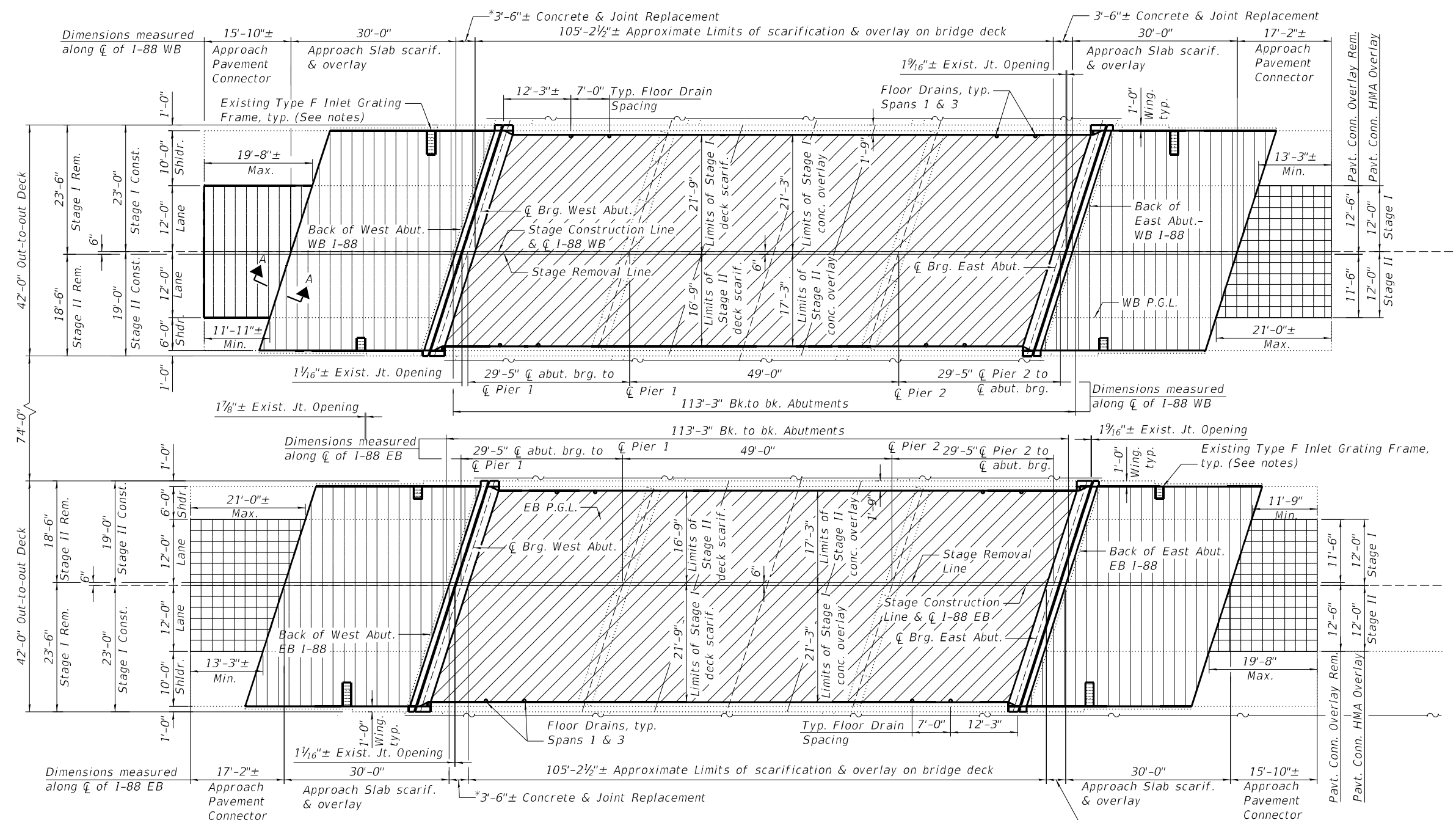
TEMPORARY CONCRETE BARRIER
I-88 OVER HENRY ROAD - S.N. 098-0063 (EB) & 098-0064 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	60
CONTRACT NO. 64S27				

SHEET 4 OF 14 SHEETS

ILLINOIS FED. AID PROJECT G131(377)

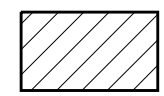
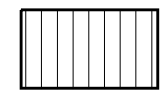
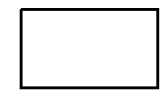
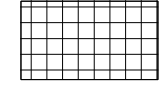
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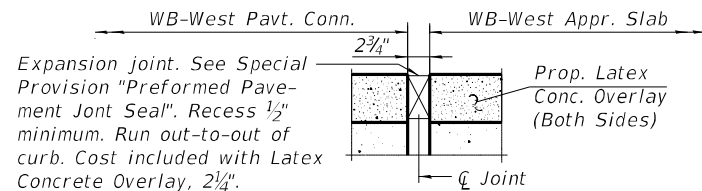


DECK AND APPROACH OVERLAY PLAN
 (Dimensions shown measured relative to I-88 centerline)

* See Sheets SC-07 thru SC-12 for Expansion Joint Replacement details, including concrete removal at abutment hatchblocks and wingwall corners.

LEGEND

-  Bridge Deck Scarification, 2 3/4", Bridge Deck Latex Concrete Overlay, 3", Diamond Grinding, 1/4", and Bridge Deck Grooving (Longitudinal)
-  Bridge Deck Scarification, 2", Bridge Deck Latex Concrete Overlay, 2 1/4", Diamond Grinding, 1/4", and Bridge Deck Grooving (Longitudinal) (Approach slabs and WB West Approach Mainline Pavement Connector)
-  Diamond Grinding, 1/4", and Bridge Deck Grooving (Longitudinal) (Areas of full depth removal at expansion joints)
-  Surface Removal, 2-in., HMA Surface Course, 2-in. (EB West and East Approach Mainline Pavement Connectors) (WB East Approach Mainline Pavement Connector)

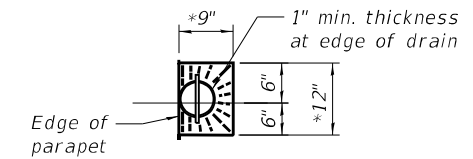


SECTION A-A

Only at WB West Approach Connector

NOTES:

1. All drainage scuppers and floor drains must be protected during concrete scarification and concrete overlay placement.
2. Use of hand tools is required while working around drainage scuppers and floor drains. The cost is included in the Latex Concrete Overlay pay item.
3. All scuppers and deck drains shall be cleaned. Cost included with Cleaning Bridge Scuppers and Downspouts.
4. See Sheet SC-06 for bridge deck patching details and additional approach pavement connector repairs.



DECK DRAIN DETAIL

*slope to drain

BILL OF MATERIAL

Item	Unit	SN 098-0063		Total
		EB	WB	
Bridge Deck Scarification, 2 3/4"	Sq. Yd.	451	451	902
Bridge Deck Scarification, 2"	Sq. Yd.	267	310	577
Bridge Deck Latex Concrete Overlay, 3"	Sq. Yd.	451	451	902
Bridge Deck Latex Concrete Overlay, 2 1/4"	Sq. Yd.	267	310	577
Cleaning Bridge Scuppers & Downspouts	Each	12	12	24
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	456	497	953
Diamond Grinding (Bridge Section)	Sq. Yd.	672	715	1,387
Protective Coat	Sq. Yd.	754	795	1,549

SC-5 OF SC-14



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PLOT DATE = 3/14/2024	DRAWN - JRT	REVISED -
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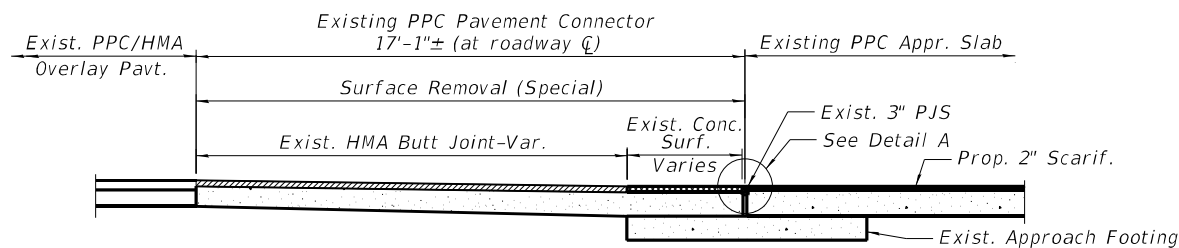
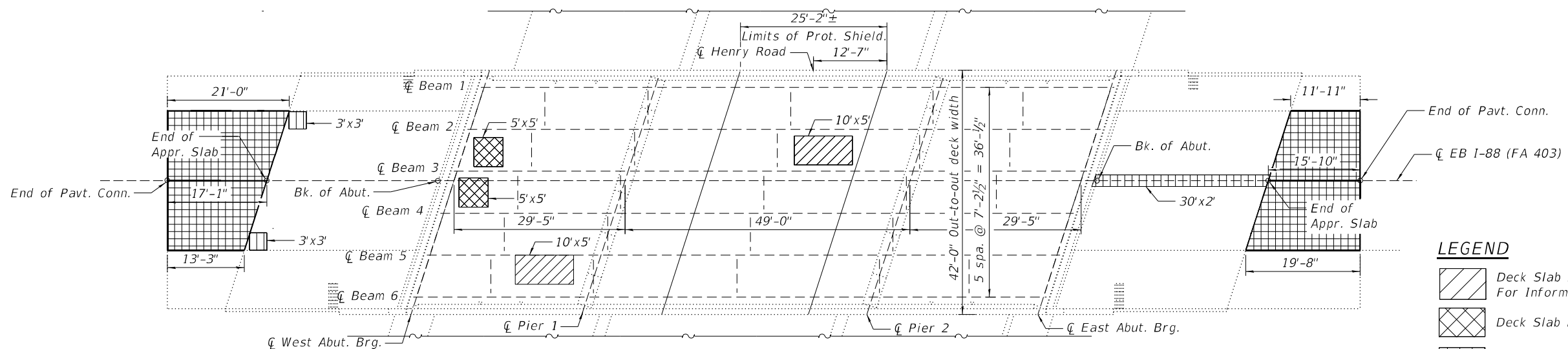
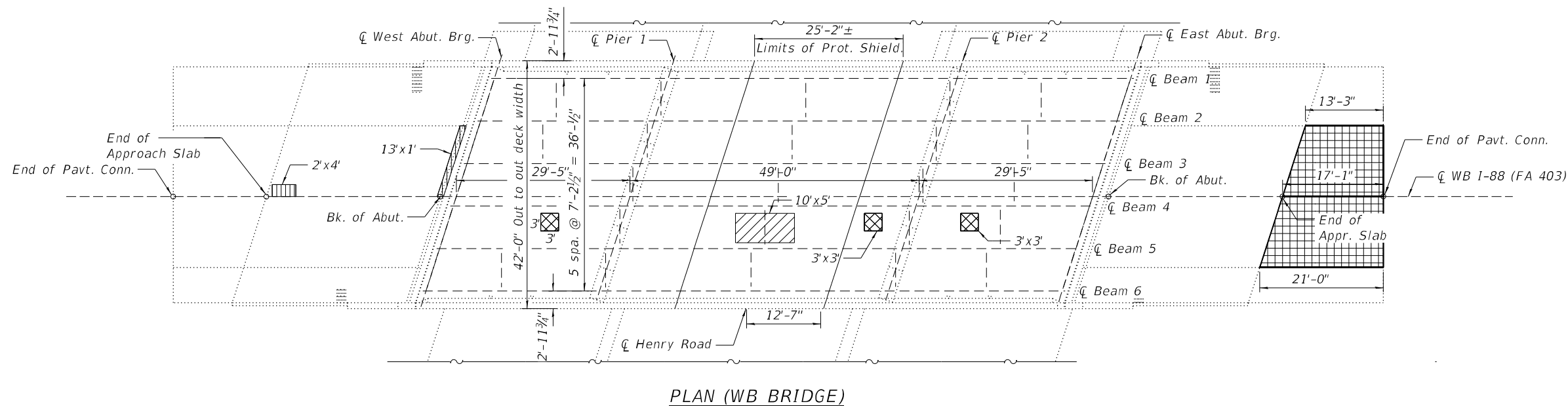
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

OVERLAY PLAN
I-88 OVER HENRY ROAD - SN 098-0063 (EB) & 098-0064 (WB)

SHEET 5 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	61
CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT G131(377)				

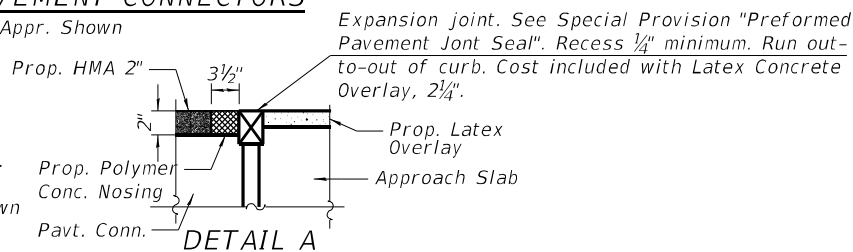
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SURFACE REMOVAL

- Exist. HMA Surface: Remove 2"
- Exist Concrete Surface: Remove 2"

Remove 2" of existing surface over limits of pavt. connector (partial HMA, partial concrete) Place new 2" HMA overlay over entire connector as shown in plan limits.



PLAN (EB BRIDGE)

NOTES:

Patch sizes shown represent conditions at the time plans were completed. An Estimated 2% of each Deck Area has been included should Deck Slab Repair (Full Depth, Type I) be required after Bridge Deck Scarification.

The actual sizes and locations of patching shall be determined by the Engineer after removal of the wearing surface, before patching operations begin. The Engineer shall show the actual locations of the deck repairs on As-Built plans.

LEGEND

- Deck Slab Repair (Partial) - For Information Only
- Deck Slab Repair (Full Depth, Type II)
- Approach Slab Repair (Partial) - For Information Only
- Limits of Surface Removal (Special) for EB Pavement Connectors

BILL OF MATERIAL

ITEM	UNIT	SN 098-0063	SN 098-0064	TOTAL
Protective Shield	Sq. Yd.	124	124	248
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	12	12	24
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	6	4	10
Surface Removal (Special)	Sq. Yd.	88	47	135
Polymer Concrete	Cu. Ft.	3	2	5
Polymerized Hot-Mix Asphalt Surface Course, Stone Matrix Asphalt, 9.5, Mix "F", N80	Ton	10	6	16
Bituminous Materials (Tack Coat)	Pound	40	22	62



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

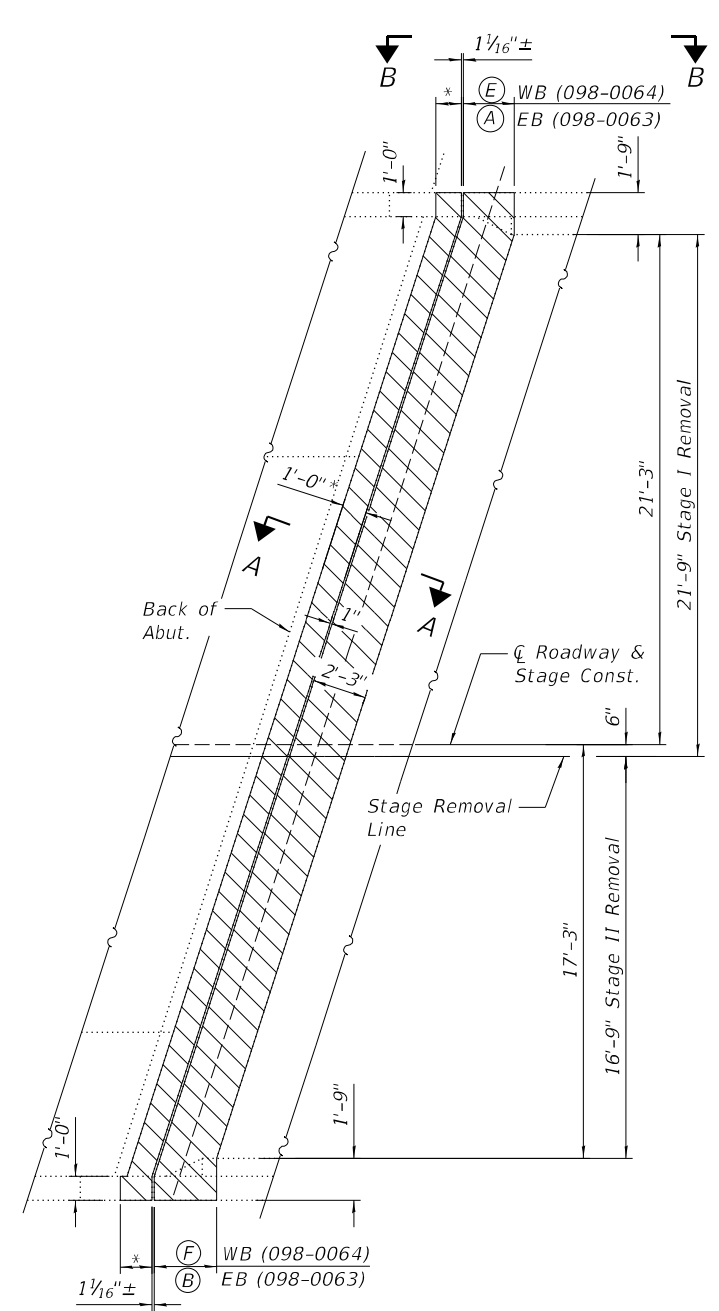
**DECK AND APPROACH SLAB REPAIR PLAN
 I-88 OVER HENRY ROAD - SN 098-0063 (EB) & 098-0064 (WB)**

SHEET 6 OF 14 SHEETS

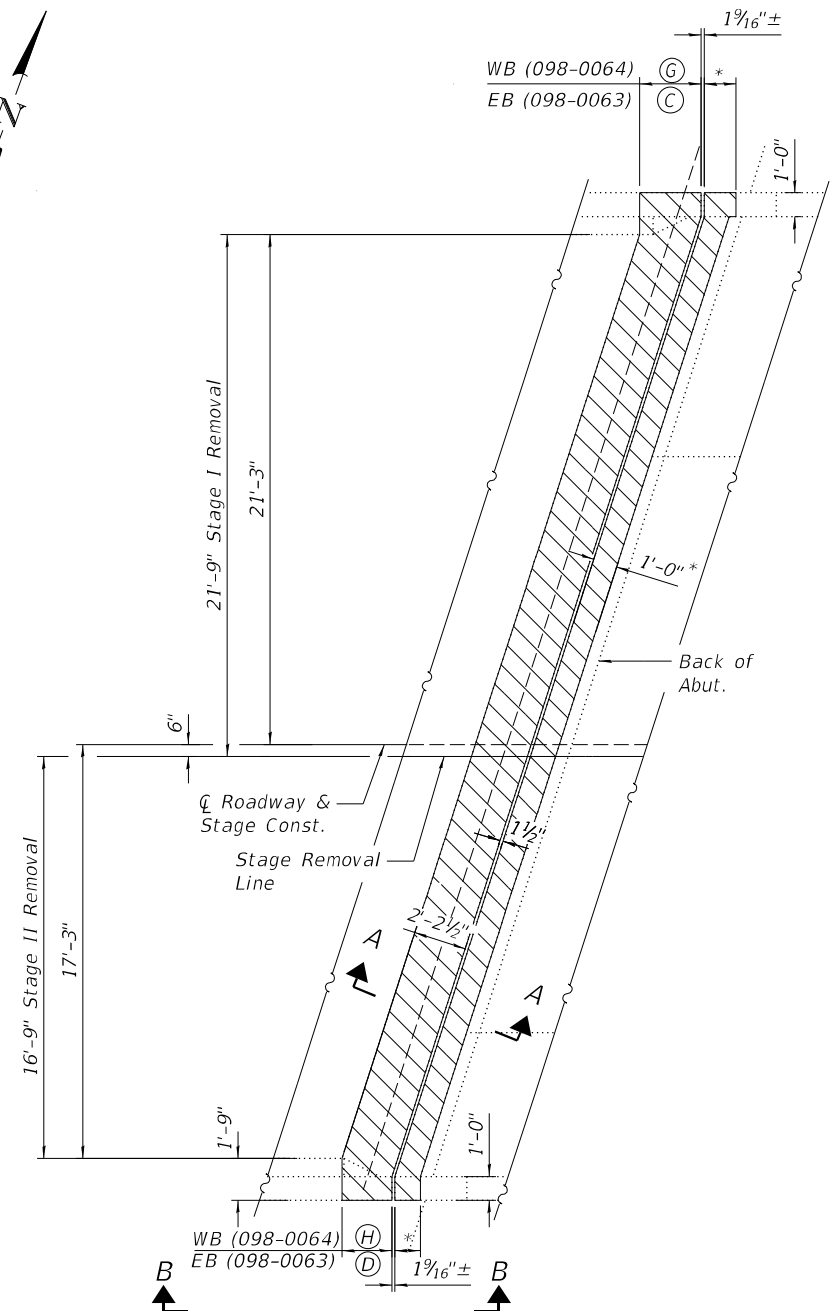
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CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT G13(377)				

SC-6 OF SC-14

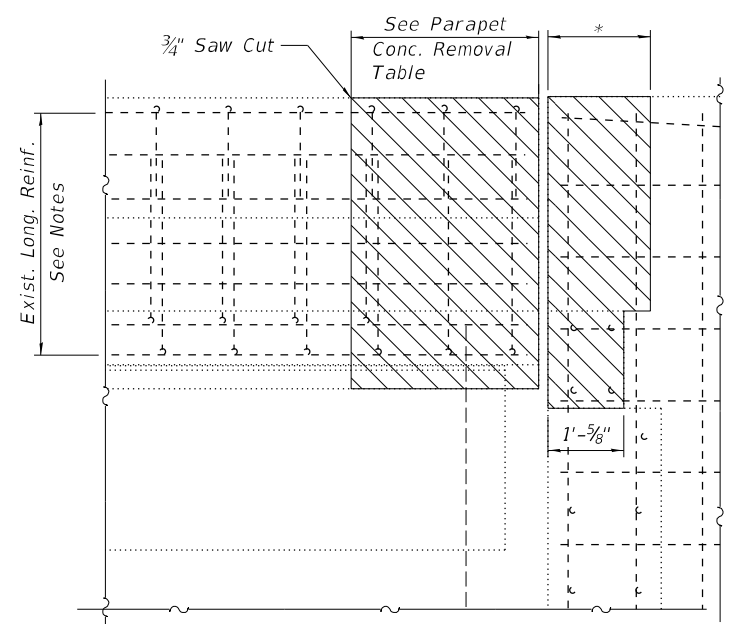
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CONCRETE REMOVAL PLAN - WEST ABUT.**

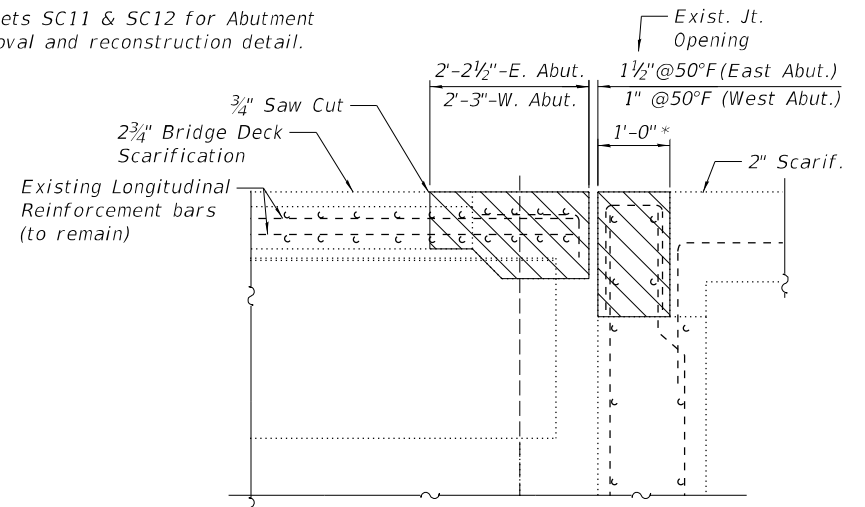


CONCRETE REMOVAL PLAN - EAST ABUT.**



SECTION B-B - PARAPET REMOVAL
 (Dim. parallel to ϕ)

* See Sheets SC11 & SC12 for Abutment concrete removal and reconstruction detail.



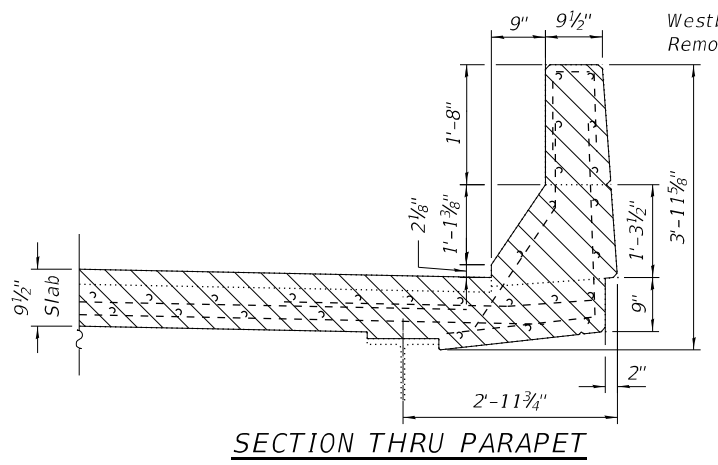
SECTION A-A - DECK REMOVAL AT JOINTS
 Dimensions normal to joints

PARAPET REMOVAL LENGTH TABLE

Eastbound (098-0063)	W. Abut.	North	(A)	2'-11 1/2"
				South
	E. Abut.	North	(C)	2'-6 3/4"
				South
Westbound (098-0064)	W. Abut.	North	(E)	2'-11 1/2"
				South
	E. Abut.	North	(G)	2'-6 3/4"
				South

BILL OF MATERIAL

Pay Item	Unit	Quantity				Total
		West Abut. EB	West Abut. WB	East Abut. EB	East Abut. WB	
Concrete Removal	Cu. Yd.	4.5	4.2	4.5	4.2	17.4



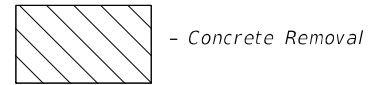
SECTION THRU PARAPET

Westbound SN 098-0064 Shown. Eastbound SN 098-0063 Stage Removal and Construction dimensions mirrored about roadway ϕ .

NOTES:

- The Contractor shall use extreme care during concrete removal so as not to damage the existing steel beams. Any steel damaged during concrete removal operations shall be repaired at the Contractor's expense.
- Removal of existing expansion joint and associated material shall not be paid for separately but shall be included in the cost of Concrete Removal.
- Existing reinforcement bars extending into the removal area shall be cleaned, straightened, and incorporated into new construction. Any reinforcement bars that are damaged during concrete removal operations shall be replaced at the Contractor's expense.
- Stud shear connectors damaged during concrete removal operations shall be removed and replaced per Section 505 of the Standard Specifications at the Contractor's expense.

LEGEND:



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

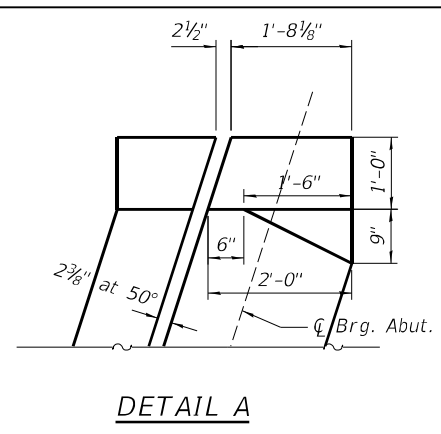
CONCRETE REMOVAL DETAILS
 I-88 OVER HENRY ROAD - SN 098-0063 (EB) & 098-0064 (WB)

SHEET 7 OF 14 SHEETS

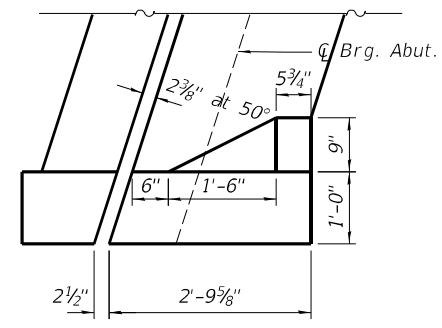
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ILLINOIS FED. AID PROJECT G131(377)			CONTRACT NO. 64S27	

SC-7 OF SC-14

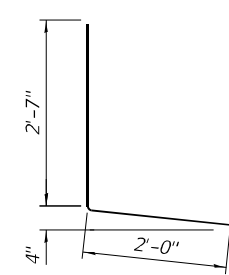
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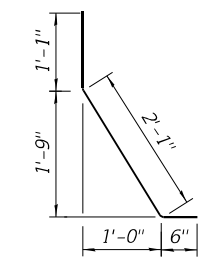
DETAIL A



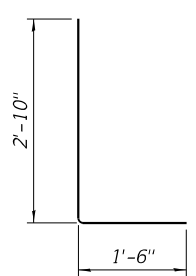
DETAIL B



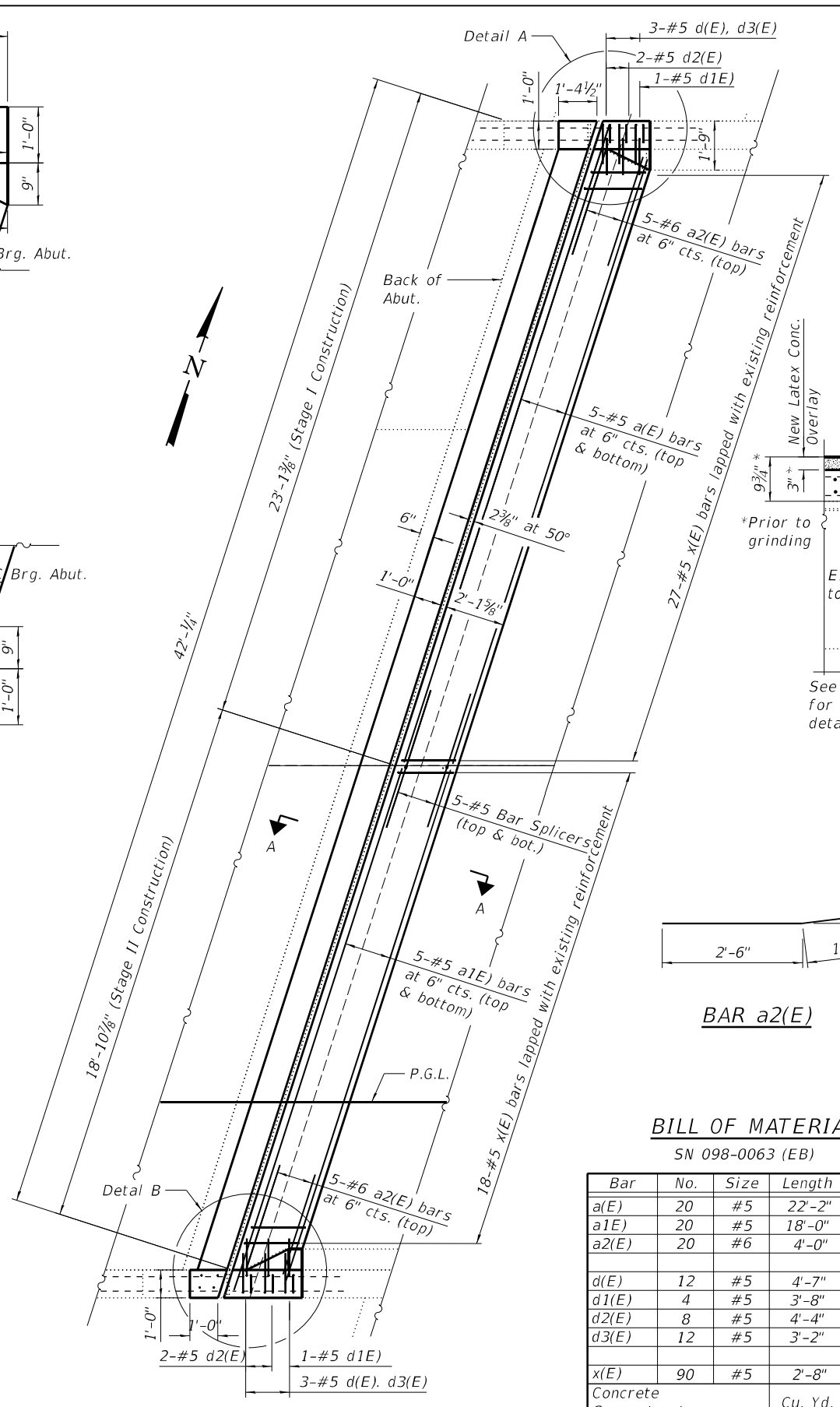
BAR d(E)



BAR d1(E)

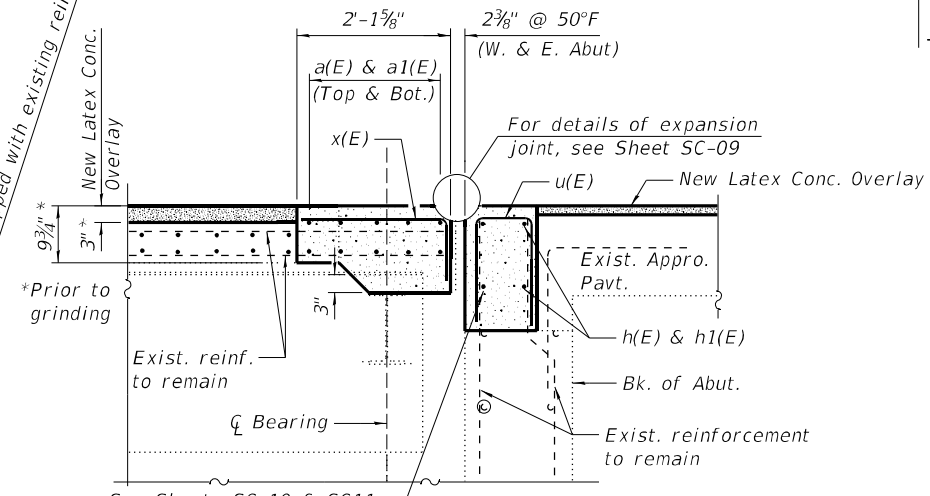


BAR d2(E)

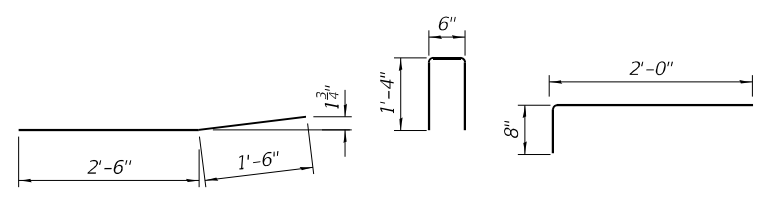


JOINT REPLACEMENT PLAN

Westbound West Abut. shown, East Abut. Opp. Hand.
 Eastbound East and West Abut. mirrored about 1-88 ζ



SECTION A-A
(at right angle)



BAR a2(E)

BAR d3(E)

BAR x(E)

BILL OF MATERIAL

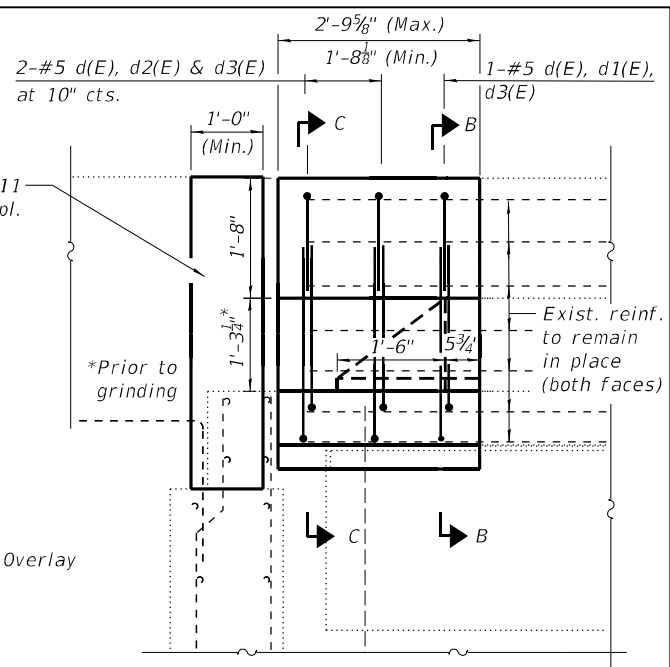
SN 098-0063 (EB)

