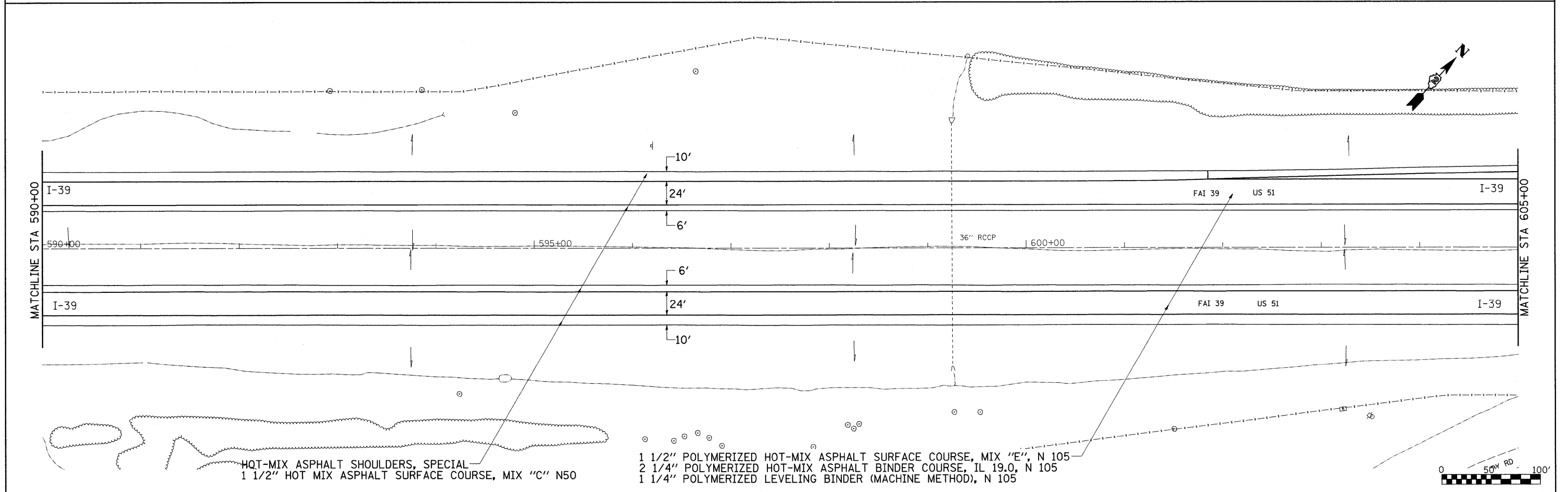
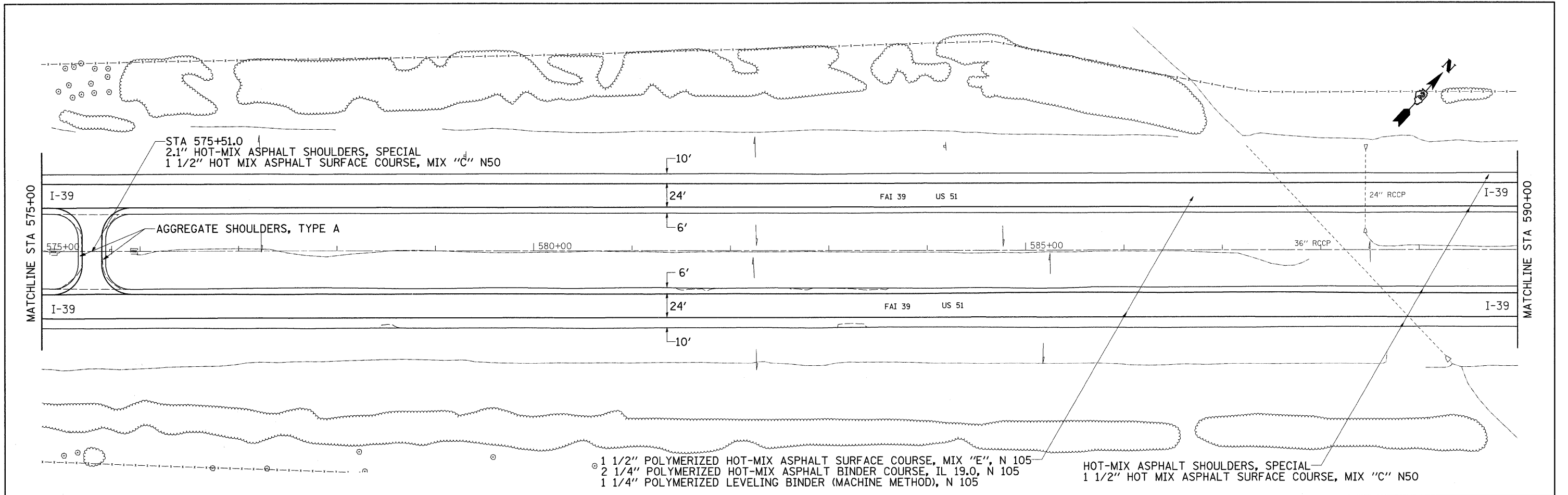
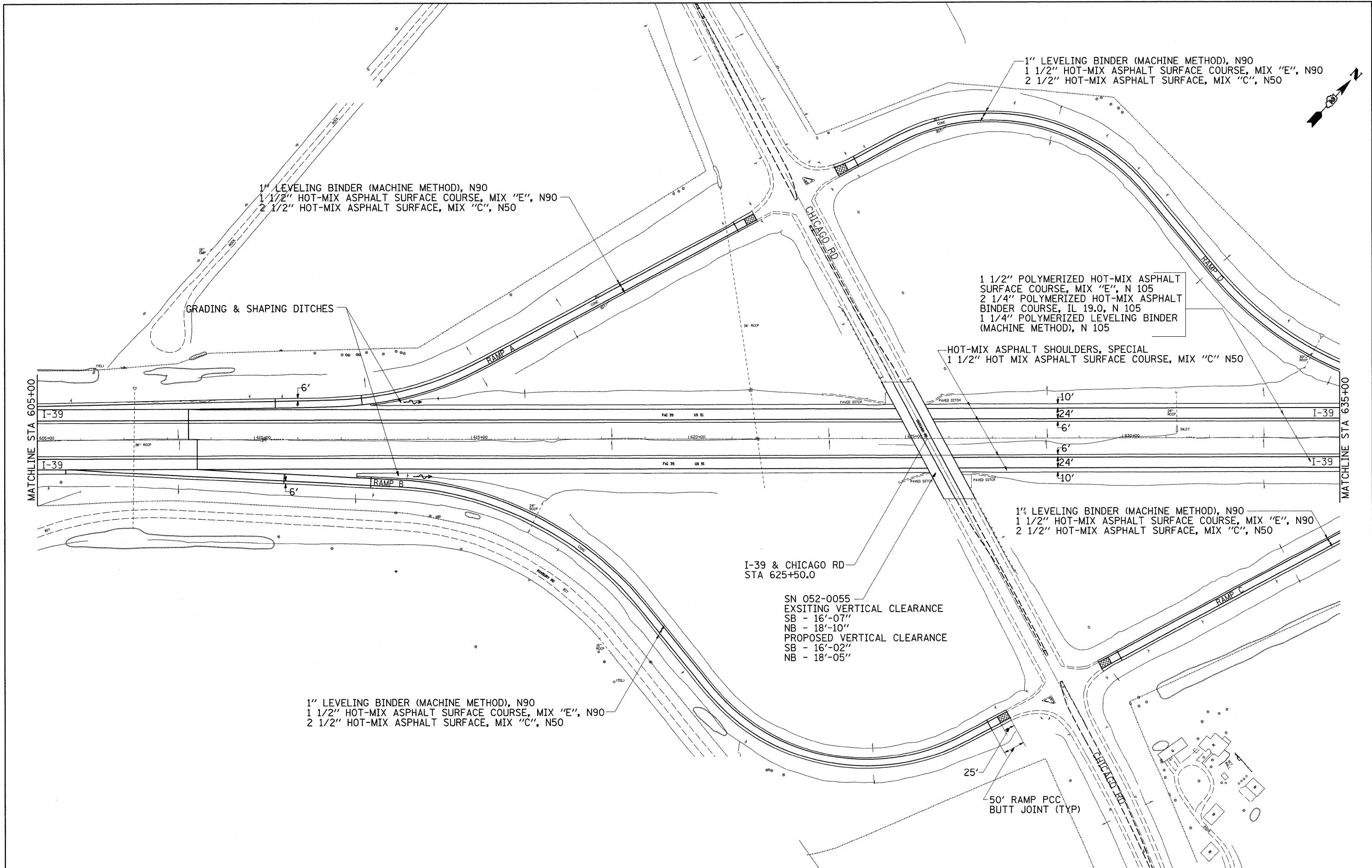
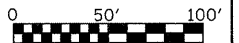
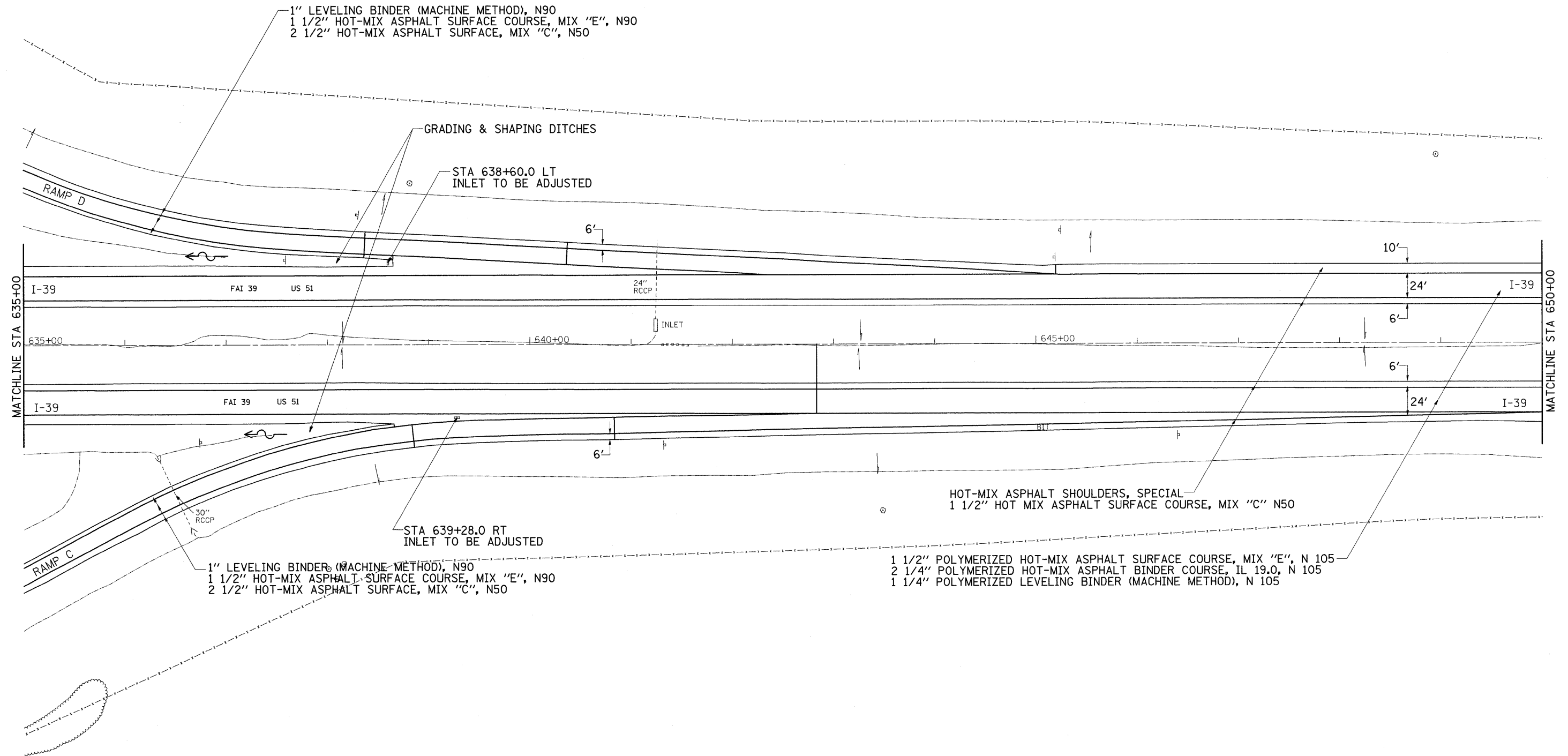
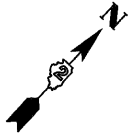




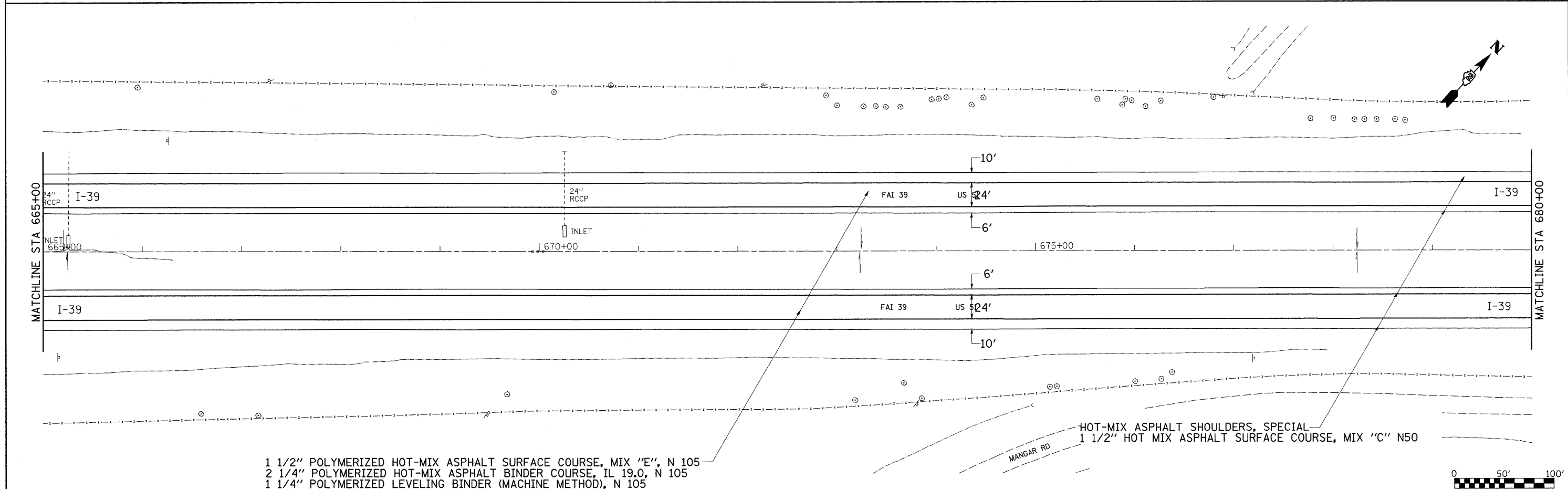
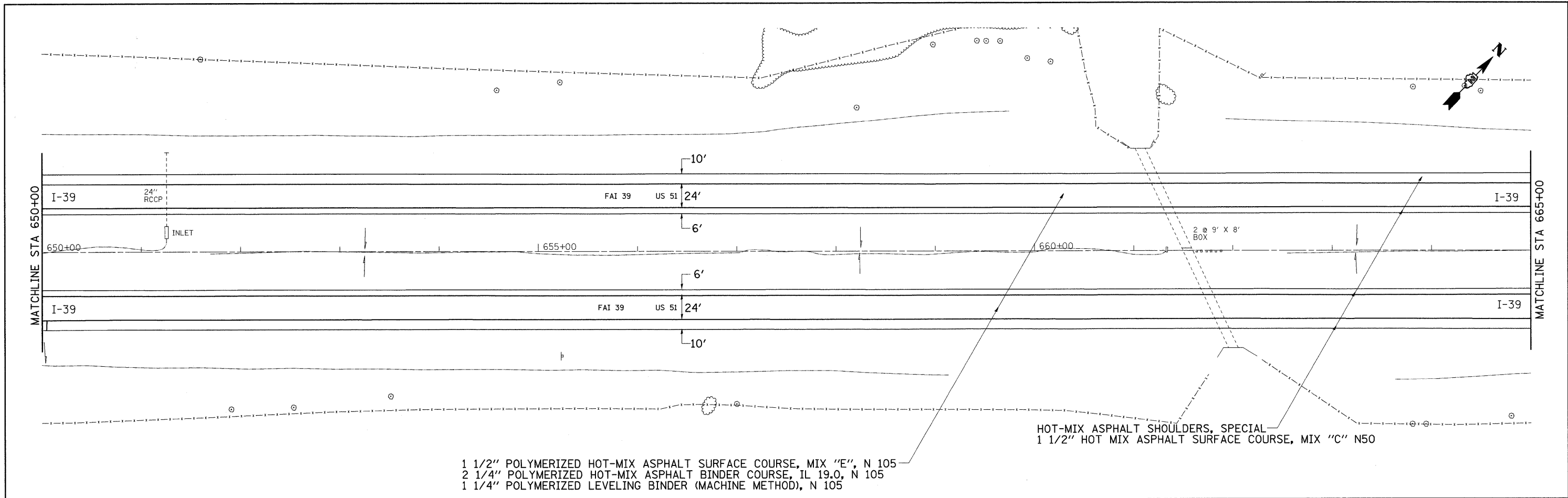
FILE NAME =	USER NAME = dssddd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 PLAN SHEET	F.A.I RTE.		SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
ct\pwwork\pwwid\DOT\DOSSDD\0149531\02050099-shr-plan.dgn		DRAWN -	REVISED -							LEE	313	101
PLOT SCALE = 50.0000 ' / IN.		CHECKED -	REVISED -							CONTRACT NO. 64E97		
PLOT DATE = Fri Mar 26 08:31:05 2010		DATE -	REVISED -							ILLINOIS FED. AID PROJECT		
				SCALE:		SHEET NO.	OF	SHEETS	STA.	TO STA.		



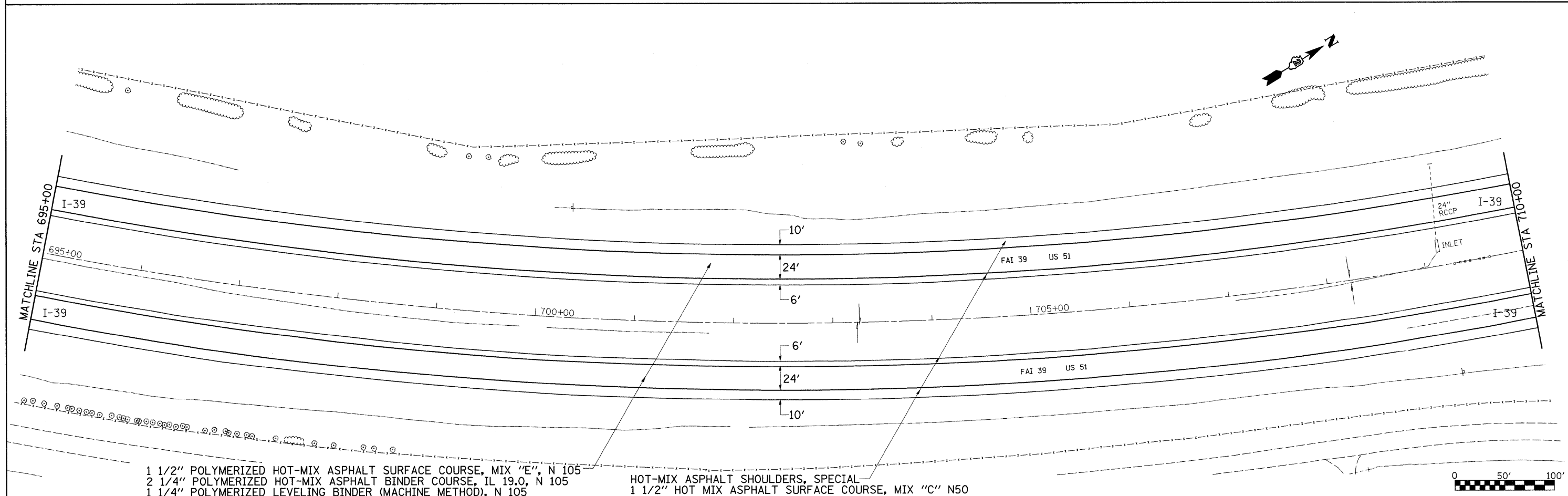
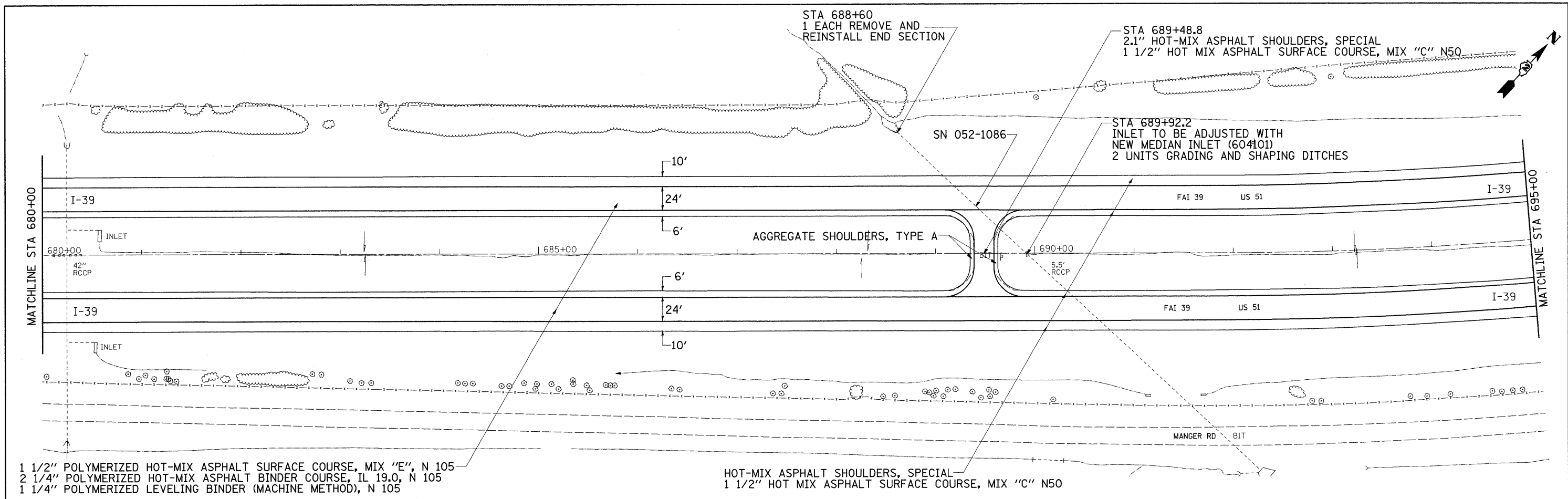
FILE NAME =	USER NAME = dosadd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 PLAN SHEET				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwid\DOT\DOSSDD\0149531\020568\03-shr-plan.dgn		DRAWN -	REVISED -		39	(103-1, 103-2)RS	LEE	313	102				
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 64E97								
PLOT DATE = Fri Mar 26 08:31:06 2010		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			



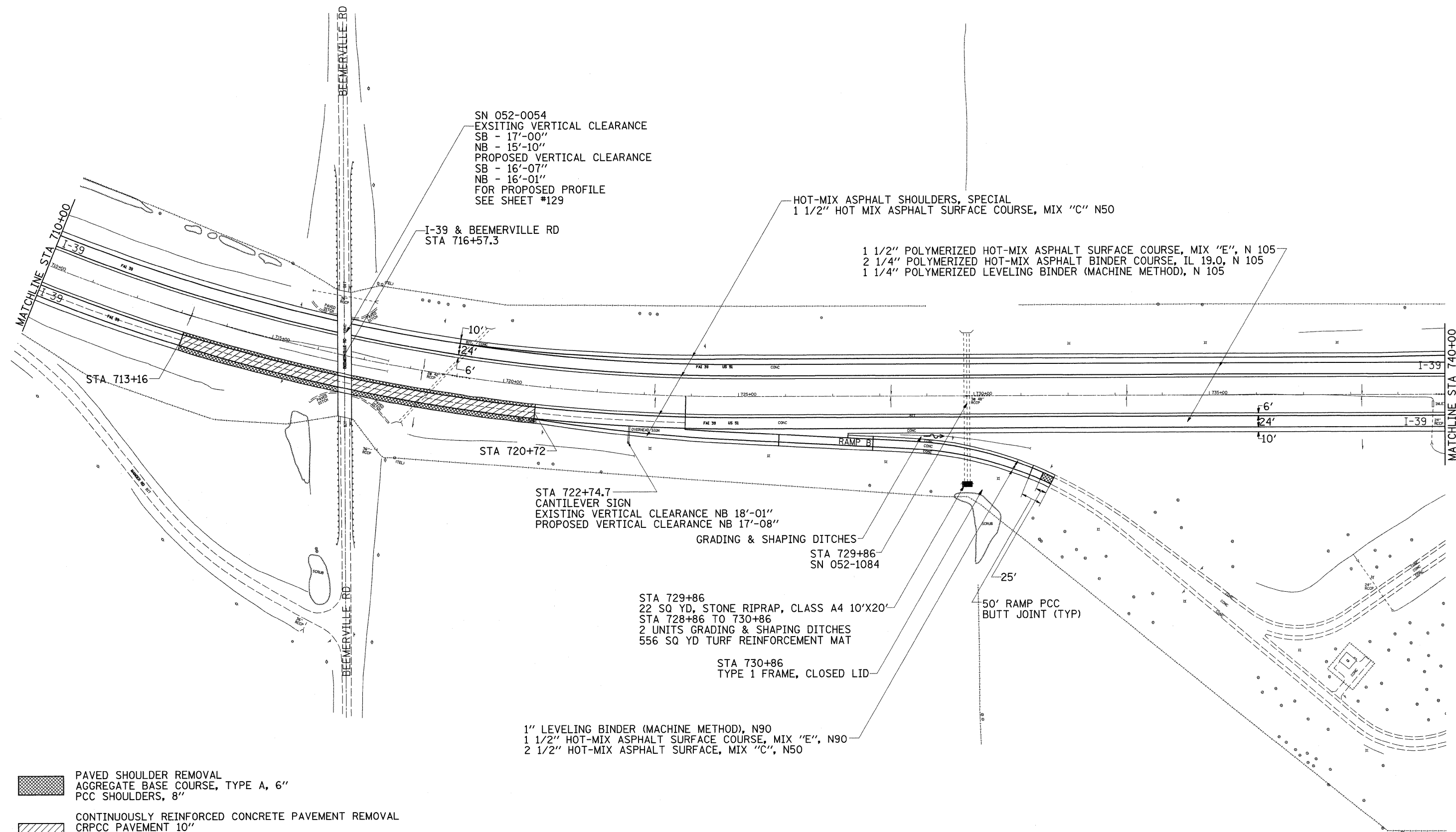
FILE NAME = c:\pw_work\VPWIDOT\DOSSDD\j0149531\02050099-shr-plan.dgn	USER NAME = dosdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 PLAN SHEET					F.A.I RTE. 39	SECTION (103-1, 103-2)RS	COUNTY LEE	TOTAL SHEETS 313	SHEET NO. 103			
		DRAWN -	REVISED -														
		CHECKED -	REVISED -														
	PLOT DATE = Fri Mar 26 08:31:08 2010	DATE -	REVISED -														
								SCALE:	SHEET NO.	OF	SHEETS	STA.			TO STA.	CONTRACT NO. 64E97	
												ILLINOIS FED. AID PROJECT					

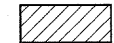


FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 PLAN SHEET	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cs\pw\work\PWIDOT\DOSSDD\0149531\0205609-shr-plan.dgn		DRAWN -	REVISED -			39	(103-1, 103-2)RS	LEE	313	104
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 64E97				
PLOT DATE = Fri Mar 26 08:31:09 2010		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

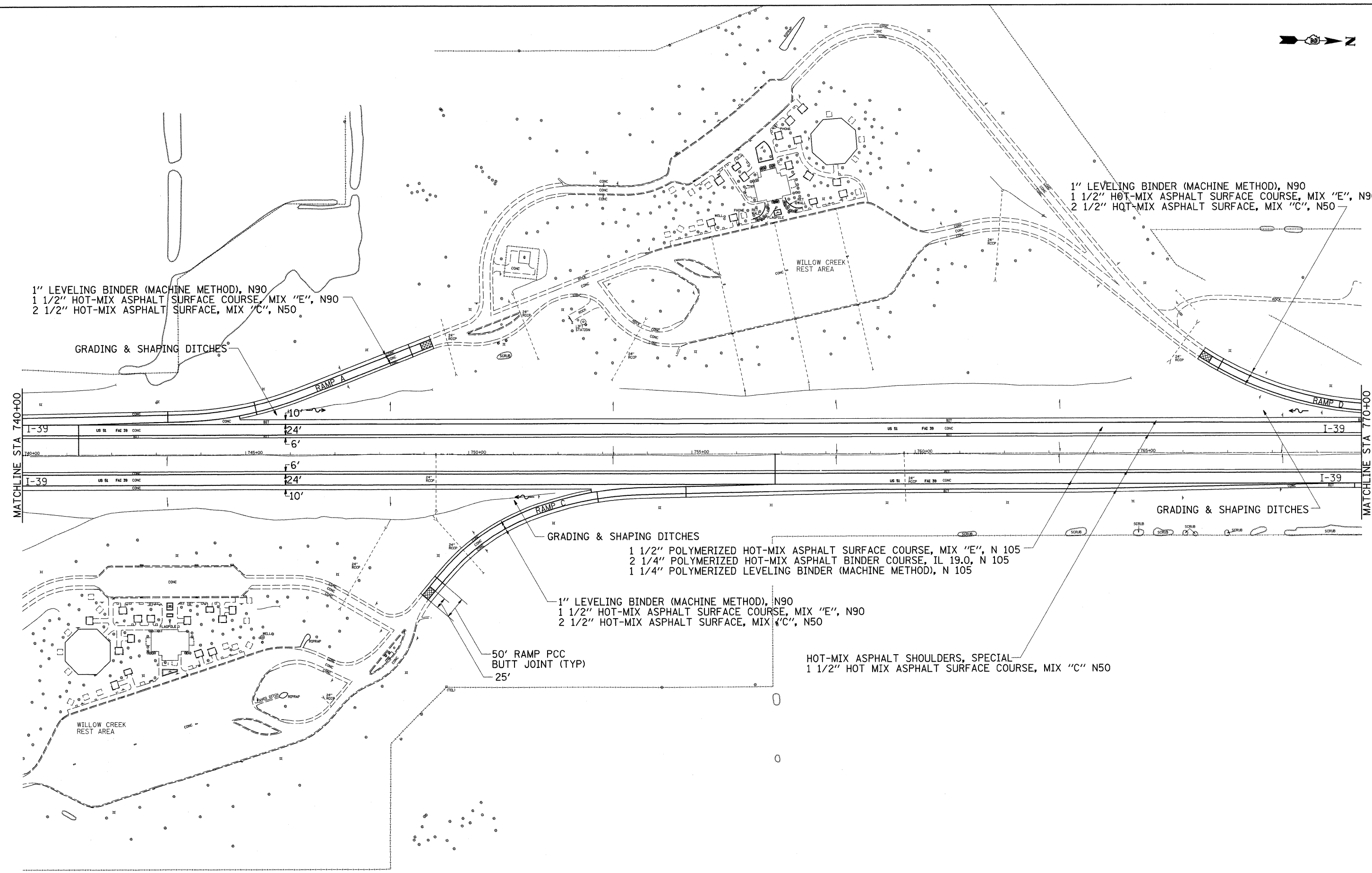


FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 PLAN SHEET				F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\PKWIDOT\DOSSDD\0149531\028589-shr-plan.dgn		DRAWN -	REVISED -						39	(103-1, 103-2)RS	LEE	313	105
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 64E97								
	PLOT DATE = Fri Mar 26 08:31:10 2010	DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	



-  PAVED SHOULDER REMOVAL
AGGREGATE BASE COURSE, TYPE A, 6"
PCC SHOULDERS, 8"
-  CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REMOVAL
CRPCC PAVEMENT 10"
SUB-BASE GRANULAR MATERIAL, TYPE A, 12"
STABILIZED SUB-BASE, HOT-MIX ASPHALT, 4"

FILE NAME = c:\pw\work\PWIDOT\DOSSDD\0149531\0205899-shr-plan.dgn	USER NAME = dosdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 PLAN SHEET				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						39	(103-1, 103-2/RS)	LEE	313	106
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 64E97								
	PLOT DATE = Fri Mar 26 08:31:12 2010	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.				



1" LEVELING BINDER (MACHINE METHOD), N90
1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90
2 1/2" HOT-MIX ASPHALT SURFACE, MIX "C", N50

1" LEVELING BINDER (MACHINE METHOD), N90
1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90
2 1/2" HOT-MIX ASPHALT SURFACE, MIX "C", N50

GRADING & SHAPING DITCHES

GRADING & SHAPING DITCHES

GRADING & SHAPING DITCHES

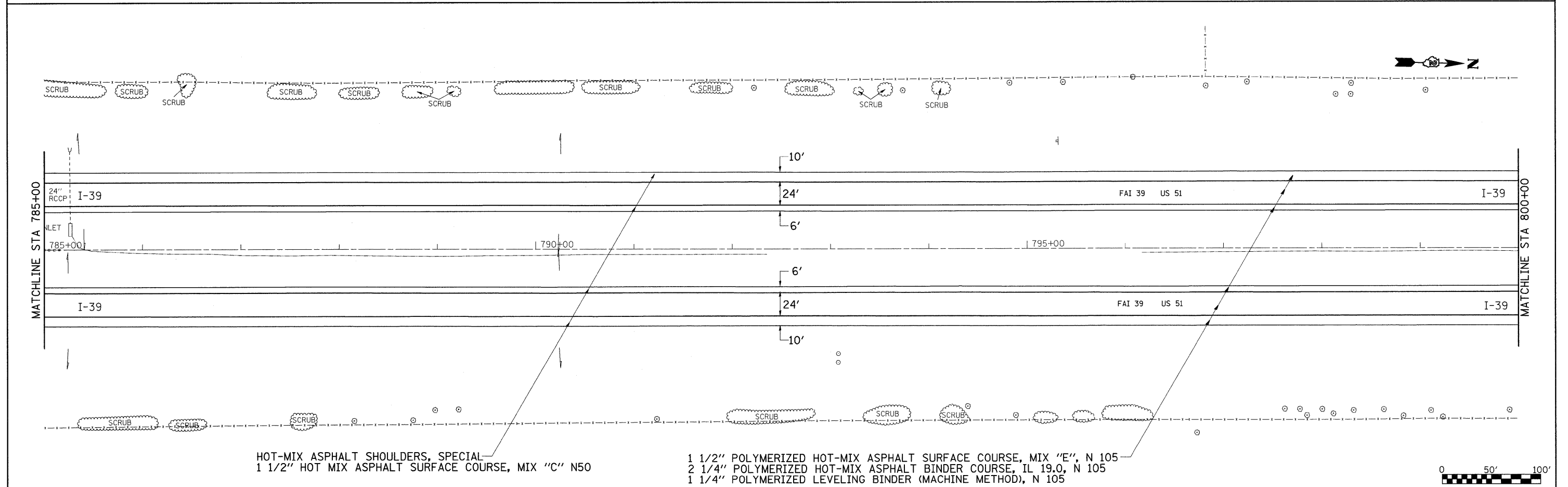
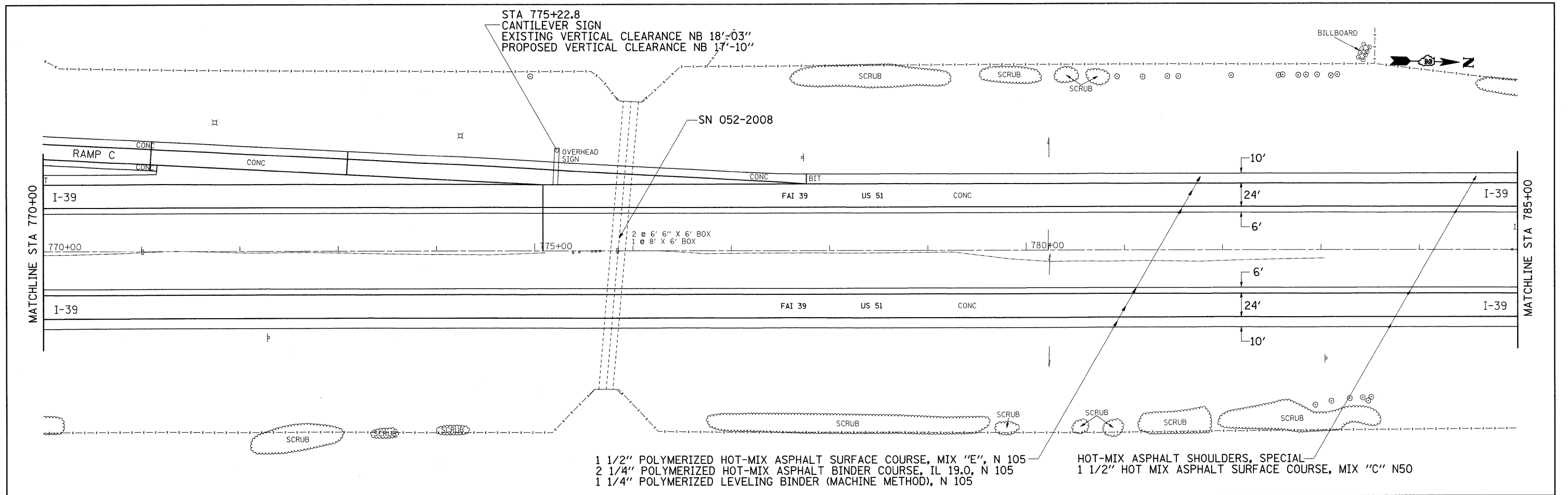
1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N 105
2 1/4" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N 105
1 1/4" POLYMERIZED LEVELING BINDER (MACHINE METHOD), N 105

1" LEVELING BINDER (MACHINE METHOD), N90
1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90
2 1/2" HOT-MIX ASPHALT SURFACE, MIX "C", N50

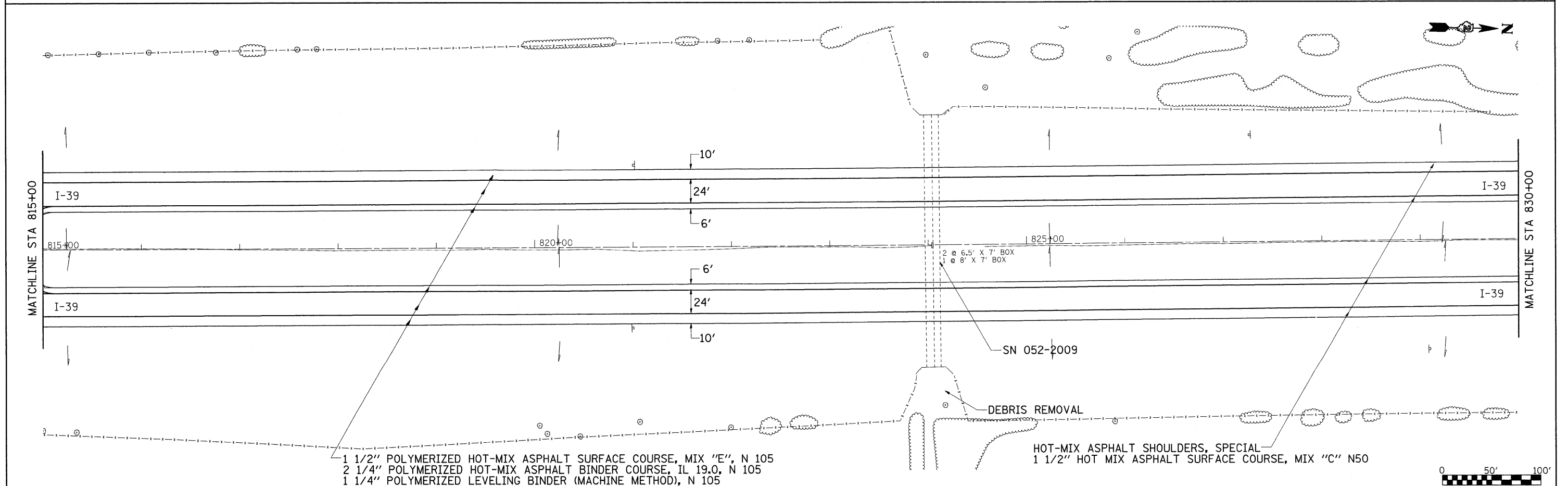
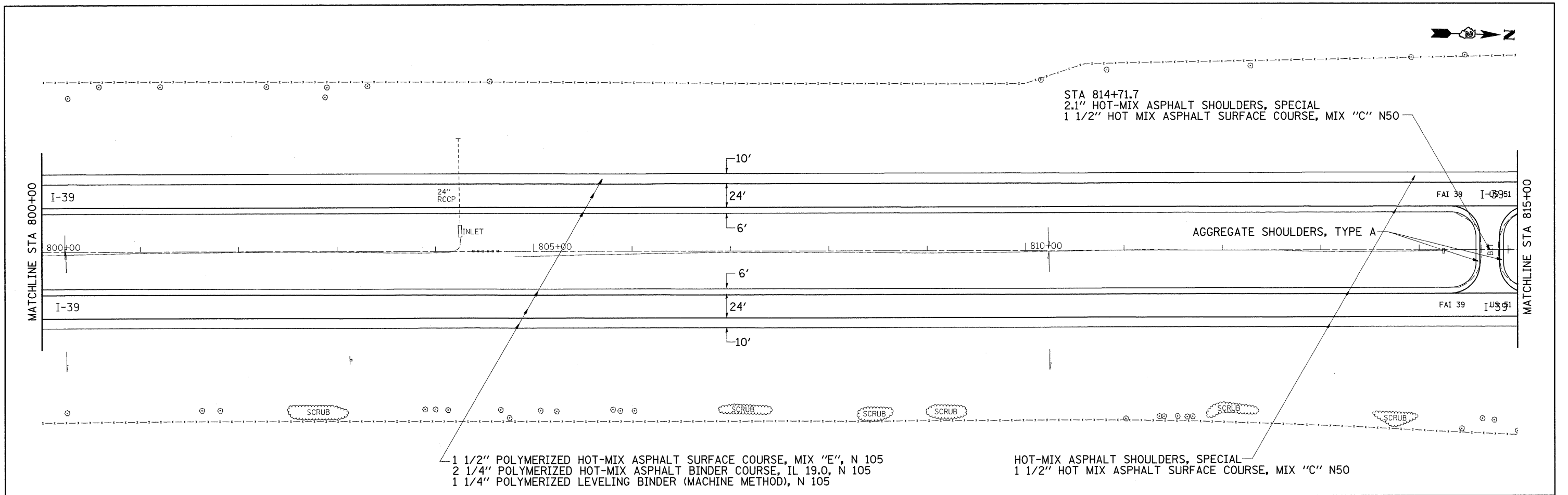
50' RAMP PCC
BUTT JOINT (TYP)
25'

HOT-MIX ASPHALT SHOULDERS, SPECIAL
1 1/2" HOT MIX ASPHALT SURFACE COURSE, MIX "C" N50

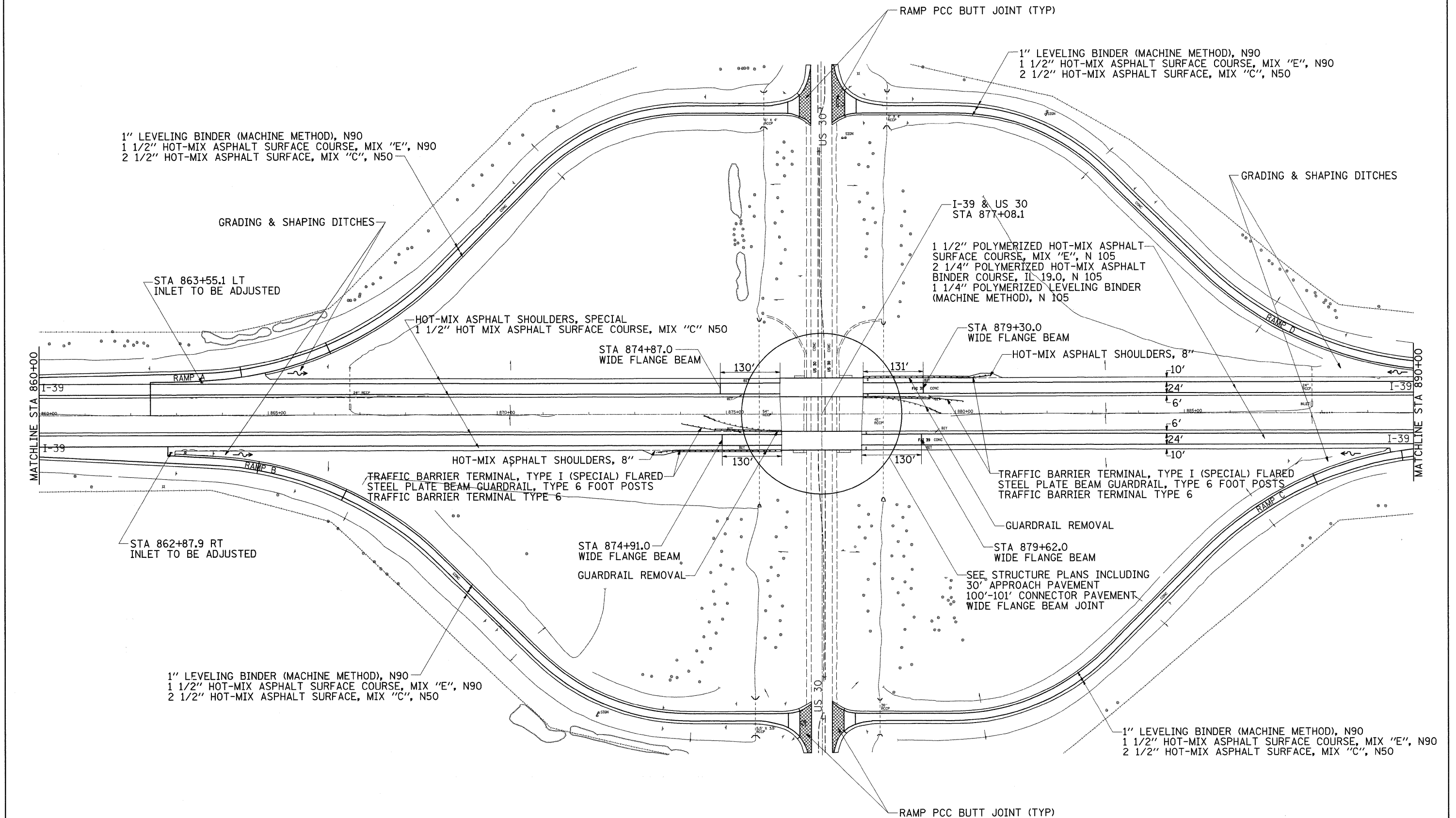
FILE NAME = c:\pwork\pwork\DOT\DOSSDD\0149531\0205699-shr-plan.dgn	USER NAME = dossdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 PLAN SHEET	SCALE:	SHEET NO. OF SHEETS STA. TO STA.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					39	(103-1, 103-2)RS	LEE	313	107
		PLOT SCALE = 100.0000' / IN.	CHECKED -					CONTRACT NO. 64E97				
		PLOT DATE = Fri Mar 26 08:31:13 2010	DATE -					ILLINOIS FED. AID PROJECT				



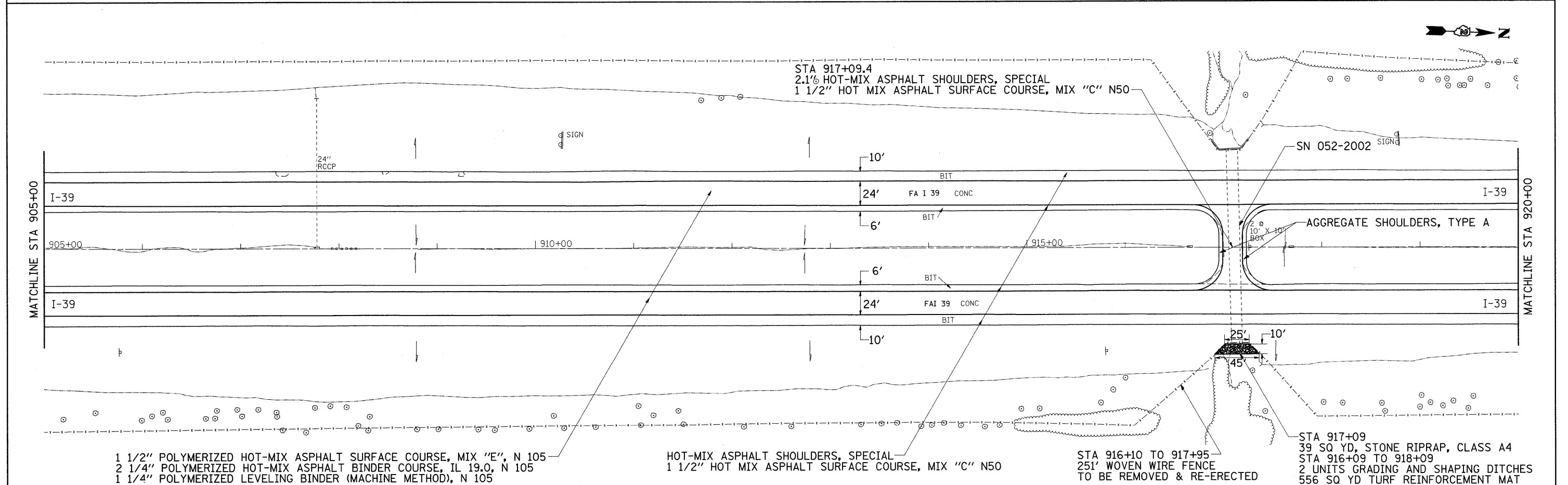
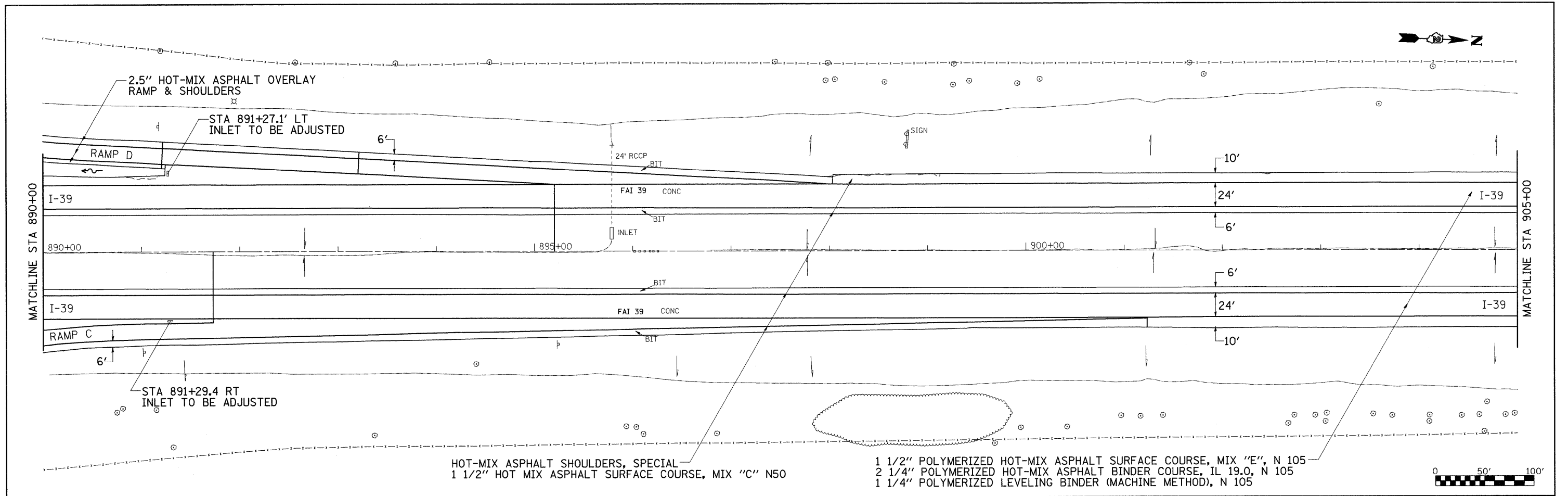
FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 PLAN SHEET				F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw_work\VPWIDOT\DOSSDD\08149531\0205809-shd-plan.dgn		DRAWN -	REVISED -						39	(103-1, 103-2)RS	LEE	313	108
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 64E97								
PLOT DATE = Fri Mar 26 08:31:15 2010		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.				



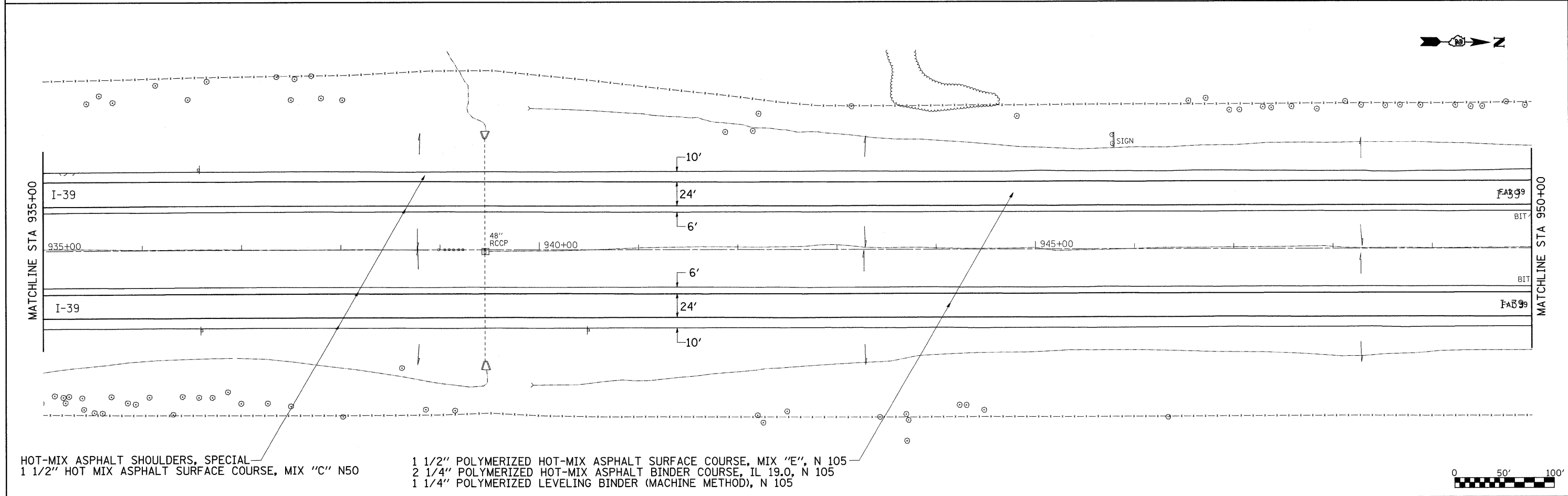
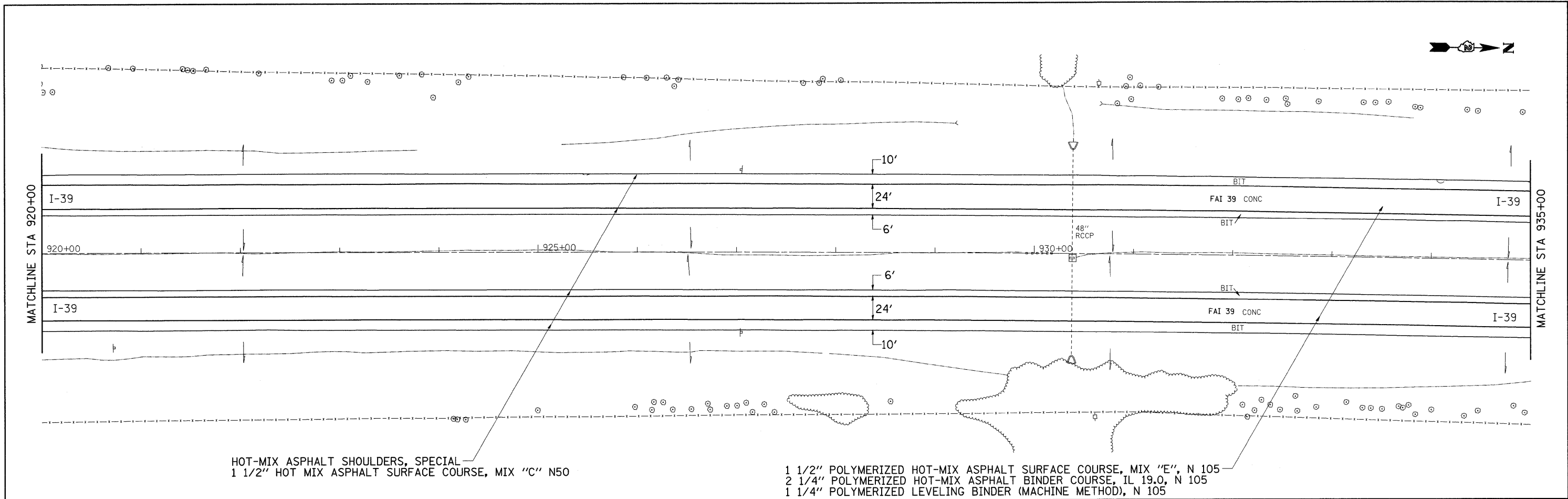
FILE NAME = c:\pwwork\VPWIDOT\DOSSDD\08149531\0285809-shr-pln.dgn	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 PLAN SHEET					F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		39	(103-1, 103-2)RS	LEE	313	109					
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 64E97									
	PLOT DATE = Fri Mar 26 06:31:16 2010	DATE -	REVISED -											
					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			



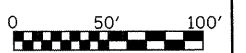
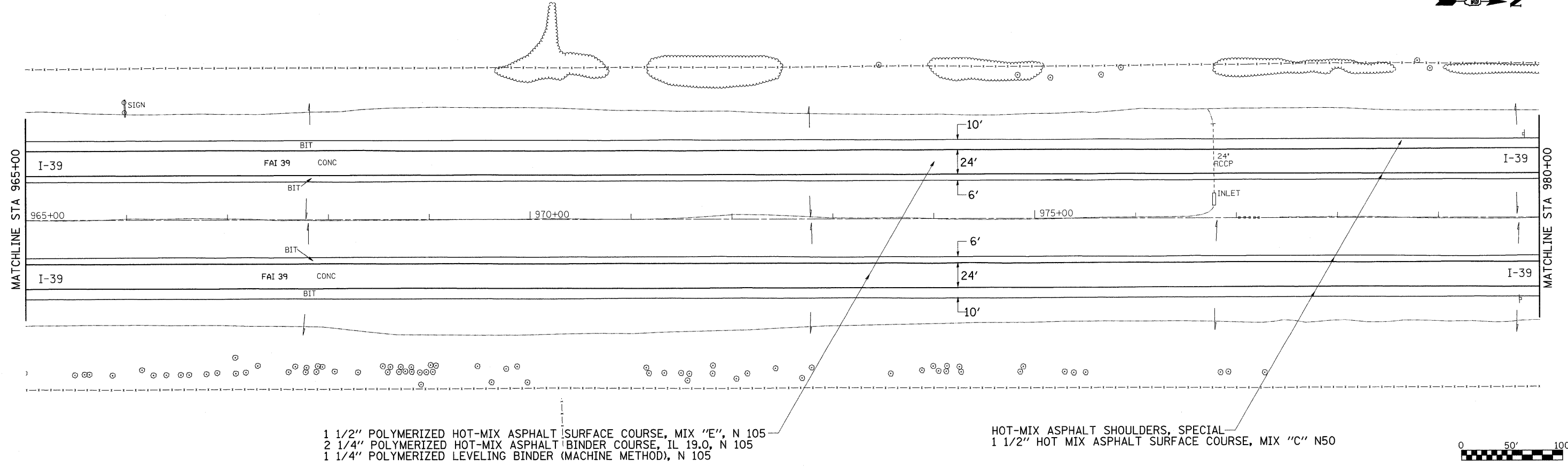
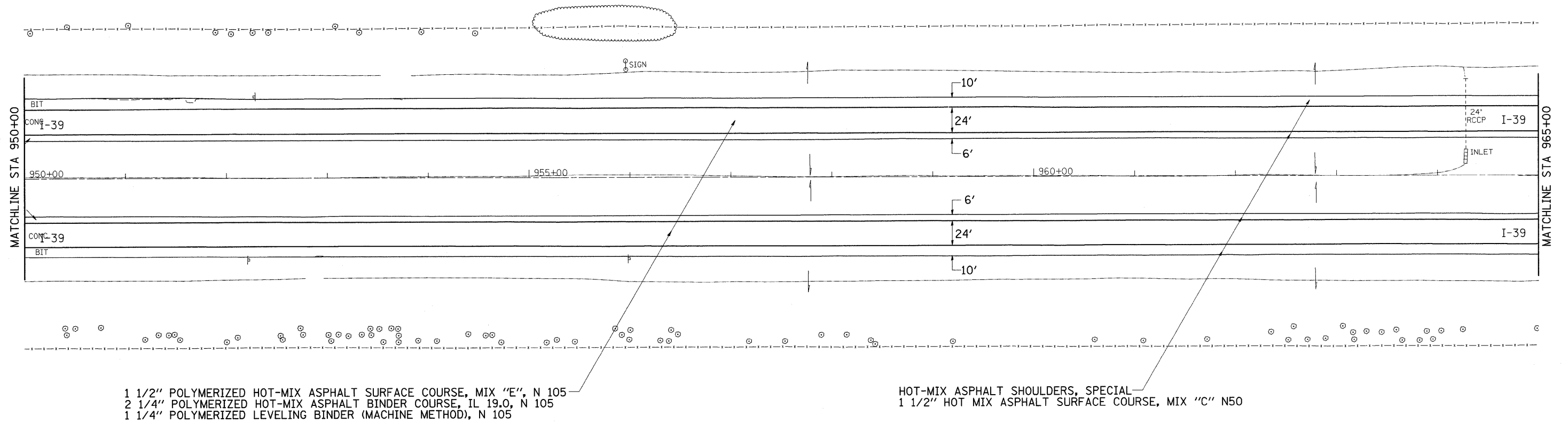
FILE NAME =	USER NAME = dosddd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				I-39 PLAN SHEET				F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\p\PIDOT\DOSSDD\dd0149531\202509-shr-plan.dgn		DRAWN -	REVISED -									39	(103-1, 103-2)RS	LEE	313	111
PLOT SCALE = 100.0000 ' / IN.		CHECKED -	REVISED -					CONTRACT NO. 64E97								
PLOT DATE = Fri Mar 26 08:31:20 2010		DATE -	REVISED -													
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT					



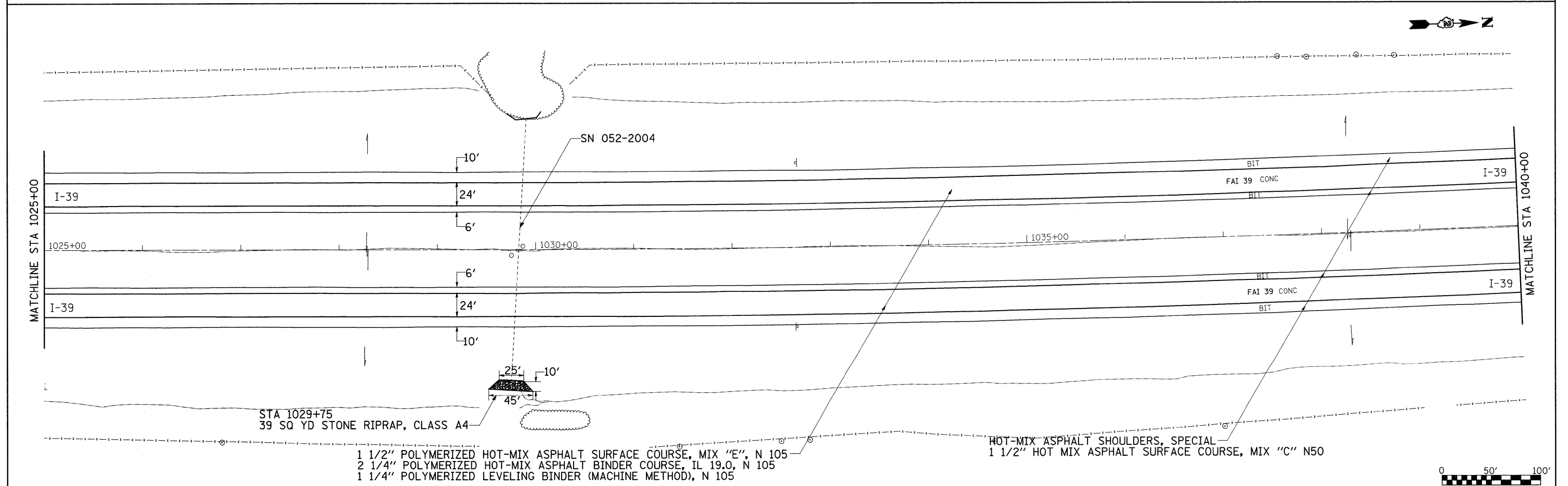
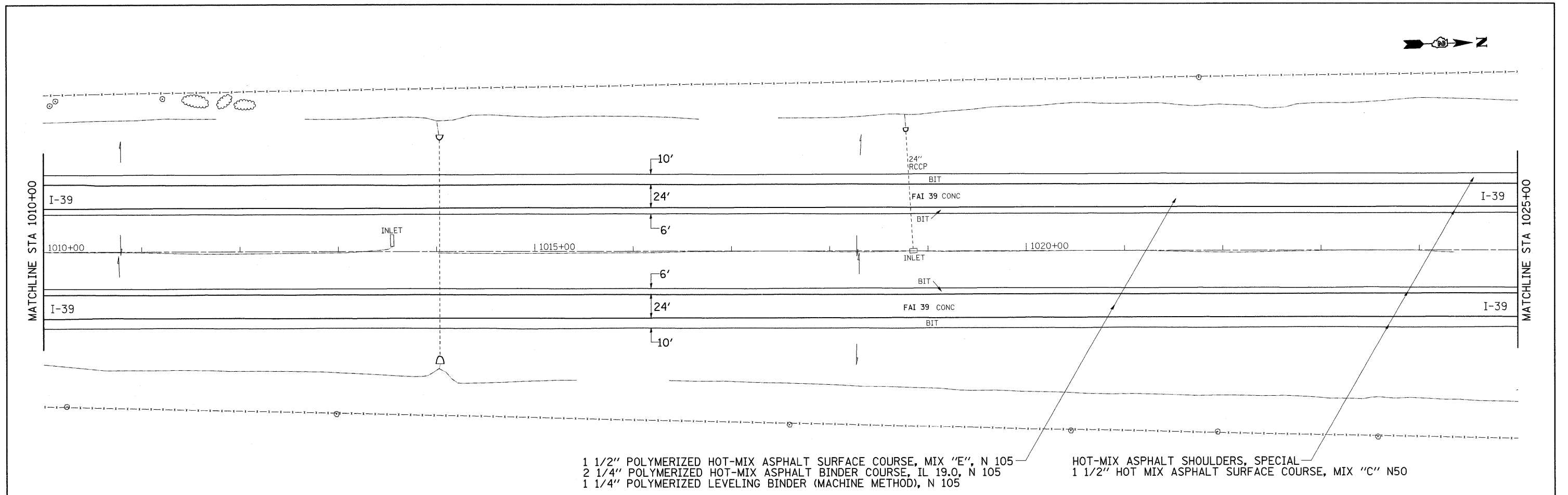
FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		I-39 PLAN SHEET		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr\pwork\PWIDOT\DOSSDD\0149531\020509-shr-plan.dgn		DRAWN -	REVISED -					39	(103-1, 103-2)RS	LEE	313	112
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -					CONTRACT NO. 64E97				
PLOT DATE = Fri Mar 26 08:31:22 2010		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
				SCALE:		SHEET NO. OF SHEETS		STA. TO STA.				



