

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	((141-3HB)&(141-3VB)BDR	OGLE	71	1
		ILLINOIS	CONTRACT NO. 64T06	

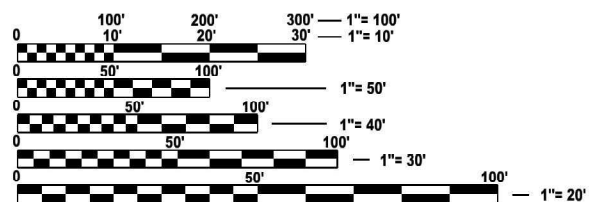
FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR STATE STANDARDS, SEE SHEET NO. 2

PROPOSED HIGHWAY PLANS

FAI ROUTE 39 (I-39)
SECTION: ((141-3HB)&(141-3VB)BDR
PROJECT NHPP-AAX9(309)
TYPE of IMPROVEMENT: BRIDGE REPAIR
SN 071-0046 I-39 SB OVER FAP 553 (IL-72)
SN 071-0047 I-39 NB OVER FAP 553 (IL-72)
SN 071-0048 I-39 SB OVER CPKC RAILROAD
SN 071-0049 I-39 NB OVER CPKC RAILROAD
OGLE COUNTY

C-92-032-24

SN 071-0046 & SN 071-0047
SN 071-0048 & SN 071-0049
MONROE TOWNSHIP
T42N, R2E, SECTION 20
3rd PRINCIPAL MERIDIAN

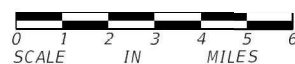
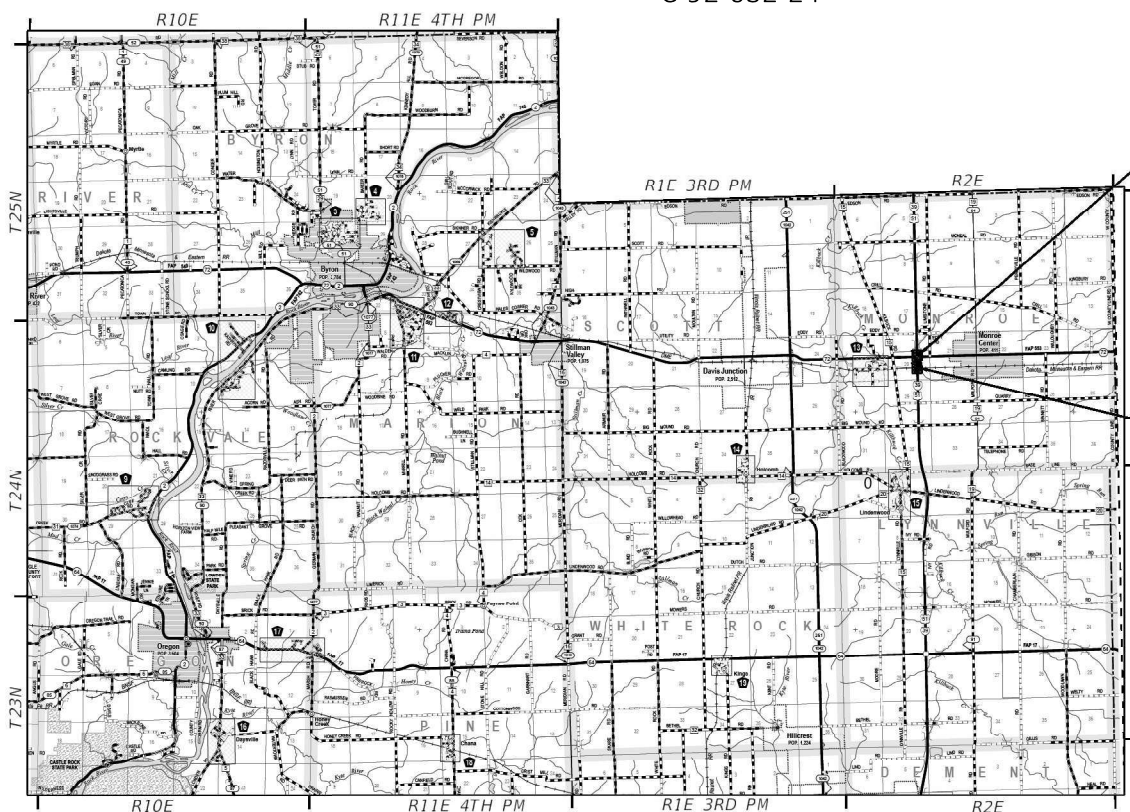


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

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

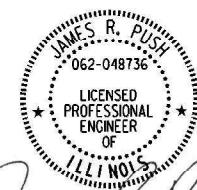
CONTRACT NO. 64T06



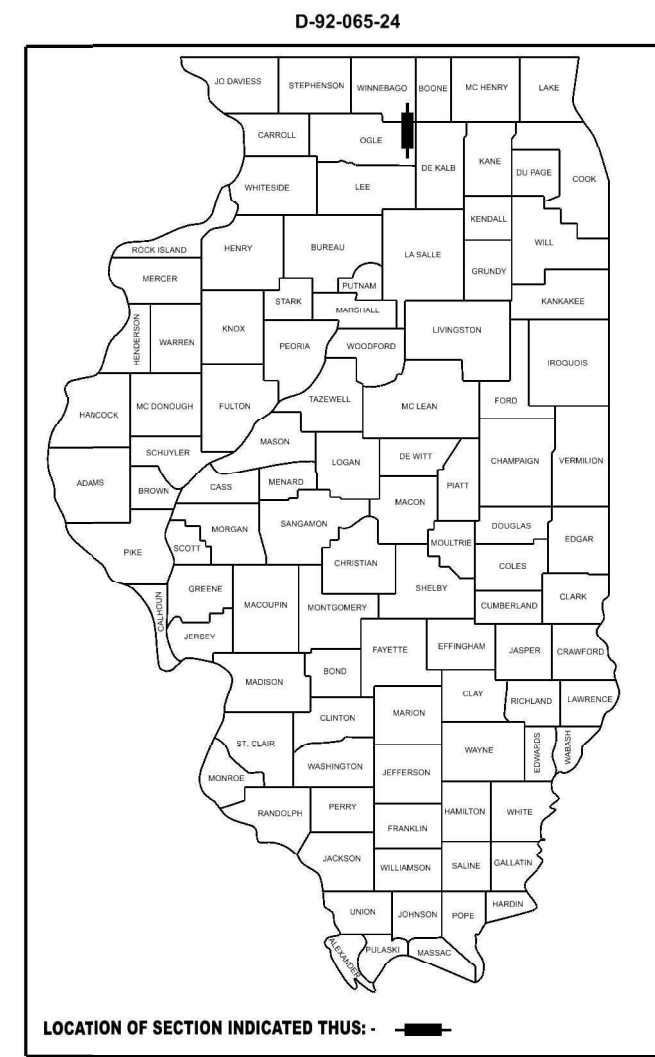
GROSS LENGTH = 370.50 FT = 0.070 MILE
NET LENGTH = 370.50 FT = 0.070 MILE

SN 071-0046 (SB)
SN 071-0047 (NB)
I-39 OVER FAP 553 (IL-72)

SN 071-0048 (SB)
SN 071-0049 (NB)
I-39 OVER CPKC RAILROAD



James R. Push
JAMES R. PUSH, P.E.
LICENSE NO.: 062-048736
EXPIRES: NOVEMBER 30, 2027
DATE: 12/31/2025



QUANDEL CONSULTANTS
161 NORTH CLARK STREET
SUITE 2975
CHICAGO, IL 60601
312-634-6201
DESIGN FIRM - PROF/STRUCT ENGINEER
IL LIC. 184005283-0006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED February 2, 2026

Julia Thompson
REGIONAL ENGINEER

March 20, 2026
See EA etc
ENGINEER OF DESIGN AND ENVIRONMENT

March 20, 2026
James R. Push
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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 482006-03 HMA SHOULDER ADJACENT TO RIGID PAVEMENT
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 542401-04 METAL FLARED END SECTION FOR PIPE CULVERTS
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 631026-06 TRAFFIC BARRIER TERMINAL, TYPE 5
 631031-18 TRAFFIC BARRIER TERMINAL, TYPE 6
 701006-05 OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
 701101-05 OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
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 701426-09 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS > 45 MPH
 701428-01 TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
 701901-11 TRAFFIC CONTROL DEVICES
 704001-08 TEMPORARY CONCRETE BARRIER
 780001-05 TYPICAL PAVEMENT MARKINGS
 781001-04 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
 782006-01 GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

GENERAL NOTES

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

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

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

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

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

THERE ARE NO COMMITMENTS ASSOCIATED WITH THIS PROJECT.

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

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

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

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

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

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

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

MAINTENANCE OF TRAFFIC NOTES

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

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

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USES:	SURFACE
LIFT THICKNESS:	1.5"
PG:	SBS PG 70 -28
DESIGN AIR VOIDS:	4.0% @ Ndes - 80
MIXTURE COMPOSITION:	IL-9.5
FRICTION AGGREGATE:	MIX "E"
MIXTURE WEIGHT:	112 LB/SQ YD/IN
QUALITY MANAGEMENT PROGRAM:	QC / QA
SUBLOT SIZE:	NA
MATERIAL TRANSFER DEVICE:	NA

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

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

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PLOT DATE = 12/31/2025	DATE - 12/31/2025	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	2
			CONTRACT NO. 64T06	
ILLINOIS FED. AID PROJECT				

FILENAME = C:\Users\jpush\OneDrive - QEI\QCDoc\Consult\Projects\2507 IDOT Bridge Rehab Var-Var Phase II PTB 215-020\700-CADD\WO-01(64T06)\Sheets\264T06-SHT-SOO.dgn

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	OGLE COUNTY - FUNDING 90% FED / 10% STATE				
				0006	CONSTRUCTION CODE - BRIDGE 0047			
				ROADWAY	SA (IL 72)		SB (CPKC)	
					071-0046 (SB)	071-0047 (NB)	071-0048 (SB)	071-0049 (NB)
40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	160	160				
40605024	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "E", N80	TON	32	32				
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	354	354				
44004250	PAVED SHOULDER REMOVAL	SQ YD	12	12				
50102400	CONCRETE REMOVAL	CU YD	94.4		33.3	30.3	15.4	15.4
50104000	BRIDGE RAIL REMOVAL	FOOT	694		347	347		
50157300	PROTECTIVE SHIELD	SQ YD	1012		383	371	129	129
50300255	CONCRETE SUPERSTRUCTURE	CU YD	117.8		44.6	42.0	15.6	15.6
50300300	PROTECTIVE COAT	SQ YD	3852		1115	1081	828	828
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	17803		7511	6944	1674	1674
50800515	BAR SPLICERS	EACH	64		20	20	12	12
50800530	MECHANICAL SPLICERS	EACH	36		20	16		
52000005	PREFORMED JOINT SEAL 1"	FOOT	197		100	97		
52000110	PREFORMED JOINT STRIP SEAL	FOOT	367		101	98	84	84
53016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	31		8	8	7.5	7.5

* DENOTES SPECIALTY ITEM



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 1 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(I41-3HB)BDR & (I41-3VB)BDR	OGLE	71	3
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

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				ROADWAY	CONSTRUCTION CODE - BRIDGE 0047			
					SA (IL 72)		SB (CPKC)	
					071-0046 (SB)	071-0047 (NB)	071-0048 (SB)	071-0049 (NB)
53016002	DECK SLAB REPAIR (FULL DEPTH, TYPE 11)	SQ YD	39		9	22	4	4
53101013	BRIDGE DECK SCARIFICATION 3 1/2"	SQ YD	3144		911	879	677	677
53101414	BRIDGE DECK LATEX CONCRETE OVERLAY, 3 3/4"	SQ YD	3144		911	879	677	677
53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	796		285	278	157	76
53212755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	168			18	110	40
59000200	EPOXY CRACK INJECTION	FOOT	75		24	25		26
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	393				161	232
60500060	REMOVING INLETS	EACH	4	4				
61000115	TYPE E INLET BOX, STANDARD 610001	EACH	4	4				
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	8	8				
63200310	GUARDRAIL REMOVAL	FOOT	300	300				
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	4	4				
67100100	MOBILIZATION	L SUM	1	1				
70100205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	EACH	4	4				
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	4	4				

* DENOTES SPECIALTY ITEM



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 2 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(I41-3HB)BDR & (I41-3VB)BDR	OGLE	71	4
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

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CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	OGLE COUNTY - FUNDING 90% FED / 10% STATE				
				ROADWAY	CONSTRUCTION CODE - BRIDGE 0047			
					SA (IL 72)		SB (CPKC)	
					071-0046 (SB)	071-0047 (NB)	071-0048 (SB)	071-0049 (NB)
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	2	2				
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	12948	12948				
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	24273	24273				
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2037.5	2037.5				
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2087.5	2087.5				
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	4				
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	4				
* 78004630	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 6"	FOOT	1850	1850				
* 78004645	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 9"	FOOT	200	200				
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	15537	15537				
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	1628	1628				
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	400	400				
* 78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	17387	17387				
* 78011045	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	1628	1628				
* 78011050	GROOVING FOR RECESSED PAVEMENT MARKING 10"	FOOT	200	200				

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**STATE OF ILLINOIS
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SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 3 OF 5 SHEETS STA. TO STA.

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* 78011065	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	400	400				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	35	35				
X0325748	ACRYLIC COATING	SQ YD	52					52
X0325749	FIBER WRAP	SQ FT	194					194
X4201510	P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT (SPECIAL)	SQ YD	44		22	22		
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	2308		743	709	428	428
X5060704	CLEANING AND PAINTING EXPOSED REBAR	SQ FT	28					28
X5110308	SLOPE WALL CRACK SEALING	FOOT	191				147	44
X5110310	SLOPE WALL REPAIR	SQ YD	707				369	338
X5230154	CLEANING BRIDGE SCUPPERS AND DOWNSPOUTS	EACH	8		4	4		
X7010238	CHANGEABLE MESSAGE SIGN (SPECIAL)	CAL MO	32	32				
* X7011854	REAL-TIME TRAFFIC CONTROL CENTRAL BASE UNIT	CAL MO	8	8				
* X7011856	REAL-TIME TRAFFIC CONTROL SENSOR UNIT	CAL MO	32	32				
* X7820007	GUARDRAIL REFLECTORS, TYPE C (SPECIAL)	EACH	8	8				
* X7820008	BARRIER WALL REFLECTORS (SPECIAL)	EACH	28	28				
Z0001495	BRIDGE APPROACH SHOULDER REMOVAL	SQ YD	36		18	18		

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MAINTENANCE OF TRAFFIC SCHEDULE

STA	STA	LOC / DESCRIPTION	70307120		70300150	70600250	70600350	70400100	70400200	X7820007
			TMP PVT MK	L4 T4 TAPE	SHRT TRM	IMP ATTN	IMP ATTN	TEMP CONC	REL TEMP	GRDRAIL REF
			4" WHITE (FT)	4" YELLOW (FT)	PAVT MK REM (SQ FT)	TEMP NRD TL3	REL NRD TL3	BARRIER (FT)	CONC BARRIER	TYPE C (EA)
STAGE 1 - NB										
2091+93	2101+93	NB RT EDGE LINE	1,000		333					
2101+93	2106+93	NB RT EDGE LINE	500		167					
2106+93	2108+68	NB RT EDGE LINE	175		58					
2108+68	2125+87	NB RT EDGE LINE	1,719		573					
2125+87	2128+76	NB RT EDGE LINE	289		96					
2127+67	2128+90	NB RT EDGE LINE	123		41					
2127+67	2130+36	NB RT EDGE LINE		269	224					
2130+36	2132+11	NB RT EDGE LINE		175	146					
2107+10	2108+68	NB LT EDGE LINE		158	132					
2108+68	2130+36	NB LT EDGE LINE		2,168	1,807					
2130+36	2132+11	NB LT EDGE LINE		175	146					
2109+18	2113+23	REFL ON TEMP BARRIER (RT)								17
2122+36	2125+78	REFL ON TEMP BARRIER (RT)								14
2107+22	2112+18	REFL ON TEMP BARRIER (LT)								20
2122+36	2125+76	REFL ON TEMP BARRIER (LT)								14
2107+91	2109+18	TEMP CONC BARRIER						125.0		
2109+18	2113+23	TEMP CONC BARRIER						400.0		
2121+09	2122+36	TEMP CONC BARRIER						125.0		
2122+36	2125+78	TEMP CONC BARRIER						337.5		
2107+91	2107+91	TEMPORARY ATTENUATOR				1				
2121+09	2121+09	TEMPORARY ATTENUATOR				1				
STAGE 1 - SB										
2132+77	2142+77	SB RT EDGE LINE	1,000		333					
2129+17	2132+77	SB RT EDGE LINE	360		120					
2129+17	2129+88	SB RT EDGE LINE	71		24					
2128+53	2129+75	SB RT EDGE LINE	122		41					
2126+17	2128+53	SB RT EDGE LINE	236		79					
2108+79	2126+17	SB RT EDGE LINE	1,738		579					
2107+04	2108+79	SB RT EDGE LINE	175		58					
2126+02	2127+77	SB LT EDGE LINE		175	146					
2108+79	2126+02	SB LT EDGE LINE		1,723	1,436					
2107+04	2108+79	SB LT EDGE LINE		175	146					
2122+25	2125+67	REFL ON TEMP BARRIER (RT)								14
2109+30	2113+35	REFL ON TEMP BARRIER (RT)								17
2123+61	2128+69	REFL ON TEMP BARRIER (LT)								21
2110+43	2119+95	REFL ON TEMP BARRIER (LT)								39
2125+67	2127+17	TEMP CONC BARRIER						150.0		6
2122+25	2125+67	TEMP CONC BARRIER						350.0		
2113+35	2114+62	TEMP CONC BARRIER						137.5		
2109+30	2113+35	TEMP CONC BARRIER						412.5		
2127+16	2127+16	TEMPORARY ATTENUATOR				1				
2114+62	2114+62	TEMPORARY ATTENUATOR				1				
TOTAL (STAGE 1)			7,508	5,018	6,685	4	-	2,037.5	-	162

PAVING SCHEDULE

STA	STA	DIR	SN	40600295	44000155	40605026
				P BIT MATLS TACK CT (POUND)	HMA SURF REM 1 1/2 (SQ YD)	P SC SMA 9.5 F N80 (TON)
2110+35.37	2110+43.37	SB	SN 071-0048	16	36	3
2112+05.71	2112+13.71	SB	SN 071-0048	16	36	3
2123+52.28	2123+60.28	SB	SN 071-0046	19	41	4
2125+36.66	2125+51.66	SB	SN 071-0046	29	64	6
2110+35.37	2110+43.37	NB	SN 071-0049	16	36	3
2112+05.71	2112+13.71	NB	SN 071-0049	16	36	3
2123+52.74	2123+60.74	NB	SN 071-0047	17	38	4
2125+37.11	2125+52.11	NB	SN 071-0047	31	67	6
TOTAL				160	354	32

SMART TRAFFIC CONTROL SCHEDULE

	X7010238	X7011854	X7011856
	CHANGE MESSAGE SN S+L (CAL MO)	REAL-TIME TR CONT CBU (CAL MO)	REAL-TIME TR CONT SU (CAL MO)
SOUTHBOUND APPROACHING STRUCTURE SN 071-0046 I 39 OVER IL 72	16	4	16
NORTHBOUND APPROACHING STRUCTURES SN 071-0049 I 39 OVER CPCK RAILROAD	16	4	16
TOTAL	32	8	32



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULES
 SCALE: N.T.S. SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
 39 (I4I-3HB)BDR & (I4I-3VB)BDR OGLE 71 8
 CONTRACT NO. 64T06
 ILLINOIS FED. AID PROJECT

MAINTENANCE OF TRAFFIC SCHEDULE (CONTINUED)

STA	STA	LOC / DESCRIPTION	70307120		70300150	70600250	70600350	70400100	70400200	X7820007
			TMP PVT MK	L4 T4 TAPE	SHRT TRM	IMP ATTN	IMP ATTN	TEMP CONC	REL TEMP	GRDRAIL REF
			4" WHITE (FT)	4" YELLOW (FT)	PAVT MK REM (SQ FT)	TEMP NRD TL3	REL NRD TL3	BARRIER (FT)	CONC BARRIER	TYPE C (EA)
STAGE 2 - NB										
2091+23	2101+23	NB LT EDGE LINE		1,000	333					
2101+23	2106+23	NB LT EDGE LINE		500	167					
2106+23	2108+68	NB LT EDGE LINE		245	82					
2108+68	2126+91	NB LT EDGE LINE		1,823	608					
2126+91	2129+36	NB LT EDGE LINE		245	82					
2106+23	2108+68	NB RT EDGE LINE	245		204					
2108+68	2123+84	NB RT EDGE LINE	1,516		1,263					
2126+41	2126+91	NB RT EDGE LINE	50		42					
2126+91	2129+36	NB RT EDGE LINE	245		204					
2123+84	2126+41	NB RT EDGE LINE DASH	64		150					
2105+48	2112+18	REFL ON TEMP BARRIER (RT)								27
2120+17	2125+37	REFL ON TEMP BARRIER (RT)								21
2109+18	2113+23	REFL ON TEMP BARRIER (LT)								17
2122+36	2126+41	REFL ON TEMP BARRIER (LT)								17
2108+04	2109+18	TEMP CONC BARRIER							112.5	5
2109+18	2113+23	TEMP CONC BARRIER							412.5	
2121+22	2122+36	TEMP CONC BARRIER							112.5	
2122+36	2126+41	TEMP CONC BARRIER							412.5	
2108+04	2108+04	TEMPORARY ATTENUATOR					1			
2121+22	2121+22	TEMPORARY ATTENUATOR					1			
STAGE 2 - SB										
2134+57	2144+57	SB LT EDGE LINE		1,000	333					
2129+57	2134+57	SB LT EDGE LINE		500	167					
2127+12	2129+57	SB LT EDGE LINE		245	82					
2108+76	2127+12	SB LT EDGE LINE		1,836	612					
2106+86	2108+76	SB LT EDGE LINE		190	63					
2127+37	2129+57	SB RT EDGE LINE	220		183					
2127+37	2128+72	SB RT EDGE LINE	135		113					
2122+61	2127+12	SB RT EDGE LINE DASH	113		263					
2108+76	2122+61	SB RT EDGE LINE	1,385		1,154					
2106+86	2108+76	SB RT EDGE LINE	190		158					
2123+60	2127+69	REFL ON TEMP BARRIER (RT)								17
2110+43	2119+99	REFL ON TEMP BARRIER (RT)								39
2122+56	2126+62	REFL ON TEMP BARRIER (LT)								17
2109+31	2113+31	REFL ON TEMP BARRIER (LT)								16
2126+62	2127+76	TEMP CONC BARRIER							112.5	5
2122+56	2126+62	TEMP CONC BARRIER							412.5	
2113+31	2114+45	TEMP CONC BARRIER							112.5	
2109+31	2113+31	TEMP CONC BARRIER							400.0	
2127+76	2127+76	TEMPORARY ATTENUATOR					1			
2114+45	2114+45	TEMPORARY ATTENUATOR					1			
TOTAL (STAGE 2)			4,163	7,584	6,263	-	4	-	2,087.5	181
TOTAL			11,671	12,602	12,948	4	4	2,037.5	2,087.5	343
			24,273							



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 DRAWN - AMA
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 DATE - 12/31/2025

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCALE: N.T.S. SHEET 2 OF 3 SHEETS STA. TO STA.

SCHEDULES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(I41-3HB)BDR & (I41-3VB)BDR	OGLE	71	9
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

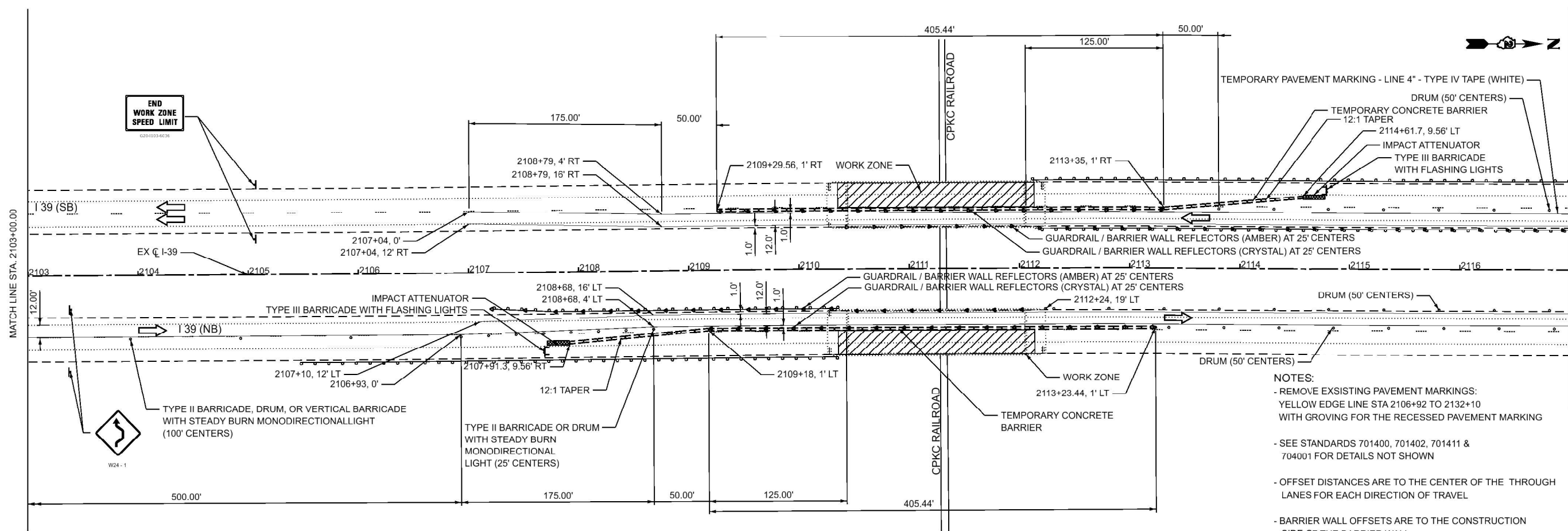
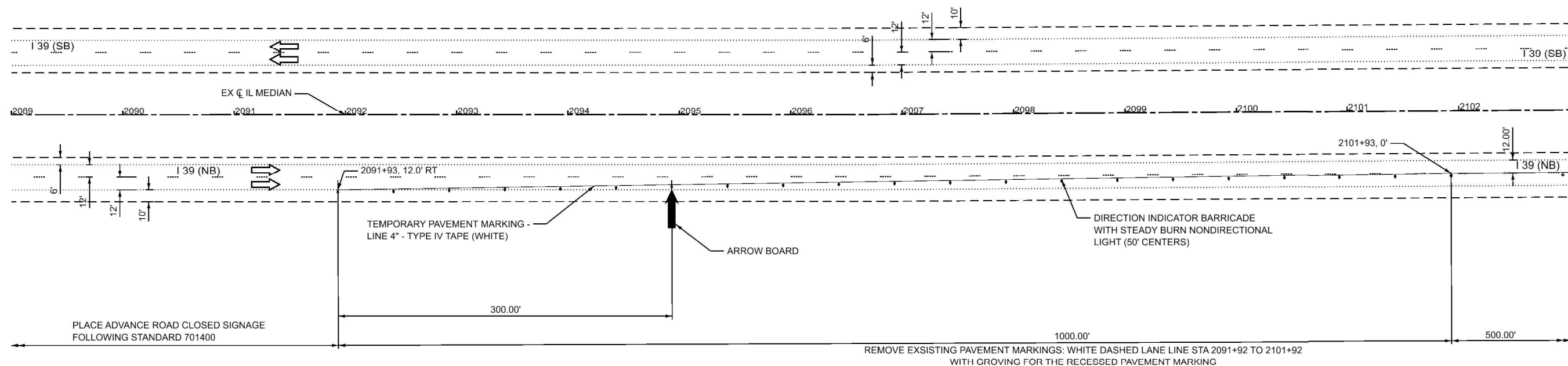
PAVEMENT MARKING SCHEDULES

STA	STA	LOC	78004630	78004645	78009006	78009008	78009012	78011035	78011045	78011050	78011065	
			PREF PL PM TD STD		MODIFIED URETHANE PAVEMENT MARKING				GROOVING RCSD PVT MRKG			
			LINE - 6" (WHITE SKIP DASH) (FT)	LINE - 9" (WHITE SKIP DASH) (FT)	LINE - 6" (WHITE EDGE LINE) (FT)	LINE - 6" (YELLOW EDGE LINE) (FT)	LINE - 8" (WHITE EDGE LINE) (FT)	LINE - 12" (DIAGONALS) (FT)	7" (FT)	9" (FT)	10" (FT)	13" (FT)
2091+23	2132+11	NB			4088	4088				8176		
2091+19	2110+43	NB	490							490		
2110+43	2112+06	NB		50							50	
2112+06	2123+61	NB	290							290		
2123+61	2125+37	NB		50							50	
2125+37	2132+11	NB	170							170		
2125+24	2129+16	GORE					784	240		784		240
2106+31	2141+66	SB			3535	3535				7070		
2141+66	2144+57	SB				291				291		
2106+56	2110+43	SB	100							100		
2110+43	2112+06	SB		50							50	
2112+06	2123+60	SB	290							290		
2123+60	2125+37	SB		50							50	
2125+37	2144+57	SB	480							480		
2124+35	2125+46	SB	30							30		
2125+46	2129+68	GORE					844	160		844		160
		TOTAL	1850	200	7623	7914	1628	400	17387	1628	200	400
						15537						

X7820007					
GUARDRAIL REFLECTORS, TYPE C (SPECIAL)					
STA	STA	DIR	STRUCTURE	CRYSTAL	AMBER
2112+06	2112+36	SB	SN 071-0048	1	1
2125+37	2125+40	SB	SN 071-0046	1	1
2109+93	2110+44	NB	SN 071-0049	1	1
2123+48	2123+61	NB	SN 071-0047	1	1
TOTAL				8	8

X7820008					
BARRIER WALL REFLECTORS (SPECIAL)					
STA	STA	DIR	STRUCTURE	CRYSTAL (EACH)	AMBER (EACH)
2110+44	2112+06	SB	SN 071-0048	3	3
2123+60	2125+37	SB	SN 071-0046	4	4
2110+44	2112+06	NB	SN 071-0049	3	3
2123+61	2125+37	NB	SN 071-0047	4	4
TOTAL				28	28

78100100			
RAISED REFLECTIVE PAVEMENT MARKER			
STA	STA	DIR/LOC	CRYSTAL (EACH)
2110+40	2112+25	SB/C-L	6
2123+45	2125+50	SB/C-L	6
2110+40	2112+25	NB/C-L	6
2123+45	2125+50	NB/C-L	6
2123+45	2125+50	NB/EDGE	11
TOTAL			35



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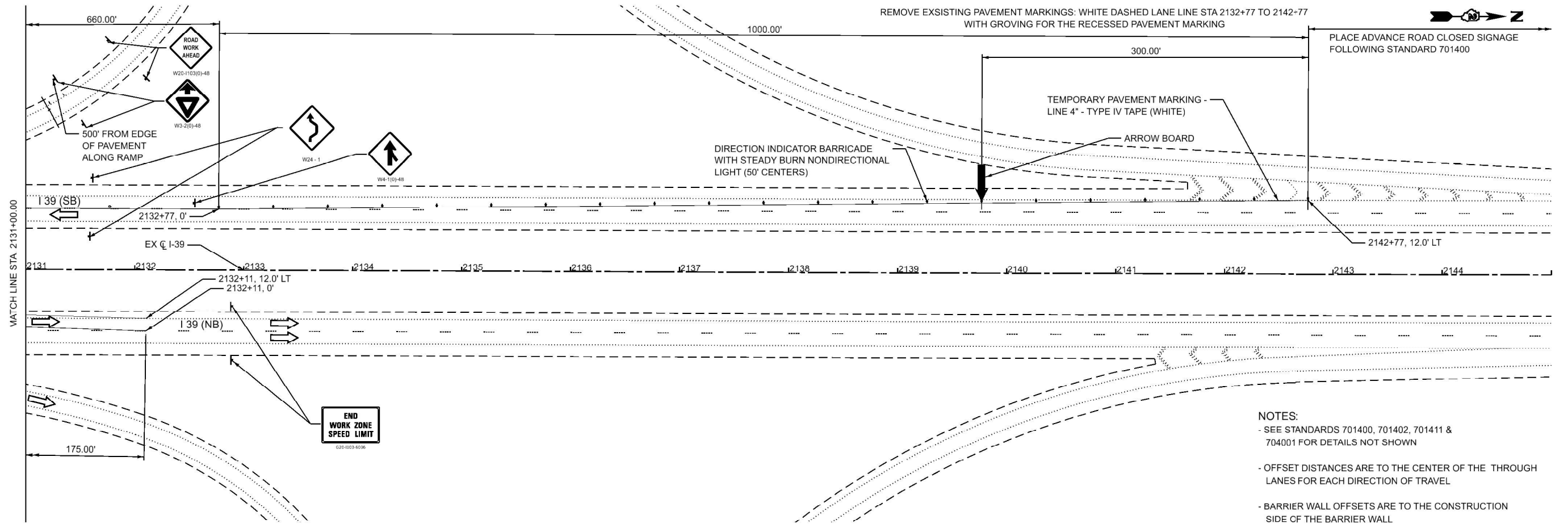
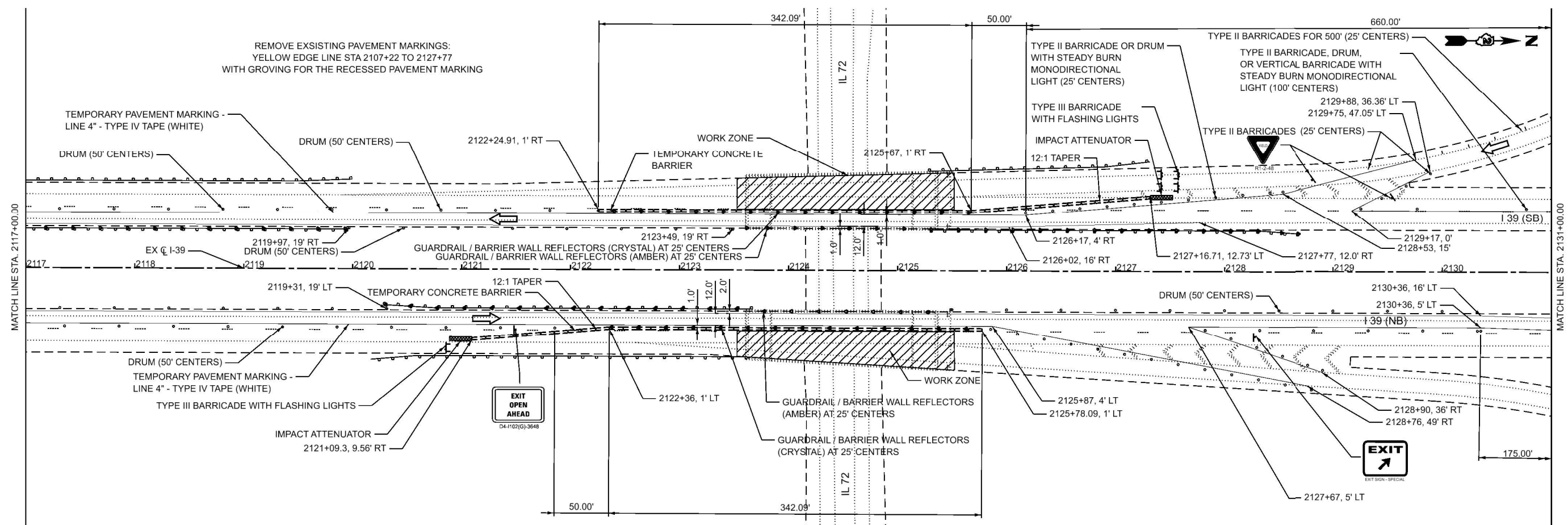
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION TRAFFIC CONTROL - STAGE 1
 I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD

SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. 2089+00.00 TO STA. 2117+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	11
CONTRACT NO. 64T06				
ILLINOIS		FED. AID PROJECT		



NOTES:
 - SEE STANDARDS 701400, 701402, 701411 & 704001 FOR DETAILS NOT SHOWN
 - OFFSET DISTANCES ARE TO THE CENTER OF THE THROUGH LANES FOR EACH DIRECTION OF TRAVEL
 - BARRIER WALL OFFSETS ARE TO THE CONSTRUCTION SIDE OF THE BARRIER WALL

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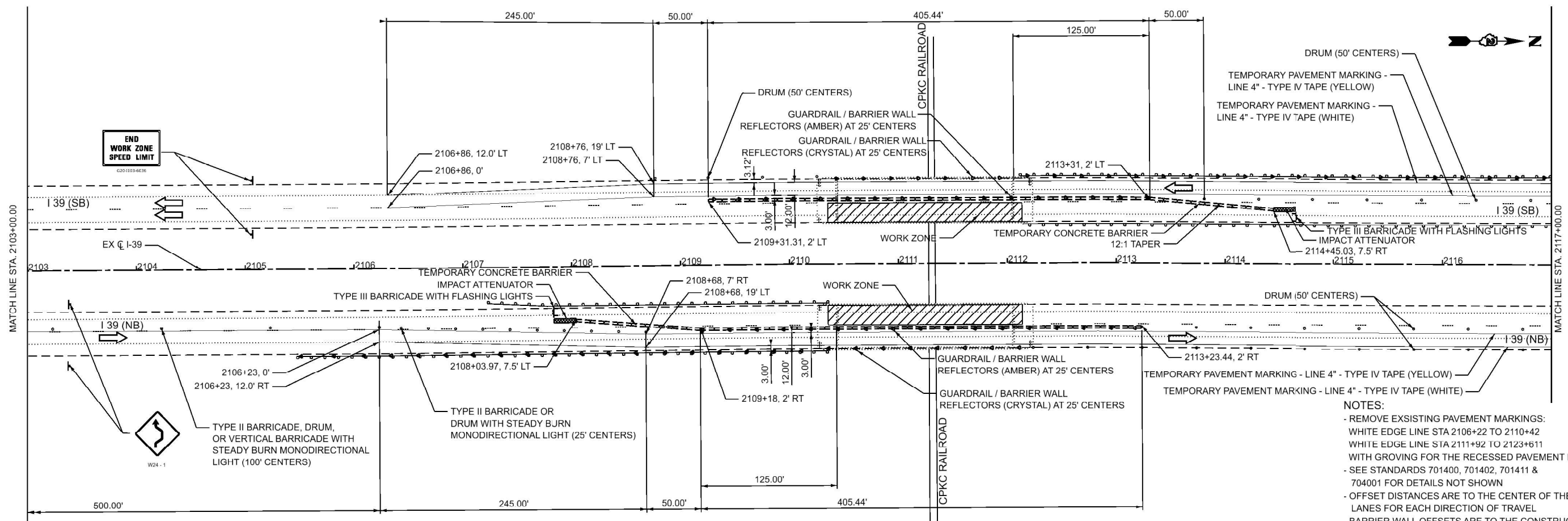
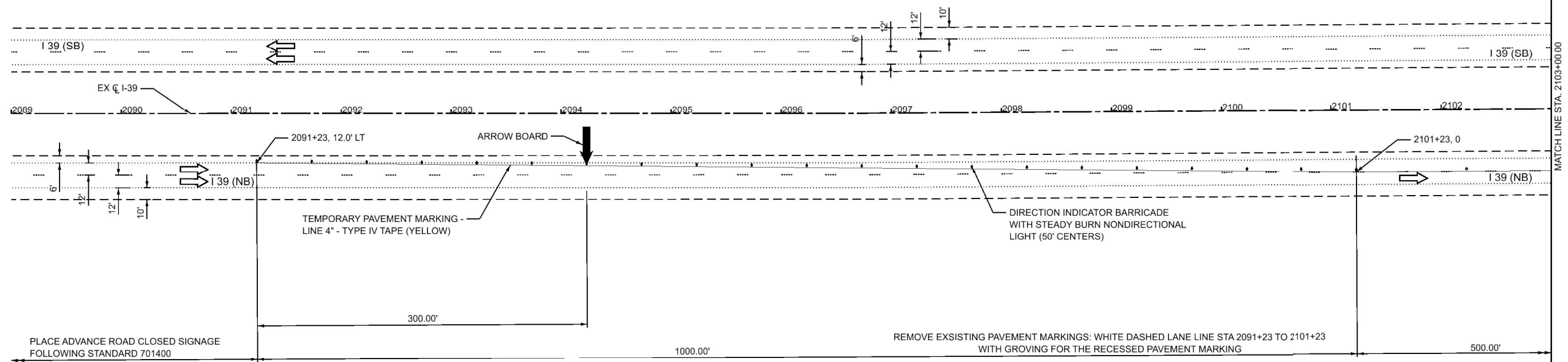
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION TRAFFIC CONTROL - STAGE 1
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD**

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. 2117+00.00 TO STA. 2145+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	12
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				



- NOTES:**
- REMOVE EXISTING PAVEMENT MARKINGS: WHITE EDGE LINE STA 2106+22 TO 2110+42 WHITE EDGE LINE STA 2111+92 TO 2123+611 WITH GROVING FOR THE RECESSED PAVEMENT MARKING
 - SEE STANDARDS 701400, 701402, 701411 & 704001 FOR DETAILS NOT SHOWN
 - OFFSET DISTANCES ARE TO THE CENTER OF THE THROUGH LANES FOR EACH DIRECTION OF TRAVEL
 - BARRIER WALL OFFSETS ARE TO THE CONSTRUCTION SIDE OF THE BARRIER WALL

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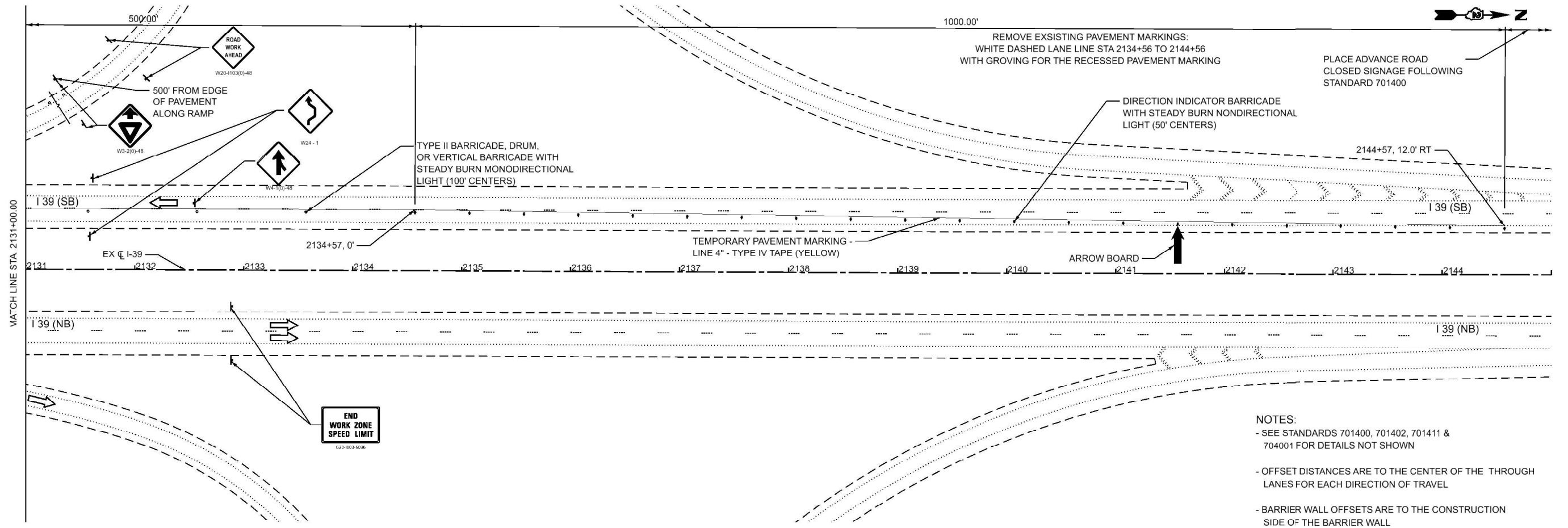
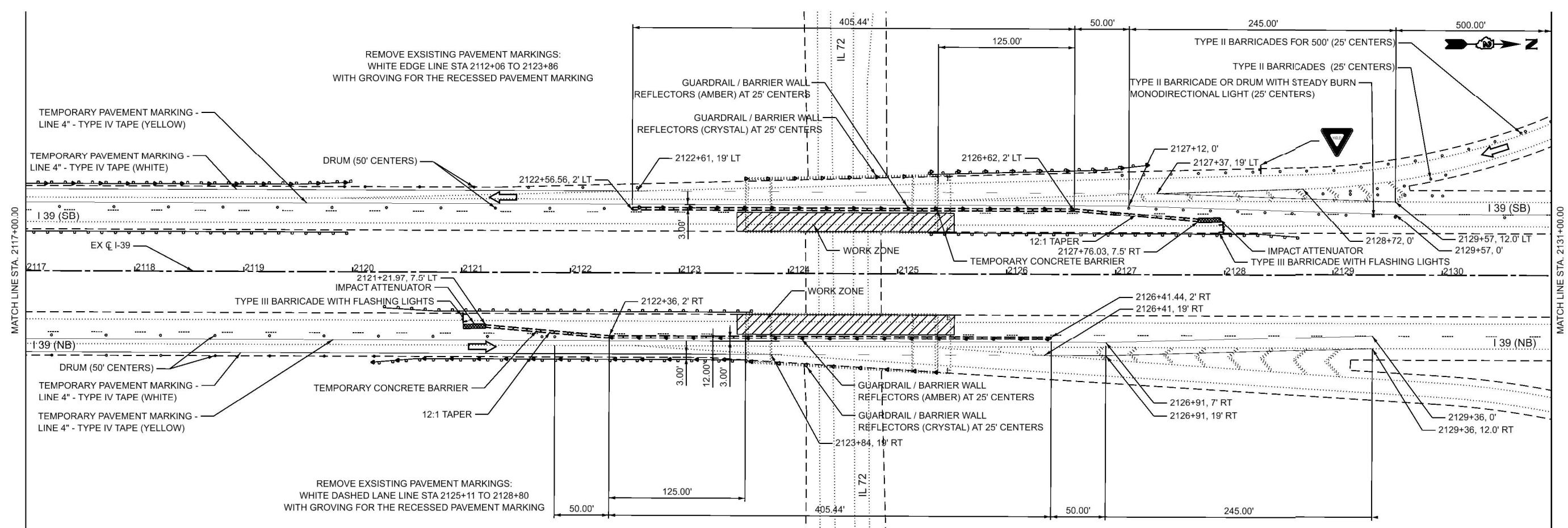
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION TRAFFIC CONTROL - STAGE 2
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD**

SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. 2089+00.00 TO STA. 2117+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	13
CONTRACT NO. 64T06				
		ILLINOIS	FED. AID PROJECT	

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NOTES:
 - SEE STANDARDS 701400, 701402, 701411 & 704001 FOR DETAILS NOT SHOWN
 - OFFSET DISTANCES ARE TO THE CENTER OF THE THROUGH LANES FOR EACH DIRECTION OF TRAVEL
 - BARRIER WALL OFFSETS ARE TO THE CONSTRUCTION SIDE OF THE BARRIER WALL



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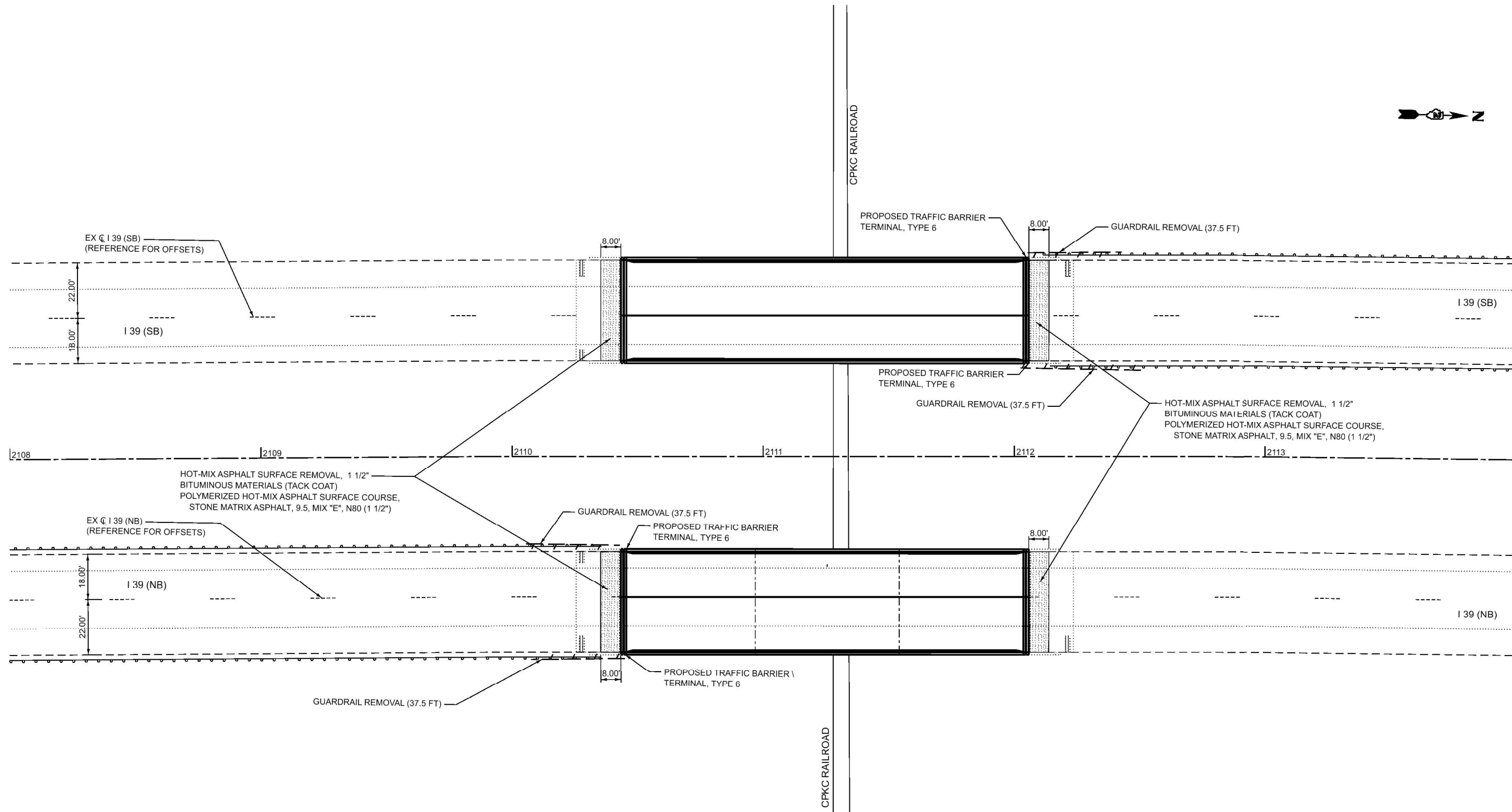
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 1"=50'
 SHEET 2 OF 2 SHEETS
 STA. 2117+00.00 TO STA. 2145+00.00

STAGE CONSTRUCTION TRAFFIC CONTROL - STAGE 2
 I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	14
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

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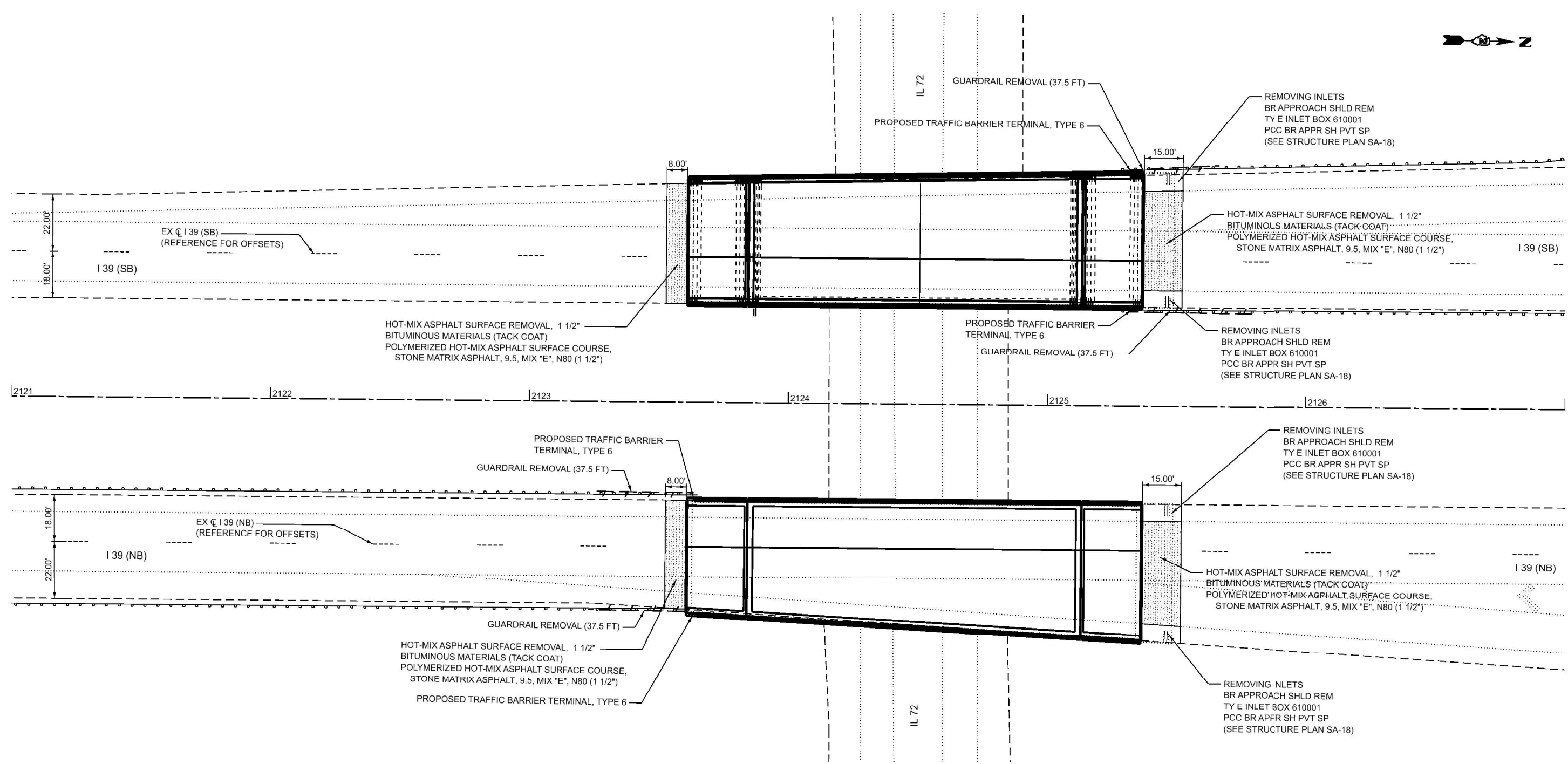
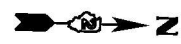
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLANS
 I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD**

SCALE: 1" = 20' SHEET 1 OF 2 SHEETS STA. 2108+00.00 TO STA. 2114+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	15
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				



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PLOT DATE = 12/31/2025	DATE = 12/31/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLANS
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD

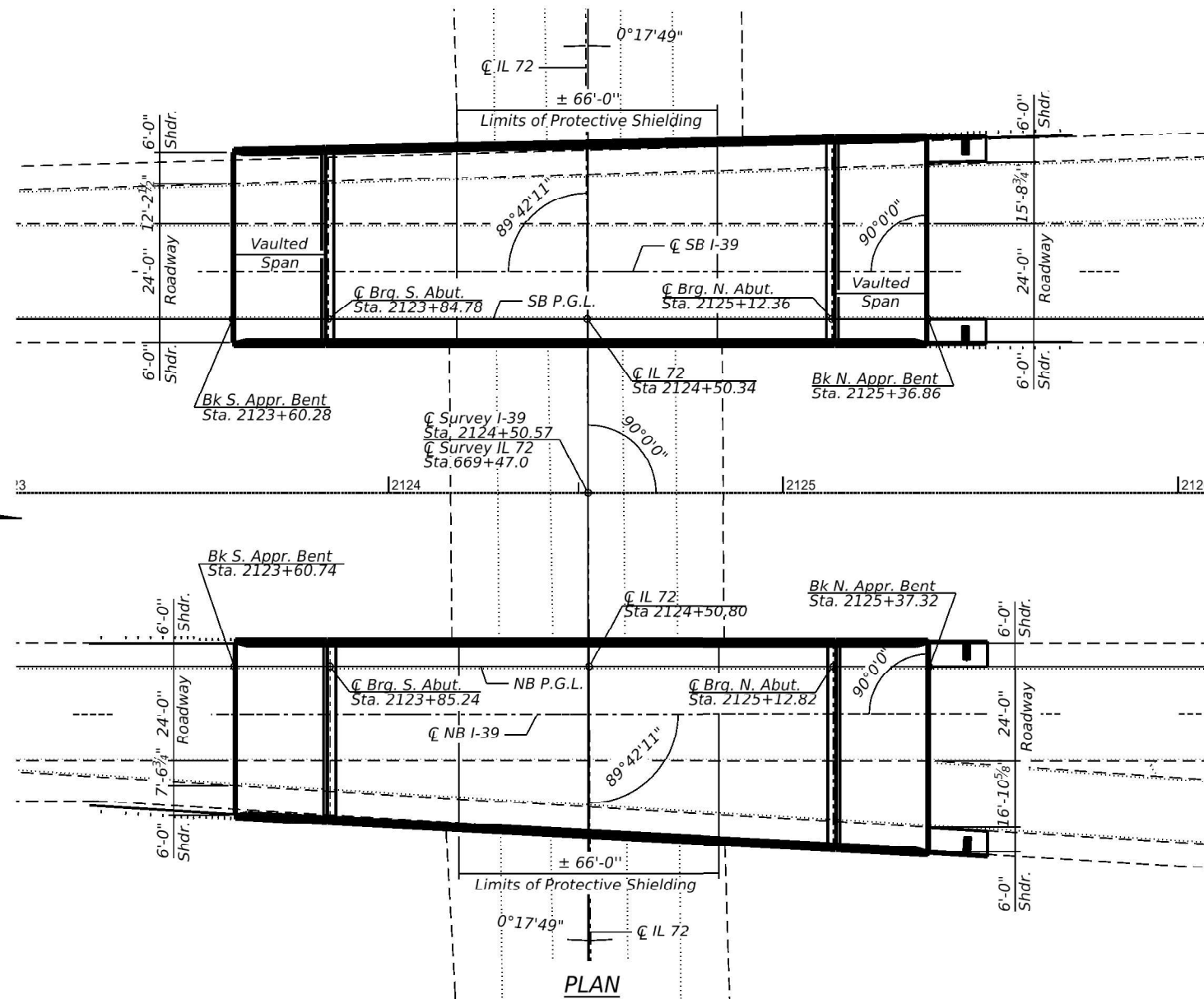
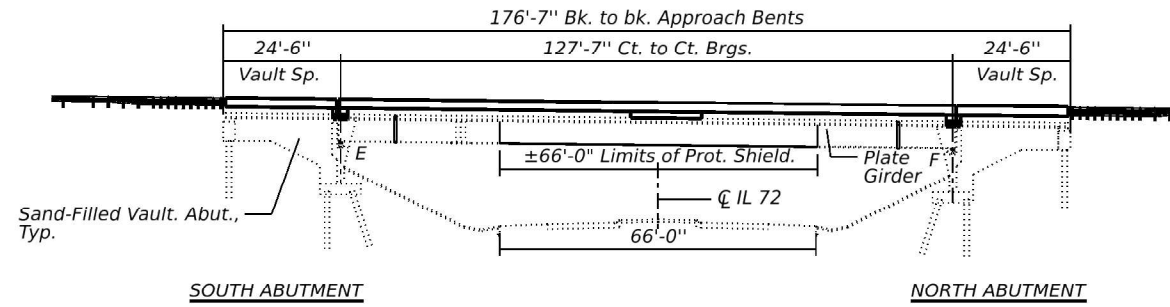
SCALE: 1" = 20' SHEET 2 OF 2 SHEETS STA. 2121+00.00 TO STA. 2127+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	16
CONTRACT NO. 64T06				
		ILLINOIS	FED. AID PROJECT	

Existing Structures 071-0046 and 071-0047 carrying I-39 SB & NB respectively are single span structures built in 1976. The bridges consist of reinforced concrete decks and welded plate girder superstructures supported by sand-filled reinforced concrete vaulted abutments. The structures were last rehabilitated in 2002 with deck scarification and placement of a 3 1/2" concrete overlay. Both structures are to be rehabilitated with deck scarification, joint replacement, partial parapet repair, and a new latex concrete overlay. Stage Construction is to be utilized to maintain traffic.