Bar	No.	Size	Length	Shape
a(E)	20	#5	22'-2"	—
a1(E)	20	#5	18'-0"	—
a2(E)	20	#6	4'-0"	—
d(E)	12	#5	4'-7"	L
d1(E)	4	#5	3'-8"	L
d2(E)	8	#5	4'-4"	L
d3(E)	12	#5	3'-2"	L
x(E)	90	#5	2'-8"	—
Concrete Superstructure			Cu. Yd.	8.2
Reinforcement Bars, Epoxy Coated			Pound	1,361

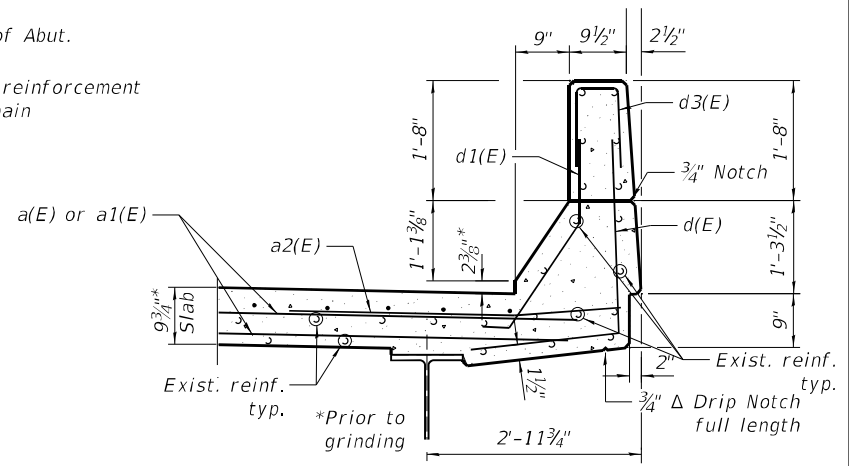
BILL OF MATERIAL

SN 098-0064 (WB)

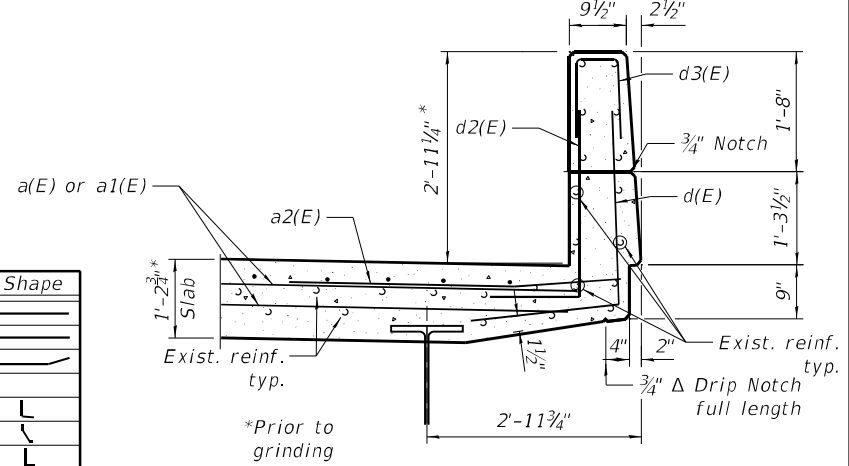
Bar	No.	Size	Length	Shape
a(E)	20	#5	22'-2"	—
a1(E)	20	#5	18'-0"	—
a2(E)	20	#6	4'-0"	—
d(E)	12	#5	4'-7"	L
d1(E)	4	#5	3'-8"	L
d2(E)	8	#5	4'-4"	L
d203(E)	12	#5	3'-2"	L
x(E)	90	#5	2'-8"	—
Concrete Superstructure			Cu. Yd.	8.2
Reinforcement Bars, Epoxy Coated			Pound	1,361



OUTSIDE ELEVATION



SECTION B-B



SECTION C-C

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS I
 I-88 OVER HENRY ROAD - SN 098-0063 (EB) & 098-0064 (WB)

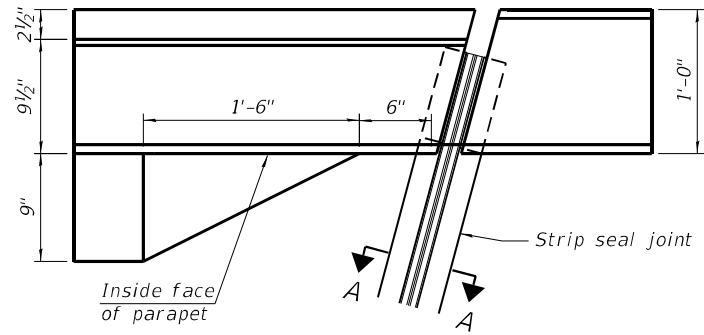
SHEET 8 OF 14 SHEETS

SC-8 OF SC-14

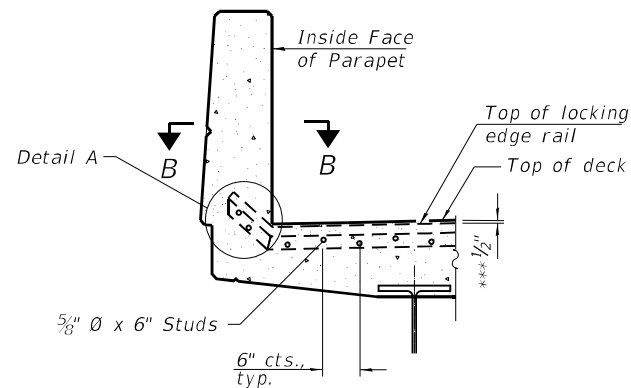
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88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	64
CONTRACT NO. 64S27			ILLINOIS FED. AID PROJECT G131(377)	



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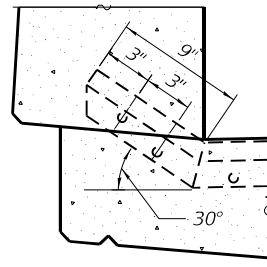


PLAN AT PARAPET



SECTION AT PARAPET

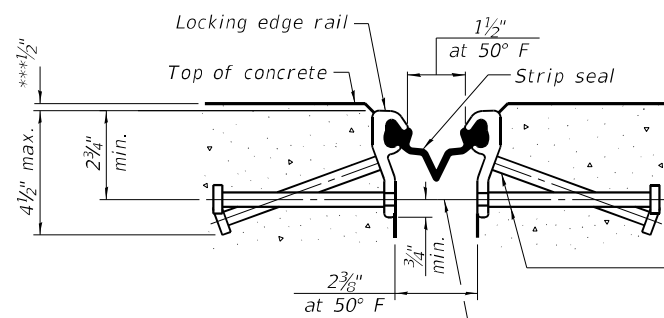
***Prior to 1/4" Diamond Grinding



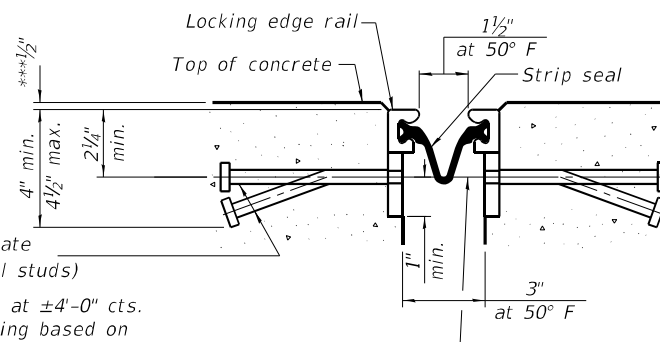
DETAIL A

BILL OF MATERIAL

Structure No.	Item	Unit	Total
098-0063	Preformed Joint Strip Seal	Foot	88
098-0064	Preformed Joint Strip Seal	Foot	88



SHOWING ROLLED RAIL JOINT

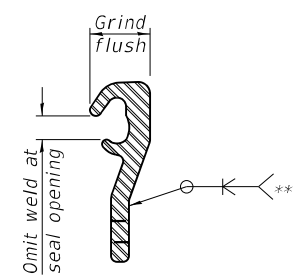
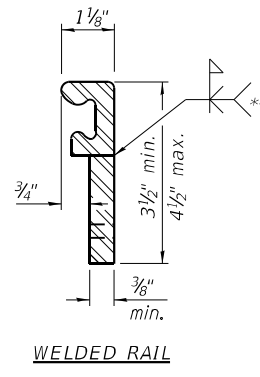
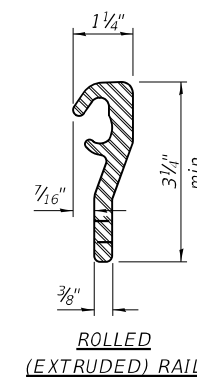


SHOWING WELDED RAIL JOINT

* 5/8" ϕ x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)
 3/8" ϕ threaded rods in 7/16" ϕ holes at $\pm 4'-0"$ cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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



LOCKING EDGE RAILS

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

LOCKING EDGE RAIL SPLICE

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

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EJ-SS

1-1-2020



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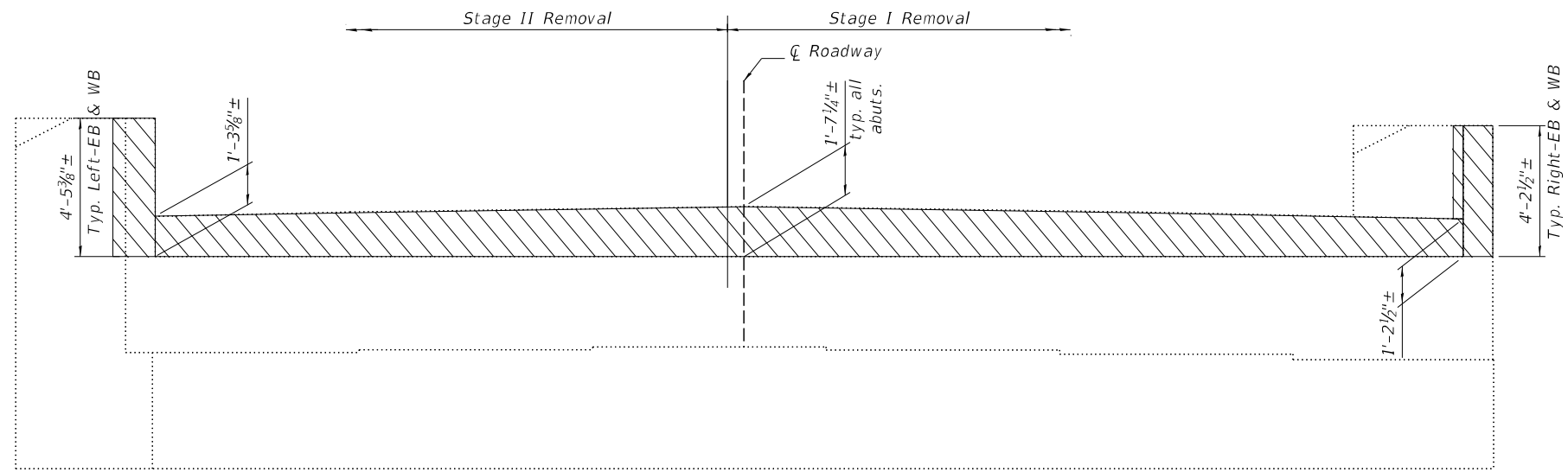
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL
 I-88 OVER HENRY ROAD - SN 098-0063 (EB) & 098-0064 (WB)**

SHEET 9 OF 14 SHEETS

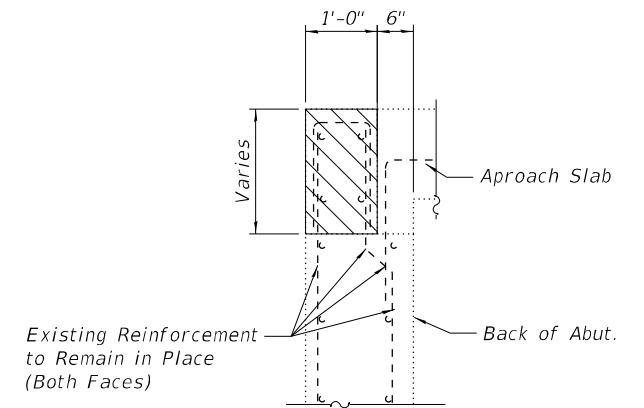
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88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	65
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64S27	
G13(377)				

SC-9 OF SC-14



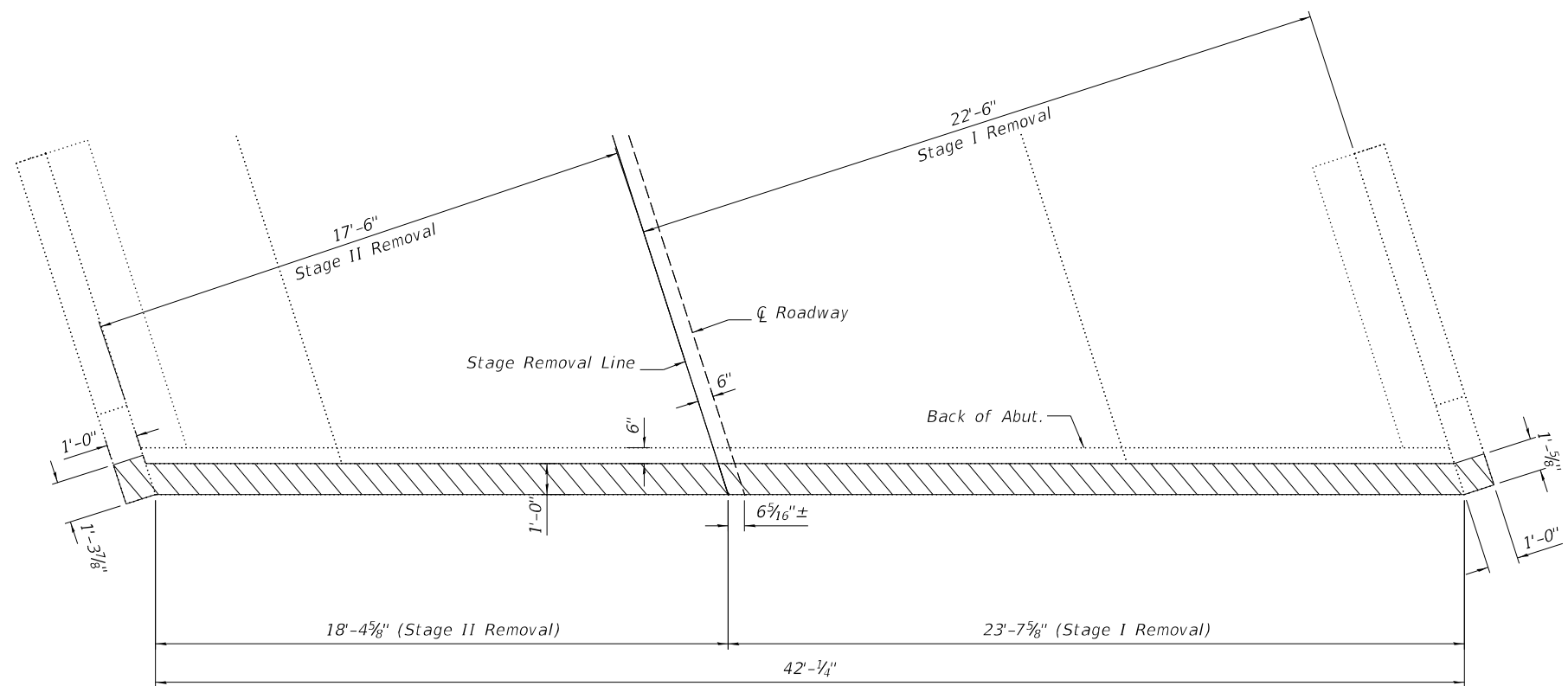
ELEVATION

West Abut.-Westbound 098-0064 Shown. East Abut. Opposite Hand.
West and East Abut.-Eastbound 098-0063 Mirrored about I-88 C.



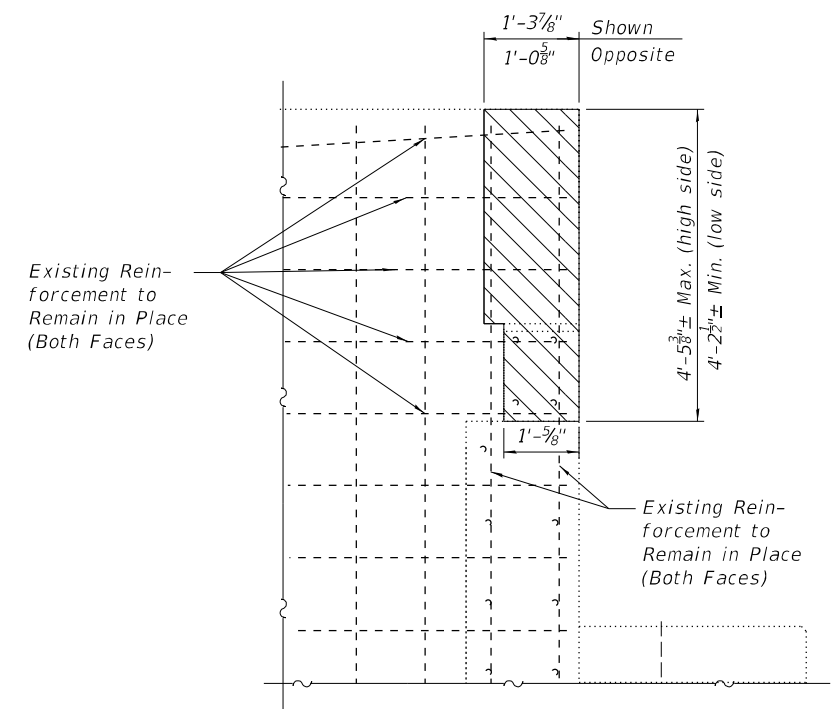
SECTION THRU ABUTMENT HATCHBLOCK

Dimensions normal to abutment joint



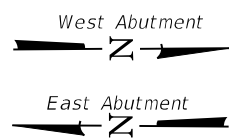
ELEVATION

West Abut.-Westbound 098-0064 Shown. East Abut. Opposite Hand.
West and East Abut.-Eastbound 098-0063 Mirrored about I-88 C.

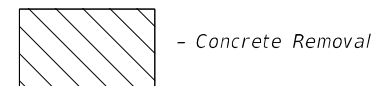


WINGWALL PARAPET ELEVATION

Dimensions parallel with roadway centerline



LEGEND:



BILL OF MATERIAL

Structure No.	Pay Item	Unit	Quantity		Total
			E. Abut.	W. Abut.	
098-0063 (EB)	Concrete Removal	Cu. Yd.	2.7	2.7	5.4
098-0064 (WB)	Concrete Removal	Cu. Yd.	2.7	2.7	5.4

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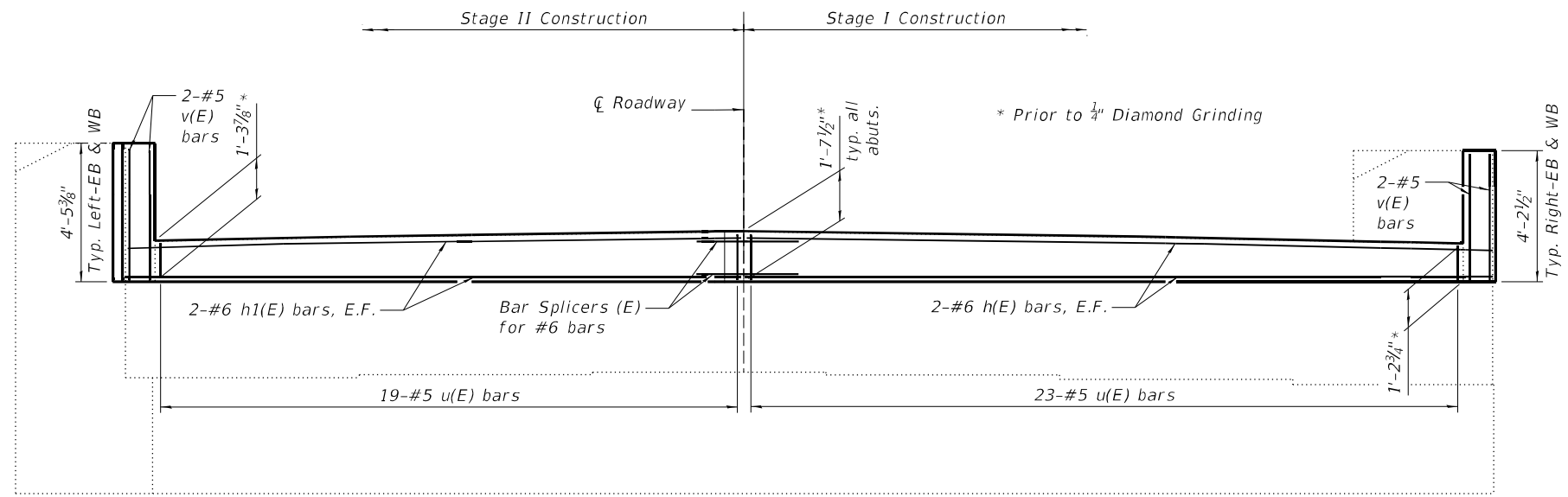
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ABUT. CONC. REMOVAL - WEST AND EAST ABUTMENTS
I-88 OVER HENRY ROAD - SN 098-0061 (EB) & 098-0062 (WB)**

SHEET 10 OF 14 SHEETS

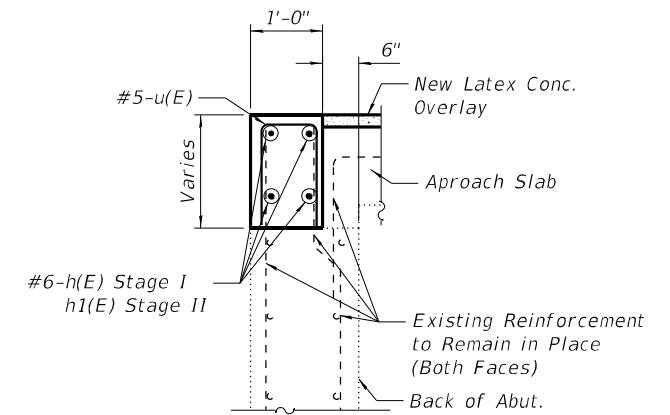
F.A.I. RTE. 88	SECTION (195(1B-1,1VB1,1HB-5,2B))BDR	COUNTY WHITESIDE	TOTAL SHEETS 97	SHEET NO. 66
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64S27	

SC-10 OF SC-14

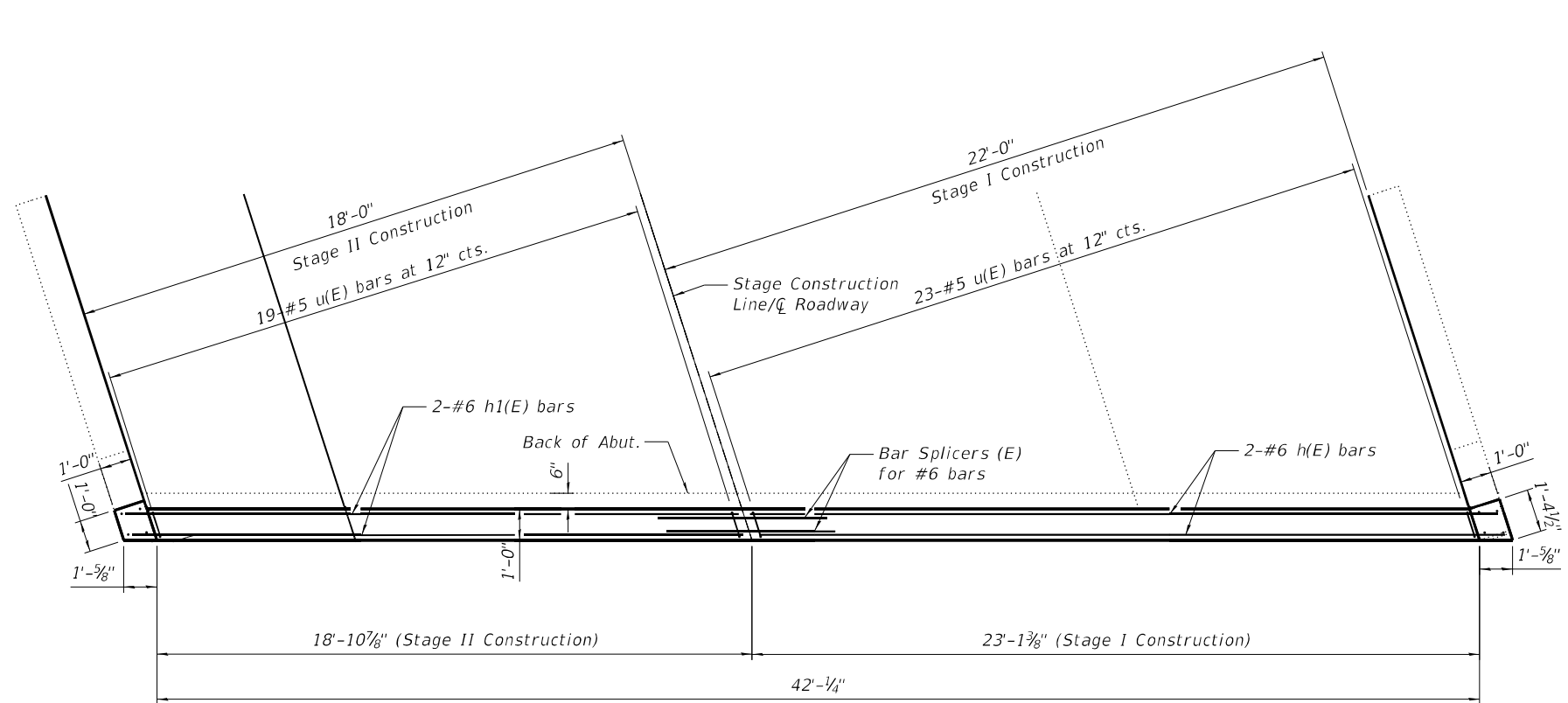


ELEVATION

West Abut.-Westbound 098-0064 Shown. East Abut. Opposite Hand.
West and East Abut.-Eastbound 098-0063 Mirrored about I-88 C.

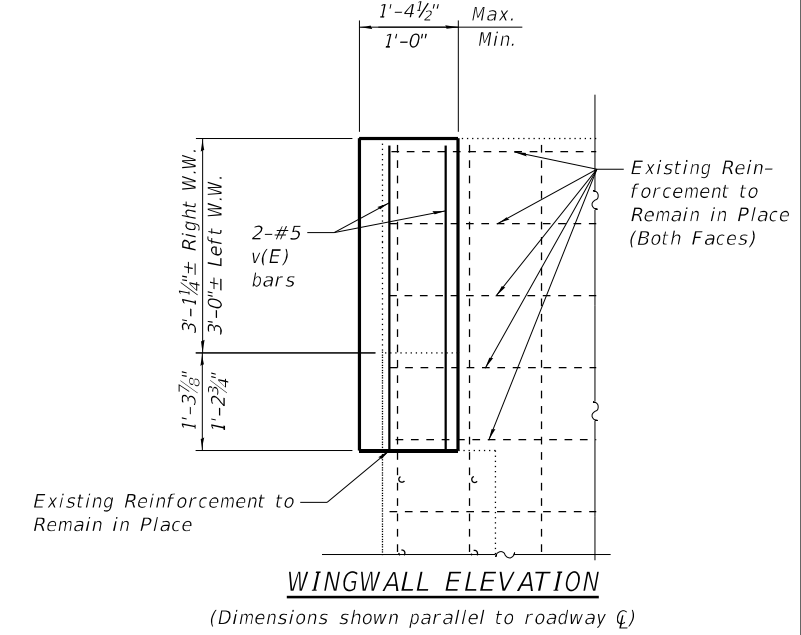
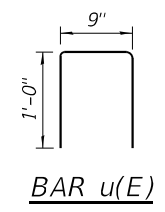


SECTION THRU ABUTMENT HATCHBLOCK
(at right angle)



PLAN

West Abut.-Westbound 098-0064 Shown. East Abut. Opposite Hand.
West and East Abut.-Eastbound 098-0063 Mirrored about I-88 C.



WINGWALL ELEVATION

(Dimensions shown parallel to roadway C)

BILL OF MATERIAL

SN 098-0063 (EB)

Bar	No.	Size	Length	Shape
h(E)	4	#6	23'-0"	—
h1(E)	4	#6	18'-9"	—
u(E)	42	#5	2'-9"	U
v(E)	8	#5	4'-5"	—
Concrete Superstructure			Cu. Yd.	5.4
Reinforcement Bars, Epoxy Coated			Pound	412

BILL OF MATERIAL

SN 098-0064 (WB)

Bar	No.	Size	Length	Shape
h(E)	4	#6	23'-0"	—
h1(E)	4	#6	18'-9"	—
u(E)	42	#5	2'-9"	U
v(E)	8	#5	4'-5"	—
Concrete Superstructure			Cu. Yd.	5.4
Reinforcement Bars, Epoxy Coated			Pound	412

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

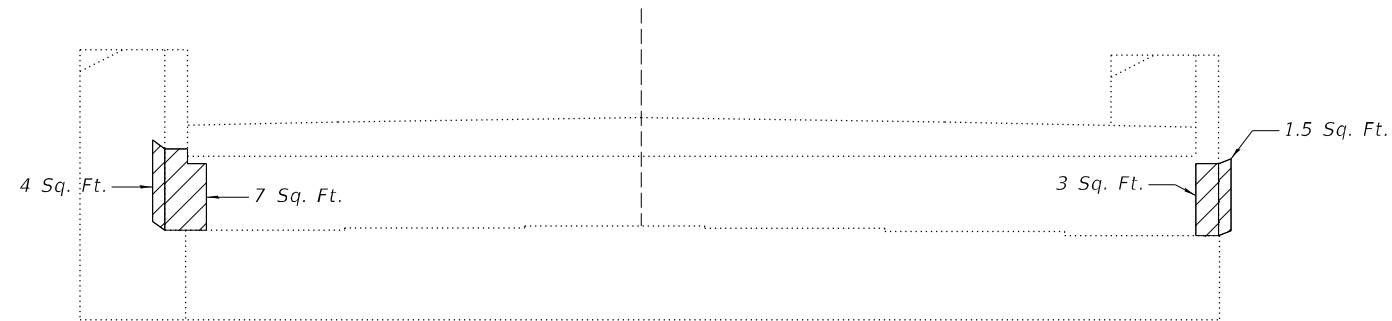
ABUT. PLAN & ELEVATION - WEST AND EAST ABUTMENTS
I-88 OVER HENRY ROAD - SN 098-0063 (EB) & 098-0064 (WB)

SHEET 11 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	67
CONTRACT NO. 64S27				

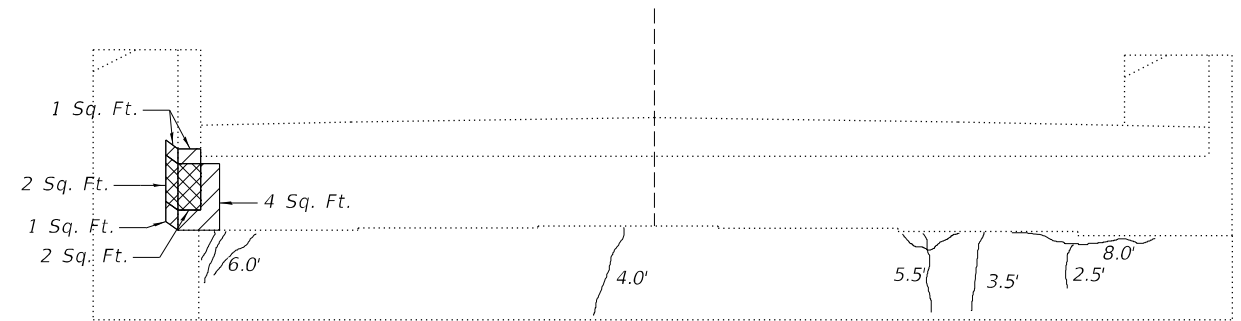
ILLINOIS FED. AID PROJECT G13(377)

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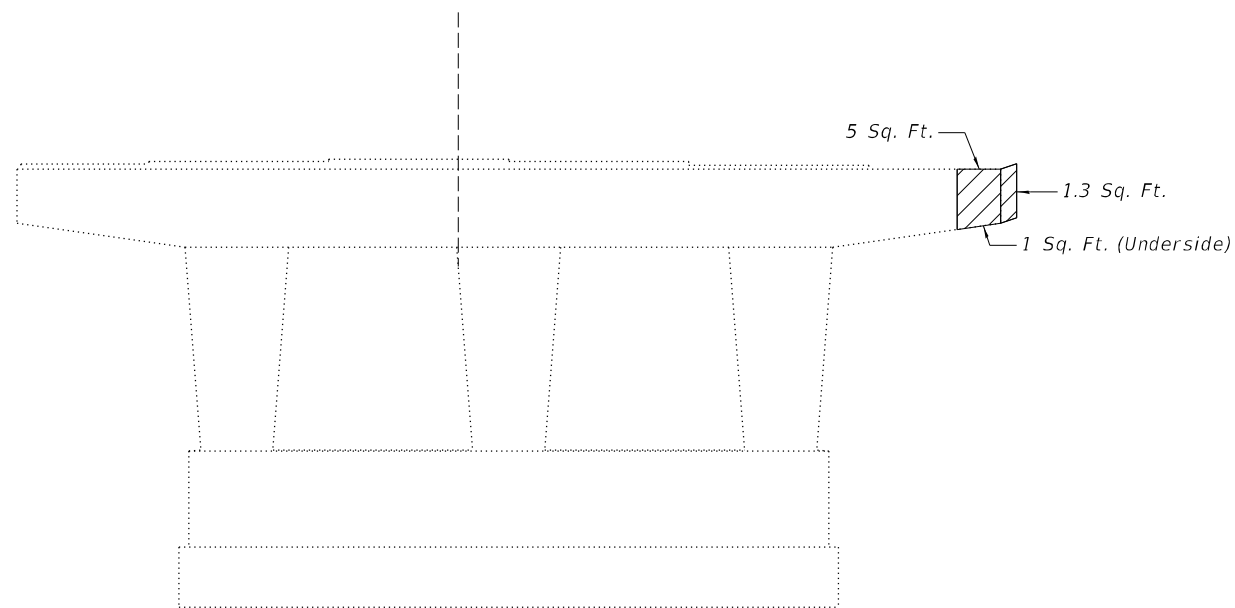
EAST ABUTMENT ELEVATION

(SN 098-0063 EB, Looking East)



WEST ABUTMENT ELEVATION

(SN 098-0064 WB, Looking West)



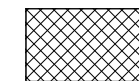
PIER 2 ELEVATION

(SN 098-0063 EB, West Face, Looking East)

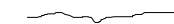
LEGEND



Structural Repair of Concrete (Depth Equal to or Less Than 5 inches)



Structural Repair of Concrete (Depth Greater Than 5 inches)



Epoxy Crack Injection

Note:
 Quantities for Structural Repair of Concrete for the substructure repairs are estimated. Areas to be repaired shall be determined in the field by the Engineer and areas and final quantities marked on the As-Built Plans.