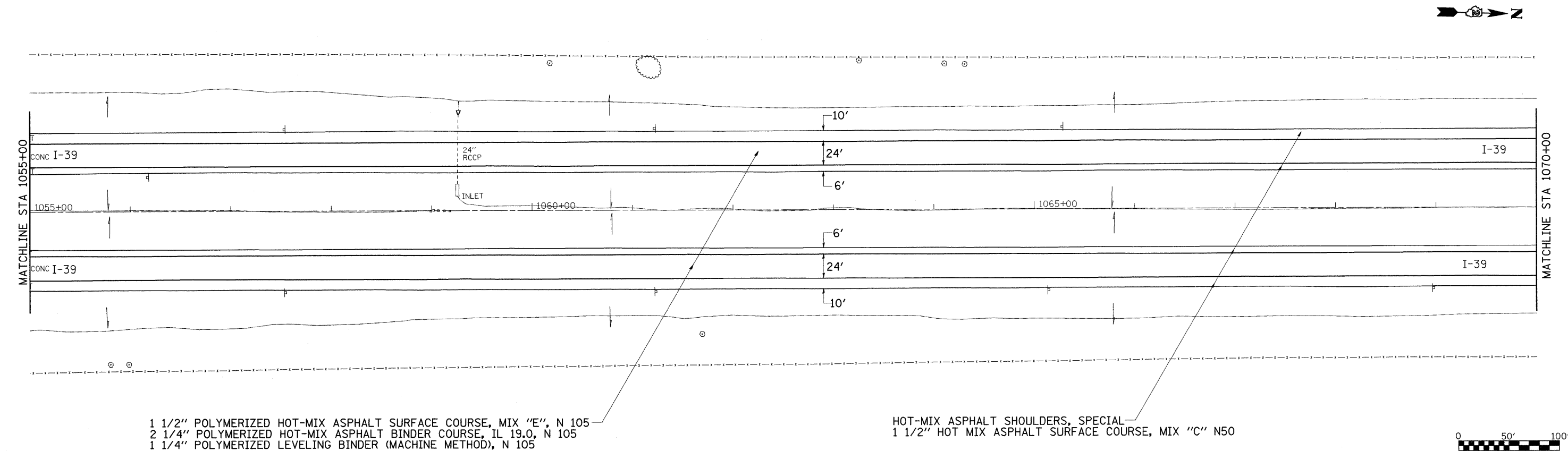
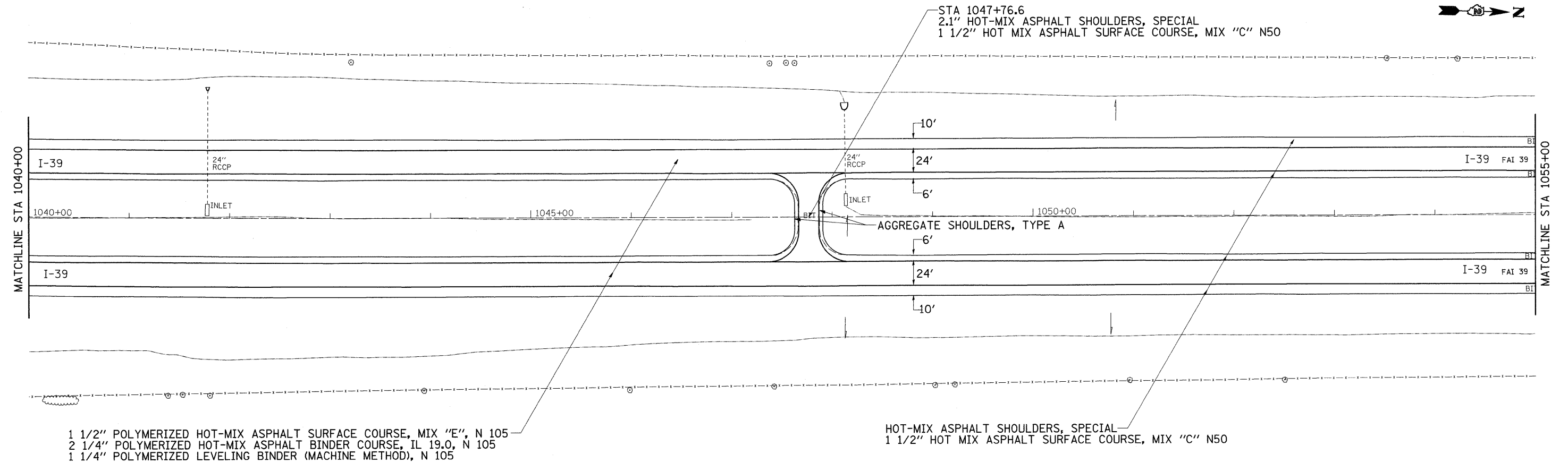
FILE NAME =		USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		I-39 PLAN SHEET		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\p\p\DOT\DOSSDD\0149531\0205829-shr-plan.dgn			DRAWN -	REVISED -					39	(103-1, 103-2)RS	LEE	313	113
PLOT SCALE = 50.0000' / IN.			CHECKED -	REVISED -					CONTRACT NO. 64E97				
PLOT DATE = Fri Mar 26 08:31:23 2010			DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
					SCALE:		SHEET NO.	OF	SHEETS	STA.	TO STA.		



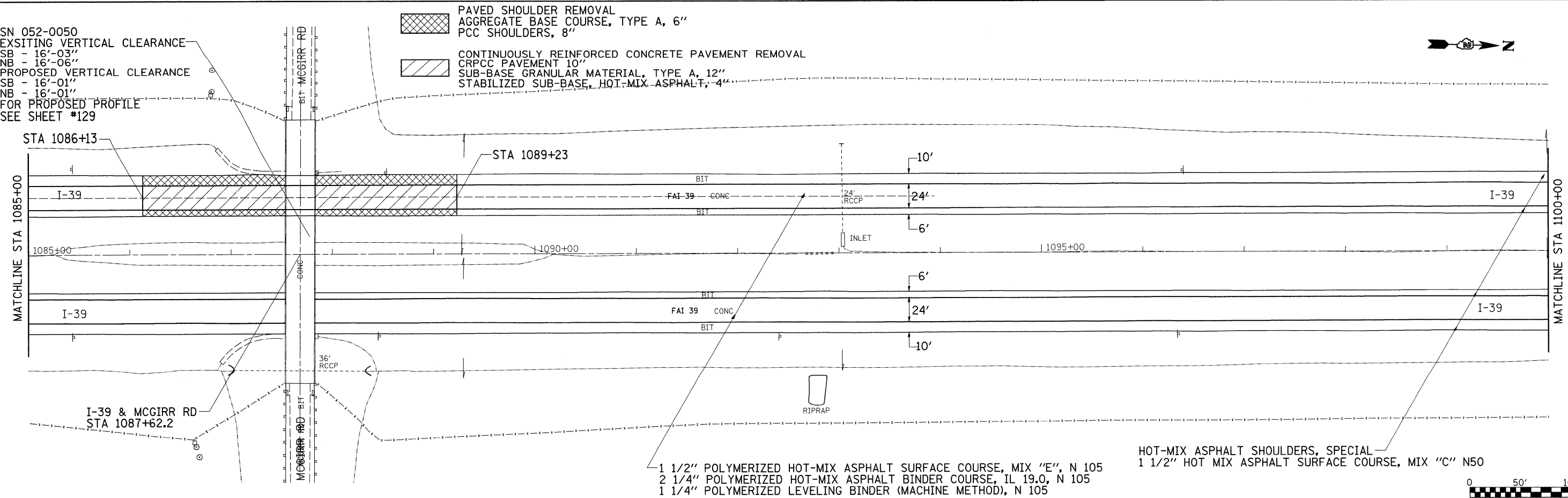
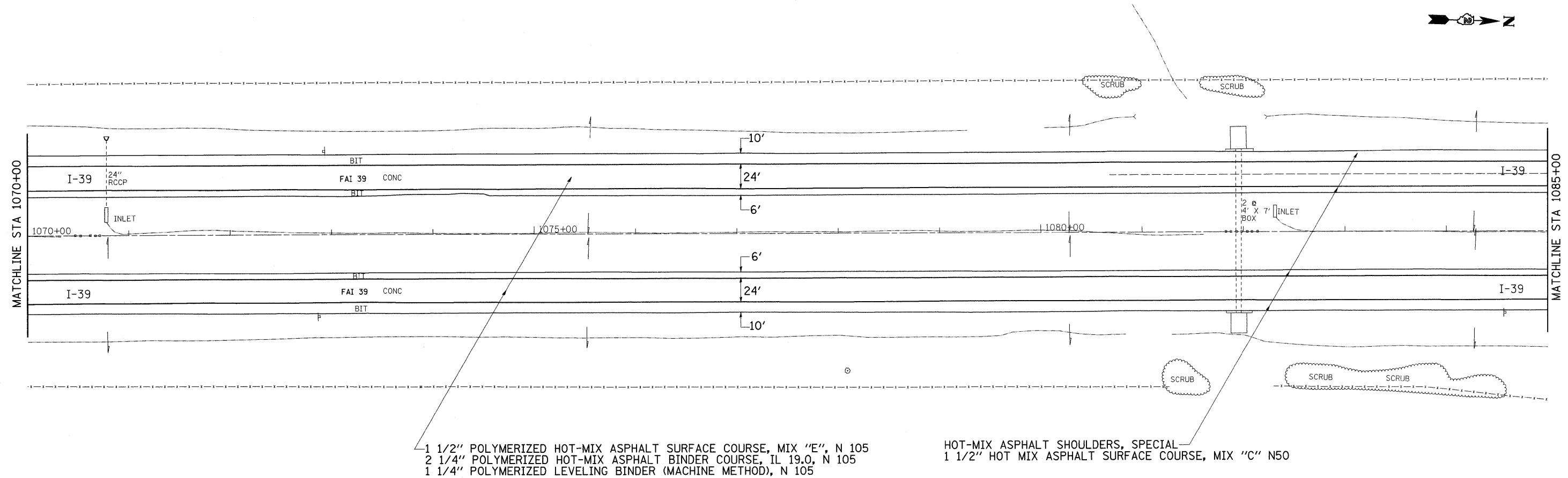
FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 PLAN SHEET				F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwid\DOSSDD\0149531\020509-shr-plan.dgn		DRAWN -	REVISED -		39	(103-1, 103-2)RS	LEE	313	114				
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -						CONTRACT NO. 64E97				
PLOT DATE = Fri Mar 26 08:31:24 2010		DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



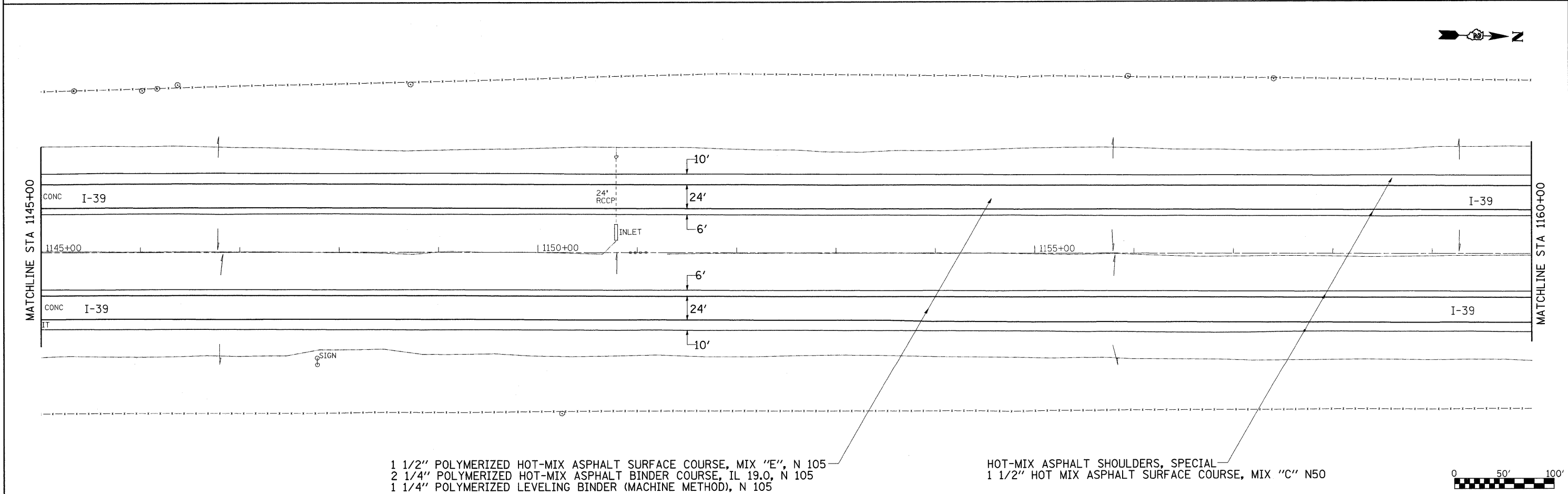
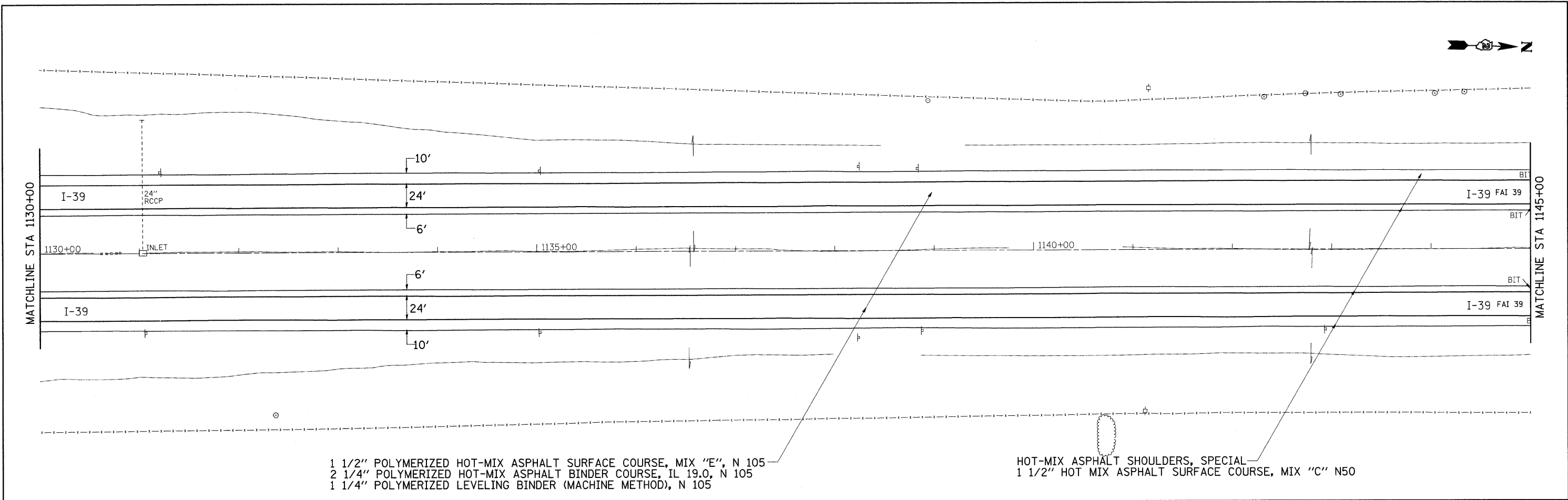
FILE NAME =		USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		I-39 PLAN SHEET		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\DOT\DOSSDD\0149531\020569-shs-plan.dgn			DRAWN -	REVISED -					39	(103-1, 103-2)RS	LEE	313	116
PLOT SCALE = 50.0000' / IN.			CHECKED -	REVISED -					CONTRACT NO. 64E97				
PLOT DATE = Fri Mar 26 08:31:26 2010			DATE -	REVISED -					ILLINOIS FED. AID PROJECT				



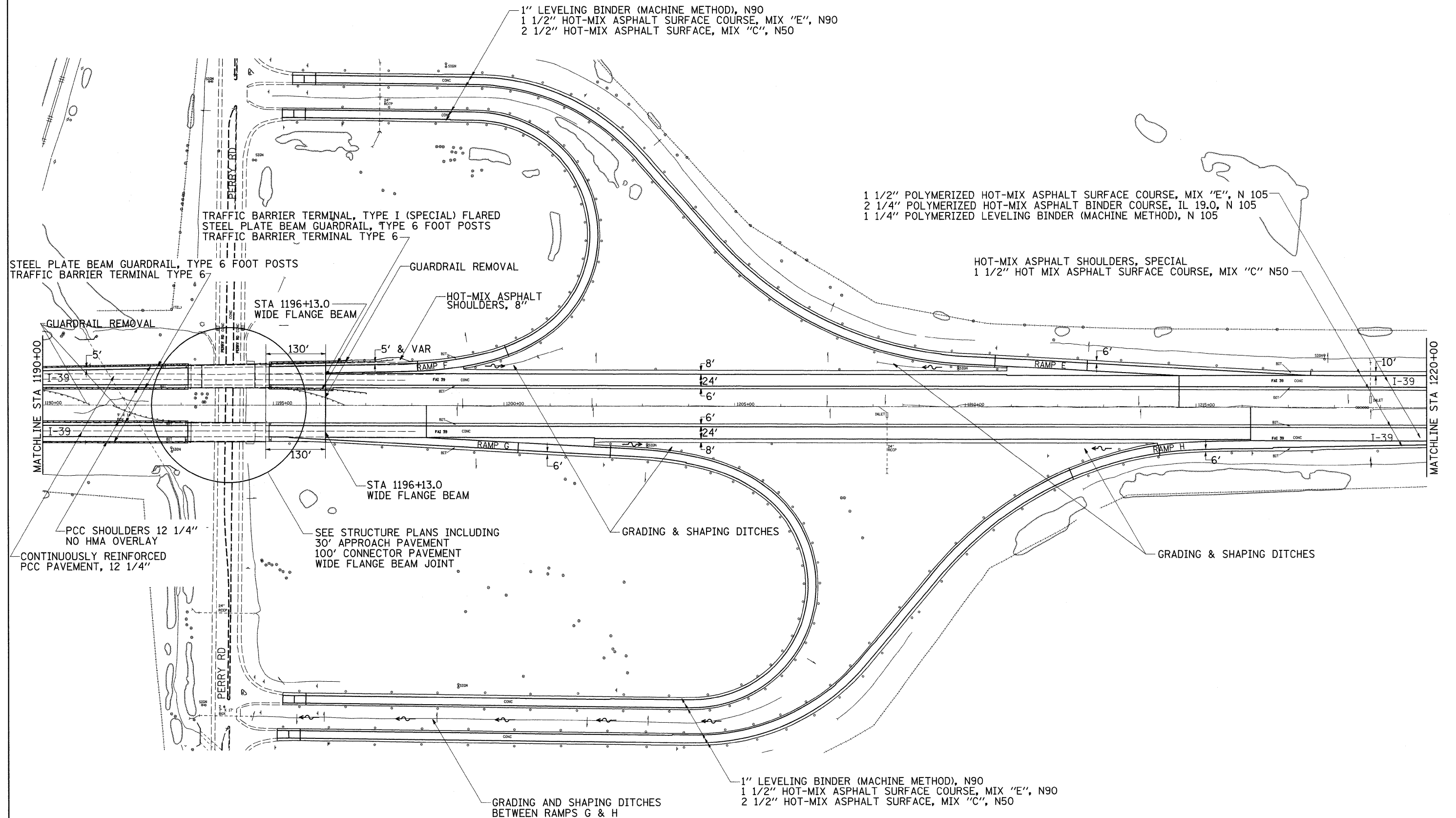
FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 PLAN SHEET			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\DOT\DOSSDD\0149531\0205039-shr-plan.dgn		DRAWN -	REVISED -					39	(103-1, 103-2)RS	LEE	313	117
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -					CONTRACT NO. 64E97				
PLOT DATE = Fri Mar 26 08:31:26 2010		DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	



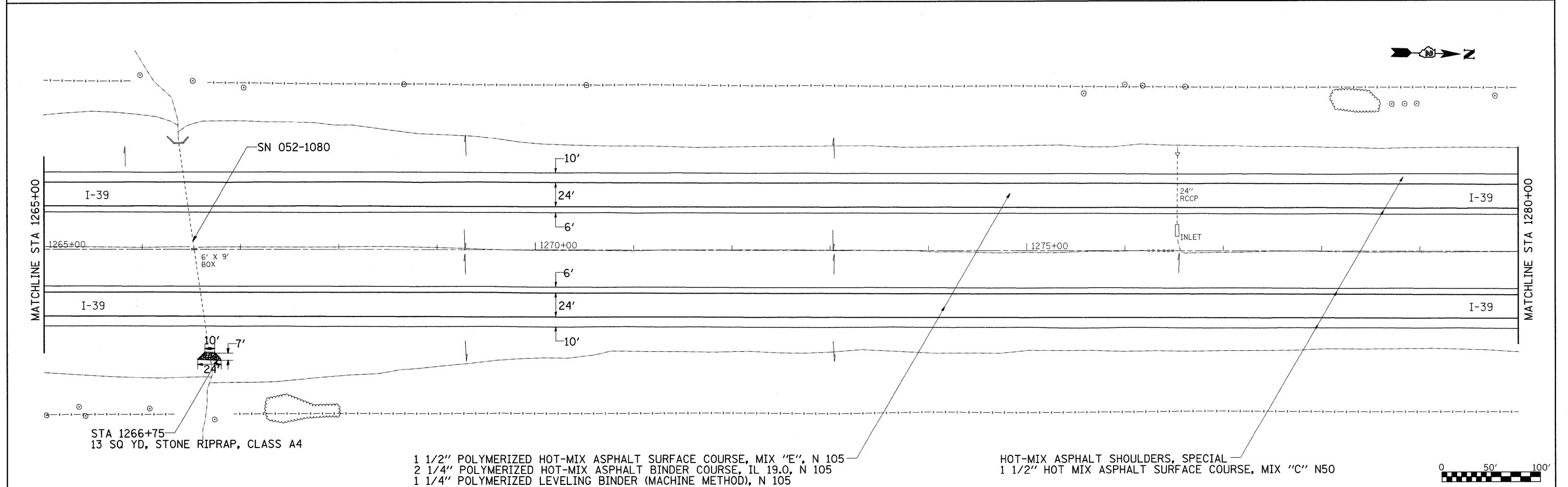
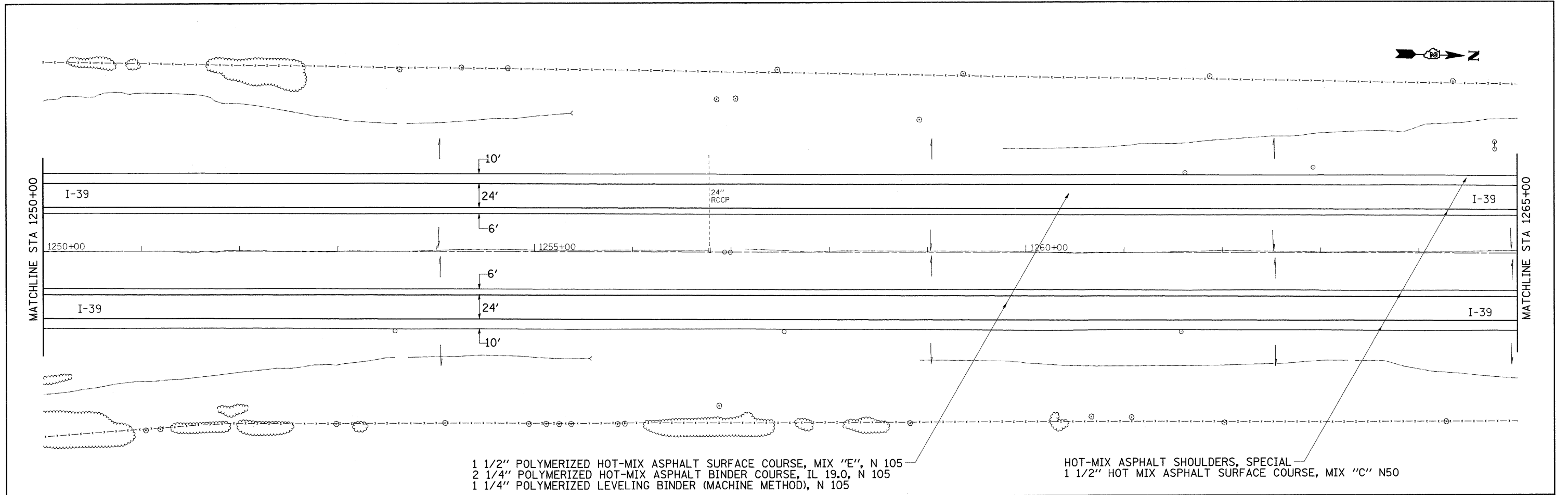
FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		I-39 PLAN SHEET		F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwork\VPWIDOT\DOSSDD\0149531\0285629-shr-plan.dgn		DRAWN -	REVISED -					39	(103-1, 103-2)RS	LEE	313	118
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -					CONTRACT NO. 64E97				
PLOT DATE = Fri Mar 26 08:31:27 2010		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
				SCALE:		SHEET NO. OF SHEETS		STA. TO STA.				



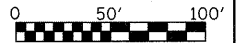
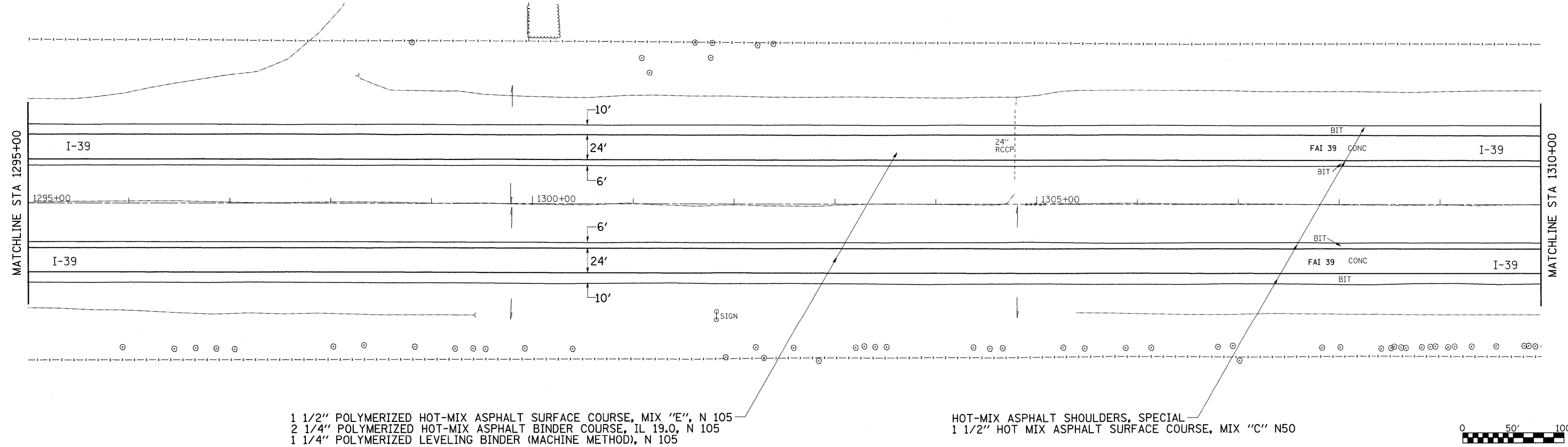
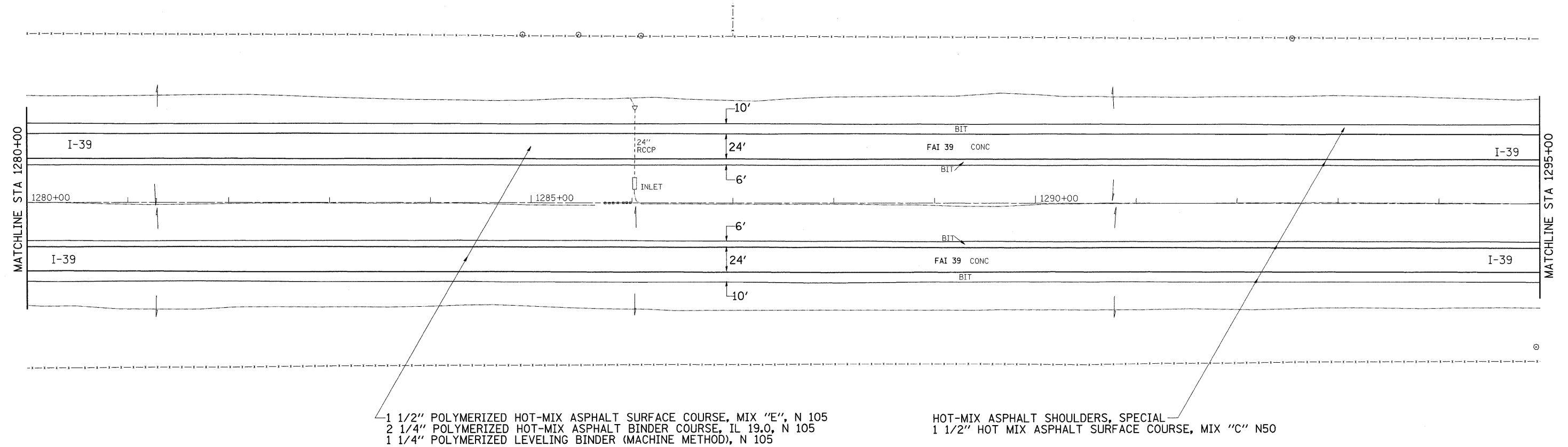
FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		I-39 PLAN SHEET		F.A.I. RTE. 39	SECTION (103-1, 103-2)RS	COUNTY LEE	TOTAL SHEETS 313	SHEET NO. 120
es:\pwwork\VPWIDOT\DOSSDD\0149531\0285629-shr-plan.dgn		DRAWN -	REVISED -									
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -									
PLOT DATE = Fri Mar 26 08:31:28 2010		DATE -	REVISED -									
				SCALE:		SHEET NO.	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	
											CONTRACT NO. 64E97	



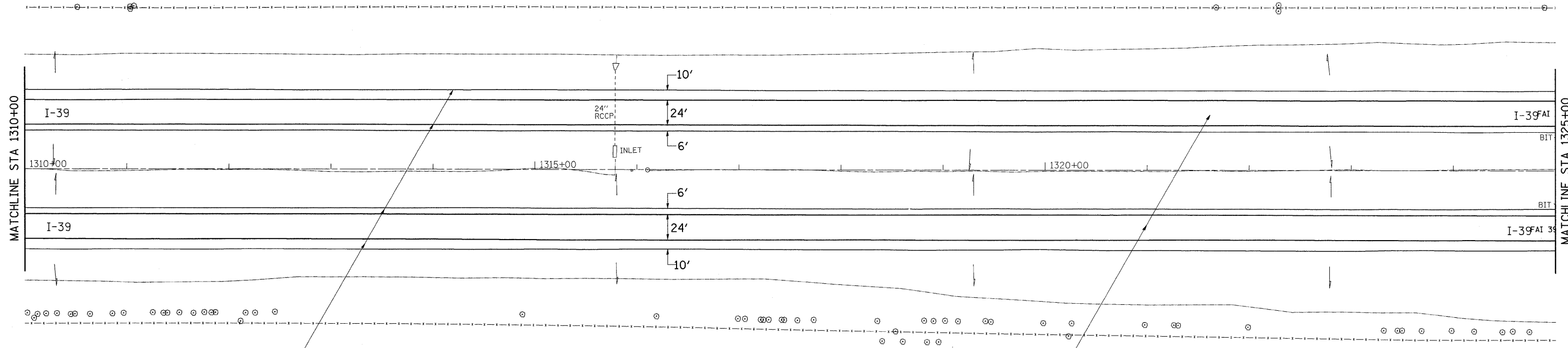
FILE NAME =	USER NAME = dosddd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 PLAN SHEET	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct\pwwork\pwwid001\dossdd\dd0149531\020589-sht-plan.dgn		DRAWN -	REVISED -			39	(103-1, 103-2)RS	LEE	313	122	
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 64E97					
PLOT DATE = Fri Mar 26 08:31:30 2010		DATE -	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
				ILLINOIS FED. AID PROJECT							



FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 PLAN SHEET	F.A.I RTE.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\DOSSDD\0149531\0205809-shs-plan.dgn		DRAWN -	REVISED -			39	(103-1, 103-2)RS	LEE	313	124	
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 64E97					
PLOT DATE = Fri Mar 26 08:31:32 2010		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
SCALE:	SHEET NO. OF		SHEETS	STA.		TO STA.					

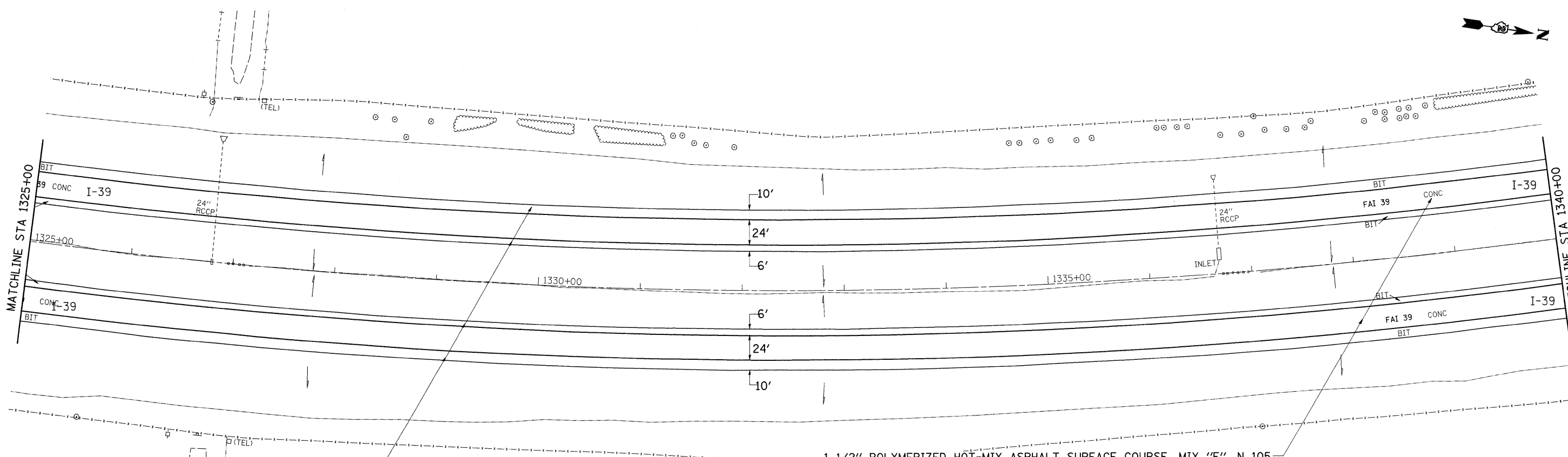


FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 PLAN SHEET	F.A.I RTE.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\PIWIDOT\DOSSDD\0149531\0205609-shr-plan.dgn		DRAWN -	REVISED -			39	(103-1, 103-2)RS	LEE	313	125	
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 64E97					
PLOT DATE = Fri Mar 26 08:31:33 2010		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
SCALE:		SHEET NO.		OF		SHEETS	STA.	TO STA.			



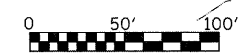
HOT-MIX ASPHALT SHOULDERS, SPECIAL
1 1/2" HOT MIX ASPHALT SURFACE COURSE, MIX "C" N50

1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N 105
2 1/4" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N 105
1 1/4" POLYMERIZED LEVELING BINDER (MACHINE METHOD), N 105

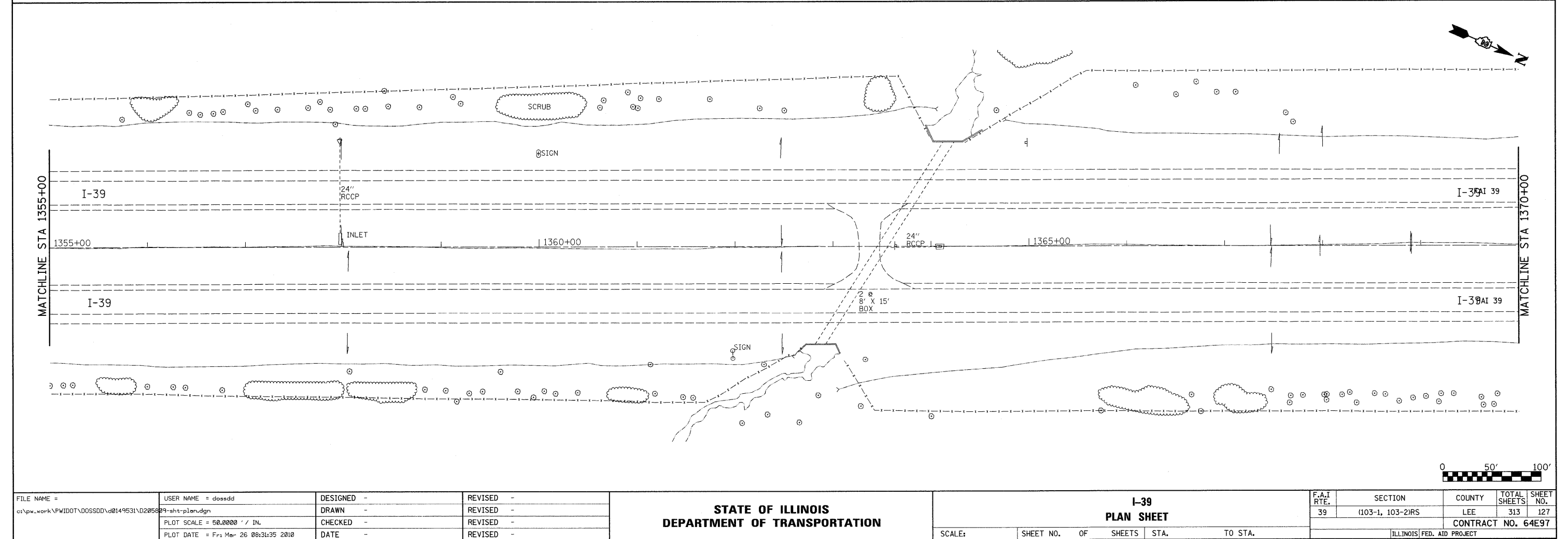
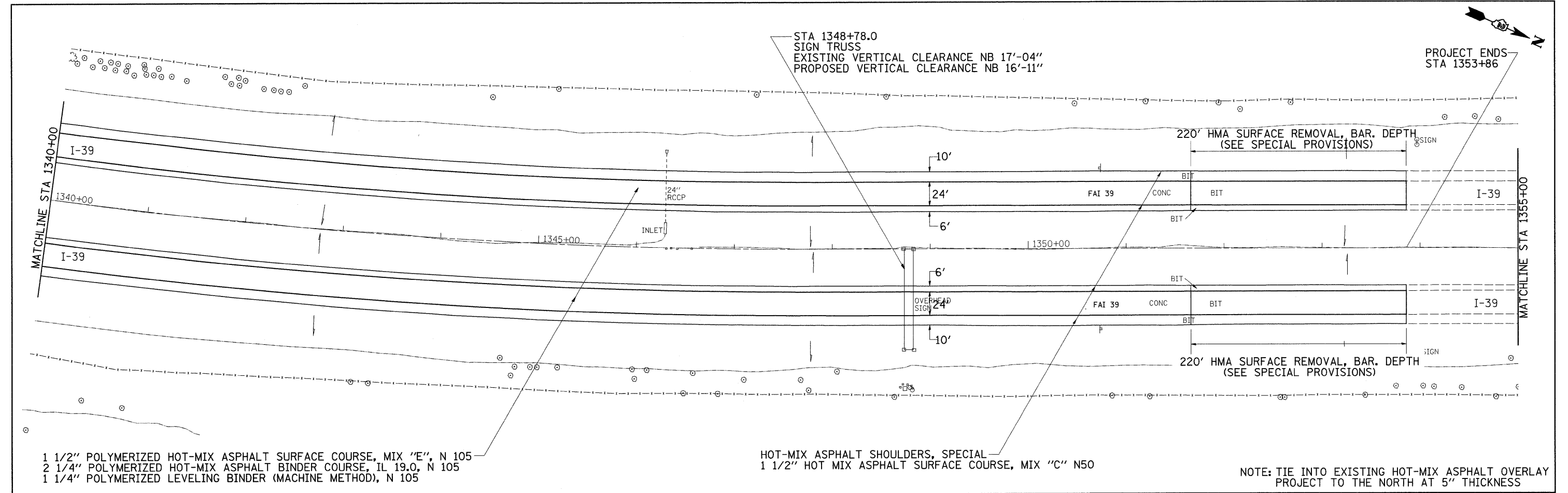


HOT-MIX ASPHALT SHOULDERS, SPECIAL
1 1/2" HOT MIX ASPHALT SURFACE COURSE, MIX "C" N50

1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N 105
2 1/4" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N 105
1 1/4" POLYMERIZED LEVELING BINDER (MACHINE METHOD), N 105

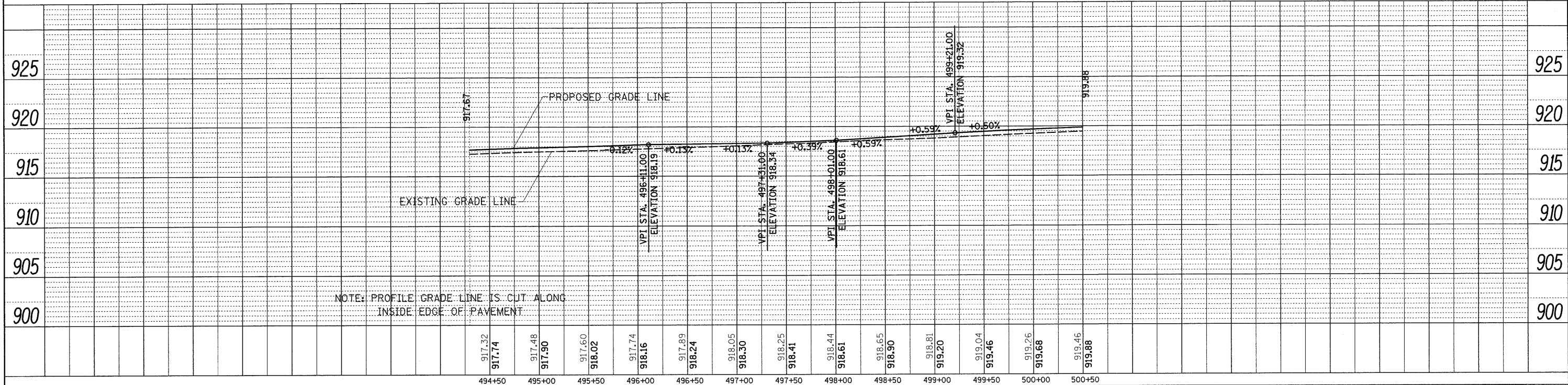


FILE NAME =		USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		I-39 PLAN SHEET		F.A.I. RTE. 39	SECTION (103-1, 103-2)RS	COUNTY LEE	TOTAL SHEETS 313	SHEET NO. 126
c:\pwork\pwork\DOT\DOSSDD\0149531\0205609-shr-plan.dgn		PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -			SCALE:		SHEET NO. OF SHEETS STA. TO STA.				
PLOT DATE = Fri Mar 26 08:31:34 2010			CHECKED -	REVISED -					CONTRACT NO. 64E97				
			DATE -	REVISED -					ILLINOIS FED. AID PROJECT				



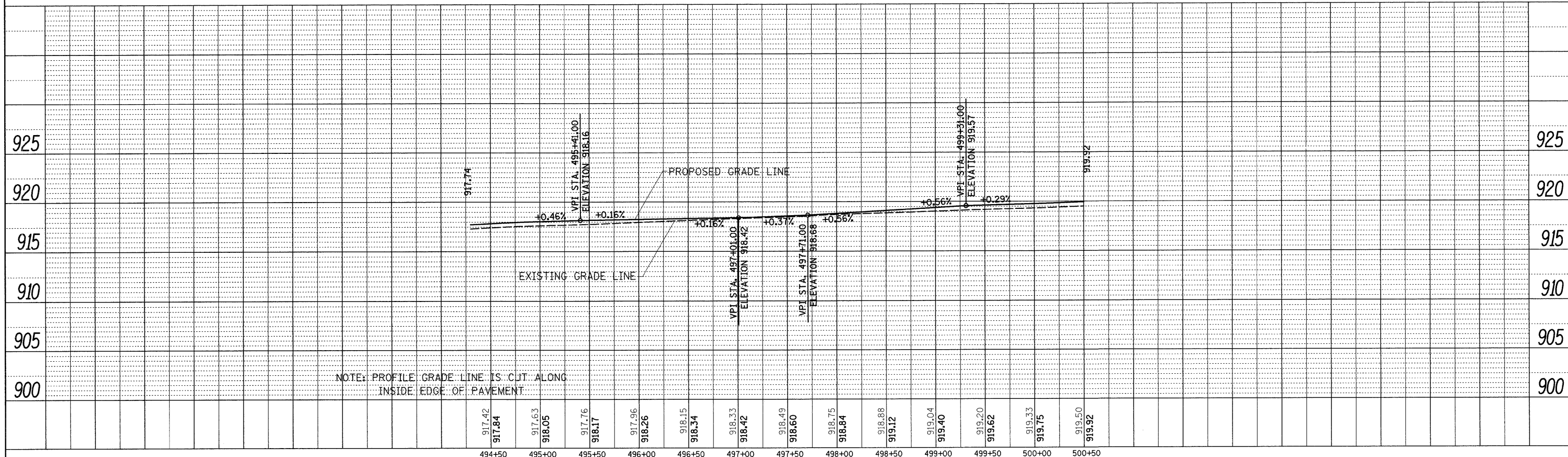
I-39 AT SHADY OAKS ROAD NB

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	REVIEWED		
NOTE BOOK NO. _____			
CAD FILE NAME _____			



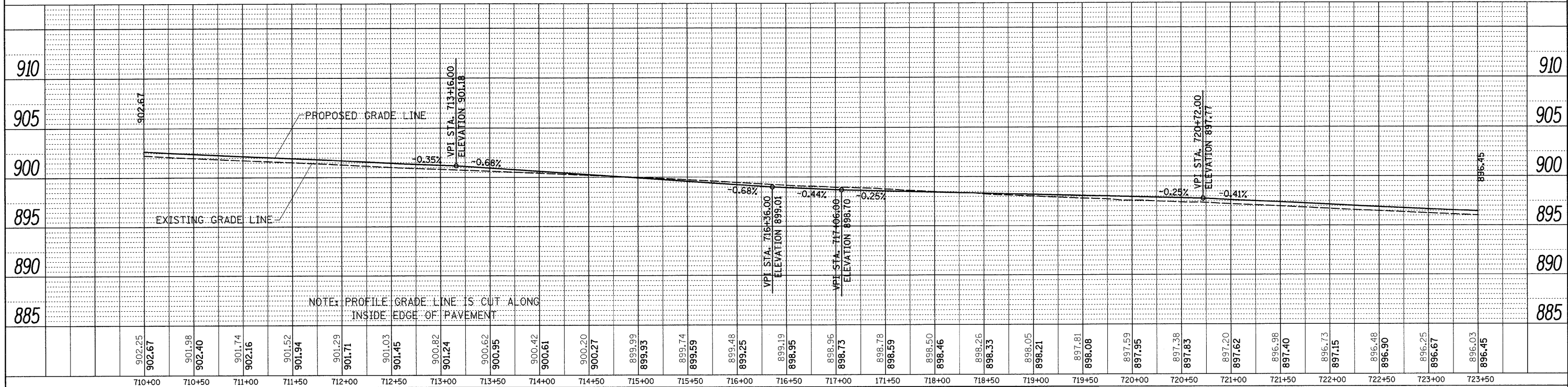
I-39 AT SHADY OAKS ROAD SB

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	REVIEWED		
NOTE BOOK NO. _____			
STRUCTURE NOTATION CHRD _____			



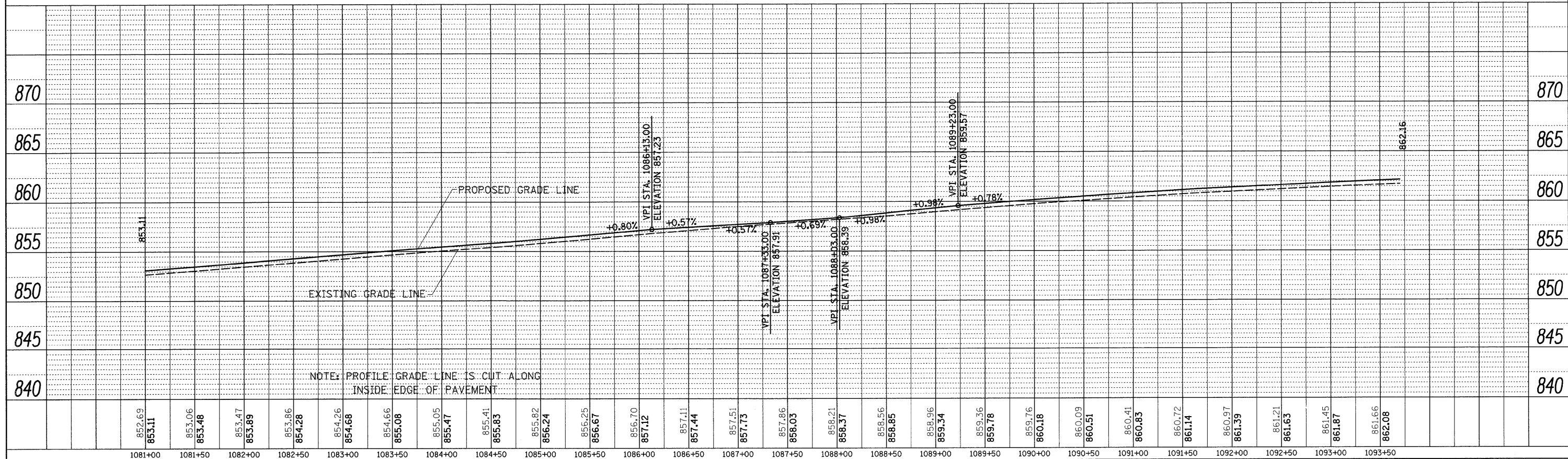
I-39 AT BEEMERVILLE ROAD NB

PLAN	SURVEYED	DATE
NO.	PLOTTED	BY
NOTE BOOK	CHECKED	
	RT. OF WAY CHECKED	
	CADD FILE NAME	



I-39 AT MCGIRR ROAD SB

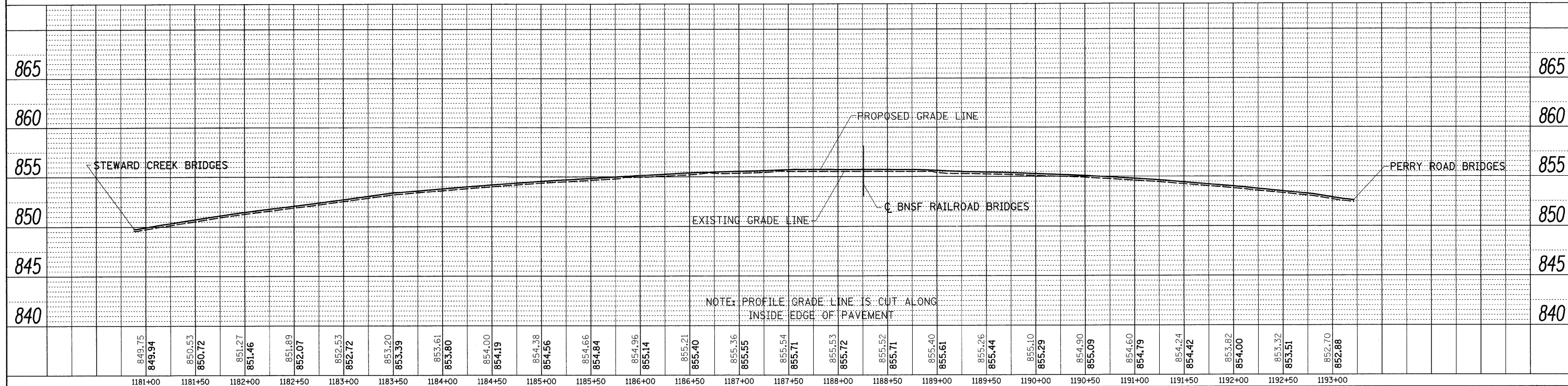
PROFILE	SURVEYED	DATE
NO.	PLOTTED	BY
NOTE BOOK	CHECKED	
	RT. OF WAY CHECKED	
	STRUCTURE NOTATIONS CHKD	



FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39				F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pw\work\PWIDOT\DOSSDD\014953\020580	shtr-prof.dgn	DRAWN -	REVISED -		BEEMERVILLE ROAD & MCGIRR ROAD				39	(103-1,103-2)RS	LEE	313	129
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -						CONTRACT NO. 64E97				
	PLOT DATE = Fri Mar 26 08:36:50 2010	DATE -	REVISED -						ILLINOIS FED. AID PROJECT				
					SCALE: 1" = 50'				SHEET NO.	OF	SHEETS	STA. 1081+00 TO STA. 1093+50	

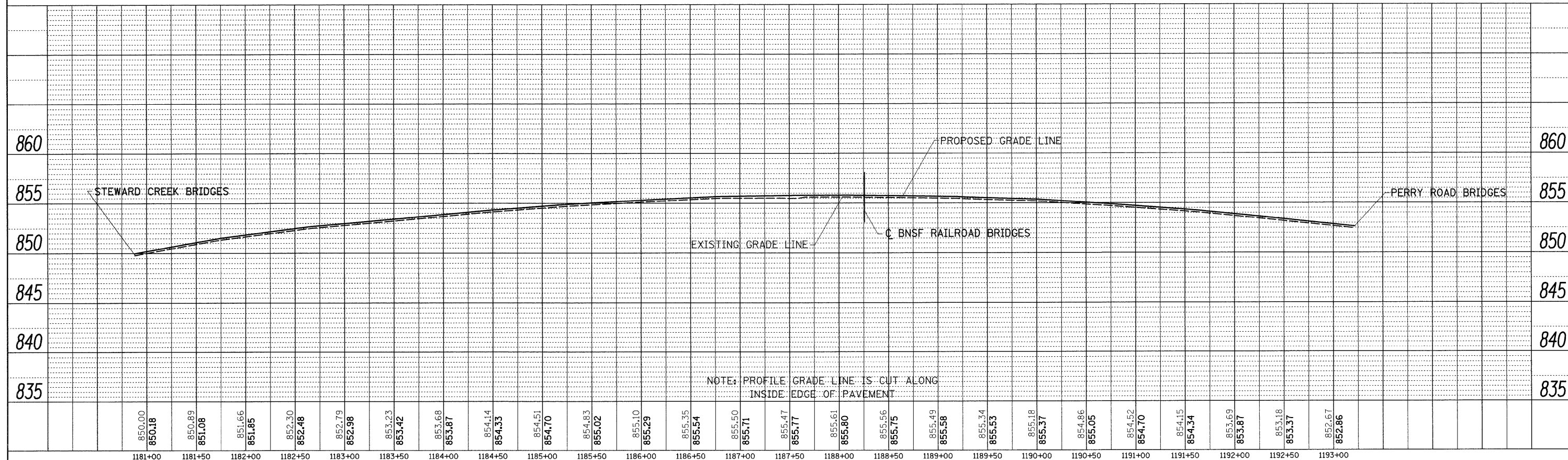
I-39 AT STEWARD CREEK TO PERRY ROAD NB

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTES CHECKED		
	FILE NAME		



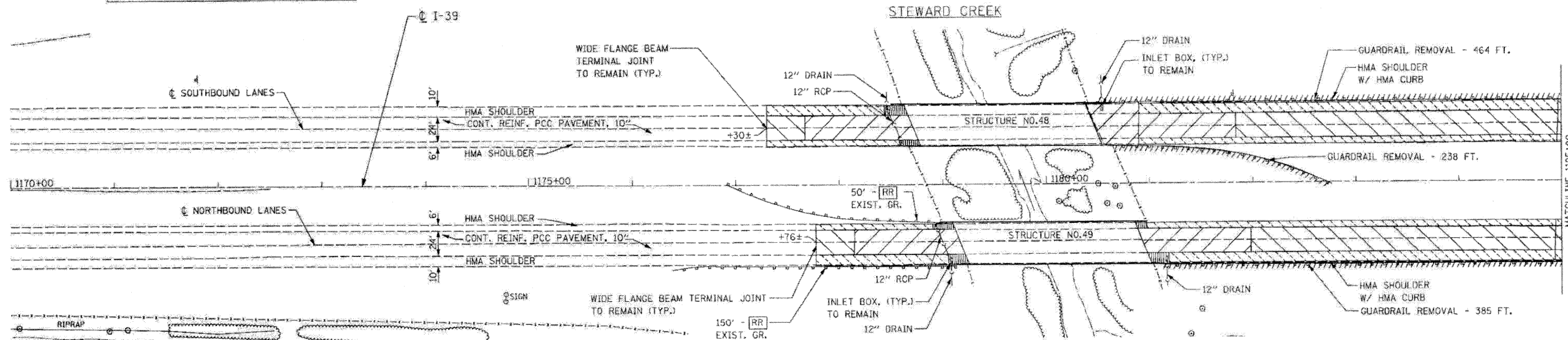
I-39 AT STEWARD CREEK TO PERRY ROAD SB

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	NOTES CHECKED		
	FILE NAME		



FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 STEWARD CREEK BRIDGES TO PERRY ROAD BRIDGES	SCALE: 1" = 50'	SHEET NO. OF SHEETS	STA. 1181+00 TO STA. 1193+00	F.A.I. RTE. 39	SECTION 103-1,103-2/RS	COUNTY LEE	TOTAL SHEETS	SHEET NO.
cr\pw\work\PWIDOT\DOSSDD\0149531\020590	sh-t-prof.dgn	DRAWN -	REVISED -									313	130
		CHECKED -	REVISED -										
		DATE -	REVISED -										
										CONTRACT NO. 64E97		ILLINOIS FED. AID PROJECT	

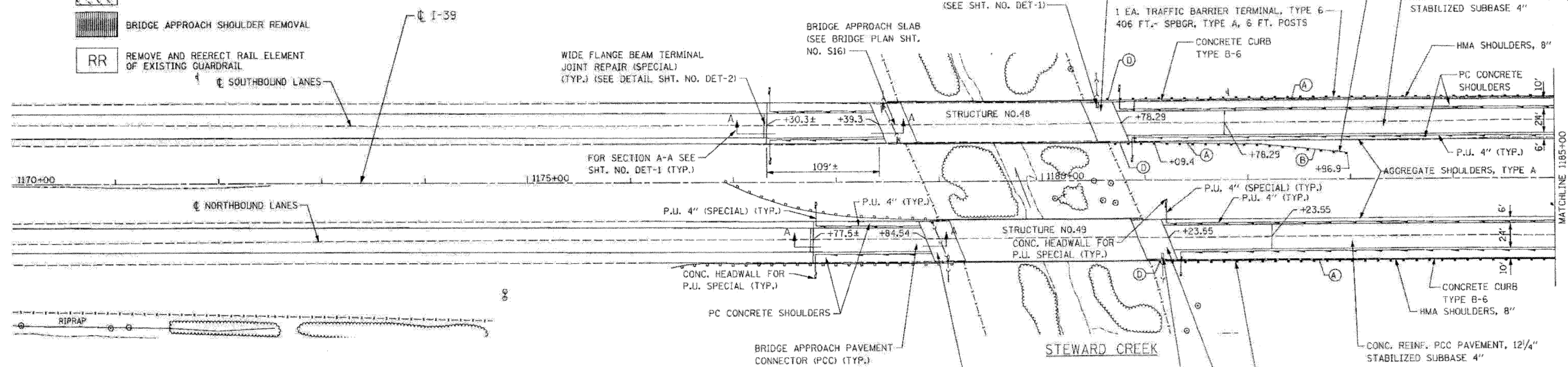
NOTE:
ALL "INLET BOX TYPE C OR D" INSIDE BRIDGE
APPROACH PAVEMENT SHALL REMAIN AND WILL
BE ADJUSTED AS SHOWN ON DETAIL.
SEE SHT. NO. DET-1.



REMOVAL LEGEND

- APPROACH SLAB REMOVAL
- PAVEMENT REMOVAL
- HMA SHOULDER REMOVAL
- BRIDGE APPROACH SHOULDER REMOVAL
- REMOVE AND REERECT RAIL ELEMENT OF EXISTING GUARDRAIL

EXISTING PLAN



PROPOSED LEGEND

- (A) SPB GUARDRAIL, TYPE A, 6 FT. POST
- (B) TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
- (D) TRAFFIC BARRIER TERMINAL, TYPE 6

PROPOSED PLAN

FILE NAME: 0264E97-shr-plan2.dgn
PLOT DATE: 3/29/2010
PLOT SCALE: 1/8" = 1'-0"

CHRISTIAN ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED: M.P.
DRAWN: D.L.
CHECKED: E.J.M.
DATE: MARCH 2010

REVISED:
REVISED:
REVISED:
REVISED:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

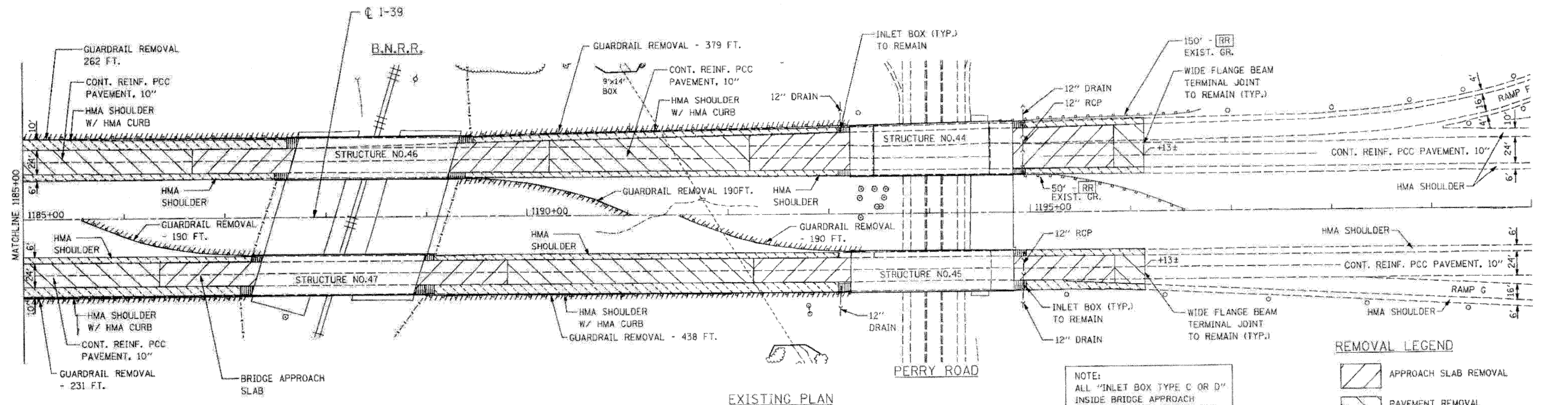
EXISTING AND PROPOSED PLAN
I-39 OVER STEWARD CREEK
STA. 1170+00 TO STA. 1185+00

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
39	103-1, 103-2/RS	LEE	313 132
CONTRACT NO. 64E97			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

RP-2

ORIGINAL SURVEY	BY _____	DATE _____
SURVEYED		
PLOTTED		
TEMPLATE AREAS		
NOTE BOOK		

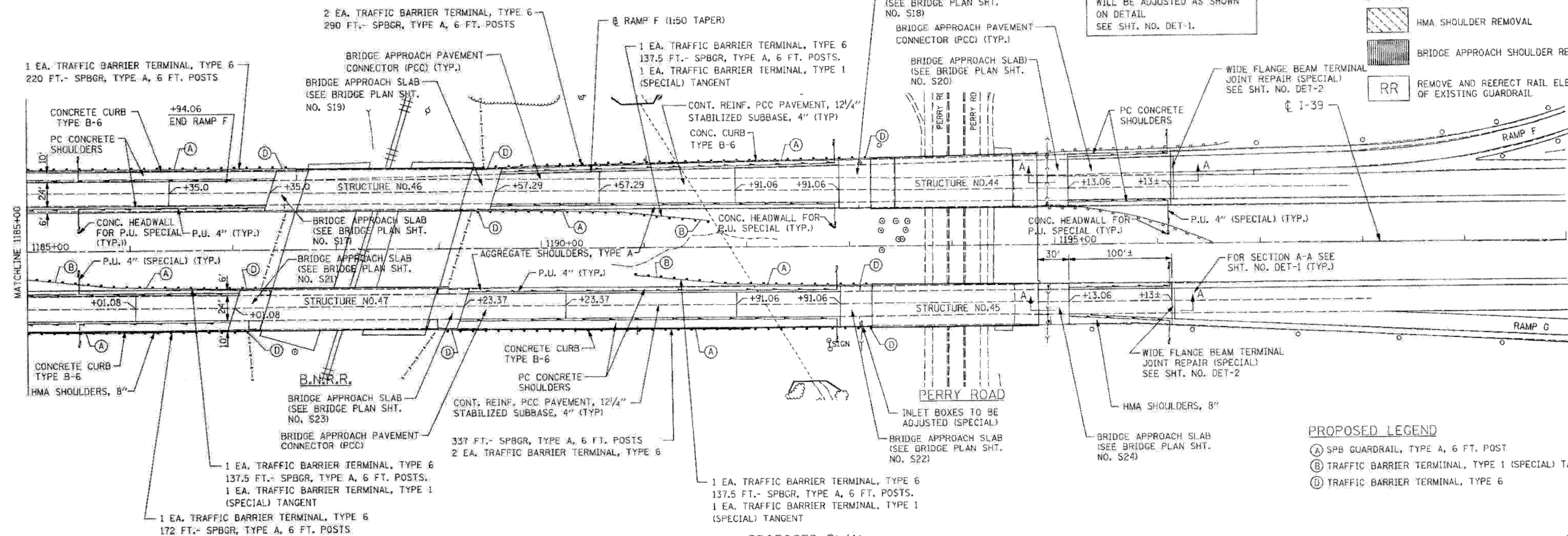


EXISTING PLAN

NOTE:
ALL "INLET BOX TYPE C OR I
INSIDE BRIDGE APPROACH
PAVEMENT SHALL REMAIN AND
WILL BE ADJUSTED AS SHOWN
ON DETAIL
SEE SHT. NO. DET-1.

