

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 324 22 BJ	MCHENRY	33	1
ILLINOIS			CONTRACT NO. 62T00	

* 33 + 11 = 44 TOTAL SHEETS

FOR INDEX OF SHEETS AND HIGHWAY STANDARDS, SEE SHEET NO. 2

PROJECT LOCATED IN CITY OF HARVARD

D-91-223-23



PROPOSED HIGHWAY PLANS

ROUTE FAP 324: US 14 (DIVISION STREET)
AT RUSH CREEK, 0.1-MILES NORTH of IL 23

SECTION FAP ROUTE 0324 22 BJ

PROJECT NHPP-6I90(770)

BRIDGE DECK OVERLAY, JOINT REPLACEMENT/REPAIRS
MCHENRY COUNTY

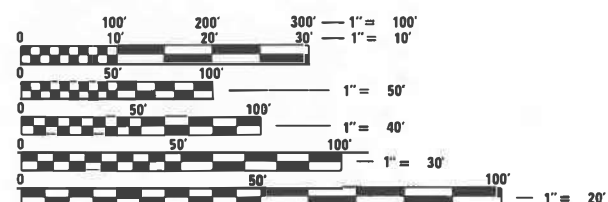
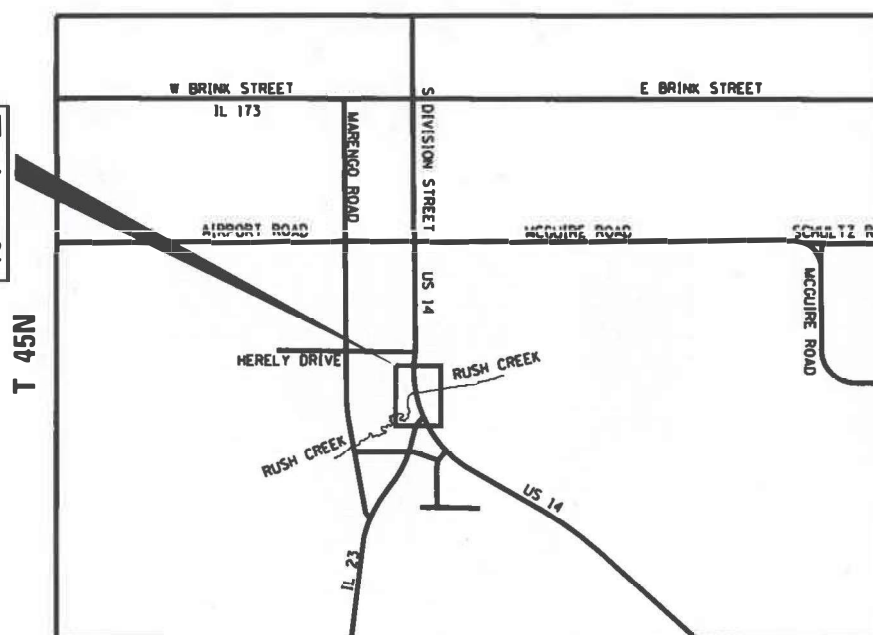
C-91-276-22

R 5E

TRAFFIC DATA

2021 ADT: 15,400
POSTED SPEED LIMIT: 45 MPH
DESIGN SPEED LIMIT: 45 MPH
FUNCTIONAL CLASSIFICATION:
OTHER PRINCIPAL ARTERIAL

PROJECT LOCATION
U.S. ROUTE 14
OVER RUSH CREEK
STRUCTURE NO. 056-0052



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

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

TOWNSHIPS: DUNHAM

ATLAS ENGINEERING GROUP, LTD.
Date: 01-19-2024
PETAR KNEZEVIC
Expires: 11-30-2025
Sheet No.: 11-22-23

ATLAS ENGINEERING GROUP, LTD.
Date: 01-19-2024
Jennifer K. Loesch
Expires: 11-30-2024
Sheet No.: 12-21

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Jan 29 2024
Jessie Rios IR

REGIONAL ENGINEER
[Signature]
March 22, 2024

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

DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION
[Signature]

PROJECT ENGINEER: VESELIN VELICHKOV (847) 705-4432
PROJECT MANAGER: FAWAD AQUEEL

GROSS LENGTH = 200 FT. = 0.0379 MILE
NET LENGTH = 200 FT. = 0.0379 MILE

AEG ATLAS ENGINEERING GROUP, LTD.

CONTACT: PETAR KNEZEVIC (847) 753-8020

CONTRACT NO. 62T00

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO.	TITLE
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10	ROADWAY PLAN
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31	NOT USED
32	NOT USED
33	ARTERIAL ROAD INFORMATION SIGN (TC-22)
33A	DRIVEWAY ENTRANCE SIGNING (TC-26)

HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
701301-04	LANE CLOSURE 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701502-09	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-09	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

HOT-MIX ASPHALT MIXTURE TABLE

MIXTURE TYPE	AIR VOIDS @ NDES	QUALITY MANAGEMENT PROGRAM (QMP)
PAVEMENT RESURFACING-BUTT JOINT		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70: 1-3/4"	4% @ 70 GYR	QC/QA
SHOULDER RESURFACING/PROPOSED SHOULDER		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70: 1-3/4"	4% @ 70 GYR	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70: 3", 10"	4% @ 70 GYR	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

MIXTURE REQUIREMENT NOTES:

- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN
- THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

GENERAL NOTES

- THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITY AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES.
- MEADE ELECTRIC COMPANY, THE IDOT DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR, LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES, CALL 773-287-7672 FOR THE INITIAL LOCATE. REQUEST FOR LOCATES OF PREVIOUSLY MARKED FACILITIES MAY BE AT THE CONTRACTOR'S EXPENSE.
- IN ADDITIONAL TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND AERIALS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
- THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION 11/G/1/ THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, AREA TRAFFIC ENGINEER, AT WALTER.CZARNY@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT.
- THE DEPARTMENT HAS DETERMINED THAT IN STREAM WORK IS NOT REQUIRED FOR THE WORK SPECIFIED IN THIS CONTRACT. THE DEPARTMENT HAS NOT OBTAINED A USACE PERMIT. IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING AN USACE PERMIT, IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPOSE USACE PERMITS. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO SECURE AND COMPLY WITH A USACE PERMIT FOR CONTRACTOR'S ACTIVITIES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL USE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- SAW CUTTING PRIOR TO ANY REMOVAL ITEMS NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS BEING REMOVED.
- FOR WORK OUTSIDE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT SHALL BE EPOXY COATED UNLESS NOTED ON THE PLANS.
- RAISED REFLECTIVE PAVEMENT MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS-RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN PLAN.
- THE US 14 CENTERLINE IS RECREATED FROM AS-BUIT PLANS AND IS FOR INFORMATION ONLY.
- STRUCTURAL CONCRETE REMOVED AS DIRECTED BY THE ENGINEER FOR THE ADJUSTMENT OF THE DRAINAGE STRUCTURES TO THE FINAL GRADE SHALL BE RECONSTRUCTED ACCORDING TO THE APPROACH SLAB REPAIR SPECIFICATION. COST OF THE CONCRETE REMOVAL, DISPOSAL AND RECONSTRUCTION IS INCLUDED WITH THE ASSOCIATED "FRAME AND LIDS TO BE ADJUSTED (SPECIAL)" PAY ITEM AS INCLUDED IN THE ROADWAY PLANS.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTER BY THE ENGINEER.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION AND ORDERING MATERIALS.
- THE CITY OF HARVARD SHALL BE NOTIFIED 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
- ALL SHORT TERM PAVEMENT MARKINGS ON THE FINAL WEARING SURFACES SHALL BE TYPE IV TAPE.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, IDOT HIGHWAY STANDARDS,
HMA MIX TABLE & GENERAL NOTES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	2
			CONTRACT NO. 62T00	
		ILLINOIS	FED. AID PROJECT	

USER NAME = napp#	DESIGNED - NJ	REVISED -
	DRAWN - NJ	REVISED -
PLOT SCALE = 100,0000 ' / in.	CHECKED - PK	REVISED -
PLOT DATE = 3/7/2024	DATE - 02/29/2024	REVISED -

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED 20% STATE
				BRIDGE
				0059 URBAN
28000500	INLET AND PIPE PROTECTION	EACH	7	7
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	6	6
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	185	185
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	385	385
40603085	HOT-MIX ASPHALT BINDER COURSE, 1L-19.0, N70	TON	6.6	6.6
40604062	HOT-MIX ASPHALT SURFACE COURSE, 1L-9.5, MIX "D", N70	TON	40.2	40.2
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	21	21
44004250	PAVED SHOULDER REMOVAL	SQ YD	6	6
50102400	CONCRETE REMOVAL	CU YD	5.7	5.7
50300255	CONCRETE SUPERSTRUCTURE	CU YD	6.5	6.5
50300300	PROTECTIVE COAT	SQ YD	740	740
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	930	930
50800515	BAR SPLICERS	EACH	16	16

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED 20% STATE
				BRIDGE
				0059 URBAN
* 63300575	REMOVE AND REERECT RAIL ELEMENT OF EXISTING GUARDRAIL	FOOT	175	175
* 63302700	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6	EACH	2	2
67100100	MOBILIZATION	L SUM	1	1
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	56	56
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	7,865	7,865
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	20,027	20,027
70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	1,738	1,738
70307140	TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE	FOOT	174	174
70307210	TEMPORARY PAVEMENT MARKING - LINE 24" - TYPE IV TAPE	FOOT	102	102
70400100	TEMPORARY CONCRETE BARRIER	FOOT	287.5	287.5
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	275	275
70600240	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2
70600341	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	219	219

* = SPECIALTY ITEM

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	PLOT DATE = 1/26/2024	DATE = 01/23/2024	REVISED -		CONTRACT NO. 62T00							

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				80% FED 20% STATE	
				BRIDGE	
				0059	URBAN
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5,900	5,900	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,268	1,268	
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	45	45	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	88	88	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	47	47	
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	740	740	
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	129	129	
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	24	24	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	6	6	
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	16	16	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	19	19	
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	3,146	3,146	
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1	
X0326394	FLOOR DRAINS TO BE CLEANED	EACH	6	6	
X8891009	VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH	1	1	
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	512	512	
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1	1	

* = SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				80% FED 20% STATE	
				BRIDGE	
				0059	URBAN
89502200	MODIFY EXISTING CONTROLLER	EACH	1	1	
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	1	1	
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	6	6	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	70	70	
* X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	70	70	
Z0001700	APPROACH SLAB REPAIR (FULL DEPTH)	SQ YD	1	1	
Z0006016	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4 INCHES	SQ YD	662	662	
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	662	662	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	20	20	
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	1	1	
Z0018900	DRILL AND GROUT DOWEL BARS	EACH	13	13	
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	662	662	
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	102.1	102.1	
* Z0052000	REPAIR STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	250	250	

	USER NAME = rjoseph	DESIGNED - NA	REVISED -
	PLOT SCALE = 20.0000' / in.	DRAWN - NA	REVISED -
	PLOT DATE = 1/26/2024	CHECKED - PK	REVISED -
		DATE - 01/23/2024	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	4
			CONTRACT NO. 62T00	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				80% FED 20% STATE BRIDGE 0059 URBAN	
Z0052400	REPAIR TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	3	3	
Z0053000	REPAIR TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	2	
Z0053200	REPAIR TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2	
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1	1	

* = SPECIALTY ITEM

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	USER NAME = njoseph	DESIGNED - NA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN - NA	CHECKED - PK	REVISED +		324	FAP 0324 22 BJ	MCHENRY	33	5					
	PLOT SCALE = 20.0000 ' / in.	DATE = 01/23/2024	REVISED -		SCALE:		SHEET 3	OF 3	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		
	PLOT DATE = 1/26/2024	DATE = 01/23/2024	REVISED -											

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE 10' WIDE THROUGH LANE IN EACH DIRECTION DURING THE CONSTRUCTION.
2. THE CONTRACTOR SHALL TAKE ALL THE NECESSARY PRECAUTIONS TO PROTECT ADJACENT TRAFFIC LANES OPEN TO TRAFFIC FROM DEBRIS BEING BLOWN OR OTHERWISE REMOVED FROM THE CONSTRUCTION AREAS. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR KEEPING DEBRIS OFF THE ADJACENT TRAVELED LANE SURFACE.
3. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT WHEN WORK COMMENCES, THE CONTRACTOR SHALL ASSUME THE MAINTENANCE OF ANY PAVEMENT, SHOULDERS, DRAINAGE FACILITIES, TRAFFIC CONTROL SIGNS, PAVEMENT MARKINGS AND OTHER APPURTENANCES ON ROADWAYS WITHIN THE LIMIT OF THE CONTRACT WHICH ARE TO BE USED BY THE PUBLIC DURING CONSTRUCTION AND RETAIN THIS MAINTENANCE RESPONSIBILITY UNTIL THE COUNTY ASSUMES THE MAINTENANCE. NEED FOR SNOW AND ICE CONTROL DURING THE CONSTRUCTION PERIOD SHALL BE ACCOMMODATED FOR BY OTHERS.
4. ALL CONTRACTOR'S SUPPLIED TRAFFIC CONTROL DEVICES AND SIGNS SHALL BE IN GOOD CONDITION, SHALL MEET THE DEPARTMENT'S QUALITY STANDARDS AS SHOWN IN IDOT "TRAFFIC CONTROL FIELD MANUAL", AND ARE SUBJECT TO APPROVAL BY THE ENGINEER.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND SHALL REPLACE ANY SIGNS THAT ARE SUPPLIED BY OTHERS AND DAMAGED BY THE CONTRACTOR'S WORK FORCE OR SUBCONTRACTOR'S DURING RELOCATION OR CONSTRUCTION OPERATION.
6. THE ENGINEER SHALL BE INFORMED A MINIMUM OF 1 WEEK IN ADVANCE OF ANY CHANGE IN CONSTRUCTION STAGING.
7. ALL SIGNING MUST BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2022", "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2024", 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".
8. THE CONTRACTOR SHALL PROVIDE ALL SIGNS, VERTICAL PANELS, DRUMS, TYPE II BARRICADES, TYPE III BARRICADES, ALL TEMPORARY CONCRETE BARRIERS AND PROTECTION NECESSARY FOR WORK ZONE TRAFFIC CONTROL AND PROTECTION, OR AS DIRECTED BY THE ENGINEER.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS AND OTHER DEVICES INSTALLED ARE IN PLACE AND OPERATING 24 HOURS A DAY INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME THIS CONSTRUCTION IS IN EFFECT.
10. ALL CONSTRUCTION SIGN DIMENSIONS SHALL BE 48"x48", EXCEPT AS OTHERWISE NOTED IN THE PLANS.
11. THE CONTRACTOR SHALL INSTALL AND COVER ALL TEMPORARY SIGNING BEFORE EXISTING SIGNS ARE REMOVED. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE CONSTRUCTION IS IN EFFECT MUST BE COMPLETELY COVERED OR REMOVED BY THE CONTRACTOR. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST FOR SIGN PANEL, OF THE TYPE SPECIFIED.
12. ALL EXISTING GUIDE SIGNS (I.E. STREET NAME SIGNS, ADVANCE STREET NAME SIGNS, ROUTE MARKERS, ETC.) SHALL BE MAINTAINED AND VISIBLE TO TRAFFIC DURING CONSTRUCTION.
13. EXISTING, TEMPORARY, AND PROPOSED TRAFFIC/GUIDE SIGNS IN CONFLICT WITH STAGING SHALL BE COVERED AS INDICATED ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
14. THE CONTRACTOR SHALL MAINTAIN PRIVATE DRIVEWAY, COMMERCIAL DRIVEWAY, FIELD ENTRANCE, AND SIDE ROAD ACCESS AT ALL TIMES. THIS WORK SHALL BE INCLUDED IN THE COST OF AGGREGATE FOR TEMPORARY ACCESS. SEE IDOT DISTRICT 1 STANDARD TC-26 FOR TEMPORARY INFORMATION SIGNING REQUIREMENTS AT DRIVEWAYS.
15. EMERGENCY VEHICLES MUST HAVE ACCESS TO THE AREA AT ALL TIMES.
16. THE EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS OR PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED.
17. FOR STAGING TYPICAL SECTIONS, REFER STRUCTURAL PLANS.
18. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL TRAFFIC STAGE CHANGES ON EACH APPROACH OF THE AFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN 2 WEEKS ON THE SAME APPROACH OF THE EFFECTED ROADWAY. THE SIGNS LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

SEQUENCE OF CONSTRUCTION

STAGE 1

TRAFFIC

PLACE TEMPORARY PAVEMENT MARKINGS AND OTHER TEMPORARY CONTROL DEVICES AS SHOWN IN THE STAGE 1 PLAN. REMOVE EXISTING PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS IN CONFLICT WITH STAGE 1 TEMPORARY PAVEMENT MARKINGS. REMOVE REFLECTORS FROM THE EXISTING RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE PROJECT LIMITS IN CONFLICT WITH STAGE 1 TEMPORARY PAVEMENT MARKINGS. SHIFT TRAFFIC TO THE EAST SIDE (NB) OF THE EXISTING BRIDGE. ONE LANE OF TRAFFIC TO BE PROVIDED IN EACH DIRECTION.

CONSTRUCTION

SCARIFY, REPAIR AND OVERLAY THE EXISTING BRIDGE AND BRIDGE APPROACH SLABS, AND OTHER STRUCTURAL IMPROVEMENTS AS SHOWN IN THE PLANS. RESURFACE THE EXISTING SHOULDERS, CONSTRUCT BUTT JOINTS AND OTHER IMPROVEMENTS AS SHOWN IN THE PLANS.

STAGE 2

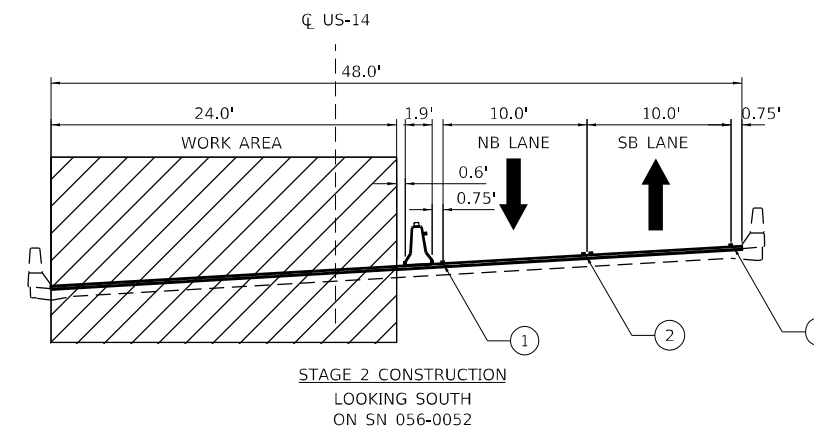
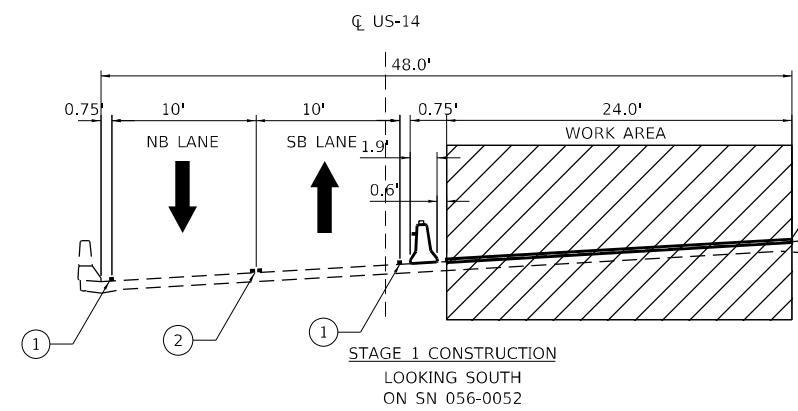
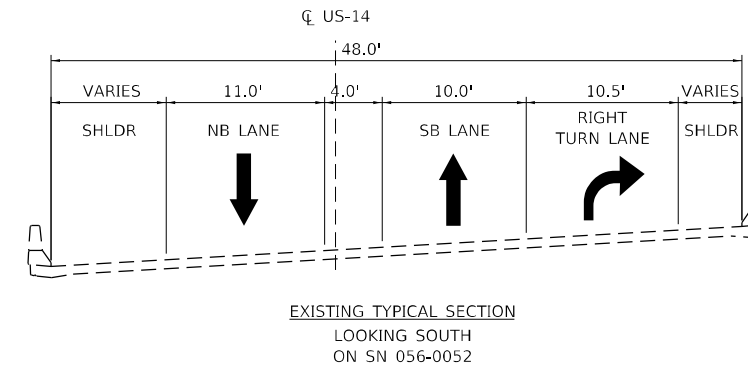
TRAFFIC

PLACE TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES AS SHOWN IN THE STAGE 2 PLAN. REMOVE THE EXISTING PAVEMENT MARKINGS IN CONFLICT WITH STAGE 2 TEMPORARY PAVEMENT MARKINGS. REMOVE REFLECTORS FROM THE EXISTING RAISED REFLECTIVE PAVEMENT MARKERS IN CONFLICT WITH STAGE 2 TEMPORARY PAVEMENT MARKINGS. SHIFT TRAFFIC TO THE WEST SIDE (SB) ON THE NEWLY OVERLAYED BRIDGE. ONE LANE OF TRAFFIC TO BE PROVIDED IN EACH DIRECTION.

CONSTRUCTION

SCARIFY, REPAIR AND OVERLAY THE EXISTING BRIDGE AND BRIDGE APPROACH SLABS, AND OTHER STRUCTURAL IMPROVEMENTS AS SHOWN IN THE PLANS. RESURFACE THE EXISTING SHOULDER, REMOVE AND INSTALL THE PROPOSED SHOULDER, CONSTRUCT BUTT JOINTS AND OTHER IMPROVEMENTS AS SHOWN IN THE PLANS.

REMOVE TEMPORARY PAVEMENT MARKINGS, OTHER TEMPORARY TRAFFIC CONTROL DEVICES AND INSTALL PERMANENT PAVEMENT MARKINGS AS SHOWN IN THE PLANS. INSTALL PREVIOUSLY REMOVED REFLECTORS.



MOT TYPICAL LEGEND

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE IV (WHITE)
- ② TEMPORARY PAVEMENT MARKING TAPE, TYPE IV (DOUBLE YELLOW @ 11" C-C)
- WORK AREA
- DIRECTION OF TRAVEL
- TEMPORARY CONCRETE BARRIER WITH DOUBLE SIDED CRYSTAL TYPE C REFLECTORS PER STANDARDS 704001 & 782006.

US 14 WORK ZONE SPEED LIMIT

	EXISTING POSTED SPEED	PROPOSED WORKZONE SPEED
STAGE 1:	45 MPH	35 MPH
STAGE 2:	45 MPH	35 MPH

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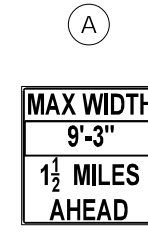
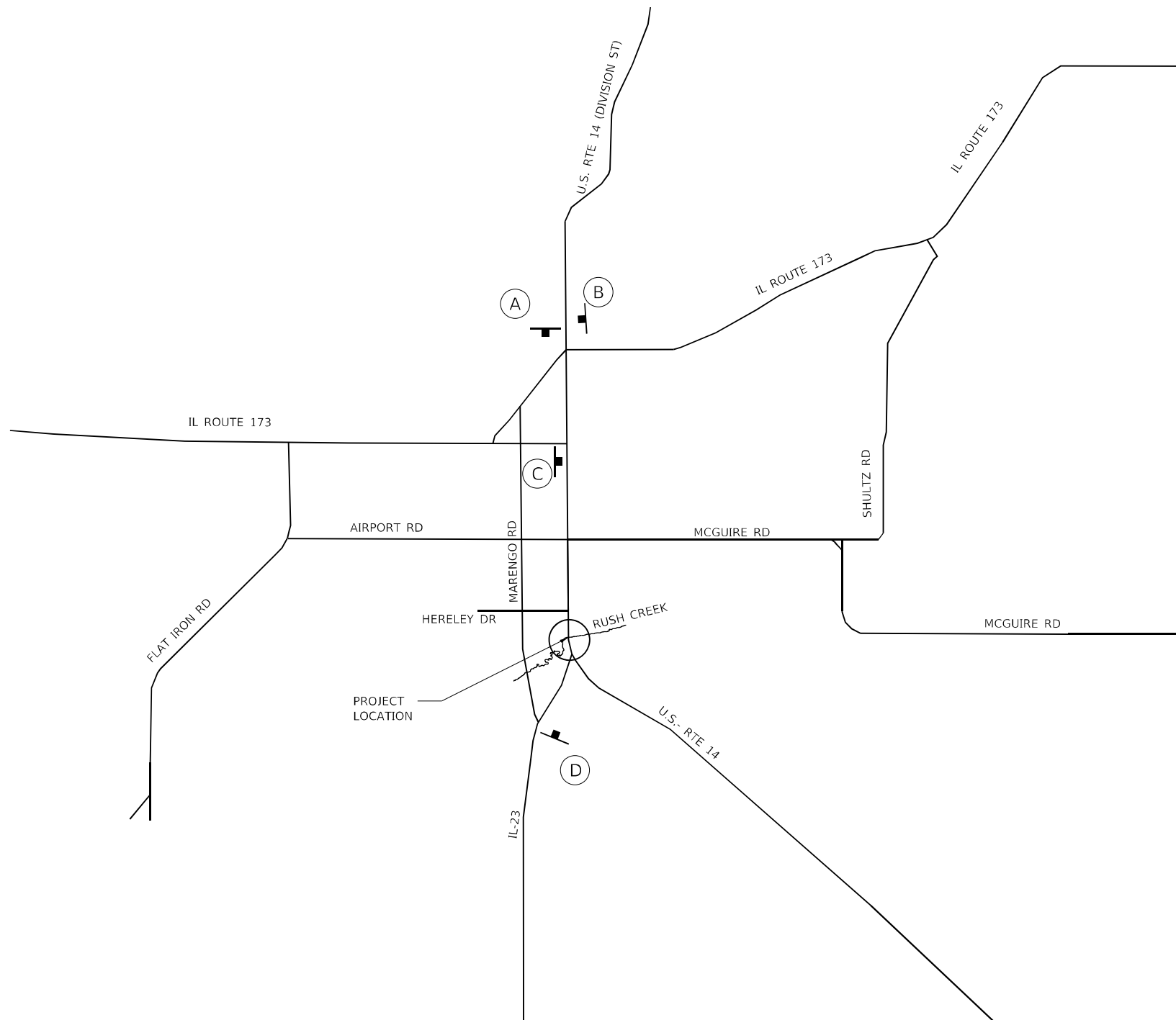
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
GENERAL NOTES AND SEQUENCE OF CONSTRUCTION**

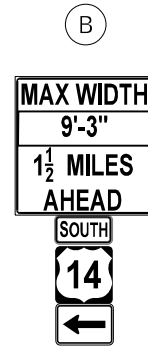
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	6
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62T00	

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W12-I103-4848

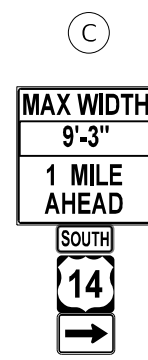


W12-I103-4848

M3-3(O)-2412

M1-4-2424

M6-1L(O)-2115

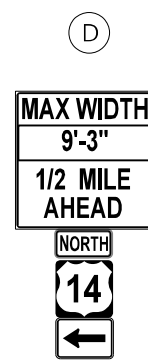


W12-I103-4848

M3-3(O)-2412

M1-4-2424

M6-1R(O)-2115



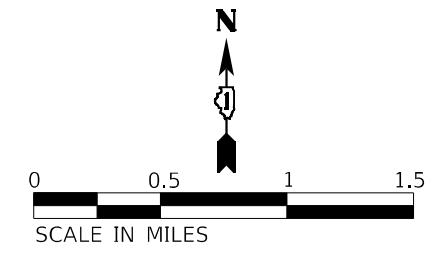
W12-I103-4848

M3-1(O)-2412

M1-4-2424

M6-1L(O)-2115

- NOTES:
1. PLACE SIGNS 500 FEET BEFORE THE INTERSECTIONS.
 2. ENGINEER MAY ADJUST THE SIGN LOCATION BASED ON FIELD CONDITIONS.
 3. THE WIDTH RESTRICTION SIGNING IS REQUIRED WHEN THE STAGED CONSTRUCTION IS IN EFFECT.














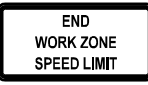


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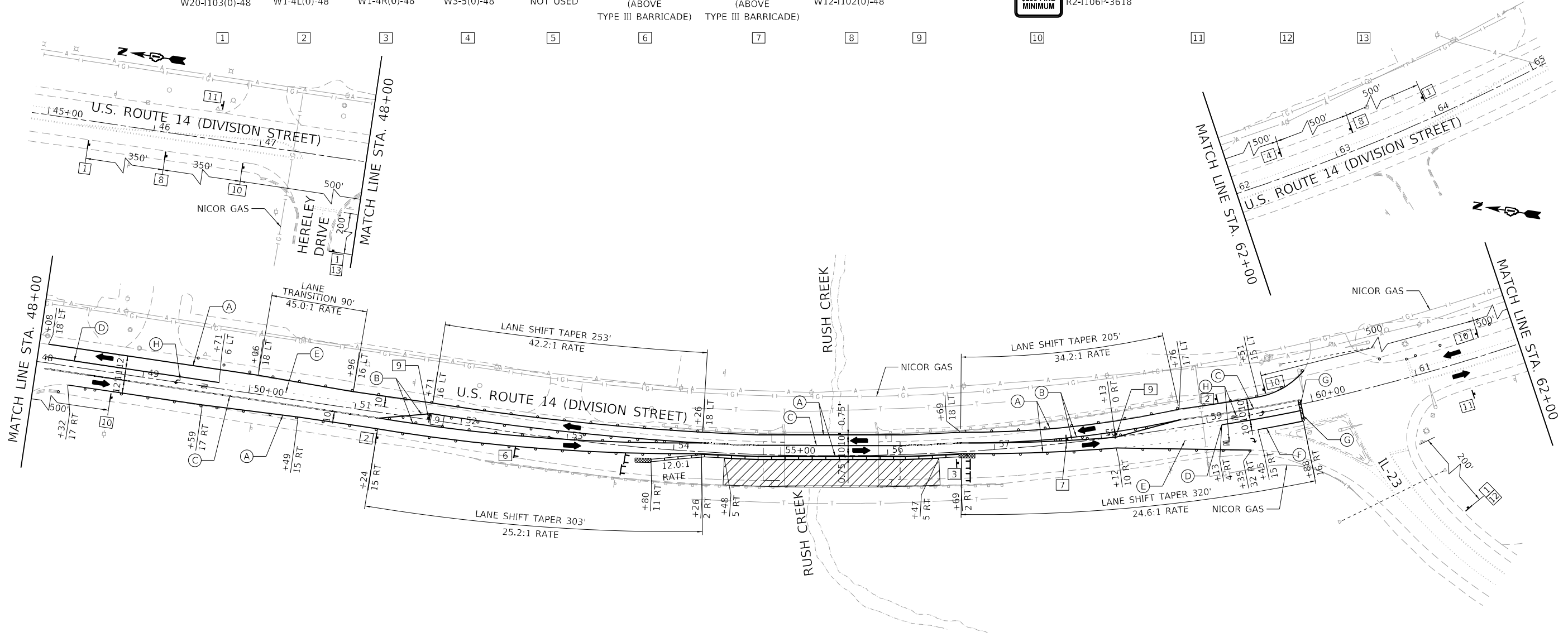
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL WIDTH RESTRICTION SIGNING DETAIL			
SCALE:	SHEET 2	OF 4 SHEETS	STA. TO STA.








F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	7
			CONTRACT NO. 62T00	
ILLINOIS FED. AID PROJECT				

SIGN LEGEND

				NOT USED										
W20-I103(0)-48	W1-4L(0)-48	W1-4R(0)-48	W3-5(0)-48		W1-6L(0)-6030 (ABOVE TYPE III BARRICADE)	W1-6R(0)-6030 (ABOVE TYPE III BARRICADE)	W12-I102(0)-48	R3-I100L-2424	WORK ZONE W21-I115(0)-3618	SPEED LIMIT R2-I-3648 35	PHOTO ENFORCED R10-I108P-3618	END WORK ZONE SPEED LIMIT G20-I103-6036	M6-1L(O)-2115	M6-1R(O)-2115
1	2	3	4	5	6	7	8	9	10	11	12	13		



MAINTENANCE OF TRAFFIC LEGEND

	WORK ZONE
	TEMPORARY CONCRETE BARRIER
	IMPACT ATTENUATOR, TEMPORARY (FULL REDIRECTIVE, NARROW) TEST LEVEL 3
	TYPE II BARRICADE OR DRUM
	TYPE III BARRICADE
	TEMPORARY TRAFFIC SIGN
	DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND

(A)	PAVT MARK LINE 4" SOLID WHITE - TYPE IV TAPE
(B)	PAVT MARK LINE 4" SOLID YELLOW - TYPE IV TAPE
(C)	PAVT MARK LINE 4" DOUBLE YELLOW, 11" C-C - TYPE IV TAPE
(D)	PAVT MARK LINE 6" SOLID WHITE - TYPE IV TAPE
(E)	PAVT MARK LINE 6" WHITE DOTTED - TYPE IV TAPE (2' DASH, 6' SKIP)
(F)	PAVT MARK LINE 8" SOLID WHITE - TYPE IV TAPE
(G)	PAVT MARK LINE 24" SOLID WHITE - TYPE IV TAPE
(H)	PAVT MARK L&S - TYPE IV TAPE

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME = nappk	DESIGNED - NJ	REVISD -
PLOT SCALE = 100,0000' / in.	DRAWN - NJ	REVISD -
PLOT DATE = 3/11/2024	CHECKED - PK	REVISD -
	DATE - 02/29/2024	REVISD -









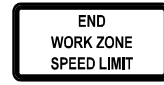


**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL			
STAGE 1			
SCALE: 1" = 50'	SHEET 3	OF 4 SHEETS	STA. TO STA.

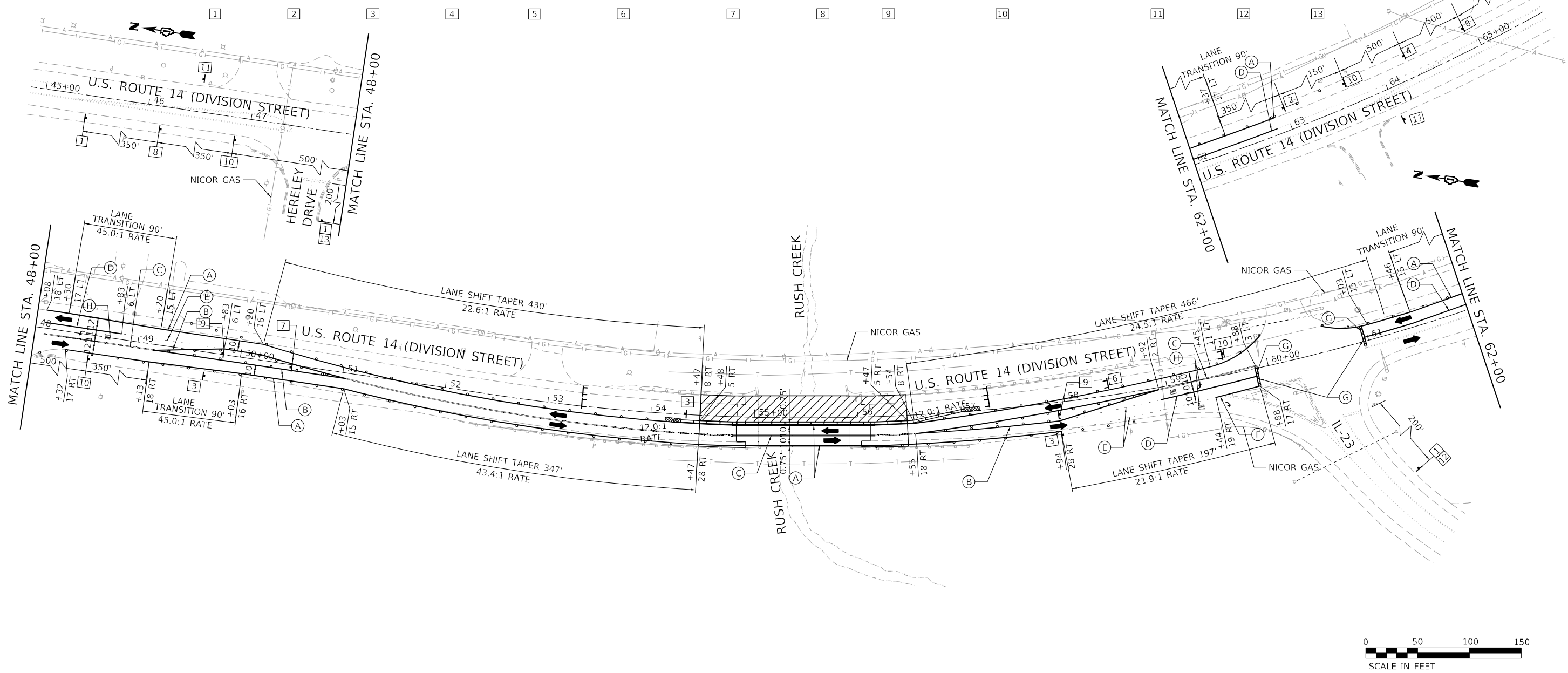
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	8
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62T00	

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






SIGN LEGEND

				NOT USED									
W20-I103(0)-48	W1-4L(0)-48	W1-4R(0)-48	W3-5(0)-48		W1-6L(0)-6030 (ABOVE TYPE III BARRICADE)	W1-6R(0)-6030 (ABOVE TYPE III BARRICADE)	W12-I102(0)-48	R3-I100L-2424	W21-I115(0)-3618	R2-I-3648	G20-I103-6036	M6-1L(O)-2115	M6-1R(O)-2115
1	2	3	4	5	6	7	8	9	10	11	12	13	

WORK ZONE	W21-I115(0)-3618
SPEED LIMIT	R2-I-3648
PHOTO ENFORCED	R10-I108P-3618
\$250 FINE MINIMUM	R2-I106P-3618



MAINTENANCE OF TRAFFIC LEGEND

	WORK ZONE
	TEMPORARY CONCRETE BARRIER
	IMPACT ATTENUATOR, TEMPORARY (FULL REDIRECTIVE, NARROW) TEST LEVEL 3
	TYPE II BARRICADE OR DRUM
	TYPE III BARRICADE
	TEMPORARY TRAFFIC SIGN
	DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND

(A)	PAVT MARK LINE 4" SOLID WHITE - TYPE IV TAPE
(B)	PAVT MARK LINE 4" SOLID YELLOW - TYPE IV TAPE
(C)	PAVT MARK LINE 4" DOUBLE YELLOW, 11" C-C - TYPE IV TAPE
(D)	PAVT MARK LINE 6" SOLID WHITE - TYPE IV TAPE
(E)	PAVT MARK LINE 6" WHITE DOTTED - TYPE IV TAPE (2' DASH, 6' SKIP)
(F)	PAVT MARK LINE 8" SOLID WHITE - TYPE IV TAPE
(G)	PAVT MARK LINE 24" SOLID WHITE - TYPE IV TAPE
(H)	PAVT MARK L&S - TYPE IV TAPE

AEG ATLAS ENGINEERING GROUP, LTD.