BILL OF MATERIAL

ITEM	UNIT	SN 098-0063	SN 098-0064	TOTAL
Structural Repair of Concrete (Depth Equal to or Less Than 5 inches)	Sq. Ft.	23	7	30
Structural Repair of Concrete (Depth Greater Than 5 inches)	Sq. Ft.		4	4
Epoxy Crack Injection	Foot		30	30

SC-12 OF SC-14



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

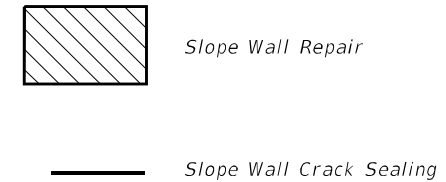
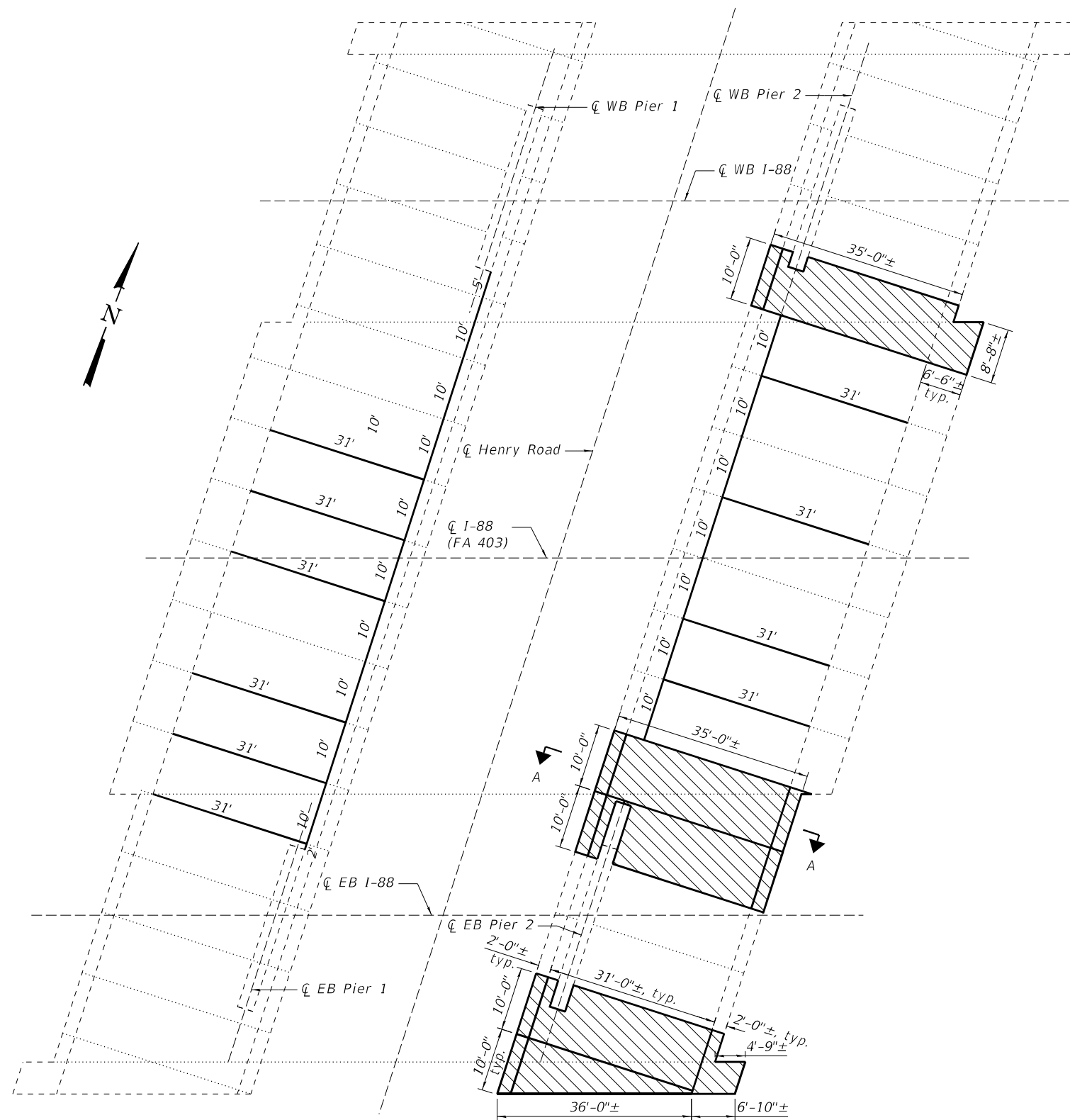
PIER & ABUTMENT REPAIRS
 I-88 OVER HENRY ROAD - SN 098-0063 (EB) & 098-0064 (WB)

SHEET 12 OF 14 SHEETS

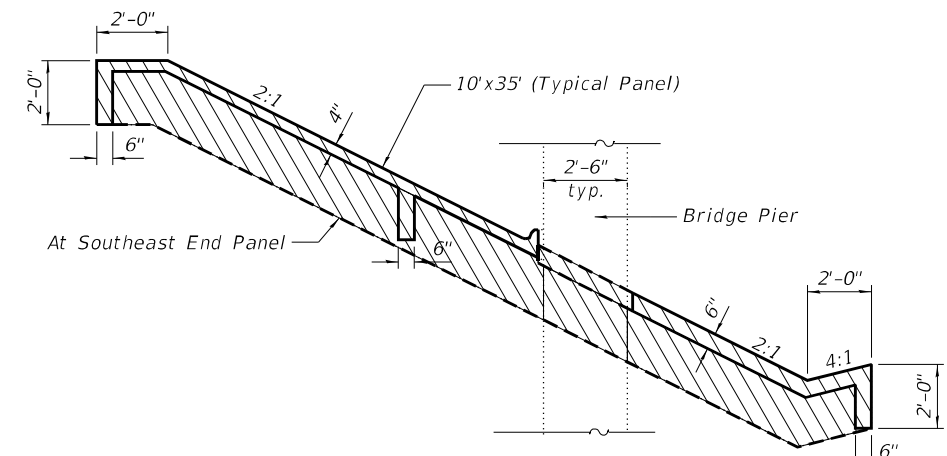
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	68
CONTRACT NO. 64S27				

ILLINOIS FED. AID PROJECT G13(377)

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Notes:
 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. Slope wall shall be reinforced with welded wire fabric, 6"x6" - W4.0xW4.0 weighing 58 lbs per 100 sq. ft.



SECTION A-A

BILL OF MATERIAL

Item	Unit	098-0063 EB	098-0064 WB	Total
Controlled Low-Strength Material	Cu. Yd.	68	19	87
Slope Wall Crack Sealing	Foot	273	204	477
Slope Wall Repair	Sq. Yd.	136	37	173



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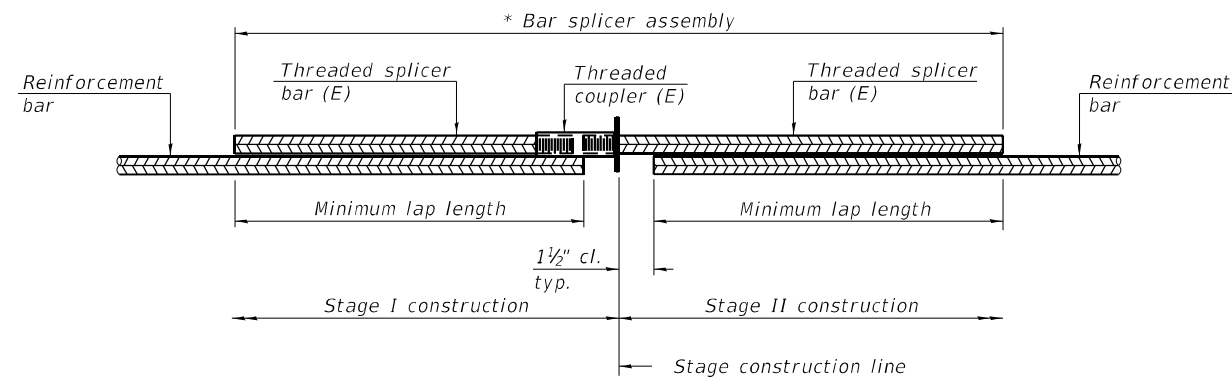
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SLOPEWALL REPAIRS
 I-88 OVER HENRY ROAD - SN 098-0063 (EB) & 098-0064 (WB)

SHEET 13 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB1,1HB-5,2B))BDR	WHITESIDE	97	69
CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT			G13(377)	

SC-13 OF SC-14



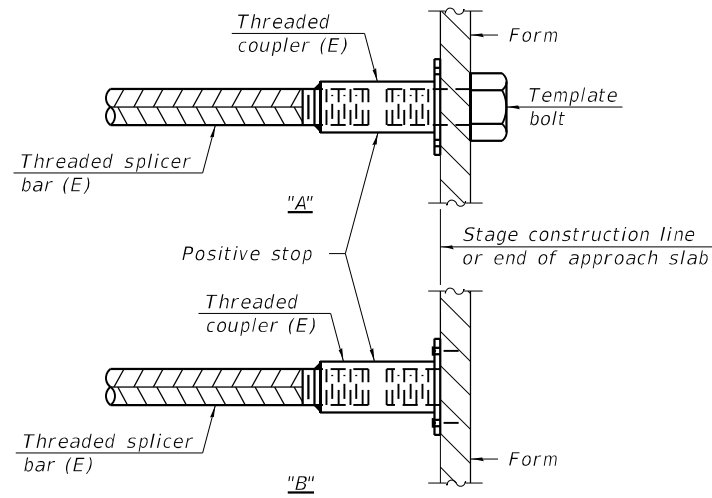
STANDARD BAR SPLICER ASSEMBLY PLAN

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
West Abut. EB&WB	#6	8	4'-0"
East Abut. EB&WB	#6	8	4'-0"
Bridge Deck - EB	#5	20	3'-6"
Bridge Deck - WB	#5	20	3'-6"

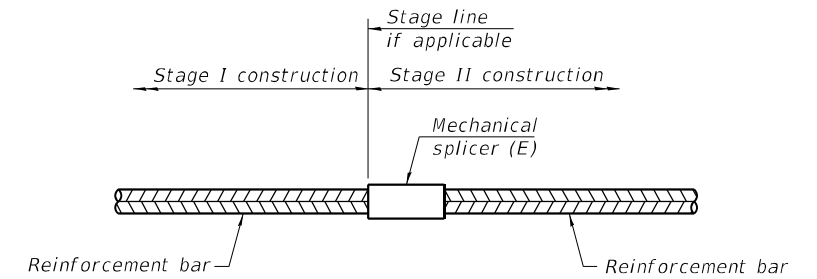


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

Notes:

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

MODEL: s:\MODEL\NAMES
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BSD-1

2-1-2023



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER DETAILS
I-88 OVER HENRY ROAD - SN 098-0063 (EB) & 098-0064 (WB)

SHEET 14 OF 14 SHEETS

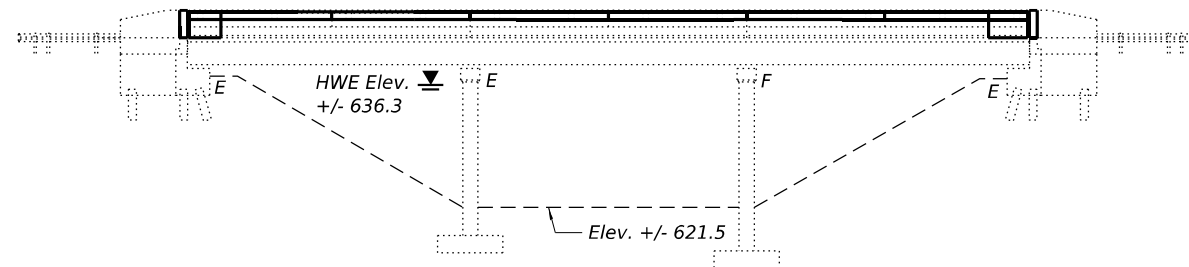
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 64S27	
		ILLINOIS	FED. AID PROJECT	G13(377)

SC-14 OF SC-14

Benchmark: None.

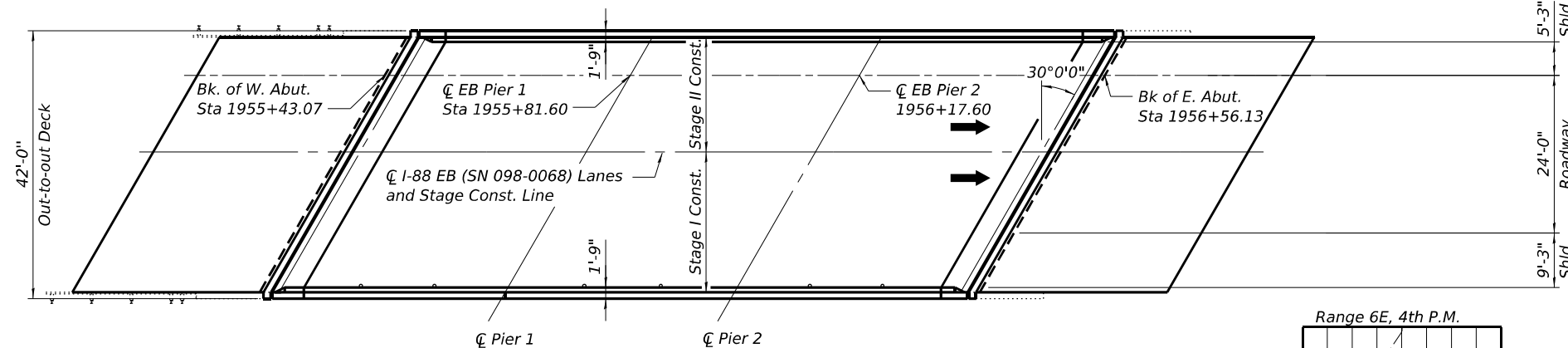
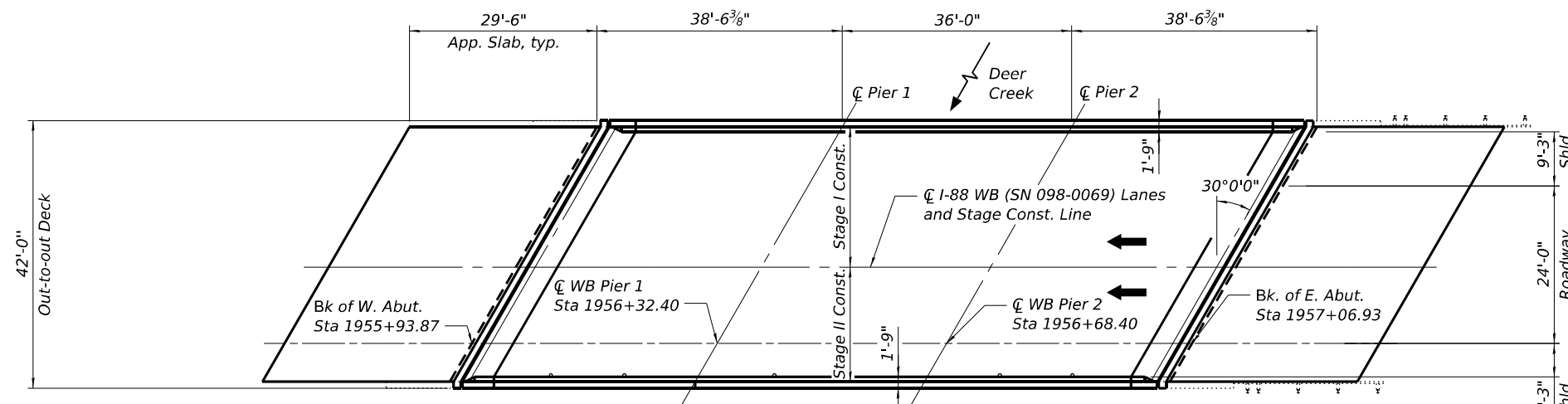
Existing Structure: Structure Number 098-0068 and 098-0069, originally built in 1973 under FA-403 Section 195-2B, are three span PPC continuous structures with a reinforced concrete deck and concrete piers. The back-to-back length of each bridge is 113'-0³/₄". The out-to-out width of the each bridge is 42'-0". In 2002 each bridge deck received a concrete overlay along with expansion joint reconstruction. The proposed project consists of removal and replacement of the existing concrete overlay along with partial and full depth deck patching, and joint replacement at the abutments. Traffic shall be maintained during the rehabilitation of both structures utilizing stage construction.

No Salvage.

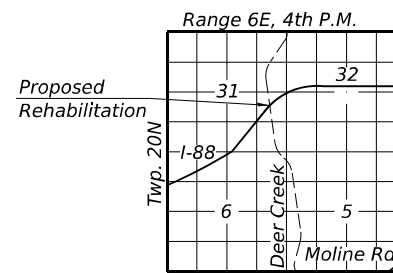


ELEVATION

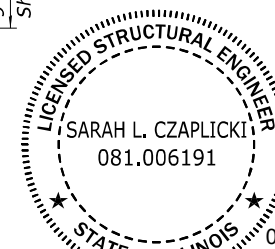
Note:
Up to 1/4" may be ground off the bridge deck and approach slab overlay.



PLAN



LOCATION SKETCH



Sarah L. Czapllicki, PE, SE
Expires: November 30, 2024

SCOPE OF WORK

- Remove and replace existing expansion joints at abutments.
- Scarify 3/4" from bridge deck slab, as shown in the plans.
- Scarify 2" from approach slabs, as shown in the plans.
- Perform full depth deck slab repair, as shown in the plans.
- Remove existing aluminum railing and construct concrete parapet retrofit.
- Perform structural concrete repairs to parapet face where shown.
- Install 3 1/2" latex concrete overlay on bridge deck slab.
- Install 2 3/4" latex concrete overlay on approach slabs.
- Replace joint seal at end of each approach slab with new preformed joint seal.
- Perform 1/4" Diamond Grinding (Bridge Section) and Bridge Deck Grooving (Longitudinal) to bridge deck and approach slabs.
- Perform structural concrete repairs to piers and abutments and apply concrete sealer.
- Apply Protective Coat to the parapets, reconstructed joints, and new overlays.
- Clean all existing scuppers.

INDEX OF SHEETS

SD-1 General Plan and Elevation	SD-11 Superstructure Details 1
SD-2 General Data	SD-12 Strip Seal Joint Detail
SD-3 Stage Construction Cross Sections	SD-13 Framing Plan
SD-4 Temporary Concrete Barrier	SD-14 Beam Repair Details
SD-5 Stage I Overlay and Repair Plan	SD-15 Pier Repairs
SD-6 Stage II Overlay and Repair Plan	SD-16 Pier Repairs
SD-7 Parapet Repairs	SD-17 Abutment Repairs
SD-8 Retrofit Concrete Parapet Elevations	SD-18 Abutment Repairs
SD-9 Retrofit Concrete Parapet Details	SD-19 Bar Splicer Assembly And Mechanical Splicer Details
SD-10 Concrete Removal Details	

DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)

f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

FIELD UNITS (EXISTING CONSTRUCTION)

f'c = 3,000 psi (Deck Slab)
f'c = 3,500 psi (Curb, Parapet, Approach Slab & Substructure)
fy = 40,000 psi (Reinforcement)

PRECAST PRESTRESSED UNITS (EXISTING CONSTRUCTION)

f'c = 5,000 psi
f'ci = 4,000 psi
fs' = 248,000 psi, strands 7/16"Ø
fsi = 173,600 psi, strands 7/16"Ø

LOADING HS20-44

DESIGN SPECIFICATIONS

EXISTING AND NEW CONSTRUCTION
2002 AASHTO Standard Specifications for Highway Bridges

GENERAL PLAN AND ELEVATION

I-88 OVER DEER CREEK

FAI RTE 88 SEC (195(1B-1, 1VB, 1HB-5, 2B)) BDR

WHITESIDE COUNTY

STATION 1956+25.00

STRUCTURE NO. 098-0068 (EB) & 098-0069 (WB)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
I-88 OVER DEER CREEK - SN 098-0068 (EB) & 098-0069 (WB)

SHEET 1 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1, 1VB, 1HB-5, 2B)) BDR	WHITESIDE	97	71
CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT			G13T(377)	

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CZAPLICKI LOPEZ
DESIGN FIRM NO: 184,008135

3/1/2024

SD-1 OF SD-19

GENERAL NOTES

- 1) 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.
- 2) Reinforcement bars designated (E) shall be epoxy coated.
- 3) Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
- 4) Existing reinforcement bars extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with "Concrete Removal".
- 5) The Contractor shall exercise care during removal of existing joints to ensure that the deck slab and beams integrity will not be detrimentally impacted. The Contractor shall repair any damage(s) to the deck slab and beams caused by their operation as directed by the Engineer at no additional cost to the Department.
- 6) All exposed concrete edges shall have a 3/4" x 45° chamfer, except where shown.
- 7) 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.
- 8) Concrete Sealer shall be applied to the areas of substructure repair. All surfaces to be sealed shall be cleaned thoroughly prior to sealer application. Cost included with Concrete Sealer.
- 9) Protective Coat shall be applied to the top and inside faces of the parapet extensions, new and existing parapets, new concrete deck adjacent to repaired deck joints, and new latex concrete overlays.
- 10) Stage construction shall be utilized to maintain traffic during construction.
- 11) Up to 1/4 inch may be ground off the bridge deck and the bridge approach slabs.
- 12) Areas of repairs shown are estimated. The Engineer shall determine actual areas to be repairs at the time of construction. The Engineer shall show actual areas repaired on As-Built plans.
- 13) Existing name plate from parapet shall be removed, cleaned, and incorporated into the new construction. Cost included with Relocating Name Plates.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SN 098-0068 (EB)		SN 098-0069 (WB)		TOTAL
		SUPER	SUB	SUPER	SUB	
Concrete Removal	Cu. Yd.	27.6	0.0	27.6	0.0	55.2
Concrete Superstructure	Cu. Yd.	28.2	0.0	28.2	0.0	56.4
Protective Coat	Sq. Yd.	852	0	852	0	1,704
Reinforcement Bars, Epoxy Coated	Pound	5,130	0	5,130	0	10,260
Bar Splicers	Each	34	0	34	0	68
Preformed Joint Strip Seal	Foot	97	0	97	0	194
Concrete Sealer	Sq. Ft.	0	34	0	13	47
Epoxy Crack Injection	Foot	0	24	0	29	53
Cleaning Bridge Scuppers And Downspouts	Each	6	0	6	0	12
Acrylic Coating	Sq. Yd.	31	0	17	0	48
Fiber Wrap	Sq. Ft.	274	0	152	0	426
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	460	0	460	0	920
Bridge Curb or Hubguard Repair	Foot	5	0	16	0	21
Bridge Deck Latex Concrete Overlay, 2 1/4 Inches	Sq. Yd.	267	0	267	0	534
Bridge Deck Latex Concrete Overlay, 3 1/2 Inches	Sq. Yd.	428	0	428	0	856
Bridge Deck Scarification 2"	Sq. Yd.	267	0	267	0	534
Bridge Deck Scarification 3 1/4"	Sq. Yd.	428	0	428	0	856
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	0	26	0	13	39
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq. Ft.	0	8	0	0	8
* Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	4	0	0	0	4
* Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	4	0	0	0	4
Diamond Grinding (Bridge Section)	Sq. Yd.	652	0	652	0	1,304
Precast Prestressed Concrete I-Beam Repair	Sq. Ft.	12	0	0	0	12
Relocating Name Plates	Each	1	0	1	0	2
Retrofit Concrete Parapet	Foot	202	0	202	0	404

* Deck Slab Repair areas are estimated and will be field verified and approved by the engineer prior to starting repairs.

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CZAPLUCKI LOPEZ
3/14/2024

CZAPLUCKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184,008135

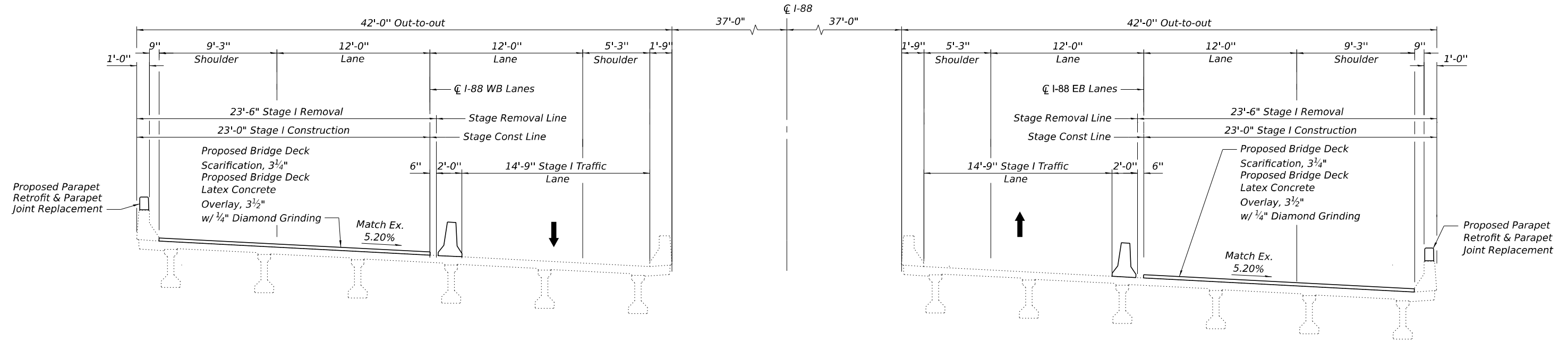
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

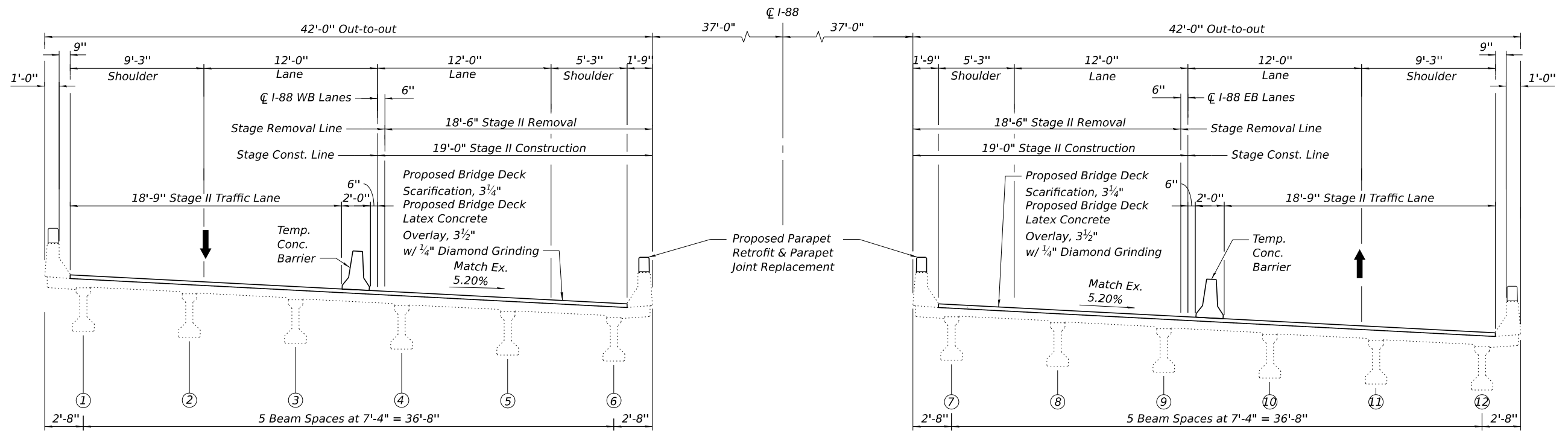
GENERAL DATA
I-88 OVER DEER CREEK - SN 098-0068 (EB) & 098-0069 (WB)
SHEET 2 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1, 1VB, 1HB-5, 2B)) BDR	WHITESIDE	97	72
			CONTRACT NO. 64S27	
			ILLINOIS FED. AID PROJECT G13T(377)	

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 1/26/2024



STAGE I TYPICAL CROSS SECTIONS - LOOKING EAST
 (All dimensions are perp. to CL I-88)



Stage II TYPICAL CROSS SECTIONS - LOOKING EAST
 (All dimensions are perp. to CL I-88)

CZAPLICKI LOPEZ, PLLC
 201 KENMARE DRIVE
 BURR RIDGE, ILLINOIS 60527
 630-915-8861
 DESIGN FIRM NO: 184,008135

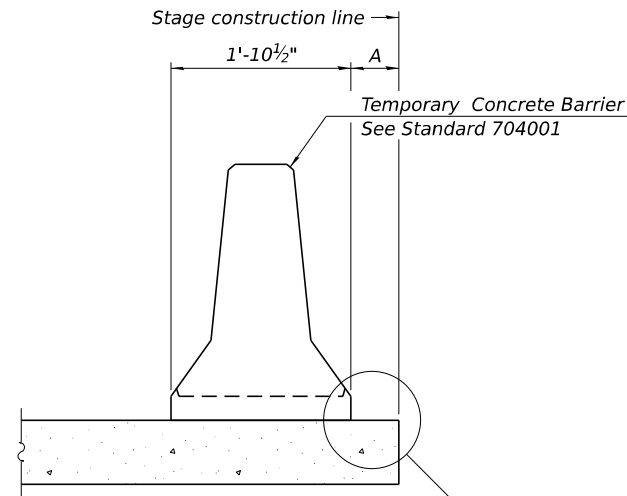
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PLOT DATE =	CHECKED - SLC	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STAGE CONSTRUCTION CROSS SECTIONS
I-88 OVER DEER CREEK - SN 098-0068 (EB) & 098-0069 (WB)
 SHEET 3 OF 19 SHEETS

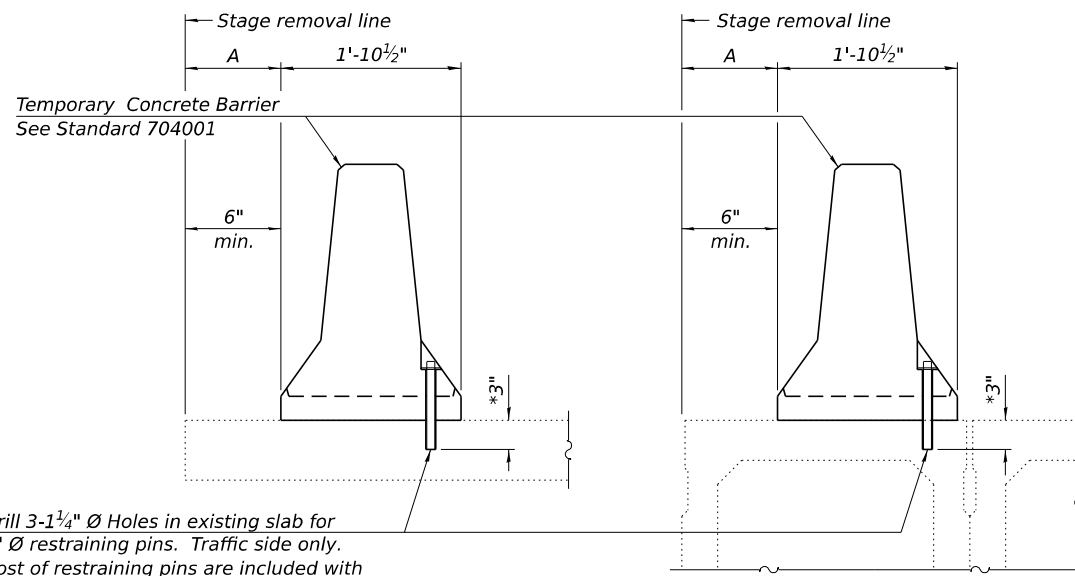
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT			G13T(377)	

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 1/26/2024



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

NEW SLAB OR NEW DECK BEAM



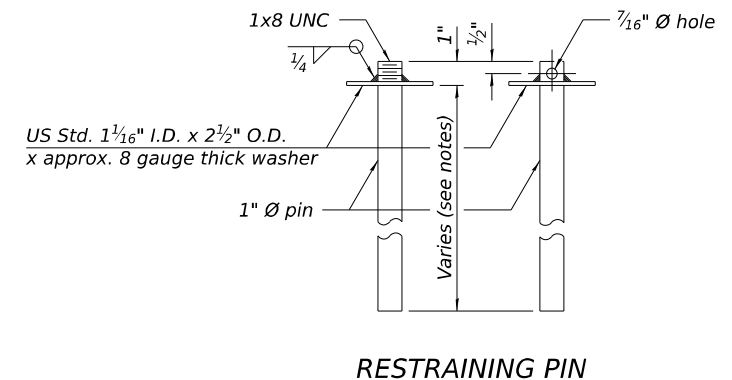
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

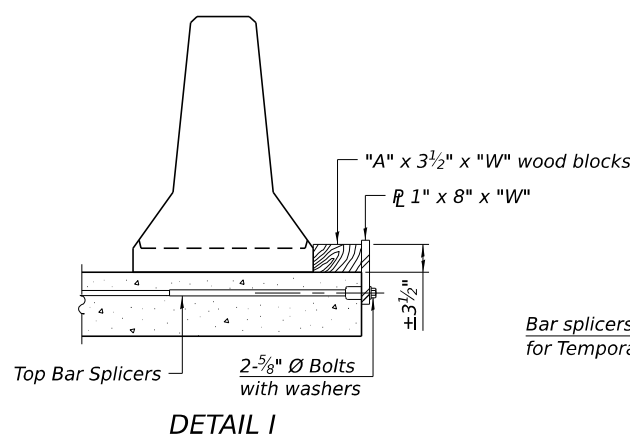
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

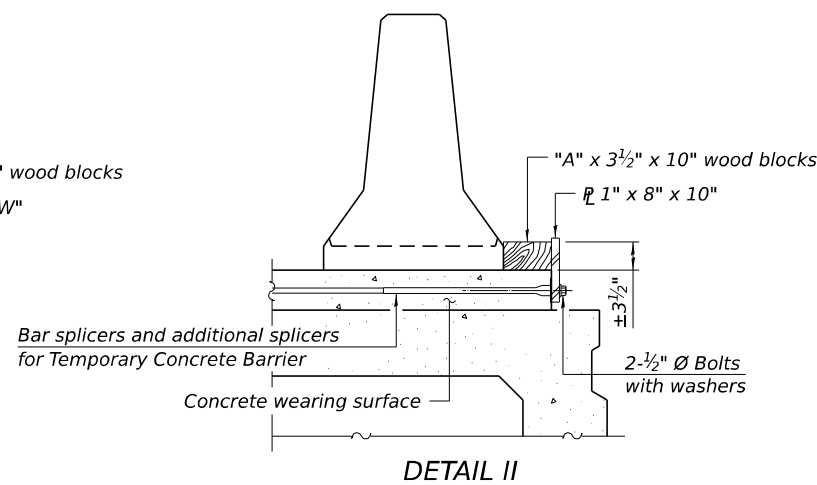
SECTIONS THRU SLAB OR DECK BEAM



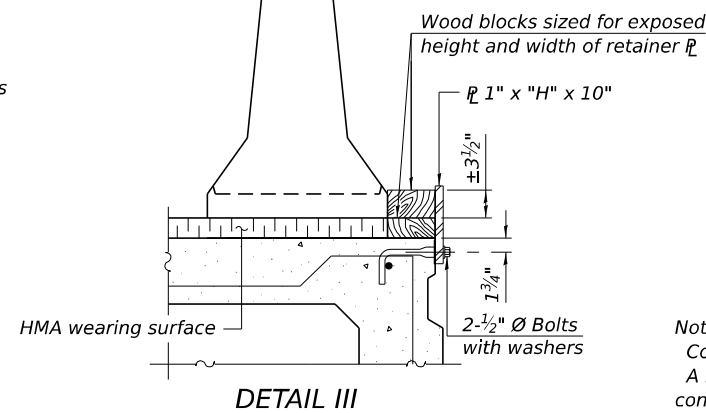
RESTRAINING PIN



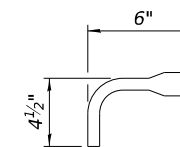
DETAIL I



DETAIL II



DETAIL III



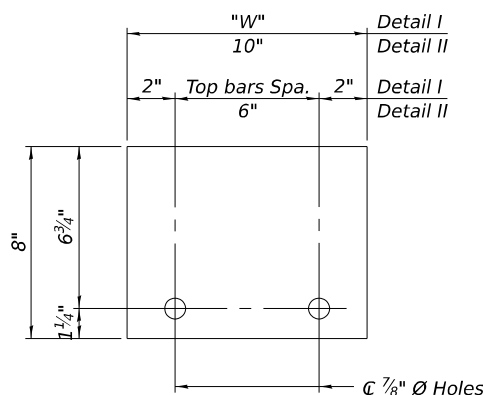
BAR SPLICER FOR #4 BAR - DETAIL III

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate C of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

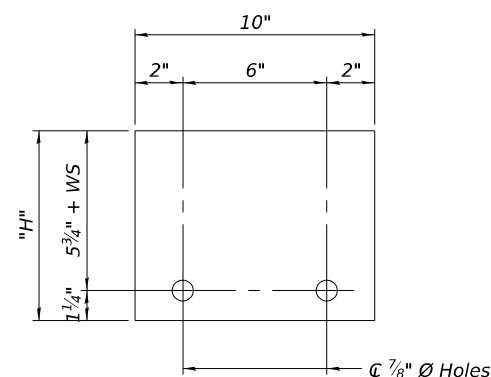
Detail I - Installation for a new bridge deck or bridge slab.