REMOVAL LEGEND

- | | |
|--|--|
| | APPROACH SLAB REMOVAL |
| | PAVEMENT REMOVAL |
| | HMA SHOULDER REMOVAL |
| | BRIDGE APPROACH SHOULDER REMOVAL |
| | REMOVE AND REERECT RAIL ELEMENT
OF EXISTING GUARDRAIL |



PROPOSED LEGEND

- ☐ (A) SPB GUARDRAIL, TYPE A, 6 FT. POST.
☐ (B) TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
☐ (C) TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
☐ (D) TRAFFIC BARRIER TERMINAL, TYPE 6

PROPOSED PLAN

FILE NAME = D264E97-shr-plot3.dgn
PLOT DATE = 3/29/2010
PLOT SCALE = 50.0000' / IN.



CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312) 372-2623 FAX: (312) 372-5271

DESIGNED	M.P.
DRAWN	D.L.
CHECKED	E.M.
DATE	MARCH 2010

REVISED	-
REVISED	-
REVISED	-
REVISED	-

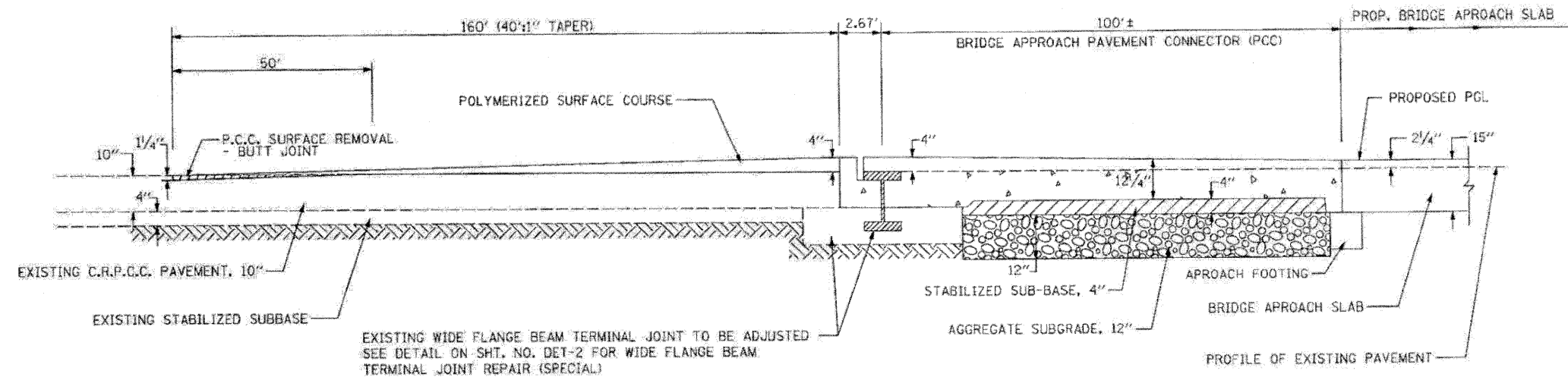
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED PLAN
I-39 OVER B.N.R.R. & PERRY ROAD
STA. 1185+00 TO STA. 1215+00

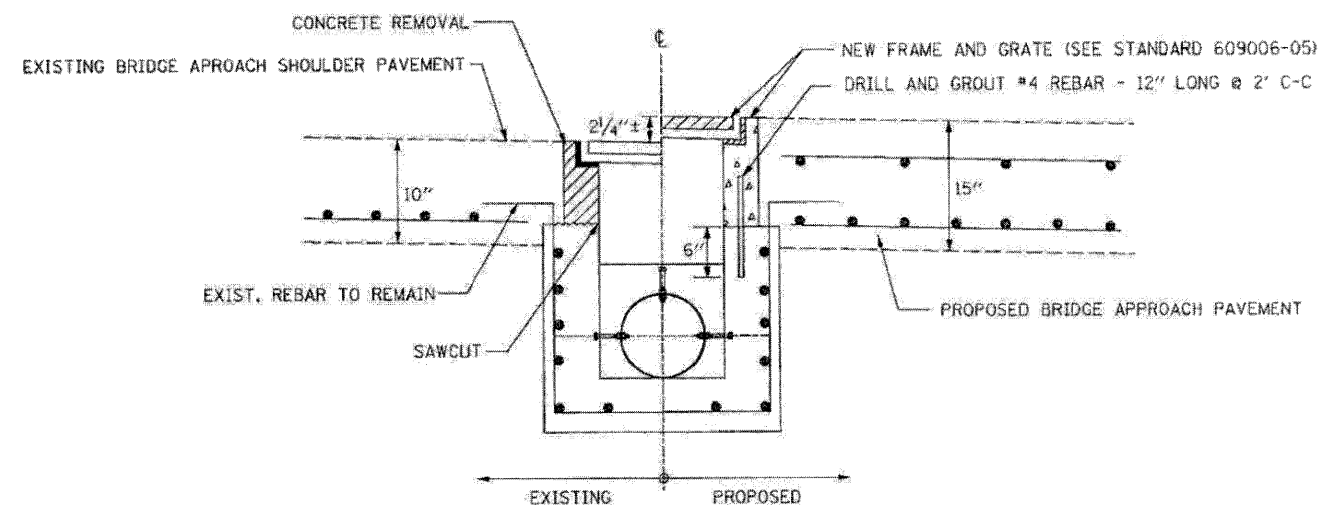
SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
--------	-----------	----	--------	------	---------

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHE NO.
39	(103-1, 103-2)RS	LEE	313	1
		CONTRACT NO. 64E9		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

RP-3



SECTION A-A
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
AT WIDE FLANGE BEAM TERMINAL JOINT



INLET BOXES TO BE ADJUSTED (SPECIAL)
DETAIL

1. SAW CUT AND REMOVE SECTION OF WALL OF INLET BOX C OR INLET BOX D. DISPOSE OF THE OLD FRAME & GRATE.
2. DRILL AND GROUT THE #4 REBAR - 12" LONG.
3. ADJUST THE INLET BOX WITH THE NEW FRAME AND GRATE. FOR INLET BOX C OR INLET BOX D, AS REQUIRED (STANDARD 609006-05)
4. THIS WORK SHALL BE PAID AS INLET BOXES TO BE ADJUSTED (SPECIAL), EACH

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
SHOULDER	
HMA SURFACE COURSE, MIX "C", N50, 2"	4% @ 50 GYR.
HMA BINDER COURSE, IL-19.0, N70, 8"	4% @ 70 GYR.

NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE:
HMA MIXTURES IS 112 LBS/SQ YD/IN,
AND POLYMERIZED HMA MIXTURES IS 119 LBS/SQ YD/IN.

FILE NAME: D264E97-411-detail1.dgn
PLOT DATE: 3/29/2010
PLOT SCALE: 1/8" = 1' IN.

CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312) 372-2023 FAX: (312) 372-5274

DESIGNED - M.P.	REVISED -
DRAWN - J.V.	REVISED -
CHECKED - M.P.	REVISED -
DATE - MARCH 2010	REVISED -

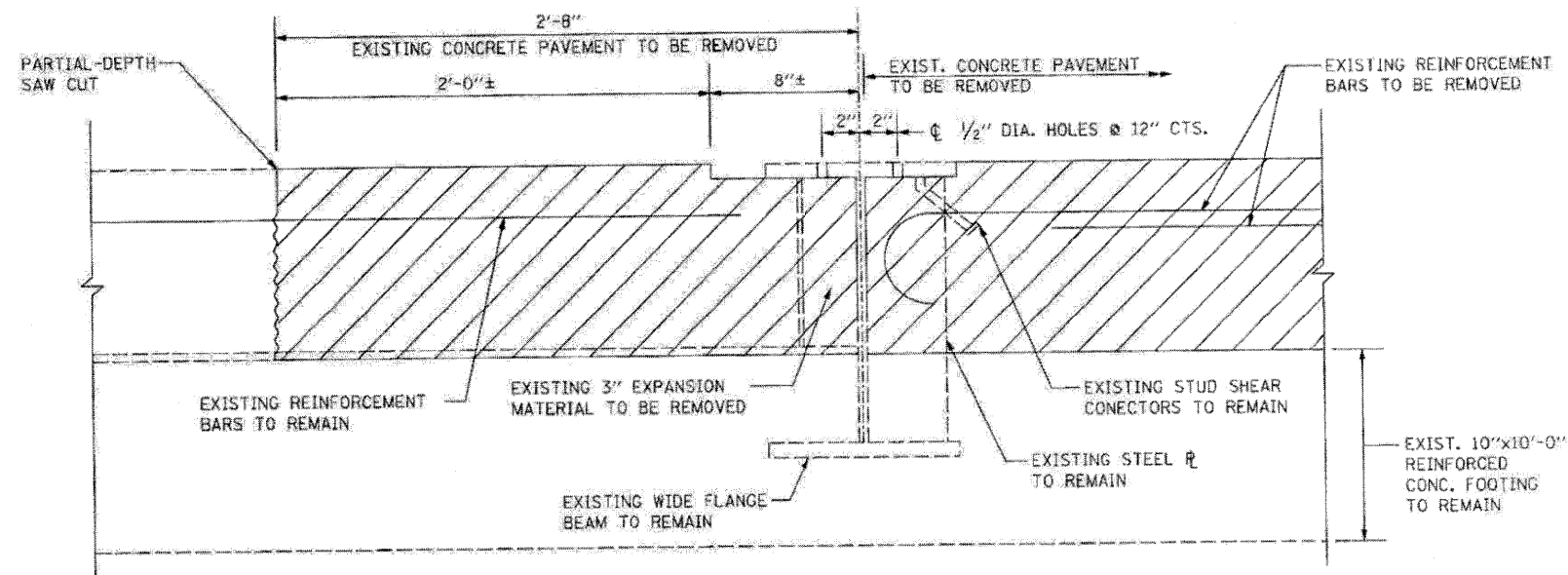
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS
I-39

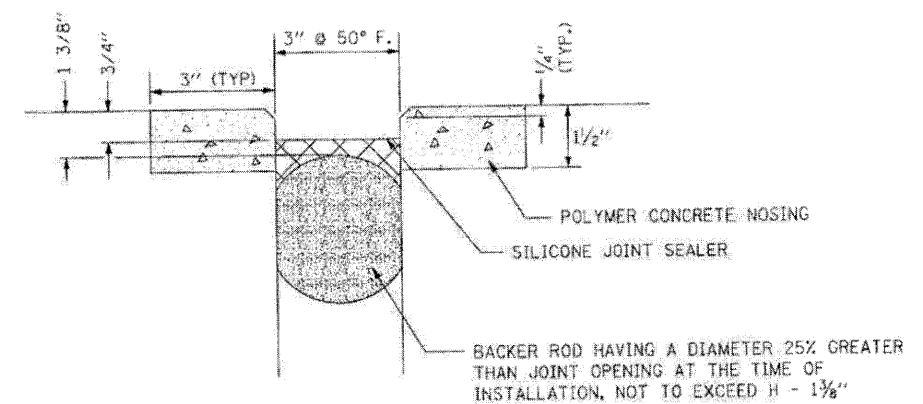
SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1, 103-2)RS	LEE	313	134
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

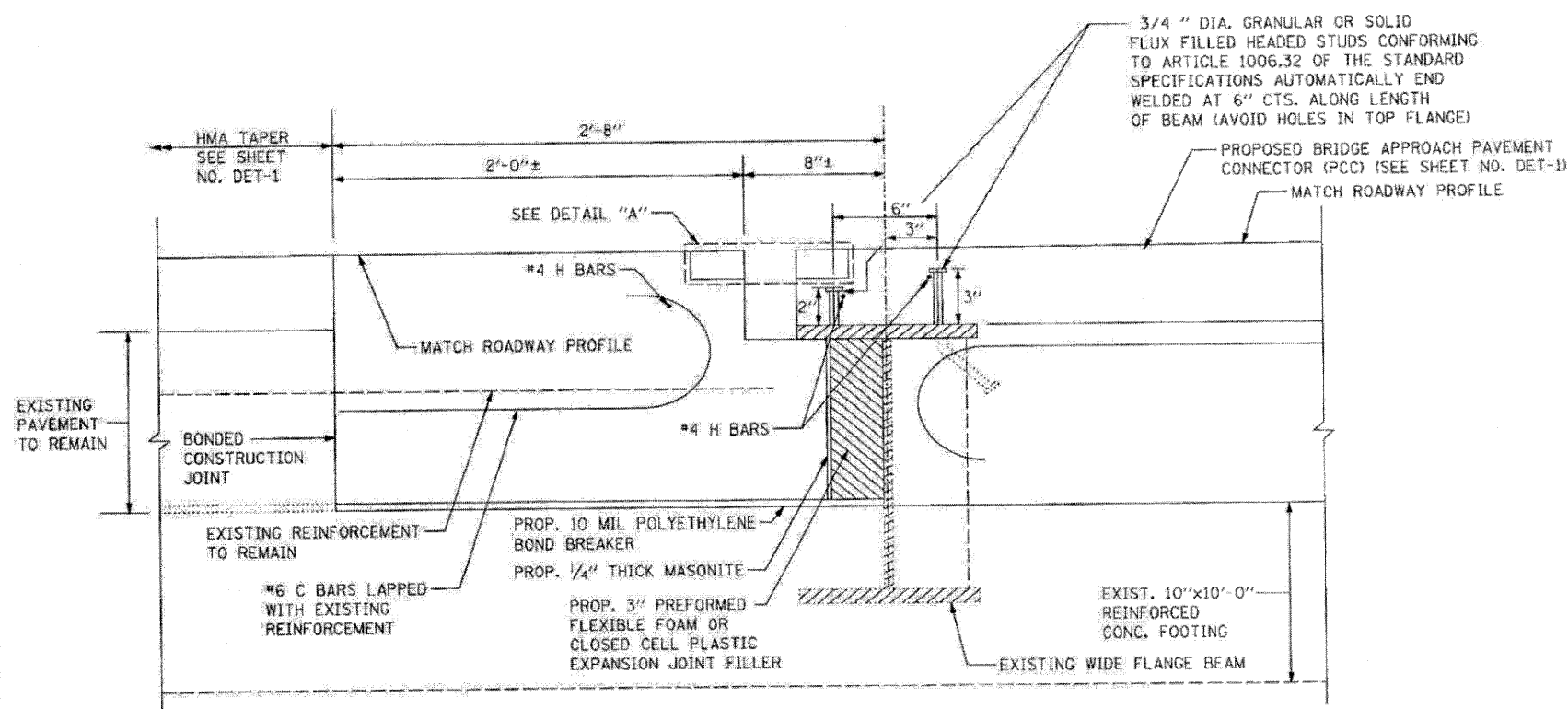
DET-1



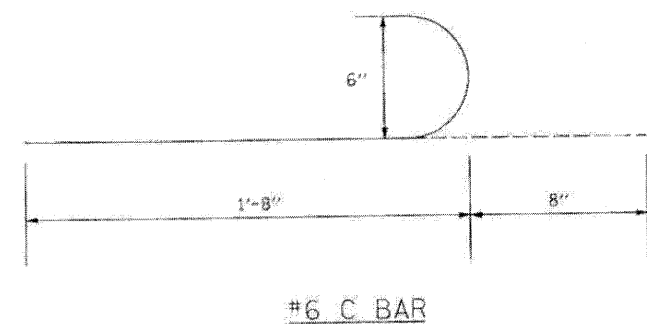
EXISTING SECTION THRU WIDE FLANGE BEAM TERMINAL JOINT
(8 LOCATIONS)
(N.T.S.)



DETAIL "A"



PROPOSED SECTION THRU WIDE FLANGE BEAM TERMINAL JOINT
(8 LOCATIONS)
(N.T.S.)



NOTES:

1. FOR INFORMATION NOT SHOWN OR CALLED OUT, SEE STANDARD 421101, APPLICABLE PORTIONS OF SECTION 421 OF THE STANDARD SPECIFICATIONS, AND THE ROADWAY PLANS.
2. ALL WORK SHOWN ON THIS SHEET EXCEPT FOR WORK ALREADY INCLUDED WITH BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) AND HMA TAPER IS INCLUDED WITH WIDE FLANGE BEAM TERMINAL JOINT REPAIR (SPECIAL).
3. POLYMER CONCRETE SHALL CONFORM TO CHECK SHEET #17 OF THE RECURRING SPECIAL PROVISIONS AND SHALL BE INCLUDED WITH WIDE FLANGE BEAM TERMINAL JOINT REPAIR (SPECIAL).

FILE NAME: D254E97-ahs-detail2.dgn
PLOT DATE: 3/27/2010
PLOT SCALE: 1/8" = 1'-0"

CR
CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312) 372-2023 FAX: (312) 372-5274

DESIGNED - J.C.N.	REVISED -
DRAWN - J.V.	REVISED -
CHECKED - M.P.	REVISED -
DATE - MARCH 2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

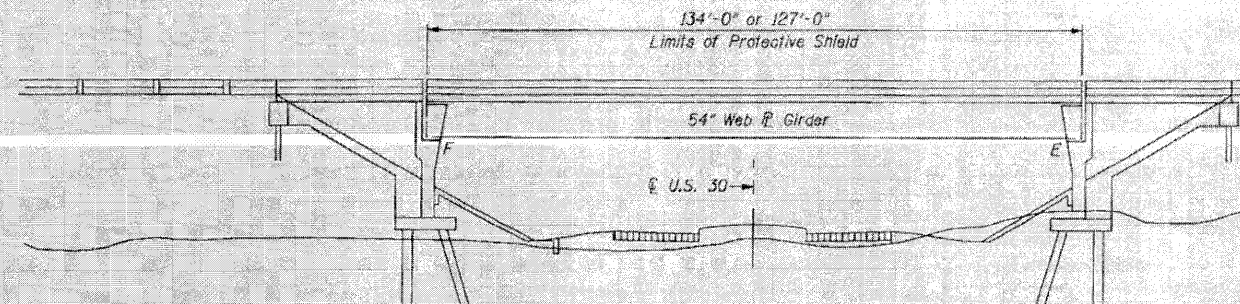
WIDE FLANGE BEAM TERMINAL JOINT REPAIR (SPECIAL)

DETAIL
I-39

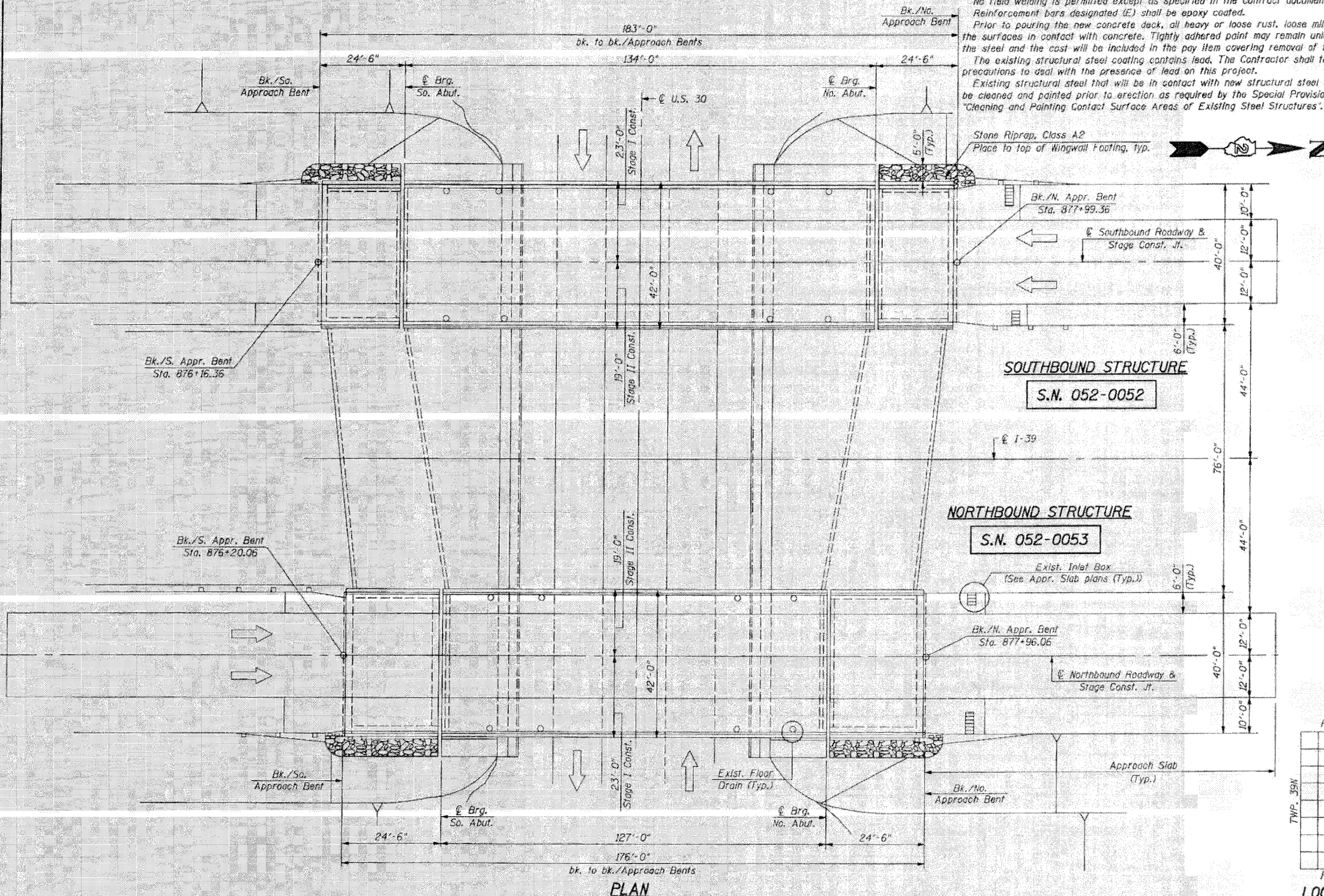
SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1, 103-2)RS	LEE	313	135
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DET-2



ELEVATION



PLAN

GENERAL NOTES:

Plan dimensions and details relative to existing plans are subject to Nominal Construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work. Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the Deck is poured at an ambient temperature other than 50°F. Areas of deck repairs shown are estimated. The Engineer shall show actual locations of deck repairs on the As-Built plans. If the analysis submitted to the Contractor for the jacking/temporary support system to be used shows temporary stiffeners are required to prevent web crippling or buckling, the stiffeners shall be steel and bolted to the web. If stiffeners are not required, hardwood timbers shall be installed tightly between the top and bottom flange to prevent flange rotation.

Existing Reinforcement Bars extending into the removal areas 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 is included with Concrete Removal. The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the facial beams shall be Interstate Green, Munsell No. 7.5G 4/8. See Special Provision for "Cleaning and Painting New Metal Structures".

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

Reinforcement Bars shall conform to the requirements of ASTM A 706 Gr. 60. See Special Provisions.

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 3/4 in. ϕ , holes 15/16 in. ϕ , unless otherwise noted.

No field welding is permitted except as specified in the contract documents.

Reinforcement bars designated (E) shall be epoxy coated.

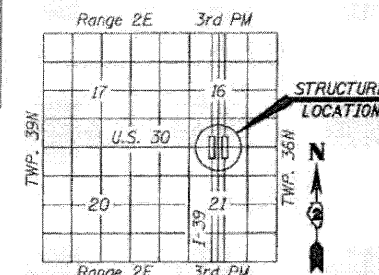
Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

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".

INDEX OF SHEETS

- S1 GENERAL PLAN & ELEVATION
- S2 DECK CROSS SECTIONS
- S3 SOUTHBOUND & NORTHBOUND STRUCTURES
- S4 DECK PLAN - SOUTHBOUND STRUCTURE
- S5 DECK PLAN - NORTHBOUND STRUCTURE
- S6 JOINT RECONSTRUCTION AT SOUTH ABUTMENT SOUTHBOUND STRUCTURE
- S7 JOINT RECONSTRUCTION DETAILS AT SOUTH ABUTMENT SOUTHBOUND STRUCTURE
- S8 JOINT RECONSTRUCTION AT NORTH ABUTMENT SOUTHBOUND STRUCTURE
- S9 JOINT RECONSTRUCTION DETAILS AT NORTH ABUTMENT SOUTHBOUND STRUCTURE
- S10 JOINT RECONSTRUCTION AT SOUTH ABUTMENT NORTHBOUND STRUCTURE
- S11 JOINT RECONSTRUCTION DETAILS AT SOUTH ABUTMENT NORTHBOUND STRUCTURE
- S12 JOINT RECONSTRUCTION AT NORTH ABUTMENT NORTHBOUND STRUCTURE
- S13 JOINT RECONSTRUCTION DETAILS AT NORTH ABUTMENT NORTHBOUND STRUCTURE
- S14 STRUCTURAL STEEL REPAIRS SOUTHBOUND & NORTHBOUND STRUCTURES
- S15 FIXED BEARING ASSEMBLY - SOUTH ABUTMENT SOUTHBOUND & NORTHBOUND STRUCTURE
- S16 ELASTOMERIC BEARING ASSEMBLY, TYPE II- NORTH ABUTMENT SOUTHBOUND & NORTHBOUND STRUCTURES
- S17 SOUTH ABUTMENT REPAIRS SOUTHBOUND STRUCTURE
- S18 SOUTH & NORTH ABUTMENT REPAIRS NORTHBOUND STRUCTURE
- S19 SOUTH APPROACH SLAB REPAIR-I SOUTHBOUND STRUCTURE
- S20 SOUTH APPROACH SLAB REPAIR-II SOUTHBOUND STRUCTURE
- S21 NORTH APPROACH SLAB REPAIR-I SOUTHBOUND STRUCTURE
- S22 NORTH APPROACH SLAB REPAIR-II SOUTHBOUND STRUCTURE
- S23 SOUTH APPROACH SLAB REPAIR-I NORTHBOUND STRUCTURE
- S24 SOUTH APPROACH SLAB REPAIR-II NORTHBOUND STRUCTURE
- S25 NORTH APPROACH SLAB REPAIR-I NORTHBOUND STRUCTURE
- S26 NORTH APPROACH SLAB REPAIR-II NORTHBOUND STRUCTURE
- S27 BAR SPlicer ASSEMBLY AND MECHANICAL SPlicer DETAILS
- S28 PREFORMED JOINT STRIP SEAL
- S29 TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION



LOCATION SKETCH



Bhadresh N. Shah
BHADRESH N. SHAH 03/29/2010
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS LIC. No. 081-004476
EXPIRES: 11-30-10

FILE NAME: -B020052-64E97-01-GPE.dgn
PLOT DATE: -3/29/2010
PLOT SCALE: 5/8"=1'-0"



CHRISTIAN-ROGGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312) 372-2023 FAX: (312) 372-5274

DESIGNED - B.N.S./J.C.N.
DRAWN - D.L./P.M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010

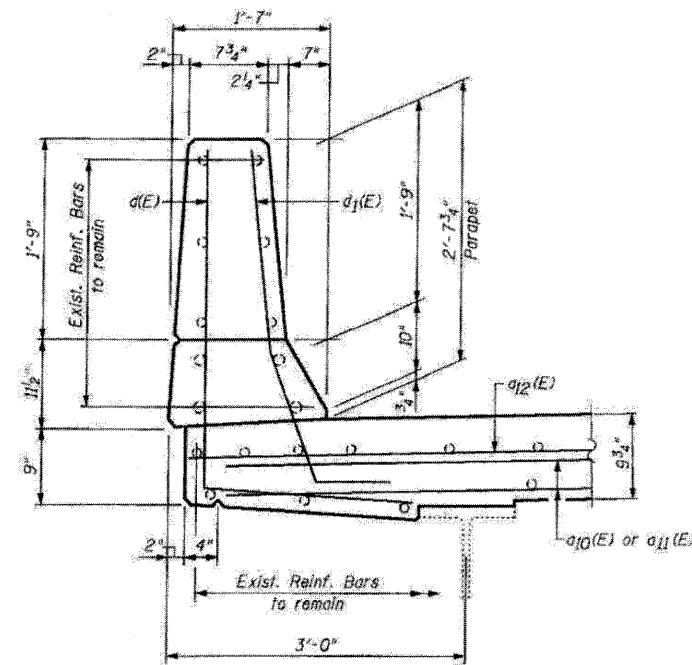
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

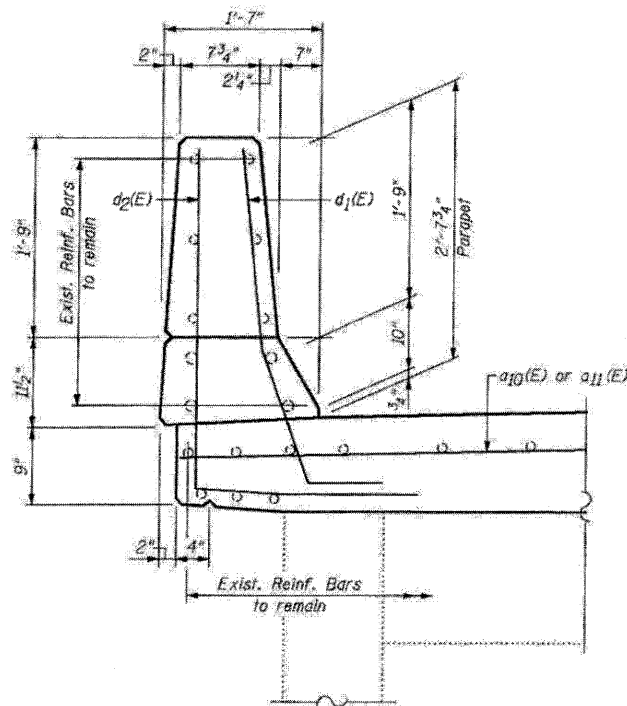
GENERAL PLAN & ELEVATION
SOUTHBOUND & NORTHBOUND STRUCTURES
I-39 OVER U.S. RTE. 30
S.N. 052-0052
S.N. 052-0053

SCALE: SHEET NO. S1 OF S28 SHEETS STA. TO STA.

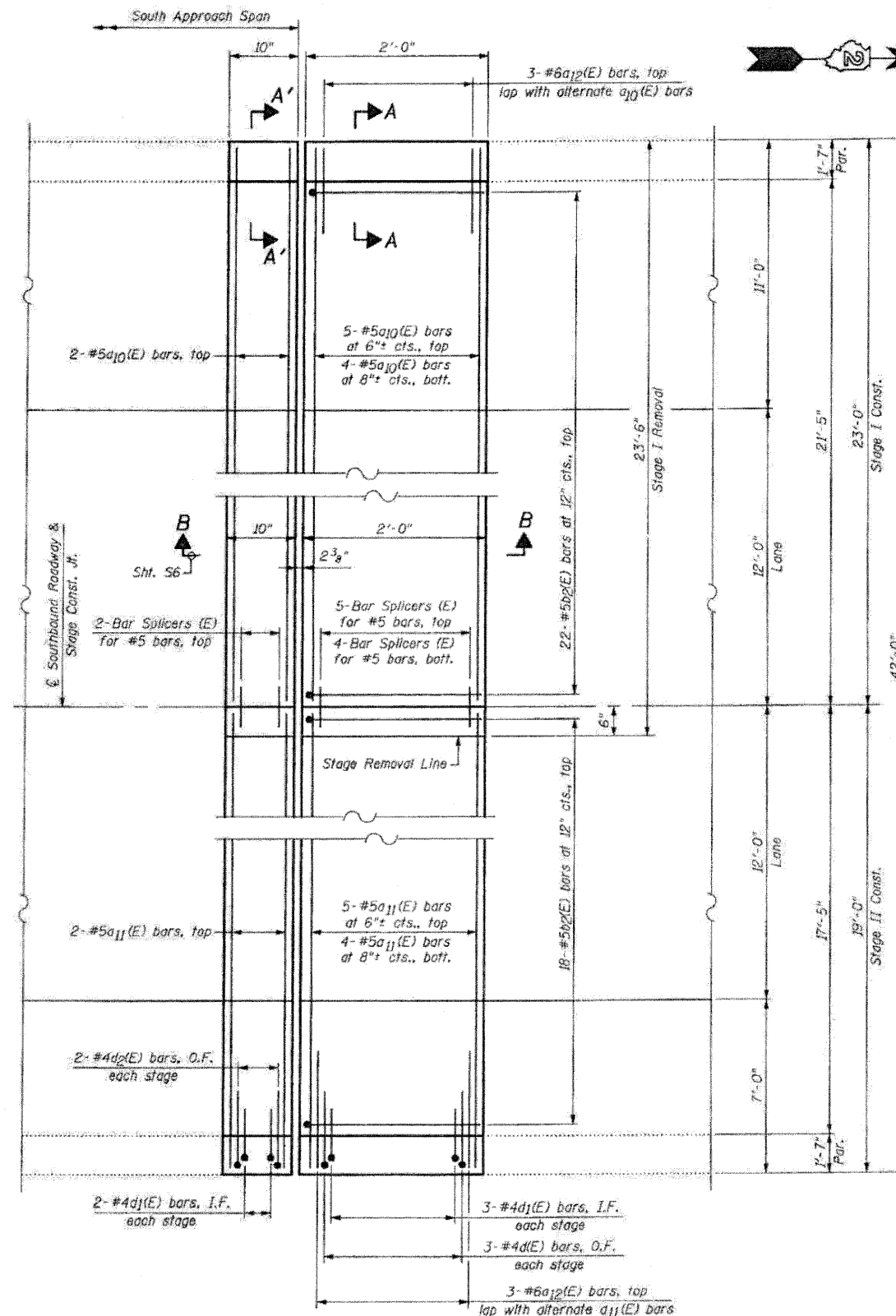
F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	103-1, 103-2/RS	LEE	313	136
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



SECTION A-A

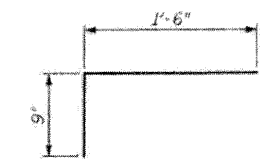


SECTION A'-A'

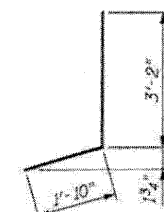


PROPOSED PLAN

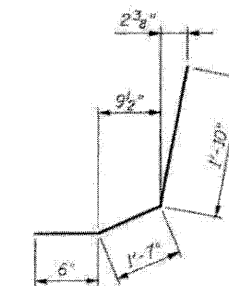
SOUTH ABUTMENT AT
SOUTHBOUND STRUCTURE



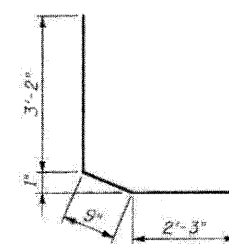
BAR b2(E)



BAR d(E)



BAR d1(E)



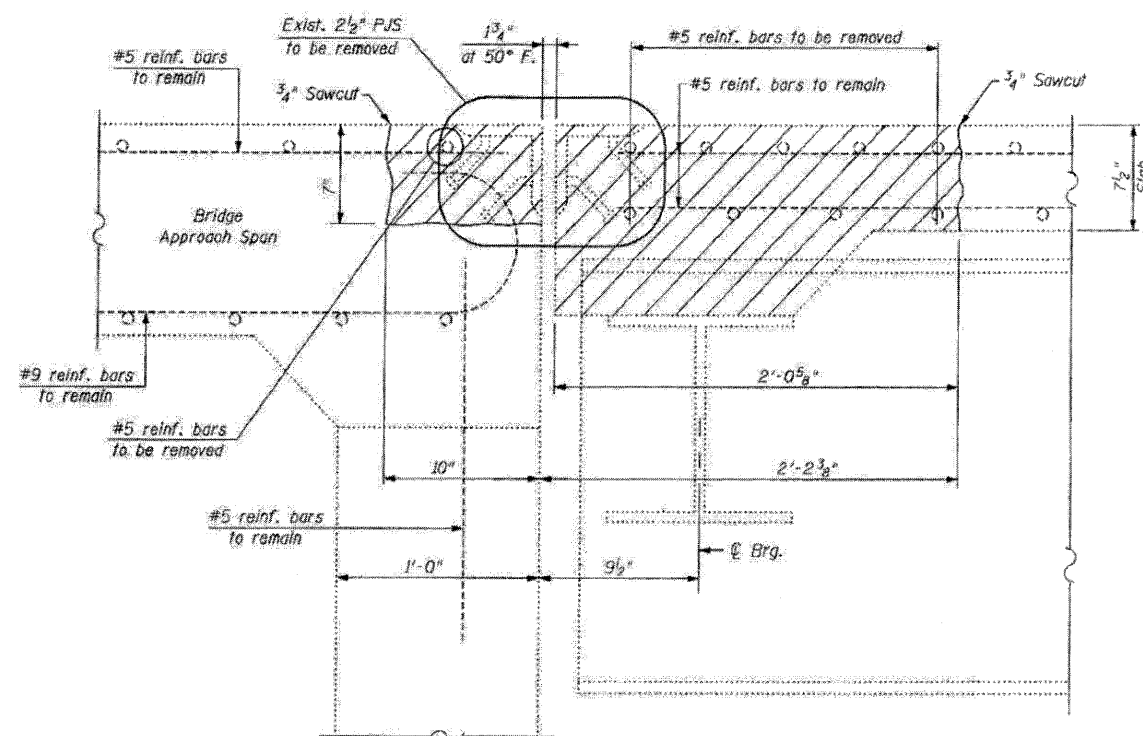
BAR d2(E)

LEGEND:
O.F. = Outside Face
I.F. = Inside Face

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d1(E)	11	#5	22'-6"	—
d11(E)	11	#5	18'-6"	—
d12(E)	6	#6	4'-0"	—
b2(E)	40	#5	2'-3"	└
d(E)	6	#4	5'-0"	└
d1(E)	10	#5	3'-11"	└
d2(E)	4	#4	6'-2"	└
Reinforcement Bars, Epoxy Coated			Pound	680
Concrete Removal			Cu. Yd.	4.9
Concrete Superstructure			Cu. Yd.	5.7
Bar Splicers			Each	11
Protective Coat			Sq. Yd.	3

Quantity for Top & Inside Face of Reconstructed Parapets

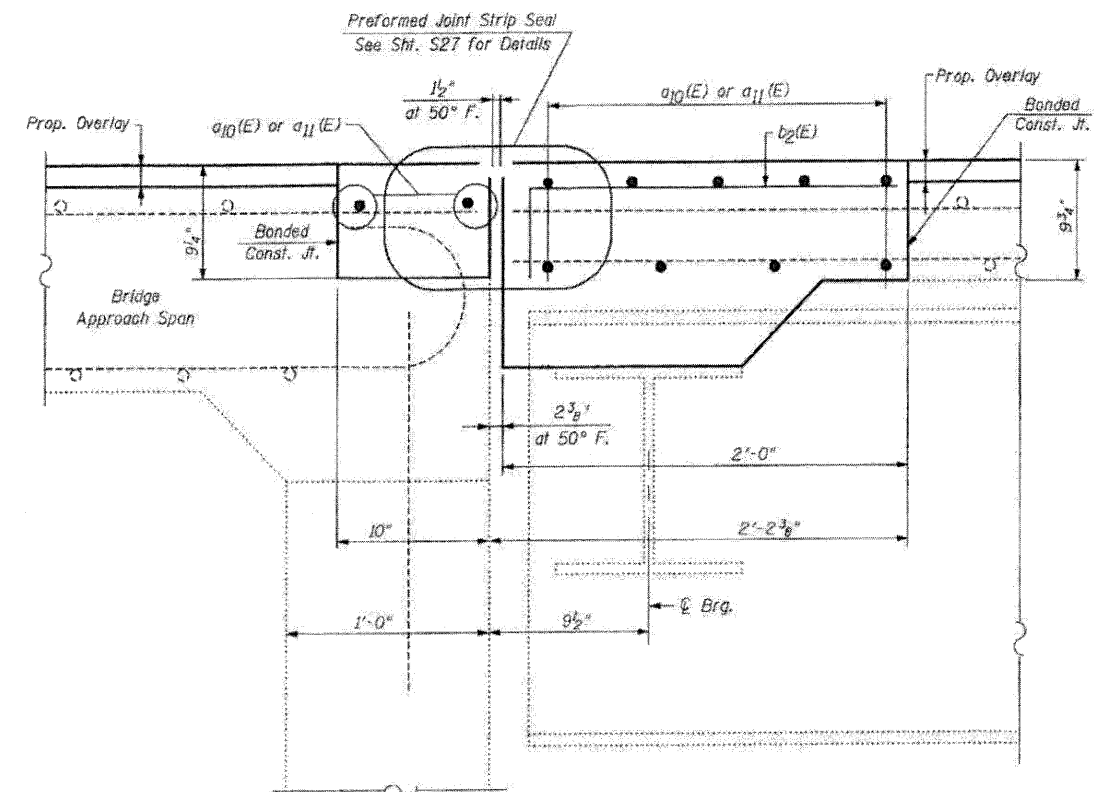
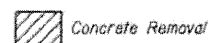


EXISTING

SECTION B-B

SOUTHBOUND STRUCTURE-SOUTH ABUTMENT

LEGEND:



PROPOSED

SECTION B-B

SOUTHBOUND STRUCTURE-SOUTH ABUTMENT

NOTE:
For Bar Splicer Assembly Details, See Sht. S26

FILE NAME: 0528052-64E97-86-S-ABUT-58-1
PLOT DATE: 03/29/2010
PLOT SCALE: 5/8\"/>



CHRISTIAN-ROSE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - B.N.S./J.C.N.
DRAWN - D.L./F.M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010

REVISED -
REVISED -
REVISED -
REVISED -

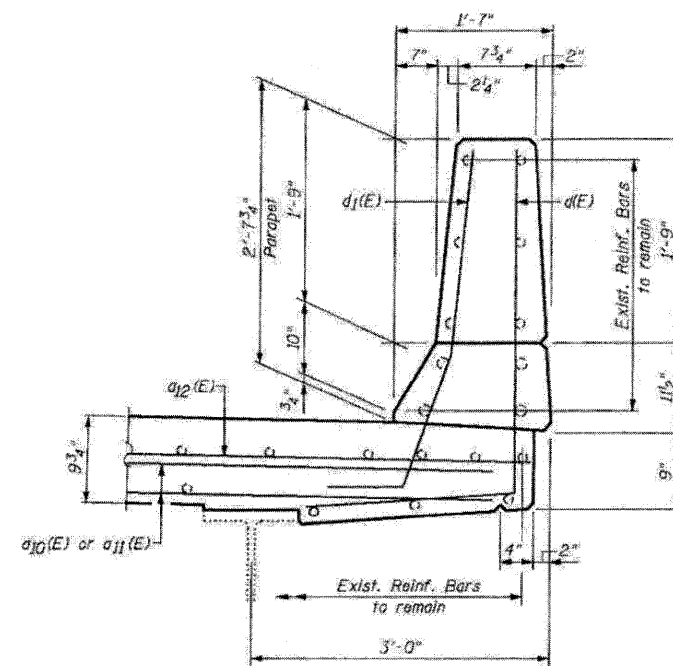
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT RECONSTRUCTION DETAILS AT SOUTH ABUTMENT
SOUTHBOUND STRUCTURE
I-39 OVER U.S. RTE. 30

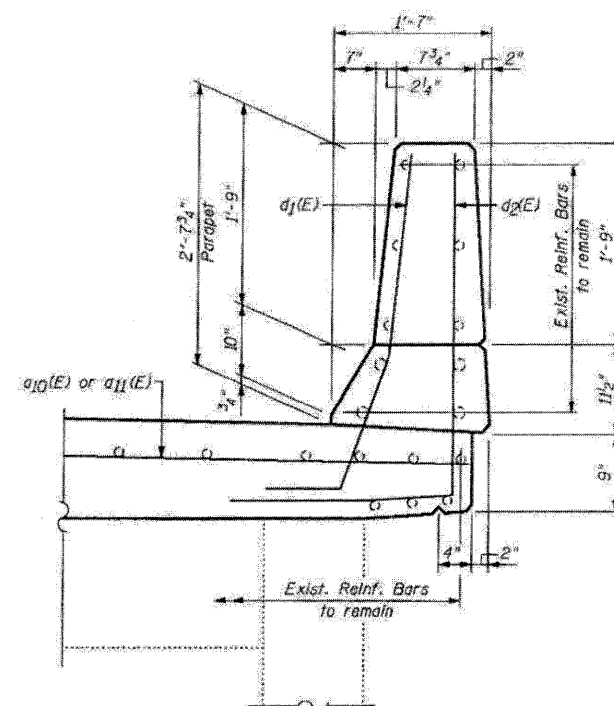
S.N. 052-0052

SCALE: SHEET NO. 56 OF 528 SHEETS STA. TO STA.

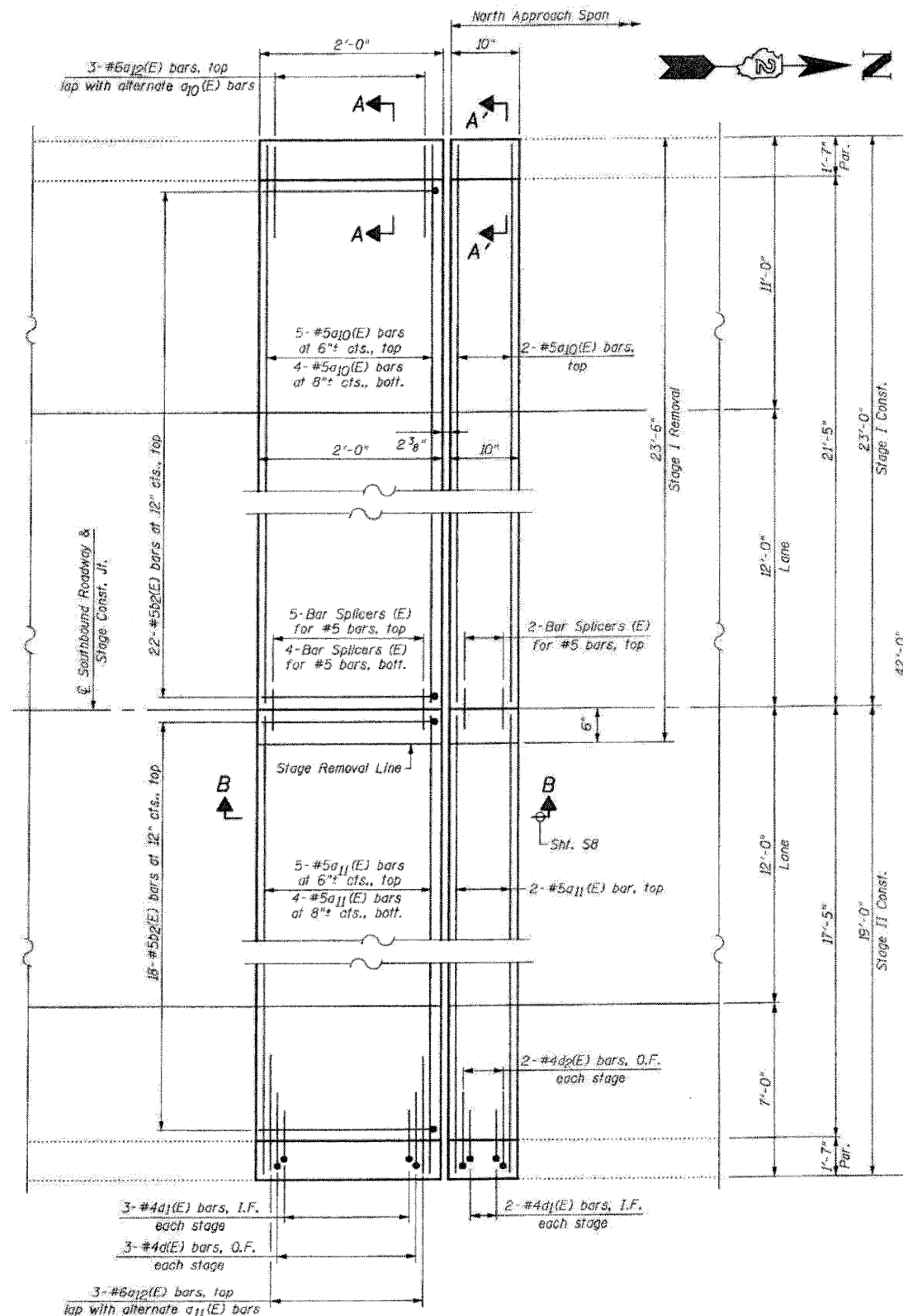
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	103-1, 103-2/RS	LEE	313	141
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



SECTION A-A

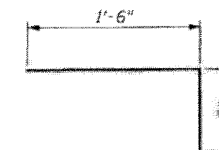


SECTION A'-A'



PROPOSED PLAN

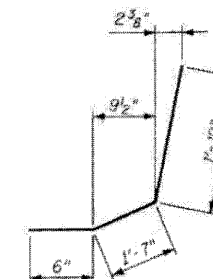
NORTH ABUTMENT AT
SOUTHBOUND STRUCTURE



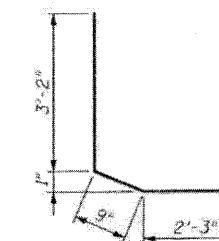
BAR b2(E)



BAR d(E)



BAR d1(E)



BAR d2(E)

LEGEND:

O.F. = Outside Face
I.F. = Inside Face

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	11	#5	22'-6"	—
a11(E)	11	#5	18'-6"	—
a12(E)	6	#6	4'-0"	—
b2(E)	40	#5	2'-3"	└
d(E)	6	#4	5'-0"	J
d1(E)	10	#5	3'-11"	J
d2(E)	4	#4	6'-2"	L
Reinforcement Bars, Epoxy Coated		Pound	680	
Concrete Removal		Cu. Yd.	4.9	
Concrete Superstructure		Cu. Yd.	5.7	
Bar Splicers		Each	11	
Protective Coat		Sq. Yd.	3	

Quantity for Top & Inside Face of
Reconstructed Parapets

FILE NAME: 0520052-64E97-07-N-Abut-SB
PLOT DATE: 3/29/2010
PLOT SCALE: 50.0000' / 1" IN.

CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2923 FAX: (312)372-5274

DESIGNED - B.N.S./J.C.N.
DRAWN - D.L./F.M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010

REVISED -
REVISED -
REVISED -
REVISED -

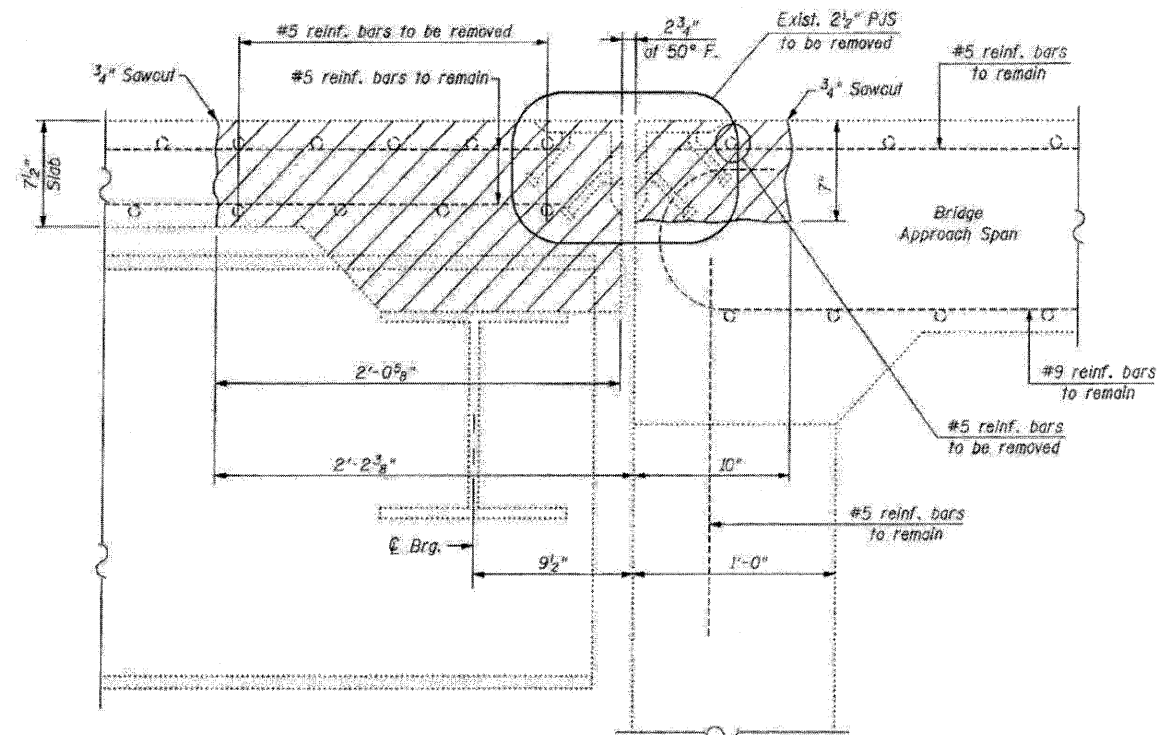
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT RECONSTRUCTION AT NORTH ABUTMENT
SOUTHBOUND STRUCTURE
I-39 OVER U.S. RTE. 30

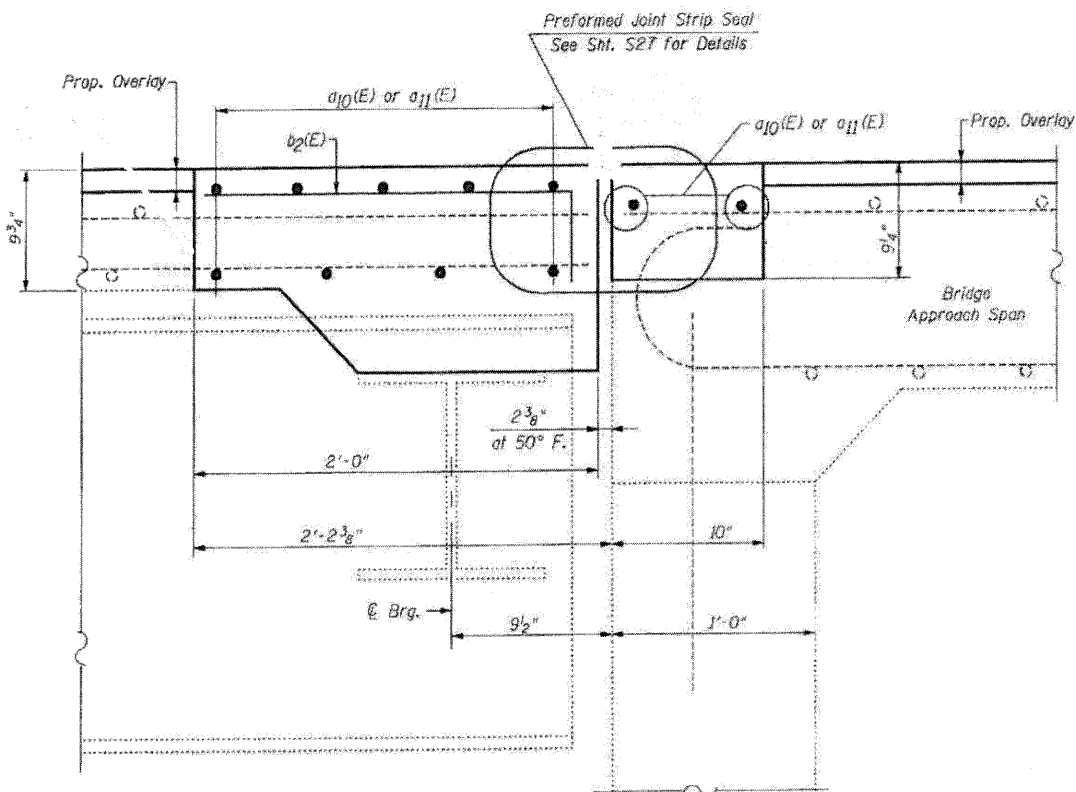
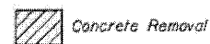
S.N. 052-0052

SCALE: SHEET NO. 57 OF 528 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	103-1, 103-2HS	LEE	313	142
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



LEGEND:



NOTE:

For Bar Splicer Assembly Details, See Sht. S26

FILE NAME: 0520052-64E97-08-N-Abut-SB
 PLOT DATE: 3/29/2010
 PLOT SCALE: 5/8"=1'-0"



CHRISTIAN-ROSE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED: B.N.S./J.C.N.
 DRAWN: D.L./F.M.
 CHECKED: B.N.S./J.C.N.
 DATE: MARCH, 2010

REVISED: -
 REVISED: -
 REVISED: -
 REVISED: -

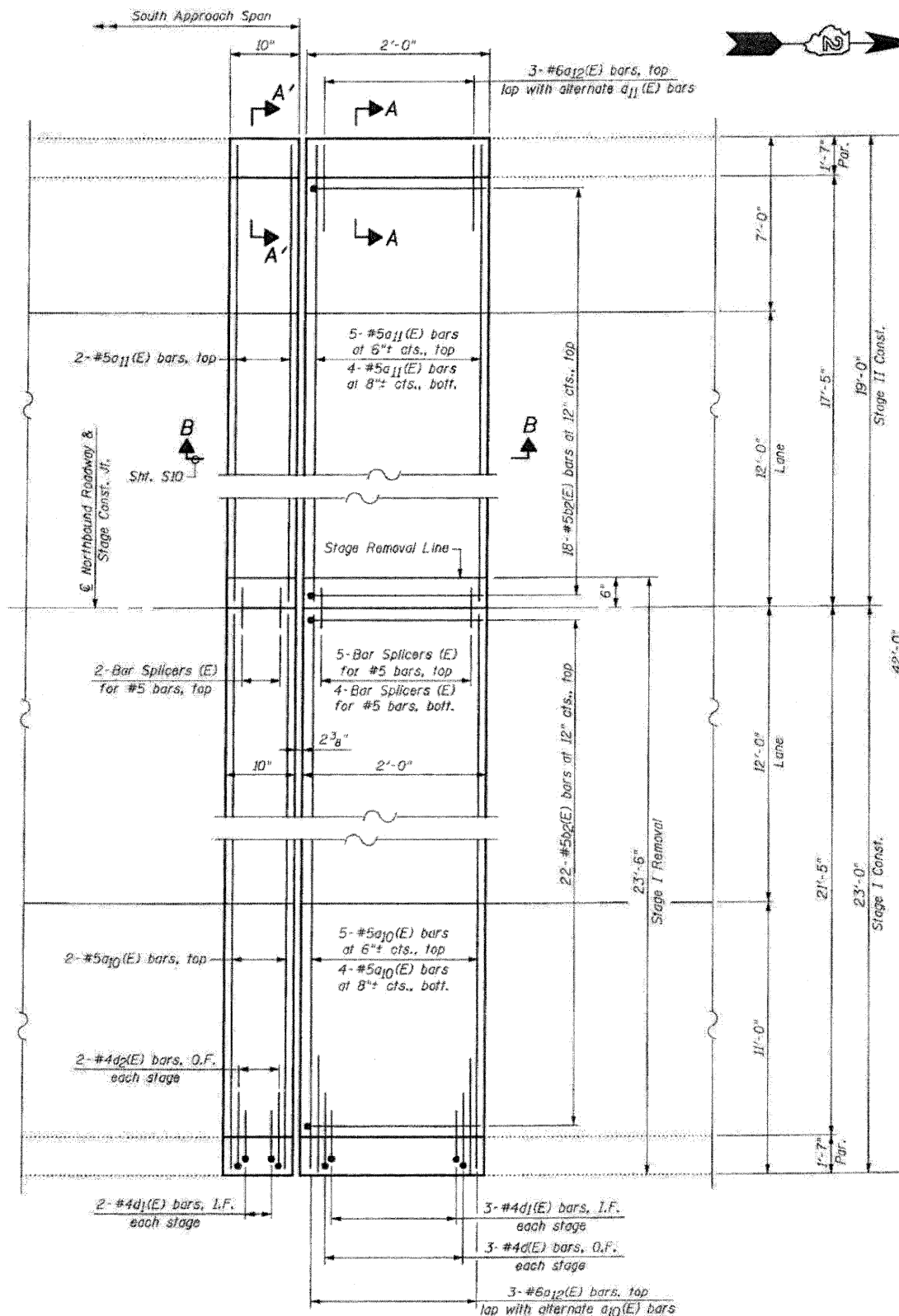
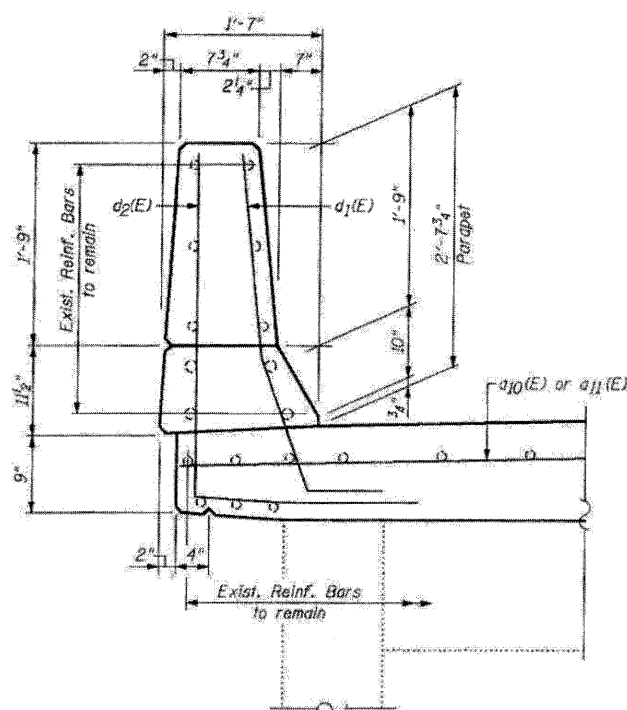
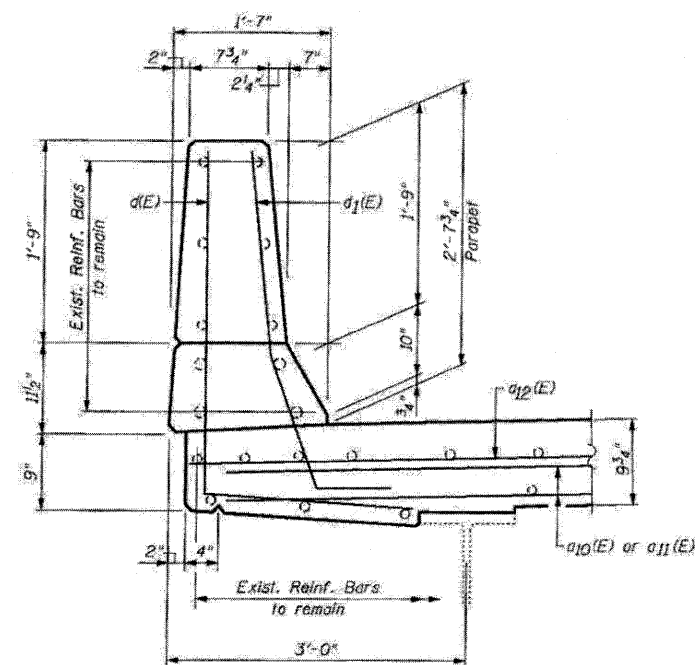
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

JOINT RECONSTRUCTION DETAILS AT NORTH ABUTMENT
 SOUTHBOUND STRUCTURE
 I-39 OVER U.S. RTE. 30

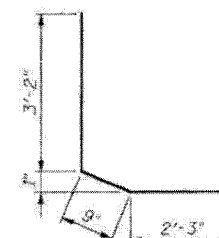
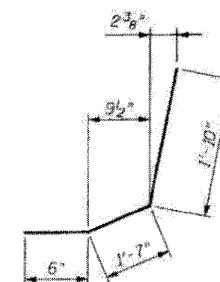
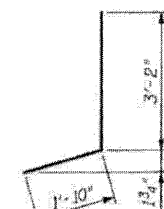
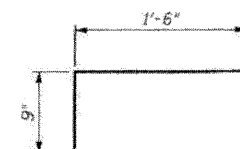
S.N. 052-0052

SCALE: SHEET NO. 58 OF 528 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1), 103-2/RS	LEE	313	143
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



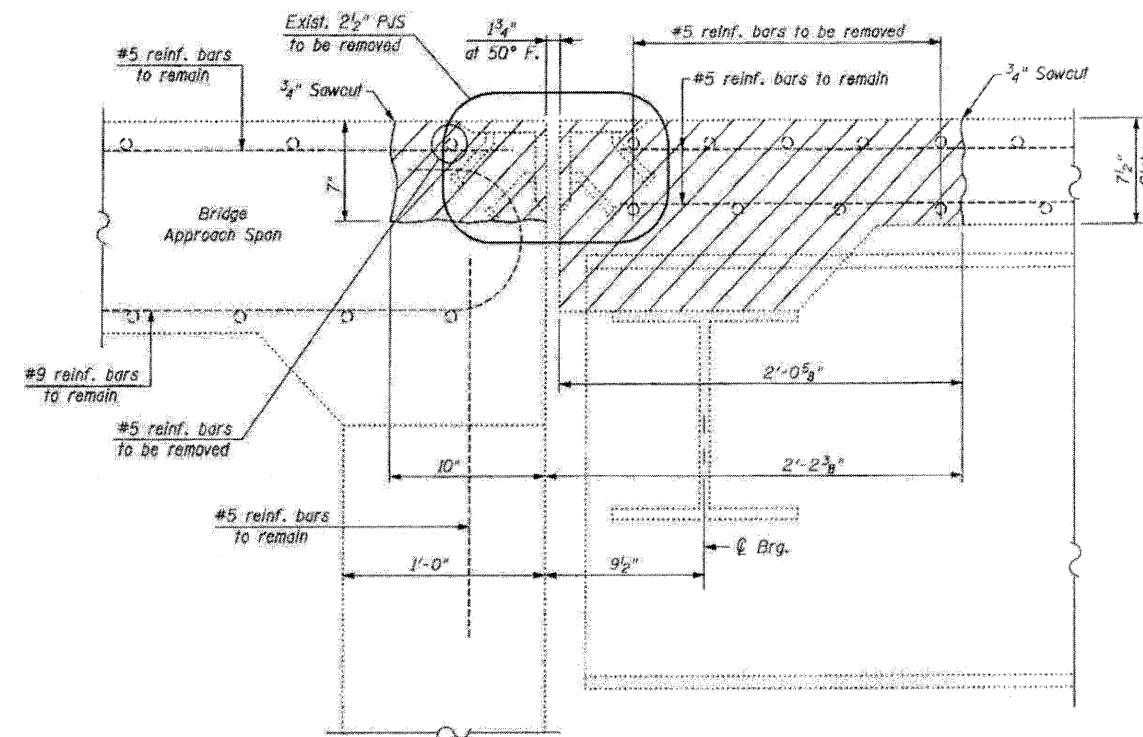
PROPOSED PLAN
SOUTH ABUTMENT AT
NORTHBOUND STRUCTURE



