F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(107B-1)BDR & (107VB-1)BDR	WHITESIDE	29	1
		CONTRACT NO. 64P63		
	ILLINOIS	FED. AID PROJECT		

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
01	COVER SHEET
02	GENERAL NOTES AND HIGHWAY STANDARDS
03-05	SUMMARY OF QUANTITIES
06	SCHEDULE OF QUANTITIES
07-17	MAINTENANCE OF TRAFFIC
18-19	STRUCTURE No. 098-0095
20-21	STRUCTURE No. 098-0096
22	PREFORMED JOINT STRIP SEAL
23	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
24	ADJUST SHOULDER SCUPPERS WITH CURB REPAIRS
25	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
26-29	MOT STANDARDS

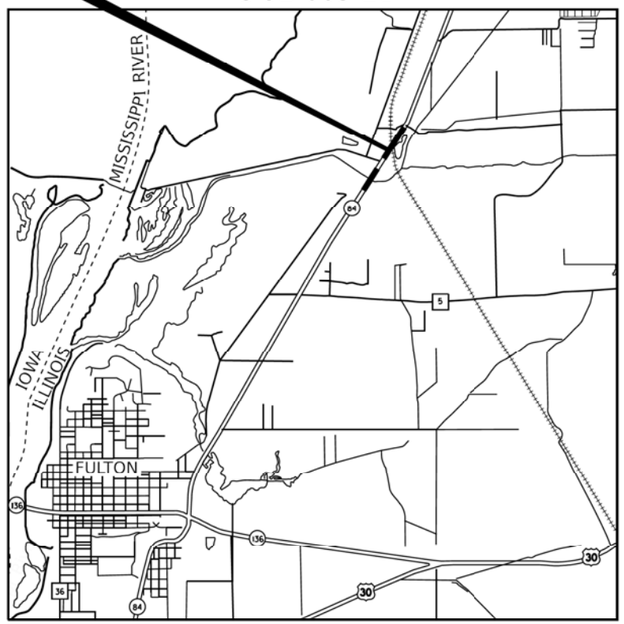
BEGIN IMPROVEMENT
BRIDGE & APPROACH ROADWAY
REHABILITATION - SN 098-0096
STA 719+89.85 TO STA 724+77.60
AND
BRIDGE & APPROACH ROADWAY
REHABILITATION - SN 098-0095
STA 735+97.33 TO STA 740+48.67
END IMPROVEMENT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

FAP ROUTE 308 (IL 84)
SECTION (107B-1)BDR & (107VB-1)BDR
BRIDGE REHABILITATION
WHITESIDE COUNTY

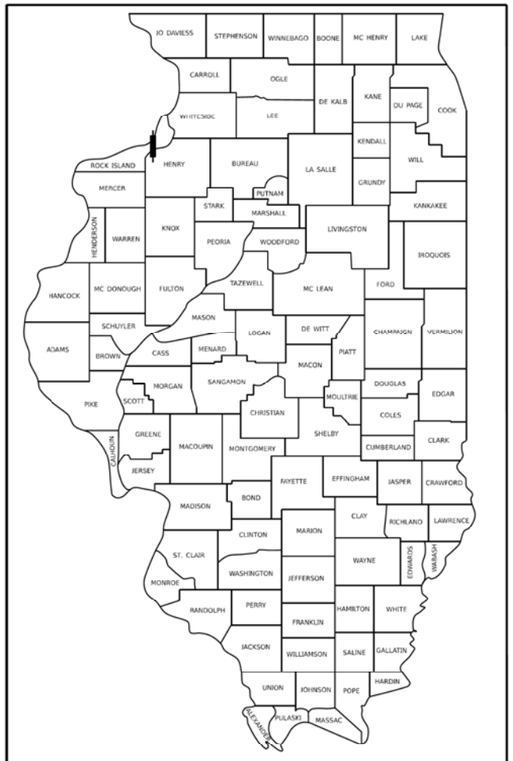
C-92-005-21



LOCATION MAP
SCALE: 1" = 3,000 FT

GROSS LENGTH= 2059 FT. (0.390 MILES)
NET LENGTH= 939 FT. (0.178 MILES)

64P63



LOCATION OF SECTION INDICATED THUS: ▬

FUNCTIONAL CLASSIFICATION
OTHER PRINCIPAL ARTERIAL
2021=5800
P. =88% EST. TRUCK 12%
FULTON TOWNSHIP

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED October 13, 20 22

REGIONAL ENGINEER

20

ENGINEER OF DESIGN AND ENVIRONMENT

20

DIRECTOR OF PROGRAM DEVELOPMENT

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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

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

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

PROJECT ENGINEER OLUFEMI OLADEINDE, P.E., S.E. (312) 551-9780
PROJECT MANAGER MAHMOUD ETEMADI, P.E. (815) 284-5393

CONTRACT NO. 64P63

SDI ENGINEERING CORP.
www.sdiengr.com

OLUFEMI A. OLADEINDE
#062-053701
REGISTERED
PROFESSIONAL
ENGINEER
OF
ILLINOIS

Signed: Olufemi A. Oladeinde 10-11-2022
OLUFEMI A. OLADEINDE Date
LICENSE EXPIRES 11-30-2023

GENERAL NOTES

1. IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16, THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT, AS DEFINED IN ARTICLE 101.17 IF TRACK MOUNTED OR WHEELED.

2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES, AND THE CITY OF FULTON.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.39 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123.

   IDOT IS NOT A MEMBER OF JULIE. IF YOU ARE NEAR ANY OVERHEAD LIGHTING, INTERSECTION LIGHTING OR TRAFFIC SIGNALS, CONTACT THE IDOT TRAFFIC OFFICE AT 815/284-5469 AT LEAST 48 HOURS PRIOR TO WORK.

4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE MUNICIPALITY TO DETERMINE APPROVED METHODS OF UTILITY STRUCTURE ADJUSTMENT. UTILITY STRUCTURES MAY INCLUDE, BUT ARE NOT LIMITED TO, MANHOLES, WATER VALVES, HANDHOLES, ETC. ALL MATERIALS AND WORK NECESSARY TO COMPLETE ADJUSTMENTS PER MUNICIPALITY REQUIREMENTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED ADJUSTMENT PAY ITEM.

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

6. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCES, ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL STRIPING SHALL BE AS DIRECTED BY THE ENGINEER.

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

   1. ALL WORDS, SUCH AS ONLY, SHALL BE 8 FEET HIGH.
   2. ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
   3. 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.
   4. CENTERLINE SKIP DASH PAVEMENT MARKING ON MULTI-LANE DIVIDED, MULTI-LANE UNDIVIDED, AND ONE-WAY ROADWAY SHALL BE ACCORDING TO DISTRICT STANDARD 41.1.

8. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.

9. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.

11. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

12. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

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

14. THE FINAL TOP FOUR INCHES OF SOIL IN ANY RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE SOIL MUST BE FROM A HORIZON (ZERO TO 2' DEEP) OF SOIL PROFILES OF LOCAL SOILS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES BID AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

15. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL LOGS, SHRUBS, BUSHES, SAPLINGS, UNDERBRUSH OR DEBRIS ACCORDING TO SECTION 201 OF THE STANDARD SPECIFICATIONS AT LOCATIONS REQUIRING ACCESS TO THE SUBSTRUCTURE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT THE COST SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

16. WHEN RELOCATE TEMPORARY CONCRETE BARRIER IS SPECIFIED, THE WALL SHALL BE REMOVED, STORED AND TRANSPORTED TO AND FROM STORAGE, WHEN THE WALL IS NOT NEEDED FOR A TIME AS SHOWN ON THE STAGING PLANS, AND 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.

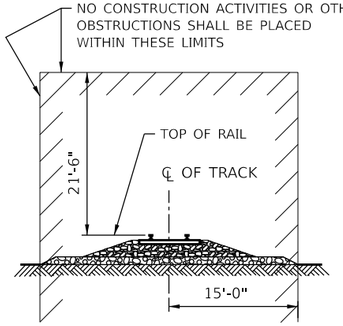
17. RELOCATE TEMPORARY IMPACT ATTENUATORS SHALL INCLUDE STORAGE AND TRANSPORTATION TO AND FROM STORAGE, WHEN THE DEVICE IS NOT NEEDED FOR A TIME, AS SHOWN ON THE STAGING PLANS. THIS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR IMPACT ATTENUATORS, RELOCATE OF THE TYPE SPECIFIED.

HIGHWAY STANDARDS

000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
610001-09	SHOULDER INLET WITH CURB
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24'' (600 MM) FROM PAVEMENT EDGE
701321-18	LANE CLOSURE, MULTILANE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGN & MARKERS)
780001-05	TYPICAL PAVEMENT MARKINGS
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

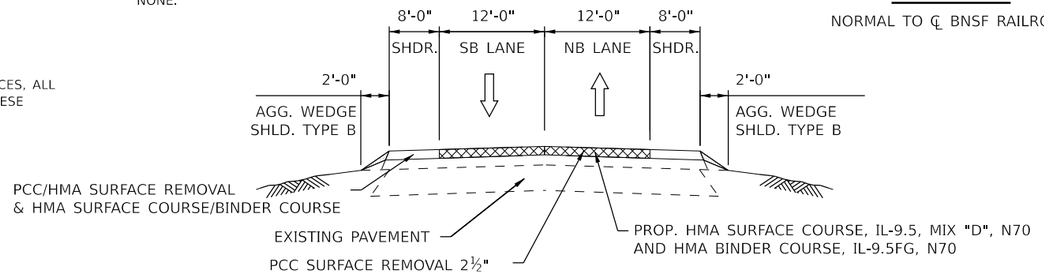
UTILITY NOTES

NONE.



MINIMUM CONSTRUCTION CLEARANCE ENVELOPE

NORMAL TO ℄ BNSF RAILROAD



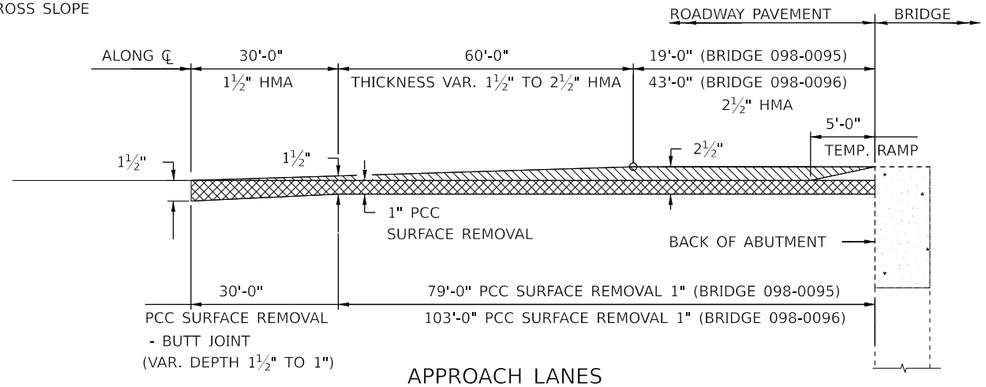
TYPICAL ROADWAY RESURFACING SECTION

MATCH EXISTING CROSS SLOPE

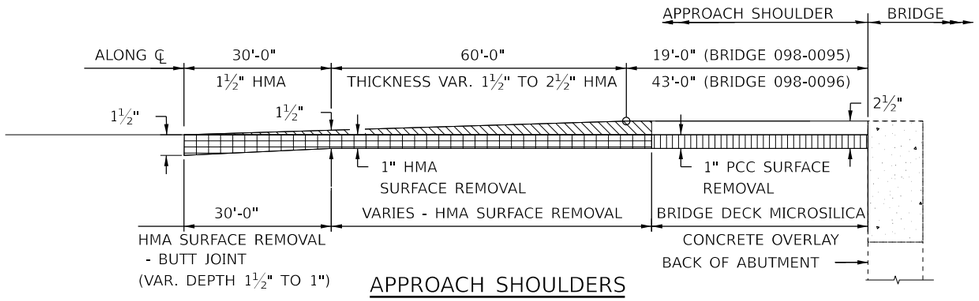
LOCATION AND MIXTURE USE(S)	RESURFACING	
	SURFACE	BINDER
PG	PG58-28	PG58-28
DESIGN AIR VOIDS	4.0 @ N70	4.0 @ N70
MIXTURE COMPOSITION	IL 9.5	IL 9.5
FRICTION AGGREGATE	D	N/A
MIX WEIGHT	112	N/A
QUALITY MANAGEMENT PROGRAMME	QC/QA	QC/QA
SUBLOT SIZE	N/A	N/A
MATERIAL TRANSFER DEVICE	N/A	N/A

LEGEND

- AGGREGATE WEDGE SHOULDER, TYPE B
- HMA SURFACE COURSE, MIX "D", N70
- PCC SURFACE REMOVAL
- PCC SURFACE REMOVAL & HMA REPLACEMENT
- HMA SURFACE REMOVAL & HMA REPLACEMENT
- TEMPORARY RAMP



APPROACH LANES



APPROACH SHOULDERS

IL 84 OVER BNSF RAILROAD NOTES

1. ALL PERMANENT CLEARANCES SHALL BE VERIFIED BEFORE PROJECT CLOSING.

2. THE CONTRACTOR MUST SUBMIT A PROPOSED METHOD OF EROSION AND SEDIMENT CONTROL AND HAVE THE METHOD APPROVED BY THE RAILROAD.

3. REGARDLESS OF UNDERLYING LAND OWNERSHIP, ALL SHORING SYSTEMS WITHIN RAILROAD RIGHT-OF-WAY OR THAT MAY IMPACT THE RAILROADS OPERATIONS AND/OR SUPPORTS THE RAILROAD'S EMBANKMENT SHALL BE DESIGNED AND CONSTRUCTED PER CURRENT RAILROAD GUIDELINES FOR TEMPORARY SHORING

4. THE CONTRACTOR MUST SUBMIT AND PROVIDE SUFFICIENT SAFETY MEASURES TO PROTECT UNATTENDED EXCAVATIONS TO THE RAILROAD FOR APPROVAL.

5. ALL DEMOLITIONS/REMOVALS WITHIN THE RAILROAD'S RIGHT-OFF-WAY AND/OR THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATIONS SHALL BE IN COMPLIANCE WITH THE CURRENT RAILROAD'S DEMOLITION GUIDELINES.

6. RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE, AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT.

7. CALL BEFORE YOU DIG. PRIOR TO EXCAVATION, DISRUPTING, OR WORKING ON THE RAILROAD PROPERTY THE CONTRACTOR SHALL LOCATE AND PROTECT UPRR FACILITIES BY CALLING THE UPRR "CALL BEFORE YOU DIG (CBYD) PHONE NUMBER 1-800-336-9193.

8. CONSTRUCTION ACTIVITIES, INCLUDING FALSEWORK/FORMWORK, ARE NOT ALLOWED WITHIN THE "MINIMUM CONSTRUCTION CLEARANCE ENVELOPE"AS THEY WOULD OTHERWISE DISRUPT RAILROAD OPERATIONS.

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FEDERAL 20% STATE BRIDGE 0047 S.N. 098-0095-96	CONSTRUCTION CODE 80% FEDERAL 20% STATE ROADWAY 0004 URBAN
20600200	GRANULAR EMBANKMENT, SPECIAL	CU YD	18.6		18.6
28100105	STONE RIPRAP, CLASS A3	SQ YD	35		35
28200200	FILTER FABRIC	SQ YD	35		35
40600370	LONGITUDINAL JOINT SEALANT	FOOT	490		490
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	214		214
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	320		320
40600990	TEMPORARY RAMP	SQ YD	53.4		53.4
40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	TON	225		225
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	180		180
44000153	HOT-MIX ASPHALT SURFACE REMOVAL, 1"	SQ YD	2600		2600
44201353	CLASS C PATCHES, TYPE II, 10 INCH	SQ YD	44		44
44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	4		4
44213200	SAW CUTS	FOOT	251		251
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	8		8
50102400	CONCRETE REMOVAL	CU YD	40	40	
50157300	PROTECTIVE SHIELD	SQ YD	409	409	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	40	40	
50300300	PROTECTIVE COAT	SQ YD	103	103	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	5390	5390	

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FEDERAL 20% STATE BRIDGE 0047 S.N. 098-0095-96	CONSTRUCTION CODE 80% FEDERAL 20% STATE ROADWAY 0004 URBAN
50800515	BAR SPLICERS	EACH	68	68	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	216	216	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3		3
67100100	MOBILIZATION	L SUM	1		1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	2		2
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	2		2
70103815	TRAFFIC CONTROL SURVEILLANCE	DAYS	56		56
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	2		2
70106700	TEMPORARY RUMBLE STRIPS	EACH	12		12
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	2020		2020
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	5831		5831
70307160	TEMPORARY PAVEMENT MARKING - LINE 12"- TYPE IV TAPE	FOOT	96		96
70400100	TEMPORARY CONCRETE BARRIER	FOOT	587.5		587.5
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1712.5		1712.5
70600250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2		2
70600350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	6		6
78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	2910		2910
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	16		16
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1560		1560

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FEDERAL 20% STATE BRIDGE 0047 S.N. 098-0095-96	CONSTRUCTION CODE 80% FEDERAL 20% STATE ROADWAY 0004 URBAN
*	X0326649	LINEAR DELINEATOR PANELS, 6 INCH	EACH	130		130
*	X1700035	CLASS SI CONCRETE	CU YD	1		1
*	X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1534	1534	
*	X6300610	THRIE BEAM GUARDRAIL ELEMENT PLATES	EACH	8		8
*	Z0010616	ROADWAY CLEANING (SPECIAL)	EACH	1		1
*	Z0012130	BRIDGE DECK SCARIFICATION 3 4"	SQ YD	2249	2249	
*	Z0012164	BRIDGE DECK MICROSILICA CONCRETE OVERLAY 2 1 2"	SQ YD	3439	3439	
*	Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	33	33	
*	Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	59	59	
*	Z0018051	DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	6		6
*	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	5		5
*	Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	2249	2249	
*	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1		1
*	Z0052000	REPAIR STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	18		18

	PAVING MATERIALS			
	LOCATION	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	LONGITUDINAL JOINT SEALANT
		TON	TON	FOOT
IL84 RAILROAD TRACKS (SN 098-0096)	STA 719+89.85 TO STA 721+22.85 (℄ LANES) STA 719+89.85 TO STA 720+81.62 (R SHLD) STA 719+89.85 TO STA 721+26.08 (L SHLD)	61.8	49.4	135
	STA 723+44.60 TO STA 724+77.60 (℄LANES) STA 723+41.37 TO STA 724+77.60 (R SHLD) STA 723+85.82 TO STA 724+77.60 (L SHLD)	61.8	49.4	135
IL84 OVER JOHNSON CREEK (SN 098-0095)	STA 735+97.33 TO STA 737+06.33 (℄LANES) STA 735+97.33 TO STA 736+95.64 (R SHLD) STA 735+97.33 TO STA 736+90.29 (L SHLD)	50.7	40.8	110
	STA 739+39.67 TO STA 740+48.67 (℄LANES) STA 739+57.21 TO STA 740+48.67 (R SHLD) STA 739+53.86 TO STA 740+48.67 (L SHLD)	50.7	40.4	110
	TOTAL	225	180	490

