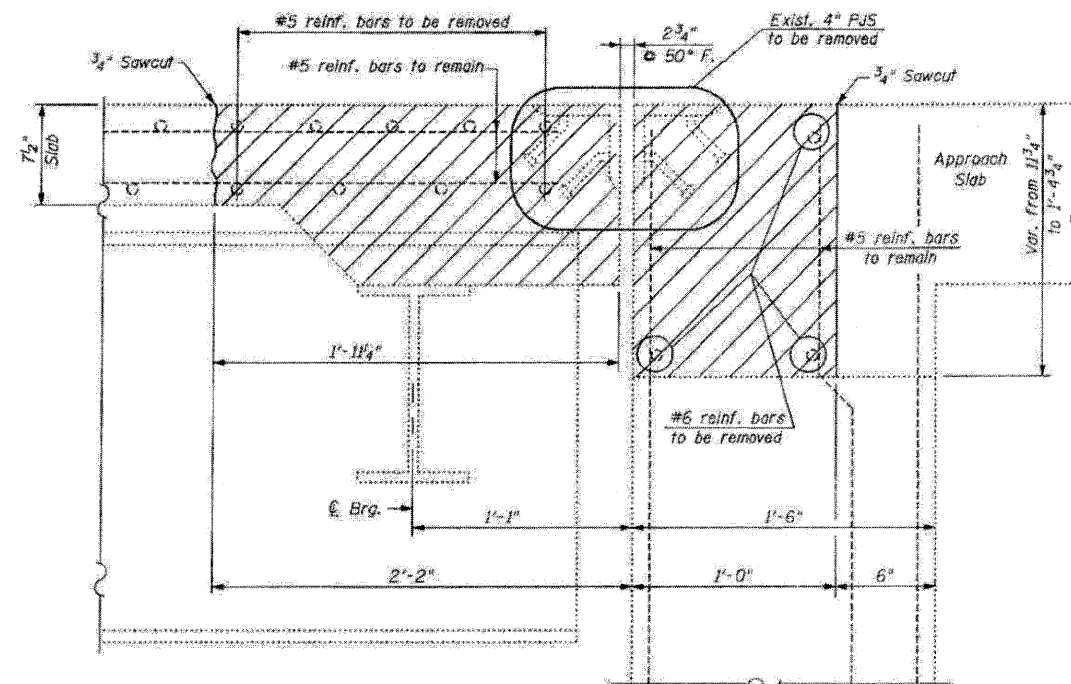


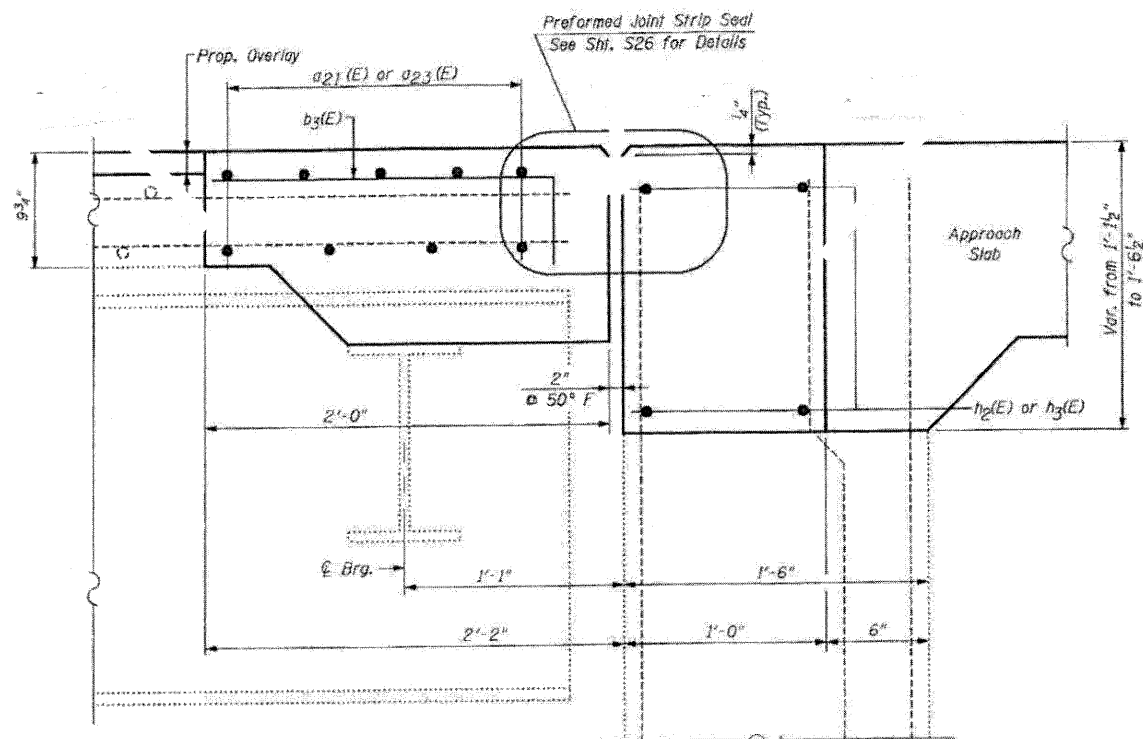


EXISTING

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. S25

FILE NAME = R520046-64E97-12-N-Abut-NB-01.dwg
 PLOT DATE = 3/23/2010
 PLOT SCALE = 50.0000 1/2 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 -

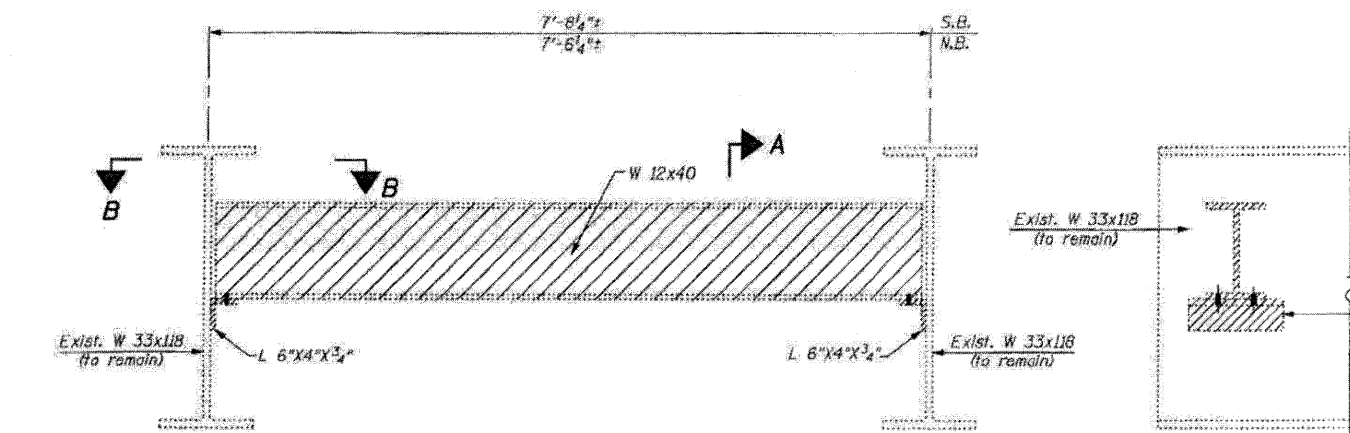
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

S.N. 052-0047

SCALE: SHEET NO. S12 OF S27 SHEETS STA. TO STA.

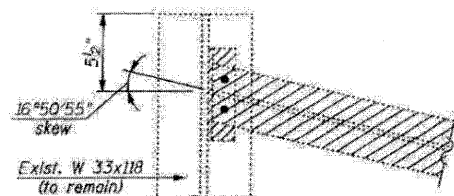
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1), 103-21RS	LEE	313	201
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



SECTION A-A

LEGEND:

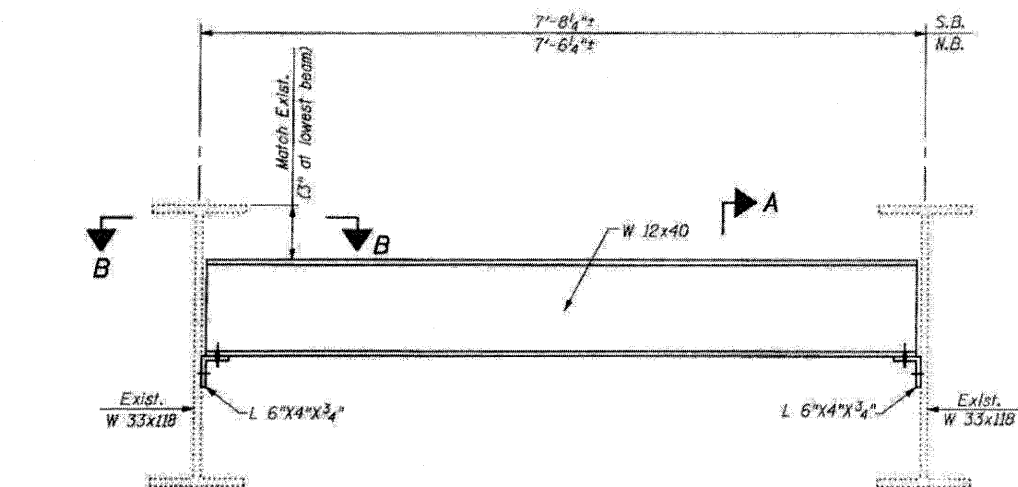
Structural Steel Removal



VIEW B-B

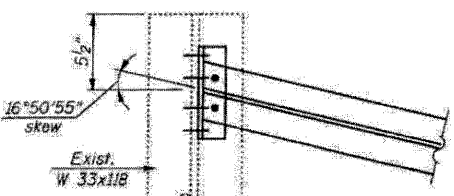
EXISTING END DIAPHRAGM

(See framing plan for locations)
(4 thus)



SECTION A-A

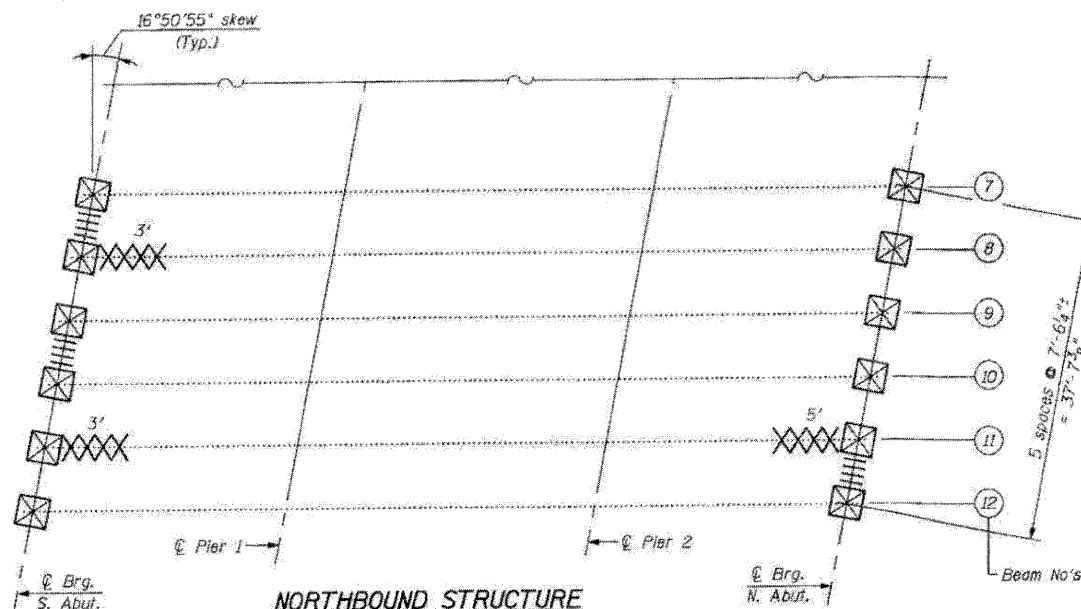
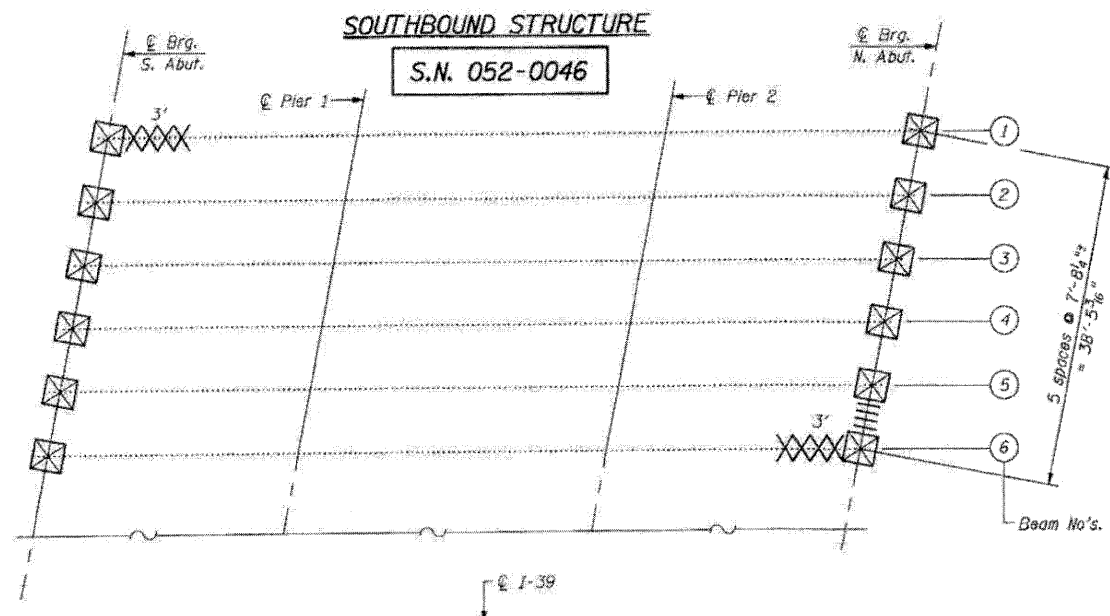
Exist. W 33x118
* 4-3/4" H.S. Bolts
5/16" Holes
3" 3" 3"
3/4" H.S. Bolts
5/16" Holes
* Drill 5/16" Holes in beam in field



VIEW B-B

PROPOSED END DIAPHRAGM

(See framing plan for locations)
(4 thus)



LEGEND:

⊠ Bearing Replacement
⊠ Diaphragm Replacement
XXX End of Beam Repair

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Removal	Pound	1,560
Furnishing and Erecting Structural Steel	Pound	1,560

FILE NAME: 0020045-64E97-13-11-repair-1.dgn
PLOT DATE: 3/29/2010
PLOT SCALE: 50.0000 1" = 10'

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

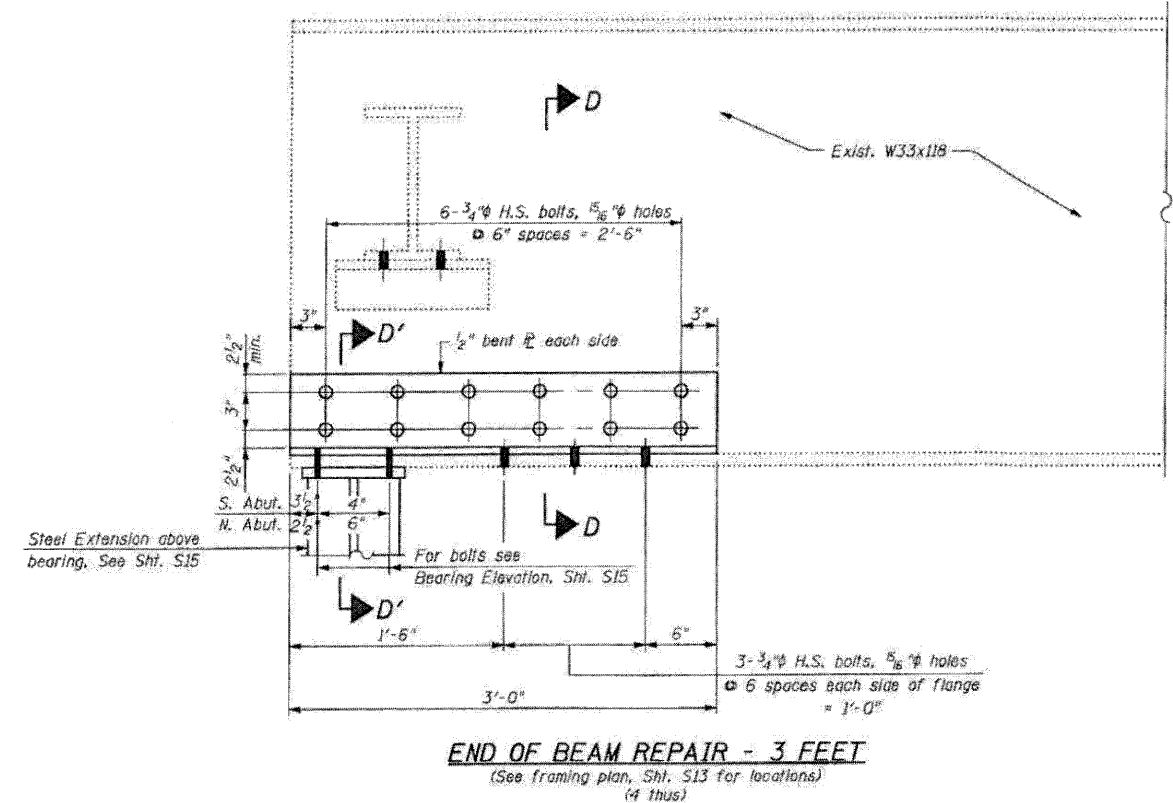
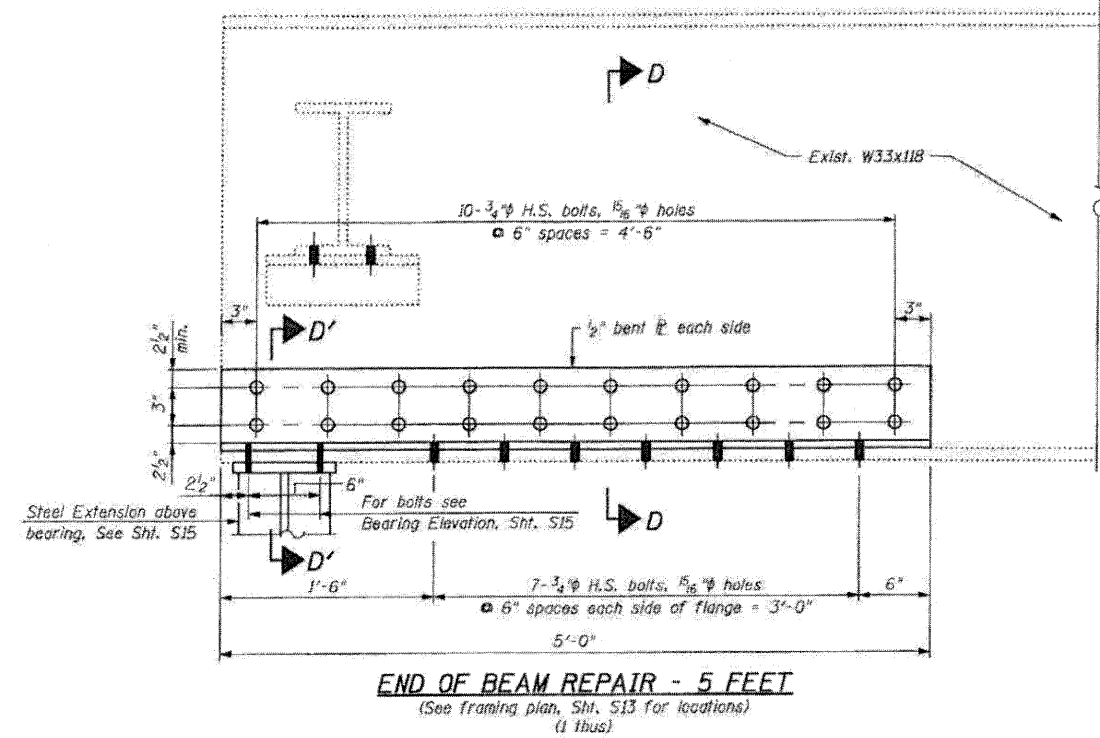
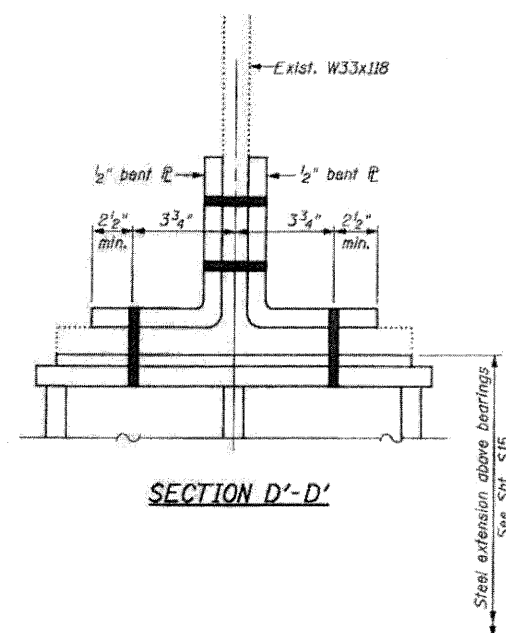
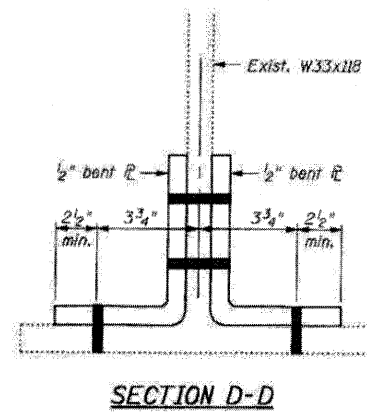
DESIGNED - B.N.S./J.C.N.
DRAWN - D.L./F.M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL REPAIRS - I
SOUTHBOUND & NORTHBOUND STRUCTURES
I-39 OVER B.N.R.R.
S.N. 052-0046
S.N. 052-0047

SCALE: SHEET NO. 513 OF 527 SHEETS STA. TO STA.

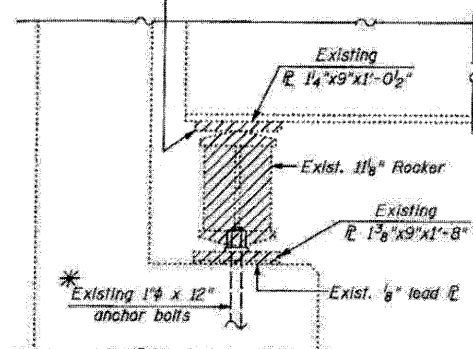
F.A.T. RTE. 39 SECTION 103-1, 103-21RS COUNTY LEE TOTAL SHEETS 313 SHEET NO. 202 CONTRACT NO. 64E97
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



BILL OF MATERIAL

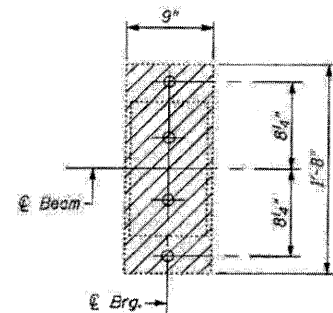
ITEM	UNIT	QUANTITY
Furnishing and Erecting Structural Steel	Pound	960

Existing plate to be removed using the air-arc method and grind smooth all weld material remaining on the bottom flange



ELEVATION

* 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"

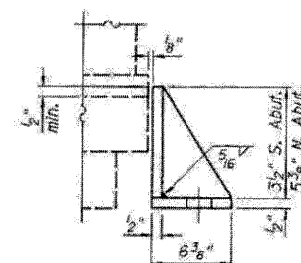


PLAN

EXISTING BEARING REMOVAL
AT SOUTH & NORTH ABUTMENTS

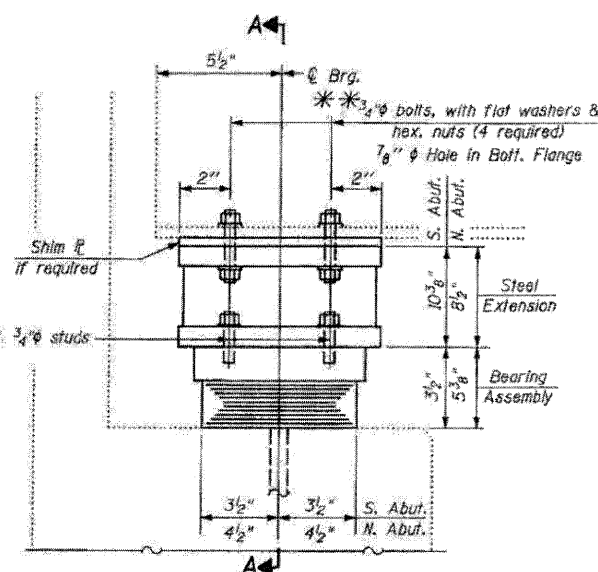
INTERIOR GIRDER REACTION TABLE

	South & North Abutments
R ₀	(k) 20.4
R ₁	(k) 37.5
R _{Imp.}	(k) 10.9
R (Total)	(k) 68.8



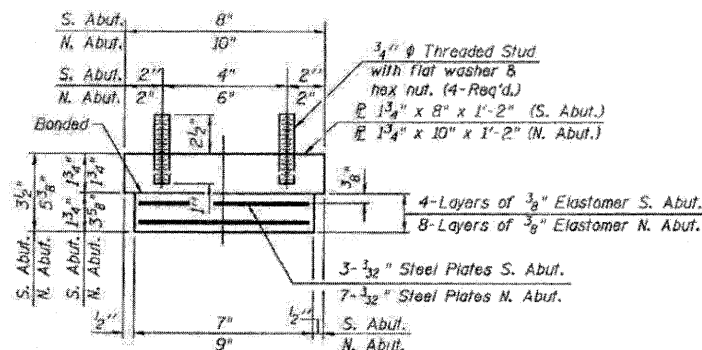
SIDE RETAINER

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



ELEVATION

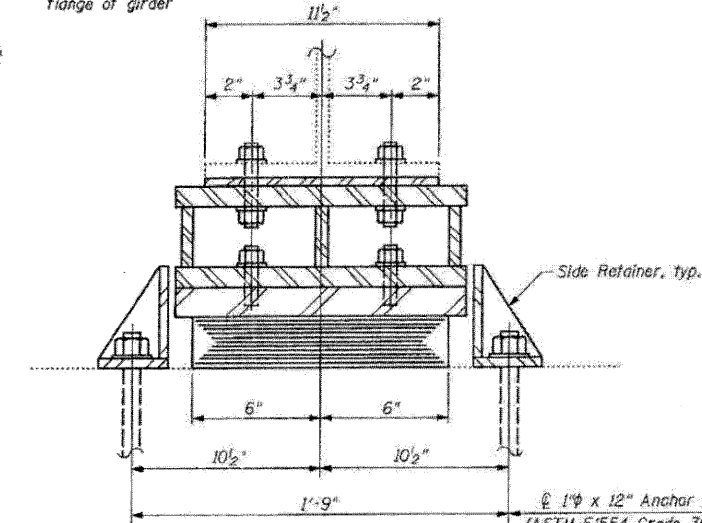
PROPOSED TYPE I ELASTOMERIC EXP. BRG. AT SOUTH & NORTH ABUTMENTS
(24 required)



BEARING ASSEMBLY

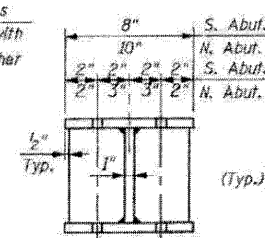
Note:
Shim plates shall not be placed under Bearing Assembly.

** See S15 for end of beam repair which requires bolting through proposed bent plate above bottom flange of girder

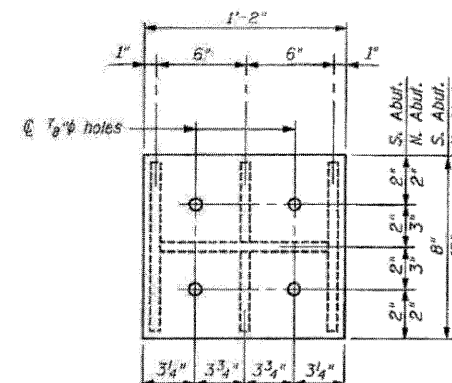


SECTION A-A

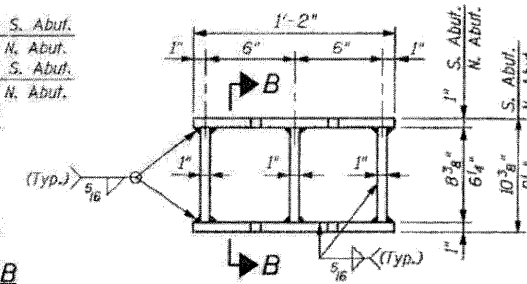
1" x 12" Anchor bolts (ASTM F1554 Grade 36) with 2 1/4" x 2 1/4" x 5/8" R washer under nut



SECTION B-B



TOP & BOTTOM PLATE
PLAN



STEEL EXTENSION
ELEVATION

STEEL EXTENSION DETAIL
(24 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 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 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.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	24
Anchor Bolts, 1"	Each	48
Furnishing and Erecting Structural Steel	Pound	3,610
Jack and Remove Existing Bearings	Each	24

BEARING DETAILS

STRUCTURE NO'S. 052-0046 (SB) & 052-0047 (NB)

I-2E-1 11-1-09

FILE NAME = 0520046-04E57-15-brg-assy.dgn
PLOT DATE = 2/29/2010
PLOT SCALE = 80,000 1" = 100'

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

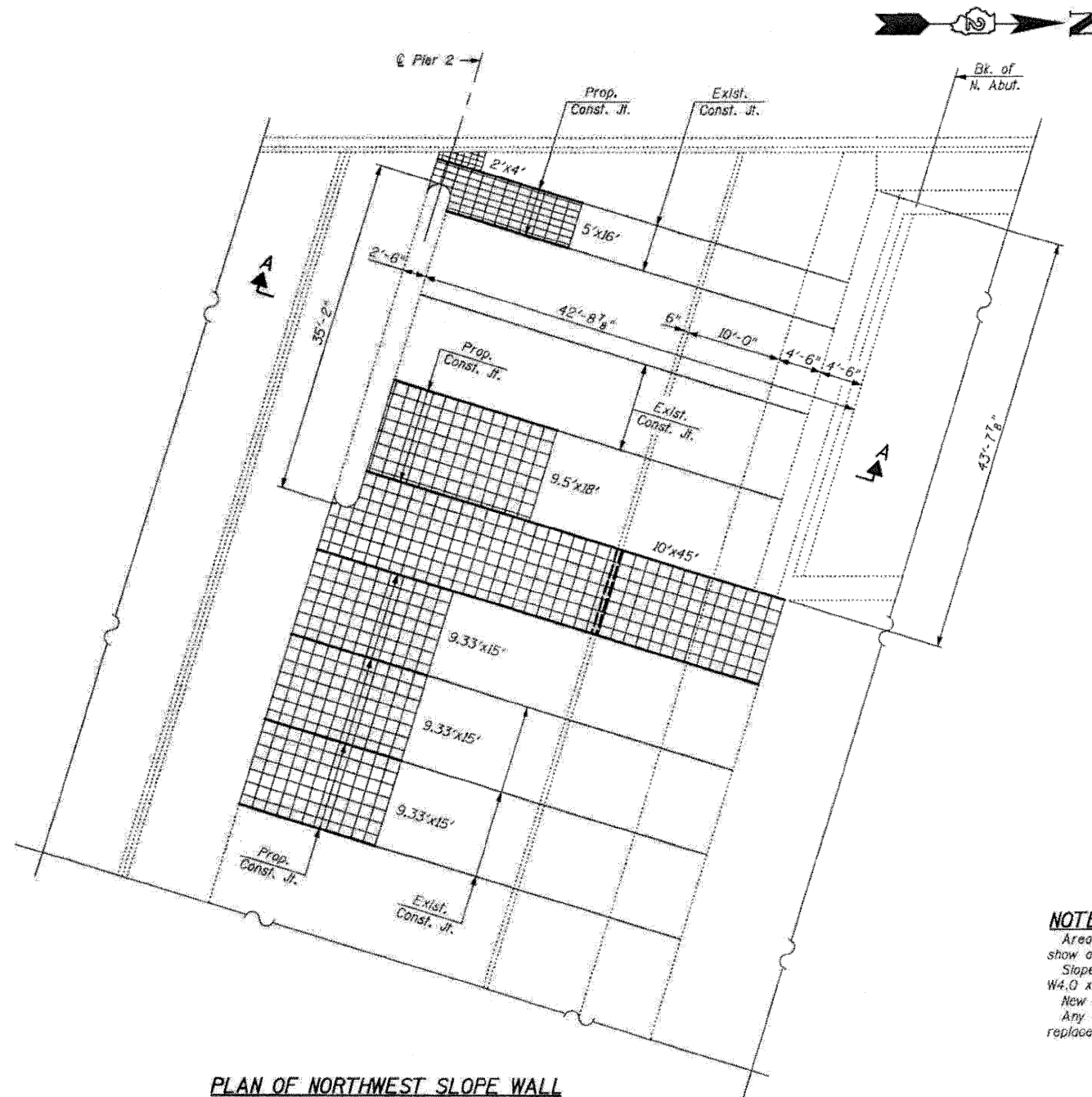
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELASTOMERIC BEARING ASSEMBLY, TYPE I
SOUTHBOUND & NORTHBOUND STRUCTURES
I-39 OVER B.N.R.R. S.N. 052-0046
S.N. 052-0047

SCALE: SHEET NO. S15 OF S27 SHEETS STA. TO STA.

F.A.L. RTE. 39 SECTION 103-1, 103-2RS COUNTY LEE TOTAL SHEETS 313 SHEET NO. 204 CONTRACT NO. 64E97
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



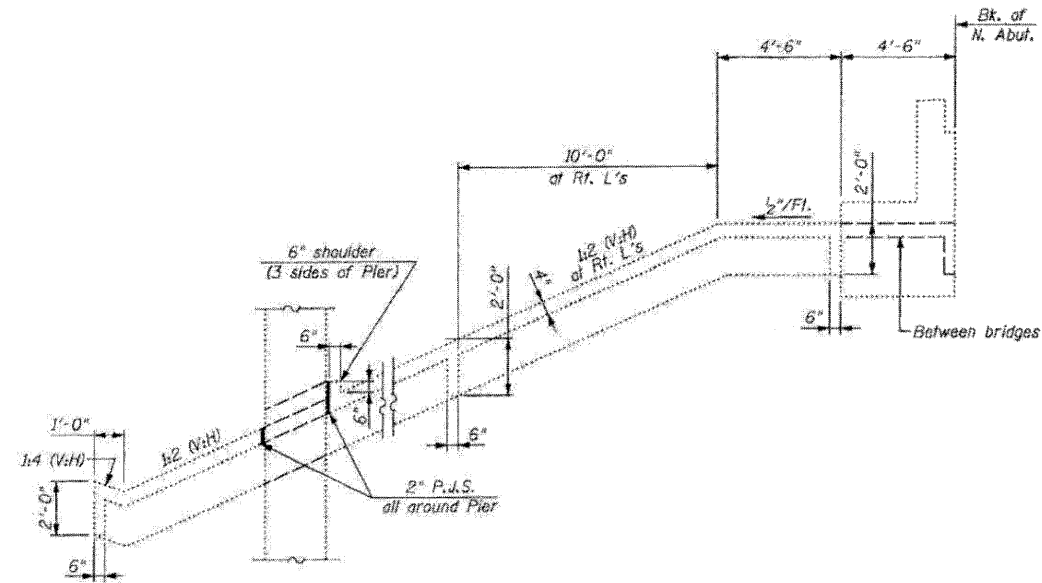
**PLAN OF NORTHWEST SLOPE WALL
SOUTHBOUND STRUCTURE**

LEGEND:

	Slope Wall Removal & Slope Wall 4 Inch
--	---

NOTES:

Areas of Slope Wall Repair shown are estimated. The Engineer shall show actual locations of Slope Wall Repair on As-Built Plans.
Slope Wall shall be reinforced with Welded Wire Fabric, 6 in. x 6 in. W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
New and existing welded wire fabric must overlap at least 6".
Any voids shall be filled with Porous Granular Embankment prior to replacement of new Slope Wall. Cost included with Slope Wall 4 Inch.



SECTION A-A

BILL OF MATERIAL

Item	Unit	Total
Slope Wall Removal	Sq. Yd.	126
Slope Wall 4 Inch	Sq. Yd.	126

FILE NAME: 08520046-64E97-16-slope-wall
PLOT DATE: 03/29/2010
PLOT SCALE: 50.0000' / 1" =

CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
271 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

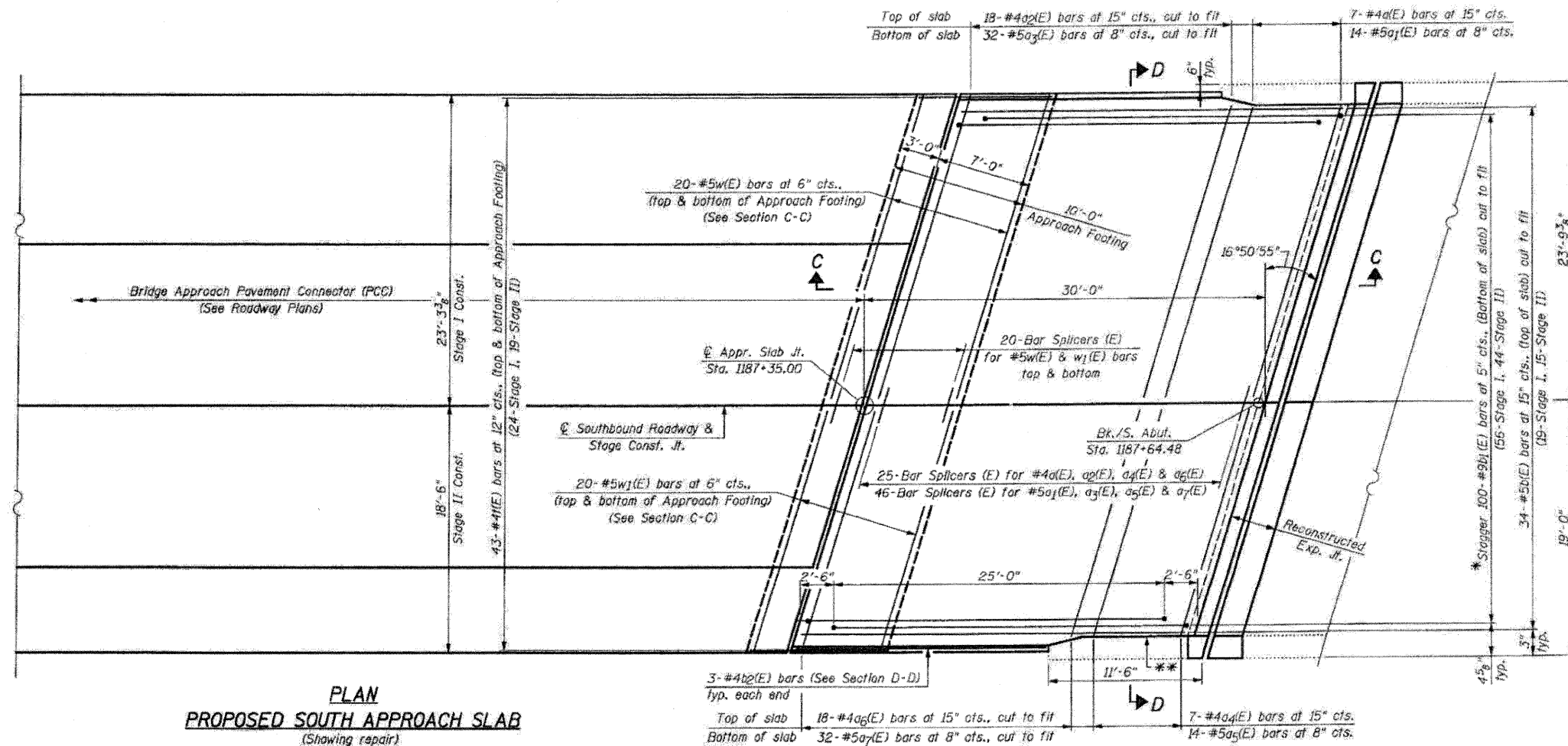
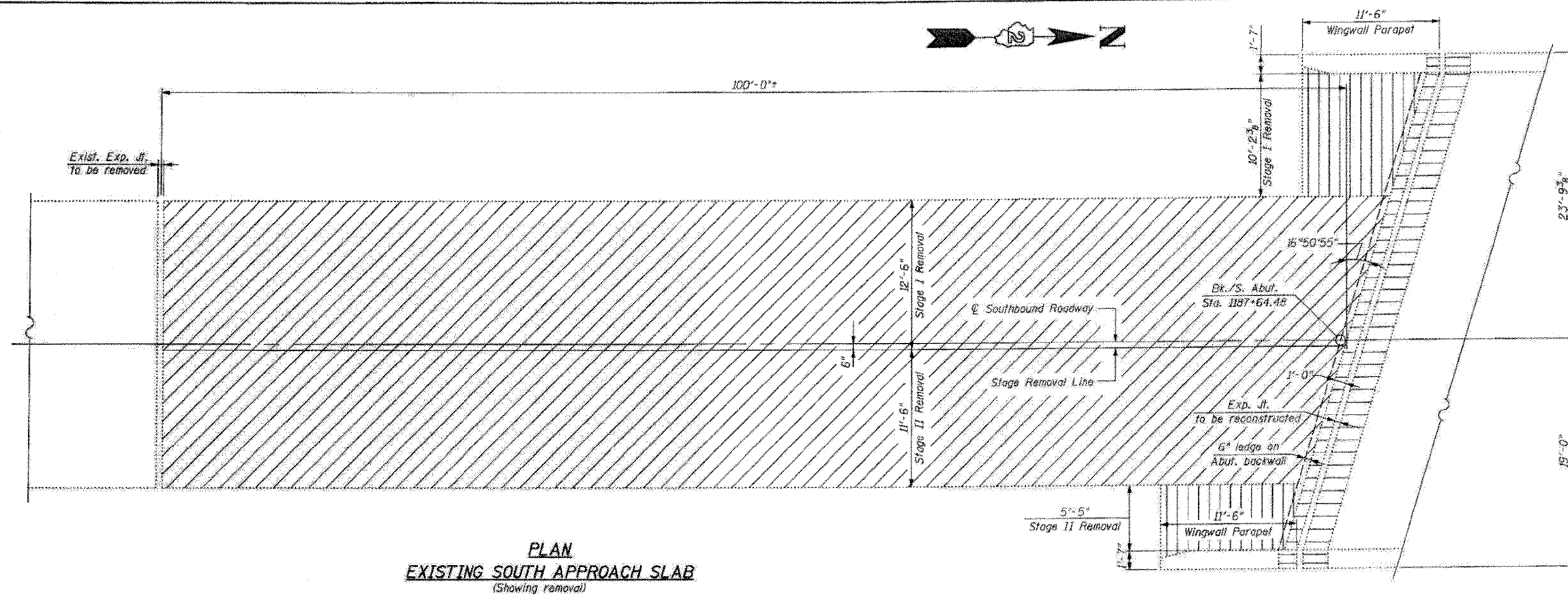
REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SLOPE WALL REPAIR
SOUTHBOUND & NORTHBOUND STRUCTURES
I-39 OVER B.N.R.R.**
S.N. 052-0046
S.N. 052-0047

SCALE: SHEET NO. 516 OF 527 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1), 103-21R5	LEE	313	205
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 64E97	



LEGEND:

 Approach Slab Removal

 Joint Reconstruction

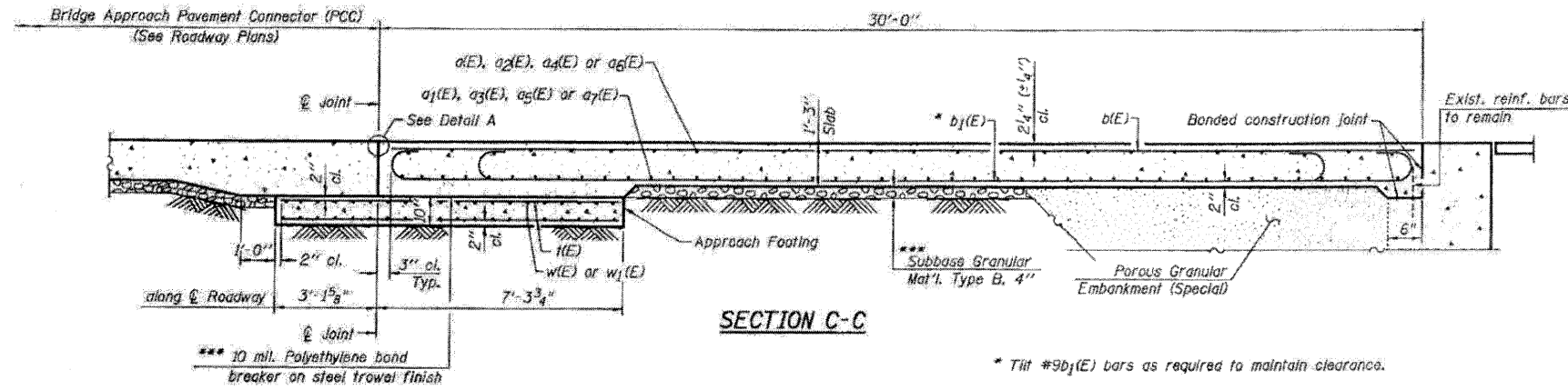
 Bridge Approach Shoulder Removal

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

* Tilt #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 (Amax) = 2.0 ksf.
 For bar splicer details, see sheet S25.
 Cost of excavation for approach footing included with Concrete Structures.

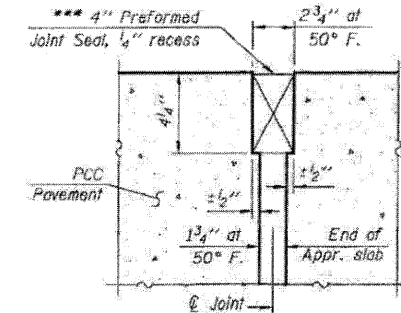


SECTION C-C

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

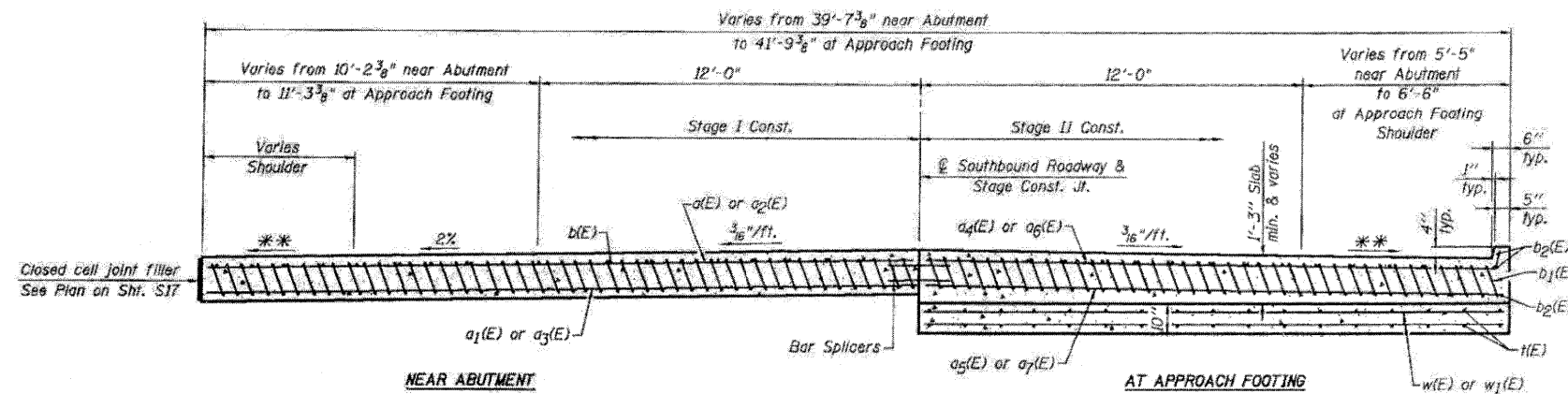
*** Cost included with Concrete Superstructure.

*** Cost included with Concrete Superstructure



RIGID PAYMENT

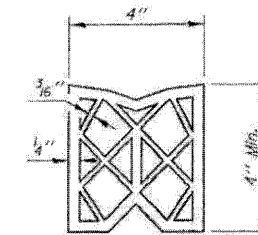
DETAIL A



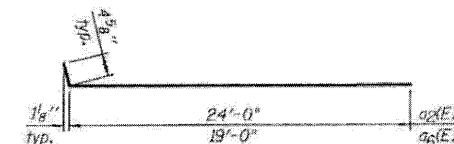
SECTION D-D

(See Plan for dimensions not shown)

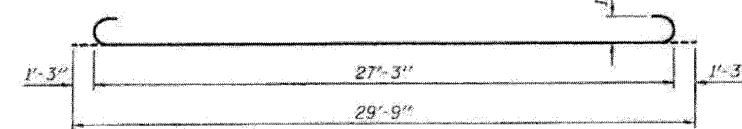
**
 Varies from 2% at bridge to 4%



PREFORMED JOINT SEAL



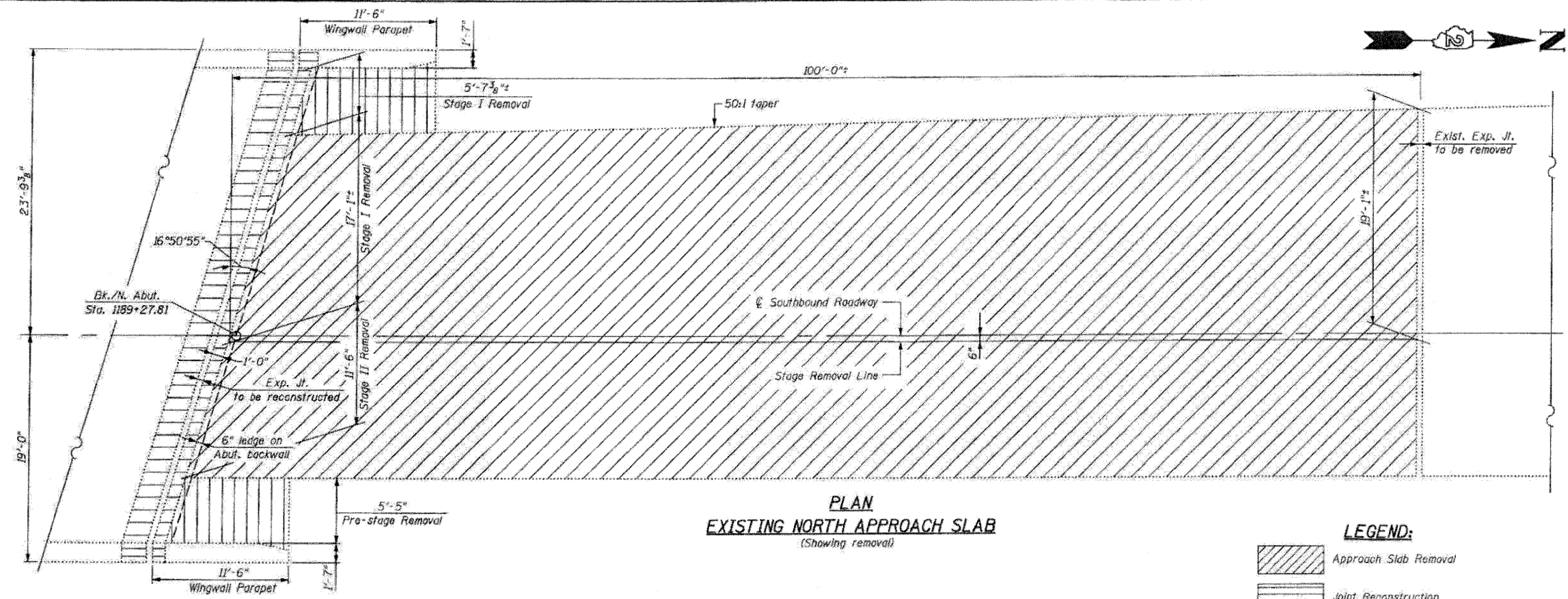
BARS a2(E) & a6(E)



BAR b1(E)

ONE APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1(E)	7	#4	22'-10"	
a2(E)	14	#5	22'-10"	
a3(E)	18	#4	24'-5"	
a4(E)	32	#5	24'-0"	
a5(E)	7	#4	17'-10"	
a6(E)	14	#5	17'-10"	
a7(E)	18	#4	19'-5"	
a8(E)	32	#5	19'-0"	
b(E)	34	#5	29'-8"	
b1(E)	100	#9	29'-9"	
b2(E)	6	#4	18'-2"	
w(E)	86	#4	10'-1"	
w1(E)	40	#5	24'-0"	
w2(E)	40	#5	19'-0"	
Approach Slab Removal		Sq. Yd.	267	
Concrete Structures		Cu. Yd.	12.9	
Concrete Superstructure		Cu. Yd.	61.0	
Reinforcement Bars, Epoxy Coated		Pound	16,360	
Bar Splicers		Each	111	
Bridge Approach Shoulder Removal		Sq. Yd.	17	



LEGEND:

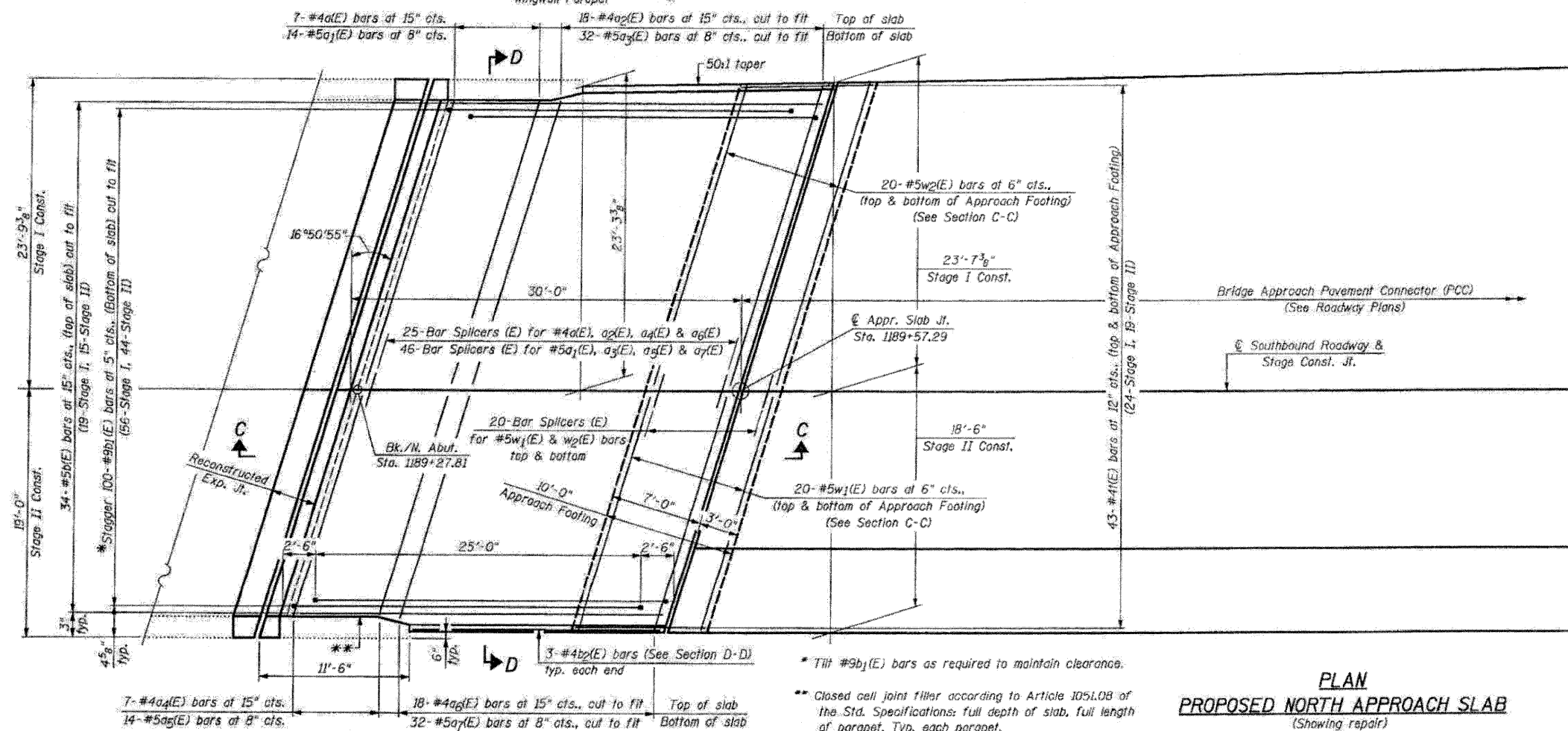
Approach Slab Removal

Joint Reconstruction

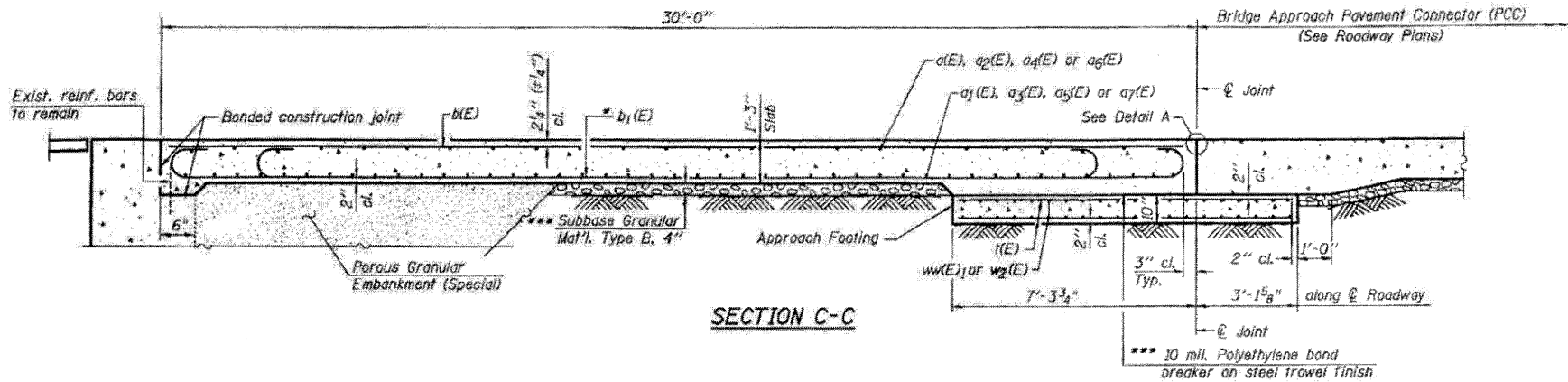
Bridge Approach Shoulder Removal

NOTE:

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

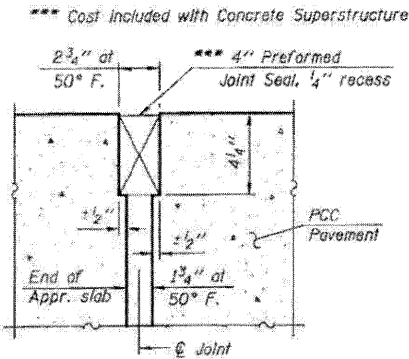


Notes:
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet S25.
Cost of excavation for approach footing included with Concrete Structures.



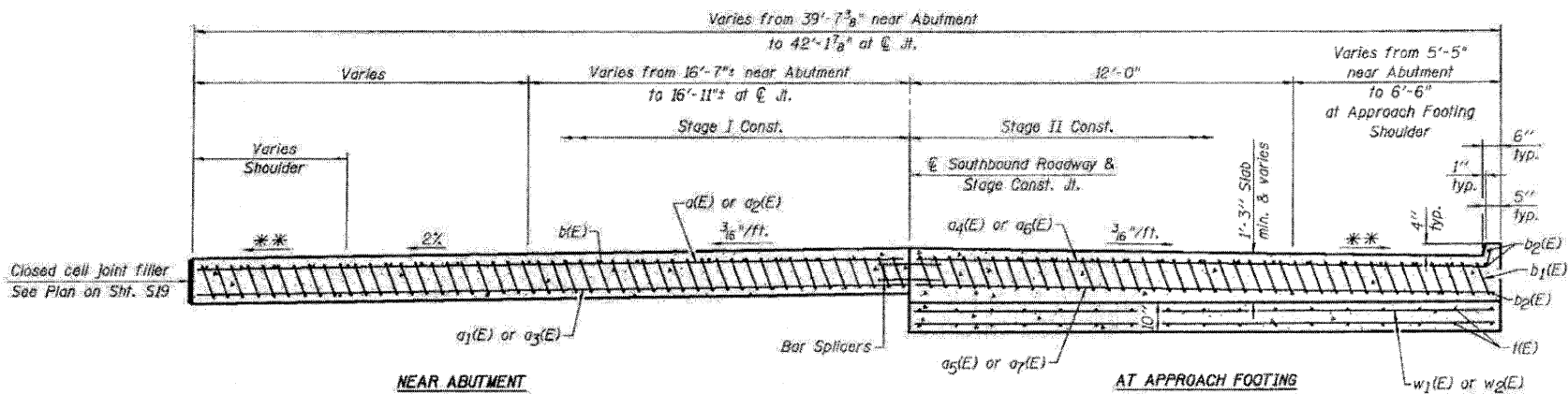
* Tilt #9b1(E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.

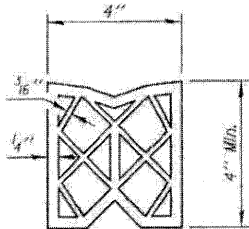


RIGID PAVEMENT

DETAIL A

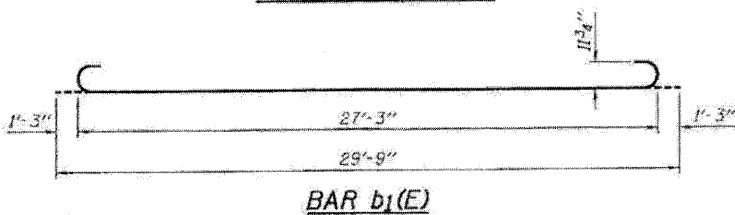
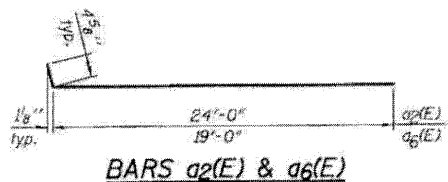


** Varies from 2% at bridge to 4%



ONE APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	7	#4	22'-10"	
a1(E)	14	#5	22'-10"	
a2(E)	18	#4	24'-5"	
a3(E)	32	#5	24'-0"	
a4(E)	7	#4	17'-10"	
a5(E)	14	#5	17'-10"	
a6(E)	18	#4	19'-5"	
a7(E)	32	#5	19'-0"	
b(E)	34	#5	29'-8"	
b1(E)	100	#9	29'-9"	
b2(E)	6	#4	18'-2"	
(E)	86	#4	10'-1"	
w1(E)	40	#5	19'-0"	
w2(E)	40	#5	24'-3"	
Approach Slab Removal			Sq. Yd.	326
Concrete Structures			Cu. Yd.	13.2
Concrete Superstructure			Cu. Yd.	61.4
Reinforcement Bars, Epoxy Coated			Pound	16,370
Bar Splicers			Each	111
Bridge Approach Shoulder Removal			Sq. Yd.	13



FILE NAME: 0520046-64E97-20-N-Appr-SB
PLOT DATE: 3/29/2010
PLOT SCALE: 50,000 X 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 -

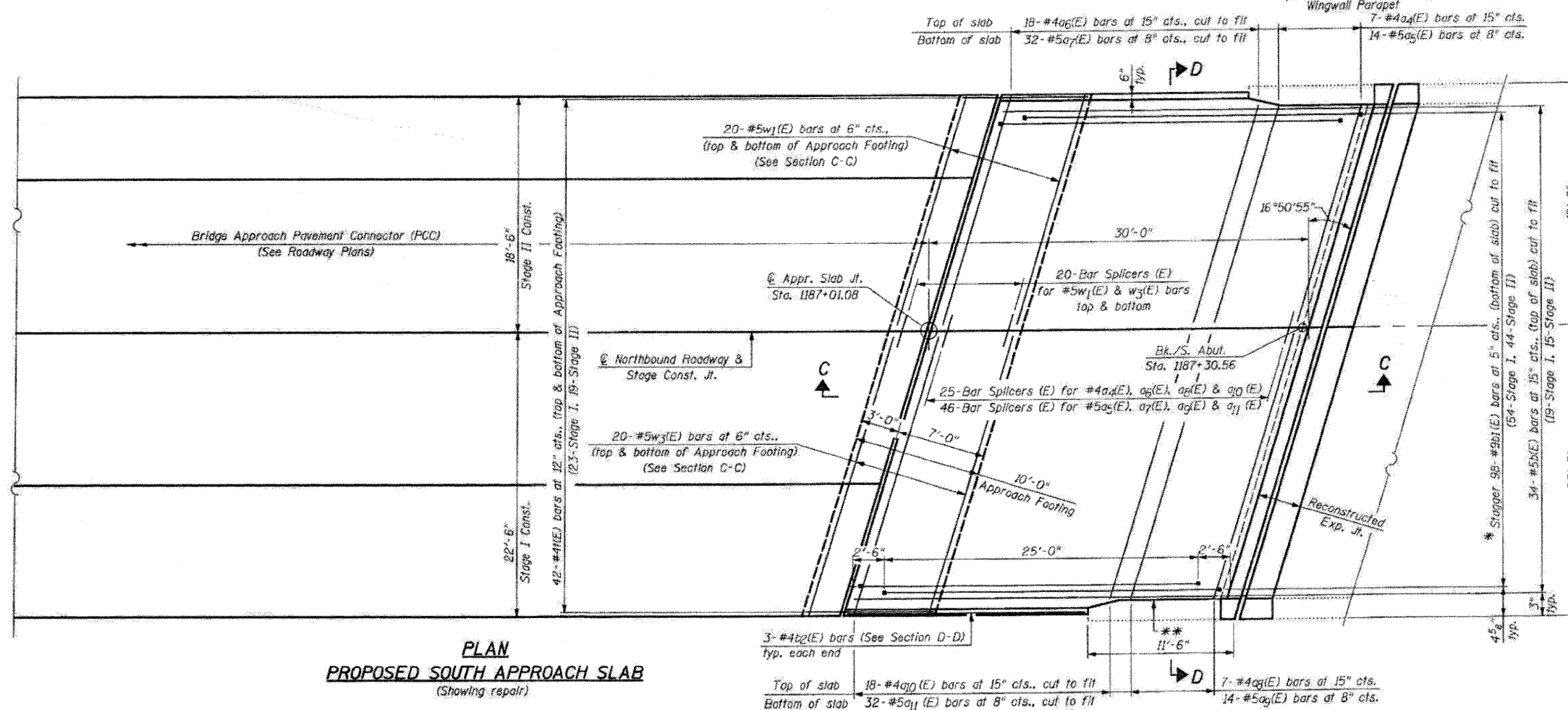
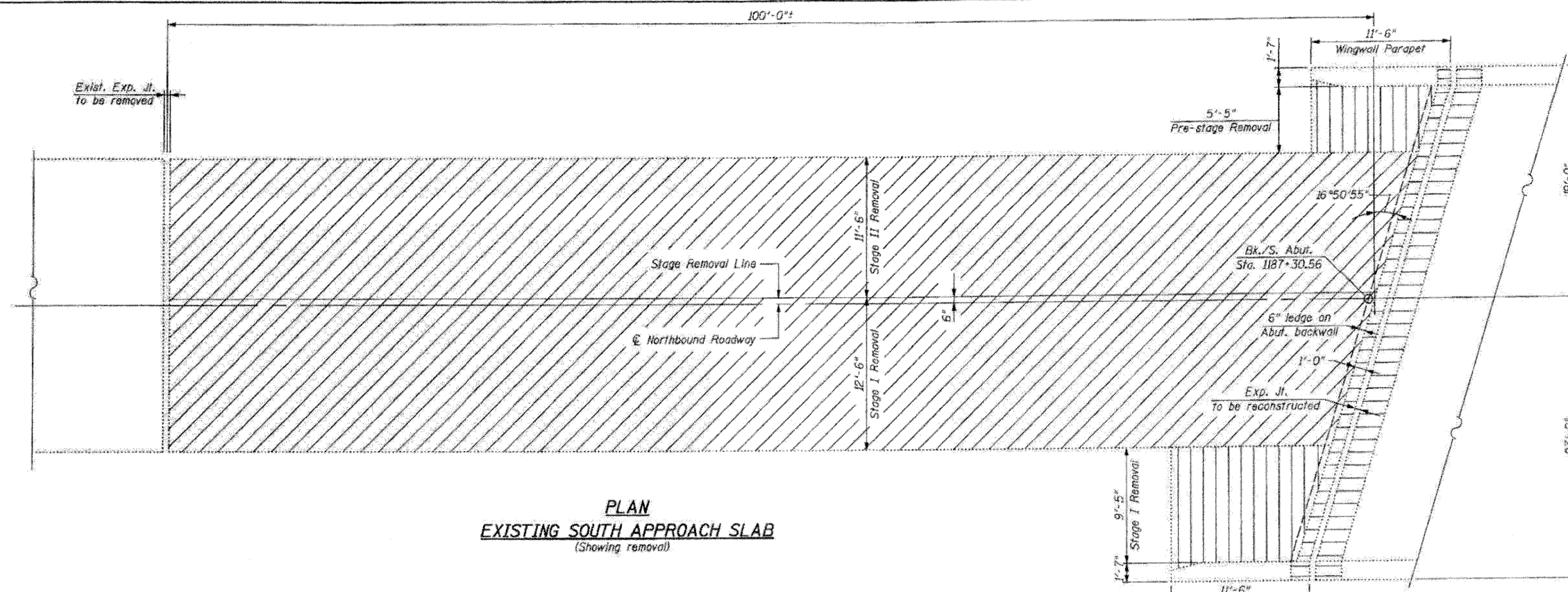
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH APPROACH SLAB REPAIR-II
SOUTHBOUND STRUCTURE
I-39 OVER B.N.R.R.

S.N. 052-0046

SCALE: SHEET NO. S20 OF S27 SHEETS STA. TO STA.

F.A.I. RTE. 39 SECTION 103-1, 103-2 IRS COUNTY LEE TOTAL SHEETS 313 SHEET NO. 209 CONTRACT NO. 64E97
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



LEGEND:

 Approach Slab Removal
 Joint Reconstruction
 Bridge Approach Shoulder Removal

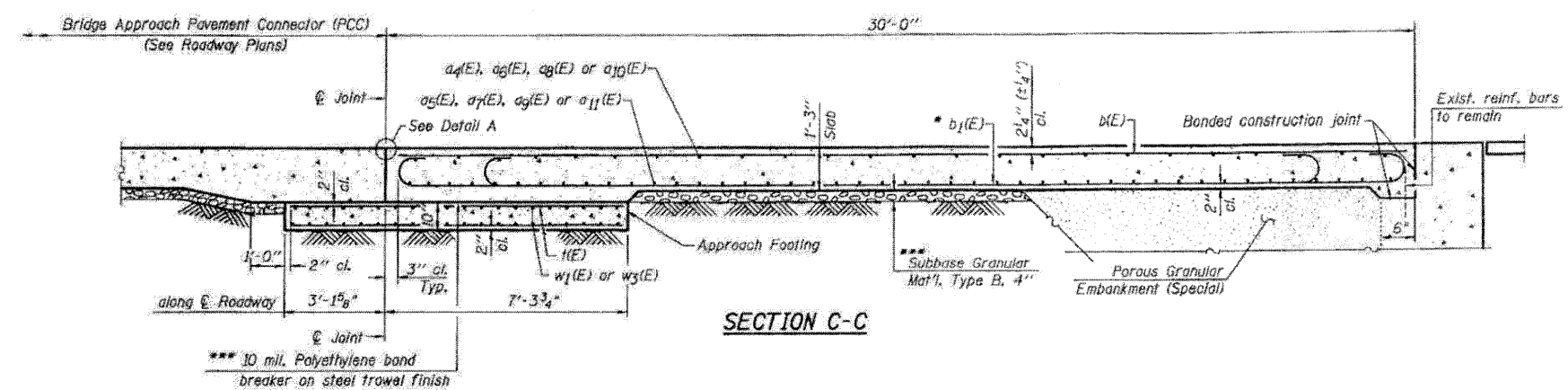
NOTE:

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

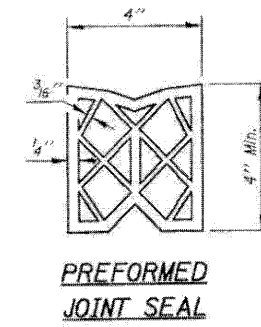
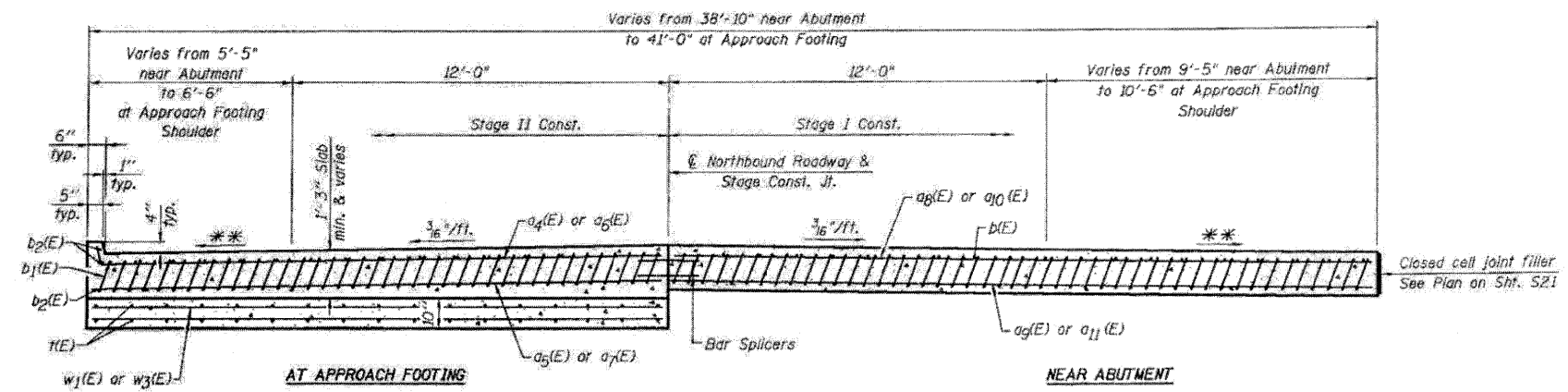
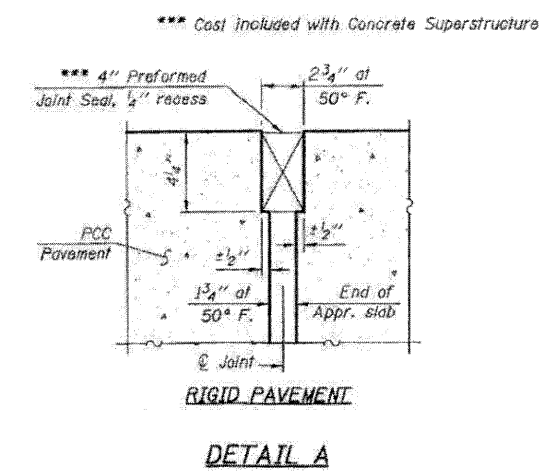
* Tilt #9b₁(E) bars as required to maintain clearance.