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

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



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



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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023



USER NAME =	DESIGNED - PAF	REVISED -
PLOT SCALE =	CHECKED - SLC	REVISED -
PLOT DATE =	DRAWN - PAF	REVISED -
	CHECKED - SLC	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

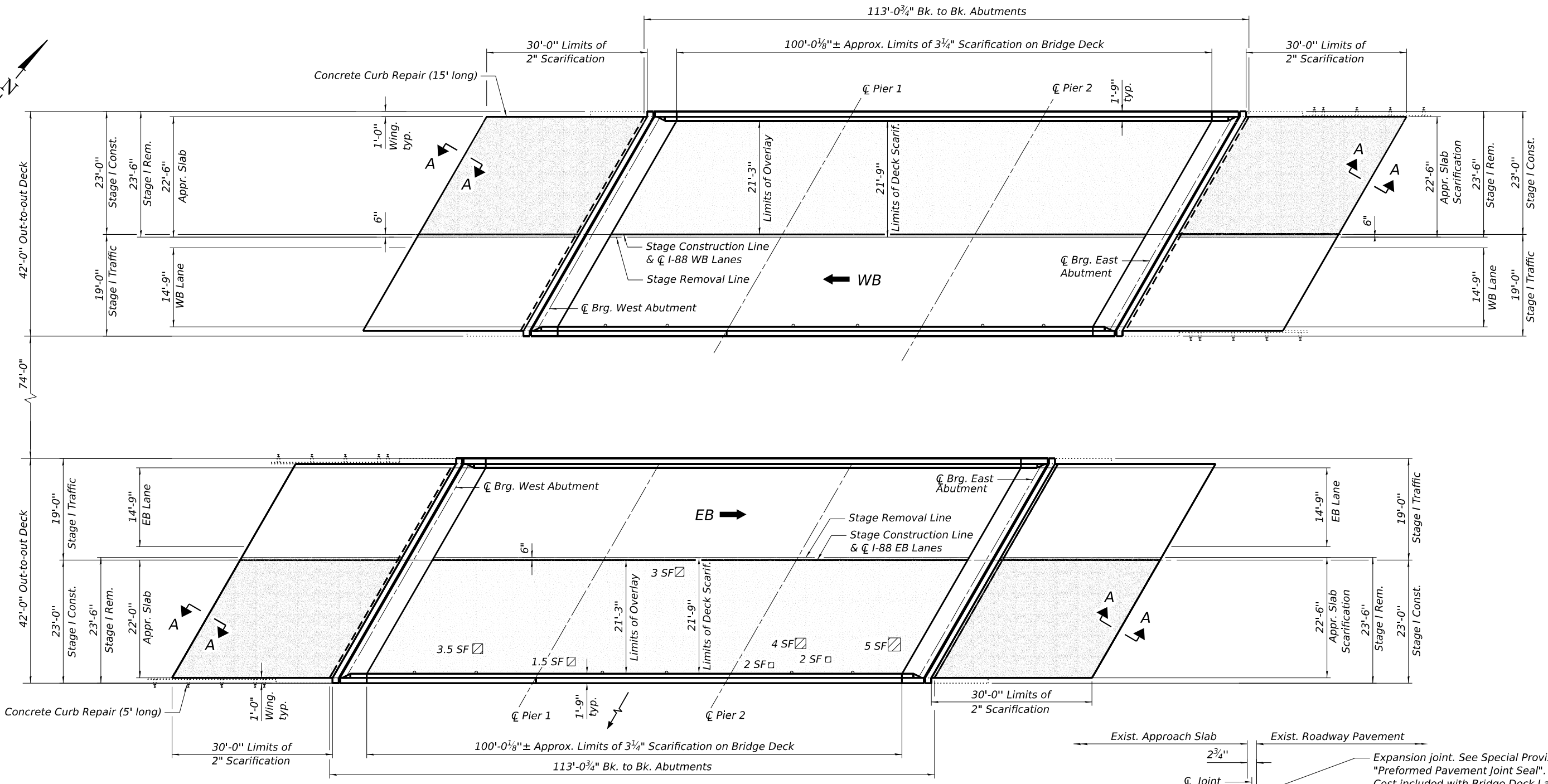
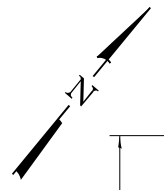
TEMPORARY CONCRETE BARRIER
 I-88 OVER DEER CREEK - SN 098-0068 (EB) & 098-0069 (WB)

SHEET 4 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1, 1VB, 1HB-5, 2B)) BDR	WHITESIDE	97	74
CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT			G13T(377)	

SD-4 OF SD-19

MODEL: Overlay and Repair Plan
 FILE NAME: C:\Users\Steven\johnson\OneDrive - Czaplucki Lopez, P.L.L.C\OD 23009 I-88 over Deer Creek Stage I Overlay and Repair Plan.dgn
 3/17/2024

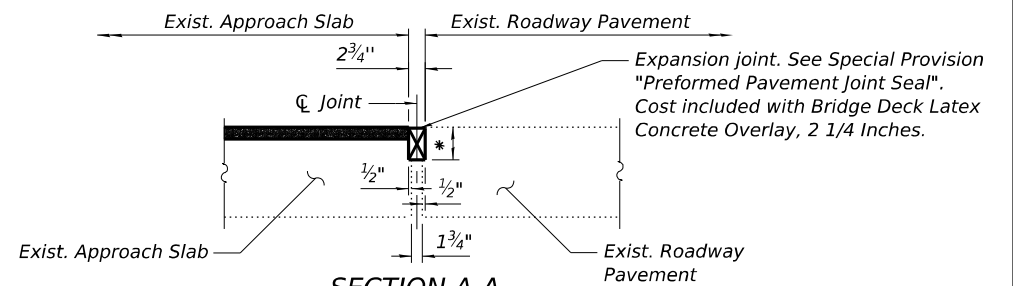


STAGE I REMOVAL AND CONSTRUCTION
 (Dimensions shown measured relative to I-88 centerline)

- LEGEND:**
- 3/4" Bridge Deck Scarification
 - 3 1/2" Latex Concrete Overlay & 1/4" Diamond Grinding
 - 2" Bridge Deck Scarification
 - 2 1/4" Latex Concrete Overlay and 1/4" Diamond Grinding
 - Deck Slab Repair (Full Depth, Type I)
 - Deck Slab Repair (Full Depth, Type II)

BILL OF MATERIAL

Item	Unit	SN 098-0068	SN 098-0069	Total
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	230	230	460
Protective Coat	Sq. Yd.	462	462	924
Cleaning Bridge Scuppers And Downspouts	Each	6	0	6
Bridge Curb or Hubguard Repair	Foot	5	15	20
Bridge Deck Latex Concrete Overlay, 2 1/4 Inches	Sq. Yd.	147	147	294
Bridge Deck Scarification 2"	Sq. Yd.	150	150	300
Bridge Deck Scarification 3 1/4"	Sq. Yd.	242	242	484
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	3	0	3
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	0	0	0
Diamond Grinding (Bridge Section)	Sq. Yd.	364	364	728
Bridge Deck Latex Concrete Overlay, 3 1/2 Inches	Sq. Yd.	236	236	472



- SECTION A-A**
 * Per Manufacturers Recommendations
- Notes:
- All drainage scuppers must be protected during concrete scarification and concrete overlay placement.
 - Hand finish of overlay material is required around scuppers. The cost is included in the Latex Concrete Overlay pay item.
 - Quantities and area of deck repair are estimated for bidding purposes. Actual type, location, and dimensions of the deck repairs are to be determined and documented by the Engineer during construction. Engineer shall sound the deck after deck scarification. The Engineer shall show the actual locations of deck repair on "as-built" plans.

SD-5 OF SD-19



USER NAME =	DESIGNED - PAF	REVISED -	
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PLOT SCALE =	DRAWN - PAF	REVISED -	
PLOT DATE =	CHECKED - SLC	REVISED -	

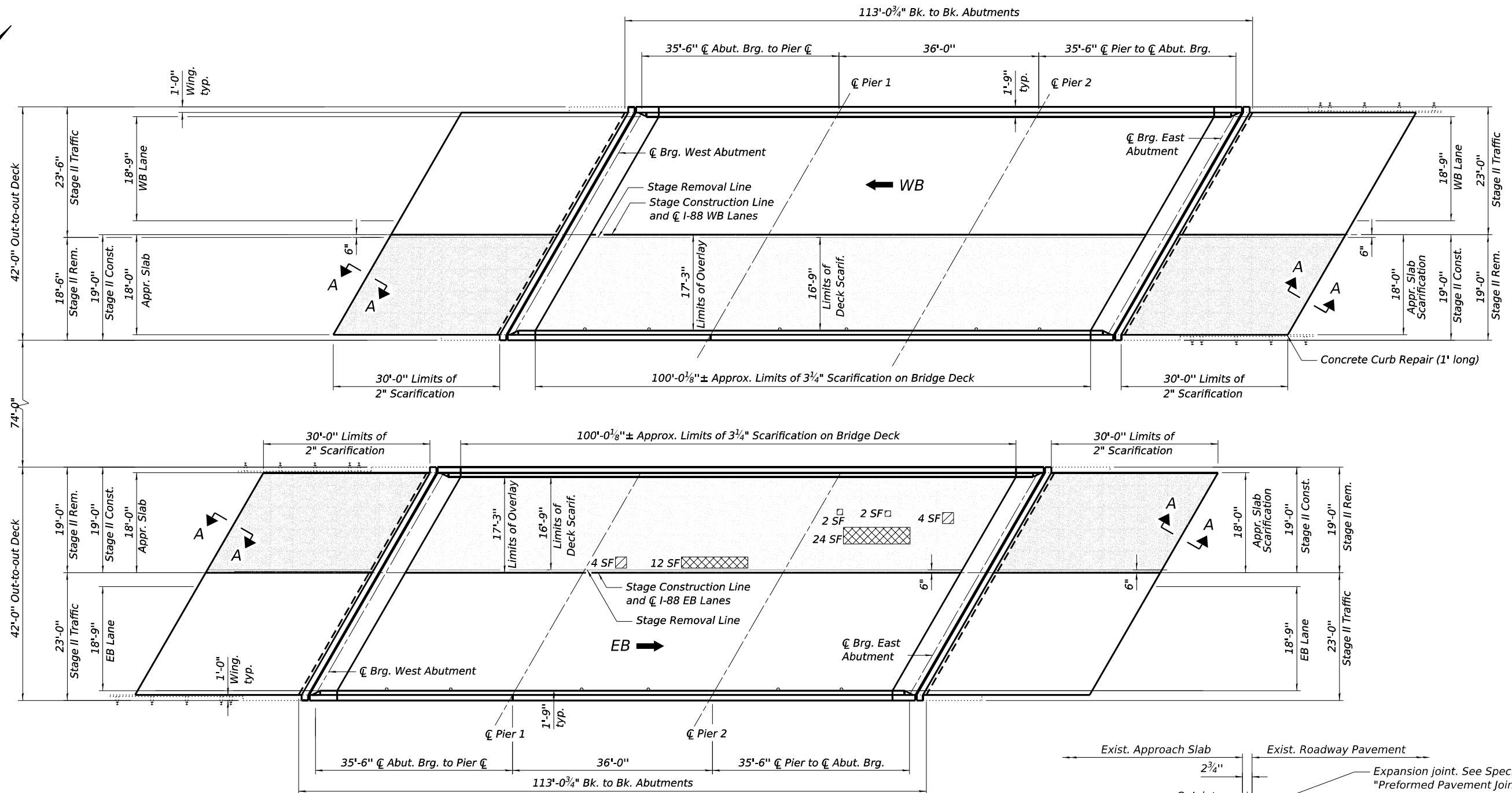
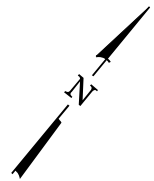
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE I OVERLAY AND DECK REPAIR PLAN
 I-88 OVER DEER CREEK - SN 098-0068 (EB) & 098-0069 (WB)**

SHEET 5 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS
88	(195(1B-1, 1VB, 1HB-5, 2B)) BDR	WHITESIDE	97 75
CONTRACT NO. 64S27			
ILLINOIS		FED. AID PROJECT	
		G13T(377)	

MODEL: Overlay and Repair Plan
FILE NAME: C:\Users\Steven\OneDrive - Czaplucki Lopez, PLLC\OD 23009 I-88 over Deer Creek Ph II - Quandel\CADD\Sheets\56-Deer Creek_Stage II Overlay and Repair Plan.dgn
CZAPLUCKI LOPEZ DESIGN FIRM NO: 184,008135



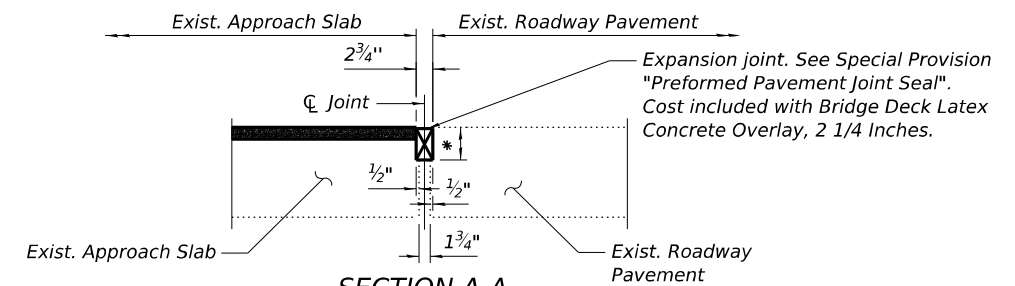
STAGE II REMOVAL AND CONSTRUCTION
(Dimensions shown measured relative to I-88 C line)

LEGEND:

- 3 1/4" Bridge Deck Scarification
- 3 1/2" Latex Concrete Overlay & 1/4" Diamond Grinding
- 2" Bridge Deck Scarification
- 2 1/4" Latex Concrete Overlay and 1/4" Diamond Grinding
- Deck Slab Repair (Full Depth, Type I)
- Deck Slab Repair (Full Depth, Type II)

BILL OF MATERIAL

Item	Unit	SN 098-0068	SN 098-0069	Total
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	230	230	460
Protective Coat	Sq. Yd.	390	390	780
Cleaning Bridge Scuppers And Downspouts	Each	0	6	6
Bridge Curb or Hubguard Repair	Foot	0	1	1
Bridge Deck Latex Concrete Overlay, 2 1/4 Inches	Sq. Yd.	120	120	240
Bridge Deck Scarification 2"	Sq. Yd.	117	117	234
Bridge Deck Scarification 3 1/4"	Sq. Yd.	186	186	372
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	1	0	1
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	4	0	4
Diamond Grinding (Bridge Section)	Sq. Yd.	288	288	576
Bridge Deck Latex Concrete Overlay, 3 1/2 Inches	Sq. Yd.	192	192	384



- SECTION A-A**
* Per Manufacturers Recommendations
- Notes:
- All drainage scuppers must be protected during concrete scarification and concrete overlay placement.
 - Hand finish of overlay material is required around scuppers. The cost is included in the Latex Concrete Overlay pay item.
 - Quantities and area of deck repair are estimated for bidding purposes. Actual type, location, and dimensions of the deck repairs are to be determined and documented by the Engineer during construction. Engineer shall sound the deck after deck scarification. The Engineer shall show the actual locations of deck repair on "as-built" plans.

SD-6 OF SD-19



USER NAME =
DESIGNED - PAF
CHECKED - SLC
PLOT SCALE =
DRAWN - PAF
PLOT DATE =
CHECKED - SLC
REVISED -
REVISED -
REVISED -
REVISED -

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DEPARTMENT OF TRANSPORTATION

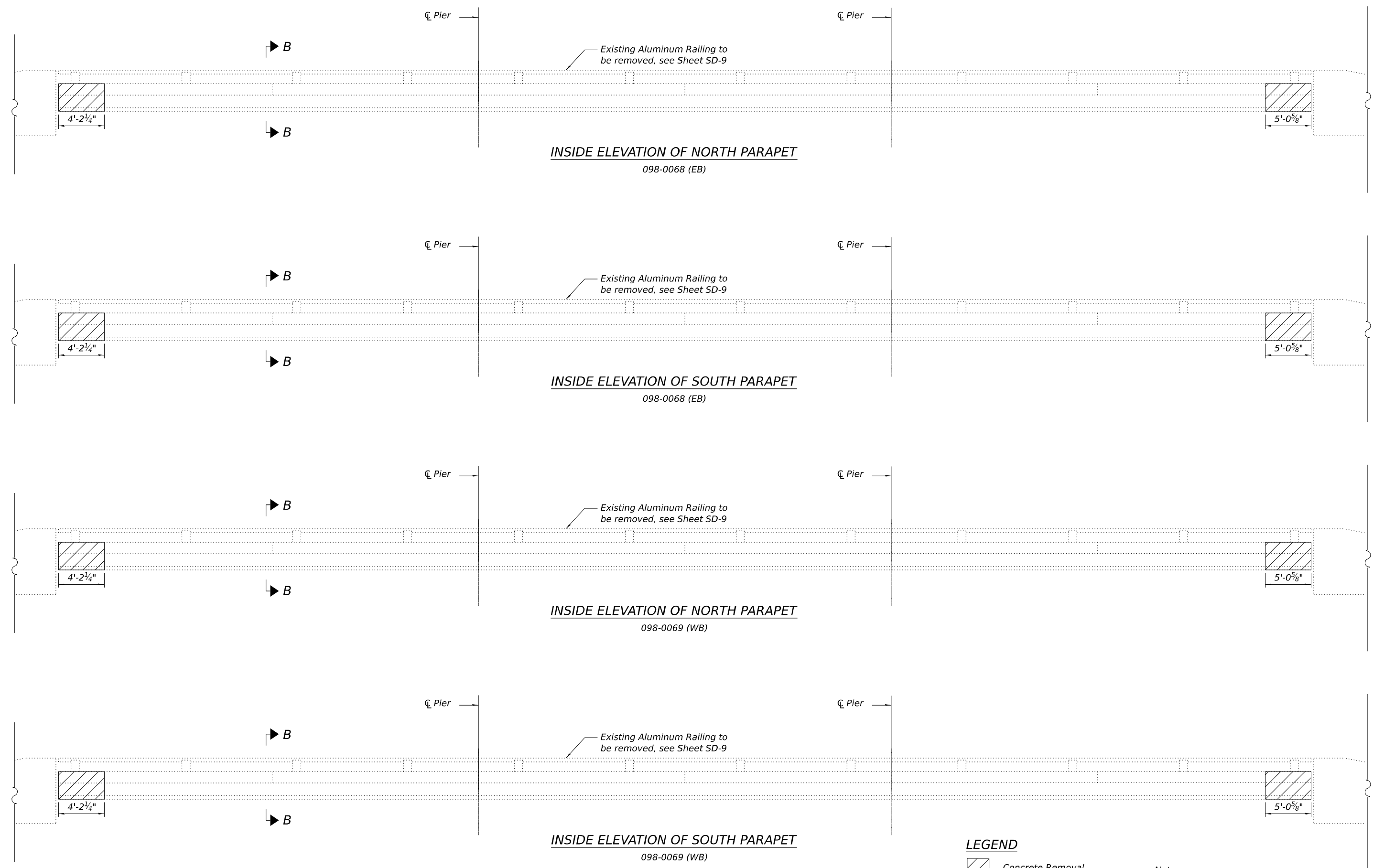
STAGE II OVERLAY AND DECK REPAIR PLAN
I-88 OVER DEER CREEK - SN 098-0068 (EB) & 098-0069 (WB)

SHEET 6 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1, 1VB, 1HB-5, 2B)) BDR	WHITESIDE	97	76
CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT			G13T(377)	

3/1/2024

MODEL: Parapet Retro.t (Modi.ed)
 FILE NAME: C:\Users\Steven\johnson\OneDrive - Czaplucki Lopez, PLLC\OD 23009 I-88 over Deer Creek Ph II - Quandel\CADD\Sheets\57-Deer Creek_Parapet_Repairs.dgn



Note:
 1. Work this sheet with Sheet SD-8 and SD-9.

SD-7 OF SD-19

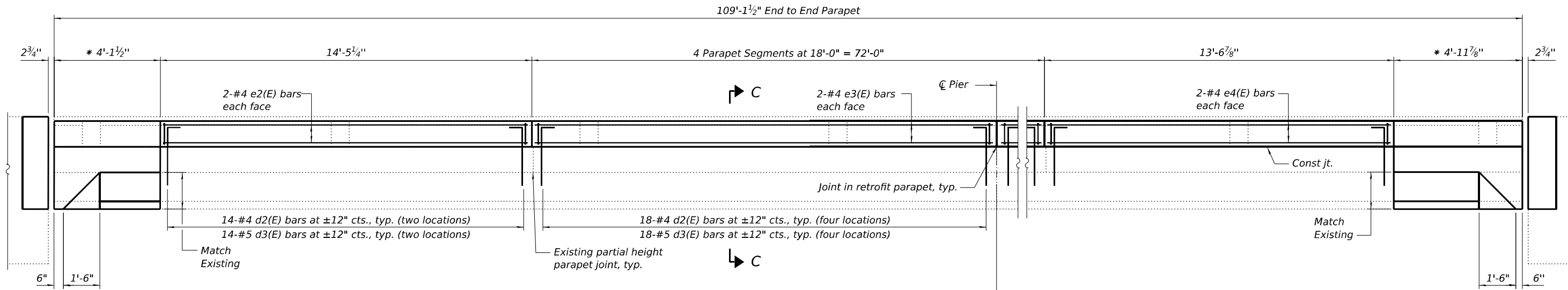
CZAPLUCKI LOPEZ
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 630-915-8861
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PLOT DATE =	CHECKED - SLC	REVISED -

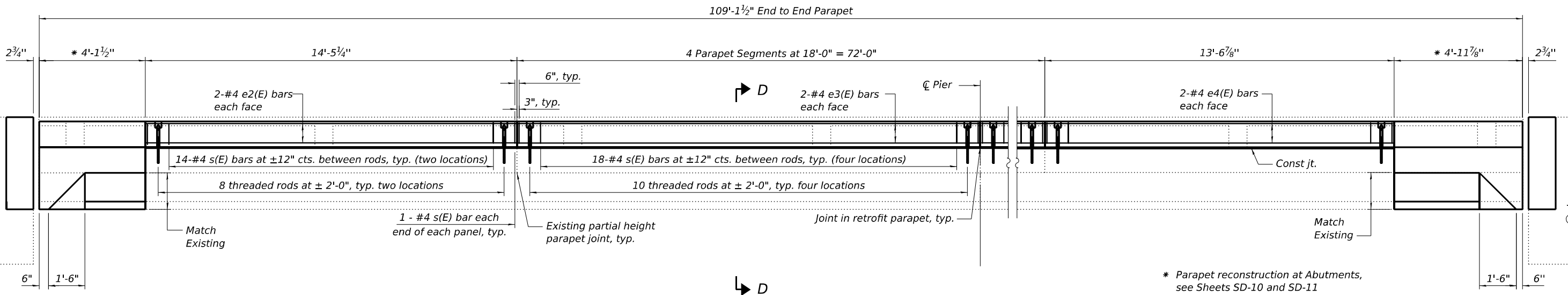
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PARAPET REPAIRS
I-88 OVER DEER CREEK - SN 098-0068 (EB) & SN 098-0069 (WB)
 SHEET 7 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1, 1VB, 1HB-5, 2B)) BDR	WHITESIDE	97	77
CONTRACT NO. 64S27			ILLINOIS FED. AID PROJECT G13T(377)	



TYPICAL INSIDE ELEVATION OF NORTH PARAPET
 (Cast-in-Place Alternate)
 (South Parapet Opp. Hand)



TYPICAL INSIDE ELEVATION OF NORTH PARAPET
 (Precast Alternate)
 (South Parapet Opp. Hand)

* Parapet reconstruction at Abutments, see Sheets SD-10 and SD-11

- Notes:
1. Epoxy grout d1(E) bars in 7/8" x 9" (min.) holes. The grout and the method of application shall be approved by the department. (See Section 584 of the Standard Specifications). Cost included with "Retrofit Concrete Parapet".
 2. For Note, Bill of Material, Sections C-C & D-D, and reinf. bending diagrams, see sheet SD-9.

MODEL: Parapet Retro t Elevations (Modi.ed)
 FILE NAME: C:\Users\Steven\OneDrive - Czaplucki Lopez, P.LLC\OD 23009 I-88 over Deer Creek Ph II - Quandel\CADD\Sheets\58-Deer Creek_Retro t Concrete Parapet Elevations.dgn
 3/1/2024

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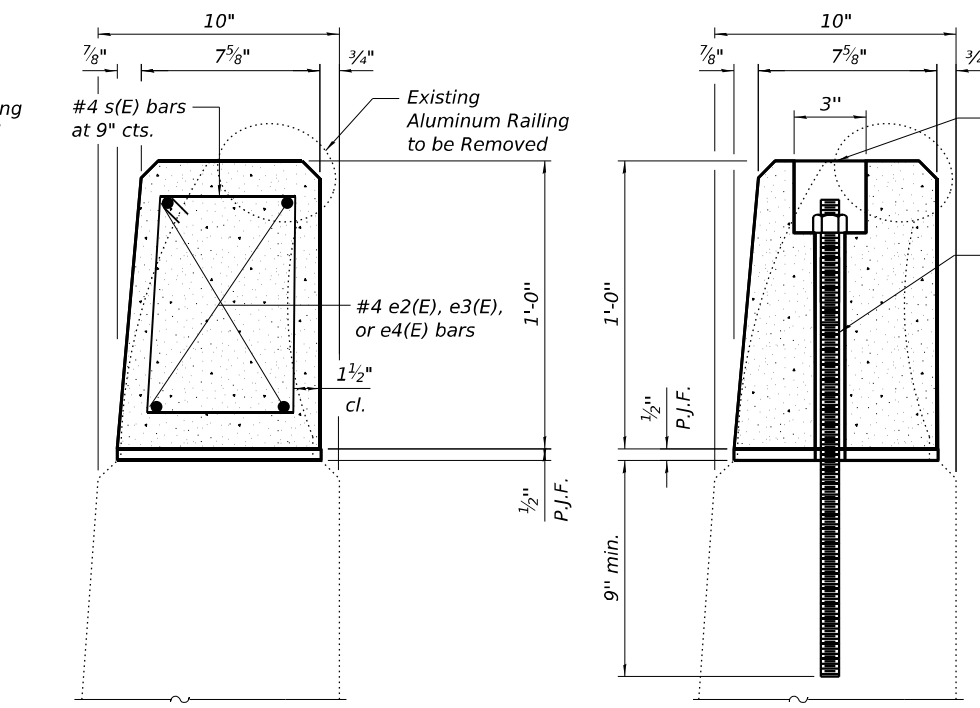
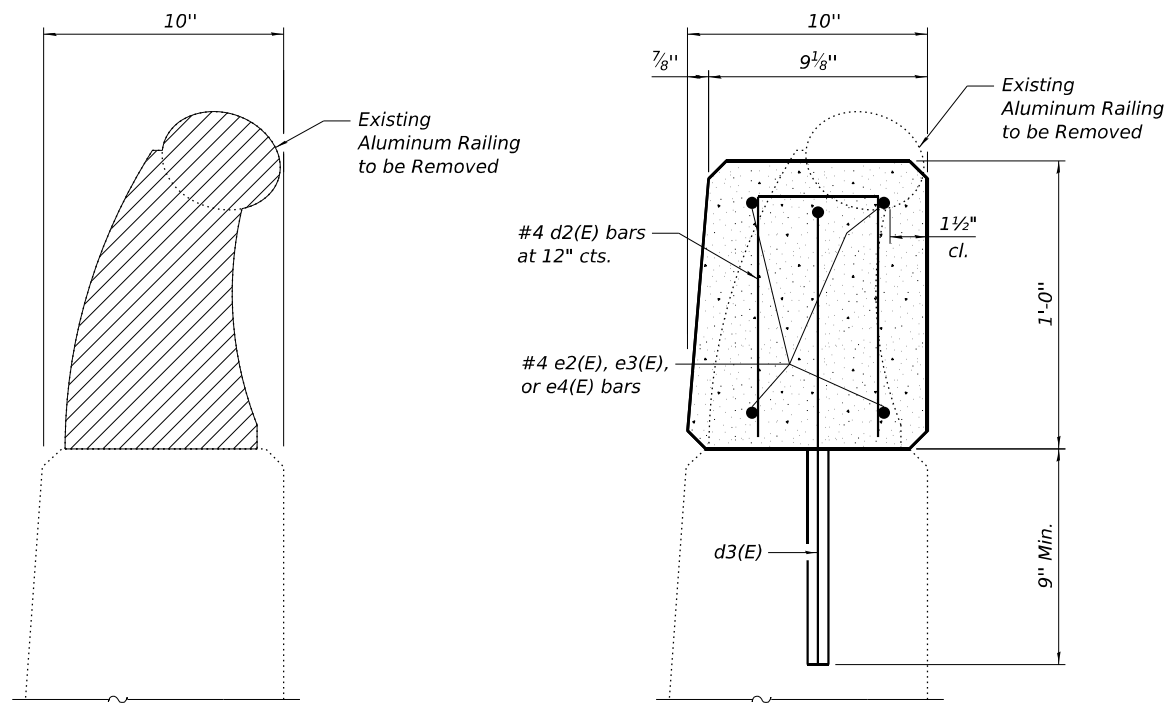
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PLOT DATE =	DRAWN - PAF	REVISED -
	CHECKED - SLC	REVISED -

STATE OF ILLINOIS
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RETROFIT CONCRETE PARAPET ELEVATIONS
 I-88 OVER DEER CREEK - SN 098-0068 (EB) & 098-0069 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1, 1VB, 1HB-5, 2B)) BDR	WHITESIDE	97	78
			CONTRACT NO. 64S27	
			ILLINOIS FED. AID PROJECT G13(377)	

MODEL: Parapet Retro t (Modi ed)
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 3/17/2024



SHOWING REINFORCEMENT

SHOWING ATTACHMENT

BILL OF MATERIAL - CIP PARAPETS

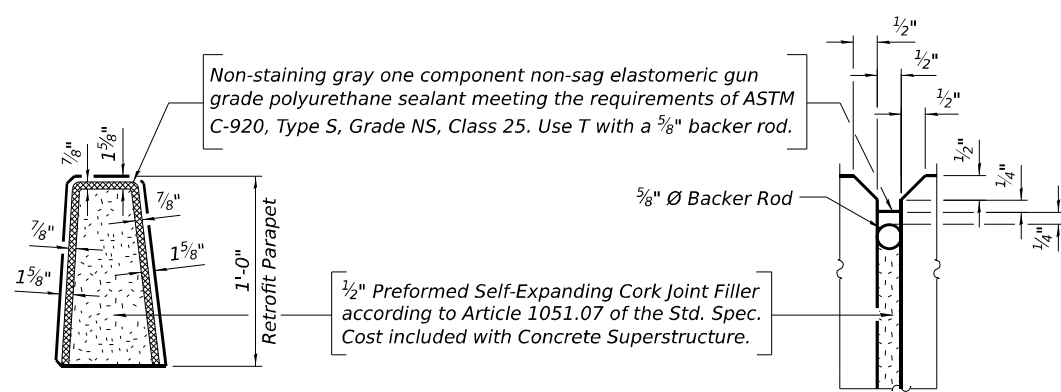
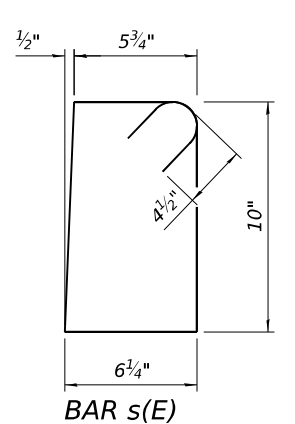
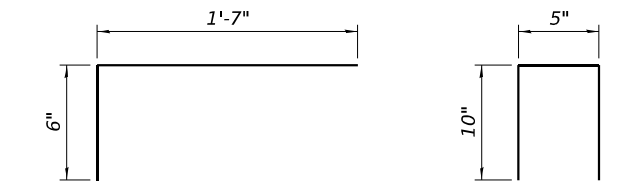
Bar	No.	Size	Length	Shape
d2(E)	400	#4	2'-1"	□
d3(E)	400	#5	2'-1"	└
e2(E)	16	#4	13'-5"	—
e3(E)	64	#4	17'-8"	—
e4(E)	16	#4	13'-7"	—

BILL OF MATERIAL - PRECAST PARAPETS

Bar	No.	Size	Length	Shape
e2(E)	16	#4	13'-5"	—
e3(E)	64	#4	17'-8"	—
e4(E)	16	#4	13'-7"	—
s(E)	400	#4	3'-5"	□

NOTES

- Class SI Concrete shall be used throughout for Cast-in-Place option.
- Class PC Concrete shall be used throughout for Precast option.
- All exposed edges shall be chamfered 3/4".
- Cost of all materials, labor and equipment to complete the work as detailed and as specified in the Special Provisions shall be included in the cost of "Retrofit Concrete Parapet".
- The Contractor shall use the capsule or adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these rods in pre-drilled holes according to the manufacturer's recommendation and procedures.
- The capsule or adhesive cartridge shall be sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amount of adhesive chemical. The threaded rod stud with nut & washers shall conform to ASTM A307.
- Epoxy grout d(E) bars in 7/8" Ø x 9" (min.) holes. The grout and the method of application shall be approved by the department. (See Section 584 of the Standard Specifications). Cost included with "Retrofit Concrete Parapet".
- Retrofit Concrete Parapet shall be used on both sides of both structures over the full length of the structures less portions poured with expansion joint replacement.
- The existing railings shall be removed and disposed of according to Article 501.05 of the Standard Specifications. Cost included with Retrofit Concrete Parapet.
- See existing plan information sheets for existing parapet and railing details.
- Quantities for Structural Repair of Concrete (Depth Equal to or Less Than 5 inches) & Structural Repair of Concrete (Depth Greater than 5 inches) at the parapets is estimated. Areas to be repaired shall be determined in the field by the Engineer and areas and final quantities marked on the As-Built plans.
- Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.