AGGREGATE WEDGE SHOULDER, TYPE B	
LOCATION	TON
STA 719+89.85 TO STA 720+81.62 (R SHLD) STA 719+89.85 TO STA 721+26.08 (L SHLD)	2
STA 723+41.37 TO STA 724+77.60 (R SHLD) STA 723+85.82 TO STA 724+77.60 (L SHLD)	2
STA 735+97.33 TO STA 736+95.64 (R SHLD) STA 735+97.33 TO STA 736+90.29 (L SHLD)	2
STA 739+57.21 TO STA 740+48.67 (R SHLD) STA 739+53.86 TO STA 740+48.67 (L SHLD)	2
TOTAL	8

PAVEMENT MARKINGS			
LOCATION	PAVEMENT MARKING DESCRIPTION	PAINT PAVEMENT MARKING LINE 5"	RAISED REFLECTIVE PAVEMENT MARKER
		FOOT	EACH
STA 719+89.85 TO STA 724+77.60	SOLID YELLOW	244	
STA 719+89.85 TO STA 724+77.60	SOLID WHITE	244	
STA 735+97.33 TO STA 740+48.67	YELLOW SKIP DASH	223	
STA 735+97.33 TO STA 740+48.67	SOLID WHITE	223	
STA 719+89.85 TO STA 721+22.85			4
STA 723+44.60 TO STA 724+77.60			6
STA 735+97.33 TO STA 737+06.33			3
STA 739+39.67 TO STA 740+48.67			3
TOTAL		1827	16

NOTE:
N.B. - NORTH BOUND
S.B. - SOUTH BOUND
E.B. - EAST BOUND
W.B. - WEST BOUND
R - RIGHT
L - LEFT
SHLD - SHOULDER

ITEM	UNIT	TOTAL QUANTITY	LOCATIONS & QUANTITIES							
GRANULAR EMBANKMENT, SPECIAL	CU YD	18.6	Sta 739+52 L	4.3	Sta 739+55 R	11.3	Sta 721+33 L	1.5	Sta 720+85 R	1.5
STONE RIPRAP, CLASS A3	SQ YD	35	Sta 739+52 L	8.4	Sta 739+55 R	21	Sta 721+29 L	2.8	Sta 720+85 R	2.8
FILTER FABRIC	SQ YD	35	Sta 739+52 L	8.4	Sta 739+55 R	21	Sta 721+29 L	2.8	Sta 720+85 R	2.8
HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	214	STA 719+89.85 TO STA 720+19.85 (L&R SHLDS)	53.5	STA 724+47.60 TO STA 724+77.60 (L&R SHLDS)	53.5	STA 735+97.33 TO STA 736+27.33 (L&R SHLDS)	53.5	STA 739+09.67 TO STA 739+39.67 (L&R SHLDS)	53.5
PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	320	STA 719+89.85 TO STA 720+19.85 (℄ LANES)	80	STA 724+47.60 TO STA 724+77.60 (℄ LANES)	80	STA 735+97.33 TO STA 736+27.33 (℄ LANES)	80	STA 739+09.67 TO STA 739+39.67 (℄ LANES)	80
TEMPORARY RAMP	SQ YD	53.4	STA 721+17.85 TO STA 721+22.85 (℄ LANES)	13.4	STA 723+44.60 TO STA 723+49.60 (℄ LANES)	13.4	STA 737+01.33 TO STA 737+06.33 (℄ LANES)	13.4	STA 739+39.67 TO STA 739+44.67 (LANES)	13.4
HOT-MIX ASPHALT SURFACE REMOVAL, 1"	SQ YD	2600	STA 720+19.85 TO STA 720+81.62 (R SHLD) STA 720+19.85 TO STA 721+26.08 (L SHLD)	735.9	STA 723+41.37 TO STA 724+47.60 (R SHLD) STA 723+85.82 TO STA 724+47.60 (L SHLD)	736.0	STA 736+27.33 TO STA 736+95.64 (R SHLD) STA 736+27.33 TO STA 736+90.29 (L SHLD)	575.0	STA 739+57.21 TO STA 740+18.67 (R SHLD) STA 739+53.86 TO STA 740+18.67 (L SHLD)	553.1
CLASS SI CONCRETE	CU YD	1	STA 720+84 (R SHLD) STA 721+29 (L SHLD)	0.1 0.1	STA 723+31 (R SHLD) STA 723+82 (L SHLD)	0.5 0.2			STA 739+51 (R SHLD) STA 739+50 (L SHLD)	0.05 0.05
THRIE BEAM GUARDRAIL ELEMENT PLATES	EACH	8	STA 721+04 R STA 721+53 L	1 1	STA 723+15 R STA 723+63 L	1 1	STA 737+13 R STA 737+09 L	1 1	STA 739+37 R STA 739+33 L	1 1
DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	6	STA 720+84 (R SHLD) STA 721+29 (L SHLD)	1 1	STA 723+31 (R SHLD) STA 723+82 (L SHLD)	1 1			STA 739+51 (R SHLD) STA 739+50 (L SHLD)	1 1
REPAIR STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	18	STA 724+88 L	18						

CONSTRUCTION STAGING GENERAL NOTES

1. ALL SIGNAGE MUST BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2022. THE DETAILS IN THESE PLANS. THE LATEST EDITION OF THE IDOT BUREAU OF DESIGN AND ENVIRONMENT HIGHWAY STANDARDS AND THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

2. PARTIAL TOPOGRAPHICAL SURVEY WAS COMPLETED AS PART OF THE ATTACHED PLANS. STATION OFFSETS AND DIMENSIONS OF TRAFFIC CONTROL MEASURES SHOWN ON THESE PLANS WILL NEED TO BE VERIFIED BY THE CONTRACTOR AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

3. THE CONTRACTOR MUST BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS AND OTHER DEVICES INSTALLED ARE IN PLACE AND OPERATING 24 HOURS EACH DAY INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME THIS CONSTRUCTION IS IN EFFECT.

4. ALL EXISTING SIGNAGE THAT IS NOT APPLICABLE WHILE CONSTRUCTION IS IN EFFECT MUST BE COMPLETELY COVERED OR REMOVED BY THE CONTRACTOR.

5. THE SIZE OF ALL SIGNS NOT SPECIFIED IN THESE PLANS MUST BE AS REQUIRED BY THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

6. AS A MINIMUM, ALL AMBER FLASHING LIGHTS MUST MEET THE REQUIREMENTS FOR TYPE A - LOW INTENSITY FLASHING LIGHTS IN ARTICLE 702.04 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.

7. PROPOSED MAINTANENCE OF TRAFFIC SIGNAGE MUST BE COVERED OR REMOVED WHEN NOT REQUIRED DURING A SPECIFIC STAGE OF CONSTRUCTION.

8. SEE SUGGESTED MAINTENANCE OF TRAFFIC PLAN FOR ADDITIONAL SIGNAGE.

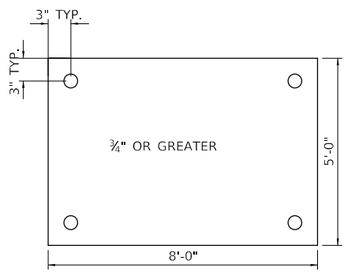
9. TWO CHANGEABLE MESSAGE SIGNS SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER TWO WEEKS PRIOR TO THE START OF CONSTRUCTION.

10. EMERGENCY VEHICLES MUST HAVE ACCESS TO THE AREA AT ALL TIMES.

11. THE CONTRACTOR MUST NOTIFY THE IDOT BUREAU OF TRAFFIC AS REQUIRED 72 HOURS IN ADVANCE OF BEGINNING WORK AT (815) 284-5474.

12. SIGN SPACING SHALL BE PER IDOT STANDARDS 701321. DEVIATIONS NEEDED TO ADJUST TO SITE CONDITIONS MUST BE APPROVED BY THE ENGINEER.

13. CONTRACTOR SHALL MAKE EVERY EFFORT DURING CONSTRUCTION TO PROTECT BRIDGE SCUPPERS AND APPROACH DRAINS WITH STEEL PLATE OR APPROVED EQUIVALENT. SEE STEEL PLATE DETAIL BELOW. THIS WORK SHALL BE INCIDENTAL AND INCLUDED AS PART OF "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321".



STEEL PLATE DETAIL
N.T.S.

NOTES:

1. DURING MOT STAGES, THE APPROACH DRAIN AT THE CORNERS OF THE BRIDGES NEED TO BE PROTECTED WITH 3/4" (MIN.) STEEL PLATE ANCHORED WITH 4 ANCHOR BOLTS INTO THE PAVEMENT.

2. THE EDGES OF THE STEEL PLATE SHALL BE TAPERED WITH HMA TO AVOID BUMP FOR TRAFFIC.

SEQUENCE OF CONSTRUCTION

STAGE I - STRUCTURE NO. S098-0095 OVER JOHNSON CREEK

TRAFFIC
1. TEMPORARY SHIFT TRAFFIC TO SINGLE LANE USING FLAGGER OPERATIONS.
2. CONTRACTOR TO USE HIGWAY TRAFFIC CONTROL STANDARD 701201.

CONSTRUCTION
1. CONTRACTOR TO PROVIDE ROADWAY CLEANING PRIOR TO CONSTRUCTION COMMENCEMENT.
2. PATCH SHOULDER (WEST) FOR STAGE I TRAFFIC.
3. PROTECT BRIDGE SCUPPERS AND APPROACH INLETS ON THE SHOULDER (WEST) WITH STEEL PLATE FOR STAGE I TRAFFIC FLOW (SEE STEEL PLATE DETAILS).
4. INSTALL TEMPORARY BRIDGE SIGNAL.

STAGE IA

TRAFFIC
1. SHIFT TRAFFIC TO THE WEST AND REDUCE TO A SINGLE 12-FOOT LANE WITH TWO-WAY OPERATIONS.
2. MAINTAIN WORKZONE SPEED 40 MPH.
3. CONTRACTOR TO USE HIGWAY TRAFFIC CONTROL STANDARDS 701321.

CONSTRUCTION
1. CONTRACTOR TO PROVIDE ROADWAY CLEANING PRIOR TO CONSTRUCTION COMMENCEMENT.
2. PATCH SHOULDER (EAST) FOR STAGE II TRAFFIC.
3. PROTECT BRIDGE SCUPPERS AND APPROACH INLETS ON THE SHOULDER (EAST) WITH STEEL PLATE FOR STAGE II TRAFFIC FLOW. (SEE STEEL PLATE DETAILS)
4. REHABILITATION AND MICROSILICA DECK OVERLAY OF THE NORTHBOUND TRAVEL LANE AND SHOULDER OF THE BRIDGE.
5. INSTALL TEMPORARY BRIDGE SIGNAL.

STAGE IB

TRAFFIC
1. SHIFT TRAFFIC TO THE EAST AND REDUCE TO A SINGLE 12-FOOT LANE WITH TWO-WAY OPERATIONS.
2. MAINTAIN WORKZONE SPEED 40 MPH.
3. CONTRACTOR TO USE HIGWAY TRAFFIC CONTROL STANDARDS 701321.

CONSTRUCTION
1. REHABILITATION AND MICROSILICA DECK OVERLAY OF THE SOUTHBOUND TRAVEL LANE AND SHOULDER OF THE BRIDGE.

STAGE II - STRUCTURE NO. S098-0096 OVER BNSF RAIL

TRAFFIC
1. TEMPORARY SHIFT TRAFFIC TO SINGLE LANE USING FLAGGER OPERATIONS.
2. CONTRACTOR TO USE HIGWAY TRAFFIC CONTROL STANDARD 701201.

CONSTRUCTION
1. CONTRACTOR TO PROVIDE ROADWAY CLEANING PRIOR TO CONSTRUCTION COMMENCEMENT.
2. PATCH SHOULDER (WEST) FOR STAGE I TRAFFIC.
3. PROTECT BRIDGE SCUPPERS AND APPROACH INLETS ON THE SHOULDER (WEST) WITH STEEL PLATE FOR STAGE I TRAFFIC FLOW (SEE STEEL PLATE DETAILS).
4. INSTALL TEMPORARY BRIDGE SIGNAL.

STAGE IIA

TRAFFIC
1. SHIFT TRAFFIC TO THE WEST AND REDUCE TO A SINGLE 12-FOOT LANE WITH TWO-WAY OPERATIONS.
2. MAINTAIN WORKZONE SPEED 40 MPH.
3. CONTRACTOR TO USE HIGWAY TRAFFIC CONTROL STANDARDS 701321.

CONSTRUCTION
1. CONTRACTOR TO PROVIDE ROADWAY CLEANING PRIOR TO CONSTRUCTION COMMENCEMENT.
2. PATCH SHOULDER (EAST) FOR STAGE II TRAFFIC.
3. PROTECT BRIDGE SCUPPERS AND APPROACH INLETS ON THE SHOULDER (EAST) WITH STEEL PLATE FOR STAGE II TRAFFIC FLOW. (SEE STEEL PLATE DETAILS)
4. REHABILITATION AND MICROSILICA DECK OVERLAY OF THE NORTHBOUND TRAVEL LANE AND SHOULDER OF THE BRIDGE.
5. INSTALL TEMPORARY BRIDGE SIGNAL.

STAGE IIB

TRAFFIC
1. SHIFT TRAFFIC TO THE EAST AND REDUCE TO A SINGLE 12-FOOT LANE WITH TWO-WAY OPERATIONS.
2. MAINTAIN WORKZONE SPEED 40 MPH.
3. CONTRACTOR TO USE HIGWAY TRAFFIC CONTROL STANDARDS 701321.

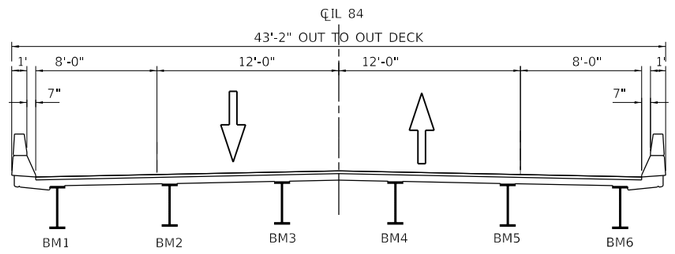
CONSTRUCTION
1. REHABILITATION AND MICROSILICA DECK OVERLAY OF THE SOUTHBOUND TRAVEL LANE AND SHOULDER OF THE BRIDGE.

LIST OF IDOT STANDARD DRAWINGS

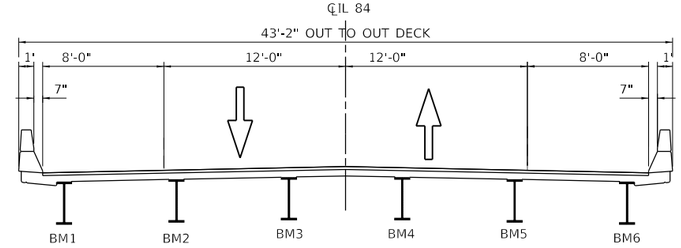
SHEET	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
482006-03	HMA SHOULDER ADJACENT TO RIGID PAVEMENT
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701321-18	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
704001-08	TEMPORARY CONCRETE BARRIER
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

TOTAL MAINTENANCE OF TRAFFIC- SUMMARY OF QUANTITIES

	PAY ITEM	DESCRIPTION	UNIT	QUANTITY
	44201353	CLASS C PATCHES, TYPE II, 10 INCH	SQYD	44
	44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQYD	4
	44213200	SAW CUTS	FOOT	251
	70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	2
	70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	2
	70103815	TRAFFIC CONTROL SURVEILLANCE	DAYS	56
	70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	2
	70106700	TEMPORARY RUMBLE STRIPS	EACH	12
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQFT	2020
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	5831
	70307160	TEMPORARY PAVEMENT MARKING - LINE 12"- TYPE IV TAPE	FOOT	96
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	587.5
	70400200	RELOCATION TEMPORARY CONCRETE BARRIER	FOOT	1712.5
	70600250	IMPACT ATTENUATORS,TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2
	70600350	IMPACT ATTENUATORS,RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	6
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQFT	1560
*	X0326649	LINEAR DELINEATOR PANELS, 6 INCH	EACH	130
*	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	5
*	Z0010616	ROADWAY CLEANING (SPECIAL)	EACH	1



EXISTING TYPICAL SECTION
STA. 737+06.33 TO STA. 739+39.67
STRUCTURE NO. S098-0095 OVER JOHNSON CREEK (LOOKING NORTH)



EXISTING TYPICAL SECTION
STA. 721+22.85 TO STA. 723+44.60
STRUCTURE NO. S098-0096 OVER BNSF RAIL (LOOKING NORTH)

MODEL: Default
FILE NAME: pw:\\atlas-pw.bentley.com:atlas-pw-01\Documents\Projects\13072\13072 001-002 WO4110 CADD\3_Sheets\05_Staging-MOT\D9200121-sht-MOT-GenNotes-dgn

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME = kkoehneke	DESIGNED - NJ	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**MAINTENANCE OF TRAFFIC PLAN GENERAL NOTES S098–0095 & S098–0096**
		DRAWN - NJ	REVISED -		
	PLOT SCALE = 10.0000 ' / in.	CHECKED - KEK	REVISED -		SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. TO STA.
	PLOT DATE = 6/29/2022	DATE - 6/29/2022	REVISED -		

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(107B-1)BDR & (107VB-1)BDR	WHITESIDE	28	7
		CONTRACT NO. D64P63		
	ILLINOIS	FED. AID PROJECT		

TEMPORARY CONCRETE BARRIER-SCHEDULE

TEMPORARY CONCRETE BARRIER		TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATOR, TEMPORARY	RELOCATE IMPACT ATTENUATOR, TEMPORARY	LINEAR DELINEATOR PANELS, 6 INCH
STAGE	BRIDGE	FEET	FEET	EACH	EACH	EACH
STAGE I	S098-0095	-	-	-	-	-
STAGE IA	S098-0095	587.5	-	2	-	33
STAGE IB	S098-0095		587.5	-	2	33
STAGE II	S098-0096	-	-	-	-	32
STAGE IIA	S098-0096		562.5		2	32
STAGE IIB	S098-0096		562.5		2	-

SHOULDER PATCHING-SCHEDULE

CLASS D PATCHES, TYPE I, 8 INCH						
ROADWAY	ALIGNMENT	STATION START	OFFSET (LT/RT)	STATION END	OFFSET (LT/RT)	AREA (SQ YD)
IL 84	EXCL	723+65	12' LT	723+69	14' LT	4

CLASS C PATCHES, TYPE II, FULL DEPTH						
ROADWAY	ALIGNMENT	STATION START	OFFSET (LT/RT)	STATION END	OFFSET (LT/RT)	AREA (SQ YD)
IL 84	EXCL	739+50	12' LT	739+60	12' LT	10
IL 84	EXCL	739+46	12' LT	739+56	12' LT	7
IL 84	EXCL	723+27	14' RT	723+37	13' RT	8
IL 84	EXCL	723+77	12' RT	723+86	12' RT	10
IL 84	EXCL	721+29	12' RT	721+39	12' RT	10