** 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 (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet S25.
 Cost of excavation for approach footing included with Concrete Structures.

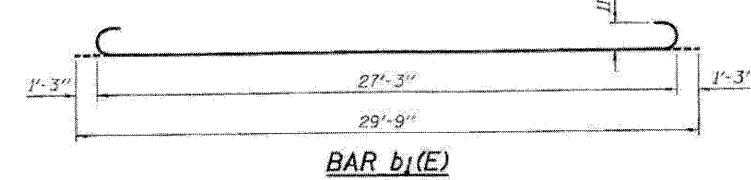
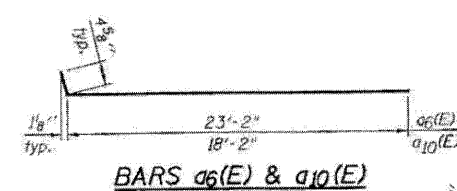


* Till #9b1(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.

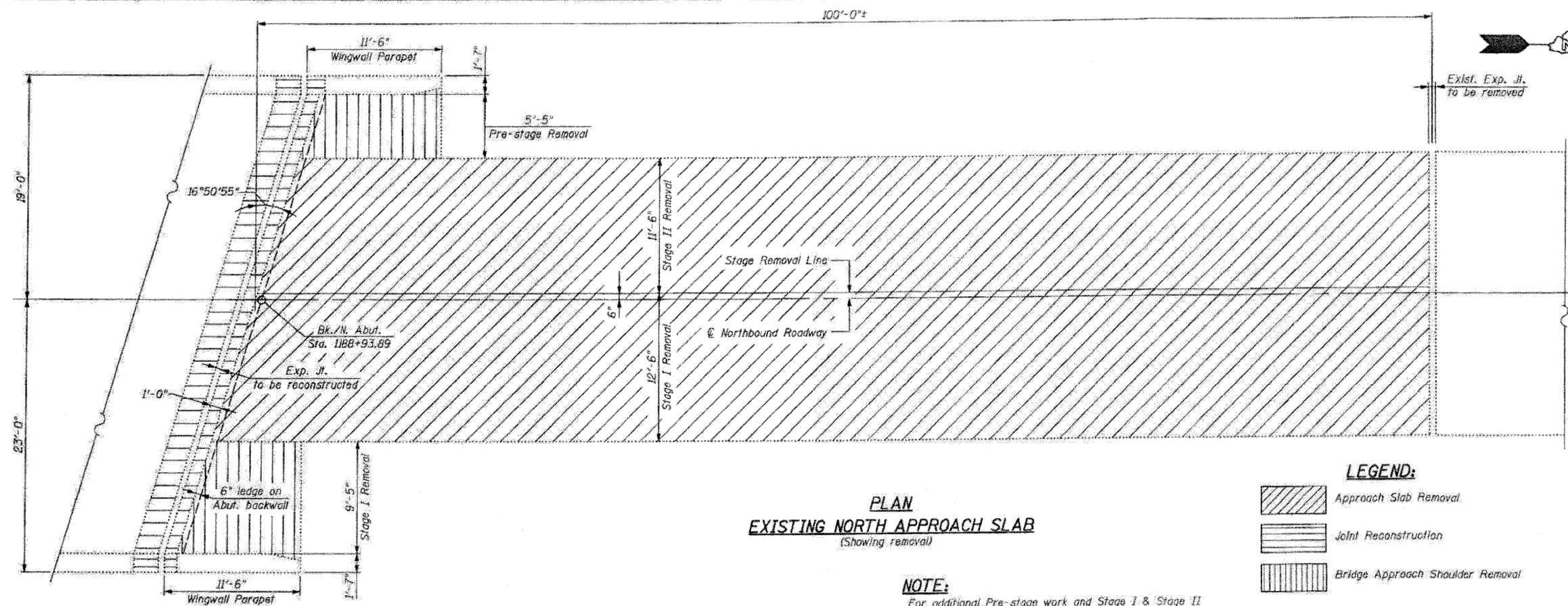


ONE APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a4(E)	7	#4	17'-10"	
a5(E)	14	#5	17'-10"	
a6(E)	18	#4	19'-5"	
a7(E)	32	#5	19'-0"	
a8(E)	7	#4	22'-0"	
a9(E)	14	#5	22'-0"	
a10(E)	18	#4	23'-7"	
a11(E)	32	#5	23'-2"	
b1(E)	34	#5	29'-8"	
b2(E)	92	#9	29'-9"	
b3(E)	6	#4	18'-2"	
w1(E)	40	#5	19'-0"	
w3(E)	40	#5	23'-2"	
Approach Slab Removal		Sq. Yd.	267	
Concrete Structures		Cu. Yd.	12.7	
Concrete Superstructure		Cu. Yd.	60.0	
Reinforcement Bars, Epoxy Coated		Pound	16,050	
Bar Splicers		Each	111	
Bridge Approach Shoulder Removal		Sq. Yd.	19	

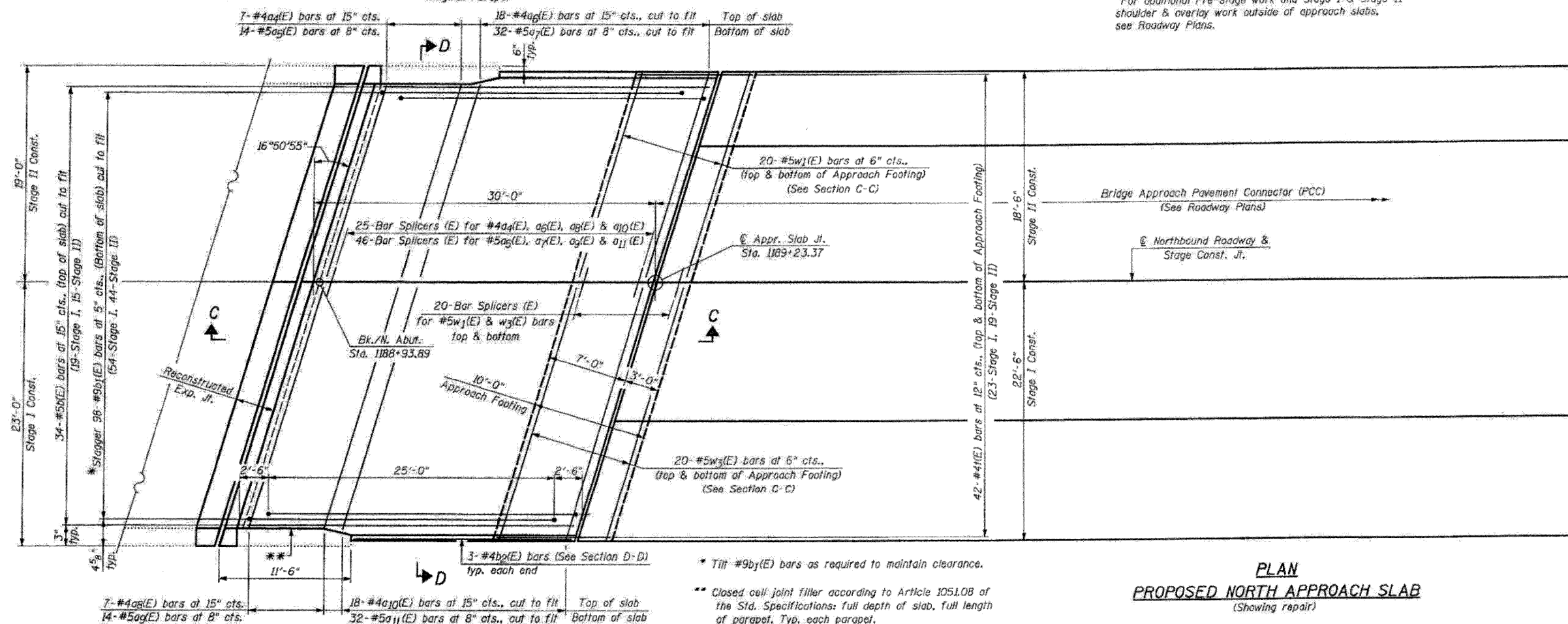


** * * * *
 Varies from 2% at bridge to 4%

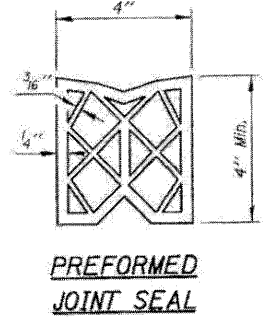
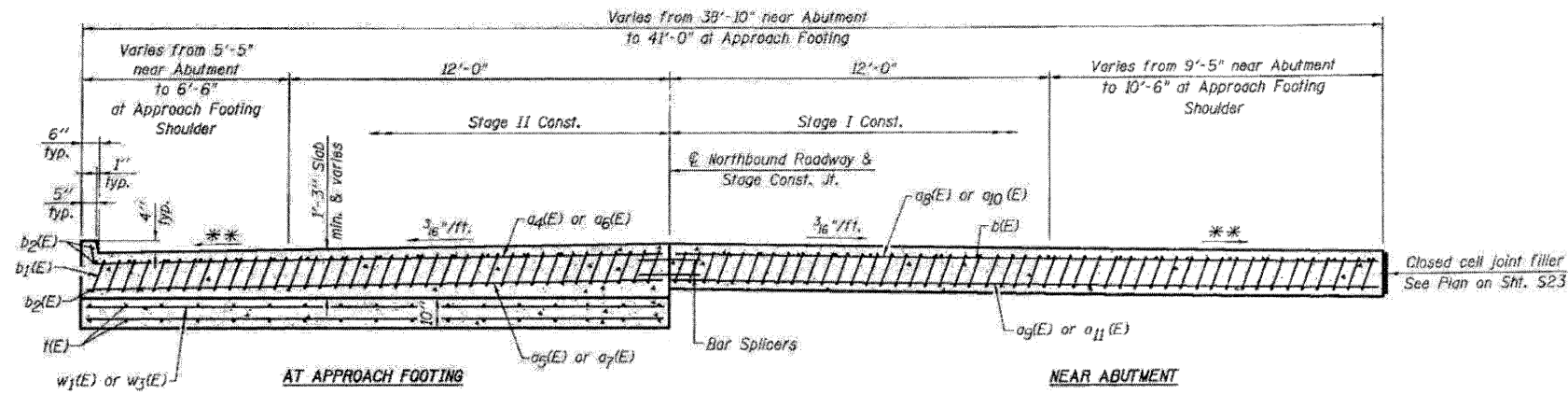
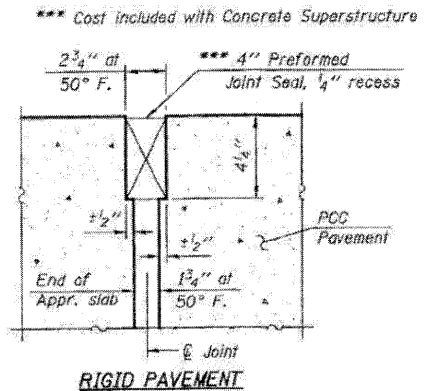
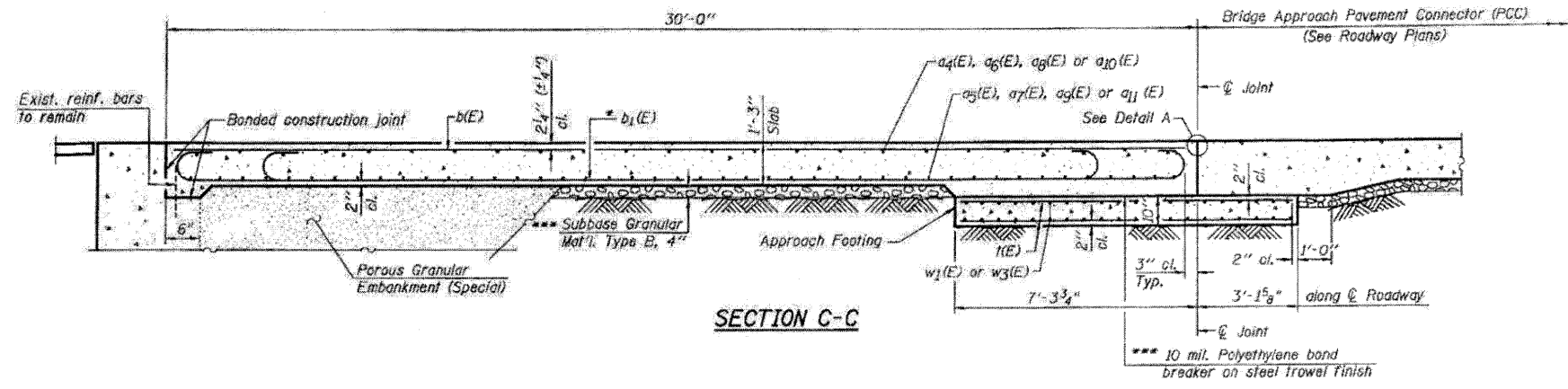


NOTE:

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

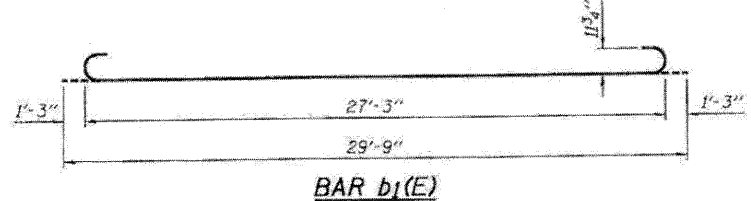
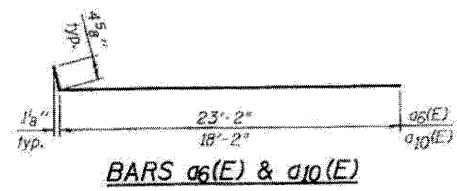


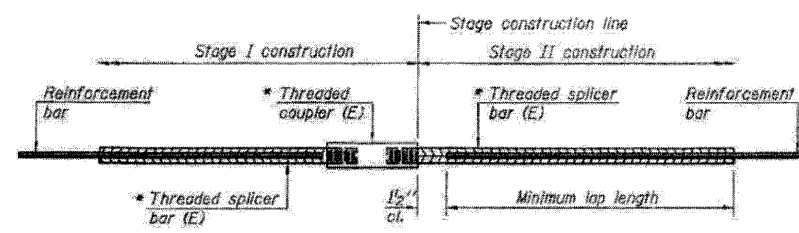
Notes:
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
For bar splicer details, see sheet S25.
Cost of excavation for approach footing included with Concrete Structures.



ONE APPROACH
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a4(E)	7	#4	17'-10"	
a5(E)	14	#5	17'-10"	
a6(E)	18	#4	19'-5"	
a7(E)	32	#5	19'-0"	
a8(E)	7	#4	22'-0"	
a9(E)	14	#5	22'-0"	
a10(E)	18	#4	23'-7"	
a11(E)	32	#5	23'-2"	
b(E)	34	#5	29'-8"	
b1(E)	98	#9	29'-9"	
b2(E)	6	#4	18'-2"	
k(E)	84	#4	10'-1"	
w1(E)	40	#5	19'-0"	
w3(E)	40	#5	23'-2"	
Approach Slab Removal			Sq. Yd.	267
Concrete Structures			Cu. Yd.	12.7
Concrete Superstructure			Cu. Yd.	60.0
Reinforcement Bars, Epoxy Coated			Pound	16,050
Bar Splicers			Each	111
Bridge Approach Shoulder Removal			Sq. Yd.	17





STANDARD BAR SPLICER ASSEMBLY

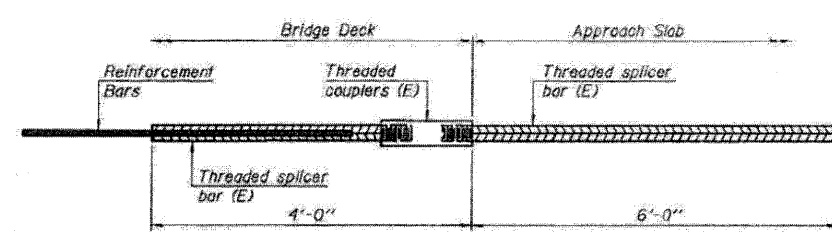
Minimum Lap Lengths				
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

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

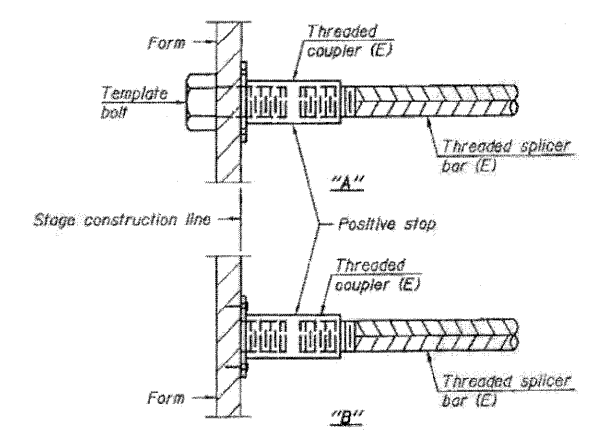
Threaded splicer bar length = min. lap length + 1/2" + thread length

* 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	

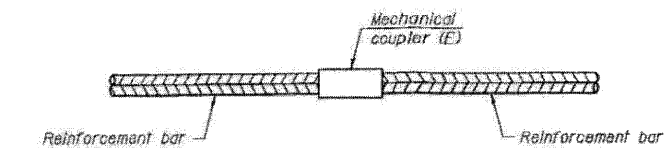


BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS



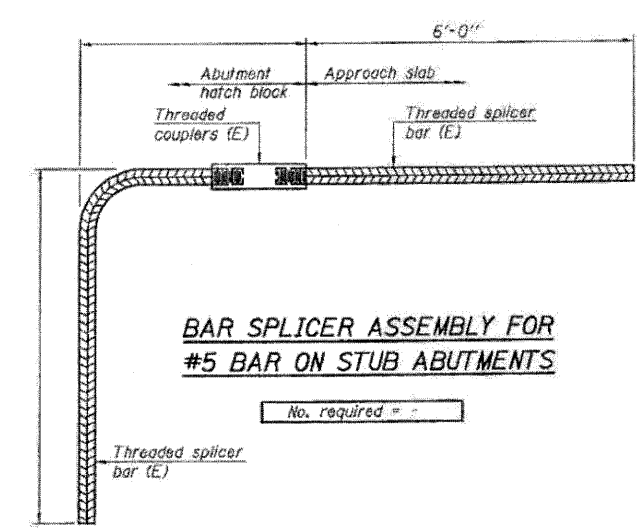
INSTALLATION AND SETTING METHODS

"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

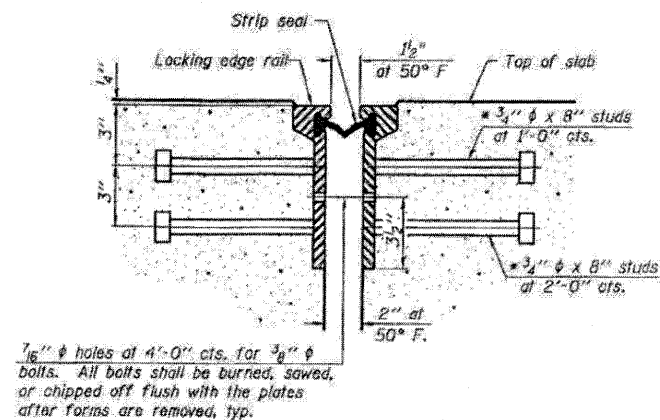
NOTES

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.

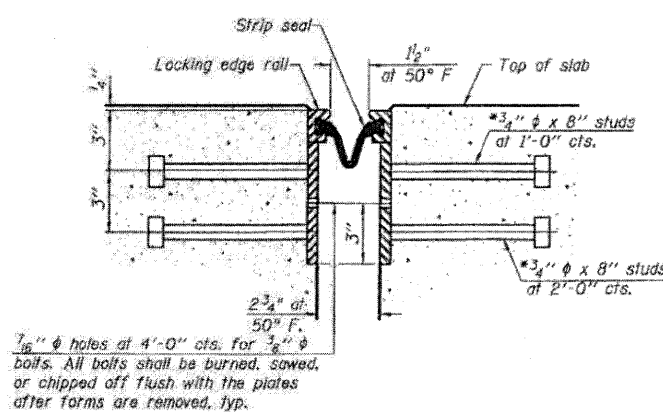
BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS STRUCTURE NO'S. 052-0046 (SB) & 052-0047 (NB)

BSD-1 11-1-09

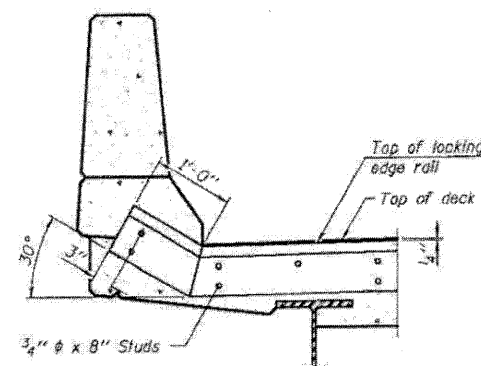
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically and welded.



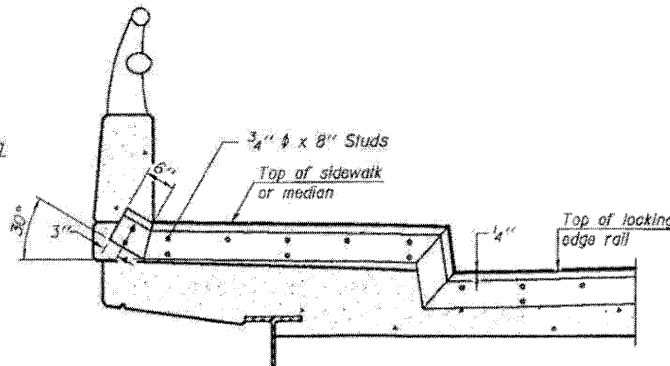
**SECTION THRU
ROLLED RAIL JOINT**



**SECTION THRU
WELDED RAIL JOINT**

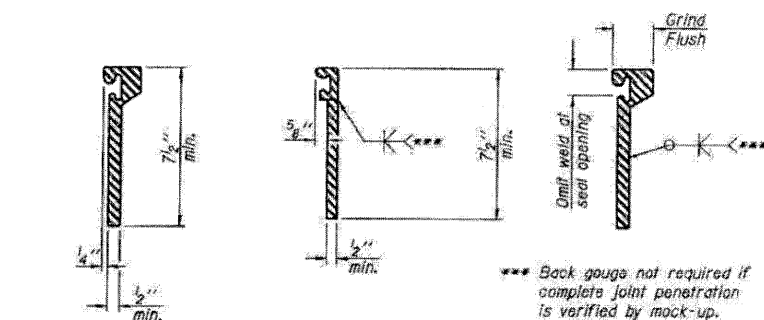


AT PARAPET
See Section A-A for and
treatment of skews > 30°.



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

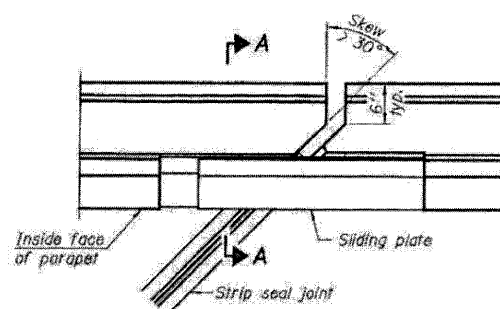


**ROLLED
EXTRUDED RAIL WELDED RAIL**

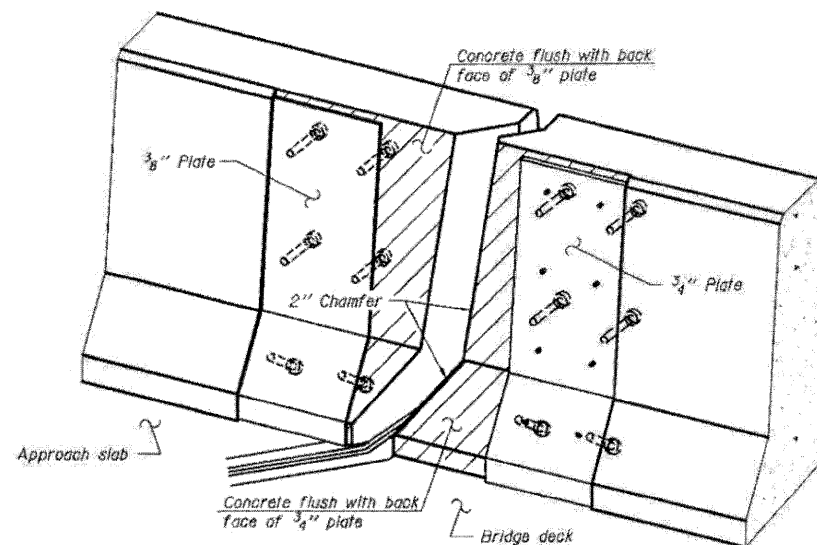
**LOCKING EDGE
RAIL SPLICE**

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

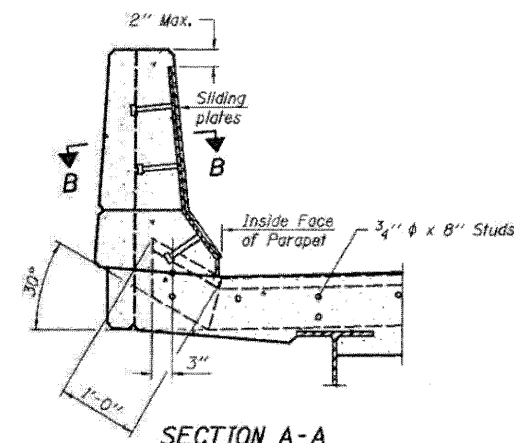
LOCKING EDGE RAILS



PLAN

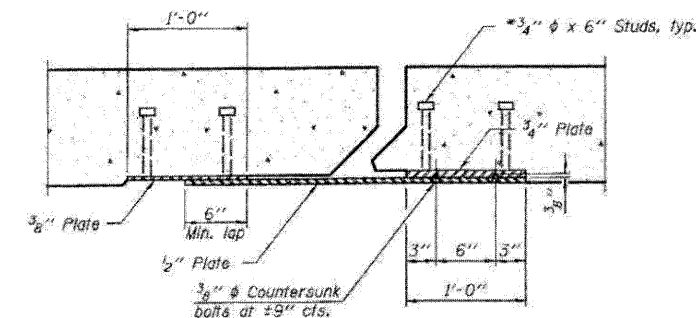


TRIMETRIC VIEW
(Showing back plates only)



SECTION A-A

POINT BLOCK DETAILS
(for skews > 30°)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	174

PREFORMED JOINT STRIP SEAL
STRUCTURE NO'S. 052-0046 (SB) & 052-0047 (NB)

EJ-SSJ 11-1-09

FILE NAME = 2920046-64597-26-pref-judge
PLOT DATE = 3/29/2010
PLOT SCALE = 5/8" = 1' DL

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 -

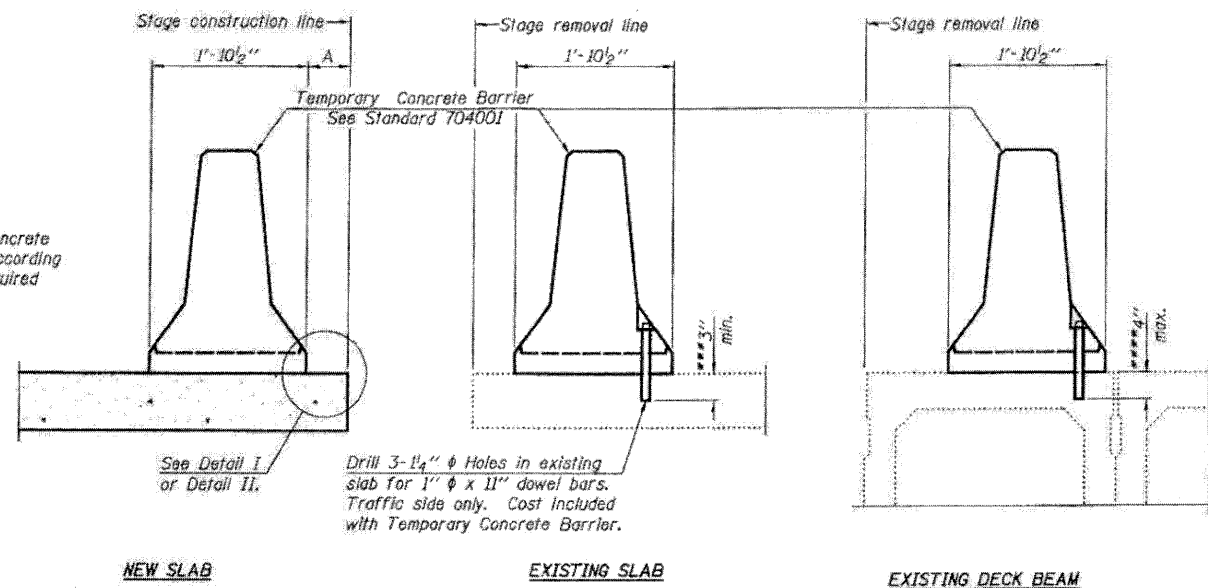
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PREFORMED JOINT STRIP SEAL
SOUTHBOUND & NORTHBOUND STRUCTURES S.N. 052-0046
I-39 OVER B.N.R.R. S.N. 052-0047

SCALE: SHEET NO. 526 OF 527 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1, 103-2)RS	LEE	313	215
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64E97	

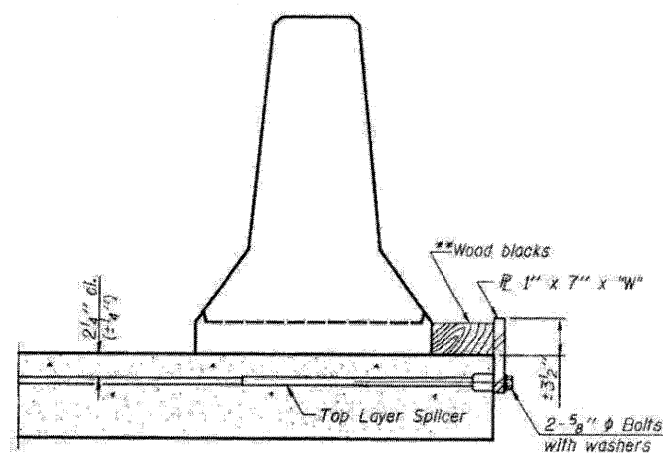
When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



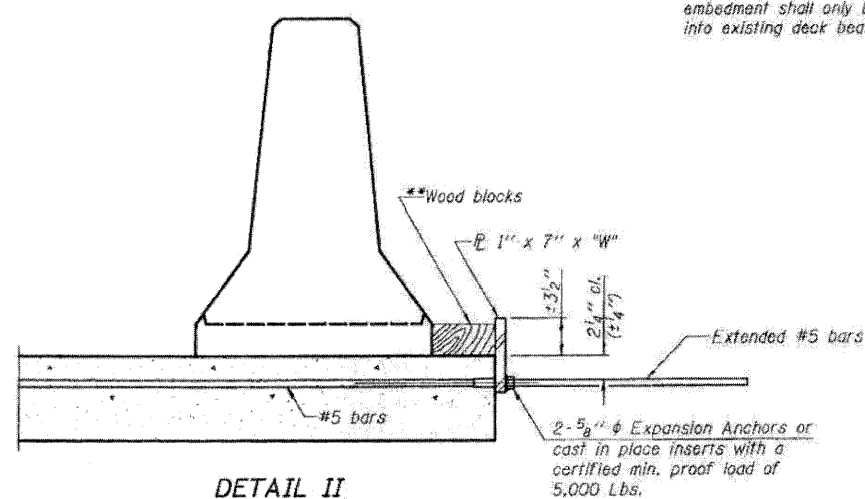
SECTIONS THRU SLAB OR DECK BEAM

*** 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.



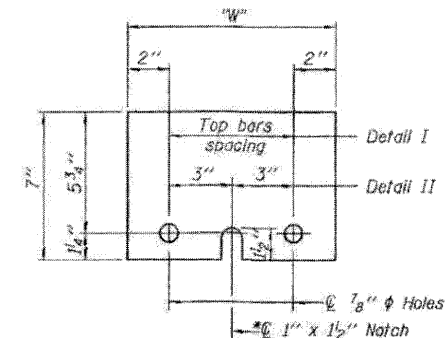
DETAIL I



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 = 052045-64E97-27-concrete-barrier.dgn	DESIGNED - B.N.S./J.C.N.	REVISD -	STATE OF ILLINOIS	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION	F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLAT DATE = 3/29/2010	DRAWN - D.L./F.M.	REVISD -	DEPARTMENT OF TRANSPORTATION	SOUTHBOUND & NORTHBOUND STRUCTURES S.N. 052-0046	39	1103-1, 103-2/RS	LEE	313	216
PLAT SCALE = 5/8" = 1' - 0"	CHECKED - B.N.S./J.C.N.	REVISD -		I-39 OVER B.N.R.R. S.N. 052-0047					
	DATE - MARCH, 2010	REVISD -		SCALE:	SHEET NO. S27 OF S27 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
								CONTRACT NO. 64E97	

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

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 facia 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 $\frac{3}{4}$ in. ϕ , holes $\frac{5}{16}$ 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.

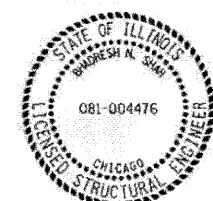
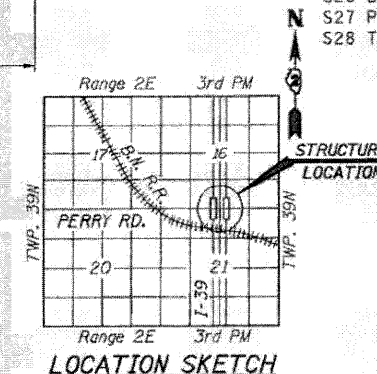
Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods 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".

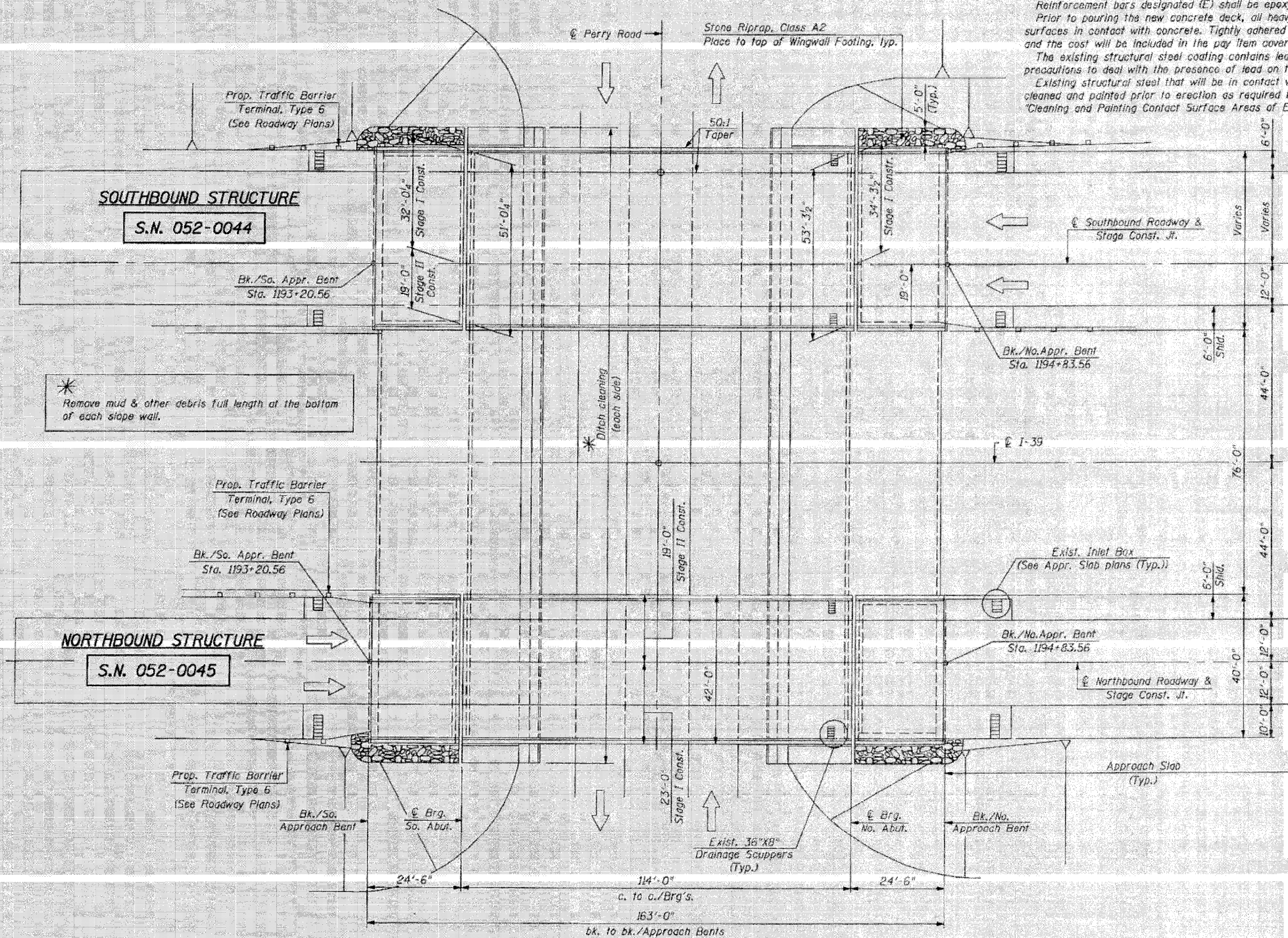
INDEX OF SHEETS

- 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
- S7 JOINT RECONSTRUCTION DETAILS AT SOUTH ABUTMENT
- S8 JOINT RECONSTRUCTION AT NORTH ABUTMENT
- S9 JOINT RECONSTRUCTION DETAILS AT NORTH ABUTMENT
- S10 JOINT RECONSTRUCTION AT SOUTH ABUTMENT
- S11 JOINT RECONSTRUCTION DETAILS AT SOUTH ABUTMENT
- S12 JOINT RECONSTRUCTION AT NORTH ABUTMENT
- S13 JOINT RECONSTRUCTION DETAILS AT NORTH ABUTMENT
- S14 STRUCTURAL STEEL REPAIRS
- S15 SOUTHBOUND & NORTHBOUND STRUCTURES
- S16 FIXED BEARING ASSEMBLY - SOUTH ABUTMENT
- S17 SOUTHBOUND & NORTHBOUND STRUCTURE
- S18 ELASTOMERIC BEARING ASSEMBLY, TYPE 1 - NORTH ABUTMENT
- S19 SOUTHBOUND & NORTHBOUND STRUCTURES
- S20 SOUTH & NORTH ABUTMENT REPAIRS
- S21 SOUTHBOUND STRUCTURE
- S22 SOUTH & NORTH ABUTMENT REPAIRS
- S23 NORTHBOUND STRUCTURE
- S24 SOUTH APPROACH SLAB REPAIR-I
- S25 SOUTHBOUND STRUCTURE
- S26 NORTH APPROACH SLAB REPAIR-II
- S27 SOUTHBOUND STRUCTURE
- S28 SOUTH APPROACH SLAB REPAIR-I
- S29 NORTHBOUND STRUCTURE
- S30 NORTH APPROACH SLAB REPAIR-II
- S31 NORTHBOUND STRUCTURE
- S32 BAR SPLICER ASSEMBLY AND MECHANICAL SPICER DETAILS
- S33 PREFORMED JOINT STRIP SEAL
- S34 TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION



Bhadresh N. Shah
 BHADRESH N. SHAH 03/25/2010
 LICENSED STRUCTURAL ENGINEER
 STATE OF ILLINOIS LIC. No. 081-004476
 EXPIRES: 11-30-10

ELEVATION



PLAN

FILE NAME: 0520044-64E97-01-0PE.dgn
 PLOT DATE: 3/29/2010
 PLOT SCALE: 50.0000' = 1"

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:

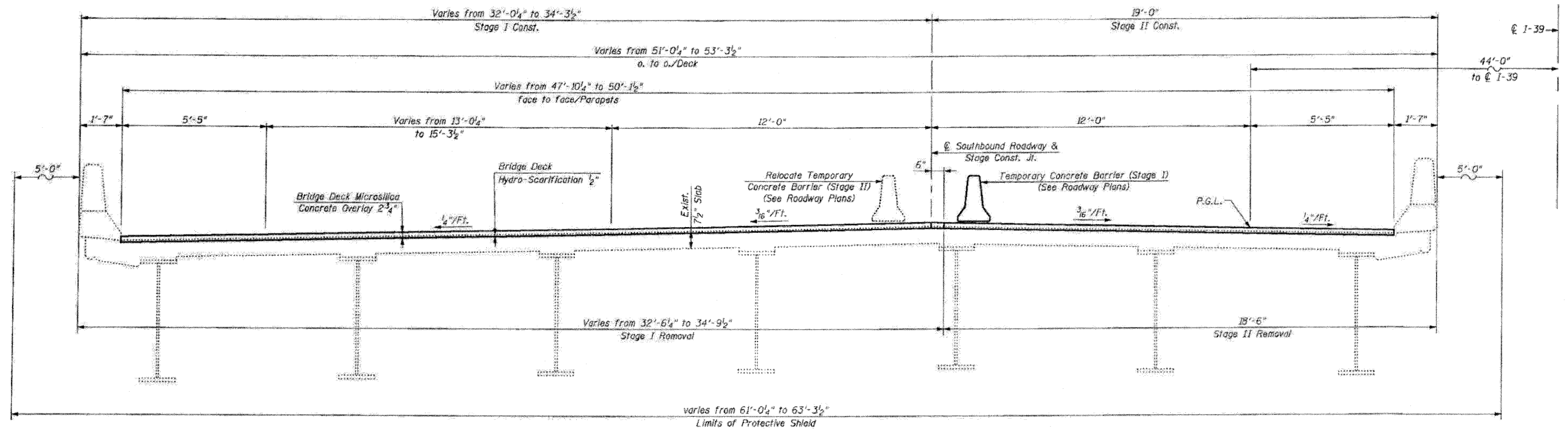
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
 SOUTHBOUND & NORTHBOUND STRUCTURES S.N. 052-0044
 I-39 OVER PERRY ROAD S.N. 052-0045

SCALE: SHEET NO. 51 OF 528 SHEETS STA. TO STA.

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEET NO.
39	(103-1, 103-2)MS	LEE	313
CONTRACT NO. 64E97			217

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



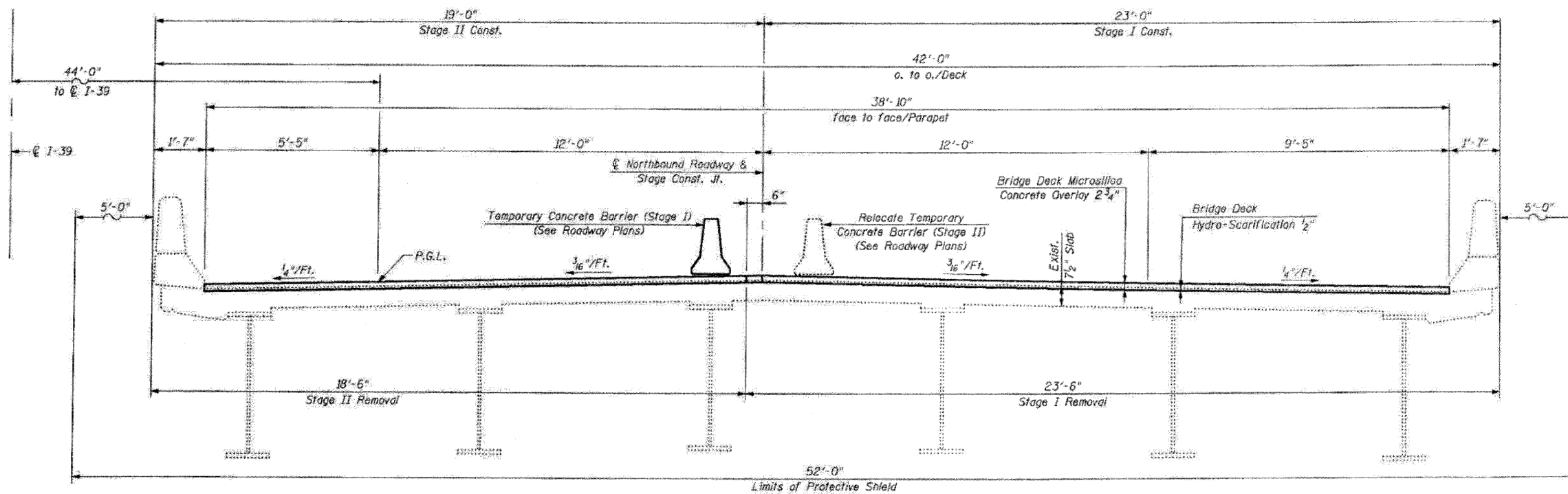
SOUTHBOUND STRUCTURE
(Looking North)

S.N. 052-0044

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Stone Riprap, Class A2	Sq. Yd.	70
Approach Slab Removal	Sq. Yd.	1,383
Concrete Removal	Cu. Yd.	21.8
Protective Shield	Sq. Yd.	1,446
Concrete Structures	Cu. Yd.	57.1
Concrete Superstructure	Cu. Yd.	299.5
Bridge Deck Grooving	Sq. Yd.	*2,081
Protective Coat	Sq. Yd.	*2,195
Furnishing and Erecting Structural Steel	Pound	10,610
Jack and Remove Existing Bearings	Each	26
Structural Steel Removal	Pound	2,000
Reinforcement Bars, Epoxy Coated	Pound	14,720
Bar Splicers	Each	488
Preformed Joint Strip Seal	Foot	184
Elastomeric Bearing Assembly, Type I	Each	13
Anchor Bolts, 1"	Each	52
Epoxy Crack Injection	Foot	12
Bridge Deck Hydro-Scarification 1/2"	Sq. Yd.	1,581
Ditch Cleaning	Foot	362
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	25
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	29
Bridge Approach Shoulder Removal	Sq. Yd.	83
Structural Repair Of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	107
Bridge Deck Microsilica Concrete Overlay 2 3/4"	Sq. Yd.	1,581

* Quantity includes Approach Pavement



NORTHBOUND STRUCTURE
(Looking North)

S.N. 052-0045

FILE NAME: 0520044-04E97-02-crash-section
PLOT DATE: 03/29/2018
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 -

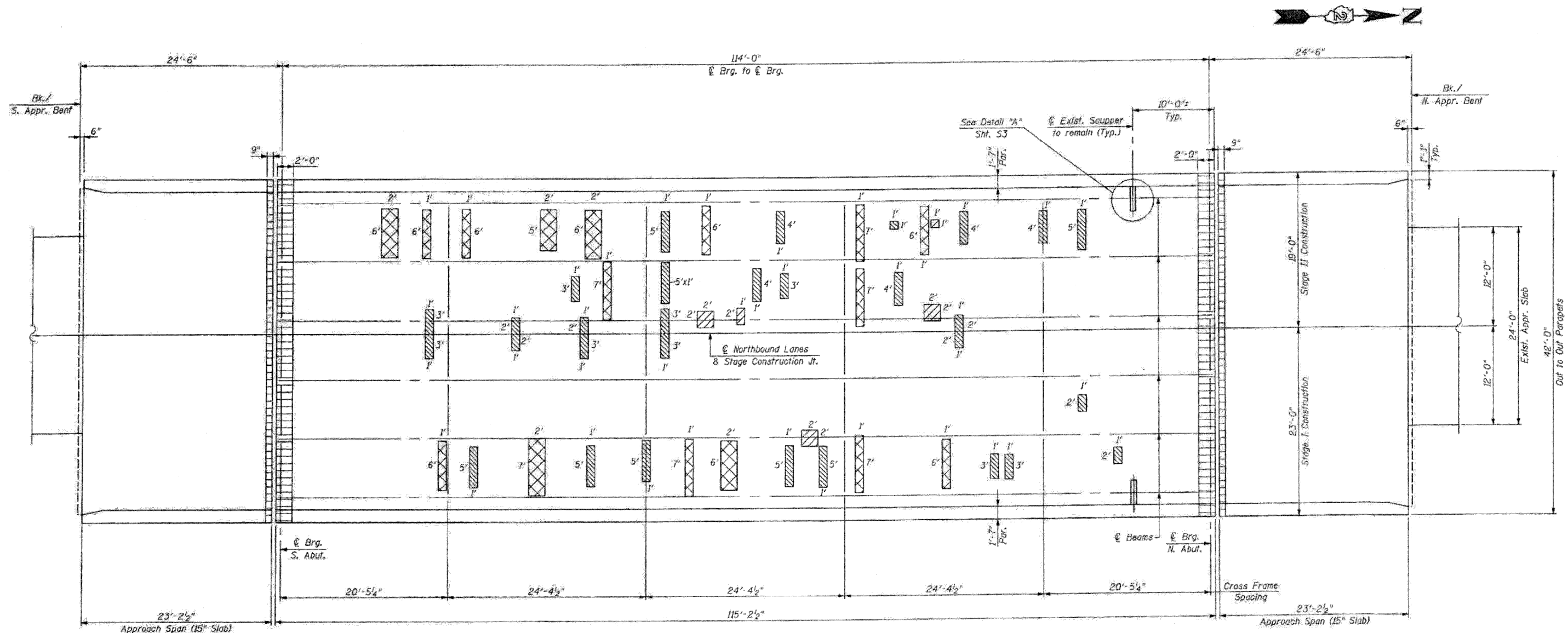
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTIONS
SOUTHBOUND & NORTHBOUND STRUCTURES
I-39 OVER PERRY ROAD
S.N. 052-0044
S.N. 052-0045

SCALE: SHEET NO. S2 OF 528 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	103-1, 103-2/RS	LEE	313	218

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



DECK PLAN

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. S18 thru S25.
 * 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 Souppers, 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.	12
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	15

FILE NAME: 0528044-64E97-04-NB-de-pl.dwg
 PLOT DATE: 3/29/2010
 PLOT SCALE: 58.0000' = 1" IN.

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

REVISED -
 REVISED -
 REVISED -
 REVISED -

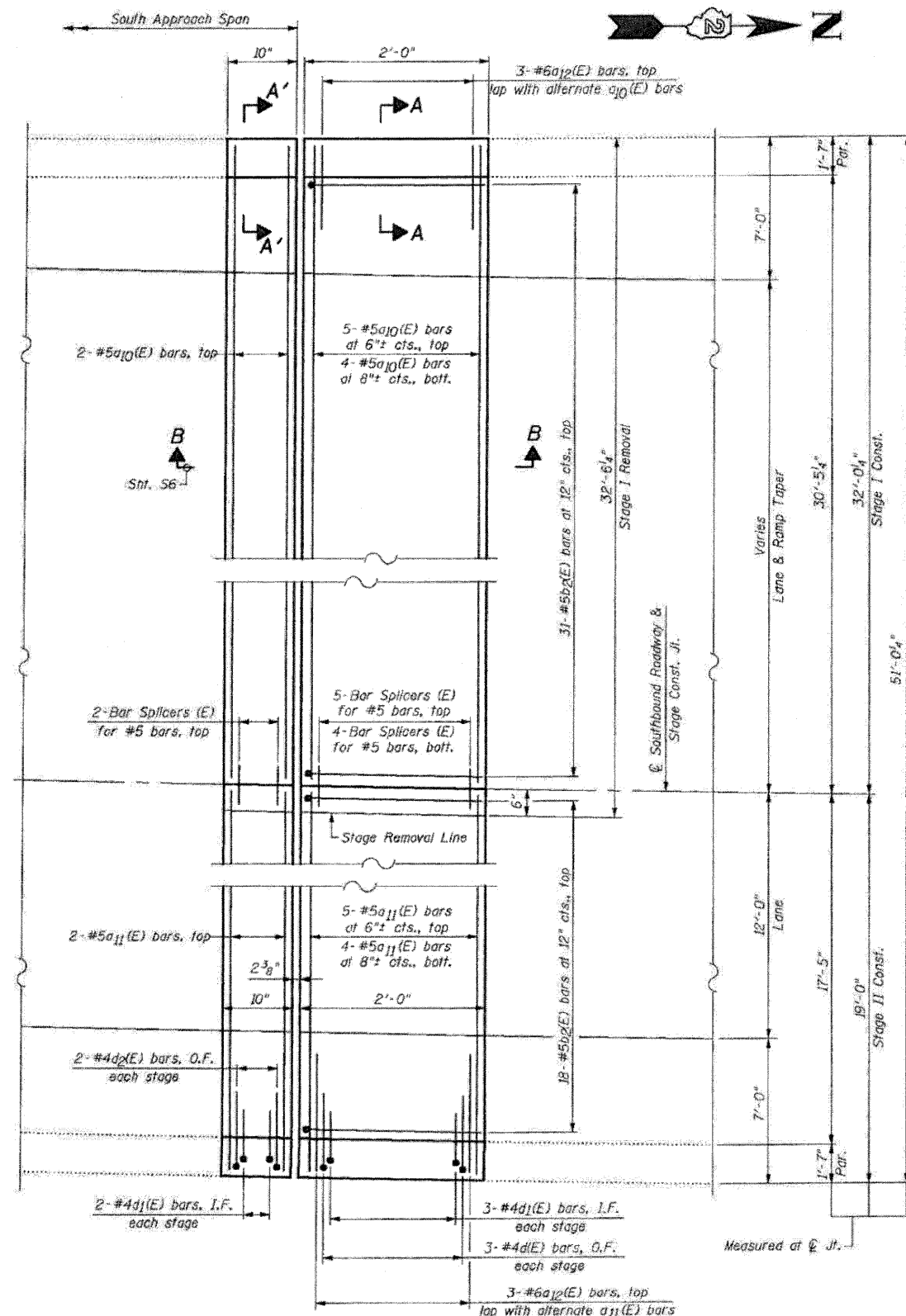
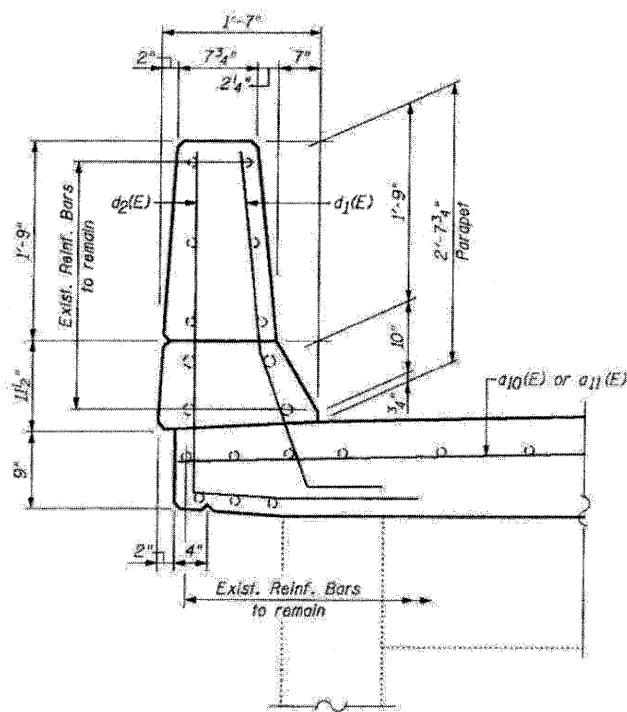
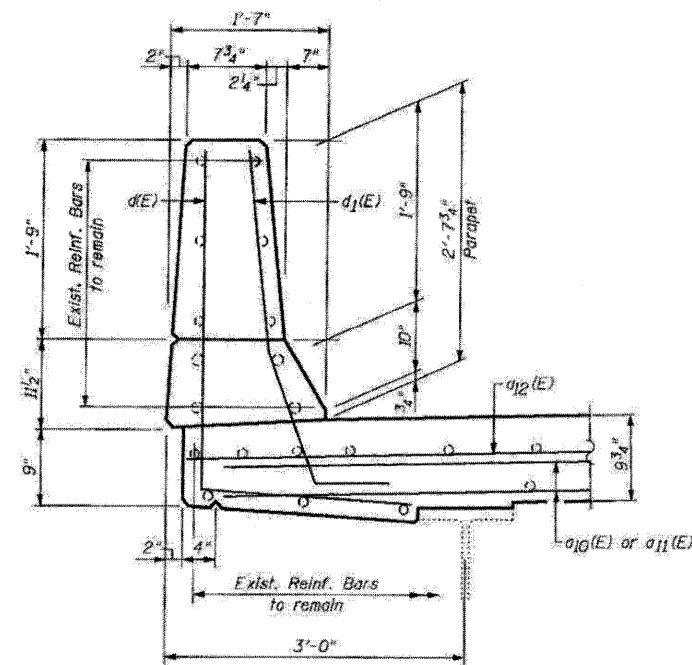
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DECK PLAN
 NORTHBOUND STRUCTURE
 I-39 OVER PERRY ROAD

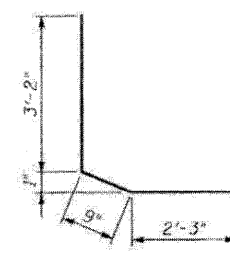
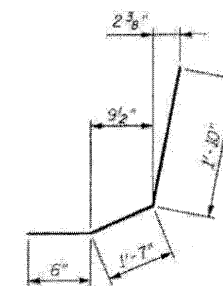
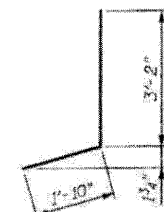
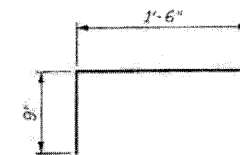
S.N. 052-0045

SCALE: SHEET NO. 54 OF 528 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	103-1, 103-2HS	LEE	313	220
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



PROPOSED PLAN

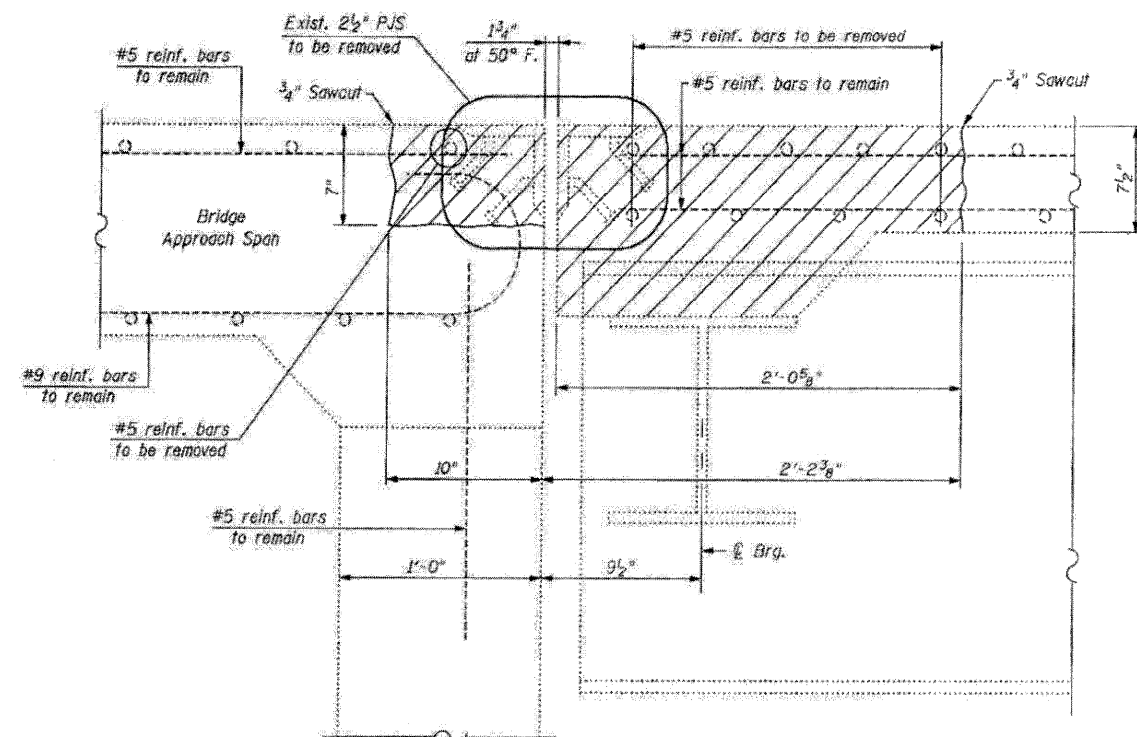


BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a ₁₀ (E)	11	#5	31'-6"	—
a ₁₁ (E)	11	#5	18'-6"	—
a ₁₂ (E)	6	#6	4'-0"	—
b ₂ (E)	49	#5	2'-3"	┐
d(E)	6	#4	5'-0"	┘
a ₁ (E)	10	#5	3'-11"	┘
a ₂ (E)	4	#4	6'-2"	┘
Reinforcement Bars, Epoxy Coated			Pound	800
Concrete Removal			Cu. Yd.	5.9
Concrete Superstructure			Cu. Yd.	6.8
Bar Splicers			Each	11
Protective Coat			Sq. Yd.	3

Quantity for Top & Inside Face of
Reconstructed Parapets

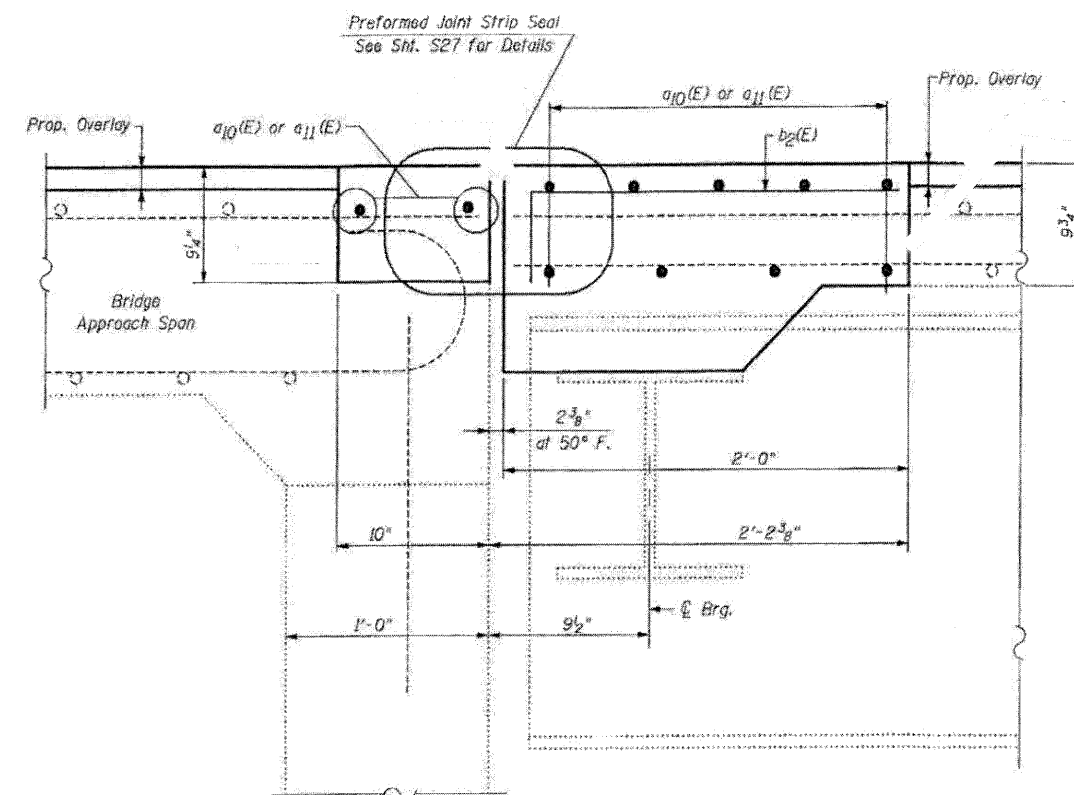
LEGEND:
O.F. = Outside Face
I.F. = Inside Face



EXISTING

SECTION B-B

SOUTHBOUND ROADWAY-SOUTH ABUTMENT



PROPOSED

SECTION B-B

SOUTHBOUND ROADWAY-SOUTH ABUTMENT

LEGEND:
 Concrete Removal

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

FILE NAME = 0520044-64E97-06-S-Abut-SB-etc
 PLOT DATE = 3/29/2010
 PLOT SCALE = 5/8" = 1' IN.