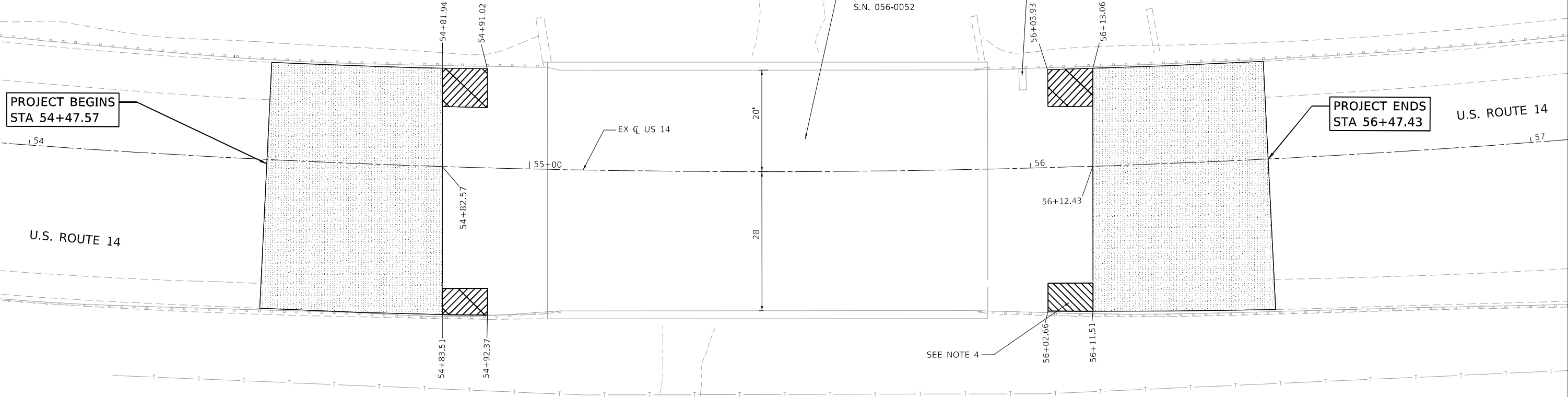
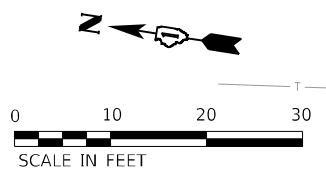
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

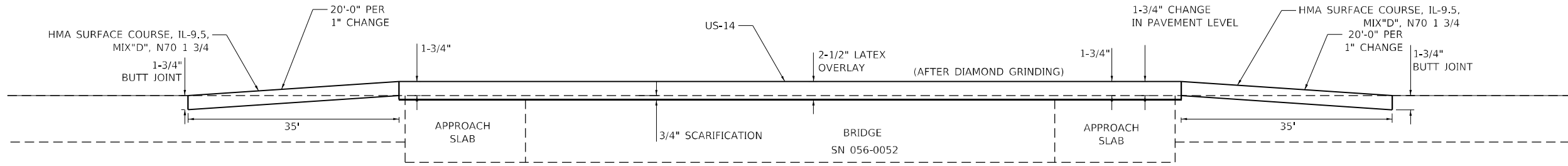
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL			
STAGE 2			
SCALE: 1" = 50'	SHEET 4	OF 4 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	9
			CONTRACT NO. 62T00	
ILLINOIS FED. AID PROJECT				

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 PLOT DATE: 3/11/2024



PLAN



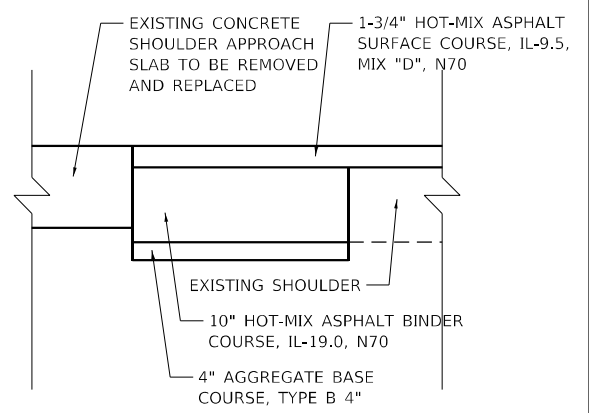
PROFILE DETAIL

NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO IDOT PAVEMENT MARKING DETAIL TC-13.
2. ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED ACCORDING TO IDOT RAISED REFLECTIVE PAVEMENT MARKER DETAIL TC-11.
3. FOR STRUCTURAL IMPROVEMENTS SEE STRUCTURAL PLANS.
4. THE PROPOSED SHOULDER SHALL MATCH SLOPE TRANSITION OF THE ADJACENT EXISTING SHOULDERS. SEE SHOULDER DETAIL
5. INLET AND PIPE PROTECTION SHALL BE PLACED DURING THE CONSTRUCTION STAGES.

LEGEND:

- BUTT JOINT (SEE BD-32) 20'-0" PER 1" CHANGE
- 2" HMA SURFACE REMOVAL
1-3/4" HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70
3" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
- PAVED SHOULDER REMOVAL
1-3/4" HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70
10" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
4" AGGREGATE BASE COURSE, TYPE B 4"
- FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)



SHOULDER DETAIL

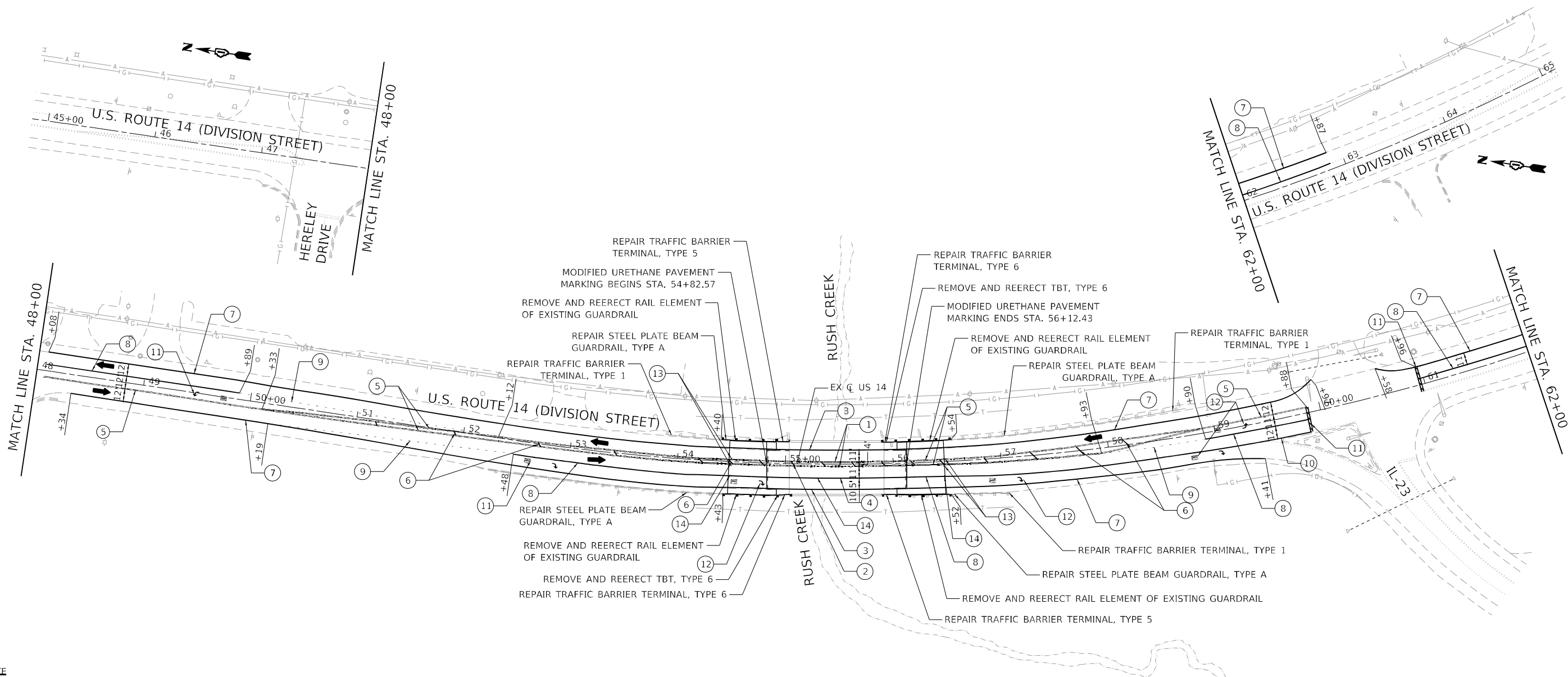
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 DATE: 3/7/2024

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	PLOT DATE = 3/7/2024	CHECKED - PK	REVISED -
		DATE - 02/29/2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY PLAN US-14			
SCALE: 1"=10'	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.P. RTE. 324	SECTION FAP 0324 22 BJ	COUNTY MCHENRY	TOTAL SHEETS 33	SHEET NO. 10
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62T00	



NOTE

- STEEL PLATE BEAM GUARDRAIL REPAIR AND TRAFFIC BARRIER TERMINAL REPAIR LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.



PAVEMENT MARKING LEGEND

PAVEMENT MARKINGS ON BRIDGE DECK

- ① MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (SOLID DOUBLE YELLOW, 11" C-C)
- ② MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (SOLID YELLOW DIAGONAL)
- ③ MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (SOLID WHITE EDGE LINE)
- ④ MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (SOLID WHITE TURN LANE)

PAVEMENT MARKINGS ON HMA

- ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID DOUBLE YELLOW, 11" C-C)
- ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID YELLOW DIAGONAL)

- ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID WHITE EDGE LINE)
- ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (SOLID WHITE TURN LANE)
- ⑨ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (2' DASH - 6' SKIP WHITE TURN LANE)
- ⑩ THERMOPLASTIC PAVEMENT MARKING - LINE 8" (SOLID WHITE)
- ⑪ THERMOPLASTIC PAVEMENT MARKING - LINE 24" (SOLID WHITE STOP BAR)
- ⑫ THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS (WHITE)

RAISED REFLECTIVE PAVEMENT MARKERS

- ⑬ RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
- ⑭ RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND GUARDRAIL REPAIR PLAN US-14			
SCALE: 1" = 50'	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	11
			CONTRACT NO. 62T00	
ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN *NO LEFT TURN*/"NO RIGHT TURN"		
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	 	 	RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM	S	SP	FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
WOOD POLE			INTERSECTION ITEM	I	IP	GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE		
GUY WIRE			REMOVE ITEM		R			
SIGNAL HEAD			RELOCATE ITEM		RL			
SIGNAL HEAD WITH BACKPLATE			RELOCATE ITEM		RL			
SIGNAL HEAD OPTICALLY PROGRAMMED			ABANDON ITEM		A			
FLASHER INSTALLATION -(FS) SOLAR POWERED	 	 	CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF			
PEDESTRIAN SIGNAL HEAD			MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF			
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUITION			SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF			
RADAR DETECTION SENSOR			DETECTOR LOOP, TYPE I	 	 			
VIDEO DETECTION CAMERA			PERFORMED DETECTOR LOOP	 	 			
RADAR/VIDEO DETECTION ZONE			SAMPLING (SYSTEM) DETECTOR	 	 			
PAN, TILT, ZOOM (PTZ) CAMERA			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	 	 			
EMERGENCY VEHICLE LIGHT DETECTOR			QUEUE AND SAMPLING (SYSTEM) DETECTOR	 	 			
CONFIRMATION BEACON			WIRELESS DETECTOR SENSOR					
WIRELESS INTERCONNECT			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT RADIO REPEATER								

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

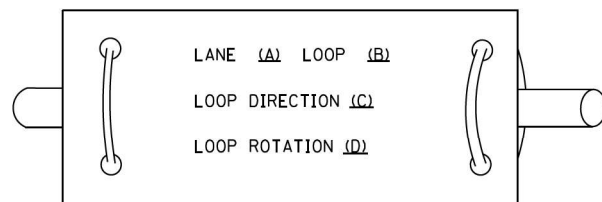
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F.A.P. RTE. 324	SECTION FAP 0324 22 BJ	COUNTY MCHENRY	TOTAL SHEETS 33	SHEET NO. 11A
TS-05		CONTRACT NO.		
ILLINOIS FED. AID PROJECT				

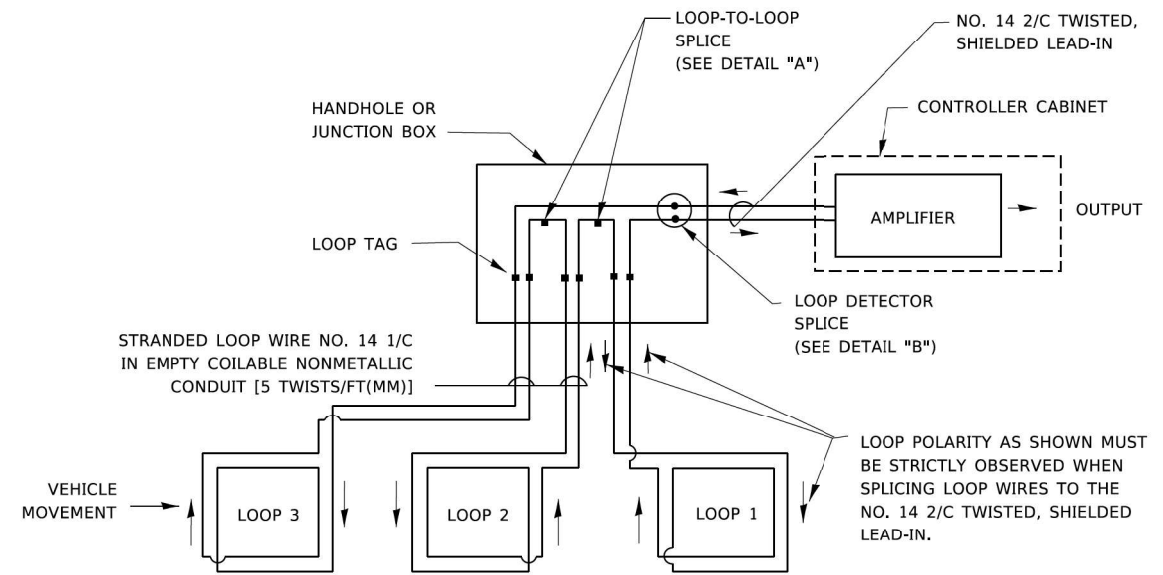
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVESHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

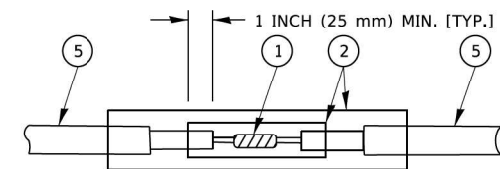


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

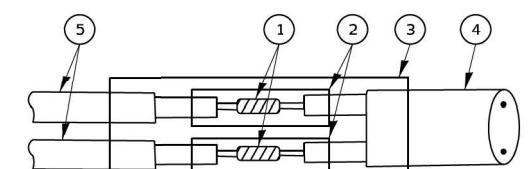


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE.
- THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

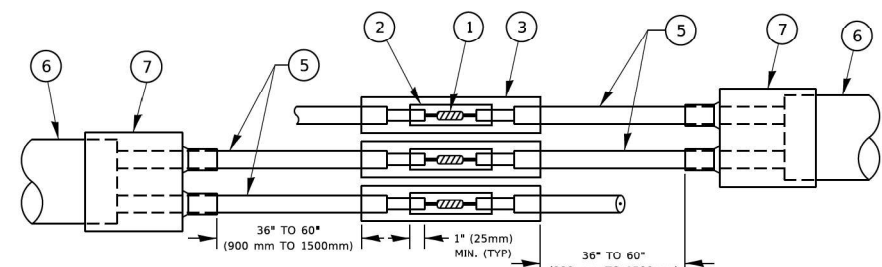


DETAIL "A"
LOOP-TO-LOOP SPLICE

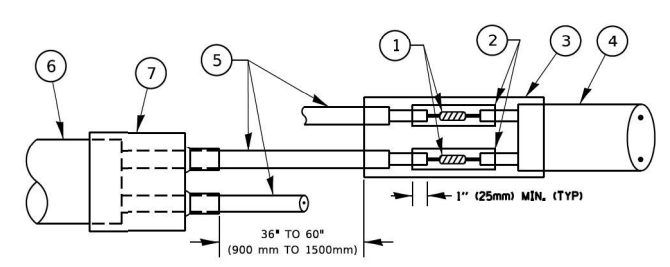


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PREFORMED LOOP
- 6 XL POLYOLEFIN 2 CONDUCTOR
- 7 BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

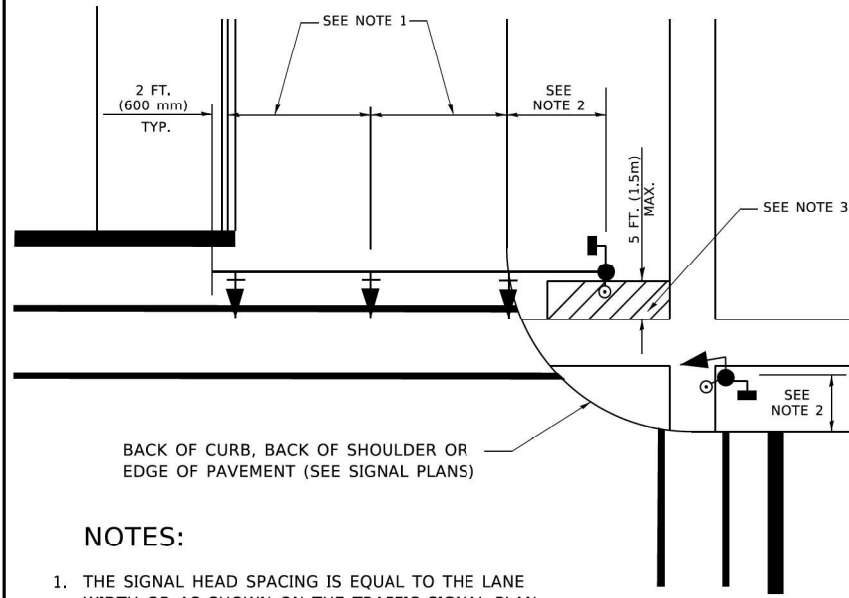
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET 2 OF 7 SHEETS STA. TO STA.

F.A.P. RTE. 324	SECTION FAP 0324 22 BJ	COUNTY MCHENRY	TOTAL SHEETS 33	SHEET NO. 11B
TS-05			CONTRACT NO.	
ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.

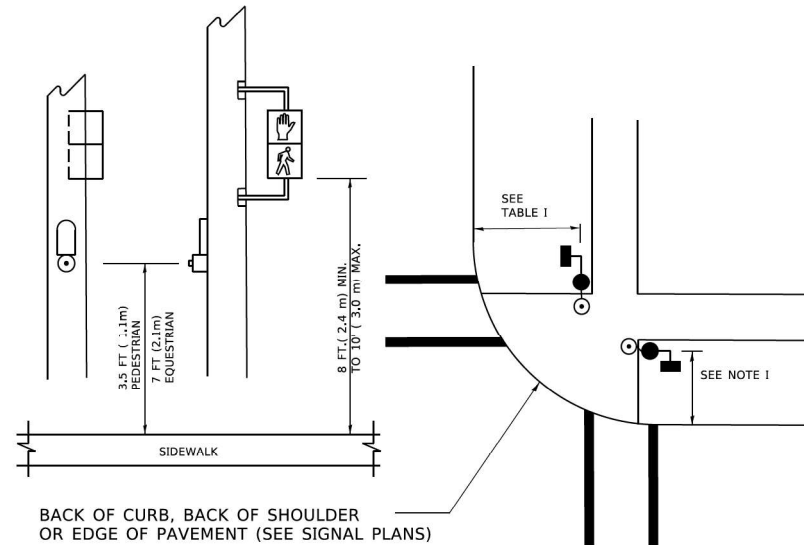


BACK OF CURB, BACK OF SHOULDER OR EDGE OF PAVEMENT (SEE SIGNAL PLANS)

NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST

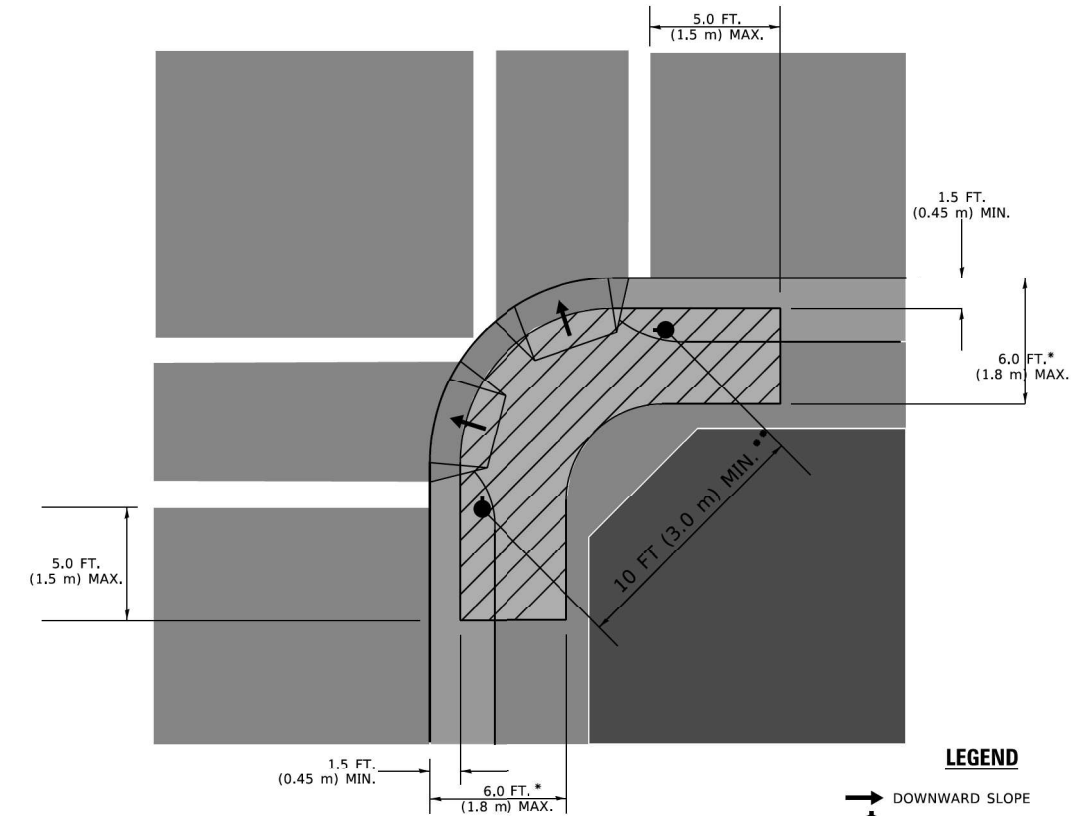


BACK OF CURB, BACK OF SHOULDER OR EDGE OF PAVEMENT (SEE SIGNAL PLANS)

NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ RECOMMENDED PUSHBUTTON LOCATIONS

* WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.3m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.3m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

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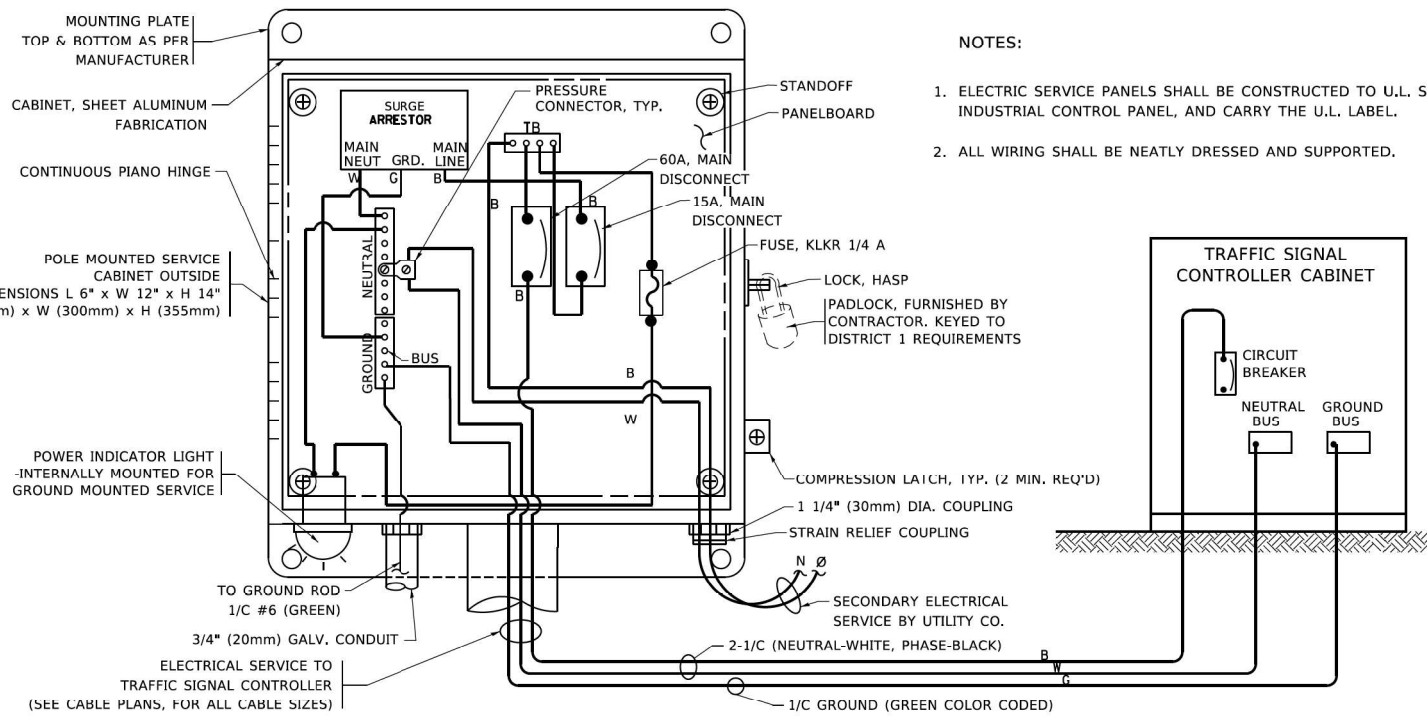
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

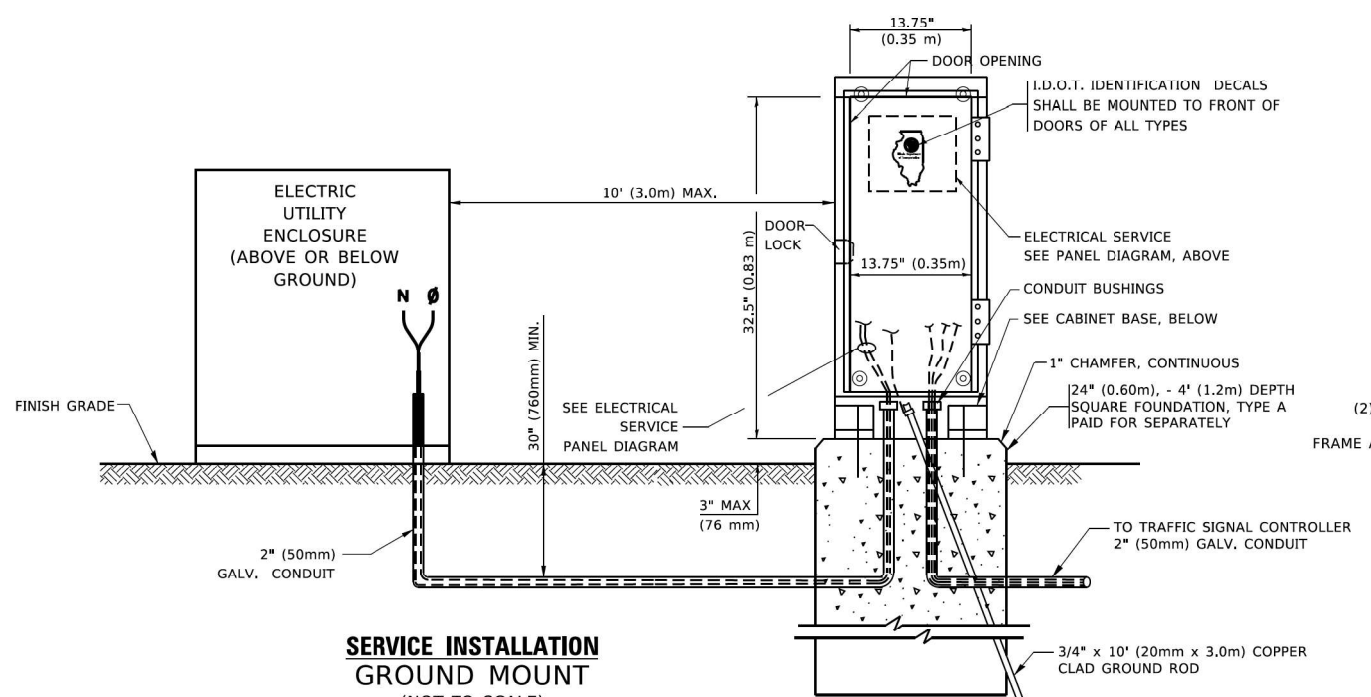
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET 3 OF 7 SHEETS STA. TO STA.

F.A.P. RTE. 324	SECTION FAP 0324 22 BJ	COUNTY MCHENRY	TOTAL SHEETS 33	SHEET NO. 11C
TS-05		CONTRACT NO.		
ILLINOIS FED. AID PROJECT				

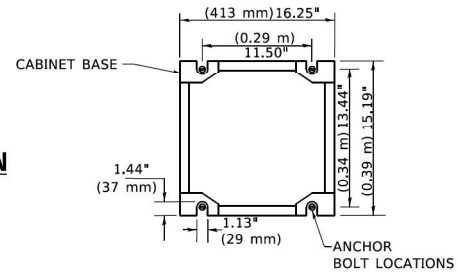


ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)

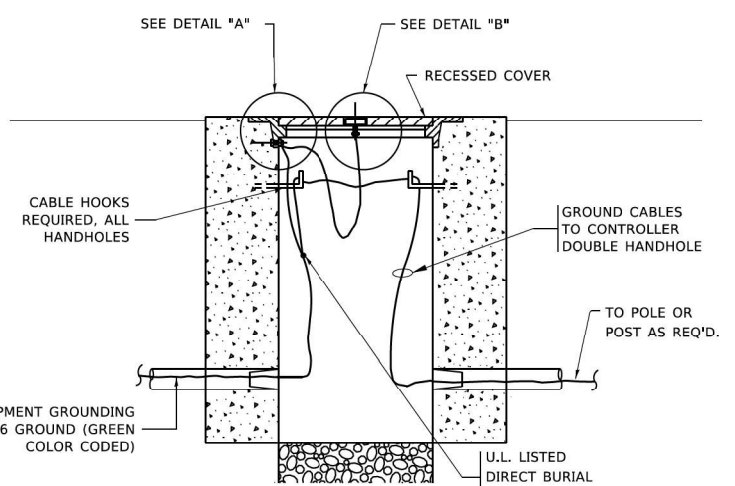
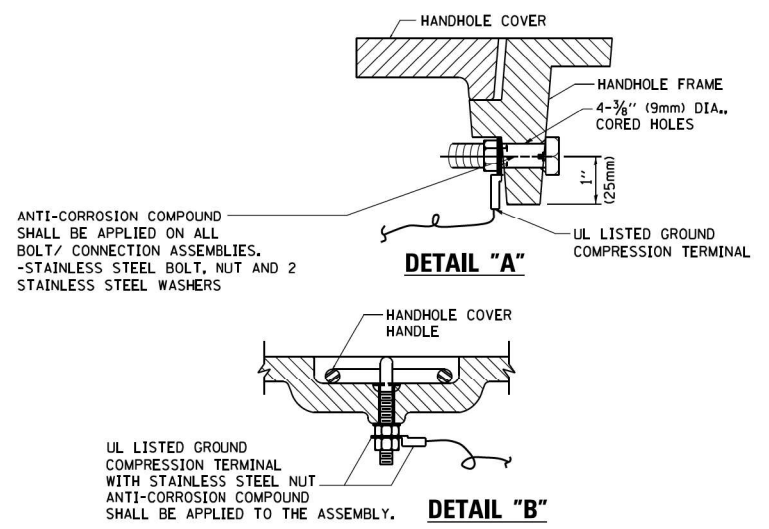


SERVICE INSTALLATION GROUND MOUNT
 (NOT TO SCALE)

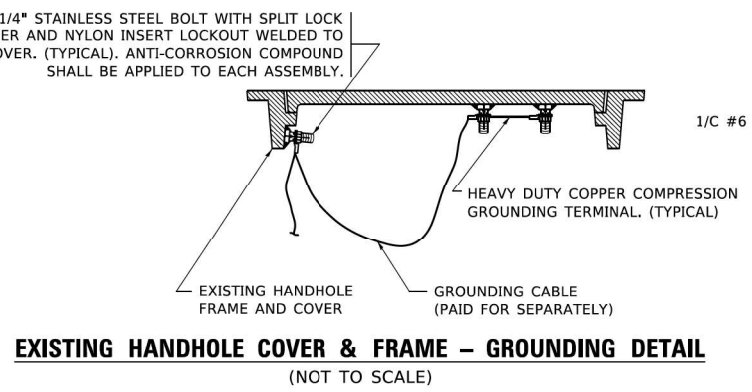
CABINET - BASE BOLT PATTERN
 (NOT TO SCALE)



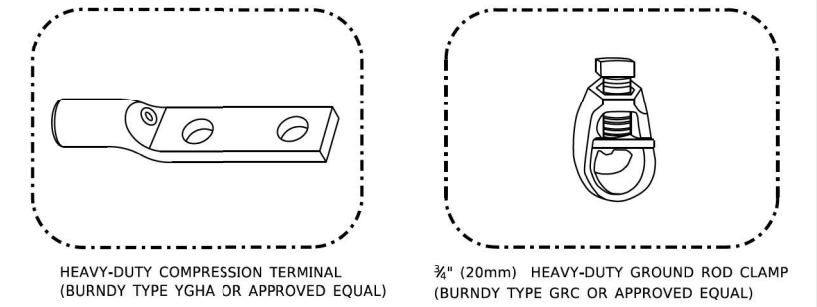
- NOTES:
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
 2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.



