

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	9	1

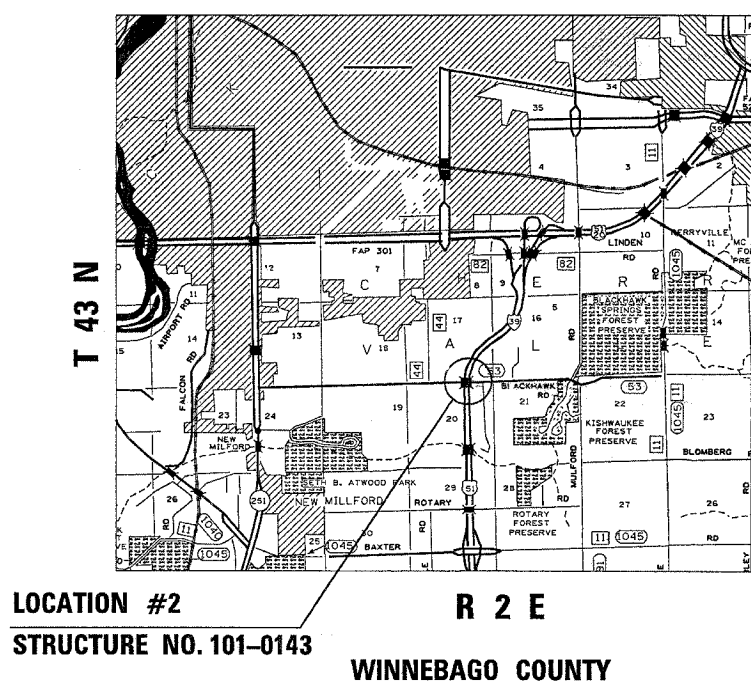
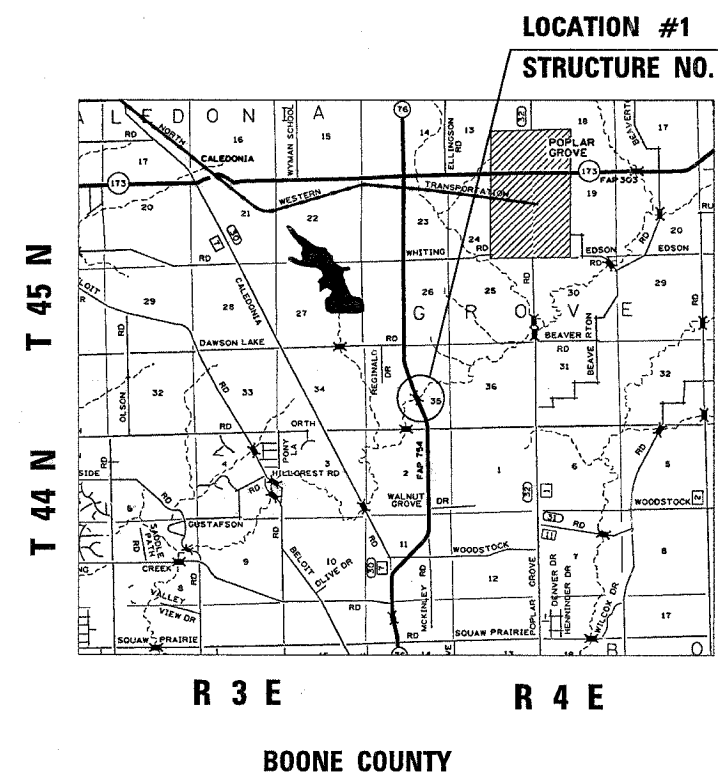
For Index of Sheets, See Sheet 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
CONTRACT MAINTENANCE

FAI ROUTE 39 (I-39) & FAP ROUTE 754 (IL 76)
SECTION (201-2HB & 101BR)M
WINNEBAGO & BOONE COUNTIES
C-92-047-07 /D-92-044-07

- FAI Route 39 (I-39) & FAP Route 754 (IL 76)
- Section (201-2HB & 101BR)M
- Winnebago & Boone Counties



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

CONTRACT NO. 64D04
Bridge Maintenance Engineer: Mahmoud Etemadi (815) 284-5393

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED January 31st 20 07

Joseph E. Cannon
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 23, 20 07
Eric E. Harnett
INTERIM ENGINEER OF DESIGN AND ENVIRONMENT

March 23, 20 07
Milton R. Sees, P.E.
DIRECTOR OF HIGHWAYS/CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			9	2
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

The final top 100 mm (four inches) of soil in any right-of-way area disturbed by the Contractor must be capable of supporting vegetation. The soil must be from the A horizon (zero to 2' deep) of soil profiles of local soils.

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 4 or 2A shall be used, except in front of properties where the grass will be mowed, then use Seeding, Class 1. Class 2A shall be used on front slopes and ditch bottoms. Class 4 shall be used behind Type A gutter, on all backslopes and areas behind the backslope, and beyond the toe of front slope on fill sections without ditches. This work will be included in the contract unit price per Lump Sum for PAVEMENT JACKING.

Mulch Method II shall be applied over all seeded areas. This shall be included in the cost of the PAVEMENT JACKING.

