06-4-2024 LETTING ITEM 007

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PROPOSED

FAU ROUTE 1459: 26TH ST. OVER DES PLAINES RIVER SECTION: FAU 1459 22 BJ PROJECT: HBFP-LB6A(724)

> **BRIDGE DECK OVERLAY COOK COUNTY**

C-91-350-22

R 12 E OF 3RD PM

HIGHWAY PLANS

TRAFFIC DATA

2021 ADT = 13,000 VPDPOSTED SPEED LIMIT = 25 MPH **MAJOR COLLECTOR**

FOR INDEX OF SHEETS AND HIGHWAY

IN THE VILLAGE OF NORTH RIVERSIDE

STANDARDS, SEE SHEET NO. 2

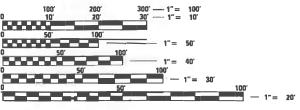
THIS PROJECT IS LOCATED

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PROJECT LOCATION **26TH ST OVER DES PLAINES RIVER STRUCTURE NO. 016-1016**



ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

MEADE ELECTRIC CO. DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES 773-287-7672

CONTRACT NO. 62T43

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

GROSS LENGTH

= 442 FT, = 0.08 MILES

INFRASTRUCTURE ENGINEERING INCORPORATED

1 South Wacker | Suite 2650 | Chicago, IL 60606 P 312.425.9560 | F 312.425.9564 | www.intrastructure-eng.com

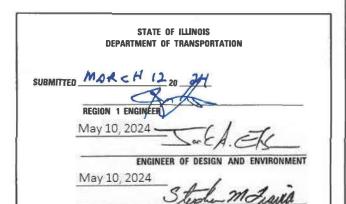
ALEXANDER

CONTACT: ALEXANDER LANE (312) 477-0620

SECTION FAU 1459 22 BJ COOK 33 1 1459 ILLINOIS CONTRACT NO. 62T43

D-91-296-22





PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV-SEP

= 998 FT. = 0.19 MILES

NET LENGTH

INDEX OF SHEETS

| SHEET NO. | TITLE |
|-----------|---|
| 1 | COVER SHEET |
| 2 | INDEX OF SHEETS, STATE STANDARDS, MIXTURE REQUIREMENTS, AND GENERAL NOTES |
| 3-4 | SUMMARY OF QUANTITIES |
| 5-7 | TRAFFIC CONTROL PLANS |
| 8 | ROADWAY AND PAVEMENT MARKING PLAN |
| 9-27 | STRUCTURAL DRAWINGS - S.N. 016-1016 |
| 28 | DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5m) (BD-02) |
| 29 | BUTT JOINT AND HMA TAPER DETAILS (BD-32) |
| 30 | TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10) |
| 31 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11) |
| 32 | TYPICAL PAVEMENT MARKINGS (TC-13) |
| 33 | ARTERIAL ROAD INFORMATION SIGN (TC-22) |

STATE STANDARDS

| STANDARD NO. | DRAWING NAME |
|--------------|--|
| 000001-08 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 630001-12 | STEEL PLATE BEAM GUARDRAIL |
| 701301-04 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |
| 701311-03 | LANE CLOSURE 2L, 2W, MOVING OPERATIONS- DAY ONLY |
| 701501-06 | URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED |
| 701502-09 | URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE |
| 701606-10 | URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN |
| 701611-01 | URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN |
| 701801-06 | SIDEWALK, CORNER OR CROSSWALK CLOSURE |
| 701901-09 | TRAFFIC CONTROL DEVICES |
| 704001-08 | TEMPORARY CONCRETE BARRIER |
| 780001-05 | TYPICAL PAVEMENT MARKINGS |
| 782006-01 | GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS |

MIXTURE REQUIREMENTS

BE "PG 64 -22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

| HOT-MIX ASPHALT MIXTURE REQUIRMENTS | | |
|---|------------------------|--------------------------|
| MIXTURE TYPE | AIR VOIDS @ Ndes | PROGRAM (QMP) |
| BUTT JOINT & SHOULDERS | | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1-3/4" | 4% @ 70 Gyr | QC/QA |
| DRIVEWAY | | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2" | 4% @ 50 Gyr | QC/QA |
| HOT-MIX ASPHALT BASE COURSE, 6" (HMA BINDER IL-19.0) | 4% @ 50 Gyr | QC/QA |
| QMP DESIGNATION: QUALITY CONTROL/ QUALITY ASSURANCE (QC/QA): QUALITY CONTROL FOR | R PERFORMANCE (QCP): P | PAY FOR PERFORMANCE (PFP |
| | R PERFORMANCE (QCP): F | PAY FOR PERFORMANCE (|
| MIXTURE REQUIREMENT NOTES: | | |
| 1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LE | BS/SQ YD/IN. | |
| 2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR N | ION-POLYMERIZED HMA T | HE "AC TYPE" SHALL |

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 FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES.
- 2. 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.
- 3. IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS 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.
- 4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION AND ORDERING MATERIALS.
- 6. 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.
- 7. 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.
- 8. 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 PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER, AT EMAD.ALHUSSEINI@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 10. THE DEPARTMENT HAS DETERMINED THAT IN STREAM WORK IS NOT REQUIRED FOR THE WORK SPECIFIED IN THIS CONTRACT. THE DEPARTMENT HAS NOT OBTAINED A 404 PERMIT. IF THE CONTRACTOR CHOSES TO USE ACTIVITIES REQUIRING AN USACE 404 PERMIT IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER USACE PERMITS.
- 11. THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM I.D.O.T. FIELD MAINTENANCE ENGINEERS.
- 12. 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.
- 13. 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.
- 14. FOR WORK OUTSIDE THE 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.
- 15. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS-RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTENT)" SHOWN IN PLANS.
- 16. THE CENTERLINE IS FOR INFORMATION ONLY.

SCALE:

| | = ALane | DESIGNED - | - | IU | REVISED | - |
|--|-----------------|------------|---|------------|---------|---|
| INFRASTRUCTURE | | DRAWN - | - | IU | REVISED | - |
| 1 South Wacker Suite 2650 Chicago, JL 60606 PLOT SCALE = | = 20.0000 / in. | CHECKED - | - | ACL | REVISED | - |
| | = 3/19/2024 | DATE - | - | 03/01/2024 | REVISED | - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| INDEX OF SHEETS, STATE STANDARDS, MIXTURE REQUIREMENTS, | | | | | | | F.A.U. RTE. SECTION | | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|-------|-----|-------------|-------|--------|------|------------------------|--------|-----------|-----------------|--------------|
| AND GENERAL NOTES | | | | | | 1459 | FAU 1459 22 BJ | СООК | 33 | 2 | |
| | | AND | OLIVEIIAL I | WOILU | | | | | CONTRACT | NO. 6 | 52T43 |
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| 100" Various Phase 2 (P) | |
| 10 IDOT Various Phase 2 (P) | |
| 00 IDO* Various | |
| 00 IDO* Various | |
| 75-00 IDO* Various Phase 2 (P) | |
| 00 IDO* Various | |
| VR1\ProjectsCHI\P-22\22-4675-00 IDO" Various | |
| 00 IDO* Various | |

| | | | | CONS | TRUCTION COL |)E |
|--------------------|---|--------|-------------------|-----------------------------|--------------|----------------|
| | | | URBAN | 0059 | 0005 | |
| PAY ITEM NUMBER | DESIGNATION | UNIT | TOTAL QUANTITY | 80% FEDERAL 20% STATE | 100% STATE | |
| | | | | | | |
| 35501308 | HOT-MIX ASPHALT BASE COURSE, 6" | SQ YD | 36 | 36 | | |
| | | | | | | |
| 40600290 | BITUMINOUS MATERIALS (TACK COAT) | POUND | 162 | 162 | | |
| | | | | | | |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SQ YD | 325 | 325 | | |
| 40604060 | HOT MIV ACRUALT CUREACE COURSE. IL O. F. MIV HOU MEO | TON | 4 | 4 | | |
| 40604060 | HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 | TON | 4 | 4 | | |
| 40604062 | HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 | TON | 38 | 38 | | |
| 40004002 | HOT-MIX ASPRACE COURSE, IL-9.3, MIX D, N/O | TON | 30 | 36 | | |
| 42300200 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH | SQ YD | 278 | 278 | | - |
| 42300200 | TONTEAND CEMENT CONCRETE DRIVEWAY FAVEMENT, O INCH | 30 10 | 270 | 270 | | |
| 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SQ FT | 1,338 | 1,338 | | |
| 12100200 | TOWNER OF CEMENT CONCRETE SIDEWARKS INCID | 3411 | 1,550 | 1,330 | | |
| 44000200 | DRIVEWAY PAVEMENT REMOVAL | SQ YD | 278 | 278 | | |
| | | | | | | |
| 44000600 | SIDEWALK REMOVAL | SQ FT | 1,338 | 1,338 | | |
| | | | ii | | | |
| 50102400 | CONCRETE REMOVAL | CU YD | 16.1 | 16.1 | | |
| | | | | | | |
| 50300255 | CONCRETE SUPERSTRUCTURE | CU YD | 16.8 | 16.8 | | A ¹ |
| | | | E. | | | |
| 50300260 | BRIDGE DECK GROOVING | SQ YD | 1,790 | 1,790 | | |
| | | | | | | |
| 50300300 | PROTECTIVE COAT | SQ YD | 2,133 | 2,133 | | 4 |
| 50500405 | FURNISHING AND ERECTING STRUCTURAL STEEL | POUND | 420 | 420 | | |
| 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 2,190 | 2,190 | | (4) |
| | | | | | | |
| 50800515 | BAR SPLICERS | EACH | 12 | 12 | | |
| | | | 5 | | | |
| 52000110 | PREFORMED JOINT STRIP SEAL | FOOT | 155 | 155 | | |
| | | | | | , i | |
| 60406000 | FRAMES AND LIDS, TYPE 1, OPEN LID | EACH | 2 | 2 | | |
| 52100520 | ANCHOR BOLTS 1" | EACH | 20 | 20 | | |
| 63302720 | REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6B | EACH | 3 | 3 | 311 | |
| | | | | | | |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 | | |
| | | | Ji | | | |
| 70107025 | CHANGEABLE MESSAGE SIGN | CAL DA | 56.0 | 56.0 | | |
| 7070 | | | | 4 | | |
| 70300150 | SHORT TERM PAVEMENT MARKING REMOVAL | SQ FT | 446 | 446 | | |
| 70707120 | TEMPODADY DAVEMENT MADRING. LINE ALL TYPE IN TARE | | 4.005 | 4.005 | | \$: |
| 70307120 | TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE | FOOT | 4,095 | 4,095 | | |
| 70400100 | TEMPORARY CONCRETE PARRIER | FOOT | 475 | 475 | | |
| 70400100 | TEMPORARY CONCRETE BARRIER | FOOT | 475 | 475 | | |
| * = SPECIALT | L TEM | | | | J | |

| | | 00 | URBAN | 0059 80% | 0005 | |
|--------------------|--|--------|-------------------|-------------------|------------|--|
| PAY ITEM NUMBER | DESIGNATION | UNIT | TOTAL QUANTITY | FEDERAL 20% STATE | 100% STATE | |
| 70400200 | RELOCATE TEMPORARY CONCRETE BARRIER | FOOT | 450 | 450 | | |
| | | | | | | |
| 70600255 | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2 | EACH | 2 | 2 | | |
| 70600322 | IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2 | EACH | 2 | 2 | | |
| 78009000 | MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 70 | 70 | | |
| 78009004 | MODIFIED URETHANE PAVEMENT MARKING - LINE 4" | FOOT | 921 | 921 | | |
| 78009006 | MODIFIED URETHANE PAVEMENT MARKING - LINE 6" | FOOT | 258 | 258 | | |
| 78009012 | MODIFIED URETHANE PAVEMENT MARKING - LINE 12" | FOOT | 139 | 139 | | |
| 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 279 | 279 | | |
| 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 3,745 | 3,745 | | |
| 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 465 | 465 | | |
| 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 184 | 184 | | |
| 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 6 | 6 | | |
| 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 6 | 6 | | |
| 78300202 | PAVEMENT MARKING REMOVAL - WATER BLASTING | SQ FT | 852 | 852 | | |
| X0326862 | STRUCTURES TO BE ADJUSTED | EACH | 4 | 4 | | |
| X0327638 | STREAM GAUGE | EACH | 1 | 1 | | |
| X4400503 | COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET | FOOT | 219 | 219 | | |
| X5060700 | CLEANING AND PAINTING BEARINGS | EACH | 12 | 12 | | |
| X5537800 | STORM SEWERS TO BE CLEANED 12" | FOOT | 200 | | 200 | |
| X6030310 | FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) | EACH | 3 | 3 | | |
| X6700407 | ENGINEER'S FIELD OFFICE, TYPE A (D1) | CAL MO | 12 | 12 | | |
| X7010216 | TRAFFIC CONTROL AND PROTECTION, (SPECIAL) | L SUM | 1 | 1 | | |
| X7830050 | RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL | EACH | 43 | 43 | | |

USER NAME = ALane DESIGNED IU REVISED DRAWN REVISED CHECKED ACL REVISED DATE 03/01/2024 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:

SECTION SUMMARY OF QUANTITIES FAU 1459 22 BJ 26TH STREET OVER DES PLAINES RIVER SHEET OF SHEETS STA.