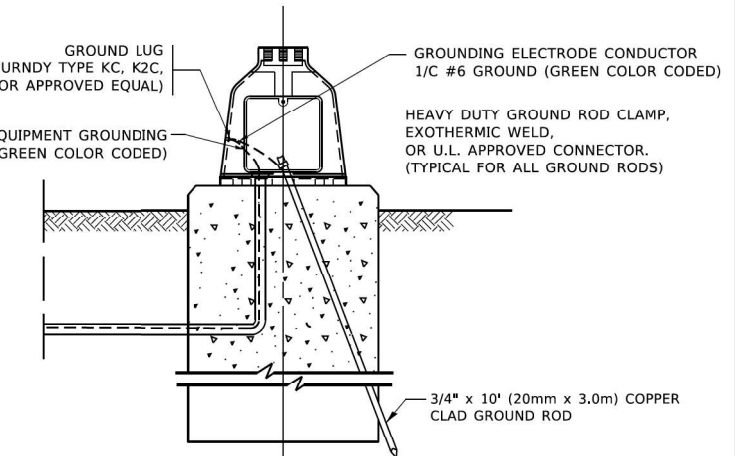
HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)



- NOTES:
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES
 - 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES
 - 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES.
 - 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



MAST ARM POLE / POST-GROUNDING DETAIL
 (NOT TO SCALE)

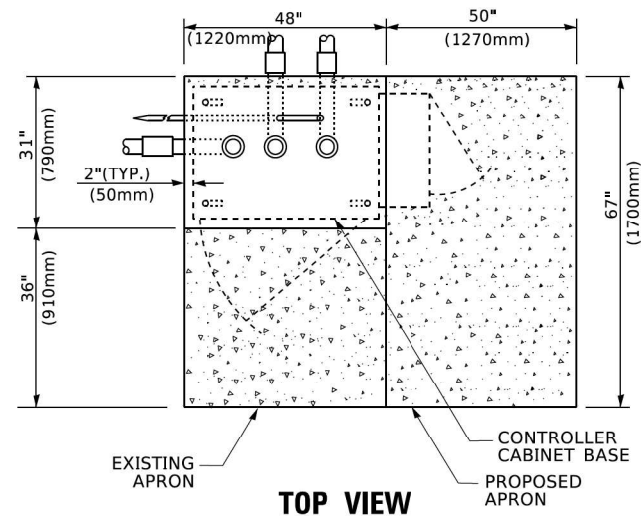
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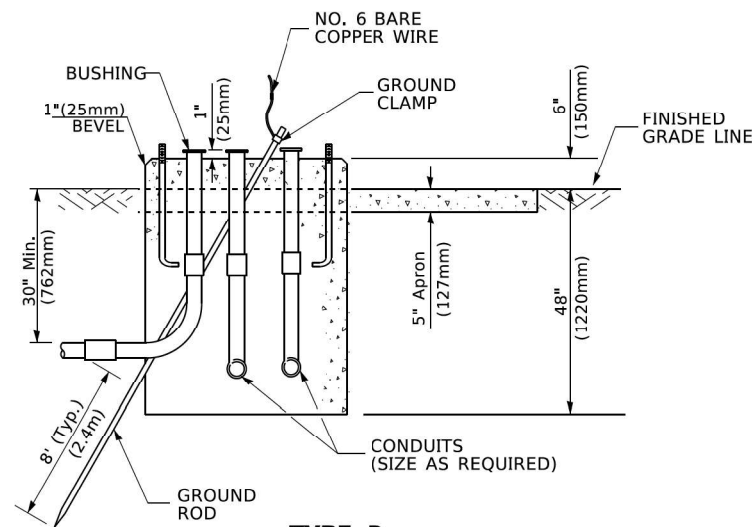
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
SCALE: NONE	SHEET 4	OF 7 SHEETS	STA. TO STA.

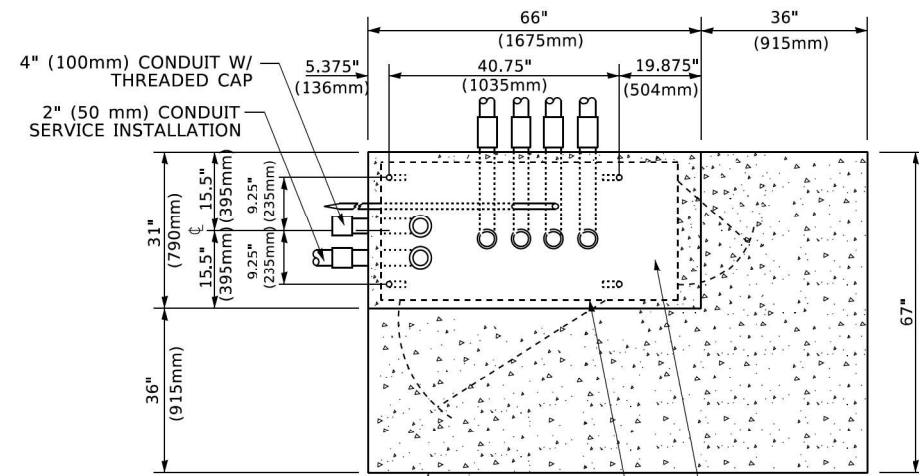
F.A.P. RTE. 324	SECTION FAP 0324 22 BJ	COUNTY MCHENRY	TOTAL SHEETS 33	SHEET NO. 11D
TS-05			CONTRACT NO.	
ILLINOIS / FED. AID PROJECT				



TOP VIEW



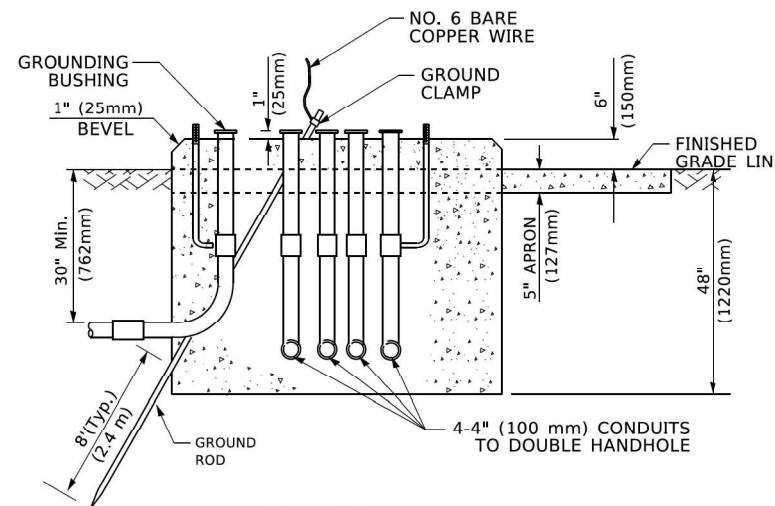
**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



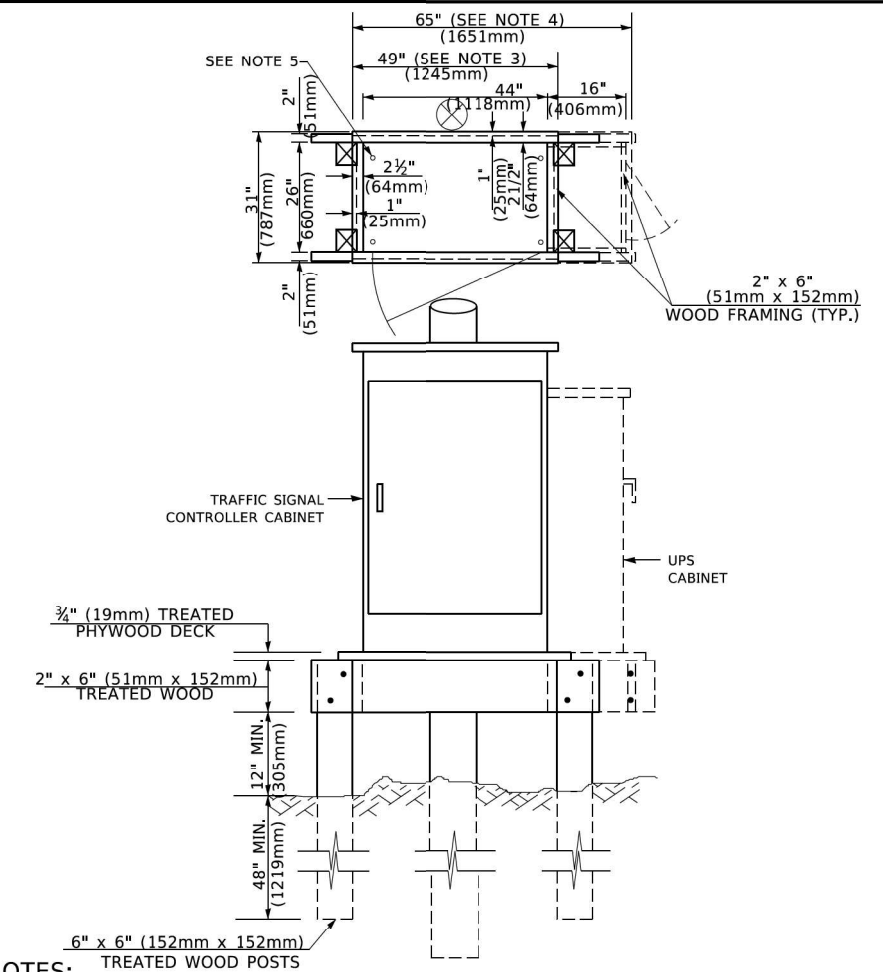
TOP VIEW

NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



**TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS**



NOTES:

- BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
- BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
- PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
- PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
- DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
- FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION..

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD)		
(L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and less than 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

- These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average unconfined compressive strength (q_u) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
- Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
- Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
- For mast arm assemblies with dual arms refer to state standard 878001..

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

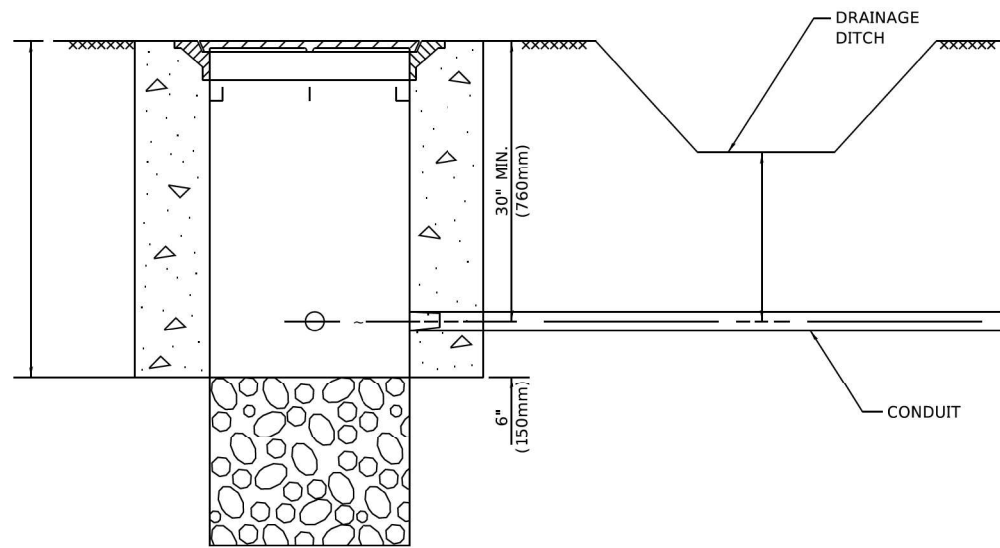
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	DRAWN -	REVISED -
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PLOT DATE = 3/4/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
SCALE: NONE	SHEET 5	OF 7 SHEETS	STA. TO STA.

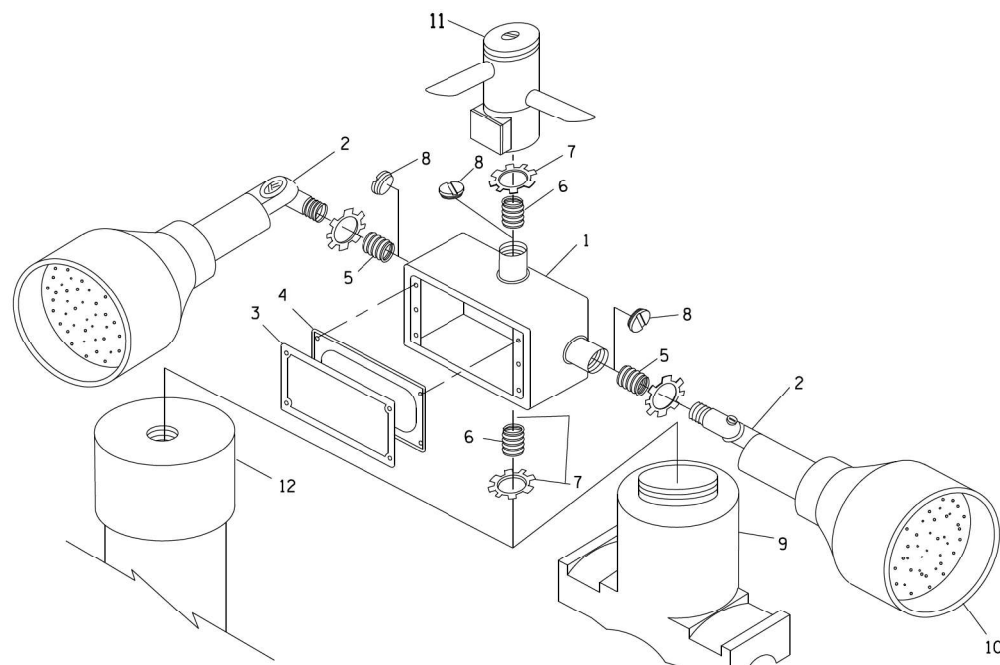
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	11E
TS-05			CONTRACT NO.	
ILLINOIS / FED. AID PROJECT				



NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)

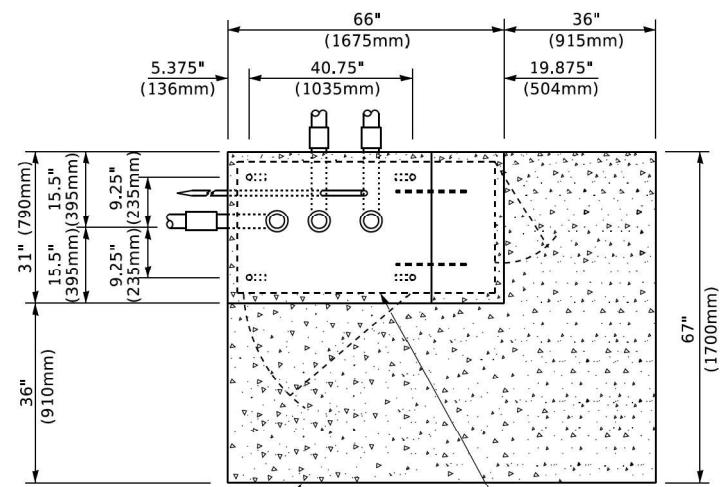


POST CAP MOUNT
MAST ARM MOUNT
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

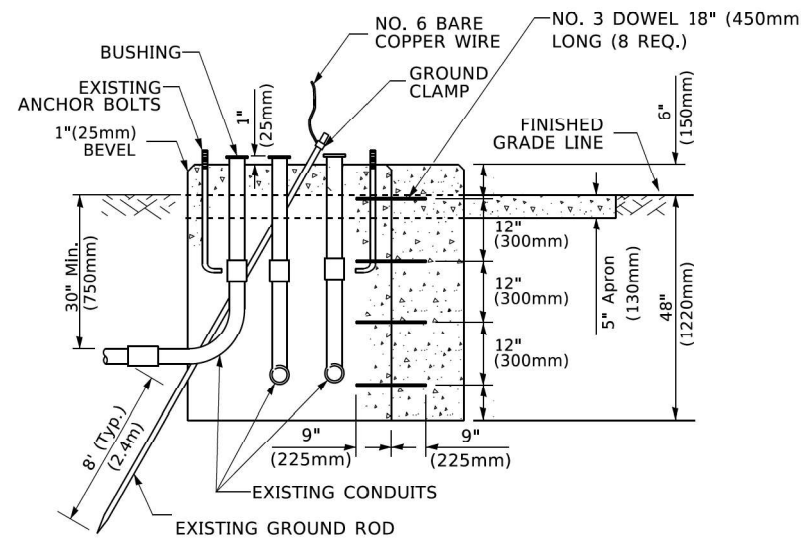
ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4" (19 mm) CLOSE NIPPLE
7	3/4" (19 mm) LOCKNUT
8	3/4" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

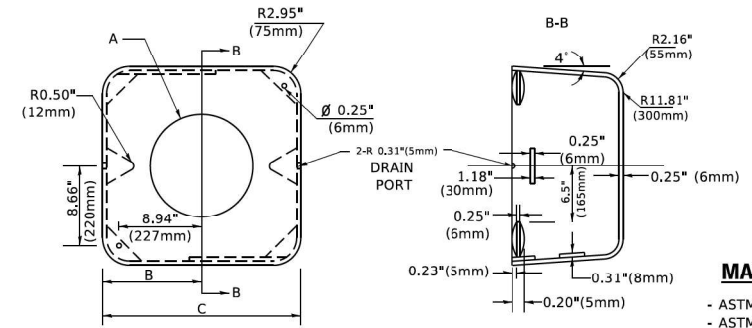
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



TOP VIEW
(NOT TO SCALE)



MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)



SHROUD

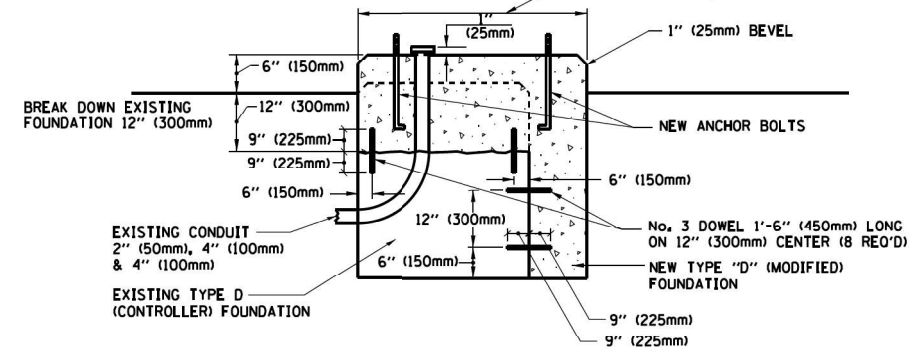
A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5" (241mm)	19" (483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIABLES	10.75" (273mm)	21.5" (546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIABLES	13.0" (330mm)	26" (660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIABLES	18.5" (470mm)	37" (940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

NOTES:

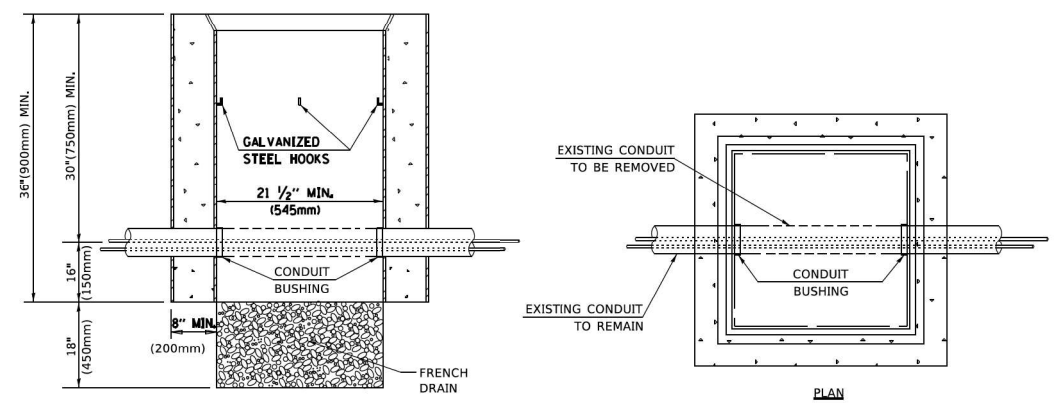
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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	DATE -	REVISED -

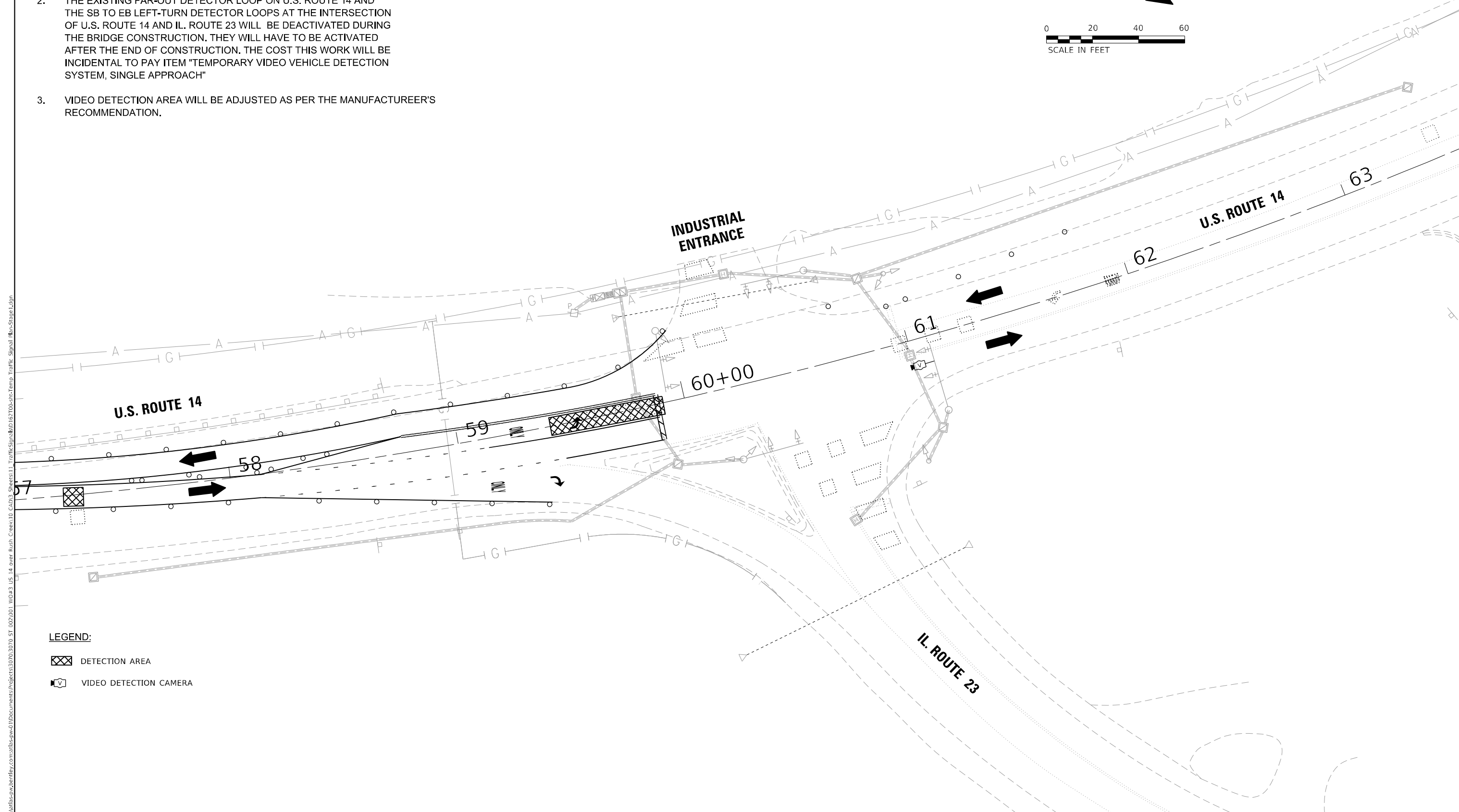
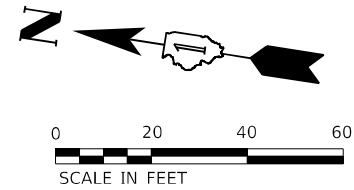
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE	
STANDARD TRAFFIC SIGNAL DESIGN DETAILS	
SCALE: NONE	SHEET 6 OF 7 SHEETS STA. TO STA.

F.A.P. RTE. 324	SECTION FAP 0324 22 BJ	COUNTY MCHENRY	TOTAL SHEETS 33	SHEET NO. 11F
TS-05		CONTRACT NO.		
ILLINOIS / FED. AID PROJECT				

NOTES:

1. THE MOUNTING LOCATION OF THE VIDEO DETECTION WILL BE DETERMINED PER THE MANUFACTUREER'S RECOMMENDATION.
2. THE EXISTING FAR-OUT DETECTOR LOOP ON U.S. ROUTE 14 AND THE SB TO EB LEFT-TURN DETECTOR LOOPS AT THE INTERSECTION OF U.S. ROUTE 14 AND IL. ROUTE 23 WILL BE DEACTIVATED DURING THE BRIDGE CONSTRUCTION. THEY WILL HAVE TO BE ACTIVATED AFTER THE END OF CONSTRUCTION. THE COST THIS WORK WILL BE INCIDENTAL TO PAY ITEM "TEMPORARY VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH"
3. VIDEO DETECTION AREA WILL BE ADJUSTED AS PER THE MANUFACTUREER'S RECOMMENDATION.



LEGEND:

- ▨ DETECTION AREA
- 📷 VIDEO DETECTION CAMERA

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AEG ATLAS ENGINEERING GROUP, LTD.

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PLOT DATE = 2/29/2024

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DRAWN - BA	REVISED -
CHECKED - BT	REVISED -
DATE - 01/23/2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

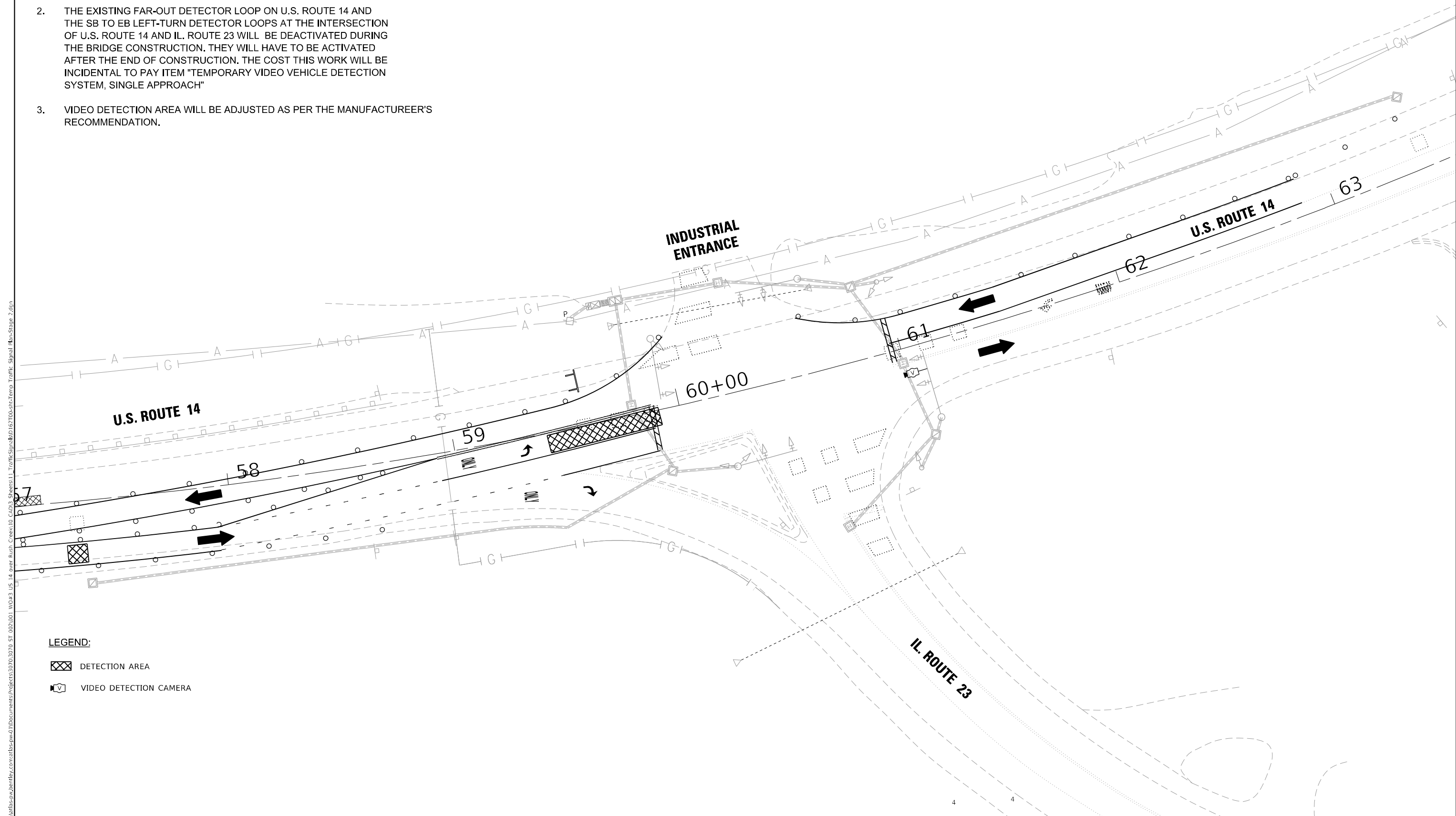
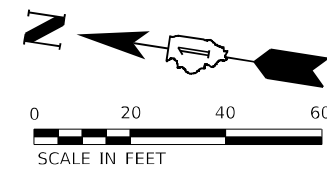
**TEMPORARY TRAFFIC SIGNAL PLAN – STAGE 1
U.S. ROUTE 14 AND IL. ROUTE 23**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	11G
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62T00	

NOTES:

1. THE MOUNTING LOCATION OF THE VIDEO DETECTION WILL BE DETERMINED PER THE MANUFACTUREER'S RECOMMENDATION.
2. THE EXISTING FAR-OUT DETECTOR LOOP ON U.S. ROUTE 14 AND THE SB TO EB LEFT-TURN DETECTOR LOOPS AT THE INTERSECTION OF U.S. ROUTE 14 AND IL. ROUTE 23 WILL BE DEACTIVATED DURING THE BRIDGE CONSTRUCTION. THEY WILL HAVE TO BE ACTIVATED AFTER THE END OF CONSTRUCTION. THE COST THIS WORK WILL BE INCIDENTAL TO PAY ITEM "TEMPORARY VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH"
3. VIDEO DETECTION AREA WILL BE ADJUSTED AS PER THE MANUFACTUREER'S RECOMMENDATION.



