

043

01-18-2019 LETTING ITEM 043

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

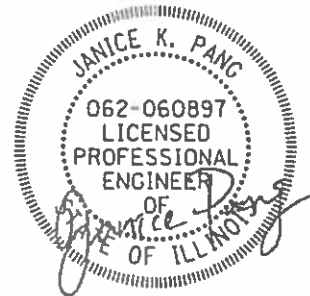
FAP FILE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	1
		ILLINOIS	CONTRACT NO. 62G99	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED
WITHIN CITY OF JOLIET

TRAFFIC DATA

US ROUTE 30:
FUNCTIONAL CLASSIFICATION:
OTHER PRINCIPAL ARTERIAL
ADT (2017)=12,900
P.V.=91% S.U.=6% M.U.=3%
POSTED SPEED LIMIT=35 MPH
DESIGN SPEED LIMIT=35 MPH



DATE SIGNED: 10/9/2018
EXP. DATE: 11-30-19

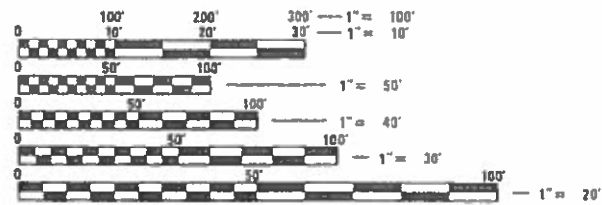
PROPOSED
HIGHWAY PLANS

FAP ROUTE 607 (US 30)
OVER WCL RR
SECTION 2018-050-BD&BJR
PROJECT NHPP-FFS1(675)
BRIDGE DECK OVERLAY AND
BRIDGE JOINT REPAIR
WILL COUNTY

C-91-286-18



LOCATION OF SECTION INDICATED THUS: -



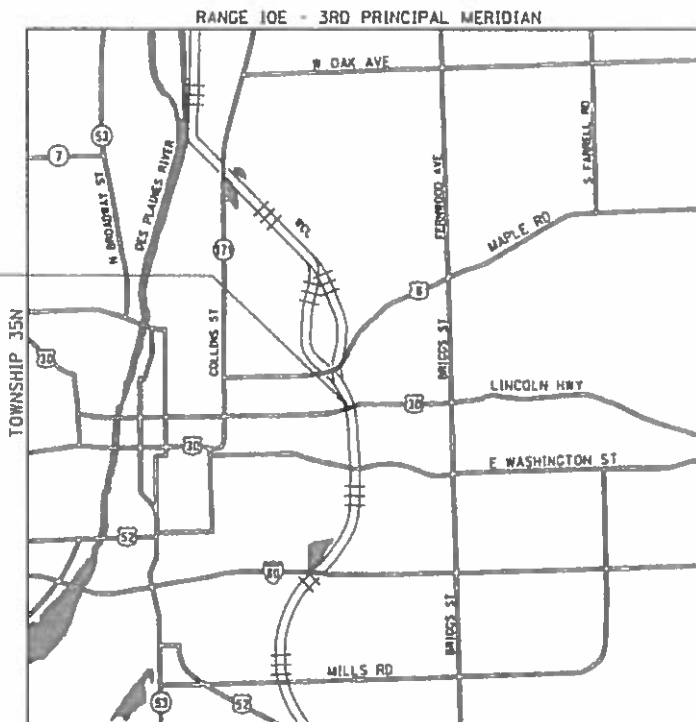
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

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

CONTRACT NO. 62G99

BRIDGE REPAIR
SN: 099-0264
BEGIN PROJECT:
STA. 137+53
END PROJECT:
STA. 148+54



LOCATION MAP
(NOT TO SCALE)

GROSS LENGTH = 2,230 FT. = 0.422 MILE
NET LENGTH = 1,101 FT. = 0.209 MILE

CHASTAIN
& ASSOCIATES LLC
CONSULTING ENGINEERS
SERVICE | SOLUTIONS | COMMITMENT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
SUBMITTED 10-10-2018
Regional Engineer
Dec 7 2018
ENGINEER OF DESIGN AND ENVIRONMENT
Dec 7 2018
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION	STANDARD NO.
1	COVER SHEET	BD-32
2	INDEX OF SHEETS, HIGHWAY STANDARDS AND GENERAL NOTES	TC-10
3	ALIGNMENT, TIES, AND BENCHMARKS	TC-11
4-7	SUMMARY OF QUANTITIES	TC-13
8-10	MAINTENANCE OF TRAFFIC	TC-22
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13	PAVEMENT MARKING PLANS	
	BRIDGE STRUCTURE 099-0264	
14	GENERAL PLAN AND ELEVATION	
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16	STAGE CONSTRUCTION DETAILS	
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20	PIER 3 & 7 ABUTMENT JOINT REPLACEMENT DETAILS	
21	EAST ABUTMENT EXPANSION JOINT DETAILS	
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28-29	PPC I-BEAM REPAIR	
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31	ABUTMENT REPAIRS	
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35	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS	
36	TRANSITION DETAILS	
37-41	DISTRICT DETAILS	

DISTRICT ONE DETAILS

STANDARD NO.	DESCRIPTION
BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-22	ARTERIAL ROAD INFORMATION SIGN

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES (48 HOURS NOTIFICATION REQUIRED).
- NO CONSTRUCTION SHALL BEGIN UNTIL ALL PROPER TEMPORARY SIGNS AND BARRICADES HAVE BEEN INSTALLED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE LOCAL MUNICIPALITY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S OWN EXPENSE.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO FIELD VARIATION. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION OR ORDERING MATERIALS. SUCH VARIATION SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR QUANTITY ACTUALLY FURNISHED BASED AT THE UNIT PRICE BID FOR THE WORK.
- TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL MAKE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION WITHIN TWO HOURS FROM THE TIME OF NOTIFICATION.
- UNLESS OTHERWISE NOTED IN THE PLANS OR CONTRACT SPECIFICATIONS, THE CONTRACTOR SHALL SURVEY THE TOP OF RAIL OF EACH RAILROAD TRACK A MINIMUM OF 1000-FT ON EACH SIDE OF THE OVERPASS STRUCTURE IN 50' INCREMENTS BEFORE BEGINNING CONSTRUCTION. UPON COMPLETION OF THE STRUCTURE WORK, THE CONTRACTOR SHALL MEASURE THE RESULTING HORIZONTAL AND VERTICAL CLEARANCES AND SUBMIT THEM TO THE ENGINEER FOR REVIEW AND INCLUSION IN THE RECORD DRAWINGS. THIS WORK SHALL BE INCLUDED IN THE COST OF CONSTRUCTION LAYOUT.
- PROTECTIVE SHIELD SHALL BE INSTALLED IN ALL AREAS INVOLVING CONCRETE REMOVAL TO PREVENT DEBRIS FROM ENTERING RAILROAD RIGHT OF WAY. THE LOCATIONS SHALL BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO CONCRETE REMOVAL.
- ALL SAW CUTTING REQUIRED SHALL BE INCLUDED IN THE CORRESPONDING REMOVAL PAY ITEMS AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVALS.
- THE ENGINEER SHALL CONTACT ERIC CAMPOS, IDOT'S AREA TRAFFIC FIELD ENGINEER FOR THE WILL COUNTY AREA, VIA E-MAIL AT ERIC.CAMPOS@ILLINOIS.GOV AND, OR AT (815)485-6475, A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMNT MARKINGS.

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701601-10	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

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	DRAWN - DMW	REVISED -
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PLOT DATE = 10/18/2018	DATE - 09-14-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES**

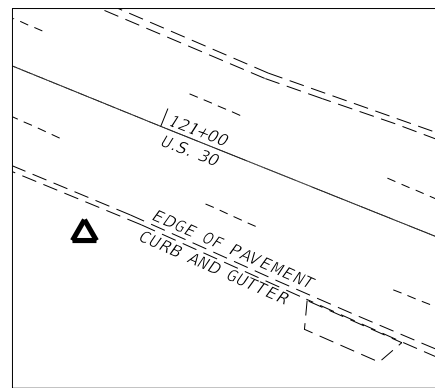
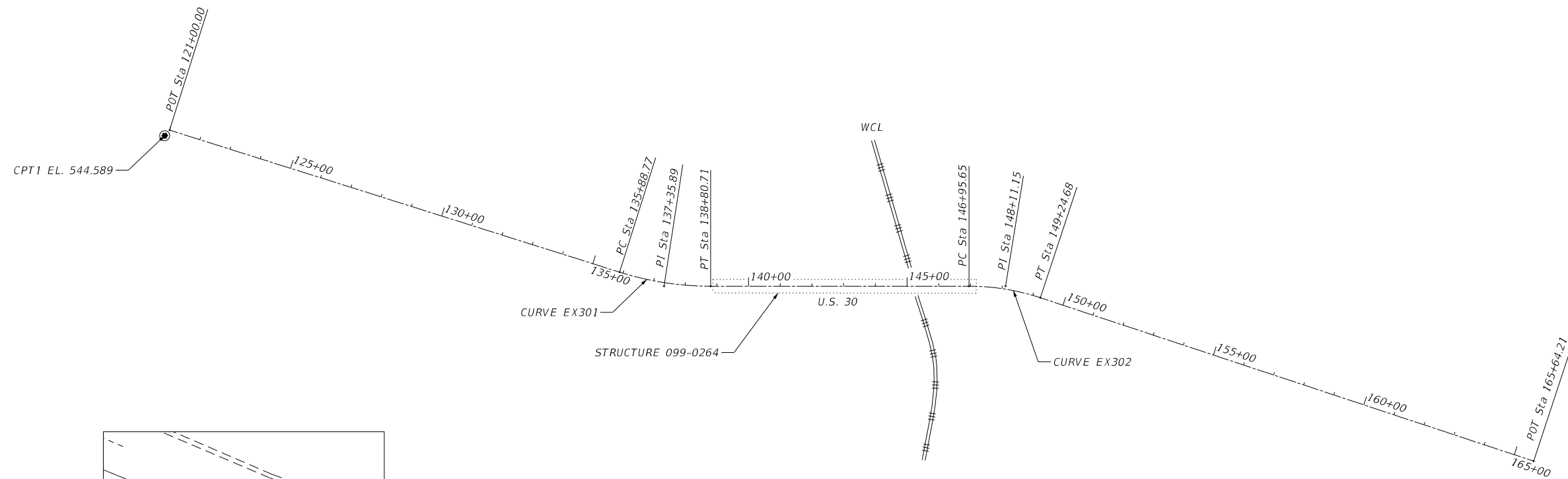
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	2
CONTRACT NO. 62G99			ILLINOIS FED. AID PROJECT	

ALIGNMENT COORDINATES - U.S. 30			
STATION	N	E	
POT	121+00.00	1770722.1496	1057731.0604
PC	135+88.77	1771087.2992	1060274.6915
PI	137+35.89	1771125.3129	1060383.7569
PT	138+80.71	1771127.1136	1060499.2431
PC	146+95.65	1770766.3006	1059219.1756
PI	148+11.15	1770770.6636	1059366.2307
PT	149+24.68	1770819.0841	1059505.1541
POT	165+64.21	1771152.6746	1062138.5692

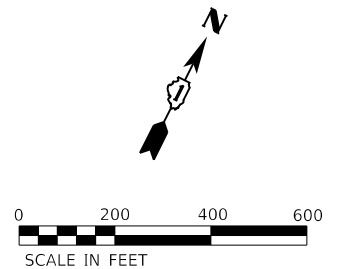
EXIST. CURVE EX301
 PI STA. = 137+35.89
 $\Delta = 17^\circ 30' 58''$ (LT)
 $D = 5^\circ 59' 59''$
 $R = 954.96'$
 $T = 147.12'$
 $L = 291.94'$
 $E = 11.27'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 135+88.77$
 $P.T. STA. = 138+80.71$

EXIST. CURVE EX302
 PI STA. = 148+11.15
 $\Delta = 18^\circ 19' 20''$ (RT)
 $D = 8^\circ 00' 00''$
 $R = 716.20'$
 $T = 115.50'$
 $L = 229.03'$
 $E = 9.25'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 146+95.65$
 $P.T. STA. = 149+24.68$



CONTROL POINT #1
 IRON PIN

STA. 120+91.89, 33.33' RT
 N 1770688.5970
 E 1057723.0604
 ELEV. 544.589



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PLOT DATE = 9/13/2018	CHECKED - SPF	REVISED -
	DATE - 09-14-2018	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
 ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1"=200' SHEET 1 OF 1 SHEETS STA. 121+00 TO STA. 165+64

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	3
CONTRACT NO. 62G99				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				80% FED 20% STATE	80% FED 20% STATE
				ROADWAY	STRUCTURE
				0013	0013
28000510	INLET FILTERS	EACH	2	2	
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	206	206	
50102400	CONCRETE REMOVAL	CU YD	81.8		81.8
50157300	PROTECTIVE SHIELD	SQ YD	2,518		2,518
50300255	CONCRETE SUPERSTRUCTURE	CU YD	89.2		89.2
50300260	BRIDGE DECK GROOVING	SQ YD	4,402	344	4,058
50300300	PROTECTIVE COAT	SQ YD	1,287		1,287
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	15,090		15,090
50800515	BAR SPLICERS	EACH	86		86
52000110	PREFORMED JOINT STRIP SEAL	FOOT	215		215
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	28		28
52100520	ANCHOR BOLTS, 1"	EACH	56		56
60253800	CATCH BASINS TO BE RECONSTRUCTED WITH NEW TYPE 8 GRATE	EACH	1	1	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	6	6
67100100	MOBILIZATION	L SUM	1	0.5	0.5

* = SPECIALTY ITEMS

REV. - MS

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PLOT DATE = 10/20/2018	DATE - 09-14-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
SUMMARY OF QUANTITIES**

SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	4
CONTRACT NO. 62G99			ILLINOIS FED. AID PROJECT	

REV. 11/19/18

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				80% FED 20% STATE	80% FED 20% STATE
				ROADWAY	STRUCTURE
				0013	0013
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	56	56	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	772	772	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	259	259	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	5,392	5,392	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	2,088	2,088	
70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	17,203	17,203	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,075	1,075	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,012.5	1,012.5	
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1,248	1,248	
* 78008310	POLYUREA PAVEMENT MARKING TYPE II - LINE 4"	FOOT	3,284	3,284	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	96	96	
78100300	REPLACEMENT REFLECTOR	EACH	142	142	
78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	172	172	

* = SPECIALTY ITEMS

REV. - MS

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PLOT DATE = 10/20/2018	DATE - 09-14-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
SUMMARY OF QUANTITIES

SCALE: N/A SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	5
CONTRACT NO. 62G99			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				80% FED 20% STATE	80% FED 20% STATE
				ROADWAY	STRUCTURE
				0013	0013
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	96	96	
X0325748	ACRYLIC COATING	SQ YD	72		72
X0325749	FIBER WRAP	SQ FT	276		276
X0326331	CLEANING AND PAINTING BEARINGS	EACH	49		49
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1,798	1,798	
X0900022	BRIDGE DRAINAGE SYSTEM REPAIR	FOOT	55		55
* X2700003	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	860	860	
* X2700005	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 7"	FOOT	860	860	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	8,577	8,577	
X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	146	146	
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	24		24
Z0006014	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2 INCHES	SQ YD	4,105		4,105
Z0010605	CLEANING DRAINAGE SYSTEM	L SUM	1		1
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	4,105		4,105

* = SPECIALTY ITEMS

REV. - MS

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PLOT DATE = 10/20/2018	DATE - 09-14-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
SUMMARY OF QUANTITIES

SCALE: N/A SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	6
			CONTRACT NO. 62G99	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				80% FED 20% STATE	80% FED 20% STATE
				ROADWAY	STRUCTURE
				0013	0013
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	101		101
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	91		91
Z0012800	CONCRETE PAVEMENT SCARIFICATION	SQ YD	358		358
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5	0.5
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE 11)	SQ YD	2		2
Z0018051	DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	22		22
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	103	103	
Z0043800	PRECAST PRESTRESSED CONCRETE I-BEAM REPAIR	SQ FT	11		11
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
Z0073200	TEMPORARY SHORING AND CRIBBING	EACH	4		4
X1700083	APPROACH SLAB LATEX CONCRETE OVERLAY, VARIABLE DEPTH	SQ YD	358	358	

* = SPECIALTY ITEMS

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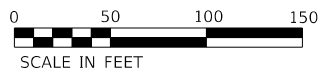
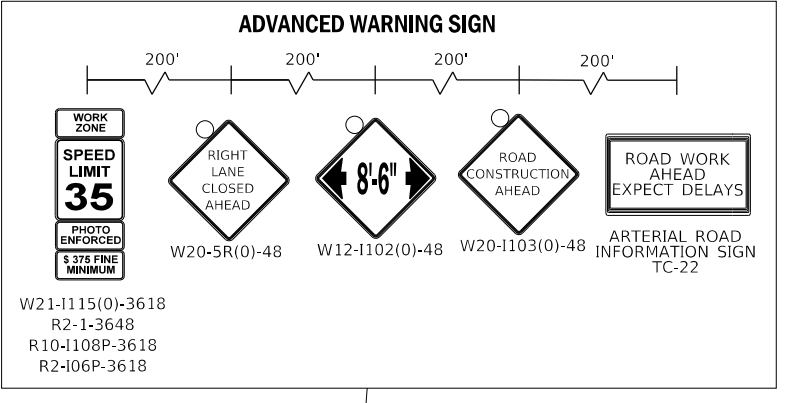
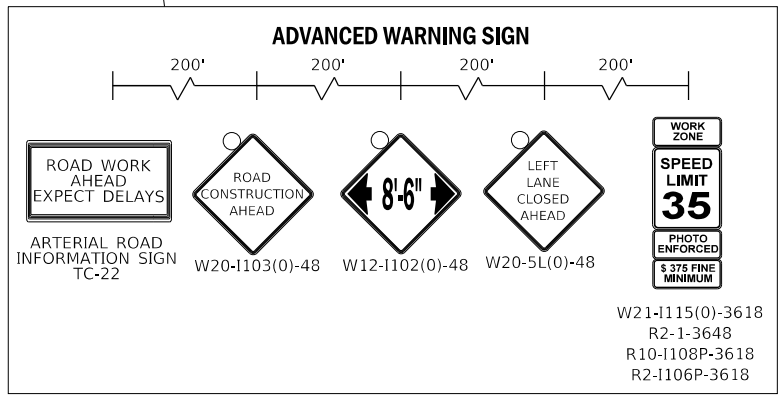
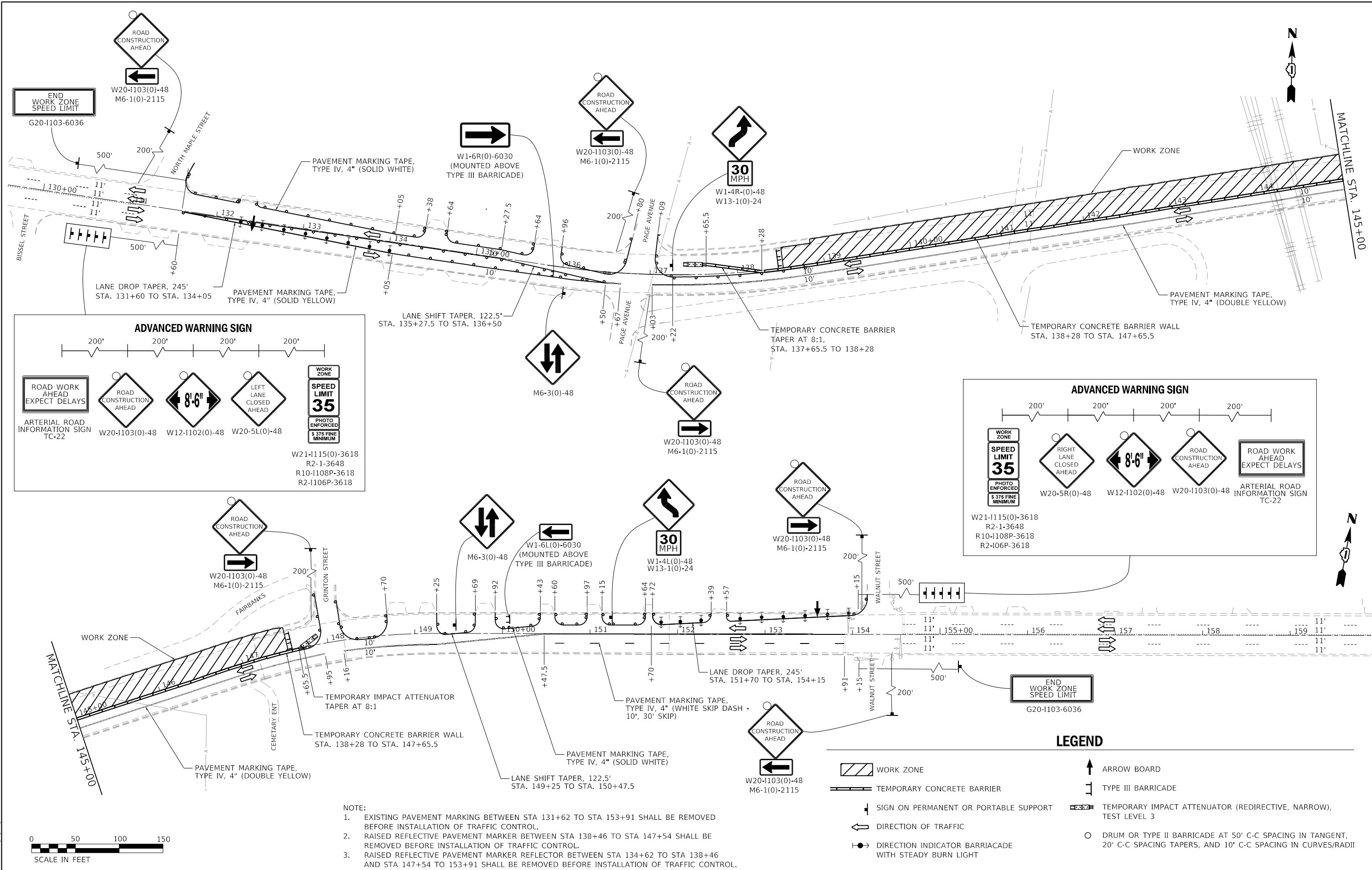
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	DRAWN - DMW	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - SPF	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
SUMMARY OF QUANTITIES

SCALE: N/A SHEET 4 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	7
			CONTRACT NO. 62G99	
ILLINOIS FED. AID PROJECT				



- NOTE:
- EXISTING PAVEMENT MARKING BETWEEN STA 131+62 TO STA 153+91 SHALL BE REMOVED BEFORE INSTALLATION OF TRAFFIC CONTROL.
 - RAISED REFLECTIVE PAVEMENT MARKER BETWEEN STA 138+46 TO STA 147+54 SHALL BE REMOVED BEFORE INSTALLATION OF TRAFFIC CONTROL.
 - RAISED REFLECTIVE PAVEMENT MARKER REFLECTOR BETWEEN STA 134+62 TO STA 138+46 AND STA 147+54 TO 153+91 SHALL BE REMOVED BEFORE INSTALLATION OF TRAFFIC CONTROL.