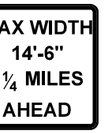
DRAINAGE STRUCTURES TO BE CLEANED			
ROADWAY	ALIGNMENT	STATION START	OFFSET (LT/RT)
IL 84	EXCL	739+57	12' LT
IL 84	EXCL	739+51	12' LT
IL 84	EXCL	723+33	12' LT
IL 84	EXCL	723+82	12' LT
IL 84	EXCL	721+34	12' LT

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME = kkoehneke	DESIGNED - NJ	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
		DRAWN - NJ	REVISED -	
	PLOT SCALE = 10.0000 ' / in.	CHECKED - KEK	REVISED -	
	PLOT DATE = 6/29/2022	DATE - 6/29/2022	REVISED -	

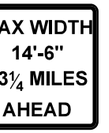
MAINTENANCE OF TRAFFIC PLAN
SCHEDULE OF QUANTITIES

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(107B-1)BDR & (107VB-1)BDR	WHITESIDE	28	8
		CONTRACT NO. D64P63		
	ILLINOIS	FED. AID PROJECT		



(1) - ILLINOIS STANDARD W20-I103



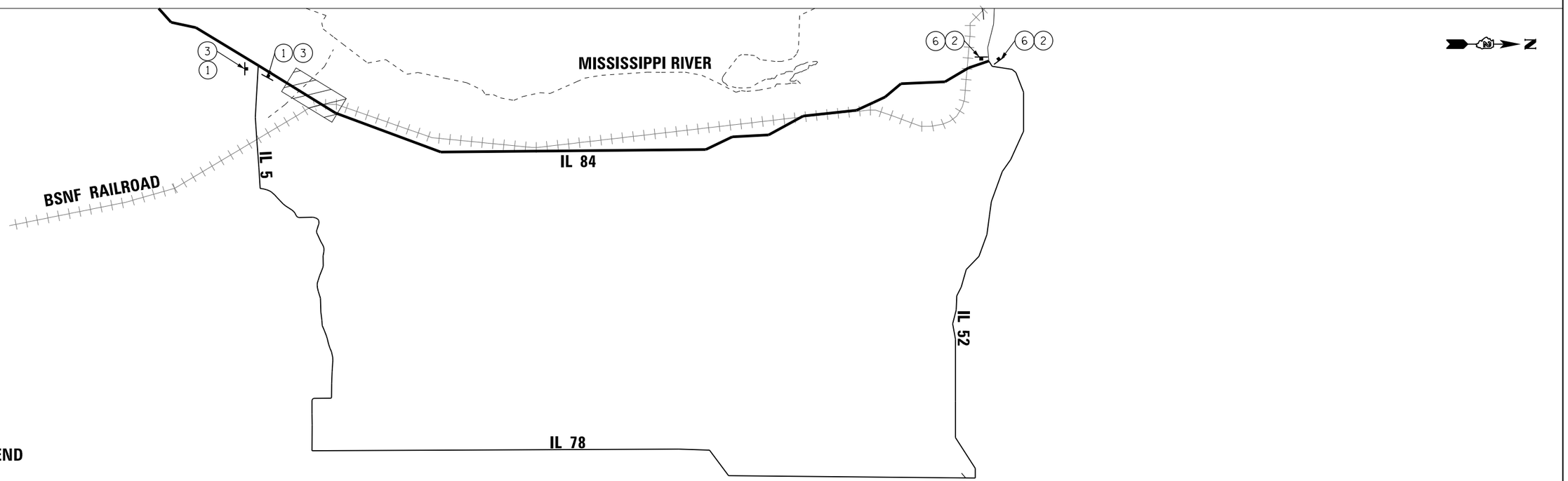
(2) - ILLINOIS STANDARD W20-I103

(3) - ILLINOIS STANDARD W20-I130(O)
ILLINOIS STANDARD W16-3A

(4) - ILLINOIS STANDARD W20-I130(O)
ILLINOIS STANDARD W16-3A

(5) - ILLINOIS STANDARD W20-I130(O)
ILLINOIS STANDARD M3-4
ILLINOIS STANDARD M1-2.1

(6) - ILLINOIS STANDARD W20-I130(O)
ILLINOIS STANDARD M3-2
ILLINOIS STANDARD M1-2.1



MODEL: Default
FILE NAME: pw:\\atlas-pw.bentley.com:atlas-pw-01\Documents\Projects\3072\3072 001-002 WO4110 CADD\3_Sheets\05_Staging-MOT\186-05 WO4 Scheme Plan.dgn

AEG ATLAS ENGINEERING GROUP, LTD.

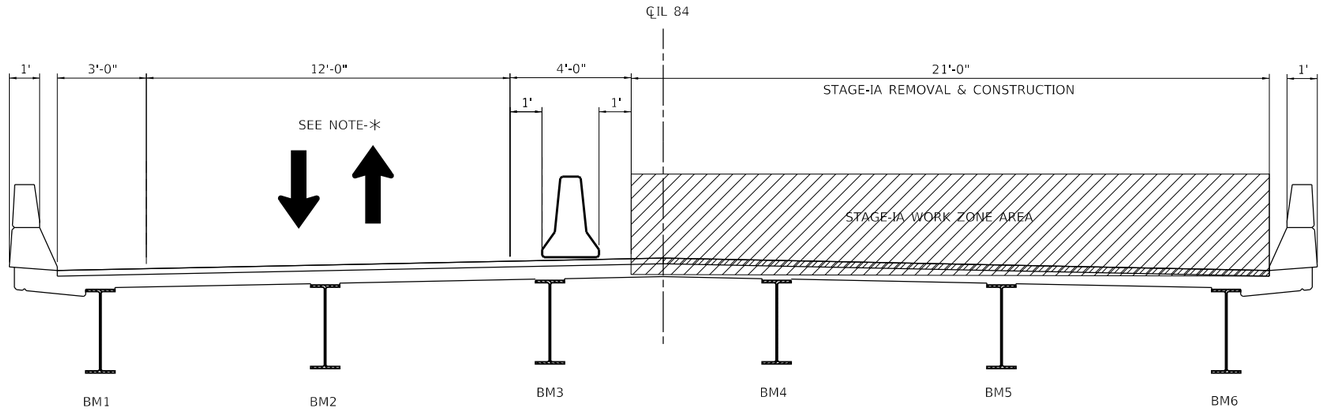
USER NAME = kkoehneke	DESIGNED - EH	REVISED -
	DRAWN - EH	REVISED -
PLOT SCALE = 5.0000 ' / in.	CHECKED - KEK	REVISED -
PLOT DATE = 7/14/2022	DATE - 07/14/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
GENERAL PLAN SCHEMATIC

SCALE: 1:50 | SHEET 1 OF 1 SHEETS | STA. | TO STA.

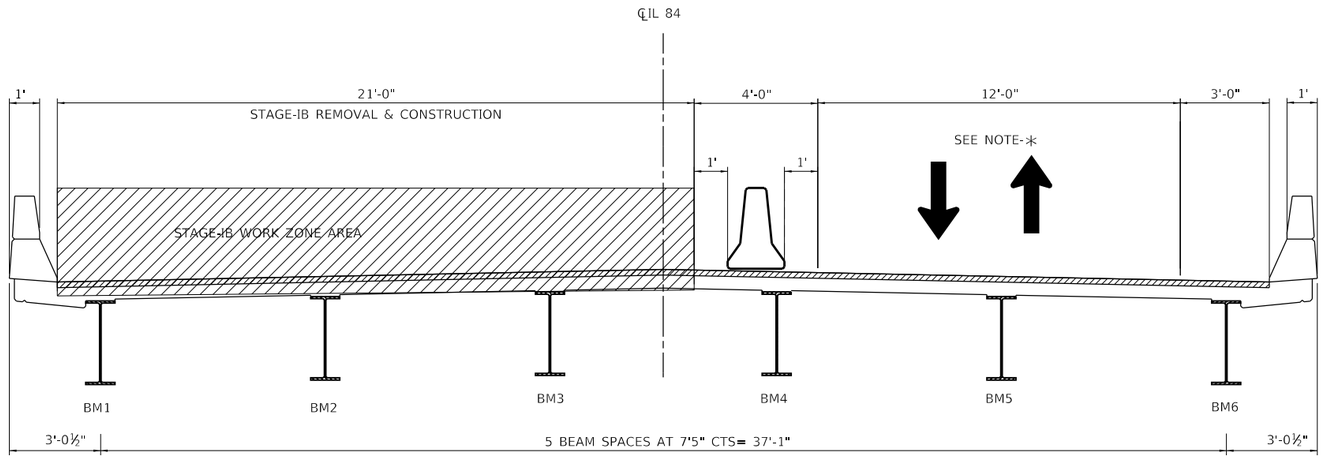
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(107B-1)BDR & (107VB-1)BDR	WHITESIDE	29	9
		CONTRACT NO. D64P63		
	ILLINOIS FED. AID PROJECT			



S098-0095 TYPICAL SECTION (LOOKING NORTH)

STAGE-IA

STA. 737+07 TO STA. 739+40
* TRAFFIC CONTROLLED BY TEMPORARY BRIDGE SIGNAL
SEE STD 701321 FOR MORE DETAILS



S098-0095 TYPICAL SECTION (LOOKING NORTH)

STAGE-IB

STA. 737+07 TO STA. 739+40
* TRAFFIC CONTROLLED BY TEMPORARY BRIDGE SIGNAL
SEE STD 701321 FOR MORE DETAILS

LEGEND

TEMPORARY CONCRETE BARRIER

WORK ZONE

FINISHED SURFACE

AEG ATLAS ENGINEERING GROUP, LTD.

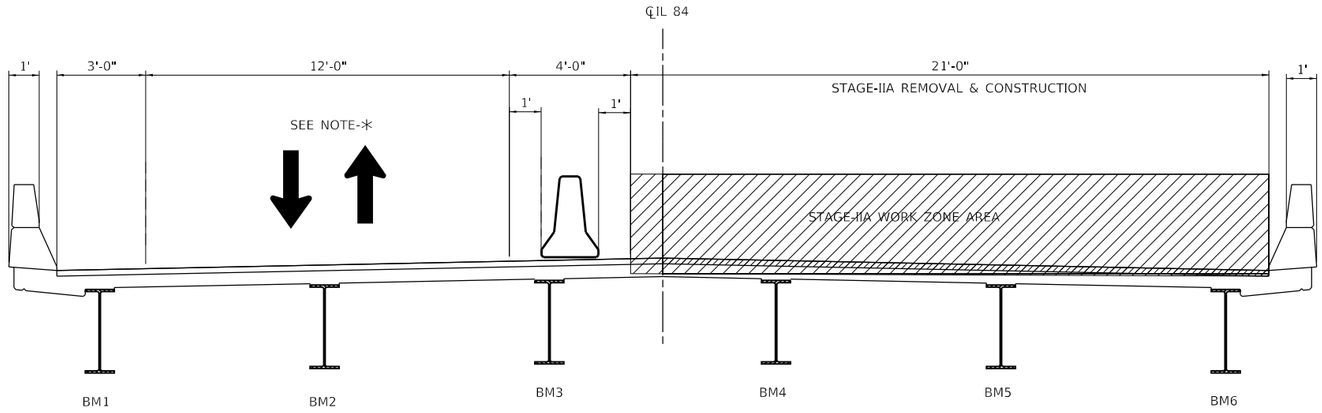
USER NAME = kkoehneke	DESIGNED - NJ	REVISED -	
	DRAWN - NJ	REVISED -	
PLOT SCALE = 5.0000 ' / in.	CHECKED - KEK	REVISED -	
PLOT DATE = 6/29/2022	DATE - 6/29/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN
TYPICAL SECTION S098-0095

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(107B-1)BDR & (107VB-1)BDR	WHITESIDE	28	10
		CONTRACT NO. D64P63		
	ILLINOIS	FED. AID PROJECT		

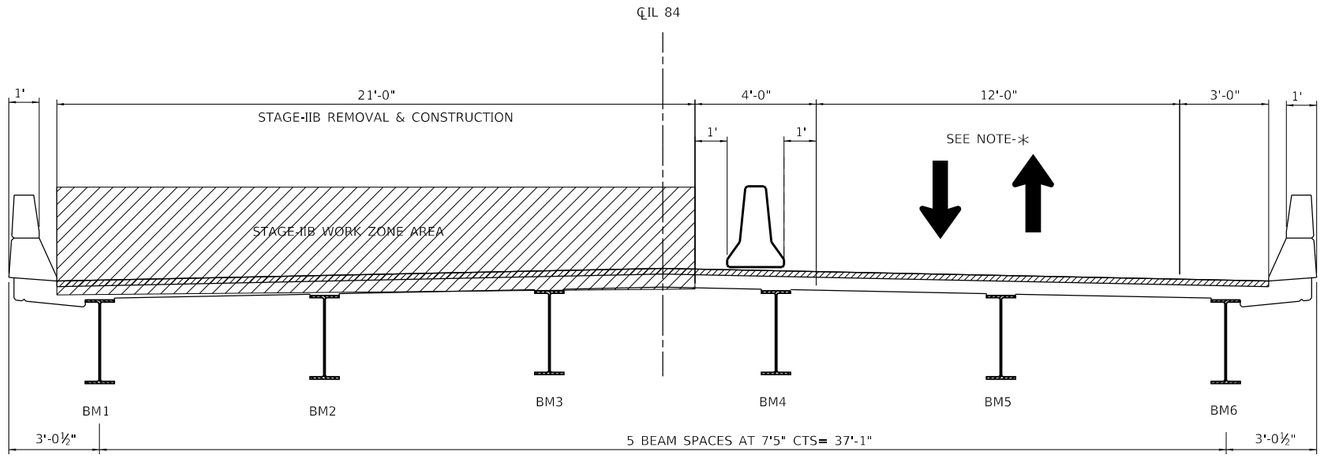


S098-0096 TYPICAL SECTION (LOOKING NORTH)

STAGE-IIA

STA. 721+23 TO STA. 723+45

* TRAFFIC CONTROLLED BY TEMPORARY BRIDGE SIGNAL
SEE STD 701321 FOR MORE DETAILS



LEGEND

TEMPORARY CONCRETE BARRIER

WORK ZONE

FINISHED SURFACE

S098-0096 TYPICAL SECTION (LOOKING NORTH)

STAGE-IIB

STA. 721+23 TO STA. 723+45

* TRAFFIC CONTROLLED BY TEMPORARY BRIDGE SIGNAL
SEE STD 701321 FOR MORE DETAILS

MODEL: Default
FILE NAME: pw:\\atlas-pw.bentley.com:atlas-pw-01\Documents\Projects\307231072 001-002 WO4110 CAD\3_Sheets\05_Staging-MOT\D9200121-sht-MOT-Typ-2.dgn

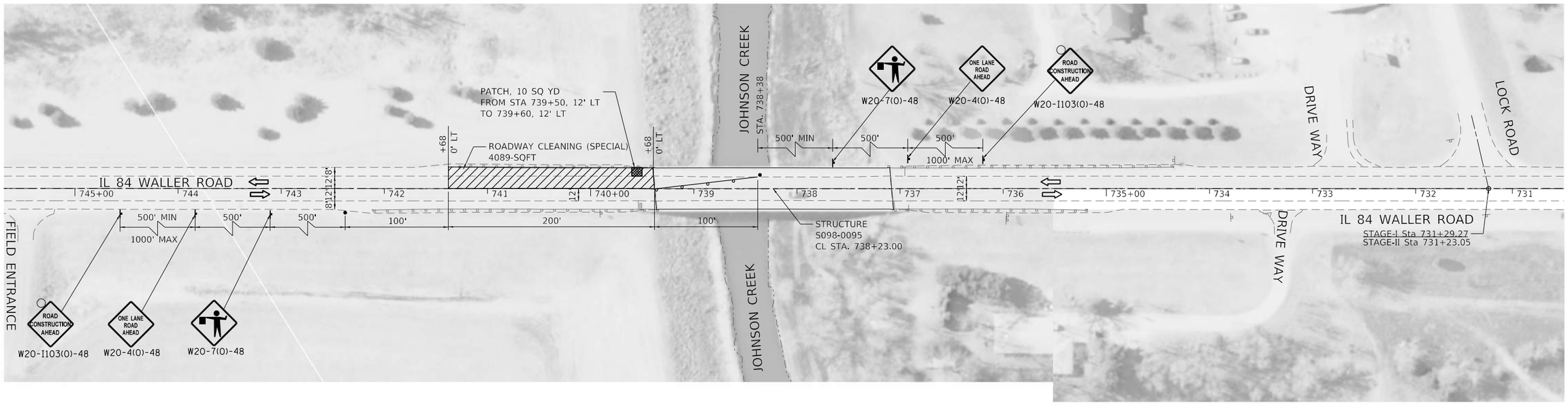
AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME = kkoehneke	DESIGNED - NJ	REVISED -
		DRAWN - NJ	REVISED -
	PLOT SCALE = 5.0000 ' / in.	CHECKED - KEK	REVISED -
	PLOT DATE = 6/29/2022	DATE - 6/29/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

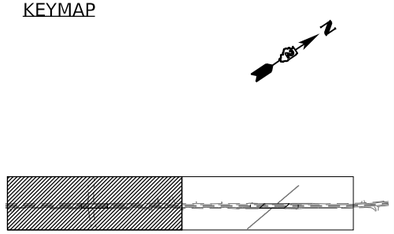
MAINTENANCE OF TRAFFIC PLAN
TYPICAL SECTION S098-0096

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(107B-1)BDR & (107VB-1)BDR	WHITESIDE	28	11
		CONTRACT NO. D64P63		
	ILLINOIS	FED. AID PROJECT		



KEYMAP



LEGEND

- WORK ZONE
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER WALL
- DRUMS WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY TRAFFIC SIGN
- TRAFFIC SIGNAL
- TEMPORARY PAVEMENT MARKING
- DETECTOR LOOPS
- TRAFFIC DIRECTION
- PAVEMENT MARKING TAPE, TYPE IV 4"
- TEMPORARY RUMBLE STRIPE
- PATCH
- FLAGGER

MODEL: Default
FILE NAME: pw:\\atlas-pw.bentley.com:atlas-pw-d310\Documents\Projects\30723072 001-002 WO4110 CAD\3 Sheets\105 Staging-MOT\D9200121-sht-MOT-STAGE-I

AEG ATLAS ENGINEERING GROUP, LTD.