INDEX OF SHEETS

1. Cover Sheet
2. General Notes, Index of Sheets, Standards
3. Summary of Quantities
4. Existing Typical Sections – IL 76
5. Existing Typical Sections – I-39
6. Plan and Profile – IL 76
7. Plan & Profile – I-39
8. – 9. Bridge Approach Pavement Details – IL 76

STANDARDS

- 701006-02 Off-Road Operations, 2L, 2W, 4.5 m (15') to 600 mm (24*) From Pavement Edge
- 701201-02 Lane Closure, 2L, 2W, Day Only, for Speeds > 45 MPH
- 701301-02 Lane Closure, 2L, 2W, Short Time Operations
- 701400-02 Approach to Lane Closure, Freeway/Expressway
- 701406-04 Lane Closure, Freeway/Expressway, Day Operations Only
- 702001-06 Traffic Control Devices

- FAI Route 39 (I-39) & FAP Route 754 (IL 76)
- Section (201-2HB & 101-BRM)
- Winnebago & Boone Counties

SUMMARY OF QUANTITIES

100% STATE SFTY2A

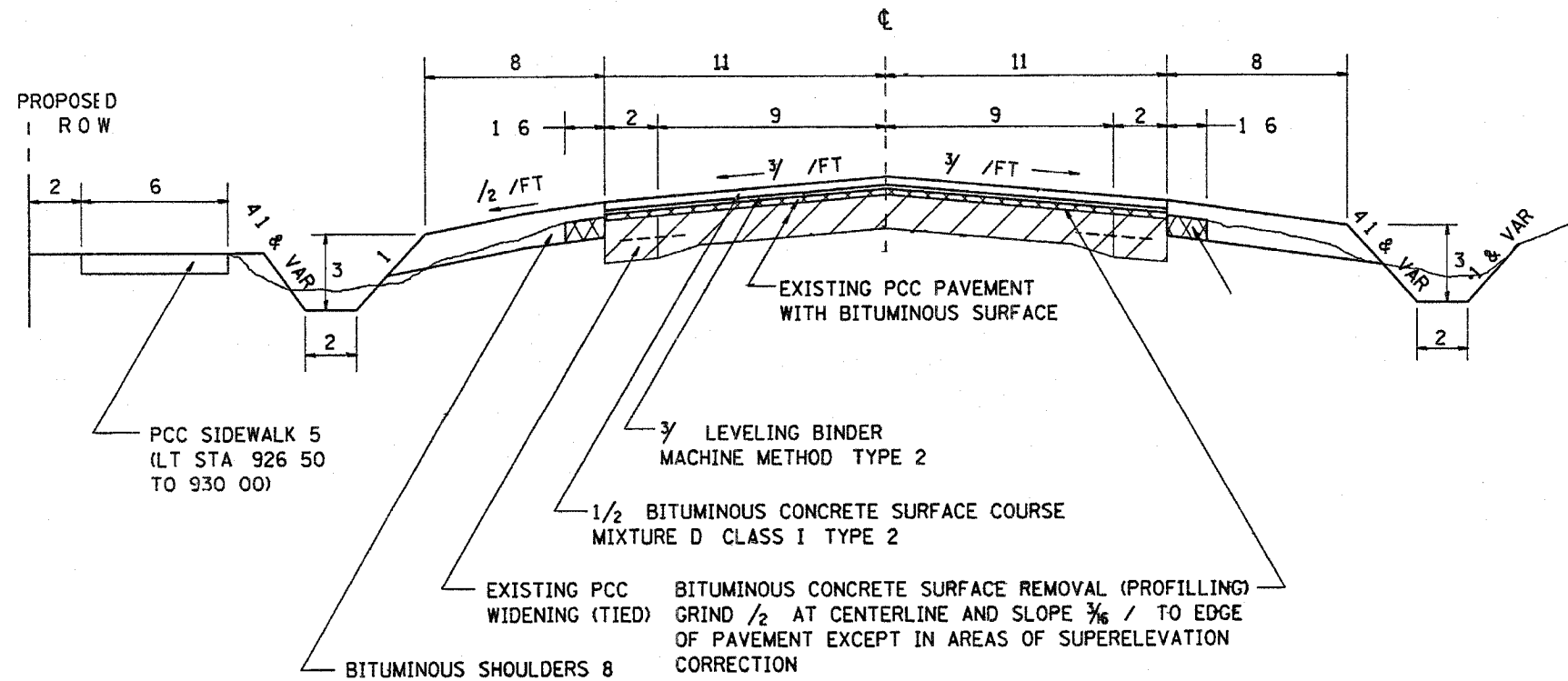
Paycode	Description	Units	Total Quantity	I-39 Winnebago	IL 76 Boone
67100100	MOBILIZATION	L SUM	1	0.5	0.5
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1		1
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1	
X0324379	PAVEMENT JACKING	L SUM	1	0.5	0.5

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. _____ TO STA. _____				
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

- * FAI Route 39 (I-39) & FAP Route 754 (IL 76)
- ** Section (201-2HB & 101-BR)M
- *** Winnebago & Boone Counties

TYPICAL SECTIONS

ILL 76 RESURFACING
STA 587+00 TO 928+48



NOTE 717 97 723+39 BRIDGE OMISSION

NOTE STA 190 90
1 LE/ELING
STA 501 57
/ LEVELIN

EXISTING TYPICAL SECTIONS – FOR INFORMATION ONLY

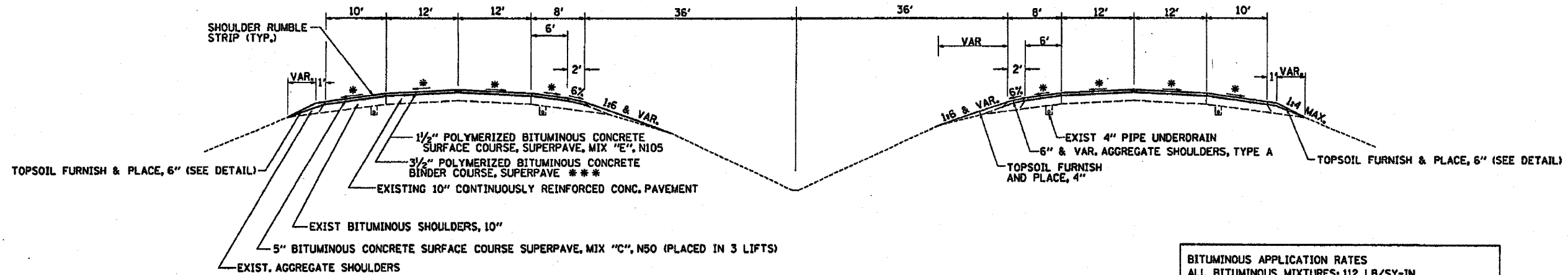
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STA. TO STA.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TYPICAL SECTIONS