CONSTRUCTION CODE

| | | | | CONS | TRUCTION COL | DE |
|--------------------|--|-------|-------------------|-----------------------------|--------------|-----|
| | | | URBAN | 0059 | 0005 | |
| PAY ITEM NUMBER | DESIGNATION | UNIT | TOTAL QUANTITY | 80% FEDERAL 20% STATE | 100% STATE | |
| Z0001700 | APPROACH SLAB REPAIR (FULL DEPTH) | SQ YD | 1 | 1 | | |
| Z0006014 | BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2 INCHES | SQ YD | 1,847 | 1,847 | | |
| Z0007101 | CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1 | L SUM | 1 | 1 | | |
| Z0012130 | BRIDGE DECK SCARIFICATION 3/4" | SQ YD | 1,847 | 1,847 | | |
| | | | | | | |
| Z0012754 | STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES) | SQ FT | 89 | 89 | | |
| Z0012755 | STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES) | SQ FT | 9 | 9 | | |
| Z0013798 | CONSTRUCTION LAYOUT | L SUM | 1 | 1 | | |
| Z0015550 | DEBRIS REMOVAL | CU YD | 10 | 10 | | |
| Z0016002 | DECK SLAB REPAIR (FULL DEPTH, TYPE II) | SQ YD | 1 | 1 | | |
| Z0018500 | DRAINAGE STRUCTURES TO BE CLEANED | EACH | 4 | | 4 | |
| Z0030850 | TEMPORARY INFORMATION SIGNING | SQ FT | 67 | 67 | | |
| × X78300 52 | RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT | EACH | 43 | 43 | | |
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* = SPECIALTY ITEM

USER NAME = ALane DESIGNED IU REVISED SECTION SUMMARY OF QUANTITIES STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION DRAWN REVISED FAU 1459 22 BJ 26TH STREET OVER DES PLAINES RIVER CHECKED ACL REVISED SCALE: SHEET OF SHEETS STA. DATE 03/01/2024 REVISED

- 1. ALL MAINTENANCE OF TRAFFIC (MOT) LANE CLOSURES CAN BE COMPLETED WITH IDOT HIGHWAY STANDARDS. THE MOT PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY IMPROVE OR MODIFY THE MOT PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE MOT PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL
- 2. THE CONTRACTOR SHALL CONTACT THE IDOT DISTRICT 1 ARTERIAL TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 3. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL TRAFFIC STAGE CHANGES ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGN MESSAGES SHALL BE REVISED TWO WEEKS THEREAFTER WITH MESSAGES WARNING TRAFFIC OF POTENTIAL TRAFFIC DELAYS, QUEUING AND/OR WITH MESSAGES NOTIFYING TRAFFIC TO USE ALTERNATE ROUTES. THE SIGN LOCATIONS AND MESSAGES SHALL BE DETERMINED BY THE FINGINFER
- 4. THE CONTRACTOR SHALL NOT OBSTRUCT ANY EXISTING SIGN OR PEDESTRIAN SIDEWALK WITH THE PLACEMENT OF TEMPORARY CONSTRUCTION SIGNING. THE CONTRACTOR MUST MAINTAIN A 4-FOOT MINIMUM CLEAR WIDTH ON ALL SIDEWALKS WHEN INSTALLING TEMPORARY CONSTRUCTION SIGNS ON OR NEAR SIDEWALKS THAT ARE OPEN TO PEDESTRIANS.
- CONTRACTOR SHALL REMOVE OR COVER ALL W21-1 (WORKERS PRESENT) AND W20-7 (FLAGGER) SIGNS, WITHIN AN HOUR, WHEN WORKERS ARE NOT PRESENT OR IF THE SIGN IS NOT APPLICABLE.
- 6. THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.
- 7. ALL EXISTING RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS LOCATED WITHIN TEMPORARY LANE CLOSURE TAPERS, LANE SHIFT TAPERS OR IN LOCATIONS THAT CONFLICT WITH THE TEMPORARY PAVEMENT MARKING TAPE USED FOR STAGING SHALL BE REMOVED. THE EXISTING RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS THAT WERE REMOVED SHALL BE RESTORED AFTER THE COMPLETION OF THE STAGING.
- 8. PAVEMENT MARKING TAPE, TYPE IV (AND/OR TYPE III) SHOWN ON THE PLANS FOR ANY CONSTRUCTION STAGE THAT THE CONTRACTOR PROPOSES TO EXTEND OVER THE WINTER PERIOD SHALL MEAN MODIFIED URETHANE PAVEMENT MARKING AND WILL BE PAID FOR THEIR RESPECTIVE CONTRACT UNIT PRICE.
- ALL MODIFIED URETHANE (AND/OR PAINT) PAVEMENT MARKINGS USED FOR STAGING SHALL BE REMOVED VIA WATER BLASTINGWITH VACUUM RECOVERY.
- 10. ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE PAVEMENT MARKING TAPE, TYPE IV (AND/OR MODIFIED URETHANE)
 USED FOR STAGING SHALL BE REMOVED. THIS WORK SHALL BE PAID FOR AS "PAVEMENT MARKING REMOVAL-WATER
 BLASTING"

26TH STREET CONSTRUCTION STAGING

MAINTENANCE OF TRAFFIC - STAGE 1

CONSTRUCTION

- 1. COMPLETE BRIDGE DECK AND JOINT REPAIRS AND OVERLAY OF THE NORTH SIDE (WESTBOUND DIRECTION) OF THE BRIDGE.
- 2. COMPLETE BUTT JOINT ON APPROACH PAVEMENT ON NORTH SIDE (WESTBOUND DIRECTION) OF THE BRIDGE.

MAINTENANCE OF TRAFFIC

1. CLOSE THE WESTBOUND LANES OF TRAFFIC AND SHIFT TRAFFIC TO THE EASTBOUND LANES. 1 LANE IN EACH DIRECTION SHALL BE MAINTAINED.

MAINTENANCE OF TRAFFIC - STAGE 2

CONSTRUCTION

- 1. COMPLETE BRIDGE DECK AND JOINT REPAIRS OF THE SOUTH SIDE (EASTBOUND DIRECTION) OF THE BRIDGE.
- 2. COMPLETE BUTT JOINT ON APPROACH PAVEMENT SOUTH SIDE (EASTBOUND DIRECTION).

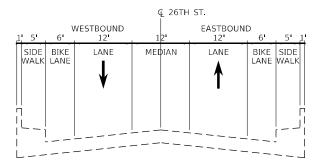
MAINTENANCE OF TRAFFIC:

STAGE 2

1. CLOSE THE EASTBOUND LANES OF TRAFFIC AND SHIFT TRAFFIC TO THE WESTBOUND LANES. 1 LANE IN EACH DIRECTION SHALL BE MAINTAINED.

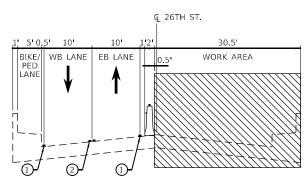
| WORK ZONI | E SPEED LIMIT: | |
|-----------|--------------------------|--------------------------|
| | EXISTING POSTED SPEED | PROPOSED POSTED SPEED |
| STAGE 1 | 25 MPH | 25 MPH |

25 MPH



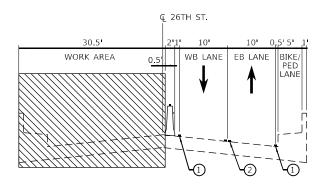
EXISTING TYPICAL CROSS SECTION

ON SN 016-1016



STAGE 1 CONSTRUCTION

ON SN 016-1016



STAGE 2 CONSTRUCTION

ON SN 016-1016

MOT TYPICAL LEGEND:

- 1) TEMPORARY PAVEMENT MARKING TAPE, TYPE IV (WHITE)
- TEMPORARY PAVEMENT MARKING TAPE, TYPE IV (DOUBLE YELLOW @11' C-C)



WORK AREA

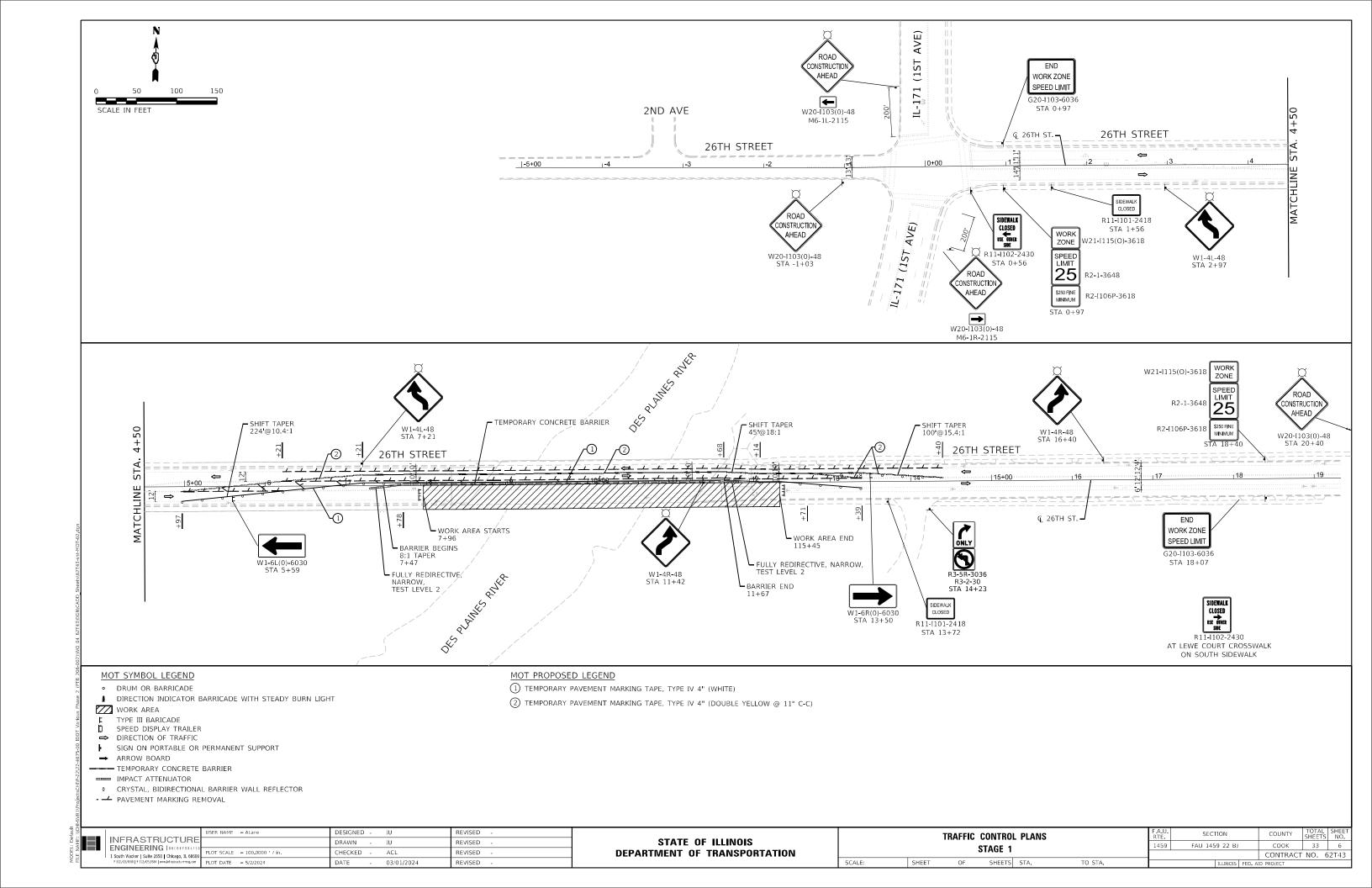


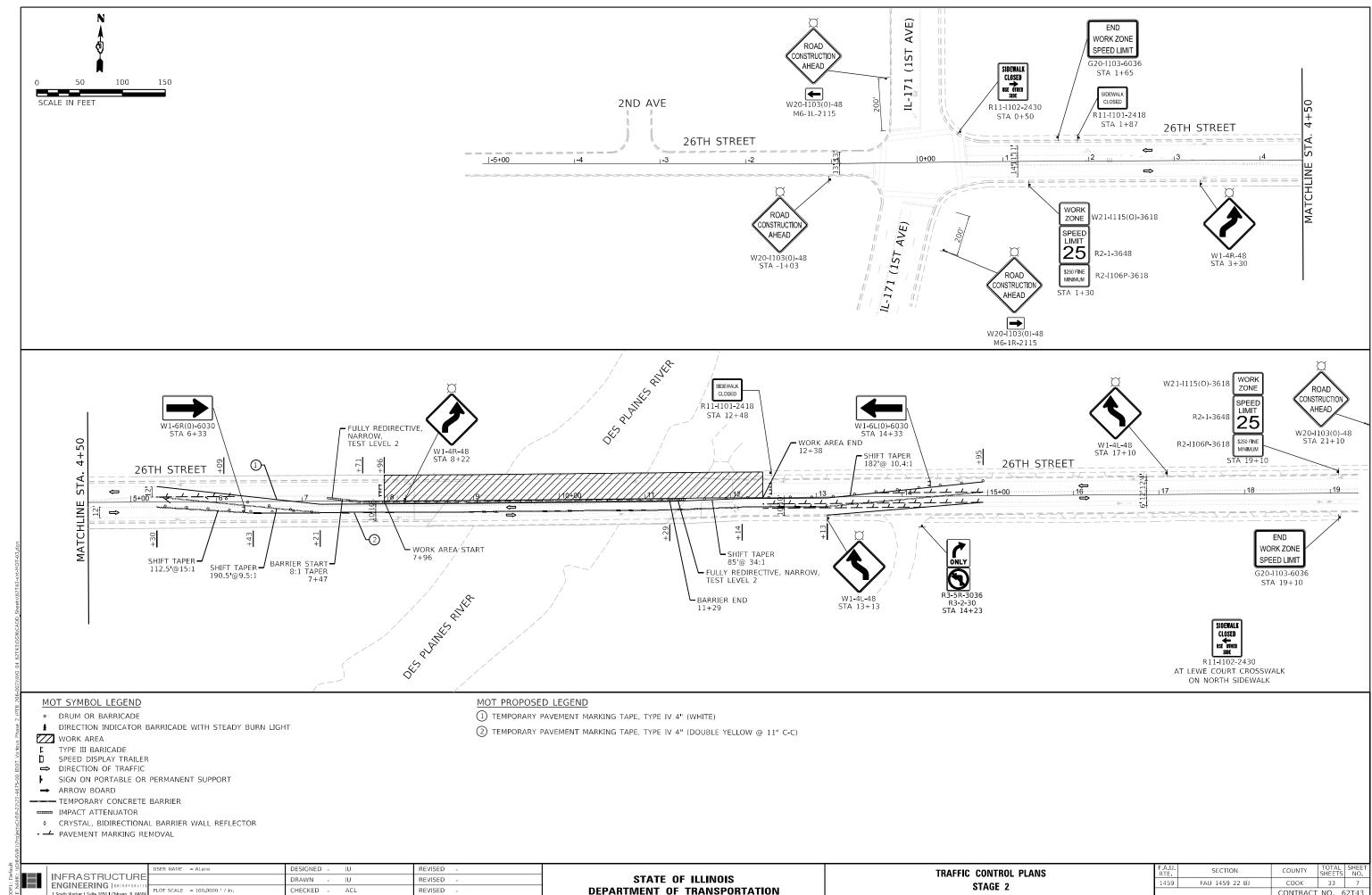
DIRECTION OF TRAVEL

TEMPORARY CONCRETE BARRIER WITH TYPE C, BI-DIRECTIONAL CRYSTAL REFLECTORS PER STD 704001 AND 782006. TYPE C REFLECTORS SHALL BE CONSIDERED INCLUDED IN THE COST OF TEMPORARY CONCRETE BARRIER.

TEMPORARY PAVEMENT MARKING

25 MPH





CONTRACT NO. 62T43

SHEETS STA.