CHRISTIAN-RODE & 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 -

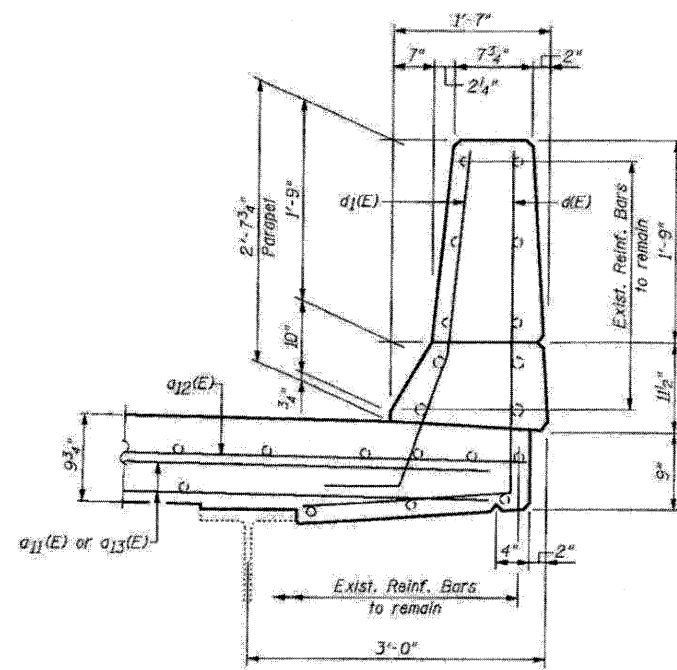
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT RECONSTRUCTION DETAILS AT SOUTH ABUTMENT
SOUTHBOUND STRUCTURE
I-39 OVER PERRY ROAD

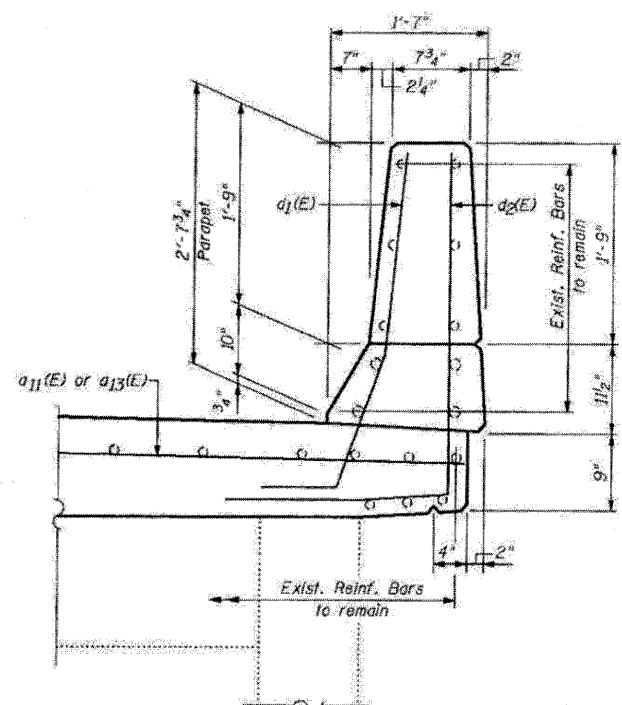
S.N. 052-0044

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

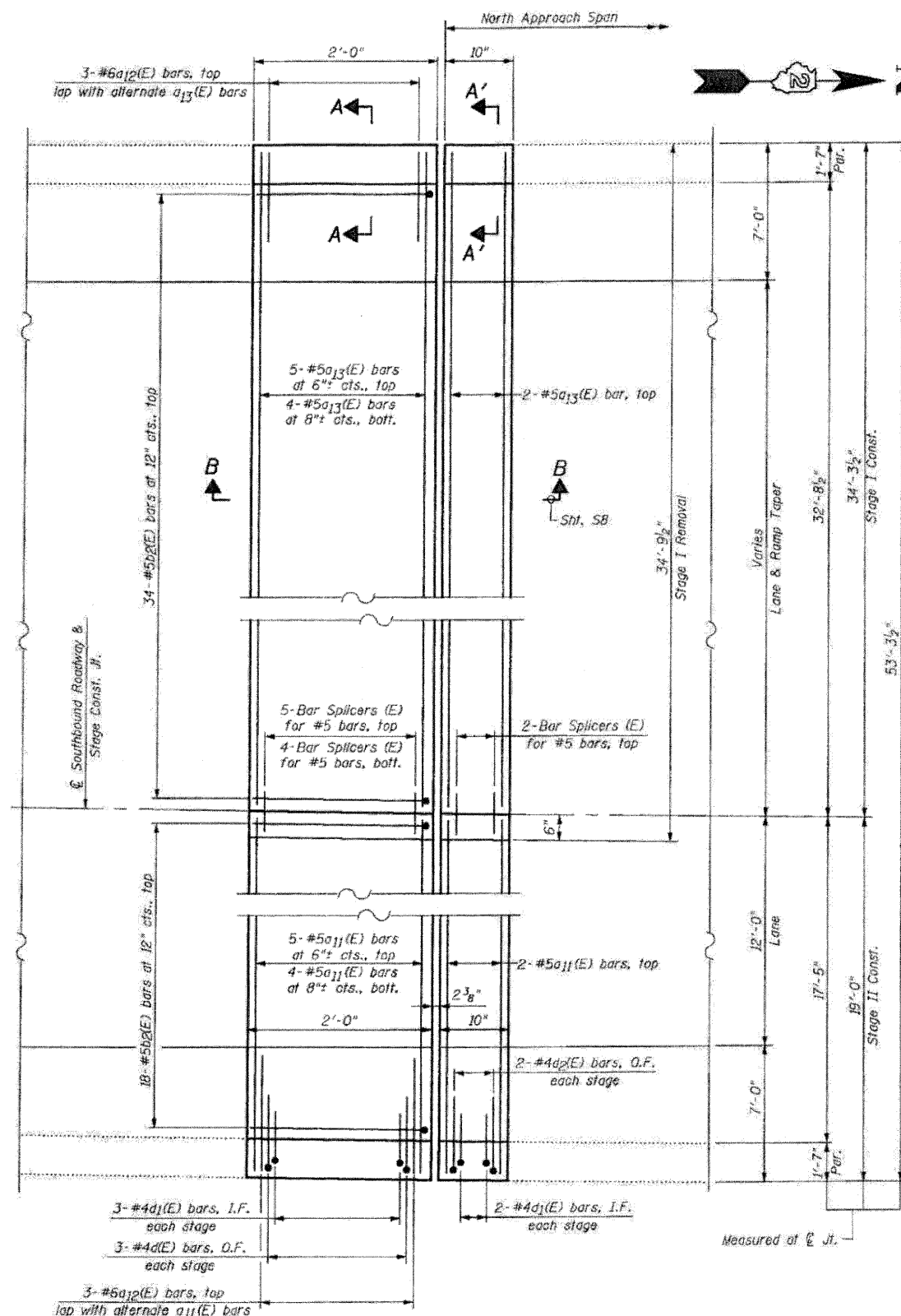
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	1103-1, 103-2/RS	LEE	313	222
CONTRACT NO. 64E97				



SECTION A-A

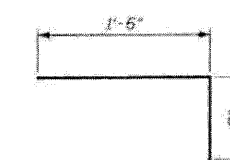


SECTION A'-A'

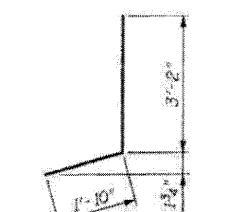


PROPOSED PLAN

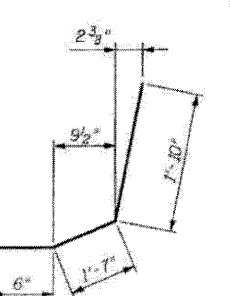
NORTH ABUTMENT AT
SOUTHBOUND STRUCTURE



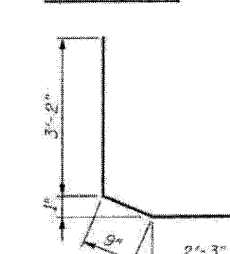
BAR d2(E)



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
a ₁₁ (E)	11	#5	18'-6"	—
a ₁₂ (E)	6	#6	4'-0"	—
a ₁₃ (E)	11	#5	33'-9"	—
b ₂ (E)	52	#5	2'-3"	└
d(E)	6	#4	5'-0"	J
d ₁ (E)	10	#5	3'-11"	J
d ₂ (E)	4	#4	6'-2"	L
Reinforcement Bars, Epoxy Coated			Pound	830
Concrete Removal			Cu. Yd.	6.1
Concrete Superstructure			Cu. Yd.	7.1
Bar Splicers			Each	11
Protective Coat			Sq. Yd.	3

Quantity for Top & Inside Face of
Reconstructed Parapets

FILE NAME: 0528044-64E97-07-N-Abut-SB
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

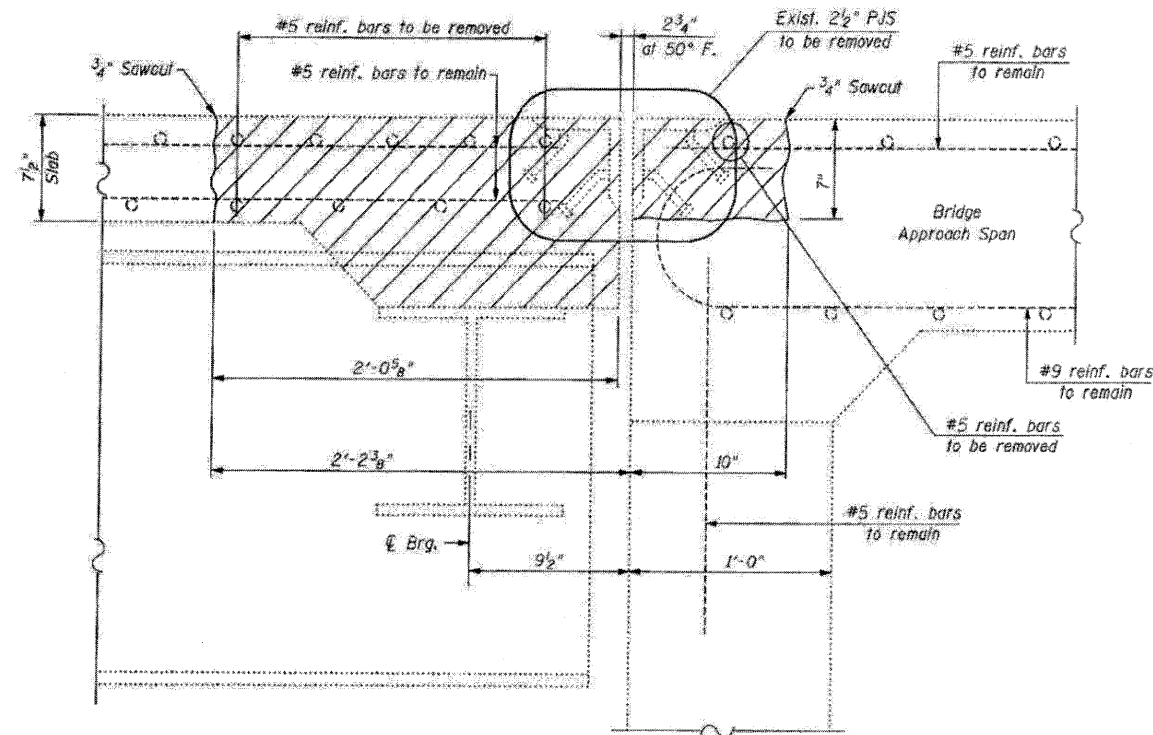
JOINT RECONSTRUCTION AT NORTH ABUTMENT
SOUTHBOUND STRUCTURE
I-39 OVER PERRY ROAD

S.N. 052-0044

SCALE: SHEET NO. S7 OF S28 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1, 103-2)RS	LEE	313	223
CONTRACT NO. 64E97				

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

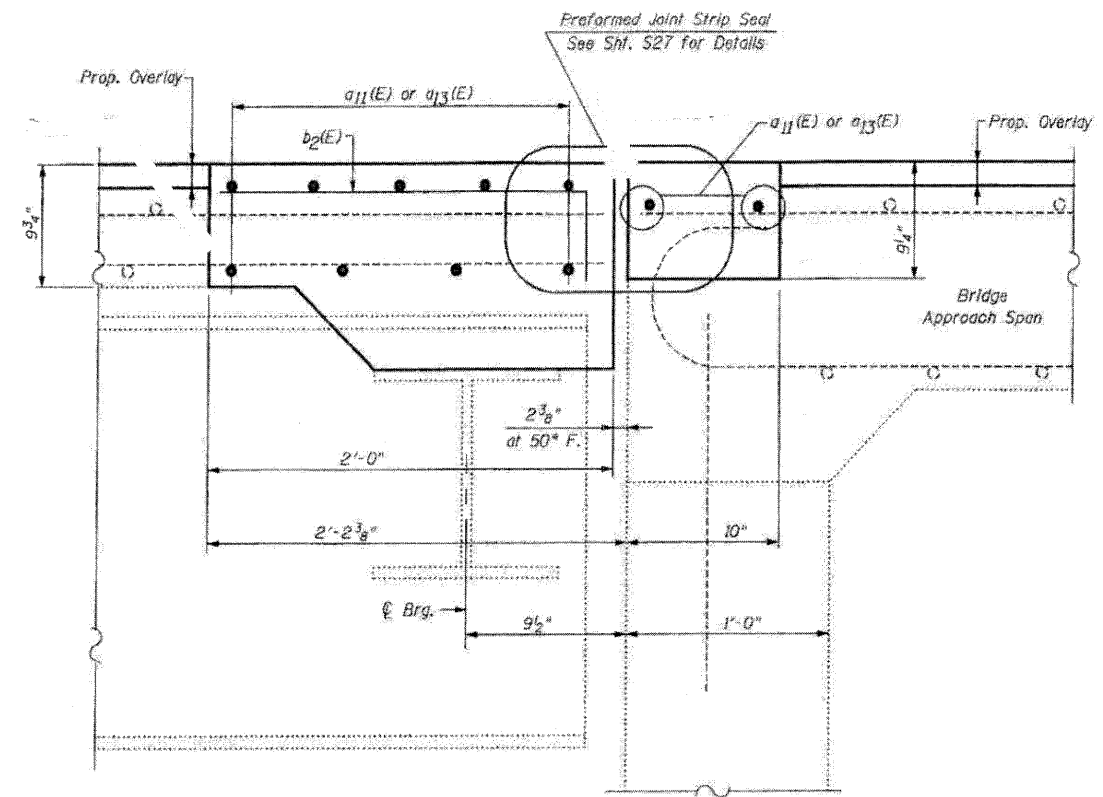


EXISTING

SECTION B-B

SOUTHBOUND ROADWAY-NORTH ABUTMENT

LEGEND:
 Concrete Removal

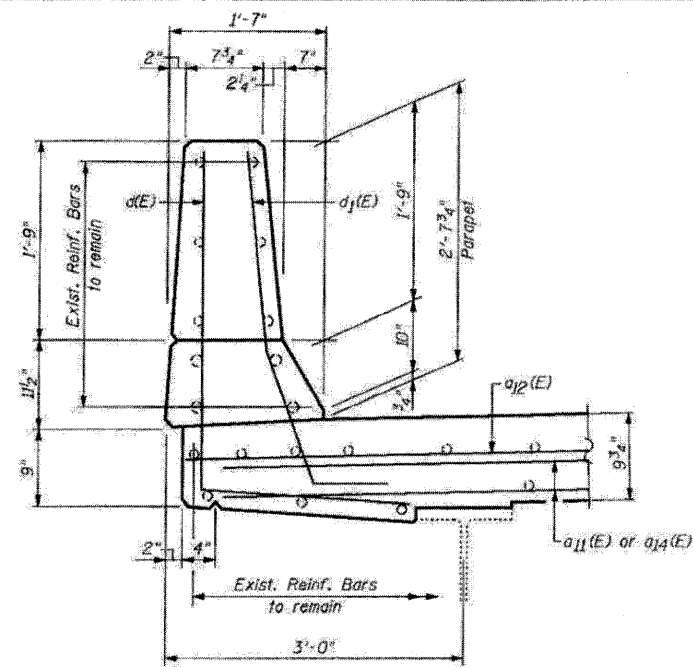


PROPOSED

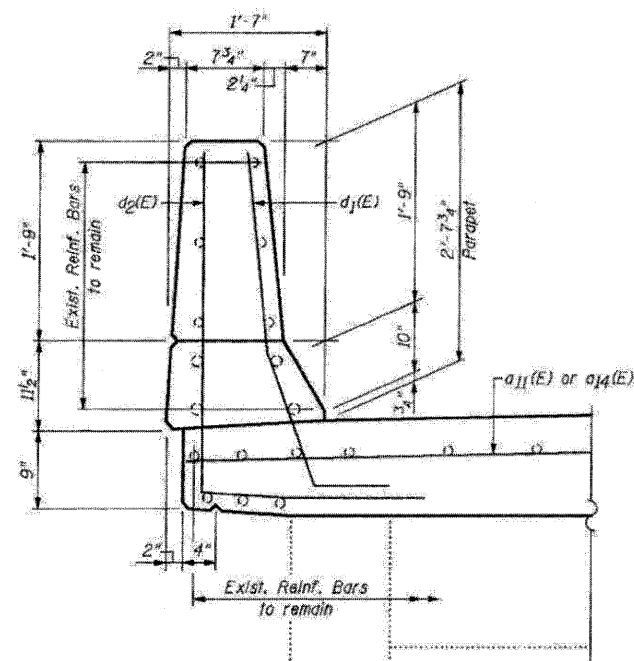
SECTION B-B

SOUTHBOUND ROADWAY-NORTH ABUTMENT

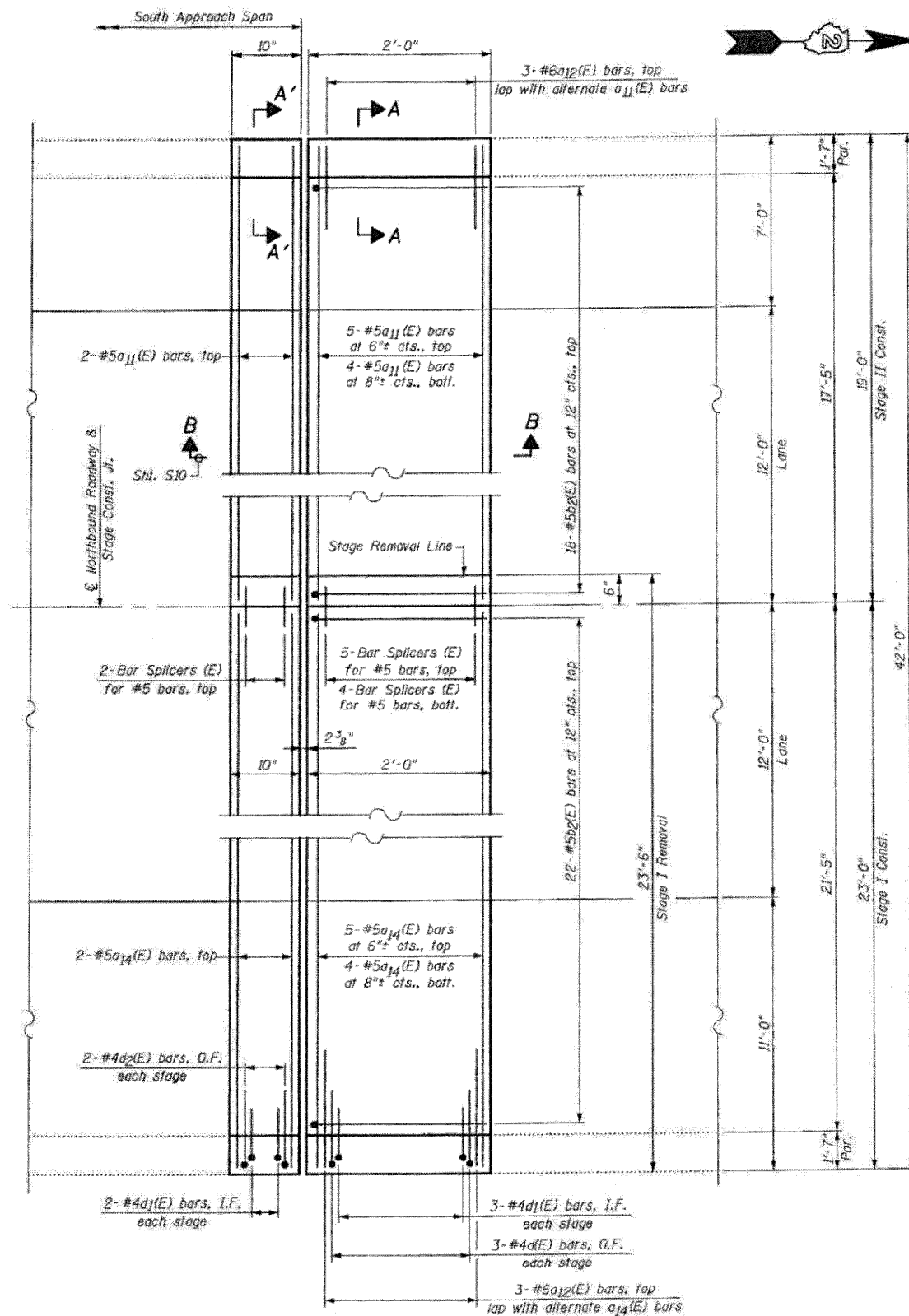
NOTE:
 For Bar Splicer Assembly Details, See Shf. S26



SECTION A-A

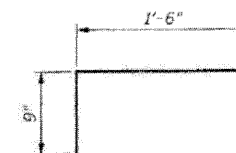


SECTION A'-A'

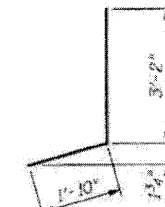


PROPOSED PLAN

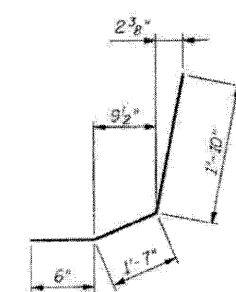
SOUTH ABUTMENT AT
NORTHBOUND STRUCTURE



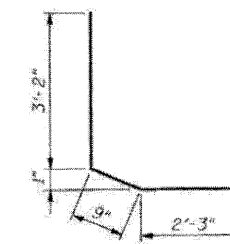
BAR d2(E)



BAR d1(E)



BAR d1(E)



BAR d2(E)

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

BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
a11(E)	11	#5	18'-6"	—
a14(E)	6	#6	4'-0"	—
a14(E)	11	#5	22'-6"	—
b2(E)	40	#5	2'-3"	└
d1(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

FILE NAME = 0520044-04E97-09-5-Abut-NB
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 - D.L./F.M.
CHECKED - B.N.S./J.C.N.
DATE - MARCH, 2010

REVISED -
REVISED -
REVISED -
REVISED -

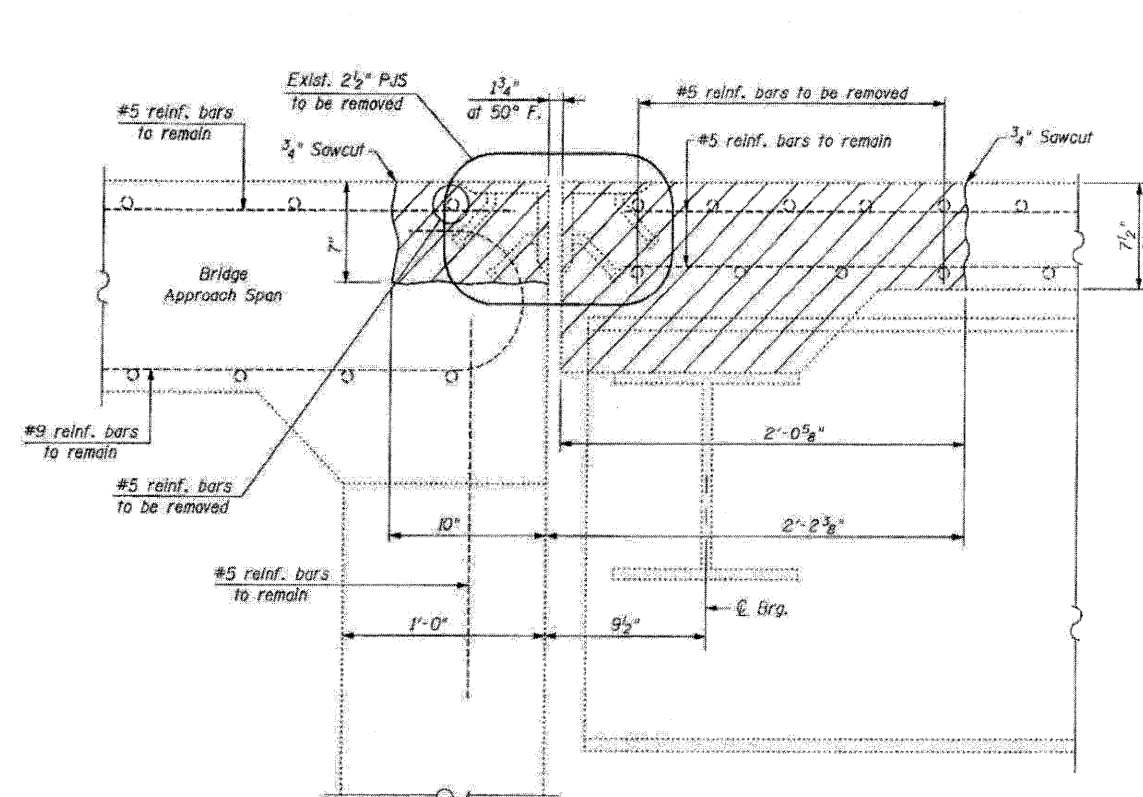
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT RECONSTRUCTION AT SOUTH ABUTMENT
NORTHBOUND STRUCTURE
I-39 OVER PERRY ROAD

S.N. 052-0045

SCALE: SHEET NO. 59 OF 520 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	103-1, 103-2/RS	LEE	313	225
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



EXISTING

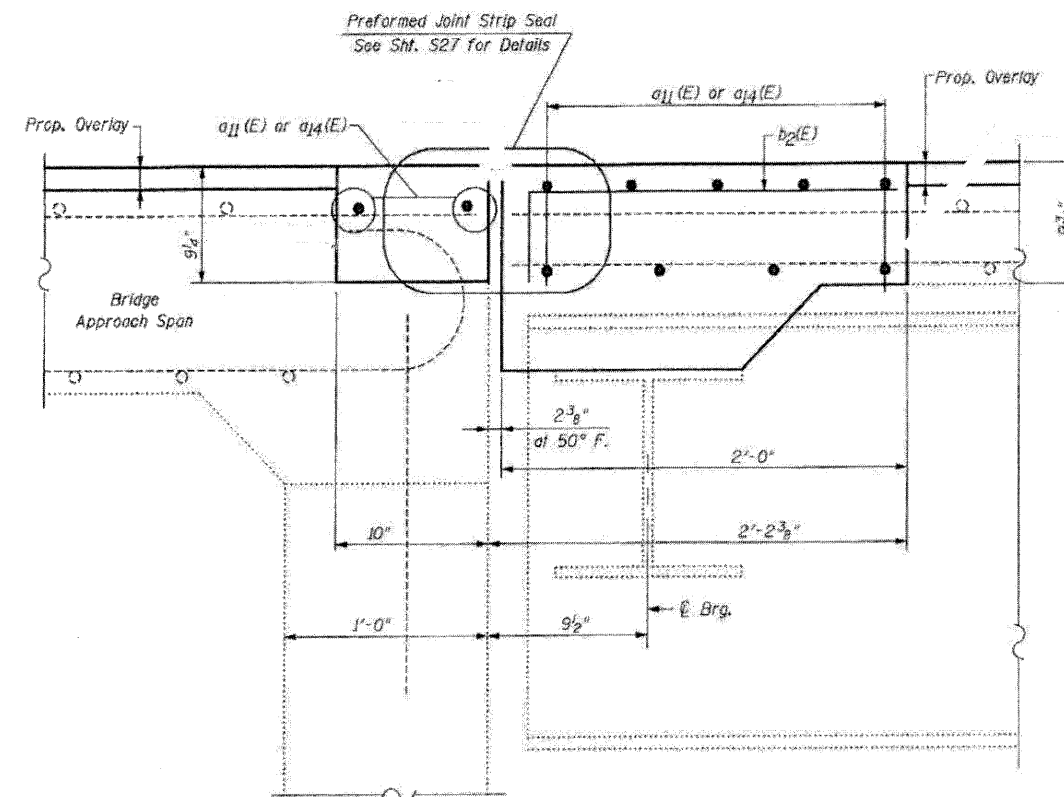
SECTION B-B

NORTHBOUND ROADWAY-SOUTH ABUTMENT

LEGEND:



Concrete Removal



PROPOSED

SECTION B-B

NORTHBOUND ROADWAY-SOUTH ABUTMENT

NOTE:

For Bar Splicer Assembly Details, See Sht. 526

FILE NAME: 0528044-64E97-18-5-Abut-NB-01.dwg
PLOT DATE: 3/29/2010
PLOT SCALE: 50.0000 1/2 IN.



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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

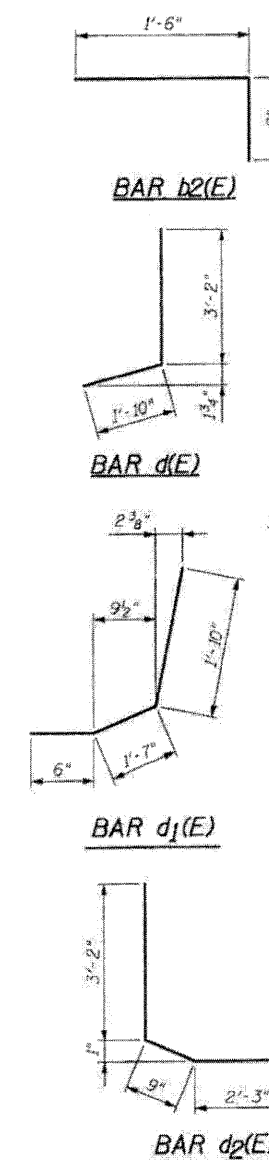
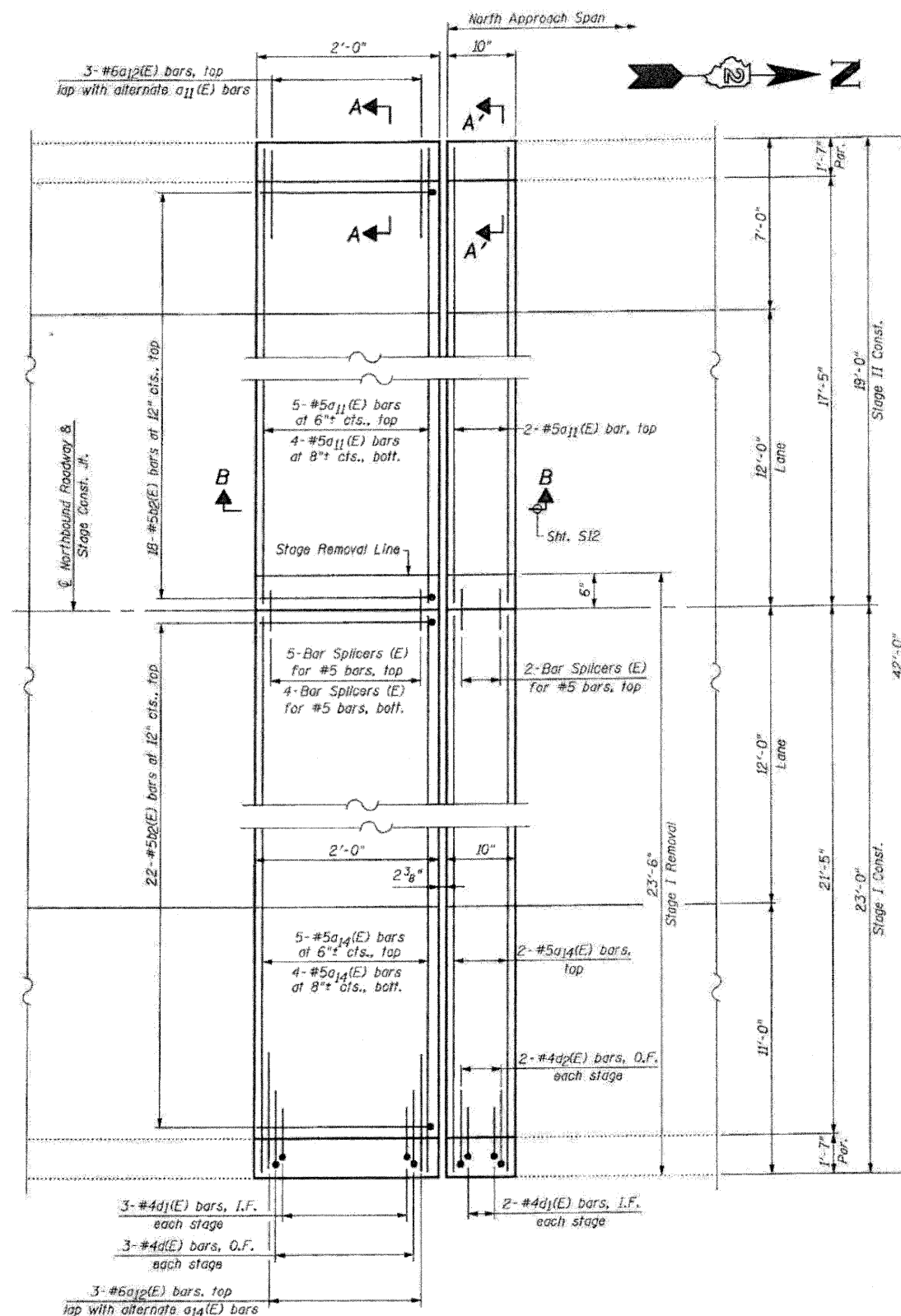
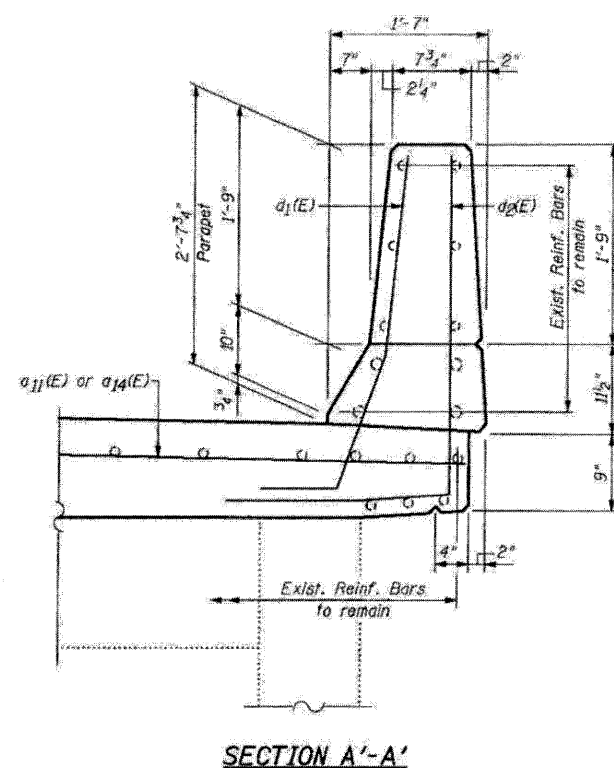
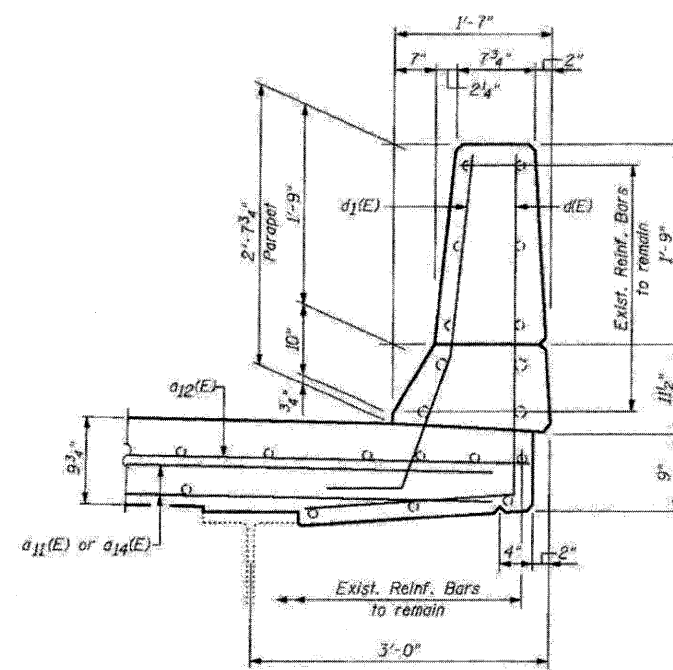
JOINT RECONSTRUCTION DETAILS AT SOUTH ABUTMENT
NORTHBOUND STRUCTURE
I-39 OVER PERRY ROAD

S.N. 052-0045

SCALE: SHEET NO. 510 OF 528 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	103-1, 103-2/RS	LEE	313	226

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



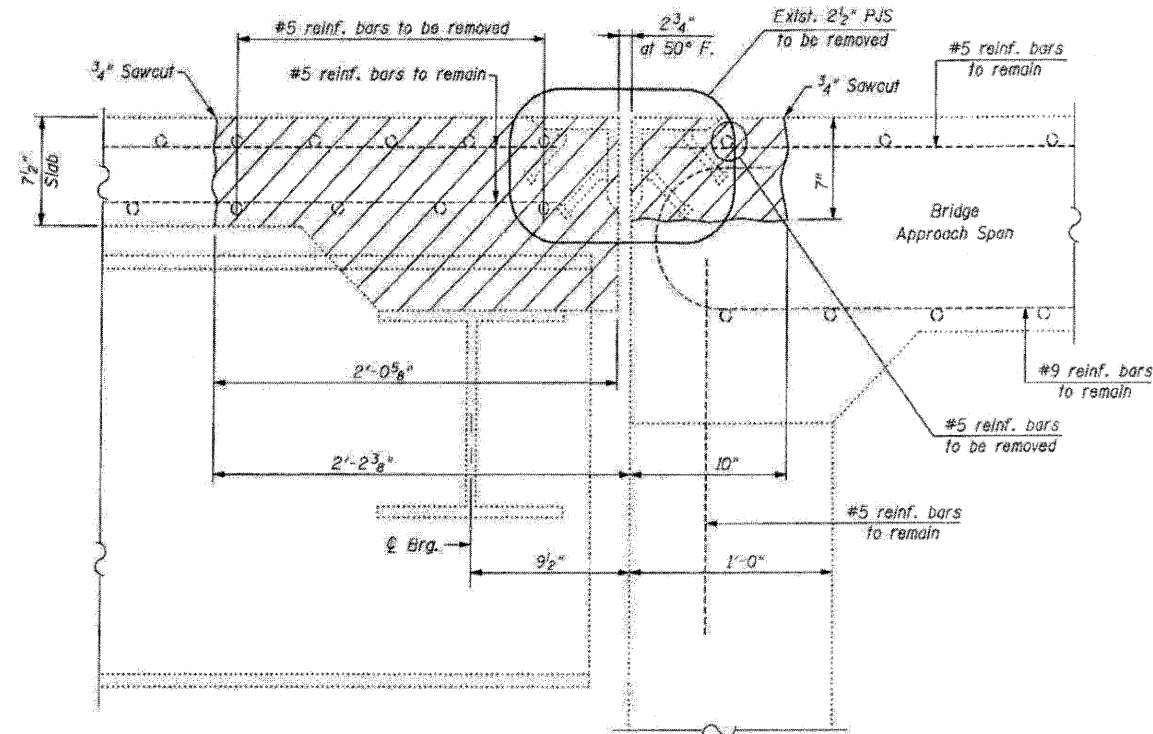
Bar	No.	Size	Length	Shape
a11 (E)	11	#5	18'-6"	—
a12 (E)	6	#6	4'-0"	—
a14 (E)	11	#5	22'-6"	—
b2 (E)	40	#5	2'-3"	┐
d(E)	6	#4	5'-0"	J
d1 (E)	10	#5	3'-11"	J
d2 (E)	4	#4	6'-2"	L
Reinforcement Bars, Epoxy Coated			Pound	680
Concrete Removal			Cu. Yd.	4.9
Concrete Superstructure			Cu. Yd.	5.7
Bar Splicers			Each	11
Protective Coat			Sq. Yd.	3

Quantity for Top & Inside Face of
Reconstructed Parapets

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

PROPOSED PLAN

NORTH ABUTMENT AT
NORTHBOUND STRUCTURE

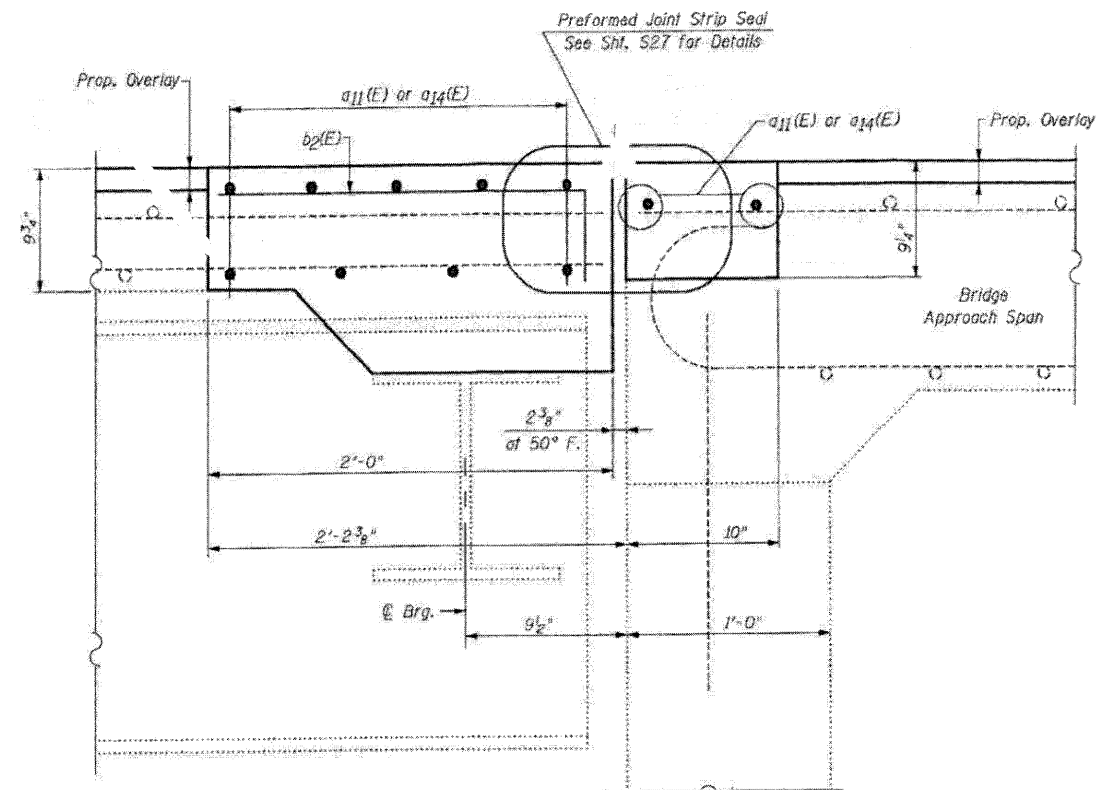
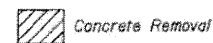


EXISTING

SECTION B-B

NORTHBOUND ROADWAY-NORTH ABUTMENT

LEGEND:



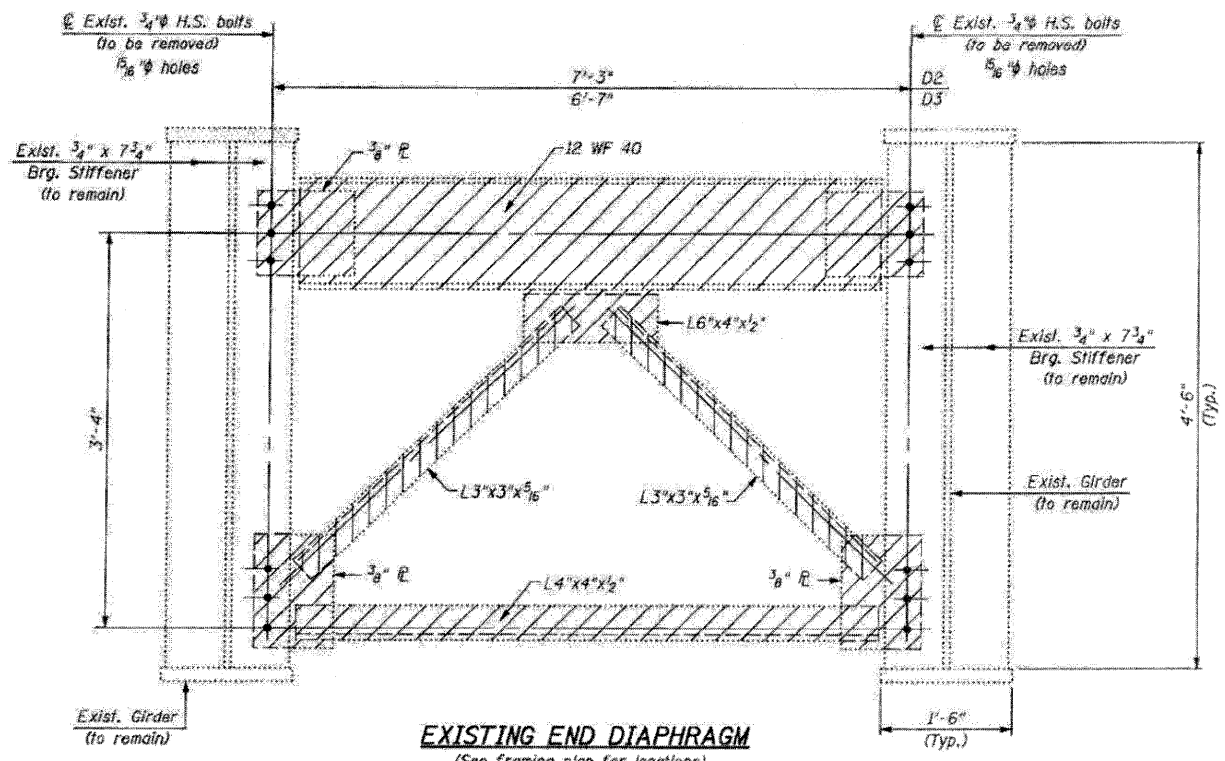
PROPOSED

SECTION B-B

NORTHBOUND ROADWAY-NORTH ABUTMENT

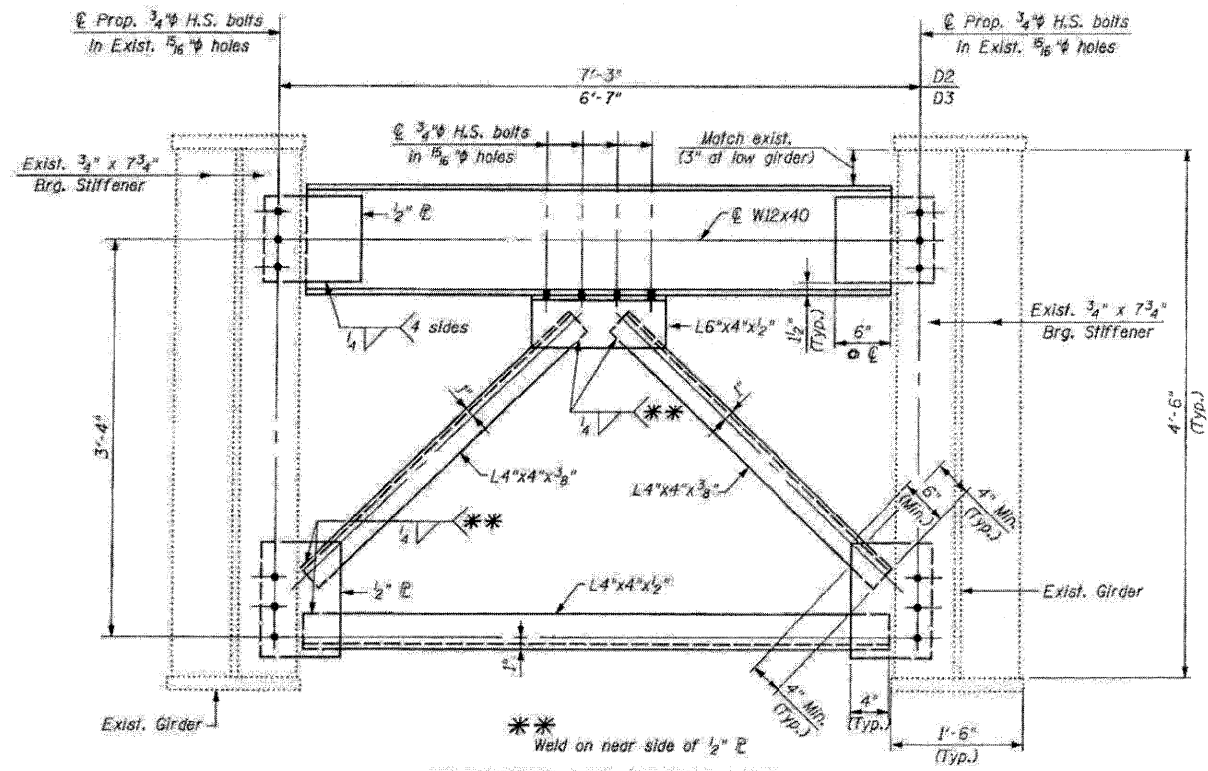
NOTE:

For Bar Splicer Assembly Details, See Sht. S26



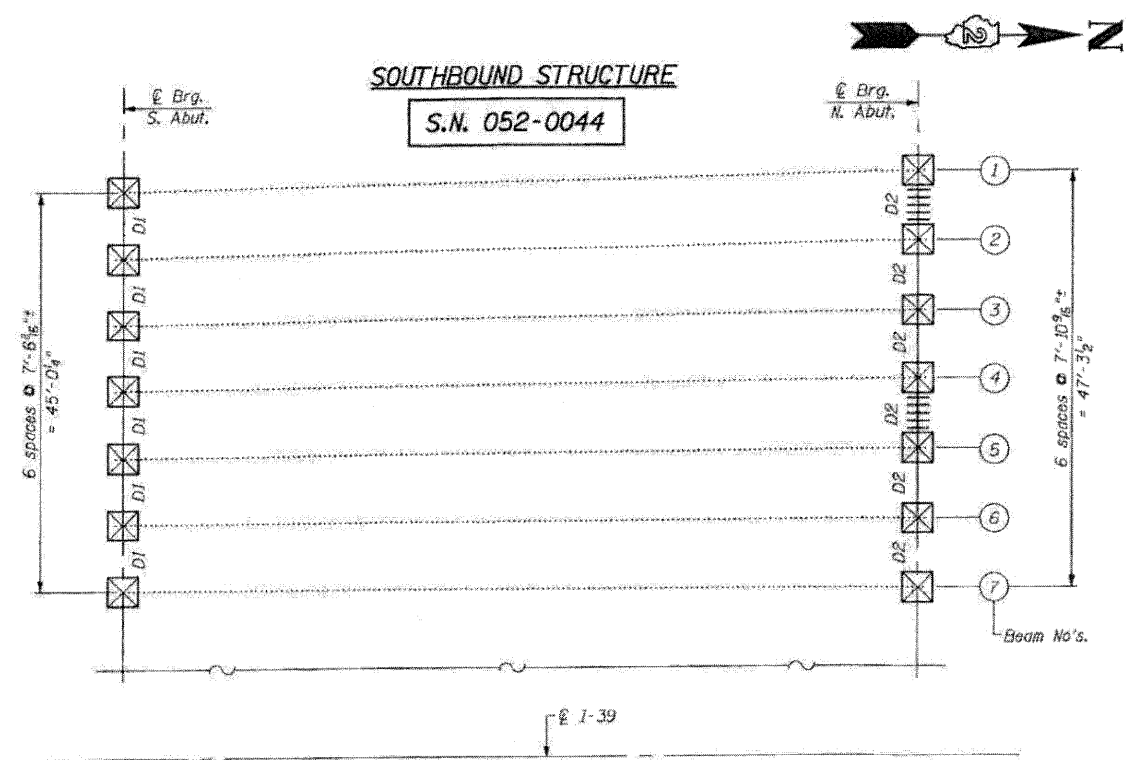
EXISTING END DIAPHRAGM
(See framing plan for locations)
(2 thus at D2 & 2 thus at D3)

LEGEND:
[Hatched Box] Structural Steel Removal

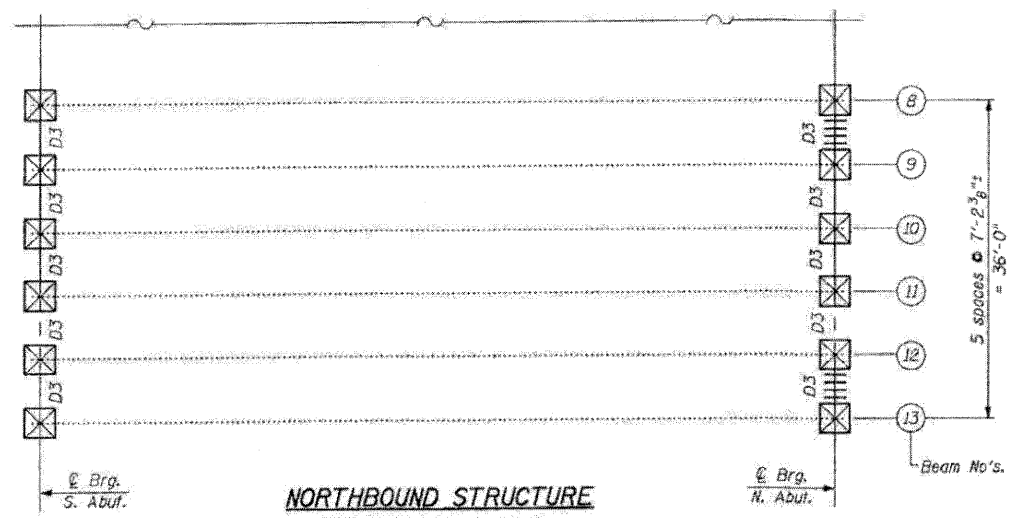


PROPOSED END DIAPHRAGM
(See framing plan for locations)
(2 thus at D2 & 2 thus at D3)

Notes:
Two hardened washers required for each set of oversized holes.
For bearing replacement, see Sht's SH & S 15.



SOUTHBOUND STRUCTURE
S.N. 052-0044



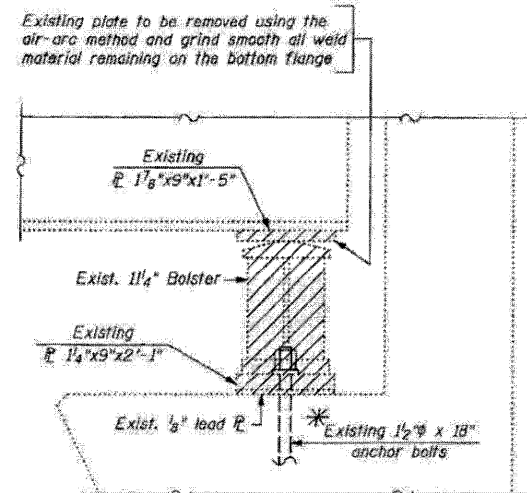
NORTHBOUND STRUCTURE
S.N. 052-0045

FRAMING PLAN
(Showing structural steel repairs)

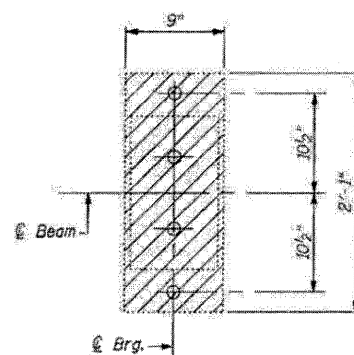
LEGEND:
[Box with X] Bearing Replacement
[Hatched Box] Diaphragm Replacement

BILL OF MATERIAL

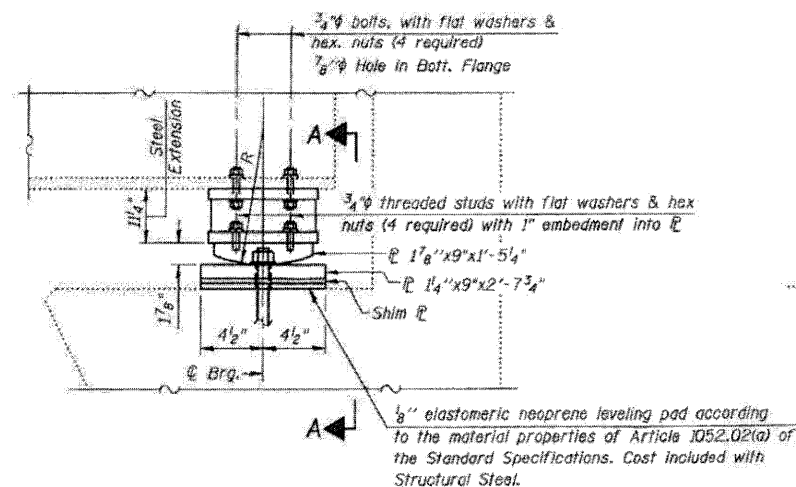
ITEM	UNIT	QUANTITY
Structural Steel Removal	Pound	2,000
Furnishing and Erecting Structural Steel	Pound	2,300



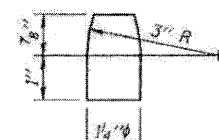
* Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolts smooth and seal with epoxy. Cost included with "Jack and Remove Existing Bearings"



PLAN
EXISTING BEARING REMOVAL
AT SOUTH ABUTMENT

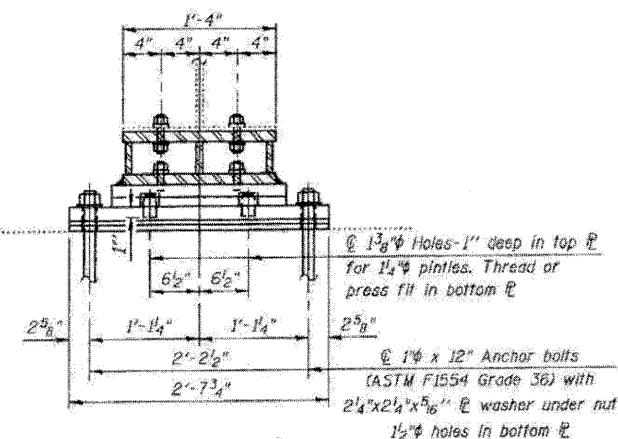


ELEVATION

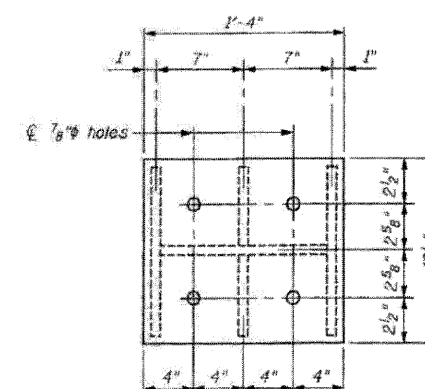


PINTLE

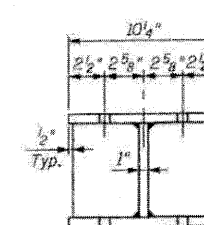
PROPOSED FIXED BEARING
AT SOUTH ABUTMENT
(13 required)



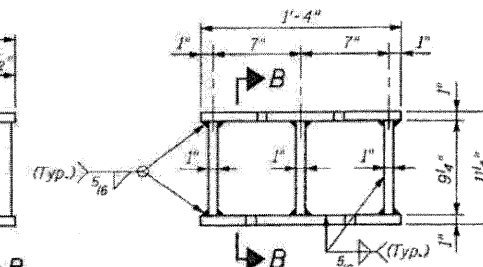
SECTION A-A



TOP & BOTTOM PLATE
PLAN



SECTION B-B



STEEL EXTENSION
ELEVATION

STEEL EXTENSION DETAIL
(13 required)

Notes:

Notes:
Anchor bolts shall be ASTM F1554 all-thread for 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 ($F_y=36\text{ksi}$). 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 $\frac{1}{8}$ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

INTERIOR GIRDER REACTION TABLE

		South Abutment (SB)
RQ	(k)	72.97
R _L	(k)	46.21
R _{Imp.}	(k)	9.67
R (Total)	(k)	128.85

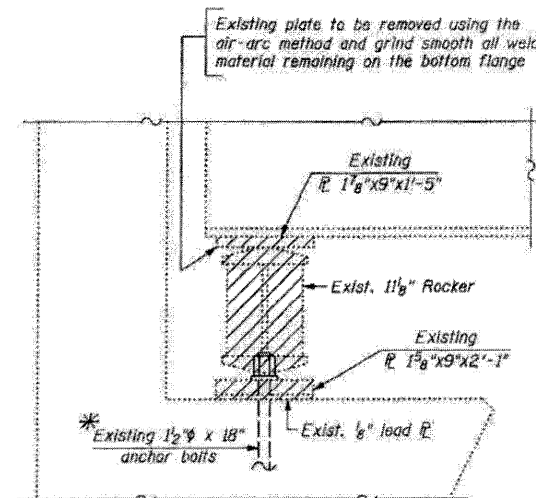
INTERIOR GIRDER REACTION TABLE

X		South Abutment (NB)
R_D	(k)	70.3
R_L	(k)	45.1
$R_{Imp.}$	(k)	9.4
R (Total)	(k)	124.8

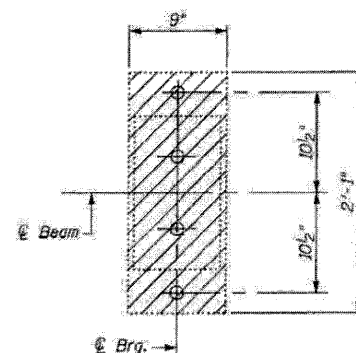
BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	26
Furnishing and Erecting Structural Steel	Pound	5.52
Jack and Remove Existing Bearings	Each	13

BEARING DETAILS
STRUCTURE NO'S. 052-0044 (SB) & 052-0045 (NB)



ELEVATION



PLAN

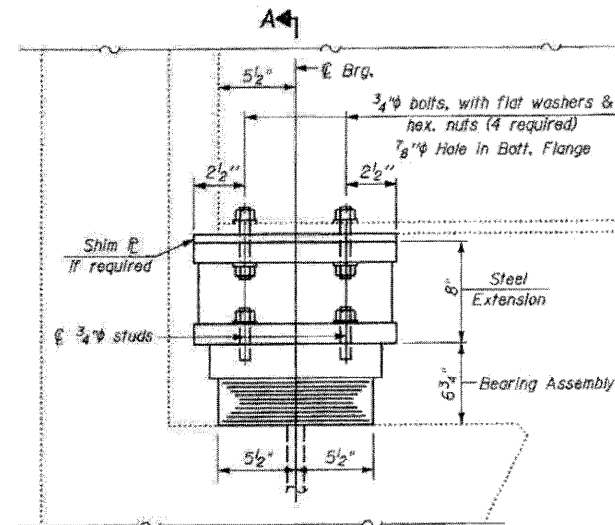
EXISTING BEARING REMOVAL
AT NORTH ABUTMENT

INTERIOR GIRDER REACTION TABLE

		North Abutment (SB)
R _D	(k)	72.97
R _L	(k)	46.21
R _{Imp.}	(k)	9.67
R (Total)	(k)	128.85

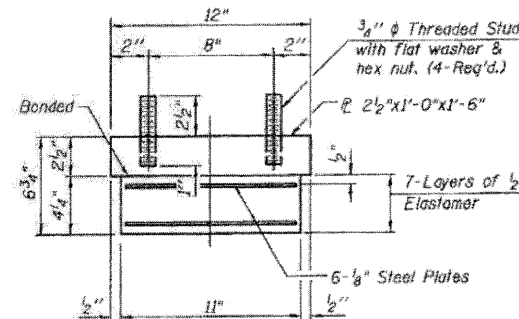
INTERIOR GIRDER REACTION TABLE

		North Abutment (NB)
R _D	(k)	70.3
R _L	(k)	45.1
R _{Imp.}	(k)	9.4
R (Total)	(k)	124.8



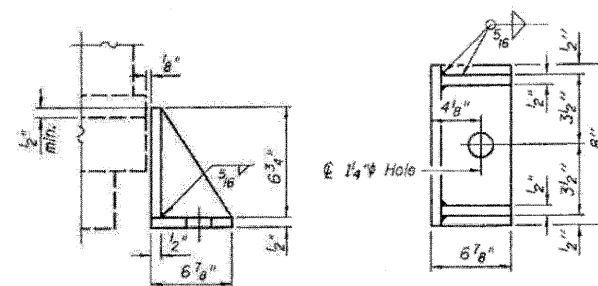
ELEVATION

PROPOSED TYPE I ELASTOMERIC EXP. BRG. AT NORTH ABUTMENT
(13 required)



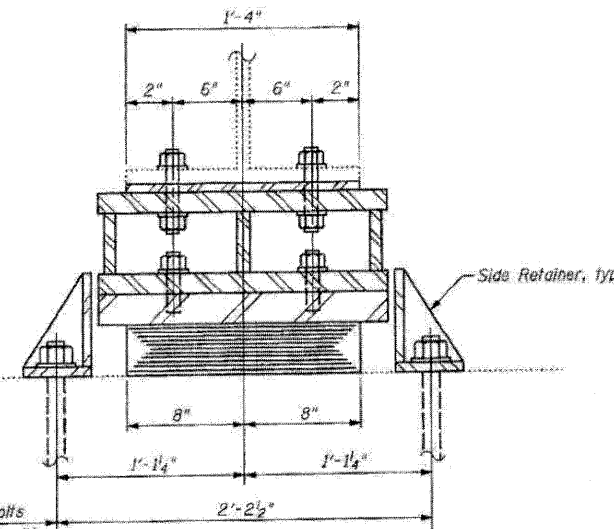
BEARING ASSEMBLY

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.



SECTION A-A

Notes:

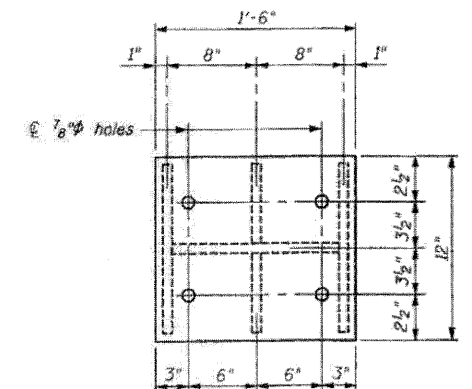
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (F_y=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu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

Anchor bolts for side retainers may be cast in place or 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.

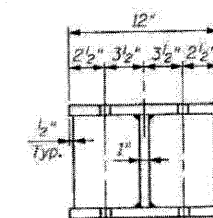
Prior to ordering any materials, the Contractor shall verify, in the field, all bearing height and shim thickness dimensions.

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

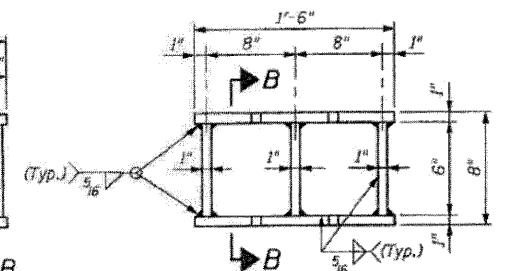
Two 1/2 inch adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



TOP & BOTTOM PLATE
PLAN



SECTION B-B



STEEL EXTENSION
ELEVATION

STEEL EXTENSION DETAIL
(13 required)

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	13
Anchor Bolts, 1"	Each	26
Furnishing and Erecting Structural Steel	Pound	2,790
Jack and Remove Existing Bearings	Each	13

BEARING DETAILS

STRUCTURE NO'S. 052-0044 (SB) & 052-0045 (NB)

I-2E-1 11-1-09

FILE NAME: 0520044-64E97-10-brg-assy-10-1-09
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) 372-2023 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

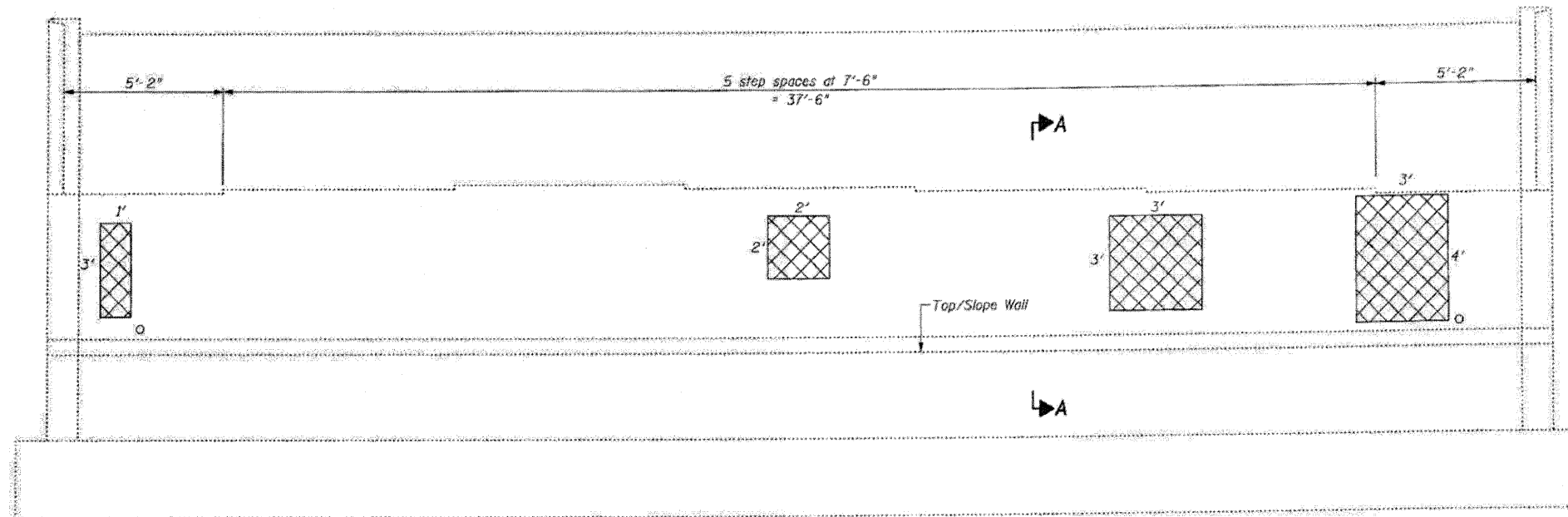
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELASTOMERIC BEARING ASSEMBLY, TYPE I - NORTH ABUTMENT
SOUTHBOUND & NORTHBOUND STRUCTURES S.N. 052-0044
I-39 OVER PERRY ROAD S.N. 052-0045

SCALE: SHEET NO. 515 OF 528 SHEETS STA. TO STA.

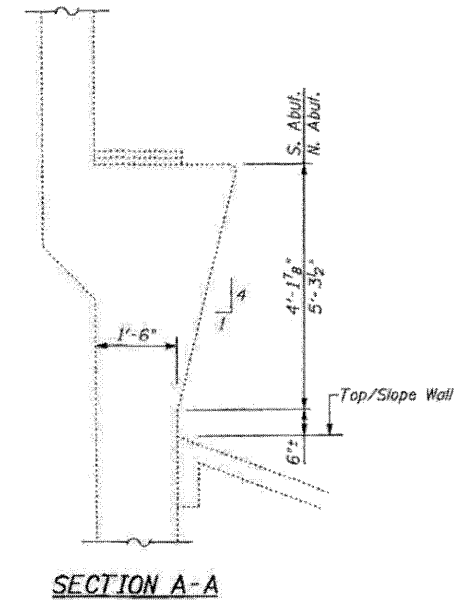
F.A.I. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
39 1103-1, 103-2RS LEE 313 231
CONTRACT NO. 64E97
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



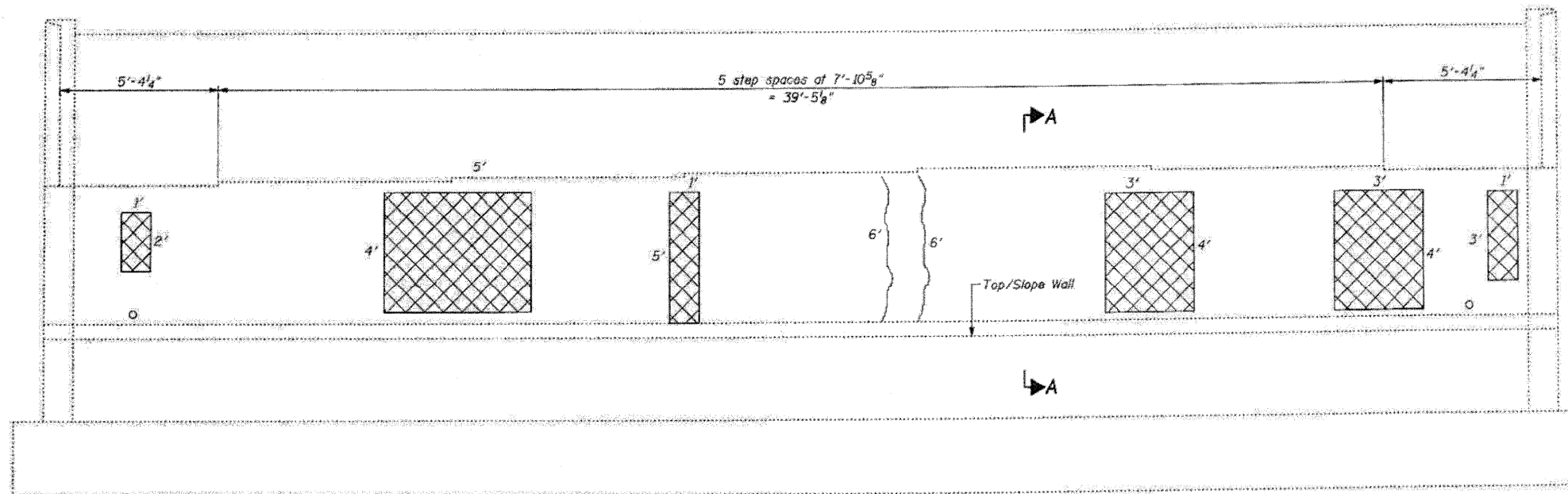
SOUTH ABUTMENT
(Looking South)

LEGEND:

- Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
- Epoxy Crack Injection



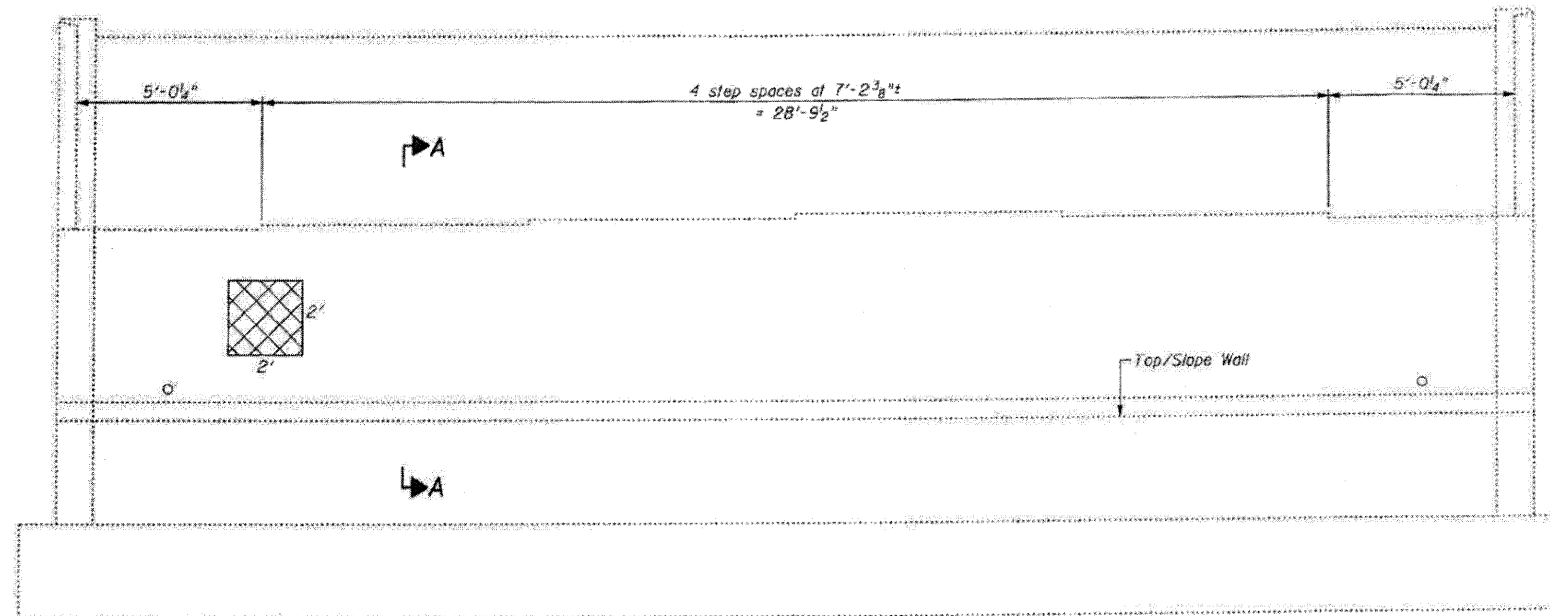
SECTION A-A



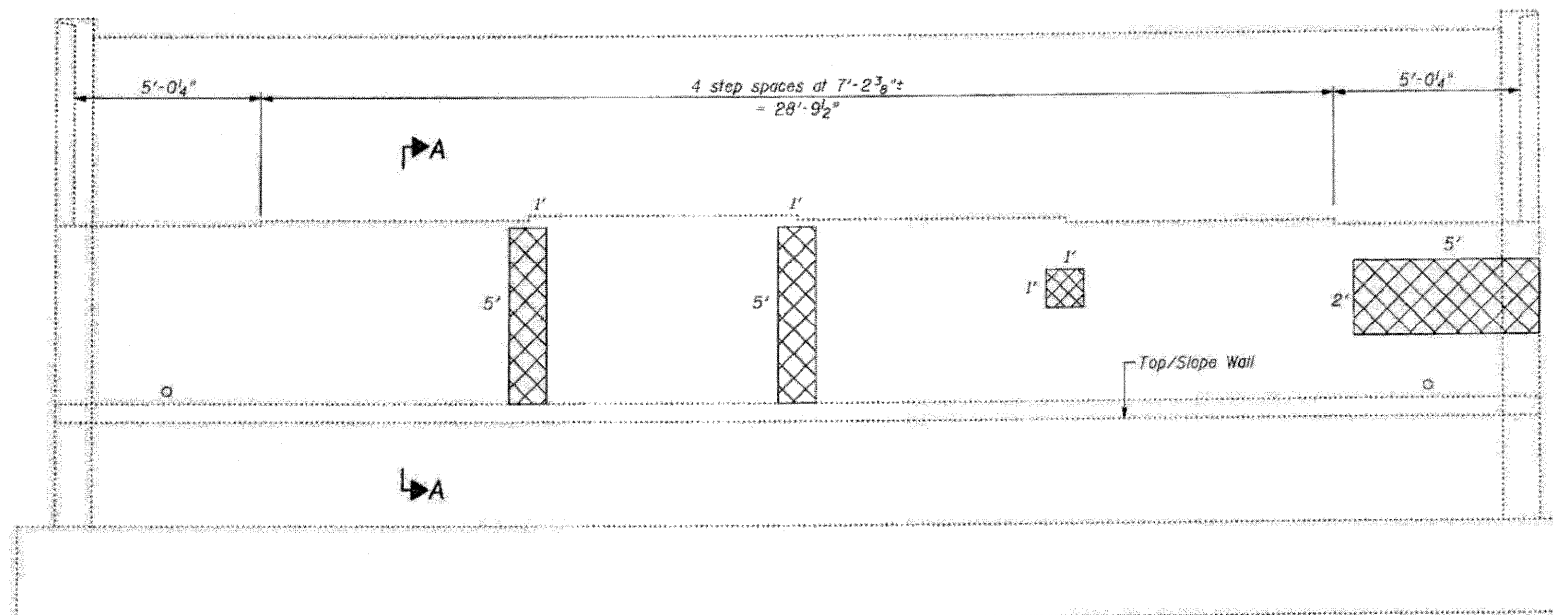
NORTH ABUTMENT
(Looking North)

TOTAL BILL OF MATERIAL

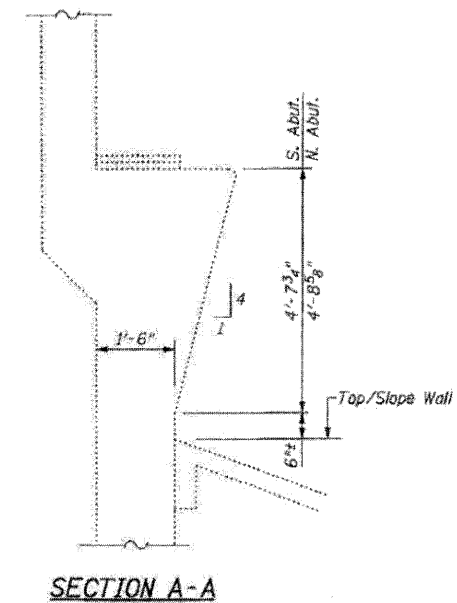
ITEM	UNIT	QUANTITY
Epoxy Crack Injection	Foot	12
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	82



SOUTH ABUTMENT
(Looking South)



NORTH ABUTMENT
(Looking North)



LEGEND:

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	25

FILE NAME: 0520044-64E97-17-NB-abut-repairs
PLOT DATE: 3/29/2010
PLOT SCALE: 3/8" = 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

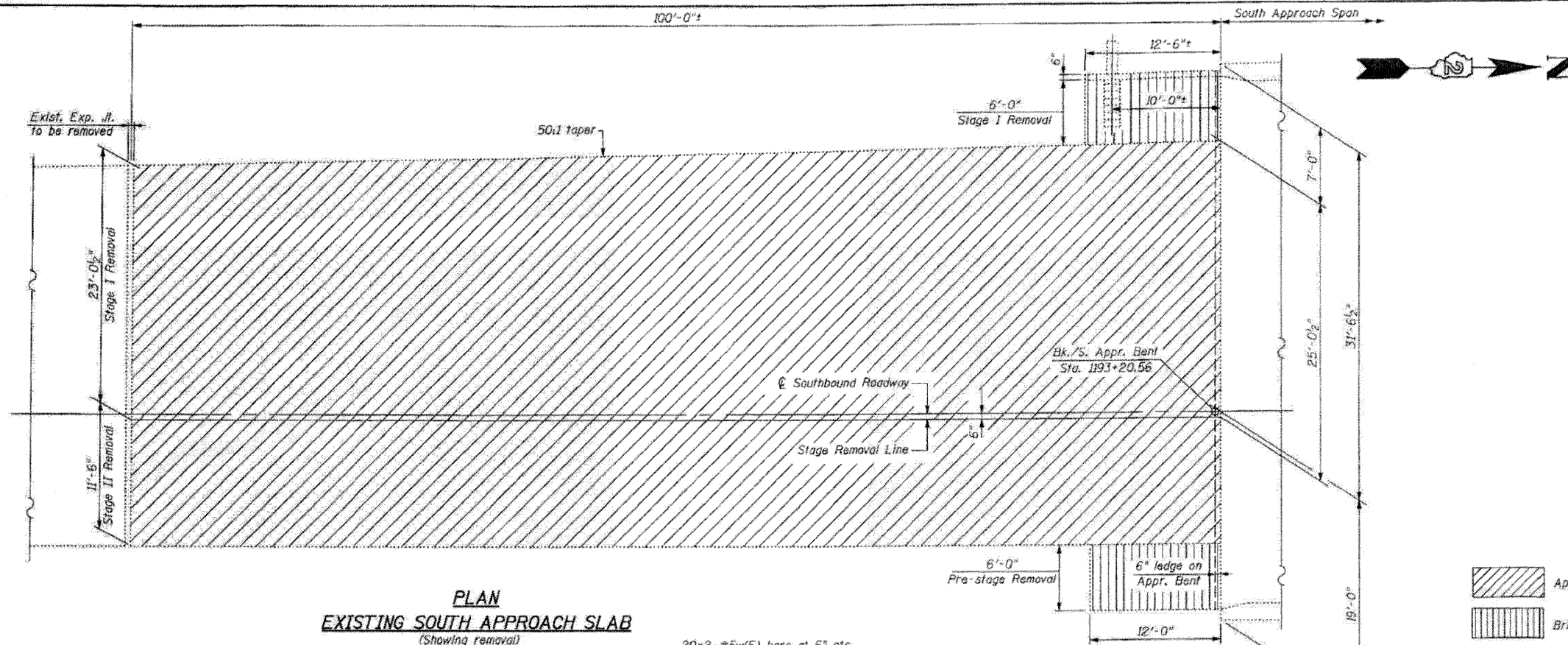
SOUTH & NORTH ABUTMENT REPAIRS
NORTHBOUND STRUCTURE
I-39 OVER PERRY ROAD

S.N. 052-0045

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	233
CONTRACT NO. 64E97				

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

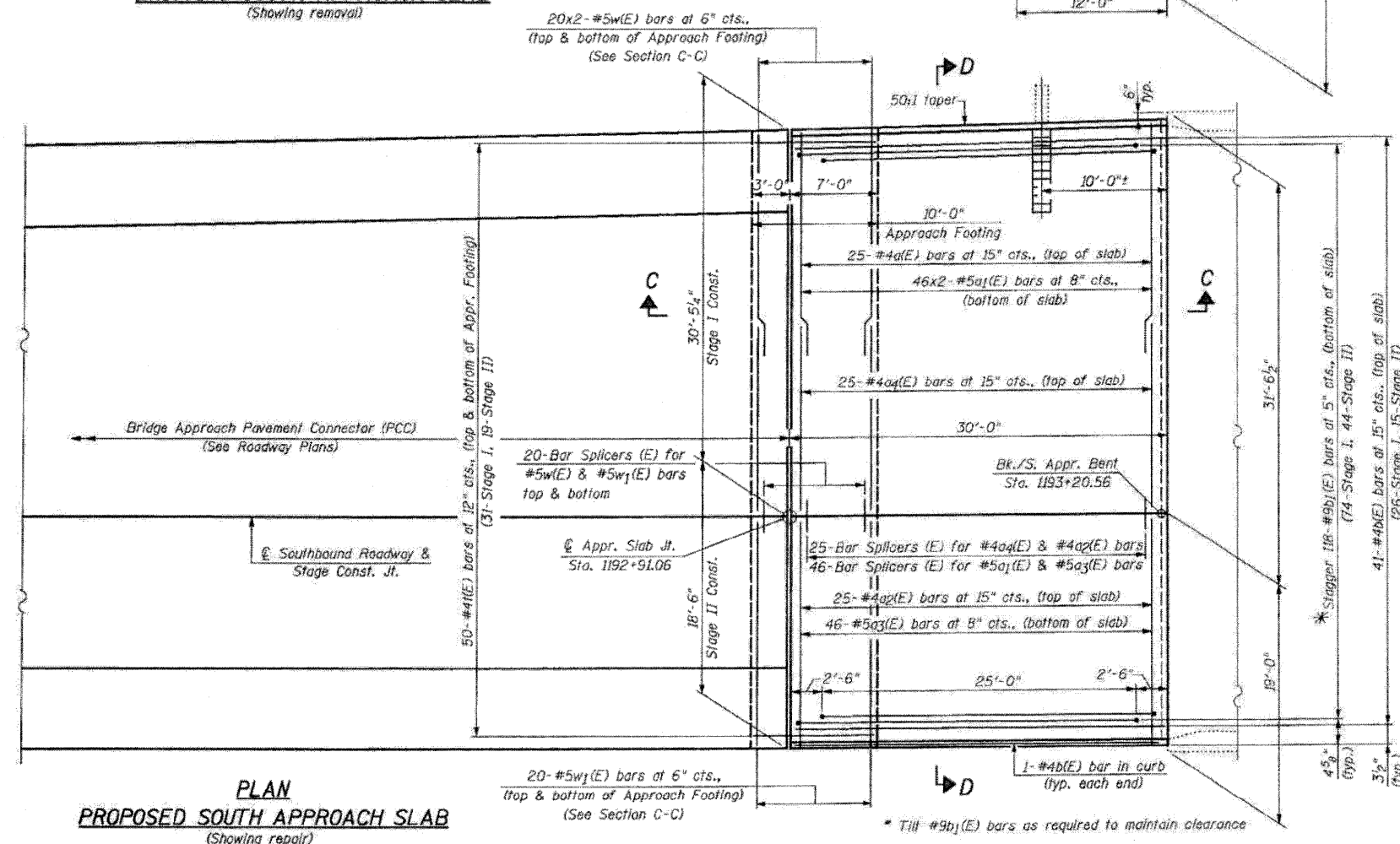


LEGEND:

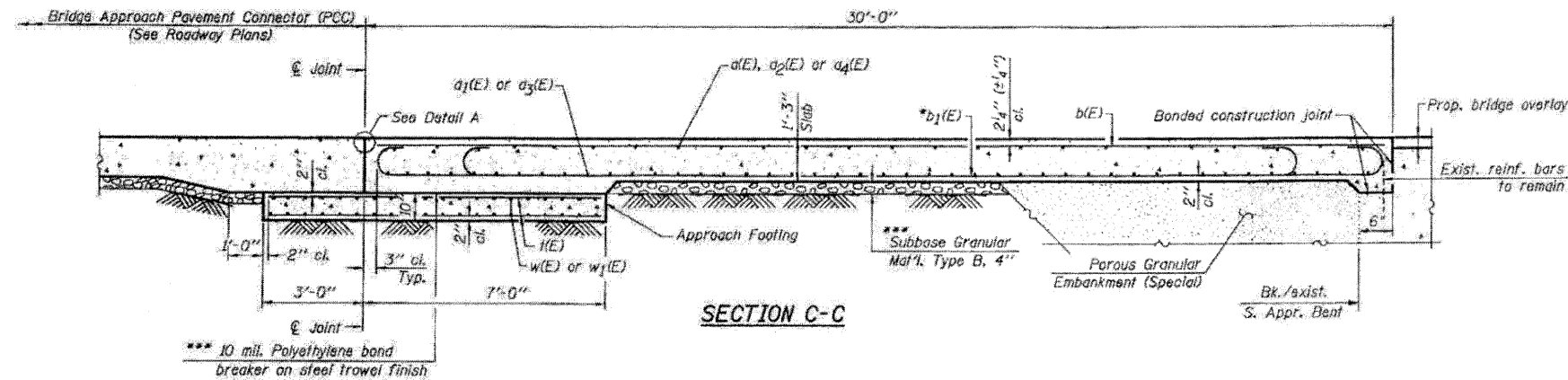
 Approach Slab Removal

 Bridge Approach Shoulder Removal

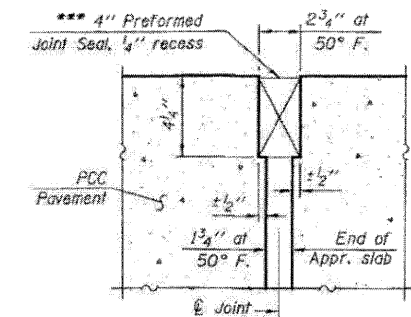
NOTES:
For additional Pre-stage work and Stage I & Stage II
shoulder & overlay work outside of approach slabs,
see Roadway Plans.
For modifications to exist, inlet boxes, see Roadway Plans.