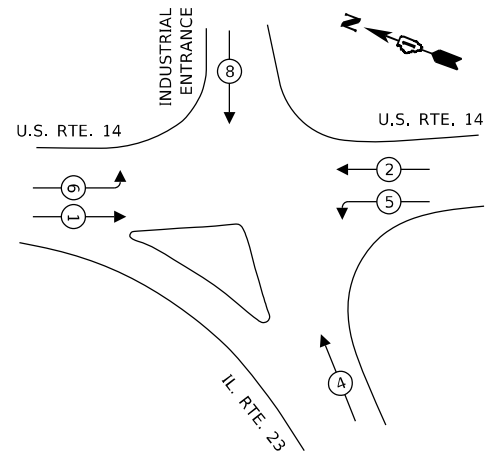
LEGEND:

- DETECTION AREA
- VIDEO DETECTION CAMERA

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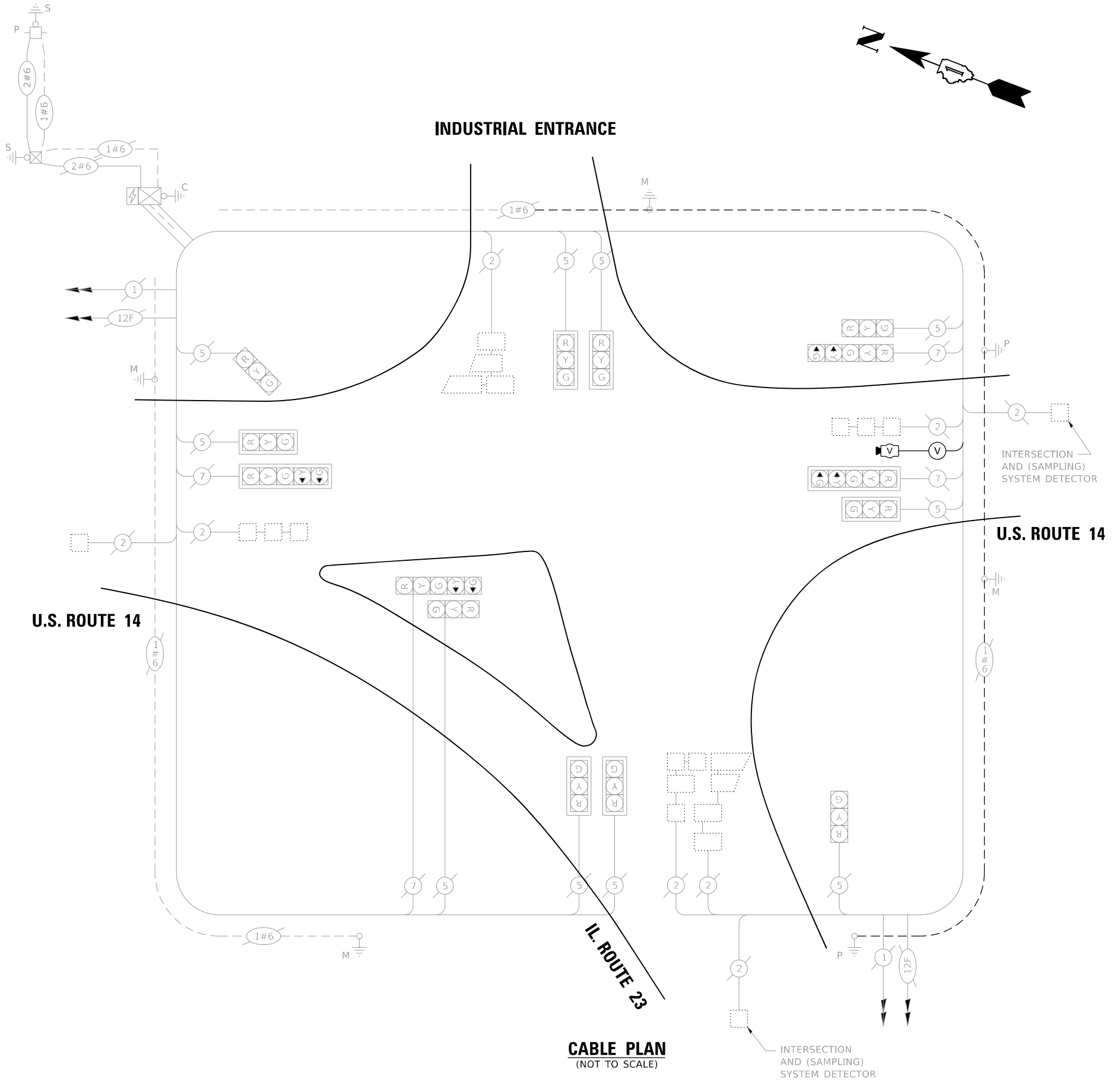
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	PLOT DATE = 2/29/2024	DATE - 01/23/2024	REVISED -					ILLINOIS FED. AID PROJECT						

TEMPORARY CONTROLLER SEQUENCE



LEGEND:

- ← * — PROTECTED PHASE
- ← * - — PROTECTED/PERMITTED PHASE



CABLE PLAN
(NOT TO SCALE)

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	14	17	50	119.0
(YELLOW)	14	25	25	87.5
(GREEN)	14	15	25	52.5
PERMISSIVE ARROW	8	12	10	9.6
PED. SIGNAL	-	20	100	-
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	1	150	100	150.0
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				543.6

ENERGY COSTS TO:
CITY OF HARVARD
 201 WEST DIGGINS STREET
 HARVARD, IL 60033
 ENERGY SUPPLY: CONTACT: MIKE LENOX
 PHONE: (815) 490-2863
 COMPANY: COMMONWEALTH EDISON
 ACCOUNT NUMBER: ---

TS SHT NO. XX

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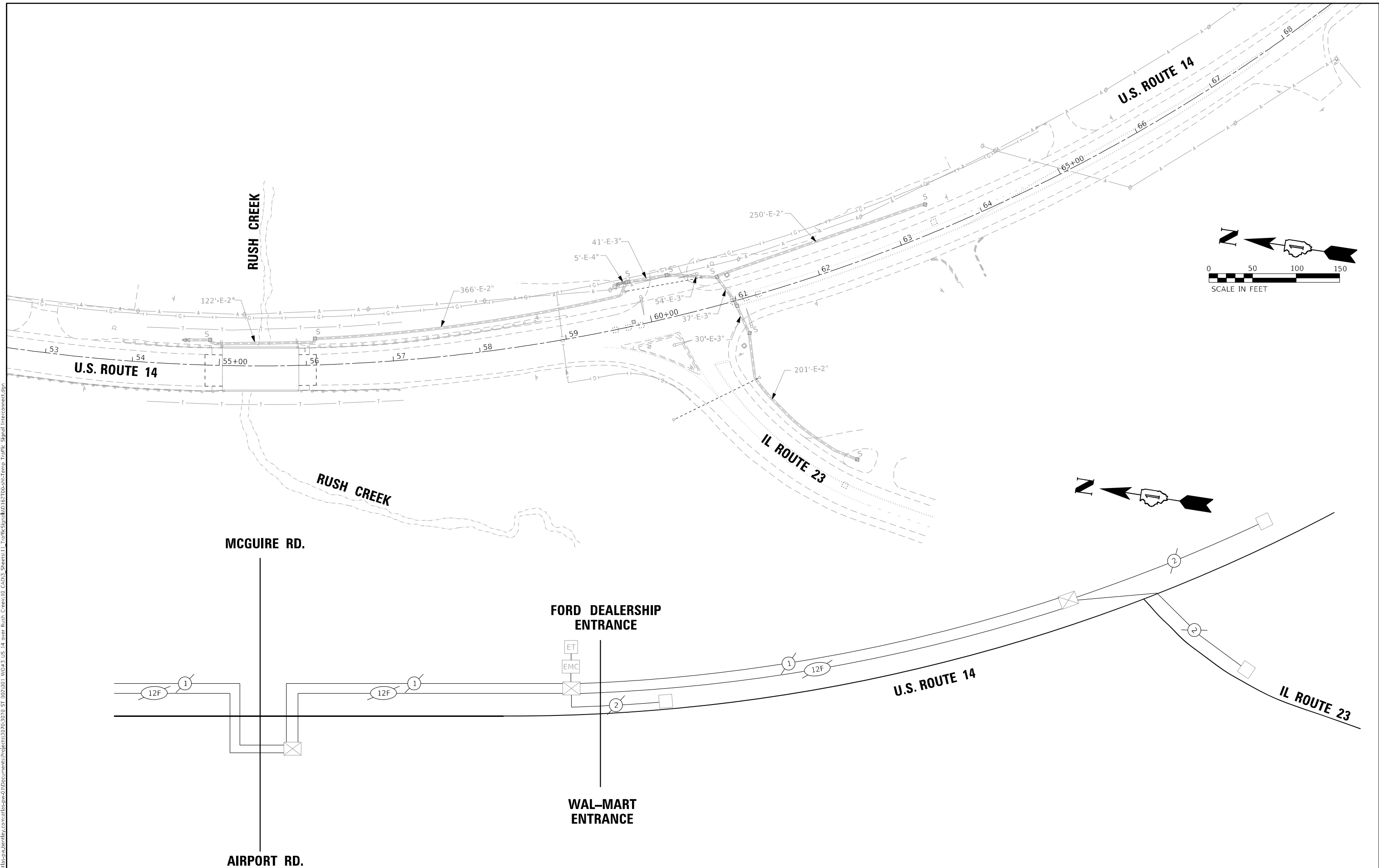
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	DATE - 01/23/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL CABLE PLAN AND PHASE DESIGNATION DIAGRAM
 SCALE: 1"=20'
 SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	111
CONTRACT NO. 62T00			ILLINOIS FED. AID PROJECT	

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AEG ATLAS ENGINEERING GROUP, LTD.

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DRAWN - BA	REVISED -	
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PLOT DATE = 2/21/2024	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXISTING INTERCONNECT PLAN & EXISTING SCHEMATIC PLAN
 U.S. ROUTE 14 & IL ROUTE 23**

F.A.P. RTE. 324	SECTION FAP 0324 22 BJ	COUNTY MCHENRY	TOTAL SHEETS 33	SHEET NO. 11J
ILLINOIS			FED. AID PROJECT	

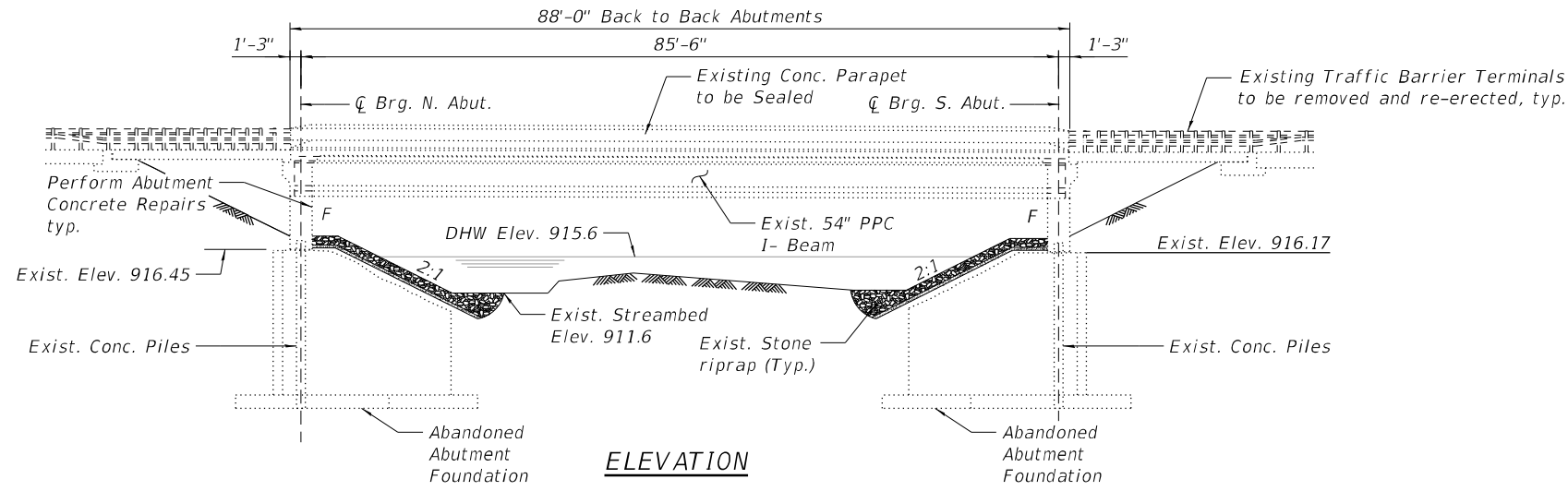
SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

Bench Mark: Chiseled "a" in S.E. wingwall of bridge over Rush Creek. Elev. 924.05. All elevations are from the 1984 bridge plans.

Existing Structure: Previous SN 056-0008 constructed in 1944 and removed in 1984. The existing abutments were partially removed and abandoned below grade. SN 056-0052, constructed in 1984 is a single span with a total length of 88'-0" (back to back of abutments), an overall width of 51'-2" out to out with a 0 deg. skew to the local tangent. The superstructure consists of a 7 1/2" thick concrete slab on 7 Precast Prestressed Concrete I-Beams, 54". The substructure consists of a reinforced concrete integral abutment on concrete piles.

Traffic to be maintained utilizing stage construction.

No Salvage.



LOADING HS 20-44 (EXIST.)
 Original Structure 25 psf future wearing surface.
 After overlay, no future wearing surface.

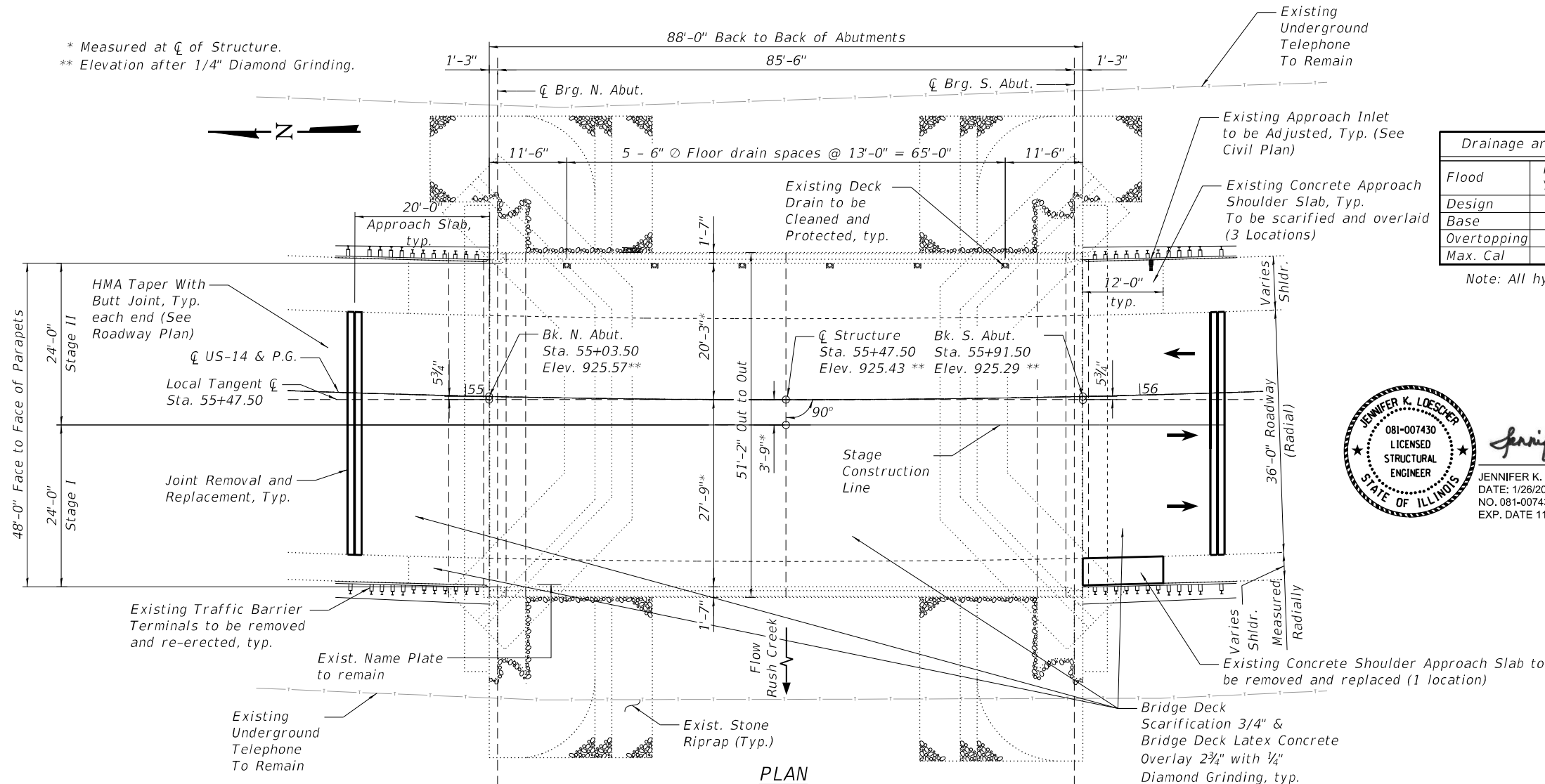
DESIGN STRESSES
FIELD UNITS (NEW. CONST.)
 f'c = 3,500 psi (Substructure)
 f'c = 4,000 psi (Superstructure)
 fy = 60,000 psi (Reinforcing Steel)

FIELD UNITS (EXIST. CONST.)
 Cast in place reinforced concrete
 f'c = 3,500 psi (Concrete)
 fy = 60,000 psi (Reinforcing Steel)
 Pre-stressed concrete
 f'c = 6,000 psi
 f'ci = 4,800 psi
 f's = 270,000 psi (1/2" dia. strands)
 f'si = 189,000 psi (1/2" dia. strands)

DESIGN SPECIFICATIONS (NEW CONST.)
 2002 AASHTO Standard Specification for Highway Bridges, 17th Edition.

DESIGN SPECIFICATIONS (EXIST.)
 1977 AASHTO and 1978 thru 1983 Interim Specifications.

* Measured at C of Structure.
 ** Elevation after 1/4" Diamond Grinding.

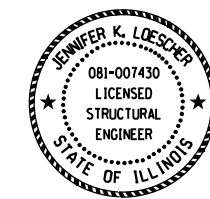


WATERWAY INFORMATION

Drainage area=5.26 sq.mi. Low Grade Elev.=924.00 Sta. 57+00

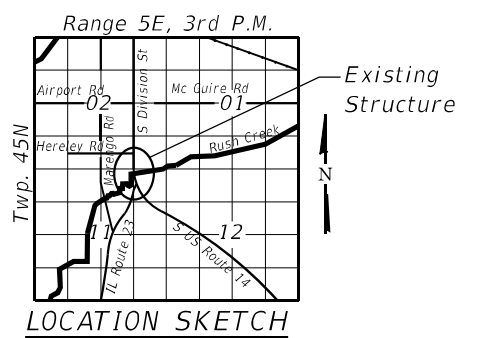
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		NAT H.W.E.	Head-Ft		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	705	166	196	915.6	0.15	0.07	915.75	915.67
Base	100	810	179	209	915.8	0.18	0.08	915.98	915.88
Overtopping									
Max. Cal	500	1050		230	916.1		0.12		916.22

Note: All hydraulic data is from 1984 bridge plans.



JENNIFER K. LOESCHER
 081-007430
 LICENSED STRUCTURAL ENGINEER
 STATE OF ILLINOIS

JENNIFER K. LOESCHER, P.E., S.E.
 DATE: 1/26/2024
 NO. 081-007430
 EXP. DATE 11/30/2024



GENERAL PLAN AND ELEVATION
U.S. ROUTE 14 OVER RUSH CREEK
F.A.P. ROUTE 324 SEC. FAP-0324-22-BJ
MCHENRY COUNTY
STATION 55+47.50
STRUCTURE NO. 056-0052

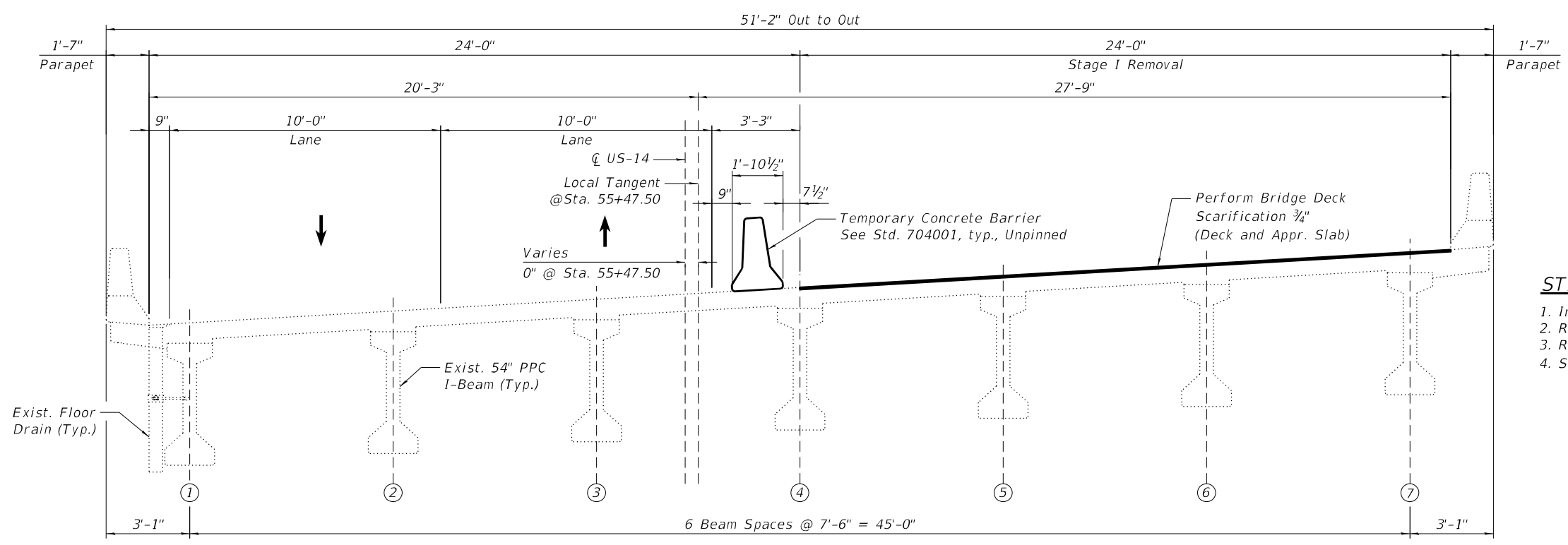
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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		CHECKED - 1/15/2024	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	12
CONTRACT NO. 62T00				
ILLINOIS FED. AID PROJECT				

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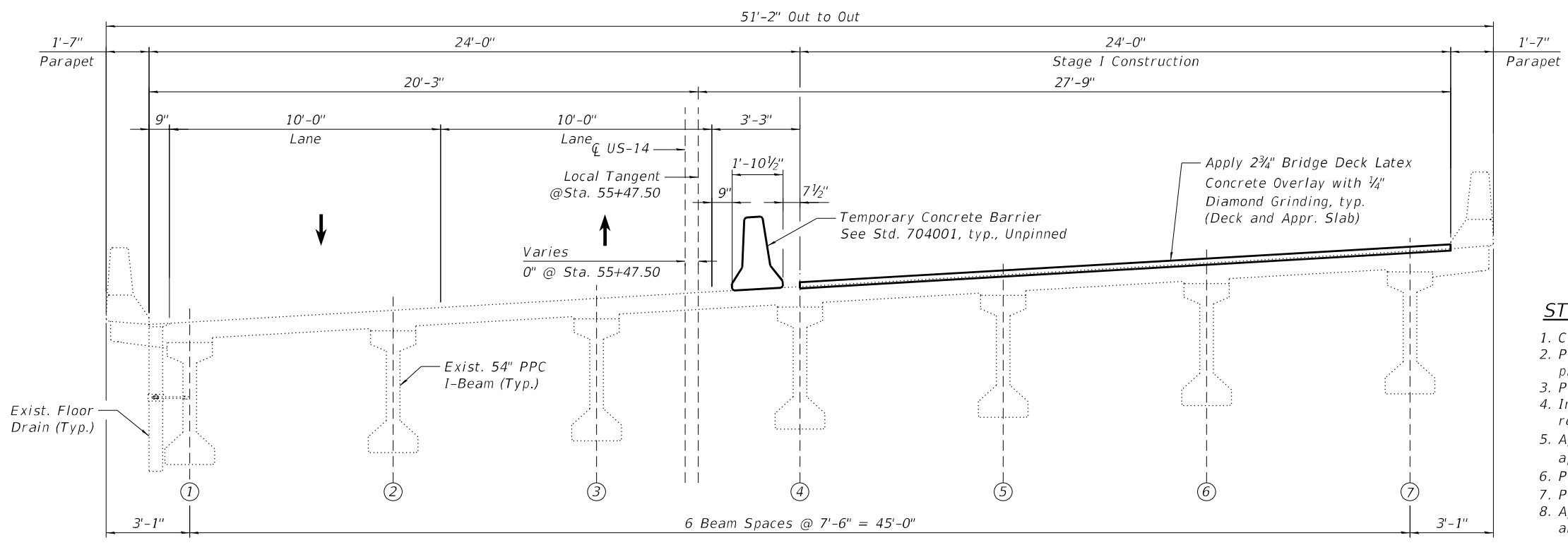
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STAGE I REMOVAL
 Looking South
 @ \bar{C} Structure Sta. 55+47.50

STAGE I REMOVAL

1. Install temporary concrete barrier as shown.
2. Remove portions of the joint at end of the approach slab.
3. Remove the southwest concrete shoulder approach slab.
4. Scarify $\frac{3}{4}$ " from bridge deck and approach slab as shown in the plans.



STAGE I CONSTRUCTION
 Looking South
 @ \bar{C} Structure Sta. 55+47.50

STAGE I CONSTRUCTION

1. Construct the southwest concrete shoulder approach slab.
2. Perform partial-depth approach slab repairs at locations shown in the plans.
3. Perform full-depth bridge deck repairs at locations shown in the plans.
4. Install joint seal at each approach slab and replace associated reinforcement and concrete adjacent to the joint.
5. Apply $2\frac{3}{4}$ " bridge deck latex concrete overlay to bridge deck and approach slab.
6. Perform $\frac{1}{4}$ " diamond grinding (deck and approach slabs).
7. Perform bridge deck grooving for the latex overlay.
8. Apply protective coat to the top and inside faces of existing parapets and to the latex overlay.

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME =	DESIGNED - JJI	REVISED -
CHECKED - JKL	REVISED -	
PLOT SCALE =	DRAWN - KB	REVISED -
PLOT DATE =	CHECKED - 1/15/2024	REVISED -

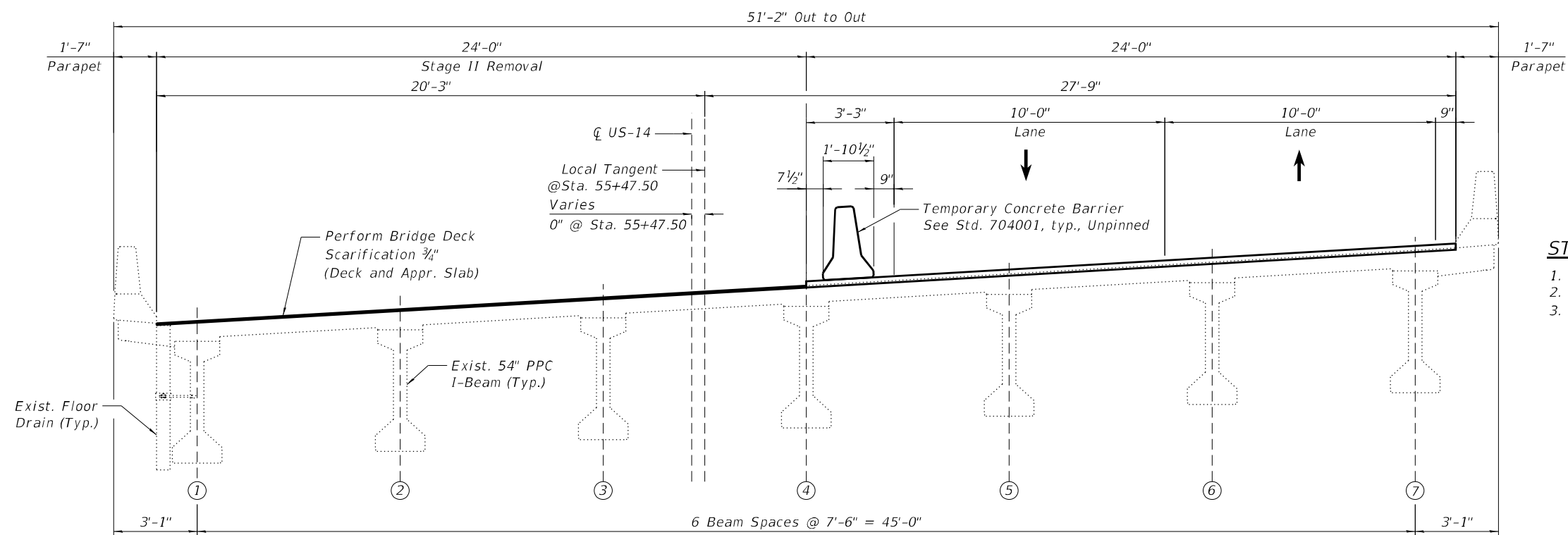
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
 STRUCTURE NO. 056-0052**

SHEET S-3 OF S-10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	14
CONTRACT NO. 62T00				
ILLINOIS FED. AID PROJECT				

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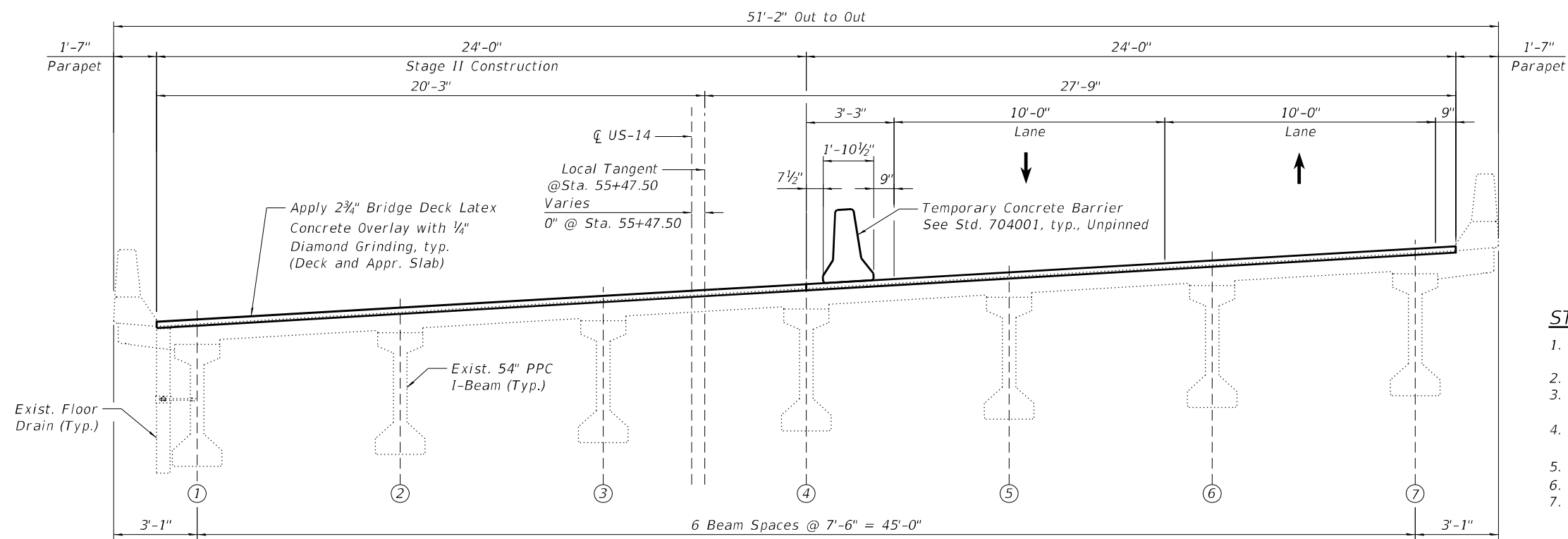


STAGE II REMOVAL

Looking South
 @ ζ Structure Sta. 55+47.50

STAGE II REMOVAL

1. Install temporary concrete barrier as shown.
2. Remove portions of the joint at end of the approach slab.
3. Scarify $\frac{3}{4}$ " from bridge deck and approach slab as shown in the plans.



STAGE II CONSTRUCTION

Looking South
 @ ζ Structure Sta. 55+47.50

STAGE II CONSTRUCTION

1. Perform partial-depth approach slab repairs at locations shown in the plans.
2. Perform full-depth bridge deck repairs at locations shown in the plans.
3. Install joint seal at each approach slab and replace associated reinforcement and concrete adjacent to the joint.
4. Apply $2\frac{3}{4}$ " bridge deck latex concrete overlay to bridge deck and approach slab.
5. Perform $\frac{1}{4}$ " diamond grinding (deck and approach slabs).
6. Perform bridge deck grooving for the latex overlay.
7. Apply protective coat to the top and inside faces of existing parapets and to the latex overlay.

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME =	DESIGNED - JJI	REVISED -
CHECKED - JKL	REVISIONS -	
PLOT SCALE =	DRAWN - KB	REVISIONS -
PLOT DATE =	CHECKED - 1/15/2024	REVISIONS -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

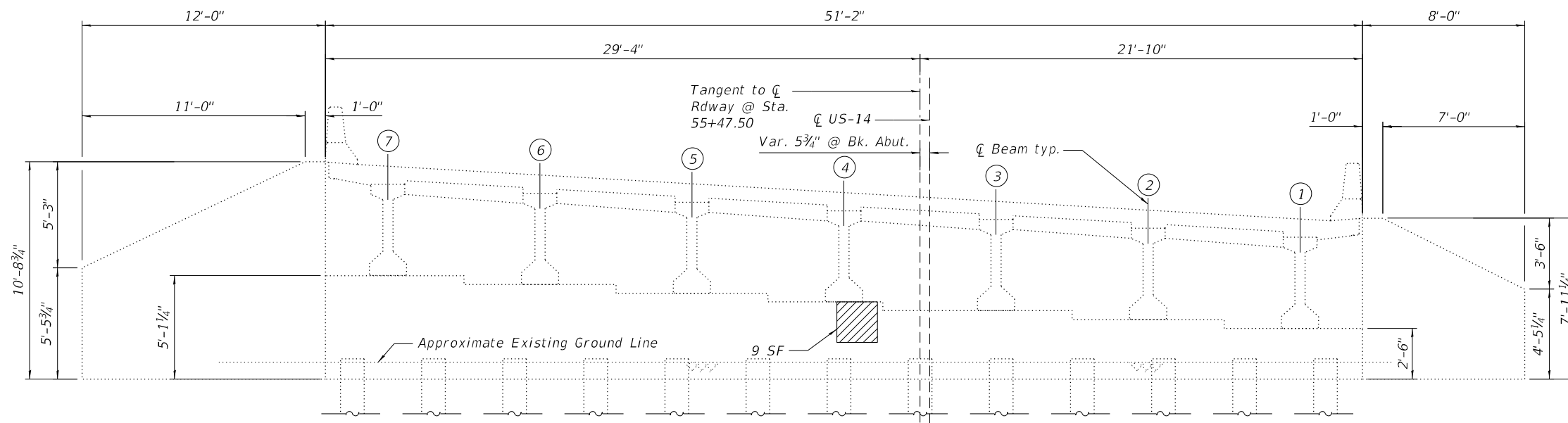
**STAGE CONSTRUCTION DETAILS
 STRUCTURE NO. 056-0052**

SHEET S-4 OF S-10 SHEETS

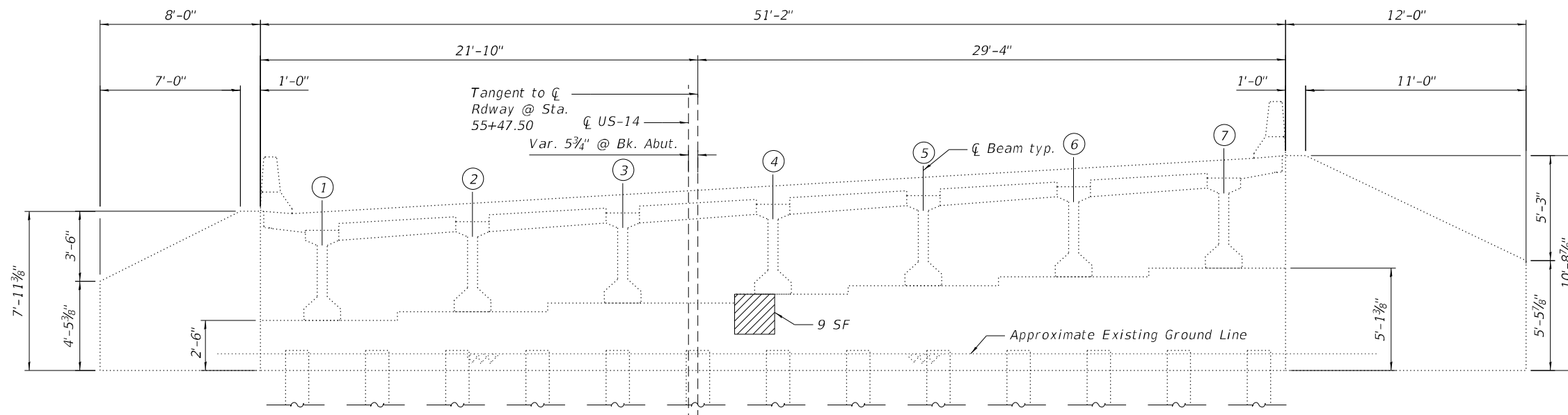
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324	FAP 0324 22 BJ	MCHENRY	33	15
CONTRACT NO. 62T00				

ILLINOIS FED. AID PROJECT

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 1/26/2024 12:50:16 AM



NORTH ABUTMENT
 Looking North



SOUTH ABUTMENT
 Looking South

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal or Less than 5 inches)	Sq. Ft.	20

NOTES:

1. Repair areas shown are intended as guide for bidding purposes. Actual repair areas shall be determined in the field by the Engineer. A nominal amount of additional repair quantities have been provided to account for repairs not shown.