BILL OF MATERIAL

ITEM	UNIT	SN 098-0068	SN 098-0069	QUANTITY
Retrofit Concrete Parapet	Foot	202	202	404

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PLOT DATE =	DRAWN - PAF	REVISED -
	CHECKED - SLC	REVISED -

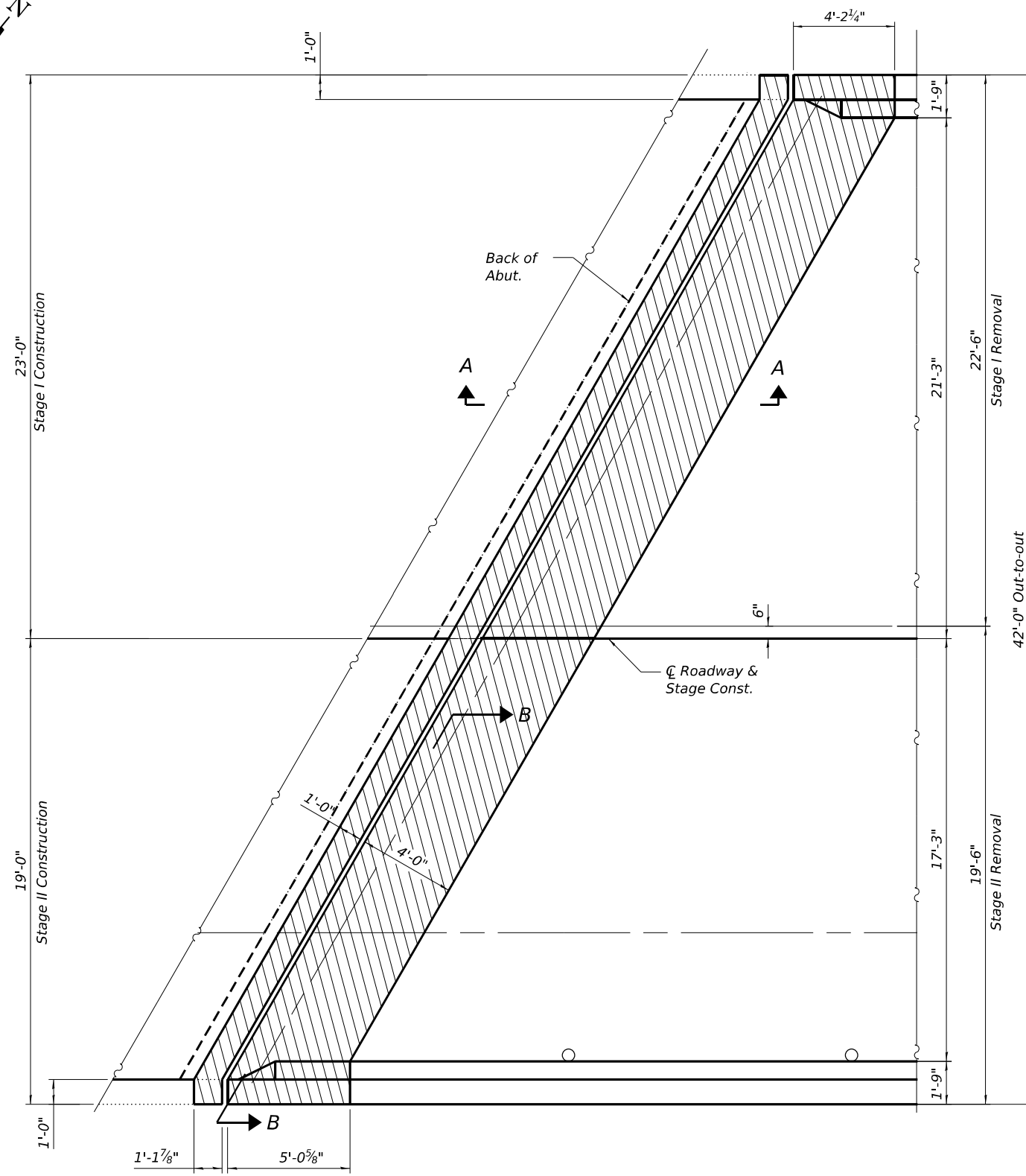
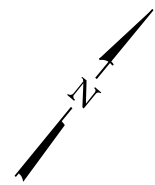
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

RETROFIT CONCRETE PARAPET DETAILS
 I-88 OVER DEER CREEK - SN 098-0068 (EB) & 098-0069 (WB)

SHEET 9 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1, 1VB, 1HB-5, 2B)) BDR	WHITESIDE	97	79
CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT			G13T(377)	

SD-9 OF SD-19

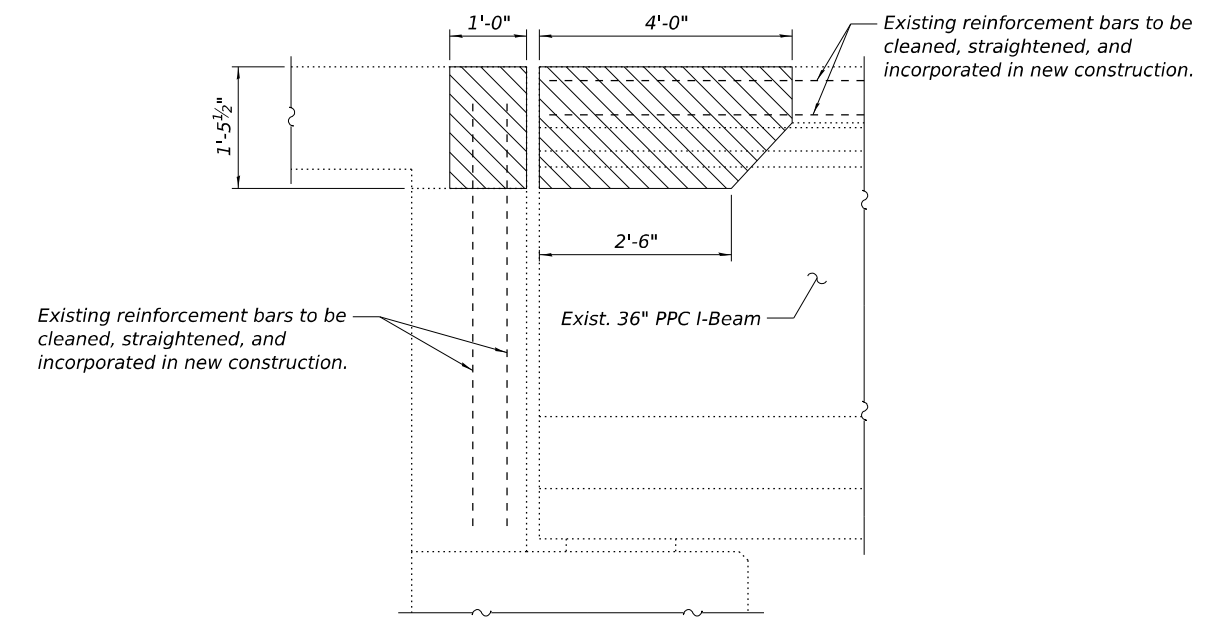


CONCRETE REMOVAL PARTIAL PLAN

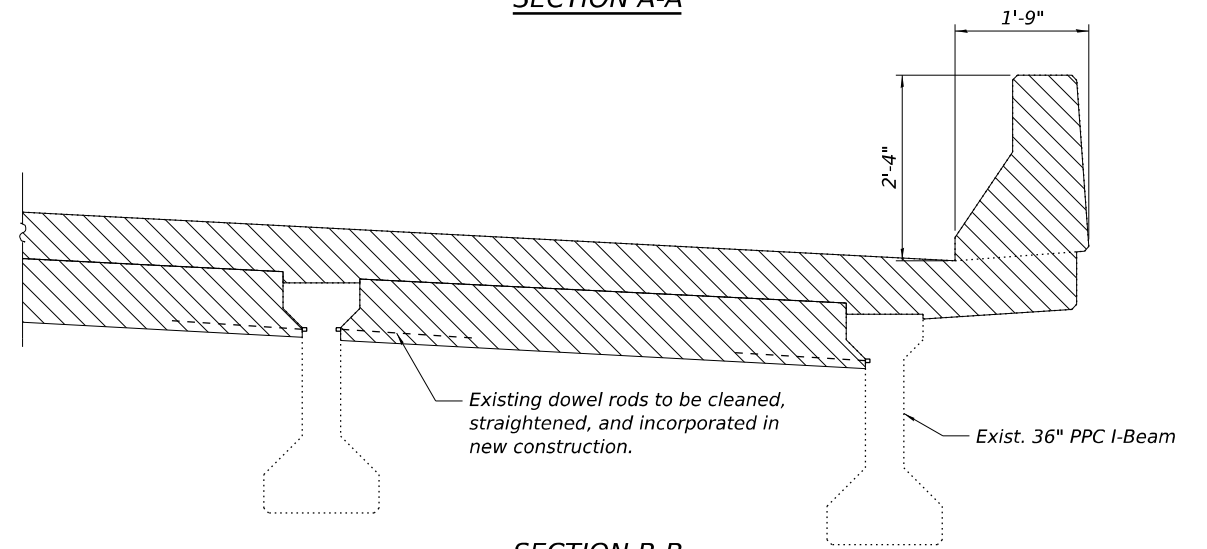
Westbound West Abut. shown, East Abut. Opp. Hand,
Eastbound East Abut. mirrored about I-88 C.

LEGEND

Concrete Removal



SECTION A-A



SECTION B-B

Notes:

1. Removal and Disposal of Existing Expansion Joint is included in the cost of Concrete Removal.
2. Existing reinforcement bars extending into the area shall be cleaned, straightened and incorporated into new construction. Any reinforcement bars that are damaged during concrete removal operations shall be replaced at the Contractor's expense.

BILL OF MATERIAL

Pay Item	Unit	Quantity				Total
		SN 098-0068		SN 098-0069		
		Stage I	Stage II	Stage I	Stage II	
Concrete Removal	Cu. Yd.	14.7	12.9	14.7	12.9	55.2

MODEL: Expansion Joint Removal Details
FILE NAME: C:\Users\Steven\OneDrive - Czaplacki Lopez, PLLC\OD 23009 I-88 over Deer Creek Ph II - Quandel\CADD\Sheets\10-Deer Creek Concrete Removal Details.dgn
CZAPLUCKI LOPEZ DESIGN FIRM NO: 184,008135

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PLOT DATE =	CHECKED - SLC	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE REMOVAL DETAILS
I-88 OVER DEER CREEK - SN 098-0068 (EB) & 098-0069 (WB)**

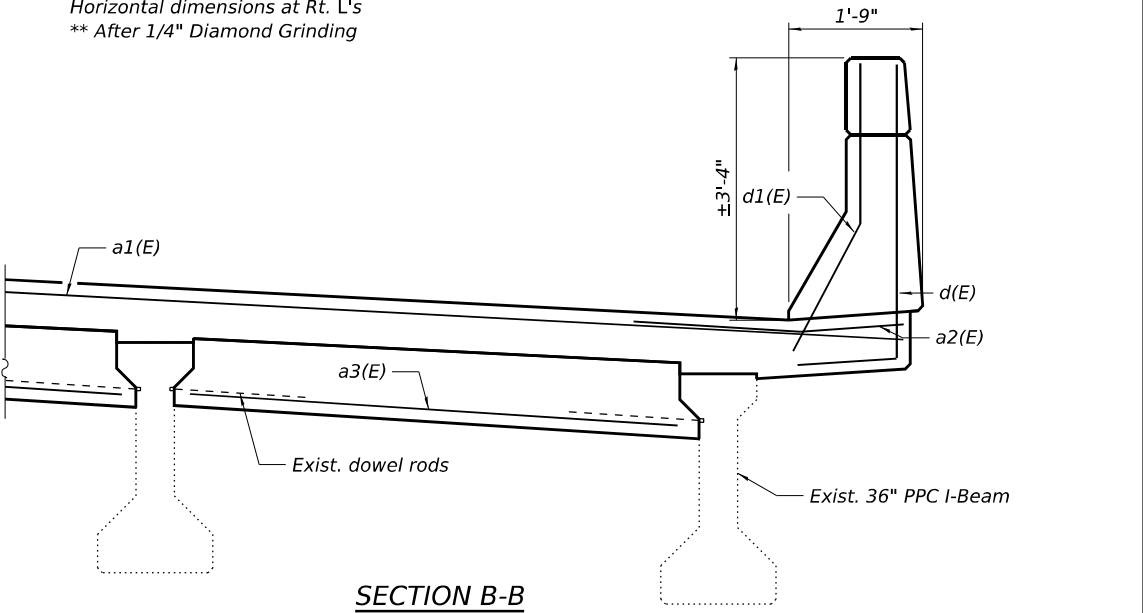
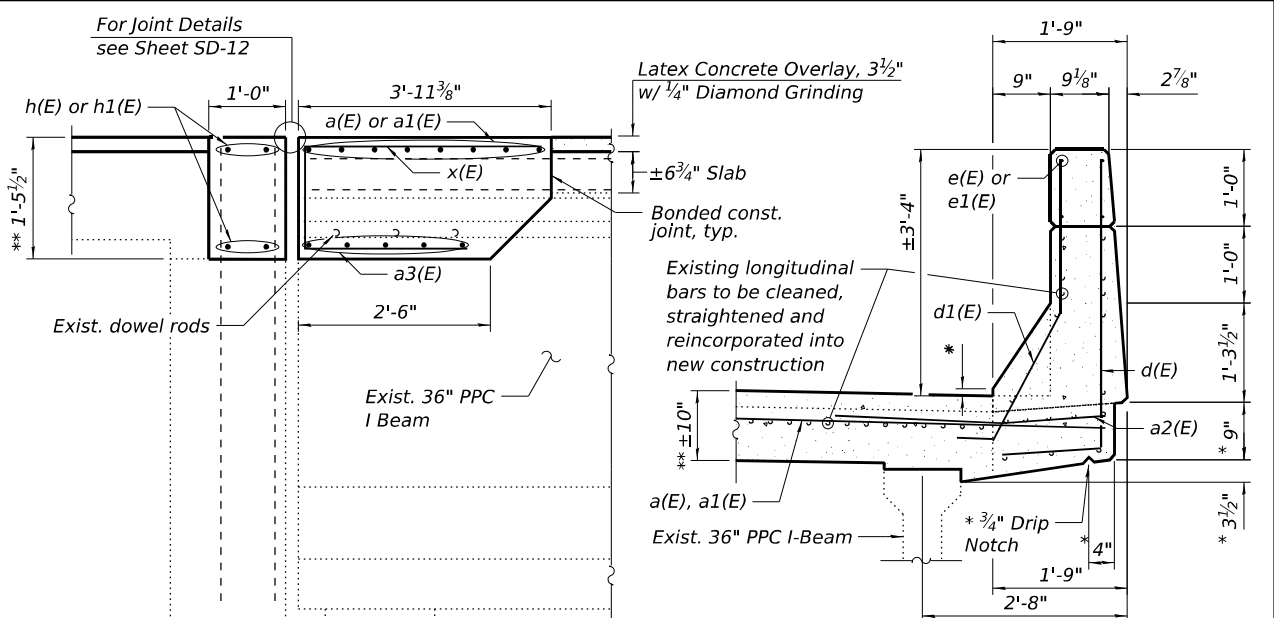
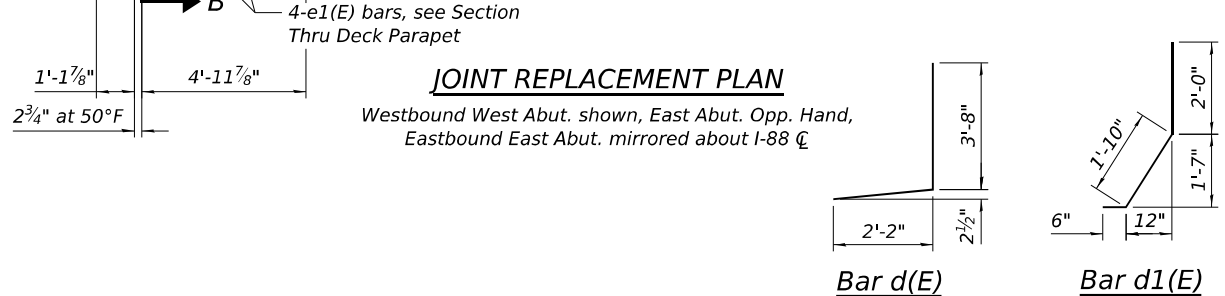
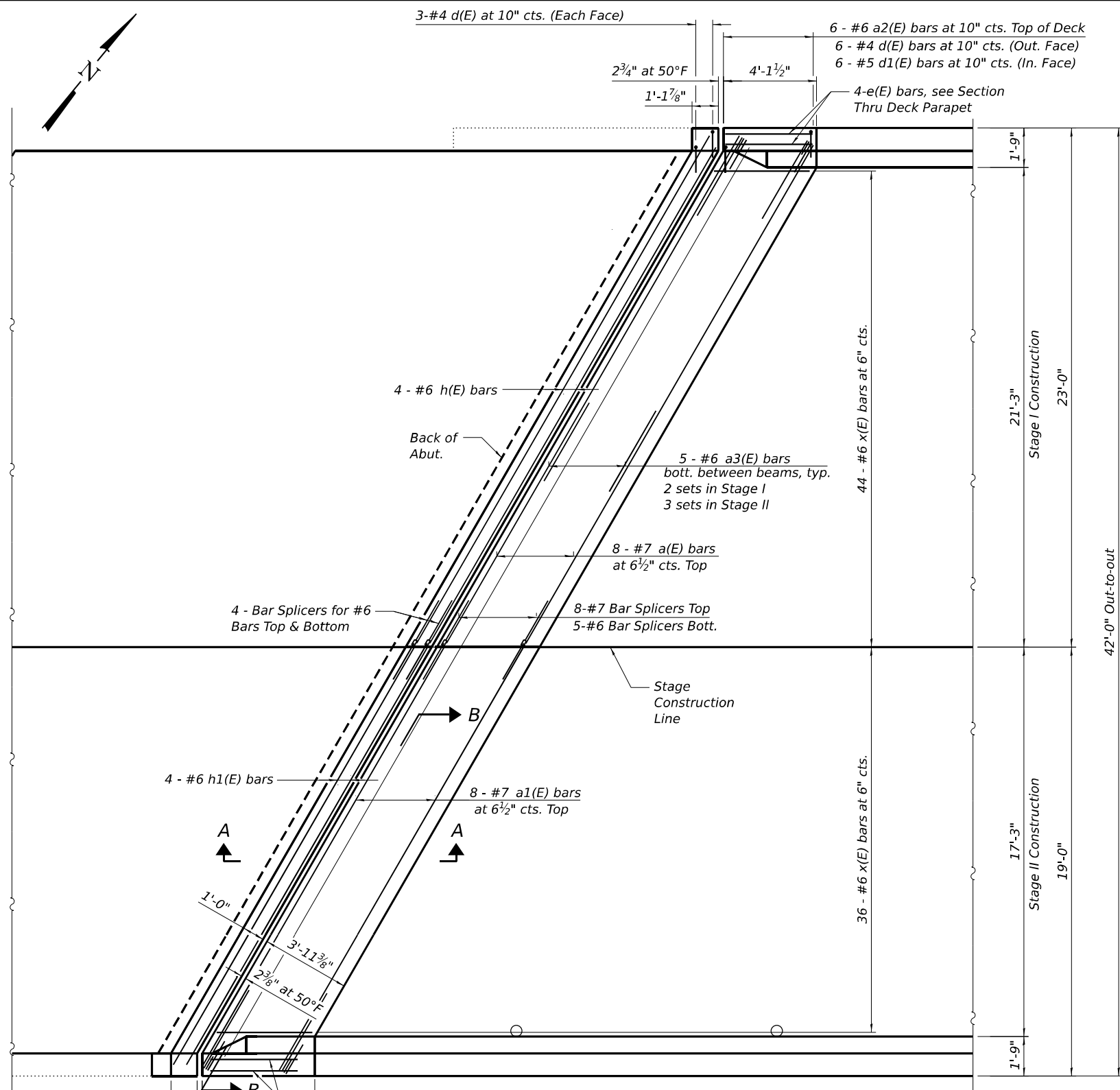
SHEET 10 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1, 1VB, 1HB-5, 2B)) BDR	WHITESIDE	97	80
CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT			G13T(377)	

SD-10 OF SD-19

3/17/2024

MODEL: Expansion Joint Construction Details 1.dgn
 FILE NAME: C:\Users\Steven\OneDrive - Czaplacki Lopez, PLLC\OD 23009 I-88 over Deer Creek Ph II - Quandt\CADD\Sheets\11-Deer Creek Superstructure Details 1.dgn
 3/17/2024



BILL OF MATERIAL

BAR	NO. OF BARS		TOTAL		SIZE	LENGTH	SHAPE
	STAGE I	STAGE II	SN 098-0068	SN 098-0069			
a(E)	32	0	16	16	#7	21'-11"	—
a1(E)	0	32	16	16	#7	26'-7"	—
a2(E)	24	24	24	24	#6	4'-0"	—
a3(E)	60	40	50	50	#6	8'-1"	—
d(E)	48	48	48	48	#4	5'-10"	—
d1(E)	24	24	24	24	#5	4'-4"	—
e(E)	8	8	8	8	#5	4'-2"	—
e1(E)	8	8	8	8	#5	4'-8"	—
h(E)	16	0	8	8	#6	21'-11"	—
h1(E)	0	16	8	8	#6	26'-7"	—
x(E)	176	144	160	160	#6	7'-8"	—
Concrete Superstructure						Cu. Yd.	56.4
Reinforcement Bars, Epoxy Coated						Pound	10,260
Bar Splicers						Each.	68

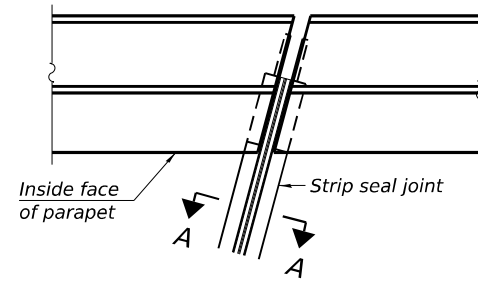
CZAPLUCKI LOPEZ, PLLC
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 BURR RIDGE, ILLINOIS 60527
 630-915-8861
 DESIGN FIRM NO: 184,008135

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PLOT DATE =	DRAWN - PAF	REVISED -
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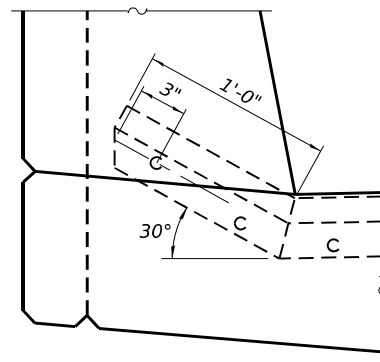
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS 1
I-88 OVER DEER CREEK - SN 098-0068 (EB) & 098-0069 (WB)

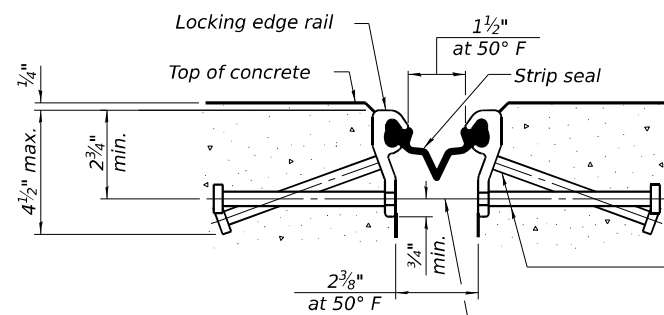
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1, 1VB, 1HB-5, 2B)) BDR	WHITESIDE	97	81
CONTRACT NO. 64S27				
ILLINOIS		FED. AID PROJECT	G137(377)	



FOR SKEWS $\leq 30^\circ$
PLAN AT PARAPET



DETAIL A



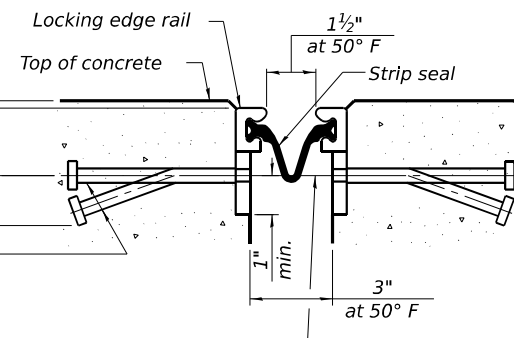
SHOWING ROLLED RAIL JOINT

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

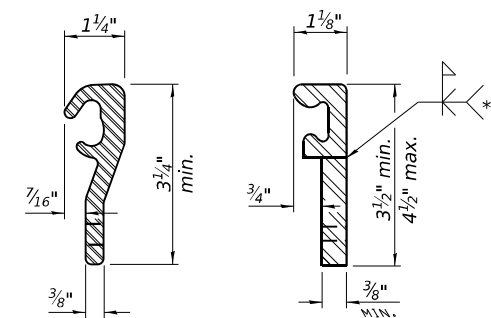
$b"$ \varnothing threaded rods in $D"$ \varnothing holes at $\pm 4'-0"$ cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

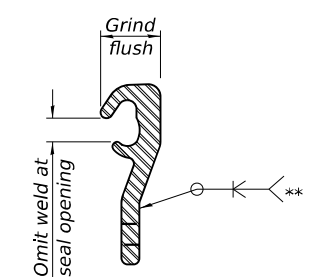


SHOWING WELDED RAIL JOINT



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.

BILL OF MATERIAL

Item	Unit	SN 098-0068	SN 098-0069	QTY
Preformed Joint Strip Seal	Foot	97	97	194

MODEL: PJS FILE NAME: C:\Users\Steven\OneDrive - Czaplucki Lopez, PLLC\OD 23009 I-88 over Deer Creek Ph II - Quandel\CADD\Sheets\512-Deer Creek_StripSeal Joint_Detail.dgn

CZAPLUCKI LOPEZ, PLLC
 201 KENMARE DRIVE
 BURR RIDGE, ILLINOIS 60527
 630-915-8861
 DESIGN FIRM NO: 184,008135

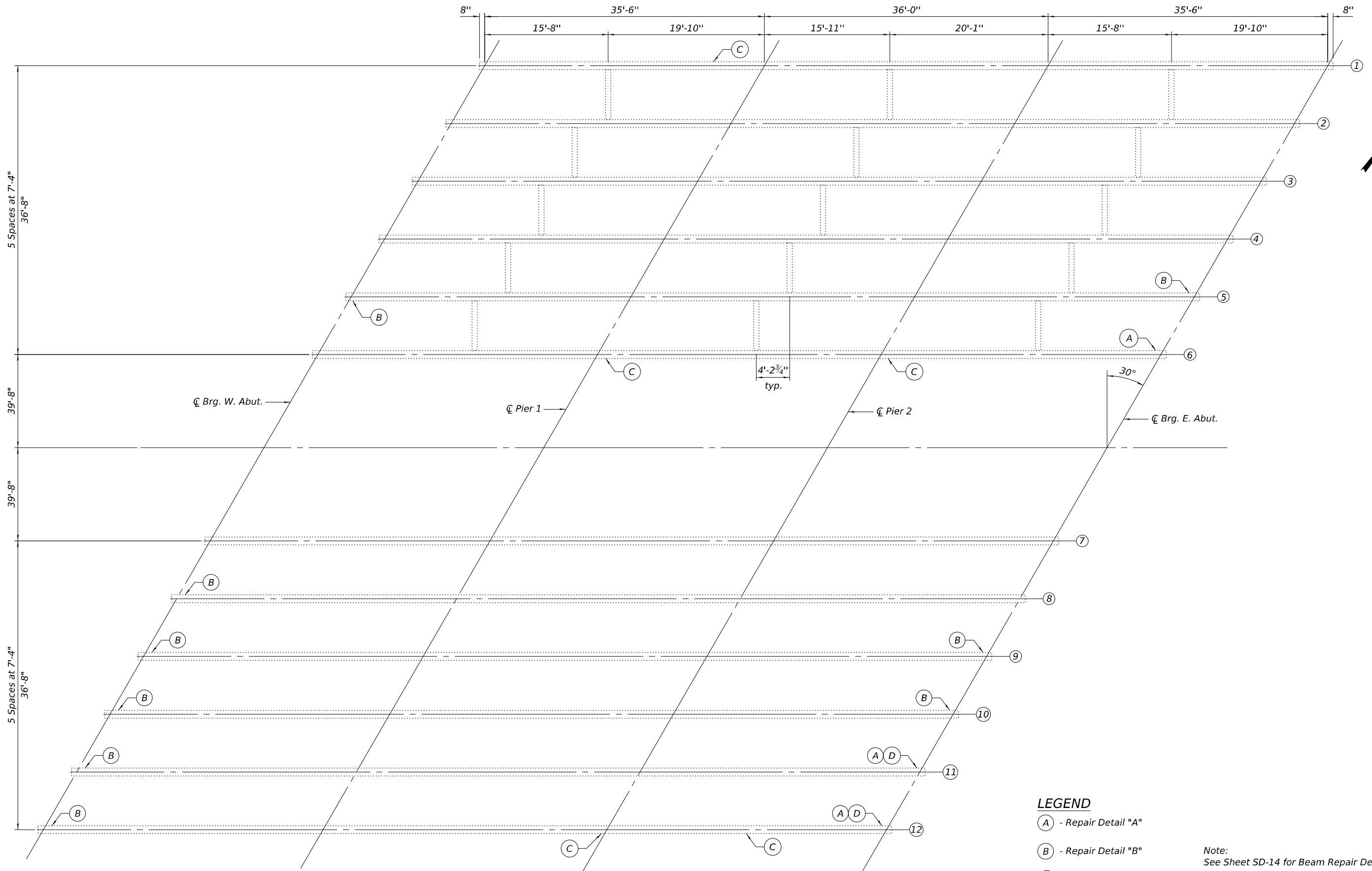
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PLOT SCALE =	CHECKED - SLC	REVISED -
PLOT DATE =	DRAWN - PAF	REVISED -
	CHECKED - SLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRIP SEAL JOINT DETAIL
I-88 OVER DEER CREEK - SN 098-0068 (EB) & 098-0069 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1, 1VB, 1HB-5, 2B)) BDR	WHITESIDE	97	82
CONTRACT NO. 64S27				
ILLINOIS FED. AID PROJECT			G13T(377)	

SD-12 OF SD-19



FRAMING PLAN

- LEGEND**
- (A) - Repair Detail "A"
 - (B) - Repair Detail "B"
 - (C) - Repair Detail "C"
 - (D) - Repair Detail "D"

Note:
See Sheet SD-14 for Beam Repair Details.

MODEL: Framing Plan
 FILE NAME: C:\Users\Steven\OneDrive - CZAPLUCKI LOPEZ, PLLC\OD 23009 I-88 over Deer Creek Ph II - Quandel\CADD\Sheets\13-Deer Creek Framing Plan.dgn
 3/1/2024

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 630-915-8861
 DESIGN FIRM NO: 184,008135

USER NAME =	DESIGNED - PAF	REVISED -
	CHECKED - SLC	REVISED -
PLOT SCALE =	DRAWN - PAF	REVISED -
PLOT DATE =	CHECKED - SLC	REVISED -

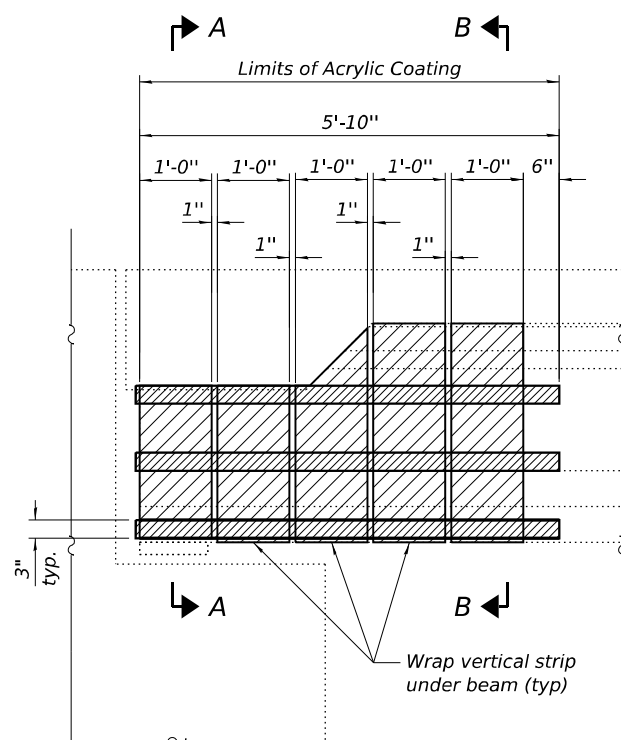
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
I-88 OVER DEER CREEK - SN 098-0068 (EB) & 098-0069 (WB)
 SHEET 13 OF 19 SHEETS

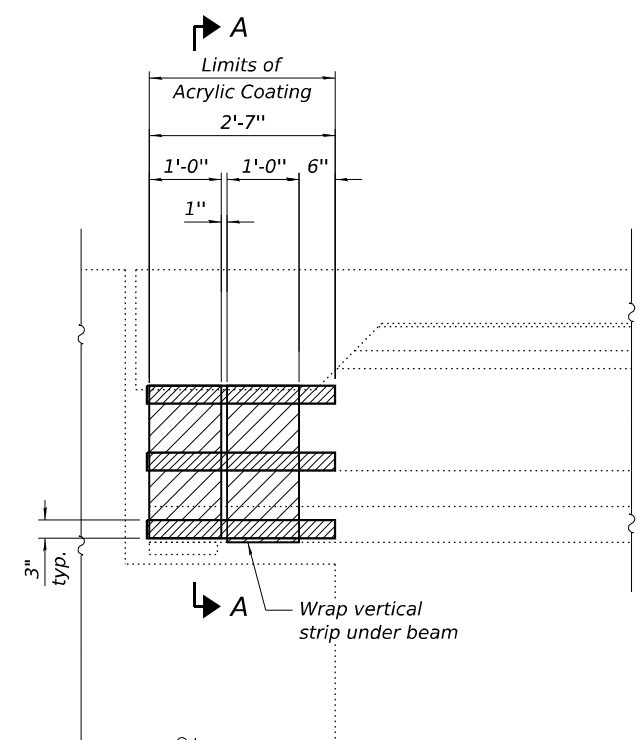
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1, 1VB, 1HB-5, 2B)) BDR	WHITESIDE	97	83
			CONTRACT NO. 64S27	
			ILLINOIS FED. AID PROJECT G13T(377)	

SD-13 OF SD-19

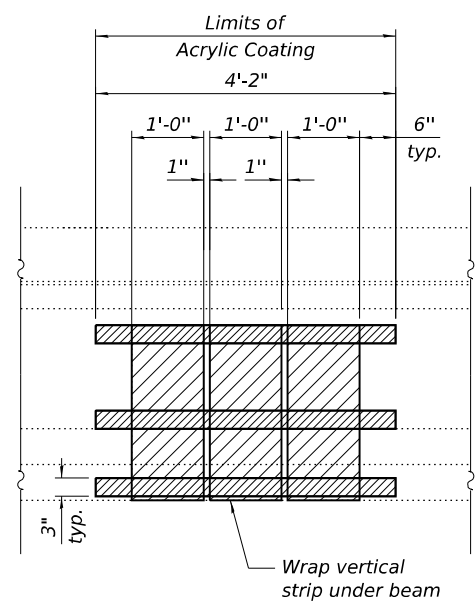
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 3/1/2024



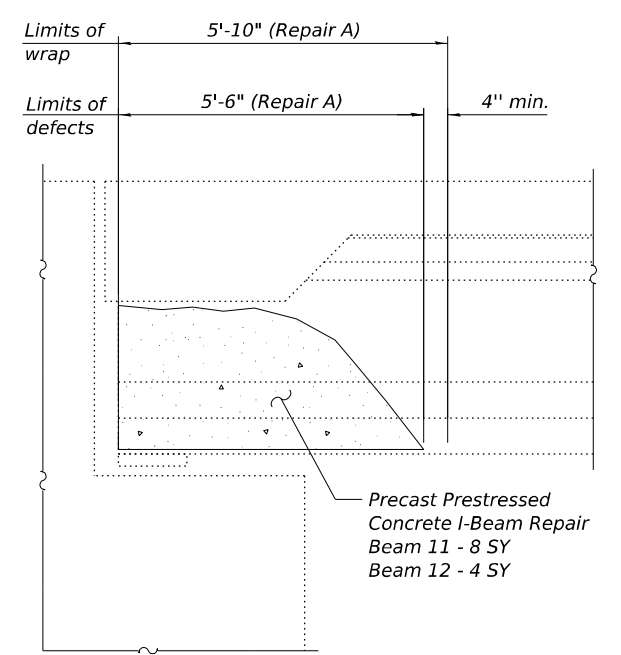
REPAIR DETAIL "A"
 (3-Locations "Repair A")
 Estimated FRP = 48.7 Sq. Ft.