LEGEND	
	WORK ZONE
	ARROW BOARD
	TEMPORARY CONCRETE BARRIER
	SIGN ON PERMANENT OR PORTABLE SUPPORT
	DIRECTION OF TRAFFIC
	DIRECTION INDICATOR BARRICADE WITH STEADY BURN LIGHT
	TYPE III BARRICADE
	TEMPORARY IMPACT ATTENUATOR (REDIRECTIVE, NARROW), TEST LEVEL 3
	DRUM OR TYPE II BARRICADE AT 50' C-C SPACING IN TANGENT, 20' C-C SPACING TAPERS, AND 10' C-C SPACING IN CURVES/RADII

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

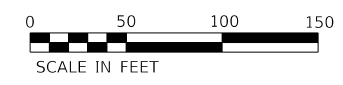
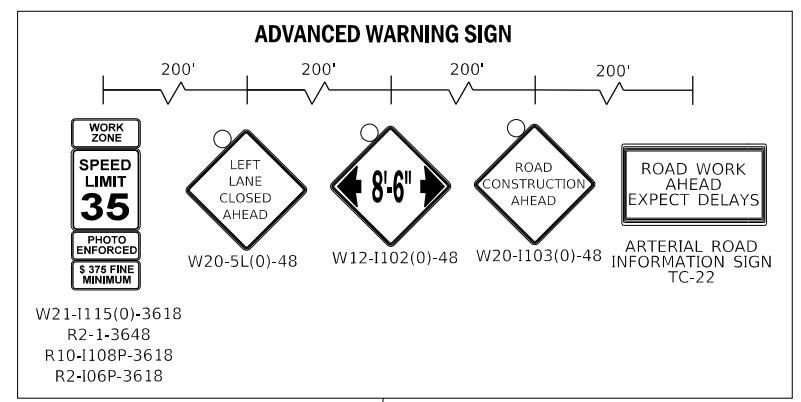
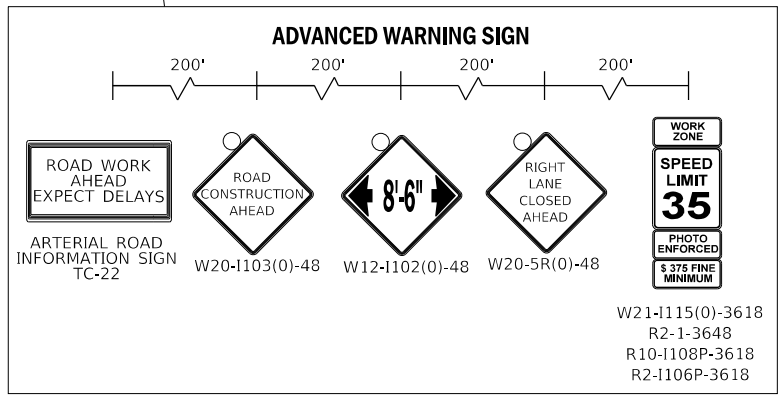
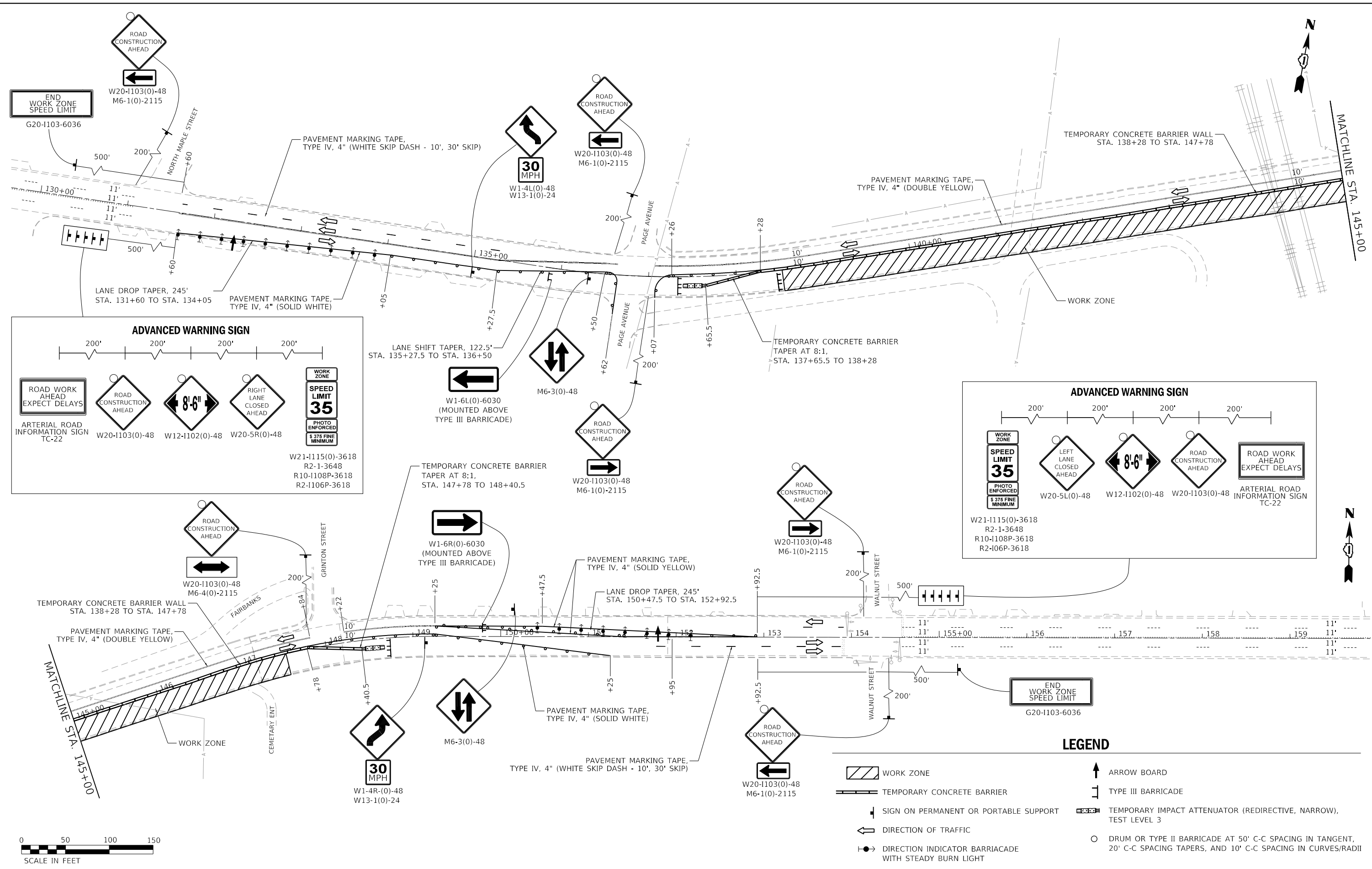
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
MAINTENANCE OF TRAFFIC - STAGE 1

SCALE: 1"=50' SHEET 2 OF 3 SHEETS STA. 131+60 TO STA. 440+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	9
CONTRACT NO. 62G99				
ILLINOIS FED. AID PROJECT				



LEGEND

WORK ZONE	ARROW BOARD
TEMPORARY CONCRETE BARRIER	TYPE III BARRICADE
SIGN ON PERMANENT OR PORTABLE SUPPORT	TEMPORARY IMPACT ATTENUATOR (REDIRECTIVE, NARROW), TEST LEVEL 3
DIRECTION OF TRAFFIC	DRUM OR TYPE II BARRICADE AT 50' C-C SPACING IN TANGENT, 20' C-C SPACING TAPERS, AND 10' C-C SPACING IN CURVES/RADII
DIRECTION INDICATOR BARRICADE WITH STEADY BURN LIGHT	

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 184-001397

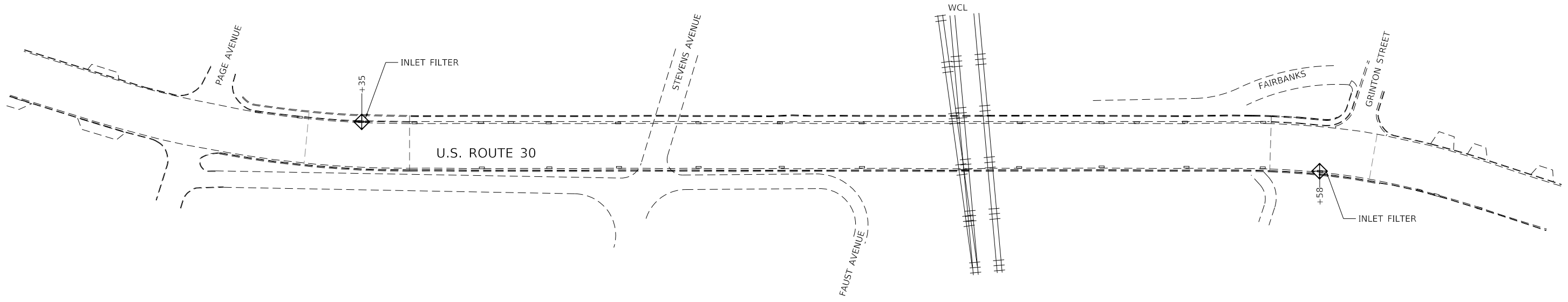
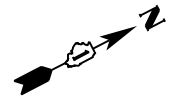
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

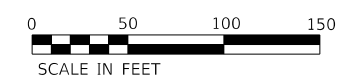
U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
 MAINTENANCE OF TRAFFIC - STAGE 2

SCALE: 1"=50' SHEET 3 OF 3 SHEETS STA. 420+00 TO STA. 440+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	10
CONTRACT NO. 62G99				
ILLINOIS FED. AID PROJECT				



NOTE:
 CONTRACTOR IS ADVISED TO REVIEW THE "BRIDGE DECK LATEX CONCRETE OVERLAY" (GBSP) SPECIFICATION FOR WATER AND DEBRI MANAGEMENT RESULTING FROM BRIDGE DECK SCARIFICATION EFFORTS.



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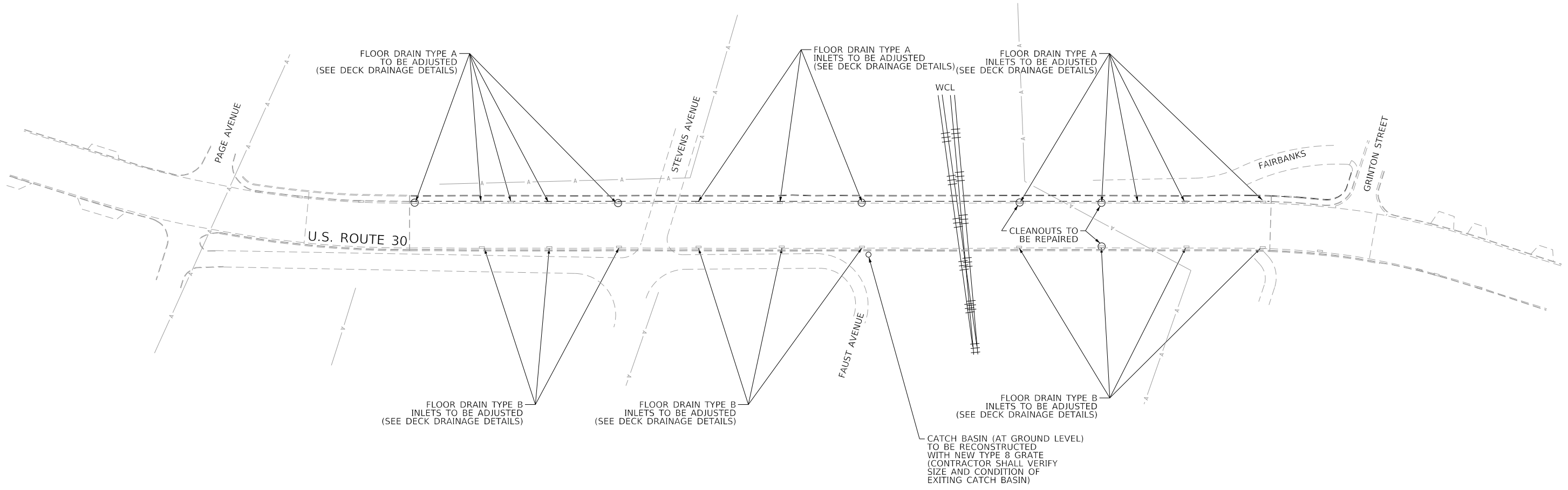
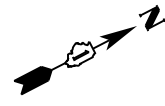
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	DRAWN - DMW	REVISED -
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PLOT DATE = 9/13/2018	DATE - 09-14-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

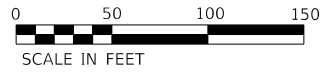
U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
EROSION CONTROL PLAN

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 135+00 TO STA. 150+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	11
CONTRACT NO. 62G99				
ILLINOIS FED. AID PROJECT				



NOTE:
COORDINATE WORK ON THIS SHEET WITH STRUCTURAL SHEETS 4, 5, 12, AND 13 OF 22.



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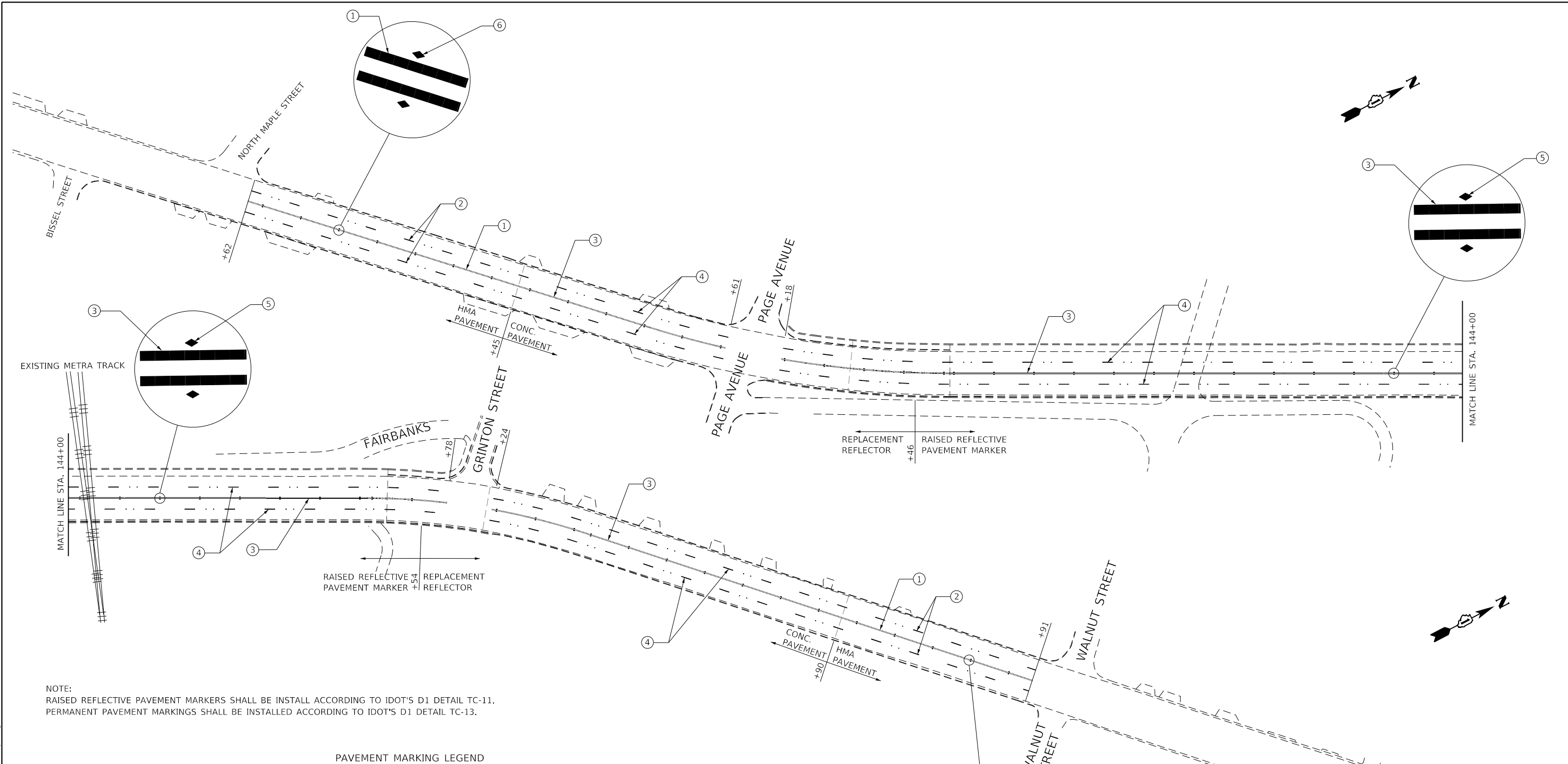
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
DRAINAGE PLAN**

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 135+00 TO STA. 150+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	12
CONTRACT NO. 62G99				
ILLINOIS FED. AID PROJECT				



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

PAVEMENT MARKING LEGEND

- | | |
|--|---|
| <p>① THERMOPLASTIC PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW)
 STA. 131+62 TO STA. 134+45
 STA. 151+90 TO STA. 153+91</p> <p>② THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SKIP DASH - 10', 30' SKIP)
 STA. 131+62 TO STA. 134+45
 STA. 151+90 TO STA. 153+91</p> <p>③ POLYUREA PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW) (PCC PAVEMENT ONLY)
 STA. 134+45 TO STA. 136+61
 STA. 137+18 TO STA. 147+78
 STA. 148+24 TO STA. 151+90</p> | <p>④ PREFORMED PLASTIC PAVEMENT MARKING TYPE B - INLAID - CONTRAST - LINE 7" WITH 8" GROOVING (WHITE SKIP DASH - 10', 30' SKIP) (PCC PAVEMENT ONLY)
 STA. 134+45 TO STA. 136+61
 STA. 137+18 TO STA. 147+78
 STA. 148+24 TO STA. 151+90</p> <p>⑤ RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL)
 RAISED REFLECTIVE PAVEMENT MARKER (2-WAY AMBER)
 STA. 138+46 TO STA. 147+54</p> <p>⑥ REPLACEMENT REFLECTOR (1-WAY CRYSTAL)
 REPLACEMENT REFLECTOR (2-WAY AMBER)
 STA. 131+62 TO STA. 136+61
 STA. 137+18 TO STA. 138+46
 STA. 147+54 TO STA. 147+78
 STA. 148+24 TO STA. 153+91</p> |
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
 PROPOSED PAVEMENT MARKINGS

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 131+62 TO STA. 153+91

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	13
CONTRACT NO. 62G99				
ILLINOIS FED. AID PROJECT				

The existing Cass Street viaduct (U.S. Route 30) over WCL was built in 1984 as an 11 span precast prestressed concrete I-beam superstructure on closed abutments and piers on spread footings. The back to back abutment length is 830'-11" and 53'-9" out to out deck.

The bridge repairs shall be done under Staged Construction.

No Salvage.

SCOPE OF WORK:

1. Remove and replace deck joints with preformed joint strip seal.
2. Repair bridge deck slab.
3. Bridge deck and approach slabs scarification $\frac{3}{4}$ ".
4. Place bridge deck and approach slabs latex concrete overlay, $2\frac{1}{2}$ ".
5. Apply protective coat to parapet, sidewalk, and new concrete (excludes overlay).
6. Remove and replace bearings at Piers 3 & 7.
7. PPC I-Beam Repairs.
8. Clean, adjust and repair drainage system.
9. Repair substructure.

INDEX OF SHEETS

1. General Plan and Elevation
2. General Structural Data
3. Stage Construction Details
4. Bridge Deck Repairs
5. Bridge Deck Repairs
6. West Abutment Expansion Joint Details
7. Pier 3 & 7 Expansion Joint Details
8. East Abutment Expansion Joint Details
9. Preformed Joint Strip Seal - Sidewalk - I
10. Preformed Joint Strip Seal - Sidewalk - II
11. Preformed Joint Strip Seal - Sidewalk - III
12. Deck Drainage Repair Plan
13. Deck Drainage Details
14. Railing Details
15. PPC I-Beam Repair - I
16. PPC I-Beam Repair - II
17. Bearing Details - Pier 3 and Pier 7
18. Abutment Repairs
19. Pier 3 Repairs
20. Pier 6 Repairs
21. Pier 7 Repairs
22. Bar Splicer Assembly and Mechanical Splicer Details

DESIGN STRESSES

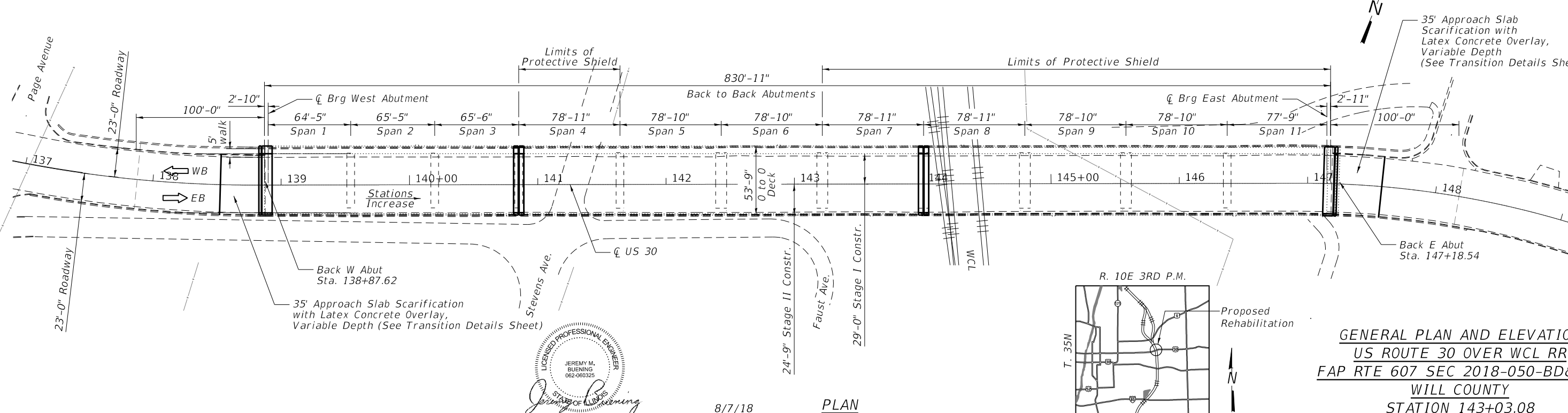
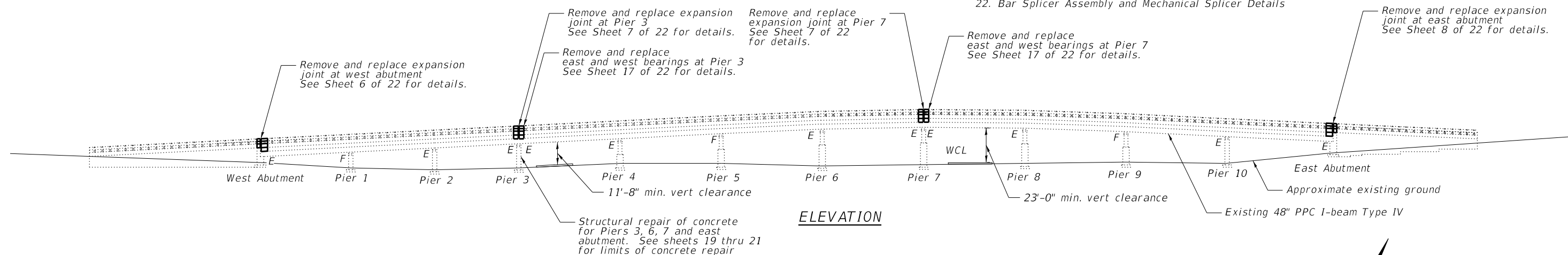
EXISTING STRUCTURE
 $f'_c = 3,500$ psi (Reinforced Concrete)
 $f'_c = 5,000$ psi (Prestressed Concrete)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (Structural Steel)
 $f'_c = 6,000$ psi (PPC I-Beam)

DESIGN SPECIFICATIONS

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

LOADING HS 20-44

Original Construction



GENERAL PLAN AND ELEVATION
US ROUTE 30 OVER WCL RR
FAP RTE 607 SEC 2018-050-BD&BJR
WILL COUNTY
STATION 143+03.08
STRUCTURE NO. 099-0264

Jeremy Buening, P.E., S.E.
 License Expires 11/30/18

8/7/18
 Date
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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 CONSULTING ENGINEERS
 184-001397

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SCALE:	SHEET 1 OF 22 SHEETS	STA.	TO STA.
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS
607	2018-050-BD&BJR	WILL	41
	SN 099-0264		14
		CONTRACT NO. 62G99	
		ILLINOIS	FED. AID PROJECT

GENERAL NOTES

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

Reinforcement bars designated (E) shall be epoxy coated.

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

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

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

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

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	81.8		81.8
Protective Shield	Sq. Yd.	2518	-	2518
Concrete Superstructure	Cu. Yd.	89.2	-	89.2
Bridge Deck Grooving	Sq. Yd.	4058	-	4058
Protective Coat	Sq. Yd.	1287	-	1287
Reinforcement Bars, Epoxy Coated	Pound	15090	-	15090
Bar Splicers	Each	86	-	86
Preformed Joint Strip Seal	Foot	215	-	215
Elastomeric Bearing Assembly, Type II	Each	28	-	28
Anchor Bolts, 1"	Each	-	56	56
Deck Slab Repair (Full Depth), Type II	Sq. Yd.	2	-	2
Jack and Remove Existing Bearings	Each	-	24	24
Bridge Deck Latex Concrete Overlay, 2 1/2"	Sq. Yd.	4105	-	4105
Cleaning Drainage System	L Sum	-	1	1
Bridge Deck Scarification 3/4"	Sq. Yd.	4105	-	4105
Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	Sq. Ft.	-	101	101
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	-	91	91
Drainage Scuppers To Be Adjusted	Each	22	-	22
Precast Prestressed Concrete I-Beam Repair	Sq. Ft.	11	-	11
Temporary Shoring and Cribbing	Each	4	-	4
Acrylic Coating	Sq. Yd.	72	-	72
Cleaning and Painting Bearings	Each	49	-	49
Fiber Wrap	Sq. Ft.	276	-	276
Bridge Drainage System Repair	Foot	-	55	55

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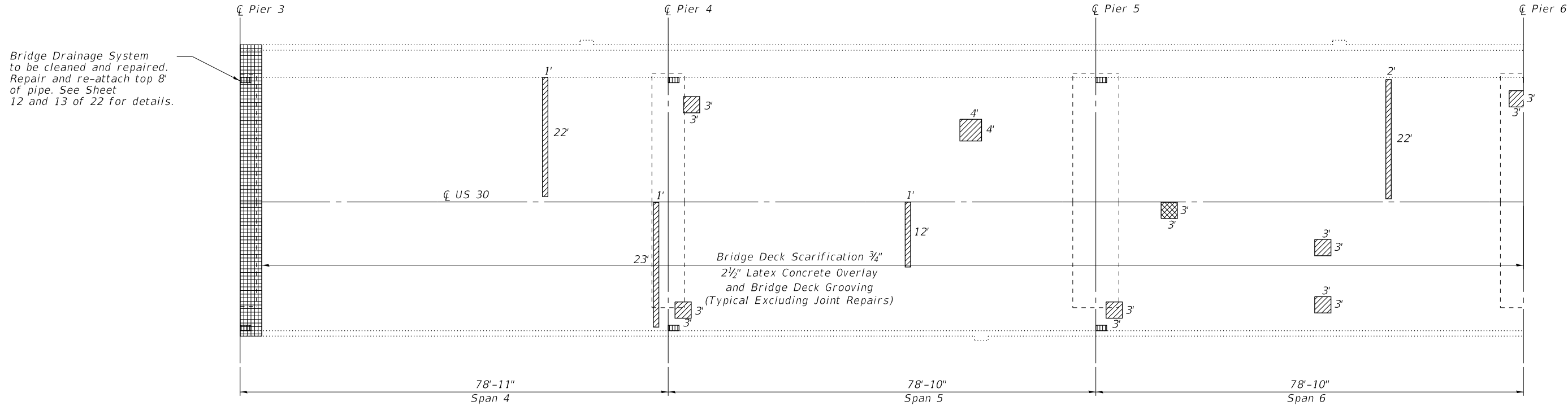
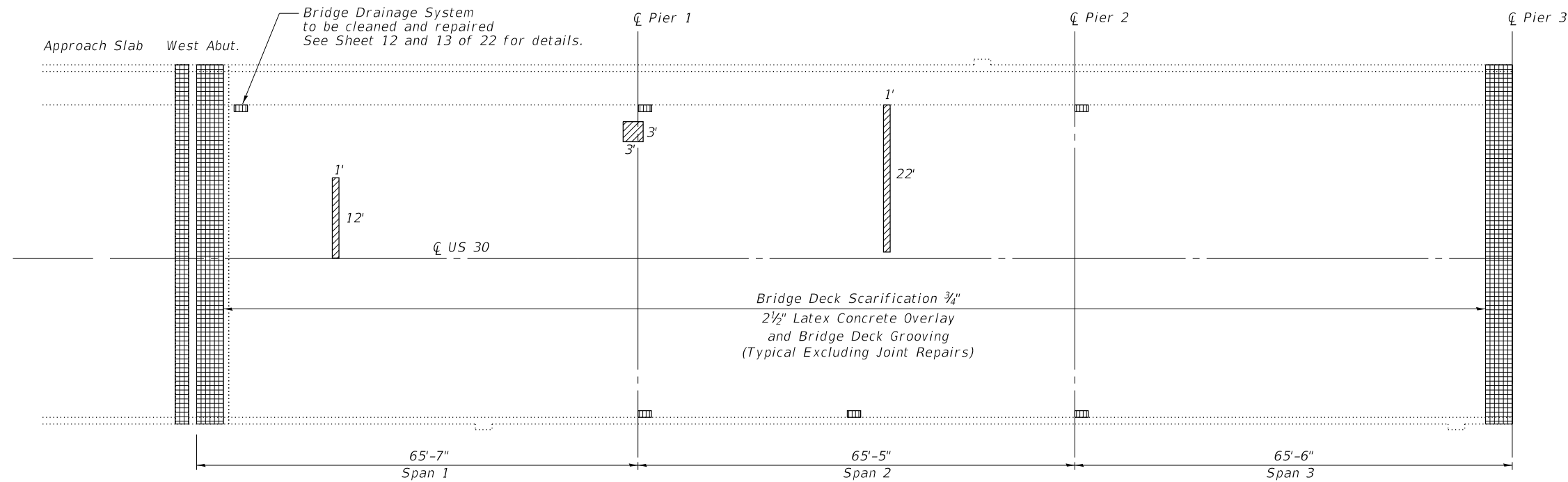
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
GENERAL STRUCTURAL DATA**