LEGEND

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

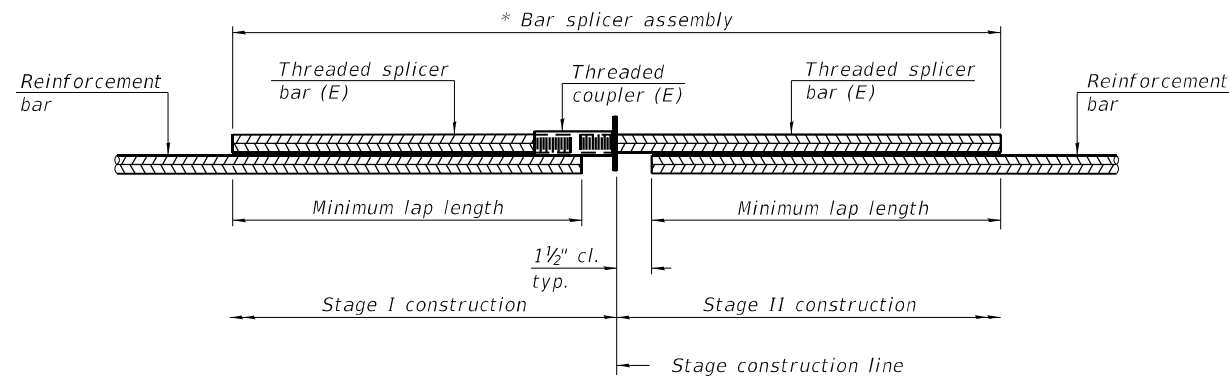
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	PLOT DATE =	CHECKED - 1/15/2024	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUBSTRUCTURE REPAIRS
 STRUCTURE NO. 056-0052**

SHEET S-8 OF S-10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62T00				
ILLINOIS FED. AID PROJECT				



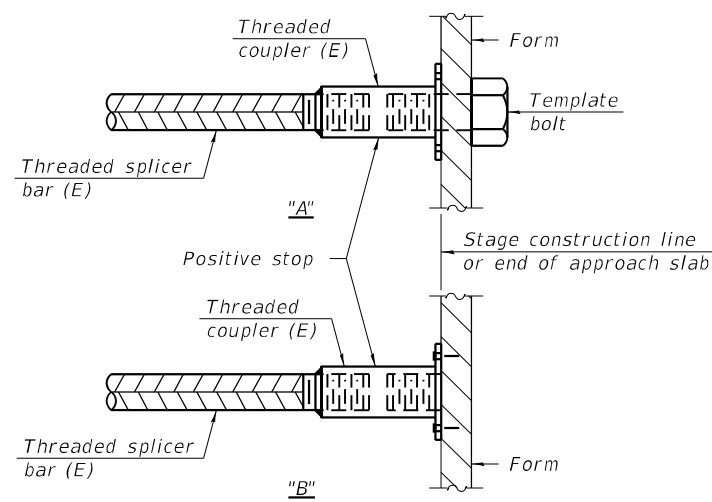
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

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

Location	Bar size	No. assemblies required	Minimum lap length
N Approach Slab	#4	4	2'-8"
N Approach Slab	#5	4	3'-6"
S Approach Slab	#4	4	2'-8"
S Approach Slab	#5	4	3'-6"

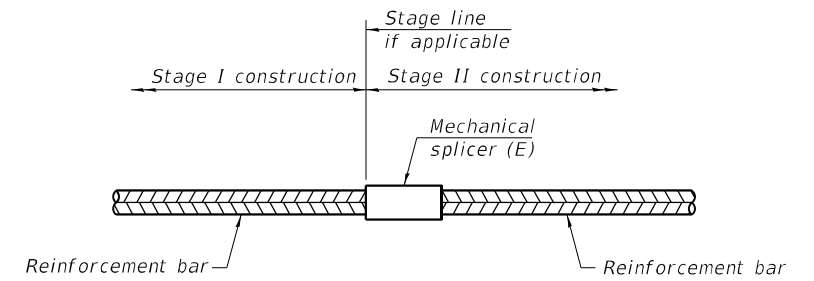


INSTALLATION AND SETTING METHODS

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

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

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

Notes:

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

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

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

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

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BSD-1

2-1-2023

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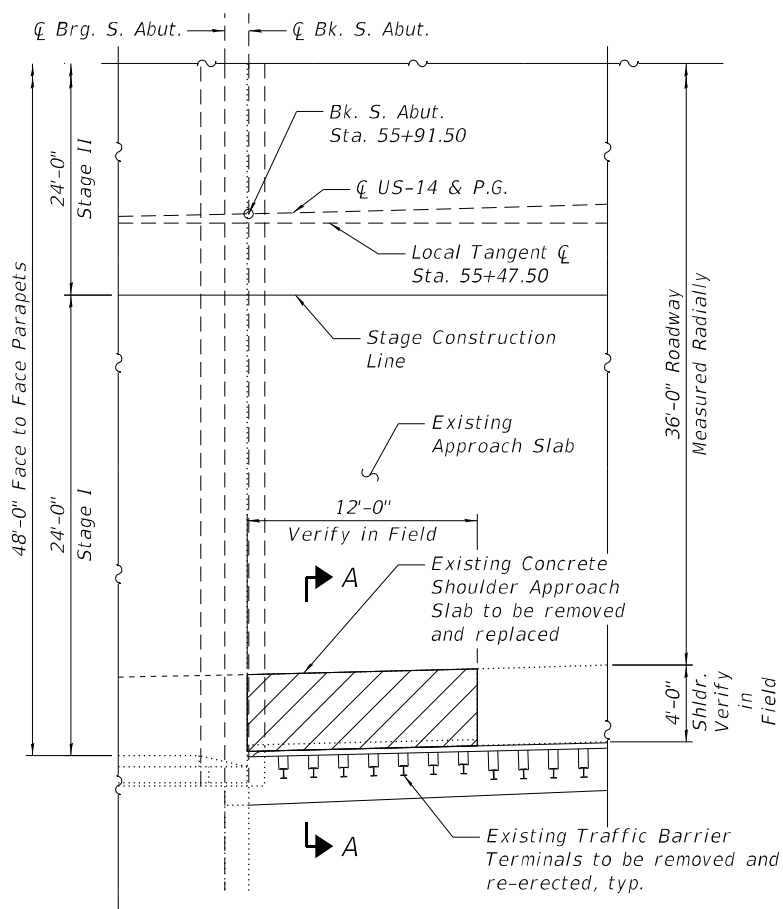
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 056-0052**

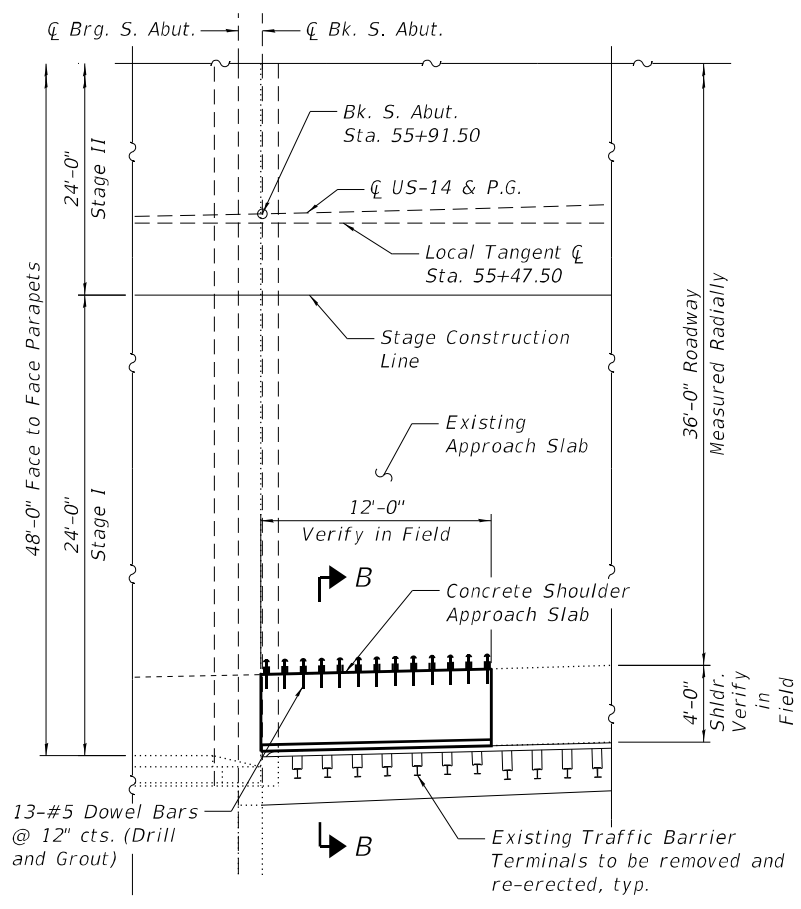
SHEET S-9 OF S-10 SHEETS

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ILLINOIS FED. AID PROJECT			CONTRACT NO. 62T00	

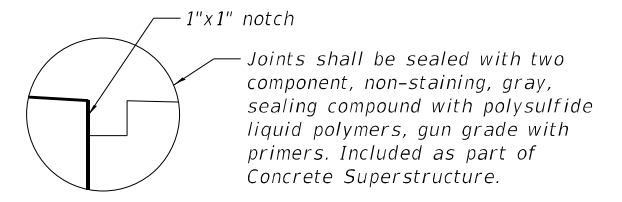
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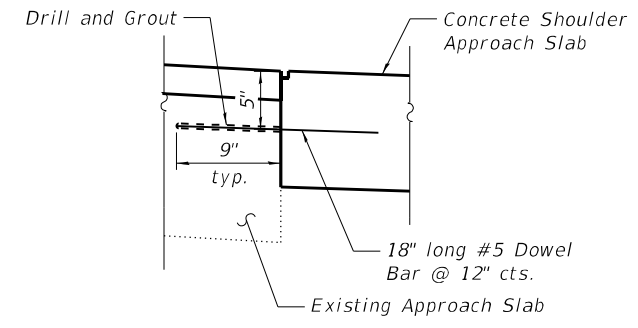
CONCRETE REMOVAL PLAN



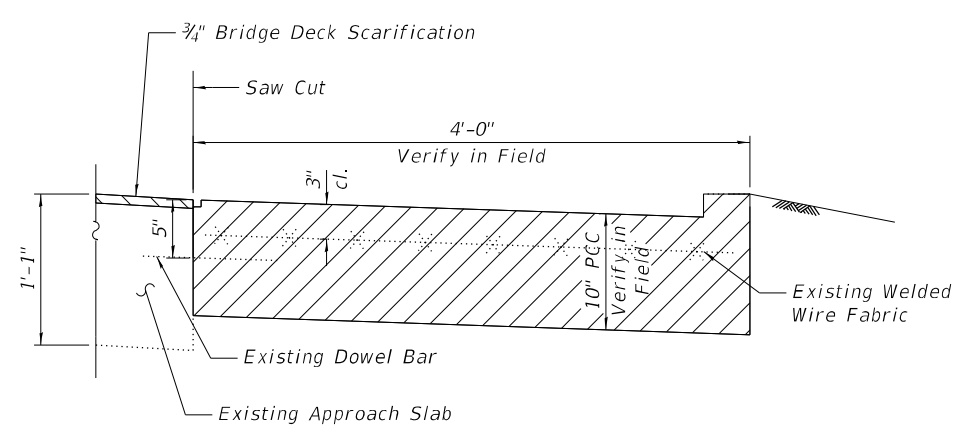
CONCRETE REPLACEMENT PLAN



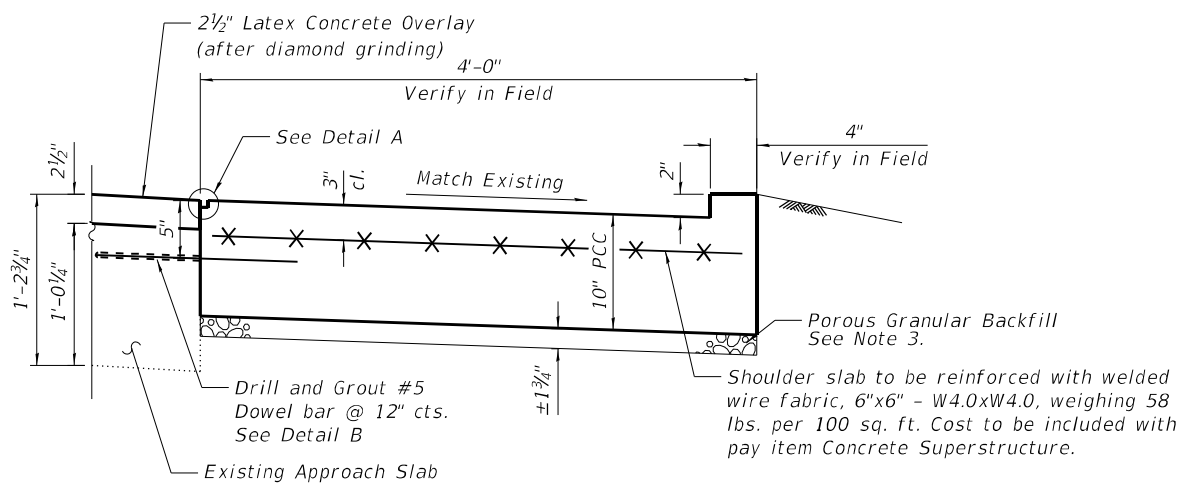
DETAIL A



DETAIL B



SECTION A-A



SECTION B-B

LEGEND

Concrete Removal

NOTES

1. Saw cutting to be included in pay item Concrete Removal.
2. Epoxy coated dowel bar to be included in pay item Drill and Grout Dowel Bars.
3. Porous Granular Backfill to be included in pay item Concrete Superstructure. This work shall be in accordance with Article 209 of the Standard Specifications.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	1.5
Concrete Superstructure	Cu. Yd.	1.5
Drill and Grout Dowel Bars	Each	13

AEG ATLAS ENGINEERING GROUP, LTD.

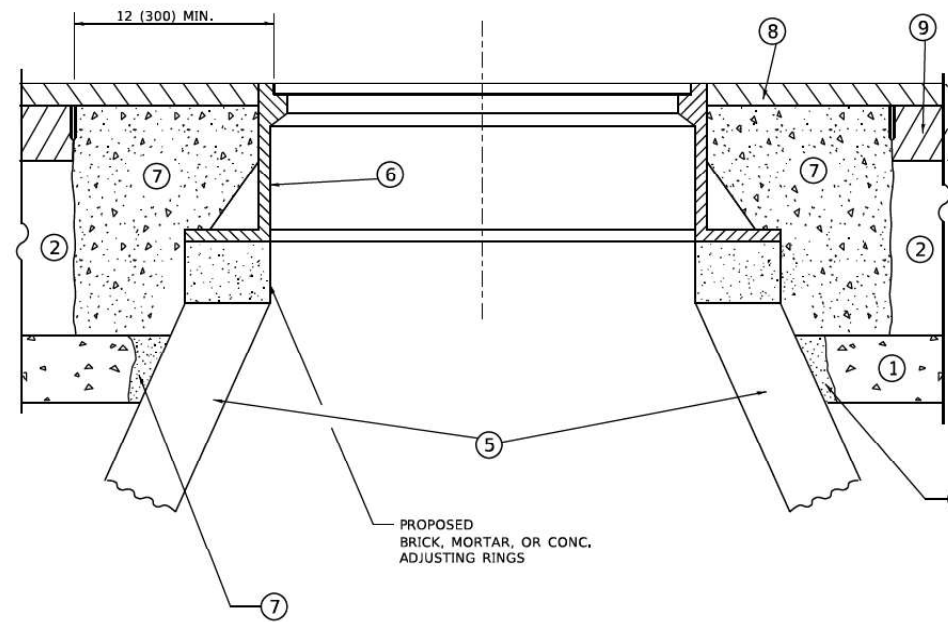
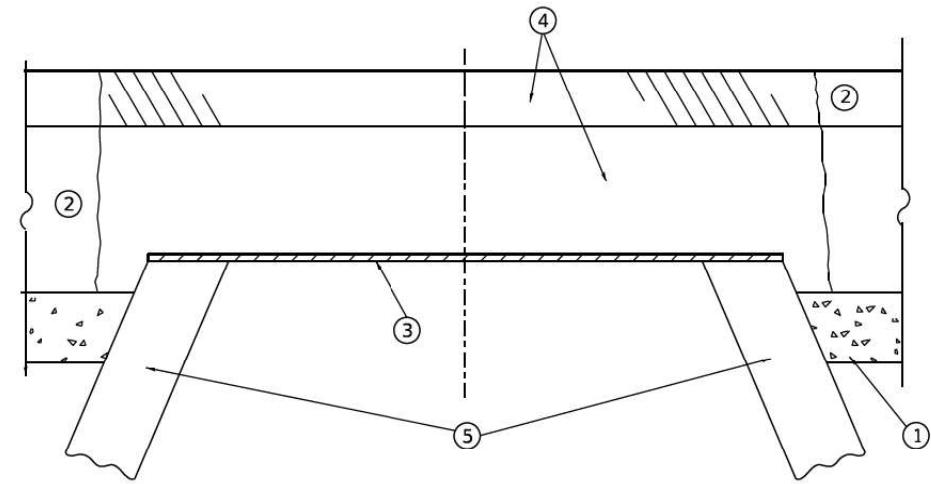
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CONCRETE SHOULDER APPROACH SLAB
 STRUCTURE NO 056-0052**

SHEET S-10 OF S-10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	21
CONTRACT NO. 62T00				
ILLINOIS FED. AID PROJECT				



**DETAILS FOR FRAMES AND LIDS ADJUSTMENT
WITH MILLING**

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS PP-2* CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT

- 1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
- 2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
- 3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
- 4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

NOTES

- 1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
- 3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
- 4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- 5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

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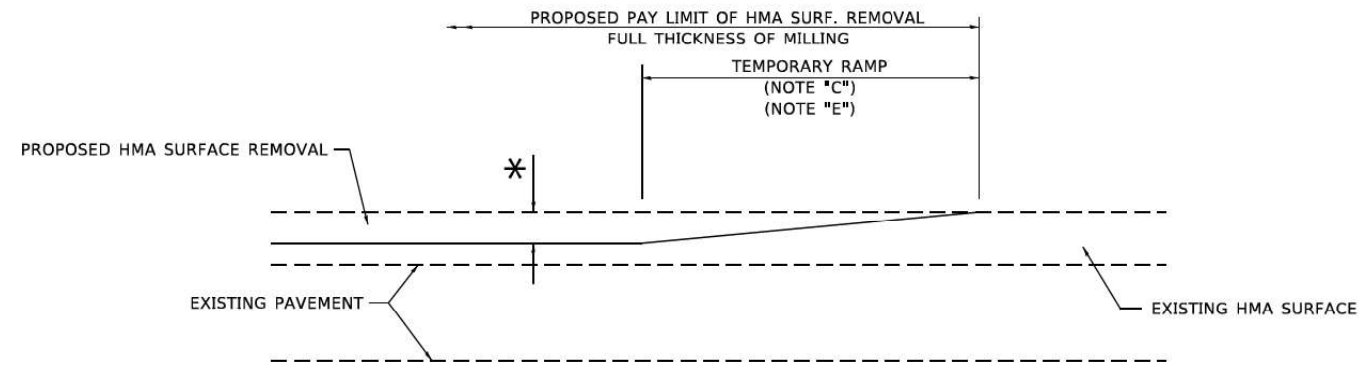
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PLOT DATE = 9/15/2023	DATE - 10-25-94	REVISED - K. SMITH 09-15-23

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

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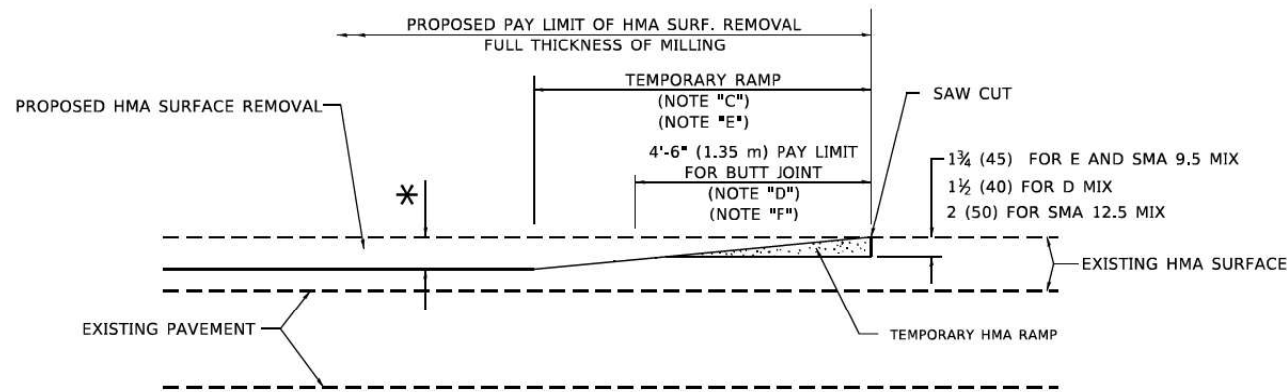
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BD600-03 (BD-08)			CONTRACT NO. 62T00	
ILLINOIS FED. AID PROJECT				



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

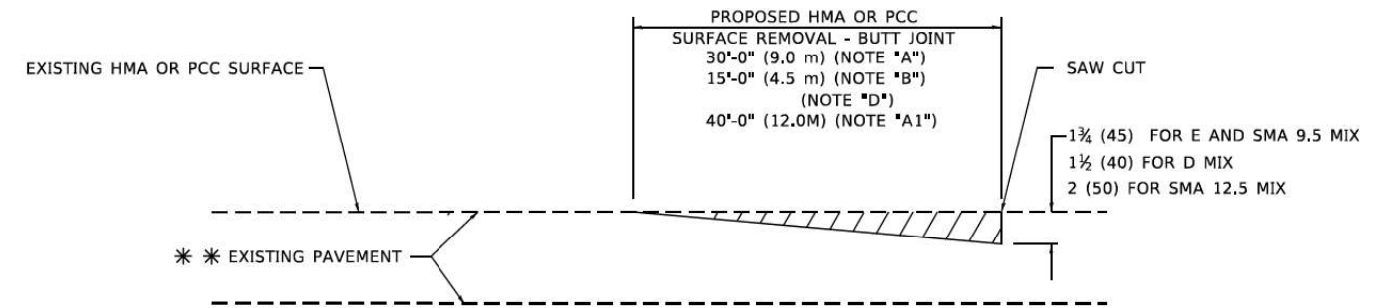


HMA CONSTRUCTED TEMPORARY RAMP

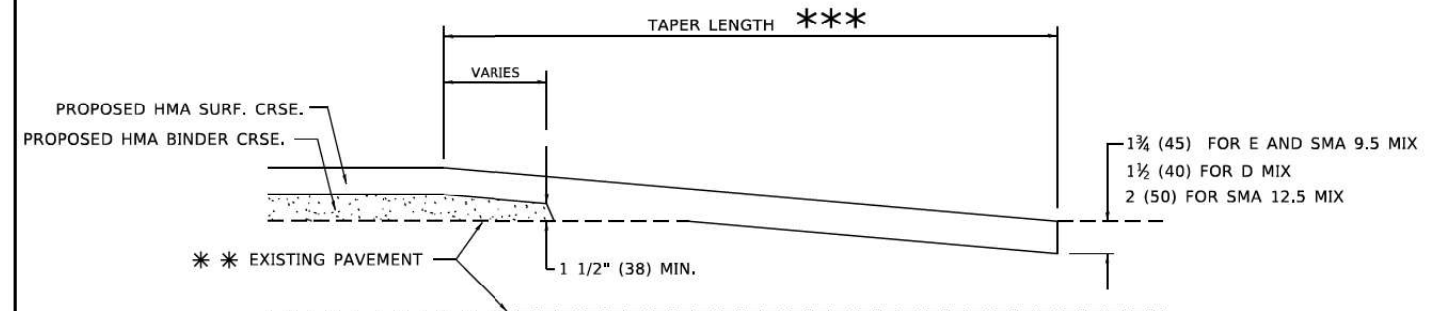
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

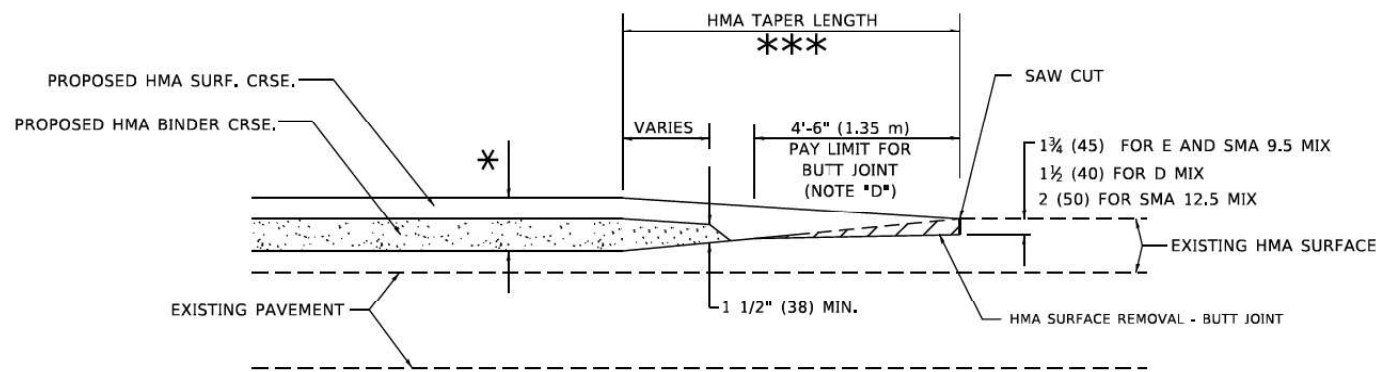
GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- 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' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 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

- 1. 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".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

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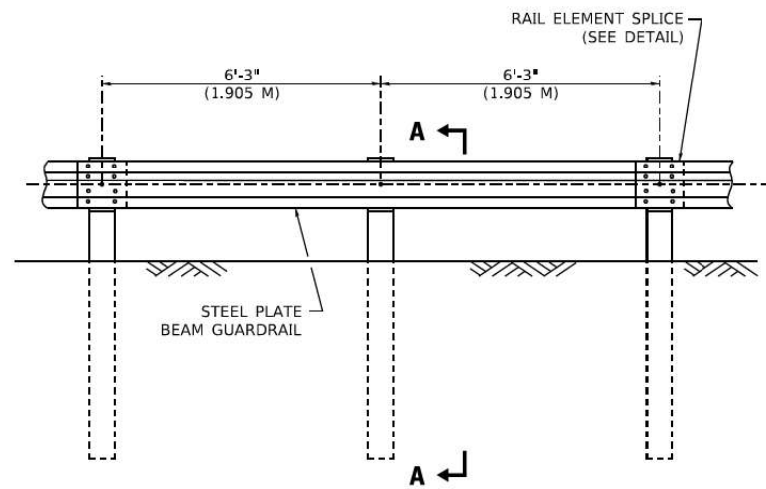
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

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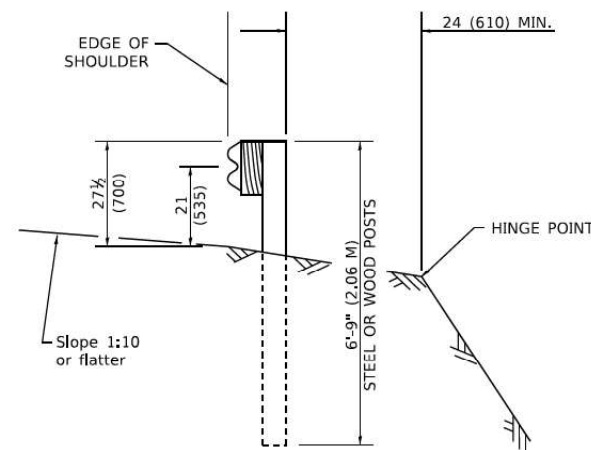
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ILLINOIS FED. AID PROJECT				



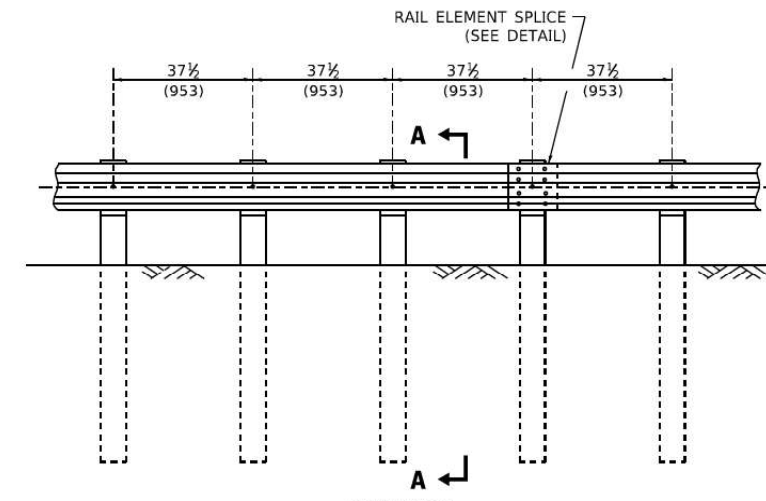
ELEVATION

TYPE A

6'-3" (1.905 M) TYPICAL POST SPACING



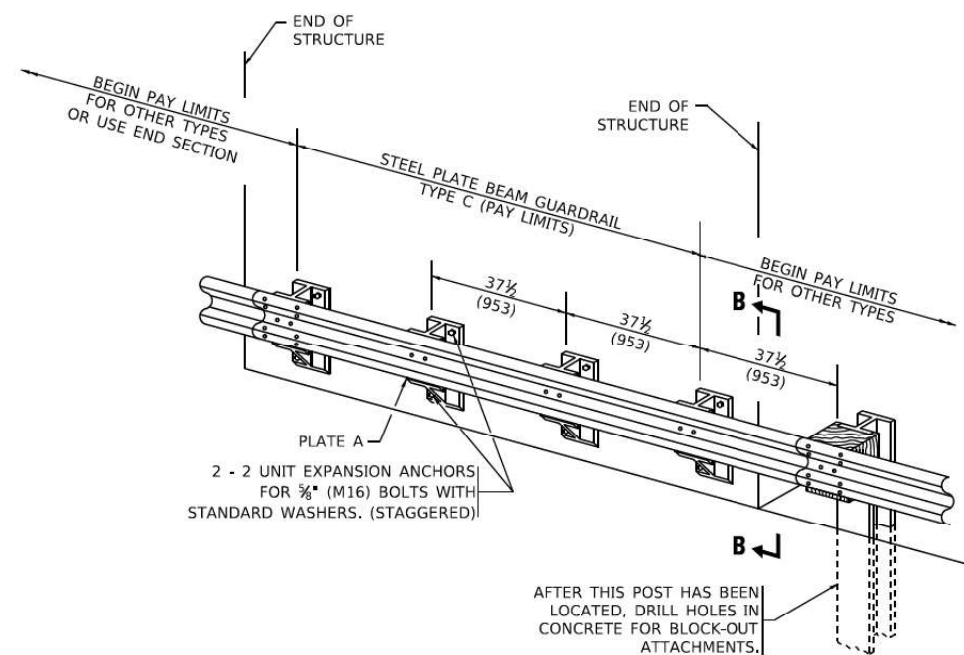
SECTION A-A



ELEVATION

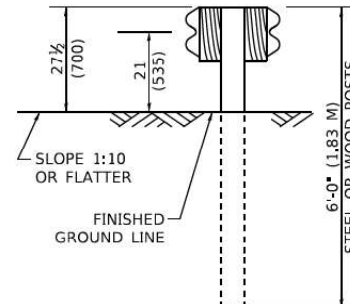
TYPE A

37 1/2 (953) CLOSED POST SPACING

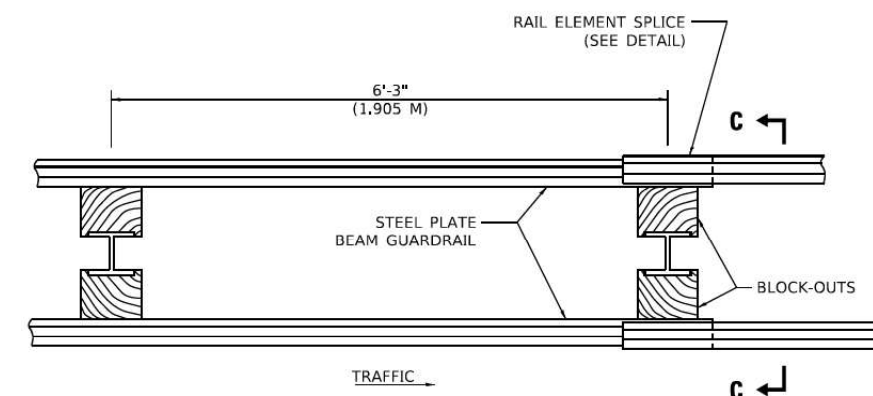


TYPE C

37 1/2 (953) BLOCK-OUT SPACING



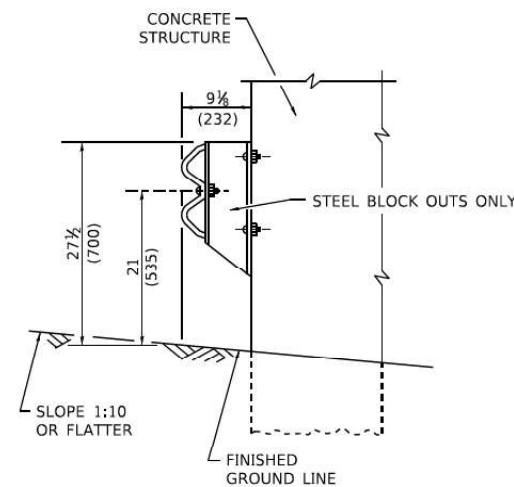
SECTION C-C



PLAN

TYPE D

DOUBLE STEEL PLATE BEAM GUARDRAIL
6'-3" (1.905 M) TYPICAL POST SPACING



SECTION B-B

GENERAL NOTES

ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).

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

THE EXISTING STEEL POSTS MAY BE DRILLED TO MATCH THE BOLT PATTERN SHOWN HEREIN FOR THE WOOD BLOCK-OUT, OR A NEW STEEL POST SHALL BE PROVIDED.

THIS DETAIL IS APPLICABLE TO THE GUARDRAIL SYSTEM USED PRIOR TO JANUARY 1, 2007. FOR DETAILS ON THE MIDWEST GUARDRAIL SYSTEM, SEE STANDARD 630001.

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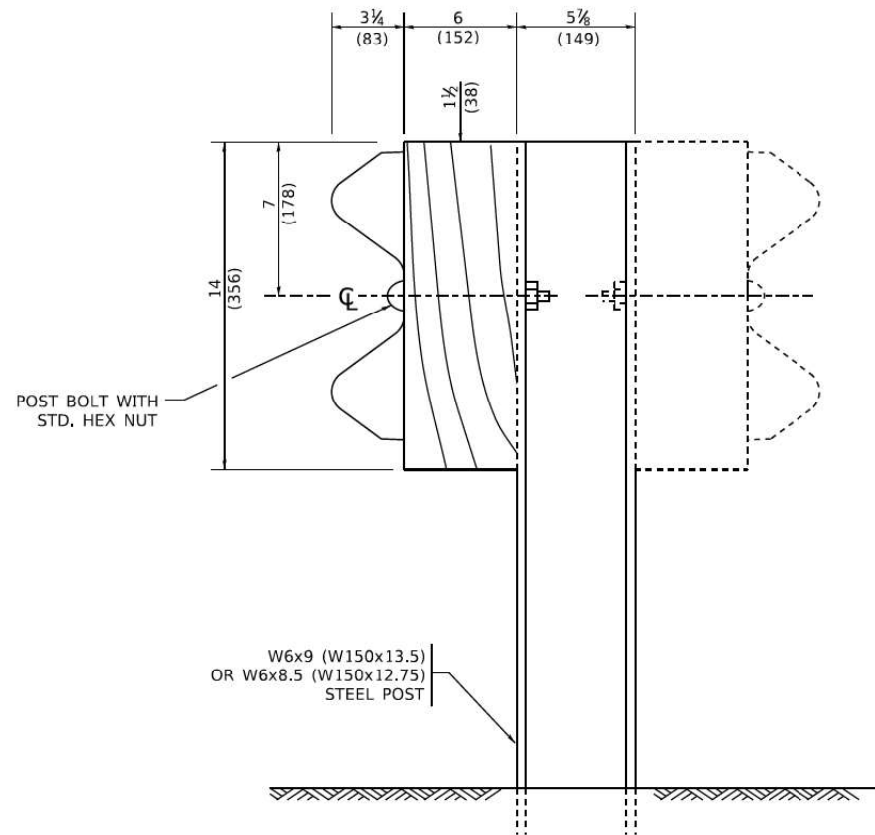
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

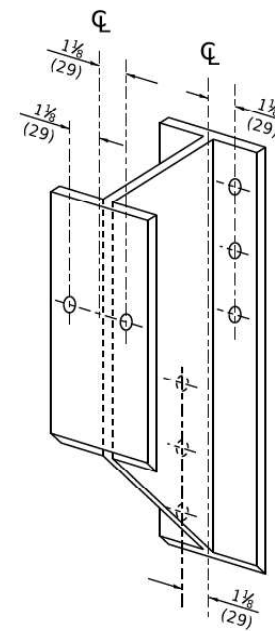
REMOVE AND REERECT
STEEL PLATE BEAM GUARDRAIL

SCALE: NONE SHEET 1 OF 4 SHEETS STA. TO STA.

