

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

FAI 39 ROUTE (I-39)  
SECTION D2 DECK REPAIR 2016-3  
TYPE of IMPROVEMENT: BRIDGE REPAIR  
WINNEBAGO

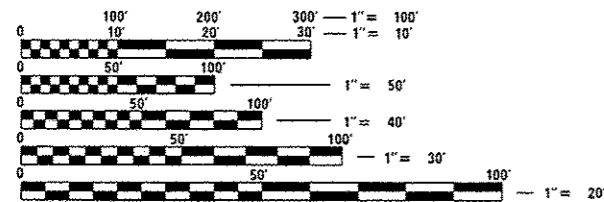
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	D2 DECK REPAIR 2016-3	WINNEBAGO	25	1
ILLINOIS			CONTRACT NO. 64L07	

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

D-92-020-16

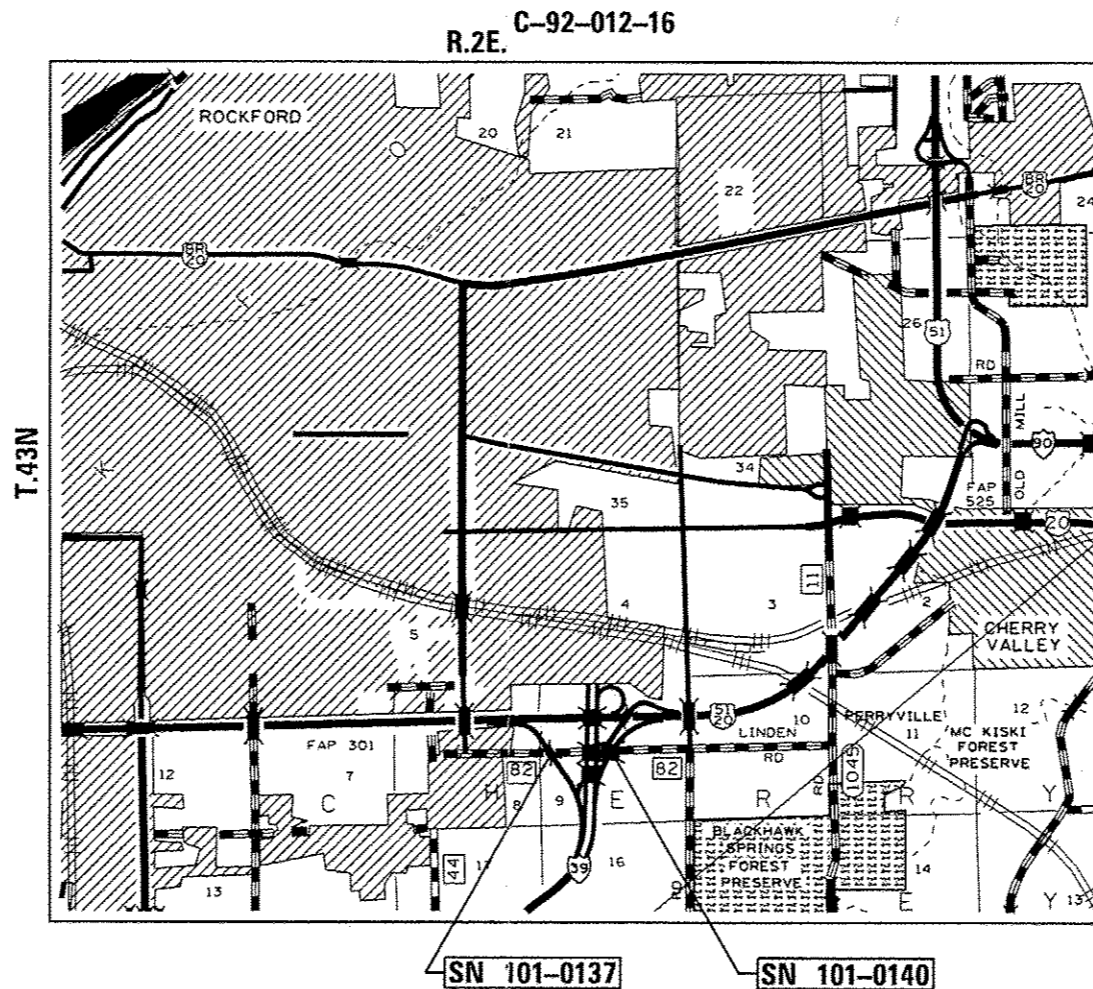


CHERRY VALLEY TOWNSHIP, SECTION 9



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

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



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED *Nov. 9<sup>th</sup> 2015*  
*Paul E. [Signature]*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

*Dec 4 2015*  
*John D. Baramelli, P.E.*  
ENGINEER OF DESIGN AND ENVIRONMENT

*Dec 4 2015*  
*Orin Osman, P.E.*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PROJECT ENGINEER: DAVID DOSS (815) 284-5416  
PROJECT MANAGER: MAHMOUD ETEMADI (815) 284-5393

CONTRACT NO. 64L07

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OF THE STATE OF ILLINOIS**



# GENERAL NOTES

All Borrow/Waste/Use sites must be approved by the Department prior to removing any material from the project or initiating any earthmoving activities, including temporary stockpiling outside the limits of construction.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123. The following listed utilities located within the project limits or immediately adjacent to the project construction limits are members of JULIE:

**ELECTRIC:**

COMMONWEALTH EDISON COMPANY  
ATTN: NORA FERNANDEZ (815) 490-2869  
123 ENERGY AVENUE  
ROCKFORD, IL 61109

**TELEPHONE:**

AT&T COMMUNICATIONS, INC.  
ATTN: CARL DONAHUE (630) 552-4677  
866 ROCK CREEK ROAD  
PLANO, IL 60545

**FRONTIER**

ATTN: DONALD BELMORE (815) 544-6171  
2239 NEWBURG ROAD  
BELVIDERE, IL 61008

**WINDSTREAM**

ATTN: DEVEN BARNHILL (815) 592-3395  
1901 NORTH ROSELLE ROAD  
SCHALMBURG, IL 60195

**PETROLEUM:**

BUCKEYE PARTNERS, LP  
ATTN: MICHAEL NORRIS (219) 313-5321  
12920 SOUTH BELL ROAD  
LEMONT, IL 61109

**WATER:**

ROCKFORD WATER DEPARTMENT  
ATTN: JAMIE ROTT (815) 967-7060  
425 EAST STATE STREET  
ROCKFORD, IL 61104

**GAS:**

NICOR GAS CO.  
ATTN: BRUCE KOPPANG (630) 388-3046  
1844 FERRY ROAD  
NAPERVILLE, IL 60563

NATURAL GAS PIPE LINE  
ATTN: VINCE HANNAH (309) 944-4676  
16648 IL HIGHWAY 82  
GENESEO, IL 61254

**COMMUNICATIONS:**

G4S TECHNOLOGY, LLC  
ATTN: CECIL KUHSE (630) 343-2155  
565 WILLOWBROOK CENTER PARKWAY  
WILLOWBROOK, IL 60527

**SEWER:**

ROCK RIVER WATER RECLAMATION DISTRICT  
ATTN: DANA CARROLL (815) 387-7400  
3501 KISHWAUKEE STREET  
ROCKFORD, IL 61126

**CATV:**

COMCAST CABLE  
ATTN: MICHAEL OWENS (224) 229-3037  
4450 KISHWAUKEE STREET  
ROCKFORD, IL 61109

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION AND MIXTURE USES(S):	PROTECTIVE LAYER
PG:	SBS 70-22
DESIGN AIR VOIDS	4.0 @ N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 4.75
FRICTION AGGREGATE	N/A
20 YEAR ESAL	
MIX UNIT WEIGHT	109 lbs/sy/in
QUALITY MANAGEMENT PROGRAM TO BE USED	OC/OA
SUBLOT TONNAGE	N/A

LOCATION AND MIXTURE USES(S):	SURFACE
PG:	SBS PG 70-22
DESIGN AIR VOIDS	4.0 @ N90
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5
FRICTION AGGREGATE	D
20 YEAR ESAL	44.7
MIX UNIT WEIGHT	112 lbs/sy/in
QUALITY MANAGEMENT PROGRAM TO BE USED	OC/OA
SUBLOT TONNAGE	N/A

IDOT is not a member of JULIE. If you are near any overhead lighting, intersection lighting or traffic signals, contact the IDOT Traffic Office at 815/284-5469 at least 48 hours prior to work.

No Stream Permits have been procured for this project. None are required from the Regulatory Agencies as long as there is no debris falling or being placed into the stream. Any temporary fill in the stream or the compromising of the dike (if applicable) will not be allowed. If the contractor chooses to use alternate/modified construction method(s) from the aforementioned, they will be responsible for obtaining the proper permits. No relief or compensation will be given for any delays, working days charged, or calendar days expired as a result of the loss of time or delay during the re-submittal process to procure the necessary permit(s) due to the contractor choosing alternate/modified construction method(s). Absolutely no construction activities will take place without the proper permits being secured.

# SUMMARY OF QUANTITIES

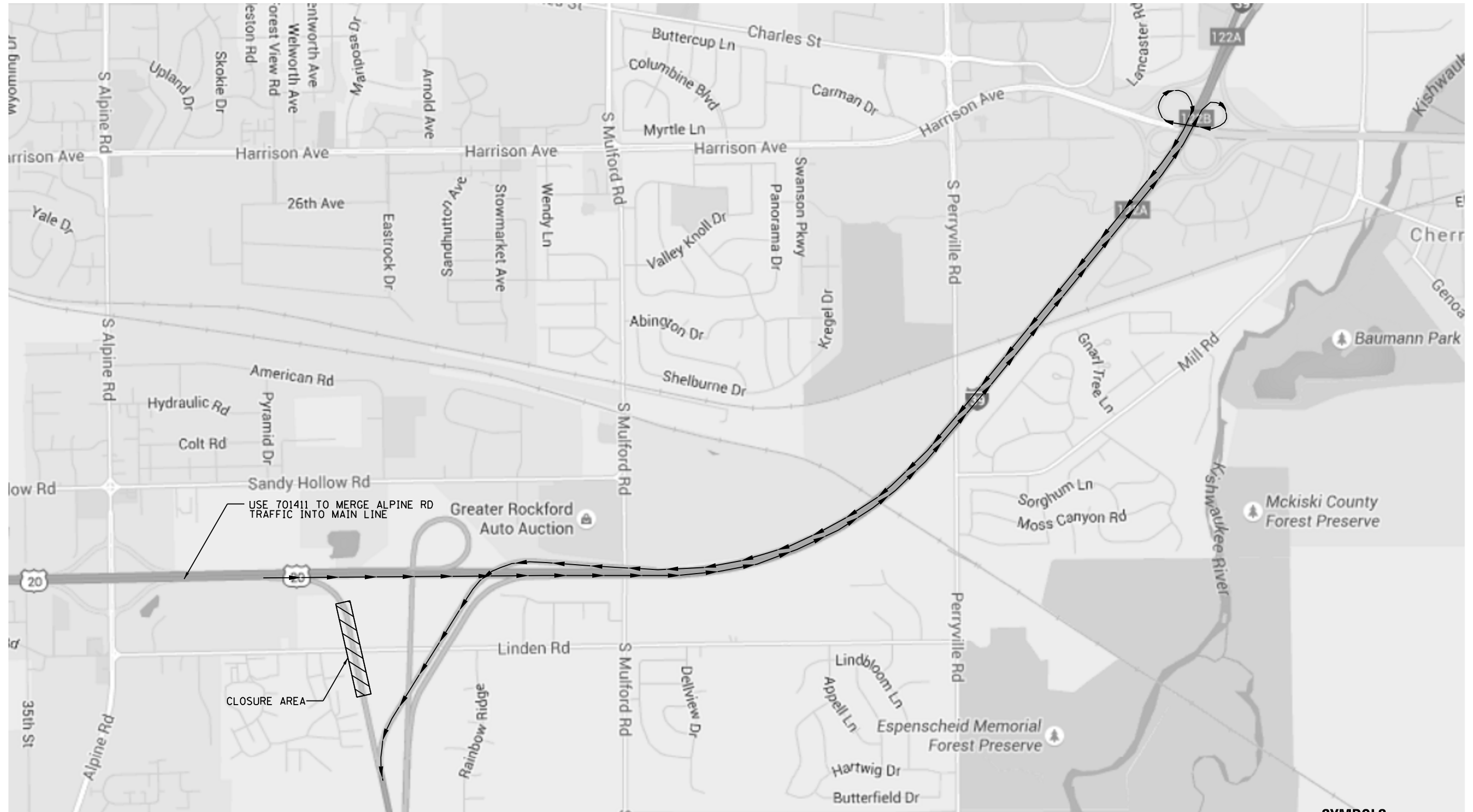
CODE NUMBER	ITEM	UNIT	100% STATE	100% STATE
			TOTAL QUANTITY <i>URBAN</i>	WINNEBAGO COUNTY <i>0014</i>
40603545	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	72	72
50102400	CONCRETE REMOVAL	CU YD	7	7
50300255	CONCRETE SUPERSTRUCTURE	CU YD	7	7
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	470	470
52000110	PREFORMED JOINT STRIP SEAL	FOOT	118	118
67100100	MOBILIZATION	L SUM	1	1
70100205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	EACH	1	1
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	1	1
70100820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451	L SUM	1	1
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	3	3
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1,588	1,588
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	530	530
* 78007110	PERMANENT PAVEMENT MARKING - LINE 4"	FOOT	1,588	1,588
78300100	PAVEMENT MARKING REMOVAL	SQ FT	530	530
X0326767	PROFILE DIAMOND GRINDING CONCRETE PAVEMENT	SQ YD	534	534
X5810100	WATERPROOFING MEMBRANE SYSTEM (SPECIAL)	SQ YD	752.4	752.4

\* Specialty Items

FILE NAME :	USER NAME : dssadd	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>	F.A.I. RIES	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
D:\BR\Docs\Winnebago\64L07 Repairs SH	101-0137 and 101-0140\CA00\64L07-Whs\cover.dgn	DRAWN -	REVISED -			39	D2 BRIDGE REPAIR 2016-3	WINNEBAGO	25	4
Default	PLOT SCALE * 100.0000 / 10	CHECKED -	REVISED -		SCALE: _____					
	PLOT DATE * Nov-09-2015 02:34:53 PM	DATE -	REVISED -		SHEET _____ OF _____ SHEETS	STA. _____	TO STA. _____			CONTRACT NO. 64L07
										[ILLINOIS] FED. AID PROJECT



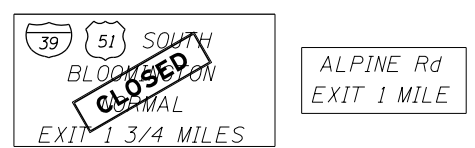
# DETOUR MAP SN 101-0137



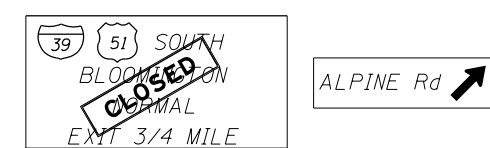
### SYMBOLS

- Detour Route
- Portable changeable message sign
- Sign
- Type II barricade, drum, or vertical barricade with monodirectional flashing light

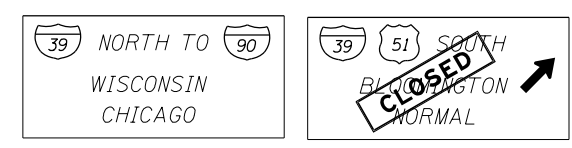
#### SIGN TRUSS DETAIL



#### SIGN TRUSS DETAIL



#### SIGN TRUSS DETAIL



FILE NAME =	USER NAME = dosddd	DESIGNED -	REVISED -
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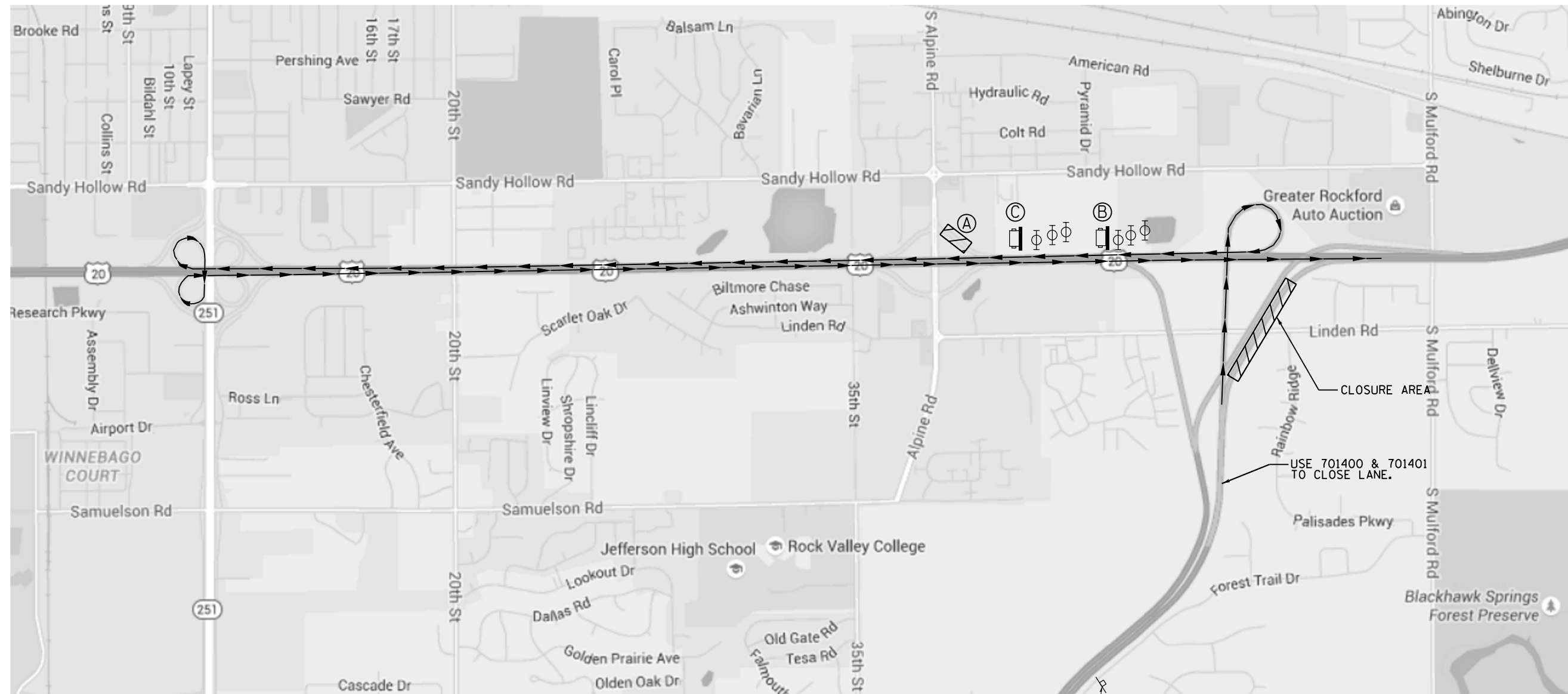
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DETOUR MAP  
SN 101-0137

SCALE: \_\_\_\_\_ SHEET \_\_\_\_\_ OF \_\_\_\_\_ SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	D2 BRIDGE REPAIR 2016-3	WINNEBAGO	-	6
CONTRACT NO. 64L07			ILLINOIS FED. AID PROJECT	

# DETOUR MAP SN 101-0140



**(A)** CONTRACTOR TO CLOSE ALPINE ROAD EXIT RAMP USING 701451



TO BE USED ON ALL ALPINE ROAD & I-39 NORTH GROUND MOUNT/OVERHEAD SIGNING.

CONTACT THE CITY OF ROCKFORD, JEREMY CARTER, A MINIMUM OF 72 HOURS IN ADVANCE FOR SIGNAL TIMINGS ON ALPINE ROAD.

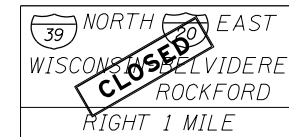
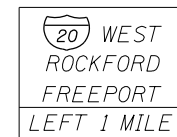
**(B)** CHANGEABLE MESSAGE BOARD

I-39 / USE  
DETOUR / IL 251  
TRAFFIC / 2 MILES

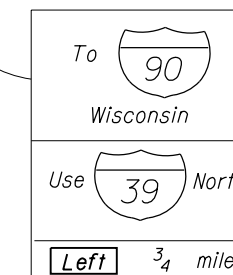
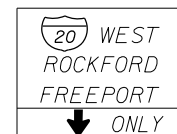
**(C)** CHANGEABLE MESSAGE BOARD

I-39 / USE  
DETOUR / IL 251  
TRAFFIC / 2 MILES

SIGN TRUSS DETAIL



SIGN TRUSS DETAIL



## SYMBOLS

- Detour Route
- ☐ Portable changeable message sign
- ⊥ Sign
- ⊕ Type II barricade, drum, or vertical barricade with monodirectional flashing light

SEE SHEET 12 FOR SIGN DETAILS OF "CLOSED" AND "LEFT"

FILE NAME =	USER NAME = dosddd	DESIGNED -	REVISED -
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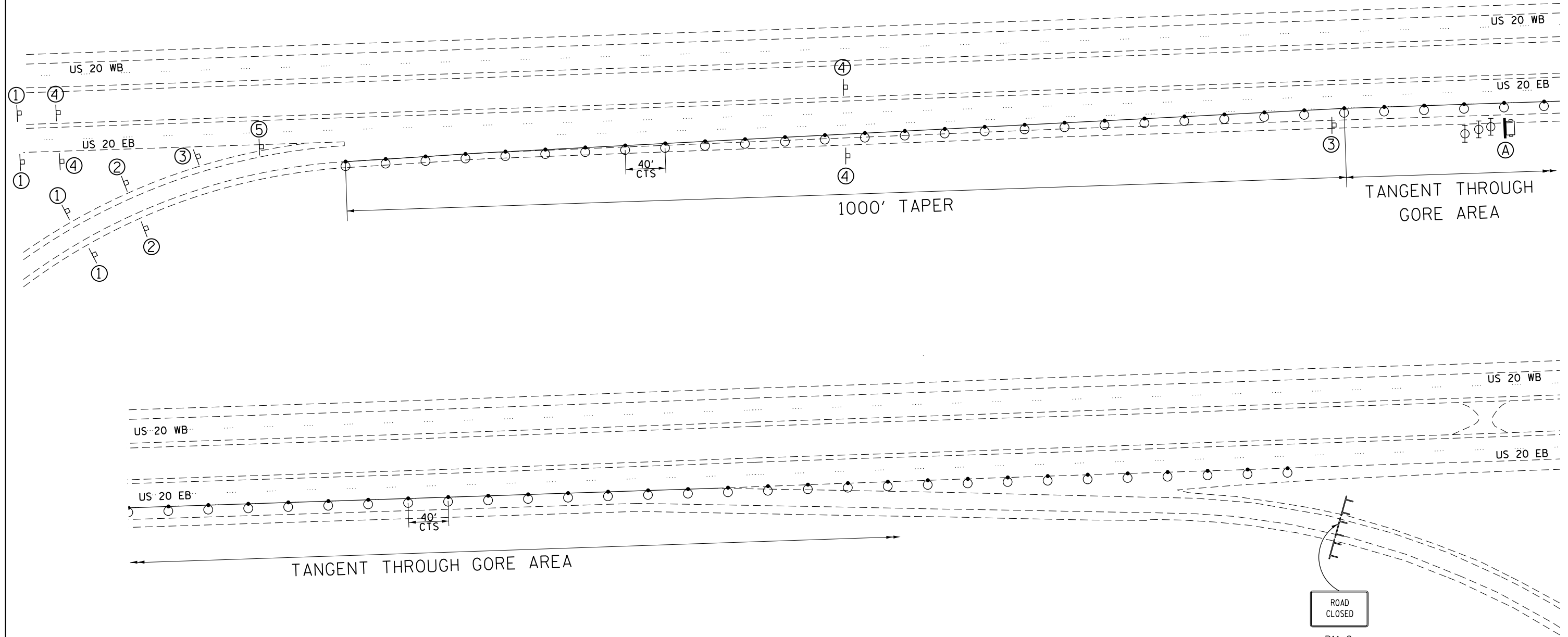
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DETOUR MAP  
SN 101-0140

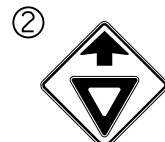
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CONTRACT NO. 64L07			ILLINOIS FED. AID PROJECT	

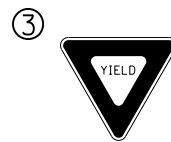
# RAMP CLOSURE DETAIL SN 101-0137



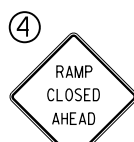
W20-1103(0)-48



W3-2(0)-48



R1-2-48



COVER EXISTING -



WITH - W4-1(0)-48

Ⓐ CHANGEABLE MESSAGE BOARD "I-39 SOUTH TRAFFIC" / "USE HARRISON 3 MILES"

FILE NAME =	USER NAME = dosddd	DESIGNED -	REVISED -
D:\BR\Draw\Winnebago\64L07 Repairs SN	01-0137 and 101-0140\CADD\64L07-sht-cover.dgn	DRAWN -	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

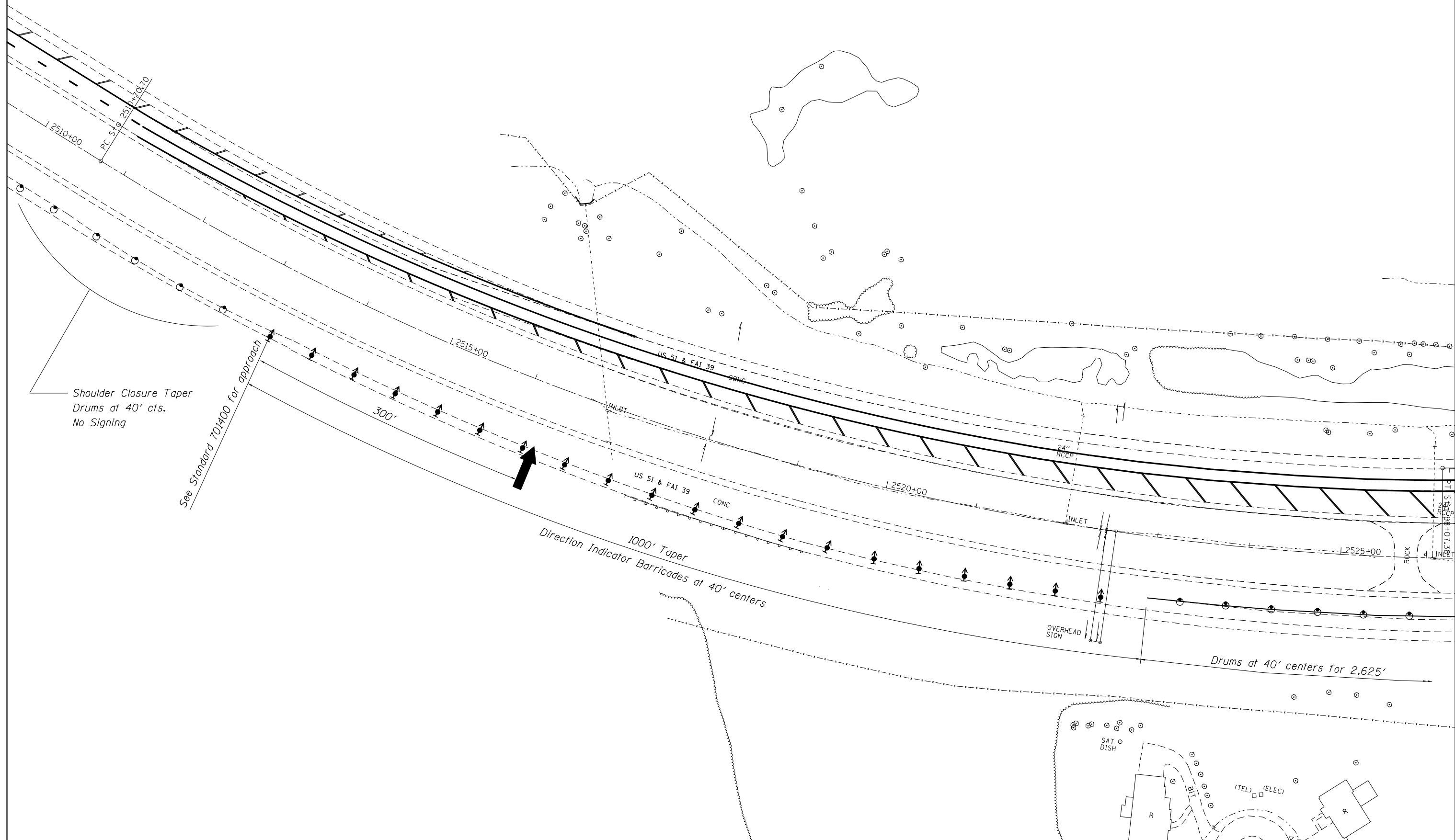
RAMP CLOSURE DETAIL  
SN 101-0137

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	D2 BRIDGE REPAIR 2016-3	WINNEBAGO	-	8
CONTRACT NO. 64L07			ILLINOIS FED. AID PROJECT	



# RAMP CLOSURE DETAIL SN 101-0140



FILE NAME =	USER NAME = dosddd	DESIGNED -	REVISED -
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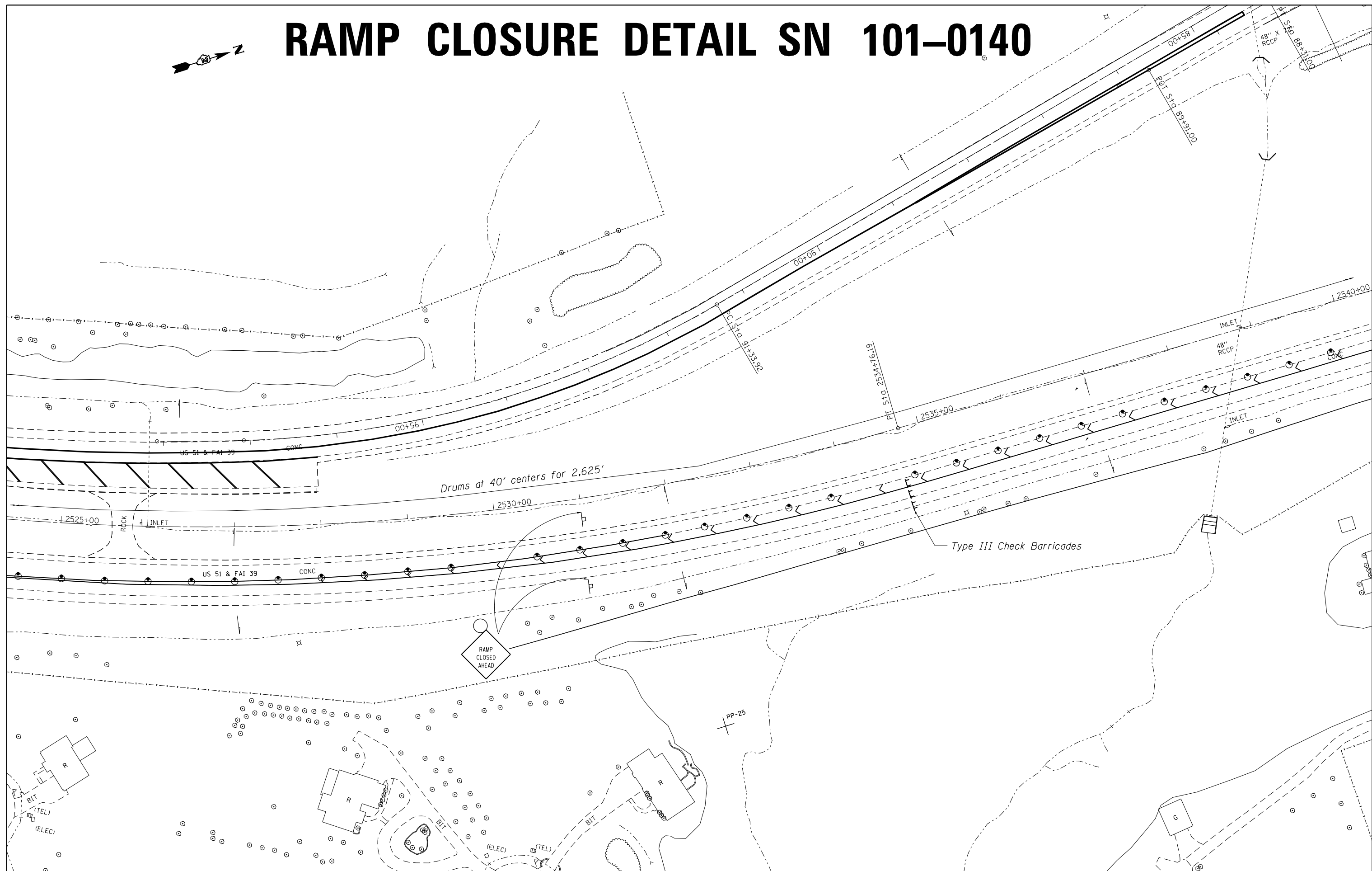
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RAMP CLOSURE DETAIL  
SN 101-0140**

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	D2 BRIDGE REPAIR 2016-3	WINNEBAGO	-	9
CONTRACT NO. 64L07				
ILLINOIS FED. AID PROJECT				

# RAMP CLOSURE DETAIL SN 101-0140



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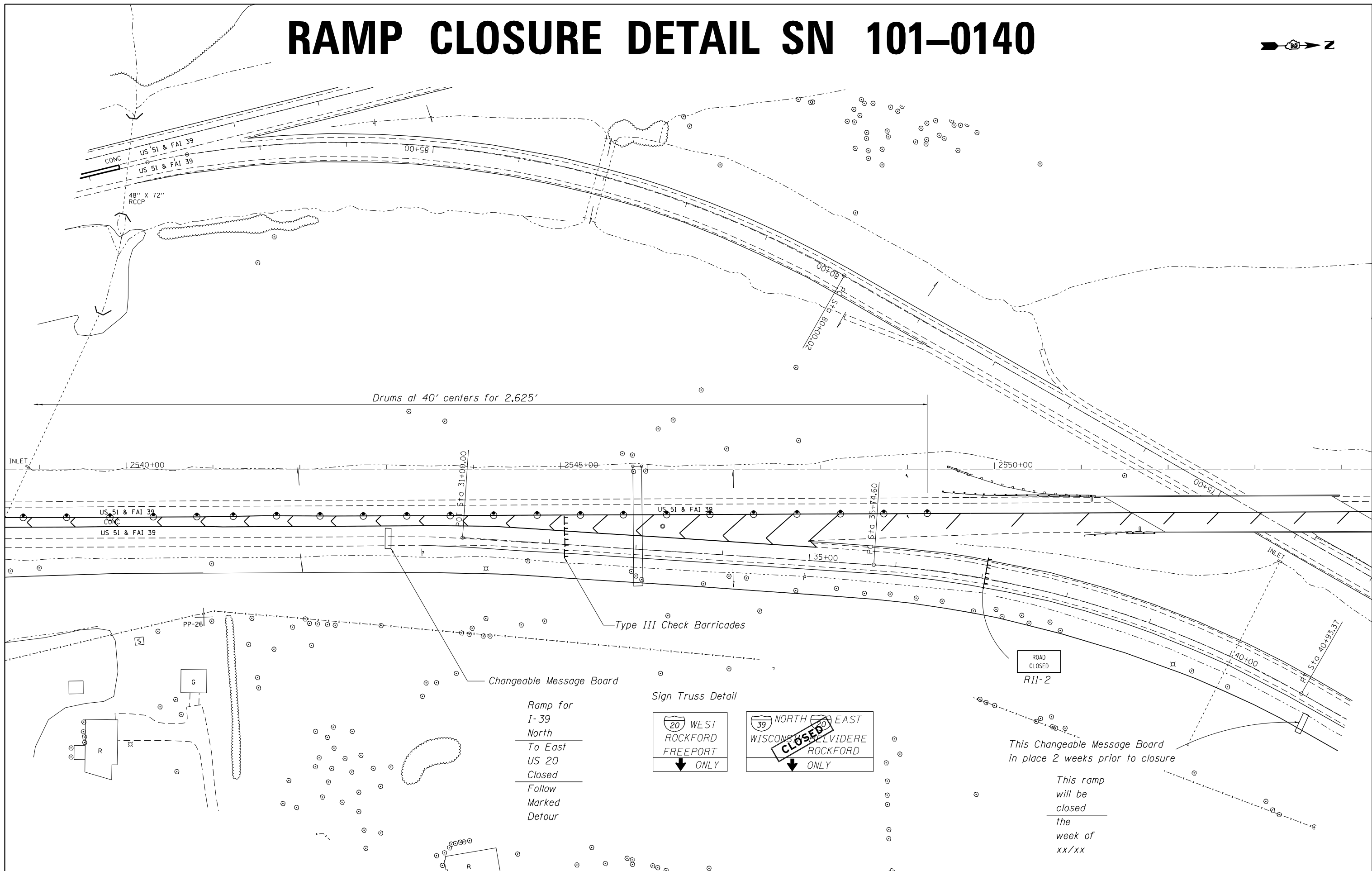
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RAMP CLOSURE DETAIL  
SN 101-0140**

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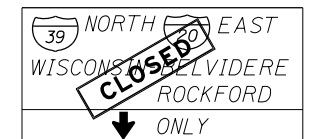
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	D2 BRIDGE REPAIR 2016-3	WINNEBAGO	-	10
CONTRACT NO. 64L07				
ILLINOIS FED. AID PROJECT				

# RAMP CLOSURE DETAIL SN 101-0140



Ramp for  
I-39  
North  
To East  
US 20  
Closed  
Follow  
Marked  
Detour

Sign Truss Detail



This Changeable Message Board  
in place 2 weeks prior to closure

This ramp  
will be  
closed  
the  
week of  
xx/xx

FILE NAME =	USER NAME = dosddd	DESIGNED -	REVISED -
D:\BR\Draws\Winnebago\64L07 Repairs SN	01-0137 and 101-0140\CADD\64L07-sht-cover.dgn	DRAWN -	REVISED -
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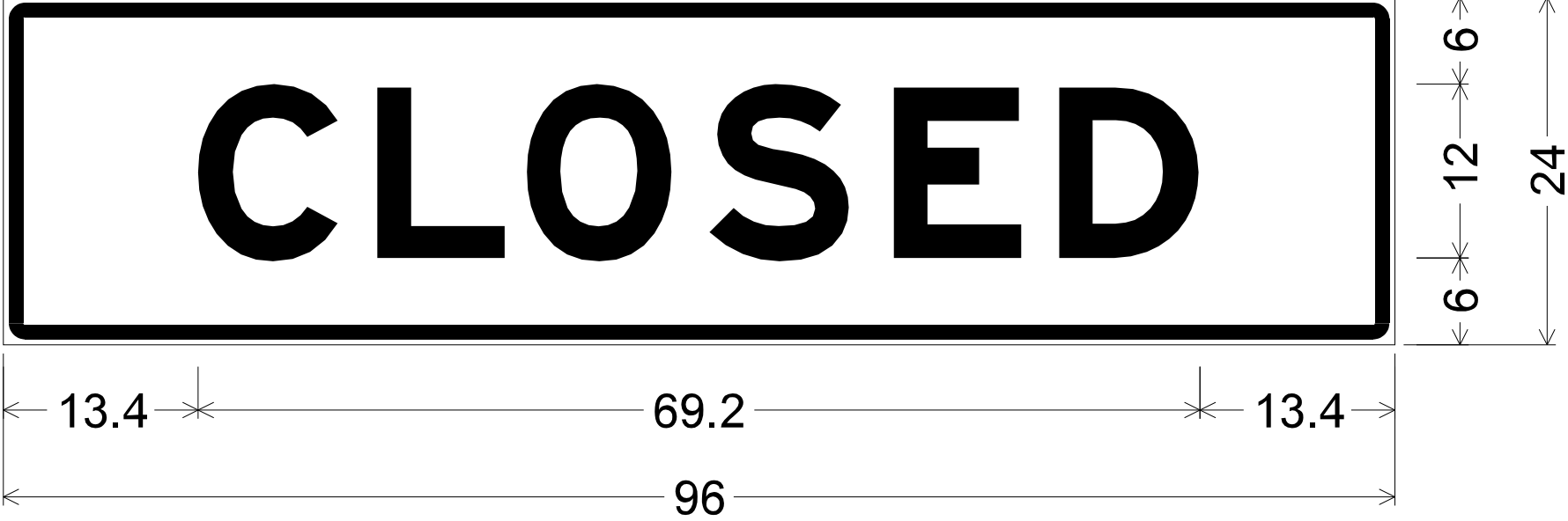
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

RAMP CLOSURE DETAIL  
SN 101-0140

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

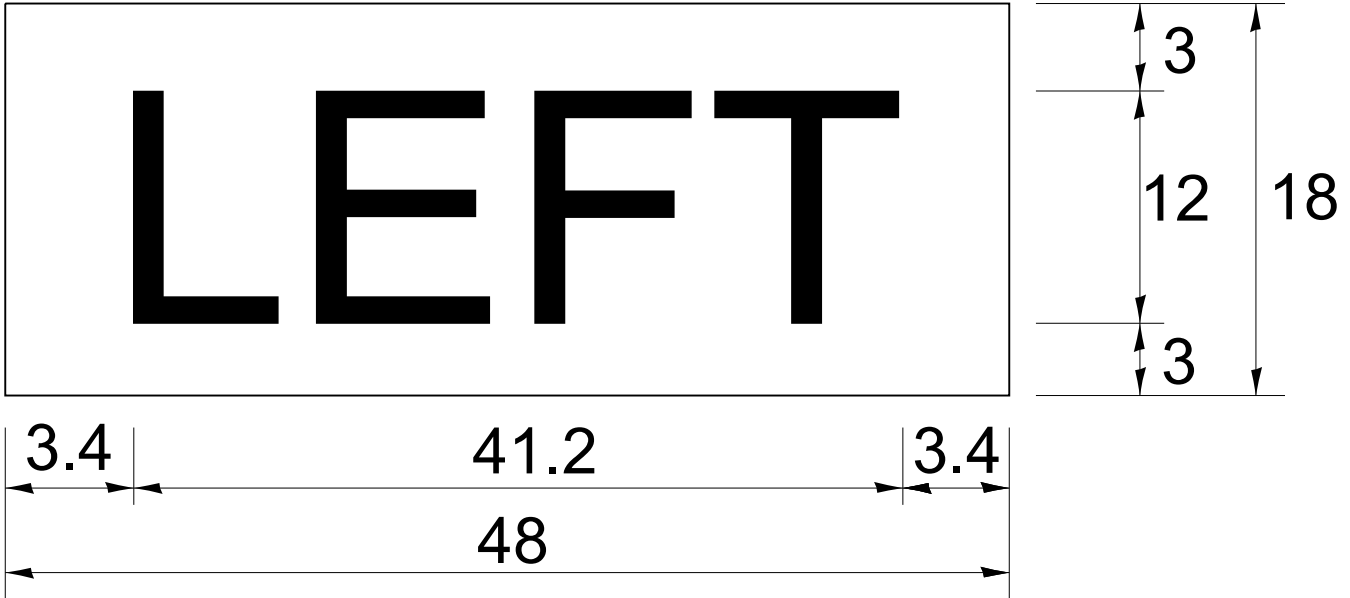
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	D2 BRIDGE REPAIR 2016-3	WINNEBAGO	-	11
CONTRACT NO. 64L07				
ILLINOIS FED. AID PROJECT				

# SIGN DETAILS



1.5" Radius, 1.0" Border, 0.4" Indent, Black on Orange;  
 [CLOSED] E Mod 2K;  
 Table of letter and object lefts.

<b>C</b>	<b>L</b>	<b>O</b>	<b>S</b>	<b>E</b>	<b>D</b>
13.4	25.8	36.1	48.7	61.4	72.8



No border, Black on Orange;  
 "LEFT" Black E Mod 2K

**GENERAL NOTES**

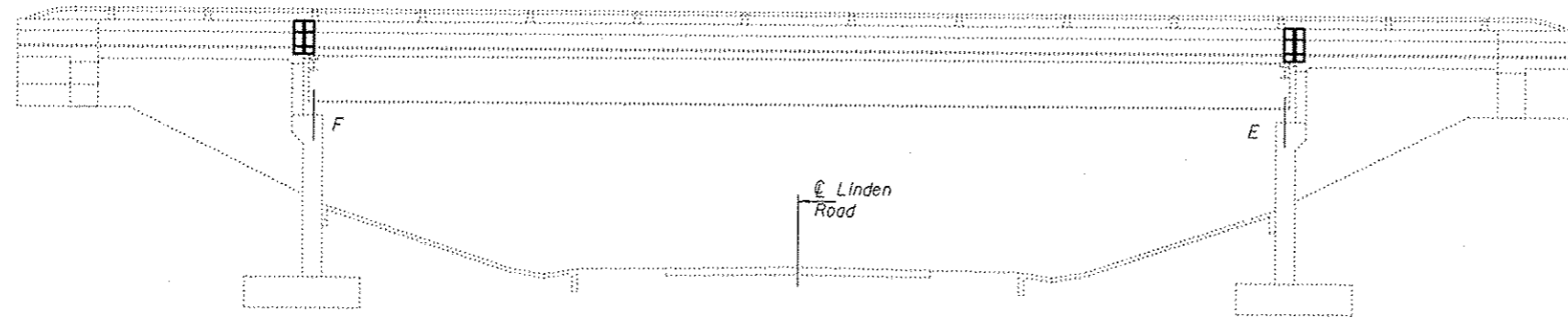
Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall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

Reinforcement bars designated (E) shall be epoxy coated.  
 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.

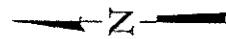
Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

The new deck surface areas shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructure.

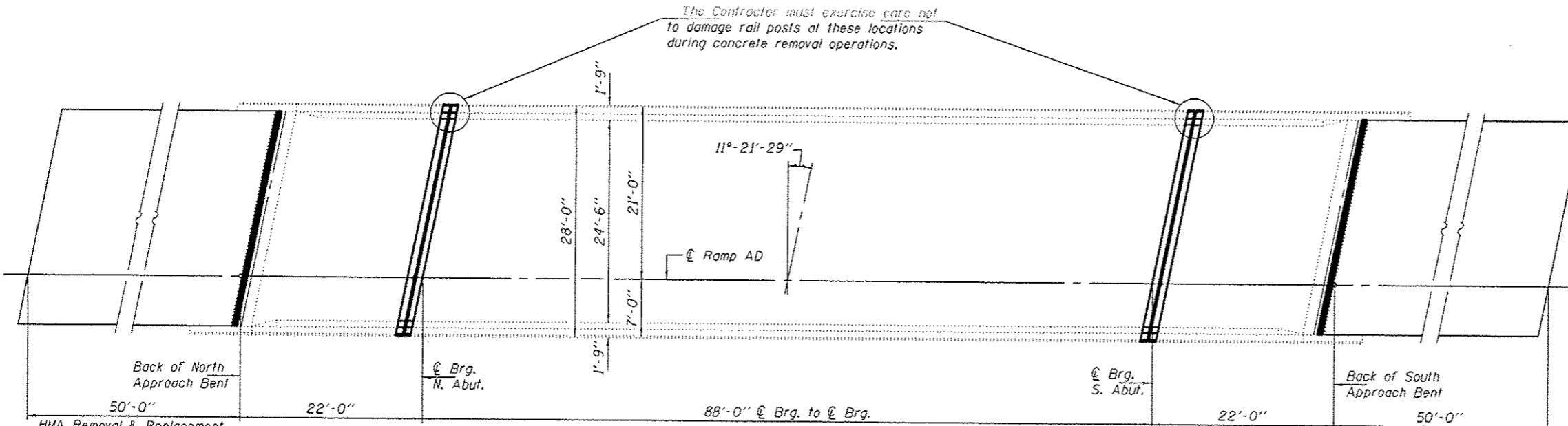
Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F. Work to be completed under road closure.



**ELEVATION**



The Contractor must exercise care not to damage rail posts at these locations during concrete removal operations.



**PLAN**

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	3.0
Concrete Superstructure	Cu. Yd.	3.0
Reinforcement Bars, Epoxy Coated	Pound	230
Preformed Joint Strip Seal	Foot	57
Polymerized Hot-Mix Asphalt Surface Course, Mix "D", M90	Tons	29.4
* Deck Slab Repair (Partial)	Sq. Ft.	330
* Deck Slab Repair (Full Depth, Type I)	Sq. Ft.	44
* Deck Slab Repair (Full Depth, Type II)	Sq. Ft.	66
Profile Diamond Grinding of Concrete Pavement	Sq. Yd.	266.7
Hot-Mix Asphalt Surface Removal (Deck)	Sq. Yd.	349.0
Waterproofing Membrane System, Special	Sq. Yd.	349.0
Silicone Joint Sealer	Foot	53
Polymer Concrete	Cu. Ft.	5.5

\* Quantities are estimated. Actual locations and sizes to be determined in the field, by the Engineer.



Expires: November 30, 2016

DESIGNED - *[Signature]*  
 CHECKED - *[Signature]*  
 DRAWN - Kyle M. Staffan  
 CHECKED - *[Signature]*

PASSED

*[Signature]*  
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - NOVEMBER 19, 2015

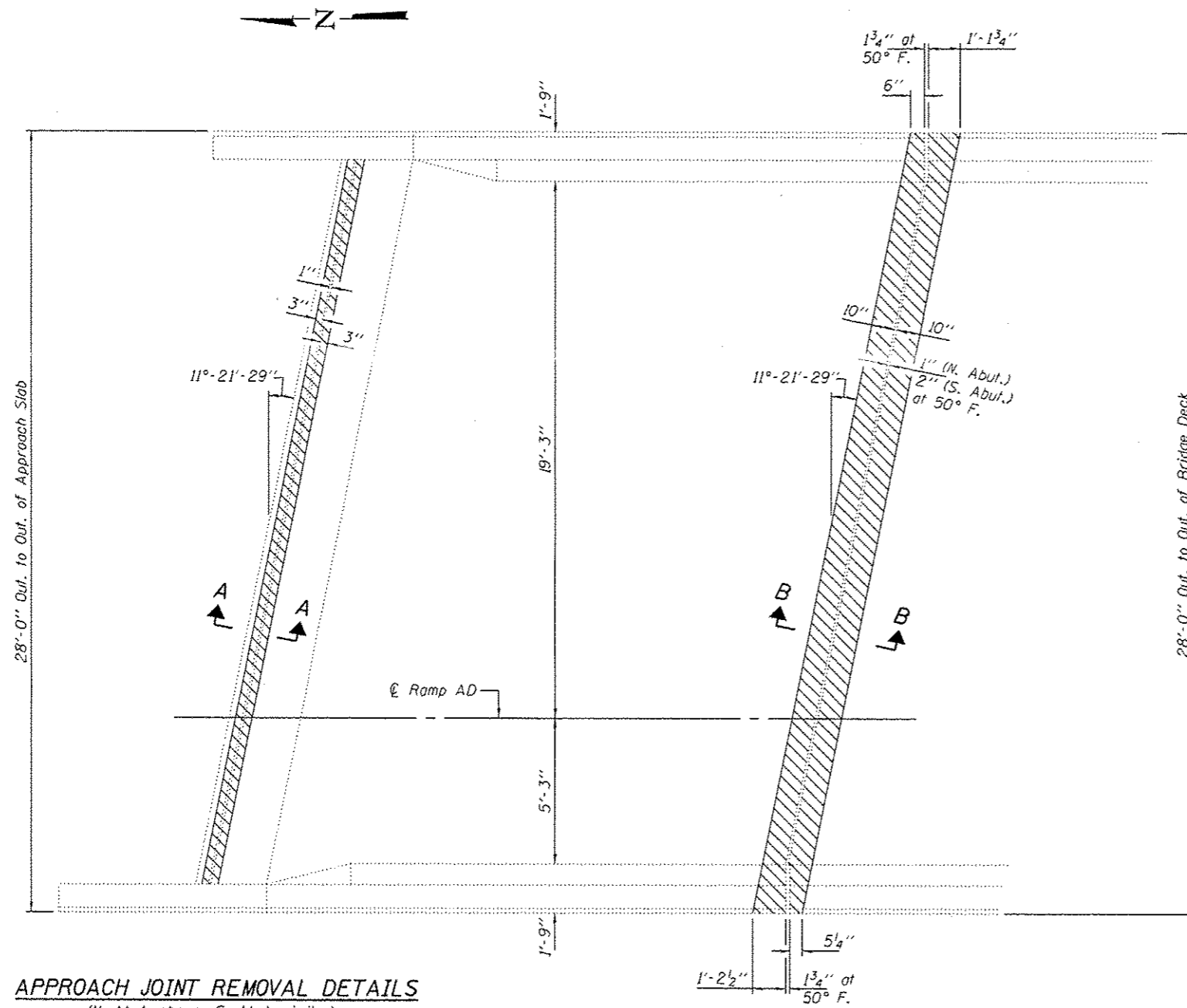
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION  
 F.A.I. ROUTE 39 RAMP OVER LINDEN ROAD  
 SN 101-0137

SHEET NO. 1 OF 4 SHEETS

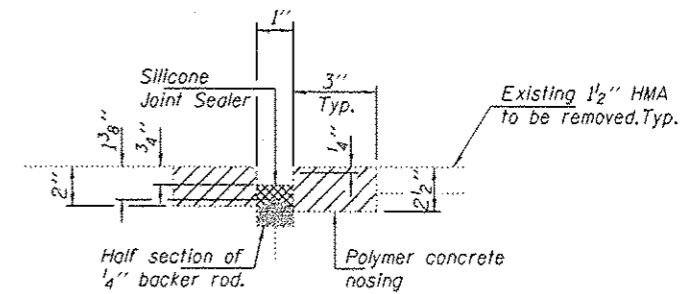
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	D2 BRIDGE REPAIR 2016-3	WINNEBAGO	25	13

CONTRACT NO. 64L07  
 ILLINOIS FED. AID PROJECT

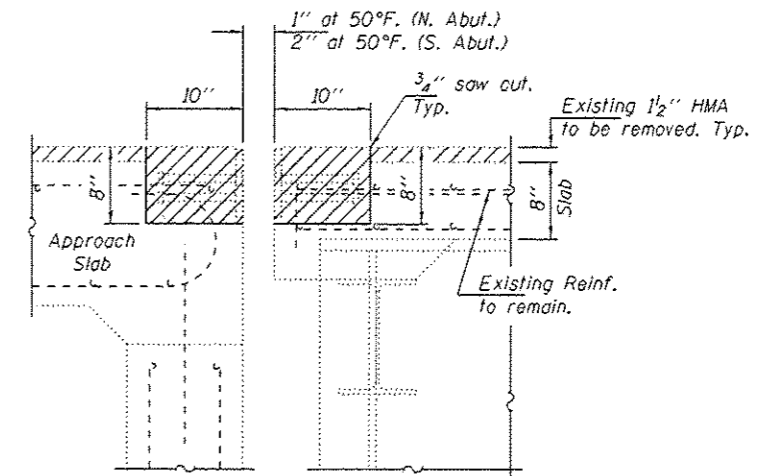


**APPROACH JOINT REMOVAL DETAILS**  
(N. Abut. shown; S. Abut. similar)

**BRIDGE JOINT REMOVAL DETAILS**  
(N. Abut. shown; S. Abut. similar except as noted.)




**SECTION A-A**  
Removal of Polymer Concrete  
Included with Concrete Removal.



**SECTION B-B**  
(Near Roadway)  
(Dims. at RT L's to end of deck)

Notes:  
Hatched areas indicate removal.  
For Bill of Material, see sheet 3 of 4.

DESIGNED - DAB
CHECKED - VHV
DRAWN - Kyle M. Steffen
CHECKED - DAB VHV

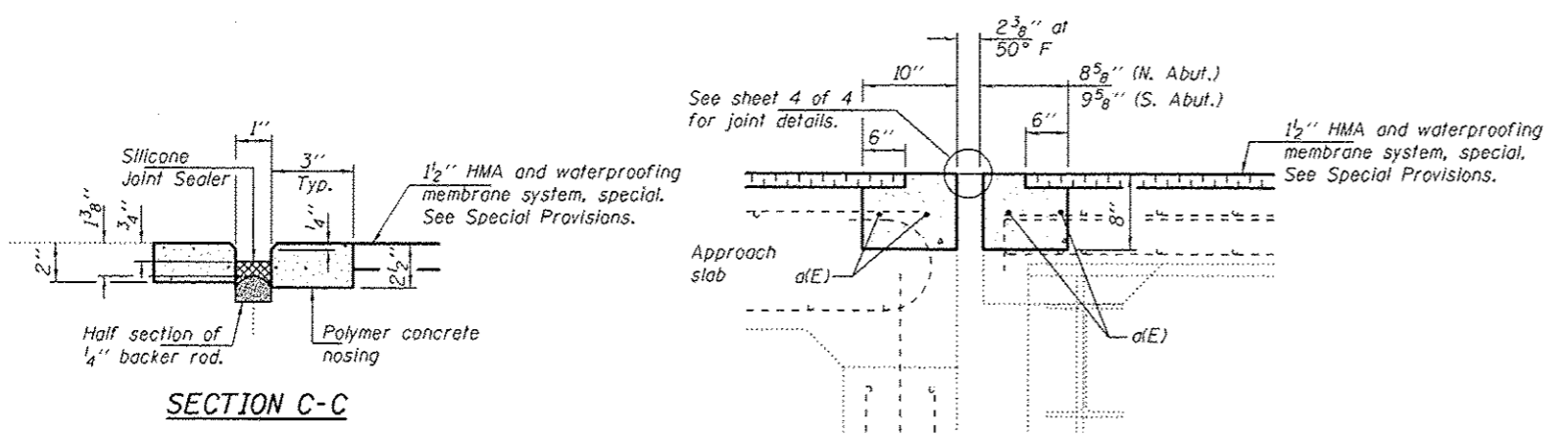
PASSED	DATE - NOVEMBER 19, 2015
 ACTING ENGINEER OF BRIDGES AND STRUCTURES	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

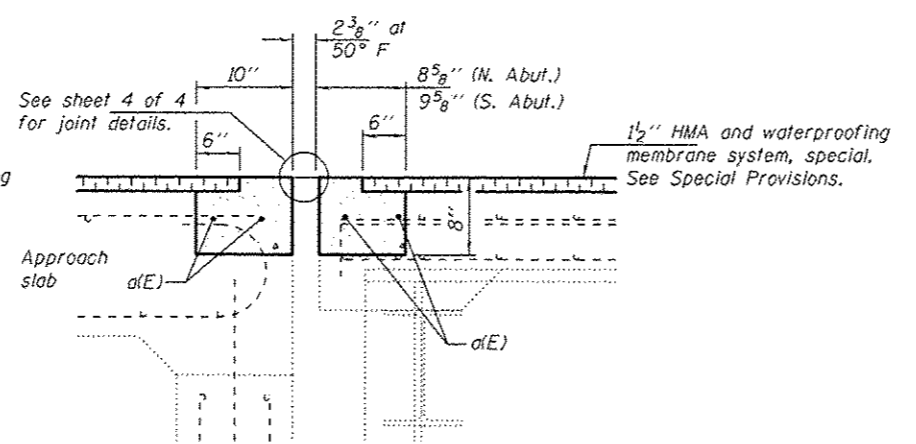
JOINT REMOVAL DETAILS  
SN 101-0137

SHEET NO. 2 OF 4 SHEETS

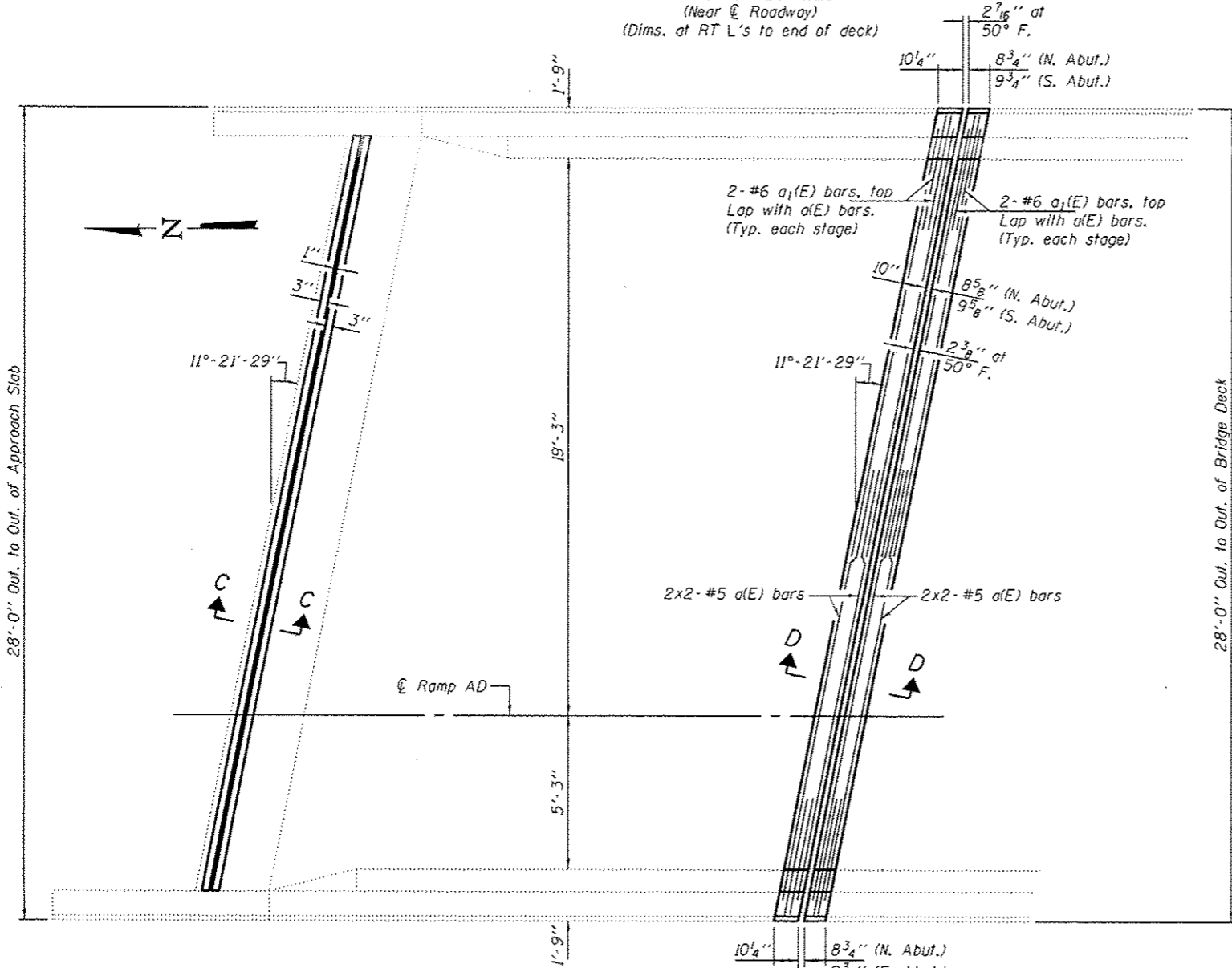
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	D2 BRIDGE REPAIR 2016-3	WINNEBAGO	25	14
CONTRACT NO. 64L07				
ILLINOIS FED. AID PROJECT				



**SECTION C-C**

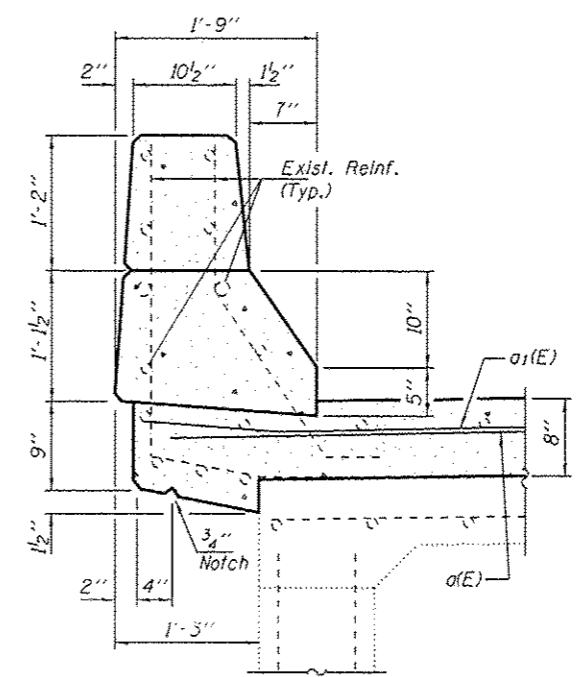


**SECTION D-D**  
(Near  $\bar{C}$  Roadway)  
(Dims. at RT L's to end of deck)

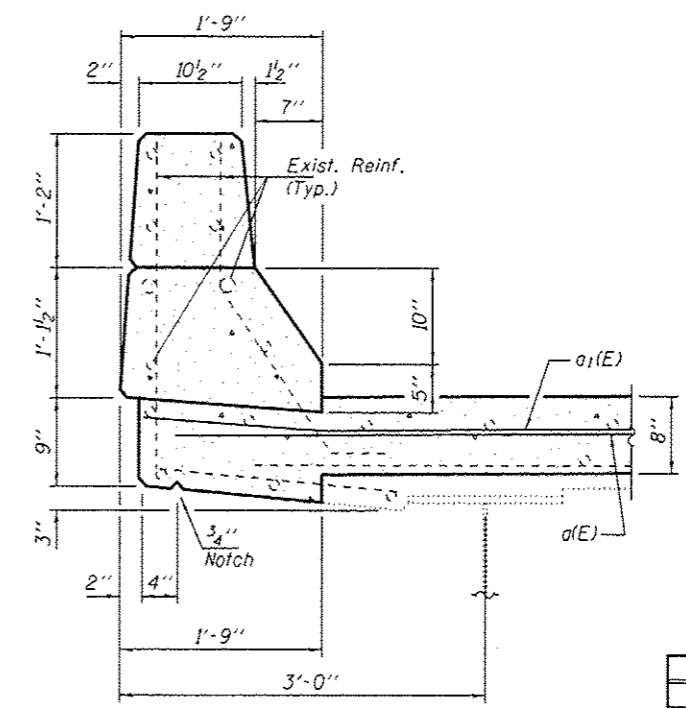


**APPROACH JOINT REPLACEMENT DETAILS**  
(N. Abut. shown; S. Abut. similar)

**BRIDGE JOINT REPLACEMENT DETAILS**  
(N. Abut. shown; S. Abut. similar except as noted.)



**SECTION THRU APPROACH PARAPETS**



**SECTION THRU BRIDGE PARAPETS**

**BILL OF MATERIAL (BOTH ABUTMENTS)**

Bar	No.	Size	Length	Shape
a(E)	8	#5	15'-6"	—
a1(E)	16	#6	4'-0"	—
Concrete Removal			Cu. Yd.	3
Concrete Superstructure			Cu. Yd.	3
Reinforcement Bars, Epoxy Coated			Pound	230

DESIGNED - DAB  
CHECKED - VHV  
DRAWN - Kyle M. Steffen  
CHECKED - DAB VHV

PASSED  
*Carl Perry*  
ACTING ENGINEER OF BRIDGES AND STRUCTURES

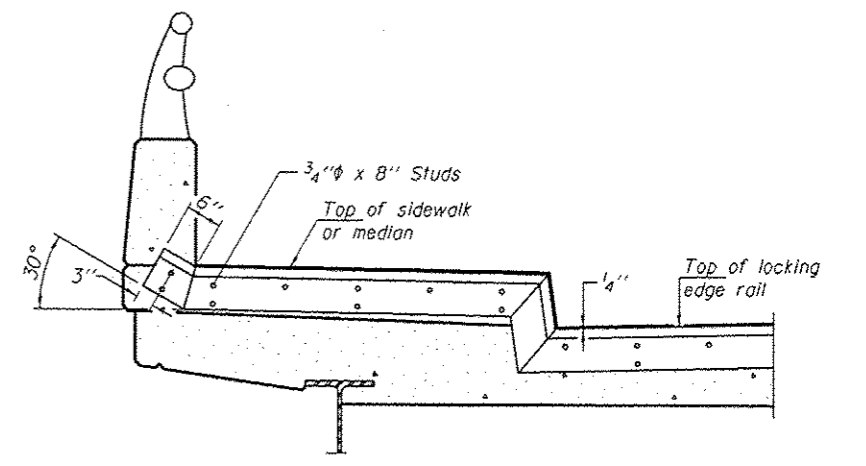
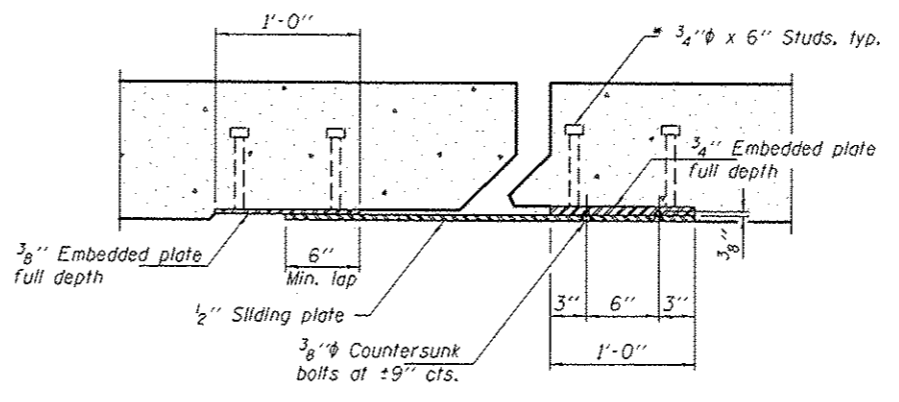
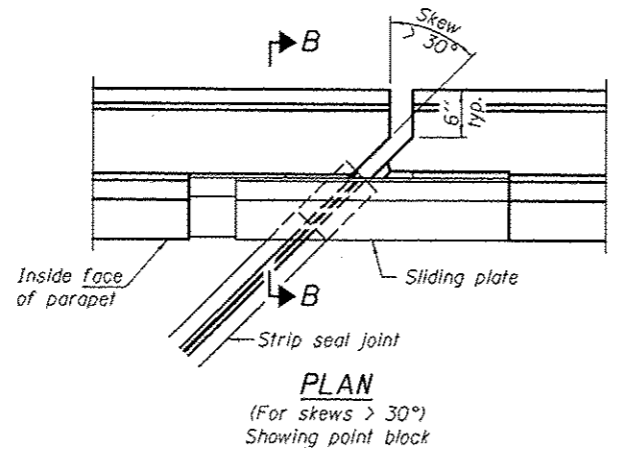
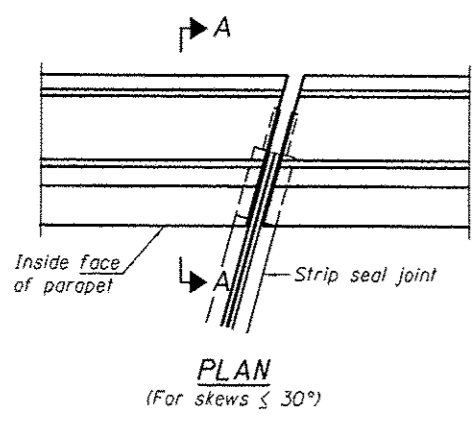
DATE - NOVEMBER 19, 2015

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

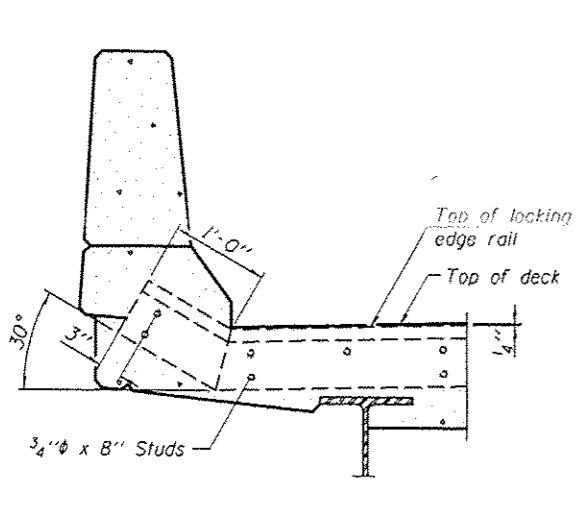
JOINT REPLACEMENT DETAILS  
SN 101-0137

SHEET NO. 3 OF 4 SHEETS

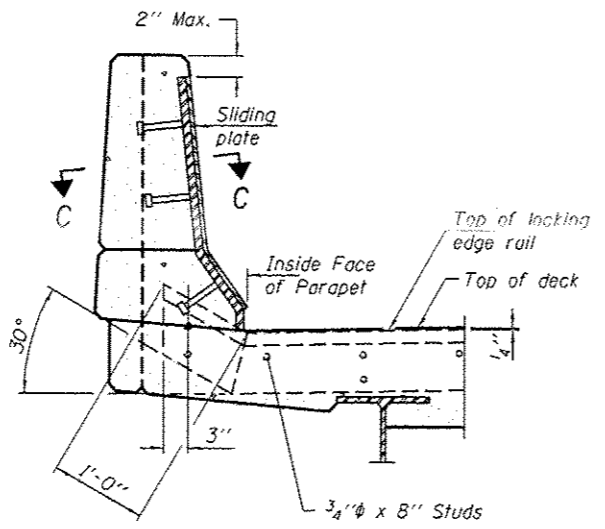
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	02 BRIDGE REPAIR 2016-3	WINNEBAGO	25	15
				CONTRACT NO. 64L07
ILLINOIS FED. AID PROJECT				



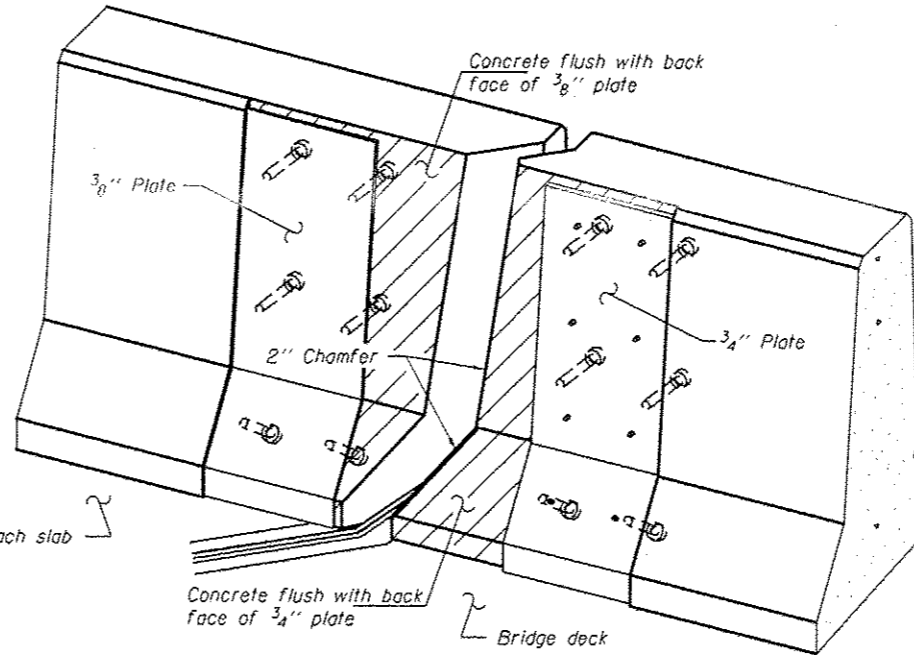
**TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN**  
 Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



**SECTION A-A**



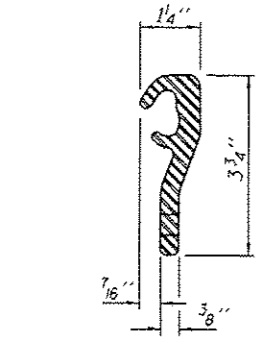
**SECTION B-B**



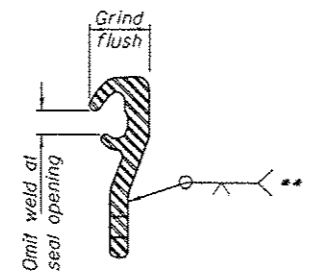
**TRIMETRIC VIEW (Showing back plates only)**

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

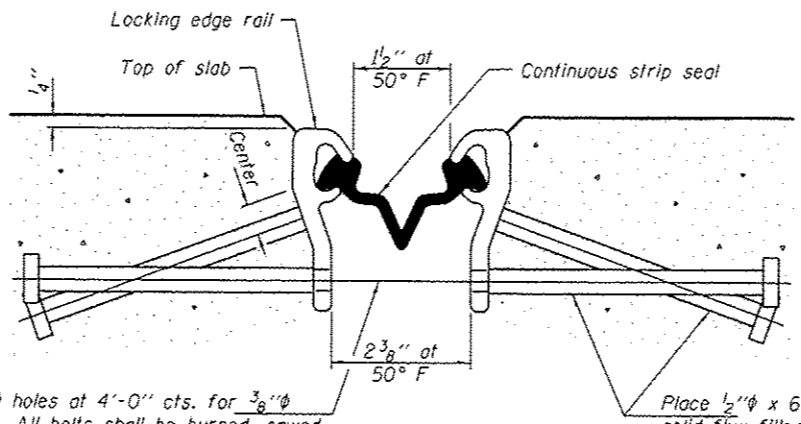
**Notes:**  
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.  
 The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.  
 The inside of the Locking Edge Rail groove shall be free of weld residue. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.  
 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.  
 Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.  
 The manufacturer's recommended installation methods shall be followed.



**LOCKING EDGE RAIL**



**LOCKING EDGE RAIL SPLICE**



**SECTION THRU STRIP SEAL JOINT**

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

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

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

**BILL OF MATERIAL**

Item	Unit	Total
Preformed Joint Strip Seal	Foot	57



**GENERAL NOTES**

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

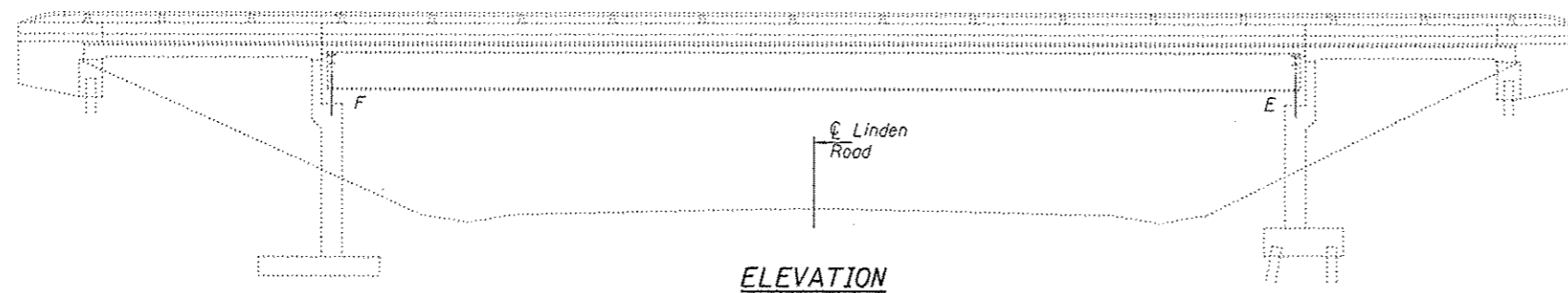
Reinforcement bars designated (E) shall be epoxy coated.

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.

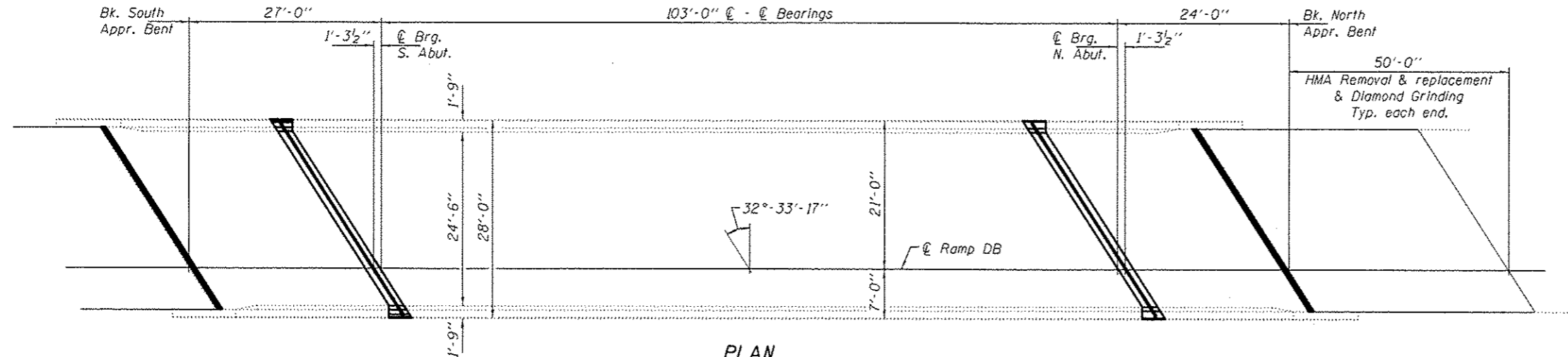
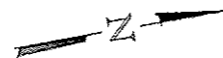
Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

The new deck surface area shall have its final finish lined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructure.

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. Work to be completed under road closure.



**ELEVATION**



**PLAN**

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	4.0
Concrete Superstructure	Cu. Yd.	4.0
Reinforcement Bars, Epoxy Coated	Pound	240
Preformed Joint Strip Seal	Foot	61
Polymerized Hot-Mix Asphalt Surface Course, Mix "D", N90	Tons	53
* Deck Slab Repair (Partial)	Sq. Ft.	387
* Deck Slab Repair (Full Depth, Type I)	Sq. Ft.	52
* Deck Slab Repair (Full Depth, Type II)	Sq. Ft.	77
Profile Diamond Grinding of Concrete Pavement	Sq. Yd.	267
Hot-Mix Asphalt Surface Removal (Deck)	Sq. Yd.	403.4
Waterproofing Membrane System, Special	Sq. Yd.	403.4
Silicone Joint Sealer	Foot	61
Polymer Concrete	Cu. Ft.	6.0

\* Quantities are estimated. Actual locations and sizes to be determined in the field, by the Engineer.



EXPIRES 11-30-2016

DESIGNED *David Carl Puzey*  
 CHECKED *V. J. Volz*  
 DRAWN *balva*  
 CHECKED *DRP*

PASSED *David Carl Puzey*  
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE NOVEMBER 19, 2015  
 REVISED \_\_\_\_\_  
 REVISED \_\_\_\_\_

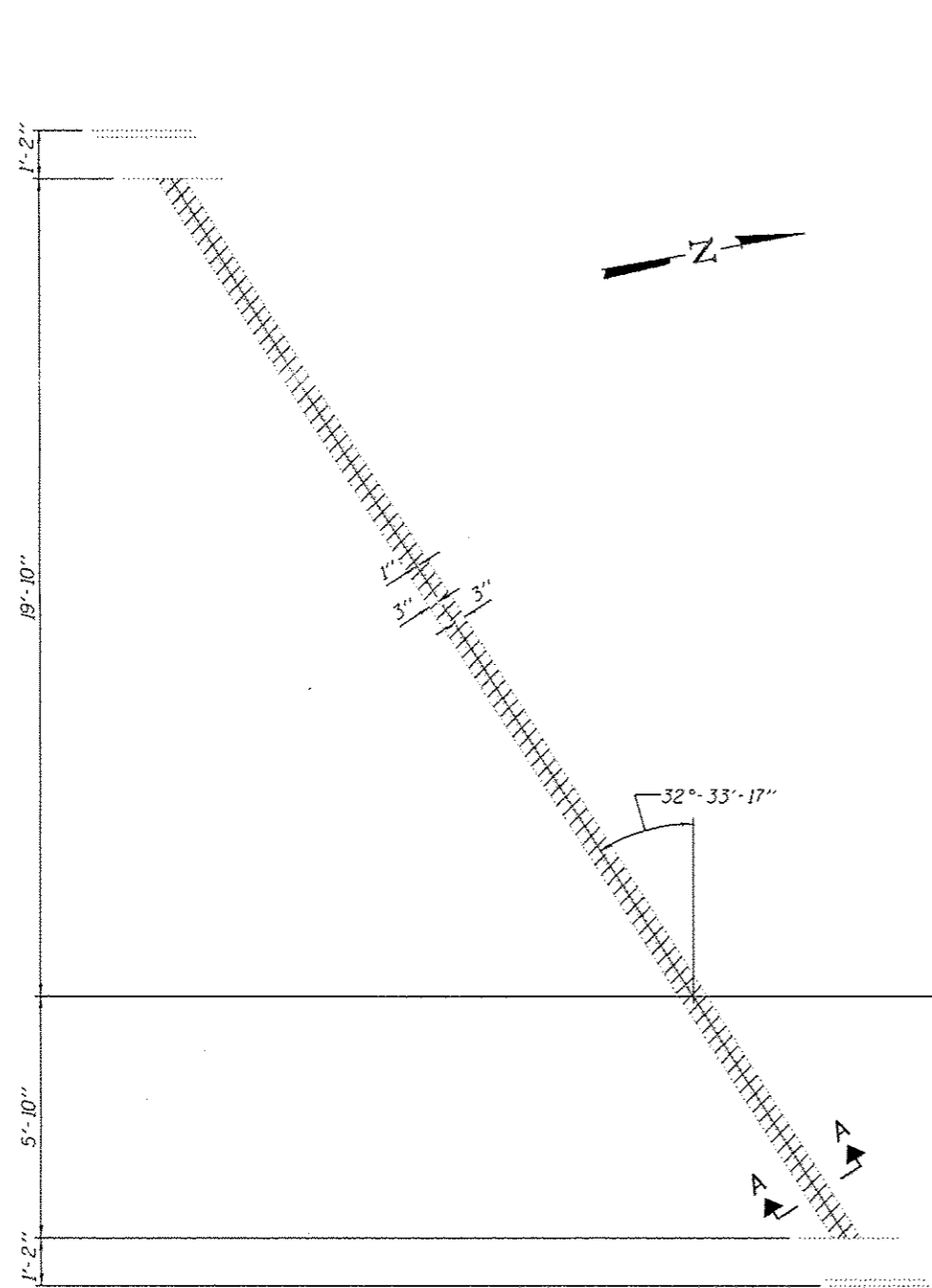
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PLAN AND ELEVATION  
 FAI 39 (RAMP DB) OVER LINDEN ROAD  
 SN 101-0140

SHEET NO. 1 OF 4 SHEETS

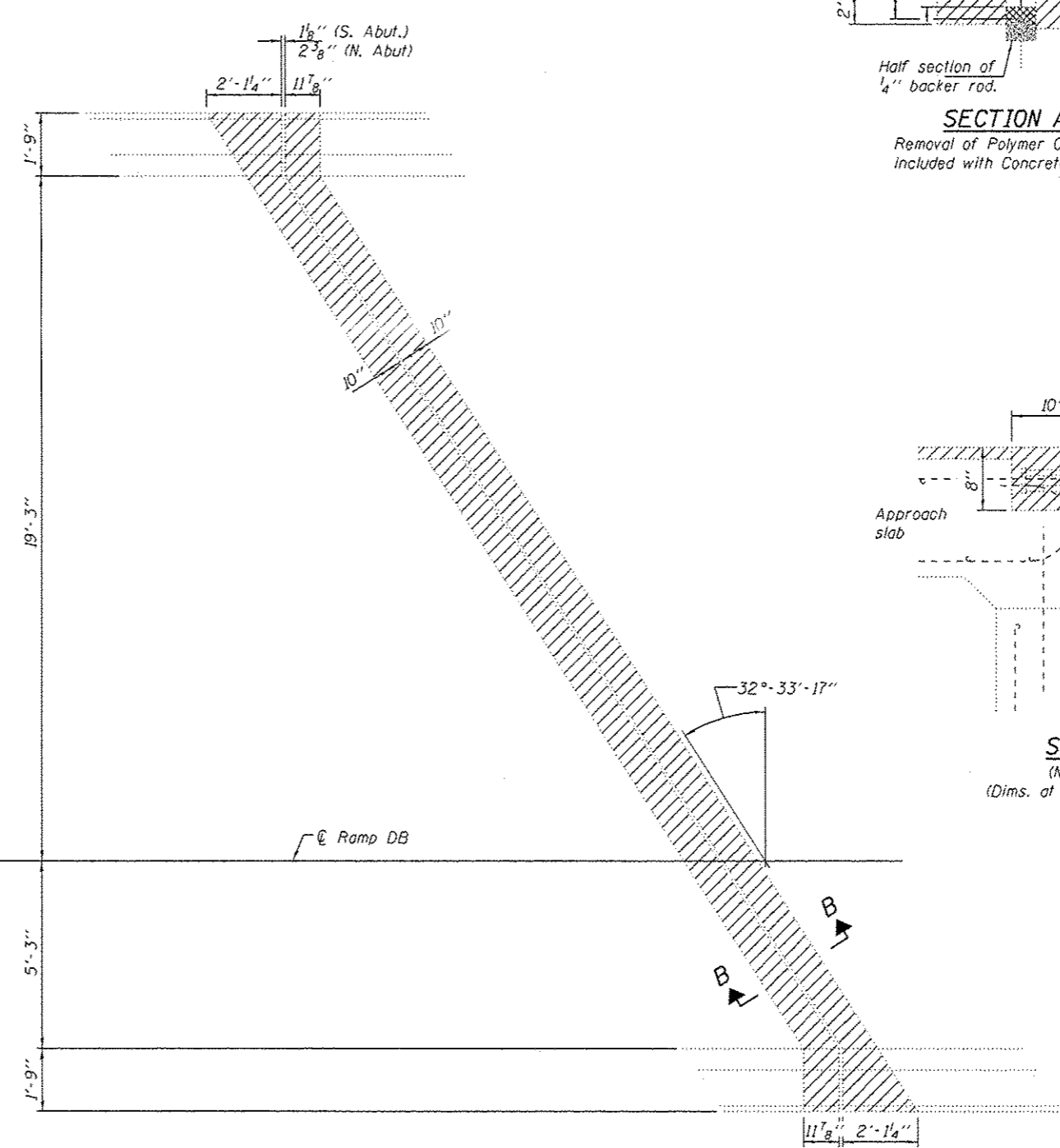
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	02 BRIDGE REPAIR 2016-3	WINNEBAGO	25	17

CONTRACT NO. 64L07  
 ILLINOIS FED. AID PROJECT



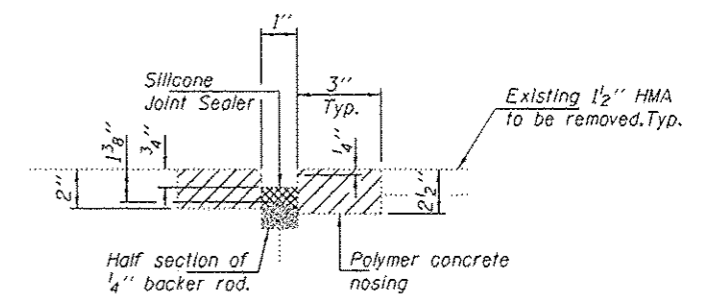
**APPROACH JOINT REMOVAL DETAILS**

(S. Abut. shown  
N. Abut. similar)



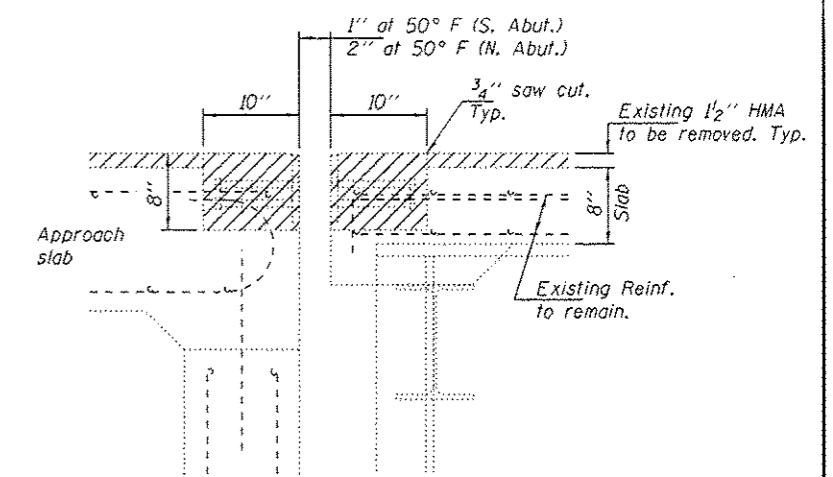
**BRIDGE JOINT REMOVAL DETAILS**

(S. Abut. shown, N. Abut. similar  
except as noted.)



**SECTION A-A**

Removal of Polymer Concrete is  
Included with Concrete Removal.



**SECTION B-B**

(Near  $\odot$  Roadway)  
(Dims. at RT L's to end of deck)

Notes:  
Hatched areas indicate removal.  
For Bill of Material, see sheet 3 of 4.

DESIGNED *DAB*  
CHECKED *VHV*  
DRAWN *balva*  
CHECKED *DAB VHV*

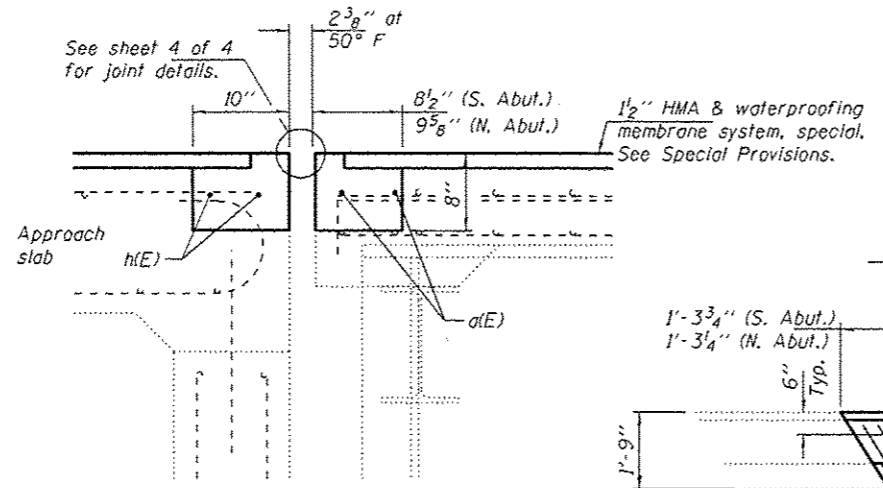
DATE NOVEMBER 19, 2015  
PASSED *[Signature]*  
ACTING ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

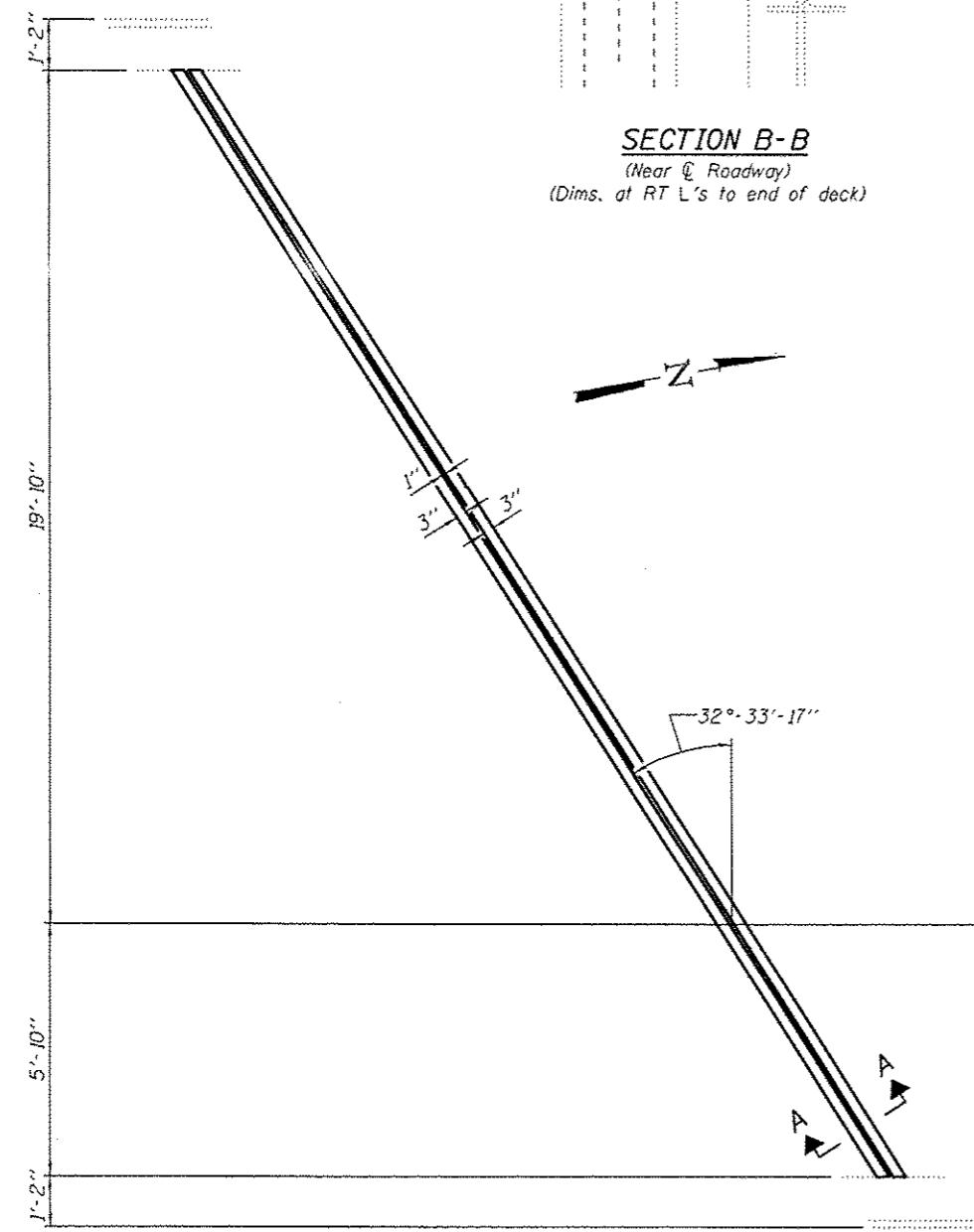
REMOVAL DETAILS  
SN 101-0140

SHEET NO. 2 OF 4 SHEETS

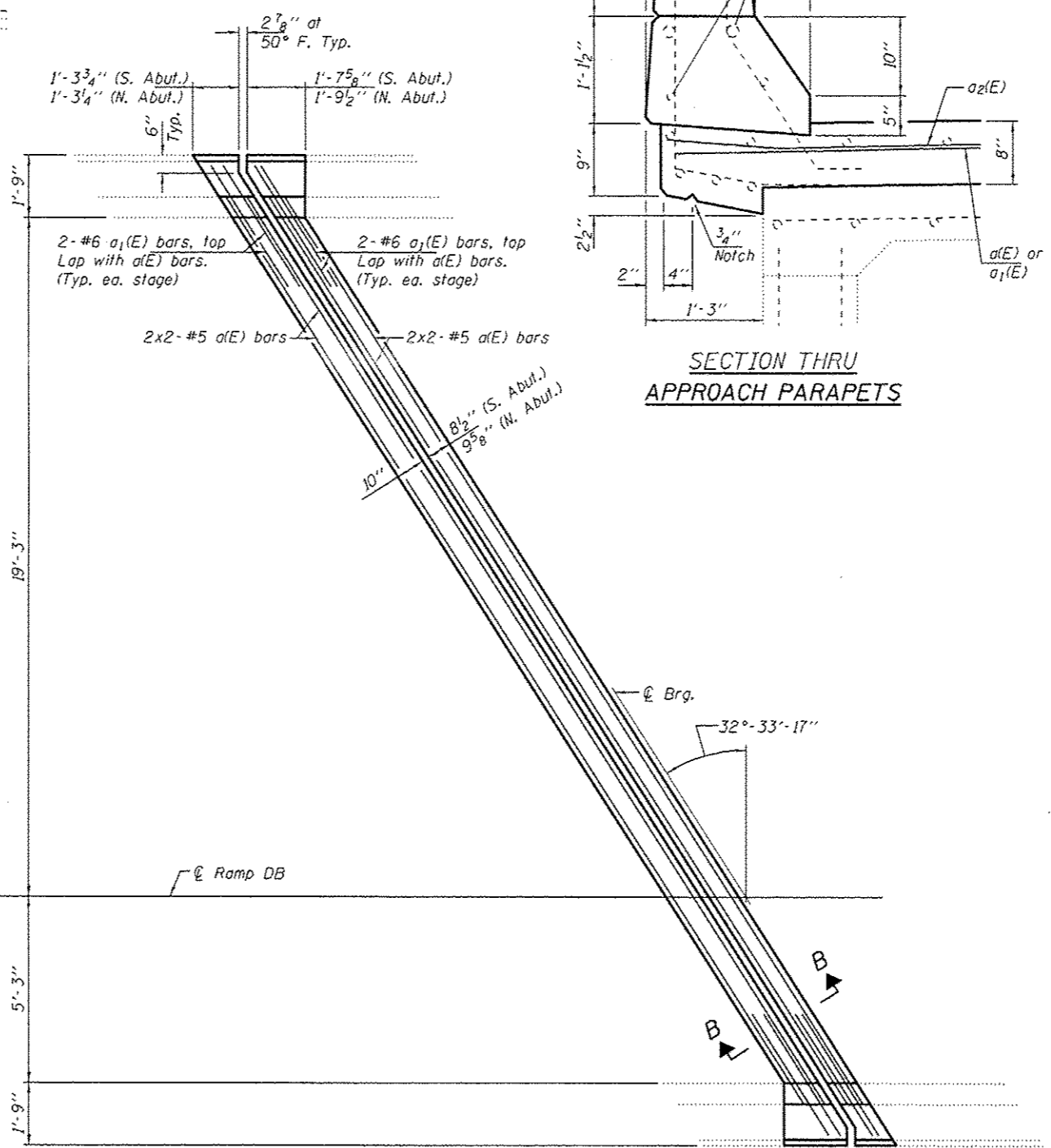
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	D2 BRIDGE REPAIR 2016-3	WINNEBAGO	25	18
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64L07	



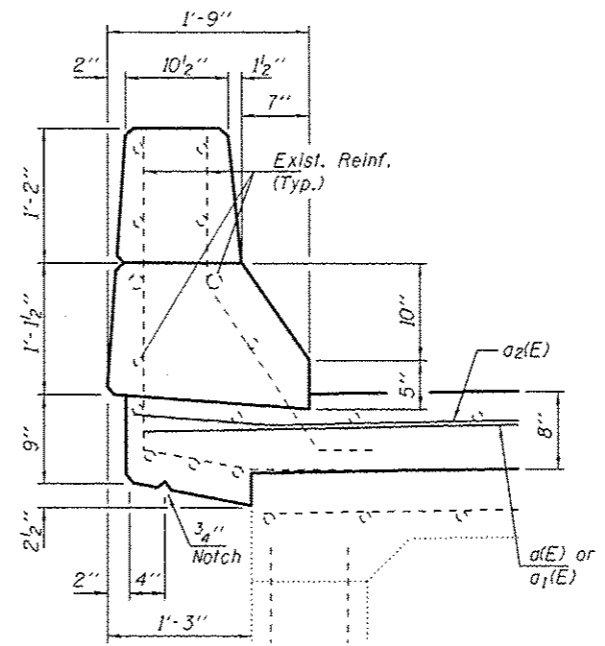
**SECTION B-B**  
(Near Center Roadway)  
(Dims. at RT L's to end of deck)



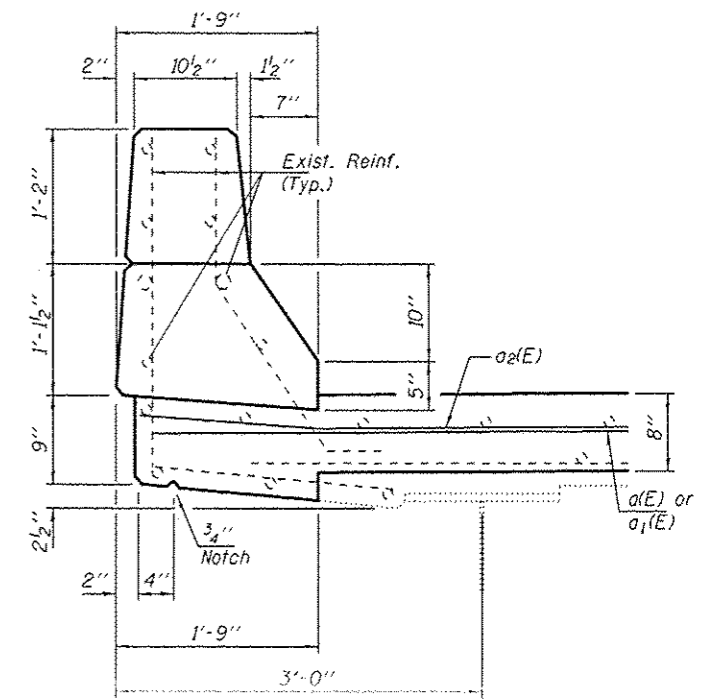
**APPROACH JOINT REPLACEMENT DETAILS**  
(S. Abut. shown  
N. Abut. similar)



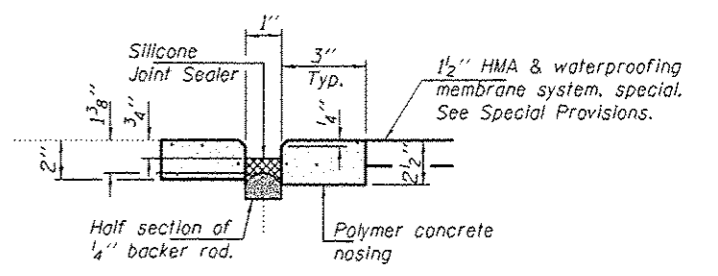
**BRIDGE JOINT REPLACEMENT DETAILS**  
(S. Abut. shown N. Abut. similar  
except as noted.)



**SECTION THRU  
APPROACH PARAPETS**



**SECTION THRU  
BRIDGE PARAPETS**



**SECTION A-A**

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	8	#5	17'-9"	—
a1(E)	16	#6	4'-0"	—
Concrete Removal			Cu. Yd.	4.0
Concrete Superstructure			Cu. Yd.	4.0
Reinforcement Bars, Epoxy Coated			Pound	240

DESIGNED *DAB*  
CHECKED *VHV*  
DRAWN *baliva*  
CHECKED *DAB VHV*

PASSED  
*Carl Perry*  
ACTING ENGINEER OF BRIDGES AND STRUCTURES

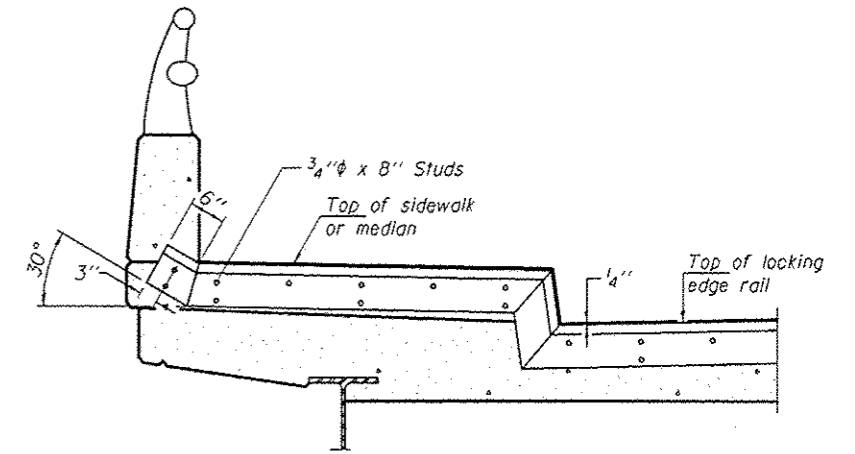
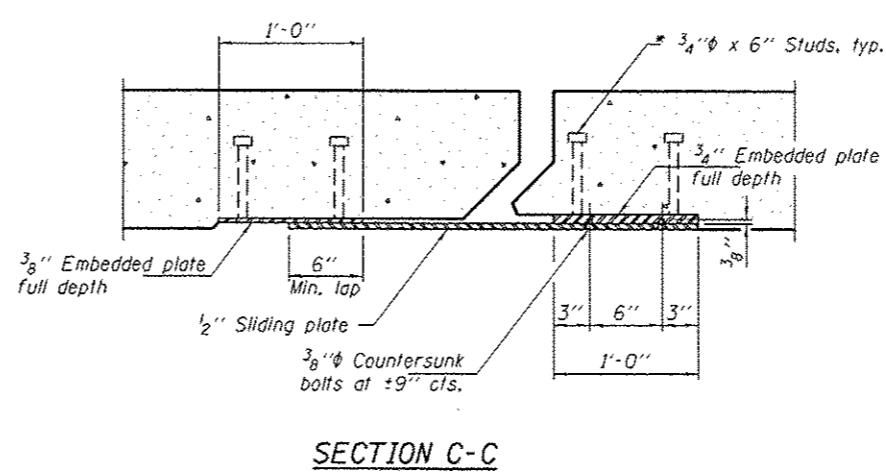
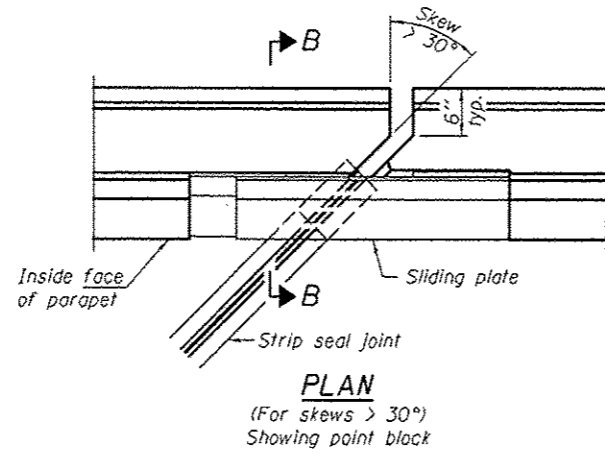
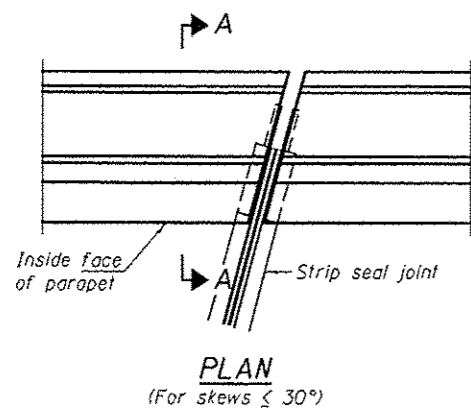
DATE *NOVEMBER 19, 2015*  
REVISED  
REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

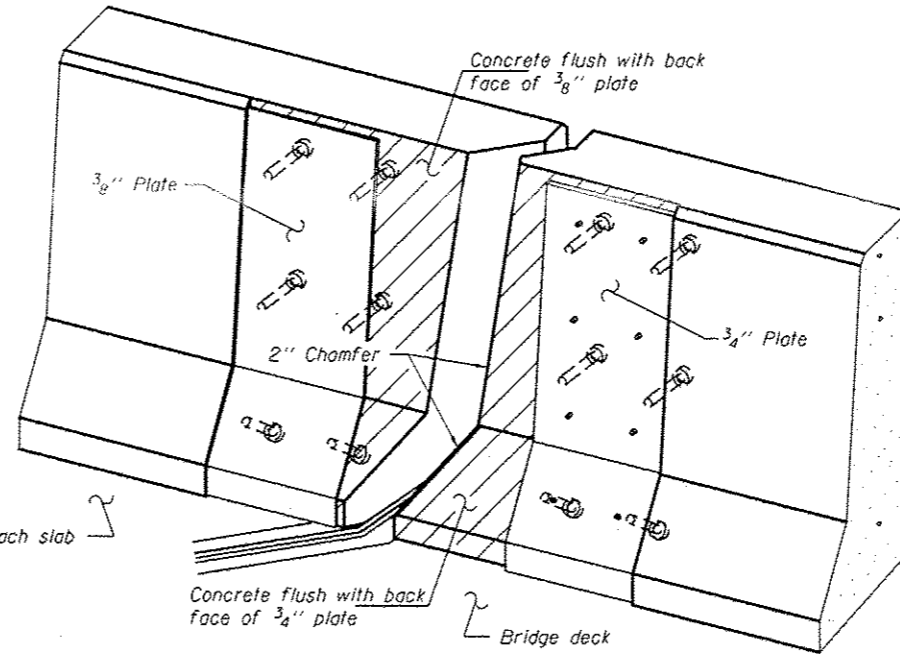
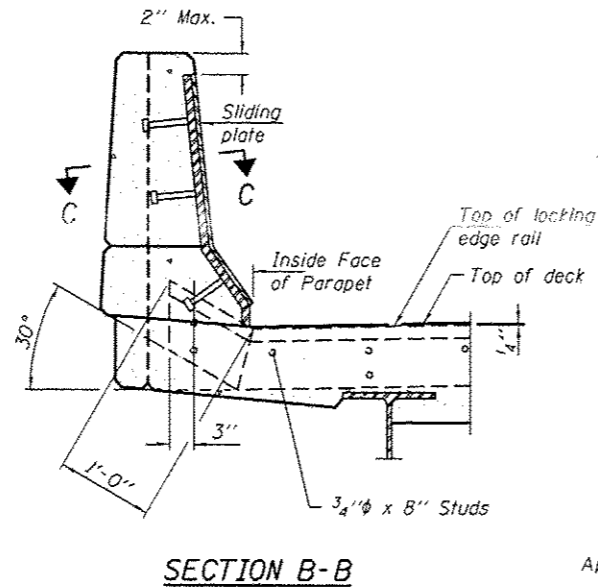
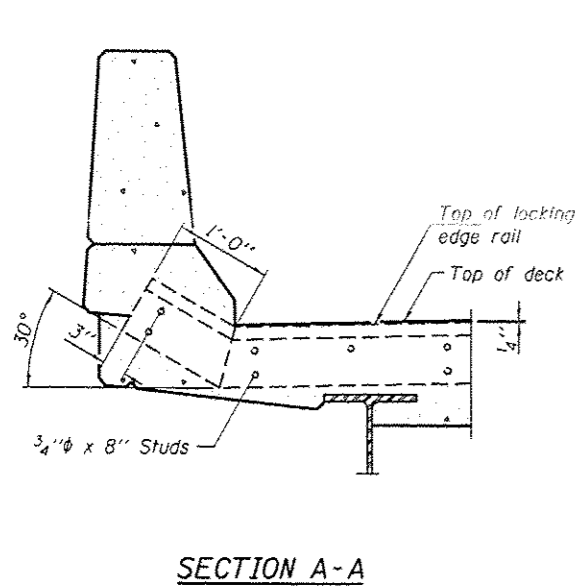
REPLACEMENT DETAILS  
SN 101-0140

SHEET NO. 3 OF 4 SHEETS

F. & J. RTE. 39 SECTION 02 BRIDGE REPAIR 2016-5 COUNTY WINNEBAGO TOTAL SHEETS 26 SHEET NO. 19 CONTRACT NO. 64L07 ILLINOIS FED. AID PROJECT



**TYPICAL END TREATMENT 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.

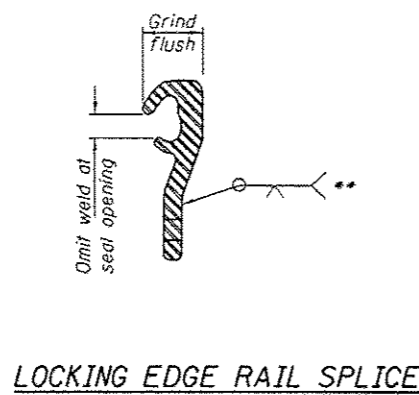
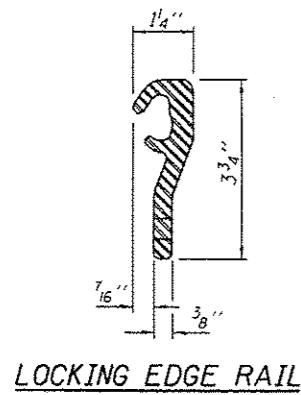


\* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

SECTION A-A

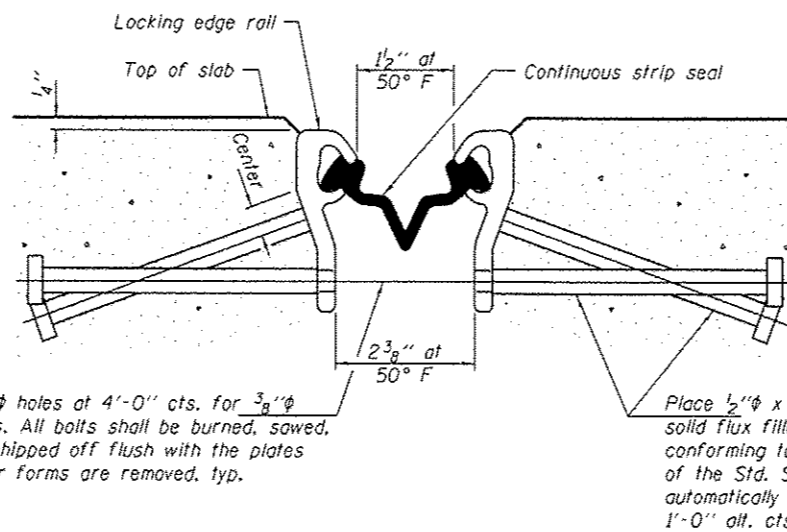
SECTION B-B

TRIMETRIC VIEW (Showing back plates only)



LOCKING EDGE RAIL

LOCKING EDGE RAIL SPLICE



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

Place 1/2" \phi x 6" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded at 1'-0" alt. cts.

SECTION THRU STRIP SEAL JOINT

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.
- The height and thickness of the Locking Edge Rails shown are minimum dimensions. 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.
- The inside of the Locking Edge Rail groove shall be free of weld residue. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.
- 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.
- Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.
- The manufacturer's recommended installation methods shall be followed.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	61

DESIGNED DAB  
 CHECKED VHV  
 DRAWN baliva  
 CHECKED DAB VHV

PASSED

*Carl Perry*  
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE NOVEMBER 19, 2015  
 REVISED  
 REVISED

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL  
 SN 101-0140

SHEET NO. 4 OF 4 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	02 BRIDGE REPAIR 2016-3	WINNEBAGO	25	30
CONTRACT NO. 64L07				

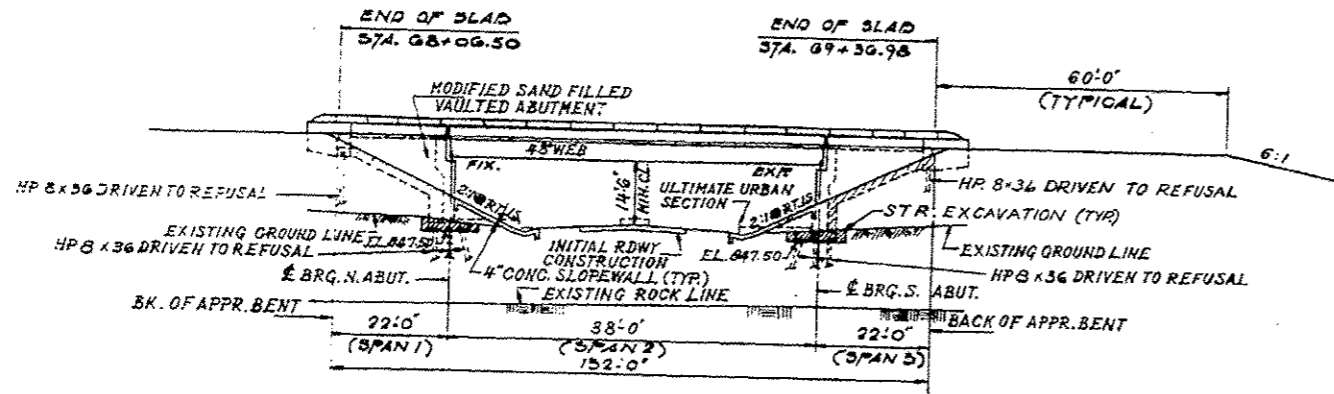
ILLINOIS FED. AID PROJECT

34'-0" TOP CONC. R.O.W. MARKER, NORTH SIDE  
LINDEN ROAD 170' EAST OF F.A. RTE. 412  
ELEV. +334.787

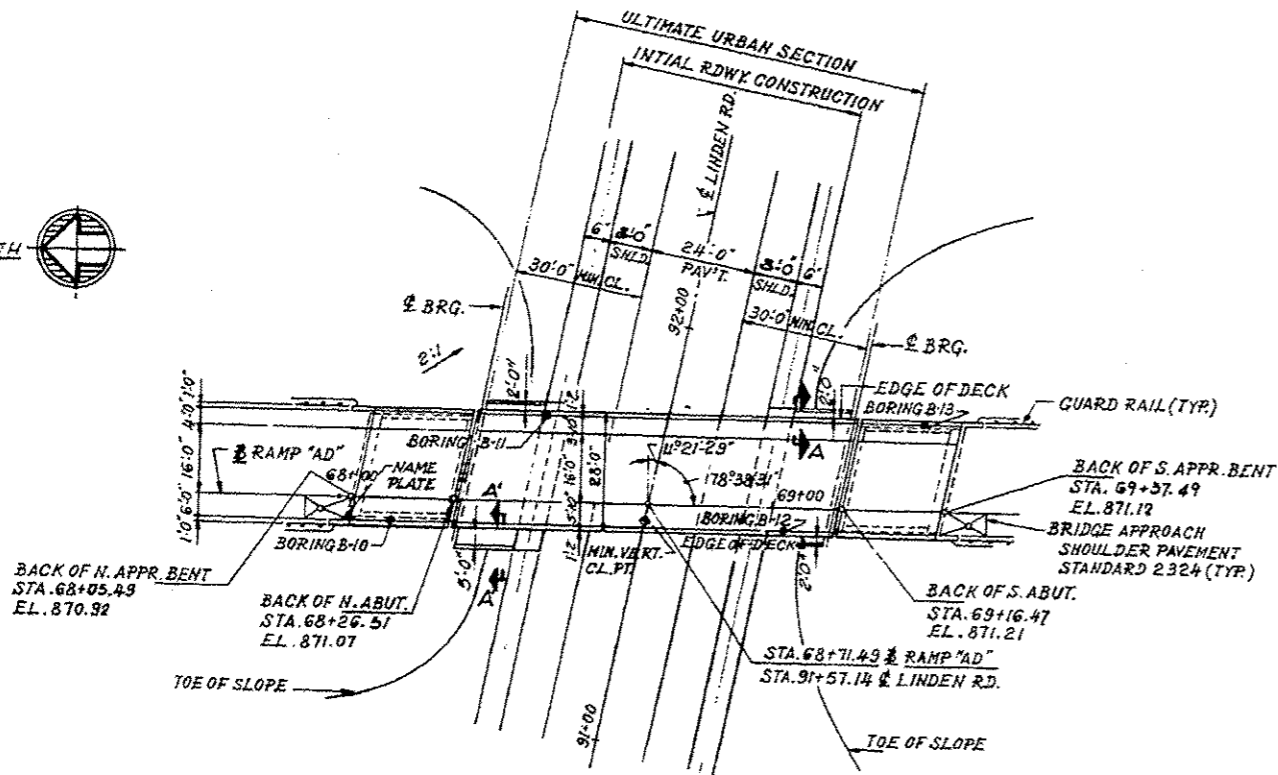
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3			
4			
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11			
12			

SHEET 1 OF 12

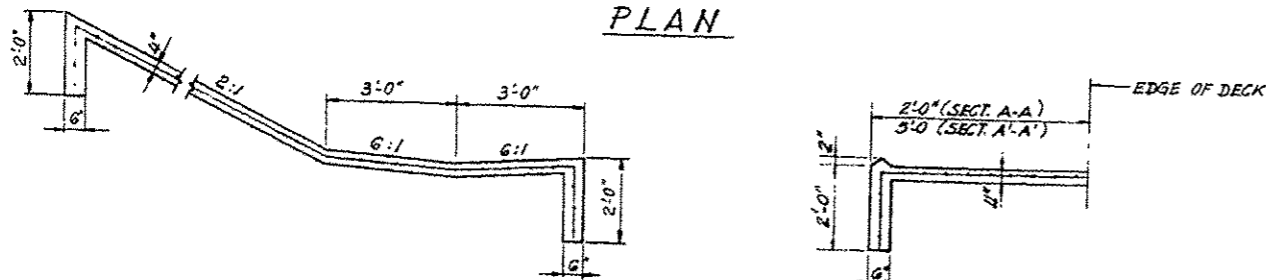
870  
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850  
840



ELEVATION  
SCALE 1"=20'-0"

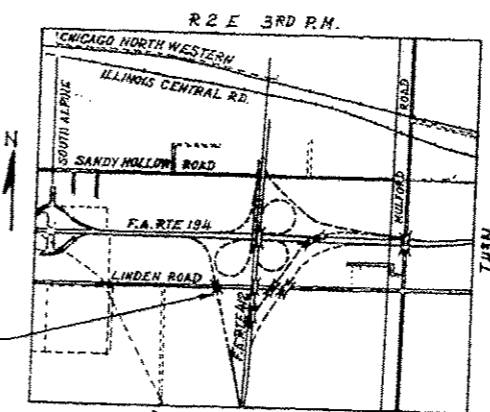
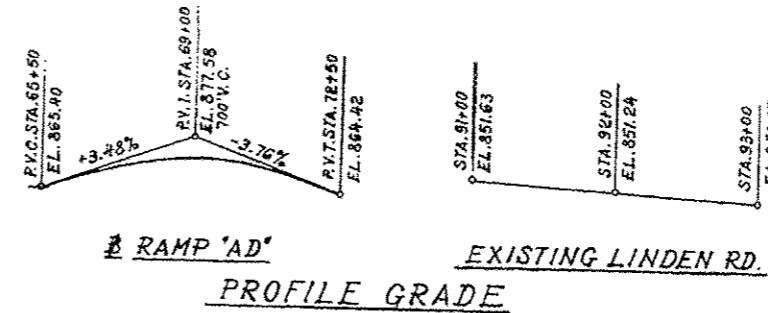


PLAN



SECT. THRU CONC. SLOPEWALL

SECTION A-A & A'-A'



- INDEX OF SHEETS
- 1 GENERAL PLAN AND ELEVATION
  - 2 GENERAL NOTES, QUANTITIES AND NAME PLATE
  - 3 DECK REINFORCEMENT PLAN - SPANS 1 & 3
  - 4 DECK REINFORCEMENT PLAN - SPAN 2
  - 5 DECK DETAILS - SPAN 2
  - 6 ALUMINUM HANDRAIL DETAILS
  - 7 TOP OF SLAB ELEVATIONS
  - 8 FRAMING PLAN
  - 9 STEEL DETAILS
  - 10 NORTH ABUTMENT
  - 11 SOUTH ABUTMENT
  - 12 ABUTMENT DETAILS

DESIGN LOAD  
L.L. = HS20-44  
FUTURE D.L. = 25 P.S.F.  
DESIGN STRESSES  
CONCRETE (CAST IN PLACE)  
f<sub>c</sub> = 3,500 P.S.I.  
f<sub>c</sub> = 1,400 P.S.I. (SUBSTRUCTURE, DECK SPANS 1 & 3)  
f<sub>c</sub> = 1,000 P.S.I. (WITH EARTH PRESSURE)  
v = 0.85 V<sub>c</sub> (FOOTINGS)  
n = 10  
REINFORCING STEEL  
f<sub>s</sub> = 20,000 P.S.I. (SUBSTRUCTURE, DECK SPANS 1 & 3)  
STRUCTURAL STEEL  
f<sub>s</sub> = 20,000 P.S.I. (NMS)  
MAX. L.L. DEFLECTION  
L/720 (TYPICAL)  
DESIGN SPECIFICATIONS  
AASHTO: TR-5 AND TRITRIMS  
AS APPLICABLE

SN 101-0137

GENERAL PLAN AND ELEVATION  
RAMP AD  
OVER LINDEN ROAD  
PROJECT  
SECTION 201-3MB-6  
WINNEBAGO COUNTY  
STATION 68+71.49

APPROVED

*[Signature]*

*[Signature]*

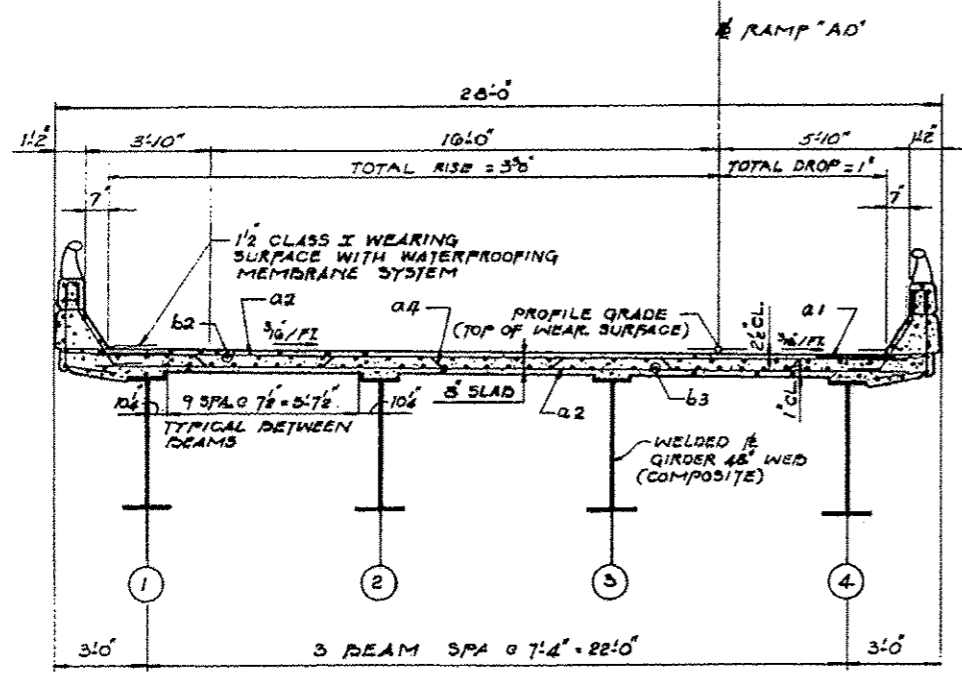
ALFRED BENESCH & COMPANY  
CONSULTING ENGINEERS  
233 N. MICHIGAN AVE., CHICAGO, ILLINOIS

FOR INFORMATION ONLY

REV. 10-1-79 2-D

DATE	BY	CHKD	APP'D

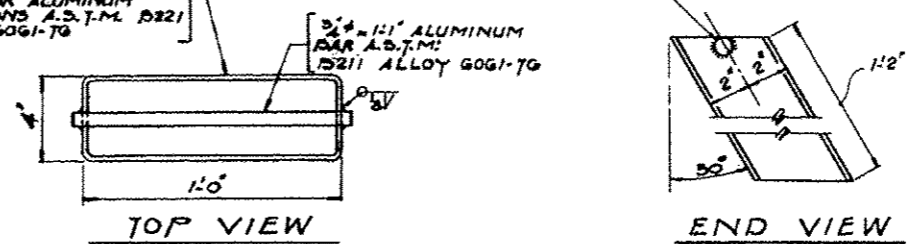
SHEET 2 OF 12



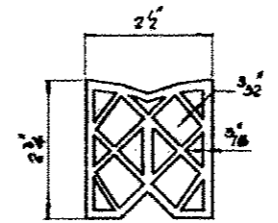
DECK CROSS SECTION  
(SPAN 2)

3/16 ALUMINUM SHEETS  
WELDED A.S.T.M. B209 ALLOY  
6061-T6 OR ALUMINUM  
EXTRUSIONS A.S.T.M. B221  
ALLOY 6061-T6

FILL SLOT WITH WELD

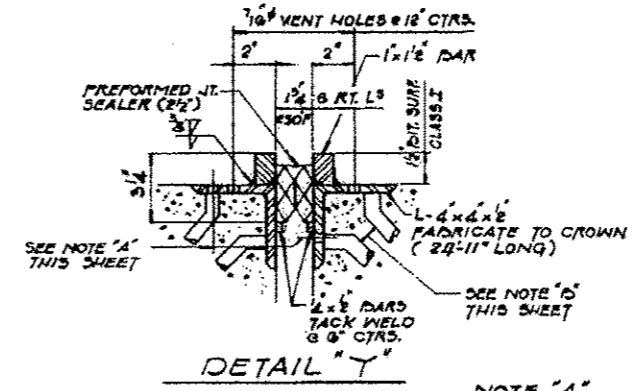


FLOOR DRAIN DETAILS  
COST TO BE INCIDENTAL TO CLASS X CONCRETE



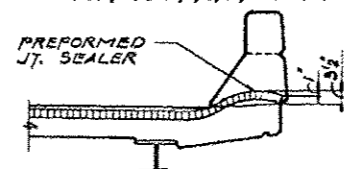
PREFORMED JT. SEALER (2'-2")

NOTE "A"  
3/4" x 8" CR 1020 STL. GRANULAR  
OR SOLID FLUX FILLED HEADED  
STUDS AUTOMATICALLY END  
WELDED. ALT. @ 12" CTRS.  
TOTAL REQ'D = 100

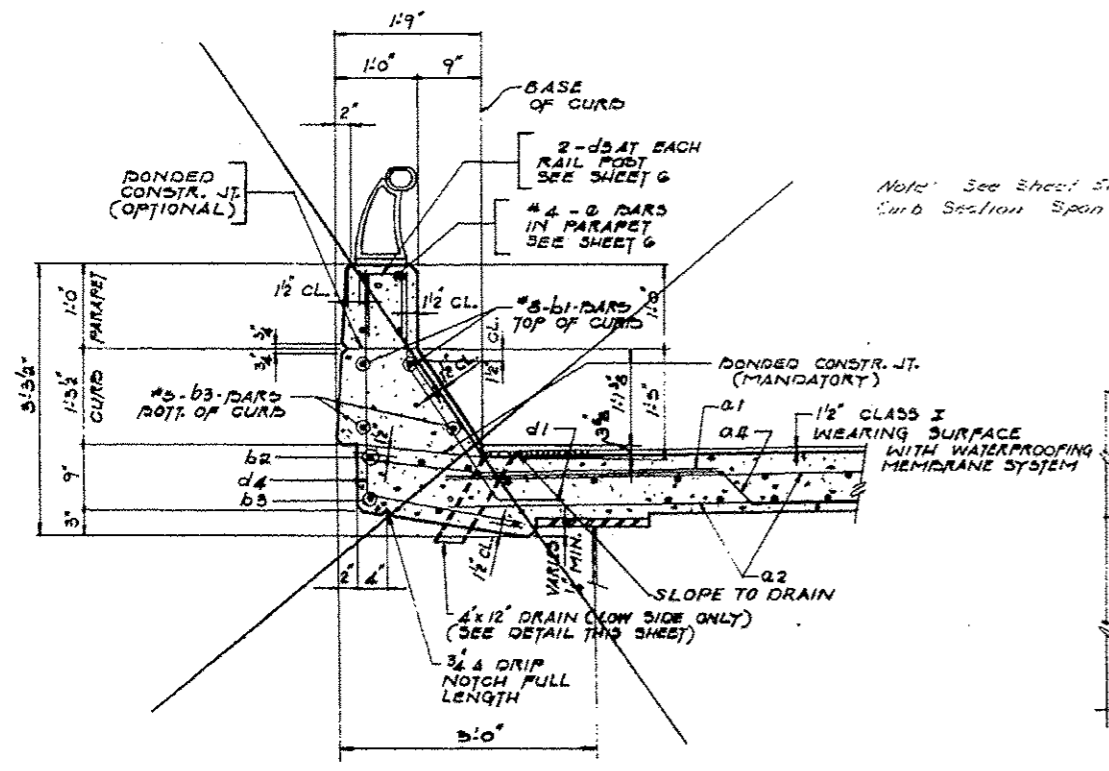


DETAIL "Y"

NOTE "A"  
7/16" HOLES AT 12" CTRS. FOR  
3/8" BOLTS SET ON 2" GAGE  
LINE. ALL BOLTS SHALL BE  
BURNED, SAWED OR CHIPPED  
OFF FLUSH WITH THE BACK OF  
ANGLES AFTER FORMS ARE REMOVED.

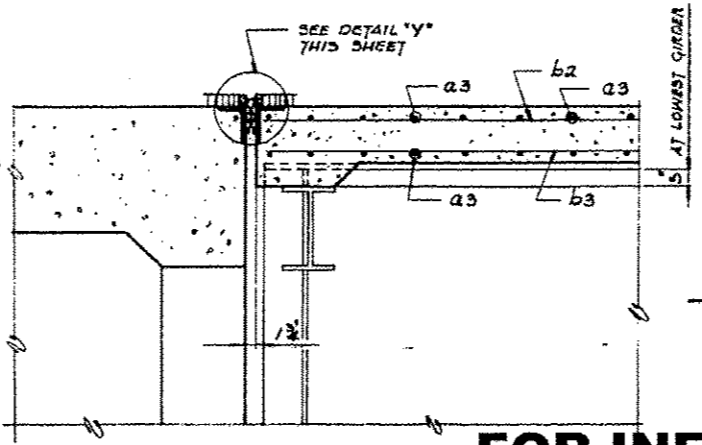


TYPICAL END OF SEALER TREATMENT



FASCIA CURB DETAIL

Note: See Sheet SA for Revised  
Curb Section Span 2



SECTION "A-A"

FOR INFORMATION ONLY

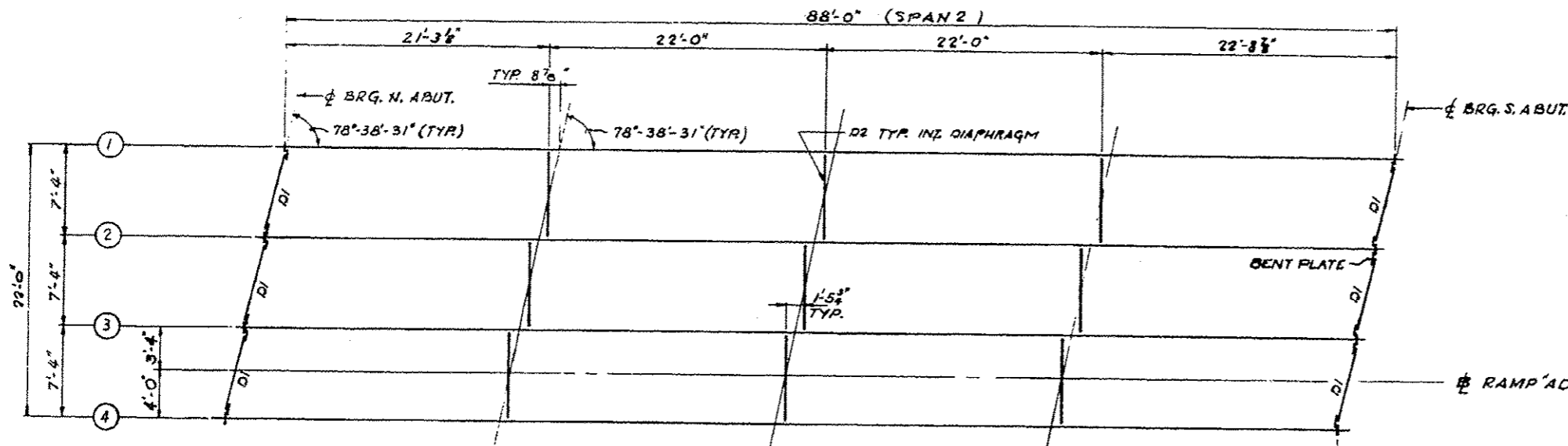
ALFRED BENECH & COMPANY  
CONSULTING ENGINEERS  
333 N. MICHIGAN ST. CHICAGO, ILLINOIS

SN 101-0137

DECK DETAILS - SPAN 2  
RAMP AD  
OVER LINCOLN ROAD  
PROJECT  
SECTION 201-202-3  
WINNEBAGO COUNTY  
STATION 98+73.49

DATE	BY	CHECK	SCALE
10/12	201-310-6	WINNEBAGO	3/8"
STA.	TO STA.		
101+00.00	101+71.48		

SHEET 8 OF 12

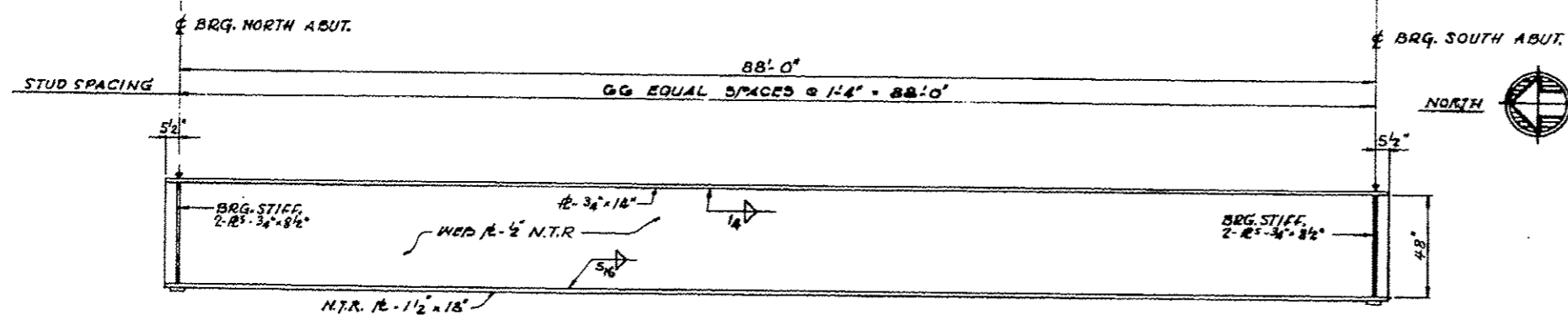


FRAMING PLAN

MOMENT TABLE  
SYMMETRICAL COMPOSITE SPAN

INTERIOR GIRDER MOMENT TABLE	
$I_s$ (in <sup>4</sup> )	24,629
$I_c$ (in <sup>4</sup> )	68,198
$S_s$ (in <sup>3</sup> )	1,310
$S_c$ (in <sup>3</sup> )	1,704
D.L. (K/ft)	0.983
MOL (K)	952
$f_s$ DL (KSI)	8.7
$S$ DL (K/ft)	0.474
$M$ DL (K)	459
$M$ LL (K)	877
$M$ IMP (K)	206
TOTAL (K)	1,542
$f$ LL (KSI)	10.4
$f$ TOTAL (KSI)	19.1
$V_R$ (K)	64.7

$I_s$  AND  $S_s$  ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE STEEL SECTION.  
 $I_c$  AND  $S_c$  ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE COMPOSITE SECTION USED IN COMPUTING  $f_s$ .  
 $V_R$  IS THE MAXIMUM LL IMPACT SHEAR RANGE IN SPAN.

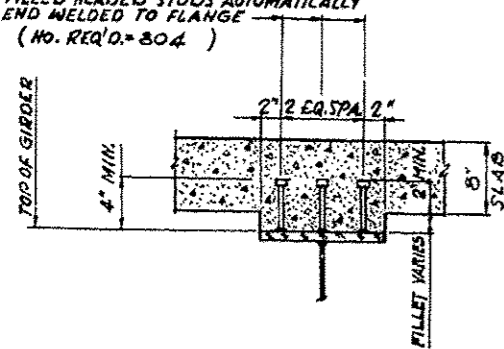


GIRDER ELEVATION

NOTE:

N.T.R. DESIGNATES MEMBERS SUBJECT TO THE SUPPLEMENTAL REQUIREMENTS FOR TOUGHNESS.

3/4" GRANULAR OR SOLID FLUX FILLED HEADED STUDS AUTOMATICALLY END WELDED TO FLANGE (NO. REQ'D. = 804)



SECTION A-A

TOP OF WEB ELEVATIONS (UNDEFLECTED GIRDERS-FOR FABRICATION ONLY)

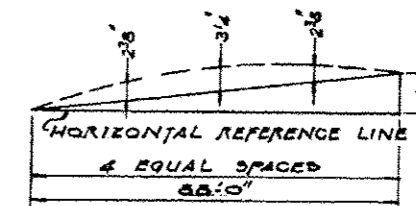
GIRDER LOCATION	1	2	3	4
BRG. N. ABUT.	870.408	870.285	870.162	870.038
BRG. S. ABUT.	870.912	870.402	870.292	870.182

REACTION TABLE

INTERIOR GIRDER REACTION TABLE	
	ABUT.
$R_{OL}$	04.2
$R_{LL}$	52.4
$R_{IMP}$	12.5
$R_{TOTAL}$	128.9*

FABRICATION DIMENSIONS

GIRDER	A
1	1/2"
2	1 3/8"
3	1 1/8"
4	1 1/2"



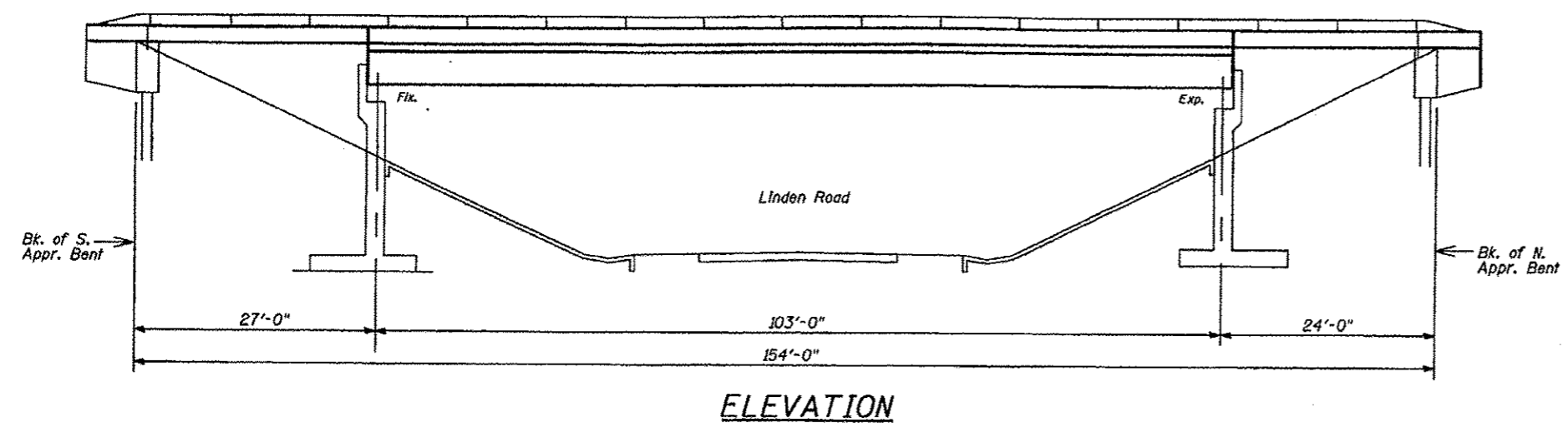
CAMBER DIAGRAM (ALL GIRDERS) SN 101-0137

FRAMING PLAN  
RAMP AD.  
OVER LINDEN ROAD  
PROJECT  
SECTION 201-310-6  
WINNEBAGO COUNTY  
STATION 88+71.48

ALFRED BENSCH & COMPANY  
CONSULTING ENGINEERS  
400 SO. WASHINGTON AVE., CHICAGO, ILLINOIS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	LENS	SHEET NO.	TOTAL SHEETS
39	201-3HB-1	Winnebago	1A	24	25



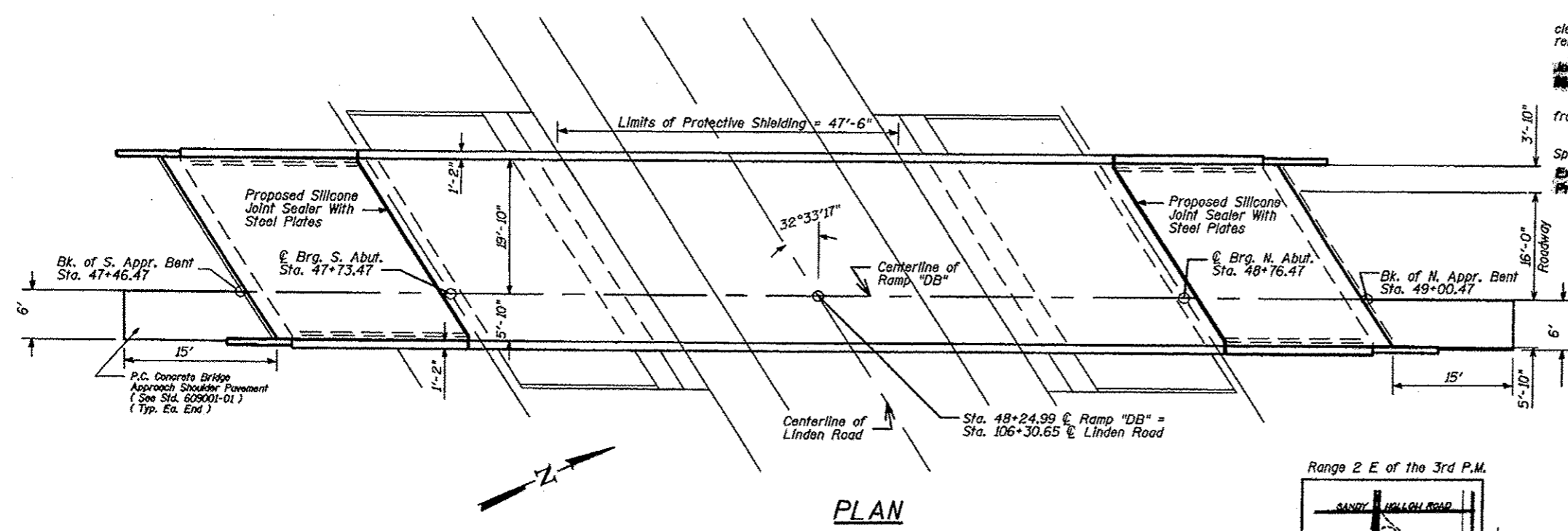
This structure will retain the same number 101-0140.

All new structural steel shall conform to AASHTO Classification M-270, Gr. 36 unless otherwise noted.

Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.

Prior to pouring the new concrete deck, all loose rust, loose mill scale and other loose potentially detrimental foreign material shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering removal of the existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall also be removed from the surfaces of the beams or girders in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04 of the Standard Specifications.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 the scope of work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.



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

Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included in the cost of "Concrete Removal".

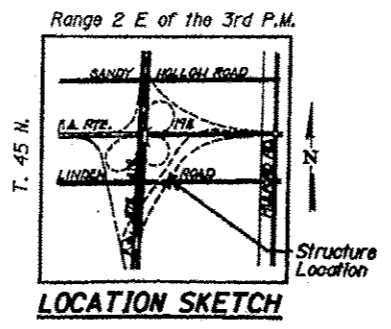
Existing longitudinal reinforcement extending into the removed area shall be cleaned, straightened and incorporated into the new construction. Existing transverse reinforcement may be cut as shown and removed.

During construction operations, the Contractor shall provide temporary shielding from shoulder to shoulder of the roadway crossed. See Special Provisions.

Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50 degrees F.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	7.4		7.4
Bituminous Concrete Removal (Deck)	Sq Yd	418		418
Concrete Superstructure	Cu Yd	7.1		7.1
Reinforcement Bars (Epoxy Coated)	Pound	1090		1090
Polymer Concrete	Cu Ft.	6.5		6.5
Silicone Joint Sealer	Foot	190		190
Deck Slab Repair (Full Depth - Type 1)	Sq Yd	3		3
Deck Slab Repair (Full Depth, Type 2)	Sq Yd	10		10
Deck Slab Repair (Partial Depth)	Sq Yd	52		52
Drainage Sougher	Each	2		2
Plug Existing Deck Drains	Each	6		6
Polymerized Bituminous Concrete Surface Course, Superpave, Mix "D", N70	Ton	36		36
Protective Shield	Sq. Yd.	186		186
Bar Splicers	Each	20		20
Furnishing & Erecting Structural Steel	Pound	3786		3786
Jack & Jumper, Existing Coatings	Sq. Yd.	398		398
	Each	2		2



GENERAL PLAN AND ELEVATION  
F.A.I. RTE. 39 (I-39 & US51 NB)  
RAMP DB  
SECTION 201-3HB-1  
WINNEBAGO COUNTY  
SN 101-0140

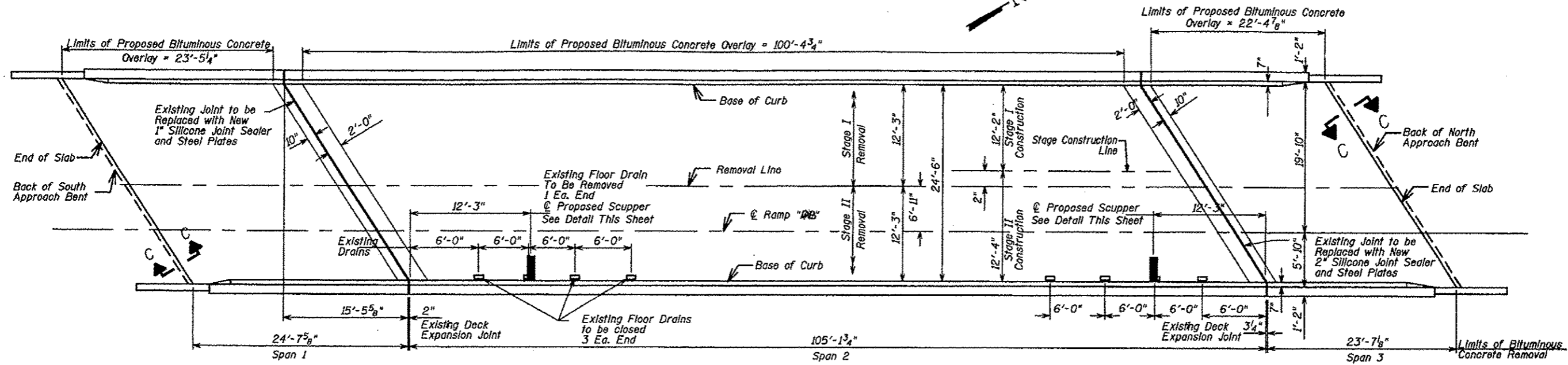
**FOR INFORMATION ONLY**

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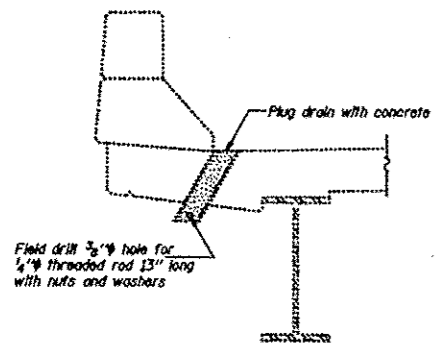
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	AMOUNT	DATE	SHEET NO.
P.A.S. 39	201-3HB-1	Winnebago	114	73
DRAWN BY: M.P.		CHECKED BY: M.P.	DATE: 12/11/88	

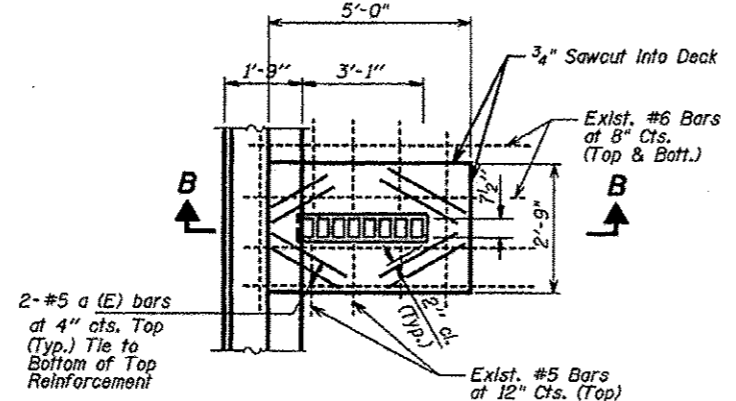


PLAN

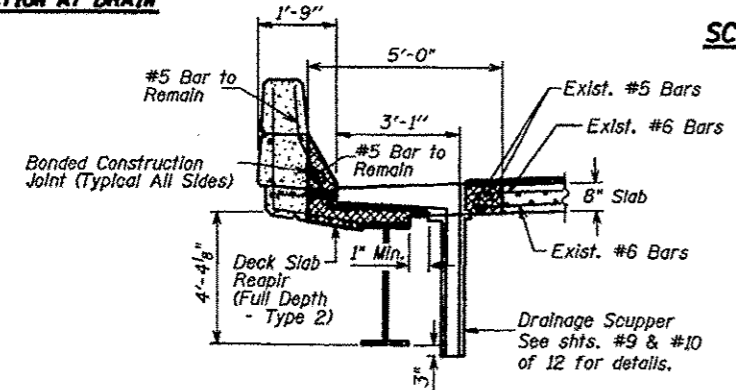
For Section C-C  
See Sheet 5 of 12



SECTION AT DRAIN



SCUPPER PLAN



SECTION B-B

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bituminous Concrete Removal (Deck)	Sq. Yd.	418
Polymerized Bituminous Concrete Surface Course, Superpave, Mix "D", N70	Ton	36
Deck Slab Repair (Full Depth, Type 2)	Sq. Yd.	3
Drainage Scuppers	Each	2
Plug Existing Deck Drains	Sq. Yd.	398
Protective Shield	Each	6
	Sq. Yd.	116

DECK PLAN  
F.A.I. RTE. 39 (I-39 & US51 NB)  
RAMP DB  
SECTION 201-3HB-1  
WINNEBAGO COUNTY

FOR INFORMATION ONLY SN 101-0140

DESIGNED	
CHECKED	
IN CHARGE	
DATE	