SCALE: SHEET 2 OF 22 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	15
SN 099-0264		CONTRACT NO. 62G99		
ILLINOIS		FED. AID PROJECT		



LEGEND

- Deck Slab Repair (Partial Depth)
- Deck Slab Repair (Full Depth)
- Existing Drainage Scupper To Be Adjusted and Cleaned (Type "A" North Curb/Sidewalk - Type "B" South Curb)
- Area of Joint Repair

NOTES:

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

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

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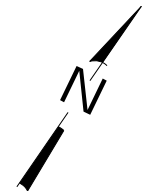
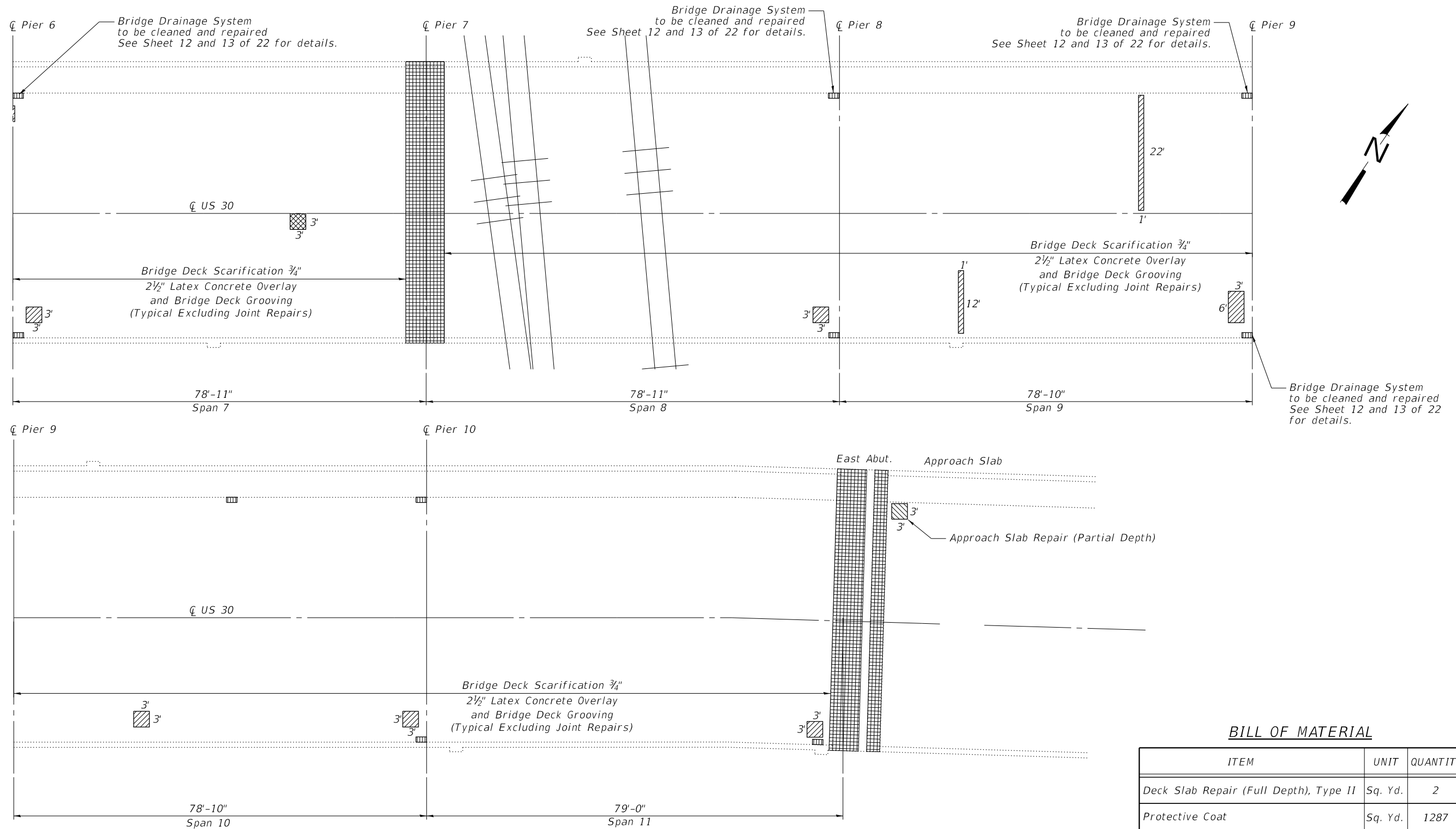
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
BRIDGE DECK REPAIRS**

SCALE: SHEET 4 OF 22 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	17
SN 099-0264		CONTRACT NO. 62G99		
ILLINOIS FED. AID PROJECT				



LEGEND

- Deck Slab Repair (Partial Depth)
- Deck Slab Repair (Full Depth)
- Existing Drainage Scupper To Be Adjusted and Cleaned (Type "A" North Curb/Sidewalk - Type "B" South Curb)
- Area of Joint Repair
- Approach Slab Repair (Partial Depth)

NOTES:

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

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

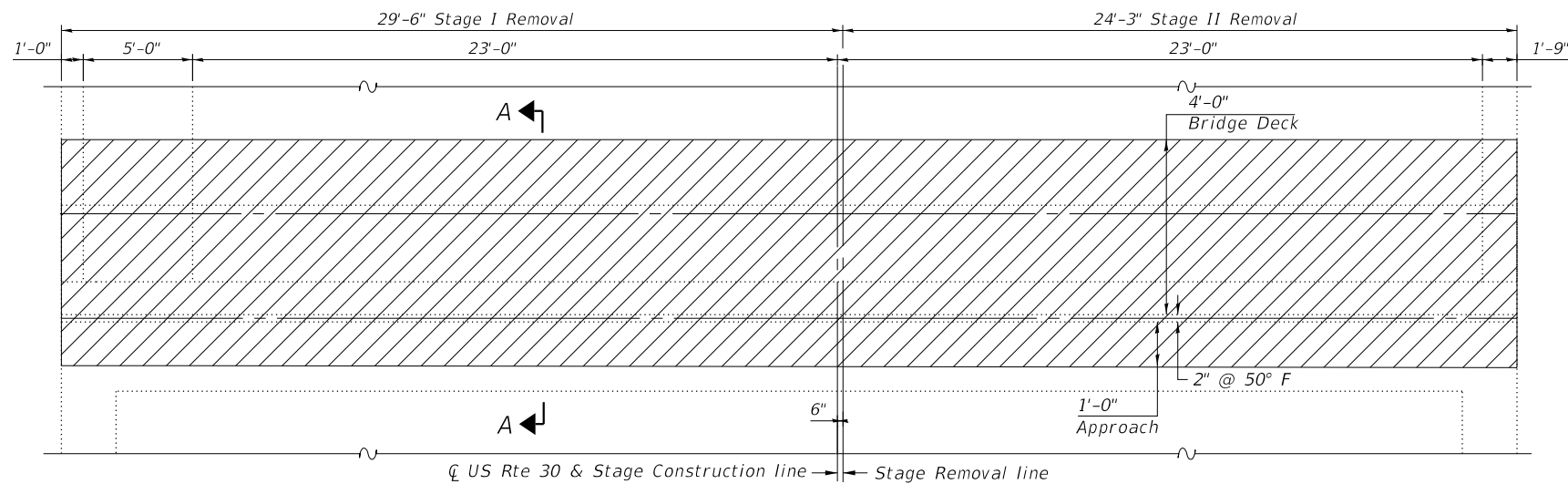
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Deck Slab Repair (Full Depth), Type II	Sq. Yd.	2
Protective Coat	Sq. Yd.	1287
Bridge Deck Grooving	Sq. Yd.	4058
Bridge Deck Latex Concrete Overlay 2 1/2"	Sq. Yd.	4105
Bridge Deck Scarification 3/4"	Sq. Yd.	4105

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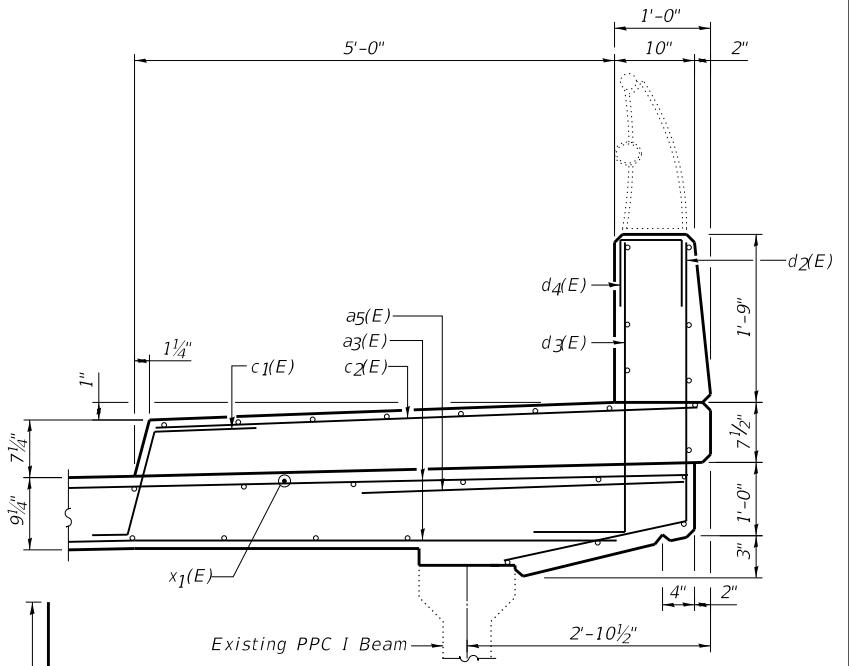
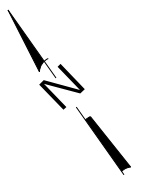
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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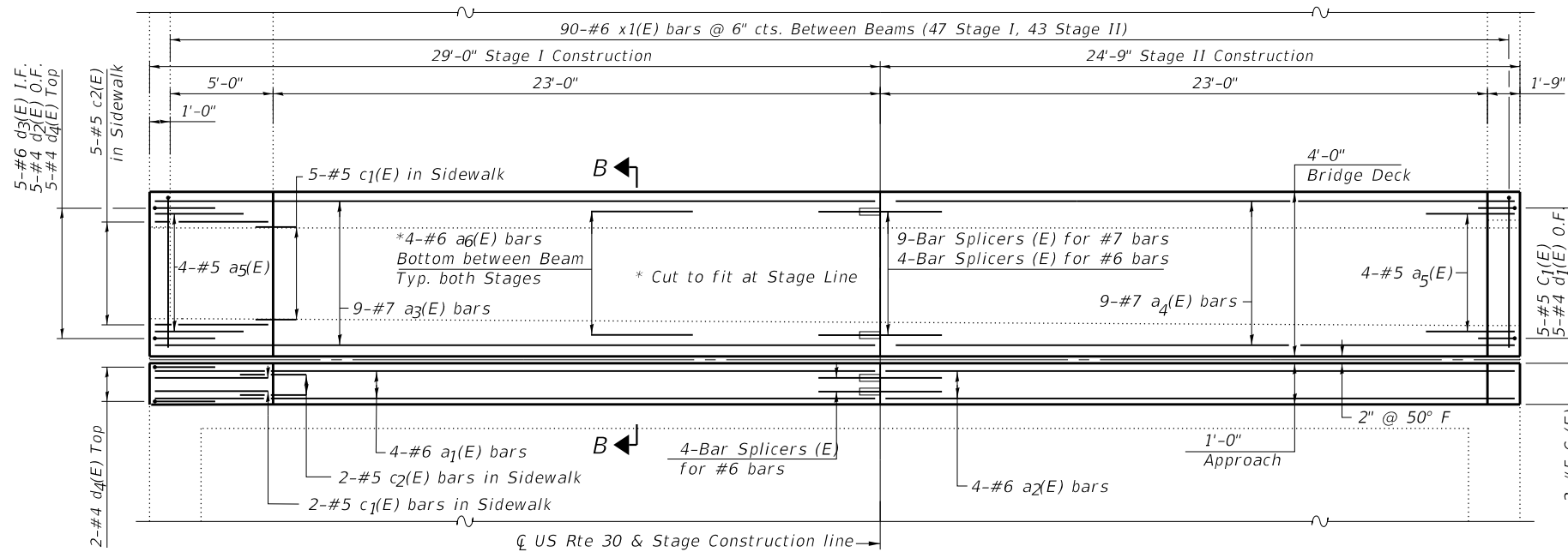


JOINT REMOVAL (WEST ABUTMENT)

LEGEND
 Concrete Removal
 O.F. - Outside Face
 I.F. - Inside Face

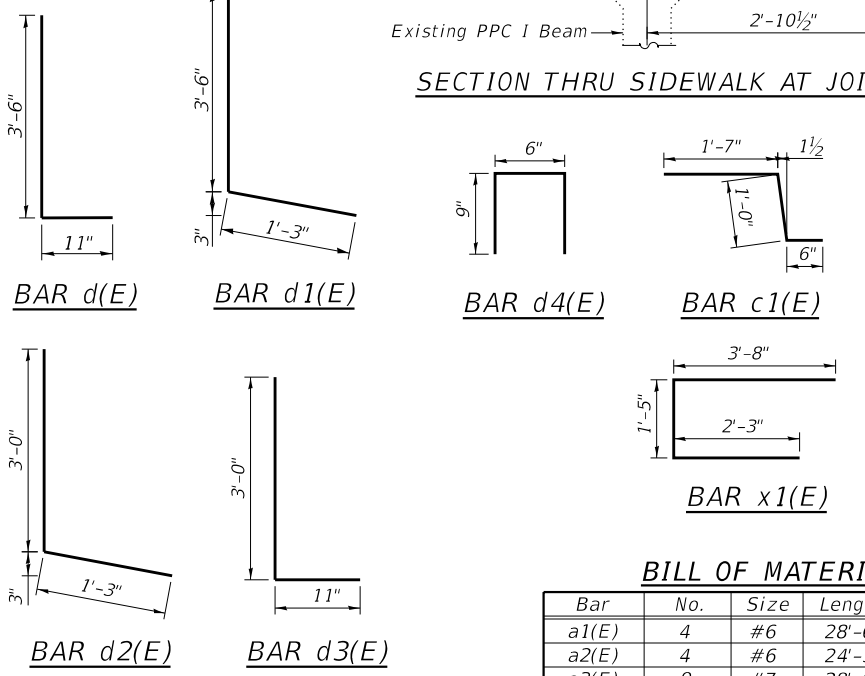


SECTION THRU SIDEWALK AT JOINT



PROPOSED JOINT (WEST ABUTMENT)

• Existing Reinforcement
 ● Proposed Reinforcement

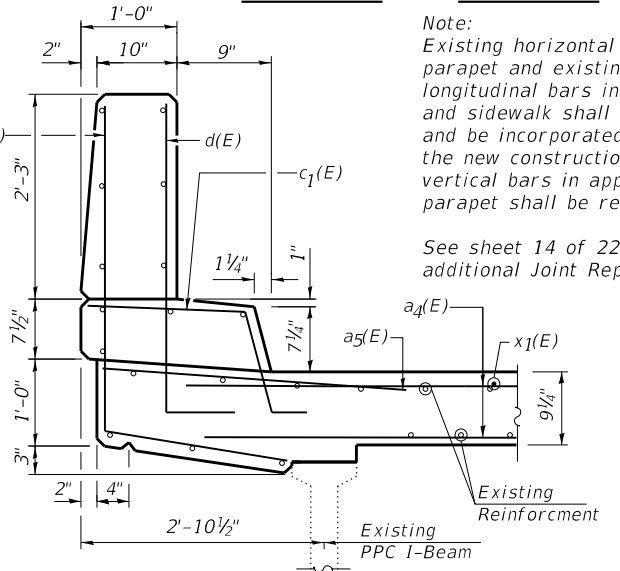


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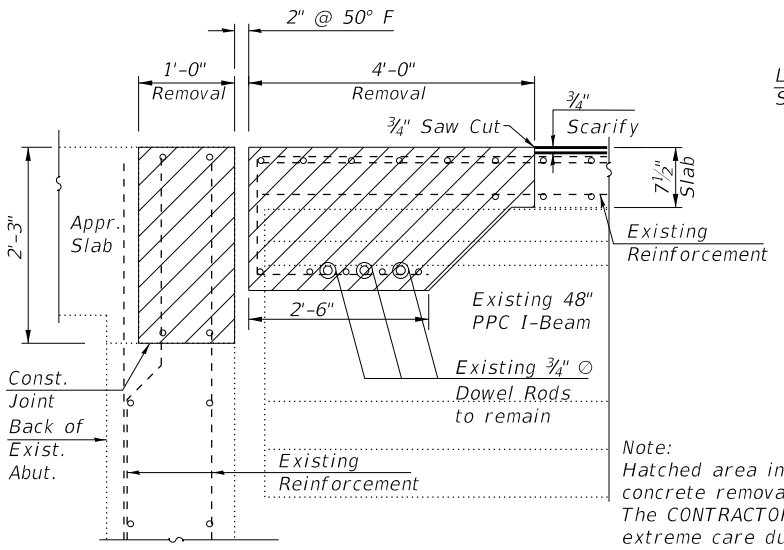
Bar	No.	Size	Length	Shape
a1(E)	4	#6	28'-6"	—
a2(E)	4	#6	24'-3"	—
a3(E)	9	#7	28'-0"	—
a4(E)	9	#7	23'-9"	—
a5(E)	8	#6	4'-0"	—
a6(E)	24	#6	7'-0"	—
c1(E)	12	#5	3'-1"	L
c2(E)	7	#5	5'-6"	—
d(E)	5	#6	4'-5"	L
d1(E)	5	#4	4'-9"	L
d2(E)	5	#4	4'-3"	L
d3(E)	5	#6	3'-11"	L
d4(E)	7	#4	2'-0"	□
x1(E)	90	#6	7'-4"	—
Concrete Removal			Cu. Yd.	17.5
Concrete Superstructure			Cu. Yd.	18.9
Reinforcement Bars, Epoxy Coated			Pound	2740

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

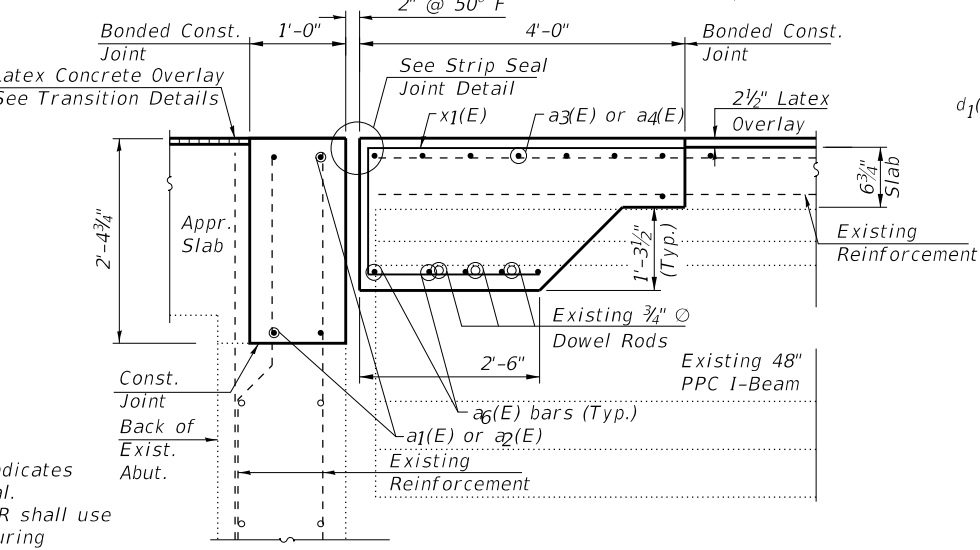
See sheet 14 of 22 for additional Joint Repair Notes.



SECTION THRU PARAPET AT JOINT



SECTION A-A



SECTION B-B

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

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CHASTAIN & ASSOCIATES LLC
 CONSULTING ENGINEERS
 184-001397

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 DATE - 09-14-2018

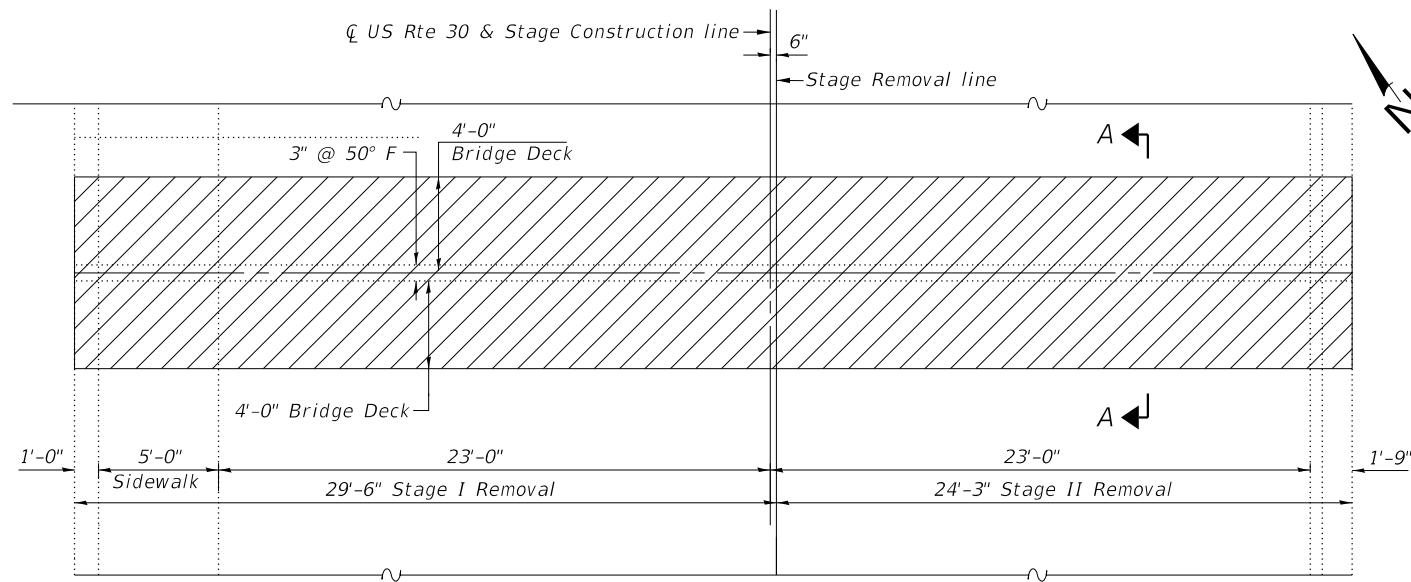
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

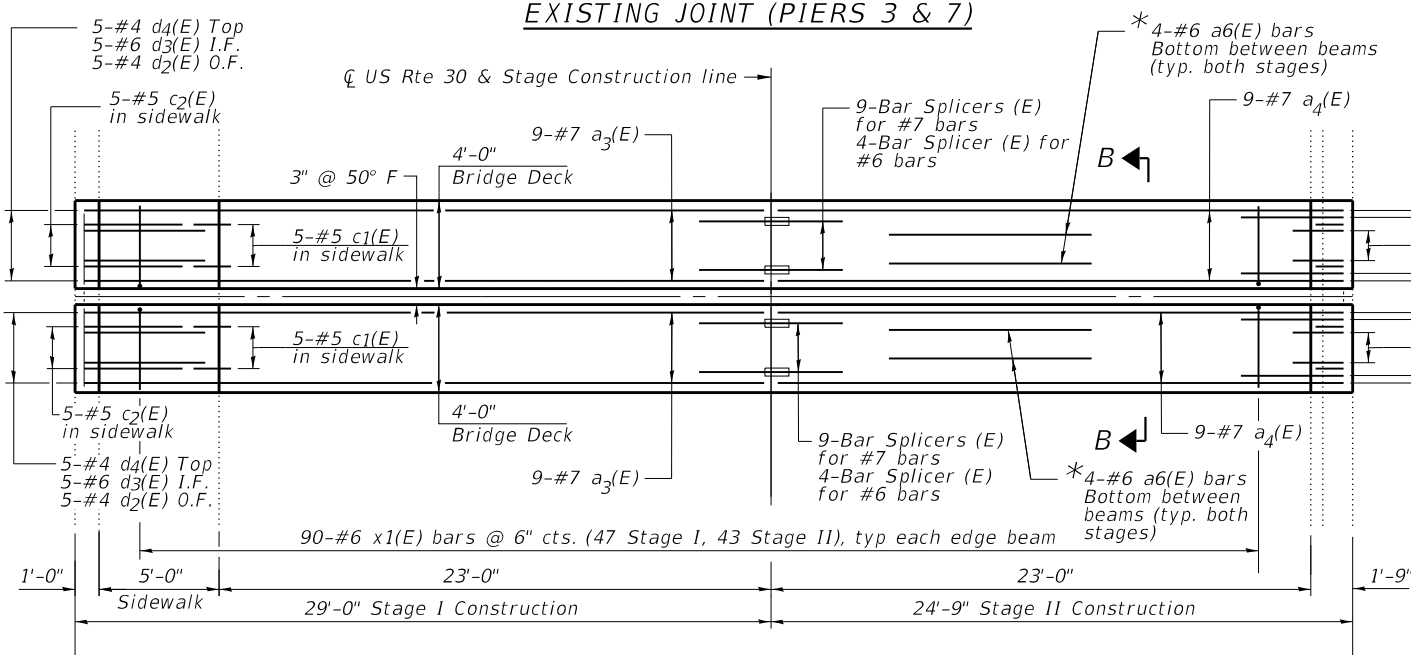
U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
WEST ABUTMENT EXPANSION JOINT DETAILS

SCALE: SHEET 6 OF 22 SHEETS STA. TO STA.

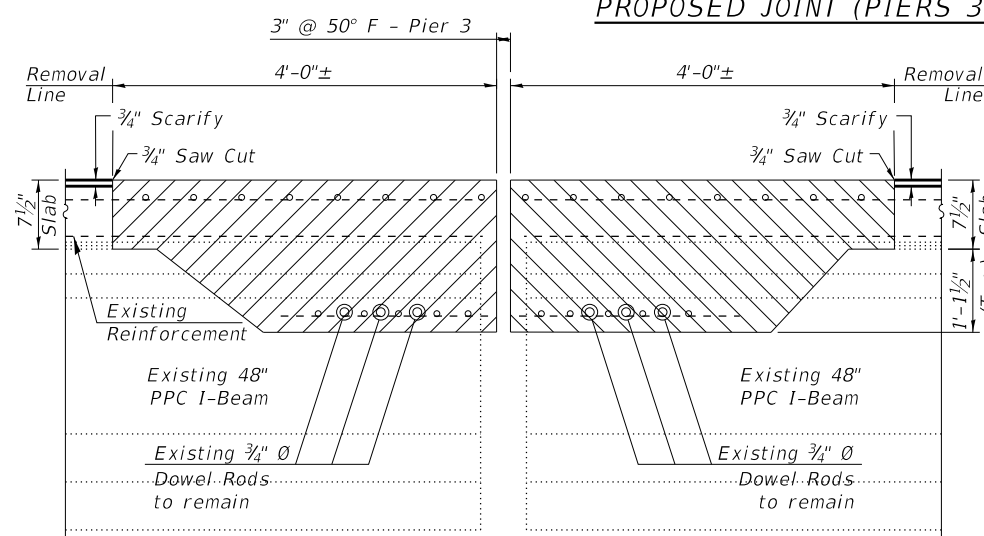
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607	2018-050-BD&BJR	WILL	41	19
SN 099-0264		CONTRACT NO. 62G99		
ILLINOIS		FED. AID PROJECT		



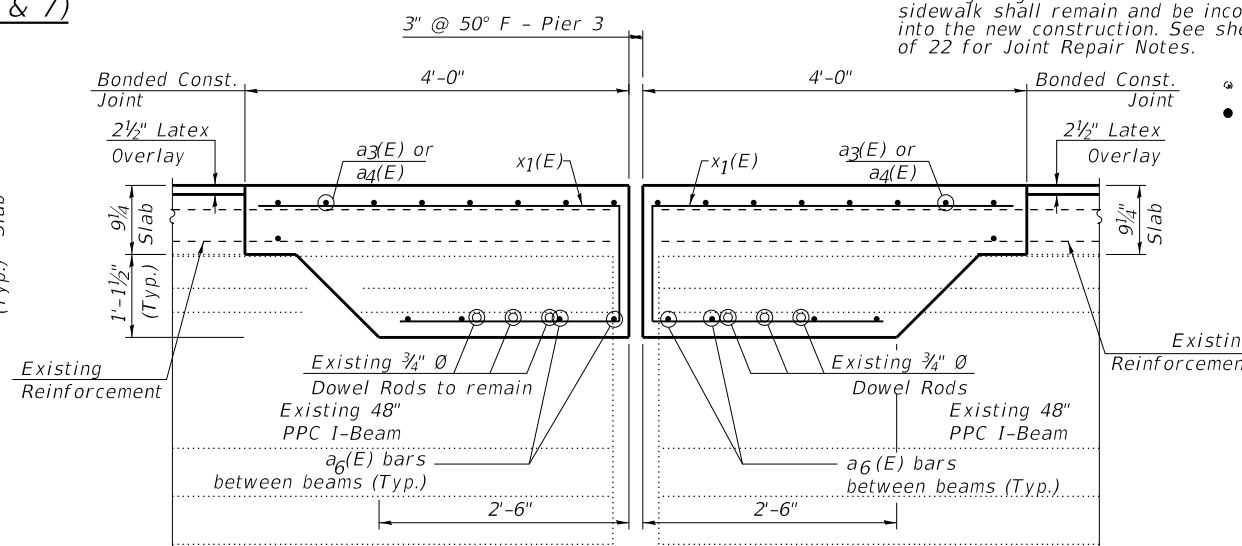
EXISTING JOINT (PIERS 3 & 7)



PROPOSED JOINT (PIERS 3 & 7)

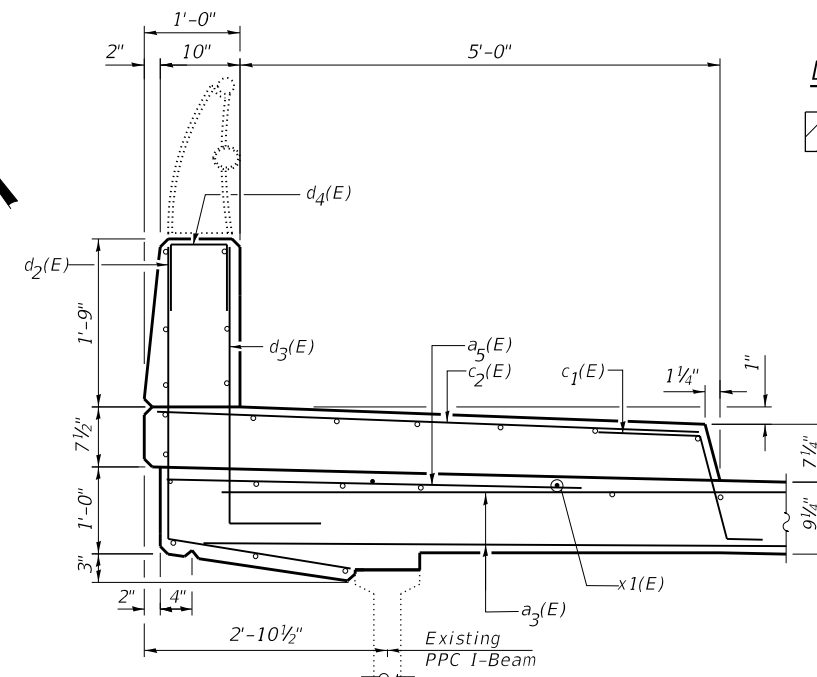


SECTION A-A

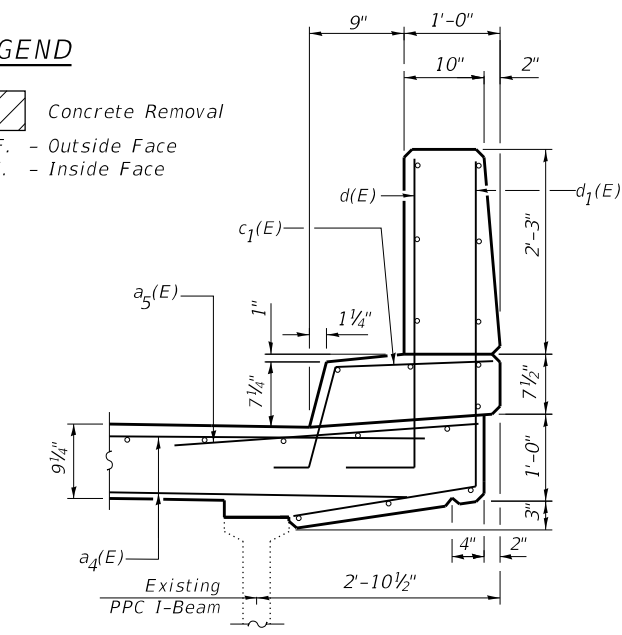


SECTION B-B

(Strip seal joint not shown for clarity)



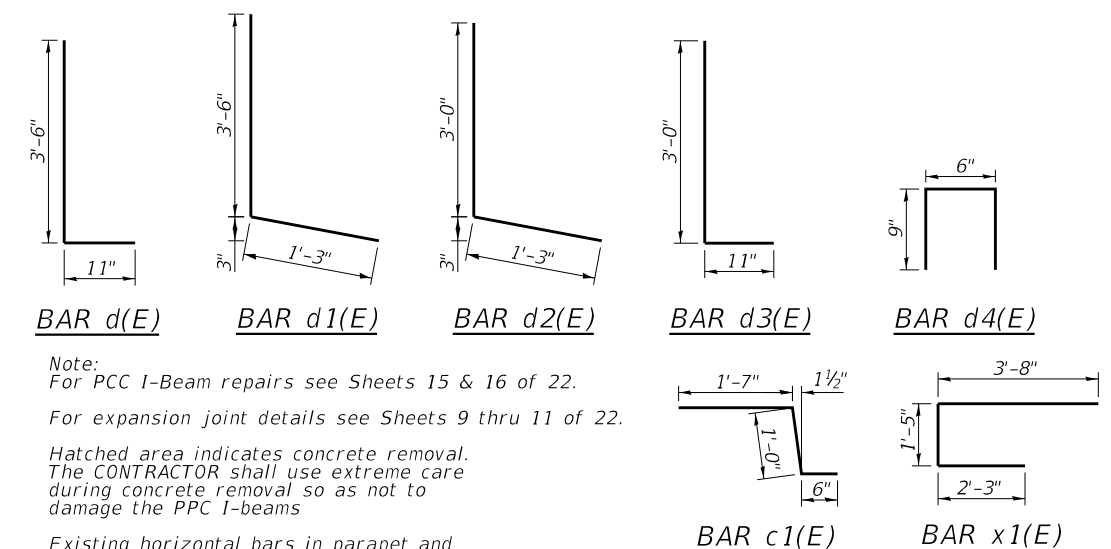
SECTION THRU BRIDGE DECK AT SIDEWALK



SECTION THRU BRIDGE DECK PARAPET

LEGEND

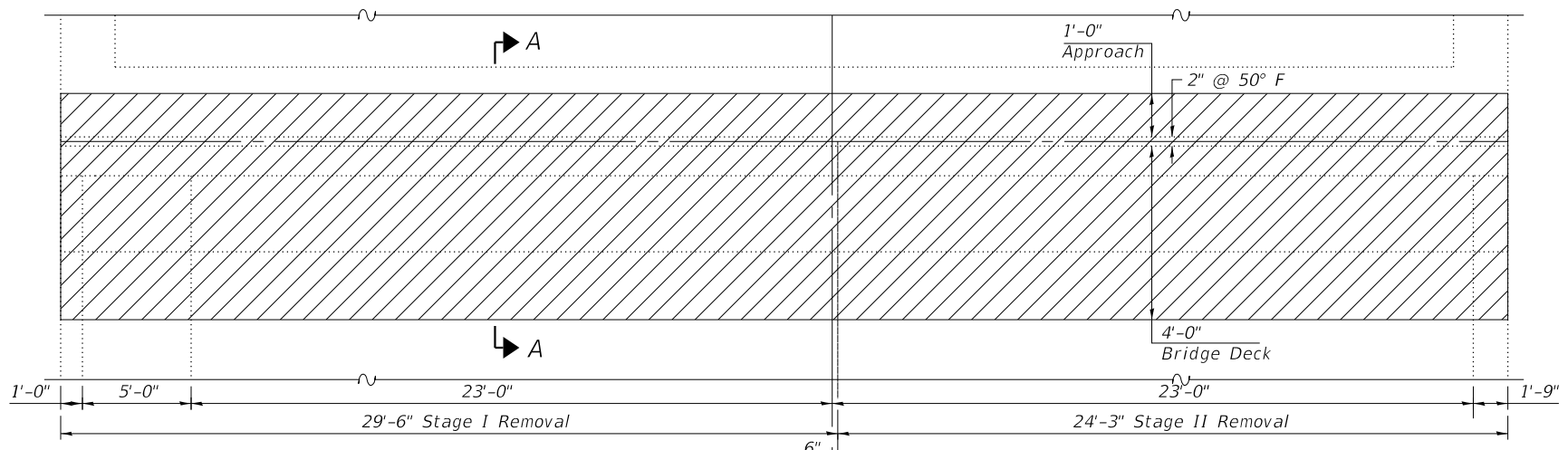
- Concrete Removal
- O.F. - Outside Face
- I.F. - Inside Face



Note:
For PCC I-Beam repairs see Sheets 15 & 16 of 22.
For expansion joint details see Sheets 9 thru 11 of 22.
Hatched area indicates concrete removal.
The CONTRACTOR shall use extreme care during concrete removal so as not to damage the PPC I-beams
Existing horizontal bars in parapet and existing longitudinal bars in slab and sidewalk shall remain and be incorporated into the new construction. See sheet 14 of 22 for Joint Repair Notes.

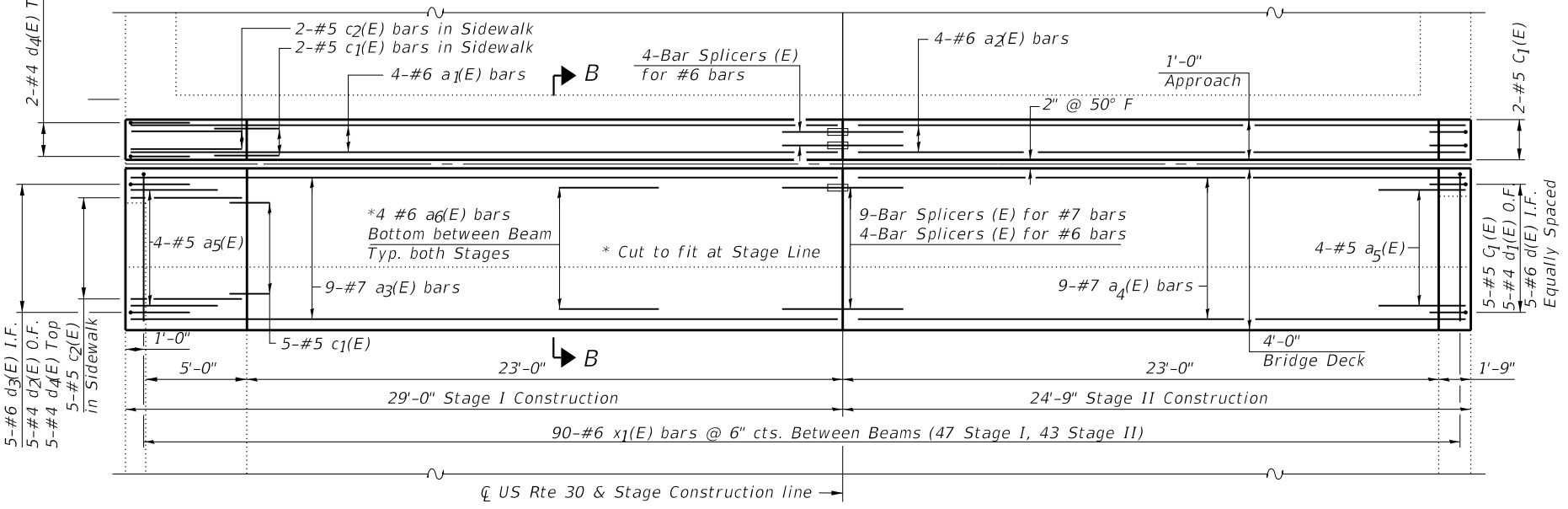
BILL OF MATERIAL (BOTH PIERS)

Bar	No.	Size	Length	Shape	
a3(E)	36	#7	28'-0"	—	
a4(E)	36	#7	23'-9"	—	
a5(E)	32	#6	4'-0"	—	
a6(E)	96	#6	7'-0"	—	
c1(E)	40	#5	3'-1"	└	
c2(E)	20	#5	5'-6"	—	
d(E)	20	#6	4'-5"	└	
d1(E)	20	#4	4'-9"	└	
d2(E)	20	#4	4'-3"	└	
d3(E)	20	#6	3'-11"	└	
d4(E)	20	#4	2'-0"	└	
x1(E)	360	#6	7'-4"	└	
Concrete Removal				Cu. Yd.	46.8
Concrete Superstructure				Cu. Yd.	51.4
Reinforcement Bars, Epoxy Coated				Pound	9610



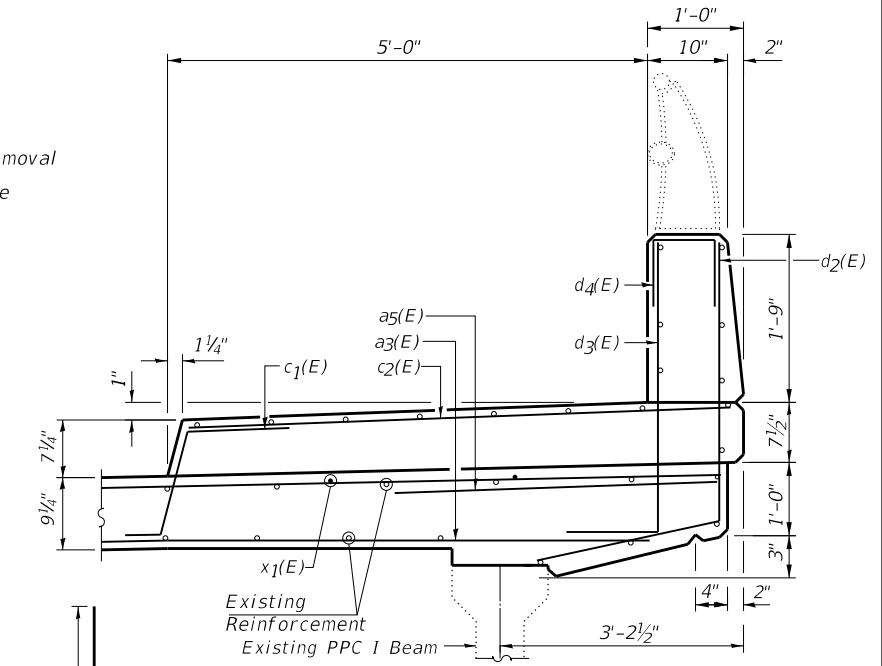
LEGEND
 Concrete Removal
 O.F. - Outside Face
 I.F. - Inside Face

JOINT REMOVAL (EAST ABUTMENT)

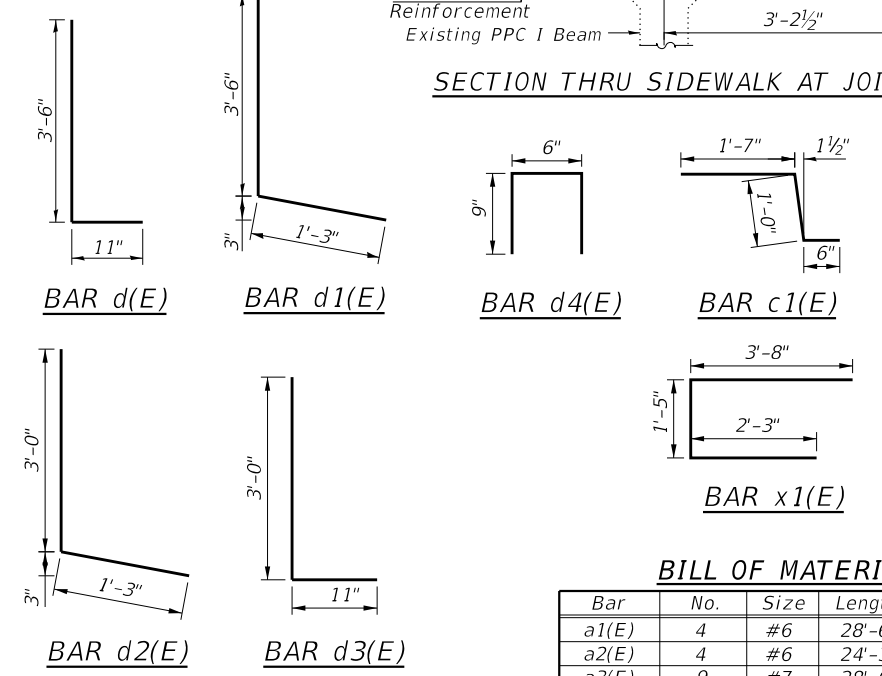


PROPOSED JOINT (EAST ABUTMENT)

• Existing Reinforcement
 • Proposed Reinforcement



SECTION THRU SIDEWALK AT JOINT

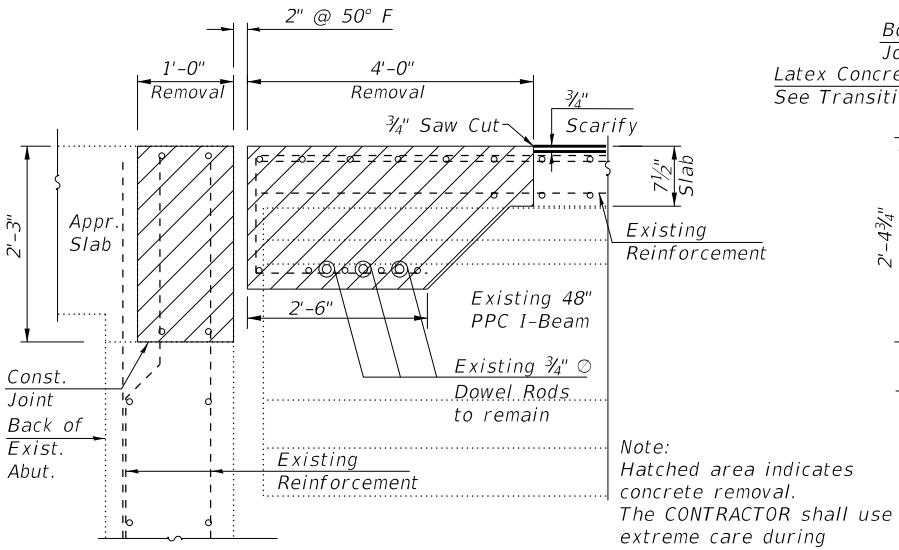


BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1(E)	4	#6	28'-6"	—
a2(E)	4	#6	24'-3"	—
a3(E)	9	#7	28'-0"	—
a4(E)	9	#7	23'-9"	—
a5(E)	8	#6	4'-0"	—
a6(E)	24	#6	7'-0"	—
c1(E)	12	#5	3'-1"	L
c2(E)	7	#5	5'-6"	—
d(E)	5	#6	4'-5"	L
d1(E)	5	#4	4'-9"	L
d2(E)	5	#4	4'-3"	L
d3(E)	5	#6	3'-11"	L
d4(E)	7	#4	2'-0"	□
x1(E)	90	#6	7'-4"	□
Concrete Removal			Cu. Yd.	17.5
Concrete Superstructure			Cu. Yd.	18.9
Reinforcement Bars, Epoxy Coated			Pound	2740

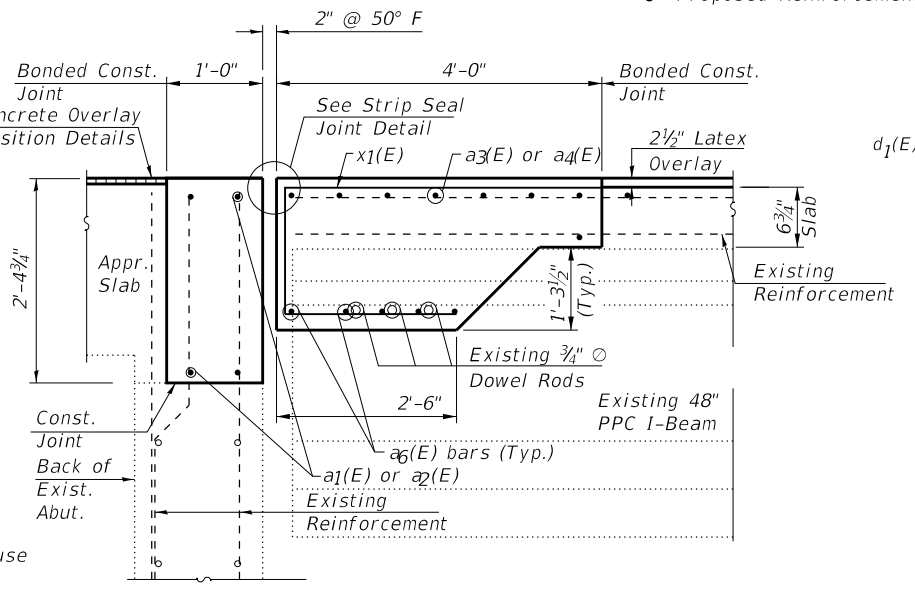
Note:
 Existing horizontal bars in parapet and existing longitudinal bars in slab and sidewalk shall remain and be incorporated into the new construction. Existing vertical bars in approach slab parapet shall be reused.

See sheet 14 of 22 for additional Joint Repair Notes.

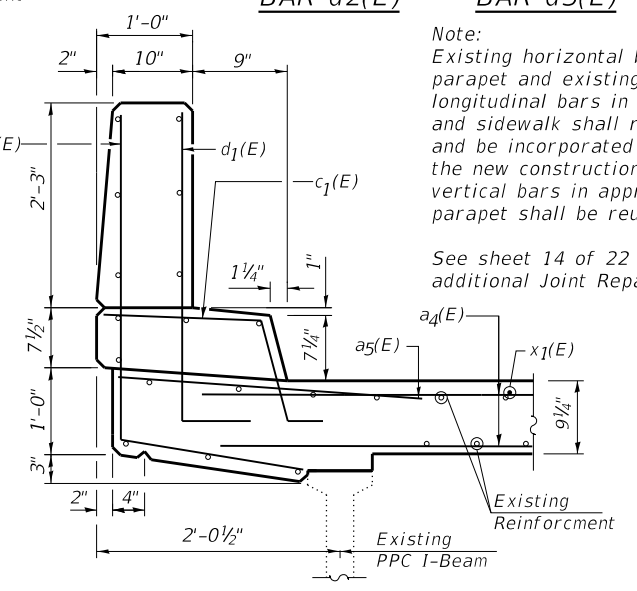


SECTION A-A

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



SECTION B-B



SECTION THRU PARAPET AT JOINT

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CHASTAIN & ASSOCIATES LLC
 CONSULTING ENGINEERS
 184-001397

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 DATE - 09-14-2018

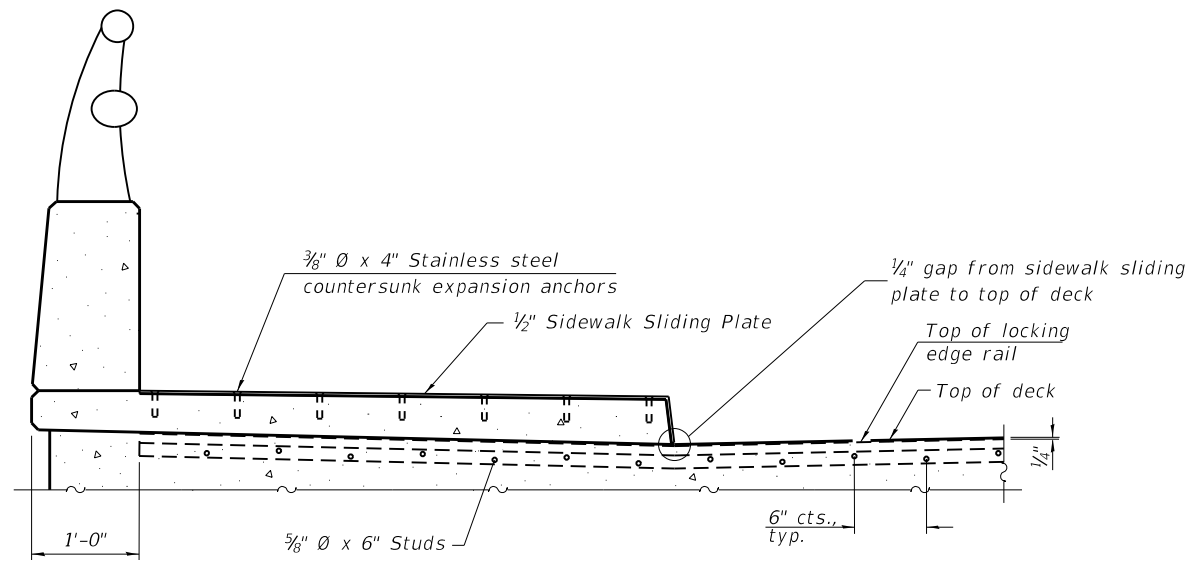
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

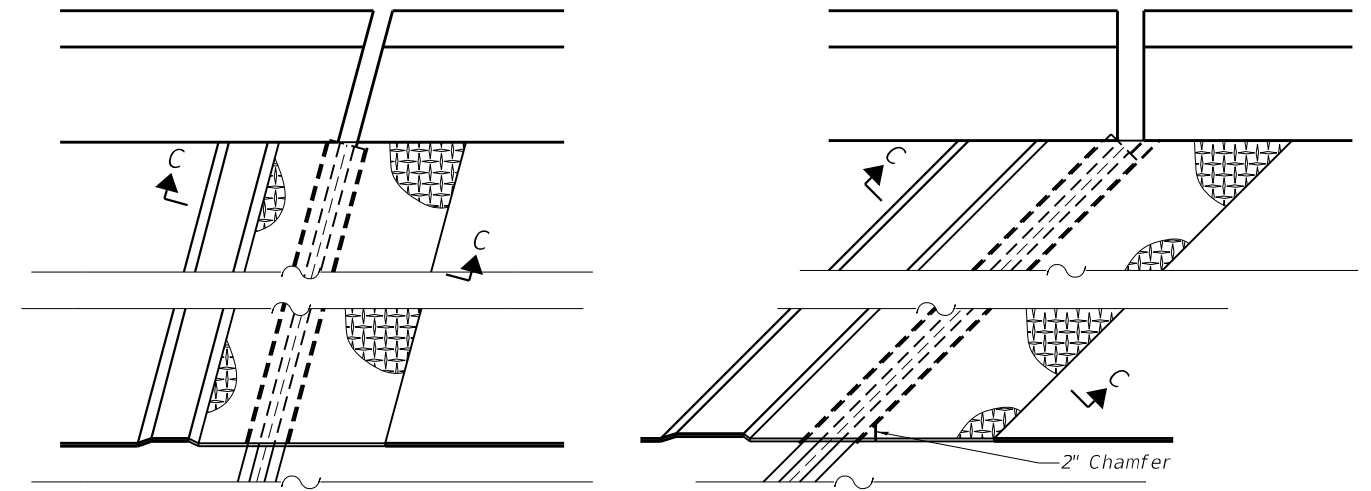
U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
EAST ABUTMENT EXPANSION JOINT DETAILS

SCALE: SHEET 8 OF 22 SHEETS STA. TO STA.

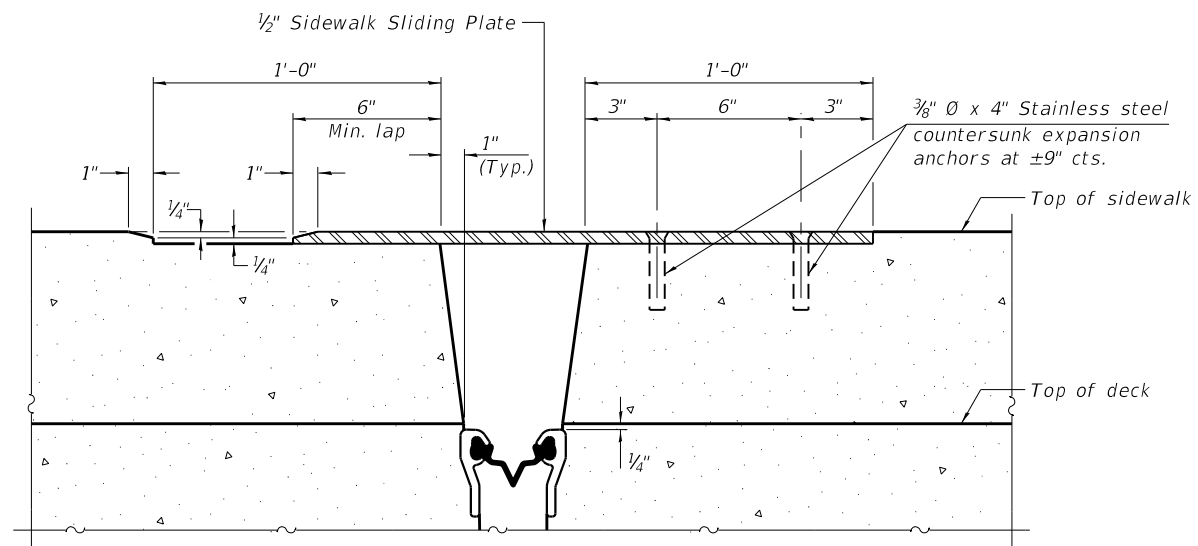
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		ILLINOIS	FED. AID PROJECT	



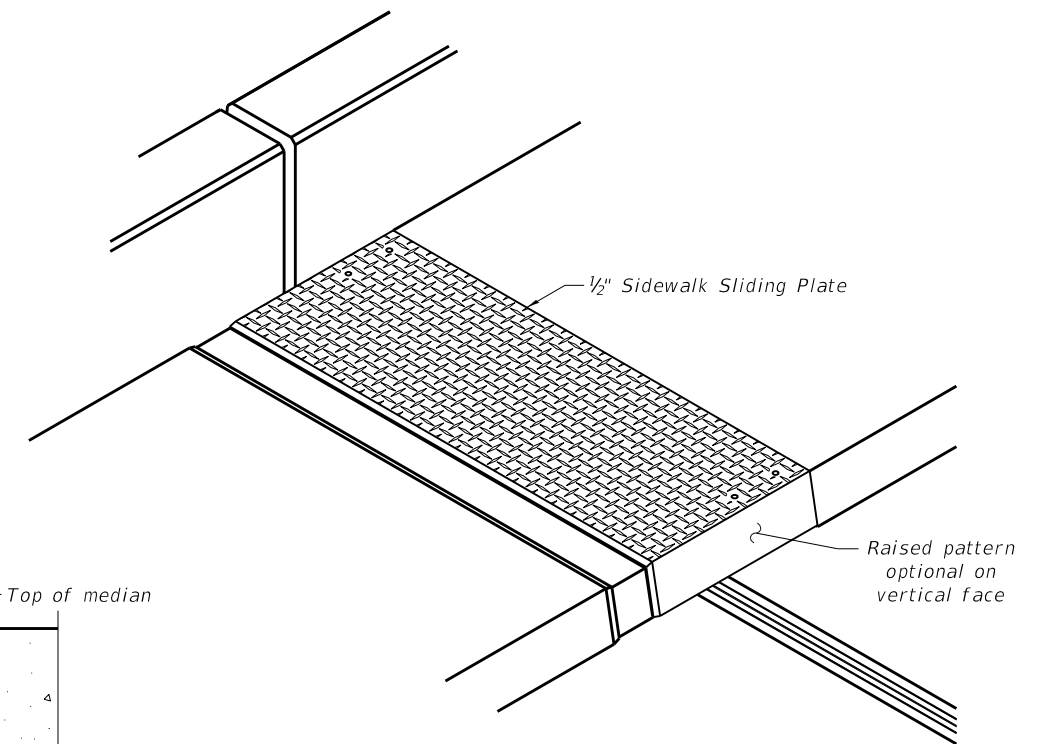
ELEVATION AT RAISED SIDEWALK



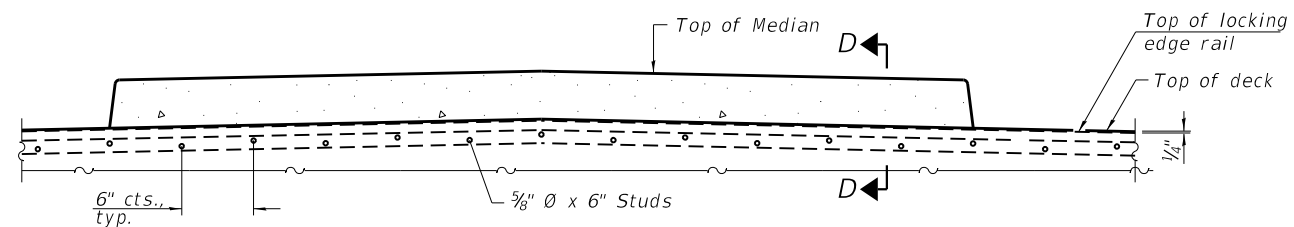
PLAN AT RAISED SIDEWALK



SECTION C-C

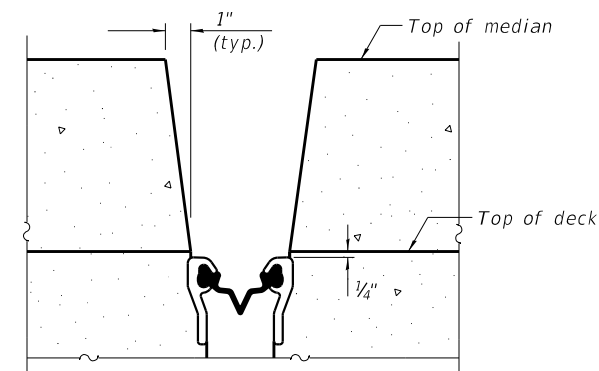


TRIMETRIC VIEW



ELEVATION AT MEDIAN

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



SECTION D-D
(at Rt. \angle 's)

(Sheet 2 of 3)

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EJ-SS-S

8-11-17

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

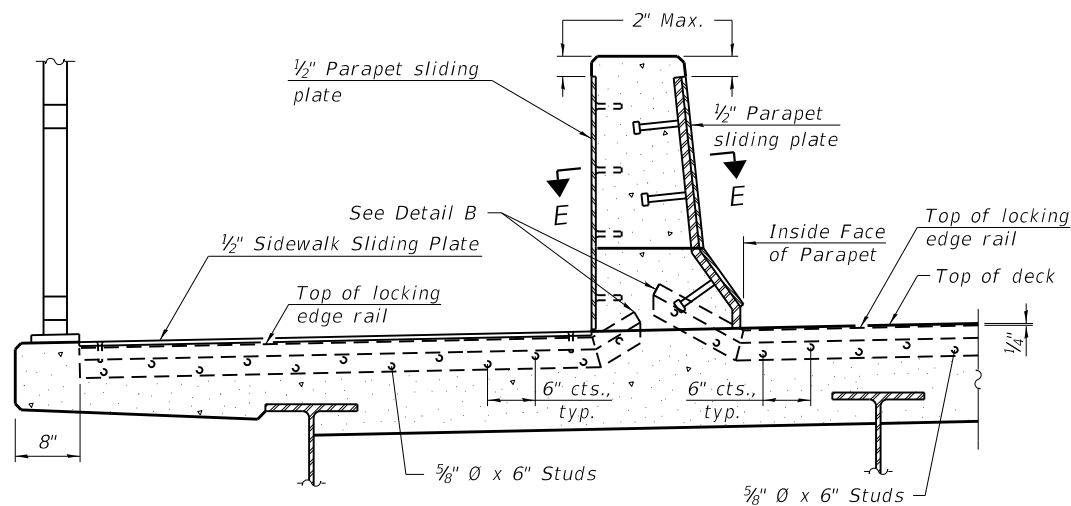
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

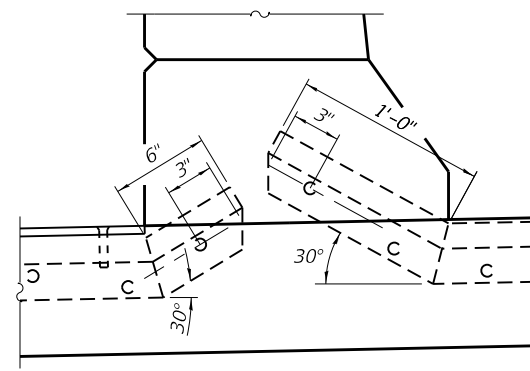
U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
PREFORMED JOINT STRIP SEAL - SIDEWALK - II

SCALE: SHEET 10 OF 22 SHEETS STA. TO STA.

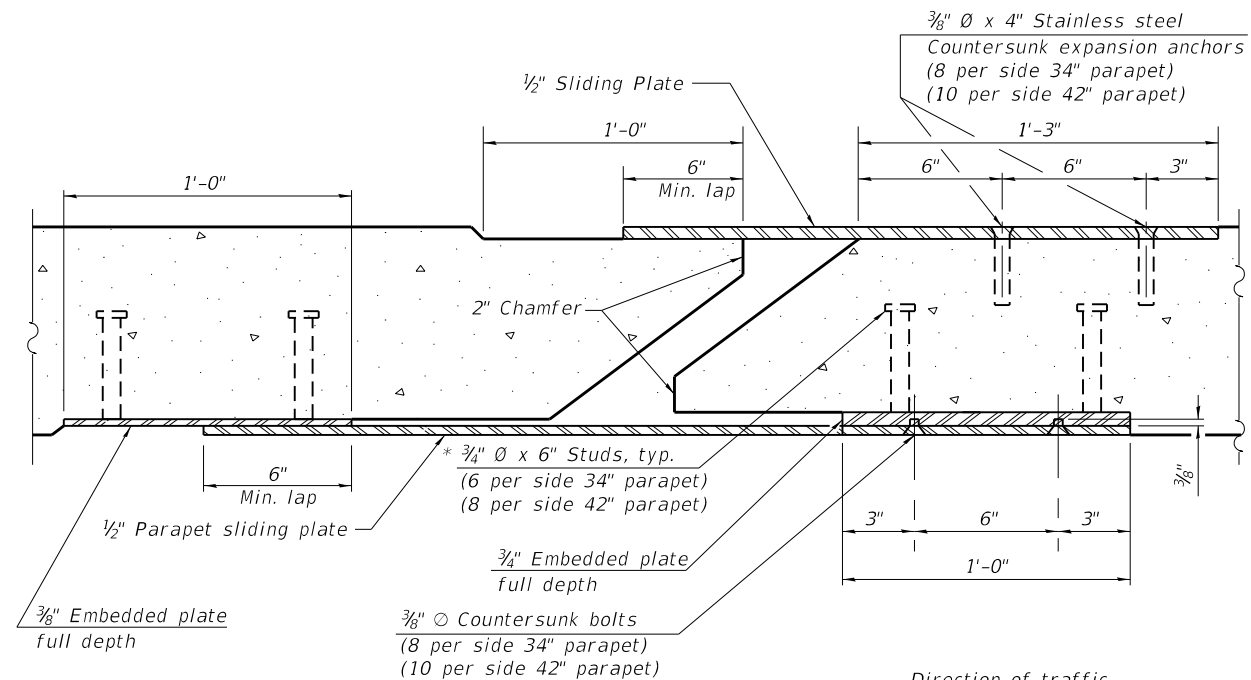
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SN 099-0264			CONTRACT NO. 62G99	
ILLINOIS FED. AID PROJECT				



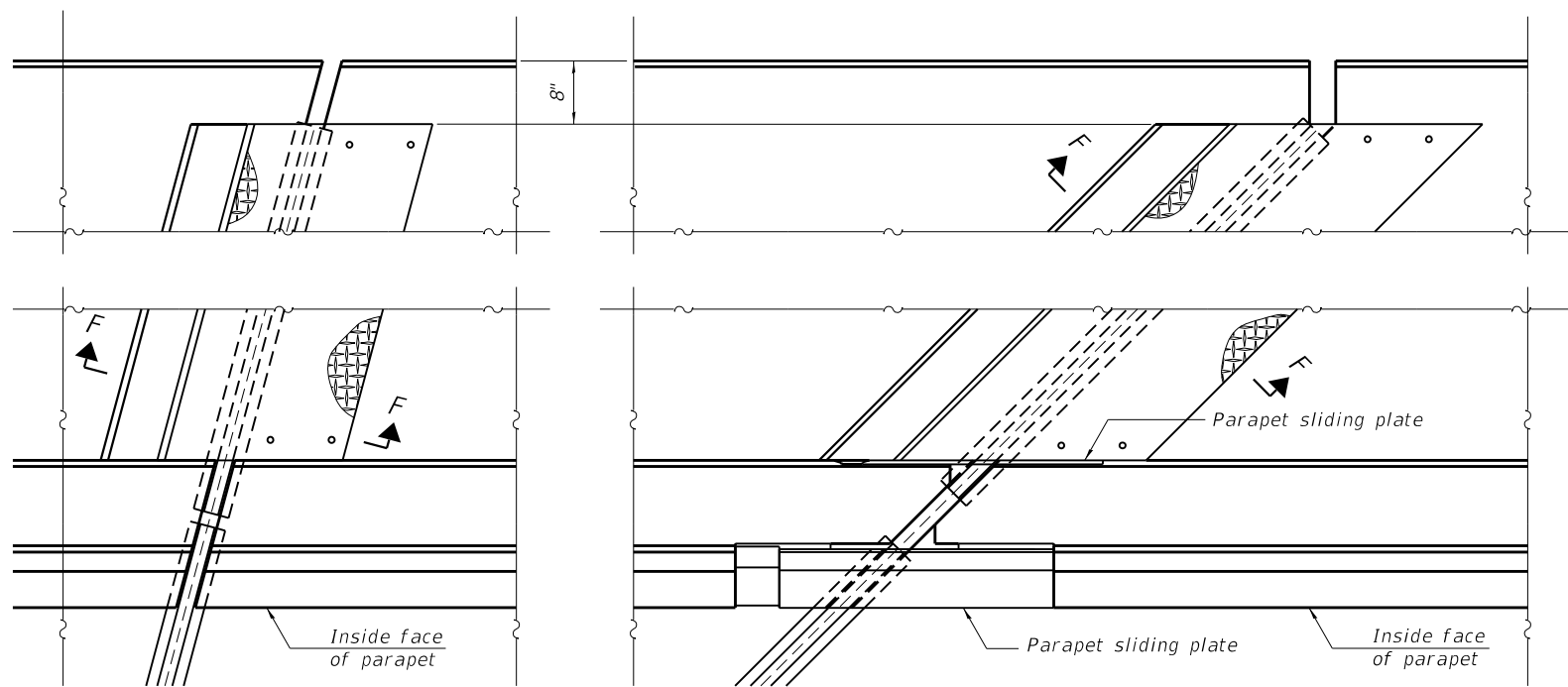
ELEVATION AT DECK LEVEL SIDEWALK
 (Skews > 30° shown. Skews = 30° similar except as shown in plan view.)



DETAIL B



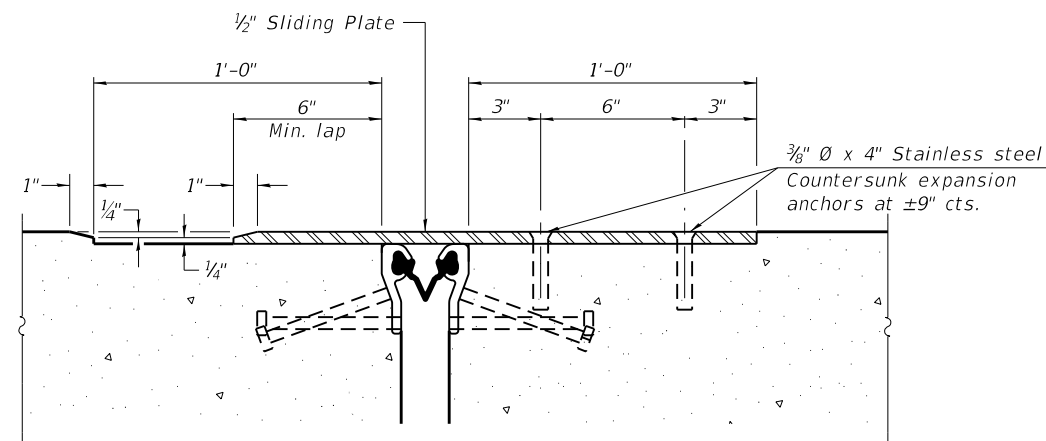
SECTION E-E



(FOR SKEWS = 30°)

(FOR SKEWS > 30°)

PLAN AT DECK LEVEL SIDEWALK



SECTION F-F

(Sheet 3 of 3)

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EJ-SS-S

8-11-17

CHASTAIN & ASSOCIATES LLC
 CONSULTING ENGINEERS
 184-001397

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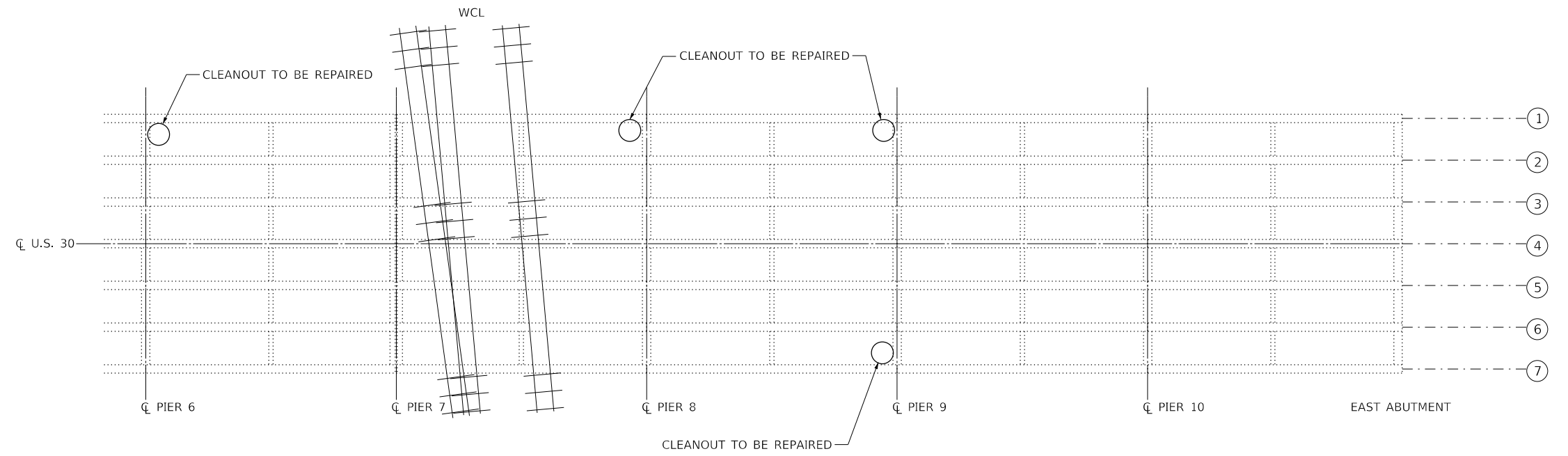
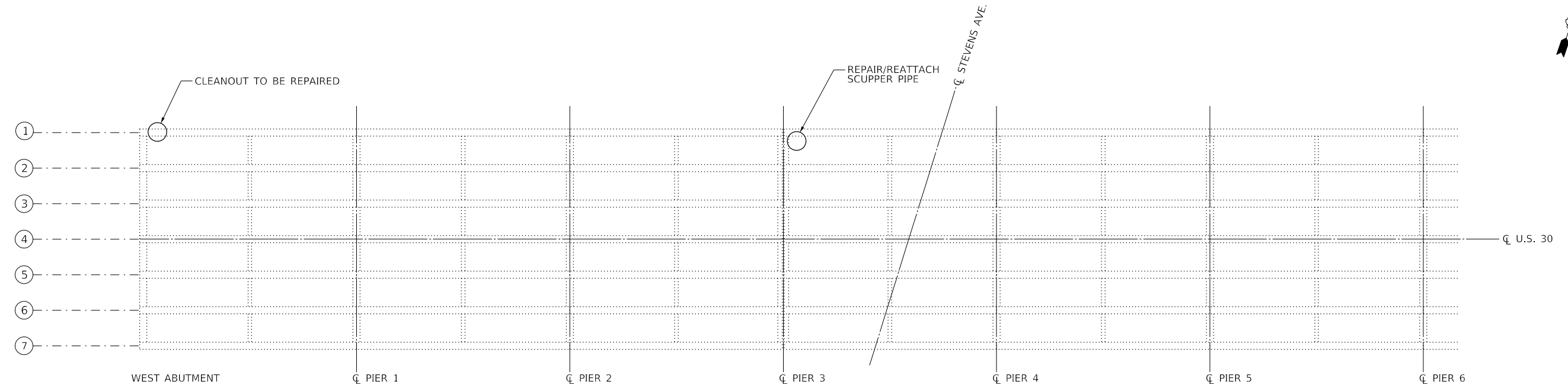
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
PREFORMED JOINT STRIP SEAL - SIDEWALK - III

SCALE: SHEET 11 OF 22 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	24
SN 099-0264			CONTRACT NO. 62G99	
ILLINOIS		FED. AID PROJECT		



PLAN - DECK DRAINAGE

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CHASTAIN & ASSOCIATES LLC
 CONSULTING ENGINEERS
 184-001397

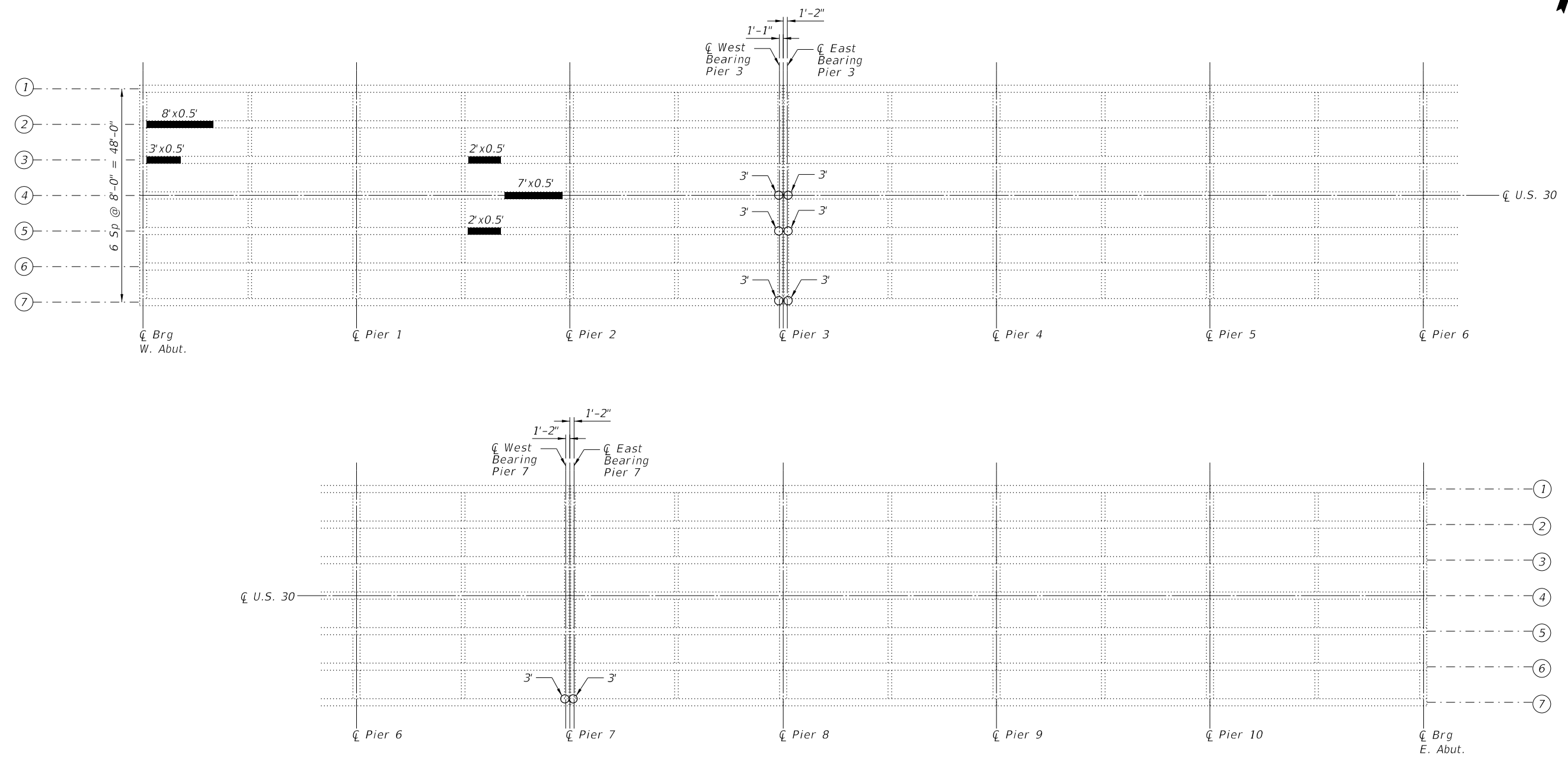
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
DECK DRAINAGE REPAIR PLAN

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	25
SN 099-0264		CONTRACT NO. 62G99		
ILLINOIS		FED. AID PROJECT		

SCALE: SHEET 12 OF 22 SHEETS STA. TO STA.



- PCC I-Beam Repair (Bottom Flange)
- PCC I-Beam Repair (End of Beam)

Notes:
 Follow Special Provision "Precast Prestressed Concrete I-Beam Repair" for bottom flange repairs.
 Follow Special Provision "FRP Strengthening for PPC I-Beam Repairs" and details on Sheet 16 of 22 for end of beam repairs.
 East and west bearings at Pier 3 and Pier 7 shall be replaced. See sheet 17 of 22 for bearing details.

FRAMING PLAN

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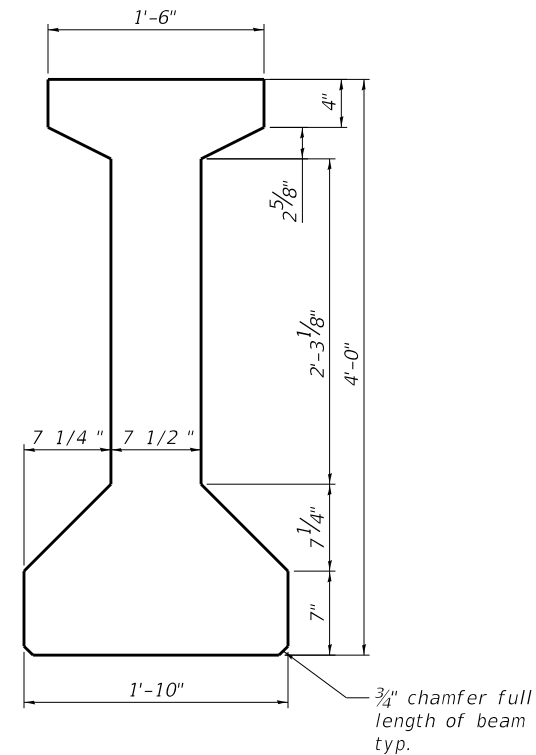
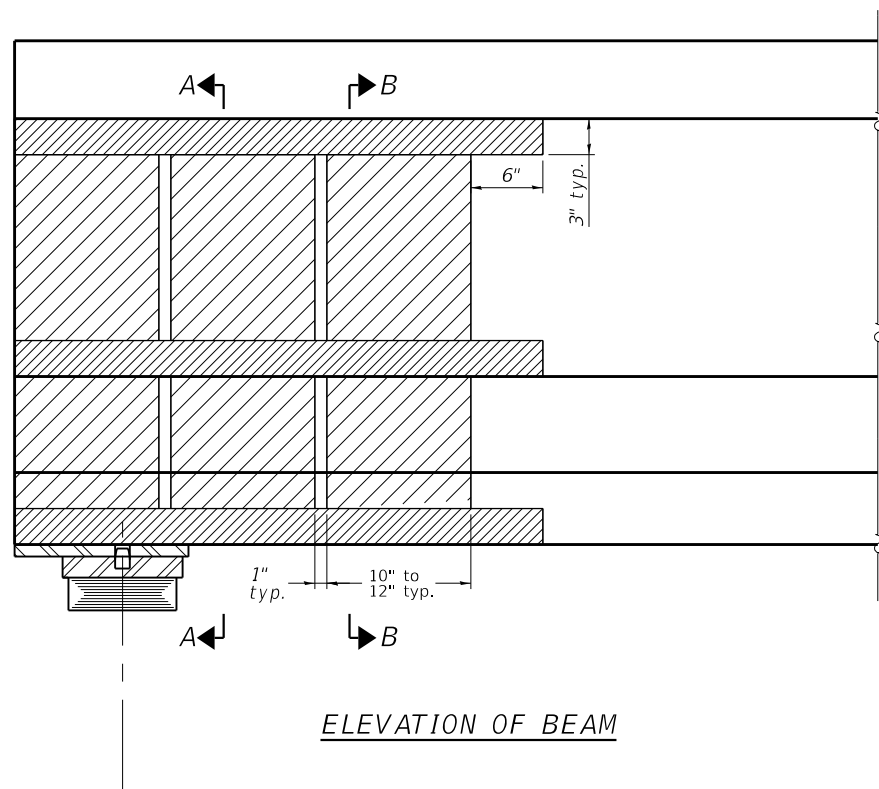
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
 PCC I-BEAM REPAIR DETAILS - I**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	28
SN 099-0264		CONTRACT NO. 62G99		
ILLINOIS FED. AID PROJECT				

SCALE: SHEET 15 OF 22 SHEETS STA. TO STA.



Notes:

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

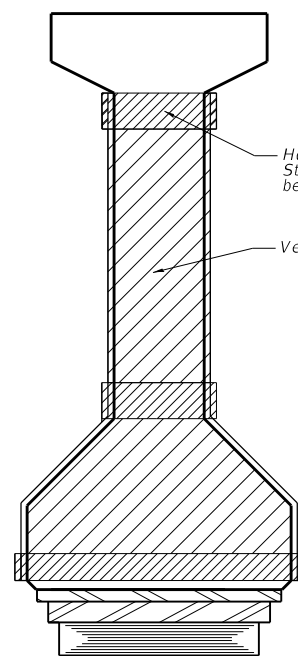
Horizontal anchorage strips shall be 3" wide and extend a minimum of 6" beyond the vertical panels. The horizontal anchorage strips shall be placed on top of the vertical panels. In areas where deterioration occurs in the ends of beams, the anchorage strip shall wrap around the beam end in one continuous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

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

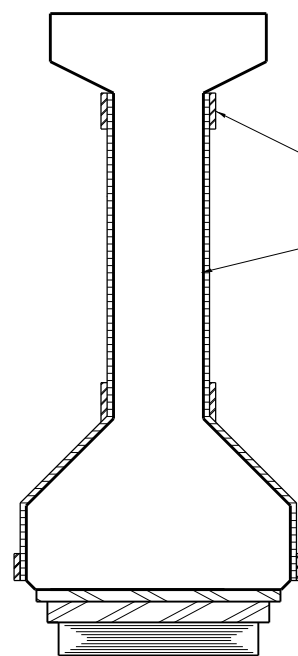
Acrylic coating shall be placed over fiber wrap repairs.

Details on this sheet are for the beam end repairs using Fiber Wrap in the locations shown on Sheet 15 of 22. See special provisions for "FRP STRENGTHENING FOR PPC I-BEAM REPAIRS" for additional specifications and requirements.

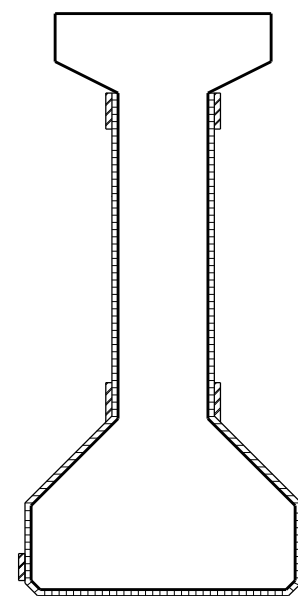
For additional information on the Beam End Repairs of the locations and dimensions shown on Sheet 15 of 22, see special provisions for "PRECAST PRESTRESSED CONCRETE I-BEAM REPAIRS".



Horizontal anchorage Strip wrapped around beam end, typ.
Vertical panel, typ.



Horizontal anchorage Strip, typ.
Vertical panel, typ.



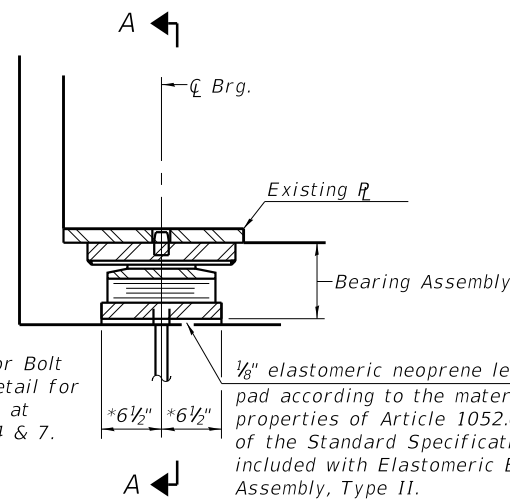
BILL OF MATERIAL

Item	Unit	Total
Precast Prestressed Concrete I-Beam Repair	Sq. Ft.	11
Fiber Wrap	Sq. Ft.	276
Acrylic Coating	Sq. Yd.	72

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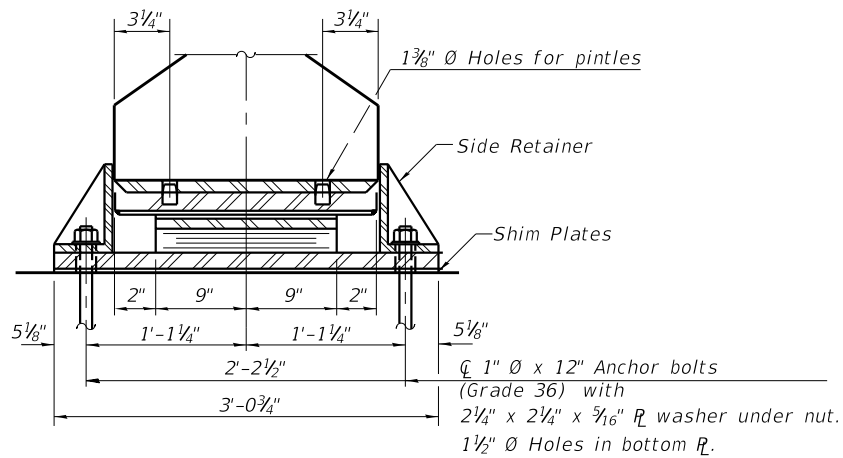
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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SN 099-0264		CONTRACT NO. 62G99		
ILLINOIS		FED. AID PROJECT		



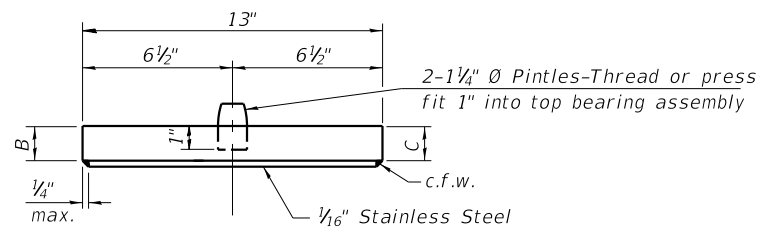
* See Anchor Bolt Location detail for dimensions at Beams 1, 4 & 7.

SECTION AT ABUT.

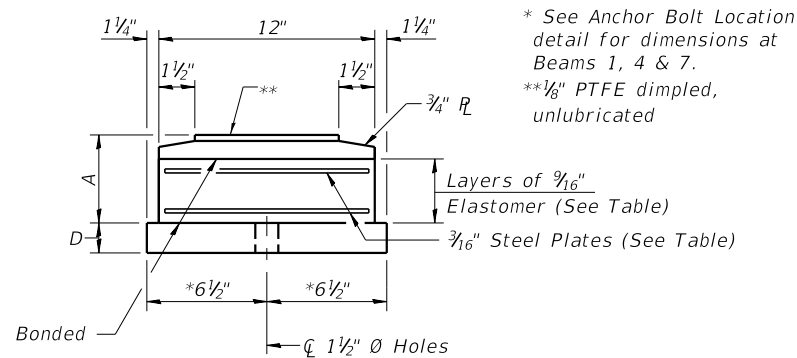


SECTION A-A

TYPE II ELASTOMERIC EXP. BRG.

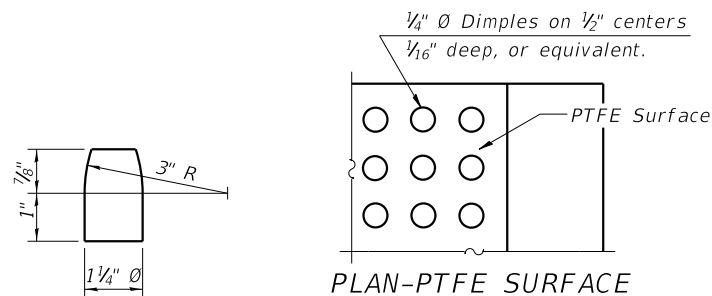


TOP BEARING ASSEMBLY



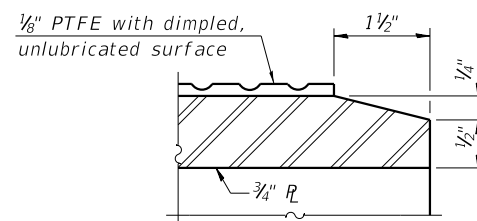
BOTTOM BEARING ASSEMBLY

* See Anchor Bolt Location detail for dimensions at Beams 1, 4 & 7.
** 1/8" PTFE dimpled, unlubricated

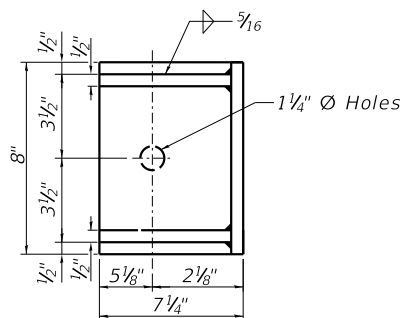


PLAN-PTFE SURFACE

PINTLE

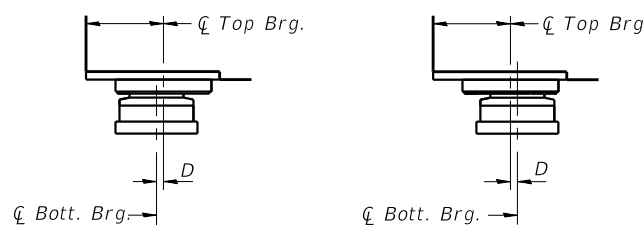


SECTION THRU PTFE



SIDE RETAINER

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

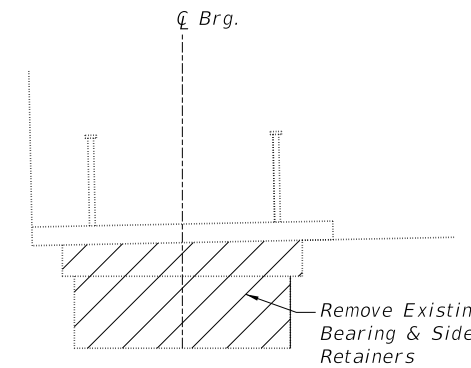


BELOW 50°F.

ABOVE 50°F.

EXPANSION BEARING ORIENTATION

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



EXISTING BEARING REMOVAL DETAIL

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

Notes:

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

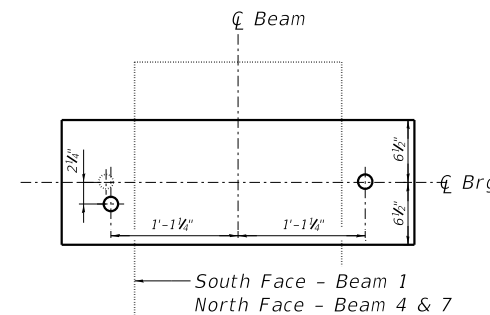
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

Temporary Shoring and Cribbing shall be used at Beam 7 bearing lines at both piers due to concrete deterioration of the pier caps. Removal of bearing shall be included in Temporary Shoring and Cribbing. Cost of removal of bearings are included in the Temporary Shoring and Cribbing pay item.

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



ANCHOR BOLT LOCATION

JACK AND REMOVE EXISTING BEARING PROCEDURE

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

BEARING DIMENSIONS

Bearing	Elastomeric Pads				Plate Dimensions			Shim Plates Height	
	A	Layers No.	Thick.	Steel PLS No.	Thick.	B	C		D
Exp. 1	2 1/16"	3	3/16"	2	3/16"	1 3/4"	2 1/2"	1 3/8"	3/8"
Exp. 2	2 1/16"	3	3/16"	2	3/16"	1 3/4"	1 3/4"	1 3/8"	-
Exp. 6	2 3/16"	2	3/16"	1	3/16"	1 3/4"	2 1/4"	1 1/2"	-

BEARING SCHEDULE

Location	Beam	Bearing
Pier 3 - West	All	Exp. 6
Pier 3 - East	All	Exp. 1
Pier 7 - West	All	Exp. 2
Pier 7 - East	All	Exp. 2

BEAM REACTIONS

	Pier 3 West	Pier 3 East	Pier 7 West	Pier 7 East
R _v (k)	55.5	66.8	66.8	66.8
R _h (k)	43.1	44.6	44.6	44.6
Impact (k)	11.3	10.9	10.9	10.9
RTotal (k)	109.9	122.3	122.3	122.3

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	28
Anchor Bolts, 1"	Each	56
Jack and Remove Existing Bearings	Each	24
Temporary Shoring and Cribbing	Each	4

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CHASTAIN & ASSOCIATES LLC CONSULTING ENGINEERS 184-001397

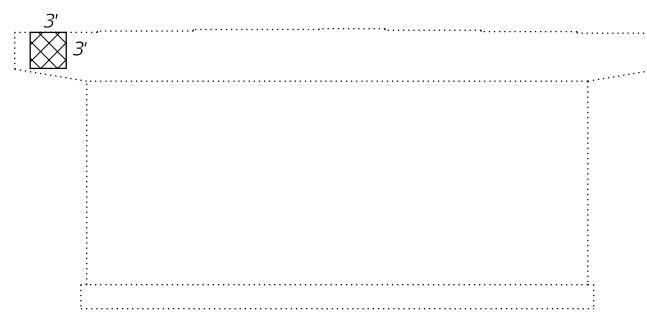
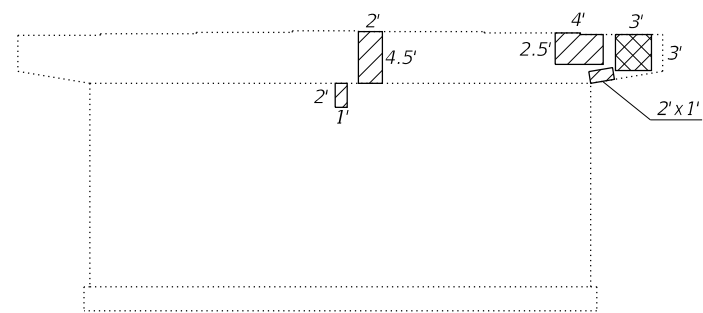
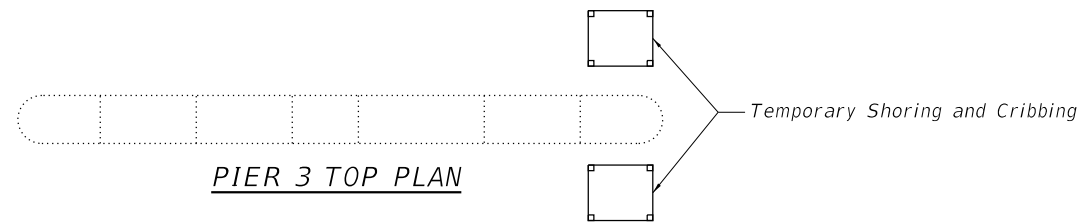
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR BEARING DETAILS - PIER 3 AND PIER 7

SCALE: SHEET 17 OF 22 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	30
	SN 099-0264		CONTRACT NO. 62G99	
	ILLINOIS	FED. AID PROJECT		



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

Temporary Shoring and Cribbing will be needed in areas where conventional jacking procedures are not possible due to pier concrete deterioration. Locations are identified on this sheet and the bearing sheet, but are to be verified and adjusted accordingly by the Contractor and the Structural Engineer performing the jacking plans.

Drainage system, conduits, and other obstructions exist on substructure units. The contractor shall be responsible for removal and reattachment or temporary support of the obstructions and shall be included in Structural Repair of Concrete (Depth Equal To or Less Than 5").

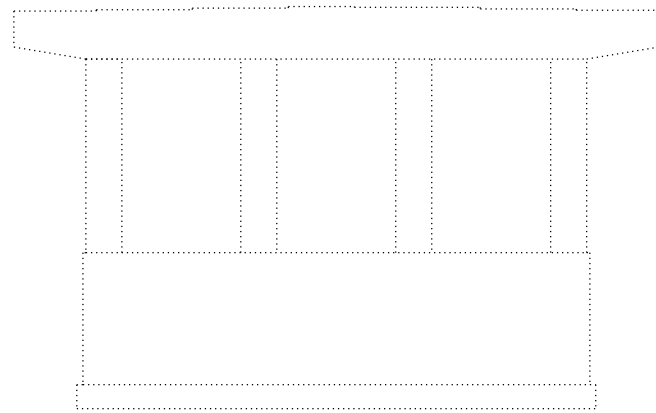
BILL OF MATERIAL

SYMBOL	ITEM	UNIT	QUANTITY
	Structural Repair of Concrete (Depth Equal To or Less Than 5")	Sq. Ft.	23
	Structural Repair of Concrete (Depth Greater Than 5")	Sq. Ft.	18

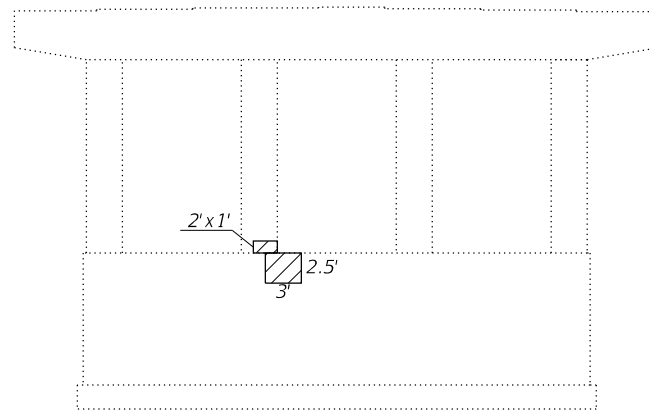
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PLOT DATE = 10/24/2018	DATE - 09-14-2018	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	32
SN 099-0264		CONTRACT NO. 62G99		
ILLINOIS FED. AID PROJECT				



PIER 6 WEST FACE
(Looking East)




PIER 6 EAST FACE
(Looking West)

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

Drainage system, conduits, and other obstructions exist on substructure units. The contractor shall be responsible for removal and reattachment or temporary support of the obstructions and shall be included in Structural Repair of Concrete (Depth Equal To or Less Than 5").

BILL OF MATERIAL

SYMBOL	ITEM	UNIT	QUANTITY
	Structural Repair of Concrete (Depth Equal To or Less Than 5")	Sq. Ft.	10

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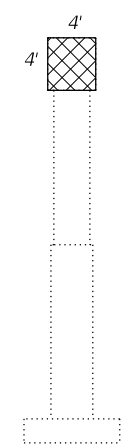
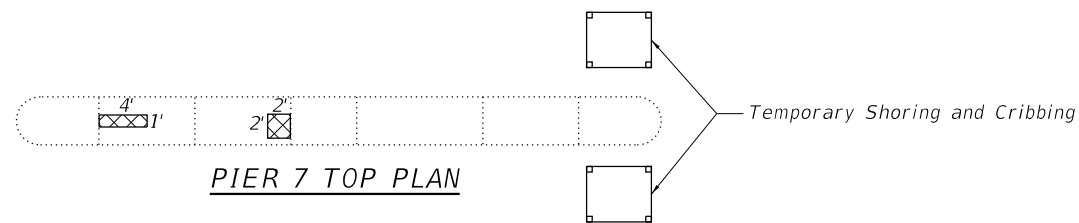
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

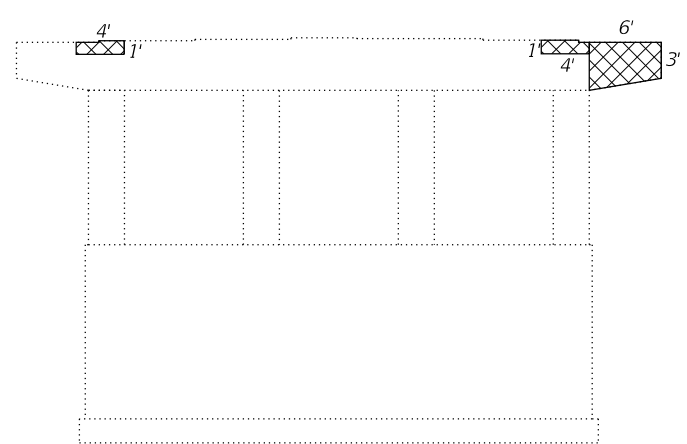
**U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
PIER 6 REPAIRS**

SCALE: SHEET 20 OF 22 SHEETS STA. TO STA.

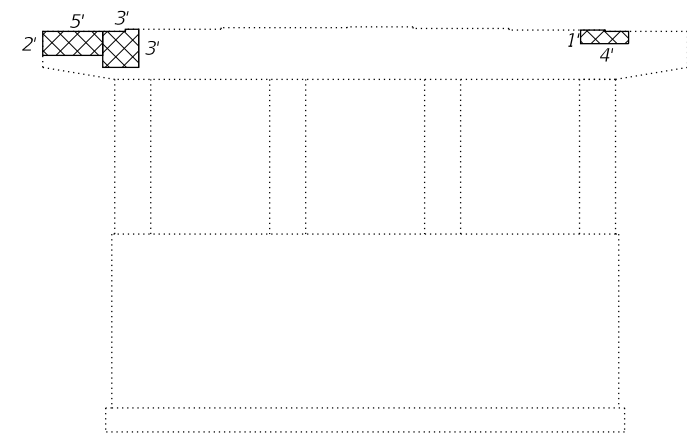
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607	2018-050-BD&BJR	WILL	41	33
SN 099-0264		CONTRACT NO. 62G99		
ILLINOIS FED. AID PROJECT				



PIER 7 SOUTH FACE
(Looking North)



PIER 7 WEST FACE
(Looking East)



PIER 7 EAST FACE
(Looking West)

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

Temporary Shoring and Cribbing will be needed in areas where conventional jacking procedures are not possible due to pier concrete deterioration. Locations are identified on this sheet and the bearing sheet, but are to be verified and adjusted accordingly by the Contractor and the Structural Engineer performing the jacking plans.

Drainage system, conduits, and other obstructions exist on substructure units. The contractor shall be responsible for removal and reattachment or temporary support of the obstructions and shall be included in Structural Repair of Concrete (Depth Greater Than 5").

BILL OF MATERIAL

SYMBOL	ITEM	UNIT	QUANTITY
	Structural Repair of Concrete (Depth Greater Than 5")	Sq. Ft.	73

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CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

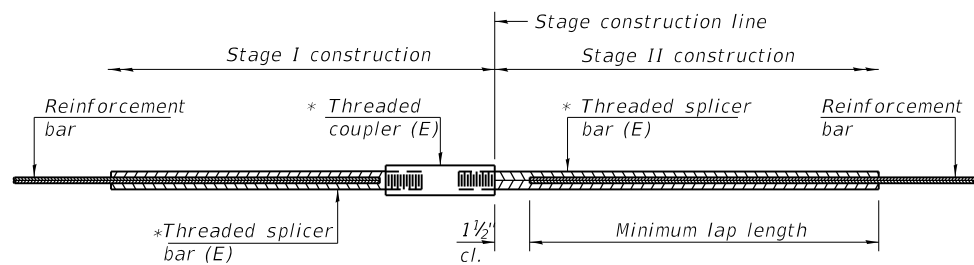
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

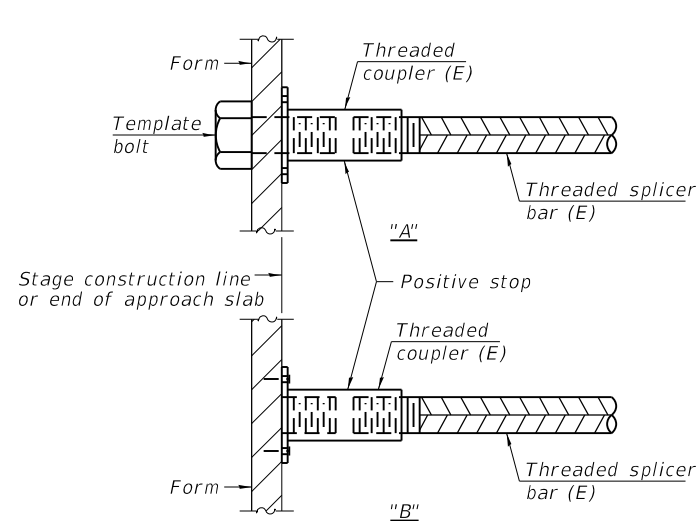
U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
PIER 7 REPAIRS

SCALE: SHEET 21 OF 22 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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SN 099-0264		CONTRACT NO. 62G99		
ILLINOIS		FED. AID PROJECT		

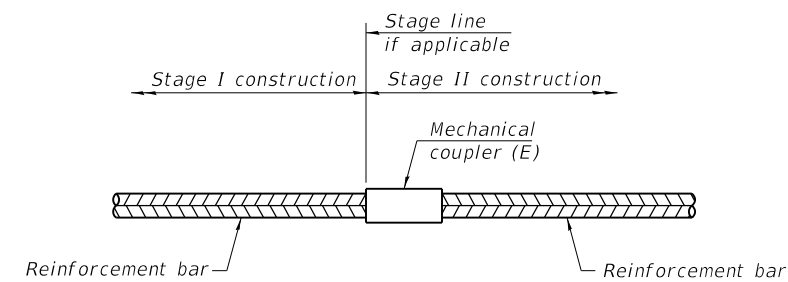


STANDARD BAR SPLICER ASSEMBLY



INSTALLATION AND SETTING METHODS

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



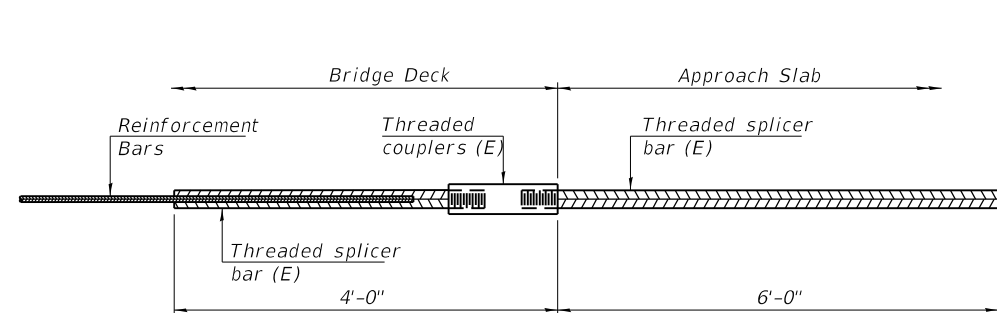
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

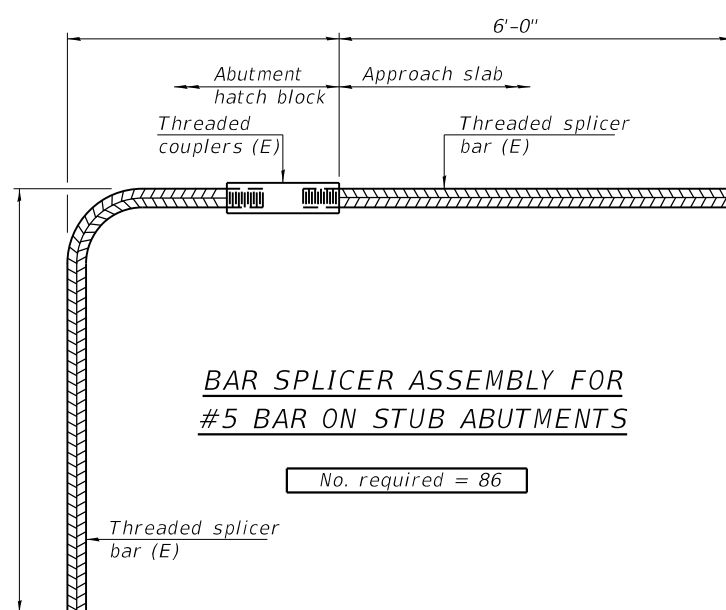
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
W. Abut. Joint	#6	8	3'-7"
W. Abut. Joint	#7	9	4'-8"
E. Abut. Joint	#6	8	3'-7"
E. Abut. Joint	#7	9	4'-8"
Pier 3 Joint	#6	8	3'-7"
Pier 3 Joint	#7	18	4'-8"
Pier 7 Joint	#6	8	3'-7"
Pier 7 Joint	#7	18	4'-8"



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

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 86

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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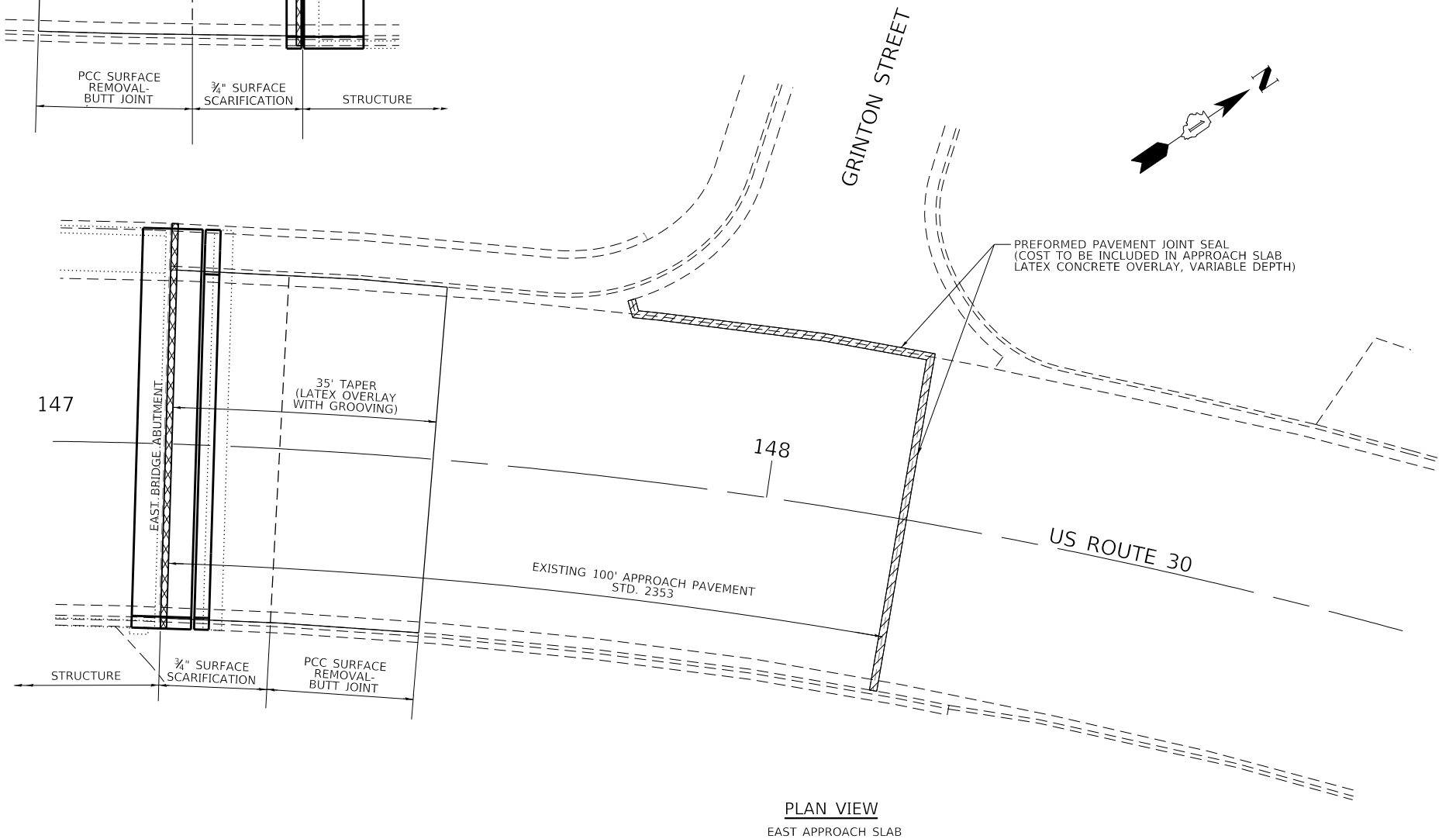
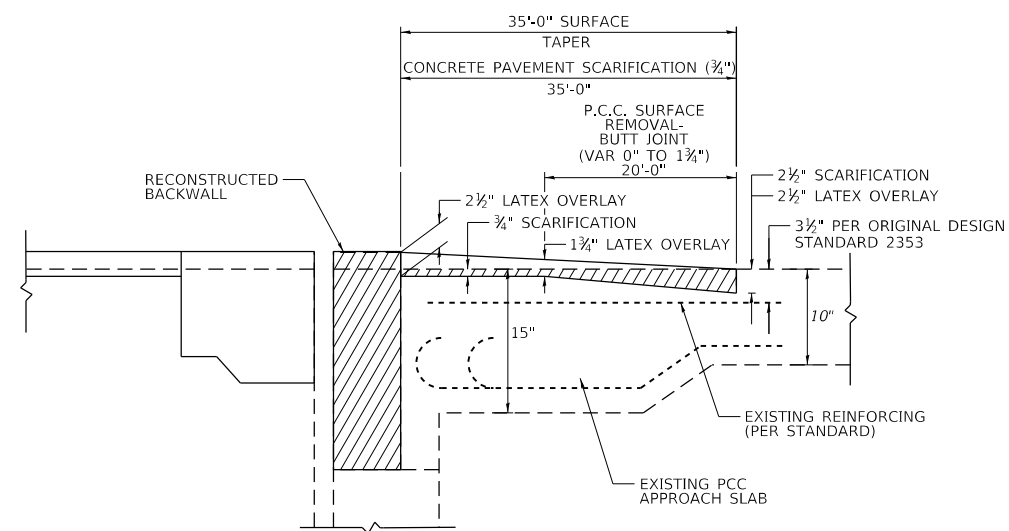
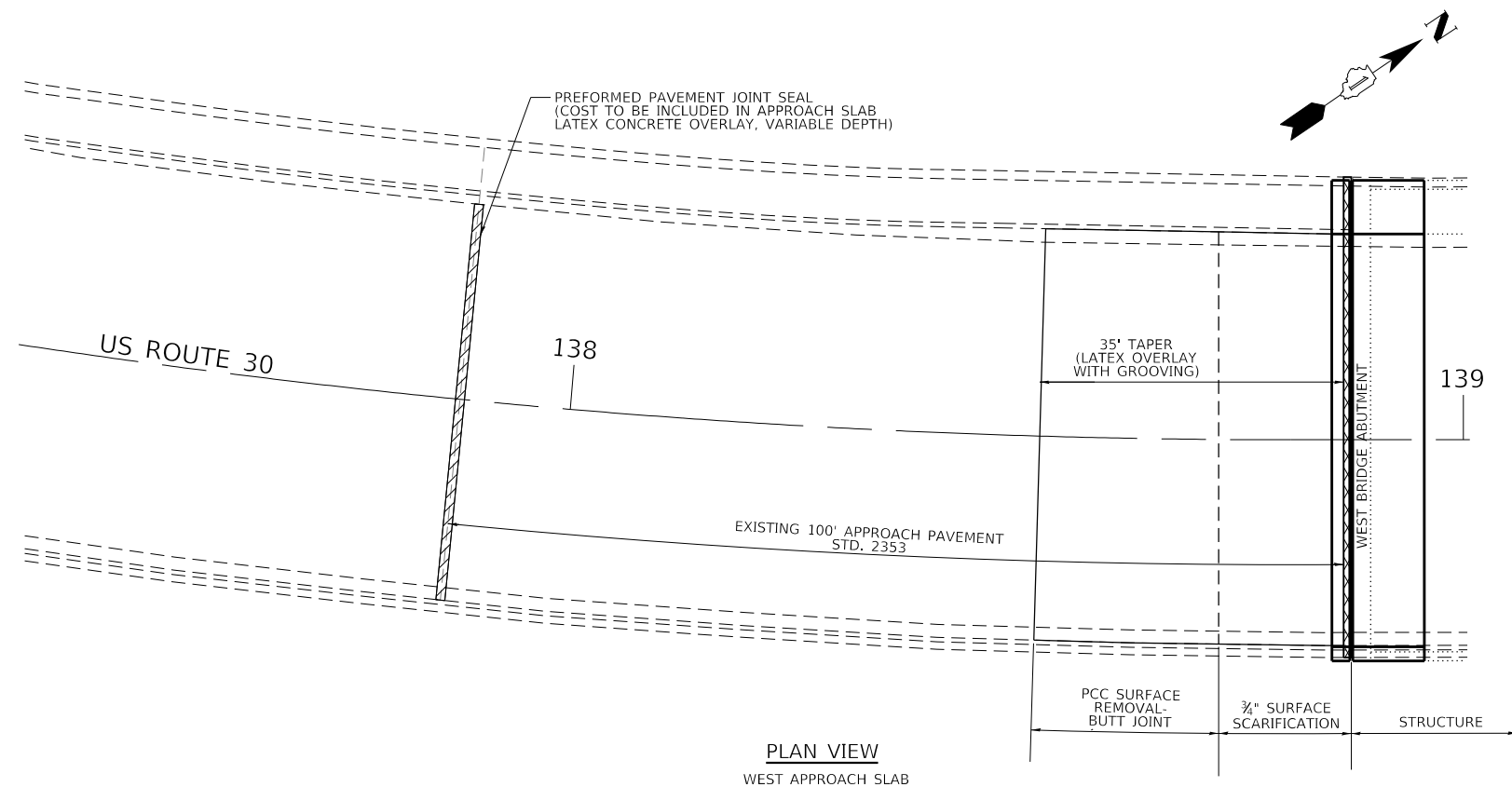
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**U.S. 30 OVER WCL - BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS**

SCALE: SHEET 22 OF 22 SHEETS STA. TO STA.

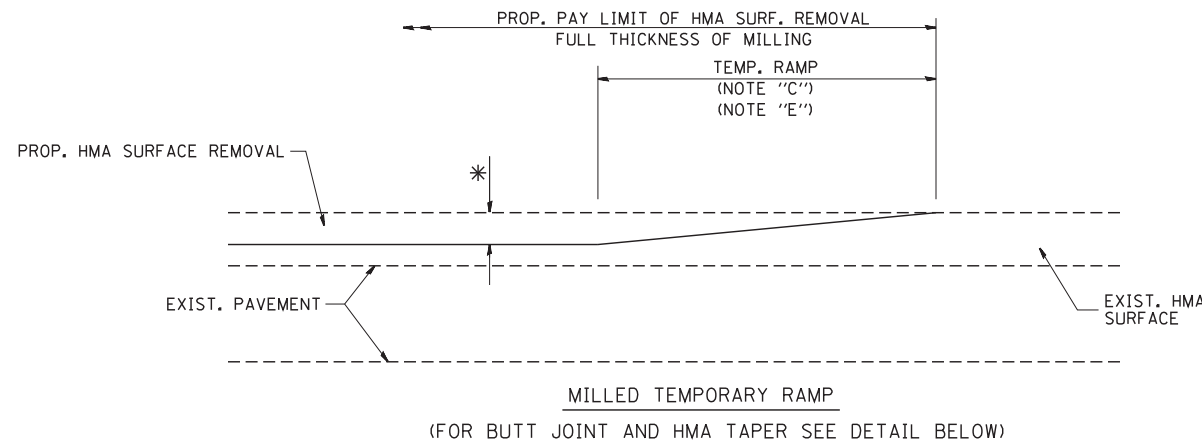
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ILLINOIS FED. AID PROJECT				



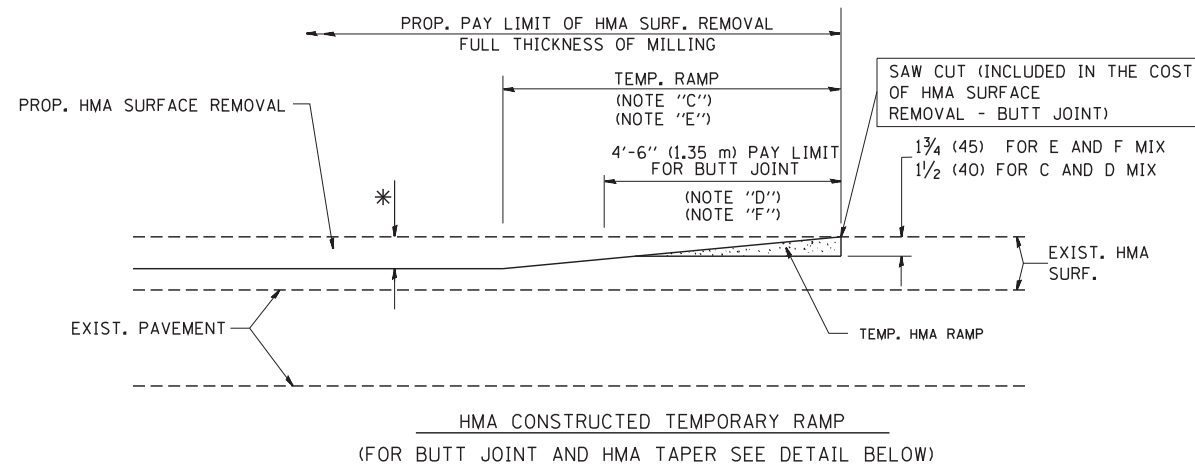
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CONTRACT NO. 62G99				
ILLINOIS FED. AID PROJECT				

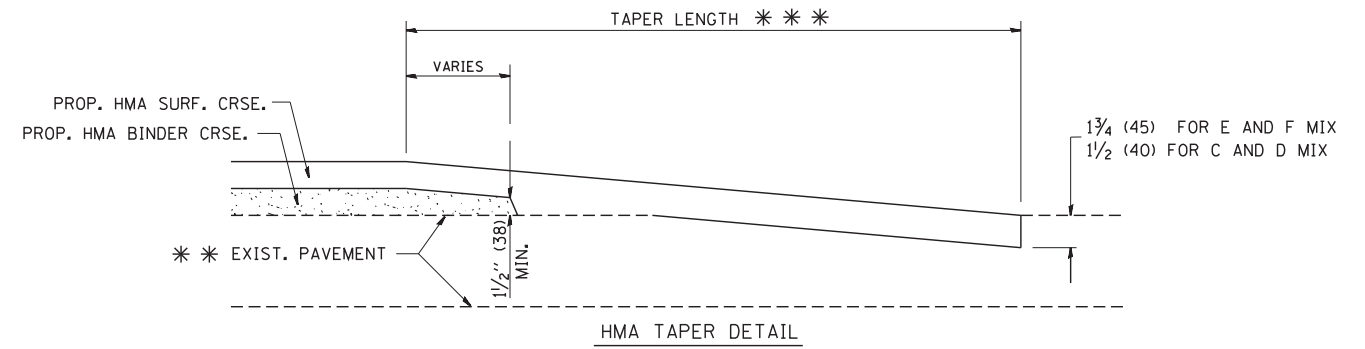
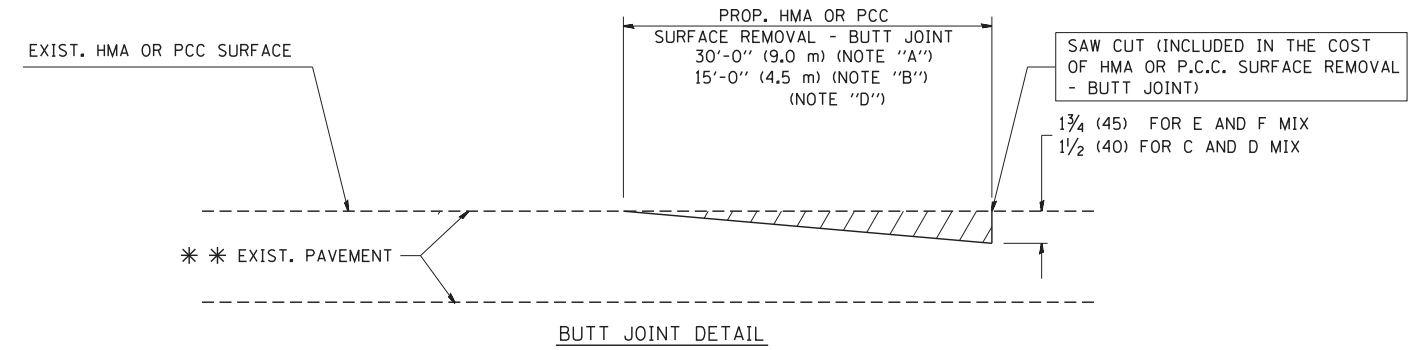


