

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	1
		ILLINOIS	CONTRACT NO. 64T42	

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

# PROPOSED HIGHWAY PLANS

SN 089-0048:  
T27N, R8E, SEC. 27&28, 4th P.M.,  
LANCASTER TOWNSHIP

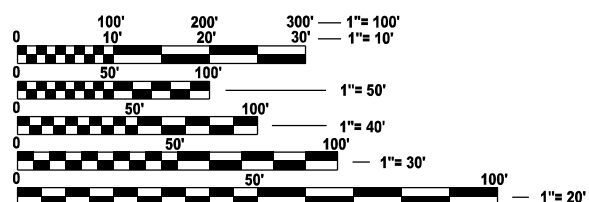
SN 089-0049:  
T27N, R8E, SEC. 28, 4th P.M.,  
LANCASTER TOWNSHIP

SN 089-0050:  
T26N, R8E, SEC. 2, 4th P.M.,  
SILVER CREEK TOWNSHIP

SN 089-0055:  
T27N, R7E, SEC. 14, 4th P.M.,  
HARLEM TOWNSHIP

SN 089-0061:  
T26N, R8E, SEC. 2, 4th P.M.,  
SILVER CREEK TOWNSHIP

FAP ROUTE 301 (US 20)  
SECTION: 177(-4HB(-1,-2,-3,-4)(2VB))BRR  
PROJECT NHPP-LLTL(964)  
TYPE of IMPROVEMENT: BRIDGE REPAIR  
SN 089-0048 US 20 EB FREEPORT BYPASS OVER IL 75  
SN 089-0049 RIVER ROAD OVER US 20 FREEPORT BYPASS  
SN 089-0050 SPRINGFIELD ROAD OVER US 20 FREEPORT BYPASS  
SN 089-0055 US 20 EB FREEPORT BYPASS OVER BICYCLE TRAIL  
SN 089-0061 US 20B WB OVER US 20 FREEPORT BYPASS  
STEPHENSON COUNTY

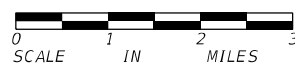
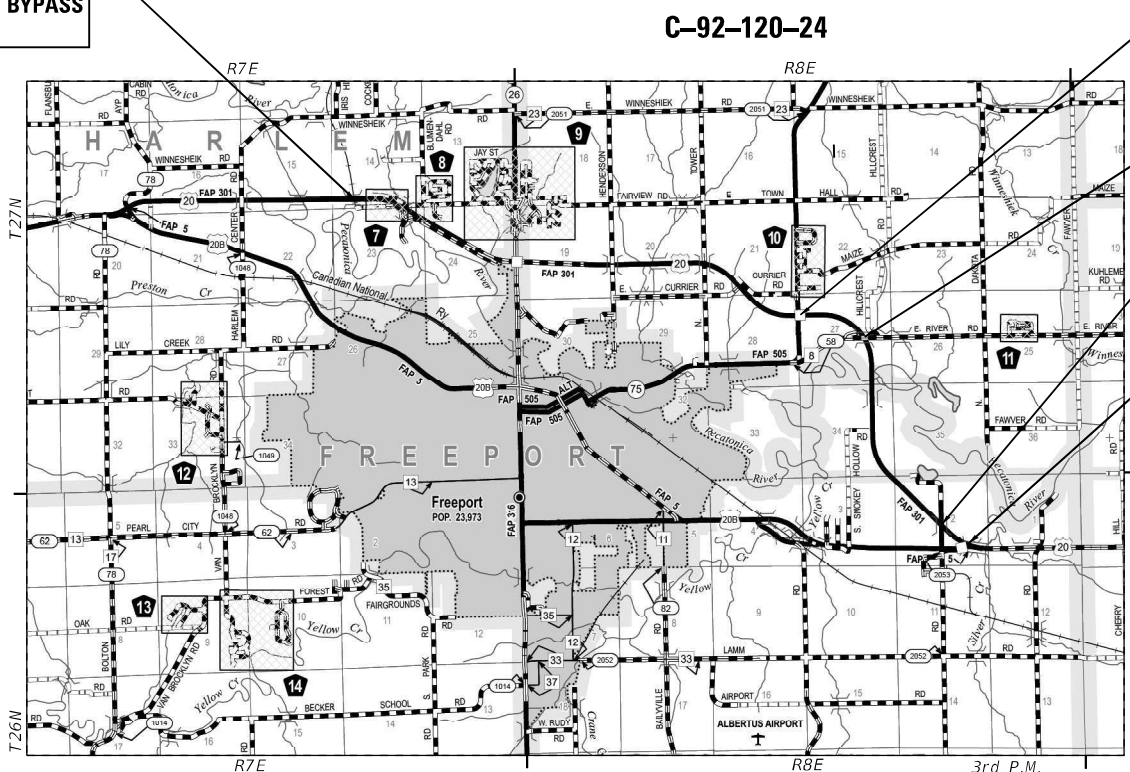


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

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

CONTRACT NO. 64T42



GROSS LENGTH = 2,972.28 FT = 0.562 MILE  
NET LENGTH = 2,972.28 FT = 0.562 MILE

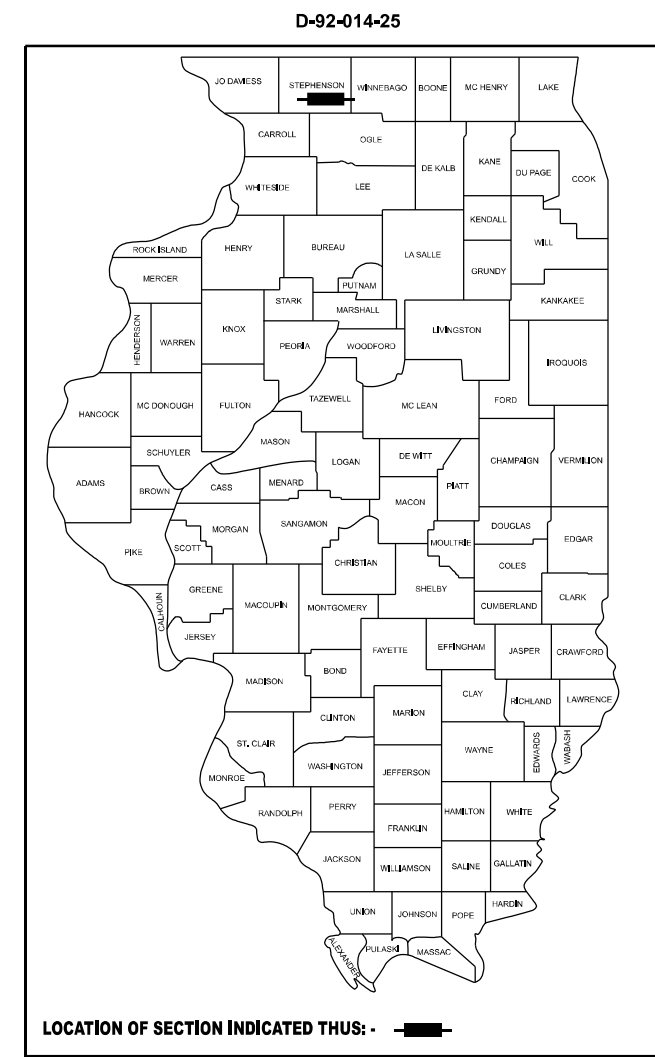
SN 089-0048  
US 20 EB FREEPORT  
BYPASS OVER IL 75

SN 089-0049 RIVER ROAD OVER  
US 20 FREEPORT BYPASS

SN 089-0050 SPRINGFIELD ROAD  
OVER US 20 FREEPORT BYPASS

SN 089-0061  
US 20B WB OVER  
US 20 FREEPORT BYPASS

JAMES R. PUSH  
062-048736  
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS  
DATE: 01/22/2026  
JAMES R. PUSH, P.E.  
LICENSE NO.: 062-048736  
EXPIRES: NOVEMBER 30, 2027



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

**QUANDEL** CONSULTANTS  
161 NORTH CLARK STREET  
SUITE 2975  
CHICAGO, IL 60601  
312-634-6201  
DESIGN FIRM - PROF/STRUCT ENGINEER  
IL LIC. - 184,005,283-0006

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED February 2 20 26

*Julia Thompson*  
REGIONAL ENGINEER

March 20 20 26  
*Seal*  
ENGINEER OF DESIGN AND ENVIRONMENT

March 20 20 26  
*James R. Push*  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

**INDEX OF SHEETS**

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**STATE STANDARDS**

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
482006-03	HMA SHOULDER ADJACENT TO RIGID PAVEMENT
542401-04	METAL FLARED END SECTION FOR PIPE CULVERTS
515001-04	NAME PLATE FOR BRIDGES
606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606201-04	TYPE B GUTTER (INLET, OUTLET, AND ENTRANCE)
606301-04	PC CONCRETE ISLANDS AND MEDIANS
610001-09	SHOULDER INLET WITH CURB
630001-13	STEEL PLATE BEAM GUARDRAIL
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631026-06	TRAFFIC BARRIER TERMINAL, TYPE 5
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701321-19	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS > 45 MPH
701331-05	LANE CLOSURE, 2L, 2W, WITH RUN-AROUND, FOR SPEEDS > 45 MPH
701400-12	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-13	LANE CLOSURE, FREEWAY/EXPRESSWAY
701402-12	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
701406-13	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS > 45 MPH
701451-05	RAMP CLOSURE FREEWAY/EXPRESSWAY
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

**GENERAL NOTES**

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

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

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

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

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

THERE ARE NO COMMITMENTS ASSOCIATED WITH THIS PROJECT.

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

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

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

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

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

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

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

**MAINTENANCE OF TRAFFIC NOTES**

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

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

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE(S): SHOULDERS & PAVEMENT SURFACE	SURFACE (US 20)	SURFACE (US 20 RAMP) (RIVER, SPRINGFIELD)	BINDER
LIFT THICKNESS:	1.5"	1.5"	2.25" (MIN.)
PG:	PG 58 -28	PG 58 -28	PG 58 -28
DESIGN AIR VOIDS:	4.0% @ Ndes - 70	4.0% @ Ndes - 50	4.0% @ Ndes - 70
MIXTURE COMPOSITION:	IL-9.5	IL-9.5	IL-19.0
FRICTION AGGREGATE:	MIX "D"	MIX "C"	NA
MIXTURE WEIGHT:	112 LB/SQ YD/IN	112 LB/SQ YD/IN	NA
QUALITY MANAGEMENT PROGRAM:	QC / QA	QC / QA	QC / QA
SUBLOT SIZE:	NA	NA	NA
MATERIAL TRANSFER DEVICE:	NA	NA	NA

POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) - APPLICATION RATES *	
SURFACE TYPE	RESIDUAL RATE
MILLED (HMA - PCC)	0.05 LB/SQ FT
EXISTING PAVEMENT	0.05 LB/SQ FT
FOG COAT (BETWEEN LIFTS)	0.05 LB/SQ FT

\* Polymer tack shall be SS-1hP, CSS-1hP, or NTEA listed material

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FILE NAME: C:\Users\jpushh\OneDrive - GEI\OneDrive\Consult\Projects\2507 IDOT Bridge Rehab Var-Var Phase I\PTB 215-0201700-CADD\WO-03(64T42)Base Drawings\64T42\_Plan Brdr.dgn



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	DRAWN - AMA	REVISED -
	CHECKED - JRP	REVISED -
PLOT DATE =	DATE - 01/22/2026	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES  
US 20 BRIDGE REHABILITATION**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	2
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64T42	

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STEPHENSON COUNTY - FUNDING 80% FED / 20% STATE						
				0006		CONSTRUCTION CODE - BRIDGE 0047				
				ROADWAY	SN 089-0048	SN 089-0049	SN 089-0050	SN 089-0055	SN 098-0061	
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	9.2	9.2						
28100203	STONE RIPRAP, CLASS A2	TON	40		40					
31102000	SUBBASE GRANULAR MATERIAL, TYPE C	CU YD	137	137						
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	1250	1250						
40603085	HOT-MIX ASPHALT BINDER COURSE, 1L-19.0, N70	TON	55	55						
40604060	HOT-MIX ASPHALT SURFACE COURSE, 1L-9.5, MIX "D", N50	TON	134	134						
40604062	HOT-MIX ASPHALT SURFACE COURSE, 1L-9.5, MIX "D", N70	TON	56	56						
40800031	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	1510	1510						
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	194					194		
42001300	PROTECTIVE COAT	SQ YD	990	990						
44000100	PAVEMENT REMOVAL	SQ YD	1218	1218						
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	919	919						
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1205	1205						
44003100	MEDIAN REMOVAL	SQ FT	5337	5337						
44004250	PAVED SHOULDER REMOVAL	SQ YD	178		8			170		

\* INDICATES SPECIALTY ITEM



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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES  
 US 20 BRIDGE REHABILITATION

SCALE: N.T.S. SHEET 1 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	3
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STEPHENSON COUNTY - FUNDING 80% FED / 20% STATE					
				0006	CONSTRUCTION CODE - BRIDGE 0047				
				ROADWAY	SN 089-0048	SN 089-0049	SN 089-0050	SN 089-0055	SN 098-0061
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	476	476					
50102400	CONCRETE REMOVAL	CU YD	75.6		8.6	4.3	21.7	31.4	9.6
50157300	PROTECTIVE SHIELD	SQ YD	2651		252	487	1257	86	569
50200100	STRUCTURE EXCAVATION	CU YD	42					42	
50300225	CONCRETE STRUCTURES	CU YD	29.0					29.0	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	97.4		10.0	5.3	22.4	48.9	10.8
50300300	PROTECTIVE COAT	SQ YD	5072		749	985	1631	756	951
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	137.4					137.4	
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	460						460
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	66690		2560	910	3500	57960	1760
50800515	BAR SPLICERS	EACH	404		24	8	32	340	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	434		92	84	180		78
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	8						8
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	7			7			
52100520	ANCHOR BOLTS, 1"	EACH	44			28			16

\* INDICATES SPECIALTY ITEM



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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
 US 20 BRIDGE REHABILITATION**

SCALE: N.T.S. SHEET 2 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	4
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64T42	

MODEL: Default  
 FILE NAME: C:\Users\jpush\OneDrive - QEI\Documents\Projects\2507 IDOT Bridge Rehab. Var-Yar Phase II\PTB 215-0201700-CADD\WO-03(64T42)\Base Drawings\64T42\_Plan Brdr.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STEPHENSON COUNTY - FUNDING 80% FED / 20% STATE					
				0006	CONSTRUCTION CODE - BRIDGE 0047				
				ROADWAY	SN 089-0048	SN 089-0049	SN 089-0050	SN 089-0055	SN 098-0061
53016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	16				9		7
53016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	22		1		6	6	9
53101002	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	5121		906	983	1627	659	946
53101409	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2"	SQ YD	5121		906	983	1627	659	946
53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	767		266	52	252	68	129
53212755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	29			15			14
54210182	PIPE ELBOW, 12"	EACH	3	3					
54213447	END SECTIONS 12"	EACH	3	3					
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	28					28	
58700300	CONCRETE SEALER	SQ FT	462			67	252		143
59000200	EPOXY CRACK INJECTION	FOOT	110			32	73		5
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	24		24				
60100945	PIPE DRAINS 12"	FOOT	198	198					
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	14	14					
60500060	REMOVING INLETS	EACH	5	5					

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES  
 US 20 BRIDGE REHABILITATION

SCALE: N.T.S. SHEET 3 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STEPHENSON COUNTY - FUNDING 80% FED / 20% STATE					
				0006	CONSTRUCTION CODE - BRIDGE 0047				
				ROADWAY	SN 089-0048	SN 089-0049	SN 089-0050	SN 089-0055	SN 098-0061
60600605	CONCRETE CURB, TYPE B	FOOT	39	39					
60603500	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06	FOOT	806	806					
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	4625	4625					
60619200	CONCRETE MEDIAN, TYPE SB-6.06	SQ FT	1138	1138					
61000050	CONCRETE THRUST BLOCKS	EACH	3	3					
61000225	TYPE F INLET BOX, STANDARD 610001	EACH	5	5					
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1					
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	2					
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4					
63200310	GUARDRAIL REMOVAL	FOOT	262.5	262.5					
* 63301210	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	1726.0	1726.0					
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	4	4					
67100100	MOBILIZATION	L SUM	1	1					
70100200	TRAFFIC CONTROL AND PROTECTION, STANDARD 701331	EACH	2	2					
70100205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	EACH	4	4					

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES  
 US 20 BRIDGE REHABILITATION

SCALE: N.T.S. SHEET 4 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	6
CONTRACT NO. 64T42				
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				CONSTRUCTION CODE - BRIDGE 0047					
				0006 ROADWAY	SN 089-0048	SN 089-0049	SN 089-0050	SN 089-0055	SN 098-0061
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	4	4					
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1					
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	1	1					
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1					
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1					
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1					
70100820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451	L SUM	1	1					
70106700	TEMPORARY RUMBLE STRIPS	EACH	12	12					
* 70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10.0	10					
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1					
* 70107025	CHANGEABLE MESSAGE SIGN	CAL DA	42	42					
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	9844	9844					
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	25627	25627					
70307210	TEMPORARY PAVEMENT MARKING - LINE 24" - TYPE IV TAPE	FOOT	44	44					
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2525.0	2525.0					

\* INDICATES SPECIALTY ITEM



USERNAME = jpush	DESIGNED - AMA	REVISED -
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	CHECKED - JRP	REVISED -
PLOT DATE =	DATE - 01/22/2026	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
 US 20 BRIDGE REHABILITATION**

SCALE: N.T.S. SHEET 5 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	7
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

MODEL: Default  
 FILE NAME: C:\Users\jpush\OneDrive - QEI\Documents\Projects\2507 IDOT Bridge Rehab Var-Var Phase I\PTB 215-0201700-CADD\DWG-03(64T42)Base Drawings\64T42\_Plan Brdr.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STEPHENSON COUNTY - FUNDING 80% FED / 20% STATE						
				0006		CONSTRUCTION CODE - BRIDGE 0047				
				ROADWAY	SN 089-0048	SN 089-0049	SN 089-0050	SN 089-0055	SN 098-0061	
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	216	216						
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2525.0	2525.0						
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2						
70600251	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	4						
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2						
70600352	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	4						
* 78004630	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 6"	FOOT	770	770						
* 78004645	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 9"	FOOT	820	820						
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	47	47						
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	6427	6427						
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	12811	12811						
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	806	806						
* 78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	6427	6427						
* 78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	13581	13581						
* 78011045	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	806	806						

\* INDICATES SPECIALTY ITEM



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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES  
 US 20 BRIDGE REHABILITATION

SCALE: N.T.S. SHEET 6 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	8
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

MODEL: Default  
 FILE NAME: C:\Users\jpush\OneDrive - QEI\Documents\Projects\2507 IDOT Bridge Rehab. Var-Yar Phase I\PTB 215-0201700-CADD\WO-03(64T42)\Base Drawings\64T42\_Plan Brdr.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STEPHENSON COUNTY - FUNDING 80% FED / 20% STATE					
				0006	CONSTRUCTION CODE - BRIDGE 0047				
				ROADWAY	SN 089-0048	SN 089-0049	SN 089-0050	SN 089-0055	SN 098-0061
* 78011050	GROOVING FOR RECESSED PAVEMENT MARKING 10"	FOOT	820	820					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	7	7					
* 78200006	GUARDRAIL REFLECTORS, TYPE B	EACH	72	72					
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	2027	2027					
X0325748	ACRYLIC COATING	SQ YD	20			20			
X0325749	FIBER WRAP	SQ FT	211			211			
X2600022	REMOVE, STORE AND RE-ERECT SIGN PANEL ASSEMBLY (SPECIAL)	EACH	5	5					
X4201510	P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT (SPECIAL)	SQ YD	102		64			38	
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	3318		532	636	1036	646	468
X5030539	FLOOR DRAINS TO BE CLEANED	EACH	28			12	12		4
X5060700	CLEANING AND PAINTING BEARINGS	EACH	7			7			
X5060704	CLEANING AND PAINTING EXPOSED REBAR	SQ FT	22				2	20	
X5230154	CLEANING BRIDGE SCUPPERS AND DOWNSPOUTS	EACH	12		4			8	
X6010003	PIPE DRAIN REMOVAL	FOOT	198	198					
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1					

\* INDICATES SPECIALTY ITEM



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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
 US 20 BRIDGE REHABILITATION**

SCALE: N.T.S. SHEET 7 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	9
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

MODEL: Default  
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STEPHENSON COUNTY - FUNDING 80% FED / 20% STATE					
				0006	CONSTRUCTION CODE - BRIDGE 0047				
				ROADWAY	SN 089-0048	SN 089-0049	SN 089-0050	SN 089-0055	SN 098-0061
* X7820007	GUARDRAIL REFLECTORS, TYPE C (SPECIAL)	EACH	6	6					
* X7820008	BARRIER WALL REFLECTORS (SPECIAL)	EACH	56	56					
Z0001495	BRIDGE APPROACH SHOULDER REMOVAL	SQ YD	94		30			64	
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	15			7			8
Z0004552	APPROACH SLAB REMOVAL	SQ YD	255					255	
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	4996		868	867	1331	1128	802
Z0041895	POLYMER CONCRETE	CU FT	3		3				
Z0043800	PRECAST PRESTRESSED CONCRETE I-BEAM REPAIR	SQ FT	2			2			
Z0062456	TEMPORARY PAVEMENT	SQ YD	1218	1218					
Z0073200	TEMPORARY SHORING AND CRIBBING	EACH	1						1

\* INDICATES SPECIALTY ITEM



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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES  
 US 20 BRIDGE REHABILITATION

SCALE: N.T.S. SHEET 8 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	10
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

SCHDULE OF QUANTITIES (089-0048)

MAINTENANCE OF TRAFFIC SCHEDULE			70307120		70300150	70600250	70600350	70400100	70400200
			TMP PVT MK L4 T4 TAPE	SHRT TRM PAVT MK REM	IMP ATTN TEMP NRD TL3	IMP ATTN REL NRD TL3	TEMP CONC BARRIER (FT)	REL TEMP CONC BARRIER	
STA	STA	LOC / DESCRIPTION	4" WHITE (FT)	4" YELLOW (FT)					
<b>STAGE 1 - AT SN 089-0048 (IL 75)</b>									
810+90.00	820+90.00	EB RT EDGE LINE	1,000		333				
820+90.00	826+03.00	EB RT EDGE LINE	513		171				
826+03.00	828+76.00	EB RT EDGE LINE	273		91				
827+68.00	828+78.00	EB RT EDGE LINE	110		37				
827+68.00	838+03.00	EB RT EDGE LINE	1,035		345				
838+03.00	840+48.00	EB RT EDGE LINE	245		82				
840+48.00	845+75.00	EB RT EDGE LINE	527		176				
845+75.00	848+20.00	EB RT EDGE LINE	245		82				
838+03.00	840+48.00	EB LT EDGE LINE		245	82				
840+48.00	845+75.00	EB LT EDGE LINE		527	176				
845+75.00	848+20.00	EB LT EDGE LINE		245	82				
839+71.30	840+98.00	TEMP CONC BARRIER					125.0		
840+98.00	845+28.78	TEMP CONC BARRIER					425.0		
839+71.00		TEMPORARY ATTENUATOR				1			
<b>STAGE 2 - AT SN 089-0048 (IL 75)</b>									
810+90	820+90	EB LT EDGE LINE		1,000	333				
820+90	838+03	EB LT EDGE LINE		1,713	571				
838+03	840+48	EB LT EDGE LINE		245	82				
840+48	845+79	EB LT EDGE LINE		531	177				
845+79	848+24	EB LT EDGE LINE		245	82				
838+03	840+48	EB RT EDGE LINE	245		82				
840+48	845+79	EB RT EDGE LINE	531		177				
845+79	848+24	EB RT EDGE LINE	245		82				
839+71	840+98	TEMP CONC BARRIER						125.0	
840+98	845+29	TEMP CONC BARRIER						425.0	
839+71		TEMPORARY ATTENUATOR				1			
TOTAL			4,969	4,751	3,243	1	1	550	550
			9,720						

PAVEMENT SCHEDULE		40800031	40600985	40604052
STA	STA	P BIT MATLS TACK CT (POUND)	PCC SURF REM BUTT JT (SQ YD)	HMA SC IL-9.5 C N70 (TON)
841+78.44	842+18.44	88	196	14
844+17.44	844+57.44	88	196	14
TOTAL		176	392	28

PAVEMENT MARKING SCHEDULE			78004630	78004645	78009006		78009008	78011035	78011045	78011050	78100100
STA	STA	LOC / DESCRIPTION	PREF PL PM TD STD		MODIFIED URETHANE PAVEMENT MARKING			GROOVING RCSD PVT MRKG			RAISED REFL PAVT MKR (FA)
			LINE - 6" (WHITE SKIP DASH) (FT)	LINE - 9" (WHITE SKIP DASH) (FT)	LINE - 6" (WHITE EDGE LINE) (FT)	LINE - 6" (YELLOW EDGE LINE) (FT)	LINE - 8" (WHITE EDGE LINE) (FT)	7" (FT)	9" (FT)	10" (FT)	
<b>AT SN 089-0048 (IL 75)</b>											
810+90	824+59	EB RT EDGE LINE			1369			1369			
824+59	831+62	EB RT EDGE LINE			703			703			
827+59	831+62	EB RT GORE EDGE					806		806		
831+62	848+24	EB RT EDGE LINE			1663			1663			
810+90	841+36	EB C-L SKIP DASH	770					770			
841+36	848+24	EB C-L SKIP DASH		180						180	
841+78	844+57	EB C-L SKIP DASH									3
810+90	848+24	EB LT EDGE LINE					3734	3734			
TOTAL			770	180	3735	3734	806	8239	806	180	3
					7469						

MODEL: Default  
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PLOT DATE =	DATE - 01/22/2026	REVISED -

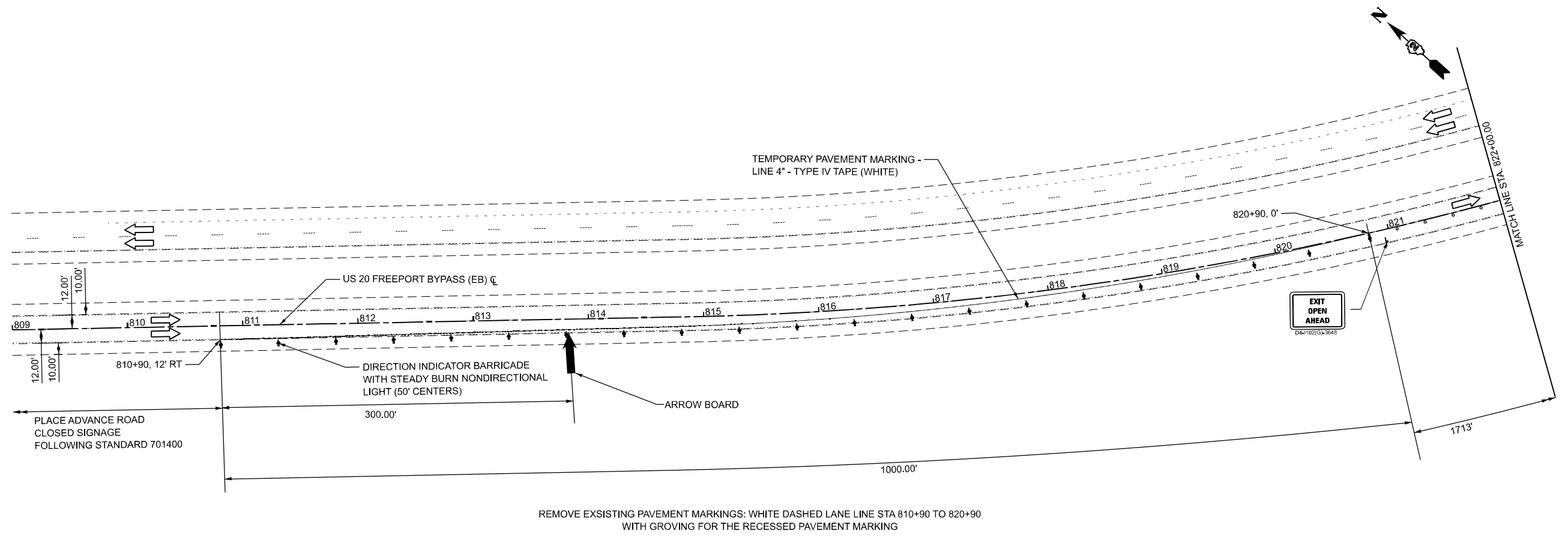
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULES (SN 089-0048)  
US 20 BRIDGE REHABILITATION**

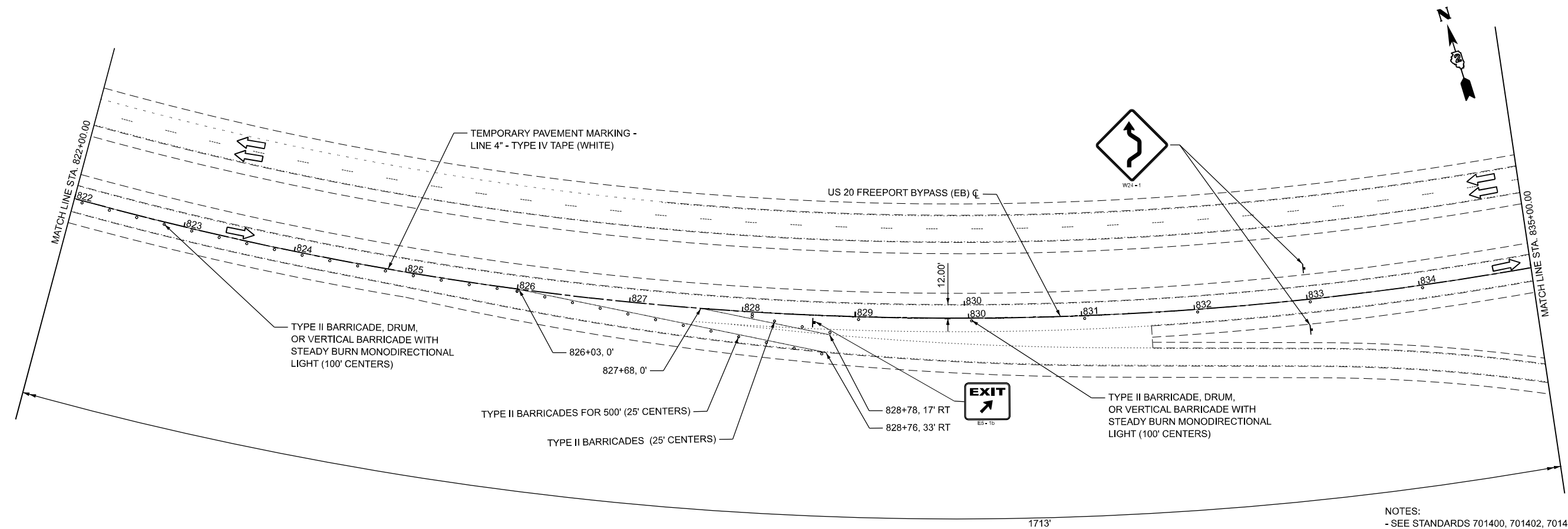
SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	11
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

MODEL: Default  
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REMOVE EXISTING PAVEMENT MARKINGS: WHITE DASHED LANE LINE STA 810+90 TO 820+90 WITH GROVING FOR THE RECESSED PAVEMENT MARKING



NOTES:  
 - SEE STANDARDS 701400, 701402, 701411 & 704001 FOR DETAILS NOT SHOWN



USER NAME = jpush	DESIGNED - AMA	REVISED -
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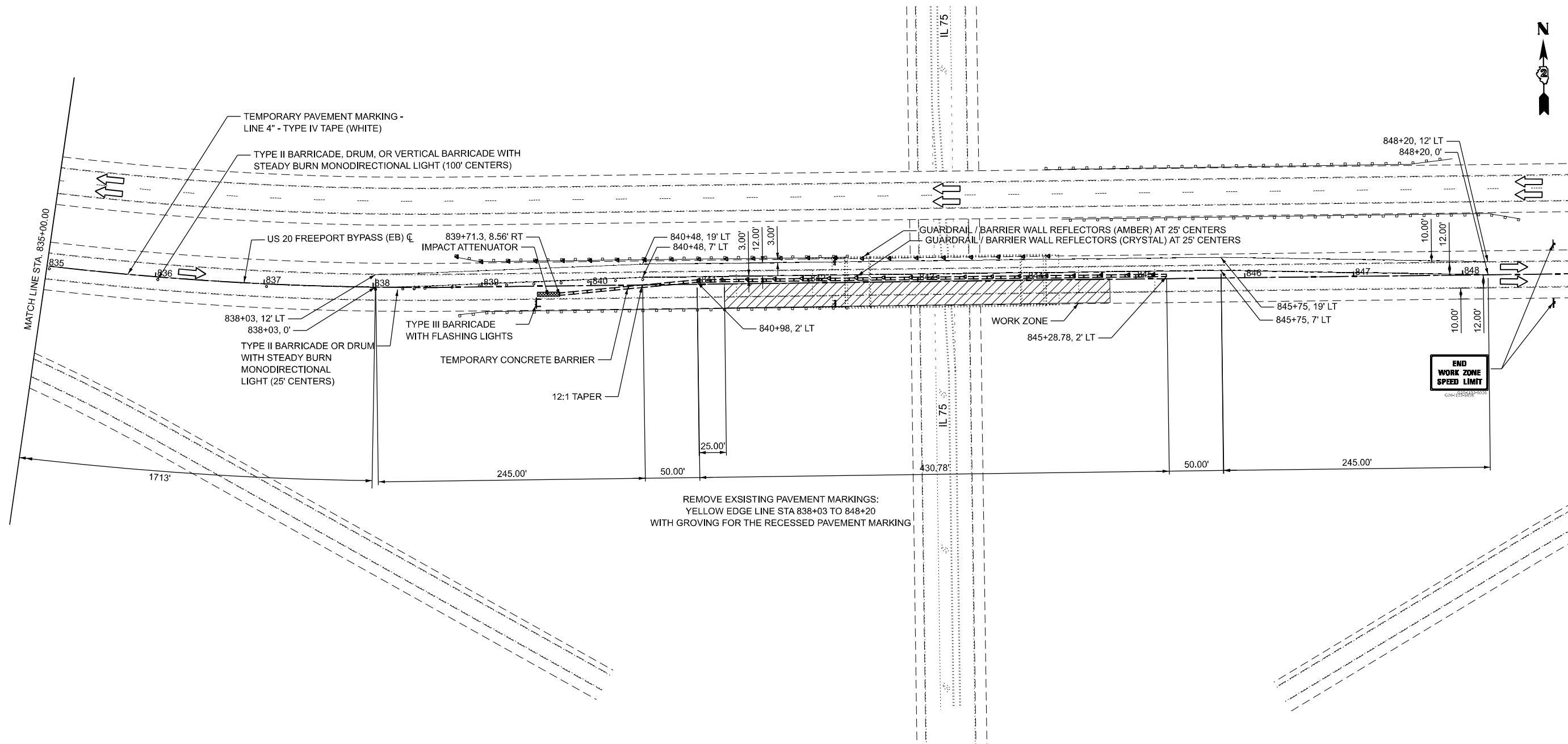
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION TRAFFIC CONTROL - SN 089-0048 - STAGE 1  
 US 20 BRIDGE REHABILITATION

SCALE: 1" = 50' SHEET 1 OF 2 SHEETS STA. 809+00.00 TO STA. 835+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4)HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	12
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

MODEL: Default  
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REMOVE EXISTING PAVEMENT MARKINGS:  
 YELLOW EDGE LINE STA 838+03 TO 848+20  
 WITH GROOVING FOR THE RECESSED PAVEMENT MARKING

NOTES:  
 - SEE STANDARDS 701400, 701402, 701411 & 704001 FOR DETAILS NOT SHOWN  
 - BARRIER WALL OFFSETS ARE TO THE CONSTRUCTION SIDE OF THE BARRIER WALL



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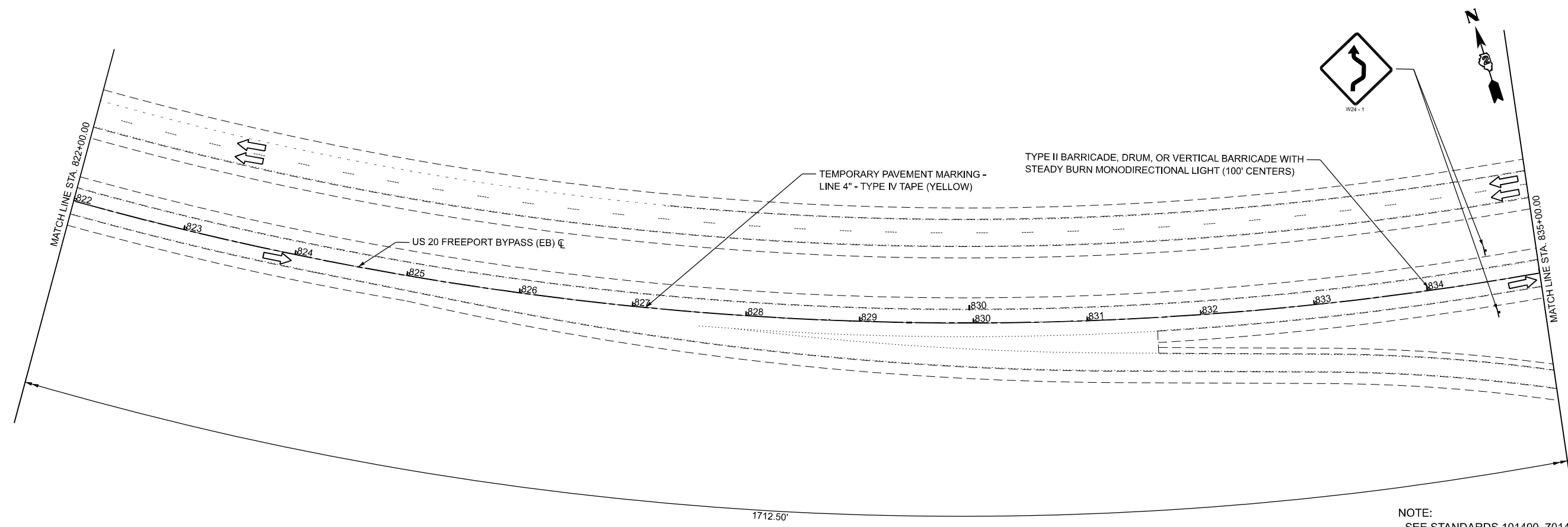
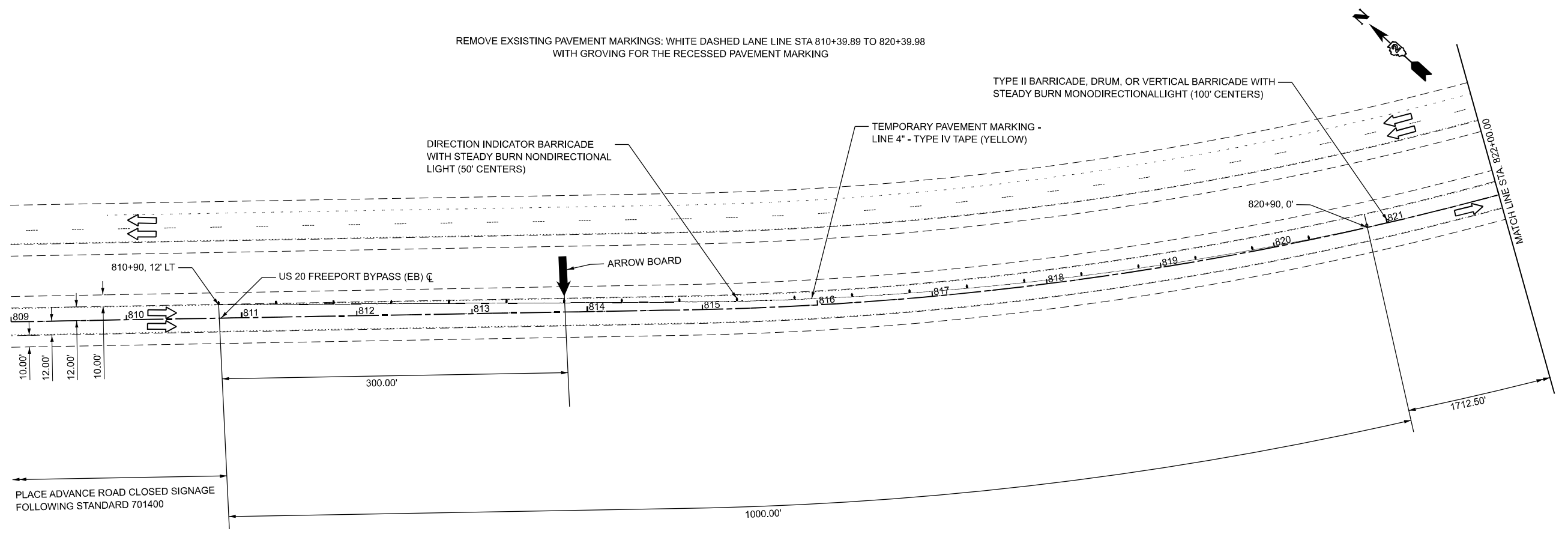
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STAGE CONSTRUCTION TRAFFIC CONTROL - SN 089-0048 - STAGE 1  
 US 20 BRIDGE REHABILITATION

SCALE: 1" = 50' SHEET 2 OF 2 SHEETS STA. 835+00.00 TO STA. 849+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	13
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

MODEL: Default  
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NOTE:  
 - SEE STANDARDS 101400, 701402, 701411, & 704001 FOR DETAILS NOT SHOWN



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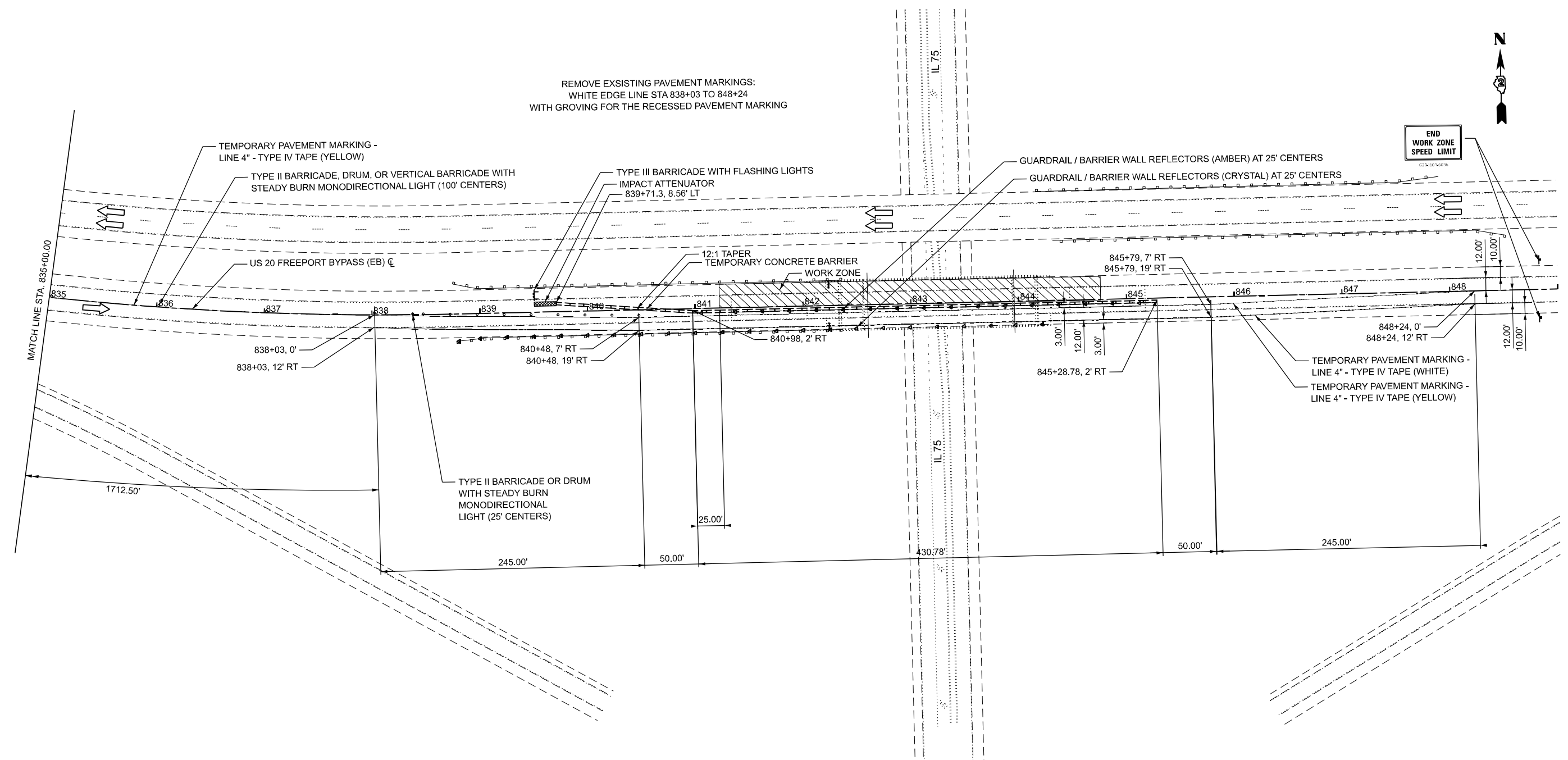
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION TRAFFIC CONTROL - SN 089-0048 - STAGE 2  
 US 20 BRIDGE REHABILITATION

SCALE: 1" = 50' SHEET 1 OF 2 SHEETS STA. 809+00.00 TO STA. 835+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4)HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	14
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

REMOVE EXISTING PAVEMENT MARKINGS:  
WHITE EDGE LINE STA 838+03 TO 848+24  
WITH GROVING FOR THE RECESSED PAVEMENT MARKING



NOTE:  
- SEE STANDARDS 101400, 701402, 701411, & 704001 FOR DETAILS NOT SHOWN  
- BARRIER WALL OFFSETS ARE TO THE CONSTRUCTION SIDE OF THE BARRIER WALL

MODEL: Default  
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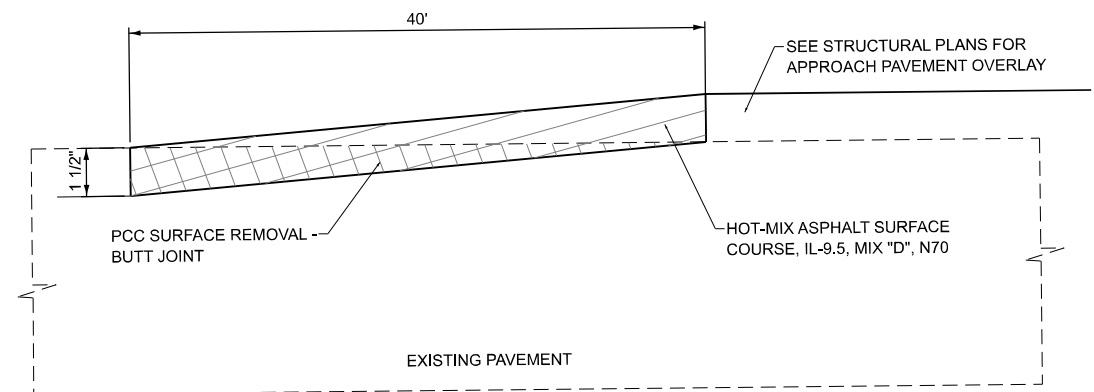


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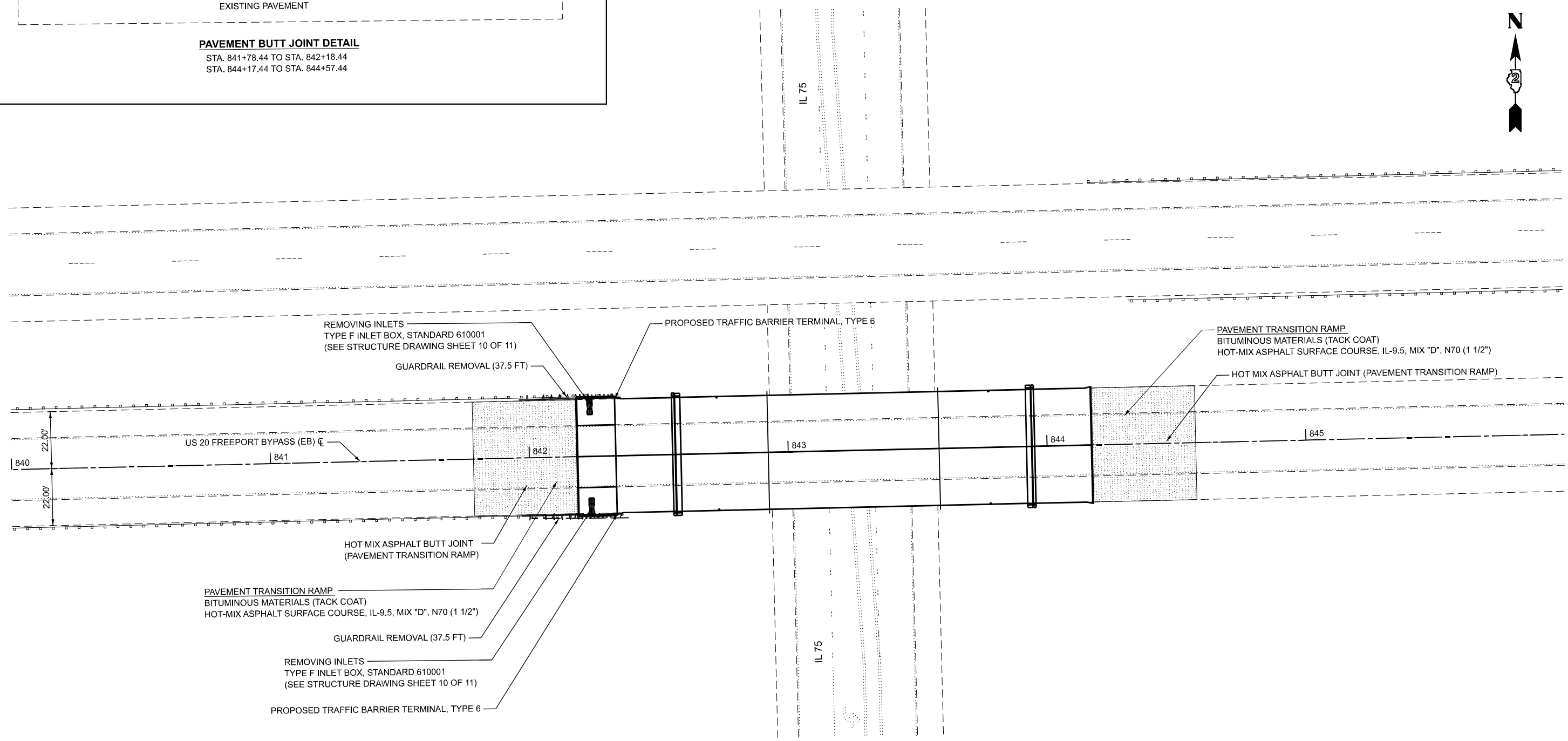
STATE OF ILLINOIS  
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STAGE CONSTRUCTION TRAFFIC CONTROL - SN 089-0048 - STAGE 2  
US 20 BRIDGE REHABILITATION  
SCALE: 1" = 50' SHEET 2 OF 2 SHEETS STA. 835+00.00 TO STA. 849+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	15
CONTRACT NO. 64T42				
ILLINOIS		FED. AID PROJECT		



**PAVEMENT BUTT JOINT DETAIL**  
 STA. 841+78.44 TO STA. 842+18.44  
 STA. 844+17.44 TO STA. 844+57.44



MODEL: Default  
 FILE NAME: C:\Users\jpush\OneDrive - OEL\Documents\Consult\Projects\2507 IDOT Bridge Rehab. Var\Var Phase II\PTB 215-220\700-CADD\WO-03(64T42)Base Drawings\64T42\_Plan Brdr.dgn



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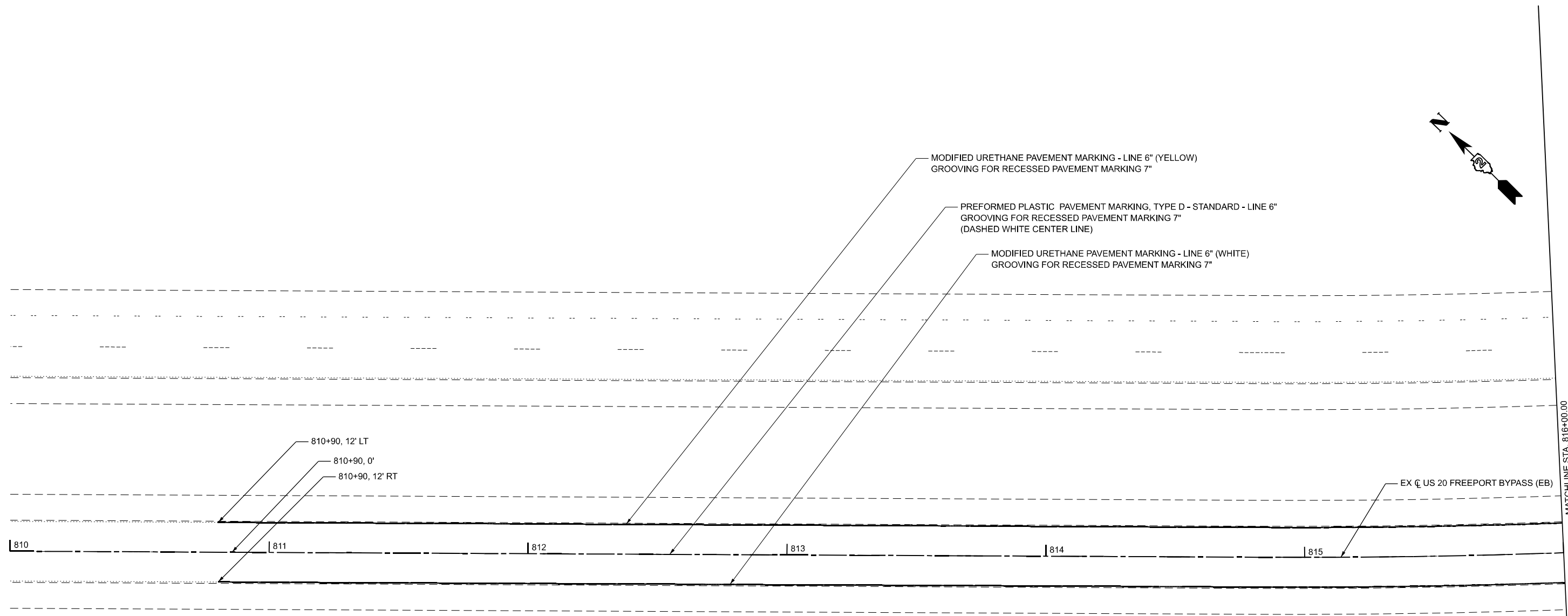
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**ROADWAY PLAN AT SN 098-0048  
 US 20 BRIDGE REHABILITATION**

SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. 840+00.00 TO STA. 846+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	16
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

MODEL: Default  
 FILE NAME: C:\Users\jpush\OneDrive - OEL\Documents\Consult\Projects\2507 IDOT Bridge Rehab Var\Var Phase II\PTB 215-0201700-CADD\WO-03(64T42)Base Drawings\64T42\_Plan Brdr.dgn



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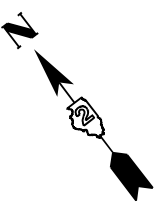
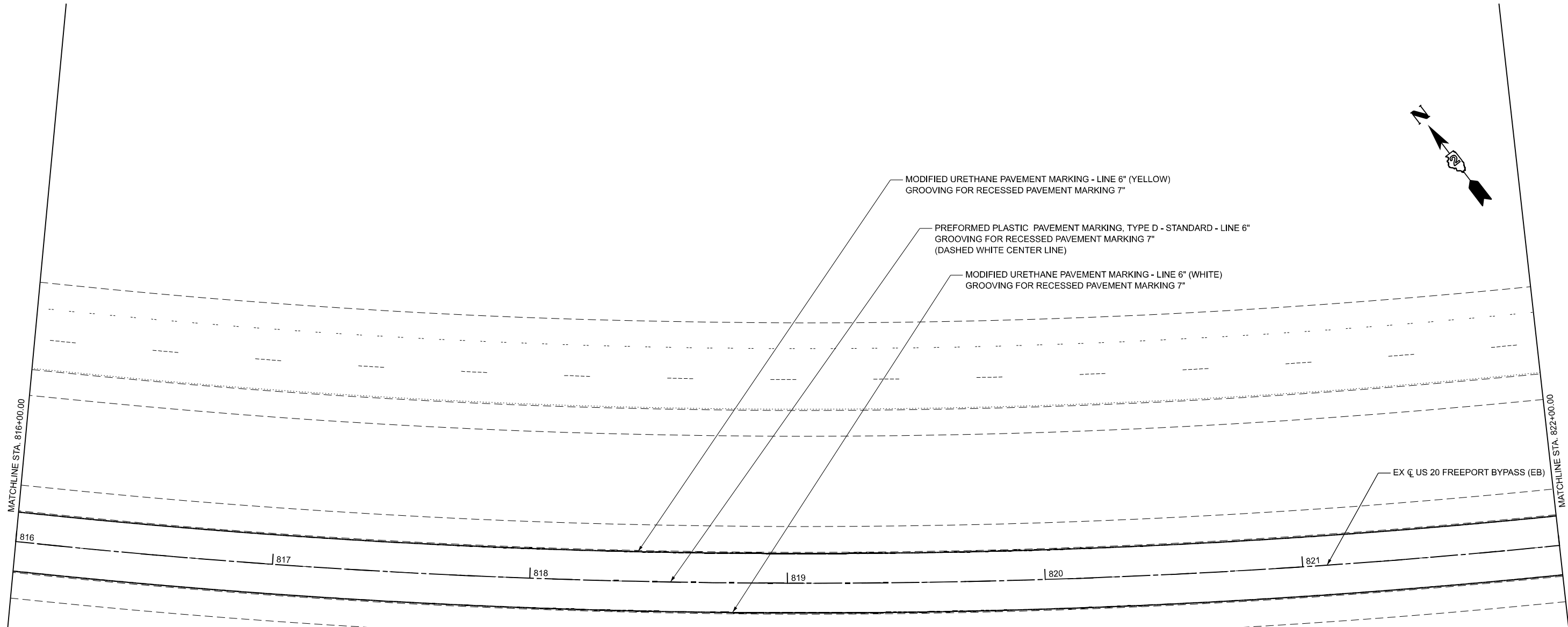
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN AT SN 098-0048  
 US 20 BRIDGE REHABILITATION**

SCALE: 1" = 20'      SHEET 1 OF 7 SHEETS      STA. 810+00.00 TO STA. 816+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	17
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

MODEL: Default  
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	CHECKED - JRP	REVISED -
PLOT DATE =	DATE - 01/22/2026	REVISED -

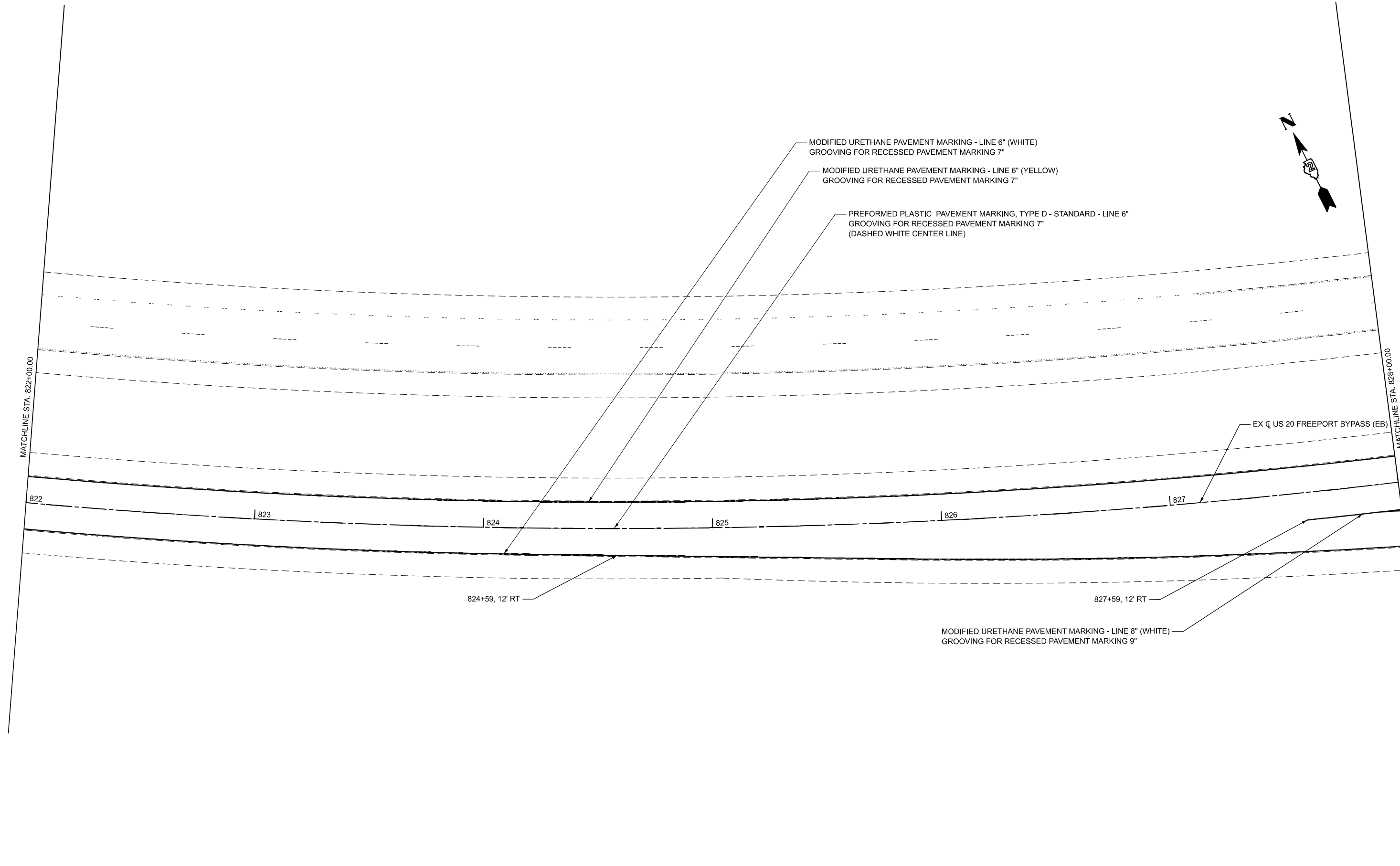
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**PAVEMENT MARKING PLAN AT SN 098-0048  
 US 20 BRIDGE REHABILITATION**

SCALE: 1" = 20'      SHEET 2 OF 7 SHEETS      STA. 816+00.00 TO STA. 822+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

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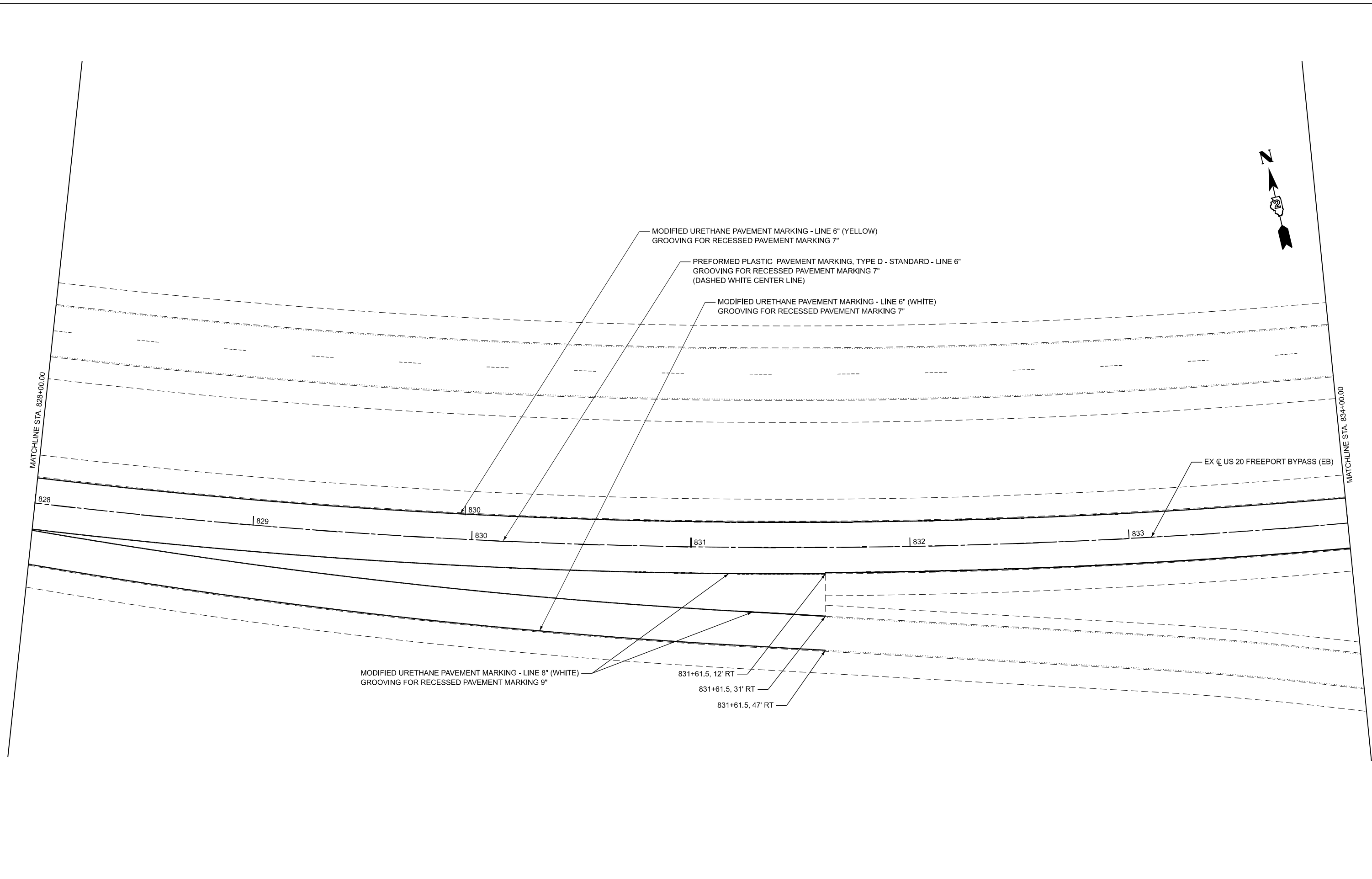
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN AT SN 098-0048  
 US 20 BRIDGE REHABILITATION**

SCALE: 1" = 20'      SHEET 3 OF 7 SHEETS      STA. 822+00.00 TO STA. 828+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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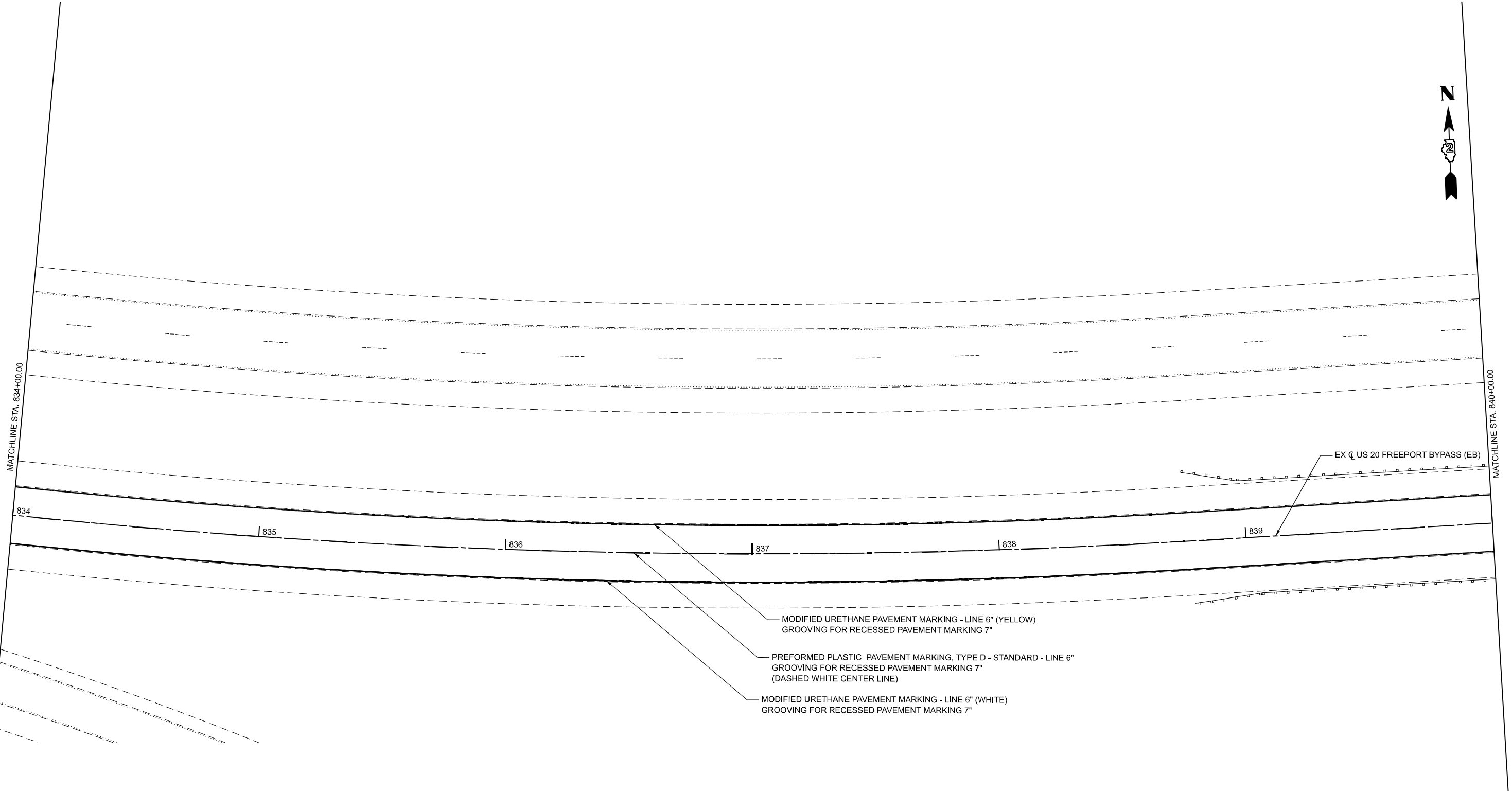
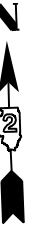
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN AT SN 098-0048  
 US 20 BRIDGE REHABILITATION**

SCALE: 1" = 20'      SHEET 4 OF 7 SHEETS      STA. 828+00.00 TO STA. 834+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	20
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

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- MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (YELLOW)  
GROOVING FOR RECESSED PAVEMENT MARKING 7"
- PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 6"  
GROOVING FOR RECESSED PAVEMENT MARKING 7"  
(DASHED WHITE CENTER LINE)
- MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE)  
GROOVING FOR RECESSED PAVEMENT MARKING 7"

EX C US 20 FREEPORT BYPASS (EB)



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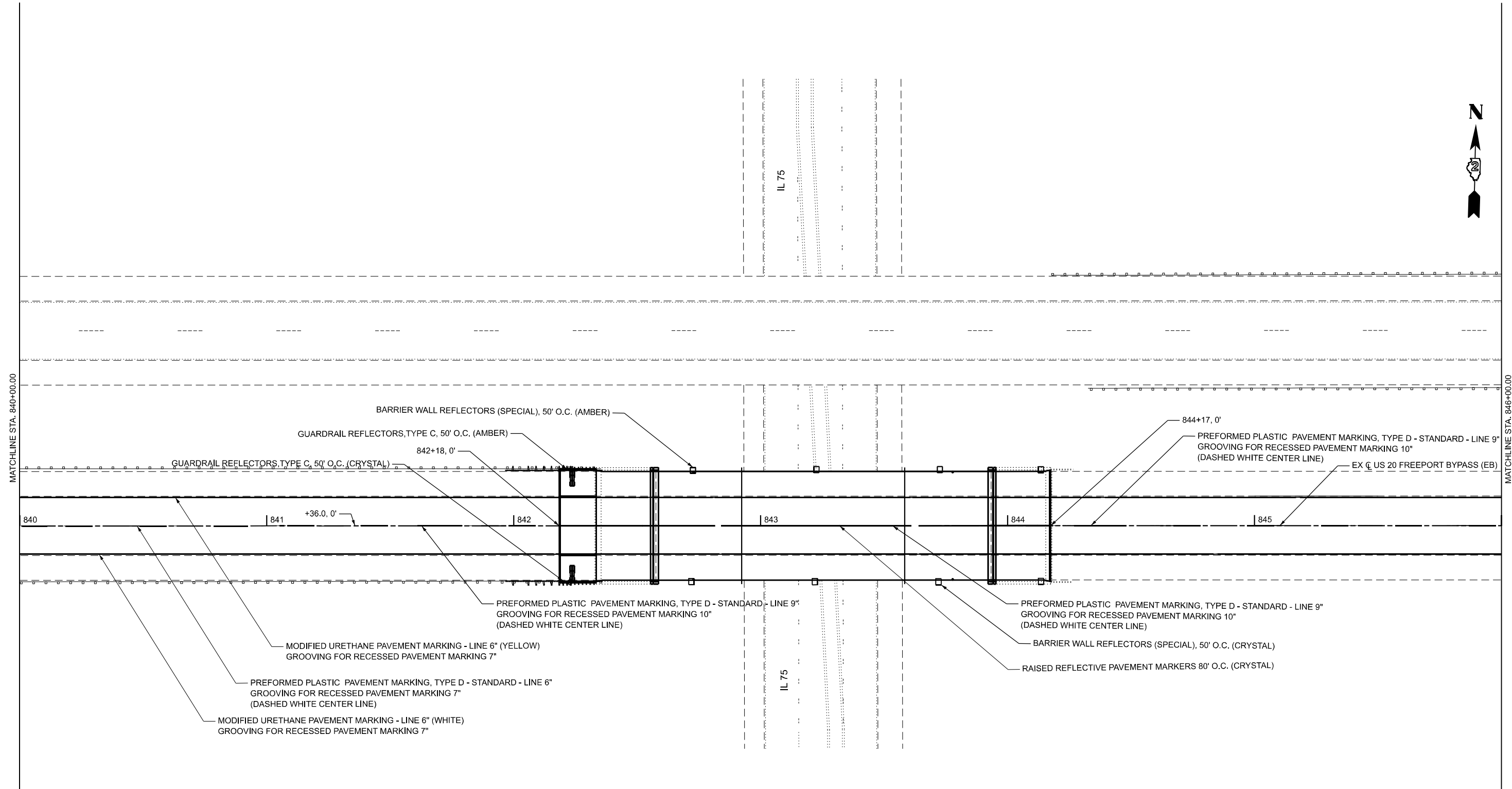
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN AT SN 098-0048  
 US 20 BRIDGE REHABILITATION**

SCALE: 1" = 20'    SHEET 5 OF 7 SHEETS    STA. 834+00.00 TO STA. 840+00.00

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

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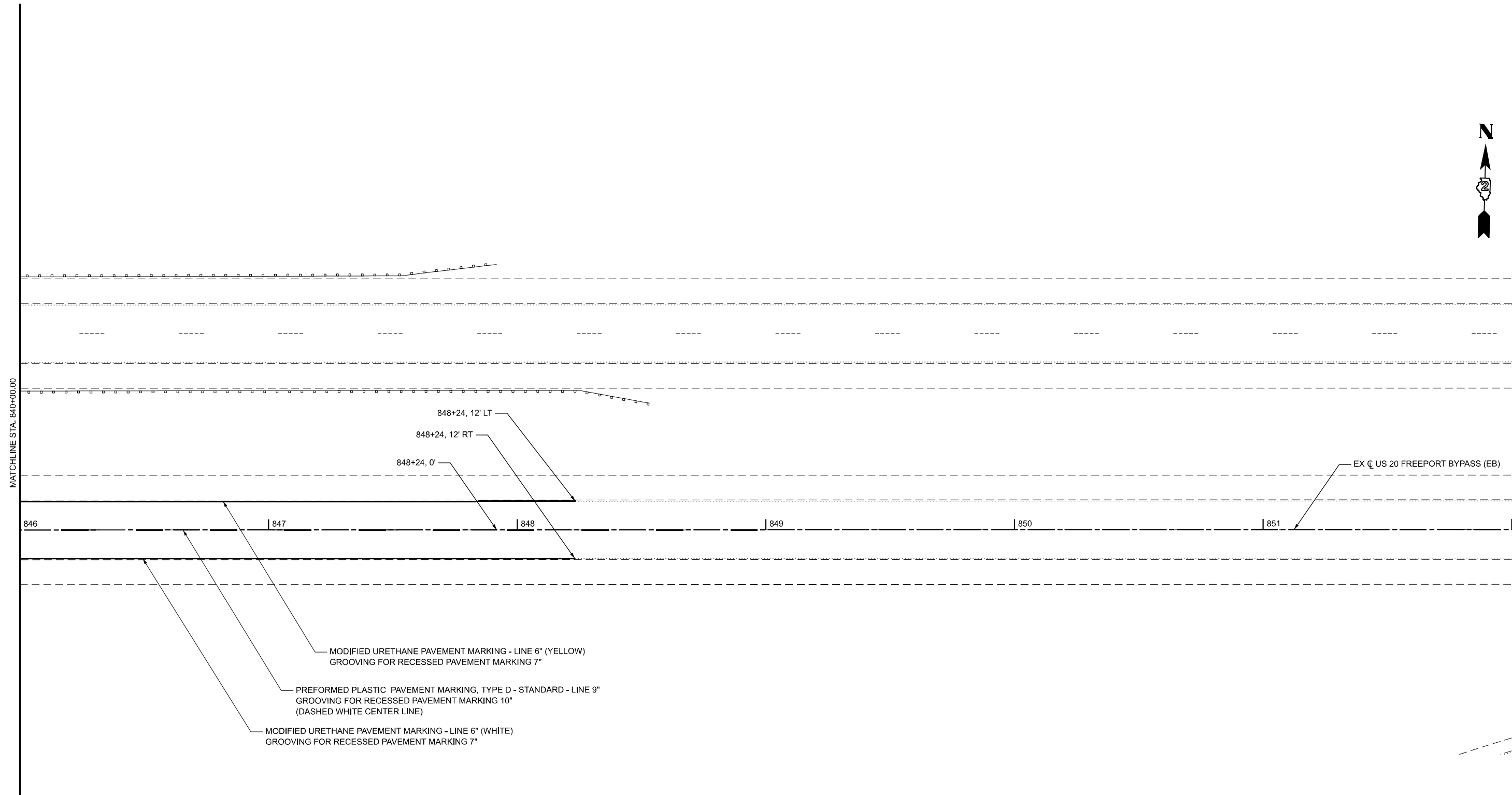
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN AT SN 098-0048  
 US 20 BRIDGE REHABILITATION**

SCALE: 1" = 20'      SHEET 6 OF 7 SHEETS      STA. 840+00.00 TO STA. 846+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN AT SN 098-0048  
 US 20 BRIDGE REHABILITATION**

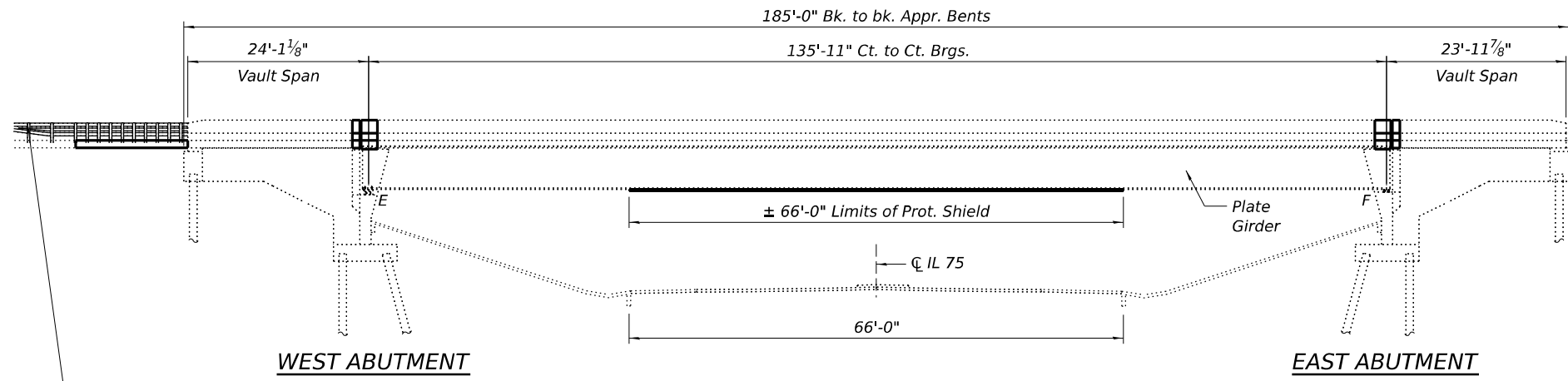
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42				
		ILLINOIS	FED. AID PROJECT	

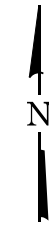
**SCOPE OF WORK**

Existing Structure 089-0048, originally built in 1985, is a single span steel structure with a reinforced concrete deck and concrete vaulted abutments. The back to back length of the bridge is 185'-0". The out to out width of the bridge is 47'-2". Patching to the joints and vaulted abutments has been performed. The structure is to be rehabilitated as shown in the plans utilizing staged construction to maintain traffic.