STA. 2430+86.50 - 2442+66.15
 STA. 2443+33.87 - 2571+66.20

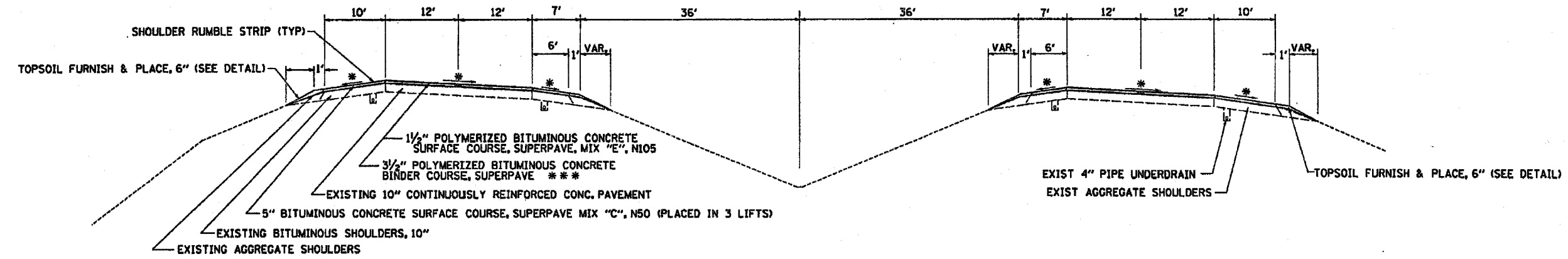
NORMAL SECTION
 I-39

- * FAI Route 39 (I-39) & FAP Route 754 (IL 76)
- ** Section (201-2HB & 101-BR)M
- *** Winnebago & Boone Counties



BITUMINOUS APPLICATION RATES
 ALL BITUMINOUS MIXTURES: 112 LB/SY-IN
 BITUMINOUS MATERIAL (PRIME COAT): 0.000286 TON/SY
 AGGREGATE (PRIME COAT): 0.0015 TON/SY

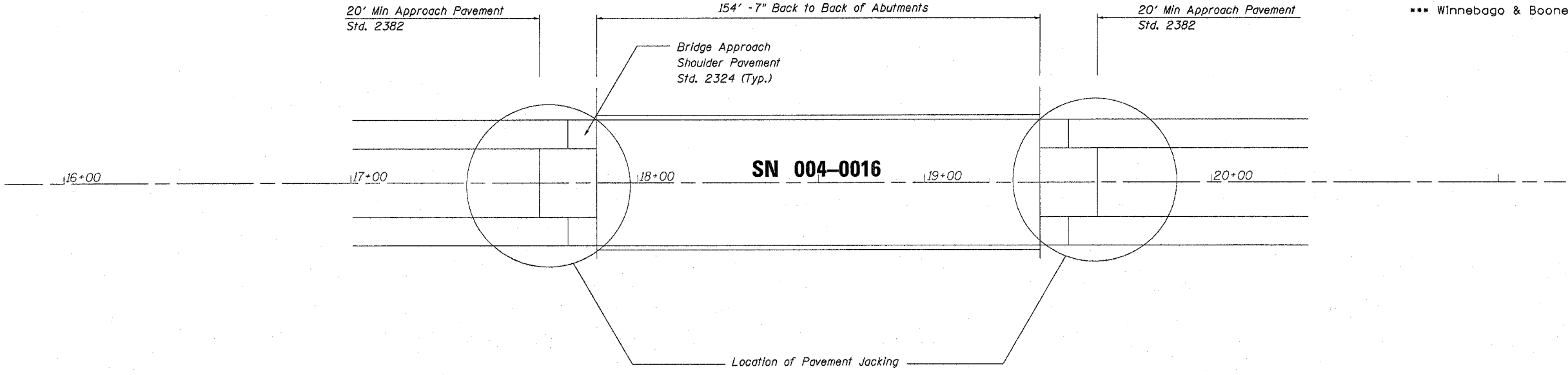
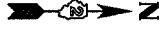
SUPERELEVATED SECTION
 I-39



