

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	1
		ILLINOIS	CONTRACT NO. 68H22	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

# PROPOSED HIGHWAY PLANS

FAI ROUTE 39 (I-39)  
SECTION 62-(3B-1;3B;3HB-2)BRR  
PROJECT NHPP-PEDY(455)  
BRIDGE PRESERVATION  
MARSHALL COUNTY

C-94-061-22

D-94-043-22



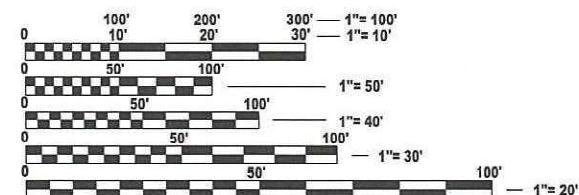
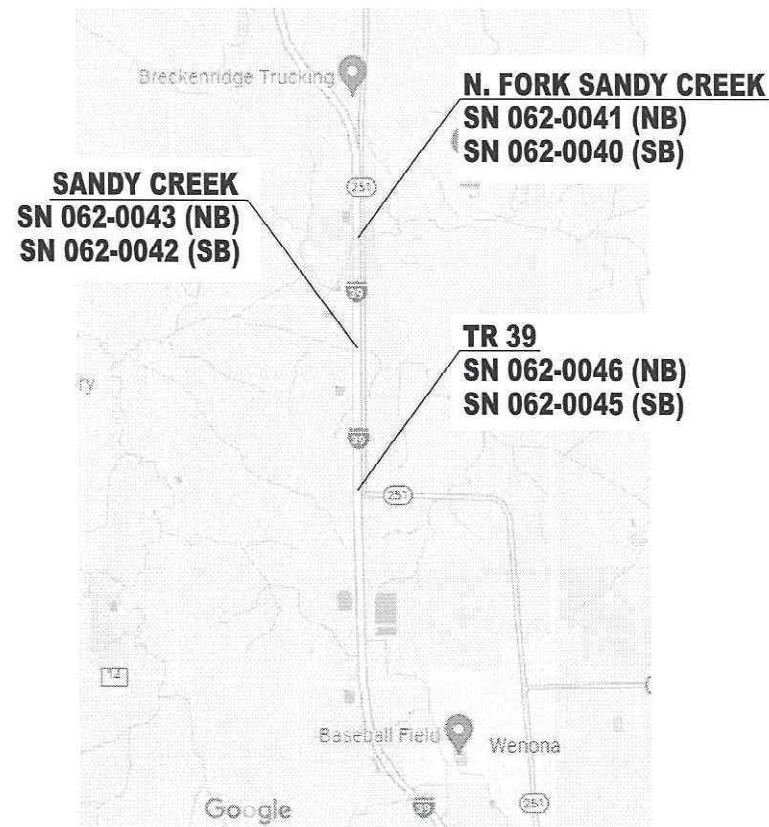
**HIGHWAY STANDARDS**

442001-04	701402-12
442201-03	701406-13
483001-06	701426-09
606001-08	701901-09
642001-03	704001-08
665001-02	780001-05
701101-05	781001-04
701106-02	782006-01
701400-12	
701401-13	

**DESIGN DESIGNATION**

**INTERSTATE**

ADT (2021):	14,500
SU (2021):	25.52%
MU (2021):	7.41%



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

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

PROJECT ENGINEER: KAREN DVORSKY (309) 671-3490  
PROJECT MANAGER: ANNA DEVINE (309) 671-3475  
CATALOG NO. 036338-00D  
CONTRACT NO. 68H22

GROSS LENGTH = 7558 FT. = 1.431 MILE  
NET LENGTH = 985 FT. = 0.187 MILE

**PROJECT DESCRIPTION:**

BRIDGE PRESERVATION TO SIX STRUCTURES ALONG I-39 IN MARSHALL COUNTY CONSISTING OF CLASS A AND D PATCHING, BEAM END WRAPPING, MICROSILICA OVERLAY, MISCELLANEOUS DRAINAGE IMPROVEMENTS, AND ANY OTHER COLLATERAL WORK NECESSARY TO COMPLETE THE PROJECT.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED February 7, 2024  
[Signature]  
REGIONAL ENGINEER

March 22, 2024  
[Signature]  
ENGINEER OF DESIGN AND ENVIRONMENT

March 22, 2024  
[Signature]  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**

**107.00 COMMITMENTS**

Commitments are not to be altered without the written approval of all parties to which the commitment was made.

**THERE ARE NO COMMITMENTS**

**107.29 WINTER SHUTDOWN RESTRICTIONS ON COLD MILLED PROJECTS**

Prior to winter shutdown the following steps shall be taken:

- All cold milled surfaces shall be overlaid.
- All lanes shall be reopened to traffic.
- Manholes, where applicable, shall be adjusted to the elevation of the binder course/leveling binder to ease in plowing snow, and re-adjusted to finished grade in the Spring. The initial manhole adjustment will be paid for at the contract unit price and any re-adjustment, as directed by the Engineer, will be paid for in accordance with Article 109.04.
- Temporary or permanent pavement marking shall be placed as applicable.

**204.00 ENVIRONMENTAL REVIEWS**

Prior to the use of any proposed borrow areas, use areas (temporary access roads, detours, run-arounds, etc.) and/or waste areas, the Contractor shall file the required environmental resource request surveys according to Section 107.22 of the Standard Specifications. These surveys are required in order for the Department to conduct cultural and biological resource surveys for the proposed site.

The required environmental resource documentation shall include the following:

- \* BDE Form 2289 (Borrow Site Review)
- \* BDE Form 2290 (Waste/Use Area Review)
- \* A location map showing the size limits and location of the use area
- \* Color photographs depicting the use area
- \* Borrow Area Entry Agreement form – D4 PI0101

Prior to any waste materials being removed from the construction site the required environmental resource surveys shall be obtained and filed by the Contractor. Excess waste products removed from the construction site shall be disposed of as required in Section 202.03 of the Standard Specifications.

Any protruding metal bars shall be removed prior to the disposal of broken concrete at approved disposal sites.

Please note that a minimum of four weeks shall be allowed for the District to obtain the required waste site environmental clearances and six weeks for the required borrow site environmental clearances.

**406.01 BRIDGE OVERLAY NOTIFICATION**

After placement of the bridge deck overlay, the Resident Engineer shall notify the District Bridge Maintenance Engineer of the "as constructed" milling depth and overlay thickness for updating the Illinois Highway Information System.

**406.03 PAVEMENT STATIONING NUMBERS & PLACEMENT**

The Contractor shall provide labor and materials required to imprint pavement station numbers in the finished surface of the pavement and/or overlay. The numbers shall be approximately 3/4 inch (20 mm) wide, 5 inches (125 mm) high and 5/8 inch (15 mm) deep.

The pavement station numbers shall be installed as specified herein:

Interval – 200 feet (English stationing) or 100 meters (metric stationing)

Bottom of Numbers – 6 inches (150 mm) from the inside edge of the pavement marking

Location:

- 2, 3, & 5 Lane Pavements – right edge of pavement in direction of increasing stations
- Multi-Lane Divided Roadways – outside edge of pavement in both directions
- Ramps – along baseline edge of pavement

Position – stations shall be placed so they can be read from the adjacent shoulder

Format – English (Metric) pavement stations shall use this format "XXX (XX + X00)", where X represents the pavement station

This work will not be paid for separately, but will be included in the cost of the associated pavement and/or overlay pay items.

**406.05 POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) RATES**

Surface Type	Residual Rate
Milled (HMA or PCC)	0.08 lb /sq ft
Existing Pavement	0.08 lb /sq ft
Fog Coat (between lifts)	0.08 lb /sq ft

**406.18 BUTT JOINT CUTTING TIME RESTRICTION**

Butt joints shall not be milled more than three (3) days prior to placement of the HMA surface course.

**503.00 CROSSING EXISTING STRUCTURES WITH EQUIPMENT  
SEE JOB SPECIFIC NOTE**

**701.00 SECURING DRAINAGE STRUCTURE GRATES**

Prior to routing traffic onto the shoulders as shown in the staging plans, the Contractor shall secure gratings on shoulder inlets as directed by the Engineer. This work will not be paid for separately, but shall be included in the cost of the traffic control pay item.

**INDEX OF SHEETS**

1. COVER SHEET
2. INDEX OF SHEETS & GENERAL NOTES
3. MIX REQUIREMENTS, STATUS OF UTILITIES, & JOB SPECIFIC NOTES
- 4.-7. SUMMARY OF QUANTITIES
- 8.-10. SCHEDULE OF QUANTITIES
11. LINE DIAGRAM
12. TYPICAL SECTIONS
- 13.-15. GENERAL PLAN
- 16.-19. STAGING DETAILS
20. BRIDGE DECK OVERLAY DETAILS
21. PLAN DETAILS
- 22.-23. GIRDER REPAIR DETAILS
- 24.-33. FOR INFORMATION ONLY SHEETS
- 34.-40. DISTRICT STANDARDS

MODEL: General Notes (Sheet)  
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS & GENERAL NOTES**

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	2
CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				

**406.10 HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

The following mixture requirements are applicable for this project:

Location(s):	Mainline	Shoulders	Mainline			
Mixture Use(s):	Polymer Surface 1.5"	Polymer Surface 1.5"	Class D Patching			
AC/PG:	SBS or SBR 70-28	SBS or SBR 70-28	PG 58-28			
Design Air Voids:	4.0% @ N=70	4.0% @ N=70	4.0% @ N=50			
Mixture Composition: (Mixture Gradation)	IL 9.5	IL 9.5	IL 19.0			
Friction Aggregate:	Mix E	Mix E	N.A.			
Quality Management Program:	QCQA	QCQA	QCQA			
MTD:	Yes	Yes	NO			

Note: 1) Individual lift thickness of each mix type will be no less than 3 times nominal maximum aggregate size and no more than 6 times nominal maximum aggregate size, unless otherwise approved by the Engineer.  
 2) For design purposes, mixture weight for all mixes is determined to be 112.0 lb/s.y./in., unless otherwise noted.  
 3) Sublot sizes for H-P and QCP mixes will be 600 tons, unless otherwise agreed to by the Engineer and the paving contractor.

**JOB SPECIFIC NOTES**

**CROSSING EXISTING STRUCTURES WITH EQUIPMENT**

The following structures may be crossed with the empty MTD with the following maximum gross weight restrictions:

- 062-0040 (40 tons)
- 062-0041 (40 tons)
- 062-0042 (40 tons)
- 062-0043 (40 tons)
- 062-0045 (40 tons)
- 062-0046 (40 tons)

If the same MTD is used throughout the entire contract, then it must be limited to an empty gross weight = 40 tons.

Any structures not listed above shall be verified by the resident prior to beginning work.

68H22 STATUS OF UTILITIES					
Route	Location	Min. Depth	Company	Type of Utility	Disposition
IL 251	Along east ROW	NA	ComEd	Aerial Electric	Clear
I-39	~900' north of 062-0045 & -0046	Unknown	ComEd	Buried Electric	Clear
IL 251	Along east ROW	18"	I-Fiber	Fiber	Clear
IL 251	SE of 062-0046, off State ROW	18"	Windstream	Fiber	Clear
I-39	Between NB I-39 (062-0046) and IL 251, at the bottom of the ditch	30"	Ameren-Gas	Gas	Caution
IL 251	SE of 062-0046, off State ROW	18"	Metro Comm.	Fiber	Clear
IL 251	Along east ROW	30"	Frontier	Fiber	Clear
I-39	~900' north of 062-0045 & -0046	Unknown	Frontier	Abandoned Fiber	Clear

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MIX REQUIREMENTS, STATUS OF UTILITIES,  
& JOB SPECIFIC NOTES**

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	3
CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				TR 90/10	SANDY 90/10	N. FORK 90/10
				BRIDGE	BRIDGE	BRIDGE
				0059	0059	0059
				S.N. 062-0046/0045	S.N. 062-0043/0042	S.N. 062-0041/0040
28100725	STONE DUMPED RIPRAP, CLASS B3	SQ YD	205	84	40	81
31100100	SUBBASE GRANULAR MATERIAL, TYPE A	TON	122		61	61
31102000	SUBBASE GRANULAR MATERIAL, TYPE C	CU YD	1	1		
40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	1536		768	768
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	2134		1067	1067
40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70	TON	108		54	54
44200549	CLASS A PATCHES, TYPE I, 10 INCH	SQ YD	4	4		
44200553	CLASS A PATCHES, TYPE II, 10 INCH	SQ YD	21	21		
44200557	CLASS A PATCHES, TYPE III, 10 INCH	SQ YD	24	24		
44200559	CLASS A PATCHES, TYPE IV, 10 INCH	SQ YD	27	27		
44200630	CLASS A PATCHES, TYPE II, 15 INCH	SQ YD	77		69	8
44213000	PATCHING REINFORCEMENT	SQ YD	153	76	69	8
44213200	SAW CUTS	FOOT	906	396	444	66
44213204	TIE BARS 3/4"	EACH	6	6		

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	4
			CONTRACT NO. 68H22	
		ILLINOIS FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				TR 90/10	SANDY 90/10	N. FORK 90/10
				BRIDGE	BRIDGE	BRIDGE
				0059	0059	0059
				S.N. 062-0046/0045	S.N. 062-0043/0042	S.N. 062-0041/0040
48101200	AGGREGATE SHOULDERS, TYPE B	TON	32		17	15
48203100	HOT-MIX ASPHALT SHOULDERS	TON	72		36	36
48300500	PORTLAND CEMENT CONCRETE SHOULDERS 10"	SQ YD	350	101	84	165
59000200	EPOXY CRACK INJECTION	FOOT	8	8		
60260100	INLETS TO BE ADJUSTED	EACH	4		2	2
60500060	REMOVING INLETS	EACH	1	1		
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	960		480	480
67100100	MOBILIZATION	L SUM	1	0.2	0.4	0.4
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	4		2	2
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	0.2	0.4	0.4
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1		
70107007	PAVEMENT MARKING BLACKOUT TAPE, 7"	FOOT	6820	500	3226	3094
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	14	7		7
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	3979	292	1882	1805

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	5
CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				TR 90/10	SANDY 90/10	N. FORK 90/10
				BRIDGE	BRIDGE	BRIDGE
				0059	0059	0059
				S.N. 062-0046/0045	S.N. 062-0043/0042	S.N. 062-0041/0040
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2000		1000	1000
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2000		1000	1000
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4		2	2
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4		2	2
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	8620	500	4060	4060
* 78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	8620	500	4060	4060
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	40		20	20
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	36	12	12	12
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	40		20	20
X0325748	ACRYLIC COATING	SQ YD	10.7	10.7		
X0325749	FIBER WRAP	SQ FT	64.3	64.3		
X4421763	CLASS D PATCHES, TYPE II, 10 INCH (SPECIAL)	SQ YD	214		107	107
X4404260	PAVED SHOULDER REMOVAL (SPECIAL)	SQ YD	350	101	84	165
X5015225	PIPE CULVERT REMOVAL (SPECIAL)	FOOT	206	98	46	62

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	6
			CONTRACT NO. 68H22	
			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				TR 90/10	SANDY 90/10	N. FORK 90/10
				BRIDGE 0059	BRIDGE 0059	BRIDGE 0059
				S.N. 062-0046/0045	S.N. 062-0043/0042	S.N. 062-0041/0040
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	2096		1099	997
X6050310	FILLING INLETS (SPECIAL)	EACH	5	1	2	2
X6650208	WOVEN WIRE FENCE REMOVAL AND REPLACEMENT	FOOT	96	32	32	32
Z0001002	GUARDRAIL AGGREGATE EROSION CONTROL	TON	59		29	30
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	3493		1831	1662
Z0012162	BRIDGE DECK MICROSILICA CONCRETE OVERLAY 2 1/4"	SQ YD	3493		1831	1662
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	4186		2168	2018
Z0034105	MATERIAL TRANSFER DEVICE	TON	180		90	90
* Z0043800	PRECAST PRESTRESSED CONCRETE I-BEAM REPAIR	SQ FT	15.5	15.5		

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**STATE OF ILLINOIS  
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**SUMMARY OF QUANTITIES**

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	7
			CONTRACT NO. 68H22	
		ILLINOIS FED. AID PROJECT		

PAVEMENT SCHEDULE																			
LOCATION	LENGTH	DL & PL WIDTH	INSIDE SHLDR WIDTH	OUTSIDE SHLDR WIDTH	HMA SURFACE REMOVAL - BUTT JOINT	POLY. HMA SURFACE COURSE, IL-9.5, MIX "E", N70	HMA SHOULDERS	POLY. BIT. MATERIALS (TACK COAT)	MATERIAL TRANSFER DEVICE	AGGREGATE SHOULDERS, TYPE B	GUARDRAIL AGGREGATE EROSION CONTROL	SHOULDER RUMBLE STRIPS, 16 INCH	BRIDGE DECK SCARIFICATION	BRIDGE DECK MICROSILICA CONCRETE OVERLAY	DIAMOND GRINDING (BRIDGE SECTION)	BRIDGE DECK GROOVING (LONGITUDINAL)			
						1.5"	1.5"	0.08 LB/SQ FT					3/4"	2 1/4"		SQ. YD.	SQ. YD.		
		FOOT	FOOT	FOOT	FOOT	SQ. YD.	TON	TON	POUND	TON	TON	TON	FOOT	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.		
<b>I-39 OVER SANDY CREEK</b>																			
<b>SN 062-0043 (NB)</b>																			
STA	434+87.0	TO	435+47.0	60.0	24.0	6.0	10.0	266.7	13.4	9.0	192.0	22.4							
STA	435+47.0	TO	437+53.0	206.0	24.0	6.0	10.0						8.5	14.3	120.0	915.6	915.6	1137.8	549.3
STA	437+53.0	TO	438+13.0	60.0	24.0	6.0	10.0	266.7	13.4	9.0	192.0	22.4			120.0				
<b>SN 062-0042 (SB)</b>																			
STA	434+87.0	TO	435+47.0	60.0	24.0	6.0	10.0	266.7	13.4	9.0	192.0	22.4			120.0				
STA	435+47.0	TO	437+53.0	206.0	24.0	6.0	10.0						8.3	14.5	915.6	915.6	1137.8	549.3	
STA	437+53.0	TO	438+13.0	60.0	24.0	6.0	10.0	266.7	13.4	9.0	192.0	22.4			120.0				
<b>I-39 OVER N. FORK SANDY CREEK</b>																			
<b>SN 062-0041 (NB)</b>																			
STA	467+08.0	TO	467+68.0	60.0	24.0	6.0	10.0	266.7	13.4	9.0	192.0	22.4			120.0				
STA	467+68.0	TO	469+58.0	190.0	24.0	6.0	10.0						8.3	15.0	844.4	844.4	1066.7	506.7	
STA	469+58.0	TO	470+18.0	60.0	24.0	6.0	10.0	266.7	13.4	9.0	192.0	22.4			120.0				
<b>SN 062-0040 (SB)</b>																			
STA	467+00.0	TO	467+60.0	60.0	24.0	6.0	10.0	266.7	13.4	9.0	192.0	22.4			120.0				
STA	467+60.0	TO	469+44.0	184.0	24.0	6.0	10.0						6.6	15.0	817.8	817.8	1040.0	490.7	
STA	469+44.0	TO	470+04.0	60.0	24.0	6.0	10.0	266.7	13.4	9.0	192.0	22.4			120.0				
<b>SANDY CREEK SUBTOTAL</b>						1066.7	53.8	35.8	768.0	89.6	16.8	28.8	480.0	1831.1	1831.1	2275.6	1098.5		
<b>N. FORK SANDY CREEK SUBTOTAL</b>						1066.7	53.8	35.8	768.0	89.6	14.9	30.0	480.0	1662.2	1662.2	2106.7	997.4		
<b>GRAND TOTAL</b>						2134.0	108.0	72.0	1536.0	180.0	32.0	59.0	960.0	3493.0	3493.0	4383.0	2096.0		

DRAINAGE TABLE							
LOCATION	PIPE CULVERT REMOVAL (SPECIAL)	STONE DUMPED RIPRAP, CLASS B3	FILLING INLETS (SPECIAL)	REMOVING INLETS	INLETS TO BE ADJUSTED	WOVEN WIRE FENCE REMOVAL & REPLACEMENT	
							FOOT
<b>I-39 OVER TR</b>							
SN 062-0046 (NB)	STA	396+97.0	48.0	40.0	1.0		16.0
SN 062-0045 (SB)	STA	397+35.0	50.0	44.4		1.0	16.0
<b>I-39 OVER SANDY CREEK</b>							
SN 062-0043 (NB)	STA	435+92.0	26.0	22.2	1.0	1.0	8.0
SN 062-0042 (SB)	STA	435+95.0	20.0	17.8	1.0	1.0	24.0
<b>I-39 OVER N. FORK SANDY CREEK</b>							
SN 062-0041 (NB)	STA	468+22.0	26.0	22.2	1.0	1.0	
SN 062-0040 (SB)	STA	467+94.0	36.0	31.1	1.0	1.0	32.0
MEDIAN				27.8			
<b>TR 39 SUBTOTAL</b>			98.0	84.0	1.0	1.0	32.0
<b>SANDY CREEK SUBTOTAL</b>			46.0	40.0	2.0	0.0	32.0
<b>N. FORK SANDY CREEK SUBTOTAL</b>			62.0	81.0	2.0	0.0	32.0
<b>GRAND TOTAL</b>			206.0	205.0	5.0	1.0	96.0

CLASS D PATCHING TABLE								
LOCATION	WIDTH	LENGTH	CLASS D PATCHES, TYPE II 10 INCH (SPECIAL)	SUBBASE GRANULAR MATERIAL, TYPE A				
					FOOT	FOOT	SQ. YD.	TON
<b>I-39 OVER SANDY CREEK</b>								
<b>SN 062-0043 (NB)</b>								
STA	435+37.0	TO	435+47.0	DL/PL	24.0	10.0	26.7	15.2
STA	437+53.0	TO	437+63.0	DL/PL	24.0	10.0	26.7	15.2
<b>SN 062-0042 (SB)</b>								
STA	435+37.0	TO	435+47.0	DL/PL	24.0	10.0	26.7	15.2
STA	437+53.0	TO	437+63.0	DL/PL	24.0	10.0	26.7	15.2
<b>I-39 OVER N. FORK SANDY CREEK</b>								
<b>SN 062-0041 (NB)</b>								
STA	467+58.0	TO	467+68.0	DL/PL	24.0	10.0	26.7	15.2
STA	469+58.0	TO	469+68.0	DL/PL	24.0	10.0	26.7	15.2
<b>SN 062-0040 (SB)</b>								
STA	467+50.0	TO	467+60.0	DL/PL	24.0	10.0	26.7	15.2
STA	469+44.0	TO	469+54.0	DL/PL	24.0	10.0	26.7	15.2
<b>SANDY CREEK SUBTOTAL</b>							106.8	60.7
<b>N. FORK SANDY CREEK SUBTOTAL</b>							106.8	60.7
<b>GRAND TOTAL</b>							214.0	122.0

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	8
CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				



JOBSITE TABLE					
LOCATION	MOBILIZATION	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	CHANGEABLE MESSAGE SIGN
	LSUM	LSUM	EACH	LSUM	CAL DAY
<b>I-39 OVER TR</b>					
SN 062-0046 (NB)	0.1	0.5		0.1	7.0
SN 062-0045 (SB)	0.1	0.5		0.1	
<b>I-39 OVER SANDY CREEK</b>					
SN 062-0043 (NB)	0.2		1.0	0.2	
SN 062-0042 (SB)	0.2		1.0	0.2	
<b>I-39 OVER N. FORK SANDY CREEK</b>					
SN 062-0041 (NB)	0.2		1.0	0.2	
SN 062-0040 (SB)	0.2		1.0	0.2	7.0
TR 39 SUBTOTAL	0.2	1.0	0.0	0.2	7.0
SANDY CREEK SUBTOTAL	0.4	0.0	2.0	0.4	0.0
N. FORK SANDY CREEK SUBTOTAL	0.4	0.0	2.0	0.4	7.0
<b>TOTAL</b>	<b>1.0</b>	<b>1.0</b>	<b>4.0</b>	<b>1.0</b>	<b>14.0</b>

SHOULDER TABLE									
LOCATION	WIDTH	LENGTH	PAVED SHOULDER REMOVAL (SPECIAL)	PCC SHOULDERS 10"	SUBBASE GRANULAR MATERIAL, TYPE C				
	FOOT	FOOT	SQ. YD.	SQ. YD.	CU. YD.				
<b>I-39 OVER TR</b>									
<b>SN 062-0046 (NB)</b>									
<b>SN 062-0045 (SB)</b>									
STA	395+19.0	TO	395+84.0	OUTSIDE	10.0	65.0	72.2	72.2	
STA	397+12.0	TO	397+37.0	OUTSIDE*	10.0	25.0	27.8	27.8	0.8
STA	398+03.0	TO	398+09.0	INSIDE	2.0	6.0	1.3	1.3	
<b>I-39 OVER SANDY CREEK</b>									
<b>SN 062-0043 (NB)</b>									
STA	437+24.0	TO	437+32.0	OUTSIDE	10.0	8.0	8.9	8.9	
STA	437+24.0	TO	437+32.0	INSIDE	6.0	8.0	5.3	5.3	
STA	437+53.0	TO	437+63.0	OUTSIDE	10.0	10.0	11.1	11.1	
STA	437+53.0	TO	437+63.0	INSIDE	6.0	10.0	6.7	6.7	
<b>SN 062-0042 (SB)</b>									
STA	435+37.0	TO	435+47.0	OUTSIDE	10.0	10.0	11.1	11.1	
STA	435+37.0	TO	435+47.0	INSIDE	6.0	10.0	6.7	6.7	
STA	435+67.0	TO	435+77.0	OUTSIDE	10.0	10.0	11.1	11.1	
STA	435+67.0	TO	435+77.0	INSIDE	6.0	10.0	6.7	6.7	
STA	435+90.0	TO	435+93.0	OUTSIDE	6.0	3.0	2.0	2.0	
STA	437+24.0	TO	437+32.0	OUTSIDE	10.0	8.0	8.9	8.9	
STA	437+24.0	TO	437+32.0	INSIDE	6.0	8.0	5.3	5.3	
STA	437+53.0	TO	437+63.0	OUTSIDE	10.0	10.0	11.1	11.1	
STA	437+53.0	TO	437+63.0	INSIDE	6.0	10.0	6.7	6.7	
<b>I-39 OVER N. FORK SANDY CREEK</b>									
<b>SN 062-0040 (SB)</b>									
STA	467+49.0	TO	467+89.0	OUTSIDE	10.0	40.0	44.4	44.4	
STA	468+83.0	TO	469+54.0	OUTSIDE	10.0	73.0	81.1	81.1	
STA	468+96.0	TO	469+55.0	INSIDE	6.0	59.0	39.3	39.3	
<b>TR 39 SUBTOTAL</b>							<b>101.3</b>	<b>101.3</b>	<b>0.8</b>
<b>SANDY CREEK SUBTOTAL</b>							<b>83.8</b>	<b>83.8</b>	<b>0.0</b>
<b>N. FORK SANDY CREEK SUBTOTAL</b>							<b>164.8</b>	<b>164.8</b>	<b>0.0</b>
<b>GRAND TOTAL</b>							<b>350.0</b>	<b>350.0</b>	<b>1.0</b>

\* SHOULDER AT THIS LOCATION TO INCLUDE TYPE B CURB AND CURB CUT FOR DRAINAGE. THIS SHALL BE CONSIDERED INCLUDED IN THE COST OF PCC SHOULDER.

CLASS A PATCHING											
LOCATION	WIDTH	LENGTH	CLASS A PATCHES, 10 INCH				CLASS A PATCHES, TYPE II, 15 INCH	TIE BARS 3/4"	PATCHING REINFORCEMENT	SAW CUTS	
			TY I	TY II	TY III	TY IV					
			SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.					
<b>I-39 OVER TR</b>											
<b>SN 062-0046 (NB)</b>											
STA	394+60.0	TO	394+68.0	DL	12.0	8.0		10.7		10.7	72
STA	394+60.0	TO	394+68.0	PL	12.0	8.0		10.7		10.7	72
STA	397+75.0	TO	397+81.0	PL	6.0	6.0	4.0			4	42
<b>SN 062-0045 (SB)</b>											
STA	394+66.0	TO	394+86.0	PL	12.0	20.0			26.7	6.0	108
STA	397+91.0	TO	398+09.0	DL	12.0	18.0		24.0		24	102
<b>I-39 OVER SANDY CREEK</b>											
<b>SN 062-0043 (NB)</b>											
STA	437+24.0	TO	437+32.0	DL	12.0	8.0			10.7	10.7	72
STA	437+24.0	TO	437+32.0	PL	12.0	8.0			10.7	10.7	72
<b>SN 062-0042 (SB)</b>											
STA	435+67.0	TO	435+77.0	DL	12.0	10.0				13.3	78
STA	435+67.0	TO	435+77.0	PL	12.0	10.0				13.3	78
STA	437+24.0	TO	437+32.0	DL	12.0	8.0			10.7	10.7	72
STA	437+24.0	TO	437+32.0	PL	12.0	8.0			10.7	10.7	72
<b>I-39 OVER N. FORK SANDY CREEK</b>											
<b>SN 062-0040 (SB)</b>											
STA	469+25.0	TO	469+31.0	DL	12.0	6.0				8.0	66
<b>TR 39 SUBTOTAL</b>					<b>4.0</b>	<b>21.3</b>	<b>24.0</b>	<b>26.7</b>	<b>0.0</b>	<b>6.0</b>	<b>396.0</b>
<b>SANDY CREEK SUBTOTAL</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>69.3</b>	<b>0.0</b>	<b>444.0</b>
<b>N. FORK SANDY CREEK SUBTOTAL</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>	<b>66.0</b>
<b>GRAND TOTAL</b>					<b>4.0</b>	<b>21.0</b>	<b>24.0</b>	<b>27.0</b>	<b>77.0</b>	<b>6.0</b>	<b>906.0</b>

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	9
CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				

LOCATION					BARRIER WALL REFLECTORS, TYPE C
					EACH
<b>I-39 OVER TR 39</b>					
<b>SN 062-0046 (NB)</b>					
INSIDE	STA.	395+53.8	STA.	396+95.5	3.0
OUTSIDE	STA.	395+51.0	STA.	396+92.7	3.0
<b>SN 062-0045 (SB)</b>					
INSIDE	STA.	395+57.3	STA.	397+12.4	3.0
OUTSIDE	STA.	395+75.1	STA.	397+30.2	3.0
<b>I-39 OVER SANDY CREEK</b>					
<b>SN 062-0043 (NB)</b>					
INSIDE	STA.	435+90.0	STA.	437+09.7	3.0
OUTSIDE	STA.	435+90.0	STA.	437+09.7	3.0
<b>SN 062-0042 (SB)</b>					
INSIDE	STA.	435+90.3	STA.	437+09.7	3.0
OUTSIDE	STA.	435+90.3	STA.	437+09.7	3.0
<b>I-39 OVER N. FORK SANDY CREEK</b>					
<b>SN 062-0041 (NB)</b>					
INSIDE	STA.	468+15.1	STA.	469+13.8	3.0
OUTSIDE	STA.	468+17.3	STA.	469+17.0	3.0
<b>SN 062-0040 (SB)</b>					
INSIDE	STA.	468+05.7	STA.	469+09.6	3.0
OUTSIDE	STA.	467+89.1	STA.	468+93.0	3.0
<b>TR 39 SUBTOTAL</b>					<b>12.0</b>
<b>SANDY CREEK SUBTOTAL</b>					<b>12.0</b>
<b>N. FORK SANDY CREEK SUBTOTAL</b>					<b>12.0</b>
<b>GRAND TOTAL</b>					<b>36.0</b>

\*FACE OF BARRIER WALL

STAGING TABLE						
LOCATION	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	PAVEMENT MARKING BLACKOUT TAPE, 7"	SHORT TERM PAVEMENT MARKING REMOVAL
	FOOT	FOOT	EACH	EACH	FOOT	SQ. FT.
<b>I-39 OVER SANDY CREEK</b>						
NB					250.0	145.8
SB					250.0	145.8
<b>I-39 OVER SANDY CREEK</b>						
STA. 432+00.0 TO 441+00.0						
<b>SN 062-0043 (NB)</b>						
STAGE I	500.0		1.0		912.0	532.0
STAGE II		500.0		1.0	702.0	409.5
<b>SN 062-0042 (SB)</b>						
STAGE I	500.0		1.0		914.0	533.2
STAGE II		500.0		1.0	698.0	407.2
<b>I-39 OVER N. FORK SANDY CREEK</b>						
STA. 464+00.0 TO 473+00.0						
<b>SN 062-0041 (NB)</b>						
STAGE I	500.0		1.0		843.0	491.8
STAGE II		500.0		1.0	663.0	386.8
<b>SN 062-0040 (SB)</b>						
STAGE I	500.0		1.0		914.0	533.2
STAGE II		500.0		1.0	674.0	393.2
<b>TR 39 SUBTOTAL</b>					<b>0.0</b>	<b>291.7</b>
<b>SANDY CREEK SUBTOTAL</b>					<b>1000.0</b>	<b>1881.8</b>
<b>N. FORK SANDY CREEK SUBTOTAL</b>					<b>1000.0</b>	<b>1804.8</b>
<b>GRAND TOTAL</b>					<b>2000.0</b>	<b>3979.0</b>

Temporary Pavement Markings shown on Traffic Control Highway Standards shall be Type IV Tape and shall be included in the cost of the respective TC Standard

PAVEMENT MARKING TABLE						
LOCATION	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"			GROOVING FOR RECESSED PAVEMENT MARKING 7"	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	WHITE SOLID	YELLOW SOLID	WHITE CL SKIP			
	FOOT	FOOT	FOOT	FOOT	EACH	EACH
<b>I-39 over TR 39</b>						
NB			250.0	250.0		
SB			250.0	250.0		
<b>I-39 OVER SANDY CREEK</b>						
STA. 432+00.0 TO 441+00.0	900.0	900.0	230.0	2030.0	10.0	10.0
<b>SN 062-0043 (NB)</b>						
STA. 432+00.0 TO 441+00.0	900.0	900.0	230.0	2030.0	10.0	10.0
<b>SN 062-0042 (SB)</b>						
STA. 432+00.0 TO 441+00.0	900.0	900.0	230.0	2030.0	10.0	10.0
<b>I-39 OVER N. FORK SANDY CREEK</b>						
STA. 464+00.0 TO 473+00.0	900.0	900.0	230.0	2030.0	10.0	10.0
<b>SN 062-0041 (NB)</b>						
STA. 464+00.0 TO 473+00.0	900.0	900.0	230.0	2030.0	10.0	10.0
<b>SN 062-0040 (SB)</b>						
STA. 464+00.0 TO 473+00.0	900.0	900.0	230.0	2030.0	10.0	10.0
<b>TR 39 SUBTOTAL</b>					<b>0.0</b>	<b>0.0</b>
<b>SANDY CREEK SUBTOTAL</b>					<b>4060.0</b>	<b>20.0</b>
<b>N. FORK SANDY CREEK SUBTOTAL</b>					<b>4060.0</b>	<b>20.0</b>
<b>GRAND TOTAL</b>					<b>8620.0</b>	<b>40.0</b>

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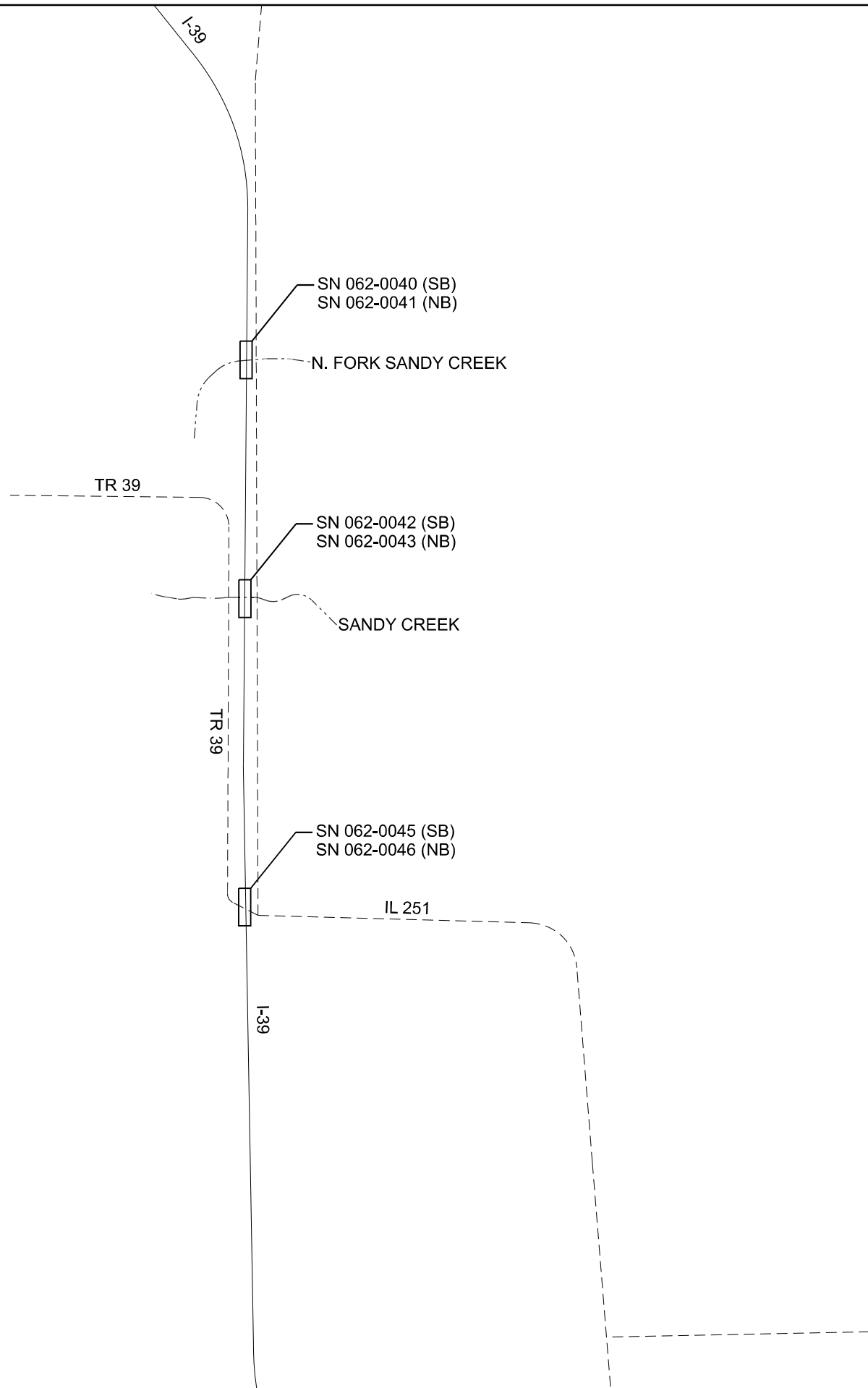
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	10
CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				



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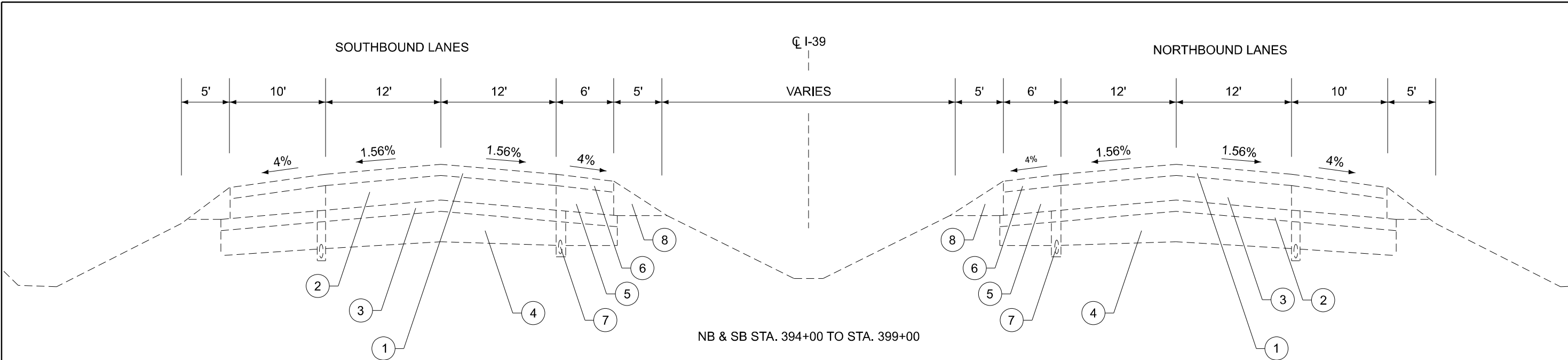
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**LINE DIAGRAM**

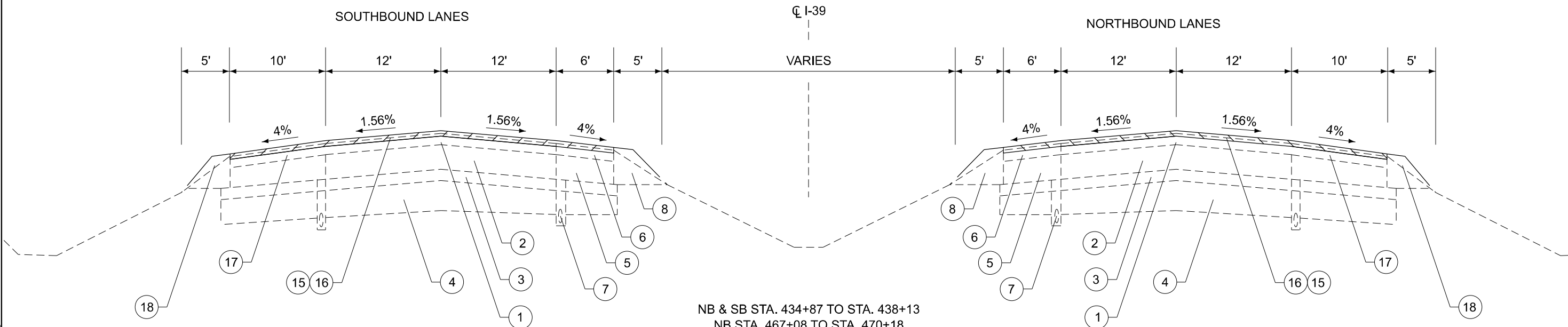
SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	11
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68H22	



NB & SB STA. 394+00 TO STA. 399+00

BRIDGE OMISSIONS  
 394+36 TO 398+05 (NB)  
 394+49 TO 398+31 (SB)



NB & SB STA. 434+87 TO STA. 438+13  
 NB STA. 467+08 TO STA. 470+18  
 SB STA. 466+82 TO 470+04

BRIDGE OMISSIONS  
 435+36 TO 437+64 (NB & SB)  
 467+61 TO 469+69 (NB)  
 467+39 TO 469+61 (SB)

**LEGEND**

- | EXISTING |                               | PROPOSED |  |
|----------|-------------------------------|----------|--|
| ①        | HMA OVERLAY                   | ⑮        | HMA SURF. REMOVAL BUTT-JOINT                               |
| ②        | 10" CRCCP                     | ⑯        | HMA SURFACE, 1.5"  |
| ③        | SUBBASE GRANULAR MATERIAL, 4" | ⑰        | HMA SHOULDER, 1.5"   |
| ④        | LIME MODIFIED SOIL            | ⑱        | AGGREGATE SHOULDERS/GUARDRAIL<br>AGGREGATE EROSION CONTROL |
| ⑤        | 10" PCC SHOULDER              |          |  |
| ⑥        | HMA SHOULDER                  |          |  |
| ⑦        | SUB-SURFACE DRAIN             |          |  |
| ⑧        | AGGREGATE SHOULDERS           |          |  |

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	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

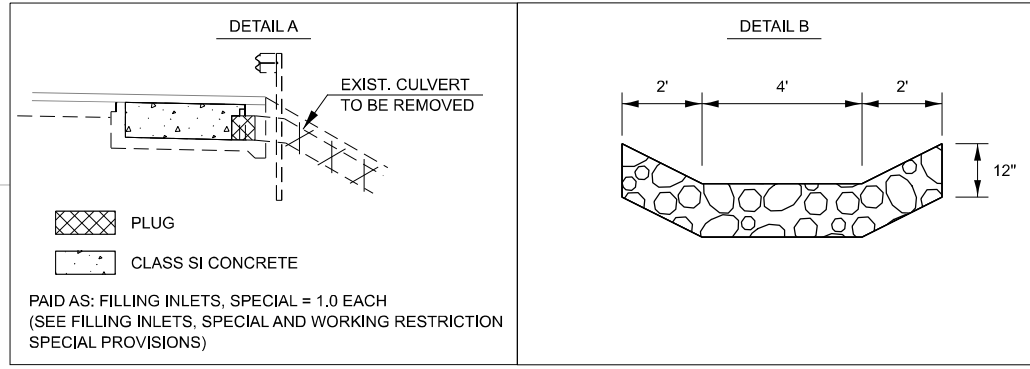
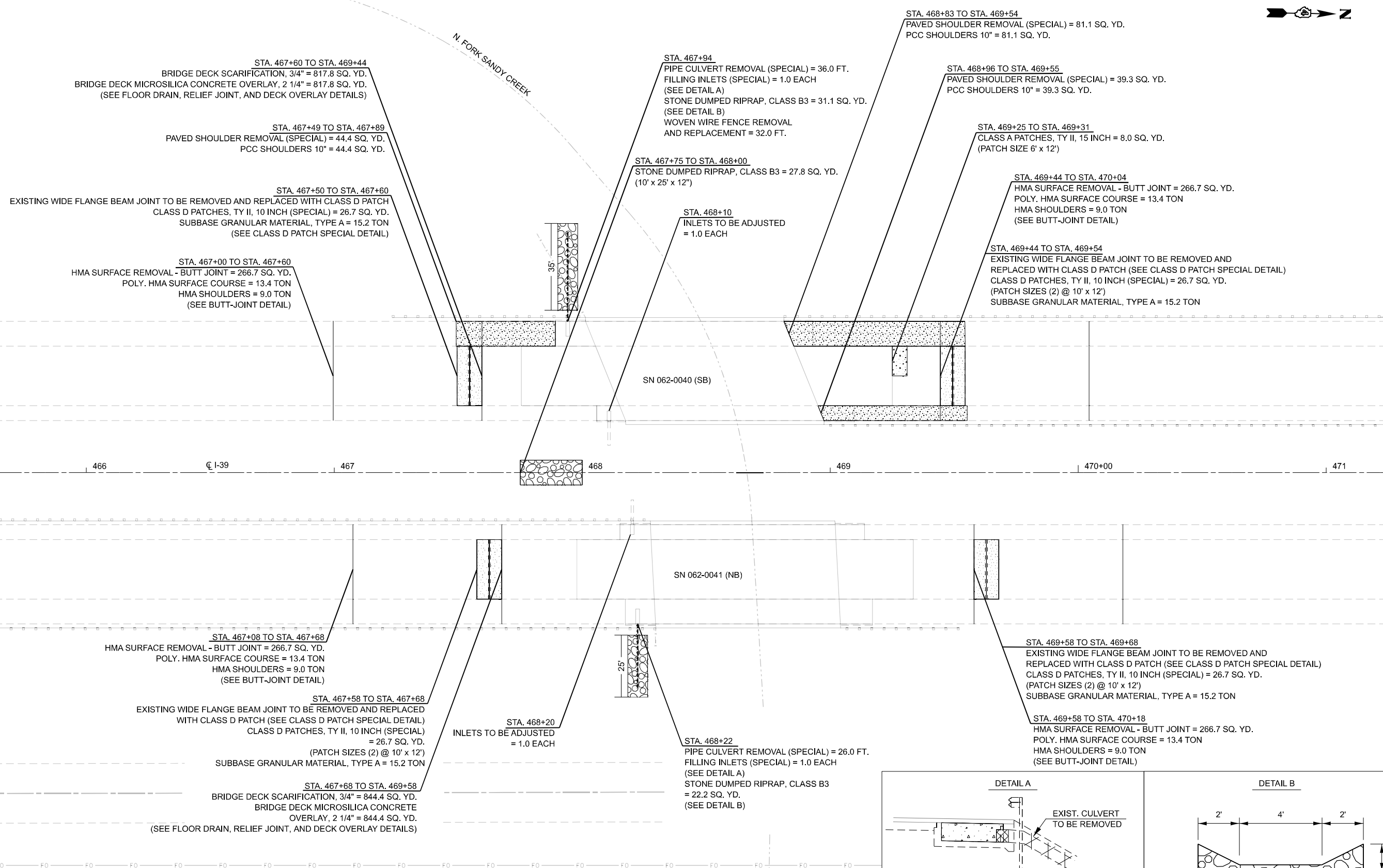
**TYPICAL SECTIONS**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	12
CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				







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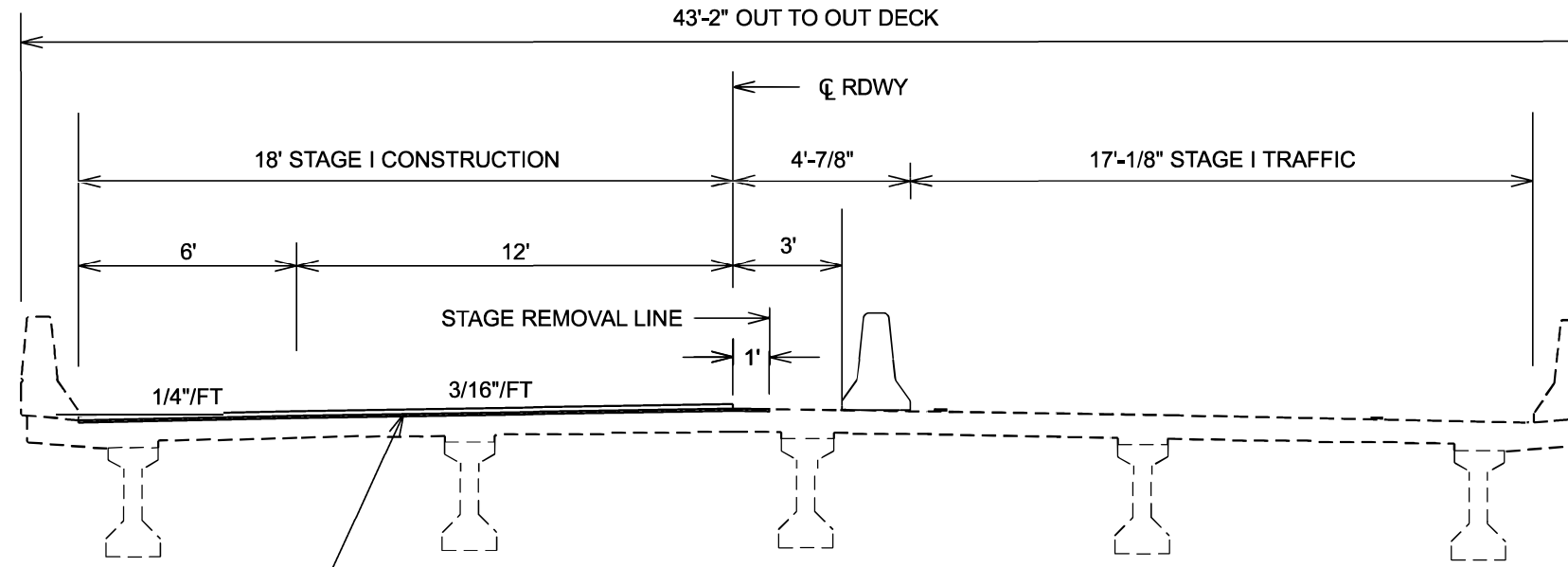
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN**  
**SN 062-0040 (SB) & SN 062-0041 (NB) I-39 OVER N, FORK SANDY CREEK**

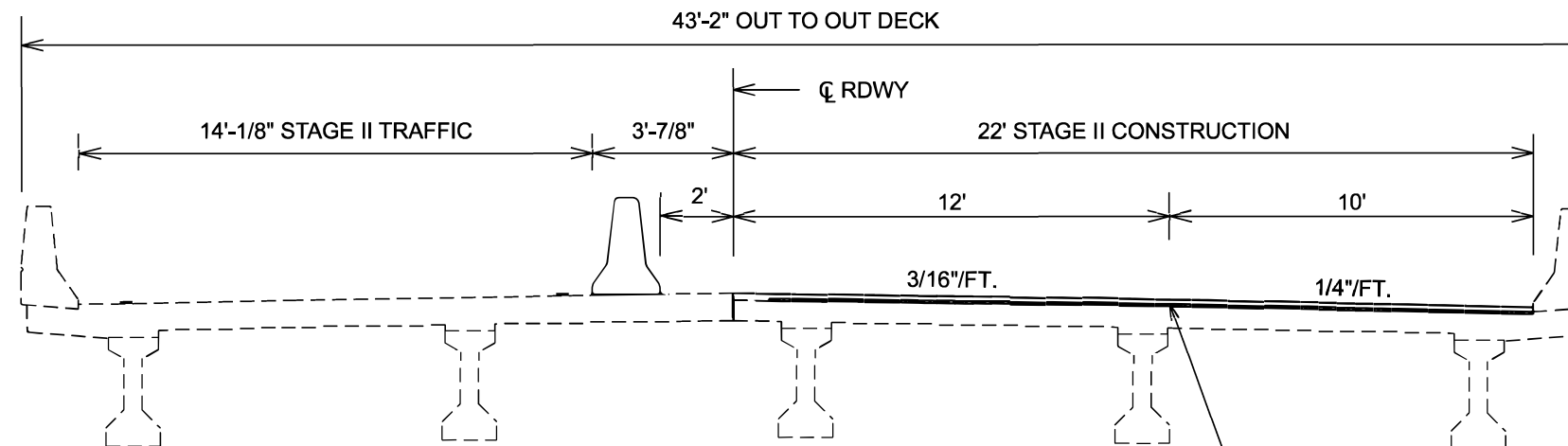
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39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	15
CONTRACT NO. 68H22				
		ILLINOIS	FED. AID PROJECT	

SCALE: SHEET 3 OF 3 SHEETS STA. TO STA.



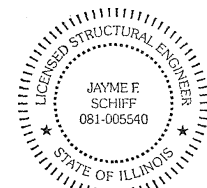
3/4" BRIDGE DECK SCARIFICATION  
AND PROPOSED 2 1/4" MICROSILICA  
CONCRETE OVERLAY

STAGE I CONSTRUCTION DETAILS  
(NB LOOKING NORTH)  
(SB LOOKING SOUTH)



3/4" BRIDGE DECK SCARIFICATION AND  
PROPOSED 2 1/4" MICROSILICA CONCRETE OVERLAY

STAGE II CONSTRUCTION DETAILS  
(NB LOOKING NORTH)  
(SB LOOKING SOUTH)



Expires 11 30 2024

*Jayme F. Schiff*

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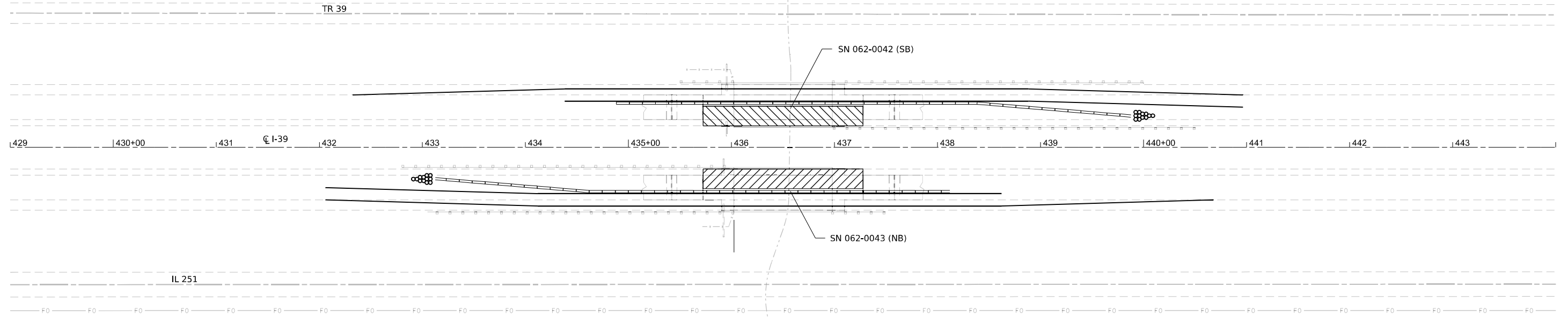
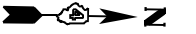
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STAGING TYPICALS  
SN 062-0042 (SB) & SN 062-0043 (NB) I-39 OVER SANDY CREEK

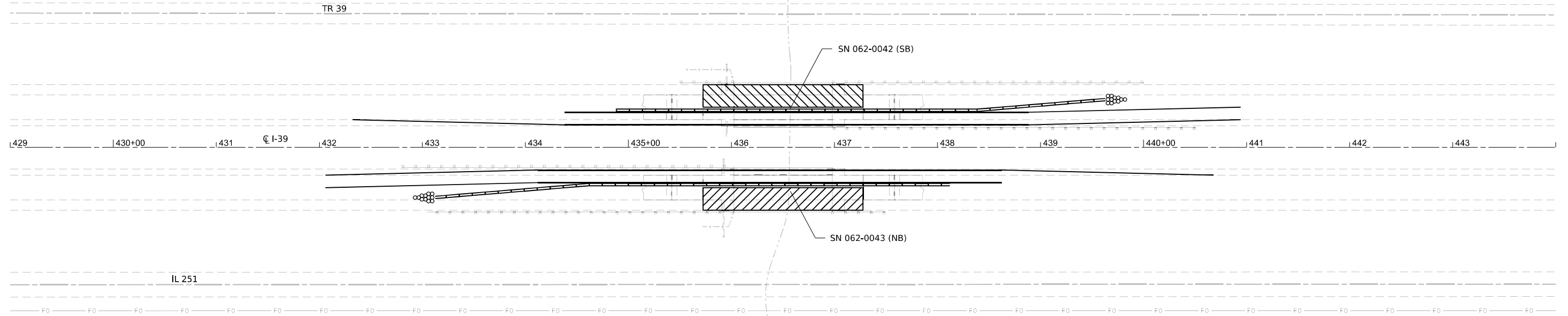
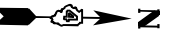
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	16
CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				





STAGE I TRAFFIC CONTROL



STAGE II TRAFFIC CONTROL

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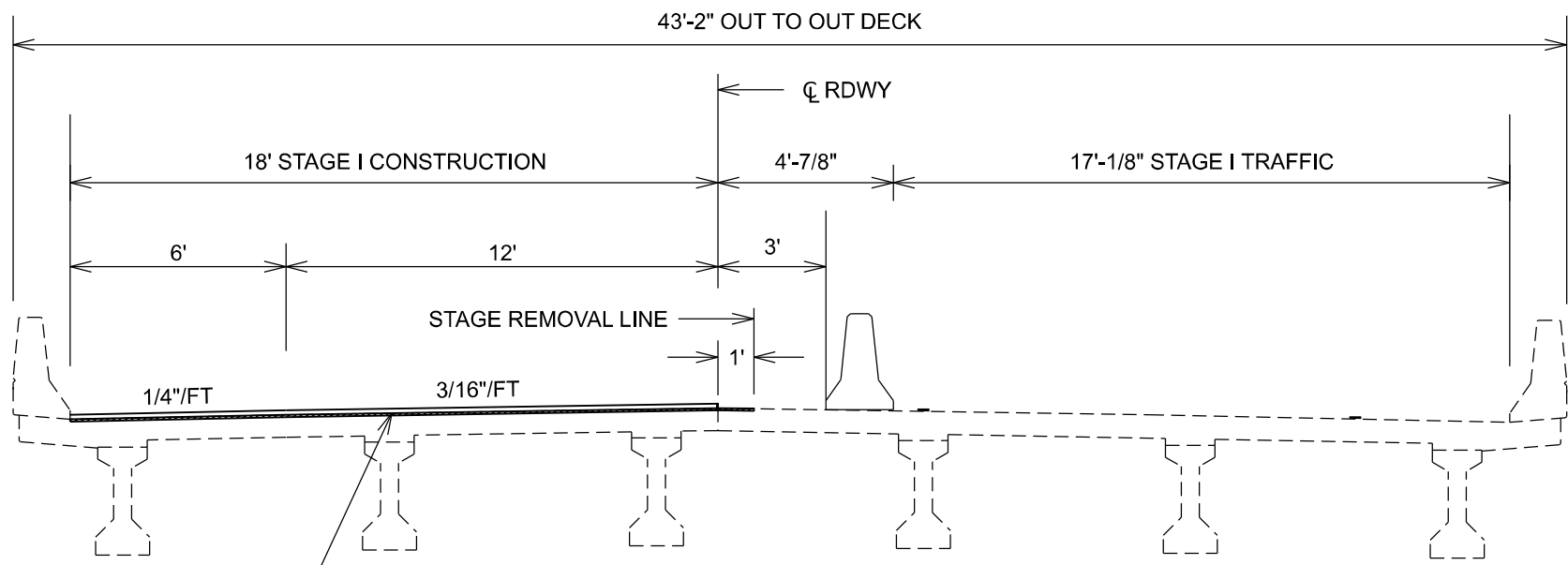
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGING DETAILS  
SN 062-0042 (SB) & SN 062-0043 (NB) I-39 OVER SANDY CREEK**

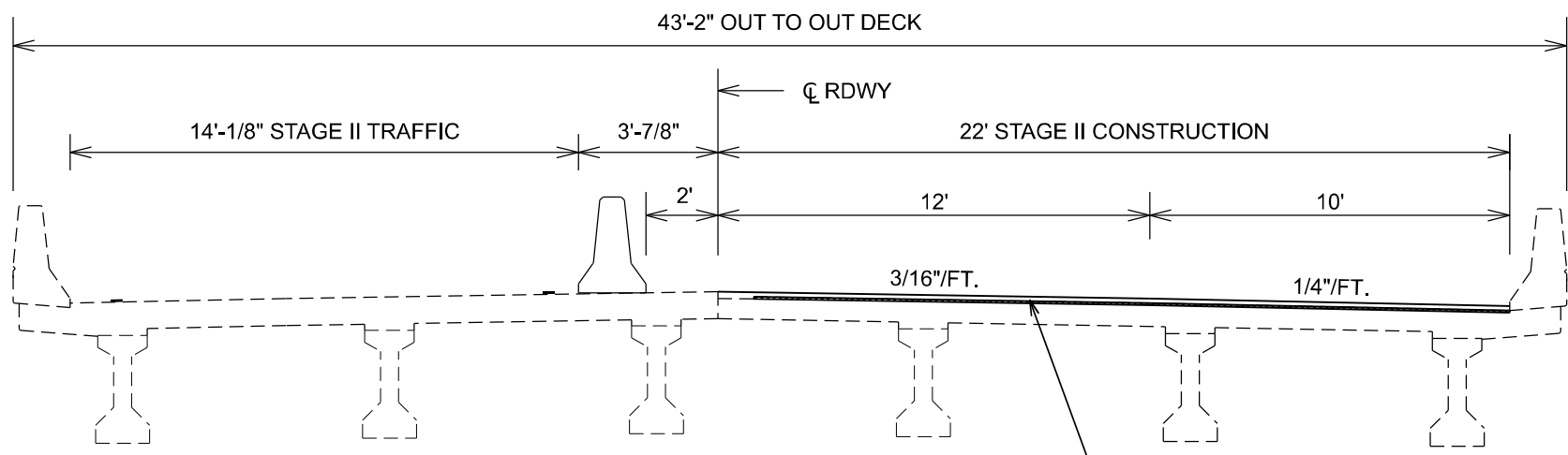
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CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				



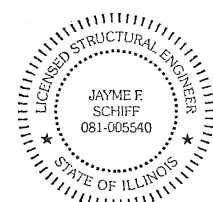
3/4" BRIDGE DECK SCARIFICATION AND PROPOSED 2 1/4" MICROSILICA CONCRETE OVERLAY

STAGE I CONSTRUCTION DETAILS  
(NB LOOKING NORTH)  
(SB LOOKING SOUTH)



3/4" BRIDGE DECK SCARIFICATION AND PROPOSED 2 1/4" MICROSILICA CONCRETE OVERLAY

STAGE II CONSTRUCTION DETAILS  
(NB LOOKING NORTH)  
(SB LOOKING SOUTH)



EXPIRES 11-30-2024

*Jayme F. Schiff*

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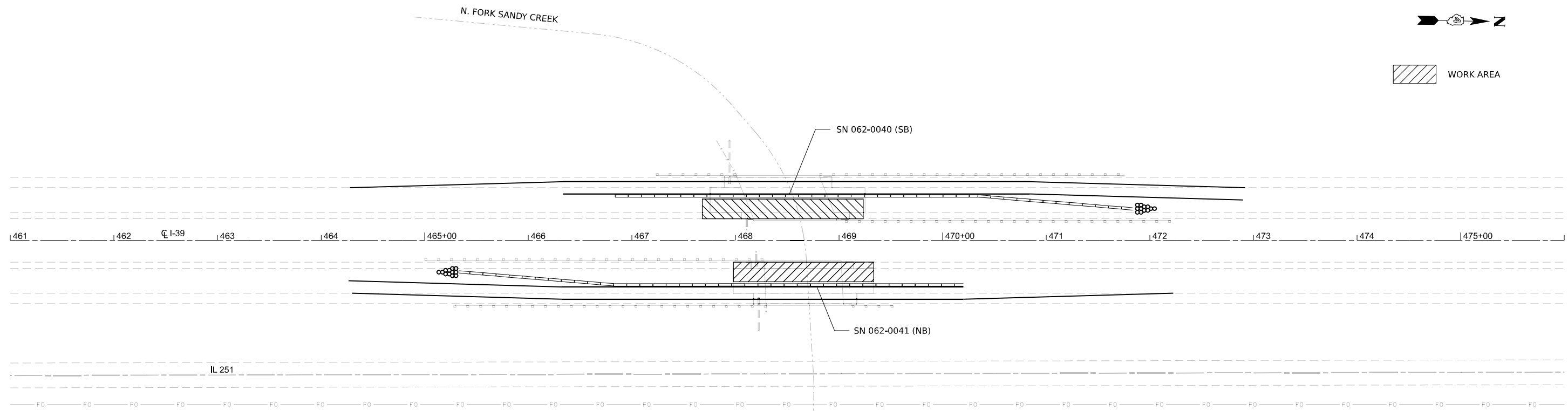
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGING TYPICALS**  
**SN 062-0040 (SB) & SN 062-0041 (NB) I-39 OVER N. FORK SANDY CREEK**  
SCALE: 1"=50' SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				



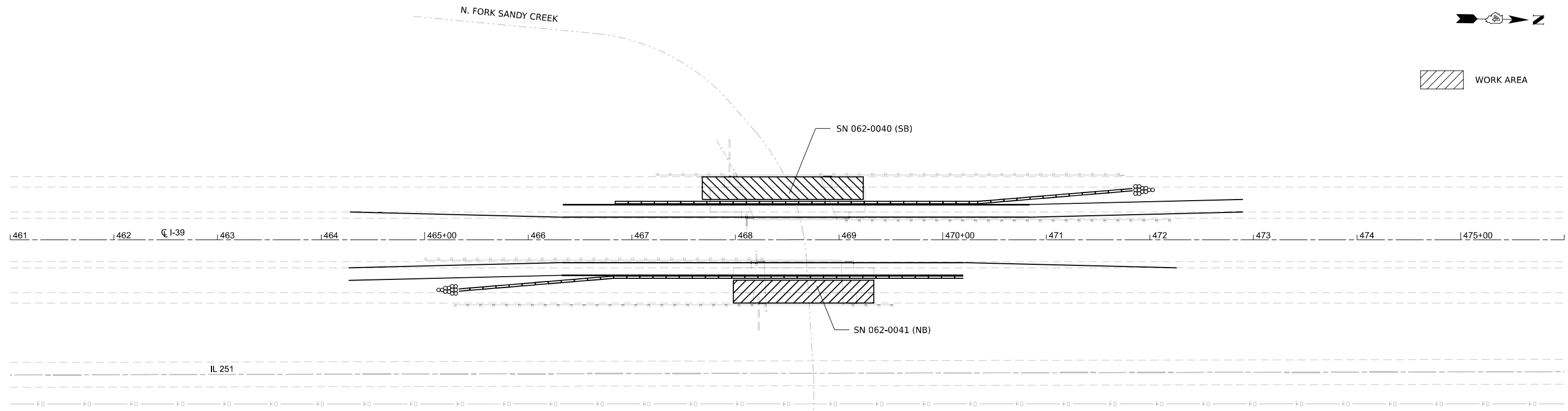
WORK AREA



STAGE I TRAFFIC CONTROL



WORK AREA



STAGE II TRAFFIC CONTROL

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**STAGING DETAILS**  
**SN 062-0040 (SB) & SN 062-0041 (NB) I-39 OVER N. FORK SANDY CREEK**

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	19
CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				

EXIST. BRIDGE APPROACH PVT.      EXIST. BRIDGE APPROACH PVT.  
 EXIST. WIDE FLANGE BEAM TERMINAL      EXIST. WIDE FLANGE BEAM TERMINAL



SN 062-0042 (SB)

← SB I-39

← I-39

434

435+00

+47

436

← SANDY CREEK

437

+53

438

439

SN 062-0043 (NB)

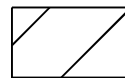
NB I-39 →

EXIST. BRIDGE APPROACH PVT.

EXIST. WIDE FLANGE BEAM TERMINAL

EXIST. WIDE FLANGE BEAM TERMINAL

EXIST. BRIDGE APPROACH PVT.



BRIDGE DECK SCARIFICATION AND MICROSILICA CONCRETE OVERLAY  
 (TO INCLUDE WIDE FLANGE BEAM TERMINAL, BRIDGE APPROACH,  
 AND ADJACENT PCC SHOULDERS)

NOTE:  
 DIAMOND GRINDING SHALL EXTEND 25' ONTO HMA TO SMOOTH TRANSITION

SANDY CREEK

EXIST. WIDE FLANGE BEAM TERMINAL

EXIST. BRIDGE APPROACH PVT.

EXIST. BRIDGE APPROACH PVT.

EXIST. WIDE FLANGE BEAM TERMINAL



SN 062-0040 (SB)

← SB I-39

← I-39

466

467

+60

468

← N. FORK SANDY CREEK

469

+44

470+00

471

SN 062-0041 (NB)

NB I-39 →

+68

+58

EXIST. WIDE FLANGE BEAM TERMINAL

EXIST. WIDE FLANGE BEAM TERMINAL

EXIST. BRIDGE APPROACH PVT.

EXIST. BRIDGE APPROACH PVT.

N. FORK SANDY CREEK

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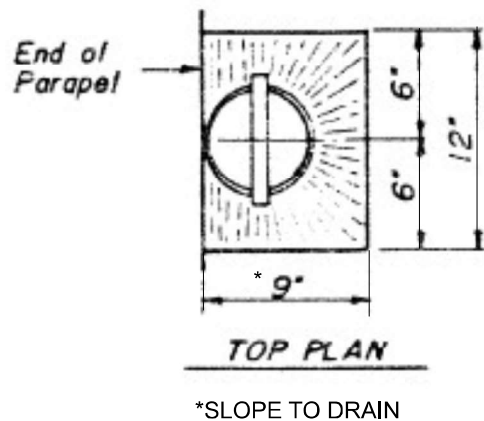
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BRIDGE DECK OVERLAY  
 DETAILS

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				

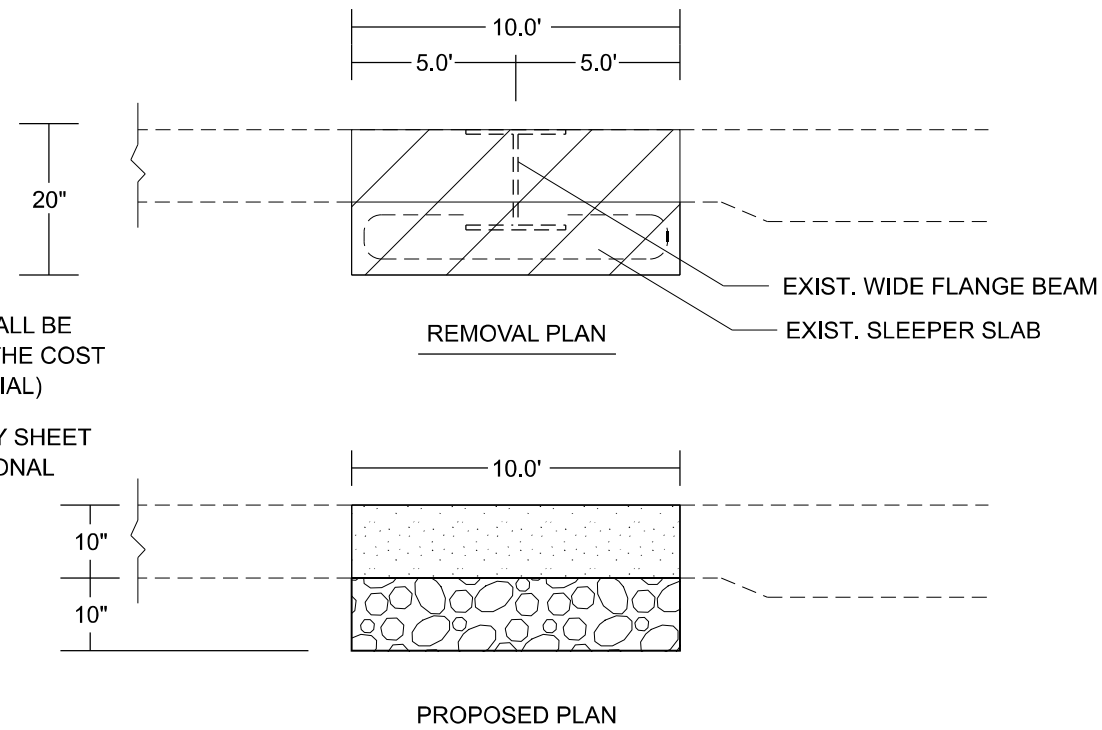


FLOOR DRAIN DETAIL

NOTES:

ENTIRE REMOVAL LIMITS SHALL BE CONSIDERED INCLUDED IN THE COST OF CLASS D PATCHES (SPECIAL)

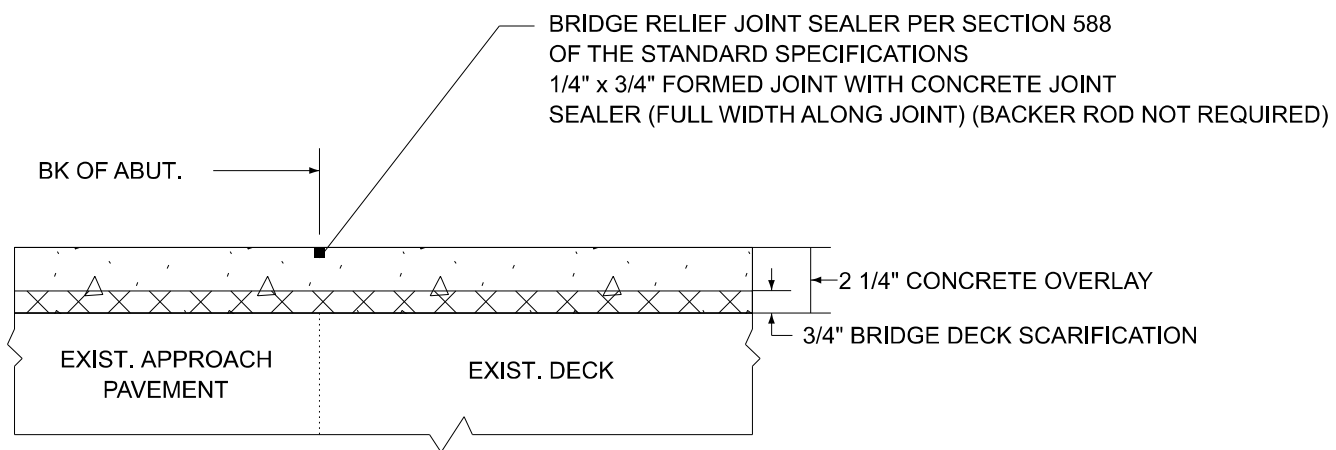
SEE FOR INFORMATION ONLY SHEET STANDARD 2224 FOR ADDITIONAL INFORMATION



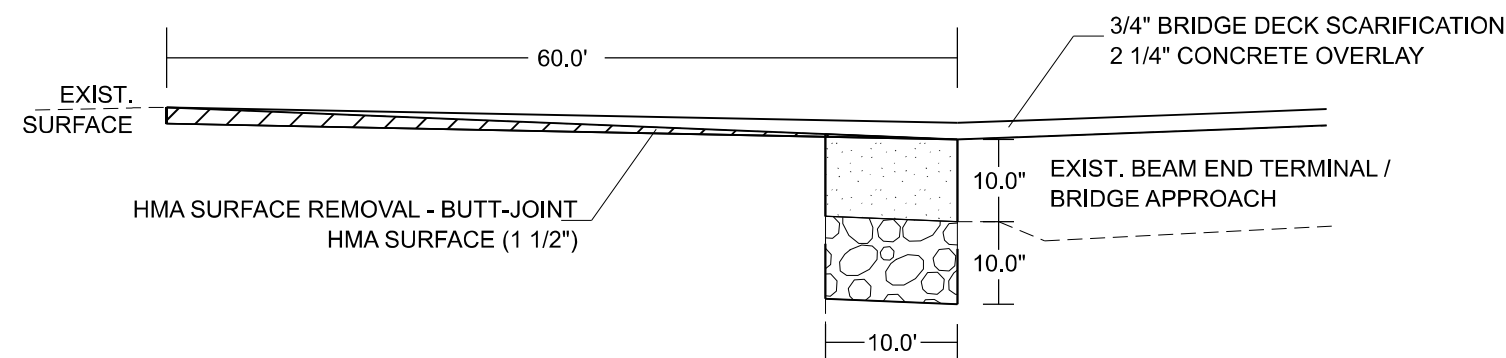
LEGEND

- REMOVAL LIMITS
- CLASS D PATCHES (SPECIAL), 10"
- SUBBASE GRANULAR MATERIAL, TYPE A, 10"

CLASS D PATCH SPECIAL DETAIL



RELIEF JOINT DETAIL



LEGEND

- HMA SURF. REMOVAL - BUTT JOINT
- CLASS D PATCHES (SPECIAL), 10"
- SUBBASE GRANULAR MATERIAL, TYPE A, 10"

BUTT-JOINT DETAIL

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

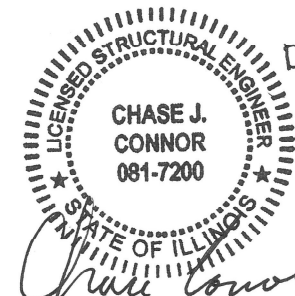
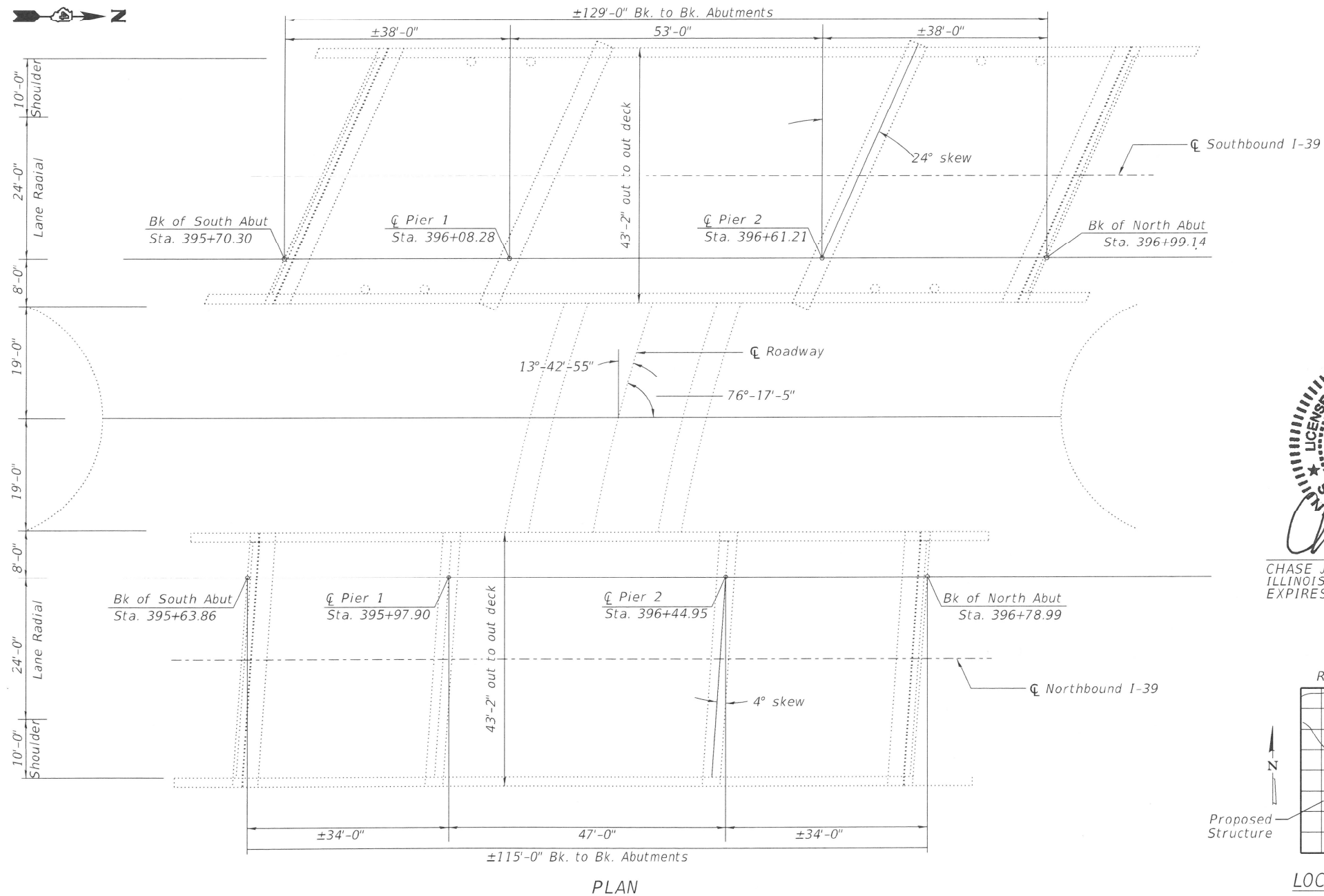
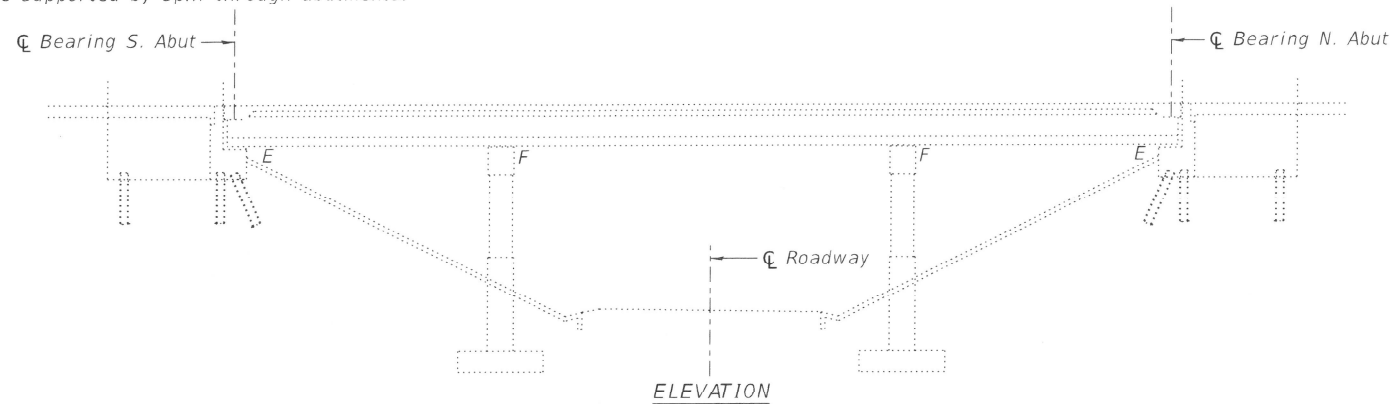
PLAN DETAILS

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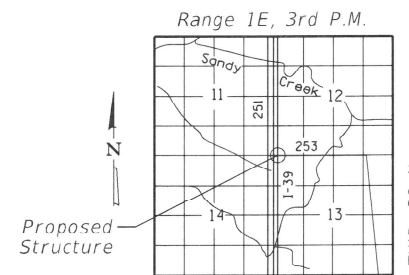
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39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	21
CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				

B.M. #10-I.D.O.T. Disk "+" C SBI-2, and U.S. Route 51.  
Sta. 396+05, 220' Rt., Elev. = 687.54

Existing Structures: The existing structures are three span bridges with 7 1/2" concrete decks supported by 36" PPC I-Beams. The structures were built in 1988. The superstructures are supported by spill-through abutments.



CHASE J. CONNOR, P.E., S.E.  
ILLINOIS STRUCTURAL NO. 7200  
EXPIRES: NOVEMBER 30, 2024



LOCATION SKETCH

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Epoxy Crack Injection	Foot	8
* Acrylic Coating	Sq. Yd.	10.7
* Fiber Wrap	Sq. Ft.	64.3
* Precast Prestressed Concrete I-Beam Repair	Sq. Ft.	15.5
* Special Provision		

SCOPE OF WORK

1. Set up Traffic Control
2. Perform PPC I-Beam Repairs
3. Wrap beam ends w/ FRP

INDEX OF SHEETS

1. General Plan and Elevation
2. Girder Repair Details

GENERAL NOTES

Plan dimensions and details 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 the scope of work, however, the Contractor will be paid for the quantity furnished at the unit price bid for the work.

Acrylic coating shall be placed over Fiber Wrap repairs. Two coats shall be applied. Quantity includes two coats.

EXISTING DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi  
fy = 60,000 psi (Reinforcement)

PRECAST PRESTRESSED UNITS

f'c = 5,000 psi  
f'ci = 4,000 psi & 4,200 psi  
fpu = 270,000 psi (1/2" Ø Strands)  
fpbt = 189,000 psi (1/2" Ø Strands)

GENERAL PLAN & ELEVATION

F.A.I. RTE. 39 OVER  
S.B.I. RTE. 2 (FRONTAGE RD.)  
F.A.P. RTE. 412 - SEC. 62-(3B-1; 3B; 3HB-2) BRR  
MARSHALL COUNTY  
STATION 396+26.32  
STRUCTURE NO. 062-0045 & 062-0046

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**HR** Hurst-Rosche, Inc.  
1400 E. TREMONT ST.  
HILLSBORO, IL  
PH: 217.532.3959  
JOB NO. 192-3091

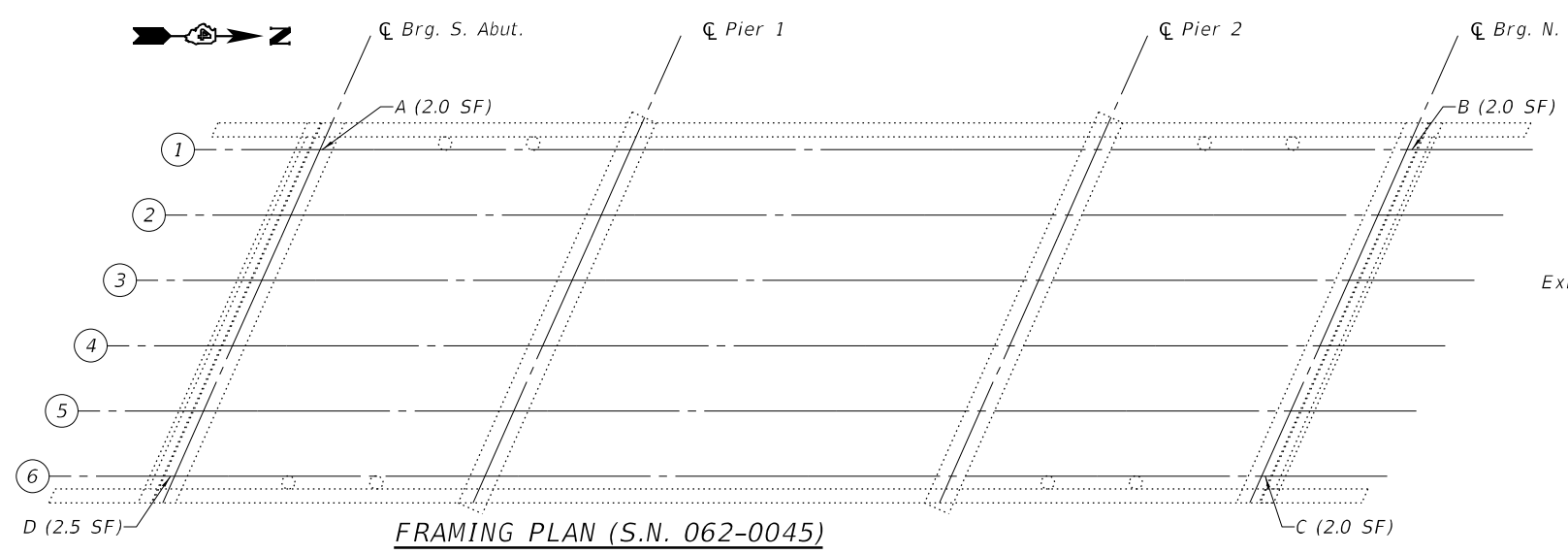
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

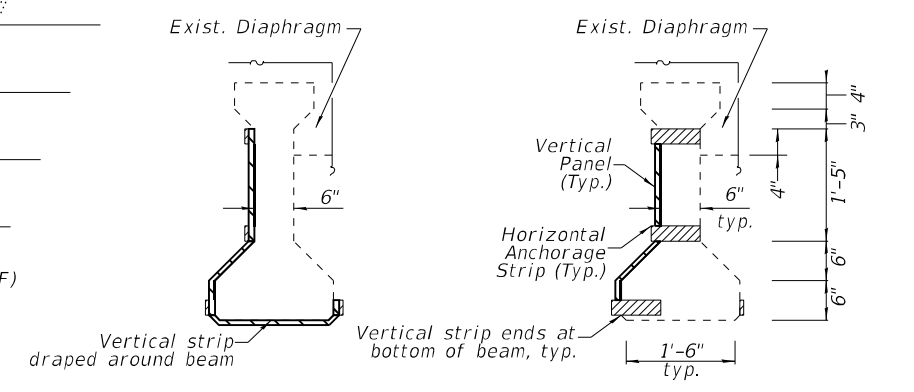
GENERAL PLAN & ELEVATION  
STRUCTURE NO. 062-0045 & 062-0046  
SHEET 1 OF 2 SHEETS

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CONTRACT NO. 68H22				
ILLINOIS   FED. AID PROJECT				

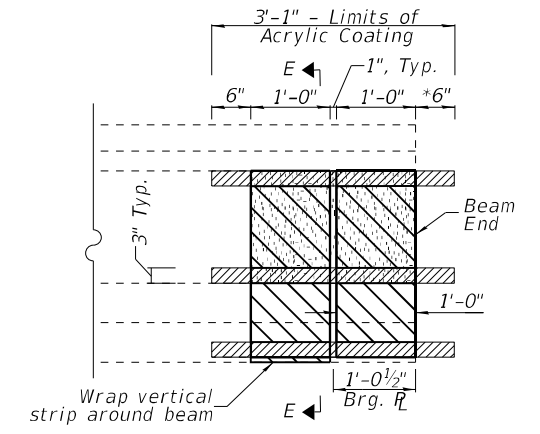
Note:  
 The existing concrete surface shall be cleaned and prepared in accordance with the Special Provisions.  
 Acrylic Coating shall be placed over the fiber wrap repairs.  
 Two coats shall be applied.  
 See Special Provisions for "FRP Strengthening."  
 Vertical FRP panels may be trimmed to fit around diaphragms. The minimum width of the trimmed legs must be 3". The FRP panel may terminate at the base of the diaphragm if the minimum width cannot be met. The horizontal anchorage strips must wrap 6" onto the diaphragm face if the strip is broken due to diaphragm location.  
 SF = Square Feet



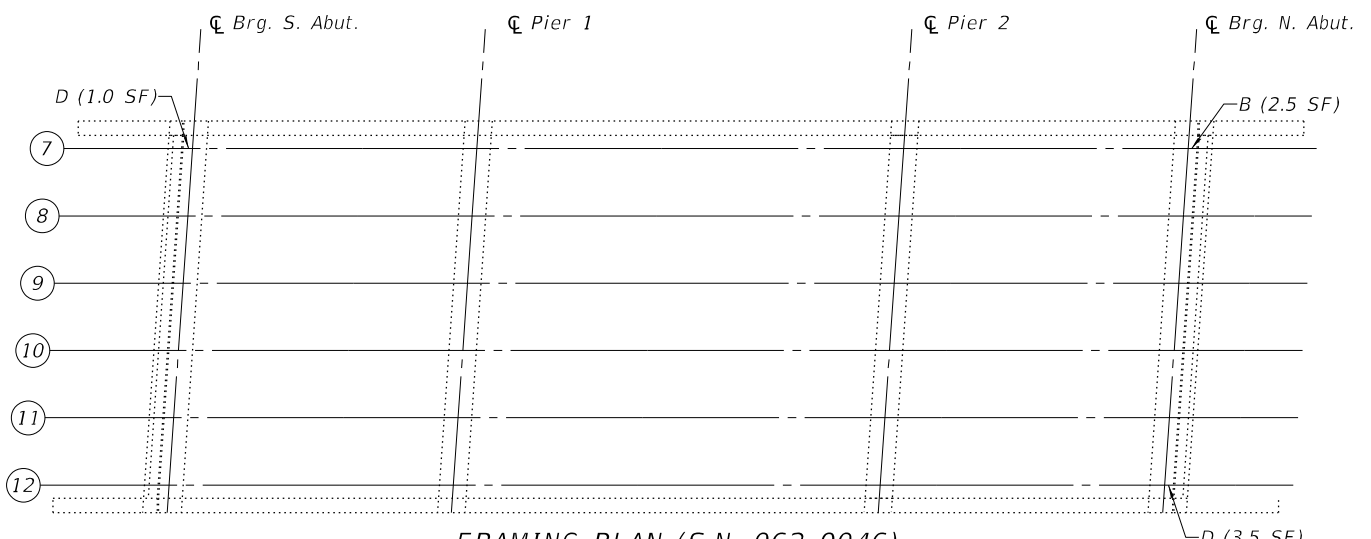
**FRAMING PLAN (S.N. 062-0045)**  
 A - F.R.P. Strengthening Repair A (P.P.C. I-Beam Repair) (2.0 SF)  
 B - F.R.P. Strengthening Repair B (P.P.C. I-Beam Repair) (2.0 SF)  
 C - F.R.P. Strengthening Repair C (P.P.C. I-Beam Repair) (2.0 SF)  
 D - F.R.P. Strengthening Repair D (P.P.C. I-Beam Repair) (2.5 SF)



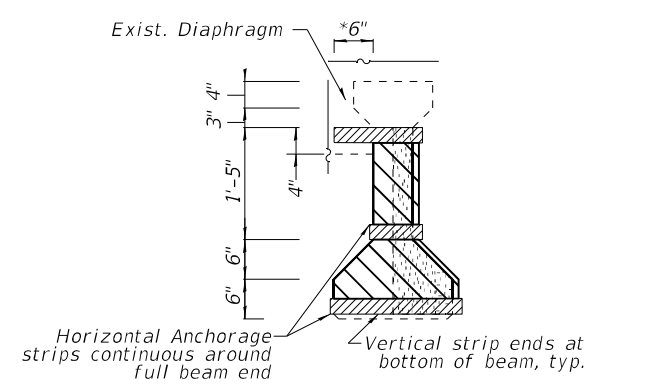
**SECTION E-E REPAIR A - BEAM END ELEVATION**



**REPAIR A - EXTERIOR ELEVATION**

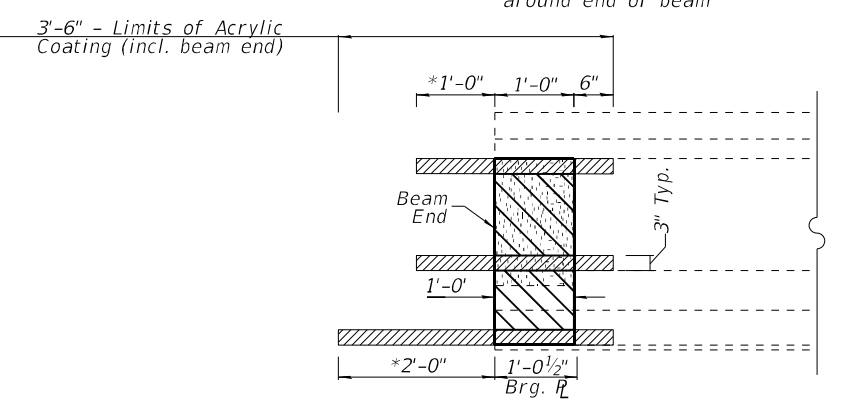


**FRAMING PLAN (S.N. 062-0046)**  
 B - F.R.P. Strengthening Repair B (P.P.C. I-Beam Repair) (2.5 SF)  
 D - F.R.P. Strengthening Repair D (P.P.C. I-Beam Repair) (1.0 SF)



**REPAIR B - BEAM END ELEVATION**

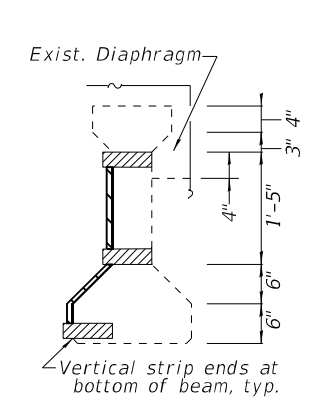
\*Wrap horizontal anchorage strips onto diaphragm



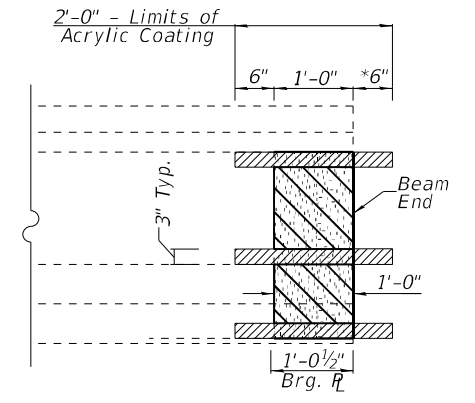
**REPAIR B - EXTERIOR ELEVATION**

\*Wrap horizontal anchorage strips around end of beam

- LEGEND:**
- Epoxy Crack Injection and I-Beam Repair
  - Fiber Wrap Strips
  - Fiber Wrap

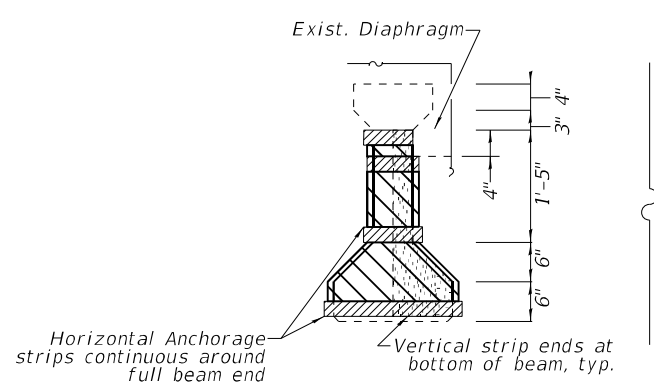


**REPAIR C - BEAM END ELEVATION**

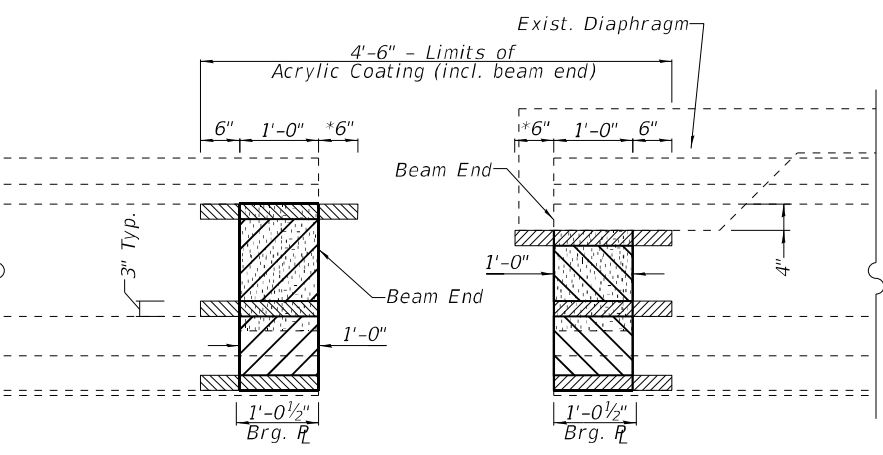


**REPAIR C - EXTERIOR ELEVATION**

\*Wrap horizontal anchorage strips around end of beam



**REPAIR D - BEAM END ELEVATION**



**REPAIR D - EXTERIOR & INTERIOR ELEVATIONS, TYP.**

\*Wrap horizontal anchorage strips around end of beam

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**HR**  
 Hurst-Rosche, Inc.  
 1400 E. TREMONT ST.  
 HILLSBORO, IL  
 PH: 217.532.3959  
 JOB NO. 192-2050

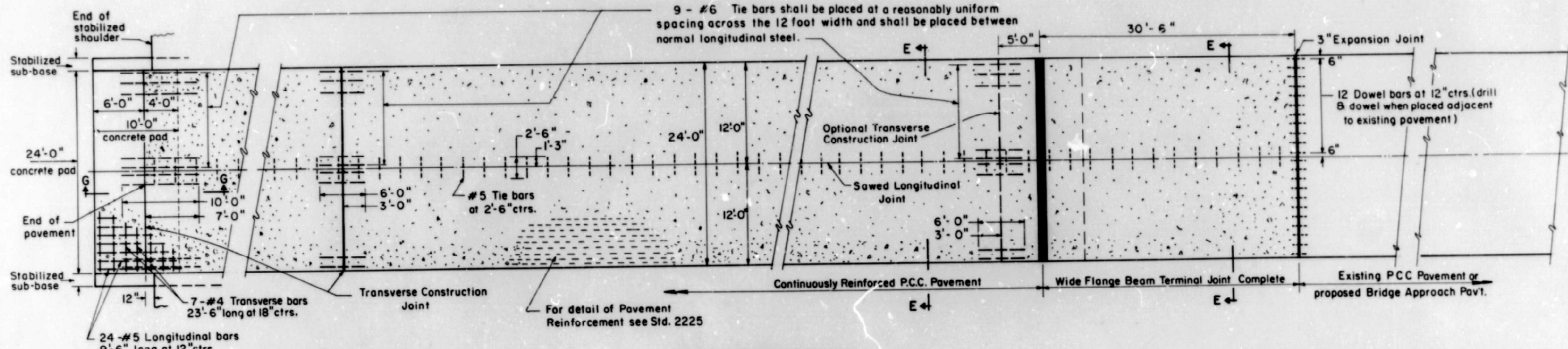
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

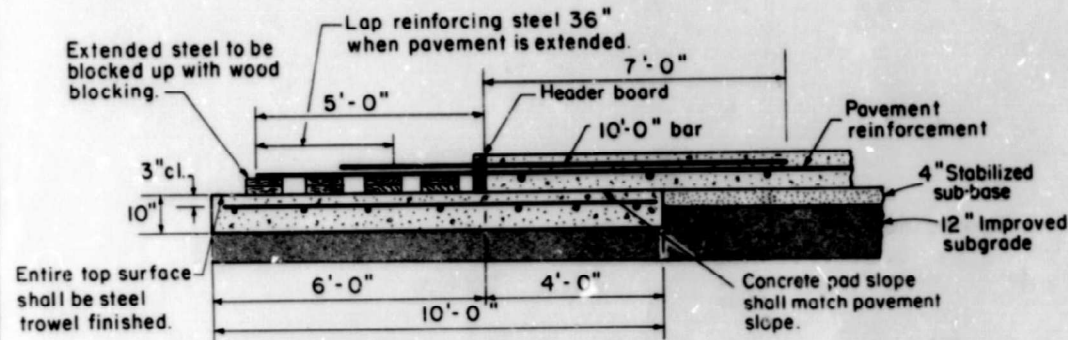
**GIRDER REPAIR DETAIL  
 STRUCTURE NO. 062-0045 & 062-0046**

SHEET 2 OF 2 SHEETS

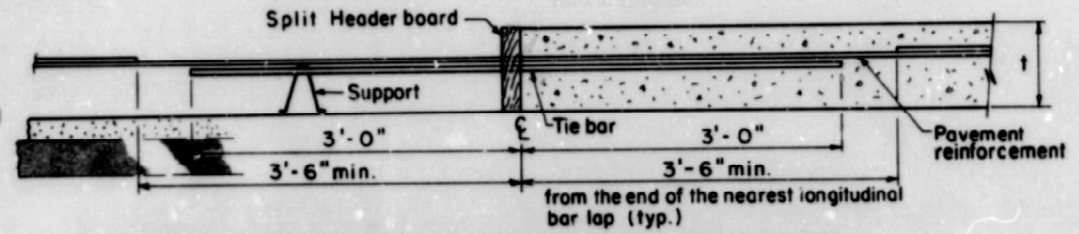
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39	62-(3B-13B;3HB-2)BRR	MARSHALL	40	23
CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				



**PLAN OF PAVEMENT**



**TRANSVERSE TERMINAL JOINT SECTION G - G**



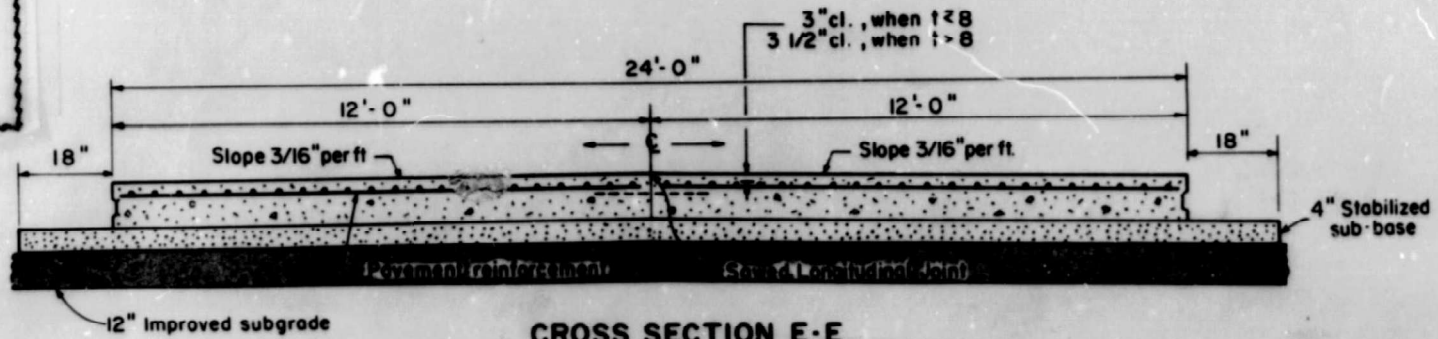
**DETAIL OF TRANSVERSE CONSTRUCTION JOINT**

**DESIGN NOTES**

When the slab length is less than 1500', only the 3" expansion joint should be used in lieu of the Wide Flange Beam Terminal Joint and expansion joint. When the slab length is between 1500' and 2000', the Bureau of Design shall be consulted for possible substitution of an expansion joint in lieu of the Wide Flange Beam Terminal Joint and expansion joint.

The length of the Wide Flange Beam Terminal Joint may be increased to a maximum length of 300' to avoid gore areas, ramps or other variable width pavement. Drawings showing the location, details and quantities shall be included in the plans.

Design Notes will not appear in the contract plans.



**CROSS SECTION E-E**

**GENERAL NOTES**

Details shown in Section G-G shall apply only at the end of the construction section. The 10-inch reinforced concrete pad, header board, wood blocking and the 5-feet of extended pavement reinforcement shall be included in the unit price bid each for the TRANSVERSE TERMINAL JOINT COMPLETE of the pavement width as shown on the plans.

Expansion joints and extra reinforcement in the pavement over concrete pads, sleeper slabs and at transverse construction joints shall be included in the price bid for C.R.P.C. PAVEMENT.

The concrete pavement on the expansion side of the wide flange beam shall be carefully finished at both the surface expansion joint trough and at the welded end plates to facilitate unrestrained pavement expansion.

When the Contractor places the reinforcement using a method which requires the tie bars for the longitudinal joint to be placed above the longitudinal reinforcement bars, the first three longitudinal bars on either side of the joint shall be placed such that the tie bars will be at the neutral axis.

Concrete for the Wide Flange Beam Terminal Joint sleeper slab and Transverse Terminal Joint concrete pad shall be either Class X or Portland Cement Concrete Pavement. It shall be placed in trench to the neat lines as shown. Forms will not be permitted. The concrete in the sleeper slab and concrete pad shall be cured in accordance with the methods specified for footings in Section 625 of the Standard Specifications, except that membrane curing will not be permitted for the sleeper slab.

The groove at the Wide Flange Beam Terminal Joint shall be sealed in accordance with the details shown. Sealant components shall be as follows or approved equals. Sealant shall be Dow Corning 888 Silicone Highway Joint Sealant. Tape shall be Polyethylene Tape No. 40. Primer, used on the metal only, shall be Dow Corning 1200. At the Contractor's option the joint may be sealed as shown in the optional groove detail.

See Standard 2323 for details of joints and tie bars not shown.

**24 FT. - CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT (WITH WIDE FLANGE BEAM TERMINAL JOINT)** (Sheet 1 of 2)  
**STANDARD 2224-16**  
 (FULL SIZE) D.W.W. 5R

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Illinois Department of Transportation

ISSUED 5-9-66

PREPARED BY: *John E. Devine* Mar. 19 1990  
 Engineer of Policy and Procedures

APPROVED BY: *Deborah* Mar. 19 1990  
 Engineer of Design

USER NAME = anna.devine	DESIGNED -	REVISED -
PLOT SCALE = SSCAL5	DRAWN -	REVISED -
PLOT DATE = 2/1/2024	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

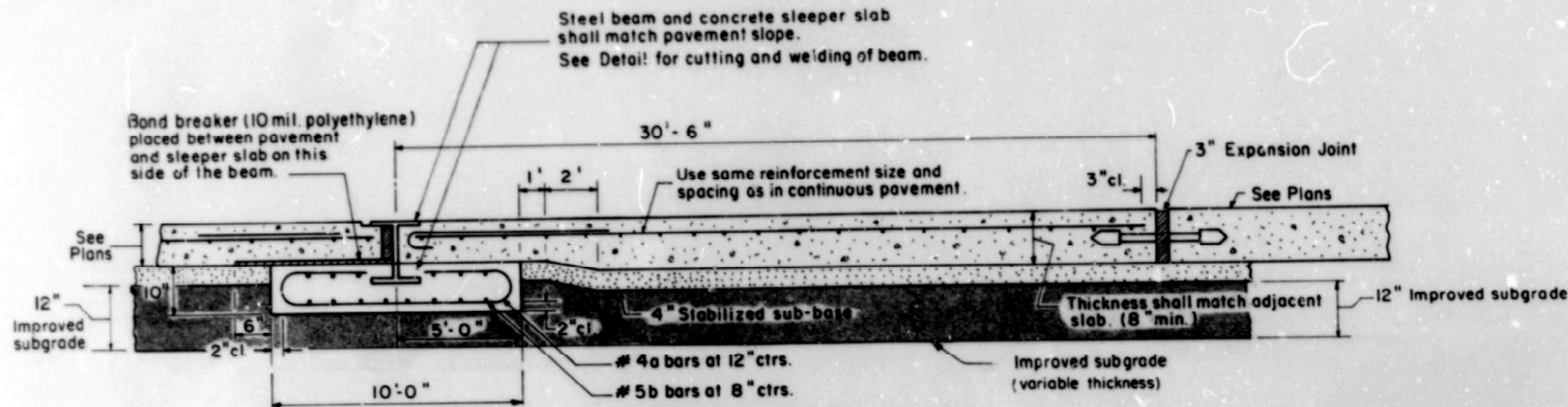
**FOR INFORMATION ONLY**

SCALE: SHEET 1 OF 10 SHEETS STA. TO STA.

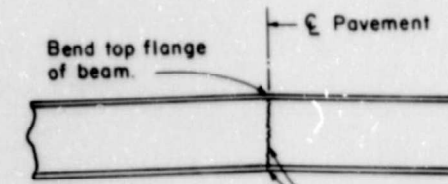
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	24
CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				

C-24.031





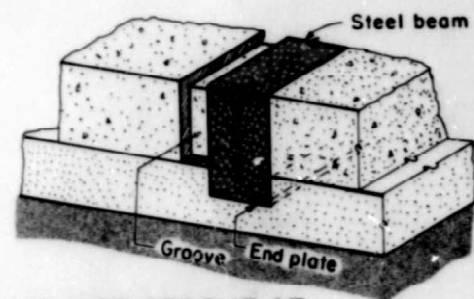
**WIDE FLANGE BEAM TERMINAL JOINT**



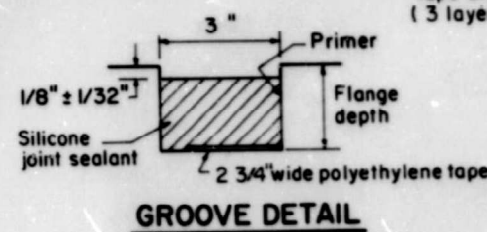
Cut and remove sufficient material from web and bottom flange of beam to attain the required pavement cross slope. Butt weld and grind smooth the web and flange seam.

**DETAIL OF CUTTING AND WELDING BEAM**

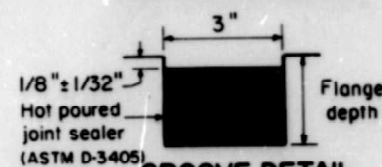
(After fabrication the entire beam assembly shall be galvanized in accordance with AASHTO M-111.)



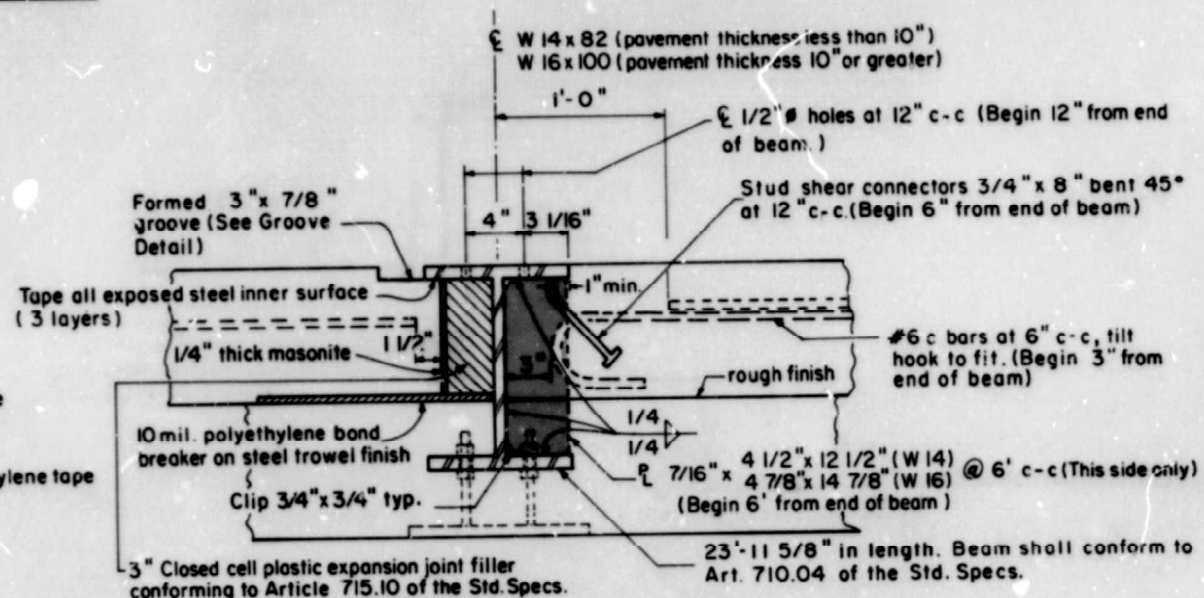
**VIEW OF GROOVE AT EDGE OF PAVEMENT**



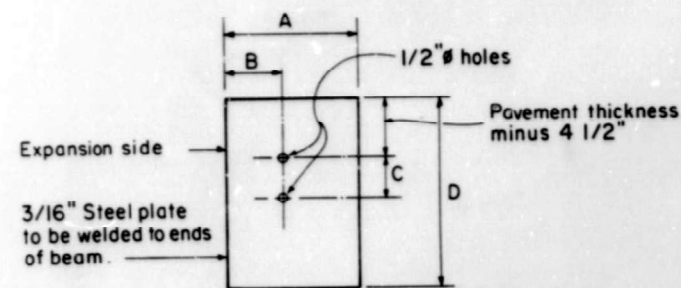
**GROOVE DETAIL**



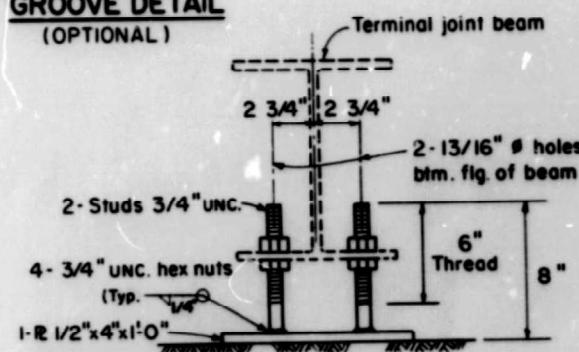
**GROOVE DETAIL (OPTIONAL)**



**DETAIL AT BEAM**

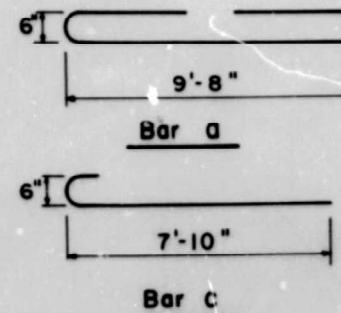


**END PLATE**



**OPTIONAL ADJUSTABLE CHAIR**

(The chair may be constructed of uncoated steel. These chairs, when used, should be located at approximate 6' centers beginning 3' from the end of the beam.)



**MATERIALS REQUIRED FOR (1) ONE WIDE FLANGE BEAM TERMINAL JOINT COMPLETE**

Bar	No.	Size	Length	Shape
a	24	# 4	19'-0"	
b	29	# 5	23'-8"	
c	48	# 6	8'-6"	
PCC Pavt. or Class X Conc., Cu Yds				7.4
Reinforcement Bars, Lbs.				1630
Structural Steel, Lbs.				W 14 2030 # W 16 2475 #
* Weight includes beam, end plates, stiffener plates and studs.				
Pavement, Sq Yds.				81.3
Pavement Reinf., Sq Yds.				81.3
4" Stabilized Sub-base, Sq Yds.				76.5
Improved Subgrade, Sq Yds				76.5

**MATERIALS REQUIRED FOR (1) ONE TRANSVERSE TERMINAL JOINT COMPLETE**

PCC Pavt. or Class X Concrete, Cu Yds.	7.4
Reinforcement Bars, Lbs.	348
Pavt. Reinforcement, Sq Yds.	13.3

**24 FT. - CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT (WITH WIDE FLANGE BEAM TERMINAL JOINT) (Sheet 2 of 2)**

**STANDARD 2224-16**

Illinois Department of Transportation

PASSED Mar 19 1990

APPROVED Mar 19 1990

ISSUED

DIM.	BEAM SIZE	
	W 14	W 16
A	10 1/8"	10 3/8"
B	4 5/16"	4 7/16"
C	3"	4"
D	14 1/4"	17"

USER NAME = anna.devine

PLOT SCALE = SSCAL5

PLOT DATE = 2/2/2024

DESIGNED -

DRAWN -

CHECKED -

DATE -

REVISED -

REVISED -

REVISED -

REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

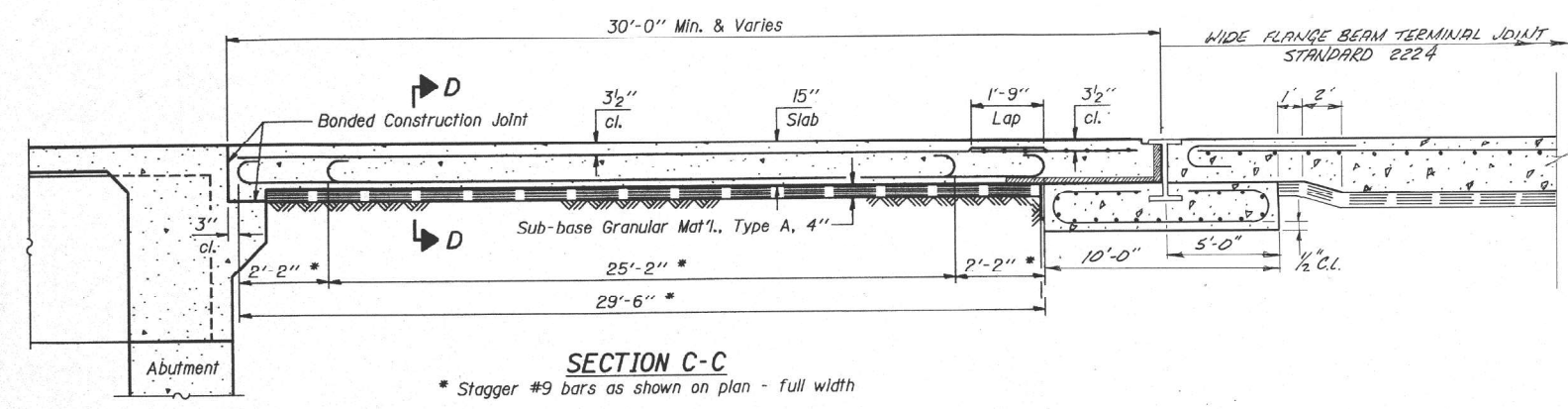
FOR INFORMATION ONLY

SCALE: SHEET 2 OF 10 SHEETS STA. TO STA.

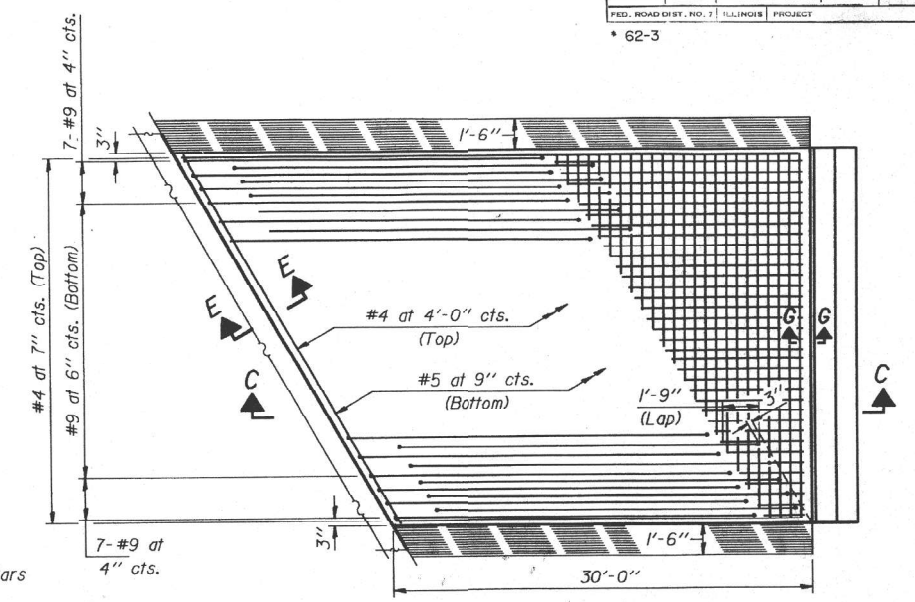
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	25
CONTRACT NO. 68H22			ILLINOIS FED. AID PROJECT	

ROUTE NO.	SEC.	COUNTY	TYP.	SHEET NO.
F.A.412	*	MARSHALL		100
FED. ROAD DIST. NO. 1 ILLINOIS PROJECT				
* 62-3				

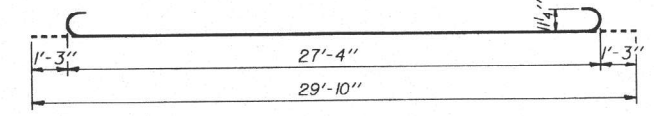
Note: For reinforcement in transverse base pad see Sheet 2 of 2.



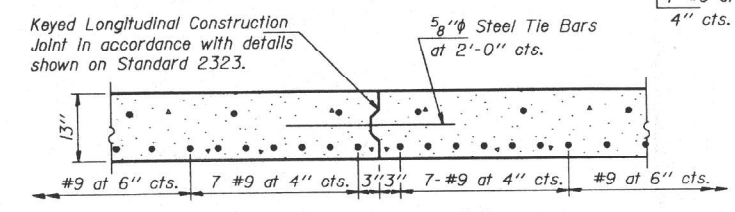
**SECTION C-C**  
\* Stagger #9 bars as shown on plan - full width



**PLAN - WITH SKEW**



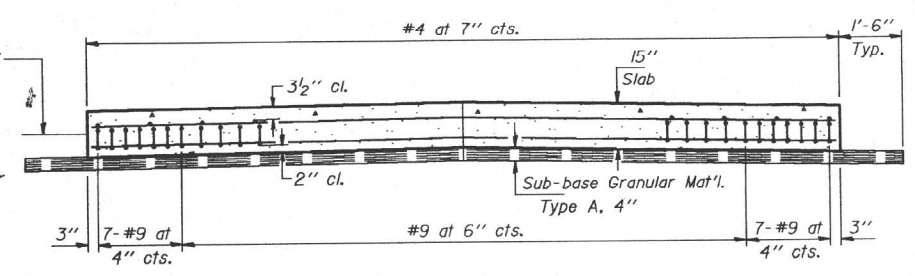
**#9 BARS**



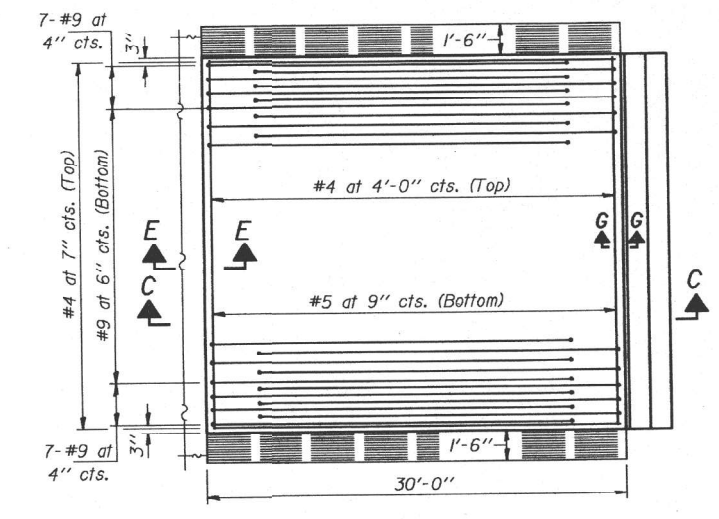
**OPTIONAL LONGITUDINAL CONSTRUCTION JOINT**

As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.

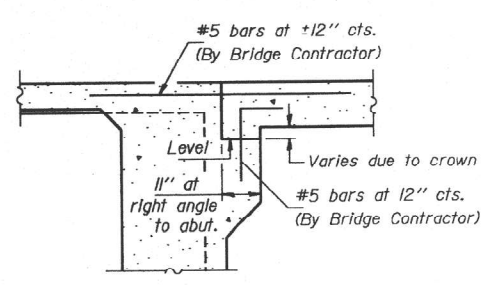
When the road plans show curb and gutter, gutter, or bridge approach shoulder pavement adjacent to approach slabs, place 1/2" phi steel tie bars at 2'-6" centers in accordance with the detail for Bulkhead Longitudinal Construction Joint shown on Standard 2323. Cost of the tie bars will be included in the contract unit price for the adjacent item. Transitions for curb and gutter or gutter shall be as shown on the plans.



**SECTION D-D**



**PLAN - WITHOUT SKEW**



**SECTION E-E**

Notes:  
For skews of less than 10° omit wire fabric. For skews of 10° or more use Welded Wire Fabric, 6 x 6 - W5.5 x W5.5, placed 3/2" below top of slab.  
Expanded Metal weighing not less than 18 Pounds per 100 Sq. Ft. or a welded bar mat weighing not less than 78 Pounds per 100 Sq. Ft. having members of equal size in both directions and spaced not over 8" apart may be used instead of the Welded Wire Fabric, 6" x 6" - W5.5 x W5.5, provided the expanded metal or bar mat is furnished at no additional cost to the State.  
Reinforcement bars shall conform to the requirements of AASHTO M31, M12 or M53, Grade 60.

**DESIGN STRESSES**

$f_y = 60,000$  p.s.i.  
 $f'_c = 3,500$  p.s.i.  
 $n = 8.5$

**GENERAL NOTES**

The cost of tie bars, Low Compression Preformed Elastomeric Joint Seal, 10 mil. polyethylene bond breaker, sub base, transverse base pad (including reinforcement and excavation), welded wire fabric and bituminous prime when required shall be considered as included in the unit cost of the Bridge Approach Pavement (Special).  
Width of Bridge Approach Slab shall be determined before the reinforcement bars are fabricated.

<b>BRIDGE APPROACH PAVEMENT (SPECIAL)</b>			
FOR BRIDGE SECTION 62-3B & 62-3B-1			
Sheet 1 of 2			
<b>STANDARD</b>			

Illinois Department of Transportation  
PASSED Sept. 4, 1979  
Engineer of Bridges and Traffic Structures  
APPROVED Sept. 4, 1979  
Engineer of Design

F.A. 412, MARSHALL COUNTY, SEC. 62-3, APPROACH PAVEMENT (SPECIAL) DETAILS

USER NAME = anna.devine	DESIGNED -	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN -	REVISED -
PLOT DATE = 2/2/2024	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FOR INFORMATION ONLY**

SCALE: SHEET 3 OF 10 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-3B-1;3B;3HB-2)BRR	MARSHALL	40	26
CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				

MODEL: Information Sheets-2 (Sheet) FILE NAME: c:\p\work\bridge\inf\sheet\0889762\468H22\_sht\_100.dgn For Information Only.dgn

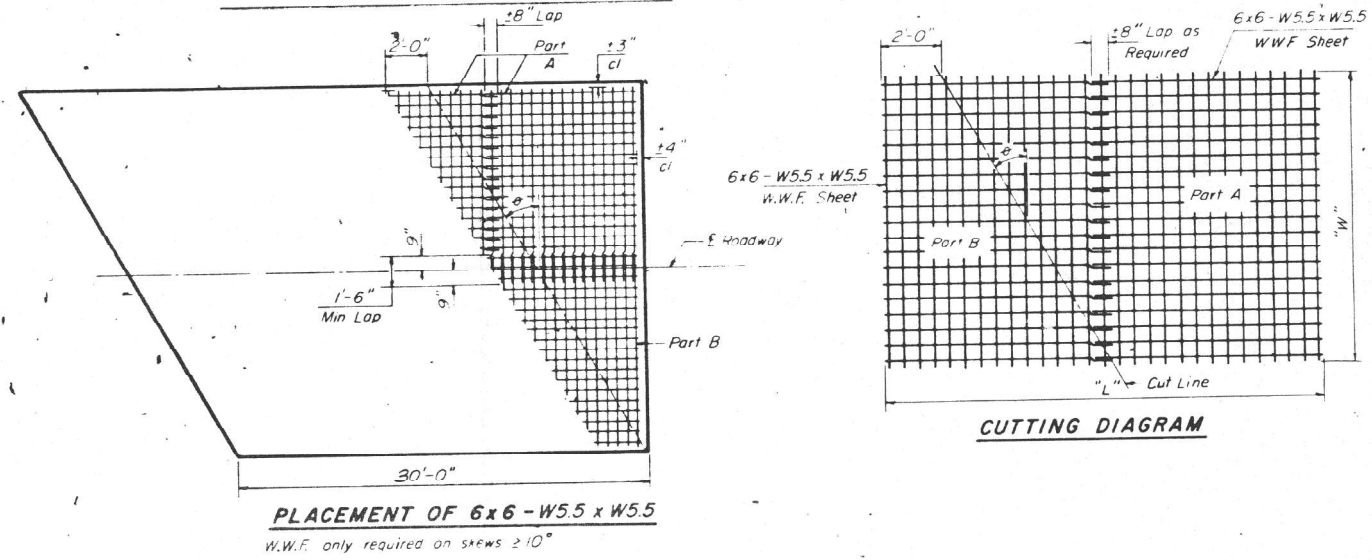
Note: The notation for the number of bars given as "4 x 2" indicates 4 lines of bars with 2 lengths per line. Min bar lap = 1'-3"

Skew Angle Degrees	Bottom Reinforcement			Top Reinforcement			Reinforcement (Total Weight) (Pounds)	Slab Area (Sq Yds)	6x6-W5.5xW5.5 W.W.F.	
	Transverse #5	Longitudinal #9	No Required	Transverse #4	Longitudinal #4	No Required			Dimensions L(H)xW(H)	Area* (Sq Yds)
	No	Length		No	Length					
<b>24'-0" PAVEMENT</b>										
0	40	23'-6"		8	23'-6"		7416	80.0		
5	40	23'-7"		8	23'-7"		7420	82.8		
10	40	23'-10"		8	23'-10"		7431	85.6	8'-0" x 12'-6"	111
15	40	24'-4"		8	24'-4"		7455	88.6	10'-3" x 12'-6"	142
20	38	25'-0"		8	25'-0"		7435	91.6	12'-6" x 12'-6"	174
25	36	25'-11"		7	25'-11"		7458	94.9	15'-0" x 12'-6"	208
30	38	27'-2"		7	27'-2"		7514	98.5	17'-9" x 12'-6"	247
35	34	28'-9"		7	28'-8"		7461	102.4	20'-9" x 12'-6"	288
40	32	30'-8"		6	30'-8"		7456	106.9	24'-0" x 12'-6"	333
45	28	33'-3"		6	33'-3"		7414	112.0	27'-6" x 12'-6"	382
50	20x2	17'-1"		5x2	19'-7"		7472	118.1	32'-9" x 12'-6"	455
55	24x2	21'-4"		4x2	21'-4"		7492	125.7	38'-3" x 12'-6"	531
60	20x2	24'-4"		3x2	24'-4"		7423	135.4	45'-6" x 12'-6"	632

7 (Each Edge Beam) + 40 (Slab) at 6' c/cs - 29'-10" long Weight = 5490 Pounds

42 bars - 23'-6" long Weight = 830 Pounds

\*Area does not include 8" longitudinal laps  
W.W.F. = Welded Wire Fabric



BRIDGE APPROACH PAVEMENT (SPECIAL)  
FOR BRIDGE SECTION 62-3B & 62-3B-1

F.A. 412, MARSHALL COUNTY, SEC. 62-3, APPROACH PAVEMENT (SPECIAL) DETAILS

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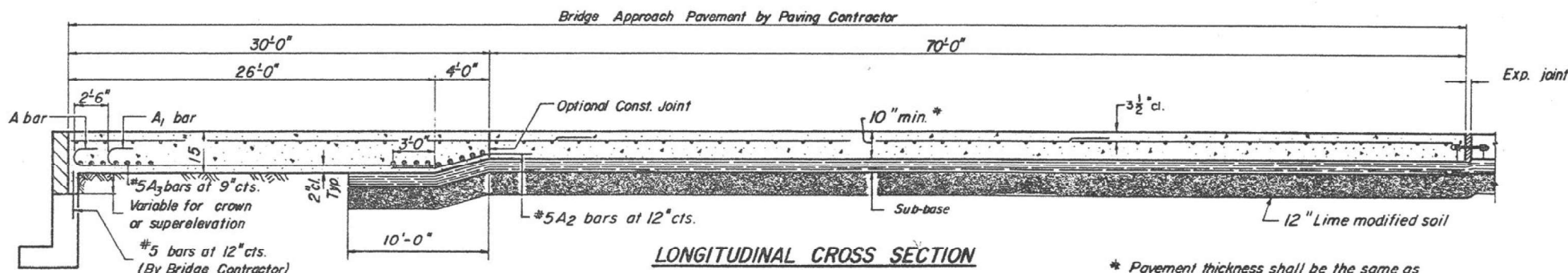
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	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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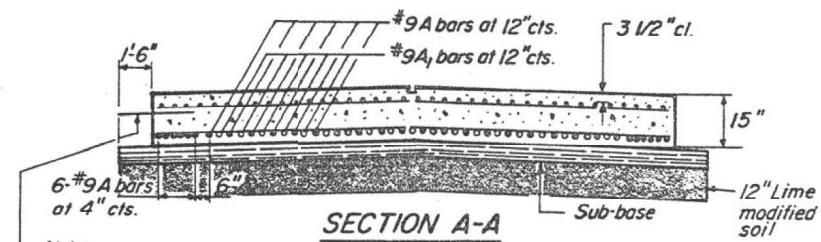
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 68H22	
ILLINOIS FED. AID PROJECT				



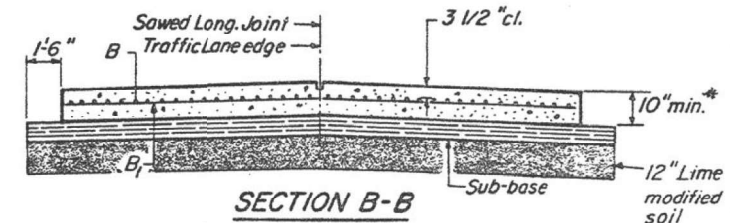
**LONGITUDINAL CROSS SECTION**

\* Pavement thickness shall be the same as adjacent pavement or 10" thick, whichever is greater.

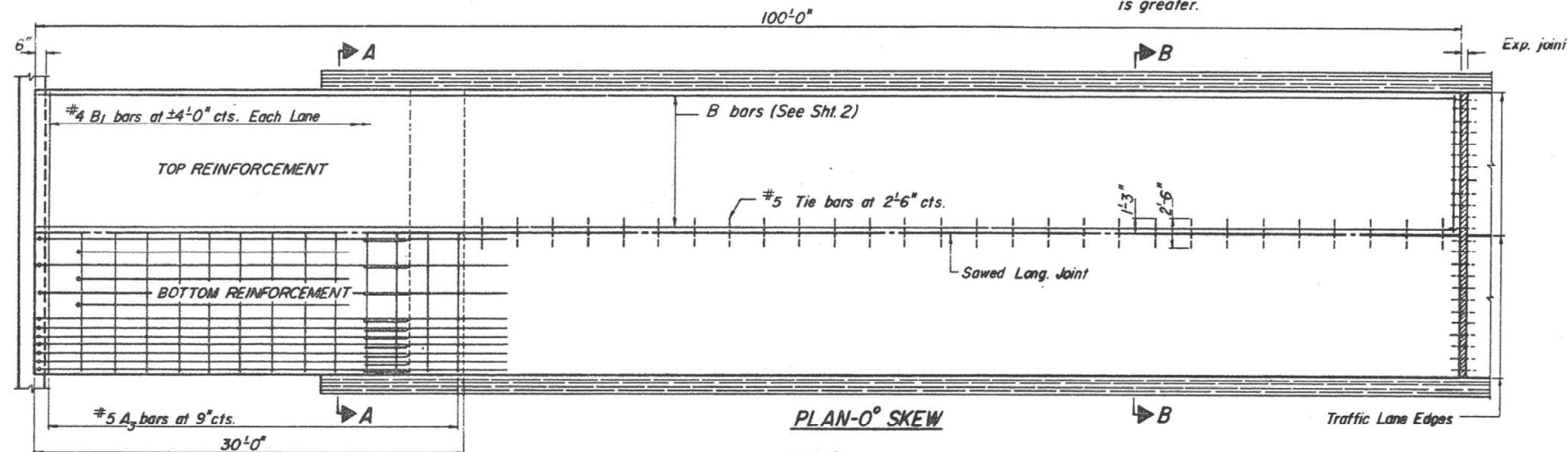
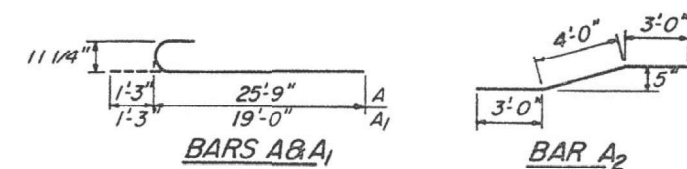


**SECTION A-A**

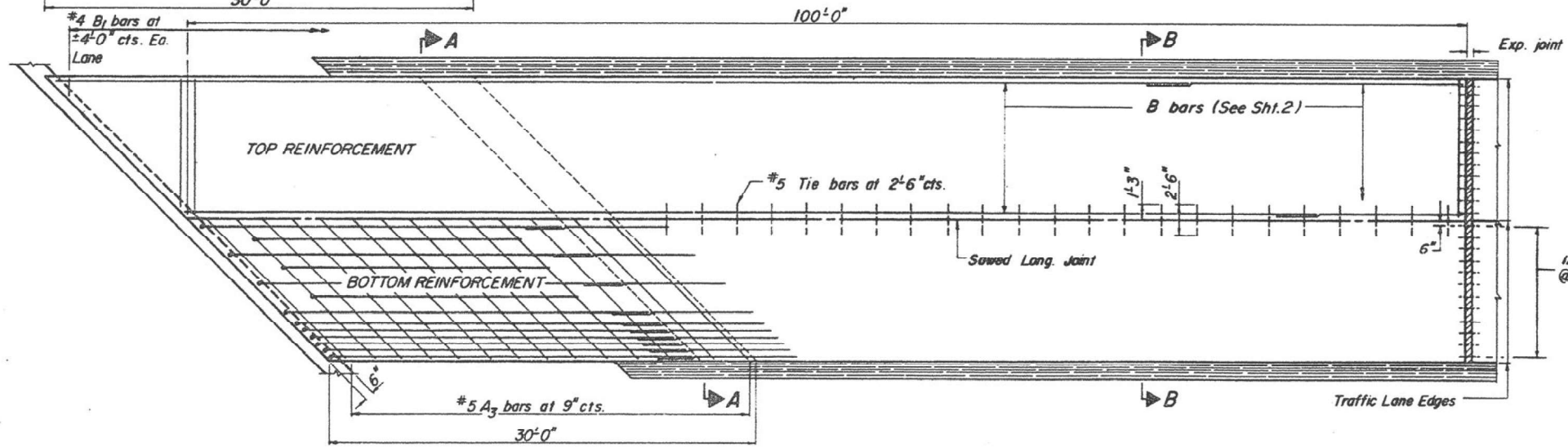
Note: When the road plans show curb and gutter or bridge approach shoulder pavement adjacent to approach slabs, the tie bars shall be as specified on the appropriate standard. The cost of these tie bars will be included in the contract unit price for the adjacent item.  
Transitions for curb and gutter shall be as shown on the plans.



**SECTION B-B**



**PLAN-O° SKEW**



**PLAN-SKEW**

**GENERAL NOTES**

- With the approval of the Engineer the contractor will be permitted to reduce the paving widths by substituting a Keyed Longitudinal Construction Joint with tie bars in lieu of the Specified Sawed Longitudinal Joint.
- When Bridge Approach Pavement is constructed adjacent to flexible pavement, the expansion joint and dowel bars are not required.
- Pavement joints shall be as detailed on Standard 2323.
- The Contractor at his option may place the subbase monolithic with the bridge approach pavement. When this option is used, the subbase may be constructed to the same width as the pavement, and the reinforcement shall be in accordance to the total pavement and sub-base thickness.
- The cost of tie bars, expansion joint and sub-base shall be included in the cost of Bridge Approach Pavement.
- The sub-base shall be of the same material and thickness as under adjacent pavement. When sub-base is not required under adjacent pavement, the sub-base shall be either 6" granular or 4" stabilized material.

**BRIDGE APPROACH PAVEMENT**

(Sheet 1 of 2)

STANDARD 2353-9

Illinois Department of Transportation

APPROVED Sept. 16 1989  
*James J. Rayburn*  
 Engineer of Bridges and Structures

APPROVED Sept. 14 1989  
*Shubland*  
 Engineer of Design

ISSUED 10-23-74

USER NAME = anna.devine	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -
PLOT DATE = 2/2/2024	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FOR INFORMATION ONLY

SCALE: SHEET 5 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	28
CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				

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H 5.201

**TOP REINFORCEMENT**

Bar Size	Pavement Thickness	APPROXIMATE SPACING	
		12-FOOT** WIDTH PAVEMENT	16-FOOT WIDTH PAVEMENT
#6	10" to 10 1/2"	22 Spcs. (23 bars) at 6 1/4"	31 Spcs. (32 bars) at 6"
#6	10 3/4" to 11 1/2"	24 Spcs. (25 bars) at 5 3/4"	34 Spcs. (35 bars) at 5 7/16"
#6	11 3/4" to 12 1/2"	27 Spcs. (28 bars) at 5 1/8"	37 Spcs. (38 bars) at 5"
#7	10" to 10 1/2"	16 Spcs. (17 bars) at 8 5/8"	23 Spcs. (24 bars) at 8"
#7	10 3/4" to 11 1/2"	18 Spcs. (19 bars) at 7 5/8"	25 Spcs. (25 bars) at 7 3/8"
#7	11 3/4" to 12 1/2"	19 Spcs. (20 bars) at 7 1/4"	27 Spcs. (28 bars) at 6 7/8"
#7	12 3/4" to 13 1/2"	21 Spcs. (22 bars) at 6 1/2"	29 Spcs. (30 bars) at 6 3/8"
#7	13 3/4" to 14 1/2"	23 Spcs. (24 bars) at 6"	32 Spcs. (33 bars) at 5 3/4"
#7	14 3/4" to 15 1/2"	24 Spcs. (25 bars) at 5 3/4"	34 Spcs. (35 bars) at 5 7/16"
#7	15 3/4" to 16 1/2"	26 Spcs. (27 bars) at 5 1/4"	36 Spcs. (37 bars) at 5 1/8"

\*\*Approximate spacing for each 12' lane of the 24' or 36' wide approach pavement.

**BOTTOM REINFORCEMENT**

**16-FOOT WIDTH PAVEMENT**

Skew Angle	# 5 A <sub>3</sub> bars	
	No.	Length
0°	40	15'-6"
5°	40	15'-7"
10°	40	15'-9"
15°	40	16'-1"
20°	40	16'-6"
25°	40	17'-1"
30°	40	17'-11"
35°	40	18'-11"
40°	40	20'-3"
45°	40	21'-11"
50°	40	24'-1"
55°	40	27'-0"
60°	40	31'-0"

24-#9 A bars 27'-0"  
11-#9 A<sub>1</sub> bars 20'-3"  
24-#5 A<sub>2</sub> bars 10'-0"

**24-FOOT WIDTH PAVEMENT**

Skew Angle	# 5 A <sub>3</sub> bars	
	No.	Length
0°	40	23'-6"
5°	40	23'-7"
10°	40	23'-10"
15°	40	24'-4"
20°	40	25'-0"
25°	40	25'-11"
30°	40	27'-2"
35°	40	28'-8"
40°	40	30'-8"
45°	40	33'-3"
50°	80	19'-1"
55°	80	21'-4"
60°	80	24'-4"

32-#9 A bars 27'-0"  
19-#9 A<sub>1</sub> bars 20'-3"  
32-#5 A<sub>2</sub> bars 10'-0"

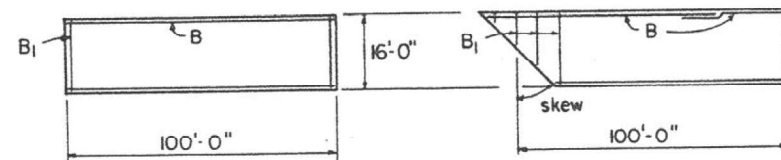
**36-FOOT WIDTH PAVEMENT**

Skew Angle	# 5 A <sub>3</sub> bars	
	No.	Length
0°	40	35'-6"
5°	40	35'-8"
10°	40	36'-0"
15°	80	19'-4"
20°	80	19'-10"
25°	80	20'-7"
30°	80	21'-6"
35°	80	22'-8"
40°	80	24'-2"
45°	80	26'-2"
50°	80	28'-8"
55°	80	32'-0"
60°	80	36'-7"

44-#9 A bars 27'-0"  
31-#9 A<sub>1</sub> bars 20'-3"  
44-#5 A<sub>2</sub> bars 10'-0"

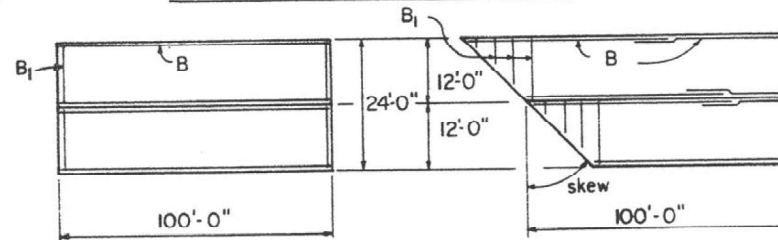
Note: Tilt hook of #9 bars for min. 3 1/2 cl.  
Use 1'-8" min. lap for #5 bars.

**TOP OF SLAB BAR ARRANGEMENT**

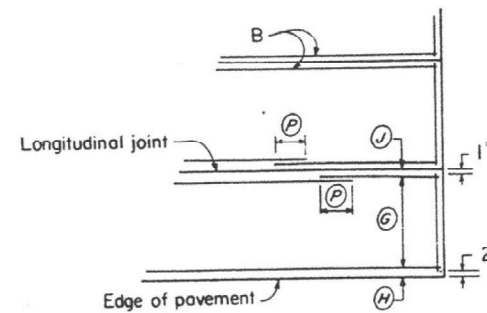
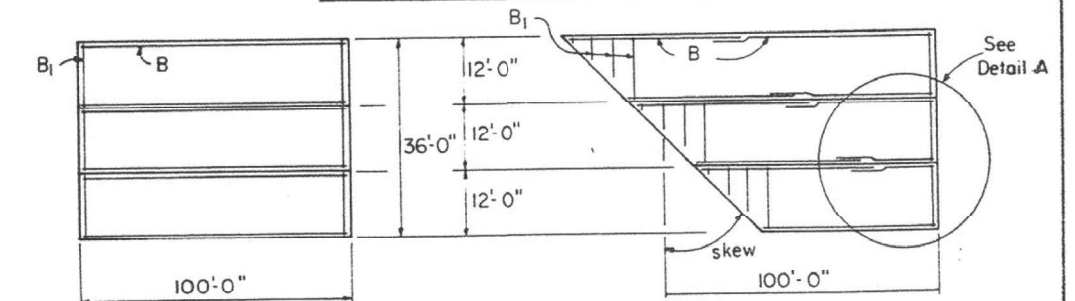


B bars : # 6 or # 7 longitudinal bars.  
B<sub>1</sub> bars : # 4 transverse bars.

**TOP OF SLAB BAR ARRANGEMENT**



**TOP OF SLAB BAR ARRANGEMENT**



	# 6	# 7
⊕	3 1/2"	3 1/2"
⊙	3"	3"
⊖ (Lap)	18 3/4"	21 7/8"

\* The ⊕ dimension and the distance from the end of the transverse bar to the edge of pavement may be increased by 1" for slipform paving.

**BRIDGE APPROACH PAVEMENT**

(Sheet 2 of 2)

STANDARD 2353 - 9

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

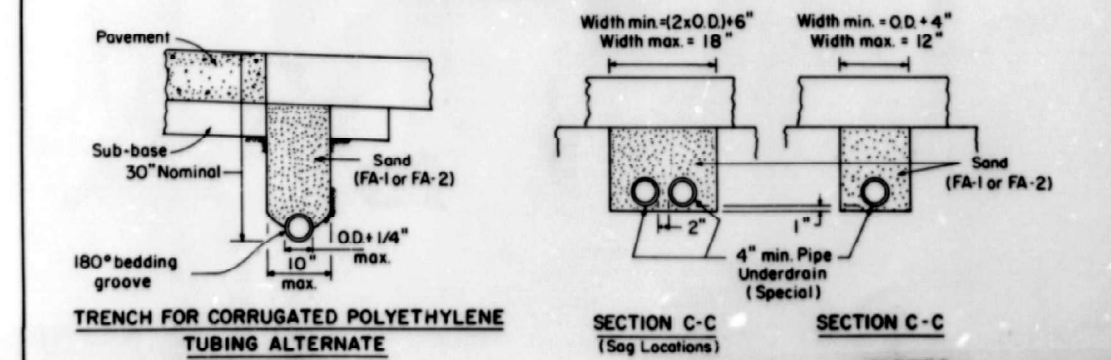
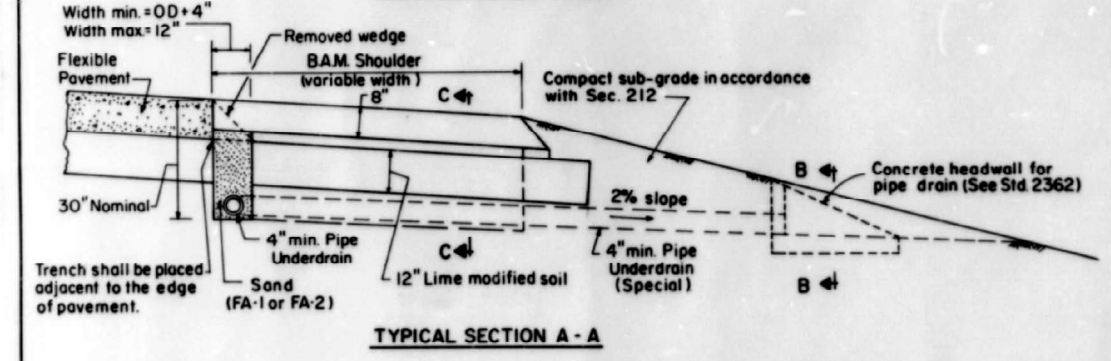
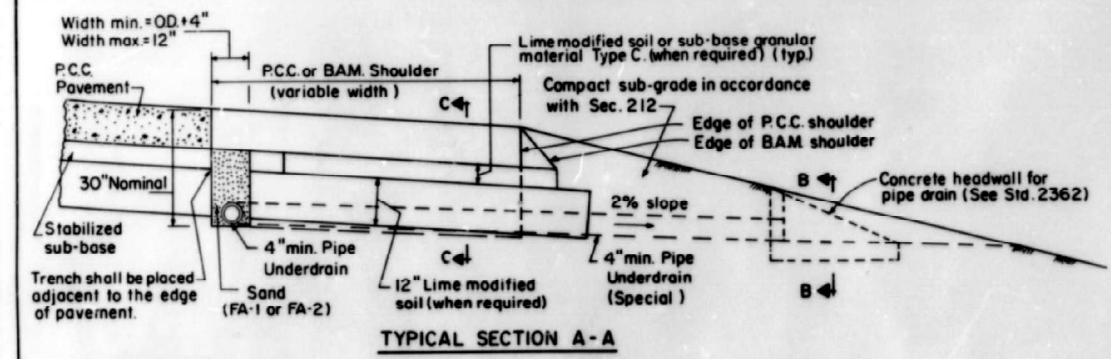
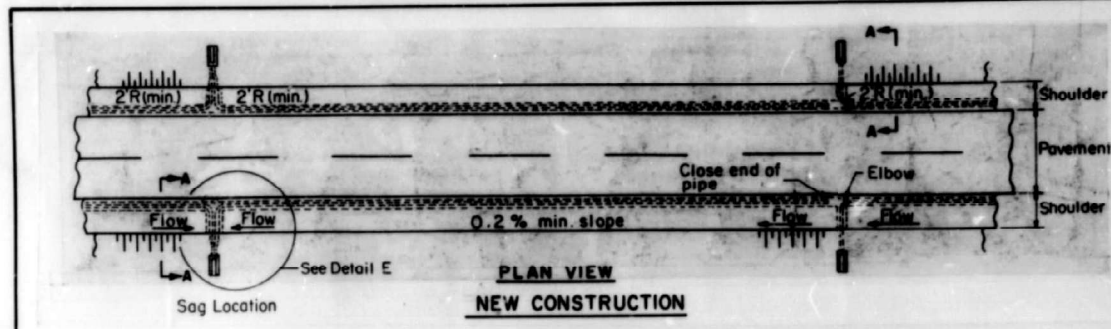
FOR INFORMATION ONLY

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	DATE -	REVISED -

SCALE: SHEET 6 OF 10 SHEETS STA. TO STA.

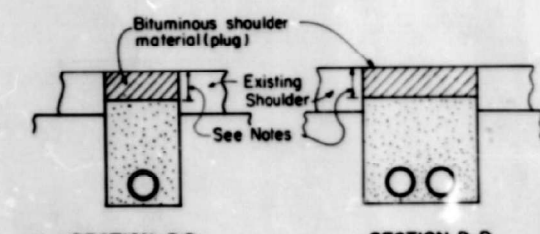
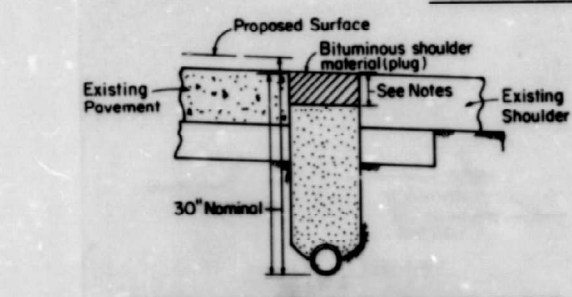
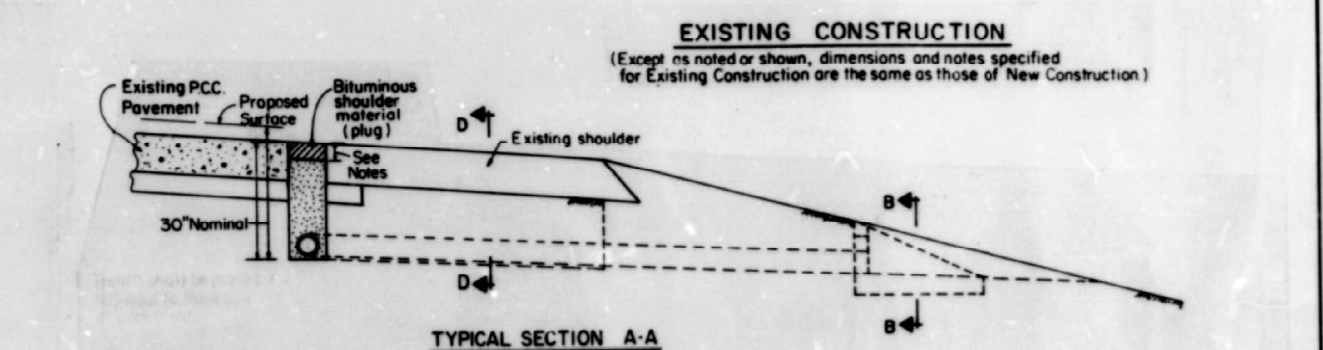
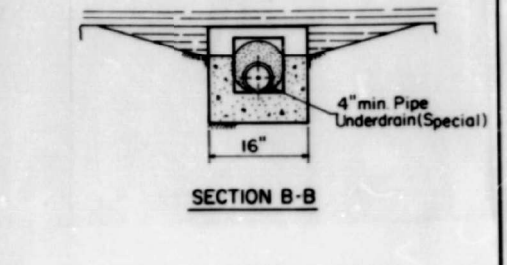
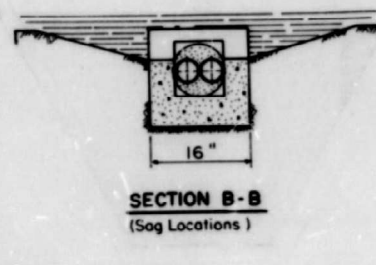
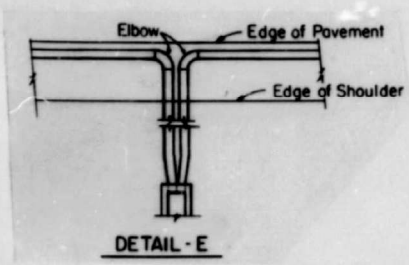
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39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	29
			CONTRACT NO. 68H22	
ILLINOIS FED. AID PROJECT				

Illinois Department of Transportation  
APPROVED - Sep. 14 1989  
*James T. Rayburn*  
Engineer of Bridges and Structures  
APPROVED - Sep. 14 1989



Illinois Department of Transportation  
 PASSED: [Signature] Sept. 25, 1988  
 APPROVED: [Signature] Sept. 25, 1988  
 Engineer of Design

**NOTES**  
 The 2 foot radius on drainage fittings is only a minimum. Larger radii meeting the approval of the Engineer may be substituted.  
 When semicircular pipe is used for the underdrain, this material will be permitted for Pipe Underdrain (Special) and payment will be made at the contract unit price bid for PIPE UNDERDRAINS 4" (SPECIAL).  
 At the Contractor's option, the Pipe Underdrain, Pipe Underdrain (Special) and Elbow may be one continuous length of pipe provided the elbow is formed to the satisfaction of the Engineer.



**GENERAL NOTES**

All work to be in accordance with the applicable portions of the Standard Specifications except as modified herein.  
 Sand, FA-1 or FA-2, shall conform to the requirements for Class A Quality and shall be compacted in accordance with the requirements of Section 607 of the Standard Specifications.  
 Pipe underdrains are to be outletted approximately every 500 feet. Pipe underdrain may be outletted into the crossroad culvert when the fill above the culvert is 5 feet or less.  
 Pipe Underdrain (Special) shall conform to the requirements for Pipe Underdrain except that it shall be encased in a fabric envelope conforming to the requirements of Article 607.02 of the Standard Specifications.  
 The portion of Pipe Underdrain (Special) which is installed under the stabilized shoulder shall be backfilled with FA-1 or FA-2 as detailed herein. The remaining portion shall be backfilled with select material meeting the approval of the Engineer.  
 In addition to the requirements of Article 607.06 of the Standard Specifications, the contract unit price per linear foot for PIPE UNDERDRAINS 4" (SPECIAL) shall include the cost for furnishing and placing the required bedding and backfill material, fabric envelope, and the cost for materials and placing of pipe in culverts. At locations where, due to the type of longitudinal pipe underdrain material being used, more than one pipe underdrain special is required only one run of underdrain special will be measured for payment. Measurement will be from the back of the headwall to the centerline of the longitudinal underdrain.  
 When installing pipe underdrains on contracts with existing shoulders and it is determined by the Engineer that the contractor's equipment or method of excavation is causing the material under the pavement to become dislodged, the Contractor will be required to move the location of the trench laterally away from the pavement a sufficient distance so that edge stuffing will not occur under the pavement. The Contractor will not be compensated for any increased costs or quantities of shoulder backfill material caused by a change in the location of the pipe underdrain trench.  
 Where existing shoulders are to be resurfaced, the Pipe Underdrain and Pipe Underdrain (Special) shall be backfilled with the specified material to within 5" of the existing top surface. The remaining 5" portion of the trench shall be backfilled with either Class I Under or Surface Course or Bituminous Aggregate Mixture and compacted to a density of not less than 90% of the theoretical density. When pipe underdrains are being placed under shoulders that are not being resurfaced, the bituminous plug shall be 8" thick. This bituminous material shall be paid for at the contract unit price per linear foot for SHOULDER REMOVAL AND REPLACEMENT of the thickness specified and shall include the placing and compacting to the specified thickness. This item shall be measured along the centerline of the Pipe Underdrain and the portion of the Pipe Underdrain (Special) that is under the stabilized shoulder.  
 Contracts involving patching shall have the underdrains placed prior to beginning patching operations.

**SUB-SURFACE DRAINS**  
 Sheet 1 of 2  
**STANDARD 2327-11**

A-1800K

MODEL: SubSurf Drain (Sheet)  
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	DATE -	REVISED -

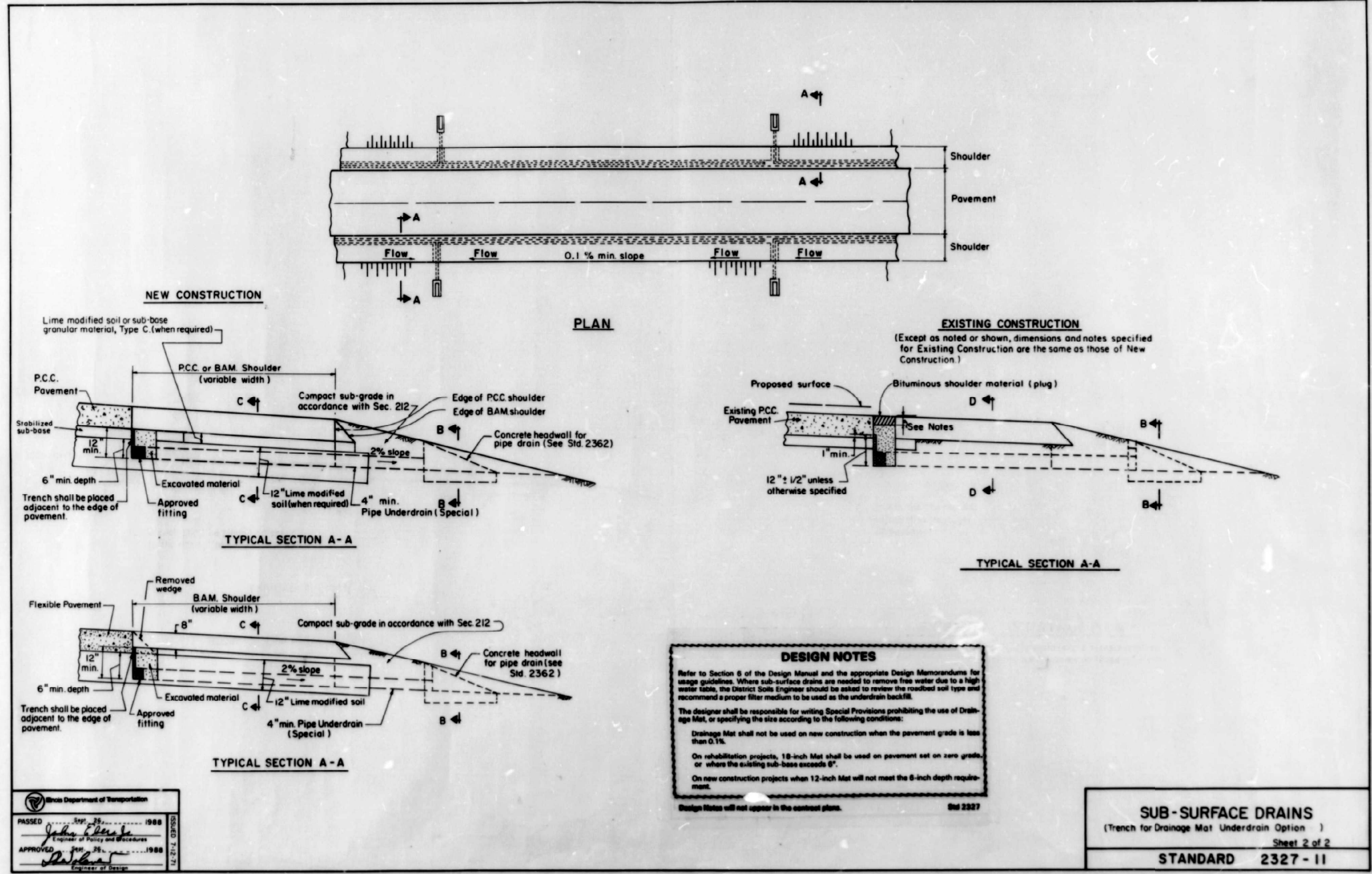
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

FOR INFORMATION ONLY

SCALE: SHEET 7 OF 10 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				

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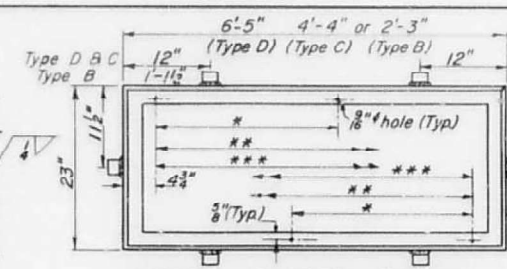
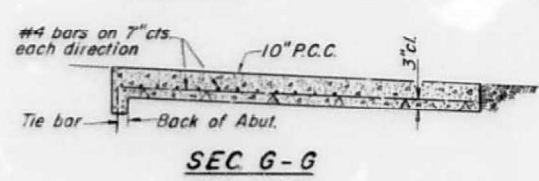
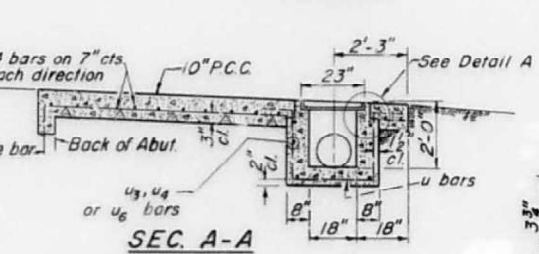
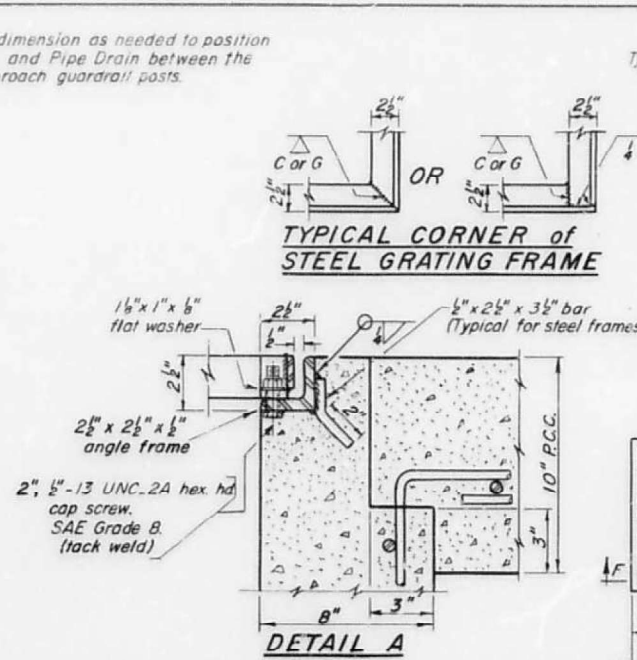
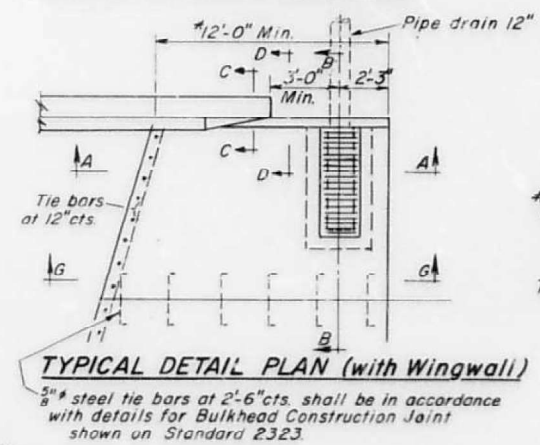
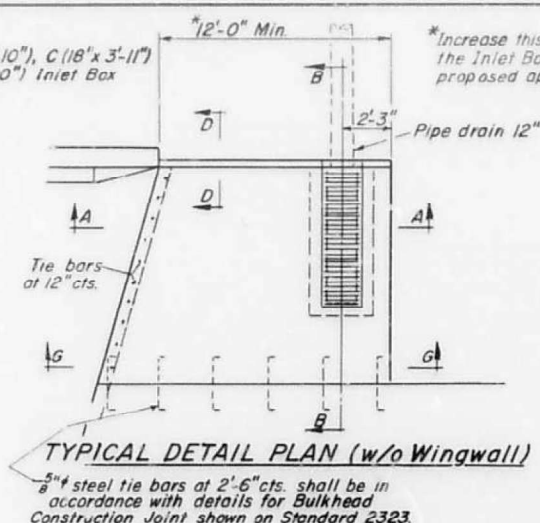
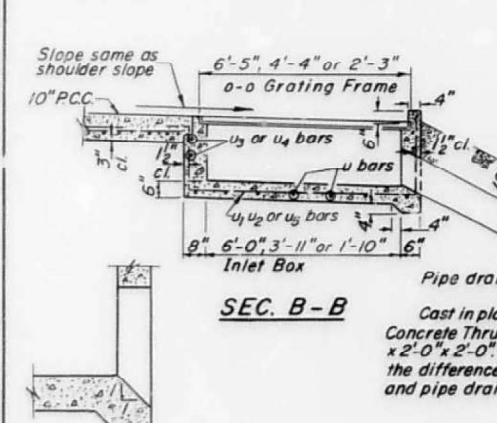
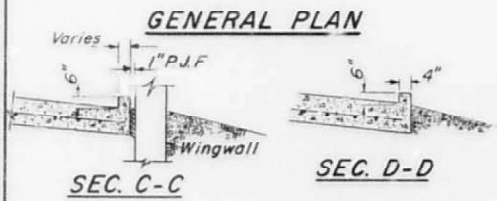
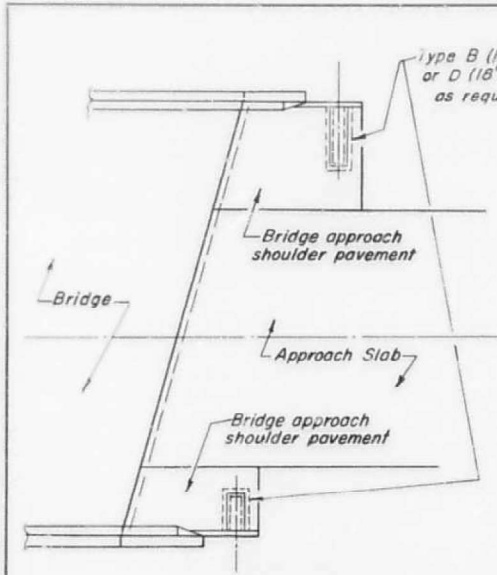
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

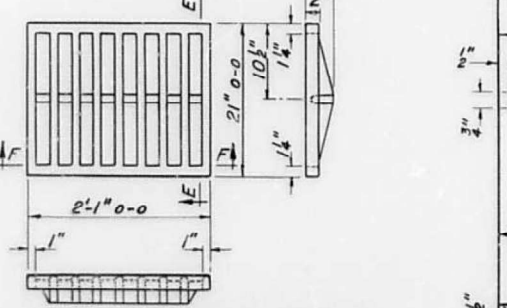
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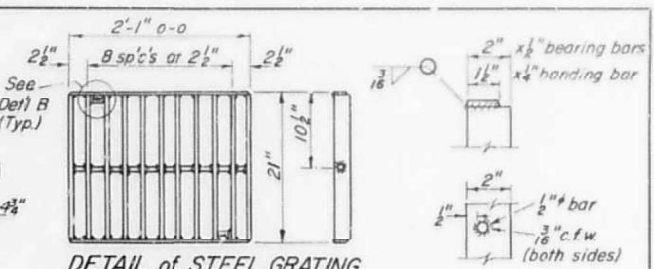
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CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				



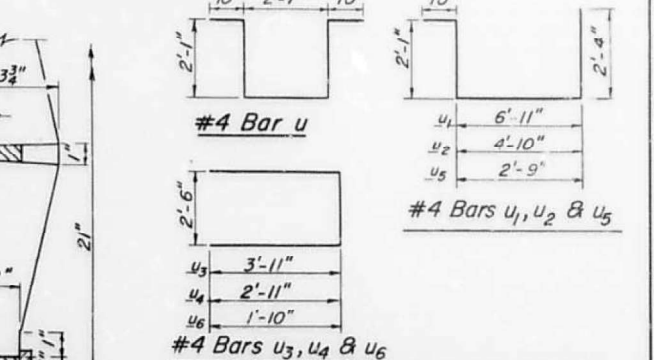
**DETAIL of STEEL FRAME**  
 Cast frame to have same basic dimensions.  
 \* 1 space at 2'-1" for Type C  
 \*\* 2 spaces at 2'-1" for Type D  
 \*\*\* 0 space for Type B



**DETAIL of CAST GRATING**  
 Type B requires 1 grate  
 Type C requires 2 grates  
 Type D requires 3 grates



**DETAIL of STEEL GRATING**  
 Type B requires 1 grate  
 Type C requires 2 grates  
 Type D requires 3 grates



**Material Required for One Type B Inlet Box**

Bar	No.	Size	Length
u	4	#4	8'-5"
u5	3	#4	8'-0"
u6	4	#4	6'-2"
Concrete - Class X or Precast		Cu. Yds.	0.4
Reinf. Bars		Lbs.	60
Grating		Sq. Ft.	3.7

**Material Required for One Type C Inlet Box**

Bar	No.	Size	Length
u	6	#4	8'-5"
u2	3	#4	10'-1"
u4	4	#4	8'-4"
Concrete - Class X or Precast		Cu. Yds.	0.9
Reinf. Bars		Lbs.	80
Grating		Sq. Ft.	7.3

**Material Required for One Type D Inlet Box**

Bar	No.	Size	Length
u	8	#4	8'-5"
u1	3	#4	12'-2"
u3	4	#4	10'-4"
Concrete - Class X or Precast		Cu. Yds.	1.2
Reinf. Bars		Lbs.	100
Grating		Sq. Ft.	11.0

**GENERAL NOTES**

When Inlet Box or Boxes are not required, surface of the shoulder pavement shall be finished to provide a smooth transition from back of the abutment to normal approach roadway shoulder.

See plans for location of bridge approach shoulder pavement.

Use Type C Inlet Box for 5' and 6' shoulder widths, use Type D Inlet Box for 7' and wider shoulder widths, use Type B Inlet Box for shoulders less than 5' wide.

For placement of approach shoulder pavement on existing construction substitute expansion anchor ties for tie bars. For non-rigid approaches, shoulder pavement will be as shown except omit tie bars in approach pavement.

The material for 12" pipe drains shall be either corrugated steel, aluminum alloy or polyethylene (PE) pipe with UV protection.

Corrugated steel and aluminum alloy pipe shall have 2" coupling bands. All pipe connections shall be water tight.

The P.C. Concrete used in the shoulder slab shall meet the requirements of Section 40B of the Standard Specifications.

The lengths of #4 bars used in the approach shoulder pavement shall be as required to accommodate the length, width and skew of the slab.

Class X concrete or precast concrete shall be used for the inlet. Precast concrete shall be in accordance with Sections 505.01 thru 505.05 of the Standard Specifications except that the concrete strength shall be 4000 psi after 28 days.

All exposed edges of the inlet, except the upper perimeter, shall be beveled  $\frac{1}{4}$ ".

Shop drawings will not be required for precast Inlet Boxes.

A 3" deep CA-12 bedding conforming to Article 704.01, D Quality or better shall be provided under full length and width of precast units, and all voids around the pipe drain entrance, both inside and outside, shall be sealed with mortar.

The grating shall seat firmly in the frame and steel grates shall be secured to the frame with a locking device as shown. Cast grates will not require the locking device.

Steel grating and frames shall conform to Article 710.04 of the Standard Specifications and shall be galvanized to AASHTO Specification M111 after fabrication.

Cast grating and frames shall conform to Article 710.17 of the Standard Specifications. Cast grating and frames shall not be galvanized.

Pipe drains shall be installed, measured and paid for in accordance with Section 607 of the Standard Specifications, except sand bedding will not be required.

Metal End Sections shall be installed, measured and paid for in accordance with Section 511 of the Standard Specifications.

Bridge approach shoulder pavement will be measured in place and paid for in square yards as P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT which shall include the cost of subgrade preparation, expansion anchor ties, reinforcement and joint fillers. In computing the area for payment, a deduction will be made for the area displaced by the inlet. (1.2 Sq. Yds. Type C; 1.7 Sq. Yds. Type D, 0.6 Sq. Yds. Type B)

The contract unit price "Each" for TYPE (B, C or D) INLET BOX STANDARD 2324, in place, shall include the frame and grating, class X or precast concrete, reinforcement bars, excavation, bedding when required, and compacted backfill.

The contract unit price "Each" for CONCRETE THRUST BLOCKS, in place, shall include excavation and compacted backfilling.

**BRIDGE APPROACH SHOULDER PAVEMENT**

**STANDARD 2324 - 6**  
(Full Size)

Illinois Department of Transportation

PASSED July 18, 1984

APPROVED July 18, 1984

Engineer of Design

USER NAME = anna.devine	DESIGNED -	REVISED -
PLOT SCALE = SSCAL5	DRAWN -	REVISED -
PLOT DATE = 2/2/2024	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FOR INFORMATION ONLY**

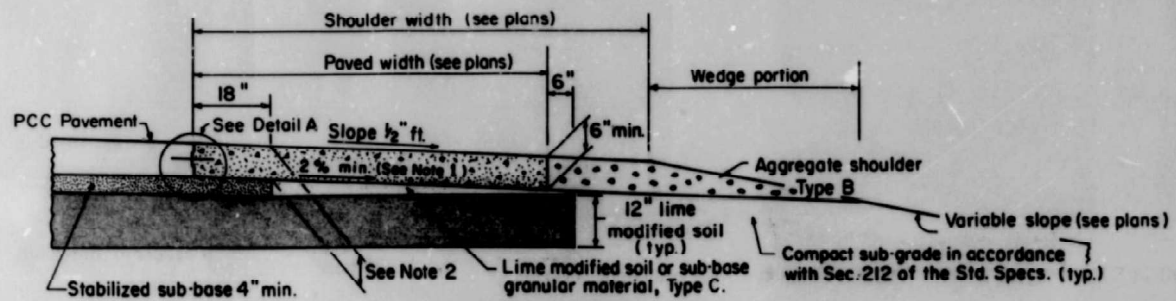
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CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				

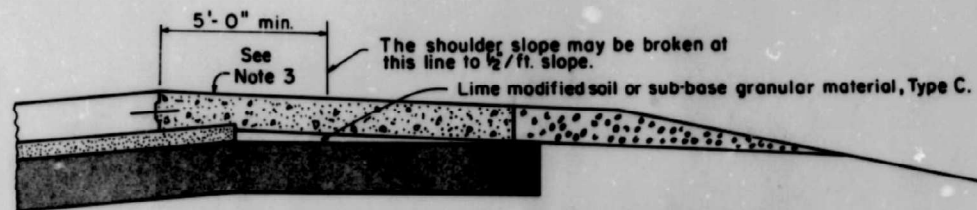
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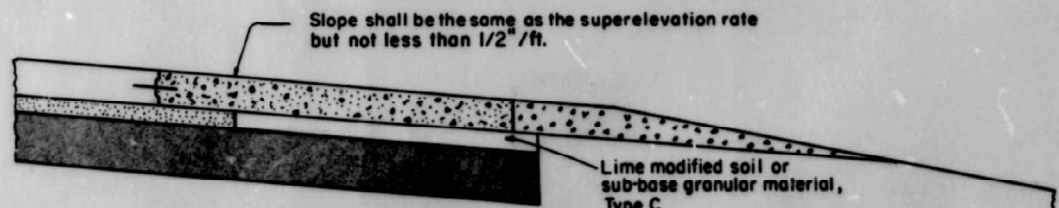




**SHOULDER FOR TANGENT PAVEMENT**



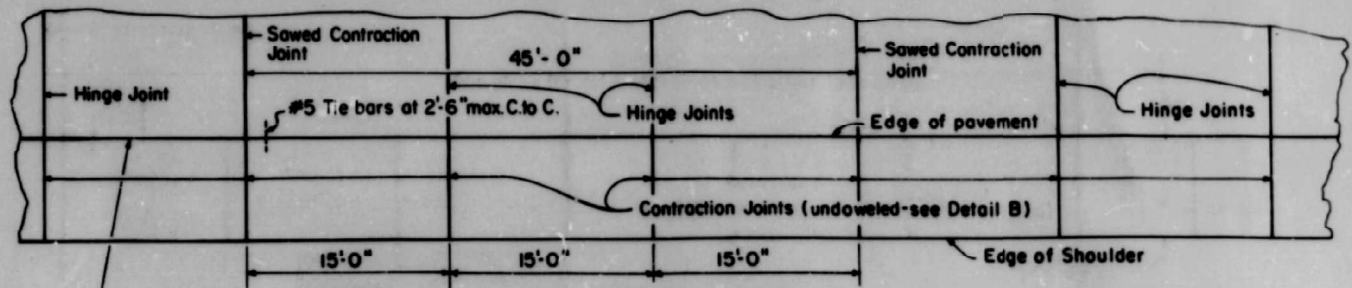
**SHOULDER FOR SUPERELEVATED PAVEMENT  
(Outside of Curve)**



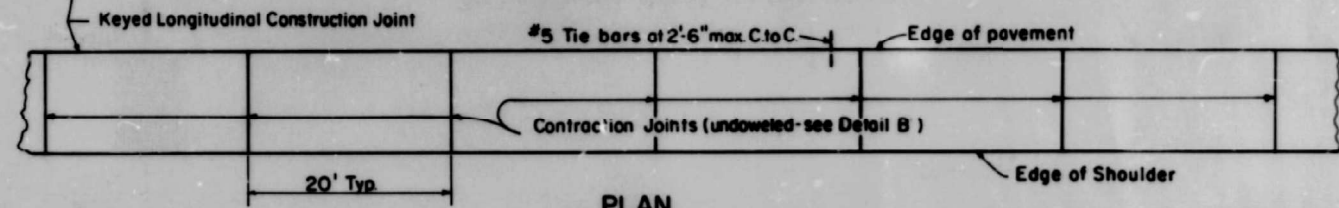
**SHOULDER FOR SUPERELEVATED PAVEMENT  
(Inside of Curve)**

**NOTES**

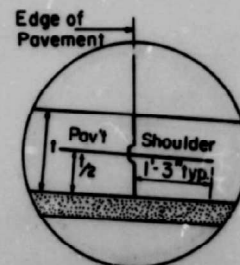
- Note 1:** Does not apply when sub-surface drains are installed.
- Note 2:** When the sub-base is not removed, this thickness will vary with the thickness of pavement, extended length of sub-base, and the slope of pavement. When this thickness is less than 6 inches, the paved shoulder shall be stepped down at this line to provide a 6 inch minimum thickness paved shoulder.
- Note 3:** When the super-elevation rate of the pavement is between 0.00 ft./ft., and 0.04 ft./ft., the shoulder shall be sloped at 1/2" /ft. When the super-elevation rate of the pavement exceeds 0.04 ft./ft., the shoulder shall be sloped so that the algebraic difference between pavement and shoulder slope will be 0.08 ft./ft.



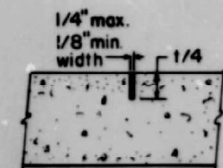
**PLAN  
TYPICAL P.C.C. PAVED SHOULDER ADJACENT TO JOINTED PAVEMENT**



**PLAN  
TYPICAL P.C.C. PAVED SHOULDER ADJACENT TO CONTINUOUSLY REINFORCED PAVEMENT**



**KEYED LONGITUDINAL  
CONSTRUCTION JOINT  
DETAIL A**



**SAWED OR GROOVED  
CONTRACTION JOINT  
DETAIL B**

**GENERAL NOTES**

- #4 tie bars may be used when the pavement is less than 9 inches thick.
- Contraction Joints and Expansion Joints shall be in prolongation with Contraction Joints and Expansion Joints in the pavement.
- Expansion Joints shall be as detailed on Standard 2323 except that dowel bars will not be required.
- When it is necessary to build a transverse construction joint in the PCC shoulder, they shall be placed as follows:
  - Adjacent to jointed pavement - the joint shall be in prolongation with an existing pavement joint or approximately 7-1/2 feet from the adjacent shoulder contraction joint.
  - Adjacent to CRC pavement - the joint shall be a minimum of 10 feet from the adjacent shoulder contraction joint.
- #5 tie bars, 30 inches long, shall be placed at 12 inch centers beginning 6 inches from the edge of the pavement.
- The Grooved Contraction Joint shall be constructed as described in Article 624.07 of the Standard Specifications.
- See Standard 2323 for details of joints and tie bars not shown.
- Except as noted or shown the dimensions and notes specified for the shoulder of tangent pavement are typical for the shoulders of super-elevated pavement.

The additional thickness of lime modified soil or sub-base granular material, Type C under the shoulder shall be included in the cost per square yard of LIME MODIFIED SOIL.

**P.C.C. SHOULDER DETAILS  
ADJACENT TO RIGID PAVEMENT**

**STANDARD 2429**

Full Size D.W. Sr.

C-2201

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State Department of Transportation

PASSED: *John E. Devine*  
Engineer of Policy and Procedures  
APPROVED: *Barbara*  
Engineer of Design

ISSUED: 9-22-88

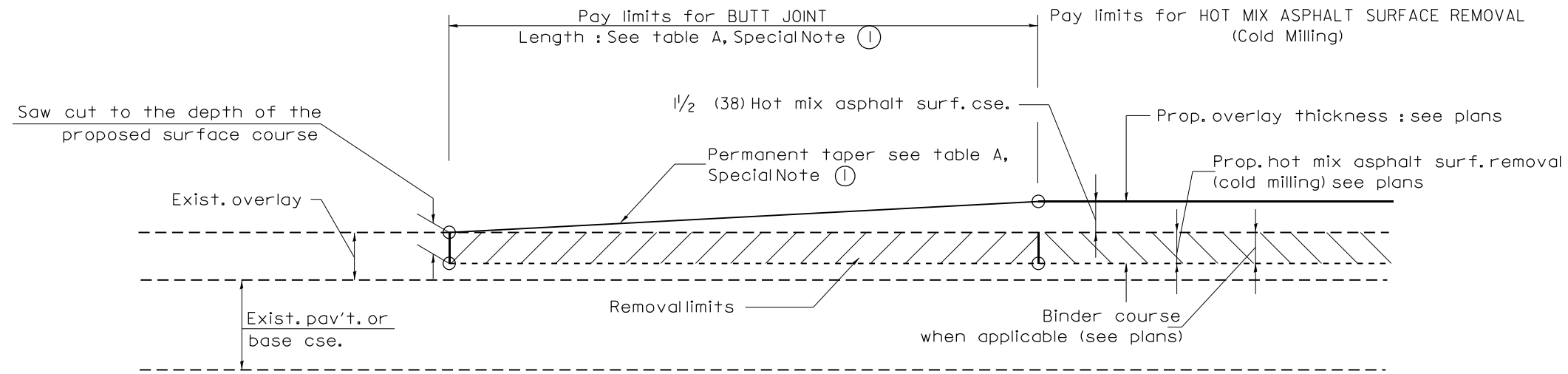
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	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

FOR INFORMATION ONLY

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				



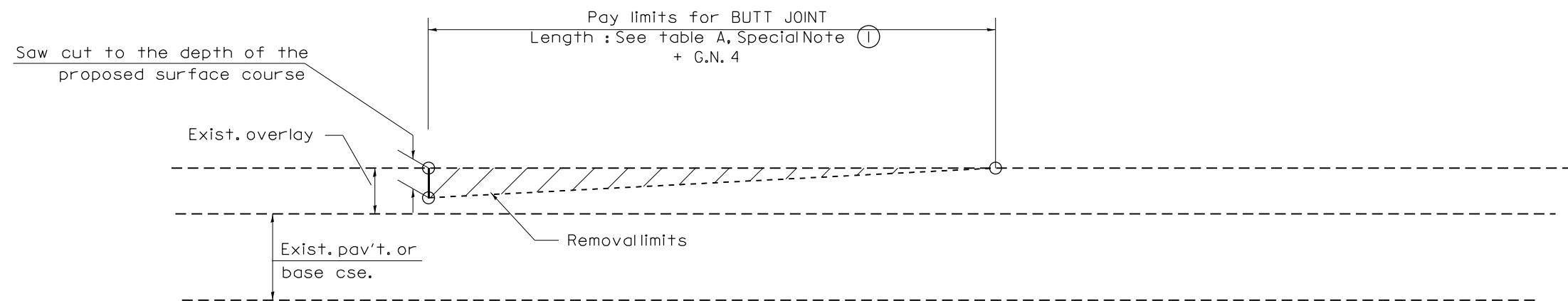
**CASE 1: WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)**

**TABLE A  
TAPER RATES**

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
①	BUTT JOINT TAPER RATE	1:480	1:240
②	TEMPORARY RAMP TAPER RATE	1:80	1:40

**GENERAL NOTES**

- The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
- The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
- The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.
- The length of butt joint is based on the taper rate times change in cold milling depth within the butt joint pay limits, unless otherwise indicated.
- Temporary ramps are paid for separately and not included in the cost of the butt joints.



**CASE 2: NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)**

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

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04-01-97	CORRECTION TO DEPTH		J.A.	DRAWING	MINOR CORRECTIONS	REVISED -	R.D.
09-15-05	REVISED DESIGNER NOTE	PLOT SCALE = \$SCALE\$	M.M.A.	CHECKED	ADDED NOTE 5	REVISED -	R.D.
10-16-06	REVISED TO 2007 SPEC.	PLOT DATE = 1/31/2024	M.A.	DATE -19	Wording and Spelling corrections	REVISED -	R.D.

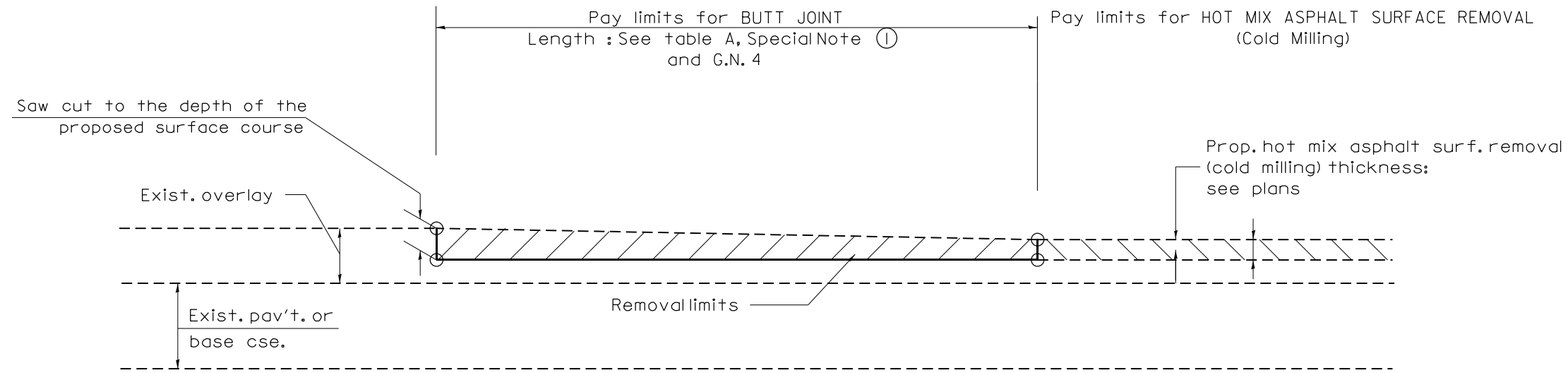
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINTS**

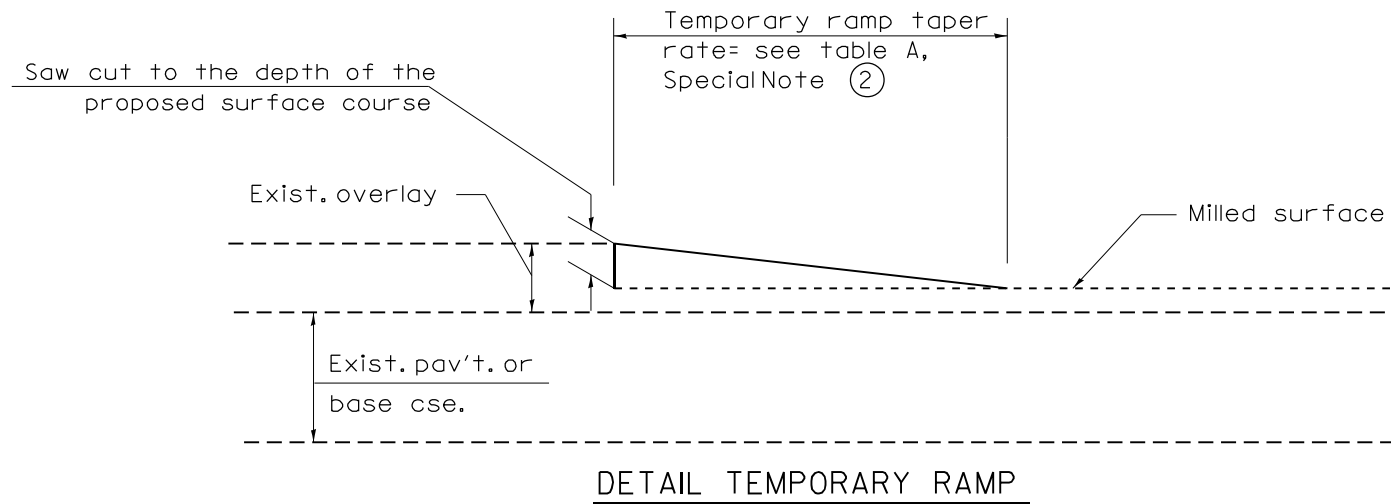
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SCALE: SHEET 1 OF 7 SHEETS STA. CADD NO. 406101-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	34
CONTRACT NO. 68H22			ILLINOIS FED. AID PROJECT	



**CASE 3 : HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)  
TIE-IN TO EXISTING BITUMINOUS TAPER**



**DETAIL TEMPORARY RAMP**

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

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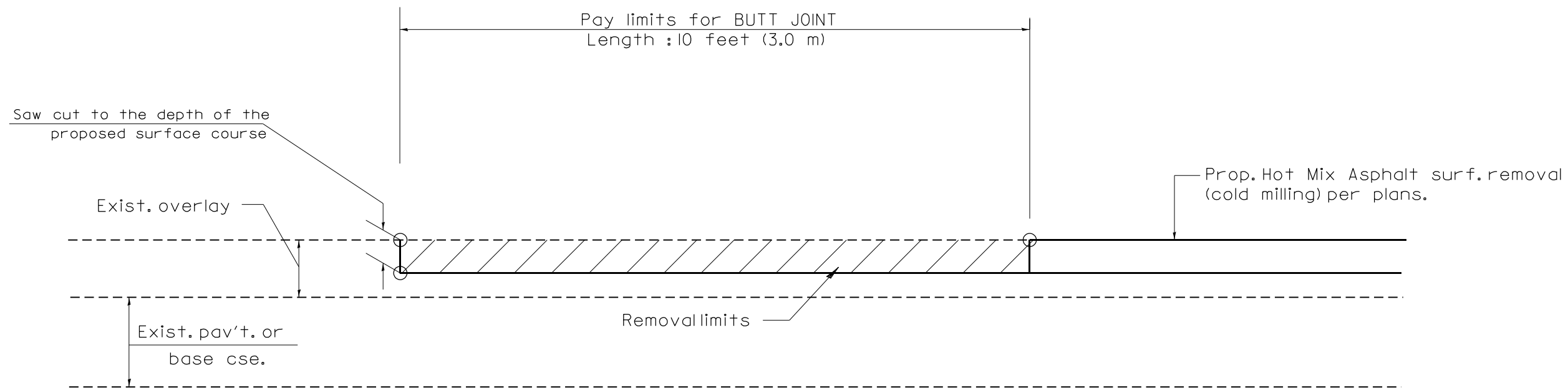
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINTS**

SCALE: SHEET 2 OF 7 SHEETS STA. CADD 406101-D4

SHT. 2 OF 3

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 68H22	
		ILLINOIS	FED. AID PROJECT	

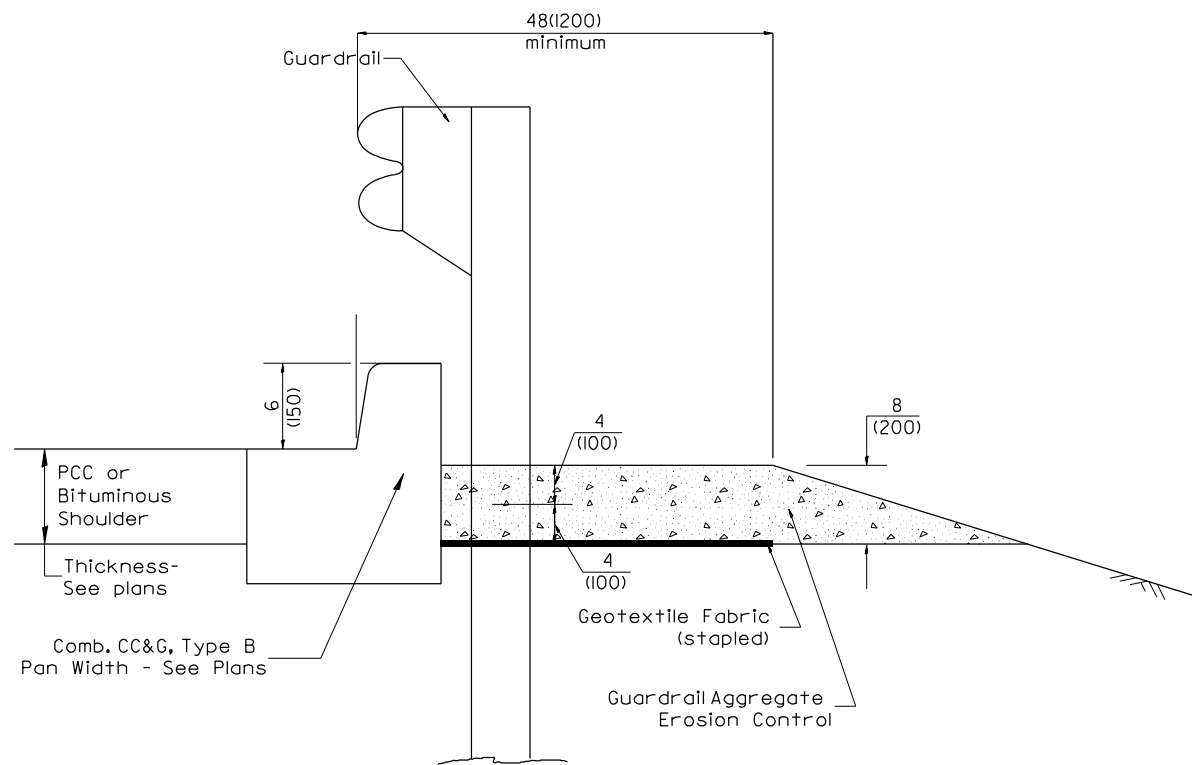


**CASE 4 : SINGLE LIFT OVERLAY WITH EQUIVALENT DEPTH  
HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)  
TIE-IN TO EXISTING BITUMINOUS TAPER**

MODEL: Cadd Standards-2 (Sheet)  
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All dimensions are in inches (millimeters) unless otherwise noted.

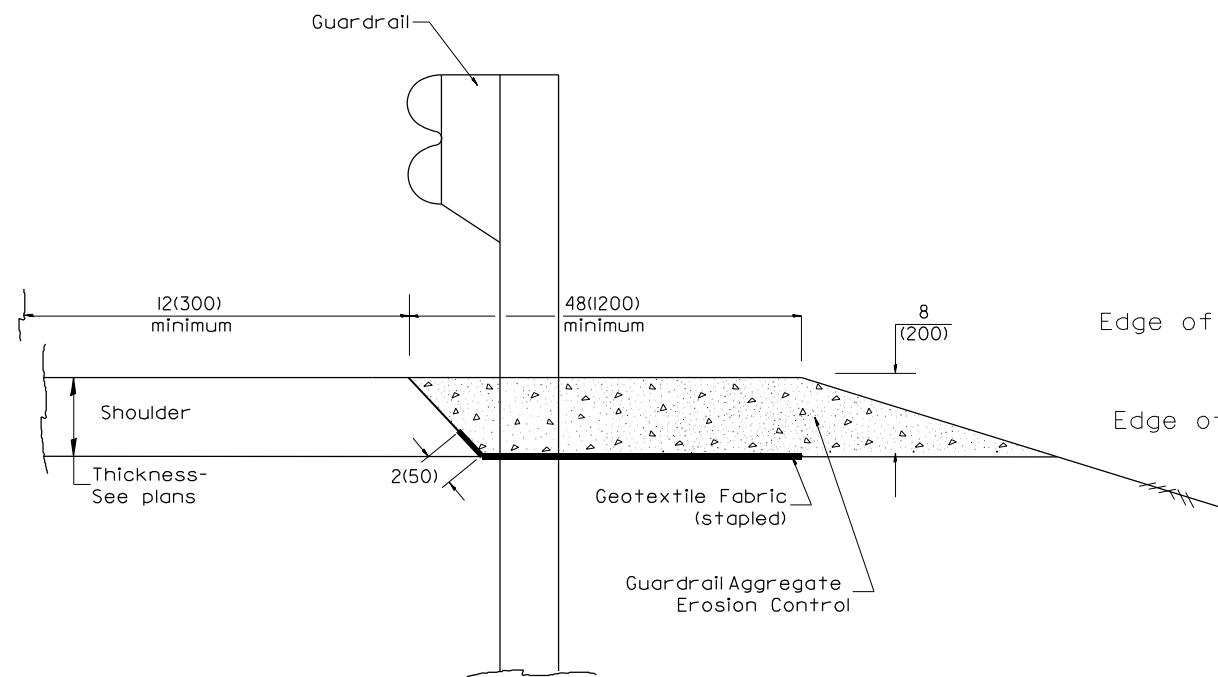
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DRAWN -	REVISED -	39					62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	36	
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PLOT DATE = 2/2/2024	DATE -	REVISED -		SCALE:	SHEET 3	OF 7 SHEETS					



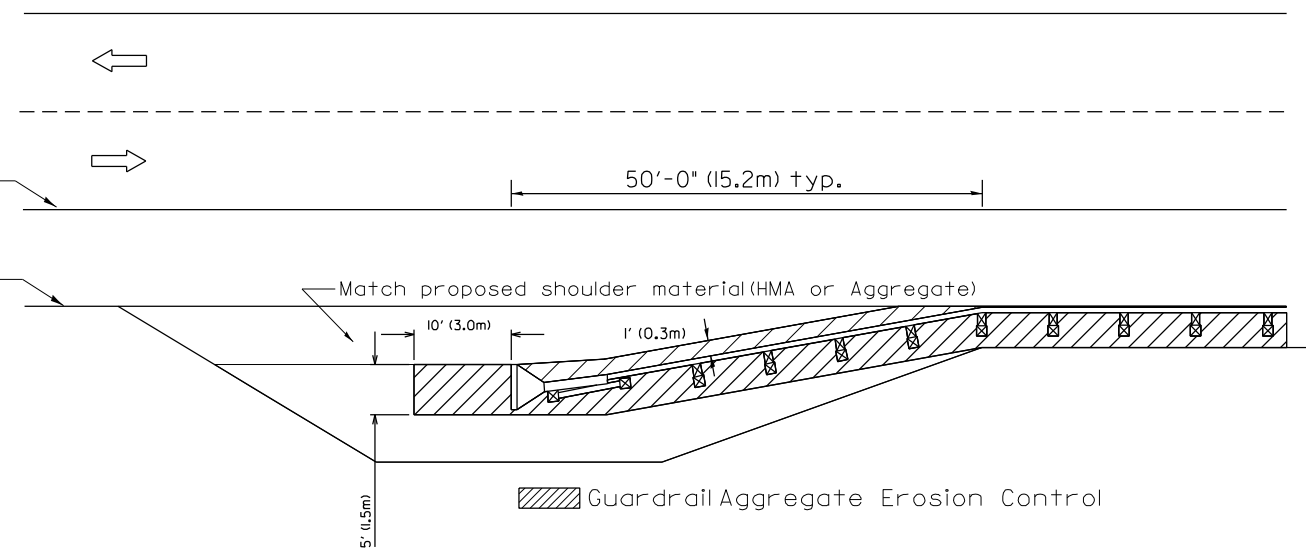
TYPICAL SECTION WITH COMBINATION CONCRETE CURB & GUTTER

**GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL**

1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.
2. Before placing the aggregate and the Geotextile Fabric, weeds and grass shall be removed from the area to be covered.
3. After the area has been prepared, and in a dry condition, the Geotextile fabric shall be placed with a 12(300) minimum overlap. A knife cut for guardrail post installation is necessary.
4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.
5. The Contractor shall have the option of placing the guardrail before or after the Geotextile Fabric and Aggregate are in place. If the guardrail is placed after the Geotextile Fabric and Aggregate, then any voids must be filled and the aggregate returned to line and grade.
6. Materials shall meet the following requirements:
  - A. The crushed aggregate shall be CA1 gradation in accordance with Article 1004.01(c) of the Standard Specifications.
  - B. The Geotextile Fabric shall be nonwoven fabric in accordance with Article 1080.02 of the Standard Specifications.



TYPICAL SECTION WITHOUT EROSION CONTROL CURB



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

MODEL: Cadd Standards-3 (Sheet)  
FILE NAME: c:\p\work\project\surfaces\0889762\0468H22\_sht\_D4\_Standards.dgn

03-07-11	ADDED DETAIL SHOWING PLAN VIEW	DESIGNED BY = anna.devine	R.D.	DESIGNED	CHANGE B CURB TO CC&G	REVISION	-	R.D.
08-10-12	REVISED CURB "B" AND AGGREGATE	CHECKED BY =	R.D.	DRAWN	SPELLING CORRECTIONS	REVISION	-	R.D.
07-15-15	ADDRESSED SHOULDER INLET CURB	SCALE = SSCALE\$	R.D.	CHECKED	-	REVISION	-	R.D.
01-26-17		PLOT DATE = 2/2/2024	R.D.	DATE	-	REVISION	-	R.D.

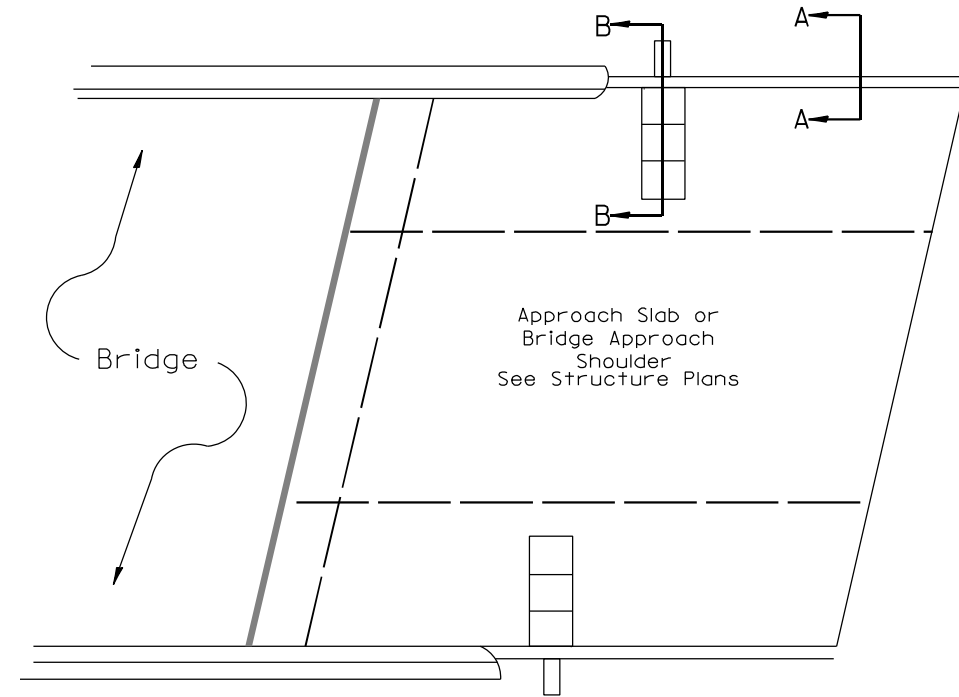
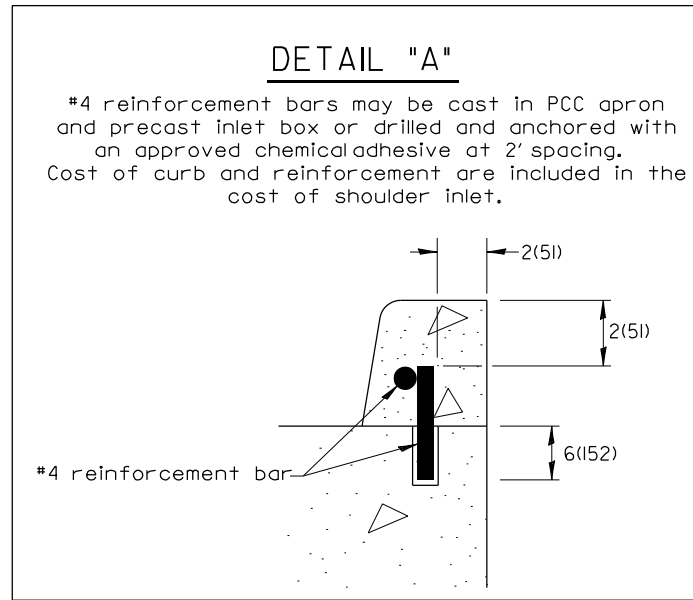
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GUARDRAIL EROSION CONTROL TREATMENTS**

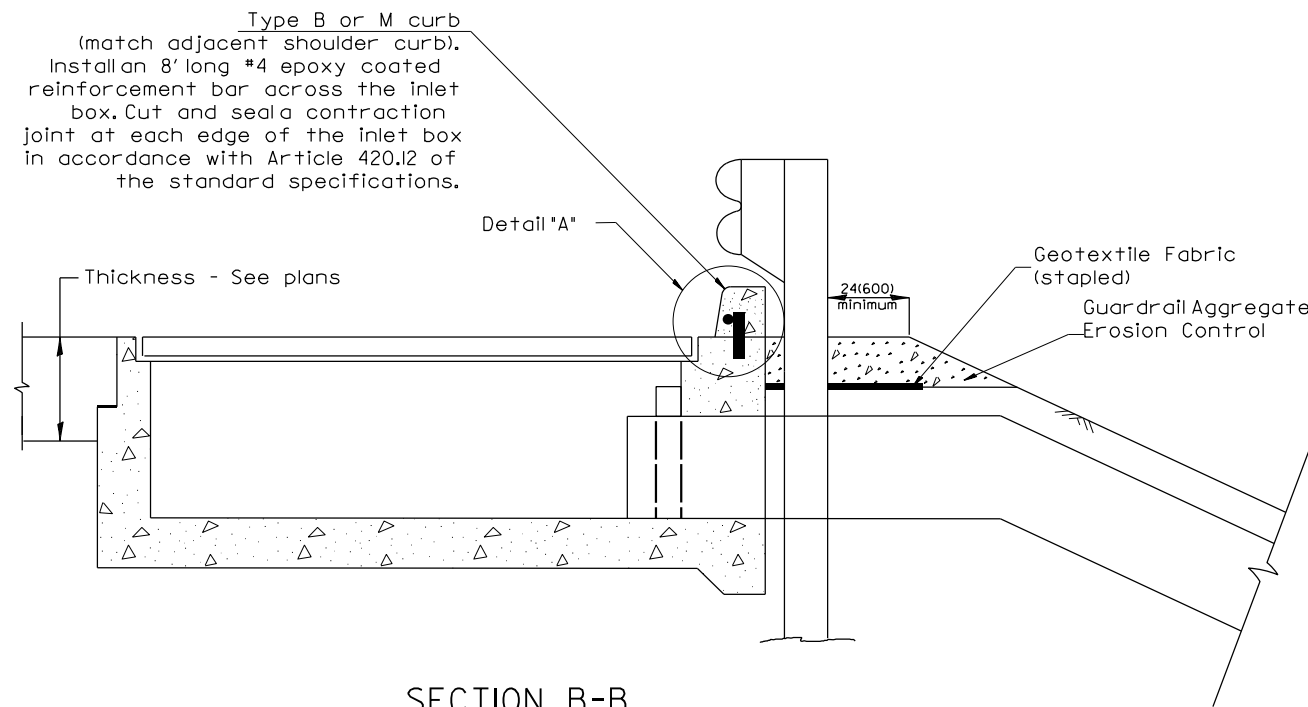
SHT. 1 OF 2

SCALE: SHEET 4 OF 7 SHEETS STA. CADD 630101-D4

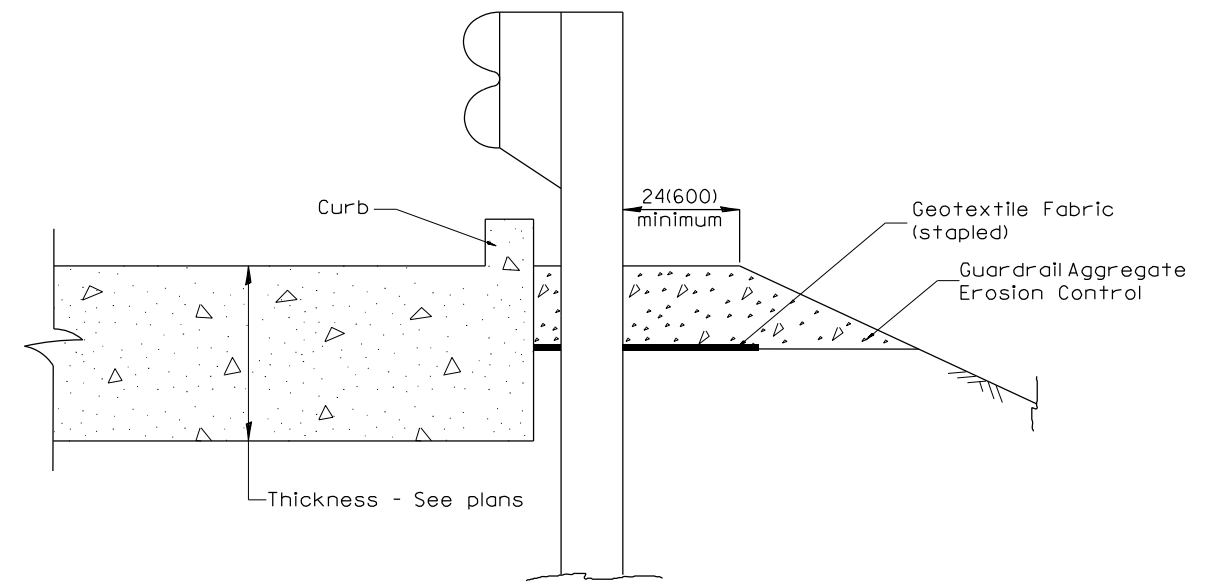
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39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	37
			CONTRACT NO. 68H22	
ILLINOIS FED. AID PROJECT				



PLAN VIEW  
APPROACH SLAB OR SHOULDER PLACEMENT



SECTION B-B  
TYPICAL SECTION AT INLETS  
TYPE E, F & G (HIGHWAY STANDARD 610001)



SECTION A-A  
TYPICAL SECTION WITH BRIDGE APPROACH CURB

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

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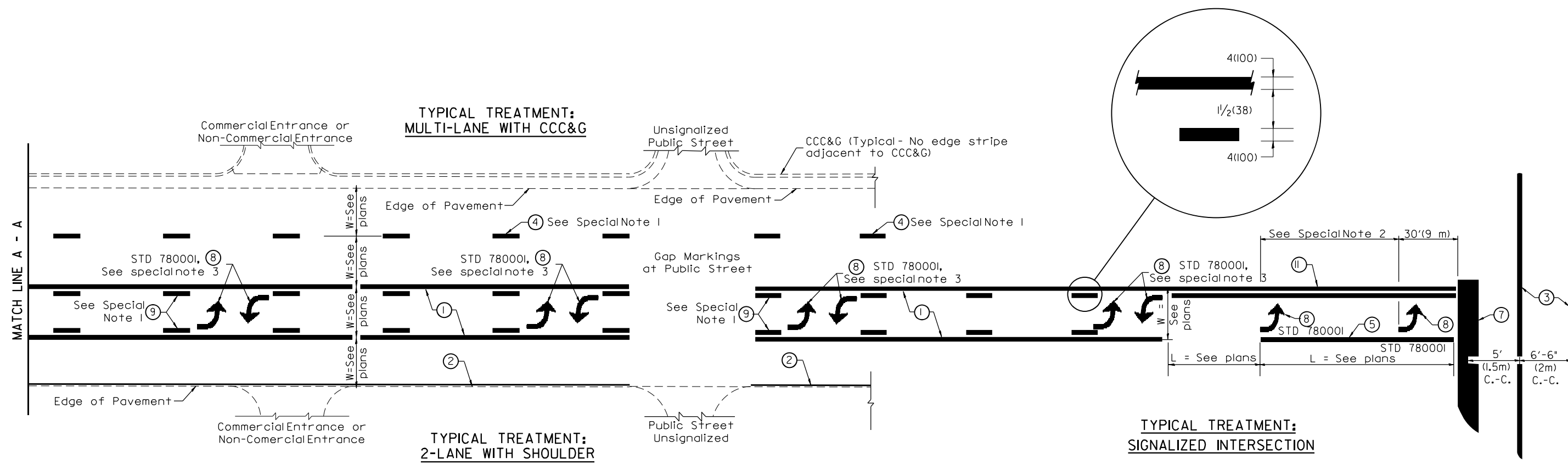
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DRAWN -	REVISIONS -	
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PLOT DATE = 2/2/2024	DATE -	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GUARDRAIL EROSION CONTROL TREATMENTS**

SCALE: SHEET 5 OF 7 SHEETS STA. CADD 630101-D4 SHT. 2 OF 2

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	38
CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				



**FLUSH PAVED MEDIAN; TWO-WAY LEFT TURN LANE WITH ONE-WAY LEFT TURN LANE AT SIGNALIZED INTERSECTION**

**TYPICAL PAVEMENT MARKING LEGEND**  
(Note: This is a District Standard Legend. Some elements may not apply to specific project.)

- ① 4(100) Solid (Yellow)
- ② 4(100) Solid (White)
- ③ 2-6(150) Crosswalk @ 6'-6" (2m) min C.-C. (White)  
2-8(200) Crosswalk @ 6'-6" (2m) min C.-C. (White) (When traffic signals are present.)
- ④ 6(150) Skip-Dash (White) (See Special Note 1)
- ⑤ 8(200) Solid (White)
- ⑥ 12(300) Diagonal (White) (Item 6 shown on Std. 78000I)
- ⑦ 24(600) Stop Bar (White)
- ⑧ Letters & Arrows (See Std. 78000I and Special Notes 2 & 3)
- ⑨ 4(100) Skip-Dash (Yellow) (See Special Note 1)
- ⑩ 12(300) Diagonal (Yellow) (See Table A)
- ⑪ 4(100) Double Solid (Yellow) See Table A

- SPECIAL NOTES**
1. Skip-Dash markings will be centered between both ends of city blocks and shall be placed in alignment transversely across the pavement.
  2. The following shall apply to arrows located in one-way left turn lanes:
    - A. A minimum of two (2) arrows is required.
    - B. The maximum spacing between arrows is 80' (24 m).
    - C. Arrows shall be evenly spaced if three (3) or more are required.
  3. The following shall apply to arrow pairs located in two-way left turn lanes:
    - A. A minimum of two (2) arrow pairs is required.
    - B. The maximum spacing between arrow pairs is 200' (61m).
    - C. Arrow pairs shall be evenly spaced if three (3) or more are required.
    - D. The spacing between BiDirectional Left Turn Arrows is 33' (10 m).

- GENERAL NOTES**
1. Refer to State Standard 78000I for additional Pavement Markings including letters & arrows.
  2. See Plans for Pavement Markings adjacent to curbed islands and medians, and through lane reductions.
  3. Refer to Article 780.13 for letter, number and symbol areas (sq. ft.)
  4. Areas are grooved 1" beyond each edge for the following symbols:
    - Through Arrow= 14.8 sq. ft.
    - Large Left or Right Arrow= 21.9 sq. ft.
    - 2 Arrow Combination Left (or Right) and Through= 34.9 sq. ft.
    - Wrong Way Arrow= 29.5 sq. ft.
    - Railroad Crossing Symbol= 69.8 sq. ft.
    - (For further information, refer to BDE Special Provision: Grooving for Recessed Pavement Markings)

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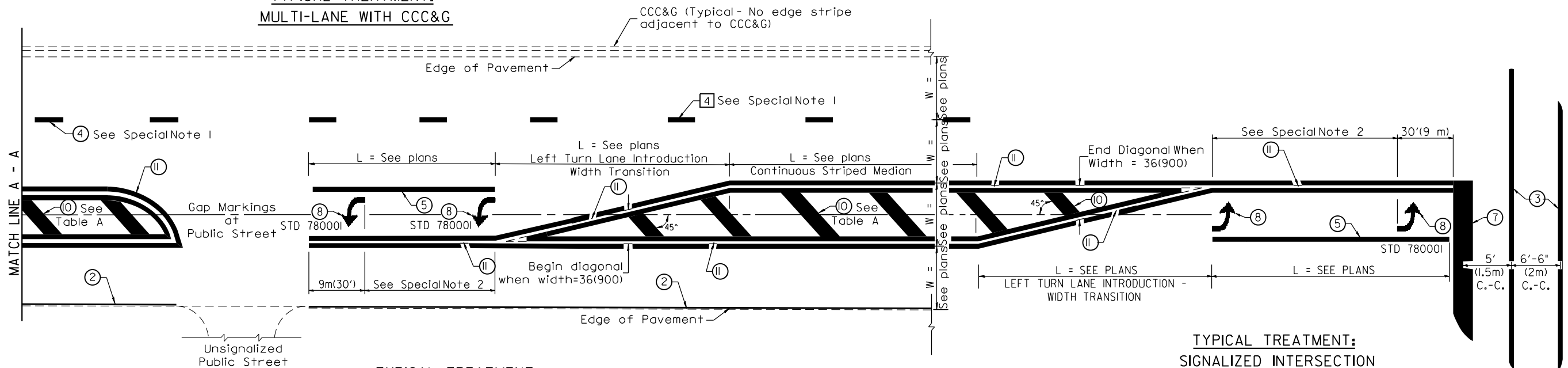
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02-07-97	ADD BIDIRECTIONAL DIMENSION	BY: J.A.	DATE: 07/02/97	DESCRIPTION: ADDING GROOVING AREAS	REVISION: REVISED	BY: J.A.	DATE: 07/02/97	DESCRIPTION: SPELLING CORRECTIONS	REVISION: REVISED	BY: J.A.	DATE: 07/02/97	DESCRIPTION: SPELLING CORRECTIONS	REVISION: REVISED
10-97	CORRECT BIDIRECTIONAL DIMENSION	BY: J.A.	DATE: 10/01/97	DESCRIPTION: SPELLING CORRECTIONS	REVISION: REVISED	BY: J.A.	DATE: 10/01/97	DESCRIPTION: SPELLING CORRECTIONS	REVISION: REVISED	BY: J.A.	DATE: 10/01/97	DESCRIPTION: SPELLING CORRECTIONS	REVISION: REVISED
08-02	ADD CROSSWALK DIMS. WITH	BY: M.A.	DATE: 08/02/02	DESCRIPTION: SPELLING CORRECTIONS	REVISION: REVISED	BY: M.A.	DATE: 08/02/02	DESCRIPTION: SPELLING CORRECTIONS	REVISION: REVISED	BY: M.A.	DATE: 08/02/02	DESCRIPTION: SPELLING CORRECTIONS	REVISION: REVISED

<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	
SCALE:	SHEET 6 OF 7 SHEETS STA. CADD TO STD. 78000I-D4

<b>TYPICAL PAVEMENT MARKINGS</b>	
SHT. 1 OF 2	
SCALE:	SHEET 6 OF 7 SHEETS STA. CADD TO STD. 78000I-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	39
CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				

**TYPICAL TREATMENT:  
MULTI-LANE WITH CCC&G**



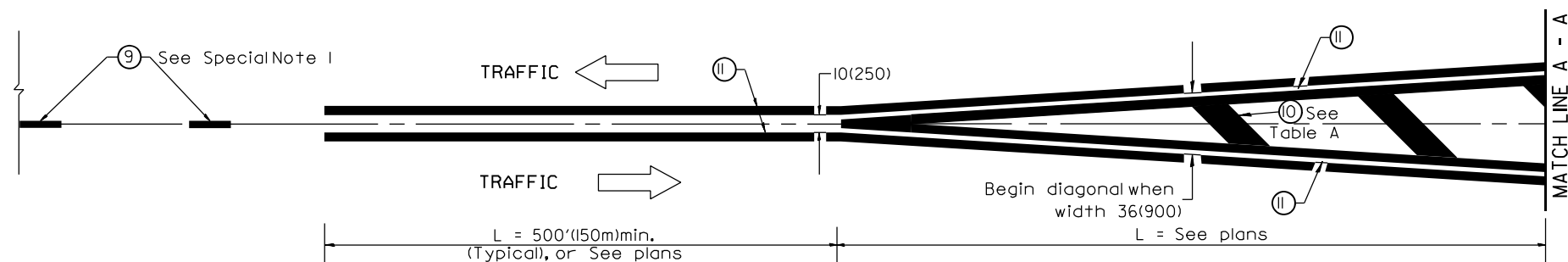
**TYPICAL TREATMENT:  
2-LANE WITH SHOULDER**

**TYPICAL MEDIAN TRANSITIONS**

**FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE**

**TABLE A  
RECOMMENDED SPACING BETWEEN DIAGONAL LINES**

SPEED LIMIT RANGE	INTERSECTION CHANNELIZATION (Includes Width Transitions for Median and Left Turn Lane Introductions)	
	CONTINUOUS	
Less Than 30 mph (50 km/h)	50' (15m)	15' (5m)
30 - 45 mph (50 - 70 km/h)	75' (23m)	20' (6m)
Over 45 mph (70 km/h)	150' (46m)	30' (9m)



**MEDIAN INTRODUCTION - WIDTH TRANSITIONS**

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

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PLOT DATE = 2/2/2024	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL PAVEMENT MARKINGS**

SCALE: SHEET 7 OF 7 SHEETS STA. CADD: **STD. 780001-D4** SHT. 2 OF 2

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	62-(3B-1;3B;3HB-2)BRR	MARSHALL	40	40
CONTRACT NO. 68H22				
ILLINOIS FED. AID PROJECT				