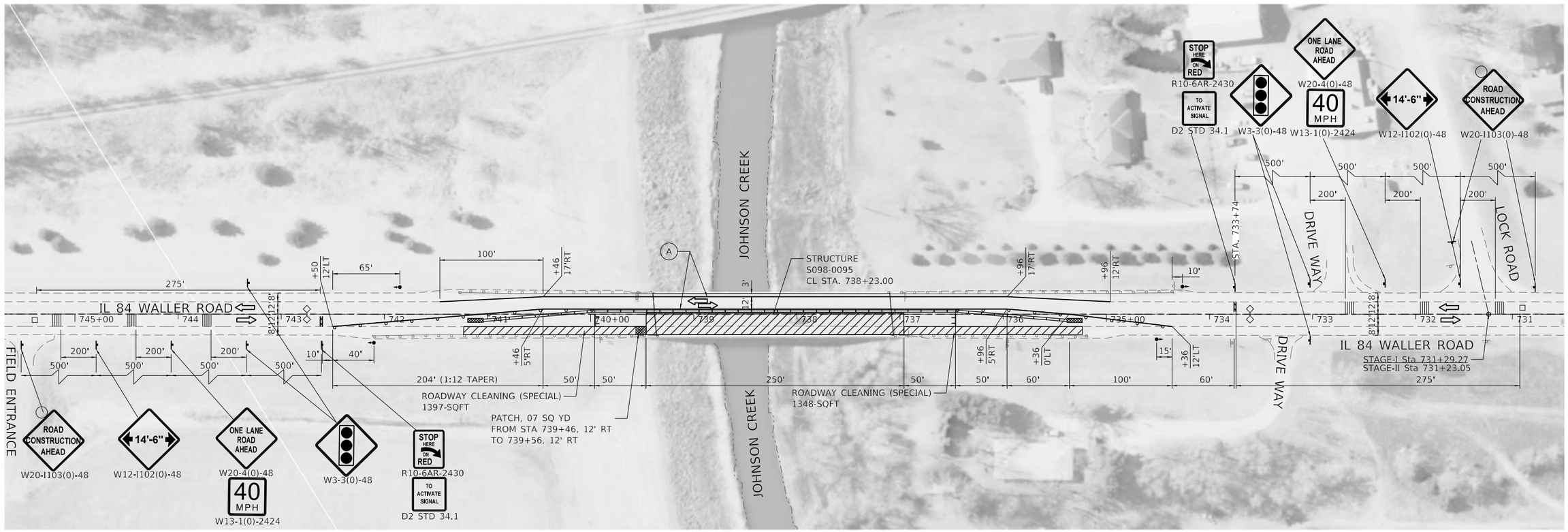
USER NAME = kkoehneke	DESIGNED - NJ	REVISED -	
	DRAWN - NJ	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - KEK	REVISED -	
PLOT DATE = 6/29/2022	DATE - 6/29/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN
STAGE I S098-0095

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

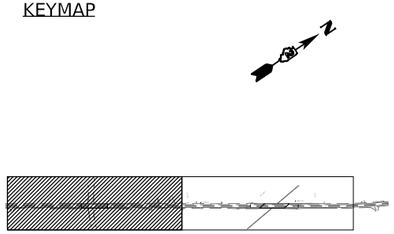
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(107B-1)BDR & (107VB-1)BDR	WHITESIDE	28	12
		CONTRACT NO. D64P63		
		ILLINOIS	FED. AID PROJECT	



0 50 100 150

SCALE IN FEET

KEYMAP



LEGEND

- WORK ZONE
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER WALL
- DRUMS WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY TRAFFIC SIGN
- TRAFFIC SIGNAL
- TEMPORARY PAVEMENT MARKING
- DETECTOR LOOPS
- TRAFFIC DIRECTION
- (A) PAVEMENT MARKING TAPE, TYPE IV 4"
- TEMPORARY RUMBLE STRIPE
- PATCH
- FLAGGER

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME = kkoehneke	DESIGNED - SS	REVISED -	
	DRAWN - SS	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - KEK	REVISED -	
PLOT DATE = 6/29/2022	DATE - 6/29/2022	REVISED -	

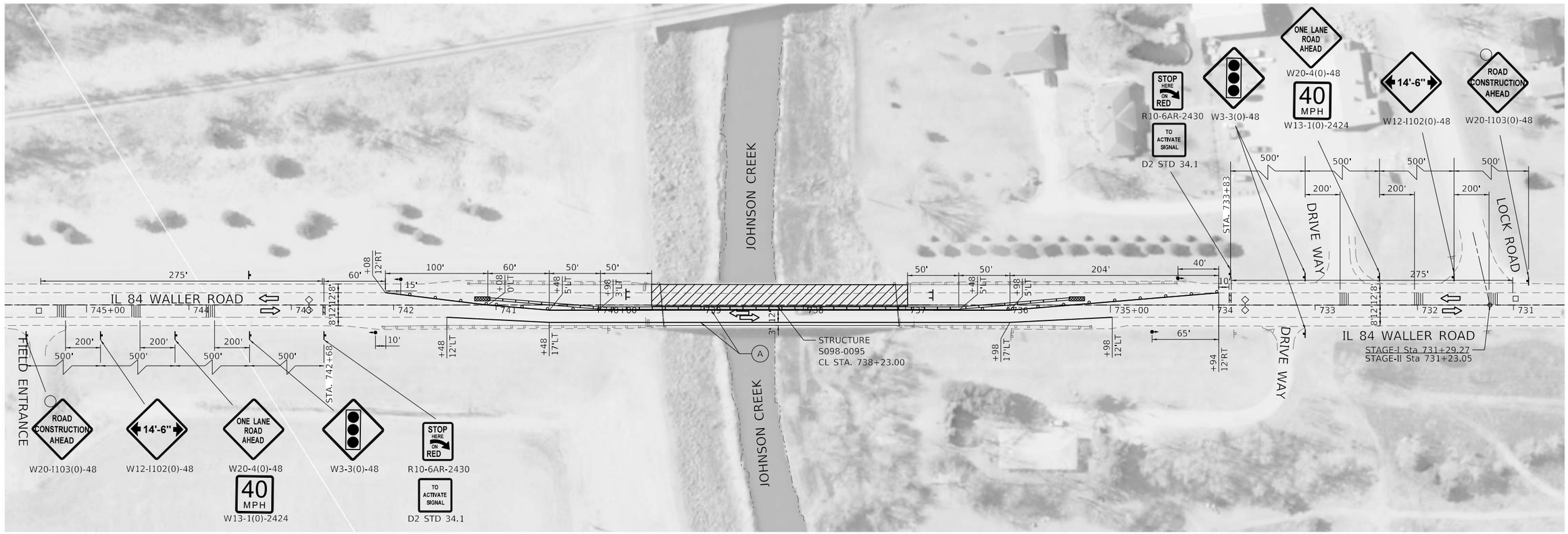
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN
STAGE IA S098–0095

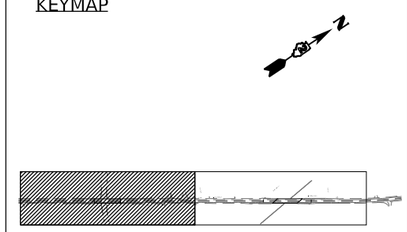
SCALE: 1:50 | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(107B-1)BDR & (107VB-1)BDR	WHITESIDE	28	13
		CONTRACT NO. D64P63		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\atlas-pw.bentley.com:atlas-pw-01\Documents\Projects\3072\3072 001-002 WO4110 CAD\3 Sheets\05 Staging-MOT\092021-sht-MOT-STAGE-IA



KEYMAP



LEGEND

- WORK ZONE
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER WALL
- DRUMS WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY TRAFFIC SIGN
- TRAFFIC SIGNAL
- TEMPORARY PAVEMENT MARKING
- DETECTOR LOOPS
- TRAFFIC DIRECTION
- PAVEMENT MARKING TAPE, TYPE IV 4"
- TEMPORARY RUMBLE STRIPE
- PATCH
- FLAGGER

MODEL: Default
FILE NAME: pw:\atlbs-pw.bentley.com:atlbs-pw-01\Documents\Projects\30723072 001-002 W04110 CADD\3_Sheets\05_Staging-MOT\09200121-sht-MOT-STAGE-IB

AEG ATLAS ENGINEERING GROUP, LTD.

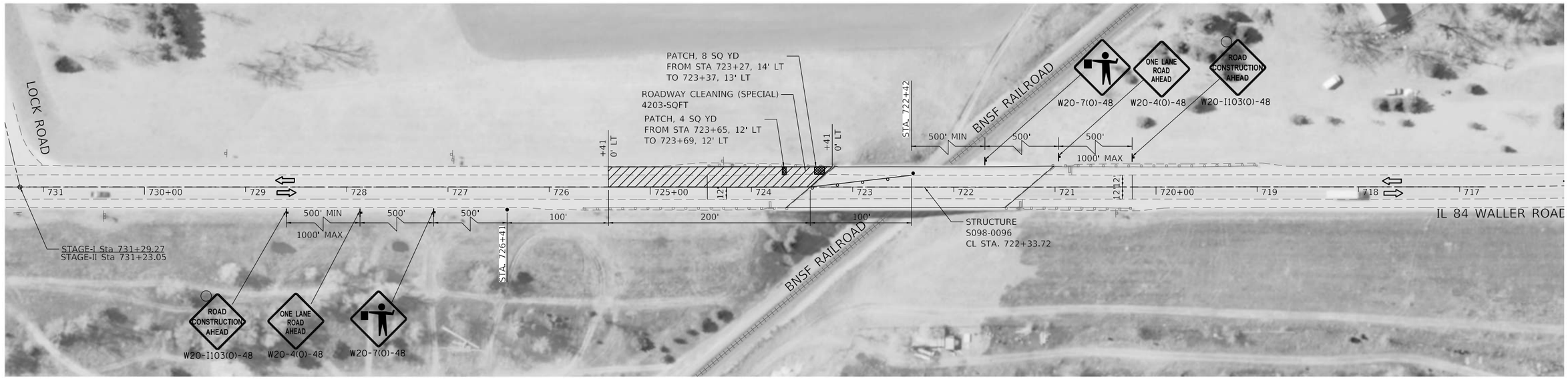
USER NAME = kkoehneke	DESIGNED - NJ	REVISED -
	DRAWN - NJ	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - KEK	REVISED -
PLOT DATE = 6/29/2022	DATE - 6/29/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN
STAGE IB S098–0095

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(107B-1)BDR & (107VB-1)BDR	WHITESIDE	28	14
		CONTRACT NO. D64P63		
		ILLINOIS	FED. AID PROJECT	

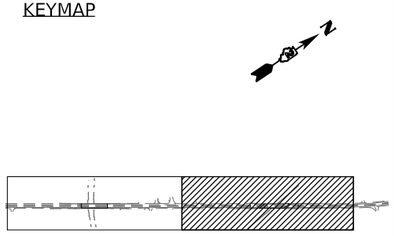


N

0 50 100 150

SCALE IN FEET

KEYMAP



LEGEND

- WORK ZONE
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER WALL
- DRUMS WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY TRAFFIC SIGN
- TRAFFIC SIGNAL
- TEMPORARY PAVEMENT MARKING
- DETECTOR LOOPS
- TRAFFIC DIRECTION
- (A) PAVEMENT MARKING TAPE, TYPE IV 4"
- TEMPORARY RUMBLE STRIPE
- PATCH
- FLAGGER

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME = kkoehneke	DESIGNED - NJ	REVISED -	
	DRAWN - NJ	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - KEK	REVISED -	
PLOT DATE = 6/29/2022	DATE - 6/29/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN
STAGE II S098-0096

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

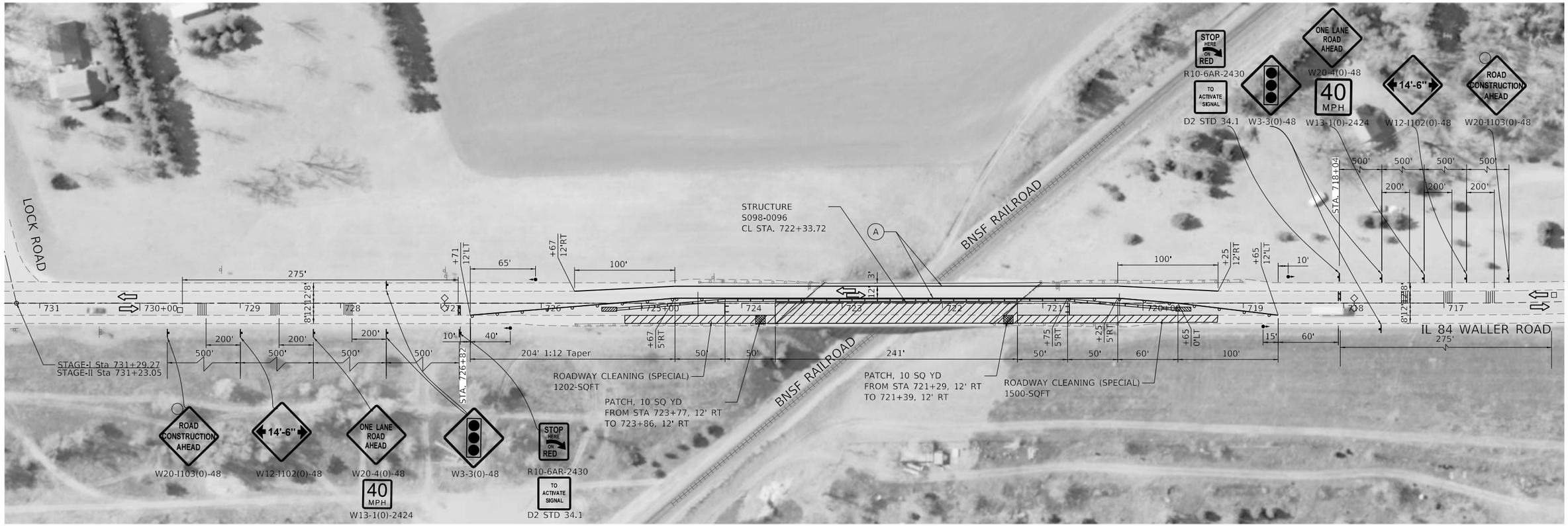
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(107B-1)BDR & (107VB-1)BDR	WHITESIDE	28	15
		CONTRACT NO. D64P63		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\atlas-pw.bentley.com:atlas-pw-01\Documents\Projects\36723072 001+002 WO4110 CAD\3 Sheets\05 Staging-MOT\D9200121-sht-MOT-STAGE-II

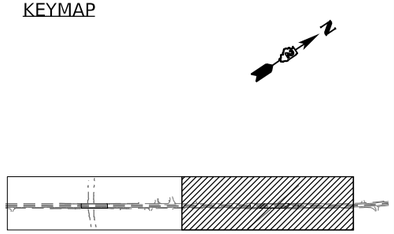
N

0 50 100 150

SCALE IN FEET



KEYMAP



LEGEND

- WORK ZONE
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER WALL
- DRUMS WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY TRAFFIC SIGN
- TRAFFIC SIGNAL
- TEMPORARY PAVEMENT MARKING
- DETECTOR LOOPS
- TRAFFIC DIRECTION
- (A) PAVEMENT MARKING TAPE, TYPE IV 4"
- TEMPORARY RUMBLE STRIPE
- PATCH
- FLAGGER

MODEL: Default
FILE NAME: pw:\\atlas-pw.bentley.com:atlas-pw-01\Documents\Projects\3072\3072 001-002 W04\10 CAD\3_Sheets\05_Staging-MOT\D092001\21-sht-MOT-STAGE-IIA

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME = kkoehneke	DESIGNED - SS	REVISED -	
	DRAWN - SS	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - KEK	REVISED -	
PLOT DATE = 6/29/2022	DATE - 6/29/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN
STAGE IIA S098-0096

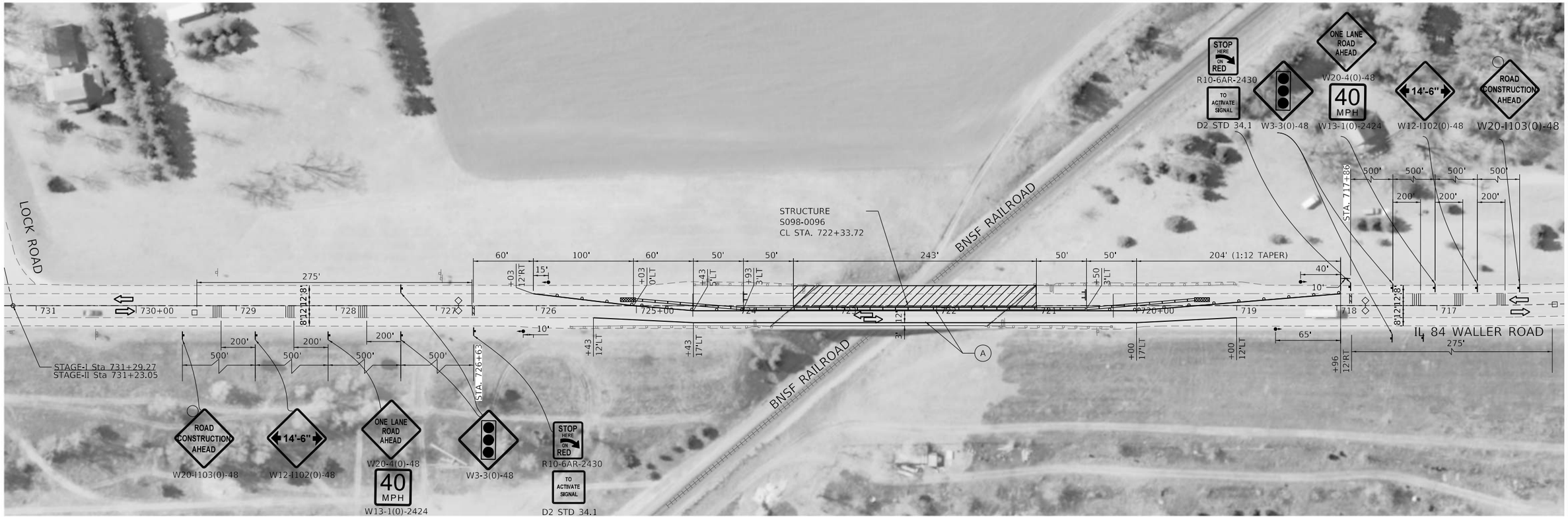
SCALE: 1:50 | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(107B-1)BDR & (107VB-1)BDR	WHITESIDE	28	16
		CONTRACT NO. D64P63		
	ILLINOIS	FED. AID PROJECT		

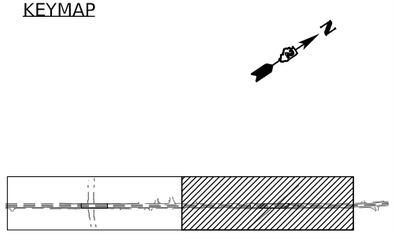
N

0 50 100 150

SCALE IN FEET



KEYMAP



LEGEND

- WORK ZONE
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER WALL
- DRUMS WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY TRAFFIC SIGN
- TRAFFIC SIGNAL
- TEMPORARY PAVEMENT MARKING
- DETECTOR LOOPS
- TRAFFIC DIRECTION
- (A) PAVEMENT MARKING TAPE, TYPE IV 4"
- TEMPORARY RUMBLE STRIPE
- PATCH
- FLAGGER

MODEL: Default
FILE NAME: pw:\\atlas-pw.bentley.com:atlas-pw-01\Documents\Projects\307230720 001-002 W0410 CAD\3_Sheets\05_Staging-MOT\D9200121-sht-MOT-STAGE-IIB

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME = kkoehneke	DESIGNED - NJ	REVISED -	
	DRAWN - NJ	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - KEK	REVISED -	
PLOT DATE = 6/29/2022	DATE - 6/29/2022	REVISED -	