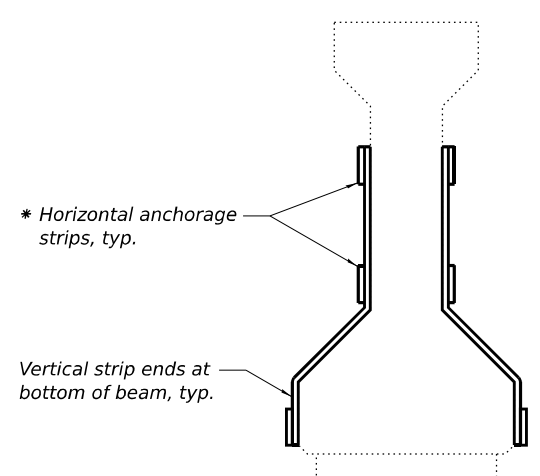
REPAIR DETAIL "B"
 (9-Locations "Repair B")
 Estimated FRP = 14.6 Sq. Ft.



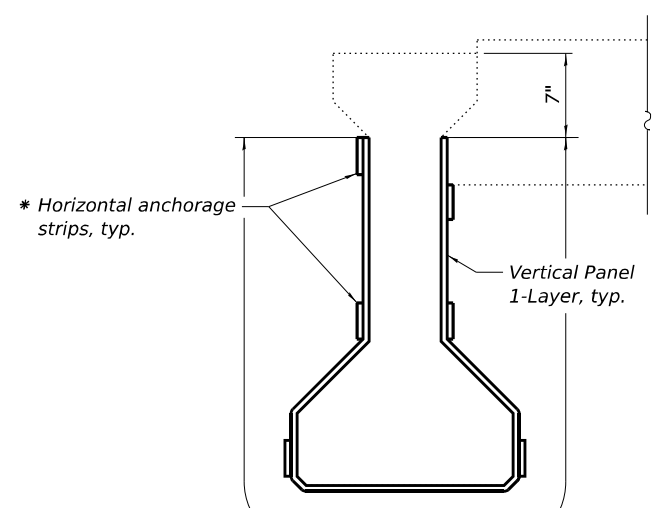
REPAIR DETAIL "C"
 (5-Locations "Repair C")
 Estimated FRP = 29.4 Sq. Ft.



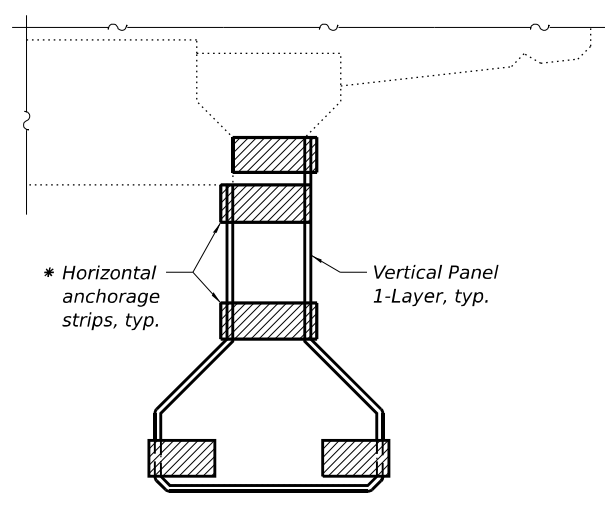
REPAIR DETAIL "D"
 (2-Locations "Repair D")



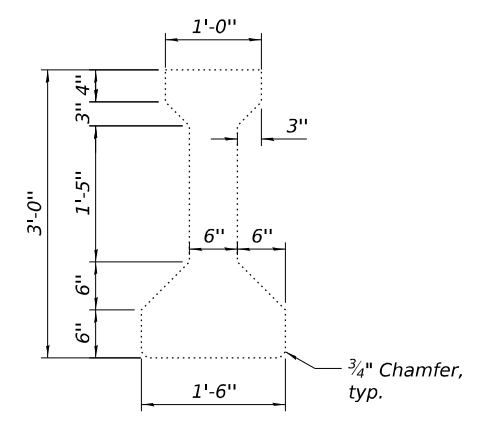
SECTION A-A



SECTION B-B



END VIEW



BEAM DIMENSIONS

NOTES

The existing concrete surface shall be cleaned and prepared in accordance with the Special Provisions.
 Acrylic Coating shall be placed over the fiber wrap repairs. Two coats shall be applied. See Special Provisions for "Fiber Wrap".

LEGEND

- Horizontal Anchorage Strip
- Vertical Panel
- PPC I-Beam Repair

* Horizontal Anchorage Strips to extend 6" beyond end of beam and wrap onto beam end.

BILL OF MATERIAL

Item	Unit	SN 098-0068	SN 098-0069	QTY
Precast Prestressed Concrete I-Beam Repair	Sq. Ft.	12	0	12
Acrylic Coating	Sq. Yd.	31	17	48
Fiber Wrap	Sq. Ft.	274	152	426

SD-14 OF SD-19

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PLOT DATE =	DRAWN - PAF	REVISED -
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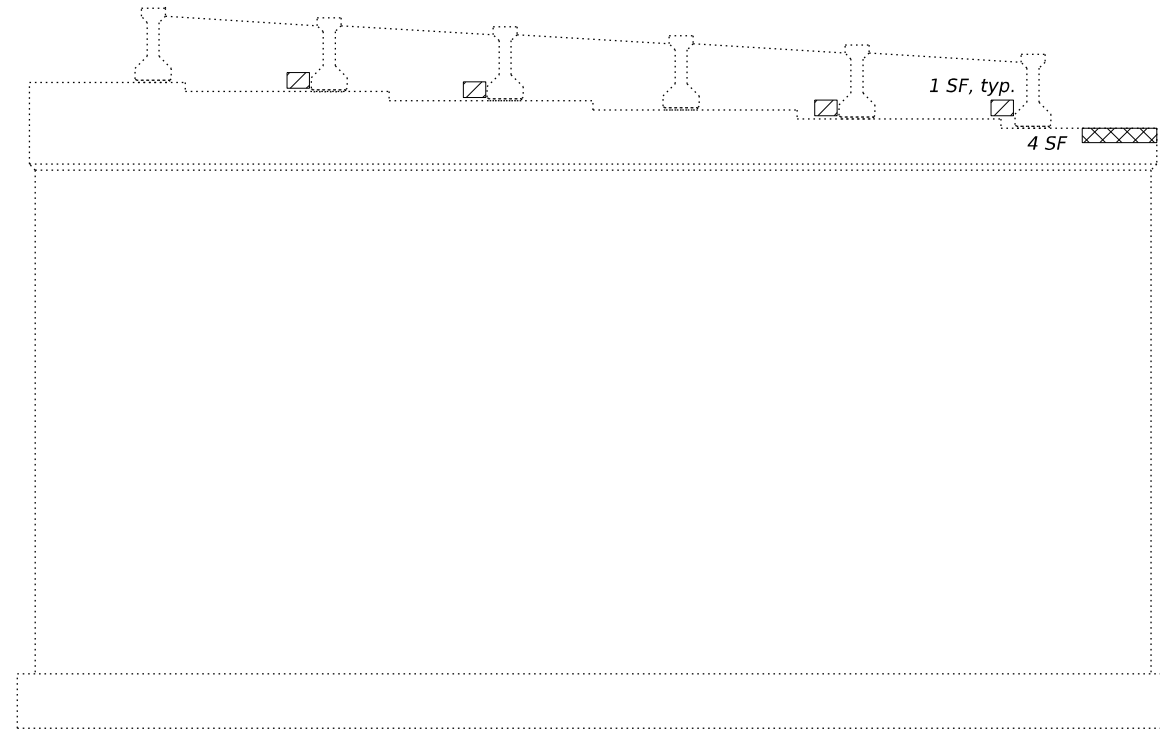
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM REPAIR DETAILS
I-88 OVER DEER CREEK - SN 098-0068 (EB) & 098-0069 (WB)

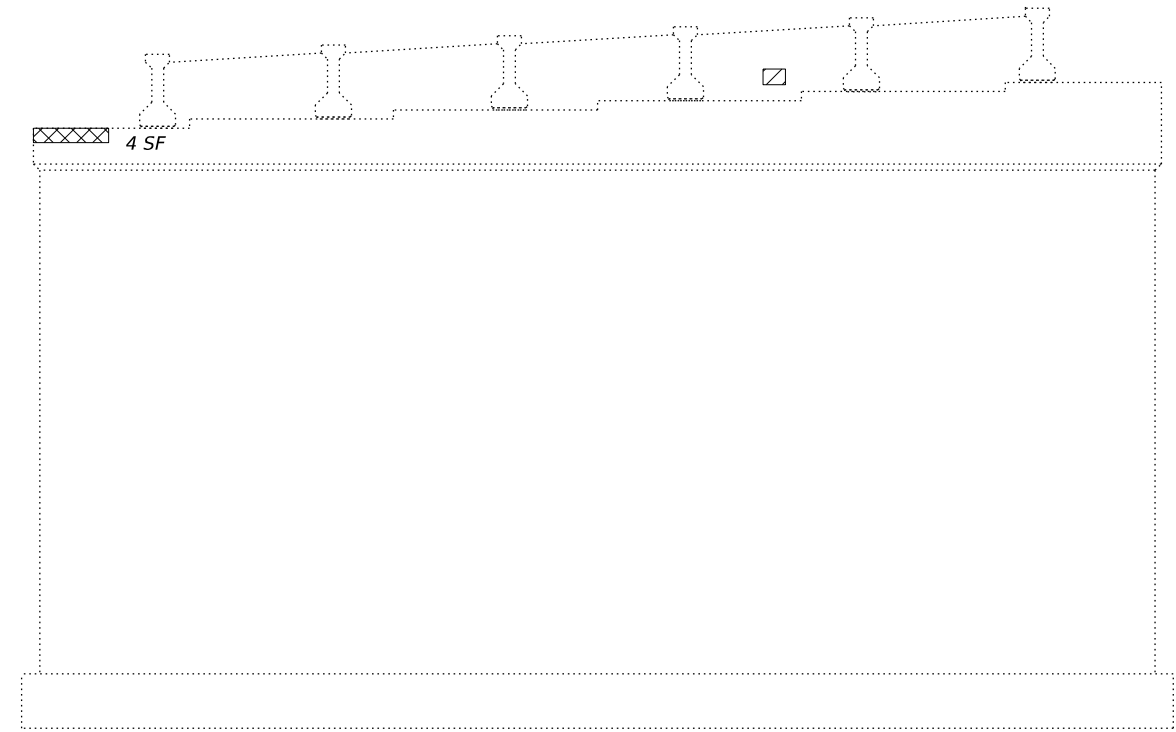
SHEET 14 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1, 1VB, 1HB-5, 2B)) BDR	WHITESIDE	97	84
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64S27	
			G137(377)	

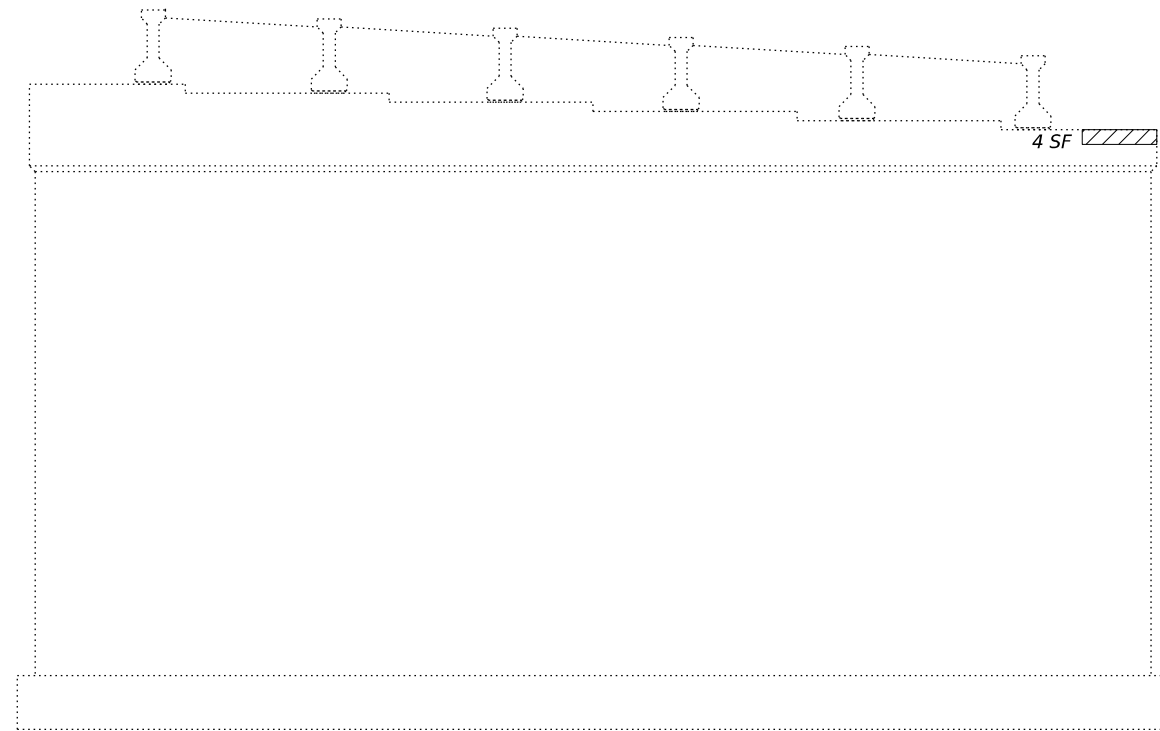
MODEL: Pier Repairs
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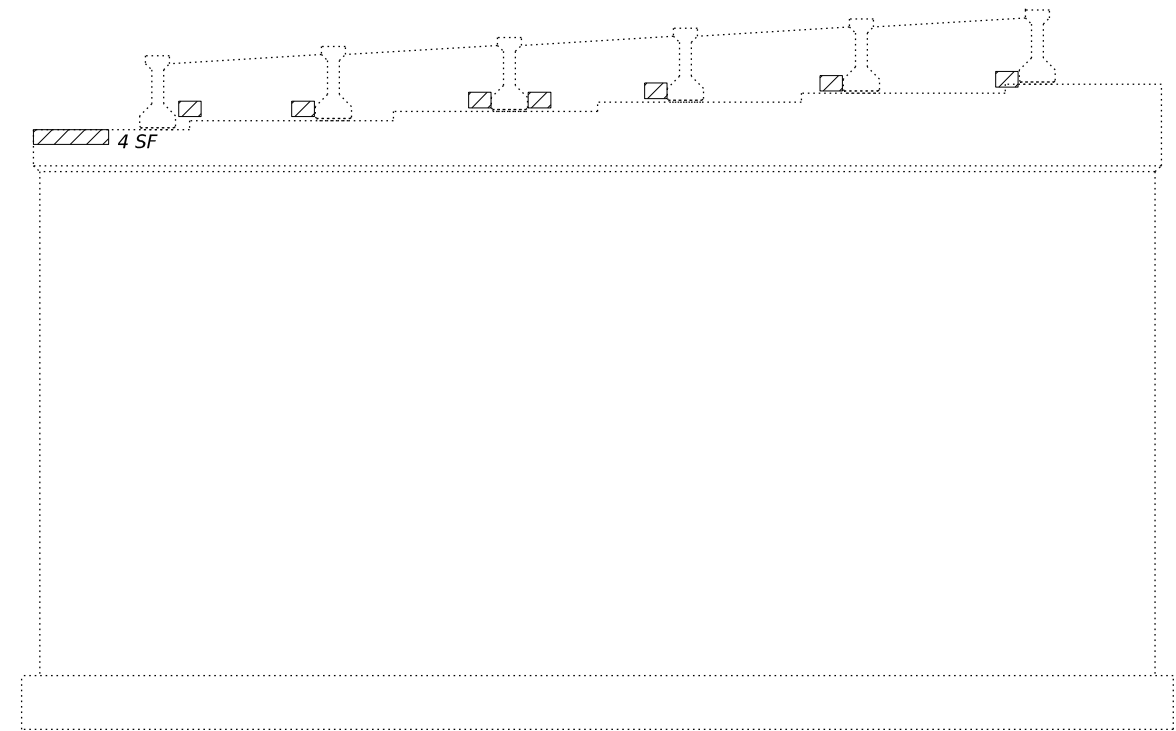
PIER 1
(Looking East)



PIER 1
(Looking West)



PIER 2
(Looking East)



PIER 2
(Looking West)

LEGEND

- Structural Repair of Concrete (Depth Greater than 5 Inches)
- Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)

Note:
 Quantities for Structural Repair of Concrete (Depth Equal to or Less than 5 inches) for the substructure repairs are estimated. Areas to be repaired shall be determined in the field by the Engineer and areas and final quantities marked on the As-Built plans.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Sealer	Sq. Ft.	28
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	20
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq. Ft.	8

SD-15 OF SD-19

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PLOT DATE =	CHECKED - SLC	REVISED -

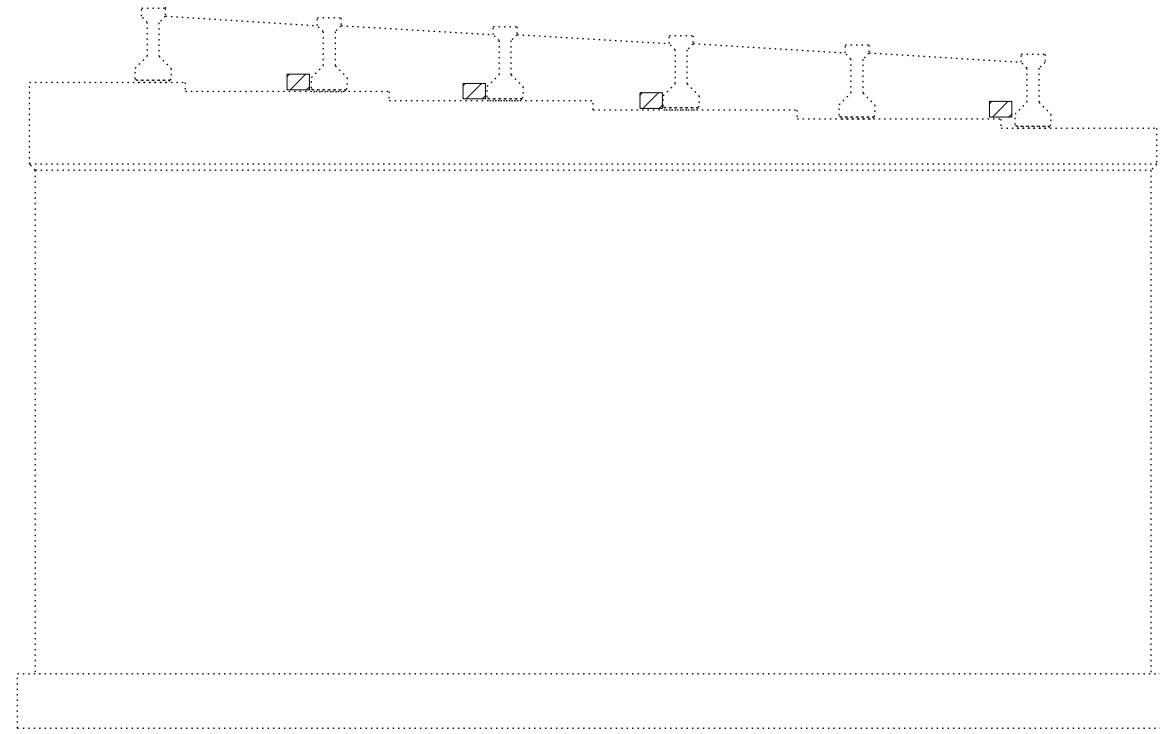
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIRS
I-88 OVER DEER CREEK - SN 098-0068 (EB)

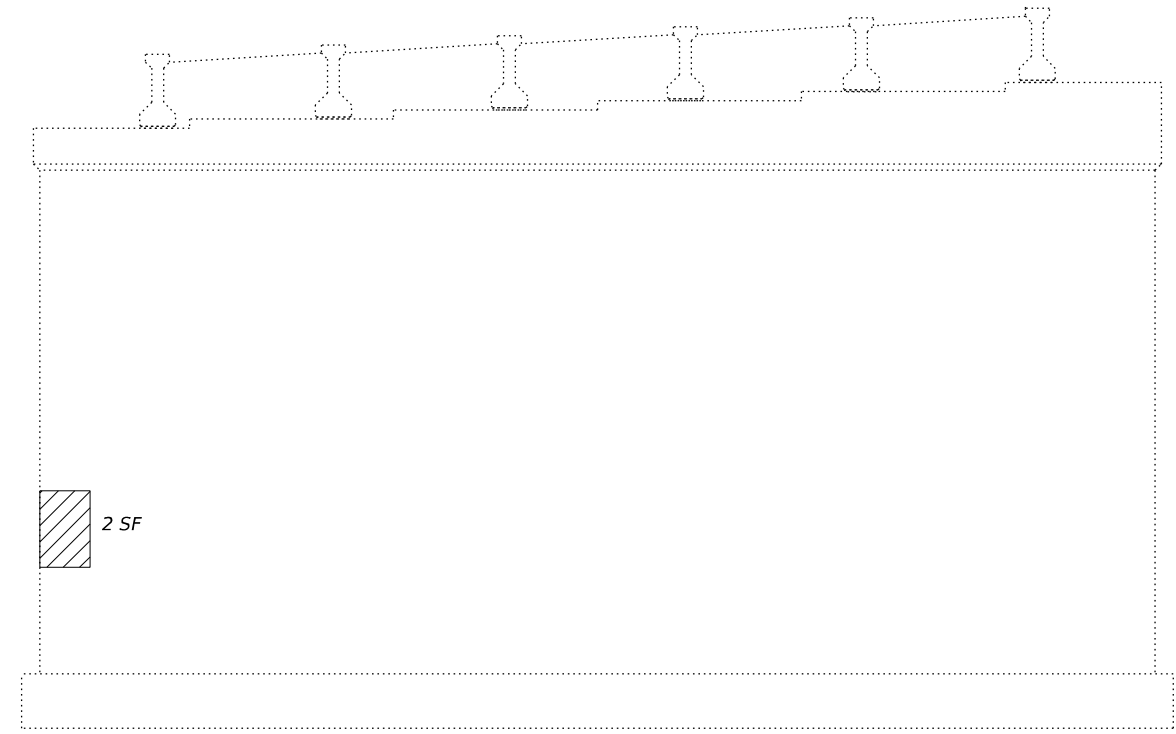
SHEET 15 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1, 1VB, 1HB-5, 2B)) BDR	WHITESIDE	97	85
			CONTRACT NO. 64S27	
			ILLINOIS FED. AID PROJECT G13T(377)	

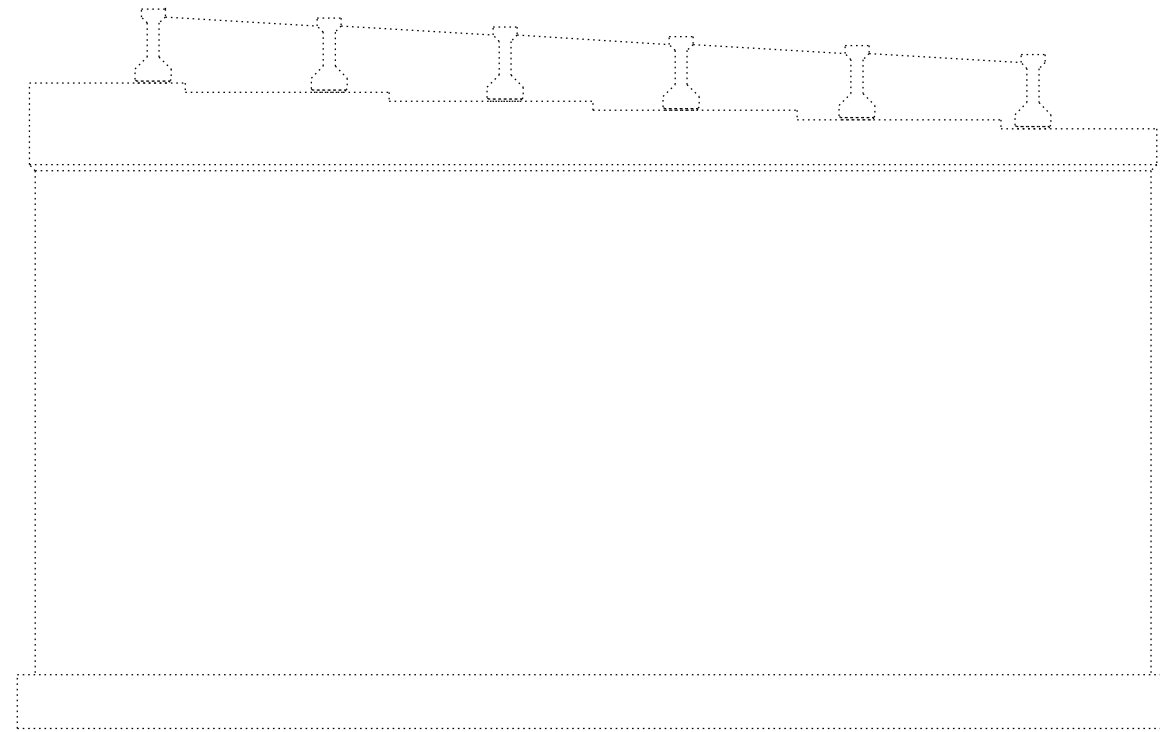
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 3/1/2024



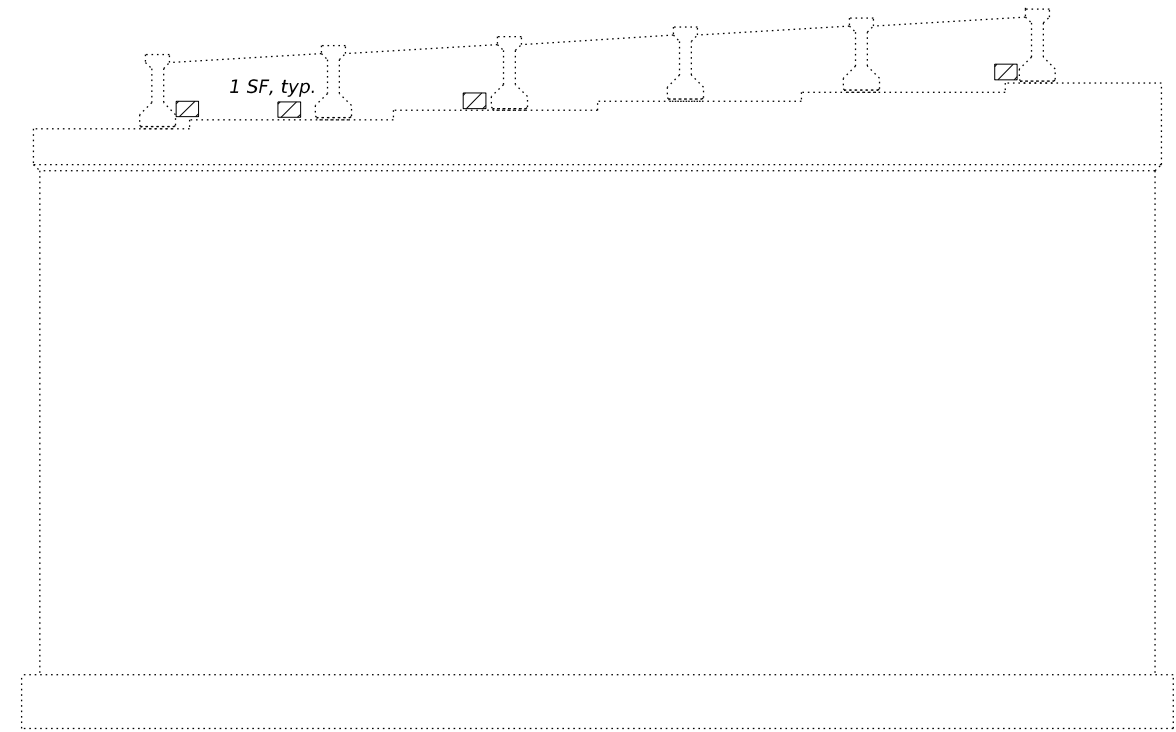
PIER 1
(Looking East)



PIER 1
(Looking West)



PIER 2
(Looking East)



PIER 2
(Looking West)

LEGEND

Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)

Note:
 Quantities for Structural Repair of Concrete (Depth Equal to or Less than 5 inches) for the substructure repairs are estimated. Areas to be repaired shall be determined in the field by the Engineer and areas and final quantities marked on the As-Built plans.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Sealer	Sq. Ft.	10
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	10

SD-16 OF SD-19



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 630-915-8861
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PLOT DATE =	CHECKED - SLC	REVISED -

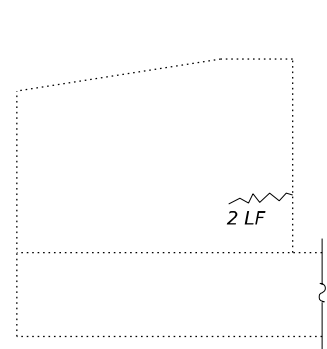
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIRS
I-88 OVER DEER CREEK - SN 098-0069 (WB)

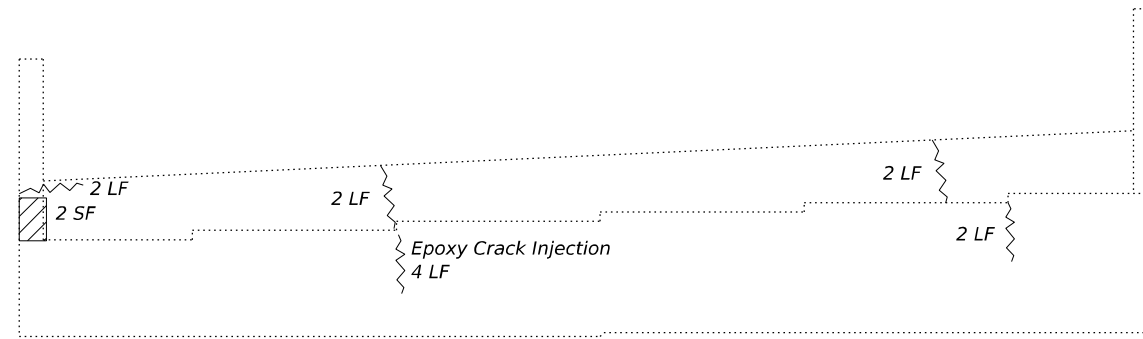
SHEET 16 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1, 1VB, 1HB-5, 2B)) BDR	WHITESIDE	97	86
			CONTRACT NO. 64S27	
			ILLINOIS FED. AID PROJECT G13T(377)	

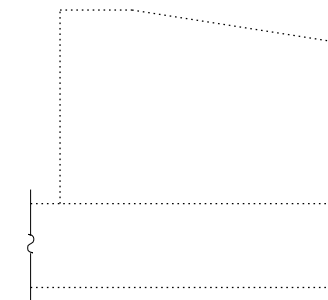
MODEL: Pier Repairs
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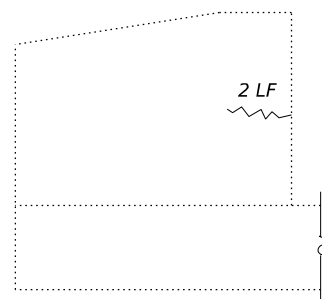
WINGWALL
(Looking North)



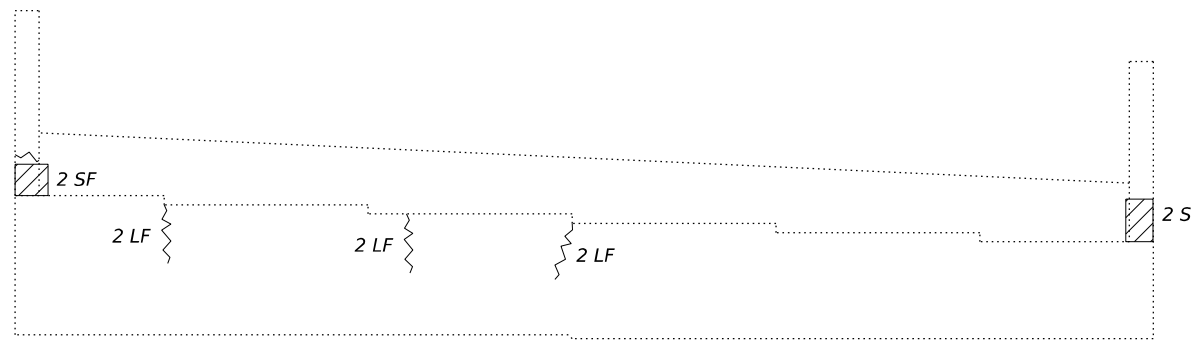
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(Looking West)



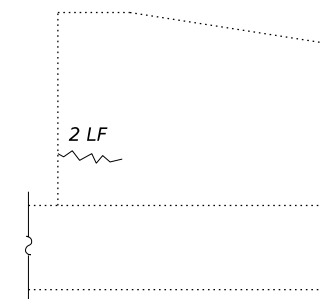
WINGWALL
(Looking South)



WINGWALL
(Looking South)



EAST ABUTMENT
(Looking East)



WINGWALL
(Looking North)

LEGEND

Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)

Note:
Quantities for Structural Repair of Concrete (Depth Equal to or Less than 5 inches) for the substructure repairs are estimated. Areas to be repaired shall be determined in the field by the Engineer and areas and final quantities marked on the As-Built plans.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Sealer	Sq. Ft.	6
Epoxy Crack Injection	Foot	24
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	6

SD-17 OF SD-19

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DESIGN FIRM NO: 184,008135

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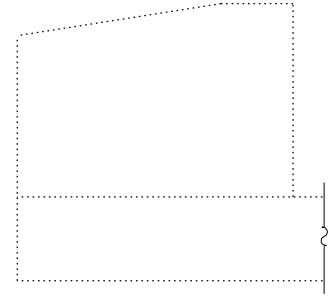
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT REPAIRS
I-88 OVER DEER CREEK - SN 098-0068 (EB)

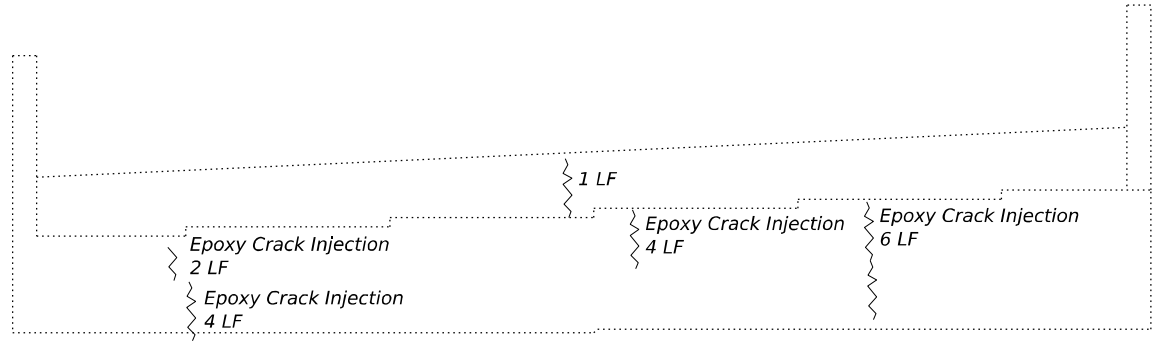
SHEET 17 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1, 1VB, 1HB-5, 2B)) BDR	WHITESIDE	97	87
			CONTRACT NO. 64S27	
			ILLINOIS FED. AID PROJECT G13T(377)	

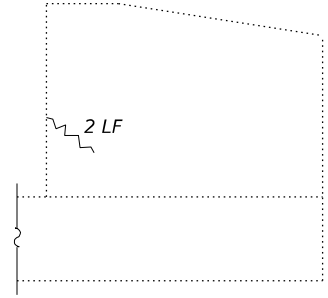
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 3/1/2024