1. Provide protective shielding within limits as shown on Sheet 1 of 11.
2. Remove and reconstruct existing expansion joints at West and East Abutments, and install new Preformed Joint Strip Seals. See Sheet 6 of 11 and 7 of 11..
3. Remove the existing approach shoulders where shown and construct new bridge approach shoulder and pavement connector with new inlets. See Sheets 8 of 11 and 9 of 11.
4. Scarify 3/4" from bridge deck slab. See Sheet 5 of 11.
5. Perform full depth bridge deck repair where shown. See Sheet 6 of 11.
6. Place new 2 3/4" Latex Concrete Overlay over bridge deck. See Sheet 5 of 11.
8. Perform Diamond Grinding (Bridge Section) and Bridge Deck Grooving (Longitudinal) to bridge deck and approaches.
9. Apply Protective Coat to the parapets, reconstructed deck and approaches, and new deck overlay, as noted in the plans.
10. Perform Structural Repair of Concrete (Depth Equal To or Less Than 5 inches) to abutments as shown on the plans. See Sheet 10 of 11.
11. Apply Concrete Sealer to substructure as noted in the plans.



Traffic Barrier Terminal Type 6 (Std. 631031), typ. on approach end. See Roadway Plans for pay items and quantities



**DESIGN SPECIFICATIONS**

2002 AASHTO Standard Specification

**LOADING HS 20-44**

**DESIGN STRESSES**

**FIELD UNITS (NEW)**

$f_y = 60,000$  psi (Reinforcement)  
 $f_y = 50,000$  psi (M270 Grade 50)

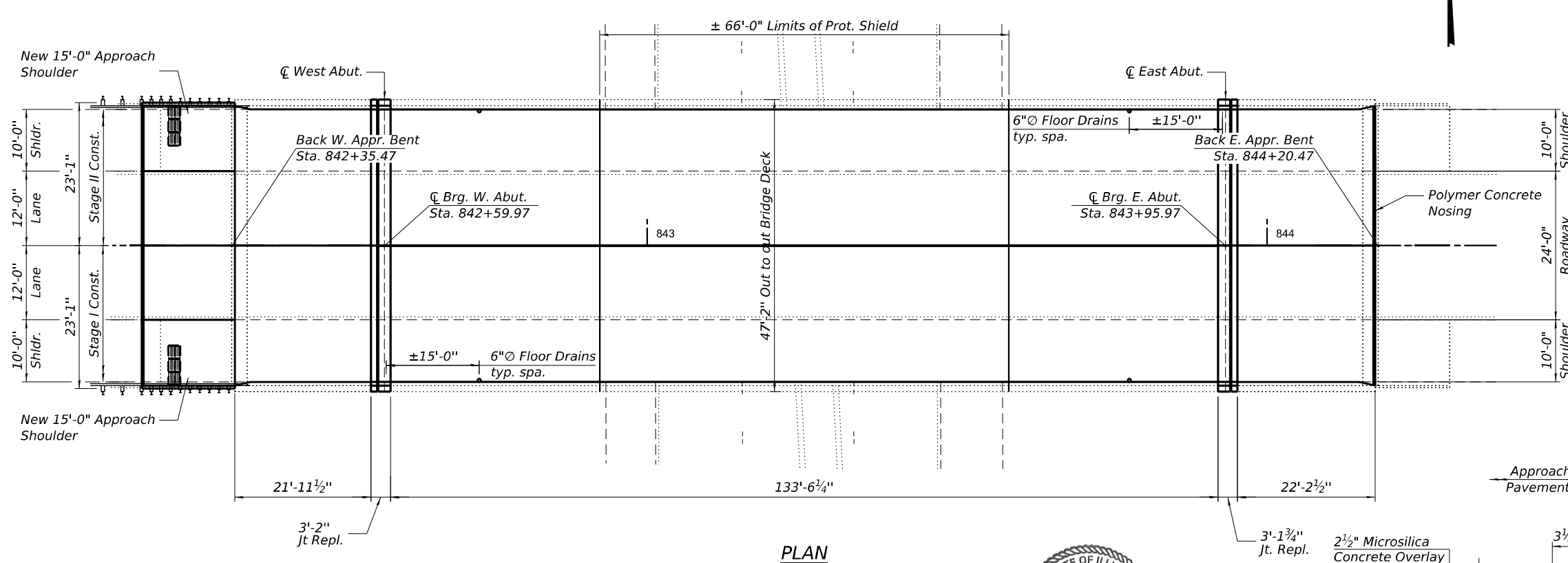
**FIELD UNITS (EXISTING)**

$f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinforcement)  
 $f_y = 50,000$  psi (AASHTO M223 Grade 50) Flange  
 $f_y = 36,000$  psi (AASHTO M183 Grade 50) Web

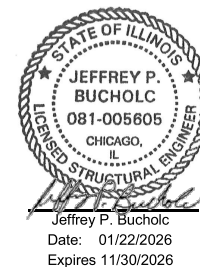
Hybrid Girder

**INDEX OF SHEETS**

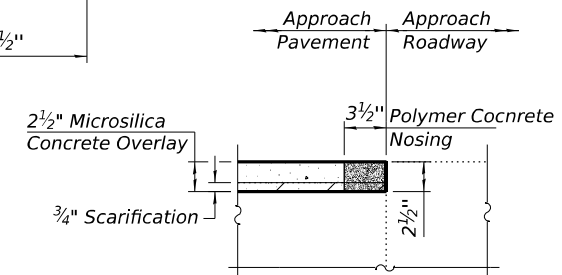
1. General Plan and Elevation
2. Bill of Materials, General Notes
3. Stage Construction Details
4. Temporary Concrete Barrier
5. Deck Overlay Plan
6. Joint Replacement Details
7. Joint Replacement Details
8. Preformed Joint Strip Seal
9. Substructure Repair Details
10. Approach Slab Shoulder Details
11. Bar Splicer Detail



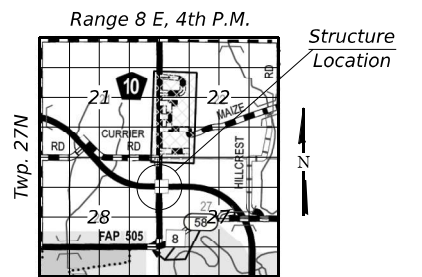
**PLAN**



Jeffrey P. Bucholc  
 Date: 01/22/2026  
 Expires 11/30/2026



**POLYMER CONCRETE NOSING DETAIL**



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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN & ELEVATION - STRUCTURE NO. 089-0048  
 US 20 BRIDGE REHABILITATION**

SHEET 1 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	24
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

**TOTAL BILL OF MATERIAL**

**GENERAL NOTES**

- 1) Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of material. Such variations shall not be cause for additional compensation for a change in scope of work, however, the Contractor will be paid for quantity actually furnished at the unit price bid for the work.
- 2) Reinforcement bars designated (E) shall be epoxy coated.
- 3) Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surface in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
- 4) Existing reinforcement bars extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with "Concrete Removal".
- 5) The Contractor shall exercise care during removal of existing joints to ensure that the deck slab beams, girders, and diaphragms integrity will not be detrimentally impacted. The Contractor shall repair and damage(s) to the deck slab, beams, girders, and diaphragms caused by their operation as directed by the Engineer at no additional cost to the Department.
- 6) All exposed concrete edges shall have 3/4" x 45° chamfer, except where shown.
- 7) Joint openings shall be adjusted according to Article 520.04 of Std. Specs. when the deck is poured at an ambient temperature other than 50°F.
- 8) Concrete Sealer shall be applied to areas of substructure repair, abutment backwalls, and abutment seats. All surfaces to be sealed shall be cleaned thoroughly prior to sealer application. Cost included with Concrete Sealer.
- 9) Protective Coat shall be applied to the top and inside face of parapet extensions, new or repaired parapets, new concrete deck adjacent to repaired deck joints, and new microsilica concrete overlays.
- 10) Stage construction shall be utilized to maintain traffic during construction.

ITEM	UNIT	SN 089-0048		
		SUPER	SUB	TOTAL
Stone Riprap, Class A2	Ton		40	40
Paved Shoulder Removal	Sq Yd	8		8
Concrete Removal	Cu Yd	8.6		8.6
Protective Shield	Sq Yd	252		252
Concrete Superstructure	Cu Yd	10.0		10.0
** Protective Coat	Sq Yd	749		749
Reinforcement Bars, Epoxy Coated	Pound	2,560		2,560
Bar Splicers	Each	24		24
Preformed Joint Strip Seal	Foot	92		92
* Deck Slab Repair (Full Depth, Type II)	Sq Yd	1		1
Bridge Deck Scarification 3/4"	Sq Yd	906		906
Bridge Deck Latex Concrete Overlay, 2 1/2"	Sq Yd	906		906
Structural Repair Of Concrete (Depth Equal To or Less Than 5 Inches)	Sq Ft		266	266
Controlled Low-Strength Material	Cu Yd		24	24
P.C. Concrete Bridge Approach Shoulder Pavement (Special)	Sq Yd	64		64
Bridge Deck Grooving (Longitudinal)	Sq Yd	532		532
Cleaning Bridge Scuppers and Downspouts	Each	4		4
Bridge Approach Shoulder Removal	Sq Yd	30		30
*** Diamond Grinding (Bridge Section)	Sq Yd	868		868
Polymer Concrete	Cu Ft	3		3

- \* Deck Slab Repair areas are estimated and will be field verified and approved by the engineer prior to starting patching.
- \*\* Protective Coat shall be applied to all new concrete superstructure and all new concrete overlays as specified in Article 503.19 of the Standard Specifications.
- \*\*\* Up to 1/4" inch to be removed during diamond grinding.

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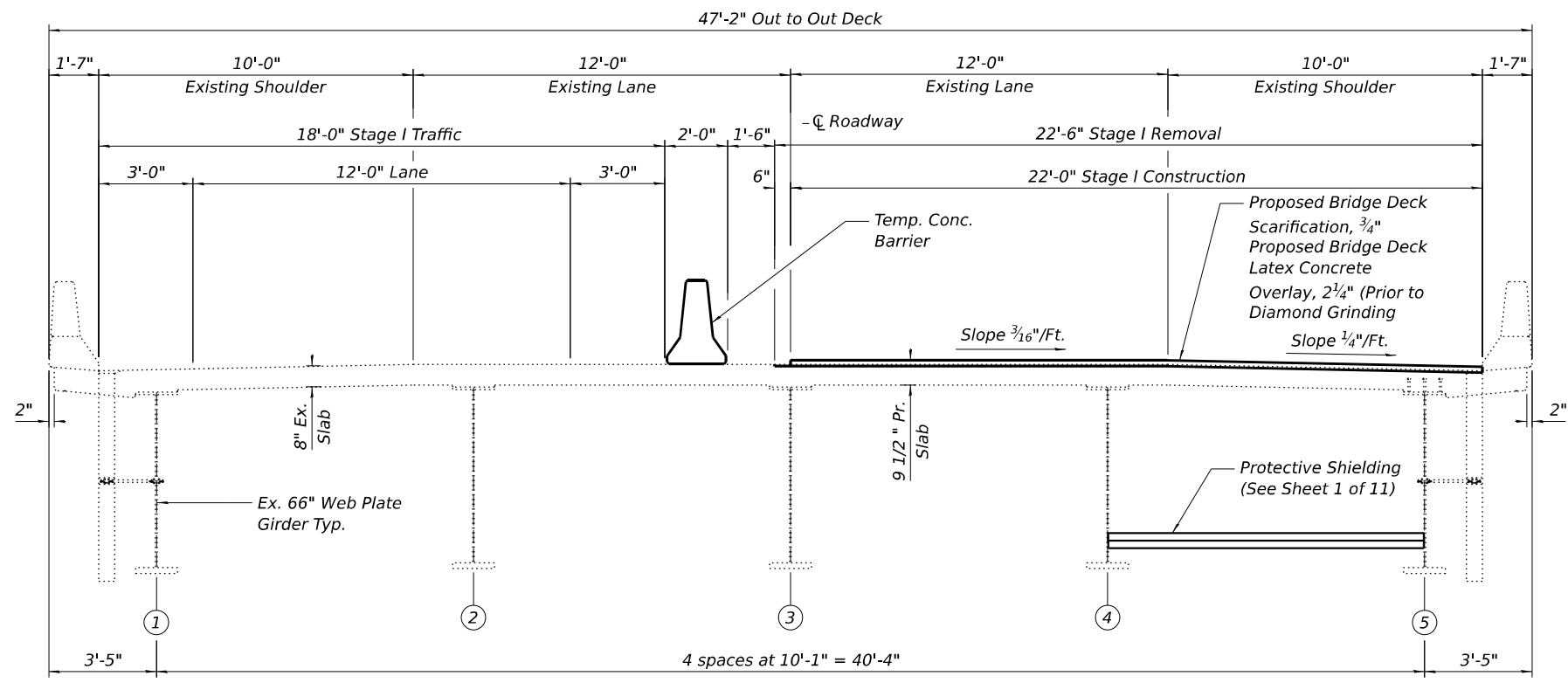
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA - STRUCTURE NO. 089-0048  
US 20 BRIDGE REHABILITATION**

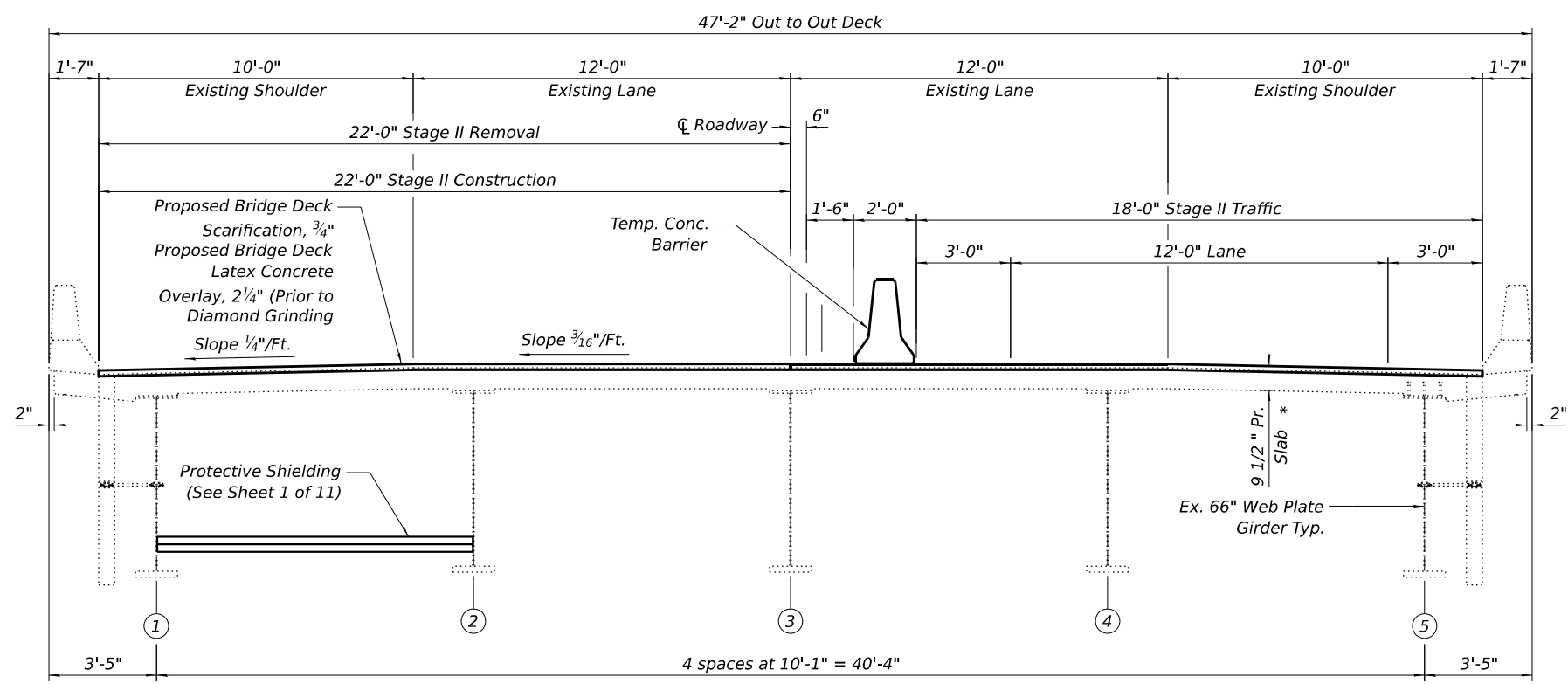
SHEET 2 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(4HB(+1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	25
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

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



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

\* Prior to 1/4" Diamond grinding



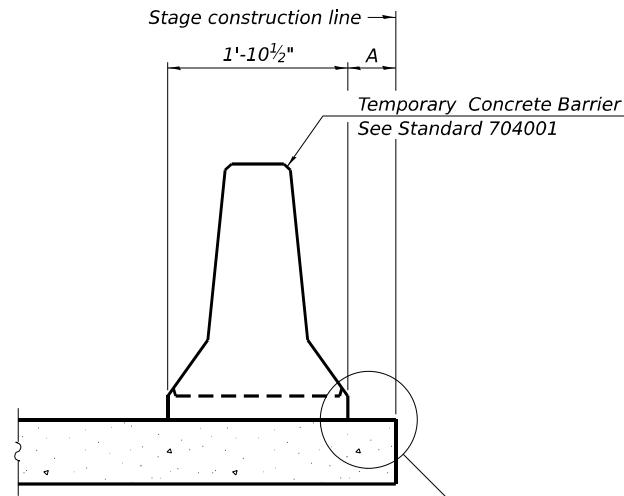
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS - STRUCTURE NO. 089-0048  
US 20 BRIDGE REHABILITATION**

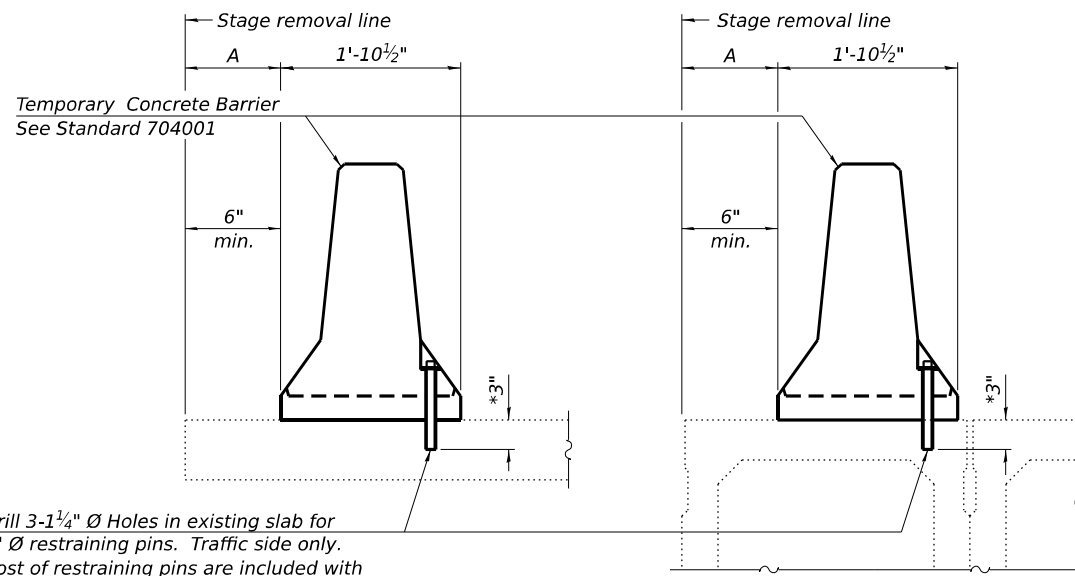
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CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				



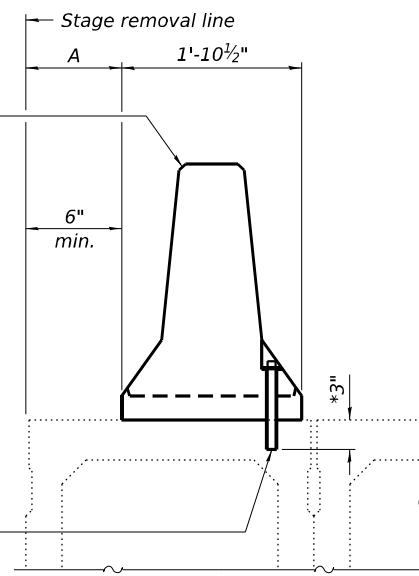
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

**NEW SLAB OR NEW DECK BEAM**



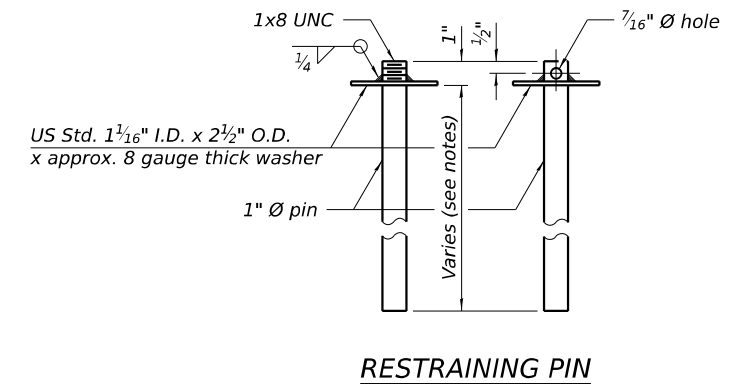
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins is included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

**EXISTING SLAB**



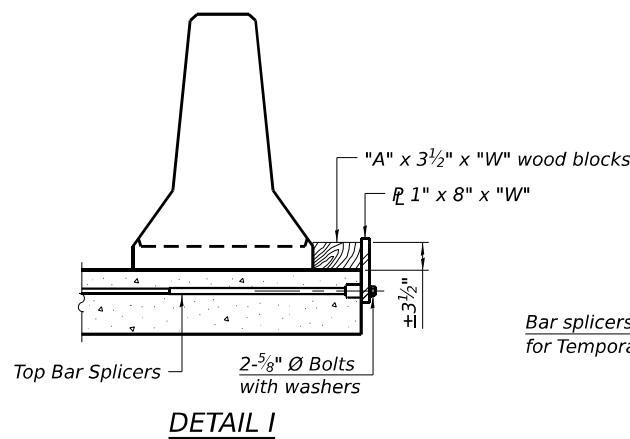
\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

**EXISTING DECK BEAM**

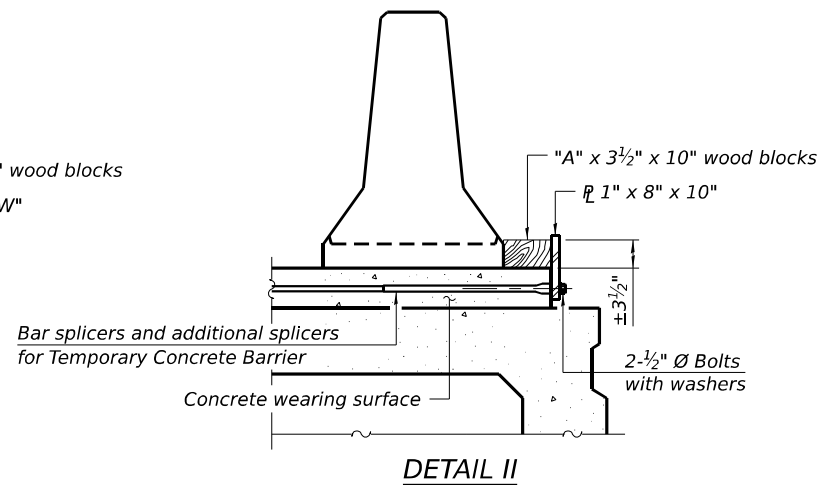


**RESTRAINING PIN**

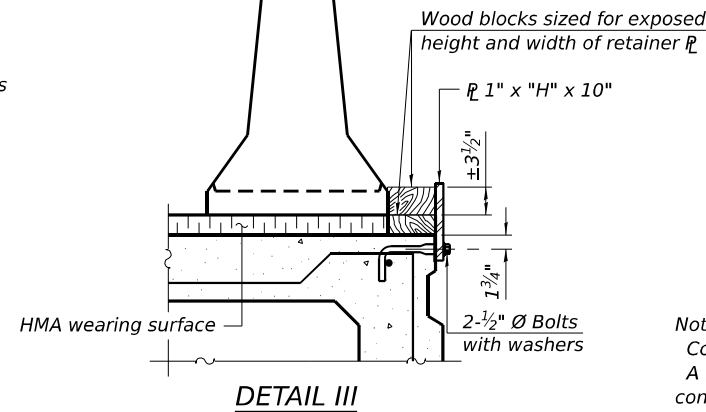
**SECTIONS THRU SLAB OR DECK BEAM**



**DETAIL I**

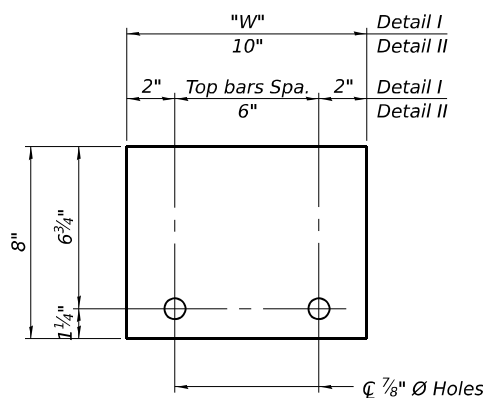


**DETAIL II**

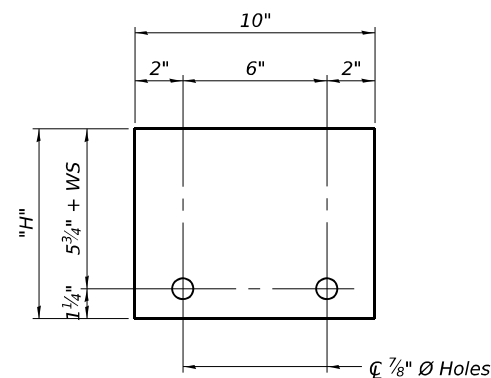


**DETAIL III**

**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

R-27 5-15-2023



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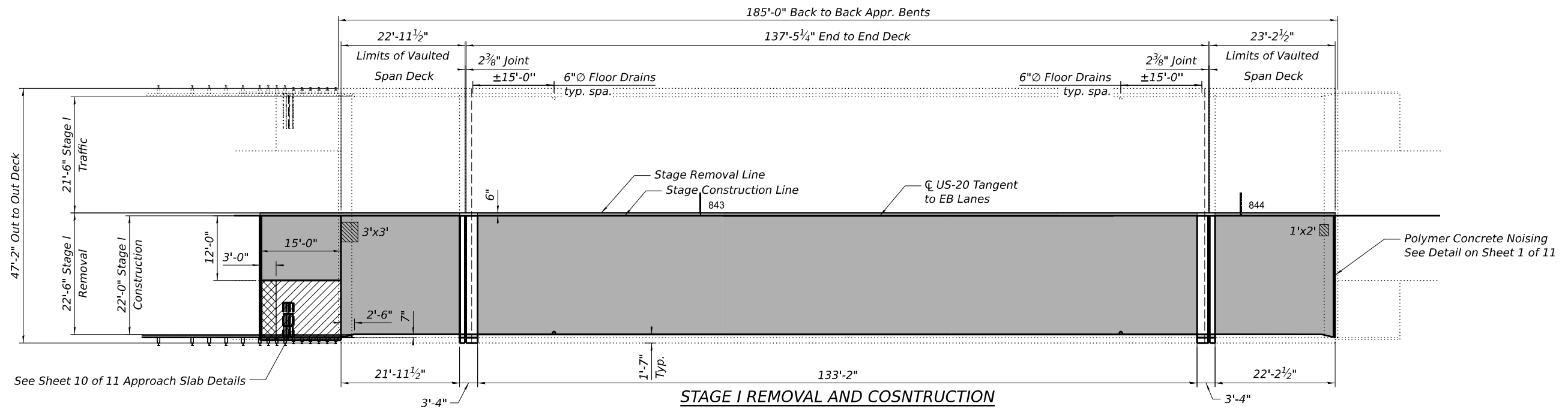
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER - STRUCTURE NO. 089-0048  
US 20 BRIDGE REHABILITATION**

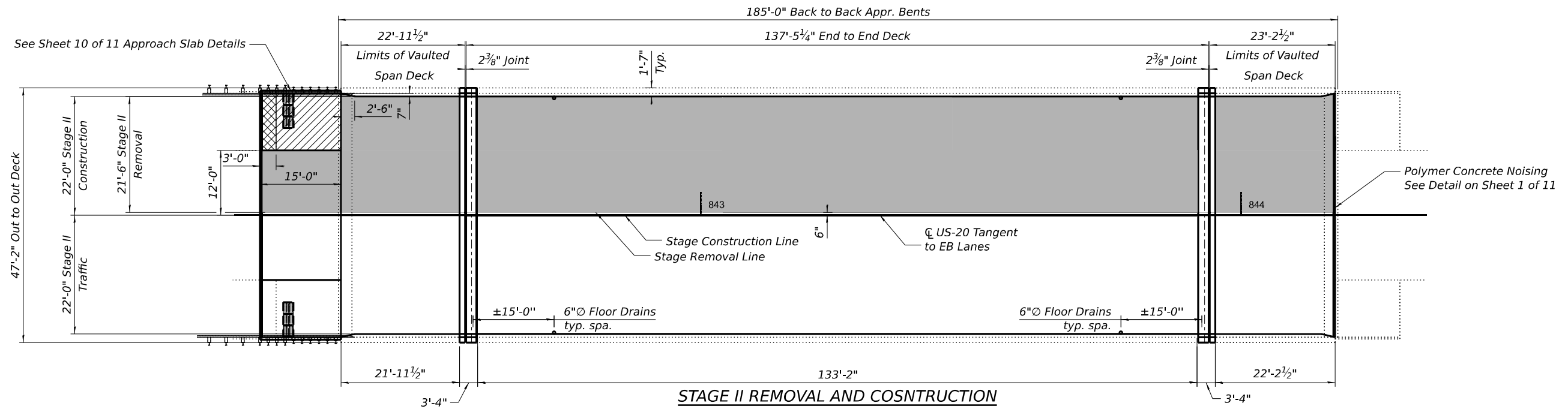
SHEET 4 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42			ILLINOIS FED. AID PROJECT	

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**STAGE I REMOVAL AND CONSTRUCTION**

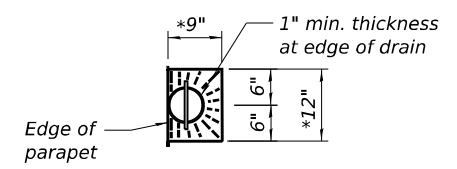


**STAGE II REMOVAL AND CONSTRUCTION**

- Surface Removal (Special) over Pavement Connectors. See Sheet 6 of 11 for specific limits and details.
- 3/4" Bridge Deck Slab Scarification
- \*\*Bridge Approach Shoulder Removal
- 2 1/2" Latex Concrete Overlay & 1/4" Diamond Grinding
- \*\*Paved Shoulder Removal
- Deck Slab Repair (Full Depth, Type I)
- \*\* See Sheet 10 Approach Slab Details. No overlay on new Approach pavement.

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Protective Coat	Sq. Yd.	749.2
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	532
Bridge Deck Latex Concrete Overlay, 2 1/2 Inches	Sq. Yd.	906
Bridge Deck Scarification 3/4 Inches	Sq. Yd.	906
Diamond Grinding (Bridge Section)	Sq. Yd.	868
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	1
Cleaning Bridge Scuppers and Downspouts	Each	4
Polymer Concrete	Cu. Ft.	3



**DECK DRAIN DETAIL**

\*slope to drain

**NOTES:**

- All shoulder drains and floor drains must be protected during concrete scarification and concrete overlay placement.
- Use of hand tools is required while working around shoulder drains and floor drains. The cost is included in the Latex Concrete Overlay pay item.
- All shoulder drains and deck drains shall be cleaned. Cost included with Cleaning Bridge Scuppers and Downspouts.
- Longitudinal Grooving shall be applied only in traffic lanes.
- Polymer Concrete Nosing to be paid for by "Poylmer Concrete".

MODEL: Default FILE NAME: C:\Users\jpush\OneDrive - OELI\Documents\Consulting\Projects\2507 IDOT Bridge Rehab. Var-Var Phase II\PTB 215-0201700-CADD\WO-03(64T42)\Base Drawings\64T42\_Plan Brdr.dgn



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PLOT DATE =	DATE - 01/22/2026	REVISED -

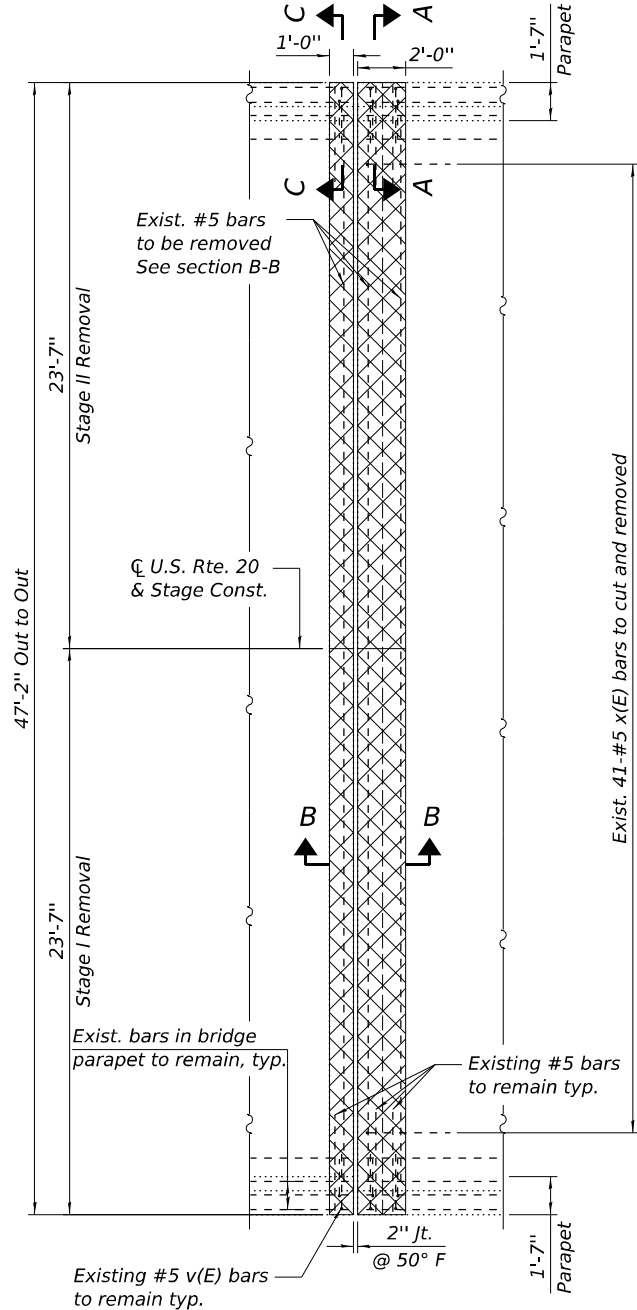
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DECK OVERLAY PLAN - STRUCTURE NO. 089-0048  
US 20 BRIDGE REHABILITATION**

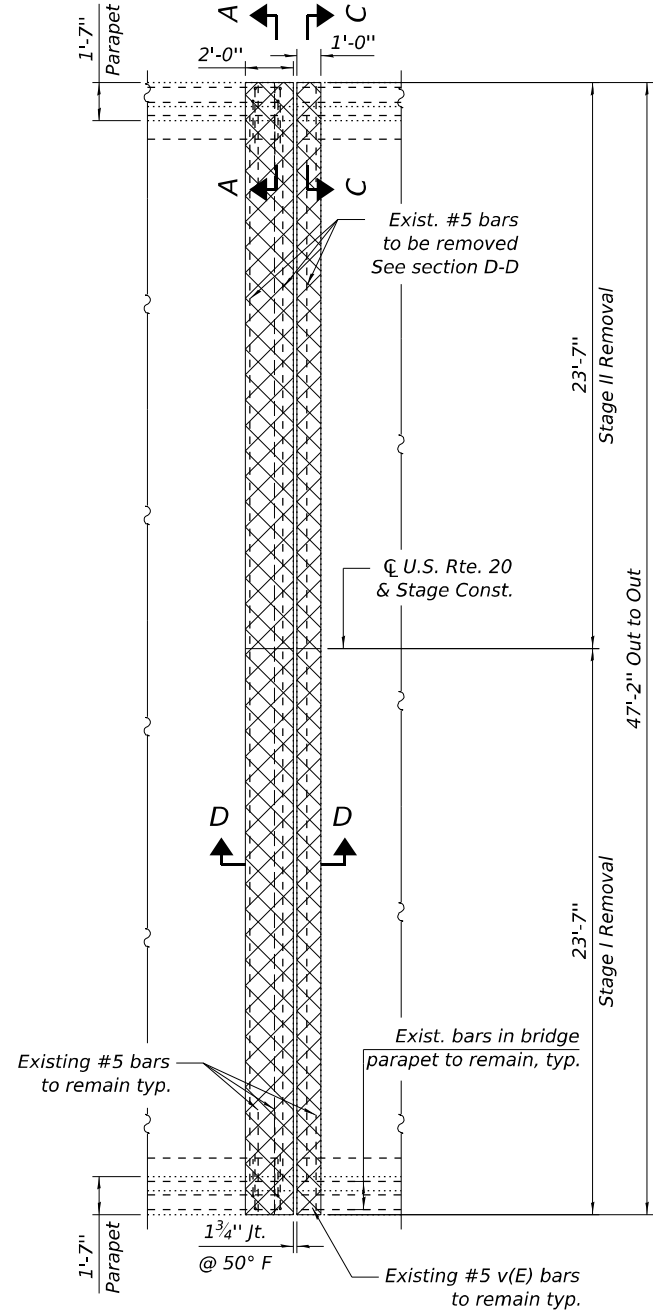
SHEET 5 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	28
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

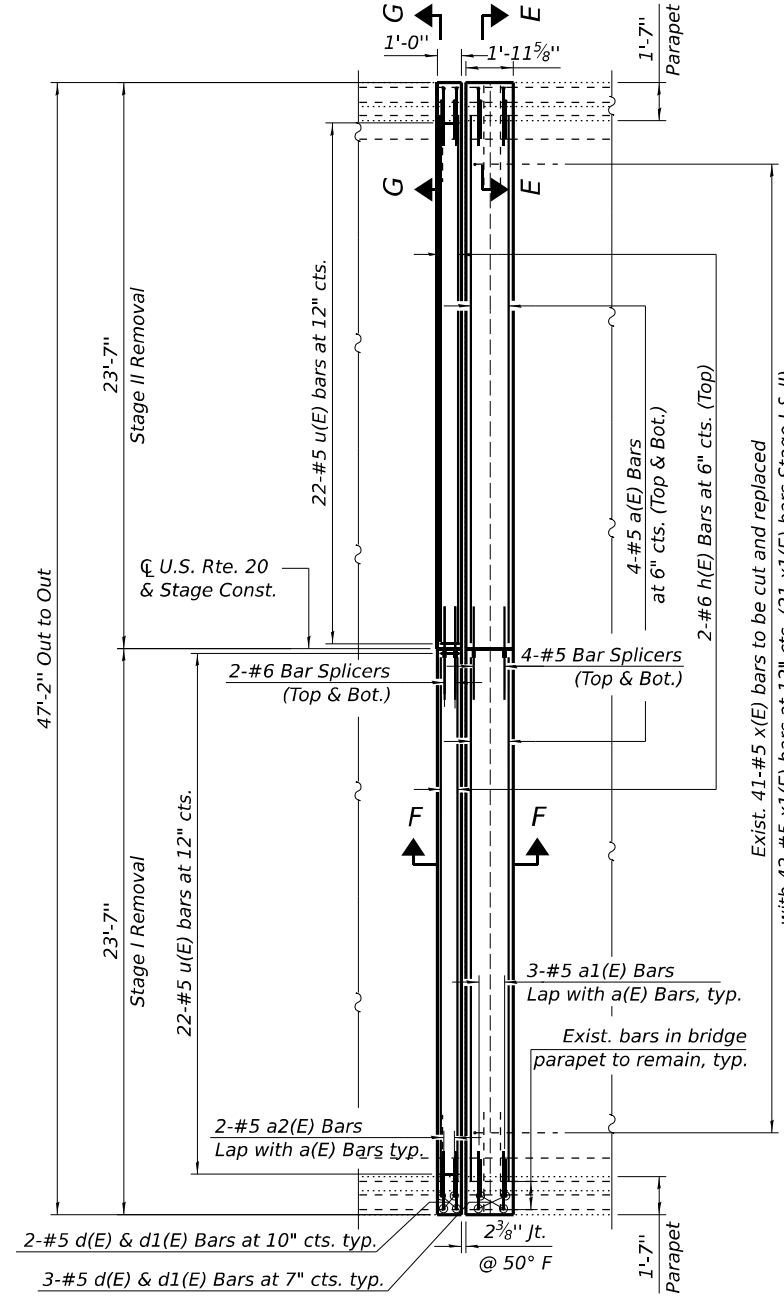
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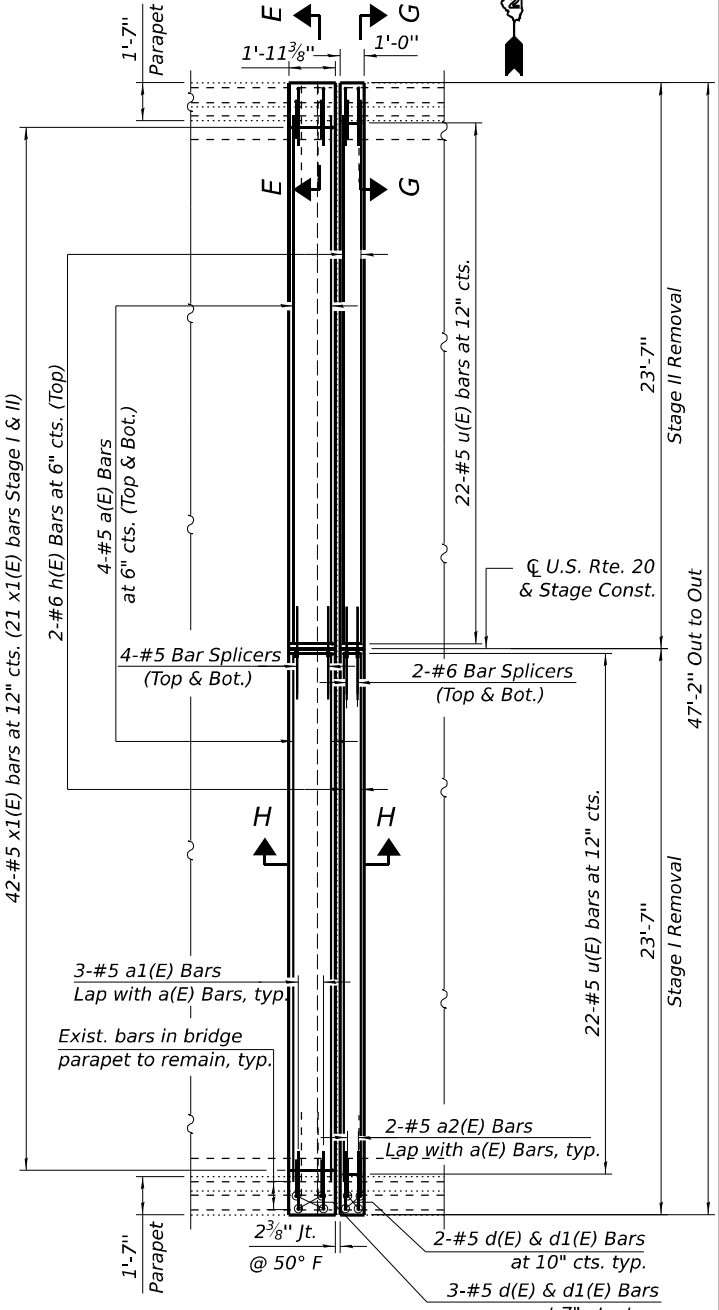
**WEST ABUTMENT JOINT REMOVAL PLAN**



**EAST ABUTMENT JOINT REMOVAL PLAN**



**WEST ABUTMENT JOINT RECONSTRUCTION PLAN**



**EAST ABUTMENT JOINT RECONSTRUCTION PLAN**

Notes:

- Any reinforcement bars that are to remain 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.
- Existing longitudinal and vertical reinforcement bars remaining and extending into the removal areas shall be cleaned, straightened and incorporated into new construction. Cost included with Concrete Removal.
- For sections A-A, B-B, C-C, D-D, E-E, F-F, G-G and H-H see Sheet 7 of 11.
- Bars noted thus, 3 x 2 -#5 indicates 3 lines of bars with 2 lengths of bars per line.

**LEGEND**



USER NAME = jpush	DESIGNED - BMW	REVISED -
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	CHECKED - JRT	REVISED -
PLOT DATE =	DATE - 01/22/2026	REVISED -

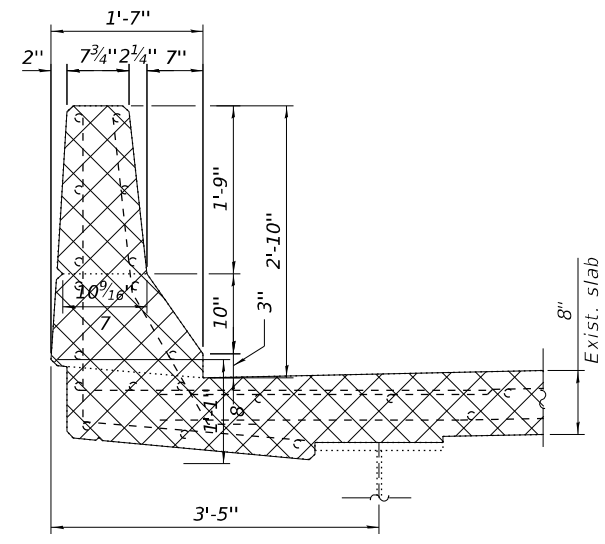
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**JOINT REPLACEMENT DETAILS - STRUCTURE NO. 089-0048  
 US 20 BRIDGE REHABILITATION**

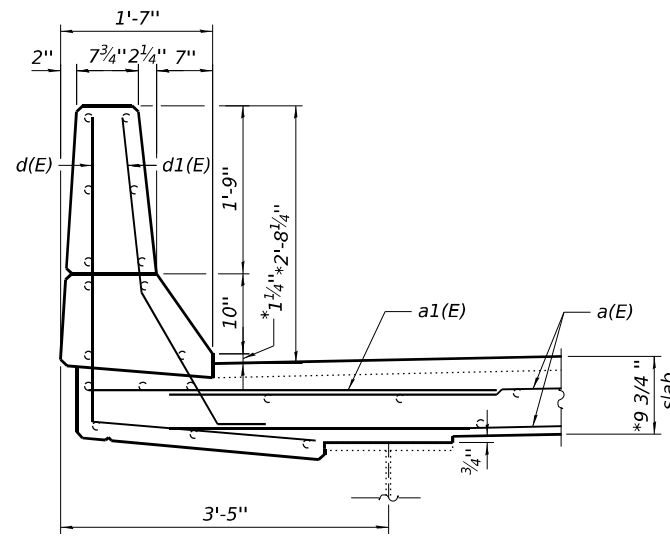
SHEET 6 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42			ILLINOIS FED. AID PROJECT	

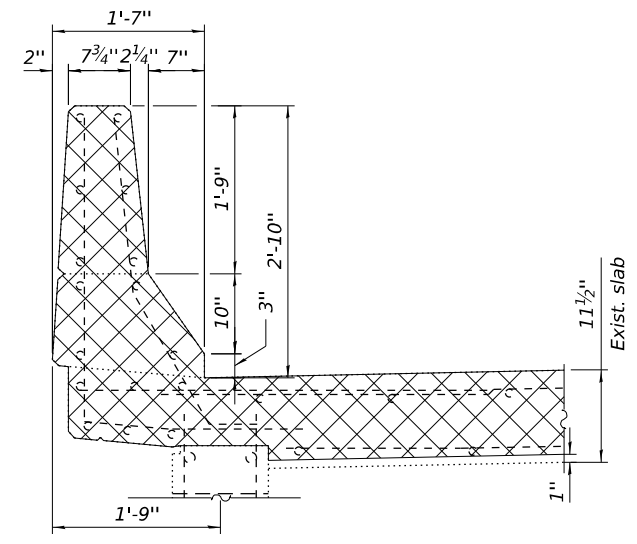
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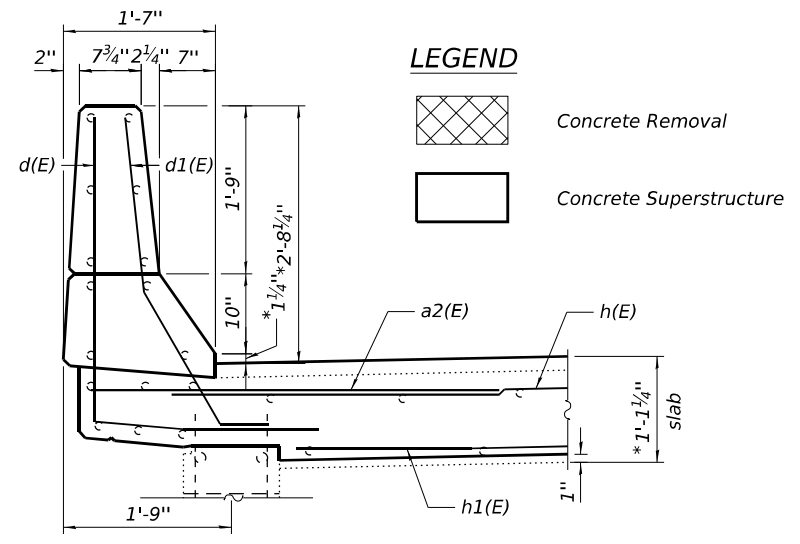
SECTION A-A



SECTION E-E



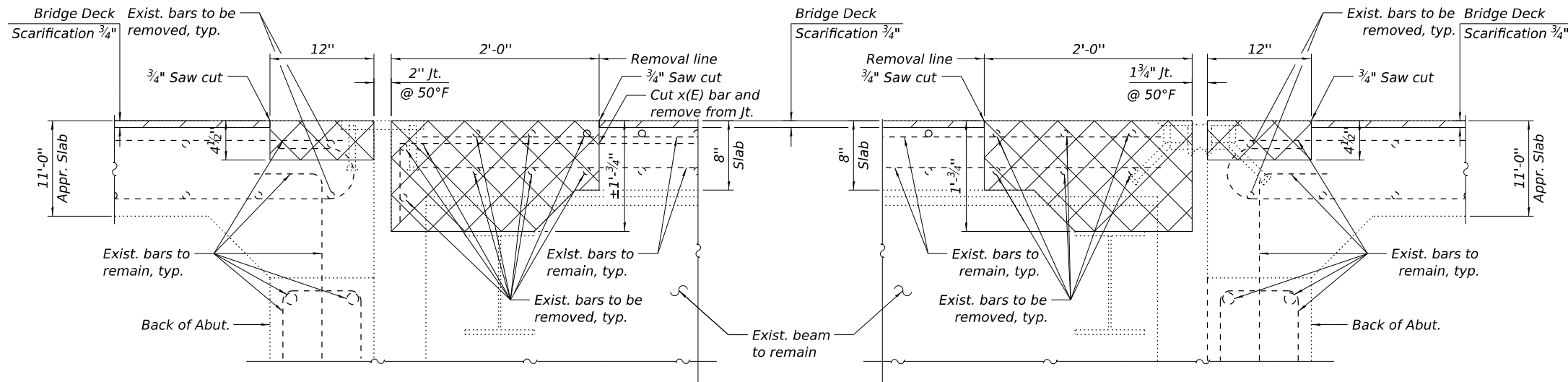
SECTION C-C



SECTION G-G

**LEGEND**

	Concrete Removal
	Concrete Superstructure



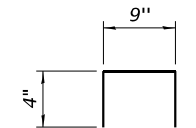
SECTION B-B

SECTION D-D

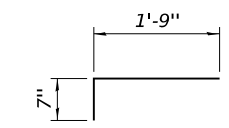
\* Prior to 1/4" grinding

**BILL OF MATERIAL**

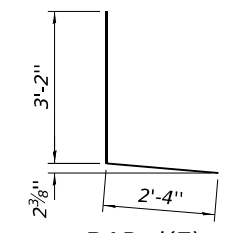
Bar	No.	Size	Length	Shape
a(E)	32	#5	22'-2"	—
a1(E)	12	#5	4'-3"	—
a2(E)	8	#5	4'-0"	—
d(E)	20	#5	5'-6"	L
d1(E)	20	#5	3'-11"	└
h(E)	8	#6	22'-5"	—
u(E)	88	#5	1'-5"	⊏
x1(E)	84	#5	2'-4"	└
Concrete Removal			Cu. Yd.	8.6
Concrete Superstructure			Cu. Yd.	10.0
Reinforcement Bars, Epoxy Coated			Pound	1,780
Drainage Scuppers to be Adjusted			Each	4



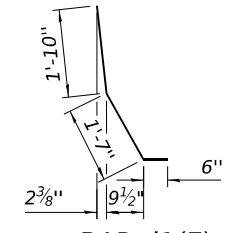
BAR u(E)



BAR x1(E)



BAR d(E)



BAR d1(E)

**Notes:**

- For Preformed Joint Strip Seal details, see Sheet 8 of 11.
- For Bar Splicer Assembly details, see Sheet 11 of 11.
- 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 the concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.
- Removal of Existing Expansion Joints will not be paid for separately but will be included in the cost of Concrete Removal.



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	CHECKED - JRT	REVISED -
PLOT DATE =	DATE - 01/22/2026	REVISED -

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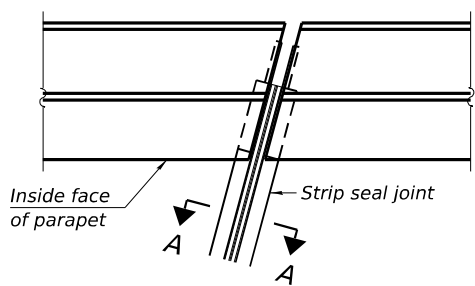
**JOINT REPAIR DETAILS - STRUCTURE NO. 089-0048  
 US 20 BRIDGE REHABILITATION**

SHEET 7 OF 11 SHEETS STA. TO STA.

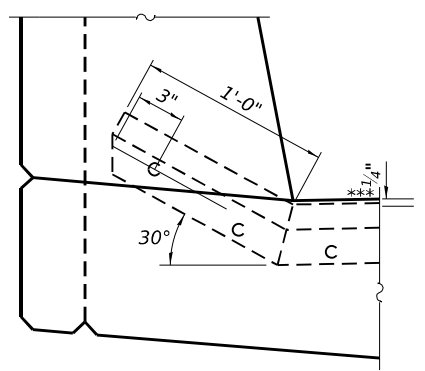
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4HB)-(1-2,-3,-4)(2VB)BRR	STEPHENSON	134	30
CONTRACT NO. 64T42			ILLINOIS FED. AID PROJECT	

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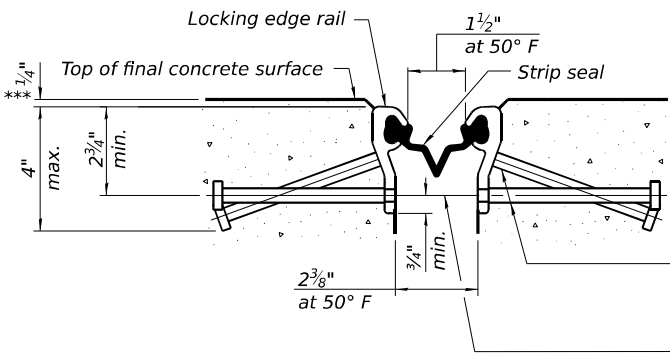
**Notes:**  
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.  
 The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.  
 The manufacturer's recommended installation methods shall be followed.  
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.  
 The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.  
 Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.  
 39" constant slope barrier shown, 44" constant slope barrier similar as noted.  
 The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



FOR SKEWS ≤ 30°  
**PLAN AT PARAPET**



**DETAIL A**



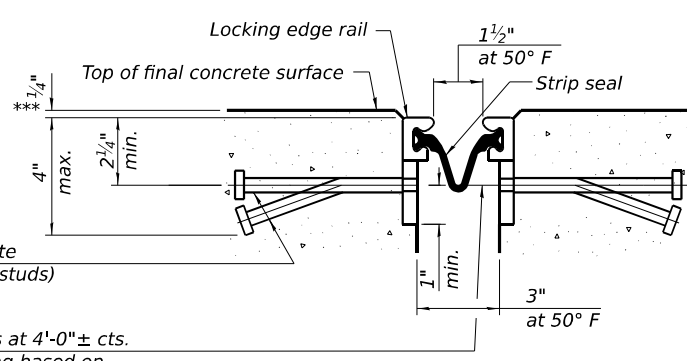
**SHOWING ROLLED RAIL JOINT**

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

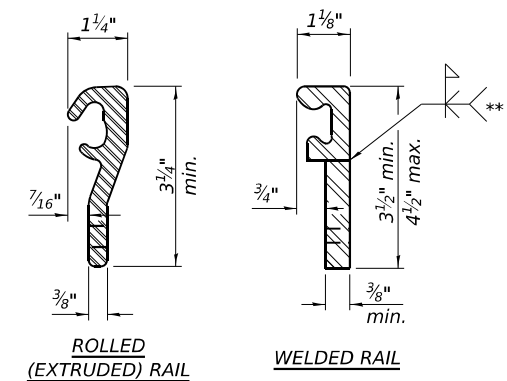
3/8" Ø threaded rods in 7/16" Ø holes at 4'-0" ± cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

**SECTION A-A**

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



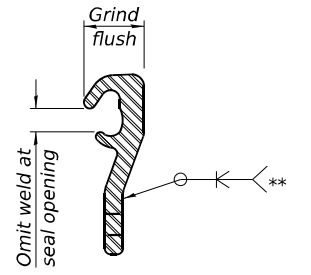
**SHOWING WELDED RAIL JOINT**



**LOCKING EDGE RAILS**

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

\*\*\* 1/2" prior to 1/4" grinding



**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	92

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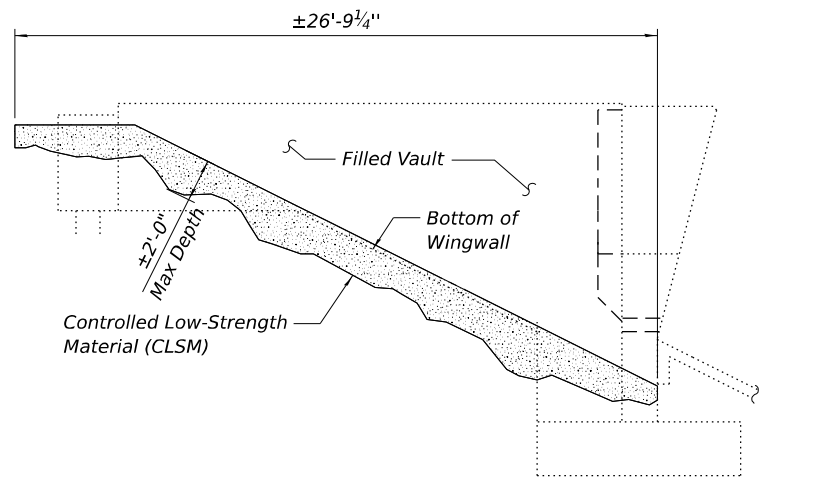
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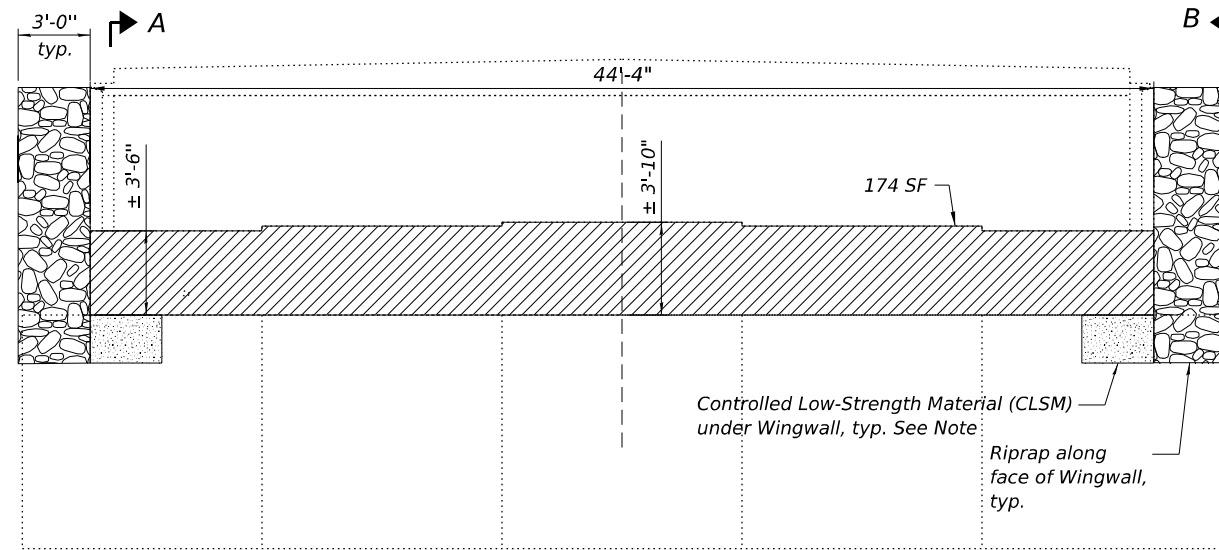
**PREFORMED JOINT STRIP SEAL - STRUCTURE NO. 089-0048  
 US 20 BRIDGE REHABILITATION**

SHEET 8 OF 11 SHEETS STA. TO STA.

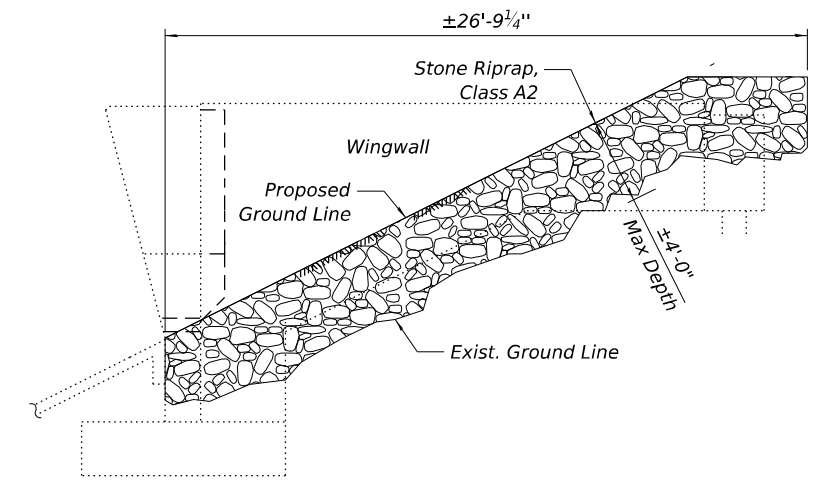
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				



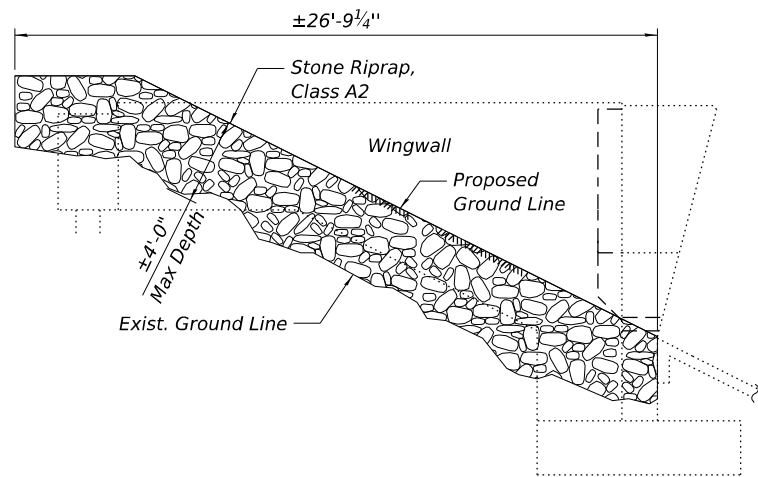
**SECTION A-A**  
(South Side Shown, North Side Opposite Hand)



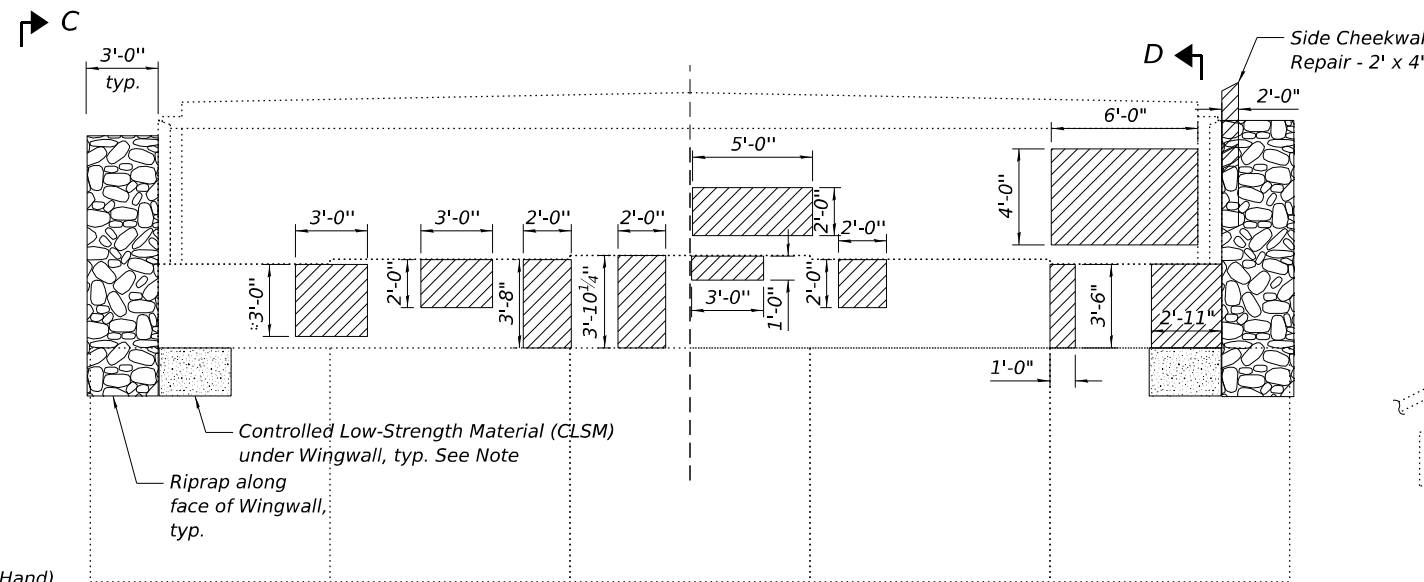
**WEST ABUTMENT ELEVATION**  
**SN 0089-0048 (W.B.)**



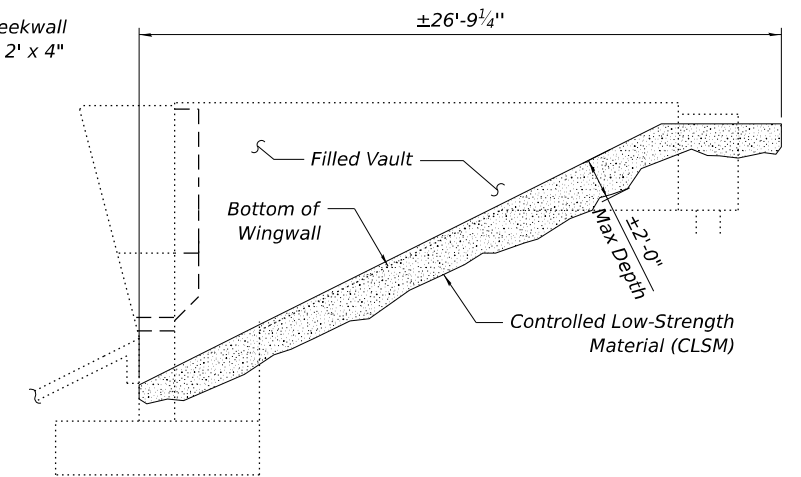
**SECTION B-B**  
(North Side Shown, South Side Opposite Hand)



**SECTION C-C**  
(North Side Shown, South Side Opposite Hand)



**EAST ABUTMENT ELEVATION**  
**SN 089-0048 (W.B.)**



**SECTION D-D**  
(South Side Shown, North Side Opposite Hand)

**NOTES:**

1. Pump Controlled Low-Strength Material in locations vaulted abutment wingwall undermining has occurred. Provide bulkhead to prevent flow outside of abutment wall. Quantity shown is the estimated quantity, exact quantity to be determined in the field.
2. Areas shown for Structural Repair of Concrete. Actual area should be determined by the Engineer at the time of repair.

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth < 5 inches)	Sq. Ft.	266
Stone Riprap Class A-2	Ton	40
Controlled Low Strength Materials	Cu. Yd.	24

**LEGEND:**

- Structural Repair of Concrete (Depth < 5 inches)
- Controlled Low-Strength Material (CLSM)
- Stone Riprap, Class A2

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**DEPARTMENT OF TRANSPORTATION**

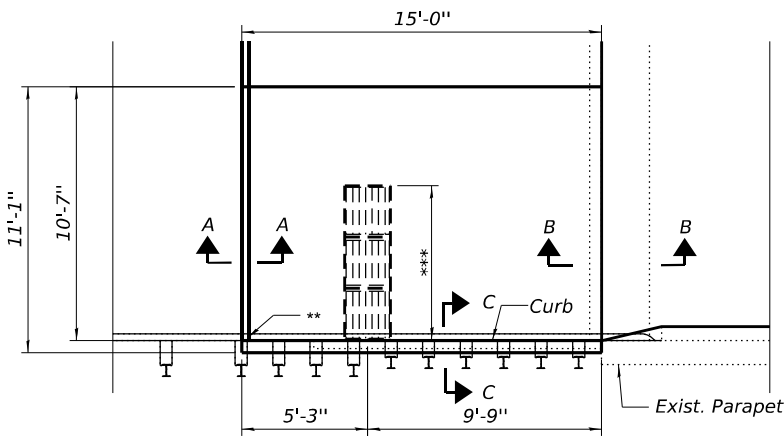
**SUBSTRUCTURE REPAIR DETAILS - STRUCTURE NO. 089-0048**  
**US 20 BRIDGE REHABILITATION**

SHEET 9 OF 11 SHEETS STA. TO STA.

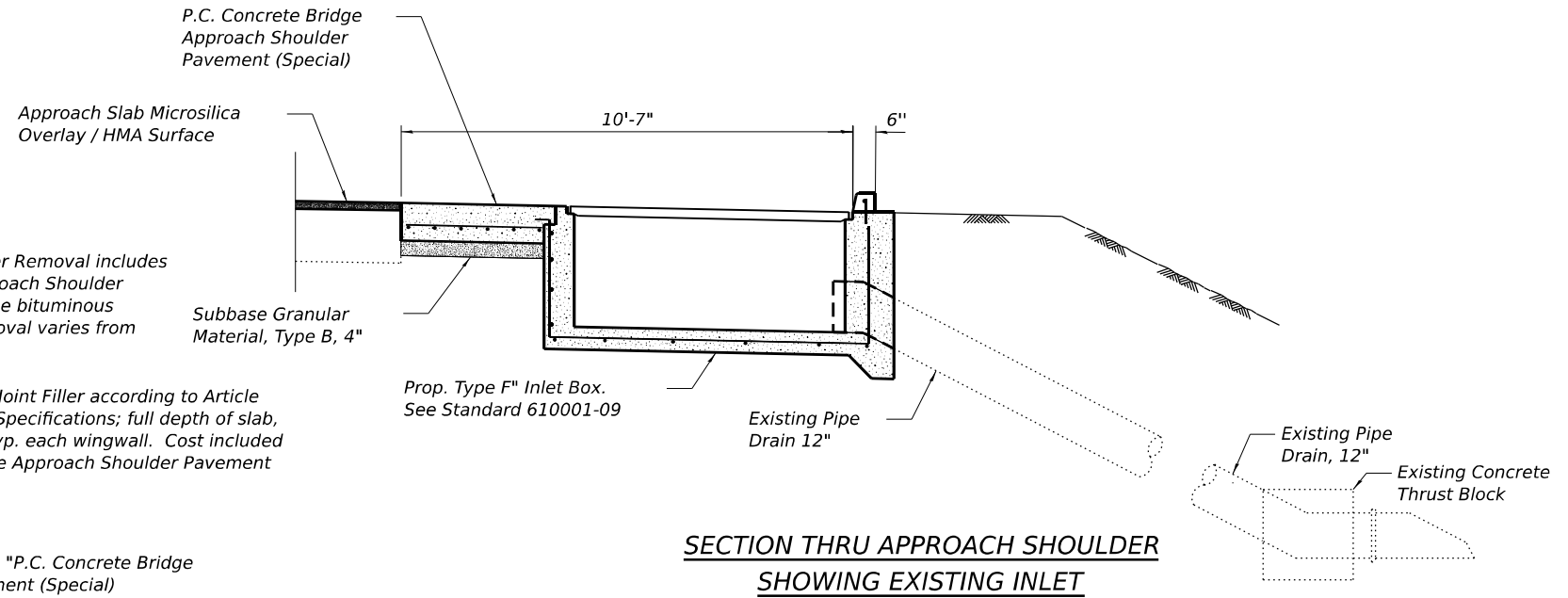
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301	177-(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	32
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

**BILL OF MATERIAL**

Item	Unit	Total
Paved Shoulder Removal	Sq. Yd.	8
* Bridge Approach Shoulder Removal	Sq. Yd.	30
P.C. Concrete Bridge Approach Shoulder Pavement (Special)	Sq. Yd.	44
Reinforcement Bars, Epoxy Coated	Lbs	780
Type F Inlet Box, Standard 610001	Each	2



**P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT PLAN**

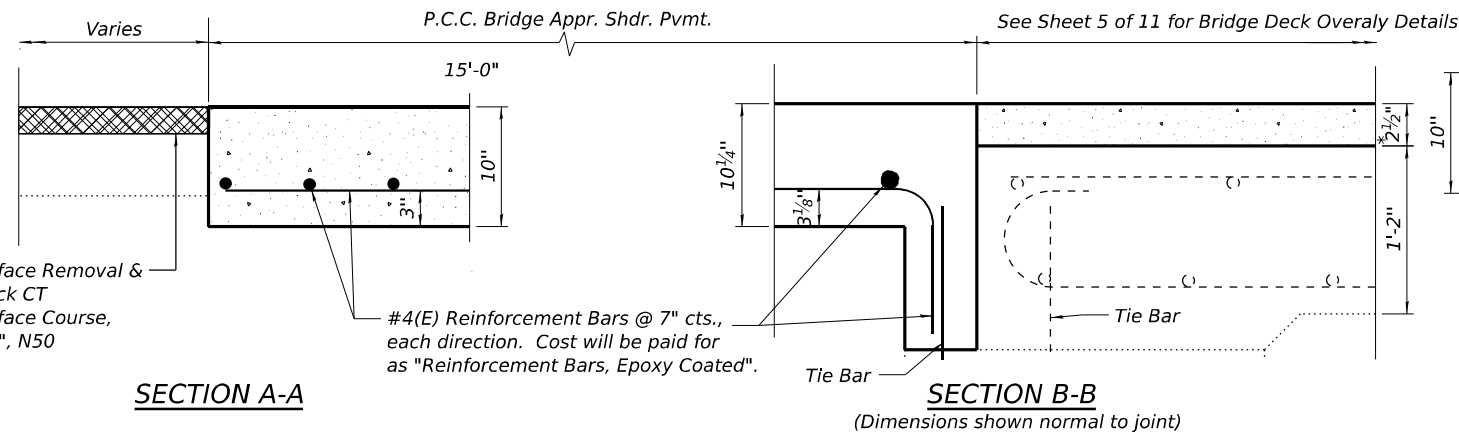


**SECTION THRU APPROACH SHOULDER SHOWING EXISTING INLET**

**Notes:**

- \* Bridge Approach Shoulder Removal includes existing PCC Bridge Approach Shoulder along with a portion of the bituminous shoulder. Length of removal varies from 20'-0" to 29'-2 3/4".
- \*\* 1/2" Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of wingwall. Typ. each wingwall. Cost included with "P.C. Concrete Bridge Approach Shoulder Pavement (Special)"
- \*\*\* Type F Inlet Box

Tie Bar cost included with "P.C. Concrete Bridge Approach Shoulder Pavement (Special)"



**SECTION A-A**

**SECTION B-B**

**SECTION C-C**

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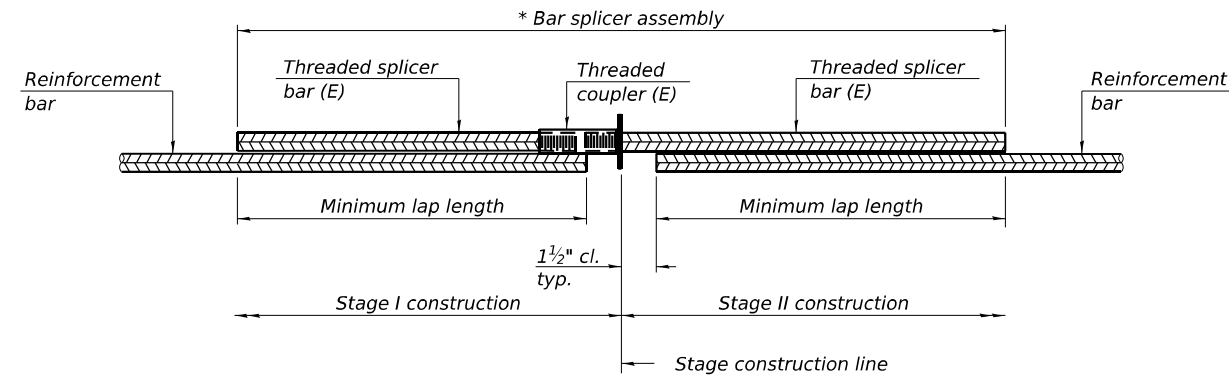
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**APPROACH SLAB SHOULDER DETAILS - STRUCTURE NO. 089-0048  
US 20 BRIDGE REHABILITATION**

SHEET 10 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	33
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				



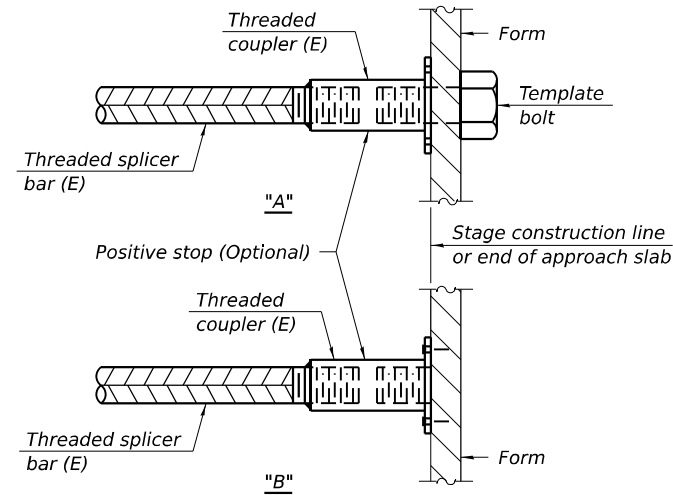
**STANDARD BAR SPLICER ASSEMBLY PLAN**

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

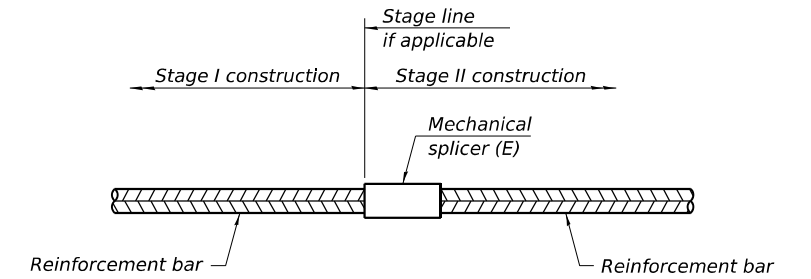
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Bridge Deck	#5	16	3'-4"
Hatch Block	#6	8	4'-5"



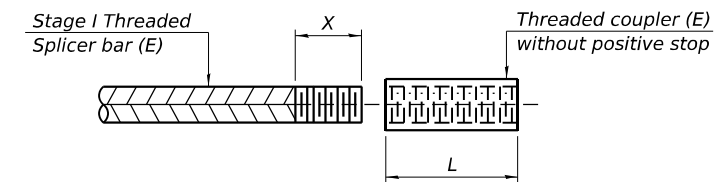
**INSTALLATION AND SETTING METHODS**

"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



**THREADING OF ASSEMBLIES**

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

**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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4-4-2025



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PLOT DATE =	DATE - 01/22/2026	REVISED -

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BAR SPLICER ASSEMBLY & MECH. SPLICER DETAILS - SN 089-0055  
 US 20 BRIDGE REHABILITATION

SHEET 11 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	34
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

### MOT SCHEDULE

LOCATION	78300202 PAVEMENT MARKING REMOVAL - WATER BLASTING SQ FT	70307120 TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE FOOT	70307210 TEMPORARY PAVEMENT MARKING - LINE 24" - TYPE IV TAPE FOOT	70300150 SHORT TERM PAVEMENT MARKING REMOVAL SQ FT	Z0062456 TEMPORARY PAVEMENT SQ YD	70400100 TEMPORARY CONCRETE BARRIER FOOT	70400200 RELOCATE TEMPORARY CONCRETE BARRIER FOOT	70600251 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 3 EACH	70600352 IMPACT ATTENUATORS, RELOCATE (NON-DIRECTIVE, NARROW), TEST LEVEL 3 EACH
RIVER ROAD (PRESTAGE)	444				477				
RIVER ROAD (STAGE I)		1612	22	581.5		650		2	
RIVER ROAD (STAGE II)		1612	22	581.5			650		2
TOTAL	444	3224	44	1163	477	650	650	2	2

### ROADWAY SCHEDULE

LOCATION			20200600 EXCAVATING AND GRADING EXISTING SHOULDER UNIT	44000155 HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" SQ YD	40603085 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 TON	40604060 HOT-MIX ASPHALT SURFACE COURSE, IL- 9.5, MIX "D", N50 TON	48101500 AGGREGATE SHOULDERS, TYPE B 6" SQ YD	63301210 REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A FOOT	78009004 MODIFIED URETHANE PAVEMENT MARKING - LINE 4" FOOT	78011025 GROOVING FOR RECESSED PAVEMENT MARKING 5" FOOT
26+25.00	BRIDGE	LT	2.2				110	438		
26+25.00	BRIDGE	RT	2.3				119	398		
BRIDGE	33+40.00	LT	2.4				129	426		
BRIDGE	33+40.00	RT	2.3				118	464		
27+79.39	28+66.47	LT/RT		162	6.5	16				
30+96.30	31+72.38	LT/RT		162	6.5	16				
24+45.00	35+10.00	LT/RT							1332	1332
TOTAL			9.2	324	13	32	476	1726	1332	1332

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 CZAPLICKI LOPEZ, PLLC  
 201 KENMARE DRIVE  
 BURR RIDGE, ILLINOIS 60527  
 630-815-8861  
 DESIGN FIRM NO: 184,008135

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	CHECKED - NJS	REVISED -
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PLOT DATE = 1/14/2026	CHECKED - NJS	REVISED -

**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC AND ROADWAY SCHEDULES**  
**RIVER ROAD OVER US 20 FREEPORT BYPASS (SN 089-0049)**

SHEET 1 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4)HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	35
CONTRACT NO. 64T42				
			ILLINOIS	FED. AID PROJECT

## MOT GENERAL NOTES

1. SEE BRIDGE PLANS FOR MOT TYPICAL SECTIONS.
2. SEE IDOT HIGHWAY STANDARDS 701006, 701011, 701201, 701301, 701321, 701326, 701901, AND 704001 FOR INFORMATION NOT SHOWN ON PLANS.
3. TEMPORARY PAVEMENT TO CONSIST OF 2" SURFACE COURSE OVER 4" OF BINDER COURSE. MIX TYPES LISTED BELOW:  
HMA SURFACE COURSE, IL-9.5, MIX "D", N70 - 2"  
HMA BINDER IL-19.0 - 4"
4. USE IDOT HIGHWAY STANDARD 701406 "LANE CLOSURE FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY" TO CLOSE A LANE AND COMPLETE THE ABUTMENT, PIER REPAIR, AND SET AND REMOVE PROTECTIVE SHIELDING.

## STAGE CONSTRUCTION NOTES

**PRE-STAGE TRAFFIC**  
CLOSE EASTBOUND LANE AS REQUIRED USING HIGHWAY STANDARD 701326.

**PRE-STAGE CONSTRUCTION**  
INSTALL TEMPORARY SIGNAL FOR STAGE 1. INSTALL EASTBOUND TEMPORARY PAVEMENT, REMOVE AND REERECT GUARDRAIL AS NEEDED, AND ADJUST DRAINAGE STRUCTURES AT BRIDGE CORNERS.

**STAGE 1 TRAFFIC**  
CLOSE WESTBOUND LANE TRANSITIONING WESTBOUND AND EASTBOUND TRAFFIC INTO THE EASTBOUND LANE USING HIGHWAY STANDARD 701321 AND AS DETAILED IN THE MAINTENANCE OF TRAFFIC STAGE 1 PLANS.

**STAGE 1 CONSTRUCTION**  
CONSTRUCT BRIDGE REHABILITATION WORK IN WESTBOUND LANE AND APPROACH SLABS AS DETAILED IN THE STRUCTURAL PLANS.  
CONSTRUCT ROADWAY PAVEMENT WORK IN SOUTHBOUND LANE AS DETAILED IN THE ROADWAY PLANS.  
INSTALL WESTBOUND TEMPORARY PAVEMENT FOR STAGE 2.  
REMOVE AND RERECT GUARDRAIL AS NEEDED.  
ADJUST DRAINAGE STRUCTURES IN THE EASTBOUND DIRECTION AT BRIDGE CORNERS.

**STAGE 2 TRAFFIC**  
CLOSE EASTBOUND LANE TRANSITIONING WESTBOUND AND EASTBOUND TRAFFIC INTO THE WESTBOUND LANE USING HIGHWAY STANDARD 701321 AND AS DETAILED IN THE MAINTENANCE OF TRAFFIC STAGE 1 PLANS.

**STAGE 2 CONSTRUCTION**  
CONSTRUCT BRIDGE REHABILITATION WORK IN EASTBOUND LANE AND APPROACH SLABS AS DETAILED IN THE STRUCTURAL PLANS.  
CONSTRUCT ROADWAY PAVEMENT WORK IN EASTBOUND LANE AS DETAILED IN THE ROADWAY PLANS.  
ADJUST DRAINAGE STRUCTURES IN THE EASTBOUND DIRECTION AT BRIDGE CORNERS.

**POST-STAGE TRAFFIC**  
CLOSE EASTBOUND AND WESTBOUND LANE AS REQUIRED USING HIGHWAY STANDARD 701326.  
USE HIGHWAY STANDARD 701311 FOR TRAFFIC CONTROL.

**POST-STAGE CONSTRUCTION**  
REMOVE ANY REMAINING TEMPORARY PAVEMENT AND INSTALL AGGREGATE SHOULDERS AS DETAILED IN THE ROADWAY PLANS.  
REMOVE AND RERECT GUARDRAIL AS NEEDED.  
ADJUST DRAINAGE STRUCTURES, IF NEEDED, AT BRIDGE CORNERS.  
CONDUCT WORKSITE CLEANUP AND PLACE FINAL PAVEMENT MARKINGS.

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 CZAPLUCKI LOPEZ, PLLC  
201 KENMARE DRIVE  
BURR RIDGE, ILLINOIS 60527  
630-815-8861  
DESIGN FIRM NO: 184,008135

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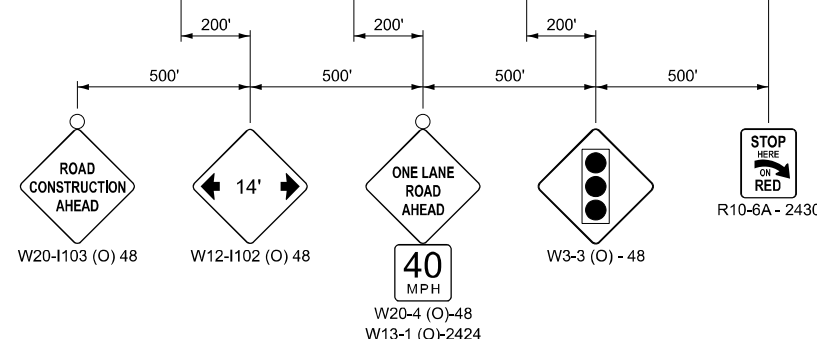
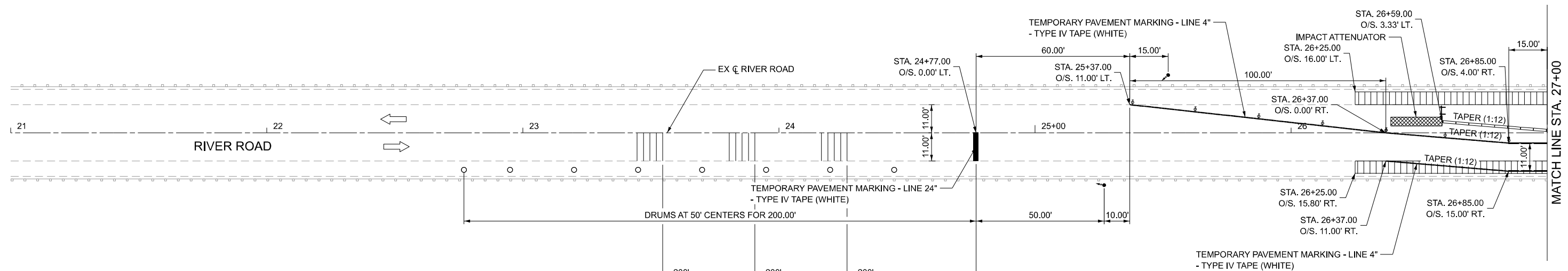
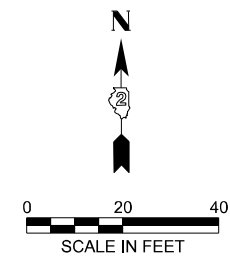
STATE OF ILLINOIS  
DIVISION OF TRANSPORTATION

MAINTENANCE OF TRAFFIC GENERAL NOTES AND STAGING SEQUENCE  
RIVER ROAD OVER US 20 FREEPORT BYPASS (SN 089-0049)

SHEET 2 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	36
ILLINOIS			FED. AID PROJECT	

CONTRACT NO. 64T42



**LEGEND**

	WORK ZONE
	TEMPORARY PAVEMENT
	DIRECTION OF TRAFFIC
	PROPOSED SIGN
	TYPE III BARRICADES WITH FLASHING LIGHTS
	TEMPORARY TRAFFIC SIGNAL
	DOUBLE VERTICAL PANEL
	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
	DRUM
	TEMPORARY RUMBLE STRIPS

- NOTES**
1. REFER TO STANDARD DRAWING 701321 FOR DETAILS NOT SHOWN.
  2. TEMPORARY BARRIER WALL OFFSETS ARE TO THE TRAFFIC SIDE.

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 BURR RIDGE, ILLINOIS 60527  
 630-415-8861  
 DESIGN FIRM NO: 184,008135

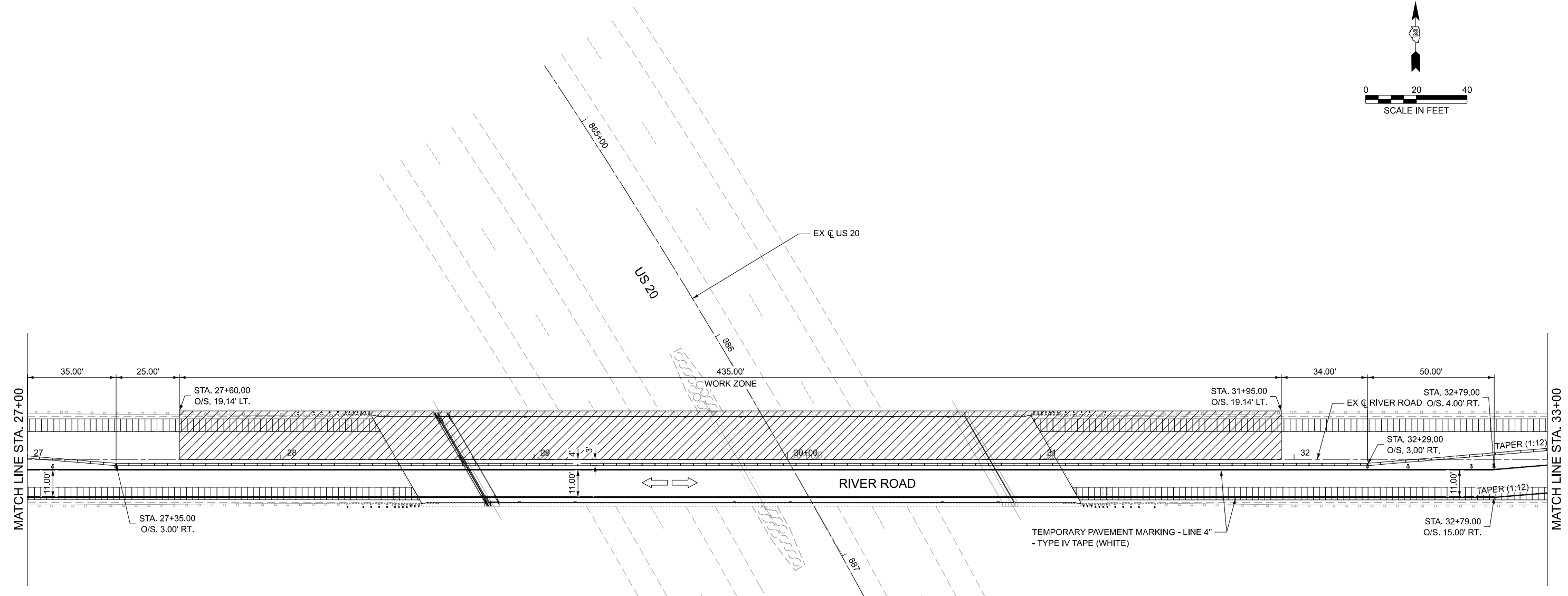
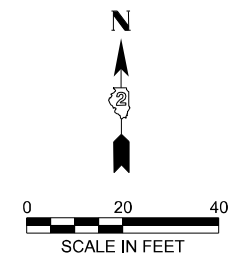
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**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**













**MAINTENANCE OF TRAFFIC STAGE 1**  
**RIVER ROAD OVER US 20 FREEPORT BYPASS (SN 089-0049)**

SHEET 3 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	37
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				



**LEGEND**

-  WORK ZONE
-  TEMPORARY PAVEMENT
-  DIRECTION OF TRAFFIC
-  PROPOSED SIGN
-  TYPE III BARRICADES WITH FLASHING LIGHTS
-  TEMPORARY TRAFFIC SIGNAL
-  DOUBLE VERTICAL PANEL
-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
-  DRUM
-  TEMPORARY RUMBLE STRIPS

**NOTES**

1. REFER TO STANDARD DRAWING 701321 FOR DETAILS NOT SHOWN.
2. TEMPORARY BARRIER WALL OFFSETS ARE TO THE TRAFFIC SIDE.

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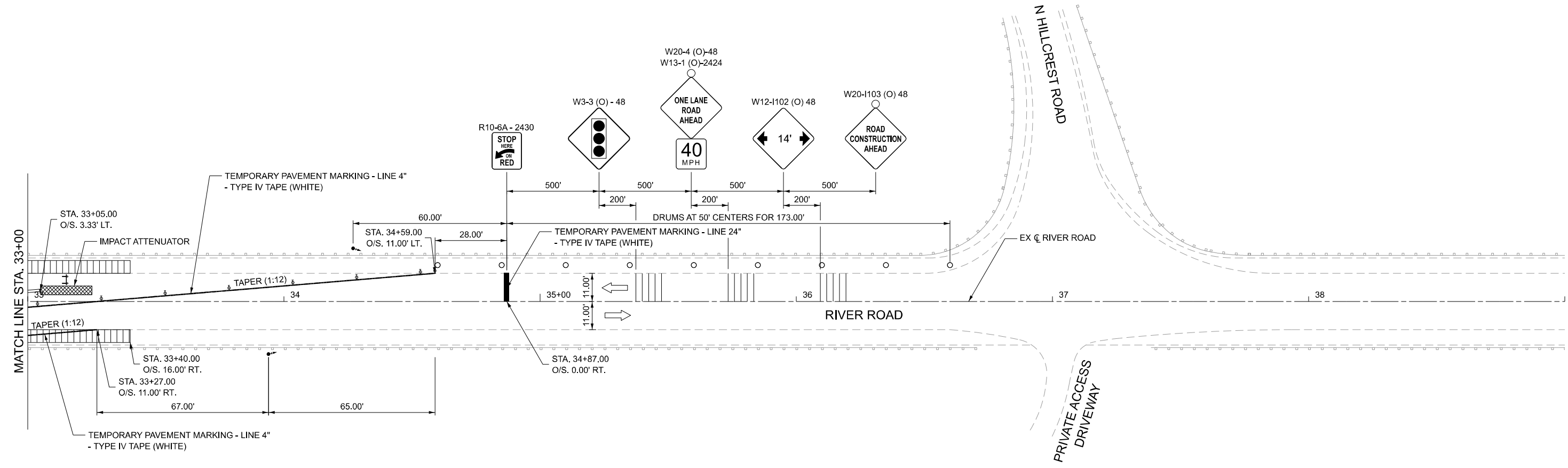
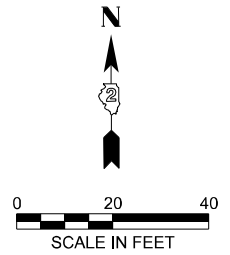
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**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC STAGE 1**  
**RIVER ROAD OVER US 20 FREEMONT BYPASS (SN 089-0049)**

SHEET 4 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	38
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				



**LEGEND**

- WORK ZONE
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- PROPOSED SIGN
- TYPE III BARRICADES WITH FLASHING LIGHTS
- TEMPORARY TRAFFIC SIGNAL
- DOUBLE VERTICAL PANEL
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
- DRUM
- TEMPORARY RUMBLE STRIPS

**NOTES**

1. REFER TO STANDARD DRAWING 701321 FOR DETAILS NOT SHOWN.
2. TEMPORARY BARRIER WALL OFFSETS ARE TO THE TRAFFIC SIDE.

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 DESIGN FIRM NO: 184,008135

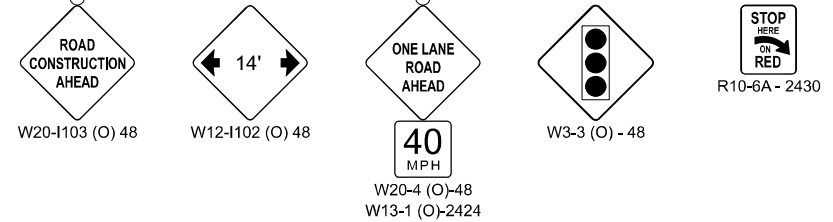
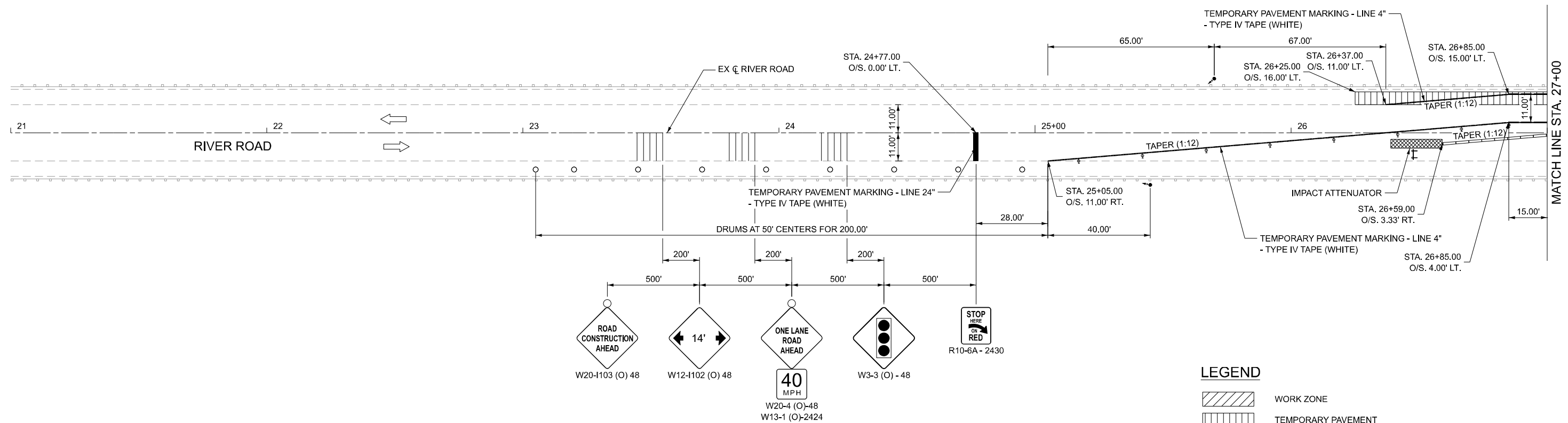
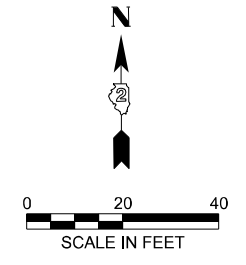
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**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC STAGE 1**  
**RIVER ROAD OVER US 20 FREEMONT BYPASS (SN 089-0049)**

SHEET 5 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

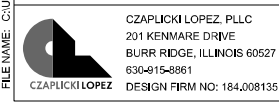


**LEGEND**

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	DIRECTION OF TRAFFIC
	PROPOSED SIGN
	TYPE III BARRICADES WITH FLASHING LIGHTS
	TEMPORARY TRAFFIC SIGNAL
	DOUBLE VERTICAL PANEL
	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
	DRUM
	TEMPORARY RUMBLE STRIPS

- NOTES**
1. REFER TO STANDARD DRAWING 701321 FOR DETAILS NOT SHOWN.
  2. TEMPORARY BARRIER WALL OFFSETS ARE TO THE TRAFFIC SIDE.

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**STATE OF ILLINOIS  
DIVISION OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC STAGE 2  
RIVER ROAD OVER US 20 FREEMONT BYPASS (SN 089-0049)**

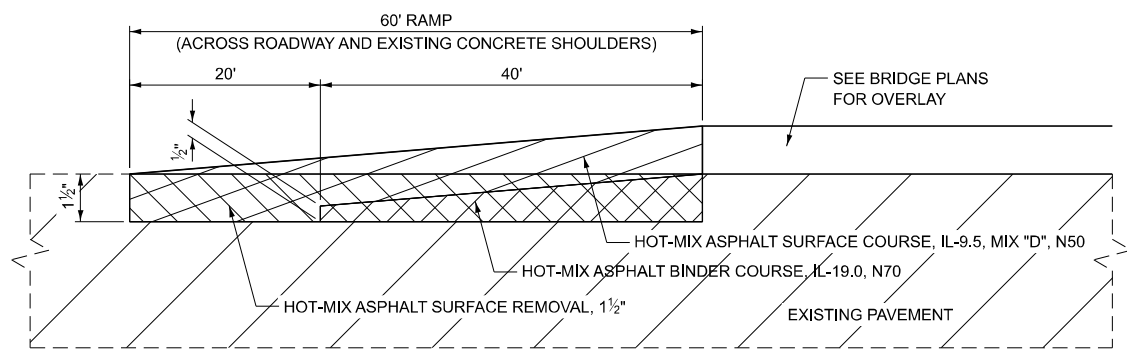
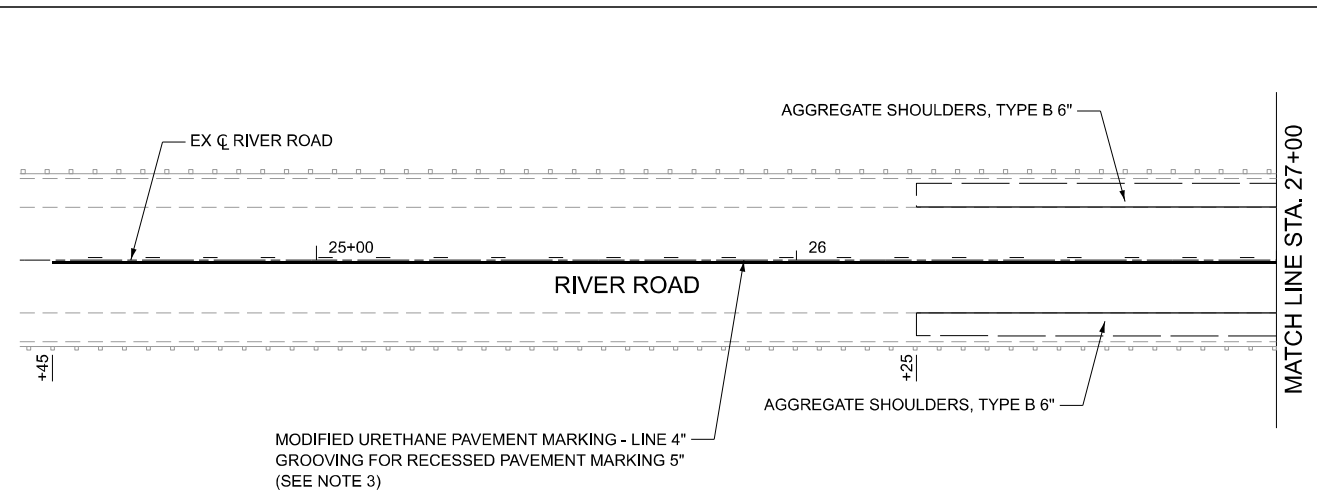
SHEET 6 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				





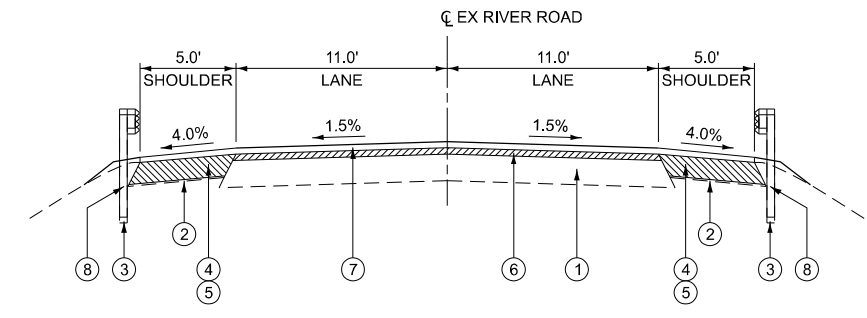
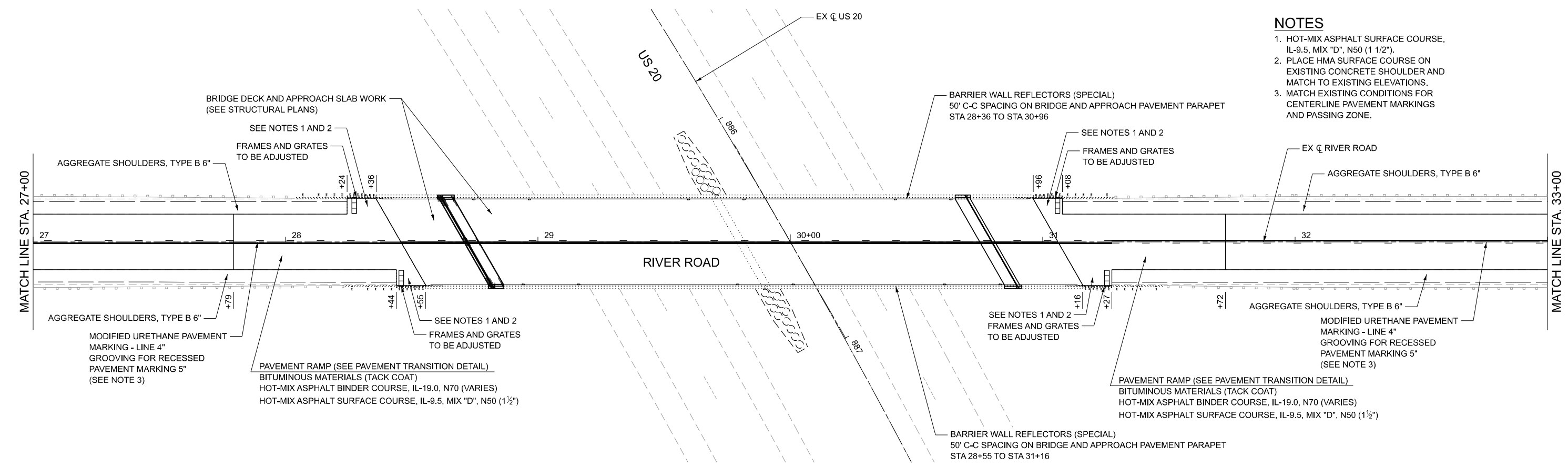




**PAVEMENT TRANSITION DETAIL**  
 STA. 27+79 TO STA. 28+36 (LT)/STA. 28+55 (RT)  
 STA. 30+96 (LT)/STA. 31+16 (RT) TO STA. 31+72

**NOTES**

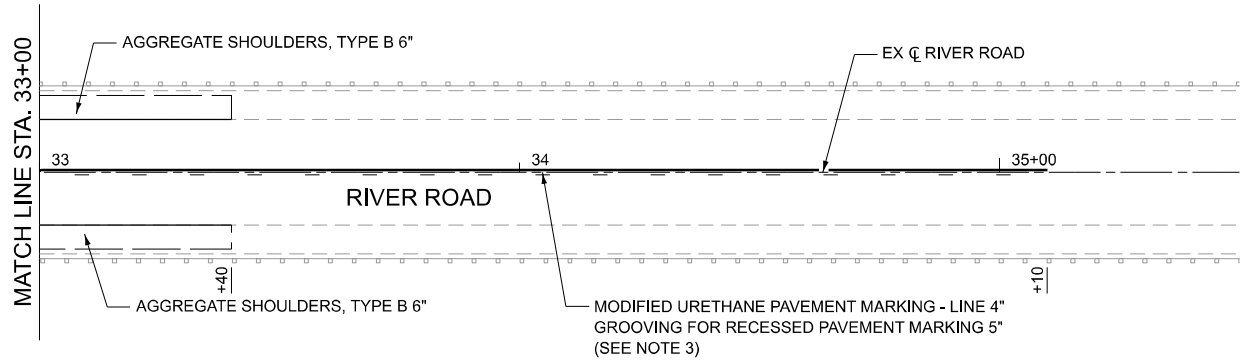
- HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 (1 1/2").
- PLACE HMA SURFACE COURSE ON EXISTING CONCRETE SHOULDER AND MATCH TO EXISTING ELEVATIONS.
- MATCH EXISTING CONDITIONS FOR CENTERLINE PAVEMENT MARKINGS AND PASSING ZONE.



**EXISTING AND PROPOSED TYPICAL SECTION**

STA. 26+37 TO STA. 28+36 (LT)/STA. 28+55 (RT)  
 STA. 30+96 (LT)/STA. 31+16 (RT) TO STA. 33+18  
 (LOOKING EAST)

- EXISTING PAVEMENT
- EXISTING AGGREGATE SHOULDER
- EXISTING GUARDRAIL
- EXCAVATING AND GRADING EXISTING SHOULDERS & TEMPORARY PAVEMENT
- AGGREGATE SHOULDERS, TYPE B 6"
- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- PAVEMENT RAMP (SEE PAVEMENT RAMP DETAIL)  
 BITUMINOUS MATERIALS (TACK COAT)  
 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIES)  
 HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 (1 1/2")
- REMOVE AND REERECT GUARDRAIL



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**CZAPLICKI LOPEZ, PLLC**  
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**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**

**PROPOSED ROADWAY PLAN**  
**RIVER ROAD OVER US 20 FREEPORT BYPASS (SN 089-0049)**  
 SHEET 10 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	44
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

Benchmark: None.

Existing Structure: SN 089-0049 was originally built in 1984 as F.A. 401, Section 177-4B-2 at Station 886+56.11. The existing structure carries River Road over US 20 and is a two span 54" PPC I-beam bridge with a 7½" concrete deck on precast stay in place concrete forms. The substructure consists of vaulted abutments founded on metal shell and concrete piles, and a three column reinforced concrete pier founded on concrete piles. The back-to-back abutment bent length of the bridge is 261'-6", the out-to-out width of the structure is 37'-2", and the skew is 29°52'03".

One lane of traffic in alternating directions will be maintained utilizing temporary traffic signals and staged construction.

No salvage.

**SCOPE OF WORK**

1. Remove existing expansion joint and construct strip seal expansion joint at abutments.
2. Scarify ¾" from bridge deck slab and approach slabs.
3. Install 2½" latex concrete overlay on bridge deck slab and approach slabs.
4. Perform ¼" DIAMOND GRINDING (BRIDGE SECTION) and BRIDGE DECK GROOVING (LONGITUDINAL) to bridge deck slab and approach slabs.
5. Apply PROTECTIVE COAT to the top and front face of new parapet areas, reconstructed joints, and new concrete overlays.
6. Perform Fiber Wrap Repairs to beams, as shown in the plans.
7. Perform structural concrete repairs to pier and abutments and apply CONCRETE SEALER to repair areas.
8. Jack and replace elastomeric bearings at west abutment and paint existing bearings at east abutment.
9. Clean all floor drains.

**INDEX OF SHEETS**

- 1 General Plan and Elevation
- 2 General Data
- 3 Stage Construction Details
- 4 Temporary Concrete Barrier
- 5 Deck and Approach Slab Repair Plan
- 6 Expansion Joint Removal Details
- 7 Expansion Joint Reconstruction Details
- 8 Prefomed Joint Strip Seal
- 9 Framing Plan
- 10 Concrete Beam Repair Details
- 11 Bearing Details
- 12 West Abutment Repairs
- 13 East Abutment Repairs
- 14 Pier Diaphragm Repairs
- 15 Bar Splicer Assembly and Mechanical Splicer Details

**DESIGN SPECIFICATIONS**

2002 AASHTO Standard Specifications for Highway Bridges

**LOADING HS 20-44**

Existing and Proposed Loading  
No future wearing surface allowed

**DESIGN STRESSES**

**FIELD UNITS (NEW CONSTRUCTION)**

$f_y = 60,000$  psi (Reinforcement)  
 $f_y = 36,000$  psi (Bearings)

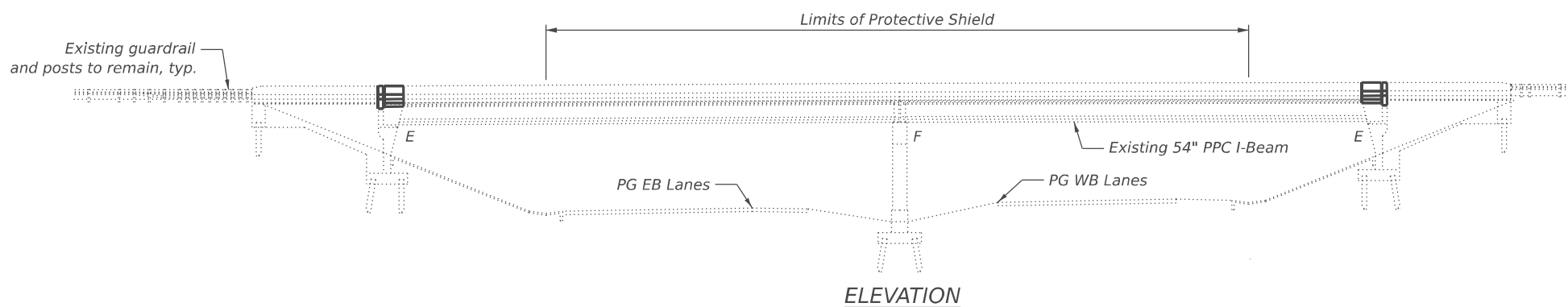
**FIELD UNITS (EXISTING CONSTRUCTION)**

$f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinforcement)  
 $f_y = 36,000$  psi (Structural Steel - M183)

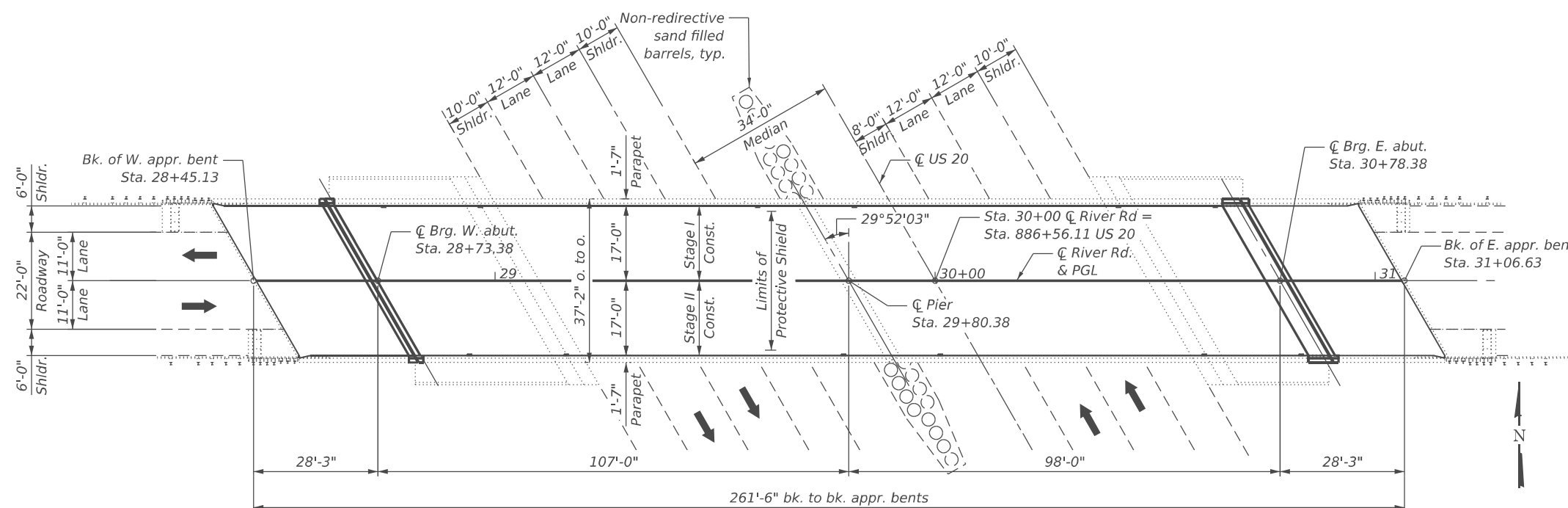
**PRECAST PRESTRESSED UNITS (EXISTING CONSTRUCTION)**

$f'_c = 6,000$  psi  
 $f'_{ci} = 4,300$  psi  
 $f'_s = 270,000$  psi, ½"Ø strands  
 $f'_{si} = 189,000$  psi, ½"Ø strands

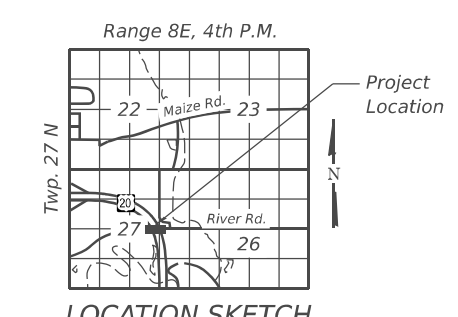
**GENERAL PLAN AND ELEVATION**  
**RIVER ROAD OVER US 20 FREEPORT BYPASS**  
**FAP 301 (US 20) SEC 177(-4HB(-1,-2,-3,-4)(2VB)BRR**  
**STEPHENSON COUNTY**  
**STATION 886+56.11**  
**STRUCTURE NO. 089-0049**



**ELEVATION**



**PLAN**



**LOCATION SKETCH**



*Sarah L. Czapllicki*  
Sarah L. Czapllicki, P.E., S.E.  
Expires: November 30, 2026

**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	45
CONTRACT NO. 64T42				

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**CZAPLICKI LOPEZ, PLLC**  
201 KENMARE DRIVE  
BURR RIDGE, ILLINOIS 60527  
630-815-8861  
DESIGN FIRM NO: 184,008135

USER NAME = StevenJohnson	DESIGNED - PAF	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - SLC	REVISED -
PLOT DATE = 1/22/2026	DRAWN - RMH	REVISED -
	CHECKED - PAF	REVISED -

**GENERAL NOTES**

1. Plan dimensions and details relative to the existing structure have been taken from existing plans are subject to nominal constructions variations. The CONTRACTOR shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the CONTRACTOR will be paid for the quantity actually furnished at the unit price bid for the work.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. The CONTRACTOR shall use extreme care during concrete removal so as not to damage the PPC I-Beams and the underside of deck precast panels.
4. Up to ¼ inch to be ground off the bridge deck and the bridge approach slabs.
5. The minimum thickness of the concrete overlay shall be 2½" and varies as required to adjust for the existing profile grade and beam camber.
6. Areas of deck repairs shown are estimated.
7. The ENGINEER shall show actual locations and size of deck repairs on As-built Plans.
8. Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50° F.
9. The existing bearings structural steel coating contains lead. The CONTRACTOR shall take appropriate precautions to deal with the presence of lead on this project.
10. All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.
11. All new structural steel and bearing assemblies shall be hot-dip galvanized. See Special Provisions for "Hot Dip Galvanizing for Structural Steel".
12. 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 at the CONTRACTOR'S expense.
13. Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
14. Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures", and the Standard Specifications. Cost included with ELASTOMERIC BEARING ASSEMBLY, TYPE II.

**TOTAL BILL OF MATERIAL**

Item	Unit	Super	Sub	Total
Concrete Removal	Cu. Yd.	4.3	0.0	4.3
Protective Shield	Sq. Yd.	487	0	487
Concrete Superstructure	Cu. Yd.	5.3	0.0	5.3
Protective Coat	Sq. Yd.	985	0	985
Reinforcement Bars, Epoxy Coated	Pound	910	0	910
Bar Splicers	Each	8	0	8
Preformed Joint Strip Seal	Foot	84	0	84
Elastomeric Bearing Assembly, Type II	Each	7	0	7
Anchor Bolts, 1"	Each	28	0	28
Bridge Deck Scarification 3/4"	Sq. Yd.	983	0	983
Bridge Deck Latex Concrete Overlay, 2 1/2"	Sq. Yd.	983	0	983
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	0	52	52
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	0	15	15
Concrete Sealer	Sq. Ft.	0	67	67
Epoxy Crack Injection	Foot	0	32	32
Acrylic Coating	Sq. Yd.	20	0	20
Fiber Wrap	Sq. Ft.	211	0	211
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	636	0	636
Floor Drains To Be Cleaned	Each	12	0	12
Cleaning And Painting Bearings	Each	7	0	7
Jack And Remove Existing Bearings	Each	7	0	7
Diamond Grinding (Bridge Section)	Sq. Yd.	867	0	867
Precast Prestressed Concrete I-Beam Repair	Sq. Ft.	2	0	2

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 201 KENMARE DRIVE  
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 630-815-8861  
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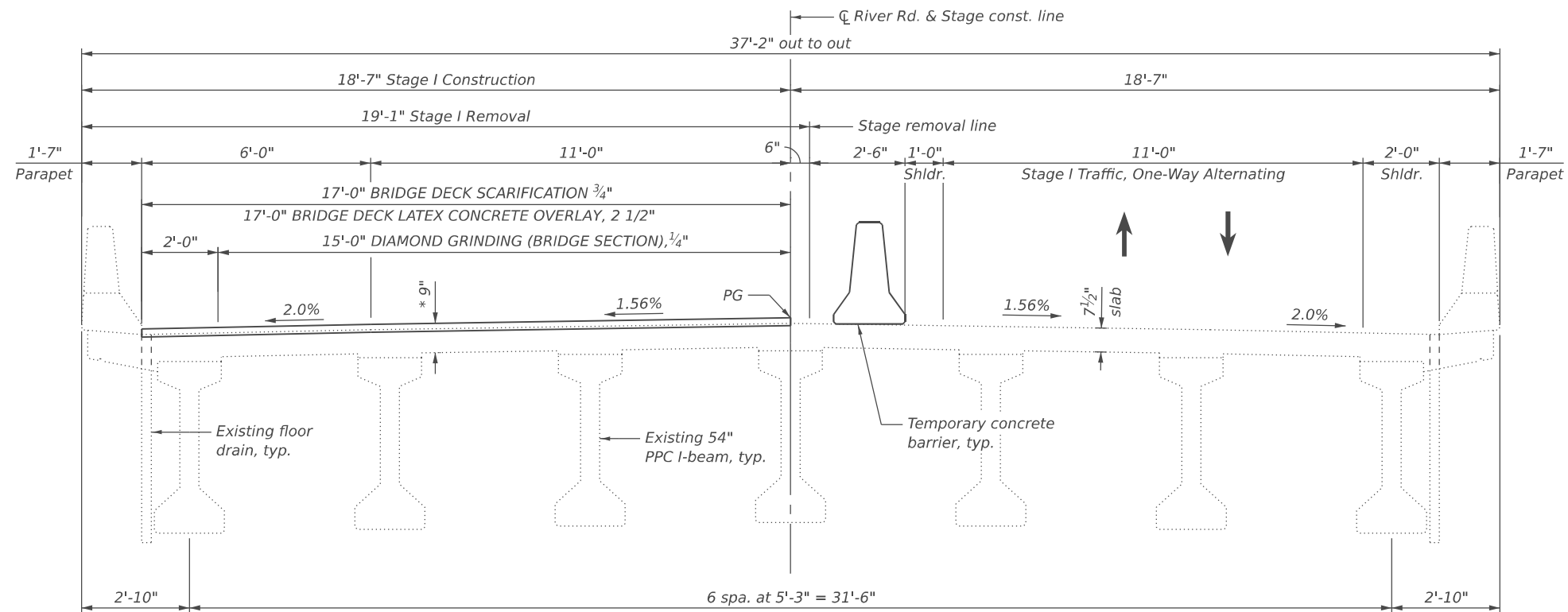
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**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**

**GENERAL DATA**  
**STRUCTURE NO. 089-0049**

SHEET 2 OF 15 SHEETS

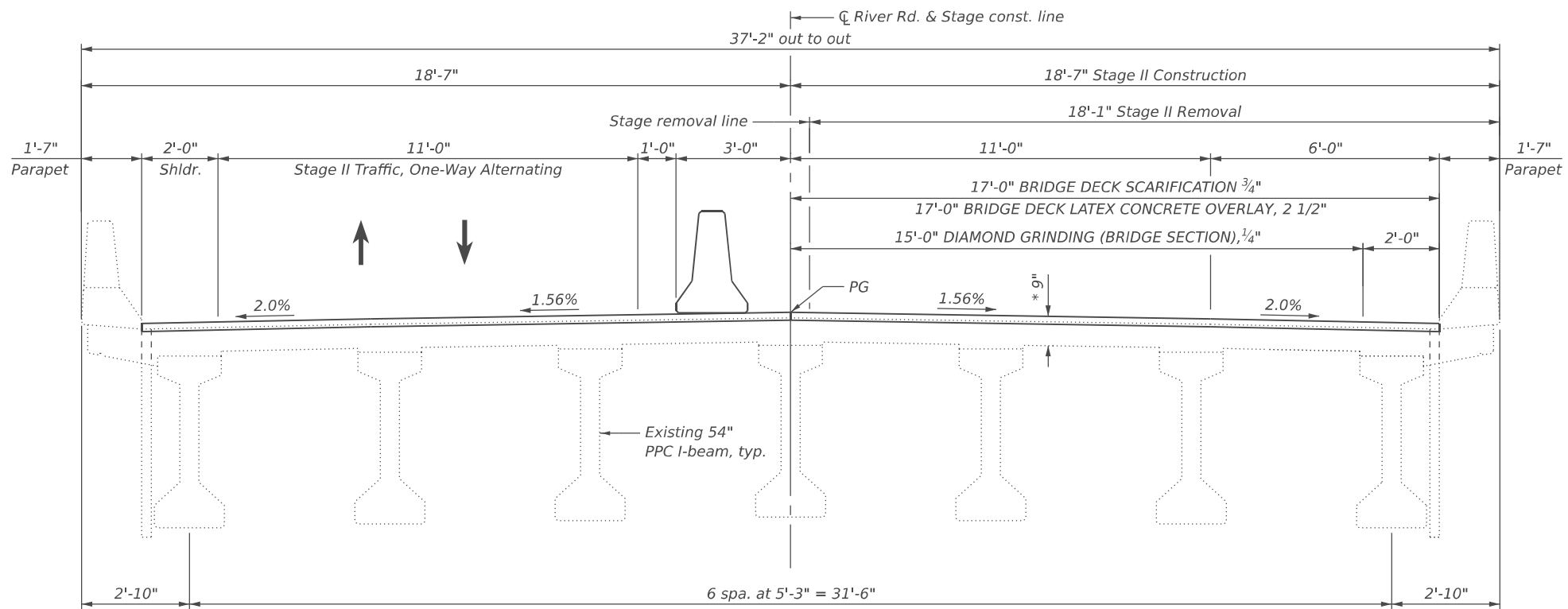
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301	177(-4HB(-1,-2,-3,-4))(2VB)BRR	STEPHENSON	134	46
CONTRACT NO. 64T42				
		ILLINOIS	FED. AID PROJECT	



**STAGE I CONSTRUCTION**

(Looking East)

\* after 1/4" Diamond Grinding



**STAGE II CONSTRUCTION**

(Looking East)

\* after 1/4" Diamond Grinding

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 BURR RIDGE, ILLINOIS 60527  
 630-415-8861  
 DESIGN FIRM NO: 184,008135

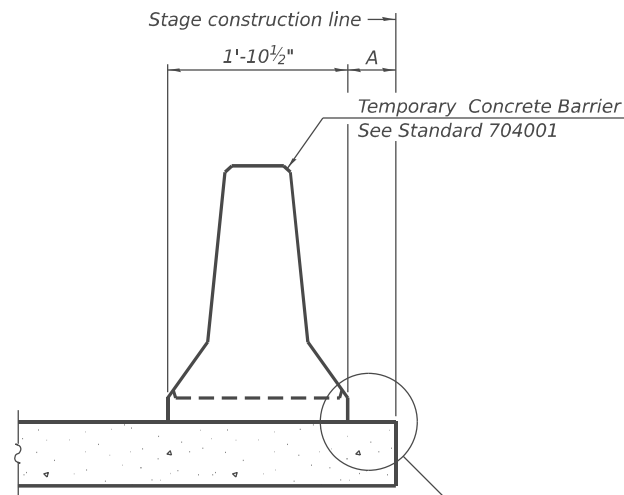
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**STATE OF ILLINOIS  
DIVISION OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS  
STRUCTURE NO. 089-0049**

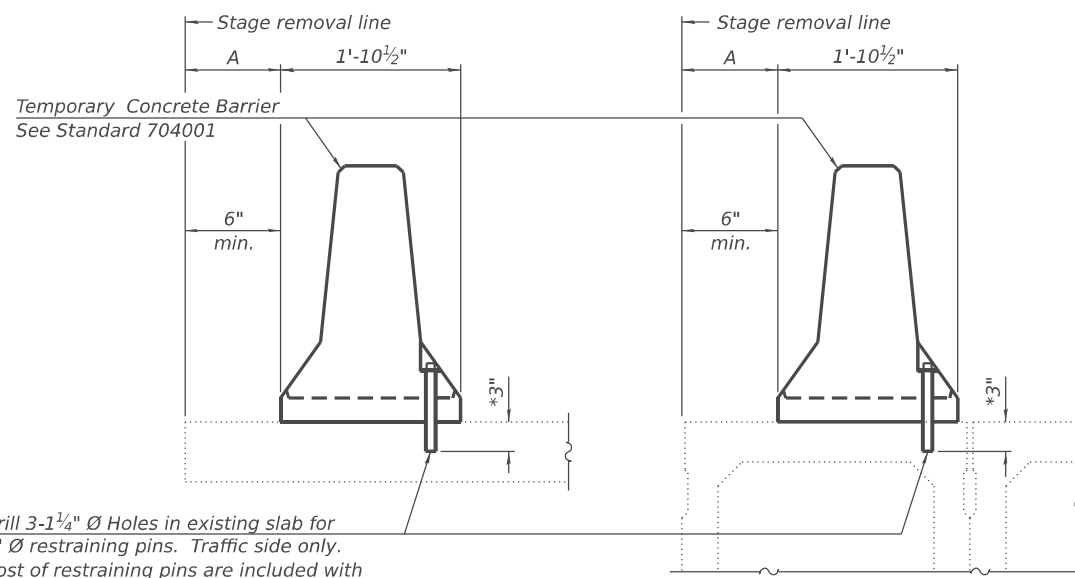
SHEET 3 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-)HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	47
CONTRACT NO. 64T42				
		ILLINOIS	FED. AID PROJECT	



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

NEW SLAB OR NEW DECK BEAM



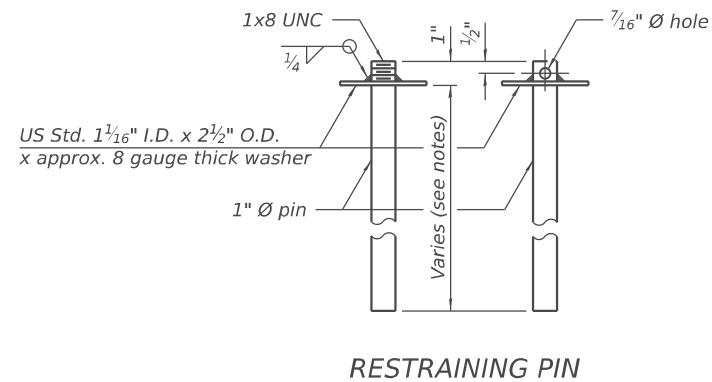
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

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

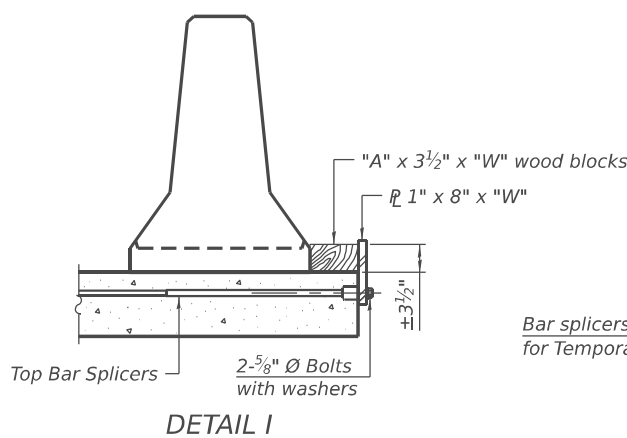
EXISTING SLAB

EXISTING DECK BEAM

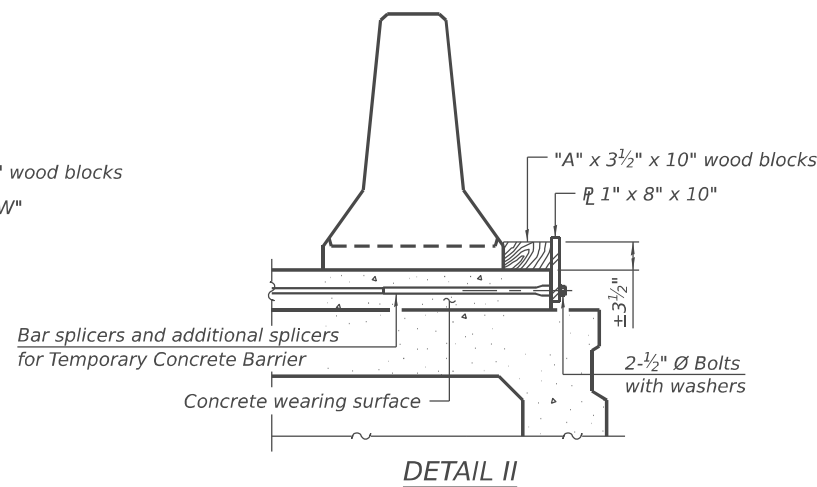
SECTIONS THRU SLAB OR DECK BEAM



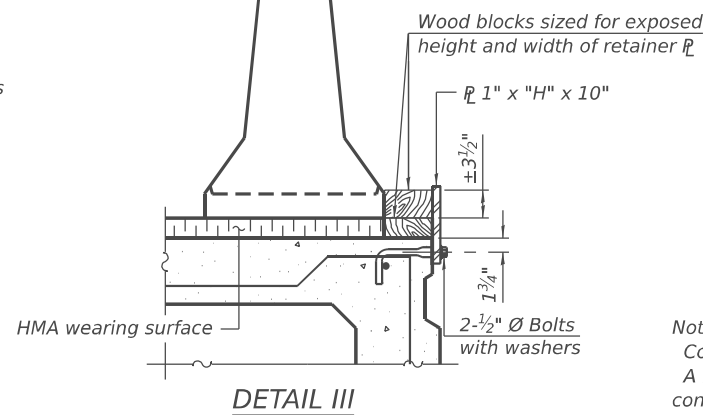
RESTRAINING PIN



DETAIL I



DETAIL II



DETAIL III

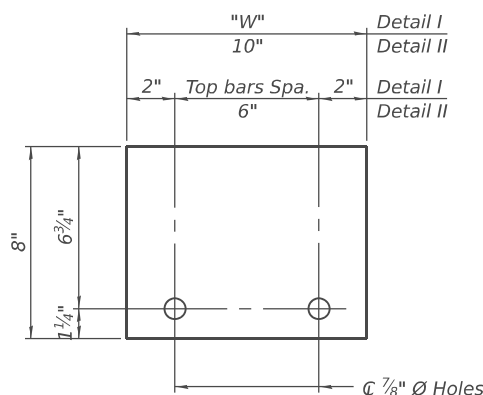
BAR SPLICER FOR #4 BAR - DETAIL III

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

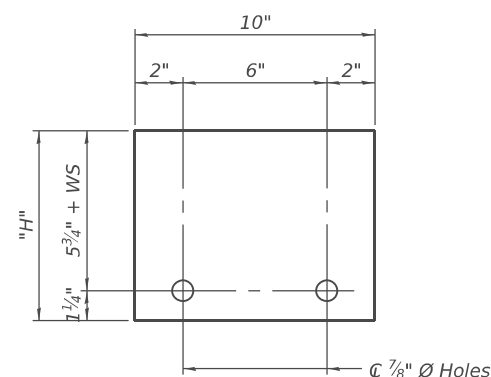
Detail I - Installation for a new bridge deck or bridge slab.

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

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



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



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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

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STATE OF ILLINOIS  
 DIVISION OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER  
 STRUCTURE NO. 089-0049

SHEET 4 OF 15 SHEETS

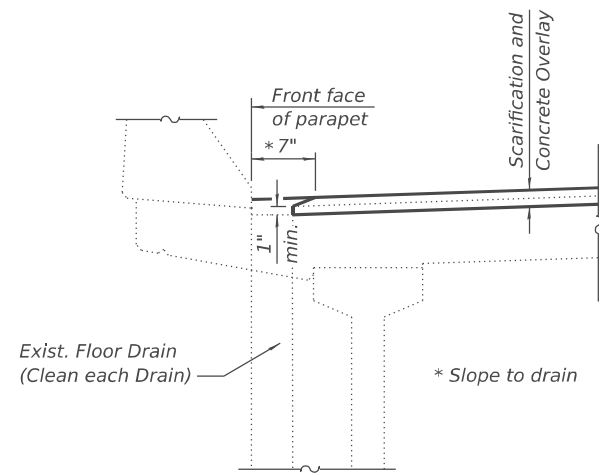
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301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	48
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

**BILL OF MATERIAL**

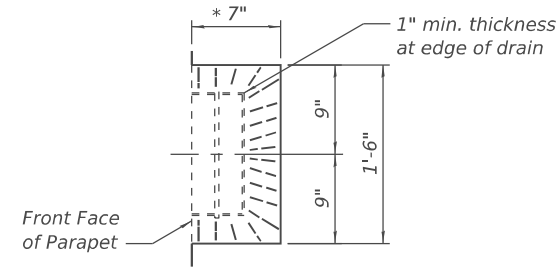
Item	Unit	Total
Protective Coat	Sq. Yd.	985
Bridge Deck Scarification 3/4"	Sq. Yd.	983
Bridge Deck Latex Concrete Overlay, 2 1/2"	Sq. Yd.	983
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	636
Floor Drains To Be Cleaned	Each	12
Diamond Grinding (Bridge Section)	Sq. Yd.	867

**Notes:**

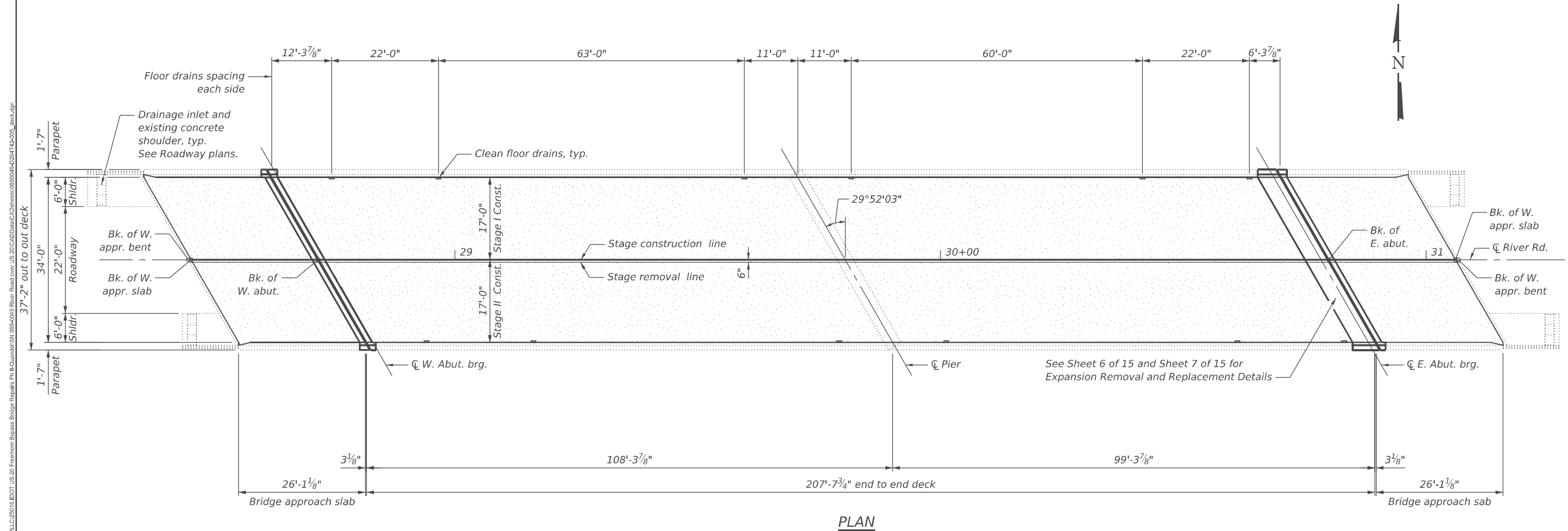
1. PROTECTIVE COAT shall be applied to the top and front faces of the new parapet areas, new concrete at reconstructed joints and new concrete overlays.
2. Up to 1/4 inch to be ground off the bridge deck and the bridge approach slabs.



**FLOOR DRAIN PRESERVATION**



**DRAIN DETAIL**



**PLAN**

**LEGEND**

- Bridge Deck Scarification 3/4"
- Bridge Deck Latex Concrete Overlay 2 1/2"
- Diamond Grinding (Bridge Section) 1/4"

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 201 KENMARE DRIVE  
 BURR RIDGE, ILLINOIS 60527  
 630-415-8861  
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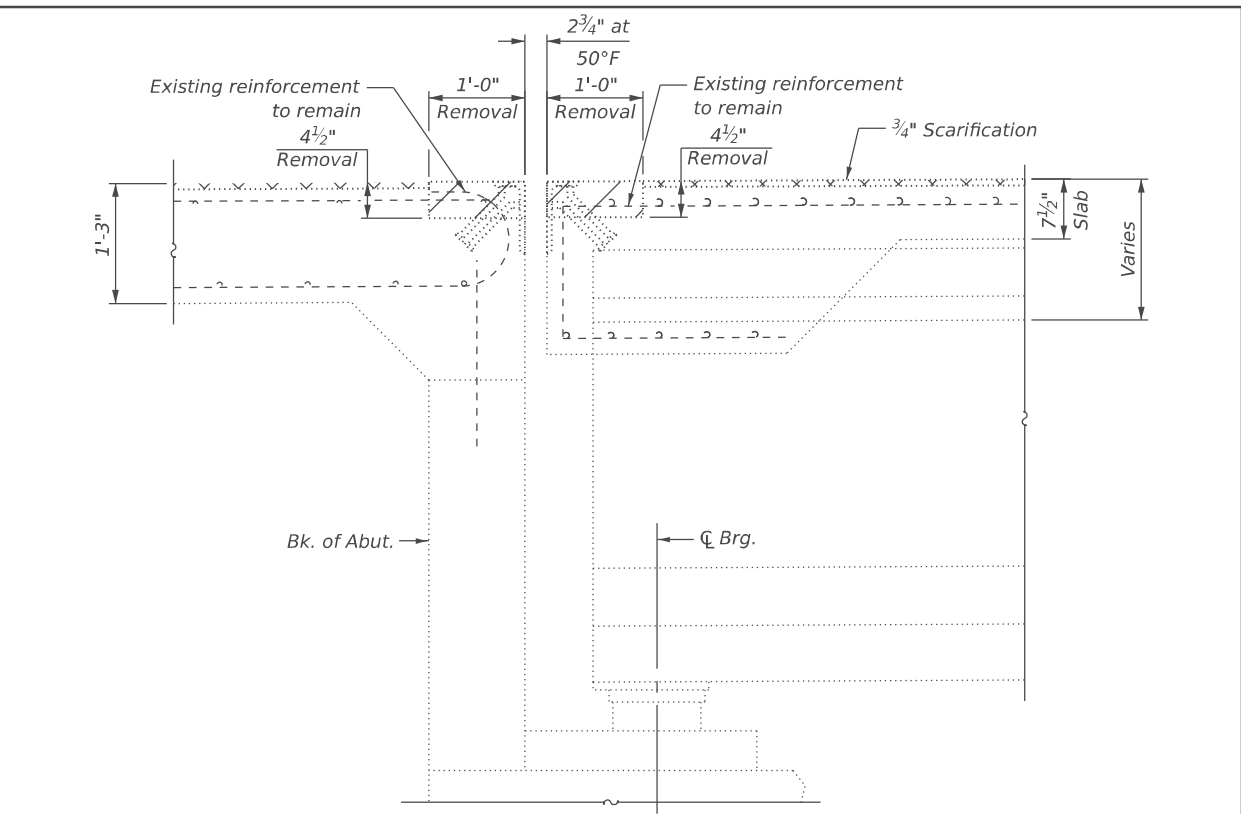
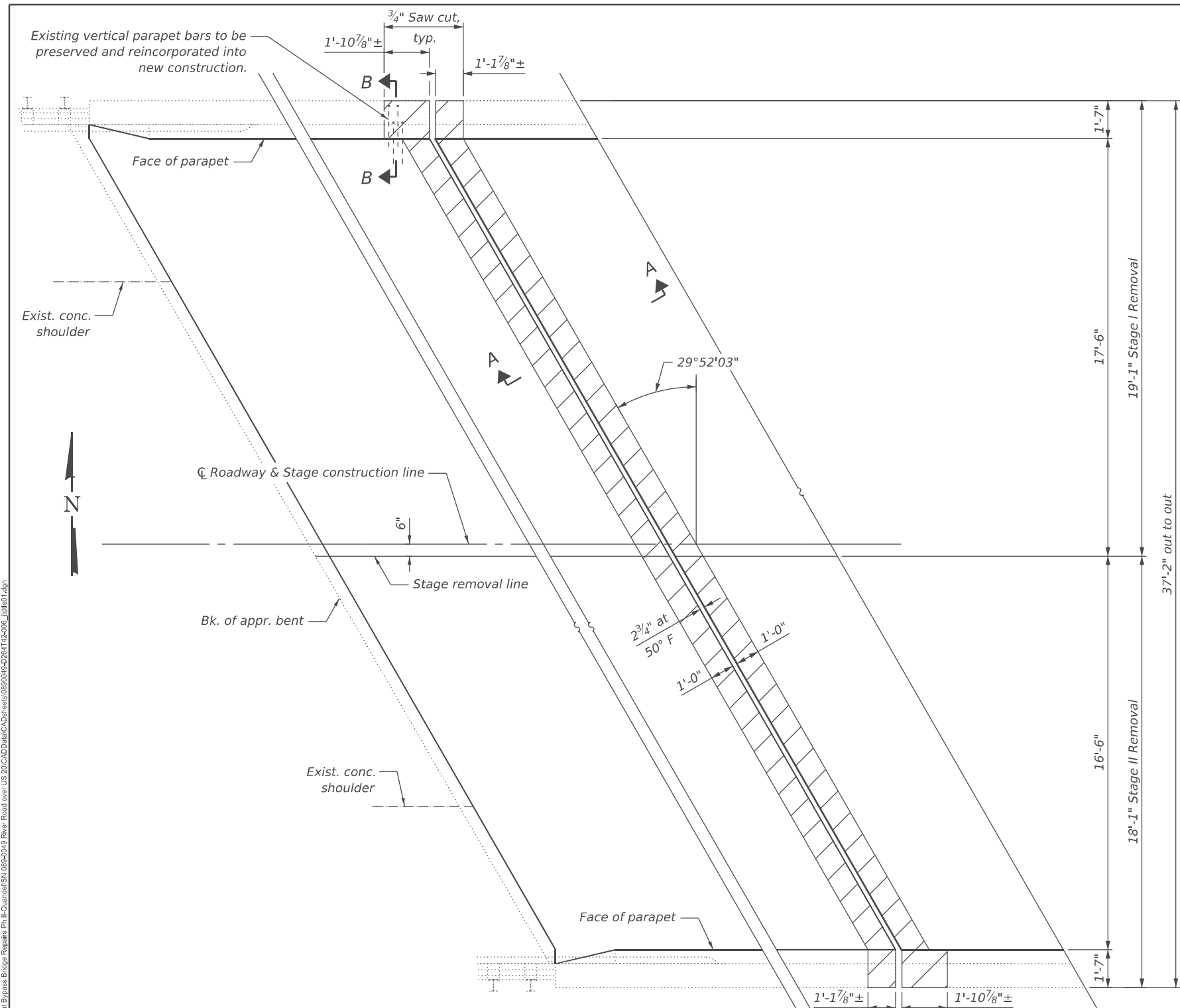
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DIVISION OF TRANSPORTATION**

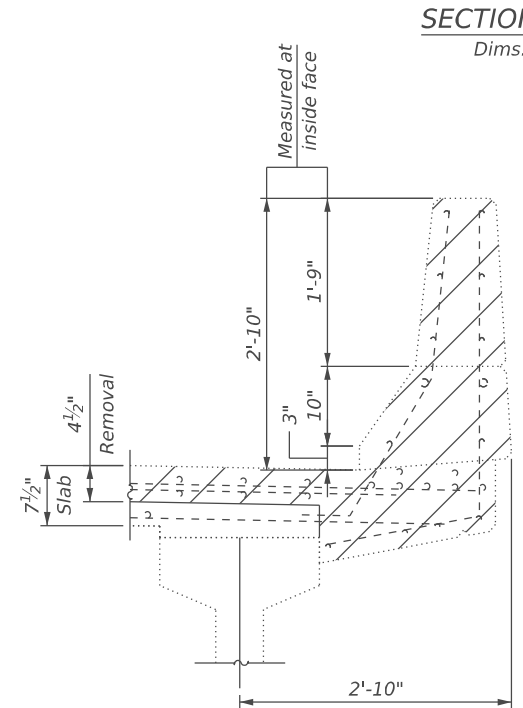
**DECK AND APPROACH SLAB REPAIR PLAN  
STRUCTURE NO. 089-0049**

SHEET 5 OF 15 SHEETS

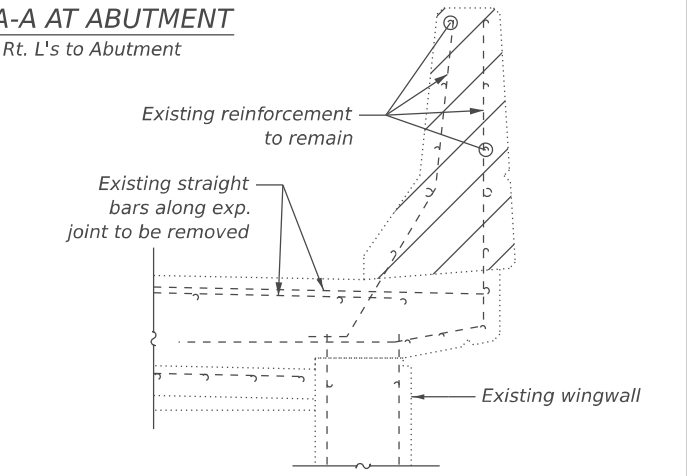
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CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				



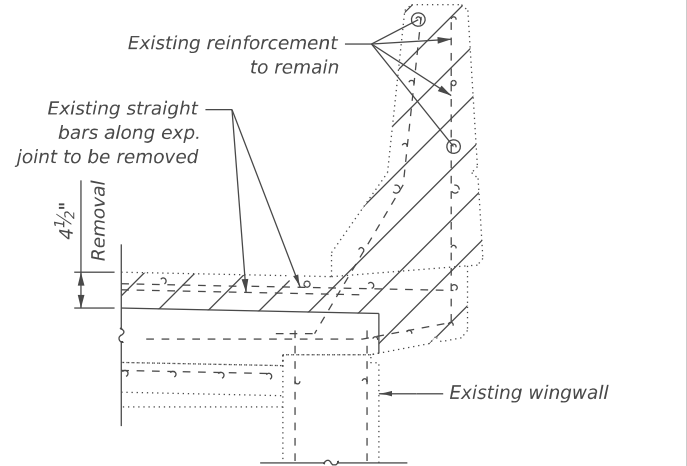
**SECTION A-A AT ABUTMENT**  
Dims. at Rt. L's to Abutment



**SECTION THRU PARAPET**  
(Showing removal)



**SECTION B-B**  
(Showing removal)



**SECTION THRU WINGWALL**  
(Showing removal)

- Notes:**
1. Removal of existing expansion joint and associated material shall not be paid for separately, but shall be included in the cost of CONCRETE REMOVAL.
  2. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into new construction.
  3. Any reinforcement bars stated to remain that are damaged during concrete removal operations shall be replaced at the CONTRACTOR'S expense.
  4. See Sheet 7 of 15 for Bill of Material.