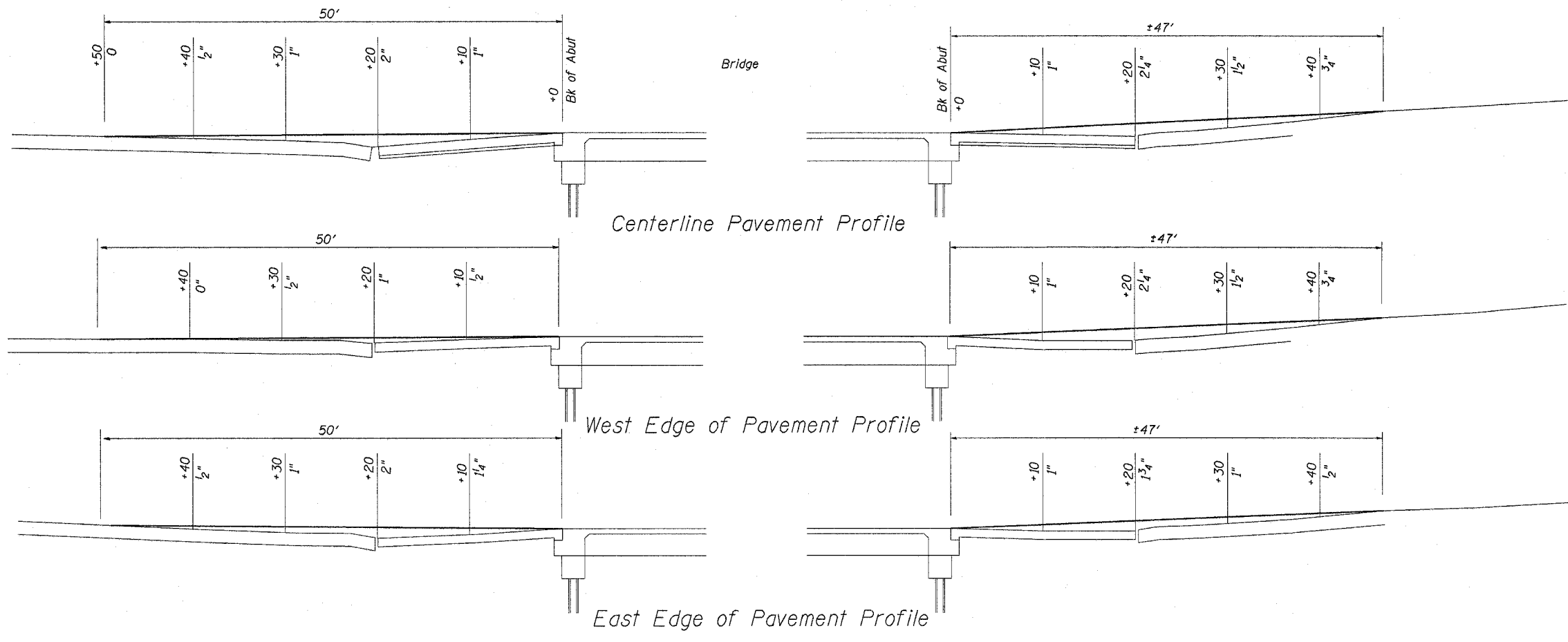
- * MATCH EXISTING SLOPES (1.25% MIN.)
- ** SEE SCHEDULE FOR WIDTHS
- *** BOTTOM LIFT 2-1/4" IL-19.0, N105
- SECOND LIFT 1-1/4" IL-9.5, N105

EXISTING TYPICAL SECTIONS – FOR INFORMATION ONLY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		



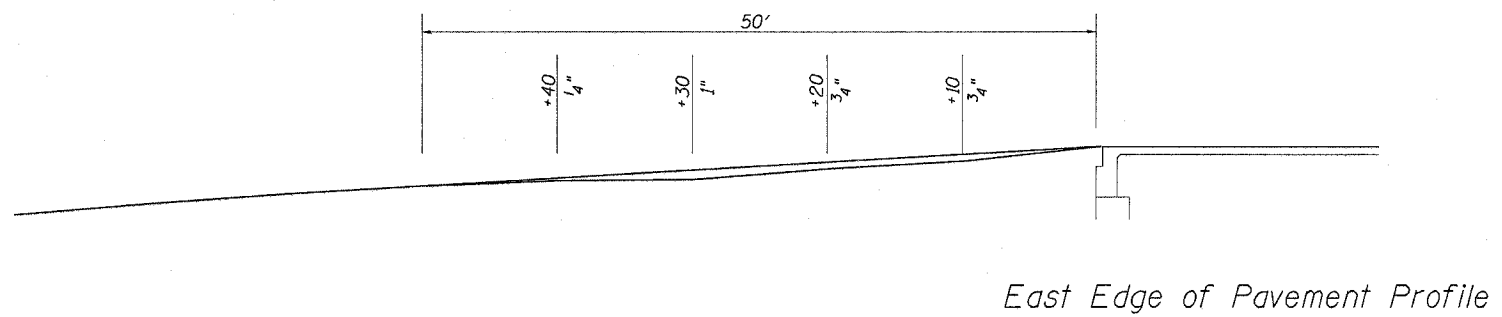
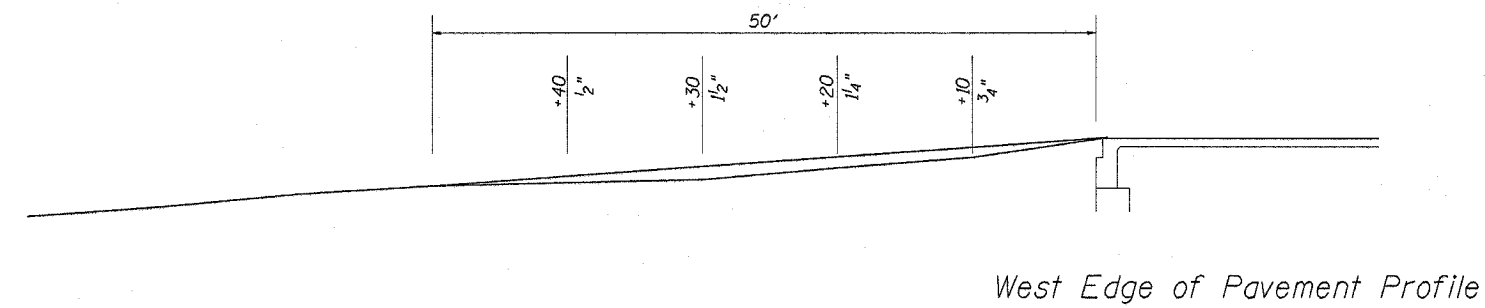
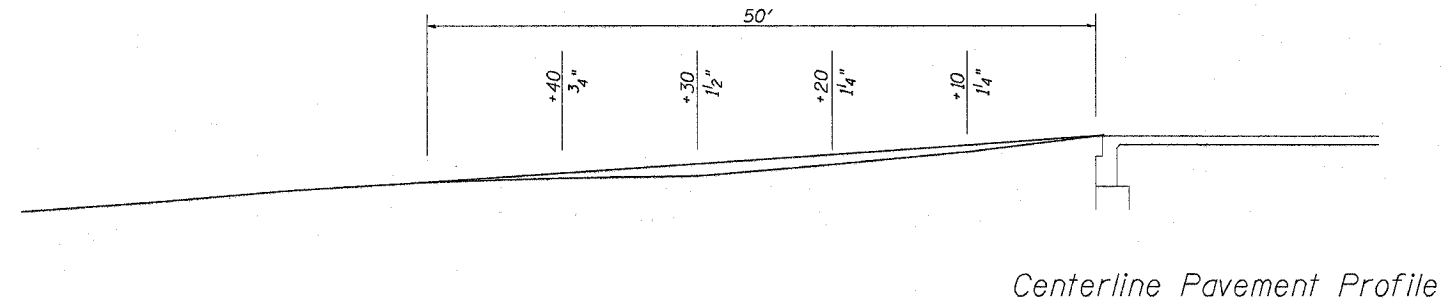
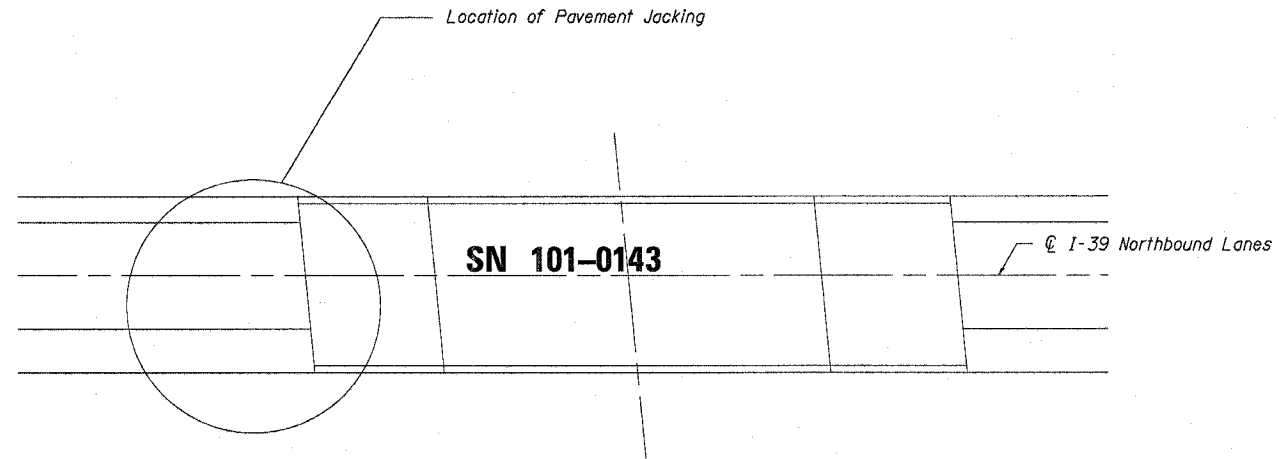
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- ** Section (201-2HB & 101-BRM)
- *** Winnebago & Boone Counties



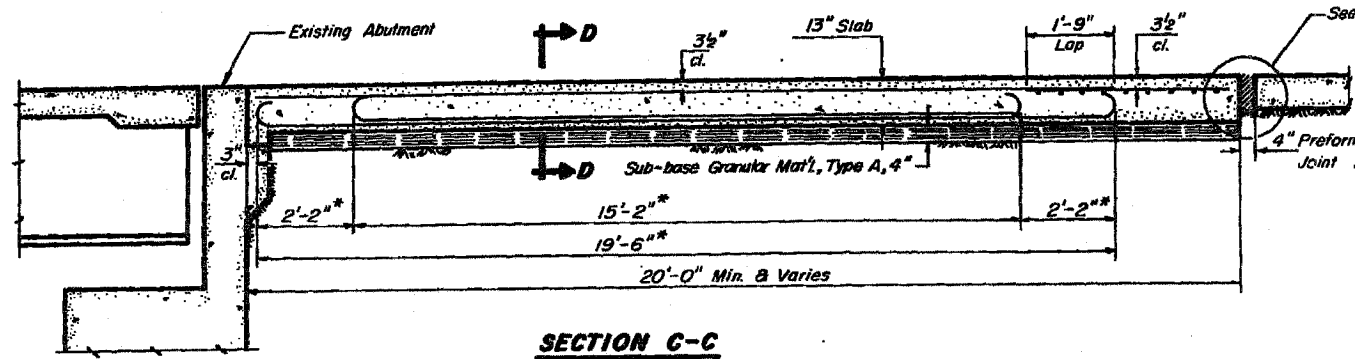
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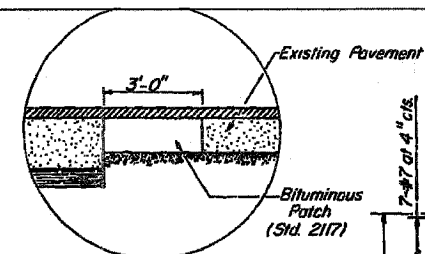
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- ** Section (201-2HB & 101-BR)M
- *** Winnebago & Boone Counties



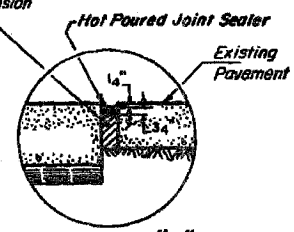
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			9	8
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SECTION C-C
*Stagger alternate #7 bars as shown on plan - f.u. width.

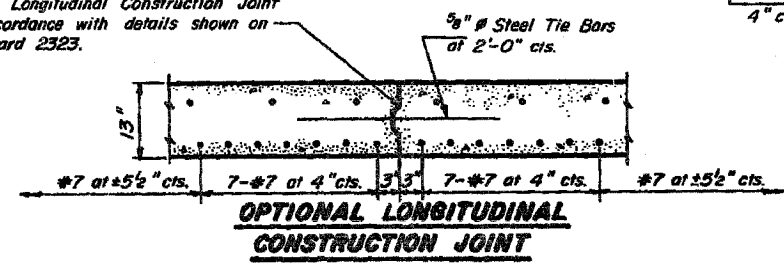
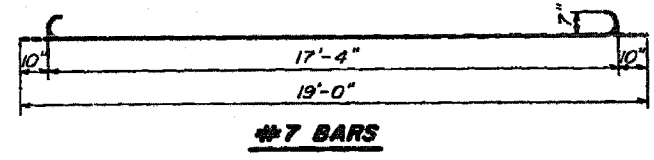


DETAIL "A"
(When bituminous surface is being placed)



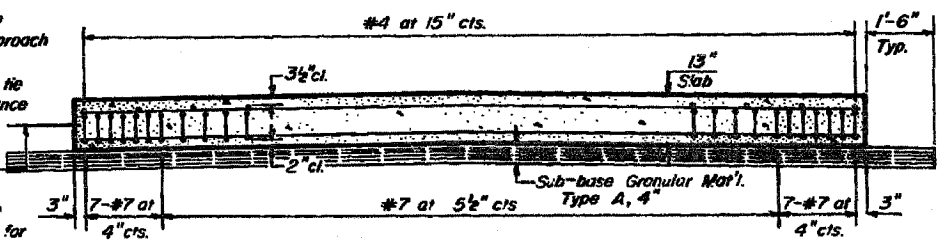
DETAIL "A"
(P.C.C. Pavement Construction)

Keyed Longitudinal Construction Joint in accordance with details shown on Standard 2323.

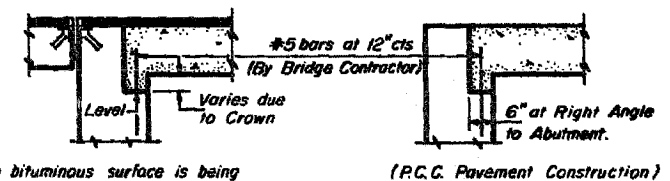


As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.

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



SECTION D-D



SECTION E-E

Notes:
For skews of less than 10° omit wire fabric. For skews of 10° or more use Welded Wire Fabric, 6"x6"-W5.5 x W5.5, placed 3 1/2" below top of slab. Expanded Metal weighing not less than 78 Pounds per 100 Sq. Ft. or a welded bar mat weighing not less than 78 Pounds per 100 Sq. Ft. having members of equal size in both directions and spaced not over 8" apart may be used instead of the Welded Wire Fabric, 6"x6"-W5.5 x W5.5, provided the expanded metal or bar mat is furnished at no additional cost to the State. Reinforcement bars shall conform to the requirements of A.A.S.H.T.O. M 31 or M 53, Grade 60.

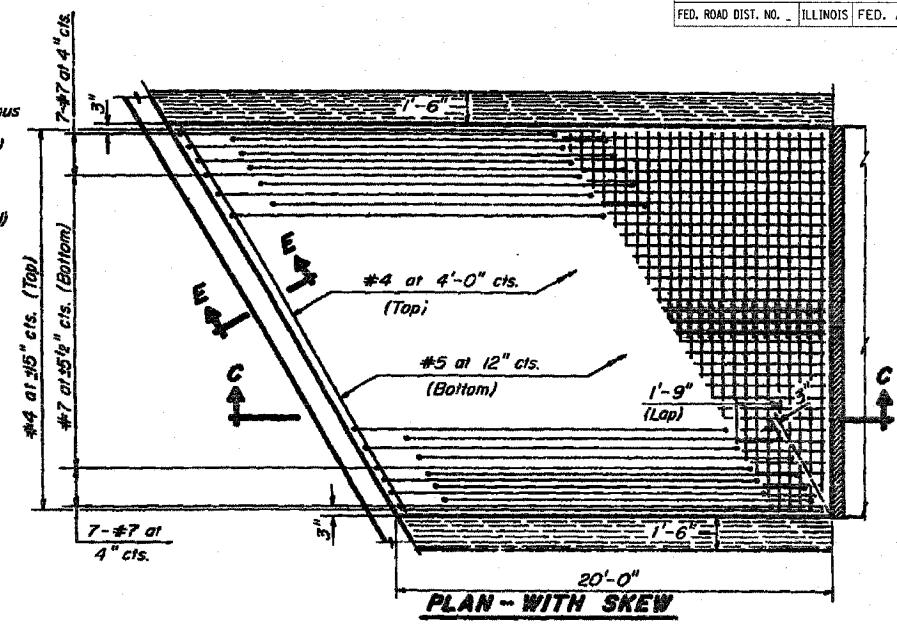
DESIGN STRESSES
f_y = 60,000 p.s.i.
f'c = 3500 psi
n = 8.5

GENERAL NOTES

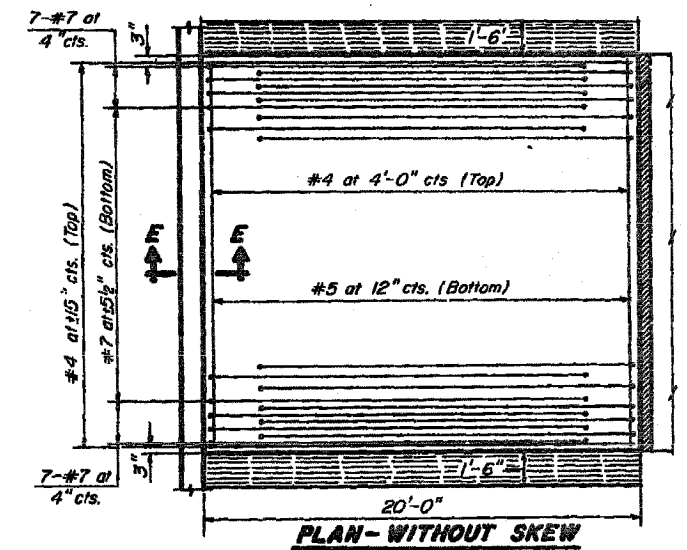
The cost of tie bars, expansion joint filler, sub-base, welded wire fabric and bituminous prime when required shall be considered as included in the unit cost of the Bridge Approach Pavement.

Preformed Expansion Joint Filler shall conform to Art. 715.10 of the Standard Specifications. Width of Bridge Approach Slab shall be determined before the reinforcement bars are fabricated.

The bituminous patch, when required, will be paid for in accordance with Section 620 of the Standard Specifications.



PLAN - WITH SKEW



PLAN - WITHOUT SKEW

BRIDGE APPROACH PAVEMENT

Sheet 1 of 2
STANDARD 2362-2

FOR INFORMATION ONLY

Illinois Department of Transportation

APPROVED *[Signature]* Mar. 10, 1986
Engineer of Bridges and Structures

APPROVED *[Signature]* Mar. 10, 1986
Engineer of Design

ISSUED 3-6-86

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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT				

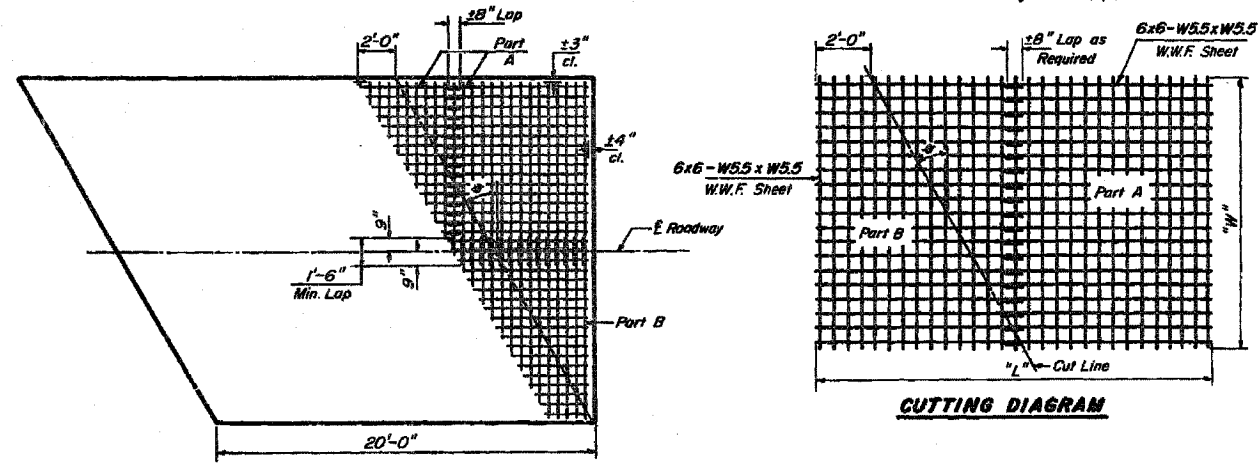
Note: The notation for the number of bars given as "4x2" indicates 4 lines of bars with 2 lengths per line. Min. bar lap = 1'-3"

Skew Angle Degrees	Bottom Reinforcement		Top Reinforcement		Reinforcement (Total Weight) (Pounds)	Slab Area (Sq. Yds.)	6x6-W5.5xW5.5 W.W.F.	
	Transverse #5	Longitudinal #7	Transverse #4	Longitudinal #4			Dimensions L (ft.) x W (ft.)	Area* (Sq. Yds.)
18'-0" PAVEMENT								
0	20	17'-6"	6	17'-6"	2300	40.0		
5	20	17'-7"	6	17'-7"	2302	41.6		
10	20	17'-9"	6	17'-9"	2306	43.2	7'-0" x 9'-6"	7.4
15	20	18'-1"	5	18'-1"	2303	44.8	8'-6" x 9'-6"	9.0
20	19	18'-8"	5	18'-8"	2297	46.6	10'-6" x 9'-6"	11.1
25	18	19'-4"	5	19'-4"	2292	48.4	12'-3" x 9'-6"	12.9
30	18	20'-3"	5	20'-3"	2313	50.4	14'-3" x 9'-6"	15.0
35	17	21'-4"	5	21'-4"	2315	52.6	16'-6" x 9'-6"	17.4
40	16	22'-10"	4	22'-10"	2307	55.1	19'-0" x 9'-6"	20.1
45	14	24'-9"	4	24'-9"	2293	58.0	21'-9" x 9'-6"	23.0
50	13	27'-3"	4	27'-3"	2308	61.5	25'-6" x 9'-6"	26.9
55	12x2	15'-9"	3x2	15'-9"	2322	63.7	29'-9" x 9'-6"	31.4
60	10x2	18'-0"	3x2	18'-0"	2313	71.2	35'-3" x 9'-6"	37.2
24'-0" PAVEMENT								
0	20	23'-6"	6	23'-6"	3019	53.3		
3	20	23'-7"	6	23'-7"	3021	56.1		
10	20	23'-10"	6	23'-10"	3028	58.9	8'-0" x 12'-6"	11.1
15	20	24'-4"	5	24'-4"	3024	61.9	10'-3" x 12'-6"	14.2
20	19	25'-0"	5	25'-0"	3014	64.9	12'-6" x 12'-6"	17.4
25	18	25'-11"	5	25'-11"	3008	68.2	15'-0" x 12'-6"	20.8
30	18	27'-2"	5	27'-2"	3036	71.8	17'-9" x 12'-6"	24.7
35	17	28'-8"	5	28'-8"	3039	75.7	20'-3" x 12'-6"	28.8
40	16x2	16'-0"	4x2	16'-0"	3055	80.2	24'-0" x 12'-6"	33.3
45	14x2	17'-3"	4x2	17'-3"	3031	85.3	27'-6" x 12'-6"	38.2
50	13x2	18'-10"	4x2	18'-10"	3046	91.4	32'-9" x 12'-6"	45.5
55	12x2	21'-1"	3x2	21'-1"	3047	99.0	38'-3" x 12'-6"	53.1
60	10x2	24'-0"	3x2	24'-0"	3032	108.7	45'-6" x 12'-6"	63.2

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

Skew Angle Degrees	Bottom Reinforcement		Top Reinforcement		Reinforcement (Total Weight) (Pounds)	Slab Area (Sq. Yds.)	6x6-W5.5xW5.5 W.W.F.	
	Transverse #5	Longitudinal #7	Transverse #4	Longitudinal #4			Dimensions L (ft.) x W (ft.)	Area* (Sq. Yds.)
26'-0" PAVEMENT								
0	20	25'-6"	6	25'-6"	3238	57.8		
5	20	25'-7"	6	25'-7"	3240	61.1		
10	20	25'-11"	6	25'-11"	3249	64.4	8'-6" x 13'-6"	12.8
15	20	26'-5"	5	26'-5"	3243	67.8	11'-0" x 13'-6"	16.5
20	19	27'-2"	5	27'-2"	3233	71.4	13'-6" x 13'-6"	20.3
25	18	28'-2"	5	28'-2"	3227	75.3	16'-3" x 13'-6"	24.4
30	18x2	15'-3"	5x2	15'-3"	3278	79.5	19'-0" x 13'-6"	28.5
35	17x2	16'-1"	5x2	16'-1"	3282	84.1	22'-3" x 13'-6"	33.4
40	16x2	17'-2"	4x2	17'-2"	3269	89.3	25'-0" x 13'-6"	38.6
45	14x2	18'-6"	4x2	18'-6"	3243	95.3	30'-0" x 13'-6"	45.0
50	13x2	20'-4"	4x2	20'-4"	3264	102.5	35'-0" x 13'-6"	52.5
55	12x2	22'-9"	3x2	22'-9"	3265	111.4	41'-3" x 13'-6"	61.9
60	10x2	26'-0"	3x2	26'-0"	3251	122.8	49'-0" x 13'-6"	73.5
36'-0" PAVEMENT								
0	20x2	18'-3"	6x2	18'-3"	4471	80.0		
5	20x2	18'-4"	6x2	18'-4"	4475	86.3		
10	20x2	18'-6"	6x2	18'-6"	4483	92.7	10'-0" x 18'-6"	20.6
15	20x2	18'-10"	5x2	18'-10"	4475	99.3	13'-6" x 18'-6"	27.7
20	19x2	19'-5"	5x2	19'-5"	4462	106.2	17'-0" x 18'-6"	34.9
25	18x2	20'-2"	5x2	20'-2"	4455	113.6	20'-6" x 18'-6"	42.1
30	18x2	21'-0"	5x2	21'-0"	4492	121.6	24'-9" x 18'-6"	50.8
35	17x2	22'-3"	5x2	22'-3"	4501	130.4	29'-0" x 18'-6"	59.6
40	16x2	23'-9"	4x2	23'-9"	4483	140.4	33'-9" x 18'-6"	69.4
45	14x2	25'-8"	4x2	25'-8"	4450	152.0	39'-6" x 18'-6"	81.2
50	13x2	28'-2"	4x2	28'-2"	4477	165.8	46'-6" x 18'-6"	95.6
55	12x3	21'-4"	3x3	21'-4"	4492	182.8	55'-0" x 18'-6"	113.0
60	10x3	24'-4"	3x3	24'-4"	4471	204.7	65'-9" x 18'-6"	135.1

*Area does not include 8" longitudinal laps.



PLACEMENT OF 6x6-W5.5xW5.5
W.W.F. only required on skews $\geq 10^\circ$

BRIDGE APPROACH PAVEMENT
Sheet 2 of 2
STANDARD 2382-2

H-5.31b

FOR INFORMATION ONLY

Illinois Department of Transportation
APPROVED: [Signature] 1986
APPROVED: [Signature] 1986
Engineer of Design

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