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.
 Bars indicated thus 45x2-#5 etc., indicates 45 lines of Bars with 2 lengths per line.



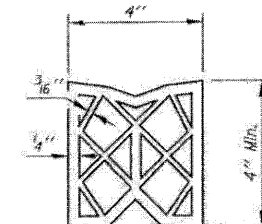
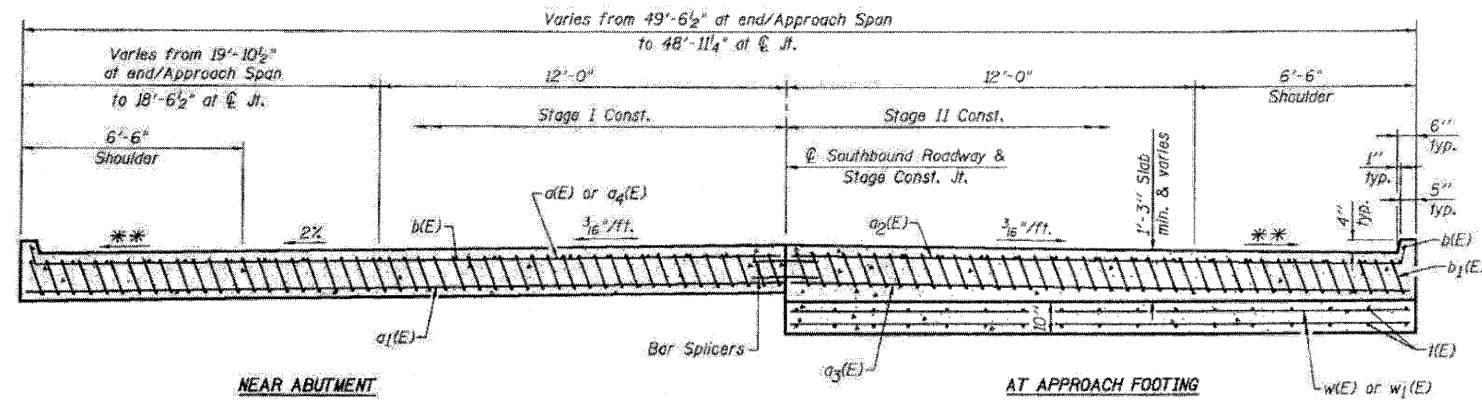
*** Cost included with Concrete Superstructure



RIGID PAVEMENT

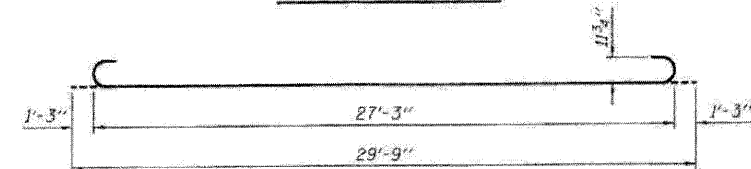
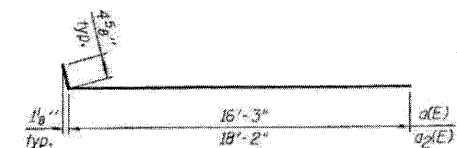
* Tilt #9b1(E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.



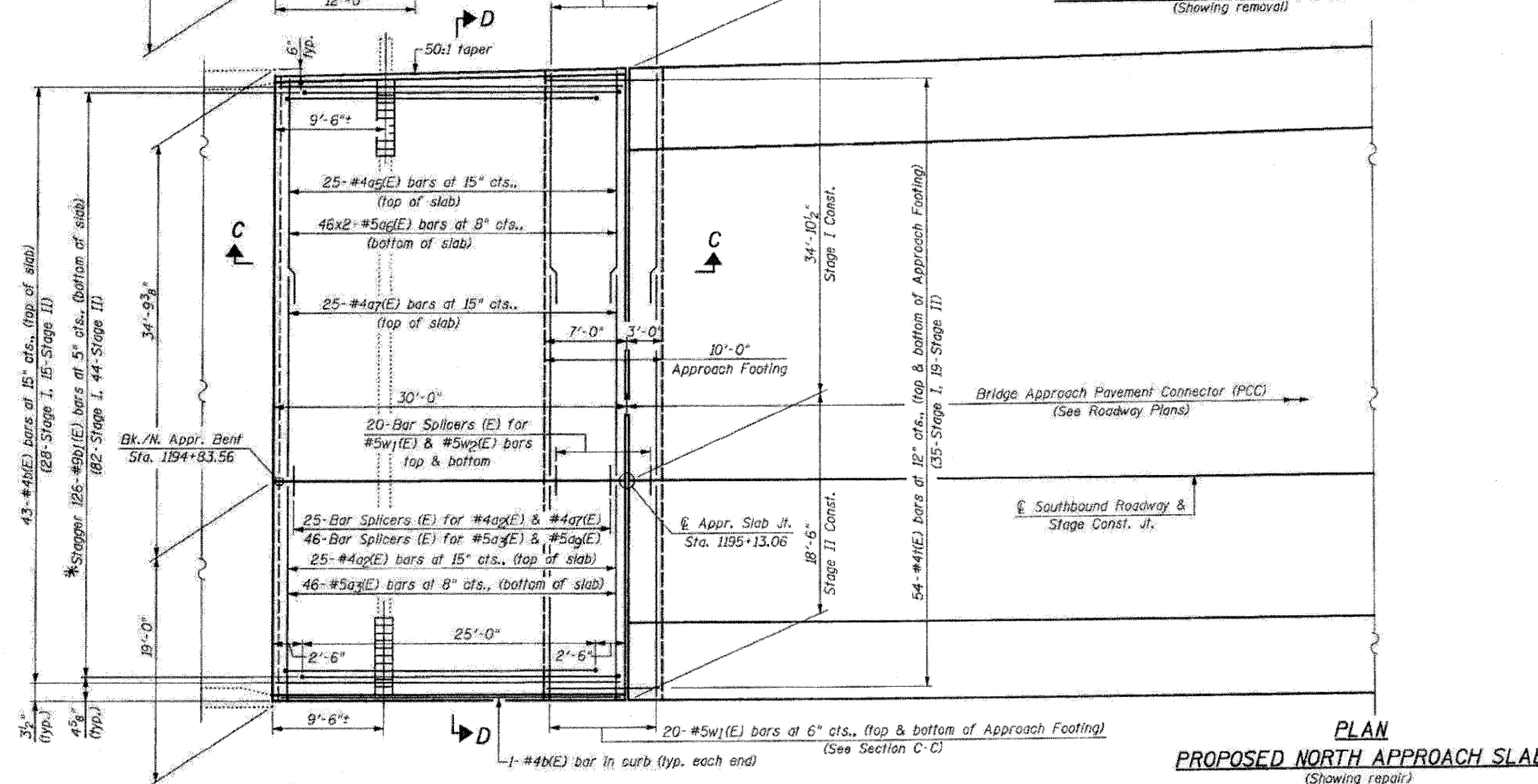
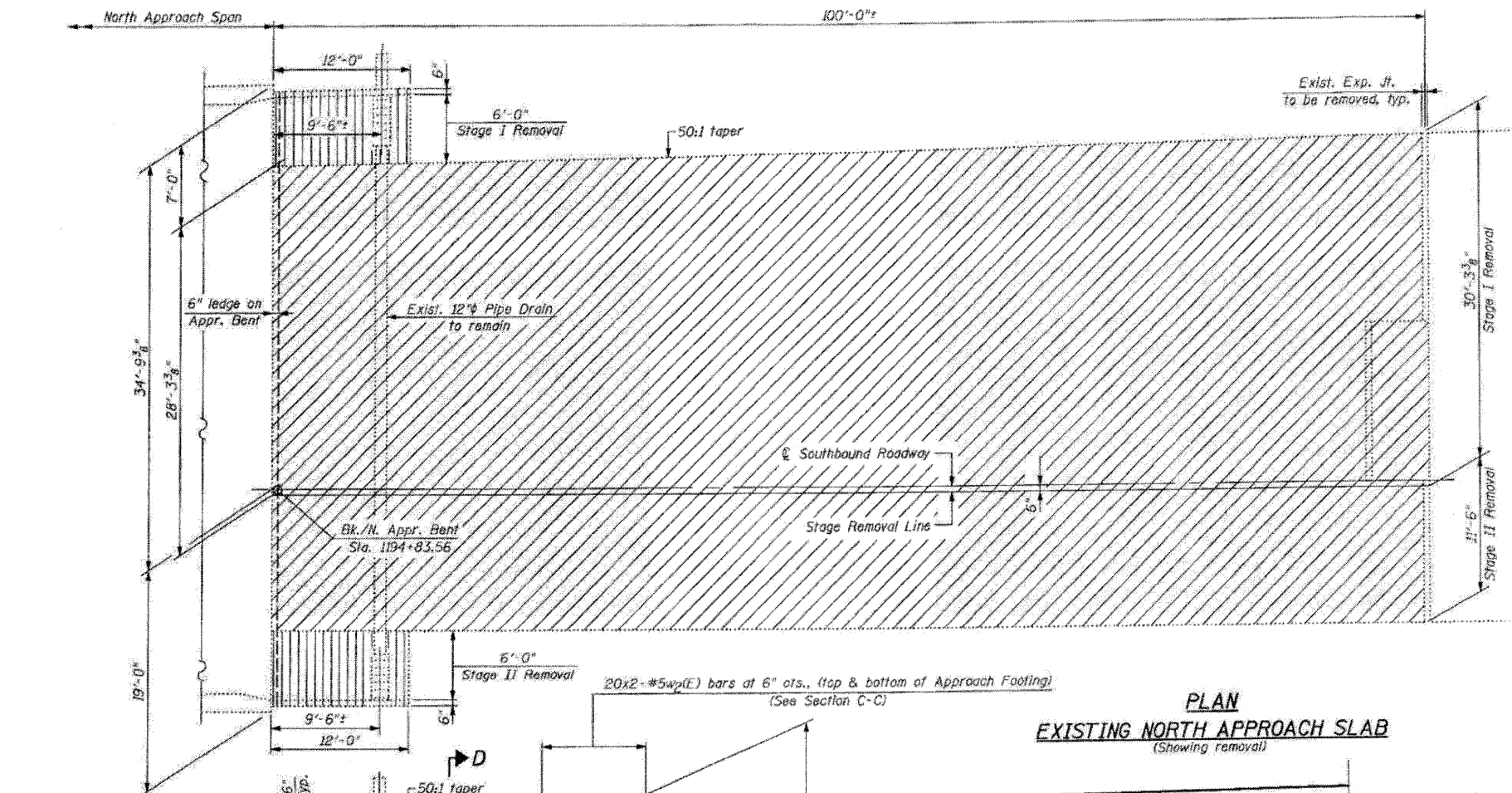
ONE APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1(E)	25	#4	16'-8"	
a2(E)	92	#5	16'-5"	
a3(E)	25	#4	18'-7"	
a4(E)	46	#5	18'-2"	
b1(E)	25	#4	16'-3"	
b2(E)	43	#5	29'-8"	
w(E)	118	#9	29'-9"	
w1(E)	100	#4	9'-8"	
w2(E)	80	#5	16'-3"	
w3(E)	40	#5	18'-2"	
Approach Slab Removal		Sq. Yd.	395	
Concrete Structures		Cu. Yd.	15.2	
Concrete Superstructure		Cu. Yd.	73.3	
Reinforcement Bars, Epoxy Coated		Pound	19,330	
Bar Splicers		Each	111	
Bridge Approach Shoulder Removal		Sq. Yd.	18	



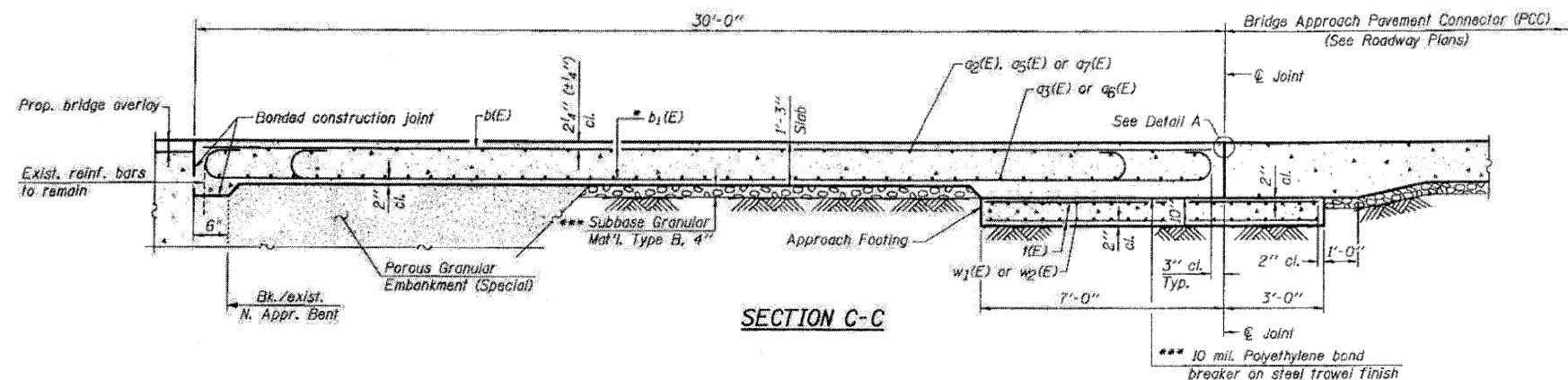
MIN. BAR LAP:

#4 bars = 1'-8"
 #5 bars = 2'-2"



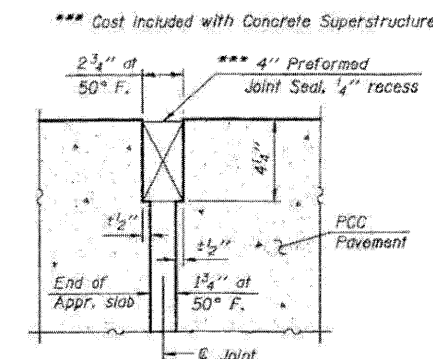
NOTES:
 For additional Pre-stage work and Stage I & Stage II shoulder & overlay work outside of approach slabs, see Roadway Plans.
 For modifications to exist. inlet boxes, see Roadway Plans.

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 (q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet S26.
 Cost of excavation for approach footing included with Concrete Structures.
 Bars indicated thus: 46x2-#5 etc., indicates 46 lines of Bars with 2 lengths per line.



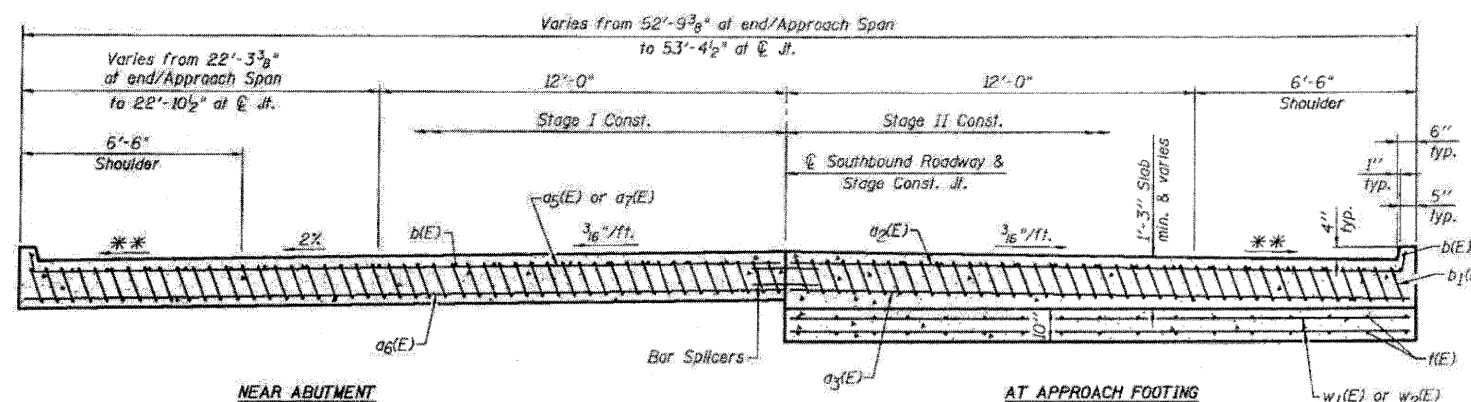
SECTION C-C

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



RIGID PAVEMENT

DETAIL A



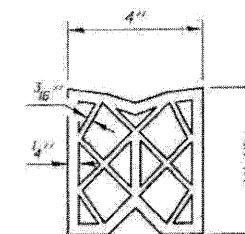
NEAR ABUTMENT

AT APPROACH FOOTING

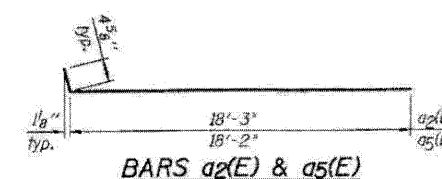
SECTION D-D

(See Plan for dimensions not shown)

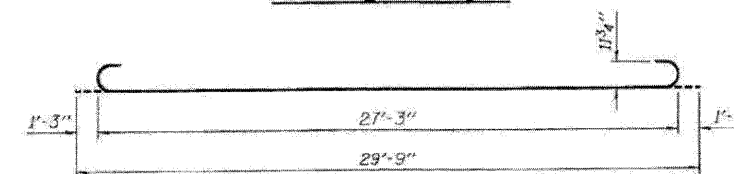
**
 Varies from 2% at bridge to 4%



PREFORMED JOINT SEAL



BARS a2(E) & a5(E)



BAR b1(E)

MIN. BAR LAP:

#4 bars = 1'-8"
 #5 bars = 2'-2"

ONE APPROACH
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	25	#4	18'-7"	
a3(E)	46	#5	18'-2"	
a5(E)	25	#4	18'-8"	
a6(E)	92	#5	18'-5"	
a7(E)	25	#4	18'-3"	
b1(E)	45	#5	29'-8"	
b1(E)	126	#9	29'-9"	
t(E)	108	#4	9'-8"	
w1(E)	40	#5	18'-2"	
w2(E)	80	#5	18'-3"	
Approach Slab Removal				Sq. Yd. 454
Concrete Structures				Cu. Yd. 16.5
Concrete Superstructure				Cu. Yd. 78.9
Reinforcement Bars, Epoxy Coated				Pound 20,680
Bar Splicers				Each 111
Bridge Approach Shoulder Removal				Sq. Yd. 18

FILE NAME: R920044-64E97-21-N-App-SB-1
 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
 SOUTHBOUND STRUCTURE
 I-39 OVER PERRY ROAD

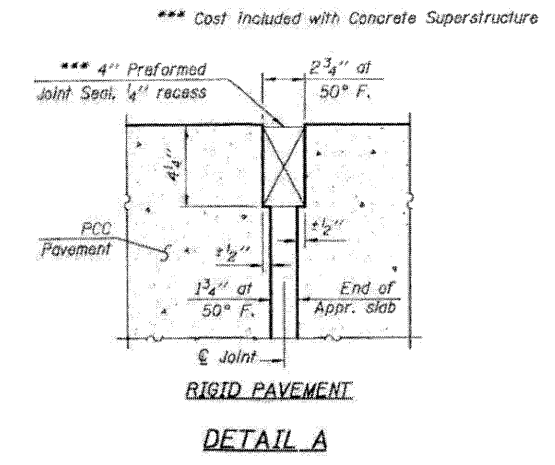
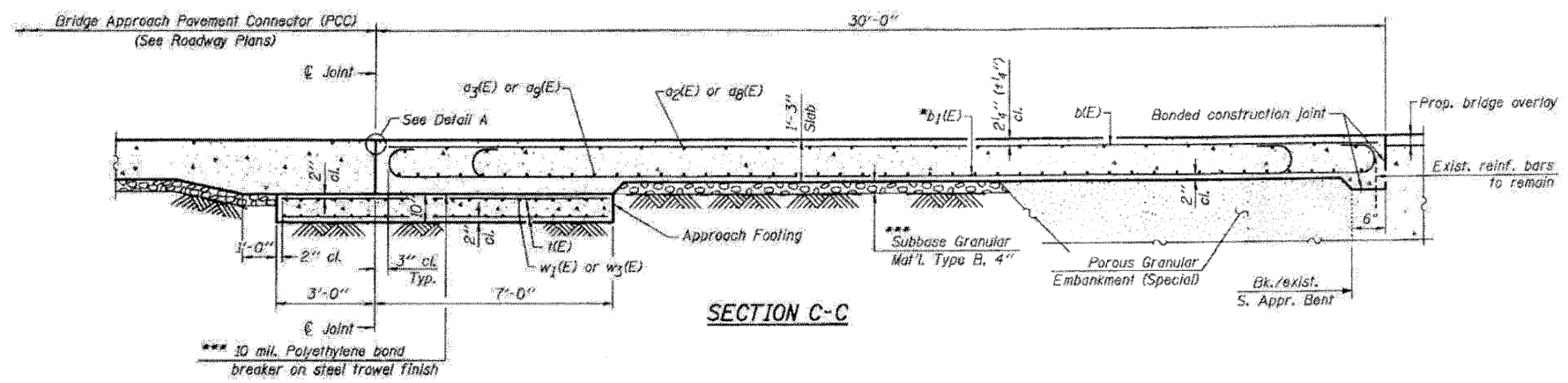
S.N. 052-0044

SCALE: SHEET NO. S21 OF S28 SHEETS STA. TO STA.

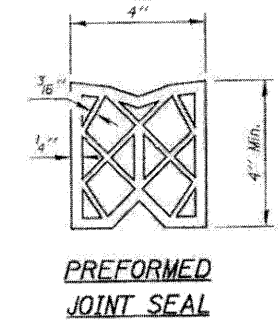
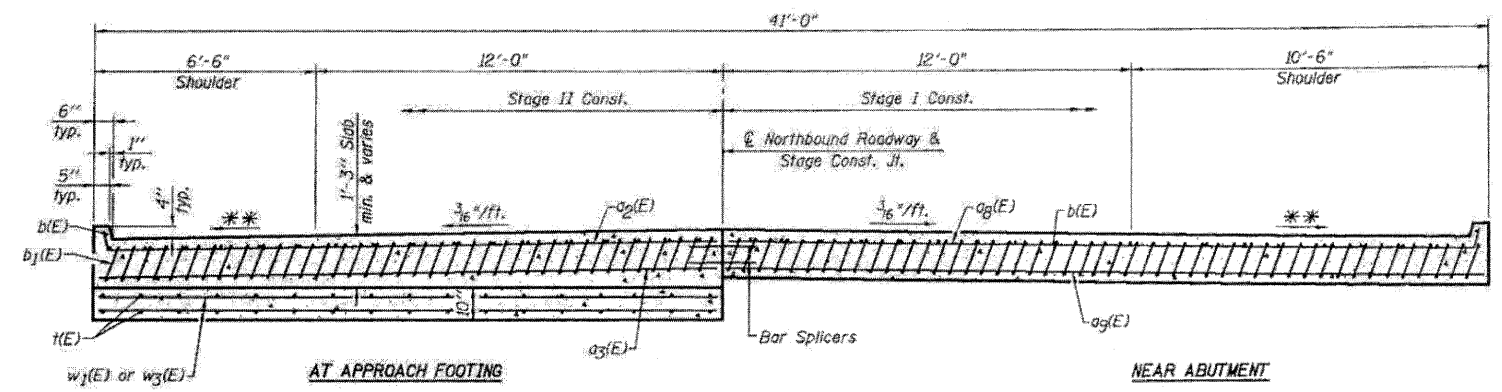
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	103-1, 103-2RS	LEE	313	237

CONTRACT NO. 64E97
 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 (fmax) = 2.0 ksf.
 For bar splicer details, see sheet S26.
 Cost of excavation for approach footing included with Concrete Structures.



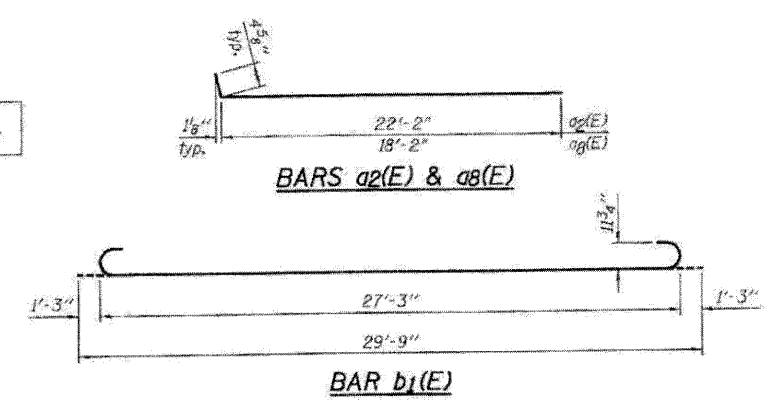
* Till: #9b1(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.

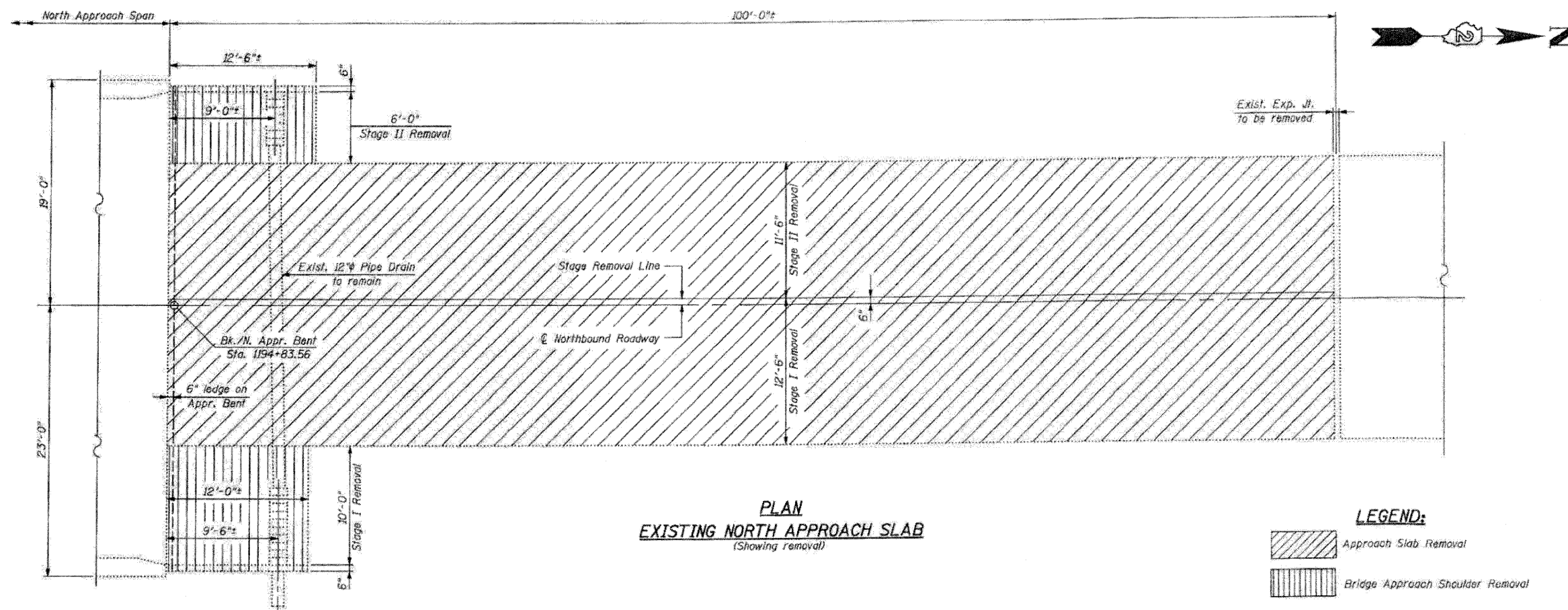


ONE APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	25	#4	18'-7"	—
a3(E)	46	#5	18'-2"	—
a6(E)	25	#4	22'-7"	—
a9(E)	46	#5	22'-2"	—
b(E)	36	#5	29'-8"	—
b1(E)	98	#9	29'-9"	—
t(E)	82	#4	9'-8"	—
w1(E)	40	#5	18'-2"	—
w3(E)	40	#5	22'-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%





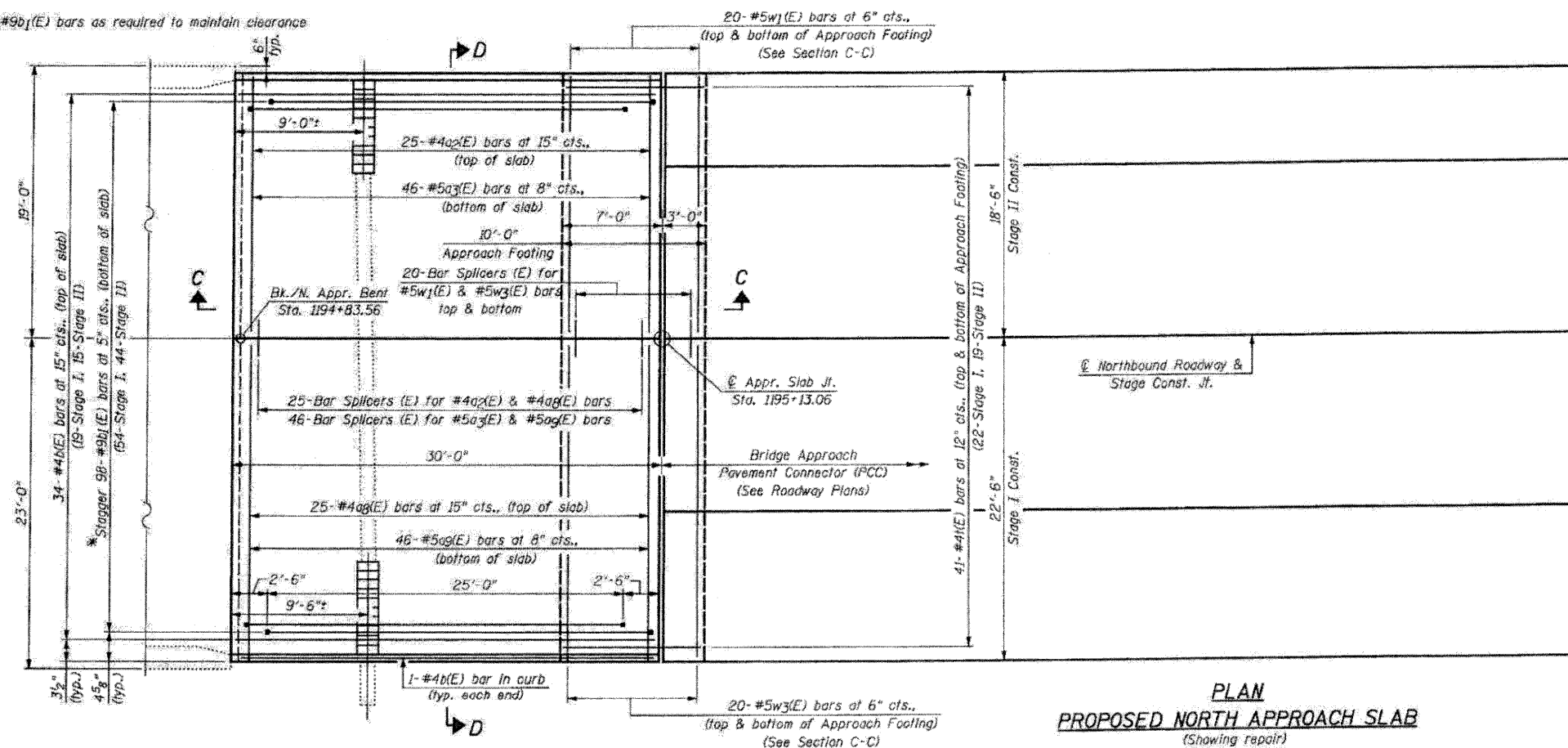
PLAN
EXISTING NORTH APPROACH SLAB
(Showing removal)

LEGEND:

Approach Slab Removal

Bridge Approach Shoulder Removal

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



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.

FILE NAME = 0520044-B4E97-24-N-Appr-NB-Jan
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

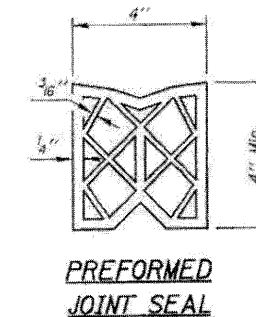
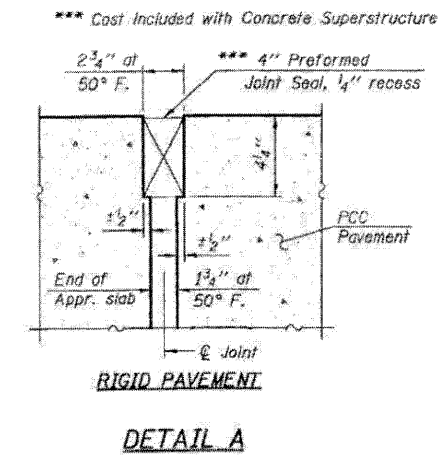
NORTH APPROACH SLAB REPAIR-I
NORTHBOUND STRUCTURE
I-39 OVER PERRY ROAD

S.N. 052-0045

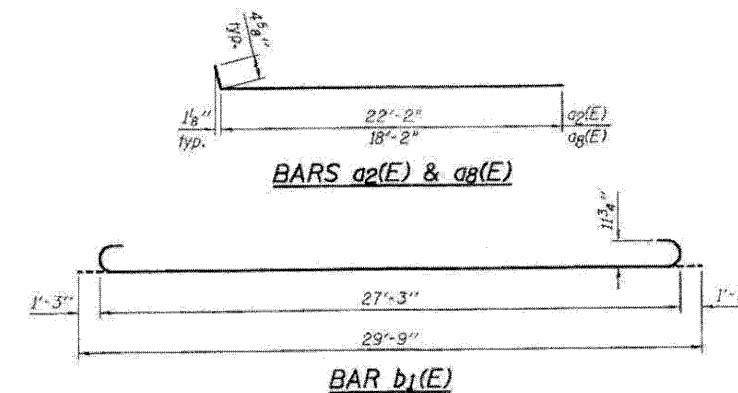
SCALE: SHEET NO. 524 OF 528 SHEETS STA. TO STA.

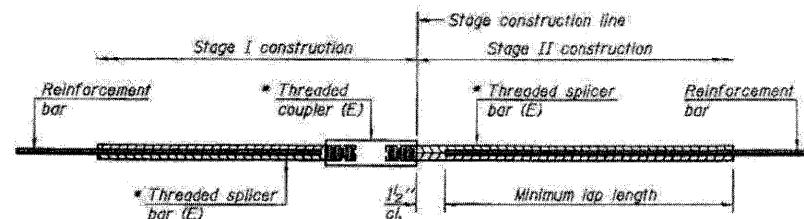
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1, 103-2)RS	LEE	313	240
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT				

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.



Bar	No.	Size	Length	Shape
a2(E)	25	#4	18'-7"	_____
a3(E)	46	#5	18'-2"	_____
a4(E)	25	#4	22'-7"	_____
a9(E)	46	#5	22'-2"	_____
b(E)	36	#5	29'-8"	_____
b1(E)	98	#9	29'-9"	
t(E)	82	#4	9'-8"	_____
w1(E)	40	#5	18'-2"	_____
w3(E)	40	#5	22'-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.	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

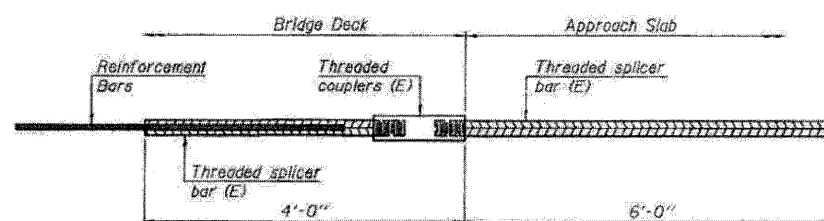
Table 3: Epoxy bar, 0.8 Class C

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

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

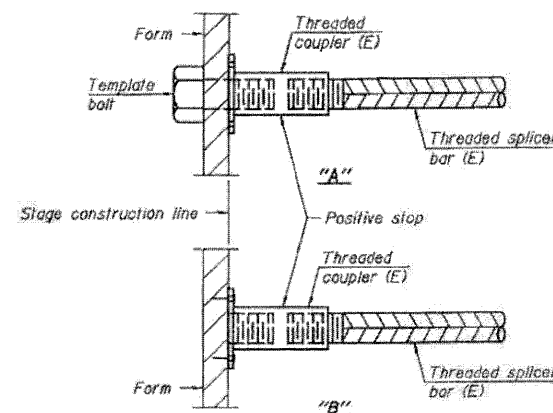
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Joint Reconstruction of S. Abut. SB Structure	#5	11	4
Joint Reconstruction of N. Abut. SB Structure	#5	11	4
Joint Reconstruction of S. Abut. NB Structure	#5	11	4
Joint Reconstruction of 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 = -

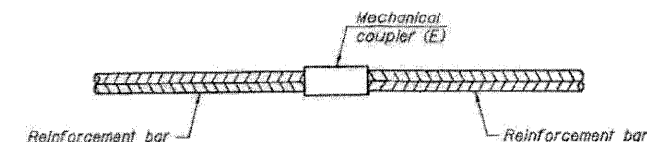


INSTALLATION AND SETTING METHODS

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

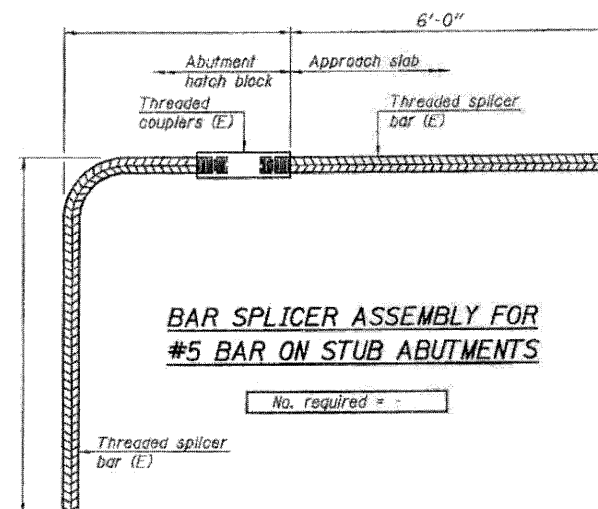
"B": Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(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. 052-0044 (SB) & 052-0045 (NB)

BSD-1 11-1-09

FILE NAME: 0520044-052-26-bar-spl.dgn
PLOT DATE: 3/29/2010
PLOT SCALE: 50.0000' / 1" IN.

CHRISTIAN-HOGG & ASSOCIATES, INC.
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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 -

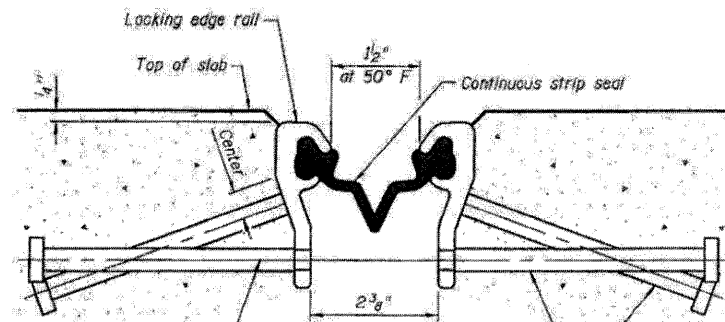
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
SOUTHBOUND & NORTHBOUND STRUCTURES S.N. 052-0044
I-39 OVER PERRY ROAD S.N. 052-0045**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	103-1, 103-2/RS	LEE	313	242
CONTRACT NO. 64E97				

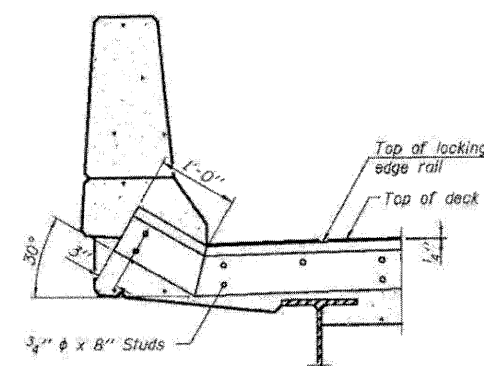
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



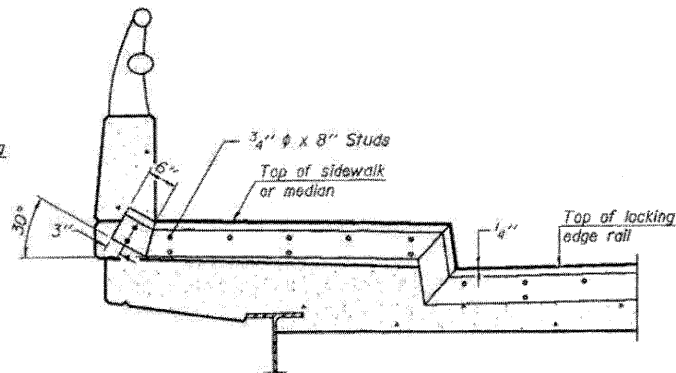
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

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

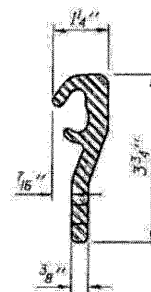
SECTION THRU STRIP SEAL JOINT



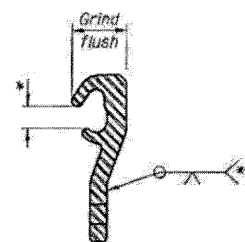
AT PARAPET
See Section A-A for end treatment of skew > 30°.



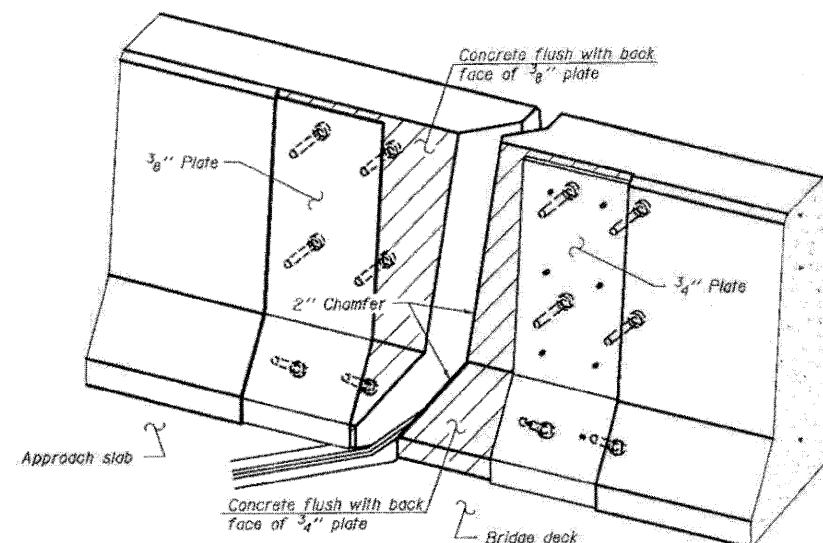
AT SIDEWALK OR MEDIAN
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



LOCKING EDGE RAIL



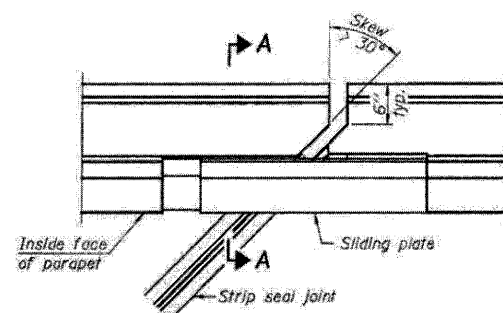
LOCKING EDGE RAIL SPLICE



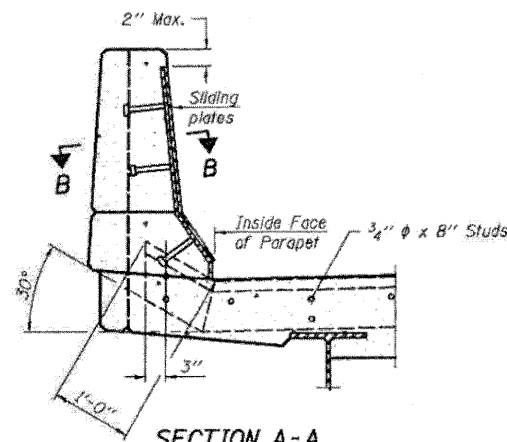
TRIMETRIC VIEW
(Showing back plates only)

TYPICAL END TREATMENTS

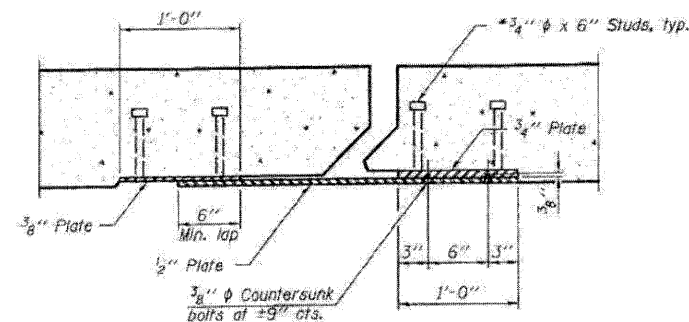
Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement 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.



PLAN



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



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	184

PREFORMED JOINT STRIP SEAL
STRUCTURE NO'S. 052-0044 (SB) & 052-0045 (NB)

FILE NAME = 0520244-64E97-27-pref-judge
PLOT DATE = 3/29/2010
PLOT SCALE = 50.0000" / IN.



CHRISTIAN-ROSE & ASSOCIATES, INC.
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211 WEST WACKER DRIVE
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PHONE: (312) 372-2023 FAX: (312) 372-5274

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

REVISED -
REVISED -
REVISED -
REVISED -

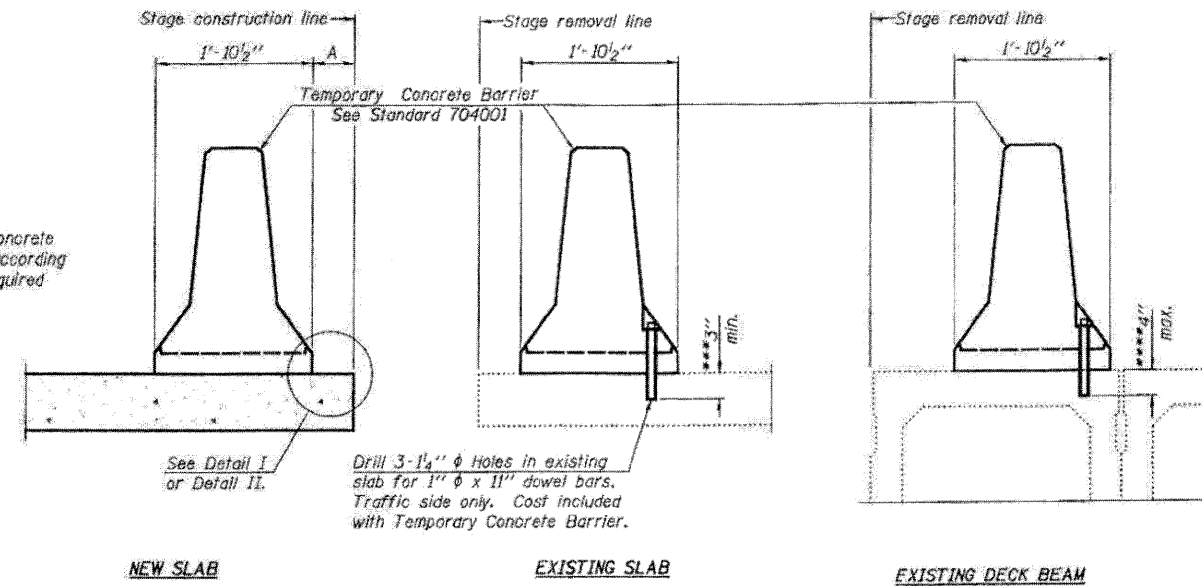
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
SOUTHBOUND & NORTHBOUND STRUCTURES S.N. 052-0044
I-39 OVER PERRY ROAD S.N. 052-0045

SCALE: SHEET NO. S27 OF S28 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1, 103-2)RS	LEE	313	243
CONTRACT NO. 64E97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

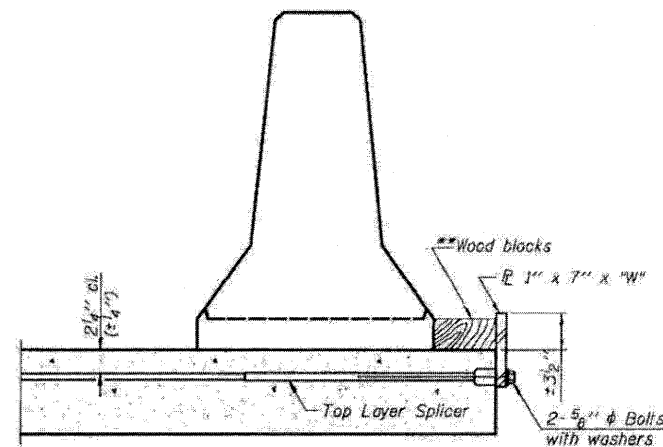
When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



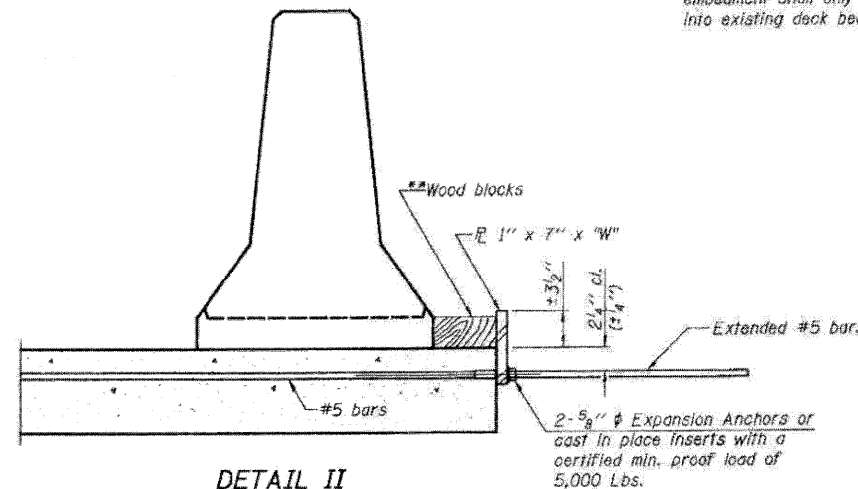
SECTIONS THRU SLAB OR DECK BEAM

*** 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

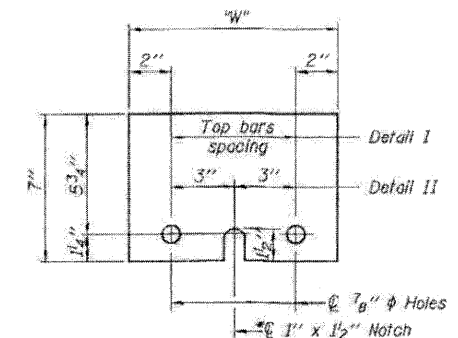


DETAIL II

** 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"

NOTE:
See Roadway Plans for quantities.



STEEL RETAINER PLATE 1" x 7" x 10"

* Required only with Detail II

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
STRUCTURE NO'S. 052-0044 (SB) & 052-0045 (NB)

R-27 11-1-09

FILE NAME: R520044-64E97-28-0000-0000
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: -

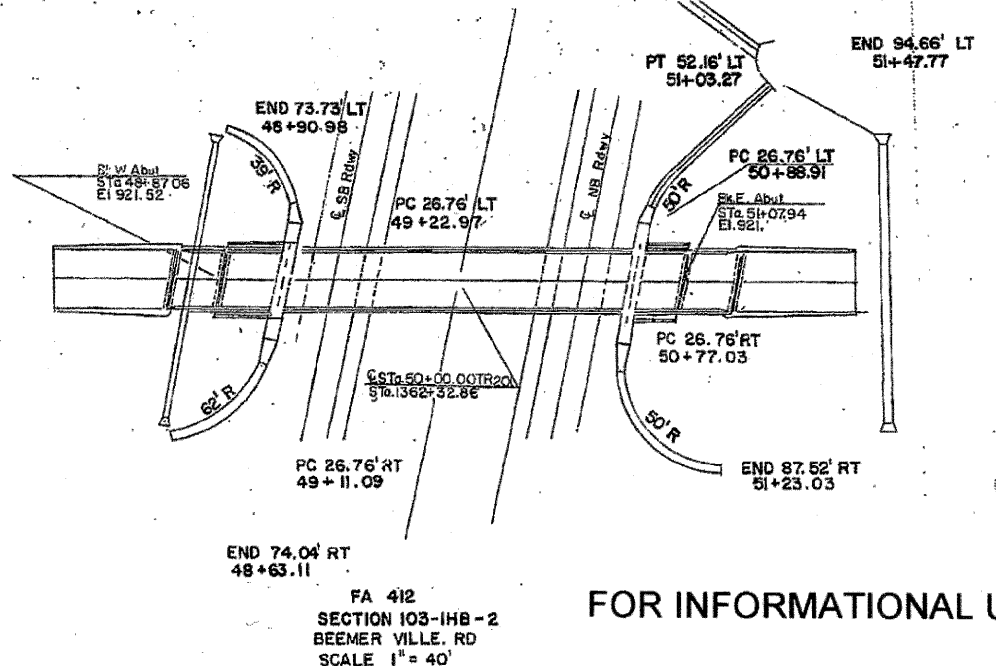
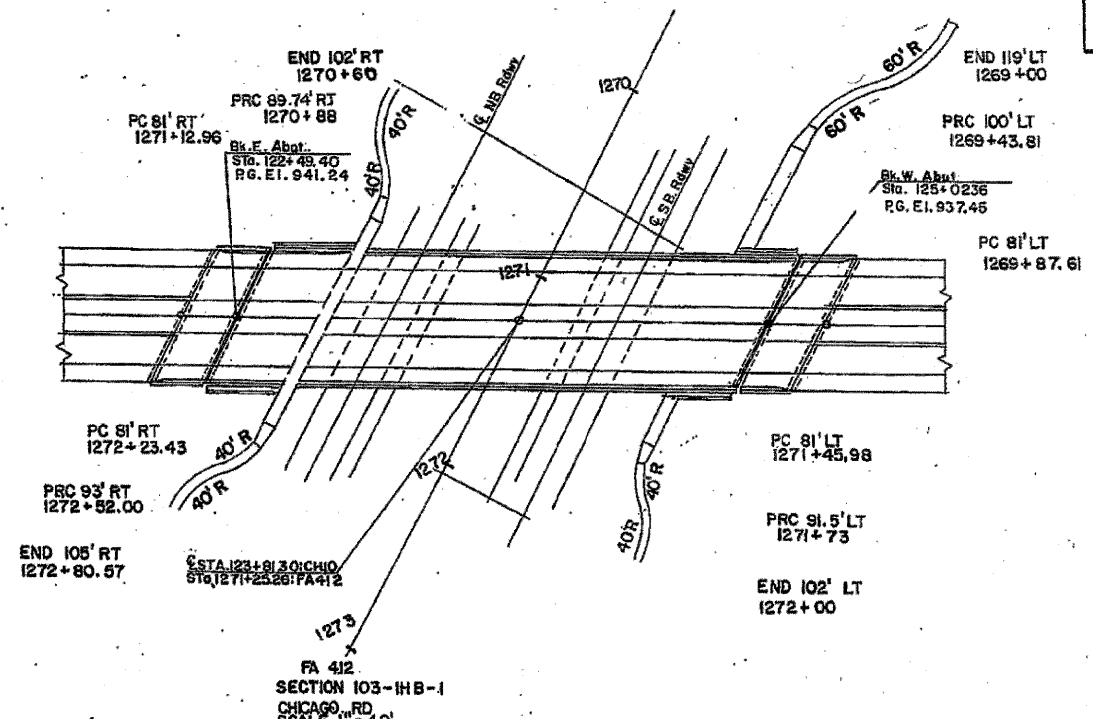
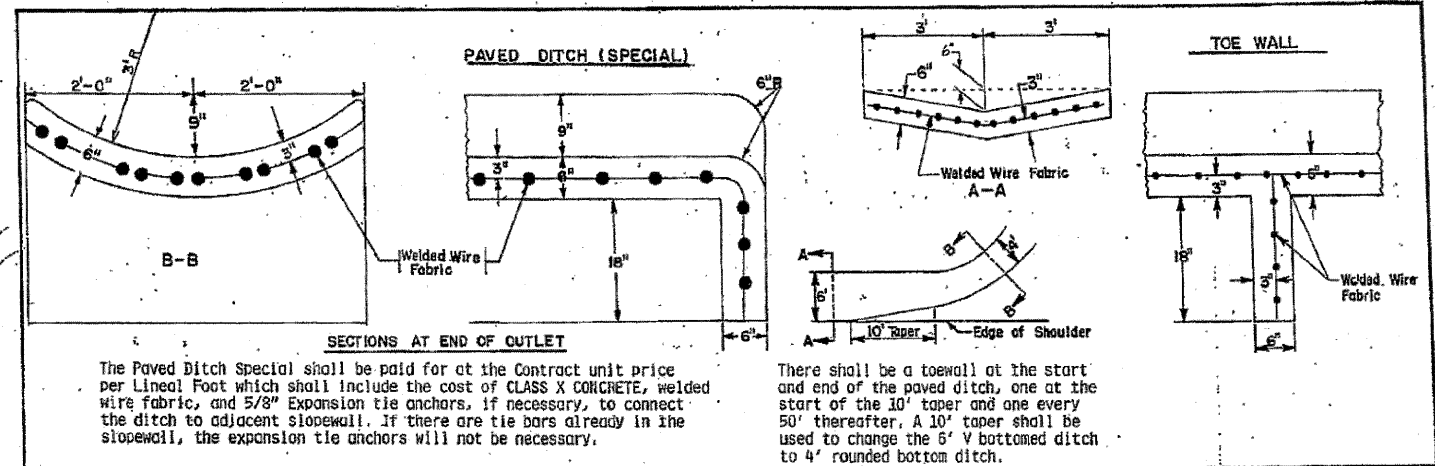
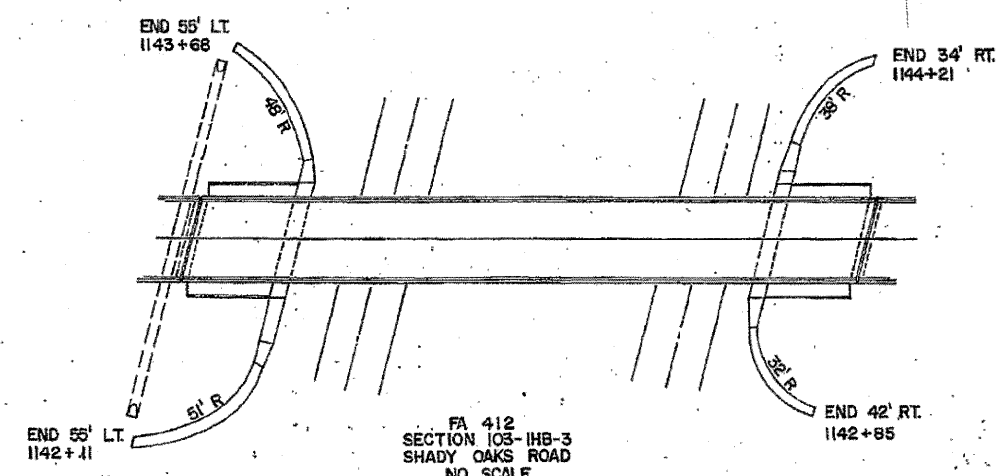
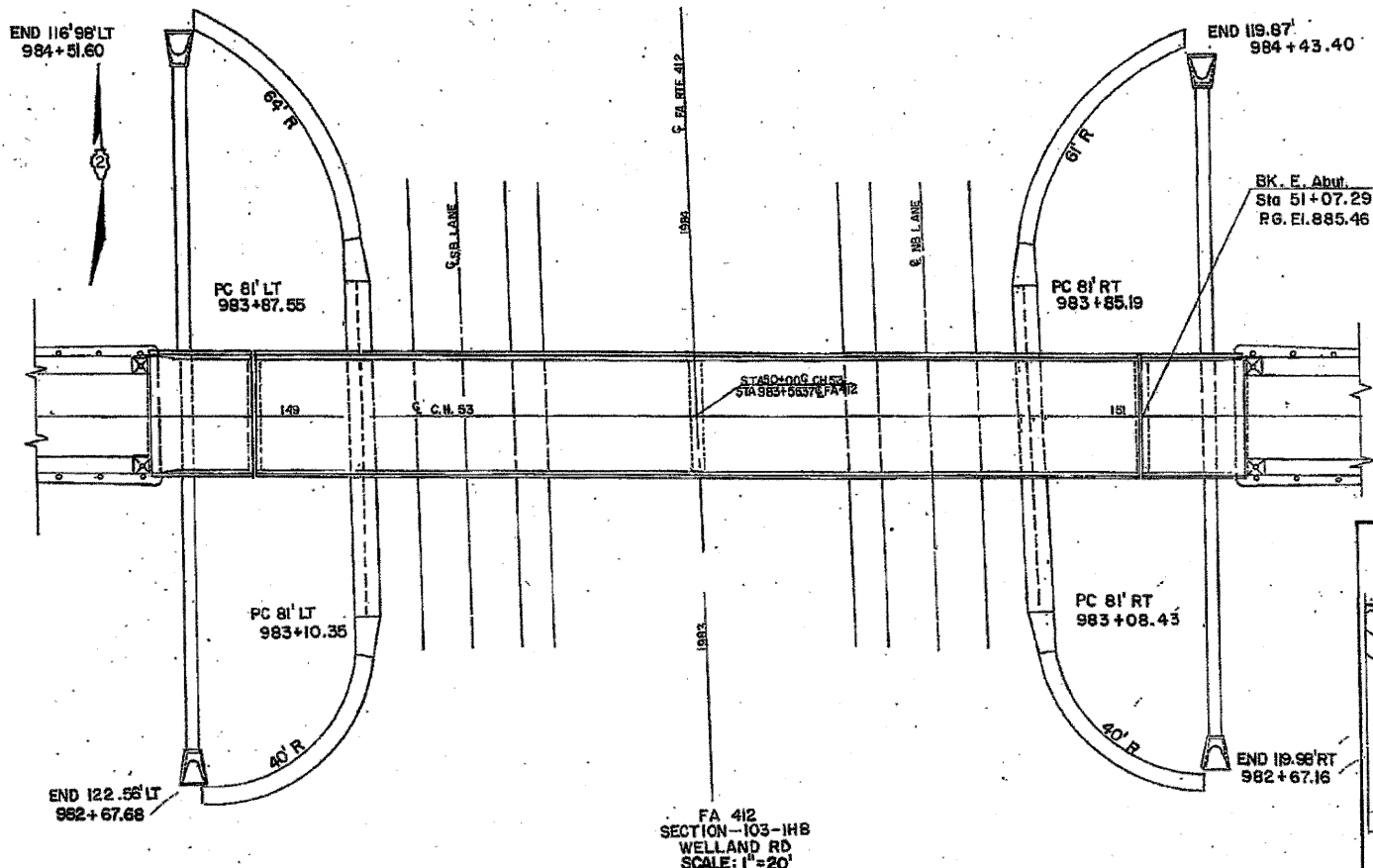
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
SOUTHBOUND & NORTHBOUND STRUCTURES S.N. 052-0044
I-39 OVER PERRY ROAD S.N. 052-0045

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	103-1, 103-2/RS	LEE	313	244
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 64E97		

PAVED DITCH (SPECIAL)



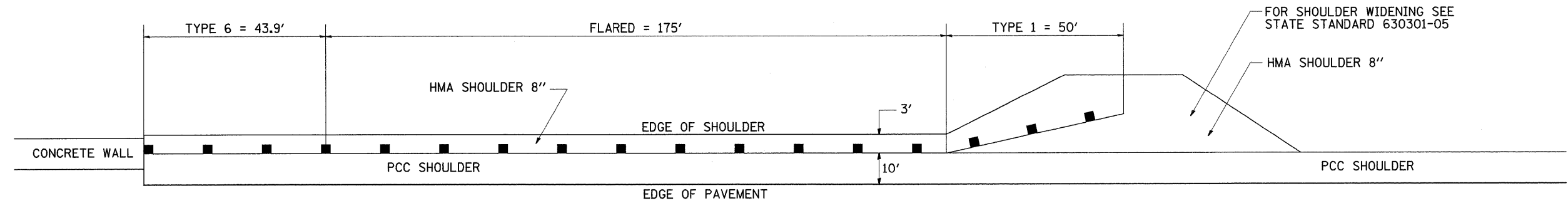
FOR INFORMATIONAL USE ONLY

FILE NAME =	USER NAME = dmsdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 PAVED DITCH SPECIAL	SCALE: SHEET NO. OF SHEETS STA. TO STA.	SECTION 103-1, 103-2/RS	COUNTY LEE	TOTAL SHEETS 313	SHEET NO. 245	CONTRACT NO. 64E97
or\p\work\PMIDOT\DOSS00\d8149531\02095099\shv\details.dgn	PLOT SCALE = 1/8"=1'-0"	DRAWN -	REVISED -								
	PLOT DATE = Mon Mar 15 16:37:09 2010	CHECKED -	REVISED -								
		DATE -	REVISED -								

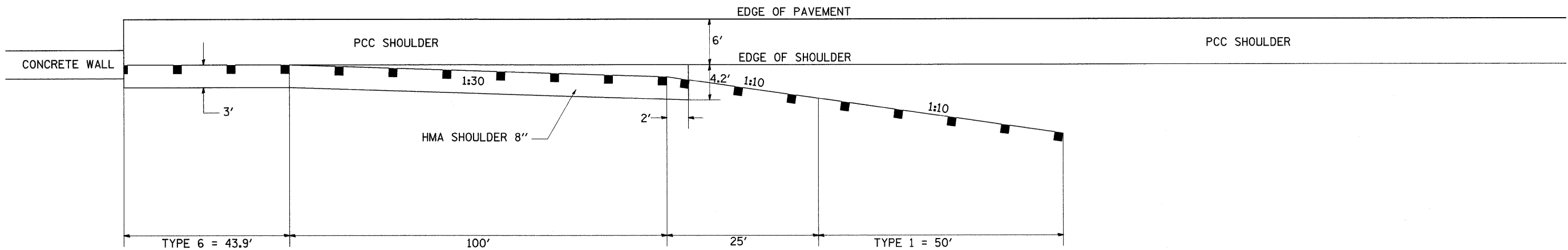
PAVED DITCH SPECIAL

I-39 GUARDRAIL DETAIL

OUTSIDE APPROACH
US 30 & NORTH BRIDGES



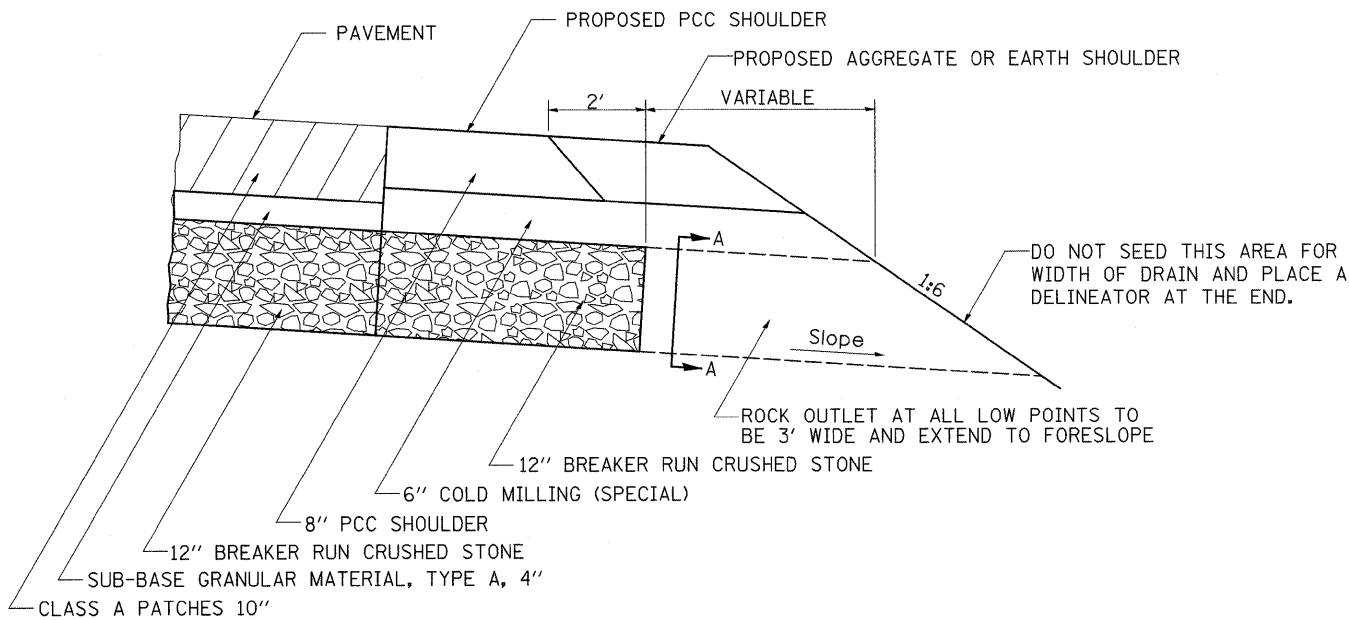
INSIDE APPROACH
(MEDIAN)
US 30 & NORTH BRIDGES



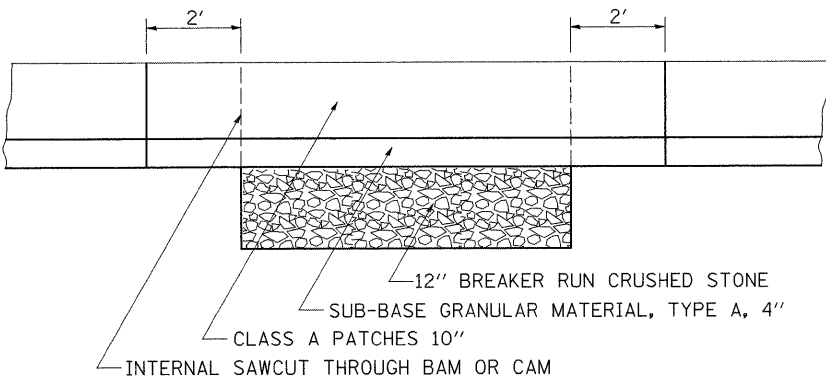
FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 GUARDRAIL DETAIL				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cs\pwwork\VPWIDOT\DOSSDD\0149531\02856	09-shr-details.dgn	DRAWN -	REVISED -						39	(103-1, 103-2)RS	LEE	313	246
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -						CONTRACT NO. 64E97				
	PLOT DATE = Fri Mar 26 07:24:54 2010	DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

DRAIN FOR AGGREGATE BASE COURSE DETAIL

SHOULDER LOCATIONS WITH DRAINS FOR AGG BASE COURSE

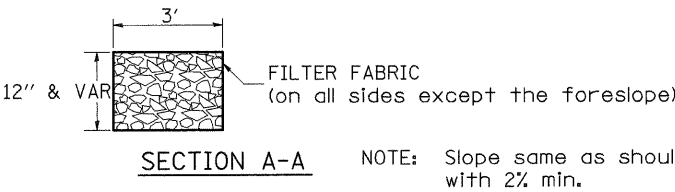


CLASS A PATCHES WITH DRAINS FOR AGG BASE COURSE



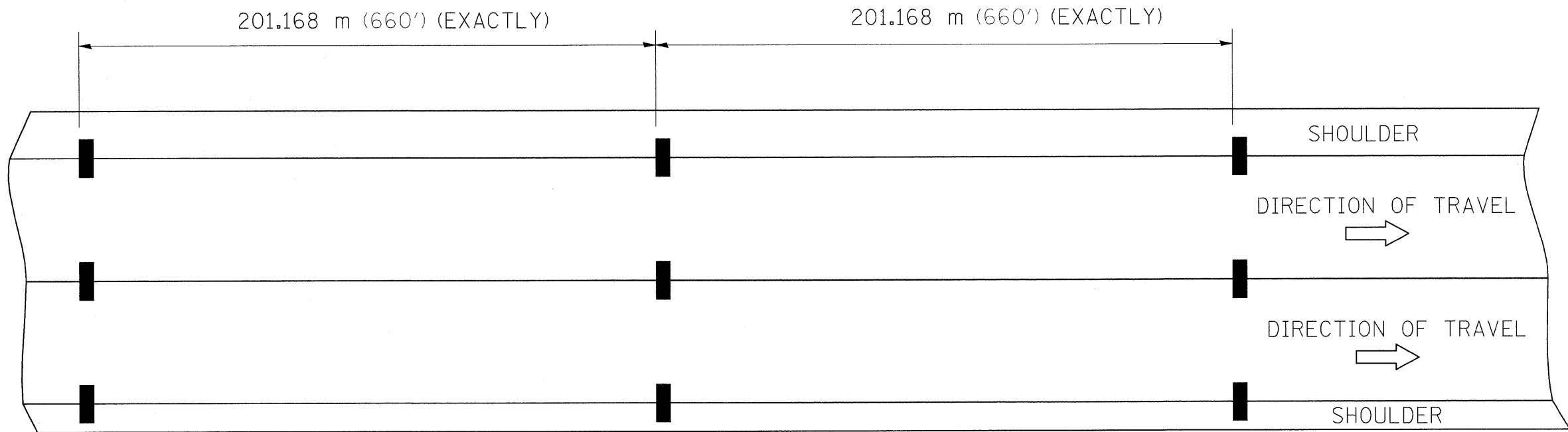
NOTES:

The rock outlets shall be constructed using CA7 and will be paid for at the contract unit price per SQ YD for DRAIN FOR AGGREGATE BASE COURSE. The thickness shall be the same as the adjacent sub-base material as noted on the plans and shall include the cost of the filter fabric. The Rock outlets will be measured in SQ YD, the width being 3' by the length shown above. The cost of the CA6 or CA10 under the shoulder shall be included in the contract unit price per SQ YD for SUB-BASE GRANULAR MATERIAL, TYPE A of the thickness specified. The filter fabric to be used shall conform to the filter fabric used for Riprap. The cost of furnishing and installing a delineator at the end of each drain shall be included in the cost for DRAIN FOR AGGREGATE BASE COURSE.



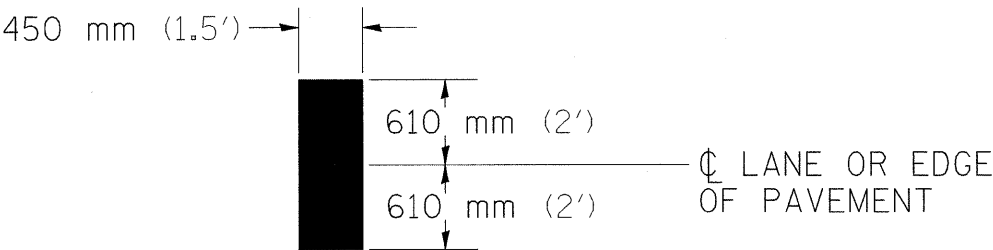
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PLOT DATE = Fri Mar 26 07:29:55 2010		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
SCALE: SHEET NO. OF SHEETS STA. TO STA.										

AERIAL SPEED CHECK ZONE DETAIL



GROOVING FOR RECESSED PAVEMENT MARKING,
LETTERS, NUMBERS AND SYMBOLS
USE POLYUREA PAVEMENT MARKING
TYPE II, LETTERS AND SYMBOLS

PAVEMENT MARKING DETAIL



POLICE AERIAL SPEED CHECK ZONES

ESTABLISHED ZONES AND NEW ZONES
REQUESTED BY THE ILLINOIS STATE POLICE
SHALL BE MARKED CONSISTENT WITH THE
REQUIREMENTS OF SECTION 38-23 OF THE
MUTCD. WHEN NEW ZONES ARE PLACED IT
WILL BE NECESSARY TO HAVE A
REPRESENTATIVE OF THE STATE POLICE
PRESENT SO THAT THE ACCURACY OF THE
MEASUREMENT CAN BE ATTESTED TO IN COURT.

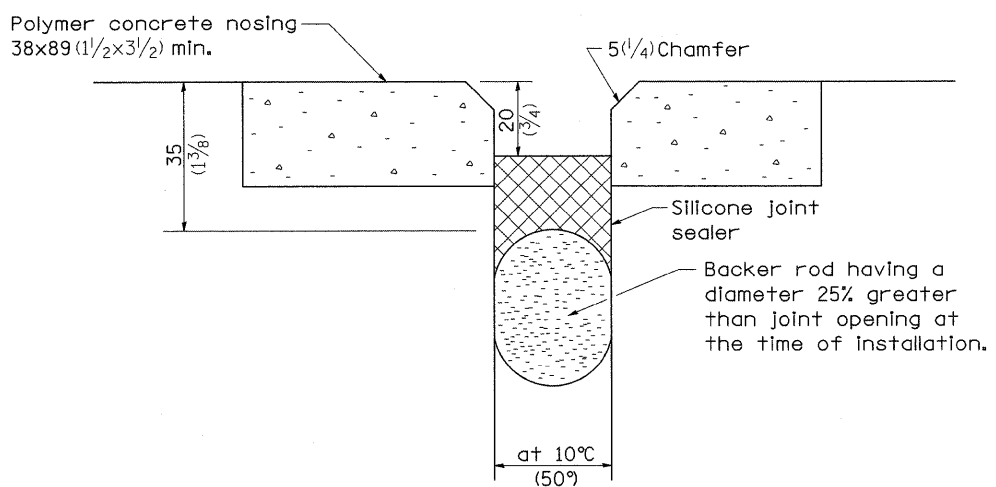
ILLINOIS STATE POLICE

DISTRICT 1 STERLING 815/632-4010 CARROLL, LEE, OGLE, WHITESIDE
DISTRICT 7 EAST MOLINE 309/752-4915 HENRY, ROCK ISLAND
DISTRICT 16 PECATONICA 815/239-1152 BOONE, JO DAVIESS, STEPHENSON, WINNEBAGO

REVISED - 11-01-07

FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0149531\D205629-shd-details.dgn	USER NAME = doasdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 AERIAL SPEED CHECK ZONE DETAIL	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	248
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 64E97										
	PLOT DATE = Fri Mar 26 07:29:55 2010	DATE -	REVISED -			ILLINOIS FED. AID PROJECT										

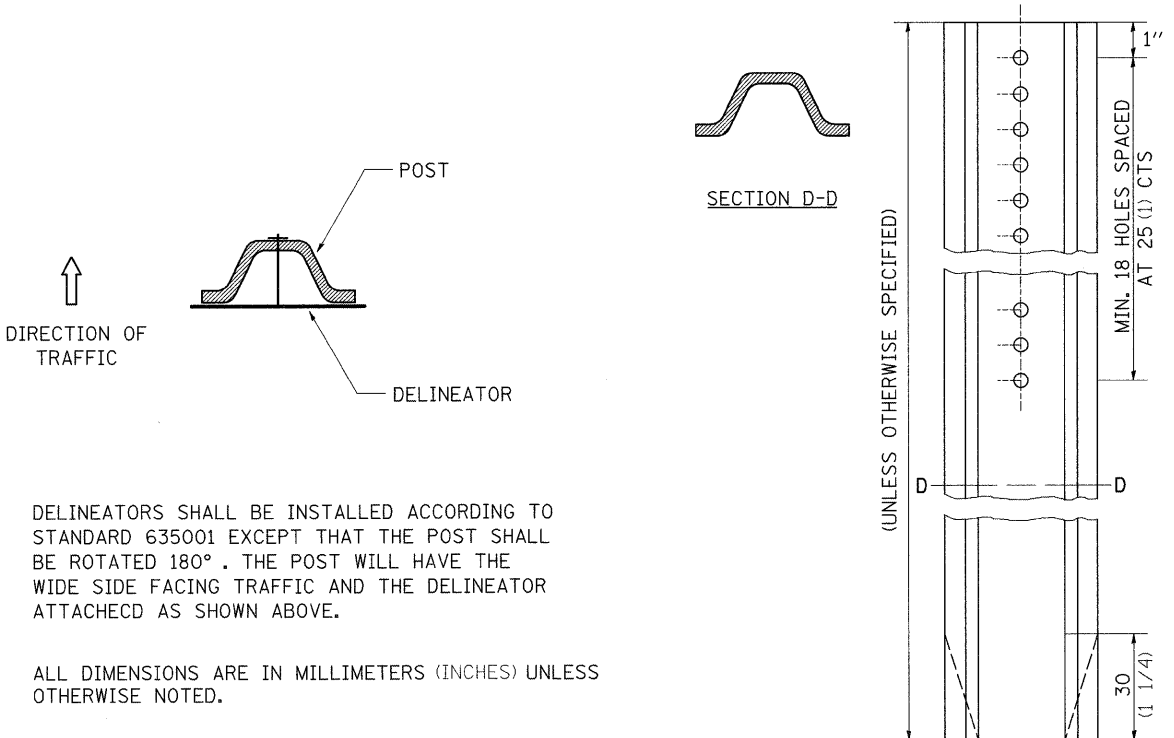
SILICONE JOINT SEAL
(CONCRETE DETAILS)



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

REVISED - 5-1-96

DELINEATOR AND POST ORIENTATION

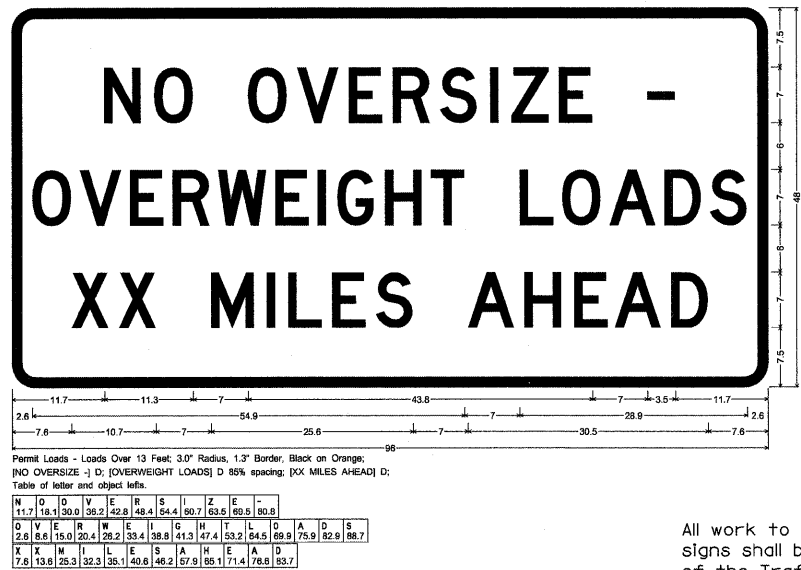


DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHED AS SHOWN ABOVE.

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

REVISED - 11-01-07

ROAD CLOSED TO OVERSIZED LOADS

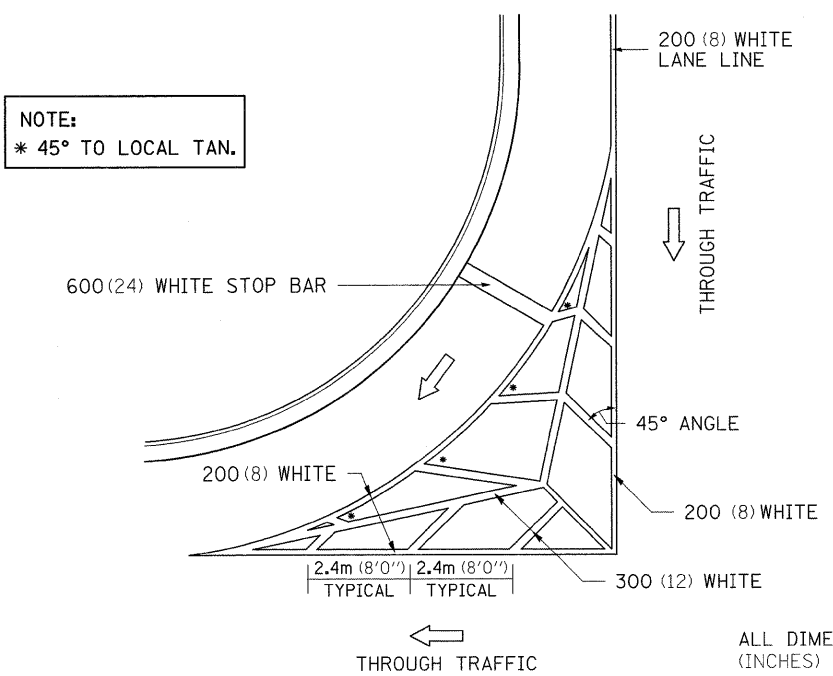


All work to furnish and install these signs shall be included in the cost of the Traffic Control Standards and shall not be paid for separately.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 3-11-09

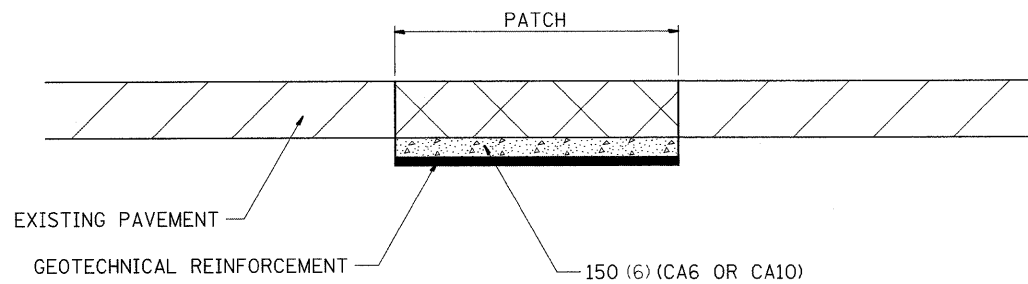
TYPICAL MARKING FOR
PAINTED ISLANDS



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

REVISED - 2-7-05	REGION 2 / DISTRICT 2 STANDARD				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -					39	(103-1, 103-2)RS	LEE	313	249
REVISED -					CONTRACT NO. 64E97				
REVISED -	SCALE: 50,000' / 1\"/>				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SUBGRADE REPLACEMENT

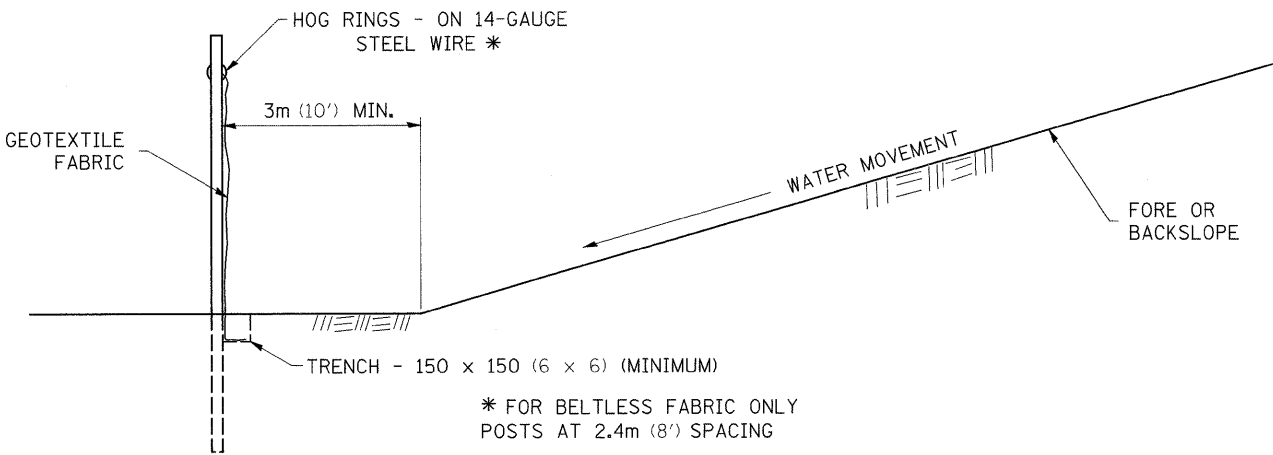
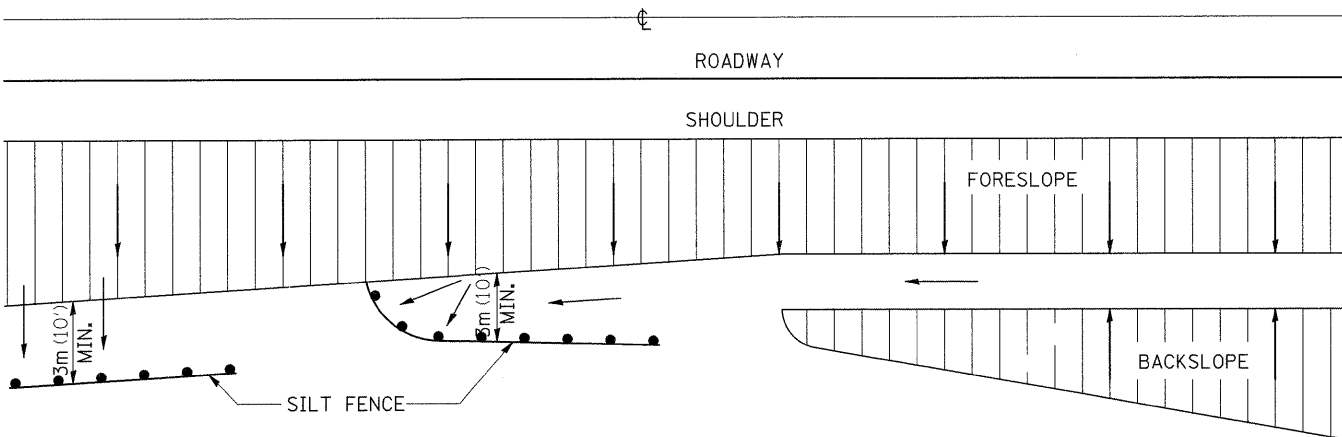


NOTES:
THE CA 6 OR CA 10 SHALL BE COMPACTED IN A MANNER APPROVED BY THE ENGINEER. IF THE MOISTURE CONTENT OF THE MATERIAL IS SUCH THAT COMPACTION SATISFACTORY TO THE ENGINEER CANNOT BE OBTAINED, SUFFICIENT WATER SHALL BE ADDED SO THAT SATISFACTORY COMPACTION CAN BE OBTAINED.
THE CA 6 OR CA 10 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CU YD FOR GRANULAR SUBGRADE REPLACEMENT
THE GEOTECHNICAL REINFORCEMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ YD FOR GEOTECHNICAL REINFORCEMENT
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 1-09-08

SUBGRADE REPLACEMENT 97.4

EROSION CONTROL DETAILS FOR SILT FENCE



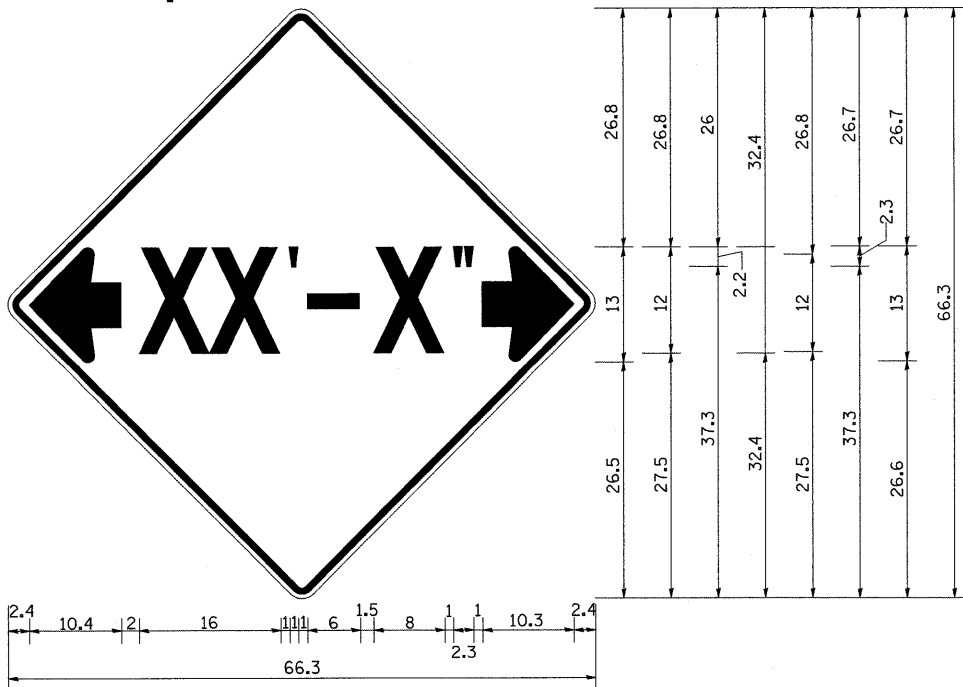
DETAILS OF SILT FENCE

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

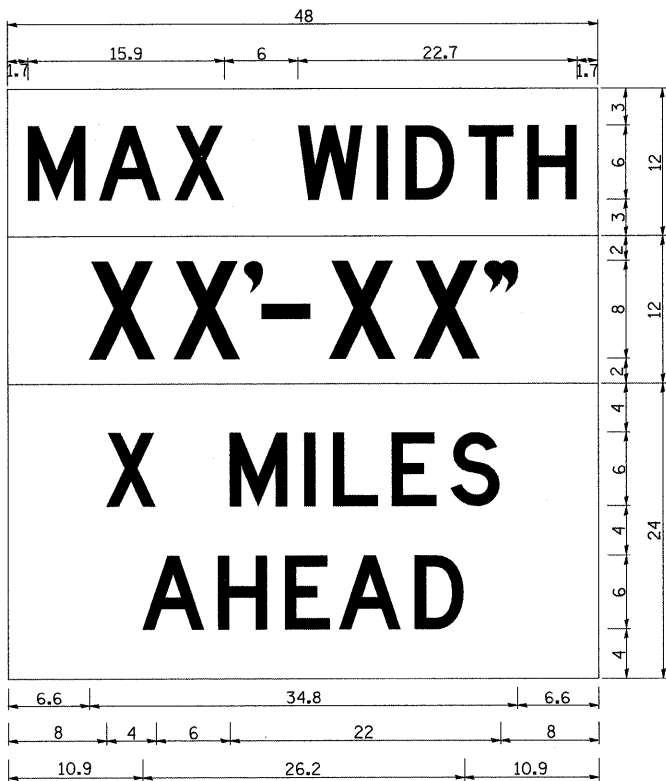
REVISED - 10-22-01	REGION 2 / DISTRICT 2 STANDARD				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -					39	(103-1, 103-2)RS	LEE	313	250
REVISED -					CONTRACT NO. 64E97				
REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
	SCALE: 50.0000' / 1"	SHEET NO.	OF	SHEETS	STA.	TO STA.			

PLOT DATE = Fri Mar 26 07:26:47 2010

INFORMATIONAL WARNING SIGN
(FOR NARROW TRAVEL LANES)



NOTES
W12-2 - Horizontal Clearance Sign
48.0" across sides, 1.9" Radius,
0.8" Border, 0.5" Indent, Black on
Orange; Standard Arrow Custom
10.4" X 8.1" 180° Black 11 Inch
D Series Lettering; Standard Arrow
Custom 10.4" X 8.1" 0°



W12-I103 (Width Is 8D);
No border, Black on White;
[MAX WIDTH] D;

No border, Black on Orange;
[XX'-XX''] D;

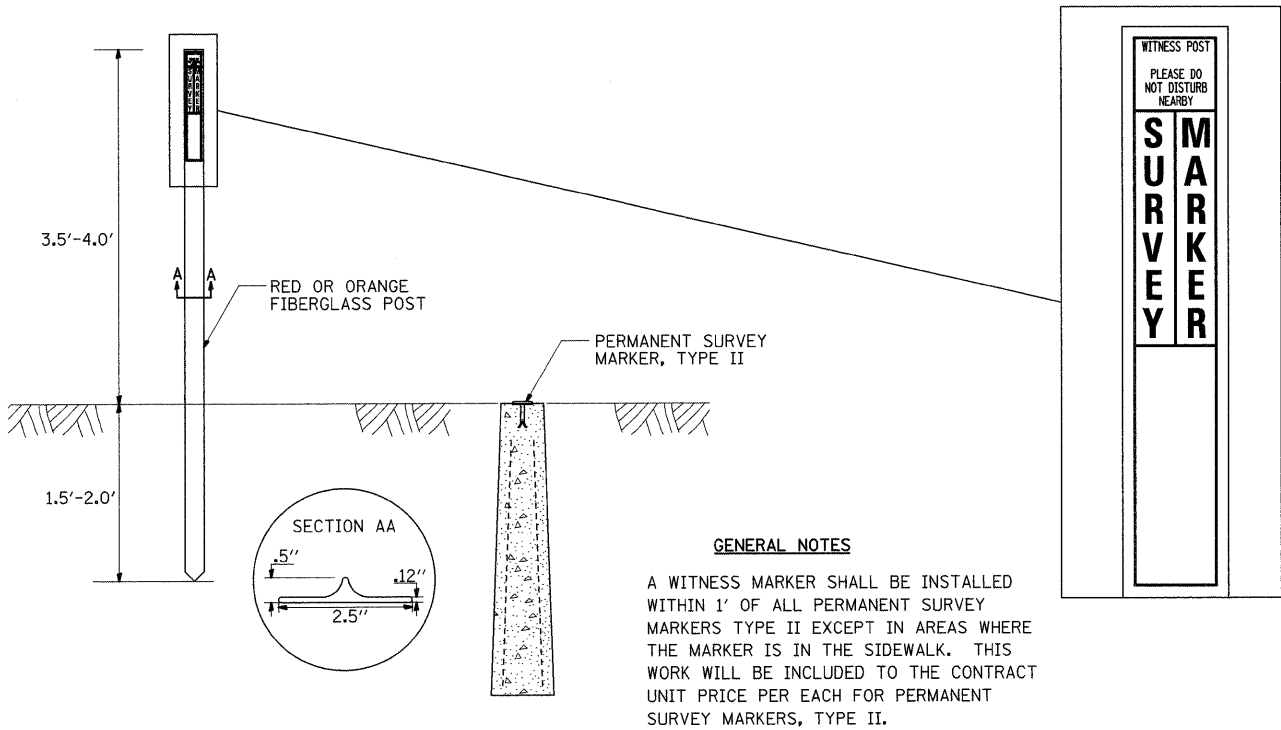
No border, Black on White;
[X MILES] D; [AHEAD] D;

All work to furnish and install these
signs shall be included in the cost
of the Traffic Control Standards
and shall not be paid for separately.

ALL DIMENSIONS ARE IN INCHES UNLESS
OTHERWISE NOTED.

REVISED - 5-15-09

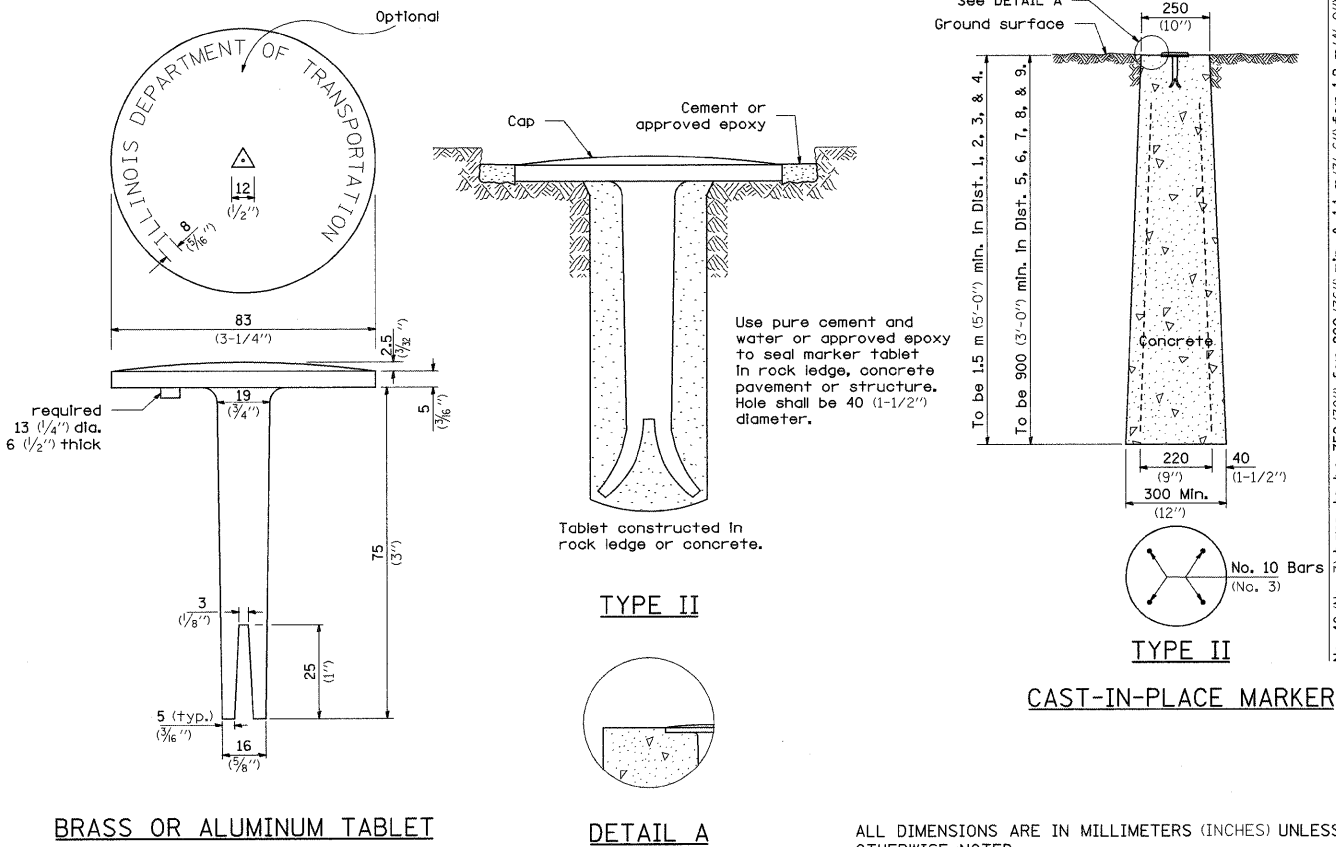
WITNESS MARKER FOR PERMANENT
SURVEY MARKERS, TYPE II



GENERAL NOTES

A WITNESS MARKER SHALL BE INSTALLED
WITHIN 1' OF ALL PERMANENT SURVEY
MARKERS TYPE II EXCEPT IN AREAS WHERE
THE MARKER IS IN THE SIDEWALK. THIS
WORK WILL BE INCLUDED TO THE CONTRACT
UNIT PRICE PER EACH FOR PERMANENT
SURVEY MARKERS, TYPE II.

PERMANENT SURVEY MARKERS, TYPE II



BRASS OR ALUMINUM TABLET

DETAIL A

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

REVISED - 10-21-08	REGION 2 / DISTRICT 2 STANDARD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -		39	(103-1, 103-2)RS	LEE	313	251
REVISED -						
REVISED -						
REVISED -						
SCALE: 50.0000' / IN	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.
						ILLINOIS FED. AID PROJECT
						CONTRACT NO. 64E97

STORM WATER POLLUTION PREVENTION PLAN

EROSION CONTROL PLAN

THE FOLLOWING PLAN WAS ESTABLISHED AND INCLUDED IN THESE PLANS TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE SILTATION WITHIN THE CONSTRUCTION ZONE AND TO ELIMINATE SEDIMENTS FROM ENTERING AND LEAVING THE CONSTRUCTION ZONE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN ITEMS, AS SHOWN IN THIS PLAN AND REFERENCED BY THE LEGEND, SHALL BE PLACED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE PLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION RESULTING FROM THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL PLACE PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A REASONABLE AMOUNT OF TIME; THEREFORE, REDUCING THE AMOUNT OF AREA BEING OPEN TO THE POSSIBILITY OF EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE RESIDENT ENGINEER WILL DETERMINE IF TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED, THE SIZE OF THE PROPOSED DITCH CHECKS, THE PROPER METHOD OF INSTALLATION, AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS SHALL BE ADDED WHICH ARE NOT INCLUDED IN THE PLANS. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN STANDARD 280001 OF THE PLANS.

SITE DESCRIPTION

DESCRIPTION OF CONSTRUCTION ACTIVITY:

THIS PROJECT CONSISTS OF PAVEMENT PATCHING, RESURFACING AND STRUCTURE REPAIR FROM THE LASALLE COUNTY LINE TO THE OGLE COUNTY LINE.

DESCRIPTION OF INTENDED SEQUENCE OF ACTIVITIES:

THE SEQUENCE OF EVENTS ARE AS FOLLOW: EXCAVATION, GRADING, RESURFACING, STRUCTURE REPAIR AND GUARDRAIL REMOVAL AND REPLACEMENT.

THIS PROJECT WILL BE CONSTRUCTED IN SEGMENTS AS SHOWN IN THE "STAGING PLANS".

TOTAL CONSTRUCTION SITE (CONSTRUCTION LIMIT TO CONSTRUCTION LIMIT) 400 ACRES

PROPOSED R.O.W (TOTAL PARCEL AREA) 0 ACRES

DISTURBED BY EXCAVATION (E.O.P TO CONSTRUCTION LIMIT) 90 ACRES

SUPPORTING REPORTS AND PLANS

THE FOLLOWING ASSISTED IN DEVELOPING THE EROSION CONTROL PLAN AS REFERENCED DOCUMENTS:

SOIL PROFILE SHEETS, SOILS REPORTS, BORING LOGS
USGS DRAINAGE MAPS, PROJECT PLAN DOCUMENTS

DRAINAGE TRIBUTARIES RECEIVING WATER FROM CONSTRUCTION SITE:

STEWARD CREEK, DRY RUN CREEK, HARMON CREEK SOUTH AND WILLOW CREEK

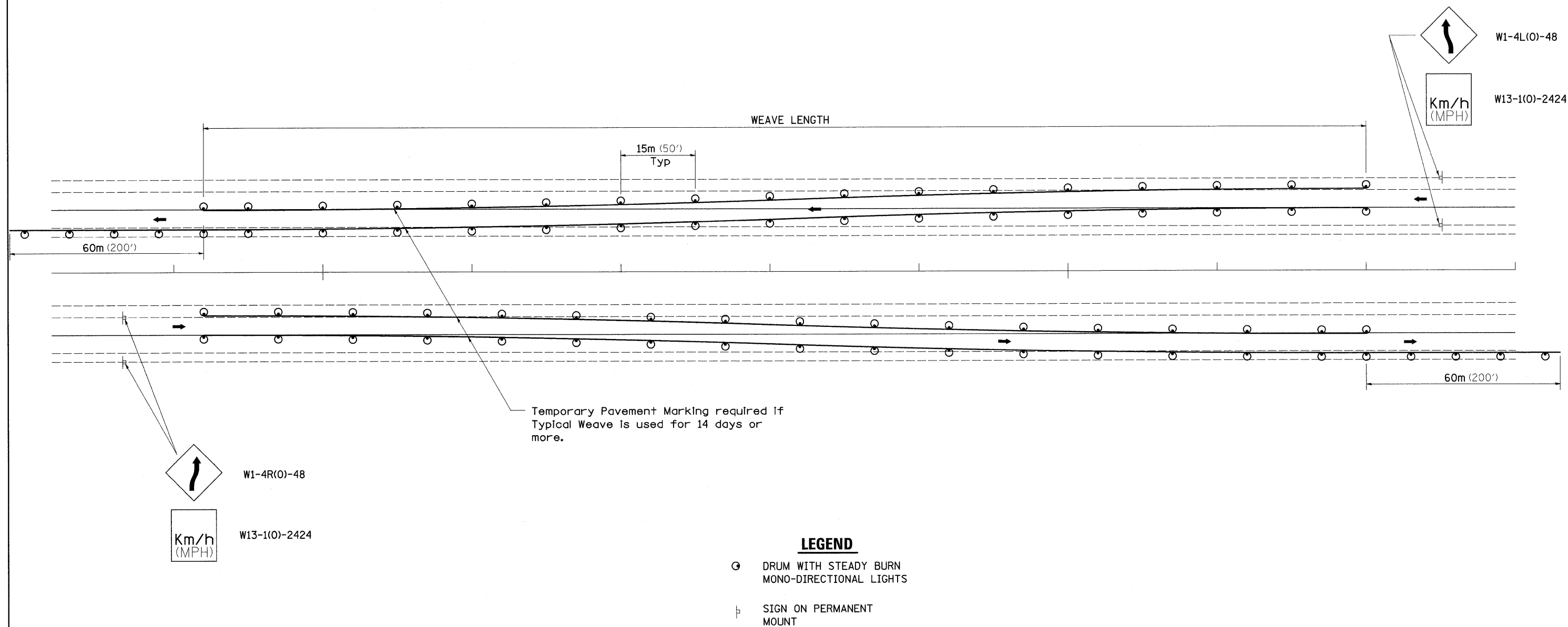
EROSION CONTROLS AND SEDIMENT CONTROL PROCEDURES
STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:
PERIMETER EROSION CONTROL SHALL BE PLACED PRIOR TO BEGINNING EARTHWORK.

STABILIZATION PRACTICES DURING CONSTRUCTION:
AS EARTH EXCAVATION AND EMBANKMENT ARE BEING COMPLETED THE CONTRACTOR SHALL PLACE DITCH CHECKS, INLET AND PIPE PROTECTION, EROSION CONTROL BLANKET, AND SEEDING AS STAGES OF THE PROJECT ARE COMPLETED. PERIMETER EROSION BARRIER WILL BE INSTALLED AT ADDITIONAL LOCATIONS AS THE PROJECT PROGRESSES. SEEDING SHALL BE COMPLETED AS SPECIFIED IN THE EROSION CONTROL/SEEDING MOBILIZATION AND TEMPORARY SEEDING SPECIAL PROVISION.

MAINTENANCE AFTER FINAL GRADING
TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDED AND ESTABLISHED WITH THE PROPER STAND. ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP AND DISTURBED TURF RESEEDDED.

FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED - 5-12-04	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD					F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cs:\pwwork\PWID0T\DOSSDD\j0149531\0285699-shr-cover.dgn		DRAWN -	REVISED -							39	(103-1, 103-2)RS	LEE	313	252
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -							CONTRACT NO. 64E97				
	PLOT DATE = Fri Mar 26 07:26:49 2010	DATE -	REVISED -											
					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

TRAFFIC CONTROL TYPICAL WEAVE



DESIGNER NOTE:

- USE ON LONG 4-LANE PROJECTS WHERE THE CONTRACTOR MAY CHANGE A PORTION OF THE WORK TO THE OPPOSITE LANE.
- USE WHERE THE PROJECT IS ADJACENT TO ANOTHER AND THE CONTRACTOR COULD BE WORKING ON DIFFERENT LANES.
- TEMPORARY PAVEMENT MARKING SHALL BE USED WHEN TYPICAL WEAVE IS USED FOR 14 DAYS OR MORE.
- TRAFFIC CONTROL TYPICAL WEAVE SHALL BE INCLUDED IN THE COST OF THE SPECIFIC TRAFFIC CONTROL STANDARDS OF ITEMS.

STANDARD WEAVE CONDITIONS FOR DIFFERENT SPEED LIMITS

POSTED SPEED LIMIT	ADVISORY SPEED LIMIT	WEAVE LENGTH
110 Km/h (65 MPH)	80 Km/h (45 MPH)	240m (780 FT.)
90 Km/h (55 MPH)	60 Km/h (35 MPH)	200m (660 FT.)
80 Km/h (45 MPH)	40 Km/h (25 MPH)	165m (540 FT.)

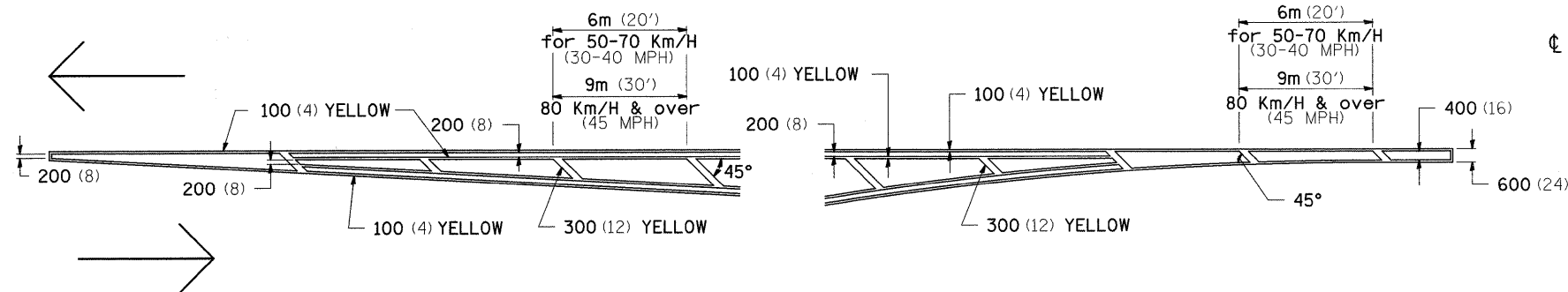
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES)
UNLESS OTHERWISE NOTED.

FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED - 5-30-91	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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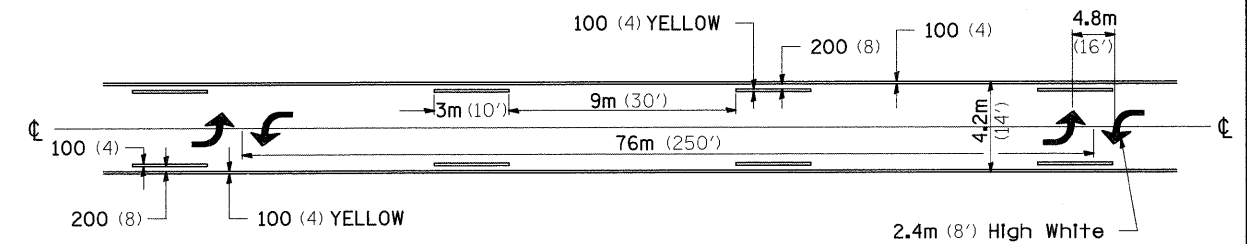
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT
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TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

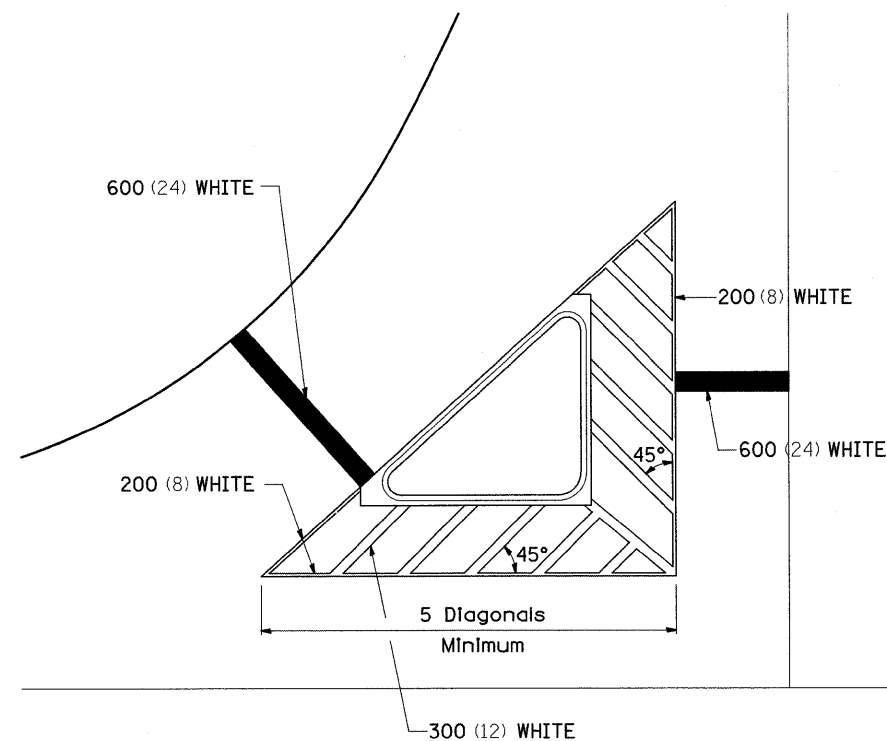


MEDIAN PAVEMENT MARKING

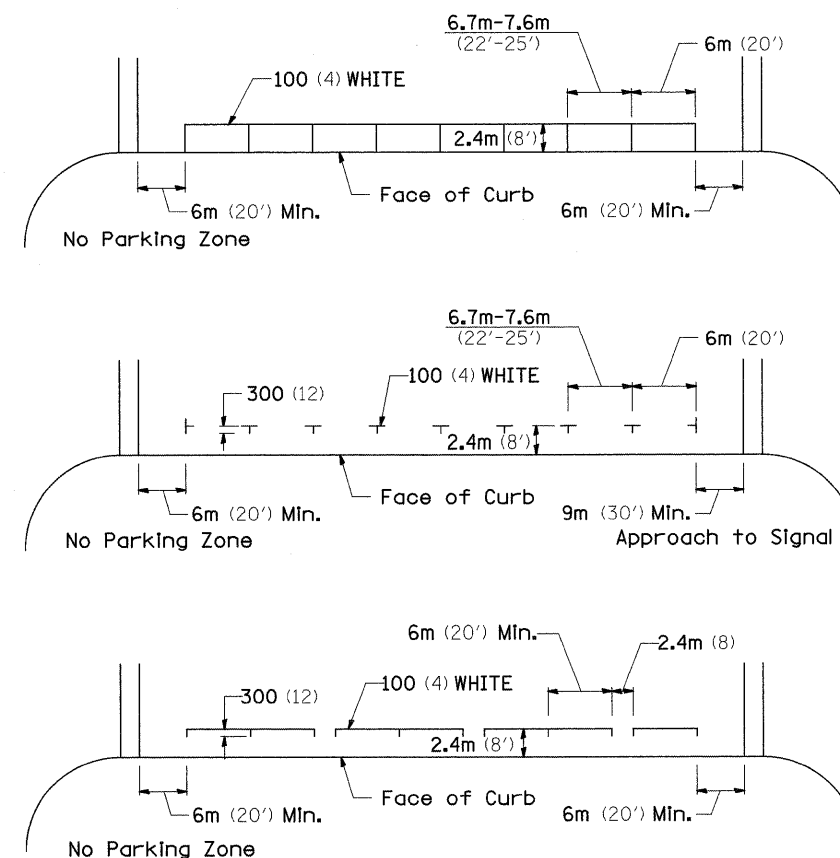


** ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

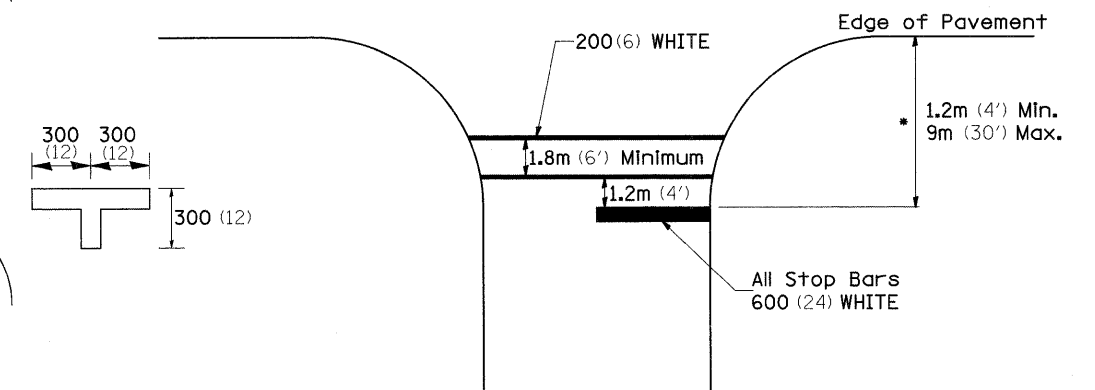
TYPICAL ISLAND OFFSET SHOULDER WIDTH



TYPICAL PARKING SPACING



STANDARD CROSSWALK MARKING See Schedules for Locations

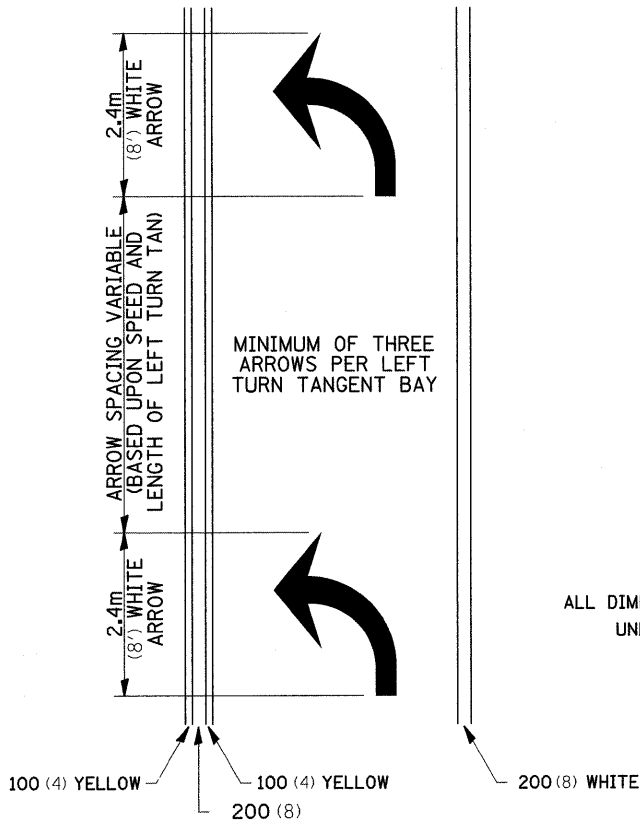


* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A.I. RTE. 39	SECTION (103-1, 103-2)RS	COUNTY LEE	TOTAL SHEETS 313	SHEET NO. 254
os\pw\work\VPWIDOT\DOSSDD\0149531\0285629-shr-cover.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -					FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 64E97	
PLOT DATE = Fri Mar 26 07:26:50 2010		CHECKED -	REVISED -					SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.
		DATE -	REVISED -									

TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT

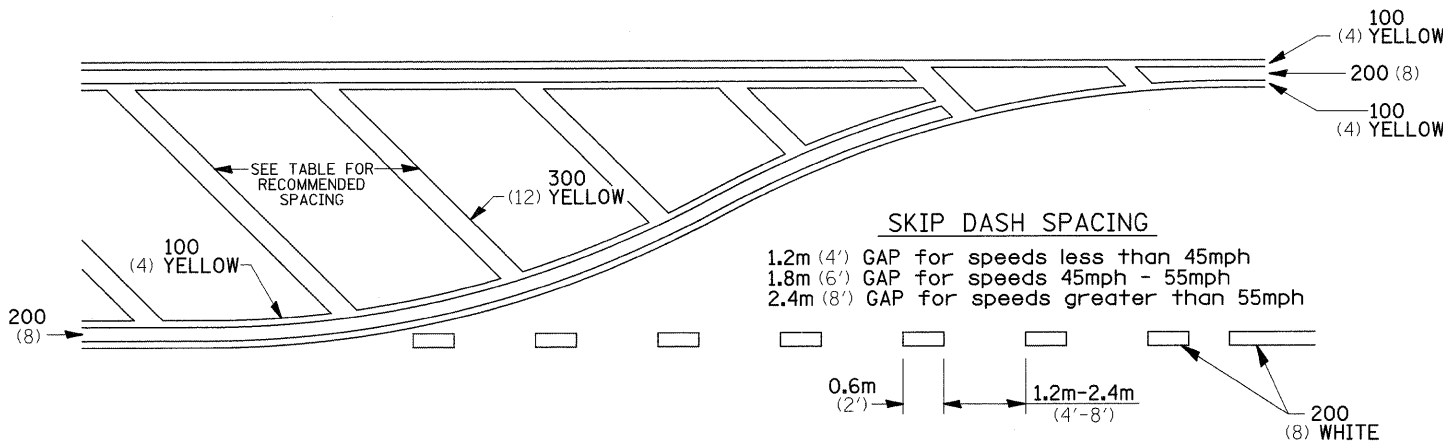


- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER
- TWO-WAY AMBER MARKER

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

12.2m
6 at (40') O.C.
APPROACH SIDE ONLY

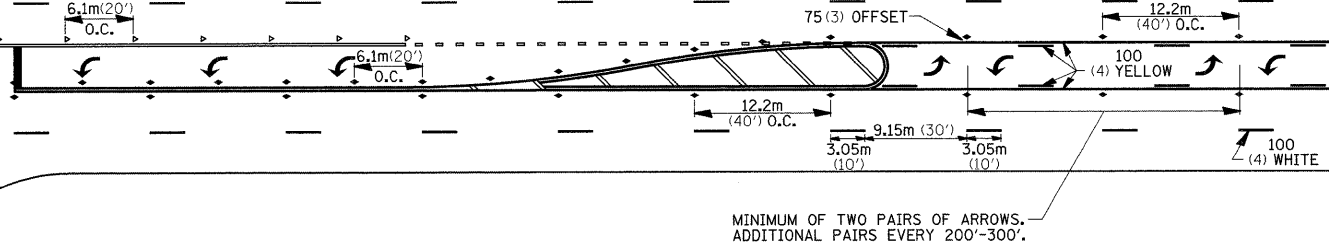
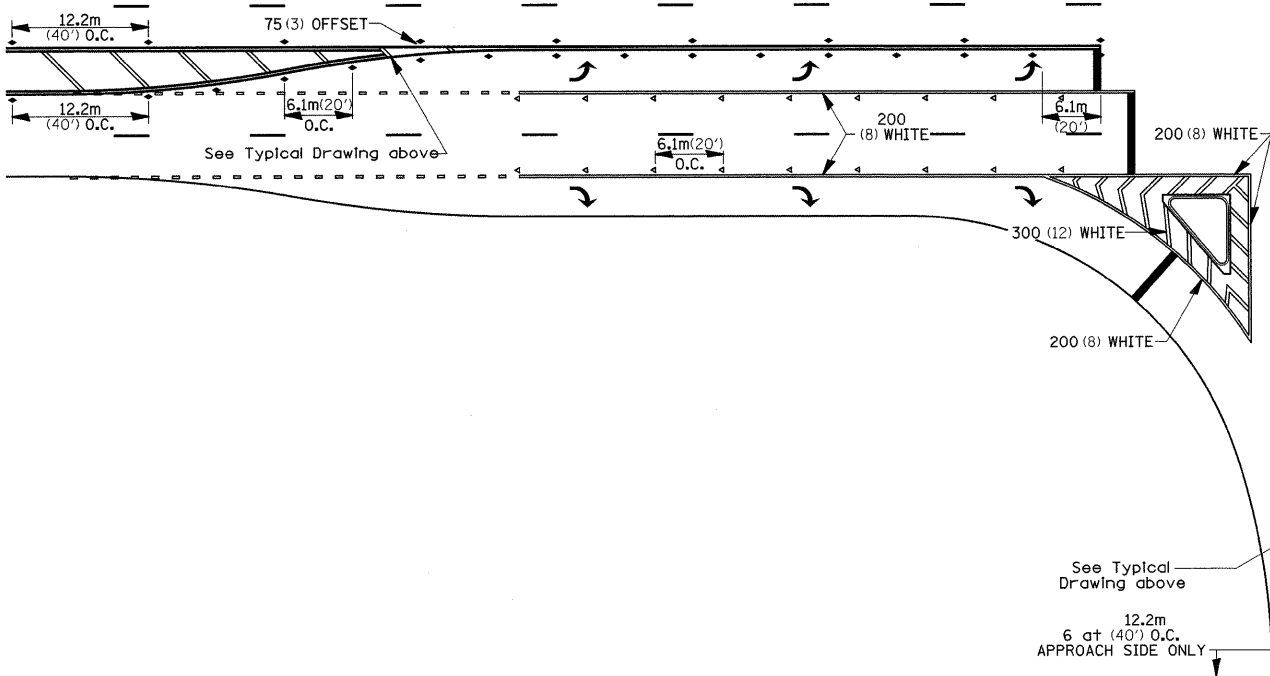
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

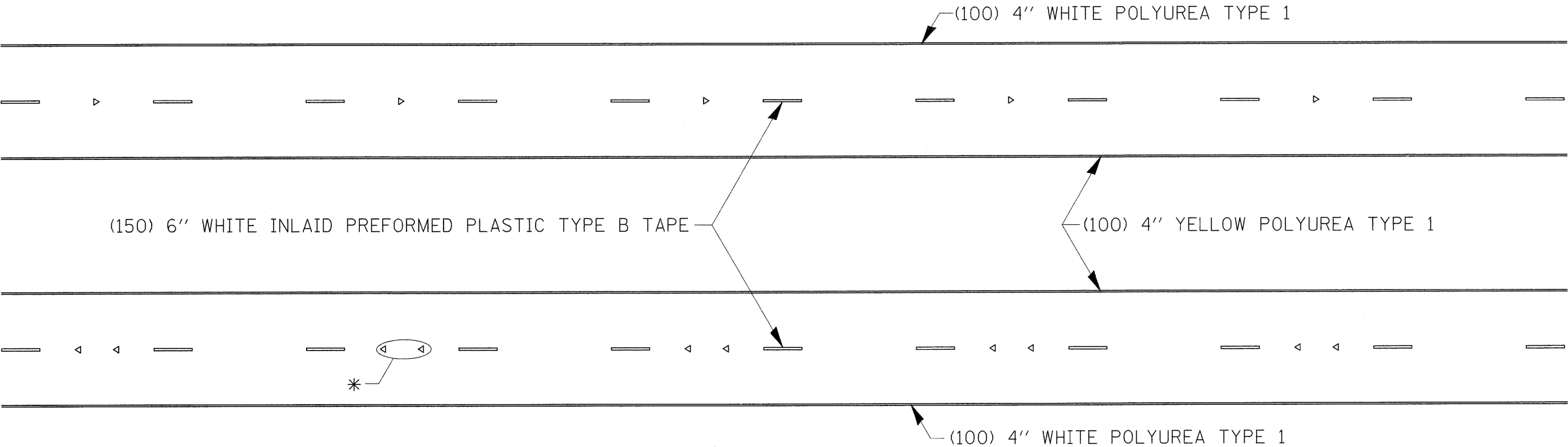
NOTE: If the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



MINIMUM OF TWO PAIRS OF ARROWS. ADDITIONAL PAIRS EVERY 200'-300'.

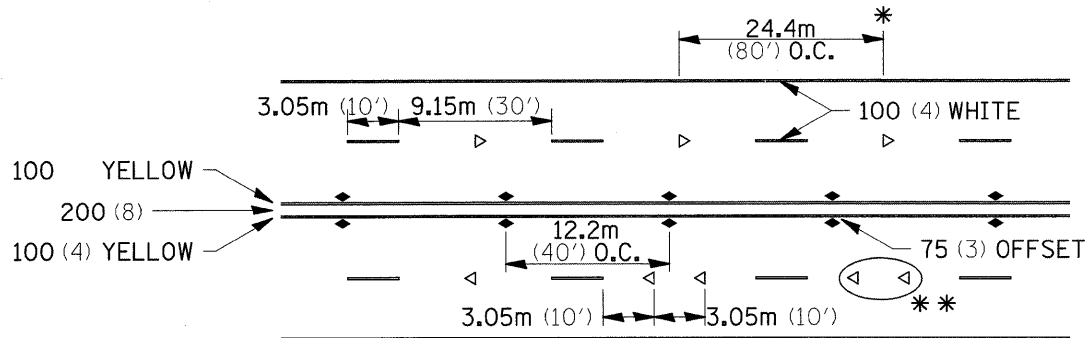
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ct:\pw_work\PMIDOT\DOSSDD\0149531\0205829-shit-cover.dgn		DRAWN -	REVISED -					39	(103-1, 103-2)RS	LEE	313	255
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	PLOT DATE = Fri Mar 26 07:26:51 2010	DATE -	REVISED -					FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT ≥ 25,000.

MULTI-LANE / DIVIDED

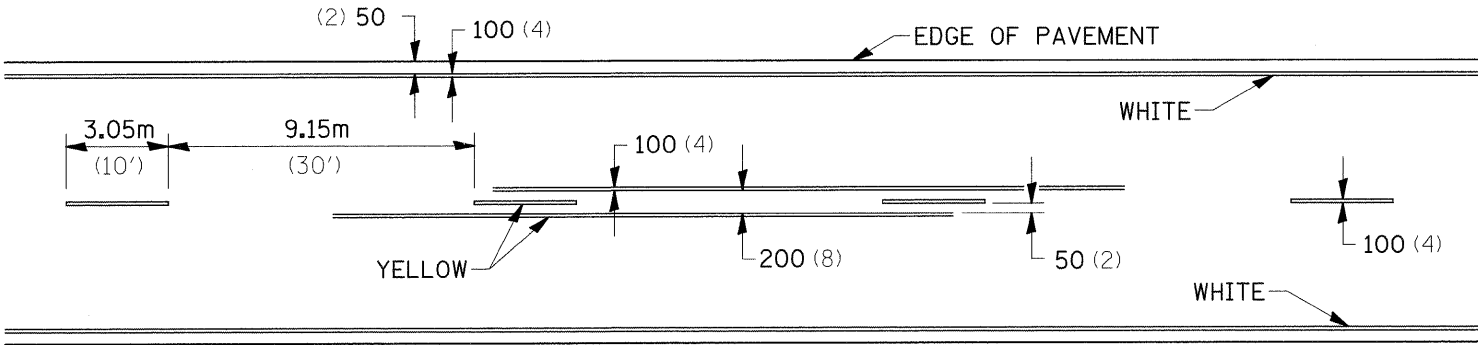


* REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15Km/H (10MPH) LOWER THAN POSTED SPEEDS.
** USE DOUBLE MARKERS WHEN ADT ≥ 25,000

MULTI-LANE / UNDIVIDED

SYMBOLS

TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES

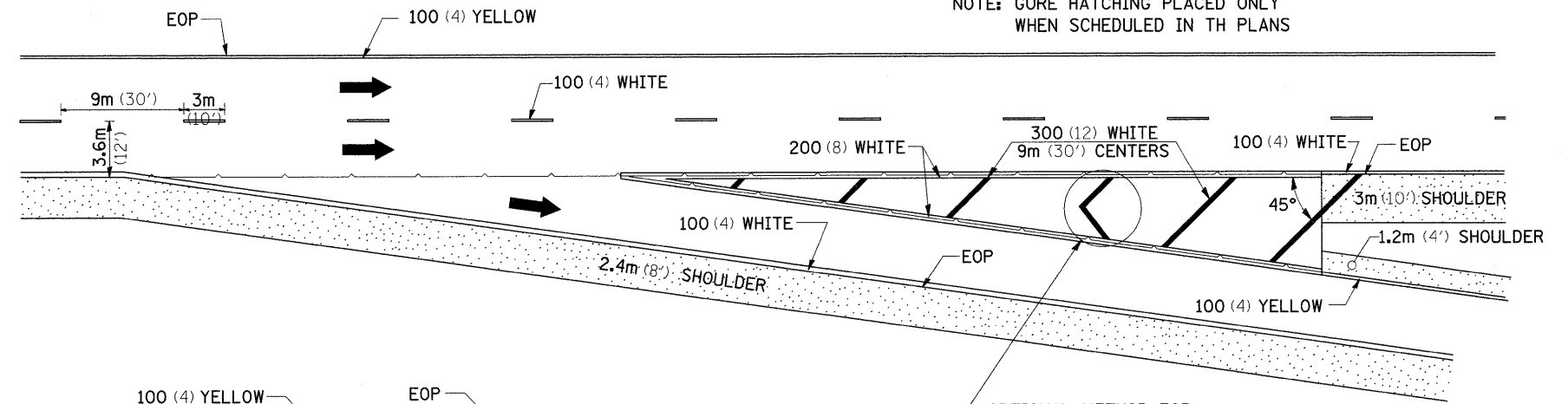


FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr\pw_work\VPWIDOT\DOSSDD\0149531\020509-shr-cover.dgn		DRAWN -	REVISED -					39	(103-1, 103-2)RS	LEE	313	256
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	PLOT DATE = Fri Mar 26 07:26:52 2010	DATE -	REVISED -					FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAINTING DETAILS

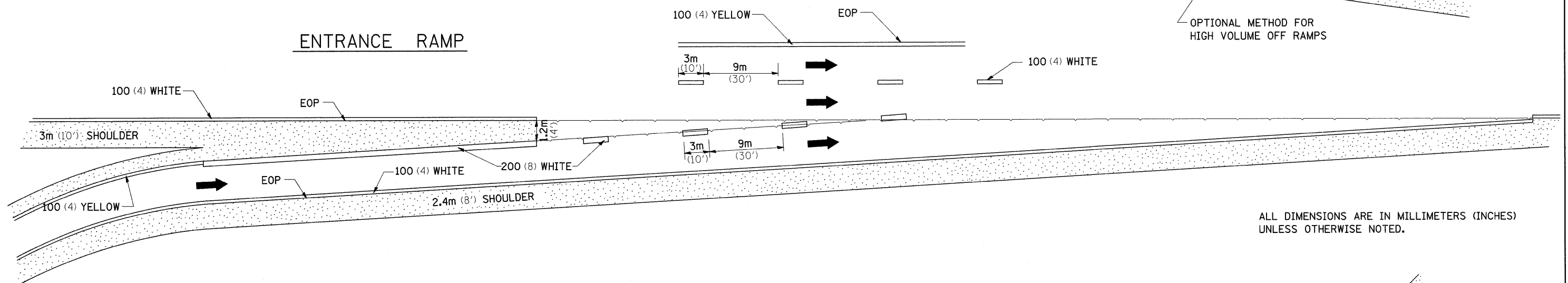


NOTE: GORE HATCHING PLACED ONLY
WHEN SCHEDULED IN TH PLANS

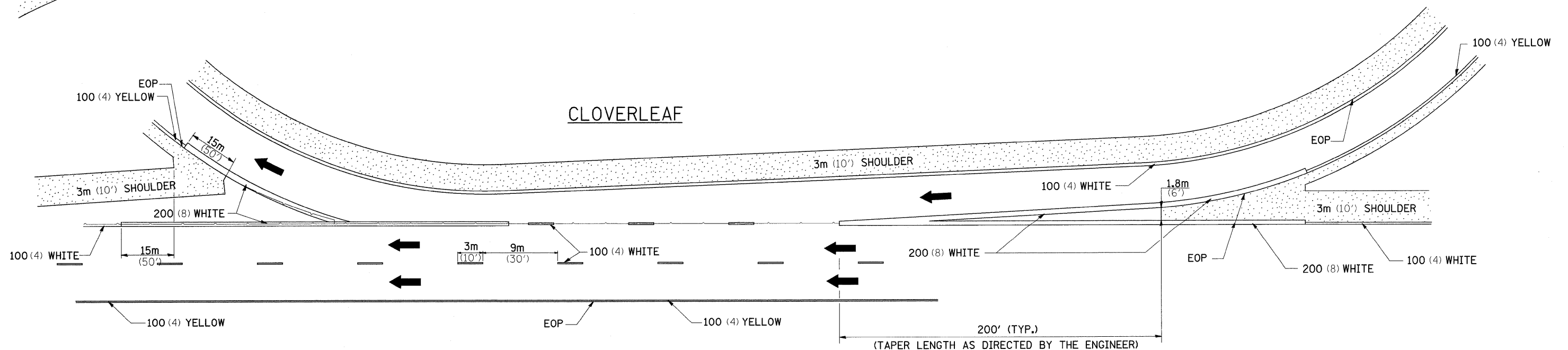


OPTIONAL METHOD FOR HIGH VOLUME OFF RAMPS

ENTRANCE RAMP

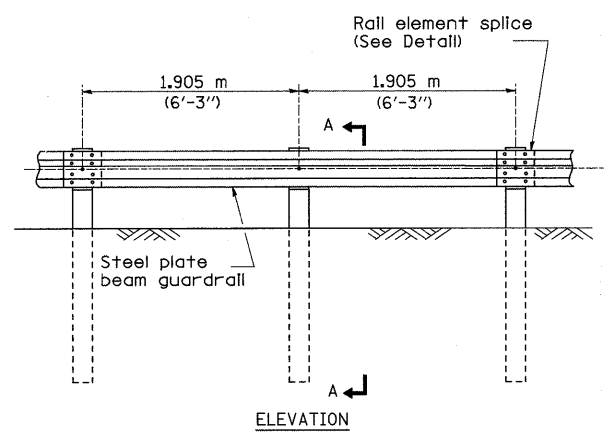


ALL DIMENSIONS ARE IN MILLIMETERS (INCHES)
UNLESS OTHERWISE NOTED.