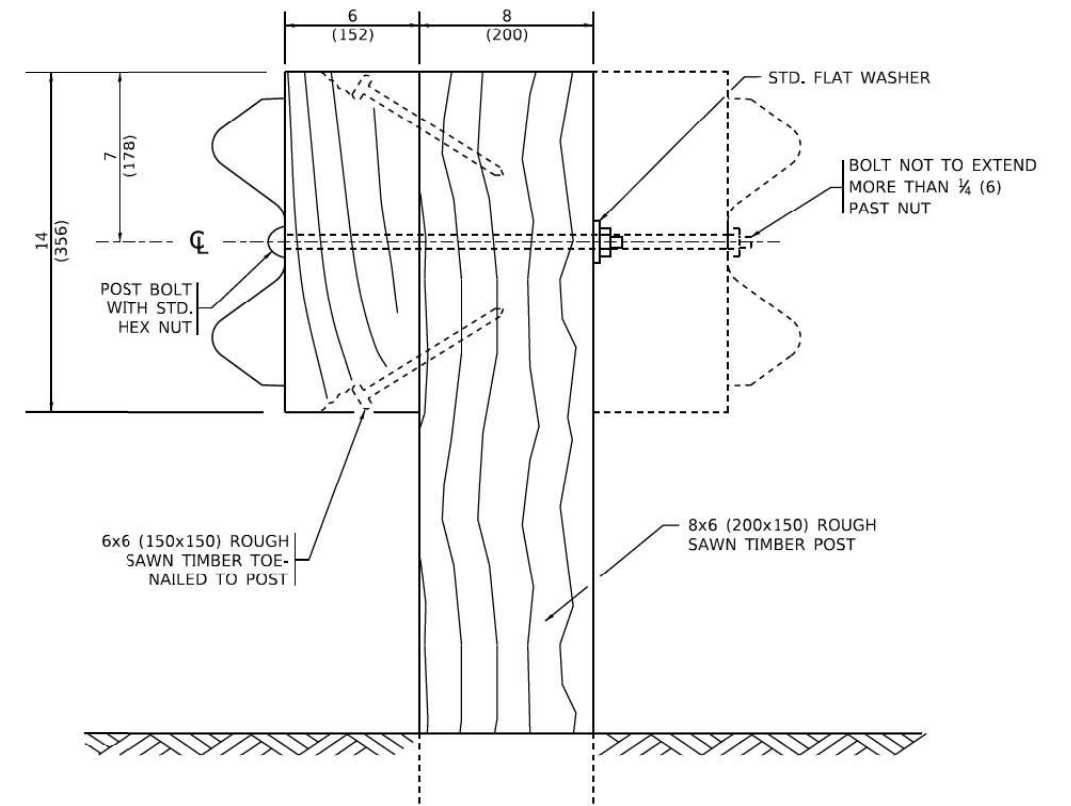
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ILLINOIS FED. AID PROJECT				



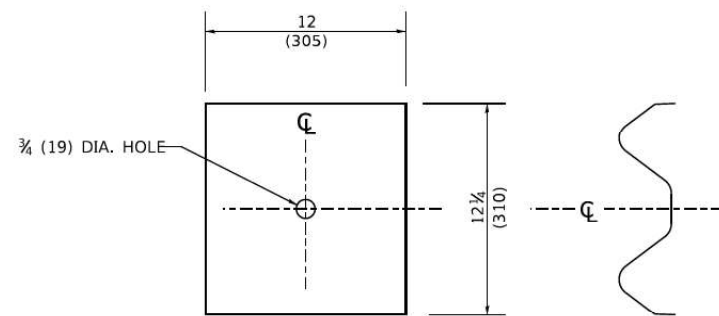
STEEL POST CONSTRUCTION



STEEL BLOCK-OUT DETAIL



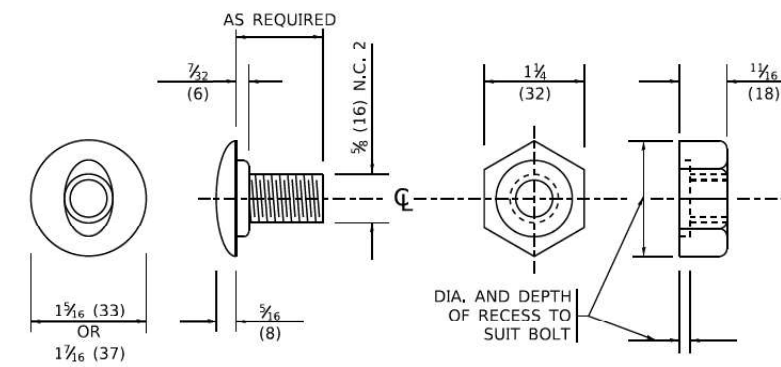
WOOD POST CONSTRUCTION



NOTE:

PLATE A SHALL BE PLACED BETWEEN RAIL ELEMENT AND BLOCK-OUT AT NON-SPLICE MOUNTING POINTS ONLY WHEN STEEL BLOCK-OUTS ARE USED.

PLATE A



POST OR SPLICE BOLT & NUT

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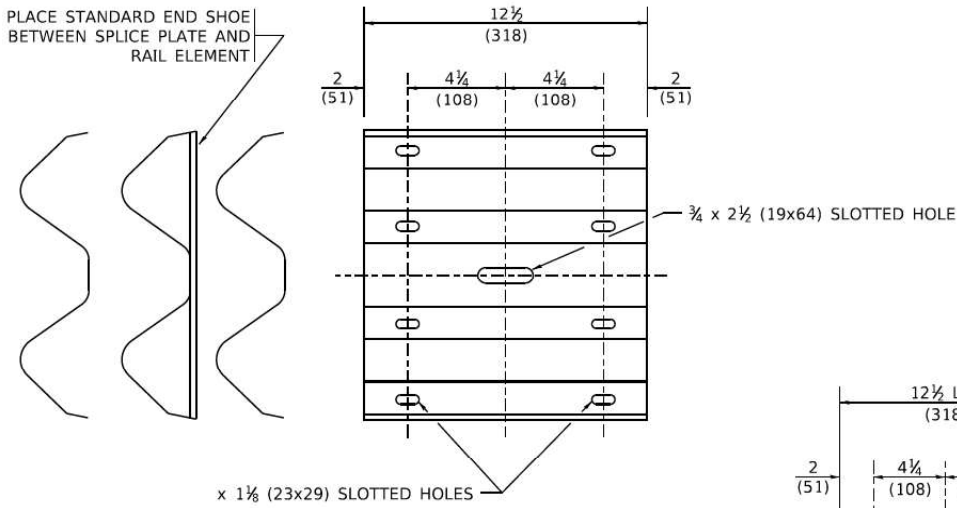
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVE AND REERECT
STEEL PLATE BEAM GUARDRAIL**

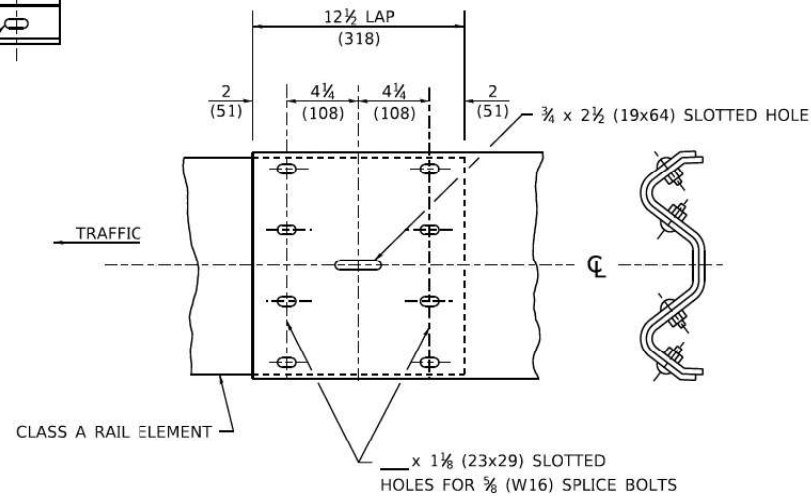
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BM-21		CONTRACT NO. 62T00		
ILLINOIS FED. AID PROJECT				

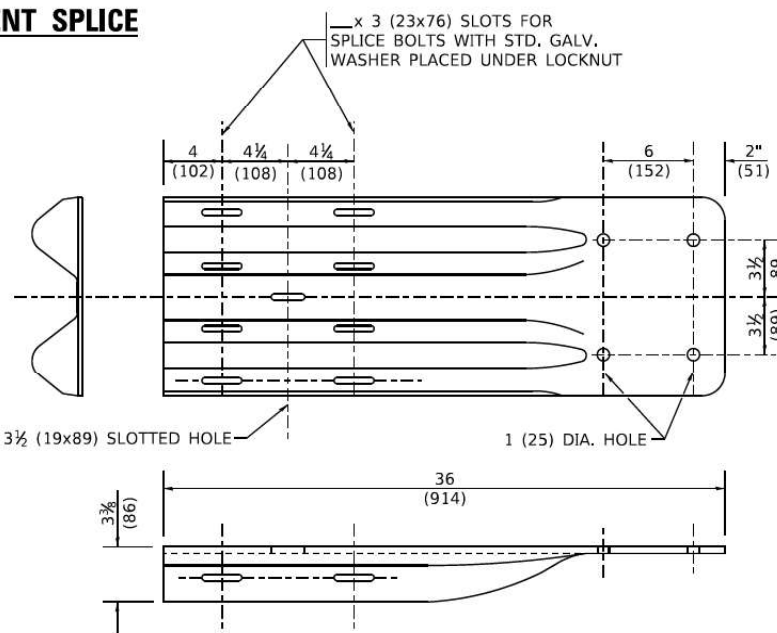
PLACE STANDARD END SHOE BETWEEN SPLICE PLATE AND RAIL ELEMENT



SPLICE PLATE



RAIL ELEMENT SPLICE



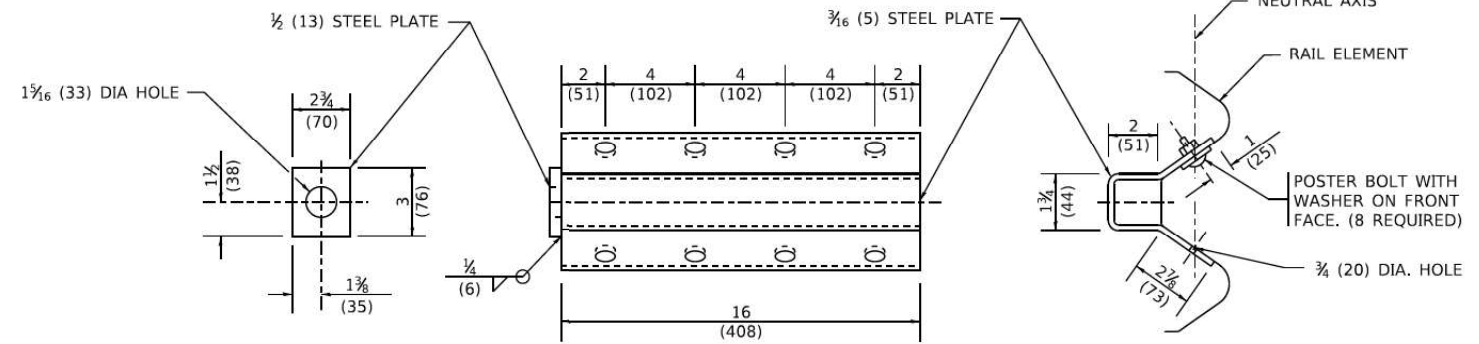
END SHOE

NOTE:

WHEN END SHOE IS ATTACHED TO A BRIDGE PARAPET WHICH HAS AN EXPANSION JOINT, THE BOLTS SHALL BE PROVIDED WITH A LOCKNUT OR DOUBLE NUT AND SHALL BE TIGHTENED ONLY TO A POINT THAT WILL ALLOW GUARDRAIL MOVEMENT.

THE STANDARD END SHOE SHALL BE ATTACHED TO THE CONCRETE WITH PRE-DRILLED OR SELF-DRILLING ANCHOR BOLTS. THE ANCHOR CONE SHALL BE SET FLUSH WITH THE SURFACE OF THE CONCRETE.

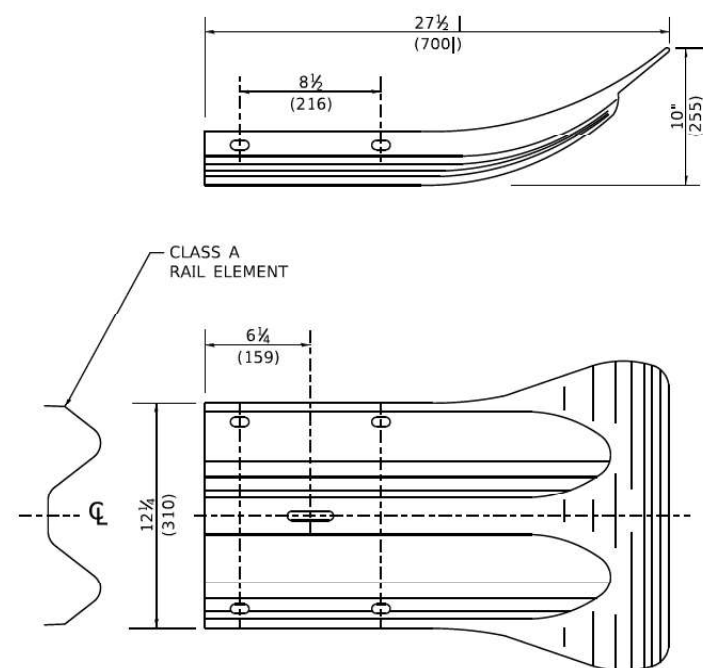
EXTERNALLY THREADED STUDS PROTRUDING FROM THE SURFACE OF THE CONCRETE WILL NOT BE PERMITTED.



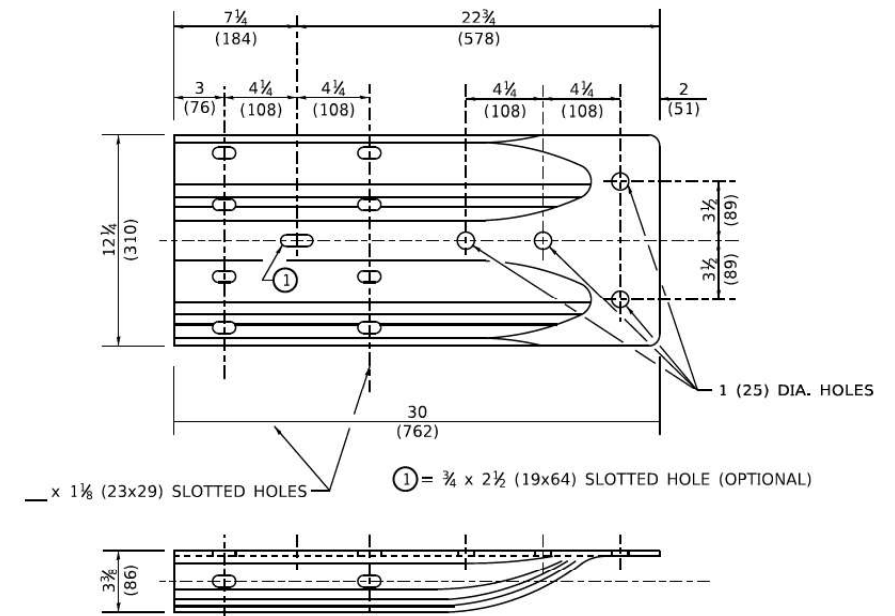
NOTE:

ANCHOR PLATE T SHALL BE USED TO ATTACH CABLE ASSEMBLY TO GUARDRAIL WHEN REQUIRED ON TRAFFIC BARRIER TERMINALS.

ANCHORE PLATE T DETAILS



END SECTION



ALTERNATE END SHOE

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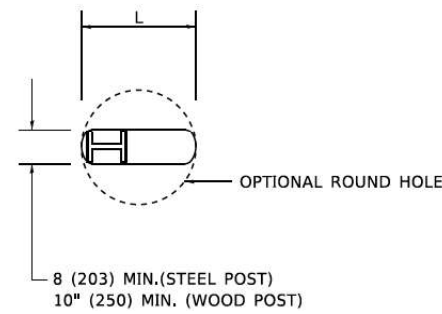
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

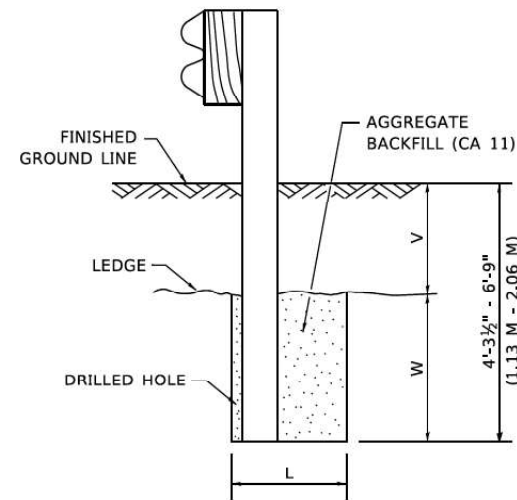
**REMOVE AND REERECT
STEEL PLATE BEAM GUARDRAIL**

SCALE: NONE SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	26
BM-21		CONTRACT NO. 62T00		
ILLINOIS FED. AID PROJECT				



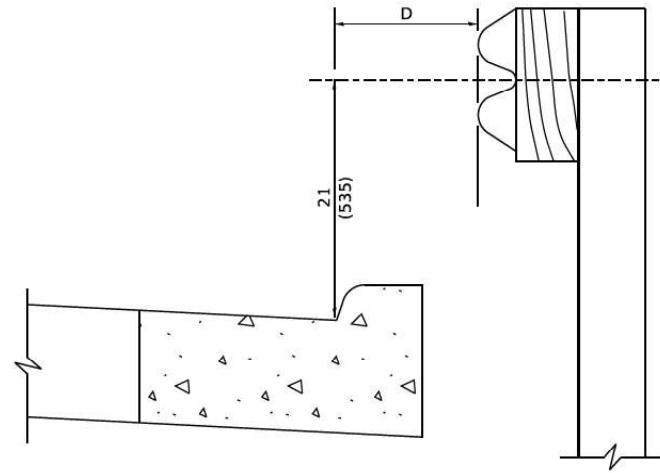
PLAN



NOTE:
LEDGE LINE IS TOP OF ROCK LEDGE OR HARD SLAG FILL.

ELEVATION

FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED



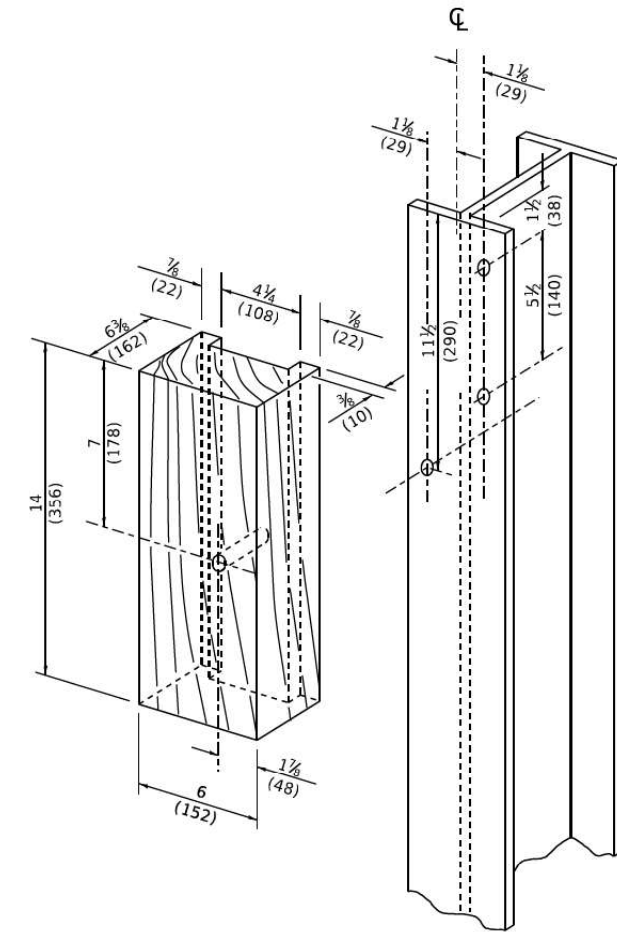
NOTE:

IF IT IS NECESSARY FOR D TO BE MORE THAN 12 (300) AND LESS THAN 10'-0" (3.0 M) TYPE M-2 (M-5) CURB AND GUTTER (STD. 606001) SHALL BE USED IN FRONT OF AND IN ADVANCE OF THE GUARDRAIL.

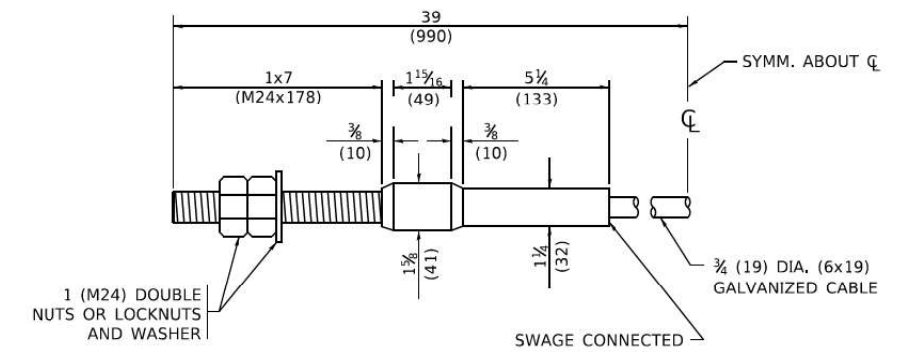
GUARDRAIL PLACED BEHIND CURB

(D = O DESIRABLE TO 12 (300) MAXIMUM)

V	W	L	
		STEEL POST	WOOD POST
0 - 18 (0 - 460)	24 (610)	21 (530)	23 (580)
>18 - 41.5 (> 460 - 825)	12 (305)	8 (203)	10 (250)
>41.5 - 53.5 (> 825 - 1.13 M)	12 - 0 (350 - 0)	8 (203)	10 (250)



WOOD BLOCK - OUT AND STEEL POST DETAILS



CABLE ASSEMBLY

(40,000 LBS (18,100 KG) MIN. BREAKING STRENGTH)
TIGHTEN TO TAUT TENSION

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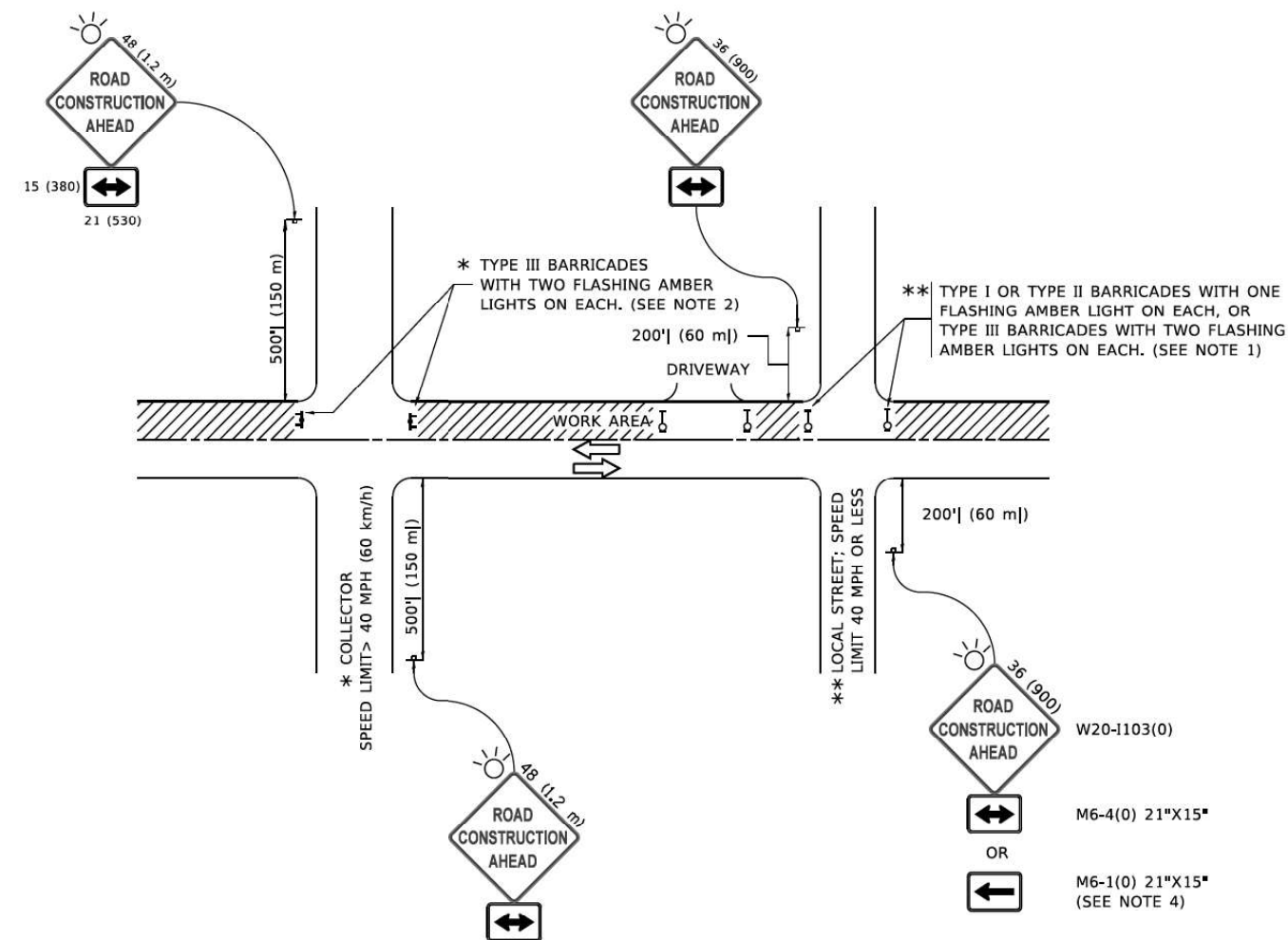
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	DRAWN -	REVISED -
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PLOT DATE = 3/11/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVE AND REERECT
STEEL PLATE BEAM GUARDRAIL**

SCALE: NONE SHEET 4 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	27
BM-21		CONTRACT NO. 62T00		
ILLINOIS FED. AID PROJECT				



NOTES:

1. 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:
 - a) 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.
 - b) 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.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) 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.
 - b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. 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.
4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. 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.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. 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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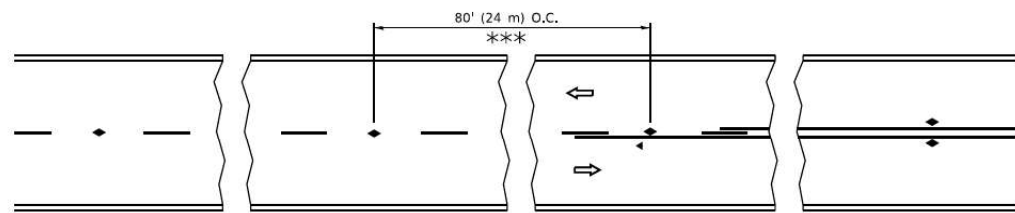
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PLOT SCALE = 50,0000' / in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
		REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

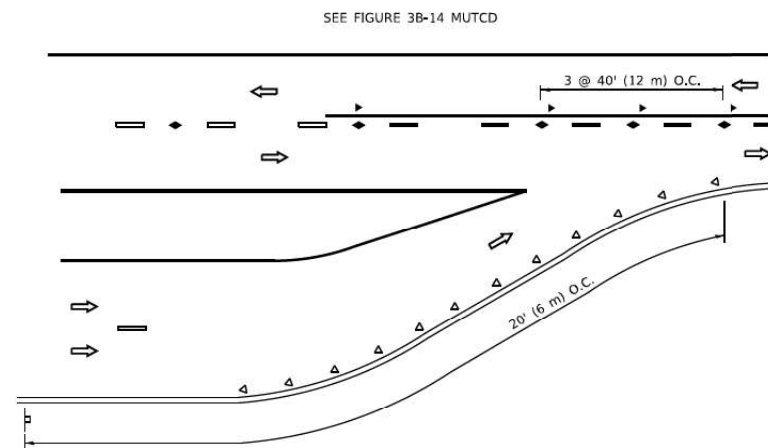
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 62T00	
ILLINOIS FED. AID PROJECT				

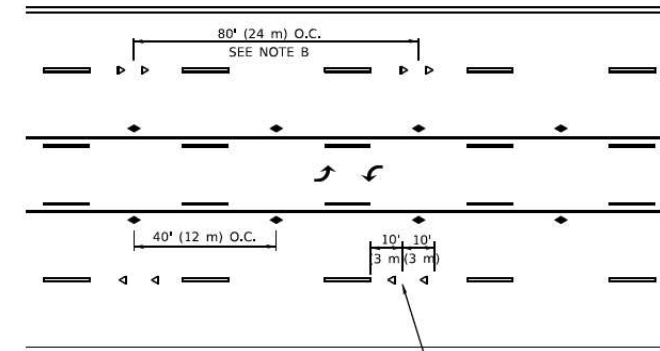


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

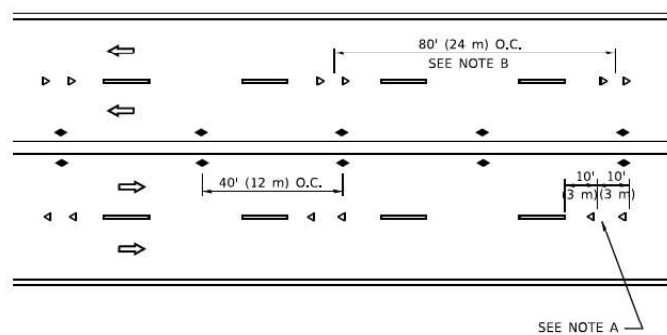
TWO-LANE/TWO-WAY



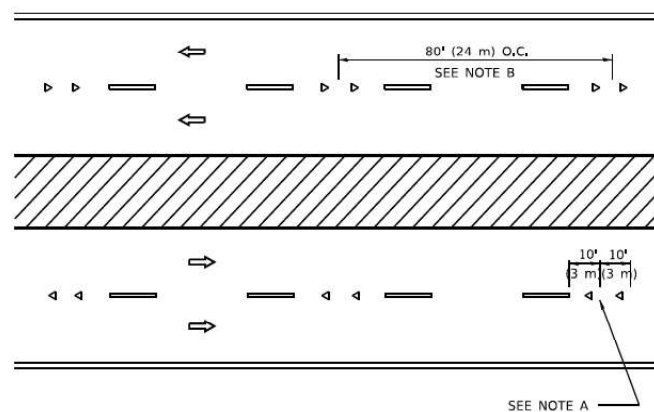
LANE REDUCTION TRANSITION



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.
4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES.

SYMBOLS

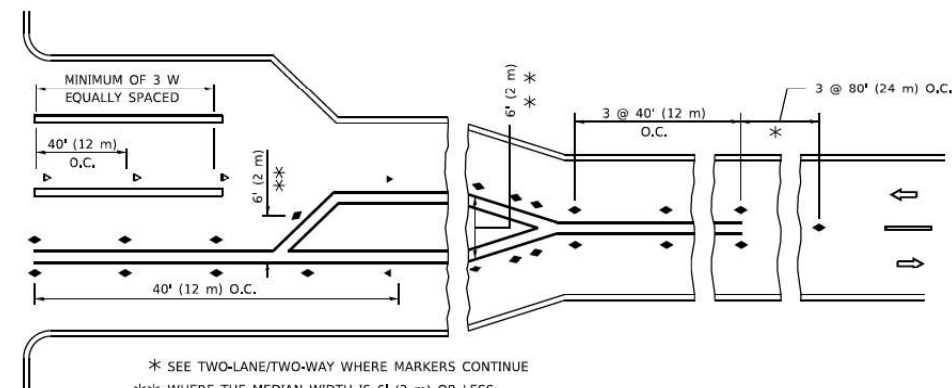
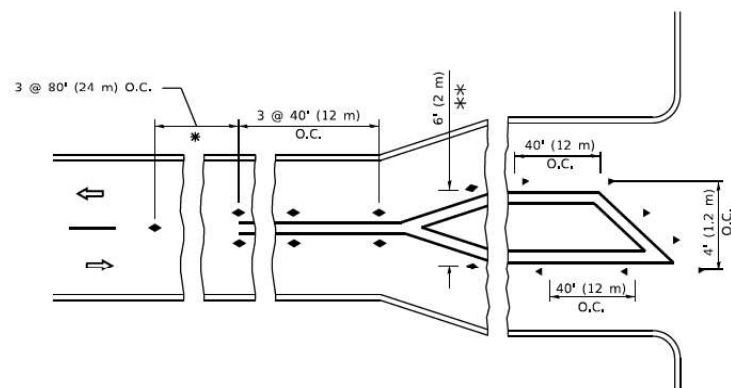
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



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

TURN LANES

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

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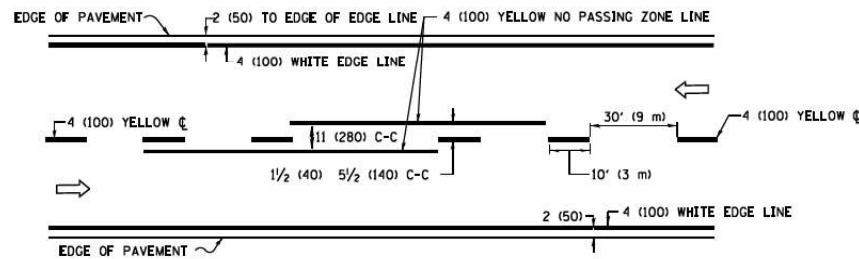
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PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 07-01-13

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

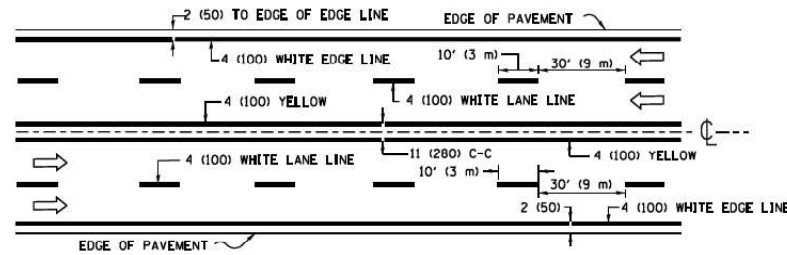
**TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)**

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

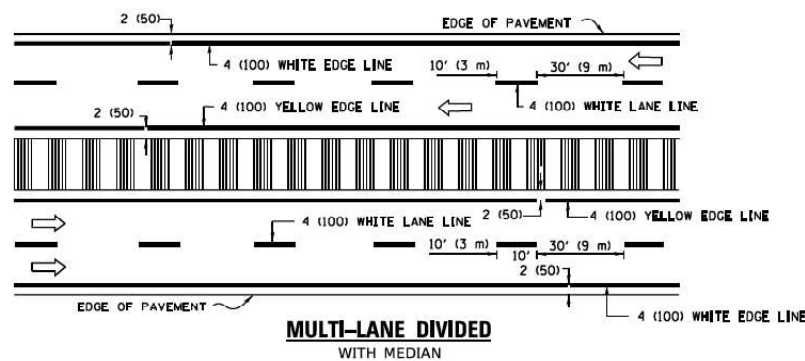
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324	FAP 0324 22 BJ	MCHENRY	33	29
TC-11		CONTRACT NO. 62T00		
ILLINOIS		FED. AID PROJECT		



2-LANE ROADWAY

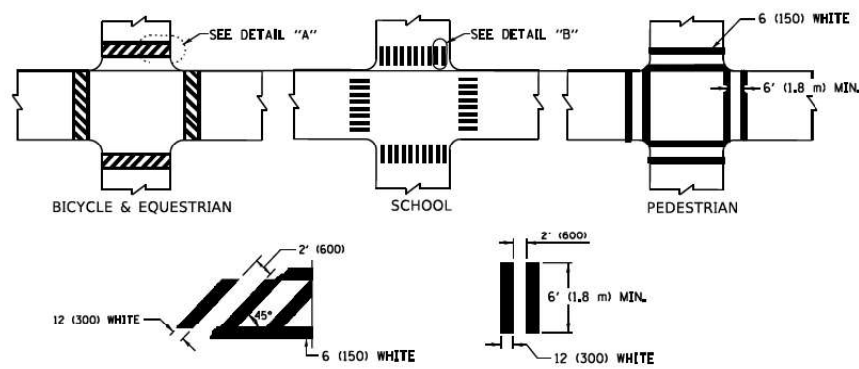


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

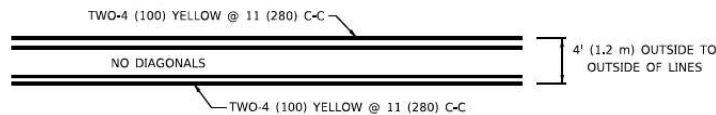


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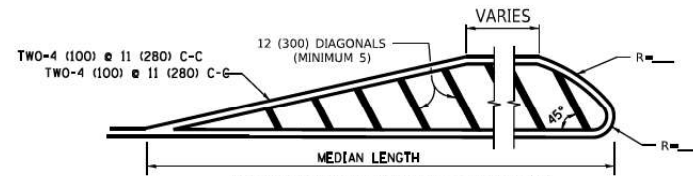
DETAIL "B"

TYPICAL CROSSWALK MARKING

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

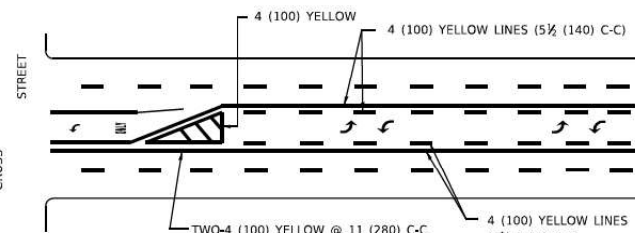


4' (1.2 m) WIDE MEDIANS ONLY



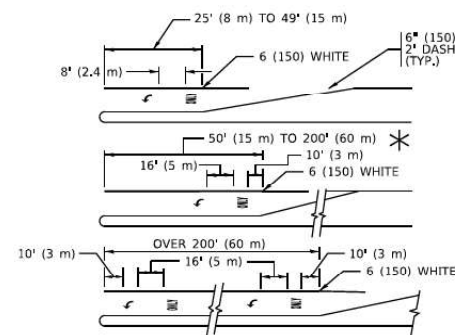
MEDIANS OVER 4' (1.2 m) WIDE

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

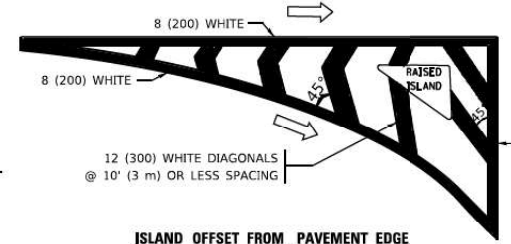
TYPICAL PAINTED MEDIAN MARKING



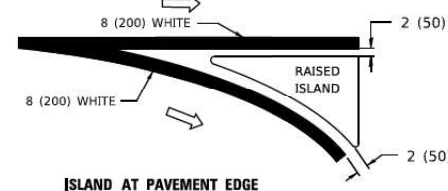
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) 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*.