LEGEND:
O.F. = Outside Face
I.F. = Inside Face

Bar	No.	Size	Length	Shape
a ₁₀ (E)	11	#5	22'-6"	—
a ₁₁ (E)	11	#5	18'-6"	—
a ₁₂ (E)	6	#6	4'-0"	—
b ₂ (E)	40	#5	2'-3"	┐
d(E)	6	#4	5'-0"	J
a ₁ (E)	10	#5	3'-11"	J
a ₂ (E)	4	#4	6'-2"	L
Reinforcement Bars, Epoxy Coated			Pound	680
Concrete Removal			Cu. Yd.	4.9
Concrete Superstructure			Cu. Yd.	5.7
Bar Splicers			Each	11
Protective Coat			Sq. Yd.	3

Quantity for Top & Inside Face of
Reconstructed Parapets

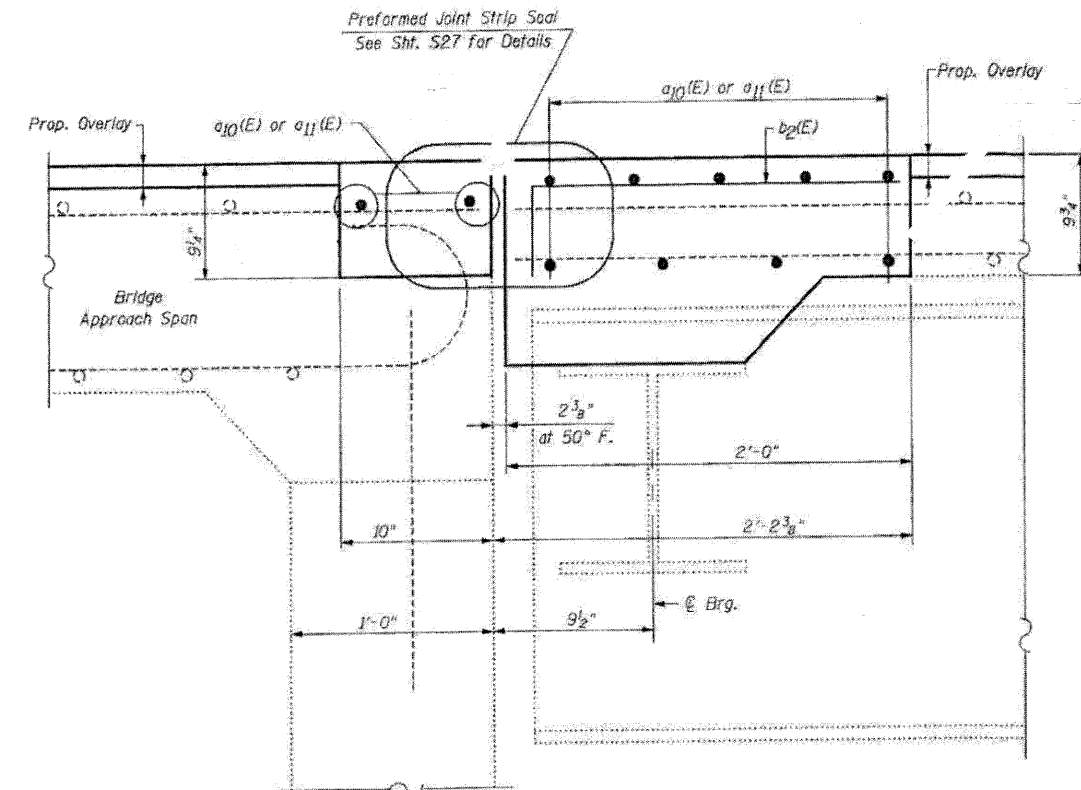


EXISTING

SECTION B-B

NORTHBOUND STRUCTURE-SOUTH ABUTMENT

LEGEND:
Concrete Removal



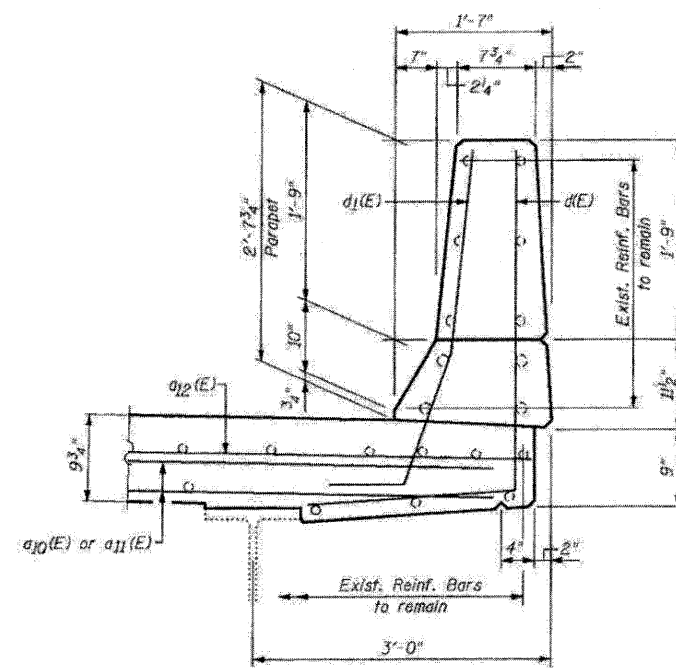
PROPOSED

SECTION B-B

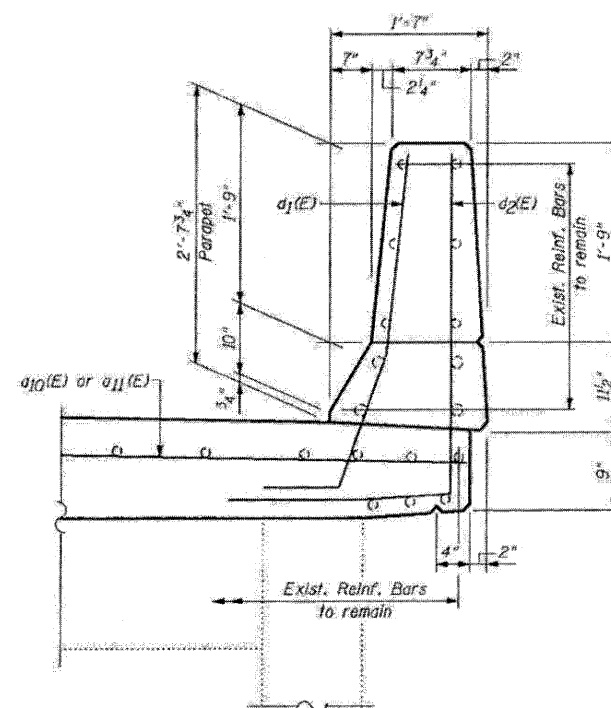
NORTHBOUND STRUCTURE-SOUTH ABUTMENT

NOTE:
For Bar Splicer Assembly Details, See Sht. S26

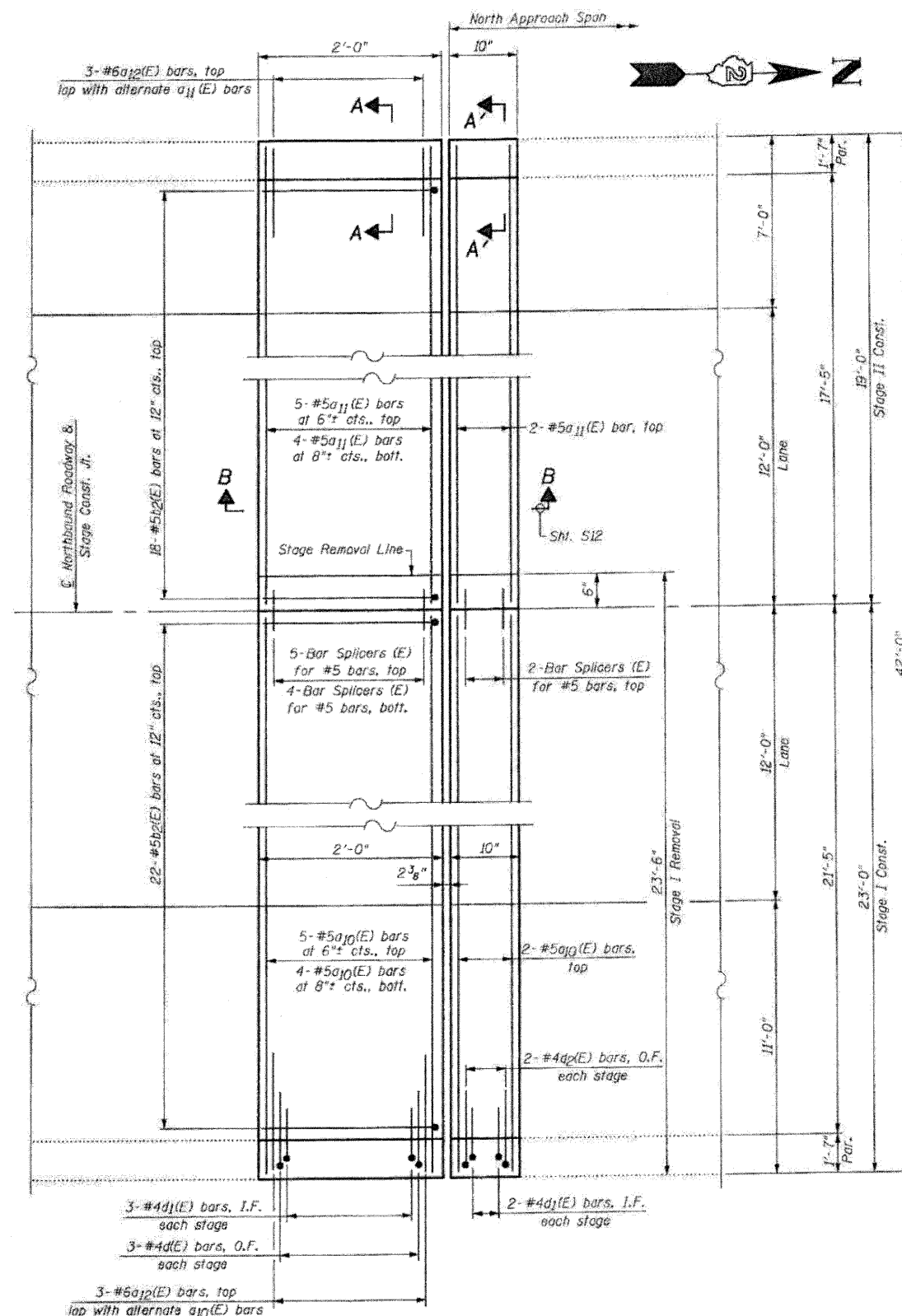
FILE NAME: 0520052-64E97-10-S-Abut-NB.dwg	DESIGNED: B.N.S./J.C.N.	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				JOINT RECONSTRUCTION DETAILS AT SOUTH ABUTMENT NORTHBOUND STRUCTURE I-39 OVER U.S. RTE. 30 S.N. 052-0053				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT DATE: 3/29/2010	DRAWN: D.L./F.M.	REVISED: -									39	103-1, 103-2/RS	LEE	313	145
PLOT SCALE: 60,000 1/2 IN.	CHECKED: B.N.S./J.C.N.	REVISED: -									CONTRACT NO. 64E97				
	DATE: MARCH, 2010	REVISED: -									FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
CHRISTIAN-ROGE & ASSOCIATES, INC. ENGINEERS-PLANNERS-SURVEYORS 211 WEST WACKER DRIVE CHICAGO, ILLINOIS 60606 PHONE: (312)372-2023 FAX: (312)372-5274			SCALE: SHEET NO. 510 OF 528 SHEETS STA. TO STA.												



SECTION A-A

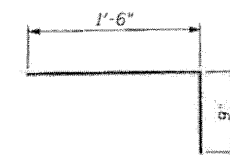


SECTION A'-A'

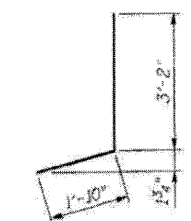


PROPOSED PLAN

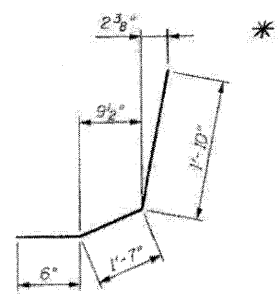
NORTH ABUTMENT AT
NORTHBOUND STRUCTURE



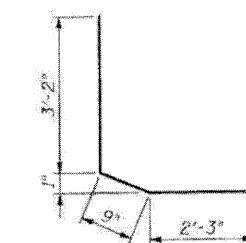
BAR b2(E)



BAR d1(E)



BAR d2(E)



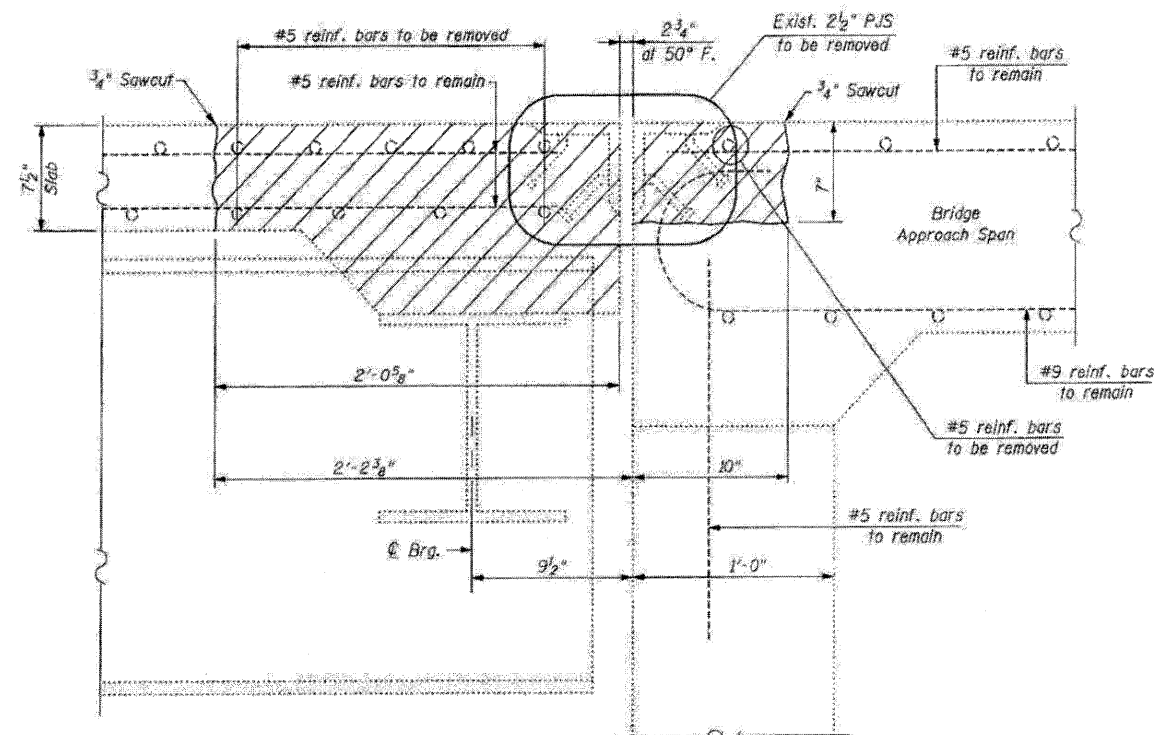
BAR d3(E)

BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
a10(E)	11	#5	22'-6"	—
a11(E)	11	#5	18'-6"	—
a12(E)	6	#6	4'-0"	—
b2(E)	40	#5	2'-3"	└
d1(E)	6	#4	5'-0"	└
d2(E)	10	#5	3'-11"	└
d3(E)	4	#4	6'-2"	└
Reinforcement Bars, Epoxy Coated		Pound	680	
Concrete Removal		Cu. Yd.	4.9	
Concrete Superstructure		Cu. Yd.	5.7	
Bar Splicers		Each	11	
Protective Coat		Sq. Yd.	3	

Quantity for Top & Inside Face of
Reconstructed Parapets

LEGEND:

O.F. = Outside Face
I.F. = Inside Face



EXISTING

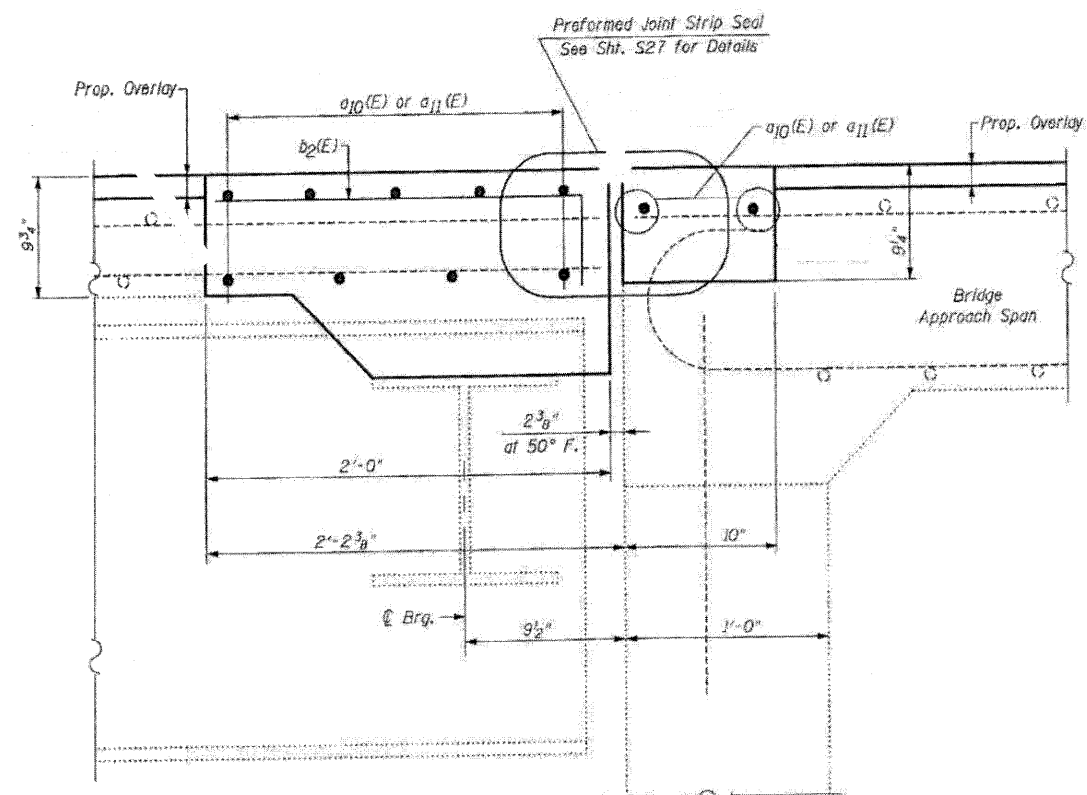
SECTION B-B

NORTHBOUND STRUCTURE-NORTH ABUTMENT

LEGEND:



Concrete Removal



PROPOSED

SECTION B-B

NORTHBOUND STRUCTURE-NORTH ABUTMENT

NOTE:

For Bar Splicer Assembly Details, See Sht. S26

FILE NAME: 0520052-64E97-12-N-Abut-NB-01.d
PLOT DATE: 9/29/2010
PLOT SCALE: 50.0000' = 1" IN.



CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - B.N.S./J.C.N.
DRAWN - D.L./F.M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010

REVISED -
REVISED -
REVISED -
REVISED -

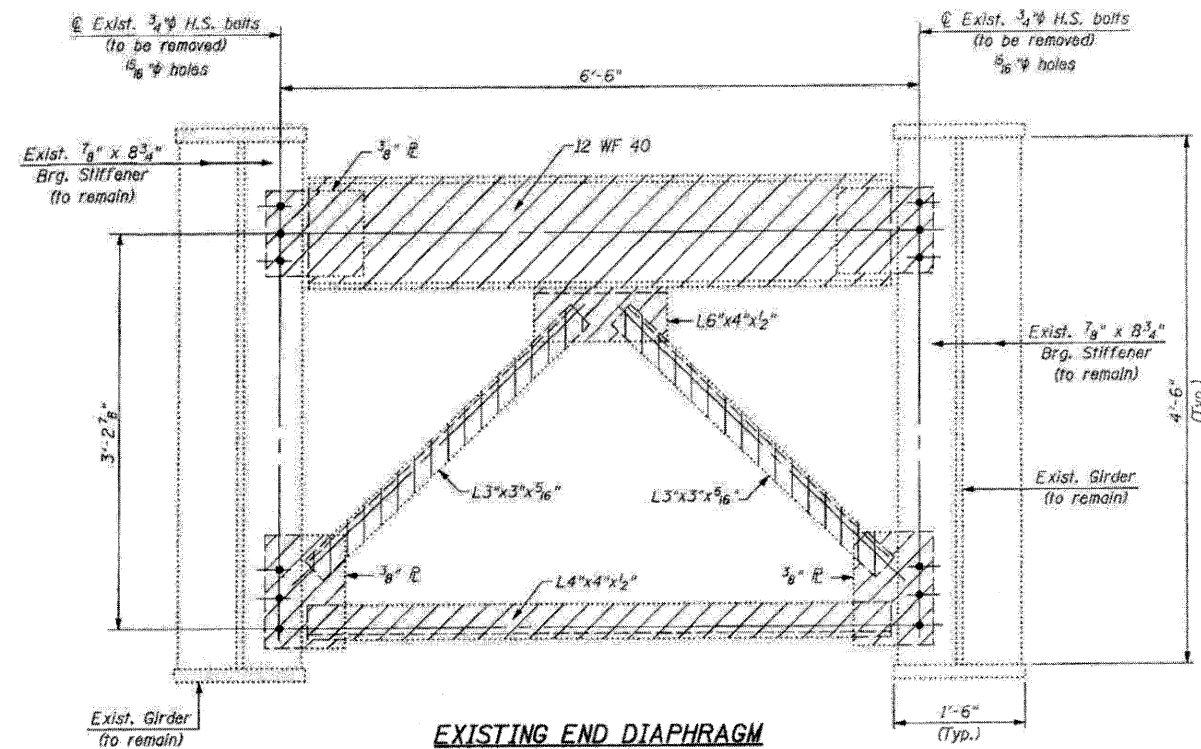
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JOINT RECONSTRUCTION DETAILS AT NORTH ABUTMENT
NORTHBOUND STRUCTURE
I-39 OVER U.S. RTE. 30**

S.N. 052-0053

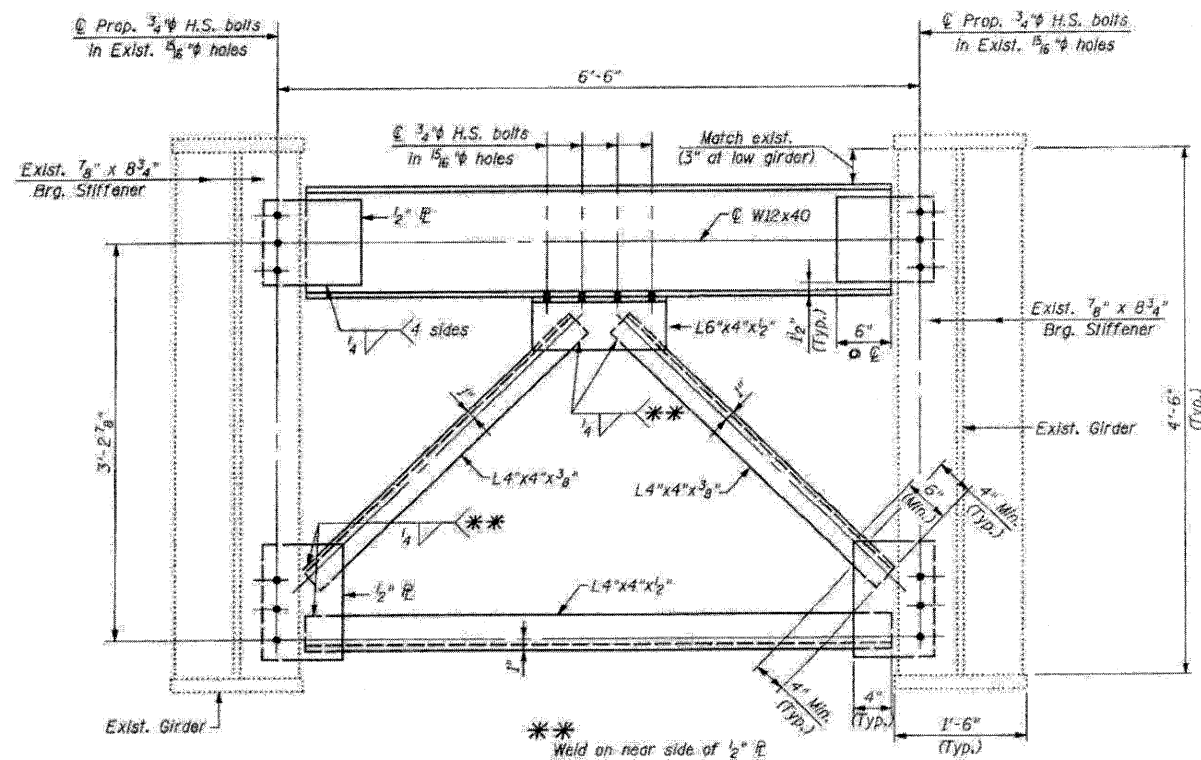
SCALE: SHEET NO. S12 OF S28 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	103-1, 103-21RS	LEE	313	147
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



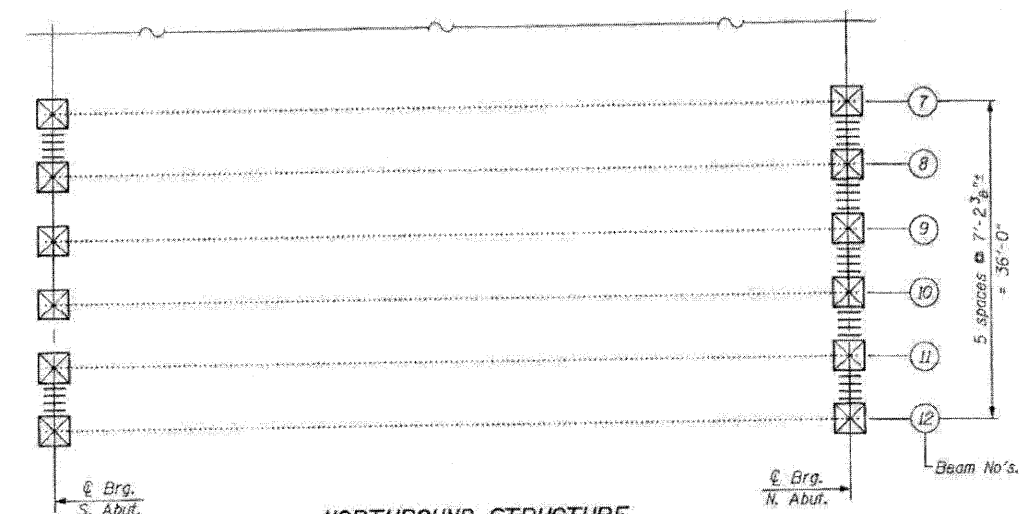
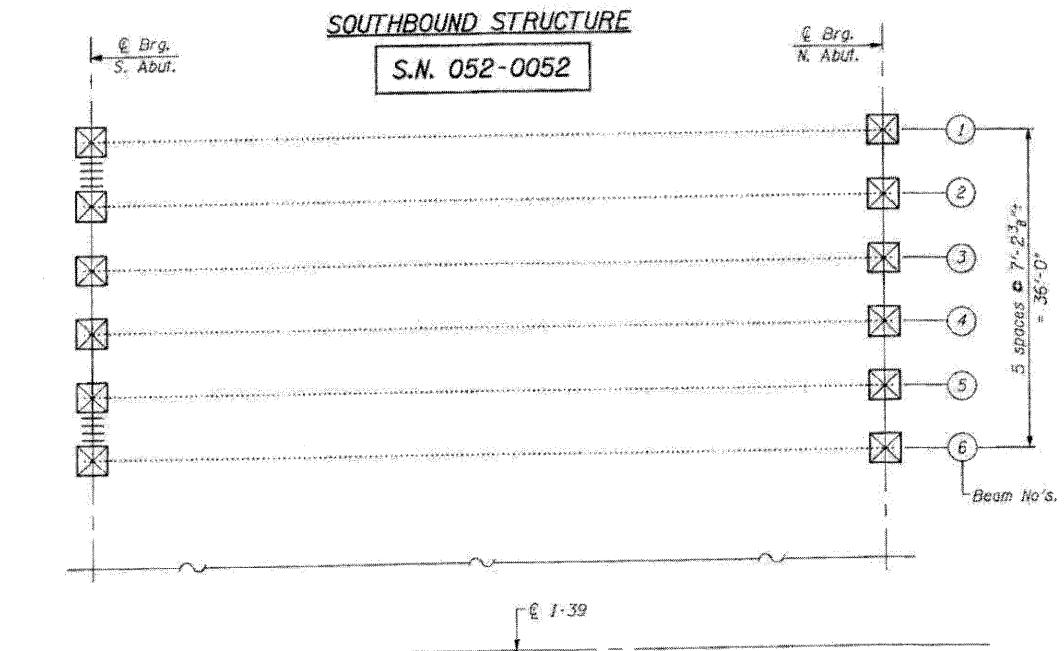
EXISTING END DIAPHRAGM
(See framing plan for locations)
(9 thus)

LEGEND:



PROPOSED END DIAPHRAGM
(See framing plan for locations)
(9 thus)

Notes:
Two hardened washers required for each set of oversized holes.
For bearing replacement, see Sht's: S14 & S15.

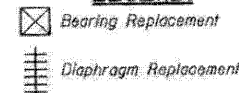


SOUTHBOUND STRUCTURE
S.N. 052-0052

NORTHBOUND STRUCTURE
S.N. 052-0053

FRAMING PLAN
(Showing structural steel repairs)

LEGEND:



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Removal	Pound	4,400
Furnishing and Erecting Structural Steel	Pound	4,900

FILE NAME: 0520052-04E97-13-std-repairs.dgn
PLOT DATE: 3/29/2010
PLOT SCALE: 1/8" = 1'-0"

CHRISTIAN ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

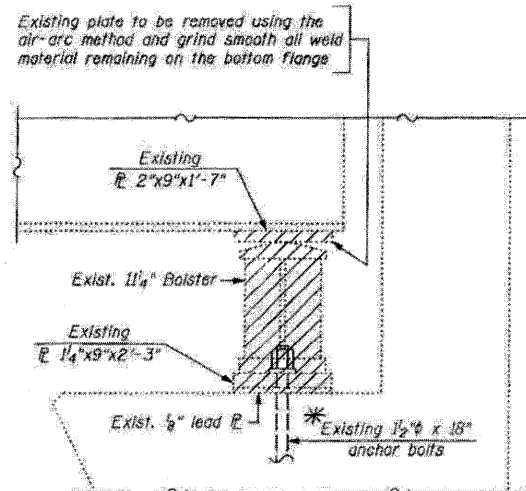
DESIGNED: B.N.S./J.C.N.
DRAWN: D.L./F.M.
CHECKED: B.N.S./J.C.N.
DATE: MARCH, 2010

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL REPAIRS
SOUTHBOUND & NORTHBOUND STRUCTURES
I-39 OVER U.S. RTE. 30
S.N. 052-0052
S.N. 052-0053

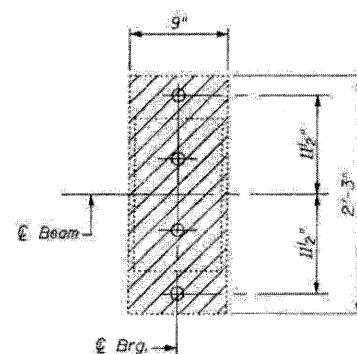
SCALE: SHEET NO. S13 OF 528 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	103-1, 103-2RS	LEE	313	148
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



* Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolts smooth and seal with epoxy. Cost included with "Jack and Remove Existing Bearings"

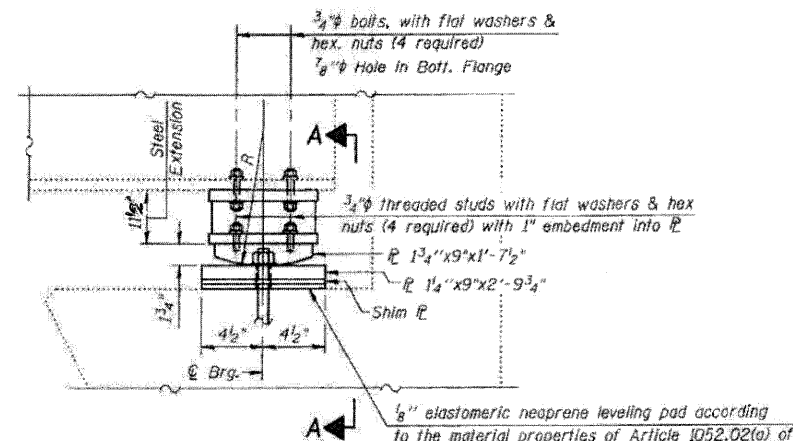
ELEVATION



PLAN

EXISTING BEARING REMOVAL

AT SOUTH ABUTMENT



ELEVATION



PINTLE

PROPOSED FIXED BEARING

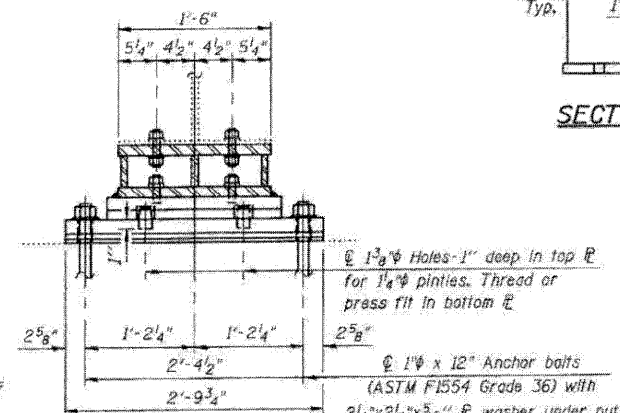
AT SOUTH ABUTMENT
(12 required)

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified, ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings will be installed in holes drilled after the supported members are in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

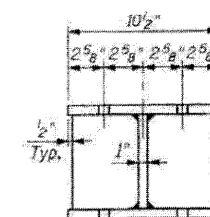
Prior to ordering any materials, the Contractor shall verify, in the field, all bearing height and shim thickness dimensions.

Min. jack capacity = 90 tons at each bearing location.
Steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel.

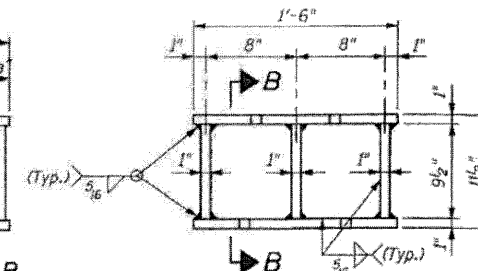
Two 1/2 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



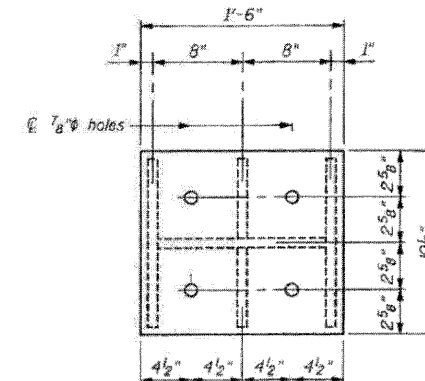
SECTION A-A



SECTION B-B



STEEL EXTENSION ELEVATION



TOP & BOTTOM PLATE PLAN

STEEL EXTENSION DETAIL
(12 required)

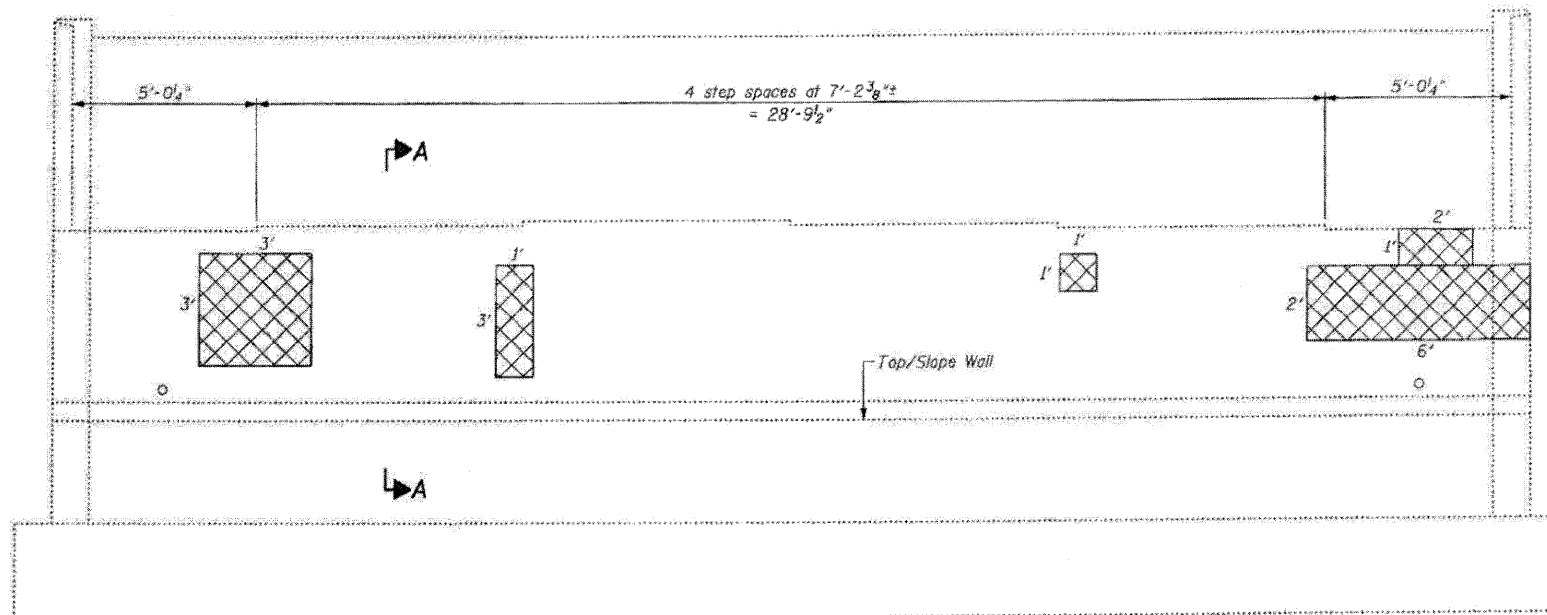
BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	24
Furnishing and Erecting Structural Steel	Pound	5,570
Jack and Remove Existing Bearings	Each	12

BEARING DETAILS

STRUCTURE NO'S. 052-0052 (SB) & 052-0053 (NB)

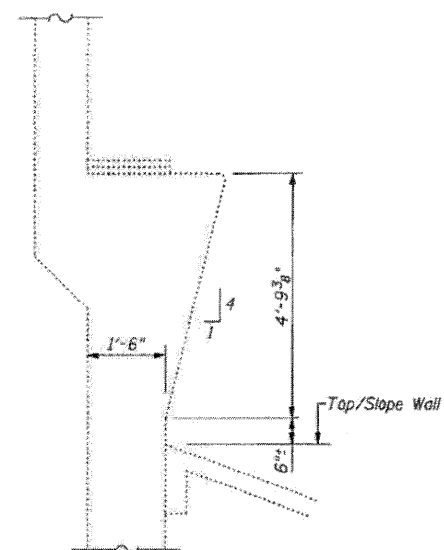
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	1103-1, 103-21RS	LEE	313	150
CONTRACT NO. 64E97				
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



SOUTH ABUTMENT
(Looking South)

LEGEND:

 Structural Repair of Concrete
(Depth Equal to or Less Than 5 Inches)



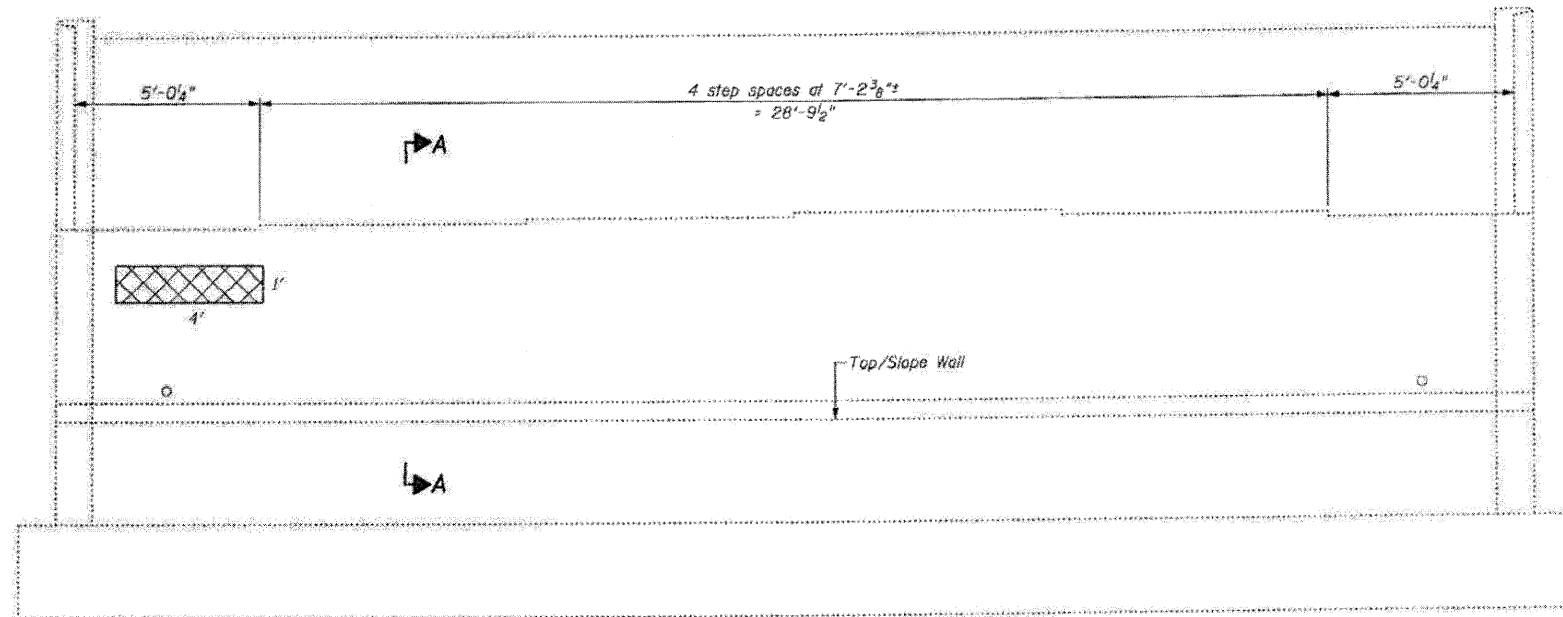
SECTION A-A

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	27

NOTE:

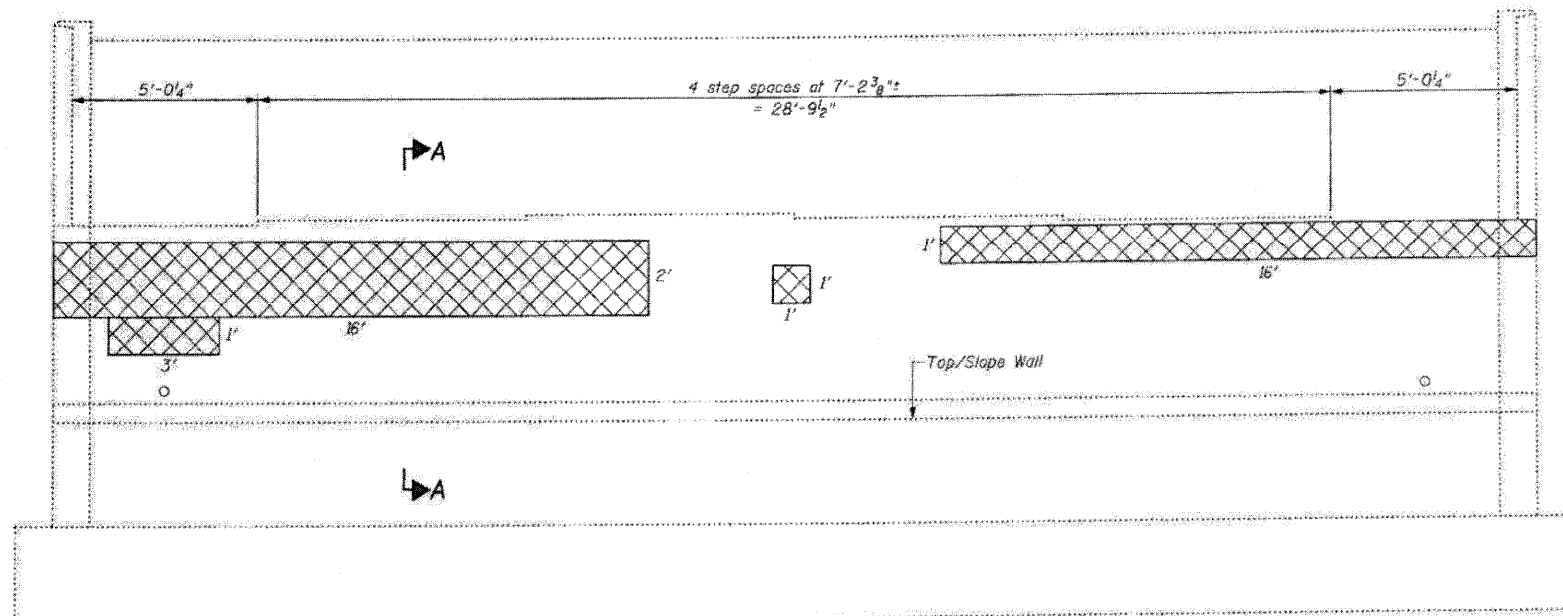
No repair work was required for the North Abutment on the Southbound Structure.



SOUTH ABUTMENT
(Looking South)

LEGEND:

Structural Repair of Concrete
(Depth Equal to or Less Than 5 Inches)



NORTH ABUTMENT
(Looking North)

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	56

FILE NAME: 0520052-64E97-17-NB-abut-repair
PLOT DATE: 3/29/2010
PLOT SCALE: 1/8" = 1'-0"

CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - B.N.S./J.C.N.
DRAWN - D.L./F.M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010

REVISED -
REVISED -
REVISED -
REVISED -

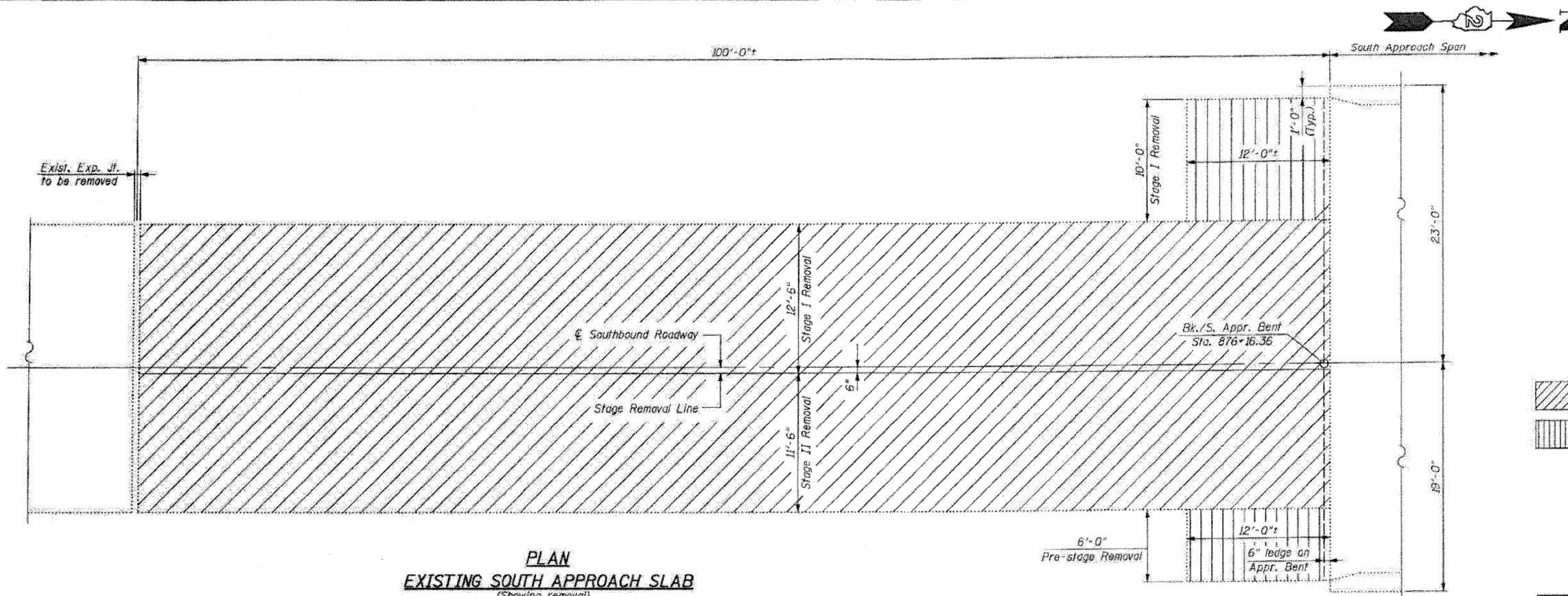
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH & NORTH ABUTMENT REPAIRS
NORTHBOUND STRUCTURE
I-39 OVER U.S. RTE. 30

S.N. 052-0053

SCALE: SHEET NO. 517 OF 528 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1, 103-2)RS	LEE	313	152
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



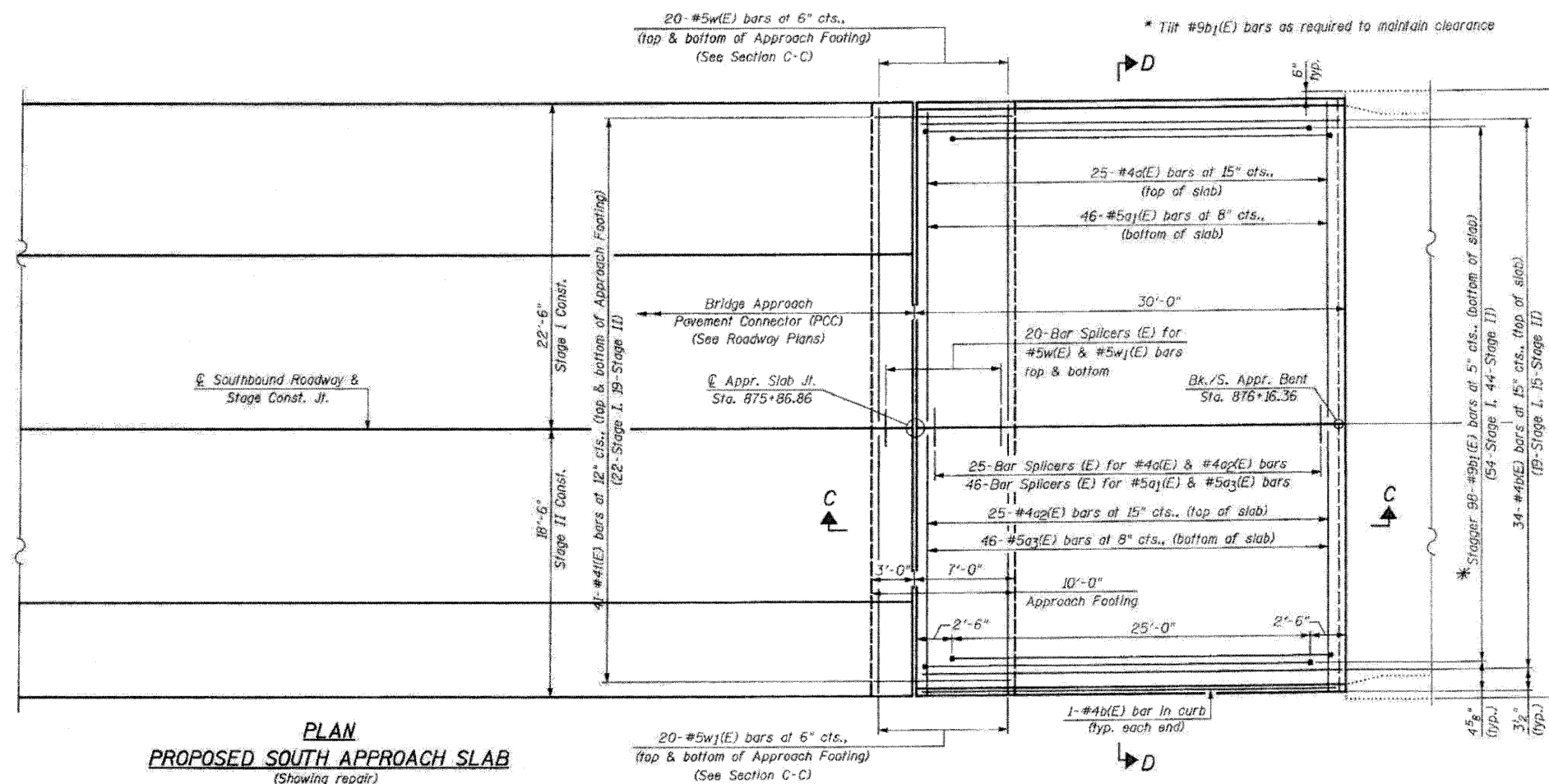
PLAN
EXISTING SOUTH APPROACH SLAB
(Showing removal)

LEGEND:

Approach Slab Removal

Bridge Approach Shoulder Removal

NOTE:
For additional Pre-stage work and Stage I & Stage II shoulder & overlay work outside of approach slabs, see Roadway Plans.



PLAN
PROPOSED SOUTH APPROACH SLAB
(Showing repair)

20-#5w(E) bars at 6" cts.,
(top & bottom of Approach Footing)
(See Section C-C)

* Tilt #9b(E) bars as required to maintain clearance

25-#4a(E) bars at 15" cts.,
(top of slab)

46-#5a(E) bars at 8" cts.,
(bottom of slab)

20-Bar Splicers (E) for
#5w(E) & #5w(E) bars
top & bottom

Bk./S. Appr. Bent
Sta. 876+16.36

25-Bar Splicers (E) for #4a(E) & #4a(E) bars

46-Bar Splicers (E) for #5a(E) & #5a(E) bars

25-#4a(E) bars at 15" cts., (top of slab)

46-#5a(E) bars at 8" cts., (bottom of slab)

Approach Footing

2'-6"

25'-0"

2'-6"

1-#4b(E) bar in curb
(typ. each end)

20-#5w(E) bars at 6" cts.,
(top & bottom of Approach Footing)
(See Section C-C)

3'-0"

7'-0"

10'-0"

2'-6"

25'-0"

2'-6"

4'-6" (typ.)

3'-0" (typ.)

3'-0" (typ.)

23'-0"

19'-0"

22'-6" Stage I Const.

18'-6" Stage II Const.

4'-#4(E) bars at 12" cts., (top & bottom of Approach Footing)
(22'-Stage I, 19'-Stage II)

Bridge Approach
Pavement Connector (PCC)
(See Roadway Plans)

Appr. Slab Jt.
Sta. 875+86.86

30'-0"

25'-0"

34'-#4b(E) bars at 15" cts., (top of slab)
(19'-Stage I, 15'-Stage II)

* Stagger 90-#9b(E) bars at 5" cts., (bottom of slab)
(54'-Stage I, 44'-Stage II)

FILE NAME: 2528052-64E97-19-S-Appr-SB-10
PLOT DATE: 3/29/2010
PLOT SCALE: 50.0000' = 1" IN.

CHRISTIAN ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - B.N.S./J.C.N.
DRAWN - D.L./F.M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH APPROACH SLAB REPAIR-I
SOUTHBOUND STRUCTURE
I-39 OVER U.S. RTE. 30

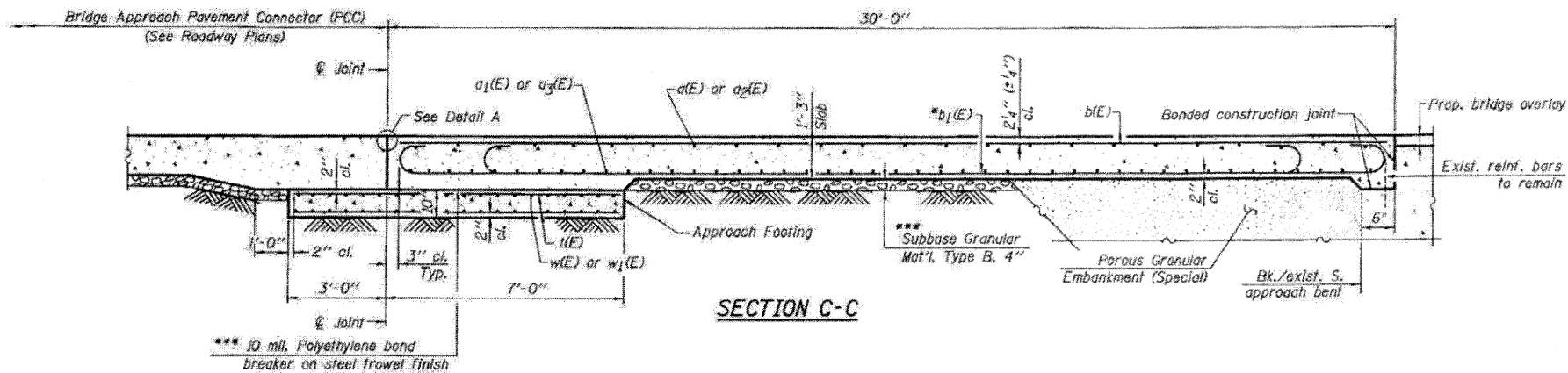
S.N. 052-0052

SCALE:

SHEET NO. 518 OF 528 SHEETS

STA. TO STA.

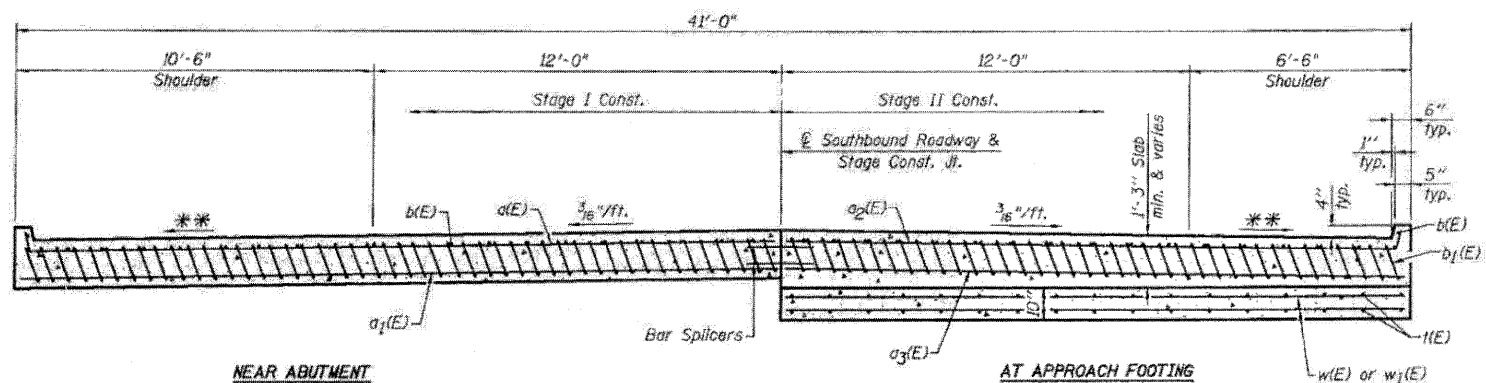
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1, 103-2)RS	LEE	313	153
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



SECTION C-C

* Tilt #9b₁(E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.

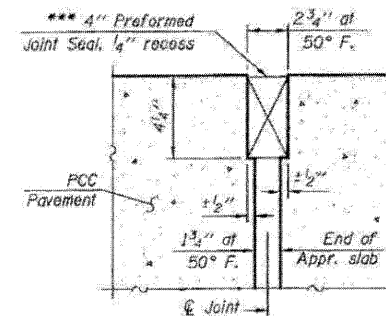


SECTION D-D

(See Plan for dimensions not shown)

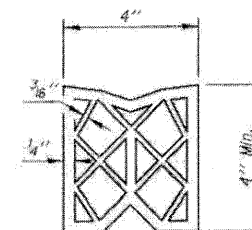
** Varies from 2% at bridge to 4%

*** Cost Included with Concrete Superstructure



RIGID PAVEMENT

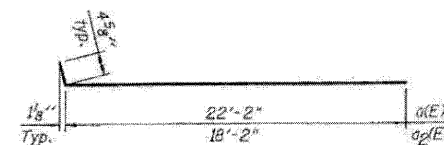
DETAIL A



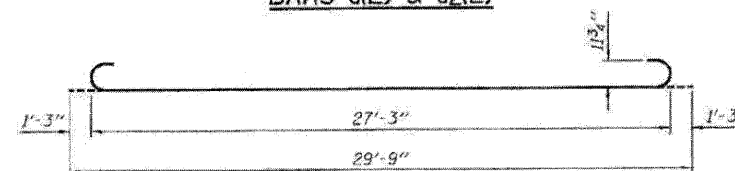
PREFORMED JOINT SEAL

ONE APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a ₁ (E)	25	#4	22'-7"	—
a ₁ (E)	46	#5	22'-2"	—
a ₂ (E)	25	#4	18'-7"	—
a ₃ (E)	46	#5	18'-2"	—
b ₁ (E)	36	#5	29'-8"	—
b ₁ (E)	96	#9	29'-9"	—
w(E)	82	#4	9'-8"	—
w ₁ (E)	40	#5	22'-2"	—
w ₁ (E)	40	#5	18'-2"	—
Approach Slab Removal		Sq. Yd.	267	
Concrete Structures		Cu. Yd.	12.7	
Concrete Superstructure		Cu. Yd.	61.0	
Reinforcement Bars, Epoxy Coated		Pound	15,660	
Bar Splicers		Each	111	
Bridge Approach Shoulder Removal		Sq. Yd.	22	



BARS a₁(E) & a₂(E)



BAR b₁(E)

FILE NAME: 2520052-64E97-19-S-Appr-SB-01
 PLOT DATE: 3/29/2010
 PLOT SCALE: 5/8"=1'-0"



CHRISTIAN-ROGGE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - B.N.S./J.C.N.
 DRAWN - D.L./F.M.
 CHECKED - B.N.S./J.C.N.
 DATE - MARCH, 2010

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

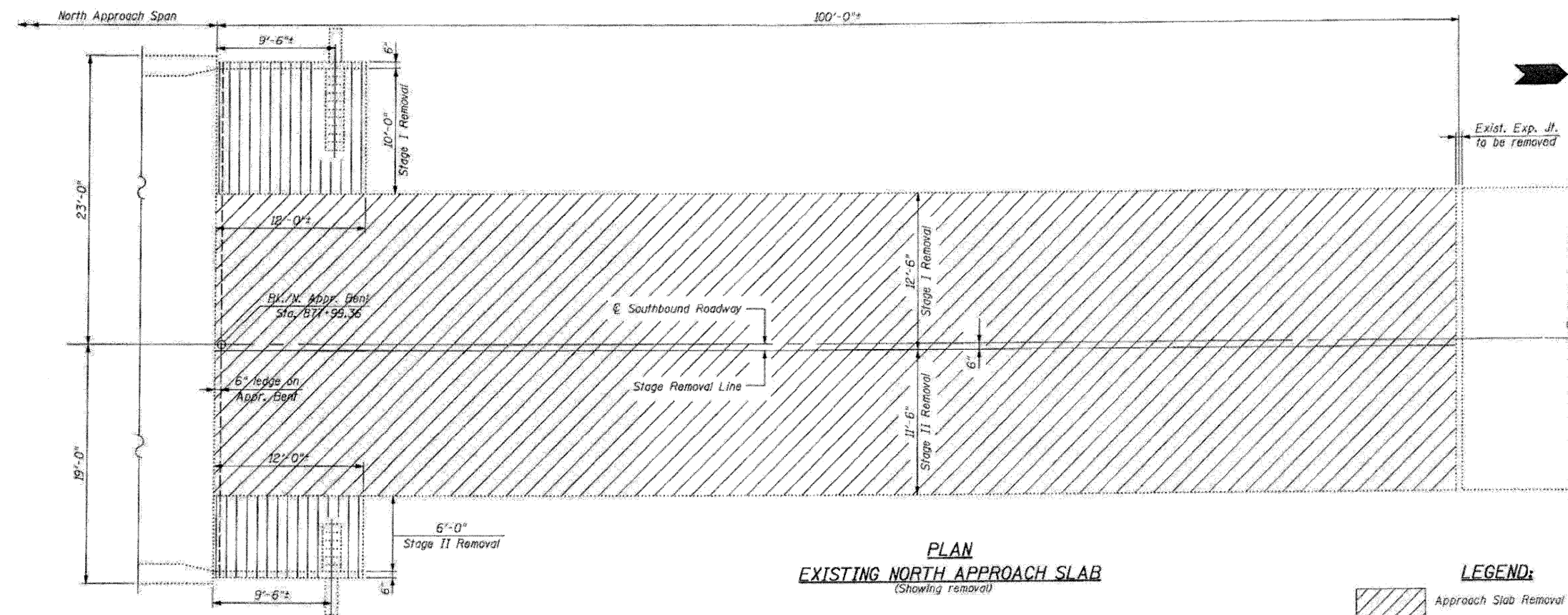
SOUTH APPROACH SLAB REPAIR-II
 SOUTHBOUND STRUCTURE
 I-39 OVER U.S. RTE. 30

S.N. 052-0052

SCALE: SHEET NO. 519 OF 528 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1, 103-2)RS	LEE	313	154
CONTRACT NO. 64E97				

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



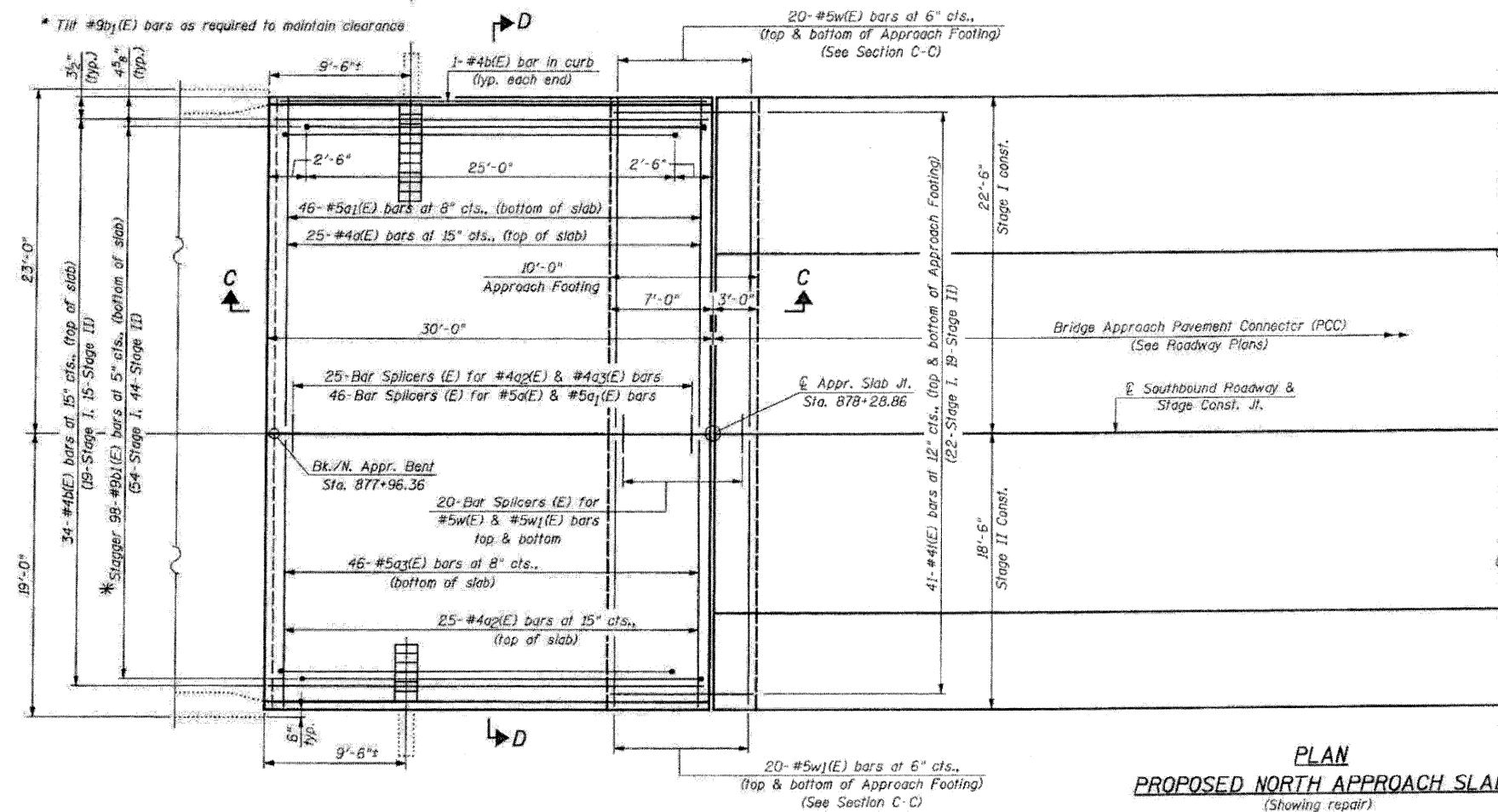
LEGEND:

 Approach Slab Removal Bridge Approach Shoulder Removal

NOTES:

For additional Pre-stage work and Stage I & Stage II shoulder & overlay work outside of approach slabs, see Roadway Plans.