SCOPE OF WORK

1. Provide protective shielding within limits as shown on Sheet SA-01
2. Scarify 3 3/4" from bridge deck slab, including vaulted spans. See Sheets SA-06 and SA-07.
3. Remove and reconstruction existing expansion joints at South and North Abutments, and install new Preformed Joint Strip Seals. See Sheets SA-08 thru SA-11.
4. Perform full depth bridge deck repair where shown. See Sheets SA-06 and SA-07.
5. Replace existing polymer concrete and silicon joint at end of vaulted spans with new similar joint. See Sheets SA-06 and SA-07
6. Remove existing bridge railing, and perform partial and full concrete parapet repairs as shown on Sheets SA-12 thru SA-16. This includes Structural Repair of Concrete \leq 5".
7. Place new 4" Latex Concrete Overlay over bridge deck and vaulted span slabs. See Sheets SA-06 and SA-07.
8. Perform Diamond Grinding (Bridge Section) and Bridge Deck Grooving (Longitudinal) to bridge deck and vaulted span slabs. See Sheets SA-06 and SA-07.
9. Replace approach shoulder pavement and inlets at north approaches of both bridges. See Sheets SA-06 and SA-07.
10. Apply Protective Coat to the parapets, reconstructed joints, and new deck overlays, as noted in the plans.
11. Perform Structural Repair of Concrete (Depth Equal To or Less Than 5 inches) and Epoxy Crack Sealing to vaulted abutment walls as shown on the plans. See Sheet SA-17



DESIGN STRESSES

FIELD UNITS (NEW)

$f_c = 4,000$ psi (Superstructure)
 $f_c = 3,500$ psi (Substructure)
 $f_y = 60,000$ psi (Reinforcement)

FIELD UNITS (EXISTING)

$f_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)

DESIGN SPECIFICATIONS

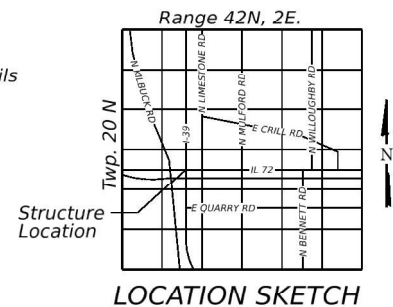
2002 AASHTO Standard
 Specifications for Highway Bridges

INDEX OF SHEETS

- SA-01 General Plan and Elevation
- SA-02 Bill of Materials, General Notes
- SA-03 Cross-Sections Stage I Construction
- SA-04 Cross-Sections Stage II Construction
- SA-05 Temporary Concrete Barrier
- SA-06 Deck Repair Plan Stage I
- SA-07 Deck Repair Plan Stage II
- SA-08 Joint Replacement Plan - SB
- SA-09 Joint Replacement Plan - NB
- SA-10 Joint Replacement Details
- SA-11 Strip Seal Joint Detail
- SA-12 West Parapet Repair - SB
- SA-13 East Parapet Repair - SB
- SA-14 East Parapet Repair - NB
- SA-15 West Parapet Repair - NB
- SA-16 Parapet Repair Details
- SA-17 Substructure Repair
- SA-18 Bridge Approach Shoulder Details
- SA-19 Bar Splicer Detail



Jeffrey P. Bucholc
 Date: 12/03/2025
 Expires 11/30/2026



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION SN 071-0046 (SB) & 0047 (NB)
 I 39 OVER IL 72

SCALE: SHEET SA-01 OF SA-19 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	17
CONTRACT NO. 64T06				
ILLINOIS		FED. AID PROJECT		

GENERAL NOTES

1. Plan dimensions and details relative to the existing structures have been taken from existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change of scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.
2. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal operations shall be replaced with approved bar splicers or anchorage system at the contractor's expense.
3. Joint openings shall be adjusted according to article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.
4. Protective Shield shall be required in accordance with Section 501.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with the concrete (SSPC - SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.
7. Traffic will be maintained using stage construction.
8. Existing name plate from parapet shall be removed, cleaned, and incorporated into the new construction. Cost included with Relocating Name Plates.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SN 071-0046		SN 071-0047		TOTAL
		SUPER	SUB	SUPER	SUB	
Concrete Removal	CU YD	33.3	0.0	30.2	0.0	63.5
Bridge Rail Removal	FOOT	347	0	347	0	694
Protective Shield	SQ YD	383	0	371	0	754
Concrete Superstructure	CU YD	44.6	0.0	42.0	0.0	86.6
* Protective Coat	SQ YD	1,115	0	1,081	0	2,196
Reinforcement Bars, Epoxy Coated	POUND	7,511	0	6,944	0	14,455
Bar Splicers	EACH	20	0	20	0	40
Mechanical Splicers	EACH	20	0	16	0	36
Preformed Joint Seal 1"	FOOT	100	0	97	0	197
Preformed Joint Strip Seal	FOOT	101	0	98	0	199
Deck Slab Repair (Full Depth, Type I)	SQ YD	8.0	0	8.0	0	16.0
Deck Slab Repair (Full Depth, Type II)	SQ YD	9.0	0	22.0	0	31.0
Bridge Deck Scarification 3 1/2"	SQ YD	911	0	879	0	1,790
** Bridge Deck Latex Concrete Overlay, 3 3/4"	SQ YD	911	0	879	0	1,790
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	SQ FT	208	77	153	125	563
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	SQ FT	0	0	0	18	18
Epoxy Crack Injection	FOOT	0	24	0	25	49
P.C. Concrete Bridge Approach Shoulder Pavement (Special)	SQ YD	22	0	22	0	44
Bridge Deck Grooving (Longitudinal)	SQ YD	743	0	709	0	1,452
Cleaning Bridge Scuppers And Downspouts	EACH	4	0	4	0	8
Bridge Approach Shoulder Removal	SQ YD	18	0	18	0	36
Diamond Grinding (Bridge Section)	SQ YD	887	0	853	0	1,740
Polymer Concrete	CU FT	16.0	0.0	16.0	0.0	32.0
Relocating Name Plates	EACH	1	0	1	0	2

- * Protective Coat shall be applied to all new concrete superstructure and all new concrete overlays as specified in Article 503.19 of the Standard Specifications.
- ** Up to 1/4 inch to be removed during diamond grinding.

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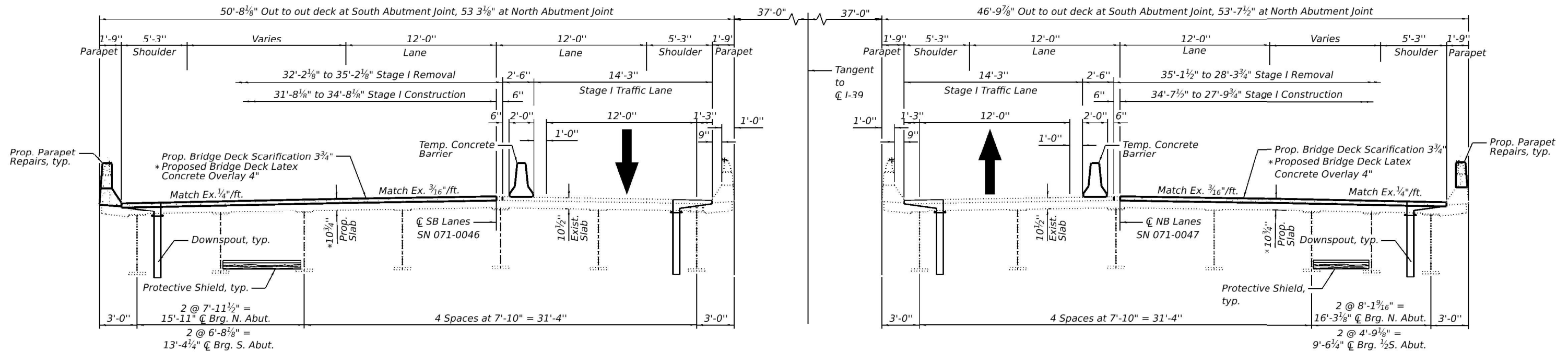
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA SN 071-0046 (SB) & 0047 (NB)
I 39 OVER IL 72**

SCALE: SHEET SA-02 OF SA-19 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T06			ILLINOIS FED. AID PROJECT	

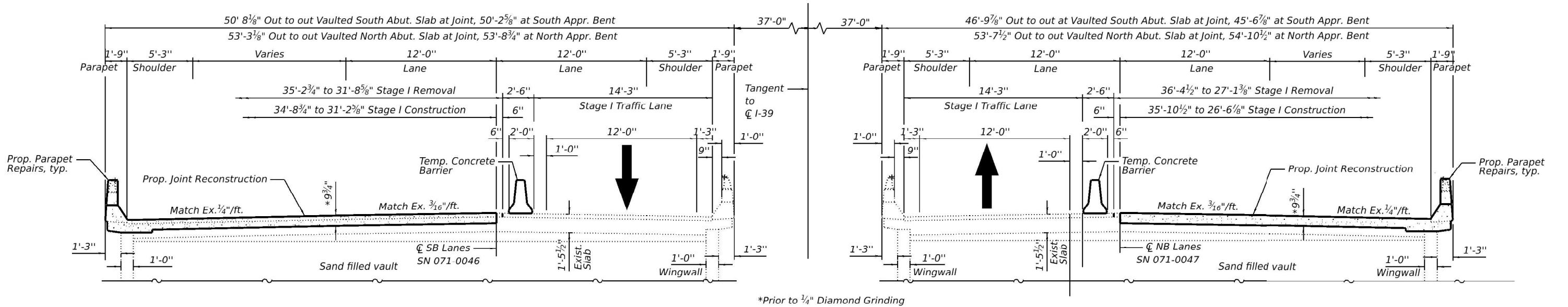
*Prior to 1/4" Diamond Grinding



MAIN SPAN CROSS-SECTION - STAGE I CONSTRUCTION

View looking North showing cross-section across main span deck and superstructure

*Prior to 1/4" Diamond Grinding



VAULTED ABUTMENT SPAN CROSS-SECTION - STAGE I CONSTRUCTION

View looking North showing cross-section across vaulted span slab at expansion joint

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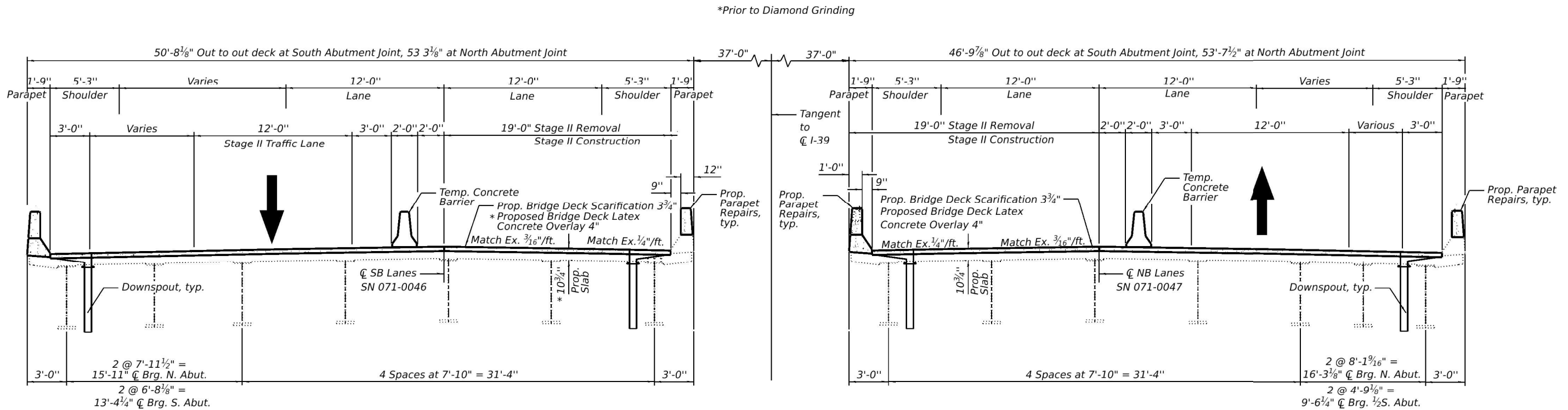
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS-SECTIONS - STAGE I SN 071-0046 (SB) & 0047 (NB)
I 39 OVER IL 72**

SCALE: SHEET SA-03 OF SA-19 SHEETS STA. TO STA.

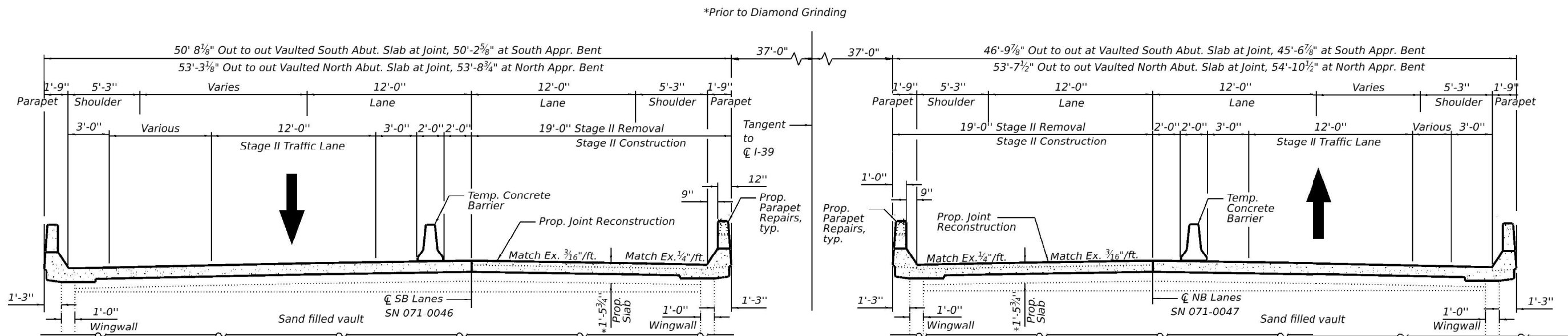
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39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	19
CONTRACT NO. 64T06				
ILLINOIS		FED. AID PROJECT		

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MAIN SPAN CROSS-SECTION - STAGE II CONSTRUCTION

View looking North showing cross-section across main span deck and superstructure



VAULTED ABUTMENT SPAN CROSS-SECTION - STAGE II CONSTRUCTION

View looking North showing cross-section across vaulted span slab at expansion joint



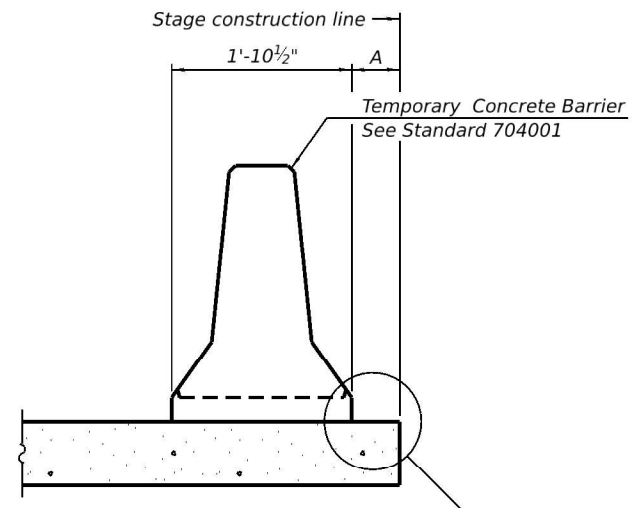
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS-SECTIONS - STAGE II SN 071-0046 (SB) & 0047 (NB)
I 39 OVER IL 72

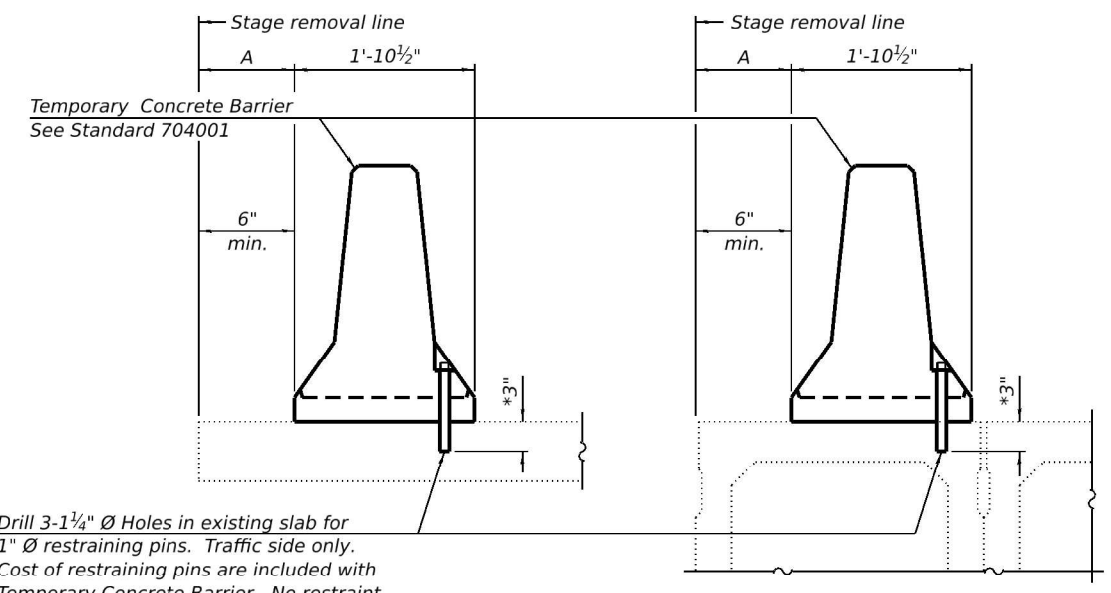
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CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				



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

NEW SLAB OR NEW DECK BEAM



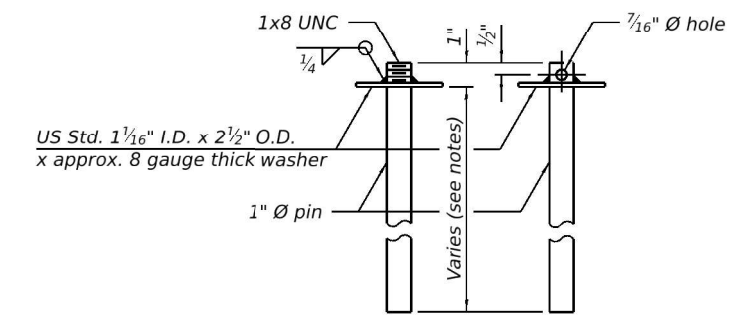
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

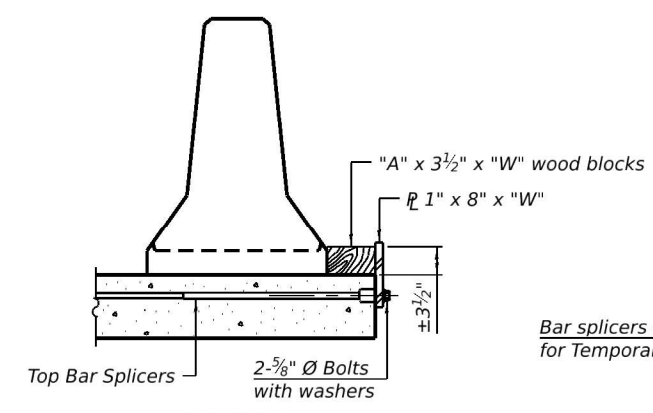
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

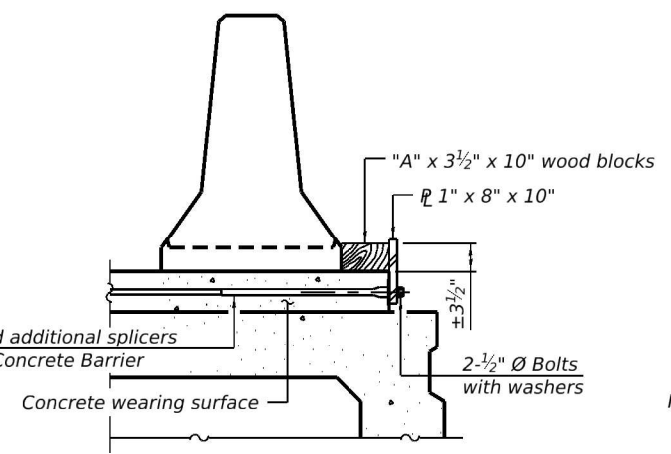
SECTIONS THRU SLAB OR DECK BEAM



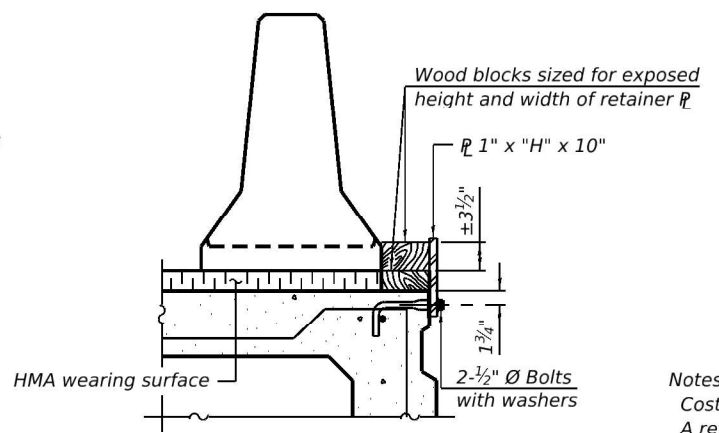
RESTRAINING PIN



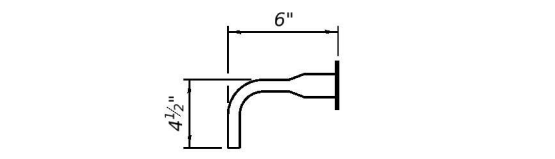
DETAIL I



DETAIL II



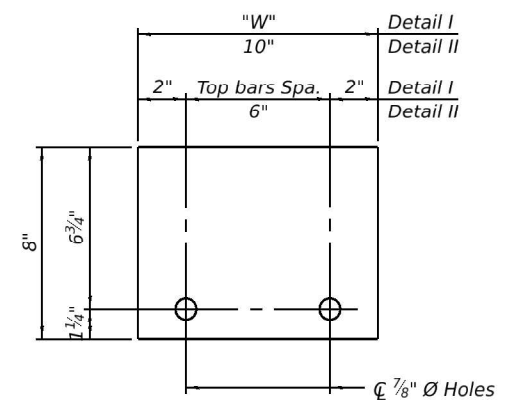
DETAIL III



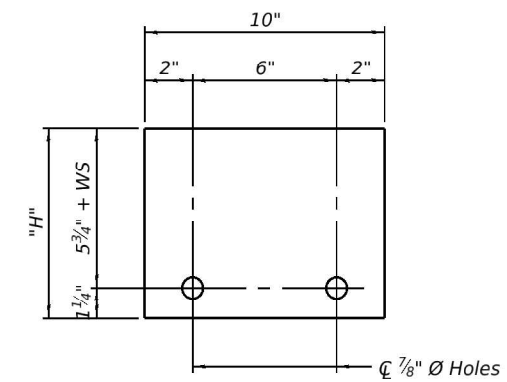
BAR SPLICER FOR #4 BAR - DETAIL III

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

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



STEEL RETAINER \bar{P} 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER \bar{P} 1" x "H" x 10"
(Detail III)

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

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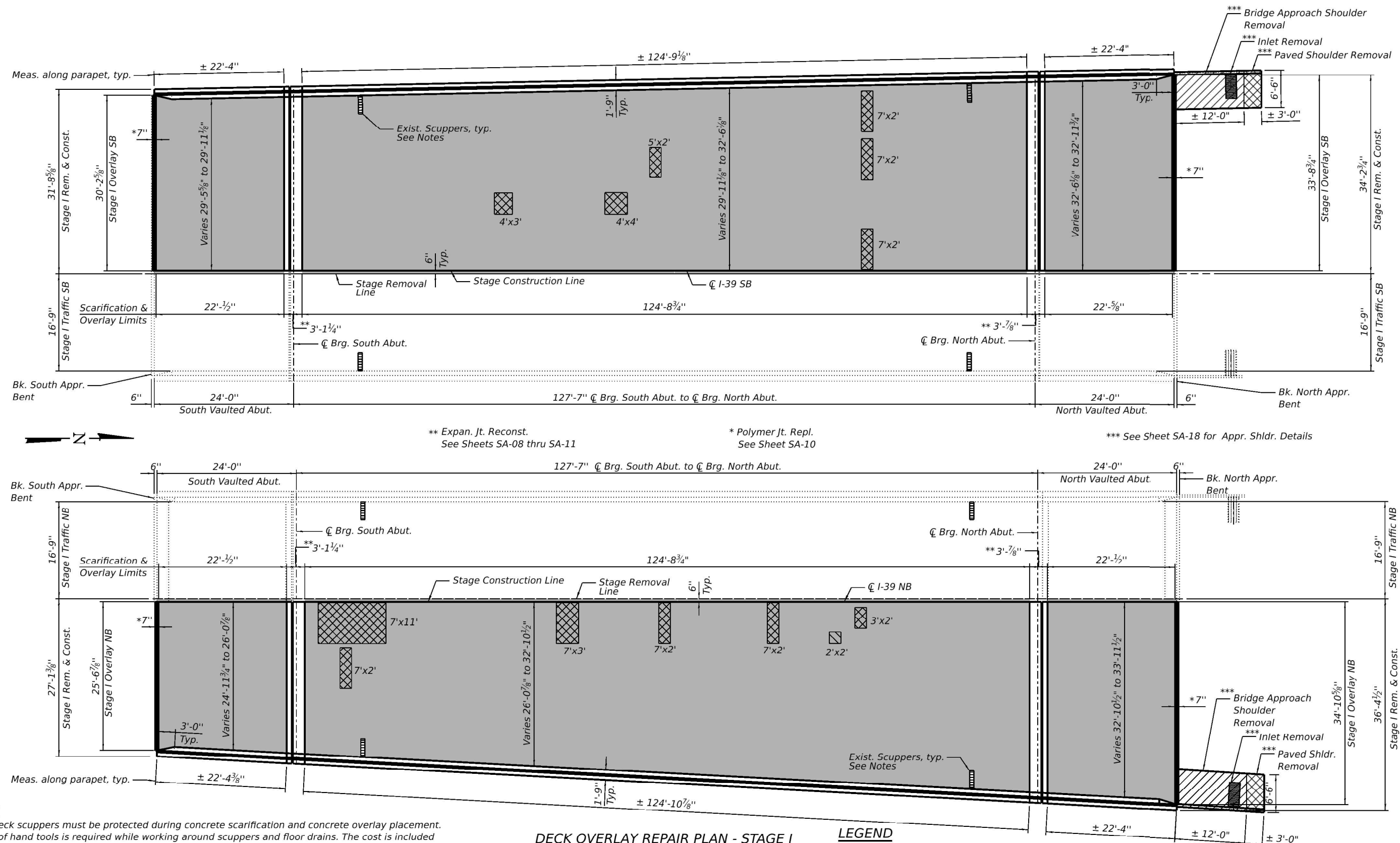
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER - SN 071-0046 (SB) & 0047 (NB)
I 39 OVER IL 72

SCALE: SHEET SA-05 OF SA-19 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	21
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

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NOTES:

1. All deck scuppers must be protected during concrete scarification and concrete overlay placement.
2. Use of hand tools is required while working around scuppers and floor drains. The cost is included in the Latex Concrete Overlay pay item.
3. All shoulder drains and scuppers shall be cleaned. Cost included with Cleaning Bridge Scuppers and Downspouts.
4. See Sheet SA-18 for Approach Shoulder and Inlet removal and replacement details
5. Longitudinal Grooving shall be applied only in traffic lanes.
6. Removal of existing polymer concrete joints at ends of vaulted abutment spans is included with Concrete Removal, details and BOM shown on Sheet SA-10.
7. See Sheet SA-07 for Bill of Materials for Deck Repair.

DECK OVERLAY REPAIR PLAN - STAGE I

- Bridge Approach Shoulder Removal
- Paved Shoulder Removal
- Deck Slab Repair (Full Depth, Type I)

LEGEND

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

Patch sizes shown represent conditions at the time plans were completed. An estimated 1% of each Deck Area has been included should Deck Slab Repair (Full Depth, Type I) be required after Bridge Deck Scarification.

The actual sizes and locations of patching shall be determined by the Engineer after removal of the wearing surface, before patching operations begin. The Engineer shall show the actual locations of the deck repairs on the As-Built Plans.



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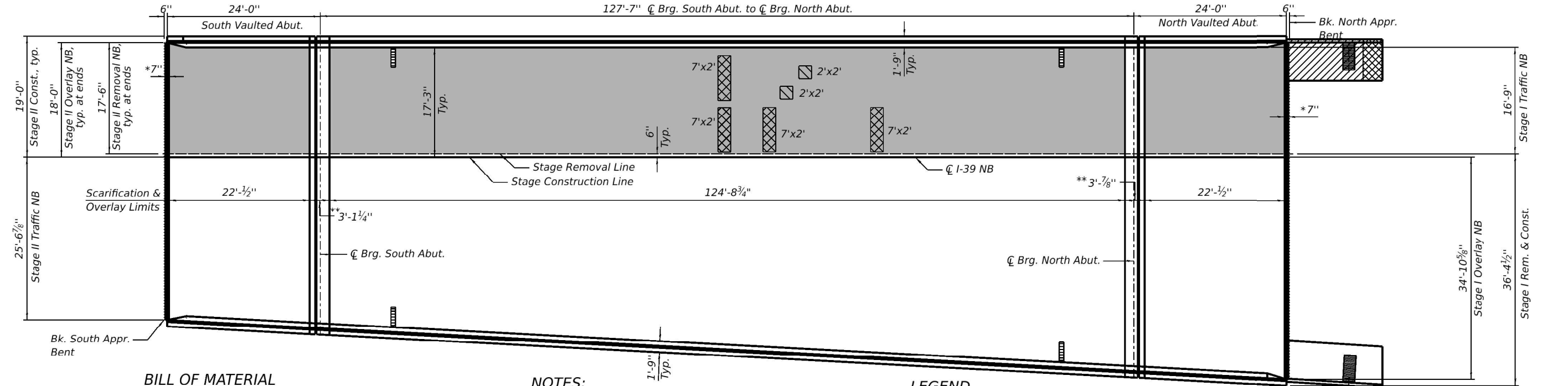
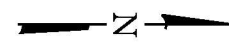
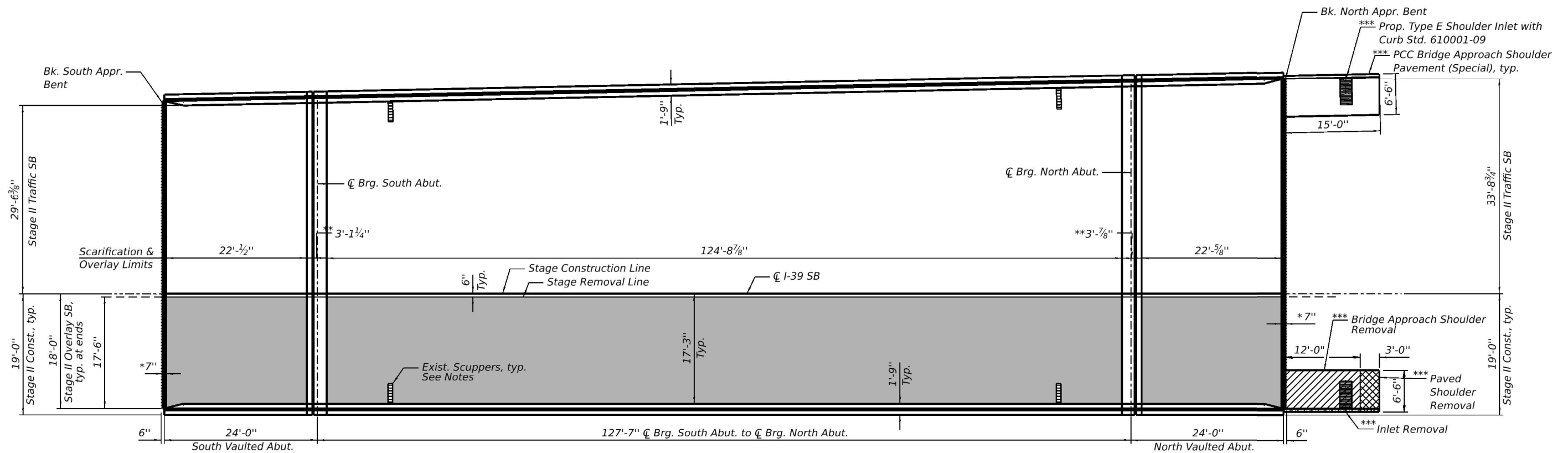
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK OVERLAY AND REPAIR PLAN - SN 071-0046 (SB) & 0047 (NB)
 I 39 OVER IL 72**

SCALE: SHEET SA-06 OF SA-19 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

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BILL OF MATERIAL

ITEM	UNIT	Total 071-0046	Total 071-0047	TOTAL
Protective Coat	Sq. Yd.	1,115	1,081	2,196
Bridge Deck Scarification 3 1/2 Inches	Sq. Yd.	911	879	1,790
Bridge Deck Latex Concrete Overlay, 3 3/4 Inches	Sq. Yd.	911	879	1,790
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	743	709	1,452
Diamond Grinding (Bridge Section)	Cu. Yd.	887	853	1,712
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	8.0	8.0	16.0
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	9.0	22.0	31.0
Protective Shield	Sq. Yd.	383	371	754

NOTES:

Refer to Notes on Sheet SA-06.

DECK OVERLAY REPAIR PLAN - STAGE II

- Bridge Approach Shoulder Removal
- Paved Shoulder Removal

LEGEND

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

Patch sizes shown represent conditions at the time plans were completed. An estimated 1% of each Deck Area has been included should Deck Slab Repair (Full Depth, Type I) be required after Bridge Deck Scarification.

The actual sizes and locations of patching shall be determined by the Engineer after removal of the wearing surface, before patching operations begin. The Engineer shall show the actual locations of the deck repairs on the As-Built Plans.



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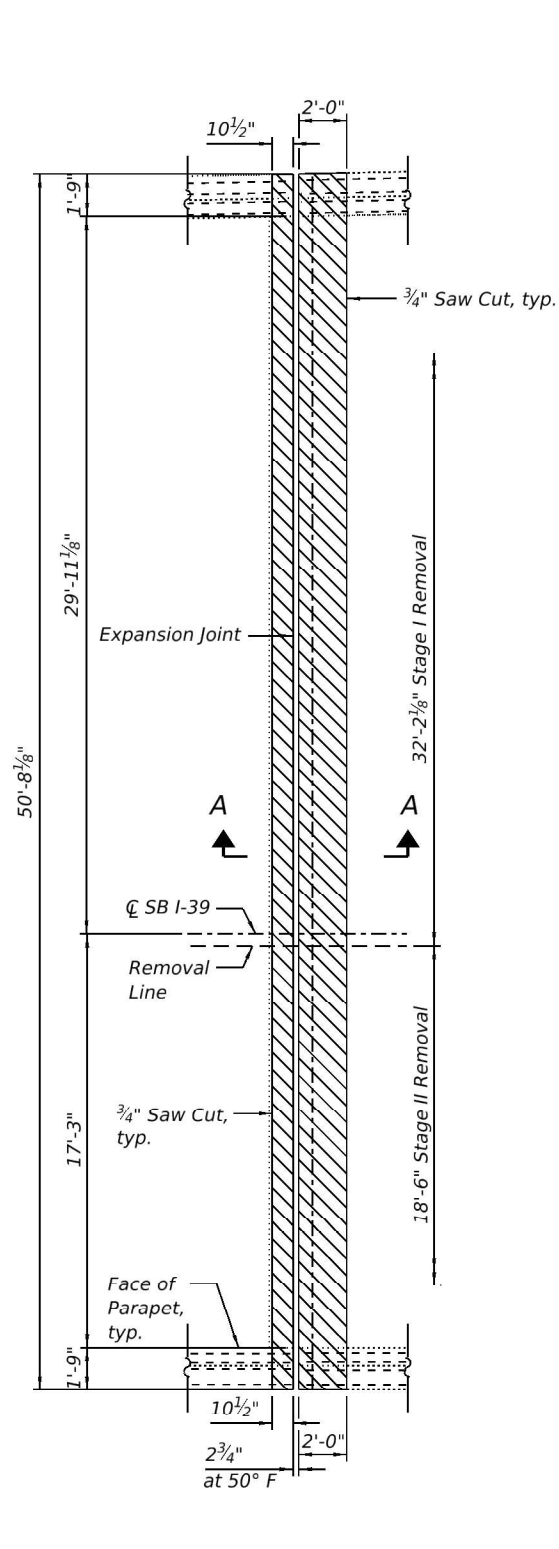
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK OVERLAY AND REPAIR PLAN - SN 071-0046 (SB) & 0047 (NB)
I 39 OVER IL 72**

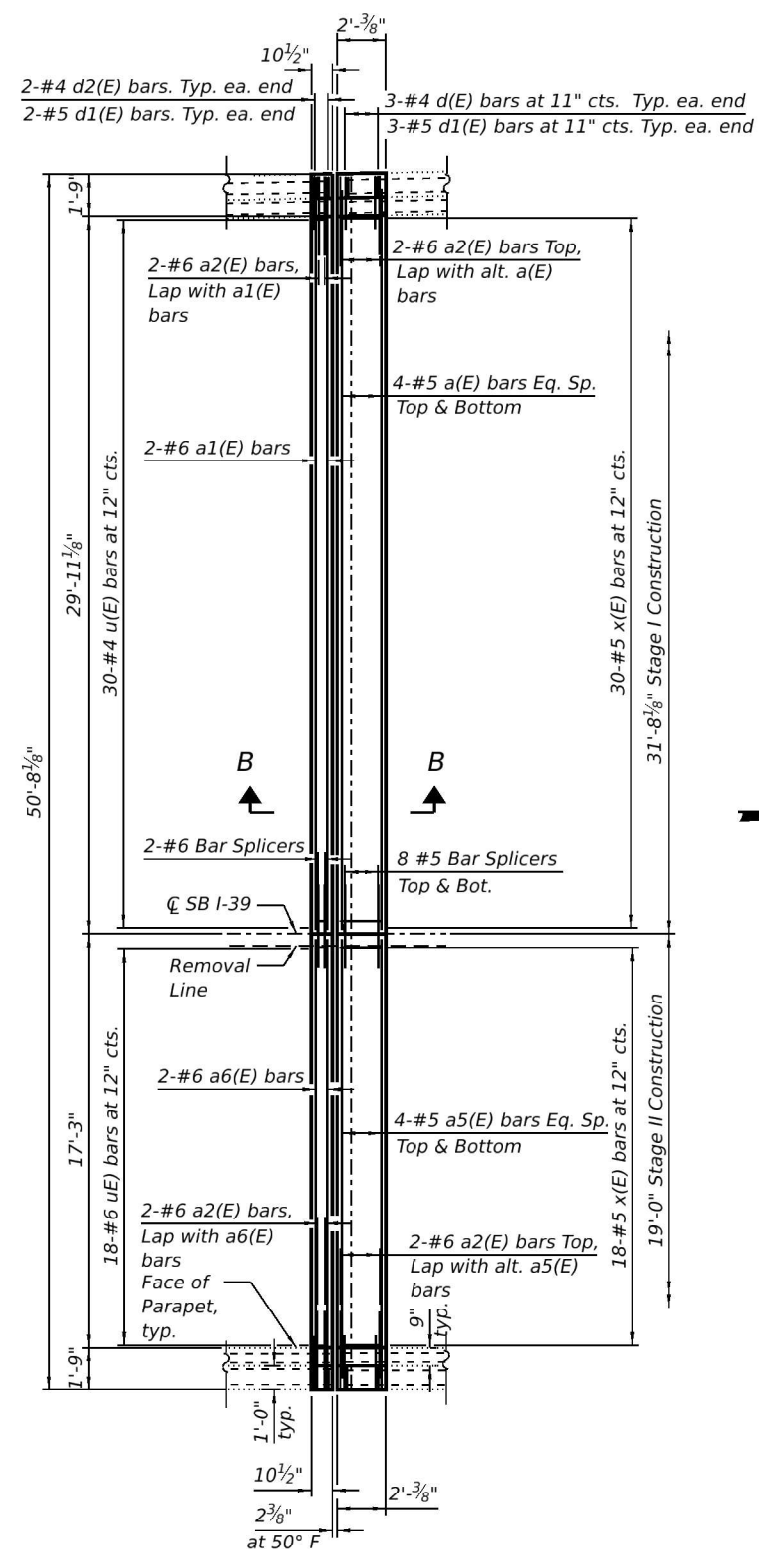
SCALE: SHEET SA-07 OF SA-19 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

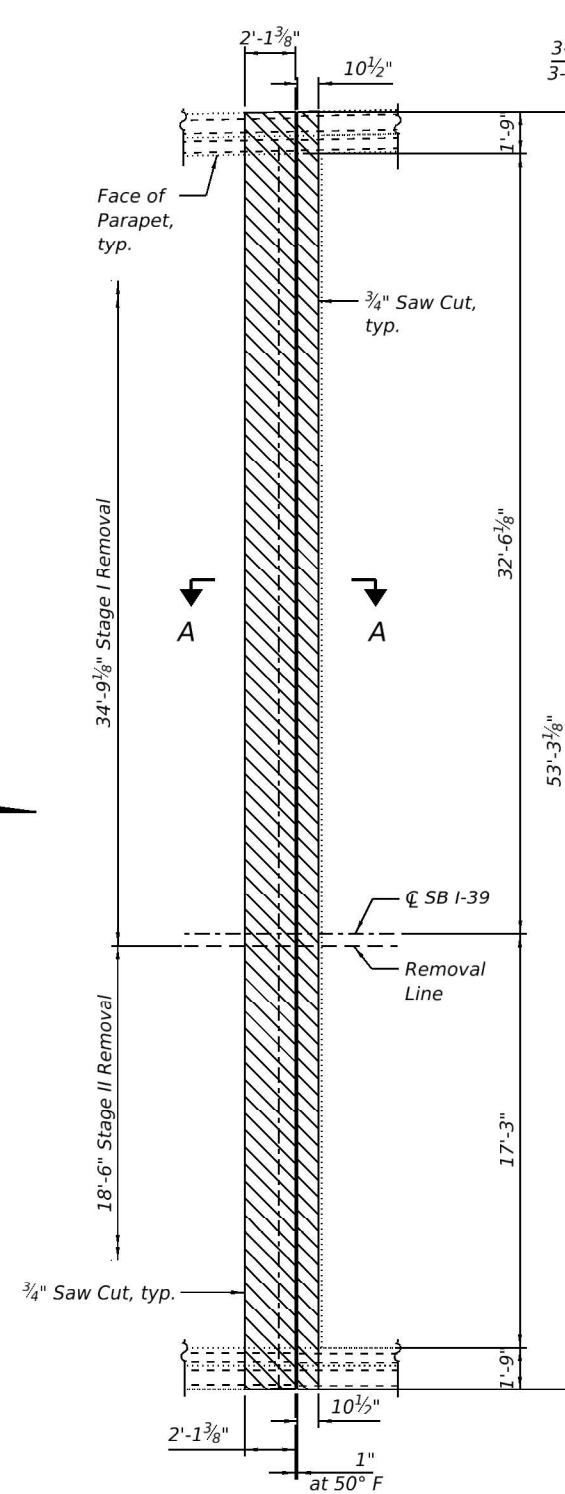
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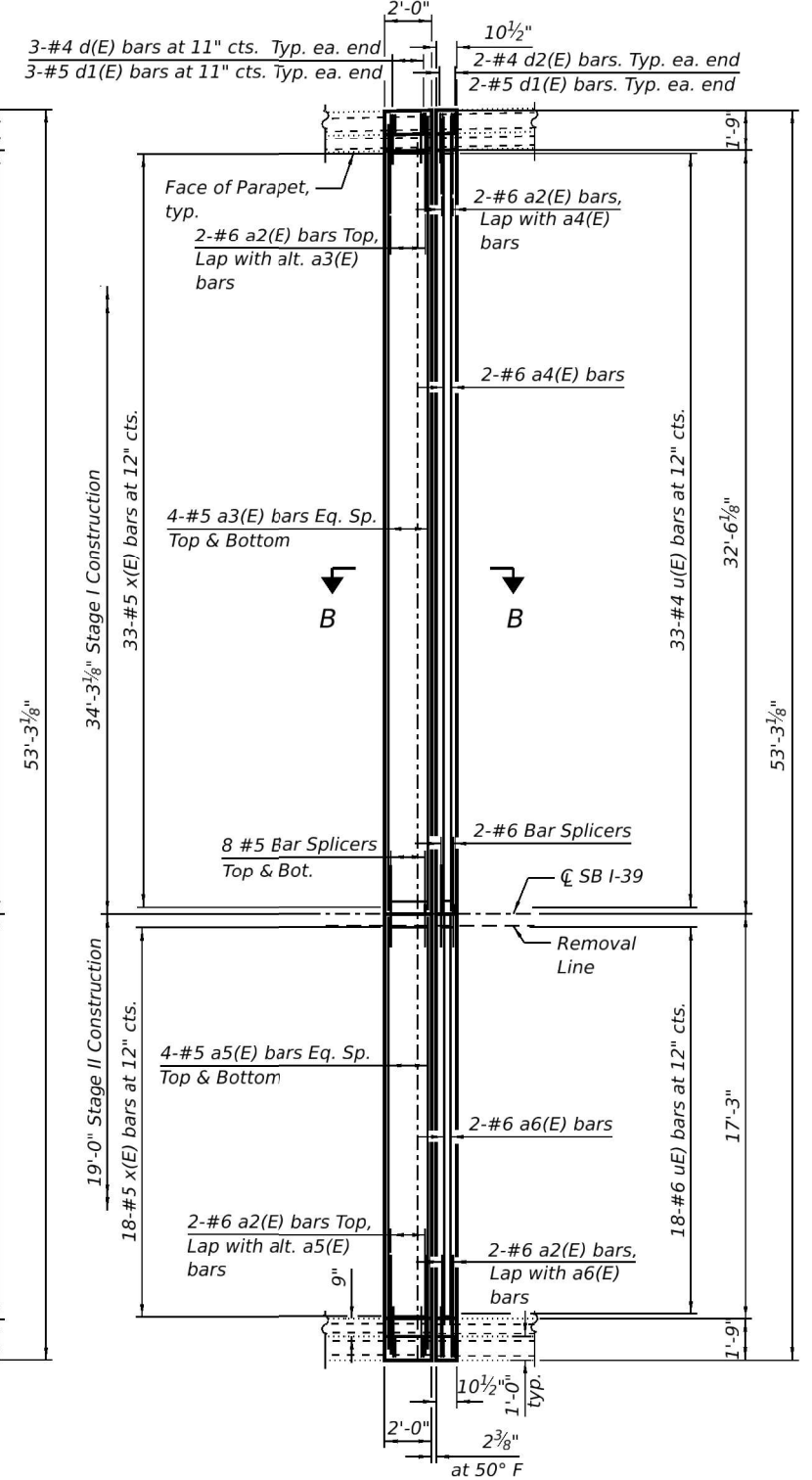
REMOVAL PLAN - SOUTH ABUT. JOINT



REPLACEMENT PLAN - SOUTH ABUT. JOINT



REMOVAL PLAN - NORTH ABUT. JOINT



REPLACEMENT PLAN - NORTH ABUT. JOINT

LEGEND

 Concrete Removal

Notes:
 For Parapet Details, Bill of Materials, and Bar Bending Diagrams, See Sheet SA-10
 For Section A-A and B-B. See Sheet SA-10



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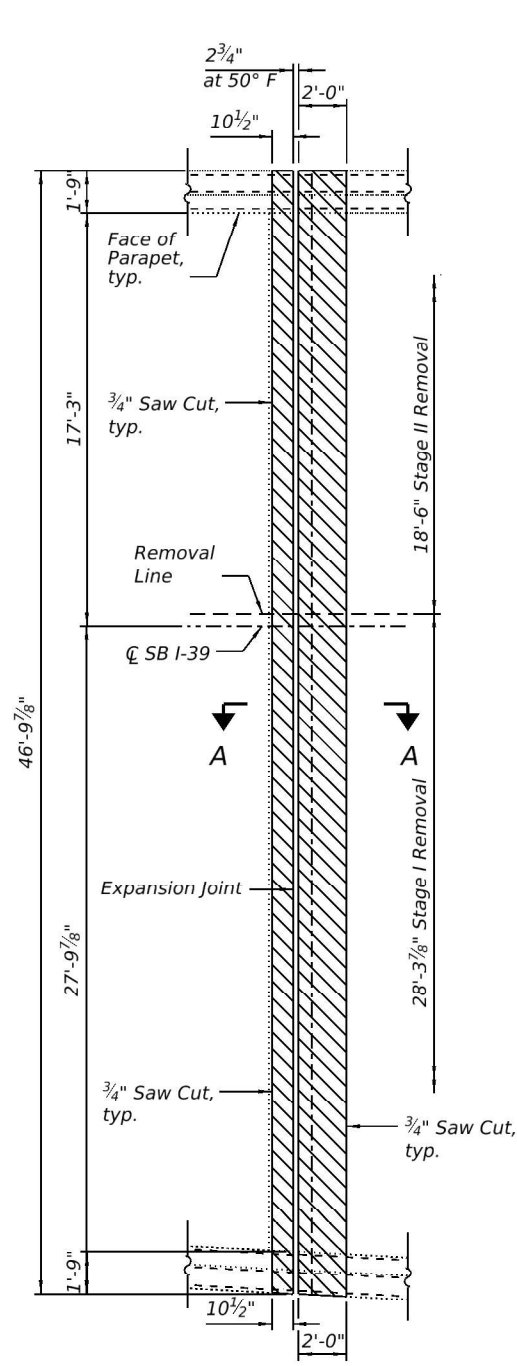
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

JOINT REPLACEMENT DETAILS - STRUCTURE NO. 071-0046 (SB)
 I 39 OVER IL 72

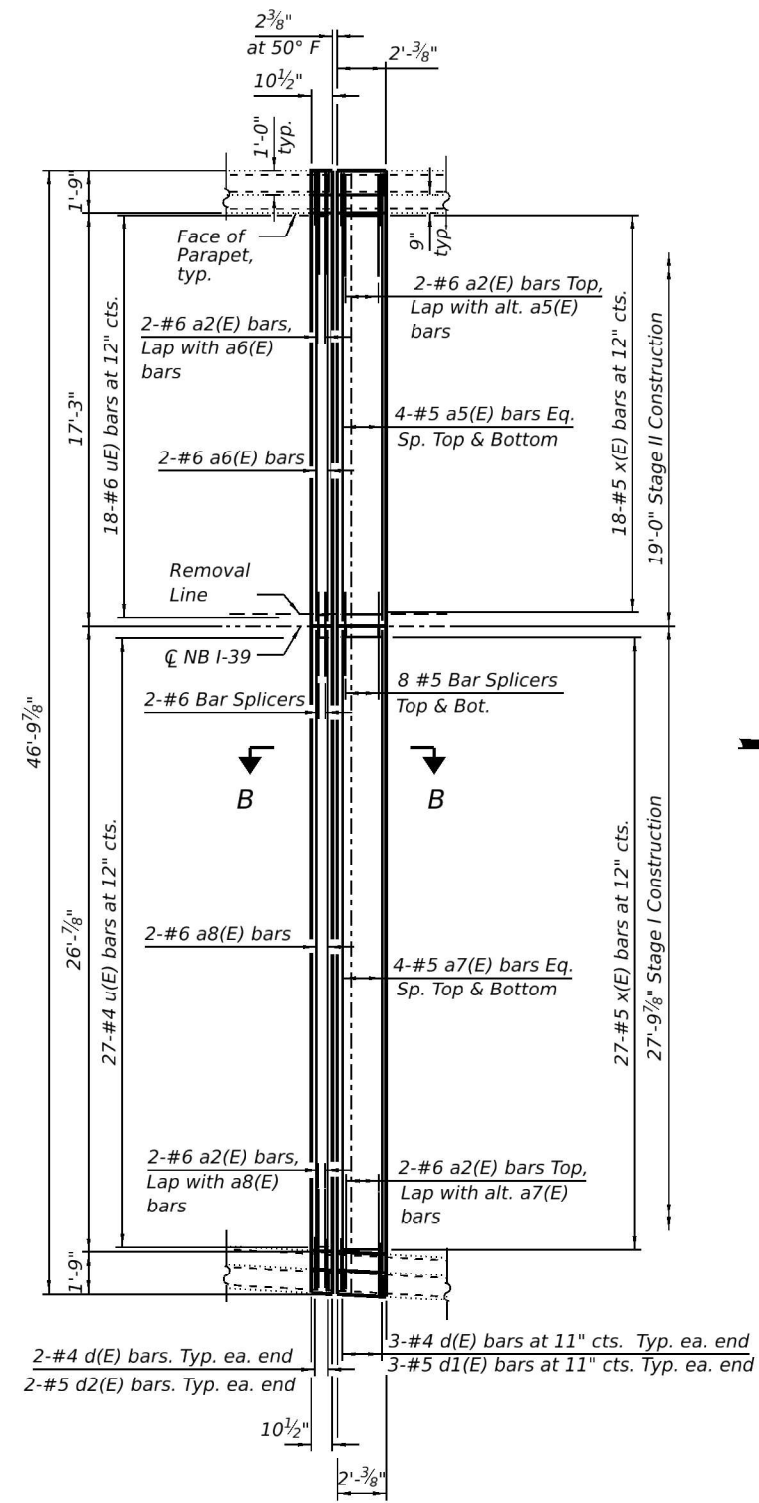
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CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

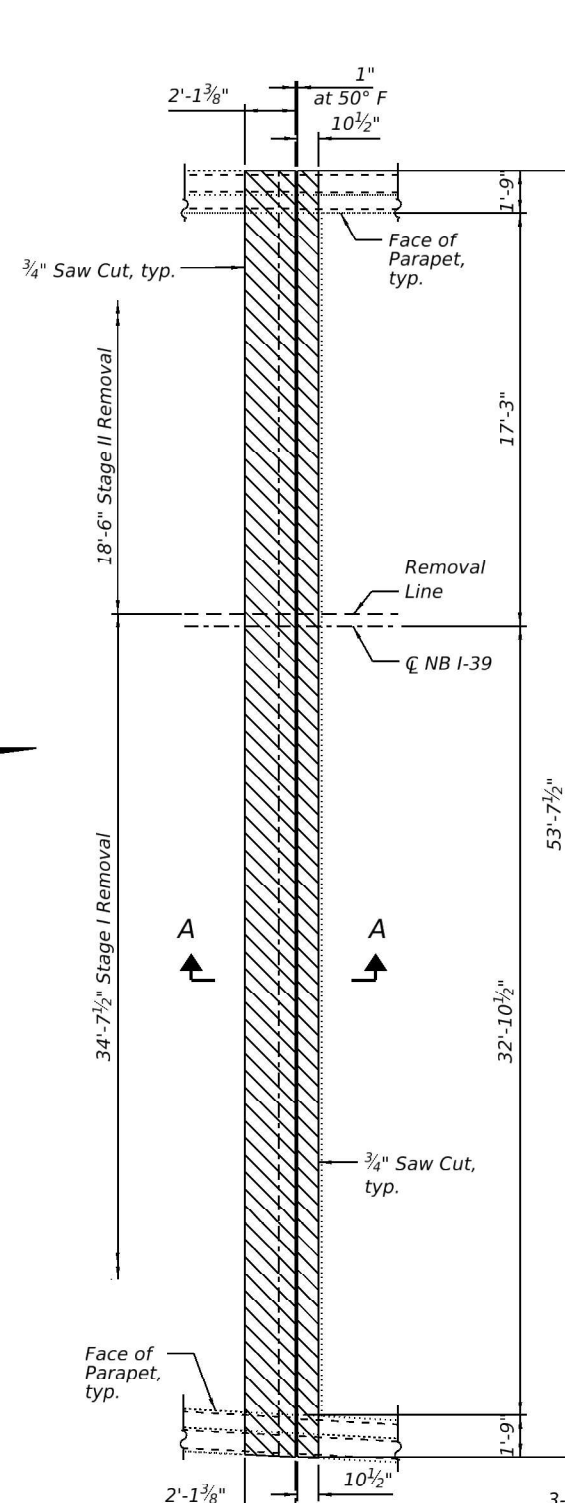
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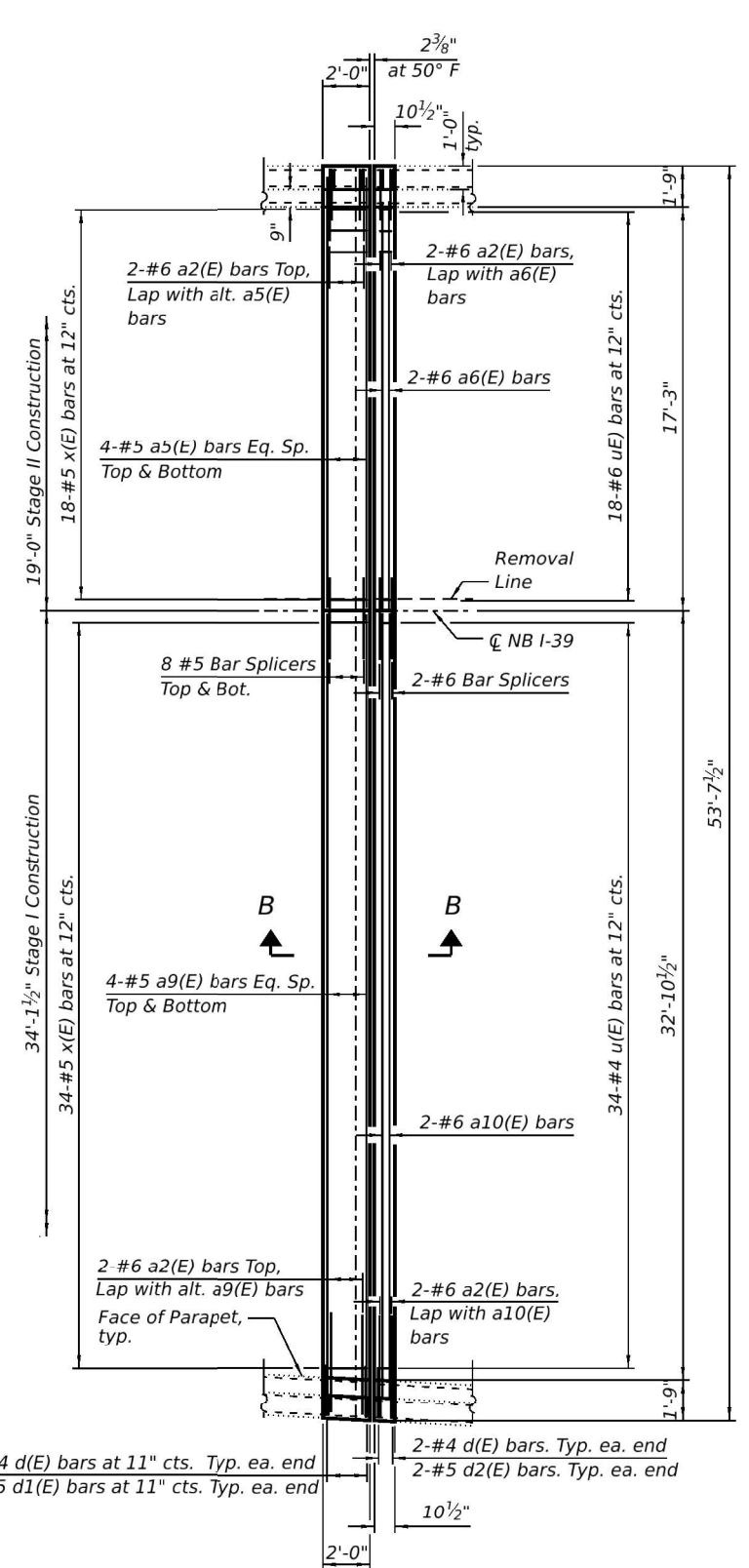
REMOVAL PLAN - SOUTH ABUT. JOINT



REPLACEMENT PLAN - SOUTH ABUT. JOINT



REMOVAL PLAN - NORTH ABUT. JOINT



REPLACEMENT PLAN - NORTH ABUT. JOINT

LEGEND

 Concrete Removal

Notes:
 For Parapet Details, Bill of Materials, and Bar Bending Diagrams, See Sheet SA-10
 For Section A-A and B-B. See Sheet SA-10



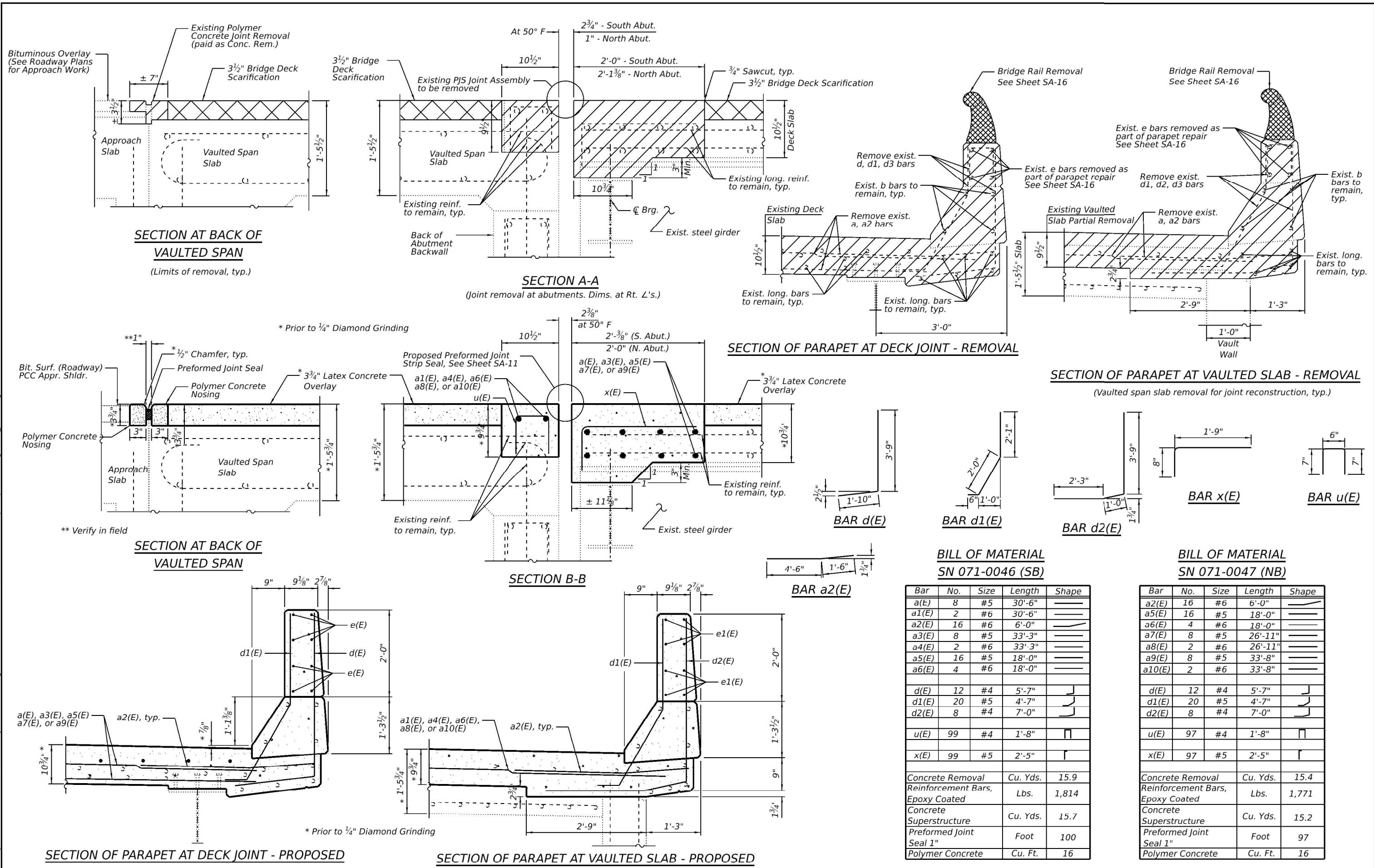
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PLOT DATE = 12/31/2025	DATE - 02/12/2026	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**JOINT REPLACEMENT DETAILS - STRUCTURE NO. 071-0047 (NB)
 I 39 OVER IL 72**

SCALE: SHEET SA-09 OF SA-19 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	25
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				



**BILL OF MATERIAL
SN 071-0046 (SB)**

Bar	No.	Size	Length	Shape
a(E)	8	#5	30'-6"	—
a1(E)	2	#6	30'-6"	—
a2(E)	16	#6	6'-0"	—
a3(E)	8	#5	33'-3"	—
a4(E)	2	#6	33'-3"	—
a5(E)	16	#5	18'-0"	—
a6(E)	4	#6	18'-0"	—
d(E)	12	#4	5'-7"	J
d1(E)	20	#5	4'-7"	J
d2(E)	8	#4	7'-0"	J
u(E)	99	#4	1'-8"	□
x(E)	99	#5	2'-5"	T
Concrete Removal				Cu. Yds. 15.9
Reinforcement Bars, Epoxy Coated				Lbs. 1,814
Concrete Superstructure				Cu. Yds. 15.7
Preformed Joint Seal 1"				Foot 100
Polymer Concrete				Cu. Ft. 16

**BILL OF MATERIAL
SN 071-0047 (NB)**

Bar	No.	Size	Length	Shape
a2(E)	16	#6	6'-0"	—
a5(E)	16	#5	18'-0"	—
a6(E)	4	#6	18'-0"	—
a7(E)	8	#5	26'-11"	—
a8(E)	2	#6	26'-11"	—
a9(E)	8	#5	33'-8"	—
a10(E)	2	#6	33'-8"	—
d(E)	12	#4	5'-7"	J
d1(E)	20	#5	4'-7"	J
d2(E)	8	#4	7'-0"	J
u(E)	97	#4	1'-8"	□
x(E)	97	#5	2'-5"	T
Concrete Removal				Cu. Yds. 15.4
Reinforcement Bars, Epoxy Coated				Lbs. 1,771
Concrete Superstructure				Cu. Yds. 15.2
Preformed Joint Seal 1"				Foot 97
Polymer Concrete				Cu. Ft. 16



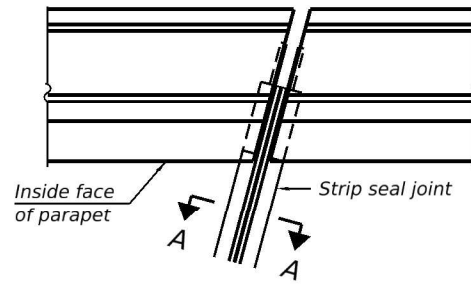
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JOINT REPAIR DETAILS - SN 071-0046 (SB) & 0047 (NB)
I 39 OVER IL 72**

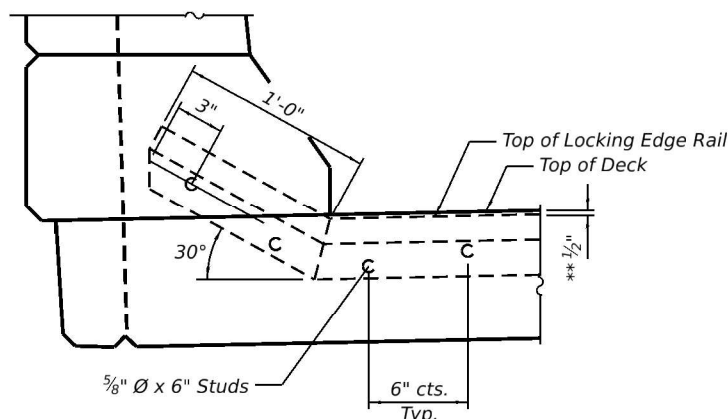
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39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	26
CONTRACT NO. 64T06				
SCALE:		ILLINOIS FED. AID PROJECT		

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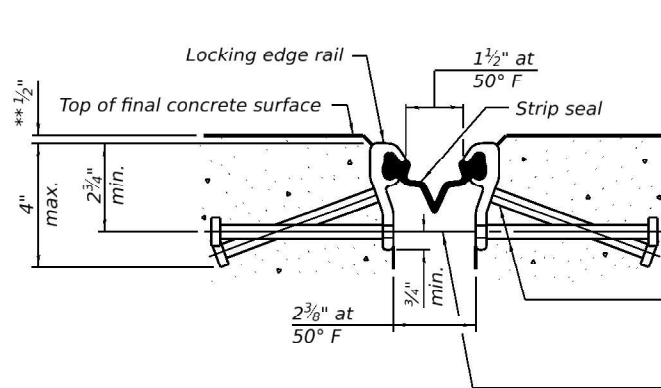


FOR SKEWS $\leq 30^\circ$

PLAN AT PARAPET

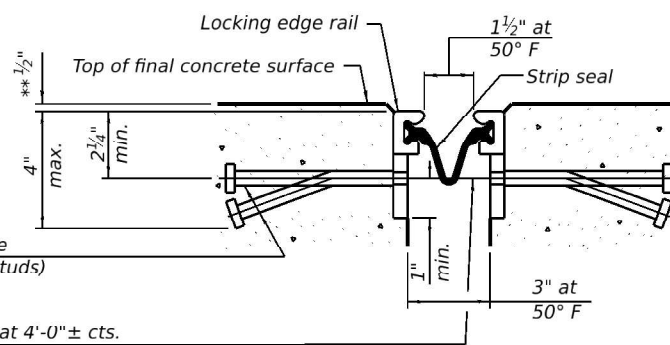


SECTION THRU PARAPET



SHOWING ROLLED RAIL JOINT

** Prior to 1/4" Diamond Grinding



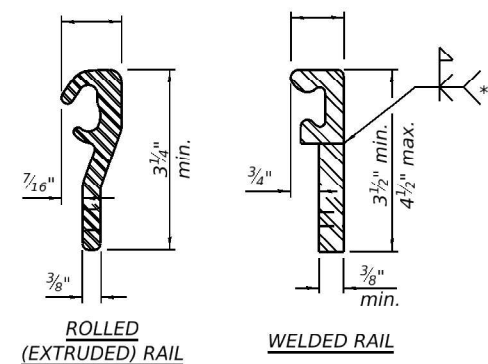
SHOWING WELDED RAIL JOINT

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

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

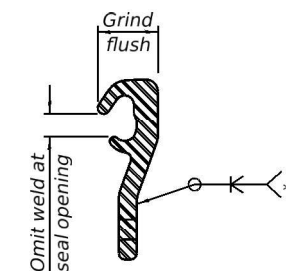
SECTION A-A

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



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	199

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

39" constant slope barrier shown, 44" constant slope barrier similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

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EJ-SS

4-4-2025



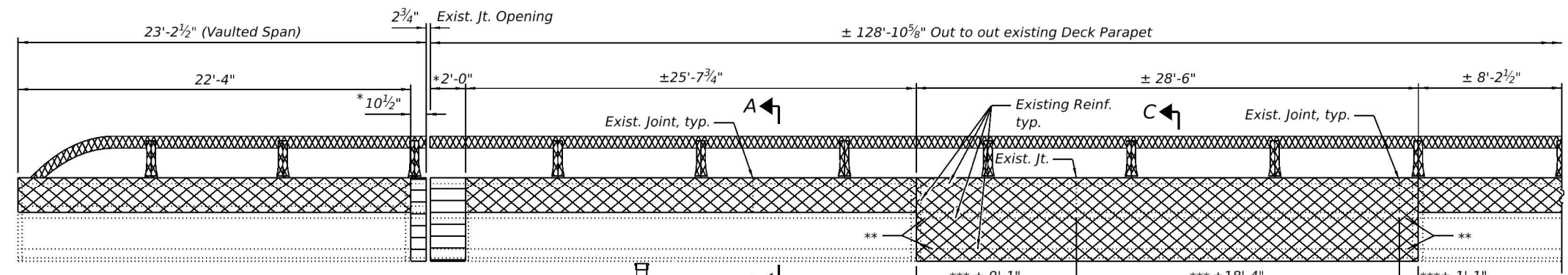
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PLOT DATE = 12/31/2025	DATE = 02/12/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL - SN 071-0046 (SB) AND 0047 (NB)
I 39 OVER IL 72

SCALE: SHEET SA-11 OF SA-19 SHEETS STA. TO STA.

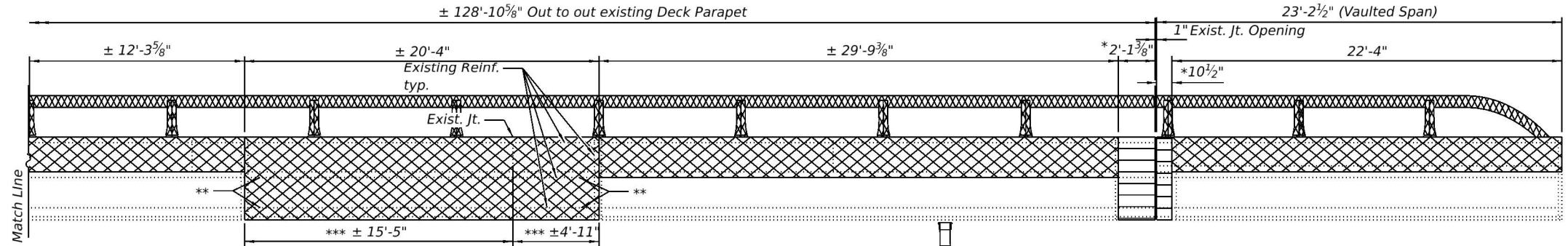
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39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	27
CONTRACT NO. 64T06				
ILLINOIS		FED. AID PROJECT		



* Portion of original Parapet to be rebuilt with Expansion Joint Replacement. See Sheets SA-06 thru SA-09

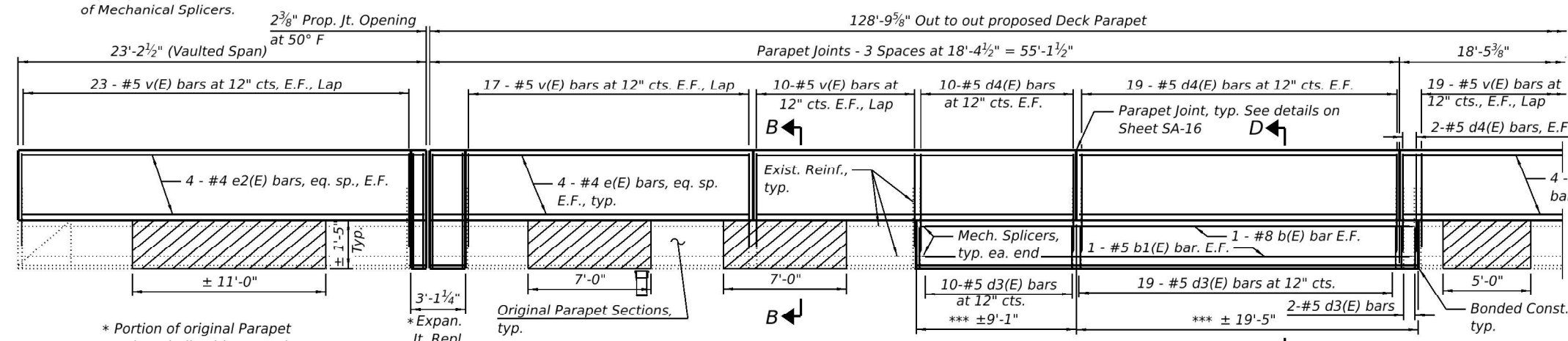
WEST PARAPET ELEVATION-SOUTH HALF REMOVAL
(Looking West showing removal limits)

** Cut existing horizontal reinforcement in lower section of parapet 6" from removal line to facilitate installation of Mechanical Splicers.



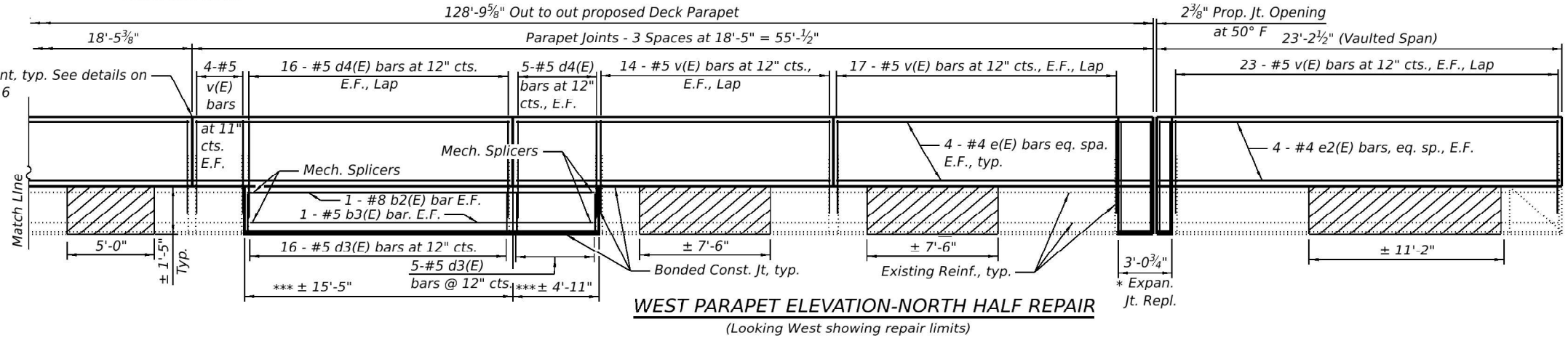
** Cut existing horizontal reinforcement in lower section of parapet 6" from removal line to facilitate installation of Mechanical Splicers.

WEST PARAPET ELEVATION-NORTH HALF REMOVAL
(Looking West showing removal limits)



* Portion of original Parapet to be rebuilt with Expansion Joint Replacement. See Sheets SA-06 thru SA-09

WEST PARAPET ELEVATION-SOUTH HALF REPAIR
(Looking West showing partial & full repair limits)



WEST PARAPET ELEVATION-NORTH HALF REPAIR
(Looking West showing repair limits)

LEGEND

- Existing Metal Bridge Railing Removal
- Concrete Removal
- Concrete Removal-Expansion Joint Repl. See Sheets SA-06 & 07
- Structural Repair of Concrete (Depth Equal to or Less than 5")
- Concrete Parapet Replacement See Sheet SA-16 for sections of Partial and Full replacement

MINIMUM BAR LAP

- #4 bar = 2'-0"
- #5 bar = 2'-7"
- #8 bar = 5'-2"

NOTES

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

Quantity for Structural Repair of Concrete (Depth Equal to or Less Than 5") is estimated. Areas to be repaired shall be determined in the field by the Engineer.

#5 v(E) bars for Parapet extension are to be epoxy grouted into original parapet reconstruction. See Sheet SA-16 for details.

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

All exposed edges shall be chamfered 3/4".
For Sections A-A thru D-D, see Sheets SA-16
See Sheet SA-16 for Bill of Material and additional Notes

*** Full Parapet Repair limits are approximate. Actual Limits should be determined in the field by the Engineer after careful sounding and removal of existing loose concrete on both sides of the existing parapet. Final lengths of b(E) and numbers of d(E) rebar should be based on the actual limits.

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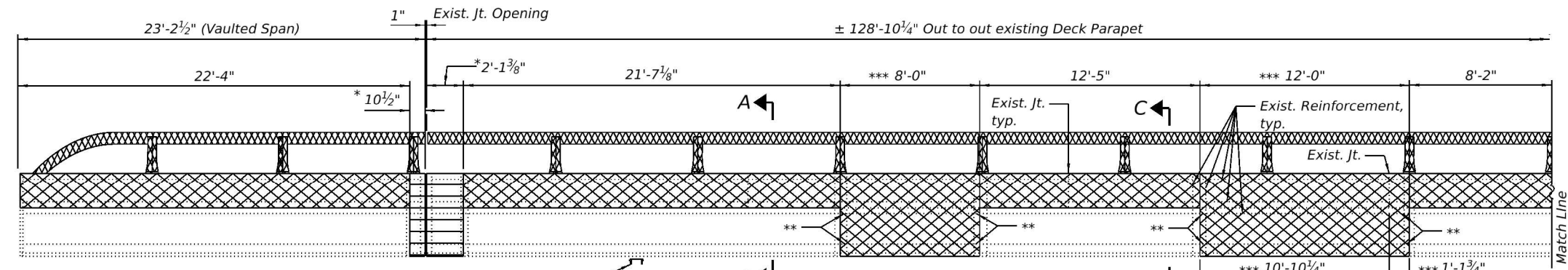
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PLOT DATE = 12/31/2025	DATE - 02/12/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WEST PARAPET REPAIR - STRUCTURE NO. 071-0046 (SB)
I 39 OVER IL 72

SCALE: SHEET SA-12 OF SA-19 SHEETS STA. TO STA.

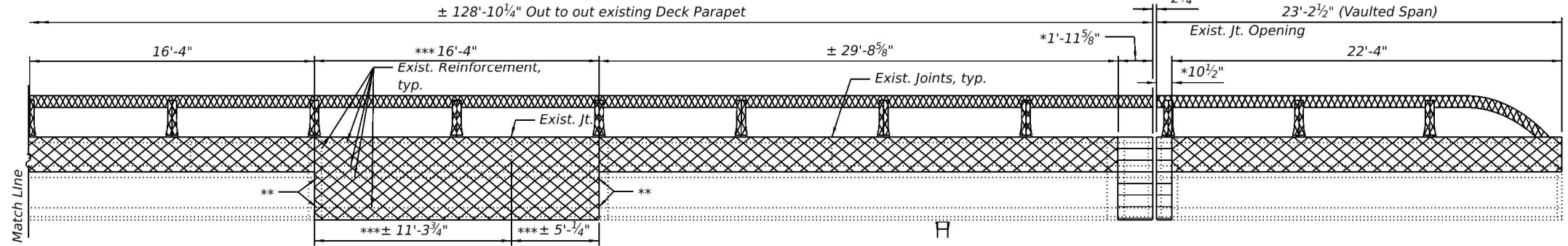
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CONTRACT NO. 64T06				
ILLINOIS		FED. AID PROJECT		



* Portion of original Parapet to be rebuilt with Expansion Joint Replacement. See Sheets SA-06 thru SA-09

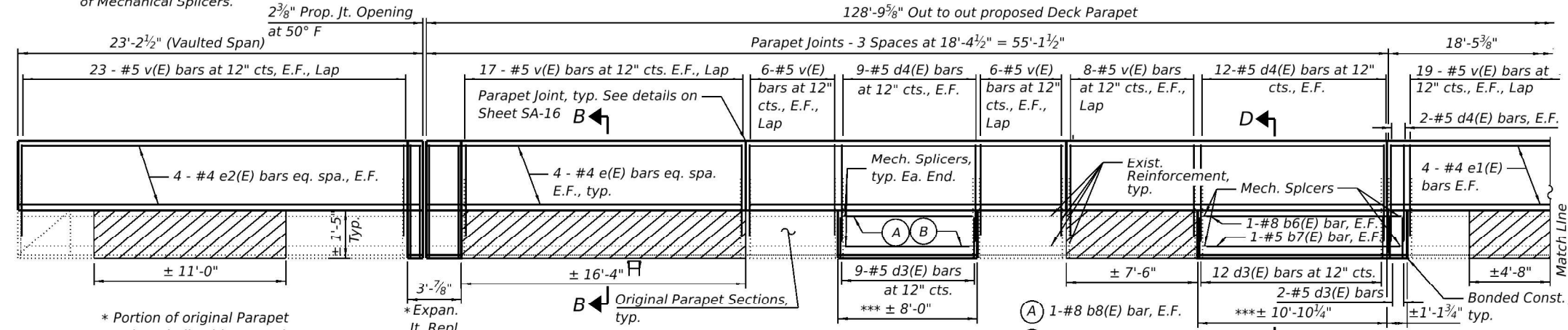
EAST PARAPET ELEVATION-NORTH HALF REMOVAL
(Looking East showing removal limits)

** Cut existing horizontal reinforcement in lower section of parapet 6\"/>



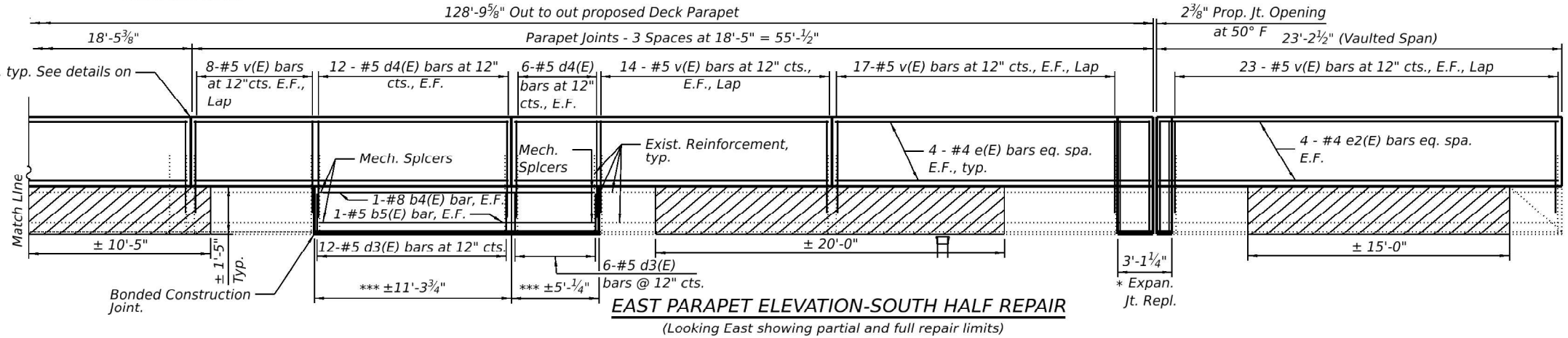
** Cut existing horizontal reinforcement in lower section of parapet 6\"/>

EAST PARAPET ELEVATION-SOUTH HALF REMOVAL
(Looking East showing removal limits)



* Portion of original Parapet to be rebuilt with Expansion Joint Replacement. See Sheets SA-06 thru SA-09

EAST PARAPET ELEVATION-NORTH HALF REPAIR
(Looking East showing partial & full repair limits)



Bonded Construction Joint.

EAST PARAPET ELEVATION-SOUTH HALF REPAIR
(Looking East showing partial and full repair limits)

LEGEND

- Existing Metal Bridge Railing Removal
- Concrete Removal
- Concrete Removal-Expansion Joint Repl. See Sheets SA-06 & 07
- Structural Repair of Concrete (Depth Equal to or Less than 5")
- Concrete Parapet Replacement See Sheet SA-16 for sections of Partial and Full replacement

MINIMUM BAR LAP

- #4 bar = 2'-0"
- #5 bar = 2'-7"
- #8 bar = 5'-2"

NOTES

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

Quantity for Structural Repair of Concrete (Depth Equal to or Less Than 5") is estimated. Areas to be repaired shall be determined in the field by the Engineer.

#5 v(E) bars for Parapet extension are to be epoxy grouted into original parapet reconstruction. See Sheet SA-16 for details.

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

All exposed edges shall be chamfered 3/4".
For Sections A-A thru D-D, see Sheets SA-16
See Sheet SA-16 for Bill of Material and additional Notes

*** Full Parapet Repair limits are approximate. Actual Limits should be determined in the field by the Engineer after careful sounding and removal of existing loose concrete on both sides of the existing parapet. Final lengths of b(E) and numbers of d(E) rebar should be based on the actual limits.

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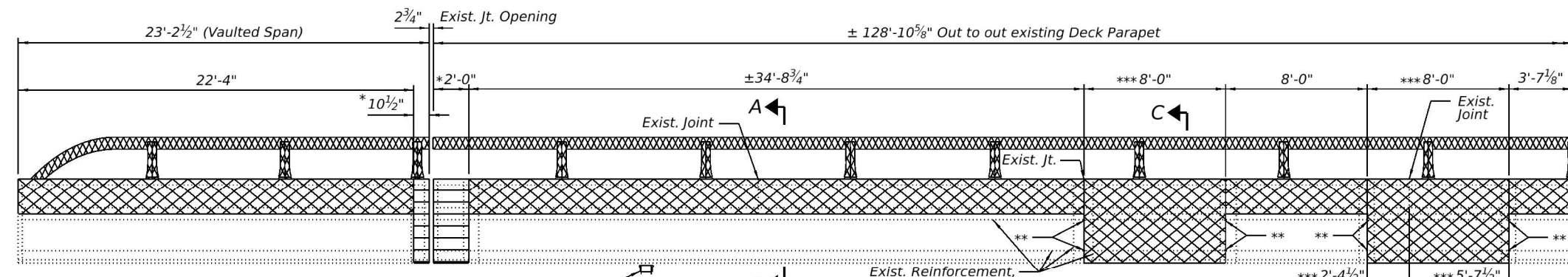
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EAST PARAPET REPAIR - STRUCTURE NO. 071-0046 (SB)
I 39 OVER IL 72

SCALE: SHEET SA-13 OF SA-19 SHEETS STA. TO STA.

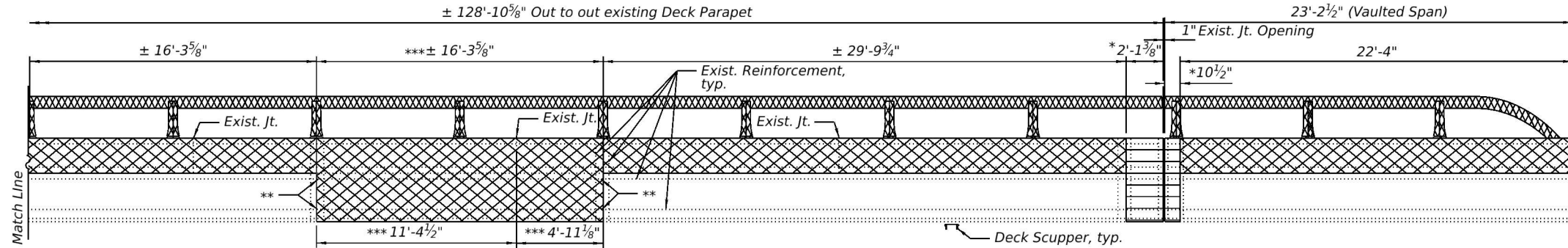
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CONTRACT NO. 64T06				
ILLINOIS		FED. AID PROJECT		



* Portion of original Parapet to be rebuilt with Expansion Joint Replacement. See Sheets SA-06 thru SA-09

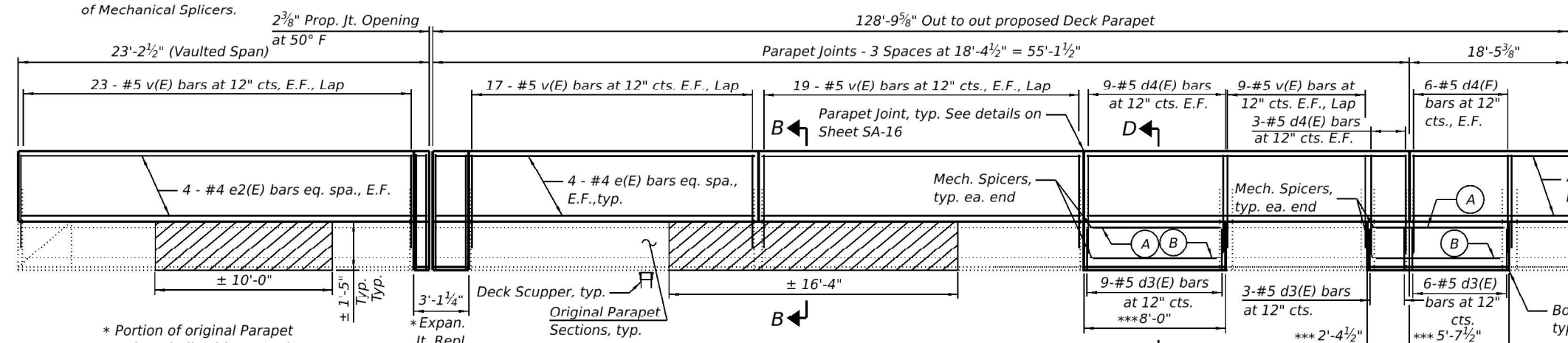
WEST PARAPET ELEVATION-SOUTH HALF REMOVAL
(Looking West showing removal limits)

** Cut existing horizontal reinforcement in lower section of parapet 6" from removal line to facilitate installation of Mechanical Splicers.



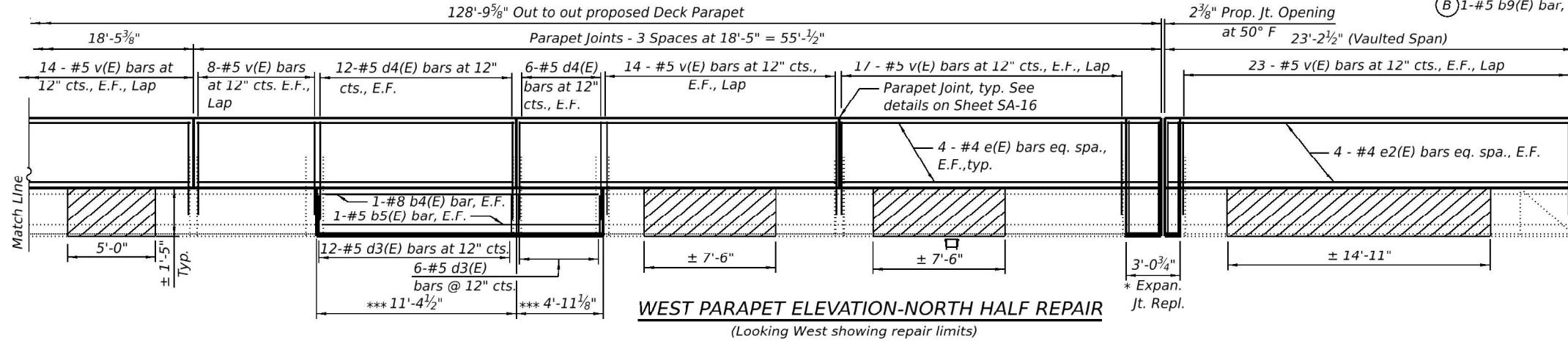
** Cut existing horizontal reinforcement in lower section of parapet 6" from removal line to facilitate installation of Mechanical Splicers.

WEST PARAPET ELEVATION-NORTH HALF REMOVAL
(Looking West showing removal limits)



* Portion of original Parapet to be rebuilt with Expansion Joint Replacement. See Sheets SA-06 thru SA-09

WEST PARAPET ELEVATION-SOUTH HALF REPAIR
(Looking West showing partial & full repair limits)



WEST PARAPET ELEVATION-NORTH HALF REPAIR
(Looking West showing repair limits)

LEGEND

- Existing Metal Bridge Railing Removal
- Concrete Removal
- Concrete Removal-Expansion Joint Repl. See Sheets SA-06 & 07
- Structural Repair of Concrete (Depth Equal to or Less than 5")
- Concrete Parapet Replacement See Sheet SA-16 for sections of Partial and Full replacement

MINIMUM BAR LAP

- #4 bar = 2'-0"
- #5 bar = 2'-7"
- #8 bar = 5'-2"

NOTES

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

Quantity for Structural Repair of Concrete (Depth Equal to or Less Than 5") is estimated. Areas to be repaired shall be determined in the field by the Engineer.

#5 v(E) bars for Parapet extension are to be epoxy grouted into original parapet reconstruction. See Sheet SA-16 for details.

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

All exposed edges shall be chamfered 3/4".
For Sections A-A thru D-D, see Sheets SA-16
See Sheet SA-16 for Bill of Material and additional Notes

*** Full Parapet Repair limits are approximate. Actual Limits should be determined in the field by the Engineer after careful sounding and removal of existing loose concrete on both sides of the existing parapet. Final lengths of b(E) and numbers of d(E) rebar should be based on the actual limits.

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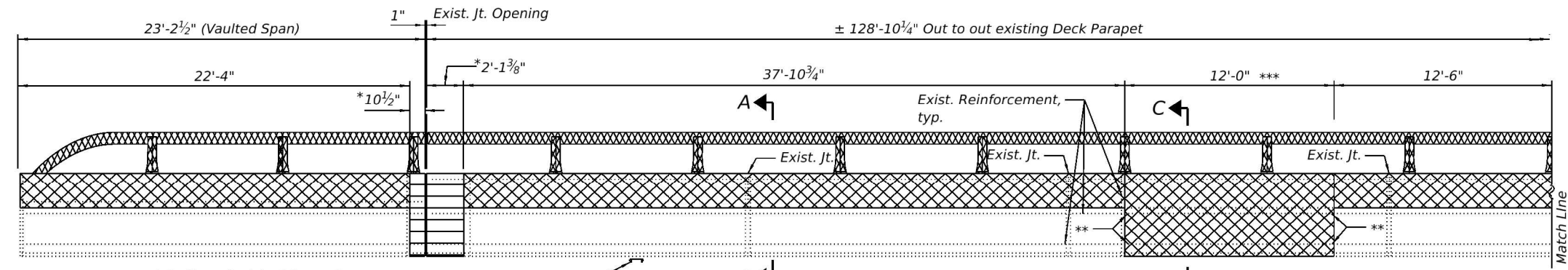
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WEST PARAPET REPAIR - STRUCTURE NO. 071-0047 (NB)
I 39 OVER IL 72

SCALE: SHEET SA-14 OF SA-19 SHEETS STA. TO STA.

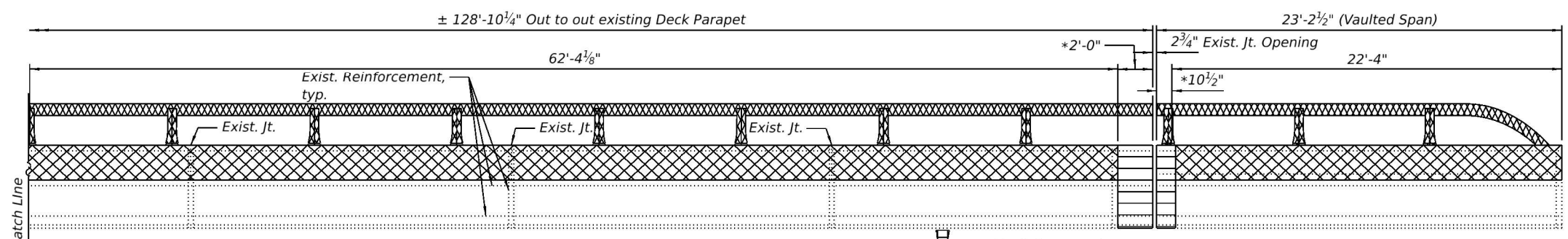
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39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	30
CONTRACT NO. 64T06				
ILLINOIS		FED. AID PROJECT		



* Portion of original Parapet to be rebuilt with Expansion Joint Replacement. See Sheets SA-06 thru SA-09

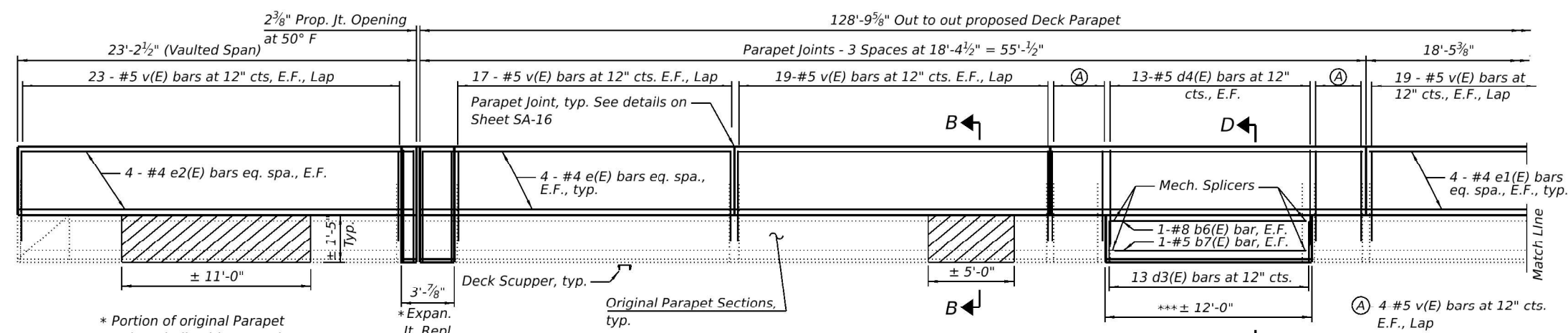
EAST PARAPET ELEVATION-NORTH HALF REMOVAL
(Looking East showing removal limits)

** Cut existing horizontal reinforcement in lower section of parapet 6" from removal line to facilitate installation of Mechanical Splicers.



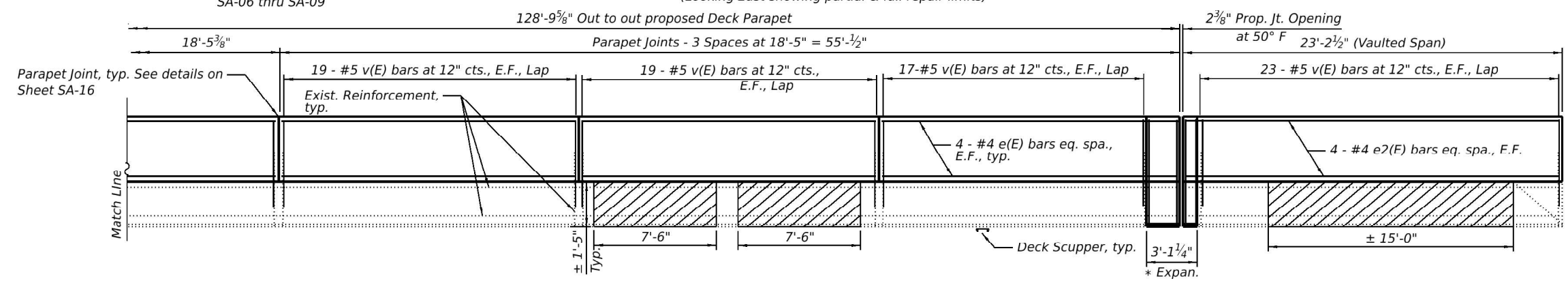
** Cut existing horizontal reinforcement in lower section of parapet 6" from removal line to facilitate installation of Mechanical Splicers.

EAST PARAPET ELEVATION-SOUTH HALF REMOVAL
(Looking East showing removal limits)



* Portion of original Parapet to be rebuilt with Expansion Joint Replacement. See Sheets SA-06 thru SA-09

EAST PARAPET ELEVATION-NORTH HALF REPAIR
(Looking East showing partial & full repair limits)



*** Full Parapet Repair limits are approximate. Actual Limits should be determined in the field by the Engineer after careful sounding and removal of existing loose concrete on both sides of the existing parapet. Final lengths of b(E) and numbers of d(E) rebar should be based on the actual limits.

EAST PARAPET ELEVATION-SOUTH HALF REPAIR
(Looking East showing partial and full repair limits)

LEGEND

- Existing Metal Bridge Railing Removal
- Concrete Removal
- Concrete Removal-Expansion Joint Repl. See Sheets SA-06 & 07
- Structural Repair of Concrete (Depth Equal to or Less than 5")
- Concrete Parapet Replacement See Sheet SA-16 for sections of Partial and Full replacement

MINIMUM BAR LAP

- #4 bar = 2'-0"
- #5 bar = 2'-7"
- #8 bar = 5'-2"

NOTES

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

Quantity for Structural Repair of Concrete (Depth Equal to or Less Than 5") is estimated. Areas to be repaired shall be determined in the field by the Engineer.

#5 v(E) bars for Parapet extension are to be epoxy grouted into original parapet reconstruction. See Sheet SA-16 for details.

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

All exposed edges shall be chamfered 3/4".
For Sections A-A thru D-D, see Sheets SA-16

See Sheet SA-16 for Bill of Material and additional Notes

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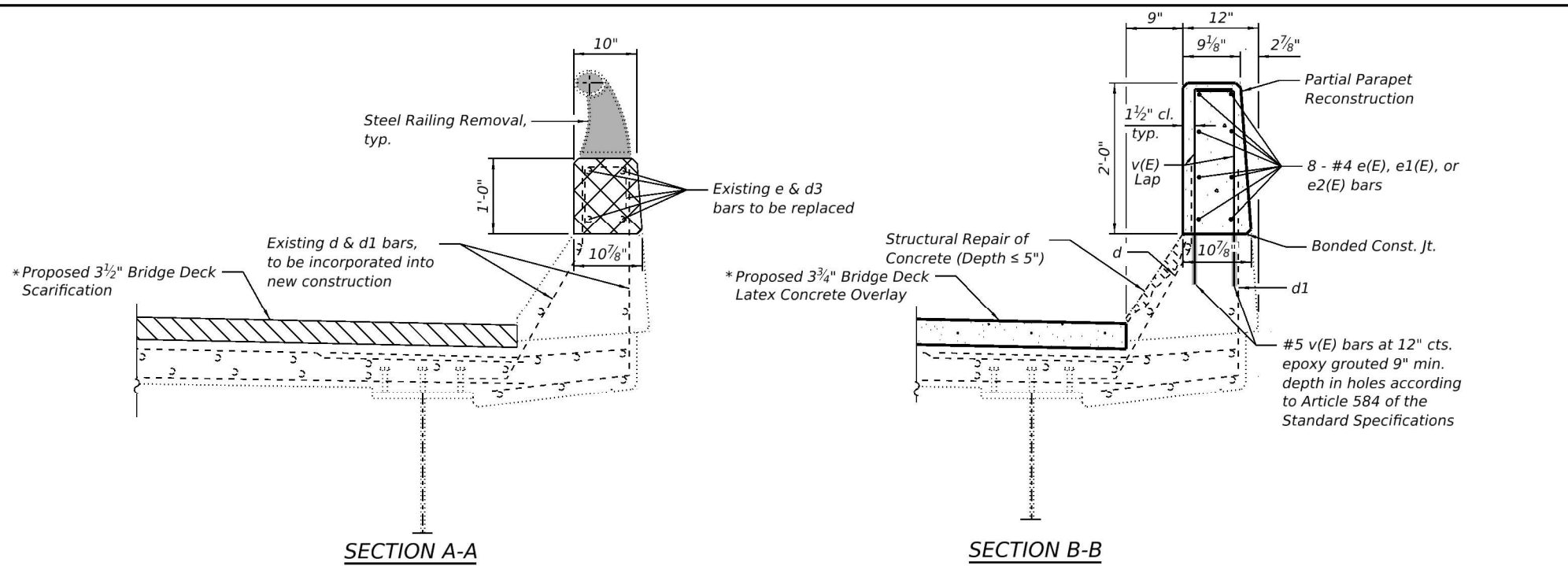
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EAST PARAPET REPAIR - STRUCTURE NO. 071-0047 (NB)
I 39 OVER IL 72**

SCALE: SHEET SA-15 OF SA-19 SHEETS STA. TO STA.

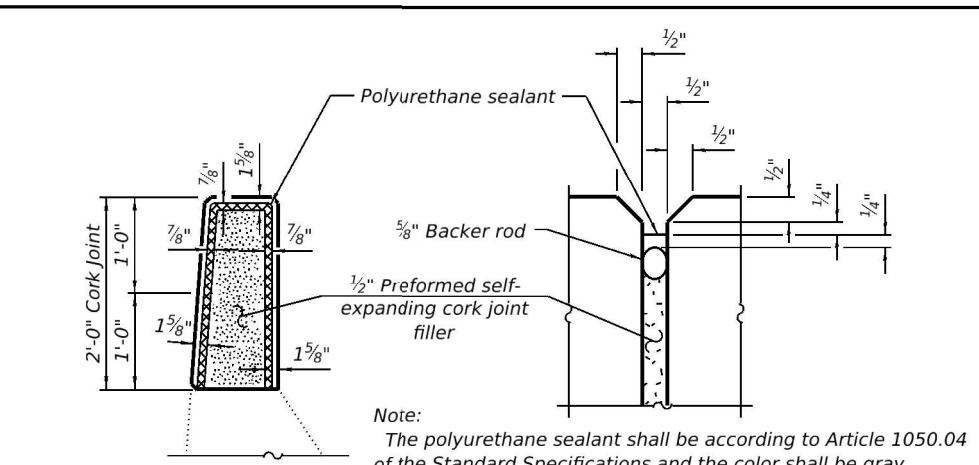
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CONTRACT NO. 64T06				
ILLINOIS		FED. AID PROJECT		

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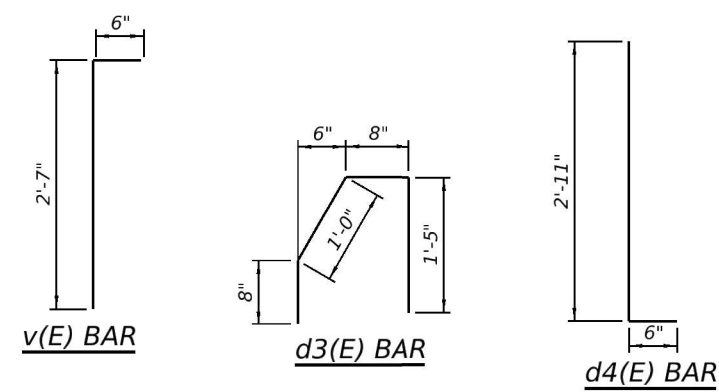
PARTIAL PARAPET REMOVAL & REPLACEMENT

* Prior to 1/4" Diamond Grinding



PARAPET JOINT DETAILS

Note:
 The polyurethane sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.

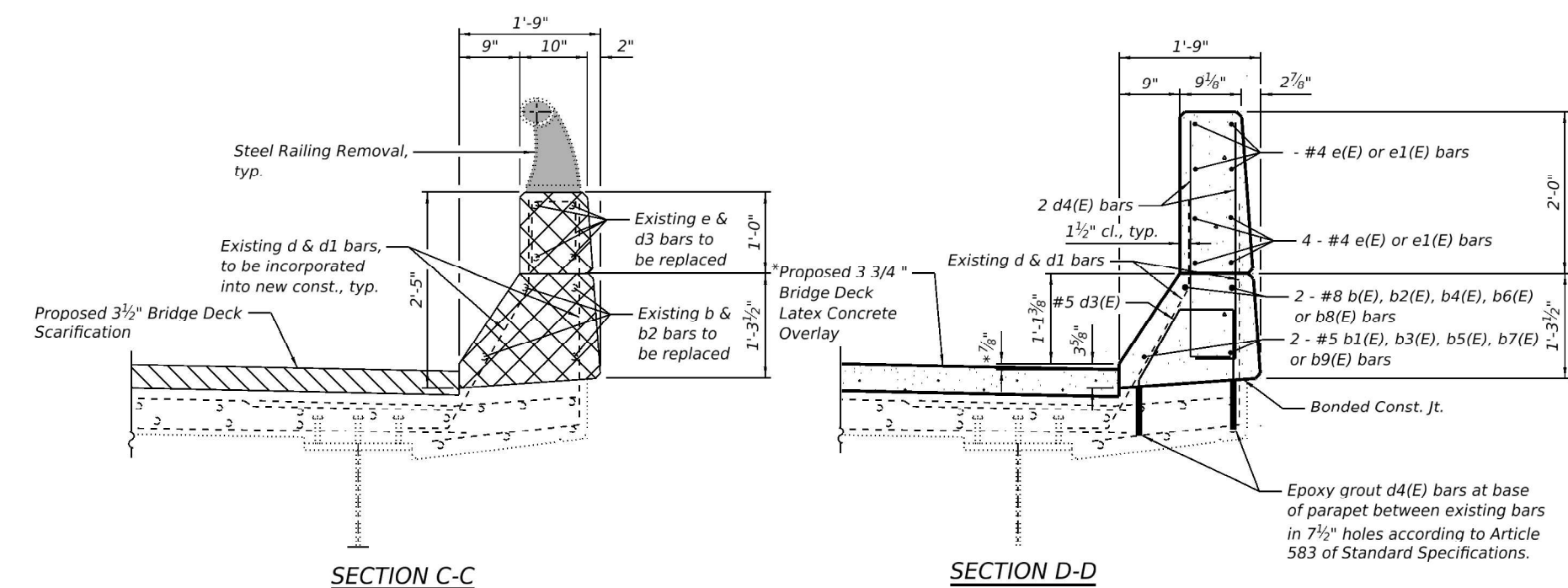


**BILL OF MATERIAL
 SN 071-0046 (SB)**

Bar	No.	Size	Length	Shape
e(E)	96	#4	18'-0"	—
e1(E)	16	#4	18'-1"	—
e2(E)	32	#4	22'-10"	—
b(E)	2	#8	27'-6"	—
b1(E)	2	#5	27'-6"	—
b2(E)	2	#8	19'-4"	—
b3(E)	2	#5	19'-4"	—
b4(E)	2	#8	15'-4"	—
b5(E)	2	#5	15'-4"	—
b6(E)	2	#8	11'-0"	—
b7(E)	2	#5	11'-0"	—
b8(E)	2	#8	7'-0"	—
b9(E)	2	#5	7'-0"	—
d3(E)	93	#5	3'-9"	┌
d4(E)	186	#5	3'-5"	┌
v(E)	536	#5	3'-1"	┌
Bridge Rail Removal		Foot	347	
Concrete Removal		Cu. Yds.	17.4	
Reinforcement Bars, Epoxy Coated		Lbs.	5,182	
Concrete Superstructure		Cu. Yds.	28.9	
Mechanical Splicers		Each	20	
Structural Repair of Concrete (Depth ≤ 5")		Sq. Ft.	208	

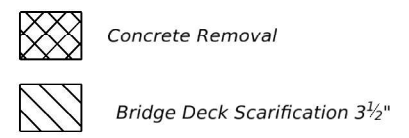
**BILL OF MATERIAL
 SN 071-0047 (NB)**

Bar	No.	Size	Length	Shape
e(E)	96	#4	18'-0"	—
e1(E)	16	#4	18'-1"	—
e2(E)	32	#4	22'-10"	—
b4(E)	2	#8	15'-4"	—
b5(E)	2	#5	15'-4"	—
b6(E)	2	#8	11'-0"	—
b7(E)	2	#5	11'-0"	—
b8(E)	4	#8	7'-0"	—
b9(E)	4	#5	7'-0"	—
d3(E)	49	#5	3'-9"	┌
d4(E)	98	#5	3'-5"	┌
v(E)	616	#5	3'-1"	┌
Bridge Rail Removal		Foot	347	
Concrete Removal		Cu. Yds.	14.8	
Reinforcement Bars, Epoxy Coated		Lbs.	4,658	
Concrete Superstructure		Cu. Yds.	26.8	
Mechanical Splicers		Each	16	
Structural Repair of Concrete (Depth ≤ 5")		Sq. Ft.	153	



FULL PARAPET REMOVAL & REPLACEMENT

LEGEND



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PARAPET REPAIR DETAILS - STRUCTURE NO. 071-0046 (SB) & 0047 (NB)
 I 39 OVER IL 72

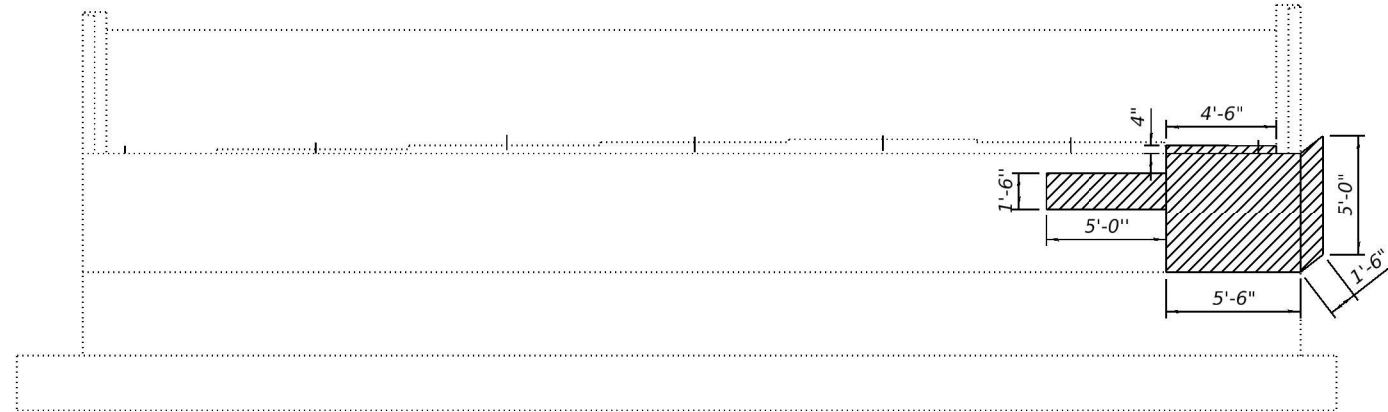


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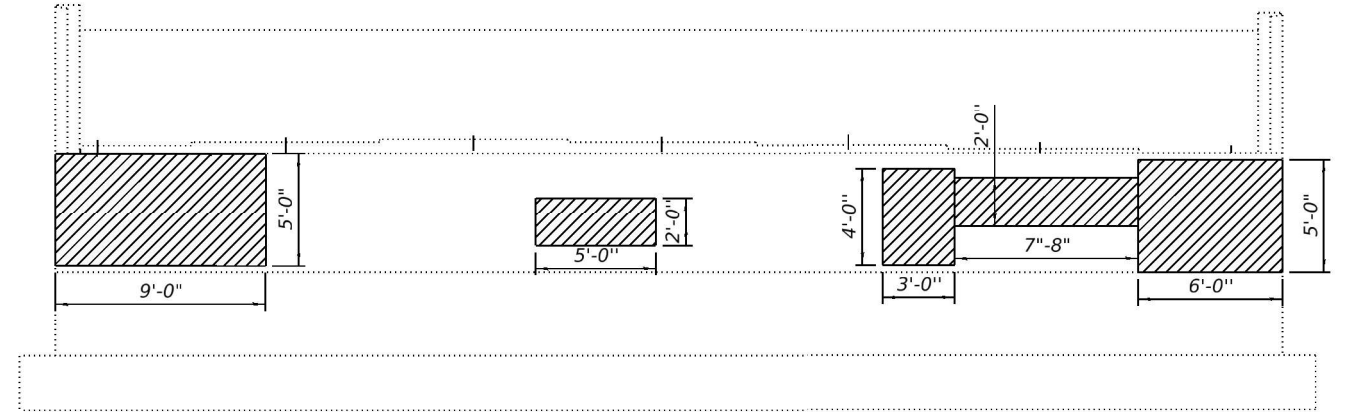
SCALE: SHEET SA-16 OF SA-19 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	32
CONTRACT NO. 64T06				
ILLINOIS		FED. AID PROJECT		

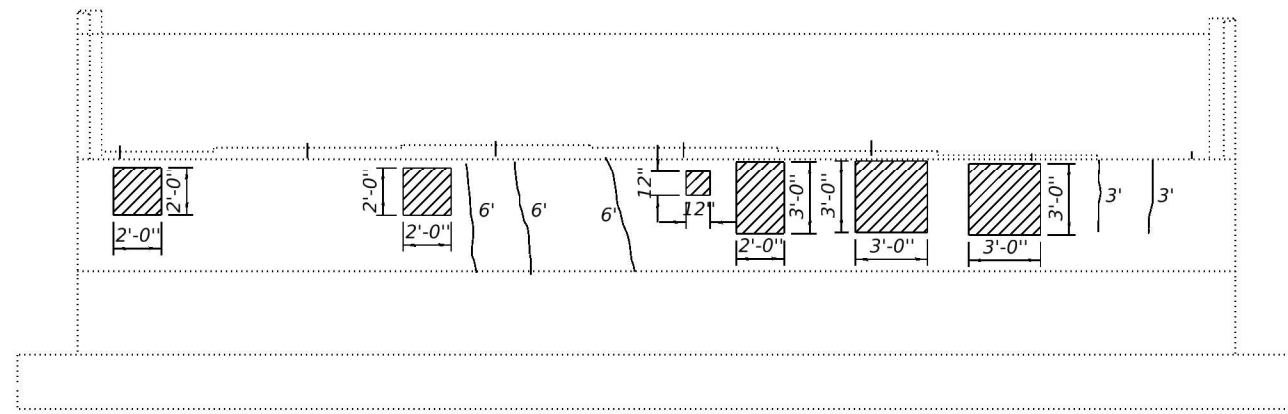
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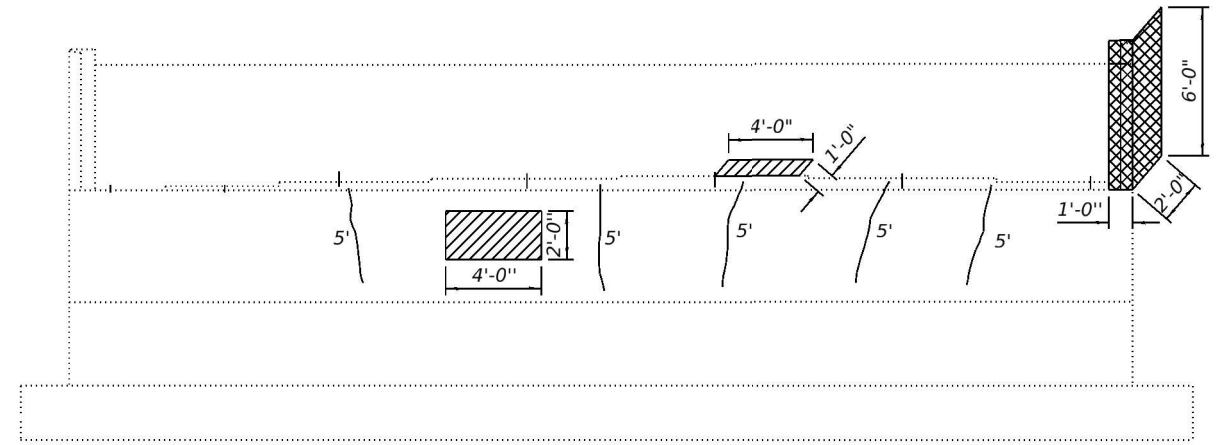
NORTH ABUTMENT ELEVATION
SN 071-0046 (S.B.)



NORTH ABUTMENT ELEVATION
SN 071-0047 (N.B.)



SOUTH ABUTMENT ELEVATION
SN 071-0046 (S.B.)



SOUTH ABUTMENT ELEVATION
SN 071-0047 (N.B.)

NOTES:

1. Areas shown for Structural Repair of Concrete and Epoxy Crack Injection are estimated. Actual area should be determined by the Engineer at the time of repair and documented on the as-built plans.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth ≤ 5 inches)	Sq. Ft	202
Structural Repair of Concrete (Depth > 5 inches)	Sq. Ft	18
Epoxy Crack Injection	Foot	49

LEGEND

- Epoxy Crack Injection
- Structural Repair of Concrete (Depth ≤ 5 inches)
- Structural Repair of Concrete (Depth > 5 inches)



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

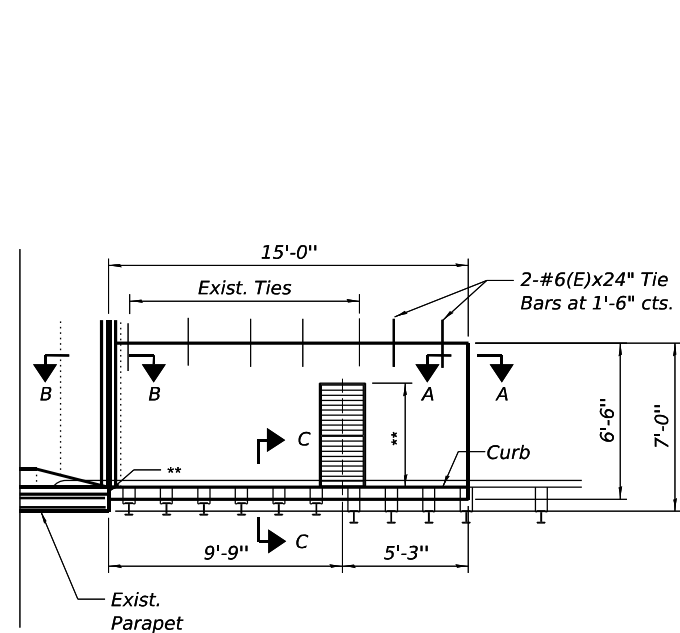
SUBSTRUCTURE REPAIR DETAILS - SN 049-0046 (SB) & 0047 (NB)
I 39 OVER IL 72

SCALE: SHEET SA-17 OF SA-19 SHEETS STA. TO STA.

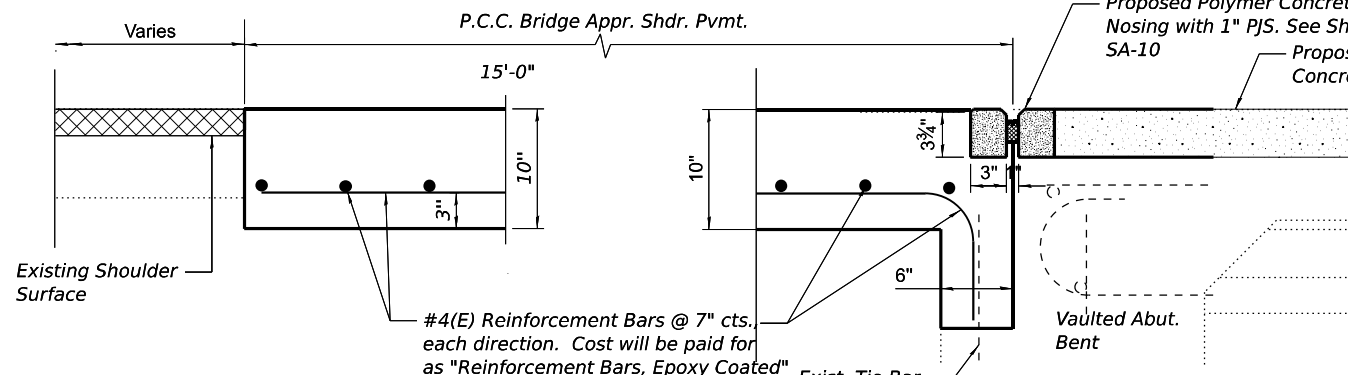
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	33
CONTRACT NO. 64T06			ILLINOIS FED. AID PROJECT	

BILL OF MATERIAL

Item	Unit	Total
Paved Shoulder Removal	Sq. Yd.	12
* Bridge Approach Shoulder Removal	Sq. Yd.	36
P.C. Concrete Bridge Approach Shoulder Pavement (Special)	Sq. Yd.	44
Reinforcement Bars, Epoxy Coated	Lbs	1028
Type E Inlet Box, Standard 610001	Each	4



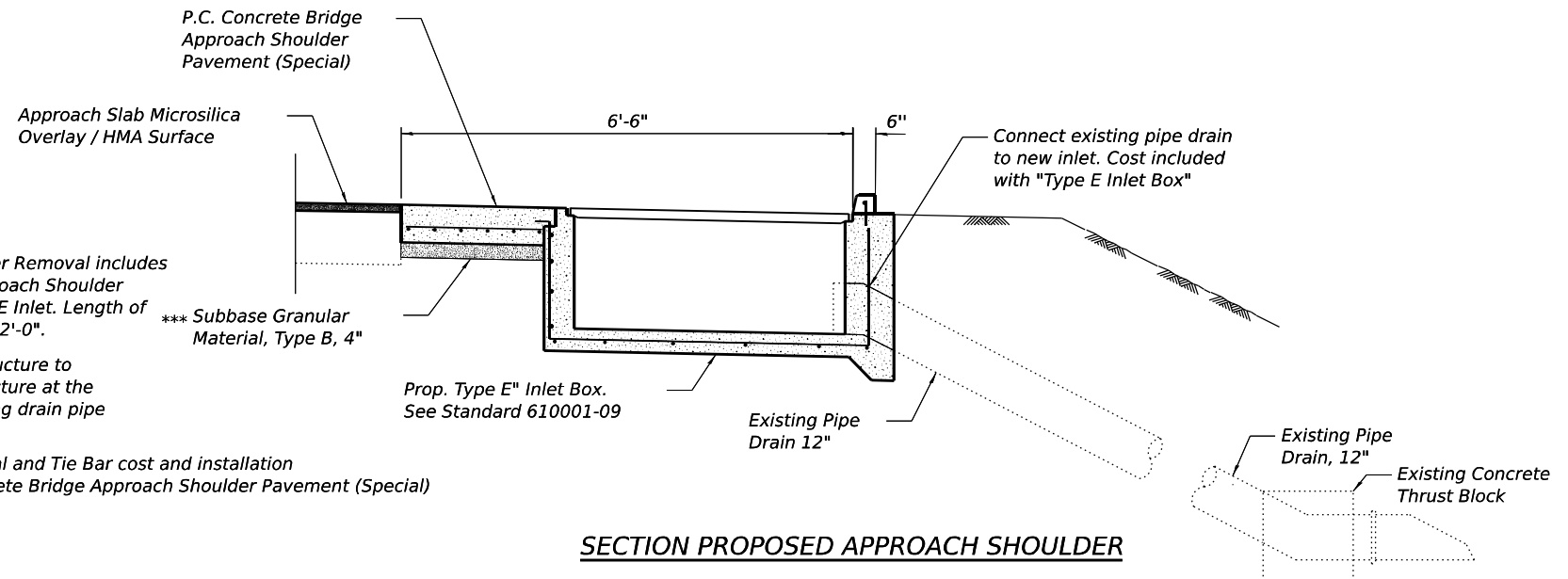
P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT PLAN



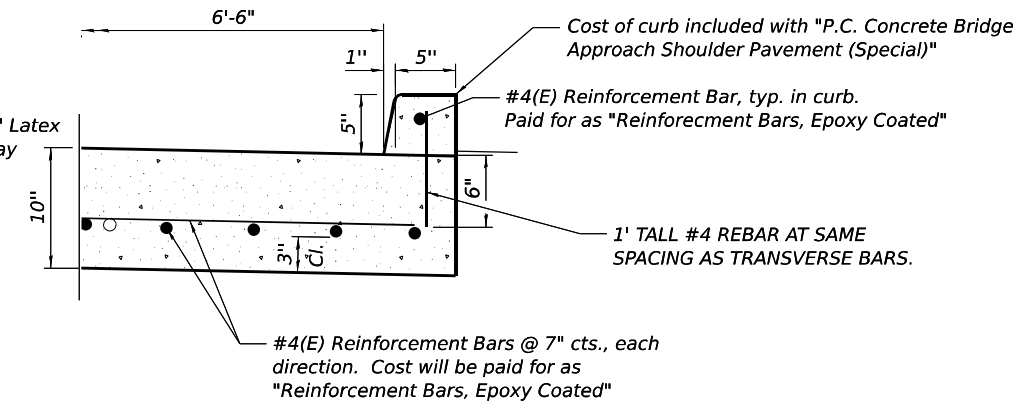
SECTION A-A

SECTION B-B

(Dimensions shown normal to joint)



SECTION PROPOSED APPROACH SHOULDER



SECTION C-C

Notes:

- * Bridge Approach Shoulder Removal includes existing PCC Bridge Approach Shoulder along with existing Type E Inlet. Length of removal approximately 12'-0".
- ** Type E Inlet Box- New structure to replace the existing structure at the same location. Tie existing drain pipe into new inlet.
- *** Subbase Granular Material and Tie Bar cost and installation included with "P.C. Concrete Bridge Approach Shoulder Pavement (Special)"

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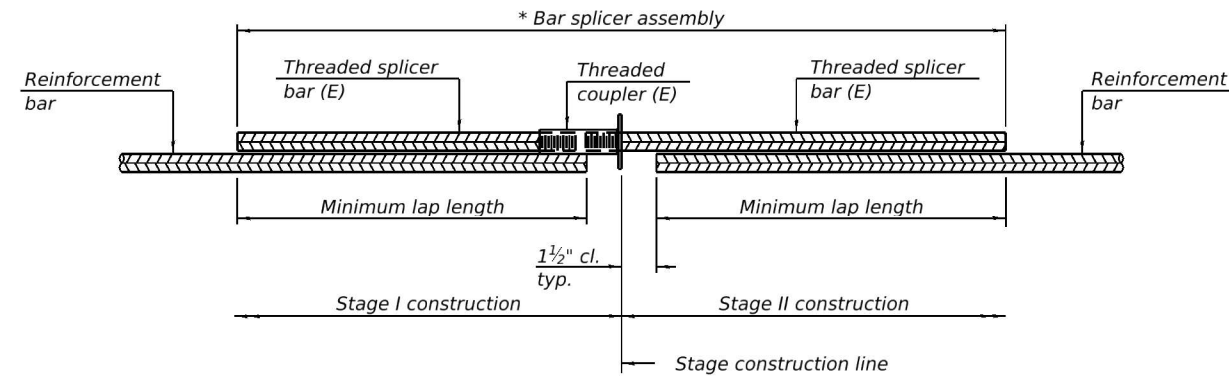
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**APPROACH SLAB DETAILS
I 39 OVER IL 72**

SHEET SA-18 OF SA-19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	34
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				



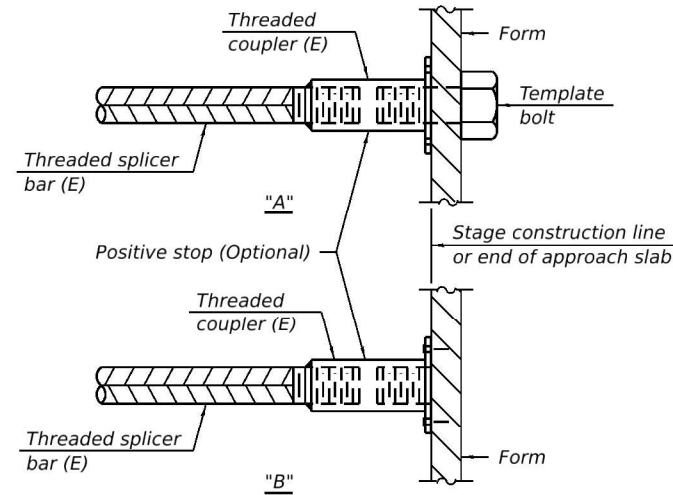
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

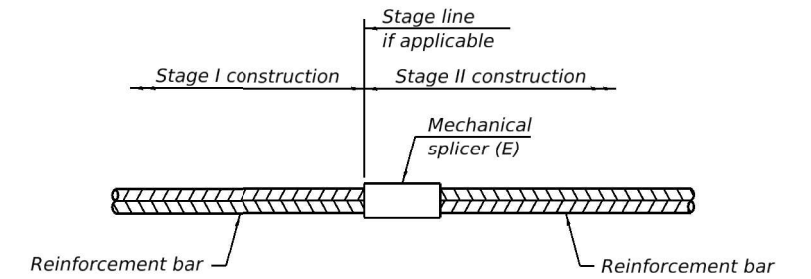
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
071-0046-Bridge DK	#5	16	3'-10"
071-0047-Bridge DK	#5	16	3'-10"
071-0046-Vault Slab	#6	4	4'-10"
071-0047-Vault Slab	#6	4	4'-10"



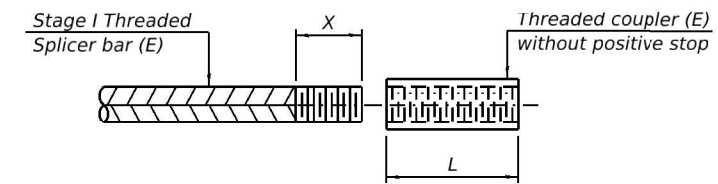
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
071-0046	#8	10
071-0046	#5	10
071-0047	#8	8
071-0047	#5	8



THREADING OF ASSEMBLIES

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

Notes:

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

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BSD-1

4-4-2025



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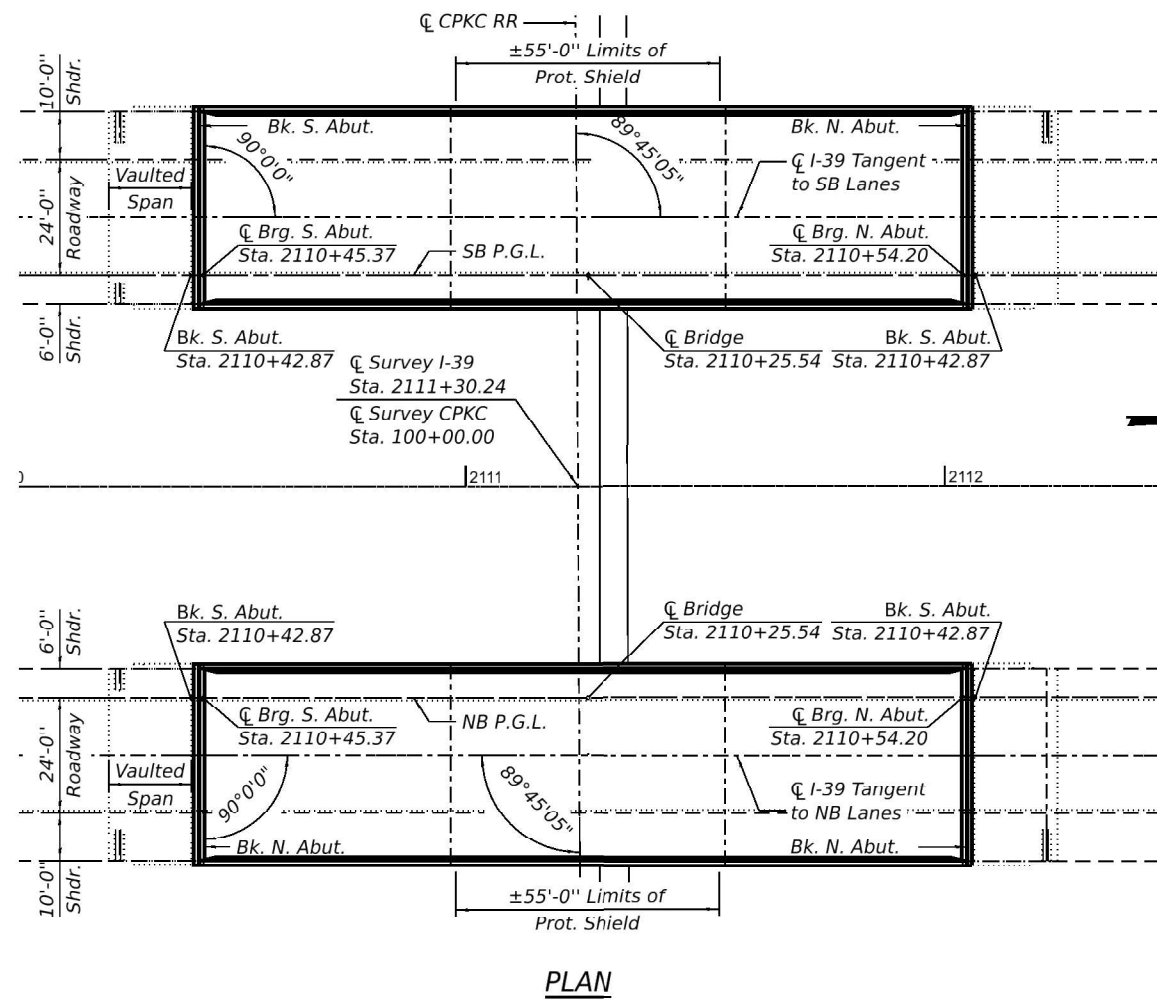
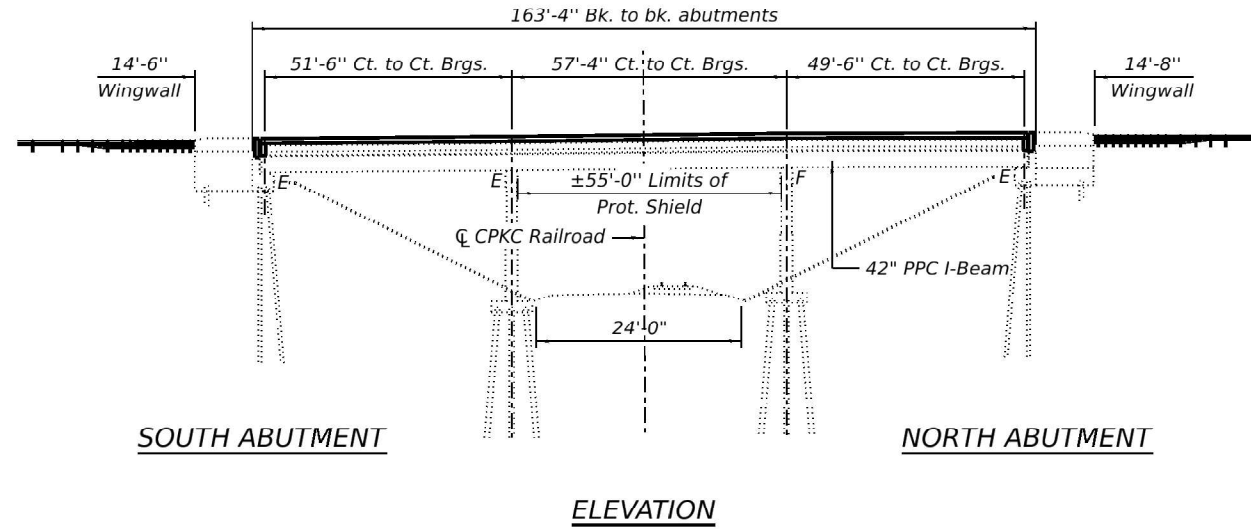
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY & MECH. SPLICER DETAILS - I-39/IL 72
 I 39 OVER IL 72

SCALE: SHEET SA-19 OF SA-19 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	35
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

Existing Structures 071-0048 and 071-0049 carrying I-39 SB & NB respectively are Three-span structures built in 1976. The bridges consist of reinforced concrete decks and PPC I-beam superstructures supported by sand-filled reinforced concrete vaulted abutments. The structures were last rehabilitated in 2002 with deck scarification and placement of a 3½" concrete overlay. Both structures are to be rehabilitated with deck scarification, joint replacement, partial parapet repair, and a new latex concrete overlay. Stage Construction is to be utilized to maintain traffic.



SCOPE OF WORK

1. Provide protective shielding within limits as shown on Sheet SB-01
2. Scarify 3½" from bridge deck slab. See Sheets SB-06 and SB-07.
3. Remove and reconstruct the existing expansion joints at the South and North Abutments, installing new Preformed Joint Strip Seals. See Sheets SB-07 thru SB-09.
4. Perform full depth bridge deck repair where shown. See Sheets SB-06 and SB-07.
5. Remove 1'-0" of the existing concrete parapet and reconstruct as shown on Sheets SB-10.
6. Place new 3¾" Latex Concrete Overlay over bridge deck. See Sheets SB-06 and SB-07.
7. Perform Diamond Grinding (Bridge Section) and Bridge Deck Grooving (Longitudinal) to bridge deck.
8. Apply Protective Coat to the parapets, reconstructed joints, and new deck overlays.
9. Perform PPC I-beam repairs as shown on the plans. See Sheet SB-11.
10. Perform Structural Repair of Concrete to the piers and abutments. See Sheets SB-12 thru SB-14.
11. Perform Slopewall Repairs and Slopewall Crack Sealing. See Sheet SB-15.

DESIGN STRESSES

FIELD UNITS (NEW)

$f_c = 4,000$ psi (Superstructure)
 $f_c = 3,500$ psi (Substructure)
 $f_y = 60,000$ psi (Reinforcement)

FIELD UNITS (EXISTING)

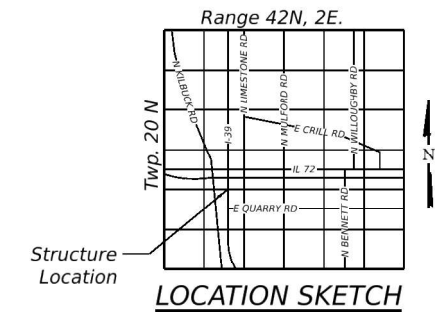
$f_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)

DESIGN SPECIFICATIONS

2002 AASHTO Standard
 Specifications for Highway Bridges

INDEX OF SHEETS

- SB-01 General Plan and Elevation
- SB-02 Bill of Materials, General Notes
- SB-03 Cross-Sections Stage I & II Construction
- SB-04 Temporary Concrete Barrier
- SB-05 Deck Repair Plan Stage I
- SB-06 Deck Repair Plan Stage II
- SB-07 Joint Replacement Plan - Removal
- SB-08 Joint Replacement Plan - Reconstruction
- SB-09 Strip Seal Joint Detail
- SB-10 Parapet Repair Detail
- SB-11 PPC Beam Repair
- SB-12 SB Pier Repairs
- SB-13 NB Pier Repairs
- SB-14 Abutment Repairs
- SB-15 Slopewall Repairs
- SB-16 Bar Splicer Detail



Jeffrey P. Bucholc
 Date: 12/03/2025
 Expires 11/30/2026

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION SN 071-0048 (SB) & 0049 (NB)
 I 39 OVER CPKC RAILROAD

SHEET SB-01 OF SB-16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	36
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

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PLOT DATE = 12/31/2025	DATE - 02/12/2026	REVISED -

TOTAL BILL OF MATERIAL

GENERAL NOTES

1. Plan dimensions and details relative to the existing structures have been taken from existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change of scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.
2. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal operations shall be replaced with approved bar splicers or anchorage system at the contractor's expense.
3. Joint openings shall be adjusted according to article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.
4. Protective Shield shall be required in accordance with Section 501.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with the concrete (SSPC - SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.
7. Traffic will be maintained using stage construction.
8. Existing name plate from parapet shall be removed, cleaned, and incorporated into the new construction. Cost included with Relocating Name Plates.

ITEM	UNIT	SN 071-0048		SN 071-0049		TOTAL
		SUPER	SUB	SUPER	SUB	
Concrete Removal	CU YD	15.4	0.0	15.4	0.0	30.8
Protective Shield	SQ YD	129	0	129	0	258
Concrete Superstructure	CU YD	15.6	0.0	15.6	0.0	31.2
* Protective Coat	SQ YD	828	0	828	0	1,656
Reinforcement Bars, Epoxy Coated	POUND	1,674	0	1,674	0	3,348
Bar Splicers	EACH	12	0	12	0	24
Preformed Joint Strip Seal	FOOT	84	0	84	0	168
Deck Slab Repair (Full Depth, Type I)	SQ YD	7.5	0.0	7.5	0.0	15.0
Deck Slab Repair (Full Depth, Type II)	SQ YD	4.0	0.0	4.0	0.0	8.0
Bridge Deck Scarification 3 1/2"	SQ YD	677	0	677	0	1,354
** Bridge Deck Latex Concrete Overlay, 3 3/4"	SQ YD	677	0	677	0	1,354
Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	SQ FT	0	157	0	76	233
Structural Repair of Concrete (Depth Greater Than 5 Inches)	SQ FT	0	110	0	40	150
Epoxy Crack Injection	FOOT	0	0	0	26	26
Controlled Low-Strength Material	CU YD	0	161	0	232	393
Acrylic Coating	SQ YD	0	0	52	0	52
Fiber Wrap	SQ FT	0	0	194	0	194
Bridge Deck Grooving (Longitudinal)	SQ YD	428	0	428	0	856
Cleaning And Painting Exposed Rebar	SQ FT	0	0	28	0	28
Slope Wall Crack Sealing	FOOT	147	0	44	0	191
Slope Wall Repair	SQ YD	0	369	0	368	707
Diamond Grinding (Bridge Section)	SQ YD	714	0	714	0	1,428
Precast Prestressed Concrete I-Beam Repair	SQ FT	0	0	53	0	53

* Protective Coat shall be applied to all new concrete superstructure and all new concrete overlays as specified in Article 503.19 of the Standard Specifications.
 ** Up to 1/4 inch to be removed during diamond grinding.

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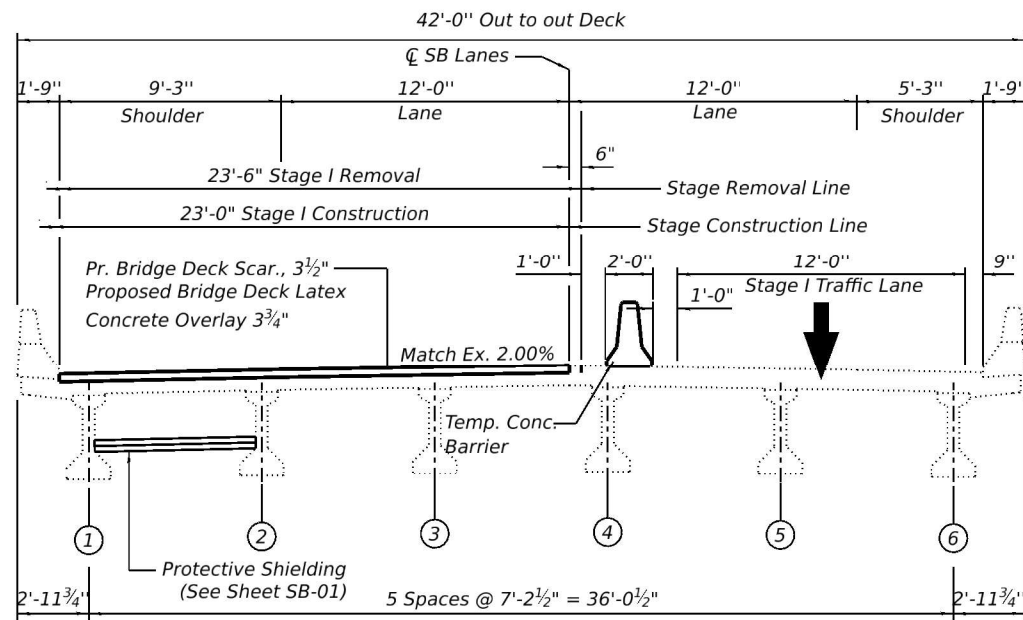


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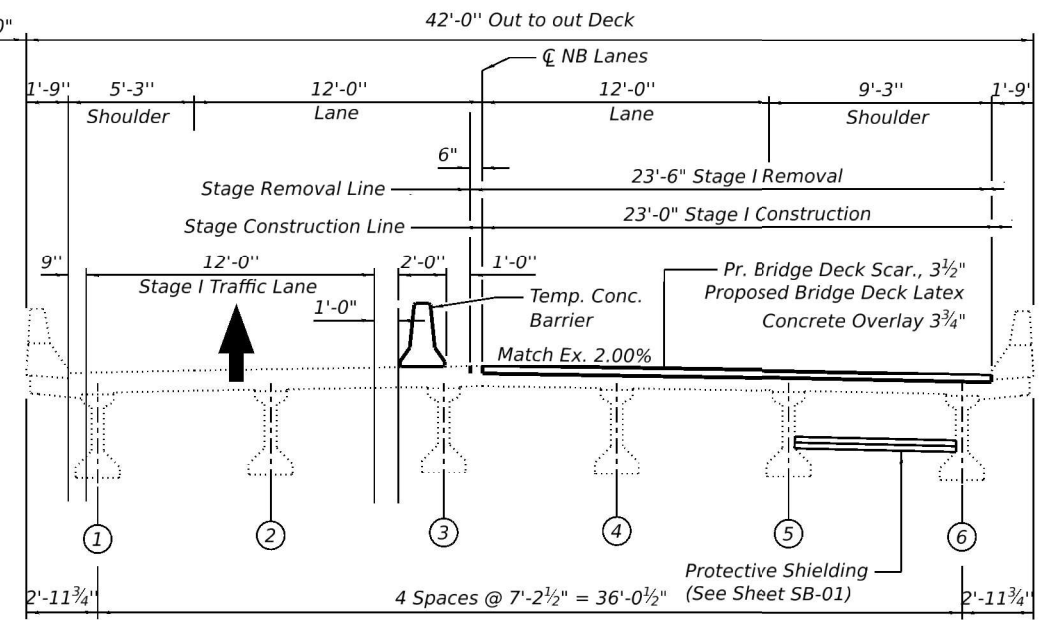
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA SN 071-0048 (SB) & 0049 (NB)
I 39 OVER CPKC RAILROAD**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	37
CONTRACT NO. 64T06				
SHEET SB-02 OF SB-16 SHEETS		STA.	TO STA.	ILLINOIS FED. AID PROJECT



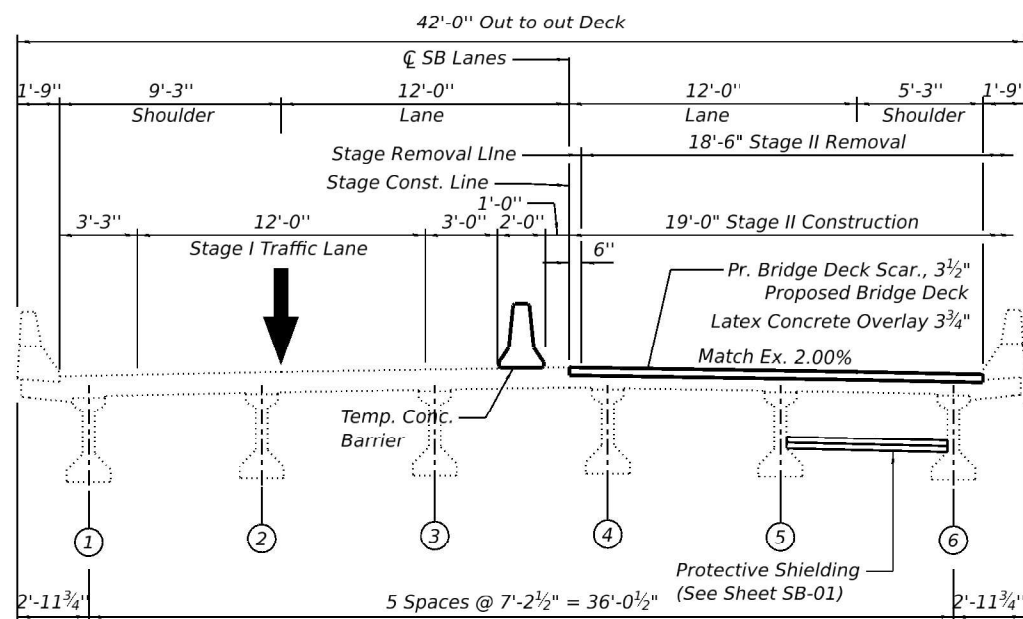
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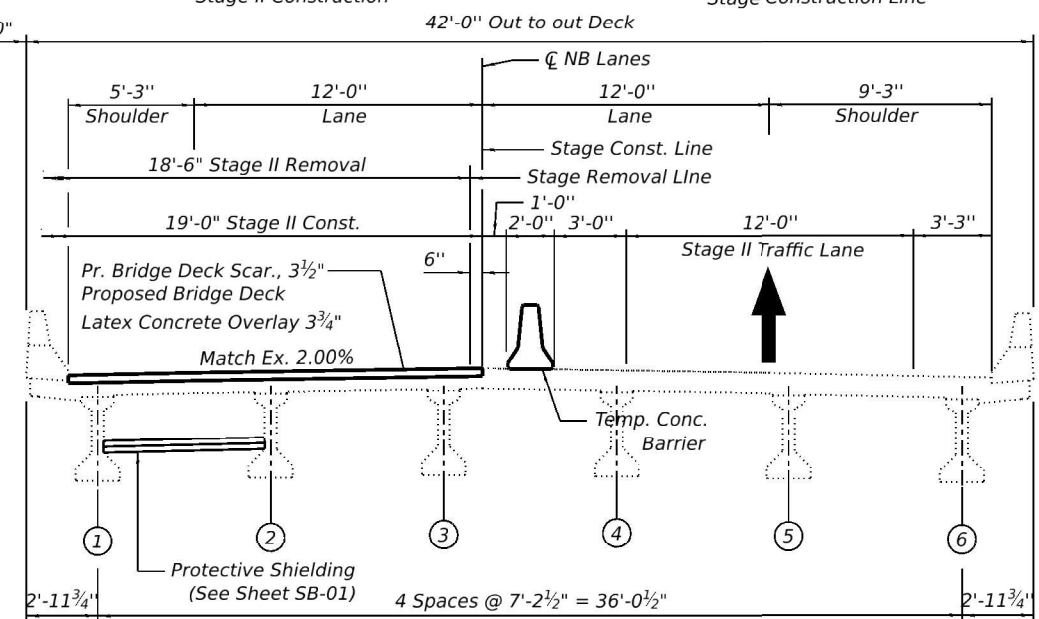
SN 071-0049 N.B.

CROSS SECTION - STAGE I CONSTRUCTION

View looking North showing cross-section across main span deck and superstructure



SN 071-0048 S.B.



SN 071-0049 N.B.

CROSS-SECTION - STAGE II CONSTRUCTION

(Looking North)

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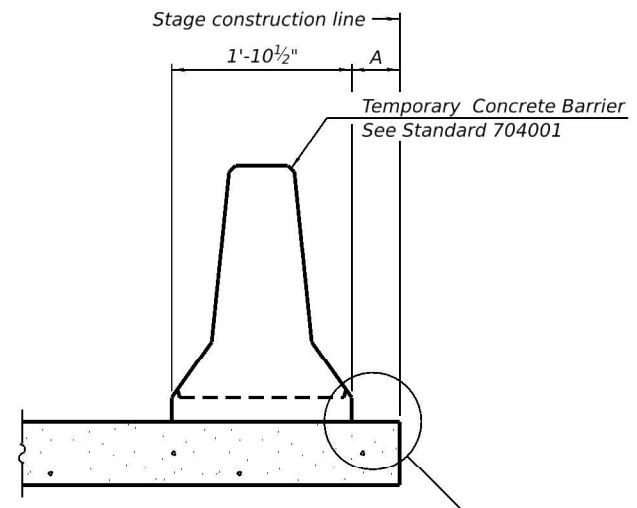
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS-SECTIONS - STAGE I & II SN 071-0048 (SB) & 0049 (NB)
I 39 OVER CPKC RAILROAD

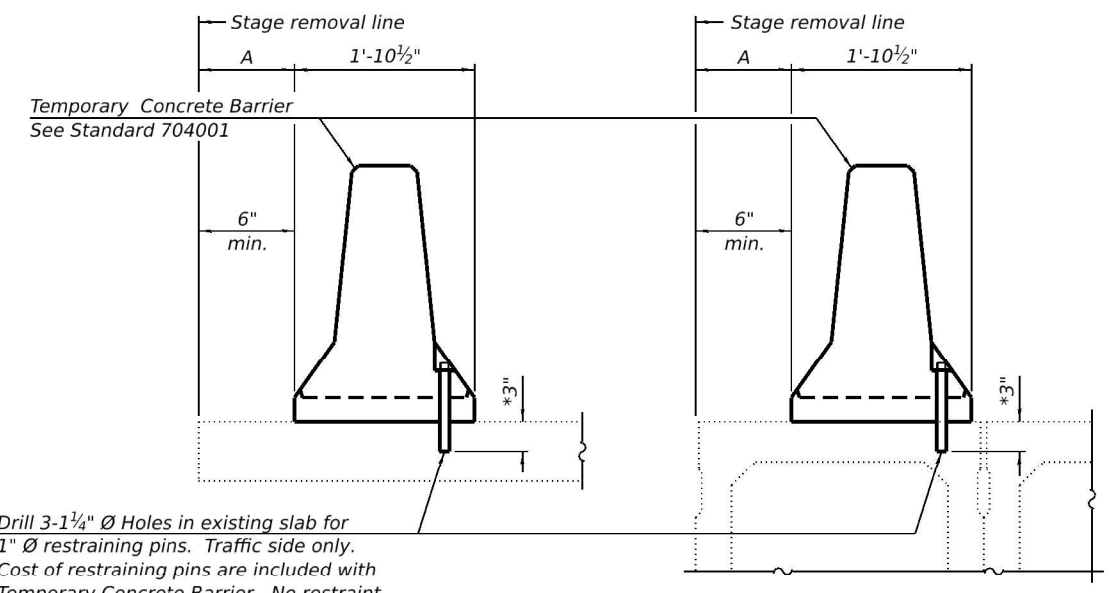
SHEET SB-03 OF SB-16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	38
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				



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

NEW SLAB OR NEW DECK BEAM

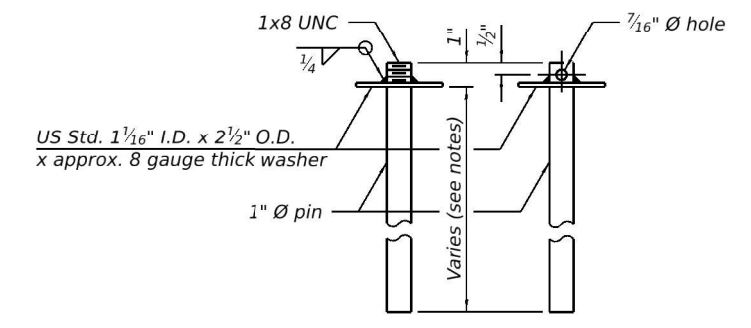


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

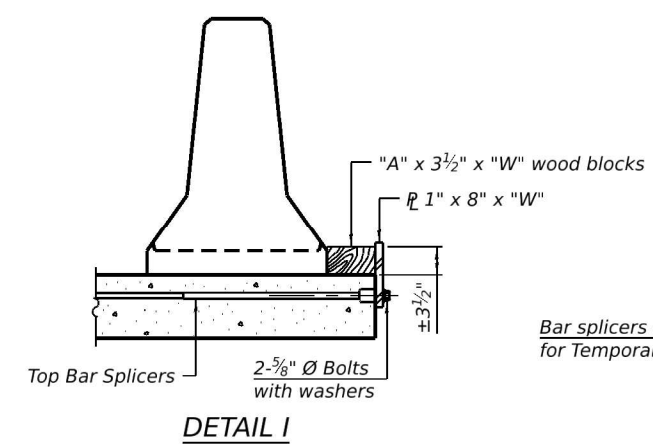
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

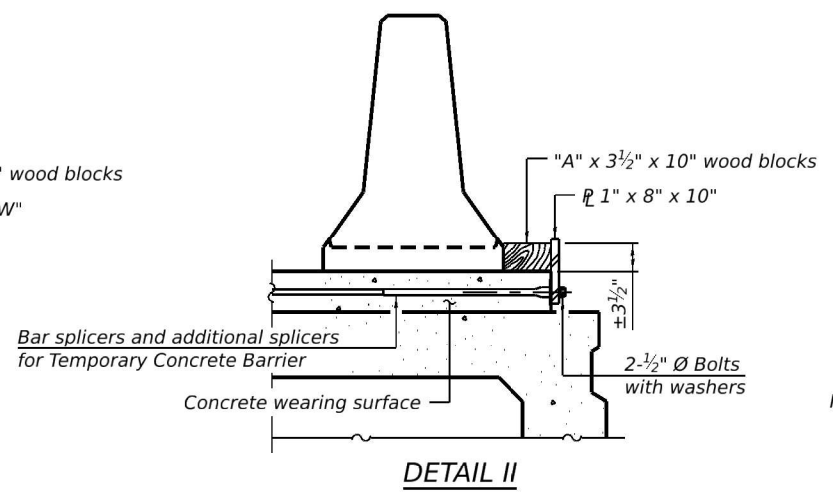


RESTRAINING PIN

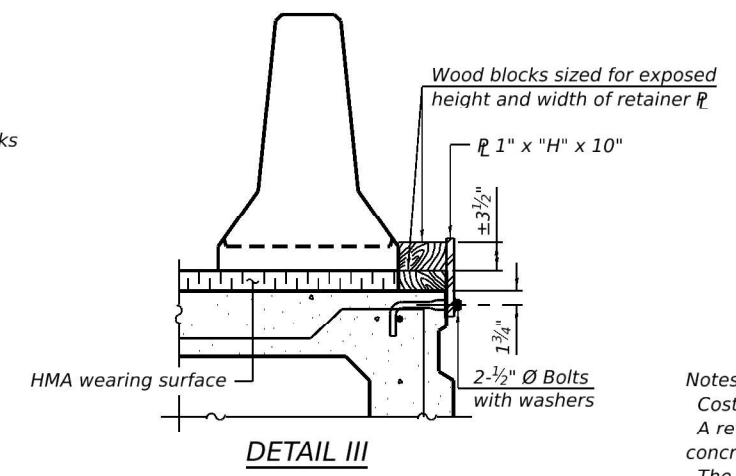
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.



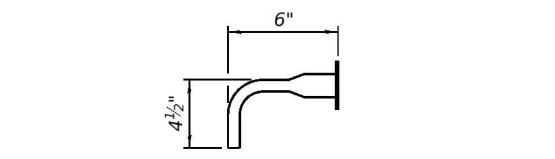
DETAIL I



DETAIL II



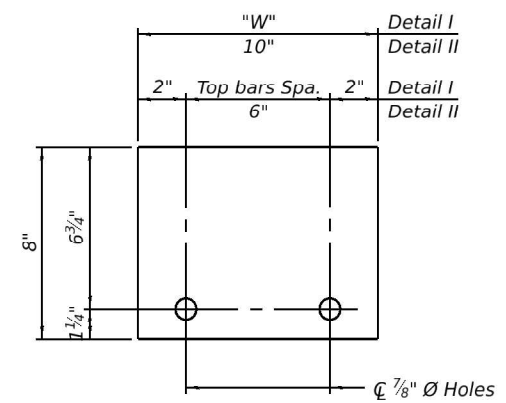
DETAIL III



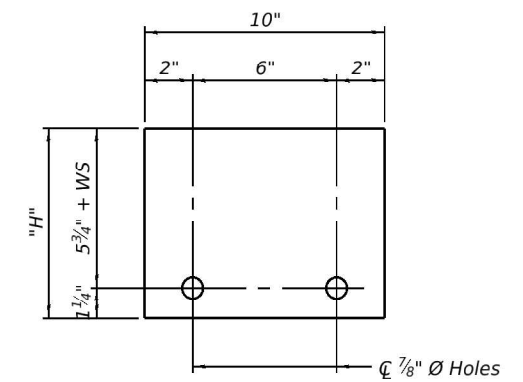
BAR SPLICER FOR #4 BAR - DETAIL III

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

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



STEEL RETAINER \bar{P} 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER \bar{P} 1" x "H" x 10"
(Detail III)

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

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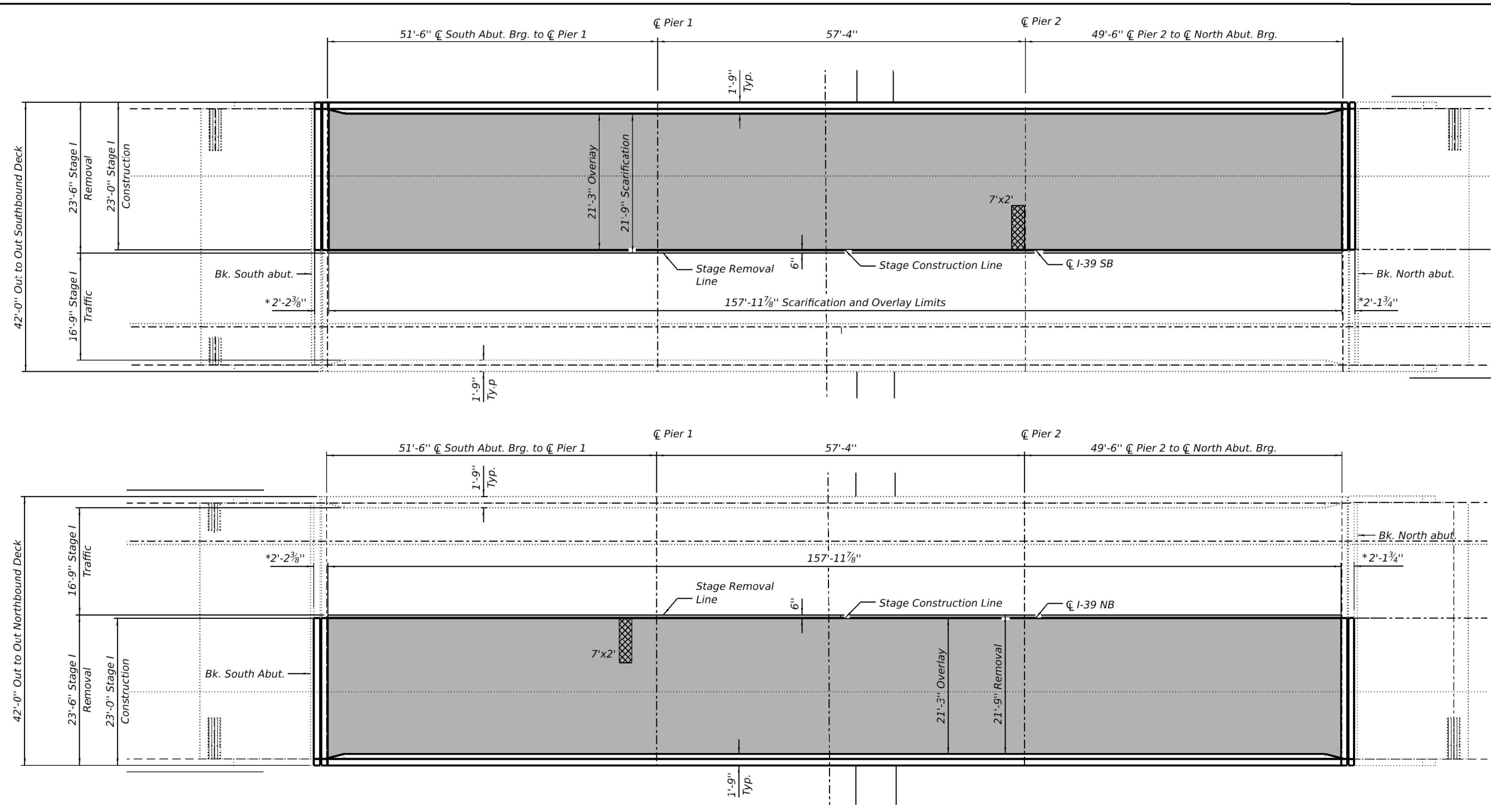
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER - SN 071-0048 (SB) & 0049 (NB)
I 39 OVER CPKC RAILROAD

SCALE: SHEET SB-04 OF SB-16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	39
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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NOTES:

- All shoulder drains and floor drains must be protected during concrete scarification and concrete overlay placement.
- Longitudinal Grooving shall be applied only in traffic lanes.

LEGEND

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

DECK OVERLAY REPAIR PLAN - STAGE I

Patch sizes shown represent conditions at the time plans were completed. An estimated 1% of each Deck Area has been included should Deck Slab Repair (Full Depth, Type I) be required after Bridge Deck Scarification.

The actual sizes and locations of patching shall be determined by the Engineer after removal of the wearing surface, before patching operations begin. The Engineer shall show the actual locations of the deck repairs on the As-Built Plans.

* Expansion Jt. Reconst.
 See Sheets SB-07 and SB-08



USER NAME = jpush	DESIGNED - BMW	REVISED -
	DRAWN - BMW	REVISED -
	CHECKED - JRT	REVISED -
PLOT DATE = 12/31/2025	DATE - 02/12/2026	REVISED -

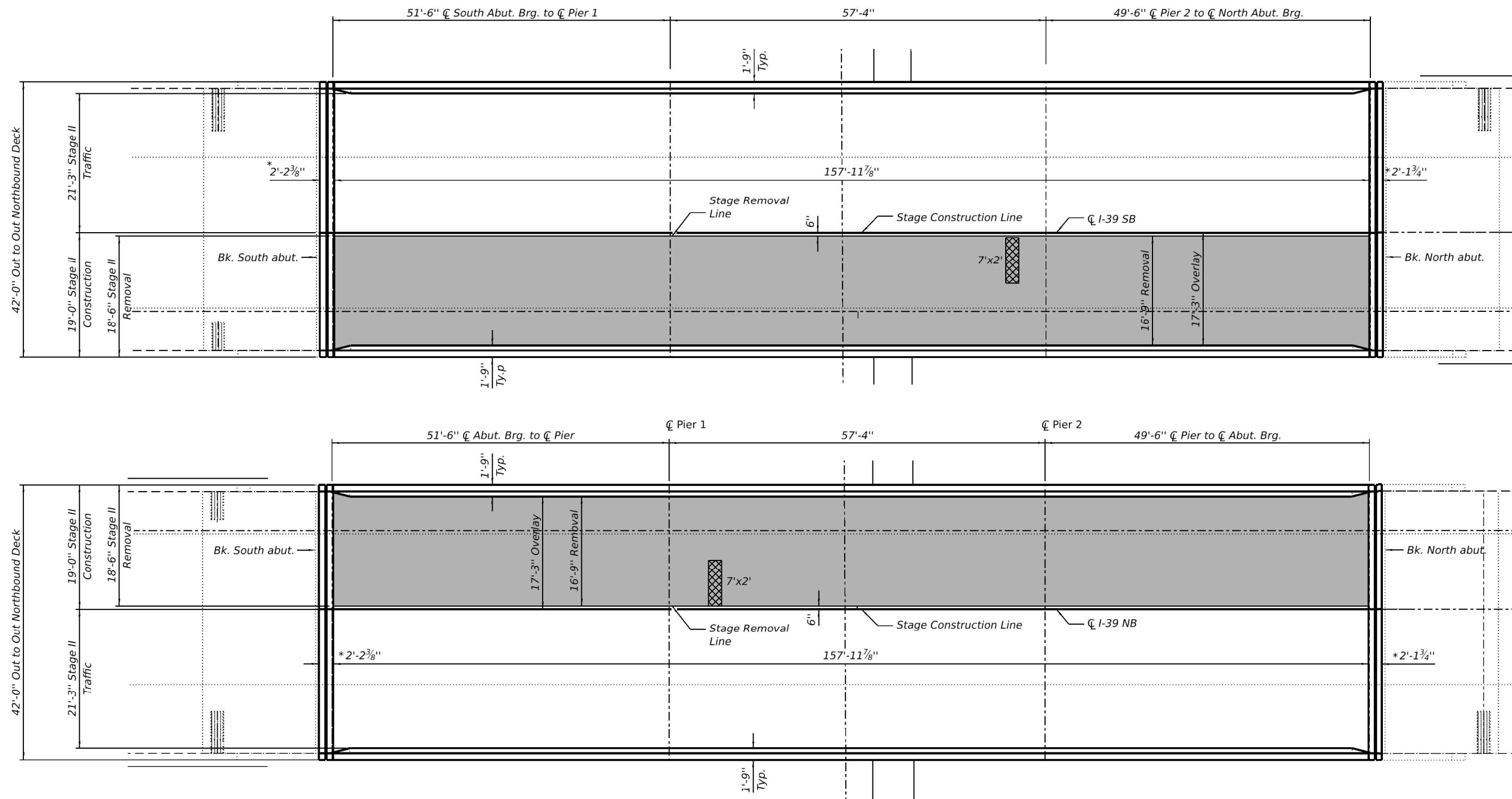
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK OVERLAY AND REPAIR PLAN - SN 071-0048 (SB) & 0049 (NB)
 I 39 OVER CPKC RAILROAD**

SCALE: SHEET SB-05 OF SB-16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	40
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

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NOTES:

- Use of hand tools is required while working around shoulder drains and floor drains. The cost is included in the Latex Concrete Overlay pay item.
- Longitudinal Deck Grooving shall be applied only in traffic lanes.

Patch sizes shown represent conditions at the time plans were completed. An estimated 1% of each Deck Area has been included should Deck Slab Repair (Full Depth, Type I) be required after Bridge Deck Scarification.

The actual sizes and locations of patching shall be determined by the Engineer after removal of the wearing surface, before patching operations begin. The Engineer shall show the actual locations of the deck repairs on the As-Built Plans.

LEGEND

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

DECK OVERLAY REPAIR PLAN - STAGE II

* Expansion Jt. Reconst.
See Sheets SB-07 and SB-08

BILL OF MATERIAL

ITEM	UNIT	Total 071-0048	Total 071-0049	TOTAL
Protective Coat	Sq. Yd.	828	828	1,656
Bridge Deck Scarification 3 1/2 Inches	Sq. Yd.	677	677	1,354
Bridge Deck Latex Concrete Overlay, 3 3/4 Inches	Sq. Yd.	677	677	1,354
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	428	428	856
Diamond Grinding (Bridge Section)	Sq. Yd.	714	714	1,428
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	7.5	7.5	15.0
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	4.0	4.0	8.0
Protective Shield	Sq. Yd.	129	129	258



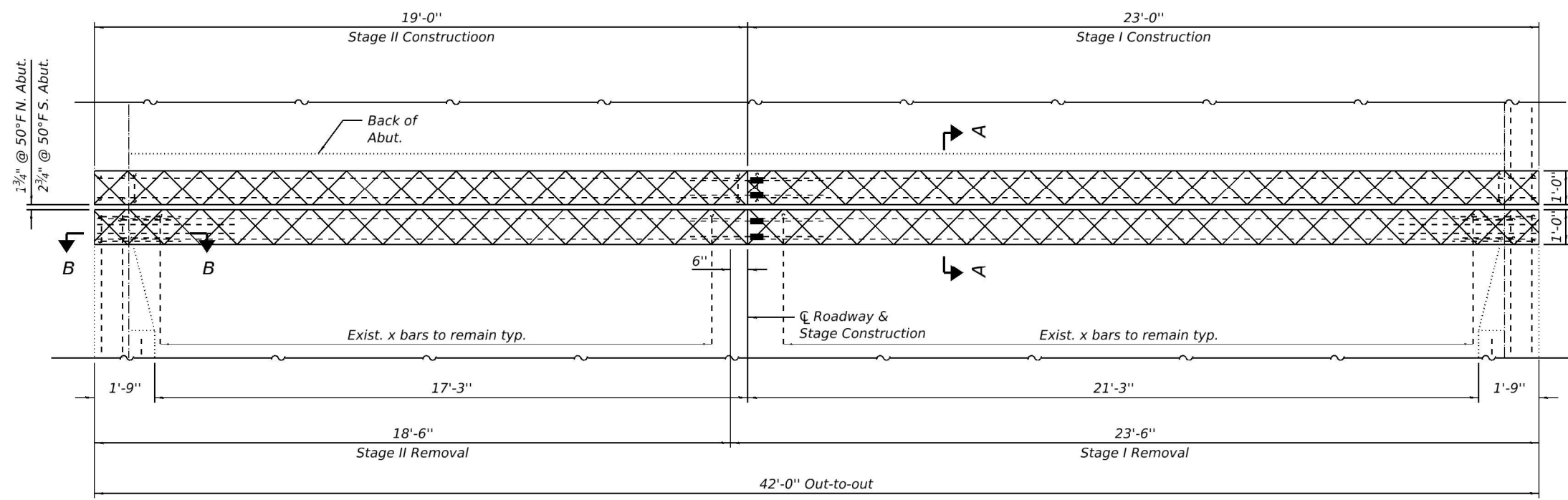
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK OVERLAY AND REPAIR PLAN - SN 071-0048 (SB) & 0049 (NB)
I 39 OVER CPKC RAILROAD**

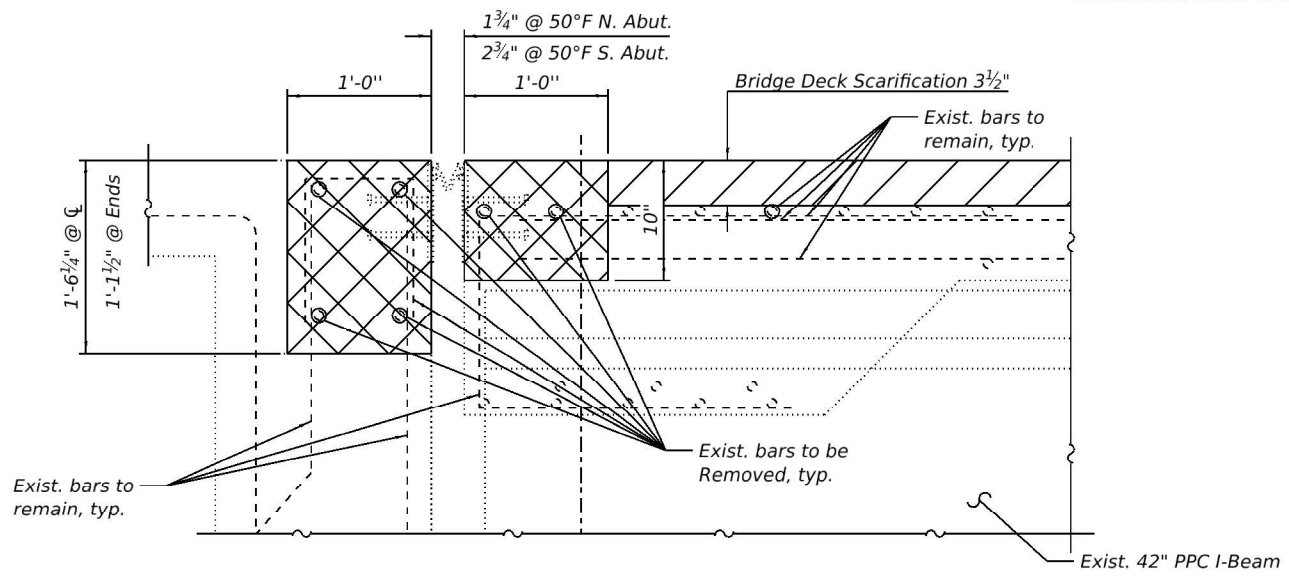
SHEET SB-06 OF SB-16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

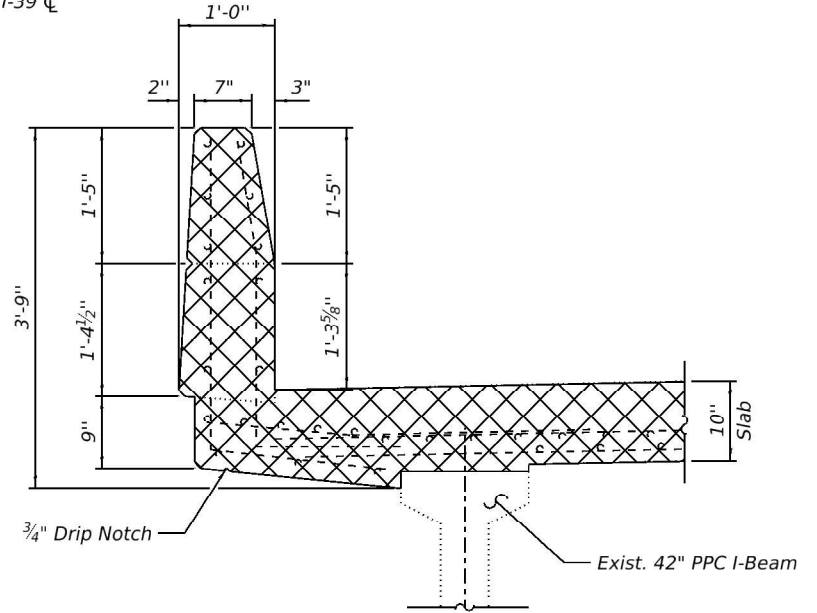


NORTH ABUTMENT JOINT REMOVAL PLAN

Northbound North Abut. shown, South Abut. similar
Southbound mirrored about I-39 C



SECTION A-A



SECTION B-B

Notes:

1. Any reinforcement bars that are to remain that are damaged during concrete removal operations shall be replaced using an approved bar splicer or anchorage system. At the contractor's expense.
2. Existing longitudinal and vertical reinforcement bars remaining and extending into the removal areas shall be cleaned, straightened and incorporated into new construction. Cost included with Concrete Removal.

LEGEND



BILL OF MATERIAL

ITEM	UNIT	SN 071-0048 SB	SN 071-0049 NB	TOTAL
Concrete Removal	Cu. Yd.	7.6	7.6	15.2

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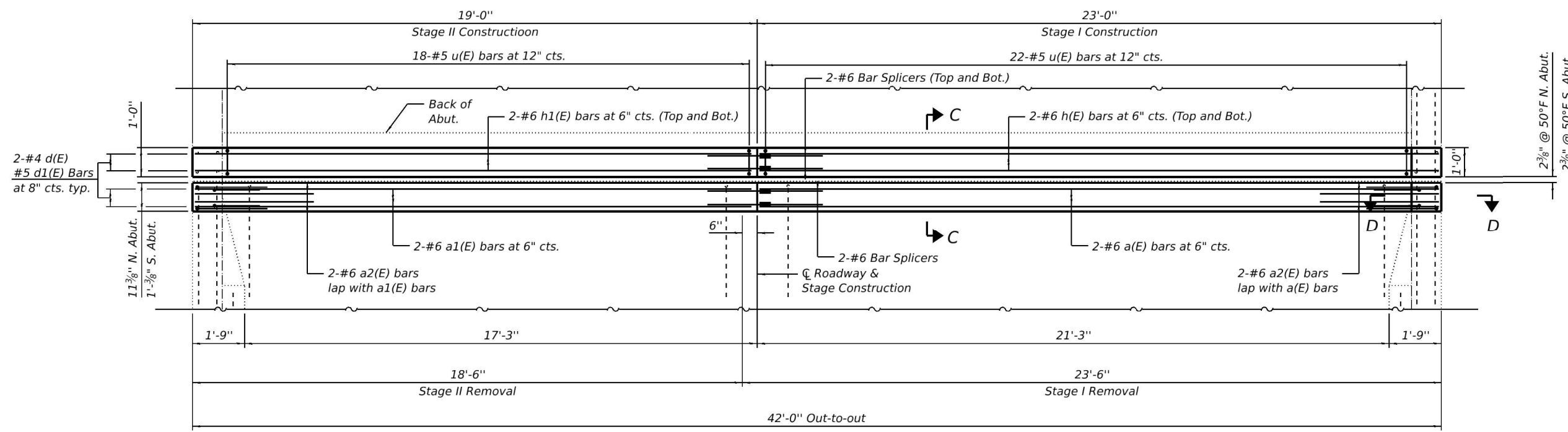
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PLOT DATE = 12/31/2025	DATE = 02/12/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JOINT REPLACEMENT DETAILS I - SN 071-0048 (SB) & 0049 (NB)
I 39 OVER CPKC RAILROAD**

SHEET SB-07 OF SB-16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	42
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

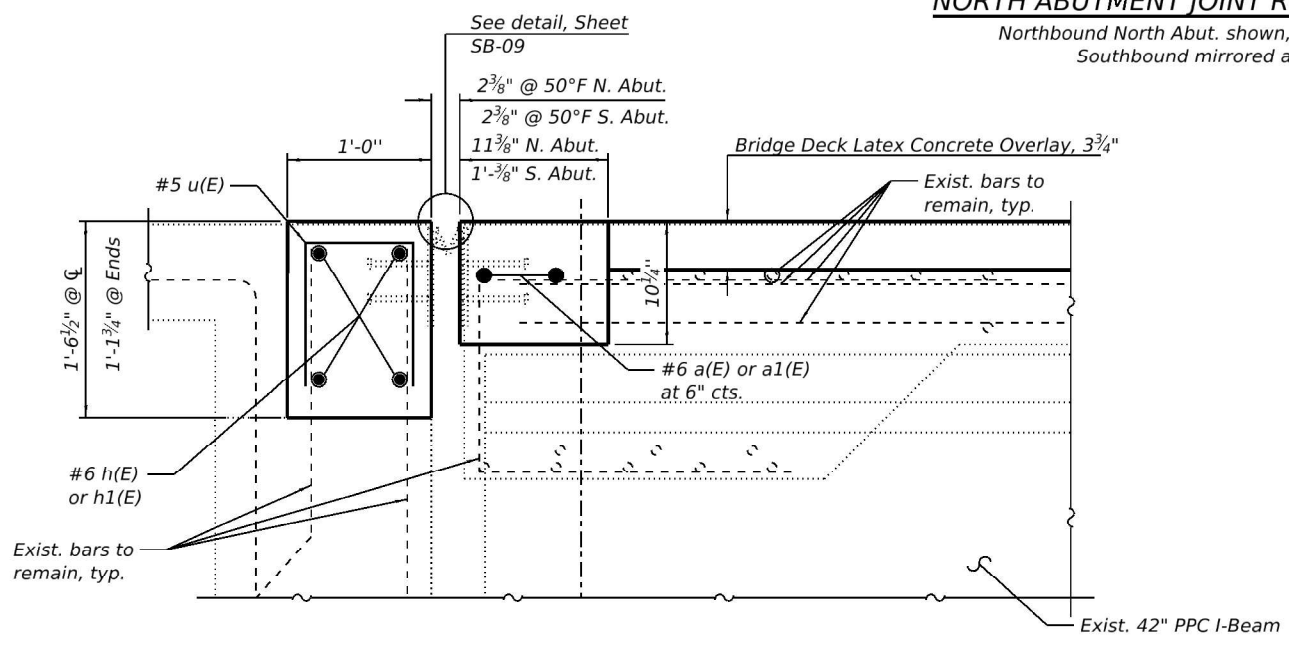


BILL OF MATERIAL
(SN 071-0048)

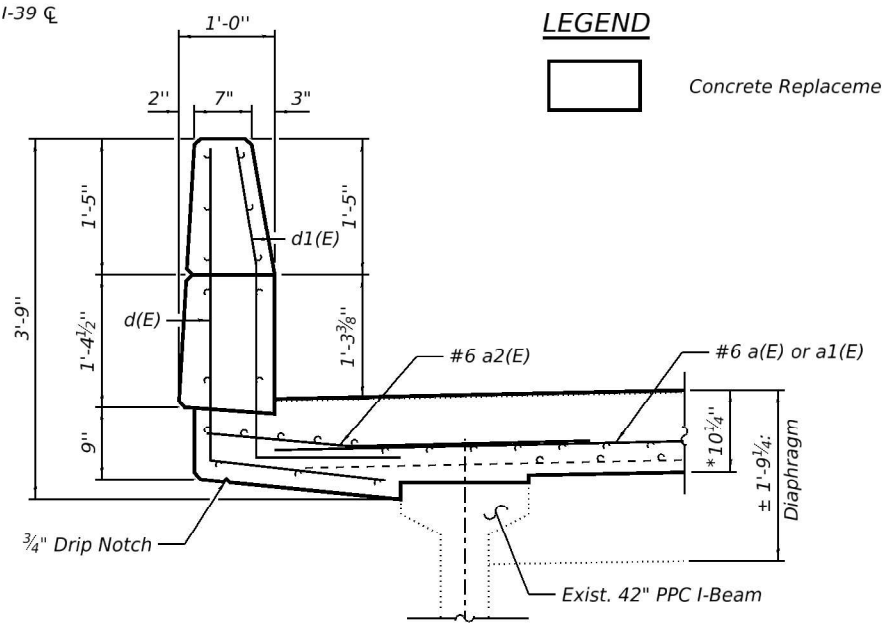
Bar	No.	Size	Length	Shape
a(E)	4	#6	21'-9"	—
a1(E)	4	#6	17'-8"	—
a2(E)	8	#4	6'-0"	—
d(E)	16	#4	4'-9"	L
d1(E)	16	#5	5'-0"	L
h(E)	8	#6	22'-6"	—
h1(E)	8	#6	18'-8"	—
u(E)	80	#5	2'-9"	⊏
Concrete Superstructure			Cu. Yd.	7.8
Reinforcement Bars, Epoxy Coated			Pound	1128

NORTH ABUTMENT JOINT REPLACEMENT PLAN

Northbound North Abut. shown, South Abut. similar
Southbound mirrored about I-39 C



LEGEND

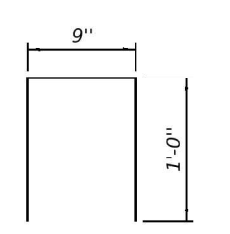


BILL OF MATERIAL
(SN 071-0049)

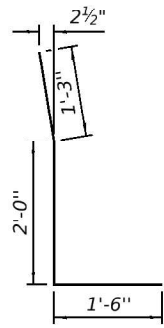
Bar	No.	Size	Length	Shape
a(E)	4	#6	21'-9"	—
a1(E)	4	#6	17'-8"	—
a2(E)	8	#6	6'-0"	—
d(E)	16	#4	4'-9"	L
d1(E)	16	#5	5'-0"	L
h(E)	8	#6	22'-6"	—
h1(E)	8	#6	18'-8"	—
u(E)	80	#5	2'-9"	⊏
Concrete Superstructure			Cu. Yd.	7.8
Reinforcement Bars, Epoxy Coated			Pound	1128

* Prior to 1/4" grinding

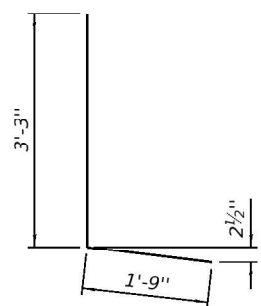
SECTION C-C



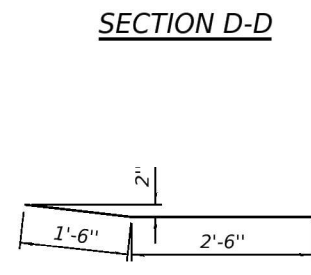
BAR u(E)



BAR d(E)



BAR d1(E)



BAR a2(E)

SECTION D-D

Notes:

- For Preformed Joint Strip Seal details, see Sheet SB-09.
- For Bar Splicer Assembly details, see Sheet SB-16
- Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during the concrete removal shall be replaced with an approved bar splicer or anchorage system at the contractor's expense.
- Removal of Existing Expansion Joints will not be paid for separately but will be included in the cost of Concrete Removal.

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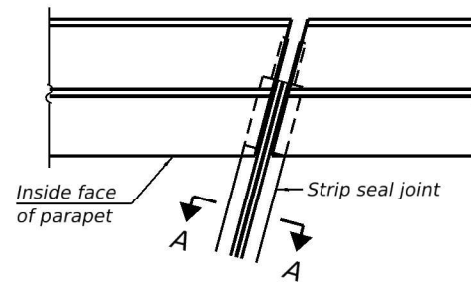
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT REPLACEMENT DETAILS II - SN 071-0048 (SB) & 0049 (NB)
I 39 OVER CPKC RAILROAD

SHEET 58-08 OF 58-16 SHEETS STA. TO STA.

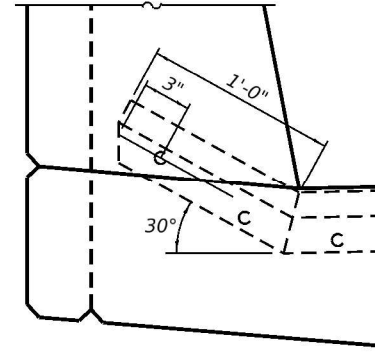
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39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	43
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

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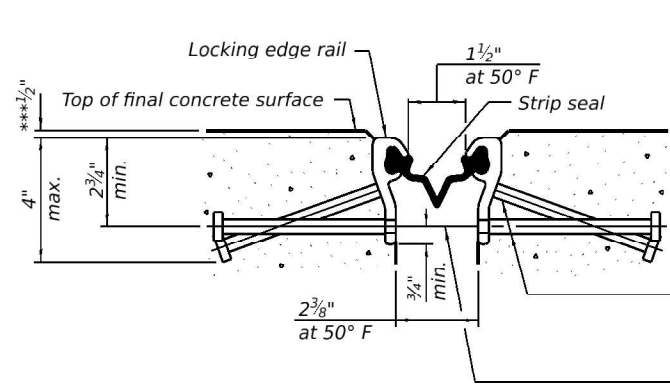


FOR SKEWS ≤ 30°

PLAN AT PARAPET

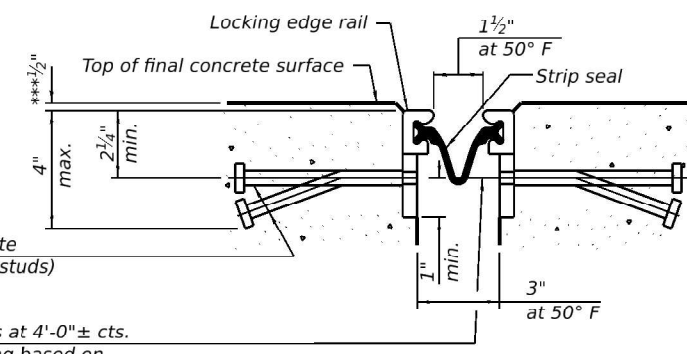


DETAIL A



SHOWING ROLLED RAIL JOINT

*** prior to 1/4" diamond grinding



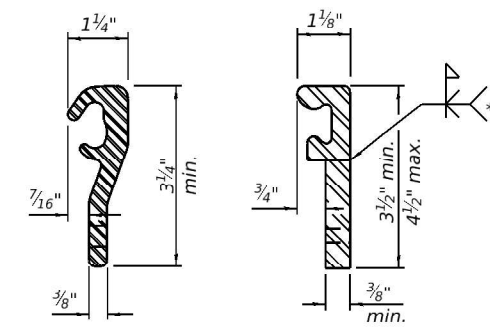
SHOWING WELDED RAIL JOINT

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

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

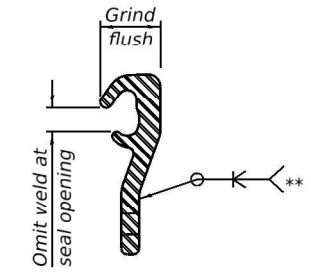
SECTION A-A

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



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	168

EJ-SS

4-4-2025



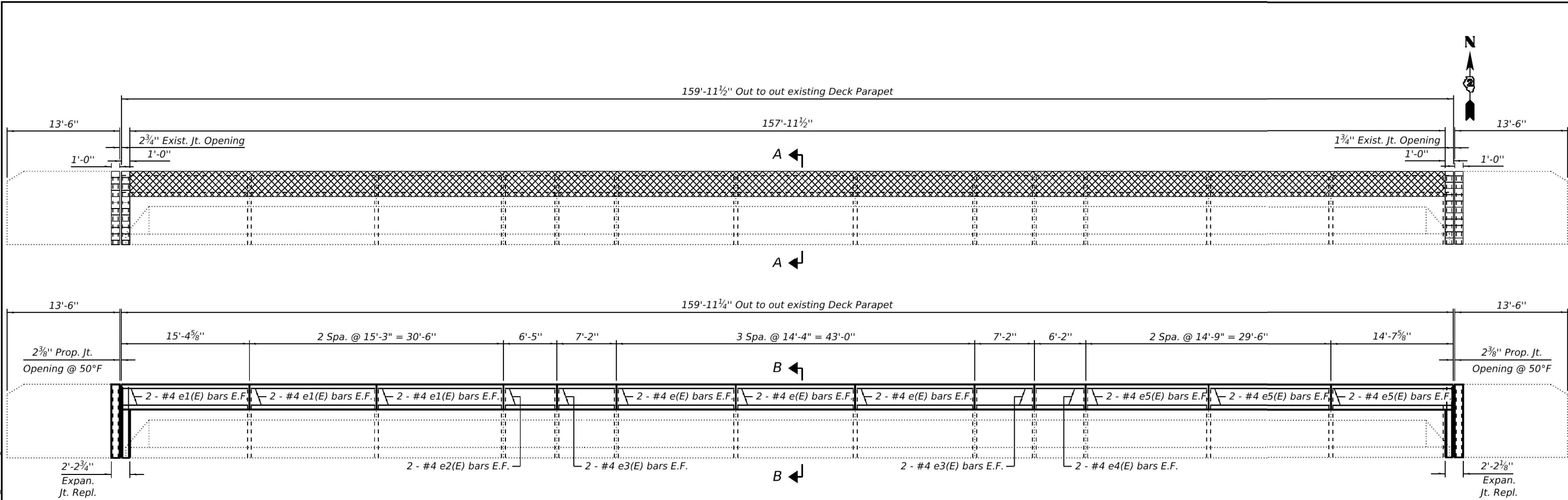
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PLOT DATE = 12/31/2025	DATE = 02/12/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL - SN 071-0048 (SB) & 0049 (NB)
I 39 OVER CPKC RAILROAD**

SHEET SB-09 OF SB-16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	44
CONTRACT NO. 64T06				
ILLINOIS		FED. AID PROJECT		



PARAPET REPAIR ELEVATION - WEST PARAPET

Northbound West Parapet. shown, East Parapet similar
Southbound mirrored about I-39 C

Notes:

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during the concrete removal shall be replaced with an approved bar splicer or anchorage system at the contractor's expense.

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

All exposed edges shall be chamfered 3/4".

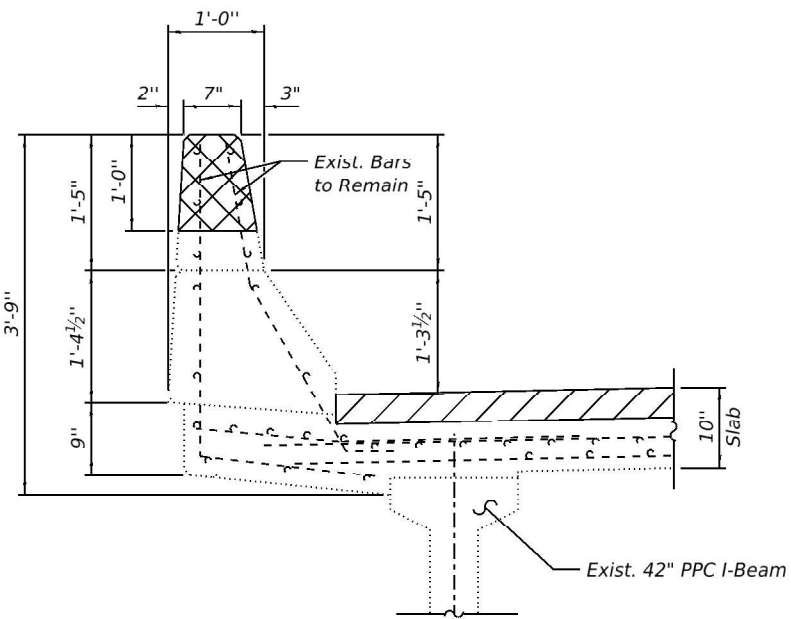
BILL OF MATERIAL
(SN 071-0048)

Bar	No.	Size	Length	Shape
e(E)	24	#4	14'-1"	—
e1(E)	24	#4	15'-0"	—
e2(E)	8	#4	6'-2"	—
e3(E)	16	#4	6'-11"	—
e4(E)	8	#4	5'-11"	—
e5(E)	24	#4	14'-5"	—
Concrete Removal			Cu. Yd.	7.8
Concrete Superstructure			Cu. Yd.	7.8
Reinforcement Bars, Epoxy Coated			Pound	836

BILL OF MATERIAL
(SN 071-0049)

Bar	No.	Size	Length	Shape
e(E)	24	#4	14'-1"	—
e1(E)	24	#4	15'-0"	—
e2(E)	8	#4	6'-2"	—
e3(E)	16	#4	6'-11"	—
e4(E)	8	#4	5'-11"	—
e5(E)	24	#4	15'-5"	—
Concrete Removal			Cu. Yd.	7.8
Concrete Superstructure			Cu. Yd.	7.8
Reinforcement Bars, Epoxy Coated			Pound	836

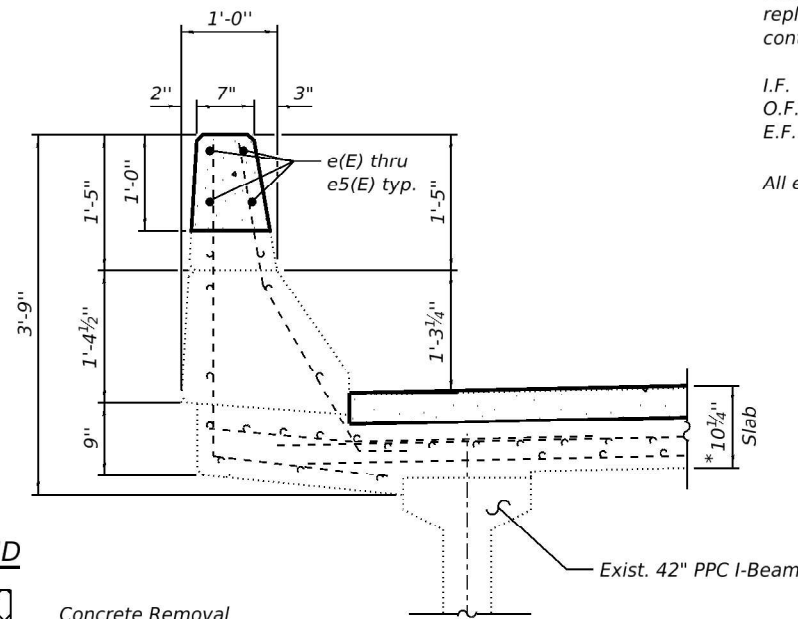
* Prior to 3/4" grinding



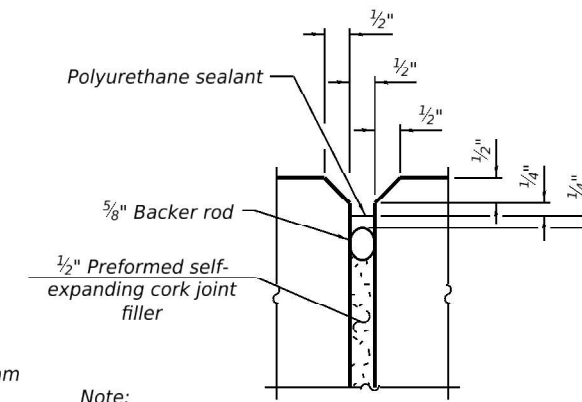
SECTION A-A

LEGEND

- Concrete Removal
- Jt. Removal



SECTION B-B



Note:
The polyurethane sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.

PARAPET JOINT DETAILS

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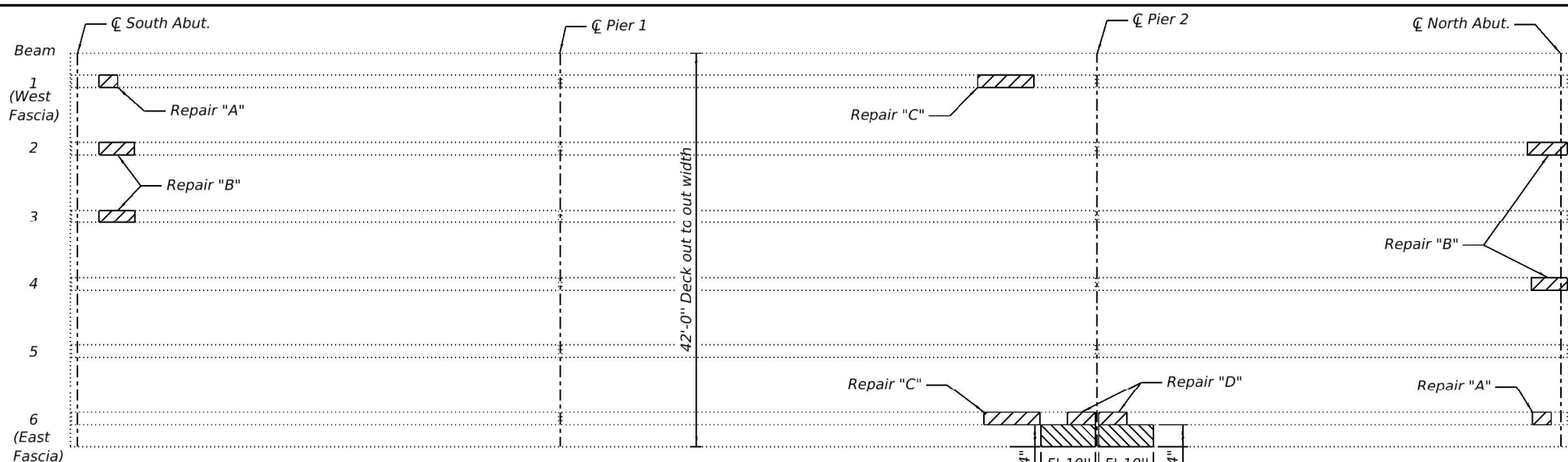
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

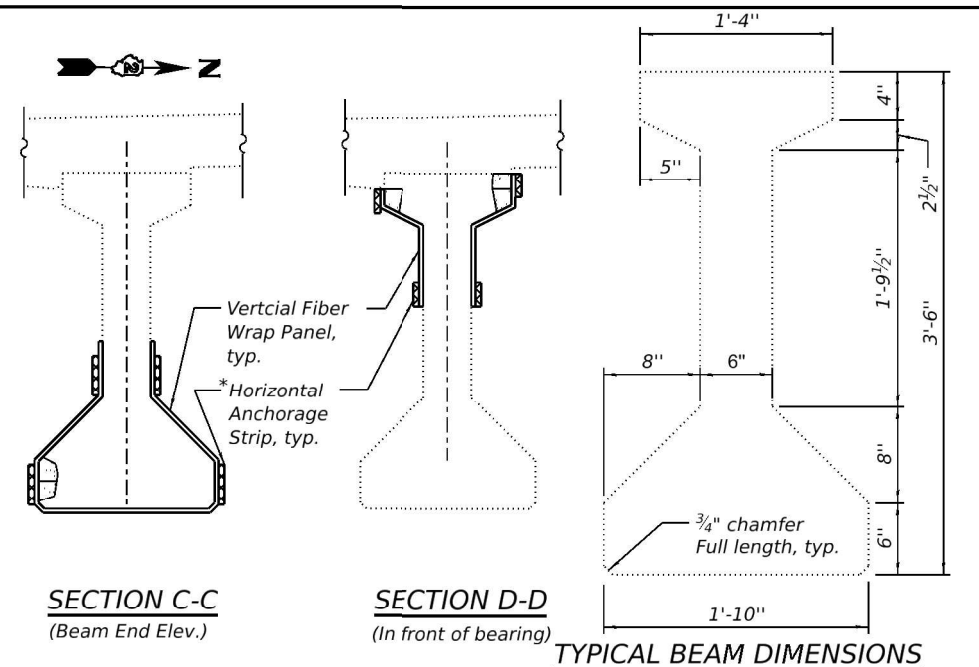
PARAPET REPAIR DETAILS - STRUCTURE NO. 071-0048 (SB) & 0049 (NB)
I 39 OVER CPKC RAILROAD

SHEET SB-10 OF SB-16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64T06				
ILLINOIS		FED. AID PROJECT		



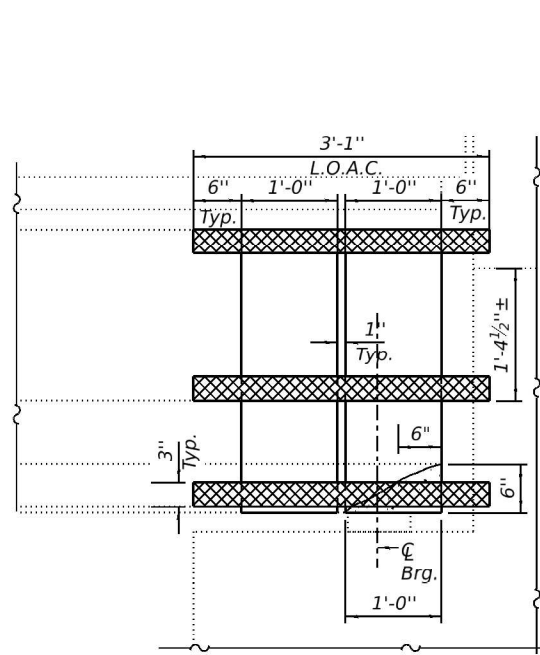
PLAN VIEW
N.B. 071-0049



SECTION C-C
(Beam End Elev.)

SECTION D-D
(In front of bearing)

TYPICAL BEAM DIMENSIONS



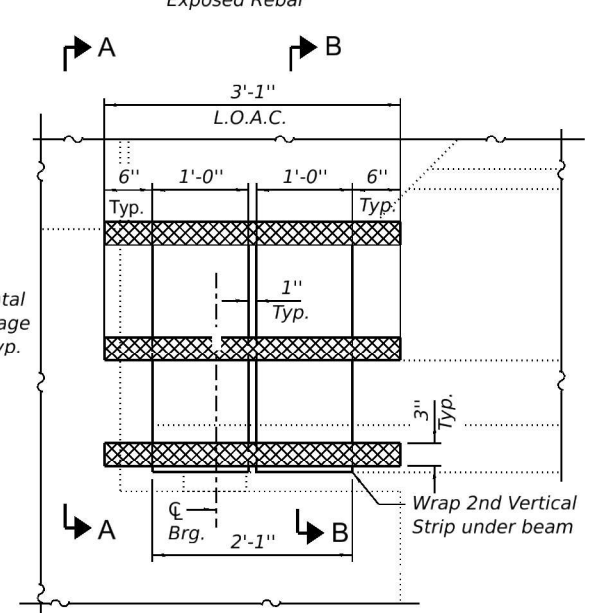
SECTION A-A
(Beam End Elev.)

SECTION B-B
(In front of bearing)

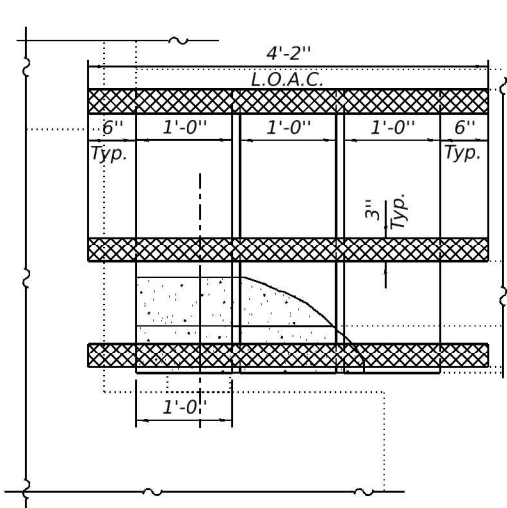
OUTSIDE FACE

BEAM END REPAIR "A"

*Horizontal Anchorage Strips to extend 6" beyond end of beam and wrap onto beam end.

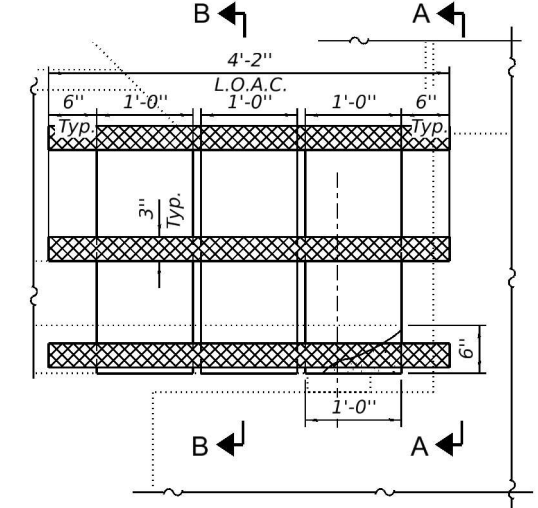


INSIDE FACE



OUTSIDE FACE

BEAM END REPAIR "B"



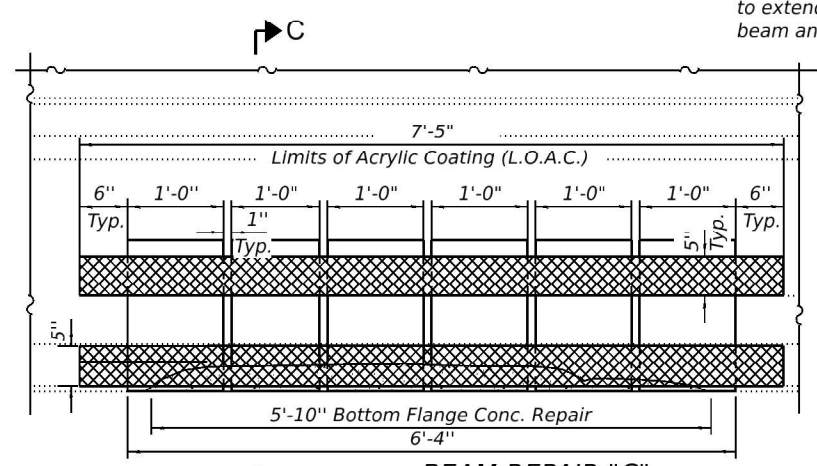
INSIDE FACE

LEGEND

- Precast Prestressed Concrete I-Beam Repair
- FRP with fibers oriented vertically. Fiber wrap shall bend to follow beam contours, Typ.
- Horizontal Anchorage Strip (Wrap onto end of beam, typ.)
- Beam Repair Location
- Cleaning and Painting Exposed Rebar
- L.O.A.C. Limits of acrylic coating

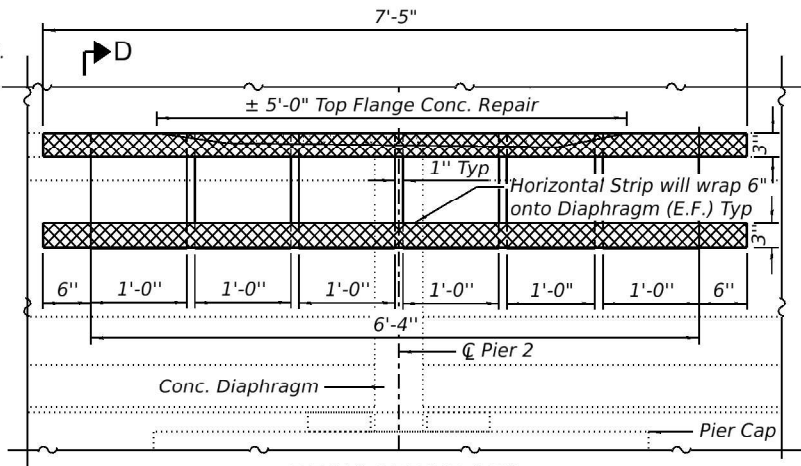
NOTES:

- 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 "Acrylic Coating".
- See Special Provisions for "Precast Prestressed Concrete I-Beam Repair" and "Fiber Wrap".
- Area to be cleaned includes exposed rebar and any additional rebar that is further exposed as a result of removal of spalled concrete. See Special Provision for Cleaning and Painting Exposed Rebar.



BEAM REPAIR "C"

(East and West Fascia Beam bottom flange - NB SN 071-0049)



BEAM REPAIR "D"

(Top Flange of East Fascia Beam over Pier 2, NB SN 071 0049)

BILL OF MATERIAL

ITFM	UNIT	SN 071-0049 (NB)	TOTAL
Precast Prestressed Concrete I-Beam Repair	Sq. Ft.	53	53
Fiber Wrap	Sq. Ft.	194	194
Acrylic Coating	Sq. Yd.	52	52
Cleaning and Painting Exposed Rebar	Sq. Ft.	28	28

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PLOT DATE = 12/31/2025	DATE = 02/12/2026	REVISED -

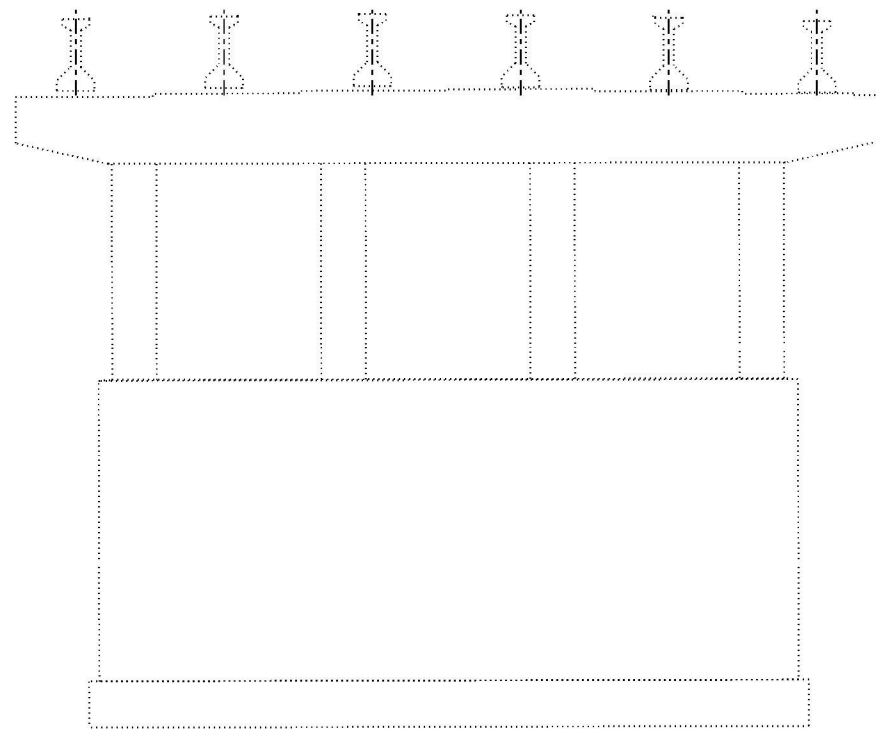
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM REPAIR DETAILS - STRUCTURE NO. 071-0049 (NB)
I 39 OVER CPKC RAILROAD

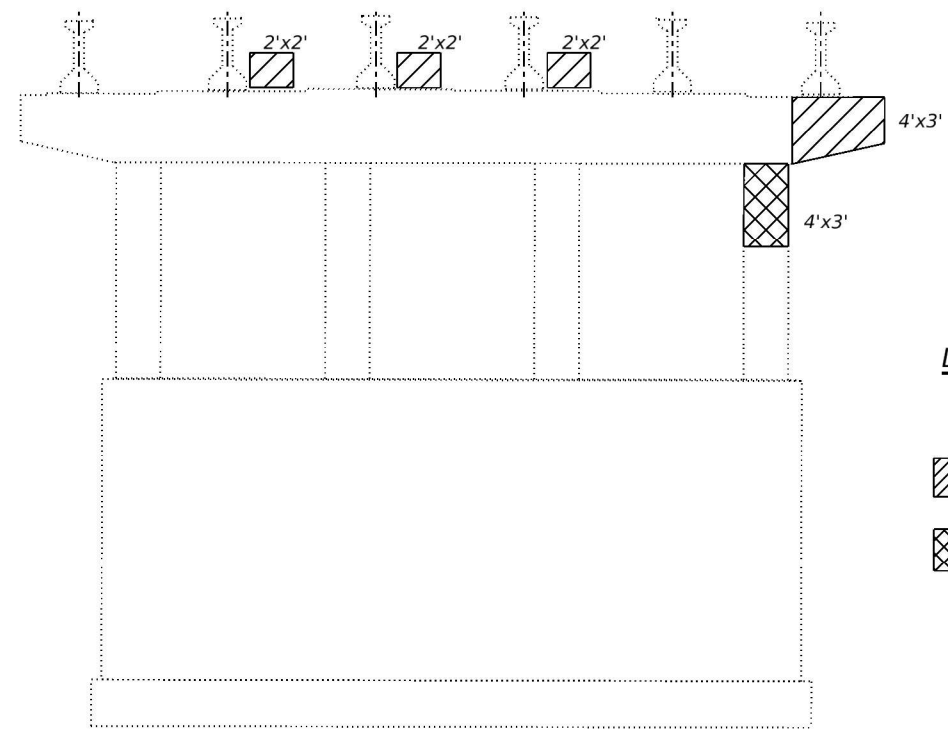
SHEET 58-11 OF 58-16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	46
CONTRACT NO. 64T06				
ILLINOIS		FED. AID PROJECT		

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PIER 1 ELEVATION - LOOKING SOUTH
SN 071-0048 (S.B.)



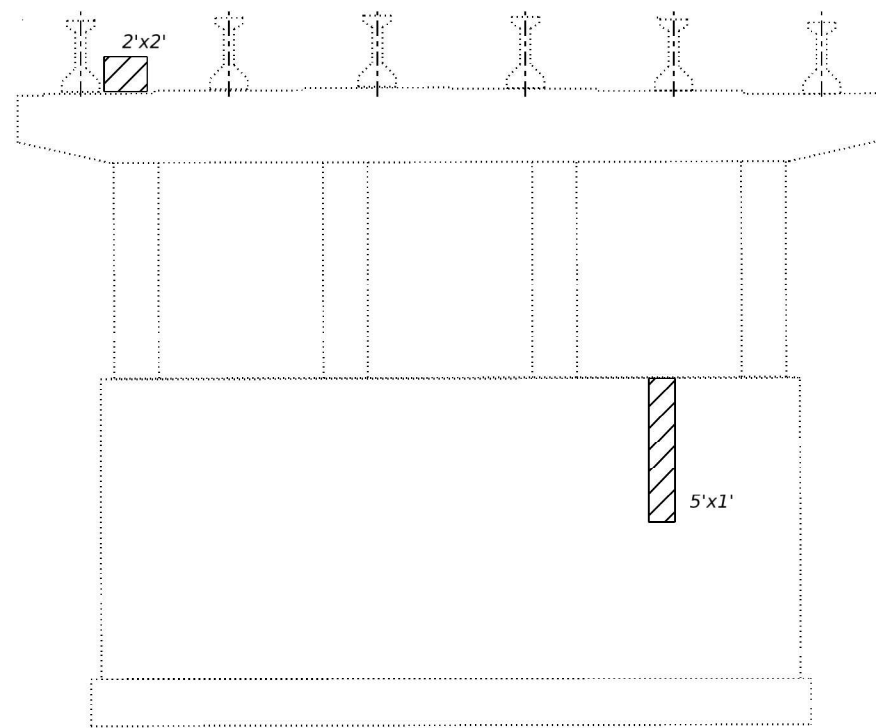
PIER 1 ELEVATION - LOOKING SOUTH
SN 071-0049 (N.B.)

LEGEND

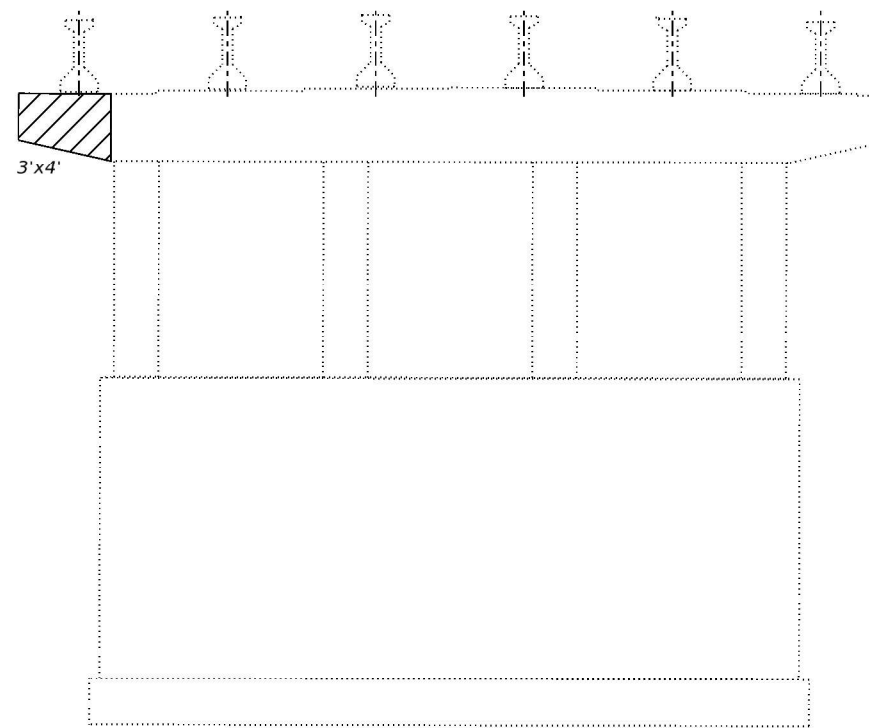
- Epoxy Crack Injection
- Structural Repair of Concrete (Depth ≤ 5 inches)
- Structural Repair of Concrete (Depth > 5 inches)

NOTES:

1. Areas shown for Structural Repair of Concrete and Epoxy Crack Injection are estimated. Actual area should be determined by the Engineer at the time of repair. Repairs on pier cap should not encroach 1" from bearing plate. If repairs encroach 1" from bearing plate the Engineer must be contacted to determine if temporary shoring and cribbing is required to perform repair.



PIER 1 ELEVATION - LOOKING NORTH
SN 071-0048 (S.B.)



PIER 1 ELEVATION - LOOKING NORTH
SN 071-0049 (N.B.)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth ≤ 5 inches)	Sq. Ft	45
Structural Repair of Concrete (Depth > 5 inches)	Sq. Ft	12
Epoxy Crack Injection	Foot	0



USER NAME = jpush	DESIGNED - JRT	REVISED -
	DRAWN - BMW	REVISED -
	CHECKED - JPB	REVISED -
PLOT DATE = 12/31/2025	DATE - 02/12/2026	REVISED -

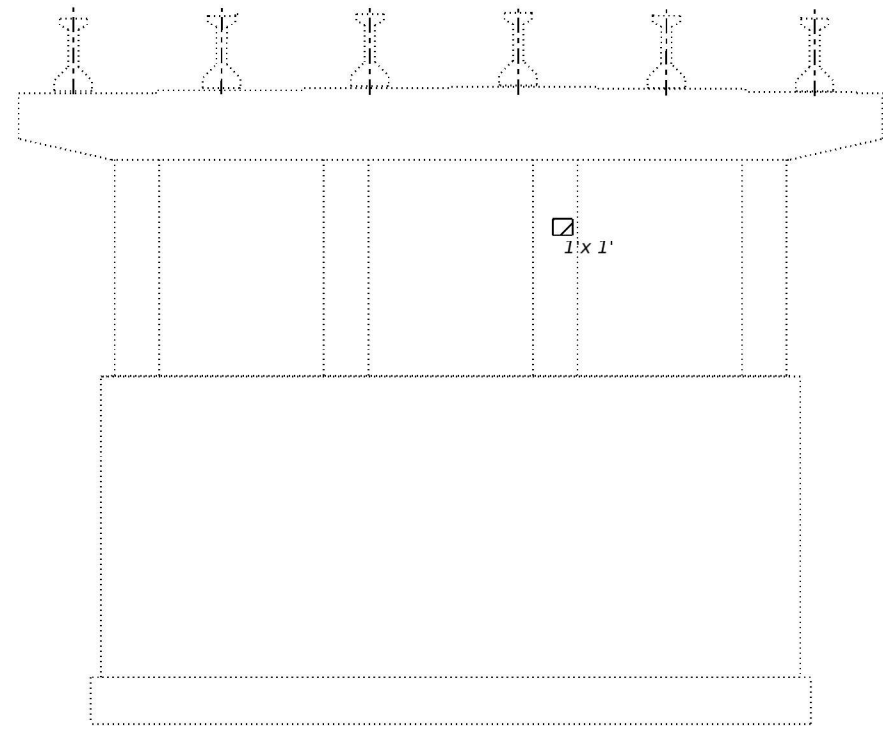
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE REPAIR DETAILS - SN 071-0048 (SB) & 0049 (NB)
I 39 OVER CPKC RAILROAD

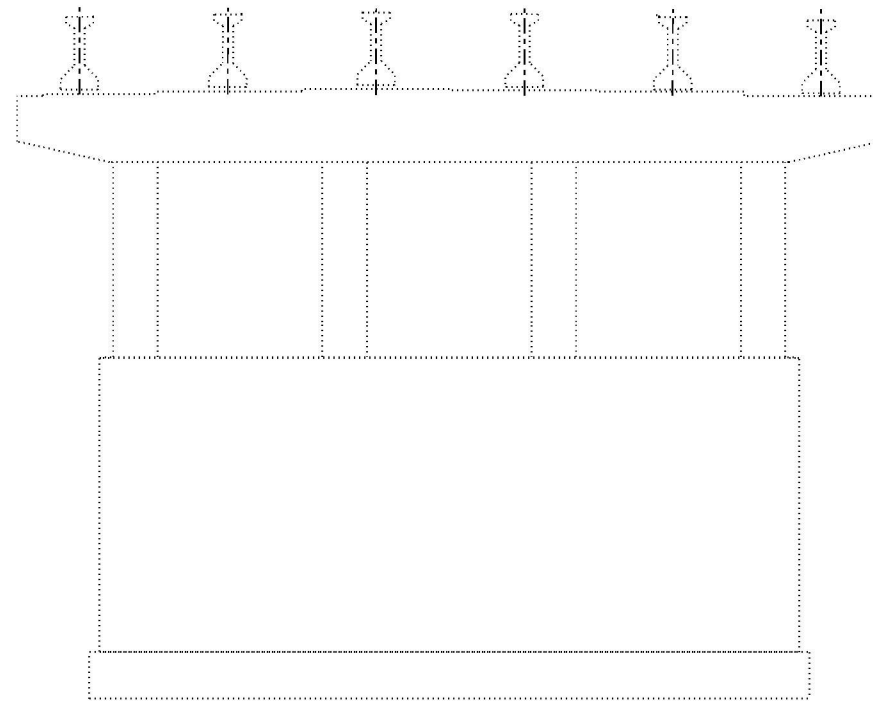
SHEET 5B-12 OF 5B-16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	47
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

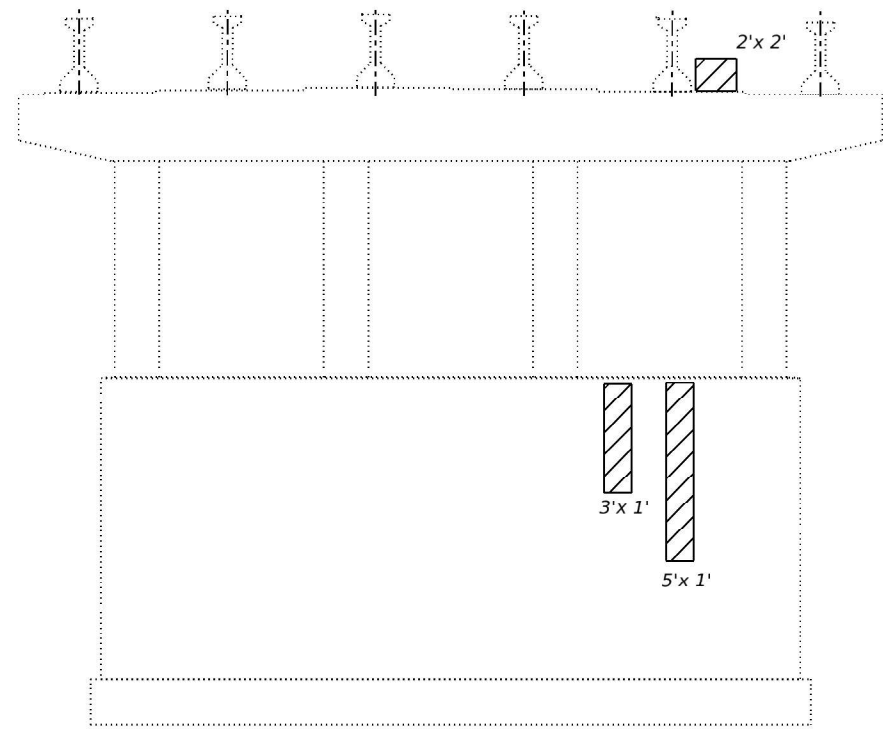
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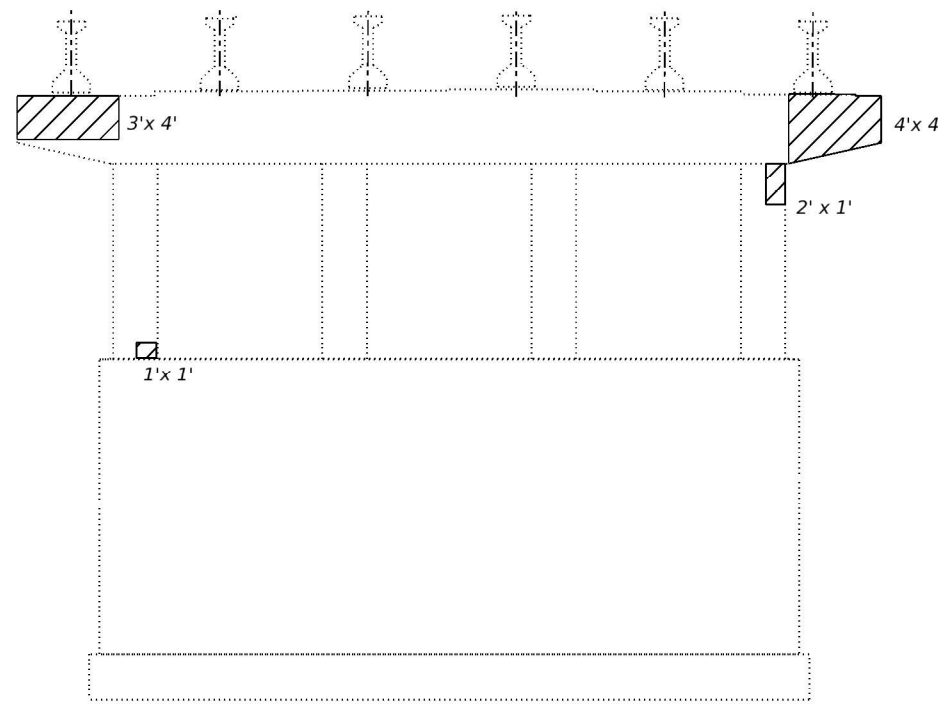
PIER 2 ELEVATION - LOOKING SOUTH
SN 071-0048 (S.B.)



PIER 2 ELEVATION - LOOKING SOUTH
SN 071-0049 (N.B.)



PIER 2 ELEVATION - LOOKING NORTH
SN 071-0048 (S.B.)



PIER 2 ELEVATION - LOOKING NORTH
SN 071-0049 (N.B.)

NOTES:

1. Areas shown for Structural Repair of Concrete and Epoxy Crack Injection are estimated. Actual area should be determined by the Engineer at the time of repair. Repairs on pier cap should not encroach 1" from bearing plate. If repairs encroach 1" from bearing plate the Engineer must be contacted to determine if temporary shoring and cribbing is required to perform repair.

LEGEND

- Epoxy Crack Injection
- Structural Repair of Concrete (Depth ≤ 5 inches)
- Structural Repair of Concrete (Depth > 5 inches)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth ≤ 5 inches)	Sq. Ft	42
Structural Repair of Concrete (Depth > 5 inches)	Sq. Ft	0
Epoxy Crack Injection	Foot	0



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PLOT DATE = 12/31/2025	DATE - 02/12/2026	REVISED -

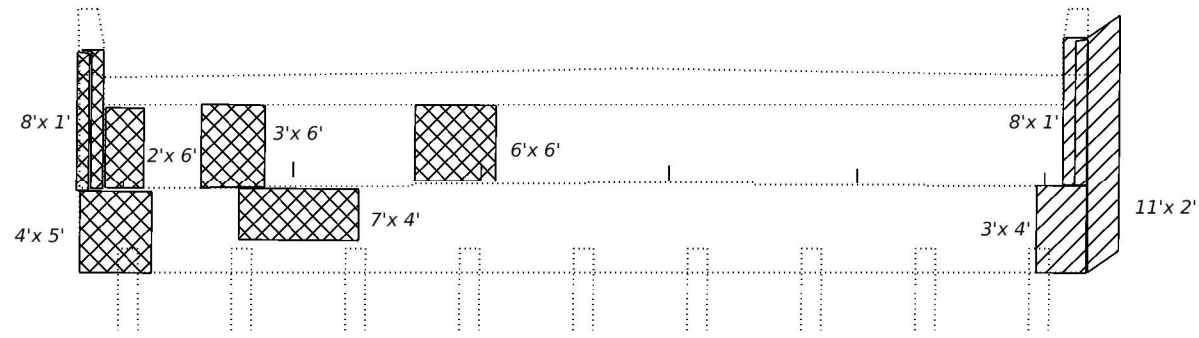
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE REPAIR DETAILS II - SN 071-0048 (SB) & 0049 (NB)
I 39 OVER CPKC RAILROAD

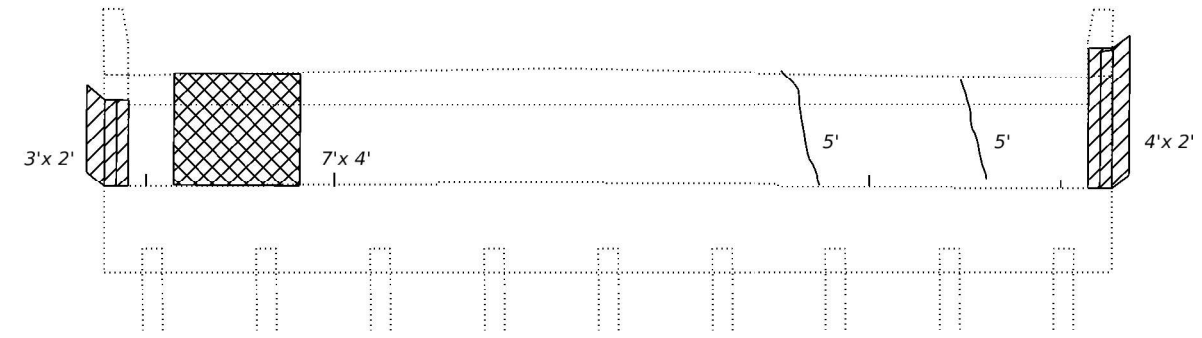
SHEET 58-13 OF 58-16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	48
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

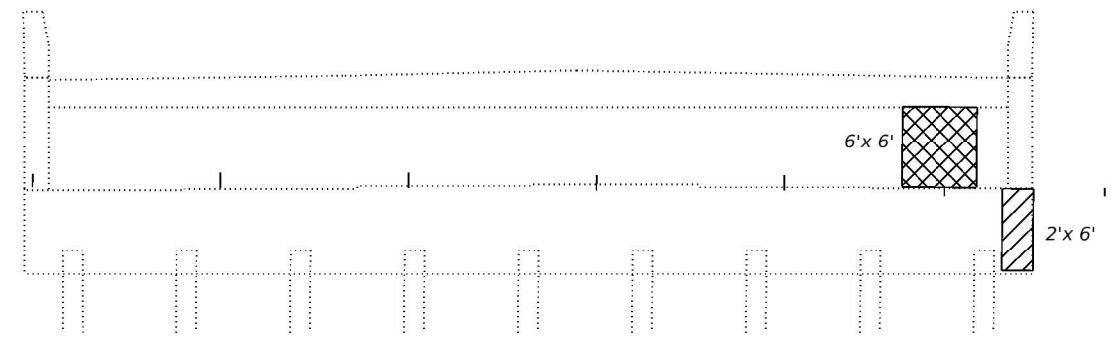
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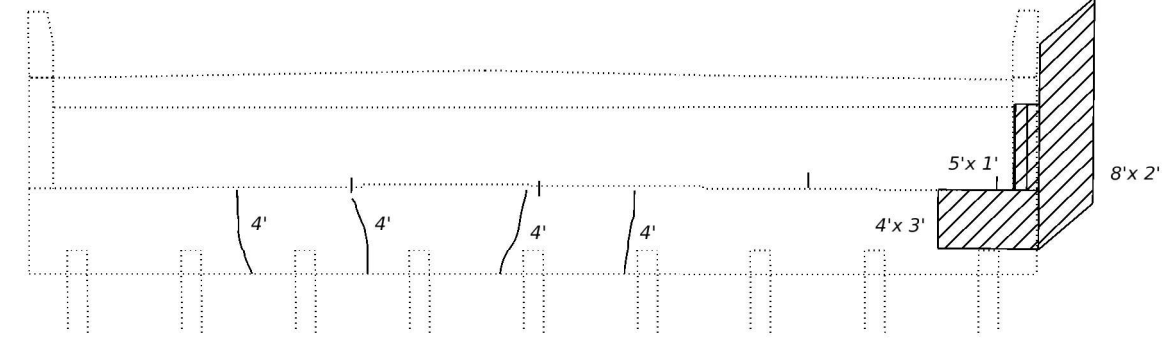
NORTH ABUTMENT ELEVATION
SN 071-0048 (S.B.)



NORTH ABUTMENT ELEVATION
SN 071-0049 (N.B.)



SOUTH ABUTMENT ELEVATION
SN 071-0048 (S.B.)



SOUTH ABUTMENT ELEVATION
SN 071-0049 (N.B.)

NOTES:

1. Areas shown for Structural Repair of Concrete and Epoxy Crack Injection are estimated. Actual area should be determined by the Engineer at the time of repair. Repairs on pier cap should not encroach 1" from bearing plate. If repairs encroach 1" from bearing plate the Engineer must be contacted to determine if temporary shoring and cribbing is required to perform repair.

LEGEND

- Epoxy Crack Injection
- Structural Repair of Concrete (Depth ≤ 5 inches)
- Structural Repair of Concrete (Depth > 5 inches)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth ≤ 5 inches)	Sq. Ft	146
Structural Repair of Concrete (Depth > 5 inches)	Sq. Ft	138
Epoxy Crack Injection	Foot	26



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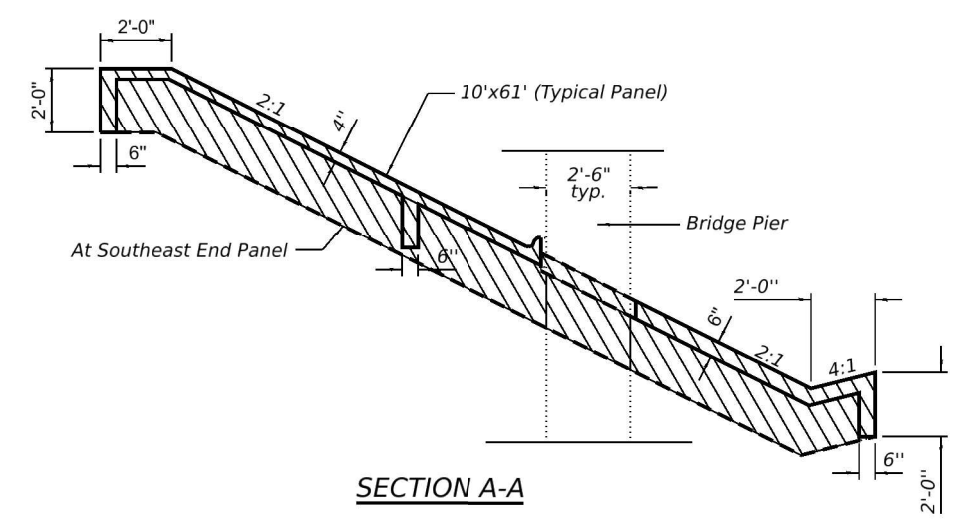
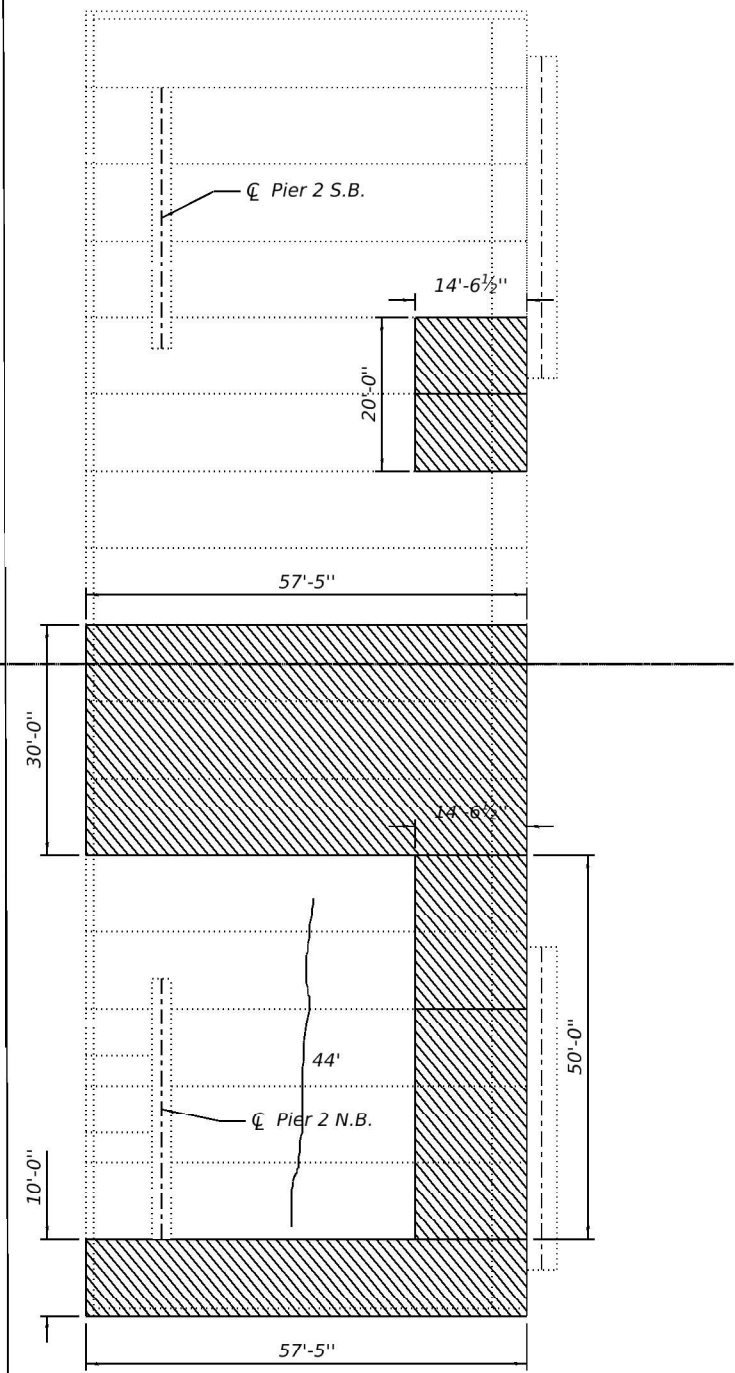
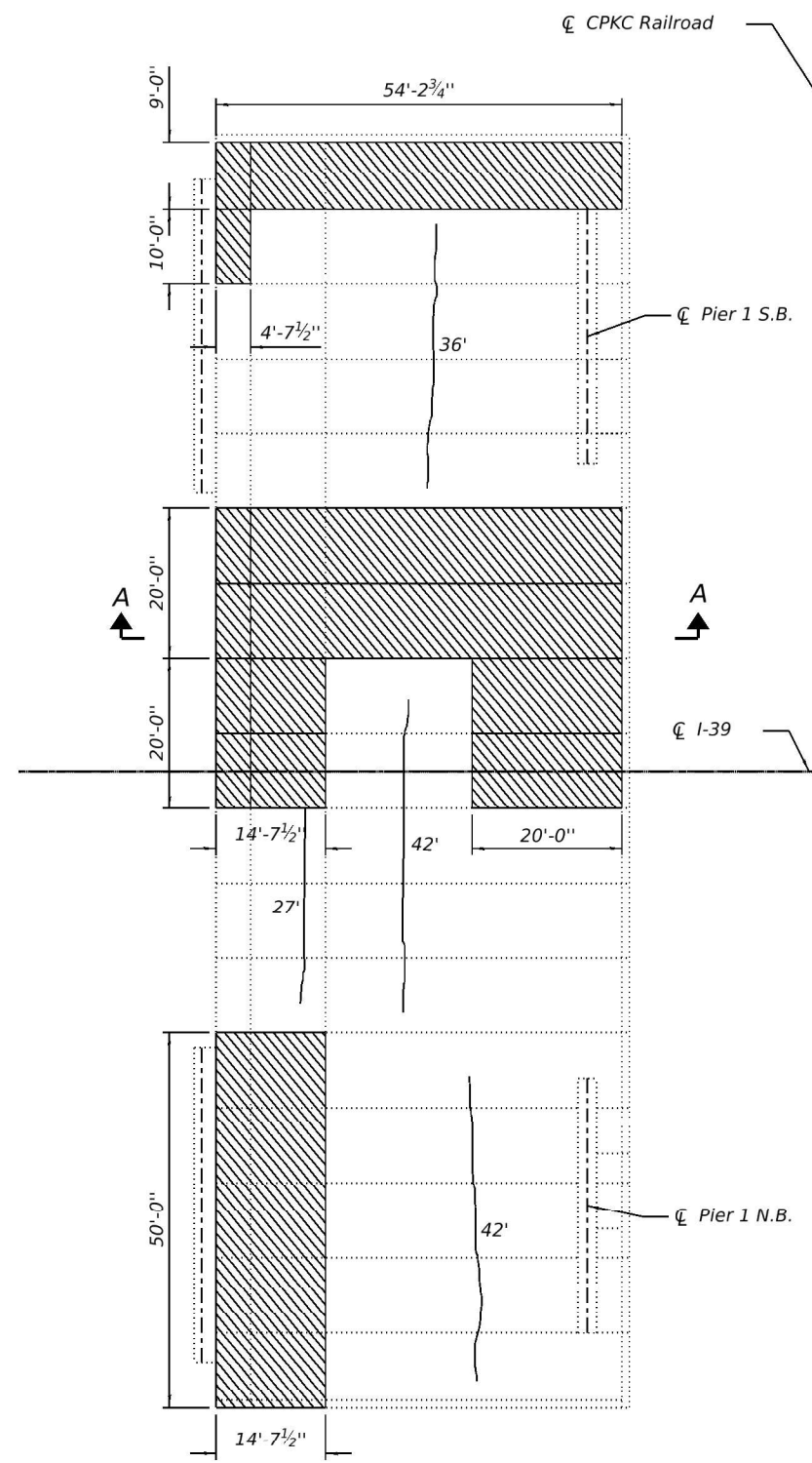
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUBSTRUCTURE REPAIR DETAILS III - SN 071-0048 (SB) & 0049 (NB)
I 39 OVER CPKC RAILROAD**

SHEET 5B-14 OF 5B-16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	49
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

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NOTES:

Pump Controlled Low-Strength Material in locations where slope wall undermining has occurred. Quantity shown is the estimated quantity, exact quantity to be determined in the field. Slope wall shall be reinforced with welded wire fabric. 6" x 6" - W4.0xW4.0, weighing 58 lbs per 100 sq. ft. The cost is to be included in the slope wall repair.

BILL OF MATERIAL

Item	Unit	071-0048 S.B.	071-0049 N.B.	Total
Controlled Low-Strength Material	Cu. Yd.	161	232	100
Slope Wall Crack Sealing	Foot	147	44	191
Slope Wall Repair	Sq. Yd.	338	369	707

LEGEND

- Slope Wall Crack Sealing
- Slope Wall Repair



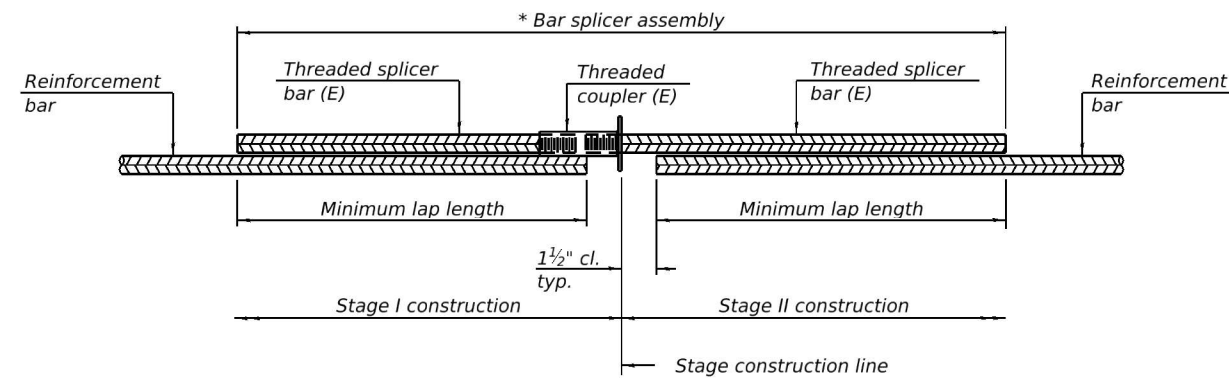
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SLOPEWALL REPAIR - SN 071-0048 (SB) & 0049 (NB)
I 39 OVER CPKC RAILROAD

SHEET SB-15 OF SB-16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	50
CONTRACT NO. 64T06			ILLINOIS FED. AID PROJECT	



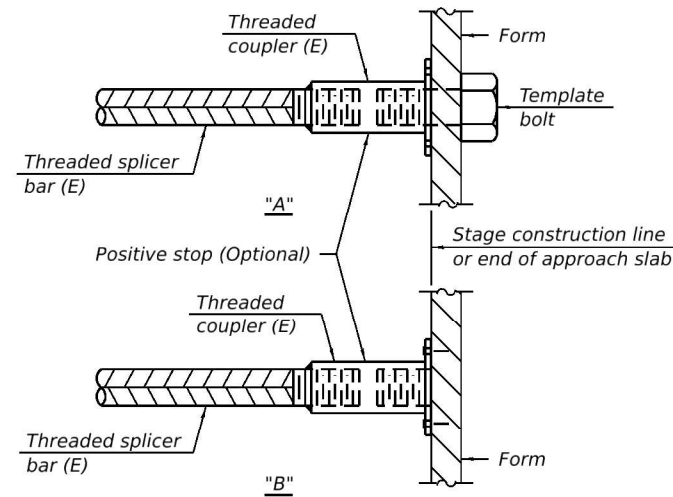
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

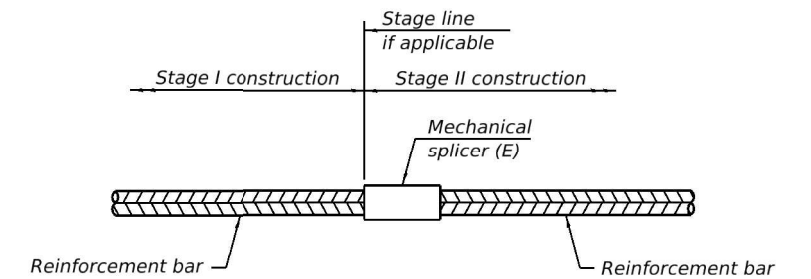
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
071-0048-Bridge DK	#6	4	4'-5"
071-0049-Bridge DK	#6	4	4'-5"
071-0048-Hatch BIK	#6	8	4'-5"
071-0049-Hatch BIK	#6	8	4'-5"



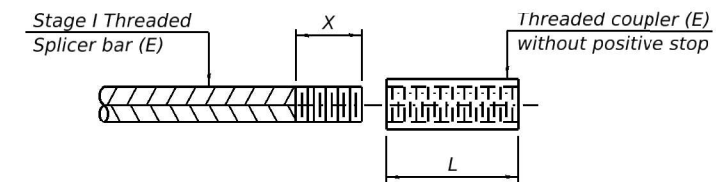
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
	#8	



THREADING OF ASSEMBLIES

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

Notes:

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

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BSD-1

4-4-2025



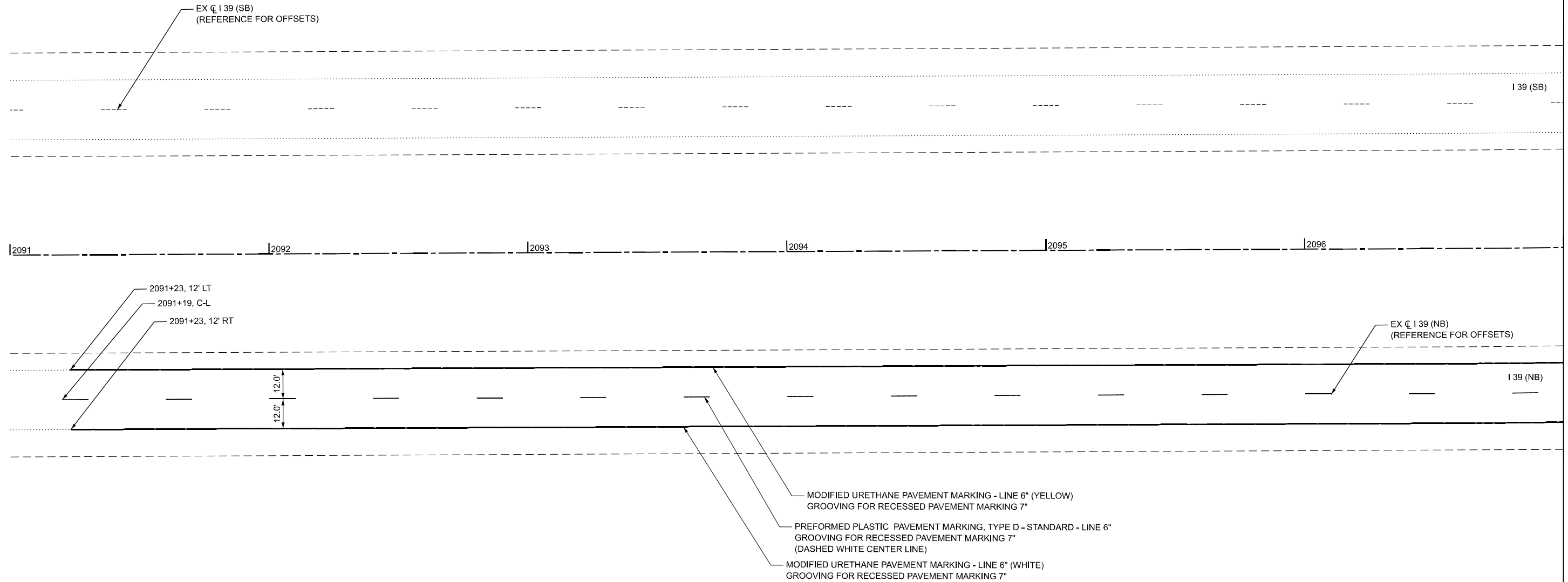
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY & MECH. SPLICER DETAILS
 I 39 OVER CPKC RAILROAD**

SHEET SB-16 OF SB-16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	51
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				



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MATCHLINE STA. 2097+00.00

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



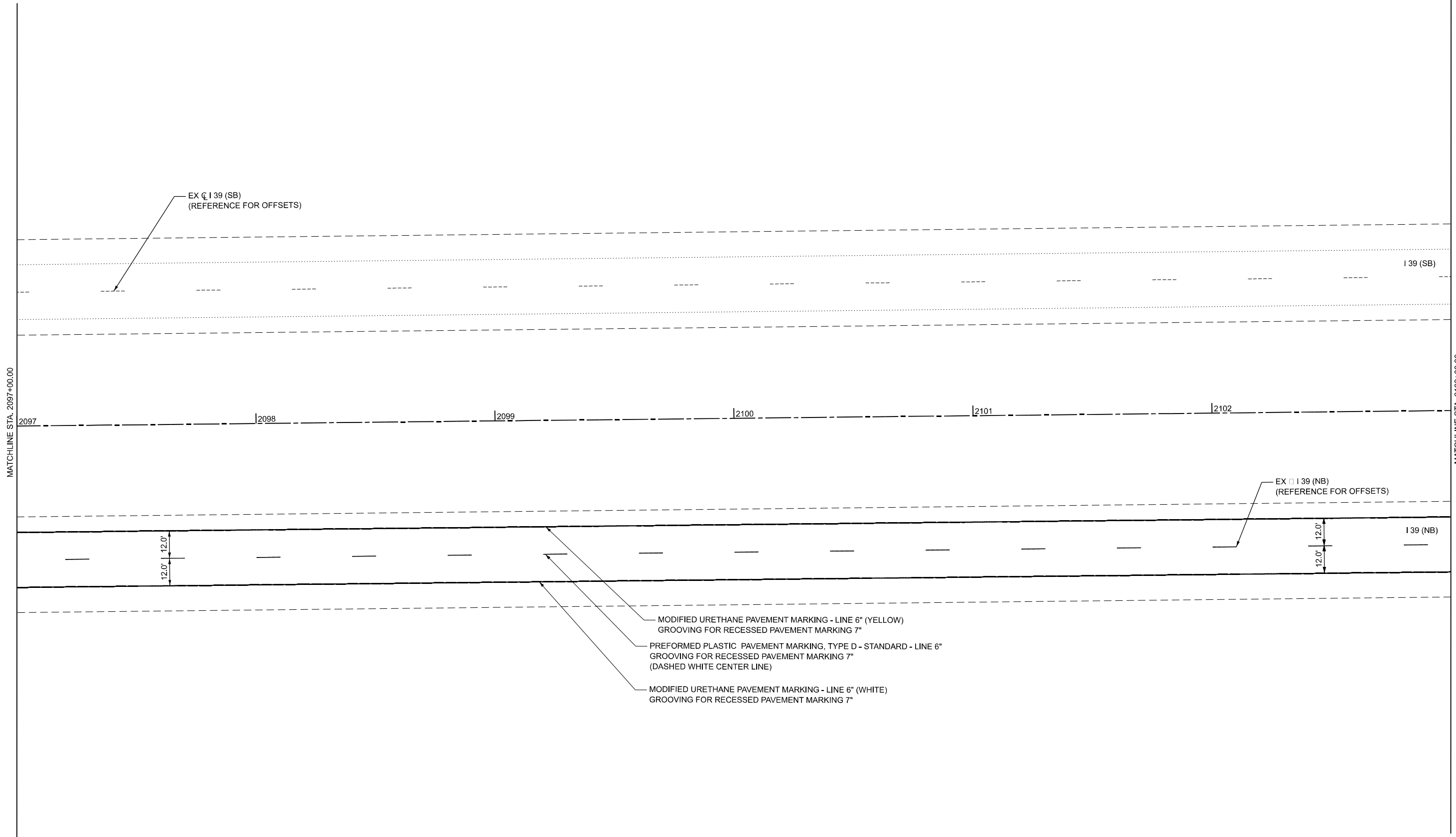
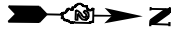
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLANS
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD**

SCALE: 1" = 20' SHEET 1 OF 9 SHEETS STA. 2091+00.00 TO STA. 2097+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	52
CONTRACT NO. 64T06				
		ILLINOIS	FED. AID PROJECT	



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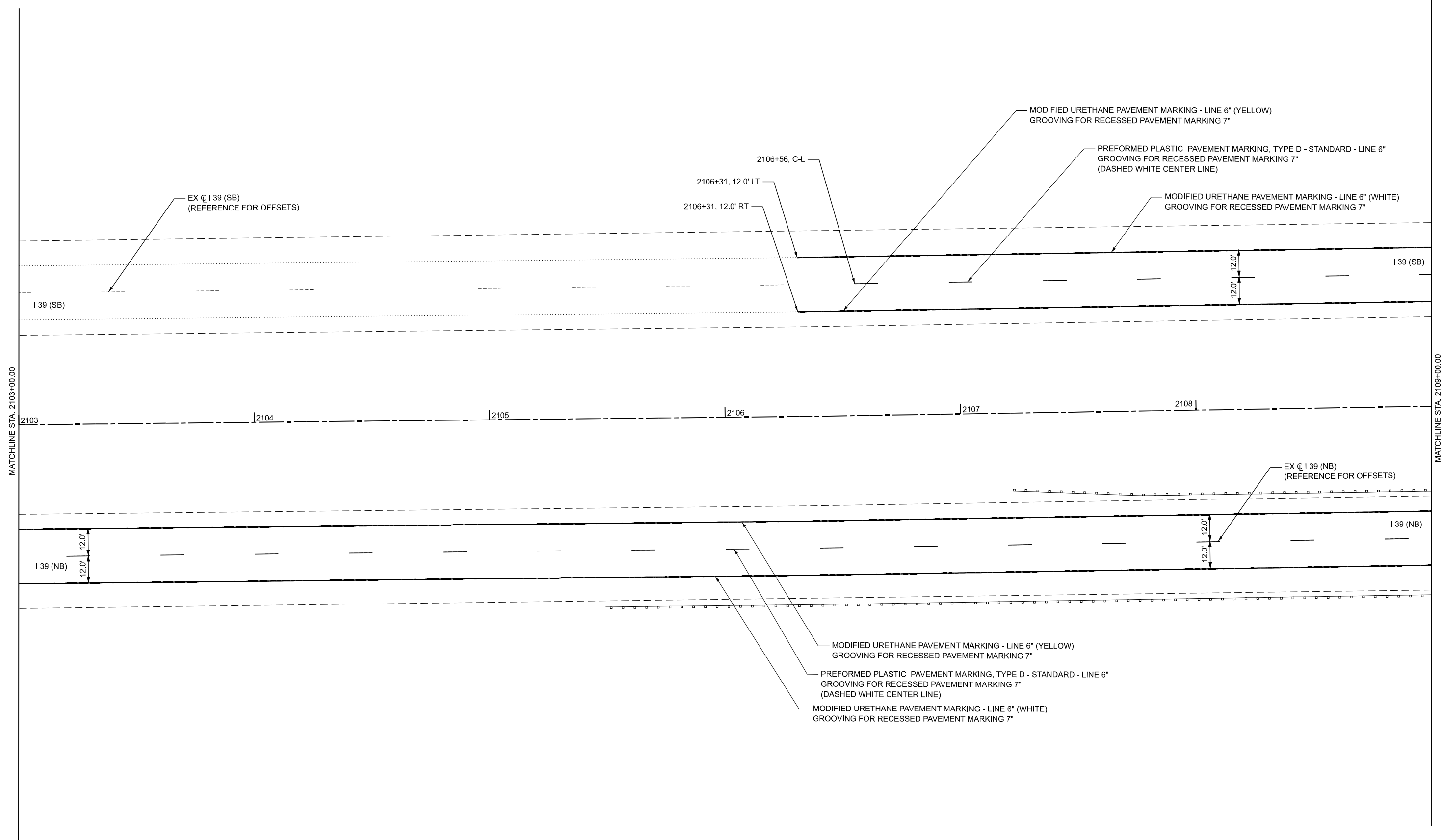
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD

SCALE: 1" = 20' SHEET 2 OF 9 SHEETS STA. 2097+00.00 TO STA. 2103+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	53
CONTRACT NO. 64T06				
		ILLINOIS	FED. AID PROJECT	



MODEL: Default
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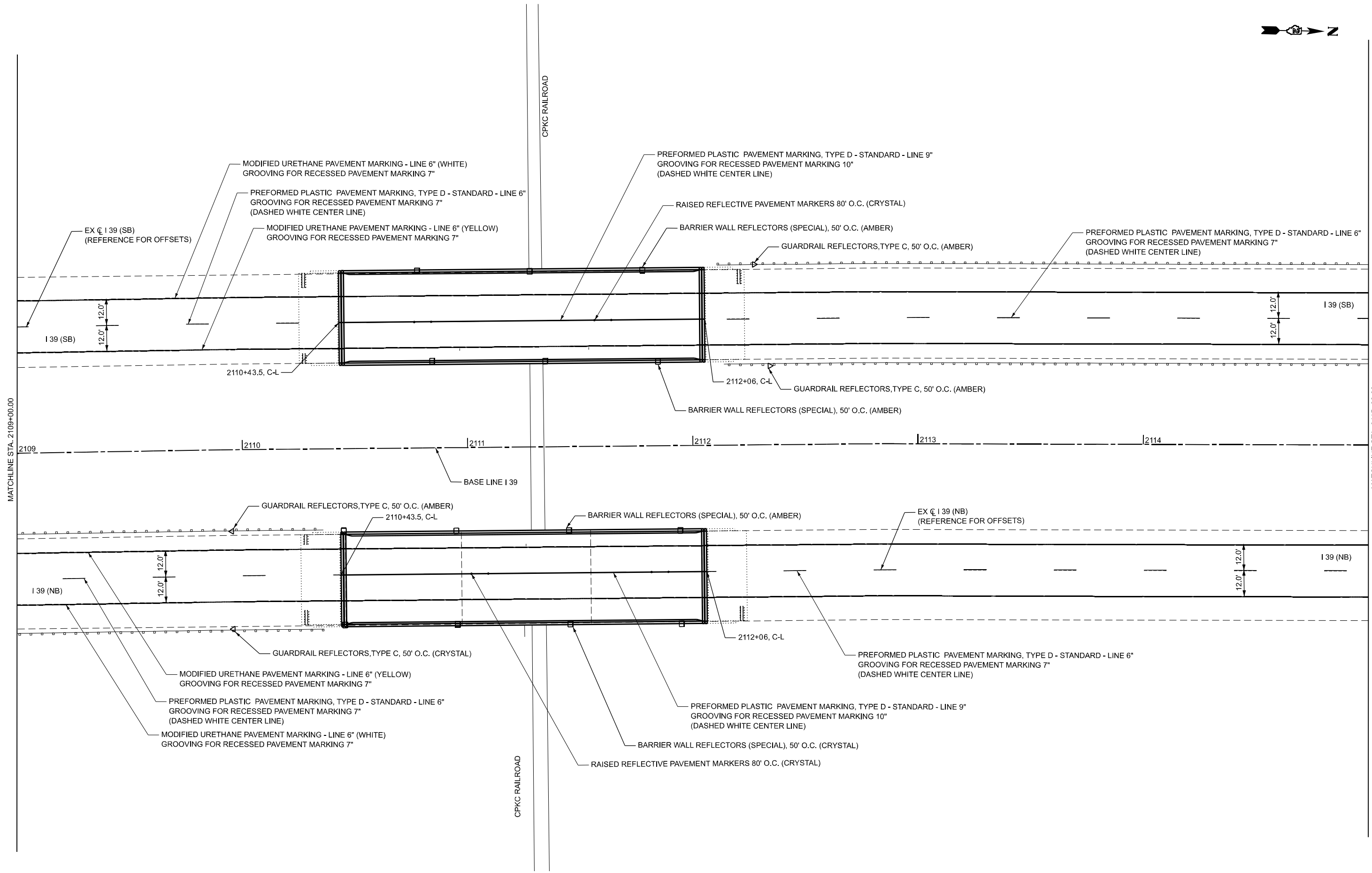
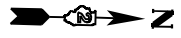
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD

SCALE: 1" = 20' SHEET 3 OF 9 SHEETS STA. 2103+00.00 TO STA. 2109+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	54
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				



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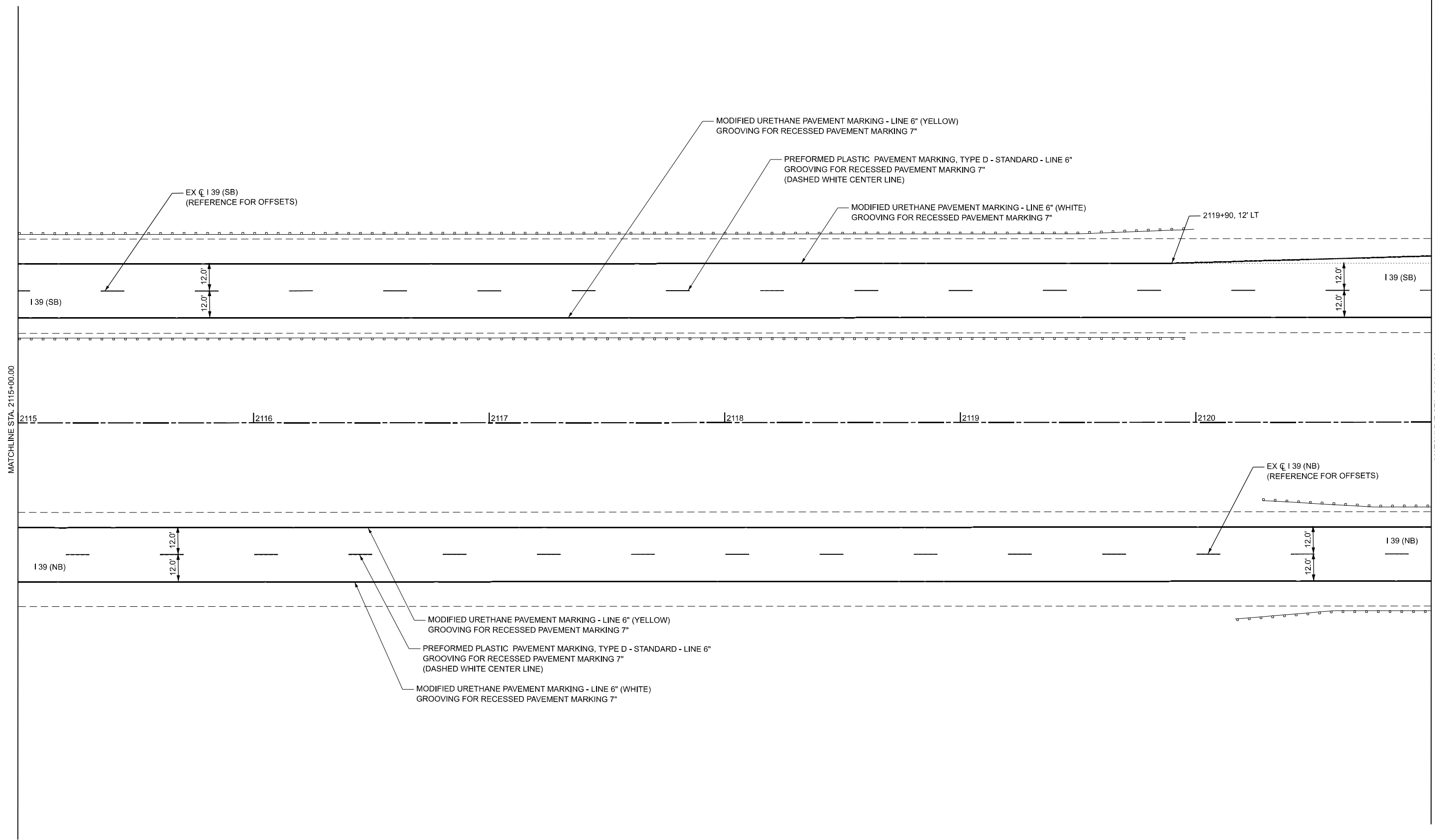
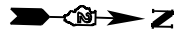
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DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD

SCALE: 1" = 20' SHEET 4 OF 9 SHEETS STA. 2109+00.00 TO STA. 2115+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	55
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				



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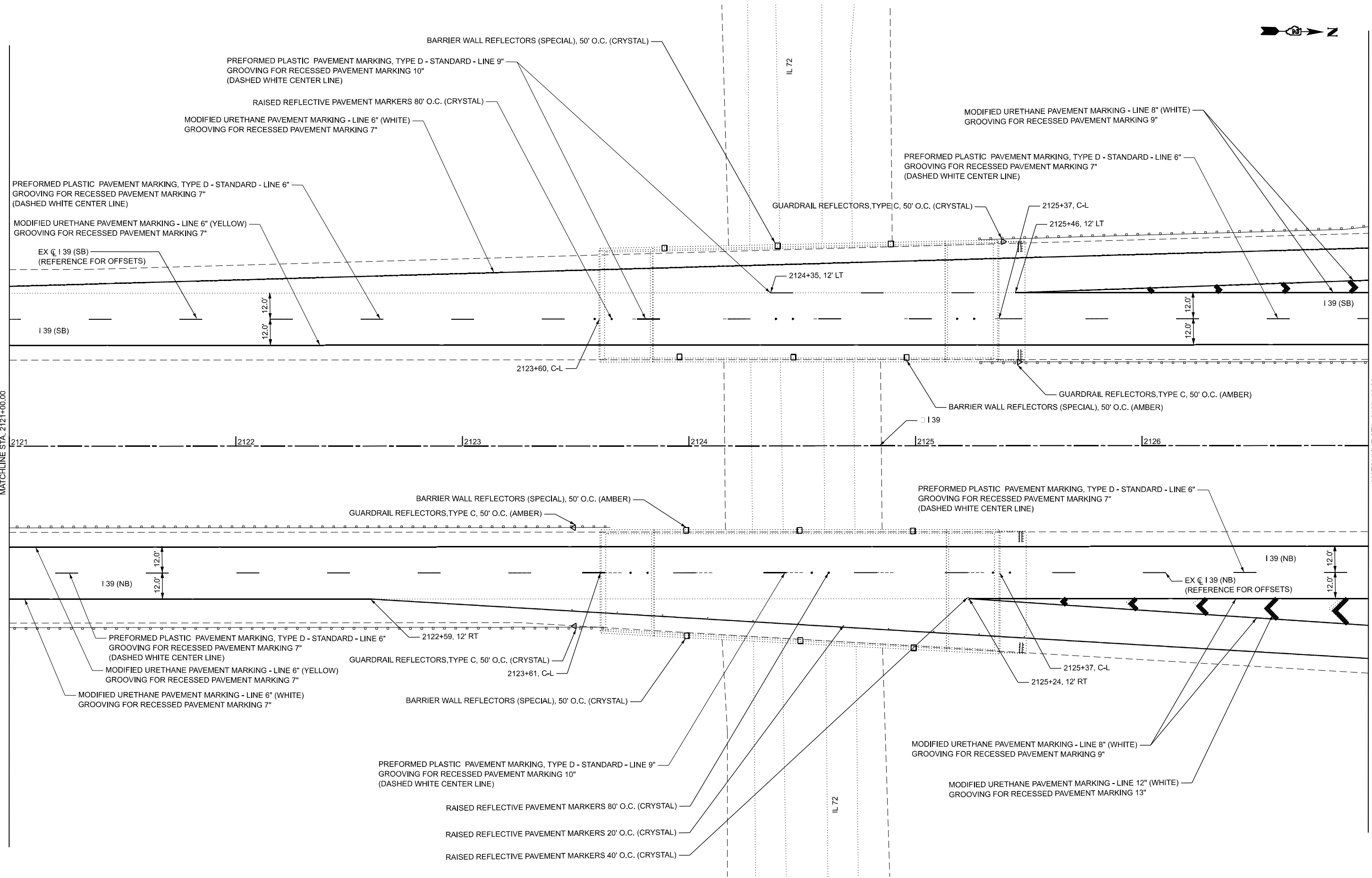
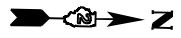
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PLOT DATE = 12/31/2025	DATE - 12/31/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD

SCALE: 1" = 20' SHEET 5 OF 9 SHEETS STA. 2115+00.00 TO STA. 2121+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	56
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				



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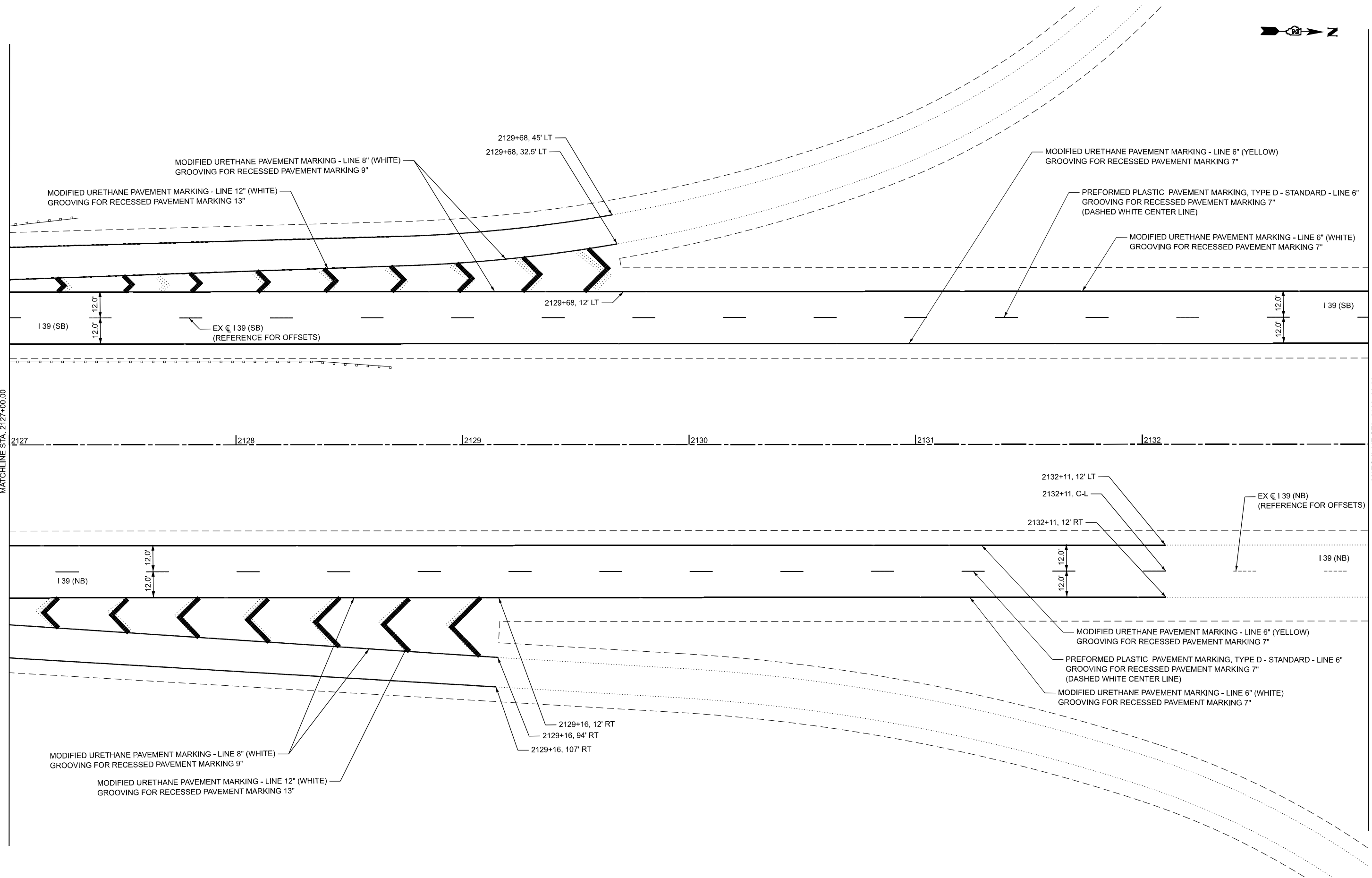
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD

SCALE: 1" = 20' SHEET 6 OF 9 SHEETS STA. 2121+00.00 TO STA. 2127+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	57
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				



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MATCHLINE STA. 2127+00.00

MATCHLINE STA. 2133+00.00



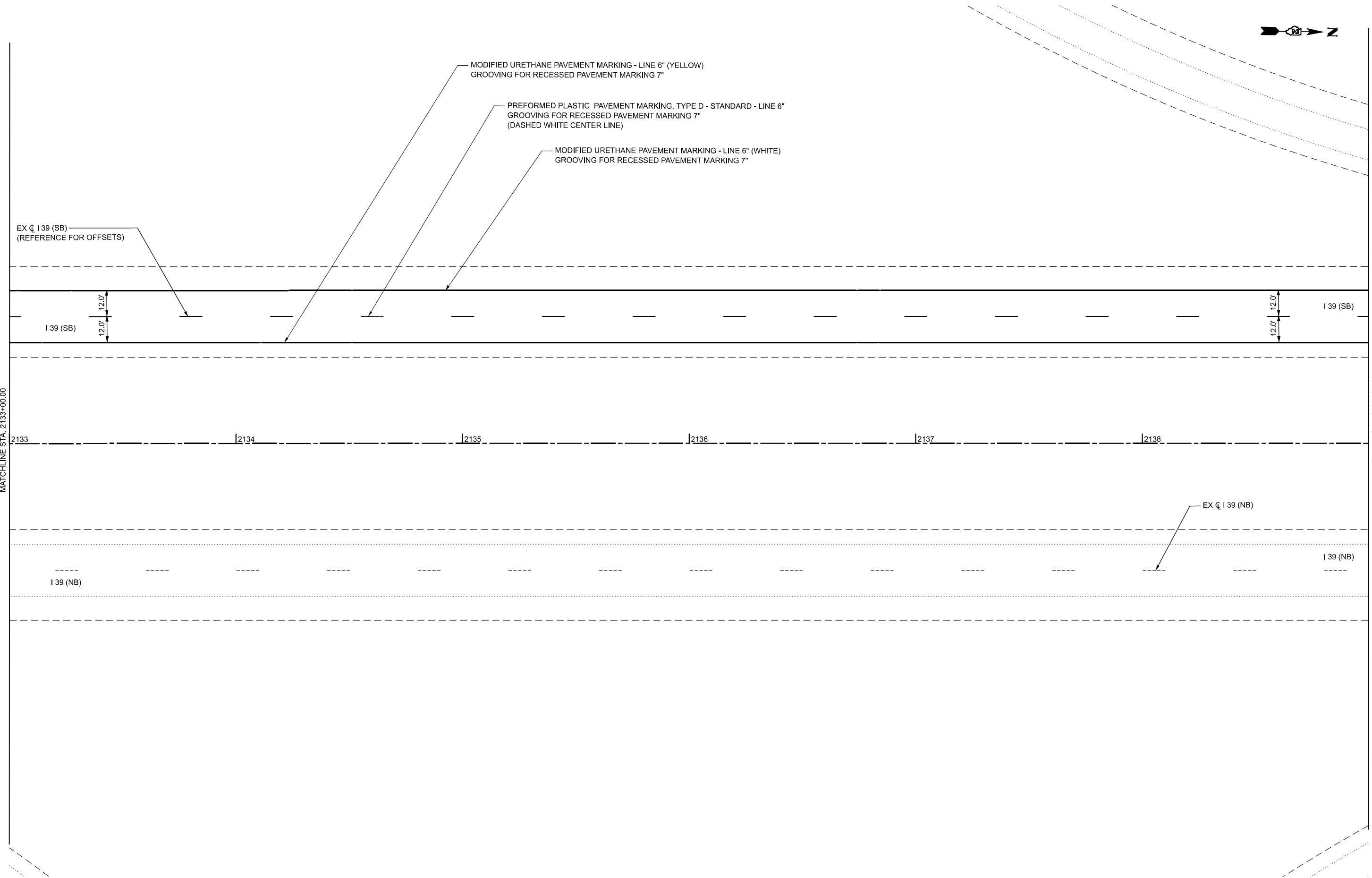
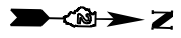
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	DRAWN - AMA	REVISED -
	CHECKED - JRP	REVISED -
PLOT DATE = 12/31/2025	DATE - 12/31/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD

SCALE: 1" = 20' SHEET 7 OF 9 SHEETS STA. 2127+00.00 TO STA. 2133+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	58
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				



EX ϕ I 39 (SB)
(REFERENCE FOR OFFSETS)

12.0'
12.0'

I 39 (SB)

MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (YELLOW)
GROOVING FOR RECESSED PAVEMENT MARKING 7"

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

MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE)
GROOVING FOR RECESSED PAVEMENT MARKING 7"

12.0'
12.0'

I 39 (SB)

MATCHLINE STA. 2133+00.00

2133

2134

2135

2136

2137

2138

MATCHLINE STA. 2139+00.00

I 39 (NB)

EX ϕ I 39 (NB)

I 39 (NB)

MODEL: Default
FILE NAME: C:\Users\jpush\OneDrive - OEL\Documents\Consult\Projects\2507 IDOT Bridge Rehab Var\Var Phase II\PTB 215-020\700-CADD\WO-01(64T06)Base Drawings\64T06_Plan Bdr.dgn



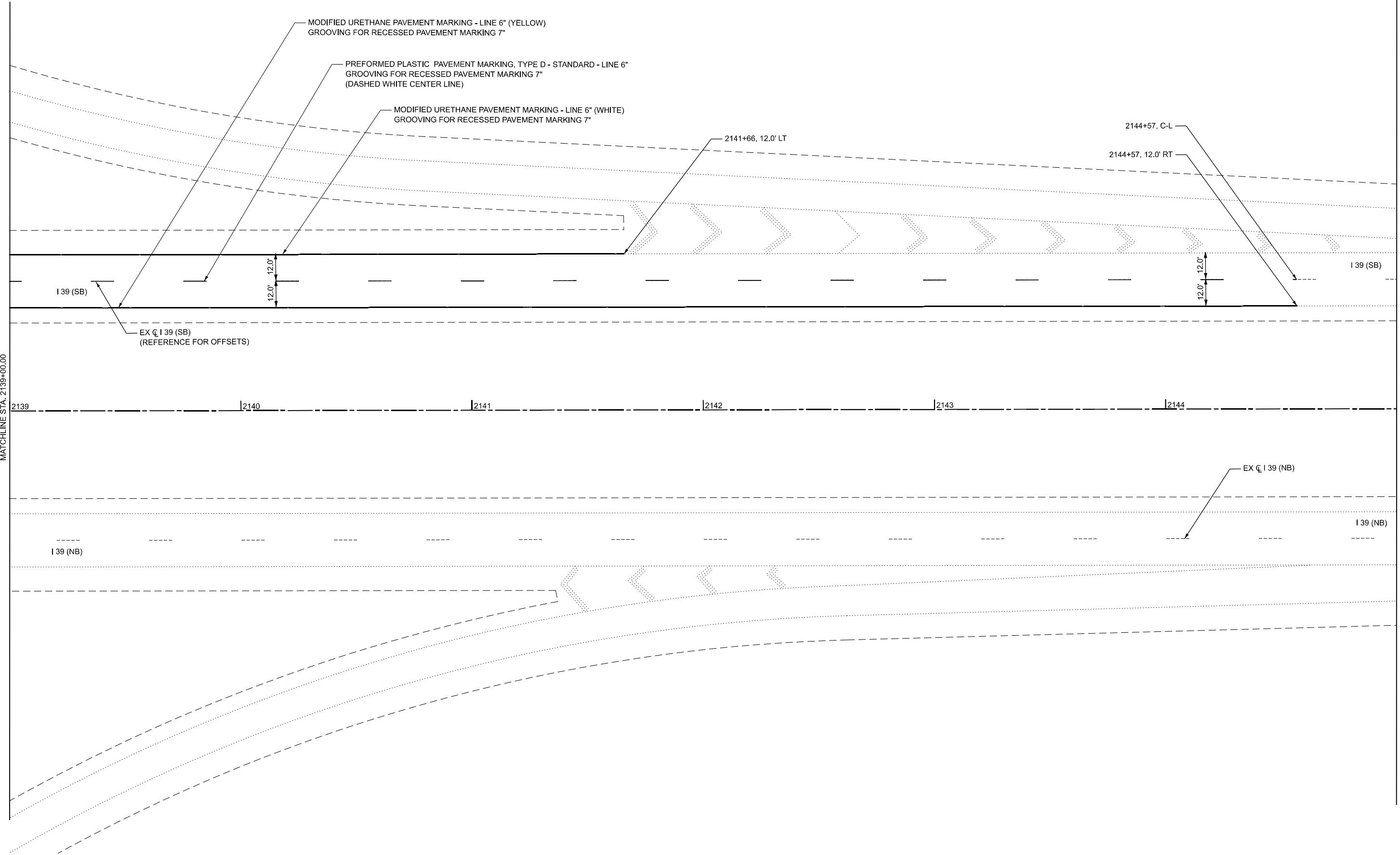
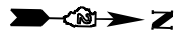
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	DRAWN - AMA	REVISED -
	CHECKED - JRP	REVISED -
PLOT DATE = 12/31/2025	DATE - 12/31/2025	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLANS
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD**

SCALE: 1" = 20' SHEET 8 OF 9 SHEETS STA. 2133+00.00 TO STA. 2139+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	59
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				



MODEL: Default
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	DRAWN - AMA	REVISED -
	CHECKED - JRP	REVISED -
PLOT DATE = 12/31/2025	DATE - 12/31/2025	REVISED -

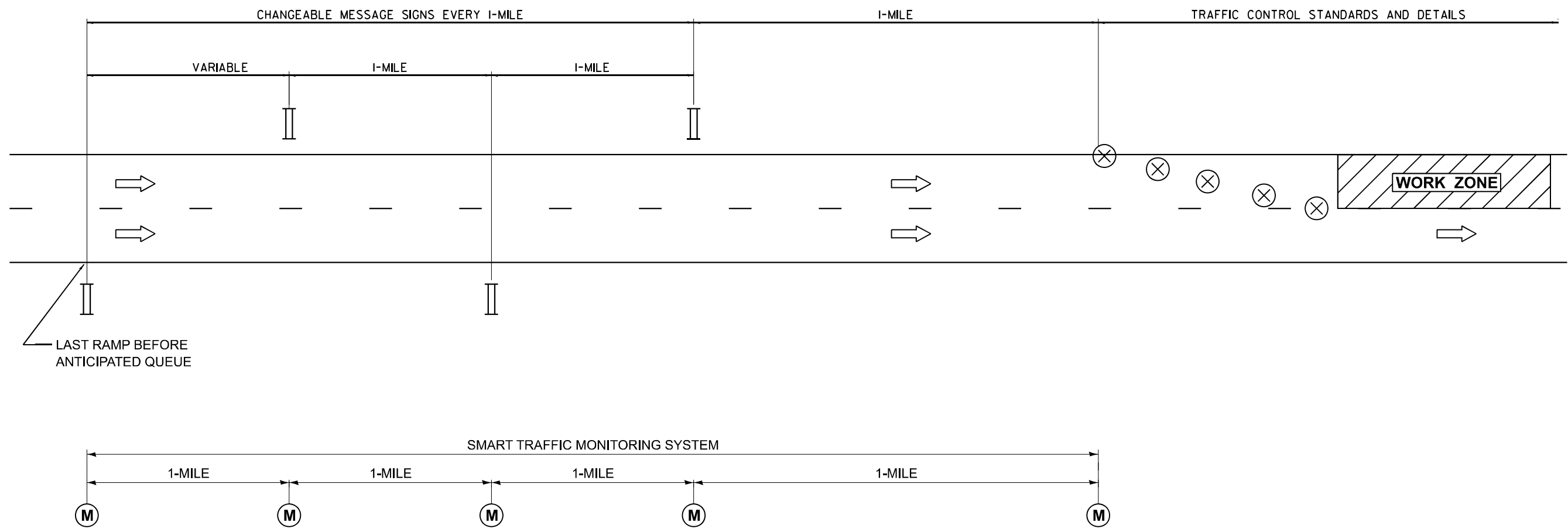
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD

SCALE: 1" = 20' SHEET 9 OF 9 SHEETS STA. 2139+00.00 TO STA. 2145+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	60
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

MODEL: Default
 FILE NAME: C:\Users\jpush\OneDrive - OEL\Documents\Consult\Projects\2507 IDOT Bridge Rehab Var-Var Phase II\PTB 215-0201700-CADD\WO-01 (64T06) Base Drawings\64T06_Plan Brdr.dgn



NOTES:

- ① ACTUAL LOCATION OF SMART MONITORING DEVICES SHALL BE BASED ON MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS ALONG WITH THE SPECIAL PROVISIONS AND AS DIRECTED BY THE ENGINEER.
- ② MODIFICATIONS MAY BE NECESSARY TO ACCOMMODATE SPECIFIC CLOSURES. ALL CHANGES WILL BE APPROVED BY THE ENGINEER.

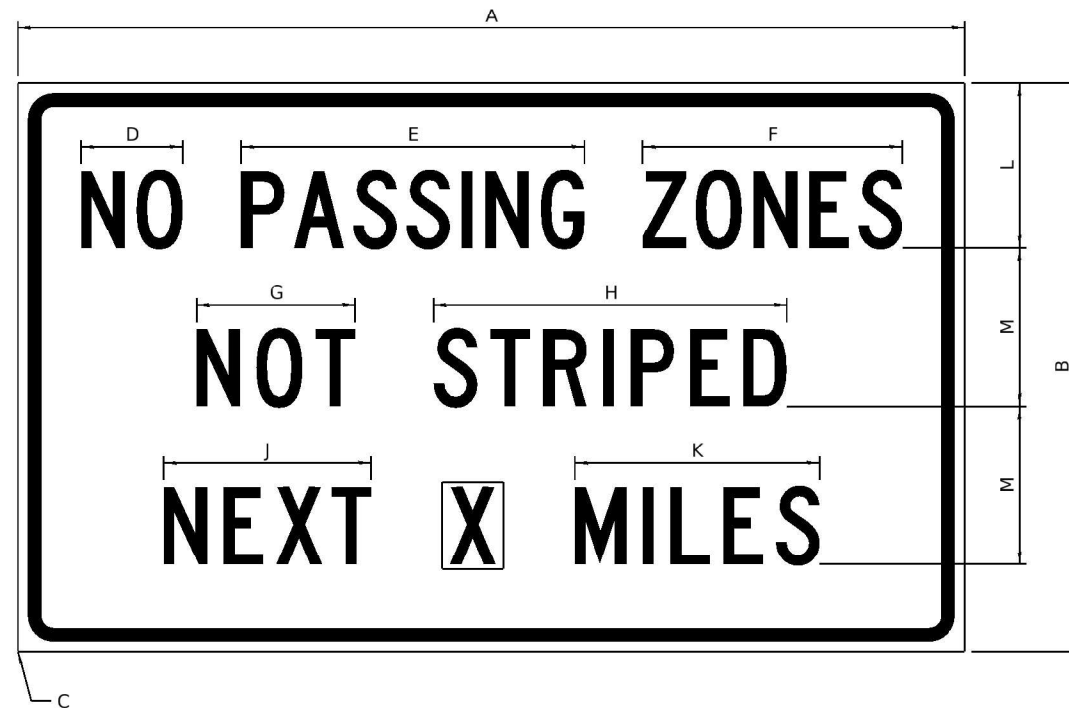
LEGEND

- PORTABLE CHANGEABLE MESSAGE SIGN
- SMART TRAFFIC MONITORING DEVICE
- DRUM / BARRICADE PER APPLICABLE STANDARD

USER NAME = jpush PLOT DATE = 12/31/2025	DESIGNED - DRAWN - CHECKED - DATE - 12/31/2025	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SMART TRAFFIC MONITORING SETUP I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD	F.A.I. RTE. 39 SECTION (141-3HB)BDR & (141-3VB)BDR COUNTY OGLE TOTAL SHEETS 71 SHEET NO. 61 CONTRACT NO. 64T06 ILLINOIS FED. AID PROJECT
			SCALE: N.T.S.	SHEET 1 OF 1 SHEETS	STA. TO STA.

WORK ZONE SIGN DETAILS

ILLINOIS STANDARD G20-I100(F0)



COLOR LEGEND AND BORDER BACKGROUND BLACK ORANGE NON-REFLECTORIZED REFLECTORIZED

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

SIGN SIZE	SERIES BY LINE			MARGIN	BORDER
	1	2	3		
60 x 36	5C	5C	5C	0.625	0.875

Sign not to scale

GENERAL NOTES

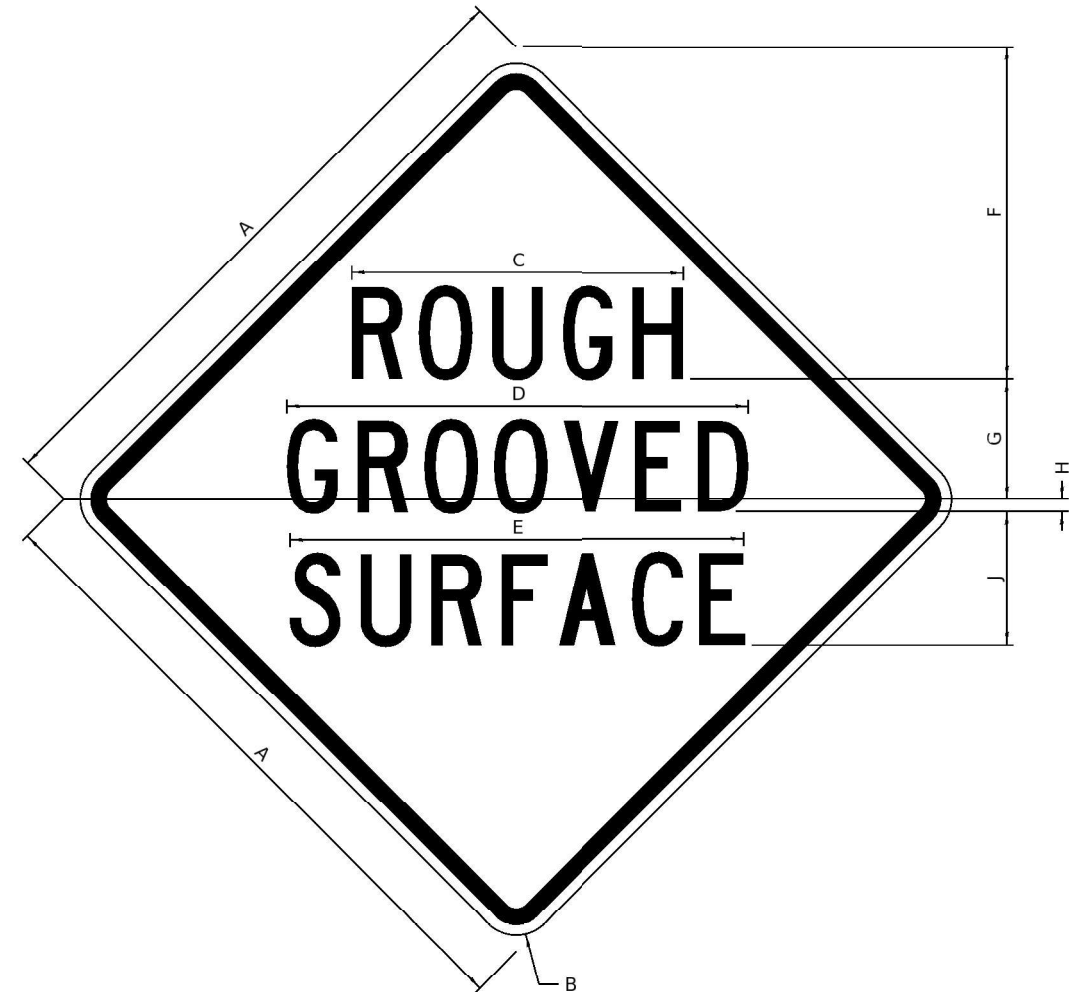
All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

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

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

All dimensions are in inches unless otherwise noted.

ILLINOIS STANDARD W8-I107



COLOR LEGEND AND BORDER BACKGROUND BLACK ORANGE NON-REFLECTORIZED REFLECTORIZED

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

SIGN SIZE	SERIES BY LINE			MARGIN	BORDER
	1	2	3		
48 x 48	7C	7C	7C	1.250	0.750

Sign not to scale

MODEL: Default
FILE NAME: C:\Users\jpush\OneDrive - DEIC\Documents\Projects\2507 IDOT Bridge Rehab\Var\Plan\Drawings\64T06 Base Drawings\64T06_Plan_Bldr.dgn

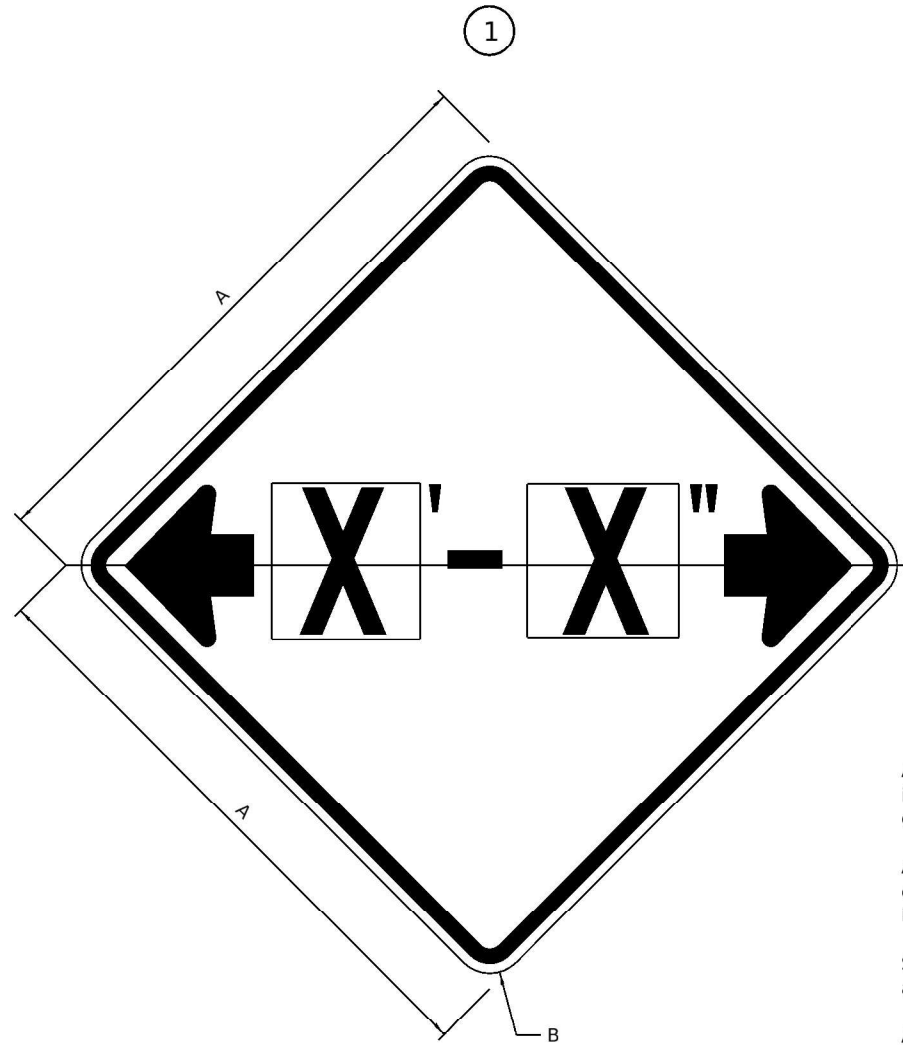
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	DRAWN -	REVISED - 3-02-16
	CHECKED -	REVISED -
PLOT DATE = 12/31/2025	DATE - 12/31/2025	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

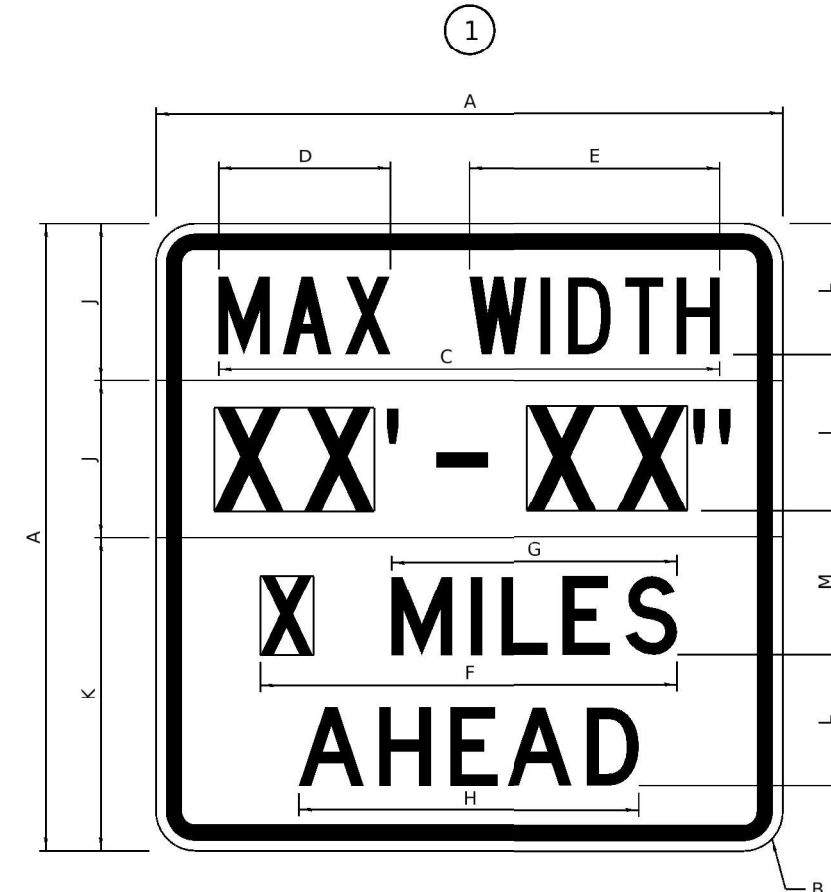
REGION 2 / DISTRICT 2 STANDARD		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD		39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	62
SCALE: N.T.S.		SHEET 1 OF 10 SHEETS		STA. TO STA.		CONTRACT NO. 64T06
		ILLINOIS		FED. AID PROJECT		

WORK ZONE SIGN DETAILS

ILLINOIS STANDARD W12-I102



ILLINOIS STANDARD W12-I103



GENERAL NOTES

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

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

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

All dimensions are in inches unless otherwise noted.

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

SIGN SIZE	DIMENSIONS	
	A	B
48 x 48	48.00	3.00

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

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

Sign not to scale

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

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

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

Sign not to scale

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

MODEL: Default
FILE NAME: C:\Users\jpush\OneDrive - DEIC\Documents\Consult\Projects\2507_IDOT Bridge Rehab_Var\Var Phase II\PTB 215-9201700-CADD\WO-01(64T06)Base Drawings\64T06_Plan Bdr.dgn

USER NAME = jpush	DESIGNED -	REVISED - 3-02-16
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/31/2025	DATE = 12/31/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

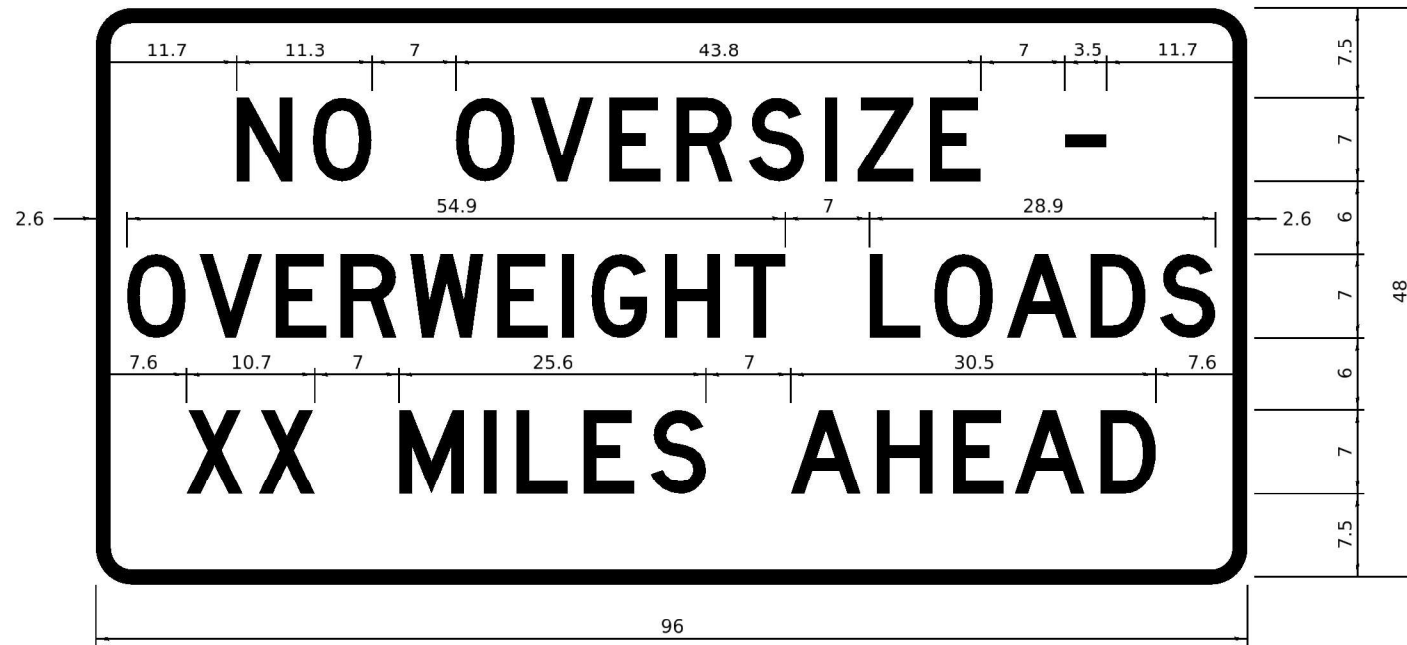
REGION 2 / DISTRICT 2 STANDARD
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	63
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

WORK ZONE SIGN DETAILS

ROAD CLOSED TO OVERSIZED LOADS

STOP LINE SIGN FOR TEMPORARY SIGNALS



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

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

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

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

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

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

Sign not to scale

Sign not to scale

GENERAL NOTES

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

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

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

All dimensions are in inches unless otherwise noted.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD

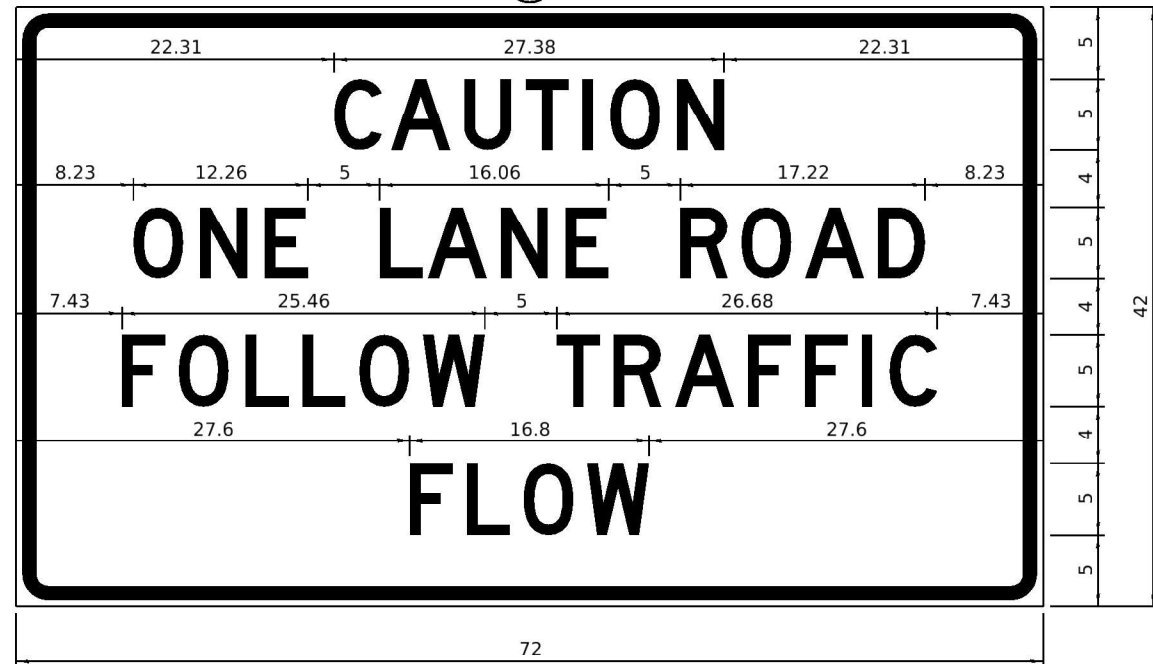
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	64
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

SCALE: N.T.S. SHEET 3 OF 10 SHEETS STA. TO STA.

**ENTRANCE SIGN FOR USE
WITH TEMPORARY SIGNALS**

WORK ZONE SIGN DETAILS

2



COLOR LEGEND AND BORDER BACKGROUND BLACK ORANGE NON-REFLECTORIZED REFLECTORIZED

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

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

Table Of Widths And Spaces

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

8.23	O	1.17	N	1.18	E
	3.51		3.36		3.04

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

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

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

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

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

Sign not to scale

GENERAL NOTES

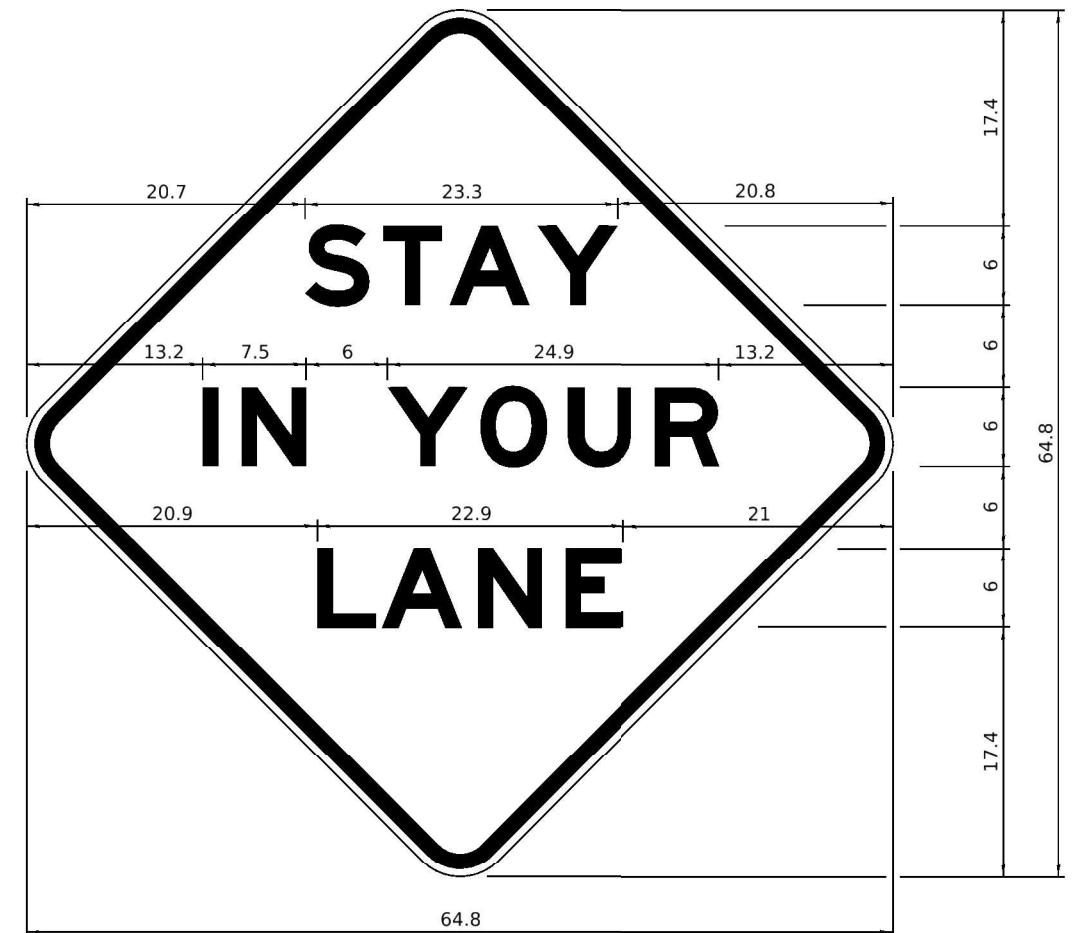
All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

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

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

All dimensions are in inches unless otherwise noted.

STAY IN YOUR LANE



COLOR LEGEND AND BORDER BACKGROUND BLACK ORANGE NON-REFLECTORIZED REFLECTORIZED

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

Table of Letter and Object Lefts

S	T	A	Y
20.7	26.8	31.6	38.0

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

L	A	N	E
20.9	25.8	33.1	39.4

Sign not to scale

MODEL: Default
FILE NAME: C:\Users\jpush\OneDrive - DEIC\Documents\Projects\2507 IDOT Bridge Rehab\Var\Phase II\PTB 215-9201700-CADD\WO-01(64T06)Base Drawings\64T06_Plan Bdr.dgn

USER NAME = jpush	DESIGNED -	REVISED - 3-02-16
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/31/2025	DATE - 12/31/2025	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

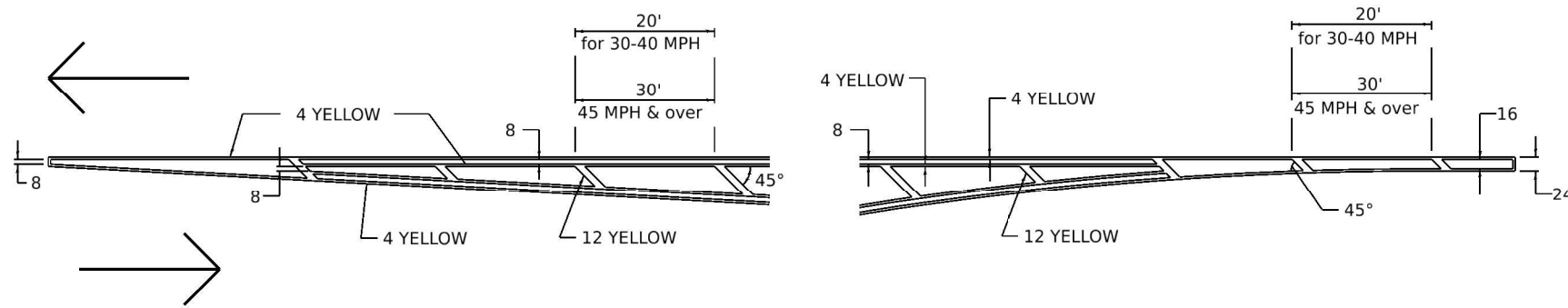
**REGION 2 / DISTRICT 2 STANDARD
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD**

SCALE: N.T.S. SHEET 4 OF 10 SHEETS STA. TO STA.

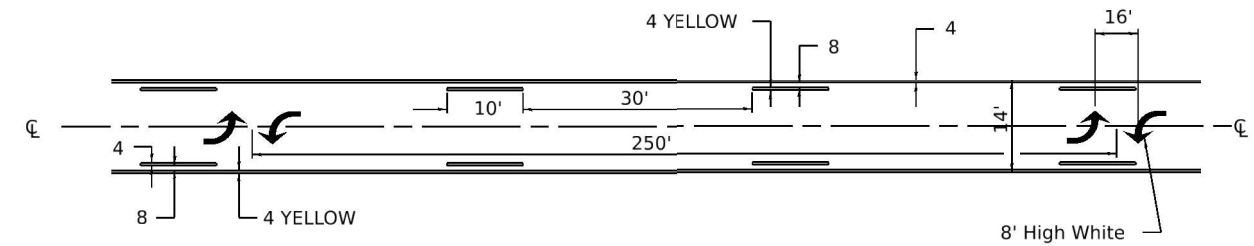
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	65
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

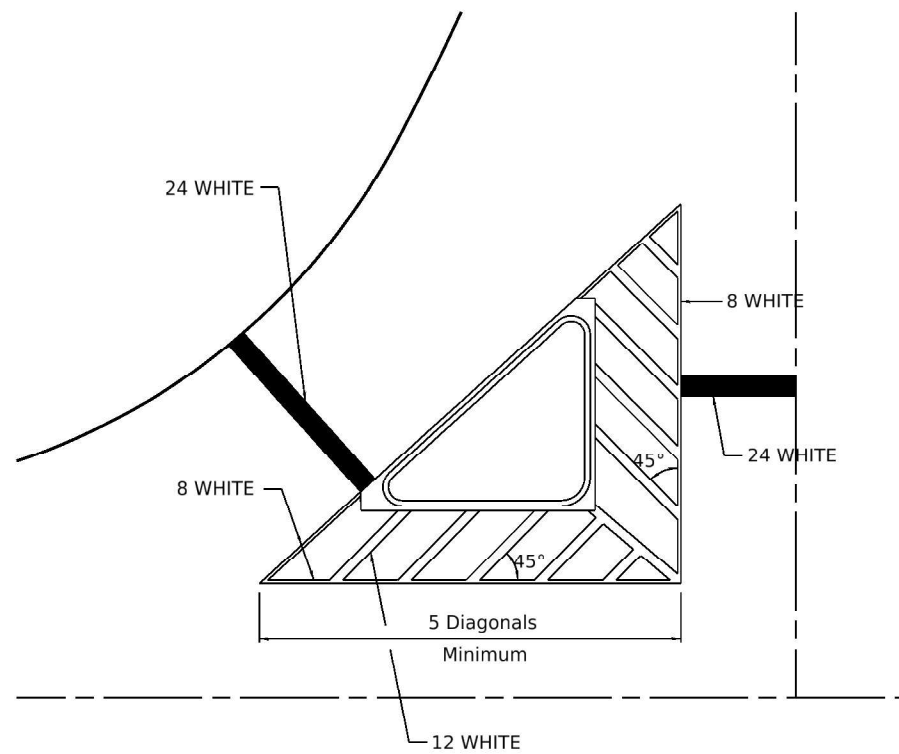


MEDIAN PAVEMENT MARKING



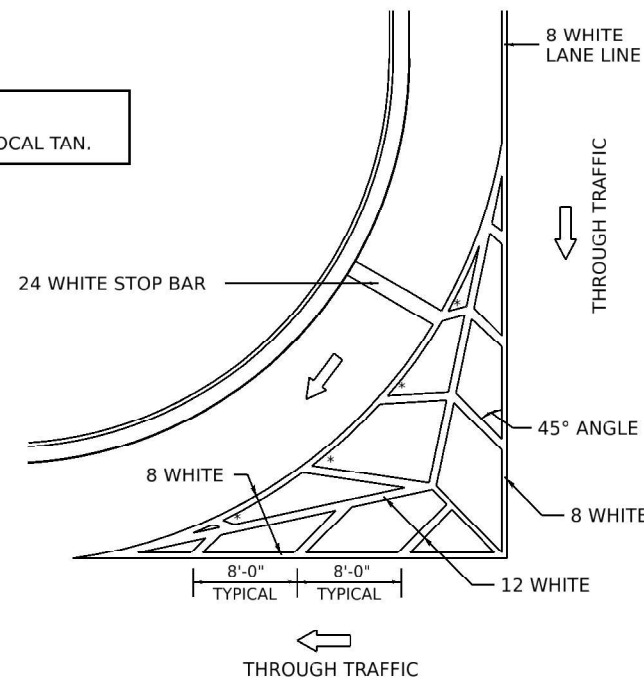
** ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH



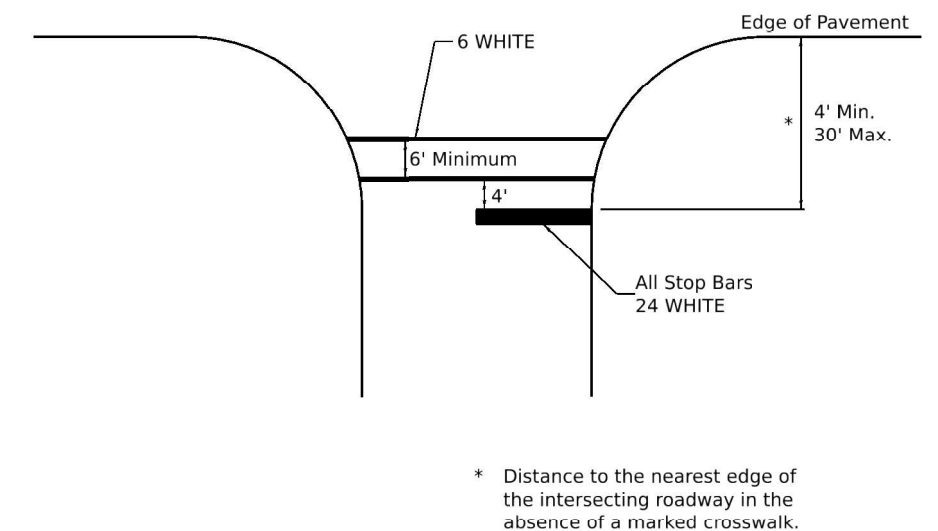
TYPICAL MARKING FOR PAINTED ISLANDS

NOTE:
* 45° TO LOCAL TAN.



STANDARD CROSSWALK MARKING

See Schedules for Locations



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

MODEL: Default
FILE NAME: C:\Users\jpush\OneDrive - DEIC\Documents\Projects\2507_IDOT_Bridge_Rehab_Vac-Vac_Phase II_PTB_215-9201700-CADD\WO-01(64T06)Base Drawings\64T06_Plan_Bdr.dgn

USER NAME = jpush	DESIGNED -	REVISED - 6-27-14
	DRAWN -	REVISED - 3-05-12
	CHECKED -	REVISED -
PLOT DATE = 12/31/2025	DATE - 12/31/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

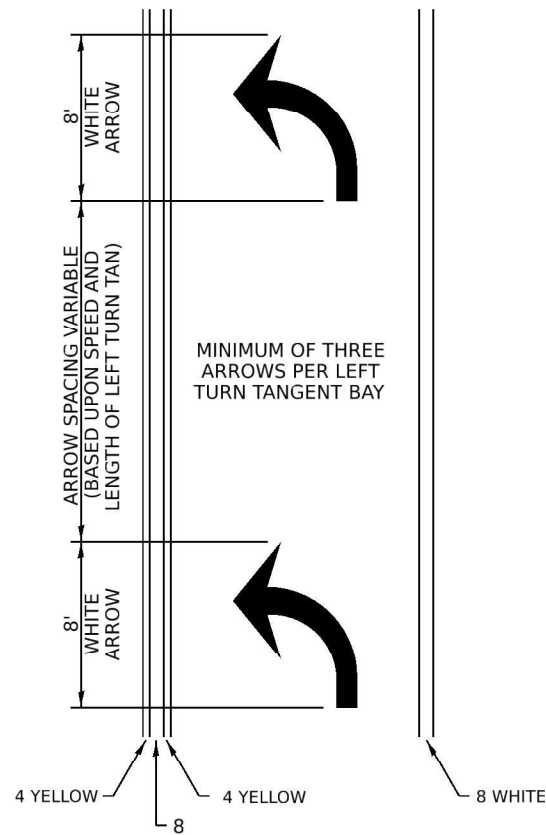
REGION 2 / DISTRICT 2 STANDARD
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD

SCALE: N.T.S. SHEET 5 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	66
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT

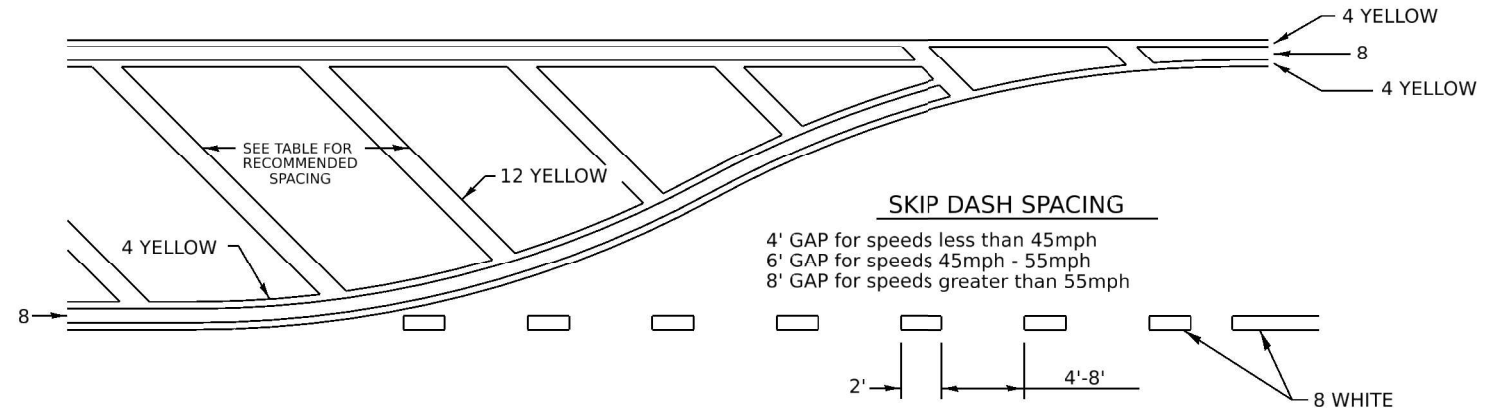


SYMBOLS

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

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

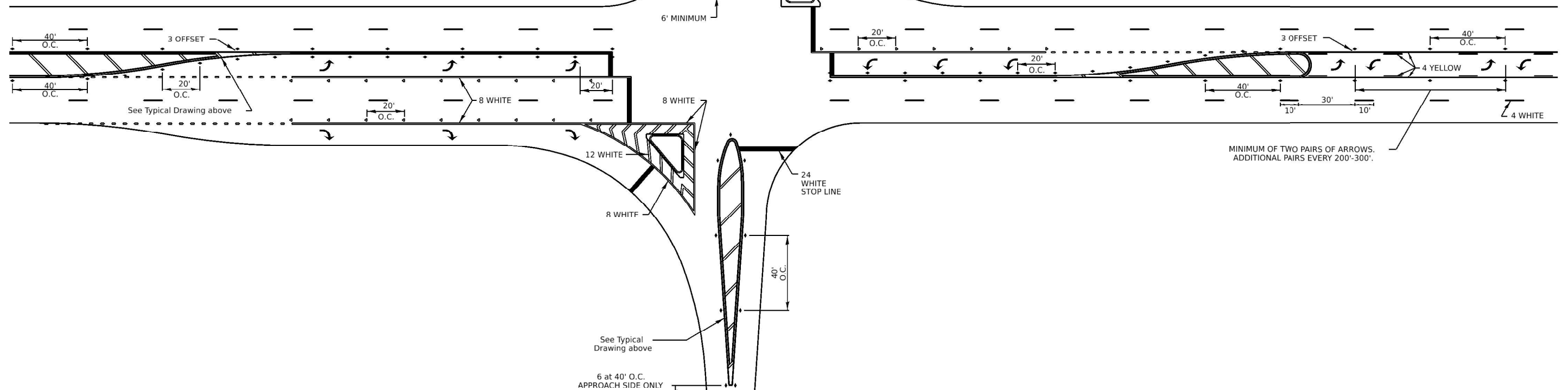
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

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

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



MODEL: Default
FILE NAME: C:\Users\jpush\OneDrive - DE\OneDrive\Projects\2507 IDOT Bridge Rehab\var\var\Phase II\PTB 215-9201700-CADD\WO-01(64T06)Base Drawings\64T06_Plan Bdr.dgn

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	CHECKED -	REVISED -
PLOT DATE = 12/31/2025	DATE = 12/31/2025	REVISED -

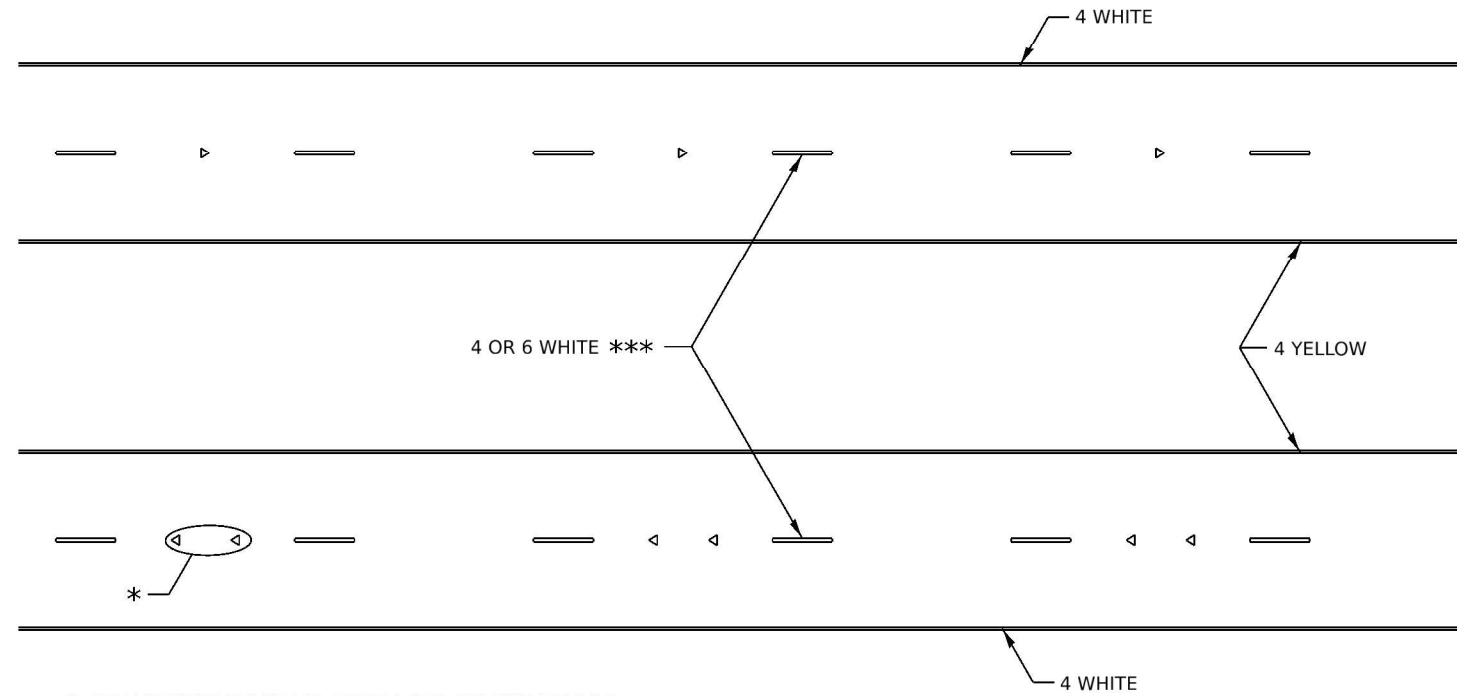
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD

SCALE: N.T.S. SHEET 6 OF 10 SHEETS STA. TO STA.

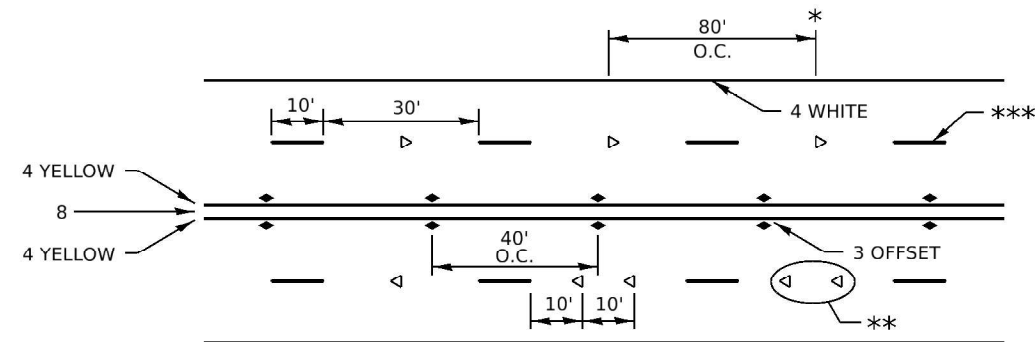
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	67
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

TYPICAL PAVEMENT MARKINGS



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

MULTI-LANE / DIVIDED



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

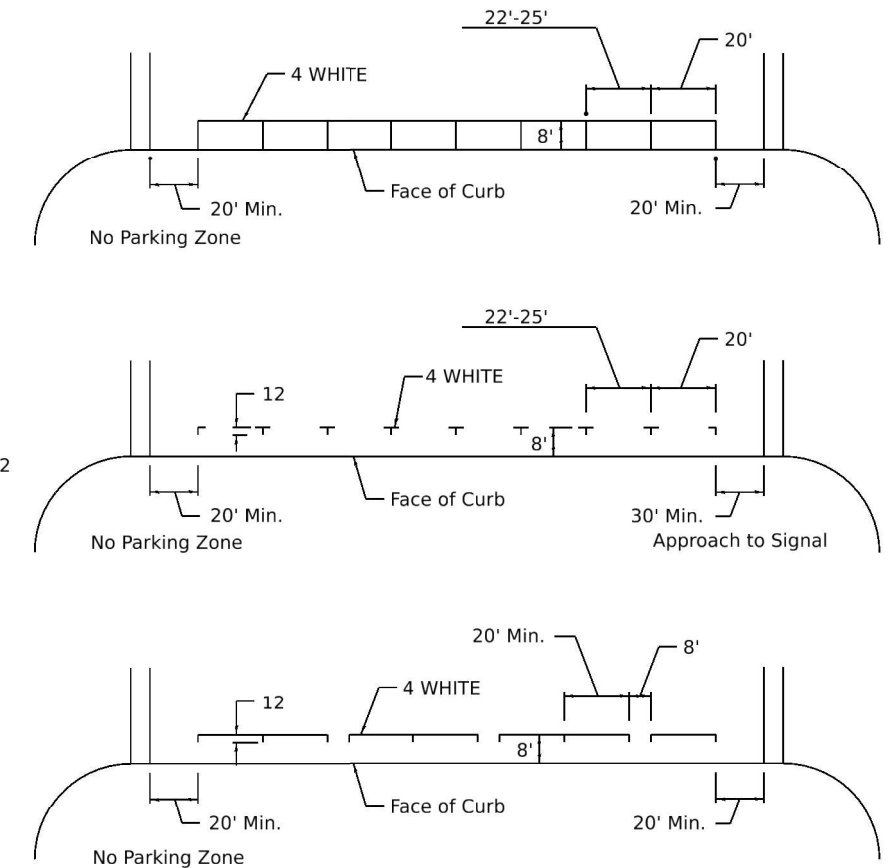
** USE DOUBLE MARKERS WHEN ADT ≥ 20,000

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

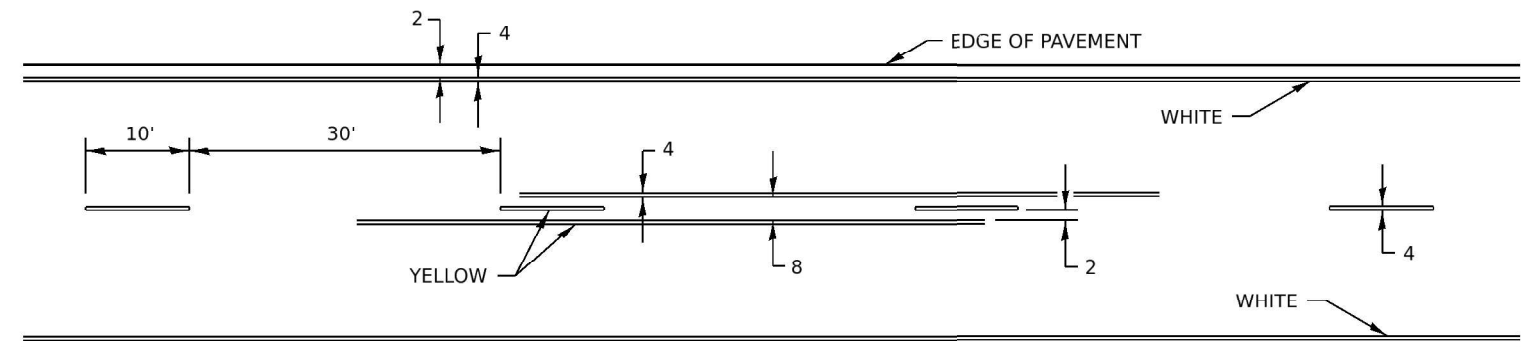
MULTI-LANE / UNDIVIDED & ONE WAY

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

TYPICAL PARKING SPACING



TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES



MODEL: Default
FILE NAME: C:\Users\jpush\OneDrive - DEIC\Documents\Projects\2507 IDOT Bridge Rehab\Var\Phase II\PTB 215-0201700-CADD\WO-01(64T06)Base Drawings\64T06_Plan_Bldr.dgn

USER NAME = jpush	DESIGNED -	REVISED - 6-27-14
	DRAWN -	REVISED - 8-27-13
	CHECKED -	REVISED - 11-28-12
PLOT DATE = 12/31/2025	DATE - 12/31/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD

SCALE: N.T.S. SHEET 7 OF 10 SHEETS STA. TO STA.

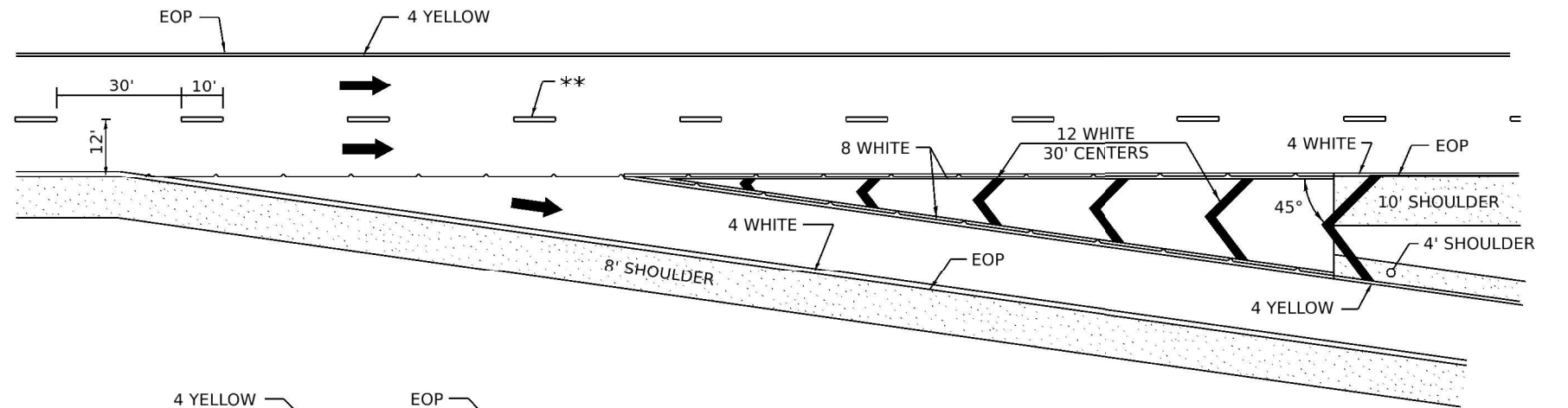
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	68
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

TYPICAL PAVEMENT MARKINGS

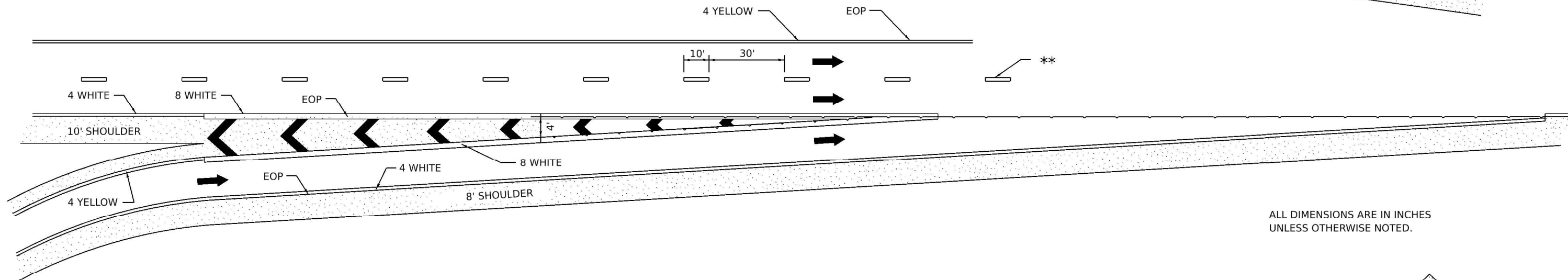
** 6" WHITE ON INTERSTATES, WHERE THE SPPED LIMIT IS 65 MPH, OR WHEN DIRECTED BY THE ENGINEER.
4" WIDE AT ALL OTHER LOCATIONS.

NOTE: GORE HATCHING PLACED ONLY WHEN SCHEDULED IN THE PLANS

EXIT RAMP

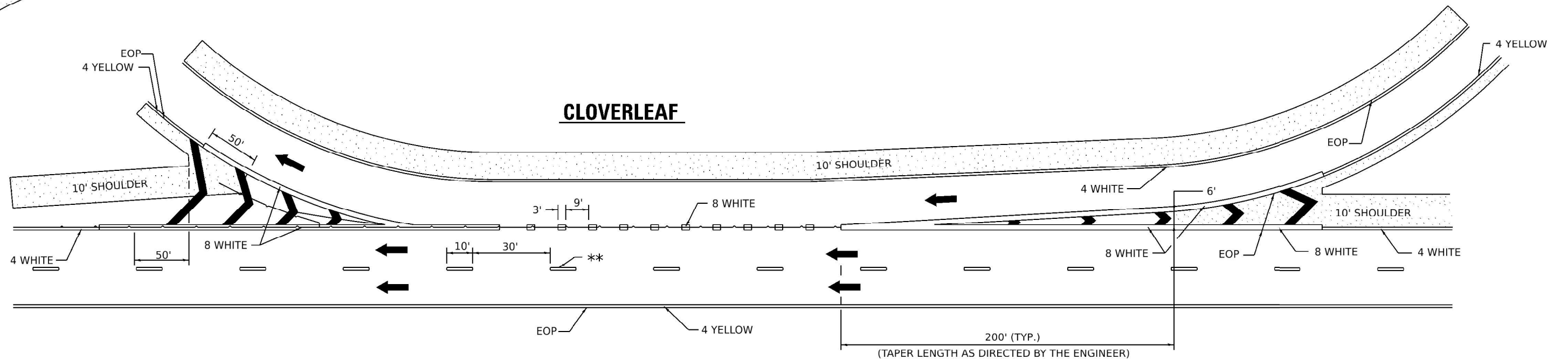


ENTRANCE RAMP



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

CLOVERLEAF



MODEL: Default
FILE NAME: C:\Users\jpush\OneDrive - DEIC\Documents\Projects\2507 IDOT Bridge Rehab\Var\Var Phase II\PTB 215-9201700-CADD\WO-01(64T06)Base Drawings\64T06_Plan Bdr.dgn

USER NAME = jpush	DESIGNED -	REVISED - 9-15-23
	DRAWN -	REVISED - 8-27-13
	CHECKED -	REVISED - 10-18-11
PLOT DATE = 12/31/2025	DATE - 12/31/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

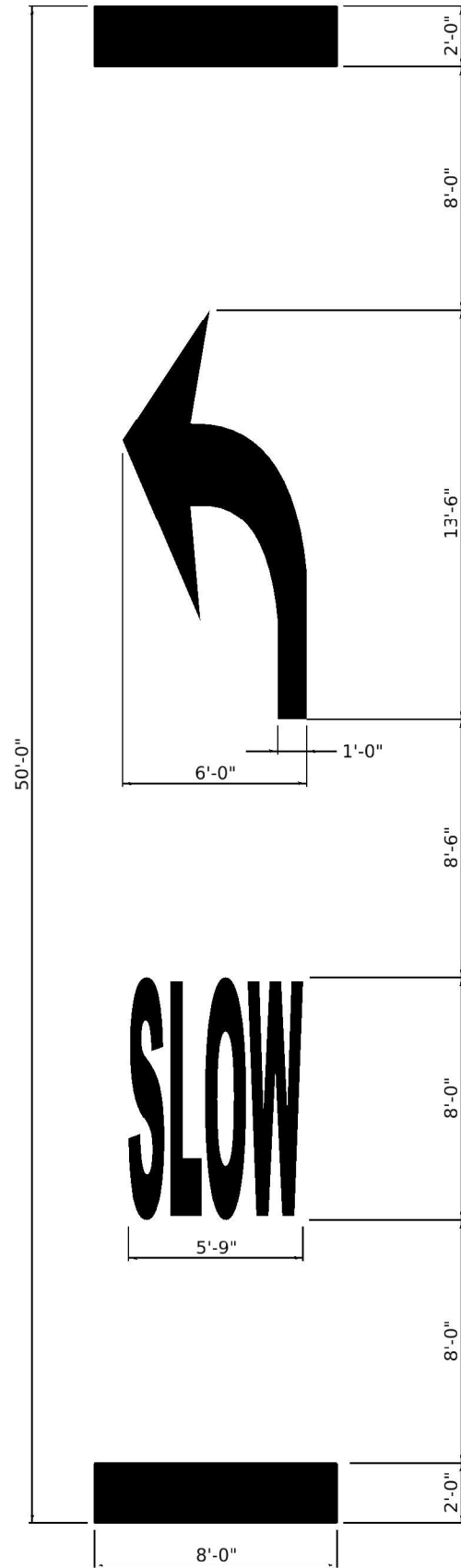
REGION 2 / DISTRICT 2 STANDARD
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD

SCALE: N.T.S. SHEET 8 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	69
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

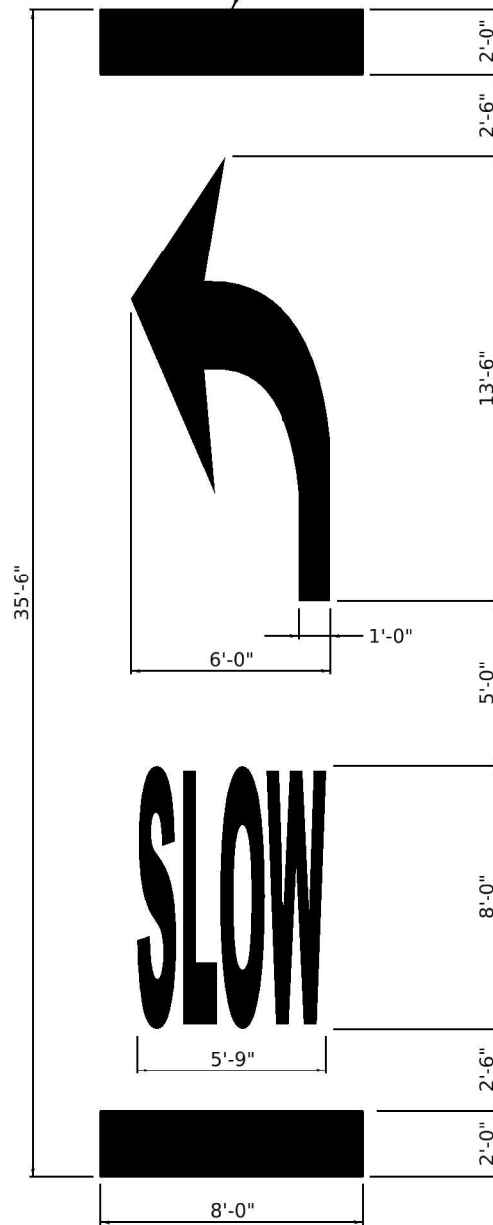
TYPICAL PAVEMENT MARKINGS

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



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

(POSTED SPEED LIMIT 40 MPH OR GREATER)



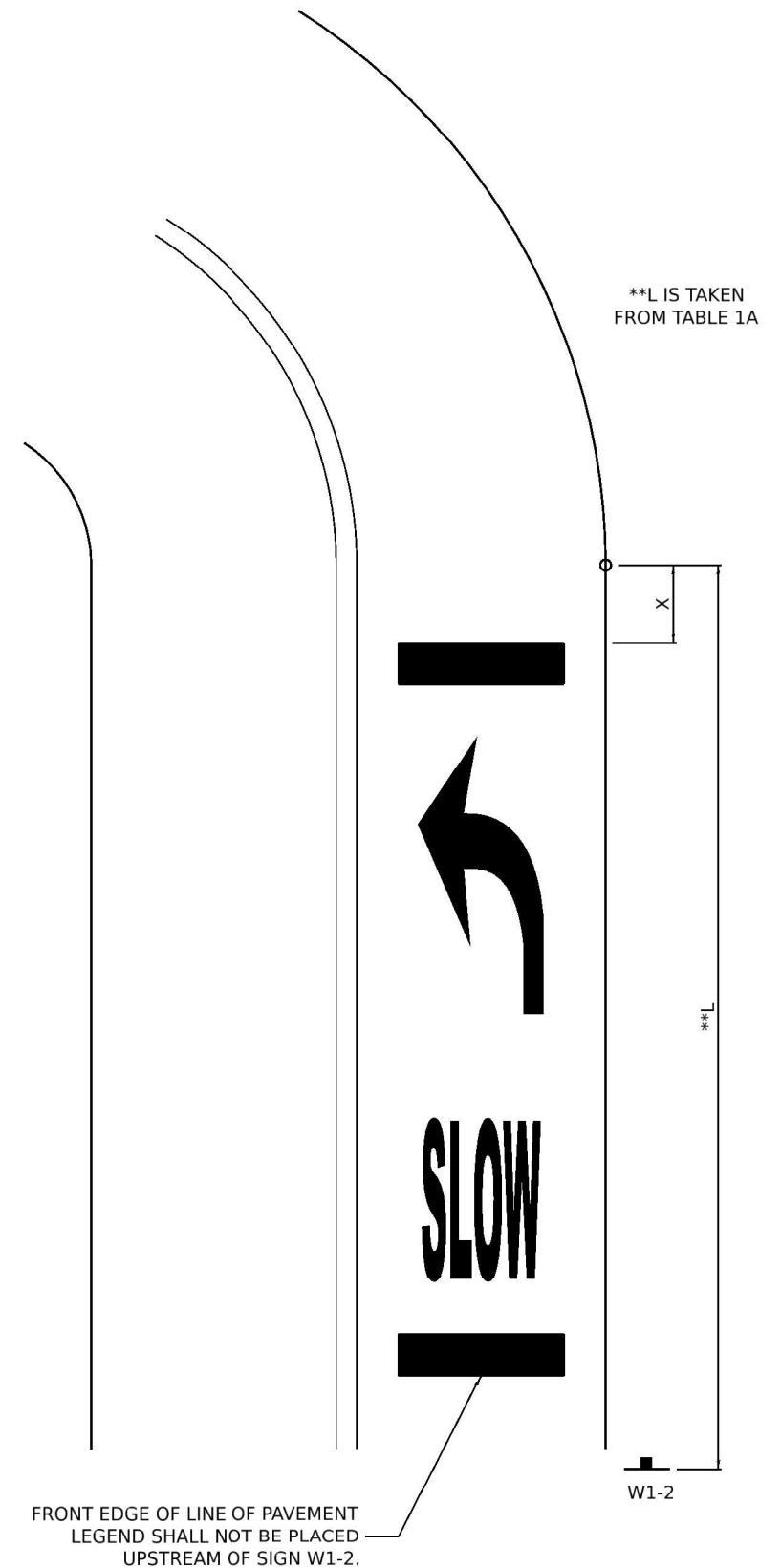
**SLOW CURVE ARROW
LOW-SPEED STANDARD MARKING**

(POSTED SPEED LIMIT 35 MPH OR LESS)

TABLE 1A

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

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



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

MODEL: Default
FILE NAME: C:\Users\jpush\OneDrive - DEIC\Documents\Projects\2507 IDOT Bridge Rehab\Var\Var Phase II\PTB 215-0201700-CADD\WO-01(64T06)Base Drawings\64T06_Plan Bdr.dgn

USER NAME = jpush	DESIGNED -	REVISED - 4-17-25
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/31/2025	DATE = 12/31/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

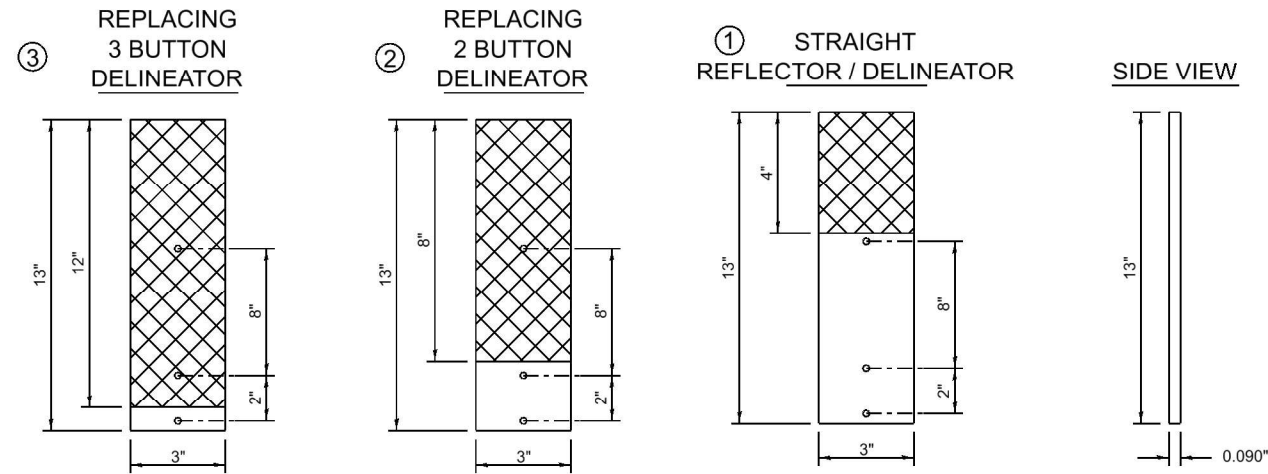
REGION 2 / DISTRICT 2 STANDARD
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD

SCALE: N.T.S. SHEET 9 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	70
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				

REFLECTORS (SPECIAL)

DELINEATOR REPLACEMENT



NOTE:

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

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

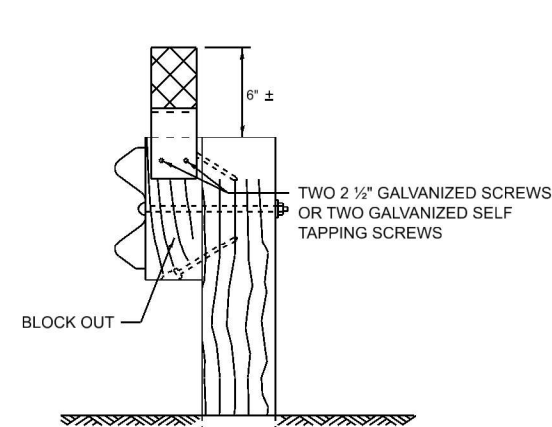
REFLECTORS INSTALLED ON TWO LANE ROADS SHALL BE DOUBLE SIDED AND BOTH SIDES SHALL BE CRYSTAL.

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

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

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

REFLECTORS FOR GUARDRAIL BLOCK OUT OR DELINEATOR POST

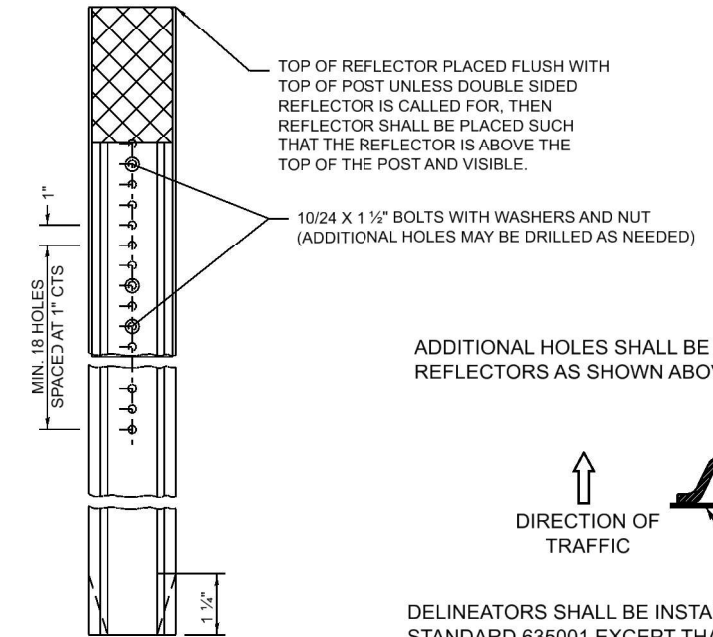


MOUNTED ON A GUARDRAIL BLOCK OUT

REFLECTORS SHALL BE MOUNTED DIRECTLY TO BLOCK OUTS.

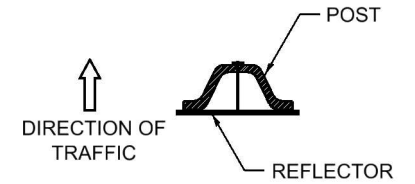
REFLECTORS MOUNTED ON WOODEN OR PLASTIC OR METAL BLOCK OUT SHALL BE MOUNTED USING TWO 1/2" GALVANIZED SCREWS WITH WASHERS OR TWO SELF TAPPING GALVANIZED SCREWS WITH WASHERS.

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



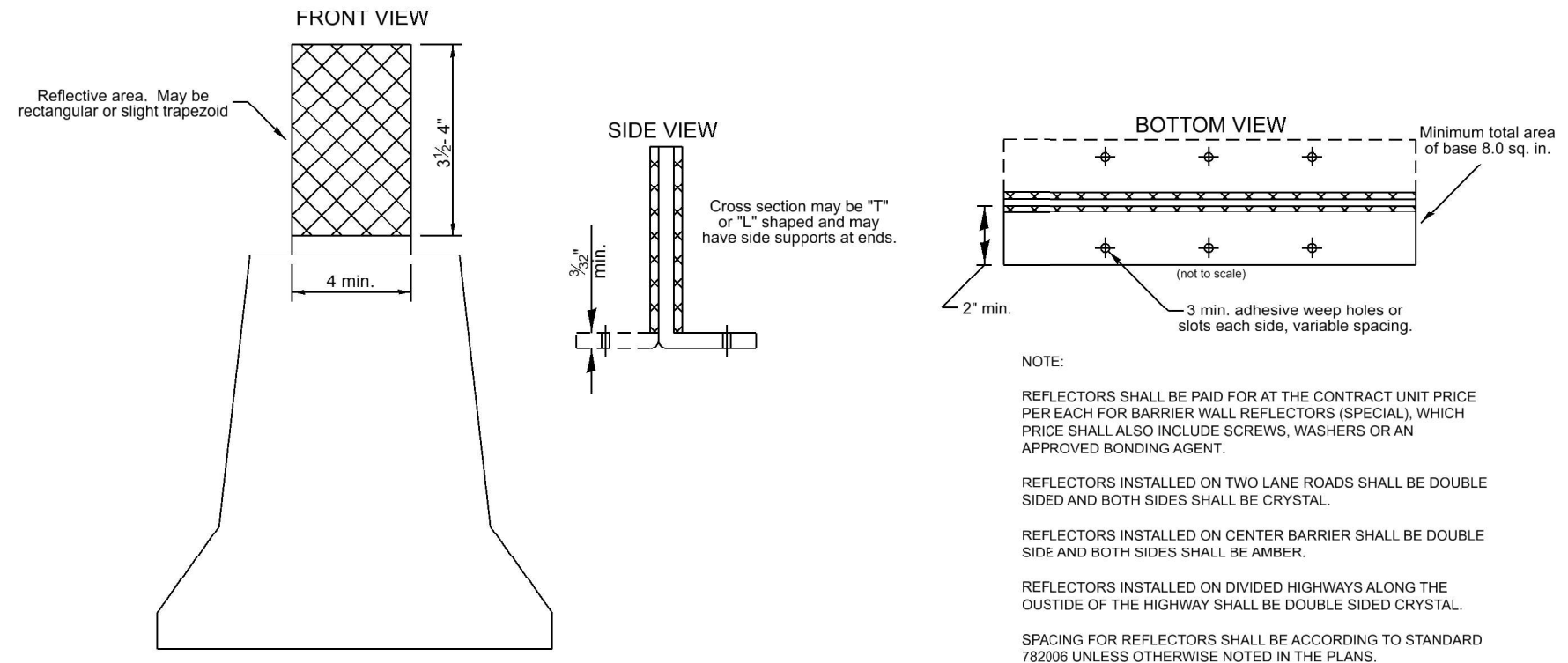
MOUNTED ON A DELINEATOR POST

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



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

REFLECTORS MOUNTED ON BARRIER WALL



NOTE:

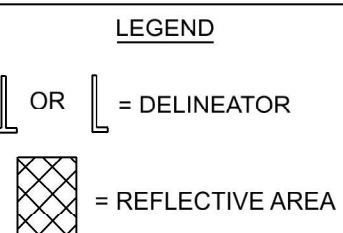
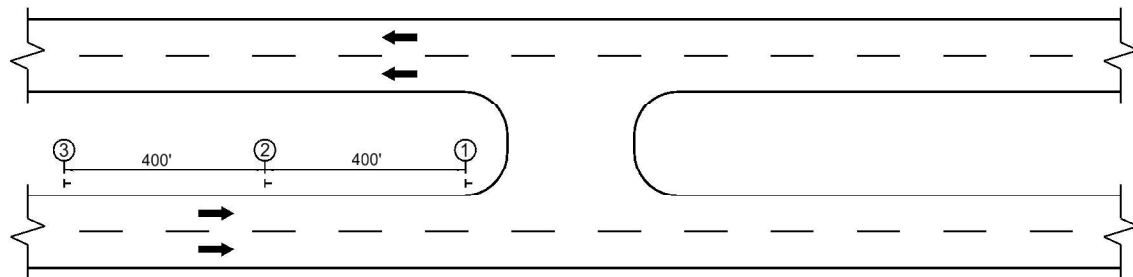
REFLECTORS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR BARRIER WALL REFLECTORS (SPECIAL), WHICH PRICE SHALL ALSO INCLUDE SCREWS, WASHERS OR AN APPROVED BONDING AGENT.

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

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

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

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



MODEL: Default FILE NAME: C:\Users\jpush\OneDrive - DELICDOCS\Consult\Projects\2507 IDOT Bridge Rehab\Var\Var Phase II\PTB 215-0201700-CADD\WO-01(64T06)Base Drawings\64T06_Plan Bdr.dgn

USER NAME = jpush	DESIGNED -	REVISED - 3-07-25
	DRAWN -	REVISED - 3-07-24
	CHECKED -	REVISED - 4-27-23
PLOT DATE = 12/31/2025	DATE = 12/31/2025	REVISED - 6-21-21

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD
I 39 OVER IL 72 & I 39 OVER CPKC RAILROAD

SCALE: N.T.S. SHEET 10 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-3HB)BDR & (141-3VB)BDR	OGLE	71	71
CONTRACT NO. 64T06				
ILLINOIS FED. AID PROJECT				