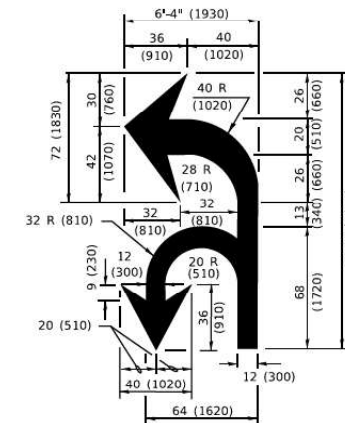


ISLAND OFFSET FROM PAVEMENT EDGE

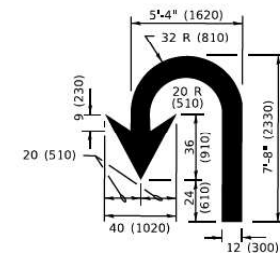


ISLAND AT PAVEMENT EDGE

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.
CORE 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: *R* 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.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
TYPICAL PAVEMENT MARKINGS**

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PLOT SCALE = 50,0000 1/In.	CHECKED -	REVISED - C. JUCIUS 07-01-13
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
		REVISED - C. JUCIUS 04-12-16

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	30
TC-13		CONTRACT NO. 62T00		
ILLINOIS FED. AID PROJECT				

NOT USED

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

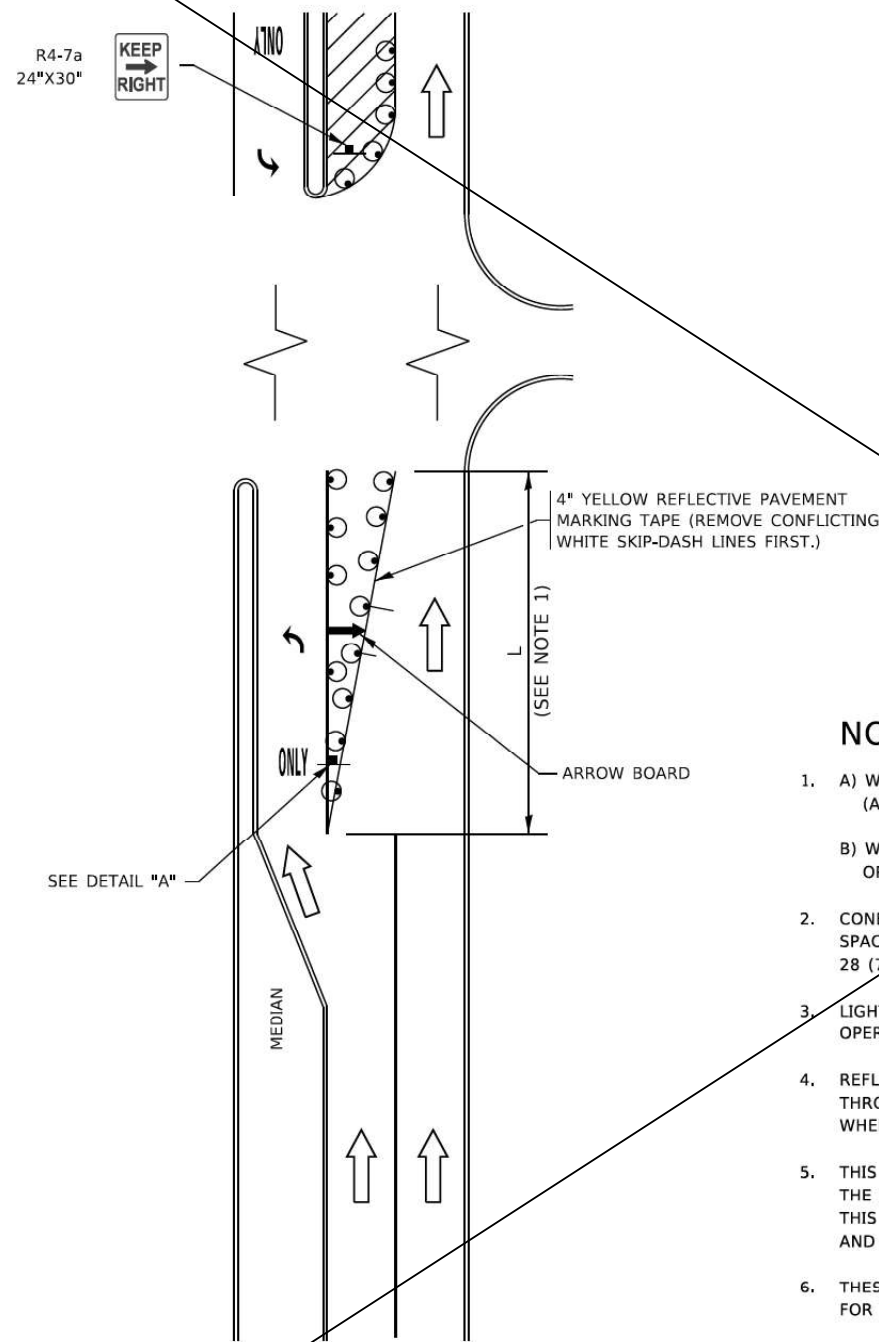
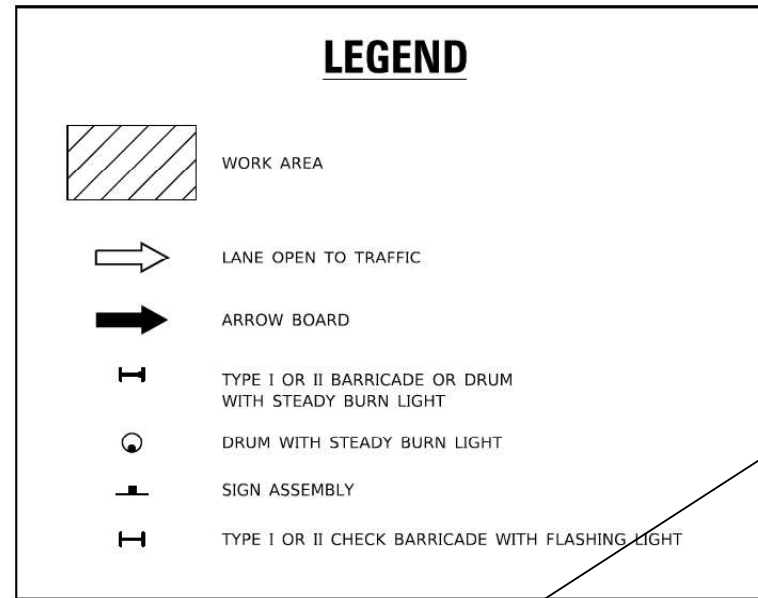


FIGURE 1



NOTES:

1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
 B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. 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.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

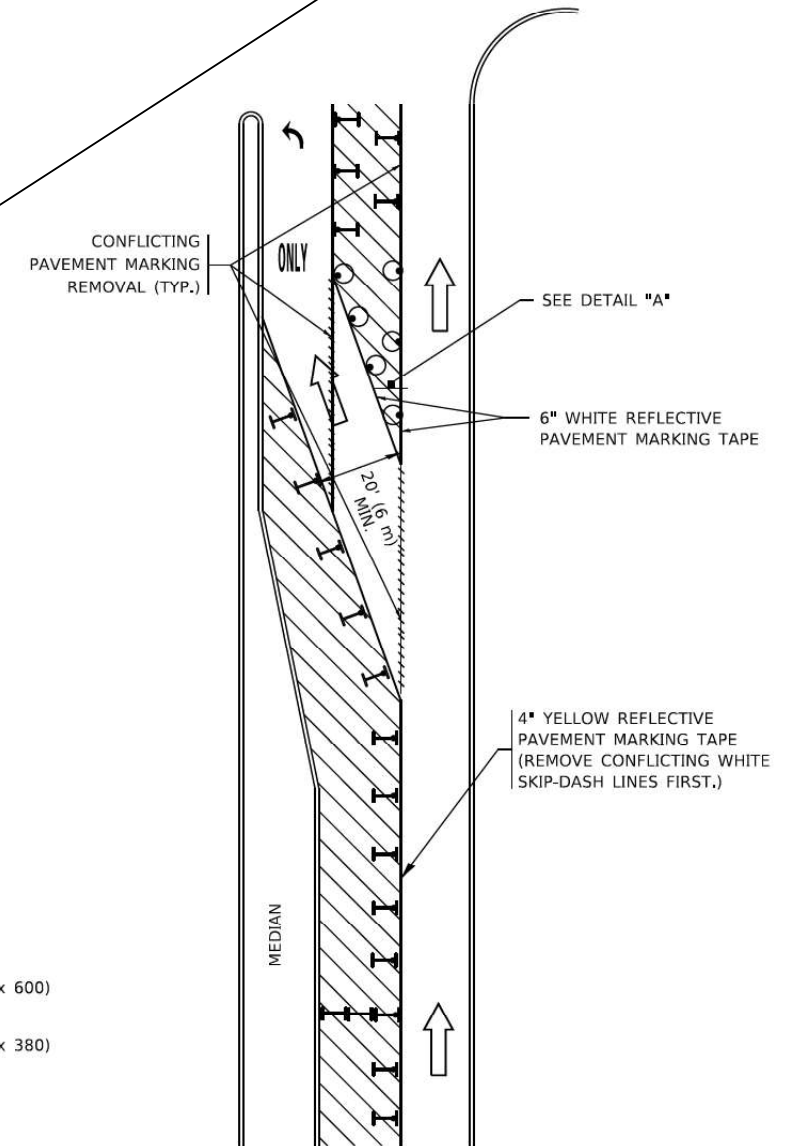
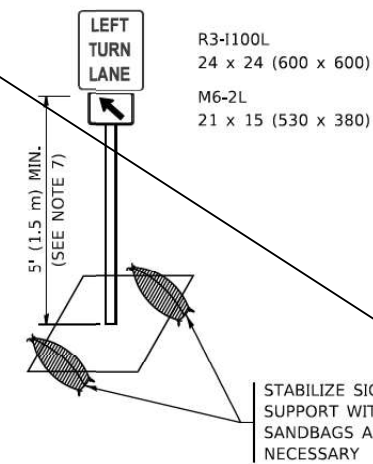


FIGURE 2



DETAIL A

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

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USER NAME = footemj	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 50,0000' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -

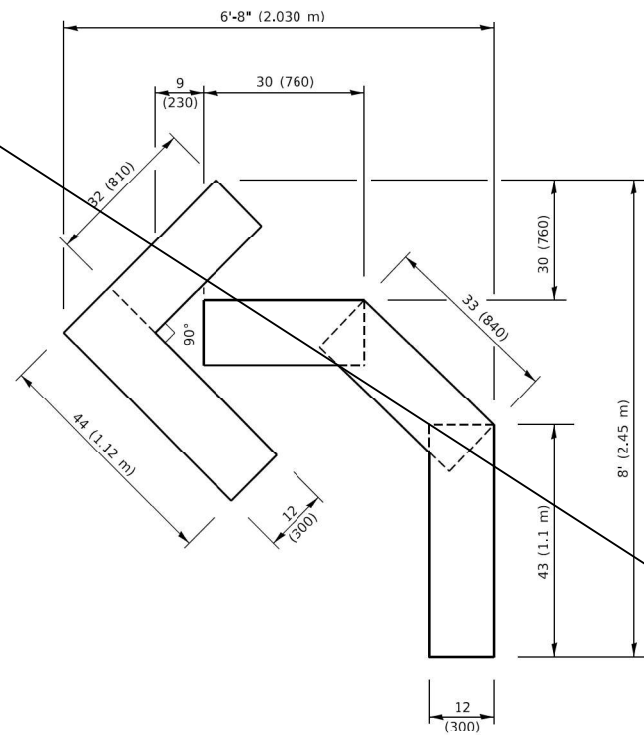
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

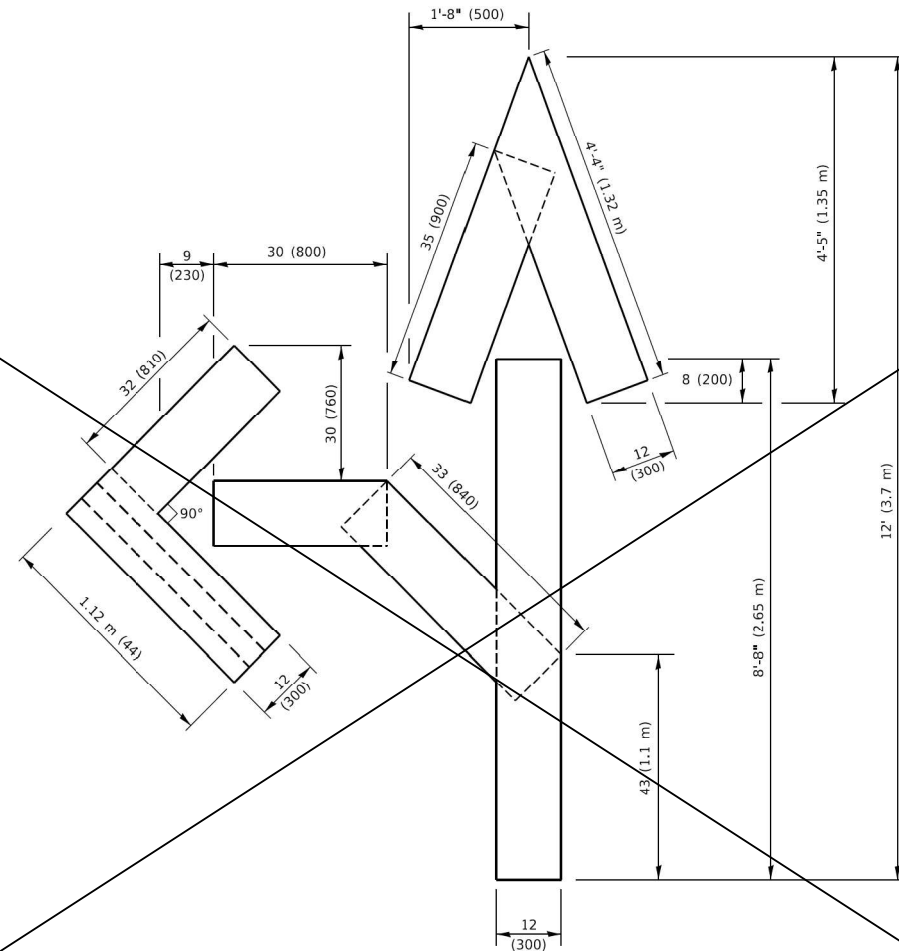
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324	FAP 0324 22 BJ	MCHENRY	33	31
TC-14		CONTRACT NO. 62T00		
ILLINOIS FED. AID PROJECT				

NOT USED



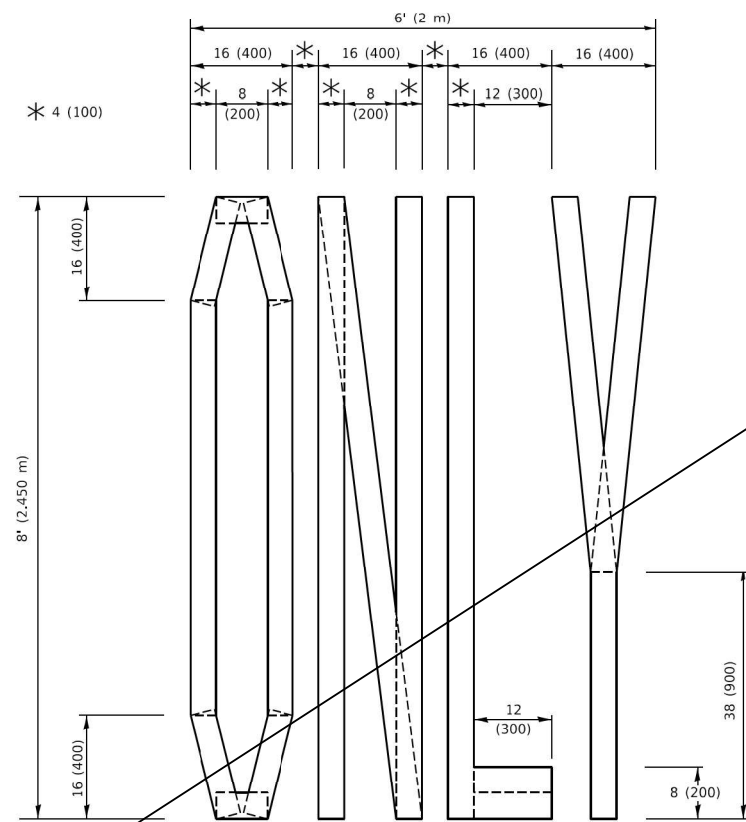
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



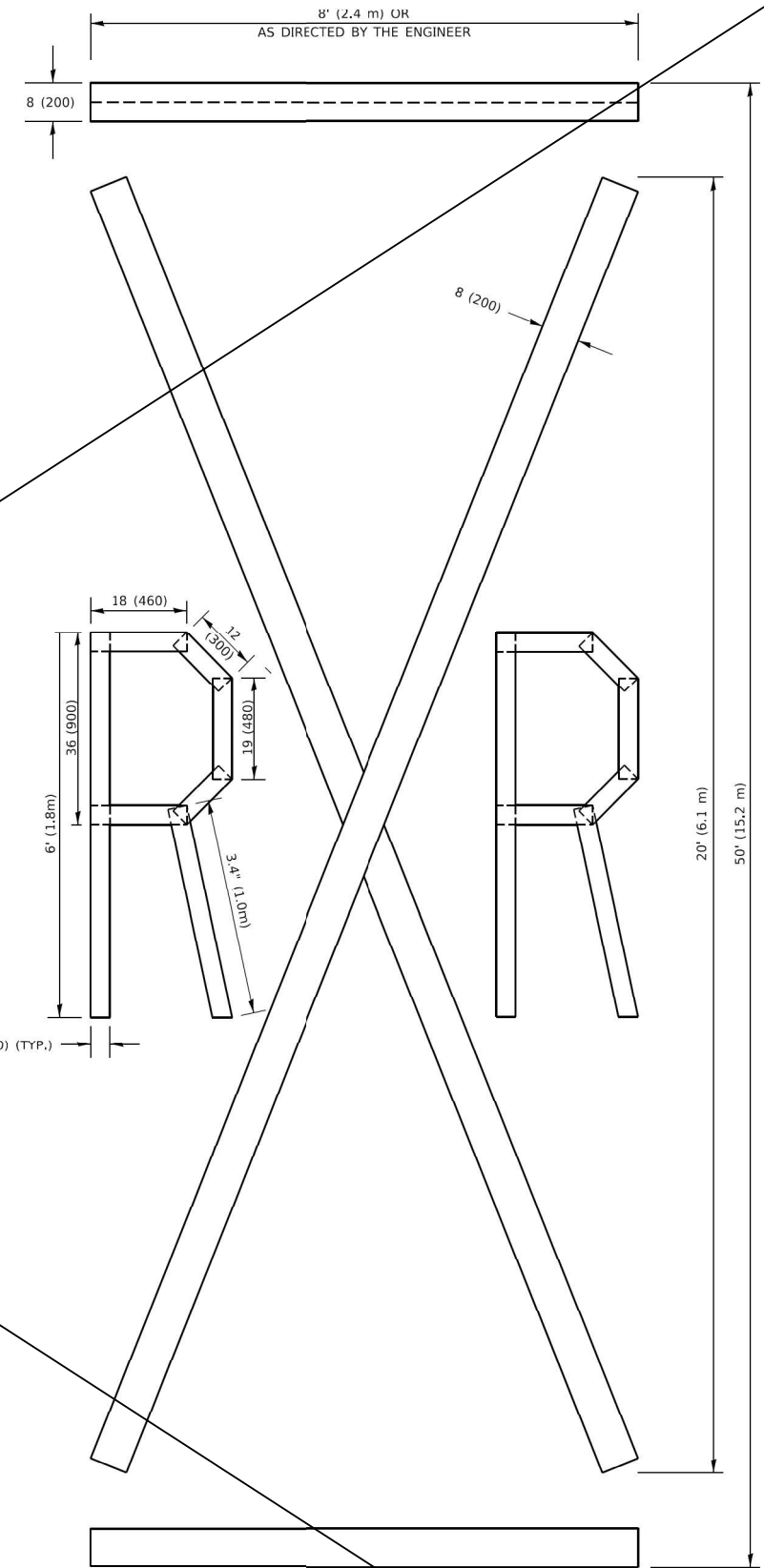
QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.

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

MODEL: \\saur\file\work\08\FEB\INTEG\Illinois\pwr\WIDOT\Documents\DOT_Offices\District 1\Projects\Sub\SH22\23-24\CADD\baal\CAD\sheet\16.cgm

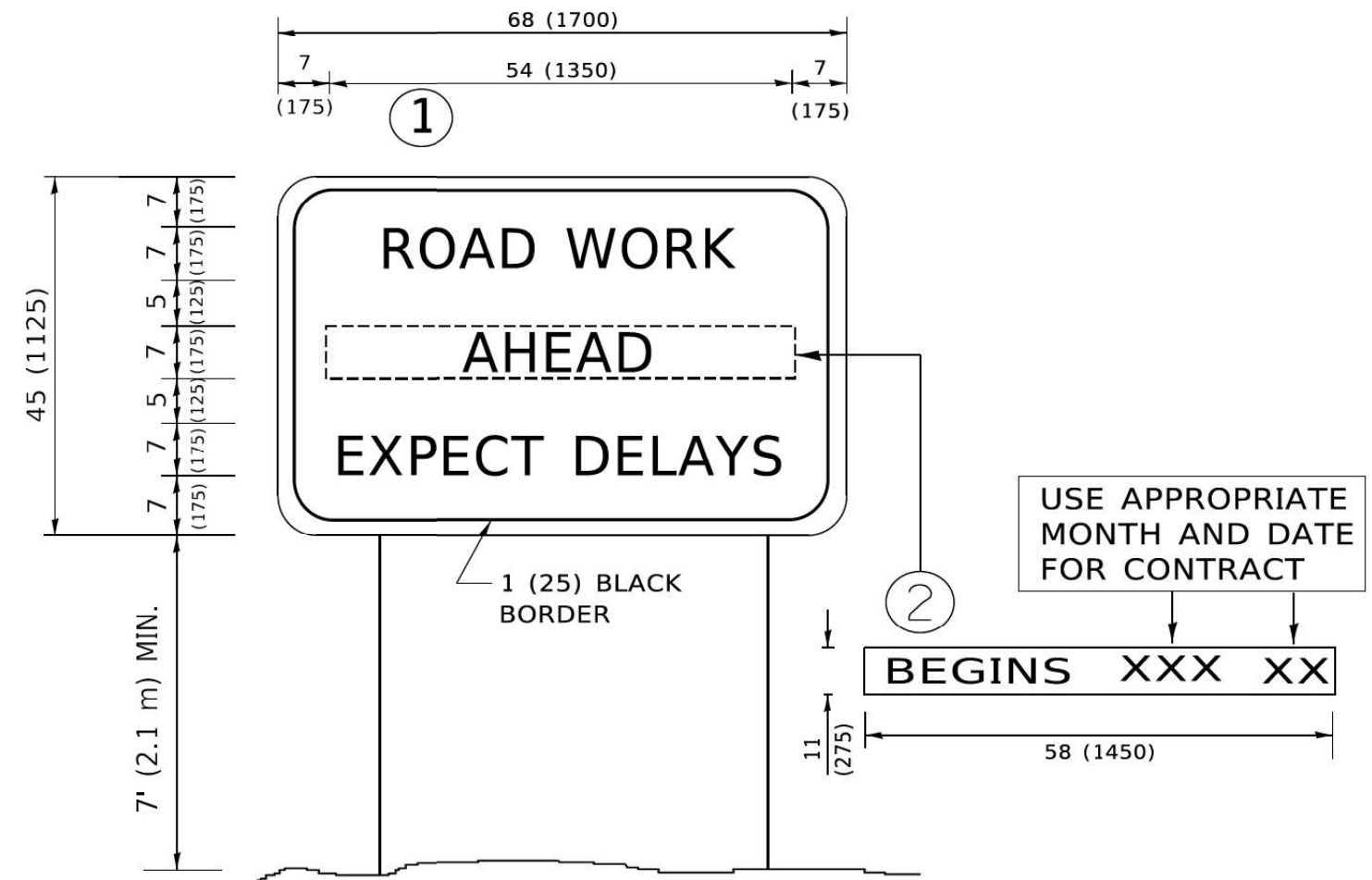
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	DRAWN -	REVISED - E. GOMEZ 08-28-00
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PLOT DATE = 3/4/2019	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	32
TC-16			CONTRACT NO. 62T00	
		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.

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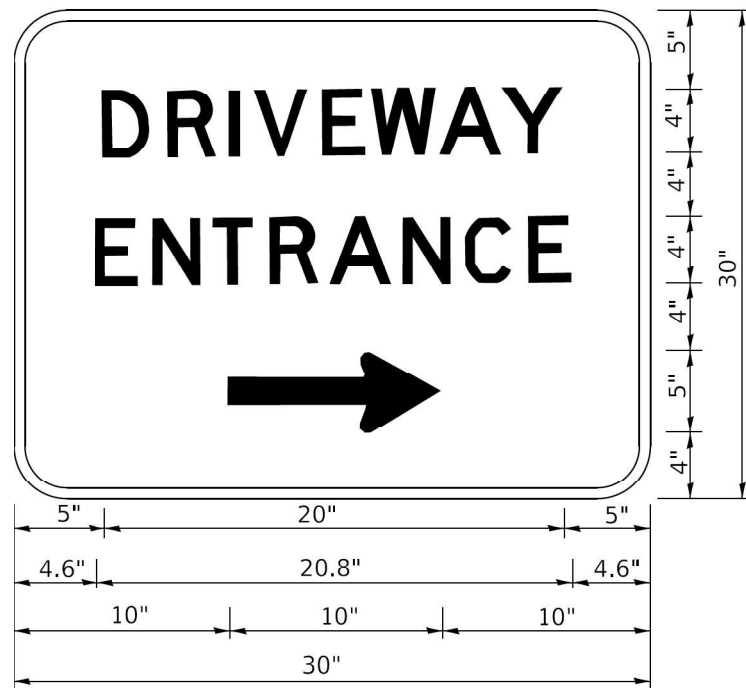
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PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	33
TC-22		CONTRACT NO. 62T00		
ILLINOIS FED. AID PROJECT				



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

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	DRAWN -	REVISED -
PLOT SCALE = 50,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 8/6/2021	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	33A
TC-26			CONTRACT NO. 62T00	
ILLINOIS FED. AID PROJECT				

INDEX OF SHEETS

- S-1 General Plan and Elevation
- S-2 General Data
- S-3 Stage Construction Details
- S-4 Stage Construction Details
- S-5 Temporary Concrete Barrier for Stage Construction
- S-6 Deck Repair
- S-7 Approach Slab Repair
- S-8 Substructure Repair
- S-9 Bar Splicer Assembly Details
- S-10 Concrete Shoulder Approach Slab

SCOPE OF WORK

1. Perform 3/4" bridge deck scarification (deck and approach slabs).
2. Perform partial and full depth deck repairs.
3. Clean deck drains and adjust approach inlet (see Civil Plans). Install inlet protection.
4. Perform approach slab repairs.
5. Replace preformed joint at the end of approach slabs.
6. Place 2 3/4" bridge deck latex concrete overlay (deck and approach slabs).
7. Place variable depth HMA overlay on approach roadway (See Civil Plans).
8. Perform 1/4" diamond grinding (deck and approach slabs).
9. Perform bridge deck grooving (longitudinal).
10. Apply protective coat to bridge deck, approach slabs, shoulder slabs and parapets.
11. Perform structural repair on substructure concrete.

GENERAL NOTES

Plan dimensions and details relative to the existing structure have been taken from existing plans and 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 work; however, the Contractor shall be paid for the quantity actually furnished at the unit price bid for the work.

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete overlay, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC- SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.

Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the joint concrete is poured at an ambient temperature other than 50°F.

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.

Contractor shall not scale dimensions from the contract plans for construction purposed. Scales shown for information only.

All exposed concrete edges shall have a 3/4"x45° chamfer except where shown otherwise.

Structural concrete removed as directed by the Engineer for the adjustment of the Drainage Structures to the final grade shall be reconstructed according to the Approach Slab Repair specification. Cost of the concrete removal, disposal, and reconstruction is included with the associated "Frame and Lids to be Adjusted (Special)" pay item as included in the Roadway Plans.

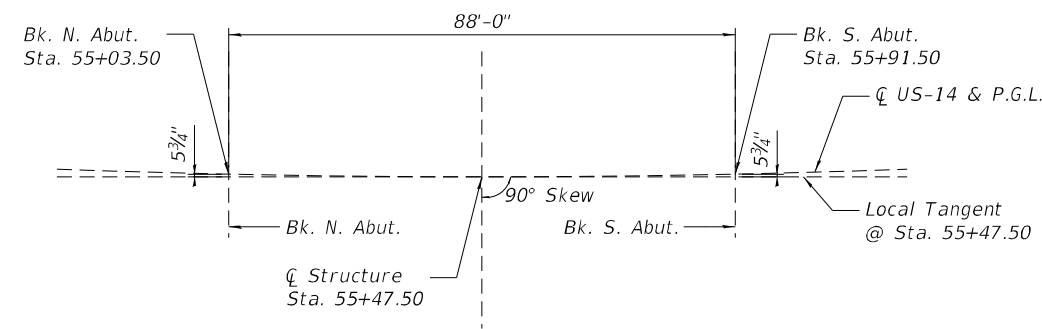
The Temporary Concrete Barrier will not be pinned for this contract. An exception to Safety Engineering Policy 4-21 has been submitted to BSPE for approval.