For modifications to exist. Inlet boxes, see Roadway Plans.



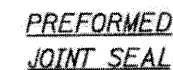


Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars. Epoxy Coated.
The approach footing maximum applied service bearing pressure (O_{max}) = 2.0 ksf.
For bar splicer details, see sheet S26.
Cost of excavation for approach footing included with Concrete Structures.



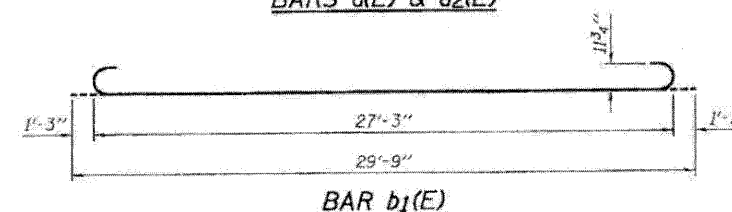
(See Plan for dimensions not shown)

Varies from 2% at bridge to 4%

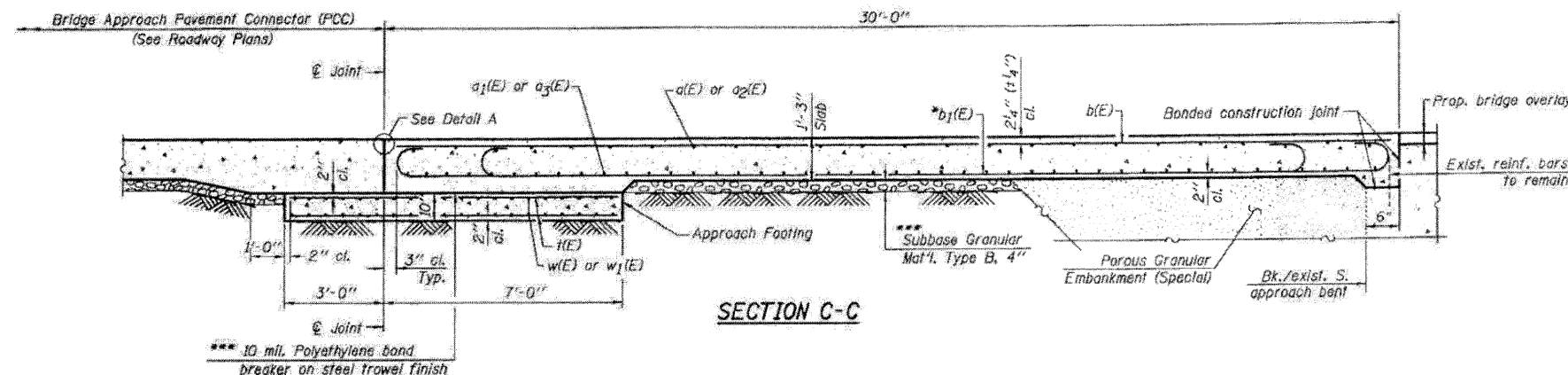


ONE APPROACH
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	25	#4	22'-7"	—
a1(E)	46	#5	22'-2"	—
a2(E)	25	#4	18'-7"	—
a3(E)	46	#5	18'-2"	—
b(E)	36	#5	29'-8"	—
b1(E)	98	#9	29'-9"	—
c(E)				—
d(E)	82	#4	9'-8"	—
w(E)	40	#5	22'-2"	—
w1(E)	40	#5	18'-2"	—
Approach Slab Removal			Sq. Yd.	267
Concrete Structures			Cu. Yd.	12.7
Concrete Superstructure			Cu. Yd.	61.0
Reinforcement Bars, Epoxy Coated			Pound	15,866
Bar Splicers			Each	111
Bridge Approach Shoulder Removal			Sq. Yd.	23



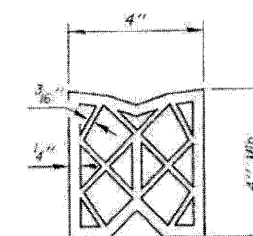
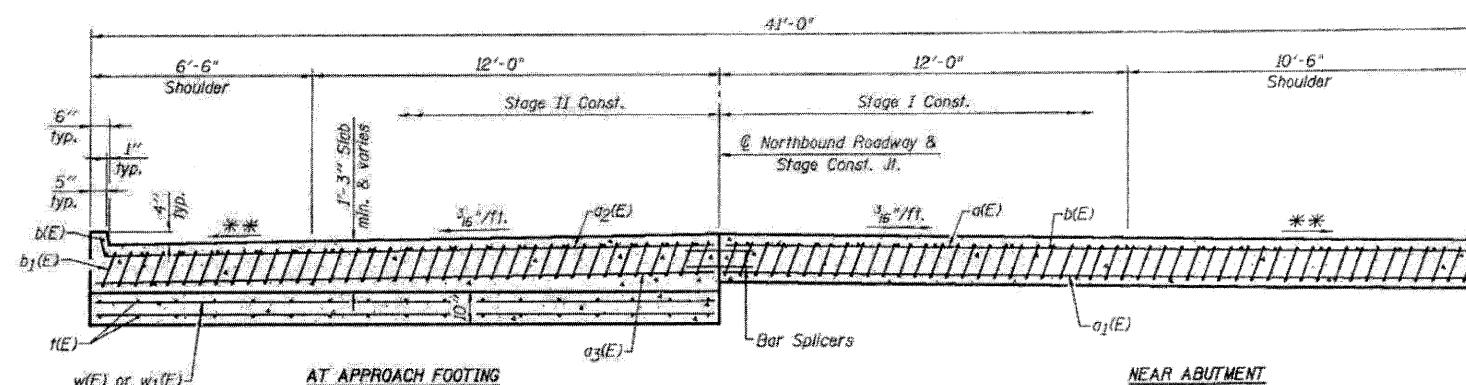
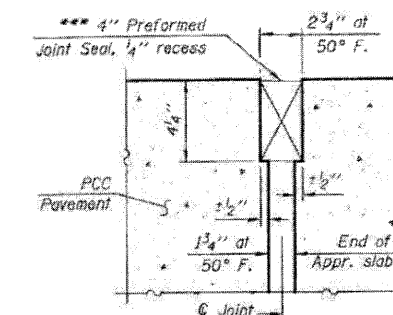
Notes:
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet S26.
 Cost of excavation for approach footing included with Concrete Structures.



* Tilt #9b1(E) bars as required to maintain clearance.

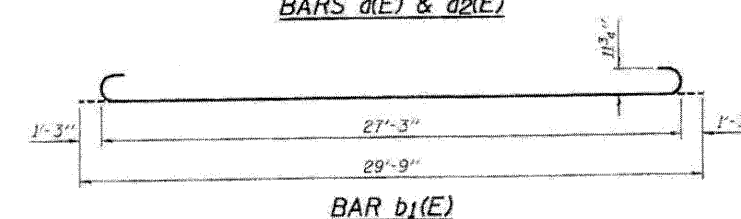
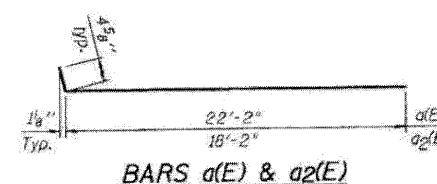
*** Cost Included with Concrete Superstructure.

*** Cost Included with Concrete Superstructure



ONE APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1(E)	25	#4	22'-7"	
a2(E)	46	#5	22'-2"	
a3(E)	25	#4	18'-7"	
b1(E)	46	#5	18'-2"	
b2(E)	36	#5	29'-8"	
b3(E)	98	#9	29'-9"	
w(E)	82	#4	9'-8"	
w1(E)	40	#5	22'-2"	
w2(E)	40	#5	18'-2"	
Approach Slab Removal		Sq. Yd.	267	
Concrete Structures		Cu. Yd.	12.7	
Concrete Superstructure		Cu. Yd.	61.0	
Reinforcement Bars, Epoxy Coated		Pound	15,860	
Bar Splicers		Each	111	
Bridge Approach Shoulder Removal		Sq. Yd.	23	



**
Varies from 2% at bridge to 4%

FILE NAME = 0528052-64E97-23-S-Appr-HB
 PLOT DATE = 3/29/2010
 PLOT SCALE = 50.0000' / 1"

CHRISTIAN ROSE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - B.N.S./J.C.N.
 DRAWN - D.L./F.M.
 CHECKED - B.N.S./J.C.N.
 DATE - MARCH, 2010

REVISED -
 REVISED -
 REVISED -
 REVISED -

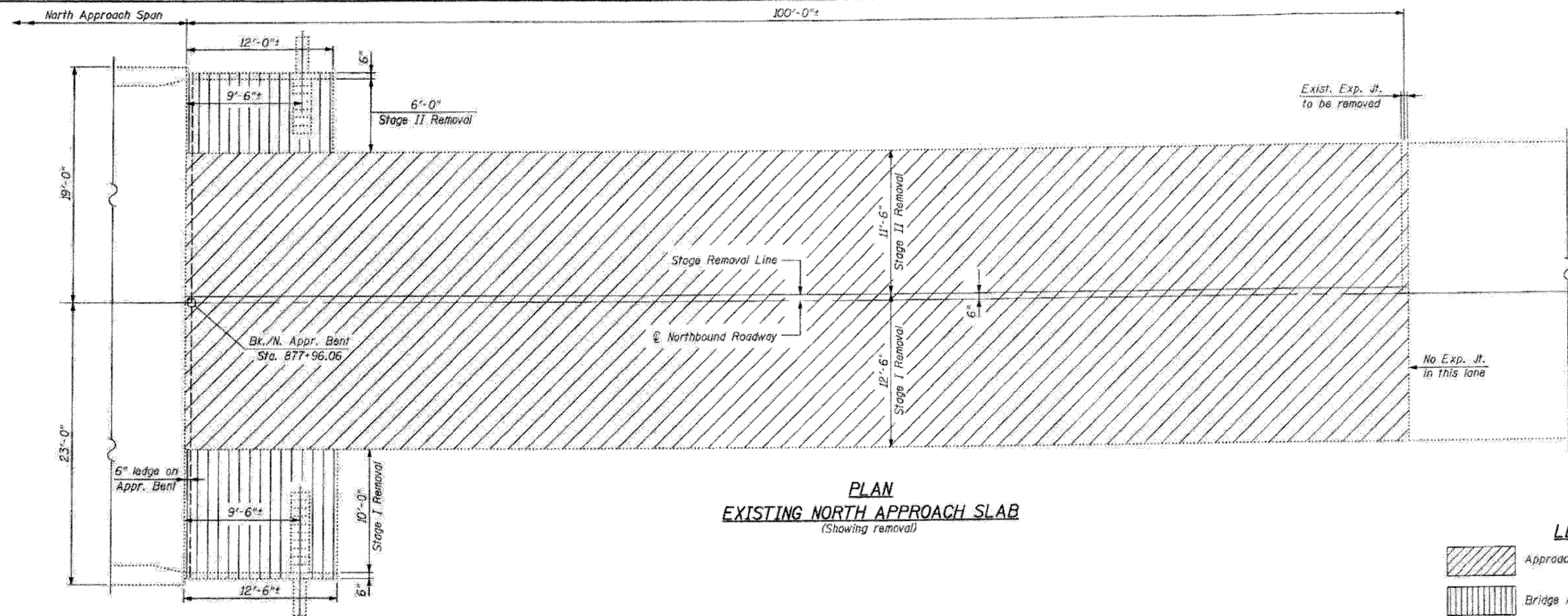
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SOUTH APPROACH SLAB REPAIR-II
 NORTHBOUND STRUCTURE
 I-39 OVER U.S. RTE. 30

S.N. 052-0053

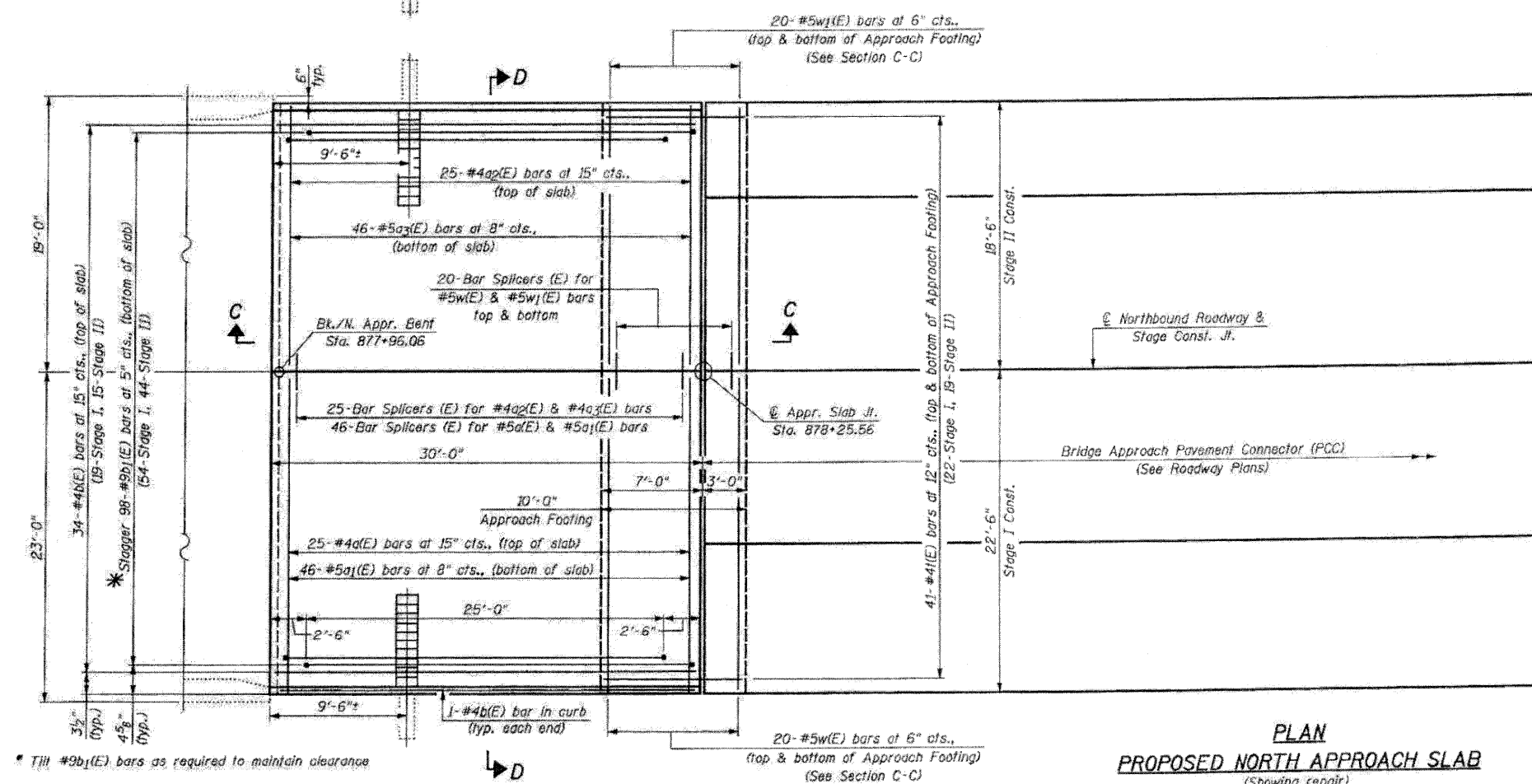
SCALE: SHEET NO. S23 OF S28 SHEETS STA. TO STA.

F.A.I. RTE. 39 SECTION 1103-1, 103-2RS COUNTY LEE TOTAL SHEETS 313 SHEET NO. 158 CONTRACT NO. 64E97 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



PLAN
EXISTING NORTH APPROACH SLAB
(Showing removal)

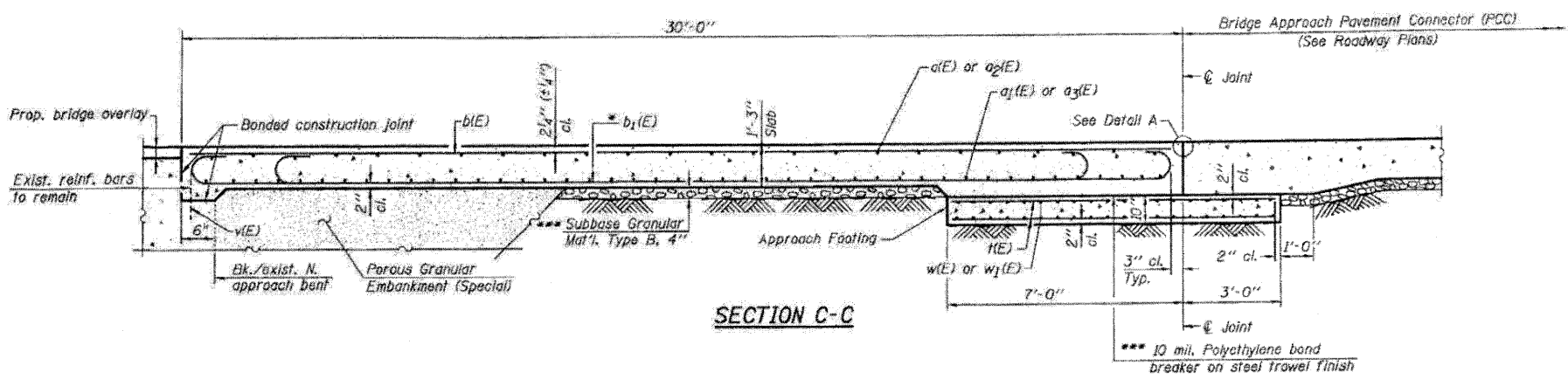
- LEGEND:**
- Approach Slab Removal
 - Bridge Approach Shoulder Removal



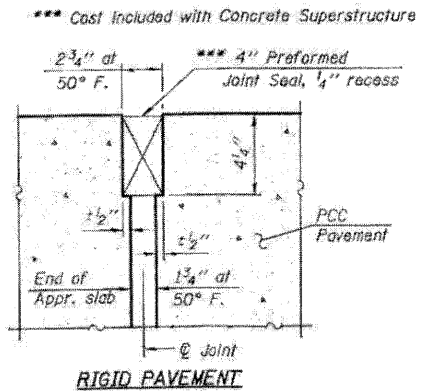
PLAN
PROPOSED NORTH APPROACH SLAB
(Showing repair)

NOTES:
For additional Pre-stage work and Stage I & Stage II shoulder & overlay work outside of approach slabs, see Roadway Plans.
For modifications to exist. inlet boxes, see Roadway Plans.

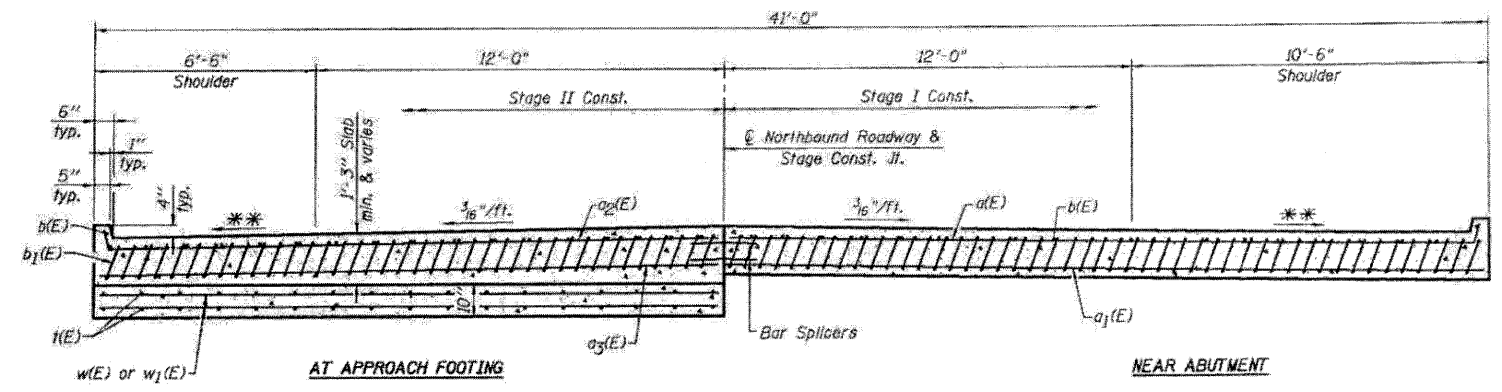
Notes:
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet S26.
Cost of excavation for approach footing included with Concrete Structures.



SECTION C-C



DETAIL A

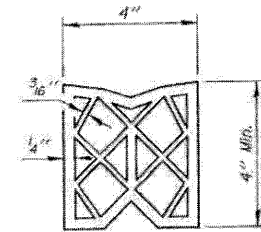


SECTION D-D

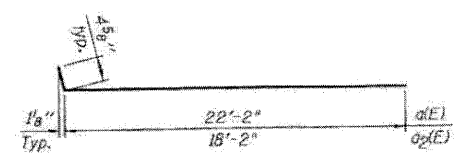
(See Plan for dimensions not shown)

NEAR ABUTMENT

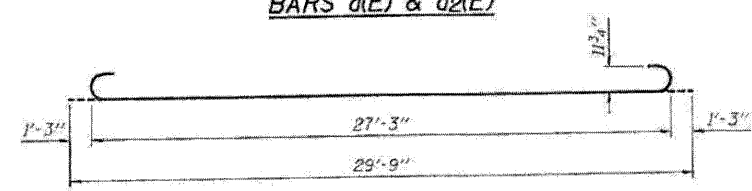
**
Varies from 2% at bridge to 4%



PREFORMED JOINT SEAL



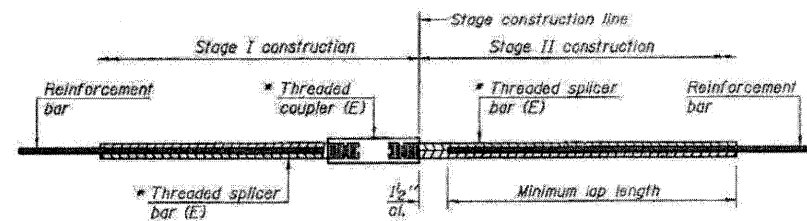
BARS a1(E) & a2(E)



BAR b1(E)

ONE APPROACH
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1(E)	25	#4	22'-7"	U
a2(E)	46	#5	22'-2"	U
a3(E)	25	#4	18'-7"	U
a4(E)	46	#5	18'-2"	U
b1(E)	36	#5	29'-8"	U
b2(E)	98	#9	29'-9"	U
d(E)	82	#4	9'-8"	U
w(E)	40	#5	22'-2"	U
w1(E)	40	#5	18'-2"	U
Approach Slab Removal				Sq. Yd. 267
Concrete Structures				Cu. Yd. 12.7
Concrete Superstructure				Cu. Yd. 61.0
Reinforcement Bars, Epoxy Coated				Pound 15,860
Bar Splicers				Each 111
Bridge Approach Shoulder Removal				Sq. Yd. 24



STANDARD BAR SPLICER ASSEMBLY

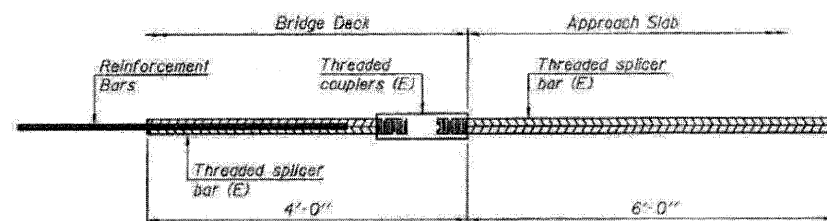
Minimum Lap Lengths				
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C
 Table 2: Black bar, Top bar lap, 0.8 Class C
 Table 3: Epoxy bar, 0.8 Class C
 Table 4: Epoxy bar, Top bar lap, 0.8 Class C

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

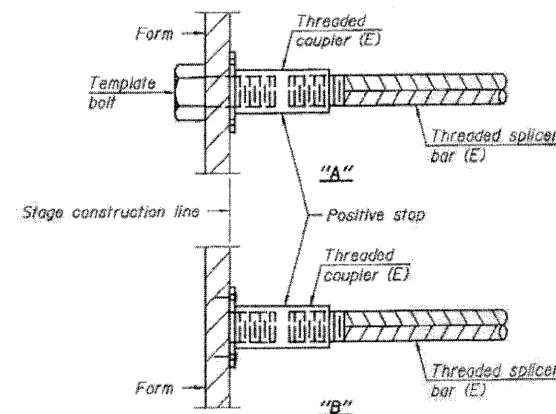
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Joint Reconstruction at S. Abut. SB Structure	#5	11	4
Joint Reconstruction at N. Abut. SB Structure	#5	11	4
Joint Reconstruction at S. Abut. NB Structure	#5	11	4
Joint Reconstruction at N. Abut. NB Structure	#5	11	4
South Approach Slab - SB Structure	#4	25	4
South Approach Slab - SB Structure	#5	46	3
South Approach Footing - SB Structure	#5	40	3
North Approach Slab - SB Structure	#4	25	4
North Approach Slab - SB Structure	#5	46	3
North Approach Footing - SB Structure	#5	40	3
South Approach Slab - NB Structure	#4	25	4
South Approach Slab - NB Structure	#5	46	3
South Approach Footing - NB Structure	#5	40	3
North Approach Slab - NB Structure	#4	25	4
North Approach Slab - NB Structure	#5	46	3
North Approach Footing - NB Structure	#5	40	3
Total		488	



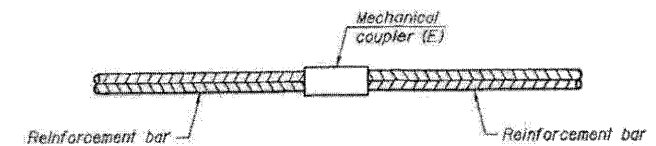
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = -



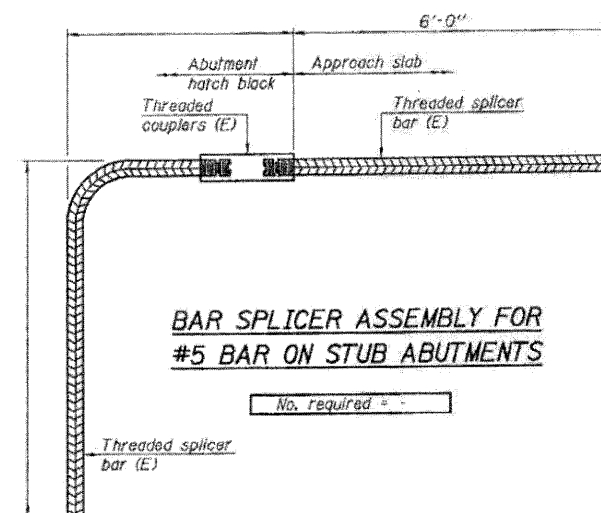
INSTALLATION AND SETTING METHODS

"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



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = -

NOTES

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

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO'S. 052-0052 (SB) & 052-0053 (NB)**

BSD-1 11-1-09

FILE NAME: 0520052-64E97-26-bar-spl.dgn
 PLOT DATE: 4/29/2010
 PLOT SCALE: 50.0000' = 1" IN.

CHRISTIAN ROGE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312) 372-2023 FAX: (312) 372-5224

DESIGNED - B.N.S./J.C.N.
 DRAWN - D.L./F.M.
 CHECKED - B.N.S./J.C.N.
 DATE - MARCH, 2010

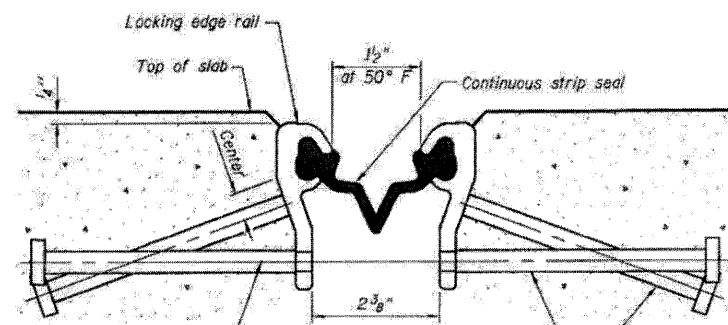
REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 SOUTHBOUND & NORTHBOUND STRUCTURES S.N. 052-0052
 I-39 OVER U.S. RTE. 30 S.N. 052-0053**

SCALE: SHEET NO. 526 OF 528 SHEETS STA. TO STA.

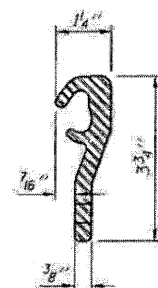
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1, 103-2)RS	LEE	313	161
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



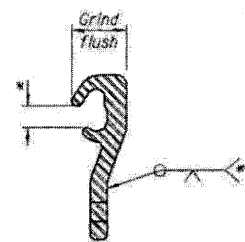
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

Place 1/2" ϕ x 6" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically and welded at 1'-0" o/c. cts.

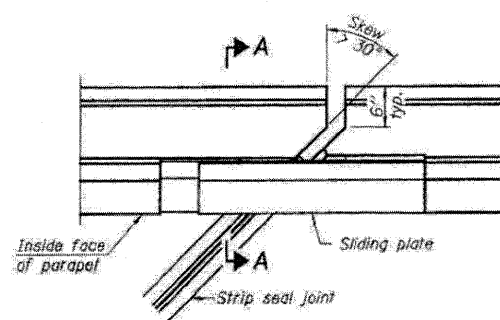
SECTION THRU STRIP SEAL JOINT



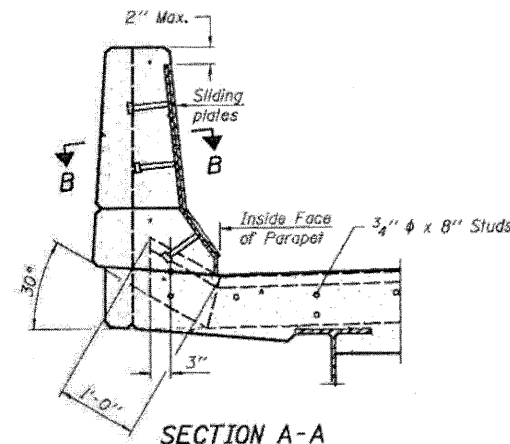
LOCKING EDGE RAIL



LOCKING EDGE RAIL SPLICE

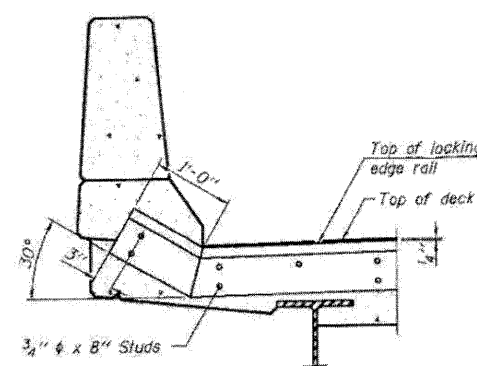


PLAN

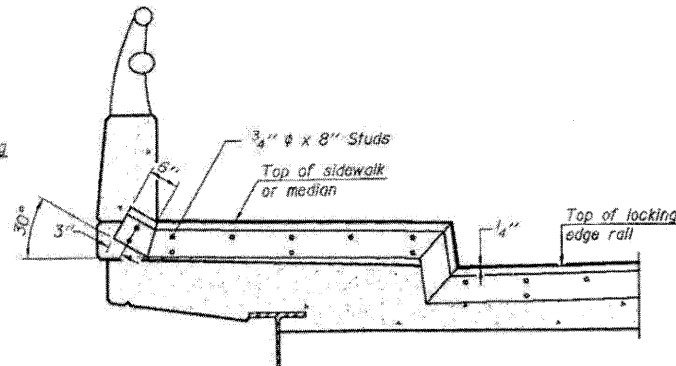


SECTION A-A

POINT BLOCK DETAILS
(for skews > 30°)



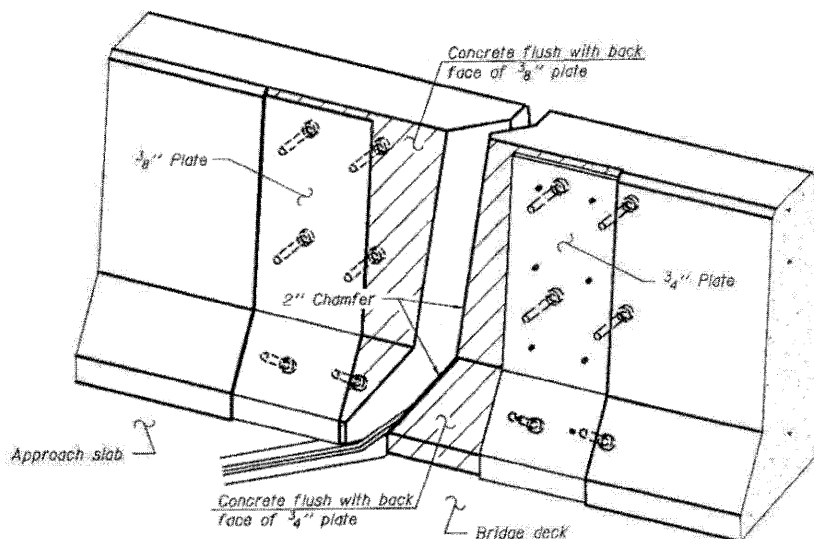
AT PARAPET
See Section A-A for end treatment of skews > 30°.



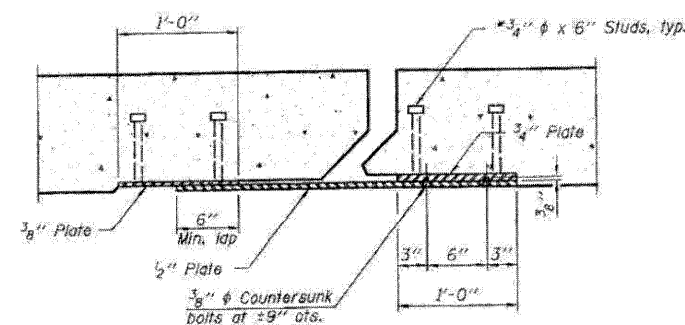
AT SIDEWALK OR MEDIAN
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

TYPICAL END TREATMENTS

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 conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.
The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.



TRIMETRIC VIEW
(Showing back plates only)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	164

PREFORMED JOINT STRIP SEAL
STRUCTURE NO'S. 052-0052 (SB) & 052-0053 (NB)

FILE NAME: 0020052-64E97-27-prel-judge
PLOT DATE: 3/29/2010
PLOT SCALE: 50.0000' / 1" IN.

CHRISTIAN ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - B.N.S./J.C.N.
DRAWN - D.L./F.M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

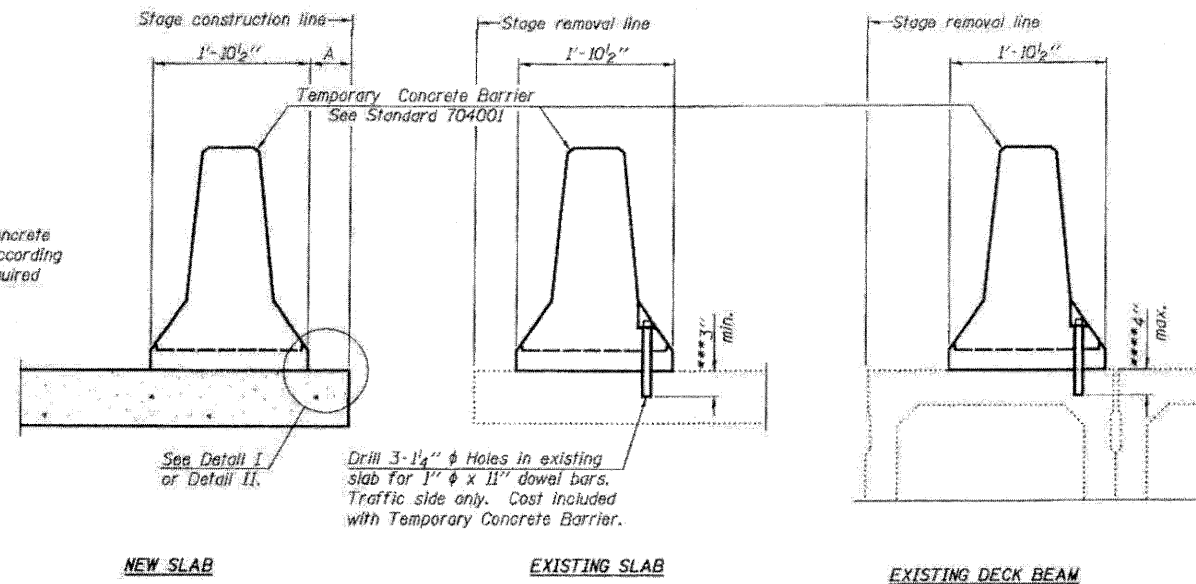
PREFORMED JOINT STRIP SEAL
SOUTHBOUND & NORTHBOUND STRUCTURES
I-39 OVER U.S. RTE. 30
S.N. 052-0052
S.N. 052-0053

SCALE: SHEET NO. 527 OF 528 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	103-1, 103-21RS	LEE	313	162
CONTRACT NO. 64E97				

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

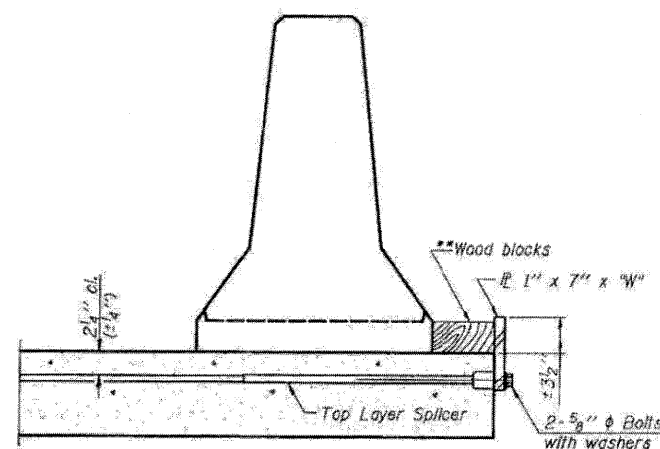
When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



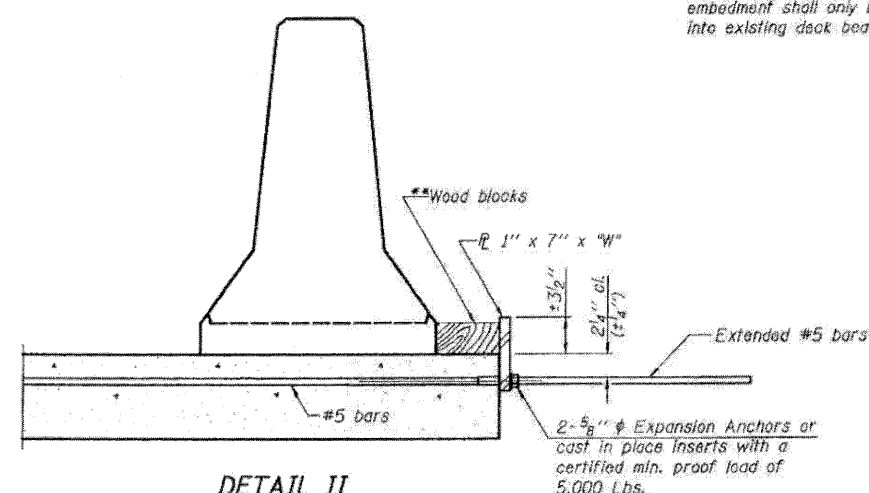
SECTIONS THRU SLAB OR DECK BEAM

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



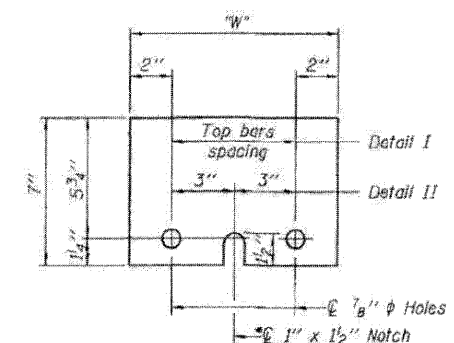
DETAIL I



DETAIL II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"



STEEL RETAINER PLATE 1" x 7" x 10"

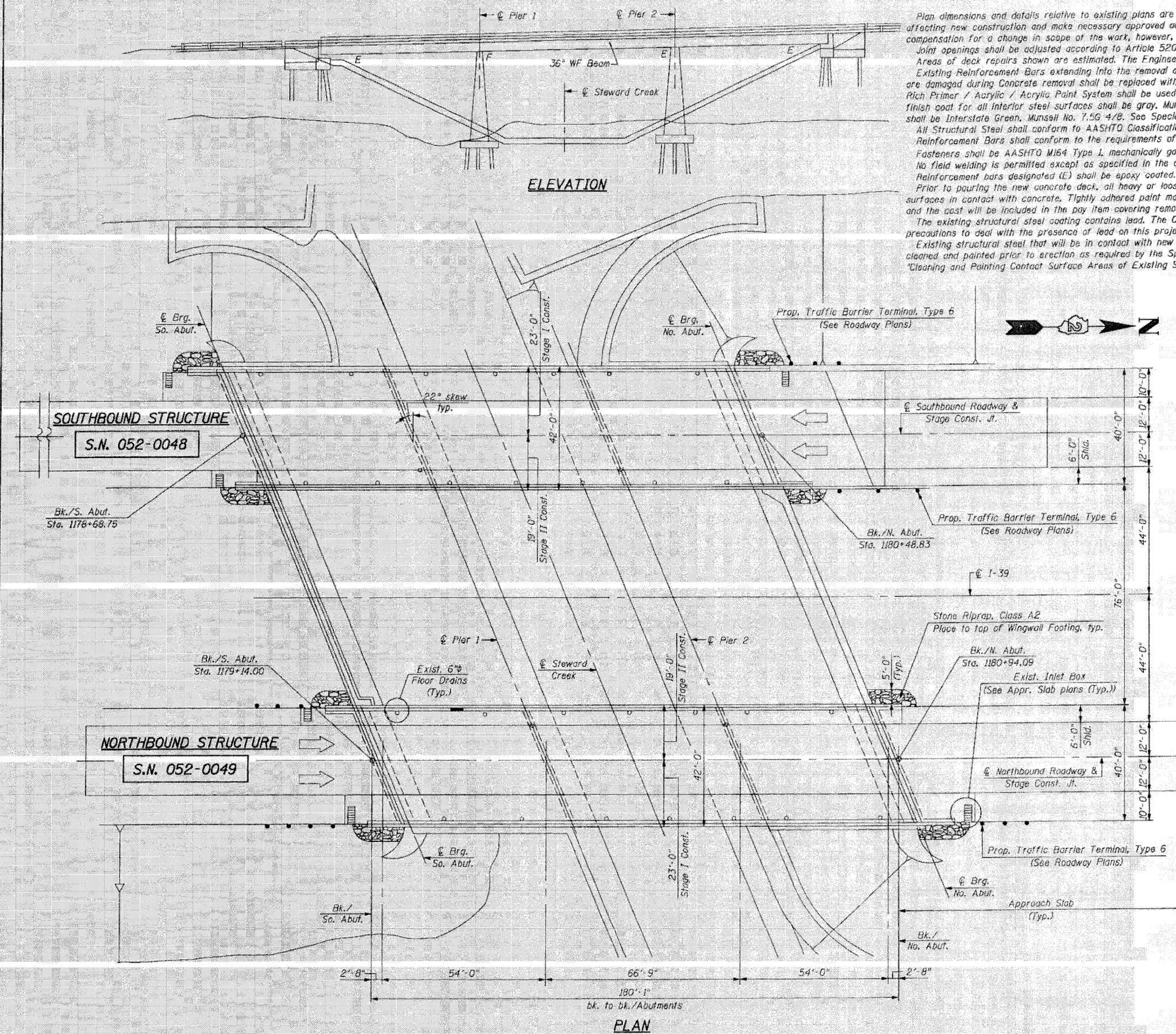
* Required only with Detail II

NOTE:
See Roadway Plans for quantities

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO.

R-27 II-1-09

FILE NAME: 8628052-64E97-28-ponto-barrigon	CHRISTIAN-ROGE & ASSOCIATES, INC. ENGINEERS-PLANNERS-SURVEYORS 211 WEST WACKER DRIVE CHICAGO, ILLINOIS 60606 PHONE: (312) 372-2023 FAX: (312) 372-5274	DESIGNED - B.N.S./J.C.N. DRAWN - D.L./F.M. CHECKED - B.N.S./J.C.N. DATE - MARCH, 2010	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION SOUTHBOUND & NORTHBOUND STRUCTURES S.N. 052-0052 I-39 OVER U.S. RTE. 30 S.N. 052-0053	F.A.I. RTE. 39 SECTION 103-1, 103-21RS COUNTY LEE TOTAL SHEETS 313 SHEET NO. 163	CONTRACT NO. 64E97
--	--	--	--	---	---	---	--------------------

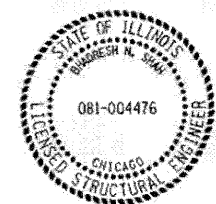
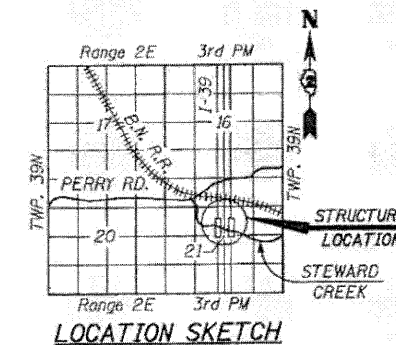


GENERAL NOTES:

Plan dimensions and details relative to existing plans are subject to Nominal Construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work. Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the Deck is poured at an ambient temperature other than 50°F. Areas of deck repairs shown are estimated. The Engineer shall show actual locations of deck repairs on the As-Built plans. Existing Reinforcement Bars extending into the removal areas 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 is included with Concrete Removal. The inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for the exterior and bottom flange of the facial beams shall be Interstate Green, Munsell No. 7.5G 4/2. See Special Provision for "Cleaning and Painting New Metal Structures". All Structural Steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted. Reinforcement Bars shall conform to the requirements of ASTM A 706 Gr. 60. See Special Provisions. Fasteners shall be AASHTO M164 Type I, mechanically galvanized bolts. Bolts 3/4 in. ϕ , holes 5/8 in. ϕ , unless otherwise noted. No field welding is permitted except as specified in the contract documents. 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 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. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project. 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".

INDEX OF SHEETS

- S1 GENERAL PLAN & ELEVATION
- S2 DECK CROSS SECTIONS
- S3 SOUTHBOUND & NORTHBOUND STRUCTURES
- S4 DECK PLAN
- S5 SOUTHBOUND STRUCTURE
- S6 DECK PLAN
- S7 NORTHBOUND STRUCTURE
- S8 JOINT RECONSTRUCTION AT SOUTH ABUTMENT
- S9 SOUTHBOUND STRUCTURE
- S10 JOINT RECONSTRUCTION DETAILS AT SOUTH ABUTMENT
- S11 SOUTHBOUND STRUCTURE
- S12 JOINT RECONSTRUCTION AT NORTH ABUTMENT
- S13 SOUTHBOUND STRUCTURE
- S14 JOINT RECONSTRUCTION DETAILS AT NORTH ABUTMENT
- S15 SOUTHBOUND STRUCTURE
- S16 JOINT RECONSTRUCTION AT SOUTH ABUTMENT
- S17 NORTHBOUND STRUCTURE
- S18 JOINT RECONSTRUCTION DETAILS AT SOUTH ABUTMENT
- S19 NORTHBOUND STRUCTURE
- S20 JOINT RECONSTRUCTION AT NORTH ABUTMENT
- S21 NORTHBOUND STRUCTURE
- S22 JOINT RECONSTRUCTION DETAILS AT NORTH ABUTMENT
- S23 NORTHBOUND STRUCTURE
- S24 STRUCTURAL STEEL REPAIRS-I
- S25 SOUTHBOUND & NORTHBOUND STRUCTURES
- S26 STRUCTURAL STEEL REPAIRS-II
- S27 SOUTHBOUND & NORTHBOUND STRUCTURES
- S28 ELASTOMERIC BEARING ASSEMBLY, TYPE I
- S29 SOUTHBOUND & NORTHBOUND STRUCTURES
- S30 SOUTH APPROACH SLAB REPAIR-I
- S31 SOUTHBOUND STRUCTURE
- S32 SOUTH APPROACH SLAB REPAIR-II
- S33 SOUTHBOUND STRUCTURE
- S34 NORTH APPROACH SLAB REPAIR-I
- S35 SOUTHBOUND STRUCTURE
- S36 NORTH APPROACH SLAB REPAIR-II
- S37 SOUTHBOUND STRUCTURE
- S38 SOUTH APPROACH SLAB REPAIR-I
- S39 NORTHBOUND STRUCTURE
- S40 SOUTH APPROACH SLAB REPAIR-II
- S41 NORTHBOUND STRUCTURE
- S42 NORTH APPROACH SLAB REPAIR-I
- S43 NORTHBOUND STRUCTURE
- S44 NORTH APPROACH SLAB REPAIR-II
- S45 NORTHBOUND STRUCTURE
- S46 BAR SPlicer ASSEMBLY AND MECHANICAL SPlicer DETAILS
- S47 PREFORMED JOINT STRIP SEAL
- S48 TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION



Bhadresh N. Shah
BHADRESH N. SHAH 03/29/2010
 LICENSED STRUCTURAL ENGINEER
 STATE OF ILLINOIS LIC. No. 081-004476
 EXPIRES: 11-30-10

FILE NAME: 0920048-64E97-01-GPE.dgn
 PLOT DATE: 3/29/2010
 PLOT SCALE: 1/8" = 1'-0"



CHRISTIAN-ROSE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)312-2023 FAX: (312)312-5274

DESIGNED - B.N.S./J.C.N.
 DRAWN - D.L./F.M.
 CHECKED - B.N.S./J.C.N.
 DATE - MARCH, 2010

REVISED
 REVISED
 REVISED
 REVISED

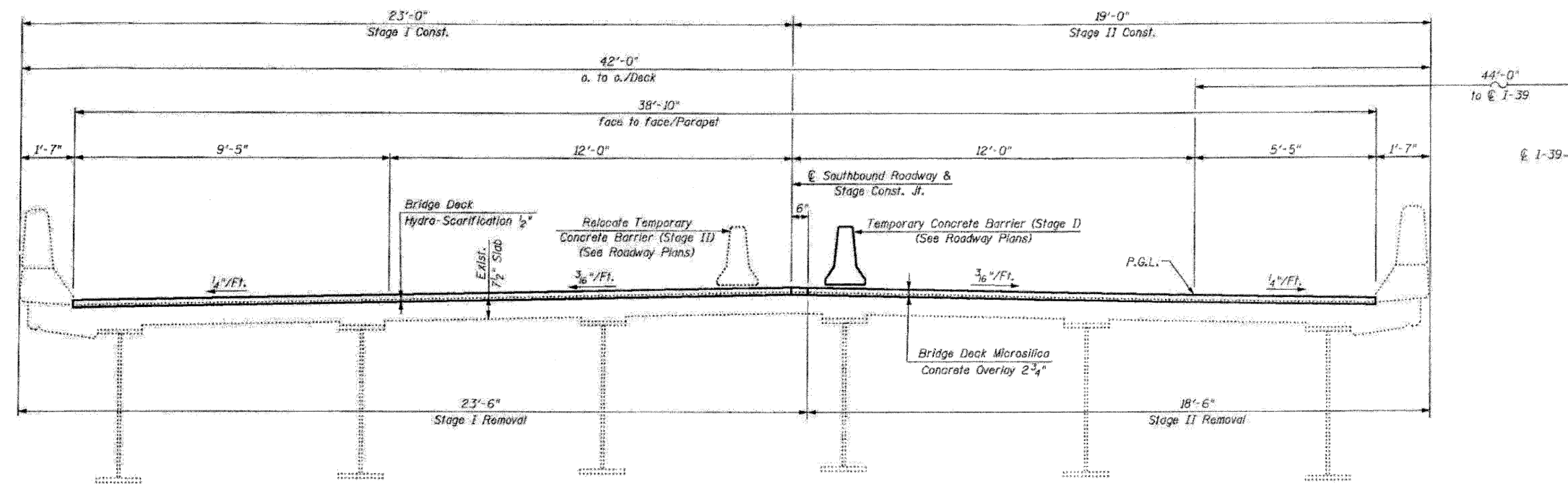
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
SOUTHBOUND & NORTHBOUND STRUCTURES
I-39 OVER STEWARD CREEK

S.N. 052-0048
S.N. 052-0049

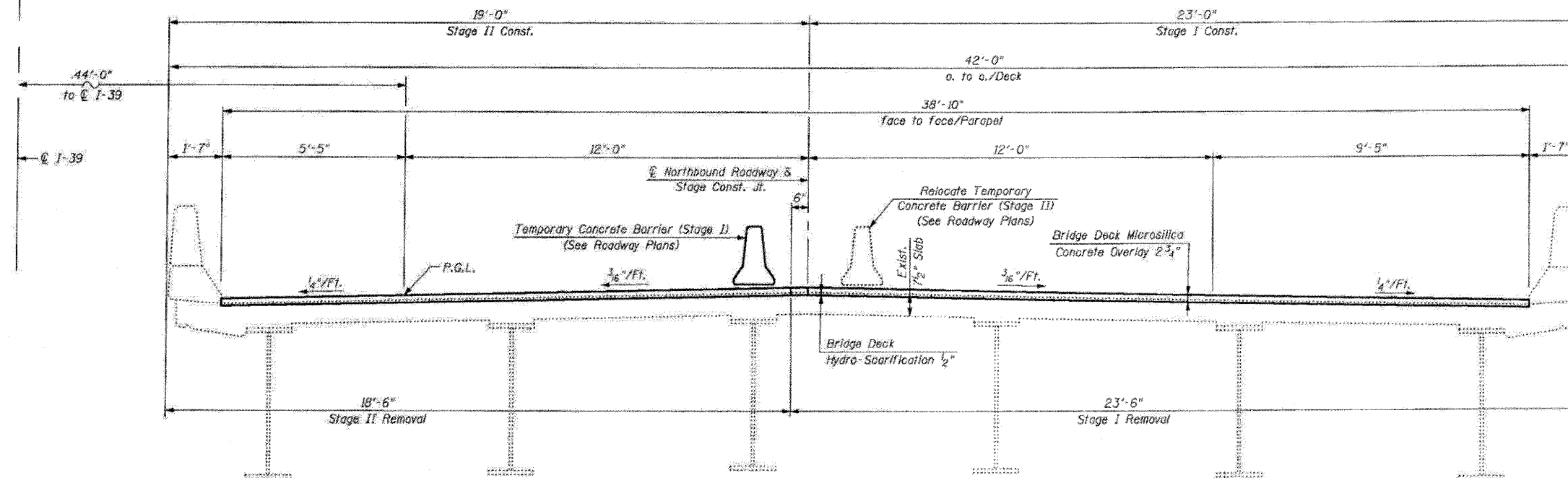
SCALE: SHEET NO. S1 OF S26 SHEETS STA. TO STA.

F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1, 103-2)RS	LEE	313	164
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64E97	



SOUTHBOUND STRUCTURE
(Looking North)

S.N. 052-0048



NORTHBOUND STRUCTURE
(Looking North)

S.N. 052-0049

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Stone Riprap, Class A2	Sq. Yd.	80
Approach Slab Removal	Sq. Yd.	1,146
Concrete Removal	Cu. Yd.	26.8
Concrete Structures	Cu. Yd.	50.8
Concrete Superstructure	Cu. Yd.	270.4
Bridge Deck Grooving	Sq. Yd.	*1,966
Protective Coat	Sq. Yd.	*2,089
Furnishing and Erecting Structural Steel	Pound	14,510
Jack and Remove Existing Bearings	Each	24
Structural Steel Removal	Pound	7,900
Reinforcement Bars, Epoxy Coated	Pound	68,280
Bar Splicers	Each	496
Preformed Joint Strip Seal	Foot	176
Elastomeric Bearing Assembly, Type I	Each	24
Anchor Bolts, 1"	Each	48
Bridge Deck Hydro-Scarification 1/2"	Sq. Yd.	1,524
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	12
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	31
Bridge Approach Shoulder Removal	Sq. Yd.	87
Bridge Deck Microsilica Concrete Overlay 2 3/4"	Sq. Yd.	1,524

* Quantity Includes Approach Pavement

FILE NAME: 0520048-04E97-02-prossano.dgn
PLOT DATE: 3/29/2010
PLOT SCALE: 50.0000' / 1" IN.



CHRISTIAN-RIDGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - B.N.S./J.C.N.
DRAWN - D.L./F.M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTIONS
SOUTHBOUND & NORTHBOUND STRUCTURES
I-39 OVER STEWARD CREEK
S.N. 052-0048
S.N. 052-0049

SCALE:

SHEET NO. S2 OF S26 SHEETS

STA.

TO STA.

F.A.I.
RTE.

39

SECTION

(103-1, 103-2)RS

COUNTY

LEE

TOTAL SHEETS

313

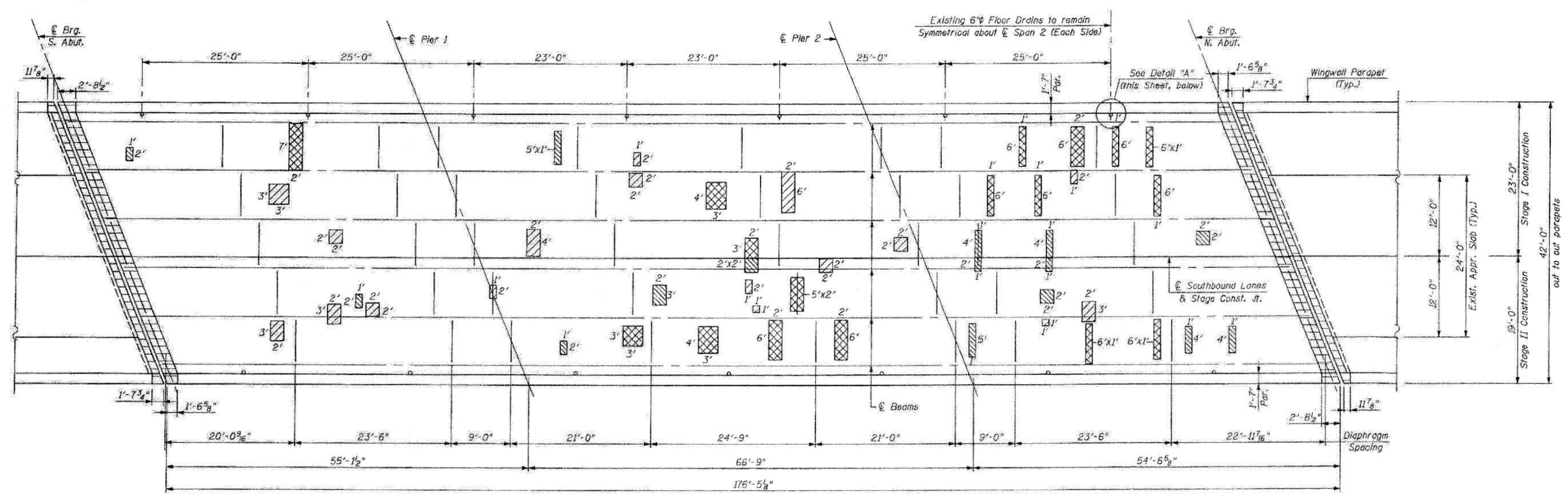
SHEET NO.

165

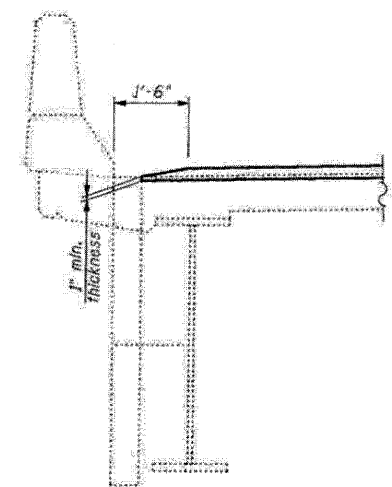
CONTRACT NO. 64E97

FED. ROAD DIST. NO.

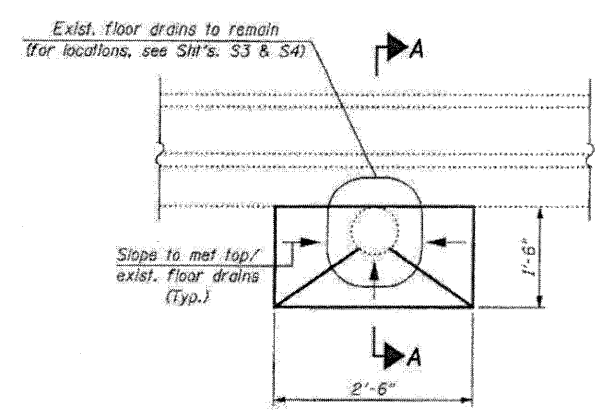
ILLINOIS FED. AID PROJECT



DECK PLAN



SECTION A-A



DETAIL "A"

PLAN
(Showing overlay taper at exist. floor drains)

LEGEND:

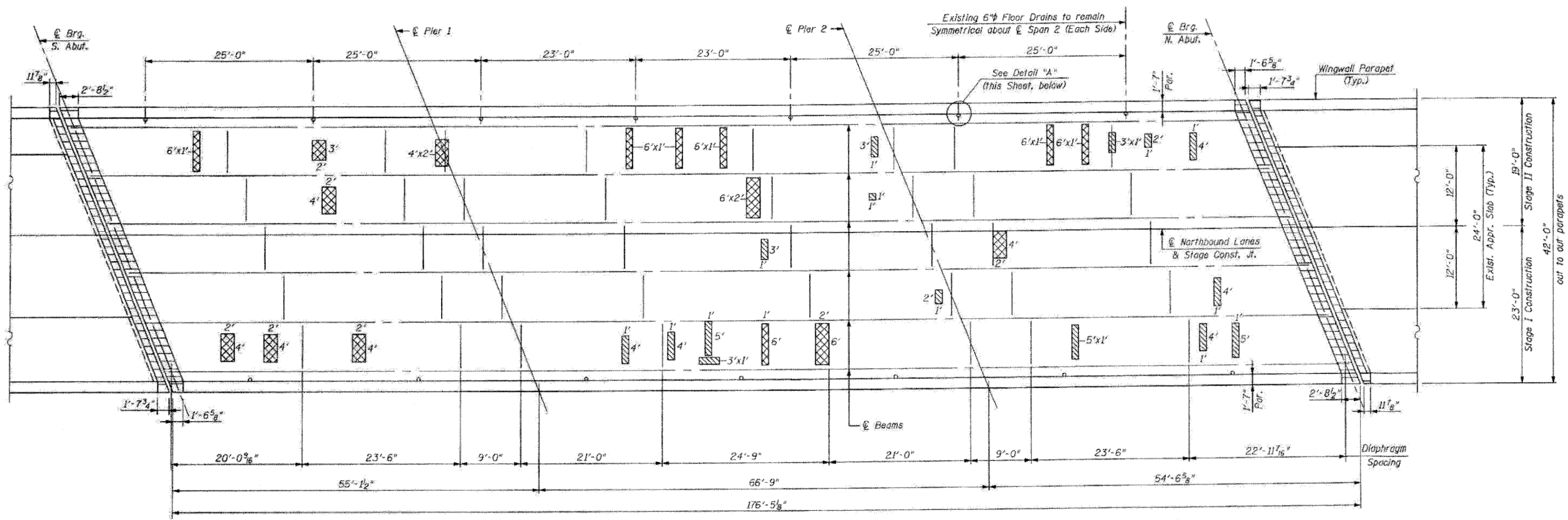
- Deck Slab Repair (Full Depth, Type I)
- Deck Slab Repair (Full Depth, Type II)
- Deck Slab Repair (Partial)
- Joint Reconstruction

NOTES:

For Joint Reconstruction Details, See Sht's. S5 thru S12.
For Approach Slab Repairs, See Sht's. S16 thru S23.
Deck Slab Repair (Partial) is shown for information only.
Areas of Deck Repairs shown are estimated. The Engineer shall show actual locations of Deck Repairs on As-Built Plans.
Proposed Overlay to be tapered at Existing Floor Drains, see Detail "A", this sheet.
All Patch dimensions are in feet.
Diaphragm spacing shown is for reference only.