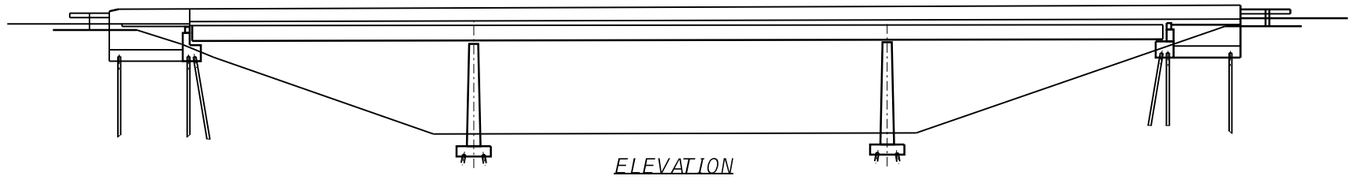
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN
STAGE IIB S098-0096

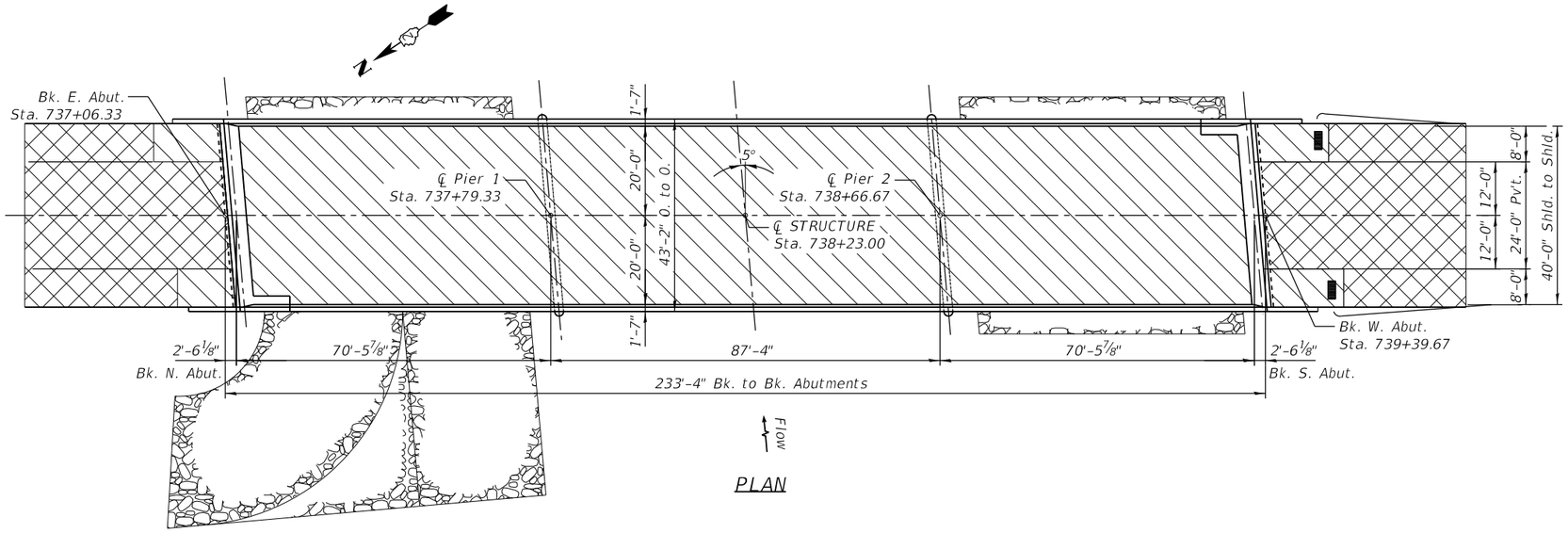
SCALE: 1:50 | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(107B-1)BDR & (107VB-1)BDR	WHITESIDE	28	17
		CONTRACT NO. D64P63		
		ILLINOIS	FED. AID PROJECT	

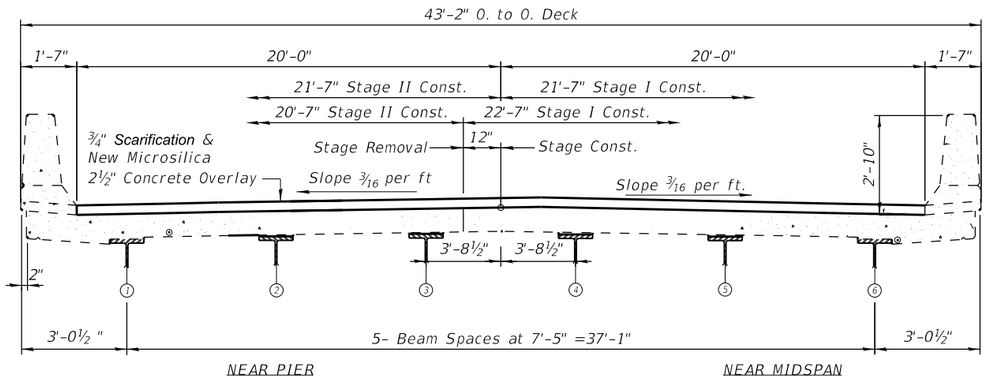
Existing Structure: Three span steel W33X130 Wide Flange Bridge with a 7½" concrete deck, skewed at 5°" Rt. ahead. SN 098-0095.



ELEVATION



PLAN



CROSS SECTION

(Looking North)

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

4. All exposed concrete edges shall have a ¾" x 45° chamfer, except where shown.

5. 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".

6. 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.

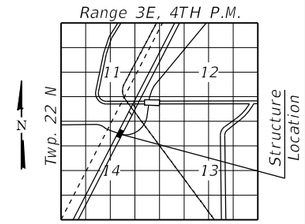
7. The deck surface shall have its final finish according to Artical 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructures.

SCOPE OF WORK:

1. Remove and replace transverse expansion joints at the abutments with preformed joint strip seals.
2. Apply protective coat on the reconstructed transverse joint areas.
3. Scarify ¾" from the bridge deck slab.
4. Perform full depth deck and approach slab repairs.
5. Remove and replace transverse expansion joints at the abutments with Preformed Joint Strip Seals.
6. Place 2½" Microsilica Concrete Overlay on Deck and indicated lengths of Approach Shoulders.
7. Perform bridge deck and approach slab diamond grinding.
8. Apply protective coat on the reconstructed transverse joint areas.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	19	-	19
Concrete Superstructures	Cu Yd	19	-	19
Reinforcement Bars, Epoxy Coated	CU Yd	2350	-	2350
Bar Splicers	Each	36	-	36
Preformed Joint Strip Seal	Foot	88	-	88
Bridge Deck Scarification 3/4"	Sq Yd	1160	-	1160
Bridge Deck Grooving (Longitudinal)	Sq Yd	783	-	783
Diamond Grinding (Bridge Section)	Sq Yd	1160	-	1160
Bridge Deck Microsilica Concrete Overlay 2 1/2"	Sq Yd	1160	-	1160
Bridge Deck Scari cation, 3/4"	Sq Yd	1160	-	1160
Protective Coat	Sq Yd	41	-	41



LOCATION SKETCH

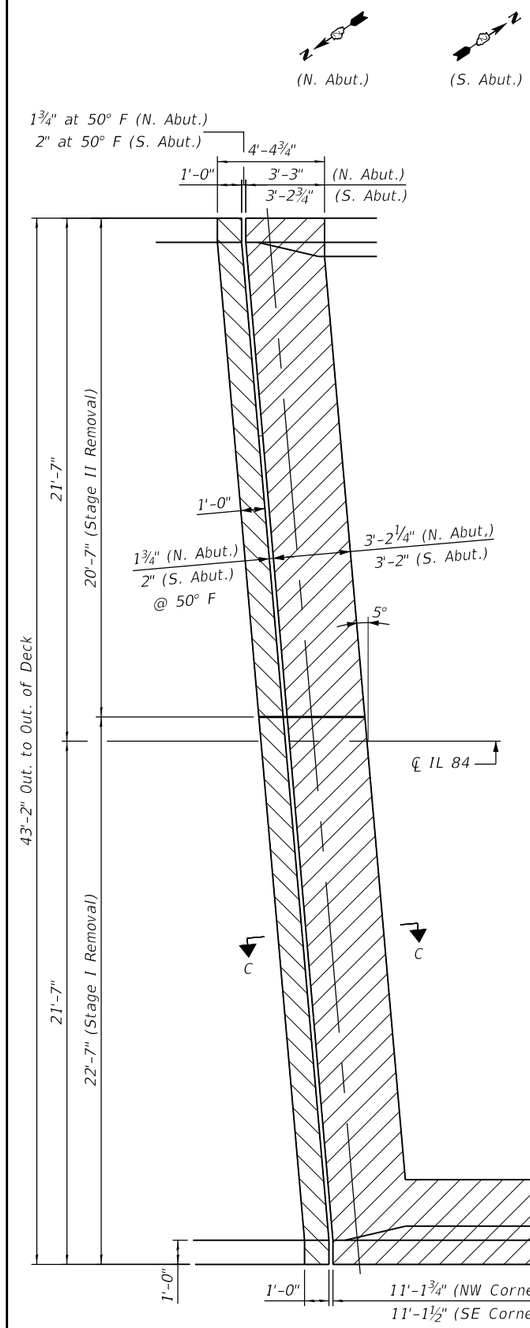
S D I ENGINEERING CORP.
www.sdiengr.com

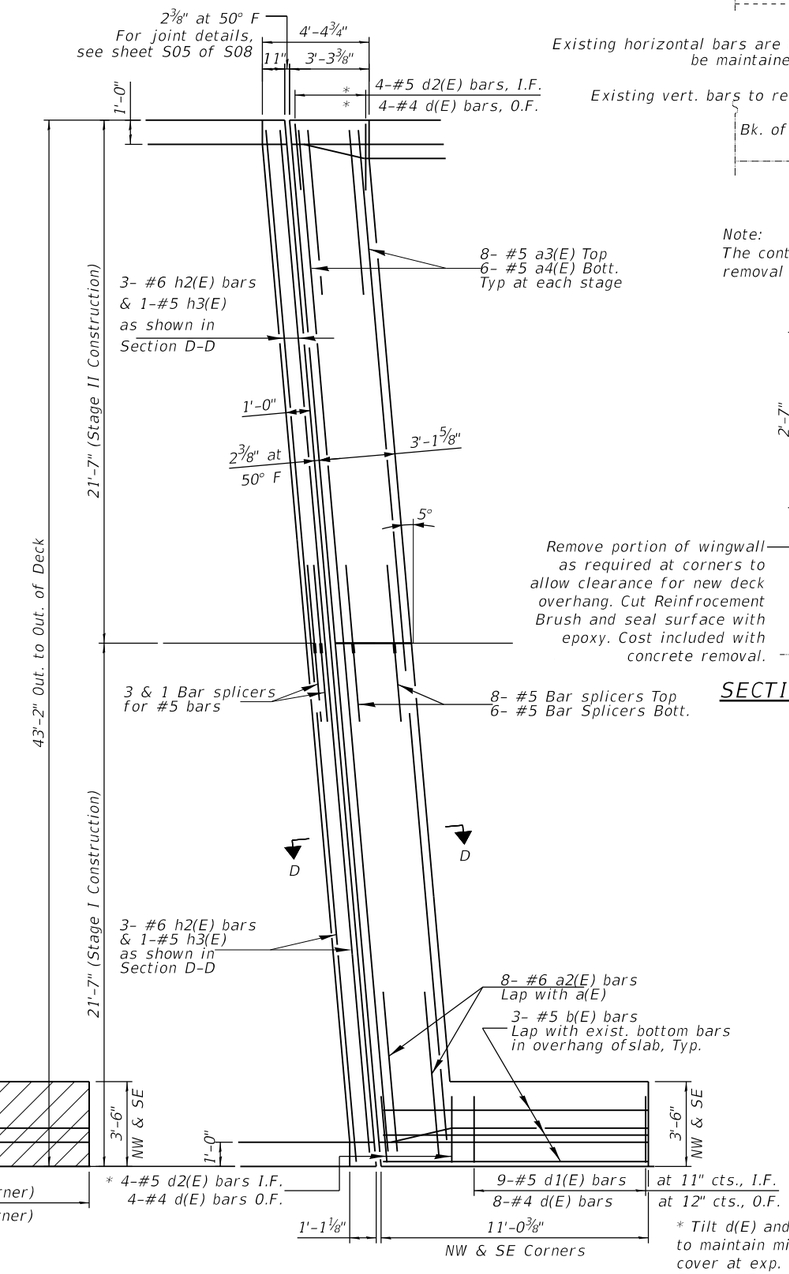
USER NAME = $USER$	DESIGNED - NB	REVISED -	
	DRAWN - AD	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - OAO	REVISED -	
PLOT DATE = $DATE$	DATE - 07-05-2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 098-0095
SHEET S01 OF S08 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(107B-1)BDR & (107VB-1)BDR	WHITESIDE	29	18
		CONTRACT NO. 64P63		
		ILLINOIS	FED. AID PROJECT	





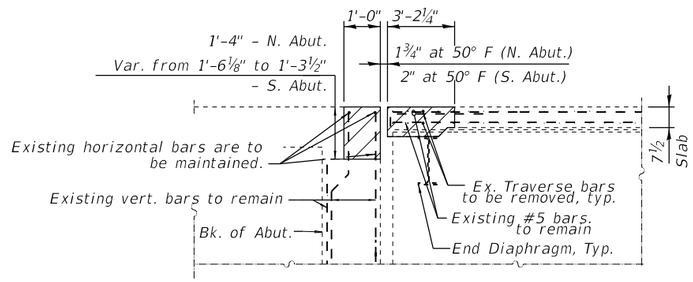
CONCRETE REMOVAL PLAN

(East Abutment Shown: West Abutment similar except as noted.)

Note:
Hatched areas indicate Concrete Removal.

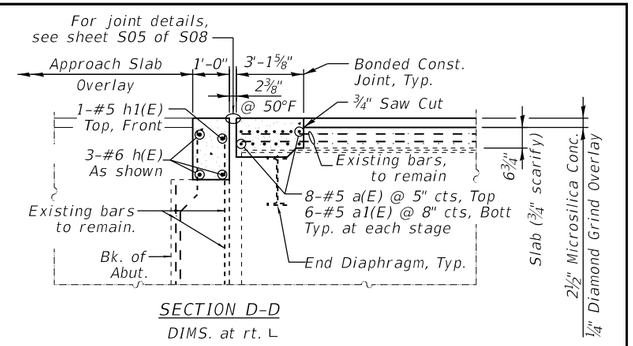
CONCRETE REPLACEMENT PLAN

* Tilt d(E) and d2(E) bars to maintain min. concrete cover at exp. joint. Bend d2(E) bars to t parapet taper



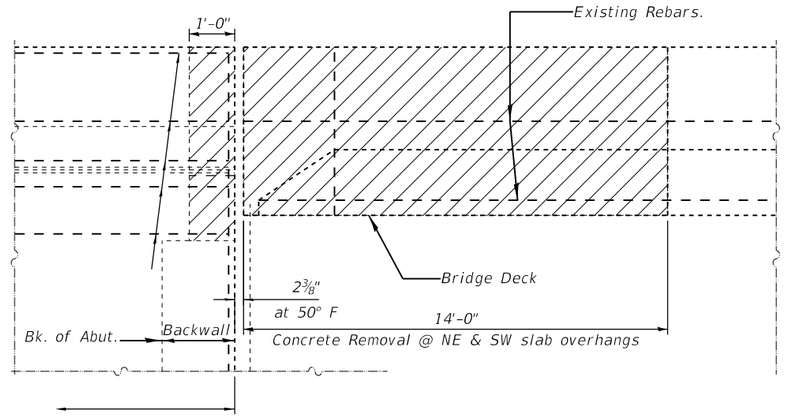
SECTION C-C
Dims @ Rt. L

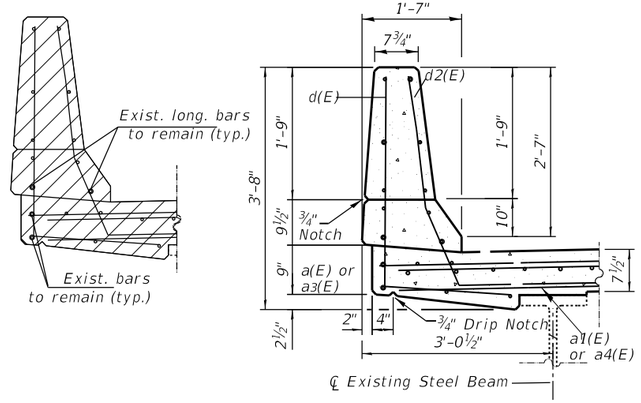
Note:
The contractor shall use extreme care during concrete removal so as not to damage the Steel Beams & Diaphragms



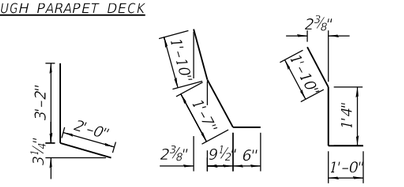
SECTION D-D
DIMS. at rt. L

SECTION THRU PARAPET (APPROACH)





SECTION THROUGH PARAPET DECK



BILL OF MATERIAL

(Both Abutments)

Bar	No.	Size	Length	Shape
a_2(E)	32	#6	6'-6"	——
a_3(E)	32	#5	21'-3"	——
a_4(E)	24	#5	21'-3"	——
b(E)	6	#5	10'-10"	——
d(E)	32	#4	5'-2"	⌐
d_1(E)	18	#5	3'-11"	⌐
d_2(E)	16	#5	4'-2"	⌐
h_2(E)	12	#6	21'-3"	——
h_3(E)	4	#5	21'-3"	——
Concrete Removal			Cu. Yd.	19
Concrete Superstructure			Cu. Yd.	19
Reinforcement Bars, Epoxy coated			Pound	2350

USER NAME = $USER$	DESIGNED - NB	REVISED -	
	DRAWN - AD	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - OAO	REVISED -	
PLOT DATE = $DATE$	DATE - 07-05-2022	REVISED -	