TOTAL BILL OF MATERIAL

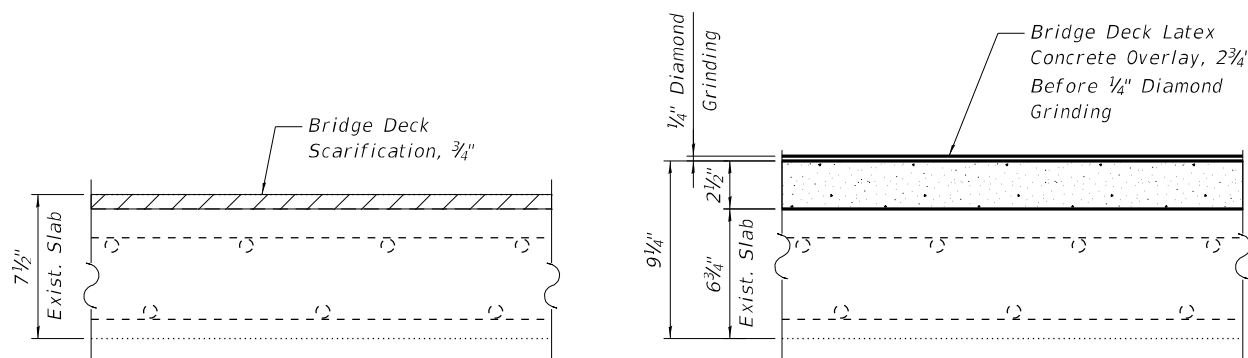
ITEM	UNIT	SUPER	SUB	TOTAL
Inlet and Pipe Protection	Each	6	-	6
Concrete Removal	Cu. Yd.	5.7	-	5.7
Concrete Superstructure	Cu. Yd.	6.5	-	6.5
Protective Coat	Sq. Yd.	740	-	740
Reinforcement Bars, Epoxy Coated	Pound	930	-	930
** Bar Splicers	Each	16	-	16
* Floor Drains to be Cleaned	Each	6	-	6
** Bridge Deck Grooving (Longitudinal)	Sq. Yd.	512	-	512
* Approach Slab Repair (Full Depth)	Sq. Yd.	1	-	1
** Bridge Deck Latex Concrete Overlay, 2 3/4 Inches	Sq. Yd.	662	-	662
** Bridge Deck Scarification, 3/4"	Sq. Yd.	662	-	662
** Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq. Ft.	-	20	20
** Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	1	-	1
* Drill and Grout Dowel Bars	Each	13	-	13
** Diamond Grinding (Bridge Section)	Sq. Yd.	662	-	662

* See Special Provisions

** See GBSP



OFFSET SKETCH

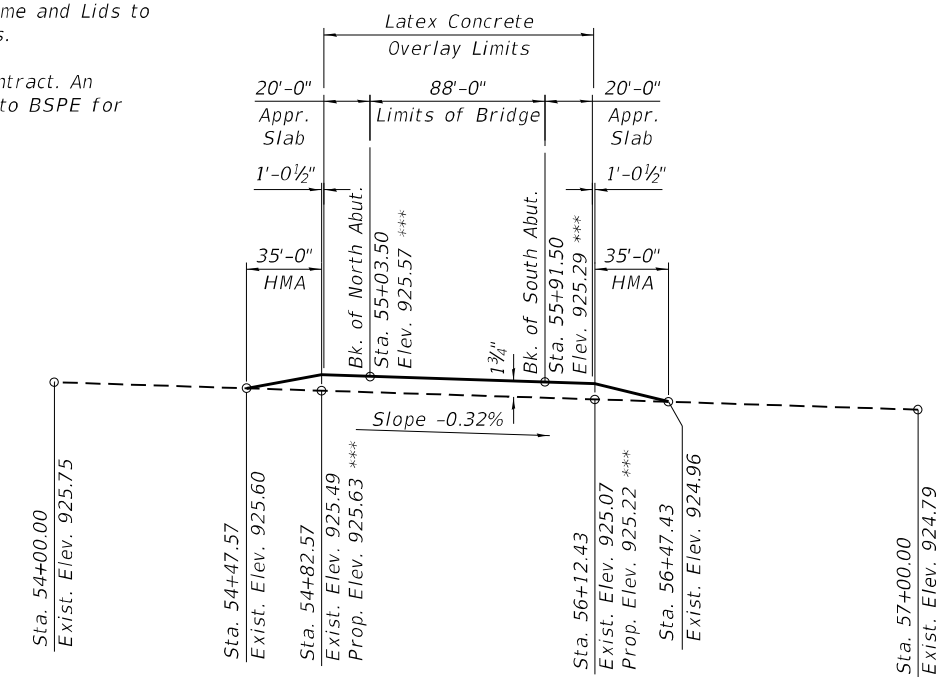


EXISTING BRIDGE DECK CROSS SECTION DETAIL

PROPOSED BRIDGE DECK CROSS SECTION DETAIL

EXISTING CURVE DATA

PI=Sta. 64+35.74
 D=60°48'
 R=2022.41
 D=2°50'
 T=1186.54'
 E=322.38'
 L=2145.88
 S.E.=0.058%



PROFILE GRADE @ CL US-14

*** Elevation after 1/4" Diamond Grinding

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	USER NAME =	DESIGNED - JJI	REVISED -
	PLOT SCALE =	CHECKED - JKL	REVISED -
	PLOT DATE =	DRAWN - KB	REVISED -
		CHECKED - 1/15/2024	REVISED -

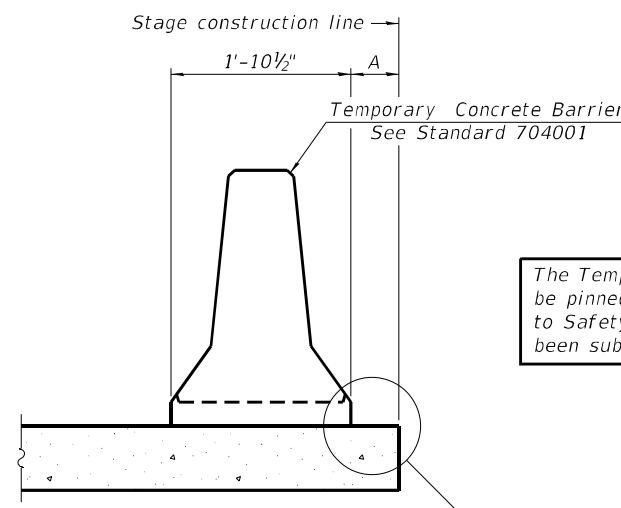
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
 STRUCTURE NO. 056-0052**

SHEET S-2 OF S-10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	13
CONTRACT NO. 62T00				
ILLINOIS FED. AID PROJECT				

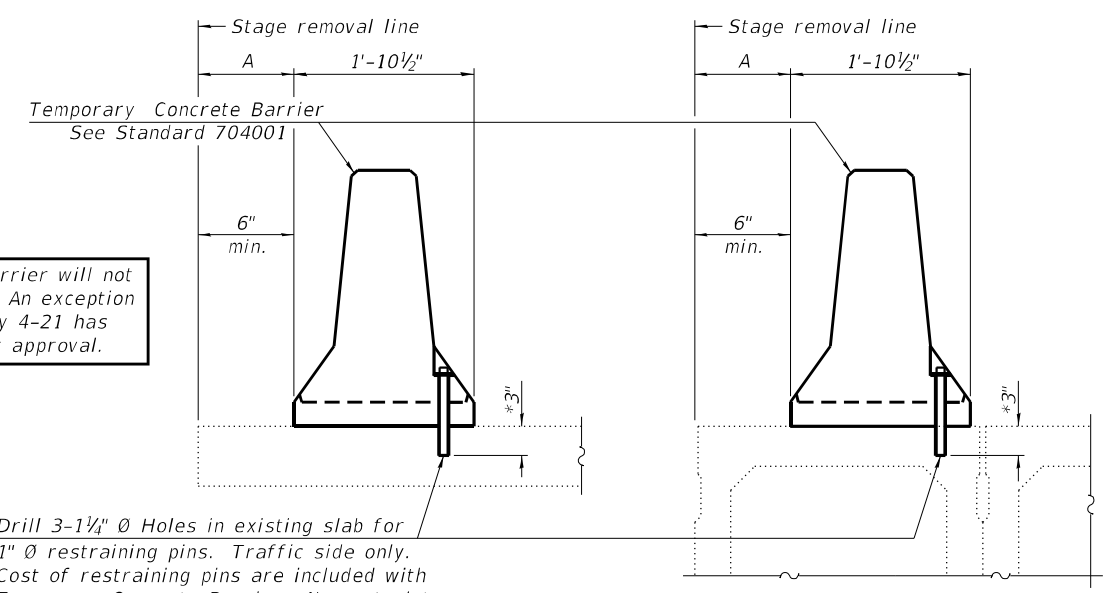
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The Temporary Concrete Barrier will not be pinned for this contract. An exception to Safety Engineering Policy 4-21 has been submitted to BSPE for approval.

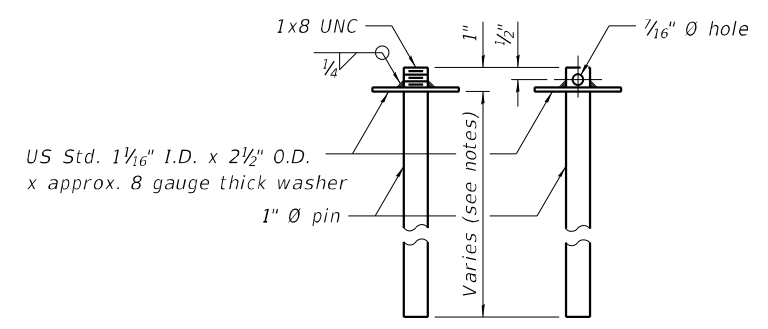
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



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

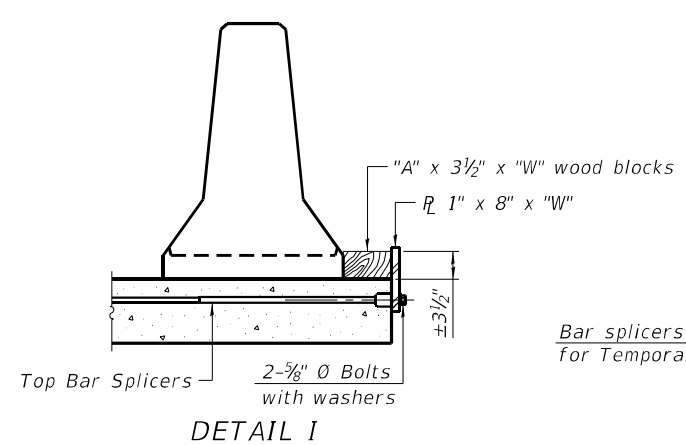
**EXISTING SLAB
EXISTING DECK BEAM**



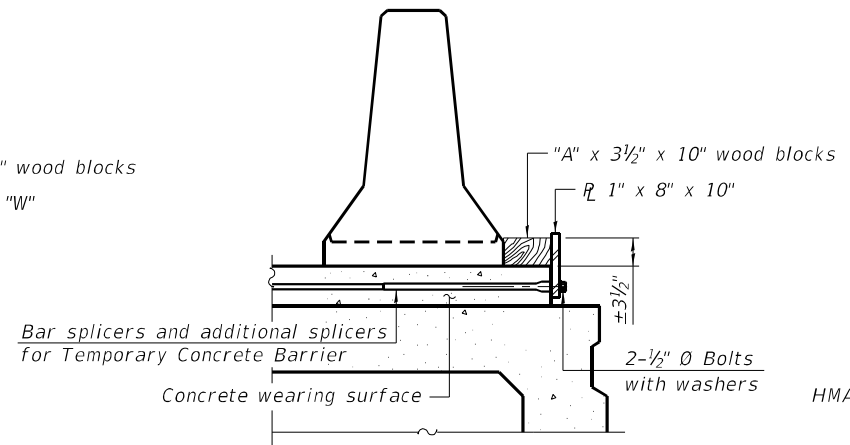
RESTRAINING PIN

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

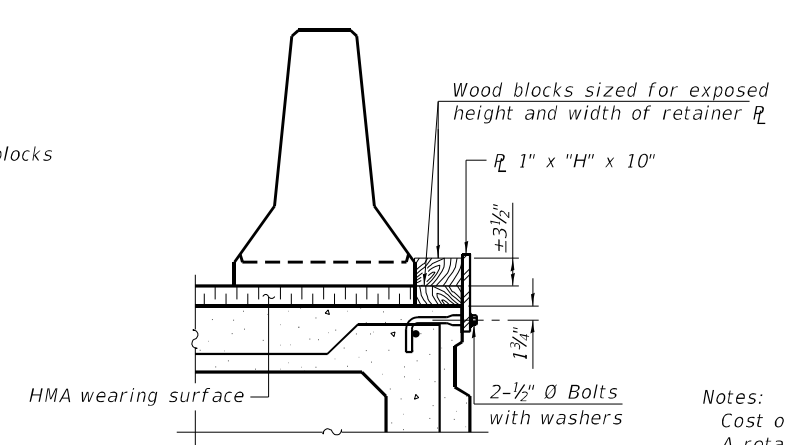
SECTIONS THRU SLAB OR DECK BEAM



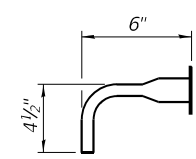
DETAIL I



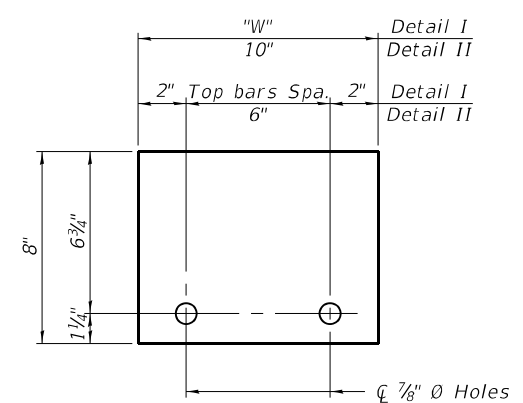
DETAIL II



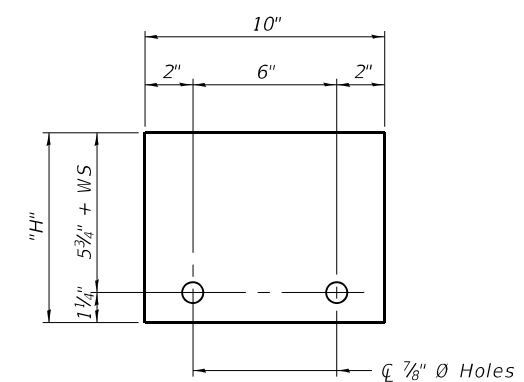
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

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

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

USER NAME =	DESIGNED - JJI	REVISED -
PLOT SCALE =	CHECKED - JKL	REVISED -
PLOT DATE =	DRAWN - KB	REVISED -
	CHECKED - 1/15/2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 056-0052**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	16
CONTRACT NO. 62T00				
ILLINOIS FED. AID PROJECT				

SHEET S-5 OF S-10 SHEETS

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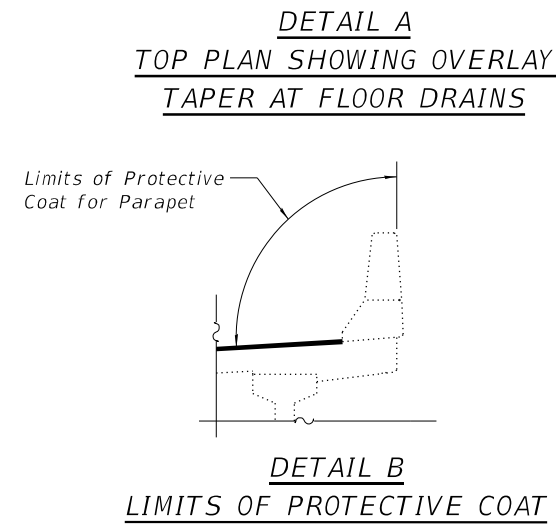
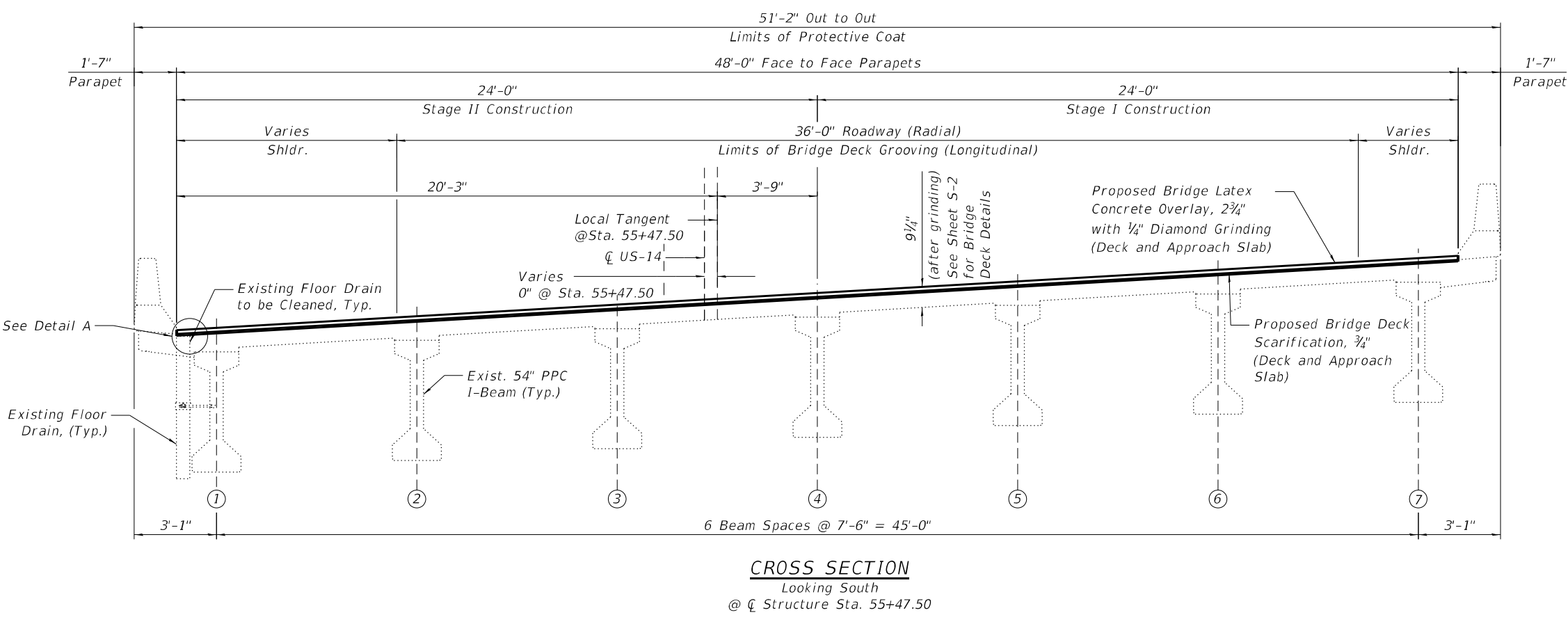
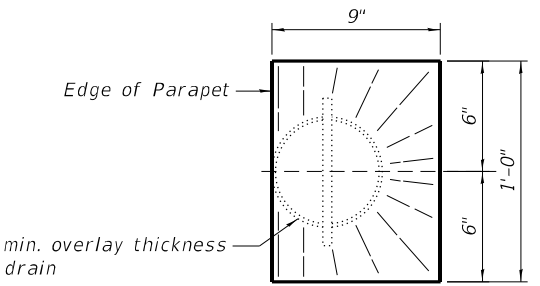
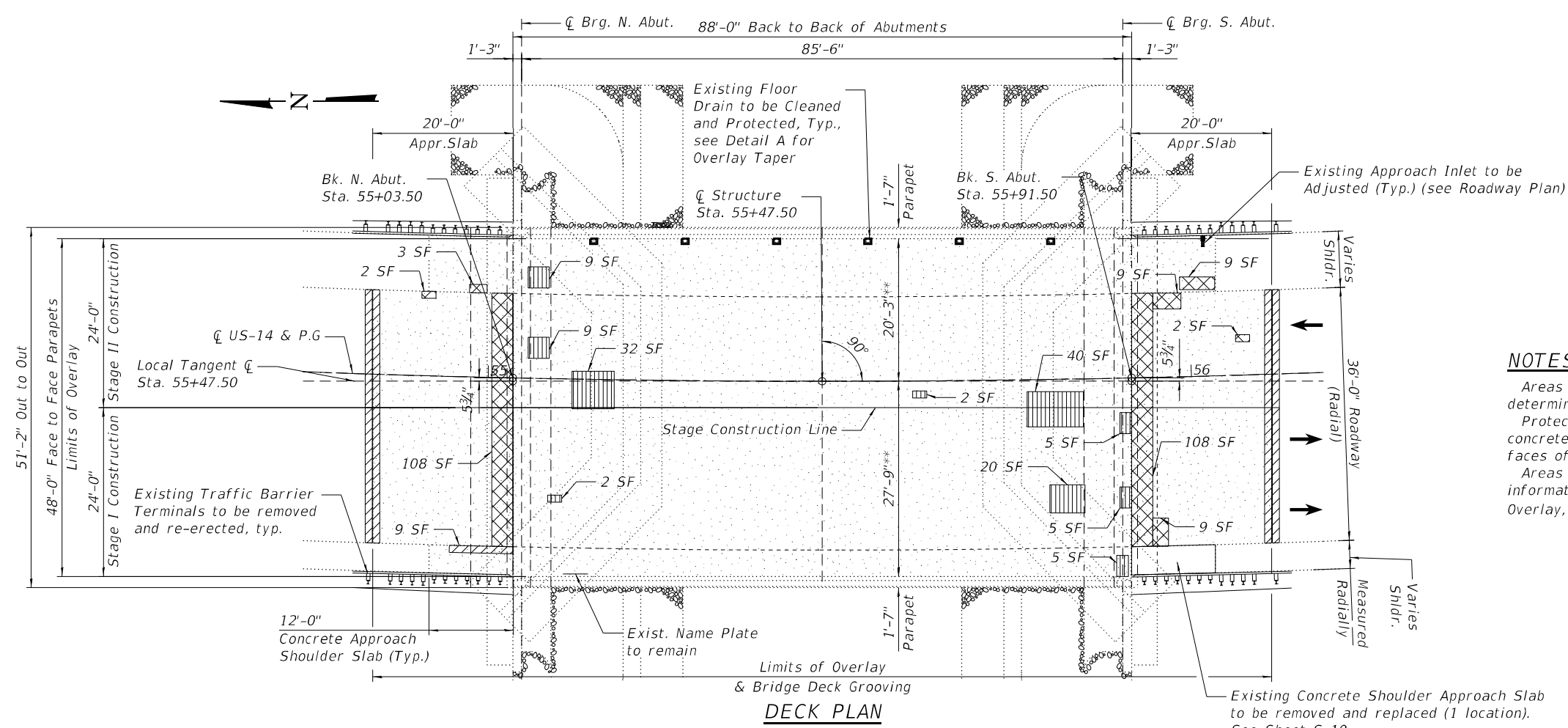
BILL OF MATERIAL

ITEM	UNIT	TOTAL
Inlet and Pipe Protection	Each	6
Protective Coat	Sq. Yd.	740
Floor Drains to be Cleaned	Each	6
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	512
Approach Slab Repair (Full Depth)	Sq. Yd.	1
Bridge Deck Latex Concrete Overlay 2 3/4 inches	Sq. Yd.	662
Bridge Deck Scarification 3/4"	Sq. Yd.	662
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	1
Diamond Grinding (Bridge Section)	Sq. Yd.	662

* A nominal amount of additional Full Depth repair quantities have been provided to account for repairs not shown. Actual repair areas shall be determined in the field by the Engineer.
 ** Measured at \bar{C} Structure.

NOTES

Areas of deck repairs are estimated. Actual type, location, and dimensions are to be determined by the Engineer during construction and documented on as-built plans.
 Protective coat shall be applied to the top surface of the concrete overlay and new concrete for joint replacement. It shall also be applied to the top and inside vertical faces of existing parapet. See Detail B.
 Areas of Deck Slab Repair (Partial) and Approach Slab Repair (Partial) are shown for information only and shall be included in the Cost of Bridge Deck Latex Concrete Overlay, 2 1/2".



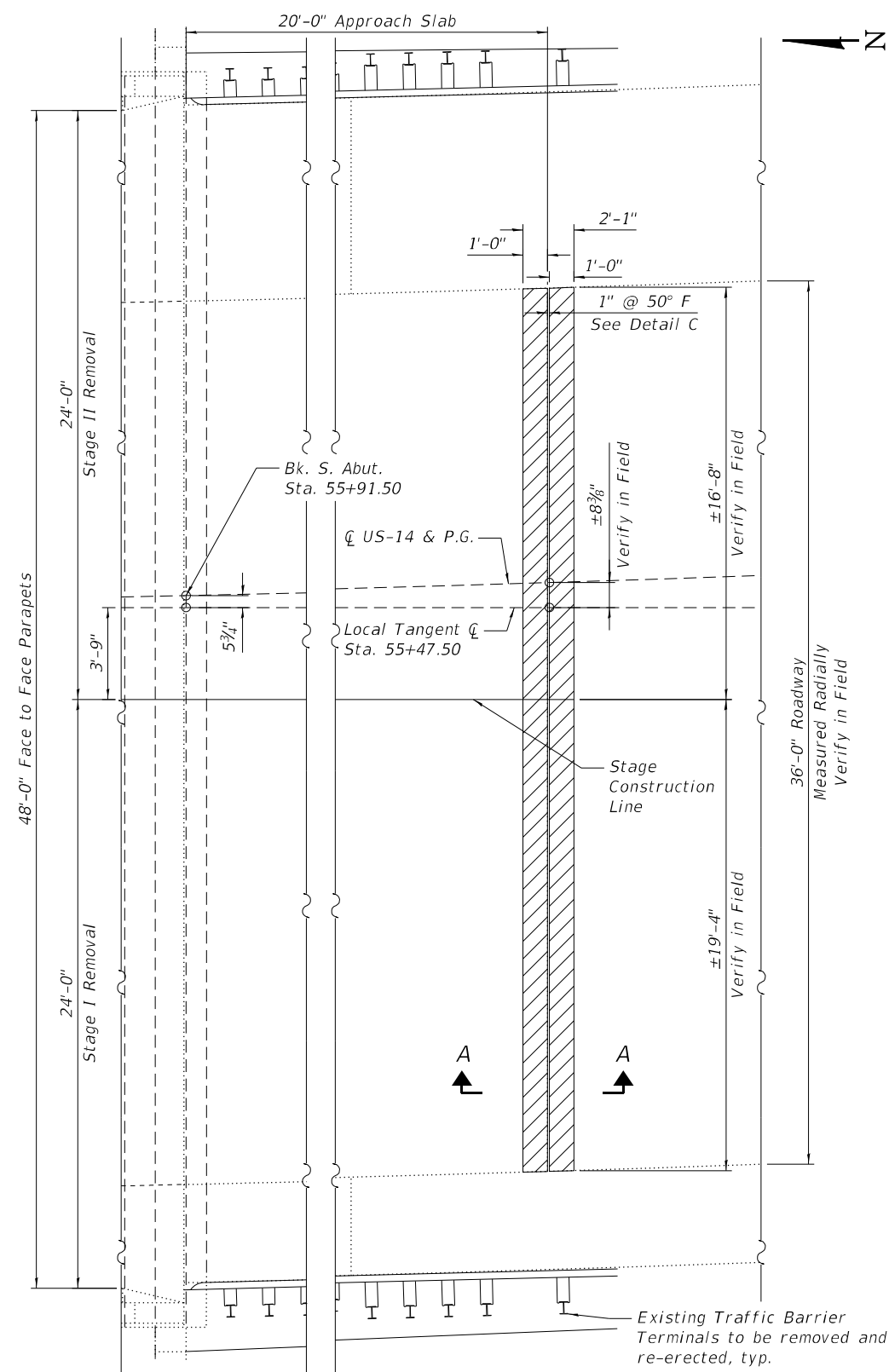
LEGEND

- Bridge Deck Scarification 3/4"
- Bridge Deck Latex Concrete Overlay 2 3/4"
- 1/4" Diamond Grinding
- Joint Removal and Replacement See Sheet S-7
- Deck Slab Repair (Partial) For Information Only
- Approach Slab Repair (Partial Depth) For Information Only

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME =	DESIGNED - JJI	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK REPAIR STRUCTURE NO. 056-0052	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED - JKL	REVISED -	324			FAP 0324 22 BJ	MCHENRY	33	17	
PLOT SCALE =	DRAWN - KB	REVISED -		CONTRACT NO. 62T00						
PLOT DATE =	CHECKED - 1/15/2024	REVISED -		ILLINOIS FED. AID PROJECT						

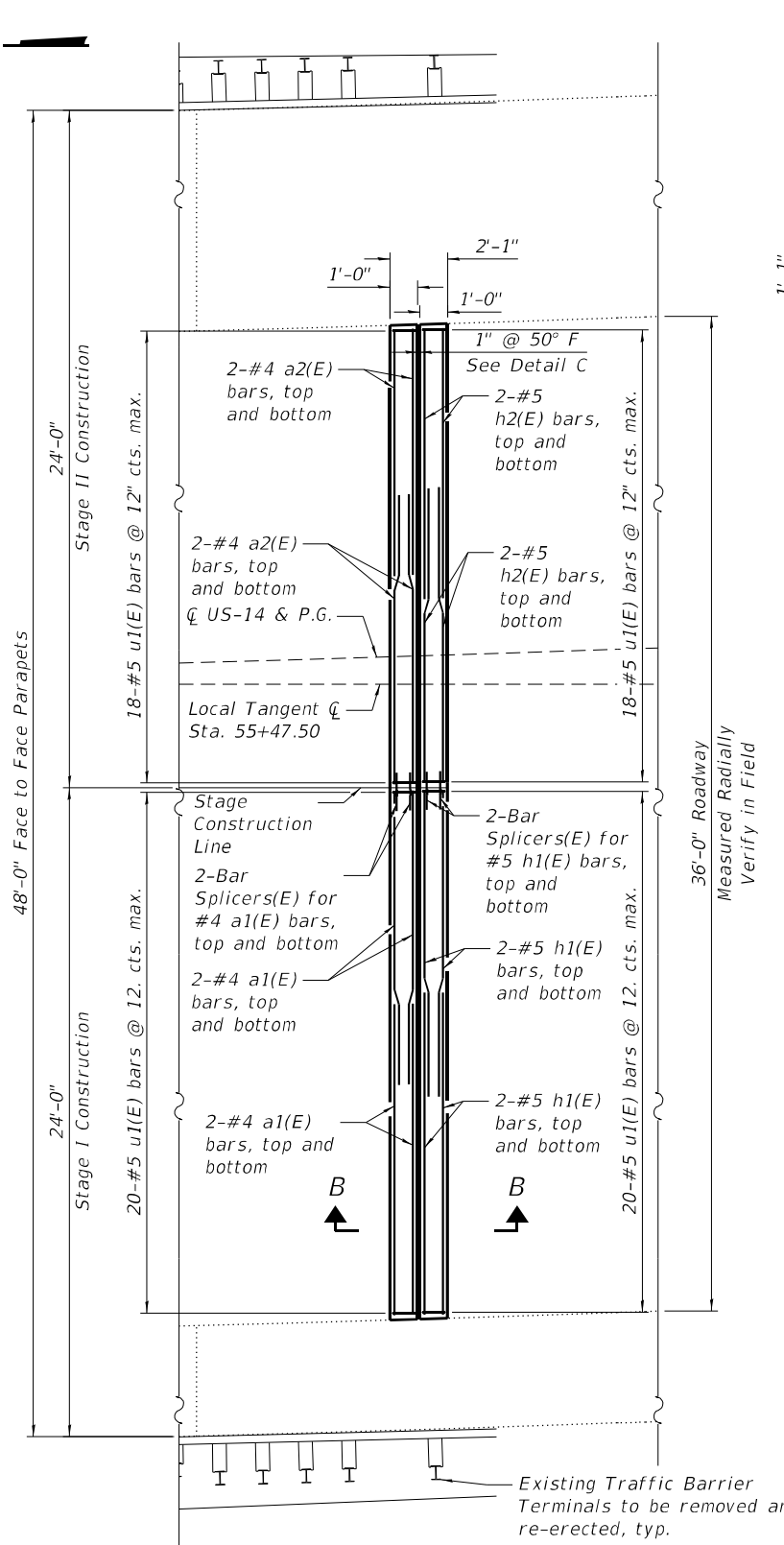
SHEET S-6 OF S-10 SHEETS

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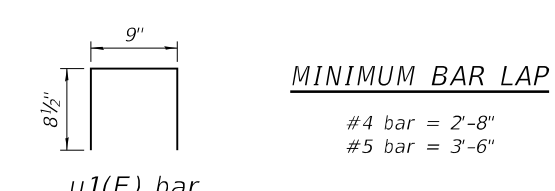
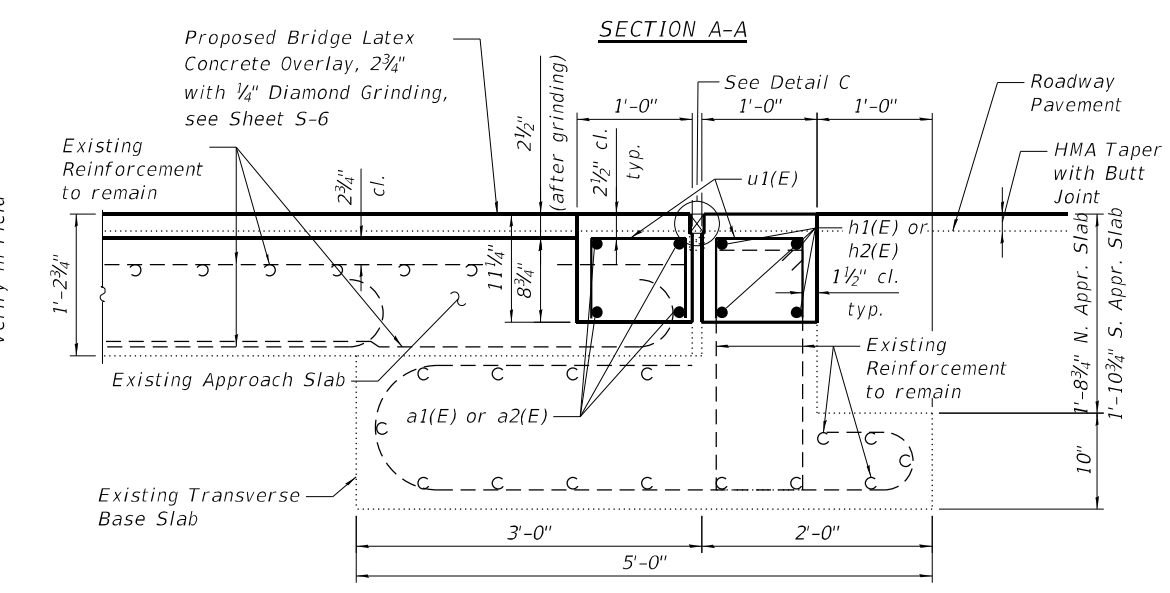
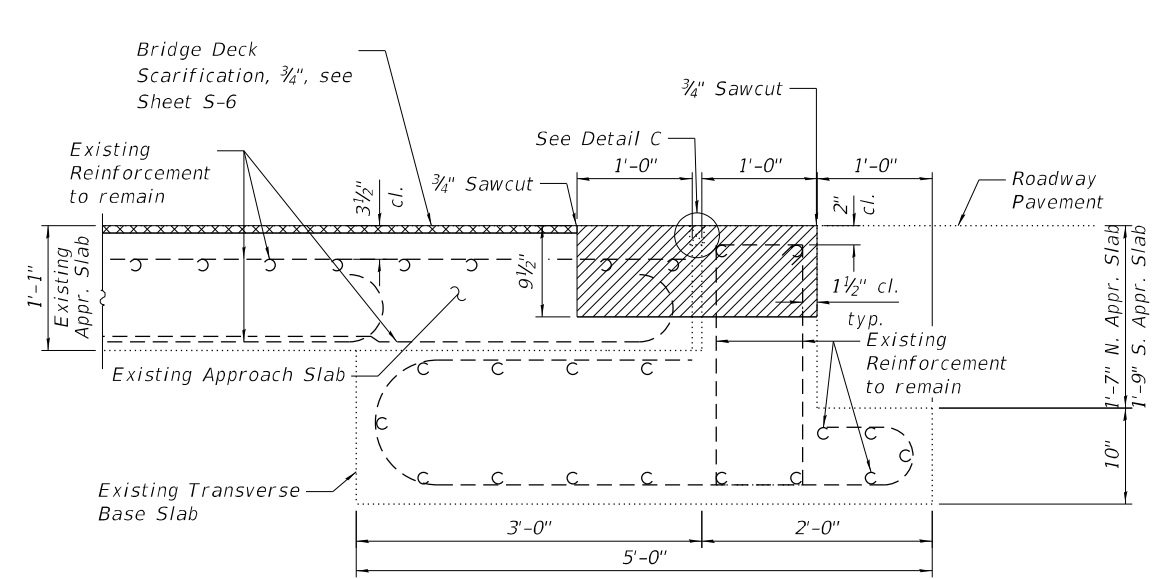


CONCRETE REMOVAL PLAN
 (South Approach Slab Shown,
 North Approach Slab Similar)

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



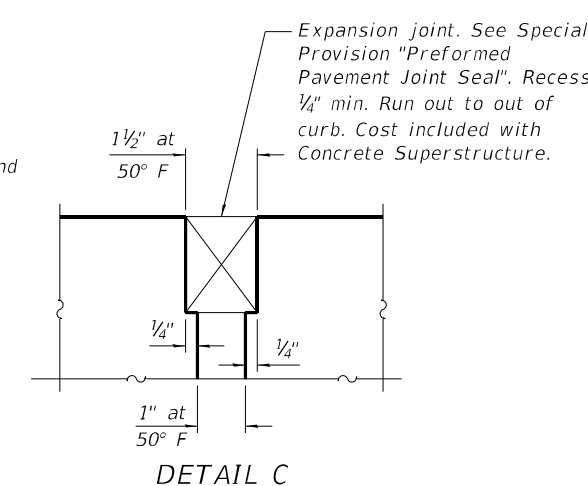
CONCRETE REPLACEMENT PLAN
 (South Approach Slab Shown,
 North Approach Slab Similar)



**BILL OF MATERIAL
 FOR TWO APPROACH SLABS**

Bar	No.	Size	Length	Shape
a1(E)	16	#4	11'-4"	—
a2(E)	16	#4	9'-6"	—
h1(E)	16	#5	11'-9"	—
h2(E)	16	#5	9'-11"	—
u1(E)	152	#5	2'-2"	□
Concrete Removal			Cu. Yd.	4.2
Concrete Superstructure			Cu. Yd.	5.0
Reinforcement Bars, Epoxy Coated			Pound	930
Bar Splicers			Each	16

LEGEND
 Concrete Removal



DETAIL C

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**APPROACH SLAB REPAIR
 STRUCTURE NO. 056-0052**

SHEET S-7 OF S-10 SHEETS

F.A.9 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	FAP 0324 22 BJ	MCHENRY	33	18
CONTRACT NO. 62T00				
ILLINOIS FED. AID PROJECT				

USER NAME =	DESIGNED - JJI	REVISED -
PLOT SCALE =	CHECKED - JKL	REVISED -
PLOT DATE =	DRAWN - JJI	REVISED -
	CHECKED - 1/15/2024	REVISED -