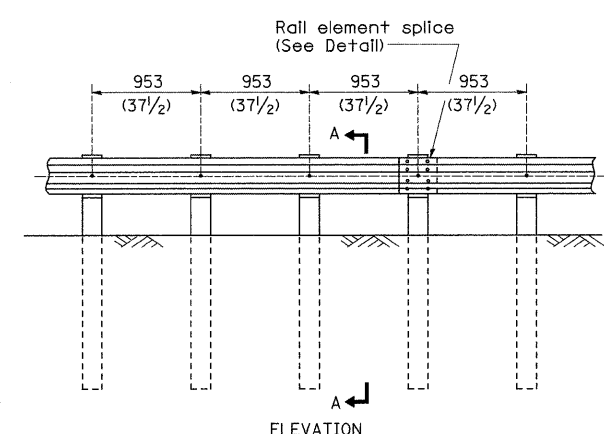
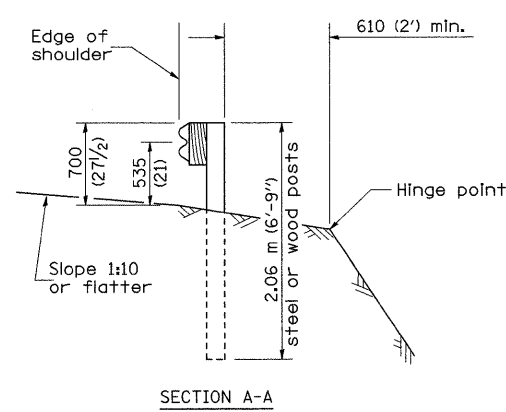
CLOVERLEAF

FILE NAME =	USER NAME = dssddd	DESIGNED -	REVISED - 5-27-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD					F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\p\WIDOT\DOSSDD\dd014953\1205809-shr-cover.dgn		DRAWN -	REVISED -							39	(103-1, 103-2RS)	LEE	313	257
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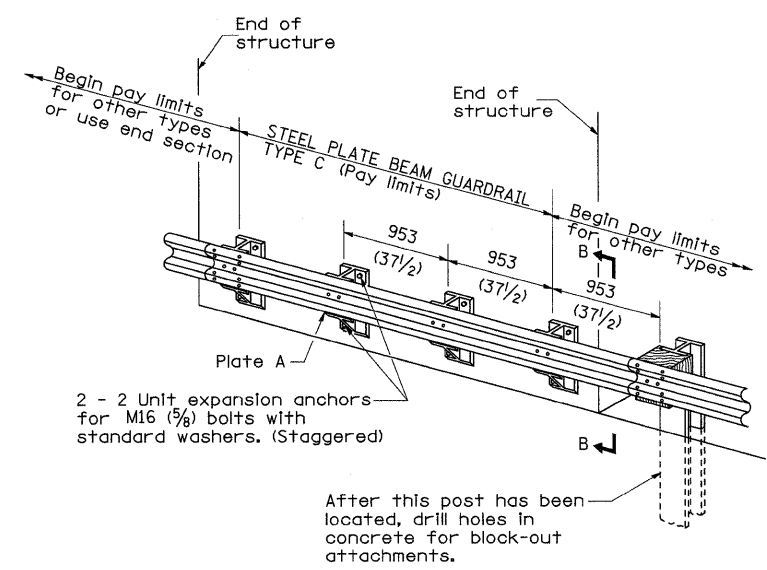
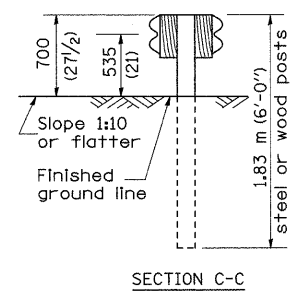
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL



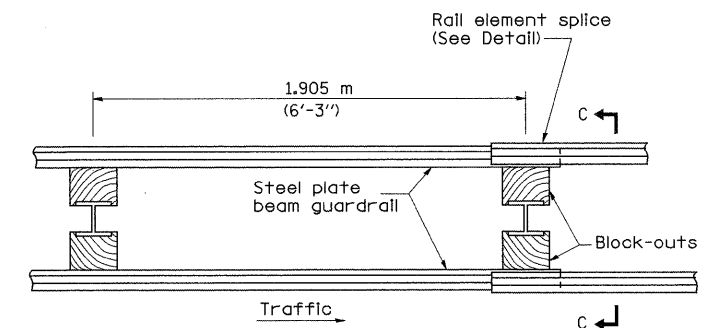
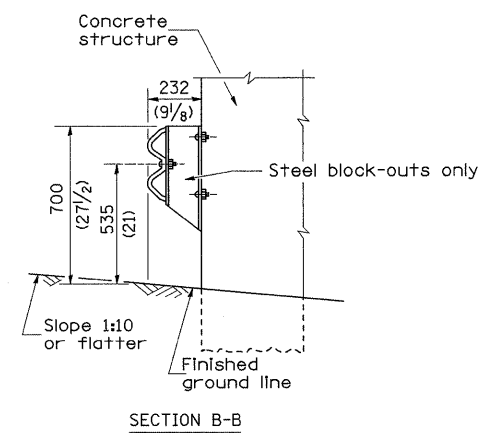
TYPE A
1.905 m (6'-3") Typical post spacing



TYPE B
953 (37 1/2) Closed post spacing



TYPE C
953 (37 1/2) Block-out spacing



TYPE D
Double steel plate beam guardrail
1.905 m (6'-3") typical post spacing

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

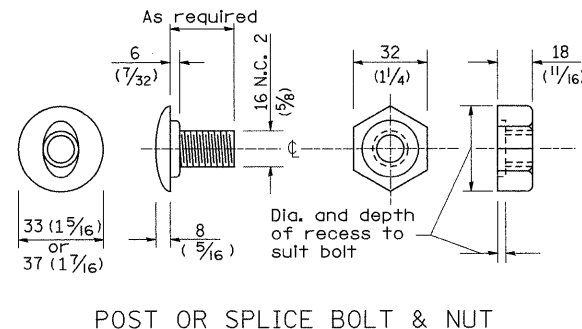
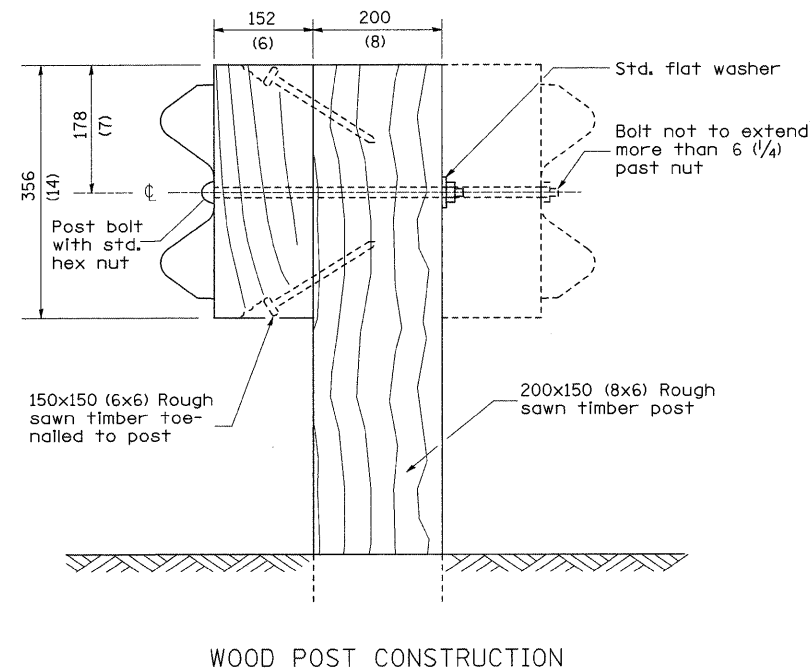
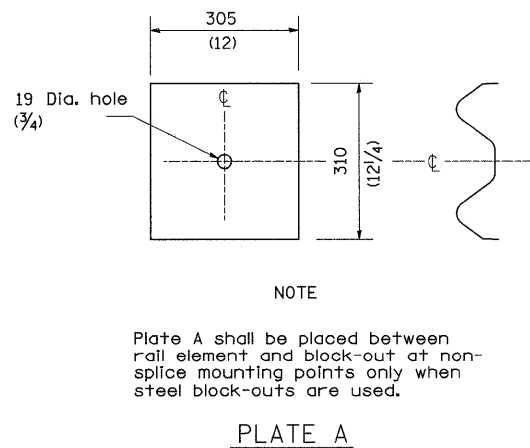
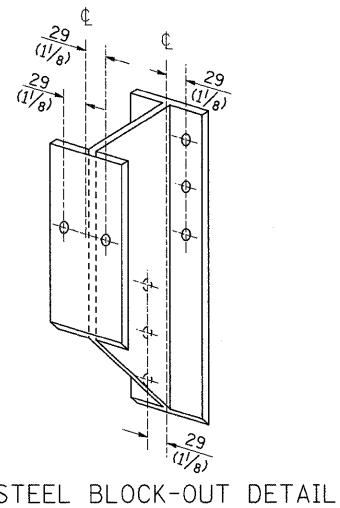
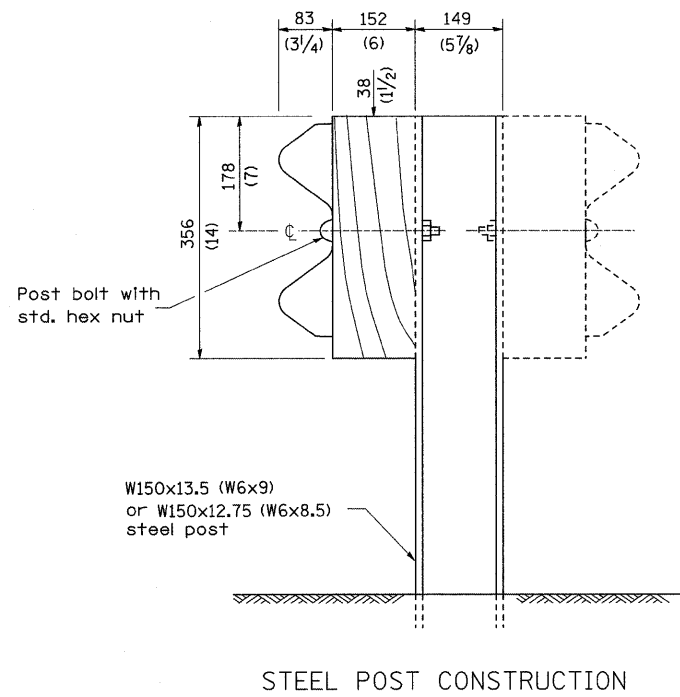
All dimensions are in millimeters (Inches) unless otherwise shown.

The existing steel posts may be drilled to match the bolt pattern shown herein for the wood block-out, or a new steel post shall be provided.

This detail is applicable to the guardrail system used prior to January 1, 2007. For details on the Midwest Guardrail System, see Standard 630001.

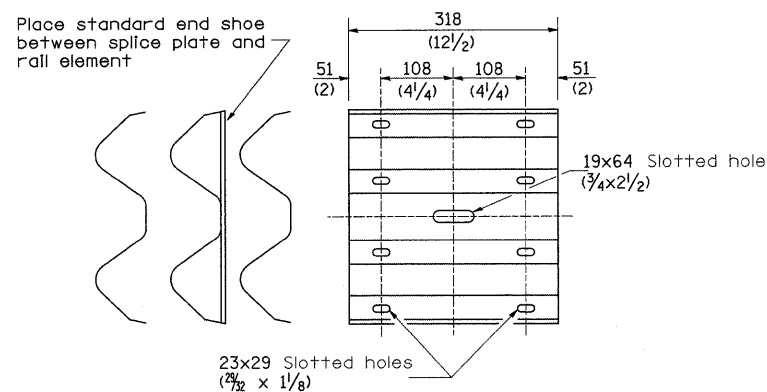
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REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL

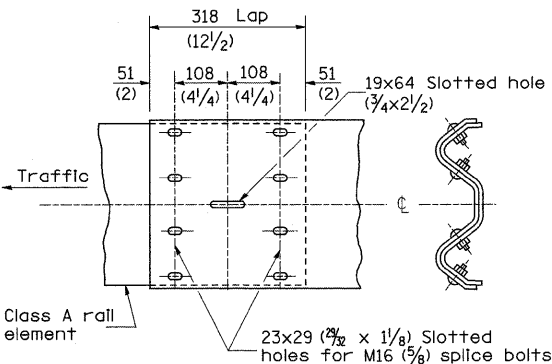


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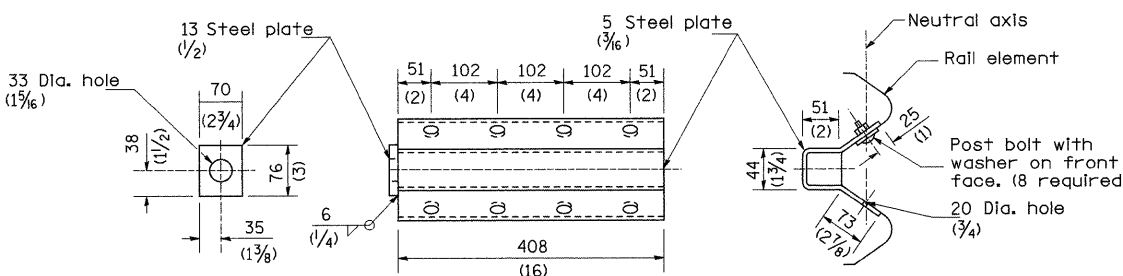
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL



SPLICE PLATE

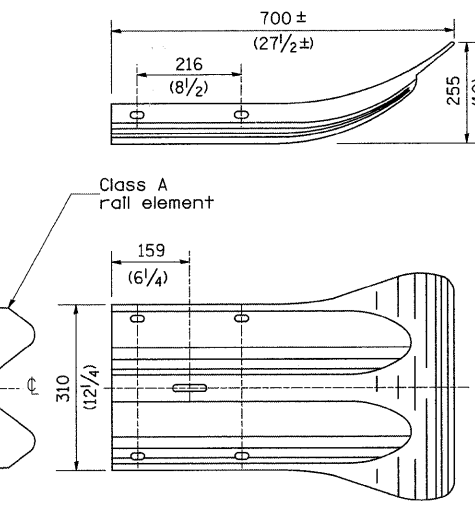


RAIL ELEMENT SPLICE

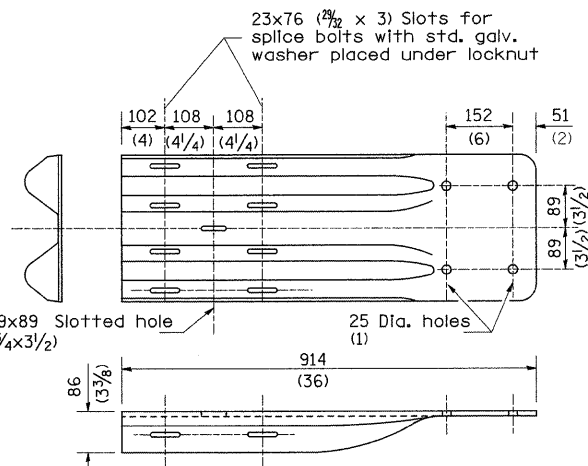


NOTE
Anchor plate T shall be used to attach cable assembly to guardrail when required on traffic barrier terminals.

ANCHOR PLATE T DETAILS

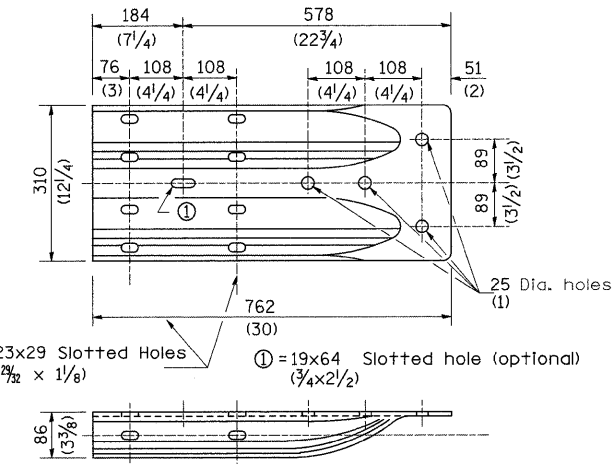


END SECTION



NOTE
When end shoe is attached to a bridge parapet which has an expansion joint, the bolts shall be provided with a locknut or double nut and shall be tightened only to a point that will allow guardrail movement.
The standard end shoe shall be attached to the concrete with pre-drilled or self-drilling anchor bolts. The anchor cone shall be set flush with the surface of the concrete.
Externally threaded studs protruding from the surface of the concrete will not be permitted.

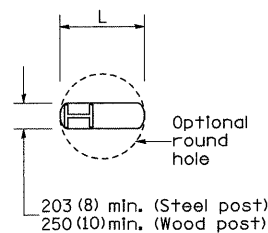
END SHOE



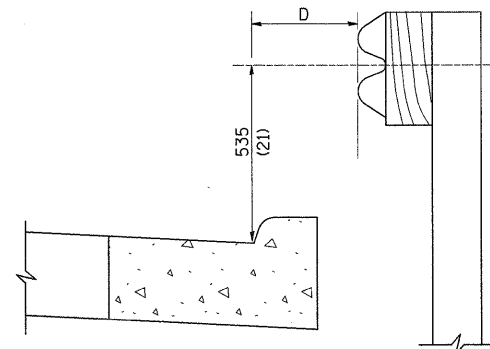
ALTERNATE END SHOE

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REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL

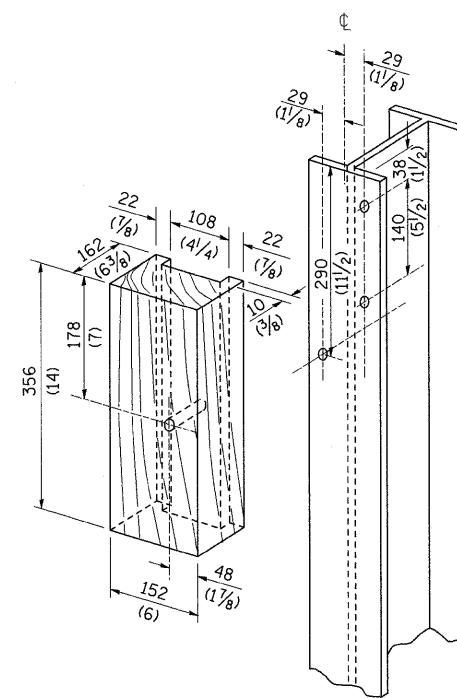


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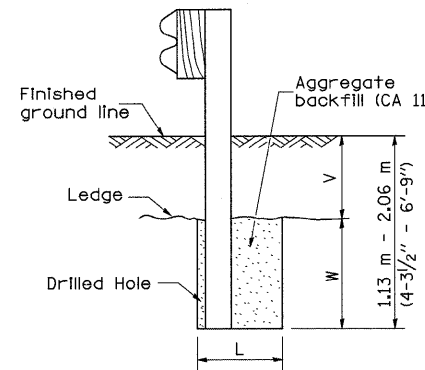


Note:
If it is necessary for D to be more than 300 (12) and less than 3.0 m (10'-0") type M-5 (M-2) curb and gutter (Std. 606001) shall be used in front of and in advance of the guardrail.

GUARDRAIL PLACED BEHIND CURB
(D = 0 desirable to 300 (12) maximum)



WOOD BLOCK-OUT AND
STEEL POST DETAILS

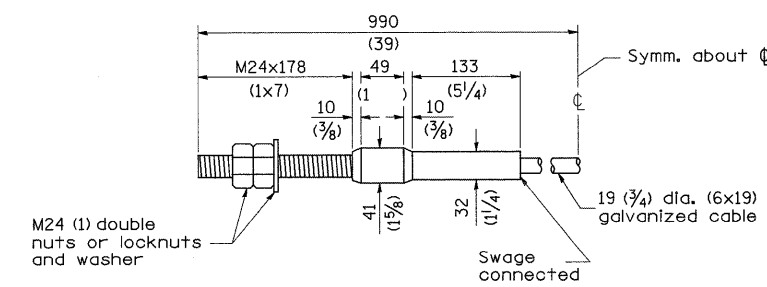


Note:
Ledge line is top of rock ledge or hard slag fill.

ELEVATION

V	W	L	
		Steel Post	Wood Post
0 - 460 (0 - 18)	610 (24)	530 (21)	580 (23)
>460 - 825 (>18 - 41.5)	305 (12)	203 (8)	250 (10)
>825 - 1.13 m (>41.5 - 53.5)	305 - 0 (12 - 0)	203 (8)	250 (10)

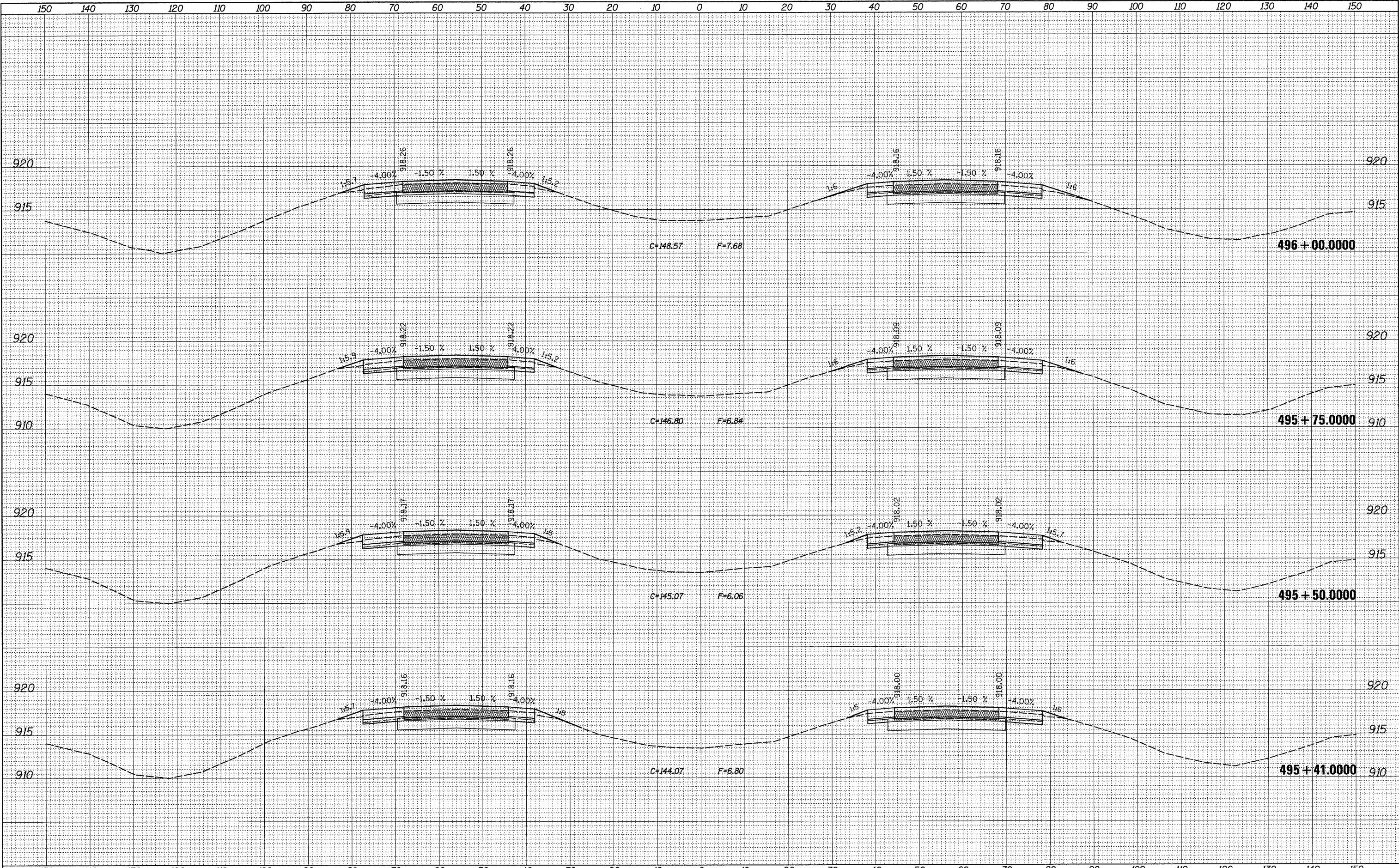
FOOTING FOR POST WHEN IMPERVIOUS
MATERIAL IS ENCOUNTERED



CABLE ASSEMBLY
(18,100 kg (40,000 lbs.) min. breaking strength)
Tighten to taut tension.

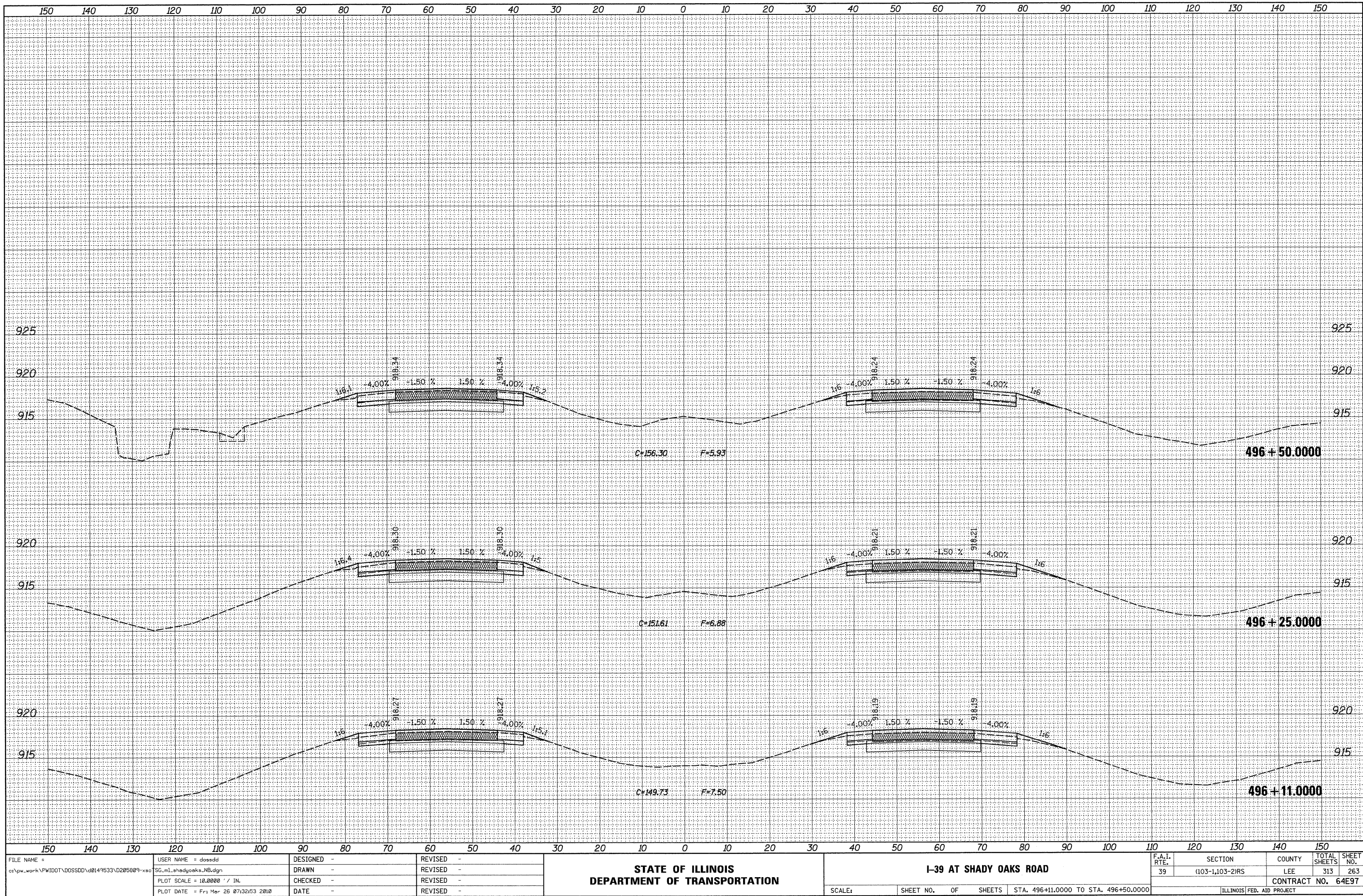
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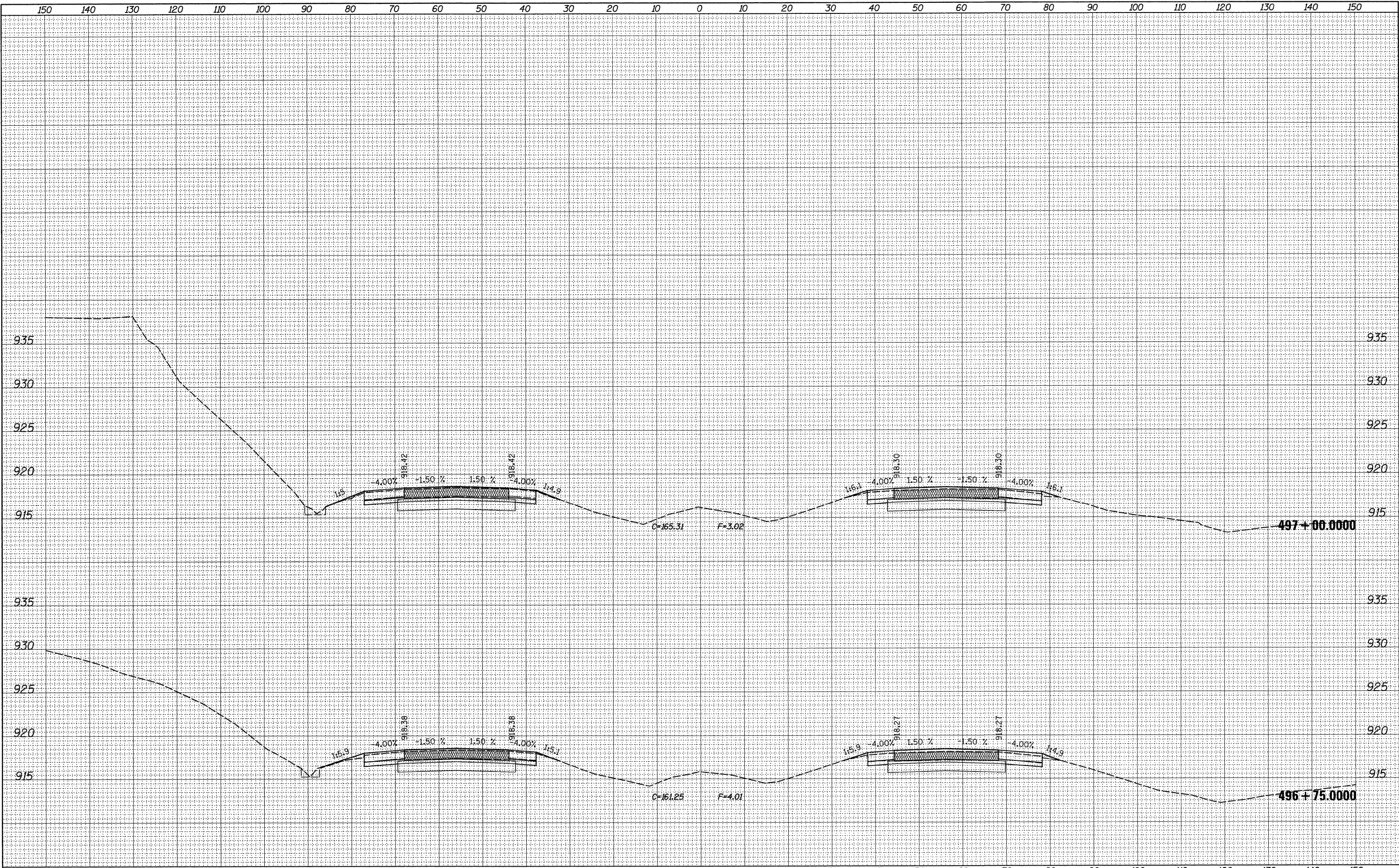
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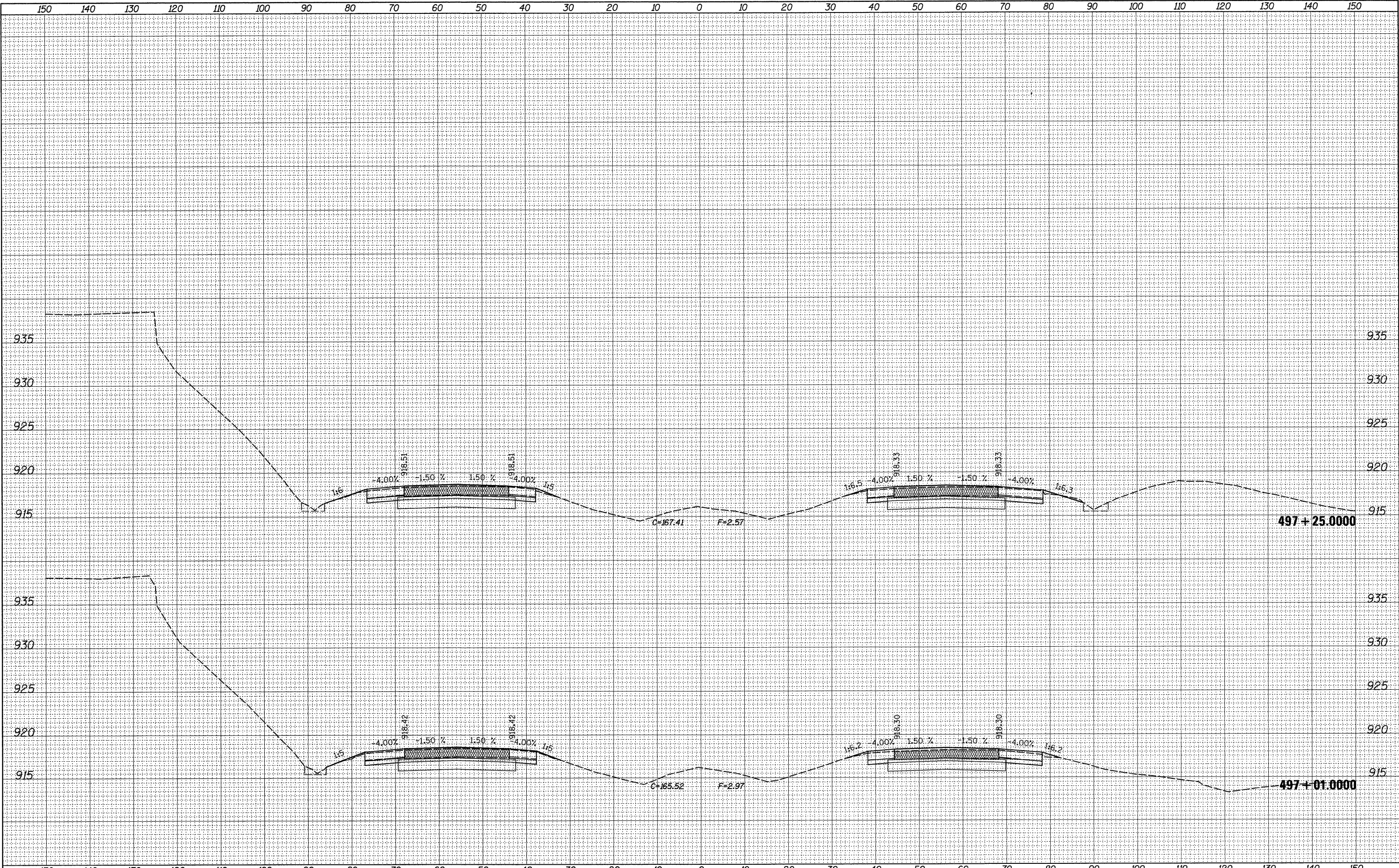
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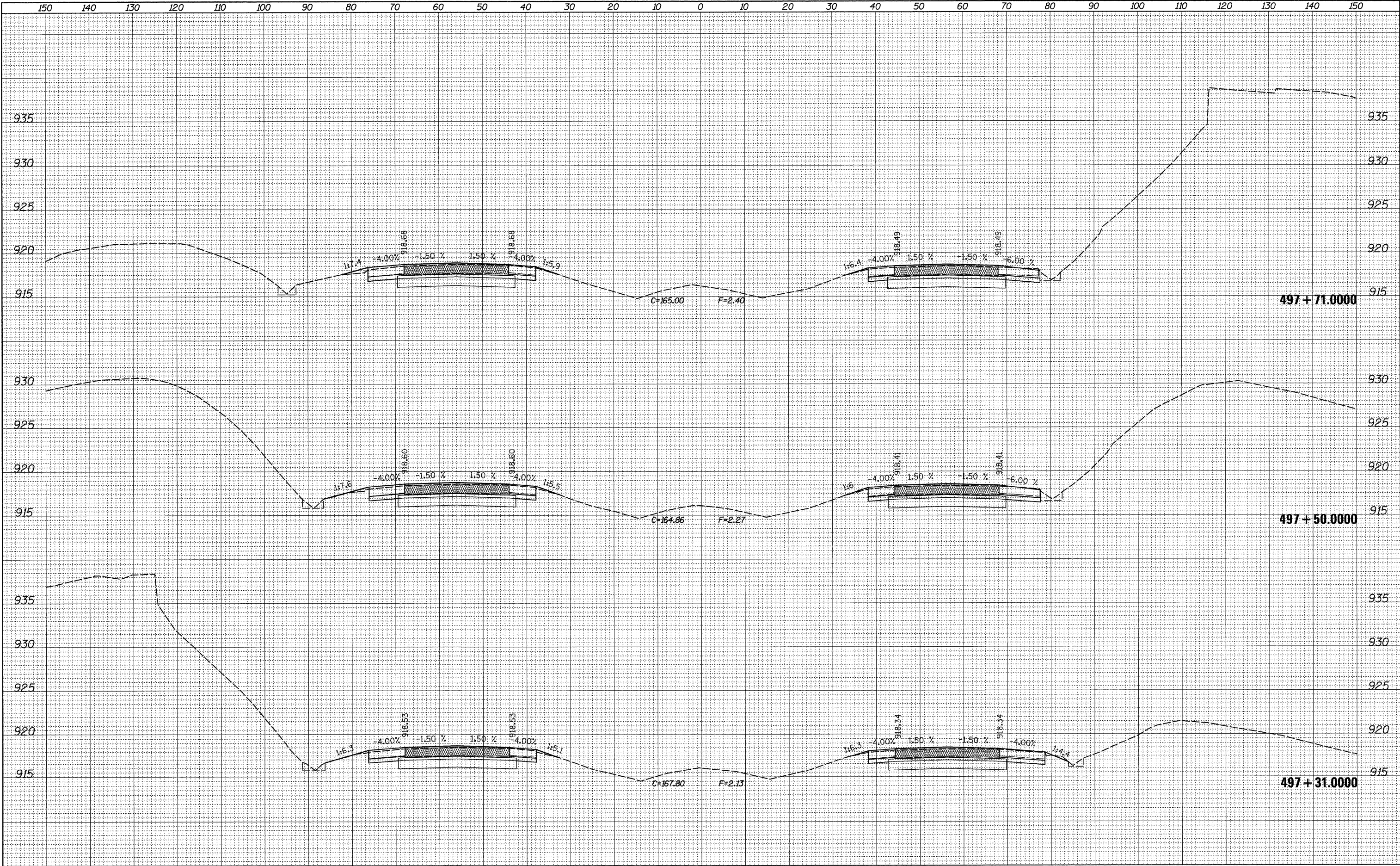
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NOTE BOOK	TEMPLATE		
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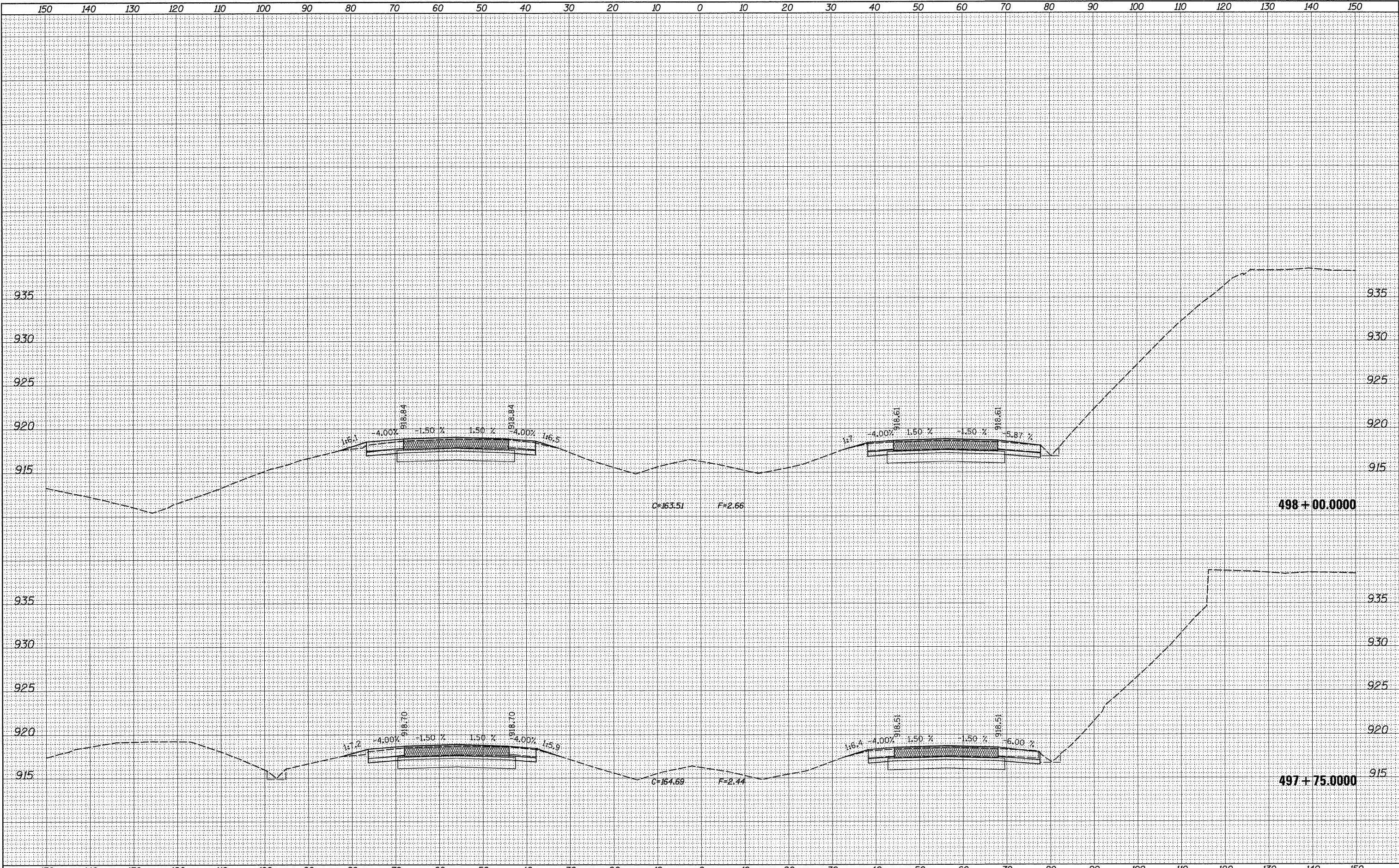
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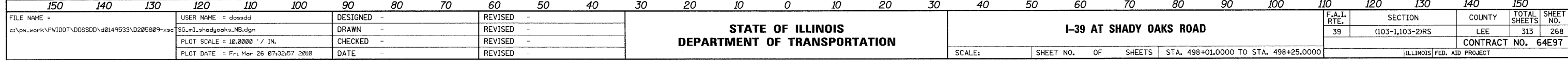
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NOTE BOOK	TEMPLATE		
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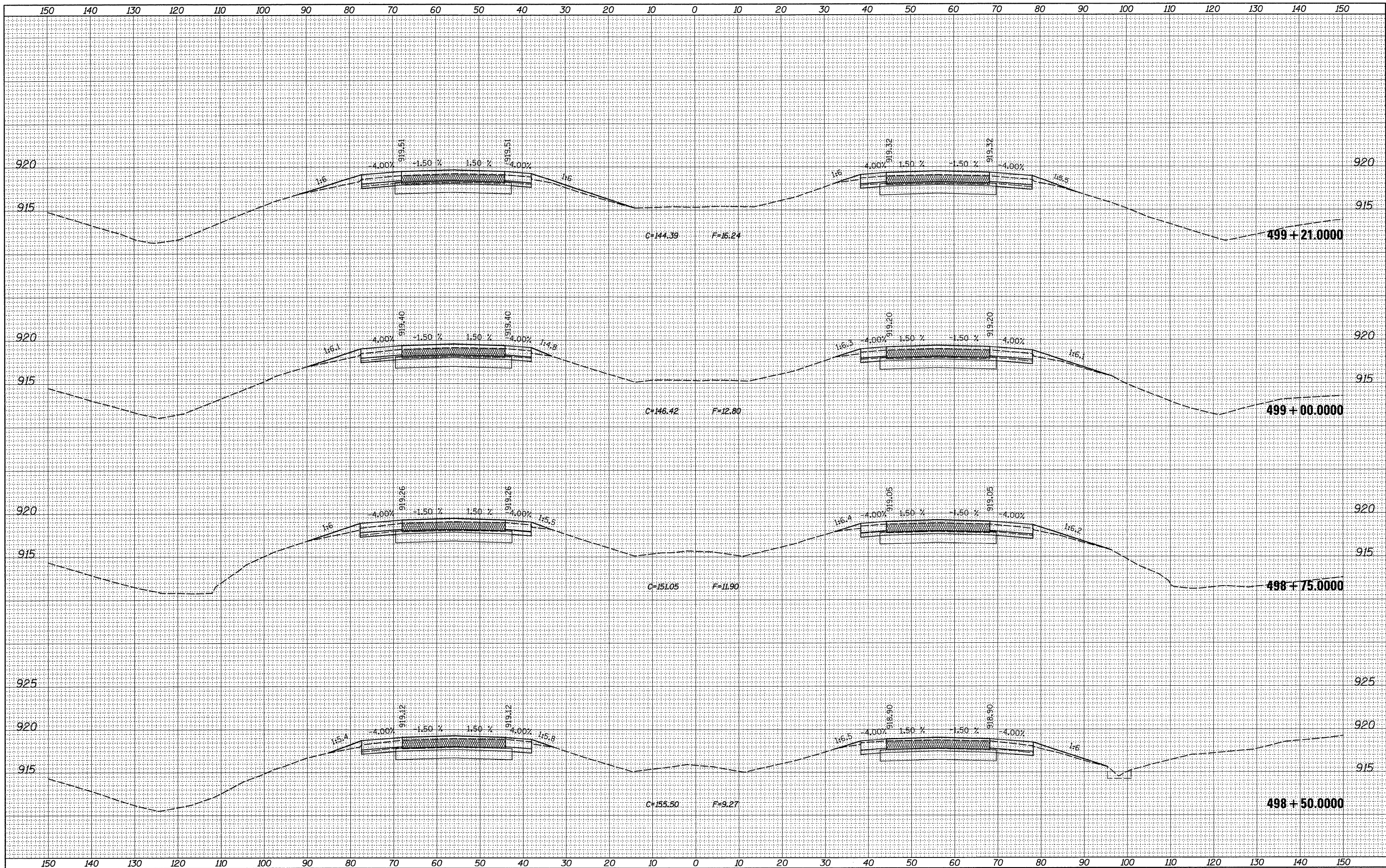
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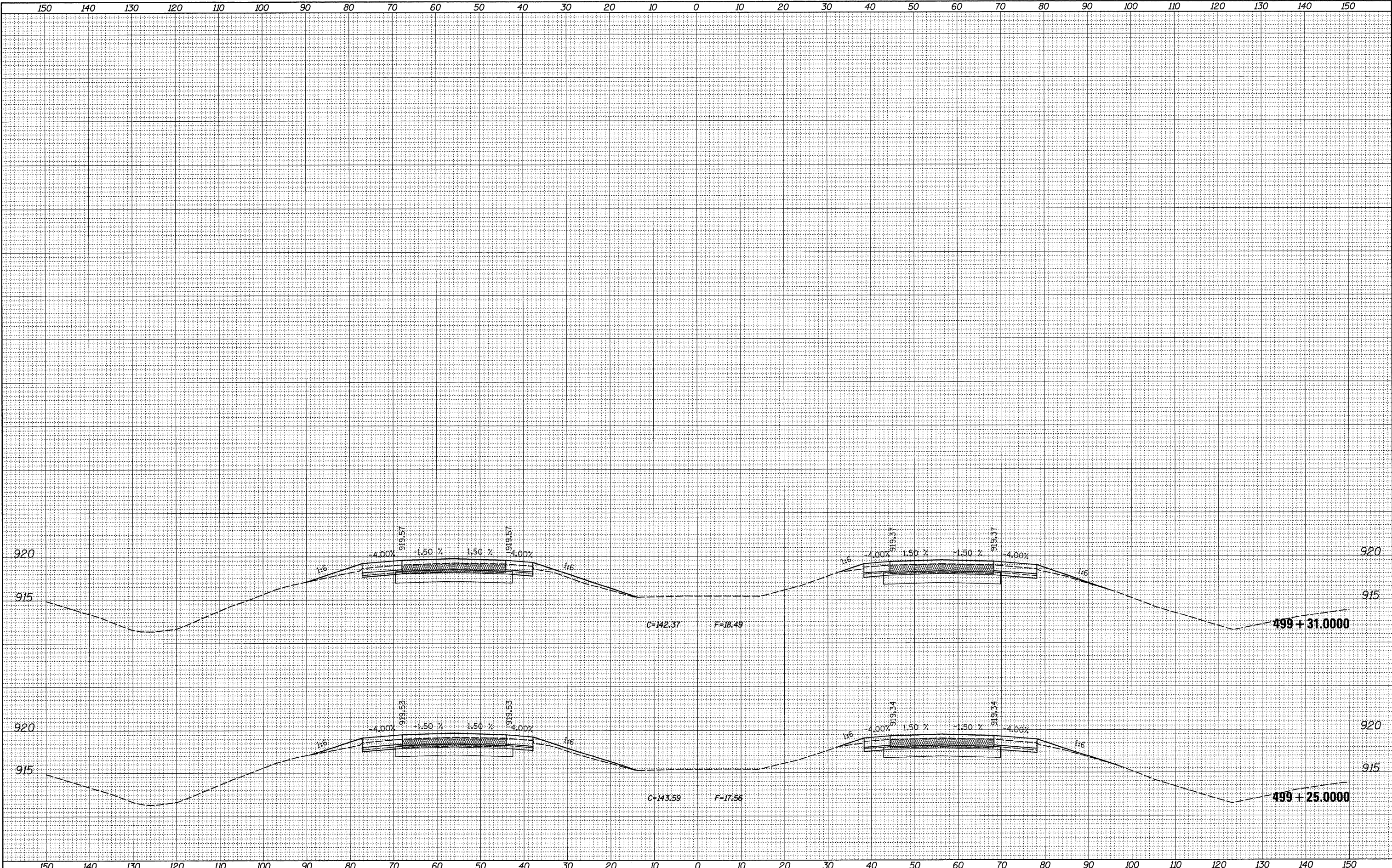
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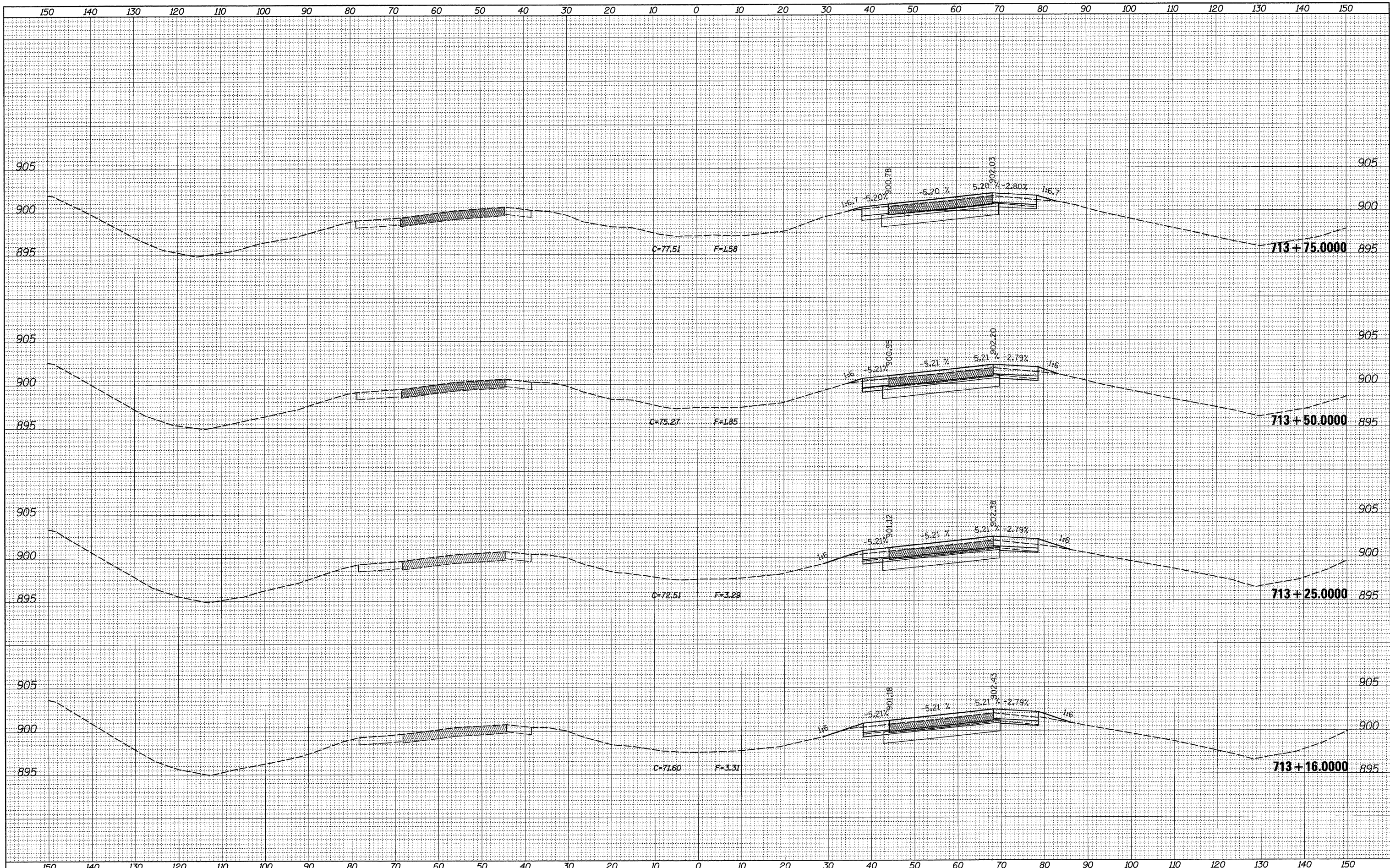
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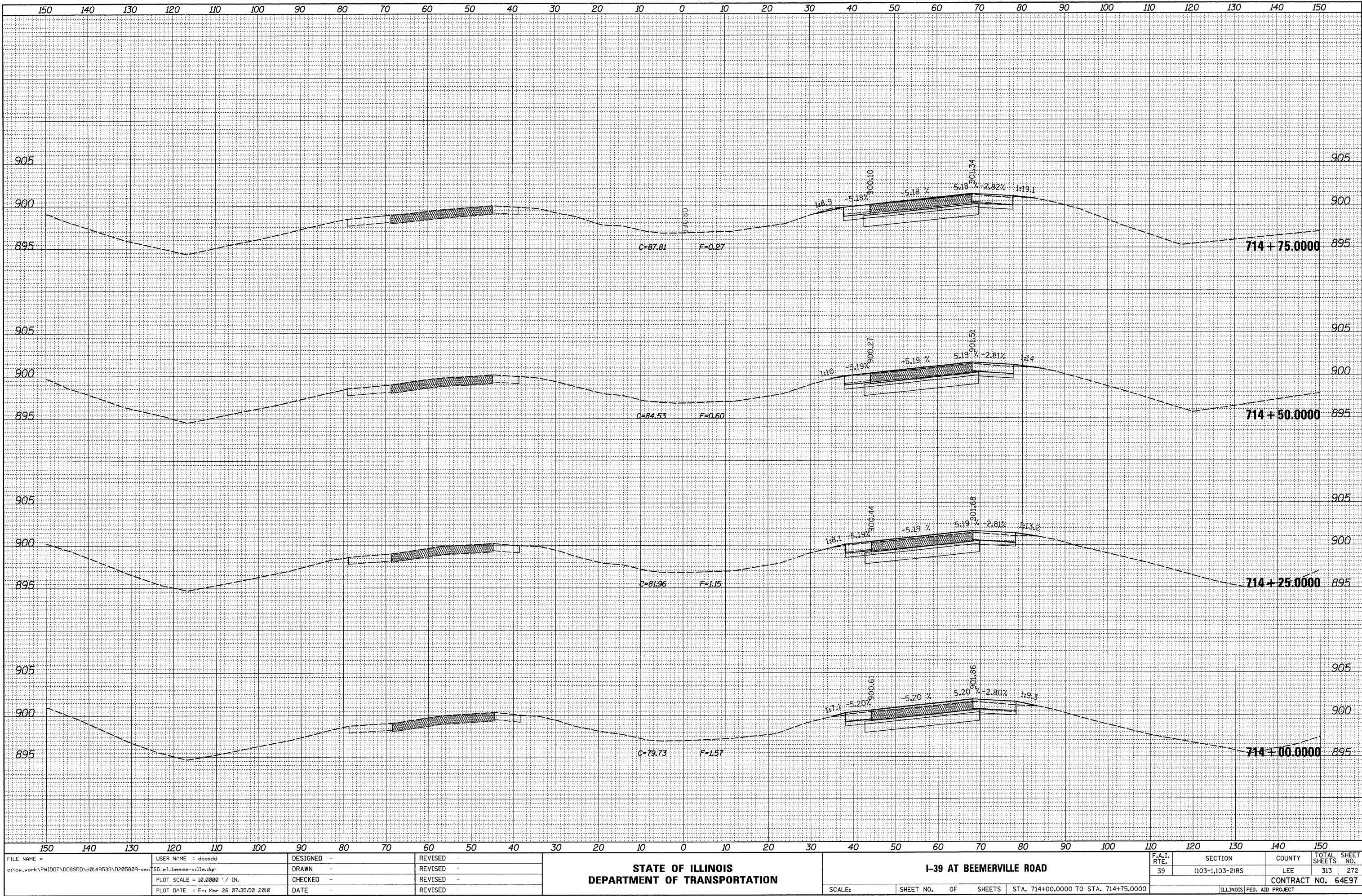
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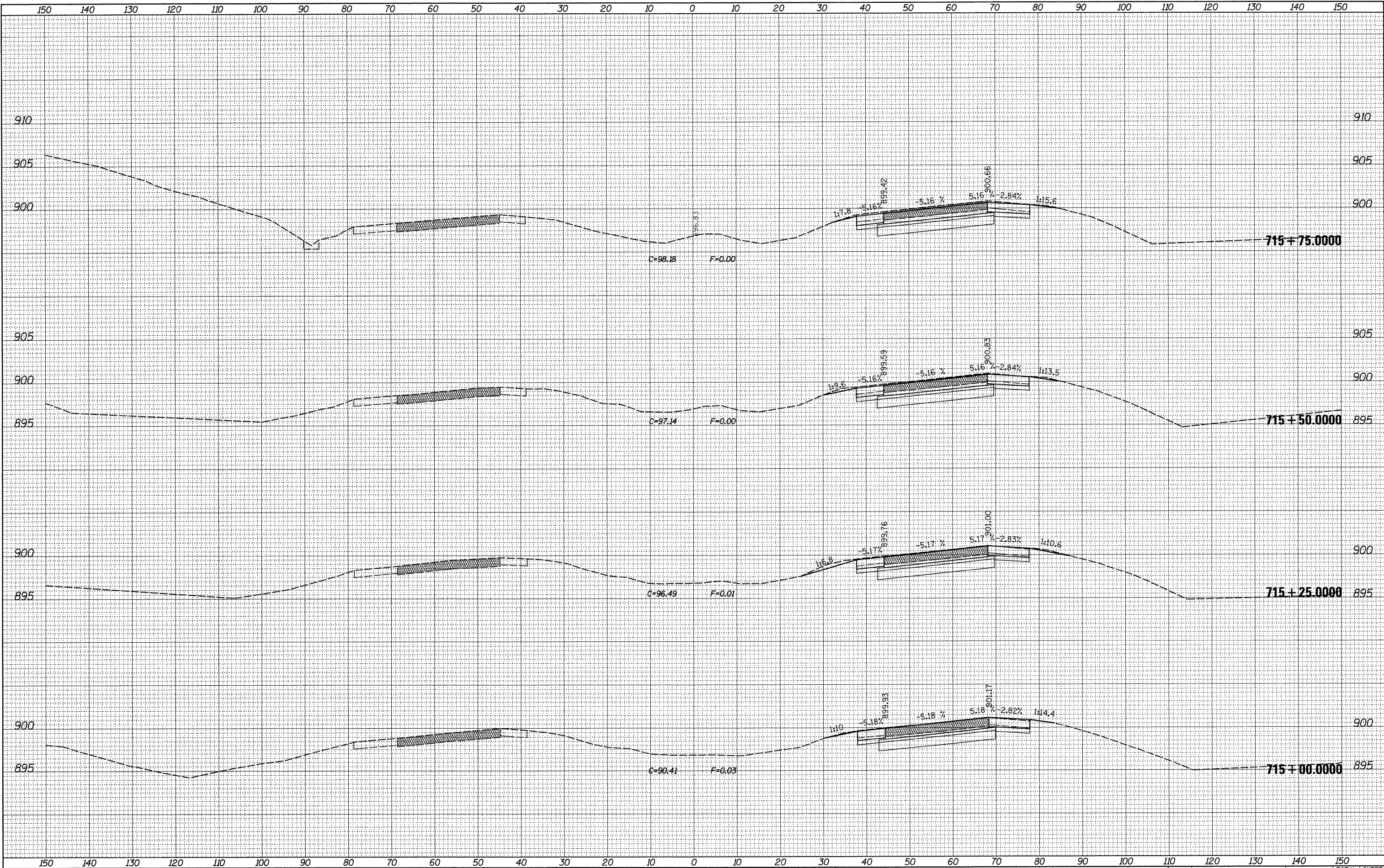
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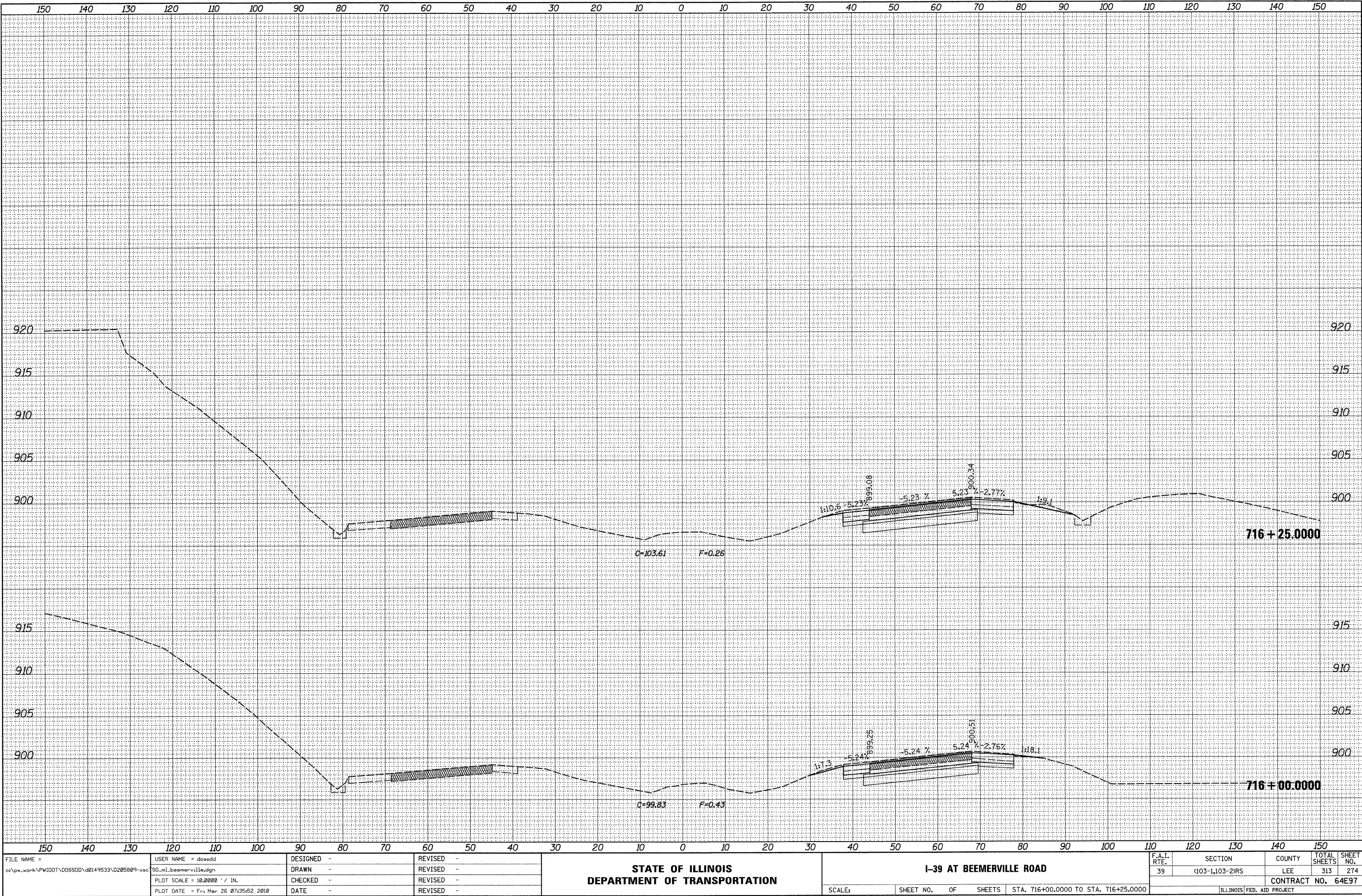
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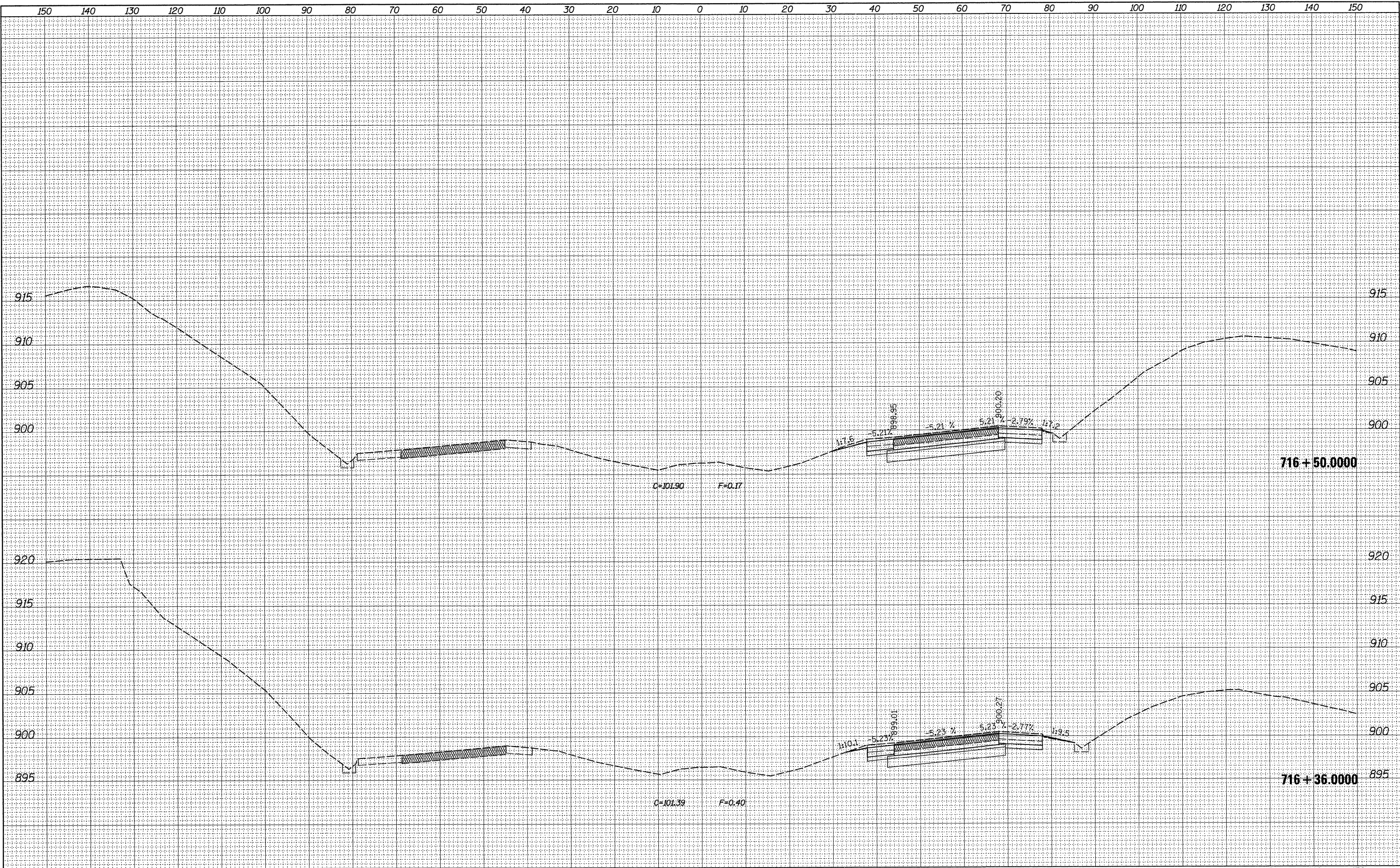
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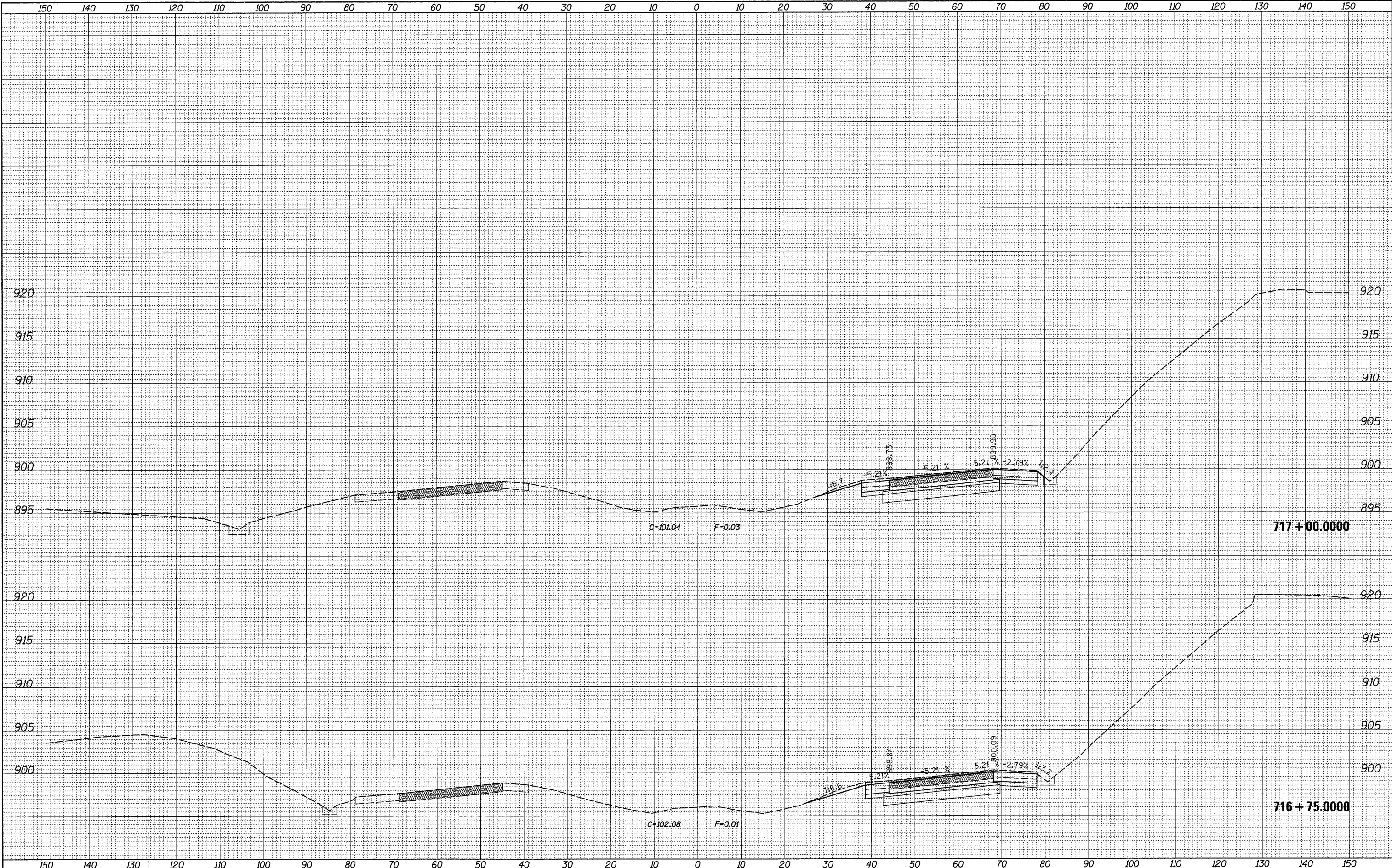
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SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS				F.A.I.	SECTION	COUNTY	TOTAL	SHEET
ca:\pw\work\PWIDOT\DOSSDD\014953\0205809-xso	SG.ml.beemerville.dgn	DRAWN -	REVISED -	DEPARTMENT OF TRANSPORTATION				39	(103-1,103-2)RS	LEE	313	275
PLOT SCALE = 10,0000' / IN.		CHECKED -	REVISED -	SCALE:				SHEET NO. OF SHEETS		CONTRACT NO. 64E97		
PLOT DATE = Fri Mar 26 07:35:52 2010		DATE -	REVISED -	STA. 716+36.0000 TO STA. 716+50.0000				ILLINOIS FED. AID PROJECT				

FINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

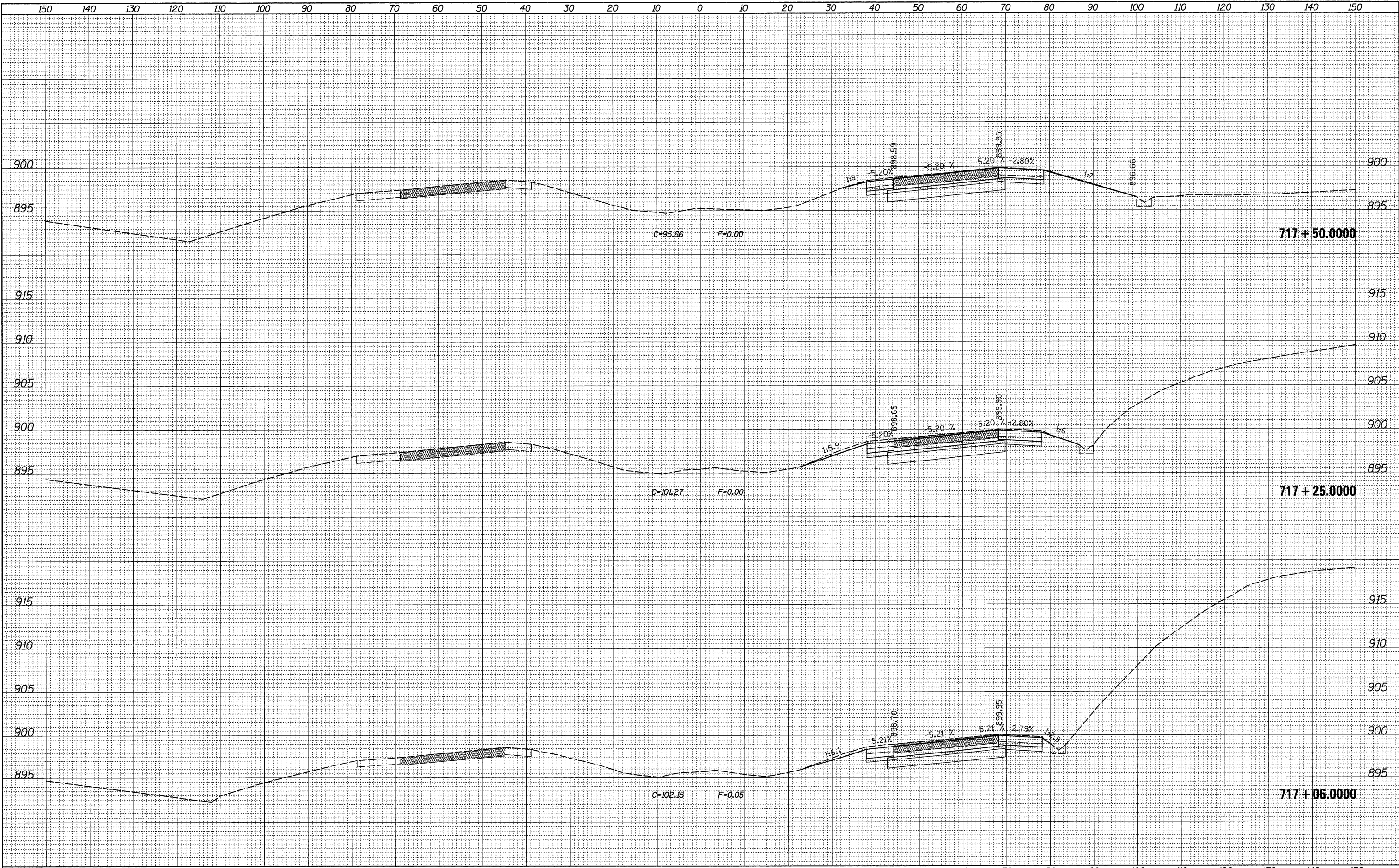
ORIGINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 AT BEEMERVILLE ROAD					F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca\px_work\PWIDOT\DOSSDD\0149533\10205809-xsc	SG_m1.beemerville.dgn	DRAWN -	REVISED -		39	(103-1,103-2)RS	LEE	313	276					
	PLOT SCALE = 10.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 64E97									
	PLOT DATE = Fri Mar 26 07:35:53 2010	DATE -	REVISED -		ILLINOIS FED. AID PROJECT									
					SCALE:	SHEET NO.	OF	SHEETS	STA. 716+75.0000 TO STA. 717+00.0000					

FINAL	DATE
SURVEYED	BY
PLOTTED	
TEMPLATE	
NOTE BOOK	
NO.	

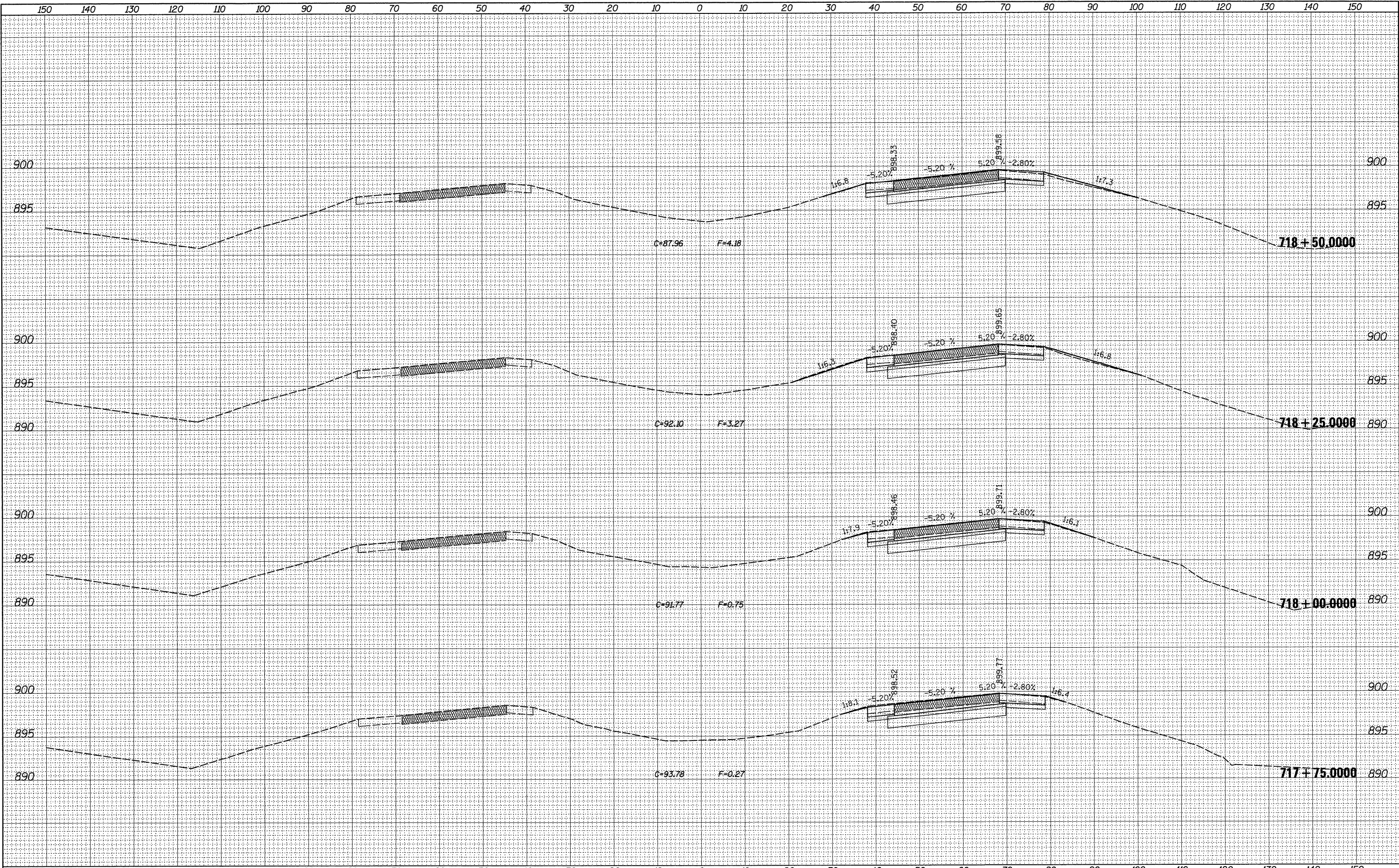
ORIGINAL	DATE
SURVEYED	BY
PLOTTED	
TEMPLATE	
NOTE BOOK	
NO.	



FILE NAME =	USER NAME = dosdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				I-39 AT BEEMERVILLE ROAD				F.A.I. RTE. 39	SECTION (103-1,103-2)RS	COUNTY LEE	TOTAL SHEETS 313	SHEET NO. 277
ca\pw\work\PWIDOT\DOSSDD\0149533\02050809-xsc	S0_m1_beemerville.dgn	DRAWN -	REVISED -													
	PLOT SCALE = 10,0000 ' / IN.	CHECKED -	REVISED -													
	PLOT DATE = Fri Mar 26 07:35:54 2010	DATE -	REVISED -													
								SCALE:	SHEET NO.	OF	SHEETS	STA. 717+06.0000 TO STA. 717+50.0000				ILLINOIS FED. AID PROJECT

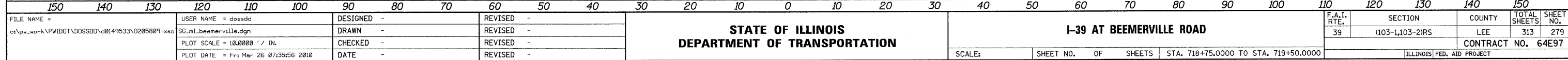
FINAL	SURVEYED	DATE
SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	

ORIGINAL	SURVEYED	DATE
SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	



150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150									
FILE NAME =		USER NAME = dosddd		DESIGNED -		REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION												I-39 AT BEEMERVILLE ROAD												F.A.I. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.		
ct\pw_work\PWIDOT\DOSSDD\d0149533\D205809-xsc		SG_ml.beemerville.dgn		DRAWN -		REVISED -																										39	(103-1,103-2)RS		LEE	313	278		
		PLOT SCALE = 10,0000 ' / IN.		CHECKED -		REVISED -																														CONTRACT NO. 64E97			
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								SCALE:				SHEET NO.		OF		SHEETS		STA. 717+75.0000 TO STA. 718+50.0000												ILLINOIS FED. AID PROJECT									

ORIGINAL SURVEY		BY _____	DATE _____
NOTE BOOK			
NO.	SURVEYED _____		
	PLOTTED _____		
	TEMPLE _____		
	AREAS _____		
	AREAS CHECKED _____		

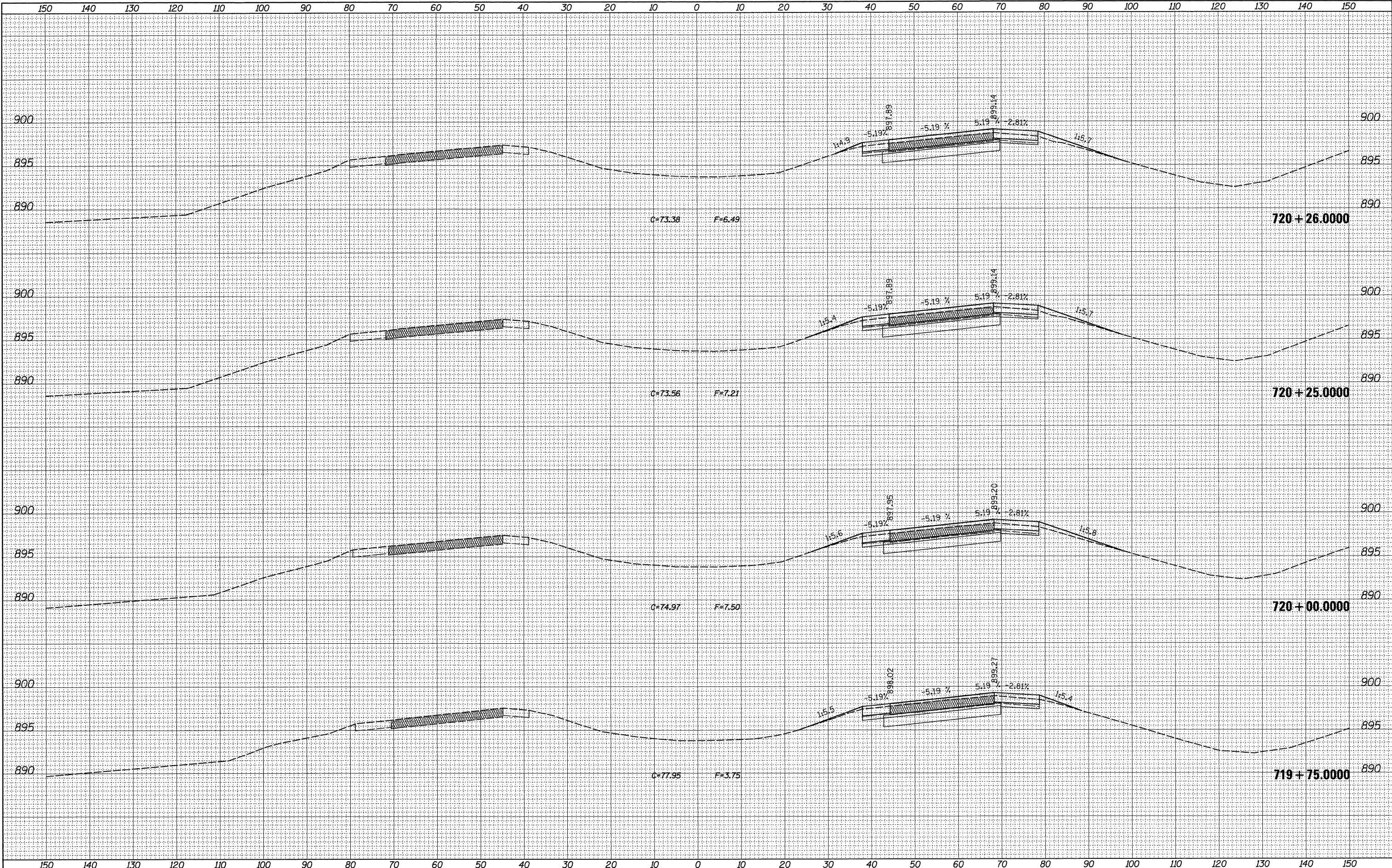


REVISED	-
REVISED	-
REVISED	-
REVISED	-

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1,103-2)RS	LEE	313	279
		CONTRACT NO. 64E97		
ILLINOIS		FED. AID PROJECT		

FINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS	CHECKED	

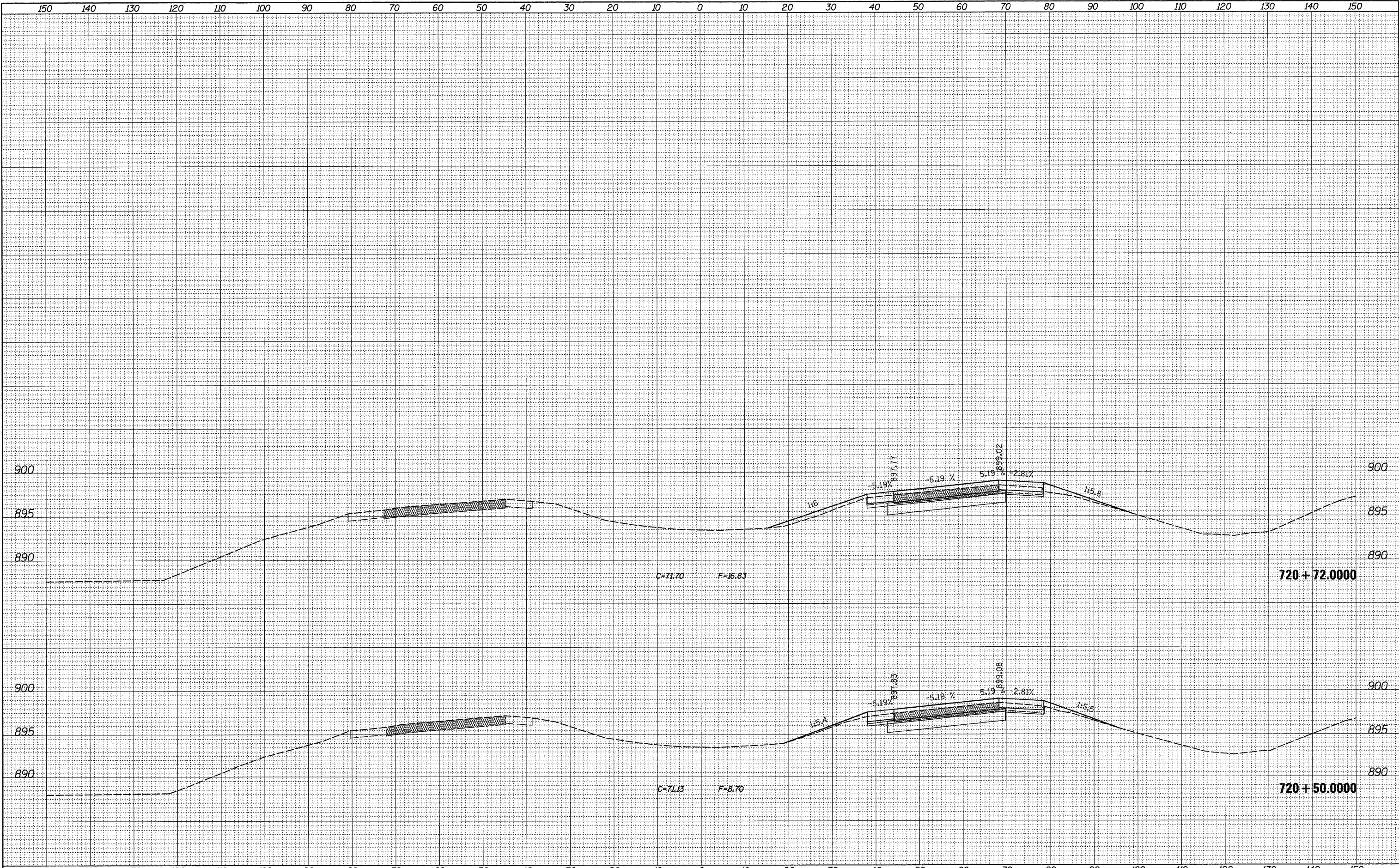
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SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS	CHECKED	



FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 AT BEEMERVILLE ROAD				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca\pw\work\FWIDOT\DOSSDD\0149533\0205809-xsc	SG_m1_beemerville.dgn	DRAWN -	REVISED -						39	(103-1,103-2)RS	LEE	313	280
	PLOT SCALE = 10.0000' / IN.	CHECKED -	REVISED -										
	PLOT DATE = Fri Mar 26 07:35:57 2010	DATE -	REVISED -						CONTRACT NO. 64E97				
									SCALE:	SHEET NO.	OF	SHEETS	STA. 719+75.0000 TO STA. 720+26.0000

FINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

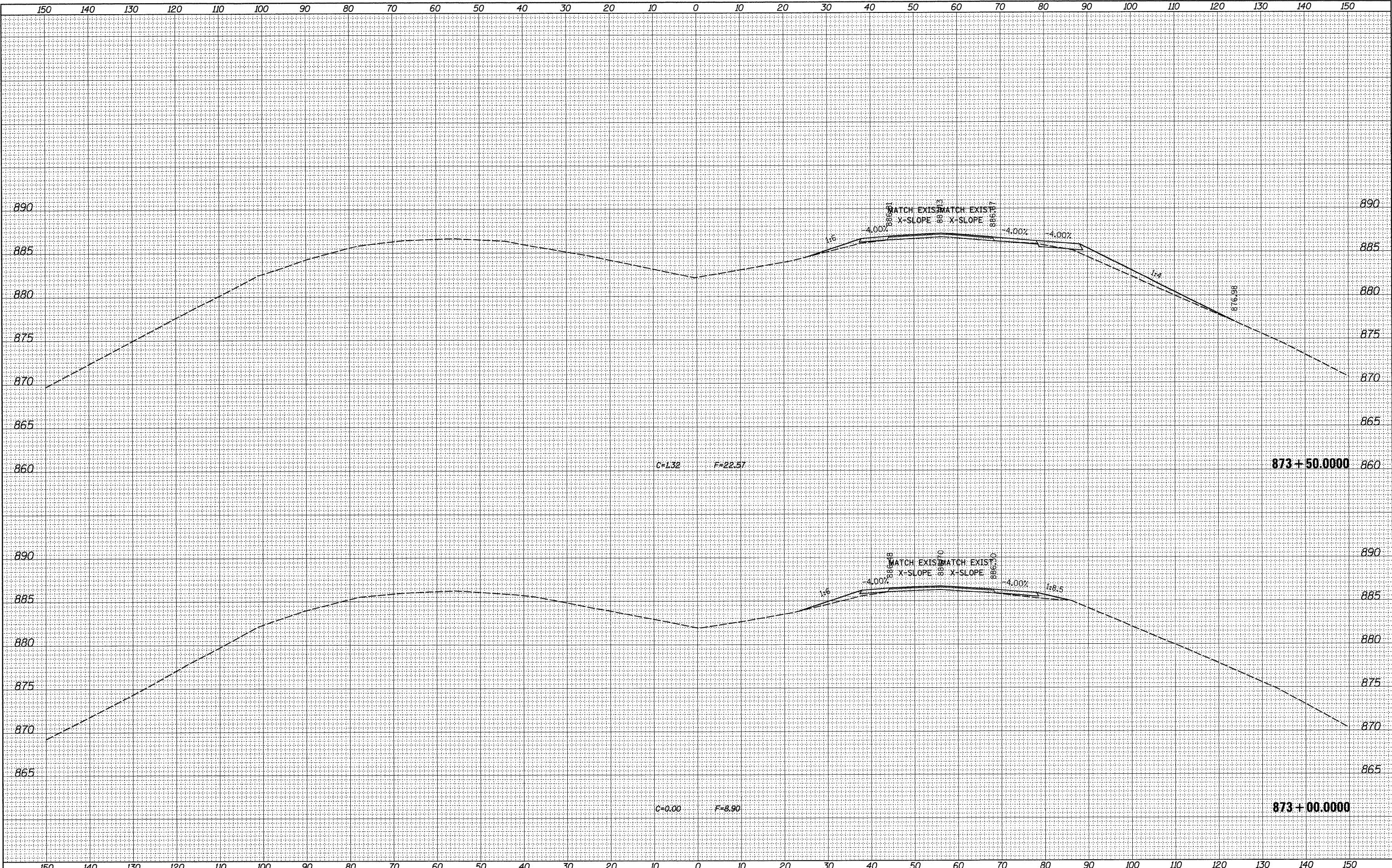
ORIGINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



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FILE NAME =		USER NAME = dssdd		DESIGNED -		REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION												I-39 AT BEEMERVILLE ROAD						F.A.I. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.							
cr\pw\work\PWIDOT\DOSSDD\0149533\0205809-xsc		SG_m1.beemerville.dgn		DRAWN -		REVISED -																				39	(103-1,103-2)RS		LEE	313	281							
		PLOT SCALE = 10.0000' / IN.		CHECKED -		REVISED -														SCALE:						SHEET NO.		OF SHEETS		STA. 720+50.0000 TO STA. 720+72.0000				ILLINOIS FED. AID PROJECT				
		PLOT DATE = Fri Mar 26 07:35:58 2010		DATE -		REVISED -																																

FINAL	DATE
SURVEYED	BY
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS	
CHECKED	
NO.	

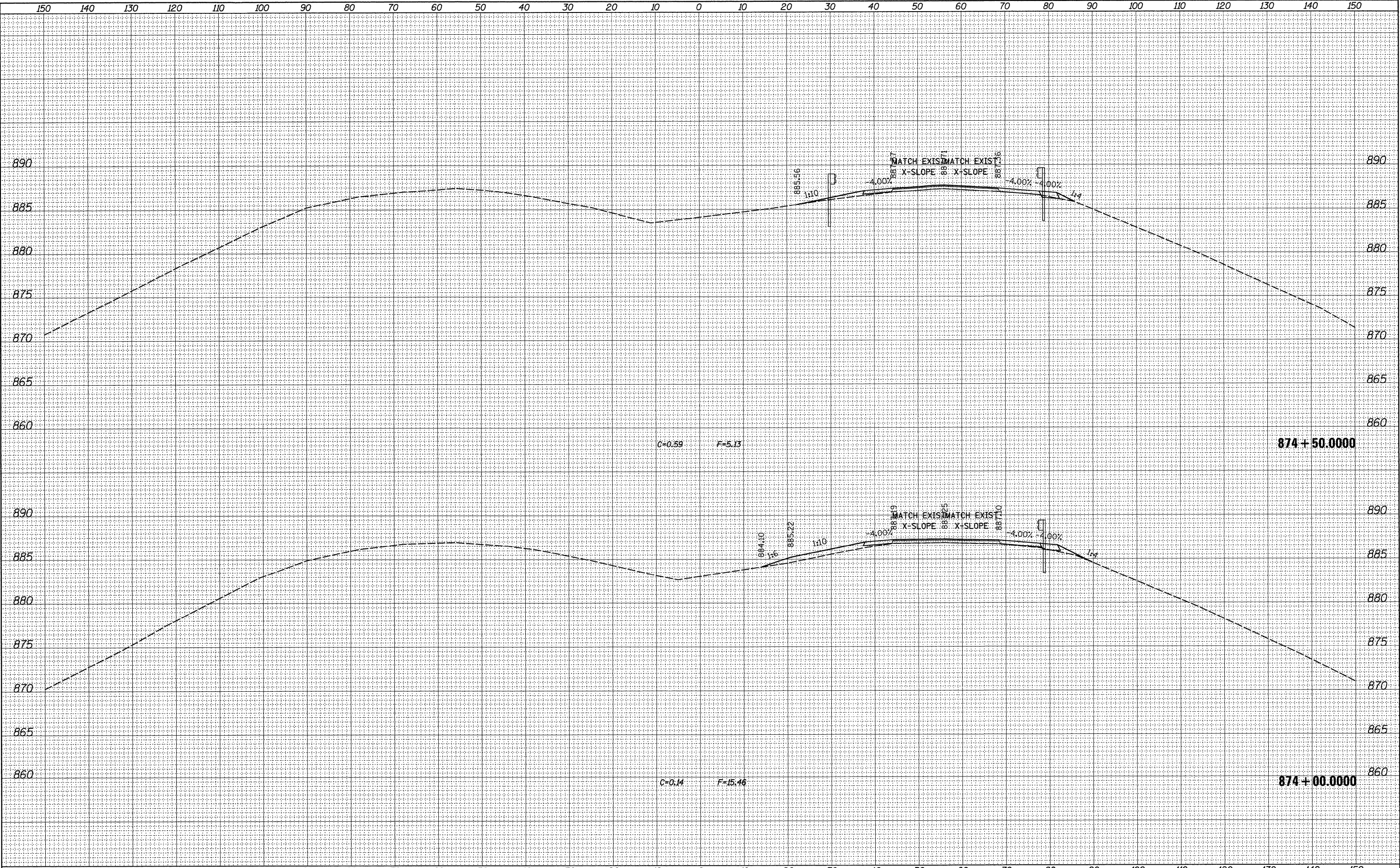
ORIGINAL	DATE
SURVEYED	BY
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS	
CHECKED	
NO.	



FILE NAME =	USER NAME = dosdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 AT US 30				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\PWIDOT\DOSSDD\0149533\0205009-xso	SG_ml.us30-gra11.dgn	DRAWN -	REVISED -						39	(103-1,103-2)RS	LEE	313	282
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	PLOT DATE = Fri Mar 26 07:41:04 2010	DATE -	REVISED -										
									SCALE:	SHEET NO.	OF	SHEETS	STA. 873+00.0000 TO STA. 873+50.0000

FINAL	SURVEYED	DATE
SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	

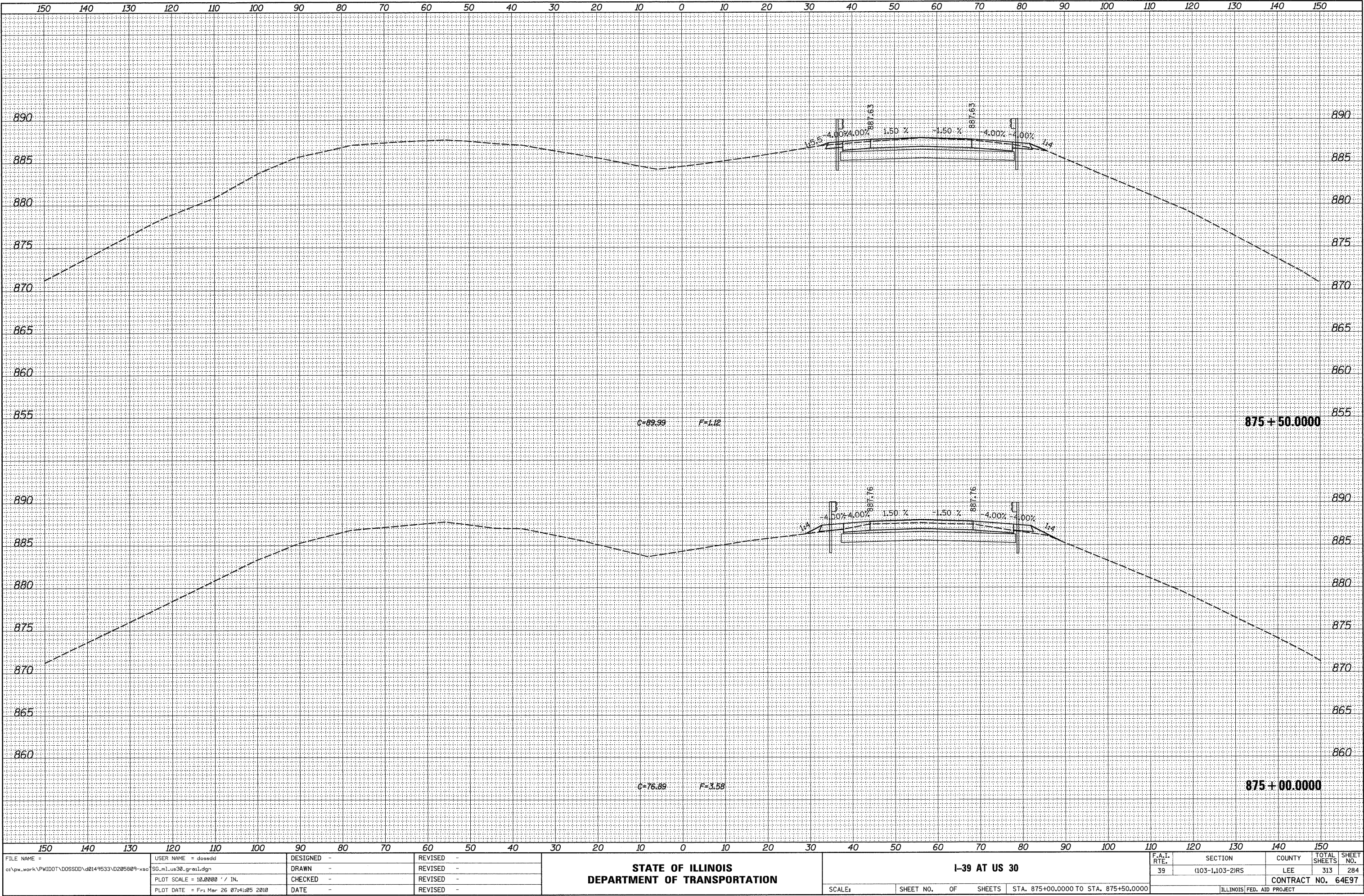
ORIGINAL	SURVEYED	DATE
SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	



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FILE NAME =		USER NAME = dssdd		DESIGNED -		REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION												I-39 AT US 30										F.A.I. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\PWIDOT\DOSSDD\0149533\0205009-xsc		SG_m1.us30_grat1.dgn		DRAWN -		REVISED -																								39	(103-1,103-2)RS		LEE	313	283
		PLOT SCALE = 10.0000' / IN.		CHECKED -		REVISED -																								CONTRACT NO. 64E97					
		PLOT DATE = Fri Mar 26 07:41:04 2010		DATE -		REVISED -																													
																														SCALE:		SHEET NO.		OF SHEETS	

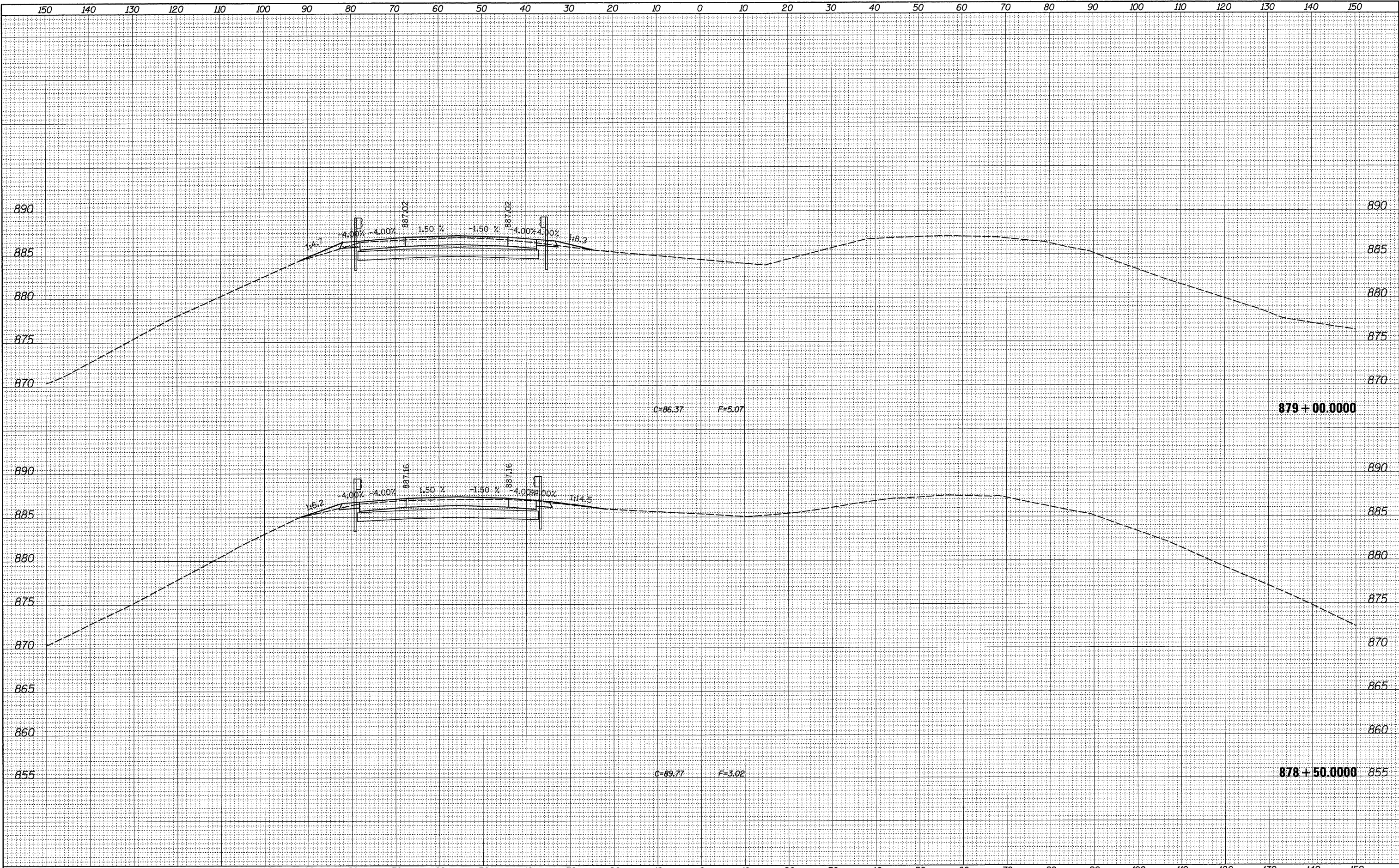
DATE	BY	SURVEYED	PLOTTED	TEMP. PLATE	NO.
FINAL					
SURVEY					
NOTE BOOK					
AREAS CHECKED					

DATE	BY	SURVEYED	PLOTTED	TEMP. PLATE	NO.
ORIGINAL					
SURVEY					
NOTE BOOK					
AREAS CHECKED					



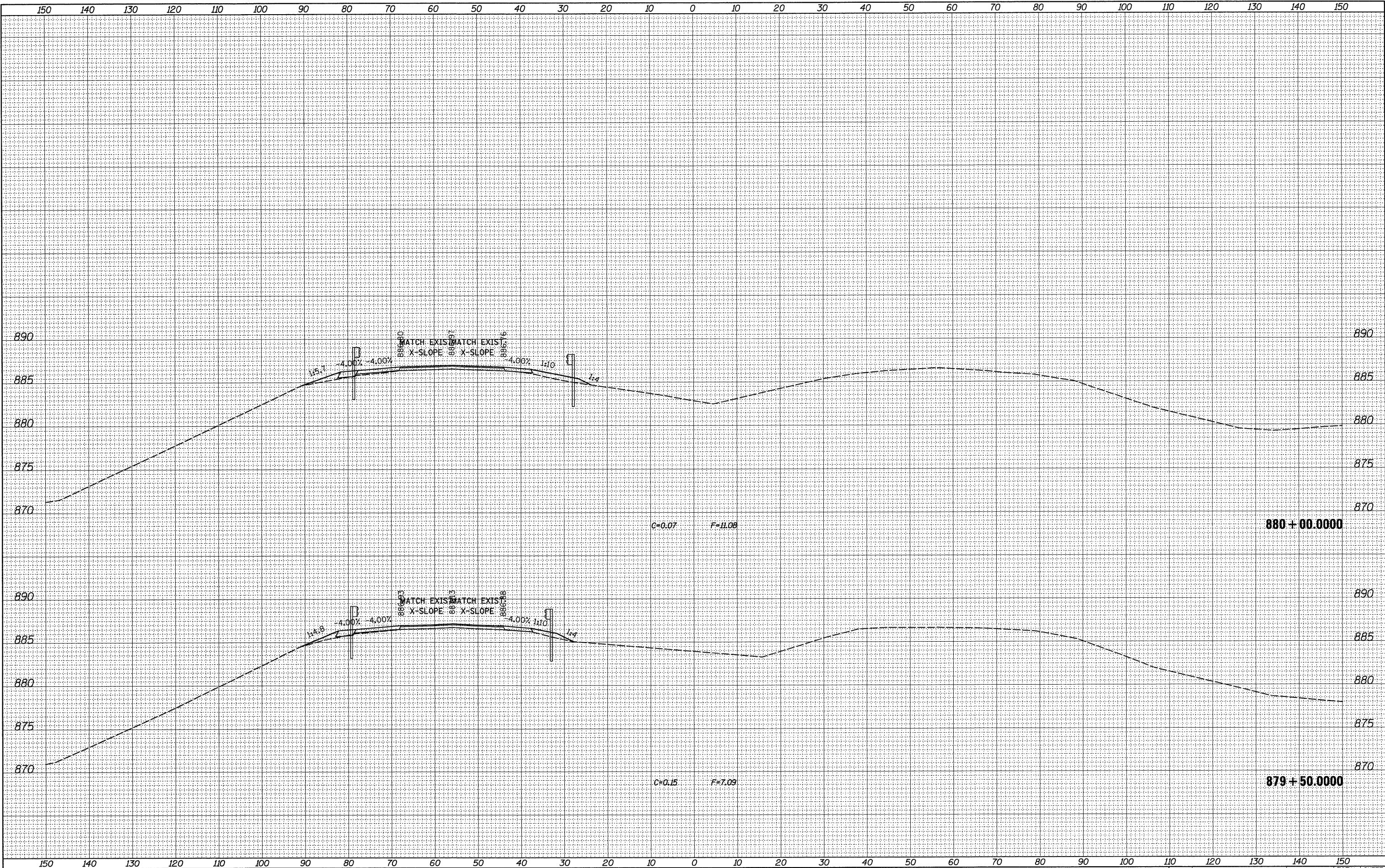
FINAL SURVEY	BY	DATE	SURVEYED	PLOTTED	TEMPLATE	AREAS	CHECKED
			NOTE BOOK				
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ORIGINAL SURVEY	BY	DATE	SURVEYED	PLOTTED	TEMPLATE	AREAS	CHECKED
			NOTE BOOK				
			NO.				



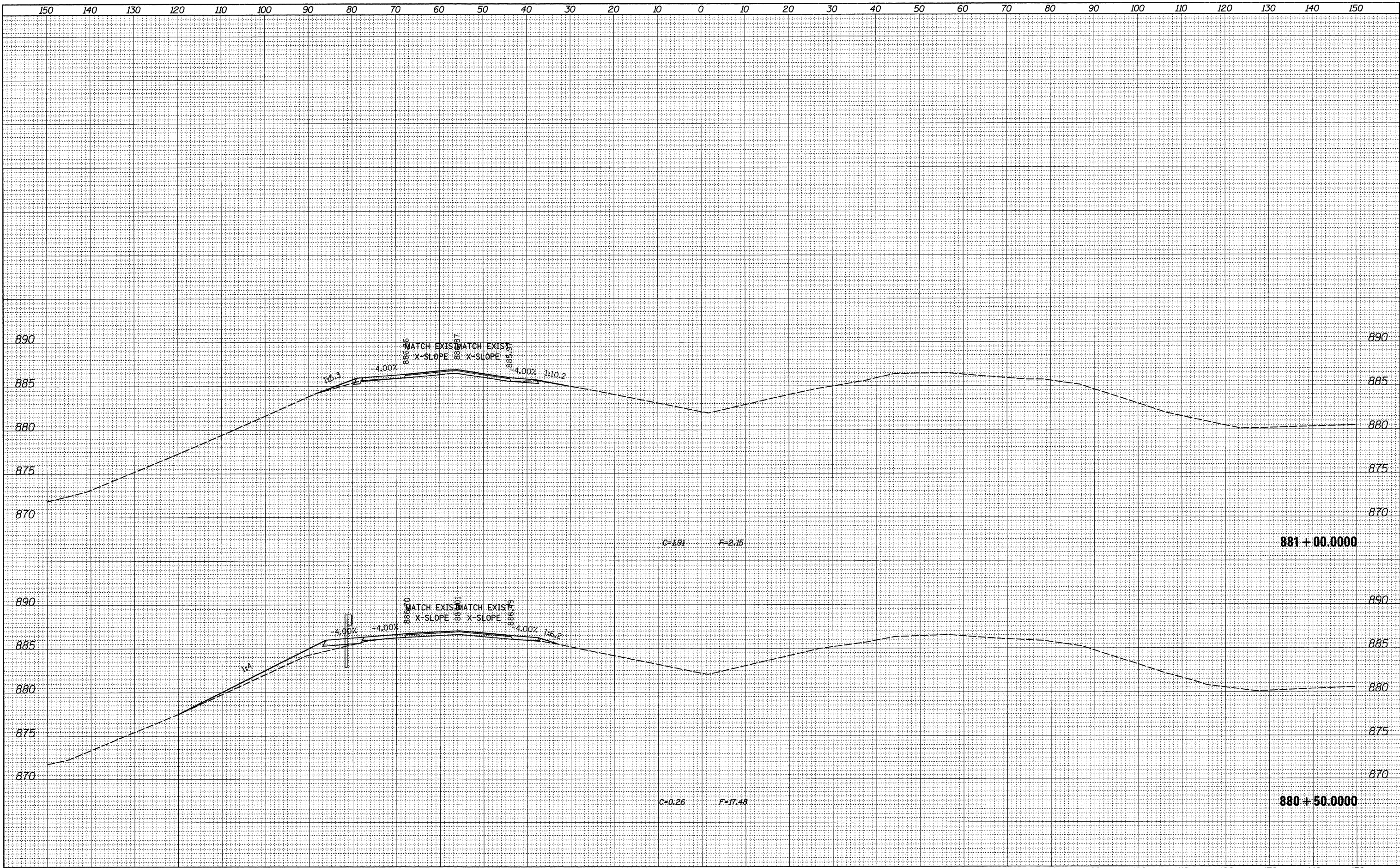
FINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

ORIGINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



FILE NAME =		USER NAME = jossdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				I-39 AT US 30				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		PLOT DATE = Fri Mar 26 07:41:06 2010	DATE -	REVISED -									ILLINOIS FED. AID PROJECT					
SCALE:													SHEET NO.	OF	SHEETS	STA. 879+50.0000 TO STA. 880+00.0000		

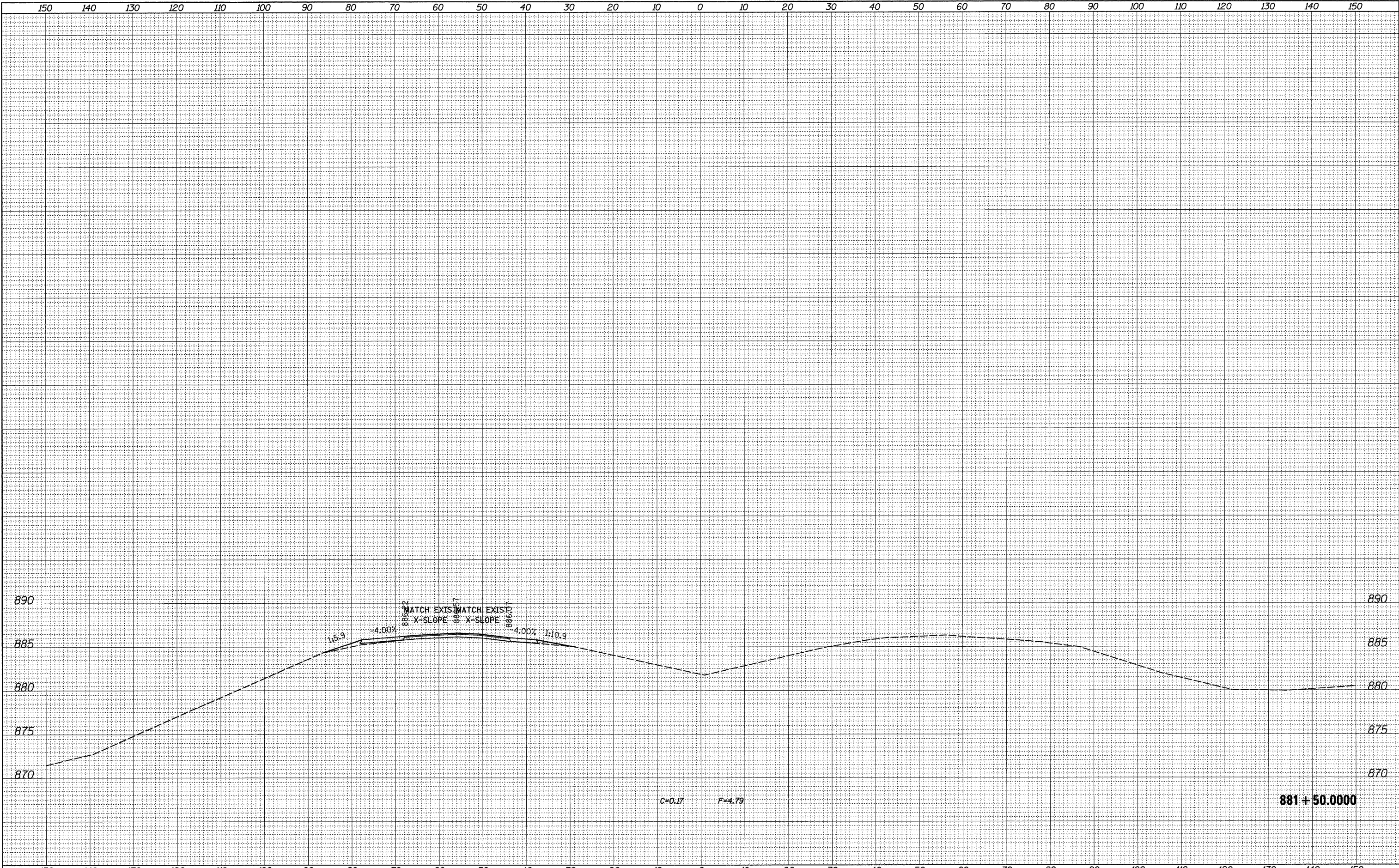
ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		
NO. _____			



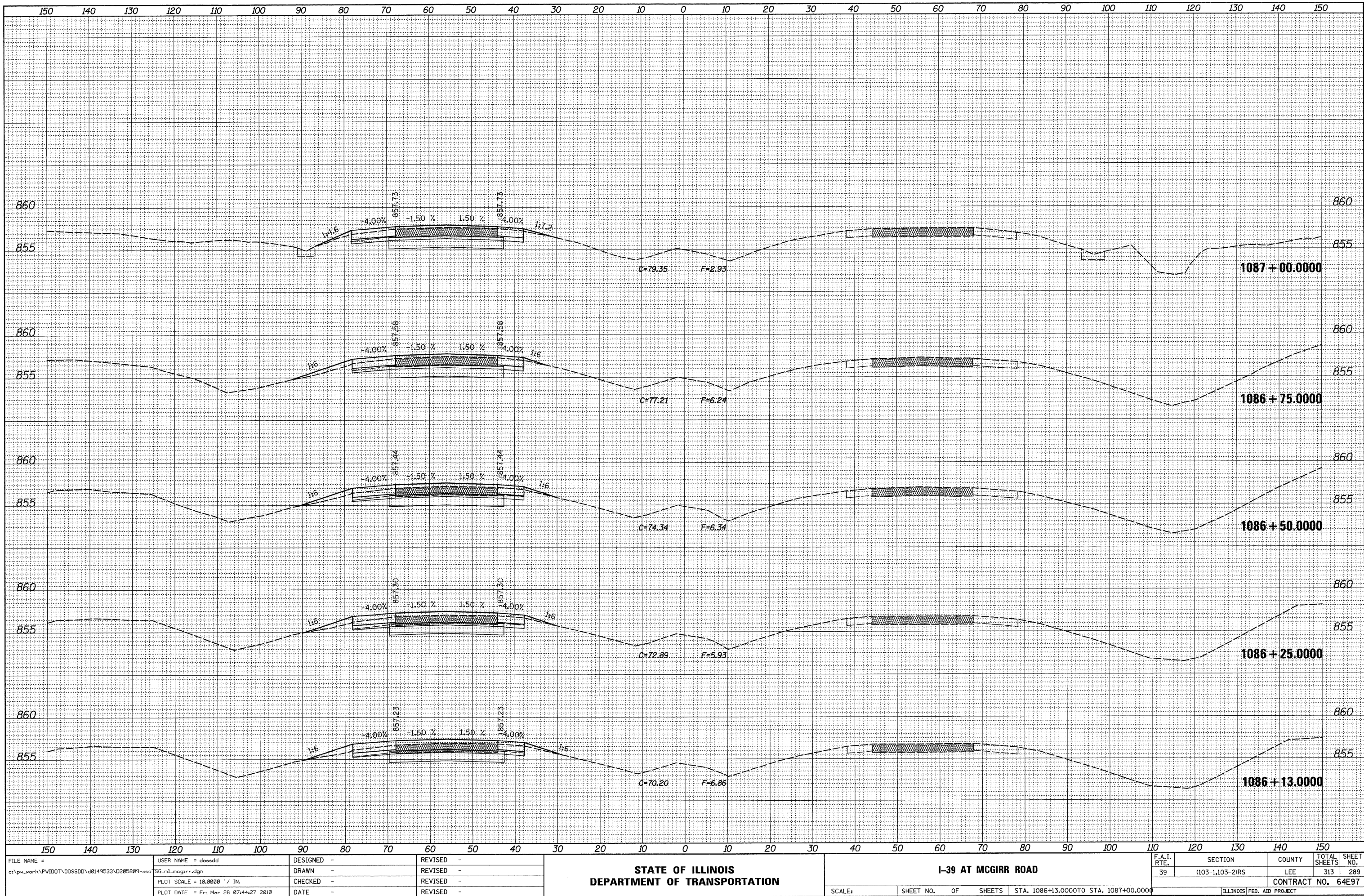
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FILE NAME =			USER NAME = dssdd			DESIGNED -			REVISED -			STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION										I-39 AT US 30				F.A.I. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwid0\t\dossdd\d0149533\d205009-xso			SG_mil.us30_great1.dgn			DRAWN -			REVISED -																	39	(103-1,103-2)RS		LEE	313	287
			PLOT SCALE = 10.0000 ' / IN.			CHECKED -			REVISED -																			CONTRACT NO. 64E97			
			PLOT DATE = Fri Mar 26 07:41:07 2010			DATE -			REVISED -													SCALE:		SHEET NO.	OF	SHEETS	STA. 880+50.0000 TO STA. 881+00.0000				ILLINOIS FED. AID PROJECT

FINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
	TEMPLATE		
	NOTE BOOK		
NO.	AREAS	CHECKED	

ORIGINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
	TEMPLATE		
	NOTE BOOK		
NO.	AREAS	CHECKED	

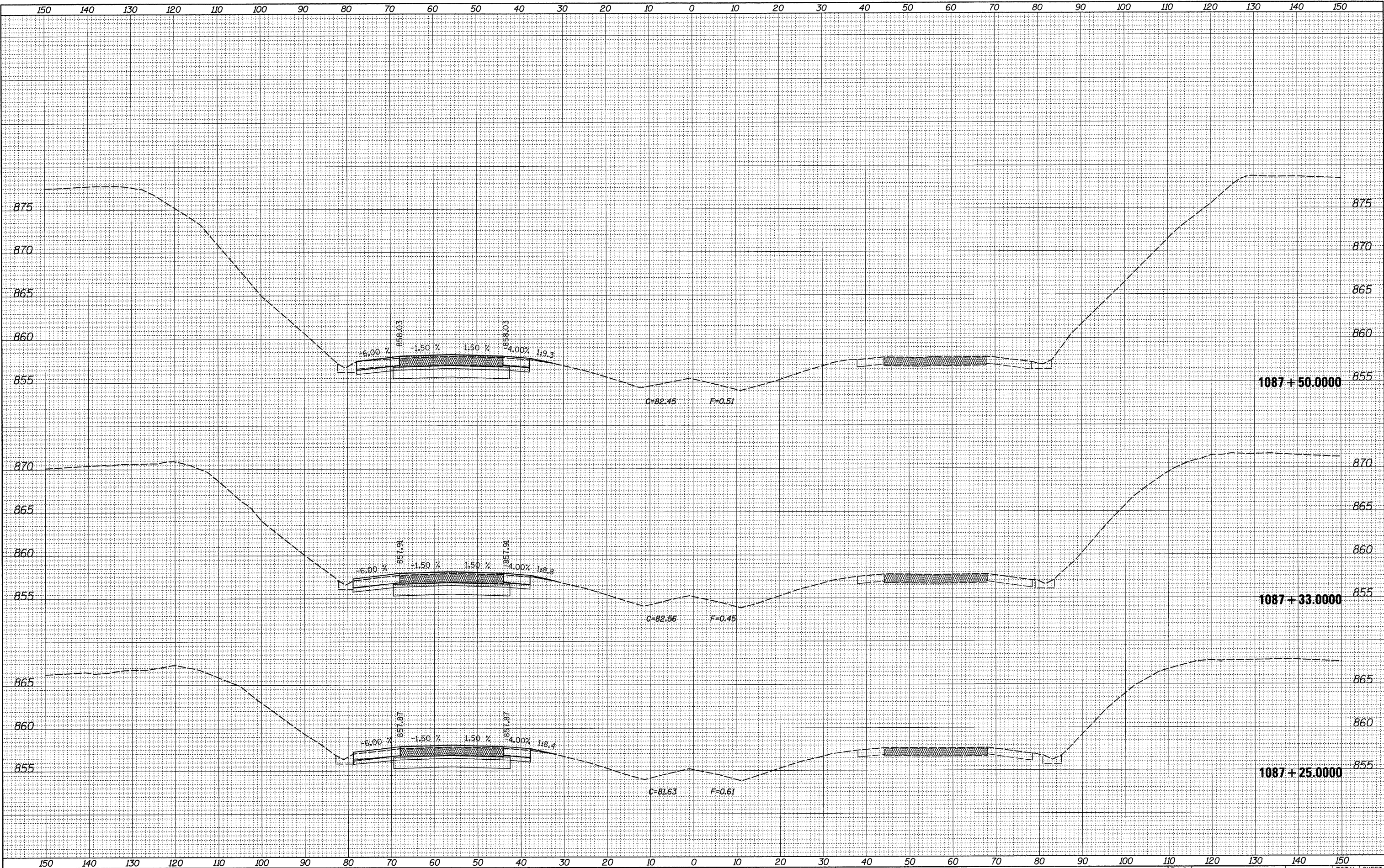


ORIGINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
	TEMPLATE		
	AREAS		
NO. _____	AREAS CHECKED		



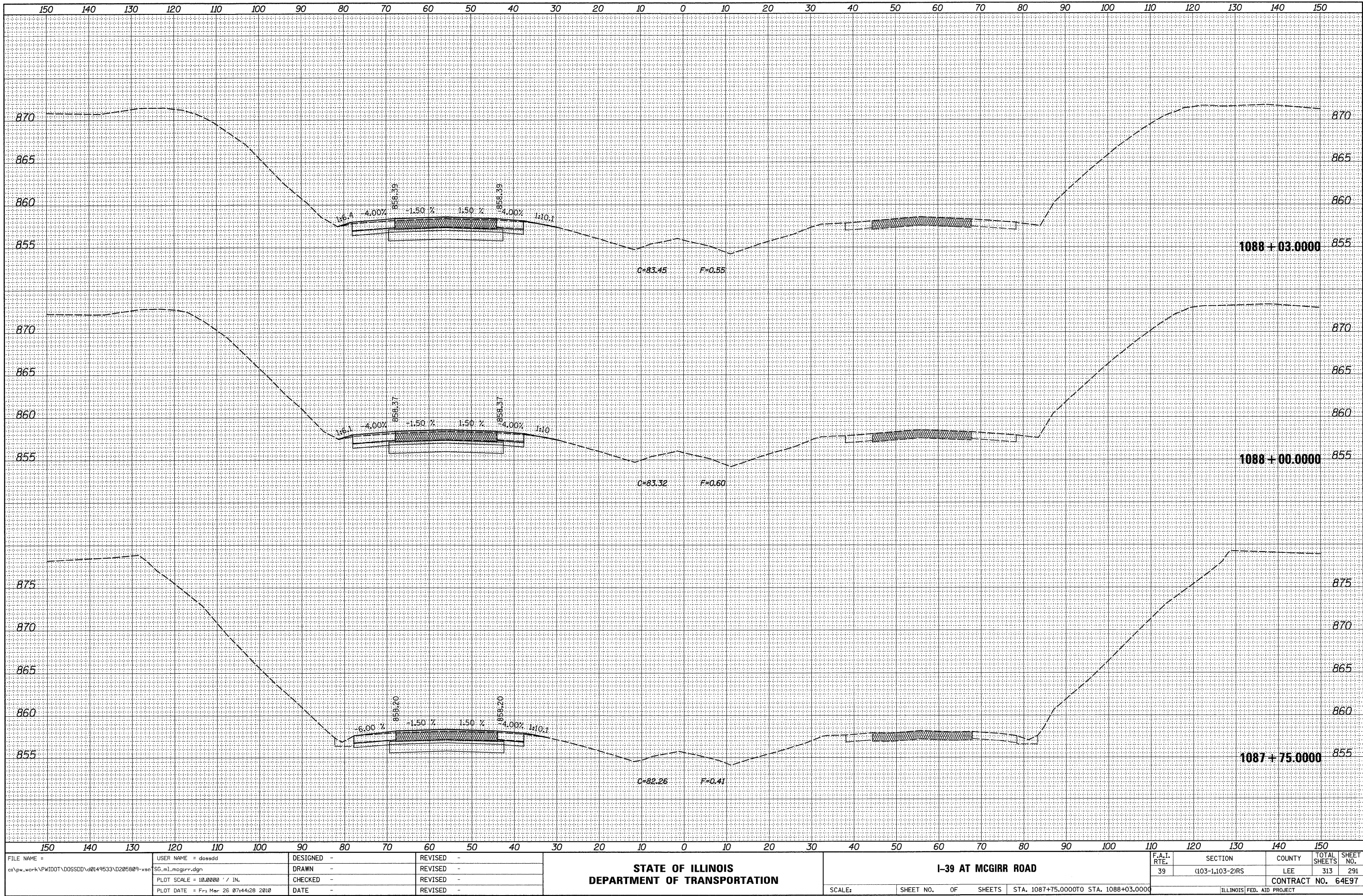
FINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

ORIGINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

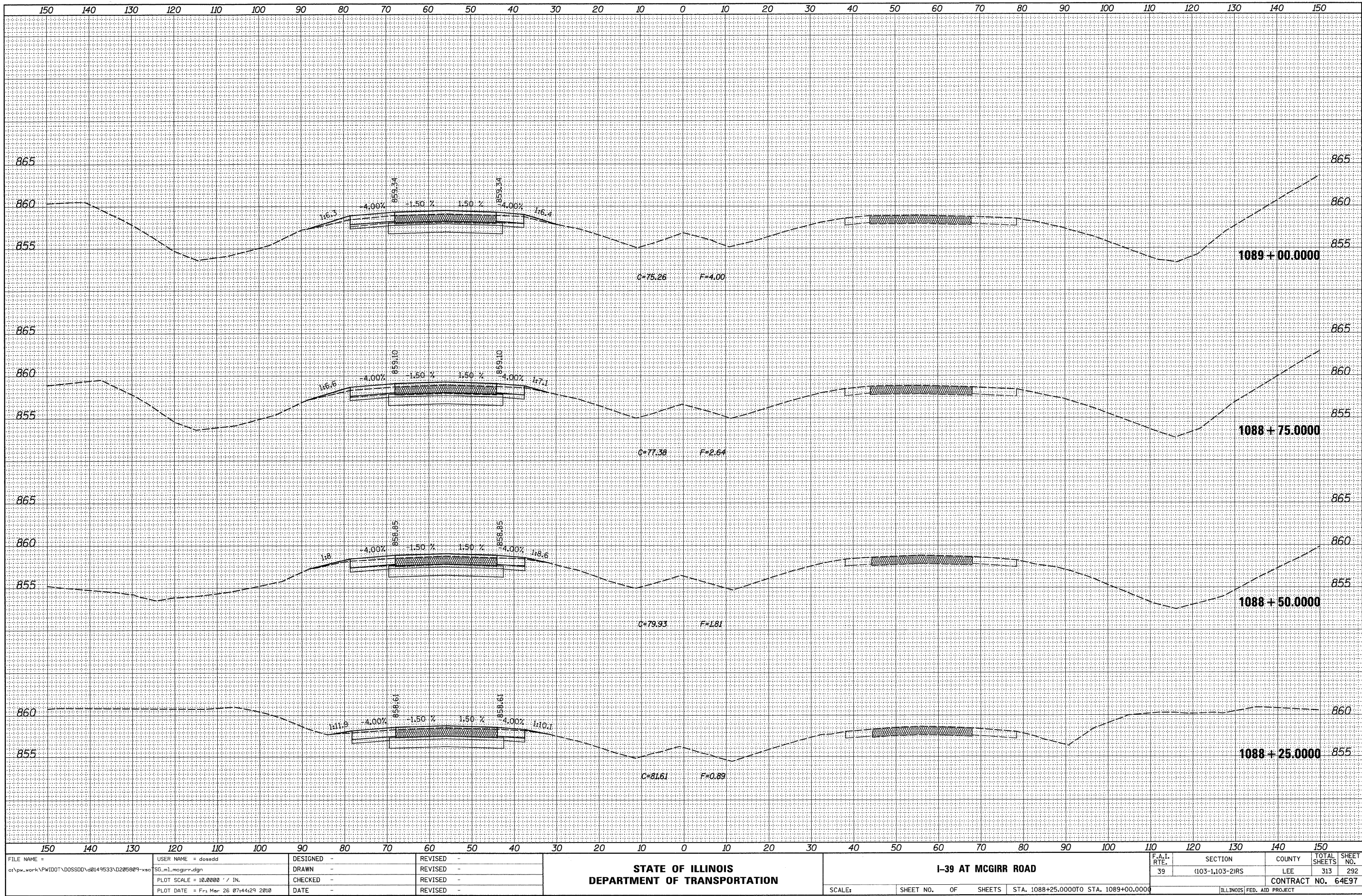


FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 AT MCGIRR ROAD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr\pw_work\PWIDOT\DOSSDD\0149533\0205809-xso	SG_m1_mcgirr.dgn	DRAWN -	REVISED -			39	(103-1,103-2)RS	LEE	313	290
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						SCALE:	SHEET NO.	OF	SHEETS	STA. 1087+25.0000 TO STA. 1087+50.0000

ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	TEMPLATE _____		
	AREAS _____		
NO. _____	AREAS CHECKED _____		

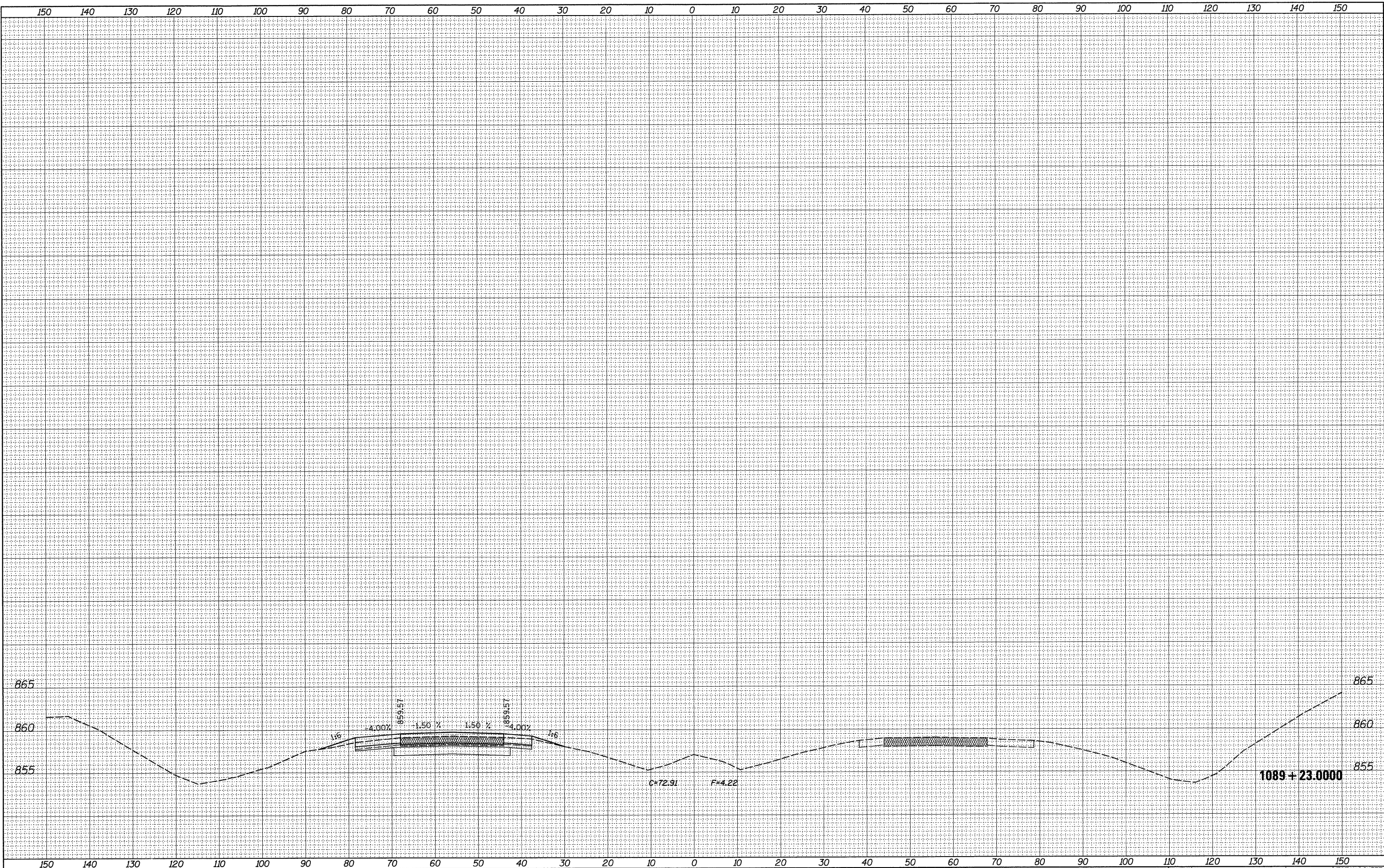


ORIGINAL			BY	DATE
SURVEYED				
PLOTTED				
TEMPLATE				
AREAS				
AREAS CHECKED				
NO.				



DATE	BY	SURVEYED	PLOTTED
NO.	NO.	NOTE BOOK	AREAS CHECKED

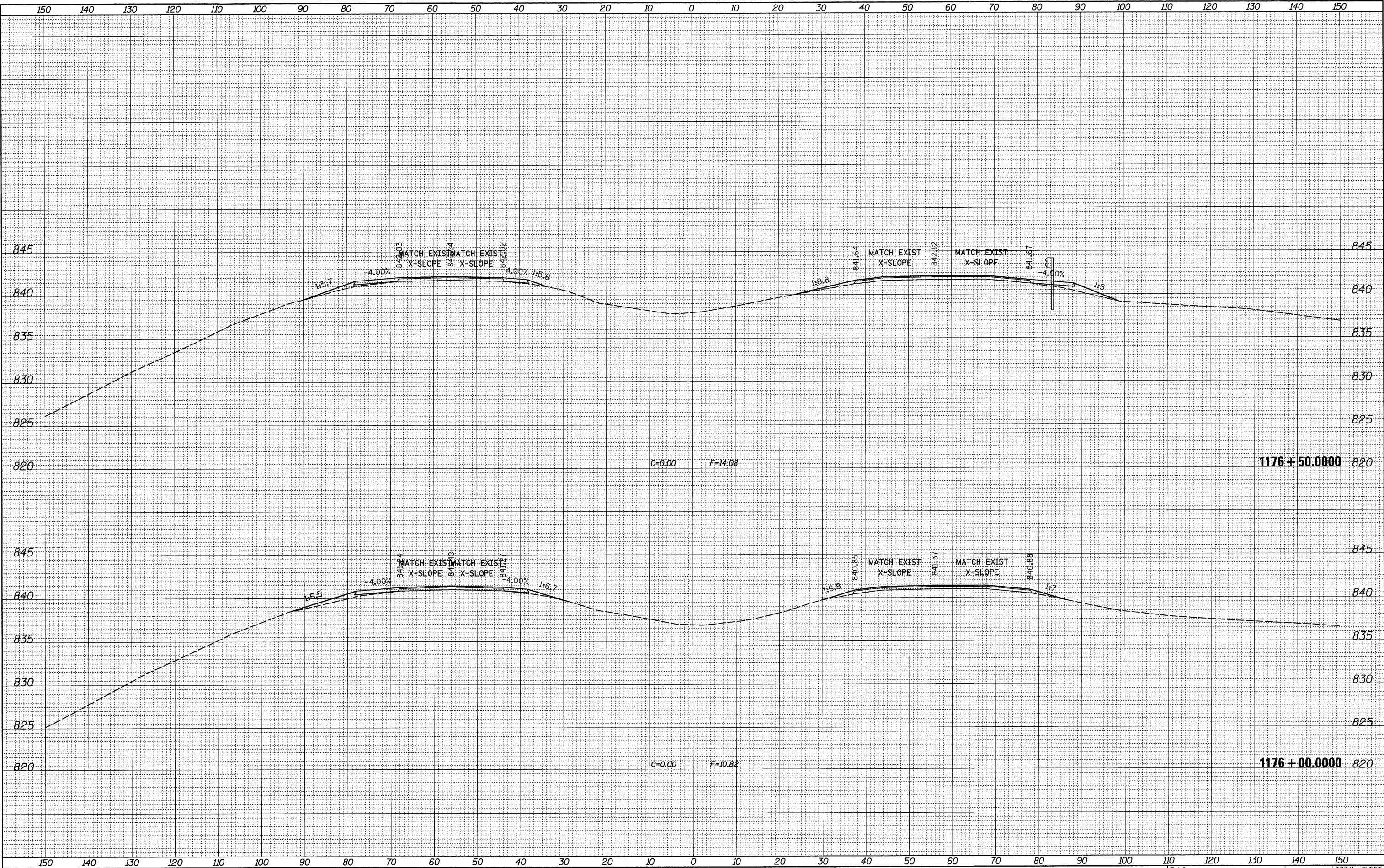
DATE	BY	SURVEYED	PLOTTED
NO.	NO.	NOTE BOOK	AREAS CHECKED



FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 AT MCGIRR ROAD	SCALE:	SHEET NO.	OF	SHEETS	STA. 1089+23.0000 TO STA. 1089+23.0000	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pw\work\PWIDOT\DOSSDD\0149533\0205009-xso	SG_m1_mcgirr.dgn	DRAWN -	REVISED -								39	(103-1,103-2)RS	LEE	313	293
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FINAL	SURVEYED	DATE
SURVEY	PLOTTED	
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	

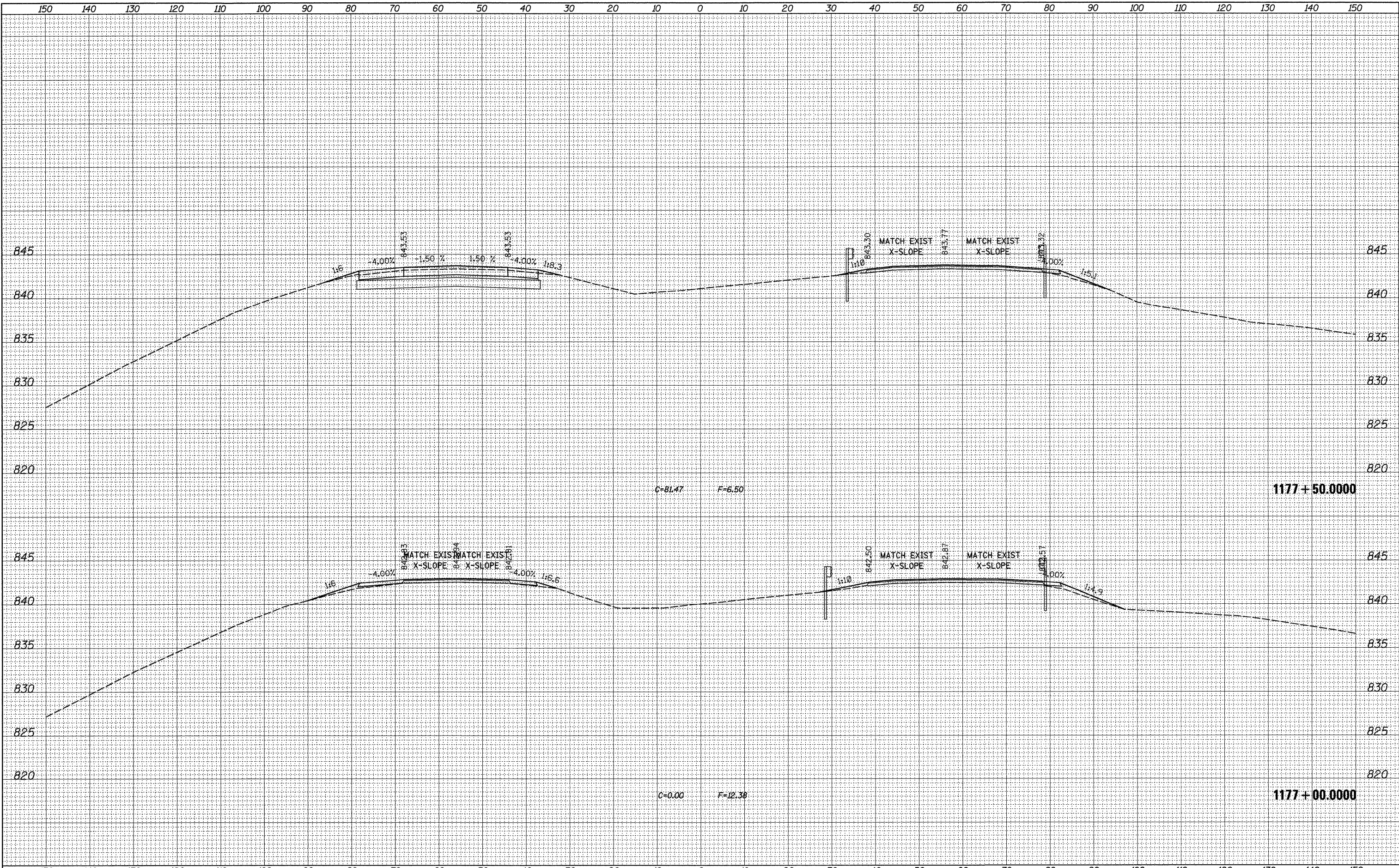
ORIGINAL	SURVEYED	DATE
SURVEY	PLOTTED	
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	



FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 AT PERRY ROAD BRIDGES					F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pw_work\PWIDOT\DOSSDD\0149533\0205809-xso	SG.ml.perry-grail.dgn	DRAWN -	REVISED -							39	(103-1,103-2)RS	LEE	313	294
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FINAL	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		

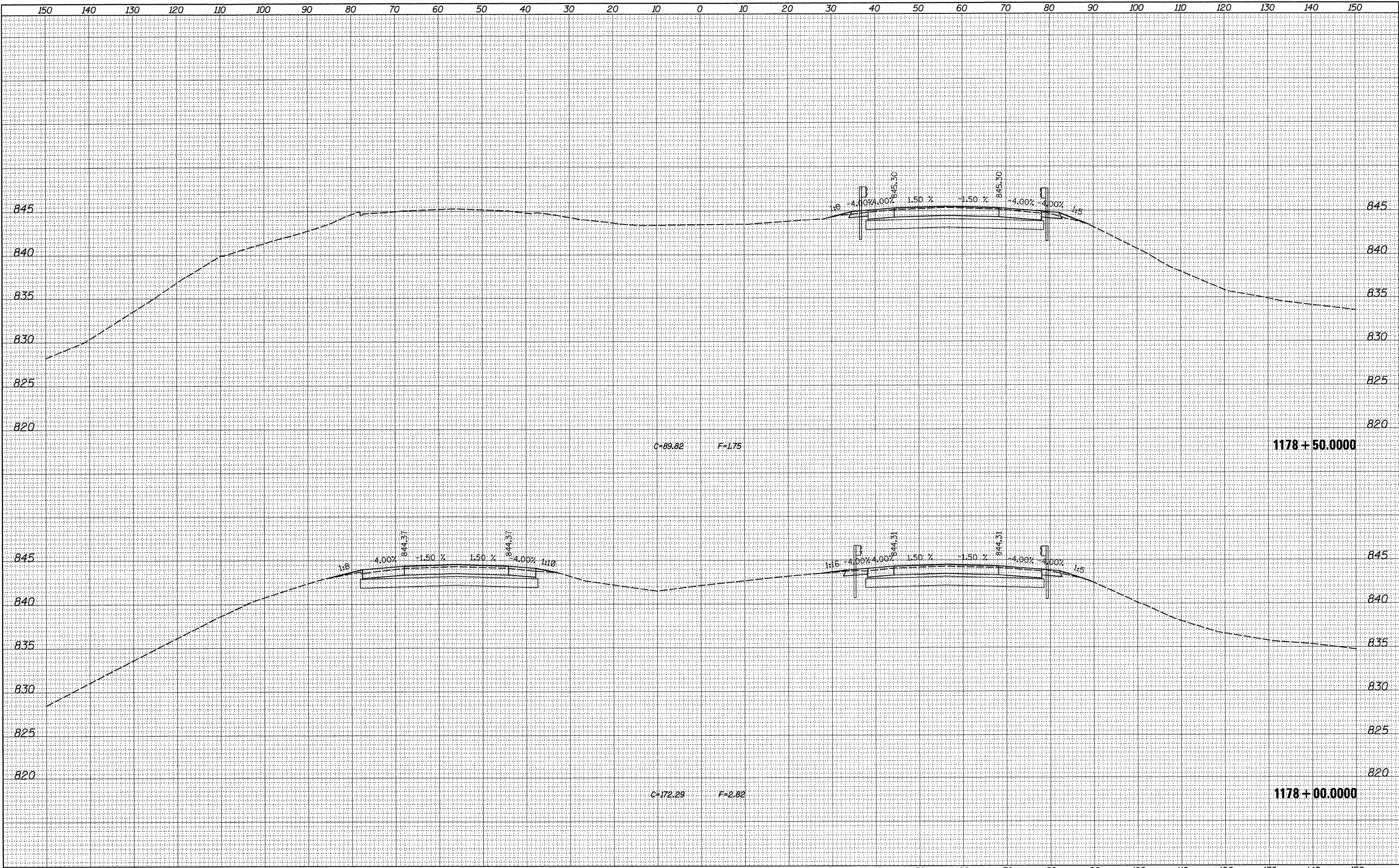
ORIGINAL	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		



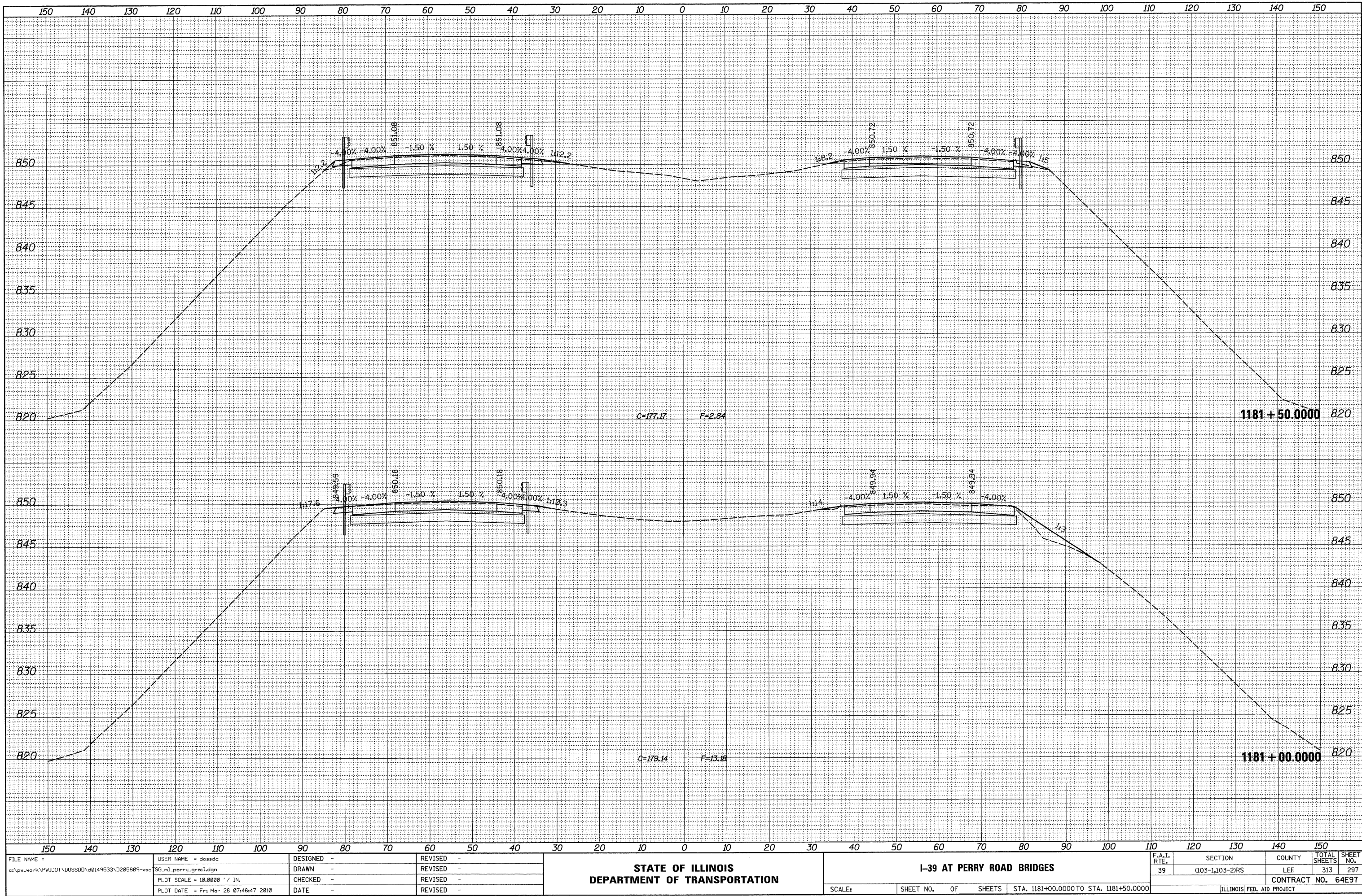
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FILE NAME =		USER NAME = dssdd		DESIGNED -		REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION												I-39 AT PERRY ROAD BRIDGES						F.A.I. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.		
cr\pw\work\FWIDOT\DOSSDD\0149533\0205809-xsc		SG_m1.perry.gral.dgn		DRAWN -		REVISED -																				39	(103-1,103-2)RS		LEE	313	295		
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		PLOT DATE = Fri Mar 26 07:46:45 2010		DATE -		REVISED -																											
																										SCALE:				SHEET NO.		OF SHEETS	

FINAL SURVEY	BY	DATE	SURVEYED
			PLOTTED
			TEMPLATE
			AREAS CHECKED
NOTE BOOK			
NL			

ORIGINAL SURVEY	BY	DATE	SURVEYED
			PLOTTED
			TEMPLATE
			AREAS CHECKED
NOTE BOOK			
NL			

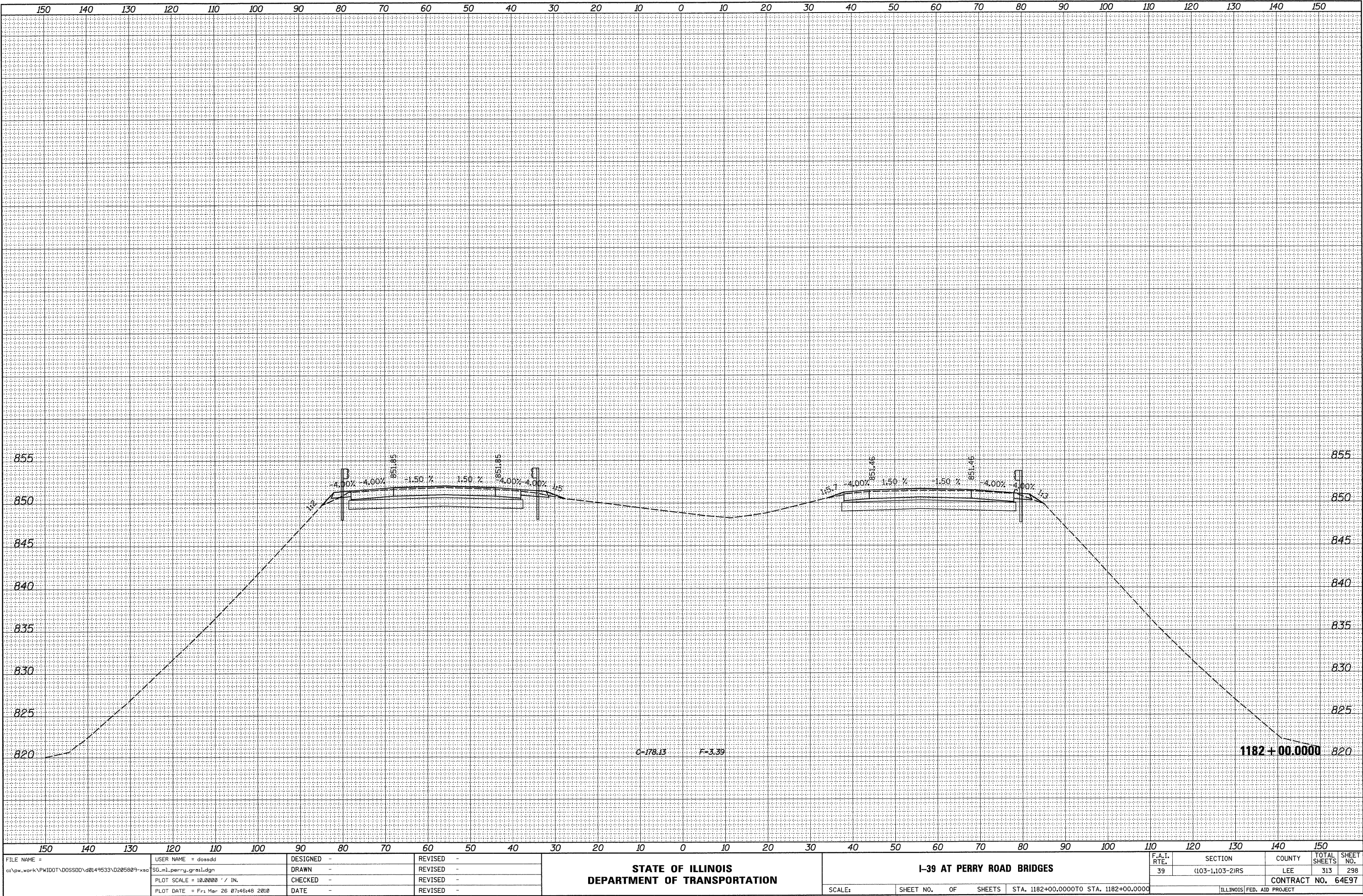


ORIGINAL SURVEY	SURVEYED _____		BY _____	DATE _____
	PLOTTED _____			
NOTE BOOK	TEMPLATE _____			
	AREAS _____			
NO. _____	AREAS CHECKED _____			



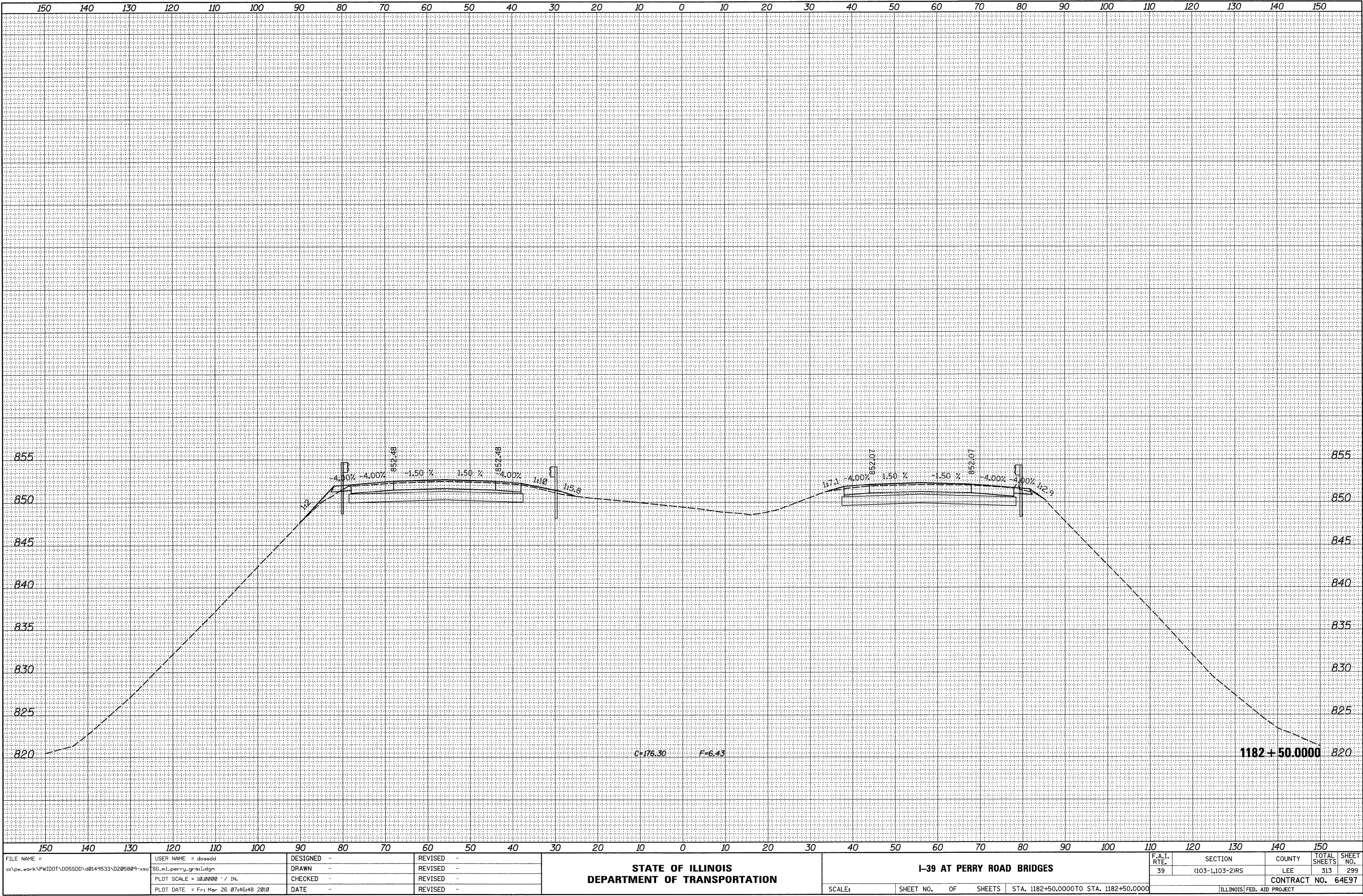
FINAL	DATE
SURVEY	BY
PLOTTED	
TEMPLATE	
NOTE BOOK	
NO.	

ORIGINAL	DATE
SURVEY	BY
PLOTTED	
TEMPLATE	
NOTE BOOK	
NO.	



FINAL	SURVEYED	BY	DATE
SHEET	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

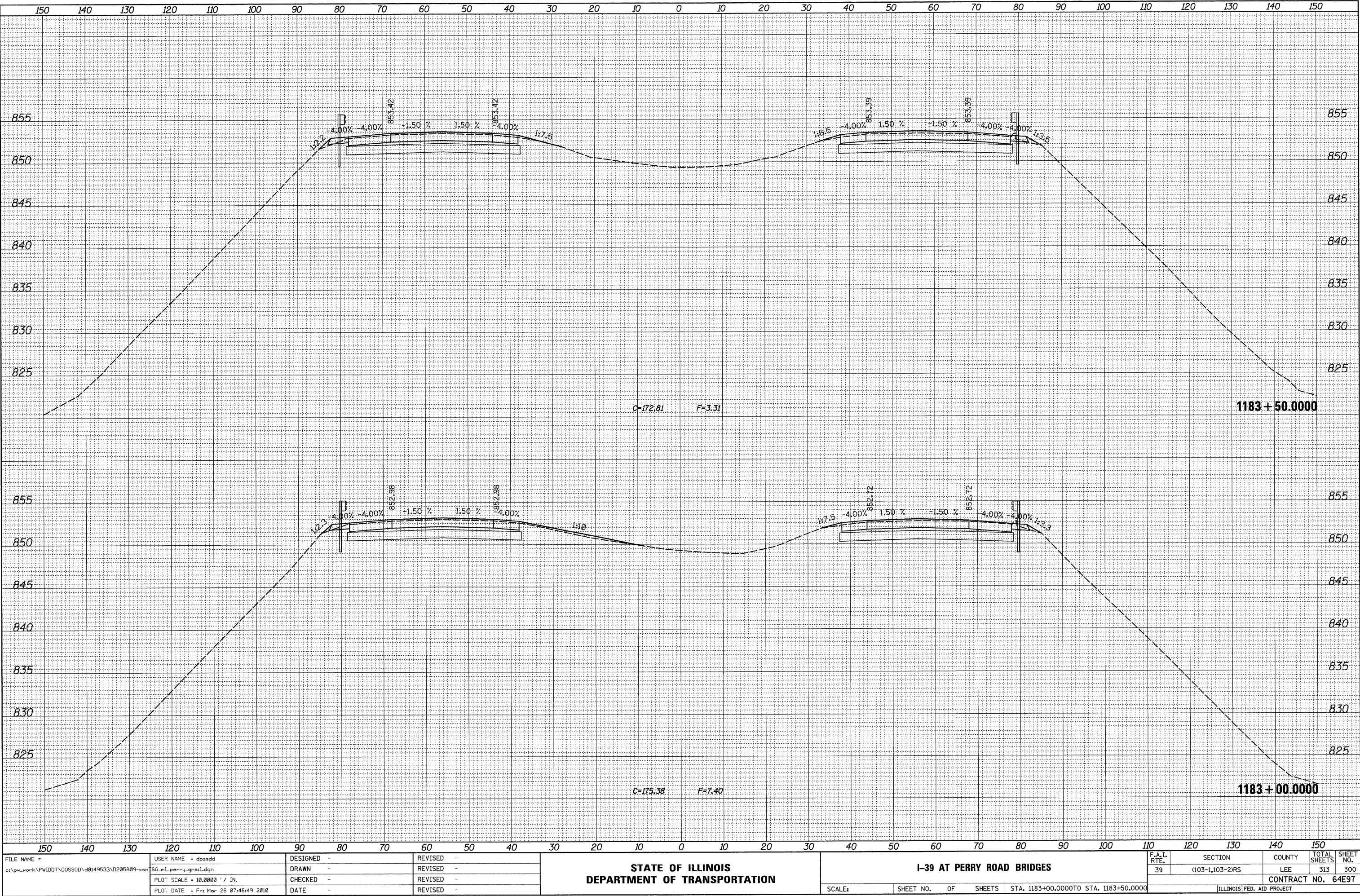
ORIGINAL	SURVEYED	BY	DATE
SHEET	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



FILE NAME = ca:\pw_work\p\WIDOT\DOSSDD\0149533\0205809-xso	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 AT PERRY ROAD BRIDGES				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	SG.ml.perry.grail.dgn	DRAWN -	REVISED -						39	(103-1,103-2)RS	LEE	313	299
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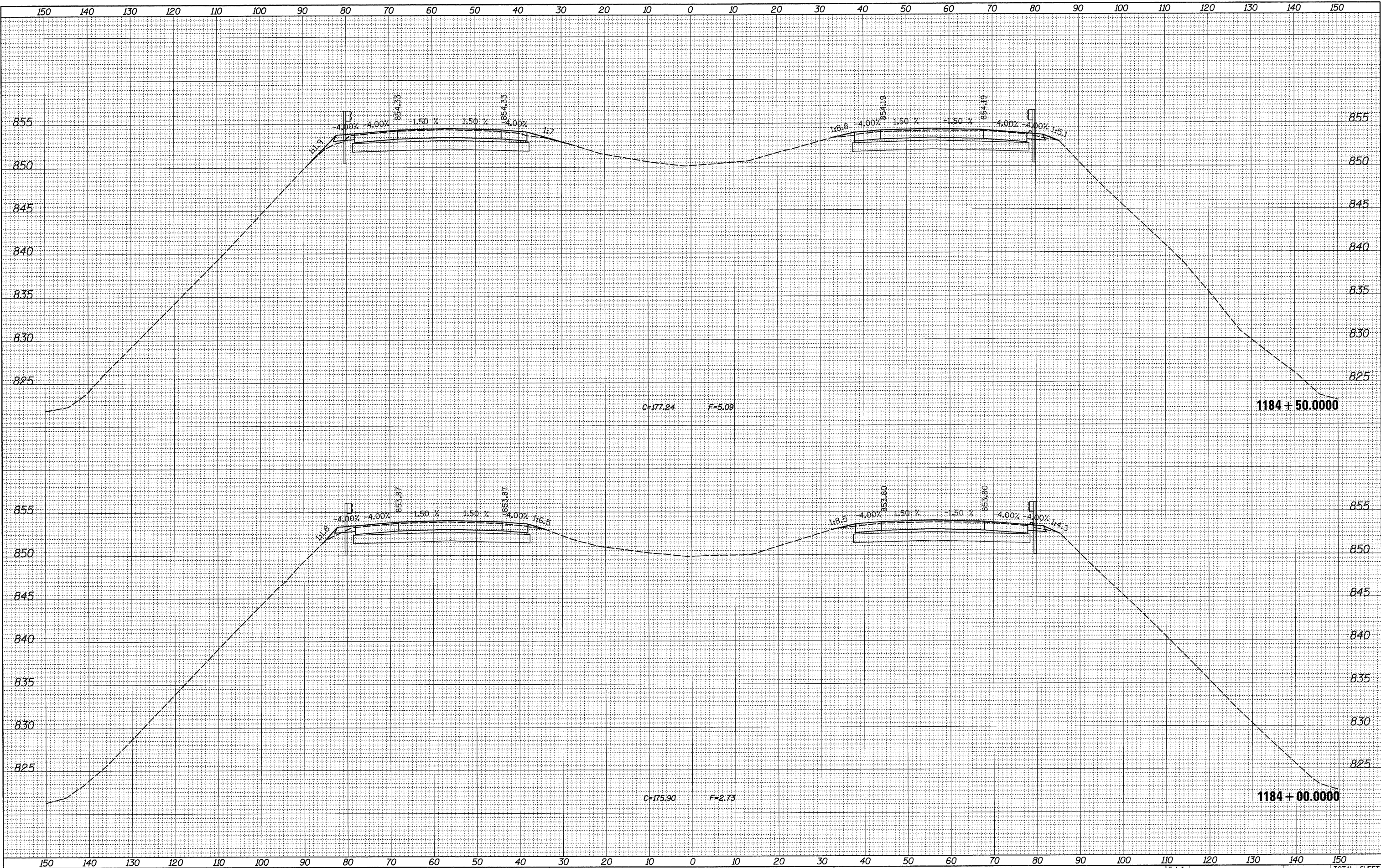
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SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	

ORIGINAL	SURVEYED	DATE
SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	



FINAL SURVEY	SURVEYED	DATE
	PLOTTED	BY
	TEMPLATE	
	NO. BOOK	
	AREAS	CHECKED
	NO.	

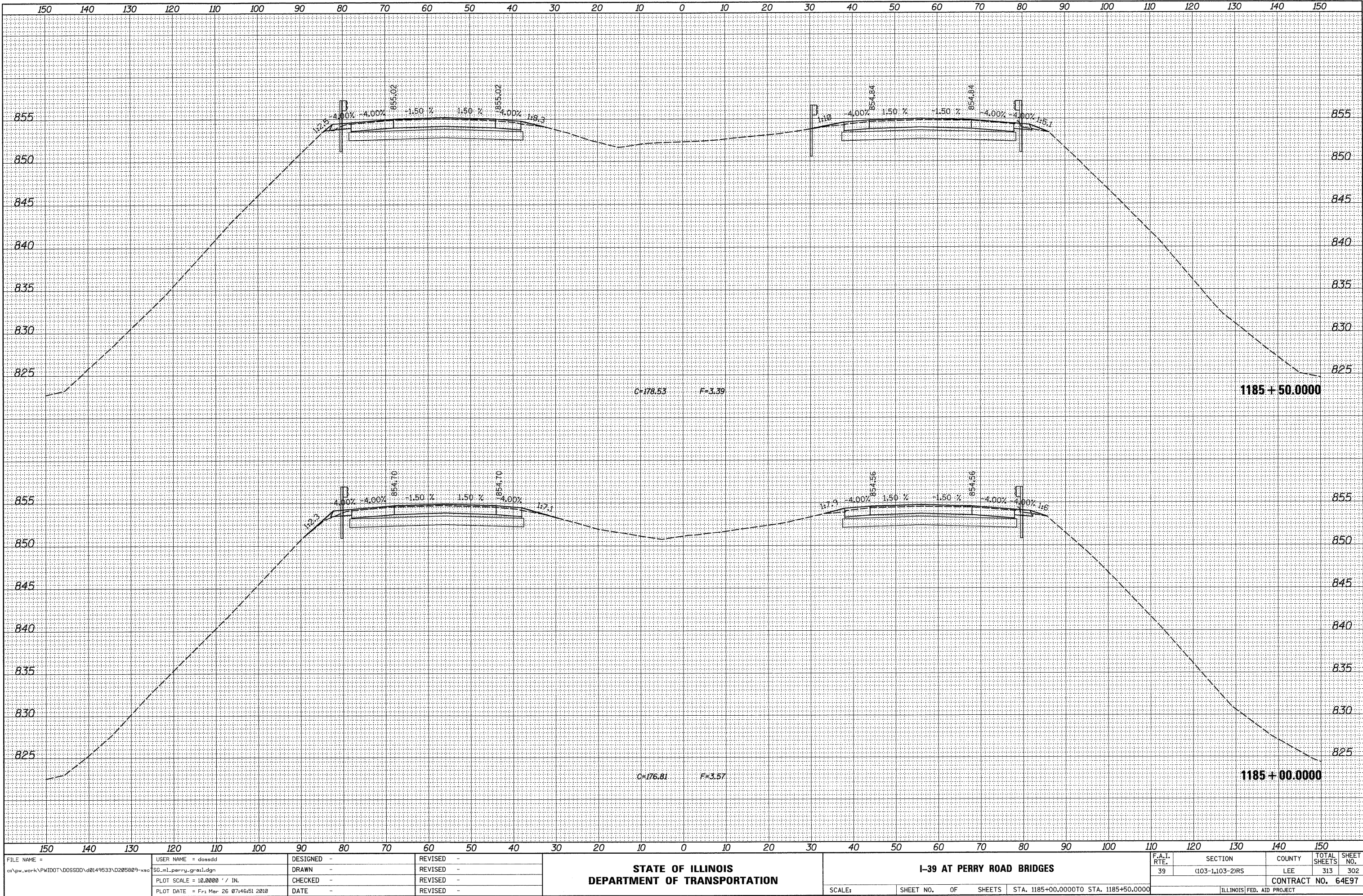
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	PLOTTED	BY
	TEMPLATE	
	NO. BOOK	
	AREAS	CHECKED
	NO.	



FILE NAME =	USER NAME = dosdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 AT PERRY ROAD BRIDGES				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pw\work\PWIDOT\DOSSDD\0149533\0205009-xso	SG.ml.perry-grail.dgn	DRAWN -	REVISED -						39	(103-1,103-2)RS	LEE	313	301
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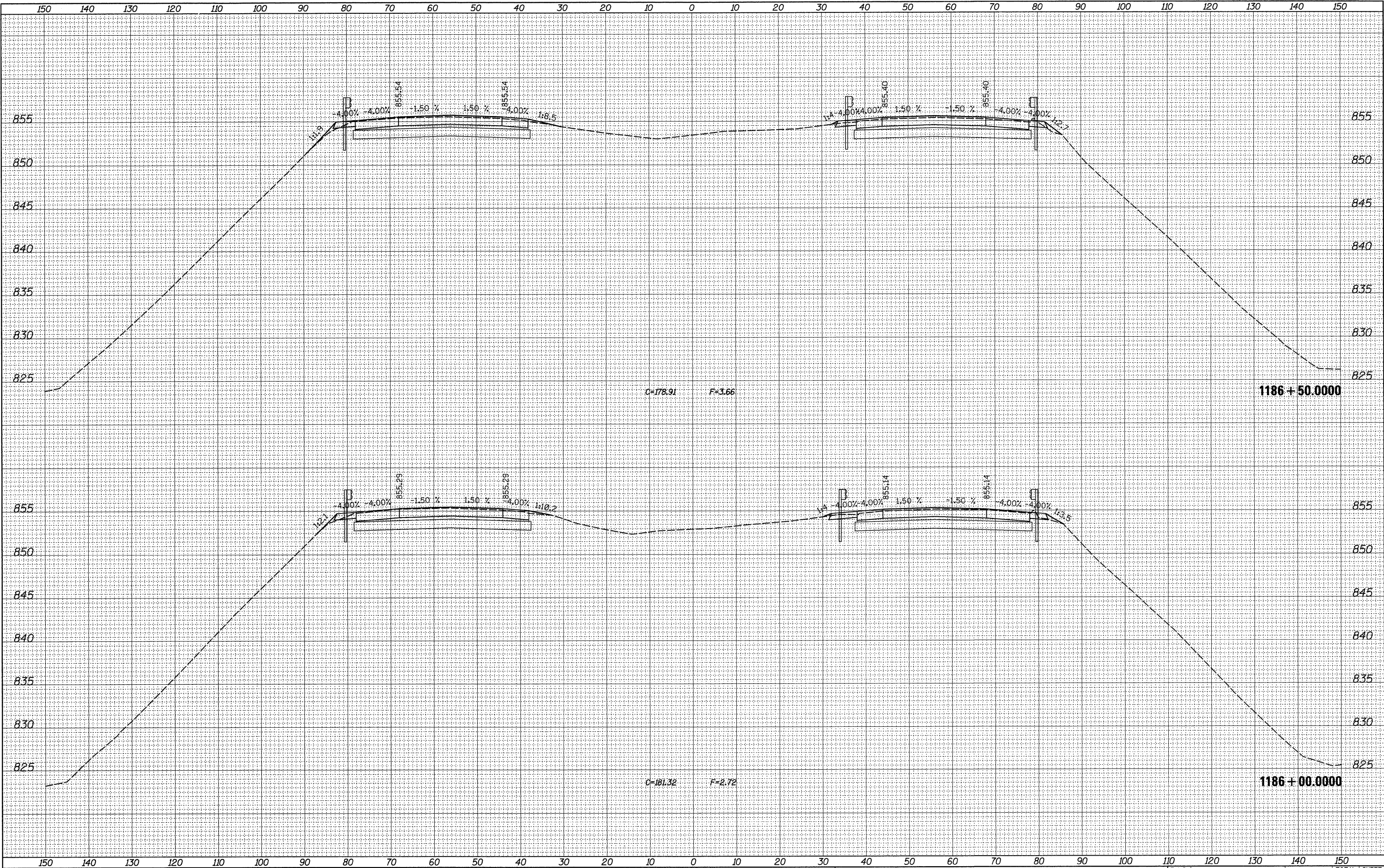
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SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

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SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



FINAL	SURVEYED	BY	DATE
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NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

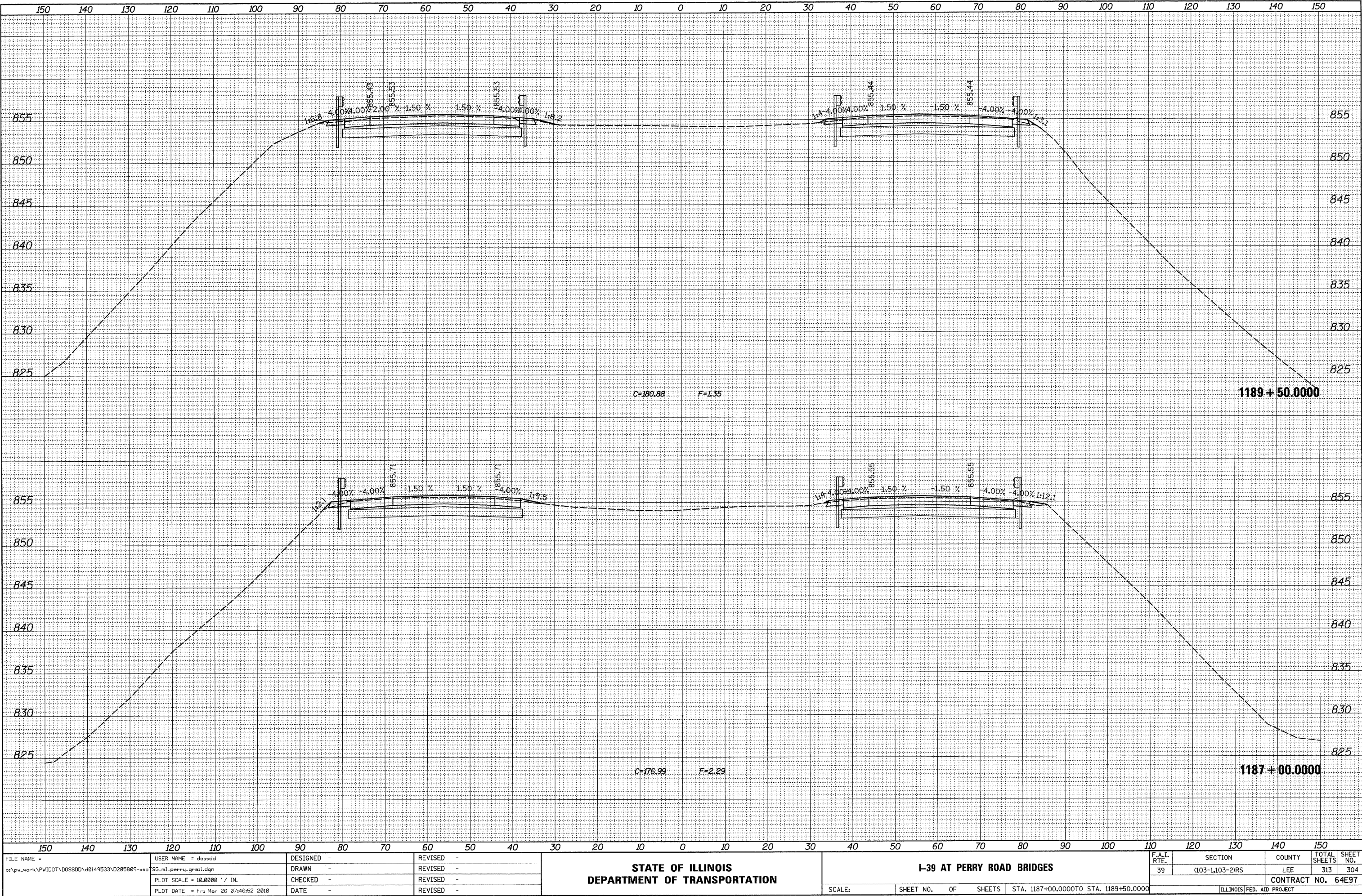
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SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



FILE NAME =	USER NAME = dssddd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 AT PERRY ROAD BRIDGES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cr\pw\work\PWIDOT\DOSSDD\d8149533\1205809-xsc	SG_m1.perry-grail.dgn	DRAWN -	REVISED -			39	(103-1,103-2)RS	LEE	313	303	
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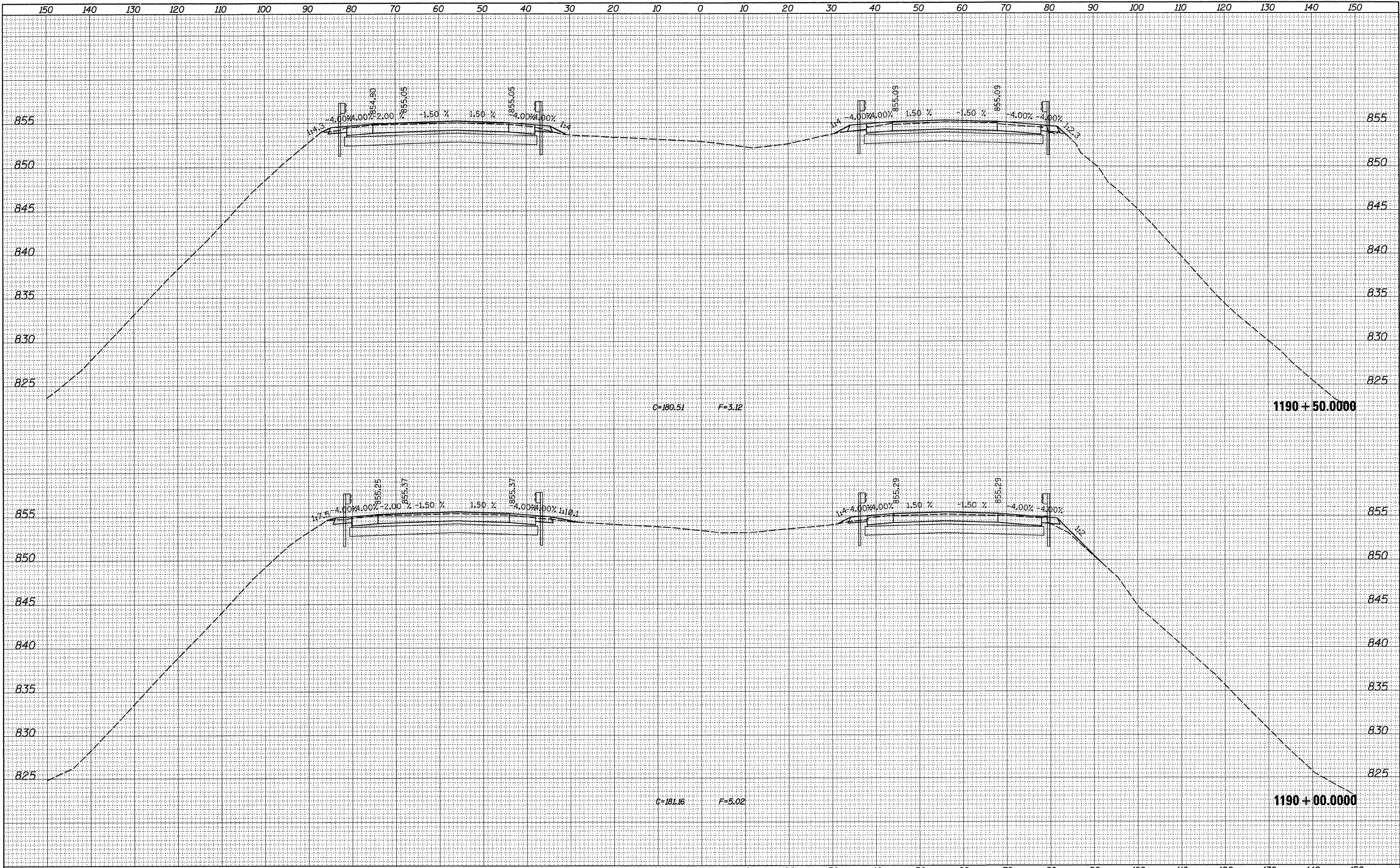
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			NOTE BOOK			

ORIGINAL SURVEY NO.	BY	DATE	SURVEYED	PLOTTED	TEMPLATE	AREAS CHECKED
			NOTE BOOK			



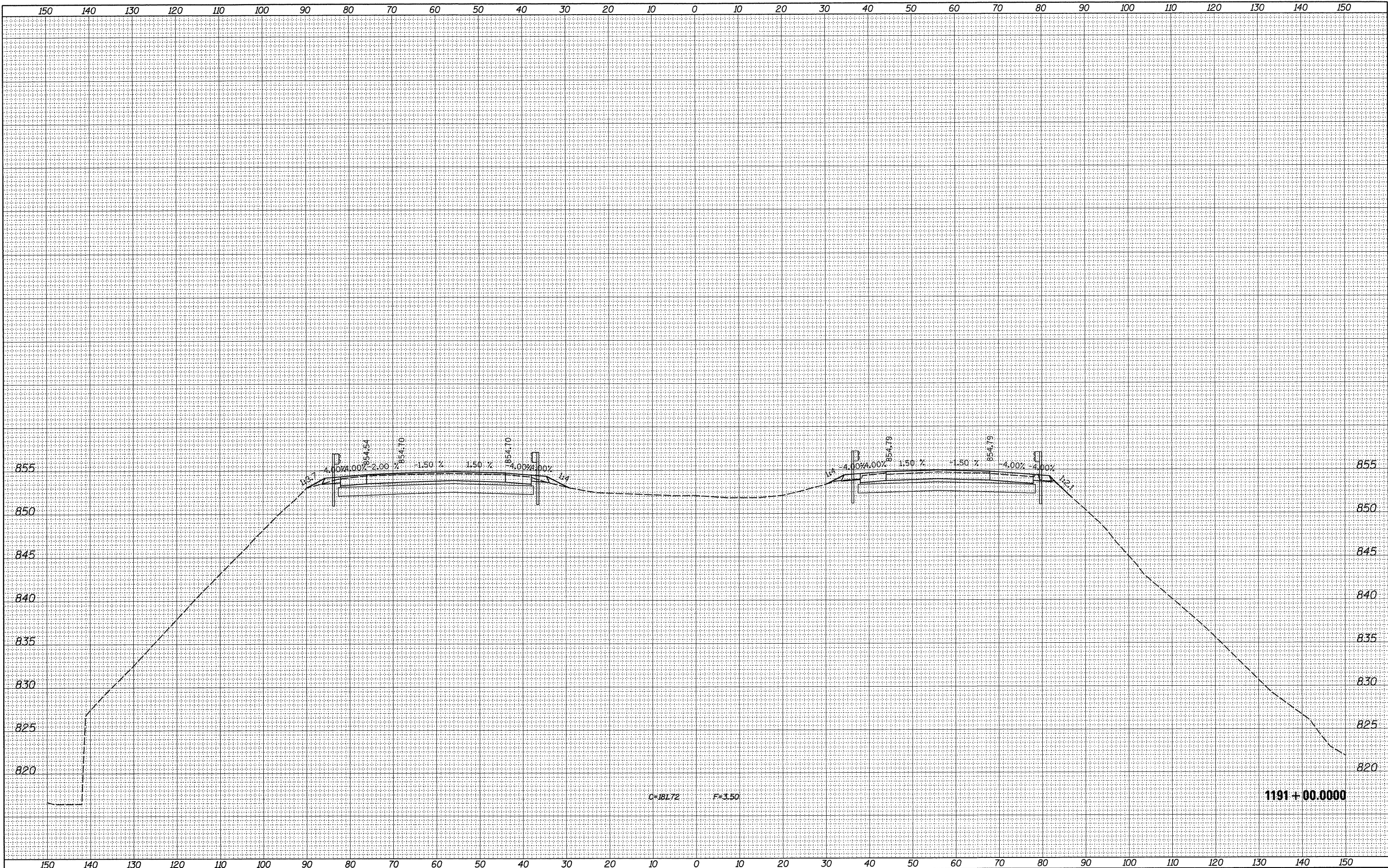
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SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

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SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



FINAL	SURVEYED	BY	DATE
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NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

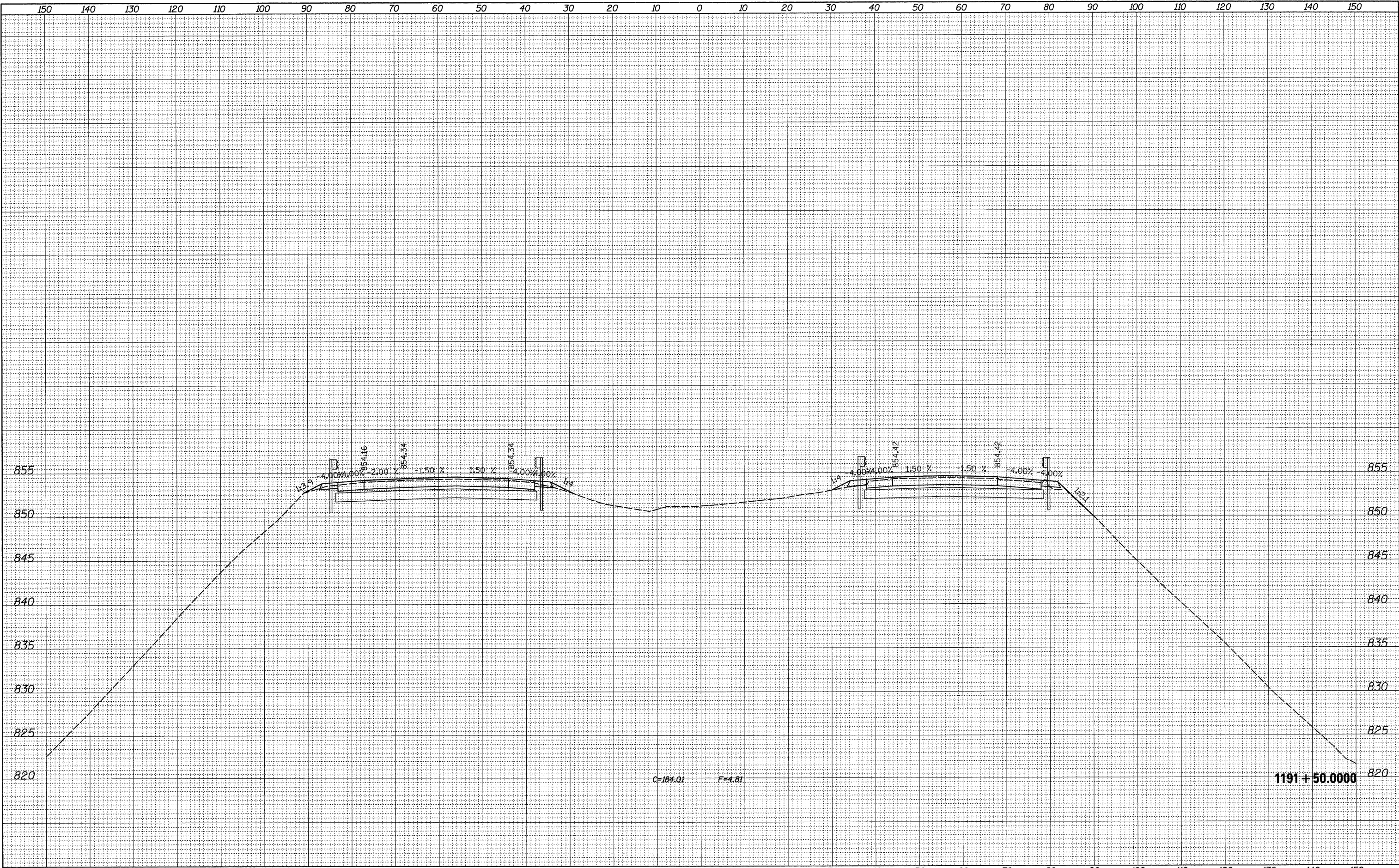
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SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 AT PERRY ROAD BRIDGES					F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
er\pw\work\PWIDOT\DOSSDD\0149533\0205809-xso	SG.ml.perry-grail.dgn	DRAWN -	REVISED -							39	(103-1,103-2)RS	LEE	313	306
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SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

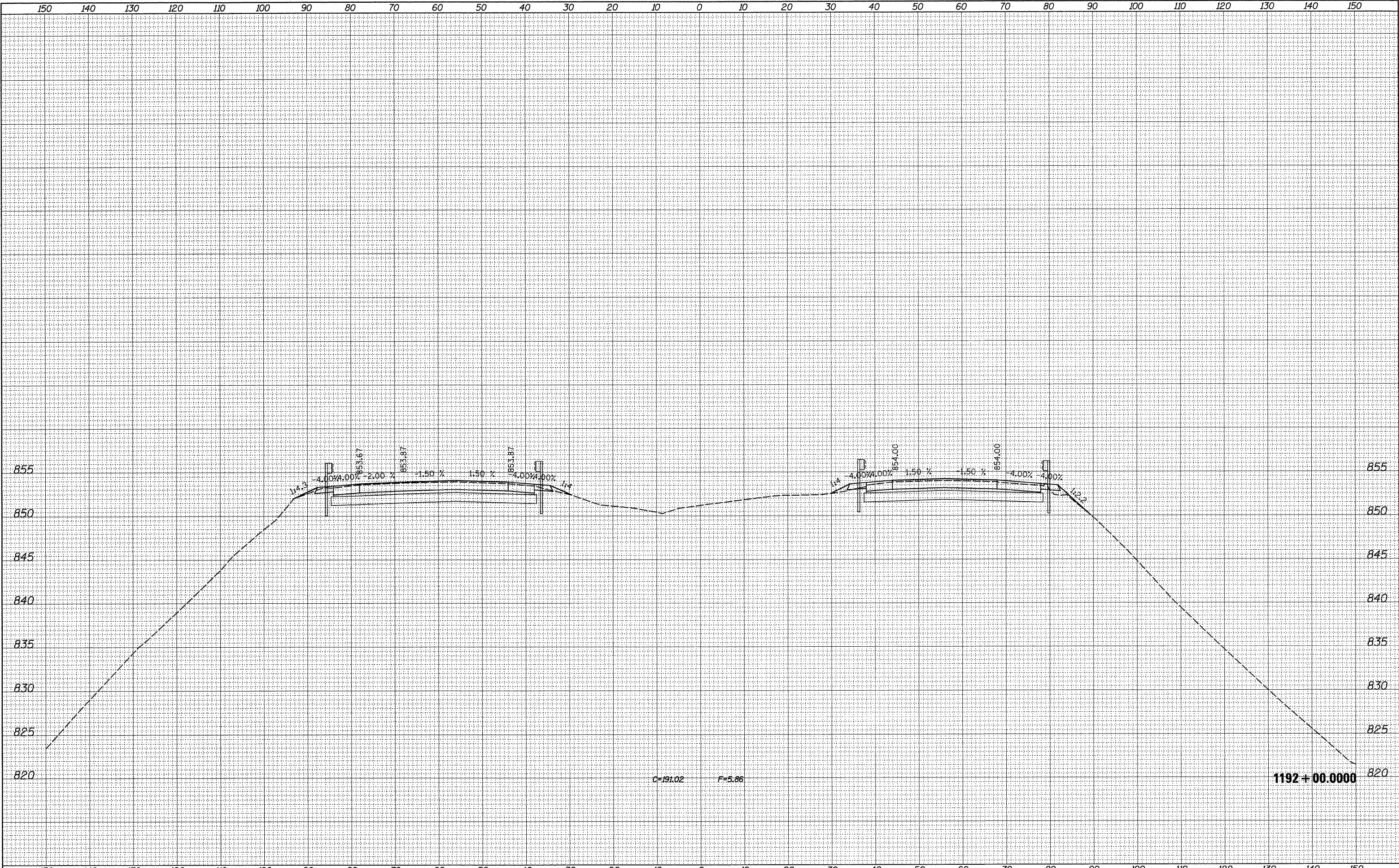
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SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150			
FILE NAME =		USER NAME = dosadd		DESIGNED -		REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION												I-39 AT PERRY ROAD BRIDGES						F.A.I. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.		
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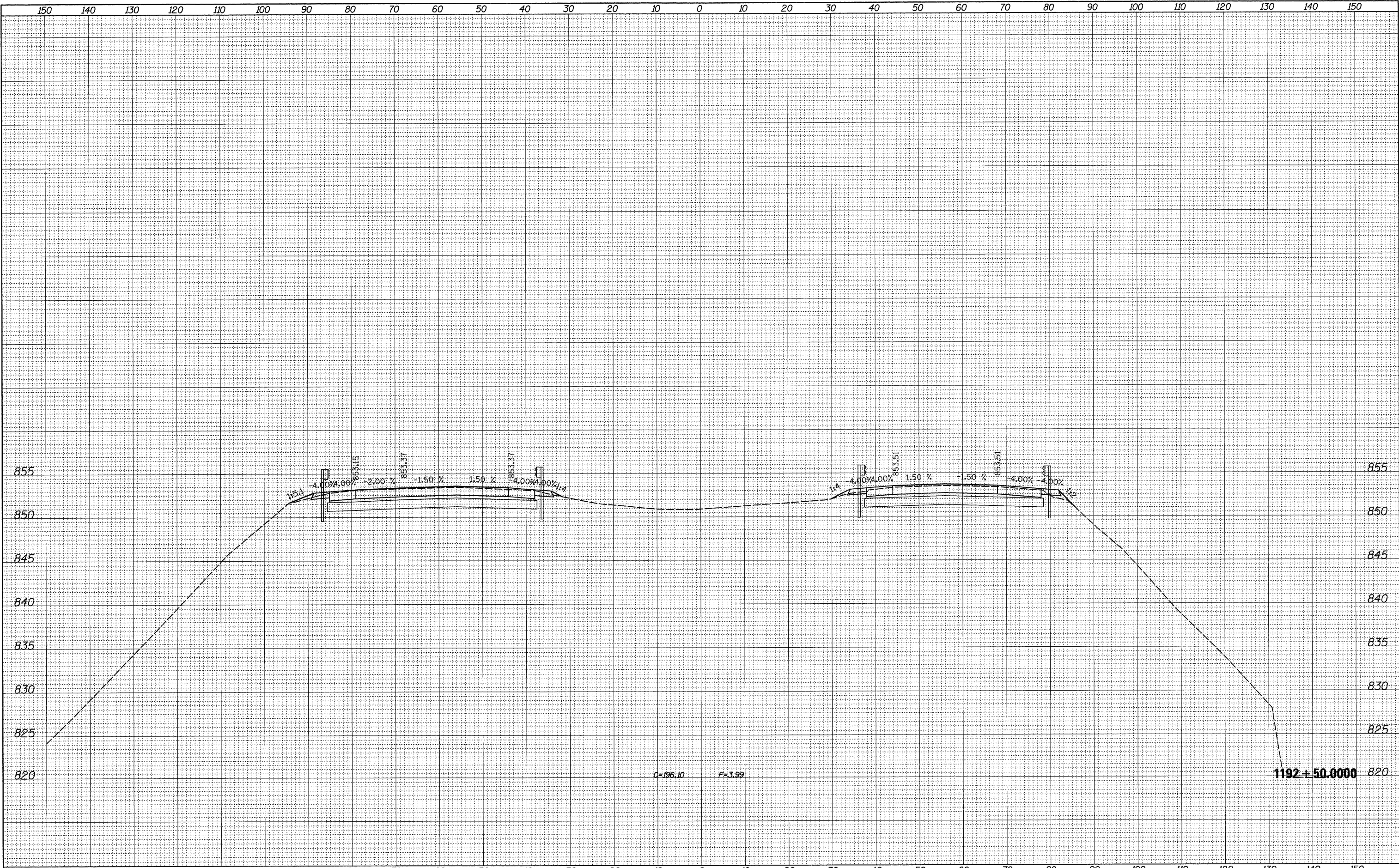
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SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

ORIGINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



FINAL	SURVEY	SURVEYED	BY	DATE
NO.	NOTE BOOK	PLOTTED		
	AREAS	TEMPLATE		
	CHECKED			

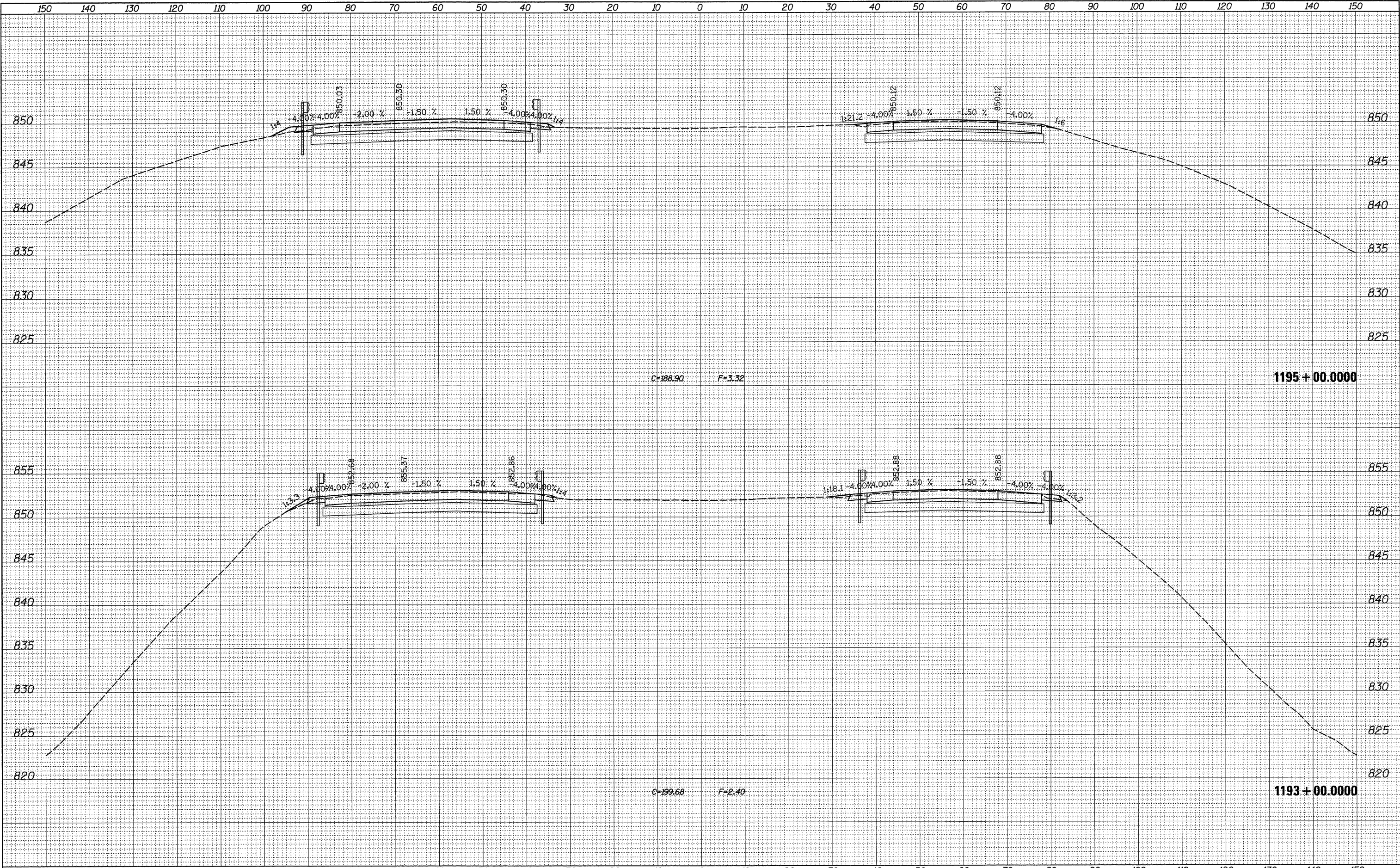
ORIGINAL	SURVEY	SURVEYED	BY	DATE
NO.	NOTE BOOK	PLOTTED		
	AREAS	TEMPLATE		
	CHECKED			



150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	
FILE NAME =		USER NAME = dssdd		DESIGNED -		REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION												I-39 AT PERRY ROAD BRIDGES				F.A.I. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.		
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FINAL	SURVEYED	DATE
SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	

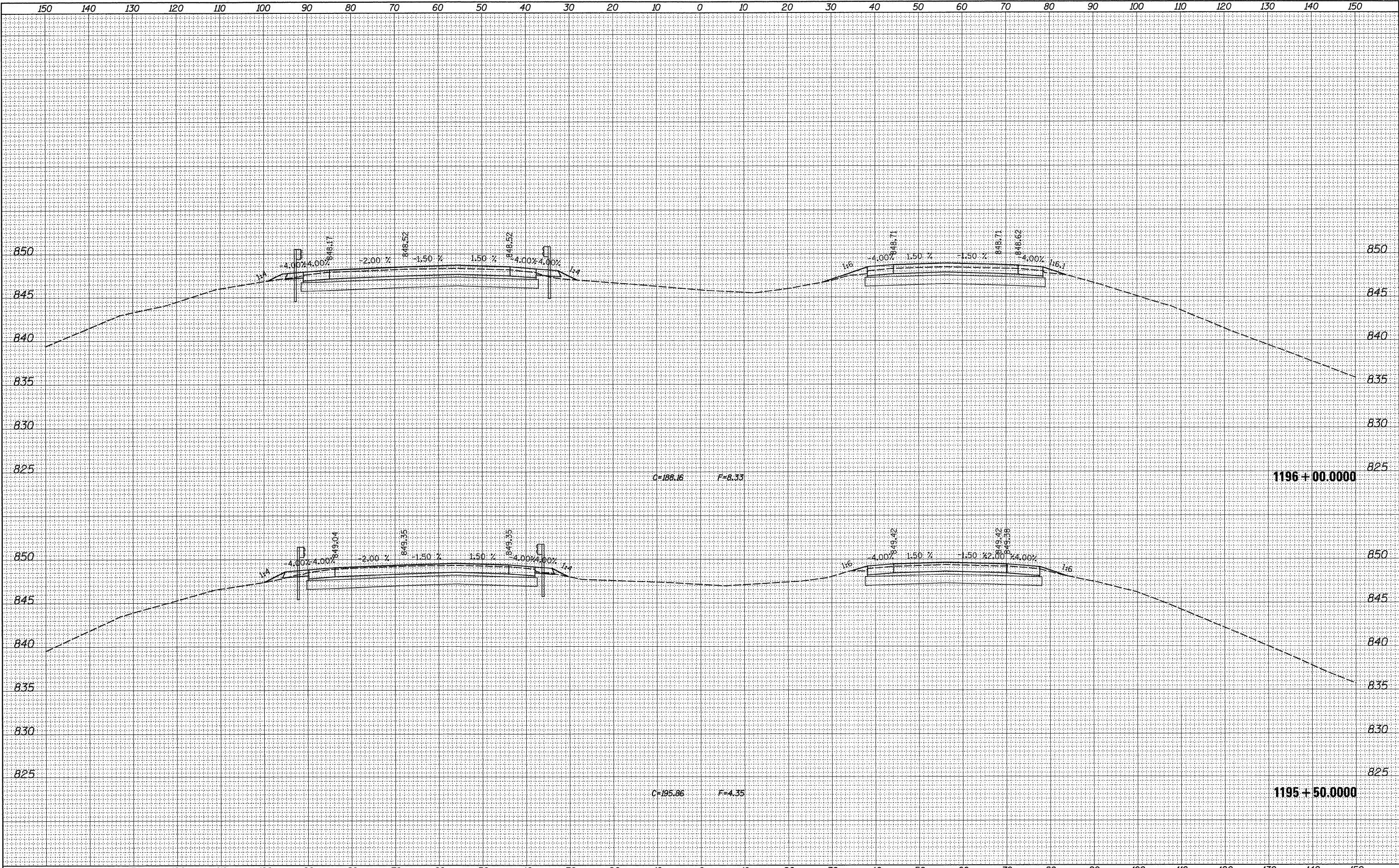
ORIGINAL	SURVEYED	DATE
SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	



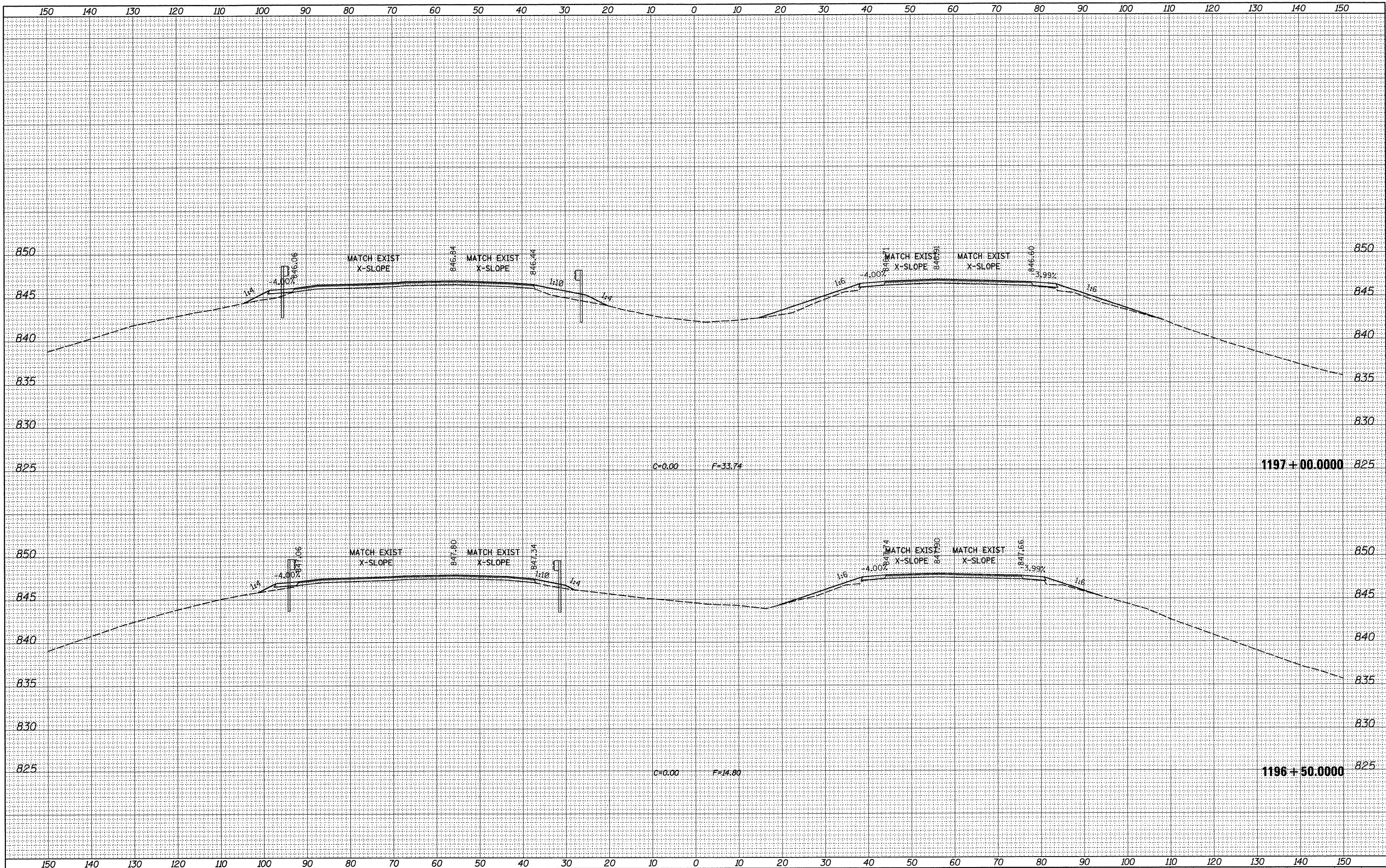
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FILE NAME =		USER NAME = dssdd				DESIGNED -				REVISED -				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION												I-39 AT PERRY ROAD BRIDGES												F.A.I. RTE.		SECTION		COUNTY		TOTAL SHEETS		SHEET NO.															
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														SCALE:				SHEET NO.				OF SHEETS				STA. 1193+00.0000 TO STA. 1195+00.0000				ILLINOIS FED. AID PROJECT																															

FINAL	SURVEYED	DATE
SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	

ORIGINAL	SURVEYED	DATE
SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	



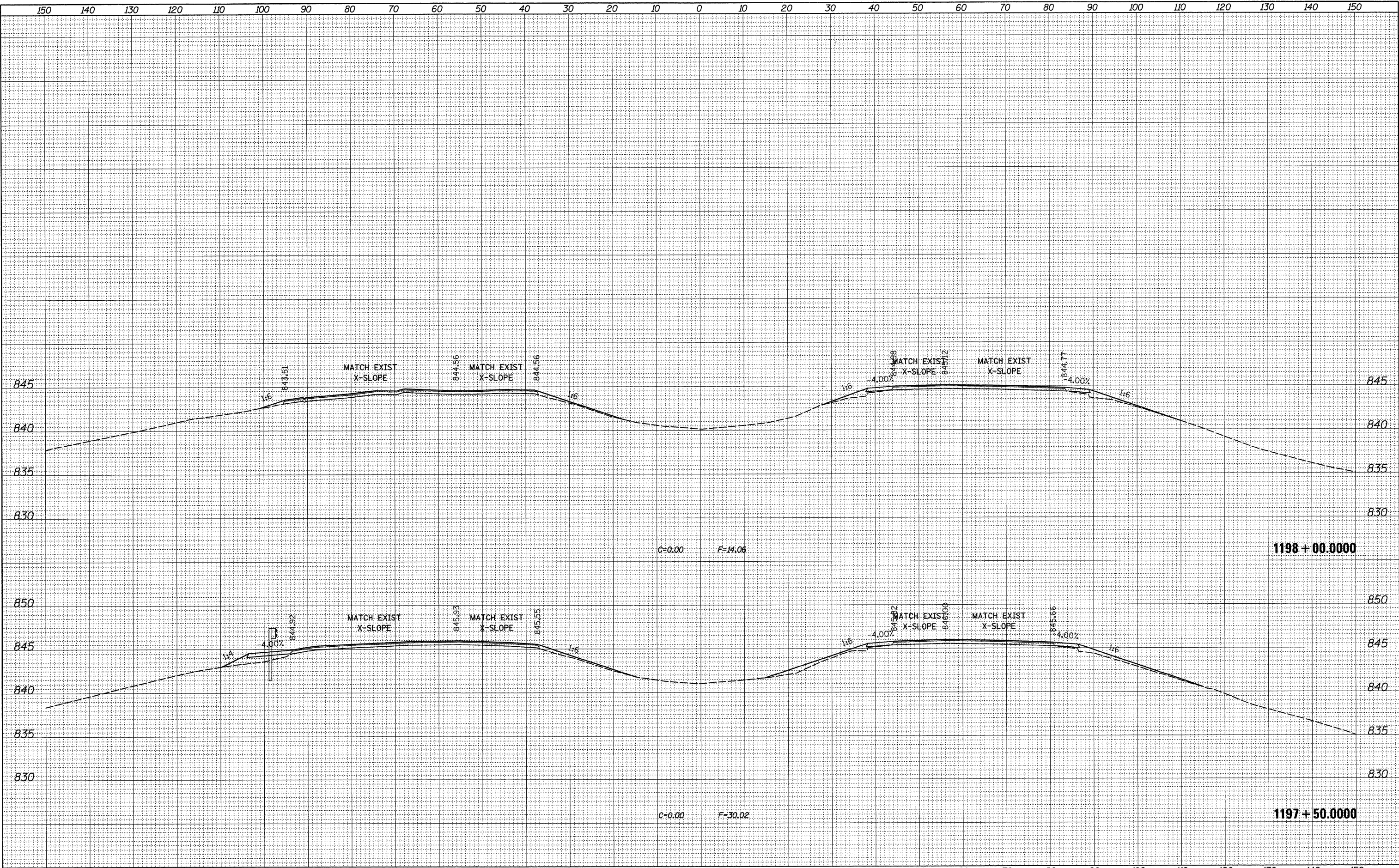
ORIGINAL SURVEY		BY	DATE
SURVEYED _____			
PLOTTED _____			
TEMPLATE _____			
AREAS _____			
NO. AREAS CHECKED _____			



FILE NAME =	USER NAME = dssddd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-39 AT PERRY ROAD BRIDGES				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FINAL	DATE
SURVEY	BY
NOTE BOOK	
NO.	

ORIGINAL	DATE
SURVEY	BY
NOTE BOOK	
NO.	



150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150									
FILE NAME =		USER NAME = dssdd		DESIGNED -		REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION												I-39 AT PERRY ROAD BRIDGES												F.A.I. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.		
ca\pw\work\PWIDOT\DOSSDD\0149533\0205809-xso		SG_m1.perry-grail.dgn		DRAWN -		REVISED -																										39	(103-1,103-2)RS		LEE	313	313		
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