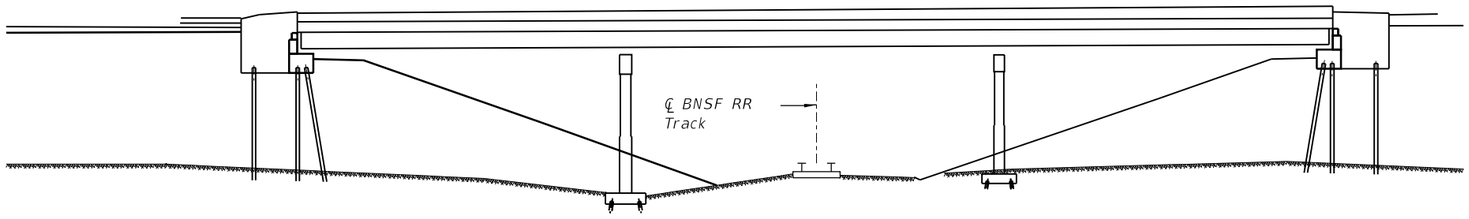
SDI ENGINEERING CORP.
www.sdiengr.com

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

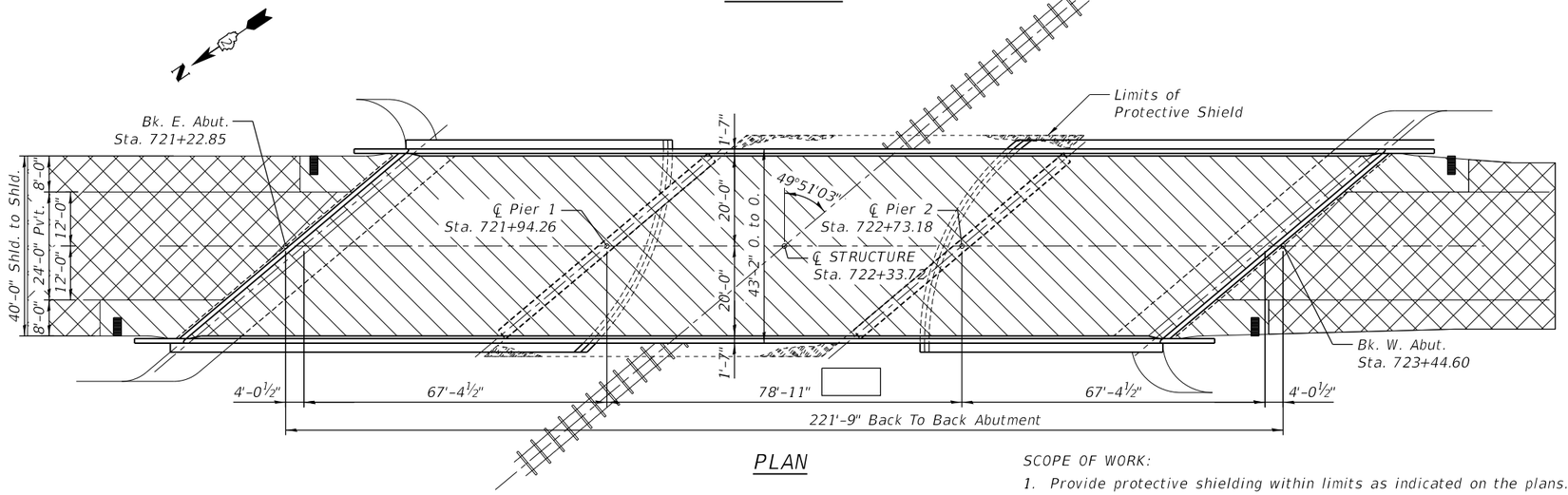
JOINT REMOVAL AND REPLACEMENT DETAILS
STRUCTURE NO. 098-0095
SHEET S02 OF S08 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(107B-1)BDR & (107VB-1)BDR	WHITESIDE	29	19
		CONTRACT NO. 64P63		
	ILLINOIS	FED. AID PROJECT		

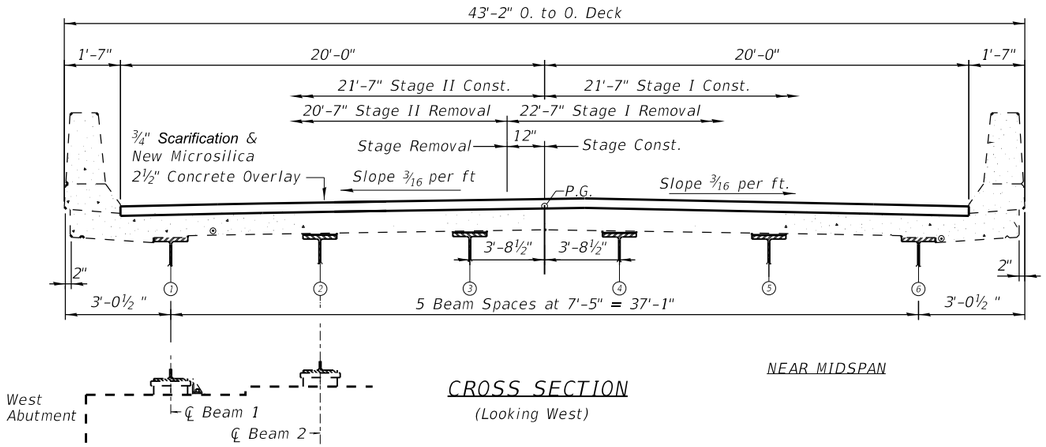
Existing Structure: Three span steel W33X130 Wide Flange Bridge with a 7½" concrete deck, skewed at 49°51'03" Lt. ahead.
SN 098-0096.



ELEVATION



PLAN

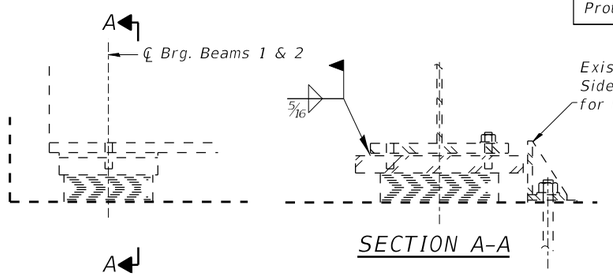


CROSS SECTION
(Looking West)

NEAR MIDSPAN

SCOPE OF WORK:

1. Provide protective shielding within limits as indicated on the plans.
2. Scarify ¾" from the bridge deck slab.
3. Perform full depth deck and approach slab repairs.
4. Remove and replace transverse expansion joints at the abutments with Preformed Joint Strip Seals.
5. Place 2½" Microsilica Concrete Overlay on Deck and indicated lengths of Approach Shoulders.
6. Perform bridge deck and approach slab diamond grinding.
7. Apply protective coat on the reconstructed transverse joint areas.
8. Weld Bottom Flange of Beams 1 & 2 to Top Plates of Elastomeric Bearings at West Abutment as shown on this sheet.



SECTION A-A

Note:
Cost of welding exist. beams 1 & 2 bottom flanges to Top Plates of Elastomeric Bearings, included in the cost of Concrete Superstuctures.

EXIST. ELASTOMERIC BEARINGS OF BEAMS 1 & 2 AT W. ABUT.

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

4. All exposed concrete edges shall have a ¾" x 45° chamfer, except where shown.

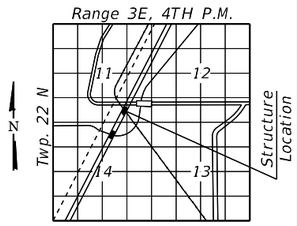
5. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with "Concrete Removal".

6. 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.

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	21	-	21
Concrete Superstructures	Cu Yd	21	-	21
Reinforcement Bars, Epoxy Coated	Pound	3040	-	3040
Bar Splicers	Each	32	-	32
Preformed Joint Strip Seal	Foot	128	-	128
Protective Coat	Sq Yd	1151	-	1151
Bridge Deck Grooving (Longitudinal)	Sq Yd	751	-	751
Diamond Grinding (Bridge Section)	Sq Yd	1089	-	1089
Bridge Deck Microsilica Concrete Overlay 2 1/2"	Sq Yd	1089	-	1089
Bridge Deck Scarification, 3/4"	Sq Yd	1089	-	1089
Bearing Pad Adjustment	Each	2	-	2
Protective Shield	Sq Yd	409	-	409



LOCATION SKETCH

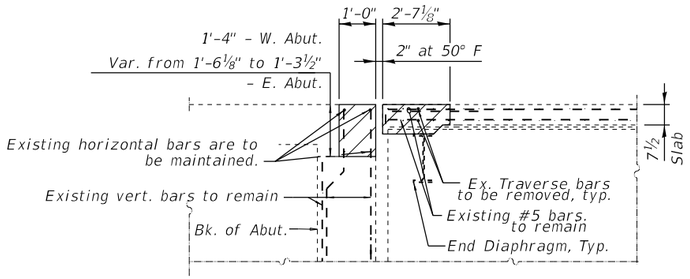
S D I ENGINEERING CORP.
www.sdiengr.com

USER NAME = $USER$	DESIGNED - NB	REVISED -
	DRAWN - AD	REVISED -
PLOT SCALE = $SCALE$	CHECKED - OAO	REVISED -
PLOT DATE = $DATE$	DATE - 07-05-2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

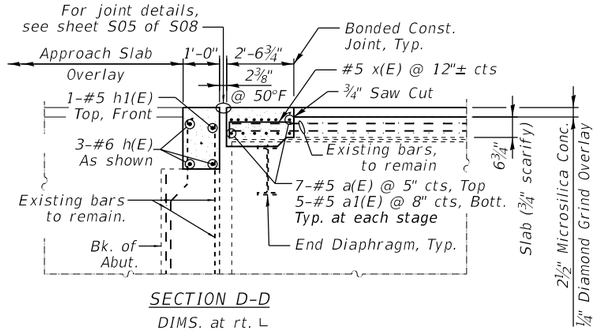
GENERAL PLAN AND ELEVATION
STRUCTURE NO. 098-0096
SHEET S03 OF S08 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(107B-1)BDR & (107VB-1)BDR	WHITESIDE	29	20
		CONTRACT NO. 64P63		
	ILLINOIS	FED. AID PROJECT		



SECTION C–C

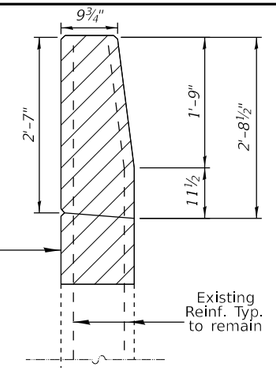
Dims @ Rt. L



SECTION D–D

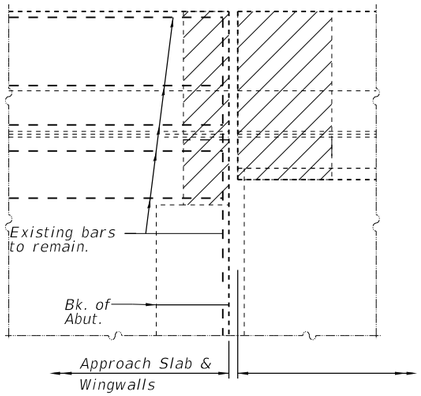
DIMS. at rt. ∟

Remove portion of wingwall as required at corners to allow clearance for new deck overhang. Cut Reinfrocement ush and seal surface with epoxy. Cost included with concrete removal.

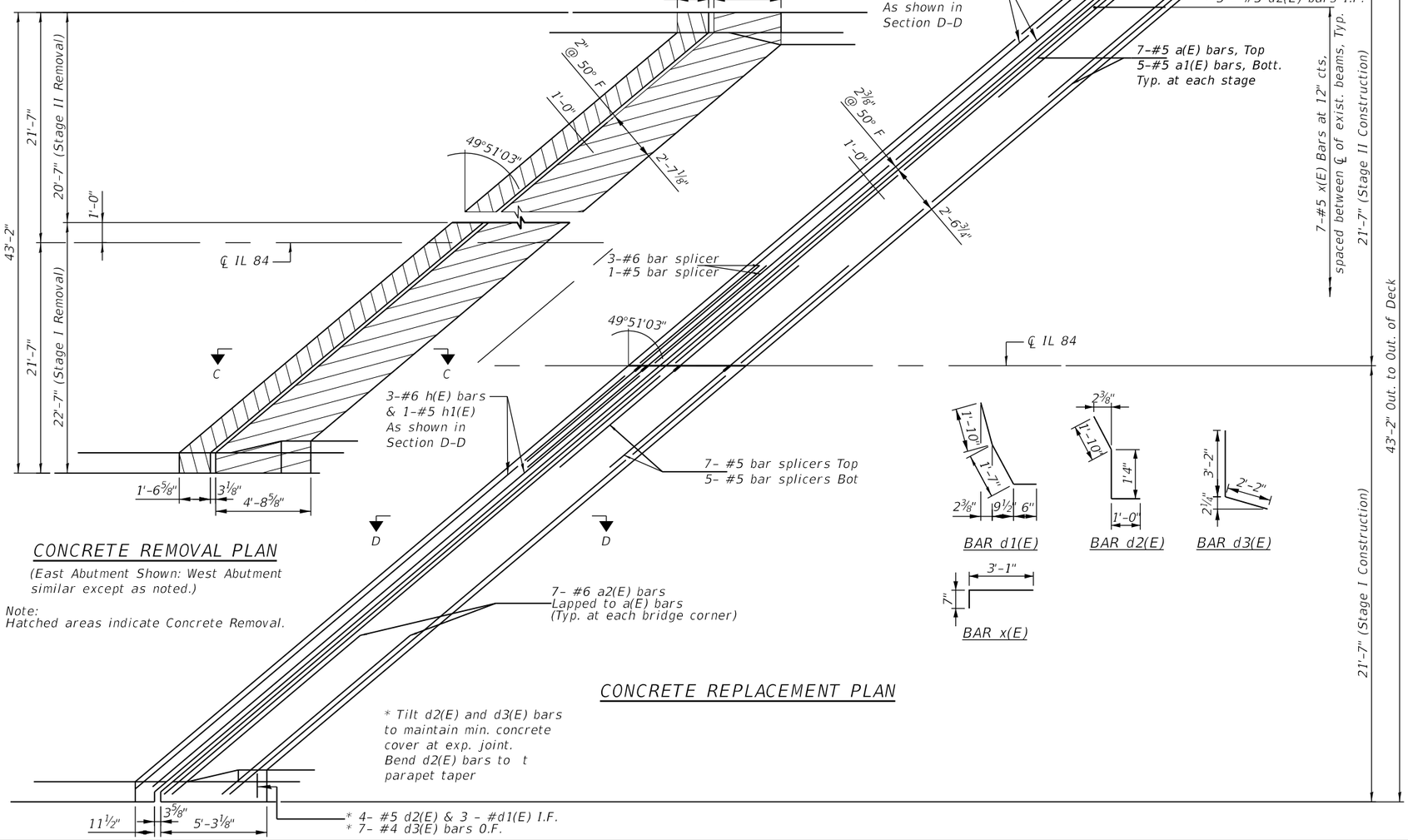


SECTION THRU PARAPET

(APPROACH)



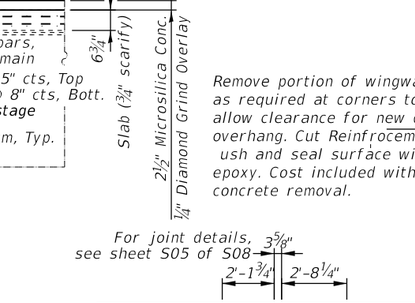
Note:
The contractor shall use extreme care during concrete removal so as not to damage the Steel Beams & Diaphragms



CONCRETE REMOVAL PLAN

(East Abutment Shown: West Abutment similar except as noted.)

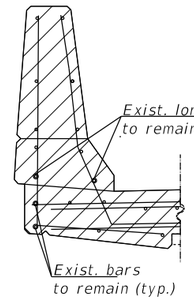
Note:
Hatched areas indicate Concrete Removal.

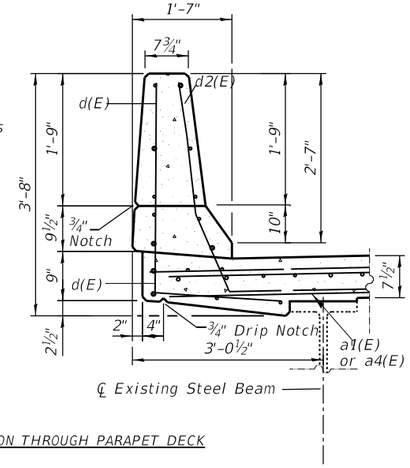


CONCRETE REPLACEMENT PLAN

* Tilt d2(E) and d3(E) bars to maintain min. concrete cover at exp. joint. Bend d2(E) bars to t parapet taper

* 4- #5 d2(E) & 3 - #d1(E) I.F.
* 7- #4 d3(E) bars 0.F.





SECTION THROUGH PARAPET DECK

BILL OF MATERIAL

(Both Abutments)

Bar	No.	Size	Length	Shape
a(E)	28	#5	32'-2"	——
a1(E)	20	#5	32'-2'	——
a2(E)	28	#6	6'-6"	——
d1(E)	6	#5	3'-11"	
d2(E)	18	#5	4'- 2"	
d3(E)	22	#4	5'-4"	
h(E)	12	#6	31'-9"	——
h1(E)	4	#5	31'-9"	——
x(E)	70	#5	3'-8"	
Concrete Removal			Cu Yd	21
Concrete Superstructure			Cu Yd	21
Reinforcement Bars, Epoxy Coated			Pound	3040

SDI ENGINEERING CORP.
www.sdiengr.com

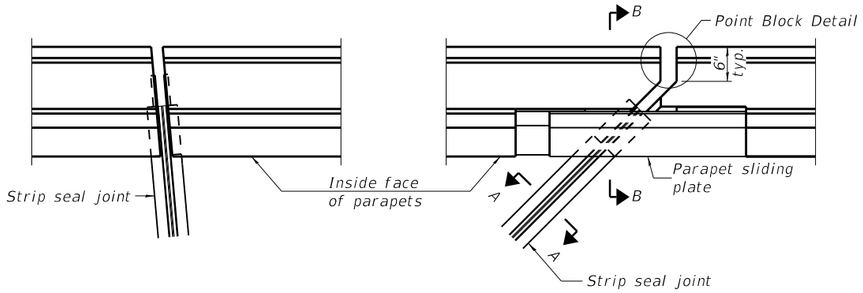
USER NAME = $USER$	DESIGNED – NB	REVISED –
	DRAWN – AD	REVISED –
PLOT SCALE = $SCALE$	CHECKED – 0A0	REVISED –
PLOT DATE = $DATE$	DATE – 07-05-2022	REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT REMOVAL AND REPLACEMENT DETAILS
STRUCTURE NO. 098-0096

SHEET S04 OF S08 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(107B-1)BDR & (107VB-1)BDR	WHITESIDE	29	21
		CONTRACT NO. 64P63		
		ILLINOIS	FED. AID PROJECT	

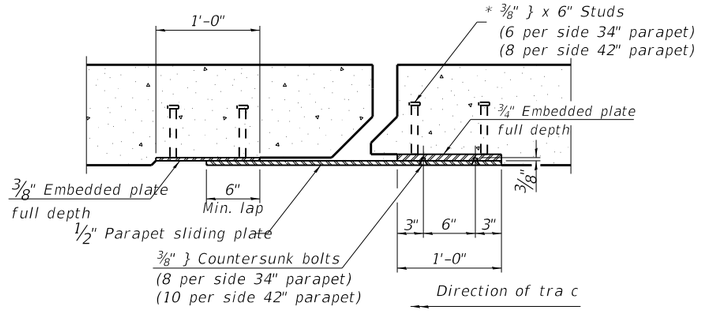


PARAPET PLAN AT ABUT.

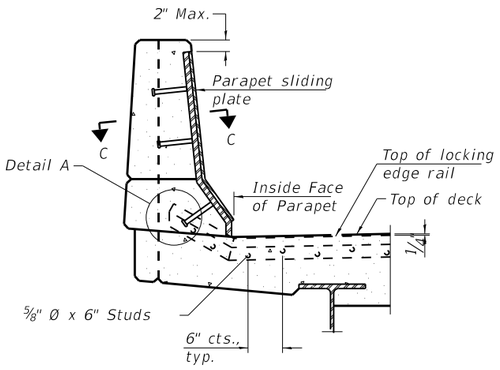
SN 098-0095

PARAPET PLAN AT ABUT.