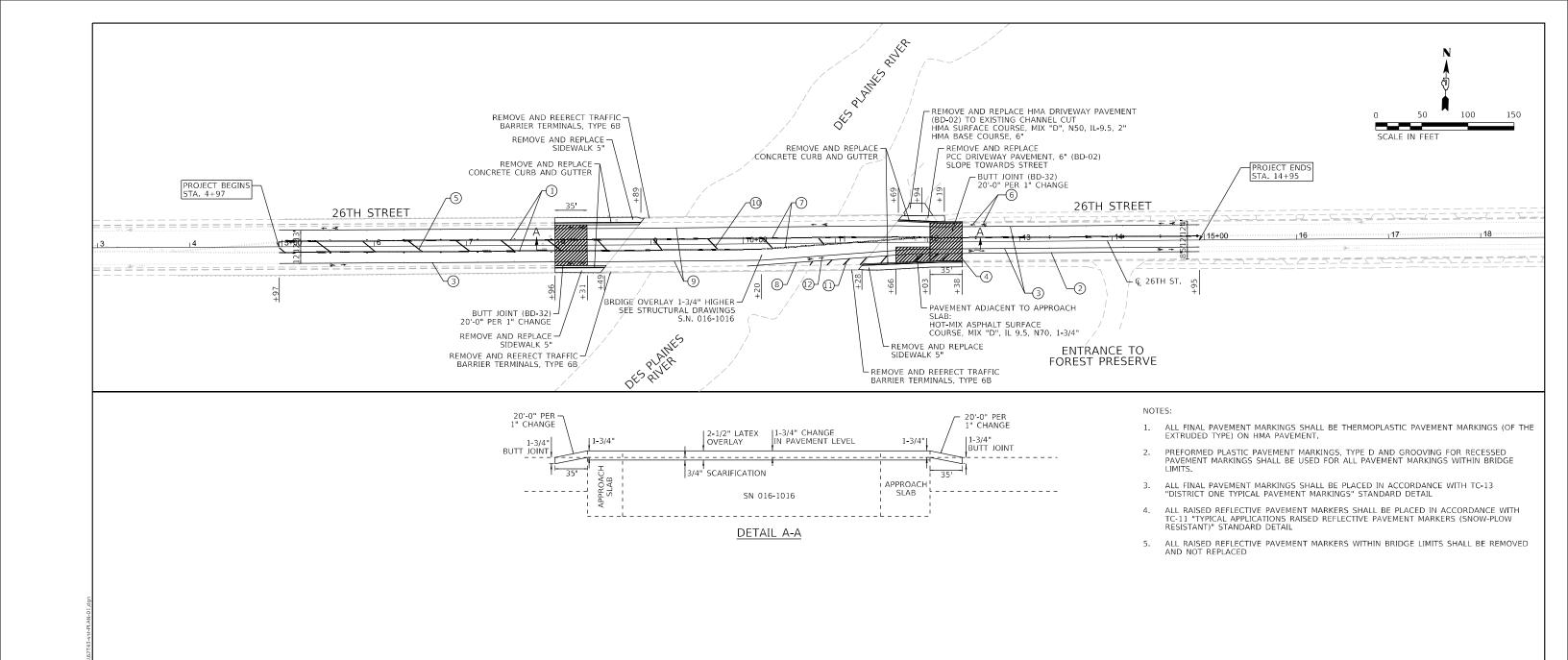
TO STA.

1 South Wacker | Suite 2650 | Chicago, IL 60606

PLOT DATE = 5/2/2024

03/01/2024

REVISED



PAVEMENT MARKING LEGEND

INFRASTRUCTURE

1 South Wacker | Suite 2650 | Chicago, IL 60606

ENGINEERING LINCORP

- (1) THERMOPLASTIC PAVEMENT MARKING LINE 4" (2 @ 4" SOLID YELLOW, 11" C-C CENTERLINE)
- 2 THERMOPLASTIC PAVEMENT MARKING LINE 4" (SOLID, WHITE EDGE LINE)
- 3 THERMOPLASTIC PAVEMENT MARKING LINE 6" (SOLID, WHITE EDGE LINE)
- 4 THERMOPLASTIC PAVEMENT MARKING LINE 12" (SOLID, WHITE PAINTED MEDIANS DIAGONALS) (SEE DISTRICT DETAIL TC-13 FOR SPACING)
- (5) THERMOPLASTIC PAVEMENT MARKING LINE 12" (SOLID, YELLOW PAINTED MEDIANS DIAGONALS) (SEE DISTRICT DETAIL TC-13 FOR SPACING)
- (6) THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS (SOLID, WHITE)
- 7) MODIFIED URETHANE PAVEMENT MARKING, TYPE D, LINE 4" (LINE 2 @ 4" SOLID YELLOW, 11" C-C CENTERLINE)

DESIGNED -

IU

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03/01/2024

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REVISED

8 MODIFIED URETHANE PAVEMENT MARKING, TYPE D, LINE 4" (SOLID, WHITE - EDGE LINE)

LOT SCALE = 100.0000 / in.

PLOT DATE = 4/17/2024

- (9) MODIFIED URETHANE PAVEMENT MARKING, TYPE D, LINE 6" (SOLID, WHITE EDGE LINE)
- 10 MODIFIED URETHANE PAVEMENT MARKING, TYPE D, LINE 12" (SOLID, YELLOW PAINTED MEDIANS DIAGONALS)
- (1) MODIFIED URETHANE PAVEMENT MARKING, TYPE D, LINE 12" (SOLID, WHITE PAINTED MEDIANS DIAGONALS)
- (12) MODIFIED URETHANE PAVEMENT MARKING, LETTERS AND SYMBOLS (SOLID, WHITE)

<u>LEGEND</u>

HMA PAVEMENT

| CTATE OF HUMOIC | ROADWAY AND PAVEMENT MARKING PLAN | | | | | | | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|------------------------------|------------------------------------|-------|----|--------|------|---------|------|-----------------|------------|-----------------|--------------|
| STATE OF ILLINOIS | 26TH STREET OVER DES PLAINES RIVER | | | | | | 1459 | FAU 1459 22 BJ | соок | 33 | 8 |
| DEPARTMENT OF TRANSPORTATION | | | | | | | | | CONTRAC | T NO. 6 | 2T43 |
| | SCALE: | SHEET | OF | SHEETS | STA. | TO STA. | | ILLINOIS FED. A | ID PROJECT | | |

Existing Structure: SN 016-1016 was built as SAR 210, Section 1316-15D at Sta. 10+09.00 in 1929. The superstructure was replaced in 1985. Superstructures consist of concrete deck on four simple span P.P.C. I-Beams made continuous for live load. Substructures consist of closed concrete abutments and concrete wall piers. Length is 285'-101/3" back-to-back abutments. Out-to-out deck width is 60'-0".

Traffic is to be maintained using Stage Construction.

No Salvage.



Pankaj Kumar.

* 0" from Sta. 8+10.50 to Sta. 10+04.37.

** 12'-0" from Sta. 8+10.50 to Sta. 10+19.59.

Varies from 0" at Sta. 10+04.37 to $9'-2\frac{3}{6}$ " at Sta. 11+65.65.

Varies from 12'-0" at Sta. 10+19.59 to 0" at Sta. 11+94.04.

SHEET 1 OF 19 SHEETS

INDEX OF SHEETS

Deck Repair Plan

General Plan and Elevation

Stage Construction Details

Abutment and Deck Alterations

11. Deck Details at Drainage Structures

Approach Pavement Repair Plans

Abutment and Deck Concrete Removal

Abutment and Deck Alteration Sections 10. Abutment and Deck Alteration Details

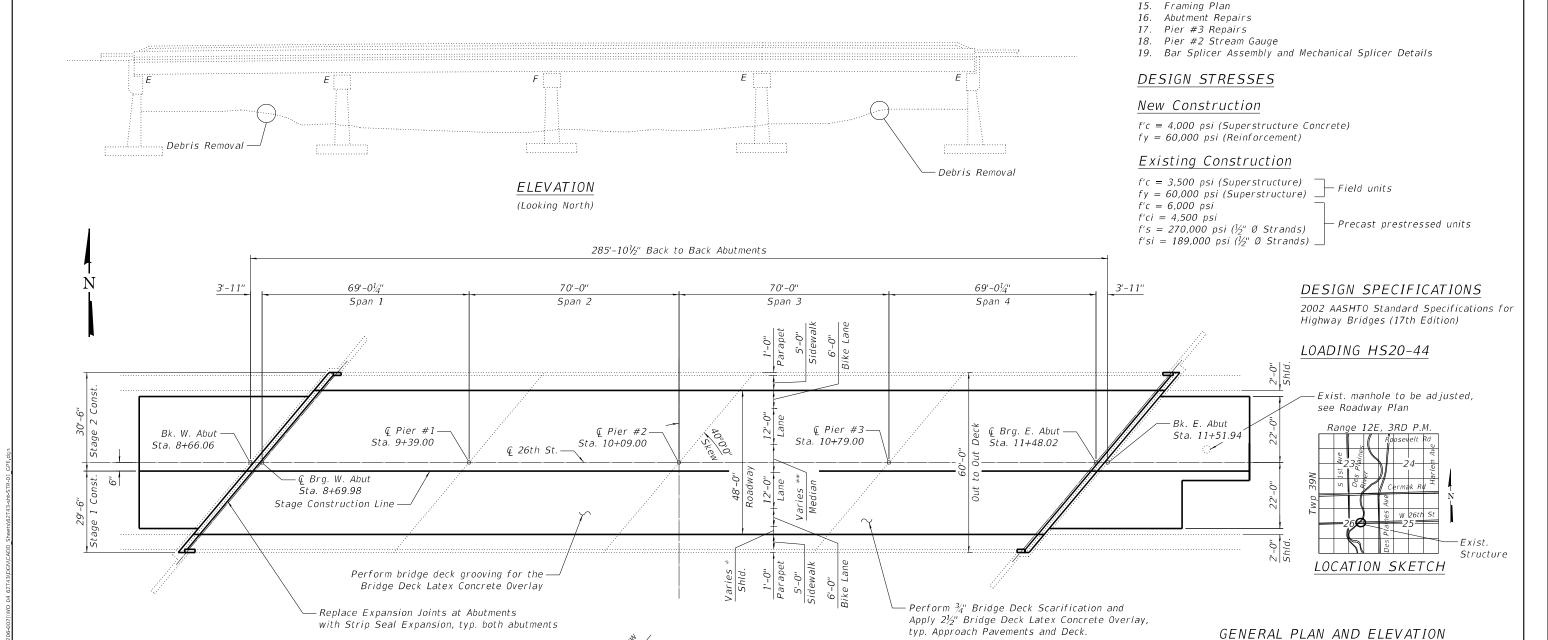
General Notes, Scope of Work, & Bill of Materials

Temporary Concrete Barrier For Stage Construction

Abutment and Deck Concrete Removal Sections

13. Preformed Joint Strip Seal - Sidewalk (Sheet 1 of 2) 14. Preformed Joint Strip Seal - Sidewalk (Sheet 2 of 2)

PANKAJ KUMAR, S.E. NO. 081-007577 EXP. DATE: 11/30/2024



INFRASTRUCTURE ENGINEERING LINCO 1 South Wacker | Suite 2650 | Chicago, IL 60606

DESIGNED REVISED HECKED PK REVISED DRAWN REVISED PLOT DATE = 4/19/2024 REVISED CHECKED .

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

PLAN

SECTION FAU 1459 22 BJ COOK 33 9 CONTRACT NO. 62T43

1459

SECTION FAU 1459 22 BJ

26TH STREET OVER DES PLAINES RIVER

COOK COUNTY STATION 10+09.00

STRUCTURE NO. 016-1016

FAU 1459

SCOPE OF WORK

- 1. Perform $\frac{3}{4}$ " bridge deck scarification on the bridge deck and approach pavements.
- 2. Perform deck slab and approach pavement repair as required.
- 3. Replace transverse deck expansion joints.
- 4. Apply $2\frac{1}{2}$ " bridge deck latex concrete overlay on the bridge deck and approach pavements.
- 5. Perform bridge deck grooving on the bridge deck and approach pavements.
- Apply protective coat to the reconstructed top and inside surfaces of the parapets, sidewalks, and concrete overlay areas.
- 7. Clean and paint bearings at abutments.
- 8. Perform structural repair of concrete on the abutments and piers.
- 9. Remove channel debris.
- 10. Install stream gauge at Pier #2.

GENERAL NOTES

- 1. Reinforcement bars designated (E) shall be epoxy coated.
- 2. All structural steel for expansion joints shall be AASHTO M270 Grade 36.
- 3. 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 the work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- 4. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.
- 5. In addition to the requirements of Article 107.16 the contractor shall protect the surface of all bridge decks and bridge approach pavements in a manner satisfactory to the engineer before any equipment is allowed to cross the structure. Protection shall be provided for all equipment as defined in Article 107.16 regardless if track mounted or wheeled.
- 6. Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.
- 7. Cleaning and painting of the existing bearings shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All bearings of either side of deck joints shall be cleaned per Near White Blast Cleaning SSPC SP10.

The designated areas cleaned per Near White Blast Cleaning and per commercial Grade Power Tool Cleaning shall be painted according to the requirements of Organic Zinc-Rich Primer/Epoxy Intermediate coat/Urethane Topcoat (OZ/E/U) system. The color of the final finish coat for all steel surfaces shall be Gray, Munsell No 5B 7/1.

- 8. A minimum of 4 air monitors will be required to monitor abrasive blasting operations at this site. See special provision for "Containment and Disposal of Lead Paint Cleaning Residues."
- 9. SSPC QP1 and QP2 Contractor Certification is required for this Contract.

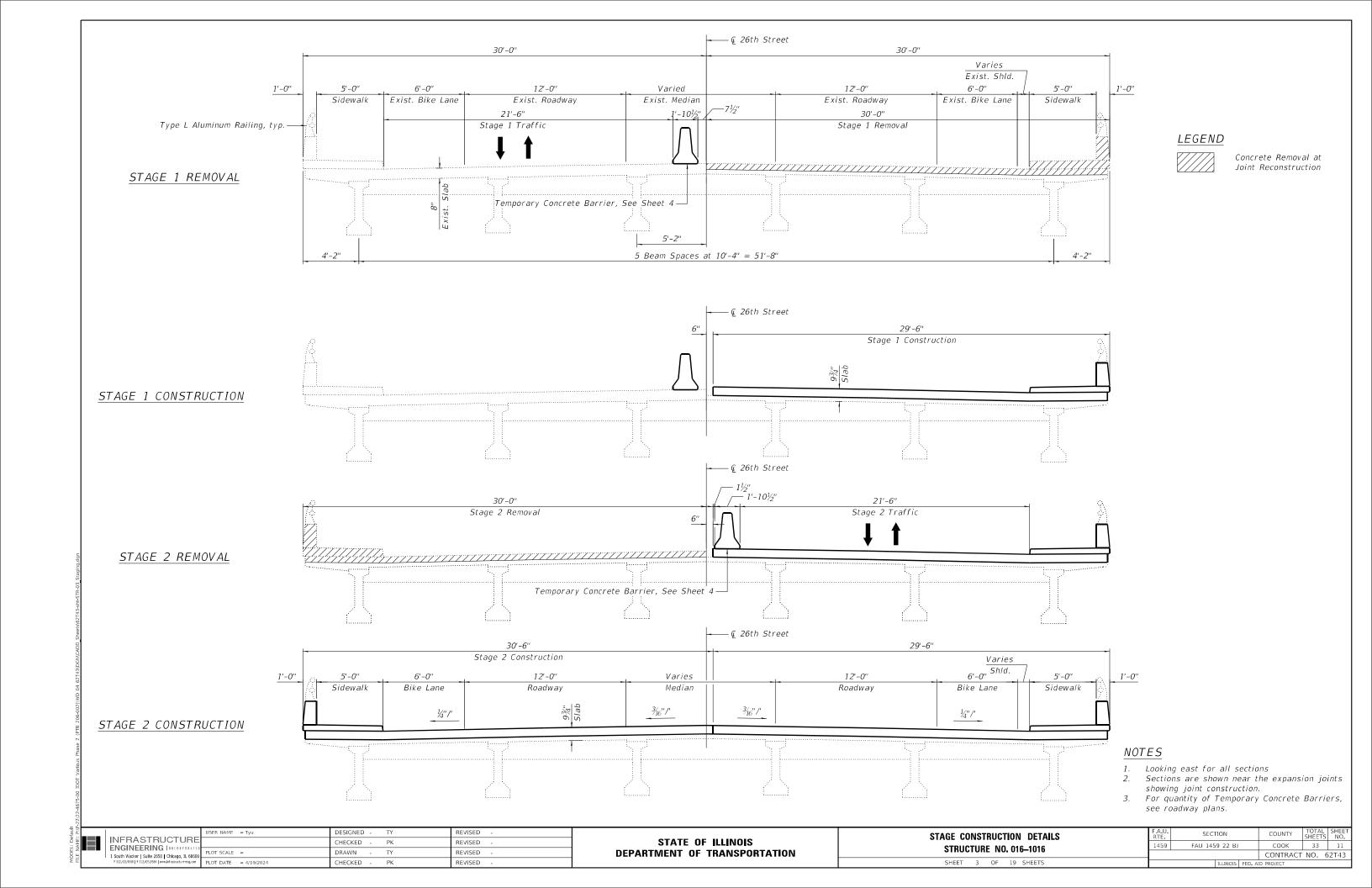
TOTAL BILL OF MATERIAL

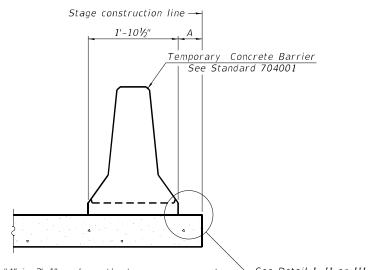
| ITEM | UNIT | SUPER | SUB | TOTAL |
|--|-------|-------|-----|-------|
| Concrete Removal | Cu Yd | 16.1 | | 16.1 |
| Concrete Superstructure | Cu Yd | 16.8 | | 16.8 |
| Bridge Deck Grooving | Sq Yd | 1,790 | | 1,790 |
| Protective Coat | Sq Yd | 1,881 | | 1,881 |
| Furnishing and Erecting Structural Steel | Pound | 420 | | 420 |
| Reinforcement Bars, Epoxy Coated | Pound | 2,190 | | 2,190 |
| Bar Splicers | Each | 12 | | 12 |
| Preformed Joint Strip Seal | Foot | 155 | | 155 |
| Anchor Bolts, 1" | Each | 20 | | 20 |
| Stream Gauge | Each | | 1 | 1 |
| Cleaning and Painting Bearings | Each | 12 | | 12 |
| Approach Slab Repair (Full Depth) | Sq Yd | 1 | | 1 |
| Bridge Deck Latex Concrete Overlay, $2\frac{1}{2}$ Inches | Sq Yd | 1,847 | | 1,847 |
| Containment and Disposal of Lead Paint Cleaning Residues No.1 | L Sum | 1 | | 1 |
| Bridge Deck Scarification, ¾" | Sq Yd | 1,847 | | 1,847 |
| Structural Repair of Concrete (Depth Equal to or Less than 5 Inches) | Sq Ft | | 89 | 89 |
| Structural Repair of Concrete (Depth Greater than 5 Inches) | Sq Ft | | 9 | 9 |
| Debris Removal | Cu Yd | | 10 | 10 |
| Deck Slab Repair (Full Depth, Type II) | Sq Yd | 1 | | 1 |

* Quantity is for the top of deck and approach pavements and top and roadway faces of new concrete for the parapets and sidewalks

IN EI

| | USER NAME = Tyu | DESIGNED - TY | REVISED - |
|---|-----------------------|---------------|-----------|
| INFRASTRUCTURE | | CHECKED - PK | REVISED - |
| ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 | | DRAWN - TY | REVISED - |
| P 312.425.9560 F 312.425.9564 www.infrastructure.eng.com | PLOT DATE = 4/19/2024 | CHECKED - PK | REVISED - |





See Detail I, II or III 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".

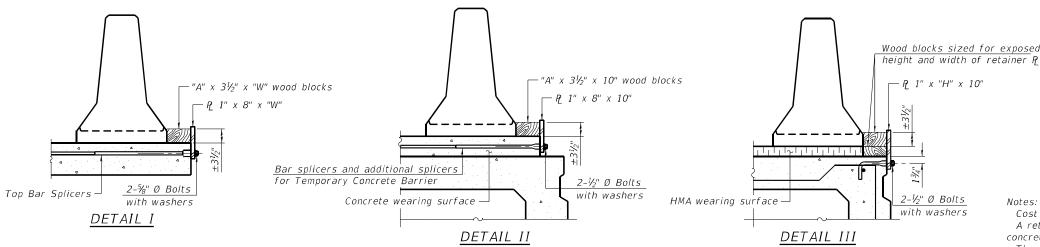
NEW SLAB OR NEW DECK BEAM

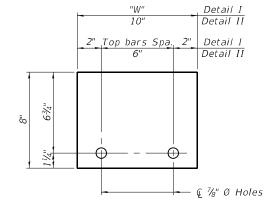
- Stage removal line Stage removal line 1'-101/2" 1'-101/2" Temporary Concrete Barrier See Standard 704001 min. min. Drill 3-11/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint * When hot-mix asphalt wearing surface is present, embedment is required when "A" is greater than 3'-1". shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

EXISTING SLAB

SECTIONS THRU SLAB OR DECK BEAM





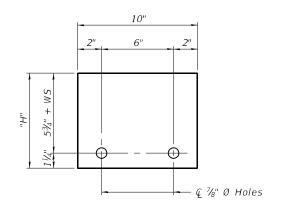
STEEL RETAINER P 1" x 8" x "W"

(Detail I and II)

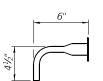
RAILING CRITERIA

NCHRP 350 Test Level 440 Railing Weight (plf)

R-27



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



RESTRAINING PIN

BAR SPLICER FOR #4 BAR - DETAIL III

Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate Q of each temporary

1x8 UNC

1" Ø pin -

US Std. 11/16" I.D. x 21/2" O.D. x approx. 8 gauge thick washer

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 $1\frac{1}{2}$ ", 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.

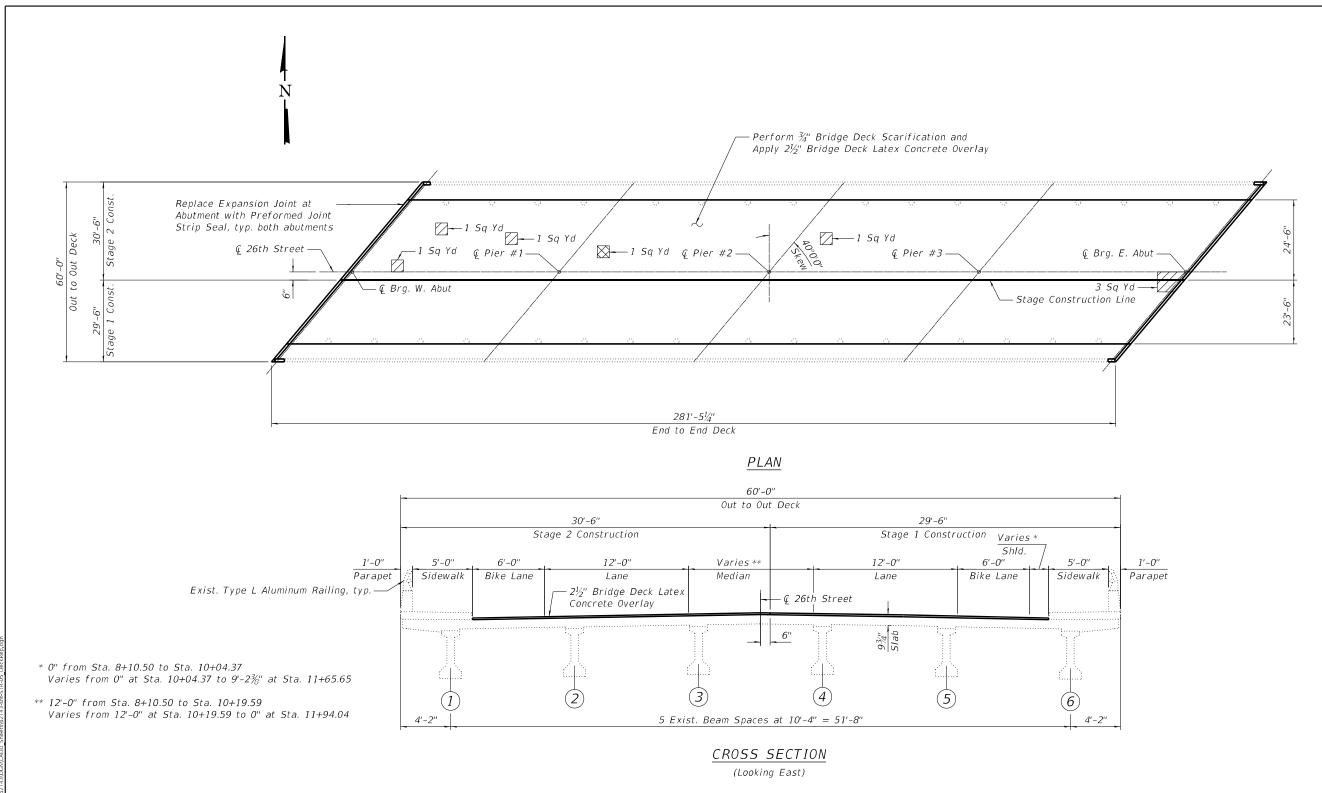
- Detail I Installation for a new bridge deck or bridge slab.
- Detail II Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate 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.

| R-27 | 5-15-2023 | | |
|---------------|-------------------|---------------|----------|
| | USER NAME = ALane | DESIGNED - TY | REVISED |
| NERASTRUCTURE | | CHECKED BY | DELUCED. |

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SECTION TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION 1459 FAU 1459 22 BJ COOK 33 12 **STRUCTURE NO. 016-1016** CONTRACT NO. 62T43 SHEET 4 OF 19 SHEETS

REVISED ENGINEERING LINCORPORA DRAWN REVISED 1 South Wacker | Suite 2650 | Chicago, IL 60606 CHECKED -



NOTES

- 1. Quantity and limits of Deck Slab Repairs shown herein are estimated from a survey completed by the District. Actual limits shall be determined in the field by the Engineer and noted in the As-Built Plans.
- Areas of Deck Slab Repair (Partial Depth) are provide for information only and shall be included in the cost of Bridge Deck Latex Concrete Overlay, 2½".
- B. Protective Coat shall be applied to the new concrete overlay areas
- 4. For Floor Drain Adjustment Details, see Sheet 11 of 19.

BILL OF MATERIAL

| ITEM | UNIT | TOTAL |
|---|-------|-------|
| Bridge Deck Grooving | Sq Yd | 1,439 |
| Protective Coat | Sq Yd | 1,508 |
| Bridge Deck Latex Concrete Overlay, 2½" | Sq Yd | 1,488 |
| Bridge Deck Scarification, ¾" | Sq Yd | 1,488 |
| Deck Slab Repair (Full Depth, Type II) | Sq Yd | 1 |

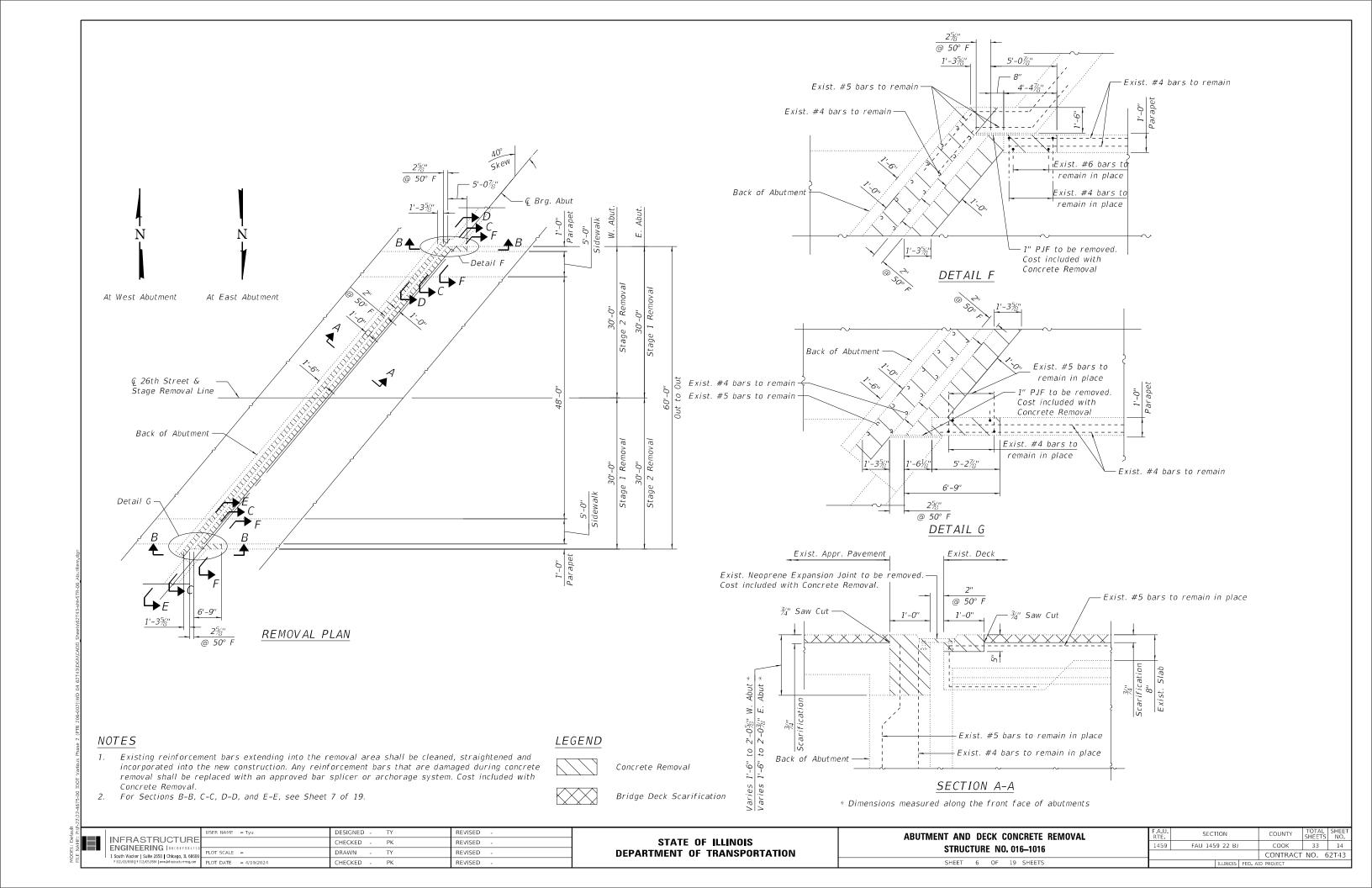
LEGEND

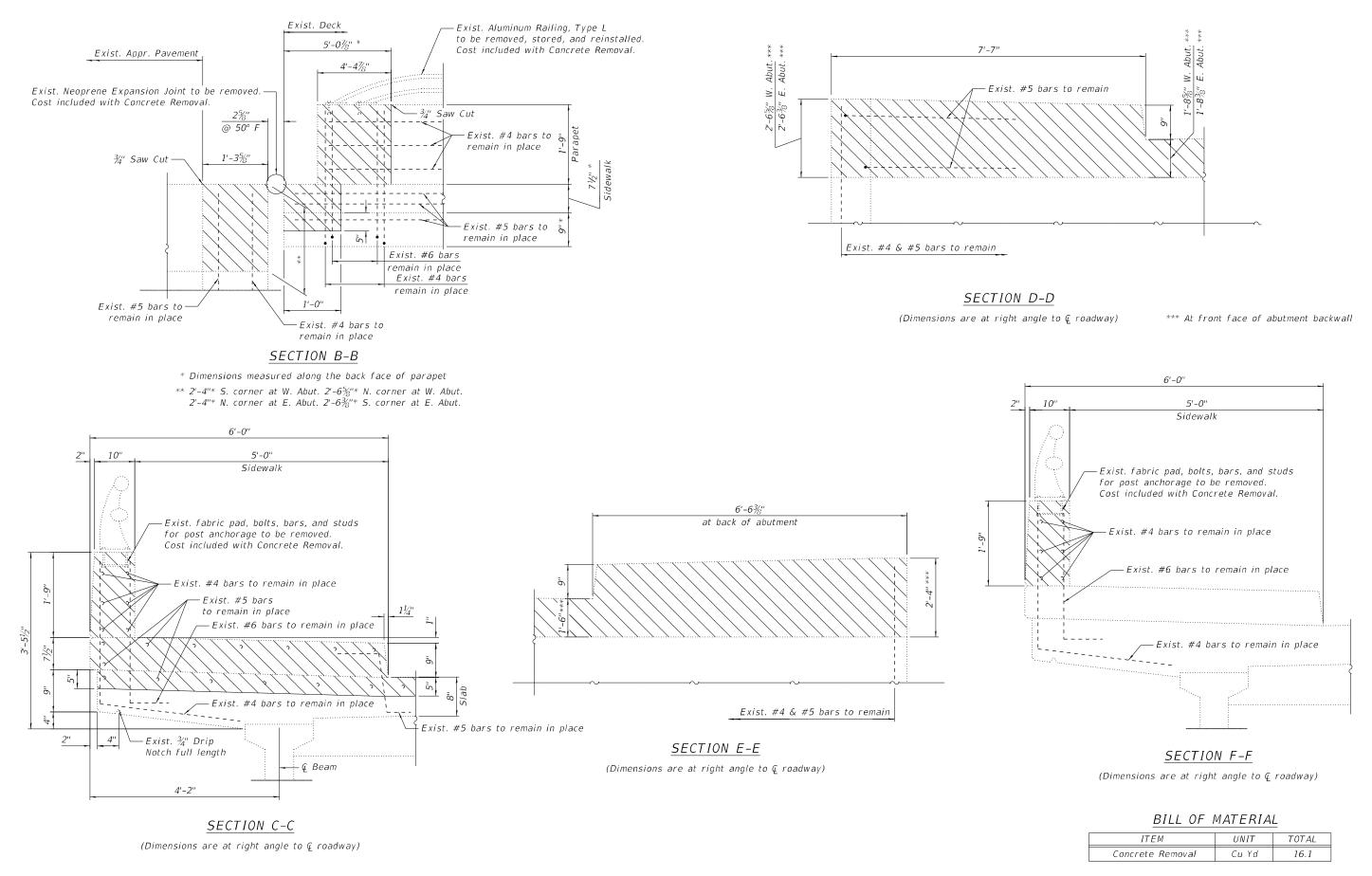
Deck Slab Repair (Partial Depth)



Deck Slab Repair (Full Depth)

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DECK REPAIR PLAN
STRUCTURE NO. 016–1016
SHEET 5 OF 19 SHEETS





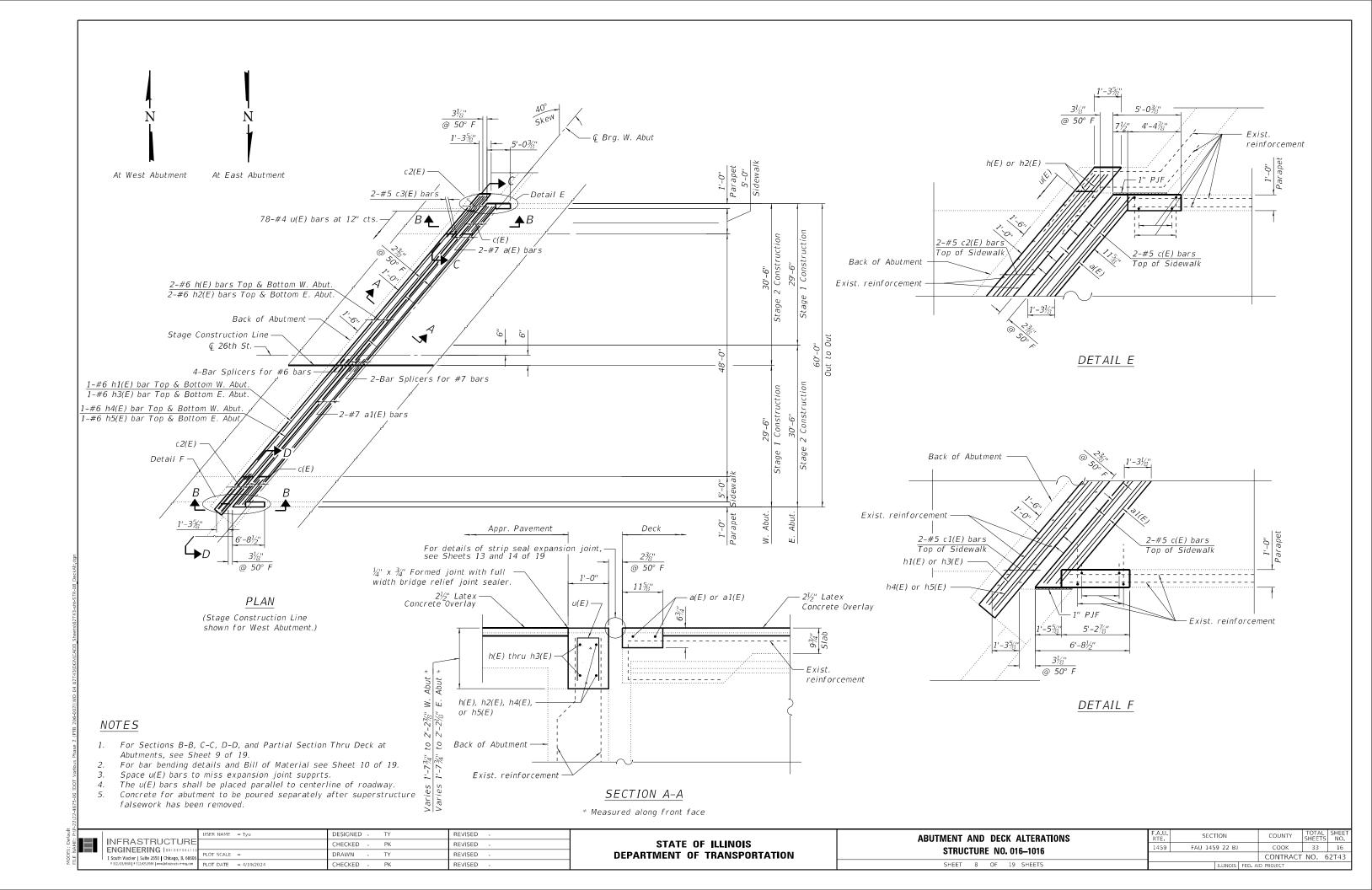
INFRASTRUCTURE ENGINEERING | INCORPORATED CHECKED -PK REVISED DRAWN REVISED 1 South Wacker | Suite 2650 | Chicago, IL 60606 PLOT DATE = 4/19/2024 CHECKED -REVISED

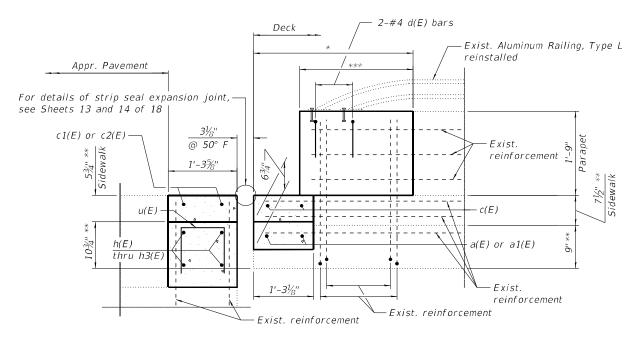
DESIGNED -

REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** ABUTMENT AND DECK CONCRETE REMOVAL SECTIONS STRUCTURE NO. 016-1016 SHEET 7 OF 19 SHEETS

SECTION 1459 FAU 1459 22 BJ COOK 33 15 CONTRACT NO. 62T43





SECTION B-B

- * 5'-0 $\frac{3}{6}$ " at NW & SE deck ends. 6'-8 $\frac{1}{2}$ " at SW & NE deck ends.
- ** Dimensions measured along the back face of parapet

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CHECKED -

CHECKED -

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PK

INFRASTRUCTURE

1 South Wacker | Suite 2650 | Chicago, IL 60606

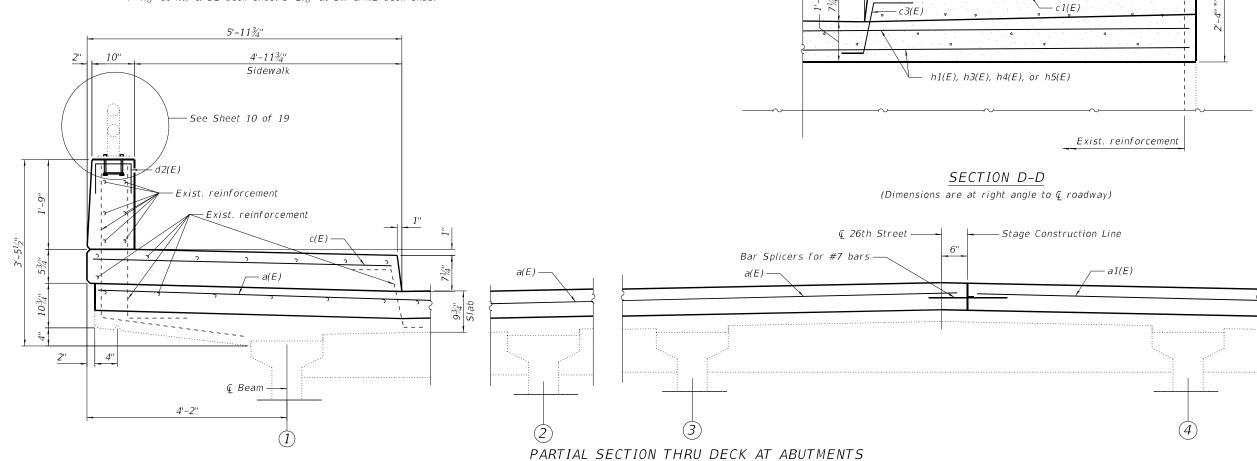
ENGINEERING LINCORPOR

REVISED

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REVISED

*** $4'-4\frac{7}{8}$ " at NW & SE deck ends. $5'-2\frac{7}{8}$ " at SW & NE deck ends.



(Looking East. Dimensions are at right angle to € roadway)

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

7'-63/4

SECTION C-C

(Dimensions are at right angle to <code>@ roadway</code>)

ABUTMENT AND DECK ALTERATION SECTIONS

STRUCTURE NO. 016-1016

SHEET 9 OF 19 SHEETS

6'-6½"

at back of abutment

- Exist. reinforcement

h(E) or h2(E)

**** At front face of abutment backwall

SECTION

FAU 1459 22 BJ

COOK 33 17

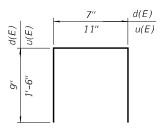
CONTRACT NO. 62T43

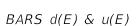
1459

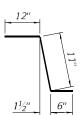
1'-63/8"

2'-7"

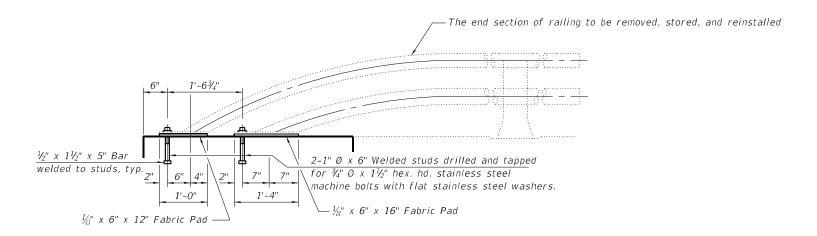
Exist. reinforcement

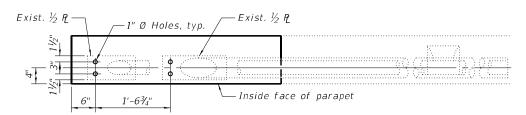






 $BAR \ c3(E)$





ALUMINUM RAIL TERMINAL SECTION

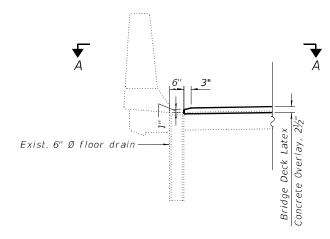
Cost of furnishing and installing the studs, bars, bolts, and fabric bearing pads is included with Concrete Superstructure.

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

BILL OF MATERIAL

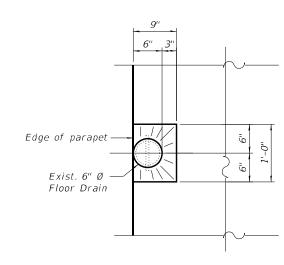
| Bar | No. | Size | Length | Shape |
|---------|-----------|--------|---------|-------|
| a(E) | 4 | #7 | 39'-6'' | - |
| a1(E) | 4 | #7 | 38'-2" | |
| | | | | |
| c(E) | 8 | #5 | 7'-3" | |
| c1(E) | 4 | #5 | 8'-11'' | |
| c2(E) | 4 | #5 | 9'-4'' | |
| c3(E) | 8 | #5 | 2'-5" | ۲ |
| | | | | |
| d(E) | 8 | #4 | 2'-1" | Г |
| | | | | |
| h(E) | 4 | #6 | 41'-6" | l |
| h1(E) | 2 | #6 | 39'-3" | - |
| h2(E) | 4 | #6 | 40'-2" | |
| h3(E) | 2 | #6 | 40'-7'' | |
| h4(E) | 2 2 | #6 | 40'-1'' | - |
| h5(E) | 2 | #6 | 41'-5" | |
| | | | | |
| u(E) | 156 | #4 | 3'-11" | |
| | | | | |
| Concret | te Super: | Cu Yd | 16.8 | |
| Reinfor | rcement E | Pound | 2,190 | |
| Ероху | Coated | , cana | 2,190 | |

ZZYZZ-4673-UU IDOL VAIIDUS PIASE Z (PIB ZUO-UUZ)/WO U4 02.143/UGNYCAUU SIREEISIOZ143-SIRESI



SECTION THRU FLOOR DRAINS

(32 Locations)



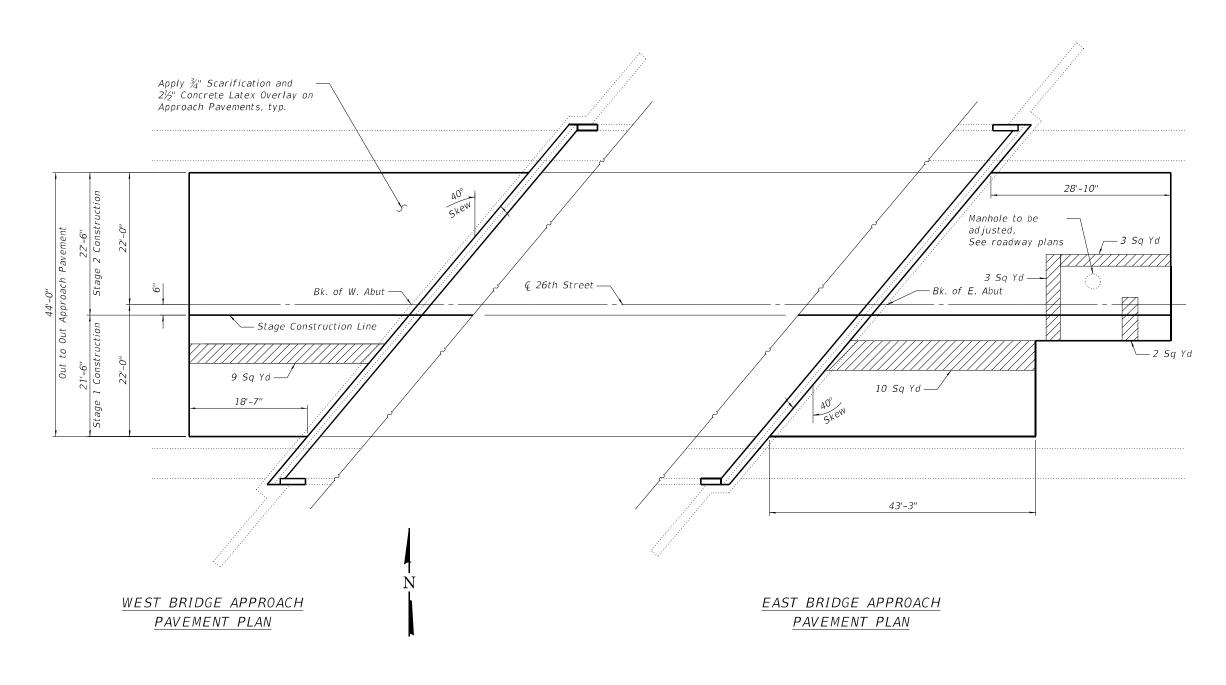
SECTION A-A

VAME: P:/P-22\22-4675-00 IDOT Various Phase 2 (PTB 206-002)\W

INFRASTRUCTURE
ENGINEERING INCOPOLATE
1 South Wacker | Sulte 2650 | Chicago, IL 606006
F311.03.5581 | F311.03.5581 | www.infranceducture-regions
PLOT

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DECK DETAILS AT DRAINAGE STRUCTURES
STRUCTURE NO. 016–1016

SHEET 11 OF 19 SHEETS



NOTES

- 1. Quantity and limits of Approach Slab Repairs shown herein are estimated from a survey completed by the District. Actual limits shall be determined in the field by the Engineer and noted in the As-Built Plans.
- 2. Areas of Approach Slab Repair (Partial Depth) are provided for information only and shall be included in the cost of Bridge Deck Latex Concrete Overlay, 2½".
- 3. Protective Coat shall be applied to the new concrete overlay areas.

LEGEND

Approach Slab Repair (Partial Depth)

BILL OF MATERIAL *

| ITEM | UNIT | TOTAL |
|--|-------|-------|
| Bridge Deck Grooving | Sq Yd | 351 |
| Protective Coat | Sq Yd | 373 |
| Approach Slab Repair (Full Depth) | Sq Yd | 1 |
| Bridge Deck Latex Concrete Overlay, $2\frac{1}{2}$ " | Sq Yd | 359 |
| Bridge Deck Scarification, ¾" | Sq Yd | 359 |

- * Includes both approach pavements
- ** 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 at the time of construction.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

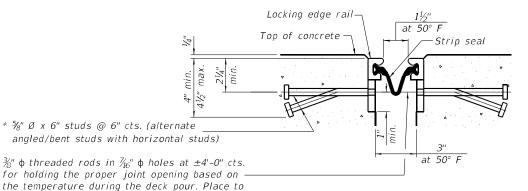
APPROACH PAVEMENT REPAIR PLANS
STRUCTURE NO. 016–1016

SHEET 12 OF 19 SHEETS

 F.A.U. RTE.
 SECTION
 COUNTY
 TOTAL SHEETS
 SHEETS NO.

 1459
 FAU 1459 22 BJ
 COOK
 33
 20

 CONTRACT NO.
 62T43



SHOWING ROLLED RAIL JOINT

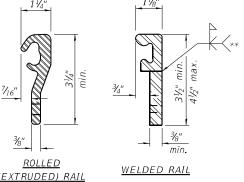
SHOWING WELDED RAIL JOINT

SECTION A-A

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

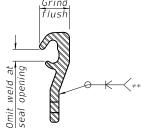
miss studs. All rods shall be burned, or sawed

off flush with the plates after concrete is set.



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

| Item | Unit | Total |
|----------------------------|------|-------|
| Preformed Joint Strip Seal | Foot | 155 |
| | | |

DESIGNED -REVISED INFRASTRUCTURE HECKED PK REVISED **ENGINEERING LING** DRAWN REVISED 1 South Wacker | Suite 2650 | Chicago, IL 60606 PLOT DATE = 3/1/2024 REVISED CHECKED -

STATE OF ILLINOIS

PREFORMED JOINT STRIP SEAL - SIDEWALK (SHEET 1 OF 2) **STRUCTURE NO. 016-1016**

SECTION COUNTY 1459 FAU 1459 22 BJ COOK 33 21 CONTRACT NO. 62T43

DEPARTMENT OF TRANSPORTATION

SHEET 13 OF 19 SHEETS

Notes:

rated movement of 4 inches.

shall be followed.

rail splice detail.

The strip seal shall be made continuous and shall have a minimum thickness of $\frac{1}{4}$ ". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum

The locking edge rails depicted are configured for typical

applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised

according to the manufacturer's recommendation.

raised pattern according to ASTM A786.

length of the bridge approach slab.

The manufacturer's recommended installation methods

All steel components shall be galvanized after fabrication

shall be $\frac{3}{16}$ " and sealed with a suitable sealant; however, any

rail joint within 10' measured perpendicular to the face of the

curb or parapet shall be welded as shown in the locking edge

The top surface of sidewalk sliding plates shall have a

expansion anchors included with Preformed Joint Strip Seal.

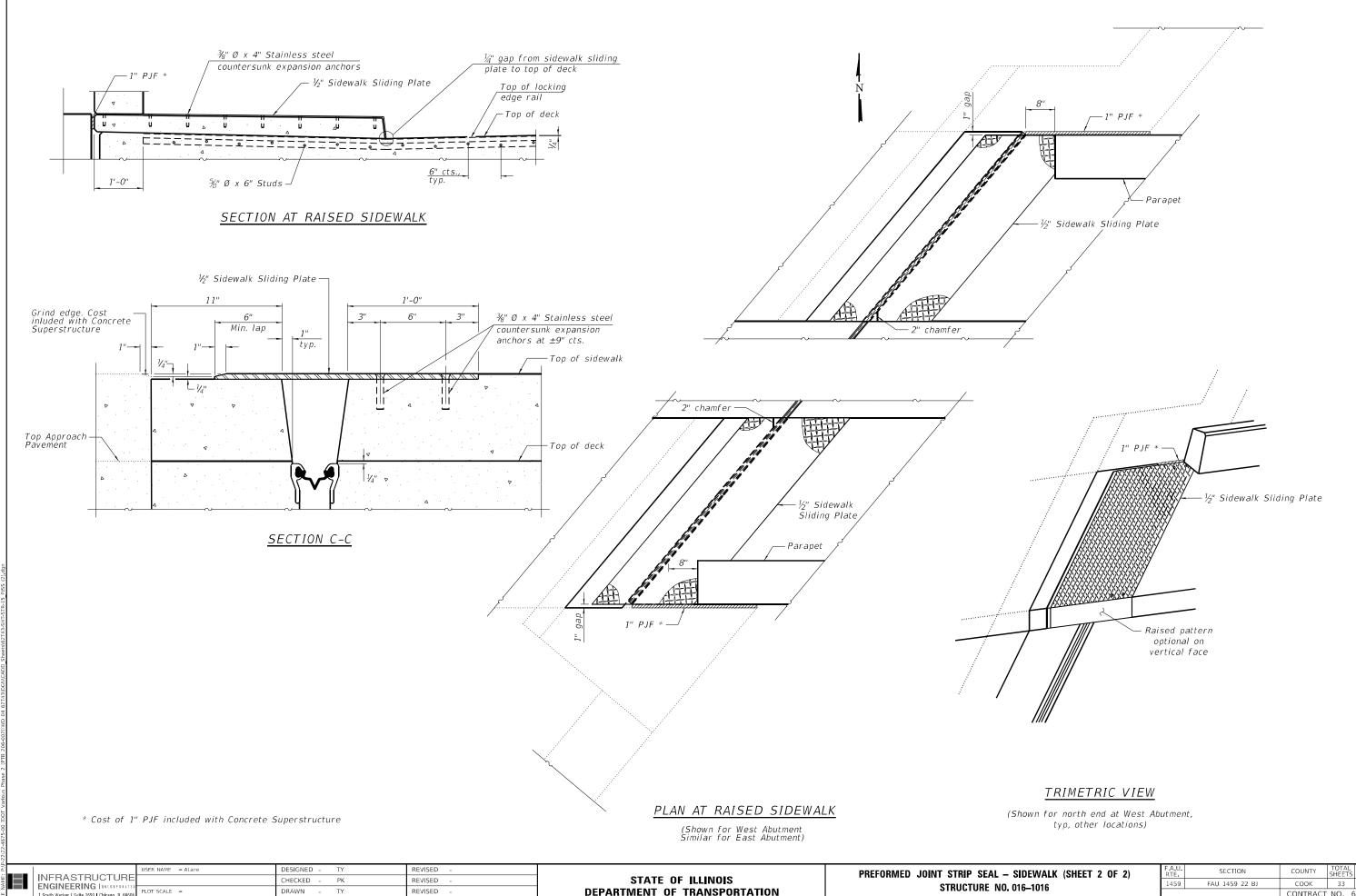
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the

Cost of sidewalk sliding plates, anchorage studs, and

according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments

(EXTRUDED) RAIL

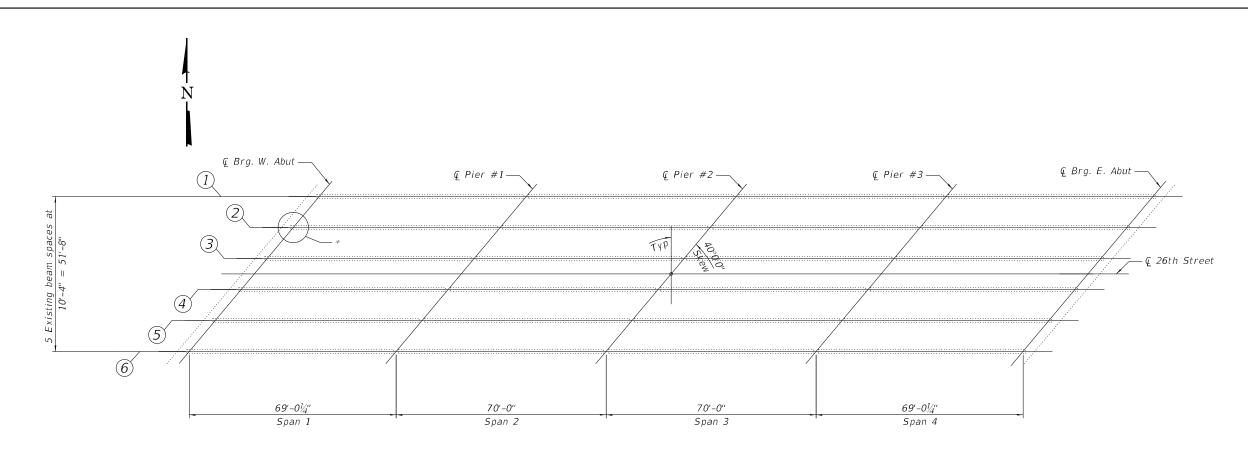


DRAWN REVISED 1 South Wacker | Suite 2650 | Chicago, IL 60606 PLOT DATE = 3/1/2024 REVISED CHECKED -

DEPARTMENT OF TRANSPORTATION

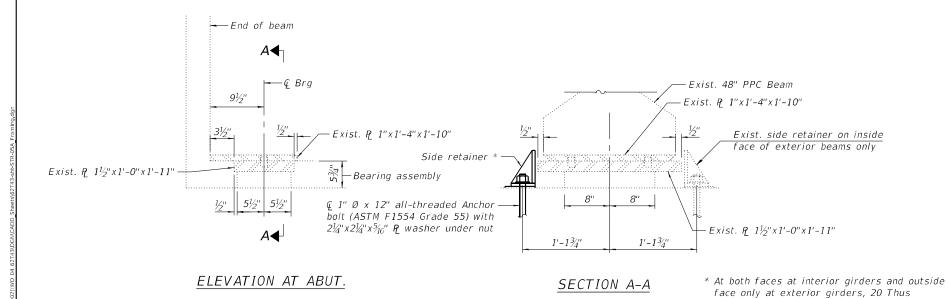
SHEET 14 OF 19 SHEETS

COOK 33 22 CONTRACT NO. 62T43

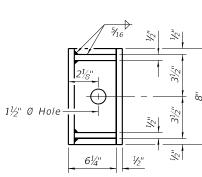


PLAN

* See Type I Elastomeric Exp. Brg.



1/2" Stainless steel plate, A240, Type 304, No. 1 finish.



SIDE RETAINER

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

TYPE I ELASTOMERIC EXP. BRG.

NOTE

- . Clean and paint the visible steel pieces of the expansion bearings at the abutments.
- 2. Side retainers and stainless steel plates shall be included in the cost of Furnishing and Erecting Structural Steel.
- 3. The side retainers shall be galvanized after shop fabrication according to AASHTO M111 and ASTM 385.
- 4. Anchor bolts shall be drilled to avoid reinforcement bars.

BILL OF MATERIAL

| ITEM | UNIT | TOTAL |
|--|-------|-------|
| Furnishing and Erecting Structural Steel | Pound | 420 |
| Anchor Bolts, 1" | Each | 20 |
| Cleaning and Painting Bearings | Each | 12 |
| Containment and Disposal of Lead Paint Cleaning Residues No.1 | L Sum | 1 |

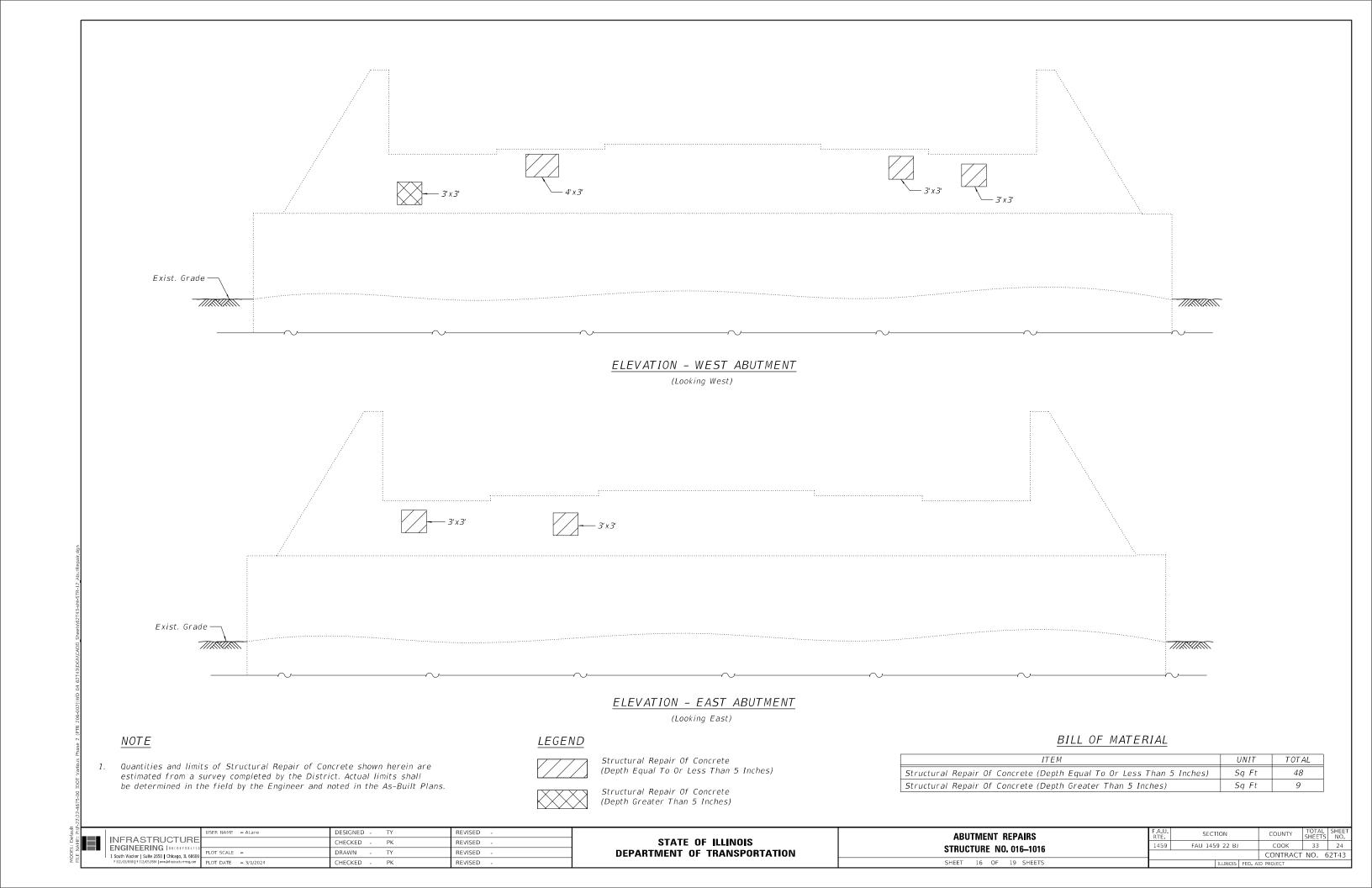
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION FRAMING PLAN
STRUCTURE NO. 016–1016

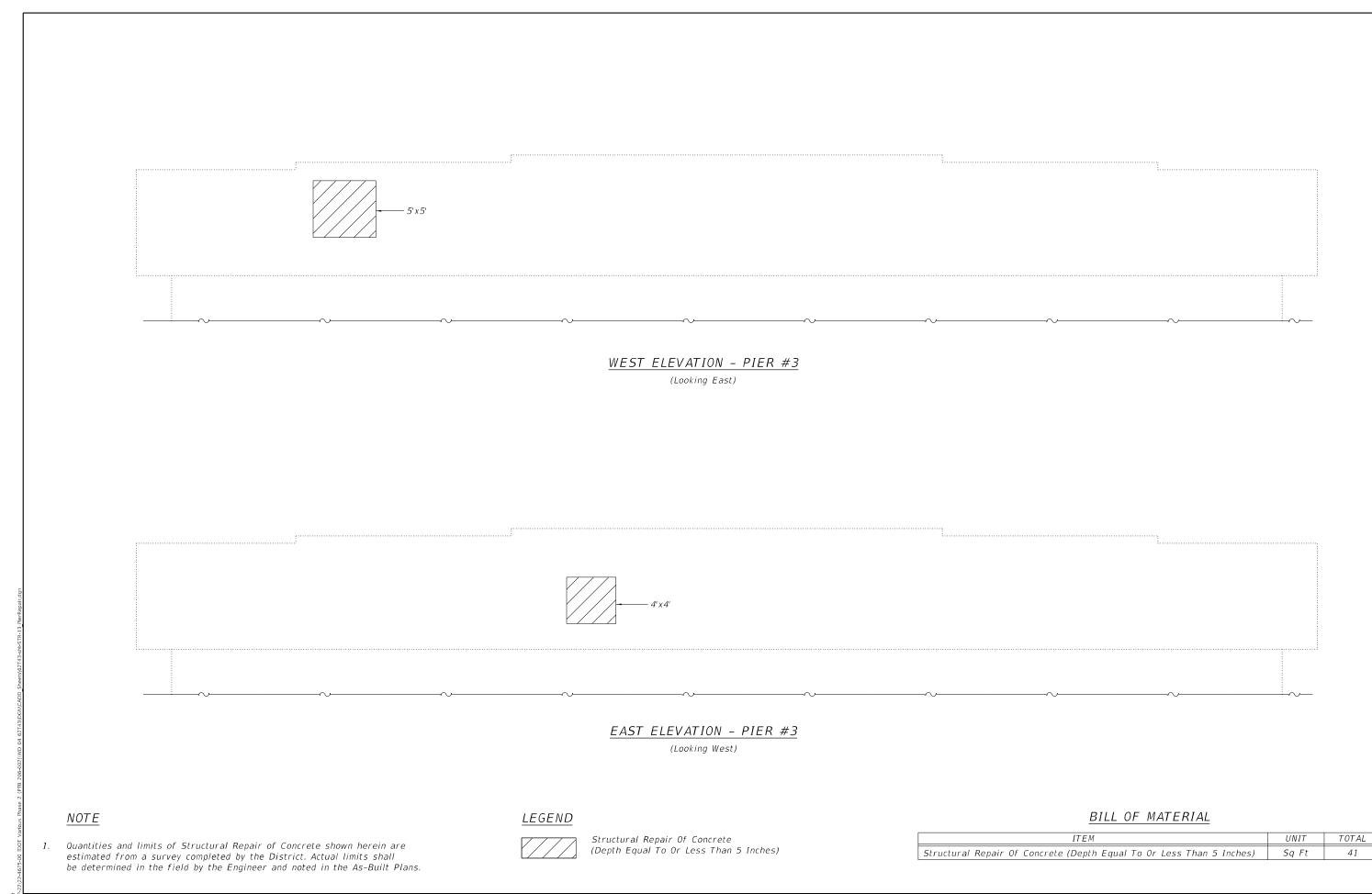
SHEET 15 OF 19 SHEETS

 FA.U. RTE.
 SECTION
 COUNTY SHEETS
 TOTAL NO.
 SHEETS NO.

 1459
 FAU 1459 22 BJ
 COOK
 33
 23

 CONTRACT NO.
 62T43



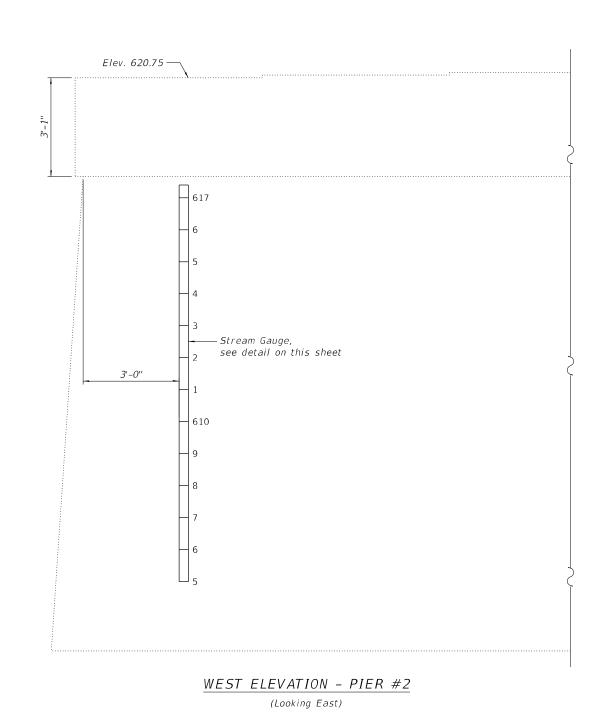


DESIGNED -REVISED INFRASTRUCTURE
ENGINEERING | INCORPORATED
1 South Wacker | Sulte 2650 | Chicago, IL 60606
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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

PIER #3 REPAIRS STRUCTURE NO. 016-1016 SHEET 17 OF 19 SHEETS

SECTION FAU 1459 22 BJ COOK 33 25 1459 CONTRACT NO. 62T43



BILL OF MATERIAL

| ITEM | UNIT | QUANTITY |
|--------------|------|----------|
| Stream Gauge | Each | 1 |

STREAM GAUGE DETAIL

STREAM GAUGE NOTES

- The gauge plates shall be porcelain enameled iron plate graduated in feet and tenths, unnumbered, and 3½" wide. Gauge plates shall be WaterMark Style "E" or approved equivalent.
- 2. Each individual number plate should be a black numeral on 2" x 3" white porcelain enameled iron plate. Number plates shall be "WaterMark" Style "E" or approved equivalent.
- 3. Both the gauge plates and number plates shall be fastened directly to the pier with a $\frac{1}{4}$ diameter, $\frac{1}{2}$ long masonry screw with a hex washer head.
- 4. Three digit elevations to be installed at the top of the gauge and at every elevation ending with 0. At all of the other whole elevations, place the last digit as shown in the detail.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER #2 STREAM GAUGE STRUCTURE NO. 016–1016

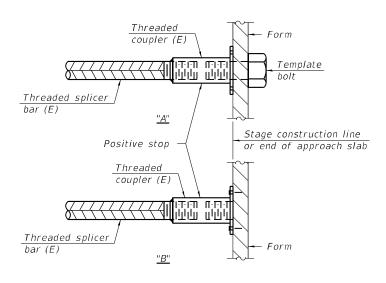
STANDARD BAR SPLICER ASSEMBLY PLAN

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

Threaded splicer bar length = min. lap length + $1\frac{1}{2}$ " + thread length

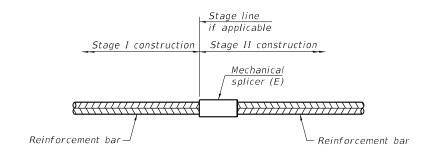
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

| Location | Bar | No. assemblies | Minimum |
|-------------|------|----------------|------------|
| Edeation | size | required | lap length |
| W. End Deck | #7 | 2 | 4'-2" |
| W. Abutment | #6 | 4 | 4'-0" |
| E. End Deck | #7 | 2 | 4'-2" |
| E. Abutment | #6 | 4 | 4'-0'' |



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

| Location | Bar size | No. assemblies required |
|----------|-------------|----------------------------|
| | | |
| | | |
| | | |

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

All reinforcement shall be lapped and tied to the splicer bars. Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications. See approved list of bar splicer assemblies and mechanical splicers for alternatives.

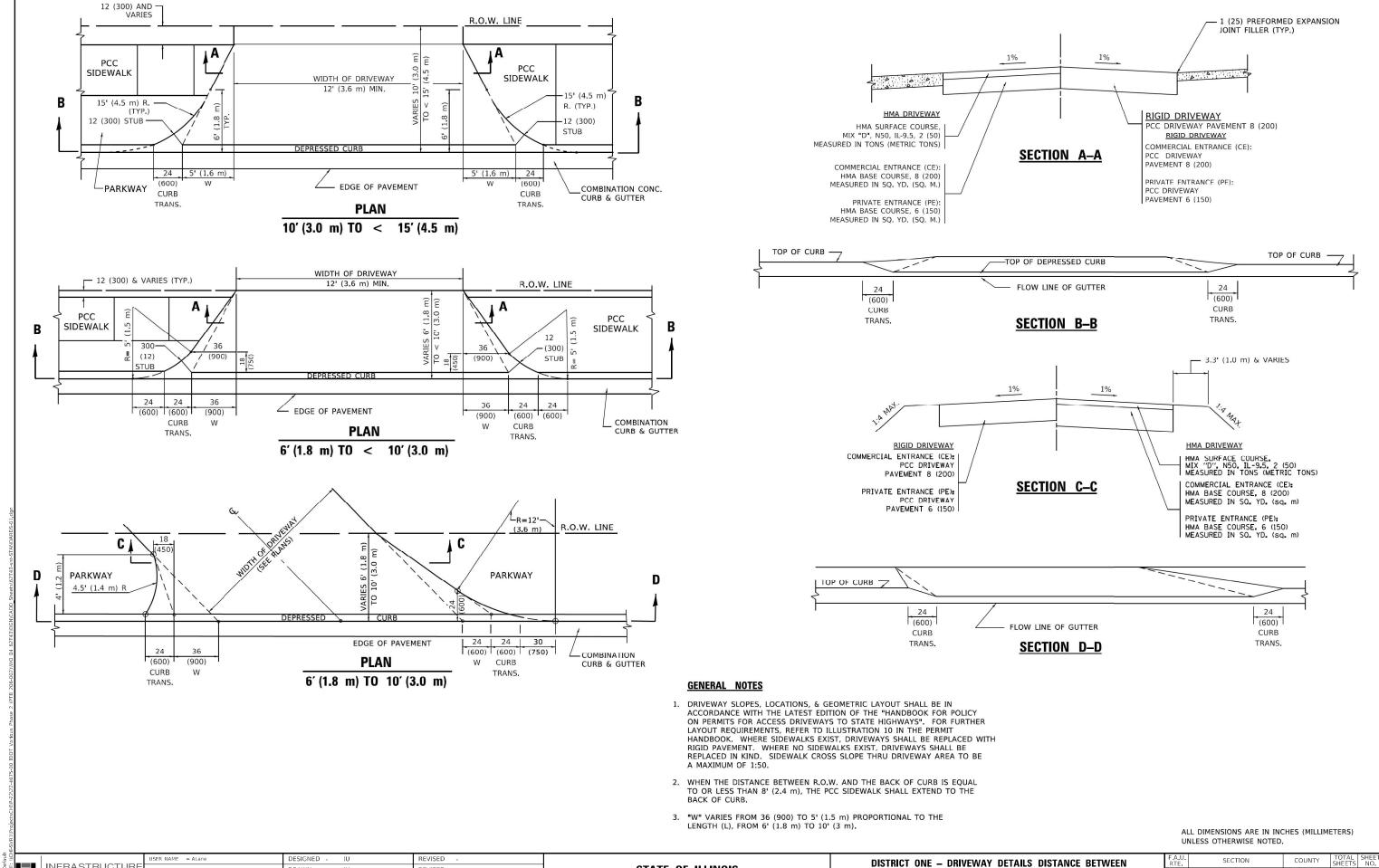
BSD-1

5-15-2023

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| | INFRASTRUCTURE | | CHECKED - PK | REVISED - |
| | ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 | | DRAWN - TY | REVISED - |
| | P 312 425 9560 F 312 425 9564 www.infrastructure eng.com | | CHECKED - PK | REVISED - |

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS **STRUCTURE NO. 016–1016** SHEET 19 OF 19 SHEETS

SECTION COUNTY 1459 FAU 1459 22 BJ COOK 33 27 CONTRACT NO. 62T43



STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

1459

ROW AND FACE OF CURB < 15' (4.5m) (BD-02)

FAU 1459 22 BJ

COOK

CONTRACT NO. 62T43

33 28

INFRASTRUCTURE

1 South Wacker | Suite 2650 | Chicago, IL 60606

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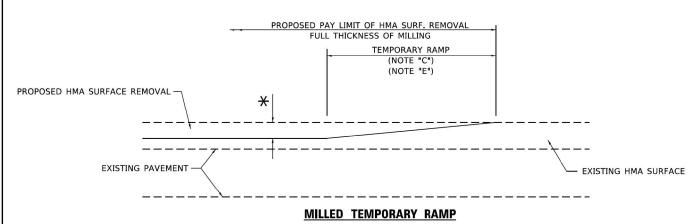
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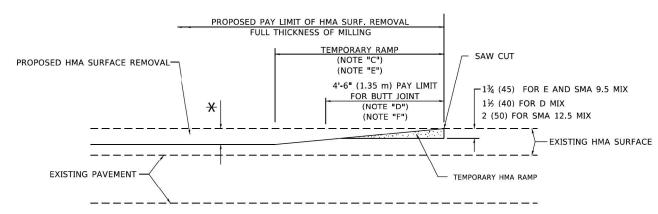
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(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

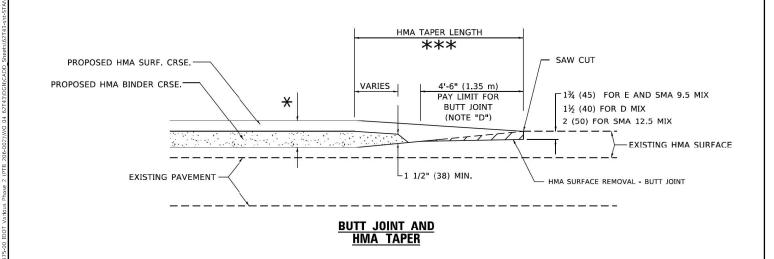


HMA CONSTRUCTED TEMPORARY RAMP

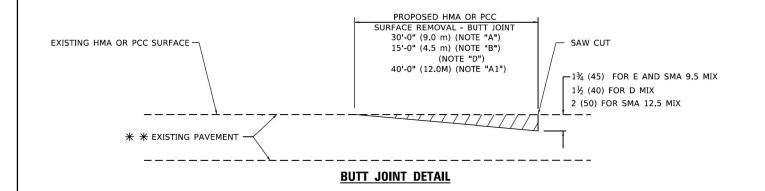
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

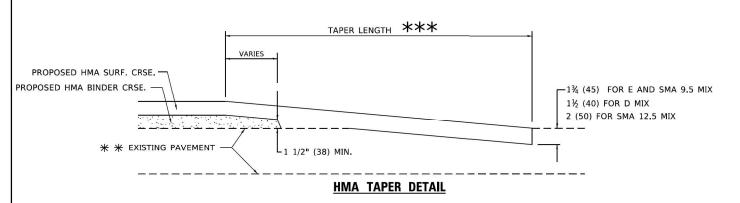
OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING





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

- 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

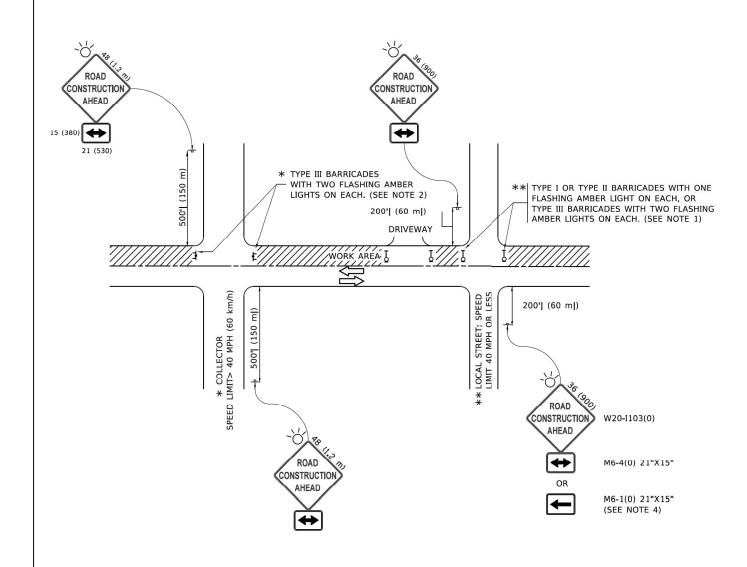
SCALE:

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

| . | INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 | USEK NAME | = ALane | DESIGNED | - | 10 | KEVISED | - |
|---|---|-----------|-----------------|----------|---|------------|---------|---|
| | | | | DRAWN | - | IU | REVISED | - |
| • | | | = 20.0000 / in. | CHECKED | - | ACL | REVISED | - |
| | P 312-425-9560 F 312-425-9564 www.infrastructure-eng.com | | = 3/1/2024 | DATE | - | 03/01/2024 | REVISED | - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| DISTRICT OF | NE – BUTT | JOINT A | AND HI | MA TAPER | DETAILS | (BD-32) | F.A.U. RTE | SECTION | COUNTY | TOTA |
|-------------|-----------|---------|--------|----------|---------|---------|---------------|----------------|----------|------|
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NOTES:

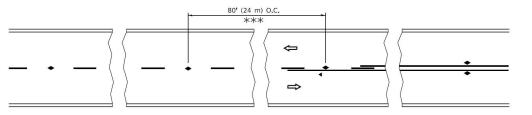
- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 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.
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY
 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)
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
 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
- 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.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

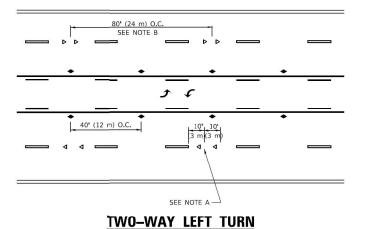
DISTRICT ONE – TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)



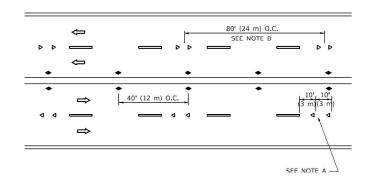
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

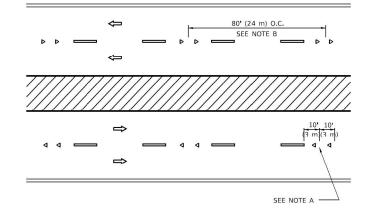
3 @ 40' (12 m) O.C. \Diamond \Rightarrow LANE REDUCTION TRANSITION

SEE FIGURE 3B-14 MUTCD



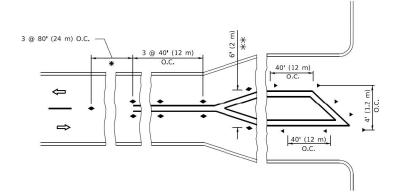
TWO-LANE/TWO-WAY

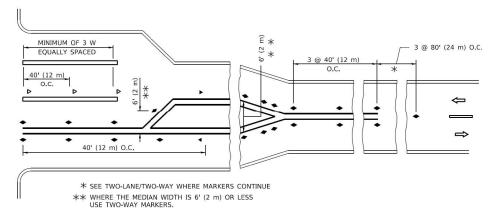




MULTI-LANE/UNDIVIDED







TURN LANES

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

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

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.

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

DESIGNED -REVISED INFRASTRUCTURE DRAWN IU REVISED ENGINEERING INCORPO HECKED ACL REVISED 1 South Wacker | Suite 2650 | Chicago, IL 60606 PLOT DATE = 3/1/2024 DATE 03/01/2024 REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** DISTRICT ONE - TYPICAL APPLICATIONS RAISED RELECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)

SECTION 1459 FAU 1459 22 BJ COOK 33 31 CONTRACT NO. 62T43

SYMBOLS

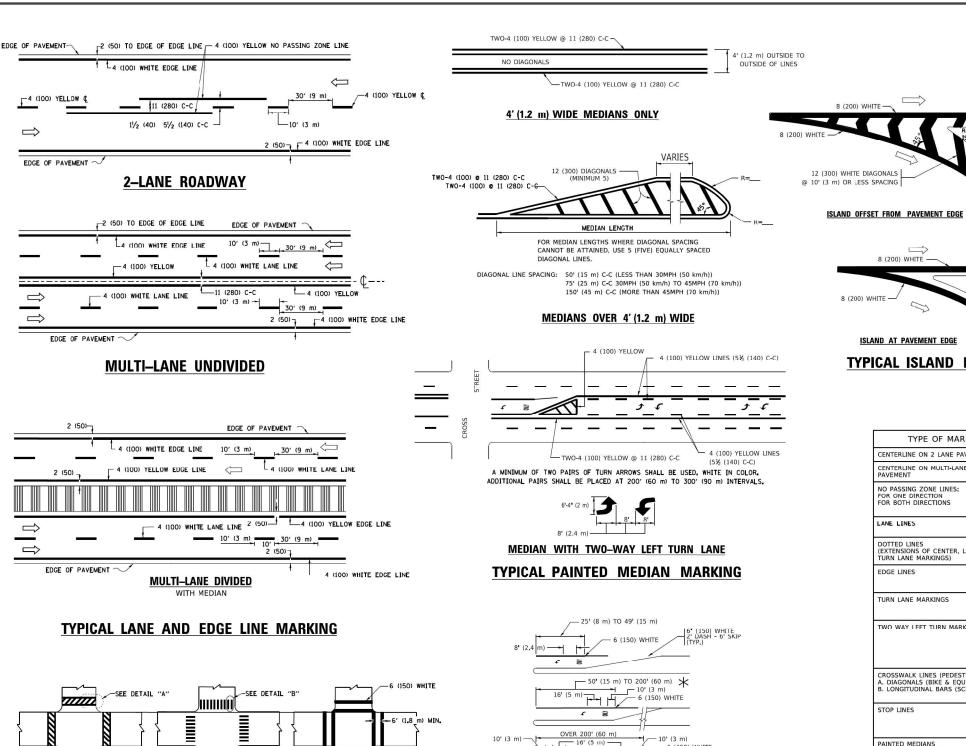
ONE-WAY AMBER MARKER

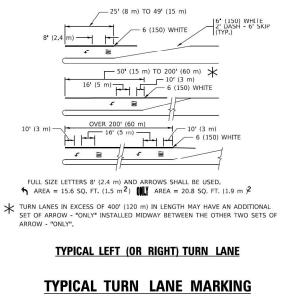
TWO-WAY AMBER MARKER

d ONE-WAY CRYSTAL MARKER (W/O)

YELLOW STRIPE

■ WHITE STRIPE





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

2 ARROW COMBINATION LEFT AND U TURN

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

SPEED LIMIT

50

55

665

750

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

SPACING / REMARKS

BICYCLE & EQUESTRIAN

| INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9590 F 312.425.9594 www.lafinaszucture-ng.com | USER NAME = ALane | DESIGNED - | 10 | REVISED - |
|---|-------------------|------------|------------|-----------|
| | | DRAWN - | IU | REVISED - |
| | | CHECKED - | ACL | REVISED - |
| | | DATE - | 03/01/2024 | REVISED - |

2' (600)

DETAIL "B"

__12 (300) WHITE

-6 (150) WHITE

TYPICAL CROSSWALK MARKING

 $m{\star}$ MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

DETAIL "A"

PEDESTRIAN

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

| ISTRIC | T ONE - | TYPICAL | PAVEM | ENT MARKINGS | (TC-13) | F.A.U. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------|---------|---------|--------|--------------|---------|---------------|----------------|----------|-----------------|--------------|
| | | | | | , , | 1459 | FAU 1459 22 BJ | соок | 33 | 32 |
| | | | | | | | | CONTRACT | NO. 6 | 2T43 |
| | CHEET | 0.5 | CHECKE | CTA | TO CTA | | | | | |

30,4 SF

| PAVEMENT | | | | |
|---|---|------------------------------------|---|--|
| NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS | 4 (100) 2 @ 4 (100) | SOLID SOLID | YELLOW YELLOW | 5½ (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 I FFT TURN MARKING | 2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW | SKIP-DASH AND SOLID IN PAIRS | WHITE | 10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (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' (500) APART SEE TYPICAL CROSSWALK MARKING DETAILS. |
| STOP LINES | 24 (600) | SOLID | WHITE | PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK. IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE |
| PAINTED MEDIANS | 2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS | SOLID | YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC | 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. |
| GORE MARKING AND CHANNELIZING LINES | 8 (200) WITH 12 (300) DIAGONALS @ 45° | SOLID | WHITE | DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h)) |
| RAILROAD CROSSING | 24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m 2EACH "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 |

COMBINATION

LEFT AND U-TURN

5'-4" (1620)

√ 32 R (810)

U-TURN

COLOR

PATTERN

- 2 (50)

WIDTH OF LINE

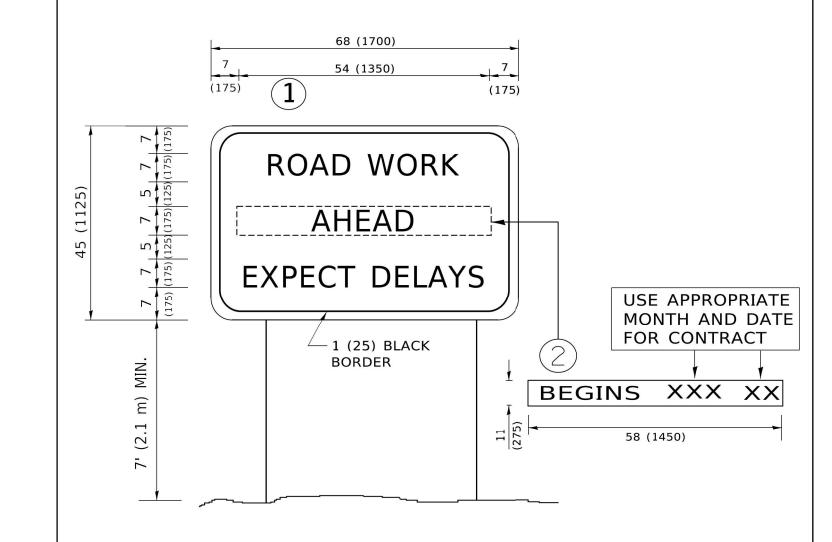
RAISED

8 (200) WHITE -

ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING



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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| | USER NAME = ALane | DESIGNED - 10 | REVISED - |
|--|-------------------|-------------------|-----------|
| INFRASTRUCTURE ENGINEERING INCORPORATE IN 1 South Wacker Suite 2650 Chicago, IL 60606 312-425-9560 F 312-425-9564 www.lnfrastructure-ong.com | | DRAWN - IU | REVISED - |
| | | CHECKED - ACL | REVISED - |
| | | DATE - 03/01/2024 | REVISED - |

| DISTRICT | ONE – | ARTERIAL | ROAD II | NFORMATION | SIGN (TC-22) | |
|----------|-------|----------|---------|------------|--------------|--|
| E: | SHEET | OF | SHEETS | STA. | TO STA. | |

| RTE | SEC | HON | | COUNTY | SHEETS | NO. |
|------|---------|----------|--------|------------|--------|-----|
| 1459 | FAU 145 | 9 22 BJ | | соок | 33 | 33 |
| | | CONTRACT | NO. 6 | 52T43 | | |
| | | ILLINOIS | FED. A | ID PROJECT | | |