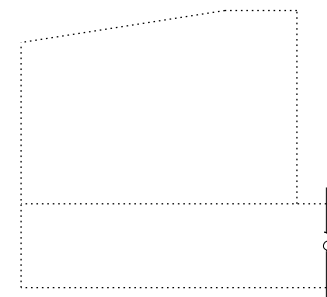
WINGWALL
(Looking North)



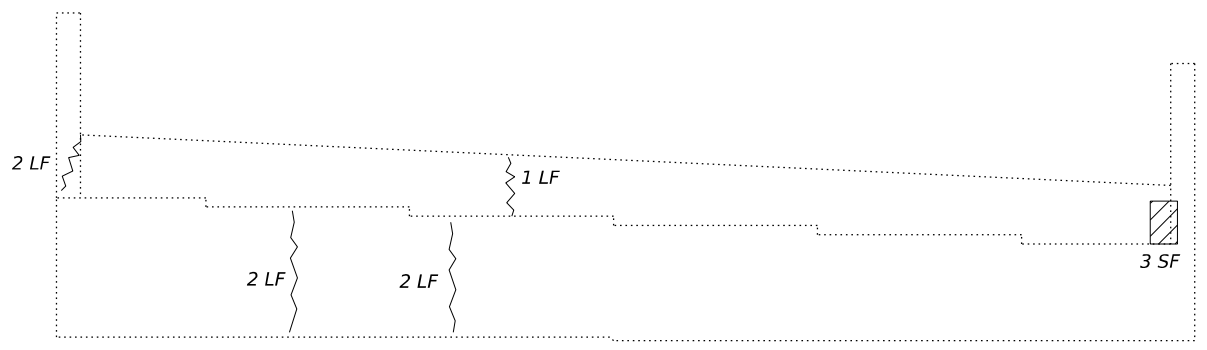
WEST ABUTMENT
(Looking West)



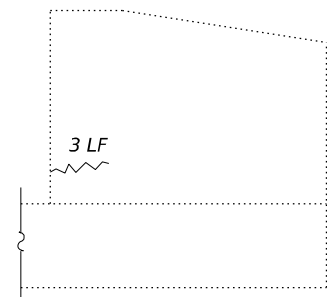
WINGWALL
(Looking South)



WINGWALL
(Looking South)



EAST ABUTMENT
(Looking East)



WINGWALL
(Looking North)

LEGEND

Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)

Note:
 Quantities for Structural Repair of Concrete (Depth Equal to or Less than 5 inches) for the substructure repairs are estimated. Areas to be repaired shall be determined in the field by the Engineer and areas and final quantities marked on the As-Built plans.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Sealer	Sq. Ft.	3
Epoxy Crack Injection	Foot	29
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	3

SD-18 OF SD-19

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 DESIGN FIRM NO: 184,008135

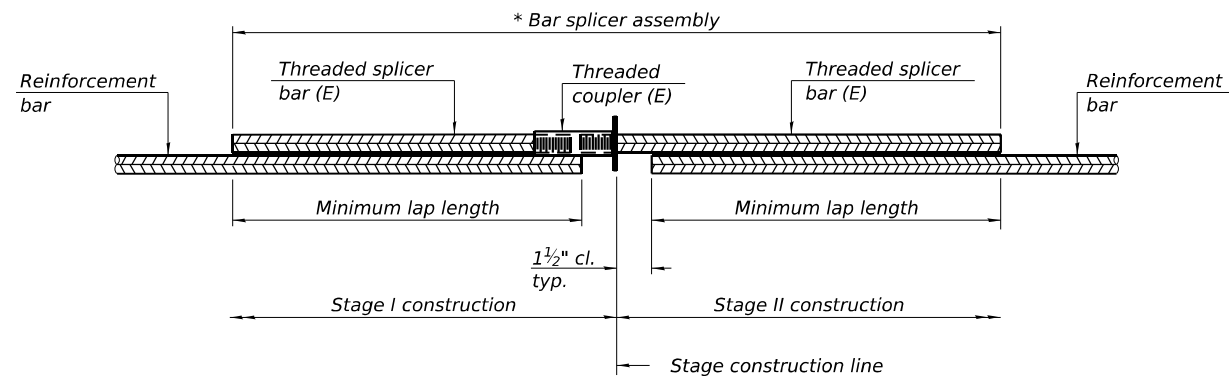
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PLOT DATE =	CHECKED - SLC	REVISED -

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DEPARTMENT OF TRANSPORTATION

ABUTMENT REPAIRS
I-88 OVER DEER CREEK - SN 098-0069 (WB)

SHEET 18 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1, 1VB, 1HB-5, 2B)) BDR	WHITESIDE	97	88
CONTRACT NO. 64S27				
ILLINOIS		FED. AID PROJECT	G13T(377)	



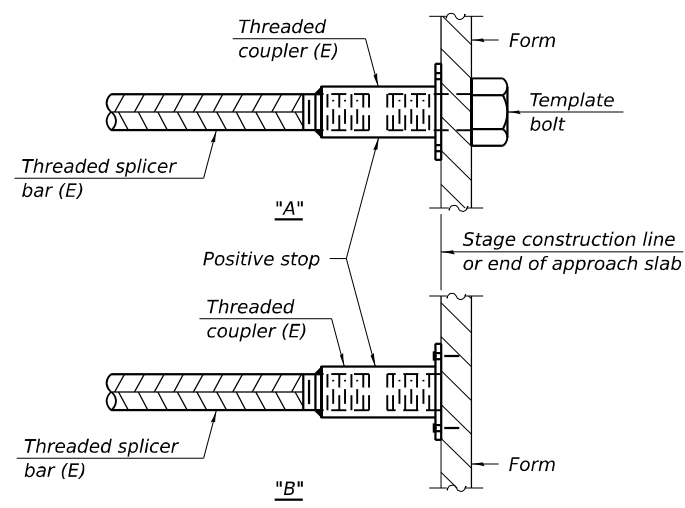
STANDARD BAR SPLICER ASSEMBLY PLAN

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

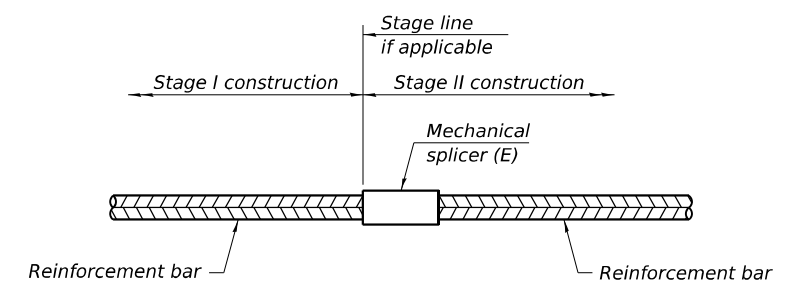
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
WB SN 098-0069 W Abut	#6	4	4'-0"
WB SN 098-0069 E Abut	#6	4	4'-0"
EB SN 098-0068 W Abut	#6	4	4'-0"
EB SN 098-0068 E Abut	#6	4	4'-0"
WB SN 098-0069 Deck End Top	#7	16	4'-8"
WB SN 098-0069 Deck End Bott	#6	10	4'-0"
EB SN 098-0068 Deck End Top	#7	16	4'-8"
EB SN 098-0068 Deck End Bott	#6	10	4'-0"



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

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

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 3/1/2024

BSD-1

5-15-2023

SD-19 OF SD-19

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PLOT SCALE =	CHECKED - SLC	REVISED -
PLOT DATE =	DRAWN - PAF	REVISED -
	CHECKED - SLC	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

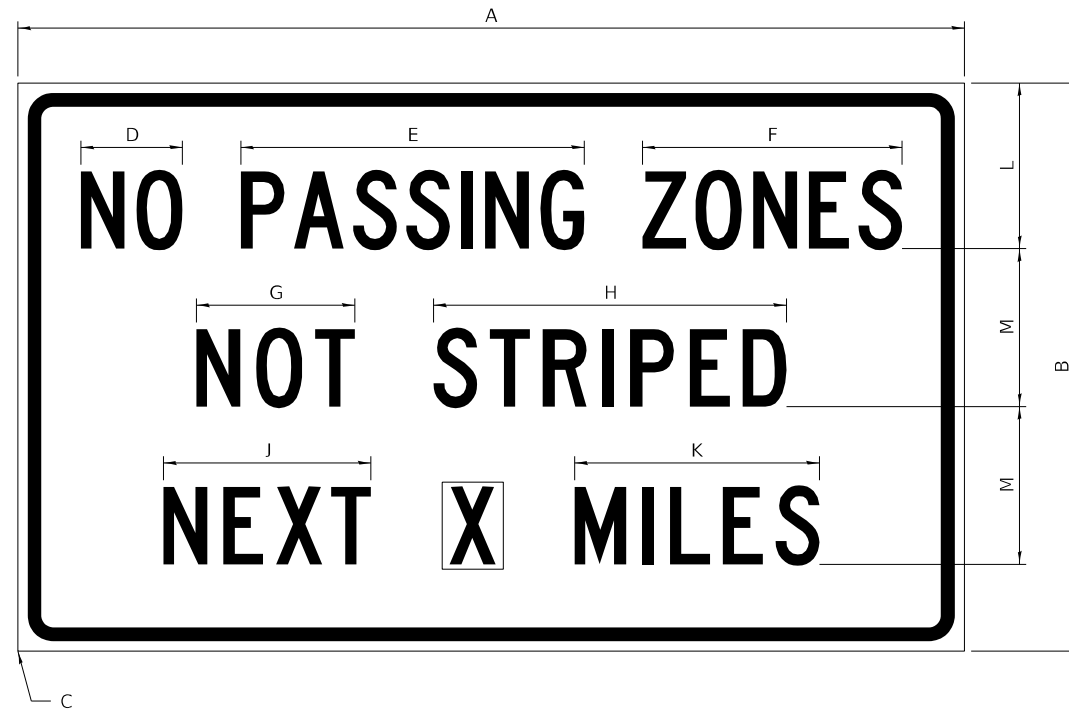
**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 I-88 OVER DEER CREEK - SN 098-0068 (EB) & 098-0069 (WB)**

SHEET 19 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1, 1VB, 1HB-5, 2B)) BDR	WHITESIDE	97	89
			CONTRACT NO. 64S27	
			ILLINOIS FED. AID PROJECT G13T(377)	

WORK ZONE SIGN DETAILS

ILLINOIS STANDARD G20-I100



COLOR LEGEND AND BORDER BACKGROUND BLACK ORANGE NON-REFLECTORIZED REFLECTORIZED

SIGN SIZE	DIMENSIONS											
	A	B	C	D	E	F	G	H	J	K	L	M
60 x 36	60.00	36.00	2.25	6.4	21.80	16.40	10.00	22.40	13.20	15.50	10.50	10.00

SIGN SIZE	SERIES BY LINE			MARGIN	BORDER
	1	2	3		
60 x 36	5C	5C	5C	0.625	0.875

Sign not to scale

GENERAL NOTES

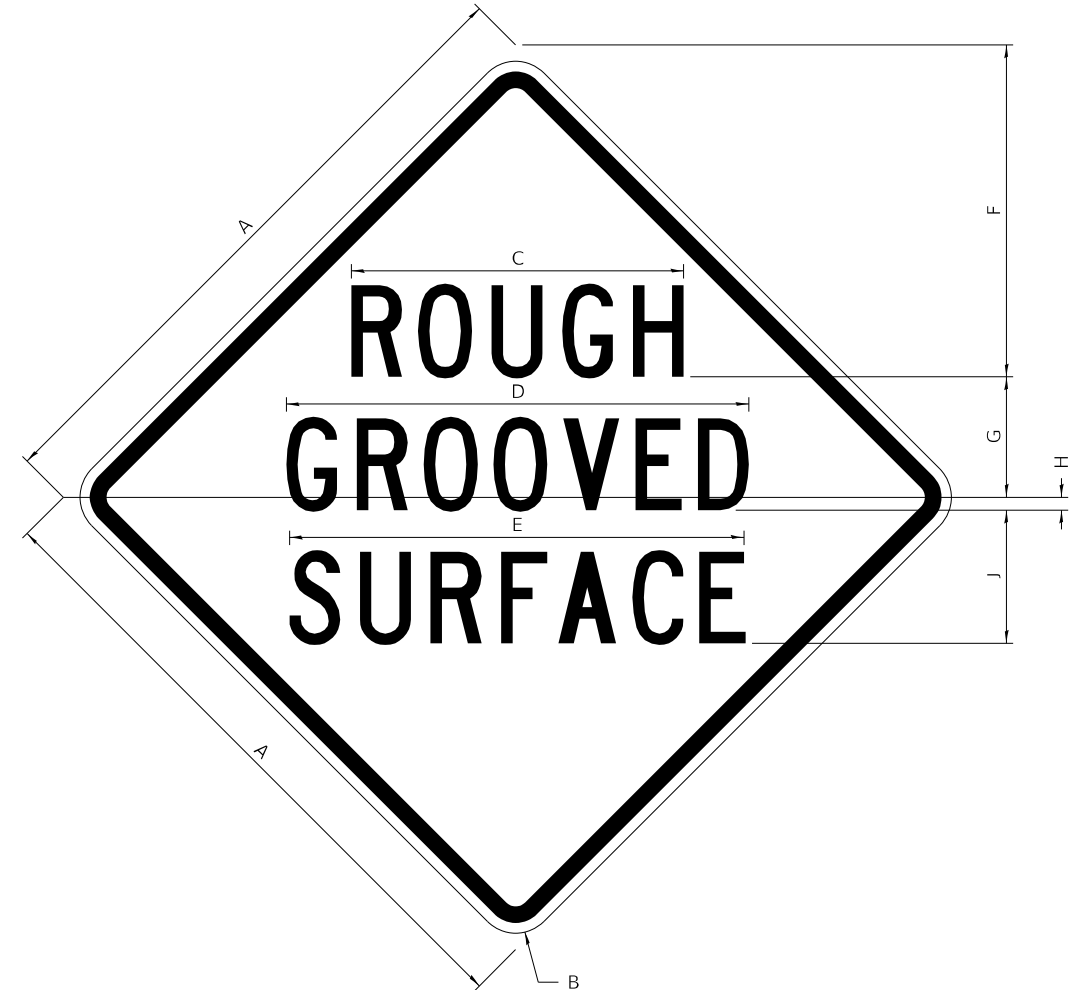
All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

ILLINOIS STANDARD W8-I107



COLOR LEGEND AND BORDER BACKGROUND BLACK ORANGE NON-REFLECTORIZED REFLECTORIZED

SIGN SIZE	DIMENSIONS								
	A	B	C	D	E	F	G	H	J
48 x 48	48.00	3.00	25.00	34.80	34.20	24.94	9.00	1.00	10.00

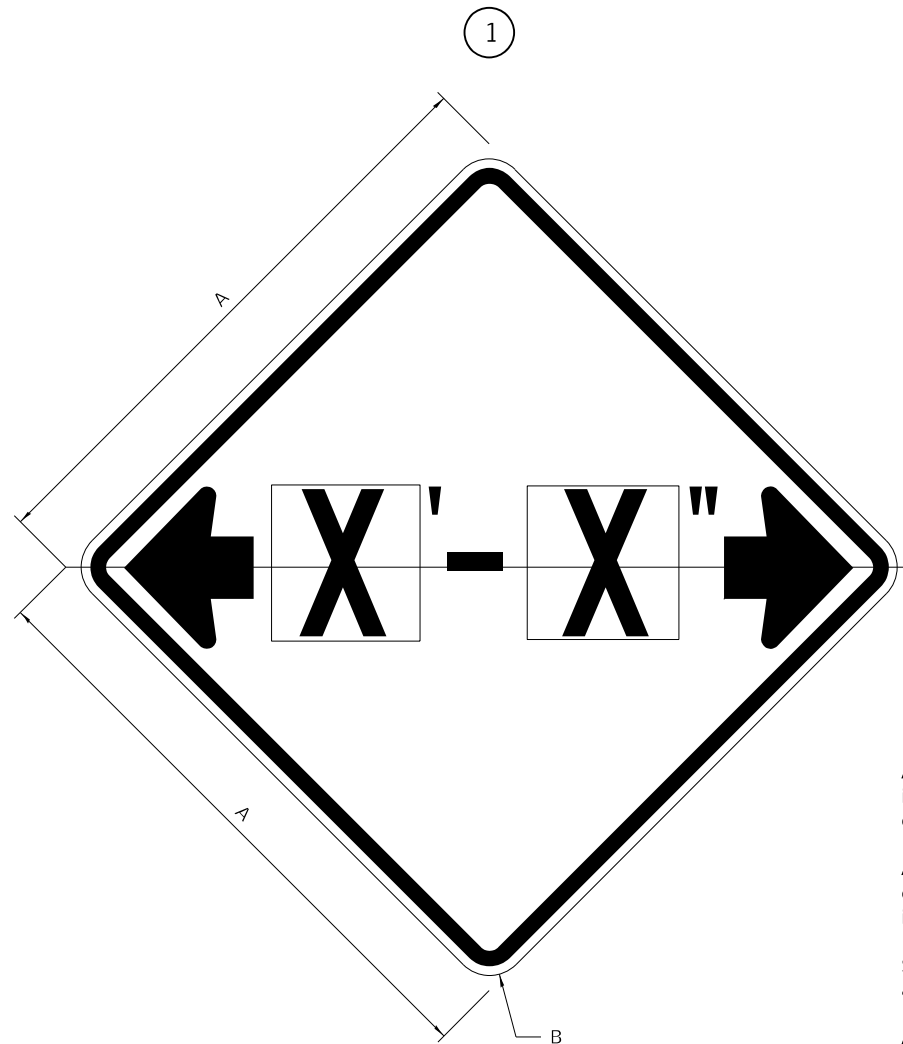
SIGN SIZE	SERIES BY LINE			MARGIN	BORDER
	1	2	3		
48 x 48	7C	7C	7C	1.250	0.750

Sign not to scale

FILE NAME: D264527-sht-D2Details.dgn	USER NAME = jpush	DESIGNED -	REVISED - 3-02-16	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED -					88	(195(1B-1,1VB,1HB-5,2B))BDR	WHITESIDE	97	90
	PLOT DATE = 1/25/2024	CHECKED -	REVISED -					CONTRACT NO. 64527				
	DATE -	REVISED -		SCALE: N.T.S.	SHEET 1 OF 4 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		G13T(377)			

WORK ZONE SIGN DETAILS

ILLINOIS STANDARD W12-I102



GENERAL NOTES

All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

COLOR LEGEND AND BORDER BACKGROUND BLACK FL ORANGE NON-REFLECTORIZED REFLECTORIZED

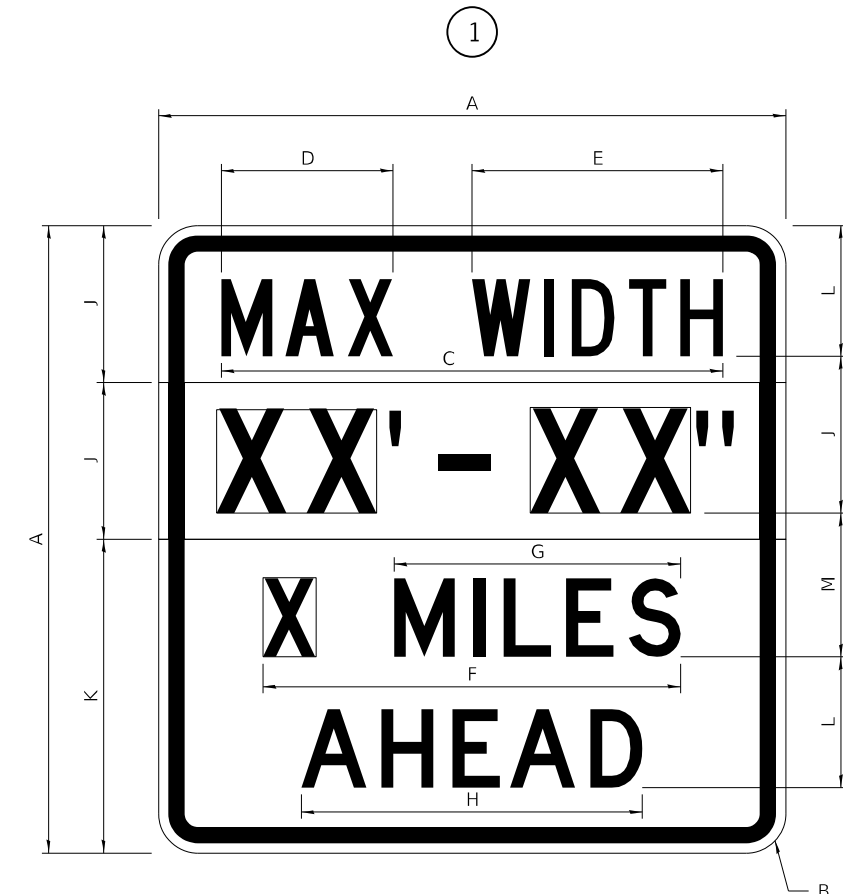
SIGN SIZE	DIMENSIONS	
	A	B
48 x 48	48.00	3.00

① Illinois Standard signs W12-I102 and W12-I103 shall be used as described in the special provisions.

SIGN SIZE	SERIES BY LINE	MARGIN	BORDER
	1		
48 x 48	12C	0.750	1.250

Sign not to scale

ILLINOIS STANDARD W12-I103



COLOR LEGEND AND BORDER BACKGROUND BLACK WHITE NON-REFLECTORIZED REFLECTORIZED REFLECTORIZED

SIGN SIZE	DIMENSIONS											
	A	B	C	D	E	F	G	H	J	K	L	M
48 x 48	48.00	3.00	38.40	13.20	19.20	32.00	22.00	26.20	12.00	24.00	10.00	11.00

SIGN SIZE	SERIES BY LINE				MARGIN	BORDER
	1	2	3	4		
48 x 48	6C	8D	6D	6D	0.750	1.250

Sign not to scale

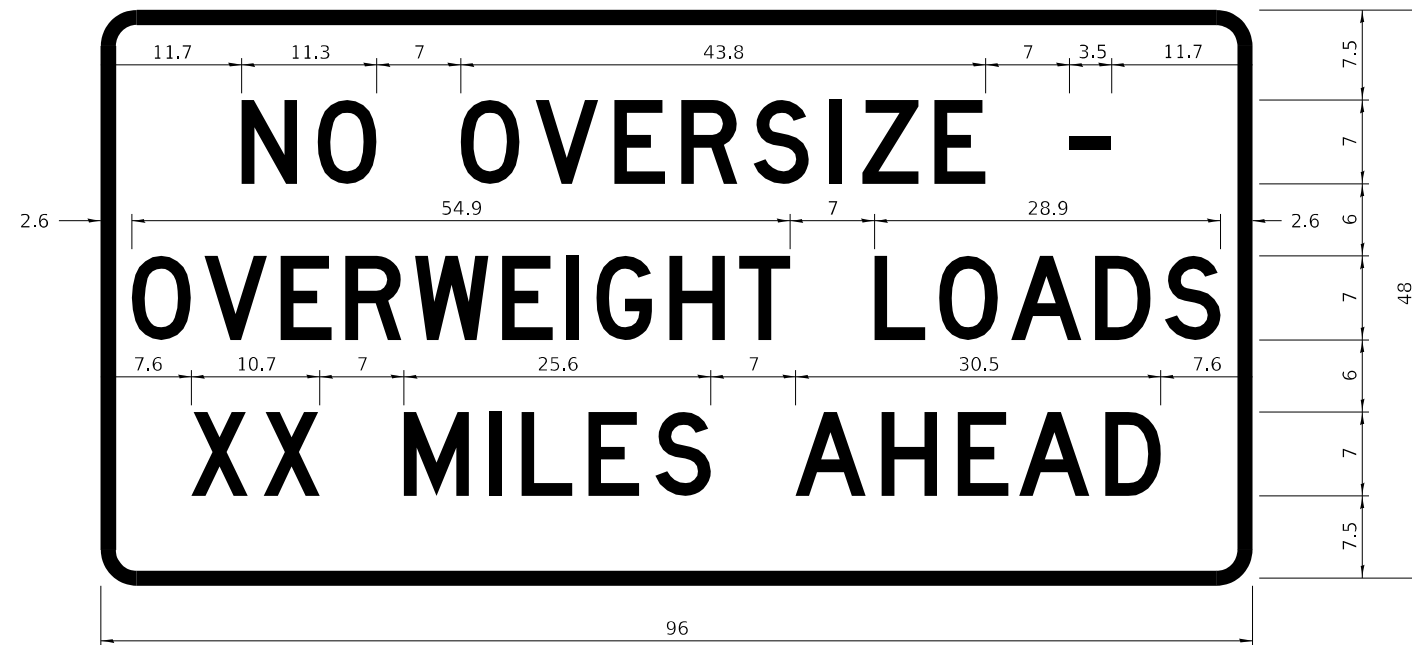
XX'-XX" WIDTH AND X MILES ARE VARIABLE TOP AND BOTTOM OF BACKGROUND WHITE

FILE NAME: D264527-sht-D2Details.dgn	USER NAME = jpush	DESIGNED -	REVISED - 3-02-16	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED -		88	(195(1B-1,1VB,1HB-5,2B))BDR	WHITESIDE	97	91			
	PLOT DATE = 1/25/2024	CHECKED -	REVISED -		CONTRACT NO. 64527			ILLINOIS	FED. AID PROJECT	G3T(377)		
				SCALE: N.T.S.	SHEET 2 OF 4 SHEETS	STA.	TO STA.					

WORK ZONE SIGN DETAILS

ROAD CLOSED TO OVERSIZED LOADS

STOP LINE SIGN FOR TEMPORARY SIGNALS



COLOR	LEGEND AND BORDER BACKGROUND	BLACK ORANGE	NON-REFLECTORIZED REFLECTORIZED
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COLOR	LEGEND AND BORDER BACKGROUND	BLACK WHITE	NON-REFLECTORIZED REFLECTORIZED
-------	------------------------------	-------------	---------------------------------

SIGN SIZE	SERIES BY LINE		
	1	2	3
24 x 24	4C	4C	4C

Permit Loads - Loads Over 13 Feet; 3.0" Radius, 1.3" Border;
 [NO OVERSIZE -] D; [OVERWEIGHT LOADS] D 85% spacing; [XX MILES AHEAD] D;
 Table of letter and object lefts.

N	O	O	V	E	R	S	I	Z	E	-
11.7	18.1	30.0	36.2	42.8	48.4	54.4	60.7	63.5	69.5	80.8

O	V	E	R	W	E	I	G	H	T	L	O	A	D	S
2.6	8.6	15.0	20.4	26.2	33.4	38.8	41.3	47.4	53.2	64.5	69.9	75.9	82.9	88.7

X	X	M	I	L	E	S	A	H	E	A	D
7.6	13.6	25.3	32.3	35.1	40.6	46.2	57.9	65.1	71.4	76.6	83.7

Sign not to scale

Sign not to scale

GENERAL NOTES

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Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

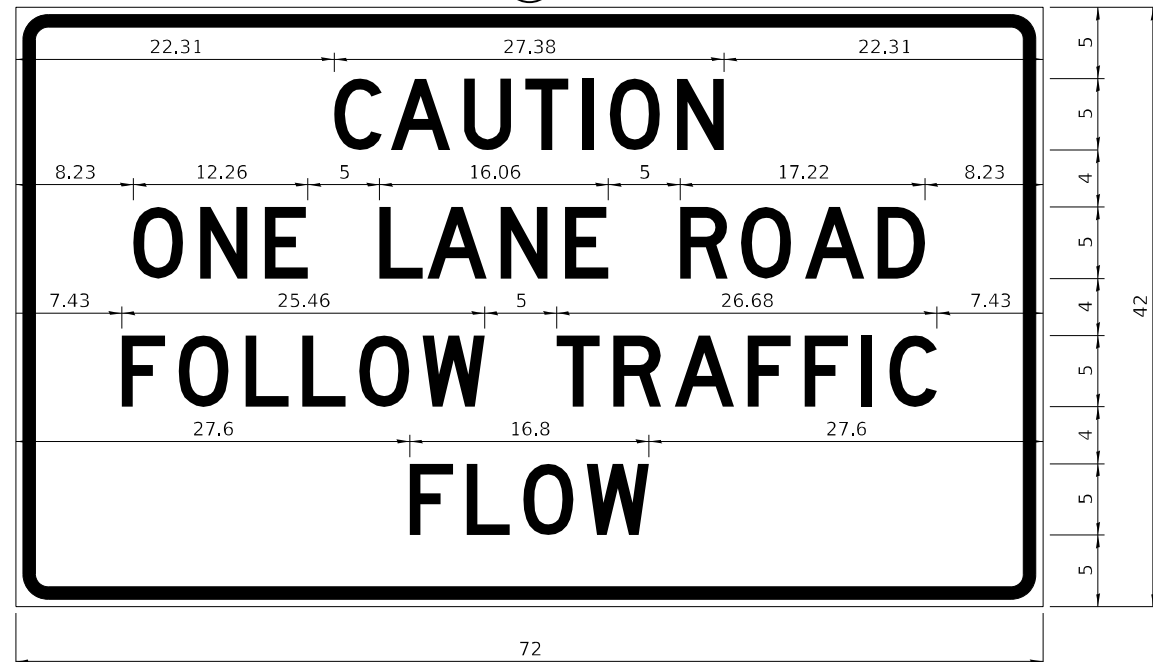
All dimensions are in inches unless otherwise noted.

FILE NAME: D264527-sht-D2Details.dgn	USER NAME = jpush	DESIGNED -	REVISED - 3-02-16	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED -		88	(195(1B-1,1VB,1H8-5,2B))BDR	WHITESIDE	97	92			
	PLOT DATE = 1/25/2024	CHECKED -	REVISED -		SCALE: N.T.S.	SHEET 3 OF 4 SHEETS	STA.	TO STA.	CONTRACT NO. 64527		ILLINOIS FED. AID PROJECT G13T(377)	

**ENTRANCE SIGN FOR USE
WITH TEMPORARY SIGNALS**

WORK ZONE SIGN DETAILS

2



COLOR LEGEND AND BORDER BACKGROUND BLACK ORANGE NON-REFLECTORIZED REFLECTORIZED

2.25" Radius, 0.88" Border, 0.50" Indent;
[CAUTION] D; [ONE LANE ROAD] D;
[FOLLOW TRAFFIC] D; [FLOW] D

2 This sign shall be installed at entrances located between the temporary signals as shown in the staging plans.

Table Of Widths And Spaces

22.31	C	3.36	0.62	A	4.18	0.94	U	3.36	0.94	T	3.04	0.94	I	0.78	1.17	O	3.52	1.17	N	3.36	22.31
-------	---	------	------	---	------	------	---	------	------	---	------	------	---	------	------	---	------	------	---	------	-------

8.23	O	3.51	1.17	N	3.36	1.18	E	3.04
------	---	------	------	---	------	------	---	------

5.00	L	3.05	0.31	A	4.18	0.94	N	3.36	1.17	E	3.05
------	---	------	------	---	------	------	---	------	------	---	------

5.00	R	3.36	0.93	O	3.52	0.94	A	4.18	0.93	D	3.36	8.23
------	---	------	------	---	------	------	---	------	------	---	------	------

7.43	F	3.04	0.94	O	3.52	1.17	L	3.04	0.94	L	3.05	0.94	O	3.51	0.94	W	4.37
------	---	------	------	---	------	------	---	------	------	---	------	------	---	------	------	---	------

5.00	T	3.05	0.94	R	3.36	0.94	A	4.18	0.93	F	3.05	0.94	F	3.04	0.94	I	0.78	1.18	C	3.35	7.43
------	---	------	------	---	------	------	---	------	------	---	------	------	---	------	------	---	------	------	---	------	------

27.60	F	3.05	0.94	L	3.04	0.94	O	3.52	0.93	W	4.38	27.60
-------	---	------	------	---	------	------	---	------	------	---	------	-------

Sign not to scale

GENERAL NOTES

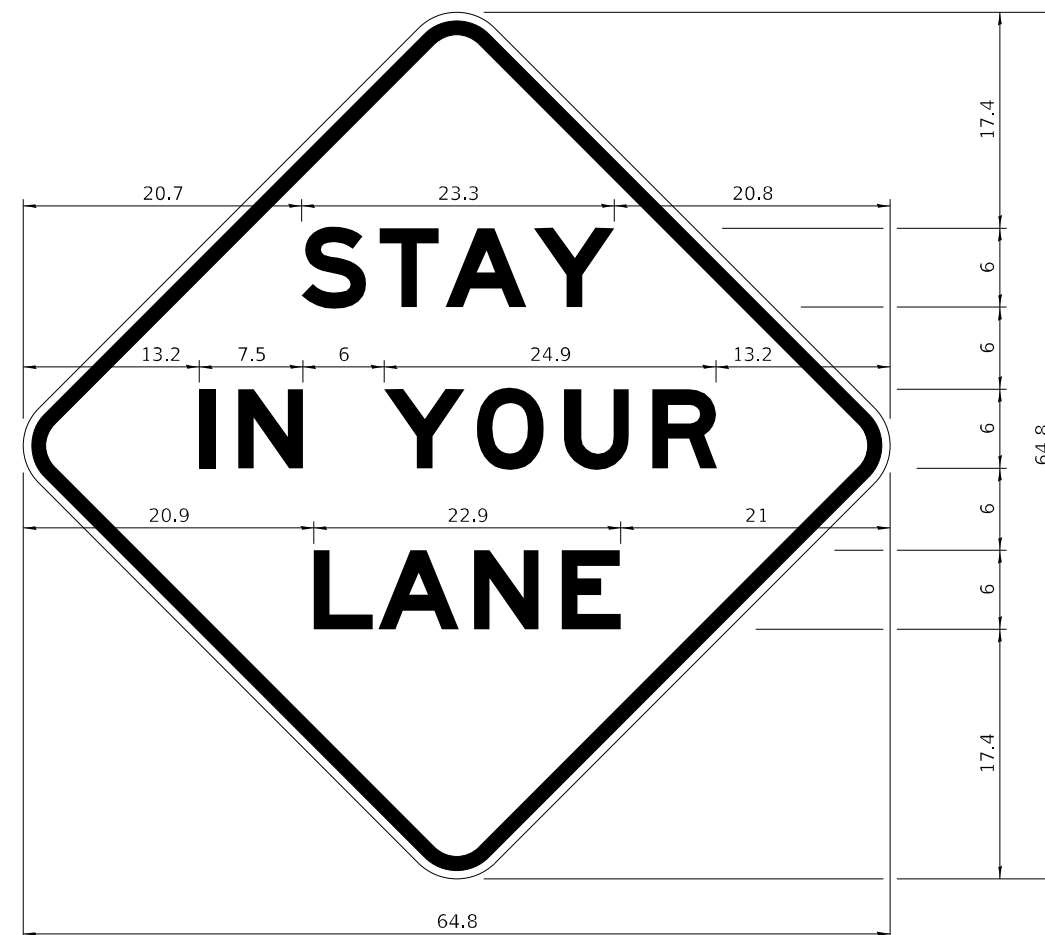
All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

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Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

STAY IN YOUR LANE



COLOR LEGEND AND BORDER BACKGROUND BLACK ORANGE NON-REFLECTORIZED REFLECTORIZED

48.0" across sides 3.8" Radius, 1.0" Border, 0.6" Indent;
"STAY" E Mod; "IN YOUR" E Mod; "LANE" E Mod;