SN 098-0096

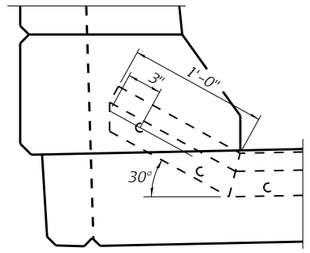


SECTION C-C

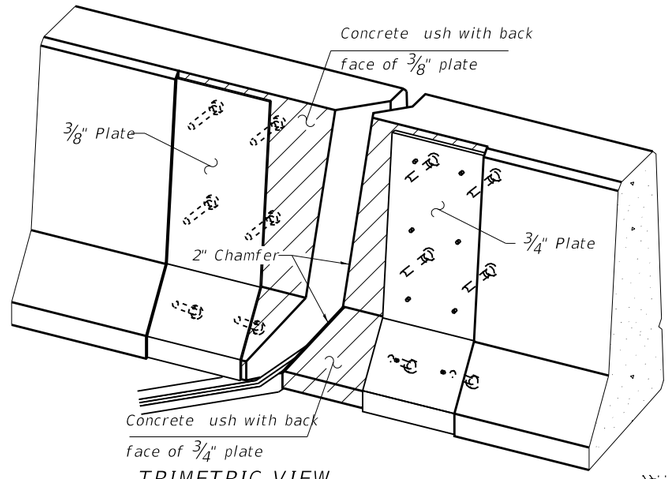


SECTION B-B AT PARAPET

(SN 098-0096 shown)
(Edge Rail for SN 098-0095 similar)

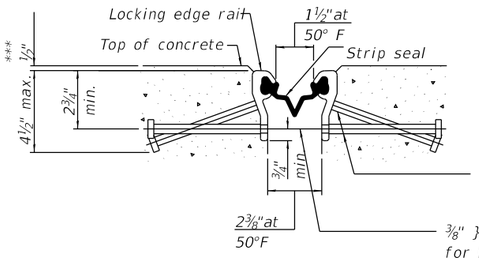


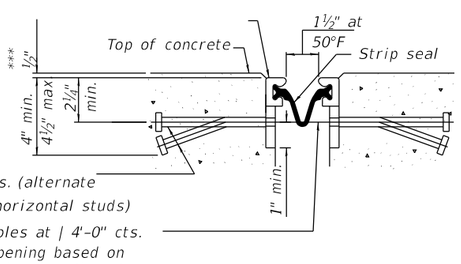
DETAIL A



TRIMETRIC VIEW

(Showing embedded plates only)





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

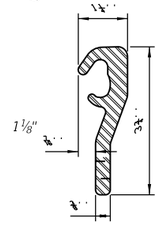
⅜" } threaded rods in 7/16" } holes at | 4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed o ush with the plates after concrete is set.

SHOWING ROLLED RAIL JOINT

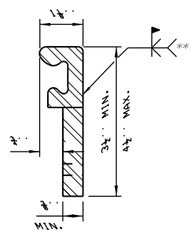
SHOWING WELDED RAIL JOINT

SECTION A-A

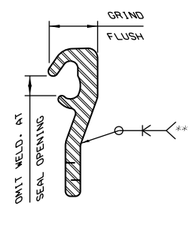
* Granular or solid ux lled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



ROLLED
(EXTRUDED) RAIL



WELDED RAIL



LOCKING EDGE RAILS

** Back gouge not required if complete joint penetration is veri ed 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.

NOTES:

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

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

The manufacturer's recommended installation methods shall be followed.

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

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 di erent locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

BILL OF MATERIAL
STRUCTURE No. 098-0095

Item	Unit	Total
Preformed Joint Strip Seal	Foot	88

BILL OF MATERIAL
STRUCTURE No. 098-0096

Item	Unit	Total
Preformed Joint Strip Seal	Foot	128

SDI ENGINEERING CORP.
www.sdiengr.com

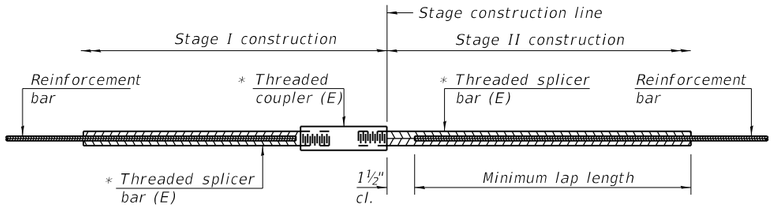
USER NAME = $USER$	DESIGNED - NB	REVISED -	
	DRAWN - AD	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - OAO	REVISED -	
PLOT DATE = $DATE$	DATE - 07-05-2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL

SHEET S05 OF S08 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(107B-1)BDR & (107VB-1)BDR	WHITESIDE	29	22
		CONTRACT NO. 64P63		
		ILLINOIS FED. AID PROJECT		



STANDARD BAR SPLICER ASSEMBLY

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

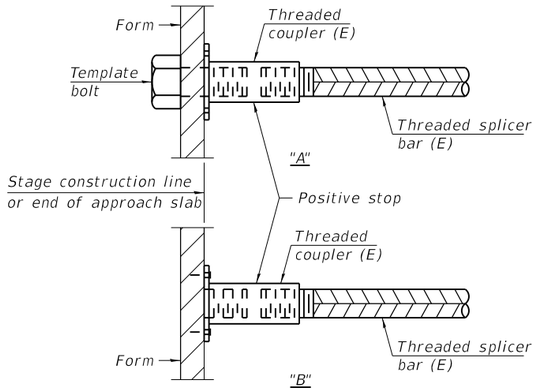
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

STRUCTURE No. 098-0095

Location	Bar size	No. assemblies required	Minimum lap length
Bridge Deck	#5	28	3'-6"
Top of Abutment Backwall	#6	6	4'-0"
Top of Abutment Backwall	#5	2	3'-6"

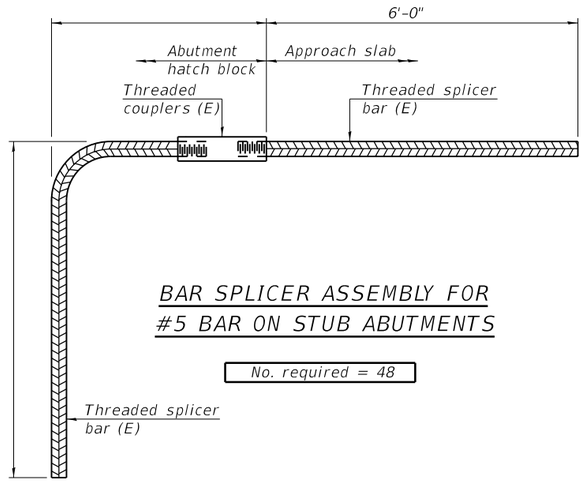
STRUCTURE No. 098-0096

Location	Bar size	No. assemblies required	Minimum lap length
Bridge Deck	#5	24	3'-6"
Top of Abutment Backwall	#6	6	4'-0"
Top of Abutment Backwall	#5	2	3'-6"



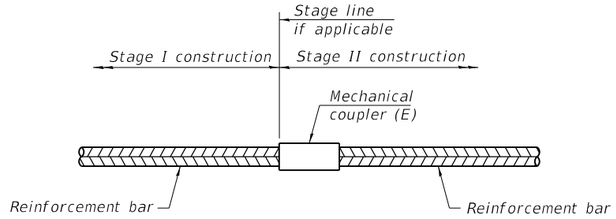
INSTALLATION AND SETTING METHODS

"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.



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 48

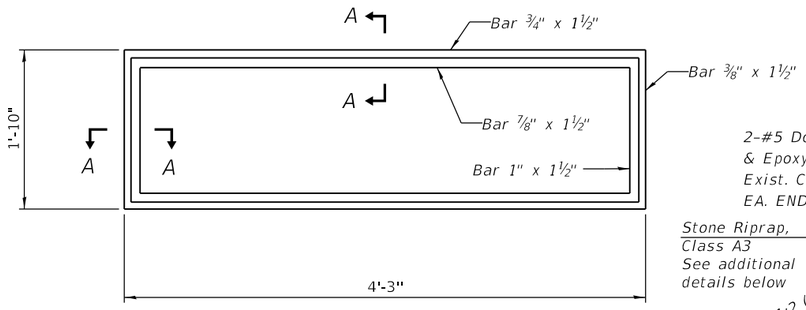


STANDARD MECHANICAL SPLICER

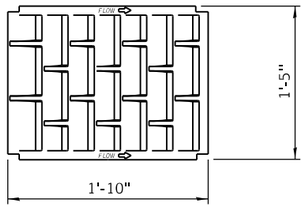
Location	Bar size	No. assemblies required
Bridge Deck	4	16
Abutment	6	8

NOTES

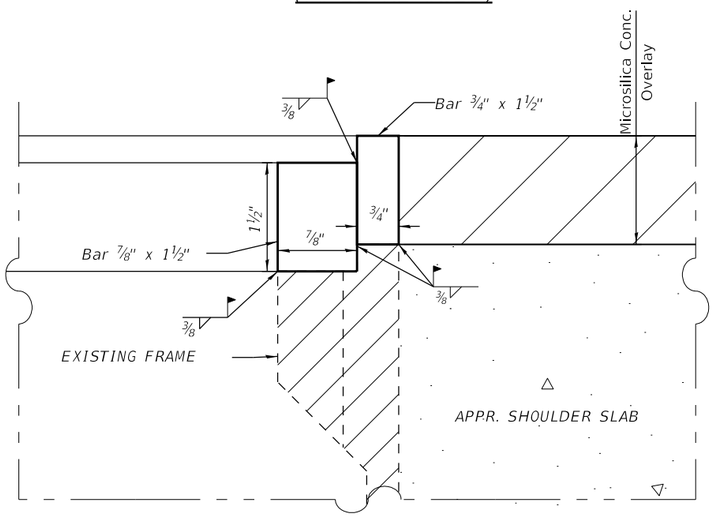
Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Speci cations.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



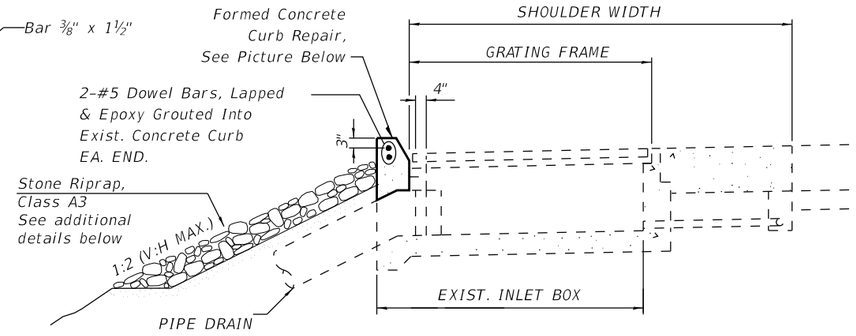
CAST FRAME



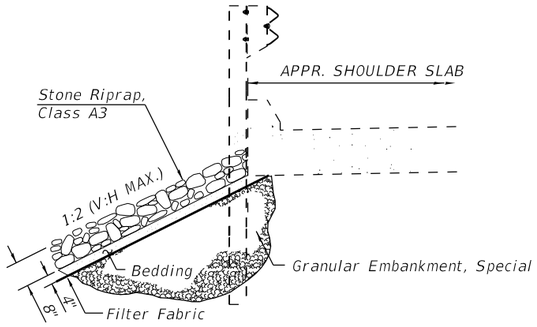
EXISTING CAST GRATE (x3)
(TO BE RE-USED)



SECTION A-A

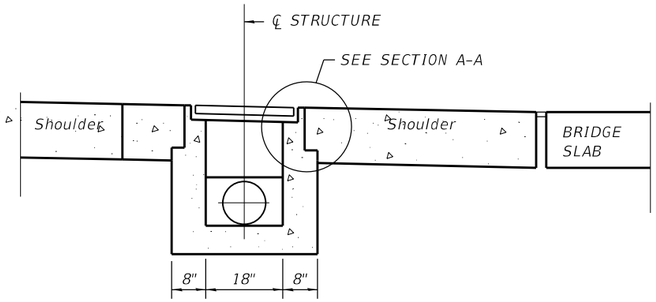


DETAIL A



DETAIL B

DETAIL C



SEC. A-A

GENERAL NOTES:

1. ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO CLASSIFICATION M-270 GR. 36. THE ADJUSTING SCUPPER RING SHALL BE GALVANIZED.

2. BOLTS, SHALL BE 1#2" ∅, AASHTO M164 TYPE I, MECHANICALLYGALVANIZED.

3. 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.

4. THE CONTRACTOR SHALL ENSURE THAT NO DAMAGE IS DONE TO EXISTING GRATES TO BE REUSED. SHOP PLANS FOR PROPOSED ADJUSTING SCUPPER RING SHALL BE SUBMITTED FOR APPROVAL PRIOR TO FABRICATION.

5. COST OF ALL LABOR AND MATERIAL NECESSARY TO REMOVE EXISTING GRATES, CLEAN EXISTING SCUPPERS, INSTALL ADJUSTING SCUPPER RINGS AND REINSTALLING GRATES IS INCLUDED IN THE COST PER UNIT EACH FOR DRAINAGE SCUPPERS TO BE ADJUSTED.

6. ALL CAST IRON PARTS SHALL BE GREY IRON CONFORMING TO THE REQUIREMENTS OF AASHTO M 105, CLASS 35B.

7. BOLTS, ANCHOR STUDS, WASHERS AND NUTS SHALL CORFORM TO THE REQUIREMENTS OF ASTM A 307 AND SHALL BE GALVALIZED ACCORDING TO THE REQUIREMENTS OF AASHTO M 232.

8. CAST IRON PARTS SHALL BE UNFINISHED.

9. ADJUSTING RING SHALL BE FROM NEENAH AND APPROVED EQUAL. STRUCTURAL STEEL WELDMENTS OR EQUAL SECTIONS AND OF THE SAME CONFIGURATION MAY BE SUBMITTED FOR CAST IRON. FILLET OR FULL PENETRATION WELDS MAY BE USED FOR WELDMENTS. DETAILS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

10. PROVIDE A 1#8" FILLET WELD AROUND PERIMETE OF NEW ADJUSTING RING TO SECURE TO EXISTING SCUPPER. ELECTRODE SHALL BE COMPATIBLE WITH CAST IRON.

BILL OF MATERIALS

ITEM	UNIT	QUANTITY
DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	1.0
STONE RIPRAP, CLASS A3	SQ YD	35.0
FILTER FABRIC	SQ YD	35.0
GRANULAR EMBANKMENT, SPECIAL	CU YD	18.6
REINFORCEMENT BARS, EPOXY COATED	POUNDS	50.0
CLASS SI CONCRETE	CU YD	1.0

SDI ENGINEERING CORP.
www.sdiengr.com

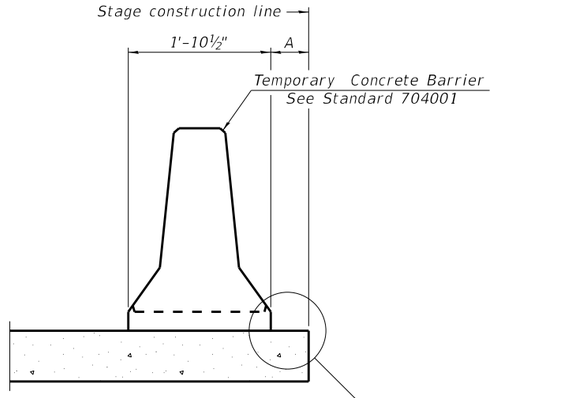
USER NAME = $USER$	DESIGNED - NB	REVISED -
	DRAWN - AD	REVISED -
PLOT SCALE = $SCALE$	CHECKED - OAO	REVISED -
PLOT DATE = $DATE$	DATE - 07-05-2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCUPPER REPAIR

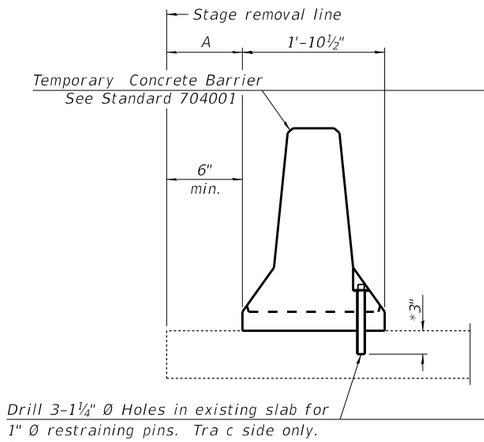
SHEET S07 OF S08 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(107B-1)BDR & (107VB-1)BDR	WHITESIDE	29	24
		CONTRACT NO. 64P63		
	ILLINOIS	FED. AID PROJECT		



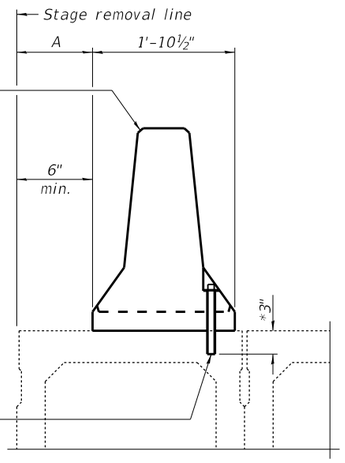
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Tra c side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

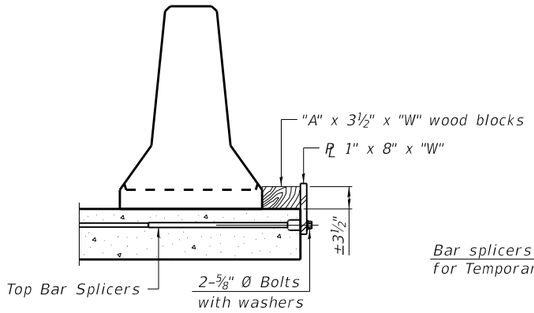
EXISTING SLAB



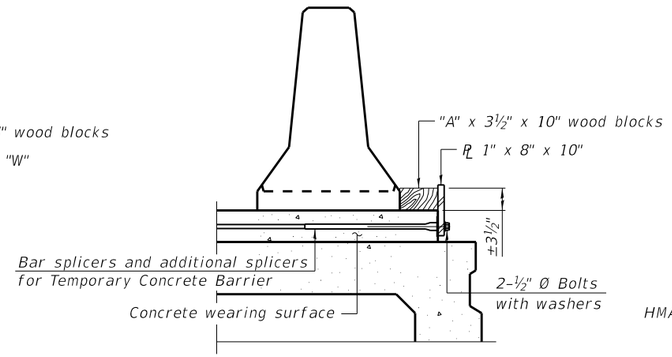
* When hot-mix asphalt wearng surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