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	6
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	17



DECK PLAN

LEGEND:

- Deck Slab Repair (Full Depth, Type I)
- Deck Slab Repair (Full Depth, Type II)
- Joint Reconstruction

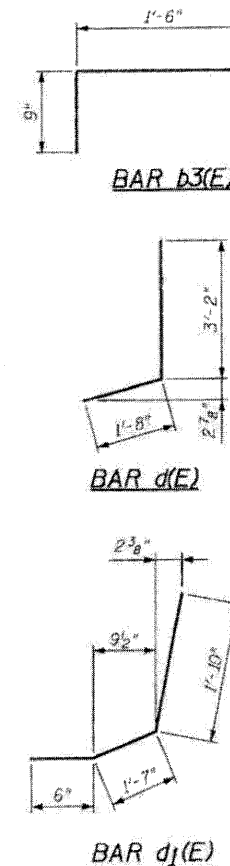
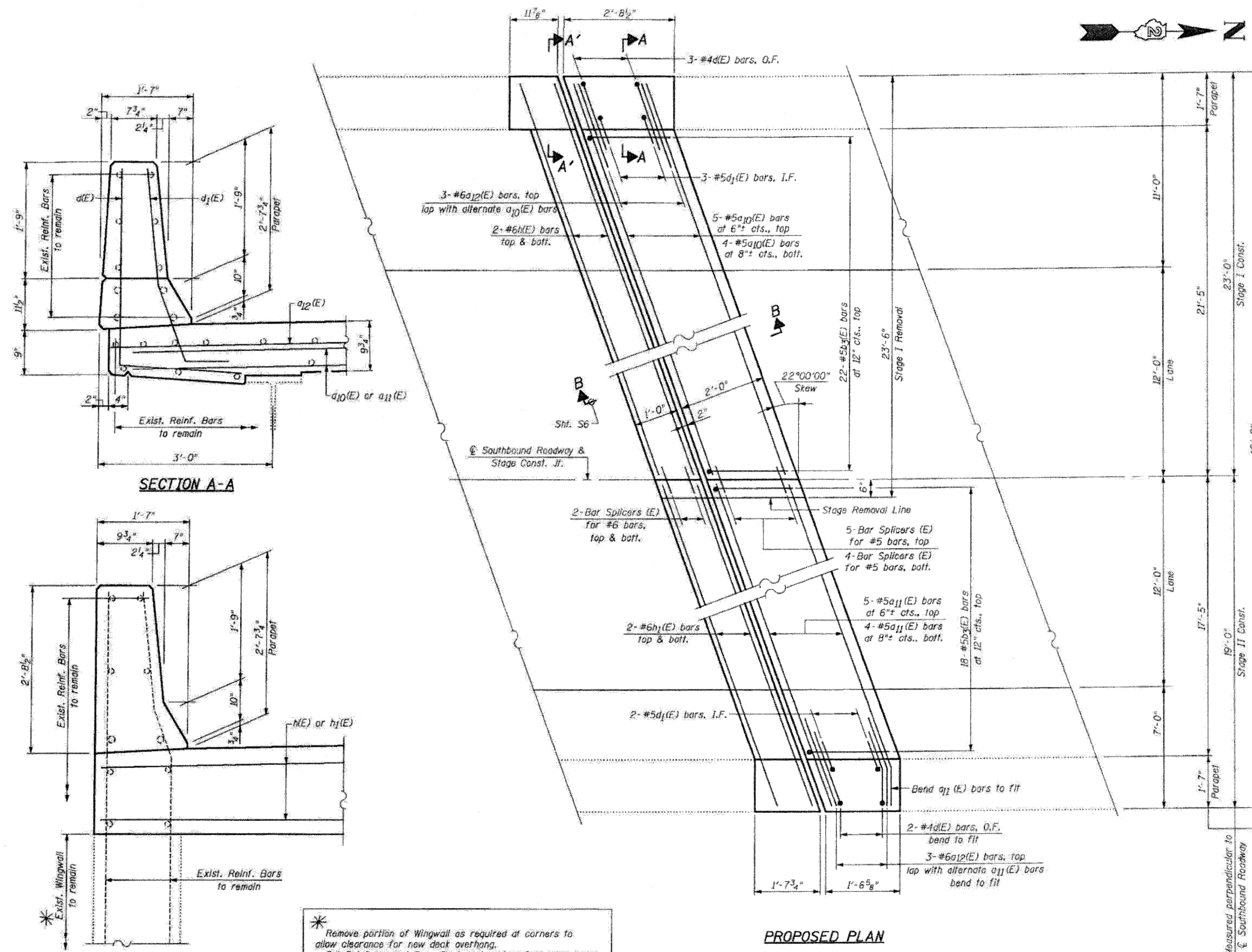
NOTE
No Partial-Depth Repairs were Found

NOTES:

For Joint Reconstruction Details, See Sht's. S5 thru S12.
For Approach Slab Repairs, See Sht's. S16 thru S23.
Deck Slab Repair (Partial) is Shown for Information Only.
Areas of Deck Repairs shown are estimated. The Engineer shall show actual locations of Deck Repairs on As-Built Plans.
Proposed Overlay to be tapered at Existing Floor Drains, see Detail "A", Sht. S3.
All Patch dimensions are in feet.
Diaphragm spacing shown is for reference only.

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	6
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	14

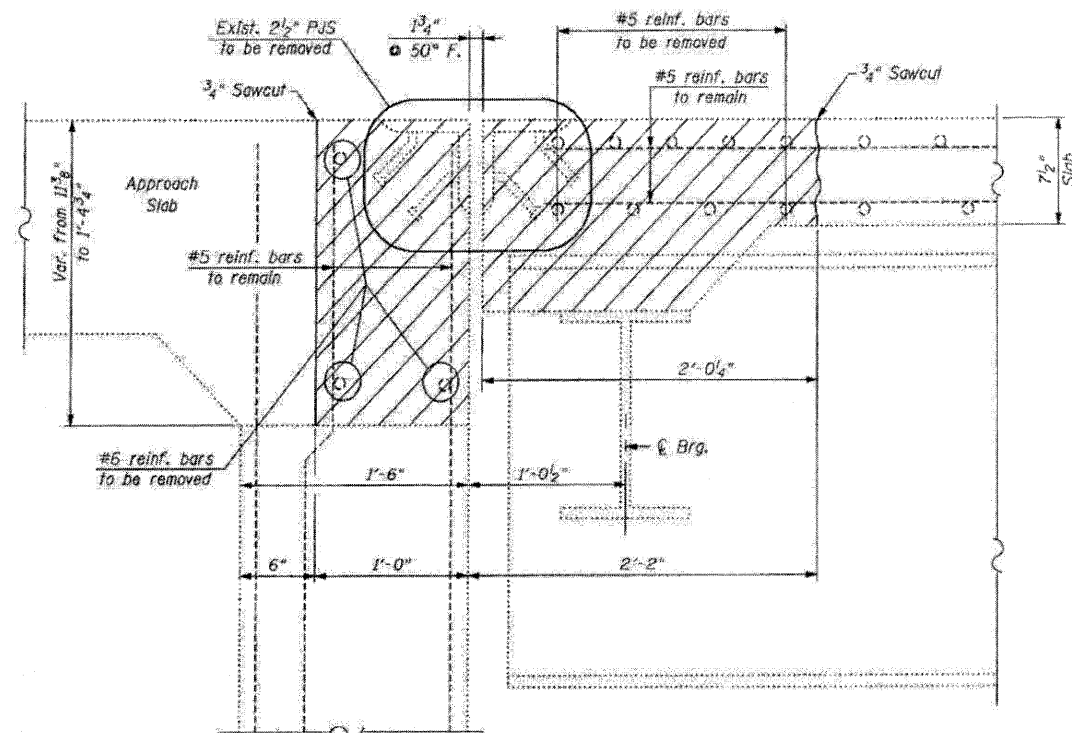


BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
a10(E)	9	#5	24'-3"	—
a11(E)	9	#5	19'-11"	—
a12(E)	6	#6	4'-0"	—
b3(E)	40	#5	2'-3"	┐
d1(E)	5	#4	4'-10"	┐
d1(E)	5	#5	3'-11"	┐
h1(E)	4	#6	24'-3"	—
h2(E)	4	#6	19'-11"	—
Reinforcement Bars, Epoxy Coated		Pound	850	
Concrete Removal		Cu. Yd.	6.7	
Concrete Superstructure		Cu. Yd.	7.6	
Bar Splicers		Each	13	
Protective Coat		Sq. Yd.	3	

Quantity for Top & Inside Face of Reconstructed Parapets

PROPOSED PLAN
SOUTH ABUTMENT AT
SOUTHBOUND STRUCTURE

LEGEND:
O.F. = Outside Face
I.F. = Inside Face



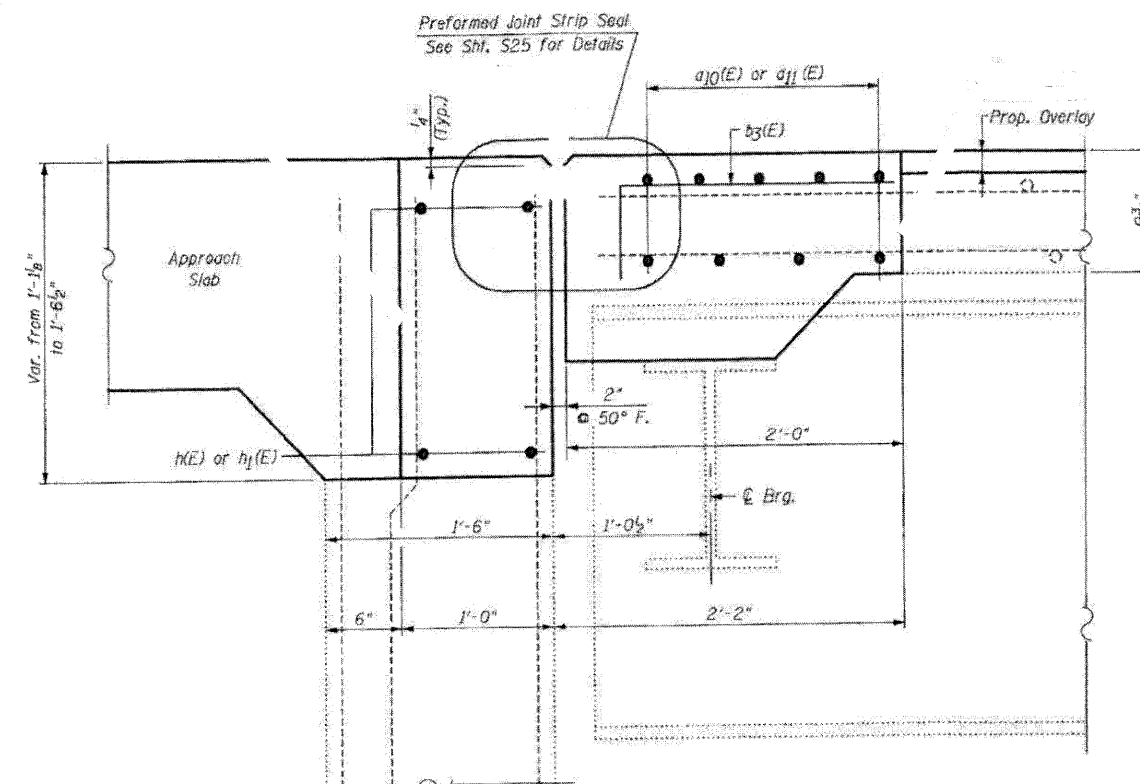
EXISTING

SECTION B-B

SOUTHBOUND STRUCTURE-SOUTH ABUTMENT

LEGEND:

Concrete Removal



PROPOSED

SECTION B-B

SOUTHBOUND STRUCTURE-SOUTH ABUTMENT

NOTE:

For Bar Splicer Assembly Details, See Sht. S24

FILE NAME: 0520240-64E97-06-S-Abut-SB
PLOT DATE: 4/3/2010
PLOT SCALE: 1/8" = 1'-0"



CHRISTIAN-ROSE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - B.N.S./J.C.N.
DRAWN - D.L./F.M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010

REVISED -
REVISED -
REVISED -
REVISED -

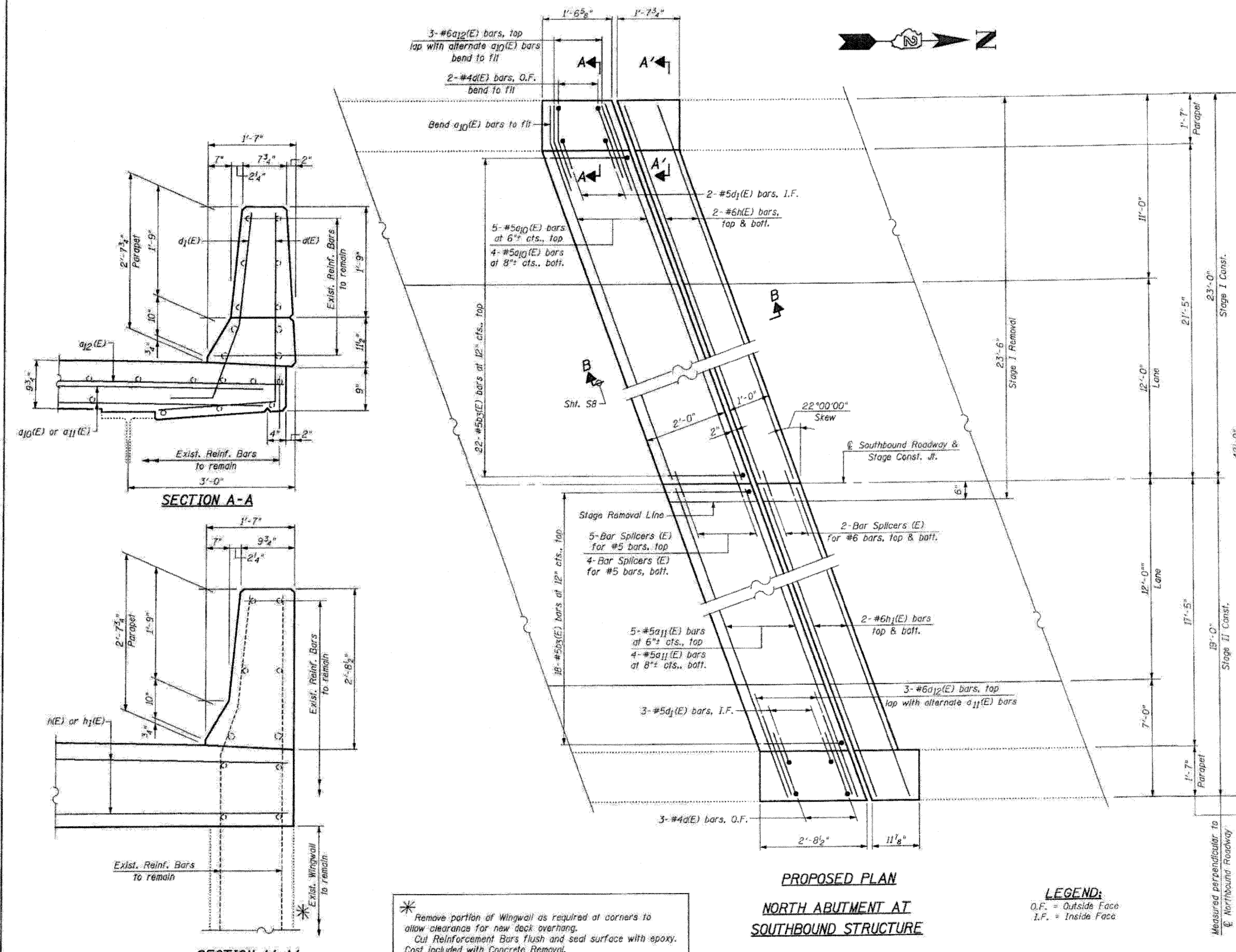
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JOINT RECONSTRUCTION DETAILS AT SOUTH ABUTMENT
SOUTHBOUND STRUCTURE
I-39 OVER STEWARD CREEK**

S.N. 052-0048

SCALE: SHEET NO. S6 OF S26 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	103-1, 103-2(RS)	LEE	313	169
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	9	#5	24'-3"	—
a11(E)	9	#5	19'-11"	—
a12(E)	6	#6	4'-0"	—
b3(E)	40	#5	2'-3"	┘
d(E)	5	#4	4'-10"	┘
d1(E)	5	#5	3'-11"	┘
h(E)	4	#6	24'-3"	—
h1(E)	4	#6	19'-11"	—
Reinforcement Bars, Epoxy Coated		Pound	850	
Concrete Removal		Cu. Yd.	6.7	
Concrete Superstructure		Cu. Yd.	7.6	
Bar Splicers		Each	13	
Protective Coat		Sq. Yd.	3	

Quantity for Top & Inside Face of
Reconstructed Parapets

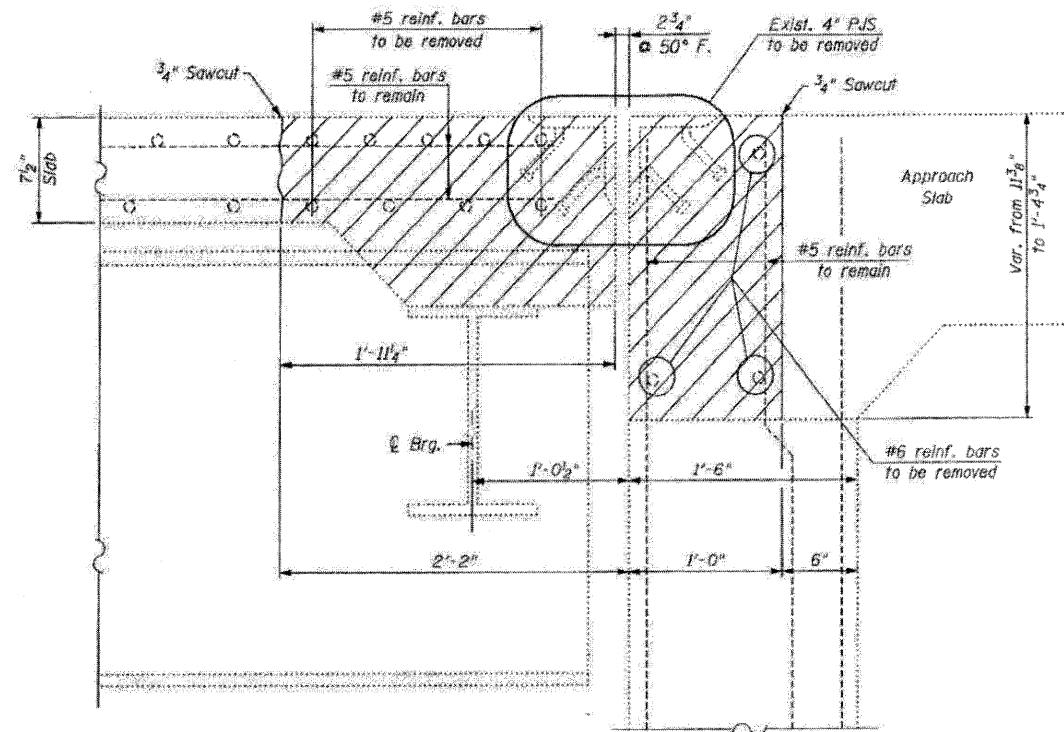
BAR b3(E)

BAR d(E)

BAR d1(E)

SECTION A-A

SECTION A'-A'



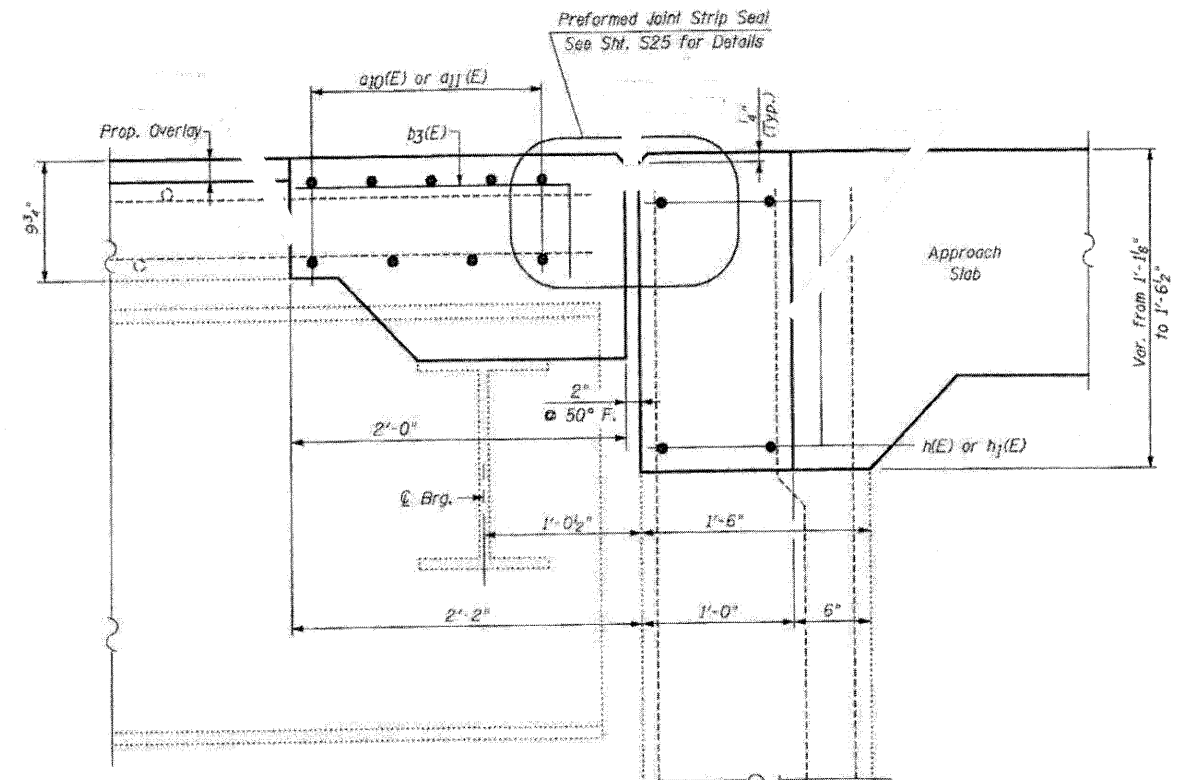
EXISTING

SECTION B-B

SOUTHBOUND STRUCTURE-NORTH ABUTMENT

LEGEND:

Concrete Removal



PROPOSED

SECTION B-B

SOUTHBOUND STRUCTURE-NORTH ABUTMENT

NOTE:

For Bar Splicer Assembly Details, See Sht. S24

FILE NAME: 052004B-64E97-08-N-Abut-SB
PLOT DATE: 3/29/2010
PLOT SCALE: 50.0000' / IN.



CHRISTIAN-ROSE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - B.N.S./J.C.N.
DRAWN - D.L./F.M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JOINT RECONSTRUCTION DETAILS AT NORTH ABUTMENT
SOUTHBOUND STRUCTURE
I-39 OVER STEWARD CREEK**

S.N. 052-0048

SCALE:

SHEET NO. 58 OF 526 SHEETS

STA.

TO STA.

F.A.I.
RTE.
39

SECTION
(103-1, 103-2)RS

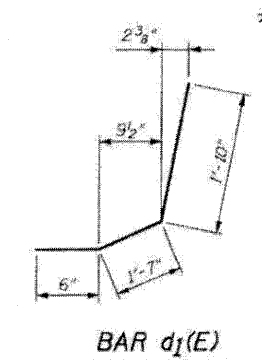
COUNTY
LEE

TOTAL
SHEETS
313

SHEET
NO.
171

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

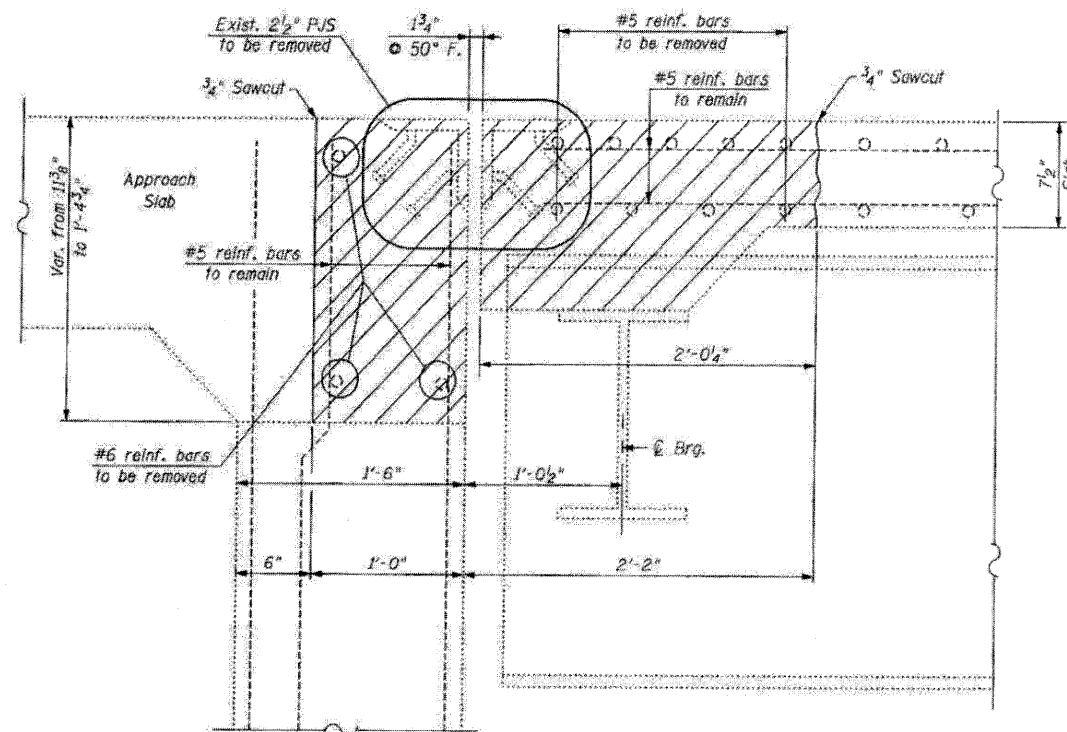
CONTRACT NO. 64E97



Quantity for Top & Inside Face of
Reconstructed Parapets

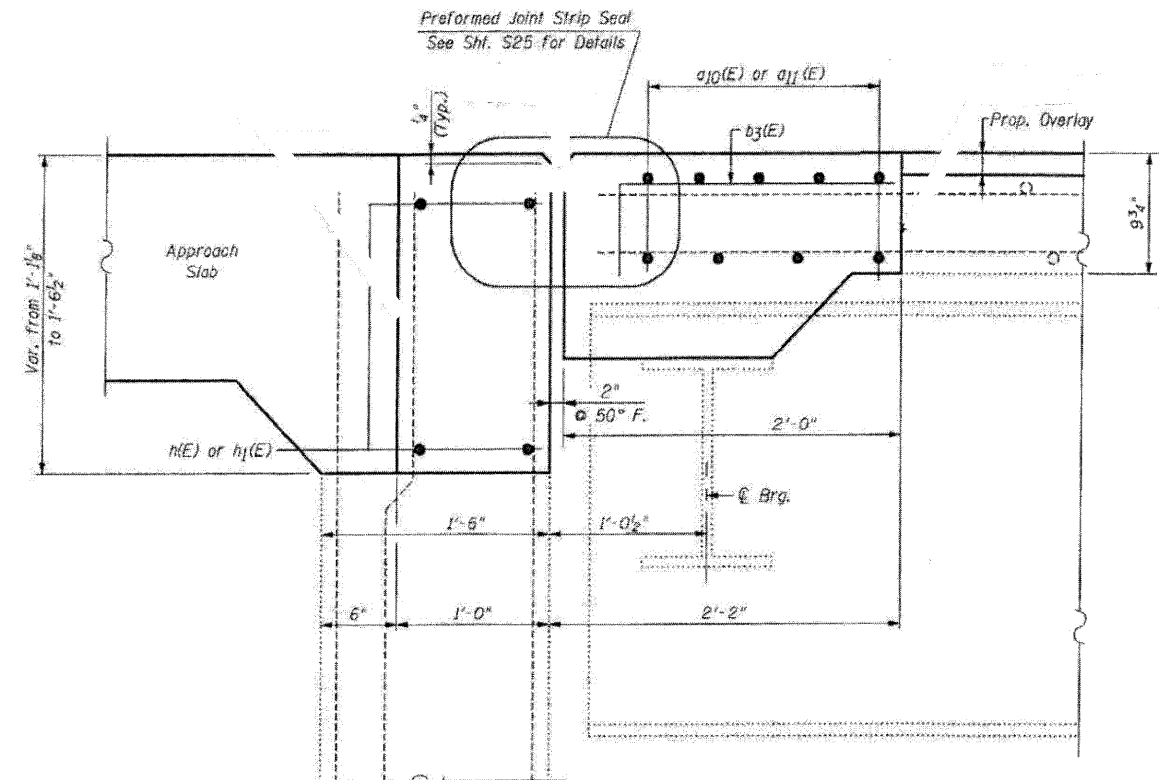


Measured perpendicular to
§ Northbound Roadway



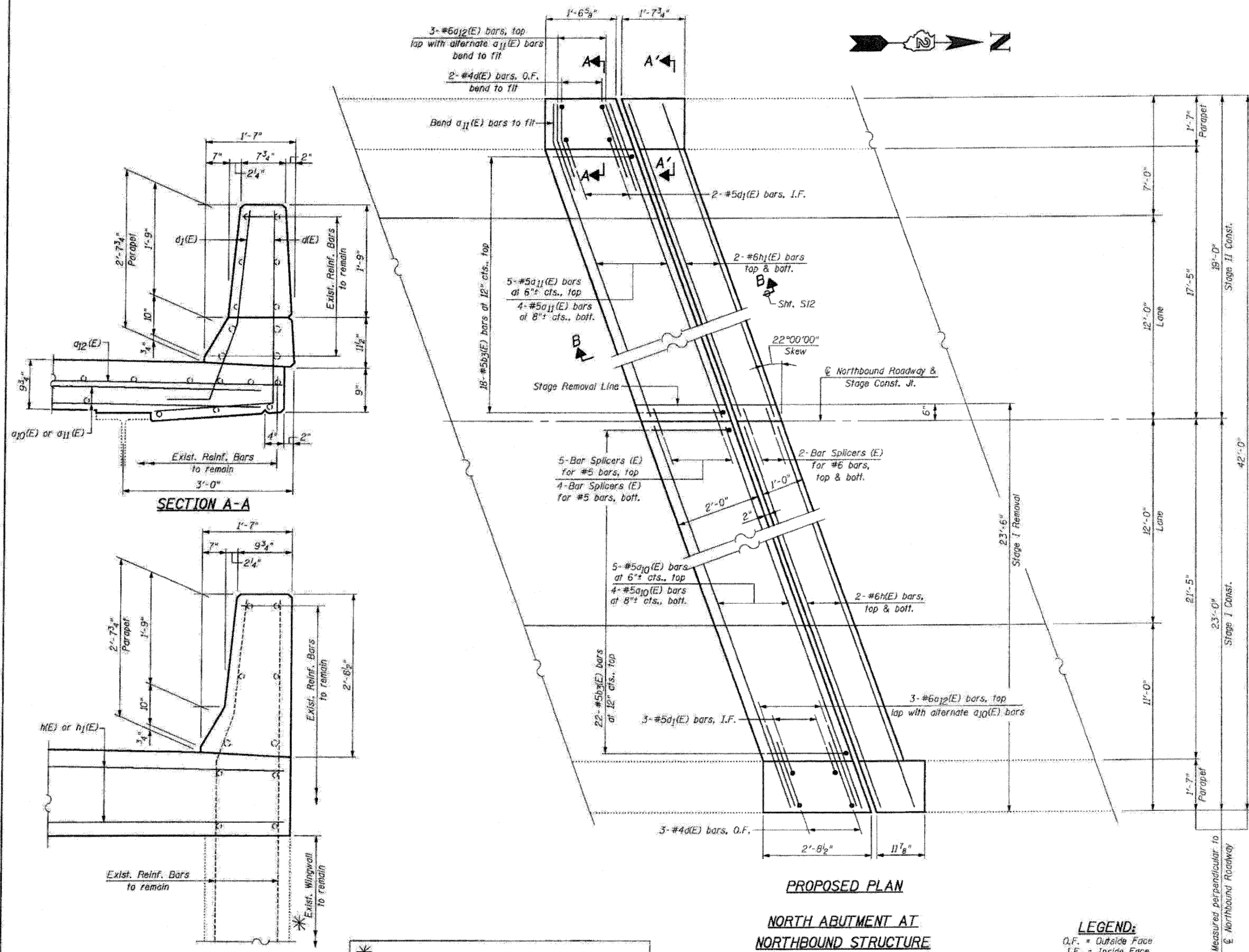
EXISTING
SECTION B-B
NORTHBOUND STRUCTURE-SOUTH ABUTMENT

LEGEND:
 Concrete Removal



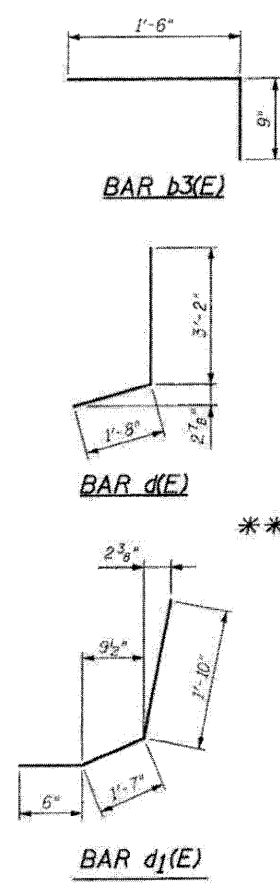
PROPOSED
SECTION B-B
NORTHBOUND STRUCTURE-SOUTH ABUTMENT

NOTE:
For Bar Splicer Assembly Details, See Sht. S24

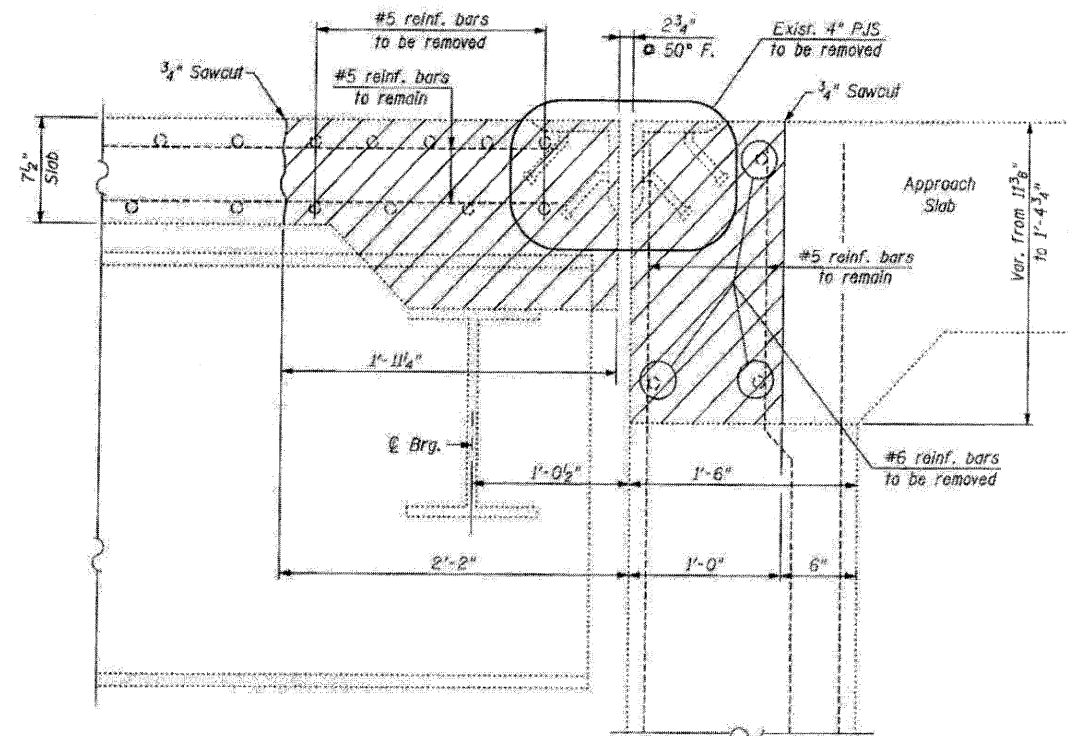


BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	9	#5	24'-3"	—
a11(E)	9	#5	19'-11"	—
a12(E)	6	#6	4'-0"	—
b3(E)	40	#5	2'-3"	└
d(E)	5	#4	4'-10"	J
d1(E)	5	#5	3'-11"	J
h(E)	4	#6	24'-3"	—
h1(E)	4	#6	19'-11"	—
Reinforcement Bars, Epoxy Coated				Pound 850
Concrete Removal				Cu. Yd. 6.7
Concrete Superstructure				Cu. Yd. 7.6
Bar Splicers				Each 13
Protective Coat				Sq. Yd. 3



* Remove portion of Wingwall as required at corners to allow clearance for new deck overhang.
 Cut Reinforcement Bars flush and seal surface with epoxy.
 Cost included with Concrete Removal.

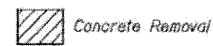


EXISTING

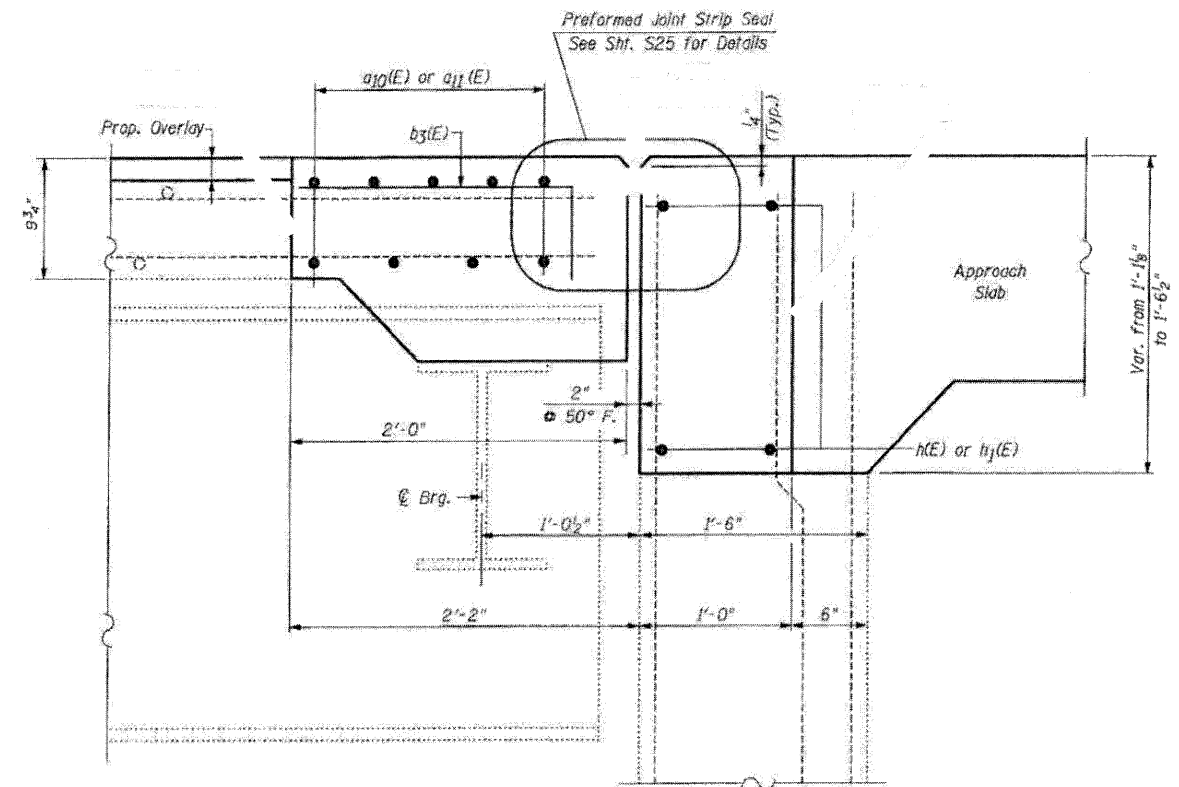
SECTION B-B

NORTHBOUND STRUCTURE-NORTH ABUTMENT

LEGEND:



Concrete Removal



PROPOSED

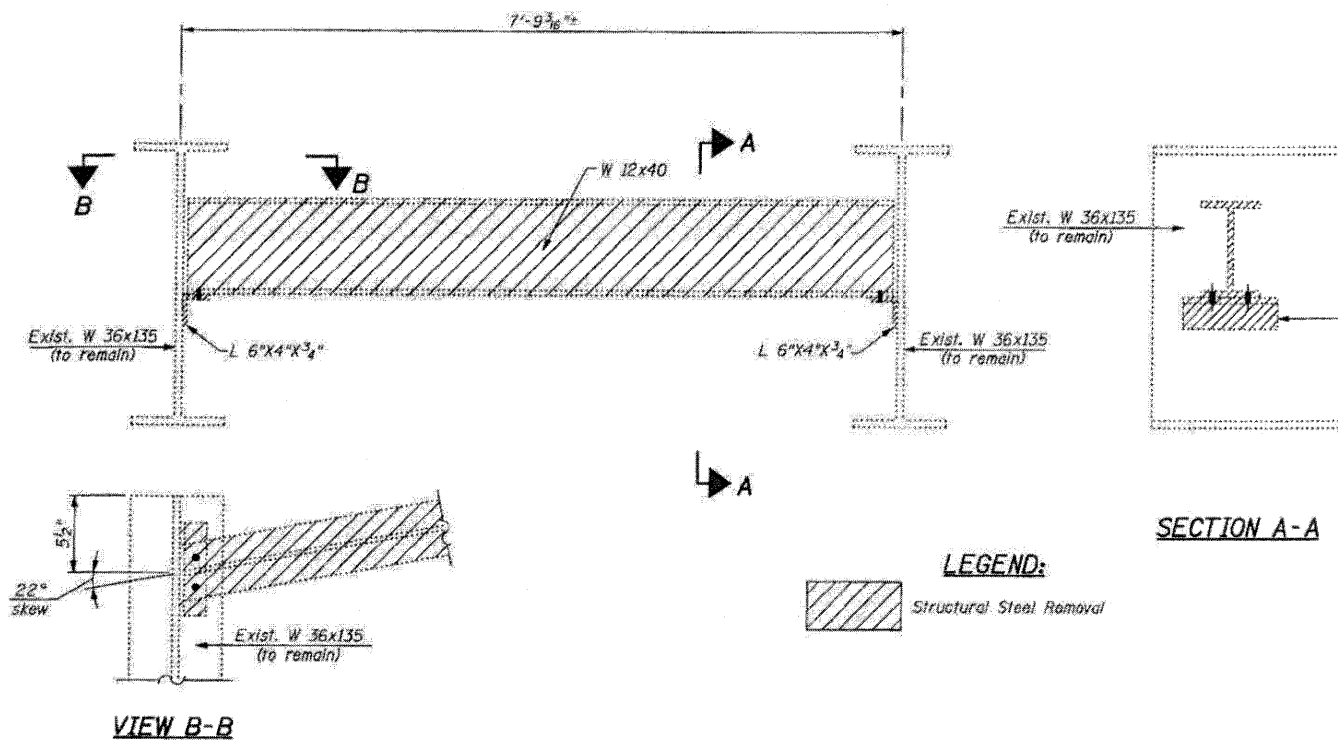
SECTION B-B

NORTHBOUND STRUCTURE-NORTH ABUTMENT

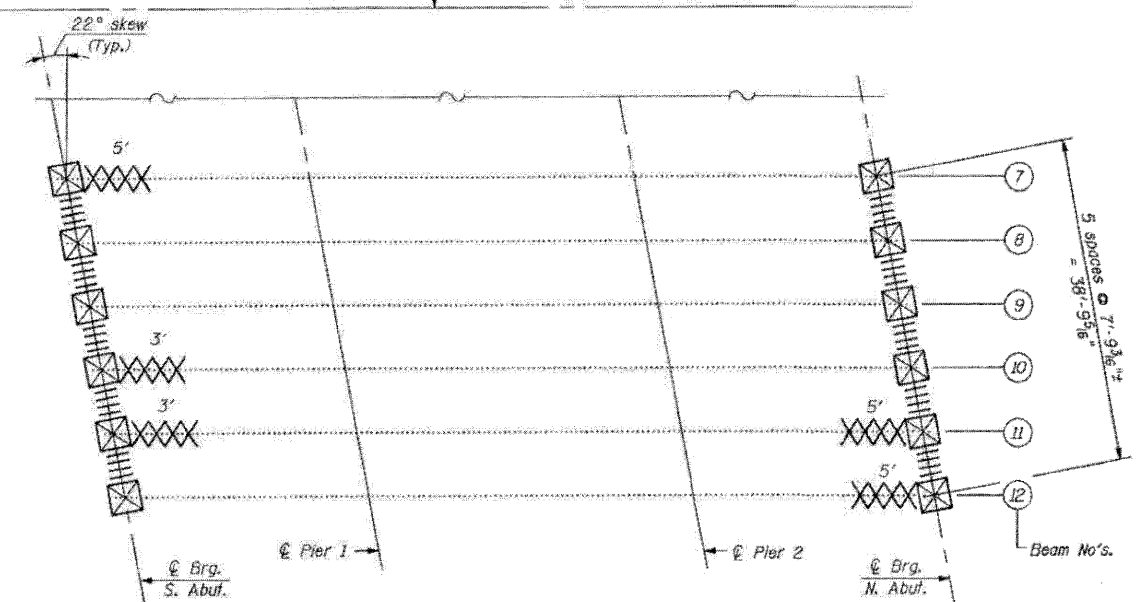
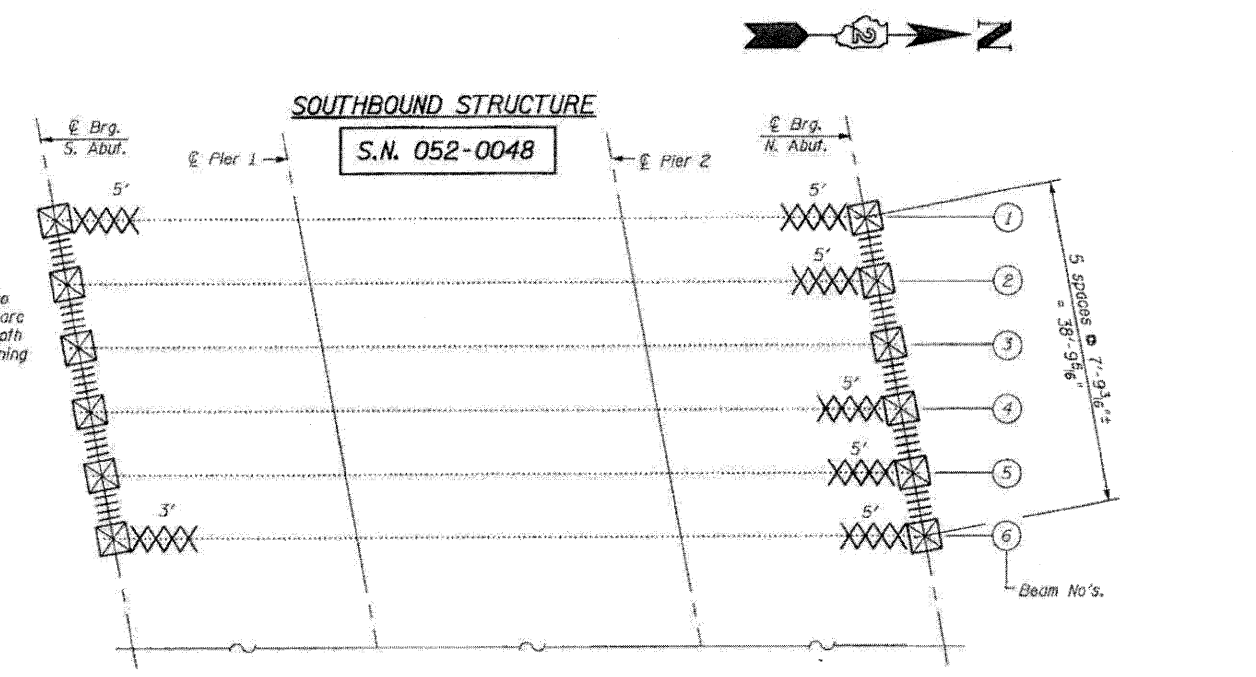
NOTE:

For Bar Splicer Assembly Details, See Sht. S24.

FILE NAME +0520048-64E97-12-N-Abut-NB-dct.dwg		CHRISTIAN RIDGE & ASSOCIATES, INC. ENGINEERS-PLANNERS-SURVEYORS 211 WEST WACKER DRIVE CHICAGO, ILLINOIS 60606 PHONE: (312)372-2023 FAX: (312)372-6274	DESIGNED - B.N.S./J.C.N.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JOINT RECONSTRUCTION DETAILS AT NORTH ABUTMENT NORTHBOUND STRUCTURE I-39 OVER STEWARD CREEK S.N. 052-0049				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT DATE = 3/29/2010		CHECKED - B.N.S./J.C.N.	REVISED -	SCALE:		SHEET NO. S12 OF S26 SHEETS	STA.	TO STA.	39	103-1, 103-2/RS	LEE	313	175	
PLOT SCALE=5/8"=1'-0"		DATE - MARCH, 2010	REVISED -					CONTRACT NO. 64E97						
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT														



LEGEND:
 Structural Steel Removal



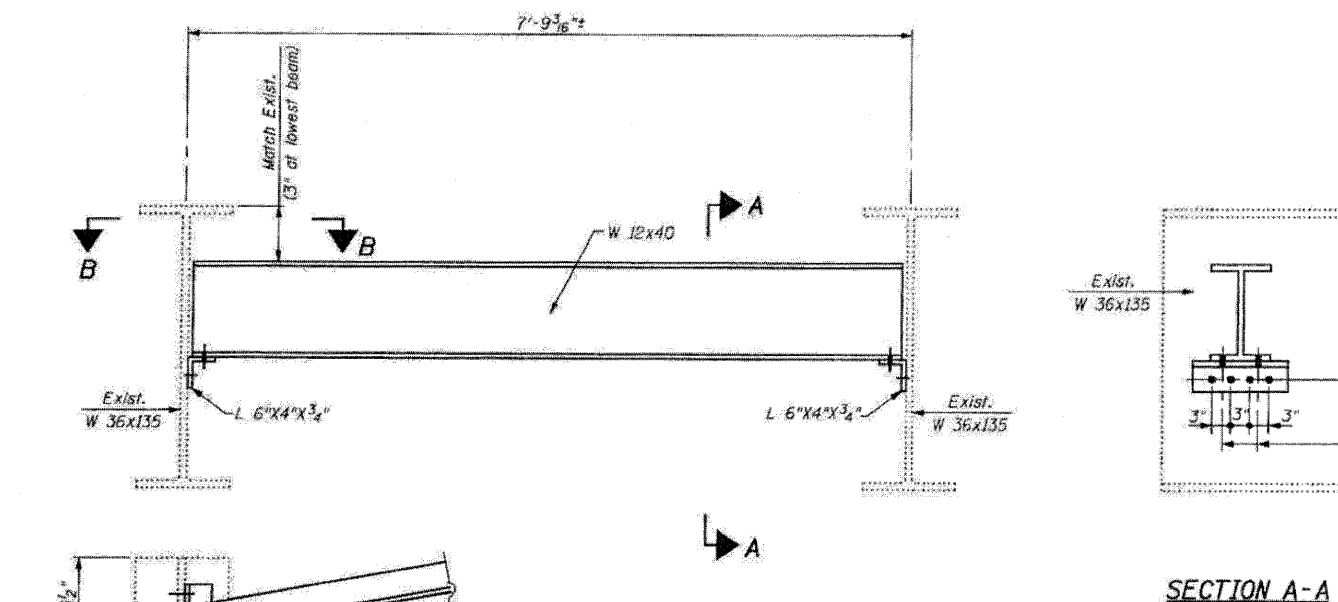
FRAMING PLAN
 (Showing structural steel repairs)

LEGEND:
 Bearing Replacement
 Diaphragm Replacement
 End of Beam Repair

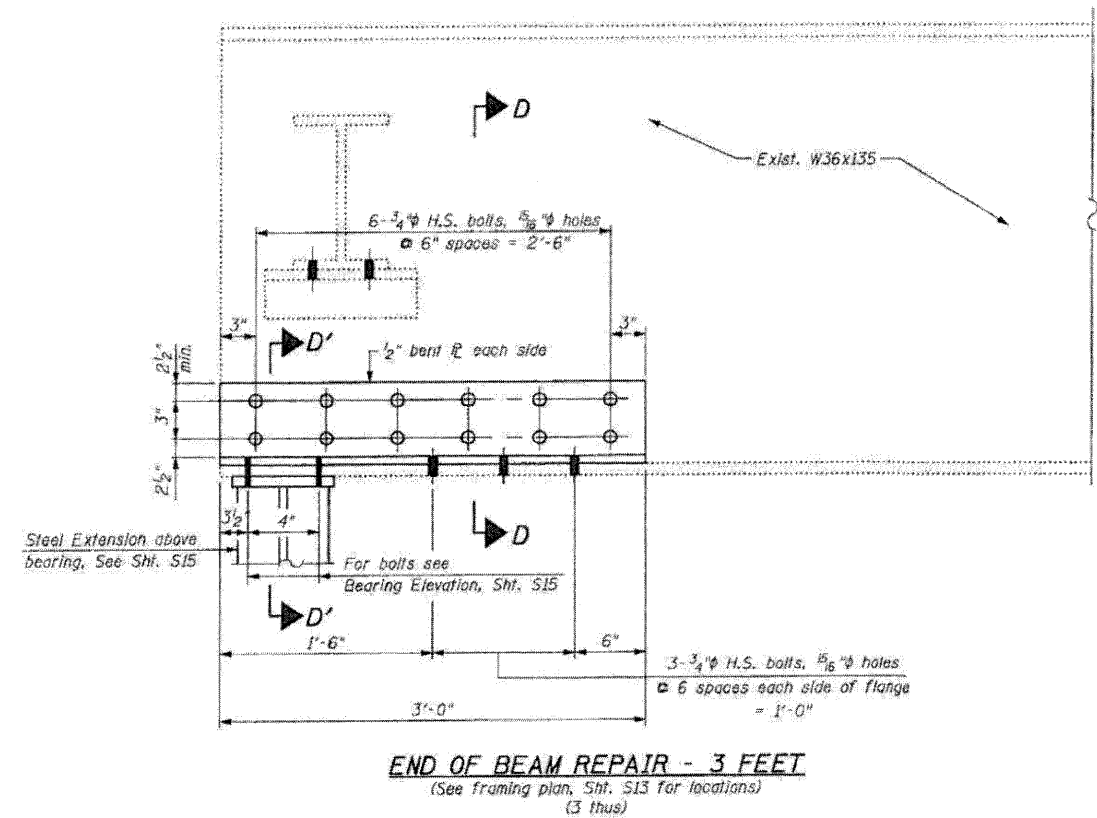
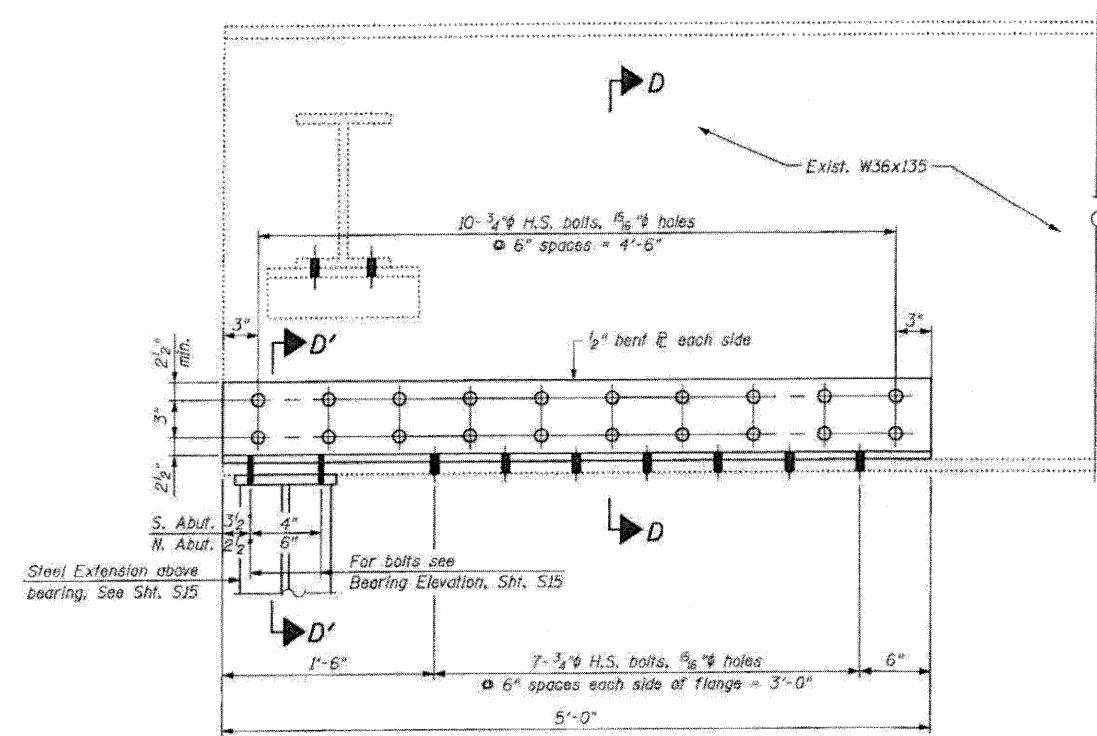
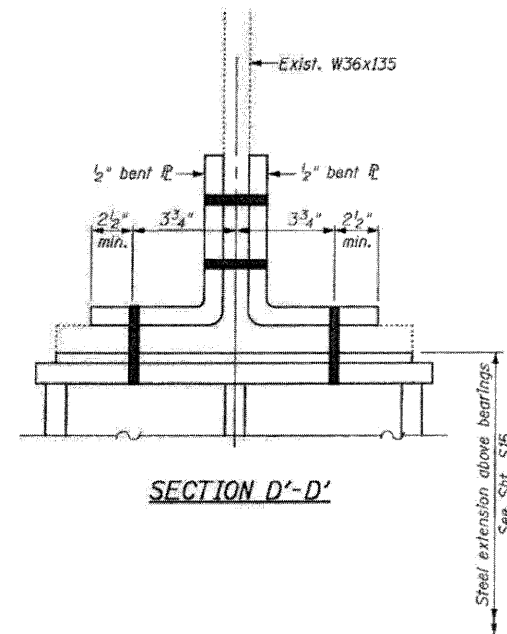
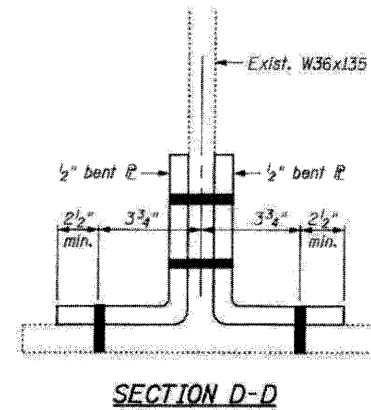
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Removal	Pound	7,900
Furnishing and Erecting Structural Steel	Pound	7,900

EXISTING END DIAPHRAGM
 (See Framing plan for locations)
 (20 thus)



PROPOSED END DIAPHRAGM
 (See Framing plan for locations)
 (20 thus)



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Furnishing and Erecting Structural Steel	Pound	3,040

FILE NAME = 0020048-64E97-14-xtl-repair-2.dwg
PLOT DATE = 3/29/2010
PLOT SCALE = 5/8" = 1' - 0"

CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - B.N.S./J.C.N.
DRAWN - D.L./F.M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL REPAIRS - II
SOUTHBOUND & NORTHBOUND STRUCTURES
I-39 OVER STEWARD CREEK
S.N. 052-0048
S.N. 052-0049

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59	103-1, 103-2/RS	LEE	313	177
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

ELEVATION

ELEVATION

See Sht S14 for end of beam repair which requires bolting through proposed bent plate above bottom flange of girder

SECTION A-A

TOP & BOTTOM PLATE
PLAN

SECTION B-B

STEEL EXTENSION
ELEVATION

STEEL EXTENSION DETAIL
(24 required)

PLAN

EXISTING BEARING REMOVAL

AT SOUTH & NORTH ABUTMENTS

BEARING ASSEMBLY

Note:
Shim plates shall not be placed
under Bearing Assembly.

SIDE RETAINER

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

INTERIOR GIRDER REACTION TABLE

		South & North Abutments
R_D	(k)	22.0
R_L	(k)	37.1
$R_{Imp.}$	(k)	10.3
R (Total)	(k)	69.4

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	24
Anchor Bolts, 1"	Each	48
Furnishing and Erecting Structural Steel	Pound	3,570
Jack and Remove Existing Bearings	Each	24

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for side retainers installed in holes drilled before or after members are in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications. Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

Prior to ordering any materials, the Contractor shall verify, in the field, all bearing height and shim thickness dimensions.

Min. jack capacity = 60 tons at each bearing location.
Steel extensions, shim plates and connection bolts are included with
Furnishing and Erecting Structural Steel.

Two $\frac{1}{8}$ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

BEARING DETAILS

STRUCTURE NO'S. 052-0048 (SB) & 052-0049 (NB)

I-2E-1 11-1-09

FILE NAME = 0520046-64E97-15-brg-asso.dg
PLOT DATE = 3/29/2010
PLOT SCALE = 50.0000' / IN.



CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED	B.N.S./J.C.N.
DRAWN	G.L./F.M.
CHECKED	B.N.S./J.C.N.
DATE	MARCH, 2010

REVISED
REVISED
REVISED
REVISED

REVISED

REVISÉ

REVISÉ

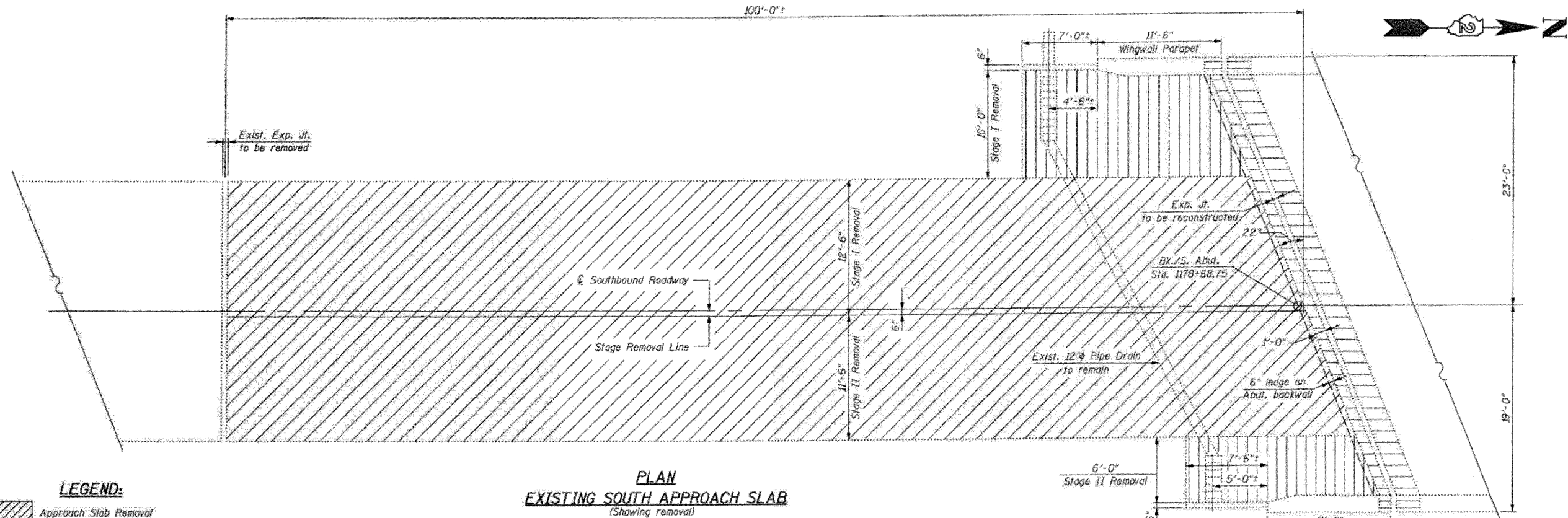
REVISÉ

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ELASTOMERIC BEARING ASSEMBLY, TYPE I
SOUTHBOUND & NORTHBOUND STRUCTURES
I-39 OVER STEWARD CREEK

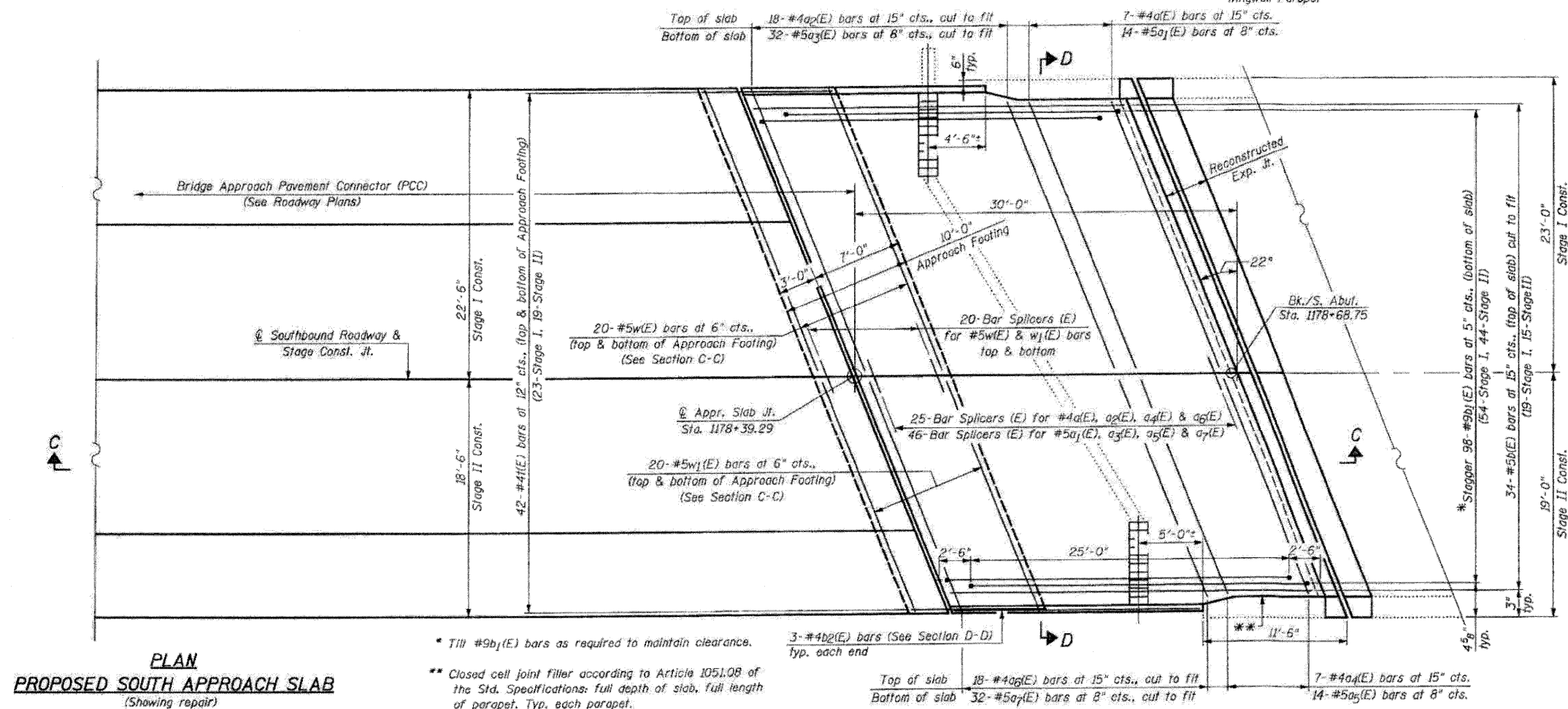
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1, 103-2)RS	LEE	313	178
CONTRACT NO. 64E97				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SCALE:	SHEET NO. 515 OF 526 SHEETS	STA.	TO STA.
--------	-----------------------------	------	---------



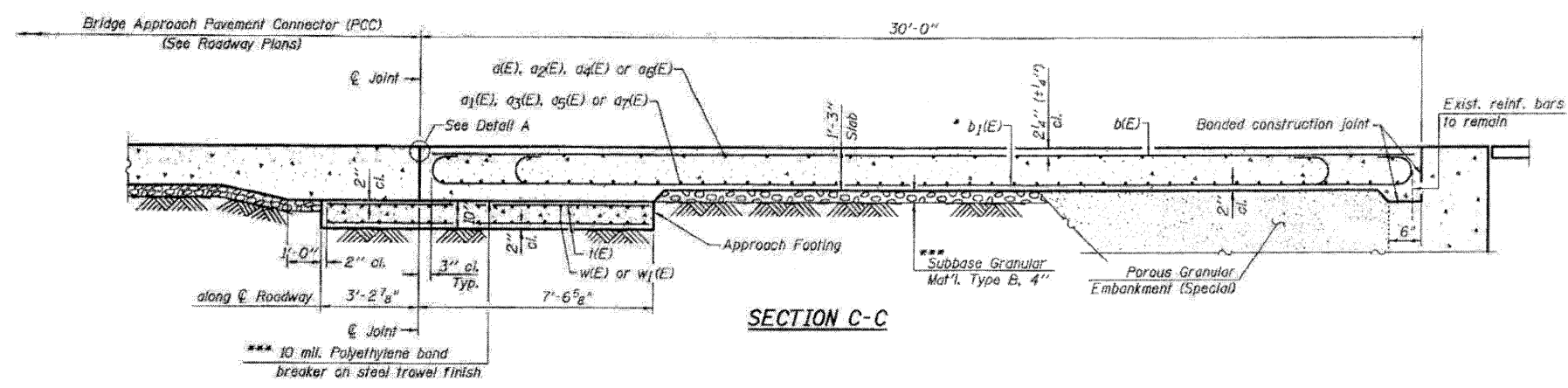
- LEGEND:**
- Approach Slab Removal
 - Joint Reconstruction
 - Bridge Approach Shoulder Removal

NOTES:
 For additional Pre-stage work and Stage I & Stage II shoulder & overlay work outside of approach slabs, see Roadway Plans.
 For modifications to exist. Inlet boxes, see Roadway Plans.