**LEGEND**

CONCRETE REMOVAL

**CONCRETE REMOVAL DETAILS**  
(West Abutment shown, East Abutment opposite hand)

**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**

**EXPANSION JOINT REMOVAL DETAILS**  
**STRUCTURE NO. 089-0049**

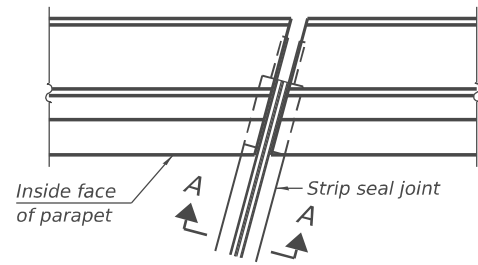
SHEET 6 OF 15 SHEETS

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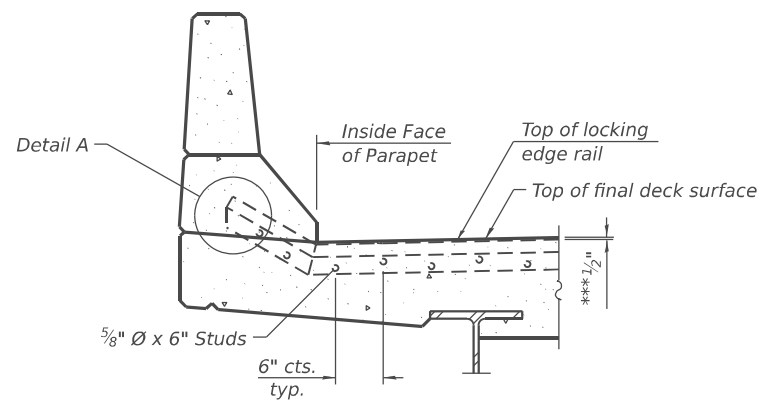
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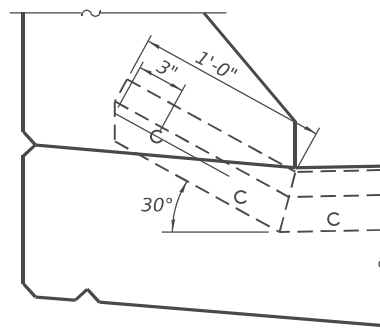




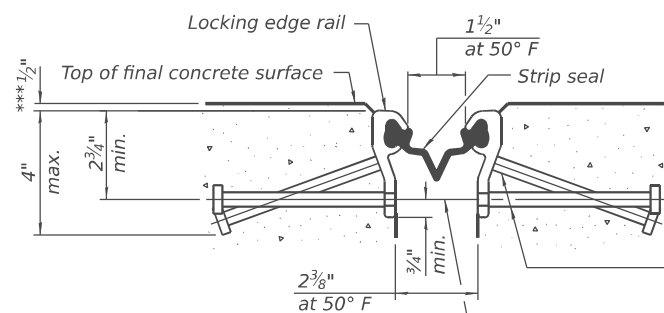
PLAN AT PARAPET



SECTION AT PARAPET



DETAIL A



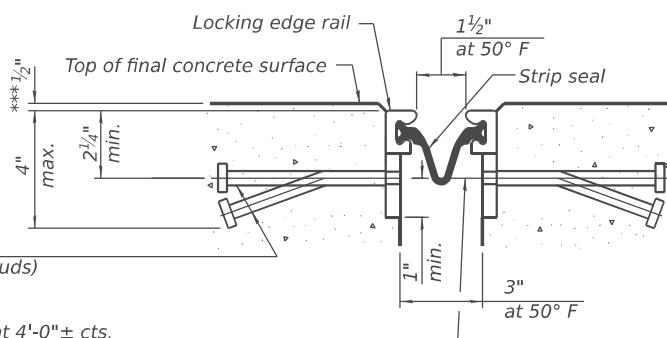
SHOWING ROLLED RAIL JOINT

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

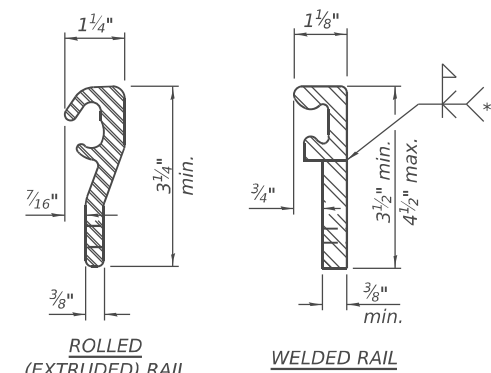
3/8" Ø threaded rods in 7/16" Ø holes at 4'-0" ± cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

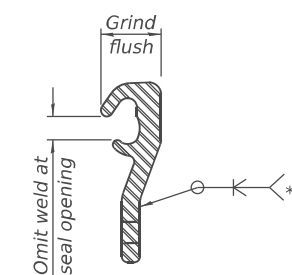


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	84

Notes:  
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.  
 The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.  
 The manufacturer's recommended installation methods shall be followed.  
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.  
 The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.  
 The concrete opening below the strip seal will vary based on the locking edge rail chosen by the CONTRACTOR. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the CONTRACTOR elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

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 PLOT SCALE = \$SCALE\$  
 PLOT DATE = 1/22/2026

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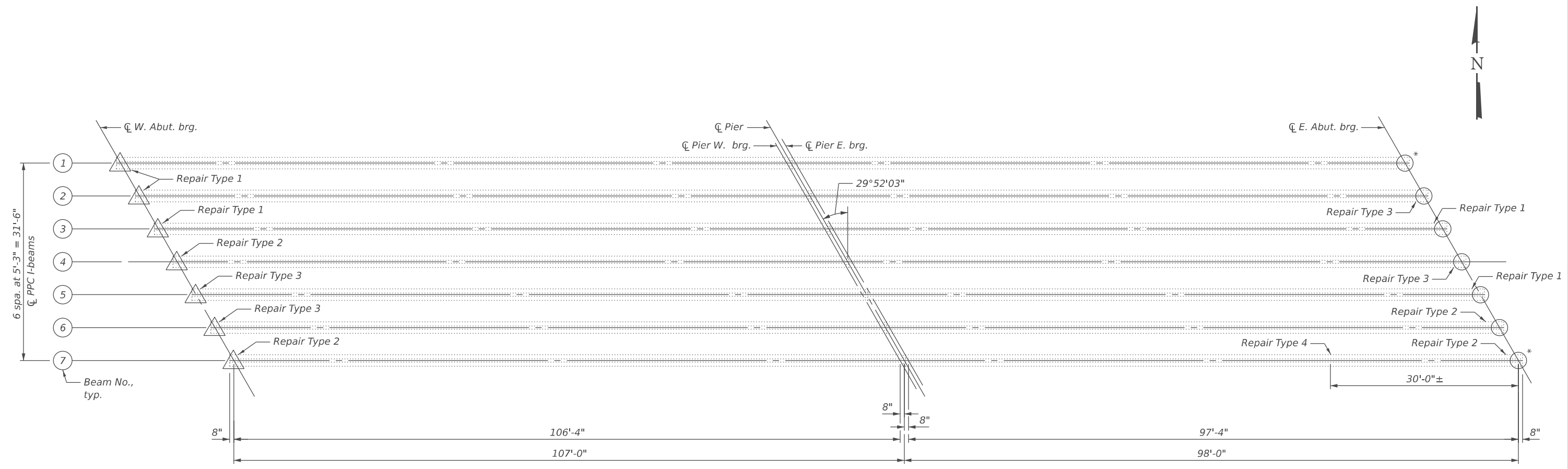
STATE OF ILLINOIS  
 DIVISION OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL  
 STRUCTURE NO. 089-0049

SHEET 8 OF 15 SHEETS

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

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**FRAMING PLAN**

**LEGEND**

- CLEANING AND PAINTING BEARINGS
- △ JACK & REMOVE EXISTING BEARINGS
- \* Existing side retainer to be removed and replaced

**Note:**  
 1. See Sheet 10 of 15 for Concrete Beam Repair Details.  
 2. See Sheet 11 of 15 for Bearing Details.

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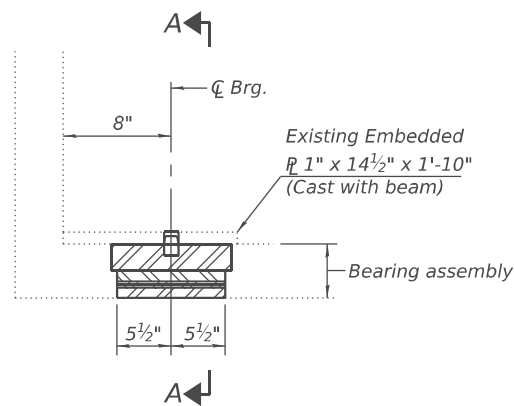
**STATE OF ILLINOIS  
 DIVISION OF TRANSPORTATION**

**FRAMING PLAN  
 STRUCTURE NO. 089-0049**

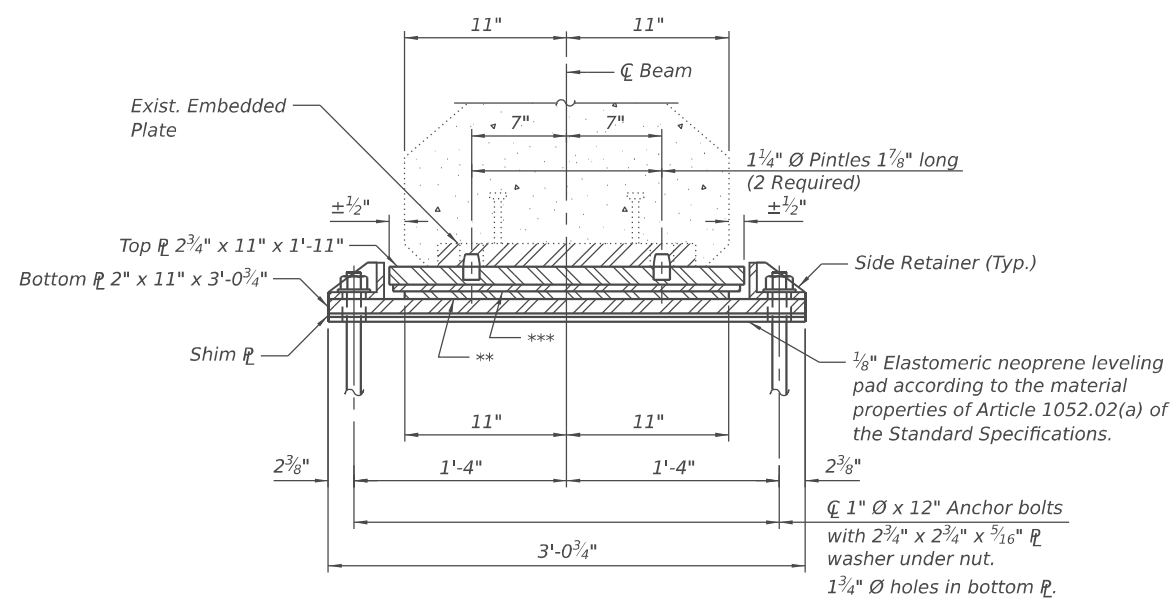
SHEET 9 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				





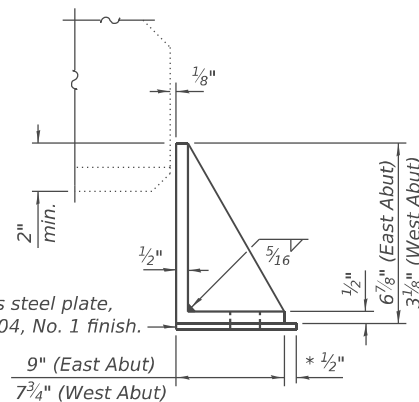
**ELEVATION AT ABUT.**



**SECTION A-A**

\*\* 1/8" PTFE to be bonded to the bottom bearing plate.

\*\*\* 1/8" Stainless steel plate to be welded to the top bearing plate.

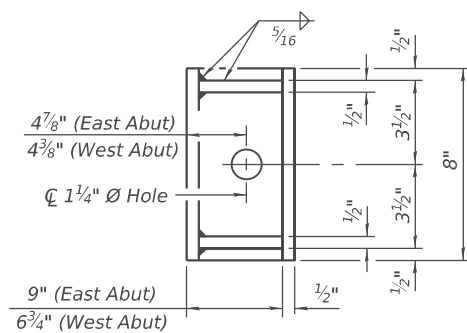


\* 1/4" Stainless steel plate, A240, Type 304, No. 1 finish.

**SIDE RETAINER**

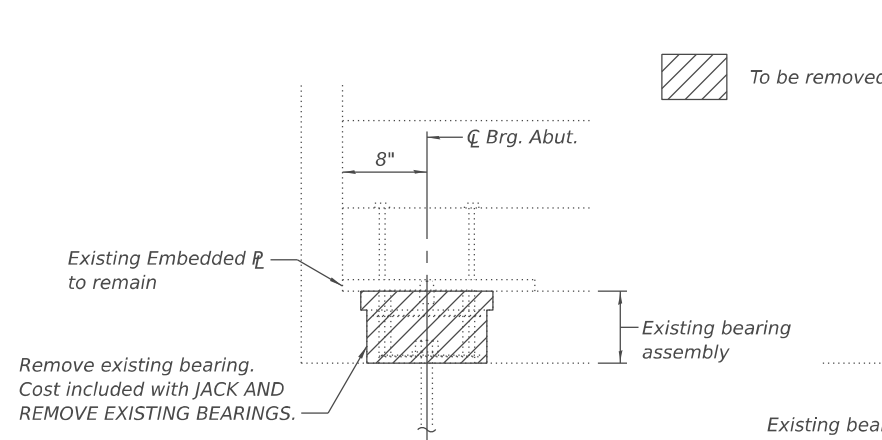
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

\* (East Abutment)

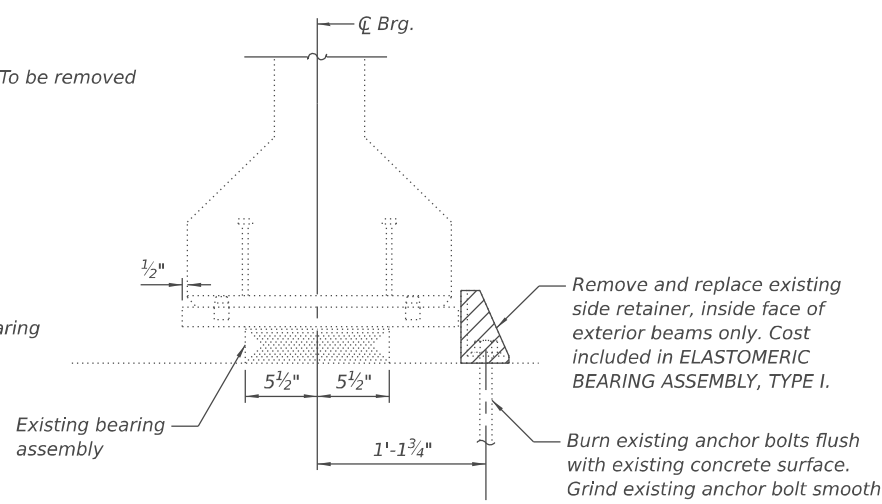


**BEARING REACTIONS**

R DL	(k)	55.7
R LL	(k)	30.6
Imp.	(k)	6.6
R (Total)	(k)	92.9



**EXISTING BEARING REMOVAL DETAIL**



**EXISTING SIDE RETAINER REMOVAL DETAIL**  
(Exterior beams at abutments)

**Notes:**

Side retainers and leveling pads shall be included in the cost of Elastomeric Bearing Assembly, Type II.

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

Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer. Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

All exposed bearing plates and side retainers shall be hot dipped galvanized according to AASHTO M111.

Prior to ordering any material, the CONTRACTOR shall verify in the field all bearing height and shim thickness dimensions. Adjustment must account for deck heave due to pack rust (if present).

Min. jack capacity = 60 Tons.

Anchor bolts shall be ASTM F1554 all-thread (or an ENGINEER approved alternate material) of the grade(s) and diameter(s) specified.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

**BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Pound	7
Anchor Bolts, 1"	Each	28
Cleaning and Painting Bearings	Each	7
Jack and Remove Existing Bearings	Each	7

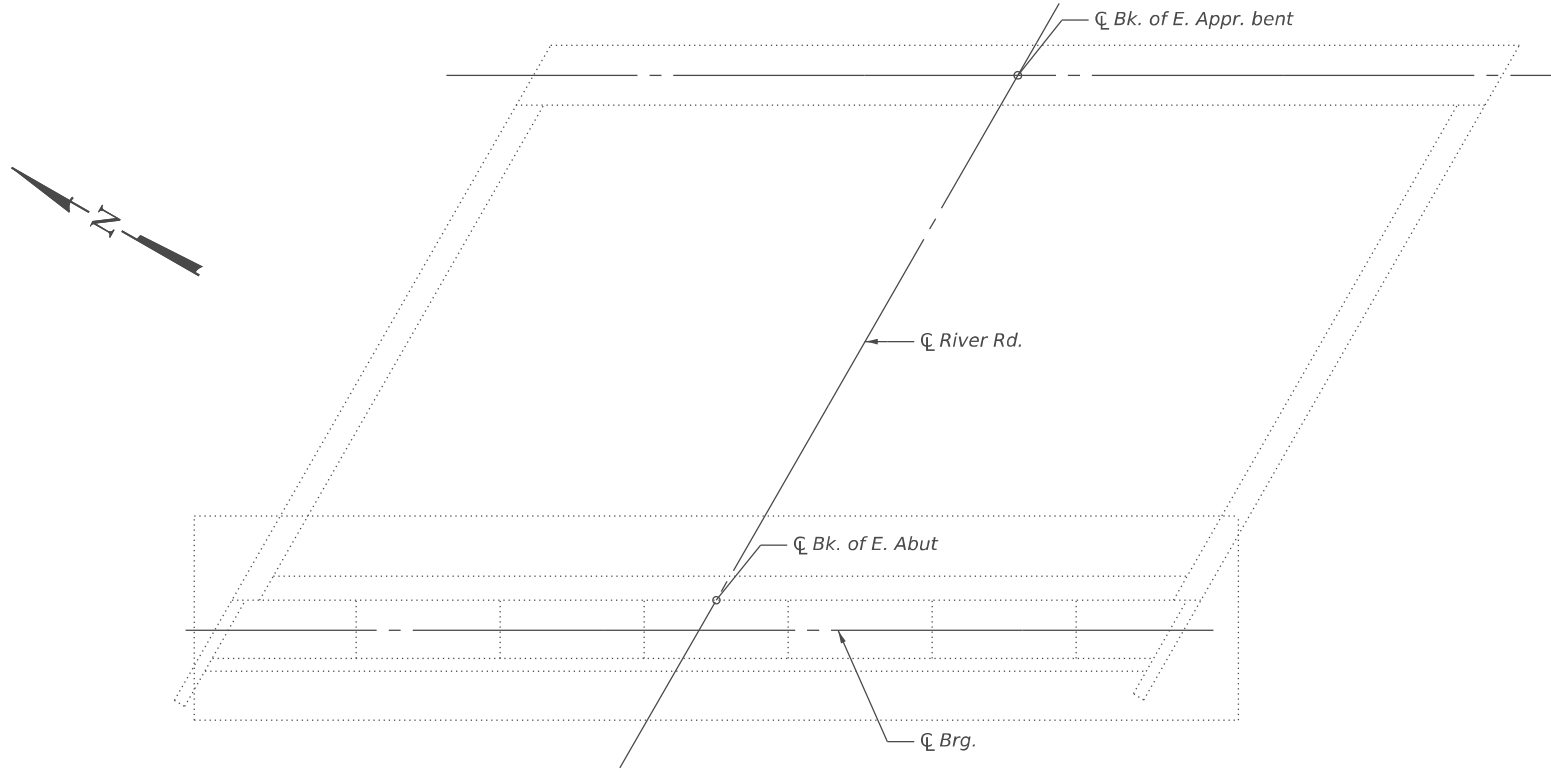
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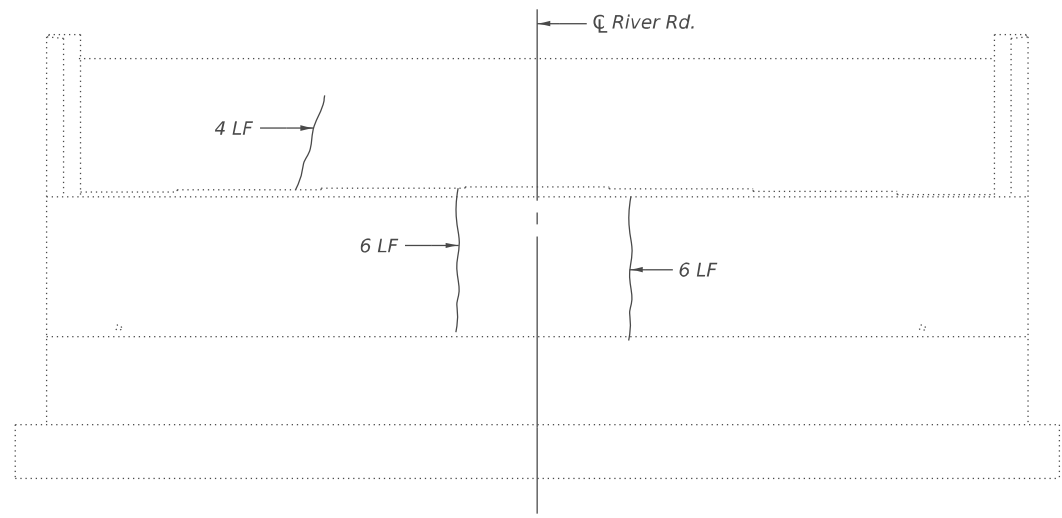
**BEARING DETAILS  
STRUCTURE NO. 089-0049**

SHEET 11 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	55
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				



**WEST ABUTMENT PLAN**



**WEST ABUTMENT ELEVATION**  
(Looking west)

Notes:  
 1. Quantities for repairs are estimated.  
 2. Areas to be repaired shall be determined in the field by the ENGINEER and final quantities marked on the as-built plans.

**LEGEND**

- EPOXY CRACK INJECTION
- LF Linear Feet

**BILL OF MATERIAL**

Item	Unit	Total
Epoxy Crack Injection	Foot	16

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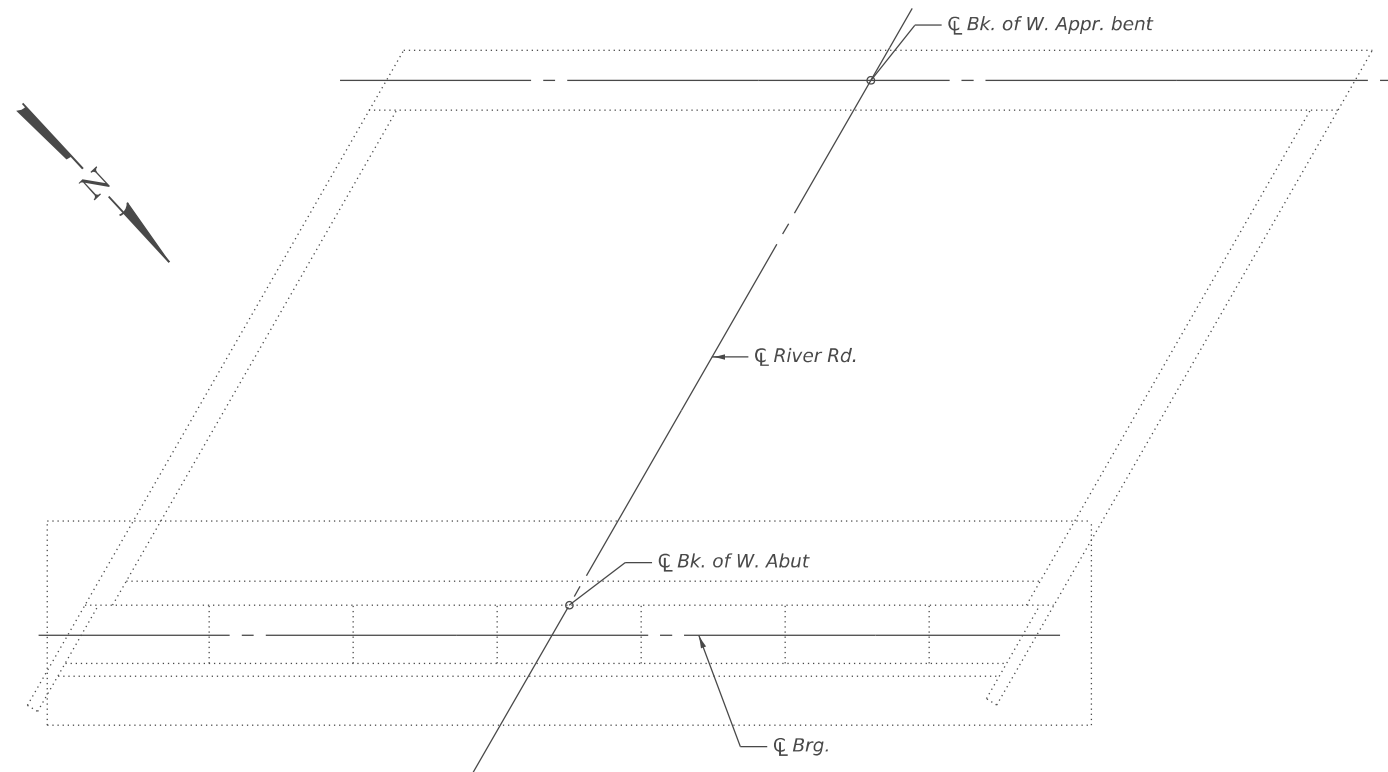
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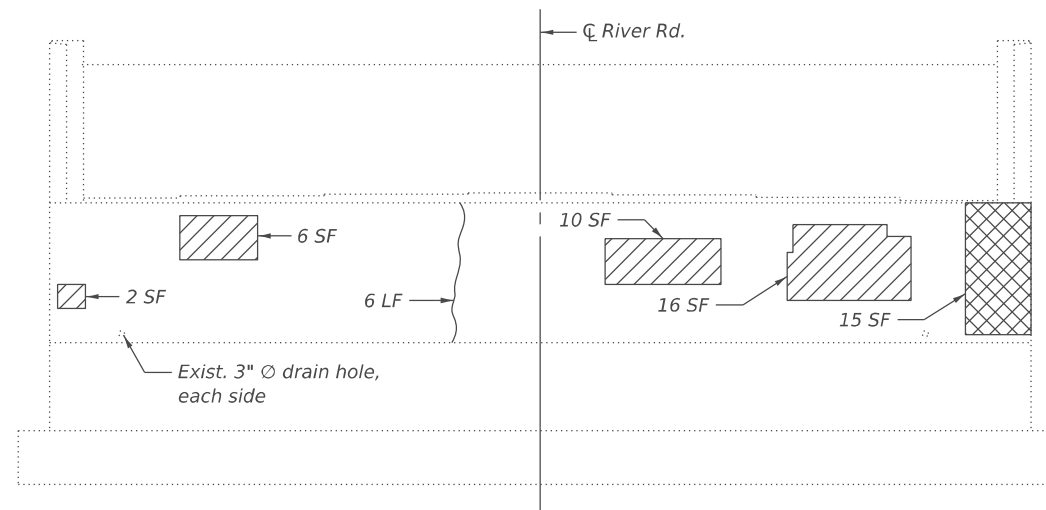
**WEST ABUTMENT REPAIRS**  
**STRUCTURE NO. 089-0049**

SHEET 12 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-1HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	56
CONTRACT NO. 64T42				
		ILLINOIS	FED. AID PROJECT	



**EAST ABUTMENT PLAN**



**EAST ABUTMENT ELEVATION**  
(Looking east)

**LEGEND**

- STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)
- STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)
- EPOXY CRACK INJECTION
- LF Linear Feet
- SF Square Feet

**Notes:**

1. Quantities for repairs are estimated.
2. Areas to be repaired shall be determined in the field by the ENGINEER and final quantities marked on the as-built plans.
3. CONCRETE SEALER shall be applied to the areas of repairs. All surfaces to be sealed shall be cleaned thoroughly prior to sealer application. Cost included with CONCRETE SEALER.

**BILL OF MATERIAL**

Item	Unit	Total
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	34
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	15
Concrete Sealer	Sq. Ft.	49
Epoxy Crack Injection	Foot	6

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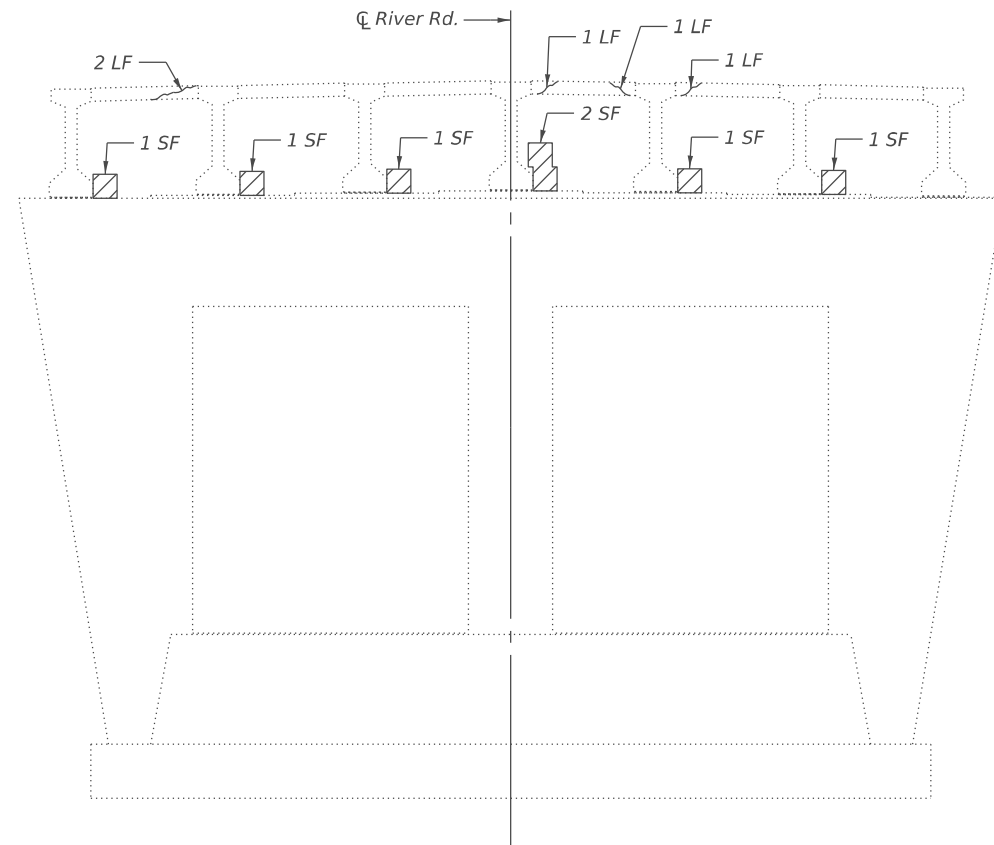
**STATE OF ILLINOIS  
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**EAST ABUTMENT REPAIRS  
STRUCTURE NO. 089-0049**

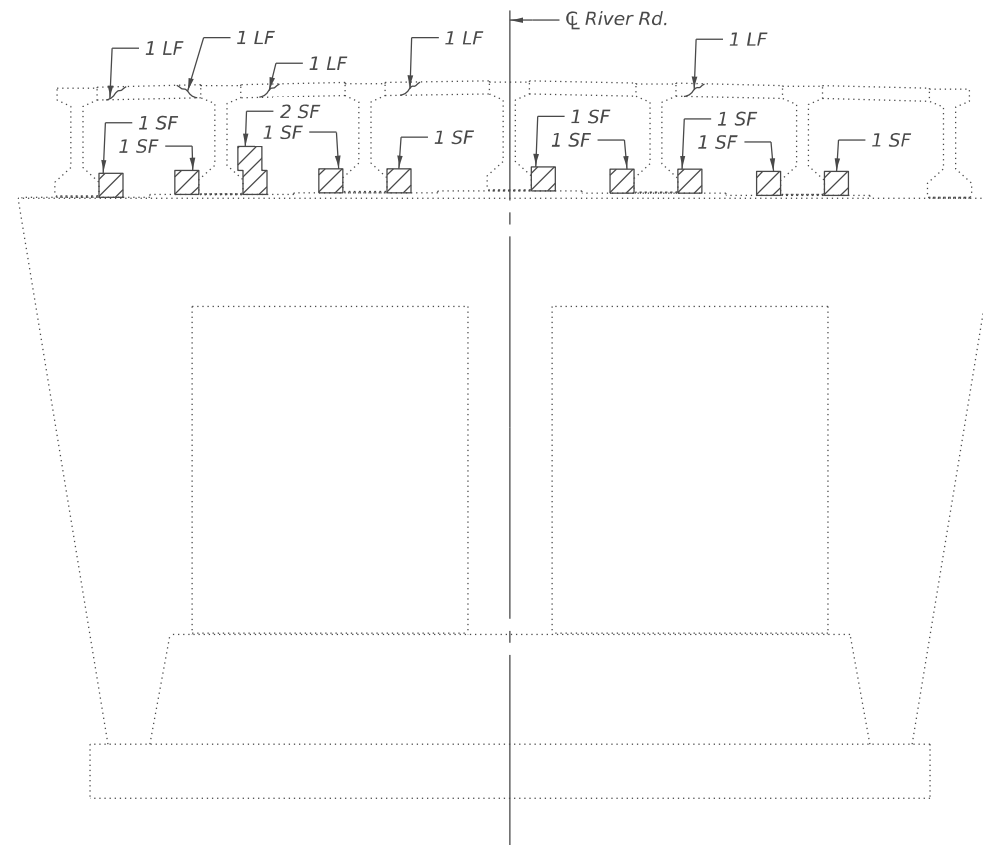
SHEET 13 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42				
		ILLINOIS	FED. AID PROJECT	

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**PIER - ELEVATION**  
(Looking East)



**PIER - ELEVATION**  
(Looking West)

**LEGEND**

- EPOXY CRACK INJECTION
- STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)
- SF Square Feet
- LF Liner Feet

- Notes:**
1. Quantities for repairs are estimated.
  2. Areas to be repaired shall be determined in the field by the ENGINEER and final quantities marked on the as-built plans.
  3. CONCRETE SEALER shall be applied to the areas of repairs. All surfaces to be sealed shall be cleaned thoroughly prior to sealer application. Cost included with CONCRETE SEALER.

**BILL OF MATERIAL**

Item	Unit	Total
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	18
Concrete Sealer	Sq. Ft.	18
Epoxy Crack Injection	Foot	10

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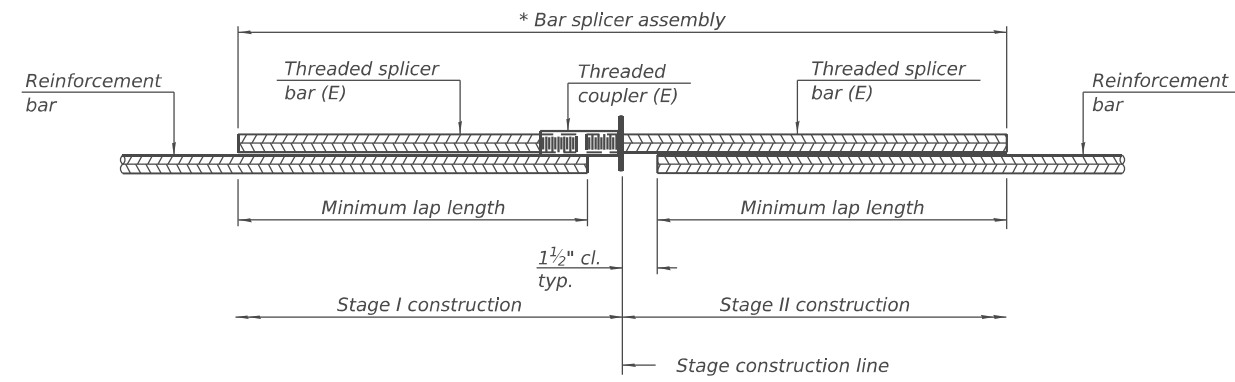
**STATE OF ILLINOIS  
DIVISION OF TRANSPORTATION**

**PIER DIAPHRAGM REPAIRS  
STRUCTURE NO. 089-0049**

SHEET 14 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-)HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	58
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

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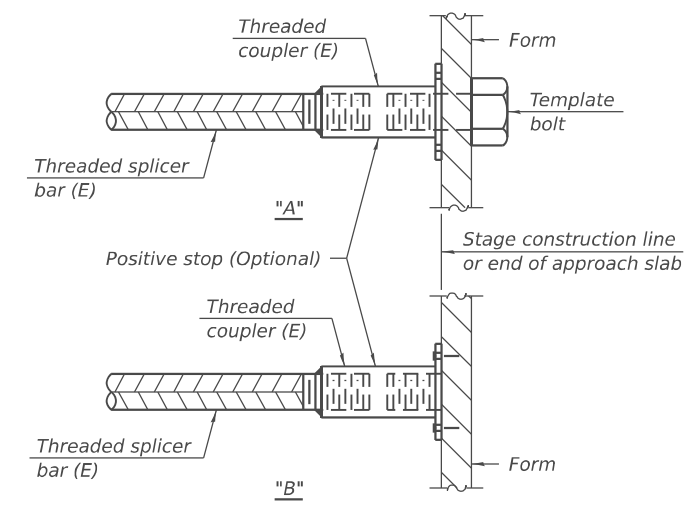


**STANDARD BAR SPLICER ASSEMBLY PLAN**  
 Only bar splicer assemblies as presented on the approved QPL list may be used.

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

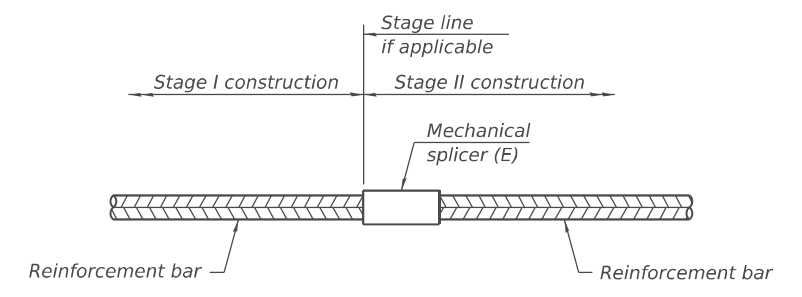
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Hatch Block	#6	4	3'-6"
Deck	#7	4	4'-7"



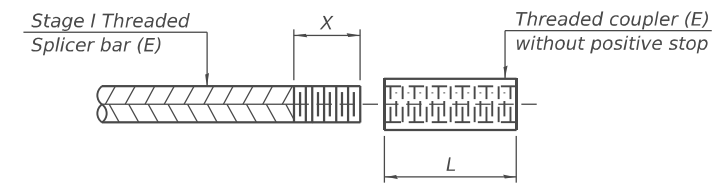
**INSTALLATION AND SETTING METHODS**

"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



**THREADING OF ASSEMBLIES**

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

**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.

BSD-1

4-4-2025

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STATE OF ILLINOIS  
 DIVISION OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
 STRUCTURE NO. 089-0049

SHEET 15 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	59
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

**MOT SCHEDULE**

LOCATION	78300202 PAVEMENT MARKING REMOVAL - WATER BLASTING SQ FT	Z0062456 TEMPORARY PAVEMENT SQ YD	70307120 TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE FOOT	70300150 SHORT TERM PAVEMENT MARKING REMOVAL SQ FT	70400100 TEMPORARY CONCRETE BARRIER FOOT	70400200 RELOCATE TEMPORARY CONCRETE BARRIER FOOT	70600251 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 3 EACH	70600352 IMPACT ATTENUATORS, RELOCATE (NON-DIRECTIVE, NARROW), TEST LEVEL 3 EACH
SPRINGFIELD ROAD (PRESTAGE)	1583	741						
SPRINGFIELD ROAD (STAGE I)			4411	1470	675		2	
SPRINGFIELD ROAD (STAGE II)			4653	1552		675		2
TOTAL	1583	741	9064	3022	675	675	2	2

**ROADWAY SCHEDULE**

LOCATION	44000100 PAVEMENT REMOVAL			44000155 HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"		44000500 COMBINATION CURB AND GUTTER REMOVAL		44003100 MEDIAN REMOVAL		40603085 HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70		40604060 HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "D", N50		60600605 CONCRETE CURB, TYPE B		60603500 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06		60618300 CONCRETE MEDIAN SURFACE, 4 INCH		60619200 CONCRETE MEDIAN, TYPE SB-6.06		31102000 SUBBASE GRANULAR MATERIAL, TYPE C		78009000 MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS		78009004 MODIFIED URETHANE PAVEMENT MARKING - LINE 4"		78009006 MODIFIED URETHANE PAVEMENT MARKING - LINE 6"		78011025 GROOVING FOR RECESSED PAVEMENT MARKING 5"		78011035 GROOVING FOR RECESSED PAVEMENT MARKING 7"							
	STA.	STA.	OFFSET	SQ YD	SQ YD	FOOT	SQ FT	TON	TON	FOOT	FOOT	SQ FT	SQ FT	SQ FT	SQ FT	CU YD	SQ FT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT							
18+71	19+93	LT/RT	121		126	939								139	939			24																					
20+35	22+30	LT/RT	355		404	2752								396	2752			68																					
27+49	29+84	LT/RT	257		675	1600								271	888	1138		43																					
30+44	30+96	LT/RT	8			46									46			2																					
22+71	BRIDGE	LT		48			6	15	25																														
22+39	BRIDGE	RT		26			5	14																															
BRIDGE	27+40	LT		38			5	14																															
BRIDGE	27+12	RT		63			9	20	14																														
20+33	29+85	LT/RT																																					
20+09	30+39	LT																																					
21+93	29+84	RT																																					
21+69	30+60	RT																																					
30+43	31+40	LT/RT																																					
TOTAL			741	175	1205	5337	25	63	39	806	4625	1138	137	46.8	4163	248	164	4163	248	4163	248	4163	248	4163	248	4163	248	4163	248	4163	248	4163	248	4163	248	4163	248		

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**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC AND ROADWAY SCHEDULES**  
**SPRINGFIELD ROAD OVER US 20 FREEMONT BYPASS (SN 089-0050)**

SHEET 1 OF 17 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	60
CONTRACT NO. 64T42				
			ILLINOIS	FED. AID PROJECT

## MOT GENERAL NOTES

- SEE BRIDGE PLANS FOR MOT TYPICAL SECTIONS.
- SEE IDOT HIGHWAY STANDARDS 701006, 701011, 701201, 701301, 701901, AND 704001 FOR INFORMATION NOT SHOWN ON PLANS.
- TEMPORARY PAVEMENT TO CONSIST OF 2" SURFACE COURSE OVER 4" OF BINDER COURSE. MIX TYPES LISTED BELOW:  
HMA SURFACE COURSE, IL-9.5, MIX "D", N70 - 2"  
HMA BINDER IL-19.0 - 4"
- USE IDOT HIGHWAY STANDARD 701406 "LANE CLOSURE FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY" TO CLOSE A LANE AND COMPLETE THE ABUTMENT, PIER REPAIR, AND SET AND REMOVE PROTECTIVE SHIELDING.

## STAGE CONSTRUCTION NOTES

**PRE-STAGE TRAFFIC**  
TEMPORARILY SHIFT TRAFFIC LANES USING BARRERLS AS SHOWN ON THE PRE-STAGE PLANS. PRE-STAGE PLANS ARE WHEN NO WORK IS ACTIVE. USE STANDARD 701201 WHEN WORK ZONES ARE ACTIVE.

**PRE-STAGE CONSTRUCTION**  
REMOVE PORTIONS OF MEDIAN AND ASSOCIATED CURB AND GUTTER. INSTALL TEMPORARY PAVEMENT.

**STAGE 1 TRAFFIC**  
SHIFT SOUTHBOUND LANE TRAFFIC TO THE NORTHBOUND SIDE USING HIGHWAY STANDARD 701331 AND AS DETAILED IN THE MAINTENANCE OF TRAFFIC STAGE 1 PLANS.

**STAGE 1 CONSTRUCTION**  
CONSTRUCT BRIDGE REHABILITATION WORK IN SOUTHBOUND LANE AND APPROACH SLABS AS DETAILED IN THE STRUCTURAL PLANS. CONSTRUCT ROADWAY PAVEMENT WORK IN SOUTHBOUND LANE AS DETAILED IN THE ROADWAY PLANS.

**STAGE 2 TRAFFIC**  
SHIFT NORTHBOUND LANE TRAFFIC TO THE SOUTHBOUND SIDE USING HIGHWAY STANDARD 701331 AND AS DETAILED IN THE MAINTENANCE OF TRAFFIC STAGE 1 PLANS.

**STAGE 2 CONSTRUCTION**  
CONSTRUCT BRIDGE REHABILITATION WORK IN NORTHBOUND LANE AND APPROACH SLABS AS DETAILED IN THE STRUCTURAL PLANS. CONSTRUCT ROADWAY PAVEMENT WORK IN NORTHBOUND LANE AS DETAILED IN THE ROADWAY PLANS.

**POST-STAGE TRAFFIC**  
TEMPORARILY SHIFT TRAFFIC LANES USING BARRERLS AS SHOWN ON THE PRE-STAGE PLANS. PRE-STAGE PLANS ARE WHEN NO WORK IS ACTIVE. USE STANDARD 701201 WHEN WORK ZONES ARE ACTIVE. USE HIGHWAY STANDARD 701311 FOR TRAFFIC CONTROL FOR MOVING OPERATIONS.

**POST-STAGE CONSTRUCTION**  
REMOVE ANY REMAINING TEMPORARY PAVEMENT AND INSTALL CURB AND GUTTER AND MEDIAN AS DETAILED IN THE ROADWAY PLANS. ADJUST DRAINAGE STRUCTURES, IF NEEDED, AT BRIDGE CORNERS. CONDUCT WORKSITE CLEANUP AND PLACE FINAL PAVEMENT MARKINGS.

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**CZAPLUCKI LOPEZ, PLLC**  
 201 KENMARE DRIVE  
 BURR RIDGE, ILLINOIS 60527  
 630-415-8861  
 DESIGN FIRM NO: 184,008135

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	CHECKED - NJS	REVISED -
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PLOT DATE = 1/14/2026	CHECKED - NJS	REVISED -

**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**

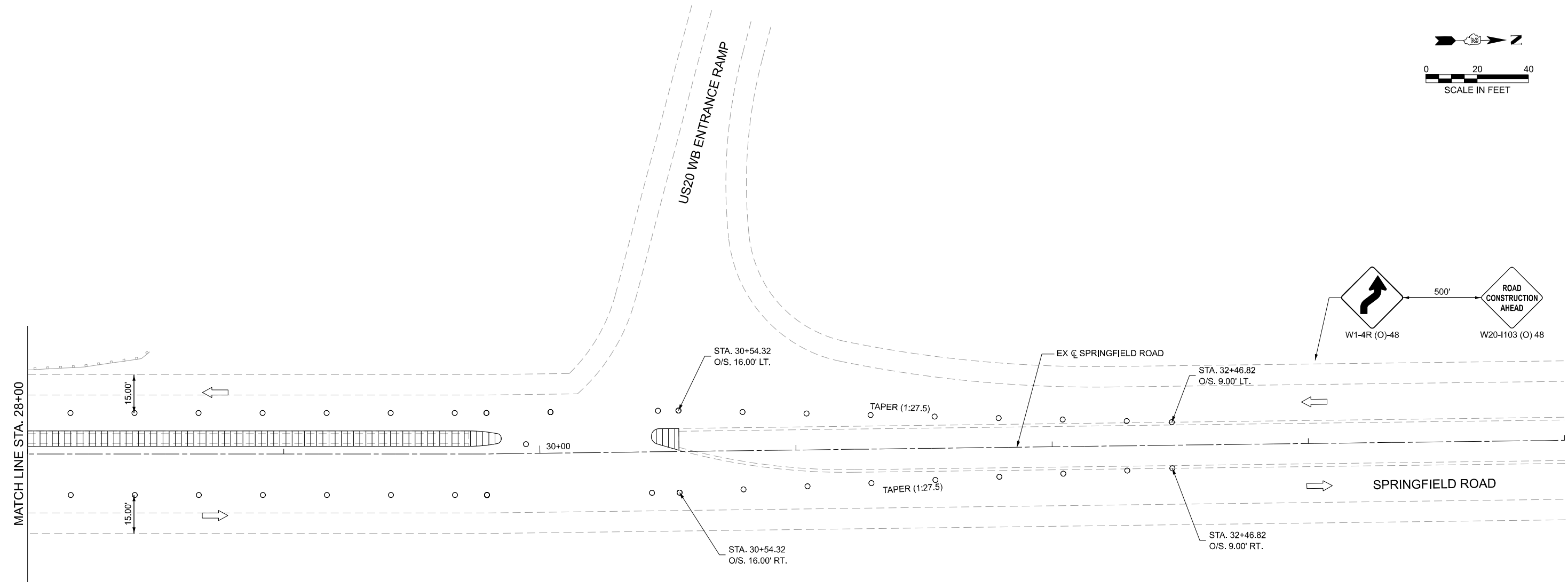
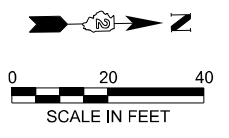
**MAINTENANCE OF TRAFFIC GENERAL NOTES AND STAGING SEQUENCE**  
**SPRINGFIELD ROAD OVER US 20 FREEMONT BYPASS (SN 089-0050)**

SHEET 2 OF 17 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	61
CONTRACT NO. 64T42				
			ILLINOIS	FED. AID PROJECT







**LEGEND**

- WORK ZONE
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- PROPOSED SIGN
- TYPE III BARRICADES WITH FLASHING LIGHTS
- DOUBLE VERTICAL PANEL
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
- DRUM

MODEL: Sheet  
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CZAPLICKI LOPEZ, PLLC  
 201 KENMARE DRIVE  
 BURR RIDGE, ILLINOIS 60527  
 630-415-8861  
 DESIGN FIRM NO: 184,008135

USER NAME = Steven.Johnson  
 PLOT SCALE = 0.167 1/In.  
 PLOT DATE = 1/14/2026

DESIGNED - EJB  
 CHECKED - NJS  
 DRAWN - SVJ  
 CHECKED - NJS

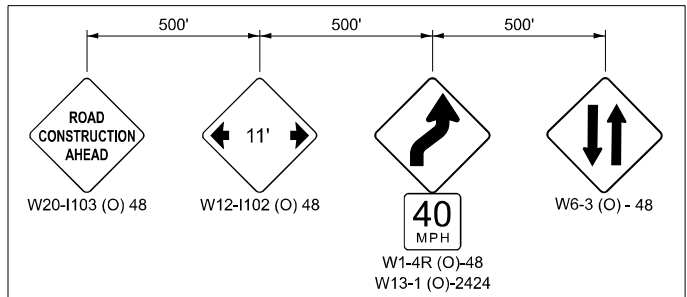
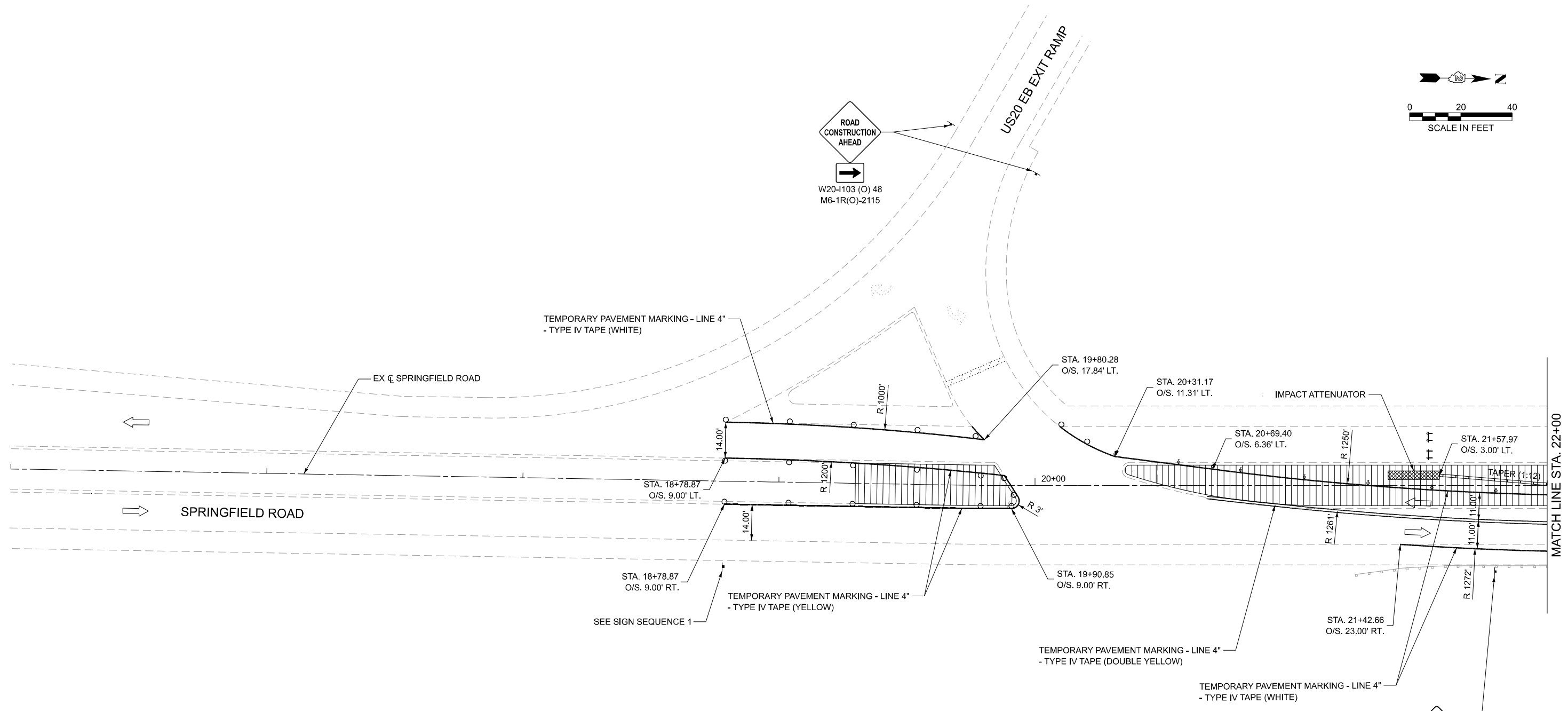
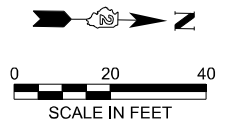
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**STATE OF ILLINOIS  
DIVISION OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC PRE-STAGE  
SPRINGFIELD ROAD OVER US 20 FREEMONT BYPASS (SN 089-0050)**

SHEET 5 OF 17 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	64
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				



SIGN SEQUENCE 1

SEE SIGN SEQUENCE 1

**LEGEND**

- WORK ZONE
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- PROPOSED SIGN
- TYPE III BARRICADES WITH FLASHING LIGHTS
- DOUBLE VERTICAL PANEL
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
- DRUM

**NOTES**

1. TEMPORARY BARRIER WALL OFFSETS ARE TO THE TRAFFIC SIDE.

**STATE OF ILLINOIS  
DIVISION OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC STAGE 1  
SPRINGFIELD ROAD OVER US 20 FREEMONT BYPASS (SN 089-0050)**

SHEET 6 OF 17 SHEETS

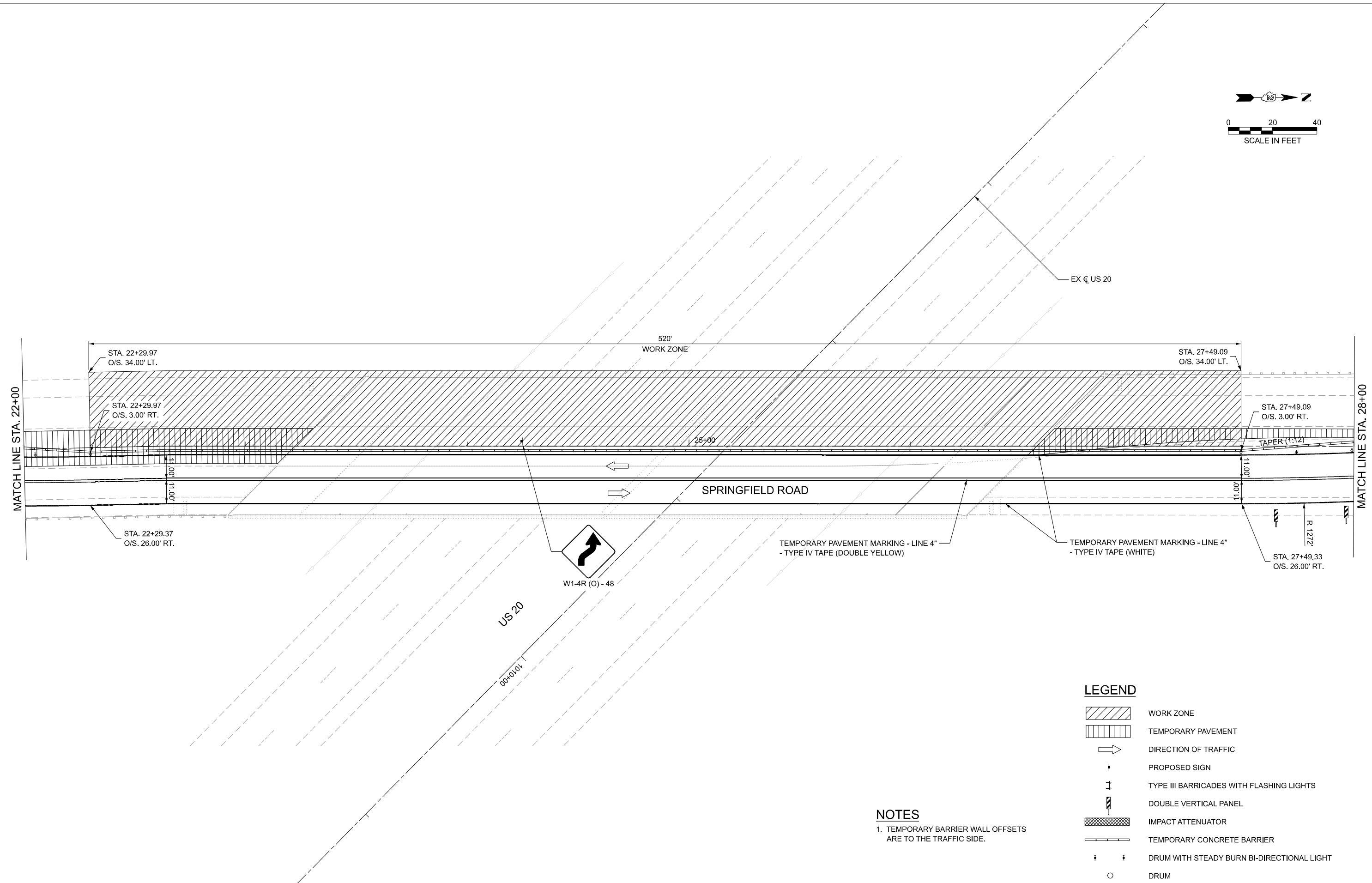
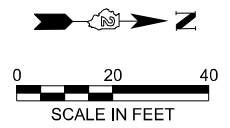
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CONTRACT NO. 64T42				

ILLINOIS FED. AID PROJECT

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CZAPLICKI LOPEZ, PLLC  
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 BURR RIDGE, ILLINOIS 60527  
 630-415-8861  
 DESIGN FIRM NO: 184,008135

USER NAME = StevenJohnson	DESIGNED - EJB	REVISED -
PLOT SCALE = 0.167 1/In.	CHECKED - NJS	REVISED -
PLOT DATE = 1/14/2026	DRAWN - SVJ	REVISED -
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TEMPORARY PAVEMENT MARKING - LINE 4"  
- TYPE IV TAPE (DOUBLE YELLOW)

TEMPORARY PAVEMENT MARKING - LINE 4"  
- TYPE IV TAPE (WHITE)

W1-4R (O) - 48

**NOTES**

- TEMPORARY BARRIER WALL OFFSETS ARE TO THE TRAFFIC SIDE.

**LEGEND**

- WORK ZONE
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- PROPOSED SIGN
- TYPE III BARRICADES WITH FLASHING LIGHTS
- DOUBLE VERTICAL PANEL
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
- DRUM

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 BURR RIDGE, ILLINOIS 60527  
 630-415-8861  
 DESIGN FIRM NO: 184,008135

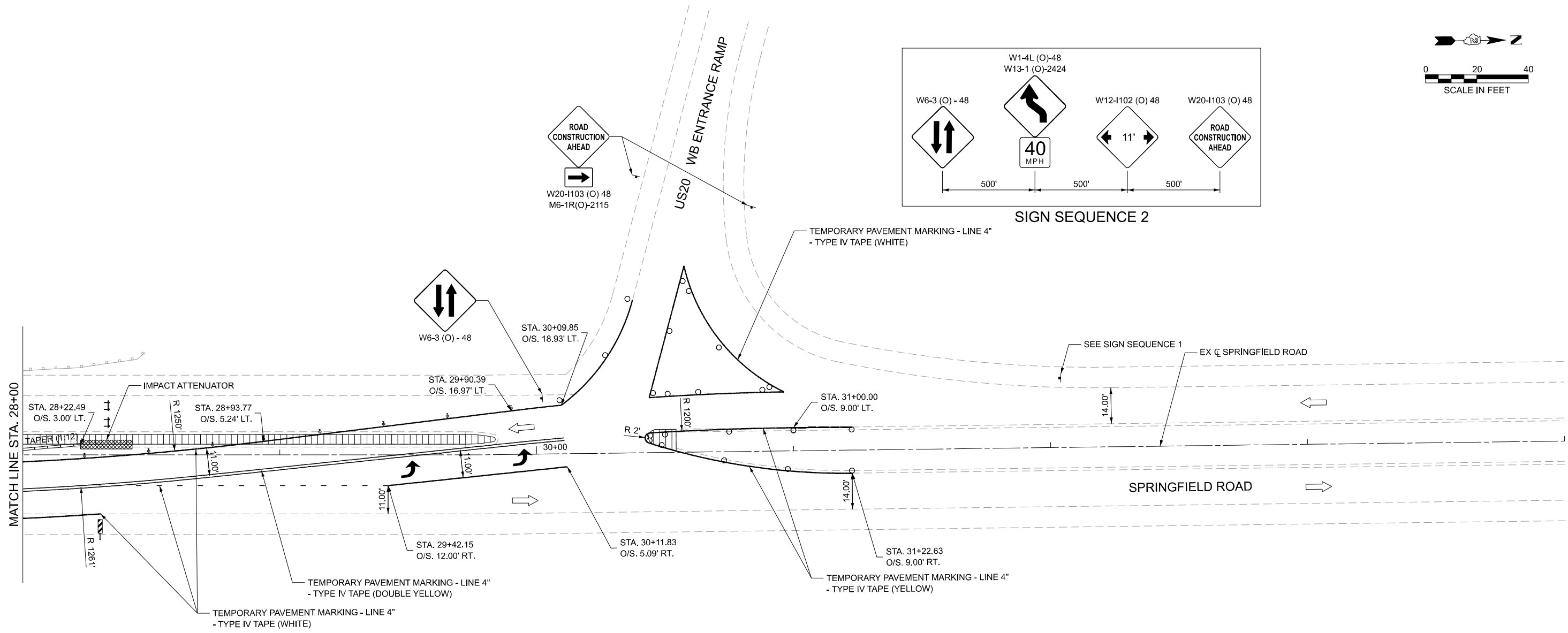
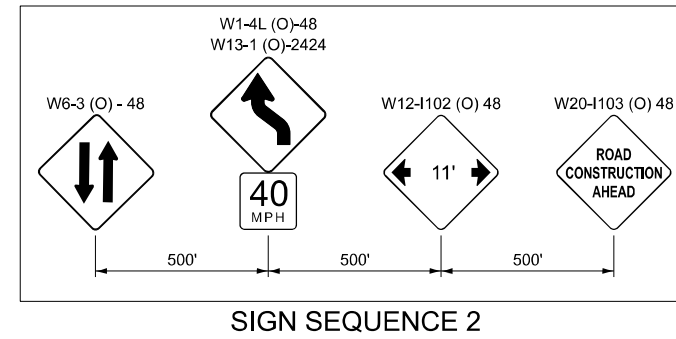
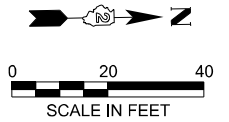
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**STATE OF ILLINOIS  
DIVISION OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC STAGE 1  
SPRINGFIELD ROAD OVER US 20 FREEMONT BYPASS (SN 089-0050)**

SHEET 7 OF 17 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	66
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				



**LEGEND**

	WORK ZONE
	TEMPORARY PAVEMENT
	DIRECTION OF TRAFFIC
	PROPOSED SIGN
	TYPE III BARRICADES WITH FLASHING LIGHTS
	DOUBLE VERTICAL PANEL
	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
	DRUM

**NOTES**  
 1. TEMPORARY BARRIER WALL OFFSETS ARE TO THE TRAFFIC SIDE.

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**CZAPLICKI LOPEZ, PLLC**  
 201 KENMARE DRIVE  
 BURR RIDGE, ILLINOIS 60527  
 630-415-8861  
 DESIGN FIRM NO: 184,008135

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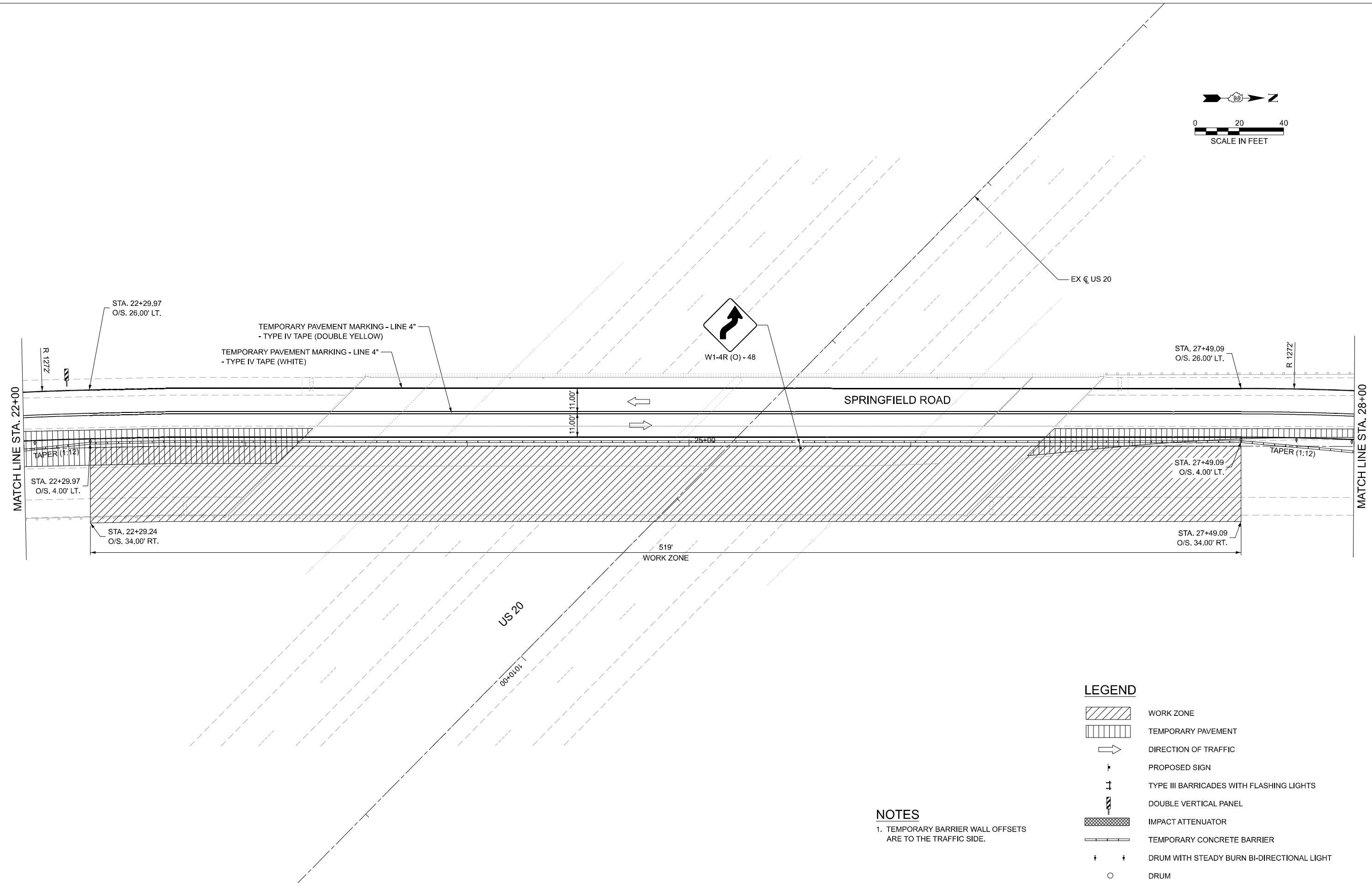
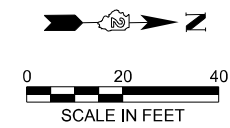
**STATE OF ILLINOIS  
 DIVISION OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC STAGE 1  
 SPRINGFIELD ROAD OVER US 20 FREEMONT BYPASS (SN 089-0050)**

SHEET 8 OF 17 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	67
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				





**NOTES**

1. TEMPORARY BARRIER WALL OFFSETS ARE TO THE TRAFFIC SIDE.

**LEGEND**

- WORK ZONE
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- PROPOSED SIGN
- TYPE III BARRICADES WITH FLASHING LIGHTS
- DOUBLE VERTICAL PANEL
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
- DRUM

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**CZAPLICKI LOPEZ, PLLC**  
 201 KENMARE DRIVE  
 BURR RIDGE, ILLINOIS 60527  
 630-415-8861  
 DESIGN FIRM NO: 184,008135

USER NAME = Steven.Johnson	DESIGNED - EJB	REVISOR -
PLOT SCALE = 0.167" / in.	CHECKED - NJS	REVISIONS -
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**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**

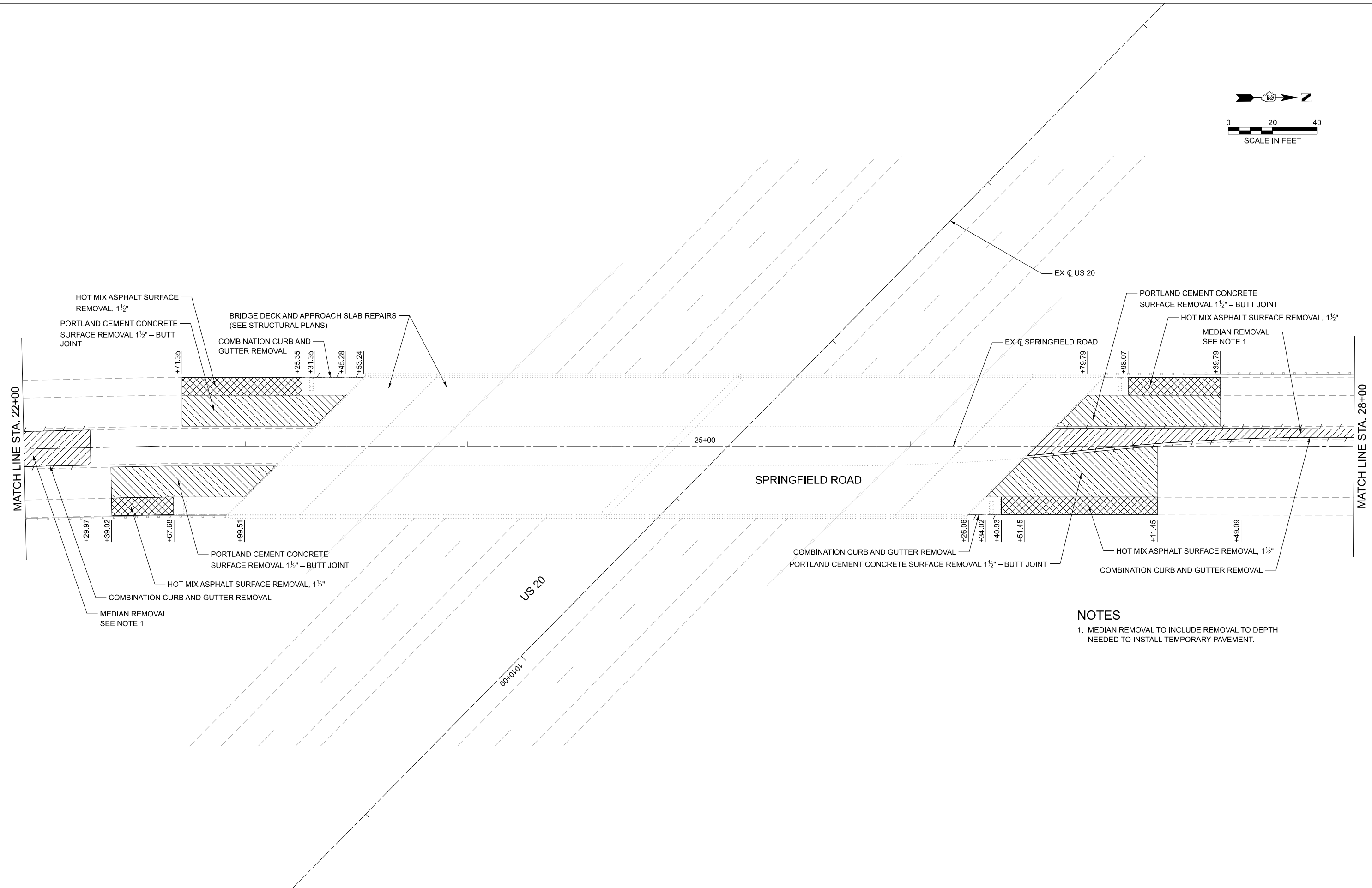
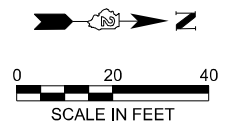
**MAINTENANCE OF TRAFFIC STAGE 2**  
**SPRINGFIELD ROAD OVER US 20 FREEMONT BYPASS (SN 089-0050)**

SHEET 10 OF 17 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	69
				CONTRACT NO. 64T42
		ILLINOIS	FED. AID PROJECT	







- NOTES**
1. MEDIAN REMOVAL TO INCLUDE REMOVAL TO DEPTH NEEDED TO INSTALL TEMPORARY PAVEMENT.

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 DESIGN FIRM NO: 184.008135

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 201 KENMARE DRIVE  
 BURR RIDGE, ILLINOIS 60527  
 630-415-8861  
 DESIGN FIRM NO: 184.008135

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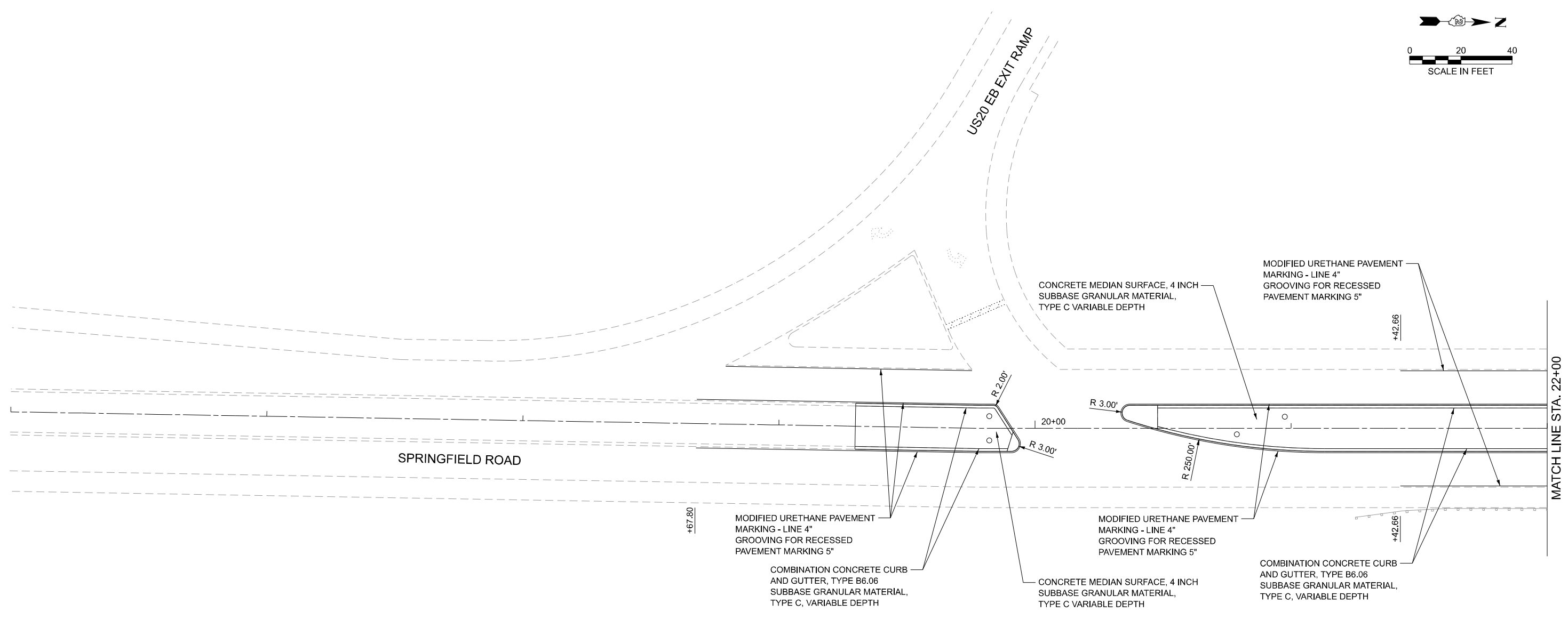
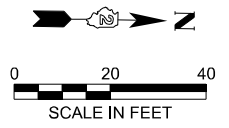
**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**

**REMOVAL PLAN**  
**SPRINGFIELD ROAD OVER US 20 FREEMONT BYPASS (SN 089-0050)**

SHEET 13 OF 17 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				





**LEGEND**  
 ○ HOLES FOR SIGNS.

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 201 KENMARE DRIVE  
 BURR RIDGE, ILLINOIS 60527  
 630-415-8861  
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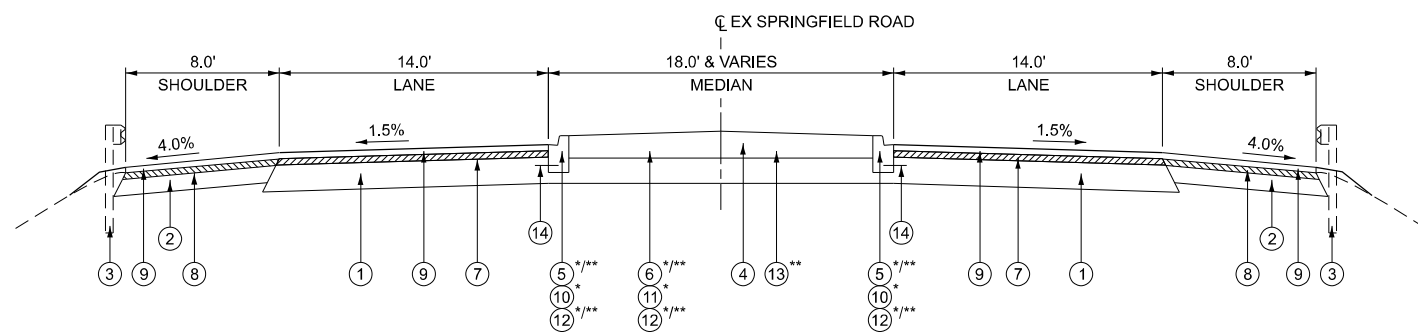
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**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**

**PROPOSED ROADWAY PLAN**  
**SPRINGFIELD ROAD OVER US 20 FREEMONT BYPASS (SN 089-0050)**

SHEET 15 OF 17 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42				
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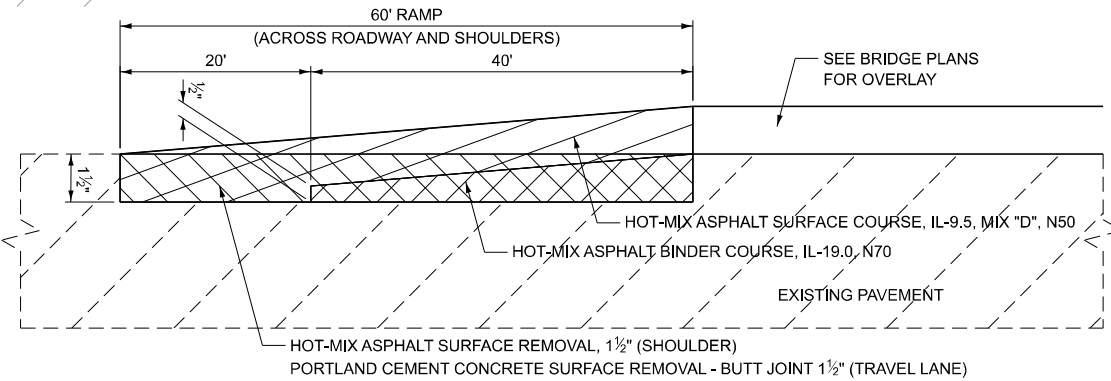
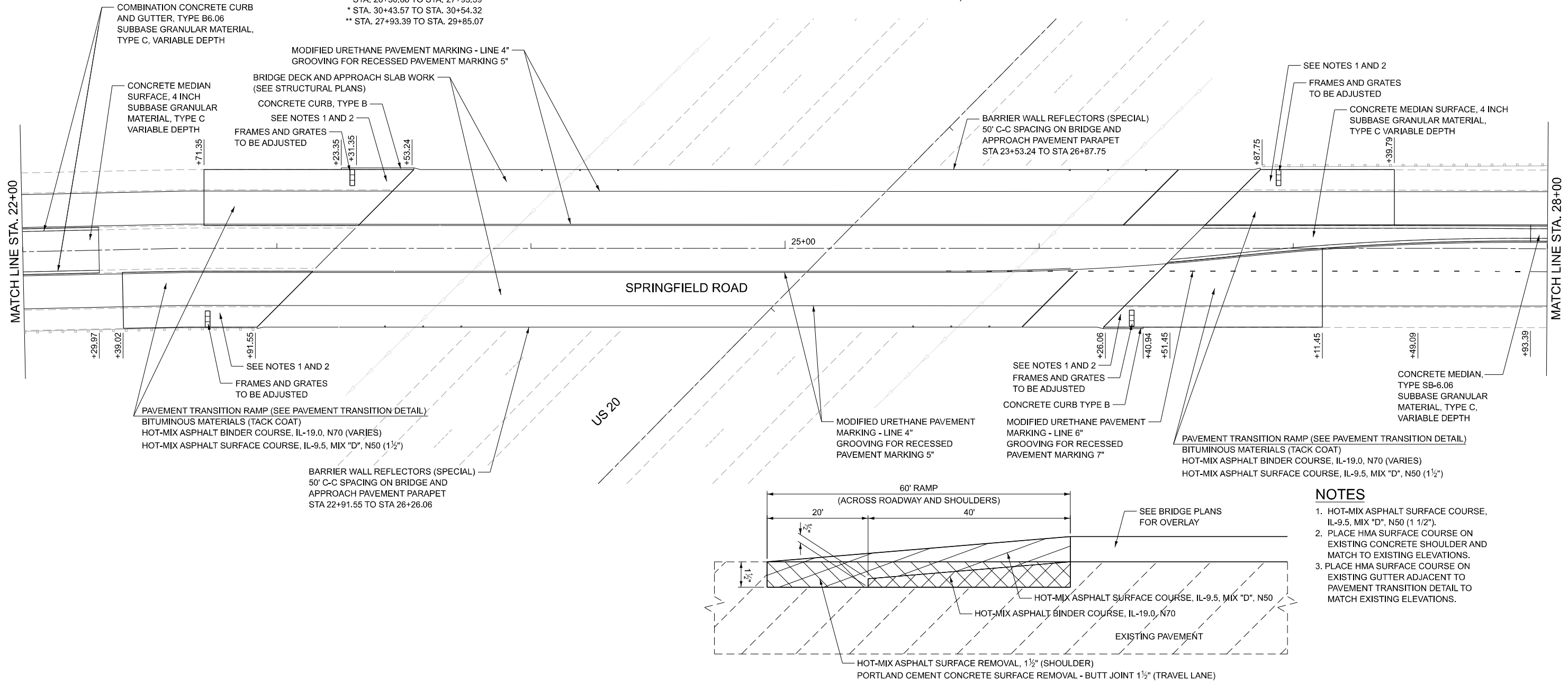
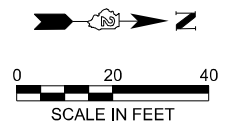


**EXISTING AND PROPOSED TYPICAL SECTION**

STA. 22+39.02 TO STA. 23+53.24 (LT)/STA. 22+91.55 (RT)  
 STA. 26+87.75 (LT)/STA. 26+26.06 (RT) TO STA. 27+39.79  
 (LOOKING NORTH)

\* STA. 19+29.85 TO STA. 22+29.97  
 \* STA. 26+50.68 TO STA. 27+93.39  
 \* STA. 30+43.57 TO STA. 30+54.32  
 \*\* STA. 27+93.39 TO STA. 29+85.07

- ① EXISTING PAVEMENT
- ② EXISTING HMA SHOULDER
- ③ EXISTING GUARDRAIL
- ④ EXISTING MEDIAN
- ⑤ COMBINATION CONCRETE CURB AND GUTTER REMOVAL
- ⑥ MEDIAN REMOVAL
- ⑦ PORTLAND CEMENT CONCRETE SURFACE REMOVAL 1½" – BUTT JOINT
- ⑧ HOT-MIX ASPHALT SURFACE REMOVAL, 1½"
- ⑨ PAVEMENT RAMP (SEE PAVEMENT TRANSITION DETAIL)
- BITUMINOUS MATERIAL (TACK COAT)
- HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIES)
- HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 (1½")
- ⑩ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06
- ⑪ CONCRETE MEDIAN SURFACE, 4 INCH
- ⑫ SUBBASE GRANULAR MATERIAL, TYPE C VARIABLE DEPTH
- ⑬ CONCRETE MEDIAN, TYPE SB-6.06
- ⑭ TIE BARS PER STANDARD 606001 (INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER AND CONCRETE MEDIAN TYPE SB)



- NOTES**
1. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 (1 1/2").
  2. PLACE HMA SURFACE COURSE ON EXISTING CONCRETE SHOULDER AND MATCH TO EXISTING ELEVATIONS.
  3. PLACE HMA SURFACE COURSE ON EXISTING GUTTER ADJACENT TO PAVEMENT TRANSITION DETAIL TO MATCH EXISTING ELEVATIONS.