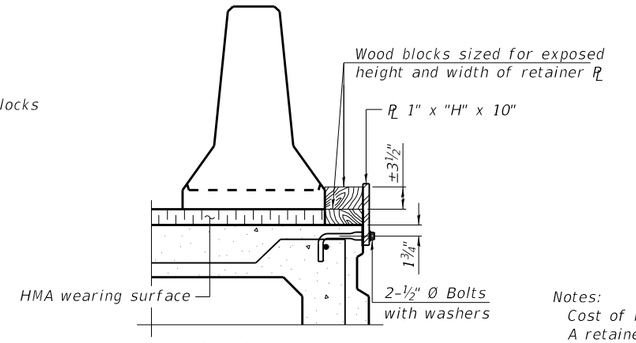
SECTIONS THRU SLAB OR DECK BEAM



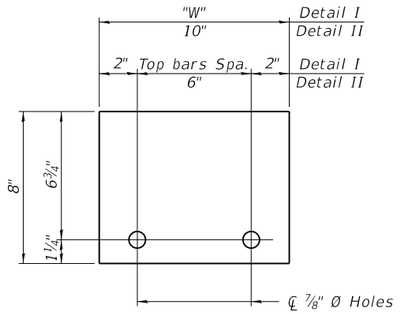
DETAIL I



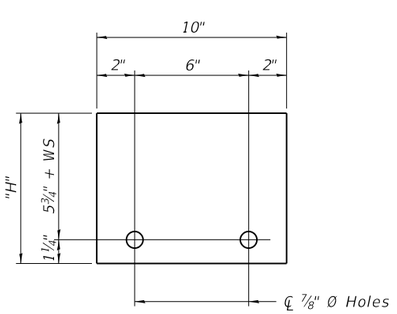
DETAIL II



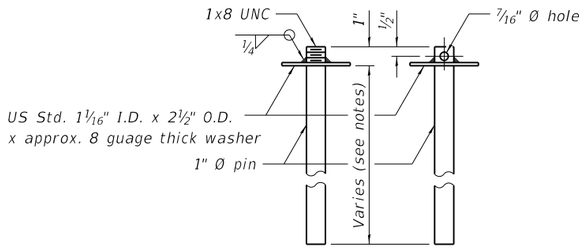
DETAIL III



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



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



RESTRAINING PIN

BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

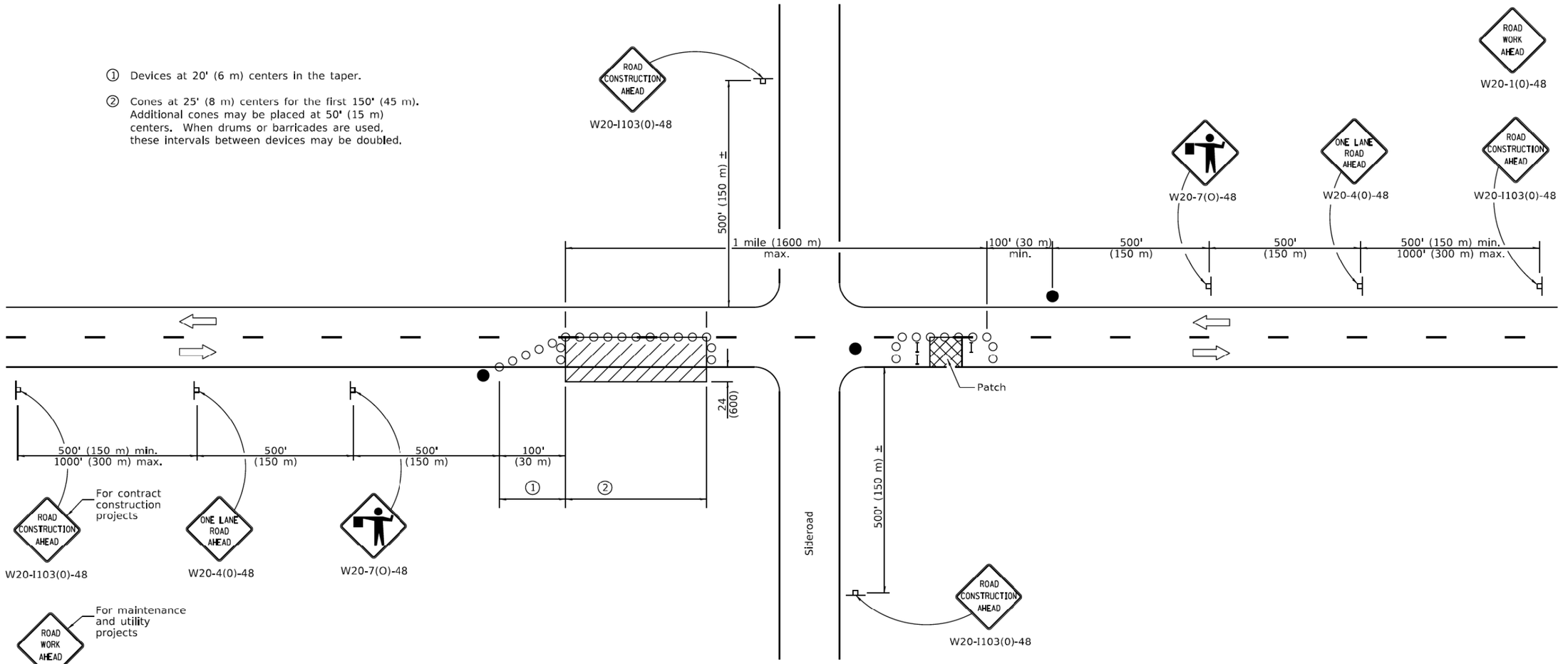
Detail I - Installation for a new bridge deck or bridge slab.

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

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

① Devices at 20' (6 m) centers in the taper.

② Cones at 25' (8 m) centers for the first 150' (45 m). Additional cones may be placed at 50' (15 m) centers. When drums or barricades are used, these intervals between devices may be doubled.



TYPICAL APPLICATIONS

Isolated patching
Utility operations
Storm sewer
Culverts
Cable placement

SYMBOLS

- Work area
- Sign
- Barricade or drum
- Cone, drum or barricade
- Flagger with traffic control sign

GENERAL NOTES

This Standard is used where at any time, any vehicles, equipment, workers or their activities will encroach in the area between the center line and a line 24 (600) outside the edge of pavement for daylight operation.

When the distance between successive work areas exceeds 2000' (600 m), additional warning signs, flaggers, and taper shall be placed as shown.

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

Illinois Department of Transportation

APPROVED January 1, 2019
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-19	Revised device spacing in taper.
1-1-11	Revised flagger sign.

LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH

STANDARD 701201-05

AEG ATLAS ENGINEERING GROUP, LTD.

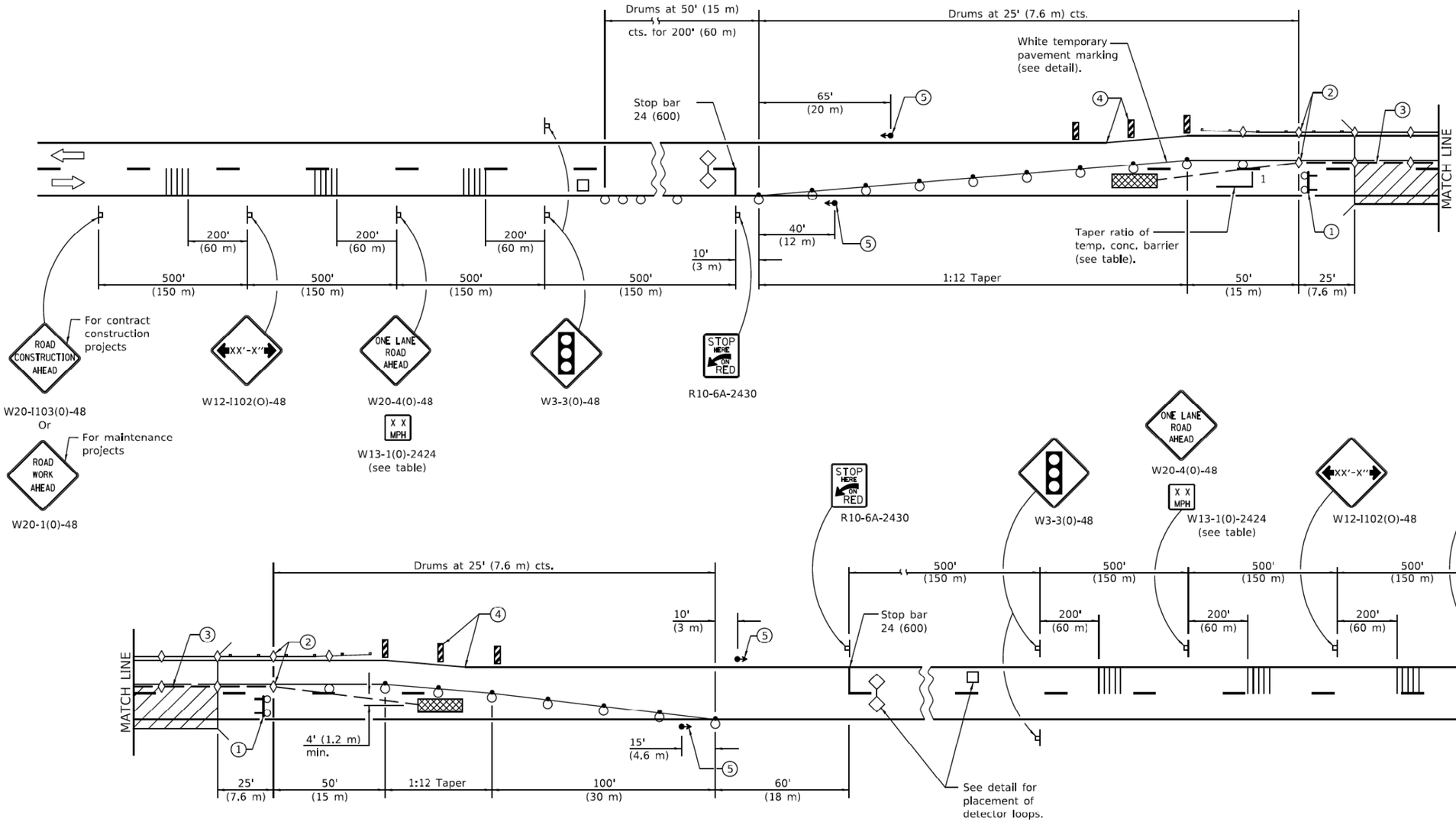
USER NAME = kkoehneke	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 6/29/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STANDARDS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		WHITESIDE	28	25
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



1. Type III barricade to be placed when no work is being performed.
2. Guardrail/barrier wall reflectors at 25' (7.6 m) cts. See Standards 704001 & 782006.
3. When temp. bridge rail is specified, it shall be connected to the temp. conc. barrier using a traffic barrier terminal Type 11.
4. Vertical panels at 25' (7.6 m) cts. throughout lane shift. These devices may be omitted when the guardrail, w/markers, extends to at least this point on the taper.
5. The edge of the post mounted signal head shall be between 24 (610) and 6' (1.8 m) from edge of shoulder.

SYMBOLS

- Work area
- Sign
- Type III barricade with flashing lights
- Traffic signal
- Detector loops
- Impact attenuator
- Drum with steady burning bi-directional light
- Temporary concrete barrier
- Temporary rumble strip (when specified)
- Double vertical panel (see detail)
- Crystal, bidirectional guardrail/barrier wall reflector
- Drum

Illinois Department of Transportation

PASSED January 1, 2020
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2020
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

See Sheet 2 for GENERAL NOTES

DATE	REVISIONS
1-1-20	Revised from F-shape to
	constant slope parapet.
1-1-18	Omitted lights in tangents.
1-1-17	Added flashing lights to
	Type III barricades. Revised
	note (4).

LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER

(Sheet 1 of 2)

STANDARD 701321-18

MODEL: Default
FILE NAME: pw:\\atlas-pw.bentley.com:atlas-pw-01\Documents\Projects\3072\3072 001-002 WO4110 CAD\3 Sheets\05 Staging-MOT\D9200121-sht-STANDARDS

AEG ATLAS ENGINEERING GROUP, LTD.

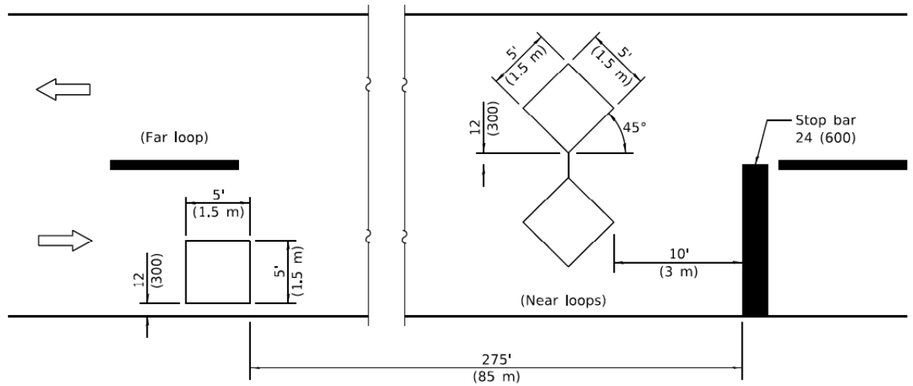
USER NAME = kkoehneke | DESIGNED - | REVISED -
DRAWN - | REVISED -
PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED -
PLOT DATE = 6/29/2022 | DATE - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STANDARDS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		WHITESIDE	28	26
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

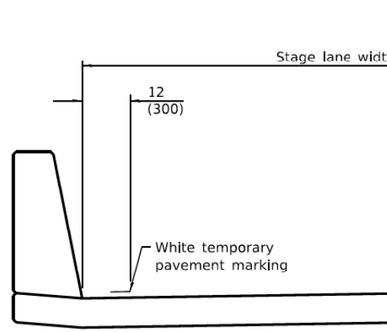


DETECTOR LOOPS

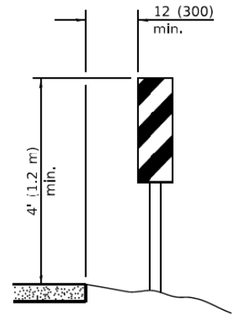
TRAFFIC SIGNAL SEQUENCE						
PHASE	A			B		
INTERVAL	1	2	3	4	5	6
NORTHBOUND OR EASTBOUND	G	Y	R	R	R	R
SOUTHBOUND OR WESTBOUND	R	R	R	G	Y	R

TEMPORARY CONCRETE BARRIER	
NORMAL POSTED SPEED	TAPER RATIO
40 mph AND ABOVE	12:1
BELOW 40 mph	8:1

ADVISORY SPEED LIMIT	
NORMAL POSTED SPEED	ADVISORY SPEED
55 - 45 mph	40 mph
40 mph	35 mph
35 - 30 mph	30 mph



TEMPORARY PAVEMENT MARKING



VERTICAL PANELS

(Post mounted, one each side)

GENERAL NOTES

This Standard is used where, at any time, any vehicle, equipment, workers, or their activities will encroach on one lane of a bridge. Traffic signals and a positive barrier are required.

Traffic signals shall be operational only when all traffic controls are in place. When traffic signals are not in operation, flaggers shall be used and traffic control shall conform to Standard 701201 or 701206.

Temporary concrete barrier shall be according to Standard 704001.

Existing or temporary pavement markings shall be on both sides of open lane from stop bar to stop bar.

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

Illinois Department of Transportation

PASSED January 1, 2020
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2020
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER

(Sheet 2 of 2)

STANDARD 701321-18

AEG ATLAS ENGINEERING GROUP, LTD.

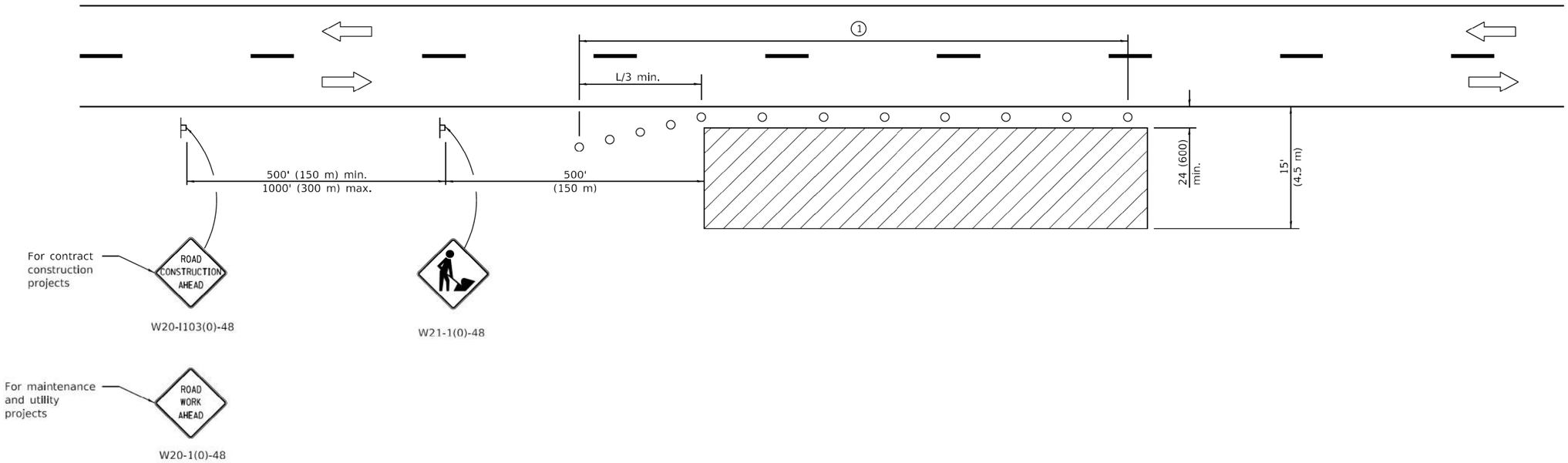
USER NAME = kkoehneke	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 6/29/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STANDARDS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		WHITESIDE	28	27
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	



TYPICAL APPLICATIONS

Utility operations
Culvert extensions
Side slope changes
Guardrail installation and maintenance
Delineator installation
Landscaping operations
Shoulder repair
Sign installation and maintenance

SYMBOLS

Work area

Sign

Cone, drum or barricade

(1) When the work operation exceeds one hour, cones, drums or barricades shall be placed at 25' (8 m) centers for L/3 distance, and at 50' (15 m) centers through the remainder of the work area.

GENERAL NOTES

This Standard is used where any vehicles, equipment, workers or their activities will encroach in the area 15' (4.5 m) to 24 (600) from the edge of pavement.

Calculate L as follows:

SPEED LIMIT	FORMULAS English	(Metric)
40 mph (70 km/h) or less:	$L=\frac{WS^2}{60}$	$L=\frac{WS^2}{150}$
45 mph (80 km/h) or greater:	L=(W)(S)	L=0.65(W)(S)

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

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

Illinois Department of Transportation

PASSED January 1, 2014
ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2014
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-14	Revised workers sign
	number to agree with
	current MUTCD.
1-1-13	Omitted text 'WORKERS'
	sign.

OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE

STANDARD 701006-05

MODEL: Default
FILE NAME: pw:\\atlas-pw.bentley.com:atlas-pw-01\Documents\Projects\30723072 001-002 WO4110 CAD\3_Sheets\05_Staging-MOT\D9200121-sht-STANDARDS

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME = kkoehneke	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 6/29/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STANDARDS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		WHITESIDE	28	28
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	