Table of Letter and Object Lefts

S	T	A	Y
20.7	26.8	31.6	38.0

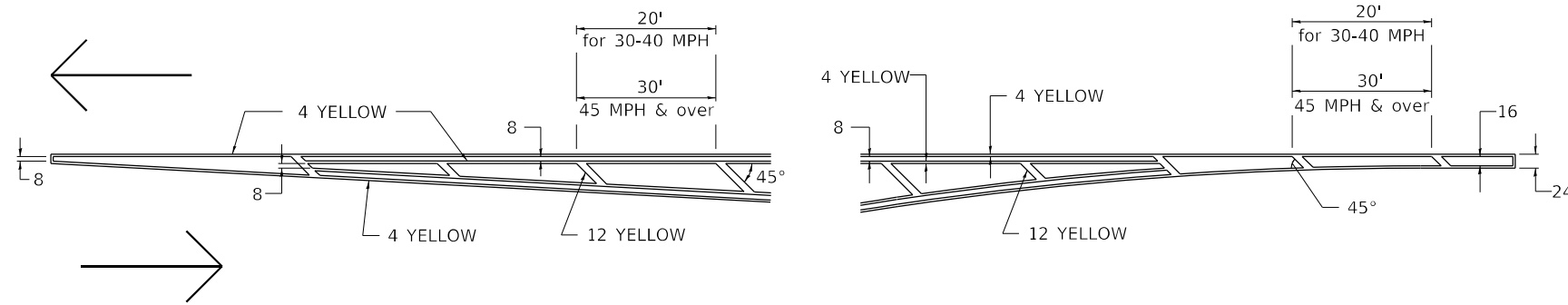
I	N	Y	O	U	R
13.2	15.9	26.7	33.9	40.5	46.8

L	A	N	E
20.9	25.8	33.1	39.4

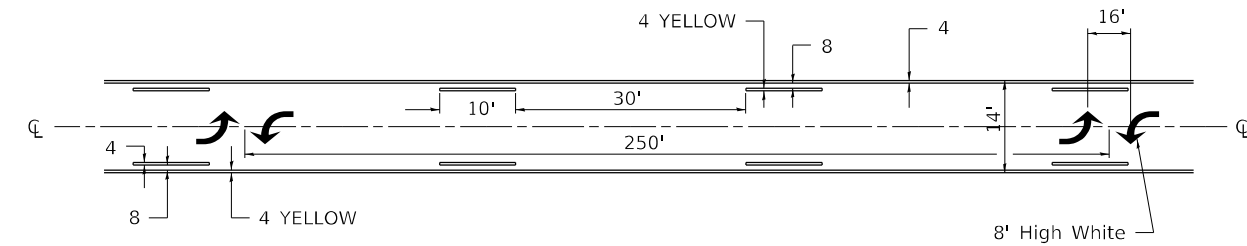
Sign not to scale

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

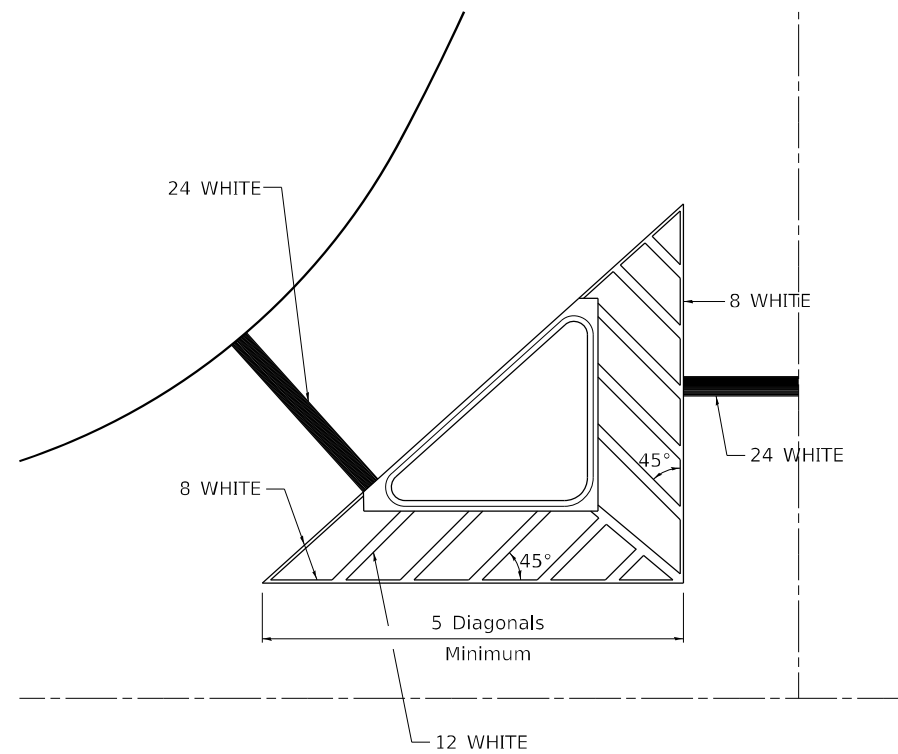


MEDIAN PAVEMENT MARKING



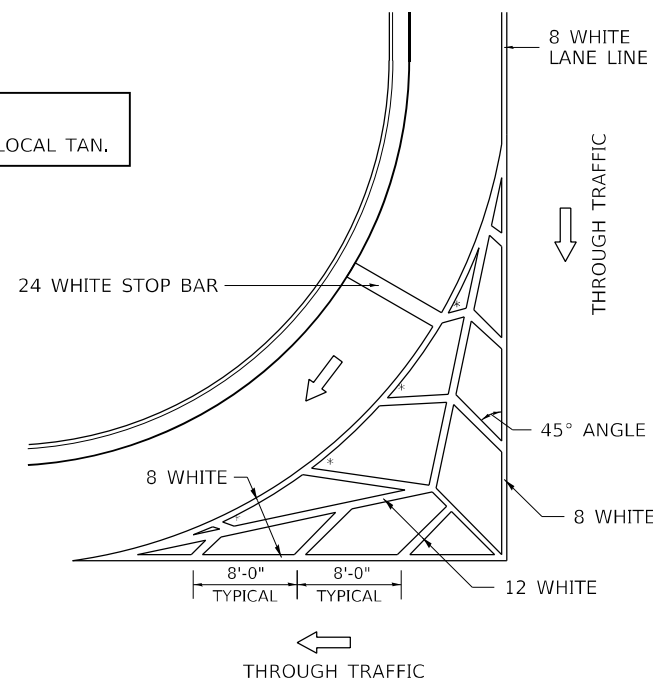
** ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH



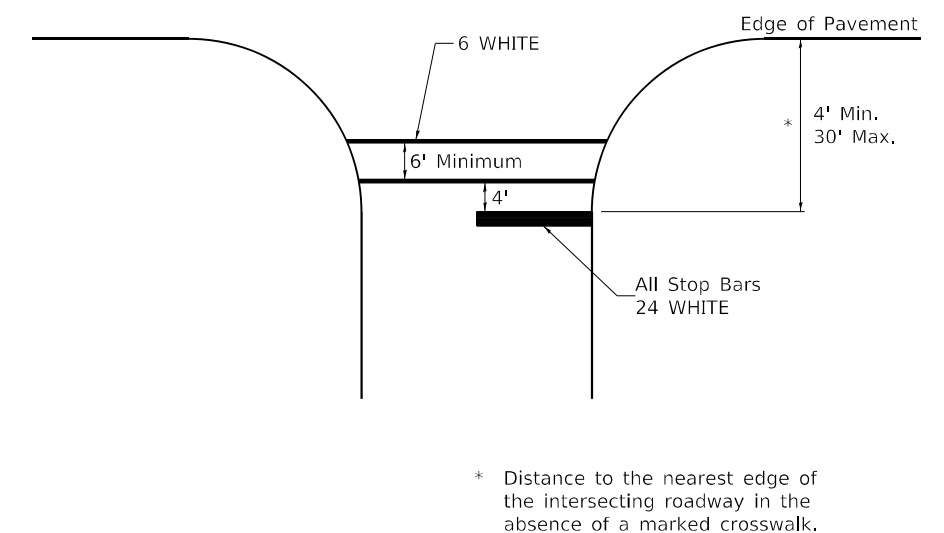
TYPICAL MARKING FOR PAINTED ISLANDS

NOTE:
* 45° TO LOCAL TAN.



STANDARD CROSSWALK MARKING

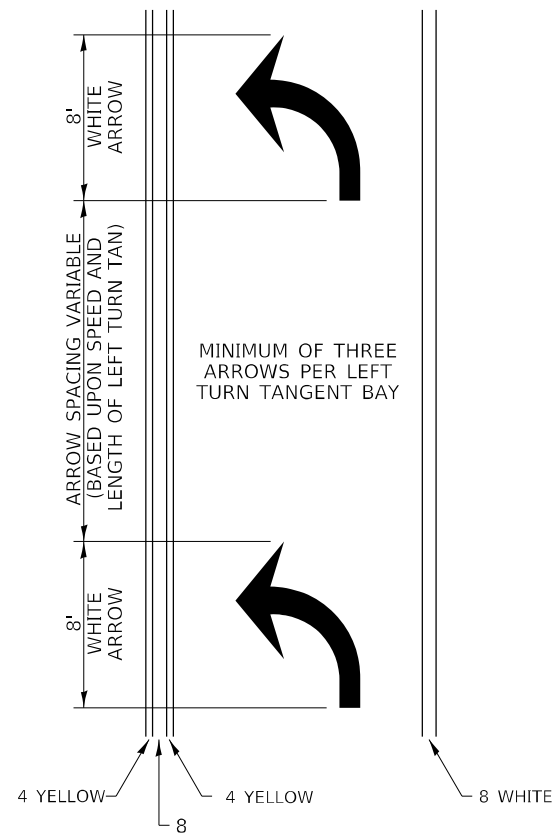
See Schedules for Locations



FILE NAME: D264527-sht-D2Details.dgn	USER NAME = jpush	DESIGNED -	REVISED - 6-27-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED - 3-05-12		SCALE: N.T.S.	SHEET 1 OF 3 SHEETS	STA. TO STA.	88	(195(1B-1,1VB,1HB-5,2B))BDR	WHITESIDE	97
PLOT DATE = 1/25/2024	CHECKED -	DATE -	REVISED -				ILLINOIS FED. AID PROJECT		CONTRACT NO. 64527		

TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT

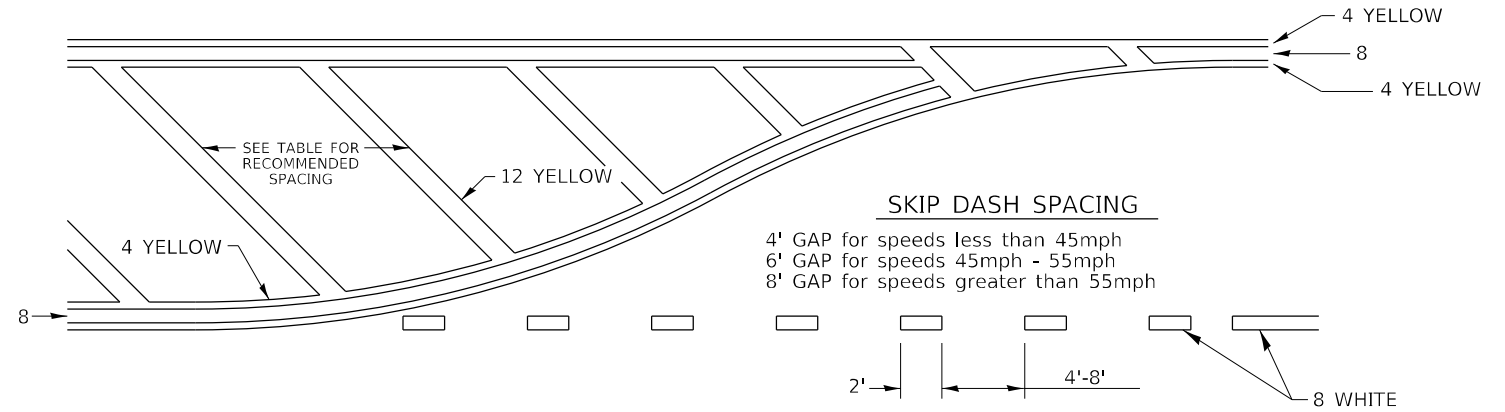


- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

6 at 40' O.C. APPROACH SIDE ONLY

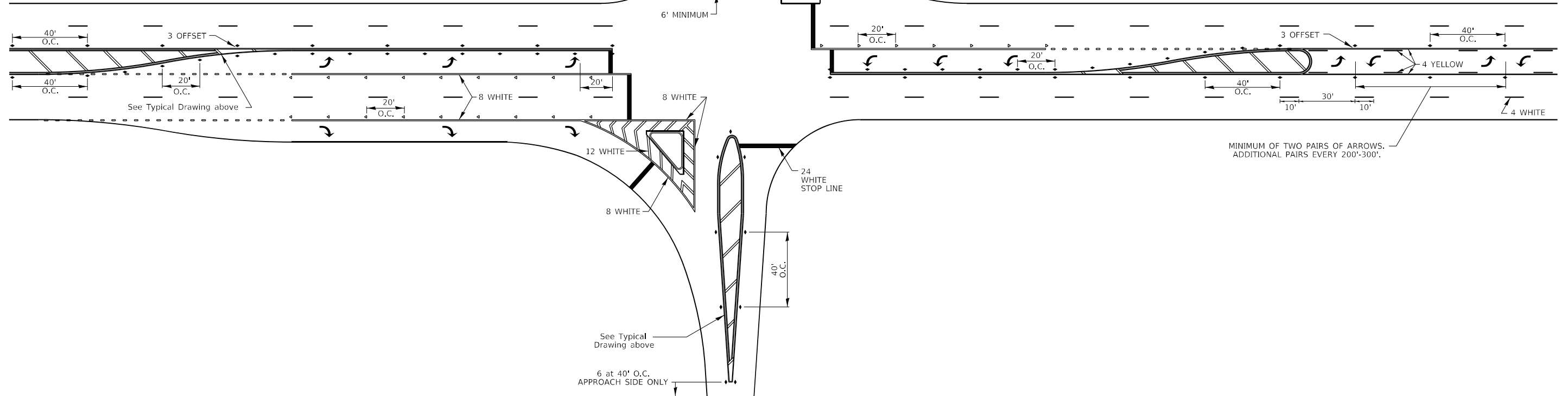
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

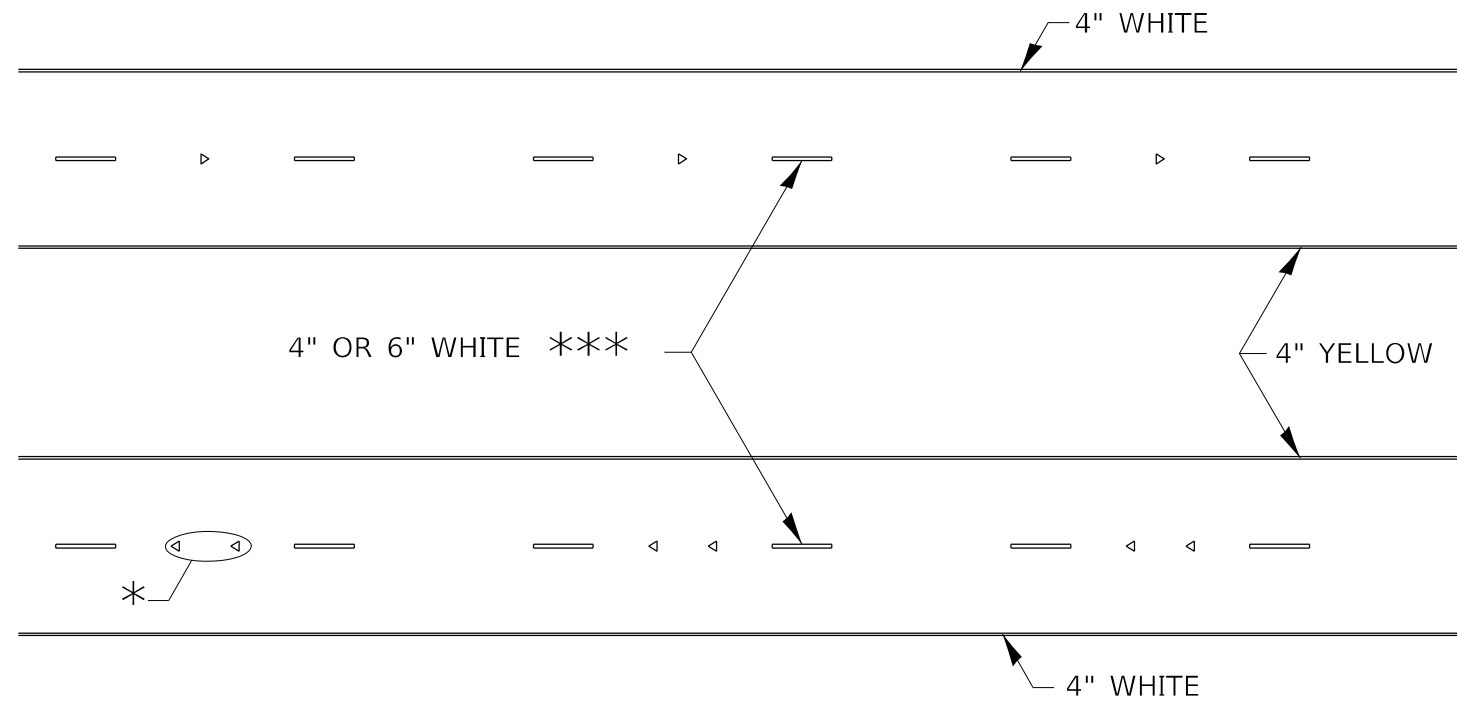
Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 30MPH	50'	15'	10'
30-40MPH	75'	20'	15'
45MPH & over	75'	30'	20'

NOTE: if the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



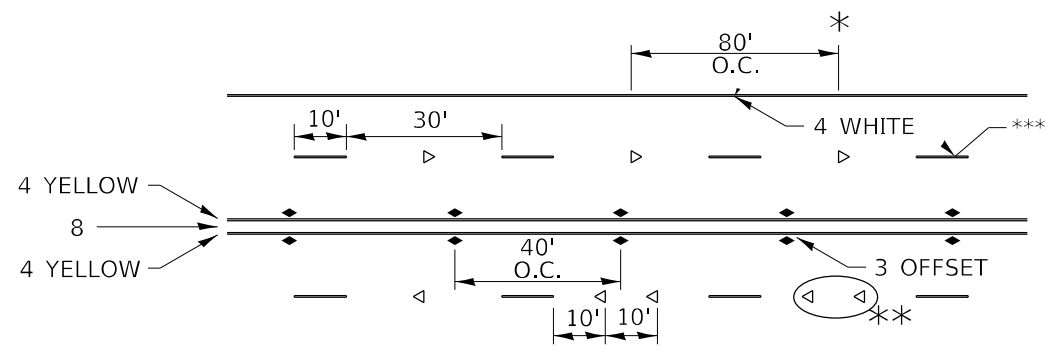
FILE NAME: D264527-sht-D2Details.dgn	USER NAME = jpush	DESIGNED -	REVISED - 6-27-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED - 3-05-12		SCALE: N.T.S.	SHEET 2 OF 3 SHEETS	STA. TO STA.	88	(195(1B-1,1VB,1H8-5,2B))BDR	WHITESIDE	97
	PLOT DATE = 1/25/2024	CHECKED -	REVISED -				CONTRACT NO. 64527		ILLINOIS FED. AID PROJECT		G13T(377)

TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT ≥ 20,000.

MULTI-LANE / DIVIDED



* REDUCE TO 40' O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH LOWER THAN POSTED SPEEDS.

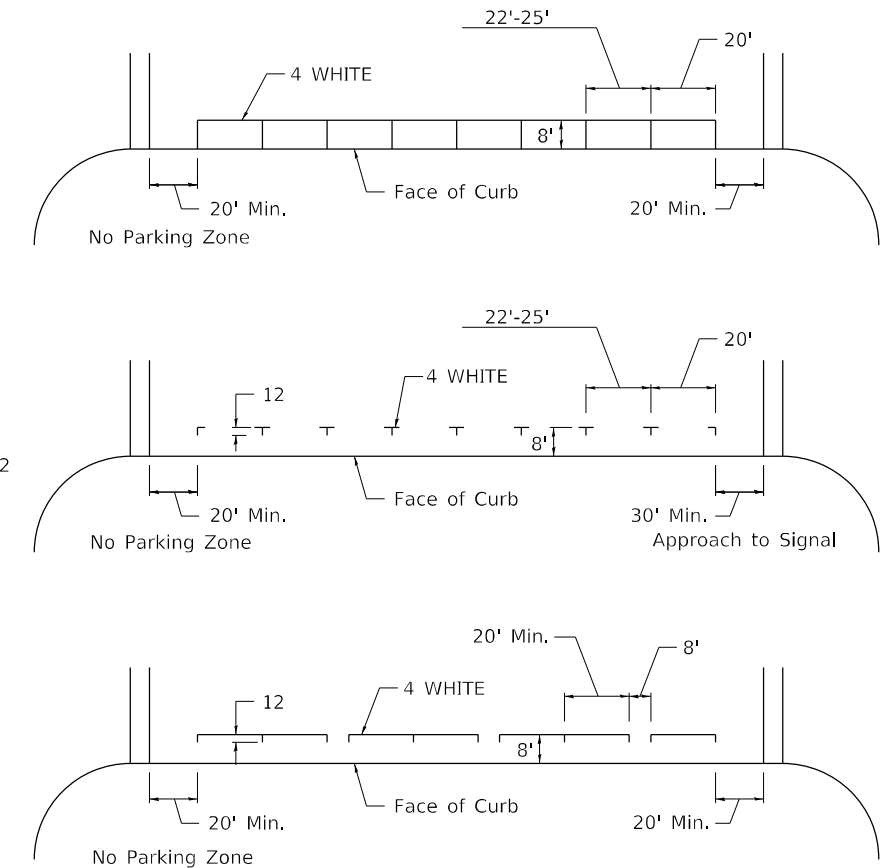
** USE DOUBLE MARKERS WHEN ADT ≥ 20,000

*** CENTERLINE SKIP DASH PAVEMENT MARKING SPEED LIMIT LESS THAN 40 MPH USE 4" LINE. SPEED LIMIT 40 MPH AND OVER USE 6" LINE.

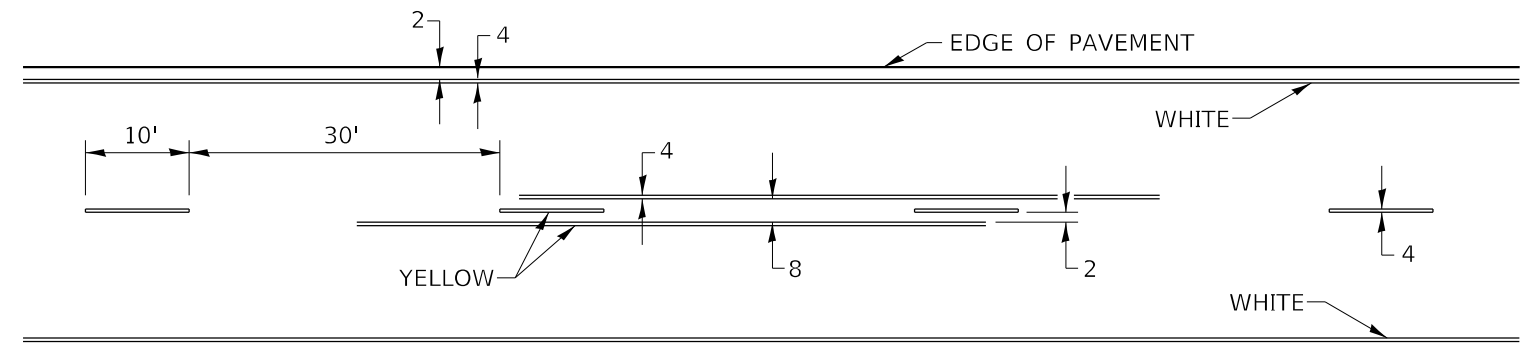
MULTI-LANE / UNDIVIDED & ONE WAY

(FOR MULTI-LANE UNDIVIDED HIGHWAYS USE THIS DETAIL NOT HIGHWAY STANDARD 781001)

TYPICAL PARKING SPACING



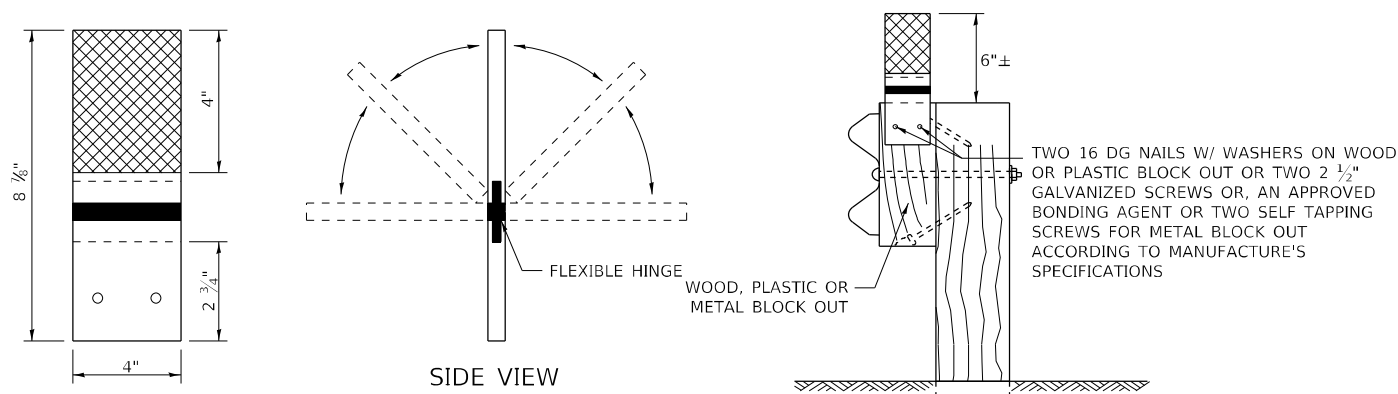
TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



SYMBOLS

FILE NAME: D264527-shd-D2Details.dgn	USER NAME = jpush	DESIGNED -	REVISED - 6-27-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100,000' / in.	DRAWN -	REVISED - 8-27-13					88	(195(1B-1,1VB,1HB-5,2B))BDR	WHITESIDE	97	96
	PLOT DATE = 1/25/2024	CHECKED -	REVISED - 11-28-12		SCALE: N.T.S.	SHEET 3	OF 3 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT G13T(377)		
		DATE -	REVISED -					CONTRACT NO. 64527				

GUARDRAIL AND BARRIER WALL REFLECTORS, TYPE C (SPECIAL)

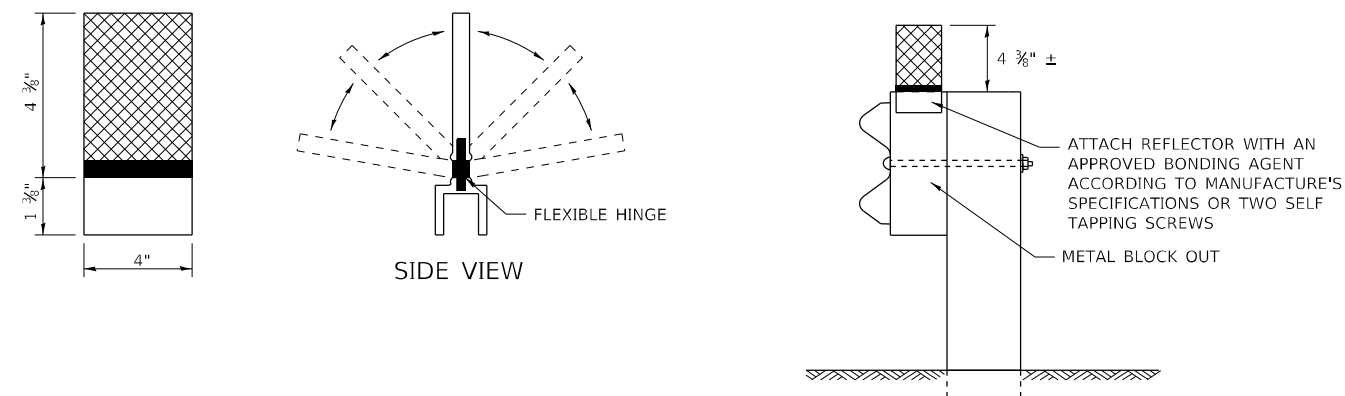


REFLECTORS SHALL BE MOUNTED DIRECTLY TO WOOD OR PLASTIC BLOCK OUTS.

REFLECTORS MOUNTED ON WOODEN OR PLASTIC BLOCK OUT SHALL BE MOUNTED USING TWO 16 DG NAILS AND TWO 3/16" WASHERS OR TWO 2 1/2" GALVANIZED SCREWS WITH WASHERS.

MOUNTED ON A WOOD OR PASTIC GUARDRAIL BLOCK OUT

REFLECTORS MOUNTED ON WOOD OR PLASTIC GUARDRAIL BLOCK OUT



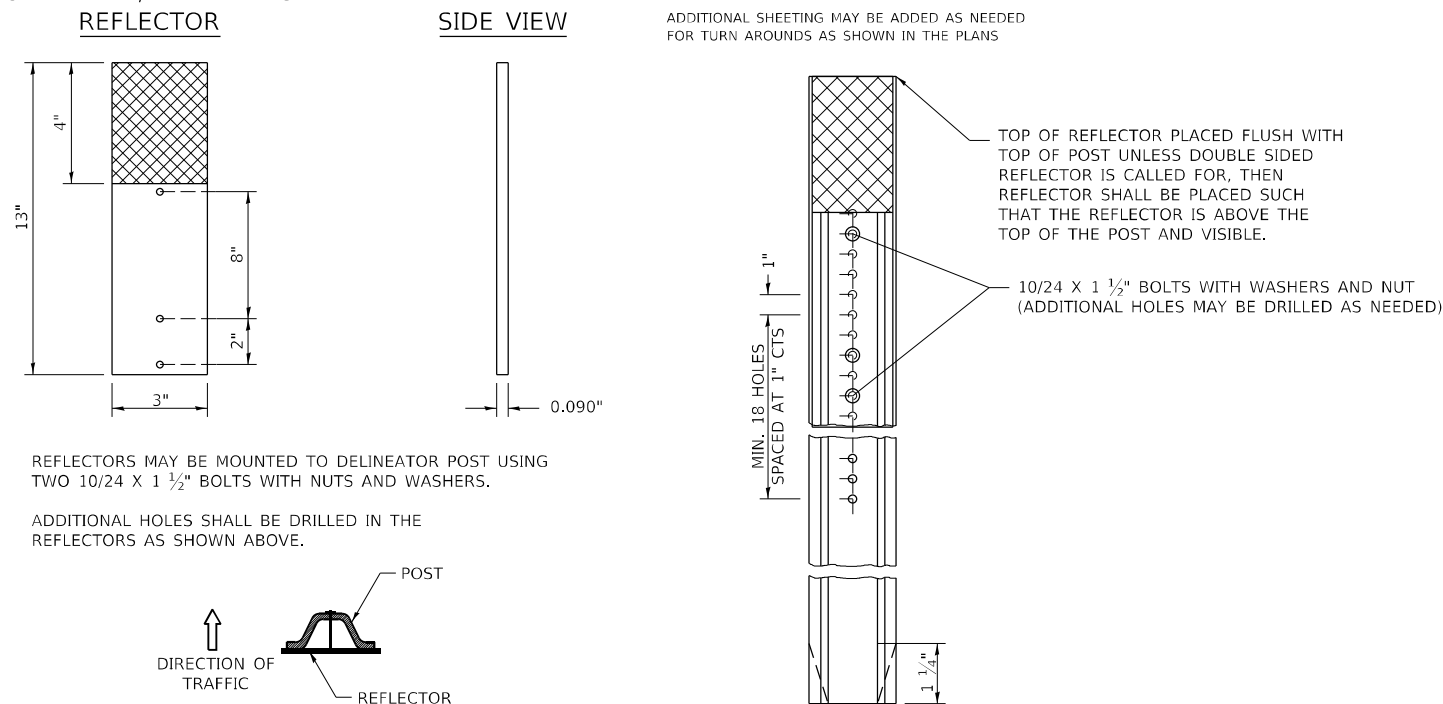
REFLECTORS SHALL BE MOUNTED DIRECTLY TO METAL BLOCK OUT.

REFLECTORS MOUNTED ON METAL BLOCK OUT SHALL BE MOUNTED USING AN APPROVED BONDING AGENT PER THE MANUFACTURE'S SPECIFICATIONS OR TWO SELF TAPPING GALVANIZED SCREWS WITH WASHERS.

MOUNTED ON A METAL GUARDRAIL BLOCK OUT

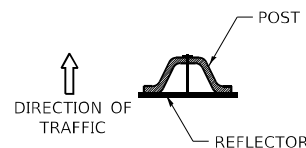
REFLECTORS MOUNTED ON METAL GUARDRAIL BLOCK OUT

STRAIGHT GUARDRAIL / DELINEATOR REFLECTOR



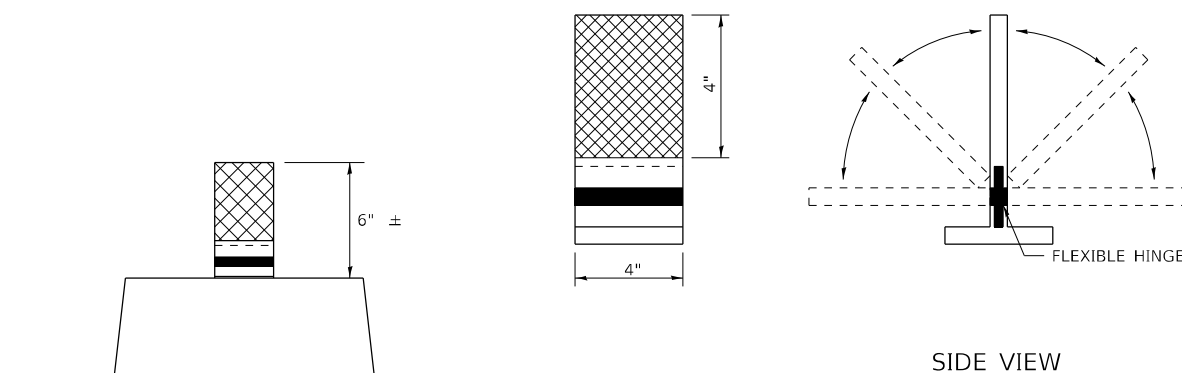
REFLECTORS MAY BE MOUNTED TO DELINEATOR POST USING TWO 10/24 X 1 1/2" BOLTS WITH NUTS AND WASHERS.

ADDITIONAL HOLES SHALL BE DRILLED IN THE REFLECTORS AS SHOWN ABOVE.



MOUNTED ON A DELINEATOR POST

DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE REFLECTOR ATTACHECD AS SHOWN ABOVE.



NOTE:

REFLECTORS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR GUARDRAIL REFLECTORS, TYPE C (SPECIAL), WHICH PRICE SHALL ALSO INCLUDE SCREWS/NAILS, WASHERS OR AN APPROVED BONDING AGENT.

REFLECTORS INSTALLED ON TWO LANE ROADS SHALL BE DOUBLE SIDED AND BOTH SIDES SHALL BE CRYSTAL.

REFLECTORS INSTALLED ON CENTER BARRIER SHALL BE DOUBLE SIDE AND BOTH SIDES SHALL BE AMBER.

REFLECTORS INSTALLED ON DIVIDED HIGHWAYS SHALL BE SINGLE SIDED CRYSTAL.

SPACING FOR REFLECTORS SHALL BE ACCORDING TO STANDARD 782006 UNLESS OTHERWISE NOTED IN THE PLANS.

REFLECTORS MOUNTED ON BARRIER WALL

USER NAME = jpush	DESIGNED -	REVISED - 4-27-23
FILE NAME: C:\Users\jpush\OneDrive - QEI\OneDrive\Projects\2316_IDOT_PTB_207-023_Var-Var-Bridge\Drawings\Work Order 1410-CADD\264527-sht-C	DRAWN -	REVISED - 6-21-21
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/25/2024	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REGION 2 / DISTRICT 2 STANDARD

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	(195(1B-1,1VB,1HB-5,2B))BDR	WHITESIDE	97	97
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64527	
			G13T(377)	