**PAVEMENT TRANSITION DETAIL**

STA. 22+71.35 (LT) TO STA. 23+53.24 (LT)  
 STA. 22+39.02 (RT) TO STA. 22+91.55 (RT)  
 STA. 26+87.75 (LT) TO STA. 27+39.79 (LT)  
 STA. 26+26.06 (RT) TO STA. 27+11.45 (RT)

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**CZAPLICKI LOPEZ, PLLC**  
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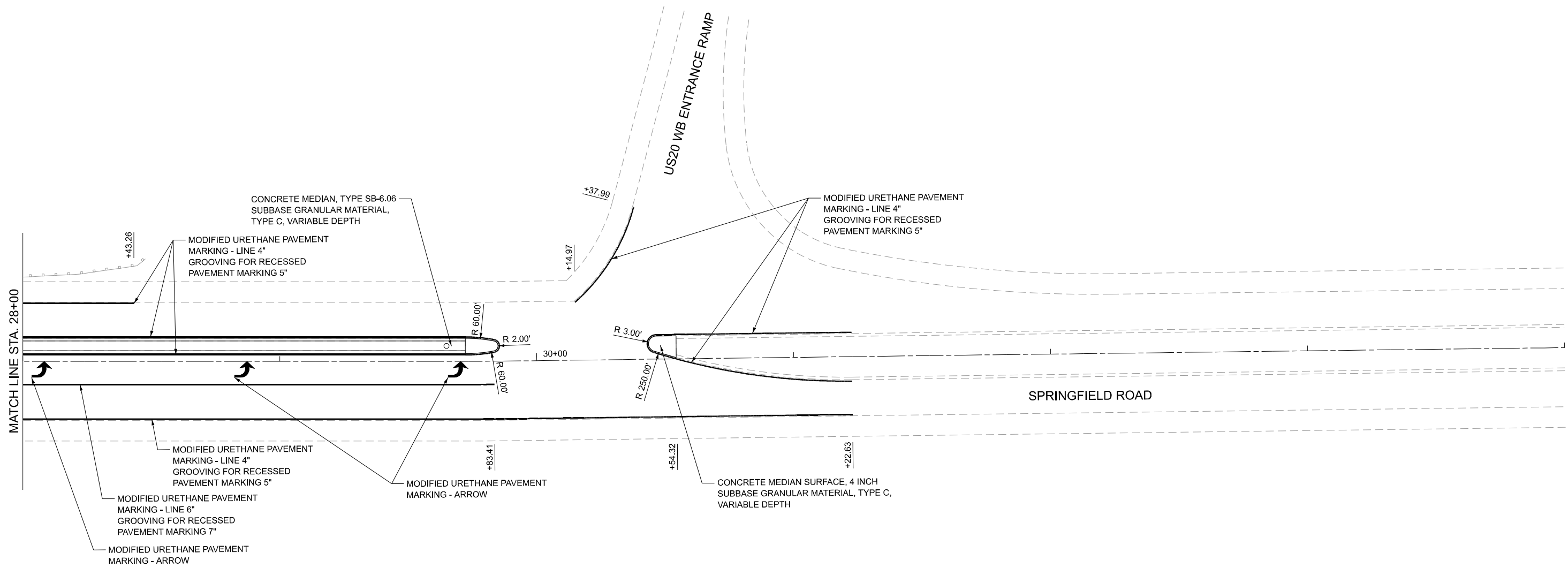
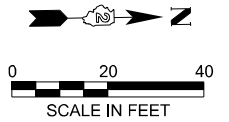
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	CHECKED - NJS	REVISED -

**STATE OF ILLINOIS  
 DIVISION OF TRANSPORTATION**

**PROPOSED ROADWAY PLAN  
 SPRINGFIELD ROAD OVER US 20 FREEMONT BYPASS (SN 089-0050)**

SHEET 16 OF 17 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	75
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				



**LEGEND**

○ HOLES FOR SIGNS.

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**CZAPLICKI LOPEZ, PLLC**  
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	CHECKED - NJS	REVISED -

**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**

**PROPOSED ROADWAY PLAN**  
**SPRINGFIELD ROAD OVER US 20 FREEMONT BYPASS (SN 089-0050)**

SHEET 17 OF 17 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	76
CONTRACT NO. 64T42				
		ILLINOIS	FED. AID PROJECT	

Benchmark: None.

Existing Structure: SN 089-0050 was originally built in 1986 as F.A. 401, Section 177-4B-3 at Station 1008+66.92. The existing structure carries Springfield Road over US 20 and is a two span 60' steel plate girder bridge with a 7½" concrete deck. The substructure consists of vaulted abutments founded on steel piles, and a five column reinforced concrete pier founded on a spread footing. The back-to-back approach bent length of the bridge is 334'-6", the out-to-out width of the structure is 65'-2", and the skew is 44° 51'-22".

One lane of traffic in alternating directions will be maintained utilizing temporary traffic signals and staged construction.

No salvage.

**SCOPE OF WORK**

1. Remove existing expansion joint and construct strip seal expansion joint at abutments.
2. Scarify 3/4" from bridge deck slab and approach slabs.
3. Perform full depth deck slab repairs.
4. Install 2 1/2" latex concrete overlay on bridge deck slab and approach slabs.
5. Perform 1/4" DIAMOND GRINDING (BRIDGE SECTION) and BRIDGE DECK GROOVING (LONGITUDINAL) to bridge deck slab and approach slabs.
6. Apply PROTECTIVE COAT to the top and front face of new parapet areas, reconstructed joints, and new concrete overlays.
7. Perform structural concrete repairs to pier and abutments and apply CONCRETE SEALER to repair areas.
8. Clean all floor drains.

**INDEX OF SHEETS**

- 1 General Plan and Elevation
- 2 General Data
- 3 Stage Construction Details
- 4 Deck and Approach Slab Repair Plan
- 5 Expansion Joint Removal Details
- 6 Expansion Joint Reconstruction Details
- 7 - 8 Preformed Joint Strip Seal
- 9 South Abutment Repairs
- 10 North Abutment Repairs
- 11 Pier Repairs
- 12 Bar Splicer Assembly and Mechanical Splicer Details

**DESIGN SPECIFICATIONS**

2002 AASHTO Standard Specifications for Highway Bridges

**LOADING HS 20-44**

Existing and Proposed Loading  
No future wearing surface allowed

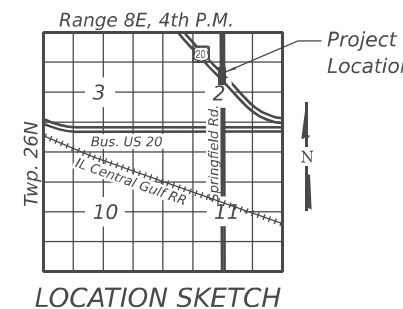
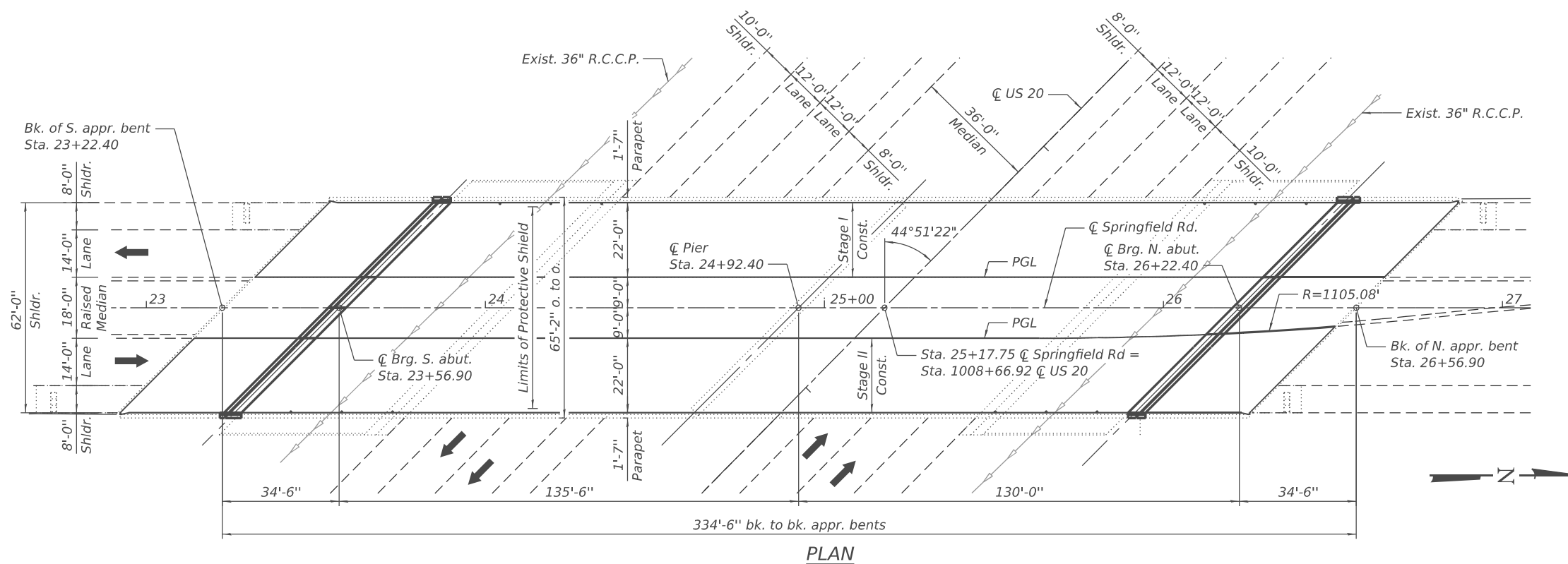
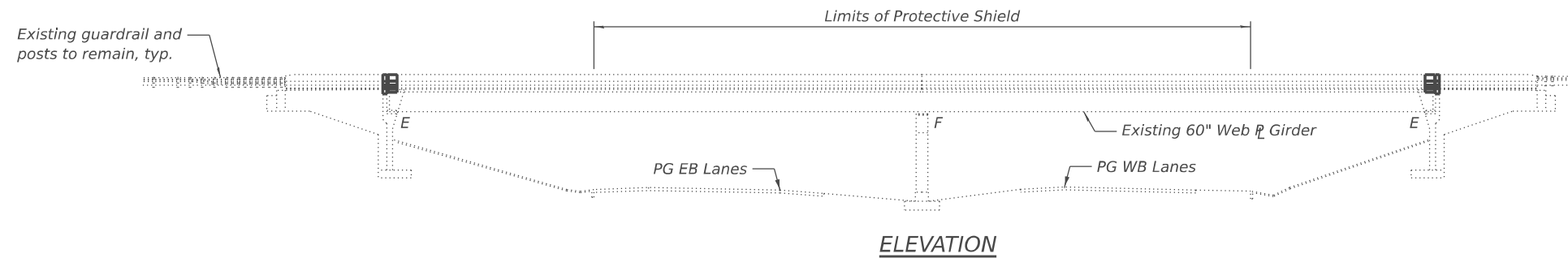
**DESIGN STRESSES**

**FIELD UNITS (NEW CONSTRUCTION)**

fy = 60,000 psi (Reinforcement)

**FIELD UNITS (EXISTING CONSTRUCTION)**

f<sub>c</sub> = 3,500 psi  
fy = 60,000 psi (Reinforcement)  
fy = 50,000 psi (M223)  
fy = 36,000 psi (M183)



**GENERAL PLAN AND ELEVATION**  
**SPRINGFIELD ROAD OVER US 20 FREEPORT BYPASS**  
**FAP 301 (US 20) SEC 177(-4HB(-1,-2,-3,-4)(2VB)BRR**  
**STEPHENSON COUNTY**  
**STATION 1008+66.92**  
**STRUCTURE NO. 089-0050**

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CZAPLICKI LOPEZ, PLLC  
 201 KENMARE DRIVE  
 BURR RIDGE, ILLINOIS 60527  
 630-815-8861  
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**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**

SHEET 1 OF 12 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	77
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

**GENERAL NOTES**

- Plan dimensions and details relative to the existing structure have been taken from existing plans are subject to nominal constructions 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.
- Prior to pouring the new concrete deck, 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.  
  
As directed by the ENGINEER, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the ENGINEER. Any cracks that cannot be removed by grinding 1/4 in. deep shall be identified and reported to the Bureau of Bridges & Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
- Reinforcement bars designated (E) shall be epoxy coated.
- Up to 1/4 inch to be ground off the bridge deck and the bridge approach slabs.
- The existing structural steel coating contains lead. The CONTRACTOR shall take appropriate precautions to address the presence of lead on this project.
- Areas of deck repairs shown are estimated.
- The ENGINEER shall show actual locations and size of deck repairs on As-built Plans.
- Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50° F.
- 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 at the CONTRACTOR'S expense.

**TOTAL BILL OF MATERIAL**

Item	Unit	Super	Sub	Total
Concrete Removal	Cu. Yd.	21.7	0.0	21.7
Protective Shield	Sq. Yd.	1,257	0.0	1,257
Concrete Superstructure	Cu. Yd.	22.4	0.0	22.4
Protective Coat	Sq. Yd.	1,631	0	1,631
Reinforcement Bars, Epoxy Coated	Pound	3,500	0	3,500
Bar Splicers	Each	32	0	32
Preformed Joint Strip Seal	Foot	180	0	180
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	9	0	9
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	6	0	6
Bridge Deck Scarification 3/4"	Sq. Yd.	1,627	0	1,627
Bridge Deck Latex Concrete Overlay, 2 1/2"	Sq. Yd.	1,627	0	1,627
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	0	252	252
Concrete Sealer	Sq. Ft.	0	252	252
Epoxy Crack Injection	Foot	0	73	73
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,036	0	1,036
Floor Drains To Be Cleaned	Each	12	0	12
Cleaning And Painting Exposed Rebar	Sq. Ft.	2	0	2
Diamond Grinding (Bridge Section)	Sq. Yd.	1,331	0	1,331

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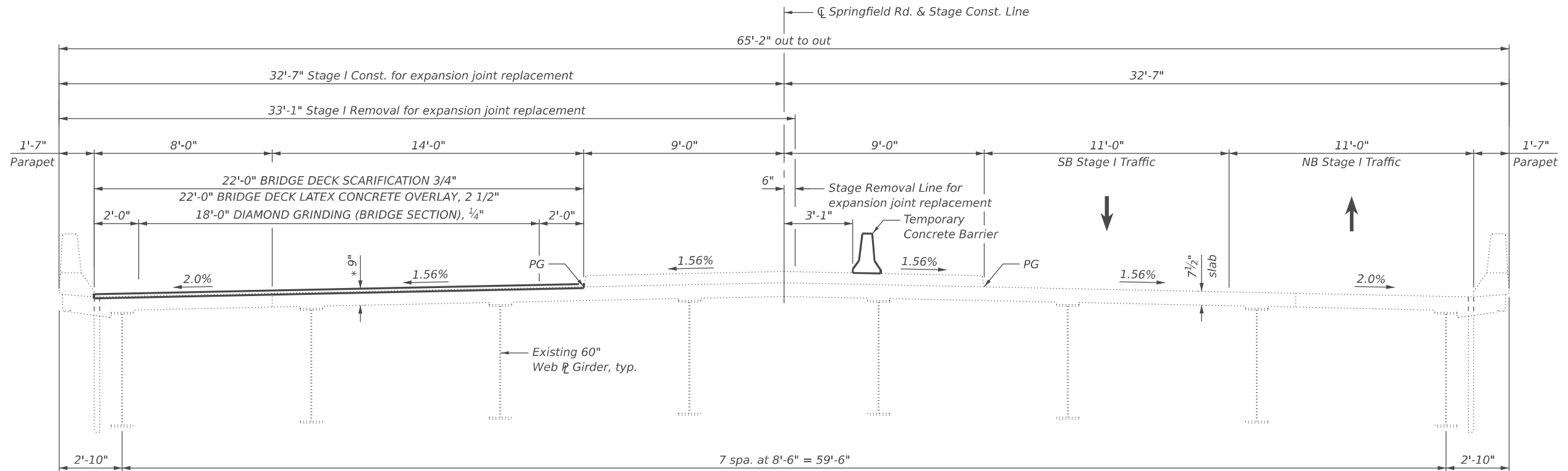

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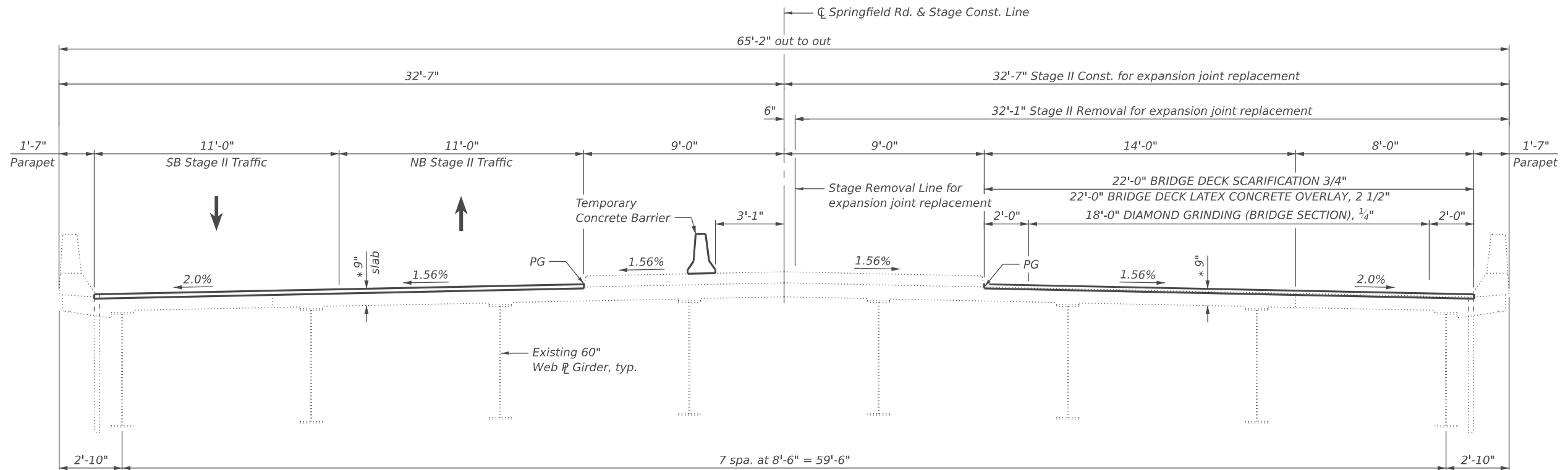
**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**

**GENERAL DATA**  
**STRUCTURE NO. 089-0050**  
 SHEET 2 OF 12 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	78
CONTRACT NO. 64T42				
		ILLINOIS	FED. AID PROJECT	



**STAGE I CONSTRUCTION**  
 (Looking North)  
 \* after 1/4" Diamond Grinding



**STAGE II CONSTRUCTION**  
 (Looking North)  
 \* after 1/4" Diamond Grinding

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**DIVISION OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS**  
**STRUCTURE NO. 089-0050**  
 SHEET 3 OF 12 SHEETS

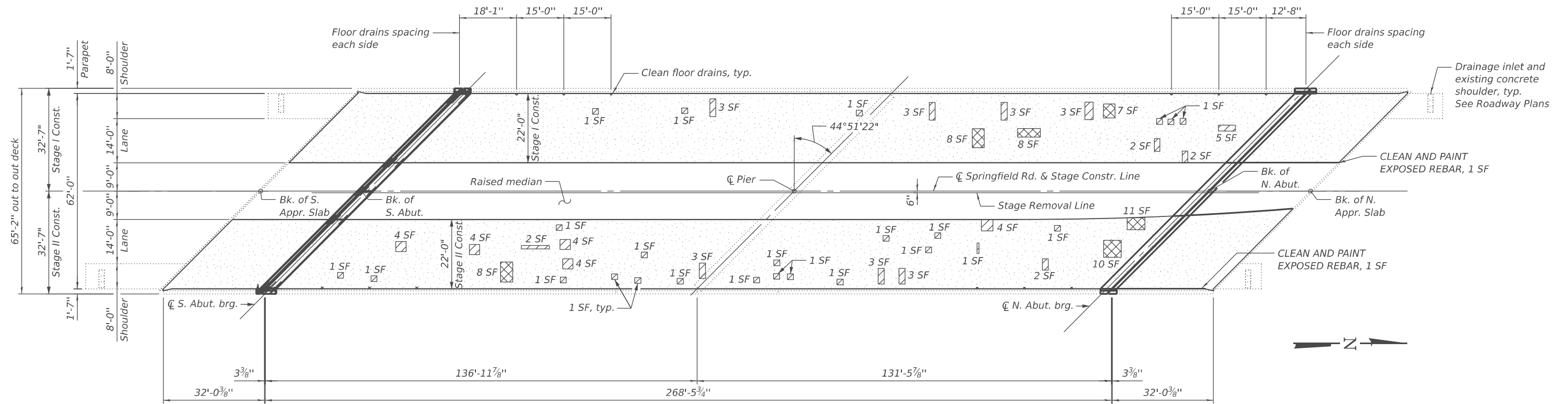
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CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

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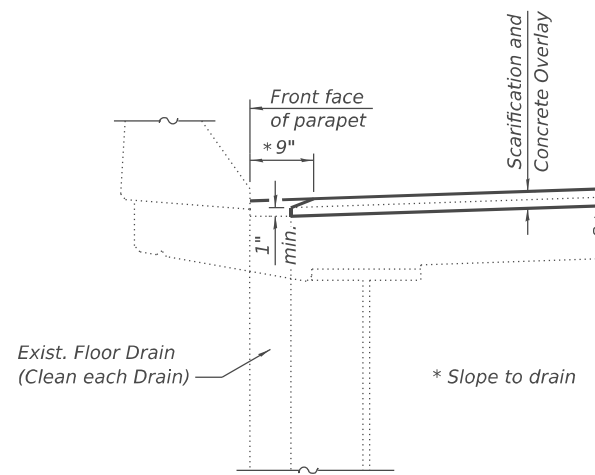
1. PROTECTIVE COAT shall be applied to the top and front faces of the new parapet areas, new concrete at reconstructed joints and new concrete overlays.
2. Up to 1/4 inch to be ground off the bridge deck and the bridge approach slabs.
3. Quantity and limits of repairs shown are estimated from a field survey.
4. Actual limits shall be determined in the field by the ENGINEER and noted in the As-Built Plans.
5. See Sheet 5 of 12 and Sheet 6 of 12 for Expansion Joint Removal and Reconstruction details.

BILL OF MATERIAL

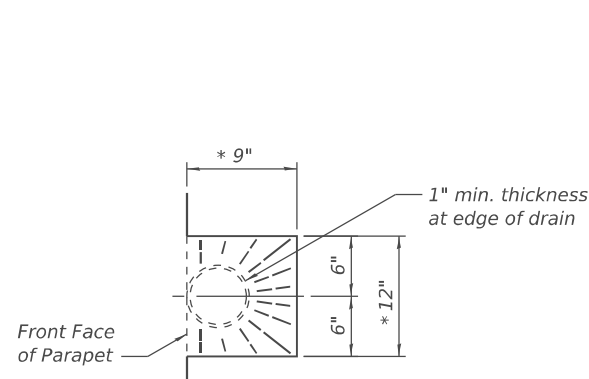
Item	Unit	Total
Protective Coat	Sq. Yd.	1,631
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	9
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	6
Bridge Deck Scarification 3/4"	Sq. Yd.	1,627
Bridge Deck Latex Concrete Overlay, 2 1/2"	Sq. Yd.	1,627
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,036
Floor Drains To Be Cleaned	Each	12
Cleaning And Painting Exposed Rebar	Sq. Ft.	2
Diamond Grinding (Bridge Section)	Sq. Yd.	1,331



DECK PLAN



FLOOR DRAIN PRESERVATION



DRAIN DETAIL

LEGEND

- Bridge Deck Scarification 3/4"
- Bridge Deck Latex Concrete Overlay, 2 1/2"
- Diamond Grinding (Bridge Section) 1/4"
- DECK SLAB REPAIR (FULL DEPTH, TYPE I)
- DECK SLAB REPAIR (FULL DEPTH, TYPE II)

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STATE OF ILLINOIS  
DIVISION OF TRANSPORTATION

DECK AND APPROACH SLAB REPAIR PLAN  
STRUCTURE NO. 089-0050

SHEET 4 OF 12 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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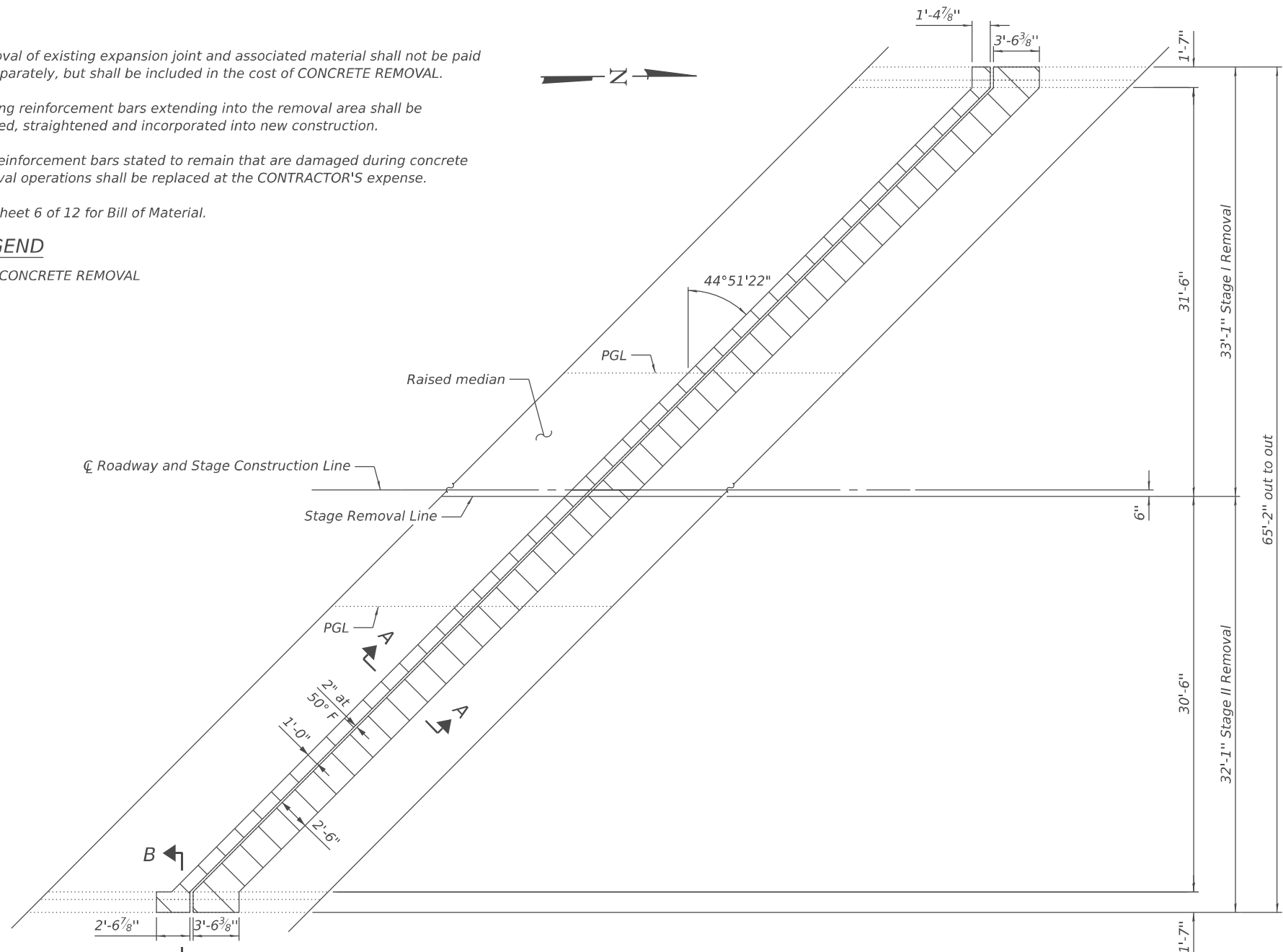
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**Notes:**

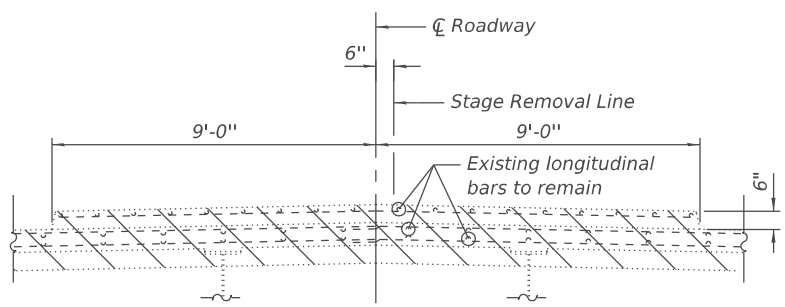
1. Removal of existing expansion joint and associated material shall not be paid for separately, but shall be included in the cost of CONCRETE REMOVAL.
2. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into new construction.
3. Any reinforcement bars stated to remain that are damaged during concrete removal operations shall be replaced at the CONTRACTOR'S expense.
4. See Sheet 6 of 12 for Bill of Material.

**LEGEND**

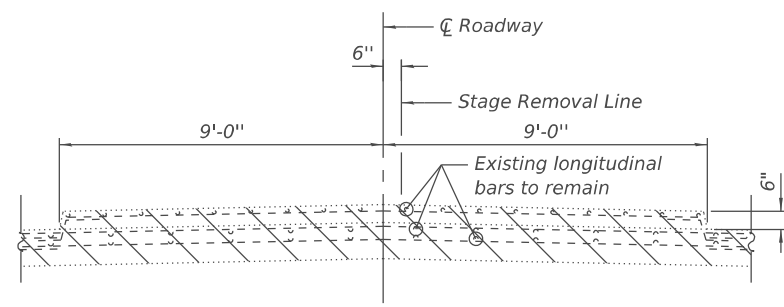
 CONCRETE REMOVAL



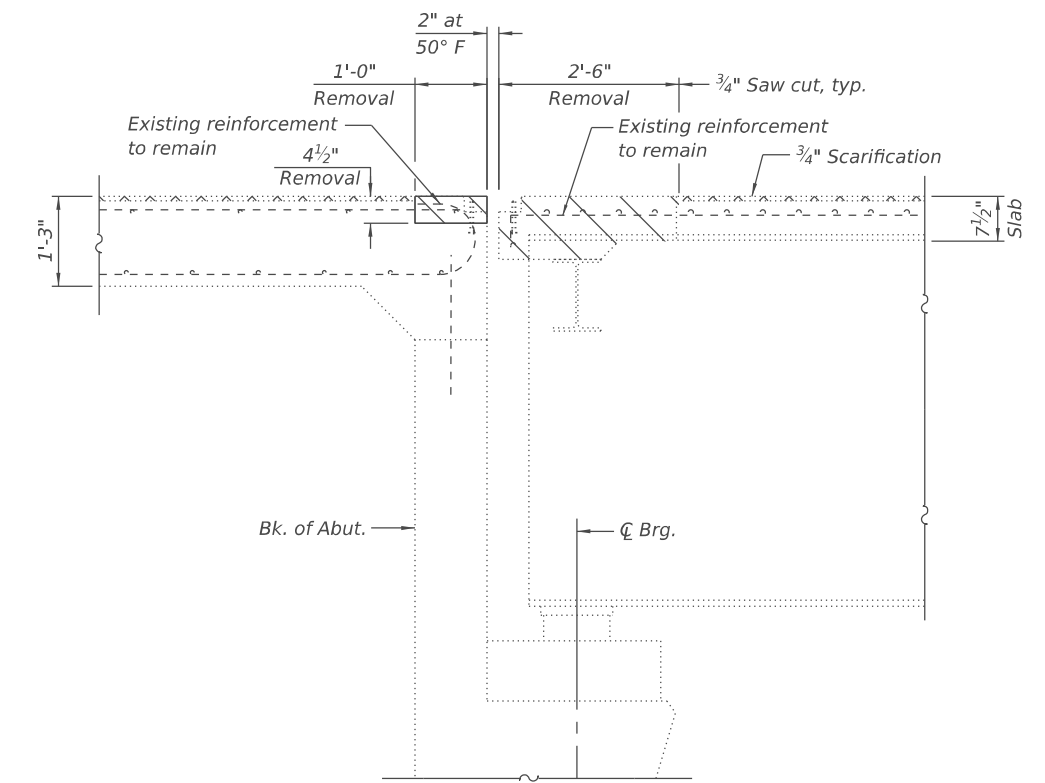
**CONCRETE REMOVAL DETAILS**  
(South Abutment shown, North Abutment opposite hand)



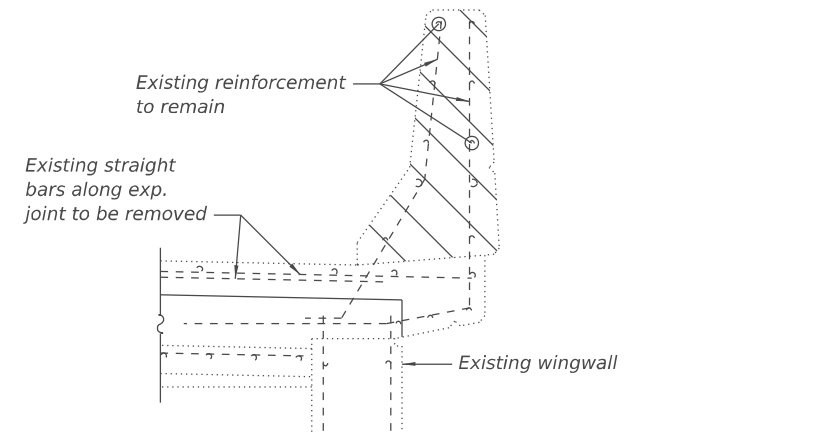
**MEDIAN REMOVAL DETAIL ALONG BRIDGE DECK**



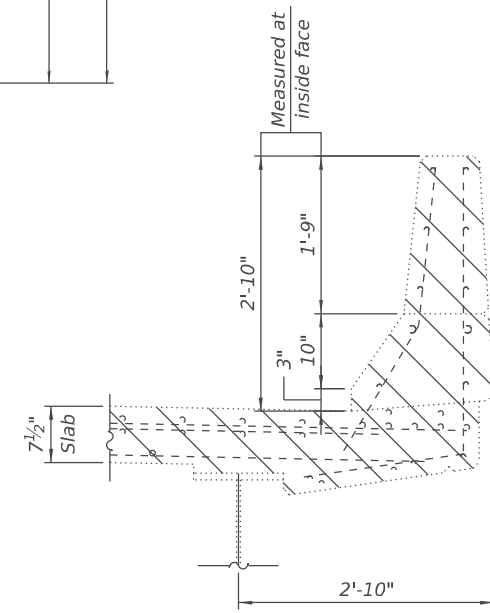
**MEDIAN REMOVAL DETAIL ALONG APPROACH SLAB**



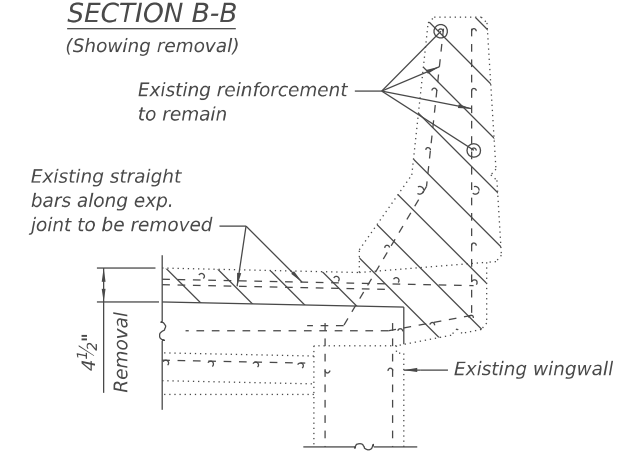
**SECTION A-A AT ABUTMENT**  
Dims at Rt. L's to Abutment



**SECTION B-B**  
(Showing removal)



**SECTION THRU PARAPET**  
(Showing removal)



**SECTION THRU WINGWALL**  
(Showing removal)

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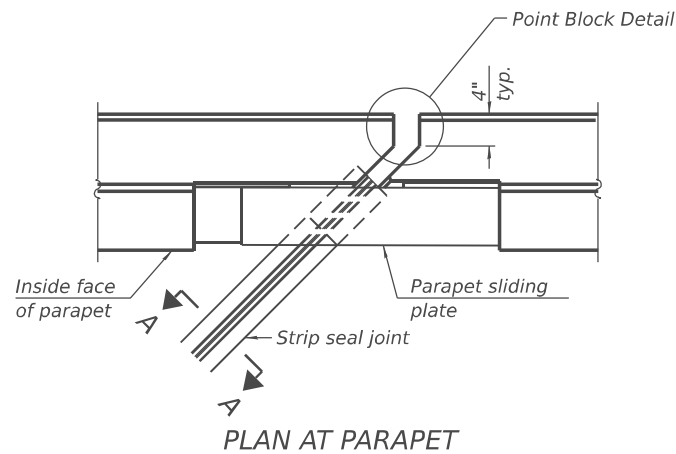
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**DIVISION OF TRANSPORTATION**

**EXPANSION JOINT REMOVAL DETAILS**  
**STRUCTURE NO. 089-0050**

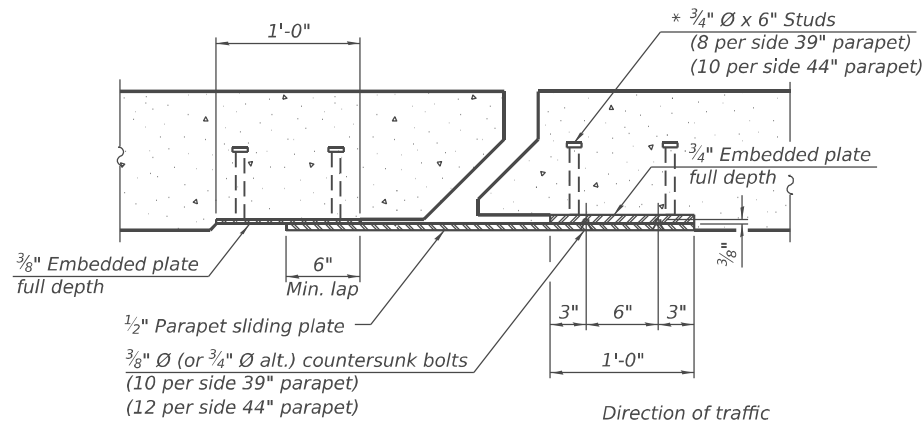
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42				
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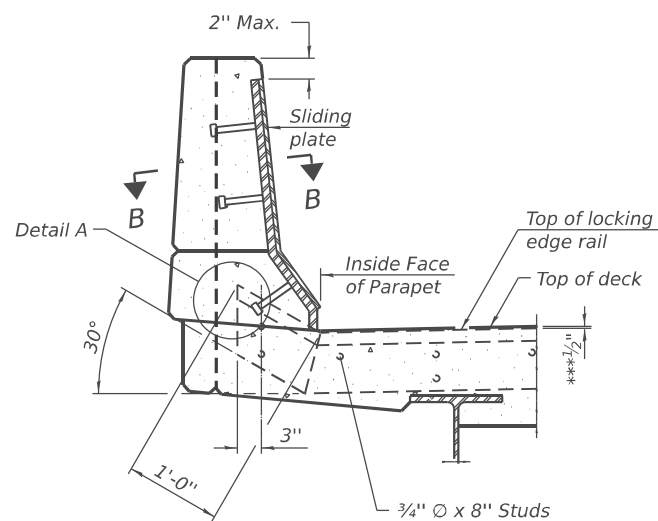
PLAN AT PARAPET



SECTION B-B

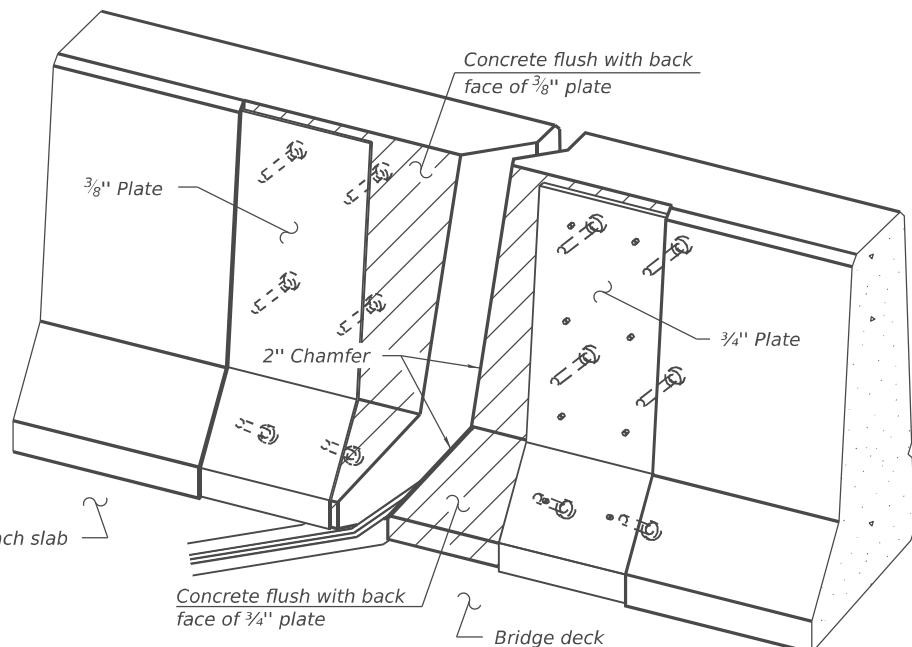
( $\frac{3}{4}$ "  $\varnothing$  countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)

**Notes:**  
 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 rated movement of 4 inches.  
 The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the  $4\frac{1}{2}$ " maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.  
 The manufacturer's recommended installation methods shall be followed.  
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.  
 The Maximum space between locking edge rail segments shall be  $\frac{3}{16}$ " 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 rail splice detail.  
 Cost of parapet sliding plates, embedded plates, and anchorage studs included with PREFORMED JOINT STRIP SEAL.  
 The concrete opening below the strip seal will vary based on the locking edge rail chosen by the CONTRACTOR. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the CONTRACTOR elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



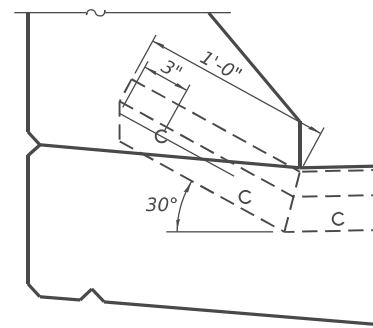
SECTION AT PARAPET

\*\*\* Prior to  $\frac{1}{4}$ " Grinding

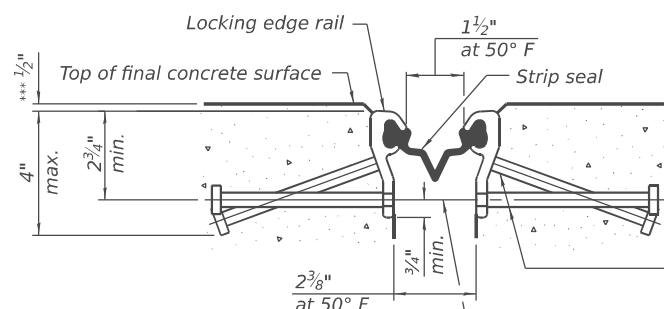


TRIMETRIC VIEW

(Showing embedded plates only)



DETAIL A



SHOWING ROLLED RAIL JOINT

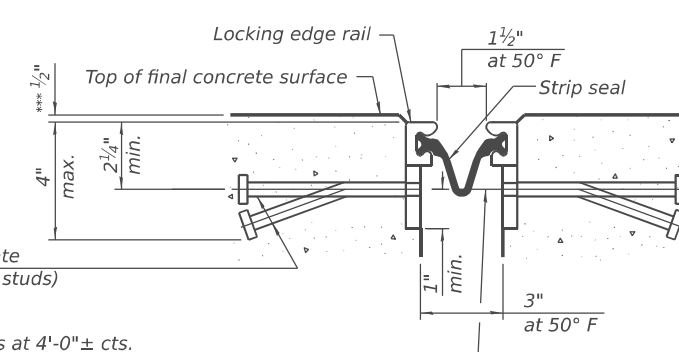
\*\*\* Prior to grinding.

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

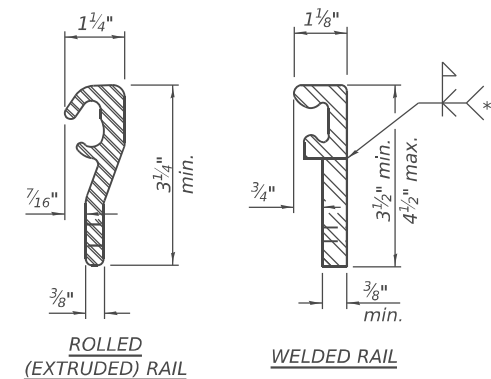
$\frac{3}{8}$ "  $\varnothing$  threaded rods in  $\frac{7}{16}$ "  $\varnothing$  holes at 4'-0"  $\pm$  cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

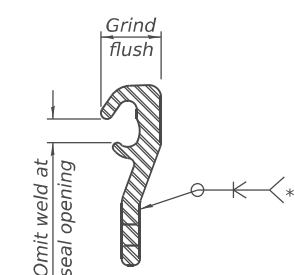


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Prefomed Joint Strip Seal	Foot	180

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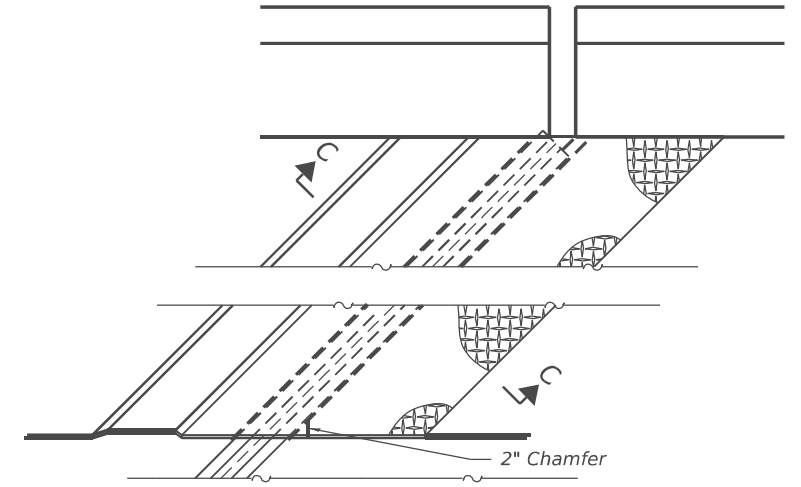
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 DIVISION OF TRANSPORTATION

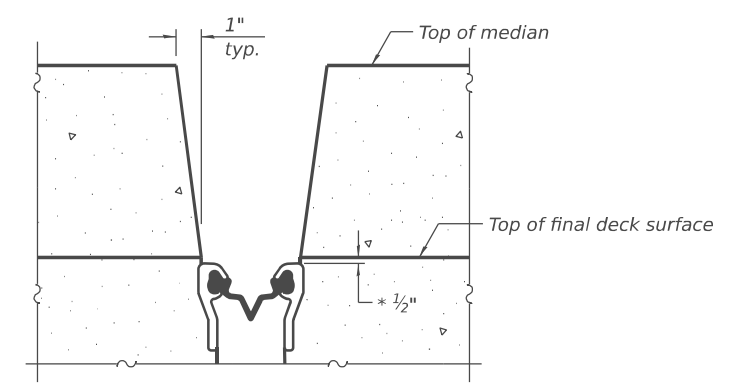
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 STRUCTURE NO. 089-0050

SHEET 7 OF 12 SHEETS

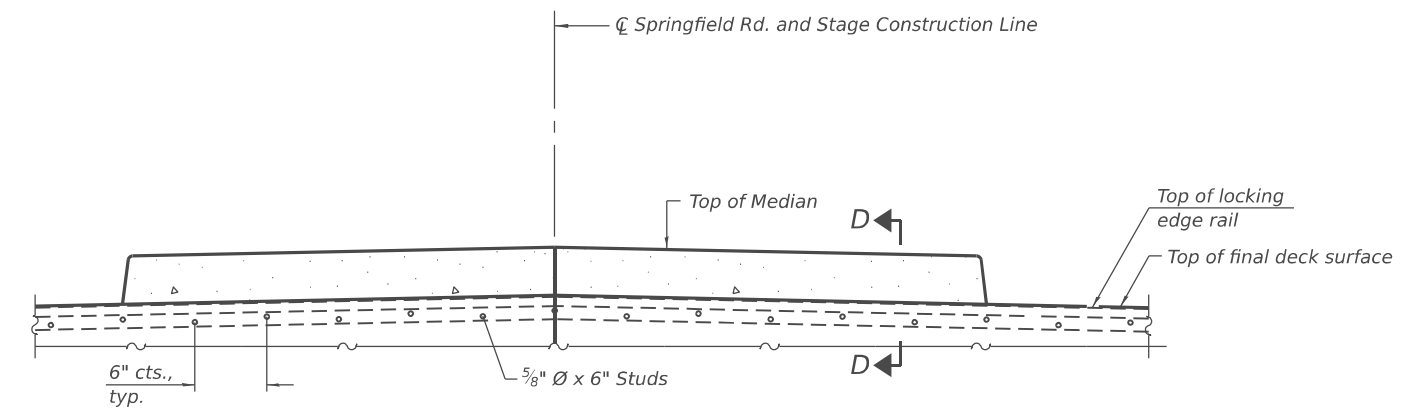
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301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	83
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				



(FOR SKEWS > 30°)  
**PLAN AT RAISED SIDEWALK**



**SECTION D-D**  
 (at Rt. ∠'s)  
 \* Prior to grinding



**SECTION AT MEDIAN**  
 For skews > 30°, chamfer acute corners 2" similar to sidewalk.

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**CZAPLICKI LOPEZ, PLLC**  
 201 KENMARE DRIVE  
 BURR RIDGE, ILLINOIS 60527  
 630-415-8861  
 DESIGN FIRM NO: 184,008135

USER NAME = StevenJohnson	DESIGNED - PAF	REVISED -
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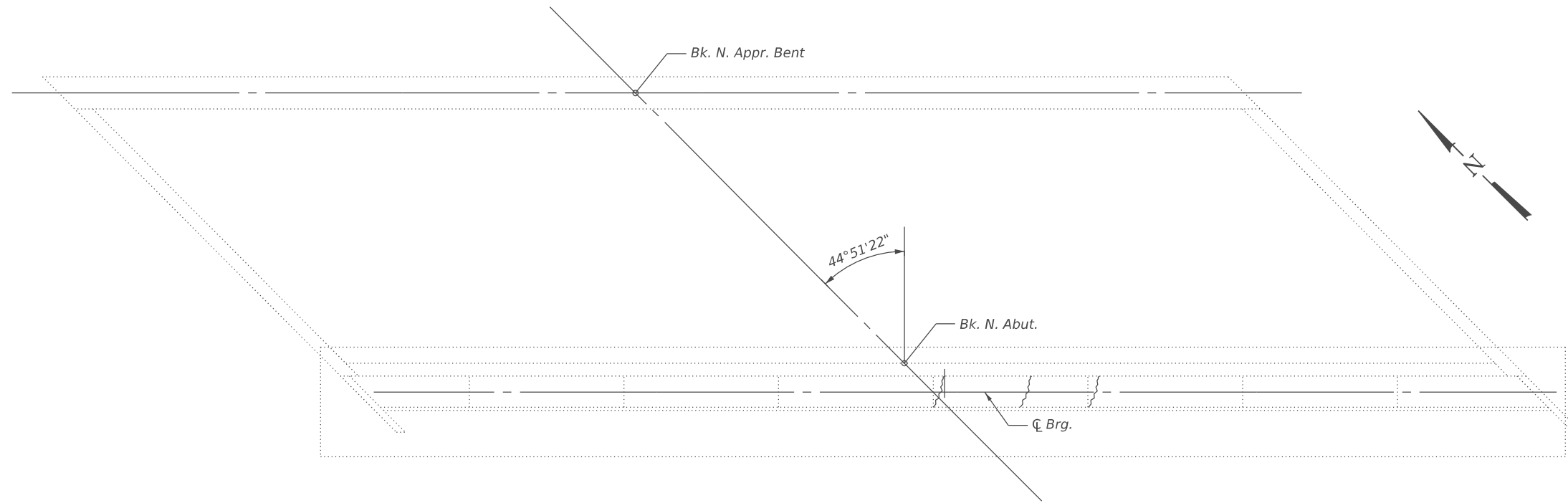
**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL**  
**STRUCTURE NO. 089-0050**

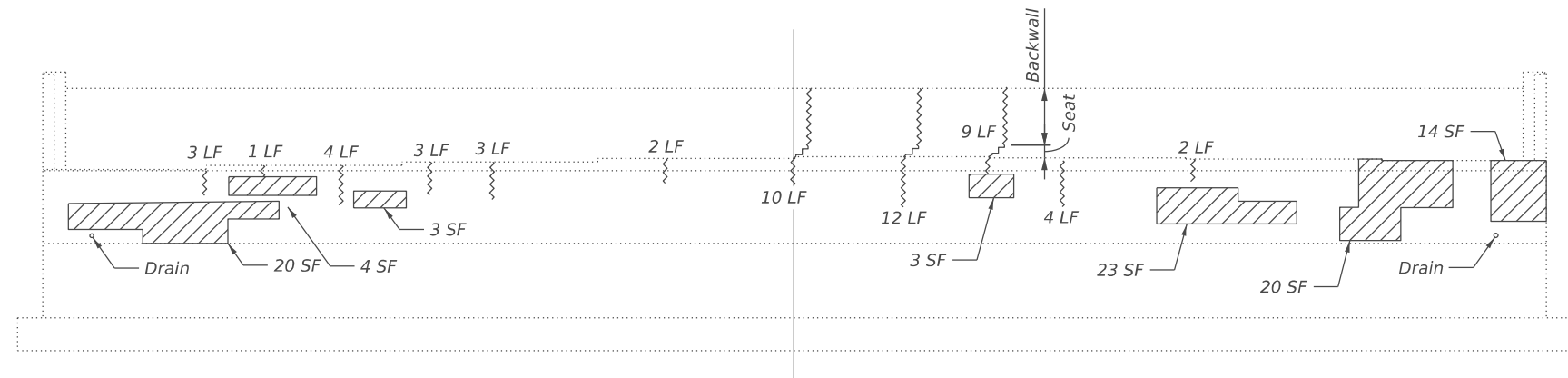
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301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	84
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				





NORTH ABUTMENT PLAN



NORTH ABUTMENT ELEVATION  
(Looking North)

**LEGEND**

- STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)
- EPOXY CRACK INJECTION
- SF Square Feet
- LF Linear Feet

- Notes:**
1. Quantities for repairs are estimated.
  2. Areas to be repaired shall be determined in the field by the ENGINEER and final quantities marked on the as-built plans.
  3. CONCRETE SEALER shall be applied to the areas of repairs. All surfaces to be sealed shall be cleaned thoroughly prior to sealer application. Cost included with CONCRETE SEALER.

**BILL OF MATERIAL**

Item	Unit	Total
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	87
Concrete Sealer	Sq. Ft.	87
Epoxy Crack Injection	Foot	53

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CZAPLICKI LOPEZ, PLLC  
 201 KENMARE DRIVE  
 BURR RIDGE, ILLINOIS 60527  
 630-815-8861  
 DESIGN FIRM NO: 184,008135

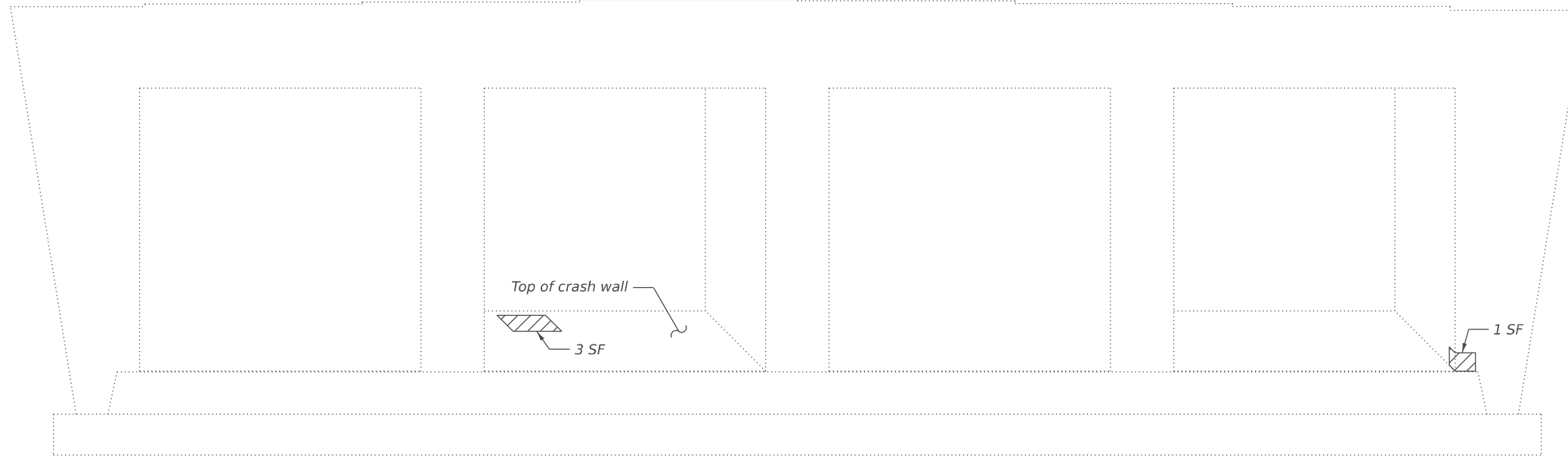
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STATE OF ILLINOIS  
DIVISION OF TRANSPORTATION

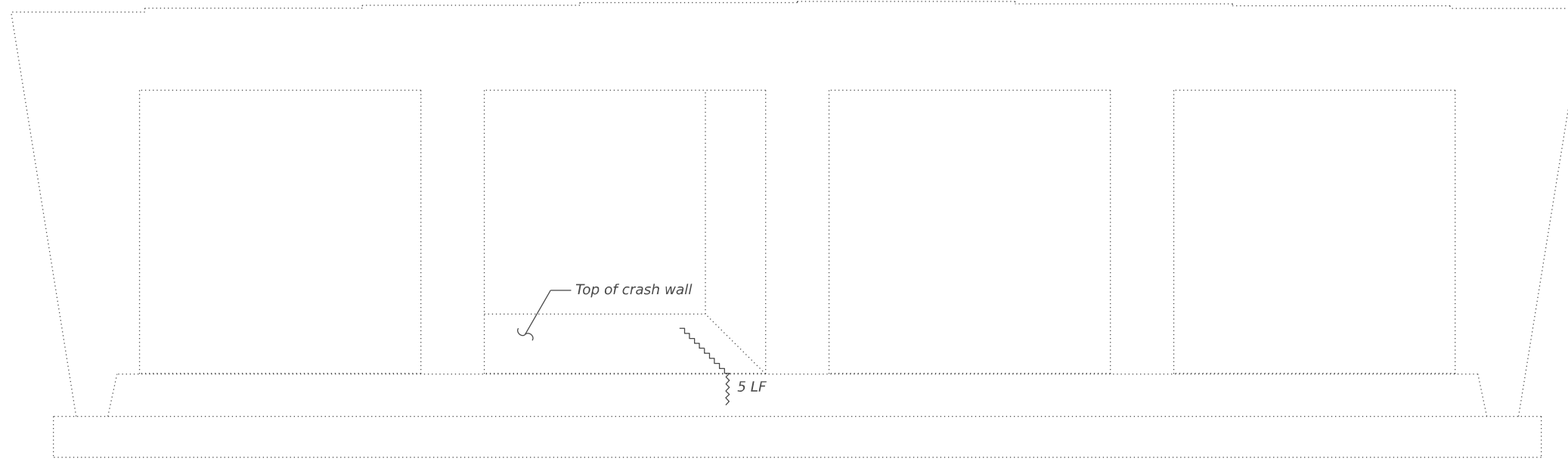
NORTH ABUTMENT REPAIRS  
STRUCTURE NO. 089-0050

SHEET 10 OF 12 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	86
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				



PIER - LOOKING NORTH



PIER - LOOKING SOUTH

**LEGEND**

- STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)
- EPOXY CRACK INJECTION
- SF Square Feet
- LF Linear Feet

**Notes:**

1. Quantities for repairs are estimated.
2. Areas to be repaired shall be determined in the field by the ENGINEER and final quantities marked on the as-built plans.
3. CONCRETE SEALER shall be applied to the areas of repairs. All surfaces to be sealed shall be cleaned thoroughly prior to sealer application. Cost included with CONCRETE SEALER.

**BILL OF MATERIAL**

Item	Unit	Total
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	4
Concrete Sealer	Sq. Ft.	4
Epoxy Crack Injection	Foot	5

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CZAPLICKI LOPEZ, PLLC  
 201 KENMARE DRIVE  
 BURR RIDGE, ILLINOIS 60527  
 630-415-8861  
 DESIGN FIRM NO: 184,008135

USER NAME = Steven Johnson	DESIGNED - PAF	REVISED -
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PLOT DATE = 1/22/2026	CHECKED - PAF	REVISED -

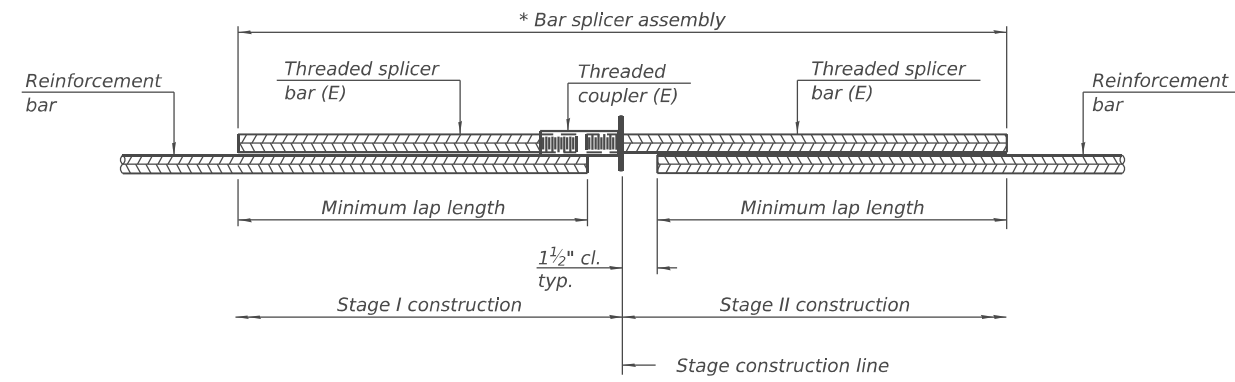
**STATE OF ILLINOIS  
DIVISION OF TRANSPORTATION**

**PIER REPAIRS  
STRUCTURE NO. 089-0050**

SHEET 11 OF 12 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	87
CONTRACT NO. 64T42				
		ILLINOIS	FED. AID PROJECT	

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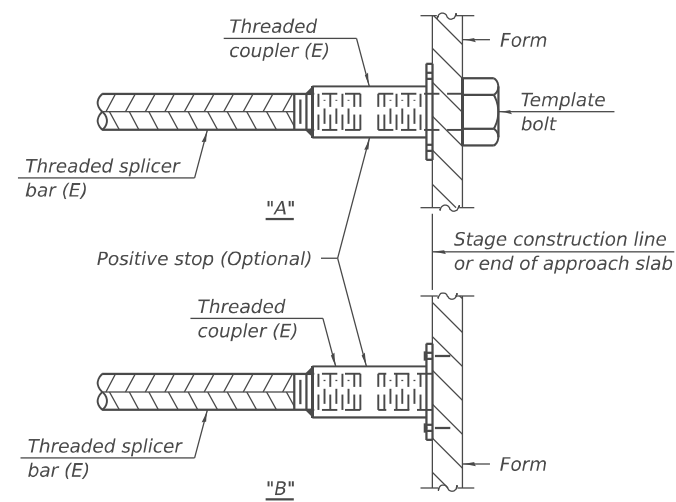
**STANDARD BAR SPLICER ASSEMBLY PLAN**

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
Hatch Block	#6	4	3'-6"
Deck	#5	16	2'-6"
Median	#5	12	2'-6"

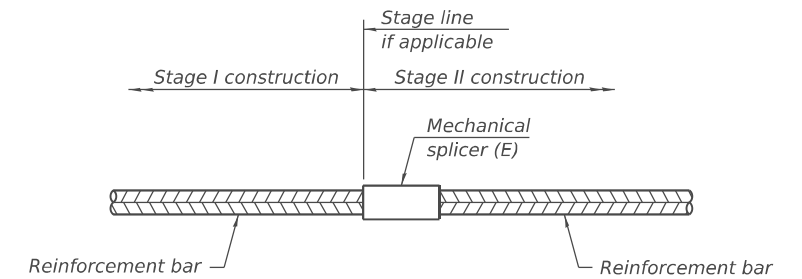


**INSTALLATION AND SETTING METHODS**

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

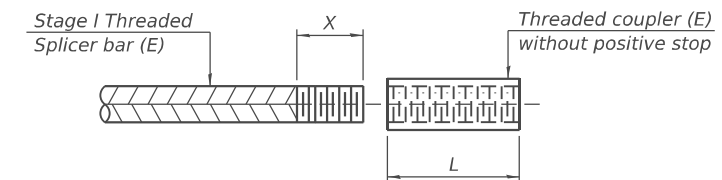
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



**THREADING OF ASSEMBLIES**

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

**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.

BSD-1

4-4-2025

CZAPLICKI LOPEZ, PLLC  
 201 KENMARE DRIVE  
 BURR RIDGE, ILLINOIS 60527  
 630-415-8861  
 CZAPLICKI LOPEZ DESIGN FIRM NO: 184,008135

USER NAME = StevenJohnson	DESIGNED - PAF	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - SLC	REVISED -
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	CHECKED - PAF	REVISED -

STATE OF ILLINOIS  
DIVISION OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
STRUCTURE NO. 089-0050

SHEET 12 OF 12 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	88
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

### SCHDULE OF QUANTITIES (089-0055)

MAINTENANCE OF TRAFFIC SCHEDULE			70307120		70300150	70600250	70600350	70400100	70400200
			TMP PVT MK L4 T4 TAPE	SHRT TRM PAVT MK REM	IMP ATTN TEMP NRD TL3	IMP ATTN REL NRD TL3	TEMP CONC BARRIER (FT)	REL TEMP CONC BARRIER	
STA	STA	LOC / description	4" WHITE (FT)	4" YELLOW (FT)					
<b>STAGE 1 - AT SN 089-0055 (BICYCLE PATH)</b>									
549+68.00	559+68.00	EB RT EDGE LINE	1,000		333				
559+68.00	564+68.00	EB RT EDGE LINE	500		167				
564+68.00	567+13.00	EB RT EDGE LINE	245		82				
567+13.00	572+95.00	EB RT EDGE LINE	582		194				
572+95.00	575+40.00	EB RT EDGE LINE	245		82				
564+68.00	567+13.00	EB LT EDGE LINE		245	82				
567+13.00	572+95.00	EB LT EDGE LINE		582	194				
572+95.00	575+40.00	EB LT EDGE LINE		245	82				
565+85.62	567+63.00	TEMP CONC BARRIER					175.0		
567+63.00	572+44.46	TEMP CONC BARRIER					475.0		
565+85.62		TEMPORARY ATTENUATOR				1			
<b>STAGE 2 - AT SN 089-0055 (BICYCLE PATH)</b>									
549+68	559+68	EB LT EDGE LINE		1,000	333				
559+68	564+68	EB LT EDGE LINE		500	167				
564+68	567+13	EB LT EDGE LINE		245	82				
567+13	572+70	EB LT EDGE LINE		557	186				
572+70	575+15	EB LT EDGE LINE		245	82				
564+68	567+13	EB RT EDGE LINE	245		82				
567+13	572+70	EB RT EDGE LINE	557		186				
572+70	575+15	EB RT EDGE LINE	245		82				
565+86	567+63	TEMP CONC BARRIER						175.0	
567+63	572+44	TEMP CONC BARRIER						475.0	
565+85		TEMPORARY ATTENUATOR				1			
TOTAL			3,619	3,619	2,416	1	1	650	650
			7,238						

PAVEMENT SCHEDULE		40800031	40600985	40604052
STA	STA	P BIT MATLS TACK CT (POUND)	PCC SURF REM BUTT JT (SQ YD)	HMA SC IL-9.5 C N70 (TON)
568+39.71	568+79.71	88	196	14
571+20.99	571+60.99	88	196	14
TOTAL		176	392	28

PAVEMENT MARKING SCHEDULE			78004630	78004645	78009006		78009008	78011035	78011045	78011050	78100100
STA	STA	LOC / DESCRIPTION	PREF PL PM TD STD	MODIFIED URETHANE PAVEMENT MARKING	GROOVING RCSD PVT MRKG			7"	9"	10"	RAISED REFL PAVT MKR (EA)
			LINE - 6" (WHITE SKIP DASH) (FT)	LINE - 9" (WHITE SKIP DASH) (FT)	LINE - 6" (WHITE EDGE LINE) (FT)	LINE - 6" (YELLOW EDGE LINE) (FT)	LINE - 8" (WHITE EDGE LINE) (FT)				
<b>AT SN 089-0055 (BICYCLE PATH)</b>											
549+68	575+15	EB RT EDGE LINE			2547			2547			
549+68	575+15	EB C-L SKIP DASH		640						640	
568+40	571+60	EB C-L SKIP DASH									4
549+68	575+15	EB LT EDGE LINE				2547		2547			
TOTAL				640	2547	2547		5094		640	4
					5094						

SLOPE DRAIN SCHEDULE		54210182	54213447	61000050	61000225	60100945	60500060	X6010003
STA	LOC (NOTE)	PIPE ELBOW 12 (EACH)	END SECTIONS 12 (EACH)	CONC THRUST BLOCKS (EACH)	TY F INLET BOX 610001 (EACH)	PIPE DRAINS 12 (FOOT)	REMOVING INLETS (EACH)	PIPE DRAIN REMOVAL (FOOT)
<b>SN 089-0055 (BICYCLE PATH)</b>								
568+89.60	LT (SEE STRUCTURE PLANS)	1	1	1	1	18		
568+97.30	RT (SEE STRUCTURE PLANS)	1	1	1	1	90		
569+13.90	LT (SEE STRUCTURE PLANS)						1	18
569+19.50	RT (SEE STRUCTURE PLANS)						1	90
570+86.80	RT (SEE STRUCTURE PLANS)						1	90
571+11.00	RT (SEE STRUCTURE PLANS)	1	1	1	1	90		
TOTAL		3	3	3	3	198	3	198

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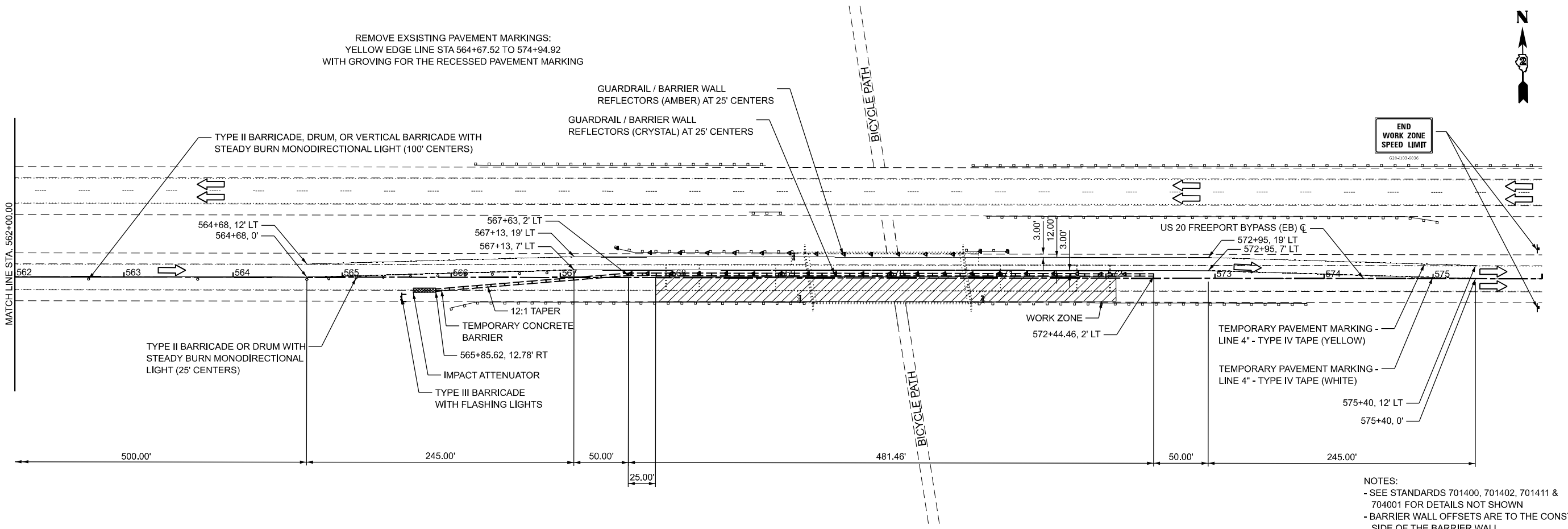
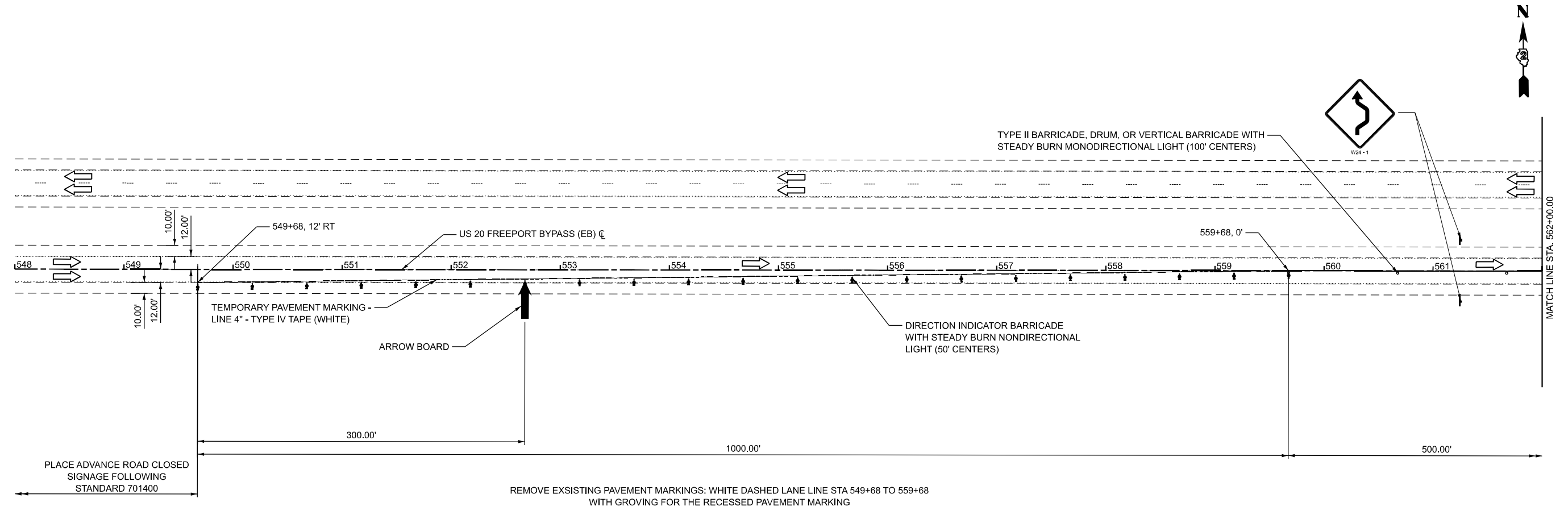
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULES (SN 089-0055)  
US 20 BRIDGE REHABILITATION**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	89
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

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NOTES:  
 - SEE STANDARDS 701400, 701402, 701411 & 704001 FOR DETAILS NOT SHOWN  
 - BARRIER WALL OFFSETS ARE TO THE CONSTRUCTION SIDE OF THE BARRIER WALL



USER NAME = jpush	DESIGNED - AMA	REVISED -
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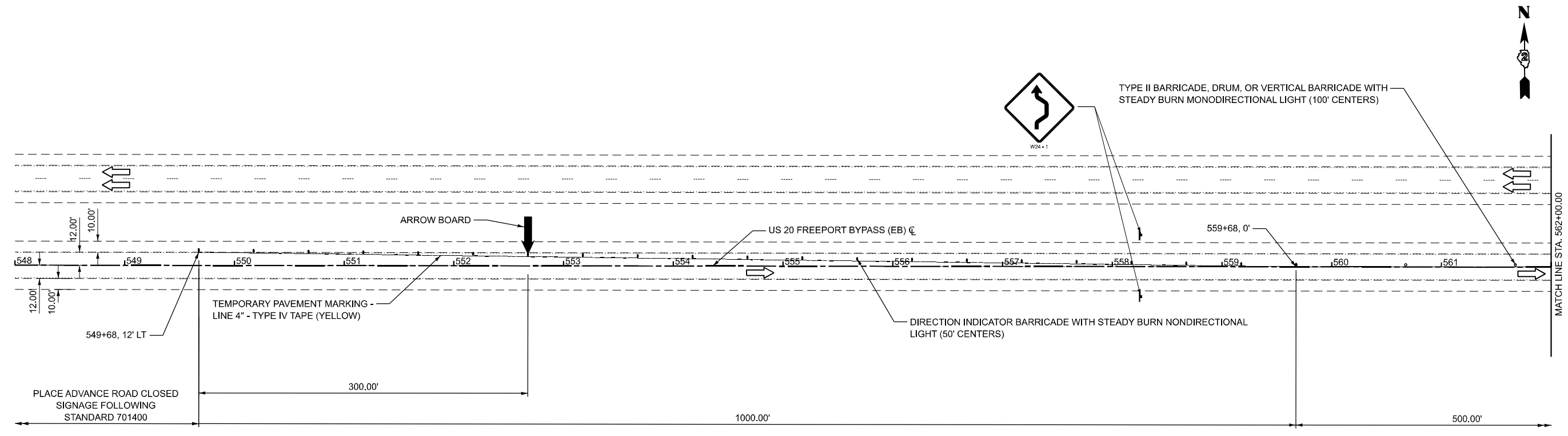
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION TRAFFIC CONTROL - SN 089-0055 - STAGE 1  
 US 20 BRIDGE REHABILITATION**

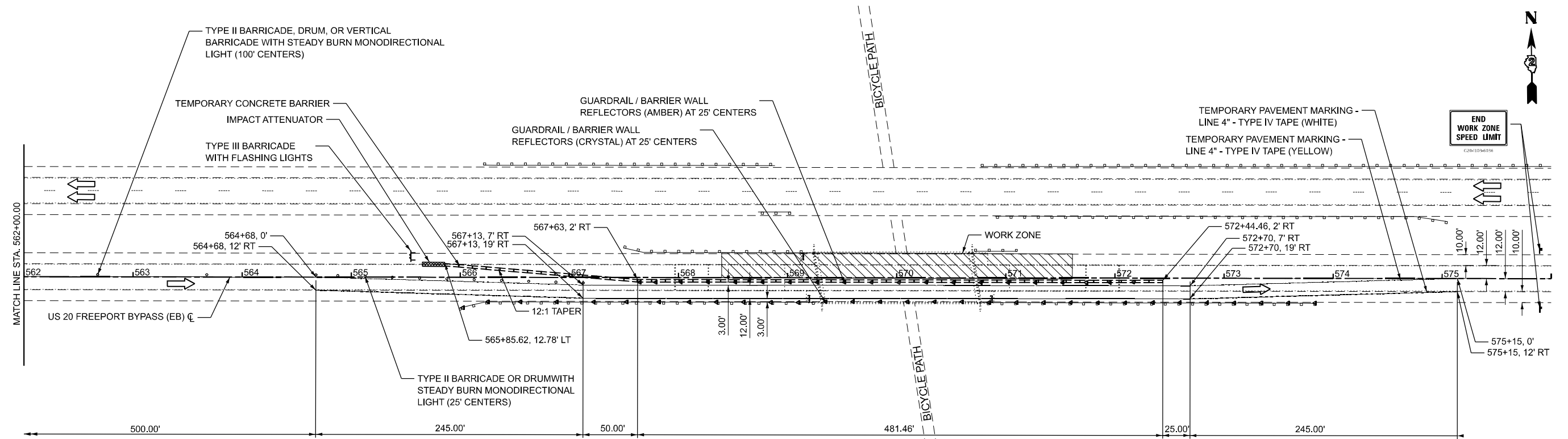
SCALE: 1" = 50'      SHEET 1 OF 1 SHEETS      STA.548+00.00 TO STA.576+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	90
CONTRACT NO. 64T42				
		ILLINOIS	FED. AID PROJECT	

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REMOVE EXISTING PAVEMENT MARKINGS: WHITE DASHED LANE LINE STA 549+68 TO 559+68 WITH GROVING FOR THE RECESSED PAVEMENT MARKING



REMOVE EXISTING PAVEMENT MARKINGS: WHITE EDGE LINE STA 564+68 TO 575+15 WITH GROVING FOR THE RECESSED PAVEMENT MARKING

NOTE:  
 - SEE STANDARDS 101400, 701402, 701411, & 704001 FOR DETAILS NOT SHOWN

- BARRIER WALL OFFSETS ARE TO THE CONSTRUCTION SIDE OF THE BARRIER WALL



USER NAME = jpush	DESIGNED - AMA	REVISED -
	DRAWN - AMA	REVISED -
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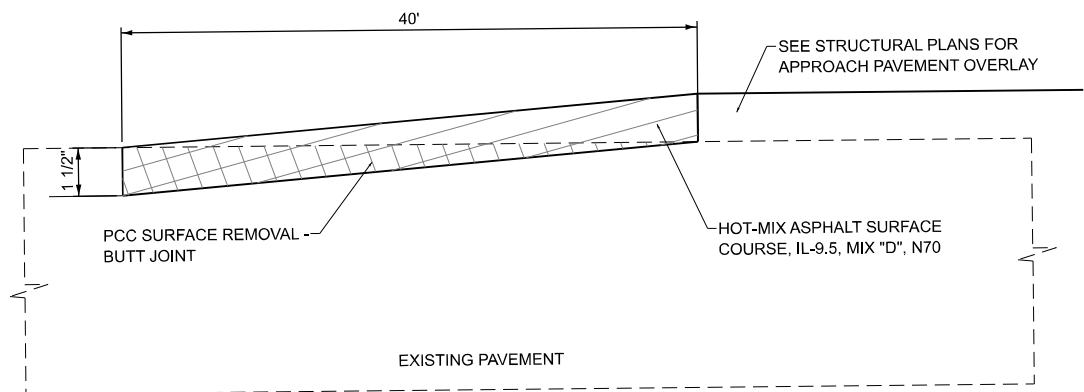
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION TRAFFIC CONTROL - SN 089-0055 - STAGE 2  
 US 20 BRIDGE REHABILITATION

SCALE: 1" = 50' SHEET 1 OF 1 SHEETS STA. 548+00.00 TO STA. 576+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	91
CONTRACT NO. 64T42				

ILLINOIS FED. AID PROJECT



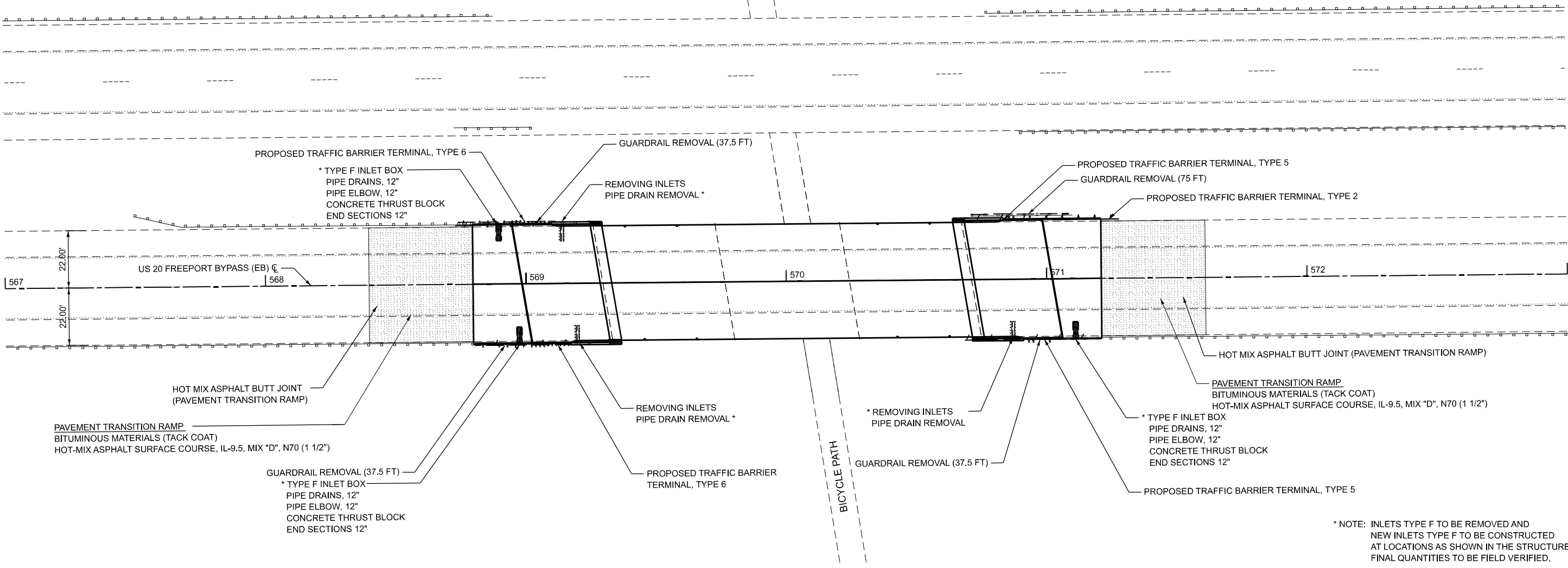
**PAVEMENT BUTT JOINT DETAIL**

STA. 568+39.71 TO STA. 568+79.71  
 STA. 571+20.99 TO STA. 571+60.99



BICYCLE PATH

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\* NOTE: INLETS TYPE F TO BE REMOVED AND NEW INLETS TYPE F TO BE CONSTRUCTED AT LOCATIONS AS SHOWN IN THE STRUCTURE PLANS. FINAL QUANTITIES TO BE FIELD VERIFIED.



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	CHECKED - JRP	REVISED -
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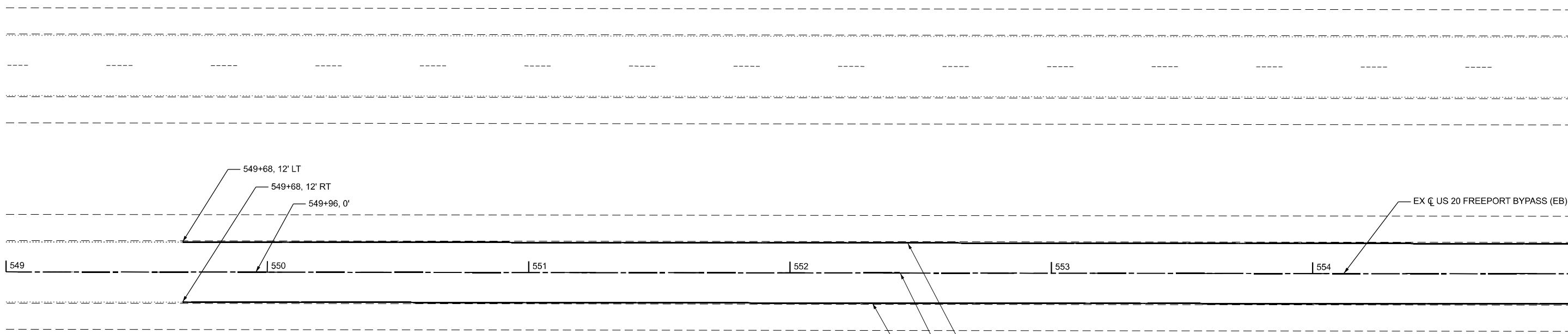
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN AT SN 098-0055  
 US 20 BRIDGE REHABILITATION

SCALE: 1" = 20' SHEET 1 OF 1 SHEETS STA. 567+00.00 TO STA. 573+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

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MATCHLINE STA. 555+00.00

- MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (YELLOW)  
GROOVING FOR RECESSED PAVEMENT MARKING 7"
- PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 9"  
GROOVING FOR RECESSED PAVEMENT MARKING 10"  
(DASHED WHITE CENTER LINE)
- MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE)  
GROOVING FOR RECESSED PAVEMENT MARKING 7"



USER NAME = jpush	DESIGNED - AMA	REVISED -
	DRAWN - AMA	REVISED -
	CHECKED - JRP	REVISED -
PLOT DATE =	DATE - 01/22/2026	REVISED -

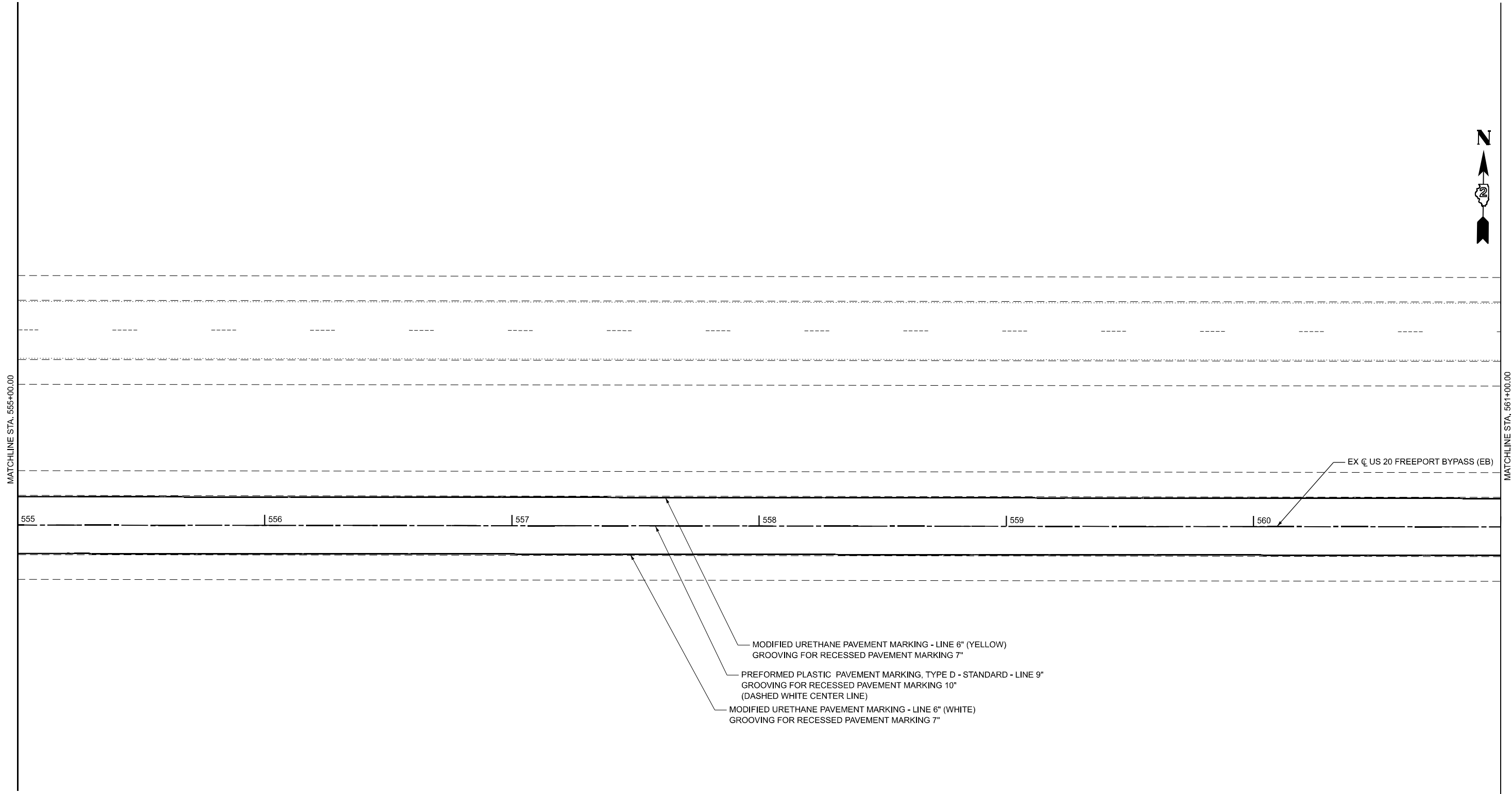
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN AT SN 098-0055  
 US 20 BRIDGE REHABILITATION**

SCALE: 1" = 20'    SHEET 1 OF 5 SHEETS    STA. 549+00.00 TO STA. 555+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	93
CONTRACT NO. 64T42				
		ILLINOIS FED. AID PROJECT		

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- MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (YELLOW)  
GROOVING FOR RECESSED PAVEMENT MARKING 7"
- PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 9"  
GROOVING FOR RECESSED PAVEMENT MARKING 10"  
(DASHED WHITE CENTER LINE)
- MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE)  
GROOVING FOR RECESSED PAVEMENT MARKING 7"



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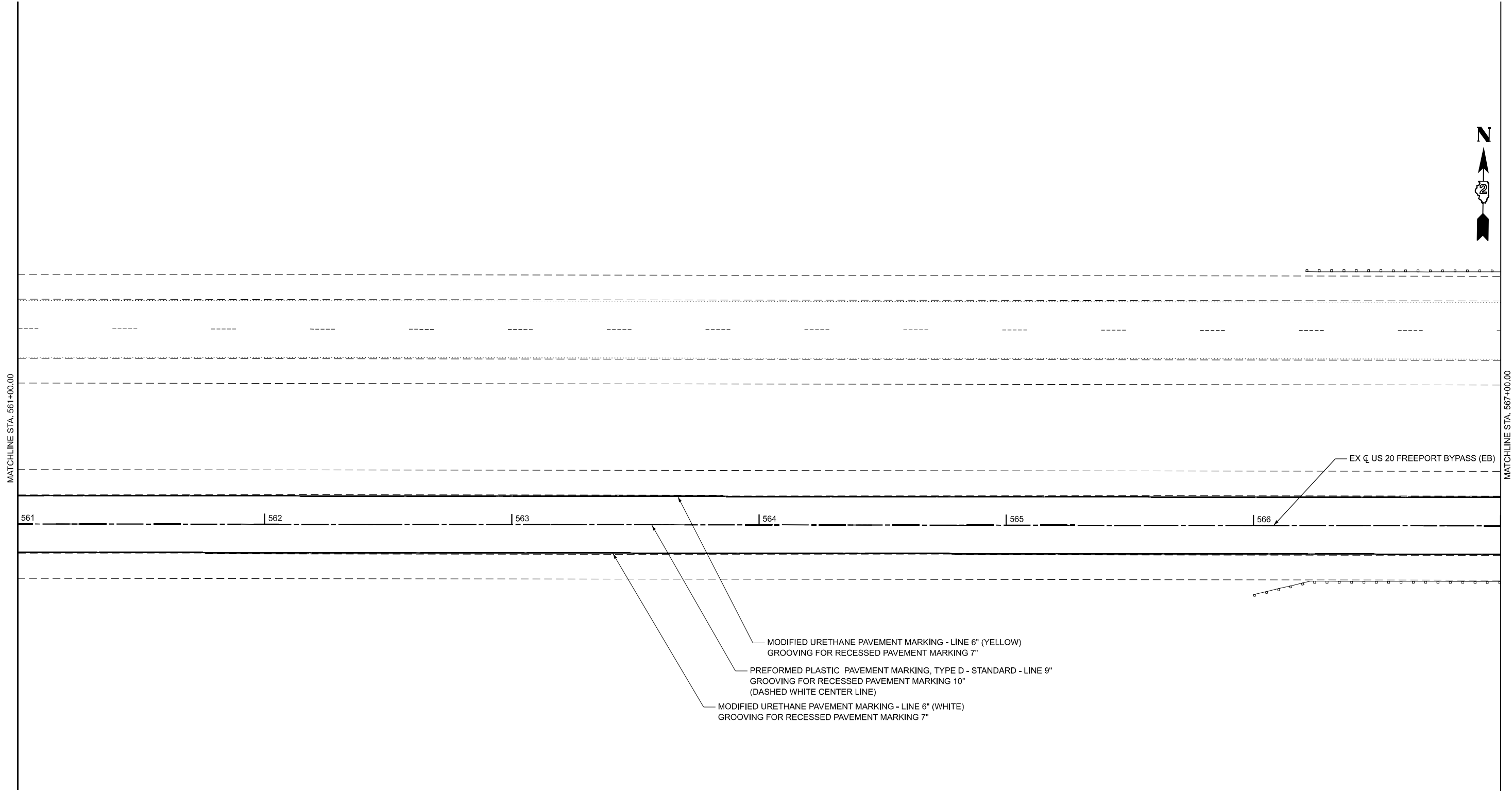
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN AT SN 098-0055  
 US 20 BRIDGE REHABILITATION**

SCALE: 1" = 20'      SHEET 2 OF 5 SHEETS      STA. 555+00.00 TO STA. 561+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	94
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN AT SN 098-0055  
 US 20 BRIDGE REHABILITATION**

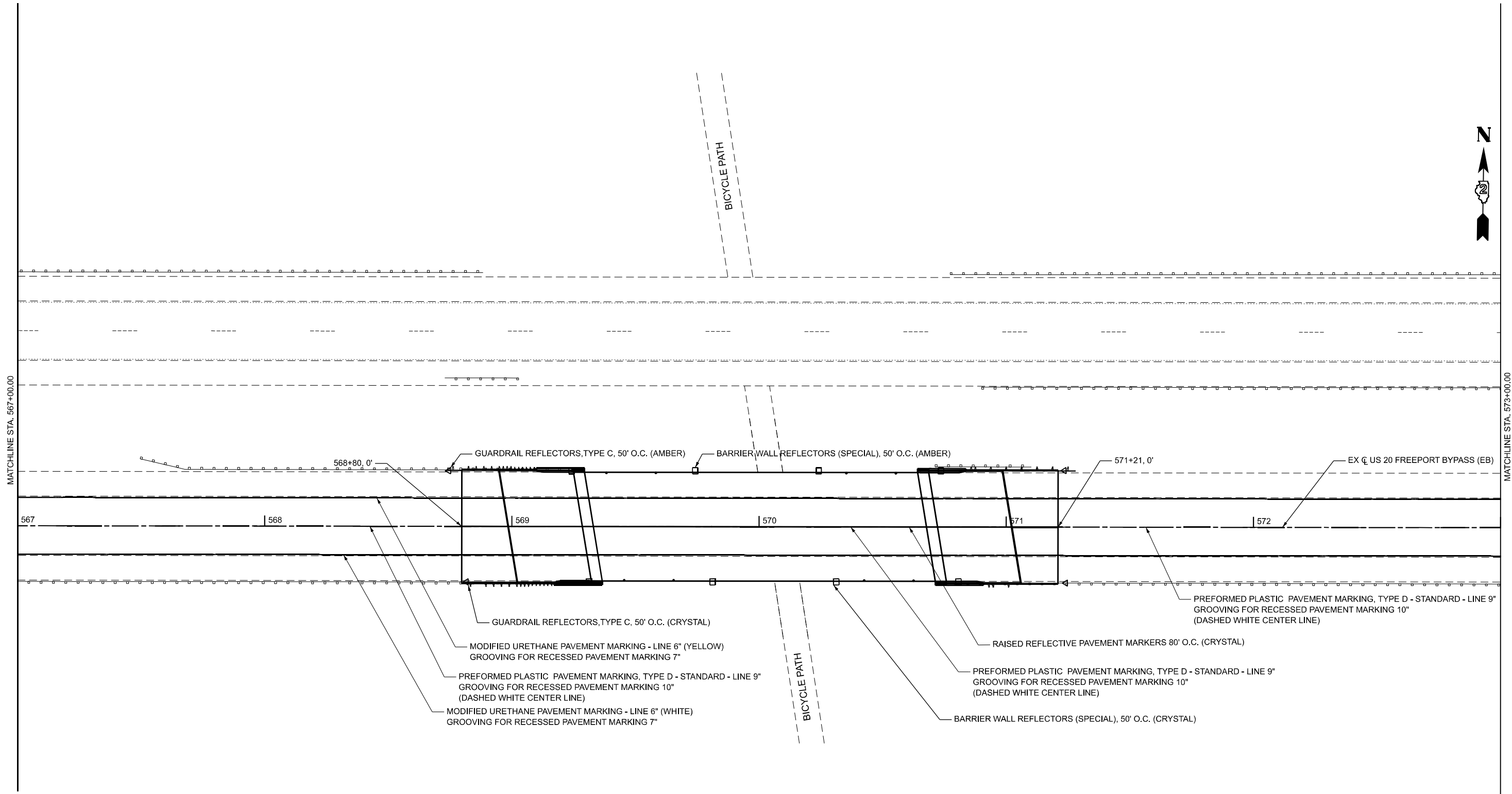
SCALE: 1" = 20'      SHEET 3 OF 5 SHEETS      STA. 561+00.00 TO STA. 567+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	95
CONTRACT NO. 64T42				
		ILLINOIS FED. AID PROJECT		



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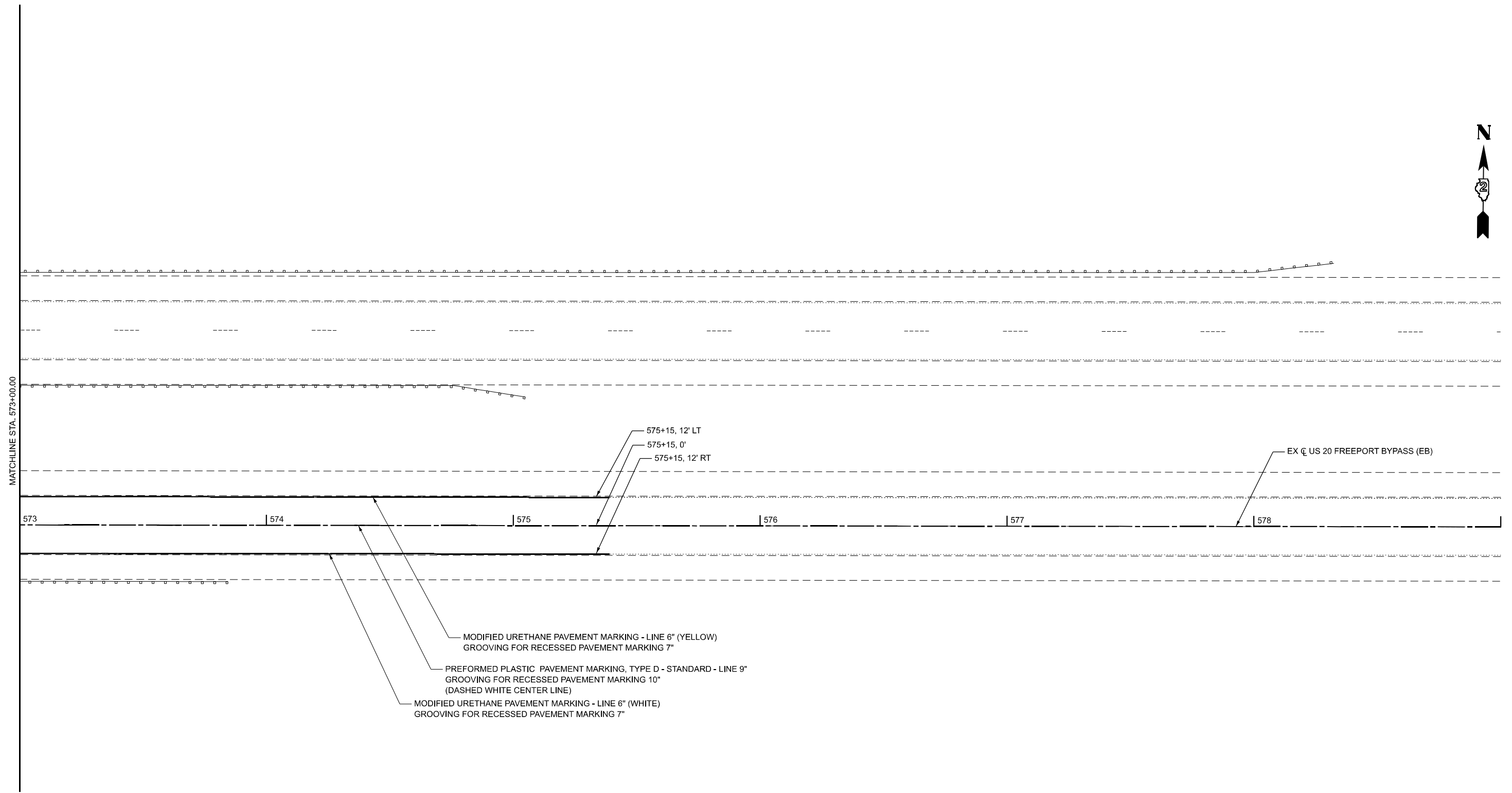
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN AT SN 098-0055  
 US 20 BRIDGE REHABILITATION

SCALE: 1" = 20'    SHEET 4 OF 5 SHEETS    STA. 567+00.00 TO STA. 573+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN AT SN 098-0055  
 US 20 BRIDGE REHABILITATION**

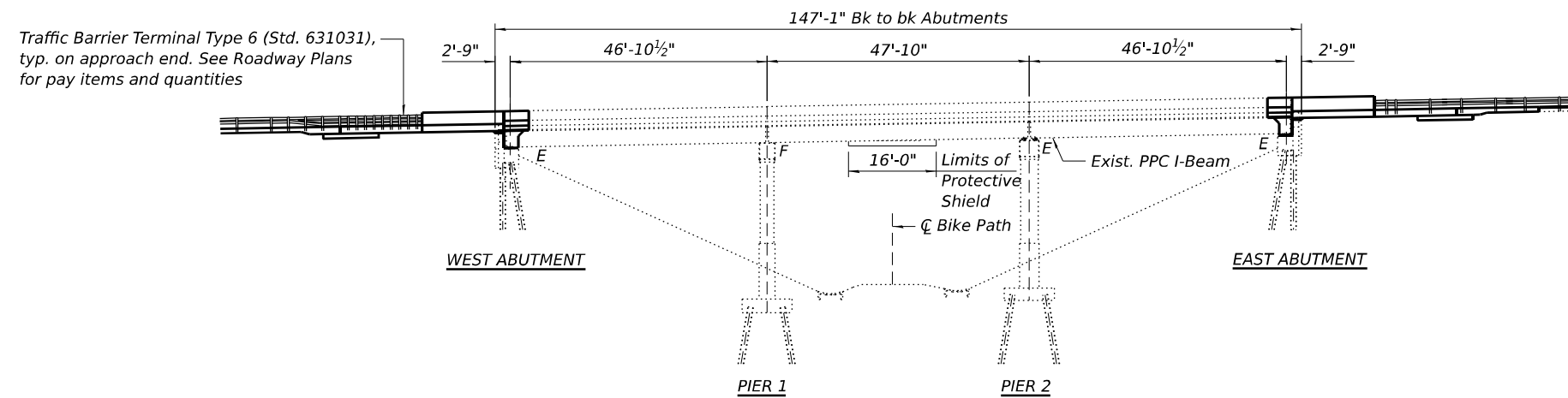
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 STA. 573+00.00 TO STA. 579+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	97
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

Existing Structure 089-0055 carrying US 20 Eastbound over the former Central Wisc. Railroad is a three-span structure built in 1986. The bridge consist of a reinforced concrete deck and precast, prestressed concrete beam superstructure supported on reinforced concrete piers and abutments. The structure is to be rehabilitated with deck scarification, joint removal with a semi-integral abutment, and a new latex concrete overlay. Stage Construction is to be utilized to maintain traffic.

**SCOPE OF WORK**

1. Provide protective shielding within limits as shown on Sheet 1
2. Replace the transverse expansion joints with new semi-integral abutment diaphragm. See Sheets 6 and 7.
3. Remove the existing approach pavement and approach shoulders where shown and construct new bridge approach pavement and pavement connector with new inlets. See Sheets 6 thru 9
4. Scarify 3/4" from bridge deck slab. See Sheet 5.
5. Perform full depth bridge deck repair where shown. See Sheet 6.
6. Place new 2 1/2" Latex Concrete Overlay over bridge deck. See Sheet 5.
8. Perform Diamond Grinding (Bridge Section) and Bridge Deck Grooving (Longitudinal) to bridge deck and approaches.
9. Apply Protective Coat to the parapets, reconstructed deck and approaches, and new deck overlay, as noted in the plans.
10. Perform Structural Repair of Concrete (Depth Equal To or Less Than 5 inches) to abutments as shown on the plans. See Sheet 10.
11. Apply Concrete Sealer to substructure as noted in the plans.



**ELEVATION**

**DESIGN STRESSES**

**FIELD UNITS (NEW)**

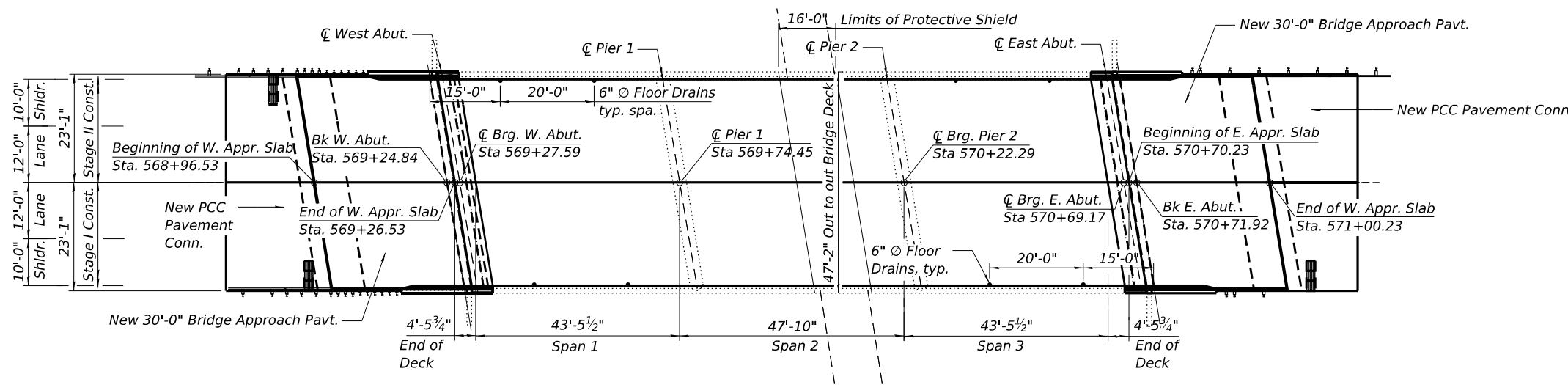
f<sub>c</sub> = 4,000 psi (Superstructure)  
 f<sub>c</sub> = 3,500 psi (Substructure)  
 f<sub>y</sub> = 60,000 psi (Reinforcement)

**FIELD UNITS (EXISTING)**

f<sub>c</sub> = 3,500 psi  
 f<sub>y</sub> = 60,000 psi (Reinforcement)

**DESIGN SPECIFICATIONS**

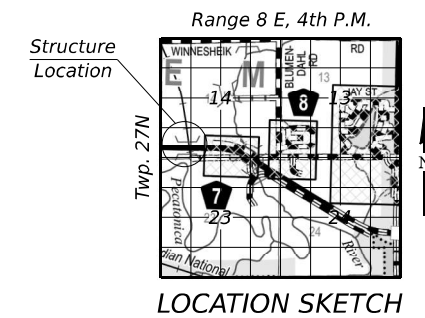
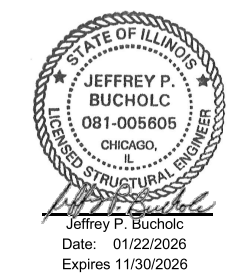
2002 AASHTO Standard  
 Specifications for Highway Bridges



**PLAN**

**INDEX OF SHEETS**

1. General Plan and Elevation
2. Bill of Materials, General Notes
3. Stage Construction Details
4. Temporary Concrete Barrier
5. Deck Overlay Plan
6. Abutment Joint Removal
7. Joint Elimination Diaphragm
8. Bridge Approach Slab Details 1
9. Bridge Approach Slab Details 2
10. Abutment Repairs
11. Bar Splicer Detail



**LOCATION SKETCH**

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN & ELEVATION - STRUCTURE NO. 089-0055  
 US 20 BRIDGE REHABILITATION**

SCALE: SHEET 1 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	98
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

**GENERAL NOTES**

- Plan dimensions and details relative to the existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change of scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.
- Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced with approved bar splicers or anchorage system. Cost included with Concrete Removal.
- Joint openings shall be adjusted according to article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.
- Protective Shield shall be required in accordance with Section 501.
- Reinforcement bars designated (E) shall be epoxy coated.
- Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with the concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
- Traffic will be maintained using stage construction.
- Existing name plate from parapet shall be removed, cleaned, and incorporated into the new construction. Cost included with Relocating Name Plates.
- The Contractor shall use extreme care during concrete removal so as not to damage the PPC I-Beam

**NOTES:**

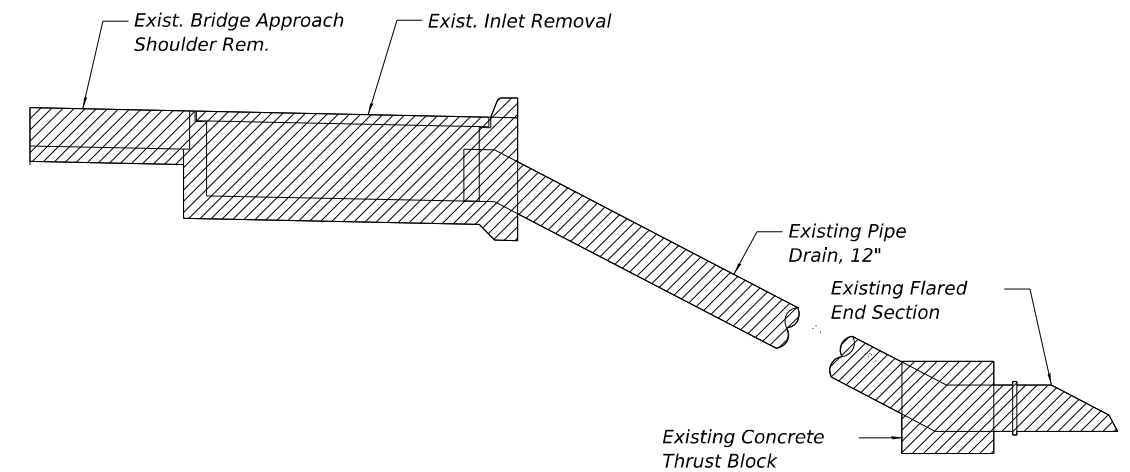
Prior to pouring the new concrete deck and diaphragm, all heavy or loose concrete, loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the existing steel and PPC concrete and the cost will be included in Concrete Removal. Existing spalls with exposed rebar on PPC beam ends shall be cleaned and epoxy paint shall be applied. See note on Sheet 7.

Granular Backfill behind the abutments shall be compacted according to Article 205.06 of the Standard Specifications.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SN 089-0055		
		SUPER	SUB	TOTAL
Pavement Connector (PCC) For Bridge Approach Slab	SQ YD	194		194
Paved Shoulder Removal	SQ YD	170		170
Concrete Removal	CU YD	31.4		31.4
Protective Shield	SQ YD	86		86
Structure Excavation	CU YD		42	42
Concrete Structures	CU YD		29.0	29.0
Concrete Superstructure	CU YD	48.9		48.9
* Protective Coat	SQ YD	756		756
Concrete Superstructure (Approach Slab)	CU YD		137.4	137.4
Reinforcement Bars, Epoxy Coated	POUND	55,332	2,628	57,960
Bar Splicers	EACH	260	80	340
Deck Slab Repair (Full Depth, Type II)	SQ YD	6		6
Bridge Deck Scarification 3/4"	SQ YD	659		659
Bridge Deck Latex Concrete Overlay, 2 1/2"	SQ YD	659		659
Structural Repair Of Concrete (Depth Equal To or Less Than 5 Inches)	SQ FT		68	68
Granular Backfill For Structures	CU YD		28	28
Bridge Deck Grooving (Longitudinal)	SQ YD	646		646
P.C. Concrete Bridge Approach Shoulder Pavement (Special)	Sq Yd	38		38
Cleaning and Painting Exposed Rebar	SQ FT	20		20
Cleaning Bridge Scuppers and Downspouts	EACH	8		8
Bridge Approach Shoulder Removal	SQ YD	64		64
Approach Slab Removal	SQ YD	255		255
** Diamond Grinding (Bridge Section)	SQ YD	1,128		1,128

\* Protective Coat shall be applied to all new concrete superstructure and all new concrete overlays as specified in Article 503.19 of the Standard Specifications.  
 \*\* Up to 3/4 inch to be removed during diamond grinding.



**EXISTING INLET REMOVAL SECTION**

See Sheet 10 of 11 for limits of Bridge Approach Shoulder Removal. Three existing inlets (two at West Approach and one at East Approach) are to be removed. Inlets removal paid for as "Removing Inlets". Existing drainage pipes and ancillary drainage items paid for as "Pipe Drain Removal". See Roadway Plans for Item Schedule.

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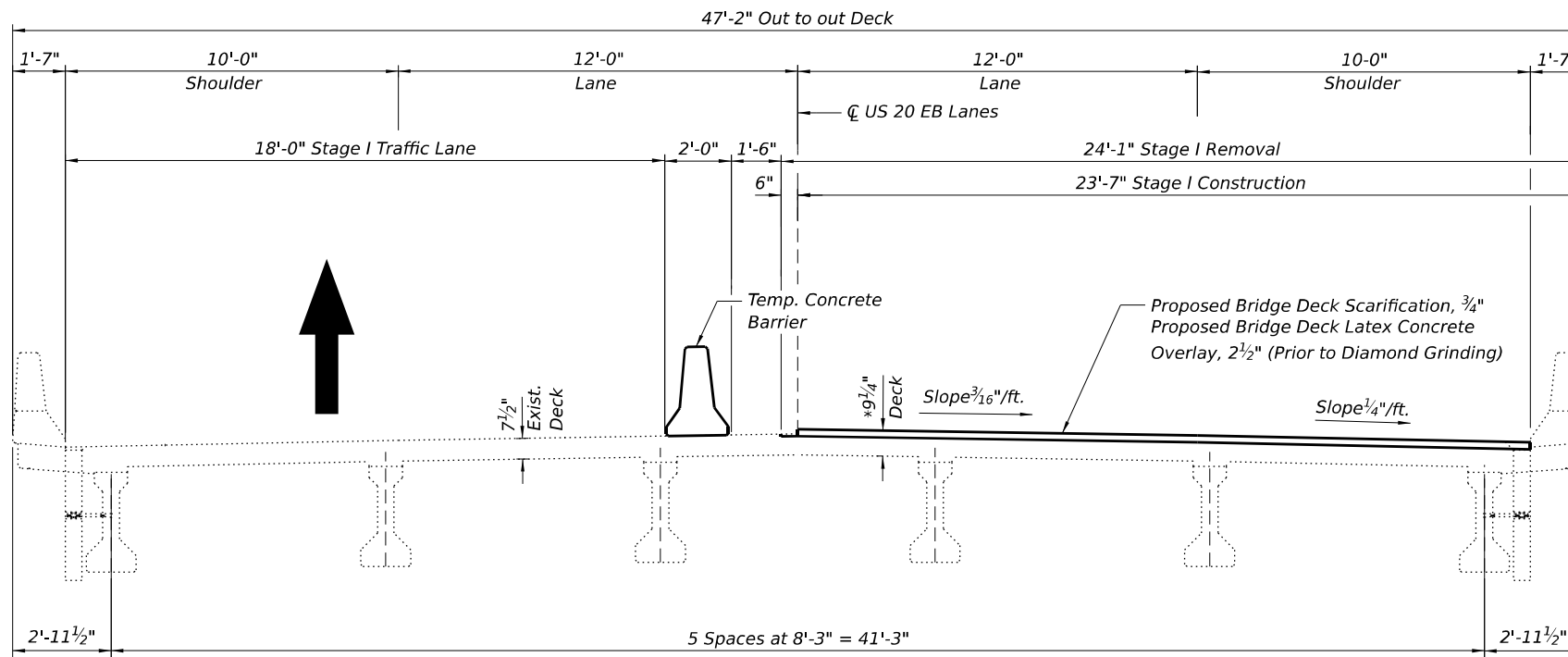
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PLOT DATE =	DATE - 01/22/2026	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ABUTMENT REPAIRS - STRUCTURE NO. 089-0055  
US 20 BRIDGE REHABILITATION**

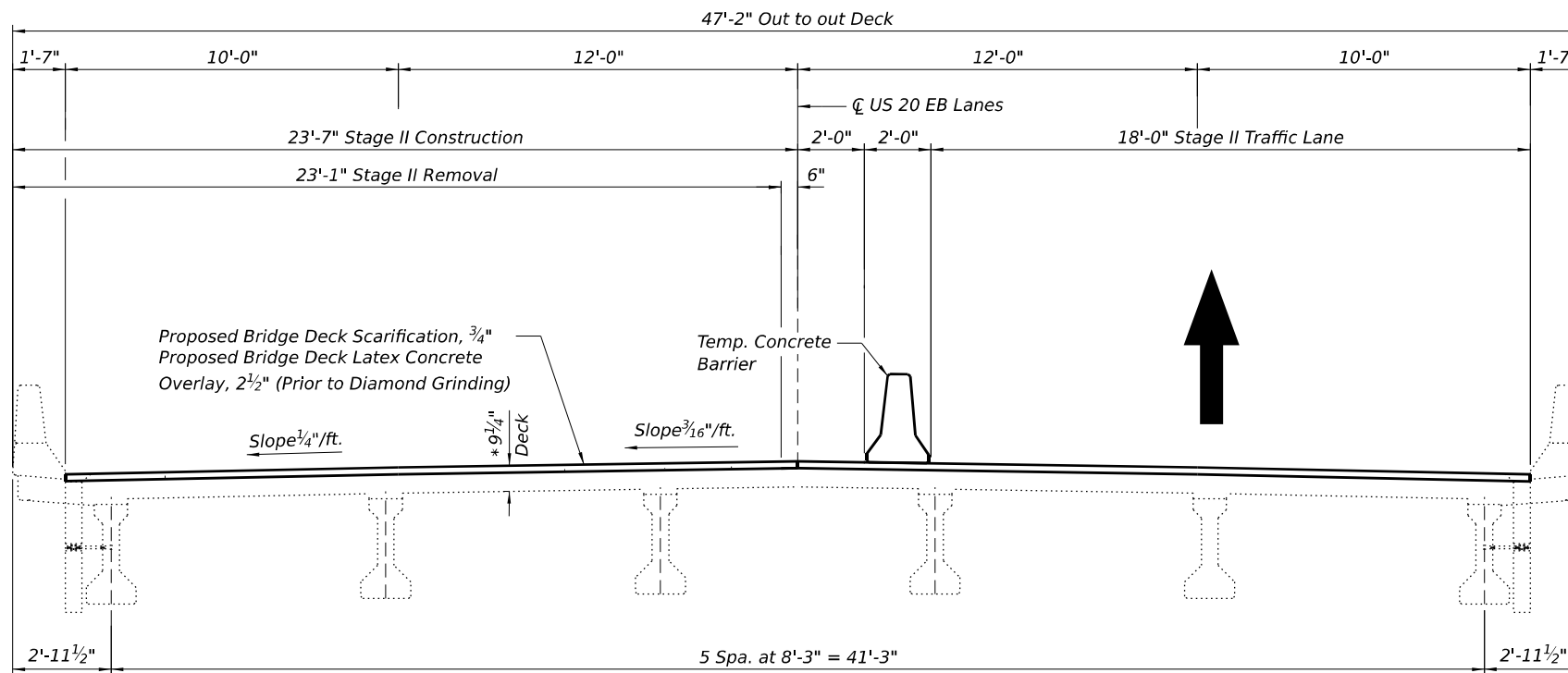
SCALE: SHEET 2 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	99
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				



**CROSS SECTION THRU DECK - STAGE I**  
(Looking East - All dimensions perpendicular to  $\bar{C}$  Roadway)

\* Prior to 1/4" Diamond Grinding



**CROSS SECTION THRU DECK - STAGE II**  
(Looking East - All dimensions perpendicular to  $\bar{C}$  Roadway)

MODEL: Default  
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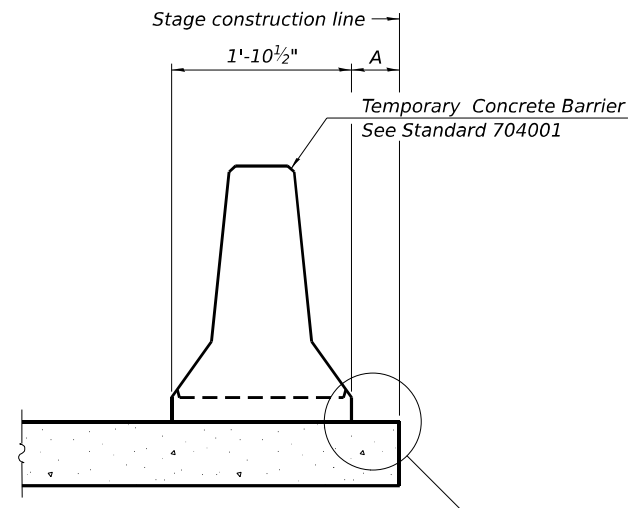
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS - STRUCTURE NO. 089-0055  
US 20 BRIDGE REHABILITATION**

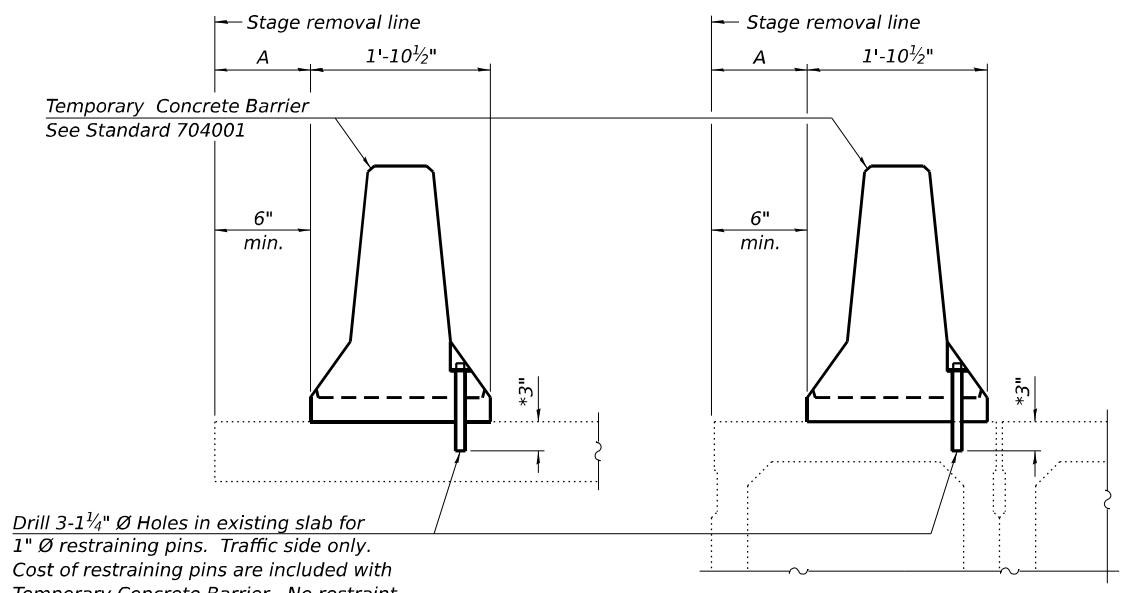
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301	177-(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	100
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				



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

**NEW SLAB OR NEW DECK BEAM**



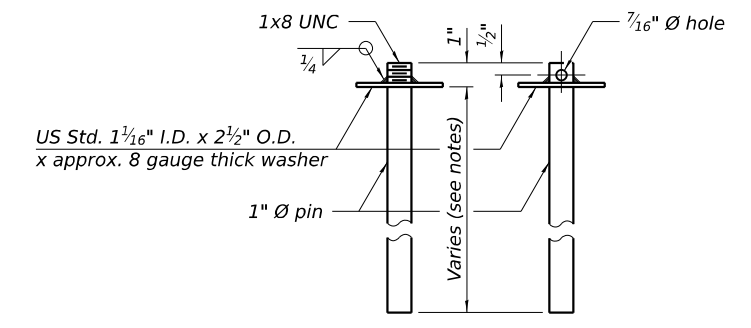
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

**EXISTING SLAB**

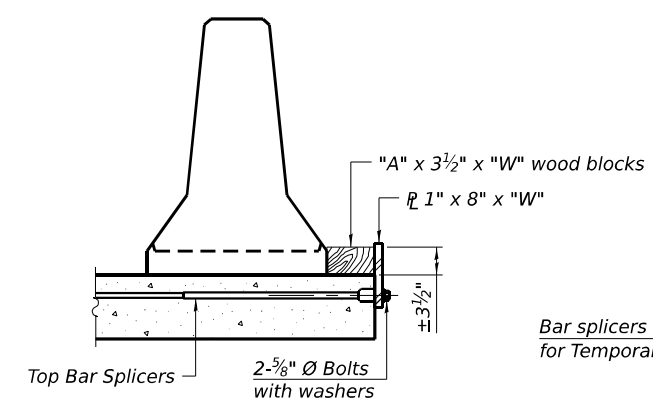
\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

**EXISTING DECK BEAM**

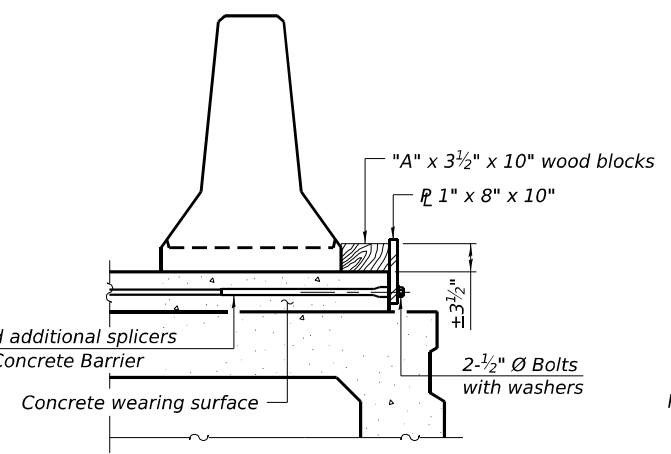
**SECTIONS THRU SLAB OR DECK BEAM**



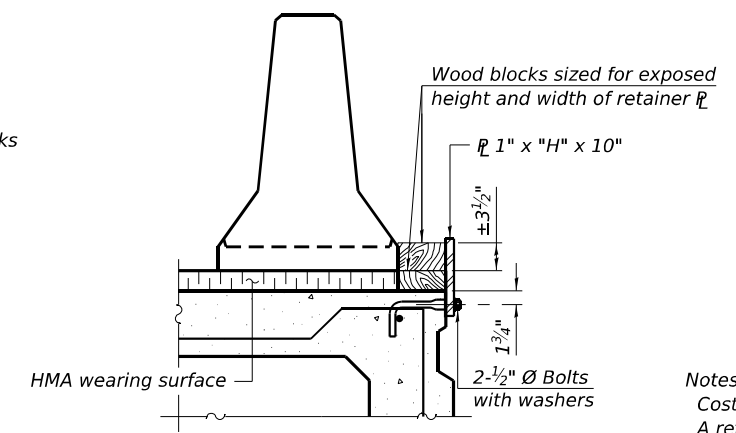
**RESTRAINING PIN**



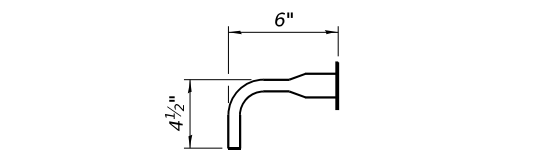
**DETAIL I**



**DETAIL II**



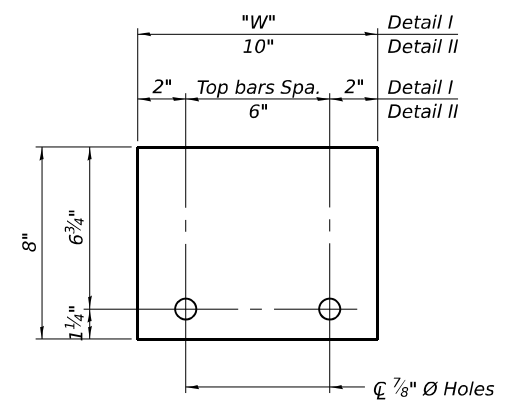
**DETAIL III**



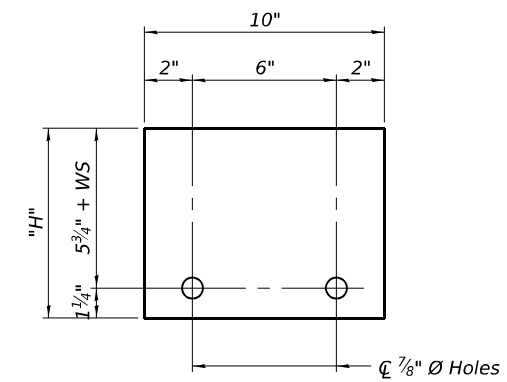
**BAR SPLICER FOR #4 BAR - DETAIL III**

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

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



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



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

**RAILING CRITERIA**

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

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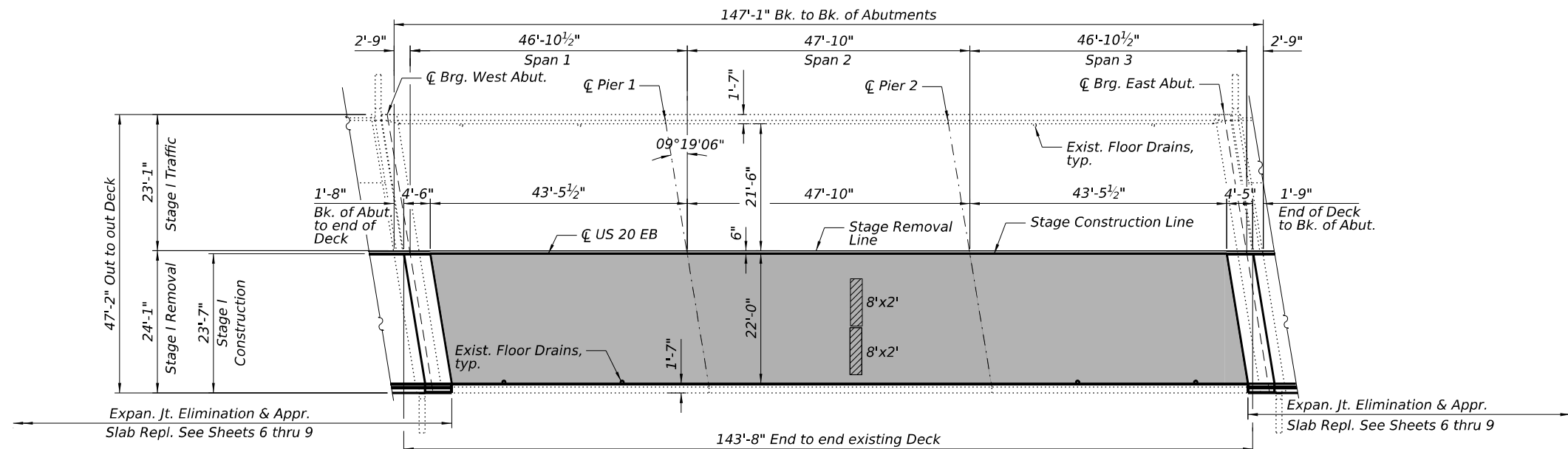
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DEPARTMENT OF TRANSPORTATION**

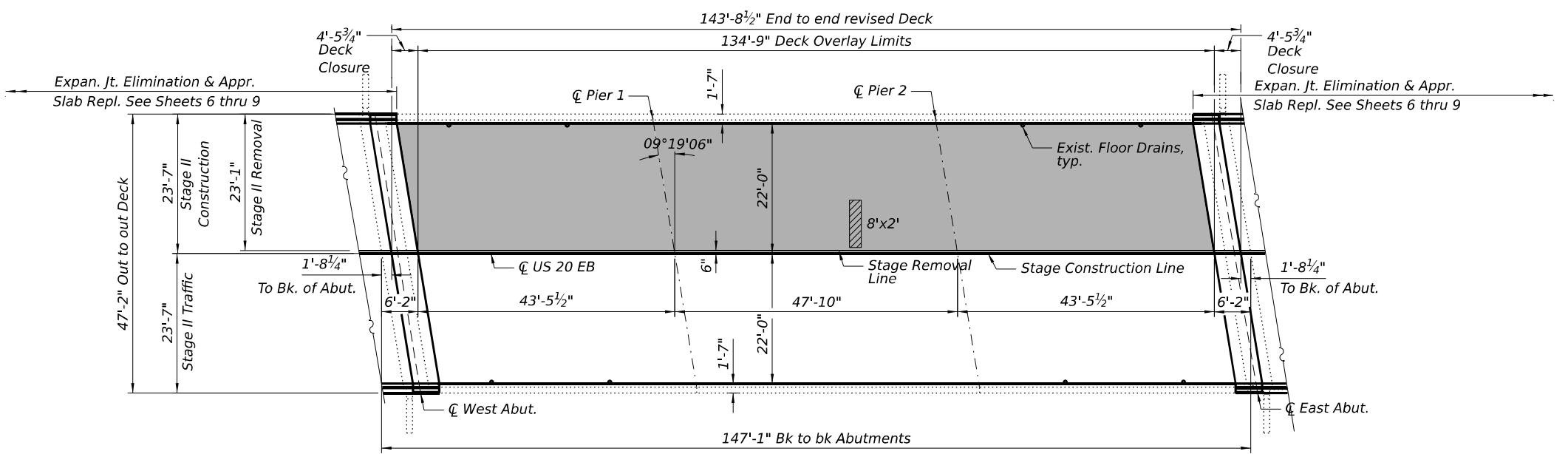
**TEMPORARY CONCRETE BARRIER - STRUCTURE NO. 089-0055  
US 20 BRIDGE REHABILITATION**

SCALE: SHEET 4 OF 11 SHEETS STA. TO STA.

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CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				



**STAGE I REMOVAL AND CONSTRUCTION**



**STAGE II REMOVAL AND CONSTRUCTION**

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

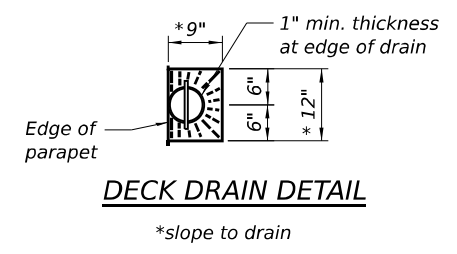
Patch sizes shown represent conditions at the time plans were completed. The actual sizes and locations of patching shall be determined by the Engineer after removal of the wearing surface, before patching operations begin. The Engineer shall show the actual locations of the deck repairs on the As-Built Plans.

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Protective Coat	Sq. Yd.	756.1
Bridge Deck Scarification 3/4 Inches	Sq. Yd.	659
Bridge Deck Latex Concrete Overlay, 2 1/2 Inches	Sq. Yd.	659
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	646
Diamond Grinding (Bridge Section)	Cu. Yd.	1128
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	6
Cleaning Bridge Scuppers and Downspouts	Each	8

**NOTES:**

- All shoulder drains and floor drains must be protected during concrete scarification and concrete overlay placement.
- Use of hand tools is required while working around shoulder drains and floor drains. The cost is included in the Latex Concrete Overlay pay item.
- All shoulder drains and deck drains shall be cleaned. Cost included with Cleaning Bridge Scuppers and Downspouts.
- Longitudinal Grooving shall be applied only in traffic lanes.



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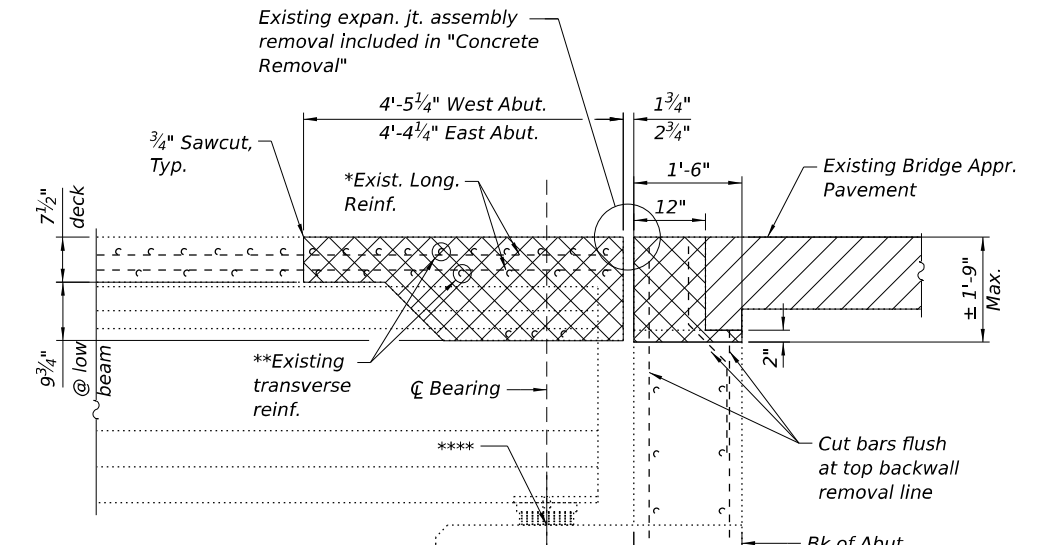
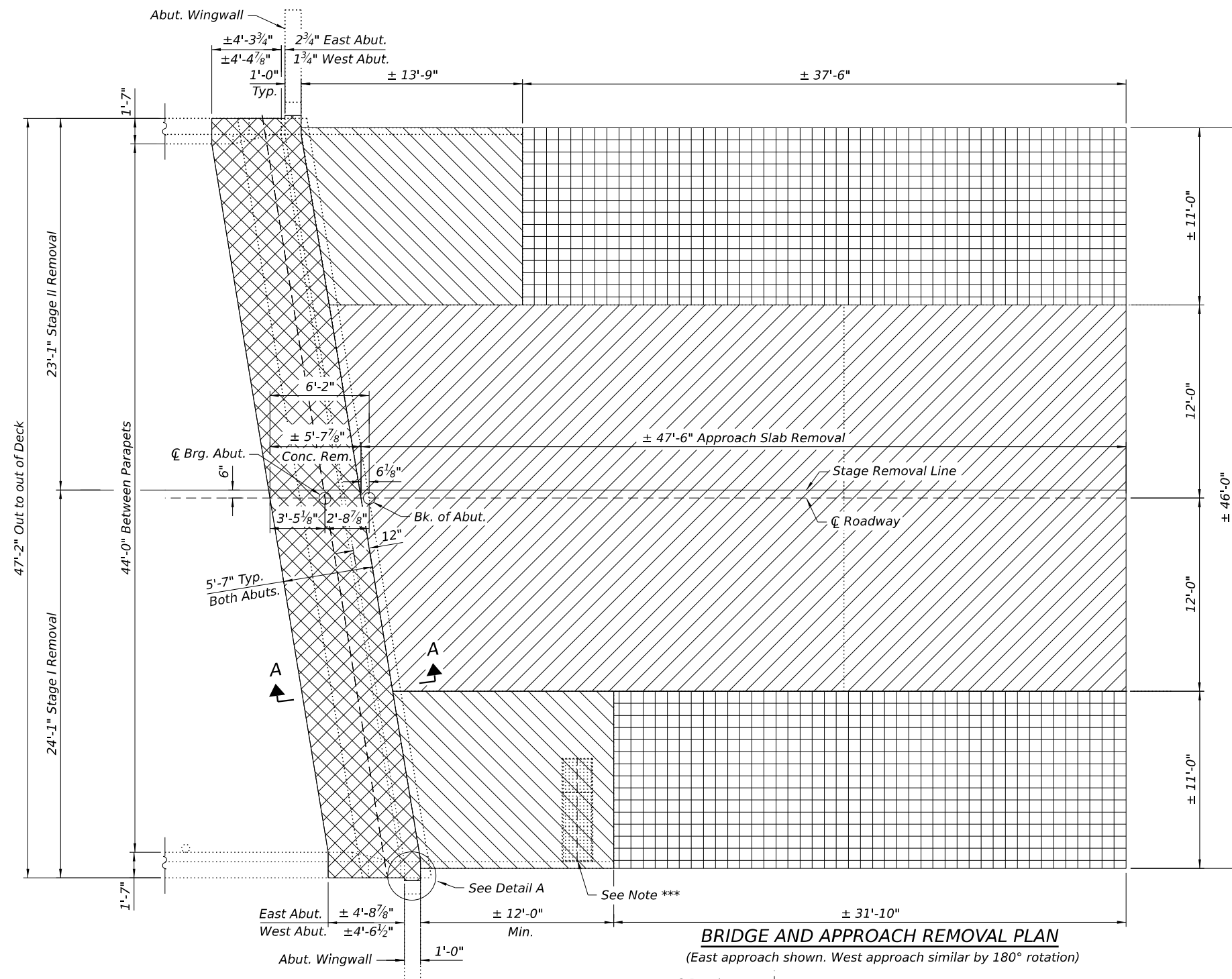
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DECK OVERLAY PLAN - STRUCTURE NO. 089-0055  
US 20 BRIDGE REHABILITATION**

SCALE: SHEET 5 OF 11 SHEETS STA. TO STA.

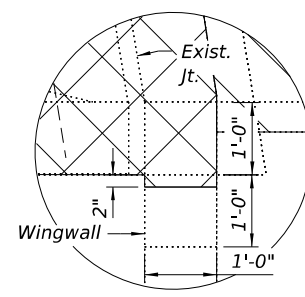
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**Notes:**

- \* Existing reinforcement shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.
- \*\* Existing transverse reinf. to be trimmed and cleaned. See Note on Sheet 8 of 11.
- \*\*\* Existing inlets to be removed according to Section 605 of the Standard Specifications. See Sheet 2 of 11 for Existing Inlet Removal Section and roadway plans for removal details. Two inlets at West Approach and one inlet at East Approach.
- \*\*\*\* Remove exist. side retainers on inside of fascia beam ends and cut anchor bolts flush with concrete surface. Cost included with Concrete Removal.



**SECTION A-A**

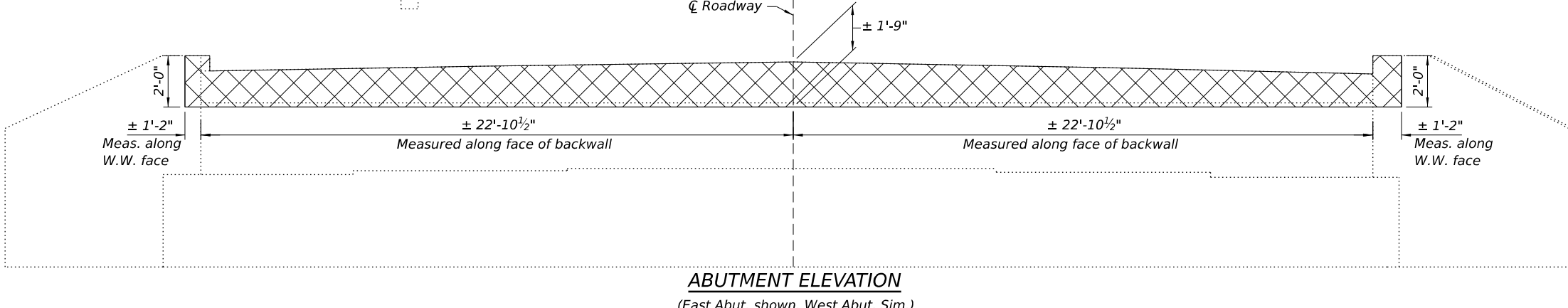
**LEGEND**

- Concrete Removal
- Paved Shoulder Removal
- Approach Slab Removal
- Bridge Approach Shoulder Removal

W.W. - Wingwall

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Approach Slab Removal	Sq Yd	255
Bridge Approach Shoulder Removal	Sq Yd	64
Paved Shoulder Removal	Sq Yd	170
Concrete Removal	Cu Yd	31.4



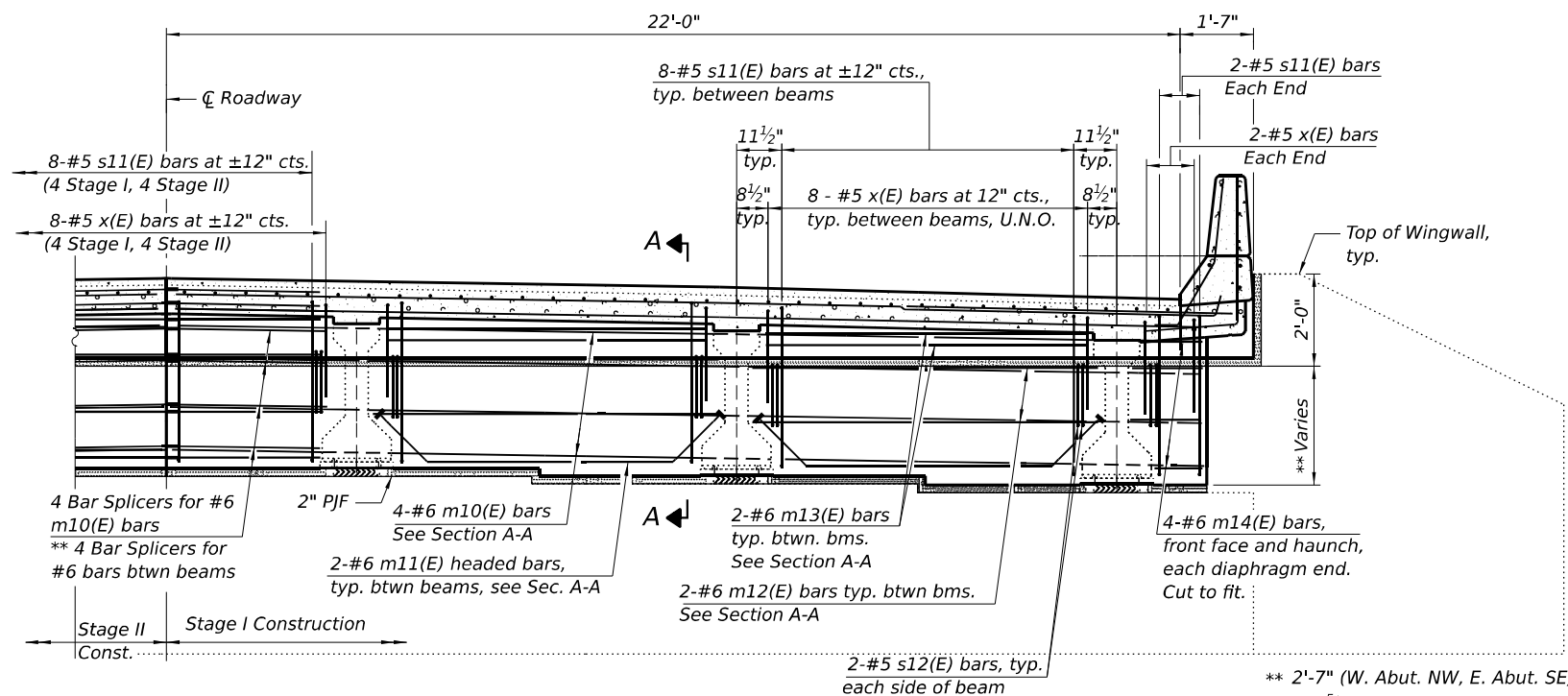
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 DEPARTMENT OF TRANSPORTATION**

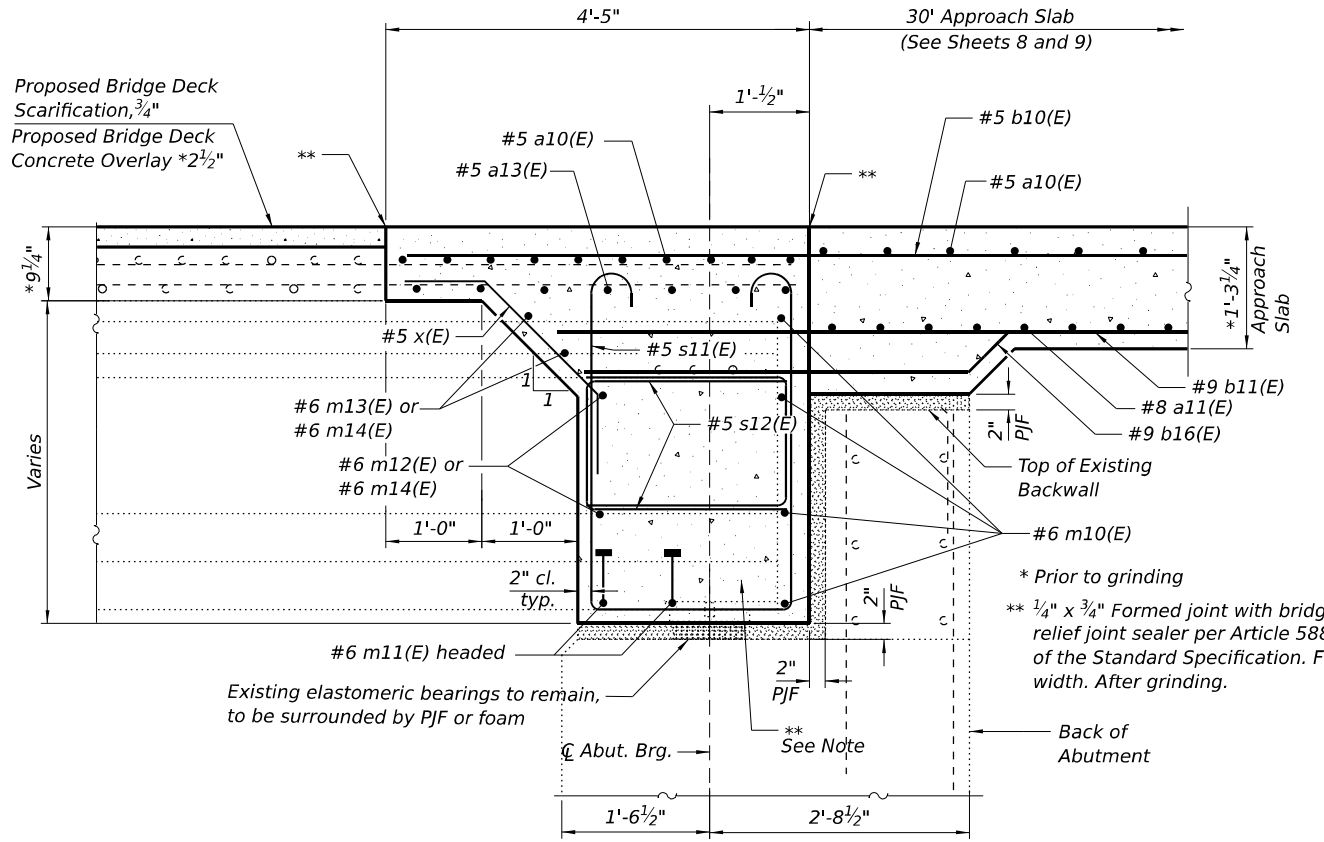
**ABUTMENT JOINT REMOVAL - STRUCTURE NO. 089-0055  
 US 20 BRIDGE REHABILITATION**

SCALE: SHEET 6 OF 11 SHEETS STA. TO STA.

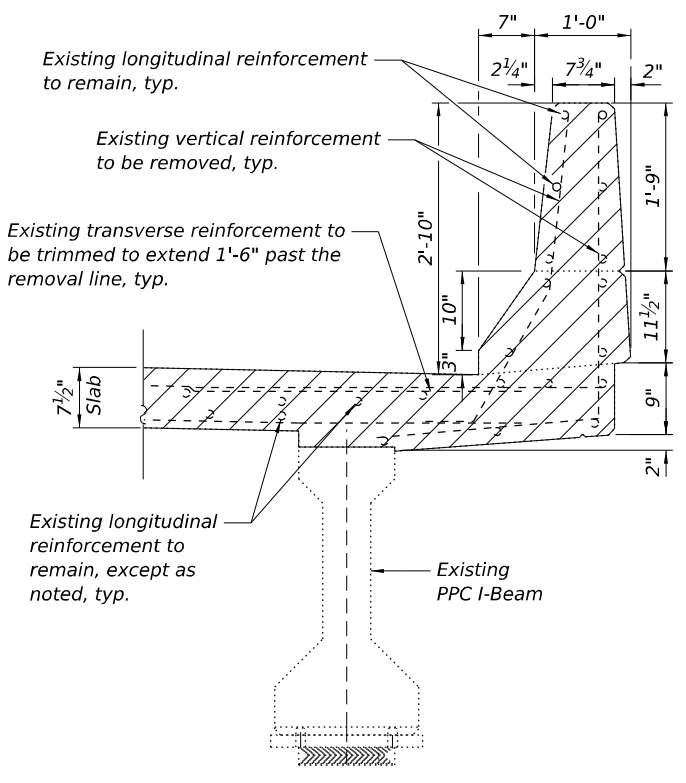
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CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				



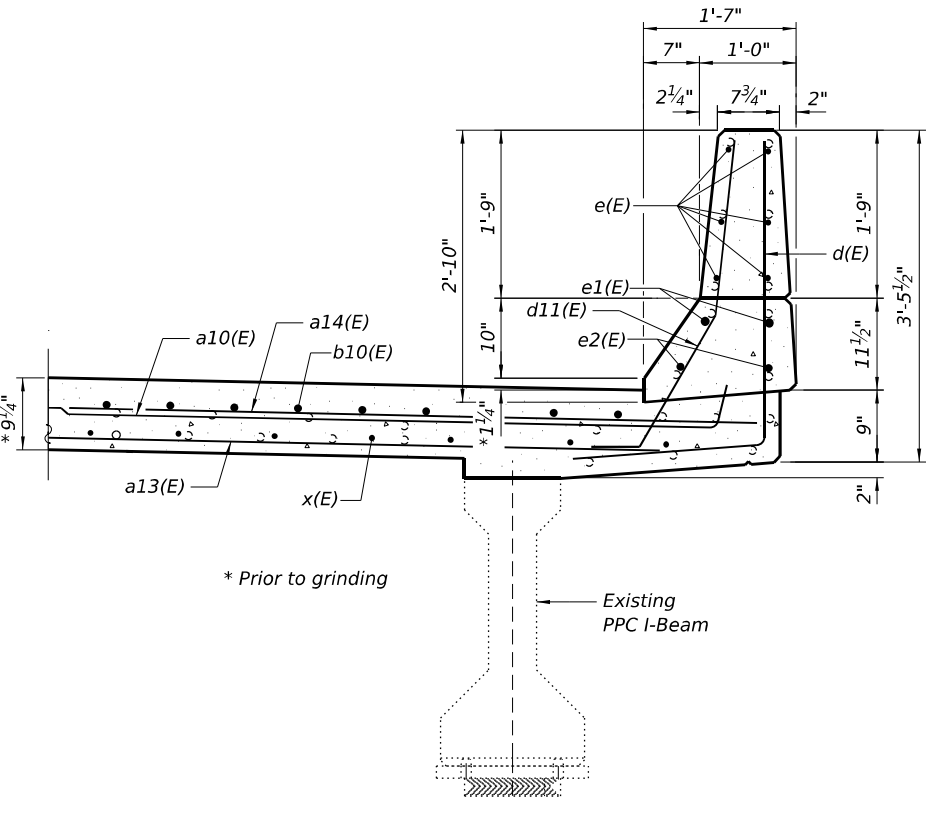
**DIAPHRAGM AT ABUTMENTS**  
 (Half Section of East Abutment Diaphragm Shown,  
 mirrored about  $\bar{C}$ . West Abutment Similar)



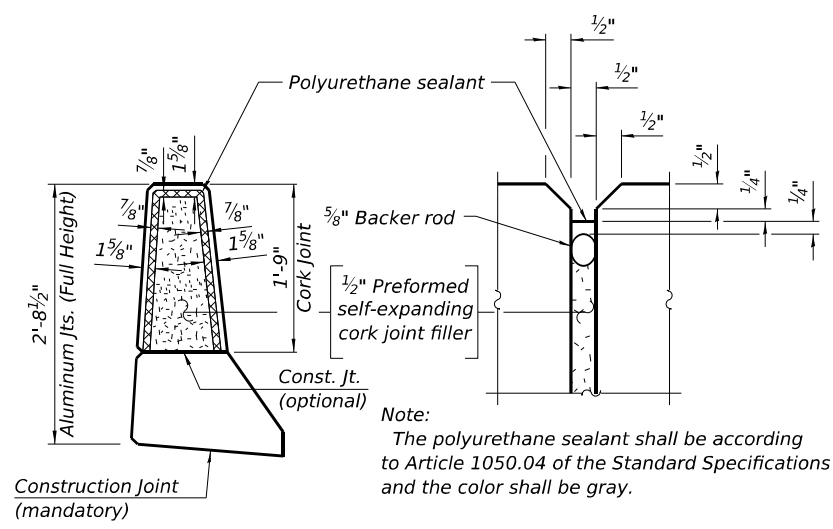
**SECTION A-A**  
 (Dimensions measured at right angles)



**SECTION THRU EXISTING PARAPET**



**SECTION THRU PROPOSED PARAPET**



**PARAPET JOINT DETAILS**

**Notes:**  
 See Sheet 5 of 11 for overlay details.  
 See Sheet 8 of 11 for plan view of diaphragm and approach slab.  
 See Sheet 9 of 11 for Bill of Material.  
 The s(E) and x(E) bars shall be placed parallel to the beams.  
 Spacing for these beams shall be at right angles to the beams.  
 Headed bars shall conform to ASTM A970 with threaded attachment;  
 Class HA; and reinforcement bars conforming to ASTM A706. Cost  
 included with Reinforcement Bars, Epoxy Coated.  
 Existing transverse, longitudinal, and vertical reinforcements  
 remaining and extending into the removal area shall be cleaned,  
 straightened and incorporated into the new construction. Cost  
 included with Concrete Removal.  
 Existing reinforcement that does not fit into the new parapet  
 configuration shall be trimmed to allow for min. concrete cover  
 in new layout or cut, ground flush with the concrete and coated  
 with epoxy paint.