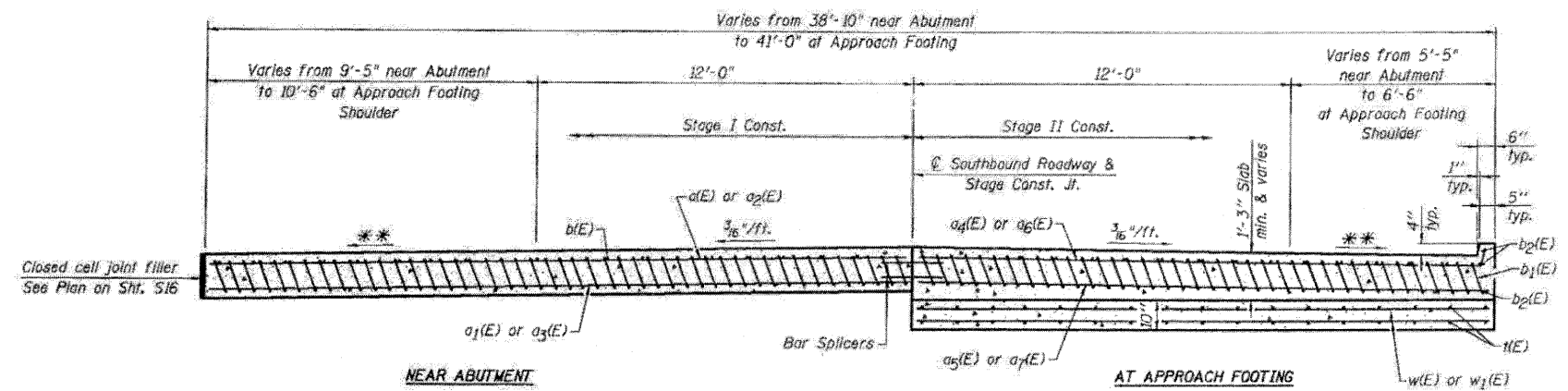
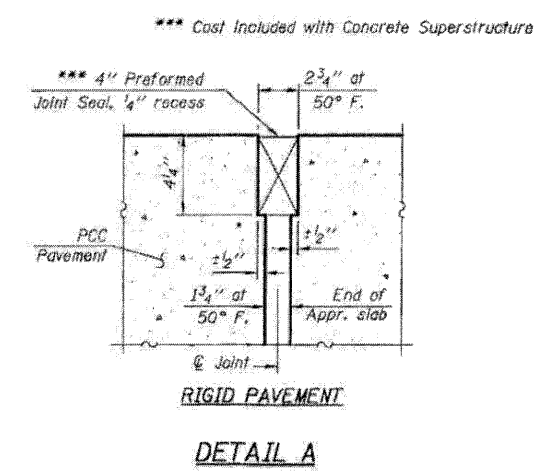


FILE NAME = 0028048-64E97-16-S Appr-SB-10-10		DESIGNED - B.N.S./J.C.N.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH APPROACH SLAB REPAIR-I SOUTHBOUND STRUCTURE I-39 OVER STEWARD CREEK S.N. 052-0048				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT DATE = 3/29/2010		DRAWN - D.L./F.M.	REVISED -		39	1103-1, 103-2/RS	LEE	313	179				
PLOT SCALE = 50.000' = 1" IN.		CHECKED - B.N.S./J.C.N.	REVISED -		CONTRACT NO. 64E97								
	PHONE: (312)372-2023 FAX: (312)372-5274	DATE - MARCH, 2010	REVISED -	SCALE:	SHEET NO. S16 OF S26 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			

Notes:
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet S24.
 Cost of excavation for approach footing included with Concrete Structures.

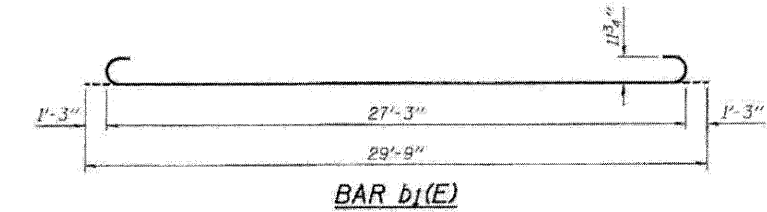
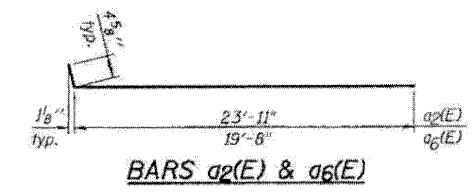
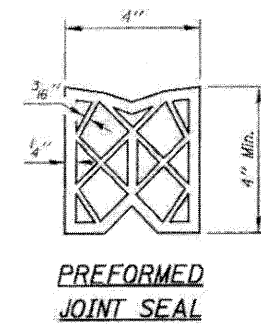


* Till #9b1(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.



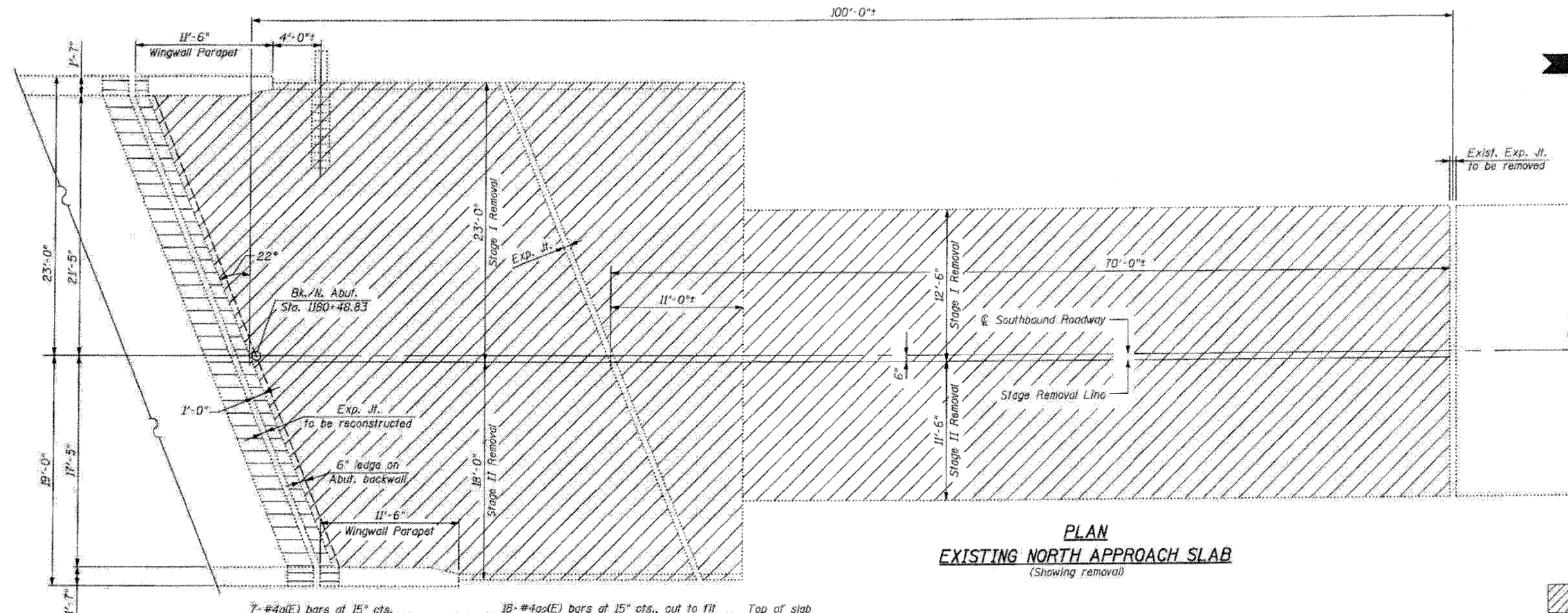
SECTION D-D
 (See Plan for dimensions not shown)

**
 Varies from 2% at bridge to 4%.



ONE APPROACH
 BILL OF MATERIAL

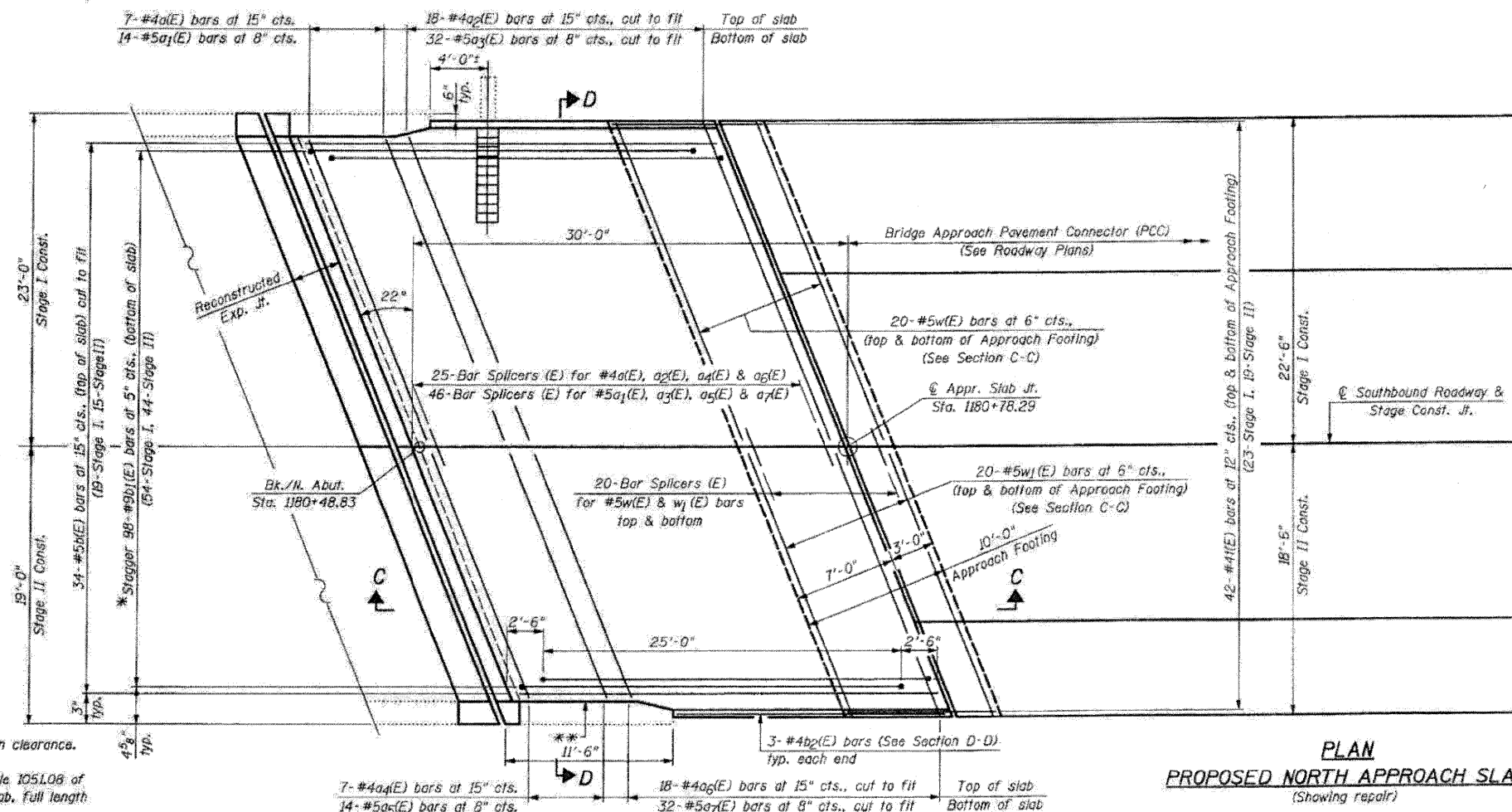
Bar	No.	Size	Length	Shape
a1(E)	7	#4	22'-9"	
a2(E)	14	#5	22'-9"	
a3(E)	18	#4	24'-4"	
a4(E)	32	#5	23'-11"	
a5(E)	7	#4	18'-5"	
a6(E)	14	#5	18'-5"	
a7(E)	18	#4	20'-1"	
a8(E)	32	#5	19'-8"	
b1(E)	34	#5	29'-8"	
b2(E)	98	#9	29'-9"	
b3(E)	6	#4	18'-2"	
w1(E)	84	#4	10'-5"	
w2(E)	40	#5	23'-11"	
w3(E)	40	#5	19'-8"	
Approach Slab Removal				Sq. Yd. 267
Concrete Structures				Cu. Yd. 12.7
Concrete Superstructure				Cu. Yd. 60.0
Reinforcement Bars, Epoxy Coated				Pound 16,220
Bar Splicers				Each 111
Bridge Approach Shoulder Removal				Sq. Yd. 32



PLAN
EXISTING NORTH APPROACH SLAB
(Showing removal)



NOTES:
For additional Pre-stage work and Stage I & Stage II shoulder & overlay work outside of approach slabs, see Roadway Plans.
For modifications to exist. inlet boxes, see Roadway Plans.



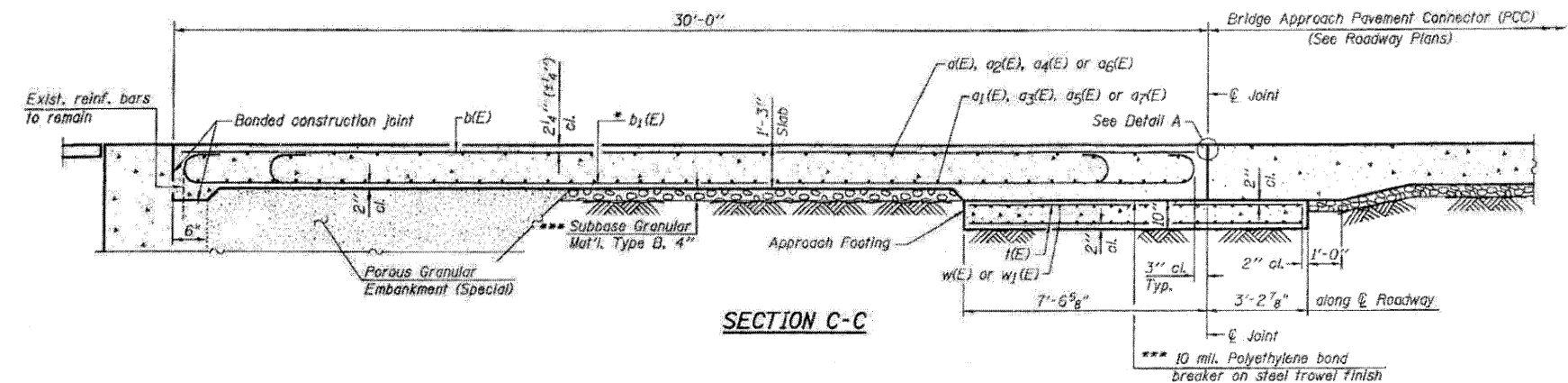
PLAN
PROPOSED NORTH APPROACH SLAB
(Showing repair)

* Tilt #9b(E) bars as required to maintain clearance.

** Closed cell joint filler according to Article 105.108 of the Std. Specifications; full depth of slab, full length of parapet. Typ. each parapet.

FILE NAME = 0320248-64E97-18-N-App-SB-Plan	DESIGNED - B.N.S./J.C.N.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				NORTH APPROACH SLAB REPAIR-I SOUTHBOUND STRUCTURE I-39 OVER STEWARD CREEK S.N. 052-0048				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT DATE = 3/29/2010	DRAWN - D.L./F.M.	REVISED -									39	(103-1, 103-2)RS	LEE	313	181
PLOT SCALE = 58.0000' / 1" ON	CHECKED - B.N.S./J.C.N.	REVISED -									CONTRACT NO. 64E97				
PHONE: (312)372-2023 FAX: (312)372-6274	DATE - MARCH, 2010	REVISED -									FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

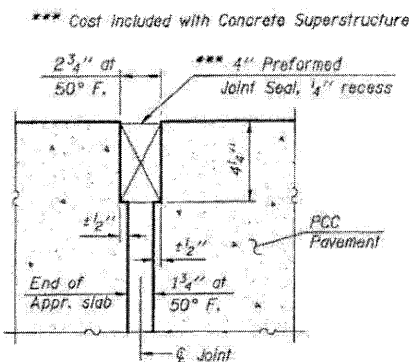
Notes:
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet S24.
 Cost of excavation for approach footing included with Concrete Structures.



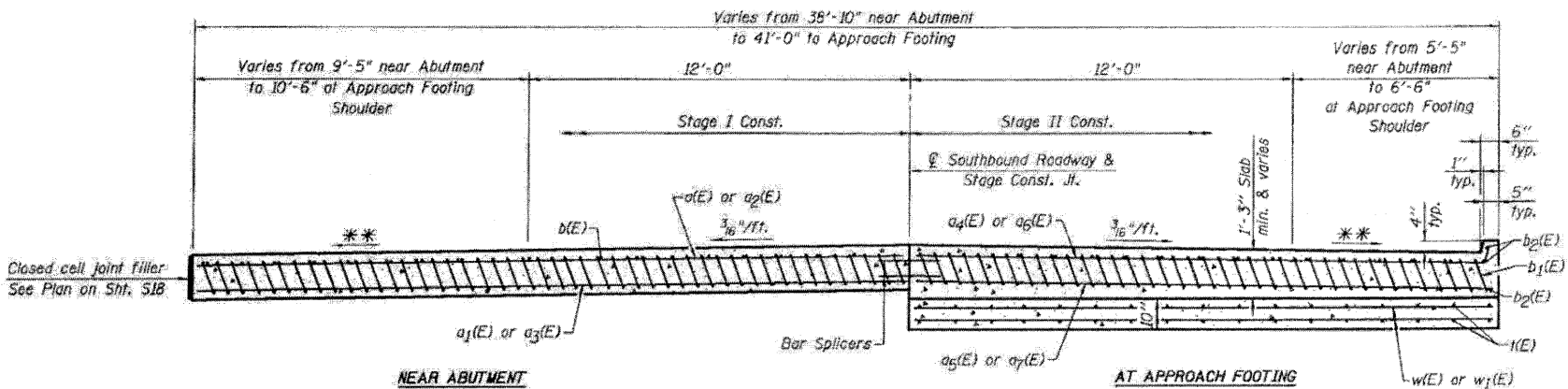
SECTION C-C

* Tilt #9b1(E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.



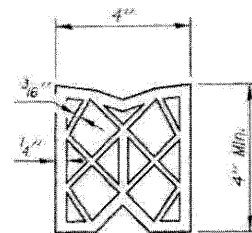
DETAIL A



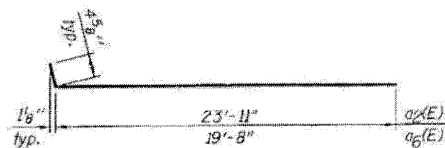
SECTION D-D

(See Plan for dimensions not shown)

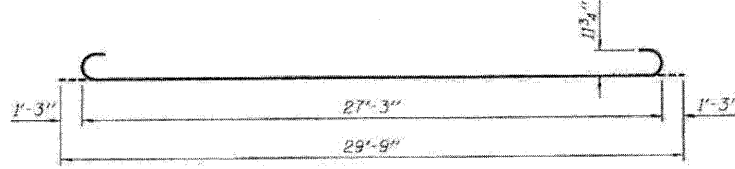
** Varies from 2% at bridge to 4%.



PREFORMED JOINT SEAL



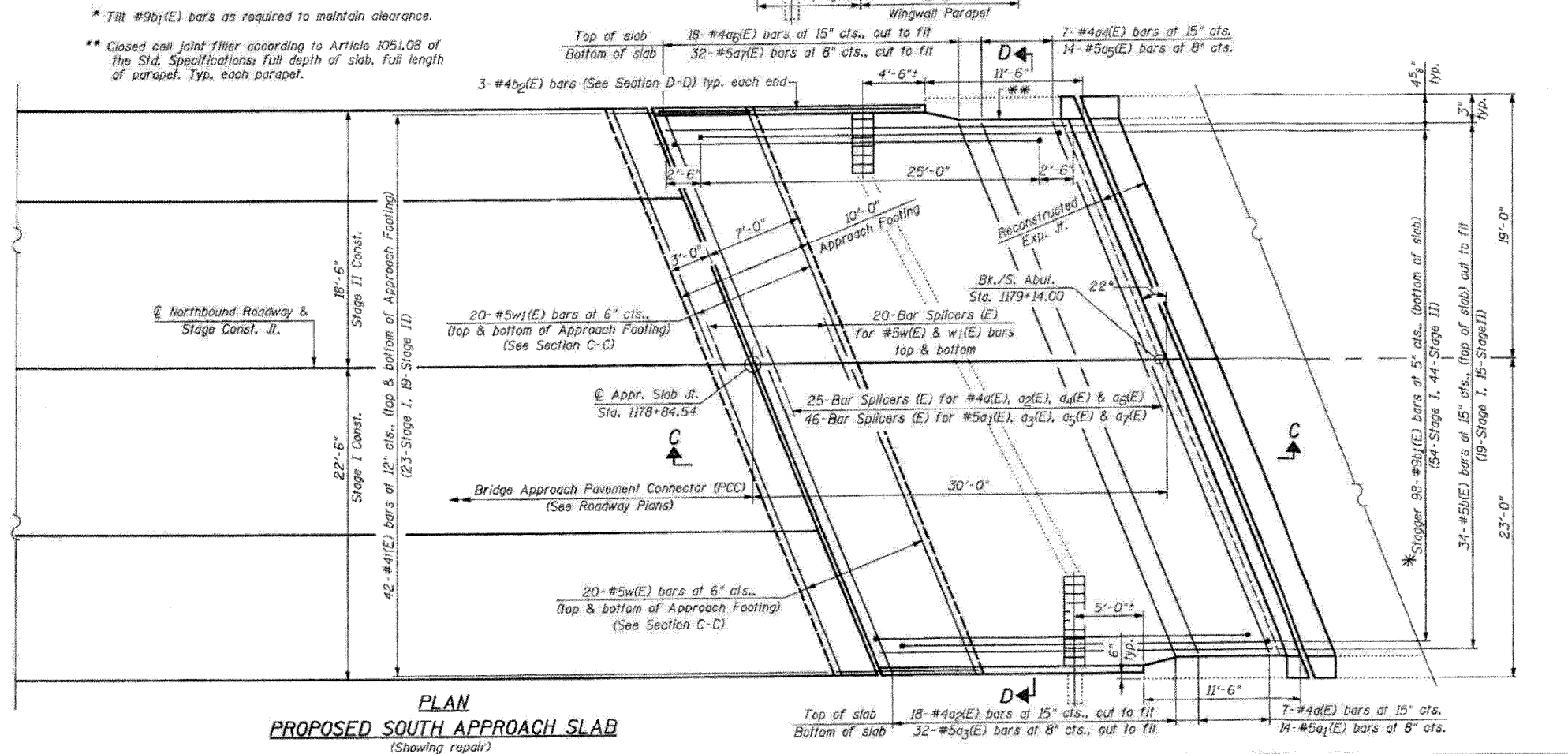
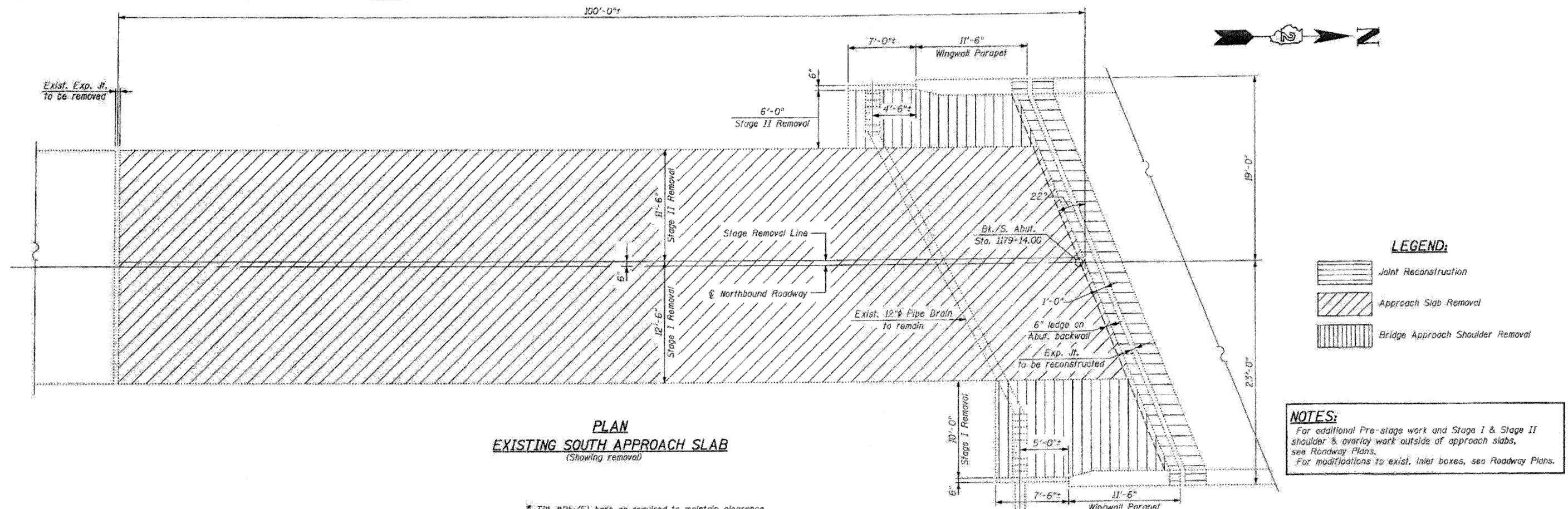
BARS a2(E) & a6(E)



BAR b1(E)

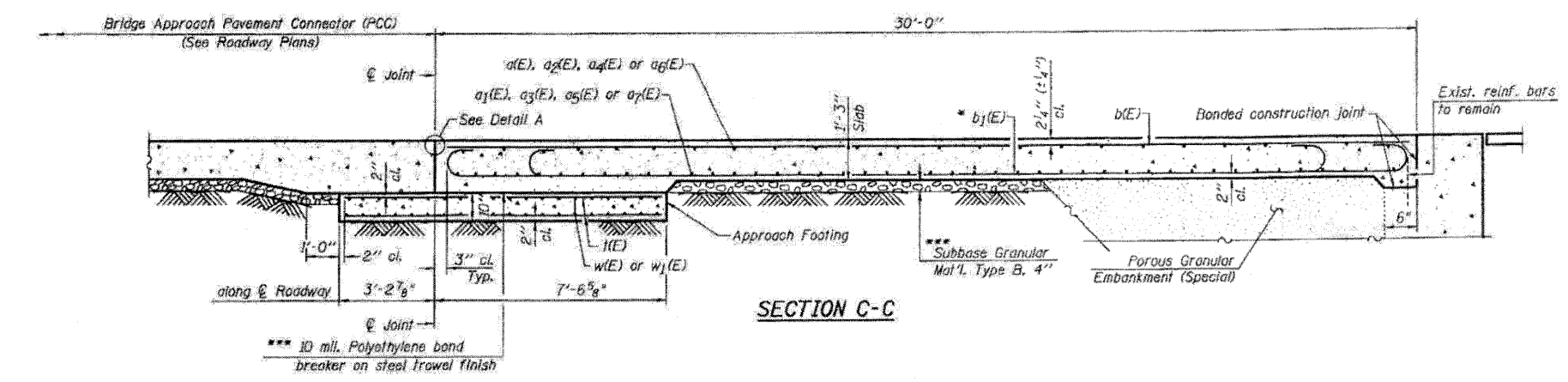
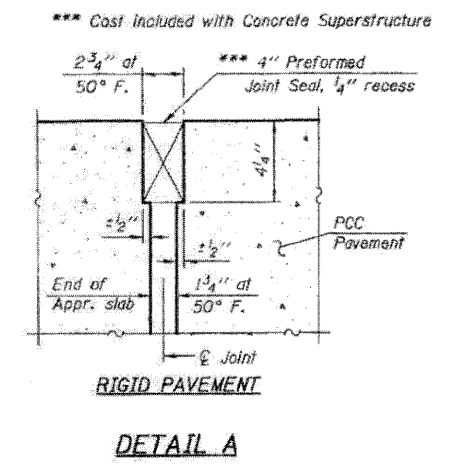
ONE APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1(E)	7	#4	22'-9"	
a2(E)	14	#5	22'-9"	
a3(E)	18	#4	24'-4"	
a4(E)	32	#5	23'-11"	
a5(E)	7	#4	18'-5"	
a6(E)	14	#5	18'-5"	
a7(E)	18	#4	20'-1"	
a8(E)	32	#5	19'-8"	
b1(E)	34	#5	29'-8"	
b2(E)	98	#9	29'-9"	
b3(E)	6	#4	18'-2"	
w(E)	84	#4	10'-5"	
w1(E)	40	#5	23'-11"	
w2(E)	40	#5	19'-8"	
Approach Slab Removal		Sq. Yd.	345	
Concrete Structures		Cu. Yd.	12.7	
Concrete Superstructure		Cu. Yd.	60.0	
Reinforcement Bars, Epoxy Coated		Pound	15,220	
Bar Splicers		Each	111	

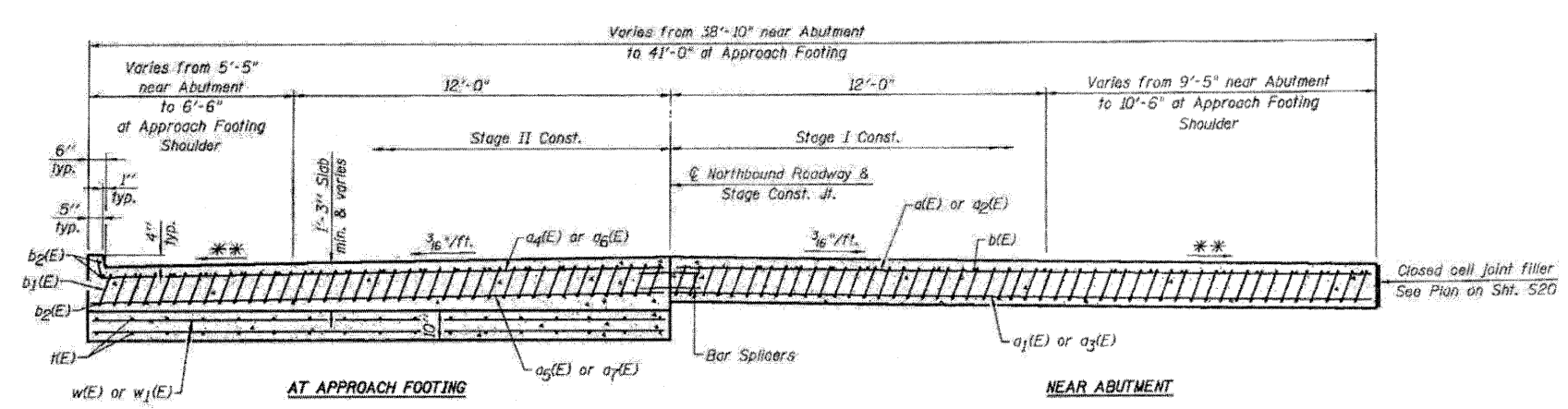


FILE NAME: 052048-64E97-20-S-Appr-NB-10	DESIGNED: B.N.S./J.C.N.	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				SOUTH APPROACH SLAB REPAIR-I NORTHBOUND STRUCTURE I-39 OVER STEWARD CREEK S.N. 052-0049				F.A.I. RTE. 39	SECTION 103-1, 103-21RS	COUNTY LEE	TOTAL SHEETS 313	SHEET NO. 183
PLOT DATE: 03/29/2010	DRAWN: D.L./F.M.	REVISED: -									FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 64E97		
PLOT SCALE: 1"=50.000'	CHECKED: B.N.S./J.C.N.	REVISED: -													
	DATE: MARCH, 2010	REVISED: -													

Notes:
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet S24.
 Cost of excavation for approach footing included with Concrete Structures.

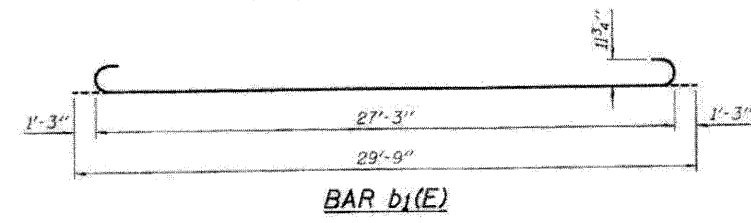
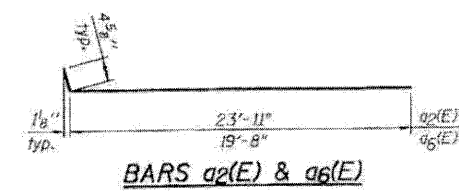
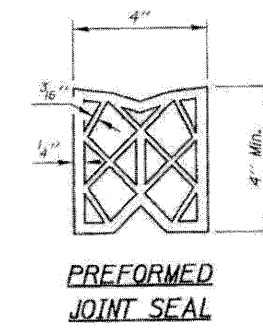


* Tilt #9b1(E) bars as required to maintain clearance.
 *** Cost Included with Concrete Superstructure.



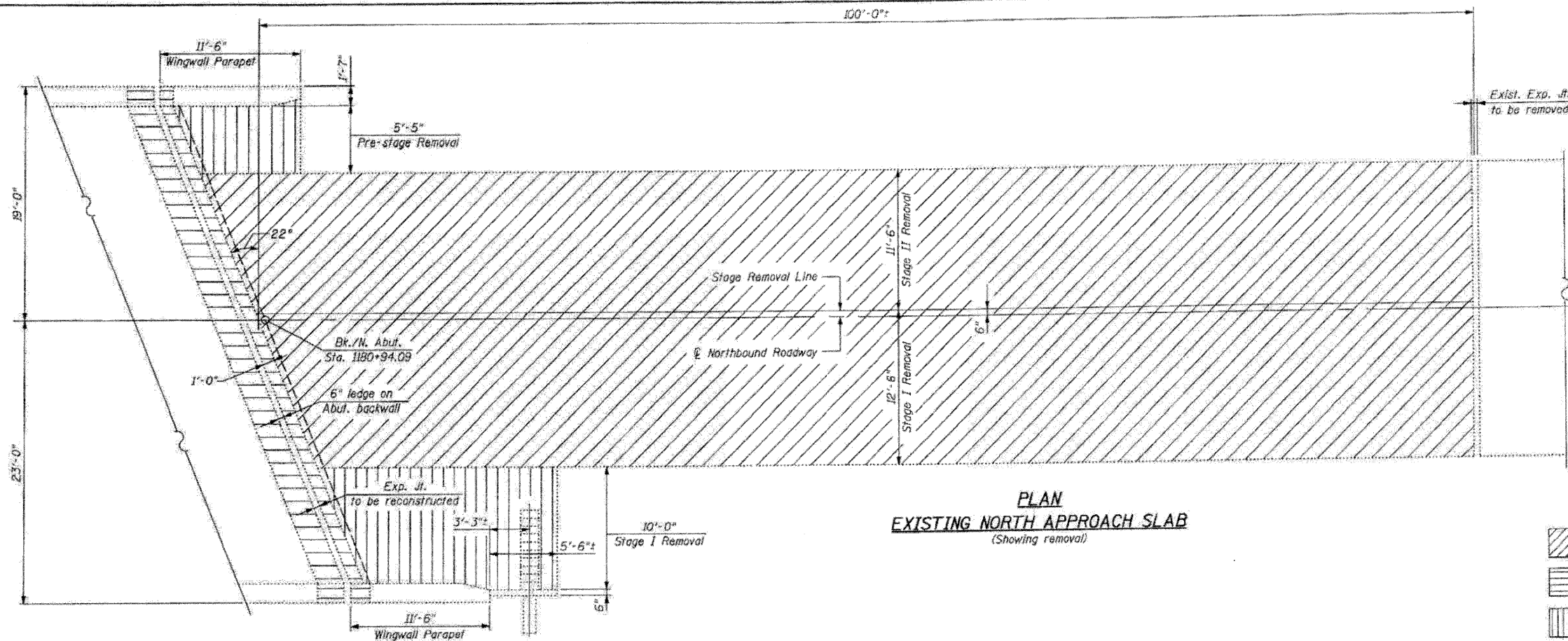
SECTION D-D
 (See Plan for dimensions not shown)

**
 Varies from 2X at bridge to 4X



ONE APPROACH
 BILL OF MATERIAL

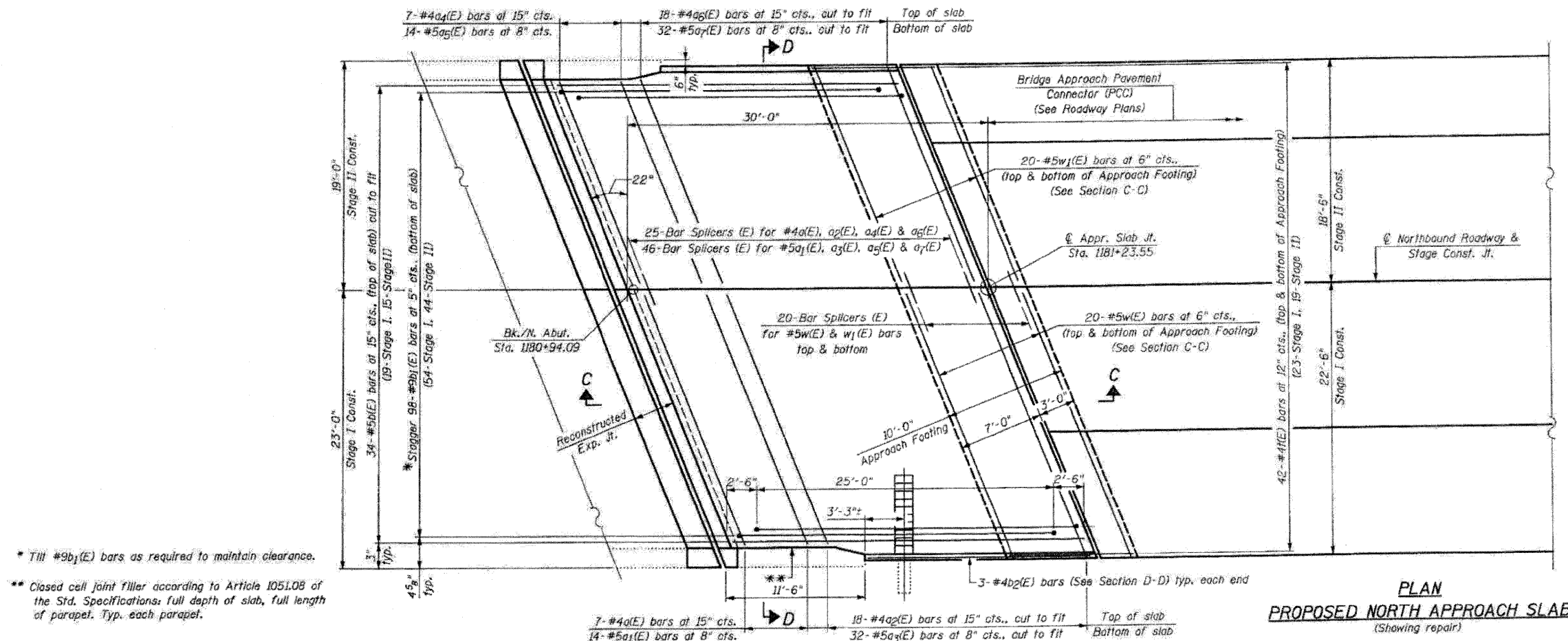
Bar	No.	Size	Length	Shape
a1(E)	7	#4	22'-9"	
a1(E)	14	#5	22'-9"	
a2(E)	18	#4	24'-4"	
a3(E)	32	#5	23'-11"	
a4(E)	7	#4	18'-5"	
a5(E)	14	#5	18'-5"	
a6(E)	18	#4	20'-1"	
a7(E)	32	#5	19'-8"	
b1(E)	34	#5	29'-8"	
b1(E)	98	#9	29'-9"	
b2(E)	6	#4	18'-2"	
w(E)	84	#4	10'-5"	
w1(E)	40	#5	23'-11"	
w1(E)	40	#5	19'-8"	
Approach Slab Removal		Sq. Yd.	267	
Concrete Structures		Cu. Yd.	12.7	
Concrete Superstructure		Cu. Yd.	60.0	
Reinforcement Bars, Epoxy Coated		Pound	16,220	
Bar Splacers		Each	111	
Bridge Approach Shoulder Removal		Sq. Yd.	30	



LEGEND:

	Approach Slab Removal
	Joint Reconstruction
	Bridge Approach Shoulder Removal

NOTES:
For additional Pre-stage work and Stage I & Stage II
shoulder & overlay work outside of approach slabs,
see Roadway Plans.
For modifications to exist. inlet boxes, see Roadway Plans.

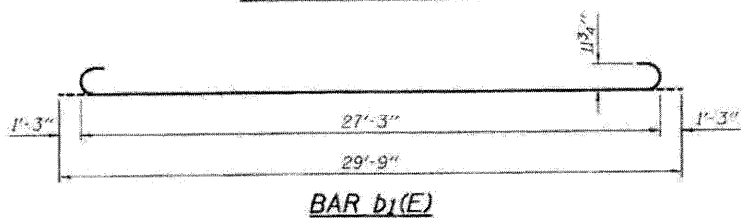
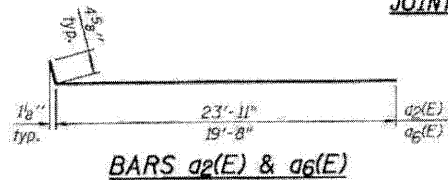
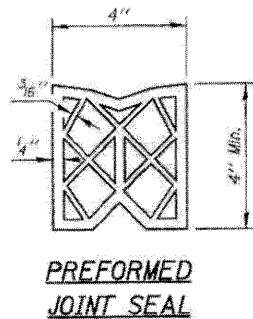
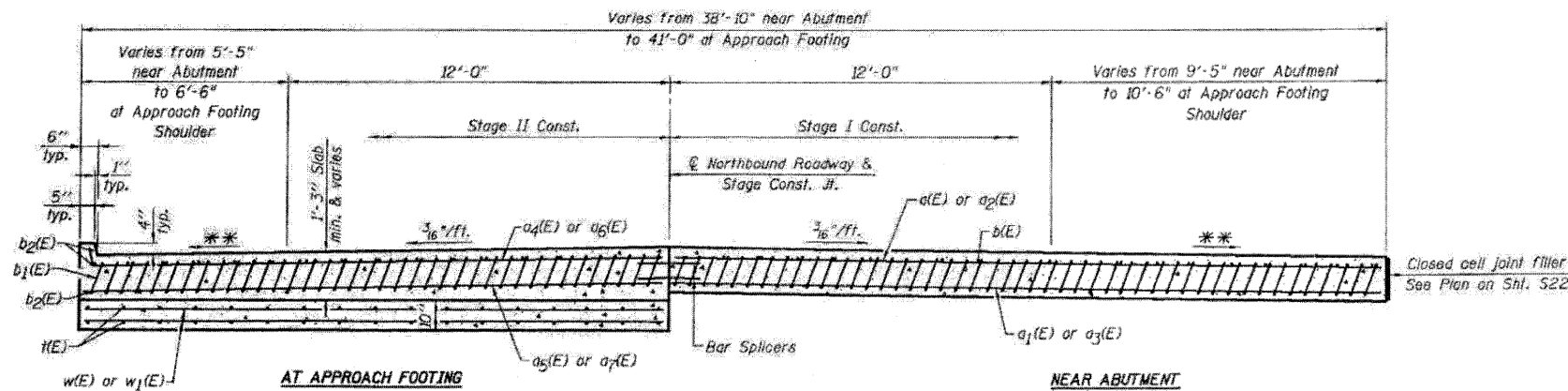
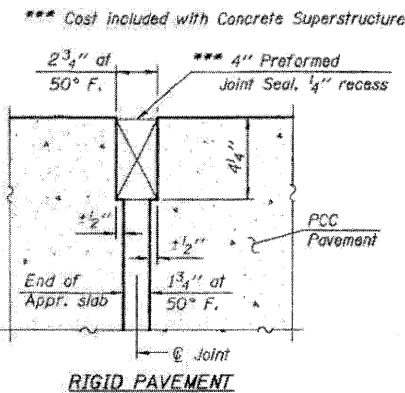
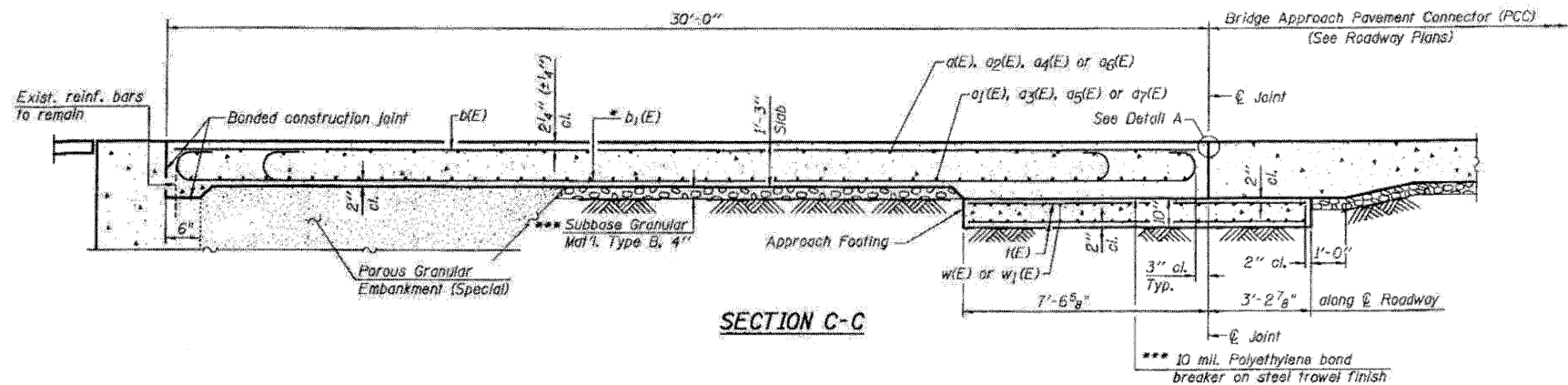


* Till #9b₁(E) bars as required to maintain clearance.

** Closed cell joint filler according to Article 1051.08 of the Std. Specifications; full depth of slab, full length of parapet. Typ. each parapet.

Notes:

Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
For bar splicer details, see sheet S24.
Cost of excavation for approach footing included with Concrete Structures.



ONE APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	7	#4	22'-9"	
a1(E)	14	#5	22'-9"	
a2(E)	18	#4	24'-4"	
a3(E)	32	#5	23'-11"	
a4(E)	7	#4	18'-5"	
a5(E)	14	#5	18'-5"	
a6(E)	18	#4	20'-1"	
a7(E)	32	#5	19'-8"	
b(E)	34	#5	29'-8"	
b1(E)	98	#9	29'-9"	
b2(E)	6	#4	18'-2"	
t(E)	84	#4	10'-5"	
w(E)	40	#5	23'-11"	
w1(E)	40	#5	19'-8"	
Approach Slab Removal			Sq. Yd.	267
Concrete Structures			Cu. Yd.	12.7
Concrete Superstructure			Cu. Yd.	60.0
Reinforcement Bars, Epoxy Coated			Pound	16,220
Bar Splicers			Each	111
Bridge Approach Shoulder Removal			Sq. Yd.	25

FILE NAME: 0520048-64E97-23-N-Appr-NB-1010
PLOT DATE: 3/29/2010
PLOT SCALE: 5/8"=1'-0"

CHRISTIAN ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - B.N.S./J.C.N.
DRAWN - D.L./F.M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010

REVISED -
REVISED -
REVISED -
REVISED -

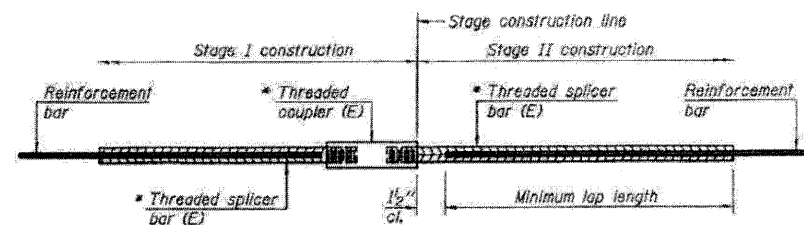
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH APPROACH SLAB REPAIR-II
NORTHBOUND STRUCTURE
I-39 OVER STEWARD CREEK

S.N. 052-0049

SCALE: SHEET NO. S23 OF S26 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	103-1, 103-2185	LEE	313	186
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

Minimum Lap Lengths				
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C

Table 2: Black bar, Top bar lap, 0.8 Class C

Table 3: Epoxy bar, 0.8 Class C

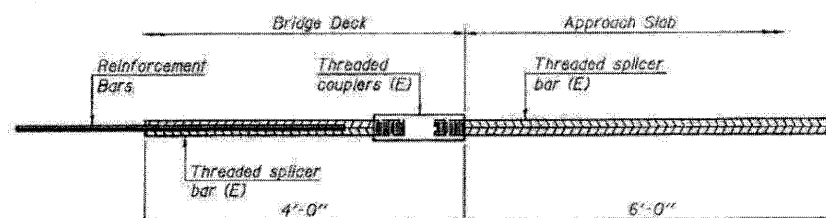
Table 4: Epoxy bar, Top bar lap, 0.8 Class C

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

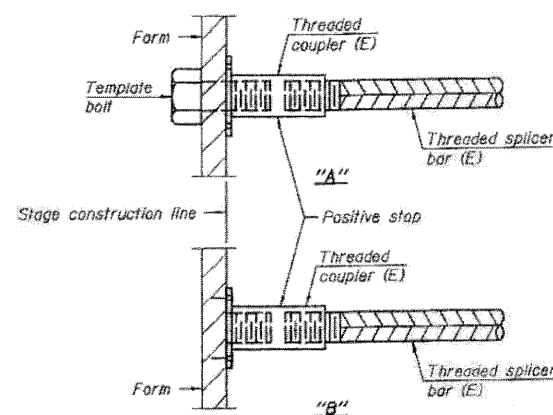
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Joint Reconstruction at S. Abut. SB Structure	#5	9	4
Joint Reconstruction at S. Abut. SB Structure	#6	4	4
Joint Reconstruction at N. Abut. SB Structure	#5	9	4
Joint Reconstruction at N. Abut. SB Structure	#6	4	4
Joint Reconstruction at S. Abut. NB Structure	#5	9	4
Joint Reconstruction at S. Abut. NB Structure	#6	4	4
Joint Reconstruction at N. Abut. NB Structure	#5	9	4
Joint Reconstruction at N. Abut. NB Structure	#6	4	4
South Approach Slab - SB Structure	#4	25	4
South Approach Slab - SB Structure	#5	46	3
South Approach Footing - SB Structure	#5	40	3
North Approach Slab - SB Structure	#4	25	4
North Approach Slab - SB Structure	#5	46	3
North Approach Footing - SB Structure	#5	40	3
South Approach Slab - NB Structure	#4	25	4
South Approach Slab - NB Structure	#5	46	3
South Approach Footing - NB Structure	#5	40	3
North Approach Slab - NB Structure	#4	25	4
North Approach Slab - NB Structure	#5	46	3
North Approach Footing - NB Structure	#5	40	3

Total 496



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

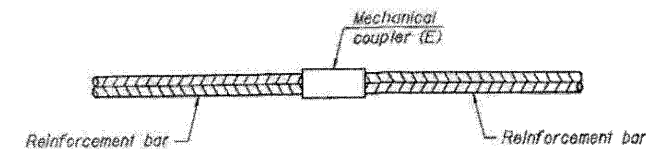


INSTALLATION AND SETTING METHODS

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

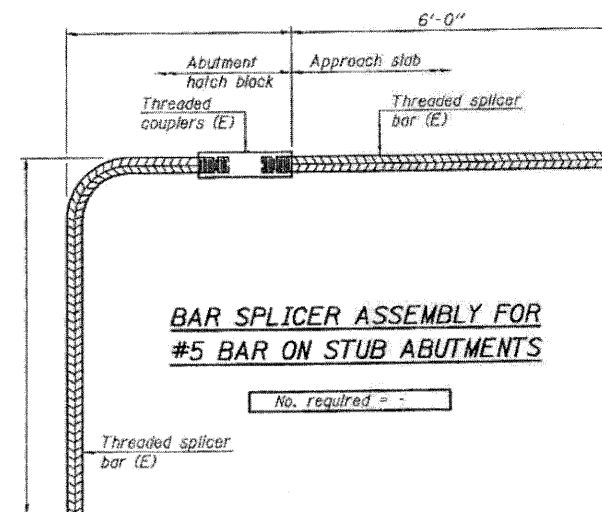
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = -

NOTES

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

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

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

See special provision for Mechanical Splicers.

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

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO'S. 052-0048 (SB) & 052-0049 (NB)**

BSD-1 11-1-09

FILE NAME: 0522848-64E97-24-bar.spl.dgn
PLOT DATE: 3/29/2010
PLOT SCALE: 50.0000' / IN.

CHRISTIAN ROSE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - B.N.S./J.C.N.
DRAWN - D.L./F.M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

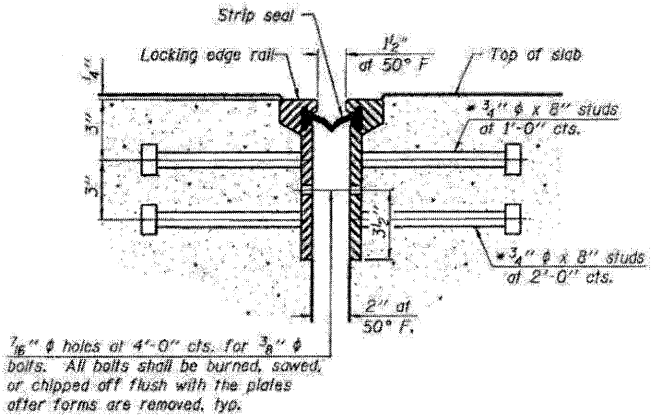
**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
SOUTHBOUND & NORTHBOUND STRUCTURES
I-39 OVER STEWARD CREEK**

S.N. 052-0048
S.N. 052-0049

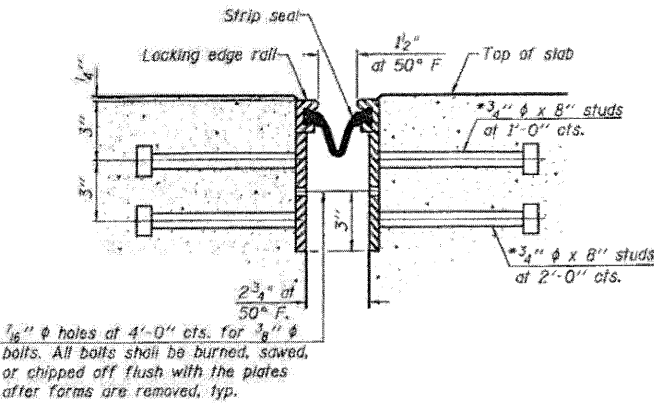
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1, 103-2)RS	LEE	313	187
CONTRACT NO. 64E97				

SCALE: SHEET NO. S24 OF S26 SHEETS STA. TO STA. FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT

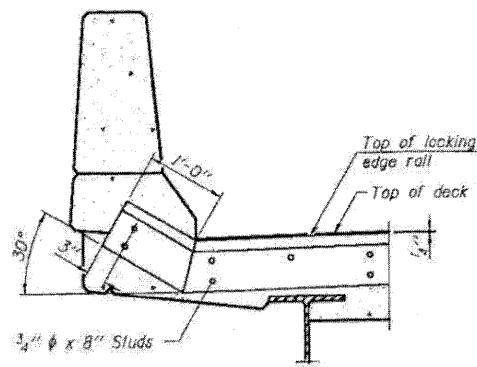
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



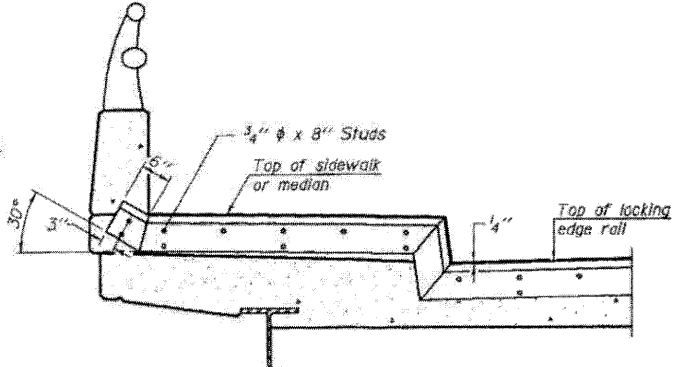
SECTION THRU
ROLLED RAIL JOINT



SECTION THRU
WELDED RAIL JOINT

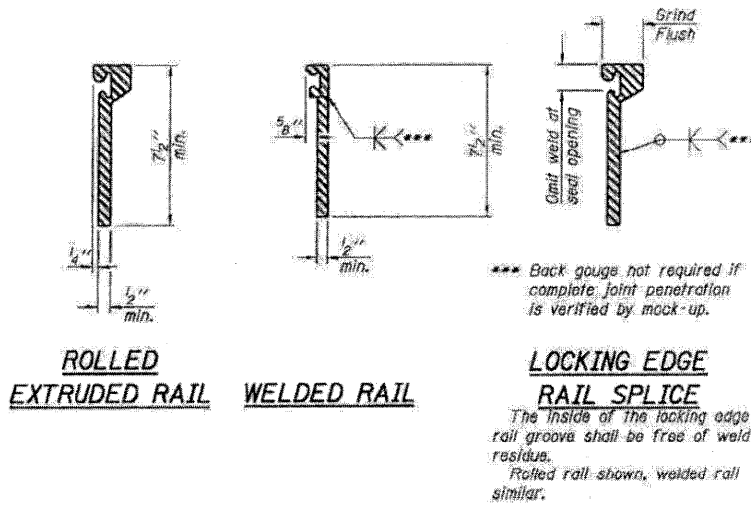


AT PARAPET
See Section A-A for end
treatment of skews > 30°.



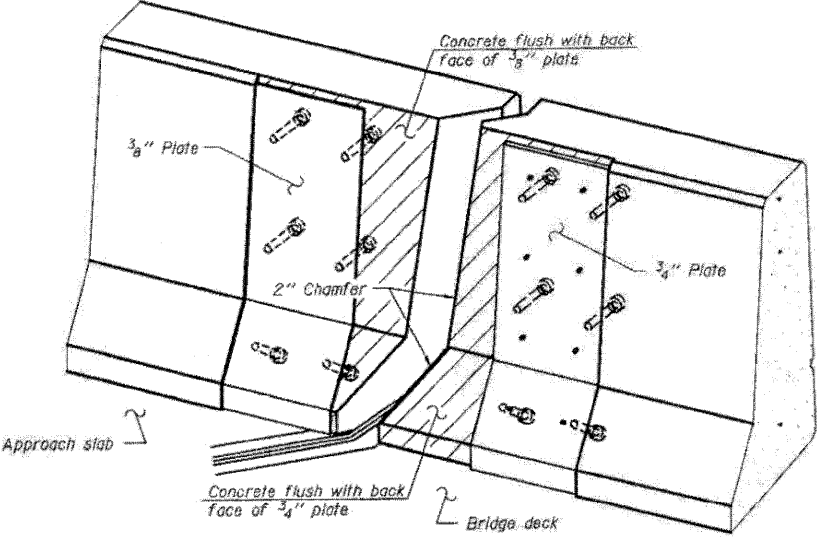
AT SIDEWALK OR MEDIAN
Shorter plates with a single row of studs at 12 inch centers may be necessary on medians which are shallower than 9 inches. See manufacturer's recommendation.

TYPICAL END TREATMENTS



ROLLED
EXTRUDED RAIL

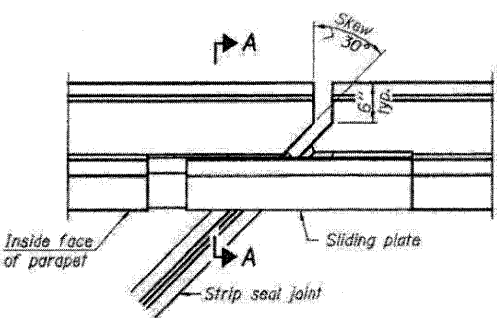
LOCKING EDGE
RAIL SPLICE



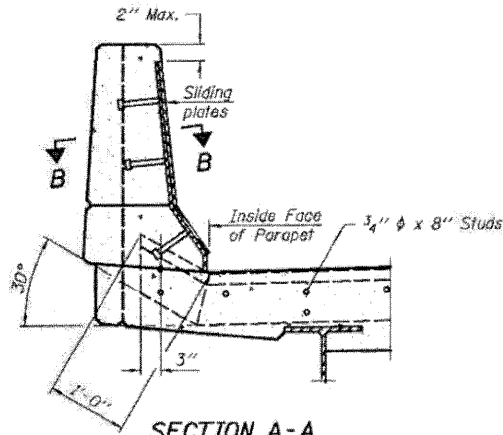
TRIMETRIC VIEW
(Showing back plates only)

Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4 inch. 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 conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.
The manufacturer's recommended installation methods shall be followed.
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
Maximum space between rail segments at stage lines shall be 3/16 inch, sealed with a suitable sealant.