OPTION 1



OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

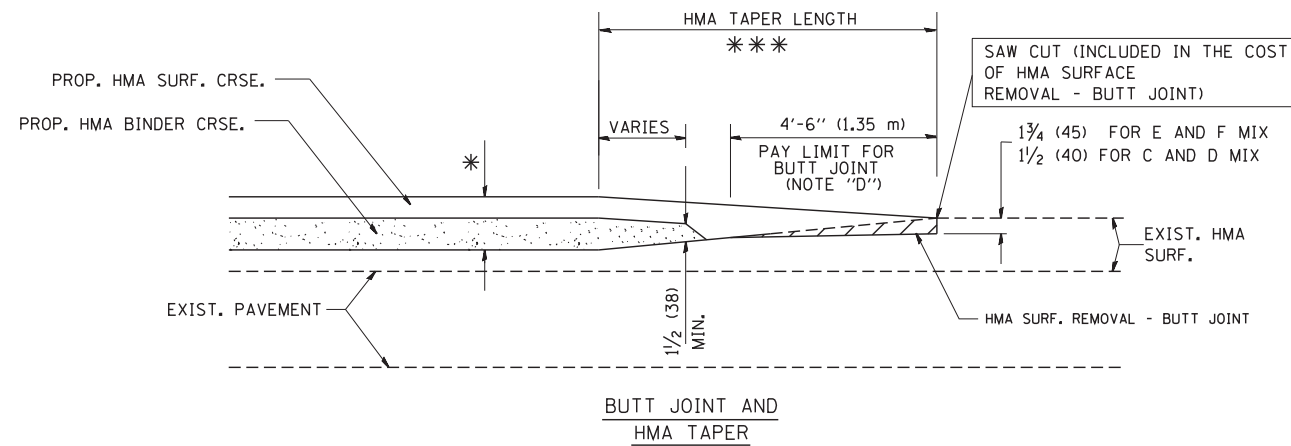
NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- * * * 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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



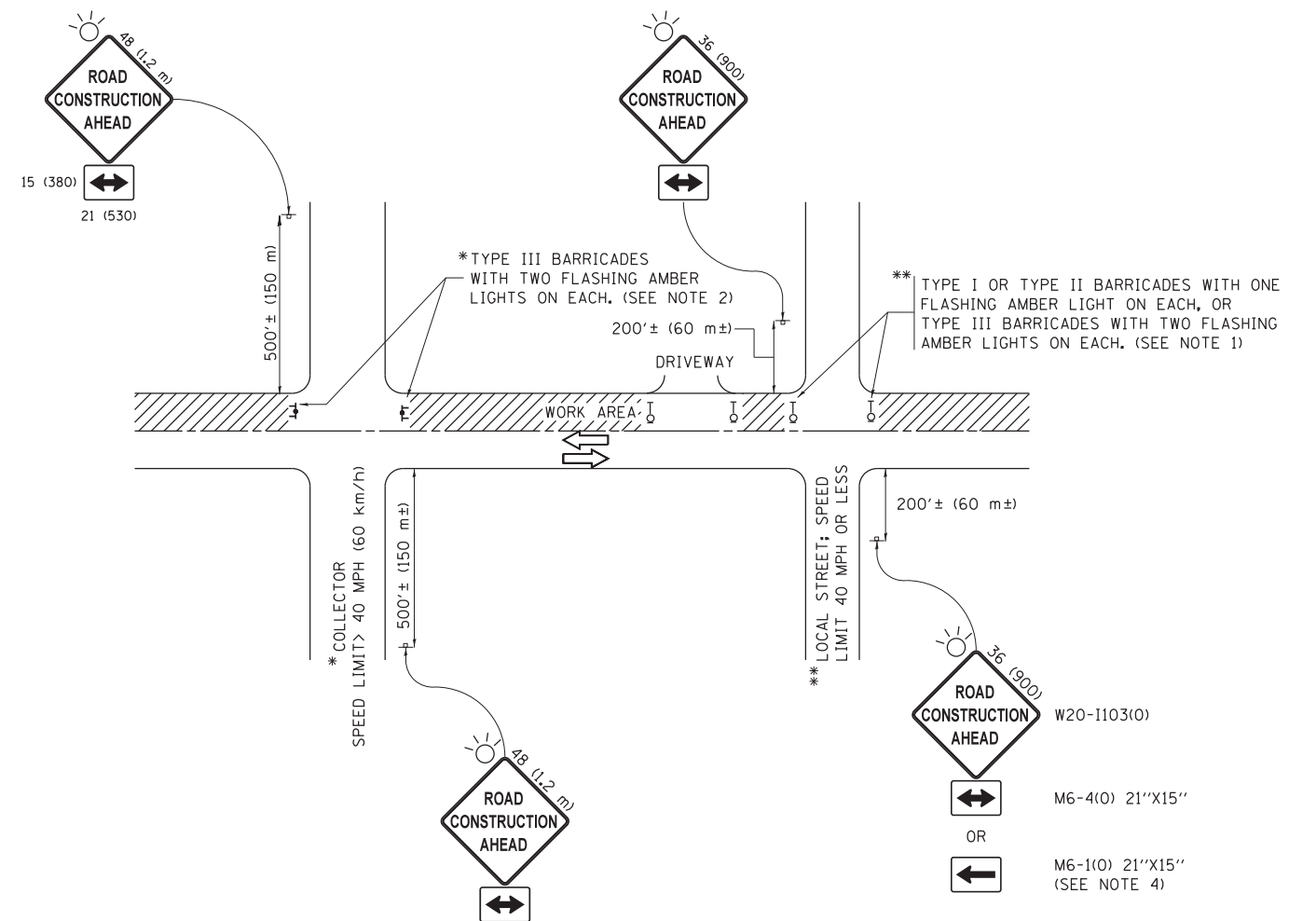
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BUTT JOINT AND HMA TAPER DETAILS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	37
BD400-05 BD32		CONTRACT NO. 62G99		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

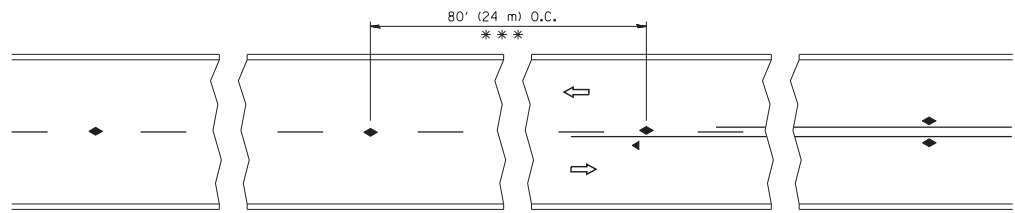
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

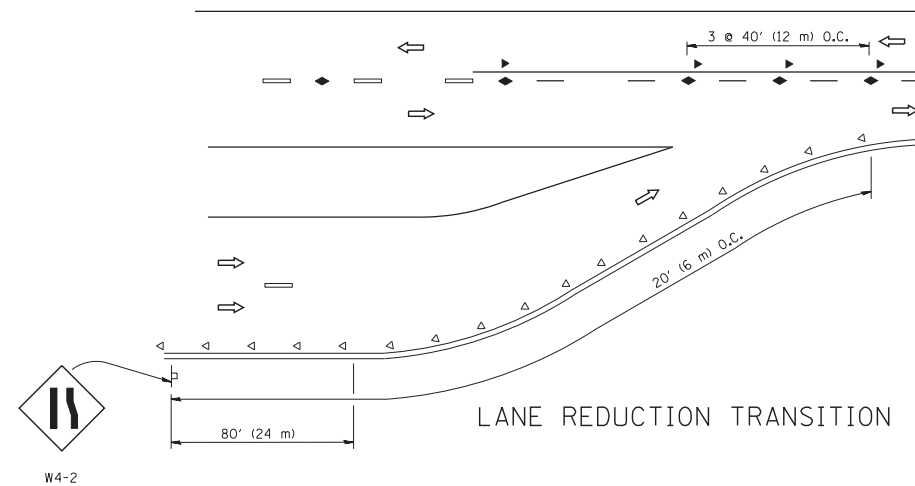
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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ILLINOIS FED. AID PROJECT				

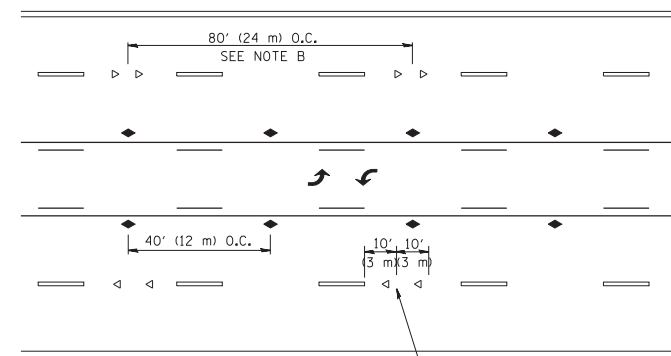


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

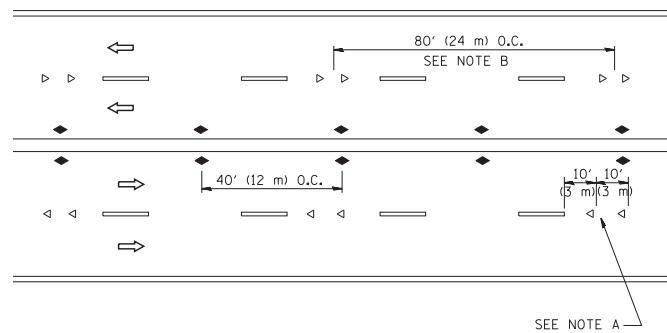
TWO-LANE/TWO-WAY



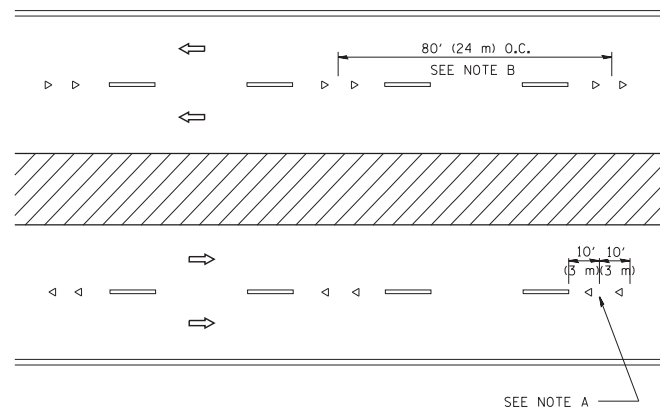
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

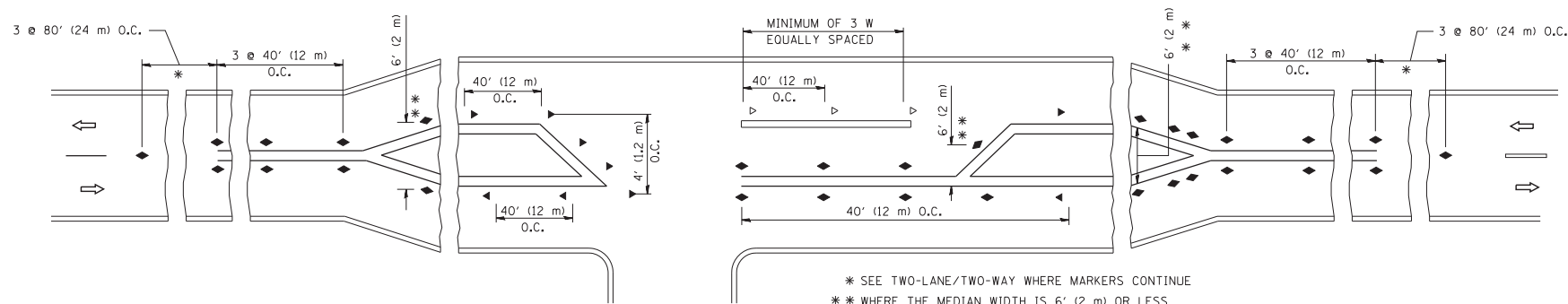
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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



LEFT TURN

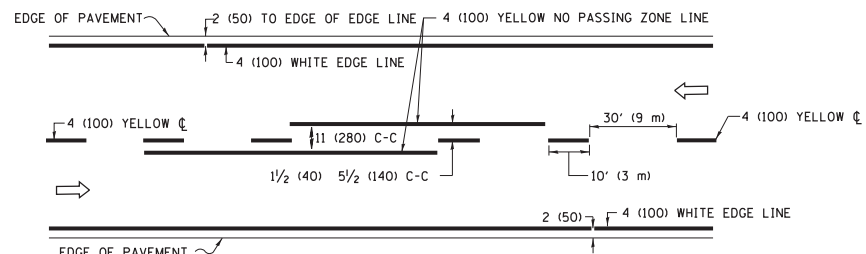
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	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09

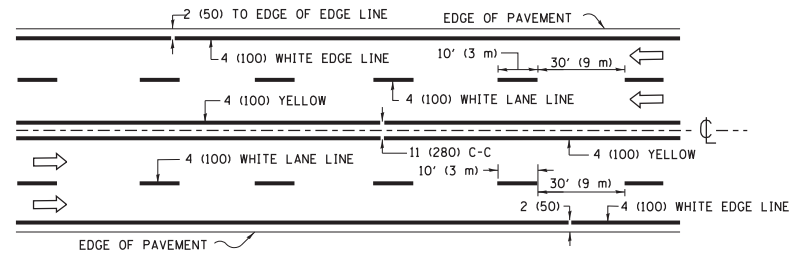
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

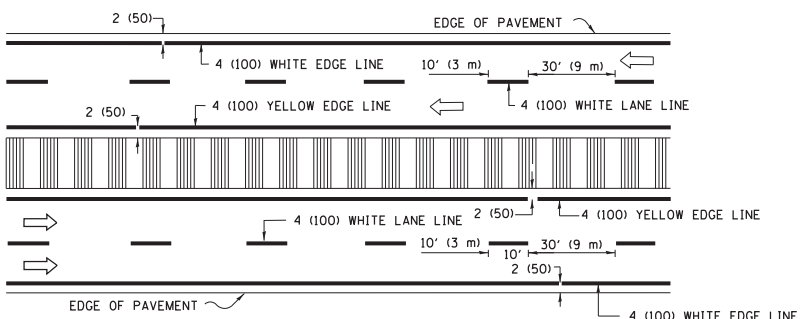
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	39
TC-11			CONTRACT NO. 62G99	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

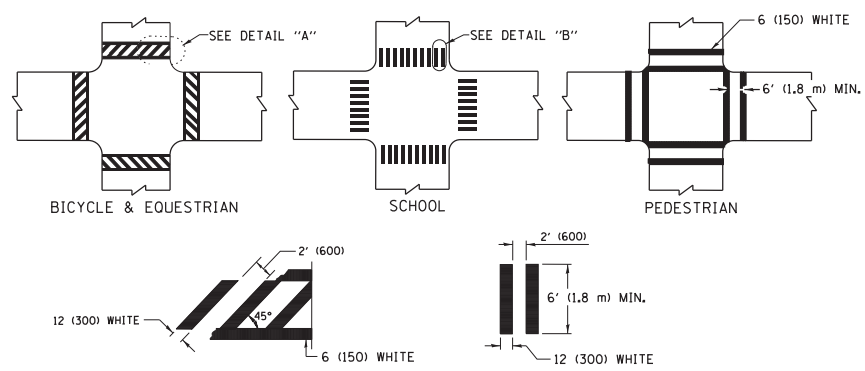


MULTI-LANE UNDIVIDED



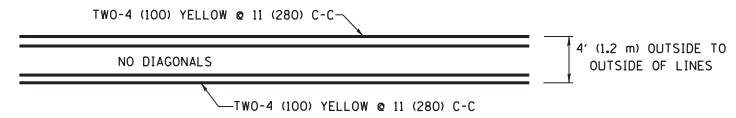
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

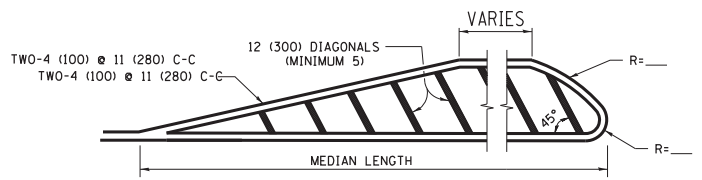


DETAIL "A" DETAIL "B"
TYPICAL CROSSWALK MARKING

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

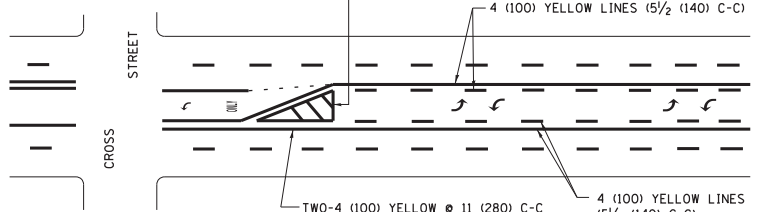


4' (1.2 m) WIDE MEDIANS ONLY



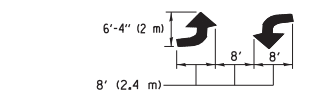
MEDIANS OVER 4' (1.2 m) WIDE

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



MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING

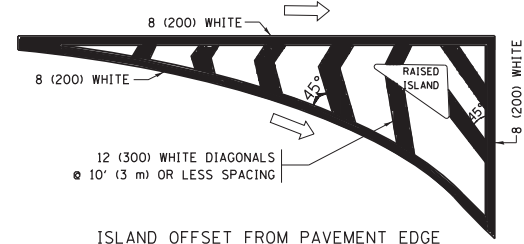
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



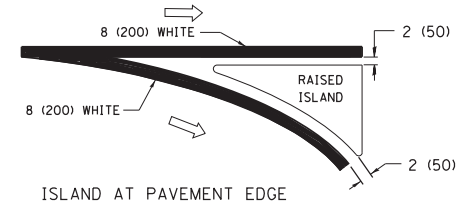
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

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

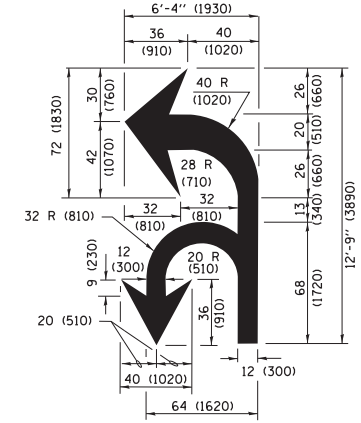
TYPICAL LEFT (OR RIGHT) TURN LANE
TYPICAL TURN LANE MARKING



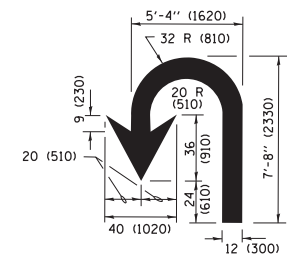
ISLAND OFFSET FROM PAVEMENT EDGE



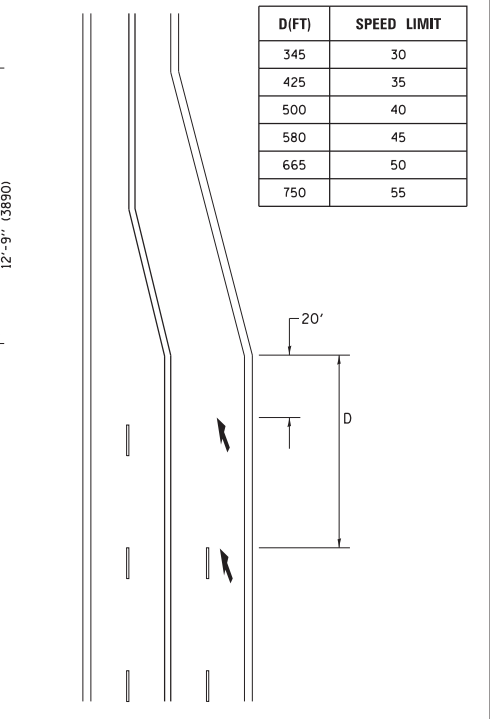
ISLAND AT PAVEMENT EDGE
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN



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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

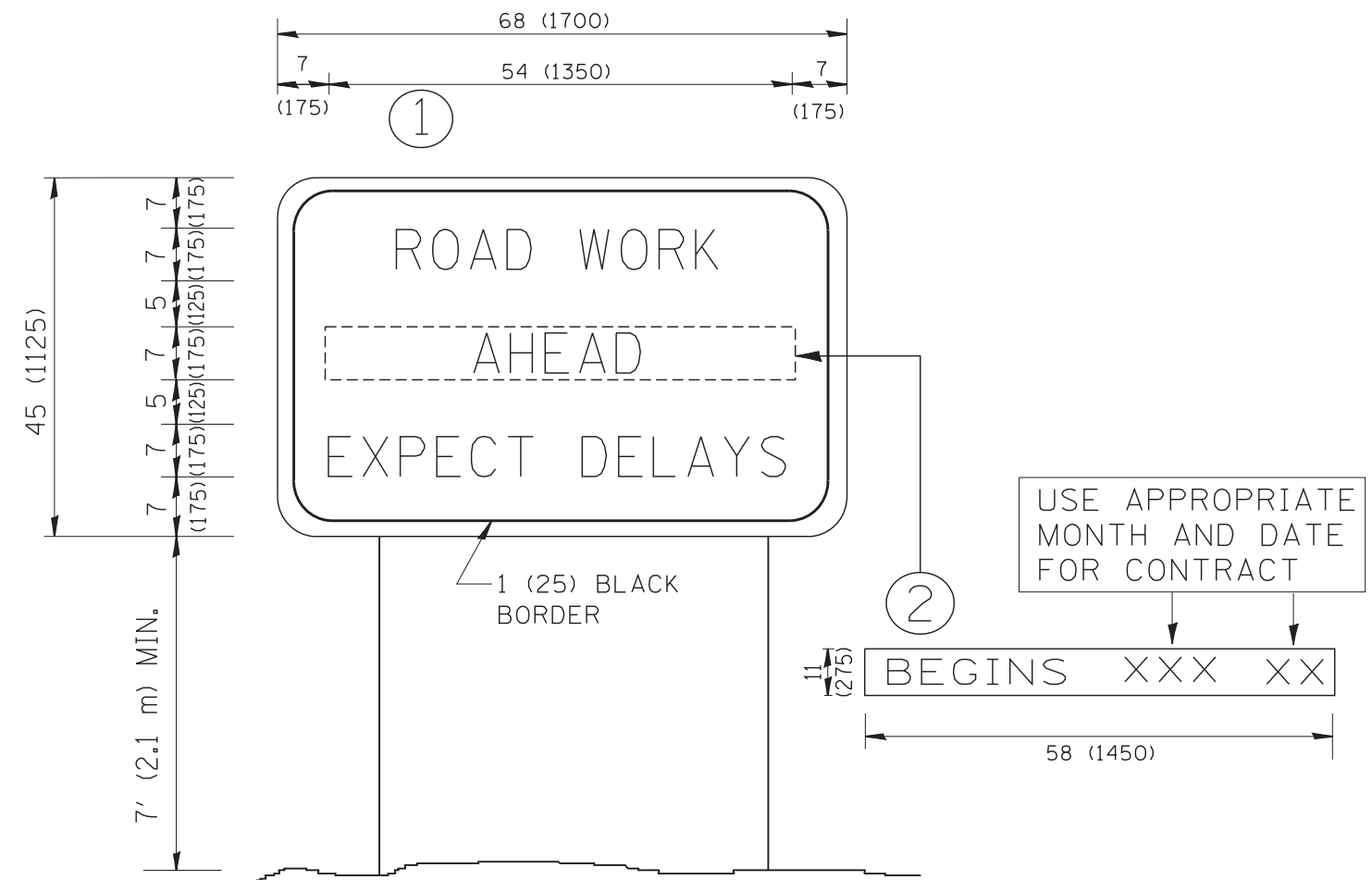
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Default	PLOT SCALE = 50.000' / in.	DRAWN -	REVISED - C. JUCIUS 07-01-13
	PLOT DATE = 6/23/2017	CHECKED -	REVISED - C. JUCIUS 12-21-15
		DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
TYPICAL PAVEMENT MARKINGS**

SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.
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F.A.P. RTE. 607	SECTION 2018-050-BD&BJR	COUNTY WILL	TOTAL SHEETS 41	SHEET NO. 40
TC-13		CONTRACT NO. 62G99	ILLINOIS FED. AID PROJECT	



NOTES:

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

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED - DRAWN -	REVISED - REVISED -
		DESIGNED - CHECKED -	REVISED - REVISED -
		DESIGNED - DATE -	REVISED - REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-050-BD&BJR	WILL	41	41
TC-22			CONTRACT NO. 62G99	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				