\*\* Clean and apply epoxy paint to any visible spalls  
 on PPC beam ends before encasement. Cost of  
 work to be paid for under "Cleaning and Painting  
 Exposed Rebar".

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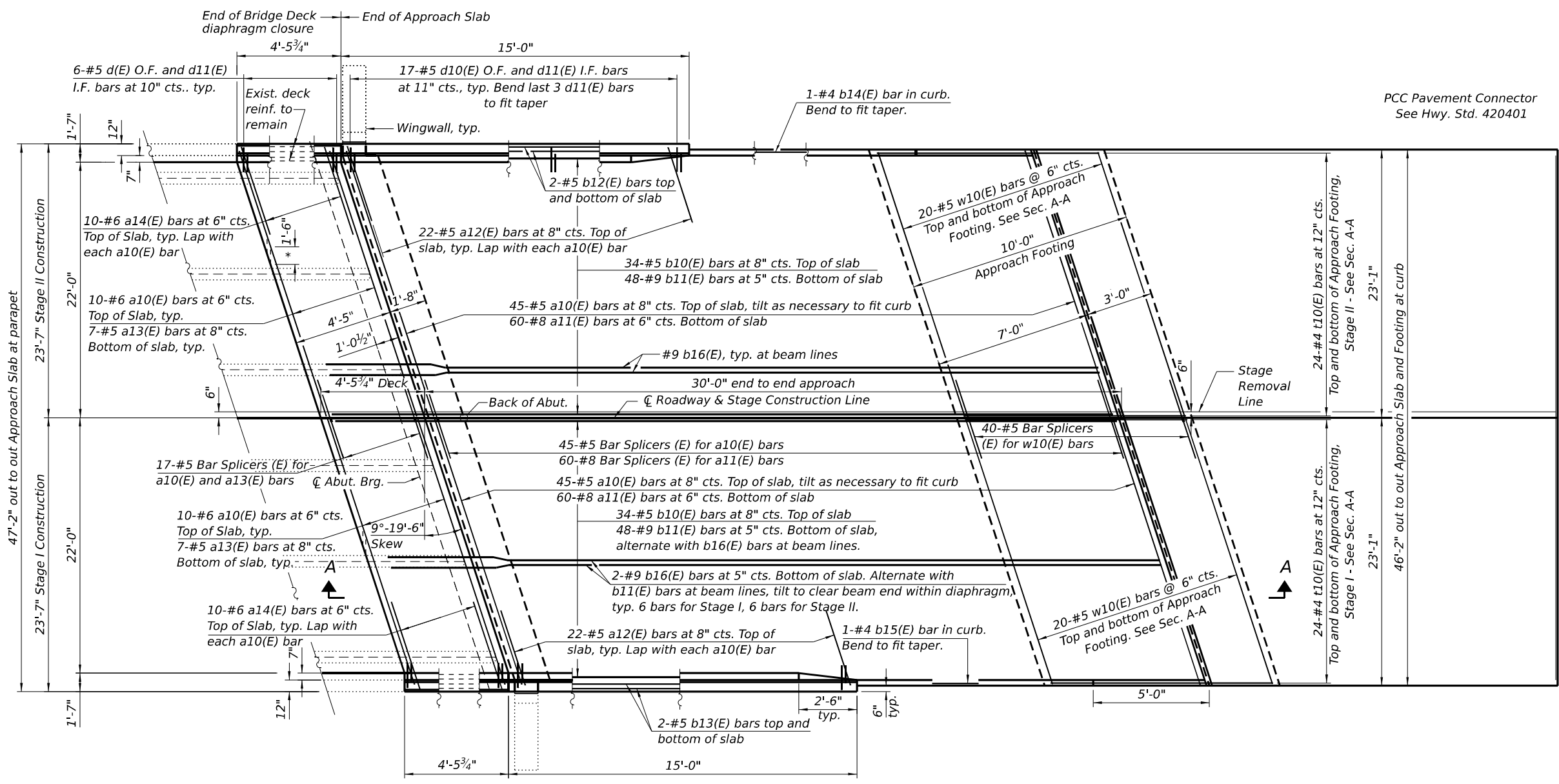
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**JOINT ELIMINATION DIAPHRAGM - STRUCTURE NO. 089-0055  
 US 20 BRIDGE REHABILITATION**

SCALE: SHEET 7 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	104
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

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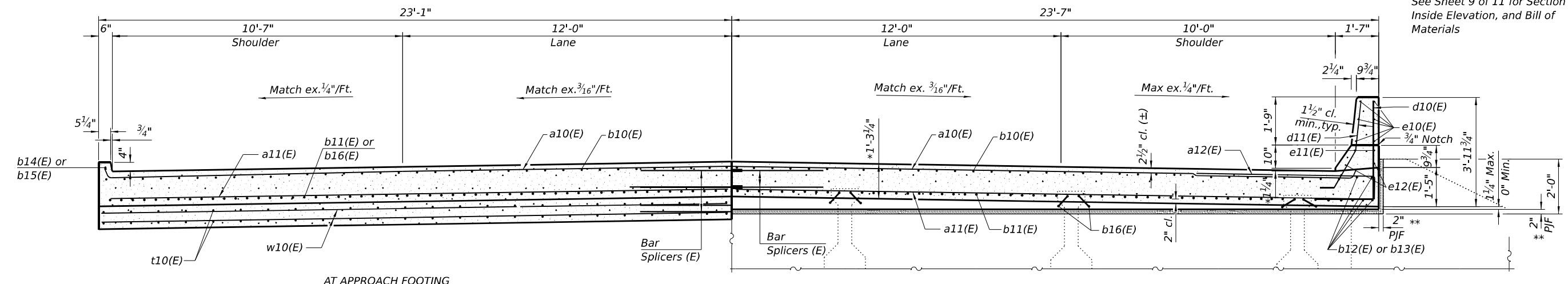
**PLAN**

(East approach slab shown; West approach slab similar by 180° rotation)

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

\* Prior to grinding  
 \*\* 2" Preformed Flexible Foam Expansion Joint Filler (Cost Included with Concrete Superstructure)

See Sheet 9 of 11 for Section A-A, Inside Elevation, and Bill of Materials



**AT APPROACH FOOTING**

**CROSS SECTION**

(Looking east)

**NEAR ABUTMENT**

(PPC I-Beams at abutment shown to facilitate placement of b11(E) and b16(E) bars)



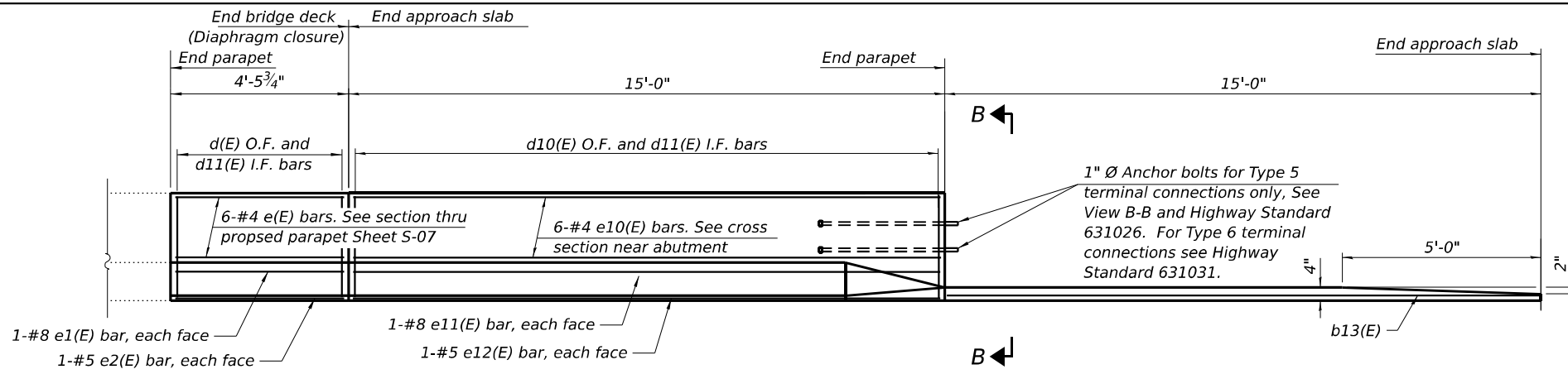
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PLOT DATE =	DATE - 01/22/2026	REVISED -

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 DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS 1 - STRUCTURE NO. 089-0055  
 US 20 BRIDGE REHABILITATION**

SCALE: SHEET 8 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4HB)-(1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	105
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				



**INSIDE ELEVATION OF PARAPET AND CURB**

Notes:  
 The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

Parapet concrete shall be paid for as Concrete Superstructure.

Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

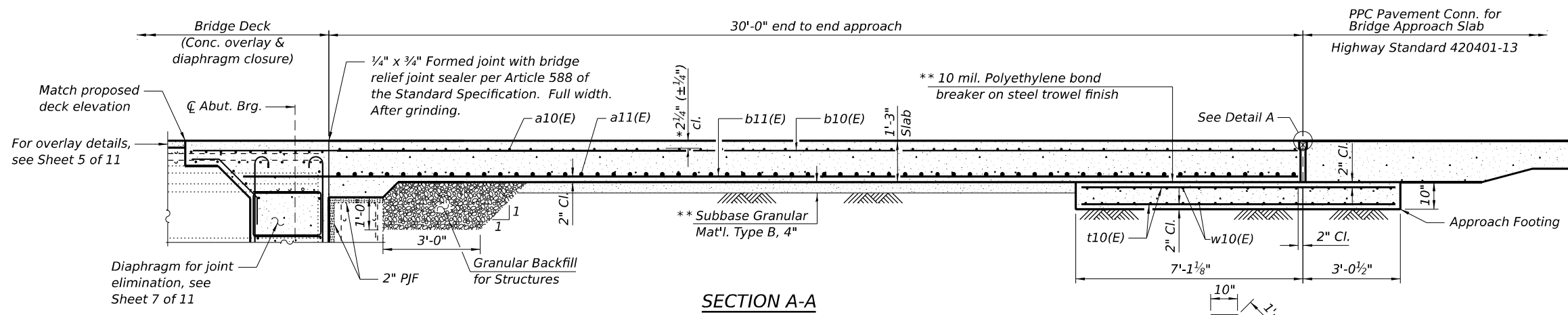
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

Cost of excavation, grading, and trimming for Subbase Granular Material, Type B, 4" is included with Concrete Superstructure.

See Sheet 5 of 11 for overlay details.

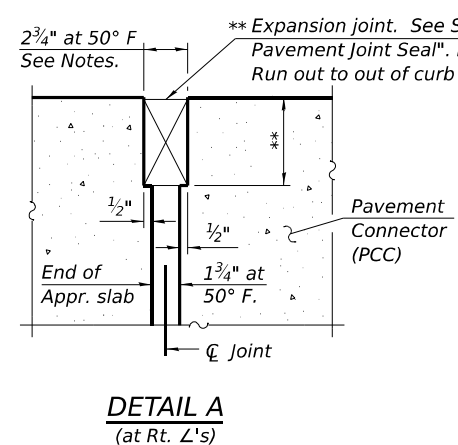
See Sheet 7 of 11 for joint elimination details.



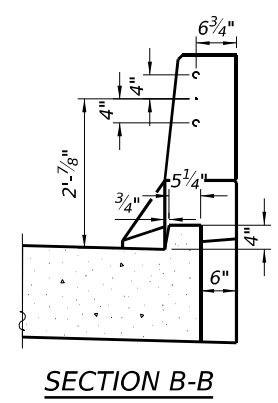
**SECTION A-A**

**TWO APPROACHES  
 BILL OF MATERIAL**

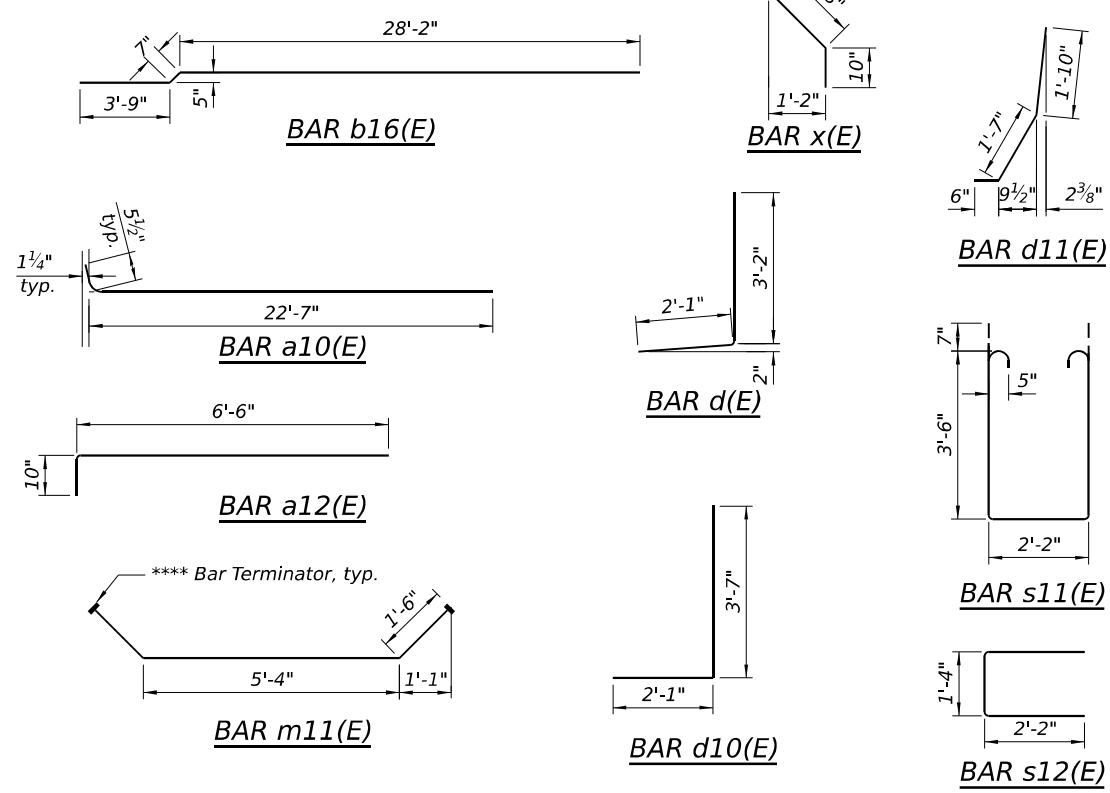
Bar	No.	Size	Length	Shape
a10(E)	220	#5	22'-11"	—
a11(E)	240	#8	22'-9"	—
a12(E)	88	#5	7'-4"	—
a13(E)	28	#5	22'-6"	—
a14(E)	40	#5	7'-4"	—
b10(E)	136	#5	34'-1"	—
b11(E)	192	#9	32'-8"	—
b12(E)	8	#5	14'-3"	—
b13(E)	8	#5	15'-2"	—
b14(E)	2	#5	14'-6"	—
b15(E)	2	#5	14'-9"	—
b16(E)	24	#9	32'-6"	—
d(E)	24	#5	5'-3"	L
d10(E)	68	#5	5'-8"	L
d11(E)	92	#5	3'-11"	L
e(E)	24	#4	4'-2"	—
e1(E)	8	#8	4'-2"	—
e2(E)	8	#5	4'-2"	—
e10(E)	24	#4	14'-8"	—
e11(E)	8	#8	14'-8"	—
e12(E)	8	#5	14'-8"	—
m10(E)	16	#6	22'-7"	—
m11(E)	16	#6	8'-4"	—
m12(E)	16	#6	7'-6"	—
m13(E)	16	#6	7'-0"	—
m14(E)	16	#6	1'-8"	—
s11(E)	88	#5	12'-8"	□
s12(E)	48	#5	5'-8"	□
t10(E)	96	#4	9'-9"	—
w10(E)	80	#5	24'-0"	—
x(E)	88	#5	3'-4"	—
Concrete Superstructure		Cu. Yd.	48.9	
Concrete Superstructure (Approach Slab)		Cu. Yd.	137.4	
Concrete Structures		Cu. Yd.	29	
Reinforcement Bars, Epoxy Coated		Pound	57,960	



**DETAIL A  
 (at Rt. L's)**



**SECTION B-B**



\* Prior to grinding  
 \*\* Cost included with Concrete Superstructure (Approach Slab).  
 \*\*\* Per manufacturer recommendations  
 \*\*\*\* Cost included with Reinforcement Bars, Epoxy Coated

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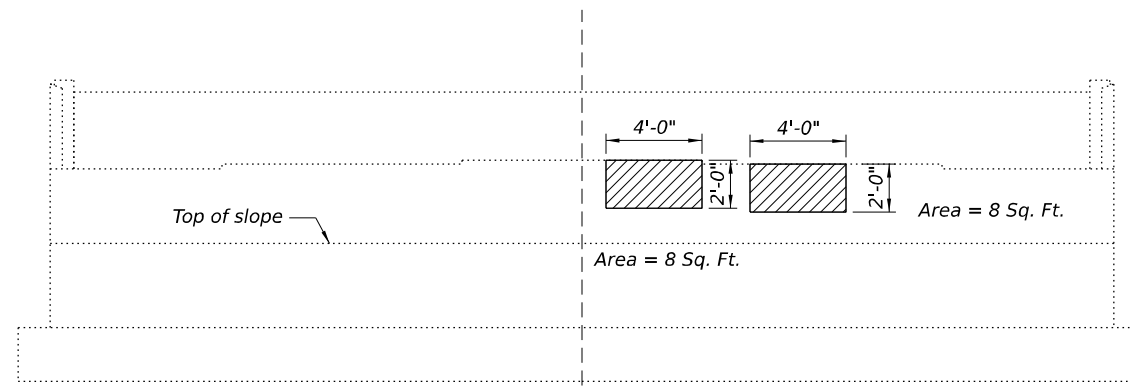
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS 2 - STRUCTURE NO. 089-0055  
 US 20 BRIDGE REHABILITATION**

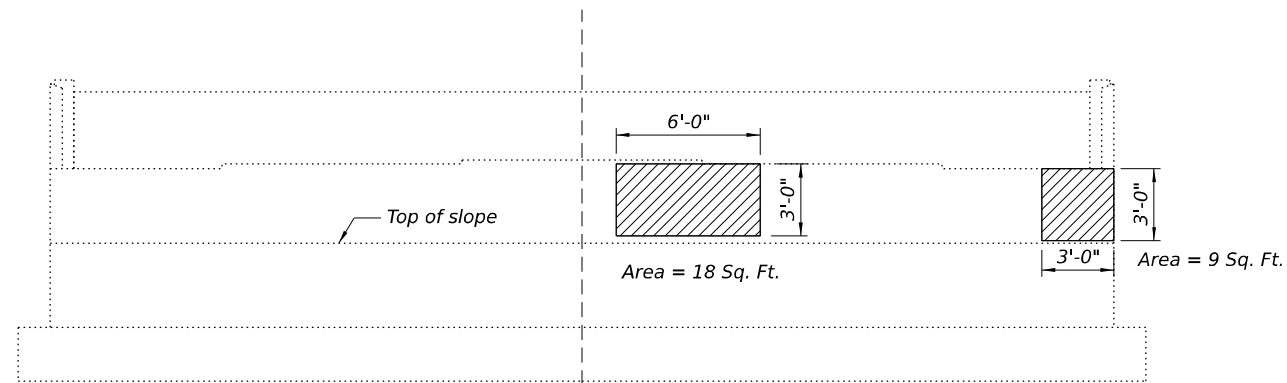
SCALE: SHEET 9 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

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**WEST ABUTMENT ELEVATION**



**EAST ABUTMENT ELEVATION**

**NOTES:**

1. Areas shown for Structural Repair of Concrete are estimated. Actual area should be determined by the Engineer at the time of repair.
2. A nominal quantity of 25 sq. ft. of Structural Repair of Concrete (Depth Equal to or Less than 5 inches) is included for additional repairs in the field as determined by the Engineer.

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth < 5 inches)	Sq. Ft	68

**LEGEND:**

Structural Repair of Concrete (Depth < 5 inches)



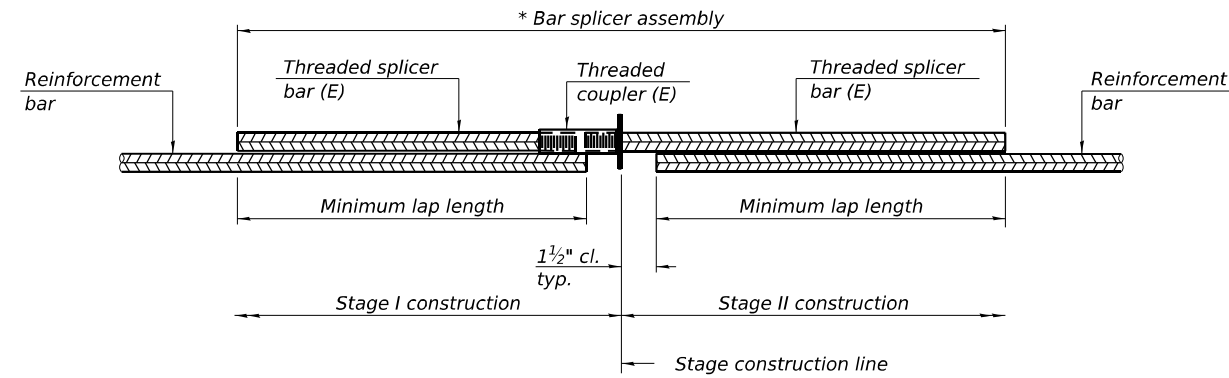
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ABUTMENT REPAIRS - STRUCTURE NO. 089-0055  
 US 20 BRIDGE REHABILITATION**

SCALE: SHEET 10 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42				
ILLINOIS			FED. AID PROJECT	



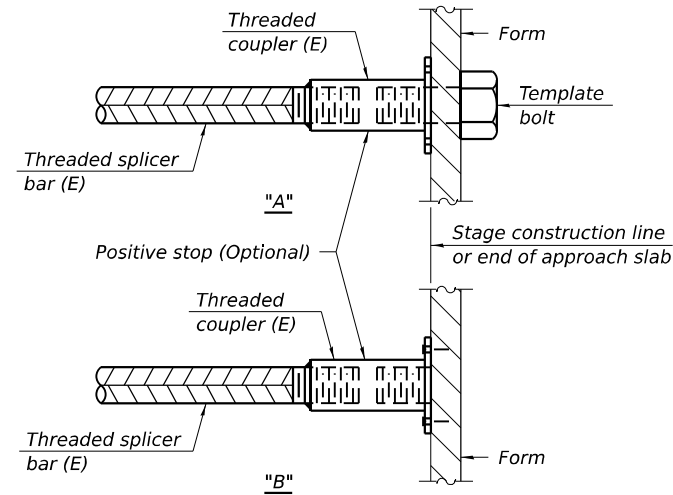
**STANDARD BAR SPLICER ASSEMBLY PLAN**

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
Bridge Deck	#5	34	3'-4"
Joint Elimin. Dia.	#6	16	3'-6"
Approach Slab	#5	90	3'-4"
Approach Slab	#8	120	5'-2"
Appr. Slab Foot.	#5	80	3'-2"

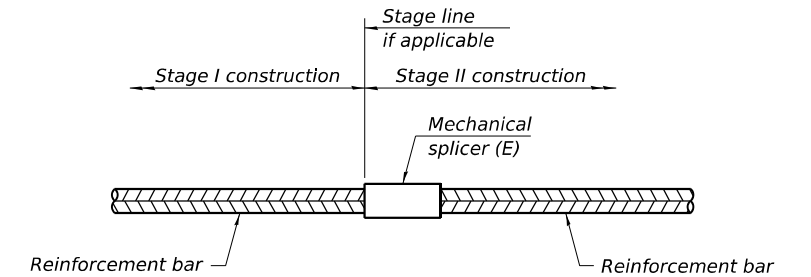


**INSTALLATION AND SETTING METHODS**

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

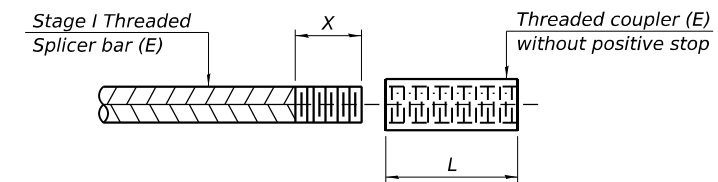
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



**THREADING OF ASSEMBLIES**

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

**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

4-4-2025



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DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY & MECH. SPLICER DETAILS - SN 089-0055  
US 20 BRIDGE REHABILITATION**

SHEET 11 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	108
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

## ROADWAY SCHEDULE

LOCATION			44000155	40603085	40604060	78009004	78011025
STA.	STA.	OFFSET	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	GROOVING FOR RECESSED PAVEMENT MARKING 5"
			SQ YD	TON	TON	FOOT	FOOT
122+38	BRIDGE	LT					
122+64	BRIDGE	RT					
BRIDGE	125+92	LT					
BRIDGE	126+18	RT					
121+93	BRIDGE	LT/RT	202	8	19		
BRIDGE	126+59	LT/RT	218	9	20		
119+53	128+99	LT				466	466
119+53	128+99	0				466	466
TOTAL			420	17	39	932	932

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 CZAPLICKI LOPEZ, PLLC  
 201 KENMARE DRIVE  
 BURR RIDGE, ILLINOIS 60527  
 630-815-8861  
 DESIGN FIRM NO: 184,008135

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PLOT DATE = 1/14/2026	CHECKED - NJS	REVISED -

**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC AND ROADWAY SCHEDULES**  
**WESTBOUND RAMP OVER US 20 FREEMONT BYPASS (SN 089-0061)**

SHEET 1 OF 5 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	109
CONTRACT NO. 64T42				
			ILLINOIS	FED. AID PROJECT

## MOT GENERAL NOTES

1. SEE BRIDGE PLANS FOR MOT TYPICAL SECTIONS.
2. SEE IDOT HIGHWAY STANDARDS 701451 AND 701901, FOR INFORMATION NOT SHOWN ON PLANS.
3. USE IDOT HIGHWAY STANDARD 701406 "LANE CLOSURE FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY" TO CLOSE A LANE AND COMPLETE THE ABUTMENT REPAIR.
4. INSTALL CHANGEABLE MESSAGE SIGN ON US 20 WESTBOUND TWO WEEKS BEFORE RAMP DETOUR TO NOTIFY MOTORISTS OF UPCOMING RAMP CLOSURE AND DETOUR. LOCATION AND MESSAGE TO BE APPROVED BY THE ENGINEER.

## DETOUR NOTES

1. SETUP UP DETOUR AND CLOSE US 20 WESTBOUND EXIT RAMP.
2. CONSTRUCT BRIDGE REHABILITATION WORK ON BRIDGE AND APPROACH SLABS AS DETAILED IN THE STRUCTURAL PLANS.
3. CONSTRUCT ROADWAY PAVEMENT WORK ADJACENT TO THE APPROACH SLAB WORK AS DETAILED IN THE ROADWAY PLANS.
4. CONDUCT WORKSITE CLEANUP AND PLACE FINAL PAVEMENT MARKINGS.
5. REMOVE DETOUR AND OPEN RAMP TO TRAFFIC.

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 DESIGN FIRM NO: 184,008135

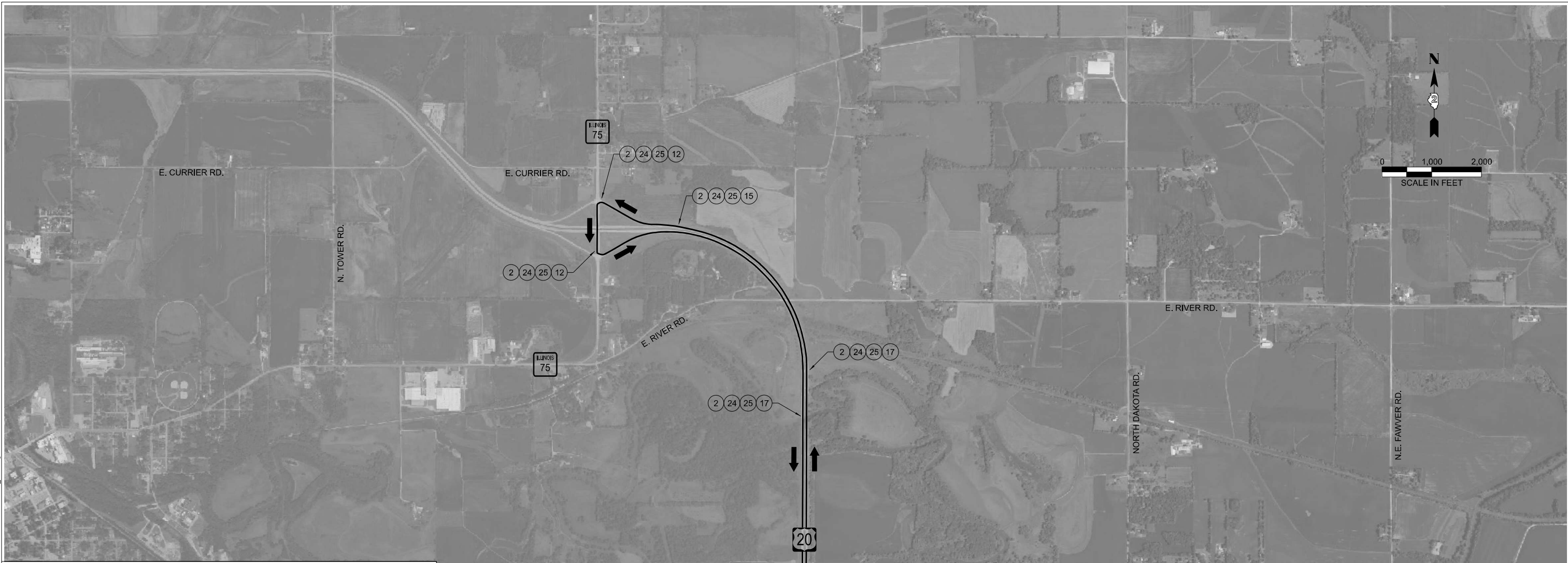
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PLOT DATE = 1/14/2026	CHECKED - NJS	REVISED -

**STATE OF ILLINOIS  
 DIVISION OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC GENERAL NOTES AND STAGING SEQUENCE  
 WESTBOUND RAMP OVER US 20 FREEMONT BYPASS (SN 089-0061)**

SHEET 2 OF 5 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	110
				CONTRACT NO. 64T42
		ILLINOIS	FED. AID PROJECT	



**MOT SIGN LEGEND**

1 DETOUR M4-8-2412 (24X12)	2 DETOUR M4-8-3015 (30X15)	3 END DETOUR M4-8-a (24X18)	4 EAST M3-2-2412 (24X12)	5 WEST M3-4-2412 (24X12)	6 RAMP CLOSED TS-6 (60X24)	7 R3-1 (24X24)	8 R3-2 (24X24)
9 M5-1L-2115 (21X15)	10 M5-1R-2115 (21X15)	11 M5-2R-3021 (30X21)	12 M6-1L-2115 (21X15)	13 M6-2R-2115 (21X15)	14 M6-2R-2115 (21X15)	15 M6-2R-3021 (30X21)	16 M6-3-2115 (21X15)
17 M6-3-3021 (30X21)	18 EXIT CLOSED E5-2a(O)-4836 (48X36)	19 DETOUR AHEAD W20-2-4848 (48X48)	20 ROAD CONSTRUCTION AHEAD W20-1103(O)-4848 (48X48)	21 THIS RAMP WILL BE CLOSED ((DATES)) YEAR TS-4 (48X60)			
22 M1-4.2 (36X36)	23 ILLINOIS 75 M1-1100.2 (36X36)	24 BUS M1-4.2 (36X36)	25 SPRINGFIELD RD D38-1-6618 (66X18)	→ DETOUR ROUTE	▮ PORTABLE CHANGEABLE MESSAGE SIGN	⏏ TYPE III BARRICADE	X X X X X ACCESS CLOSED

**STATE OF ILLINOIS  
DIVISION OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC DETOUR PLAN  
WESTBOUND RAMP OVER US 20 FREEMONT BYPASS (SN 089-0061)**

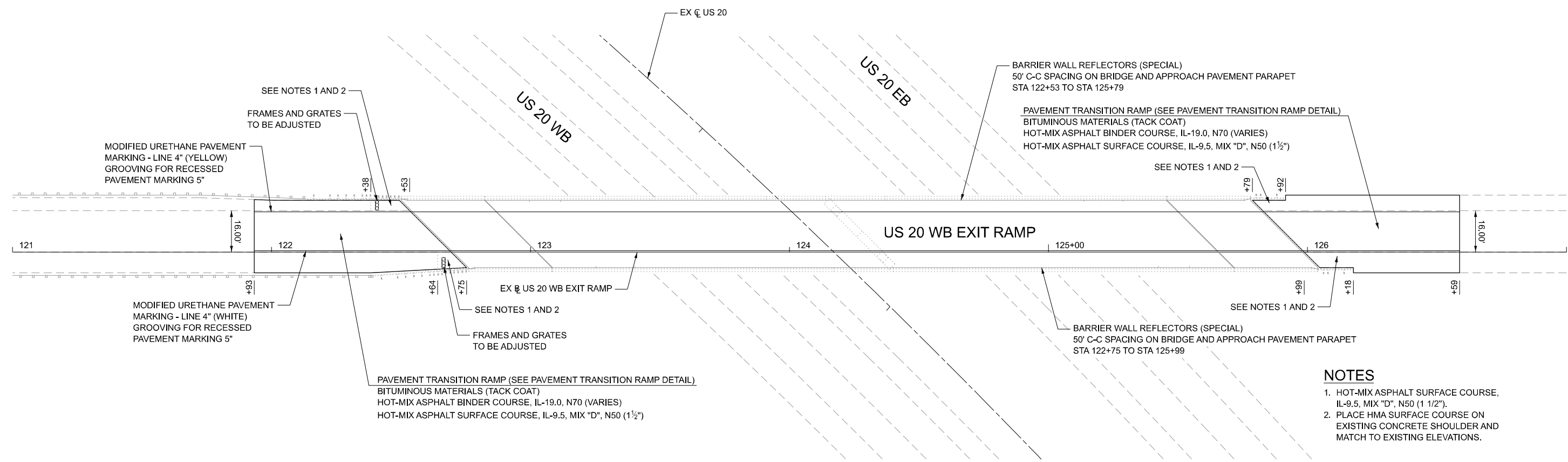
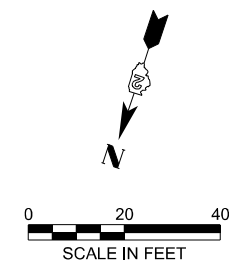
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301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	111
CONTRACT NO. 64T42				

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201 KENMARE DRIVE  
BURR RIDGE, ILLINOIS 60527  
630-415-8861  
DESIGN FIRM NO: 184,008135

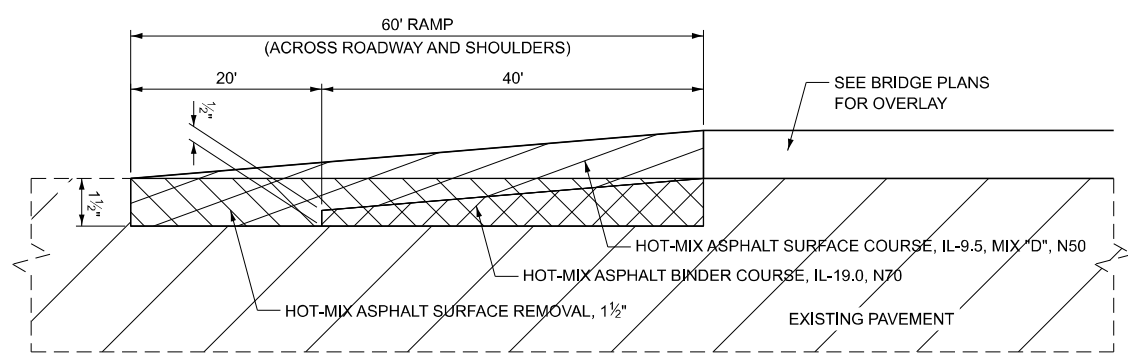
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- NOTES**
- HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 (1 1/2").
  - PLACE HMA SURFACE COURSE ON EXISTING CONCRETE SHOULDER AND MATCH TO EXISTING ELEVATIONS.



**PAVEMENT TRANSITION DETAIL**  
 STA. 121+93 TO STA. 122+75  
 STA. 125+79 TO STA. 126+59

MODEL: Sheet  
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**CZAPLICKI LOPEZ, PLLC**  
 201 KENMARE DRIVE  
 BURR RIDGE, ILLINOIS 60527  
 630-815-8861  
 DESIGN FIRM NO: 184,008135

USER NAME = StevenJohnson	DESIGNED - EJB	REVISED -
PLOT SCALE = 0.167 1/16"	CHECKED - NJS	REVISED -
PLOT DATE = 1/14/2026	DRAWN - SVJ	REVISED -
	CHECKED - NJS	REVISED -

**STATE OF ILLINOIS  
 DIVISION OF TRANSPORTATION**

**PROPOSED ROADWAY PLAN  
 WESTBOUND RAMP OVER US 20 FREEMONT BYPASS (SN 089-0061)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

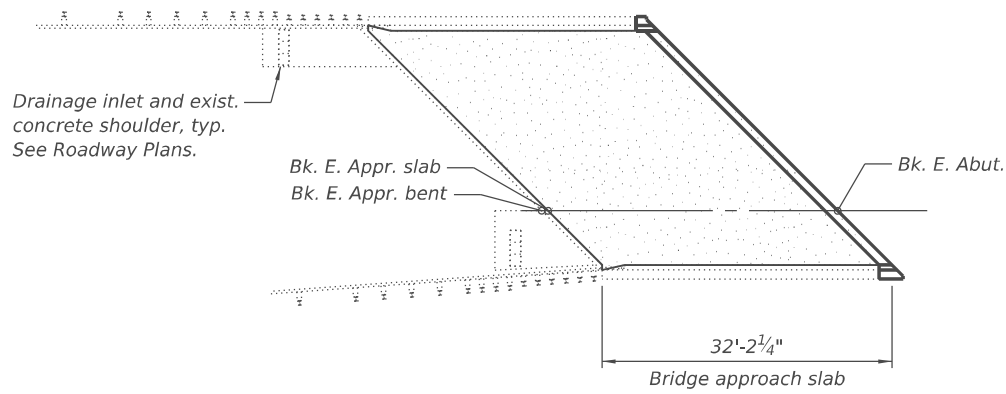




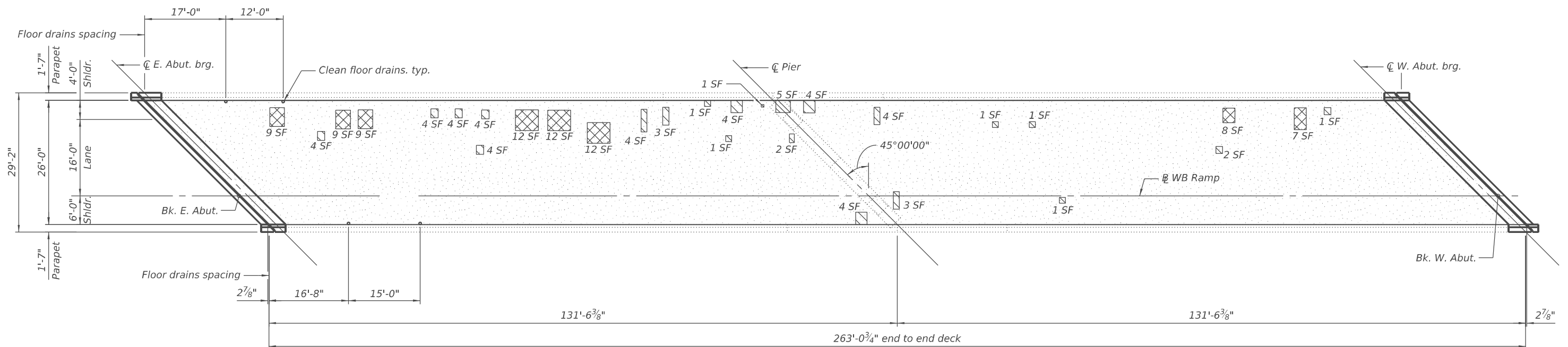
**BILL OF MATERIAL**

Item	Unit	Total
Protective Coat	Sq. Yd.	951
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	7
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	9
Bridge Deck Scarification 3/4"	Sq. Yd.	946
Bridge Deck Latex Concrete Overlay, 2 1/2"	Sq. Yd.	946
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	468
Floor Drains To Be Cleaned	Each	4
Diamond Grinding (Bridge Section)	Sq. Yd.	802

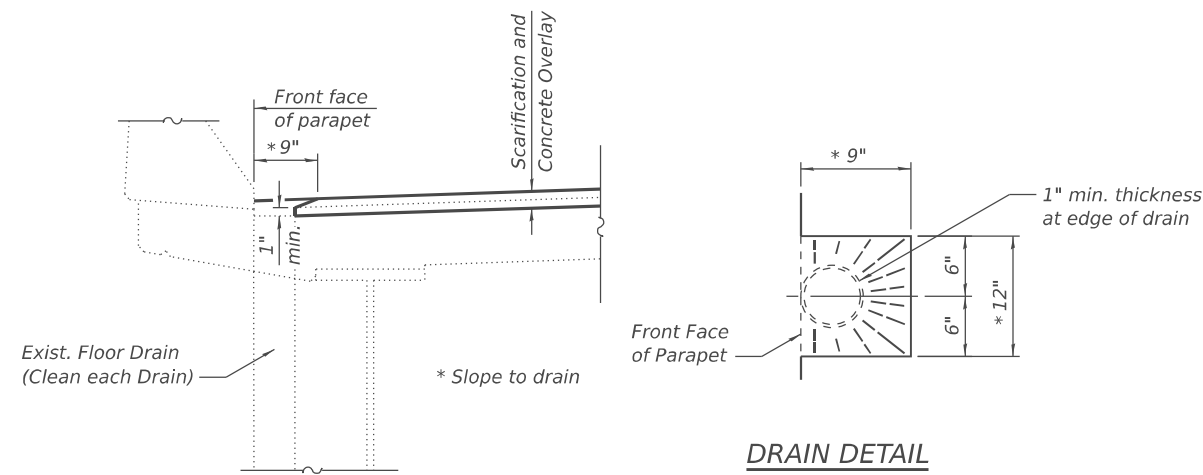
- Notes:
- PROTECTIVE COAT shall be applied to the top and front faces of the new parapet areas, new concrete at reconstructed joints and new concrete overlays.
  - Up to 1/4 inch to be ground off the bridge deck and the bridge approach slabs.
  - Quantity and limits of repairs shown are estimated from a field survey.
  - Actual limits shall be determined in the field by the ENGINEER and noted in the As-Built Plans.
  - See Sheet 4 of 10 and Sheet 5 of 10 for Expansion Joint Removal and Reconstruction details.



**EAST APPROACH SLAB PLAN**



**DECK PLAN**

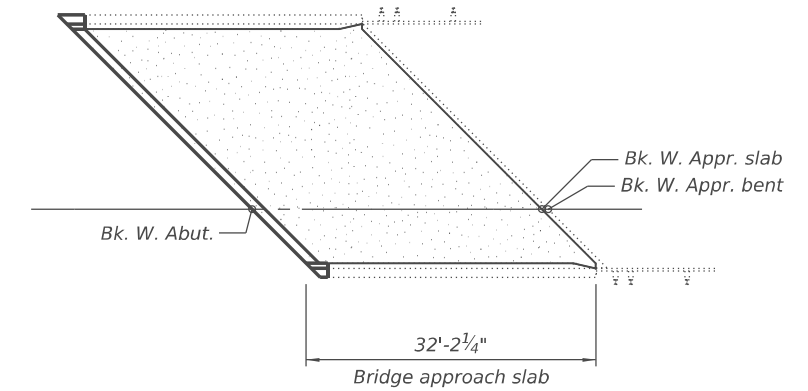


**DRAIN DETAIL**

**FLOOR DRAIN PRESERVATION**

**LEGEND**

- Bridge Deck Scarification 3/4"
- Bridge Deck Latex Concrete Overlay, 2 1/2"
- Diamond Grinding (Bridge Section) 1/4"
- DECK SLAB REPAIR (FULL DEPTH, TYPE I)
- DECK SLAB REPAIR (FULL DEPTH, TYPE II)



**WEST APPROACH SLAB PLAN**

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 BURR RIDGE, ILLINOIS 60527  
 630-815-8861  
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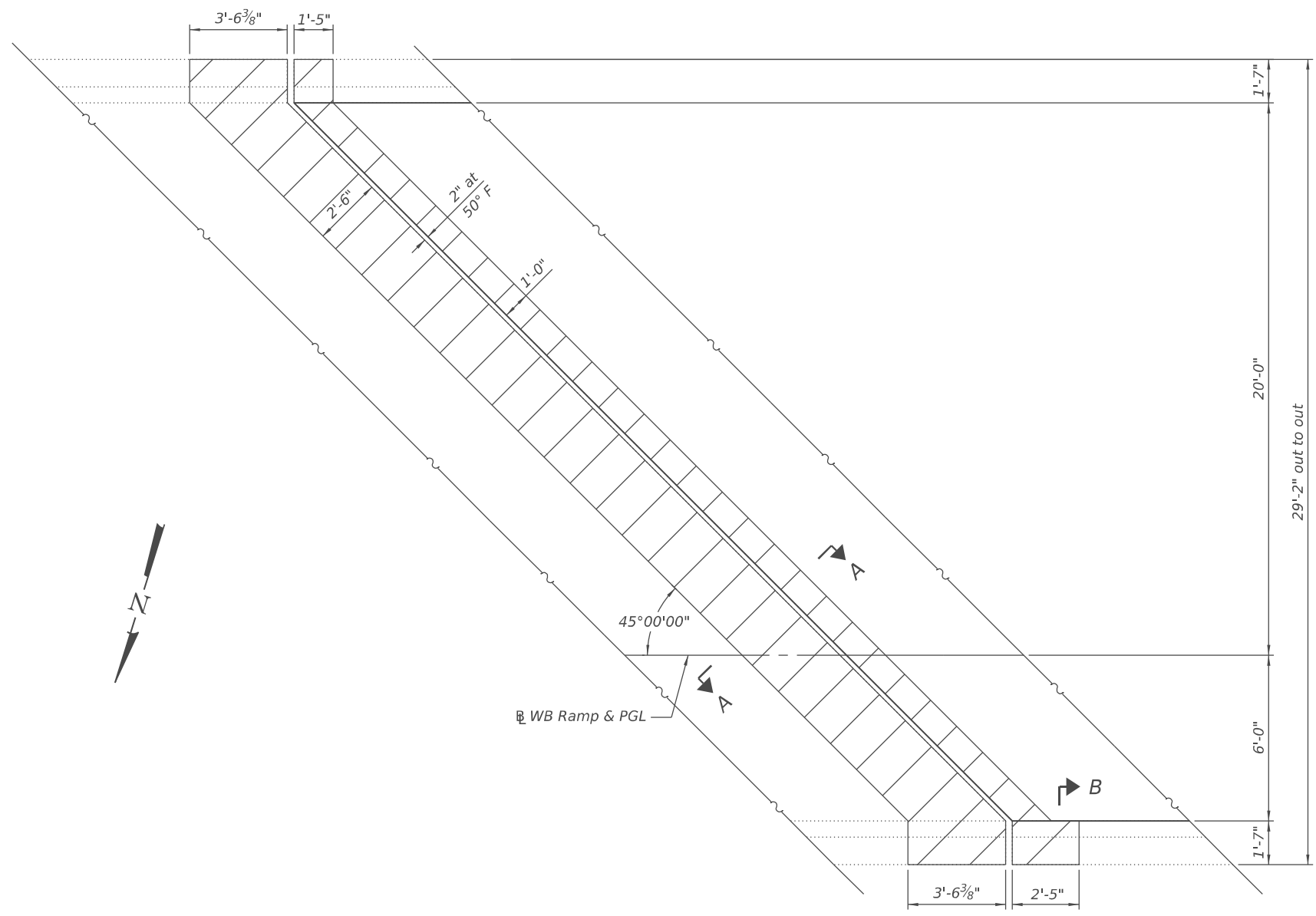
**STATE OF ILLINOIS  
DIVISION OF TRANSPORTATION**

**DECK AND APPROACH SLAB REPAIR PLAN  
STRUCTURE NO. 089-0061**

SHEET 3 OF 10 SHEETS

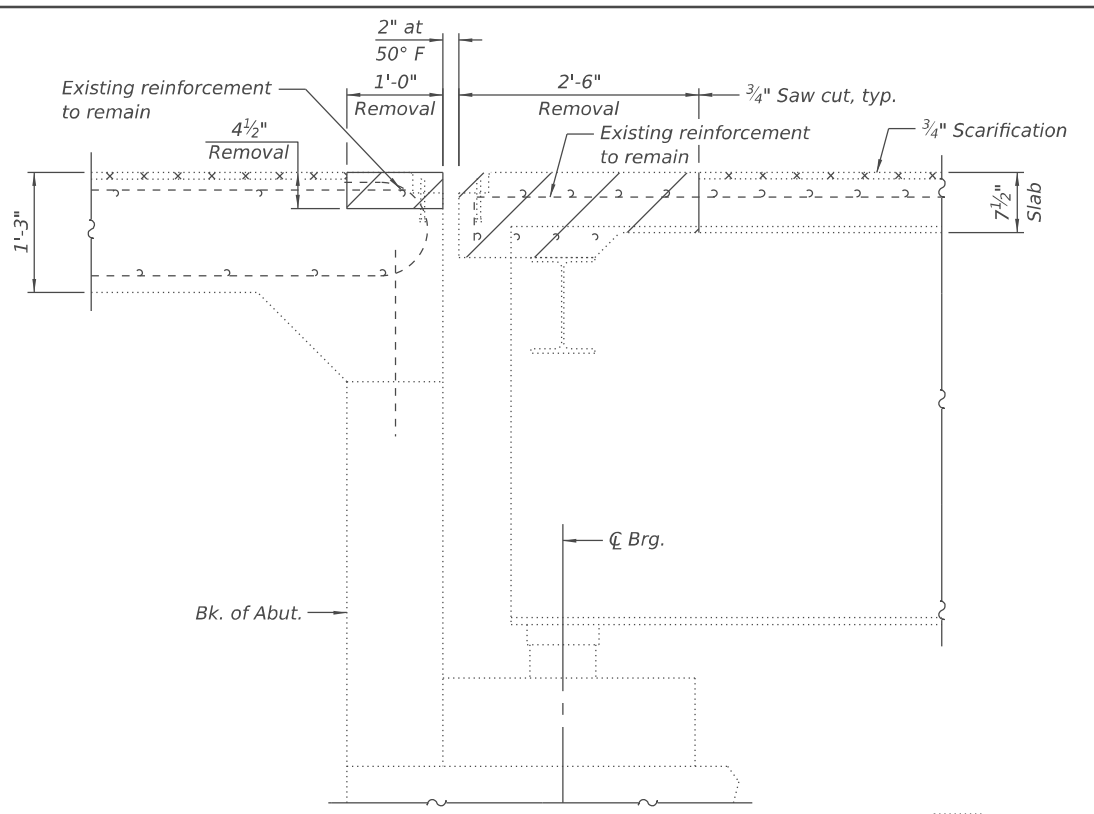
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CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

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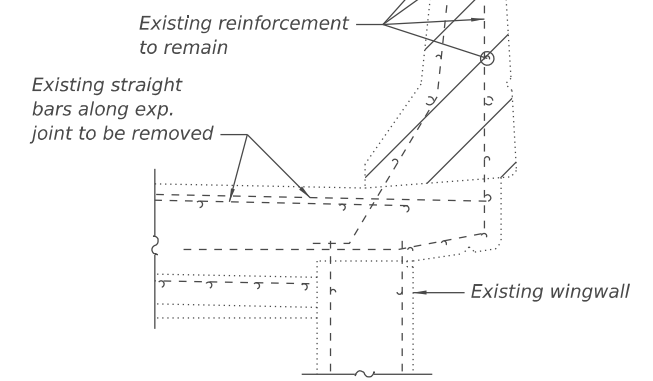


**CONCRETE REMOVAL DETAILS**  
 (West Abutment shown, East Abutment opposite hand)

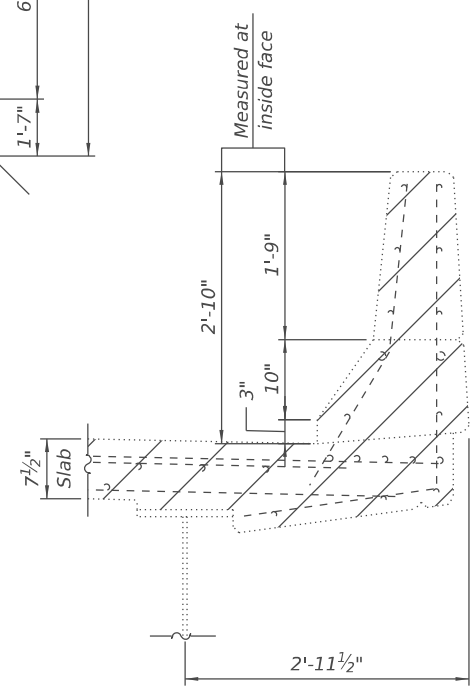
- Notes:**
1. Removal of existing expansion joint and associated material shall not be paid for separately, but shall be included in the cost of CONCRETE REMOVAL.
  2. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into new construction.
  3. Any reinforcement bars stated to remain that are damaged during concrete removal operations shall be replaced at the CONTRACTOR'S expense.
  4. See Sheet 5 of 10 for Bill of Material.



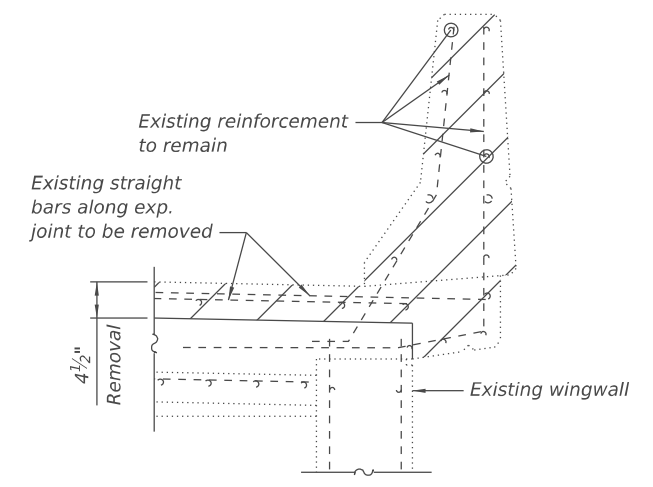
**SECTION A-A AT ABUTMENT**  
 Dims at Rt. L's to Abutment



**SECTION B-B**  
 (Showing removal)



**SECTION THRU PARAPET**  
 (Showing removal)



**SECTION THRU WINGWALL**  
 (Showing removal)

**STATE OF ILLINOIS**  
**DIVISION OF TRANSPORTATION**

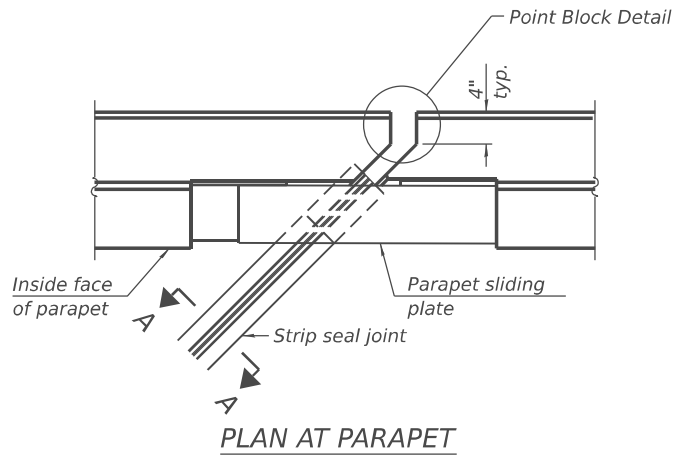
**EXPANSION JOINT REMOVAL DETAILS**  
**STRUCTURE NO. 089-0061**

SHEET 4 OF 10 SHEETS

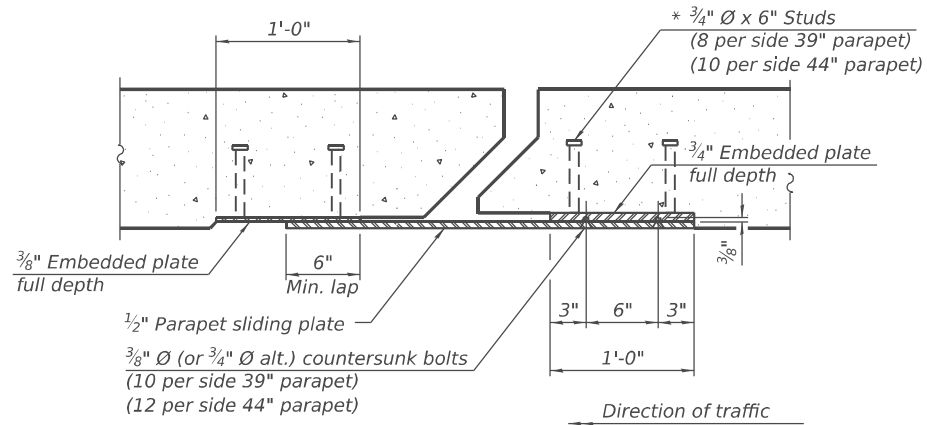
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CONTRACT NO. 64T42				

ILLINOIS FED. AID PROJECT





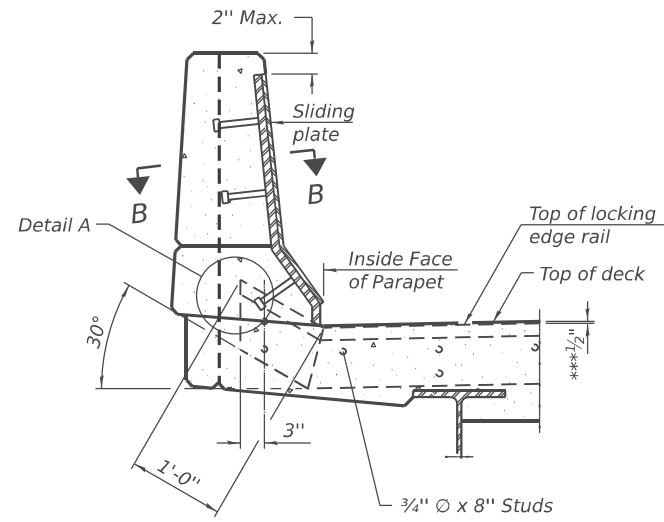
PLAN AT PARAPET



SECTION B-B

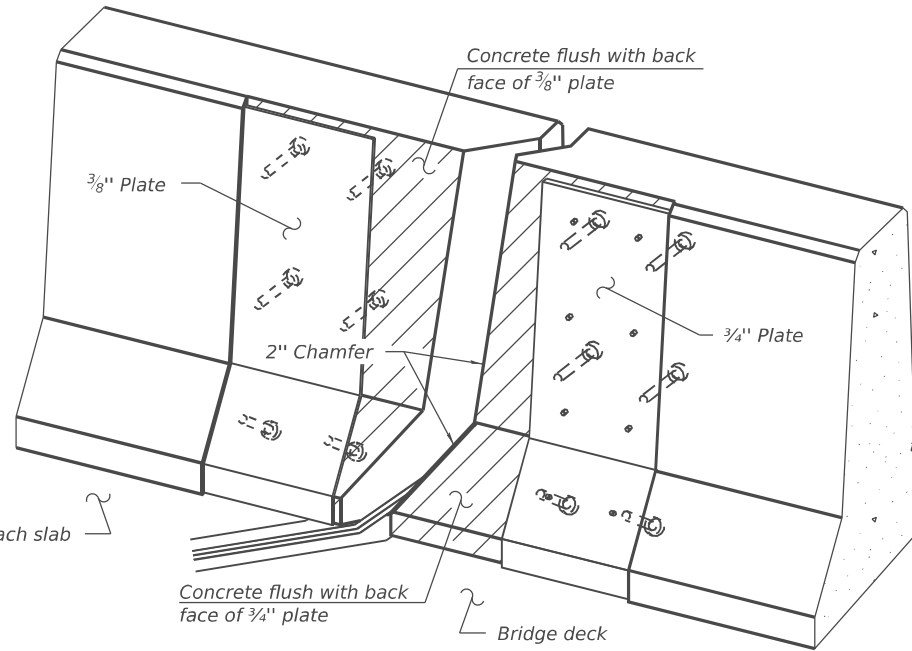
( $\frac{3}{4}$ "  $\varnothing$  countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)

**Notes:**  
 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 rated movement of 4 inches.  
 The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the  $4\frac{1}{2}$ " maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.  
 The manufacturer's recommended installation methods shall be followed.  
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.  
 The Maximum space between locking edge rail segments shall be  $\frac{3}{16}$ " 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 rail splice detail.  
 Cost of parapet sliding plates, embedded plates, and anchorage studs included with PREFORMED JOINT STRIP SEAL.  
 The concrete opening below the strip seal will vary based on the locking edge rail chosen by the CONTRACTOR. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the CONTRACTOR elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



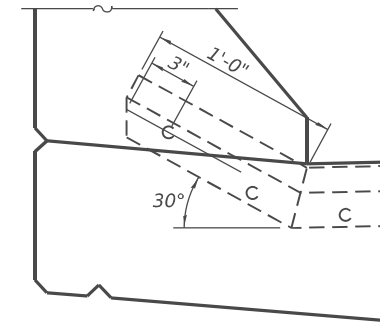
SECTION AT PARAPET

\*\*\* Prior to  $\frac{1}{4}$ " Grinding

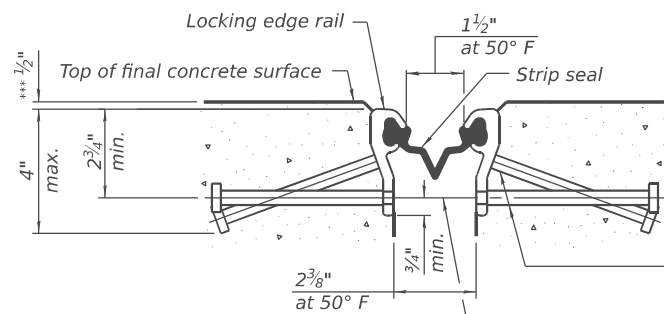


TRIMETRIC VIEW

(Showing embedded plates only)



DETAIL A



SHOWING ROLLED RAIL JOINT

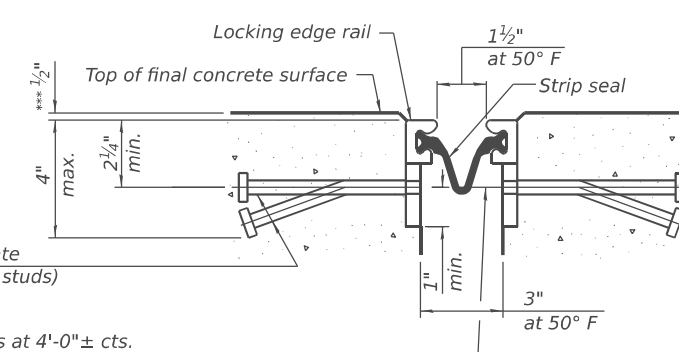
\*\*\* Prior to grinding.

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

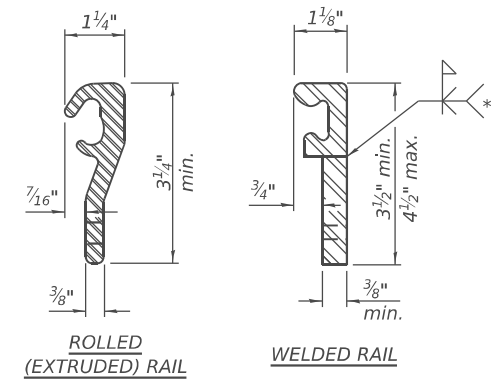
$\frac{3}{8}$ "  $\varnothing$  threaded rods in  $\frac{7}{16}$ "  $\varnothing$  holes at 4'-0"  $\pm$  cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

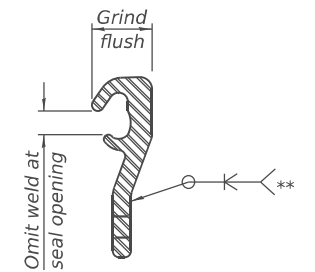


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Prefomed Joint Strip Seal	Foot	78

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CZAPLICKI LOPEZ, PLLC  
 201 KENMARE DRIVE  
 BURR RIDGE, ILLINOIS 60527  
 630-815-8861  
 DESIGN FIRM NO: 184,008135

USER NAME = StevenJohnson  
 DESIGNED - PAF  
 CHECKED - SLC  
 PLOT SCALE = SSCALE\$  
 PLOT DATE = 1/22/2026

DESIGNED - PAF  
 CHECKED - PAF  
 DRAWN - SVJ  
 REVISIONS -  
 REVISIONS -

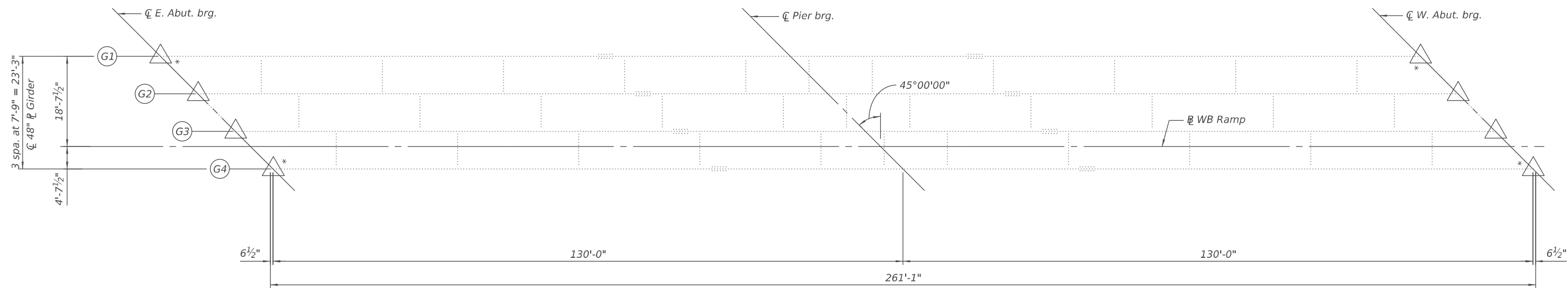
STATE OF ILLINOIS  
DIVISION OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL  
STRUCTURE NO. 089-0061

SHEET 6 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB)BRR	STEPHENSON	134	119
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

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**FRAMING PLAN**

**LEGEND**

- JACK & REMOVE EXISTING BEARINGS
- \* Existing side retainer to be removed and replaced

Note:  
1. See Sheet 8 of 10 for Bearing Details.

CZAPLICKI LOPEZ, PLLC  
 201 KENMARE DRIVE  
 BURR RIDGE, ILLINOIS 60527  
 630-415-8861  
 DESIGN FIRM NO: 184,008135

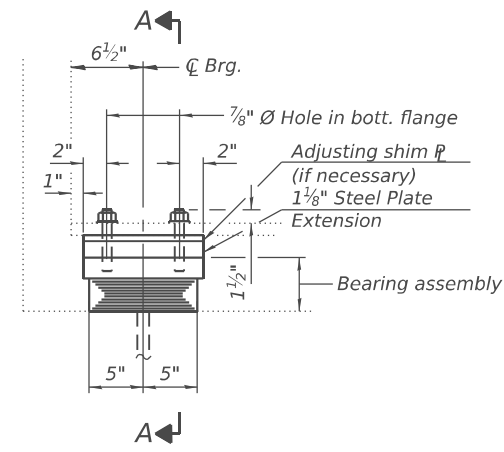
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STATE OF ILLINOIS  
DIVISION OF TRANSPORTATION

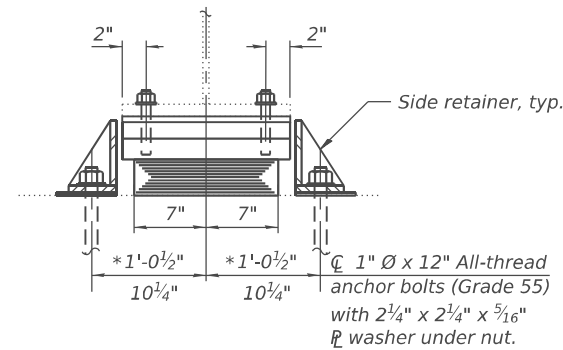
FRAMING PLAN  
STRUCTURE NO. 089-0061

SHEET 7 OF 10 SHEETS

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

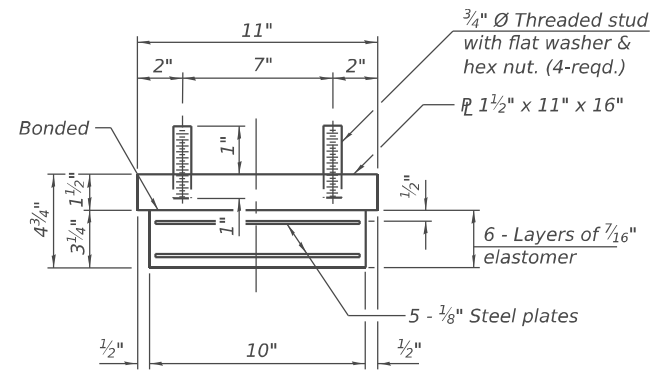


ELEVATION AT ABUT.

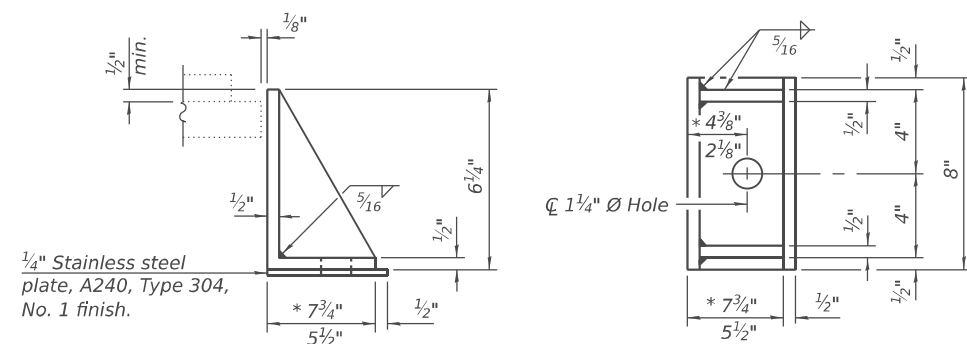


SECTION A-A

**TYPE I ELASTOMERIC EXP. BRG.**



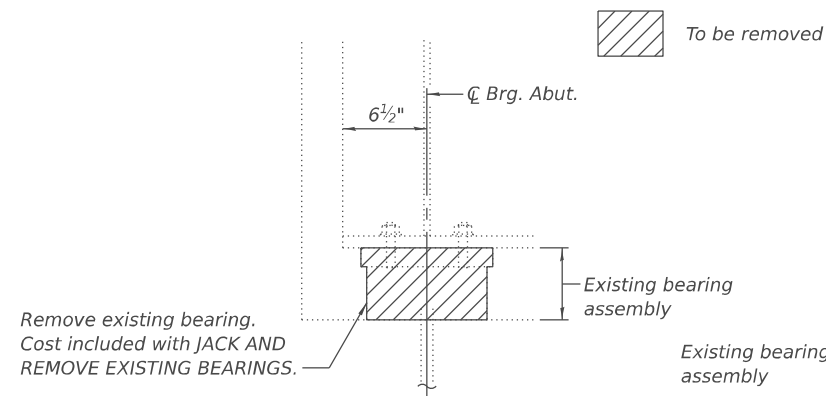
BEARING ASSEMBLY



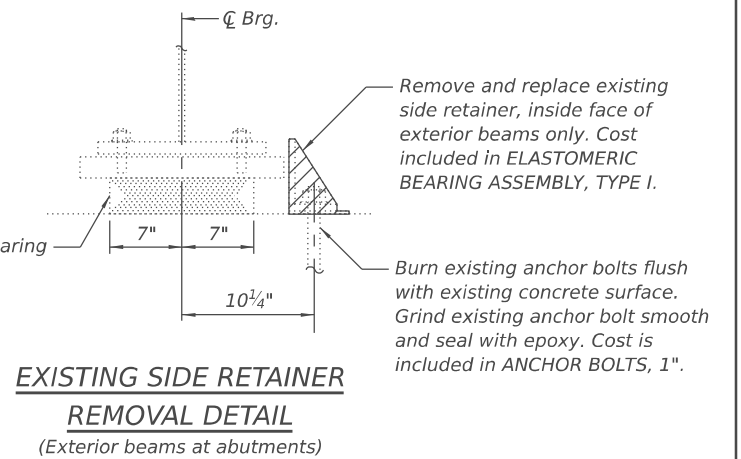
**SIDE RETAINER**

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

\* (Inside face of Beam 1 and 4 on West and East Abutment)



EXISTING BEARING REMOVAL DETAIL



EXISTING SIDE RETAINER REMOVAL DETAIL  
(Exterior beams at abutments)

Notes:  
Prior to ordering any material, the CONTRACTOR shall verify in the field all bearing height and shim thickness dimensions. Adjustment must account for deck heave due to pack rust (if present).

Min. jack capacity = 94 Tons.

New steel extensions, shim plates and connection bolts are included with FURNISHING AND ERECTING STRUCTURAL STEEL.

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

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Side retainers and stainless steel plates shall be included in the cost of ELASTOMERIC BEARING ASSEMBLY, TYPE I.

The structural steel plates of the Bearing Assembly for the abutment shall conform to the requirements of AASHTO M270 Grade 50.

**BILL OF MATERIAL**

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	460
Elastomeric Bearing Assembly, Type I	Each	8
Jack and Remove Existing Bearings	Each	8
Anchor Bolts, 1"	Each	16

**BEARING REACTIONS**

R DL	(k)	62.9
R LL	(k)	46.4
Imp.	(k)	9.1
R (Total)	(k)	118.4

STATE OF ILLINOIS  
DIVISION OF TRANSPORTATION

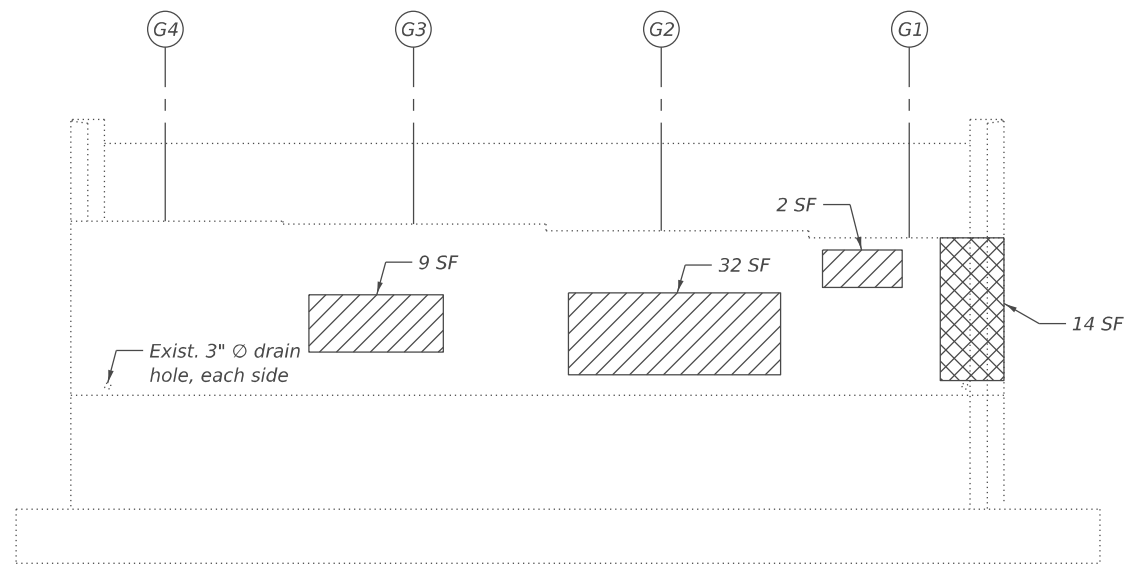
BEARING DETAILS  
STRUCTURE NO. 089-0061

SHEET 8 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T42				

ILLINOIS FED. AID PROJECT

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**EAST ABUTMENT ELEVATION**  
(Looking East)

- Notes:**
- Quantities for repairs are estimated.
  - Areas to be repaired shall be determined in the field by the ENGINEER and final quantities marked on the as-built plans.
  - CONCRETE SEALER shall be applied to the areas of repairs. All surfaces to be sealed shall be cleaned thoroughly prior to sealer application. Cost included with CONCRETE SEALER.

**LEGEND**

- STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)
- STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)
- EPOXY CRACK INJECTION
- SF Square Feet
- LF Linear Feet

**BILL OF MATERIAL**

Item	Unit	Total
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	43
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	14
Concrete Sealer	Sq. Ft.	57

CZAPLICKI LOPEZ, PLLC  
 201 KENMARE DRIVE  
 BURR RIDGE, ILLINOIS 60527  
 630-415-8861  
 DESIGN FIRM NO: 184,008135

USER NAME = StevenJohnson	DESIGNED - PAF	REVISED -
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PLOT DATE = 1/22/2026	CHECKED - PAF	REVISED -

**STATE OF ILLINOIS  
DIVISION OF TRANSPORTATION**

**EAST ABUTMENT REPAIRS  
STRUCTURE NO. 089-0061**

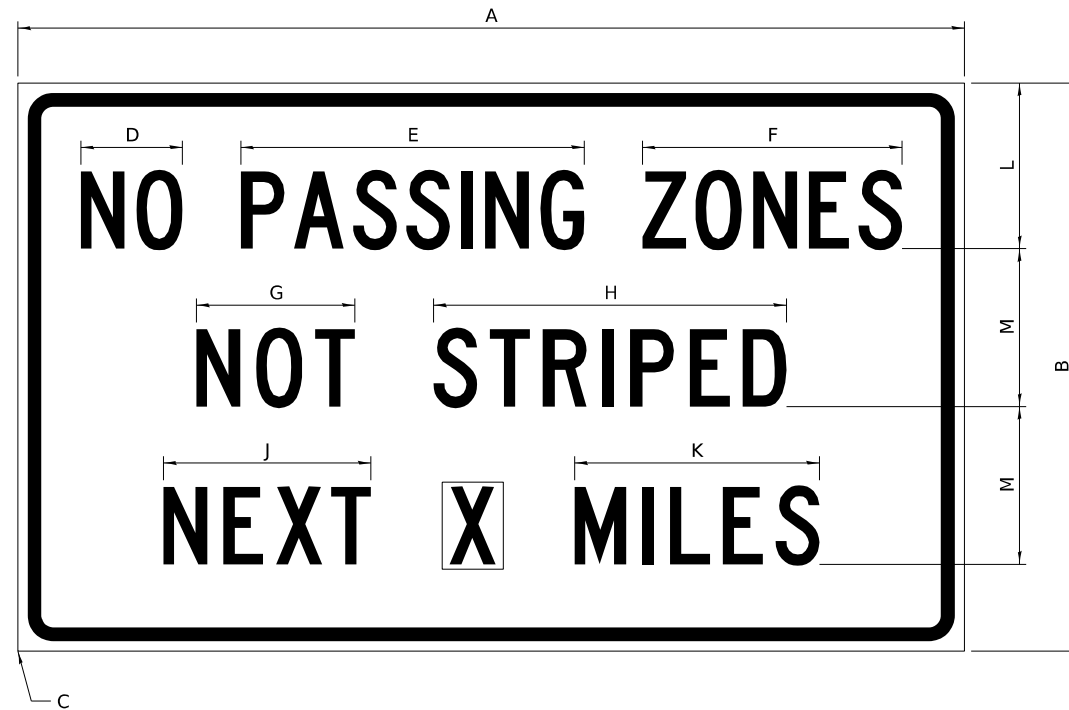
SHEET 9 OF 10 SHEETS

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CONTRACT NO. 64T42				
		ILLINOIS	FED. AID PROJECT	



# WORK ZONE SIGN DETAILS

**ILLINOIS STANDARD G20-I100**



COLOR    LEGEND AND BORDER BACKGROUND    BLACK ORANGE    NON-REFLECTORIZED REFLECTORIZED

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

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

Sign not to scale

**GENERAL NOTES**

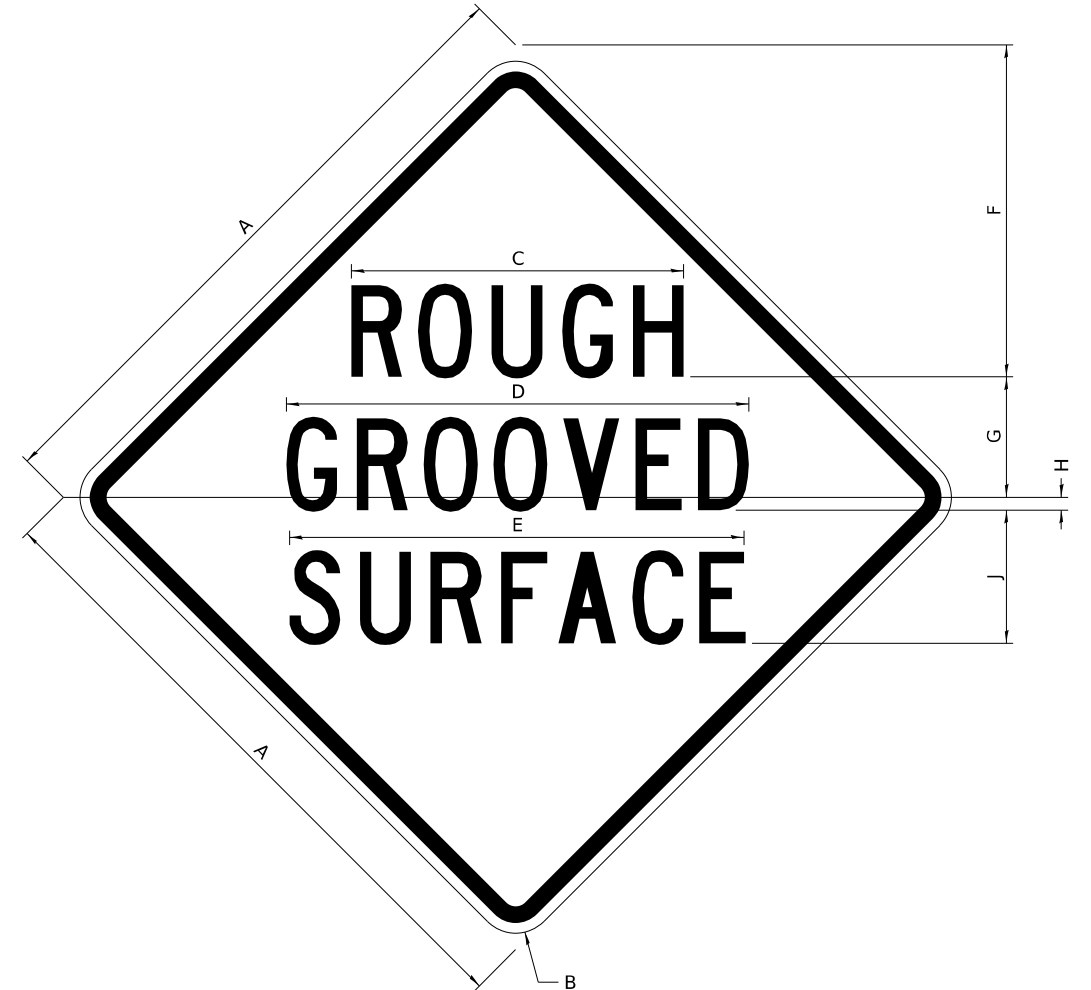
All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

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

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

All dimensions are in inches unless otherwise noted.

**ILLINOIS STANDARD W8-I107**



COLOR    LEGEND AND BORDER BACKGROUND    BLACK ORANGE    NON-REFLECTORIZED REFLECTORIZED

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

SIGN SIZE	SERIES BY LINE			MARGIN	BORDER
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Sign not to scale

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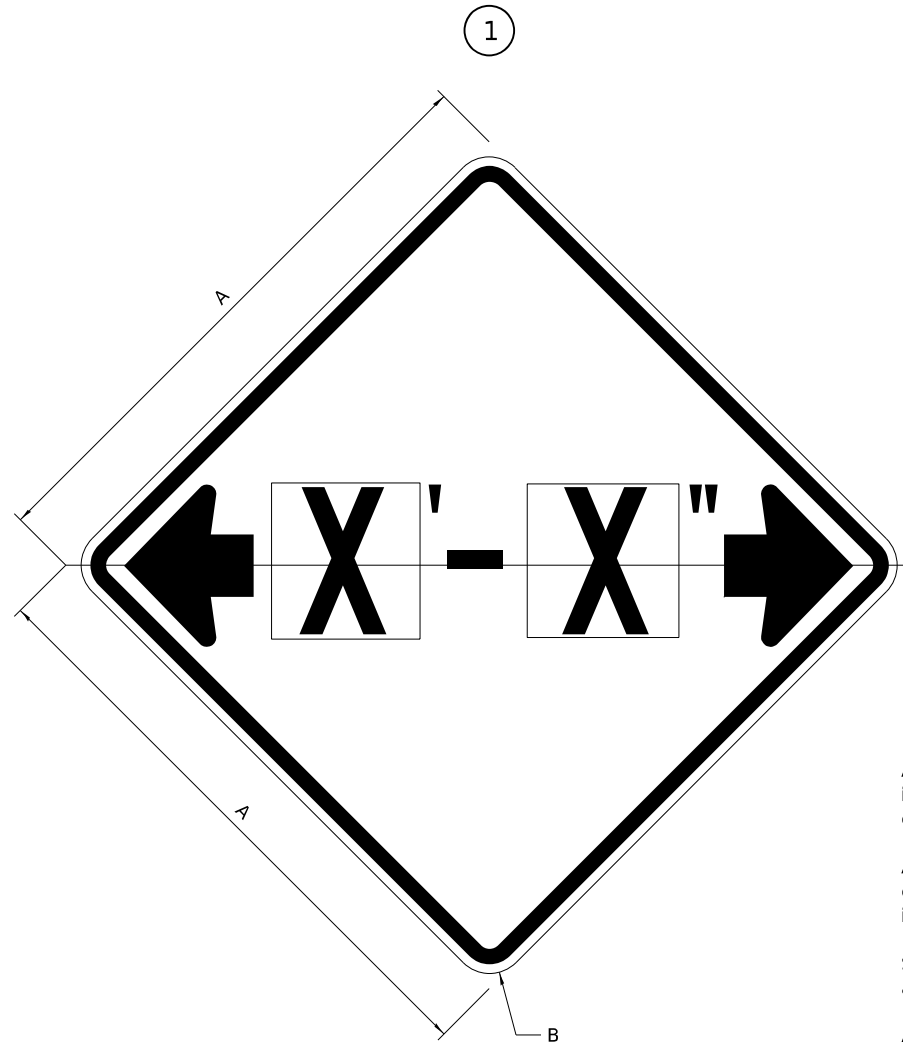
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DISTRICT 2 DETAILS US 20 BRIDGE REHABILITATION</b>			
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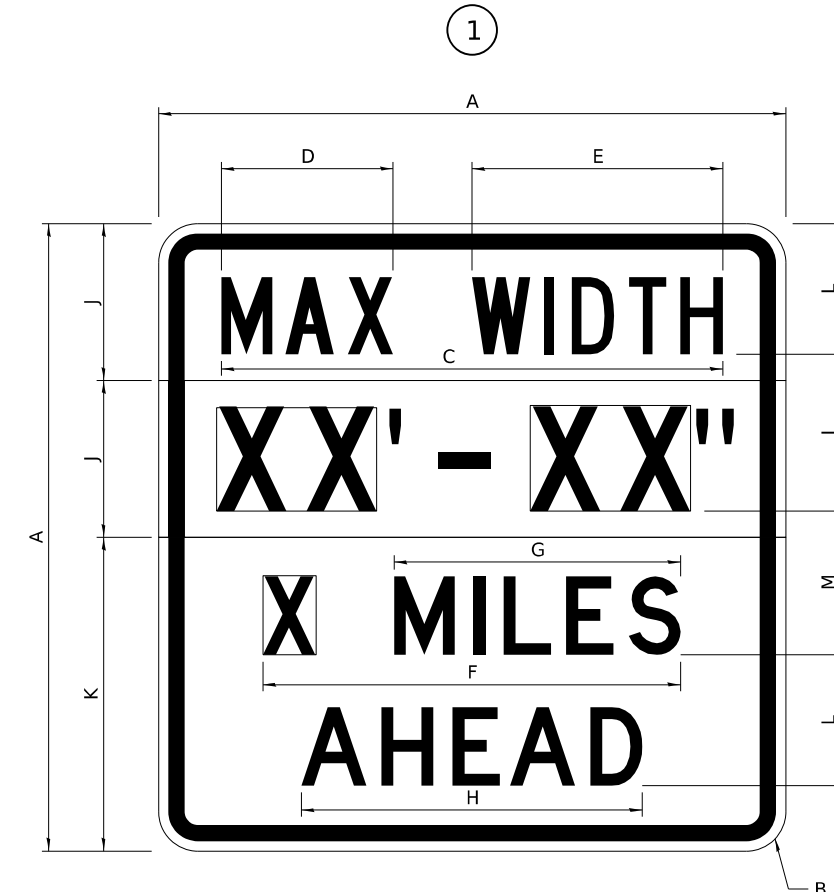
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301	177(-4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	124
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

# WORK ZONE SIGN DETAILS

## ILLINOIS STANDARD W12-I102



## ILLINOIS STANDARD W12-I103



### GENERAL NOTES

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

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

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

All dimensions are in inches unless otherwise noted.

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

SIGN SIZE	DIMENSIONS	
	A	B
48 x 48	48.00	3.00

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

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

Sign not to scale

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

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

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

Sign not to scale

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

MODEL: Default  
FILE NAME: C:\Users\jpush\OneDrive - OEL\Documents\Consult\Projects\2507 IDOT Bridge Rehab\Var\Var Phase II\PTB 215-0201700-CADD\WO-03(64T42)Base Drawings\64T42\_Plan Brdr.dgn

USER NAME = jpush	DESIGNED -	REVISED - 3-02-16
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE =	DATE - 01/22/2026	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

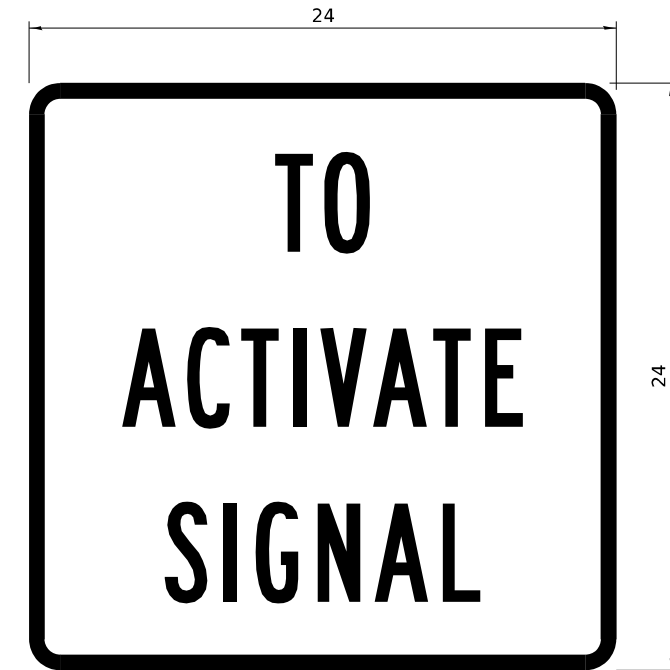
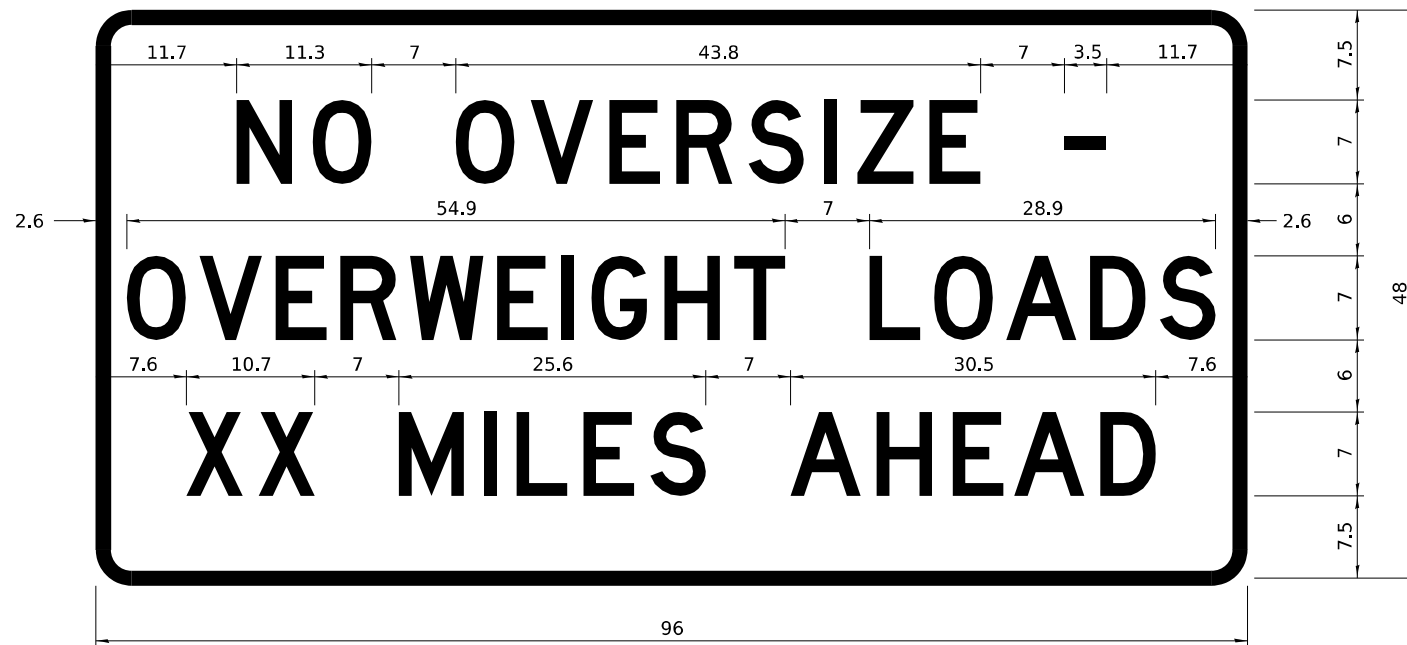
DISTRICT 2 DETAILS			
US 20 BRIDGE REHABILITATION			
SCALE: N.T.S.	SHEET 2	OF 11 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	125
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

# WORK ZONE SIGN DETAILS

## ROAD CLOSED TO OVERSIZED LOADS

## STOP LINE SIGN FOR TEMPORARY SIGNALS



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

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

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

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

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

Sign not to scale

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

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

Sign not to scale

### GENERAL NOTES

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

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

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

All dimensions are in inches unless otherwise noted.

MODEL: Default  
 FILE NAME: C:\Users\jpush\OneDrive - OEL\Documents\Projects\2507 IDOT Bridge Rehab Var\Var Phase II\PTB 215-0201700-CADD\WO-03(64T42)Base Drawings\64T42\_Plan Brdr.dgn

USER NAME = jpush	DESIGNED -	REVISED - 3-02-16
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE =	DATE - 01/22/2026	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

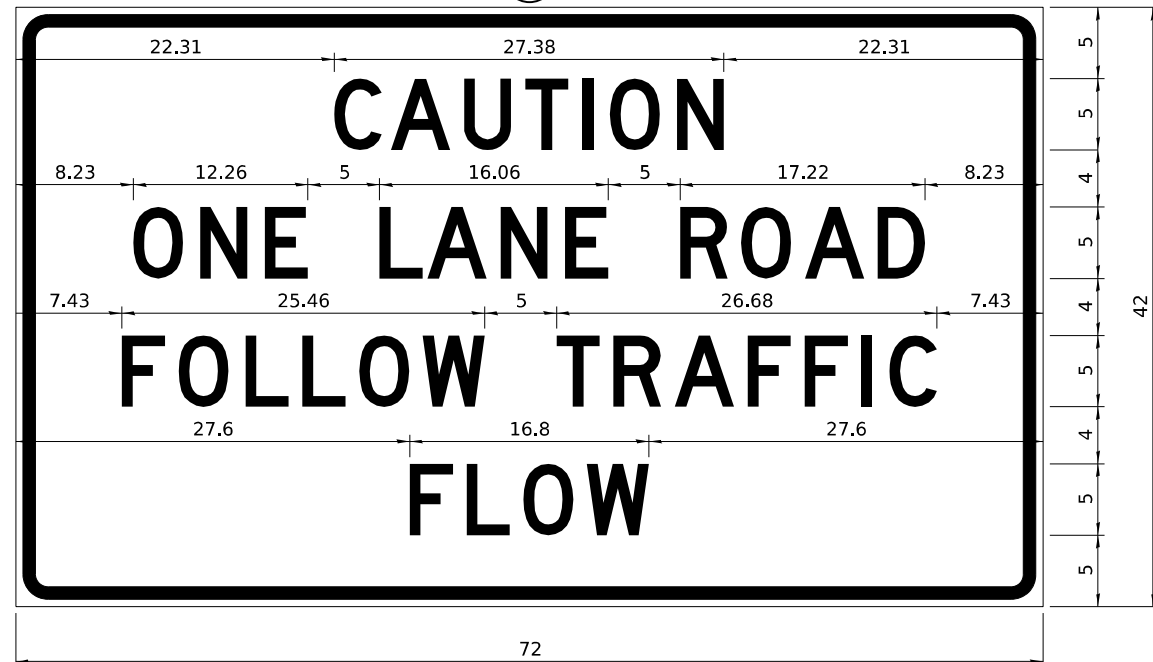
DISTRICT 2 DETAILS			
US 20 BRIDGE REHABILITATION			
SCALE: N.T.S.	SHEET 3	OF 11 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	126
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

**ENTRANCE SIGN FOR USE  
WITH TEMPORARY SIGNALS**

**WORK ZONE SIGN DETAILS**

2



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

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

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

**Table Of Widths And Spaces**

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

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

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

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

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

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

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

Sign not to scale

**GENERAL NOTES**

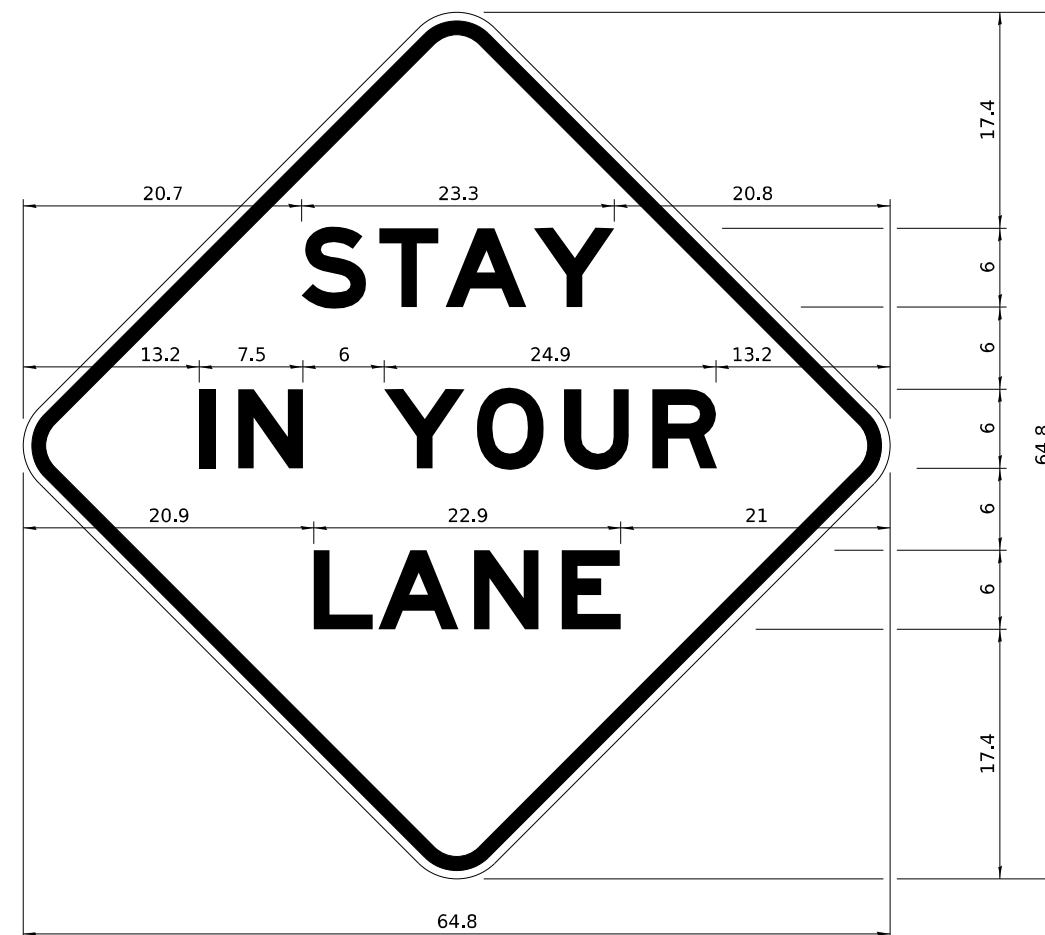
All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

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

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

All dimensions are in inches unless otherwise noted.

**STAY IN YOUR LANE**



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

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

**Table of Letter and Object Lefts**

S	T	A	Y
20.7	26.8	31.6	38.0

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

L	A	N	E
20.9	25.8	33.1	39.4

Sign not to scale

MODEL: Default  
FILE NAME: C:\Users\jpush\OneDrive - OEL\Documents\Consult\Projects\2507 IDOT Bridge Rehab Var\Var Phase II\PTB 215-0201700-CADD\WO-03(64T42)\Base Drawings\64T42\_Plan Brdr.dgn

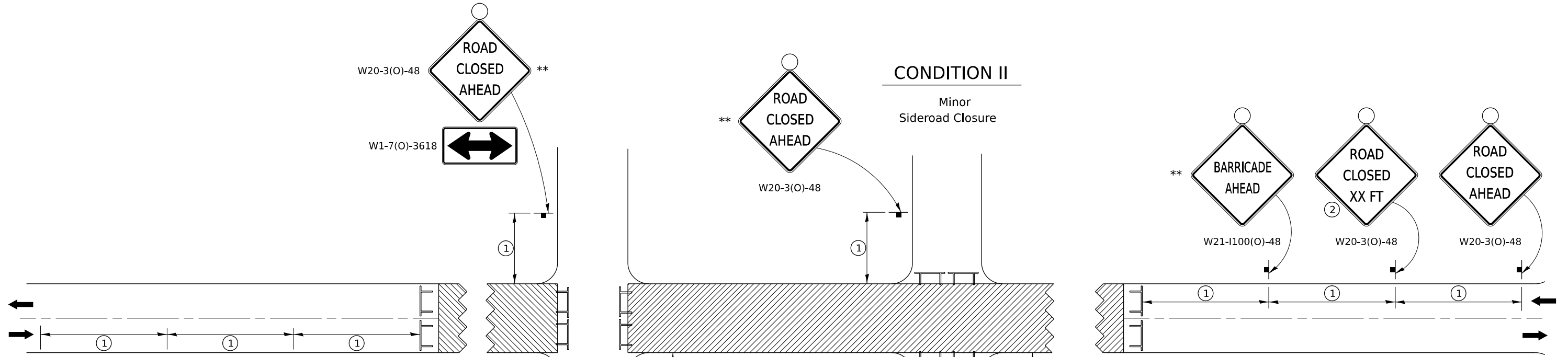
USER NAME = jpush	DESIGNED -	REVISED - 3-02-16
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE =	DATE - 01/22/2026	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

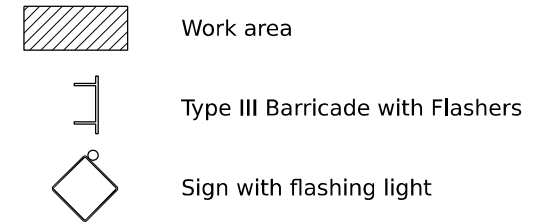
<b>DISTRICT 2 DETAILS</b>			
<b>US 20 BRIDGE REHABILITATION</b>			
SCALE: N.T.S.	SHEET 4	OF 11 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	127
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

# TRAFFIC CONTROL FOR ROAD CLOSURE



## SYMBOLS



## GENERAL NOTES

Longitudinal dimensions may be adjusted to fit field conditions.

Side roads requiring all three signs as shown in CONDITION I (Major Sideroad Closure), shall be listed in the special provision.

\*\* Where local access is to be maintained, barricades are to be set up as shown in "Road Closed To Thru Traffic". Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed To All Traffic" detail on Highway Standard 701901.

All dimensions are in inches unless otherwise shown.

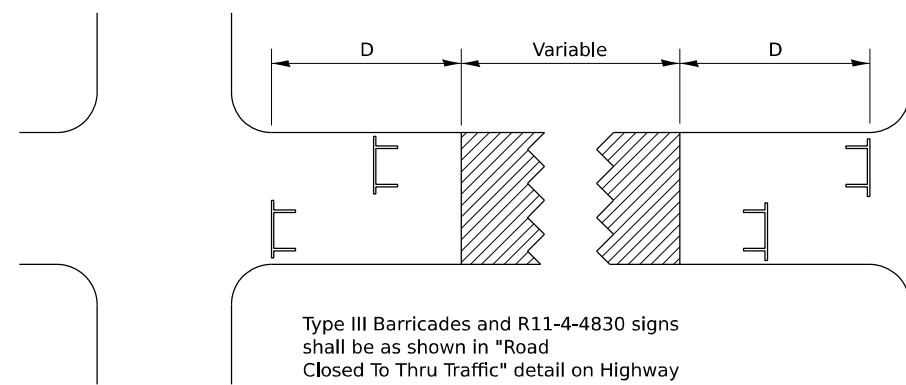
①

SIGN SPACING TABLE	
Posted Speed	Sign Spacing
45 MPH and above	500'
Below 45 MPH	250'

②

SIGN LEGEND	
Posted Speed Limit	Distance
45 MPH and above	1000'
Below 45 MPH	500'

## ROAD CLOSED TO THRU TRAFFIC BARRICADE SET UP



Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed To Thru Traffic" detail on Highway Standard 701901. If the distance "D" exceeds 2000' an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.

## TYPICAL APPLICATION FOR ROAD CLOSURE

MODEL: Default  
FILE NAME: C:\Users\jpush\OneDrive - OEL\Documents\Consult\Projects\2507 IDOT Bridge Rehab. Var-Lar Phase II\PTB 215-9201700-CADD\WO-03(64T42)Base Drawings\64T42\_Plan Brdr.dgn

USER NAME = jpush	DESIGNED -	REVISED - 5-22-25
	DRAWN -	REVISED - 8-03-17
	CHECKED -	REVISED - 1-05-16
PLOT DATE =	DATE - 01/22/2026	REVISED - 8-27-13

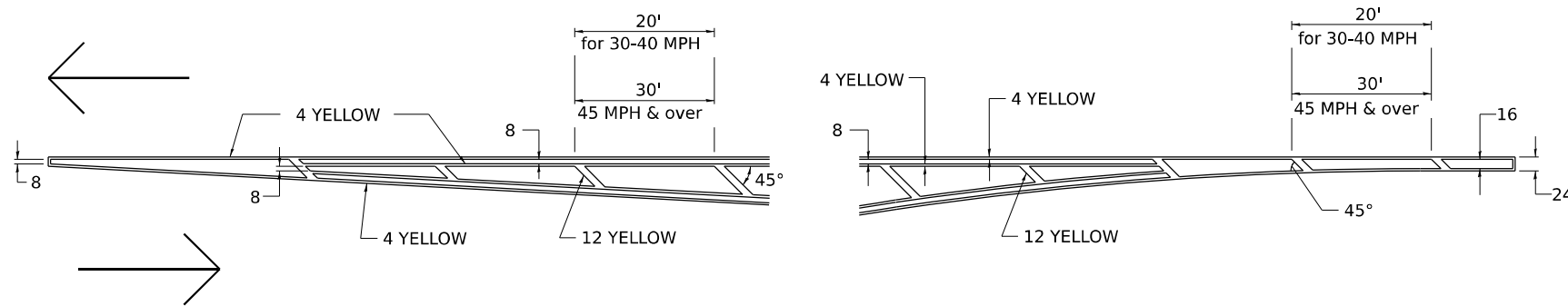
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 DETAILS			
US 20 BRIDGE REHABILITATION			
SCALE: N.T.S.	SHEET 5	OF 11 SHEETS	STA. TO STA.

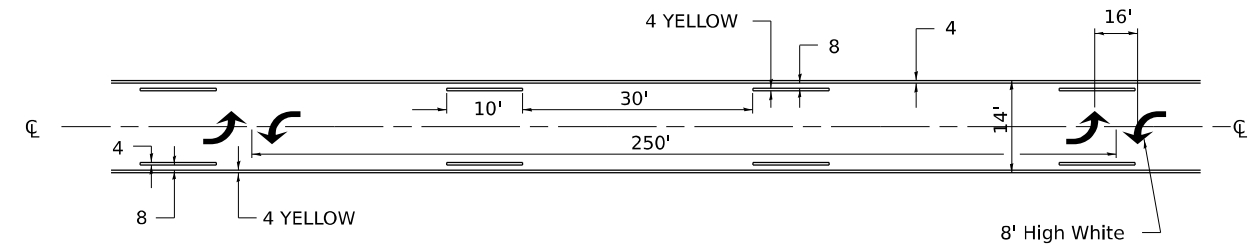
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	128
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

# TYPICAL PAVEMENT MARKINGS

## TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

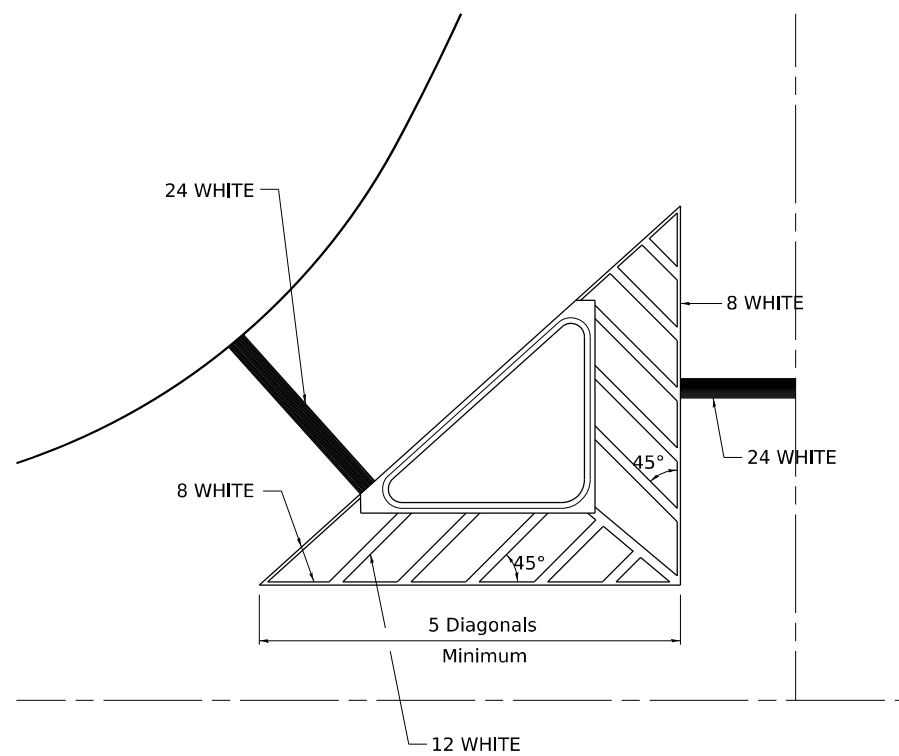


## MEDIAN PAVEMENT MARKING



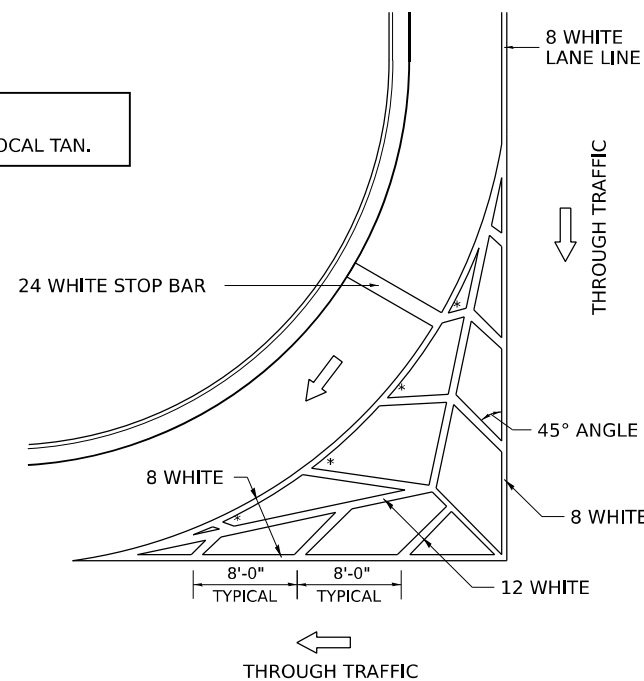
\*\* ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

## TYPICAL ISLAND OFFSET SHOULDER WIDTH



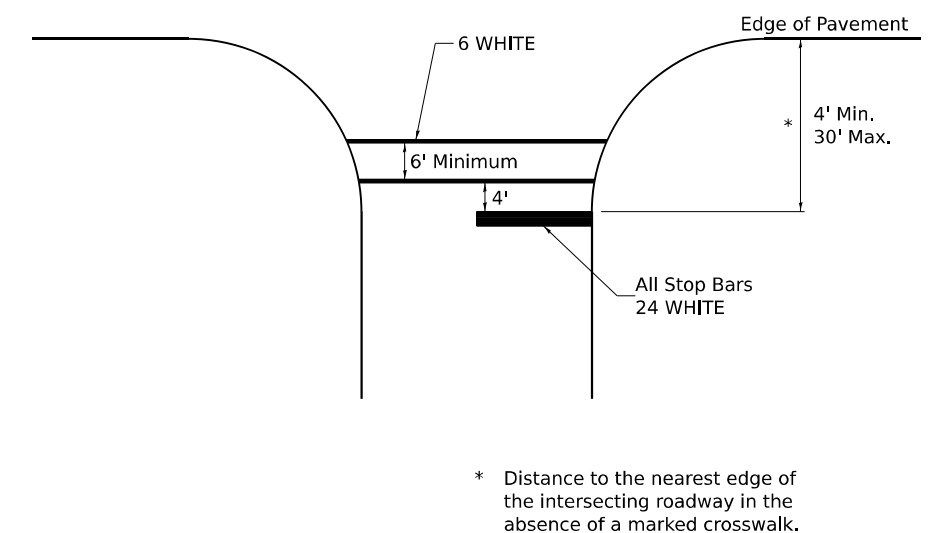
## TYPICAL MARKING FOR PAINTED ISLANDS

NOTE:  
\* 45° TO LOCAL TAN.



## STANDARD CROSSWALK MARKING

See Schedules for Locations



MODEL: Default  
FILE NAME: C:\Users\jpush\OneDrive - OELCO\Documents\Projects\2507 IDOT Bridge Rehab. Var\Var Phase II\PTB 215-0201700-CADD\WO-03(64T42)Base Drawings\64T42\_Plan Brdr.dgn

USER NAME = jpush	DESIGNED -	REVISED - 6-27-14
	DRAWN -	REVISED - 3-05-12
	CHECKED -	REVISED -
PLOT DATE =	DATE - 01/22/2026	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

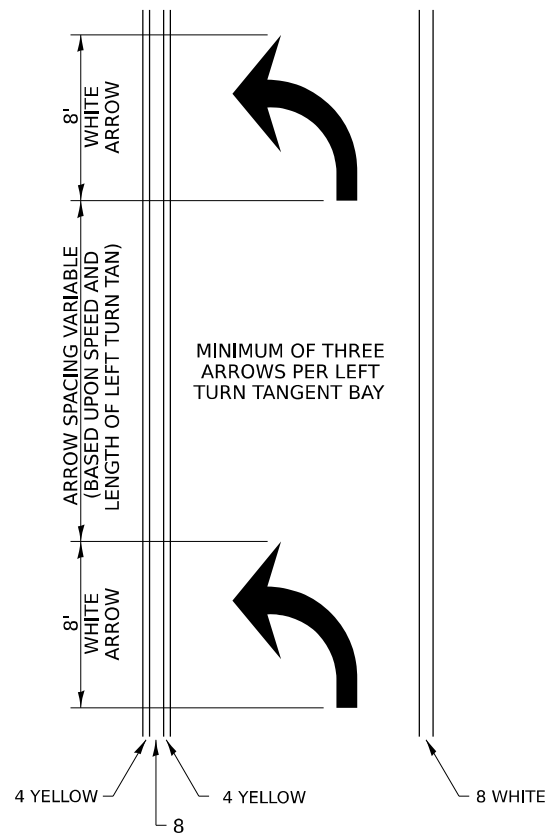
DISTRICT 2 DETAILS  
US 20 BRIDGE REHABILITATION

SCALE: N.T.S. SHEET 6 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	129
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

# TYPICAL PAVEMENT MARKINGS

## ARROW LAYOUT

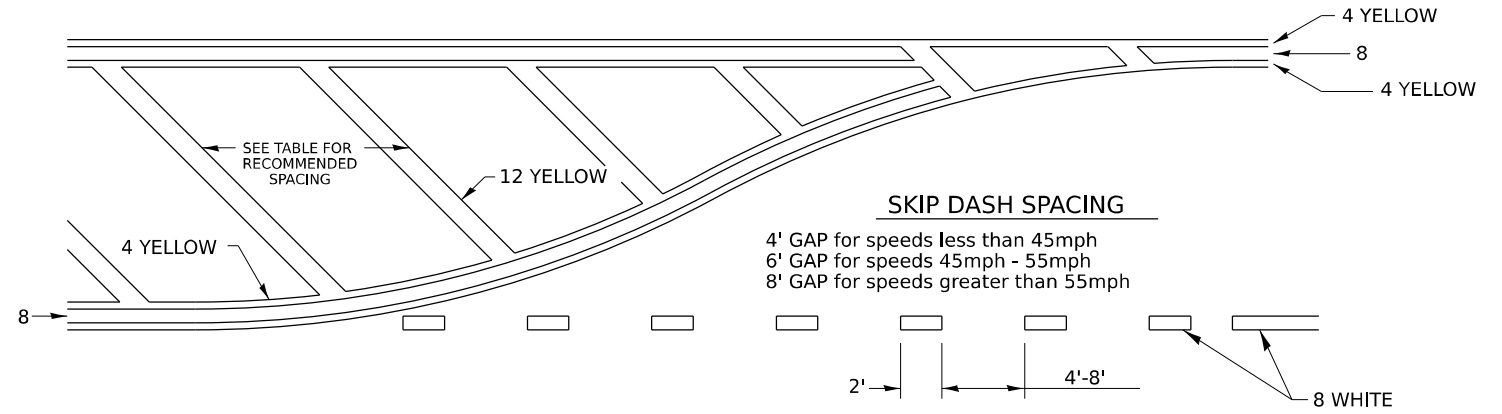


## SYMBOLS

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

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

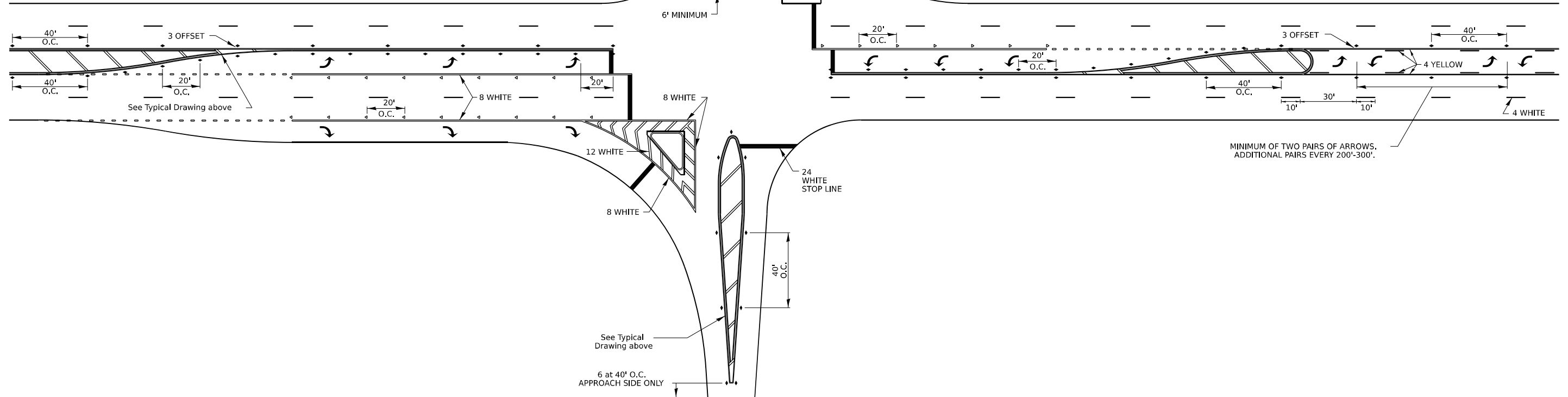
## TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



## RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

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

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



MODEL: Default  
FILE NAME: C:\Users\jpush\OneDrive - OEL\OneDrive\Projects\2507 IDOT Bridge Rehab. Var\Var Phase II\PTB 215-0201700-CADD\WO-03(64T42)Base Drawings\64T42\_Plan Brdr.dgn

USER NAME = jpush	DESIGNED -	REVISED - 6-27-14
	DRAWN -	REVISED - 3-05-12
	CHECKED -	REVISED -
PLOT DATE =	DATE - 01/22/2026	REVISED -

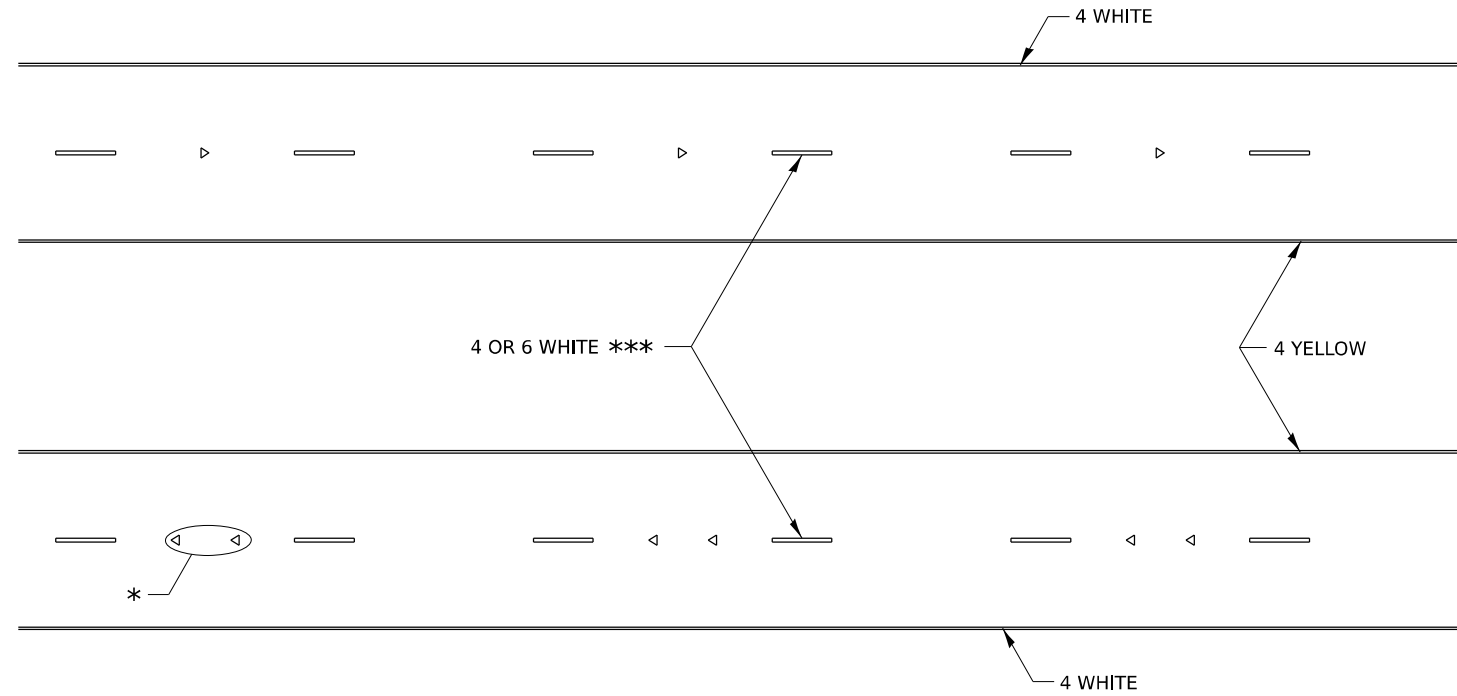
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 DETAILS  
US 20 BRIDGE REHABILITATION

SCALE: N.T.S. SHEET 7 OF 11 SHEETS STA. TO STA.

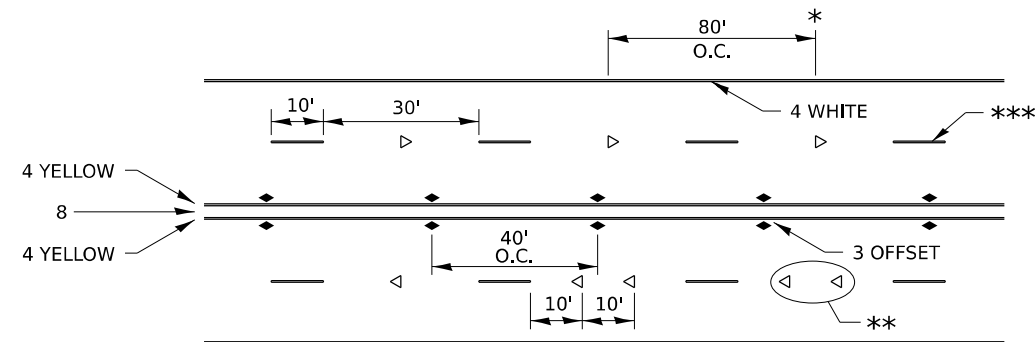
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	130
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

# TYPICAL PAVEMENT MARKINGS



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

## MULTI-LANE / DIVIDED



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

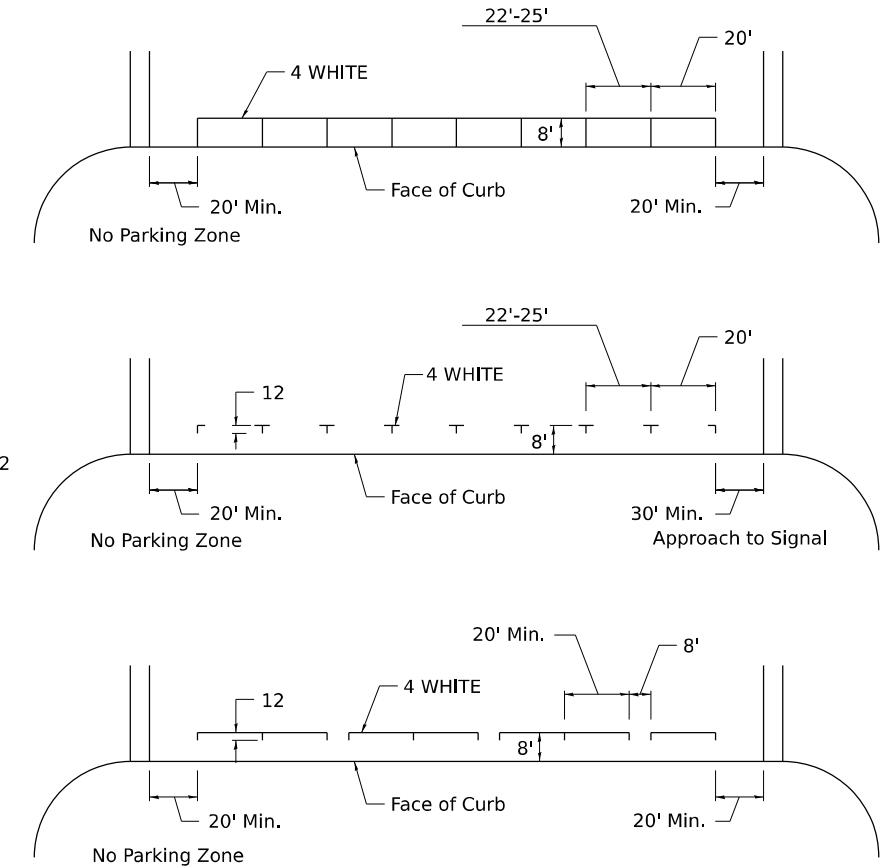
\*\* USE DOUBLE MARKERS WHEN ADT ≥ 20,000

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

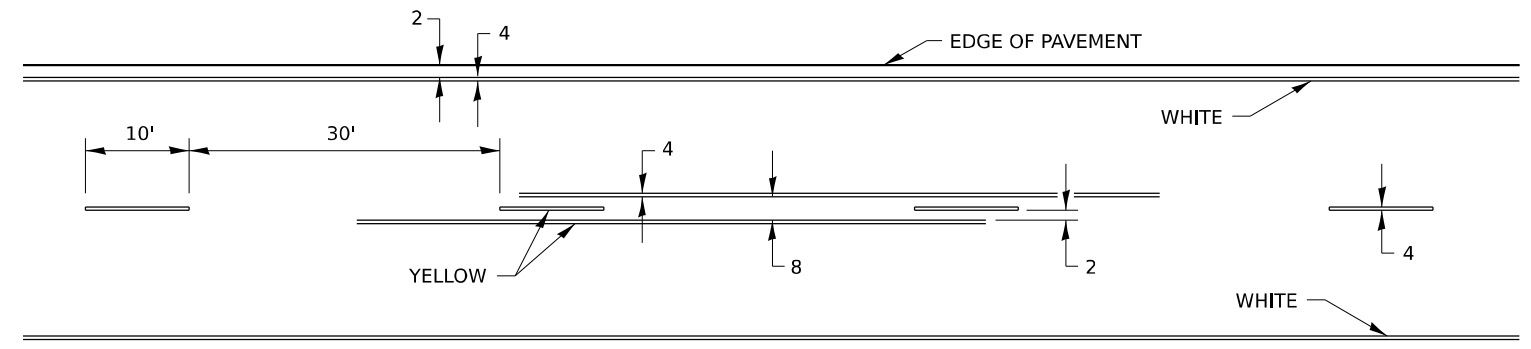
## MULTI-LANE / UNDIVIDED & ONE WAY

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

## TYPICAL PARKING SPACING



## TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



MODEL: Default  
FILE NAME: C:\Users\jpush\OneDrive - OEL\Documents\Consult\Projects\2507 IDOT Bridge Rehab. Var-Var Phase II\PTB 215-0201700-CADD\WO-03(64T42)Base Drawings\64T42\_Plan Brdr.dgn

USER NAME = jpush	DESIGNED -	REVISED - 6-27-14
	DRAWN -	REVISED - 8-27-13
	CHECKED -	REVISED - 11-28-12
PLOT DATE =	DATE - 01/22/2026	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 DETAILS			
US 20 BRIDGE REHABILITATION			
SCALE: N.T.S.	SHEET 8	OF 11 SHEETS	STA. TO STA.

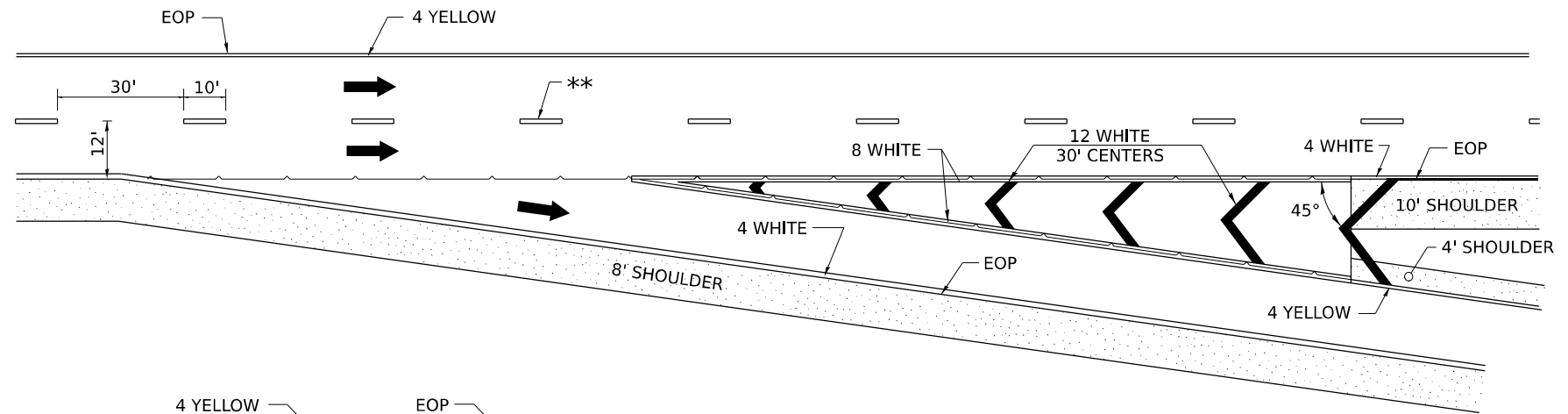
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	131
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

# TYPICAL PAVEMENT MARKINGS

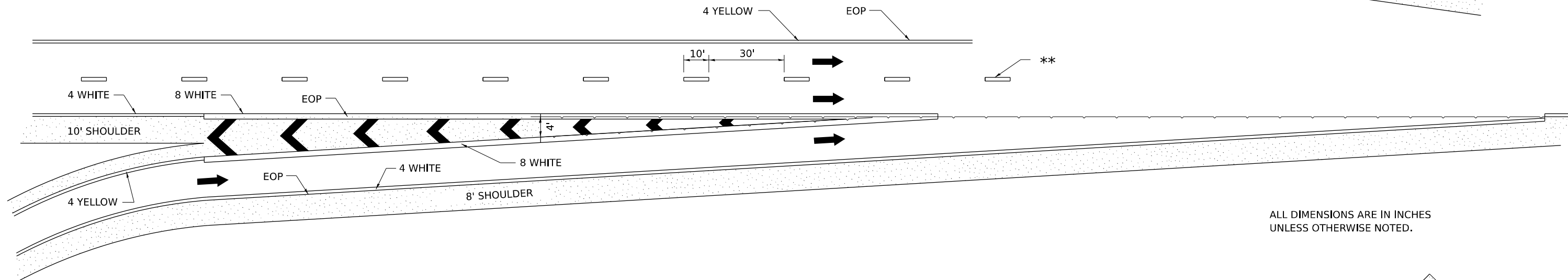
\*\* 6" WHITE ON INTERSTATES, WHERE THE SPPED LIMIT IS 65 MPH, OR WHEN DIRECTED BY THE ENGINEER.  
4" WIDE AT ALL OTHER LOCATIONS.

NOTE: GORE HATCHING PLACED ONLY WHEN SCHEDULED IN THE PLANS

## EXIT RAMP

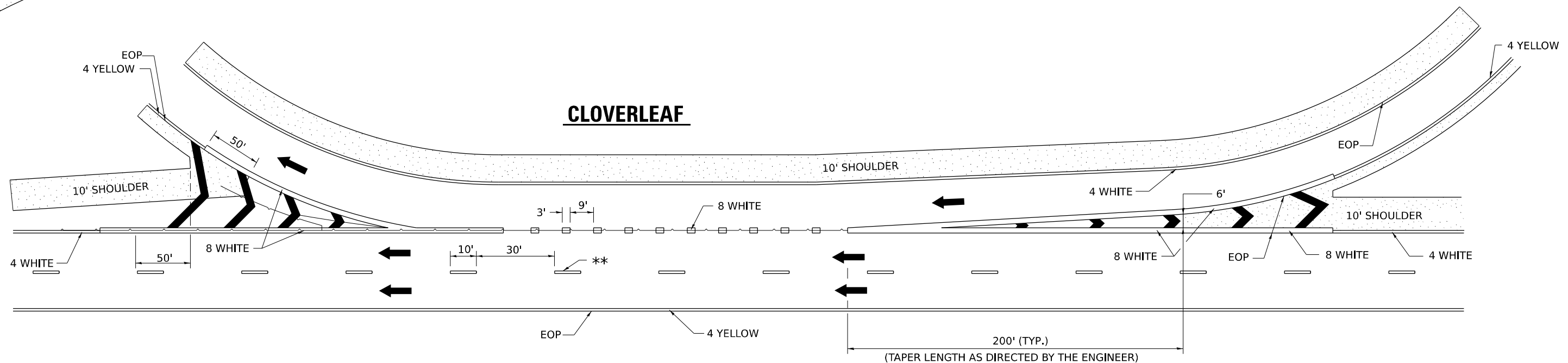


## ENTRANCE RAMP



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

## CLOVERLEAF



MODEL: Default  
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USER NAME = jpush	DESIGNED -	REVISED - 9-15-23
	DRAWN -	REVISED - 8-27-13
	CHECKED -	REVISED - 10-18-11
PLOT DATE =	DATE - 01/22/2026	REVISED -

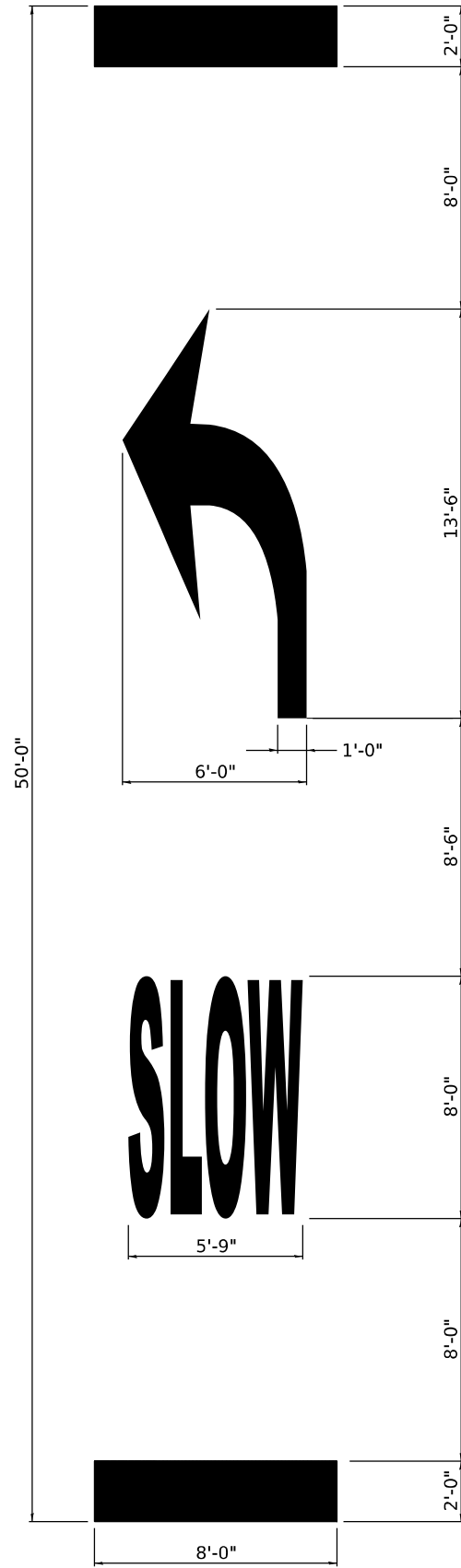
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 DETAILS  
US 20 BRIDGE REHABILITATION  
SCALE: N.T.S. SHEET 9 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	132
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

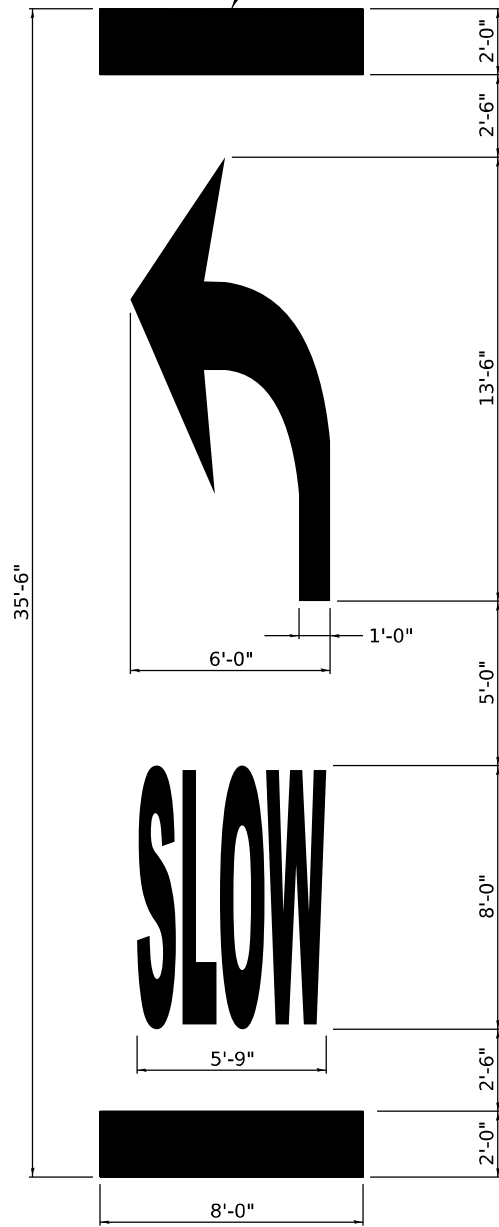
# TYPICAL PAVEMENT MARKINGS

EDGE OF 24" PAVEMENT MARKING SHOULD CORRESPOND TO REFERENCE POINT SET IN FIELD.



**SLOW CURVE ARROW  
HIGH-SPEED STANDARD MARKING**

(POSTED SPEED LIMIT 40 MPH OR GREATER)



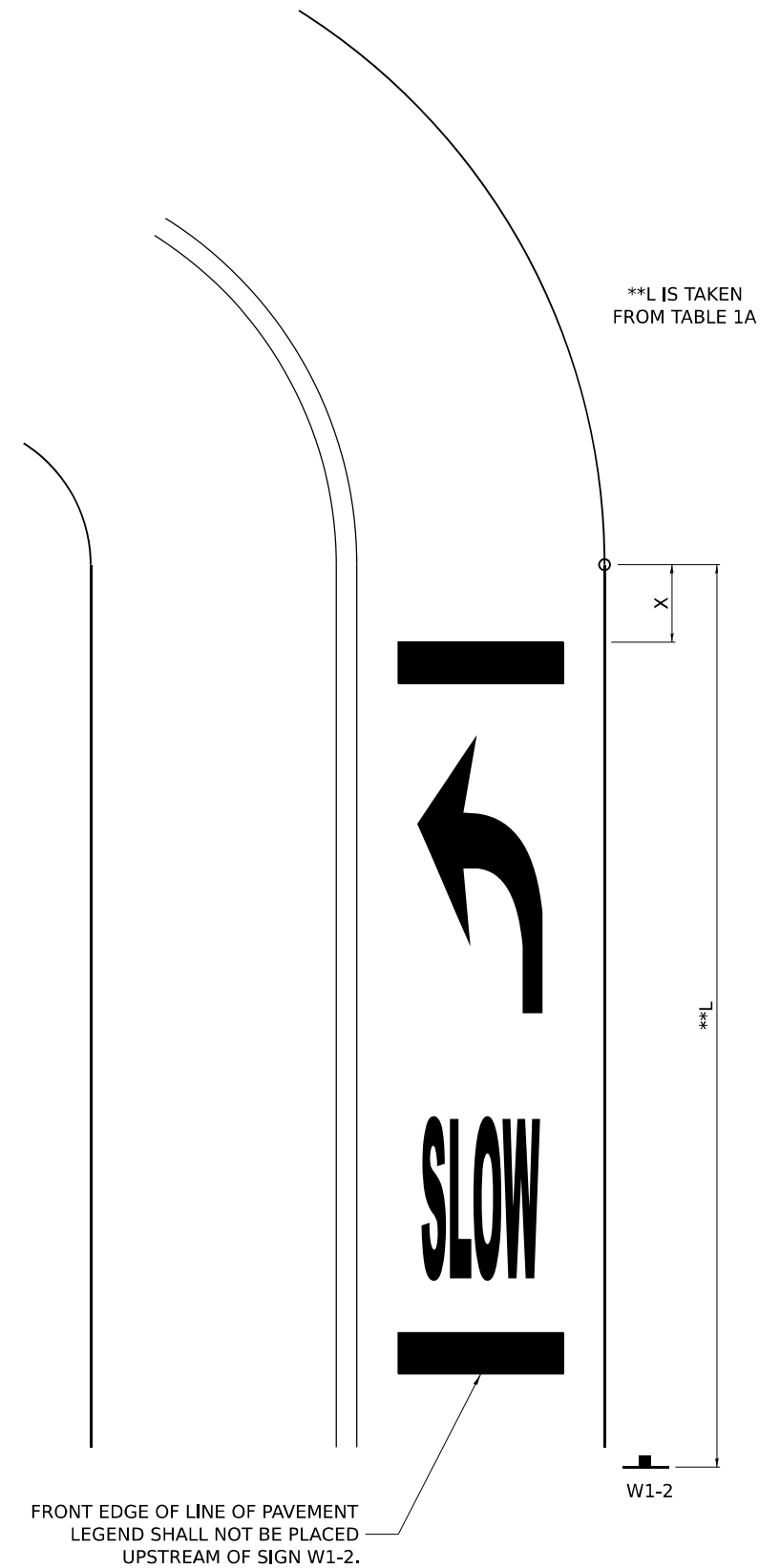
**SLOW CURVE ARROW  
LOW-SPEED STANDARD MARKING**

(POSTED SPEED LIMIT 35 MPH OR LESS)

**TABLE 1A**

POSTED SPEED	WARNING SPEED							
	20	25	30	35	40	45	50	55
VALUE OF X (FT.)								
20 *	100							
25 *	100	100						
30 *	100	100	100					
35 *	100	100	100	100				
40 *	100	100	100	100	100			
45 *	125	110	100	100	100	100		
50 *	225	200	175	135	100	100	100	
55 *	300	275	250	200	175	135	100	100

\* NOTE: ON ROADWAYS WITH A POSTED SPEED LIMIT OF 35 MPH OR LESS, USE THE 35'-6" PAVEMENT MARKING LEGEND AS SHOWN IN THE SLOW CURVE ARROW, LOW-SPEED STANDARD MARKING. ON ALL OTHER ROADWAYS, USE THE 50'-0" PAVEMENT MARKING LEGEND AS SHOWN ON THE SLOW CURVE ARROW, HIGH-SPEED STANDARD MARKING.



**TYPICAL LAYOUT AND PLACEMENT OF  
SUPPLEMENTAL CURVE PLACEMENT MARKING**

MODEL: Default  
FILE NAME: C:\Users\jpush\OneDrive - OEL\OneDrive\Projects\2507 IDOT Bridge Rehab\Var\Var Phase II\PTB 215-020\700-CADD\WO-03(64T42)Base Drawings\64T42\_Plan Brdr.dgn

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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE =	DATE - 01/22/2026	REVISED -

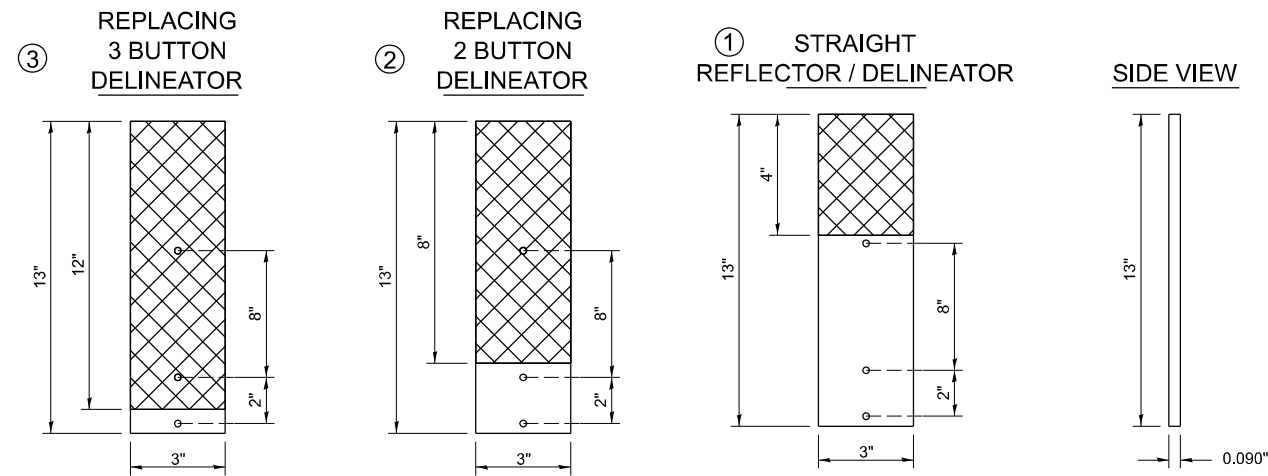
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 DETAILS US 20 BRIDGE REHABILITATION			
SCALE: N.T.S.	SHEET 10	OF 11 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177(-4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	133
CONTRACT NO. 64T42				
ILLINOIS FED. AID PROJECT				

# REFLECTORS (SPECIAL)

## DELINEATOR REPLACEMENT



**NOTE:**

REFLECTOR REPLACEMENT SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR GUARDRAIL REFLECTORS, TYPE C (SPECIAL), WHICH INCLUDES ALL MOUNTING HARDWARE OUTLINED IN SECTION 635 OF THE SPEC BOOK.

DELINEATOR INSTALLATION (REFLECTOR AND POST) SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR DELINEATORS (SPECIAL), WHICH INCLUDES ALL MOUNTING HARDWARE OUTLINED IN SECTION 635 OF THE SPEC BOOK.

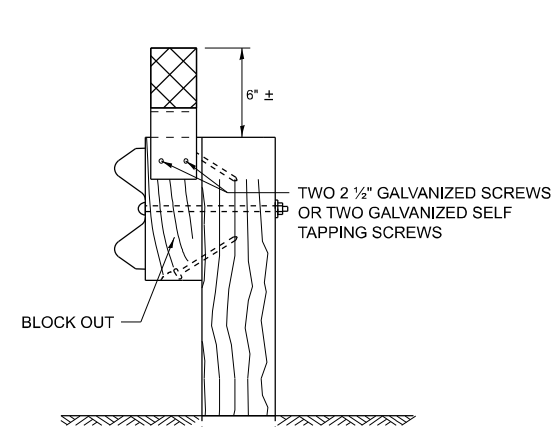
REFLECTORS INSTALLED ON TWO LANE ROADS SHALL BE DOUBLE SIDED AND BOTH SIDES SHALL BE CRYSTAL.

REFLECTORS INSTALLED ON CENTER BARRIER OR IN THE MEDIAN SHALL BE DOUBLE SIDED AND BOTH SIDES SHALL BE YELLOW.

REFLECTORS INSTALLED ON DIVIDED HIGHWAYS ON THE OUTSIDE OF THE ROADWAY SHALL BE DOUBLE SIDED CRYSTAL.

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

## REFLECTORS FOR GUARDRAIL BLOCK OUT OR DELINEATOR POST

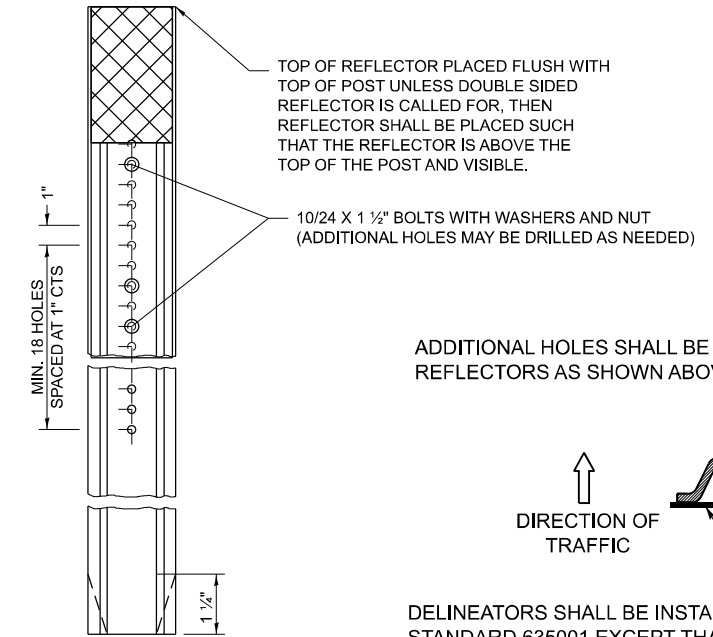


### MOUNTED ON A GUARDRAIL BLOCK OUT

REFLECTORS SHALL BE MOUNTED DIRECTLY TO BLOCK OUTS.

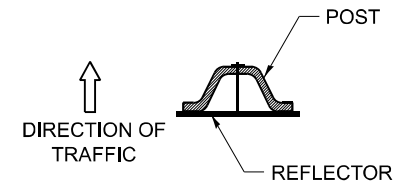
REFLECTORS MOUNTED ON WOODEN OR PLASTIC OR METAL BLOCK OUT SHALL BE MOUNTED USING TWO 2 1/2" GALVANIZED SCREWS WITH WASHERS OR TWO SELF TAPPING GALVANIZED SCREWS WITH WASHERS.

ADDITIONAL SHEETING MAY BE ADDED AS NEEDED FOR TURN AROUNDS AS SHOWN IN THE PLANS



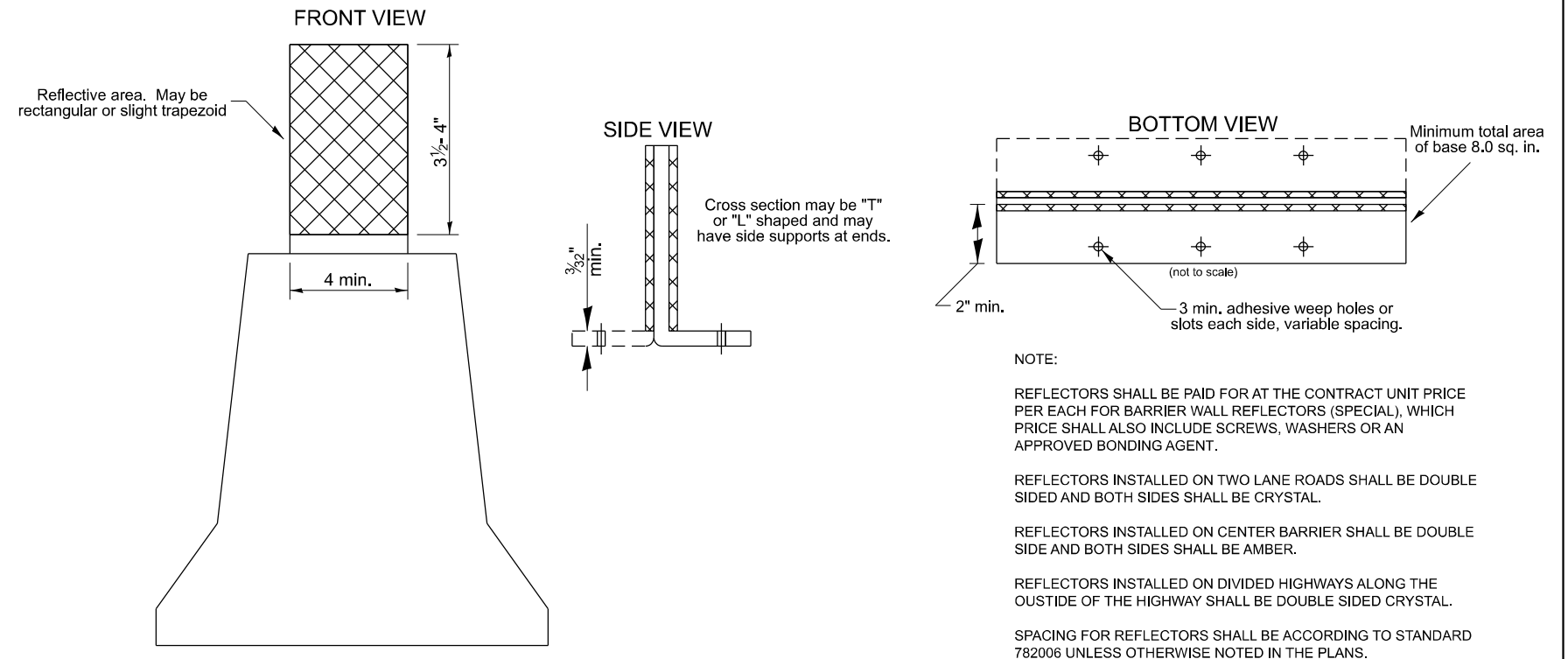
### MOUNTED ON A DELINEATOR POST

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



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

## REFLECTORS MOUNTED ON BARRIER WALL



**NOTE:**

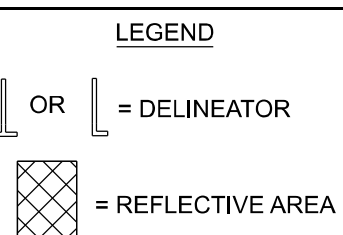
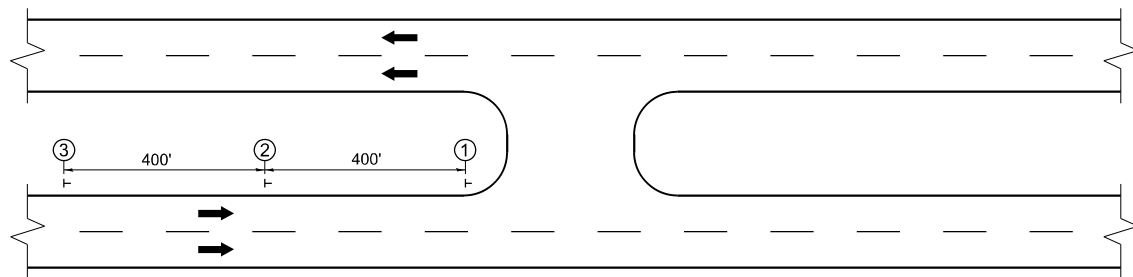
REFLECTORS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR BARRIER WALL REFLECTORS (SPECIAL), WHICH PRICE SHALL ALSO INCLUDE SCREWS, WASHERS OR AN APPROVED BONDING AGENT.

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

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

REFLECTORS INSTALLED ON DIVIDED HIGHWAYS ALONG THE OUTSIDE OF THE HIGHWAY SHALL BE DOUBLE SIDED CRYSTAL.

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



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	DRAWN -	REVISED - 3-07-24
	CHECKED -	REVISED - 4-27-23
PLOT DATE =	DATE - 01/22/2026	REVISED - 6-21-21

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 DETAILS  
US 20 BRIDGE REHABILITATION

SCALE: N.T.S. SHEET 11 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-(4HB(-1,-2,-3,-4)(2VB))BRR	STEPHENSON	134	134
CONTRACT NO. 64T42				
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