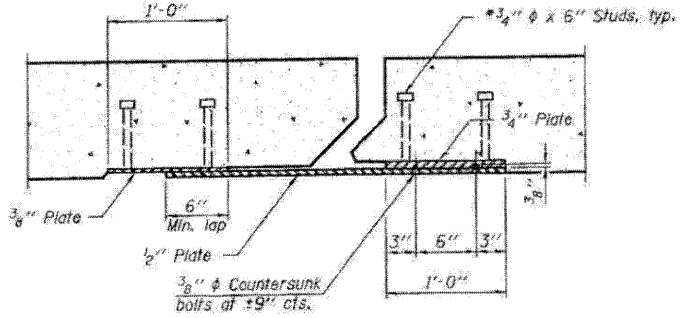
LOCKING EDGE RAILS



PLAN



SECTION A-A
POINT BLOCK DETAILS
(for skews > 30°)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	176

PREFORMED JOINT STRIP SEAL
STRUCTURE NO'S. 052-0048 (SB) & 052-0049 (NB)

EJ-SSJ 11-1-09

FILE NAME: 0520048-64E97-20-pre-jtldg
PLOT DATE: 03/29/2010
PLOT SCALE: 5/8"=1'-0"

CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2823 FAX: (312)372-5274

DESIGNED - B.N.S./J.C.N.
DRAWN - D.L.F./M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010

REVISED -
REVISED -
REVISED -
REVISED -

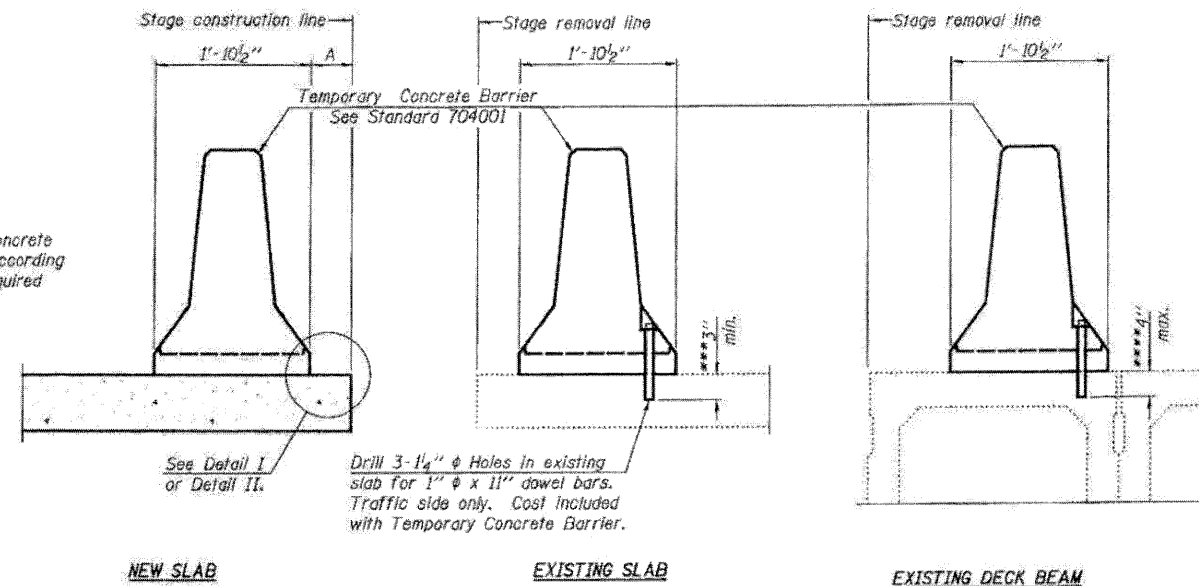
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
SOUTHBOUND & NORTHBOUND STRUCTURES S.N. 052-0048
I-39 OVER STEWARD CREEK S.N. 052-0049

SCALE: SHEET NO. 525 OF 526 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103)-1, 103-2(RS)	LEE	313	188
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB OR DECK BEAM

NOTES

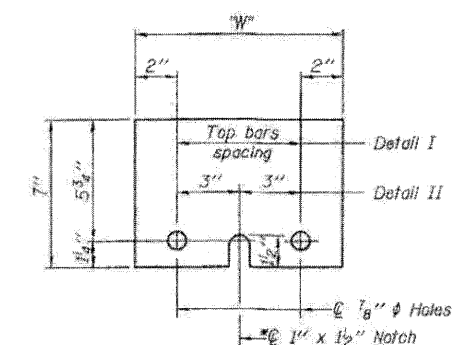
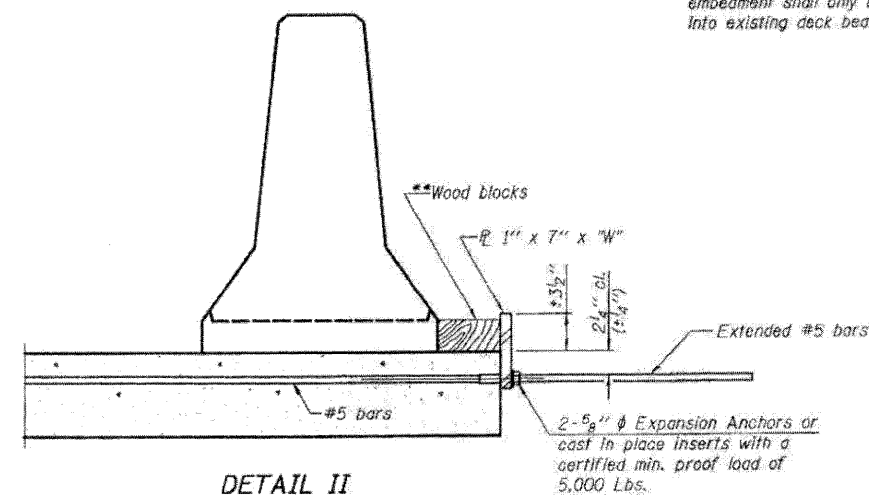
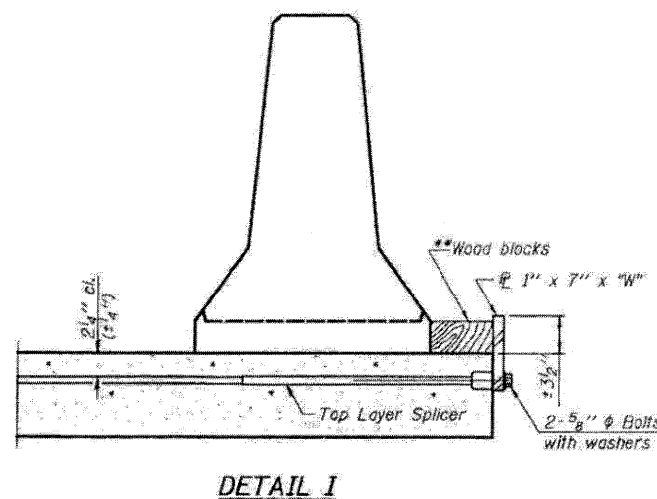
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel $\bar{E}$ to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate $\bar{C}$ of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel $\bar{E}$ to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate $\bar{C}$ of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** Dimension shown is minimum required embedment into concrete.
If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



STEEL RETAINER $\bar{E}$ 1" x 7" x 10"

* Required only with Detail II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

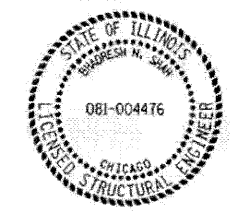
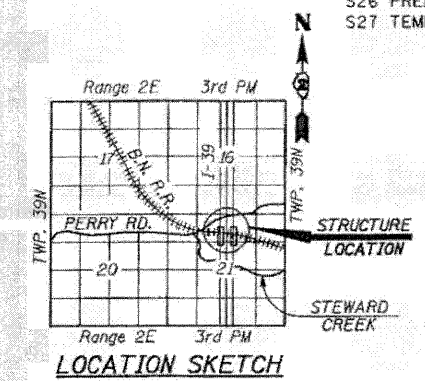
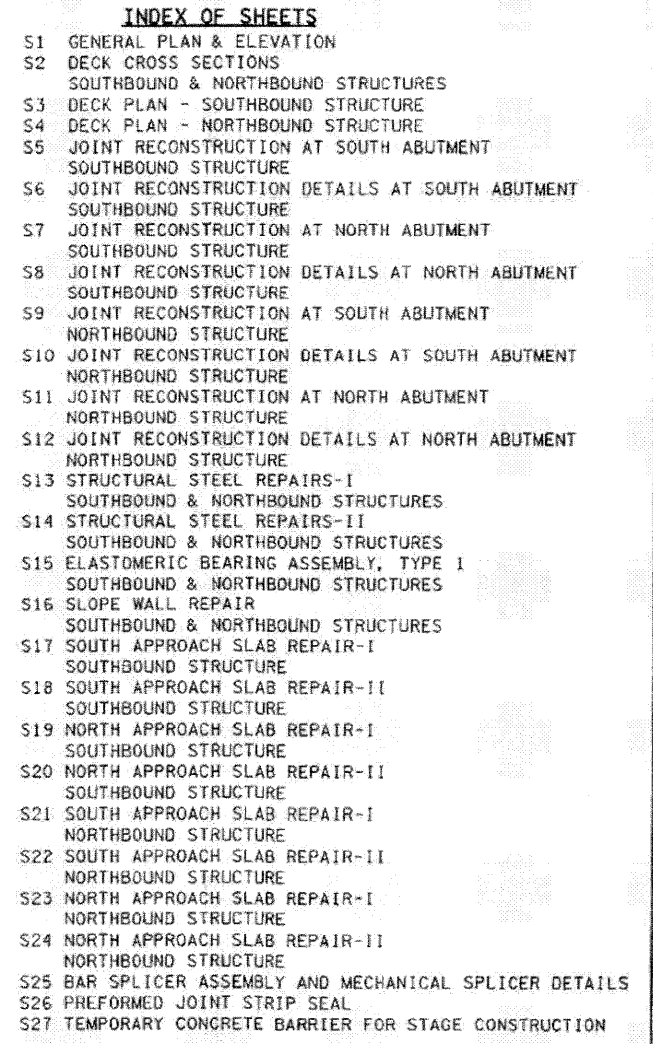
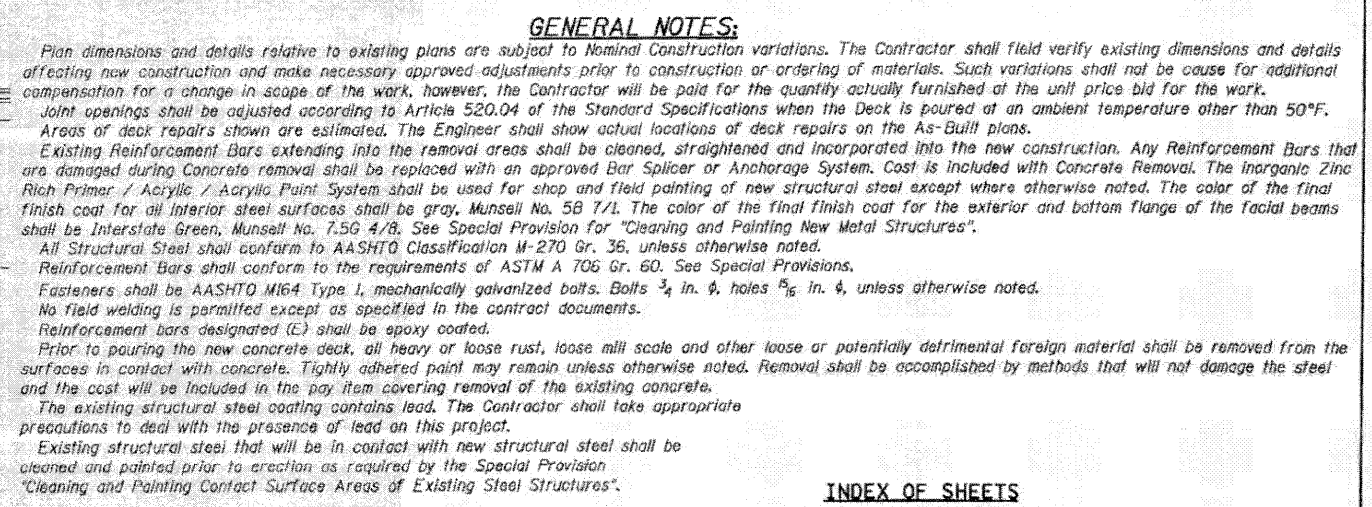
"W" = Top bars spacing $\geq$ 4"

NOTE:
See Roadway Plans for quantities

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO.

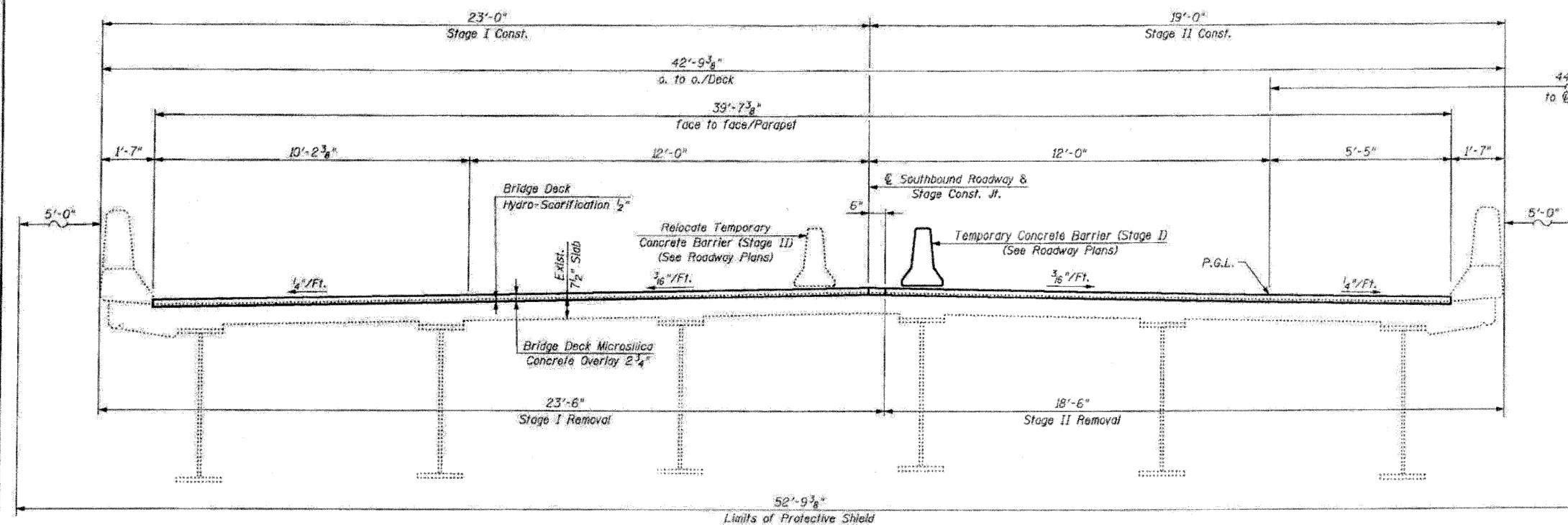
R-27 11-1-09

FILE NAME: R-27-09-01-02-26-concrete-barrier.dgn	CHRISTIAN-EDGE & ASSOCIATES, INC. ENGINEERS-PLANNERS-SURVEYORS 211 WEST WACKER DRIVE CHICAGO, ILLINOIS 60606 PHONE: (312)372-2023 FAX: (312)372-5274	DESIGNED - B.N.S./J.C.N. DRAWN - D.L./F.M. CHECKED - B.N.S./J.C.N. DATE - MARCH, 2010	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION SOUTHBOUND & NORTHBOUND STRUCTURES S.N. 052-0048 I-39 OVER STEWARD CREEK S.N. 052-0049	F.A.I. RTE. 39	SECTION 103-1, 103-2/RS	COUNTY LEE	TOTAL SHEETS 313	SHEET NO. 189
SCALE: 1" = 4'-0"					SHEET NO. 526 OF 526 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 64E97	



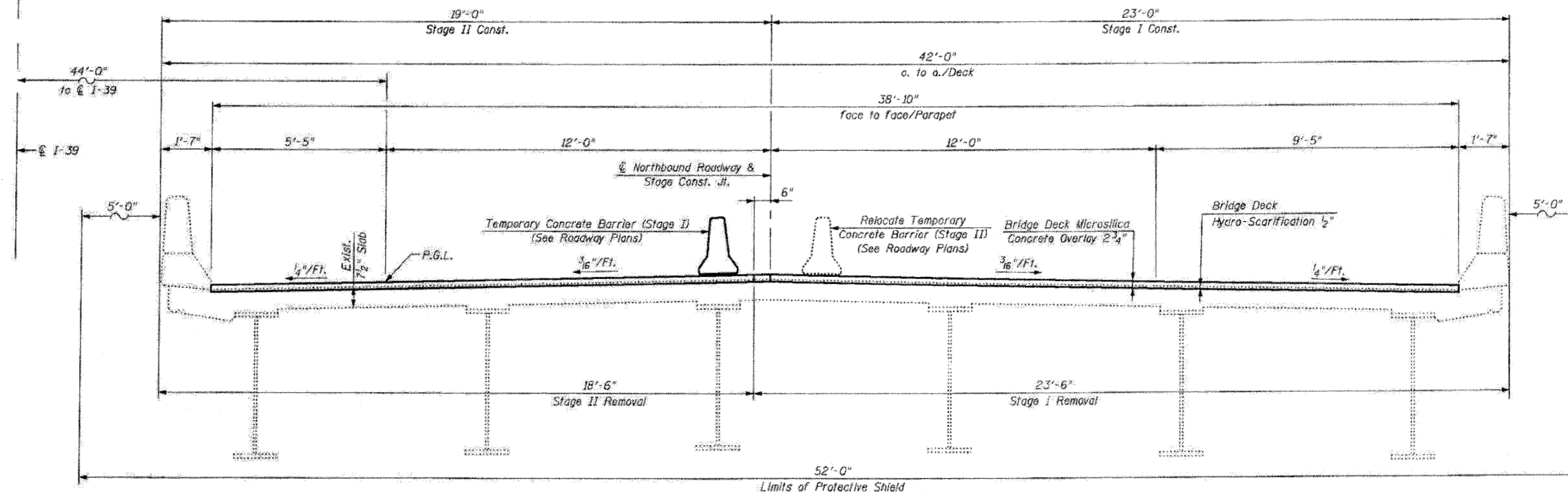
Bh. Aradh N. Shah
BHADRESH N. SHAH 03/23/2010
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS LIC. No. 081-004476
EXPIRES: 11-30-10

FILE NAME = 0528046-64E97-00-GPE.dgn	 CHRISTIAN-ROGE & ASSOCIATES, INC. ENGINEERS-PLANNERS-SURVEYORS 211 WEST WACKER DRIVE CHICAGO, ILLINOIS 60606 PHONE: (312)372-2023 FAX: (312)372-5274	DESIGNED - B.N.S./J.C.N.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION SOUTHBOUND & NORTHBOUND STRUCTURES S.N. 052-0046 I-39 OVER B.N.R.R. S.N. 052-0047				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT DATE = 3/29/2010		DRAWN - D.L./F.M.	REVISED -		39	(103-1, 103-2/RS)	LEE	313	190				
PLOT SCALE=50'0000" / IN.		CHECKED - B.N.S./J.C.N.	REVISED -		CONTRACT NO. 64E97								
		DATE MARCH, 2010	REVISED -		SCALE:	SHEET NO. 51 OF 527 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



SOUTHBOUND STRUCTURE
(Looking North)

S.N. 052-0046



NORTHBOUND STRUCTURE
(Looking North)

S.N. 052-0047

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Stone Riprap, Class A2	Sq. Yd.	80
Approach Slab Removal	Sq. Yd.	1,127
Concrete Removal	Cu. Yd.	26.4
Slope Wall Removal	Sq. Yd.	126
Protective Shield	Sq. Yd.	722
Concrete Structures	Cu. Yd.	51.5
Concrete Superstructure	Cu. Yd.	272.2
Bridge Deck Grooving	Sq. Yd.	*1,848
Protective Coat	Sq. Yd.	*1,964
Furnishing and Erecting Structural Steel	Pound	6,130
Jack and Remove Existing Bearings	Each	24
Structural Steel Removal	Pound	1,560
Reinforcement Bars, Epoxy Coated	Pound	68,170
Bar Splicers	Each	496
Slope Wall 4 Inch	Sq. Yd.	126
Preformed Joint Strip Seal	Foot	174
Elastomeric Bearing Assembly, Type I	Each	24
Anchor Bolts, 1"	Each	48
Bridge Deck Hydro-Scarification 1/2"	Sq. Yd.	1,394
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	13
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	4
Bridge Approach Shoulder Removal	Sq. Yd.	66
Bridge Deck Microsilica Concrete Overlay 2 3/4"	Sq. Yd.	1,394

* Quantity includes Approach Pavement

FILE NAME: 0520046-04E97-02-procs-sec01.dgn
PLOT DATE: 3/29/2010
PLOT SCALE: 5/8" = 1' IN.



CHRISTIAN-ROSE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

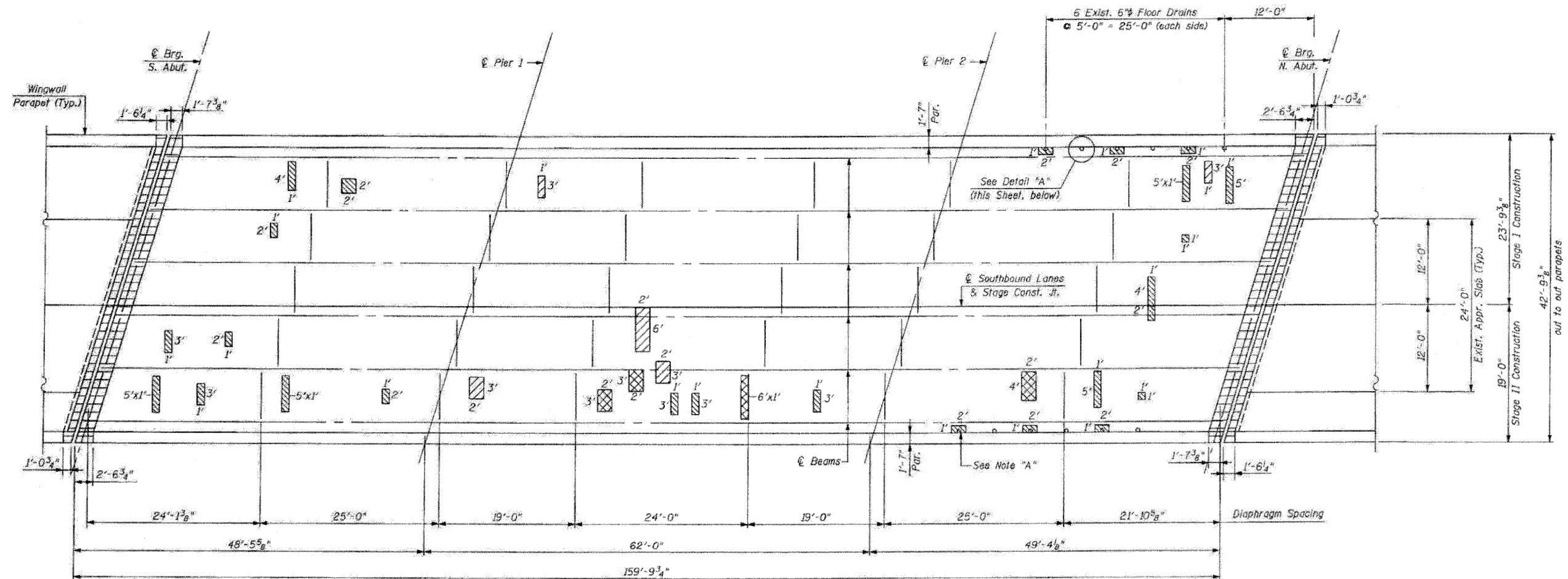
DESIGNED: B.N.S./J.C.N.
DRAWN: D.L./F.M.
CHECKED: B.N.S./J.C.N.
DATE: MARCH, 2010
REVISED: -
REVISED: -
REVISED: -
REVISED: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

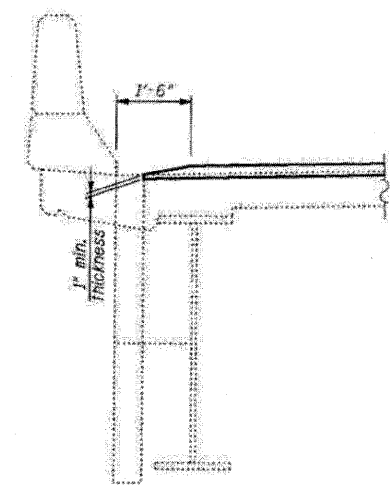
DECK CROSS SECTIONS
SOUTHBOUND & NORTHBOUND STRUCTURES
I-39 OVER B.N.R.R.
S.N. 052-0046
S.N. 052-0047

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1, 103-2)RS	LEE	313	191
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 64E97				

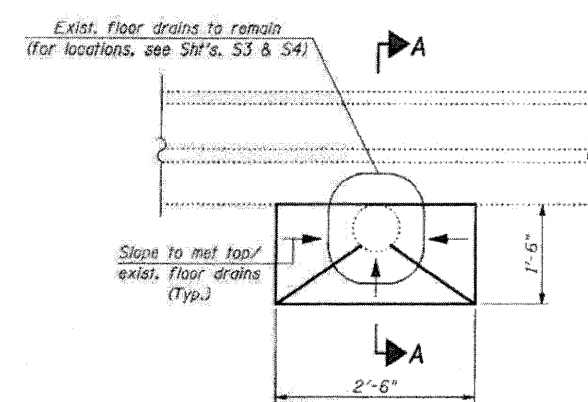
SCALE: SHEET NO. S2 OF S27 SHEETS STA. TO STA.



DECK PLAN



SECTION A-A



DETAIL "A"

(Showing overlay taper at exist. floor drains)

LEGEND:

- Deck Slab Repair (Full Depth, Type I)
- Deck Slab Repair (Full Depth, Type II)
- Deck Slab Repair (Partial)
- Joint Reconstruction

NOTE "A":

Three (3) existing 6" Floor Drains are to be removed and three (3) existing 6" Floor Drains are to remain. (Each Side)

Removed Floor Drains shall be paid for as 1'x2' Deck Slab Repair (Full Depth, Type I) Patches. (6 Total)

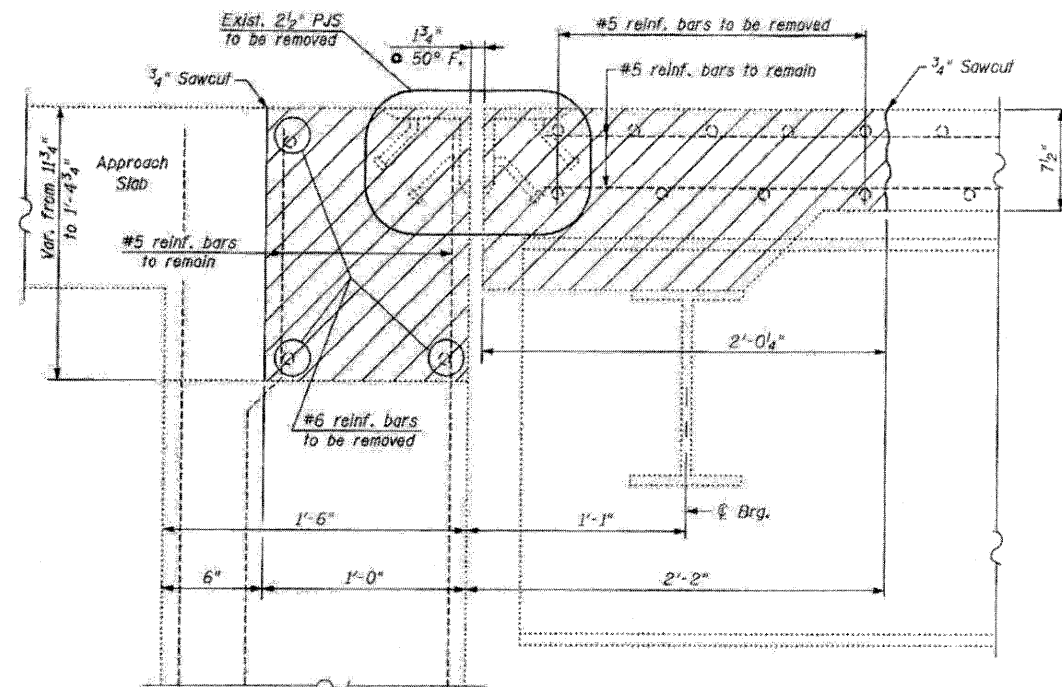
NOTES:

- For Joint Reconstruction Details, See Sht's. S5 thru S12.
- For Approach Slab Repairs, See Sht's. S17 thru S24.
- Deck Slab Repair (Partial) is Shown for Information Only.
- Areas of Deck Repairs shown are estimated. The Engineer shall show actual locations of Deck Repairs on As-Built Plans.
- Proposed Overlay to be tapered at Existing Floor Drains, see Detail "A", this Sheet.
- All Patch dimensions are in feet.
- Diaphragm spacing shown is for reference only.

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	9
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	3

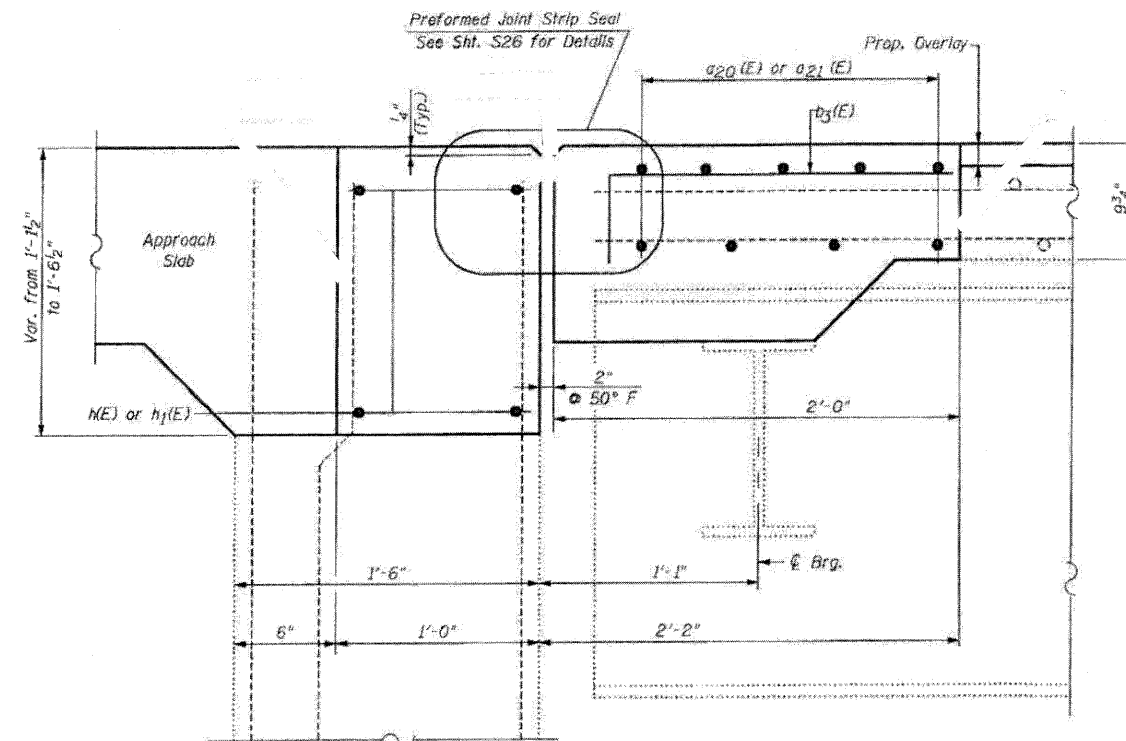
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	103-1, 103-2IRS	LEE	313	194
CONTRACT NO. 64E97				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



EXISTING

SECTION B-B

SOUTHBOUND STRUCTURE-SOUTH ABUTMENT

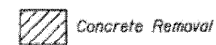


PROPOSED

SECTION B-B

SOUTHBOUND STRUCTURE-SOUTH ABUTMENT

LEGEND:



NOTE:

For Bar Splicer Assembly Details, See Sht. S25

FILE NAME: 0020046-64E97-05-S-Abut-SB-1.dwg
PLOT DATE: 3/29/2010
PLOT SCALE: 1/8" = 1'-0"



CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312) 372-2023 FAX: (312) 372-5274

DESIGNED - B.N.S./J.C.N.
DRAWN - D.L./F.M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010

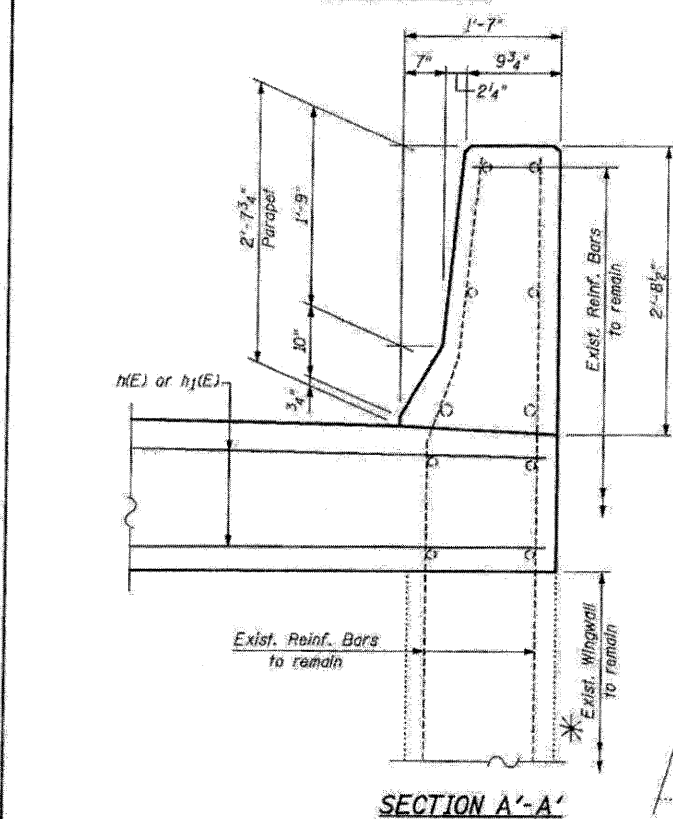
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

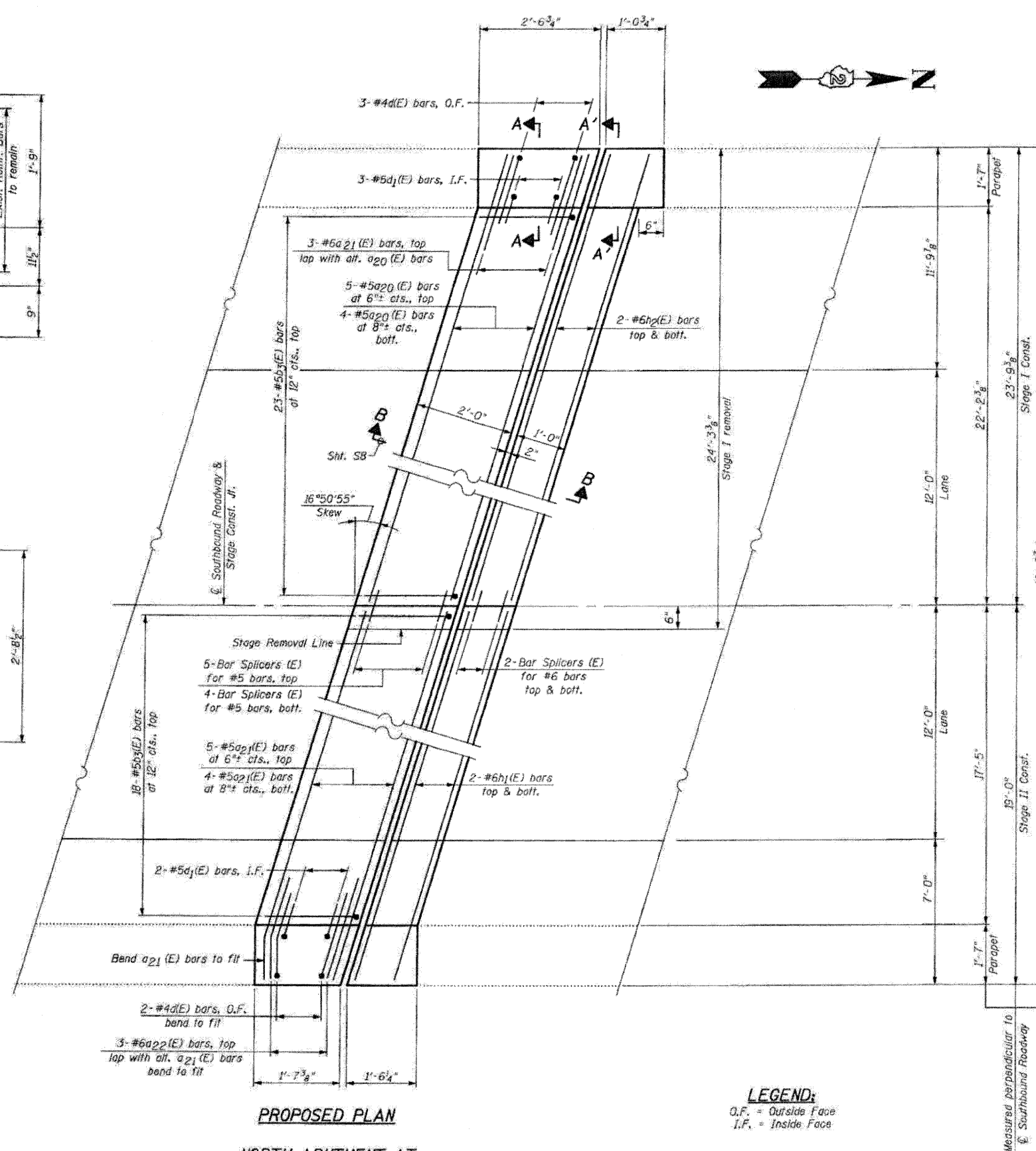
JOINT RECONSTRUCTION DETAILS AT SOUTH ABUTMENT
SOUTHBOUND STRUCTURE
I-39 OVER B.N.R.R. S.N. 052-0046

SCALE: SHEET NO. S6 OF S27 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	103-1, 103-2/RS	LEE	313	195
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64E97	



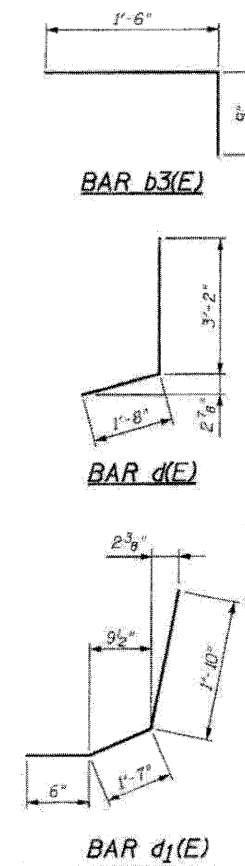
* Remove portion of Wingwall as required at corners to allow clearance for new deck overhang.
Cut Reinforcement Bars flush and seal surface with epoxy.
Cast included with Concrete Removal.

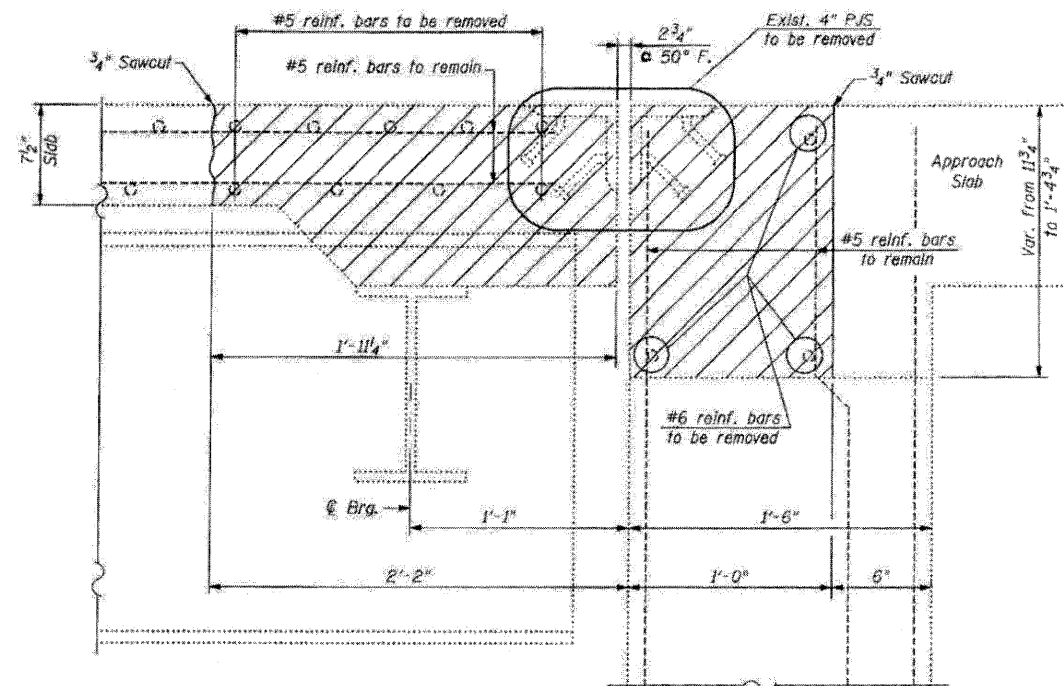


LEGEND:
O.F. = Outside Face
I.F. = Inside Face

BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
a ₂₀ (E)	9	#5	24'-4"	—
a ₂₁ (E)	9	#5	19'-4"	—
a ₂₂ (E)	6	#6	4'-0"	—
b ₃ (E)	41	#5	2'-3"	┐
d(E)	5	#4	5'-3"	J
d ₁ (E)	5	#5	3'-11"	J
n(E)	4	#6	24'-4"	—
h ₁ (E)	4	#6	19'-4"	—
Reinforcement Bars, Epoxy Coated			Pound	840
Concrete Removal			Cu. Yd.	6.6
Concrete Superstructure			Cu. Yd.	7.5
Bar Splicers			Each	13
Protective Coat			Sq. Yd.	3

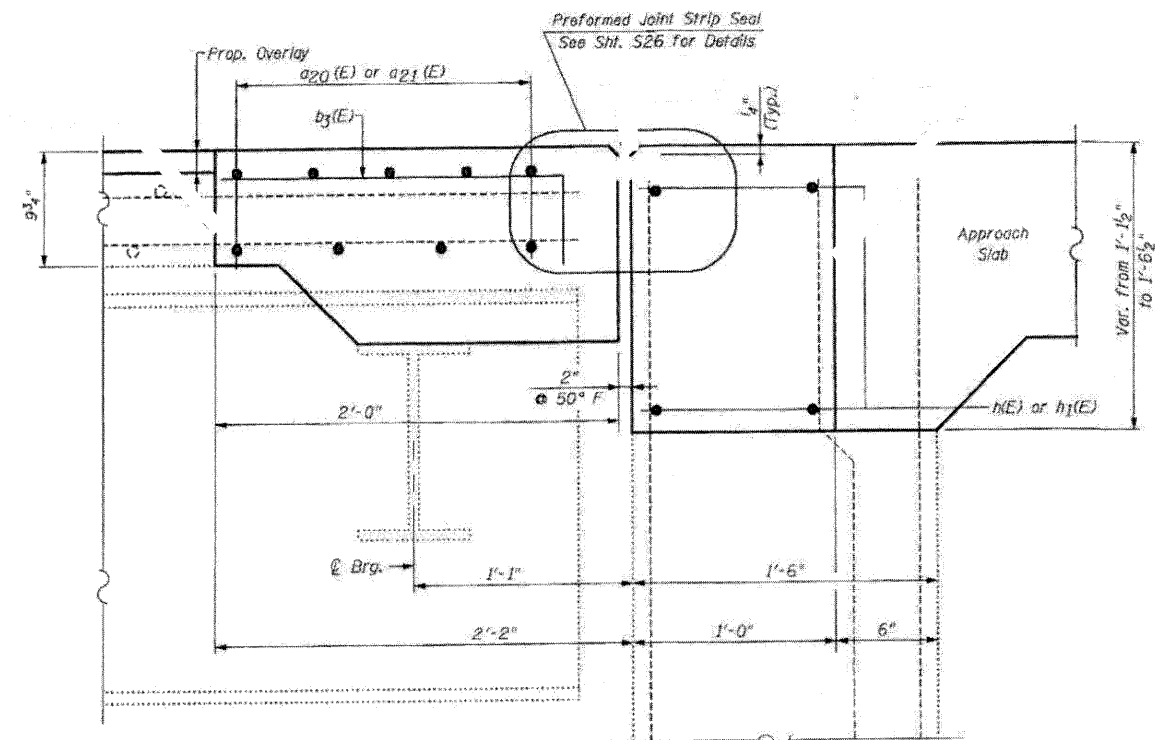
Quantity for Top & Inside Face of
Reconstructed Parapets





LEGEND:

Concrete Removal



NOTE:
For Bar Splicer Assembly Details, See Sht. S25

FILE NAME: R528046-64E97-88-N-Abut-58-1.dwg
PLOT DATE: 3/24/2010
PLOT SCALE: 50.0000' = 1" IN.

CHRISTIAN-ROSE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - B.N.S./J.C.N.
DRAWN - D.L./F.M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010

REVISED -
REVISED -
REVISED -
REVISED -

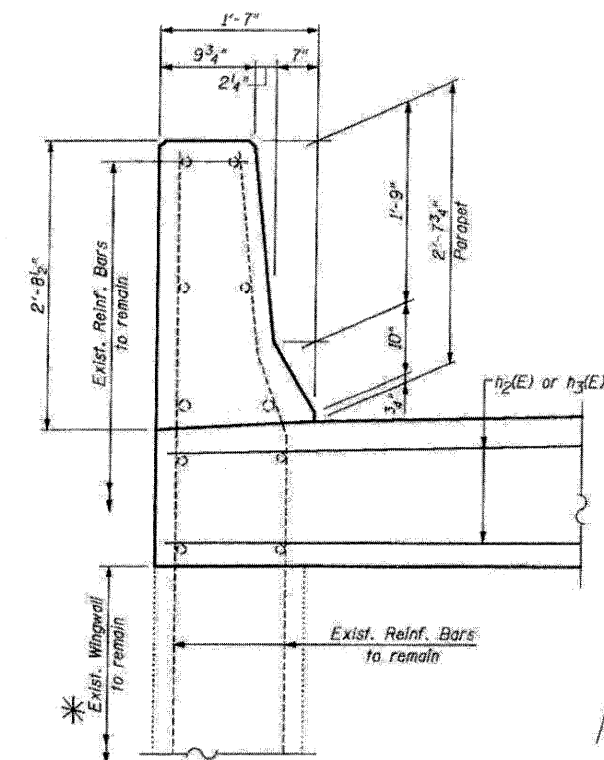
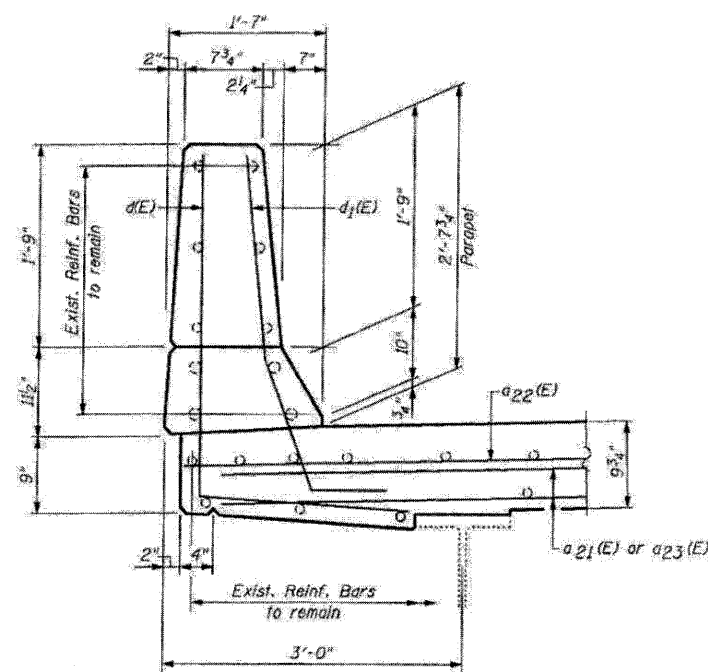
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT RECONSTRUCTION DETAILS AT NORTH ABUTMENT
SOUTHBOUND STRUCTURE
I-39 OVER B.N.R.R.

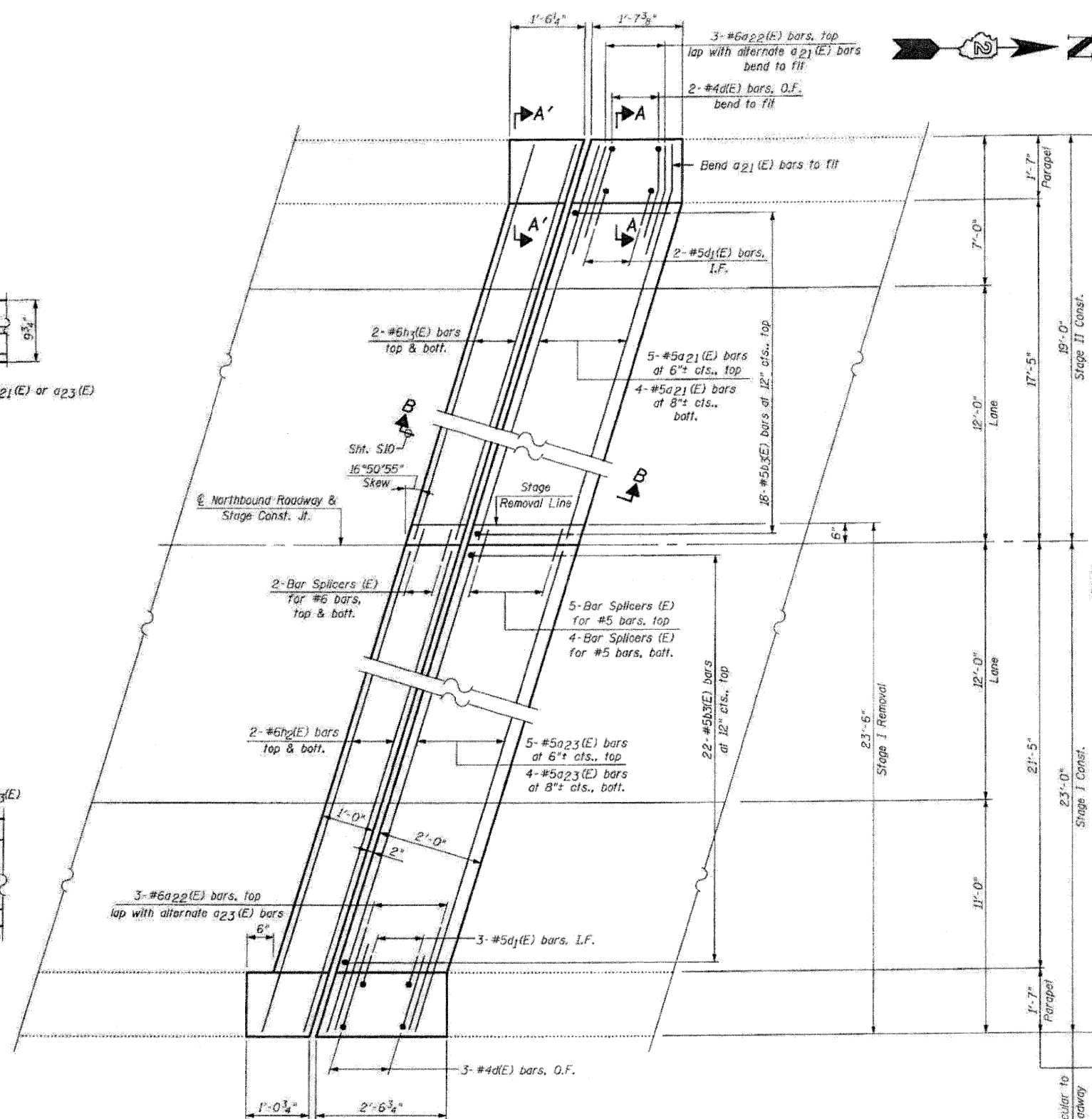
S.N. 052-0046

SCALE: SHEET NO. 58 OF 527 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	103-1, 103-2RS	LEE	313	197
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



* Remove portion of Wingwall as required at corners to allow clearance for new deck overhang.
Cut Reinforcement Bars flush and seal surface with epoxy.
Cost included with Concrete Removal.



PROPOSED PLAN

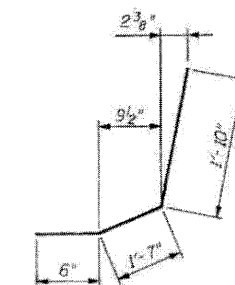
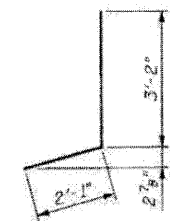
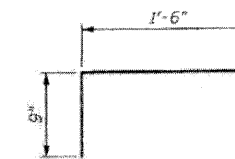
SOUTH ABUTMENT AT
NORTHBOUND STRUCTURE

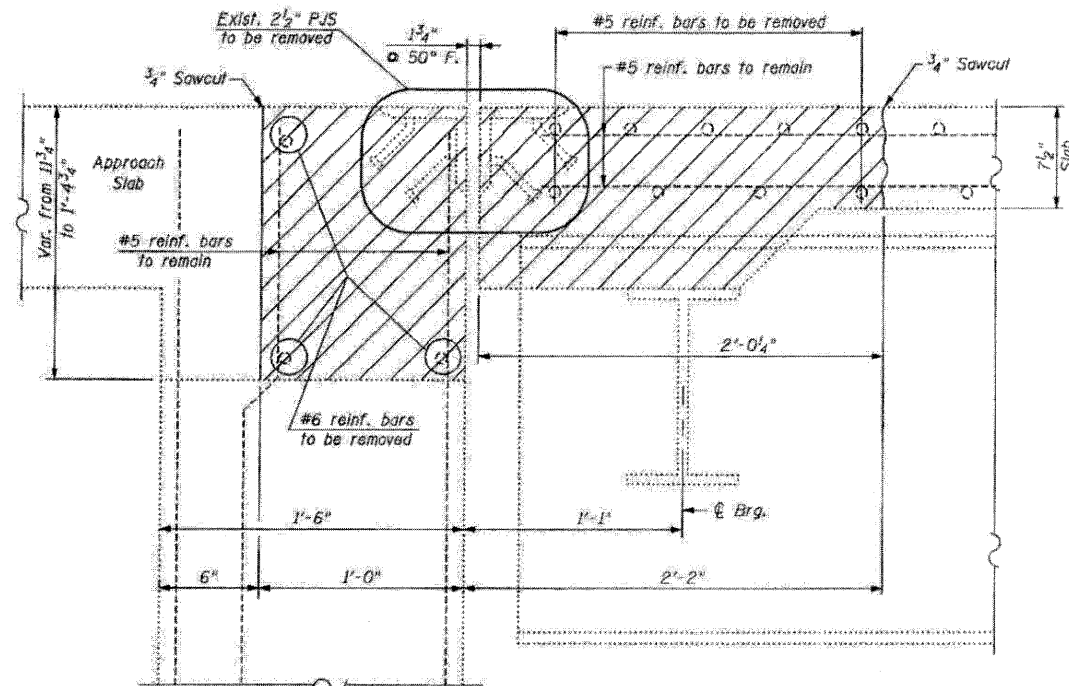
LEGEND:
O.F. = Outside Face
I.F. = Inside Face

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
Q ₂₁ (E)	9	#5	19'-4"	—
Q ₂₂ (E)	6	#6	4'-0"	—
Q ₂₃ (E)	9	#5	23'-6"	—
b ₃ (E)	40	#5	2'-3"	┐
d(E)	5	#4	5'-3"	┘
d ₁ (E)	5	#5	3'-11"	┘
h ₂ (E)	4	#6	23'-6"	—
h ₃ (E)	4	#6	19'-4"	—
Reinforcement Bars, Epoxy Coated			Pound	830
Concrete Removal			Cu. Yd.	6.6
Concrete Superstructure			Cu. Yd.	7.4
Bar Splicers			Each	13
Protective Coat			Sq. Yd.	3

Quantity for Top & Inside Face of
Reconstructed Parapets



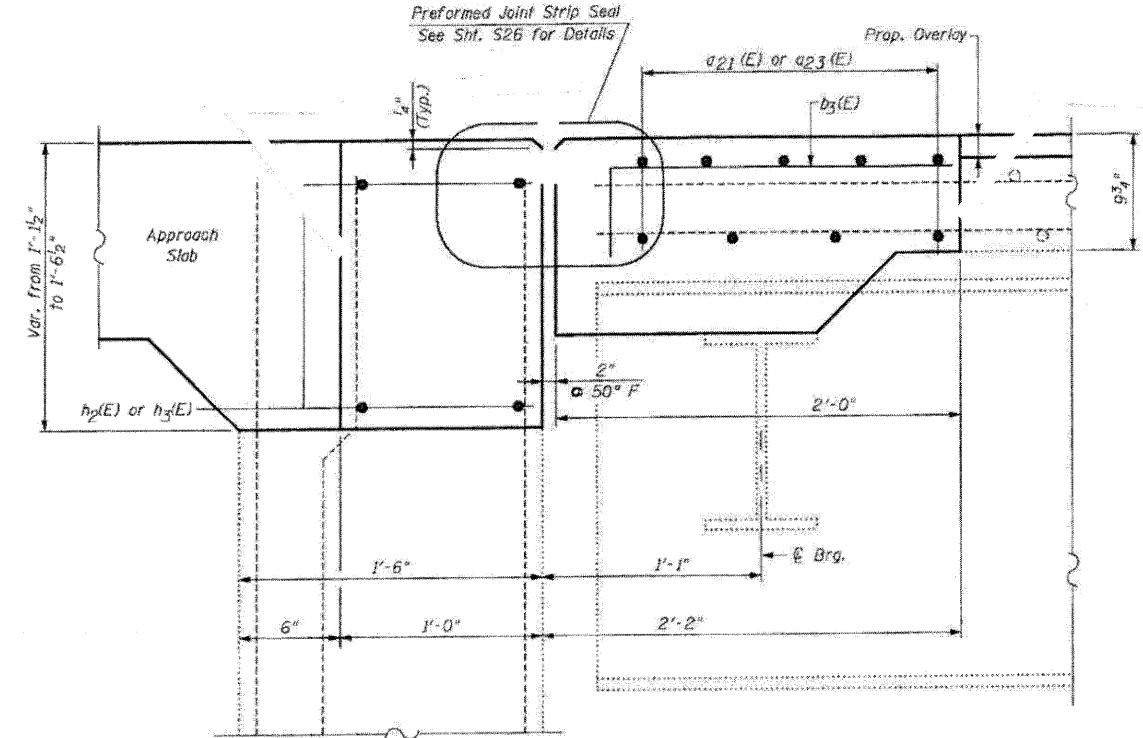
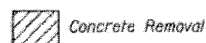


EXISTING

SECTION B-B

NORTHBOUND STRUCTURE-SOUTH ABUTMENT

LEGEND:



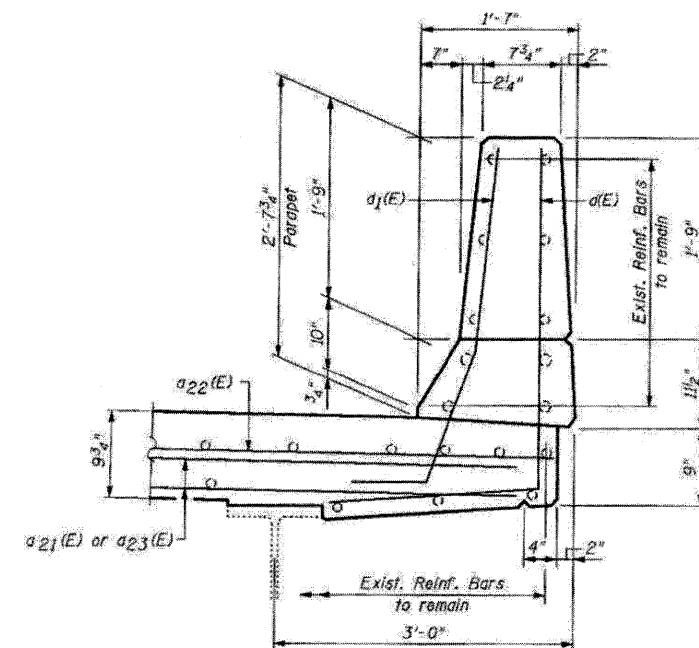
PROPOSED

SECTION B-B

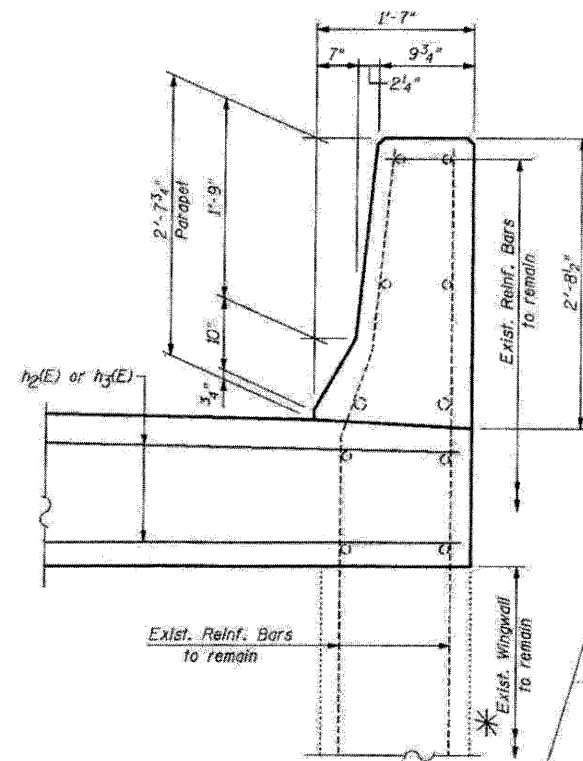
NORTHBOUND STRUCTURE-SOUTH ABUTMENT

NOTE:

For Bar Splicer Assembly Details, See Sht. 525

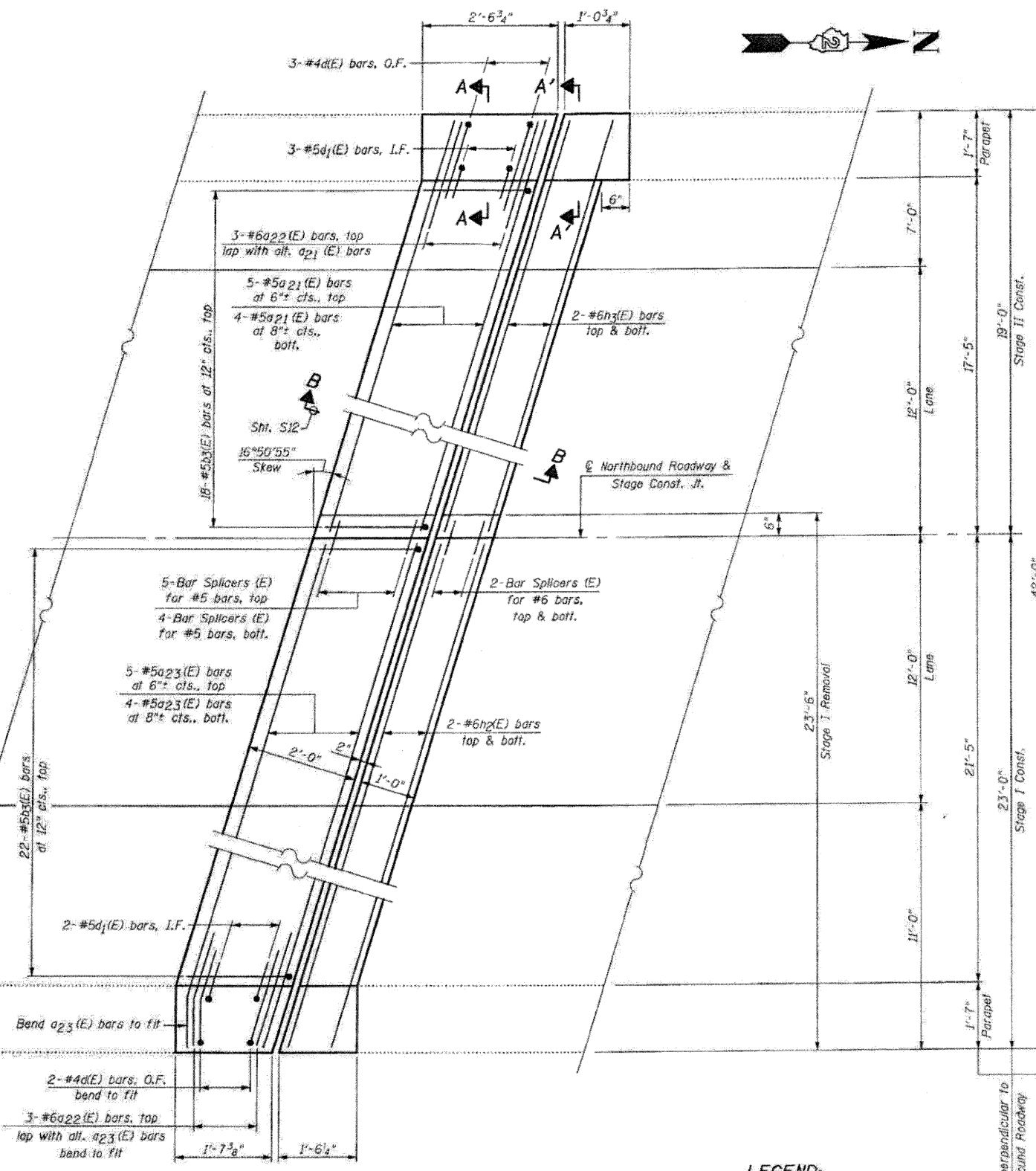


SECTION A-A



SECTION A'-A'

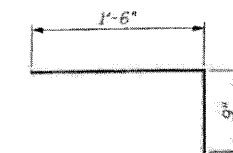
* Remove portion of Wingwall as required at corners to allow clearance for new deck overhang.
Cut Reinforcement Bars flush and seal surface with epoxy.
Cost included with Concrete Removal.



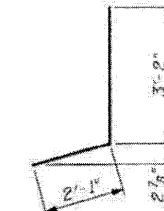
PROPOSED PLAN

**NORTH ABUTMENT AT
NORTHBOUND STRUCTURE**

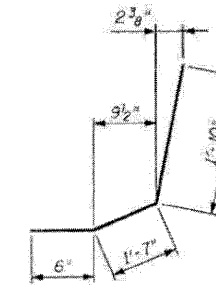
LEGEND:
O.F. = Outside Face
I.F. = Inside Face



BAR b3(E)



BAR d(E)



BAR d1(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
q21(E)	9	#5	19'-4"	—
q22(E)	6	#6	4'-0"	—
q23(E)	9	#5	23'-6"	—
b3(E)	40	#5	2'-3"	┐
d(E)	5	#4	5'-3"	J
d1(E)	5	#5	3'-11"	J
h2(E)	4	#6	23'-6"	—
h3(E)	4	#6	19'-4"	—
Reinforcement Bars, Epoxy Coated		Pound	830	
Concrete Removal		Cu. Yd.	6.5	
Concrete Superstructure		Cu. Yd.	7.4	
Bar Splicers		Each	13	
Protective Coat		Sq. Yd.	3	

Quantity for Top & Inside Face of
Reconstructed Parapets

FILE NAME: 0520046-64E97-11-N-Abut-110-1
PLOT DATE: 3/29/2010
PLOT SCALE: 5/8"=1'-0"

CR CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312) 372-2023 FAX: (312) 372-5274

DESIGNED - B.N.S./J.C.N.
DRAWN - D.L./F.M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JOINT RECONSTRUCTION AT NORTH ABUTMENT
NORTHBOUND STRUCTURE
I-39 OVER B.N.R.R.**

S.N. 052-0047

SCALE: SHEET NO. 511 OF 527 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1, 103-2)RS	LEE	313	200

CONTRACT NO. 64E97
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT