AS BUILT PLANS

74

CONTRACTOR	: UNIVERSITY CONST.
FIELD ENG.	: JEFF BIRCH
RESIDENT	: BRAD SHOTTON
LETTING	: FEBRUARY 28, 1997
AWARD	: MARCH 24, 1997
START	: MARCH 31, 1997
COMPLETE	: JANUARY 14, 1999

72	(74-68)RS-1 & (74-69)(RS,VBR)	PIATT	124	1	
F.HW.A. REG.		ILLINOIS	PROJECT		

D-95-021-93

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

SCALES: PLAN 1:1000; PROFILE HORIZ. 1:500; PROFILE VERT. 1:50; CROSS SECTIONS HORIZ. 1:10, VERT. 1:50

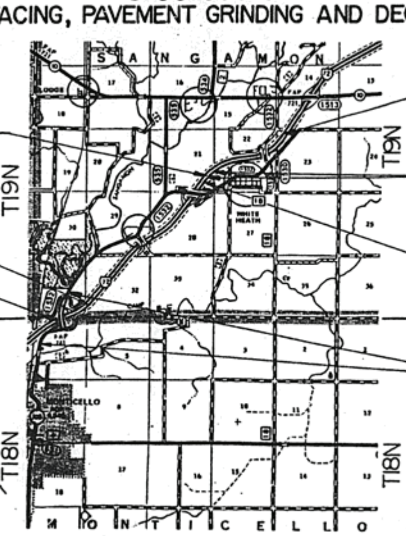
FOR INDEX OF SHEETS, SEE SHEET NO. 10
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 13-15

DESIGNER: C.L. HAMMOND
PROJECT ENGINEER: D.L. PIPER
SQUAD LEADER: S.W. NEIHART

F.A.I. 72
SECTION (74-68)RS-1 & (74-69)(RS,VBR)
PROJECT STPI-BHI-72-2(86)64
PIATT COUNTY
C-95-039-93
RESURFACING, PAVEMENT GRINDING AND DECK REPLACEMENT

SECTION (74-69) VBR
STATION 21+522.82
DUAL STRUCTURES WIDEN & DECK REPLACEMENT

RESURFACING ENDS/PAVEMENT GRINDING BEGINS
LT. STATION ~~260+155.945~~ 260+151 & RT. STATION ~~260+278.520~~ 260+279
SECTION (74-68)RS-1 & (74-69)(RS,VBR) BEGINS
STATION 259+394.458



SECTION (74-68)RS-1 & (74-69)(RS,VBR) ENDS
STATION ~~267+009.027~~
EB 267+008.500
WB 267+001.500

OMISSION FROM PAVEMENT GRINDING
STATION EQUATION:
STATION 264+678.991(BK.) = 21+487.976(AH)
STATION 21+559.367(BK.) = 264+750.382(AH)

BOX CULVERT EXTENSION
RT. STATION 264+522.191

RESURFACING ILL. 105
STATION ~~37+070.99~~ TO
STATION ~~38+832.803~~
STA. 37+039.0 TO
STA. 38+855.8

N

1" = 1 MILE: 0, 1/4, 1/2, 1.0, 2.0
KILOMETERS: 0, 1.0, 2.0, 3.0, 4.0, 5.0

F.A.I. 72 - TOTAL LENGTH OF SECTION = 7,704.569 m = 7.705 km
NET LENGTH OF SECTION = 7,665.657 m = 7.667 km

ILL. 105 - TOTAL LENGTH OF SECTION = 1,766.813 m = 1.767 km
NET LENGTH OF SECTION = 1,689.689 m = 1.690 km

LOCATION OF SECTION INDICATED THUS: —

DESIGN DESIGNATION
1900(17) INTERSTATE

CONTRACT NO. 90545

FOR UNDERGROUND UTILITY LOCATIONS, CALL
J.U.L.I.E.
TOLL FREE
TEL. 800-892-0123

* SANGAMON TOWNSHIP
* MONTICELLO TOWNSHIP

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 12/23 19 96
[signature]
DISTRICT ENGINEER

EXAMINED ______ 19 __
ENGINEER OF PLANS AND CONTRACTS

PASSED January 31, 19 97
[signature]
ENGINEER OF DESIGN

APPROVED January 31, 19 97
[signature]
DIRECTOR, DIVISION OF HIGHWAYS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED
DIVISION ADMINISTRATOR DATE

PRINTED BY AUTHORITY OF THE STATE OF ILLINOIS

C B A 0 A B C
TAMERAN

NOTE: MICROFILM SHEETS MARKED BAD COPY FOLLOW GOOD COPIES.

BAD COPY LEFT IN BECAUSE THAT IS WHAT WAS MICROFILMED. REFER TO SHEET NUMBERS WHEN PRINTING SHEETS.

12/16/96

EXISTING TYPICAL CROSS SECTION (1)

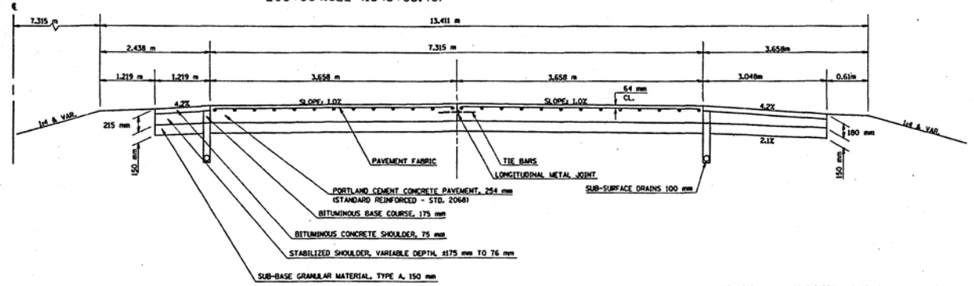
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	2

* (74-68IRS-1 & (74-69XRS-VBR)

STATION (ENGLISH)	TO	STATION (ENGLISH)	
259+394.458 (1464+20.00)		260+467.677 (1499+41.05(BK))	
260+467.677 (1162+63.35(AH))		263+609.482 (1265+71.09(BK))	
263+609.482 (1265+30.54(AH))		264+678.991(BK) (1300+39.43)	OMISSION
OMISSION 264+750.382(AH) (1302+73.66)		267+030.397 (1377+54.00)	

PAVEMENT IS SUPERELEVATED 2.0%

259+686.317 (1473+77.54)	260+467.677 (1499+41.05)
261+966.981 (1211+82.32)	262+532.691 (1230+38.22)
262+982.073 (1245+12.67)	263+591.190 (1265+11.09)
264+566.235 (1296+69.50)	264+690.838 (1300+78.30)
264+737.070 (1302+29.98)	265+720.761 (1334+57.31)
266+664.622 (1345+85.46)	267+030.397 (1377+54.00)



NOTE: SUB-SURFACE DRAINS BEGIN AT STATION 260+257.045 (1492+50)

/usr/project/d0021193/typicals.smp LY=1-GJ

C B A 0 A B C

TAMERAN

12/16/96

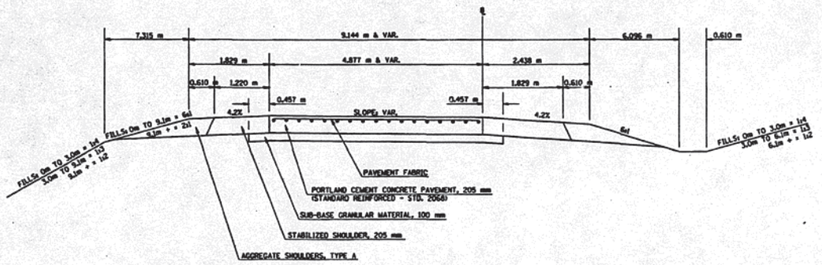
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	3

* (74-68RS-1 & (74-69RS-VBR)

EXISTING TYPICAL RAMP CROSS SECTION (1R)

RAMPS AT IL. 105 INTERCHANGE (EXIT 63)

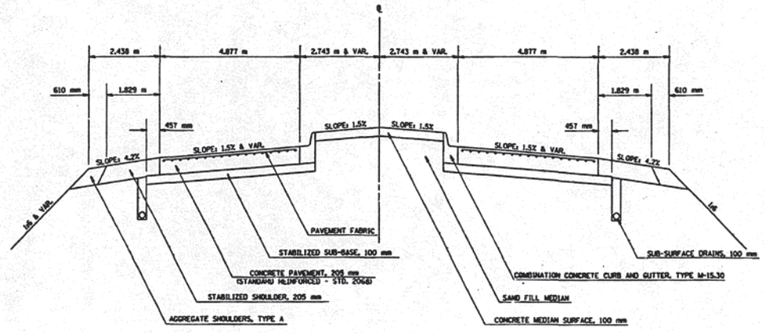
	STATION (ENGLISH)	TO	STATION (ENGLISH)
RAMP A:	1+000.000 (100+00.00)		1+644.656 (121+15.01)
RAMP B:	2+007.010 (200+23.00)		2+690.617 (222+65.80)
RAMP C:	3+000.000 (300+00.00)		3+461.361 (315+13.65)
RAMP D:	4+337.667 (411+07.83)		4+992.738 (432+57.01)



EXISTING TYPICAL RAMP CROSS SECTION (2R)

RAMPS C & D AT IL. 105 INTERCHANGE (EXIT 63)

	STATION (ENGLISH)	TO	STATION (ENGLISH)
RAMP C & D:	5+007.010 (500+23.00)		5+328.462 (510+77.63)



/usr/project/d502133/typicals.snp Unit-63

C B A 0 A B C

TAMERAN

12/16/96

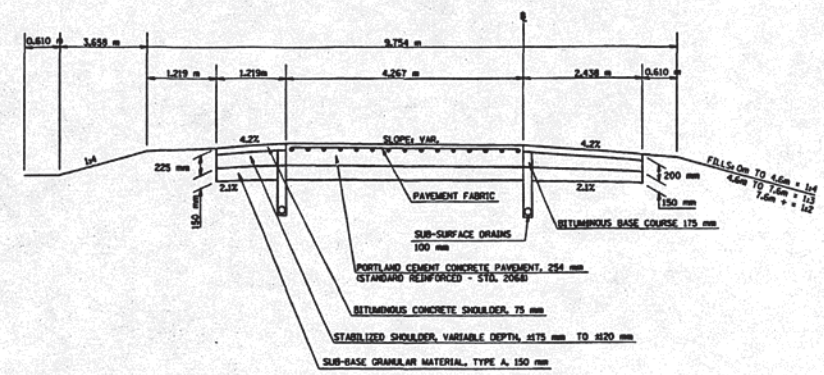
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	4

* (74-68)RS-1 & (74-69)RS-VBR)

EXISTING TYPICAL RAMP CROSS SECTION (3R)

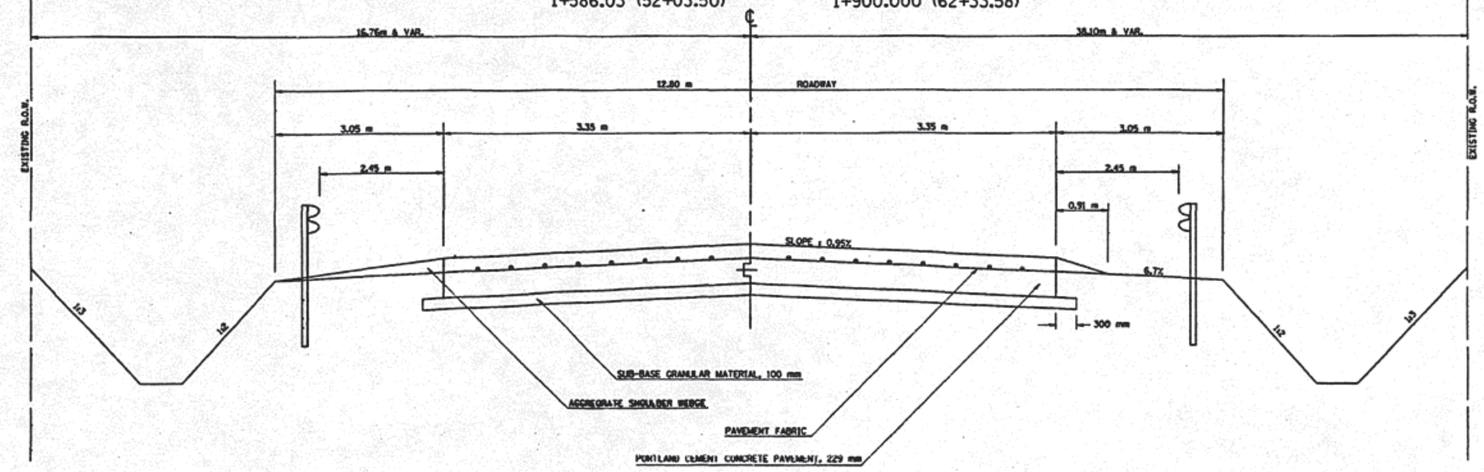
RAMPS AT F.A.S. 1532 INTERCHANGE (EXIT 66)

	STATION (ENGLISH)	TO	STATION (ENGLISH)
RAMP A:	1+003.405 (100+11.17)		10+604.846 (119+84.40)
RAMP B:	20+000.000 (200+00.00)		20+505.618 (216+58.85)
RAMP C:	30+003.386 (300+11.11)		30+586.299 (319+23.55)
RAMP D:	40+000.000 (40+00.00)		40+601.085 (419+72.06)



EXISTING TYPICAL F.A.S. 1532 CROSS SECTION

STATION (ENGLISH)	TO	STATION (ENGLISH)
1+586.03 (52+03.50)		1+900.000 (62+33.58)



C B A 0 A B C
TAMERAN

12/16/96

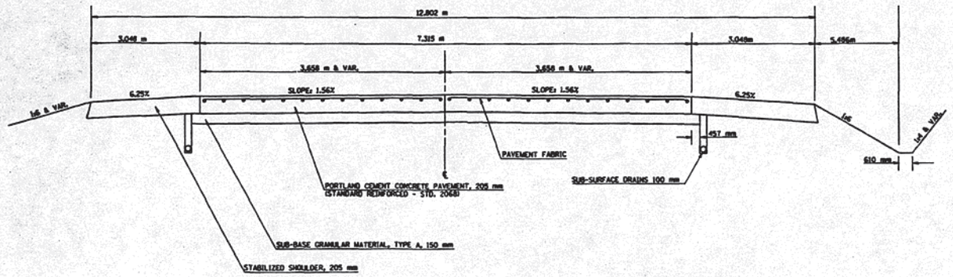
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	5

* (74-68)RS-1 & (74-69)RS-VBR)

EXISTING TYPICAL IL. 105 CROSS SECTION Ⓐ

WITHOUT MEDIAN

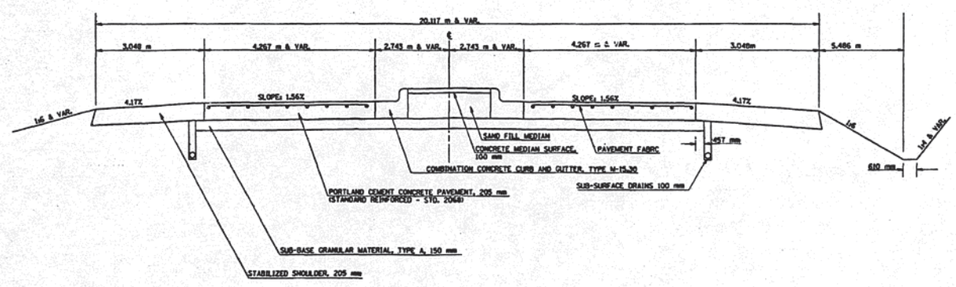
STATION (ENGLISH) TO STATION (ENGLISH)
37+100.74 (18+15.00) 37+439.069 (29+25.00)



EXISTING TYPICAL IL. 105 CROSS SECTION Ⓑ

WITH MEDIAN

STATION (ENGLISH) TO STATION (ENGLISH)
37+439.069 (29+25.00) 38+034.149 (48+77.95) OMISSION
OMISSION 38+111.273 (51+30.98) 38+803.053 (74+00.00)



/usr/project/d502193/typicals.srp LVM-63

C B A 0 A B C

TAMERAN

12/16/96

PROPOSED TYPICAL CROSS SECTION ①

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	6

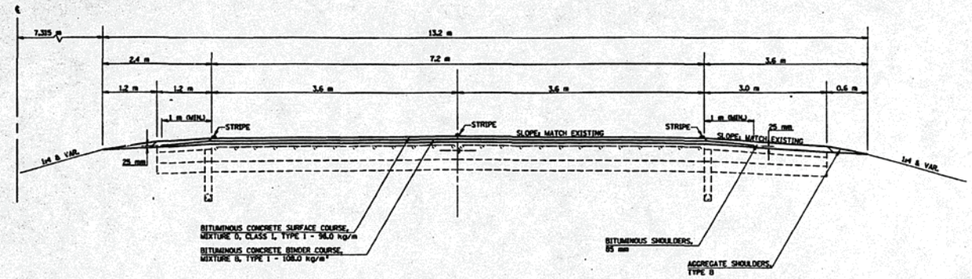
* (74-68RS-1 & (74-69KRS-VBR)

STATION (ENGLISH) TO STATION (ENGLISH)

259+394.458 (1464+20.00)

E.B. ~~260+278.520~~ 260+279
W.B. ~~260+155.945~~ 260+151

~~260+217.233 (1491+19.39)~~



STRUCTURAL DESIGN TRAFFIC
(FOR INFORMATION ONLY)

2007 ADT = 14,100
PV = 84.2% = 11,872 P = 32%
SU = 2.9% = 409 S = 45%
MU = 12.9% = 1,819 M = 45%
CLASS I ROAD
C.B.R. = 5.80 T.F. = 9.93

PROPOSED TYPICAL CROSS SECTION ②

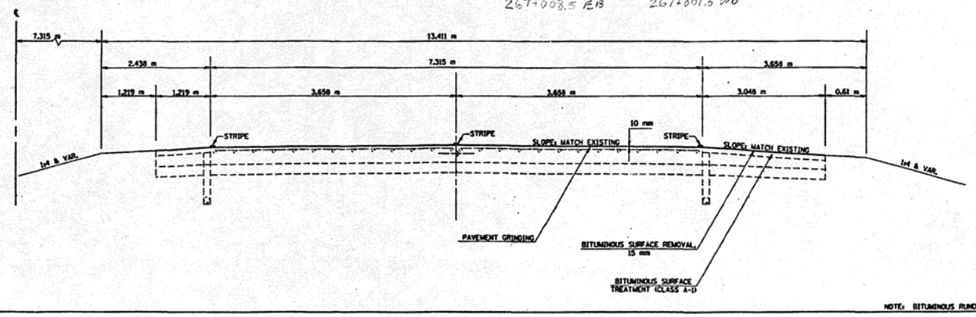
EB 260+279
WB 260+151

STATION (ENGLISH) TO STATION (ENGLISH)

~~260+217.233 (1491+19.39)~~ 260+467.677 (1499+41.05(BK))
260+467.677 (1162+63.35 (AH)) 263+609.482 (1265+71.09 (BK))
263+609.482 (1265+30.54 (AH)) 264+678.991(BK) (1300+39.43) OMISSION
OMISSION 264+750.382(AH) (1302+73.66) ~~267+030.397 (1377+54.00)~~
267+008.500 EB 267+001.5 WB

PAVEMENT IS SUPERELEVATED 2.0%

261+966.981 (1211+82.32) 262+532.691 (1230+38.22)
262+982.073 (1245+12.67) 263+591.190 (1265+11.09)
264+566.235 (1296+69.50) 264+690.838 (1300+78.30)
264+737.070 (1302+29.98) 265+720.761 (1334+57.31)
266+664.622 (1345+85.46) ~~267+030.397 (1377+54.00)~~
267+008.5 EB 267+001.5 WB



NOTE: BITUMINOUS RUNDOWN AFTER GRINDING, TO MATCH PROPOSED STRUCTURES

/usr/project/d502133/typicals.sng LYN1-63

C B A 0 A B C

TAMERAN

12/16/96

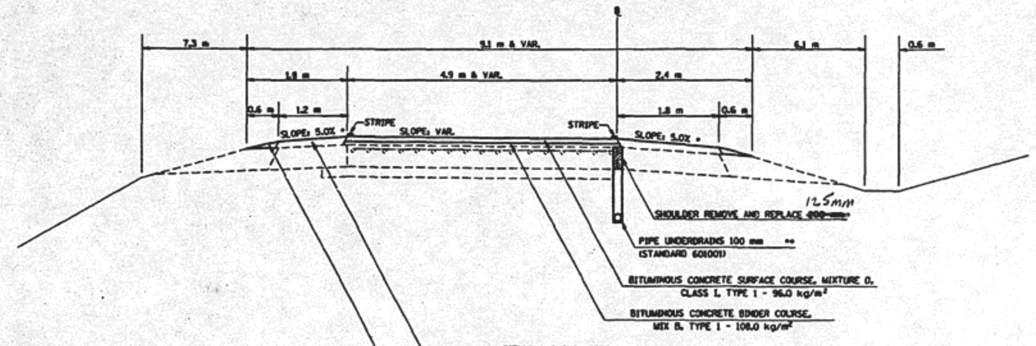
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	7

* (74-6D)RS-1 & (74-69)RS-VBR)

PROPOSED TYPICAL RAMP CROSS SECTION (1R)

RAMPS AT IL. 105 INTERCHANGE (EXIT 166)

	STATION (ENGLISH)	TO STATION (ENGLISH)
RAMP A:	1+201.900 (106+62.40)	1+644.656 (121+15.01)
RAMP B:	2+007.010 (200+23.00)	2+370.595 (212+15.86)
RAMP C:	3+201.900 (306+62.40)	3+461.361 (315+13.65)
RAMP D:	4+337.667 (411+07.83)	4+672.680 (422+07.01)



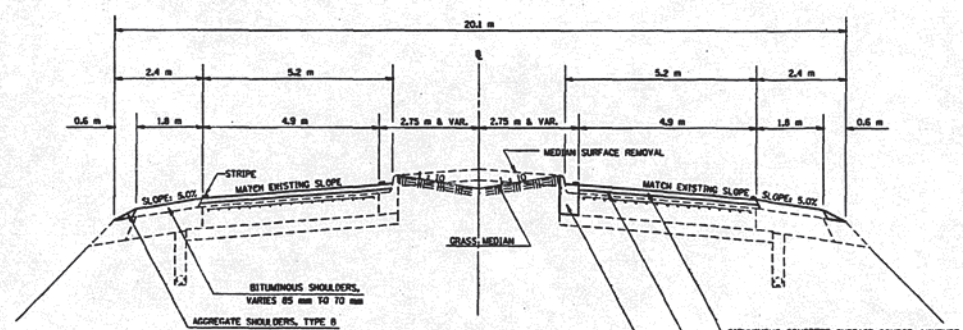
* NOTE: THE MAXIMUM ALGEBRAIC DIFFERENCE BETWEEN THE RAMP SLOPE AND THE SHOULDER SLOPE SHALL NOT EXCEED 8.0% .

** RAMPS B, C & C-D ONLY
SEE PLAN SHEETS FOR LOCATIONS

PROPOSED TYPICAL RAMP CROSS SECTION (2R)

RAMPS C & D AT IL. 105 INTERCHANGE (EXIT 166)

	STATION (ENGLISH)	TO STATION (ENGLISH)
RAMP C & D:	5+007.010 (500+23.00)	5+328.462 (510+77.63)



C B A 0 A B C

TAMERAN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	8

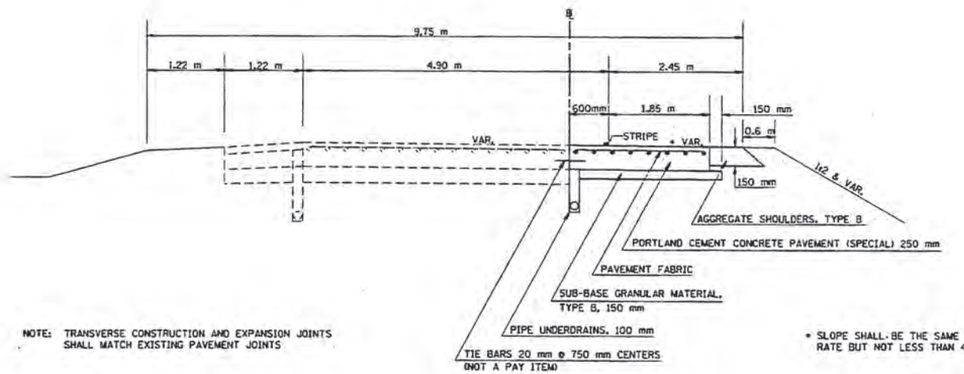
* (74-68)RS-1 & (74-69)(RS-VBR)

PROPOSED TYPICAL RAMP CROSS SECTION (3R)

RAMP C AT F.A.S. 1532 INTERCHANGE (EXIT 169)

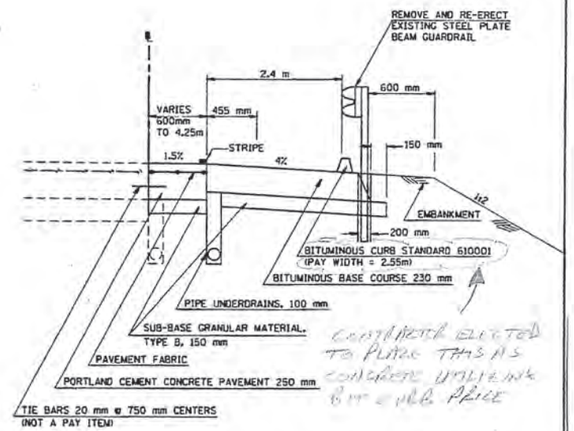
STATION	TO	STATION
RAMP C: 30+003.386		30+785.904

RAMPS A, B & D WILL RECIEVE MINIMAL PATCHING ONLY



NOTE: TRANSVERSE CONSTRUCTION AND EXPANSION JOINTS SHALL MATCH EXISTING PAVEMENT JOINTS

* SLOPE SHALL BE THE SAME AS THE SUPERELEVATION RATE BUT NOT LESS THAN 4%

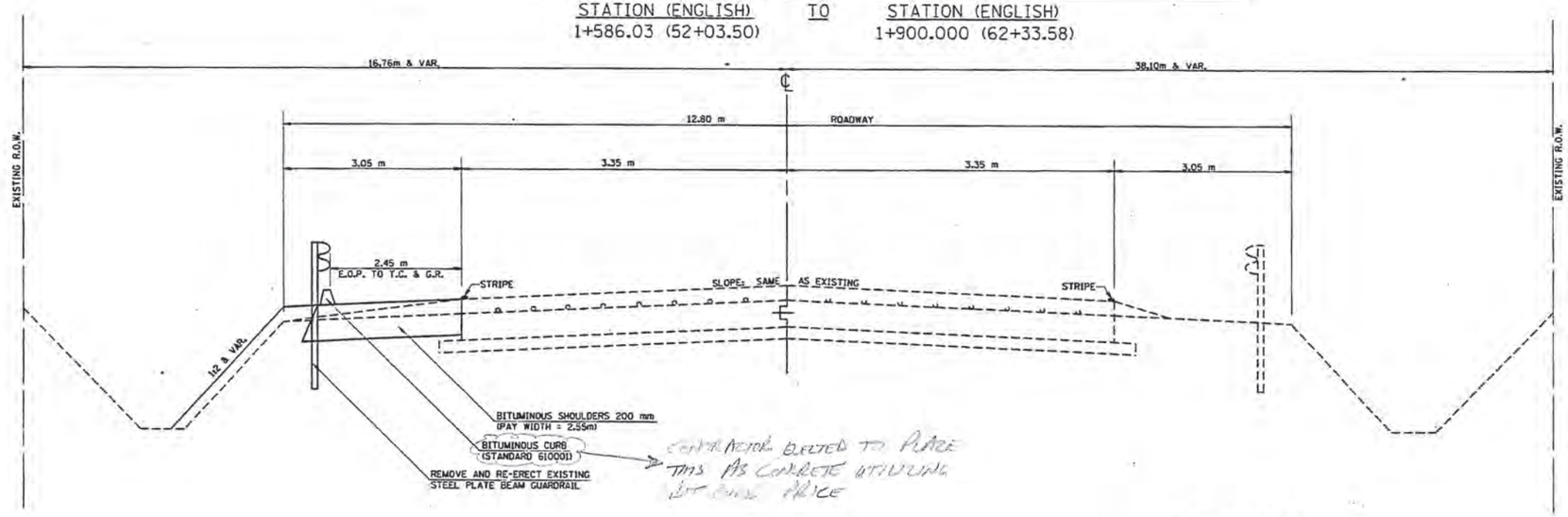


CONTRACTOR ELECTED TO PLACE THIS AS CONCRETE UTILIZING BIT. BASE PRICE

STA. 30+509.977 - STA. 30+785.904

PROPOSED TYPICAL F.A.S. 1532 CROSS SECTION

STATION (ENGLISH)	TO	STATION (ENGLISH)
1+586.03 (52+03.50)		1+900.000 (62+33.58)



CONTRACTOR ELECTED TO PLACE THIS AS CONCRETE UTILIZING BIT. BASE PRICE

REVISED PLAN SHEETS

12/16/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	⊕	PIATT	27	27

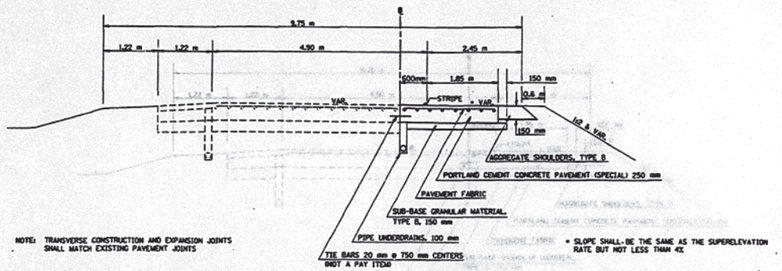
⊕ (74-68RS-1 & (74-69RS-VBR)

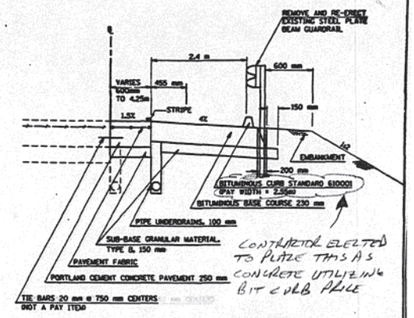
PROPOSED TYPICAL RAMP CROSS SECTION (3R)

RAMP C AT F.A.S. 1532 INTERCHANGE (EXIT 169)

STATION	TO	STATION
RAMP C: 30+003.386		30+785.904

RAMPS A, B & D WILL RECIEVE MINIMAL PATCHING ONLY

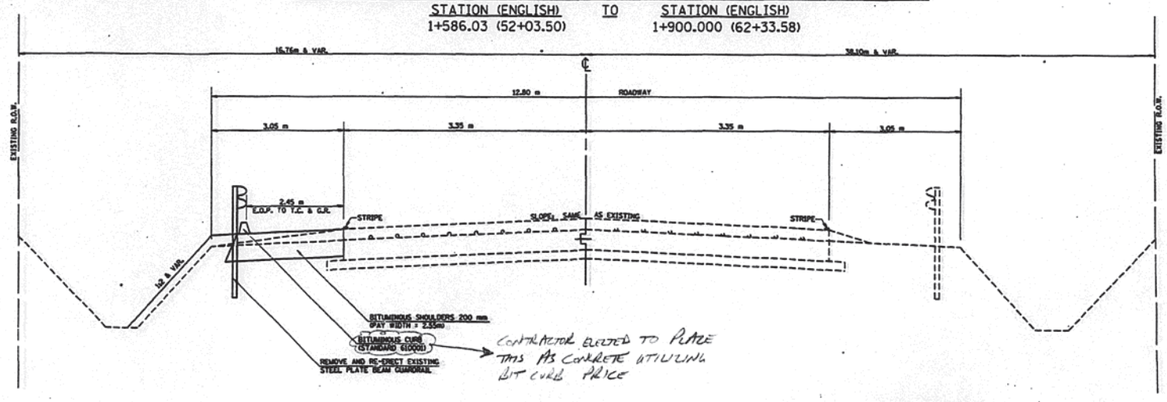




STA. 30+509.977 - STA. 30+785.904

PROPOSED TYPICAL F.A.S. 1532 CROSS SECTION

STATION (ENGLISH)	TO	STATION (ENGLISH)
1+586.03 (52+03.50)		1+900.000 (62+33.58)



REVISED PLAN SHEETS

/usr/project/d502193/typicals.sno LY=1-67

C B A A B C

Bad Copy

12/16/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	9

* I74-68RS-1 & I74-69XRS-VBR

PROPOSED TYPICAL IL. 105 CROSS SECTION Ⓐ

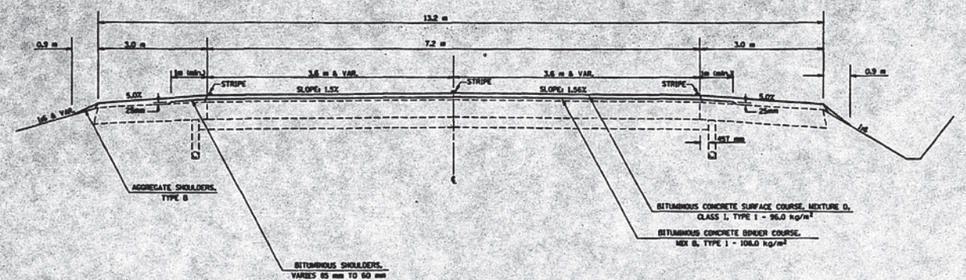
WITHOUT MEDIAN

STATION (ENGLISH) TO STATION (ENGLISH)

~~37+100.74~~ (18+15.00) ~~37+439.069 (29+25.00)~~

37+039 37+419

FROM 37+419 → 37+439.069 SEE PROPOSED TYPICALS ON ATTACHED BENSYL PARK PLANS.



STRUCTURAL DESIGN TRAFFIC
(FOR INFORMATION ONLY)

2007 ADT = 7,000
PV = 98.0% = 6,550 P = 90%
SU = 1.3% = 231 S = 5.0%
MU = 1.7% = 119 M = 5.0%
CLASS II ROAD
C.B.R. = 5.4 T.F. = 0.62

PROPOSED TYPICAL IL. 105 CROSS SECTION Ⓑ

WITH MEDIAN

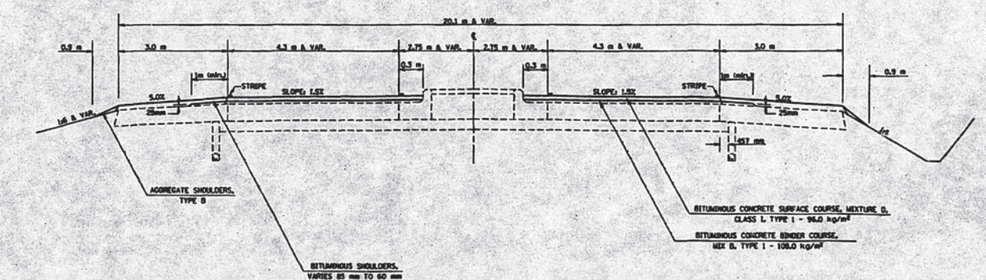
37+860 STATION (ENGLISH) TO STATION (ENGLISH)

~~37+439.069 (29+25.00)~~ 38+034.149 (48+77.95) OMISSION

OMISSION 38+111.273 (51+30.98) ~~38+803.053~~ (74+00.00)

38+855.8

FROM 37+439.069 → 37+860 SEE PROPOSED TYPICALS ON ATTACHED BENSYL PARK PLANS.



C B A 0 A B C

TAMERAN

12/18/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	10

* (74-68)RS-1 & (74-69)(RS, VBR)

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6-9	PROPOSED TYPICAL CROSS SECTIONS
10	INDEX OF SHEETS AND STANDARDS
11-12	GENERAL NOTES
13-15	SUMMARY OF QUANTITIES
16-18	SCHEDULE OF QUANTITIES
19-34	PLAN SHEETS
35-37	RAMP "C" WIDENING DETAIL
38	FAS 1532 LEFT SHOULDER DETAIL
39-73	BRIDGE PLANS FOR S.N. 074-0001 & S.N. 074-0002
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80	DETAIL OF CONCRETE MEDIAN, TYPE SM (DOWELLED)
80	DETAIL OF CRASHWALL EXTENSION
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81	SHOULDER WIDENING FOR TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL
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83	FEATHEREDGE RUNDOWN DETAIL
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83	P.C.C. SURFACE REMOVAL BUTT JOINT
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87	DETAIL OF POST SPACING FOR STEEL BRIDGE RAIL: S.N. 074-0036
88	DETAIL OF POST SPACING FOR STEEL BRIDGE RAIL: S.N. 074-0026
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90	TYPICAL APPLICATION OF PAVEMENT MARKINGS FOR INTERSTATE AND MULTILANE DIVIDED HIGHWAYS
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT FIVE

REVIEWED BY: D.A. Regalory
DISTRICT ENGINEER OF PROGRAM DEVELOPMENT

DATE: 12/23/96

EXAMINED BY: Raymond L. Stonefield
DISTRICT ENGINEER OF PROJECT IMPLEMENTATION

C. Thomas Dunn
DISTRICT ENGINEER OF BUREAU OF OPERATIONS

12/18/96

GENERAL NOTES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	11

* (74-68)RS-1 & (74-69)(RS, VBR)

G.N. 105.04
THE METRIC DIMENSIONS AND SPECIFICATIONS GIVEN HEREIN ARE INTENDED TO MEET METRIC DESIGN CRITERIA. HOWEVER, THE EXISTING FACILITIES WERE CONSTRUCTED USING ENGLISH DIMENSIONS. WHERE THE METRIC DIMENSIONS DIFFER FROM THE PHYSICAL DIMENSIONS OF EXISTING FEATURES TO REMAIN IN PLACE, THE EXISTING DIMENSIONS SHALL CONTROL. (FOR EXAMPLE, PAVEMENT WIDTH FOR RESURFACING.) THE EXISTING DIMENSIONS HAVE BEEN ACCOUNTED FOR IN THE PLAN QUANTITIES.

G.N.-105.07
EXISTING STATE-OWNED AND MAINTAINED UTILITY LINES ARE SHOWN ON THE PLANS TO INDICATE THEIR PRESENCE AND APPROXIMATE LOCATION. THE CONTRACTOR SHALL NOTIFY THE DISTRICT OPERATIONS ENGINEER TWO WEEKS PRIOR TO COMMENCING ANY EXCAVATION IN THE VICINITY OF THESE LINES. THE STATE WILL THEN LOCATE AND MARK THE HORIZONTAL LOCATIONS OF THE LINES AND PROVIDE ANY AVAILABLE INFORMATION AS TO THEIR DEPTH. SHOULD ANY OF THE LINES BE DAMAGED BY THE CONTRACTOR'S OPERATION, THE CONTRACTOR SHALL REPAIR THEM TO THE SATISFACTION OF THE ENGINEER AND AT NO COST TO THE STATE.

ALSO THERE MAY BE UTILITIES PRESENT WHICH WERE INSTALLED BY THE STATE BUT ARE MAINTAINED BY OTHERS (CITY, TOWN, ETC.) THE APPROXIMATE LOCATIONS OF THESE LINES ARE ALSO SHOWN ON THE PLANS ALONG WITH THE NAME OF THE MAINTAINING AGENCY. THE CONTRACTOR SHALL COORDINATE THE LOCATING OF THESE LINES WITH THE LOCAL AGENCY PRIOR TO COMMENCING ANY EXCAVATION OR BORING IN THEIR VICINITY. SHOULD THESE LINES BE DAMAGED BY THE CONTRACTOR'S OPERATIONS, THE CONTRACTOR SHALL REPAIR THEM TO THE SATISFACTION OF, AND AT NO COST TO, THE LOCAL AGENCY AND THE STATE.

G.N.-107.20
THE CONTRACTOR SHALL TAKE SPECIAL NOTICE THAT IRON PINS HAVE BEEN SET AT LOCATIONS DESIGNATED IN THE PLANS AS 'SET IRON PIN.' THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL OF THESE IRON PINS AS SPECIFIED IN ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

G.N. 202
GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, SHRUBS, TREES OR OTHER NATURAL OR MAN-MADE OBJECTS WHERE SHALLOW FILLS OR CUTS ARE ADJACENT TO THE ITEMS. IT IS THE INTENT THAT THE LIMITS OF CONSTRUCTION BE SUCH AS TO PRESERVE IN THE ORIGINAL STATE AS MUCH AREA OF TEMPORARY EASEMENTS AS POSSIBLE. THE DECISION AS TO ITEMS TO REMAIN IN PLACE SHALL BE AS DIRECTED BY THE ENGINEER.

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC METER (CUBIC YARD) FOR EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N. 202 (SPECIAL)
SUMMARY OF EARTHWORK QUANTITIES:

LOCATION	EARTH EXCAVATION (CU. M.)	EMBANKMENT (CU. M.)
C.L. PIER S.N. 074-0071	0	341
C.L. PIER S.N. 074-0035	12	84
C.L. PIER S.N. 074-0026	6	329
C.L. PIER S.N. 074-0036	34	86
BRIDGE WIDENING: (S.N. 074-0001/0002)	0	600
FAS 1532 LEFT	0	1977
FAS 1532 RIGHT	0	1015
RAMP "C" (FAS 1532)	655	5935
RAMP "D" (FAS 1532)	0	1068
TOTALS	707 CU. M. 707	11,435 CU. M. 11435

BORROW = [EMBANKMENT - (EARTH EXCAVATION / 1.3)]1.2
= [11,435 CU. M. - (707 CU. M. /1.3)]1.2
= 13,069 CU. M.

G.N.-205
BENCHING PROCEDURES SHALL BE USED IN AREAS WHERE EXISTING EMBANKMENTS ARE WIDENED FOR THE PROPOSED PAVEMENT AND SHOULDER. STEPS SHALL BE CUT INTO THE EXISTING EMBANKMENT SLOPES AND SHALL HAVE THE FOLLOWING DIMENSIONS:
HORIZONTAL: 3
VERTICAL: 1

G.N.-250
SHOULDERS, DITCHES, FORE-SLOPES, BACK-SLOPES AND OTHER PORTIONS OF THE RIGHT-OF-WAY HAVING INSUFFICIENT VEGETATION SHALL BE SEEDED AS LISTED ELSEWHERE IN THE PLANS. MEASUREMENT FOR PAYMENT SHALL NOT BE GREATER THAN THAT SHOWN IN THE PLANS.

G.N.-250A (REVISED)
THE FOLLOWING APPLICATION RATES HAVE BEEN USED TO CALCULATE THE VARIOUS ITEMS NECESSARY FOR SEEDING:

FERTILIZER NUTRIENTS	CLASS 1, 2, & 3 SEEDING
NITROGEN	67 kg/ha (60 LBS. PER ACRE)
PHOSPHOROUS	225 kg/ha (200 LBS. PER ACRE)
POTASSIUM	67 kg/ha (60 LBS. PER ACRE)

G.N.-250B
SEEDING DATES FOR ALL CLASSES OF SEEDING WILL BE AS LISTED BELOW:

CLASS OF SEEDING	BEGINNING DATES	TERMINATION DATES
1, 1A, 1B, 2, 2A, 3 (IN SPRING)	APRIL 1	MAY 15
1, 1A, 1B, 2, 2A, 3 (IN FALL)	AUGUST 15	OCTOBER 15

G.N.-281
THE RIPRAP GRADATION SHALL BE IN ACCORDANCE WITH THE GRADATION SPECIFIED IN THE PLANS OR, WITH APPROVAL OF THE ENGINEER, A RIPRAP GRADATION MEETING A D50 GREATER THAN OR EQUAL TO 183 mm (0.6 FEET). D50 IS DEFINED AS THE MEAN ROCK SIZE AS DESCRIBED IN THE FHWA HYDRAULIC ENGINEERING CIRCULARS (HEC 11, HEC 14 AND HEC 15).

IF GRAVEL IS USED FOR THE BEDDING MATERIAL UNDER RIPRAP, THE GRAVEL SHALL BE CRUSHED AS ALLOWED UNDER ARTICLE 705.01.

G.N.-353 (REVISED)
THE SHADED AREAS OF P.C. CONCRETE PAVEMENT CONSTRUCTED ADJACENT TO COMBINATION CONCRETE CURB AND GUTTER AS SHOWN IN THE PLANS SHALL BE POURED MONOLITHIC WITH THE COMBINATION CONCRETE CURB AND GUTTER. THIS WORK WILL BE MEASURED AND INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE METER (SQUARE YARD) FOR PORTLAND CEMENT CONCRETE PAVEMENT OF THE THICKNESS SPECIFIED IN THE PLANS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N.-355
BITUMINOUS BASE COURSE AND BITUMINOUS BASE COURSE WIDENING: - THE MATERIALS FOR THE BITUMINOUS CONCRETE MIXTURE SHALL BE BINDER MIXTURE A OR B, OF THE SAME 'TYPE' USED FOR RESURFACING ON THIS JOB.

G.N. 403A
BITUMINOUS SURFACE TREATMENTS: QUANTITIES FOR BITUMINOUS SURFACE TREATMENT ITEMS ARE BASED ON DISTRICT EXPERIENCE AND EMPIRICAL FORMULAE ASSUMING NORMAL WEIGHT AGGREGATES AND EMULSIFIED ASPHALT. THE RESULTING TARGET APPLICATION RATES ARE AS FOLLOWS:

SHOULDER SEAL:

TYPE OF CONSTRUCTION	BITUMINOUS MATERIAL	APPLICATION RATE	AGGREGATE	APPLICATION RATE
A-1	HFE-150	0.72 L/SQ.M. (0.19 gal/SQ.YD.)	FM-01 (SPECIAL)	3.3 kg/SQ.M. (6 lb/SQ.YD.)
A-1	HFE-150	0.72 L/SQ.M. (0.19 gal/SQ.YD.)	FM-20 (SPECIAL)	3.3 kg/SQ.M. (6 lb/SQ.YD.)

AGGREGATE GRADATION:

SIEVE NUMBER	TOTAL PERCENT PASSING FM-01 (SPECIAL)	TOTAL PERCENT PASSING FM-20 (SPECIAL)
9.5 mm (3/8")	100	100
4.75 mm (No. 4)	97+/-3	97+/-3
2.36 mm (No. 8)	85+/-15	70+/-20
1.18 mm (No. 16)	40+/-15	40+/-15
0.300 mm (No. 50)	12+/-12	12+/-12
0.150 mm (No. 100)	8+/-8	8+/-8
0.075 mm (No. 200)	1.5+/-1	1.5+/-1
DESCRIPITON	WET BOTTOM BOILER SLAG	CRUSHED GRAVEL

NOTE: SHOULD THE MATERIALS VARY SIGNIFICANTLY FROM THE ASSUMPTIONS MADE, OR SHOULD FIELD EXPERIENCE INDICATE THE NEED, THE ENGINEER RESERVES THE RIGHT TO ADJUST THE TARGET APPLICATION RATES AND THE QUANTITIES.

G.N.-406
THE QUANTITIES INCLUDED IN THE PLANS FOR BITUMINOUS CONCRETE RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE BITUMINOUS MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT. DESIGN THICKNESS CAN BE BACK CALCULATED USING THE CONVERSION FACTOR OF 1 mm THICKNESS = TWO AND FOUR TENTHS KILOGRAMS PER SQUARE METER (1IN THICKNESS = 112 POUNDS/SQUARE YARD).

G.N.-406A
THE TOTAL AREA TO BE RESURFACED IS 45,242.4 SQUARE METERS (54,109.5 SQUARE YARDS) OF WHICH 10,361.5 SQUARE METERS (12,392.3 SQUARE YARDS) ARE VARIABLE WIDTH.

ESTIMATED QUANTITIES:

22,130.0 LITERS	BITUMINOUS MATERIALS (PRIME COAT)
89.0 m TONS	AGGREGATE (PRIME COAT)
4,737.0 m TONS	BITUMINOUS CONCRETE BINDER COURSE, MIXTURE B, TYPE 1
4,317.0 m TONS	BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I, TYPE 1

G.N. 406D
ALL LEVELING BINDER OR BINDER SHALL BE GIVEN A FOG COAT OF PRIME BEFORE THE SURFACE COURSE IS PLACED WHEN DIRECTED BY THE ENGINEER.

THE FOG COAT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LITER (GALLON) FOR BITUMINOUS MATERIAL (PRIME COAT) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N. 406E
FOR MULTILANE RESURFACING.

WHEN BEGINNING THE RESURFACING WITH NEW MIXTURES FOR LEVELING BINDER, BINDER COURSE, AND SURFACE COURSE MIXTURES, THE WORK WILL BE CONFINED TO THE INSIDE TRAFFIC LANE (PASSING LANE) FIRST. THE WORK WILL REMAIN ON THE INSIDE LANE UNTIL THE MIX HAS BEEN ADJUSTED AND APPROVED BY THE ENGINEER BEFORE ANY RESURFACING IS ALLOWED ON THE OUTSIDE (DRIVING) TRAFFICE LANE(S).

ANY DELAYS OR INCONVENIENCES CAUSED THE CONTRACTOR IN COMPLYING WITH THIS REQUIREMENT WILL BE CONSIDERED INCIDENTAL TO THE VARIOUS CLASS I PAY ITEMS AND NO ADDITIONAL COMPENSION WILL BE ALLOWED.

G.N.-408 (REVISED)
THERE ARE 4 SIDESTREETS AND 2 MEDIAN CROSSOVERS TO BE RESURFACED IN CONJUNCTION WITH THE CONSTRUCTION OF THIS SECTION. THERE ARE 1,347.5 SQUARE METERS (1,611.6 SQUARE YARDS) CONTAINED IN THESE SIDESTREETS AND MEDIAN CROSS-OVERS.

ESTIMATED QUANTITIES:

674.0	LITERS	BITUMINOUS MATERIALS (PRIME COAT)
3.0	m TONS	AGGREGATE (PRIME COAT)
161.0	m TONS	INCIDENTAL BITUMINOUS SURFACING

G.N.-408A
INCIDENTAL BITUMINOUS SURFACING PLACED ON SIDEROADS OR SIDESTREETS SHALL BE OF THE SAME "TYPE" USED FOR THE MAINLINE.

G.N.-420
THE STANDARD CURB FOR BRIDGE APPROACH SHOULDER PAVEMENT ON THIS CONTRACT MAY CONFLICT WITH GUARDRAIL POST LOCATIONS FOR STANDARD TRAFFIC BARRIER TERMINALS. THE ENGINEER WILL LAY OUT THE CURB LOCATION SUCH THAT IT FALLS AT THE FACE OF THE GUARDRAIL. NO DEDUCTIONS FROM PLAN QUANTITIES WILL BE MADE IF THIS CAUSES THE SHOULDER TO BE SLIGHTLY NARROWED FROM PLAN DIMENSIONS.

G.N.-420.21
WHEN REQUIRED BY ARTICLE 420.21, A PROTECTIVE COAT SHALL BE APPLIED TO CONCRETE PAVEMENT, GUTTER FLAGS, CURB SURFACES AND OTHER CONCRETE APPURTENANCES ADJACENT TO THE PAVEMENT.

ESTIMATED QUANTITY:
628.0 SQ.M PROTECTIVE COAT

G.N. 440 (SPECIAL)
THE EXISTING CORRUGATED MEDIAN SURFACE TO BE REMOVED ON IL 105 SHALL BE PAID FOR AS MEDIAN REMOVAL PARTIAL DEPTH. THE DEPTH OF REMOVAL SHALL BE 30 mm.

G.N.-440B
THE EXISTING TIE BARS BETWEEN THE EXISTING PAVEMENT AND EXISTING MEDIANS, GUTTERS AND/OR COMBINATION CURB AND GUTTERS THAT ARE FOUND SUITABLE FOR REUSE SHALL BE CLEANED, STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION. ANY EXISTING TIE BARS THAT ARE FOUND UNSUITABLE TO BE INCORPORATED INTO THE PROPOSED CONSTRUCTION DUE TO EXCESSIVE RUSTING OR DISTRESS SHALL BE REMOVED FLUSH WITH THE FACE OF THE EXISTING CONCRETE AND DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS REMOVAL PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N.-440C
THE MACHINE USED FOR BITUMINOUS SURFACE REMOVAL ON THE THROUGH TRAFFIC LANES ON THIS JOB SHALL BE CAPABLE OF REMOVING A LAYER OF BITUMINOUS MATERIAL AT LEAST 3.6 m (12 FT.) IN WIDTH AND 40 mm (1 1/2 INCHES) IN DEPTH IN A SINGLE PASS.

G.N.-442
THE EXISTING PAVEMENT SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH STANDARD 442201 FOR ONE OR MORE OF THE FOLLOWING REASONS:

GENERAL PATCHING - WHERE IN THE OPINION OF THE ENGINEER IT IS NECESSARY TO PATCH THE EXISTING PAVEMENT.

EXPANSION PATCHES- AT LOCATIONS SHOWN IN THE PLANS, WHERE IT IS INTENDED TO PATCH FULL WIDTH OF THE EXISTING PAVEMENT FOR PROVIDING EXPANSION.

ESTIMATED QUANTITIES:

REASON/TYPE	CLASS B PATCHES TYPE II	CLASS B PATCHES TYPE III	CLASS B PATCHES TYPE IV	PARTIAL DEPTH CONCRETE
GENERAL PATCHING	903.0 SQ. M.	52.0 SQ. M.	1315.0 SQ. M.	695.0 SQ. M.
	CLASS D PATCHES TYPE I	CLASS D PATCHES TYPE II	CLASS D PATCHES TYPE III	PARTIAL DEPTH BITUMINOUS*
	125.0 SQ. M.	184.0 SQ. M.	20.0 SQ. M.	1456.0 SQ. M.

*NOT A PAY ITEM; PAVEMENT REMOVAL SPECIAL AND BITUMINOUS MIXTURE FOR PATCHING ARE THE TWO (2) PAY ITEMS

G.N. 442a (SPECIAL)
THE MINIMUM PATCH SIZE FOR "PAVEMENT REMOVAL, SPECIAL" WILL BE 1 M X 0.6 M ANY AREA LESS THAN THIS WILL BE DESIGNATED AS PAVEMENT CLEANING. THE REMOVAL WORK WILL BE AS DIRECTED BY THE ENGINEEER AND PAID FOR IN ACCORDANCE WITH ARTICLE 109.04.

THE "BITUMINOUS MIXTURE FOR PATCHING" WILL BE USED AS SPECIFIED IN THE SPECIAL PROVISION FOR "PAVEMENT PATCHING (PARTIAL DEPTH) BITUMINOUS". THIS MATERIAL WILL ALSO BE USED TO FILL THE VOIDS CREATED FROM PAVEMENT CLEANING OPERATIONS. THE BITUMINOUS CONCRETE USED IN THE PARTIAL DEPTH PATCHING AND PAVEMENT CLEANING AREAS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR "BITUMINOUS MIXTURE FOR PATCHING" IN PLACE, WHICH PRICE SHALL INCLUDE FURNISHING ALL MATERIALS (INCLUDING PRIME), PLACING, TRIMMING, AND COMPACTING THE BITUMINOUS MATERIAL.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	12

*(74-68)RS-1 & (74-69)(RS, VBR)

GENERAL NOTES

G.N. 442b (SPECIAL)
INTENT OF CONCRETE PAVEMENT REHABILITATION (C.P.R.):

EACH OPERATION IN THE CONCRETE PAVEMENT REHABILITATION ON THIS JOB HAS A SPECIFIC INTENT. THE PLAN QUANTITIES HAVE BEEN DEVELOPED FROM THE FOLLOWING CRITERIA, AND THE ENGINEER SHOULD KEEP THEM IN MIND WHEN REVIEWING PAVEMENT TREATMENTS AT THE TIME OF CONSTRUCTION. IF CHANGES ARE NECESSARY DUE TO WEATHERING OVER THE WINTER, THE FOLLOWING CRITERIA WILL FULFILL THE INTENT OF THE JOB:

FULL-DEPTH PAVEMENT PATCHING: CORNER BREAKS, JOINTS OR CRACKS FAULTED GREATER THAN 20 mm, TRANSVERSE CRACKS OPENED GREATER THAN 25 mm, JOINTS WITH SPALLS EXTENDING DOWN TO THE LEVEL OF THE DOWEL BARS, AREAS OF PAVEMENT REPROFILING SHOWN IN THE PLANS, AND OTHER FAILED LOCATIONS SHOULD BE PATCHED FULL-DEPTH.

PARTIAL DEPTH PAVEMENT PATCHING: SPALLS WHICH DO NOT PENETRATE TO THE DEPTH OF THE DOWEL BARS AT JOINTS, SPALLS OVER 150 mm WIDE FROM EITHER SIDE OF A JOINT OR CRACK, AREAS OF SURFACE DETERIORATION SUCH AS MAP CRACKING OR CRAZING, AND ISOLATED SHALLOW POTHOLES SHOULD BE REPAIRED WITH PARTIAL DEPTH PATCHING. MINIMUM PATCH SHALL BE 0.6M X 0.6M, UNLESS AT CENTERLINE OR EDGE OF PAVEMENT.

BITUMINOUS HAND FILLER: THIS WORK SHOULD BE DONE ON FORCE ACCOUNT (109.04), AND WILL CONSIST OF CLEANING JOINTS WHICH ARE SPALLED MORE THAN 25 mm TOTAL TOP WIDTH, UP TO 150 mm EACH SIDE OF A JOINT OR CRACK (MAXIMUM TOP WIDTH = 300 mm), AND PLACING AND COMPACTING A HOT BITUMINOUS CONCRETE MIXTURE AS SPECIFIED BY THE ENGINEER.

ROUTING AND SEALING CRACKS: ALL OTHER LONGITUDINAL CENTERLINE, AND SHOULDER JOINTS SHALL BE ROUTED AND SEALED. TRANSVERSE CRACKS OPEN MORE THAN 6 mm SHALL ALSO BE SEALED AS DIRECTED BY THE ENGINEER. BACKER ROD SHALL BE USED AS REQUIRED ELSEWHERE HEREIN. THE TOP WIDTH OF SEALING MAY BE UP TO 25 mm, DUE TO SPALLING.

DIAMOND GRINDING: THE ENTIRE PAVEMENT SURFACE IS TO BE GROUND TO IMPROVE THE PAVEMENT RIDE AND TO REMOVE FAULTING NOT ADDRESSED BY PATCHING. THIS WORK SHALL BE DONE AFTER ALL PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (PARTIAL AND FULL DEPTH) HAS BEEN PLACED AND CURED. THE APPROXIMATE TYPICAL FAULTING IS 10 mm. HOWEVER, THE CONTRACTOR WILL BE RESPONSIBLE TO VISIT AND REVIEW THE PAVEMENT PRIOR TO BIDDING. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR VARIATIONS FROM THIS NOMINAL VALUE. ADDITIONAL FAULTING MAY TAKE PLACE BETWEEN THE PREPARATION AND LETTING THESE PLANS. THE CONTRACTOR SHOULD REVIEW THE LOCATION AS NEAR TO THE TIME OF LETTING AS POSSIBLE.

C.P.R. WORK WITHIN BRIDGE STAGING LIMITS SHALL NOT BE COMPLETED AT ANY TIME DURING STAGE I OR STAGE II OF BRIDGE WORK. CONTRACTOR WILL BE RESPONSIBLE FOR SCHEDULING TIME, MATERIALS, EQUIPMENT AND LABOR TO MEET THIS REQUIREMENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED

G.N. 442.09
BITUMINOUS PATCHES SHALL BE CONSTRUCTED OF BITUMINOUS CONCRETE, CLASS I, TYPE 1.

G.N. -481
RECLAIMED ASPHALT PAVEMENT (RAP) MAY BE USED FOR AGGREGATE SHOULDERS, TYPE B, PROVIDED IT MEETS QUALITY AND GRADATION SPECIFICATIONS.

G.N. -482.06
THE SHOULDER CORRUGATIONS FOR BITUMINOUS SHOULDERS SHALL BE CONTINUOUS.

G.N. 483
THE P.C. CONCRETE FOR P.C.C. SHOULDERS SHALL MEET THE REQUIREMENTS OF SECTION 420 OF THE STANDARD SPECIFICATIONS.

G.N. 506
ALL FINAL SURFACES OF THE BEAMS SHALL BE PAINTED WITH LIGHT GREY (MUNSELL COLOR STANDARD - 10Y 7/1) EXCEPT THE EXTERIOR SURFACES OF THE EXTERIOR BEAMS WHICH SHALL BE PAINTED WITH INTERSTATE GREEN (MUNSELL COLOR STANDARD 7.5G 4/8).

G.N. -542
BEFORE ORDERING PIPE CULVERTS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR THE EXACT LENGTHS.

G.N. -542.07
AT LOCATIONS WHERE END SECTIONS ARE SPECIFIED, CAST-IN-PLACE CONCRETE HEADWALLS SHALL NOT BE ALLOWED.

G.N. -601
THE BITUMINOUS PLUG SHOWN ON STANDARD 601001 SHALL BE CONSTRUCTED OF A BITUMINOUS MIXTURE OF CA-16 WITH 2.8 +/- 0.2% OF ASPHALT CEMENT. THE ASPHALT CEMENT SHALL BE THE SAME AS USED FOR THE ADJACENT RESURFACING.

ESTIMATED QUANTITY:
808.0 METERS SHOULDER REMOVAL AND REPLACEMENT, 200 mm

G.N. -630
GUARD RAIL DESIGN IN THESE PLANS WERE BASED ON THE FOLLOWING INFORMATION:
CLEAR ZONE WIDTH = 7.6 m (25 feet) (FROM EDGE OF PAVEMENT).
OPERATING SPEED = 105 km/h (65 M.P.H.) (POSTED SPEED LIMIT).
A.D.T. = 11,500 (1997).

G.N. -631
IF THE CONTRACTOR ELECTS TO USE THE ALTERNATE MOUNTING METHOD OF THRU DRILLING THE MOUNTING HOLES FOR THE TRAFFIC BARRIER TERMINALS, TYPE 6, THE HOLES SHALL BE DRILLED USING A CORE DRILL. A HAMMER DRILL WILL NOT BE ALLOWED.

G.N. -633 (SPECIAL)
GUARDRAIL POSTS BEHIND BITUMINOUS SHOULDER CURB, STANDARD 610001, SHALL NOT BE DRIVEN UNTIL 24 HOURS AFTER BITUMINOUS SHOULDER OR BITUMINOUS CURB OPERATIONS.

G.N. 634.03
ALL 100 mm (4 INCH) x 150 mm (6 INCH) WOOD POSTS SHALL HAVE TWO 40 mm (1• INCH) DIAMETER HOLES DRILLED PERPENDICULAR TO TRAFFIC. THE HOLES SHALL BE LOCATED AT 100 mm (4 INCHES) AND AT 460 mm (18 INCHES) ABOVE THE GROUND LINE. THE TOPS OF THE POSTS SHALL BE SLOPED APPROXIMATELY 30° FOR DRAINAGE.

THIS WORK SHALL BE CONSIDERED AS INCLUDED IN PAYMENT FOR GUARD POSTS, OR OTHER ITEMS REQUIRING INSTALLATION OF 100 mm (4 INCH) X 150 mm (6 INCH) WOOD POSTS.

G.N. 668
ALL MARKERS USED TO DEFINE THE SURVEY CENTERLINE CONTROL POINTS (P.C'S, P.I.'S, P.T'S, P.O.T.'S) AND LAND SURVEY MONUMENTS (LAND SECTION OR SUB-SECTION CORNERS) THAT ARE WITHIN THE PROJECT LIMITS SHALL BE PRESERVED IN ACCORDANCE WITH THE PLANS, SPECIAL DETAILS, AND AS DIRECTED BY THE ENGINEER.

AN ILLINOIS PROFESSIONAL LAND SURVEYOR IS REQUIRED IN REGARDS TO LAND SURVEY MONUMENTS TO BE PRESERVED.

THE RESIDENT ENGINEER SHALL CONTACT THE PROGRAM DEVELOPMENT CHIEF OF SURVEYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE FOR INSTRUCTION AS TO SETTING OF TEMPORARY OR PERMANENT TIES FOR CENTERLINE ALIGNMENT CONTROL SURVEY MARKERS AND TO DETERMINE IF IT WILL BE NECESSARY FOR THE CONTRACTOR TO HIRE AN ILLINOIS LAND SURVEYOR.

G.N. -703
THE FOLLOWING QUANTITIES ARE ALLOWED FOR PLACING STANDARD PAVEMENT MARKINGS IN ACCORDANCE WITH SECTION 703 ON THE MILLED SURFACE OR INTERMEDIATE LIFTS AND TO DELINEATE NO-PASSING ZONES DURING CONSTRUCTION. QUANTITIES FOR THE FINAL PAVEMENT MARKING ARE INCLUDED ELSEWHERE HEREIN.

ESTIMATED QUANTITIES:
YELLOW:
28,940.0 METERS TEMPORARY PAVEMENT MARKING - LINE 100 mm
232.0 METERS TEMPORARY PAVEMENT MARKING - LINE 300 mm

WHITE:
47.0 SQ. M. TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS
33,445.0 METERS TEMPORARY PAVEMENT MARKING - LINE 100 mm
366.0 METERS TEMPORARY PAVEMENT MARKING - LINE 150 mm
4,358.0 METERS TEMPORARY PAVEMENT MARKING - LINE 200 mm
228.0 METERS TEMPORARY PAVEMENT MARKING - LINE 300 mm
72.0 METERS TEMPORARY PAVEMENT MARKING - LINE 600 mm

TOTALS:
47.0 SQ. M. TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS
62,385.0 METERS TEMPORARY PAVEMENT MARKING - LINE 100 mm
366.0 METERS TEMPORARY PAVEMENT MARKING - LINE 150 mm
4,358.0 METERS TEMPORARY PAVEMENT MARKING - LINE 200 mm
460.0 METERS TEMPORARY PAVEMENT MARKING - LINE 300 mm
72.0 METERS TEMPORARY PAVEMENT MARKING - LINE 600 mm

G.N. -703A
SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (PRIME COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE, SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 1.2 m/12m (4 FEET PER 40 FEET) (OR 10% PER STATION).
ESTIMATED QUANTITY:
3,695.0 METERS SHORT TERM PAVEMENT MARKING
(3,236.7 METERS YELLOW AND 458.3 METERS WHITE)

G.N. -780
FOR THE FINAL SURFACE, ONLY THE MATERIAL AND LAYOUT SCHEME SHOWN FOR THE PERMANENT PAVEMENT MARKING WILL BE ALLOWED FOR THE STANDARD MARKINGS. SHORT TERM MARKINGS SHALL BE AS SPECIFIED ELSEWHERE HEREIN.

G.N. -780.05
THERMOPLASTIC PAVEMENT MARKINGS SHALL BE APPLIED TO THE FINAL PAVEMENT SURFACE.

ESTIMATED QUANTITIES:
YELLOW:
7,331.0 METERS THERMOPLASTIC PAVEMENT MARKING - LINE 100 mm
104.0 METERS THERMOPLASTIC PAVEMENT MARKING - LINE 300 mm

WHITE:
23.5 SQ. M. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
7,861.0 METERS THERMOPLASTIC PAVEMENT MARKING - LINE 100 mm
151.0 METERS THERMOPLASTIC PAVEMENT MARKING - LINE 150 mm
1,176.0 METERS THERMOPLASTIC PAVEMENT MARKING - LINE 200 mm
116.0 METERS THERMOPLASTIC PAVEMENT MARKING - LINE 300 mm
31.0 METERS THERMOPLASTIC PAVEMENT MARKING - LINE 600 mm

TOTALS:
23.5 SQ. M. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
15,192.0 METERS THERMOPLASTIC PAVEMENT MARKING - LINE 100 mm
151.0 METERS THERMOPLASTIC PAVEMENT MARKING - LINE 150 mm
1,176.0 METERS THERMOPLASTIC PAVEMENT MARKING - LINE 200 mm
220.0 METERS THERMOPLASTIC PAVEMENT MARKING - LINE 300 mm
31.0 METERS THERMOPLASTIC PAVEMENT MARKING - LINE 600 mm

G.N. -780.06
PAINT PAVEMENT MARKINGS SHALL BE APPLIED TO THE FINAL CONCRETE PAVEMENT SURFACE.

ESTIMATED QUANTITIES:
YELLOW:
14,640.0 METER PAINT PAVEMENT MARKING - LINE 100 mm

WHITE:
20,864.0 METER PAINT PAVEMENT MARKING - LINE 100 mm
65.0 METER PAINT PAVEMENT MARKING - LINE 150 mm
1,003.0 METER PAINT PAVEMENT MARKING - LINE 200 mm
52.0 METER PAINT PAVEMENT MARKING - LINE 300 mm
11.0 METER PAINT PAVEMENT MARKING - LINE 600 mm

TOTALS:
35,504.0 METER PAINT PAVEMENT MARKING - LINE 100 mm
65.0 METER PAINT PAVEMENT MARKING - LINE 150 mm
1,003.0 METER PAINT PAVEMENT MARKING - LINE 200 mm
52.0 METER PAINT PAVEMENT MARKING - LINE 300 mm
11.0 METER PAINT PAVEMENT MARKING - LINE 600 mm

G.N. -781
RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH STANDARD 781001. THE SPACING SHALL BE IN ACCORDANCE WITH STANDARD 781001 EXCEPT THE SPACINGS AS SHOWN ON PAGE XX. THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS AND SHALL BE PLACED MIDWAY IN THE 9.0 m (30 FOOT) SPACE BETWEEN THE DASHED CENTERLINE STRIPES (WHEN APPLICABLE).

ESTIMATED QUANTITY:
1,096 EACH RAISED REFLECTIVE PAVEMENT MARKER
1,056 EACH CRYSTAL (MONODIRECTIONAL)
0 EACH AMBER (BIDIRECTIONAL)
40 EACH AMBER (MONODIRECTIONAL) WHEN NEEDED

G.N. -1004.01
COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.

G.N. -1004.03
REVISE ARTICLE 1004.03 (C) NOTE 5/ OF THE STANDARD SPECIFICATIONS TO READ:

'5/ GRADATION CA-16 SHALL BE USED IN LIEU OF CA-13 WHEN THE SURFACE COURSE IS LESS THAN 45 mm (1 3/4 INCHES) IN THICKNESS. CA-13 OR CA-16 MAY BE USED WHEN THE SURFACE COURSE IS 45 mm (1 3/4 INCHES) OR MORE IN THICKNESS.'

G.N. -Z0038
A BRONZE TABLET OF THE TYPE SHOWN ON STANDARD 667101 SHALL BE PLACED ON THE PROPOSED STRUCTURE AS DIRECTED BY THE ENGINEER. THE BENCH MARK ELEVATION WILL BE ESTABLISHED AND MARKED BY THE STATE.
ESTIMATED QUANTITY:
1.0 EACH PERMANENT BENCH MARK

G.N. -Z0051
THIS WORK SHALL CONSIST OF REMOVING AND RESETTING STREET SIGNS AT LOCATIONS DESIGNATED BY THE ENGINEER. SIGNS OR POSTS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED BY HIM AT HIS OWN EXPENSE. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR REMOVING AND RESETTING STREET SIGNS, WHICH PRICE SHALL BE PAYMENT IN FULL FOR THE WORK COMPLETE IN PLACE, INCLUDING NEW BASES WHERE NECESSARY.

ESTIMATED QUANTITY:
13.0 EACH REMOVING AND RESETTING STREET SIGNS.

G.N. (SPECIAL)
THE STATIONING SHOWN IN THE BRIDGE PLANS WAS BASED ON STATIONING BEGINNING AT 0+000 AT MACON/PIATT COUNTY LINE. THE CURRENT INTERSTATE CONVENTION REQUIRES THAT STATIONING BEGIN AT 0+000 AT THE STATE LINE AND PROCEED NORTHERLY OR EASTERLY.

THE CORRECT STATIONING TO APPEAR ON THE NAME PLATE FOR STRUCTURE 074-0001/02 IS 264+713.065. OTHER STATIONS BASED ON THE CORRECTED STATIONING CONVENTION MAY BE OBTAINED BY ADDING/SUBTRACTING 243,191.015 METERS TO/FROM THE STATIONING INDICATED ON THE PLANS.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	13

*(74-68)RS-1 & (74-69)RS, VBR)

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITY	F.A.I. 72 STA. 259+394.458 TO STA. 260+217.232 STPI 330 90% FEDERAL/ 10% STATE I000 4LM 33LM-01	IL. 105 STA. 37+070.99 TO STA. 38+832.80 STPI 33D 90% FEDERAL/ 10% STATE I000 3ZN 33D201	F.A.I. 72 STA. 260+217.232 TO STA. 267+099.027 STPI 33D 90% FEDERAL/ 10% STATE J000 33DA01	F.A.I. 72 STA. 21+487.976 TO STA. 21+559.367 BHI 114 80% FEDERAL/ 20% STATE X171-58 STR 074-0001 074-0002 114	F.A.I. 72 RT. STA. 264+522.191 STPI 33D 90% FEDERAL/ 10% STATE Y007 33DA01	STPI 33D 3N F.A.I. 72 S.N. 074-0071 S.N. 074-0035 S.N. 074-0026 S.N. 074-0036 90% FEDERAL/ 10% STATE SFTY 33DA01
50104400	CONCRETE HEADWALL REMOVAL	EACH	2.0 ~~1.0~~			2.0 ~~1.0~~			
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	2.0				2.0		
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	14.0				14.0		
50300320	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	12.0				12.0		
50500505	STUD SHEAR CONNECTORS	EACH	6,300.0				6,300.0		
50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	20.0				20.0		
50600300	CLEANING AND PAINTING STEEL BRIDGE	L SUM	1.0				1.0		
50606200	BLASTING RESIDUE CONTAINMENT AND DISPOSAL	L SUM	1.0				1.0		
51204200	TEST PILE CONCRETE	EACH	3.0				3.0		
51500100	NAME PLATES	EACH	2.0				2.0		
54246205	INLET BOX, STANDARD 542526	EACH	1.0			1.0			
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	31.0 ~~22.0~~	31.0 ~~22.0~~					
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	3.0		3.0				
60500060	REMOVING INLETS	EACH	0 ~~1.0~~			0 ~~1.0~~			
60500090	REMOVING INLETS TO MAINTAIN FLOW	EACH	1.0			1.0			
60900515	CONCRETE THRUST BLOCKS	EACH	10.0			10.0			
61000115	TYPE E INLET BOX, STANDARD 610001	EACH	10.0			10.0			
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	4.0 ~~1.0~~			4.0 ~~1.0~~			
63100065	TRAFFIC BARRIER TERMINAL, TYPE 4	EACH	2.0				2.0		
63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2.0				2.0		
63100075	TRAFFIC BARRIER TERMINAL, TYPE 5A	EACH	8.0			8.0			
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	11.0		2.0	5.0	4.0		
63100165	TRAFFIC BARRIER TERMINAL, TYPE I (SPECIAL)	EACH	23.0		2.0	21.0			
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	3.0 ~~4.0~~					3.0 ~~4.0~~	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	15.0 ~~11.0~~			15.0 ~~11.0~~			
70100205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	EACH ~~L SUM~~	0.0 ~~1.0~~			0.0 ~~1.0~~			
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	8.0	4.0	4.0				
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1.0		1.0				
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1.0		1.0				
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1.0		1.0				
70101005	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401 (SPECIAL)	EACH	2.0				2.0		
70103710	TRAFFIC CONTROL FOR RAMPS	L SUM	1.0	1.0					
70400300	TEMPORARY CONCRETE BARRIER TERMINAL SECTION	EACH	2.0				2.0		
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	951 ~~1,096.0~~			951.0 ~~1,096.0~~			
78200410	GUARDRAIL MARKERS, TYPE A	EACH	161.0 ~~101.0~~		8.0	149.0 ~~85.0~~	4.0 ~~8.0~~		
78200420	GUARDRAIL MARKERS, TYPE B	EACH	0.0 ~~16.0~~				0.0 ~~16.0~~		
78200430	GUARDRAIL MARKERS, TYPE C	EACH	16.0 ~~14.0~~				16.0 ~~14.0~~		
78201000	TERMINAL MARKER-DIRECT APPLIED	EACH	25.0 ~~28.0~~		2.0	21.0 ~~24.0~~	2.0		
81400100	HANDHOLE	EACH	0.0 ~~1.0~~			0.0 ~~1.0~~			
87200100	RELOCATE EXISTING LIGHTING UNIT	EACH	1.0			1.0			
M2010500	TREE REMOVAL, HECTARES	HA	0.4 ~~0.2~~					0.4 ~~0.2~~	
M2020010	EARTH EXCAVATION	CU M	707.0			655.0			52.0
M2050150	EMBANKMENT	CU M	12,083.1 ~~11,435.0~~			10,643.1 ~~9,995.0~~	600.0		840.0
M2500300	SEEDING, CLASS 3	HA	3.53 ~~2.9~~			2.28 ~~1.6~~	.25 ~~0.3~~		1.0
M2500400	NITROGEN FERTILIZER NUTRIENT	KG	245.8 ~~195.0~~			161.5 ~~107.2~~	17.3 ~~20.1~~		67.0
M2500500	PHOSPHORUS FERTILIZER NUTRIENT	KG	825.2 ~~653.0~~			542.20 ~~360.0~~	58.0 ~~67.5~~		225.0
M2500600	POTASSIUM FERTILIZER NUTRIENT	KG	245.80 ~~195.0~~			161.50 ~~107.2~~	17.3 ~~20.1~~		67.0
M2510115	MULCH, METHOD 2	HA	3.53 ~~2.9~~			2.28 ~~1.6~~	.25 ~~0.3~~		1.0
M2810107	STONE RIPRAP, CLASS A4	SQ M	735.30 ~~697.0~~			362.30 ~~324.0~~			373.0
M2820100	FILTER FABRIC FOR USE WITH RIPRAP	SQ M	776.70 ~~697.0~~			403.70 ~~324.0~~			373.0
M3111150	SUB-BASE GRANULAR MATERIAL, TYPE B 150MM	SQ M	3123.3 ~~3,375.0~~			3123.3 ~~3,375.0~~			
M3550230	BITUMINOUS BASE COURSE 230MM	SQ M	[illegible] ~~2,584.0~~				2631.19 ~~2,584.0~~		
M4030300	BITUMINOUS MATERIALS (COVER AND SEAL COATS)	LITER	0.0 ~~33,249.0~~		0.0 ~~33,249.0~~				
M4030600	SEAL COAT AGGREGATE	M TON	0.0 ~~153.0~~		0.0 ~~153.0~~				
M4060085	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ M	1206.5 ~~738.0~~	276.6 ~~211.0~~	508.4 ~~105.5~~	421.5			
M4060100	BITUMINOUS MATERIALS (PRIME COAT)	LITER	[illegible] ~~23,000.0~~	[illegible] ~~14,129.0~~	[illegible] ~~8,001.6~~	869.4			
M4060300	AGGREGATE (PRIME COAT)	M TON	5.4 ~~92.0~~	1.5 ~~56.5~~	2.0 ~~32.0~~	1.9 ~~3.5~~			
M4060720	BITUMINOUS CONCRETE BINDER COURSE, MIXTURE B, TYPE I	M TON	4857.4 ~~4,796.0~~	3046 ~~3,027.5~~	1753.4 ~~1,710.3~~	58.2			
M4060820	BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I, TYPE I	M TON	4670.4 ~~4,491.0~~	2918.9 ~~2,725.8~~	1767.5 ~~1,591.2~~	174.0			
M4060895	CONSTRUCTING TEST STRIPS	EACH	0.0 ~~2.0~~	0.0 ~~1.0~~	0.0 ~~1.0~~				

SUMMARY OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	14

*(74-68)RS-1 & (74-69)RS, VBR)

SAFETY CLASSIFICATION CODE:
LOCATION OF WORK:
FUND CODE:
CONSTRUCTION TYPE CODE:

CODE NO	ITEM	UNIT	TOTAL QUANTITY	STPI 330 F.A.I. 72 STA. 259+394.458 TO STA. 260+217.232 90% FEDERAL/ 10% STATE 1000 33DA01	STPI 330 IL. 105 STA. 37+070.99 TO STA. 38+832.80 90% FEDERAL/ 10% STATE 1000 33DZ01	STPI 330 F.A.I. 72 STA. 260+217.232 TO STA. 267+099.027 90% FEDERAL/ 10% STATE J000 33DA01	BHI 11A F.A.I. 72 STA. 21+487.976 TO STA. 21+559.367 80% FEDERAL/ 20% STATE X171 33DA01	STPI 330 F.A.I. 72 RT. STA. 264+522.191 90% FEDERAL/ 10% STATE Y007 33DA01	STPI 330 3N F.A.I. 72 S.N. 074-0071 S.N. 074-0035 S.N. 074-0026 S.N. 074-0036 90% FEDERAL/ 10% STATE SFTY 33DA01
M4060980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ M	2672.9 ~~1,554.0~~	1518.5 ~~639.0~~	637.4 ~~198.0~~	717.0			
M4080100	BITUMINOUS MATERIALS (PRIME COAT)	LITER	625.5 ~~674.0~~	347.5 ~~150.0~~	278 ~~524.0~~				
M4080300	AGGREGATE (PRIME COAT)	M TON	0.0 ~~3.0~~	0.0 ~~0.7~~	0.0 ~~2.3~~				
M4080400	INCIDENTAL BITUMINOUS SURFACING	M TON	212.1 ~~176.0~~	50.5 ~~36.0~~	161.6 ~~140.0~~				
M4200200	PORTLAND CEMENT CONCRETE PAVEMENT 200MM	SQ M	64.74 ~~68.0~~			64.74 ~~68.0~~			
M4200250	PORTLAND CEMENT CONCRETE PAVEMENT 250MM	SQ M	835.6 ~~945.0~~		0.0 ~~25.0~~	835.6 ~~920.0~~			
M4205000	BRIDGE APPROACH PAVEMENT	SQ M	411.5 ~~431.0~~				411.5 ~~431.0~~		
M4205100	PAVEMENT FABRIC	SQ M	2002.3 ~~2082.0~~			2002.3 2082.0			
M4205200	PROTECTIVE COAT	SQ M	467.1 ~~628.0~~				467.1 ~~628.0~~		
M4206200	BRIDGE APPROACH PAVEMENT CONNECTOR (FLX)	SQ M	203.4 ~~197.0~~				203.4 ~~197.0~~		
M4400015	BITUMINOUS SURFACE REMOVAL 15MM	SQ M	52517.7 ~~46,178.0~~			52517.7 ~~46,178.0~~			
M4401010	BITUMINOUS SURFACE REMOVAL (SPECIAL)	SQ M	192.6 ~~199.0~~		192.6 ~~199.0~~				
M4402040	COMBINATION CURB AND GUTTER REMOVAL	METER	531.8 ~~601.0~~	121.2 ~~260.0~~	108.9 ~~40.0~~	301.0			
M4402220	BITUMINOUS SHOULDER REMOVAL	SQ M	4032.8 ~~4,320.0~~			2047.2 ~~2,379.0~~	1985.6 ~~1,941.0~~		
M4402310	CONCRETE MEDIAN SURFACE REMOVAL	SQ M	1144.9 ~~1,154.0~~		1144.9 ~~1,154.0~~				
M4402350	GUTTER OUTLET REMOVAL	METER	93.3 ~~72.0~~			93.3 ~~72.0~~			
M4402390	ISLAND REMOVAL	SQ M	79.9 ~~51.0~~		47.1 ~~25.0~~	32.8 ~~26.0~~			
M4402430	MEDIAN REMOVAL PARTIAL DEPTH	SQ M	133.1 ~~130.0~~		133.1 ~~130.0~~				
M4402550	PAVEMENT REMOVAL SPECIAL	SQ M	1374.7 ~~1,445.0~~		1374.7 ~~1,445.0~~				
M4405000	PAVED DITCH REMOVAL	METER	0.0 ~~295.0~~			0.0 ~~135.0~~		0.0 ~~160.0~~	
M4426225	CLASS B PATCHES, TYPE II, 250MM	SQ M	1026.4 ~~903.0~~			1026.4 ~~903.0~~			
M4426325	CLASS B PATCHES, TYPE III, 250MM	SQ M	85.8 ~~52.0~~			85.8 ~~52.0~~			0 ~~1.0~~
M4426425	CLASS B PATCHES, TYPE IV, 250MM	SQ M	1867.6 ~~1,315.0~~			1867.6 ~~1,315.0~~			
M4426900	CLASS B PATCH-EXPANSION JOINT	METER	0.0 ~~13.0~~			0.0 ~~73.0~~			
M4428020	CLASS D PATCHES, TYPE I, 200MM	SQ M	64.5 ~~125.0~~		64.5 ~~125.0~~				
M4428220	CLASS D PATCHES, TYPE II, 200MM	SQ M	249.3 ~~184.0~~		249.3 ~~184.0~~				
M4428320	CLASS D PATCHES, TYPE III, 200MM	SQ M	0.0 ~~20.0~~		0.0 ~~20.0~~				
M4429100	PAVEMENT PATCHING (PARTIAL DEPTH)	SQ M	747.5 ~~695.0~~			747.5 ~~695.0~~			
M4429300	PAVEMENT FABRIC	SQ M	1949.4 ~~1,367.0~~			1949.4 ~~1,367.0~~			
M4429400	SAW CUTS	METER	3755.6 ~~3,175.0~~			3755.6 ~~3,175.0~~			
M4520100	JOINT OR CRACK ROUTING (PC CONCRETE PAVEMENT AND SHOULDER)	METER	4119.78 ~~47,100.0~~			4119.78 ~~47,100.0~~			
M4520300	JOINT OR CRACK FILLING	KG	4096.72 ~~22,608.0~~			4096.72 ~~22,608.0~~			
M4812000	AGGREGATE SHOULDERS, TYPE B	M TON	408.7 ~~658.0~~	499.9 ~~248.0~~	408.5 ~~410.0~~				
M4820000	BITUMINOUS SHOULDERS	M TON	5526.7 ~~4,566.0~~	2111.8 ~~1,003.0~~	3350.9 ~~2,979.0~~	584.0			
M5010240	CONCRETE REMOVAL	CU M	45.1 ~~48.2~~			0.0 ~~3.2~~	45.1 ~~45.0~~		
M5010290	EXPANSION BOLTS M20	EACH	37.0					37.0	
M5010330	EXPANSION BOLTS M20 X 300MM	EACH	6.0 ~~8.0~~		6.0 ~~8.0~~				
M5010410	BRIDGE HANDRAIL REMOVAL	METER	2.8 ~~2.6~~		2.8 ~~2.6~~				
M5020100	STRUCTURE EXCAVATION	CU M	410.8 ~~442.0~~				410.8 ~~442.0~~		
M5030030	PREFORMED JOINT SEAL 64MM	METER	25.4				25.4		
M5030040	PREFORMED JOINT SEAL 102MM	METER	25.4				25.4		
M5030350	CONCRETE STRUCTURES	CU M	208.4 ~~206.6~~				208.4 ~~206.6~~		
M5030360	CONCRETE SUPER STRUCTURES	CU M	305.0				305.0		
M5030390	BRIDGE DECK GROOVING	SQ M	1428.7 ~~1,008.0~~				1428.7 ~~1,008.0~~		
M5030450	PROTECTIVE COAT	SQ M	1231.2 ~~246.0~~				1231.2 ~~246.0~~		
M5050105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1.0				1.0		
M5080205	REINFORCEMENT BARS, EPOXY COATED	KG	57,790.0				57,790.0		
M5090100	STEEL RAILING, TYPE S1	METER	314.0				314.0		
M5110100	SLOPE WALL 100 MM	SQ M	183.2 ~~203.0~~				183.2 ~~203.0~~		
M5120300	FURNISHING CONCRETE PILES	METER	292.0 ~~289.5~~				292.0 ~~289.5~~		
M5120305	DRIVING CONCRETE PILES	METER	244.72 ~~289.5~~				244.72 ~~289.5~~		
M5120900	TEMPORARY SHEET PILING	SQ M	21.6				21.6		
M5403000	CONCRETE BOX CULVERTS	CU M	17.2					17.2	
M5080105	REINFORCEMENT BARS	KG	1,847.0					1,847.0	
M5421205	PIPE CULVERTS, TYPE 1 RCCP 300MM	METER	114.4 ~~140.0~~						114.4 ~~140.0~~
M5421225	PIPE CULVERTS, TYPE 1 RCCP 600MM	METER	14.0 ~~50.0~~						14.0 ~~50.0~~
M5429910	CONCRETE COLLAR	CU M	1.14 ~~0.6~~						1.14 ~~0.6~~
M5428128	REINFORCED CONCRETE PIPE ELBOW 600MM	EACH	0.0 ~~1.0~~						0.0 ~~1.0~~
M542E112	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 300MM	EACH	2.0						2.0
M542E128	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 600MM	EACH	1.0						1.0
M542F012	METAL END SECTIONS 300MM	EACH	10.0			10.0			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	15

*(74-68)RS-1 & (74-69)(RS, VBR)

SUMMARY OF QUANTITIES

	SAFETY CLASSIFICATION CODE:			STPF 330	STPF 330	STPF 330	BHF 114	STPF 330	STPF 330 3N
	LOCATION OF WORK:			F.A.I. 72 STA. 259+394.458 TO STA. 260+217.232	IL. 105 STA. 37+070.99 TO STA. 38+832.80	F.A.I. 72 STA. 260+217.232 TO STA. 267+099.027	F.A.I. 72 STA. 21+487.976 TO STA. 21+559.367	F.A.I. 72 RT. STA. 264+522.191	F.A.I. 72 S.N. 074-0071 S.N. 074-0035 S.N. 074-0026 S.N. 074-0036
	FUND CODE:			90% FEDERAL/ 10% STATE	90% FEDERAL/ 10% STATE	90% FEDERAL/ 10% STATE	80% FEDERAL/ 20% STATE	90% FEDERAL/ 10% STATE	90% FEDERAL/ 10% STATE
	CONSTRUCTION TYPE CODE:			I000 4LN 33D?01	I000 2LN 33D201	J000 33DA0?	X171-SB STR # 074-0001	Y007 33DA01	SFTY 33DA0?
CODE NO	ITEM	UNIT	TOTAL QUANTITY						
M542G055	GRATING FOR CONCRETE FLARED END SECTION 900MM	EACH	2.0			2.0			
M5870020	BRIDGE SEAT SEALER	SQ M	4.0				4.0		
M6010074	SHOULDER REMOVAL AND REPLACEMENT 200MM	METER	0.0 ~~3,183.0~~	0.0 ~~3,183.0~~					
M6010105	PIPE DRAINS 100MM	METER	217.9 ~~141.5~~	197.9 ~~121.5~~		20.0			
M6010125	PIPE DRAINS 300MM	METER	163.6 ~~168.5~~			163.6 ~~168.5~~			
M6010605	PIPE UNDERDRAINS 100MM	METER	5089 ~~3,944.0~~	4313.6 ~~3,173.6~~		770.4 ~~760.4~~			
M6060010	CLASS SI CONCRETE (OUTLET)	CU M	1.59 ~~6.5~~	1.2		0.39 5.3			
M6060705	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-15.60 (ABUTTING EXISTING PAVEMENT)	METER	46.7 ~~246.3~~	46.7 ~~69.1~~		0.0 ~~177.2~~			
M6061935	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-10.30 (ABUTTING EXISTING PAVEMENT)	METER	324.0 ~~260.6~~		324.0 ~~260.6~~				
M6061950	COMBINATION CONCRETE CURB AND GUTTER, M-10.30 (SPECIAL)	METER	14.1 ~~10.0~~		14.1 ~~10.0~~				
M6064810	CONCRETE MEDIAN, TYPE SM (DOWELLED)	SQ M	14.7 ~~13.0~~			14.7 ~~13.0~~			
M6065300	CONCRETE MEDIAN, TYPE SM-15.30	SQ M	16.2 ~~59.0~~	16.2 ~~59.0~~					
M6100010	PORTLAND CEMENT CONCRETE SHOULDERS	SQ M	243.6 ~~201.0~~			243.6 ~~201.0~~			
M6110060	CLASS SI CONCRETE (MISCELLANEOUS)	CU M	7.0 ~~6.4~~		.4 ~~0.6~~				6.6 ~~5.8~~
M6300100	STEEL PLATE BEAM GUARD RAIL, TYPE A	METER	389.8 ~~308.6~~			389.8 ~~308.6~~			
M6300120	STEEL PLATE BEAM GUARD RAIL, TYPE C	METER	3.8			3.8			
M6320030	GUARD RAIL REMOVAL	METER	688.4 ~~599.0~~		30.5	416.5 ~~381.8~~	241.4 ~~186.7~~		
M6330610	REMOVE AND RE-ERECT STEEL PLATE BEAM GUARD RAIL	METER	~~1,223.0~~ 1258.8		30.5	~~1,202.5~~ ~~1192.5~~ 1228.3			
M6610300	BITUMINOUS SHOULDER CURB	METER	598.0 ~~605.0~~			598.0 ~~605.0~~			
M6650100	WOVEN WIRE FENCE, 1.2 METER	METER	158.3 ~~221.0~~				134.8 ~~151.0~~	23.5 ~~70.0~~	
M6650420	WOVEN WIRE FENCE REMOVAL	METER	145.2 ~~234.0~~				195.2 ~~157.0~~	0 ~~77.0~~	
M7030100	SHORT-TERM PAVEMENT MARKING	METER	1594.8 ~~3,695.0~~	978.5	358.8 ~~854.5~~	257.5 ~~1,862.0~~			
M7030210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ M	22.1 ~~47.0~~		22.1 ~~47.0~~				
M7030220	TEMPORARY PAVEMENT MARKING - LINE 100MM	METER	63114.1 ~~62,385.0~~	23576.9 ~~16,090.0~~	7535.4 ~~14,293.0~~	32,002.0			
M7030240	TEMPORARY PAVEMENT MARKING - LINE 150MM	METER	0.0 ~~366.0~~		0.0 ~~301.0~~	0.0 ~~65.0~~			
M7030250	TEMPORARY PAVEMENT MARKING - LINE 200MM	METER	1166 ~~4,358.0~~	1166 ~~4,358.0~~					
M7030260	TEMPORARY PAVEMENT MARKING - LINE 300MM	METER	58.6 ~~460.0~~		58.6 ~~376.0~~	0.0 ~~84.0~~			
M7030280	TEMPORARY PAVEMENT MARKING - LINE 600MM	METER	15.0 ~~72.0~~		3.7 ~~61.0~~	11.3 ~~11.0~~			
M7040100	TEMPORARY CONCRETE BARRIER	METER	317.0				317.0		
M7040200	RELOCATE TEMPORARY CONCRETE BARRIER	METER	267.0				267.0		
M7800100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ M	16.2 ~~23.5~~		16.2 ~~23.5~~				
M7800105	THERMOPLASTIC PAVEMENT MARKING - LINE 100MM	METER	14159 ~~15,192.0~~	7816.5 ~~8,046.0~~	6342.4 ~~7,146.0~~				
M7800115	THERMOPLASTIC PAVEMENT MARKING - LINE 150MM	METER	124.9 ~~151.0~~		124.9 ~~151.0~~				
M7800120	THERMOPLASTIC PAVEMENT MARKING - LINE 200MM	METER	1166.0 ~~1,176.0~~	1166.0 ~~1,176.0~~					
M7800125	THERMOPLASTIC PAVEMENT MARKING - LINE 300MM	METER	112.2 ~~220.0~~		112.2 ~~220.0~~				
M7800140	THERMOPLASTIC PAVEMENT MARKING - LINE 600MM	METER	28.4 ~~31.0~~		28.4 ~~31.0~~				
M7800205	PAINT PAVEMENT MARKING - LINE 100MM	METER	~~35,504.0~~ 34224.8			~~35,504.0~~ 34224.8			
M7800215	PAINT PAVEMENT MARKING LINE - 150MM	METER	57.0 ~~65.0~~			57.0 ~~65.0~~			
M7800220	PAINT PAVEMENT MARKING LINE - 200MM	METER	998.3 ~~1,003.0~~			998.3 ~~1,003.0~~			
M7800225	PAINT PAVEMENT MARKING LINE - 300MM	METER	40.3 ~~52.0~~			40.3 ~~52.0~~			
M7800240	PAINT PAVEMENT MARKING - LINE 600MM	METER	10.7 ~~11.0~~			10.7 ~~11.0~~			
M8210225	UNIT DUCT, 2*6XLP, 1*6 BARE GROUND 25MM POLYETHYLENE	METER	0.0 ~~6.0~~			0.0 ~~6.0~~			
M8360200	LIGHT POLE FOUNDATION, 750MM DIAMETER	METER	0.0 ~~1.0~~			0.0 ~~1.0~~			
MLR46225	PORTLAND CEMENT CONCRETE PAVEMENT 250MM (SPECIAL)	SQ M	1166.7 ~~1,187.0~~			1166.7 ~~1,187.0~~			
MZ002000	ATTENUATOR BASE	SQ M	200.7 ~~203.0~~						200.7 ~~203.0~~
MZ004800	BITUMINOUS MIXTURE FOR PATCHING	M TON	292.3 ~~262.0~~		292.3 ~~262.0~~				
MZ017202	DOWEL BARS 35MM	EACH	3441 ~~2,722.0~~			3441 ~~2,722.0~~			
MZ037200	PAVEMENT GRINDING	SQ M	99053.4 ~~98,303.0~~			99053.4 ~~98,303.0~~			
MZ040530	PIPE UNDERDRAIN REMOVAL	METER	0.0 ~~760.0~~			0.0 ~~760.0~~			
X0301508	REMOVE & REINSTALL CONCRETE HEADWALL	EACH	0.0 ~~5.0~~			0.0 ~~5.0~~			
X0320983	INERTIAL BARRIER INSTALLATION - 19 BARRELS	EACH	8.0						8.0
X0321560	GRATING FOR BOX CULVERTS	EACH	4.0			4.0			
Z0002600	BAR SPLICERS	EACH	1044 ~~1,048.0~~				1044 ~~1,048.0~~		
Z0017900	DRAINAGE SCUPPERS	EACH	4.0				4.0		
Z0051500	REMOVE AND RESETTING STREET SIGNS	EACH	0.0 ~~13.0~~			0.0 ~~13.0~~			
Z0075300	TIE BARS △	EACH	1023 ~~914~~ ~~200.0~~			1023 ~~914~~ 200.0			
Z0077800	WOOD POSTS	EACH	90.0 ~~151.0~~						90.0 ~~151.0~~
Ø Z0076600	TRAINEES	HOUR	~~500.0~~ 456.0	~~500.0~~ 456.0					

Ø FUND CODE - Y080

△ REV. 2-10-97

SUMMARY OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	15 A

*(74-68)RS-1 & (74-69)(RS, VBR)

SAFETY CLASSIFICATION CODE:
LOCATION OF WORK:

FUND CODE:

CONSTRUCTION TYPE CODE:

CODE NO	ITEM	UNIT	TOTAL QUANTITY	STPL 330 F.A.I. 72 STA. 259+394.458 TO STA. 260+217.232 90% FEDERAL/ 10% STATE 1000 4LN 33DA01	STPL 330 IL. 105 STA. 37+070.99 TO STA. 38+832.80 90% FEDERAL/ 10% STATE 1000 33DZ01	STPL 330 F.A.I. 72 STA. 260+217.232 TO STA. 267+099.027 90% FEDERAL/ 10% STATE J000 33DA01	BHF 114 F.A.I. 72 STA. 21+487.976 TO STA. 21+559.367 80% FEDERAL/ 20% STATE X171-SP 1001 STR 33DA01	STPE 330 F.A.I. 72 RT. STA. 264+522.191 90% FEDERAL/ 10% STATE Y007 33DA01	STPE 330 3N F.A.I. 72 S.N. 074-0071 S.N. 074-0035 S.N. 074-0026 S.N. 074-0036 90% FEDERAL/ 10% STATE SFTY 33DA01
FAL00100	TRAFFIC CONTROL SURVEILLANCE	$	8345.67			8345.67			
FAL00101	PLACING ALLEVIATE TO RAISE S.U.B.	$	8224.46			8224.46			
FAL00102	PAVEMENT CLEANING	$	26,564.98			26,564.98			
FAL00103	PAVEMENT MAINTENANCE	$	1,469.90			1,469.90			
FAL00104	ERECTING WIDTH RESTRICTION SIGNS	$	2,681.55			2,681.55			
X9500100	TRAFFIC CONTROL; PLOT 70140(SP)	LS	1.0	1.0					
FAL00105	LEVEL & UNDER PLACE ON SHOULDERS	$	9,836.65			9,836.65			
M4060990	TEMPORARY RAMPS	SQM	189.3	168.6	20.7				
M4428030	CL D PATCH T1 250	SQ M	26.4	26.4					
M4428230	CL D PATCH T2 250	SQ M	12.7	12.7					
M7031000	WORK ZONE PAVEMENT MARKING REM.	SQ M	54.1	39.0	15.1				
X9500201	SILT FENCE	METER	630.8	630.8					
FAL00200	TEMPORARY EROSION CONTROL	$	4,272.62			4,272.62			
X9500200	CONTRACTION JOINT ASSEMBLY	EACH	53.2	53.2					
FAL00201	CORE DRILLING FOR GUARDRAIL POSTS	$	0.0			0.0			
M4428420	CL D PATCH T4 200	SQ M	40.2		40.2				
M6010072	SHLD REM; REPL 125MM	METER	4364.4	4364.4					
X9500301	BT SHLD REM; REPL 200MM	SQ M	42.1	42.1					
M2516630	EROSION CONTROL BLANKET 3	SQ M	0.0			0.0			
X9500300	CONNECT EXIST PIPE UDRAIN 100	EACH	36.0	36.0					
M5421948	PRECAST REIN CONC FLEND SEC. 1050 MM	EACH	1.0					1.0	
M5421945	PIPE CULVERTS, TY 1 RCCP 1050MM	METER	4.6					4.6	
FAL00301	EXPOSING EXISTING UNDERDRAINS	$	1045.83			1045.83			
L0300205	FRAMES AND GRATES TO BE ADJ (CBC)	EACH	4.0		4.0				
M3530700	PCC BASE COURSE 200MM	SQ M	132.8			132.8			
M6063600	CONCRETE MEDIAN SURFACE, 100MM	SQ M	54.1		54.1				
FAL00400	POWER TOOL CLEANING	$	13,331.33				13,331.33		
FAL00401	TRIMMING FLANGES OF END DIAPHRAGMS	$	617.88				617.88		
M4902060	APPROACH SLAB REMOVAL	SQM	372.10				372.10		
X9500400	MESSAGE BOARDS	CAL. DAY	18.0	18.0					
X9500401	CONC. MSNL FOR PIPE DRAIN REM; RE-ERECT	EACH	9.0	9.0					
FAL00402	PVMT CLEANING SHLDRS/GRINDING	$	31,524.74				31,524.74		
FAL00403	EMBANKMENT LIME	$	2,869.84				2,869.84		
FAL00404	INTERCHANGE LIGHTING REPAIR	$	1,315.98				1,315.98		
FAL00500	PILING REPLACEMENT ABUT 3	$	649.54				649.54		
FAL00501	MILL: OVERLAY EXISTING SHOULDER	$	19,016.22			19,016.22			
M7830105	PAINT MARKING REMOVAL	METER	760.0	760.0					
FAL00700	PCC PARTIAL DEPTH PATCHING	$	69,497.32			69,497.32			
M6021610	MH TYPE A 1.5m DIA TYPE 1 FL CL	EACH	1.0					1.0	
FAL00900	FIELD TILE & UNDRN CONNECTION	$	1,606.94			1,606.94			
L6700205	PERM SURVEY MARKER, TYPE 1	EACH	1.0			1.0			
FAL01000	EMBANKMENT PLANT TYPE 1 TERMINAL	$	4,065.28			4,065.28			
Z0070100	SURVEY MONUMENT COVER ASSY	EACH	1.0		1.0				
L6350310	REMOVE; REINSTALL DELINEATOR	EACH	97.0	97.0					
XXX03100	TRAF CONT ADJST STD 701406	$	2648.08			2648.08			
XXX03101	TRAF CONT ADJST STD 701401 (SP)	$	4559.86			4559.86			
M4030300	BIT MATLS C&S CT	LIT	48110.40			48110.40			
M4030600	SEAL COAT AGG	MT	169.30			169.30			
X9501600	PARAPET WALL CRDT	$	-1977.58				-1977.58		
70100100	TRAF CONT-PROT 701406	LS	19,000.00			19,000			
XXX17100	LIQUIDATED DAMAGES	CDA	10.25			10.25			

AUTH. #1
AUTH #2
AUTH #3
AUTH #4
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SCHEDULE OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	16A

*(74-68)RS-1 & (74-69)(RS, VBR)

STATION	LANE	CLASS B PATCH TY II 250mm (M²)	DOWEL BARS (EACH)	SAW CUTS (METER)
RT 260+473	D	6.6	20	14.6
RT 260+476.5	D	6.6	20	14.6
RT 260+552	P	6.6	20	14.5
RT 261+348	D	6.6	20	14.6
RT 261+527	D	6.6	20	14.6
RT 261+602	P	6.6	20	14.6
RT 261+612	D	6.6	20	14.6
RT 261+691	D	6.6	20	14.6
RT 261+708	D	6.6	20	14.6
RT 262+300	P	6.6	20	14.5
RT 261+358.7	P	6.6	20	14.6
RT 261+864	D	11.0	20	17.0
RT 261+945	D	6.6	20	14.6
RT 262+053	D	6.6	20	14.6
RT 262+[illegible]	D	6.6	20	14.6
RT 262+067.5	D	6.6	20	14.6
RT 262+176	D	6.6	20	14.6
RT 262+238	D	6.6	20	14.6
RT 262+415	P	6.6	20	14.6
RT 262+414.9	D	6.6	20	14.6
RT 262+424	P	6.6	20	14.6
RT 262+457	D	6.6	20	14.6
RT 262+480.5	D	6.6	20	14.6
RT 262+509.7	P	6.6	20	14.6
RT 262+509.7	D	12.4	20	17.8
RT 262+711	D	6.6	20	14.6
RT 263+513	D	6.6	20	14.6
RT 263+662	D	6.6	20	14.6
RT 263+975.1	D	6.6	20	14.6
RT 264+260	D	6.6	20	14.6
RT 264+296	P	6.6	16	12.8
RT 264+296	D	6.6	20	14.6
RT 264+321	D	6.6	20	14.6
RT 264+326	D	10.2	20	16.6
RT 264+440	D	6.6	20	14.6
RT 264+442.9	P	8.1	20	15.4
RT 264+442.9	D	6.6	20	14.6
RT 264+805.7	P	6.6	20	14.6
RT 264+961.7	D	6.6	20	14.6
RT 265+063.2	P	6.6	20	14.6
RT 265+076	D	6.6	20	14.6
RT 265+144.9	P	6.6	20	14.6
RT 265+358.3	P	6.6	20	14.6
RT 265+460	P	6.6	20	13.51
RT 265+515	P	6.6	20	14.6
RT 265+530	P	6.6	20	12.8
RT 265+553	P	6.6	20	12.8
RT 265+553	D	6.6	20	14.6
RT 265+572	D	6.6	20	14.6
RT 265+580	P	6.6	20	14.6
RT 265+683	P	6.6	20	12.8
RT 265+683	D	6.6	20	14.6
RT 265+709	D	6.6	20	14.6
RT 265+861	D	6.6	20	14.6
RT 265+939.7	P	6.6	20	12.8
RT 265+983.7	D	6.6	20	14.6
RT 265+995	D	7.7	20	15.2
RT 266+008.1	D	14.5	20	18.9

STATION	LANE	CLASS B PATCH TY II 250mm (M²)	DOWEL BARS (EACH)	SAW CUTS (METER)
RT 266+135.8	D	6.6	20	14.6
LT 260+153.4	P	7.7	20	14.5
LT 260+205	D	6.6	20	14.6
LT 260+248	P	6.6	20	14.6
LT 260+305.8	P	6.6	20	14.6
LT 260+336.6	P	6.6	20	14.7
LT 260+427	P	6.6	20	14.6
LT 261+336.3	D	6.6	20	14.6
LT 261+644.7	P	7.7	20	15.2
LT 261+644.7	D	8.8	19	15.8
LT 261+695	P	9.5	20	16.4
LT 261+700	D	6.6	20	14.6
LT 261+776.1	P	6.6	20	14.7
LT 262+011	D	6.6	20	14.6
LT 262+170	P	6.6	20	14.6
LT 262+239.1	P	9.6	17	14.6
LT 262+410	P	6.6	20	12.8
LT 262+410	D	6.6	20	14.6
LT 262+456	D	6.6	20	14.6
LT 262+535	P	8.8	17	15.8
LT 262+623	D	6.6	20	14.6
LT 262+905	D	6.6	20	14.6
LT 262+996.5	P	6.6	20	12.8
LT 262+996.5	D	6.6	20	14.6
LT 263+067.2	D	9.9	20	13.7
LT 263+067.2	D	9.9	19	16.4
LT 263+119	D	6.6	20	14.6
LT 263+242	D	6.6	20	14.6
LT 263+453.9	P	8.0	20	14.6
LT 263+486	D	6.6	20	14.6
LT 263+527.3	P	7.8	20	14.6
LT 263+627	D	7.7	24	16.5
LT 263+651	D	7.0	20	14.8
LT 264+011.6	D	6.6	20	14.6
LT 264+125	D	6.6	20	14.6
LT 264+264.9	P	6.6	20	14.6
LT 264+287.8	P	6.6	20	12.8
LT 264+287.8	D	6.6	20	14.6
LT 264+350	D	6.6	20	14.6
LT 264+841.9	P	6.6	20	12.8
LT 264+841.9	D	6.6	20	14.6
LT 264+882.5	P	6.6	20	12.8
LT 264+882.5	D	6.6	20	14.6
LT 264+935	P	6.6	20	14.6
LT 264+970	D	6.6	20	14.6
LT 265+150	P	6.6	20	14.6
LT 265+343	P	6.6	20	14.6
LT 265+428	P	6.6	20	14.6
LT 265+440	P	6.6	20	12.8
LT 265+440	D	6.6	20	14.6
LT 265+461	D	6.6	20	14.6

STATION	LANE	CLASS B PATCH TY II 250mm (M²)	DOWEL BARS (EACH)	SAW CUTS (METER)	~~TIE BARS (EACH)~~	~~PAVT. FABRIC (M²)~~
LT 265+570	D	7.0	20	14.8		
*LT 265+578	P	6.6	20	14.6		
LT 265+690	D	6.6	20	14.6		
LT 265+700	D	6.6	20	14.6		
LT 265+735	D	6.6	20	14.6		
LT 265+842	P	6.6	20	12.8		
LT 265+842	D	6.6	20	14.6		
LT 265+853	D	6.6	20	14.6		
LT 266+025	P	6.6	20	12.8		
LT 266+025	D	6.6	20	14.6		
LT 266+112.9	P	6.6	20	14.6		
LT 266+151	P	6.6	20	14.6		
LT 266+186	D	6.6	20	14.6		
LT 266+253.2	P	8.8	20	15.8		
LT 266+297	P	6.6	20	14.6		
LT 266+358.6	D	6.6	20	14.6		
LT 266+373	P	6.6	20	12.8		
LT 266+373	D	6.6	20	14.6		
LT 266+410	D	6.6	20	14.6		
LT 266+428	P	6.6	20	12.8		
LT 266+428	D	6.6	20	14.6		
LT 266+452.2	P	6.6	20	14.6		
LT 266+729	P	6.6	20	14.6		
LT 266+751	D	6.6	20	14.6		
LT 266+800	D	6.6	20	14.6		
LT 266+853	P	6.6	20	12.8		
LT 266+853	D	6.6	20	14.6		
LT 266+864	P	7.7	20	15.2		
LT 266+883	D	6.6	20	14.6		
LT 267+004	P	14.6	20	15.0		
LT 267+004	D	14.6	19	19.0		
LT 263+844	D	7.6	24	16.2		
LT 1+149.4	D	7.6	22	16.2		
TOTAL =		1006.4 m²	*	*		

* SEE SHEET 16B CL IV TOTALS FOR THESE TOTALS

SCHEDULE OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	16

*(74-68)RS-1 & (74-69)(RS, VBR)

STATION	LANE	CLASS B PATCH TY III 250 MM (M²)	DOWEL BARS (EACH)	SAW CUTS (METER)	TIE BARS 20MM (EACH)	PAVT FABRIC (M²)
RT 261+537	D	15.7	20	19.6		15.7
RT 266+160.5	D	17.4	20	20.5		17.4
RT 266+830.9	D	16.4	20	19.9		16.4
LT 262+086	D	16.5	20	20.0		16.5
LT 262+474	D	19.8	20	21.8		19.8
TOTAL =		85.8 m²	*	*		*

* SEE THIS SHEET CL IV TOTALS FOR THESE TOTALS

STATION	LANE	CLASS B PATCH TY II 230MM (M²)	DOWEL BARS (EACH)	SAW CUTS (METER)	TIE BARS 20MM (EACH)	PAVT. FABRIC (M²)
RT 261+414.6	D	47.2	20	36.8		47.2
RT 262+390	D	185.8	20	112.6	43.0	185.8
RT 262+374	P	60.7	20	44.2	27.0	60.7
RT 265+440	P	25.3	19	18.12	11.0	25.3
RT 265+440	D	24.2	20	24.2		24.2
RT 265+460	D	117.1	20	74.95	47.0	117.1
RT 265+530	D	41.4	20	33.6	16.0	41.4
RT 265+939.7	D	20.1	20	22.0		20.1
RT 266+084.3	P	28.9	19	19.68	13.0	28.9
RT 266+084.3	D	25.8	20	25.1		25.8
RT 266+709.1	P	31.3	20	19.53	13.0	31.3
RT 266+709.1	D	31.3	20	28.1		31.3
RT 266+850.9	P	24.9	20	20.05	11.0	24.9
RT. RAMP C GORE	D	72.4	6	114.4	178.0	72.4
RT. RAMP D TERM.	D	52.8	5	44.9	65.0	52.8
LT 262+474	P	20.9	20	16.8		20.9
LT 262+521	P	45.8	20	35.98	15.0	45.8
LT 262+703	D	22.3	20	23.2		22.3
LT 265+515	D	100.3	18	65.8		100.3
LT 265+515	P	102.5	20	39.58	47.0	102.5
LT 265+548	P	40.3	20	22.0	18.0	40.3
LT 265+548	D	40.3	20	33.0		40.3
LT 265+650	P	137.3	20	48.52	58.0	137.3
LT 265+650	D	137.6	20	86.2		137.6
LT 266+709	P	29.1	20	19.0	13.0	29.1
LT 266+709	D	29.1	20	26.9		29.1
LT RAMP A TERM.	D	122.1	9	177.2	92.0	122.1
LT RAMP B TERM	D	124.0	8	213.0	168.0	124.0
LT RAMP B GORE	D	108.2	-	123.1	186.0	108.2
TOTAL =		1867.6 m²				
TYPE II, III, IV TOTAL =			3441 EA.	3755.6 m²	1023 EA.	1999.9 m²

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SCHEDULE OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	

*(74-68)RS-1 & (74-69)(RS, VBR)

PAVEMENT PATCHING (PARTIAL DEPTH) CONCRETE (M4429100)

STATION	WESTBOUND DRIVING LANE (m^2)
LT. 260+230.0	0.582
LT. 260+250.0	1.760
LT. 260+298.98	0.816
LT. 260+305	0.616
LT. 260+317	0.552
LT. 260+341	0.964
LT. 260+351	0.805
LT. 260+363	0.744
LT. 260+370	0.757
LT. 260+420	0.510
LT. 260+642	0.564
LT. 260+667	0.587
LT. 260+685	0.730
LT. 261+284	0.835
LT. 261+288	0.486
LT. 261+415	1.168
LT. 261+430	0.920
LT. 261+552	0.608
LT. 261+567	1.270
LT. 261+652	0.607
LT. 261+655	2.517
LT. 261+680	0.660
LT. 261+688	1.525
LT. 261+732	0.627
LT. 261+751	0.615
LT. 261+799	0.755
LT. 261+866	0.636
LT. 261+898	0.631
LT. 261+950	0.914
LT. 262+036	0.659
LT. 262+049	0.628
LT. 262+129	0.713
LT. 262+164	1.528
LT. 262+230	0.638
LT. 262+234	1.208
LT. 262+244	1.243
LT. 262+324	0.562
LT. 262+345	0.630
LT. 262+446	0.703
LT. 262+443	0.632
LT. 262+526	1.008
LT. 262+531	0.641
LT. 262+531	0.634
LT. 262+565	0.782
LT. 262+585	0.783
LT. 262+680	1.779
LT. 262+690	0.791
LT. 262+717	0.777
LT. 262+772	0.603
LT. 262+802	0.898
LT. 262+817	0.803
LT. 262+817	2.360
LT. 262+836	0.722

STATION	WESTBOUND DRIVING LANE (m^2)
LT. 262+952	1.072
LT. 263+047	0.653
LT. 263+054	1.265
LT. 263+061	1.943
LT. 263+071	1.142
LT. 263+089	1.383
LT. 263+107	0.793
LT. 263+107	0.566
LT. 263+111	0.574
LT. 263+277	1.269
LT. 263+356	0.753
LT. 263+386	2.190
LT. 263+519	0.397
LT. 263+619	0.630
LT. 263+631	0.763
LT. 263+634	0.572
LT. 263+652	0.547
LT. 263+701	1.415
LT. 263+711	0.784
LT. 263+717	0.654
LT. 263+720	0.803
LT. 263+732	6.087
LT. 263+781	1.058
LT. 264+199	0.871
LT. 264+273	0.643
LT. 264+336	1.005
LT. 264+573	0.580
LT. 264+677	0.584
LT. 265+010	0.767
LT. 265+016	0.738
LT. 265+189	0.811
LT. 265+406	0.578
LT. 265+796	0.723
LT. 265+840	1.341
LT. 265+934	0.700
LT. 266+044	0.548
LT. 266+101	0.596
LT. 266+163	0.718
LT. 266+179	0.755
LT. 266+224	0.628
LT. 266+294	0.597
LT. 266+295	0.827
LT. 266+303	0.842
LT. 266+324	0.425
LT. 266+350	1.073
LT. 266+418	0.662
LT. 266+437	0.629
LT. 266+451	1.156
LT. 266+475	0.573
LT. 266+528	0.860
LT. 266+635	0.851
LT. 266.638	0.627
LT. 266.727	0.600

STATION	WESTBOUND DRIVING LANE (m^2)
LT. 266+741	0.872
LT. 266+776	0.670
LT. 266+882	1.051
LT. 266+906	1.896
LT. 266+913	0.756
LT. 266+967	1.197
LT. 266+972	0.693
WBDL TOTAL =	103.2 m^2

STATION	EASTBOUND DRIVING LANE (m^2)
RT. 261+859	2.807
RT. 261+867	4.489
RT. 261+876	0.647
RT. 261+877	2.618
RT. 261+891	2.284
RT. 261+894	0.901
RT. 261+897	2.446
RT. 261+901	1.702
RT. 261+910	0.261
RT. 261+910	10.519
RT. 261+915	2.779
RT. 261+929	0.606
RT. 261+937	0.716
RT. 261+940	2.354
RT. 261+942	0.806
RT. 261+950	1.883
RT. 261+953	1.689
RT. 261+955	2.190
RT. 261+958	3.308
RT. 261+963	0.894
RT. 261+965	0.690
RT. 261+968	1.546
RT. 261+980	2.379
RT. 261+985	1.579
RT. 261+994	2.052
RT. 262+005	1.363
RT. 262+080	1.387
RT. 262+088	0.699
RT. 262+090	2.543
RT. 262+135	0.745
RT. 262+140	0.832
RT. 262+144	0.933
RT. 262+199	0.644
RT. 262+212	1.999
RT. 262+242	0.611
RT. 262+261	2.152
RT. 262+281	4.963
RT. 262+289	1.512
RT. 262+294	1.685

STATION	EASTBOUND DRIVING LANE (m^2)
RT. 262+304	0.852
RT. 262+307	0.686
RT. 262+323	3.154
RT. 262+342	1.201
RT. 262+442	1.006
RT. 262+444	3.513
RT. 262+449	1.332
RT. 262+469	2.151
RT. 262+484	1.475
RT. 262+531	4.656
RT. 262+534	1.751
RT. 262+536	1.228
RT. 262+539	1.420
RT. 262+582	0.600
RT. 262+619	1.121
RT. 262+636	0.777
RT. 262+683	0.729
RT. 262+697	0.521
RT. 262+698	0.650
RT. 262+732	0.730
RT. 262+739	1.847
RT. 262+745	1.428
RT. 262+752	3.599
RT. 262+755	0.680
RT. 262+762	0.670
RT. 262+770	1.058
RT. 262+775	0.670
RT. 262+779	1.627
RT. 262+783	0.651
RT. 262+793	6.657
RT. 262+805	0.703
RT. 262+809	0.646
RT. 262+817	0.928
RT. 262+821	0.928
RT. 262+825	0.774
RT. 262+833	1.323
RT. 262+842	1.529
RT. 262+888	0.982
RT. 262+890	0.782
RT. 262+894	0.627
RT. 262+900	0.900
RT. 262+907	0.801
RT. 262+911	0.709
RT. 262+921	0.942
RT. 262+948	2.720
RT. 262+965	0.883
RT. 262+999	0.635
RT. 263+012	0.655
RT. 263+064	0.628
RT. 263+142	0.518
RT. 263+145	1.223
RT. 263+149	0.553
RT. 263+217	2.228

SCHEDULE OF QUANTITIES

PAVEMENT PATCHING (PARTIAL DEPTH) CONCRETE (M442910D)

STATION	EASTBOUND DRIVING LANE (m^2)
RT. 263+239	0.770
RT. 263+270	1.273
RT 263+274	0.494
RT. 263+288	0.938
RT. 263+328	0.804
RT. 263+371	0.926
RT. 263+387	0.705
RT. 263+394	1.527
RT. 263+502	0.747
RT. 263+518	1.147
RT. 263+571	1.585
RT. 263+597	1.792
RT. 264+017	0.665
RT. 264+035	0.549
RT. 264+036	1.032
RT. 264+097	0.970
RT. 264+232	1.772
RT. 264+281	0.860
RT. 264+292	1.331
RT. 264+302	1.285
RT. 264+360	0.773
RT. 264+416	0.993
RT. 264+434	0.853
RT 264+495	0.568
RT 264+504	1.170
RT. 264+508	0.690
RT. 264+525	0.660
RT. 264+527	0.644
RT. 264+530	0.891
RT. 264+535	0.960
RT. 264+537	3.147
RT. 264+556	0.614
RT. 264+556	0.600
RT. 264+561	4.230
RT. 264+581	1.363
RT. 264+616	1.401
RT. 264+618	1.669
RT. 264+660	1.050
RT. 264+781	0.999
RT. 264+794	2.009
RT. 264+820	0.704
RT 264+823	1.332
RT. 264+838	0.708
RT. 264+843	0.658
RT. 264+852	0.955
RT. 264+895	1.124
RT. 264+931	1.195
RT. 264+940	0.708
RT. 264+971	0.605
RT. 264+977	1.809
RT. 265+010	1.131
RT. 265+036	1.230
RT. 265+046	1.211

STATION	EASTBOUND DRIVING LANE (m^2)
RT. 265+054	0.675
RT. 265+084	0.511
RT. 265+096	0.728
RT. 265+147	0.601
RT. 265+208	0.555
RT. 265+332	0.720
RT. 265+367	1.273
RT. 265+382	1.362
RT. 265+384	0.700
RT. 265+491	1.090
RT. 265+493	0.601
RT. 265+610	0.544
RT. 265+610	0.611
RT. 265+635	0.655
RT. 265+645	1.004
RT. 265+666	0.694
RT. 265+671	0.672
RT. 265+720	6.903
RT. 265+723	0.877
RT. 265+755	0,660
RT. 265+780	1.476
RT. 265+780	0.698
RT. 265+823	0.994
RT. 265+828	1.116
RT. 265+864	0.806
RT. 265+886	0.524
RT. 265+916	0.628
RT. 265+963	1.830
RT. 265+978	3.415
RT. 266+222	1.318
RT. 266+238	5.658
RT. 266+241	2.664
RT. 266+312	0.769
RT. 266+326	2.182
RT. 266+331	0.695
RT. 266+333	1.504
RT. 266+371	0.559
RT. 266+373.9	1.911
RT. 266+869	0.614
RT. 266+875	2.906
RT. 266+885	0.504
RT. 266+915	1.224
RT. 266+917	0.912
RT. 266+944	1.530
RT. 266+961	2.521
RT. 266+983	2.016
RT. 266+988	0.646
RT. 266+993	2.809
RT. 267+001	2.702
RT. 260+408	1.754
RT. 260+432	1.212
RT. 260+448	1.079
RT. 260+450	1.050

STATION	EASTBOUND DRIVING LANE (m^2)
RT. 260+474	0.708
RT. 260+491	0.966
RT. 260+539	1.104
RT. 260+547	1.307
RT. 260+555	0.692
RT. 260+578	2.169
RT. 260+611	0.471
RT. 260+614	0.624
RT. 260+663	2.467
RT. 260+753	0.824
RT. 260+860	0.951
RT. 260+866	1.518
RT. 260+907	1.117
RT. 261+118	1.386
RT. 261+213	1.548
RT. 261+222	0.655
RT. 261+226	0.832
RT. 261+304	0.616
RT. 261+324	0.551
RT. 261+324	0.877
RT. 261+441	0.843
RT. 261+442	0.730
RT. 261+502	0.792
RT. 261+524	0.592
RT. 261+532	0.744
RT. 261+698	1.931
RT. 261+781	0.649
RT. 261+785	1.942
RT. 261+790	0.619
RT. 261+794	5.008
RT. 261+821	1.028
RT. 261+845	0.902

EBDL TOTAL = * 312.3 m^2

STATION	WESTBOUND PASSING LANE (m^2)
LT. 260+167	1.904
LT. 260+285	0.730
LT. 260+289	0.686
LT. 260+310	2.490
LT. 260+315	0.681
LT. 260+344	1.512
LT. 260+373	0.614
LT. 260+381	0.799
LT. 260+388	0.878
LT. 260+390	0.810
LT. 260+399	0.663
LT. 260+434	1.070
LT. 260+439	0.743
LT. 260+442	0.785

STATION	WESTBOUND PASSING LANE (m^2)
LT. 260+762	0.878
LT. 260+800	1.612
LT. 260+946	0.918
LT. 260+949	1.075
LT. 260+951	0.187
LT. 260+951	2.310
LT. 261+300	1.619
LT. 261+308	0.663
LT. 261+312	0.666
LT. 261+316	1.201
LT. 261+328	1.488
LT. 261+346	0.701
LT. 261+378	0.609
LT. 261+388	1.882
LT. 261+396	2.505
LT. 261+426	0.842
LT. 261+468	0.925
LT. 261+533	0.881
LT. 261+574	1.749
LT. 261+604	1.420
LT. 261+614	1.011
LT. 261+618	2.622
LT. 261+689	1.636
LT. 261+662	1.394
LT. 261+722	1.668
LT. 261+785	1.741
LT. 261+788	0.856
LT. 261+807	1.175
LT. 261+811	1.399
LT. 262+229	2.397
LT. 262+234	0.872
LT. 262+238	0.591
LT. 262+245	1.284
LT. 262+262	1.132
LT. 262+271	0.553
LT. 262+308	1.267
LT. 262+324	0.830
LT. 262+336	0.558
LT. 262+504	0.838
LT. 262+505	1.047
LT. 262+513	3.871
LT. 262+530	0.672
LT. 262+532	2.804
LT. 262+543	2.435
LT. 262+548	0.622
LT. 262+559	1.949
LT. 263+049	0.656
LT. 263+081	0.469
LT. 263+118	1.232
LT. 263+149	1.188
LT. 263+180	0.523
LT. 263+378	1.280
LT. 263+386	1.589

* SEE SHEET NO. 17D FOR ADDITIONAL TOTALS FOR EBDL

SCHEDULE OF QUANTITIES

PAVEMENT PATCHING (PARTIAL DEPTH) CONCRETE (M4429100)

STATION	WESTBOUND PASSING LANE (m^2)
Lt. 263+390	1.059
Lt. 263+416	0.609
Lt. 263+516	0.062
Lt. 263+516	2.128
Lt. 263+553	0.645
Lt. 263+561	2.572
Lt. 264+283	0.842
Lt. 264+874	1.676
Lt. 265+320	1.221
Lt. 265+404	1.038
Lt. 265+412	0.857
Lt. 265+475	0.756
Lt. 265+479	0.755
Lt. 265+480	0.983
Lt. 265+670	1.026
Lt. 265+694	0.669
Lt. 265+822	0.881
Lt. 265+834	0.766
Lt. 265+866	1.705
Lt. 266+019	1.083
Lt. 266+023	0.749
Lt. 266+029	0.706
Lt. 266+132	1.044
Lt. 266+141	0.079
Lt. 266+141	1.610
Lt. 266+144	1.608
Lt. 26 +246	1.268
Lt. 266+303	1.982
Lt. 266+326	0.449
Lt. 266+397	0.692
Lt. 266+419	0.616
Lt. 266+537	0.748
Lt. 266+604	0.619
Lt. 266+636	0.692
Lt. 266+676	1.144
Lt. 266+816	1.875
Lt. 266+828	1.735
Lt. 266+853	1.329
Lt. 266+902	2.013
Lt. 266+913	0.685
WBPL TOTAL =	125.7 m^2

STATION	EASTBOUND PASSING LANE (m^2)
Rt. 260+434	1.155
Rt. 260+494	0.600
Rt. 260+510	0.865
Rt. 260+541	0.942
Rt. 260+710	1.148
Rt. 260+828	1.898

STATION	EASTBOUND PASSING LANE (m^2)
Rt. 261+200	0.977
Rt. 261+200	0.171
Rt. 261+220	1.534
Rt. 261+300	0.670
Rt. 261+300	0.150
Rt. 261+349	0.496
Rt. 261+349	0.189
RT 261+349	0.074
Rt. 261+410	1.095
Rt. 261+410	0.204
Rt. 261+410	0.150
Rt. 261+551	1.995
Rt. 261+555	0.980
Rt. 261+625	0.957
Rt. 261+625	0.297
Rt. 261+642	2.393
Rt. 261+656	1.710
Rt. 261+862	2.406
Rt. 261+874	1.518
Rt. 261+900	0.524
Rt. 261+901	2.484
Rt. 261+901	0.205
Rt. 261+925	0.838
Rt. 261+935	5.061
Rt. 261+935	0.877
Rt. 261+948	1.903
Rt. 261+948	0.081
Rt. 261+948	0.230
Rt. 262+033	0.525
Rt. 262+040	0.733
Rt. 262+055	1.215
Rt. 262+060	0.880
Rt. 262+062	0.544
Rt. 262+124	0.598
Rt. 262+159	1.139
Rt. 262+159	0.221
Rt. 262+161	0.509
Rt. 262+193	0.571
Rt. 262+243	0.548
Rt. 262+260	1.118
Rt. 262+270	1.213
Rt. 262+277	0.450
Rt. 262+294	0.954
Rt. 262+298	1.218
Rt. 262+320	1.307
Rt. 262+427	0.621
Rt. 262+447	0.707
Rt. 262+474	0.701
Rt. 262+517	1.979
Rt. 262+531	2.616
Rt. 262+543	0.582
Rt. 262+600	2.693

STATION	EASTBOUND PASSING LANE (m^2)
Rt. 262+643	1.218
Rt. 262+655	0.537
Rt. 262+659	0.577
Rt. 262+679	0.924
Rt. 262+790	1.443
Rt. 262+840	2.851
Rt. 262+885	3.251
Rt. 262+898	2.111
Rt. 262+940	1.865
Rt. 262+944	1.795
Rt. 262+958	0.482
Rt. 262+988	1.562
Rt. 263+008	1.336
Rt. 263+070	1.105
Rt. 263+085	1.113
Rt. 263+104	1.480
Rt. 263+108	0.992
Rt. 263+159	1.204
Rt. 263+218	1.441
Rt. 263+233	1.197
Rt. 263+234	0.523
Rt. 263+236	0.648
Rt. 263+322	3.344
Rt. 263+374	1.738
Rt. 263+500	1.044
Rt. 263+514	1.792
Rt. 263+520	2.911
Rt. 263+550	1.365
Rt. 263+593	1.088
Rt. 263+752	0.653
Rt. 263+870	0.979
Rt. 263+884	1.266
Rt. 263+898	1.577
Rt. 263+948	1.462
Rt. 263+956	1.175
Rt. 264+060	5.372
Rt. 264+068	0.898
Rt. 264+087	0.832
Rt. 264+200	0.801
Rt. 264+214	0.763
Rt. 264+233	0.855
Rt. 264+281	0.750
Rt. 264+290	0.595
Rt. 264+294	1.502
Rt. 264+303	0.902
Rt. 264+332	0.810
Rt. 264+362	1.310
Rt 264+362	1.620
Rt. 264+413	0.972
Rt. 264+416	0.902
Rt. 264+492	1.937
Rt. 264+518	0.803

STATION	EASTBOUND PASSING LANE (m^2)
Rt. 264+534	2.025
Rt. 264+538	2.798
Rt. 264+540	4.493
Rt. 264+591	0.820
Rt. 264+604	0.960
Rt. 264+785	1.526
Rt. 264+826	0.859
Rt. 264+8 6	0.599
Rt. 264+868	0.697
Rt. 264+868	0.093
Rt. 264+883	1.226
Rt. 264+920	0.672
Rt. 265+036	0.714
Rt. 265+040	0.660
Rt. 265+192	0.945
Rt. 265+234	1.896
Rt. 265+324	1.051
Rt. 265+330	0.959
Rt. 265+332	0.711
Rt. 265+346	1.841
Rt. 265+350	1.360
Rt. 265+366	3.726
Rt. 265+404	1.257
Rt. 265+437	0.936
Rt. 265+540	1.545
Rt. 265+544	1.673
Rt. 265+634	0.724
Rt. 265+646	1.424
Rt. 265+676	2.088
Rt. 265+702	0.730
Rt. 265+750	1.708
Rt. 265+833	0.830
Rt. 265+845	5.341
Rt. 265+880	1.311
Rt. 265+911	1.650
Rt. 265+973	0.709
Rt. 266+090	1.408
Rt. 266+105	0.823
Rt. 266+144	2.349
Rt. 266+166	0.662
Rt. 266+232	1.391
Rt. 266+242	1.421
Rt. 266+321	0.693
Rt. 266+347	1.070
Rt. 266+582	0.630
Rt. 266+886	0.979
Rt. 266+960	2.184
Rt. 266+977	0.800
Rt. 266+982	0.899
Rt. 267+008	0.740
EBPL TOTAL =	197.9 m^2

SCHEDULE OF QUANTITIES

PAVEMENT PATCHING (PARTIAL DEPTH) CONCRETE (M4429100)

STATION	EASTBOUND DRIVING LANE (m^2)
RT. 264+324	1.021
RT. 264+351	0.410
RT. 264+363	0.834
RT. 264+365	0.577
RT. 264+375	0.954
RT. 264+378	1.624
RT. 264+382 (RAMP C) 30+409	0.935 2.067
EBDL TOTAL =	* 8.4 m^2

*ADDITIONAL TOTALS FOR EBDL

TOTALS

WESTBOUND DRIVING LANE P. 17A	———	103.2 m^2
EASTBOUND DRIVING LANE P. 17B	———	312.3 m^2
WESTBOUND PASSING LANE P. 17C	———	125.7 m^2
WESTBOUND PASSING LANE P. 17C	———	197.9 m^2
EASTBOUND DRIVING LANE P. 17D	———	* 8.4 m^2
GRAND TOTAL	=	747.5 m^2

12/17/96

SCHEDULE OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	16

*(74-68)RS-1 & (74-69)(RS, VBR)

STATION	LANE	CLASS B PATCH TY II, 250 mm (SQ. METER)	DOWEL BARS (EACH)	SAW CUTS (METER)
RT. 259+394.5	P	6.6	20	14.5
RT. 259+394.5	D	6.6	20	14.5
RT. 259+431.0	P	6.6	20	14.5
RT. 259+431.0	D	6.6	20	14.5
RT. 259+462.1	P	6.6	20	14.5
RT. 259+462.1	D	6.6	20	14.5
RT. 259+493.5	D	6.6	20	14.5
RT. 259+634.3	P	6.6•	20	14.5
RT. 259+634.3	D	6.6•	20	14.5
LT. 259+693.2	P	7.7•	20	15.1
LT. 259+693.2	D	7.7•	20	15.1
LT. 259+758.1	P	6.6	20	14.5
LT. 259+784.6	D	6.6	20	14.5
LT. 259+823.9	P	6.6	20	14.5
LT. 259+823.9	D	6.6	20	14.5
RT. 259+880.3	D	6.6	20	14.5
LT. 259+869.9	D	6.6	20	14.5
LT. 259+896.2	D	6.6	20	14.5
LT. 259+896.2	D	6.6	20	14.5
LT. 259+912.6	D	6.6	20	14.5
LT. 259+967.5	P	6.6	20	14.5
LT. 260+064.1	D	6.6	20	14.5
LT. 260+064.1	P	6.6	20	14.5
LT. 260+111.6	D	6.6	20	14.5
LT. 260+111.6	P	6.6	20	14.5
LT. 260+153.4	P	7.7	20	15.1
LT. 260+205.2	D	6.6	20	14.5
LT. 260+205.2	P	6.6	20	14.5
LT. 260+305.8	P	6.6	20	14.5
LT. 260+336.6	P	6.6	20	14.5
RT. 260+476.5	D	6.6	20	14.5
RT. 260+493.2	D	6.6	20	14.5
RT. 260+552.0	P	6.6	20	14.5
LT. 261+336.3	D	6.6•	20	14.5
LT. 261+336.3	P	6.6•	20	14.5
RT. 261+351.2	D	6.6	20	14.5
RT. 261+574.3	P	6.6•	20	14.5
RT. 261+574.3	D	7.7•	20	15.1
LT. 261+644.7	D	8.8	20	15.7
RT. 261+703.2	D	6.6	20	14.5
LT. 261+776.1	P	11.0	20	16.9
RT. 261+858.7	P	6.6	20	14.5
RT. 261+858.7	D	6.6	20	14.5
RT. 261+941.6	D	6.6	20	14.5
RT. 261+948.3	D	6.6	20	14.5
LT. 262+011.4	D	6.6	20	14.5
RT. 262+067.5	D	6.6	20	14.5
LT. 262+086.7	D	11.0	20	16.9
RT. 262+107.7	P	6.6	20	14.5
LT. 262+171.1	P	6.6	20	14.5
LT. 262+216.2	D	6.6	20	14.5
LT. 262+223.8	D	6.6	20	14.5
LT. 262+239.1	P	14.6	20	18.9
LT. 262+368.6	D	6.6	20	14.5
RT. 262+414.9	P	8.8	20	15.7
LT. 262+474.7	D	12.4	20	17.7
RT. 262+480.5	D	6.6	20	14.5
RT. 262+509.7	D	6.6•	20	14.5
RT. 262+509.7	P	13.2•	20	18.1
LT. 262+521.0	P	6.6	20	14.5
LT. 262+535.9	P	6.6	20	14.5
LT. 262+681.0	D	6.6	20	14.5
LT. 262+905.1	D	6.6	20	14.5
LT. 262+996.5	P	6.6	20	14.5
LT. 262+996.5	D	6.6•	20	14.5
LT. 263+067.2	P	6.6•	20	14.5
LT. 263+244.3	D	6.6	20	14.5
RT. 263+282.1	D	6.6	20	14.5
LT. 263+458.9	P	6.6	20	14.5
LT. 263+458.9	P	6.6	20	14.5
LT. 263+544.8	D	6.6	20	14.5
LT. 263+557.3	P	6.6	20	14.5
LT. 263+847.7	P	6.6	20	14.5
RT. 263+975.1	D	6.6	20	14.5
LT. 264+011.6	D	6.6	20	14.5
RT. 264+260.0	D	6.6	20	14.5
LT. 264+264.9	P	6.6	20	14.5
LT. 264+264.9	D	6.6	20	14.5
LT. 264+287.8	P	6.6•	20	14.5
LT. 264+287.8	D	6.6•	20	14.5
RT. 264+296.0	P	6.6•	20	14.5
RT. 264+296.0	D	6.6•	20	14.5
LT. 264+350.9	D	6.6	20	14.5
RT. 264+442.9	P	8.8	20	15.7
RT. 264+442.9	D	6.6	20	14.5
RT. 264+805.7	P	6.6	20	14.5
LT. 264+841.9	P	6.6	20	14.5
LT. 264+882.5	P	6.6	20	14.5
LT. 264+882.5	D	6.6	20	14.5
RT. 264+900.5	D	6.6	20	14.5
RT. 264+930.9	D	6.6	20	14.5
RT. 264+961.7	D	6.6	20	14.5
RT. 265+063.2	P	6.6	20	14.5
RT. 265+144.9	P	6.6	20	14.5
RT. 265+236.3	P	6.6	20	14.5
RT. 265+358.3	P	6.6	20	14.5
LT. 265+428.9	P	6.6	20	14.5
LT. 265+440.8	P	6.6	20	14.5
LT. 265+440.8	D	6.6	20	14.5
LT. 265+517.7	P	11.0	20	16.9
LT. 265+517.7	D	6.6	20	14.5
LT. 265+840.8	P	6.6•	20	14.5
LT. 265+840.8	D	6.6•	20	14.5
LT. 265+853.3	D	6.6	20	14.5
RT. 265+883.7	D	6.6	20	14.5
RT. 266+008.1	D	12.4	20	17.7
RT. 266+069.1	D	8.8	20	15.7
LT. 266+112.9	P	6.6	20	14.5
RT. 266+135.8	D	6.6	20	14.5
LT. 266+151.0	P	6.6	20	14.5
RT. 266+160.5	D	6.6	20	14.5
LT. 266+235.2	P	8.8	20	15.7
RT. 266+343.4	P	6.6	20	14.5
LT. 266+358.6	D	6.6	20	14.5
LT. 266+373.9	P	6.6	20	14.5
LT. 266+373.9	D	6.6	20	14.5
RT. 266+373.9	P	6.6	20	14.5
LT. 266+428.1	P	6.6•	20	14.5
LT. 266+428.1	D	6.6•	20	14.5
LT. 266+452.2	P	6.6	20	14.5
LT. 266+731.4	P	6.6	20	14.5
RT. 266+850.9	D	11.0	20	18.1
LT. 266+853.0	P	6.6	20	14.5
LT. 266+853.0	D	6.6	20	14.5
LT. 266+883.5	D	6.6	20	14.5
F.A.S. 1532 RAMP "A"				
C.L. 10+150.3		8.9	28	18.3
C.L. 10+292.6		8.9	28	18.3
C.L. 10+392.3		8.9	28	18.3
TOTAL	=	901.0 SQ. M.	2544 EACH	1873.8 METERS

STATION	LANE	CLASS B PATCH TY III, 250 mm (SQ. METER)	DOWEL BARS (EACH)	SAW CUTS (METER)	TIE BARS 20 mm (EACH)	PAVT. FABRIC (SQ. M.)
RT. 262+277.2	D	15.7	20	19.5	7	15.7
RT. 265+939.7	P	17.9	20	20.7	8	17.9
RT. 265+939.7	D	17.9	20	20.7	--	17.9
TOTAL	=	51.5 SQ. M.	60 EA.	60.9 M	15 EACH	51.5 SQ. M.

STATION	LANE	CLASS B PATCH TY IV, 250 mm (SQ. METER)	DOWEL BARS (EACH)	SAW CUTS (METER)	TIE BARS 20 mm (EACH)	PAVT. FABRIC (SQ. M.)
RT. 261+464.6	D	24.5	20	35.9	21	24.5
RT. 262+380.2	P	24.5	20	24.3	11	24.5
RT. 262+380.2	D	45.6	20	24.3	--	45.6
RT. 262+405.8	D	57.7	20	42.5	26	57.7
LT. RAMP "A" TERM		62.9	9	82.5	63	62.9
RT. RAMP "D" TERM		64.0	6	111.1	89	64.0
LT. RAMP "D" GORE		65.9	9	79.8	122	65.9
RT. RAMP "C" GORE		100.7	5	172.0	28	100.7
LT. RAMP "B" TERM		113.2	9	143.5	114	113.2
RT. 265+455	P	73.0	20	50.9	33	73.0
RT. 265+455	D	73.0	20	50.9	--	73.0
RT. 265+515	P	91.3	20	60.9	42	91.3
LT. 265+515	D	91.3	20	60.9	--	91.3
LT. 265+650	P	146.0	20	90.9	67	146.0
LT. 265+650	D	146.0	20	90.9	--	146.0
RT. 266+084.3	P	38.0	20	31.7	17	38.0
RT. 266+084.3	D	38.0	20	31.7	--	38.0
RT. 266+709.1	P	29.9	20	27.3	14	29.9
RT. 266+709.1	D	29.9	20	27.3	--	29.9
TOTAL	=	1315.3 SQ. M.	318 EA.	1239.3 M	899 EA.	1315.3. SQ. M.

• CLASS B PATCH - EXPANSION JOINT shall be placed at locations as directed by Engineer where proposed patch replaces existing expansion joint.

CLASS B PATCH - EXPANSION JOINT = 73.0 meters
APPROACH END DOWELL BARS AT EXPANSION JOINTS, PER STANDARD 442101, SHALL BE NO. 35 (NO. 10) X 450 (18") - 200 EACH INCLUDED ABOVE.

SEE SHEETS #16A AND #16B FOR FINAL PATCH LOCATIONS AND QUANTITIES

11/06/96

SEE SHEETS 17A, 17B, 17C, 17D FOR FINAL PATCH LOCATION AND QUANTITIES

SCHEDULE OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	17

* (74-68)RS-1 & (74-69)(RS, VBR)

PAVEMENT PATCHING (PARTIAL DEPTH) CONCRETE

EASTBOUND LANES

R.T.C. = RANDOM TRANSVERSE CRACKS • INCLUDES RAMP TERMINAL QUANTITIES

STATION TO STATION	PASSING LANE NO.	PASSING LANE QUANTITY (SQ. M.)	PASSING LANE NO. R.T.C.	DRIVING LANE NO.	DRIVING LANE QUANTITY (SQ. M.)	DRIVING LANE NO. R.T.C.
RT. 259+395.0-260+356.9	3	1.81	2	3	1.21	3
RT. 260+356.9-260+417.9	0		0	1	1.95	0
RT. 260+417.9-260+478.8	1	0.56	0	3	3.02	0
RT. 260+478.8-260+539.8	1	0.37	0	2	1.86	0
RT. 260+539.8-260+600.8	2	0.65	0	6	4.27	0
RT. 260+600.8-260+661.7	0		3	2	0.93	3
RT. 260+661.7-260+722.7	0		0	1	0.70	0
RT. 260+722.7-260+783.6	1	0.42	1	0		1
RT. 260+783.6-260+844.6	0		0	1	0.37	1
RT. 260+844.6-260+905.6	0		1	4	2.69	1
RT. 260+905.6-260+966.6	0		1	1	0.56	1
RT. 260+966.6-261+027.5	0		2	0		3
RT. 261+027.5-261+088.5	0		0	0		0
RT. 261+088.5-261+149.4	1	0.37	0	1	1.39	0
RT. 261+149.1-261+210.4	0		1	2	0.70	2
RT. 261+210.4-261+332.3	0		6	4	3.62	6
RT. 261+332.3-261+393.2	2	0.84	2	0		3
RT. 261+393.2-261+454.2	2	0.98	1	1	1.49	1
RT. 261+454.2-261+576.1	3	1.39	10	3	1.95	10
RT. 261+576.1-261+637.1	1	0.70	4	1	0.70	4
RT. 261+637.1-261+698.1	0		5	3	7.11	4
RT. 261+698.1-261+759.0	0		5	1	1.30	5
RT. 261+759.0-261+819.0	4	3.34	2	5	6.27	2
RT. 261+819.0-261+941.9	7	7.57	2	18	47.43	2
RT. 261+941.9-262+002.9	1	1.25	1	7	15.79	2
RT. 262+002.9-262+063.8	3	1.39	1	3	6.74	1
RT. 262+063.8-262+124.8	6	4.13	3	9	4.74	3
RT. 262+124.8-262+185.7	2	0.84	1	1	0.93	1
RT. 262+185.7-262+246.7	5	2.09	1	5	2.74	1
RT. 262+246.7-262+307.7	5	3.58	0	6	12.26	0
RT. 262+307.7-262+490.5	4	2.64	2	5	5.95	2
RT. 262+490.5-262+551.5	4	6.27	2	9	14.86	2
RT. 262+551.5-262+734.4	9	5.67	3	10	5.39	5
RT. 262+734.4-252+795.3	2	1.11	0	9	6.87	0
RT. 262+795.3-262+856.3	1	2.32	0	6	6.69	0
RT. 262+856.3-262+917.3	3	2.83	1	6	4.65	1
RT. 262+917.3-262+978.2	4	2.09	2	6	3.48	2
RT. 262+978.2-263+100.1	2	1.07	1	2	0.70	3
RT. 263+100.1-263+161.1	4	2.93	1	2	0.56	1
RT. 263+161.1-263+222.0	0		1	1	1.49	3
RT. 263+222.0-263+313.5	3	1.16	0	7	4.92	1
RT. 263+313.5-263+374.5	2	1.77	2	1	0.37	2
RT. 263+374.5-263+435.4	2	0.93	0	2	1.07	0
RT. 263+435.4-263+511.6	0		1	0		2
RT. 263+511.6-263+572.6	0		2	8	9.15	3
RT. 263+572.6-263+691.6	2	0.70	2	4	2.18	2
RT. 263+691.6-263+731.4	0		0	2	0.65	0
RT. 263+731.4-263+996.4	3	1.53	1	4	1.63	3•
RT. 263+996.4-264+057.4	1	0.28	0	4	3.48	0
RT. 264+057.4-264+118.3	2	1.25	1	3	2.04	1
RT. 264+118.3-264+362.2	9	5.11	4	15	10.03	9•
RT. 264+362.3-264+545.1	11	11.75	1	19	17.93	6•
RT. 264+545.1-264+606.0	1	0.28	0	3	4.65	0
RT. 264+606.0-264+819.4	11	4.97	0	5	6.13	0
RT. 264+819.4-264+880.4	4	2.09	0	2	1.67	0
RT. 264+880.4-265+002.3	0		0	4	2.60	0
RT. 265+002.3-265+063.3	4	1.72	0	5	3.16	0
RT. 265+063.3-265+154.7	1	0.28	1	7	3.16	1
RT. 265+154.7-265+215.6	1	0.28	0	2	1.07	0
RT. 265+215.6-265+265.6	0		2	0		2
RT. 265+265.6-265+398.5	1	0.28	2	3	4.04	2
RT. 265+398.5-265+459.5	3	2.09	2	2	0.70	2
RT. 265+459.5-265+520.4	0		1	2	1.21	1
RT. 265+520.4-265+581.3	0		0	0		0
RT. 265+581.3-265+642.3	1	0.42	1	4	1.49	1
RT. 265+642.3-265+794.7	6	3.99	1	10	6.09	1
RT. 265+794.7-265+855.7	0		1	3	0.98	2
RT. 265+855.7-265+916.7	5	2.65	1	4	2.60	1
RT. 265+916.7-265+977.6	2	0.79	0	2	1.53	0
RT. 265+977.6-266+038.6	0		2	1	1.81	2

PAVEMENT PATCHING (PARTIAL DEPTH) CONCRETE

EASTBOUND LANES

R.T.C. = RANDOM TRANSVERSE CRACKS • INCLUDES RAMP TERMINAL QUANTITIES

STATION TO STATION	PASSING LANE NO.	PASSING LANE QUANTITY (SQ. M.)	PASSING LANE NO. R.T.C.	DRIVING LANE NO.	DRIVING LANE QUANTITY (SQ. M.)	DRIVING LANE NO. R.T.C.
RT. 266+038.6-266+099.5	0		1	1	0.28	1
RT. 266+099.5-266+160.5	1	0.56	1	0		1
RT. 266+160.5-266+221.5	0		0	2	0.56	0
RT. 266+221.5-266+312.9	5	3.34	1	4	16.17	1
RT. 266+312.9-266+373.9	6	5.02	2	8	8.27	2
RT. 266+373.9-266+434.8	1	0.28	0	4	2.09	0
RT. 266+434.8-266+495.8	0		0	2	0.70	0
RT. 266+495.8-266+587.2	1	0.37	0	3	1.77	0
RT. 266+587.2-266+770.1	2	0.74	0	0		0
RT. 266+770.1-266+922.5	1	1.11	2	6	7.20	2
RT. 266+922.5-267+030.4	4	3.16	0	7	11.61	0
EASTBOUND TOTAL =	179	118.11	103	315	328.35	130

PAVEMENT PATCHING (PARTIAL DEPTH) CONCRETE

WESTBOUND LANES

R.T.C. = RANDOM TRANSVERSE CRACKS • INCLUDES RAMP TERMINAL QUANTITIES

STATION TO STATION	PASSING LANE NO.	PASSING LANE QUANTITY (SQ. M.)	PASSING LANE NO. R.T.C.	DRIVING LANE NO.	DRIVING LANE QUANTITY (SQ. M.)	DRIVING LANE NO. R.T.C.
LT. 259+395.0-260+174.0	4	1.67	0	1	0.42	0
LT. 260+174.0-260+235.0	2	0.56	1	3	1.49	1
LT. 260+235.0-260+295.9	4	2.65	0	1	1.49	0
LT. 260+295.9-260+356.9	3	1.81	1	6	3.58	1
LT. 260+356.9-260+417.9	7	3.86	1	5	2.23	1
LT. 260+417.9-260+478.9	1	0.37	1	0		1
LT. 260+478.9-260+524.9	3	1.02	1	2	0.74	1
LT. 260+524.9-260+692.2	2	0.98	3	3	1.30	3
LT. 260+692.2-260+753.2	1	0.28	0	0		0
LT. 260+753.2-260+814.1	3	1.95	0	0		0
LT. 260+814.1-260+936.0	2	0.79	1	0		1
LT. 260+936.0-261+058.0	2	3.76	4	2	0.79	4
LT. 261+058.0-261+118.9	0		1	1	0.84	1
LT. 261+118.9-261+240.8	1	0.37	1	1	0.28	1
LT. 261+240.8-261+301.8	1	0.84	1	4	1.72	1
LT. 261+301.8-261+667.6	15	9.20	4	11	8.08	5
LT. 261+667.6-261+728.5	7	3.76	3	4	4.23	3
LT. 261+728.5-261+789.5	3	1.86	0	3	1.02	0
LT. 261+789.5-261+850.5	2	3.25	1	2	1.11	1
LT. 261+850.5-261+911.4	0		0	1	1.49	0
LT. 261+911.4-261+972.4	1	0.56	2	1	1.11	2
LT. 261+972.4-262+033.3	1	0.37	1	0		0
LT. 262+033.3-262+094.3	0		1	2	0.93	3
LT. 262+094.3-262+155.3	0		2	1	0.93	3
LT. 262+155.3-262+338.1	4	4.51	11	9	7.62	11
LT. 262+338.1-262+399.1	0		5	1	0.37	5
LT. 262+399.1-262+460.1	0		2	2	1.21	2
LT. 262+460.1-262+521.0	3	4.37	3	1	0.70	4
LT. 262+521.0-262+642.9	6	17.14	5	4	6.46	5
LT. 262+642.9-262+703.9	0		1	3	2.37	1
LT. 262+703.9-262+764.9	1	0.37	4	1	0.56	4
LT. 262+764.9-262+825.8	0		0	2	11.89	0
LT. 262+825.8-262+947.7	1	0.28	0	2	0.70	0
LT. 262+947.7-263+008.7	0		2	2	1.67	2
LT. 263+008.7-263+069.7	1	0.37	1	3	2.79	1
LT. 263+069.7-263+130.6	1	0.28	0	7	5.02	0
LT. 263+130.6-263+191.6	3	2.32	1	0		0
LT. 263+191.6-263+252.5	0		1	2	1.95	1
LT. 263+252.5-263+374.5	1	0.28	2	1	0.84	3
LT. 263+374.5-263+435.4	2	3.30	1	1	2.93	2
LT. 263+435.4-263+496.4	0		2	1	0.98	1
LT. 263+496.4-263+557.3	1	0.28	4	1	0.28	5
LT. 263+557.3-263+752.6	1	2.51	3	13	16.45	8•

PAVEMENT PATCHING (PARTIAL DEPTH) CONCRETE

WESTBOUND LANES

R.T.C. = RANDOM TRANSVERSE CRACKS • INCLUDES RAMP TERMINAL QUANTITIES

STATION TO STATION	PASSING LANE NO.	PASSING LANE QUANTITY (SQ. M.)	PASSING LANE NO. R.T.C.	DRIVING LANE NO.	DRIVING LANE QUANTITY (SQ. M.)	DRIVING LANE NO. R.T.C.
LT. 263+752.6-263+935.5	1	0.42	3	3	2.14	7•
LT. 263+935.5-263+996.4	0		2	1	0.42	2
LT. 263+996.4-264+057.4	0		2	2	1.72	2
LT. 264+057.4-264+240.3	0		4	4	4.00	4
LT. 264+240.3-264+362.2	1	0.37	1	2	1.11	0
LT. 264+362.2-264+423.1	0		0	0		1
LT. 264+423.1-264+484.1	0		0	0		2
LT. 264+484.1-264+545.1	1	0.28	1	0		1
LT. 264+545.1-264+575.5	0		1	3	1.67	1
LT. 264+575.5-264+606.0	0		2	1	0.70	2
LT. 264+606.0-264+788.9	0		5	1	0.70	5
LT. 264+788.9-264+849.9	1	1.39	1	4	1.58	1
LT. 264+849.9-265+032.7	1	0.70	4	3	1.72	5
LT. 265+032.7-265+093.7	0		2	0		2
LT. 265+093.7-265+154.7	1	0.74	3	0		3
LT. 265+154.7-265+215.6	2	0.65	3	2	0.79	3
LT. 265+215.6-265+276.6	1	0.56	1	1	0.56	3
LT. 265+276.6-265+337.5	1	0.93	3	0		3
LT. 265+337.5-265+398.5	0		1	3	2.42	1
LT. 265+398.5-265+459.5	2	0.65	1	2	0.65	2
LT. 265+459.5-265+581.4	2	0.65	3	2	0.84	3
LT. 265+581.4-265+642.3	0		2	2	1.30	1
LT. 265+642.3-265+676.4	3	1.30	6	2	1.39	6
LT. 265+764.2-265+825.2	2	1.21	5	1	0.70	6
LT. 265+825.2-265+886.2	4	3.07	4	2	1.53	6
LT. 265+886.2-265+947.1	0		6	2	0.65	6
LT. 265+947.1-266+008.1	1	0.42	4	0		4
LT. 266+008.1-266+130.0	4	1.77	3	3	1.72	4
LT. 266+130.0-266+251.9	5	3.78	3	8	3.34	3
LT. 266+025.19-266+312.9	3	1.21	0	3	0.93	1
LT. 266+312.9-266+556.7	6	3.02	6	10	4.55	6
LT. 266+556.7-266+617.7	2	1.11	0	1	0.28	0
LT. 266+617.7-266+678.7	1	0.46	2	2	0.84	2
LT. 266+678.7-266+739.6	0		1	1	0.46	1
LT. 266+739.6-266+800.6	0		1	1	0.37	1
LT. 266+800.6-266+922.5	6	4.83	2	9	4.69	2
LT. 266+922.5-266+983.5	0		3	2	1.11	3
LT. 266+983.5-267+030.4	0		0	0		0
WESTBOUND TOTAL =	141	105.14	168	193	143.45	193
EASTBOUND TOTAL =	179	118.11	103	315	328.35	130
TOTAL (LANES) =	320	223.25	271 +	508	471.80	323
GRAND TOTAL =	828	695.05	594•			

• SEE "ROUTING AND CRACK FILLING" SCHEDULE

DESCRIPTION (FAI 72 MAINLINE)	JOINT OR CRACK ROUTING (PC CONCRETE PAVEMENT AND SHOULDER) (METER)	JOINT OR CRACK FILLING (kg)
2 CENTERLINES	~~13,483.6~~	~~6472.1~~
2 MEDIAN SHOULDERS	~~13,483.6~~	~~6472.1~~
2 OUTSIDE SHOULDERS	~~13,483.6~~	~~6472.1~~
RANDOM TRANSVERSE CRACKS *	~~4,345.0~~	~~2085.7~~
TRANSVERSE JOINTS (NON-PATCHED)	~~2,304.2~~	~~1106.0~~
TOTALS =	~~47,100 METER~~ 46,114.78	~~22,600 kg~~ 40946.72

* TOTAL NUMBER (594) FROM "PAVEMENT PATCHING (PARTIAL DEPTH) CONCRETE" SCHEDULE

/usr/project/d502193/chris.snp LV=1-63

12/18/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	18

*(74-68)RS-1 & (74-69)(RS, VBR)

PAVEMENT PATCHING (PARTIAL DEPTH) BITUMINOUS

STATION - STATION	NUMBER	PAVEMENT REMOVAL (SQUARE METER)	BITUMINOUS MIXTURE FOR PATCHING (METRIC TON)
~~RT. 37+935.2-37+988.4~~		~~45.0~~	~~2.70~~
~~LT. 37+935.2-37+988.4~~		~~24.6~~	~~4.43~~
RT. 37+080.9-37+157.1	2	~~7.8~~ 6.71	~~1.40~~
LT. 37+080.9-37+157.1	2	~~4.4~~ 6.36	~~0.79~~
RT. 37+157.1-37+233.3	2	~~6.7~~ 4.07	~~1.21~~
LT. 37+157.1-37+233.3	2	2.38	
RT. 37+233.3-37+309.5	2	~~6.1~~ 4.18	~~1.21~~
LT. 37+233.3-37+309.5	2	10.55	
RT. 37+309.5-37+385.7	2	~~4.8~~ 4.5	~~0.86~~
LT. 37+309.5-37+385.7	2	6.87	
~~RT. 37+385.7-37+461.9~~		~~7.2~~	~~1.30~~
~~LT. 37+385.7-37+461.9~~		~~9.1~~	~~1.15~~
~~RT. 37+461.9-37+538.1~~			
~~LT. 37+461.9-37+538.1~~			
~~RT. 37+538.1-37+614.3~~			
~~LT. 37+538.1-37+614.3~~			
RT. 37+614.3-37+690.5	12	~~4.4~~	~~0.79~~
LT. 37+614.3-37+690.5	13	~~9.5~~	~~1.71~~
RT. 37+690.5-37+766.7		~~49.5~~ 71.37	~~8.84~~
LT. 37+690.5-37+766.7		~~68.9~~ 99.59	~~14.90~~
RT. 37+766.7-37+842.9		~~68.0 17.0(TURN) 15-62.2(THRU) 3.86(TURN) 11.38(THRU)~~	
LT. 37+766.7-37+842.9		~~34.9~~ 42.06	~~6.28~~
RT. 37+842.9-37+919.1		~~16.7~~ 29.24	~~3.00~~
LT. 37+842.9-37+919.1	10	~~14.2~~ 18.47	~~2.69~~
RT. 37+919.1-37+995.3		~~23.4~~ 30.81	~~4.34~~
LT. 37+919.1-37+995.3		46.83 ~~28.8(TURN) 3.72.8(THRU) 5.36(TURN) 3.10(THRU)~~	
RT. 37+995.3-38+071.5		~~18.2~~ 20.14	~~3.28~~
LT. 37+995.3-38+071.5		48.04 ~~4.2(TURN) 1.55.9(THRU) 0.76(TURN) 10.86(THRU)~~	
~~RT. 38+071.5-38+147.7~~		~~7.8~~ 4.14	~~1.40~~
LT. 38+071.5-38+147.7		~~15.8~~ 6.88	~~2.81~~
RT. 38+147.7-38+223.9		~~1.9~~	~~0.18~~
LT. 38+147.7-38+223.9		~~3.3~~ 2.99	~~0.78~~
RT. 38+223.9-38+300.1		~~15.1~~ 17.52	~~2.45~~
LT. 38+223.9-38+300.1		~~26.8~~ 18.56	~~0.36~~
RT. 38+300.1-38+376.3	10	~~14.5~~ 8.59	~~2.04~~
LT. 38+300.1-38+376.3		~~37.8~~ 22.56	~~5.66~~
RT. 38+376.1-38+452.5		~~32.8~~ 21.24	~~5.94~~
LT. 38+376.1-38+452.5		~~9.4~~ 10.67	~~1.91~~
RT. 38+452.5-38+528.7		~~10.3~~ 16.28	~~3.89~~
LT. 38+452.5-38+528.7		31.31 ~~21.7(TURN) 6.10.1(THRU) 3.91(TURN) 1.82(THRU)~~	
RT. 38+528.7-38+604.9		~~5.2~~ 4.3	~~0.94~~
LT. 38+528.7-38+604.9		20.43 ~~7.0(TURN) 7.1.7(THRU) 1.26(TURN) 3.19(THRU)~~	
RT. 38+604.9-38+681.1		~~12.5~~ 9.29	~~2.25~~
~~LT. 38+604.9-38+681.1~~		~~2.8~~ 1.28	~~0.43~~
~~RT. 38+681.1-38+757.3~~		~~12.8~~ 7.99	~~2.21~~
LT. 38+681.1-38+757.3		~~3.0~~	~~0.59~~
~~RT. 38+757.3-38+775.6~~		~~3.0~~	~~1.41~~
~~LT. 38+757.3-38+775.6~~		~~12.0~~ 8.84	~~2.24~~
		~~3.0~~	~~0.55~~
		~~4.0~~	~~0.99~~

IL 105 RAMPS

RAMP "A": STATION - STATION	NUMBER	PAVEMENT REMOVAL (SQUARE METER)	BITUMINOUS MIXTURE FOR PATCHING (METRIC TON)
1+047.9-1+112.8	36	~~11.4~~ 13.47	~~2.05~~
1+112.8-1+615.1		~~113.2~~ 133.51	~~21.28~~
1+615.1-1+637.0		~~13.4~~ 12.14	~~2.41~~
RAMP "B":			
2+011.6-2+096.1	8	~~34.3~~ 17.41	~~6.28~~
2+076.2-2+152.4	10	~~10.8~~ 3.33	~~1.34~~
2+152.4-2+228.6		~~3.0~~ 3.60	~~0.76~~
2+228.6-2+304.8		~~4.5~~ 3.43	~~0.84~~
~~2+304.8-2+381.0~~			
~~2+381.0-2+398.1~~		~~3.0~~	~~0.54~~
RAMP "C":			
~~3+094.5-3+152.4~~	1	~~11.1~~	~~2.00~~
~~3+152.4-3+228.6~~			
~~3+228.6-3+304.8~~			
~~3+304.8-3+381.0~~		~~10.4~~	~~1.87~~
~~3+381.0-3+451.7~~		~~7.3~~	~~1.30~~
RAMP "D":			
~~4+350.3-4+381.0~~	6	~~4.5~~	~~0.84~~
~~4+381.0-4+457.2~~		~~14.9~~	~~2.68~~
~~4+457.2-4+533.4~~		~~21.1~~	~~3.80~~
~~4+533.4-4+609.6~~		~~6.7~~	~~1.21~~
~~4+609.6-4+685.8~~		~~11.1~~	~~2.00~~
~~4+685.8-4+992.7~~		~~11.6~~	~~2.09~~
RAMP "C-D":			
RT. 5+000 -5+121.9	2	~~25.3~~ 61.65	~~4.58~~
LT. 5+000 -5+121.9	2	49.27 ~~14.6(TURN)13.13(THRU) 2.63(TURN) 2.38(THRU)~~	
RT. 1+121.9-5+328.5		~~71.9~~ 229.03	~~12.94~~
LT. 1+121.9-5+328.5		~~70.2~~ 101.9	~~12.84~~
RAMP TOTALS =		~~600.8 SQ. M.~~	~~108.00 M. TON~~
IL 105 TOTALS =		~~856.4 SQ. M.~~	~~154.15 M. TON~~
GRAND TOTAL =		~~1457.2 SQ. M.~~ 1374.7 SQM	~~262.15 M. TON~~ 299.3 M TON

FULL DEPTH BITUMINOUS PATCHING

LOCATION	STATION	CLASS D PATCH TYPE 1, 200 mm	CLASS D PATCH TYPE 2, 200 mm	CLASS D PATCH TYPE 3, 200 mm
IL 105:	LT. 37+044.4		6.5	
	RT. 37+044.4	4.4		
	LT. 37+060.2			19.8
	RT. 37+060.2	4.4		
	RT. 37+072.4		7.6	
	LT. 37+100.7	4.4		
	RT. 37+100.7	4.4		
	RT. 37+245.8	4.4		
	LT. 37+465.0	4.4		
	RT. 37+465.0	4.4		
	LT. 37+603.7	4.4		
	RT. 37+603.7	4.4		
	RT. 37+634.2		5.9	
	LT. 37+643.3		7.4	
	RT. 37+684.7		5.9	
	RT. 37+734.7		5.9	
	RT. 37+785.1		5.9	
	RT. 37+836.2		5.9	
	LT. 37+704.2		5.9	
	LT. 37+795.1		7.4	
	LT. 37+871.0		6.5	
	LT. 37+877.7	4.4(TURN)	6.5(THRU)	
	LT. 37+889.3	4.4(TURN)	7.8(THRU)	
	LT. 37+893.5	4.4(TURN)	6.5(THRU)	
	LT. 37+897.8	4.4(TURN)	7.8(THRU)	
	LT. 37+903.0		9.1(THRU)	
	RT. 37+903.0		5.4(THRU)	
	LT. 37+917.6	4.4(TURN)	6.5(THRU)	
	LT. 37+922.8		6.5	
	RT. 37+967.0		5.2	
	RT. 38+024.0		5.2	
	LT. 38+024.0		5.2	
	RT. 38+126.4		5.2	
	LT. 38+126.4		5.2	
	LT. 38+223.9		10.4	
	LT. 38+375.1		5.2	
	RT. 38+375.1		5.2	
	LT. 38+498.3		5.2(THRU)	
	LT. 38+498.3	4.1(TURN)		
	RT. 38+498.3		5.2(THRU)	
RAMP "A":	1+158.2	3.0		
RAMP "B":	1+158.2	3.0		
	2+090.2	3.0		
	2+236.2	3.0		
RAMP "C":	2+236.2	3.0		
	3+214.3	3.0		
	3+214.3	3.0		
	3+451.7	3.0		
	3+451.7	3.0		
RAMP "D":	4+396.9	3.0		
	4+396.9	3.0		
	4+624.8	3.0		
	4+624.8	3.0		
RAMP "C-D":	RT. 5+028.9	3.7		
	RT. 5+028.9	2.2		
	RT. 5+053.6	3.7		
	RT. 5+053.6	3.7		
	RT. 5+065.8	3.7		
	RT. 5+065.8	2.2		
TOTALS =		125.4 SQ. M.	184.1 SQ. M.	19.8 SQ. M.

SEE ~~SHEET~~ 18A FOR FINAL PATCH LOCATIONS AND QUANTITIES

/usr/project/d502193/chris.snp LV=1-63

12/18/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	18

*(74-68)RS-1 & (74-69)(RS, VBR)

PAVEMENT PATCHING (PARTIAL DEPTH) BITUMINOUS

FULL DEPTH BITUMINOUS PATCHING

LOCATION	STATION	CLASS D PATCH TYPE I 200mm	CLASS D PATCH TYPE II 200mm	CLASS D PATCH TYPE III 200mm
Il. 105	RT 37+096	4.39		
	LT 37+096	4.39		
	RT 37+247	4.39		
	LT 37+442			40.13
	RT 37+612		5.88	
	LT-M 37+612	4.50		
	LT 37+647		8.82	
	LT 37+663		6.86	
	RT 37+785		5.88	
	LT-L 37+810		5.70	
	LT-L 37+817		12.75	
	LT 37+887		12.36	
	LT 37+895		12.36	
	LT 37+900		9.46	
	LT 37+905		10.11	
	LT 37+911		6.45	
	LT 37+914		6.02	
	LT 37+920		7.53	
	LT 37+931		5.16	
	LT 37+939		5.55	
	LT 37+950		7.74	
	RT 37+965		5.16	
	RT 38+021		5.12	
	LT 38+022		5.16	
	LT 38+125		5.16	
	RT 38+125		5.12	
	LT 38+218		5.16	
	RT 38+286		6.45	
	LT 38+228		8.53	
	LT 38+278		6.90	
	RT 38+376		6.36	
	RT 38+565		5.11	
	LT 38+698		5.16	
	RT 38+712		5.76	
	LT 38+712		5.76	
RAMP A	1+159		5.88	
RAMP B	2+050	2.94		
	2+050	2.94		
	2+364		5.88	
RAMP C	3+115		7.20	
	3+244	2.94		
	3+244	2.94		
	3+461	2.94		
	3+461	2.94		
	5+094		5.88	
	5+123	1.68		
	5+123	2.94		
	5+123	2.94		
RAMP D	5+123	3.43		
	5+123	3.43		
	5+346	2.94		
	5+346	2.94		
	5+350	2.94		
	5+350	2.94		
	5+566		11.27	
	5+566		11.27	
	TOTALS =	61.5 m^2	219.3 m^2	40.2 m^2

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	13

*(74-68)RS-1 & (74-69)RS, VBR)

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITY	SAFETY CLASSIFICATION CODE: / LOCATION OF WORK: F.A.I. 72 STA. 259+394.458 TO STA. 260+217.232 / FUND CODE: STPI 330 90% FEDERAL/ 10% STATE / CONSTRUCTION TYPE CODE: I000 33DA01	IL. 105 STA. 37+070.99 TO STA. 38+832.80 STPI 330 90% FEDERAL/ 10% STATE I000 33DE01	F.A.I. 72 STA. 260+217.232 TO STA. 267+099.027 STPI 330 90% FEDERAL/ 10% STATE J000 33DA01	F.A.I. 72 STA. 21+487.976 TO STA. 21+559.367 BHI 14 80% FEDERAL/ 20% STATE X171-58 [illegible]	F.A.I. 72 RT. STA. 264+522.191 STPI 330 90% FEDERAL/ 10% STATE Y001 33DA01	STPI 330 3N F.A.I. 72 S.N. 074-0071 S.N. 074-0035 S.N. 074-0026 S.N. 074-0036 90% FEDERAL/ 10% STATE SFTY 33DA01
50104400	CONCRETE HEADWALL REMOVAL	EACH	2.0 ~~1.0~~			2.0 ~~1.0~~			
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	2.0				2.0		
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	14.0				14.0		
50300320	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	12.0				12.0		
50500505	STUD SHEAR CONNECTORS	EACH	6,300.0				6,300.0		
50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	20.0				20.0		
50600300	CLEANING AND PAINTING STEEL BRIDGE	L SUM	1.0				1.0		
50606200	BLASTING RESIDUE CONTAINMENT AND DISPOSAL	L SUM	1.0				1.0		
51204200	TEST PILE CONCRETE	EACH	3.0				3.0		
51500100	NAME PLATES	EACH	2.0				2.0		
54246205	INLET BOX, STANDARD 542526	EACH	1.0			1.0			
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	31.0 ~~22.0~~	31.0 ~~22.0~~					
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	3.0		3.0				
60500060	REMOVING INLETS	EACH	0 ~~1.0~~			0 ~~1.0~~			
60500090	REMOVING INLETS TO MAINTAIN FLOW	EACH	1.0			1.0			
60900515	CONCRETE THRUST BLOCKS	EACH	10.0			10.0			
61000115	TYPE E INLET BOX, STANDARD 610001	EACH	10.0			10.0			
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	4.0 ~~1.0~~			4.0 ~~1.0~~			
63100065	TRAFFIC BARRIER TERMINAL, TYPE 4	EACH	2.0				2.0		
63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2.0				2.0		
63100075	TRAFFIC BARRIER TERMINAL, TYPE 5A	EACH	8.0			8.0			
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	11.0		2.0	5.0	4.0		
63100165	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)	EACH	23.0		2.0	21.0			
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	3.0 ~~4.0~~					3.0 ~~4.0~~	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	15.0 ~~11.0~~			15.0 ~~11.0~~			
70100205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	EACH ~~L SUM~~	0.0 ~~1.0~~			0.0 ~~1.0~~			
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	8.0	4.0	4.0				
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1.0		1.0				
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1.0		1.0				
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1.0		1.0				
70101005	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401 (SPECIAL)	EACH	2.0				2.0		
70103710	TRAFFIC CONTROL FOR RAMPS	L SUM	1.0	1.0					
70400300	TEMPORARY CONCRETE BARRIER TERMINAL SECTION	EACH	2.0				2.0		
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	951 ~~1,096.0~~			951.0 ~~1,096.0~~			
78200410	GUARDRAIL MARKERS, TYPE A	EACH	161.0 ~~101.0~~		8.0	149.0 ~~85.0~~	4.0 ~~8.0~~		
78200420	GUARDRAIL MARKERS, TYPE B	EACH	0.0 ~~16.0~~				0.0 ~~16.0~~		
78200430	GUARDRAIL MARKERS, TYPE C	EACH	16.0 ~~14.0~~				16.0 ~~14.0~~		
78201000	TERMINAL MARKER-DIRECT APPLIED	EACH	25.0 ~~28.0~~		2.0	21.0 ~~24.0~~	2.0		
81400100	HANDHOLE	EACH	0.0 ~~1.0~~			0.0 ~~1.0~~			
87200100	RELOCATE EXISTING LIGHTING UNIT	EACH	1.0			1.0			
M2010500	TREE REMOVAL, HECTARES	HA	0.4 ~~0.2~~					0.4 ~~0.2~~	
M2020010	EARTH EXCAVATION	CU M	707.0			655.0			52.0
M2050150	EMBANKMENT	CU M	12088.7 ~~11,436.0~~			10,648.7 ~~9,996.0~~	600.0		840.0
M2500300	SEEDING, CLASS 3	HA	3.53 ~~2.0~~			2.28 ~~1.0~~	.25 ~~0.3~~		1.0
M2500400	NITROGEN FERTILIZER NUTRIENT	KG	245.80 ~~195.0~~			161.5 ~~107.2~~	17.3 ~~20.1~~		67.0
M2500500	PHOSPHORUS FERTILIZER NUTRIENT	KG	825.80 ~~685.0~~			542.30 ~~360.0~~	58.0 ~~67.5~~		225.0
M2500600	POTASSIUM FERTILIZER NUTRIENT	KG	245.80 195.0			161.50 ~~107.2~~	17.3 ~~20.1~~		67.0
M2510115	MULCH, METHOD 2	HA	3.53 ~~2.3~~			2.28 ~~1.0~~	.25 ~~0.3~~		1.0
M2810107	STONE RIPRAP, CLASS A4	SQ M	735.30 ~~697.0~~			362.30 ~~324.0~~			373.0
M2820100	FILTER FABRIC FOR USE WITH RIPRAP	SQ M	776.90 ~~697.0~~			903.90 ~~324.0~~			373.0
M3111150	SUB-BASE GRANULAR MATERIAL, TYPE B 150MM	SQ M	3123.3 ~~3,175.0~~			3123.3 ~~3,175.0~~			
M3550230	BITUMINOUS BASE COURSE 230MM	SQ M	2634.1 ~~2,604.0~~				2634.10 ~~2,604.0~~		
M4030300	BITUMINOUS MATERIALS (COVER AND SEAL COATS)	LITER	[illegible] ~~33,249.0~~		0.0 ~~33,249.0~~				
M4030600	SEAL COAT AGGREGATE	M TON	0.0 ~~153.0~~		0.0 ~~153.0~~				
M4060085	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ M	1206.5 ~~138.0~~	276.6 ~~211.0~~	503.4 ~~100.5~~	421.5			
M4060100	BITUMINOUS MATERIALS (PRIME COAT)	LITER	41178 ~~23,000.0~~	16519 ~~14,129.0~~	4517 ~~18,001.8~~	869.4			
M4060300	AGGREGATE (PRIME COAT)	M TON	5.4 ~~82.0~~	1.5 ~~56.0~~	2.0 ~~32.0~~	1.9 ~~3.0~~			
M4060720	BITUMINOUS CONCRETE BINDER COURSE, MIXTURE B, TYPE 1	M TON	4857.[illegible] ~~4,796.0~~	3046 ~~3,027.5~~	1753.[illegible] ~~1,710.3~~	58.2			
M4060820	BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I, TYPE 1	M TON	4870.4 ~~4,481.0~~	2928.9 ~~2,725.0~~	1767.5 ~~1,581.2~~	174.0			
M4060895	CONSTRUCTING TEST STRIPS	EACH	0.0 ~~3.0~~	0.0 ~~1.0~~	0.0 ~~1.0~~				

12/23/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	14

* (74-68)RS-1 & (74-69)RS, VBR)

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITY	STPI 3SD / F.A.I. 72 STA. 259+394.458 TO STA. 260+217.232 / 90% FEDERAL/ 10% STATE / 1000 / 33DA01	STPI 3SD / IL. 105 STA. 37+070.99 TO STA. 38+832.80 / 90% FEDERAL/ 10% STATE / 1000 / 33DZ01	STPI 3SD / F.A.I. 72 STA. 260+217.232 TO STA. 267+099.027 / 90% FEDERAL/ 10% STATE / J000 / 33DA01	BHI 114 / F.A.I. 72 STA. 21+487.976 TO STA. 21+559.367 / 80% FEDERAL/ 20% STATE / X171-5B / 114A01	STPI 3SD / F.A.I. 72 RT. STA. 264+522.191 / 90% FEDERAL/ 10% STATE / Y007 / 33DA01	STPI 3SD 3N / F.A.I. 72 S.N. 074-0071 S.N. 074-0035 S.N. 074-0026 - S.N. 074-0036 - / 90% FEDERAL/ 10% STATE / SFTY / 33DA01
	SAFETY CLASSIFICATION CODE: / LOCATION OF WORK: / FUND CODE: / CONSTRUCTION TYPE CODE:								
M4060980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ M	2072.9 ~~1,884.0~~	1518.5 ~~439.0~~	637.4 ~~108.0~~	717.0			
M4080100	BITUMINOUS MATERIALS (PRIME COAT)	LITER	625.5 ~~674.0~~	347.5 ~~150.0~~	278 ~~524.0~~				
M4080300	AGGREGATE (PRIME COAT)	M TON	0.0 ~~3.0~~	0.0 ~~0.7~~	0.0 ~~2.3~~				
M4080400	INCIDENTAL BITUMINOUS SURFACING	M TON	212.1 ~~176.0~~	50.5 ~~36.0~~	161.6 ~~140.0~~				
M4200200	PORTLAND CEMENT CONCRETE PAVEMENT 200MM	SQ M	64.74 ~~68.0~~			64.74 ~~68.0~~			
M4200250	PORTLAND CEMENT CONCRETE PAVEMENT 250MM	SQ M	835.6 ~~948.0~~		0.0 ~~28.0~~	835.6 ~~920.0~~			
M4205000	BRIDGE APPROACH PAVEMENT	SQ M	411.5 ~~431.0~~				411.5 ~~431.0~~		
M4205100	PAVEMENT FABRIC	SQ M	2002.3 ~~2082.0~~			2002.3 ~~2082.0~~			
M4205200	PROTECTIVE COAT	SQ M	467.1 ~~528.0~~				467.1 ~~528.0~~		
M4206200	BRIDGE APPROACH PAVEMENT CONNECTOR (FLX)	SQ M	203.4 ~~197.0~~				203.4 ~~197.0~~		
M4400015	BITUMINOUS SURFACE REMOVAL 15MM	SQ M	52,517.7 ~~46,178.0~~			52517.7 ~~46,178.0~~			
M4401010	BITUMINOUS SURFACE REMOVAL (SPECIAL)	SQ M	192.6 ~~199.0~~		192.6 ~~199.0~~				
M4402040	COMBINATION CURB AND GUTTER REMOVAL	METER	531.1 ~~601.0~~	121.2 ~~260.0~~	108.9 ~~40.0~~	301.0			
M4402220	BITUMINOUS SHOULDER REMOVAL	SQ M	4032.8 ~~4,320.0~~			2049.2 ~~2,379.0~~	1983.6 ~~1,941.0~~		
M4402310	CONCRETE MEDIAN SURFACE REMOVAL	SQ M	1144.9 ~~1,154.0~~		1144.9 ~~1,154.0~~				
M4402350	GUTTER OUTLET REMOVAL	METER	93.3 ~~32.0~~			93.3 ~~32.0~~			
M4402390	ISLAND REMOVAL	SQ M	79.9 ~~51.0~~		47.1 ~~25.0~~	32.8 ~~26.0~~			
M4402430	MEDIAN REMOVAL PARTIAL DEPTH	SQ M	133.1 ~~130.0~~		133.1 ~~130.0~~				
M4402550	PAVEMENT REMOVAL SPECIAL	SQ M	1374.7 ~~1,445.0~~		1374.7 ~~1,445.0~~				
M4405000	PAVED DITCH REMOVAL	METER	0.0 ~~295.0~~			0.0 ~~135.0~~		0.0 ~~160.0~~	
M4426225	CLASS B PATCHES, TYPE II, 250MM	SQ M	1006.4 ~~803.0~~			1006.4 ~~803.0~~			
M4426325	CLASS B PATCHES, TYPE III, 250MM	SQ M	85.8 ~~52.0~~			85.8 ~~52.0~~			0 ~~1.0~~
M4426425	CLASS B PATCHES, TYPE IV, 250MM	SQ M	1867.6 ~~1,315.0~~			1867.6 ~~1,315.0~~			
M4426900	CLASS B PATCH-EXPANSION JOINT	METER	0.0 ~~73.0~~			0.0 ~~73.0~~			
M4428020	CLASS D PATCHES, TYPE I, 200MM	SQ M	61.5 ~~125.0~~		61.5 ~~125.0~~				
M4428220	CLASS D PATCHES, TYPE II, 200MM	SQ M	249.3 ~~184.0~~		249.3 ~~184.0~~				
M4428320	CLASS D PATCHES, TYPE III, 200MM	SQ M	0.0 ~~20.0~~		0.0 ~~20.0~~				
M4429100	PAVEMENT PATCHING (PARTIAL DEPTH)	SQ M	747.5 ~~609.0~~			747.5 ~~609.0~~			
M4429300	PAVEMENT FABRIC	SQ M	1949.4 ~~1,367.0~~			1949.4 ~~1,367.0~~			
M4429400	SAW CUTS	METER	3755.6 ~~3,175.0~~			3755.6 ~~3,175.0~~			
M4520100	JOINT OR CRACK ROUTING (PC CONCRETE PAVEMENT AND SHOULDER)	METER	46114.78 ~~47,100.0~~			46114.78 ~~47,100.0~~			
M4520300	JOINT OR CRACK FILLING	KG	40946.72 ~~22,608.0~~			40946.72 ~~22,608.0~~			
M4812000	AGGREGATE SHOULDERS, TYPE B	M TON	908.7 ~~658.0~~	499.9 ~~248.0~~	408.8 ~~410.0~~				
M4820000	BITUMINOUS SHOULDERS	M TON	5126.7 ~~4,566.0~~	2161.8 ~~1,003.0~~	2380.9 ~~2,979.0~~	584.0			
M5010240	CONCRETE REMOVAL	CU M	45.1 ~~48.2~~			0.0 ~~3.2~~	45.1 ~~45.0~~		
M5010290	EXPANSION BOLTS M20	EACH	37.0					37.0	
M5010330	EXPANSION BOLTS M20 X 300MM	EACH	6.0 ~~8.0~~		6.0 ~~8.0~~				
M5010410	BRIDGE HANDRAIL REMOVAL	METER	2.8 ~~2.6~~		2.8 ~~2.6~~				
M5020100	STRUCTURE EXCAVATION	CU M	410.8 ~~442.0~~				410.8 ~~442.0~~		
M5030030	PREFORMED JOINT SEAL 64MM	METER	25.4				25.4		
M5030040	PREFORMED JOINT SEAL 102MM	METER	25.4				25.4		
M5030350	CONCRETE STRUCTURES	CU M	208.4 ~~206.6~~				208.4 ~~206.6~~		
M5030360	CONCRETE SUPER STRUCTURES	CU M	[illegible] 305.0				[illegible] 305.0		
M5030390	BRIDGE DECK GROOVING	SQ M	1928.9 ~~1,008.0~~				1928.9 ~~1,008.0~~		
M5030450	PROTECTIVE COAT	SQ M	1231.2 ~~246.0~~				1231.2 ~~246.0~~		
M5050105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1.0				1.0		
M5080205	REINFORCEMENT BARS, EPOXY COATED	KG	57,790.0				57,790.0		
M5090100	STEEL RAILING, TYPE S1	METER	314.0				314.0		
M5110100	SLOPE WALL 100 MM	SQ M	183.2 ~~203.0~~				183.2 ~~203.0~~		
M5120300	FURNISHING CONCRETE PILES	METER	292.0 ~~289.5~~				292.0 ~~289.5~~		
M5120305	DRIVING CONCRETE PILES	METER	249.72 ~~289.5~~				249.72 ~~289.5~~		
M5120900	TEMPORARY SHEET PILING	SQ M	21.6				21.6		
M5403000	CONCRETE BOX CULVERTS	CU M	17.2					17.2	
M5080105	REINFORCEMENT BARS	KG	1,847.0					1,847.0	
M5421205	PIPE CULVERTS, TYPE 1 RCCP 300MM	METER	114.4 ~~140.0~~						114.4 ~~140.0~~
M5421225	PIPE CULVERTS, TYPE 1 RCCP 600MM	METER	14.0 ~~60.0~~						14.0 ~~60.0~~
M5429910	CONCRETE COLLAR	CU M	1.14 ~~0.6~~						1.14 ~~0.6~~
M542B128	REINFORCED CONCRETE PIPE ELBOW 600MM	EACH	0.0 ~~1.0~~						0.0 ~~1.0~~
M542E112	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 300MM	EACH	2.0						2.0
M542E128	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 600MM	EACH	1.0						1.0
M542F012	METAL END SECTIONS 300MM	EACH	10.0			10.0			

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12/23/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	15

* (74-68)RS-1 & (74-69)RS, VBR)

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITY	STPE 330	STPE 330	STPE 330	BHF 114	STPE 330	STPE 330 3N
	LOCATION OF WORK:			F.A.I. 72 STA. 259+394.458 TO STA. 260+217.232	IL. 105 STA. 37+070.99 TO STA. 38+832.80	F.A.I. 72 STA. 260+217.232 TO STA. 267+099.02	F.A.I. 72 STA. 21+487.976 TO STA. 21+559.367	F.A.I. 72 RT. STA. 264+522.191	F.A.I. 72 S.N. 074-0071 S.N. 074-0035 S.N. 074-0026 S.N. 074-0036
	FUND CODE:			90% FEDERAL/ 10% STATE	90% FEDERAL/ 10% STATE	90% FEDERAL/ 10% STATE	80% FEDERAL/ 20% STATE	90% FEDERAL/ 10% STATE	90% FEDERAL/ 10% STATE
	CONSTRUCTION TYPE CODE:			1000 33DF01	1000 33D201	J000 33DA01	X171-SB 174DAH	Y007 33DA01	SFTY 33DA01
M542G055	GRATING FOR CONCRETE FLARED END SECTION 900MM	EACH	2.0			2.0			
M5870020	BRIDGE SEAT SEALER	SQ M	4.0				4.0		
M6010074	SHOULDER REMOVAL AND REPLACEMENT 200MM	METER	0.0 ~~3,183.0~~	0.0 ~~3,183.0~~					
M6010105	PIPE DRAINS 100MM	METER	217.9 ~~141.9~~	197.9 ~~121.9~~		20.0			
M6010125	PIPE DRAINS 300MM	METER	163.6 ~~168.6~~			163.6 ~~168.6~~			
M6010605	PIPE UNDERDRAINS 100MM	METER	5089 ~~3,844.0~~	4318.6 ~~3,173.6~~		770.4 ~~760.4~~			
M6060010	CLASS SI CONCRETE (OUTLET)	CU M	1.59 ~~6.8~~	1.2		0.39 5.3			
M6060705	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-15.60 (ABUTTING EXISTING PAVEMENT)	METER	41.7 ~~246.3~~	41.7 ~~69.1~~		0.0 ~~177.2~~			
M6061935	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-10.30 (ABUTTING EXISTING PAVEMENT)	METER	324.0 ~~260.6~~		324.0 ~~260.0~~				
M6061950	COMBINATION CONCRETE CURB AND GUTTER, M-10.30 (SPECIAL)	METER	14.1 ~~10.0~~		14.1 ~~10.0~~				
M6064810	CONCRETE MEDIAN, TYPE SM (DOWELLED)	SQ M	14.7 ~~13.0~~			14.7 ~~13.0~~			
M6065300	CONCRETE MEDIAN, TYPE SM-15.30	SQ M	16.2 ~~59.0~~	16.2 ~~59.0~~					
M6100010	PORTLAND CEMENT CONCRETE SHOULDERS	SQ M	243.6 ~~201.0~~			243.6 ~~201.0~~			
M6110060	CLASS SI CONCRETE (MISCELLANEOUS)	CU M	7.0 ~~5.4~~		.4 ~~0.0~~				6.6 ~~5.0~~
M6300100	STEEL PLATE BEAM GUARD RAIL, TYPE A	METER	389.8 ~~308.6~~			389.8 ~~308.0~~			
M6300120	STEEL PLATE BEAM GUARD RAIL, TYPE C	METER	3.8			3.8			
M6320030	GUARD RAIL REMOVAL	METER	688.4 ~~599.0~~		30.5	416.5 ~~381.8~~	241.4 ~~186.7~~		
M6330610	REMOVE AND RE-ERECT STEEL PLATE BEAM GUARD RAIL	METER	~~1,223.0~~ 1258.8		30.5	~~1,202.5~~ ~~1192.5~~ 1228.3			
M6610300	BITUMINOUS SHOULDER CURB	METER	598.0 ~~605.0~~			598.0 ~~605.0~~			
M6650100	WOVEN WIRE FENCE, 1.2 METER	METER	158.3 ~~221.0~~				134.8 ~~151.0~~	23.5 ~~70.0~~	
M6650420	WOVEN WIRE FENCE REMOVAL	METER	145.2 ~~234.0~~				145.2 ~~157.0~~	0 ~~77.0~~	
M7030100	SHORT-TERM PAVEMENT MARKING	METER	1594.8 ~~3,695.0~~	978.5	358.8 ~~854.5~~	257.5 ~~1,862.0~~			
M7030210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ M	22.1 ~~47.0~~		22.1 ~~47.0~~				
M7030220	TEMPORARY PAVEMENT MARKING - LINE 100MM	METER	63314.5 ~~62,305.0~~	23576.9 ~~16,080.0~~	7735.6 ~~14,203.0~~	32,002.0			
M7030240	TEMPORARY PAVEMENT MARKING - LINE 150MM	METER	0.0 ~~366.0~~		0.0 ~~301.0~~	0.0 ~~65.0~~			
M7030250	TEMPORARY PAVEMENT MARKING - LINE 200MM	METER	1166 ~~4,350.0~~	1166 ~~4,350.0~~					
M7030260	TEMPORARY PAVEMENT MARKING - LINE 300MM	METER	58.6 ~~460.0~~		58.6 ~~376.0~~	0.0 ~~84.0~~			
M7030280	TEMPORARY PAVEMENT MARKING - LINE 600MM	METER	15.0 ~~32.0~~		3.7 ~~21.0~~	11.3 ~~11.0~~			
M7040100	TEMPORARY CONCRETE BARRIER	METER	317.0				317.0		
M7040200	RELOCATE TEMPORARY CONCRETE BARRIER	METER	267.0				267.0		
M7800100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ M	16.2 ~~23.5~~		16.2 ~~23.5~~				
M7800105	THERMOPLASTIC PAVEMENT MARKING - LINE 100MM	METER	14415.9 ~~15,192.0~~	7816.5 ~~8,046.0~~	6599.4 ~~7,146.0~~				
M7800115	THERMOPLASTIC PAVEMENT MARKING - LINE 150MM	METER	124.9 ~~151.0~~		124.9 ~~151.0~~				
M7800120	THERMOPLASTIC PAVEMENT MARKING - LINE 200MM	METER	1166.0 ~~1,176.0~~	1166.0 ~~1,176.0~~					
M7800125	THERMOPLASTIC PAVEMENT MARKING - LINE 300MM	METER	112.2 ~~220.0~~		112.2 ~~220.0~~				
M7800140	THERMOPLASTIC PAVEMENT MARKING - LINE 600MM	METER	28.4 ~~31.0~~		28.4 ~~31.0~~				
M7800205	PAINT PAVEMENT MARKING - LINE 100MM	METER	34224.8 ~~35,504.0~~			34224.8 ~~35,504.0~~			
M7800215	PAINT PAVEMENT MARKING LINE - 150MM	METER	57.0 ~~65.0~~			57.0 ~~65.0~~			
M7800220	PAINT PAVEMENT MARKING LINE - 200MM	METER	998.3 ~~1,003.0~~			998.3 ~~1,003.0~~			
M7800225	PAINT PAVEMENT MARKING LINE - 300MM	METER	40.3 ~~52.0~~			40.3 ~~52.0~~			
M7800240	PAINT PAVEMENT MARKING - LINE 600MM	METER	10.7 ~~11.0~~			10.7 ~~11.0~~			
M8210225	UNIT DUCT, 2*6XLP, 1*6 BARE GROUND 25MM POLYETHYLENE	METER	0.0 ~~6.0~~			0.0 ~~6.0~~			
M8360200	LIGHT POLE FOUNDATION, 750MM DIAMETER	METER	0.0 ~~1.0~~			0.0 ~~1.0~~			
MLR46225	PORTLAND CEMENT CONCRETE PAVEMENT 250MM (SPECIAL)	SQ M	1166.7 ~~1,187.0~~			1166.7 ~~1,187.0~~			
MZ002000	ATTENUATOR BASE	SQ M	2007 ~~203.0~~						2007 ~~203.0~~
MZ004800	BITUMINOUS MIXTURE FOR PATCHING	M TON	299.3 ~~262.0~~		299.3 ~~262.0~~				
MZ017202	DOWEL BARS 35MM	EACH	3441 ~~2,722.0~~			3441 ~~2,722.0~~			
MZ037200	PAVEMENT GRINDING	SQ M	99053.4 ~~98,303.0~~			99053.4 ~~98,303.0~~			
MZ040530	PIPE UNDERDRAIN REMOVAL	METER	0.0 ~~760.0~~			0.0 ~~760.0~~			
X0301508	REMOVE & REINSTALL CONCRETE HEADWALL	EACH	0.0 ~~5.0~~			0.0 ~~5.0~~			
X0320983	INERTIAL BARRIER INSTALLATION - 19 BARRELS	EACH	8.0						8.0
X0321560	GRATING FOR BOX CULVERTS	EACH	4.0			4.0			
Z0002600	BAR SPLICERS	EACH	1044 ~~1,048.0~~				1044 ~~1,048.0~~		
Z0017900	DRAINAGE SCUPPERS	EACH	4.0				4.0		
Z0051500	REMOVE AND RESETTING STREET SIGNS	EACH	0.0 ~~13.0~~			0.0 ~~13.0~~			
Z0075300	TIE BARS Δ	EACH	1023 ~~914~~ ~~200.0~~			1023 ~~914~~ ~~200.0~~			
Z0077800	WOOD POSTS	EACH	90.0 ~~151.0~~						90.0 ~~151.0~~
Ø Z0076600	TRAINEES	HOUR	~~500.0~~ 456.0	~~500.0~~ 456.0					

Ø FUND CODE - Y080

Δ REV. 2-10-97

/usr/project/d502193/chris.snp LV=1-63

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12/23/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	15A

* (74-68)RS-1 & (74-69)RS, VBR)

SUMMARY OF QUANTITIES

SAFETY CLASSIFICATION CODE:
LOCATION OF WORK:

FUND CODE:
CONSTRUCTION TYPE CODE:

AUTH	CODE NO	ITEM	UNIT	TOTAL QUANTITY	STPE 330 F.A.I. 72 STA. 259+394.456 TO STA. 260+217.232 90% FEDERAL/ 10% STATE I000 33DA01	STPE 330 IL. 105 STA. 37+070.99 TO STA. 38+832.80 90% FEDERAL/ 10% STATE I000 33Z201	STPE 330 F.A.I. 72 STA. 260+217.232 TO STA. 267+099.027 90% FEDERAL/ 10% STATE J000 33DA01	BHF 114 F.A.I. 72 STA. 21+487.976 TO STA. 21+559.367 80% FEDERAL/ 20% STATE X171-[illegible] 12BF04	STPF 330 F.A.I. 72 RT. STA. 264+522.191 90% FEDERAL/ 10% STATE Y007 33DA01	STPE 330 3M F.A.I. 72 S.N. 074-0071 S.N. 074-0035 S.N. 074-0026 S.N. 074-0036 90% FEDERAL/ 10% STATE SFTY 33DA01
	[illegible]	GRATING FOR CONCRETE FLARED END SECTION [illegible]	EACH	2.0			2.0			
	[illegible]	BRIDGE SEAT SEALER	[illegible]	4.0				4.0		
AUTH. #1	FAC00100	TRAFFIC CONTROL SURVEILLANCE	$	8345.67			8345.67			
	FAC00101	PLACING AGGREGATE TO RAISE SUB	$	8224.46			8224.46			
	FAC00102	PAVEMENT CLEANING	$	26,564.98			26,564.98			
	FAC00103	PAVEMENT MAINTENANCE	$	1,469.90			1,469.90			
	FAC00104	ERECTING WIDTH RESTRICTION SIGNS	$	2,681.55			2,681.55			
	X9500100	TRAFFIC CONTROL & PROT 701406 (SP)	LS	1.0	1.0					
	FAC00105	LEVEL BINDER PLANT ON SHOULDERS	$	9,836.65			9,836.65			
AUTH #2	M4060990	TEMPORARY RAMPS	SQ M	189.3	168.6	20.7				
	M4428030	CL D PATCH T1 250	SQ M	26.4	26.4					
	M4428230	CL D PATCH T2 250	SQ M	12.7	12.7					
	M7031000	WORK ZONE PAVEMENT MARKING REM.	SQ M	54.1	39.0	15.1				
	[redacted]									
	X9500201	SILT FENCE	METER	630.8	630.8					
	FAC00200	TEMPORARY EROSION CONTROL	$	4,272.62			4,272.62			
	X9500200	CONTRACTION JOINT ASSEMBLY	EACH	53.2	53.2					
	FAC00201	CORE DRILLING FOR GUARDRAIL POSTS	$	0.0			0.0			
	M4428420	CL D PATCH T4 200	SQ M	40.2		40.2				
AUTH #3	M6010072	SHLD REM & REPL [illegible] SMM	METER	436.4	436.4					
	X9500301	BIT SHLD REM & REPL 200MM	SQ M	42.1	42.1					
	M2510630	EROSION CONTROL BLANKETS	SQ M	0.0			0.0			
	X9500300	CONNECT EXIST PIPE UDRAIN 100	EACH	36.0	36.0					
	M5422148	PRECAST REIN CONC FL-END SEC. 1050MM	EACH	1.0					1.0	
	M5422145	PIPE CULVERTS, TY 1 RCCP 1050mm	METER	4.6					4.6	
	FAC00301	EXPOSING EXISTING UNDERDRAINS	$	1045.83			1045.83			
	X0300205	FRAMES AND GRATES TO BE ADJ (SPEC)	EACH	4.0		4.0				
	M3530700	PCC BASE COURSE 200MM	SQ M	132.8			132.8			
	M6063600	CONCRETE MEDIAN SURFACE, 100MM	SQ M	54.1		54.1				
AUTH #4	FAC00400	POWER TOOL CLEANING	$	13,331.33				13,331.33		
	FAC00401	TRIMMING FLANGES OF END DIAPHRAGMS	$	617.88				617.88		
	M4402060	APPROACH SLAB REMOVAL	SQ M	372.10				372.10		
	X9500400	MESSAGE BOARD	CAL DAY	18.0	18.0					
	X9500401	CONC. HDWL FOR PIPE DRAIN REM & RE-ERECT	EACH	9.0	9.0					
	FAC00402	PAINT CLEANING SHLDRS/GRINDING	$	31,524.74				31,524.74		
	FAC00403	EMBANKMENT LINE	$	2,869.84				2,869.84		
	FAC00404	INTERCHANGE LIGHTING REPAIR	$	1,315.98				1,315.98		
#5	FAC00500	PILING REPLACEMENT ABUT 3	$	649.54				649.54		
	FAC00501	MILL & OVERLAY EXISTING SHOULDER	$	19,016.22			19,016.22			
#6	M7830105	PAINT MARKING REMOVAL	METER	760.0	760.0					
#7	FAC00700	PCC PARTIAL DEPTH PATCHING	$	69,497.32			69,497.32			
	M6022610	MH TYPE A 1.5m DIA TYPE 1 FR CL	EACH	1.0					1.0	
#9	FAC00900	FIELD TILE & UDRAIN CONNECTION	$	1,606.94			1,606.94			
AUTH #10	66700205	PERM SURVEY MARKER, TYPE 1	EACH	1.0			1.0			
	FAC01000	EMBANKMENT PLANT TYPE 1 TERMINAL	$	4,065.28			4,065.28			
	Z0070100	SURVEY MONUMENT COVER ASSY	EACH	1.0		1.0				
#12	63500310	REMOVE & REINSTALL DELINEATOR	EACH	97.0	97.0					
#14	XXX03100	TRAF CONT ADJUST STD 701406	$	2648.08			2648.08			
	XXX03101	TRAF CONT ADJUST STD 701401 (SP)	$	4559.86			4559.86			
#15	M4030300	BIT MATLS C&S CT	LIT	48110.40			48110.40			
	M4030600	SEAL COAT AGG	MT	169.30			169.30			
#16	X9501600	PARAPET WALL CREDIT	$	-1977.58				-1977.58		
	70100700	TRAF CONT-PROT 701406	LS	19,000.00			19,000			
#17	XXX17100	LIQUIDATED DAMAGES	CDA	10.25			10.25			

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12/17/96

SCHEDULE OF QUANTITIES

*(74-68)RS-1 & (74-69)RS, VAR)

STATION	LANE	CLASS B PATCH TY II, 250 mm (SQ. METER)	DOWEL BARS (EACH)	SAW CUTS (METER)
RT. 259+394.5	P	6.6	20	14.5
RT. 259+394.5	D	6.6	20	14.5
RT. 259+431.0	P	6.6	20	14.5
RT. 259+431.0	D	6.6	20	14.5
RT. 259+462.1	P	6.6	20	14.5
RT. 259+462.1	D	6.6	20	14.5
RT. 259+493.5	D	6.6	20	14.5
RT. 259+634.3	P	6.6*	20	14.5
RT. 259+634.3	D	6.6*	20	14.5
LT. 259+693.2	P	7.7*	20	15.1
LT. 259+693.2	D	7.7*	20	15.1
LT. 259+758.1	P	6.6	20	14.5
LT. 259+784.6	D	6.6	20	14.5
LT. 259+823.9	P	6.6	20	14.5
LT. 259+823.9	D	6.6	20	14.5
RT. 259+880.3	D	6.6	20	14.5
LT. 259+869.9	D	6.6	20	14.5
LT. 259+896.2	D	6.6	20	14.5
LT. 259+896.2	D	6.6	20	14.5
LT. 259+912.6	D	6.6	20	14.5
LT. 259+967.5	P	6.6	20	14.5
LT. 260+064.1	D	6.6	20	14.5
LT. 260+064.1	P	6.6	20	14.5
LT. 260+111.6	D	6.6	20	14.5
LT. 260+111.6	P	6.6	20	14.5
LT. 260+153.4	P	7.7	20	15.1
LT. 260+205.2	D	6.6	20	14.5
LT. 260+205.2	P	6.6	20	14.5
LT. 260+305.8	P	6.6	20	14.5
LT. 260+333.6	P	6.6	20	14.5
RT. 260+476.5	D	6.6	20	14.5
RT. 260+493.2	D	6.6	20	14.5
RT. 260+552.0	P	6.6	20	14.5
LT. 261+336.3	D	6.6*	20	14.5
LT. 261+336.3	P	6.6*	20	14.5
RT. 261+351.2	D	6.6	20	14.5
RT. 261+574.3	P	6.6*	20	14.5
RT. 261+574.3	D	7.7*	20	15.1
LT. 261+644.7	D	8.8	20	15.7
RT. 261+703.2	D	6.6	20	14.5
LT. 261+776.1	P	11.0	20	16.9
RT. 261+858.7	P	6.6	20	14.5
RT. 261+858.7	D	6.6	20	14.5
RT. 261+941.6	D	6.6	20	14.5
RT. 261+948.3	D	6.6	20	14.5
LT. 262+011.4	D	6.6	20	14.5
RT. 262+067.5	D	6.6	20	14.5
LT. 262+086.7	D	11.0	20	16.9
RT. 262+107.7	P	6.6	20	14.5
LT. 262+171.7	P	6.6	20	14.5
LT. 262+216.2	D	6.6	20	14.5
LT. 262+223.8	D	6.6	20	14.5
LT. 262+239.1	P	14.6	20	18.9
LT. 262+368.6	D	6.6	20	14.5
RT. 262+414.9	P	8.8	20	15.7
LT. 262+474.7	D	12.4	20	17.7
RT. 262+480.5	D	6.6	20	14.5
RT. 262+509.7	D	6.6*	20	14.5
RT. 262+509.7	P	13.2*	20	18.1
LT. 262+521.0	P	6.6	20	14.5
LT. 262+535.9	P	6.6	20	14.5
LT. 262+681.0	D	6.6	20	14.5
LT. 262+905.1	D	6.6	20	14.5
LT. 262+996.5	P	6.6	20	14.5
LT. 262+996.5	D	6.6*	20	14.5
LT. 263+067.2	P	6.6*	20	14.5
LT. 263+244.3	D	6.6	20	14.5
RT. 263+282.1	D	6.6	20	14.5
LT. 263+458.9	P	6.6	20	14.5
LT. 263+458.9	P	6.6	20	14.5
LT. 263+544.8	D	6.6	20	14.5
LT. 263+557.3	P	6.6	20	14.5
LT. 263+847.7	P	6.6	20	14.5

STATION	LANE	CLASS B PATCH TY II, 250 mm (SQ. METER)	DOWEL BARS (EACH)	SAW CUTS (METER)
RT. 263+975.1	D	6.6	20	14.5
LT. 264+011.6	D	6.6	20	14.5
RT. 264+260.0	D	6.6	20	14.5
LT. 264+264.9	P	6.6	20	14.5
LT. 264+264.9	D	6.6	20	14.5
LT. 264+287.8	P	6.6*	20	14.5
LT. 264+287.8	D	6.6*	20	14.5
RT. 264+296.0	P	6.6*	20	14.5
RT. 264+296.0	D	6.6*	20	14.5
LT. 264+350.0	D	6.6	20	14.5
RT. 264+442.9	P	8.8	20	15.7
RT. 264+442.9	D	6.6	20	14.5
RT. 264+805.7	P	6.6	20	14.5
LT. 264+841.9	P	6.6	20	14.5
LT. 264+882.5	P	6.6	20	14.5
LT. 264+882.5	D	6.6	20	14.5
RT. 264+900.5	D	6.6	20	14.5
RT. 264+930.9	D	6.6	20	14.5
RT. 264+961.7	D	6.6	20	14.5
RT. 265+063.2	P	6.6	20	14.5
RT. 265+144.9	P	6.6	20	14.5
RT. 265+236.3	P	6.6	20	14.5
RT. 265+358.3	P	6.6	20	14.5
LT. 265+426.9	P	6.6	20	14.5
LT. 265+440.8	P	6.6	20	14.5
LT. 265+440.8	D	6.6	20	14.5
LT. 265+517.7	P	11.0	20	16.9
LT. 265+517.7	D	6.6	20	14.5
LT. 265+840.8	P	6.6*	20	14.5
LT. 265+840.8	D	6.6*	20	14.5
LT. 265+853.3	D	6.6	20	14.5
RT. 265+983.7	D	6.6	20	14.5
RT. 266+008.1	D	12.4	20	17.7
RT. 266+069.1	D	8.8	20	15.7
LT. 266+112.9	P	6.6	20	14.5
RT. 266+135.8	D	6.6	20	14.5
LT. 266+151.0	P	6.6	20	14.5
RT. 266+160.5	D	6.6	20	14.5
LT. 266+235.2	P	8.8	20	15.7
RT. 266+343.4	P	6.6	20	14.5
LT. 266+358.6	D	6.6	20	14.5
LT. 266+373.9	P	6.6	20	14.5
LT. 266+373.9	D	6.6	20	14.5
RT. 266+373.9	P	6.6	20	14.5
LT. 266+428.1	P	6.6*	20	14.5
LT. 266+428.1	D	6.6*	20	14.5
LT. 266+452.2	P	6.6	20	14.5
LT. 266+731.4	P	6.6	20	14.5
RT. 266+850.9	D	11.0	20	18.1
LT. 266+853.0	P	6.6	20	14.5
LT. 266+853.0	D	6.6	20	14.5
LT. 266+883.5	D	6.6	20	14.5
F.A.S. 1532 RAMP "A"				
C.L. 10+150.3		8.9	28	18.3
C.L. 10+292.6		8.9	28	18.3
C.L. 10+392.3		8.9	28	18.3
TOTAL	=	901.0 SQ. M.	2544 EACH	1873.8 METERS

* CLASS B PATCH - EXPANSION JOINT shall be placed at locations as directed by Engineer where proposed patch replaces existing expansion joint.

CLASS B PATCH - EXPANSION JOINT = 73.0 meters
APPROACH END DOWELL BARS AT EXPANSION JOINTS,
PER STANDARD 442101, SHALL BE NO. 35 (#. 10) X 450 (18") -
200 EACH INCLUDED ABOVE.

STATION	LANE	CLASS B PATCH TY III, 250 mm (SQ. METER)	DOWEL BARS (EACH)	SAW CUTS (METER)	TIE BARS 20 mm (EACH)	PAVT. FABRIC (SQ. M.)
RT. 262+277.2	D	15.7	20	19.5	7	15.7
RT. 265+939.7	P	17.9	20	20.7	8	17.9
RT. 265+939.7	D	17.9	20	20.7	--	17.9
TOTAL	=	51.5 SQ. M.	60 EA.	60.9 M	15 EACH	51.5 SQ. M.

STATION	LANE	CLASS B PATCH TY IV, 250 mm (SQ. METER)	DOWEL BARS (EACH)	SAW CUTS (METER)	TIE BARS 20 mm (EACH)	PAVT. FABRIC (SQ. M.)
RT. 261+464.6	D	24.5	20	35.9	21	24.5
RT. 262+380.2	P	24.5	20	24.3	11	24.5
RT. 262+380.2	D	45.6	20	24.3	--	45.6
RT. 262+405.0	D	57.7	20	42.5	26	57.7
LT. RAMP "A"	TERM	62.9	9	82.5	63	62.9
RT. RAMP "D"	TERM	64.0	6	111.1	89	64.0
LT. RAMP "D"	GORE	65.9	9	79.8	122	65.9
RT. RAMP "C"	GORE	100.7	5	172.0	28	100.7
LT. RAMP "B"	TERM	113.2	9	143.5	114	113.2
RT. 265+455	P	73.0	20	50.9	33	73.0
RT. 265+455	D	73.0	20	50.9	--	73.0
RT. 265+515	P	91.3	20	60.9	42	91.3
LT. 265+515	D	91.3	20	60.9	--	91.3
LT. 265+650	P	146.0	20	90.9	67	146.0
LT. 265+650	D	146.0	20	90.9	--	146.0
RT. 266+084.3	P	38.0	20	31.7	17	38.0
RT. 266+084.3	D	38.0	20	31.7	--	38.0
RT. 266+709.1	P	29.9	20	27.3	14	29.9
RT. 266+709.1	D	29.9	20	27.3	--	29.9
TOTAL	=	1315.3 SQ. M.	318 EA.	1239.3 M	899 EA.	1315.3. SQ. M.

SEE SHEETS #16A AND #16B FOR FINAL PATCH LOCATIONS AND QUANTITIES

/usr/project/d502193/chris.enp LV=1-63

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12/17/96

SCHEDULE OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	16A

* (74-68)RS-1 & (74-69)RS, VBR)

STATION	LANE	CLASS B PATCH TY III, 250 mm (SQ. M)	DOWEL BARS (EACH)	SAW CUTS (METER)
RT. 260+473	L	6.6	20	14.6
RT. 260+476.5	D	6.6	20	14.6
RT 260+532	P	6.6	20	14.5
RT 261+348	D	6.6	20	14.6
RT 261+527	D	6.6	20	14.6
RT. 261+602	P	6.6	20	14.6
RT. 261+612	D	6.6	20	14.6
RT. 261+691	D	6.6	20	14.6
RT 261+758	D	6.6	20	14.6
RT. 261+799	P	6.6	20	14.5
RT. 261+858.7	P	6.6	20	14.6
RT 261+864	D	11.0	20	17.0
RT 261+945	D	6.6	20	14.6
RT. 262+053	D	6.6	20	14.6
RT 262+061	D	6.6	20	14.2
RT 262+067.5	D	6.6	20	14.6
RT 262+176	D	6.6	20	14.6
RT 262+238	D	6.6	20	14.6
RT 262+415	P	6.6	20	14.6
RT 262+414.9	D	6.6	20	14.6
RT 262+424	P	6.6	20	14.6
RT. 262+457	D	6.6	20	14.6
RT 262+480.5	D	6.6	20	14.6
RT 262+509.7	P	6.6	20	14.6
RT 262+509.7	D	12.4	20	17.8
RT. 262+711	D	6.6	20	14.6
RT. 263+513	D	6.6	20	14.6
RT. 263+602	D	6.6	20	14.6
RT 263+975.1	D	6.6	20	14.6
RT 264+260	D	6.6	20	14.6
RT 264+276	P	6.6	16	12.8
RT 264+296	D	6.6	20	14.6
RT 264+321	D	6.6	20	14.6
RT 264+326	D	10.2	20	16.6
RT. 264+440	D	6.6	20	14.6
RT. 264+442.9	P	8.1	20	15.4
RT. 264+442.9	D	6.6	20	14.6
RT 264+805.7	D	6.6	20	14.6
RT 264+961.7	D	6.6	20	14.6
RT. 265+062.2	P	6.6	20	14.6
RT. 263+076	D	6.6	20	14.6
RT. 265+144.9	P	6.6	20	14.6
RT. 265+358.3	P	6.6	20	14.6
RT 265+460	P	6.6	20	13.5
RT 265+515	P	6.6	20	14.6
RT 265+530	P	6.6	20	12.8
RT. 265+553	P	6.6	20	12.8
RT 265+553	D	6.6	20	14.6
RT 265+572	D	6.6	20	14.6
RT. 265+580	P	6.6	20	14.6
RT 265+683	P	6.6	20	12.8
RT 265+683	D	6.6	20	14.6
RT 265+709	D	6.6	20	14.6
RT 265+861	D	6.6	20	14.6
RT 265+937.7	P	6.6	20	12.8
RT 265+983.7	D	6.6	20	14.6
RT 265+995	D	9.7	20	15.2
RT. 266+008.1	D	14.6	20	18.9
RT 264+135.8	D	6.6	20	14.6
LT 264+153.4	P	7.7	20	14.5
LT 264+205	D	6.6	20	14.6
LT 264+248	P	6.6	20	14.6
LT 264+288.8	P	6.6	20	14.6
LT 264+336.6	P	6.6	20	14.7
LT 264+427	P	6.6	20	14.6
LT 264+336.3	D	6.6	20	14.6
LT 261+644.7	P	7.7	20	15.2
LT 261+644.7	D	8.8	17	15.2
LT 261+695	P	9.5	20	16.4
LT 261+700	D	6.6	20	14.6
LT 261+776.1	P	6.6	20	14.7
LT 262+011	D	6.6	20	14.6
LT 262+170	P	6.6	20	14.6
LT 262+239.1	P	9.6	17	14.6
LT 262+410	P	6.6	20	12.8
LT 262+410	D	6.6	20	14.6
LT 262+452	D	6.6	20	14.6
LT 262+535	P	8.8	17	15.8
LT 262+623	D	6.6	20	14.6
LT 262+905	D	6.6	20	14.6
LT 262+996.5	P	6.6	20	12.8
LT 262+996.5	D	6.6	20	14.6
LT 263+067.2	D	9.9	20	13.7
LT 263+067.2	D	9.9	19	16.4
LT 263+119	D	6.6	20	14.6
LT 263+242	D	6.6	20	14.6
LT 263+458.9	P	8.0	20	14.6
LT 263+486	D	6.6	20	14.6
LT 263+527.3	P	7.8	20	14.6
LT 263+627	D	7.7	24	16.5
LT 263+651	D	7.0	20	14.8
LT 264+011.6	D	6.6	20	14.6
LT 264+125	D	6.6	20	14.6
LT 264+264.9	P	6.6	20	14.6
LT 264+287.8	P	6.6	20	12.8
LT 264+287.8	D	6.6	20	14.6
LT 264+350	D	6.6	20	14.6
LT 264+841.9	P	6.6	20	12.8
LT 264+841.9	D	6.6	20	14.6
LT 264+882.5	P	6.6	20	12.8
LT 264+882.5	D	6.6	20	14.6
LT 264+925	P	6.6	20	14.6
LT 264+970	D	6.6	20	14.6
LT 265+150	P	6.6	20	14.6
LT 265+343	P	6.6	20	14.6
LT 265+428	P	6.6	20	14.6
LT 265+440	P	6.6	20	12.8
LT 265+440	D	6.6	20	14.6
LT 265+461	D	6.6	20	14.6
LT 265+579	D	7.0	20	14.8
LT 265+598	P	6.6	20	14.6
LT 265+690	D	6.6	20	14.6
LT 265+700	D	6.6	20	14.6
LT 265+735	D	6.6	20	14.6
LT 265+842	P	6.6	20	12.8
LT 265+842	D	6.6	20	14.6
LT 265+853	D	6.6	20	14.6
LT 266+025	P	6.6	20	12.8
LT 266+025	D	6.6	20	14.6
LT 266+112.9	P	6.6	20	14.6
LT 266+151	P	6.6	20	14.6
LT 266+186	D	6.6	20	14.6
LT 266+253.2	P	8.8	20	15.8
LT 266+297	P	6.6	20	14.6
LT 266+358.6	D	6.6	20	14.6
LT 266+373	P	6.6	20	12.8
LT 266+373	D	6.6	20	14.6
LT 266+410	D	6.6	20	14.6
LT 266+428	P	6.6	20	12.8
LT 266+428	D	6.6	20	14.6
LT 266+452.2	P	6.6	20	14.6
LT 266+729	P	6.6	20	14.6
LT 266+751	D	6.6	20	14.6
LT 266+800	D	6.6	20	14.6
LT 266+853	P	6.6	20	12.8
LT 266+853	D	6.6	20	14.6
LT 266+864	P	7.7	20	15.2
LT 266+893	D	6.6	20	14.6
LT 267+004	P	14.6	20	15.0
LT 267+004	D	14.6	19	19.0
LT 263+844	D	7.6	24	16.2
LT 1+149.4	D	7.6	22	16.2
TOTAL =		1006.4 m²	*	*

* SEE SHEET 16B CL IV TOTALS FOR THESE TOTALS

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SCHEDULE OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	16

* (74-68)RS-1 & (74-69)RS, VBR)

STATION	LANE	CLASS B PATCH (SQ. M)	DOWEL BARS (EACH)	SAW CUTS (METER)	TIE BARS 20 mm (EACH)	PVMT FABRIC (M²)
RT 261+537	D	15.7	20	19.6		15.7
RT 262+160.5	D	17.4	20	20.5		17.4
RT 266+850.9	D	16.4	20	19.9		16.4
LT 262+086	D	16.5	20	20.0		16.5
LT 262+474	D	19.8	20	21.8		19.8
TOTAL =		85.8 m²	*	*		*

* SEE THIS SHEET CL IV TOTALS FOR THESE TOTALS

STATION	LANE	CLASS B PATCH (M²)	DOWEL (EACH)	SAW (METER)	TIE BARS (EACH)	PAVT. FABRIC (M²)
RT 261+964.6	D	47.2	20	36.8		47.2
RT 262+370	D	185.8	20	112.6	43.0	185.8
RT 262+374	P	60.7	20	44.2	27.0	61.7
RT 265+440	P	25.3	19	18.12	11.0	25.3
RT 265+440	D	24.2	20	24.2		24.2
RT 265+460	D	112.1	20	74.85	47.0	112.1
RT 265+530	D	41.4	20	33.6	16.0	41.4
RT 265+939.7	D	20.1	20	22.0		20.1
RT 266+084.3	P	28.9	19	19.68	13.0	28.9
RT 266+084.3	D	25.8	20	25.1		25.8
RT 266+709.1	P	31.3	20	19.53	13.0	31.3
RT 266+709.1	D	31.3	20	28.1		31.3
RT 266+829.9	P	24.9	20	20.05	11.0	24.9
RT. RAMP C GORE	D	72.4	6	114.4	178.0	72.4
RT. RAMP D TERM.	D	52.8	5	44.9	65.0	52.8
LT 262+474	P	20.9	20	16.8		20.9
LT 262+521	P	45.8	20	35.98	15.0	45.8
LT 262+703	D	22.3	20	23.2		22.3
LT 265+515	D	100.3	18	65.8		100.3
LT 265+515	P	102.5	20	39.58	47.0	102.5
LT 265+548	P	40.3	20	22.0	18.0	40.3
LT 265+548	D	40.3	20	33.0		40.3
LT 265+650	P	137.3	20	48.52	58.0	137.3
LT 265+650	D	137.6	20	86.2		137.6
LT 266+709	P	29.1	20	19.0	13.0	29.1
LT 266+709	D	29.1	20	26.9		29.1
LT RAMP A TERM.	D	122.1	9	177.2	92.0	122.1
LT RAMP B TERM	D	124.0	8	213.0	168.0	124.0
LT RAMP B GORE	D	108.2	-	123.1	186.0	108.2
TOTAL =		1867.6 m²				
TYPE II, III, IV TOTAL =			3441 EA.	3755.6 m	1023 EA.	1949.4 m²

TOTAL = 901.0 SQ. M. 2544 EACH 1873.8 METERS

* CLASS B PATCH - EXPANSION JOINT shall be placed at locations as directed by Engineer where proposed patch replaces existing expansion joint.

CLASS B PATCH - EXPANSION JOINT = 73.0 meters
APPROACH END DOWELL BARS AT EXPANSION JOINTS, PER STANDARD 442101, SHALL BE NO. 35 (NO. 10) X 490 (18"). 200 EACH INCLUDED ABOVE.

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11/06/96

SEE SHEETS 17A, 17B, 17C & 17D FOR FINAL PATCH LOCATION AND QUANTITIES

SCHEDULE OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	174	17

*(74-68)RS-1 & (74-69)(RS, VBR)

PAVEMENT PATCHING (PARTIAL DEPTH) CONCRETE

EASTBOUND LANES

R.T.C. = RANDOM TRANSVERSE CRACKS • INCLUDES RAMP TERMINAL QUANTITIES

STATION TO STATION	PASSING LANE NO.	PASSING LANE QUANTITY (SQ. M.)	PASSING LANE NO. R.T.C.	DRIVING LANE NO.	DRIVING LANE QUANTITY (SQ. M.)	DRIVING LANE NO. R.T.C.
RT. 259+395.0-260+356.9	3	1.81	2	3	1.21	3
RT. 260+356.9-260+417.9	0		0	1	1.95	0
RT. 260+417.9-260+478.8	1	0.56	0	3	3.02	0
RT. 260+478.8-260+539.8	1	0.37	0	2	1.86	0
RT. 260+539.8-260+600.8	2	0.65	0	6	4.27	0
RT. 260+600.8-260+661.7	0		3	2	0.93	3
RT. 260+661.7-260+722.7	0		0	1	0.70	0
RT. 260+722.7-260+783.6	1	0.42	1	0		1
RT. 260+783.6-260+844.6	0		0	1	0.37	1
RT. 260+844.6-260+905.6	0		1	4	2.69	1
RT. 260+905.6-260+966.6	0		1	1	0.56	1
RT. 260+966.6-261+027.5	0		2	0		3
RT. 261+027.5-261+088.5	0		0	0		0
RT. 261+088.5-261+149.4	1	0.37	0	1	1.39	0
RT. 261+149.1-261+210.4	0		1	2	0.70	2
RT. 261+210.4-261+332.3	0		6	4	3.62	6
RT. 261+332.3-261+393.2	2	0.84	2	0*		3
RT. 261+393.2-261+454.2	2	0.98	1	1	1.49	1
RT. 261+454.2-261+576.1	3	1.39	10	3	1.95	10
RT. 261+576.1-261+637.1	1	0.70	4	1	0.70	4
RT. 261+637.1-261+698.1	0		5	3	7.11	4
RT. 261+698.1-261+759.0	0		5	1	1.30	5
RT. 261+759.0-261+819.0	4	3.34	2	5	6.27	2
RT. 261+819.0-261+941.9	7	7.57	2	18	47.43	2
RT. 261+941.9-262+002.9	1	1.25	1	7	15.79	2
RT. 262+002.9-262+063.8	3	1.39	1	3	6.74	1
RT. 262+063.8-262+124.8	6	4.13	3	9	4.74	3
RT. 262+124.8-262+185.7	2	0.84	1	1	0.93	1
RT. 262+185.7-262+246.7	5	2.05	1	5	2.74	1
RT. 262+246.7-262+307.7	5	3.58	0	6	12.26	0
RT. 262+307.7-262+490.5	4	2.64	2	5	5.95	2
RT. 262+490.5-262+551.5	4	6.27	2	9	14.86	2
RT. 262+551.5-262+734.4	9	5.67	3	10	5.39	5
RT. 262+734.4-252+795.3	2	1.11	0	9	6.87	0
RT. 262+795.3-262+856.3	1	2.32	0	6	6.69	0
RT. 262+856.3-262+917.3	3	2.83	1	6	4.65	1
RT. 262+917.3-262+978.2	4	2.09	2	6	3.48	2
RT. 262+978.2-263+100.1	2	1.07	1	2	0.70	3
RT. 263+100.1-263+161.1	4	2.93	1	2	0.56	1
RT. 263+161.1-263+222.0	0		1	1	1.49	3
RT. 263+222.0-263+313.5	3	1.16	0	7	4.92	1
RT. 263+313.5-263+374.5	2	1.77	2	1	0.37	2
RT. 263+374.5-263+435.4	2	0.93	0	2	1.07	0
RT. 263+435.4-263+511.6	0		1	0		2
RT. 263+511.6-263+572.6	0		2	8	9.15	3
RT. 263+572.6-263+691.6	2	0.70	2	4	2.18	2
RT. 263+691.6-263+731.4	0		0	2	0.65	0
RT. 263+731.4-263+996.4	3	1.53	1	4	1.63	3•
RT. 263+996.4-264+057.4	1	0.28	0	4	3.48	0
RT. 264+057.4-264+118.3	2	1.25	1	3	2.04	1
RT. 264+118.3-264+362.2	9	5.11	4	15	10.03	9•
RT. 264+362.3-264+545.1	11	11.75	1	19	17.93	6•
RT. 264+545.1-264+606.0	1	0.28	0	3	4.65	0
RT. 264+606.0-264+819.4	11	4.97	0	5	6.13	0
RT. 264+819.4-264+880.4	4	2.09	0	2	1.67	0
RT. 264+880.4-265+002.3	0		0	4	2.60	0
RT. 265+002.3-265+063.3	4	1.72	0	5	3.16	0
RT. 265+063.3-265+154.7	1	0.28	1	7	3.16	1
RT. 265+154.7-265+215.6	1	0.28	0	2	1.07	0
RT. 265+215.6-265+265.6	0		2	0		2
RT. 265+265.6-265+398.5	1	0.28	2	3	4.04	2
RT. 265+398.5-265+459.5	3	2.09	2	2	0.70	2
RT. 265+459.5-265+520.4	0		1	2	1.21	1
RT. 265+520.4-265+581.3	0		0	0		0
RT. 265+581.3-265+642.3	1	0.42	1	4	1.49	1
RT. 265+642.3-265+794.7	6	3.99	1	10	6.09	1
RT. 265+794.7-265+855.7	0		1	3	0.98	2
RT. 265+855.7-265+916.7	5	2.65	1	4	2.60	1
RT. 265+916.7-265+977.6	2	0.79	0	2	1.53	0
RT. 265+977.6-266+038.6	0		2	1	1.81	2

PAVEMENT PATCHING (PARTIAL DEPTH) CONCRETE

EASTBOUND LANES

R.T.C. = RANDOM TRANSVERSE CRACKS • INCLUDES RAMP TERMINAL QUANTITIES

STATION TO STATION	PASSING LANE NO.	PASSING LANE QUANTITY (SQ. M.)	PASSING LANE NO. R.T.C.	DRIVING LANE NO.	DRIVING LANE QUANTITY (SQ. M.)	DRIVING LANE NO. R.T.C.
RT. 266+038.6-266+099.5	0		1	1	0.28	1
RT. 266+099.5-266+160.5	1	0.56	1	0		1
RT. 266+160.5-266+221.5	0		0	2	0.56	0
RT. 266+221.5-266+312.9	5	3.34	1	4	16.17	1
RT. 266+312.9-266+373.9	6	5.02	2	8	8.27	2
RT. 266+373.9-266+434.8	1	0.28	0	4	2.09	0
RT. 266+434.8-266+495.8	0		0	2	0.70	0
RT. 266+495.8-266+587.2	1	0.37	0	3	1.77	0
RT. 266+587.2-266+770.1	2	0.74	0	0		0
RT. 266+770.1-266+922.5	1	1.11	2	6	7.20	2
RT. 266+922.5-267+030.4	4	3.16	0	7	11.61	0
EASTBOUND TOTAL =	179	118.11	103	315	328.35	130

PAVEMENT PATCHING (PARTIAL DEPTH) CONCRETE

WESTBOUND LANES

R.T.C. = RANDOM TRANSVERSE CRACKS • INCLUDES RAMP TERMINAL QUANTITIES

STATION TO STATION	PASSING LANE NO.	PASSING LANE QUANTITY (SQ. M.)	PASSING LANE NO. R.T.C.	DRIVING LANE NO.	DRIVING LANE QUANTITY (SQ. M.)	DRIVING LANE NO. R.T.C.
LT. 259+395.0-260+174.0	4	1.67	0	1	0.42	0
LT. 260+174.0-260+235.0	2	0.56	1	3	1.49	1
LT. 260+235.0-260+295.9	4	2.65	0	1	1.49	0
LT. 260+295.9-260+356.9	3	1.81	1	6	3.58	1
LT. 260+356.9-260+417.9	7	3.86	1	5	2.23	1
LT. 260+417.9-260+478.9	1	0.37	1	0		1
LT. 260+478.9-260+524.9	3	1.02	1	2	0.74	1
LT. 260+524.9-260+692.2	2	0.98	3	3	1.30	3
LT. 260+692.2-260+753.2	1	0.28	0	0		0
LT. 260+753.2-260+814.1	3	1.95	0	0		0
LT. 260+814.1-260+936.0	2	0.79	1	0		1
LT. 260+936.0-261+058.0	2	3.76	4	2	0.79	4
LT. 261+058.0-261+118.9	0		1	1	0.84	1
LT. 261+118.9-261+240.8	1	0.37	1	1	0.28	1
LT. 261+240.8-261+301.8	1	0.84	1	4	1.72	1
LT. 261+301.8-261+667.6	15	9.20	4	11	8.08	5
LT. 261+667.6-261+728.5	7	3.76	3	4	4.23	3
LT. 261+728.5-261+789.5	3	1.86	0	3	1.02	0
LT. 261+789.5-261+850.5	2	3.25	1	2	1.11	1
LT. 261+850.5-261+911.4	0		0	1	1.49	0
LT. 261+911.4-261+972.4	1	0.56	2	1	1.11	2
LT. 261+972.4-262+033.3	1	0.37	1	0		0
LT. 262+033.3-262+094.3	0		1	2	0.93	3
LT. 262+094.3-262+155.3	0		2	1	0.93	3
LT. 262+155.3-262+338.1	4	4.51	11	9	7.62	11
LT. 262+338.1-262+399.1	0		5	1	0.37	5
LT. 262+399.1-262+460.1	0		2	2	1.21	2
LT. 262+460.1-262+521.0	3	4.37	3	1	0.70	4
LT. 262+521.0-262+642.9	6	17.14	5	4	6.46	5
LT. 262+642.9-262+703.9	0		1	3	2.37	1
LT. 262+703.9-262+764.9	1	0.37	4	1	0.56	4
LT. 262+764.9-262+825.8	0		0	2	11.89	0
LT. 262+825.8-262+947.7	1	0.28	0	2	0.70	0
LT. 262+947.7-263+008.7	0		2	2	1.67	2
LT. 263+008.7-263+069.7	1	0.37	1	3	2.79	1
LT. 263+069.7-263+130.6	1	0.28	0	7	5.02	0
LT. 263+130.6-263+191.6	3	2.32	1	0		0
LT. 263+191.6-263+252.5	0		1	2	1.95	1
LT. 263+252.5-263+374.5	1	0.28	2	1	0.84	3
LT. 263+374.5-263+435.4	2	3.30	1	1	2.93	2
LT. 263+435.4-263+496.4	0		2	1	0.98	1
LT. 263+496.4-263+557.3	1	0.28	4	1	0.28	5
LT. 263+557.3-263+752.6	1	2.51	3	13	16.45	8•

PAVEMENT PATCHING (PARTIAL DEPTH) CONCRETE

WESTBOUND LANES

R.T.C. = RANDOM TRANSVERSE CRACKS • INCLUDES RAMP TERMINAL QUANTITIES

STATION TO STATION	PASSING LANE NO.	PASSING LANE QUANTITY (SQ. M.)	PASSING LANE NO. R.T.C.	DRIVING LANE NO.	DRIVING LANE QUANTITY (SQ. M.)	DRIVING LANE NO. R.T.C.
LT. 263+752.6-263+935.5	1	0.42	3	3	2.14	7•
LT. 263+935.5-263+996.4	0		2	1	0.42	2
LT. 263+996.4-264+057.4	0		2	2	1.72	2
LT. 264+057.4-264+240.3	0		4	4	4.00	4
LT. 264+240.3-264+362.2	1	0.37	1	2	1.11	0
LT. 264+362.2-264+423.1	0		0	0		1
LT. 264+423.1-264+484.1	0		0	0		2
LT. 264+484.1-264+545.1	1	0.28	1	0		1
LT. 264+545.1-264+575.5	0		1	3	1.67	1
LT. 264+575.5-264+606.0	0		2	1	0.70	2
LT. 264+606.0-264+788.9	0		5	1	0.70	5
LT. 264+788.9-264+849.9	1	1.39	1	4	1.58	1
LT. 264+849.9-265+032.7	1	0.70	4	3	1.72	5
LT. 265+032.7-265+093.7	0		2	0		2
LT. 265+093.7-265+154.7	1	0.74	3	0		3
LT. 265+154.7-265+215.6	2	0.65	3	2	0.79	3
LT. 265+215.6-265+276.6	1	0.56	1	1	0.56	3
LT. 265+276.6-265+337.5	1	0.93	3	0		3
LT. 265+337.5-265+398.5	0		1	3	2.42	1
LT. 265+398.5-265+459.5	2	0.65	1	2	0.65	2
LT. 265+459.5-265+581.4	2	0.65	3	2	0.84	3
LT. 265+581.4-265+642.3	0		2	2	1.30	1
LT. 265+642.3-265+676.4	3	1.30	6	2	1.39	6
LT. 265+764.2-265+825.2	2	1.21	5	1	0.70	6
LT. 265+825.2-265+886.2	4	3.07	4	2	1.53	6
LT. 265+886.2-265+947.1	0		6	2	0.65	6
LT. 265+947.1-266+008.1	1	0.42	4	0		4
LT. 266+008.1-266+130.0	4	1.77	3	3	1.72	4
LT. 266+130.0-266+251.9	5	3.78	3	8	3.34	3
LT. 266+025.19-266+312.9	3	1.21	0	3	0.93	1
LT. 266+312.9-266+556.7	6	3.02	6	10	4.55	6
LT. 266+556.7-266+617.7	2	1.11	0	1	0.28	0
LT. 266+617.7-266+678.7	1	0.46	2	2	0.84	2
LT. 266+678.7-266+739.6	0		1	1	0.46	1
LT. 266+739.6-266+800.6	0		1	1	0.37	1
LT. 266+800.6-266+922.5	6	4.83	2	9	4.69	2
LT. 266+922.5-266+983.5	0		3	2	1.11	3
LT. 266+983.5-267+030.4	0		0	0		0
WESTBOUND TOTAL =	141	105.14	168	193	143.45	193
EASTBOUND TOTAL =	179	118.11	103	315	328.35	130
TOTAL (LANES) =	320	223.25	271 +	508	471.80	323
GRAND TOTAL =	828	695.05	594•			

• SEE "ROUTING AND CRACK FILLING" SCHEDULE

DESCRIPTION (FAI 72 MAINLINE)	JOINT OR CRACK ROUTING (PC CONCRETE PAVEMENT AND SHOULDER) (METER)	JOINT OR CRACK FILLING (kg)
2 CENTERLINES	~~13,483.6~~	~~6472.1~~
2 MEDIAN SHOULDERS	~~13,483.6~~	~~6472.1~~
2 OUTSIDE SHOULDERS	~~13,483.6~~	~~6472.1~~
RANDOM TRANSVERSE CRACKS •	~~4,345.0~~	~~2085.7~~
TRANSVERSE JOINTS (NON-PATCHED)	~~2,304.2~~	~~1106.0~~
TOTALS =	46,114.78 ~~47,100 METER~~	40946.72 ~~22,600 kg~~

• TOTAL NUMBER (594) FROM "PAVEMENT PATCHING (PARTIAL DEPTH) CONCRETE" SCHEDULE

/usr/project/d502193/chris.sch LV+1-63

C B A 0 A B C

TAMERAN

11/06/96

SHEET NO. 17A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	

* (74-68RS-1 & (74-69RS, VBR)

SCHEDULE OF QUANTITIES

PAVEMENT PATCHING (PARTIAL DEPTH) CONCRETE (M4429100)

STATION	WESTBOUND DRIVING LANE (m^2)
Lt. 260+230.0	0.582
Lt. 260+259.0	1.760
Lt. 260+298.98	0.816
Lt. 260+305	0.616
Lt. 260+317	0.562
Lt. 260+341	0.964
Lt. 260+351	0.805
Lt. 260+363	0.744
Lt. 260+370	0.757
Lt. 260+420	0.510
Lt. 260+642	0.564
Lt. 260+667	0.587
Lt. 260+685	0.730
Lt. 261+284	0.835
Lt. 261+288	0.486
Lt. 261+415	1.168
Lt. 261+431	0.920
Lt. 261+552	6.608
Lt. 261+567	1.270
Lt. 261+652	0.607
Lt. 261+655	2.517
Lt. 261+680	0.660
Lt. 261+688	1.525
Lt. 261+732	0.629
Lt. 261+751	0.615
Lt. 261+799	0.755
Lt. 261+866	0.636
Lt. 261+898	0.651
Lt. 261+950	0.914
Lt. 262+036	0.659
Lt. 262+049	0.628
Lt. 262+129	0.713
Lt. 262+164	1.528
Lt. 262+230	0.638
Lt. 262+234	1.208
Lt. 262+249	1.243
Lt. 262+324	0.562
Lt. 262+345	0.630
Lt. 262+446	0.703
Lt. 262+443	0.632
Lt. 262+526	1.008
Lt. 262+531	0.641
Lt. 262+531	0.684
Lt. 262+565	0.782
Lt. 262+585	0.783
Lt. 262+680	1.779
Lt. 262+690	0.791
Lt. 262+717	0.777
Lt. 262+772	0.603
Lt. 262+882	0.898
Lt. 262+817	0.803
Lt. 262+817	2.360
Lt. 262+836	0.722

STATION	WESTBOUND DRIVING LANE (m^2)
Lt. 262+952	1.072
Lt. 263+047	0.653
Lt. 263+054	1.265
Lt. 263+061	1.943
Lt. 263+071	1.142
Lt. 263+089	1.383
Lt. 263+107	0.793
Lt. 263+107	0.566
Lt. 263+111	0.574
Lt. 263+277	1.269
Lt. 263+356	0.753
Lt. 263+386	2.190
Lt. 263+519	0.397
Lt. 263+619	0.630
Lt. 263+631	0.763
Lt. 263+634	0.572
Lt. 263+652	0.547
Lt. 263+701	1.415
Lt. 263+711	0.784
Lt. 263+717	0.654
Lt. 263+720	0.803
Lt. 263+732	6.087
Lt. 263+781	1.068
Lt. 264+199	0.871
Lt. 264+273	0.643
Lt. 264+336	1.095
Lt. 264+573	0.580
Lt. 264+877	0.584
Lt. 265+010	0.767
Lt. 265+016	0.738
Lt. 265+189	0.811
Lt. 265+406	0.578
Lt. 265+796	0.723
Lt. 265+840	1.341
Lt. 265+934	0.700
Lt. 266+044	0.548
Lt. 266+101	0.596
Lt. 266+163	0.718
Lt. 266+179	0.755
Lt. 266+224	0.628
Lt. 266+294	0.537
Lt. 266+295	0.827
Lt. 266+303	0.842
Lt. 266+324	0.423
Lt. 266+350	1.073
Lt. 266+418	0.662
Lt. 266+437	0.629
Lt. 266+451	1.156
Lt. 266+475	0.573
Lt. 266+528	0.860
Lt. 266+635	0.851
Lt. 266+638	0.627
Lt. 266.727	0.600

STATION	WESTBOUND DRIVING LANE (m^2)
Lt. 266+741	0.872
Lt. 266+776	0.670
Lt. 266+882	1.051
Lt. 266+906	1.896
Lt. 266+913	0.756
Lt. 266+967	1.197
Lt. 266+972	0.693
WBDL TOTAL =	103.2 m^2

STATION	EASTBOUND DRIVING LANE (m^2)
Rt. 261+859	2.807
Rt. 261+867	4.489
Rt. 261+876	0.647
Rt. 261+877	2.618
Rt. 261+891	2.284
Rt. 261+894	0.901
Rt. 261+897	2.446
Rt. 261+901	1.702
Rt. 261+910	0.261
Rt. 261+910	10.519
Rt. 261+915	2.779
Rt. 261+929	0.606
Rt. 261+937	0.716
Rt. 261+940	2.354
Rt. 261+942	0.806
Rt. 261+950	1.883
Rt. 261+953	1.689
Rt. 261+955	2.190
Rt. 261+958	3.308
Rt. 261+963	0.894
Rt. 261+965	0.690
Rt. 261+968	1.546
Rt. 261+980	2.379
Rt. 261+985	1.579
Rt. 261+994	2.052
Rt. 262+005	1.363
Rt. 262+080	1.387
Rt. 262+088	0.699
Rt. 262+090	2.543
Rt. 262+135	0.745
Rt. 262+140	0.832
Rt. 262+144	0.933
Rt. 262+199	0.644
Rt. 262+212	1.999
Rt. 262+242	0.811
Rt. 262+261	2.152
Rt. 262+281	4.963
Rt. 262+289	1.512
Rt. 262+294	1.685

STATION	EASTBOUND DRIVING LANE (m^2)
Rt. 262+304	0.852
Rt. 262+307	0.686
Rt. 262+323	3.154
Rt. 262+342	1.201
Rt. 262+442	1.006
Rt. 262+444	3.513
Rt. 262+449	1.332
Rt. 262+469	2.151
Rt. 262+484	1.475
Rt. 262+531	4.656
Rt. 262+534	1.751
Rt. 262+536	1.228
Rt. 262+539	1.420
Rt. 262+582	0.600
Rt. 262+619	1.121
Rt. 262+636	0.777
Rt. 262+683	0.729
Rt. 262+697	0.521
Rt. 262+698	0.650
Rt. 262+732	0.730
Rt. 262+739	1.847
Rt. 262+745	1.428
Rt. 262+752	3.599
Rt. 262+755	0.880
Rt. 262+762	0.670
Rt. 262+770	1.058
Rt. 262+775	0.670
Rt. 262+779	1.627
Rt. 262+783	0.651
Rt. 262+793	0.657
Rt. 262+805	0.703
Rt. 262+809	0.646
Rt. 262+817	0.928
Rt. 262+821	0.928
Rt. 262+825	0.774
Rt. 262+833	1.323
Rt. 262+842	1.529
Rt. 262+888	0.982
Rt. 262+890	0.782
Rt. 262+894	0.627
Rt. 262+900	0.900
Rt. 262+907	0.801
Rt. 262+911	0.709
Rt. 262+921	0.942
Rt. 262+948	2.720
Rt. 262+965	0.883
Rt. 262+999	0.635
Rt. 263+012	0.665
Rt. 263+064	0.628
Rt. 263+142	0.518
Rt. 263+145	1.223
Rt. 263+149	0.553
Rt. 263+217	2.228

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SCHEDULE OF QUANTITIES

PAVEMENT PATCHING (PARTIAL DEPTH) CONCRETE (M4429100)

STATION	EASTBOUND DRIVING LANE (m^2)
RT. 263+239	0.770
RT. 263+270	1.273
RT 263+274	0.494
RT. 263+288	0.938
RT. 263+328	0.804
RT. 263+371	0.926
RT. 263+387	0.705
RT. 263+394	1.527
RT. 263+502	0.747
RT. 263+518	1.147
RT. 263+571	1.585
RT. 263+597	1.792
RT. 263+017	0.665
RT. 264+035	0.549
RT. 264+036	1.032
RT. 264+097	0.970
RT. 264+232	1.772
RT. 264+281	0.860
RT. 264+292	1.331
RT. 264+302	1.285
RT. 264+360	0.773
RT. 264+416	0.993
RT. 264+434	0.853
RT 264+495	0.568
RT 264+504	1.170
RT. 264+508	0.690
RT. 264+525	0.660
RT. 264+527	0.644
RT. 264+530	0.891
RT. 264+535	0.960
RT. 264+537	3.147
RT. 264+556	0.614
RT. 264+556	0.608
RT. 264+561	4.230
RT. 264+581	1.363
RT. 264+616	1.401
RT. 264+618	1.669
RT. 264+660	1.050
RT. 264+781	0.999
RT. 264+794	2.009
RT. 264+820	0.704
RT 264+823	1.332
RT. 264+838	0.708
RT. 264+843	0.658
RT. 264+852	0.955
RT. 264+895	1.124
RT. 264+931	1.195
RT. 264+940	0.708
RT. 264+971	0.605
RT. 264+977	1.809
RT. 265+010	1.131
RT. 265+036	1.230
RT. 265+046	1.211

STATION	EASTBOUND DRIVING LANE (m^2)
RT. 265+054	0.675
RT 265+084	0.511
RT. 265+096	0.728
RT. 265+147	0.601
RT. 265+208	0.555
RT. 265+332	0.720
RT. 265+367	1.273
RT. 265+382	1.362
RT. 265+384	0.700
RT. 265+491	1.090
RT. 265+493	0.601
RT. 265+610	0.544
RT. 265+610	0.611
RT. 265+635	0.655
RT. 265+645	1.004
RT. 265+666	0.694
RT. 265+671	0.672
RT. 265+720	6.903
RT. 265+723	0.877
RT. 265+755	0.660
RT. 265+780	1.476
RT. 265+780	0.698
RT. 265+823	0.994
RT. 265+828	1.116
RT. 265+864	0.806
RT. 265+886	0.524
RT. 265+916	0.628
RT. 265+963	1.830
RT. 265+978	3.415
RT. 266+222	1.318
RT. 266+238	5.658
RT. 266+241	2.664
RT. 266+312	0.769
RT. 266+326	2.182
RT. 266+331	0.695
RT. 266+333	1.504
RT. 266+371	0.559
RT. 266+373.9	1.911
RT. 266+869	0.614
RT. 266+875	2.906
RT. 266+885	0.504
RT. 266+915	1.224
RT. 266+917	0.912
RT. 266+944	1.530
RT. 266+961	2.521
RT. 266+983	2.016
RT. 266+988	0.646
RT. 266+993	2.809
RT. 266+001	2.702
RT. 260+408	1.754
RT. 260+432	1.212
RT. 260+448	1.079
RT. 260+450	1.050

STATION	EASTBOUND DRIVING LANE (m^2)
RT. 260+474	0.708
RT. 260+491	0.966
RT. 260+539	1.104
RT. 260+547	1.307
RT. 260+555	0.692
RT. 260+578	2.169
RT. 260+611	0.471
RT. 260+614	0.624
RT. 260+663	2.467
RT. 260+753	0.824
RT. 260+860	0.951
RT. 260+866	1.518
RT. 260+907	1.117
RT. 261+118	1.386
RT. 261+213	1.548
RT. 261+222	0.655
RT. 261+226	0.832
RT. 261+304	0.616
RT. 261+324	0.551
RT. 261+324	0.877
RT. 261+441	0.843
RT. 261+442	0.730
RT. 261+502	0.792
RT. 261+524	0.592
RT. 261+532	0.744
RT. 261+698	1.931
RT. 261+781	0.649
RT. 261+785	1.942
RT. 261+790	0.619
RT. 261+794	5.008
RT. 261+821	1.028
RT. 261+845	0.902

EBDL TOTAL = * 312.3 m^2

STATION	WESTBOUND PASSING LANE (m^2)
LT. 260+167	1.904
LT. 260+285	0.730
LT. 260+289	0.686
LT. 260+310	2.490
LT. 260+315	0.681
LT. 260+344	1.512
LT. 260+373	0.614
LT. 260+381	0.799
LT. 260+388	0.878
LT. 260+390	0.810
LT. 260+399	0.663
LT. 260+434	1.070
LT. 260+439	0.743
LT. 260+442	0.785

STATION	WESTBOUND PASSING LANE (m^2)
LT. 260+762	0.878
LT. 260+800	1.612
LT. 260+946	0.918
LT. 260+949	1.075
LT. 260+951	0.187
LT. 260+951	2.310
LT. 261+300	1.619
LT. 261+308	0.663
LT. 261+312	0.666
LT. 261+316	1.201
LT. 261+328	1.488
LT. 261+346	0.701
LT. 261+378	0.609
LT. 261+388	1.882
LT. 261+396	2.505
LT. 261+426	0.842
LT. 261+468	0.925
LT. 261+533	0.881
LT. 261+574	1.749
LT. 261+604	1.420
LT. 261+614	1.011
LT. 261+618	2.622
LT. 261+689	1.636
LT. 261+662	1.394
LT. 261+722	1.668
LT. 261+785	1.741
LT. 261+788	0.856
LT. 261+807	1.175
LT. 261+811	1.399
LT. 262+229	2.397
LT. 262+234	0.872
LT. 262+238	0.591
LT. 262+245	1.284
LT. 262+262	1.132
LT. 262+271	0.553
LT. 262+308	1.267
LT. 262+324	0.830
LT. 262+336	0.558
LT. 262+504	0.838
LT. 262+505	1.047
LT. 262+513	3.871
LT. 262+530	0.672
LT. 262+532	2.804
LT. 262+543	2.435
LT. 262+548	0.622
LT. 262+559	1.949
LT. 263+049	0.656
LT. 263+081	0.469
LT. 263+118	1.232
LT. 263+149	1.188
LT. 263+180	0.523
LT. 263+378	1.280
LT. 263+386	1.589

* SEE SHEET NO. 170 FOR ADDITIONAL TOTALS FOR EBDL

SCHEDULE OF QUANTITIES

PAVEMENT PATCHING (PARTIAL DEPTH) CONCRETE (M4429100)

STATION	WESTBOUND PASSING LANE (m^2)
Lt. 263+390	1.059
Lt. 263+416	0.609
Lt. 263+516	0.062
Lt. 263+516	2.128
Lt. 263+553	0.645
Lt. 263+561	2.572
Lt. 263+283	0.842
Lt. 264+874	1.676
Lt. 265+320	1.221
Lt. 265+404	1.038
Lt. 265+412	0.857
Lt. 265+475	0.756
Lt. 265+479	0.755
Lt. 265+480	0.983
Lt. 265+670	1.026
Lt. 265+694	0.669
Lt. 265+827	0.881
Lt. 265+834	0.766
Lt. 265+866	1.705
Lt. 266+019	1.083
Lt. 266+023	0.749
Lt. 266+029	0.706
Lt. 266+132	1.044
Lt. 266+141	0.079
Lt. 266+141	1.610
Lt. 266+144	1.608
Lt. 266+246	1.268
Lt. 266+303	1.982
Lt. 266+326	0.449
Lt. 266+397	0.692
Lt. 266+419	0.616
Lt. 266+537	0.748
Lt. 266+604	0.619
Lt. 266+636	0.692
Lt. 266+676	1.144
Lt. 266+816	1.875
Lt. 266+828	1.735
Lt. 266+853	1.329
Lt. 266+902	2.013
Lt. 266+913	0.685
WBPL TOTAL =	125.7 m^2

STATION	EASTBOUND PASSING LANE (m^2)
Rt. 260+434	1.155
Rt. 260+494	0.600
Rt. 260+510	0.865
Rt. 260+541	0.942
Rt. 260+710	1.148
Rt. 260+828	1.898

STATION	EASTBOUND PASSING LANE (m^2)
Rt. 260+200	0.977
Rt. 261+200	0.171
Rt. 261+220	1.534
Rt. 261+300	0.670
Rt. 261+300	0.150
Rt. 261+349	0.496
Rt. 261+349	0.189
Rt 261+349	0.074
Rt. 261+410	1.095
Rt. 261+410	0.204
Rt. 261+410	0.150
Rt. 261+551	1.995
Rt. 261+555	0.980
Rt. 261+625	0.957
Rt. 261+625	0.297
Rt. 261+642	2.393
Rt. 261+666	1.710
Rt. 261+862	2.406
Rt. 261+874	1.618
Rt. 261+900	0.524
Rt. 261+901	2.484
Rt. 261+901	0.205
Rt. 261+925	0.838
Rt. 261+935	5.061
Rt. 261+935	0.877
Rt. 261+948	1.903
Rt. 261+948	0.081
Rt. 261+948	0.230
Rt. 262+033	0.525
Rt. 262+040	0.733
Rt. 262+055	1.215
Rt. 262+060	0.880
Rt. 262+062	0.544
Rt. 262+124	0.598
Rt. 262+159	1.139
Rt. 262+159	0.221
Rt. 262+161	0.509
Rt. 262+193	0.571
Rt. 262+243	0.548
Rt. 262+260	1.118
Rt. 262+270	1.213
Rt. 262+277	0.450
Rt. 262+294	0.954
Rt. 262+298	1.218
Rt. 262+320	1.307
Rt. 262+427	0.621
Rt. 262+447	0.707
Rt. 262+474	0.701
Rt. 262+517	1.979
Rt. 262+531	2.616
Rt. 262+543	0.582
Rt. 262+600	2.693

STATION	EASTBOUND PASSING LANE (m^2)
Rt. 262+643	1.218
Rt. 262+655	0.537
Rt. 262+659	0.577
Rt. 262+679	0.924
Rt. 262+790	1.443
Rt. 262+840	2.851
Rt. 262+885	3.251
Rt. 262+898	2.111
Rt. 262+940	1.865
Rt. 262+944	1.795
Rt. 262+958	0.482
Rt. 262+988	1.562
Rt. 263+008	1.336
Rt. 263+070	1.105
Rt. 263+085	1.113
Rt. 263+104	1.480
Rt. 263+108	0.992
Rt. 263+159	1.204
Rt. 263+218	1.441
Rt. 263+233	1.197
Rt. 263+234	0.523
Rt. 263+236	0.648
Rt. 263+322	3.344
Rt. 263+374	1.738
Rt. 263+500	1.044
Rt. 263+514	1.792
Rt. 263+520	2.911
Rt. 263+550	1.365
Rt. 263+593	1.088
Rt. 263+752	0.653
Rt. 263+870	0.979
Rt. 263+884	1.266
Rt. 263+898	1.577
Rt. 263+948	1.462
Rt. 263+956	1.175
Rt. 264+060	5.372
Rt. 264+068	0.898
Rt. 264+087	0.832
Rt. 264+200	0.801
Rt. 264+214	0.763
Rt. 264+233	0.855
Rt. 264+281	0.750
Rt. 264+290	0.595
Rt. 264+294	1.502
Rt. 264+303	0.902
Rt. 264+332	0.810
Rt. 264+362	1.310
Rt 264+362	1.620
Rt. 264+413	0.972
Rt. 264+416	0.902
Rt. 264+492	1.937
Rt. 264+518	0.803

STATION	EASTBOUND PASSING LANE (m^2)
Rt. 264+534	2.025
Rt. 264+538	2.798
Rt. 264+540	4.493
Rt. 264+591	0.820
Rt. 264+604	0.960
Rt. 264+785	1.526
Rt. 264+826	0.859
Rt. 264+888	0.599
Rt. 264+868	0.697
Rt. 264+868	0.093
Rt. 264+883	1.226
Rt. 264+920	0.672
Rt. 265+036	0.714
Rt. 265+040	0.660
Rt. 265+192	0.945
Rt. 265+234	1.896
Rt. 265+324	1.051
Rt. 265+330	0.959
Rt. 265+332	0.711
Rt. 265+346	1.841
Rt. 265+350	1.360
Rt. 265+366	3.726
Rt. 265+404	1.257
Rt. 265+437	0.936
Rt. 265+540	1.545
Rt. 265+544	1.673
Rt. 265+634	0.724
Rt. 265+646	1.424
Rt. 265+676	2.088
Rt. 265+702	0.730
Rt. 265+750	1.708
Rt. 265+833	0.830
Rt. 265+845	5.341
Rt. 265+880	1.311
Rt. 265+911	1.650
Rt. 265+973	0.709
Rt. 266+090	1.408
Rt. 266+105	0.823
Rt. 266+144	2.349
Rt. 266+166	0.662
Rt. 266+232	1.391
Rt. 266+242	1.421
Rt. 266+321	0.693
Rt. 266+347	1.070
Rt. 266+582	0.630
Rt. 266+886	0.979
Rt. 266+960	2.184
Rt. 266+977	0.806
Rt. 266+982	0.899
Rt. 267+008	0.740
EBPL TOTAL =	197.9 m^2

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SCHEDULE OF QUANTITIES

PAVEMENT PATCHING (PARTIAL DEPTH) CONCRETE (M442.9100)

STATION	EASTBOUND DRIVING LANE (m^2)
RT. 264+324	1.021
RT. 264+351	0.410
RT. 264+363	0.834
RT. 264+365	0.577
RT. 264+375	0.954
RT. 264+378	1.624
RT. 264+382 (RAMP C) 30+409	0.935
	2.067
EBDL TOTAL =	* 8.4 m^2

* ADDITIONAL TOTALS FOR EBDL

TOTALS

WESTBOUND DRIVING LANE P. 17A	—	103.2 m^2
EASTBOUND DRIVING LANE P. 17B	—	312.3 m^2
WESTBOUND PASSING LANE P. 17C	—	125.7 m^2
WESTBOUND PASSING LANE P. 17C	—	197.9 m^2
EASTBOUND DRIVING LANE P. 17D	—	* 8.4 m^2
GRAND TOTAL	=	747.5 m^2

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PAVEMENT PATCHING (PARTIAL DEPTH) BITUMINOUS

STATION - STATION	NUMBER	PAVEMENT REMOVAL (SQUARE METER)	BITUMINOUS MIXTURE FOR PATCHING (METRIC TON)
~~RT. 37+035.9-37+080.9~~			
~~LT. 37+035.9-37+080.9~~			
RT. 37+080.9-37+157.1		16.71	
LT. 37+080.9-37+157.1		6.31	
RT. 37+157.1-37+233.3		4.07	
LT. 37+157.1-37+233.3			
RT. 37+233.3-37+309.5		4.18	
LT. 37+233.3-37+309.5			
LT. 37+309.5-37+385.7		4.5	
RT. 37+309.5-37+385.7			
~~RT. 37+385.7-37+461.9~~			
~~LT. 37+385.7-37+461.9~~			
~~RT. 37+461.9-37+538.1~~			
~~LT. 37+461.9-37+538.1~~			
~~RT. 37+538.1-37+614.3~~			
RT. 37+614.3-37+690.5		7.37	
LT. 37+614.3-37+690.5		44.3	
LT. 37+690.5-37+766.7		68.07 17.0(TURN) 15.63(THRU) 3.06(TURN) 11.38(THRU)	
LT. 37+690.5-37+766.7		4.06	
RT. 37+766.7-37+842.9		29.29	
LT. 37+766.7-37+842.9		16.67	
RT. 37+842.9-37+919.1		30.81	
LT. 37+842.9-37+919.1	10	46.83 29.8(TURN) 5.72(THRU) 5.36(TURN) 3.10(THRU)	
RT. 37+919.1-37+995.3		20.19	1.26
LT. 37+919.1-37+995.3		98.04 4.2(TURN) 1.55(THRU) 0.76(TURN) 0.06(THRU)	
RT. 37+995.3-38+071.5		4.19	
LT. 37+995.3-38+071.5		6.80	
RT. 38+071.5-38+147.7			
LT. 38+071.5-38+147.7		2.99	
LT. 38+147.7-38+223.9		17.52	
LT. 38+147.7-38+223.9		18.51	
RT. 38+223.9-38+300.1		8.29	
LT. 38+223.9-38+300.1		22.56	
RT. 38+300.1-38+376.3	10	21.24	
LT. 38+300.1-38+376.3		10.07	
RT. 38+376.1-38+452.5		14.28	
LT. 38+376.1-38+452.5		31.51 21.7(TURN) 6.10.1(THRU) 3.91(TURN) 1.82(THRU)	
RT. 38+452.5-38+528.7		4.45	
LT. 38+452.5-38+528.7		20.43 7.0(TURN) 7.17.7(THRU) 1.26(TURN) 3.19(THRU)	
RT. 38+528.7-38+604.9		12.65 4.29	
LT. 38+528.7-38+604.9		1.38	
RT. 38+604.9-38+681.1		10.13 2.77	
~~LT. 38+604.9-38+681.1~~			
~~RT. 38+681.1-38+757.3~~			
LT. 38+681.1-38+757.3		8.84	
~~RT. 38+757.3-38+833.5~~			
~~LT. 38+757.3-38+833.5~~			

IL 105 RAMPS

RAMP "A": STATION - STATION	NUMBER	PAVEMENT REMOVAL (SQUARE METER)	BITUMINOUS MIXTURE FOR PATCHING (METRIC TON)
1+047.9-1+112.8		11.4 13.49	2.05
1+112.8-1+615.1	36	118.2 133.51	21.28
1+615.1-1+637.0		13.4 12.14	2.44
RAMP "B":			
2+011.6-2+096.1		34.9 17.41	6.28
2+076.2-2+152.4	7	10.8 3.33	1.84
2+152.4-2+228.6	4	3.8 3.60	0.70
2+228.6-2+304.8	1	4.6 1.93	0.81
2+304.8-2+381.0	0		
2+381.0-2+388.1	1	3.0	0.54
RAMP "C":			
3+094.5-3+152.4		11.1	2.00
3+152.4-3+228.6	8		
3+228.6-3+304.8	3		
3+304.8-3+381.0	9	10.4	1.87
3+381.0-3+461.7		7.2	1.30
RAMP "D":			
4+350.3-4+381.0		4.5	0.81
4+381.0-4+457.2	6	14.8	2.68
4+457.2-4+533.4	9	21.1	1.80
4+533.4-4+609.6	3	6.7	1.21
4+609.6-4+685.8	9	11.1	2.00
4+685.8-4+992.7	9	117.6	21.17
RAMP "C-D":			
RT. 5+000 -5+121.9		26.9 1165	4.55
LT. 5+000 -5+121.9	5	49.27 14.6(TURN)13.53(THRU) 2.63(TURN) 3.39(THRU)	
RT. 1+121.9-5+328.5	22	71.9 229.65	12.94
LT. 1+121.9-5+328.5	21	70.2 181.9	12.64
RAMP TOTALS =		600.9 SQ. M.	108.00 M. TON
IL 105 TOTALS =		856.4 SQ. M.	154.15 M. TON
GRAND TOTAL =		1,458.4 SQ. M.	262.15 M. TON
		1374.7 sqm	249.3 M TON

FULL DEPTH BITUMINOUS PATCHING

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET
72	*	PIATT	124	18

*(74-68IRS-1 & (74-69IRS, VOL

LOCATION	STATION	CLASS D PATCH TYPE 1, 200 mm	CLASS D PATCH TYPE 2, 200 mm	CLASS D PATCH TYPE 3, 200 mm
IL 105:	LT. 37+044.4		6.5	
	RT. 37+044.4	4.4		
	LT. 37+060.2			19.8
	RT. 37+060.2	4.4		
	RT. 37+072.4		7.6	
	LT. 37+100.7	4.4		
	RT. 37+100.7	4.4		
	RT. 37+245.8	4.4		
	LT. 37+465.0	4.4		
	RT. 37+465.0	4.4		
	LT. 37+603.7	4.4		
	RT. 37+603.7	4.4		
	RT. 37+634.2		5.9	
	LT. 37+643.3		7.4	
	RT. 37+684.7		5.9	
	RT. 37+734.7		5.9	
	RT. 37+785.1		5.9	
	RT. 37+836.2		5.9	
	LT. 37+704.2		5.9	
	LT. 37+795.1		7.4	
	RT. 37+871.0		6.5	
	LT. 37+877.7	4.4(TURN)	6.5(THRU)	
	LT. 37+889.3	4.4(TURN)	7.8(THRU)	
	LT. 37+893.5	4.4(TURN)	6.5(THRU)	
	LT. 37+897.8	4.4(TURN)	7.8(THRU)	
	LT. 37+903.0		9.1(THRU)	
	RT. 37+903.0		5.4(TURN)	
	LT. 37+917.6	4.4(TURN)	6.5(THRU)	
	LT. 37+922.8		6.5	
	RT. 37+967.0		5.2	
	RT. 38+024.0		5.2	
	LT. 38+024.0		5.2	
	RT. 38+126.4		5.2	
	LT. 38+126.4		5.2	
	LT. 38+223.9		10.4	
	RT. 38+375.1		5.2	
	RT. 38+375.1		5.2	
	LT. 38+498.3		5.2(THRU)	
	LT. 38+498.3	4.4(TURN)		
	RT. 38+498.3		9.2(THRU)	
RAMP "A":	1+158.2	3.0		
	1+158.2	3.0		
RAMP "B":	2+090.2	3.0		
	2+090.2	3.0		
	2+236.2	3.0		
	2+236.2	3.0		
RAMP "C":	3+214.3	3.0		
	3+214.3	3.0		
	3+451.7	3.0		
RAMP "D":	3+451.7	3.0		
	4+396.9	3.0		
	4+396.9	3.0		
	4+624.8	3.0		
	4+624.8	3.0		
RAMP "C-D":	RT. 5+028.9	3.7		
	RT. 5+028.9	2.2		
	RT. 5+053.6	3.7		
	RT. 5+053.6	3.7		
	RT. 5+065.8	3.7		
	RT. 5+065.8	2.2		
TOTALS =		125.4 SQ. M.	184.1 SQ. M.	19.8 SQ. M.

SEE SHEET 18A FOR FINAL PATCH LOCATIONS AND QUANTITIES

/usr/project/d502193/chris.erp LV-1-63

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	18

*(74-68)RS-1 & (74-69)KRS, VBR)

PAVEMENT PATCHING (PARTIAL DEPTH) BITUMINOUS

STATION - STATION	NUMBER	PAVEMENT REMOVAL (SQUARE METER)	BITUMINOUS MIXTURE FOR PATCHING (METRIC TON)
RT. 37+035.2-37+080.9	3	15.0	2.70
LT. 37+035.2-37+080.9	4	24.6	4.43
RT. 37+080.9-37+157.1	2	7.8	1.40
LT. 37+080.9-37+157.1	1	4.4	0.79
RT. 37+157.1-37+233.3	2	6.7	1.21
LT. 37+157.1-37+233.3	0		
RT. 37+233.3-37+309.5	2	6.7	1.21
LT. 37+233.3-37+309.5	0		
RT. 37+309.5-37+385.7	[illegible]	4.8	0.86
LT. 37+309.5-37+385.7	0		
RT. 37+385.7-37+461.9	[illegible]	7.2	1.30
LT. 37+385.7-37+461.9	[illegible]	6.4	1.15
RT. 37+461.9-37+538.1	0		
LT. 37+461.9-37+538.1	0		
RT. 37+538.1-37+614.3	[illegible]	4.4	0.79
LT. 37+538.1-37+614.3	[illegible]	9.5	1.71
RT. 37+614.3-37+690.5	[illegible]	49.5	8.91
LT. 37+614.3-37+690.5	[illegible]	63.9	11.50
RT. 37+690.5-[illegible]	[illegible]	17.0(TURN)15-63.2(THRU)	3.06(TURN)11.38(THRU)
LT. 37+690.5-[illegible]	[illegible]	34.9	6.28
RT. [illegible]	[illegible]	16.7	3.00
LT. [illegible]	[illegible]	14.2	2.56
RT. [illegible]	[illegible]	23.4	4.21
LT. [illegible]	10	29.8(TURN) 3-72.8(THRU)	5.36(TURN)13.10(THRU)
RT. [illegible]	9	18.2	3.28
LT. [illegible]	4	4.2(TURN)11-55.9(THRU)	0.76(TURN)10.06(THRU)
RT. [illegible]	2	7.8	1.40
LT. [illegible]	4	15.6	2.81
RT. [illegible]	1	1.0	0.18
LT. [illegible]	1	3.9	0.70
RT. 38+147.7-38+223.9	8	15.3	[illegible]
LT. 38+147.7-38+223.9	6	26.0	[illegible]
RT. 38+223.9-38+300.1	8	11.5	[illegible]
LT. 38+223.9-38+300.1	8	37.0	[illegible]
RT. 38+300.1-38+376.3	10	[illegible]	[illegible]
LT. 38+300.1-38+376.3	[illegible]	[illegible]	[illegible]
RT. 38+376.1-38+452.5	[illegible]	[illegible]	2.04
LT. 38+376.1-38+452.5	[illegible]	[illegible](TURN) [illegible](THRU)	[illegible](TURN) [illegible](THRU)
RT. 38+452.5-[illegible]	[illegible]	[illegible]	[illegible]
LT. 38+452.5-[illegible]	[illegible]	[illegible](TURN) [illegible](THRU)	[illegible](TURN) [illegible](THRU)
RT. 38+528.[illegible]	[illegible]	[illegible]	[illegible]
LT. 38+528.[illegible]	[illegible]	[illegible]	[illegible]
RT. 38+604.[illegible]	[illegible]	[illegible]	[illegible]
LT. 38+604.[illegible]	[illegible]	[illegible]	[illegible]
RT. 38+681.[illegible]	[illegible]	[illegible]	[illegible]
LT. 38+681.[illegible]	[illegible]	[illegible]	[illegible]
RT. 38+757.3-[illegible]	[illegible]	[illegible]	[illegible]
LT. 38+757.3-[illegible]	[illegible]	[illegible]	[illegible]

IL 105 RAMPS

STATION - STATION	NUMBER	PAVEMENT REMOVAL (SQUARE METER)	BITUMINOUS MIXTURE FOR PATCHING (METRIC TON)
RAMP "D"			
4+350.[illegible]-4+381.[illegible]	1	4.5	0.81
4+381.[illegible]-4+457.[illegible]	6	14.9	2.68
4+457.2-4+533.[illegible]	[illegible]	21.1	3.80
4+533.[illegible]-4+609.[illegible]	3	6.7	1.21
4+609.[illegible]-4+685.[illegible]	3	11.1	2.00
4+685.[illegible]-4+992.7	3	117.6	21.17
RAMP "C-D"			
RT. [illegible]-5+121.9	7	25.3	4.55
LT. [illegible]-5+121.9	5	14.6(TURN)[illegible](THRU)	2.63(TURN) 2.[illegible](THRU)
[illegible]	[illegible]	[illegible]	12.84
RAMP TOTALS =		600.0 SQ. M.	108.00 M. TON
IL 105 TOTALS =		856.4 SQ. M.	154.15 M. TON
GRAND TOTAL =		1,456.4 SQ. M.	262.15 M. TON

FULL DEPTH BITUMINOUS PATCHING

LOCATION	STATION	CLASS D PATCH TYPE I 200mm	CLASS D PATCH TYPE II 200mm	CLASS D PATCH TYPE III 200mm
IL 105	RT 37+096	4.39		
	LT 37+096	4.39		
	RT 37+247	4.39		
	LT 37+612			40.18
	RT 37+612		5.88	
	RT-M 37+612	4.50		
	LT 37+644		8.82	
	LT 37+723		6.86	
	LT 37+785		5.88	
	LT-R 37+810		5.70	
	LT-R 37+917		12.75	
	LT 37+887		12.36	
	LT 37+895		12.36	
	LT 37+900		9.44	
	LT 37+905		10.11	
	LT 37+911		6.45	
	LT 37+914		6.02	
	LT 37+920		7.53	
	LT 37+931		5.16	
	LT 37+939		5.55	
	LT 37+950		7.04	
	RT 37+965		5.16	
	RT 38+021		5.12	
	LT 38+022		5.16	
	LT 38+125		5.16	
	RT 38+125		5.12	
	LT 38+218		5.16	
	RT 38+286		6.45	
	LT 38+228		8.53	
	LT 38+278		6.40	
	RT 38+376		6.36	
	RT 38+565		5.16	
	LT 38+698		5.16	
	RT 38+712		5.76	
	LT 38+712		5.76	
RAMP A	1+159		5.88	
RAMP B	2+050	2.94		
	2+050	2.94		
	2+364		5.88	
RAMP C	3+115		7.20	
	3+244	2.94		
	3+244	2.94		
	3+461	2.94		
	3+461	2.94		
	5+094		5.88	
	5+123	1.68		
	5+123	2.94		
	5+123	2.94		
RAMP D	5+123	3.43		
	5+123	3.43		
	5+346	2.94		
	5+346	2.94		
	5+350	2.94		
	5+350	2.94		
	5+566		11.27	
	5+566		11.27	
	TOTALS =	61.5 m²	249.3 m²	40.2 m²

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C B A A B C

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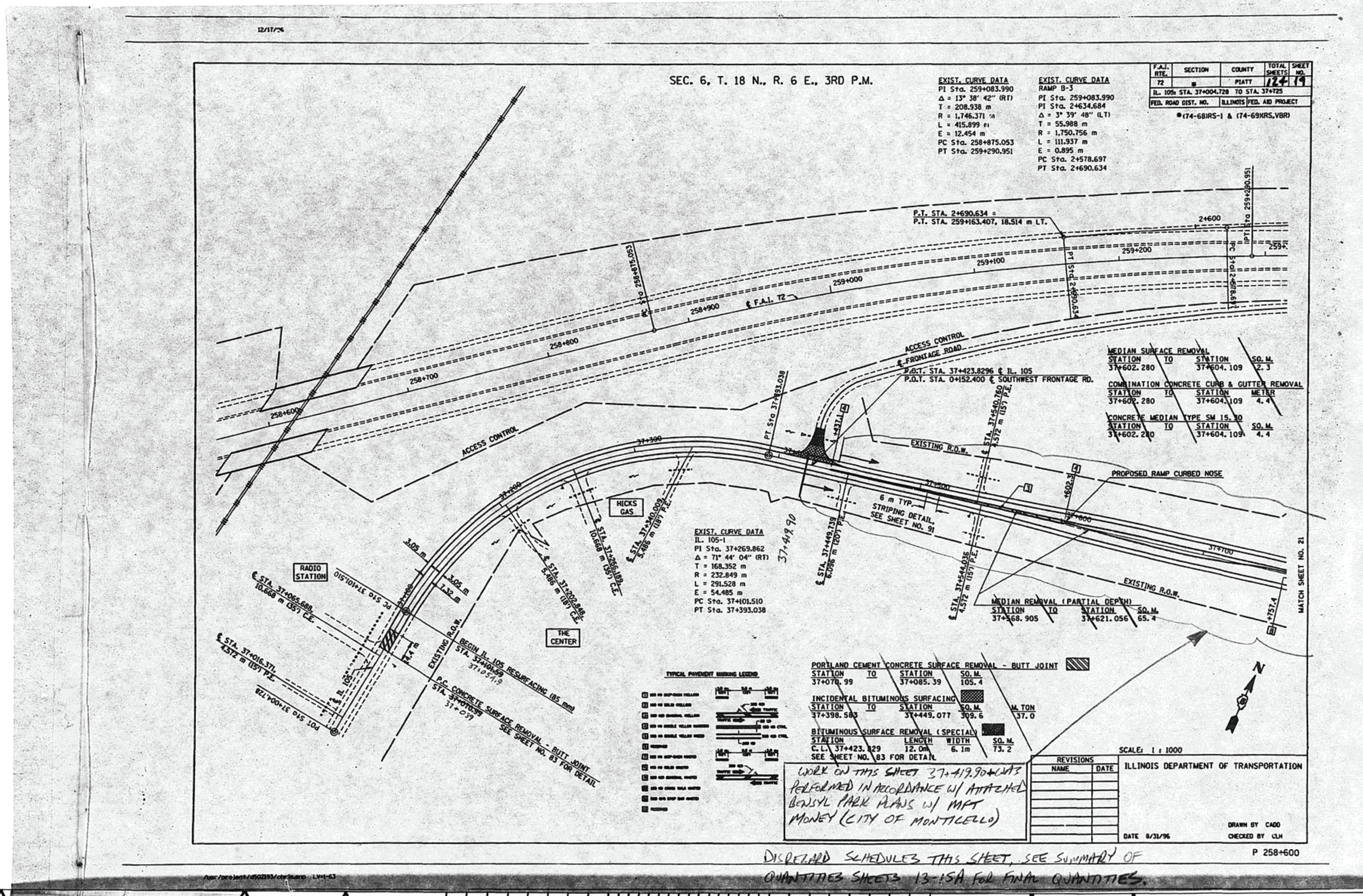
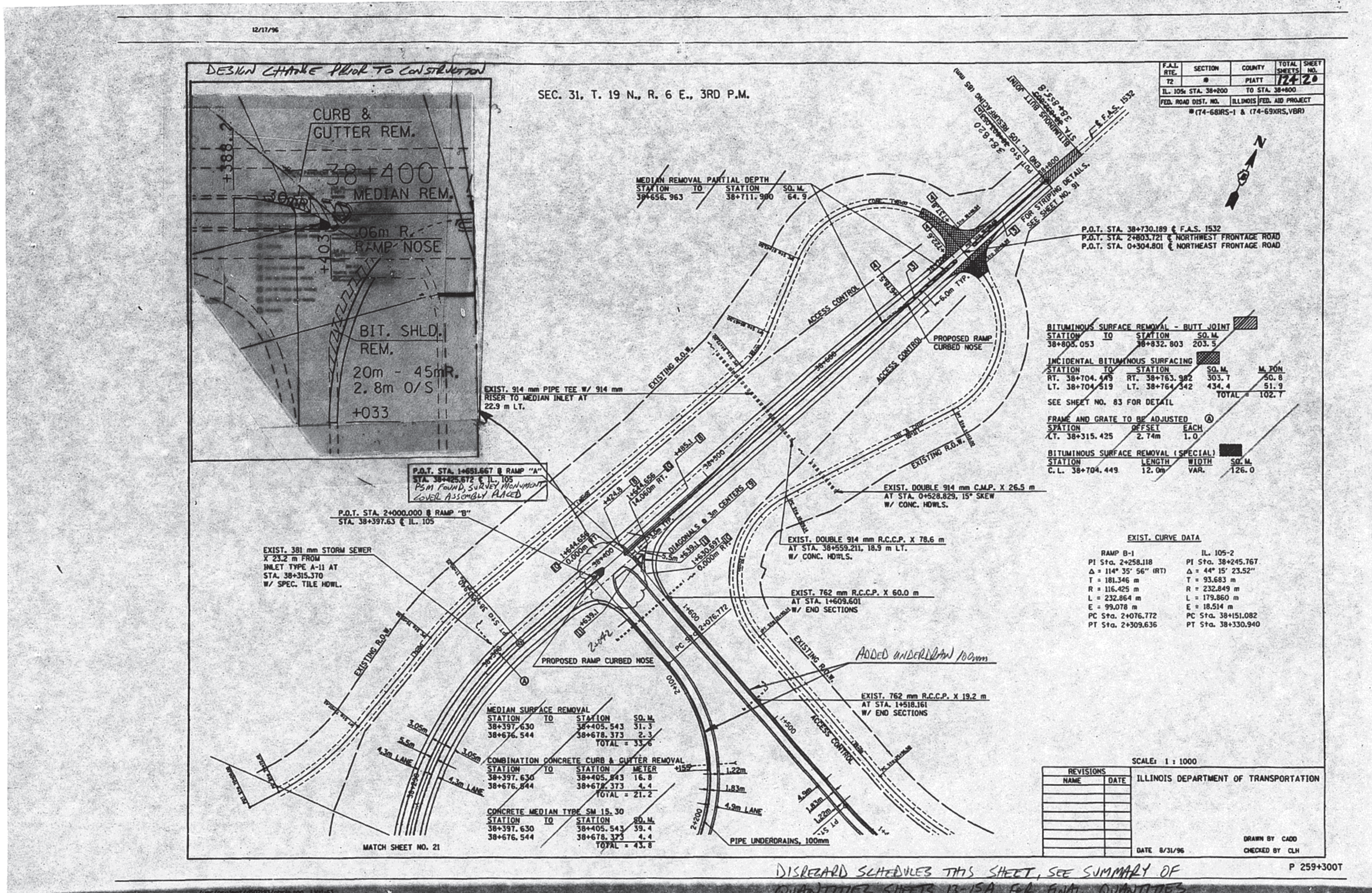




F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	20
IL. 105: STA. 38+200 TO STA. 38+800				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

*(74-68)RS-1 & (74-69)(RS,VBR)

MEDIAN REMOVAL PARTIAL DEPTH

STATION	TO	STATION	SQ. M.
38+656.963		38+711.980	64.9

BITUMINOUS SURFACE REMOVAL - BUTT JOINT

STATION	TO	STATION	SQ. M.
38+803.053		38+832.803	203.5

INCIDENTAL BITUMINOUS SURFACING

STATION	TO	STATION	SQ. M.	M. TON
RT. 38+704.449		RT. 38+763.982	303.7	50.8
LT. 38+704.519		LT. 38+764.342	434.4	51.9
			TOTAL =	102.7

SEE SHEET NO. 83 FOR DETAIL

FRAME AND GRATE TO BE ADJUSTED Ⓐ

STATION	OFFSET	EACH
LT. 38+315.425	2.74m	1.0

BITUMINOUS SURFACE REMOVAL (SPECIAL)

STATION	LENGTH	WIDTH	SQ. M.
C.L. 38+704.449	12.0m	VAR.	126.0

EXIST. CURVE DATA

RAMP B-1	IL. 105-2
PI Sta. 2+258.118	PI Sta. 38+245.767
Δ = 114° 35′ 56″ (RT)	Δ = 44° 15′ 23.52″
T = 181.346 m	T = 93.683 m
R = 116.425 m	R = 232.849 m
L = 232.864 m	L = 179.860 m
E = 99.078 m	E = 18.514 m
PC Sta. 2+076.772	PC Sta. 38+151.082
PT Sta. 2+309.636	PT Sta. 38+330.940

MEDIAN SURFACE REMOVAL

STATION	TO	STATION	SQ. M.
38+397.630		38+405.543	31.3
38+676.544		38+678.373	2.3
		TOTAL =	33.6

COMBINATION CONCRETE CURB & GUTTER REMOVAL

STATION	TO	STATION	METER
38+397.630		38+405.543	16.8
38+676.544		38+678.373	4.4
		TOTAL =	21.2

CONCRETE MEDIAN TYPE SM 15.30

STATION	TO	STATION	SQ. M.
38+397.630		38+405.543	39.4
38+676.544		38+678.373	4.4
		TOTAL =	43.8

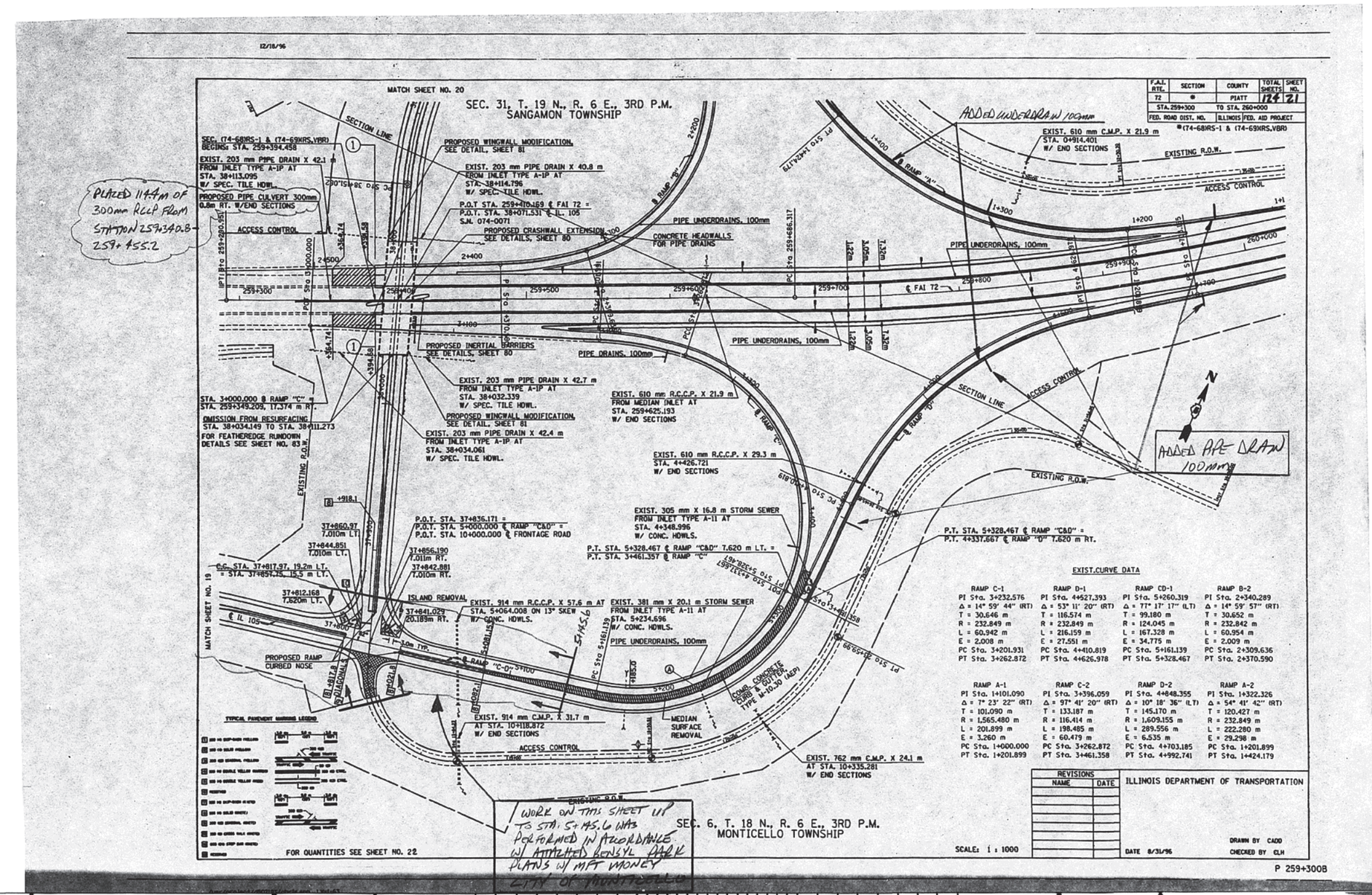
REVISIONS	
NAME	DATE

DISREGARD SCHEDULES THIS SHEET, SEE SUMMARY OF QUANTITIES SHEETS 13-15A FOR FINAL QUANTITIES.

C B A 0 A B C

TAMERAN

12/18/96



C B A 0 A B C

TAMERAN

12/18/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	22
STA. 259+300	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

*(74-68)RS-1 & (74-69)RS,VBR)

GUARDRAIL REMOVAL

STATION	TO	STATION	METER
RT. 38+002.273		RT. 38+010.393	7.62
RT. 38+025.633		RT. 38+033.253	7.62
LT. 38+135.032		LT. 38+142.652	7.62
LT. 38+112.172		LT. 38+119.792	7.62
		TOTAL =	30.48 METER

REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL

STATION	TO	STATION	METER	STATION	TO	STATION
RT. 38+010.393		RT. 38+025.633	15.24	RT. 38+008.856		RT. 38+024.096
LT. 38+119.792		LT. 38+135.032	15.24	LT. 38+121.329		LT. 38+136.569
(REMOVE)		TOTAL =	30.48 METER	(RE-ERECT)		

TRAFFIC BARRIER TERMINAL TYPE 6

STATION	TO	STATION	EACH
RT. 38+024.096		RT. 38+034.199	1.0
LT. 38+111.226		LT. 38+121.329	1.0
		TOTAL =	2.0 EACH

TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL

STATION	TO	STATION	EACH
RT. 37+993.616		RT. 38+008.856	1.0
LT. 38+136.569		LT. 38+151.809	1.0
		TOTAL =	2.0 EACH

MEDIAN SURFACE REMOVAL

STATION	TO	STATION	SQ. M.
LT. 37+815.945		LT. 37+817.774	3.0
RT. 5+021.717		RT. 5+023.546	3.0
RT. 37+857.746		RT. 37+859.575	3.0
RT. 5+081.153		RT. 5+328.467	982.5
LT. 4+337.662		LT. 4+350.947	67.5
LT. 4+350.947		LT. 4+356.129	59.3
		TOTAL =	1118.3 SQ. M.

COMBINATION CONCRETE CURB AND GUTTER REMOVAL

STATION	TO	STATION	METER
LT. 37+815.945		LT. 37+817.774	4.7
RT. 5+021.717		RT. 5+023.546	4.7
RT. 37+857.746		RT. 37+859.575	4.7
RT. 5+081.153		RT. 5+328.467	247.3
LT. 4+337.667		LT. 4+350.947	13.3
		TOTAL =	274.7 METER

CONCRETE MEDIAN TYPE SM 15.30

STATION	TO	STATION	SQ. M.
LT. 37+815.945		LT. 37+817.774	5.3
RT. 5+021.717		RT. 5+023.546	5.3
RT. 37+857.746		RT. 37+859.575	5.3
		TOTAL =	15.9 SQ. M.

ISLAND REMOVAL

STATION	TO	STATION	SQ. M.
RT. 37+ 843.770		RT. 37+849.781	24.8

PORTLAND CEMENT CONCRETE PAVEMENT, 250 mm

STATION	TO	STATION	SQ. M.
RT. 37+ 843.770		RT. 37+849.781	24.8

INCIDENTAL BITUMINOUS SURFACING

STATION	TO	STATION	SQ. M.	M. TON
RT. 37+812.903		RT. 5+026.335	342.0	32.7

BITUMINOUS SURFACE REMOVAL-BUTT JOINT

STATION	TO	STATION	SQ. M.
RT. 259+364.74		RT. 259+394.58	217.4
RAMP "B"			140.9
LT. 259+364.74		LT. 259+394.58	217.4
RAMP "C"			63.2
		TOTAL =	638.9 SQ. M.

PIPE UNDERDRAINS 100

STATION	TO	STATION	METER
LT. 5+185.000		LT. 5+328.467	143.5
RT. 3+073.152		RT. 3+461.357	388.2
RT. 2+155.000		RT. 2+431.659	276.7
LT. 259+400 (MEDIAN)		LT. 260+000	600.0
LT. 259+525 (OUTSIDE)		LT. 259+900	375.0
RT. 259+400 (MEDIAN)		RT. 260+000	600.0
RT. 259+550 (OUTSIDE)		RT. 259+850	300.0
		TOTAL =	2683.4 METER

PIPE DRAINS 100

STATION	METER
RT. 3+073.152	7.3
RT. 3+250.000	7.3
RT. 3+430.000	7.3
RT. 2+295.000	7.3
RT. 2+431.659	7.3
LT. 259+400 (MEDIAN)	5.0
RT. 259+400 (MEDIAN)	5.0
LT. 259+525 (OUTSIDE)	5.0
RT. 259+550 (OUTSIDE)	5.0
RT. 259+550 (MEDIAN)	5.0
LT. 259+550 (MEDIAN)	5.0
LT. 259+650 (OUTSIDE)	5.0
LT. 259+700 (OUTSIDE)	5.0
RT. 259+700 (MEDIAN)	5.0
LT. 259+700 (MEDIAN)	5.0
LT. 259+775 (OUTSIDE)	5.0
RT. 259+850 (MEDIAN)	5.0
LT. 259+850 (MEDIAN)	5.0
TOTAL =	101.5 METER

CONCRETE HEADWALL FOR PIPE DRAINS

STATION	EACH
RT. 3+073.152	1.0
RT. 3+250.000	1.0
RT. 3+430.000	1.0
RT. 2+295.000	1.0
RT. 2+431.659	1.0
LT. 259+400 (MEDIAN)	1.0
RT. 259+400 (MEDIAN)	1.0
LT. 259+525 (OUTSIDE)	1.0
RT. 259+550 (OUTSIDE)	1.0
RT. 259+550 (MEDIAN)	1.0
LT. 259+550 (MEDIAN)	1.0
LT. 259+650 (OUTSIDE)	1.0
LT. 259+700 (OUTSIDE)	1.0
RT. 259+700 (MEDIAN)	1.0
LT. 259+700 (MEDIAN)	1.0
LT. 259+775 (OUTSIDE)	1.0
RT. 259+850 (MEDIAN)	1.0
LT. 259+850 (MEDIAN)	1.0
TOTAL =	18.0 EACH

CLASS SI CONCRETE MISCELLANEOUS

STATION	TO	STATION	CU. M.
CL. 259+400.949		CL. 259+419.389	5.83
RT. 38+043.540		RT. 38+045.172	0.3
LT. 38+110.356		LT. 38+111.988	0.3
		TOTAL =	6.43 CU. M.

ATTENUATOR BASE

STATION	TO	STATION	SQ. M.
RT. 259+390.159		CL. 259+400.949	25.3
CL. 259+419.389		LT. 259+430.179	25.3
		TOTAL =	50.6 SQ. M.

SHOULDER REMOVE AND REPLACE, 200 mm

STATION	TO	STATION	METER
LT. 5+185.000		LT. 5+328.467	143.5
RT. 3+073.152		RT. 3+461.357	388.2
RT. 2+155.000		RT. 2+431.659	276.7
LT. 259+400 (MEDIAN)		LT. 260+000	600.0
LT. 259+525 (OUTSIDE)		LT. 259+900	375.0
RT. 259+400 (MEDIAN)		RT. 260+000	600.0
RT. 259+550 (OUTSIDE)		RT. 259+850	300.0
		TOTAL =	2683.4 METER

INERTIAL BARRIER INSTALLATION - 19 BARRELS

STATION	TO	STATION	EACH
RT. 259+390.159		CL. 259+400.949	1.0
CL. 259+419.389		LT. 259+430.179	1.0
		TOTAL =	2.0 EACH

PIPE CULVERT TYPE 1 REINFORCED CONCRETE CIRCULAR PIPE 300mm

STATION	TO	STATION	OFFSET	METER
RT. 259+340		RT. 259+480	0.8m	140.0

PRECAST FLARED END SECTION 300mm

STATION	TO	STATION	OFFSET	EACH
RT. 259+338.15		RT. 259+340	0.8m	1.0
RT. 259+480		RT. 259+481.85	0.8m	1.0
				TOTAL = 2.0

COMBINATION CONCRETE CURB & GUTTER TYPE M-10.30 (ABUTTING EXISTING PAVEMENT)

STATION	TO	STATION	METER
RT. 5+081.153		RT. 5+328.467	247.3
LT. 4+337.667		LT. 4+350.947	13.3
		TOTAL =	260.6 METER

BITUMINOUS SURFACE REMOVAL BUTT JOINT

STATION	TO	STATION	SQ. M.
LT. 259+364.740		LT. 259+394.458	287.8
RT. 259+364.740		RT. 259+394.458	280.6
(INCL. RAMP AREA)		TOTAL =	568.4 SQ. M.

CLASS SI CONCRETE (OUTLETS)

STATION	TO	STATION	CU. M.
LT. 4+350.947		LT. 4+354.547	0.65
LT. 3+444.478		LT. 3+448.078	0.65
		TOTAL =	1.3 CU. M.

FRAME AND GRATE TO BE ADJUSTED Ⓐ

STATION	OFFSET	EACH
RT. 5+234.696	2.74m	1.0
LT. 4+348.996	7.62m	1.0
	TOTAL =	5.0 EACH

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DATE 8/31/96

DRAWN BY CADD

CHECKED BY CLH

DISREGARD SCHEDULES THIS SHEET, SEE SUMMARY OF QUANTITIES SHEETS 12-15A [illegible]

P 259+300B NOTES

/usr/project/d502193/chris.anp LV=1-63

12/17/96

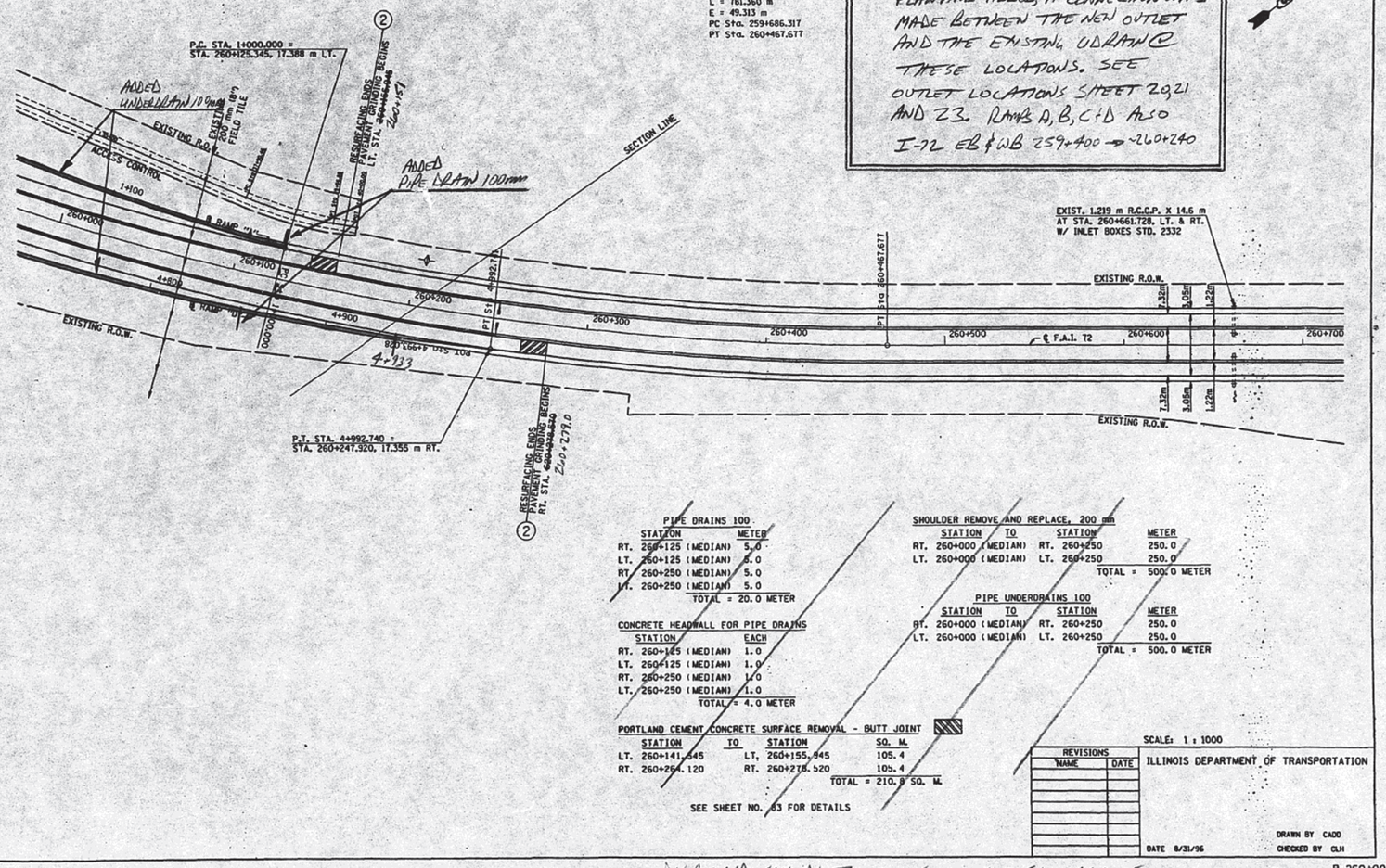
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	1B	PIATT	124	23
STA. 260+000		TO STA. 260+700		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		(74-68RS-1 & (74-69HRS,VBR)		

SEC. 31, T. 19 N., R. 6 E., 3RD P.M.
SANGAMON TOWNSHIP

SEC. 32, T. 19 N., R. 6 E., 3RD P.M.
SANGAMON TOWNSHIP

EXIST. CURVE DATA
PI Sta. 260+085.079
Δ = 28° 11' 55" (LT)
T = 398.761 m
R = 1,587.617 m
L = 781.360 m
E = 49.313 m
PC Sta. 259+686.317
PT Sta. 260+467.677

NOTE: @ ALL UNDERDRAIN OUTLET LOCATIONS SHOWN ON PLAN AND ADDED, A CONNECTION WAS MADE BETWEEN THE NEW OUTLET AND THE EXISTING UDRAIN @ THESE LOCATIONS. SEE OUTLET LOCATIONS SHEET 20, 21 AND 23. RAMPS A, B, C & D ALSO I-72 EB & WB 259+400 → 260+240



PIPE DRAINS 100

STATION		METER
RT. 260+125 (MEDIAN)		5.0
LT. 260+125 (MEDIAN)		5.0
RT. 260+250 (MEDIAN)		5.0
LT. 260+250 (MEDIAN)		5.0
	TOTAL =	20.0 METER

CONCRETE HEADWALL FOR PIPE DRAINS

STATION		EACH
RT. 260+125 (MEDIAN)		1.0
LT. 260+125 (MEDIAN)		1.0
RT. 260+250 (MEDIAN)		1.0
LT. 260+250 (MEDIAN)		1.0
	TOTAL =	4.0 METER

PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT

STATION	TO	STATION	SQ. M.
LT. 260+141.545	LT.	260+155.945	105.4
RT. 260+264.120	RT.	260+278.520	105.4
		TOTAL =	210.8 SQ. M.

SHOULDER REMOVE AND REPLACE, 200 mm

STATION	TO	STATION	METER
RT. 260+000 (MEDIAN)	RT.	260+250	250.0
LT. 260+000 (MEDIAN)	LT.	260+250	250.0
		TOTAL =	500.0 METER

PIPE UNDERDRAINS 100

STATION	TO	STATION	METER
RT. 260+000 (MEDIAN)	RT.	260+250	250.0
LT. 260+000 (MEDIAN)	LT.	260+250	250.0
		TOTAL =	500.0 METER

SEE SHEET NO. 83 FOR DETAILS

SCALE: 1 : 1000

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DATE 8/31/96

DRAWN BY CADD
CHECKED BY CLH

P 260+000

DETAILED SHEETS THIS SHEET, SEE SUMMARY OF QUANTITIES SHEETS 13-15A FOR FINAL QUANTITIES.

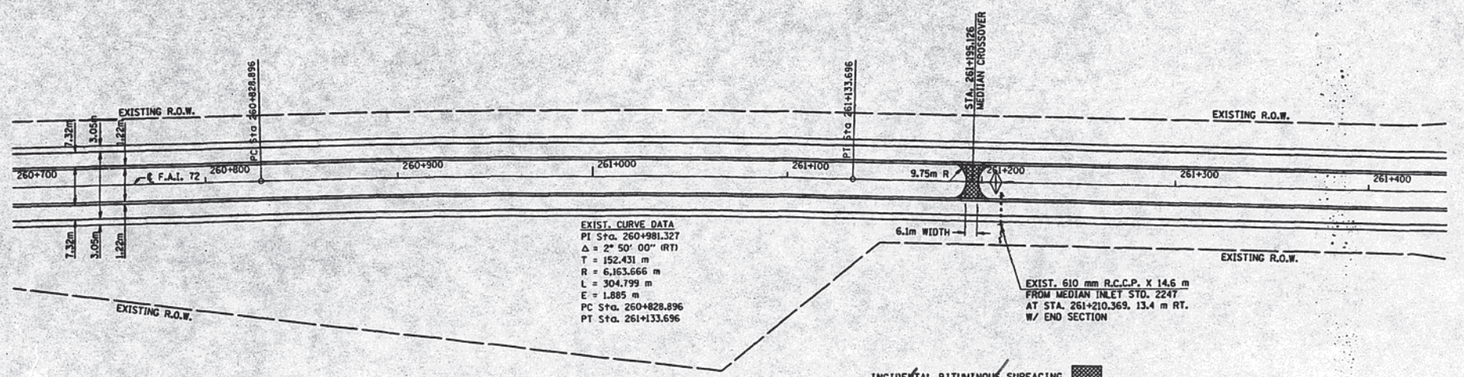
C B A 0 A B C
TAMERAN

11/26/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	12	12-4
STA. 260+700		TO STA. 261+400		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(74-68)RS-1 & (74-69)RS,VBR)

SEC. 32, T. 19 N., R. 6 E., 3RD P.M.



INCIDENTAL BITUMINOUS SURFACING

STATION	TO	STATION	SQ. M.	M. TON
℄ 261+192.078		℄ 261+198.174	149.9	17.9

SCALE: 1 : 1000

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAWN BY CADD
CHECKED BY CLH
DATE 8/31/96

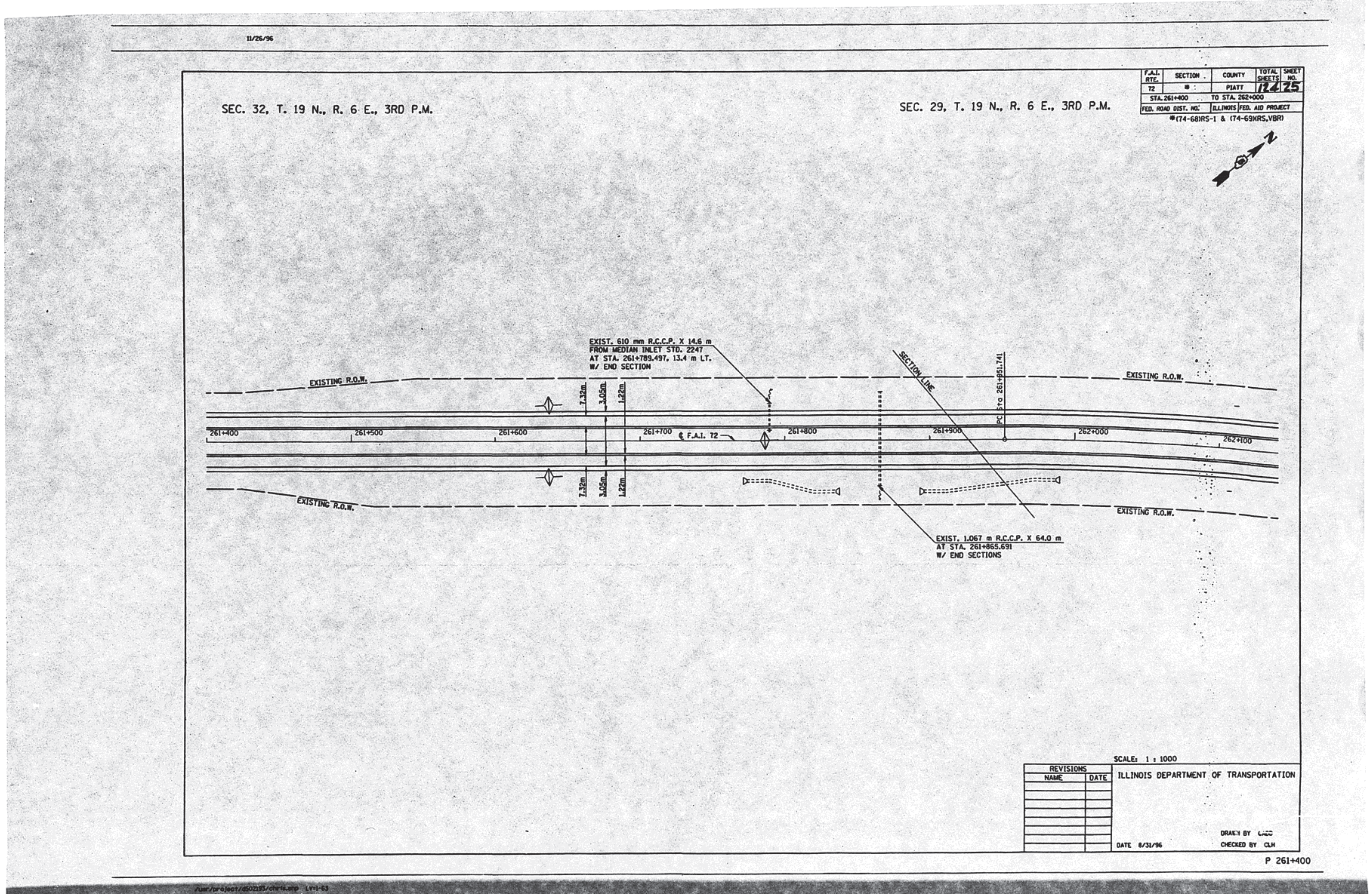
P 260+700

DISREGARD SCHEDULES THIS SHEET, SEE SUMMARY OF QUANTITIES SHEETS 12-1SA FOR FHWA QUANTITIES.

/usr/project/d502193/chris.anp LV=1-63

C B A 0 A B C

TAMERAN



C B A 0 A B C

TAMERAN

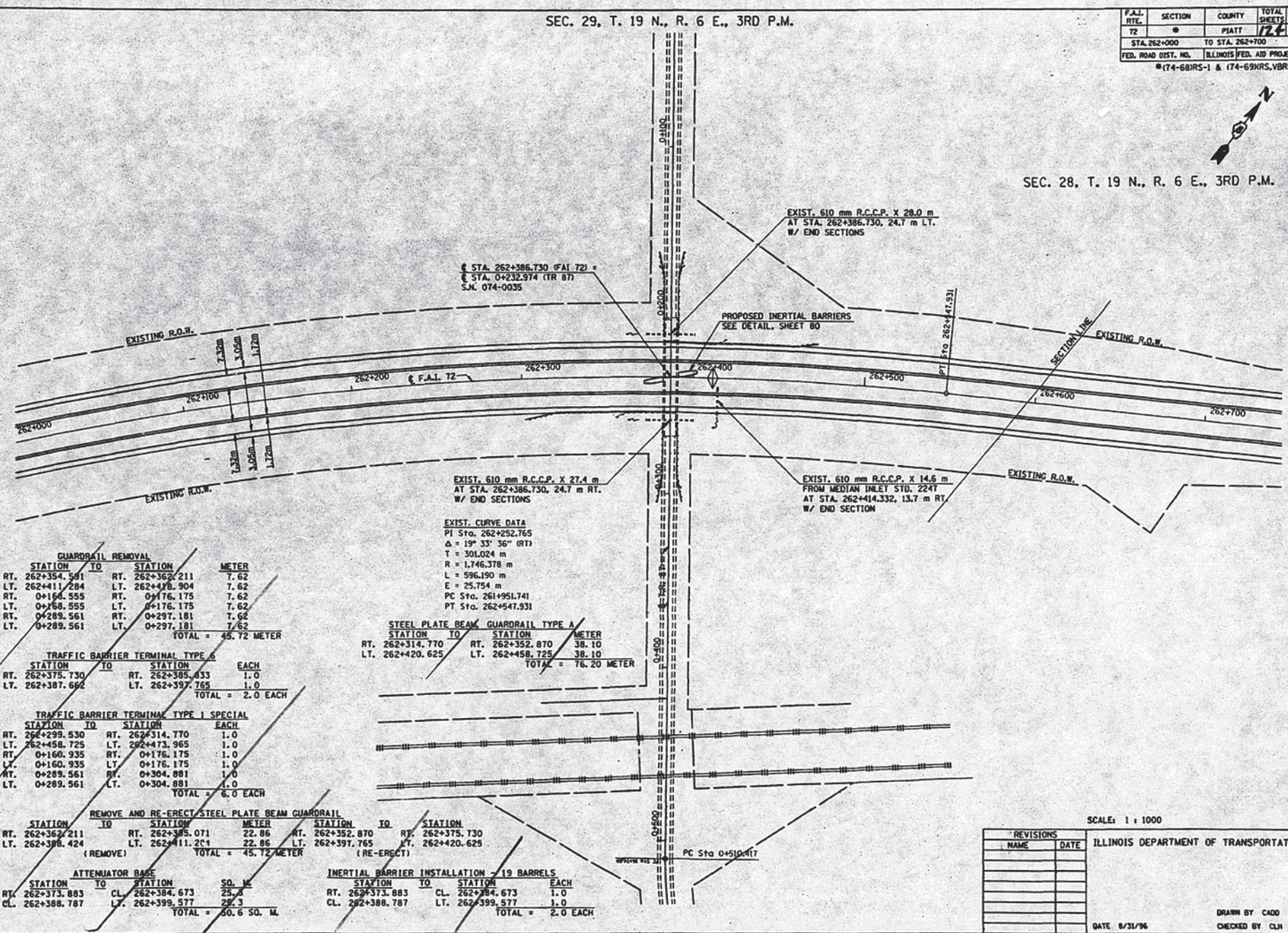
12/17/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	12	6
STA. 262+000		TO STA. 262+700		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(74-68)RS-1 & (74-69)XRS,VBR)

SEC. 29, T. 19 N., R. 6 E., 3RD P.M.

SEC. 28, T. 19 N., R. 6 E., 3RD P.M.



GUARDRAIL REMOVAL

STATION	TO	STATION	METER
RT. 262+354.591		RT. 262+362.211	7.62
LT. 262+411.284		LT. 262+418.904	7.62
RT. 0+168.555		RT. 0+176.175	7.62
LT. 0+168.555		LT. 0+176.175	7.62
RT. 0+289.561		RT. 0+297.181	7.62
LT. 0+289.561		LT. 0+297.181	7.62
		TOTAL =	45.72 METER

TRAFFIC BARRIER TERMINAL TYPE 6

STATION	TO	STATION	EACH
RT. 262+375.730		RT. 262+385.833	1.0
LT. 262+387.662		LT. 262+397.765	1.0
		TOTAL =	2.0 EACH

TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL

STATION	TO	STATION	EACH
RT. 262+299.530		RT. 262+314.770	1.0
LT. 262+458.725		LT. 262+473.965	1.0
RT. 0+160.935		RT. 0+176.175	1.0
LT. 0+160.935		LT. 0+176.175	1.0
RT. 0+289.561		RT. 0+304.881	1.0
LT. 0+289.561		LT. 0+304.881	1.0
		TOTAL =	6.0 EACH

STEEL PLATE BEAM GUARDRAIL TYPE A

STATION	TO	STATION	METER
RT. 262+314.770		RT. 262+352.870	38.10
LT. 262+420.625		LT. 262+458.725	38.10
		TOTAL =	76.20 METER

REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL

STATION	TO	STATION	METER	STATION	TO	STATION
RT. 262+362.211		RT. 262+385.071	22.86	RT. 262+352.870	RT.	262+375.730
LT. 262+388.424		LT. 262+411.201	22.86	LT. 262+397.765	LT.	262+420.625
(REMOVE)		TOTAL =	45.72 METER	(RE-ERECT)		

ATTENUATOR BASE

STATION	TO	STATION	SQ. M.
RT. 262+373.883	CL.	262+384.673	25.4
CL. 262+388.787	LT.	262+399.577	25.3
		TOTAL =	50.6 SQ. M.

INERTIAL BARRIER INSTALLATION - 19 BARRELS

STATION	TO	STATION	EACH
RT. 262+373.883	CL.	262+384.673	1.0
CL. 262+388.787	LT.	262+399.577	1.0
		TOTAL =	2.0 EACH

SCALE: 1 : 1000

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAWN BY CADD
DATE 8/31/96 CHECKED BY CLH

P 262+000

DISREGARD SCHEDULE 3 THIS SHEET. SEE SUMMARY OF QUANTITIES SHEET 3 OF 5A FOR FINAL QUANTITIES

/usr/project/d502193/chris.anp LY=1-63

C B A 0 A B C

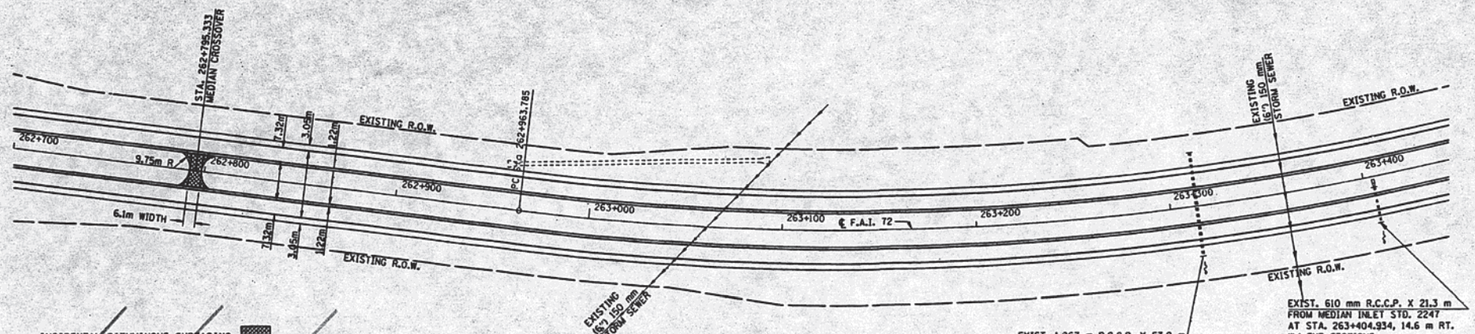
TAMERAN

11/26/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	27
STA. 262+700		TO STA. 263+400		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(74-68MS-1 & (74-69MRS,VBR)

SEC. 28, T. 19 N., R. 6 E., 3RD P.M.



INCIDENTAL BITUMINOUS SURFACING

STATION	TO	STATION	SQ. M.	M. TON
℄ 262+792.283		℄ 262+798.383	149.9	17.9

EXIST. CURVE DATA

PI Sta. 263+292.665
Δ = 26° 50' 00" (LT)
T = 328.880 m
R = 1,378.714 m
L = 645.693 m
E = 38.683 m
PC Sta. 262+963.785
PT Sta. 263+609.478

SCALE: 1 : 1000

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAWN BY CADD
DATE 8/31/96 CHECKED BY CLH

P 262+700

DISREGARD SCHEDULES THIS SHEET, SEE SUMMARY OF QUANTITIES SHEETS 13-15A FOR FINAL QUANTITIES

/usr/project/d502193/chris.sro LVH-63

C B A 0 A B C

TAMERAN

11/26/96

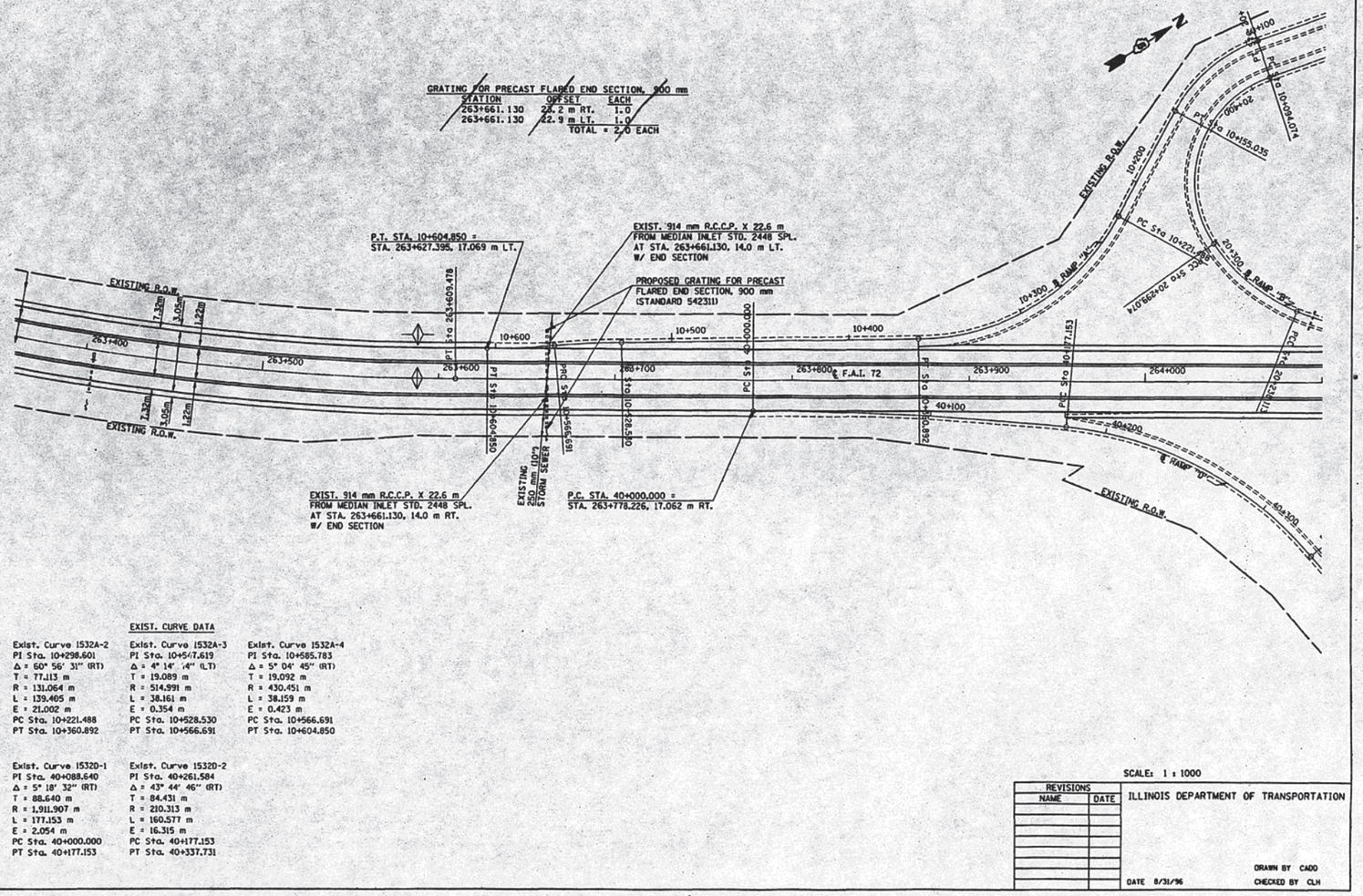
SEC. 28, T. 19 N., R. 6 E., 3RD P.M.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	127	28
STA. 263+400		TO STA. 264+000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(74-6BIRS-1 & (74-69XRS,VBR)

GRATING FOR PRECAST FLARED END SECTION, 900 mm

STATION	OFFSET	EACH
263+661.130	23.2 m RT.	1.0
263+661.130	22.9 m LT.	1.0
	TOTAL = 2.0 EACH	



EXIST. CURVE DATA

Exist. Curve 1532A-2
PI Sta. 10+298.601
Δ = 60° 56' 31" (RT)
T = 77.113 m
R = 131.064 m
L = 139.405 m
E = 21.002 m
PC Sta. 10+221.488
PT Sta. 10+360.892

Exist. Curve 1532A-3
PI Sta. 10+547.619
Δ = 4° 14' 14" (LT)
T = 19.089 m
R = 514.991 m
L = 38.161 m
E = 0.354 m
PC Sta. 10+528.530
PT Sta. 10+566.691

Exist. Curve 1532A-4
PI Sta. 10+585.783
Δ = 5° 04' 45" (RT)
T = 19.092 m
R = 430.451 m
L = 38.159 m
E = 0.423 m
PC Sta. 10+566.691
PT Sta. 10+604.850

Exist. Curve 1532D-1
PI Sta. 40+088.640
Δ = 5° 18' 32" (RT)
T = 88.640 m
R = 1,911.907 m
L = 177.153 m
E = 2.054 m
PC Sta. 40+000.000
PT Sta. 40+177.153

Exist. Curve 1532D-2
PI Sta. 40+261.584
Δ = 43° 44' 46" (RT)
T = 84.431 m
R = 210.313 m
L = 160.577 m
E = 16.315 m
PC Sta. 40+177.153
PT Sta. 40+337.731

SCALE: 1 : 1000

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAWN BY CADD
DATE 8/31/96 CHECKED BY CLH

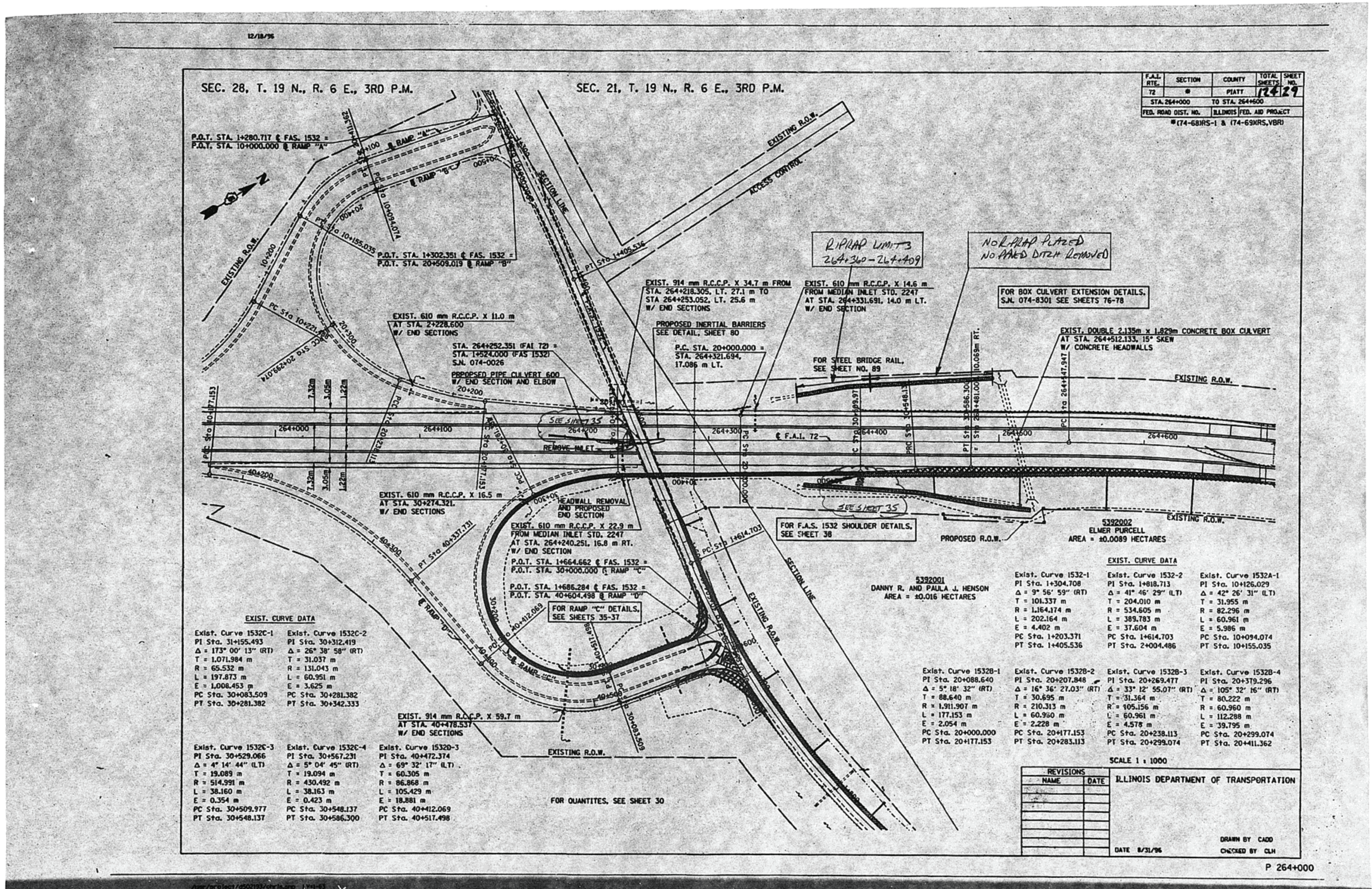
P 263+400

DISREGARD SCHADULE THIS SHEET, SEE SUMMARY OF QUANTITIES SHEETS 13-15A FOR FINAL QUANTITIES

/usr/project/d502191/chris.smp LVol-63

C B A 0 A B C

TAMERAN



C B A 0 A B C

TAMERAN

11/26/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	@	PIATT	12	30
STA. 264+000		TO STA. 264+600		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

@(74-68IRS-1 & (74-69IRS,VBR)

GUARDRAIL REMOVAL

STATION	TO	STATION	METER
CL. 264+219.829		CL. 264+250.309	30.48
RT. 264+230.497		RT. 264+257.167	26.67
LT. 264+267.988		LT. 264+275.608	7.62
RT. 1+337.160		RT. 1+344.780	7.62
LT. 1+340.878		LT. 1+348.438	7.62
RT. 1+477.671		RT. 1+485.561	12.29
LT. 1+486.921		LT. 1+493.218	12.29
RT. 1+559.055		RT. 1+571.351	12.29
LT. 1+562.713		LT. 1+575.001	12.29
LT. 264+407.282		LT. 264+414.902	7.62

TOTAL = 136.78 METER

REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL

STATION	TO	STATION	METER	STATION	TO	STATION
RT. 264+257.167		RT. 264+260.977	3.81	RT. 264+247.826		RT. 264+251.636
LT. 264+245.128		LT. 264+267.988	22.86	LT. 264+254.469		LT. 264+277.329
LT. 264+414.902		LT. 264+689.222	274.32	LT. 264+407.106		LT. 264+681.426
(REMOVE)		TOTAL =	300.99 METER	(RE-ERECT)		

TRAFFIC BARRIER TERMINAL TYPE 6

STATION	TO	STATION	EACH
RT. 264+251.636		RT. 264+261.739	1.0
RT. 264+244.766		RT. 264+254.469	1.0

TOTAL = 2.0 EACH

TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL

STATION	TO	STATION	EACH
RT. 264+232.586		RT. 264+247.826	1.0
LT. 264+315.429		LT. 264+330.669	1.0
RT. 1+329.540		RT. 1+344.780	1.0
LT. 1+333.198		LT. 1+348.438	1.0

TOTAL = 4.0 EACH

STEEL PLATE BEAM GUARDRAIL TYPE A

STATION	TO	STATION	METER
LT. 264+277.329		LT. 264+315.429	38.10

TRAFFIC BARRIER TERMINAL TYPE 5A

STATION	TO	STATION	EACH
RT. 1+477.671		RT. 1+481.311	1.0
LT. 1+480.921		LT. 1+484.961	1.0
RT. 1+567.311		RT. 1+571.351	1.0
LT. 1+570.961		LT. 1+575.001	1.0

TOTAL = 4.0 EACH

TRAFFIC BARRIER TERMINAL TYPE 2

STATION	TO	STATION	EACH
LT. 264+403.296		LT. 264+407.106	1.0

STEEL RAILING TYPE S1

STATION	TO	STATION	METER
RT. 1+481.311		RT. 1+567.311	86.0
LT. 1+484.961		LT. 1+570.961	86.0

TOTAL = 162.0 METER

ATTENUATOR BASE

STATION	TO	STATION	SQ. M.
RT. 264+238.771		CL. 264+249.561	25.3
CL. 264+255.141		LT. 264+265.931	25.3

TOTAL = 50.6 SQ. M.

INERTIAL BARRIER INSTALLATION - 19 BARRELS

STATION	TO	STATION	EACH
RT. 264+238.771		CL. 264+249.561	1.0
CL. 264+255.141		LT. 264+265.931	1.0

TOTAL = 2.0 EACH

PIPE CULVERT TYPE 1 REINFORCED CONCRETE CIRCULAR PIPE 600 mm

STATION	OFFSET	TO	STATION	OFFSET	METER
264+190.0	2.3 m LT.		264+240.2	1.5 m RT.	50.0

REINFORCED CONCRETE PIPE ELBOW 600 mm

STATION	OFFSET	EACH
264+24.02	1.5 m RT.	1.0

REMOVING INLETS

STATION	OFFSET	EACH
264+240.2	1.5 m RT.	1.0

PRECAST FLARED END SECTION 600 mm

STATION	OFFSET	EACH
264+240.25	26.6 m RT.	1.0

CONCRETE HEADWALL REMOVAL

STATION	OFFSET	EACH
264+240.25	26.6 m RT.	1.0

INLET BOX, STD. 542526

STATION	OFFSET	EACH
264+188.15	2.3 m RT.	1.0

CONCRETE COLLAR

STATION	OFFSET	CU. M.
264+240.25	26.6 m RT.	0.3
264+240.25	1.5 m RT.	0.3

TOTAL = 0.6 CU. M.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		DRAWN BY CADD
DATE 8/31/96		CHECKED BY CLH

DISREGARD SUMMARIES THIS SHEET, SEE SUMMARY OF QUANTITIES SHEETS 12-1SA FOR FINAL QUANTITIES

P 264+000
NOTES

/usr/project/d502193/chris.snp LY=1-63

C B A 0 A B C

TAMERAN

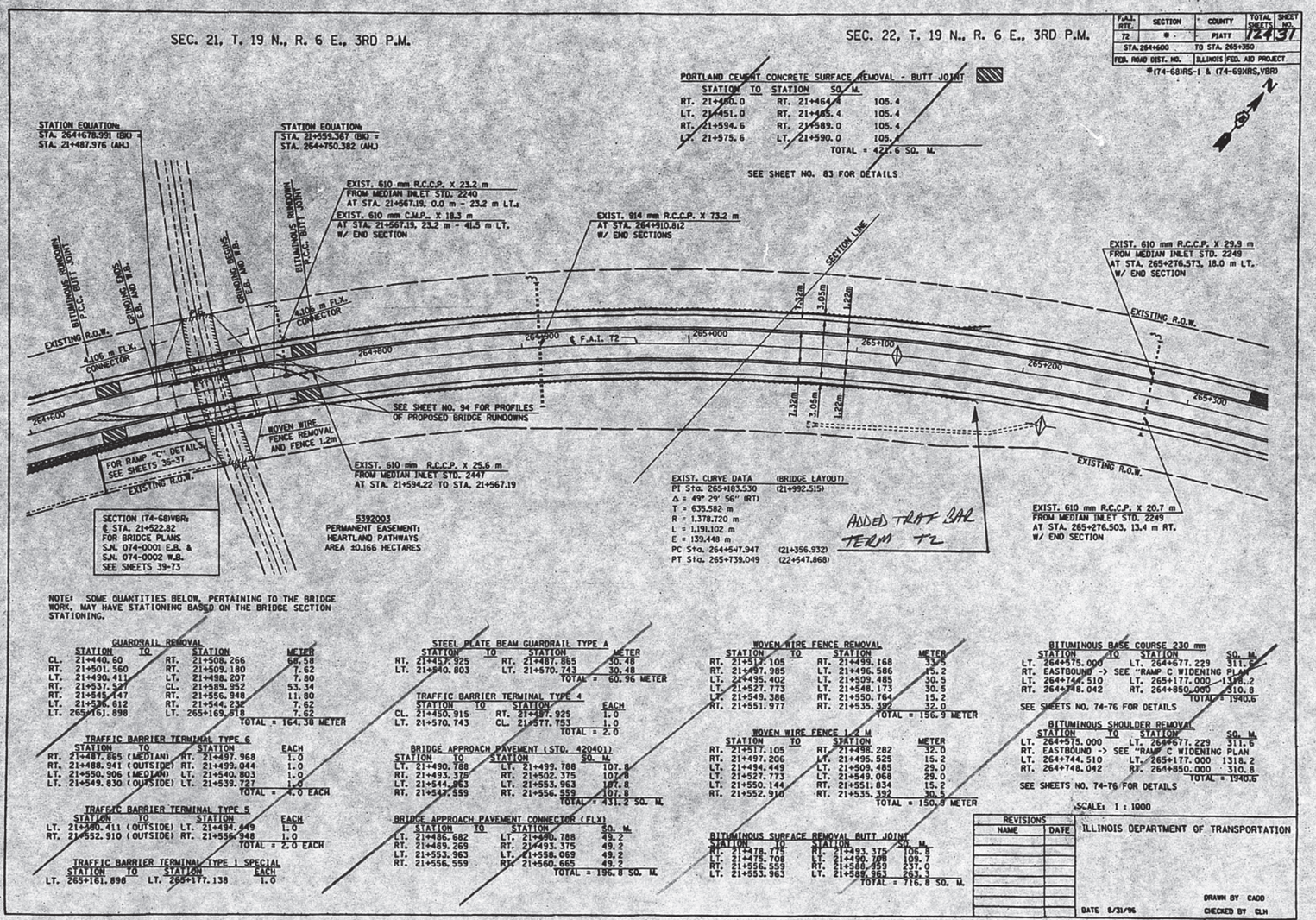
12/23/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	-	PIATT	124	37
STA. 264+600		TO STA. 265+350		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(74-68)RS-1 & (74-69)RRS,VBR)

SEC. 21, T. 19 N., R. 6 E., 3RD P.M.

SEC. 22, T. 19 N., R. 6 E., 3RD P.M.



NOTE: SOME QUANTITIES BELOW, PERTAINING TO THE BRIDGE WORK, MAY HAVE STATIONING BASED ON THE BRIDGE SECTION STATIONING.

GUARDRAIL REMOVAL

STATION	TO	STATION	METER
CL. 21+440.60	RT.	21+508.266	68.58
RT. 21+501.560	RT.	21+509.180	7.62
LT. 21+490.411	LT.	21+498.207	7.80
RT. 21+537.527	CL.	21+589.952	53.34
RT. 21+543.147	RT.	21+556.948	11.80
LT. 21+536.612	RT.	21+544.232	7.62
LT. 265+161.898	LT.	265+169.518	7.62
		TOTAL =	164.38 METER

TRAFFIC BARRIER TERMINAL TYPE 6

STATION	TO	STATION	EACH
RT. 21+487.865 (MEDIAN)	RT.	21+497.968	1.0
RT. 21+488.941 (OUTSIDE)	RT.	21+499.044	1.0
LT. 21+550.906 (MEDIAN)	LT.	21+540.803	1.0
LT. 21+549.830 (OUTSIDE)	LT.	21+539.727	1.0
		TOTAL =	4.0 EACH

TRAFFIC BARRIER TERMINAL TYPE 5

STATION	TO	STATION	EACH
LT. 21+490.411 (OUTSIDE)	LT.	21+494.449	1.0
RT. 21+552.910 (OUTSIDE)	RT.	21+556.948	1.0
		TOTAL =	2.0 EACH

TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL

STATION	TO	STATION	EACH
LT. 265+161.898	LT.	265+177.138	1.0

STEEL PLATE BEAM GUARDRAIL TYPE A

STATION	TO	STATION	METER
RT. 21+457.925	RT.	21+487.865	30.48
LT. 21+540.803	LT.	21+570.743	30.48
		TOTAL =	60.96 METER

TRAFFIC BARRIER TERMINAL TYPE 4

STATION	TO	STATION	EACH
CL. 21+450.915	RT.	21+497.925	1.0
LT. 21+570.743	CL.	21+577.753	1.0
		TOTAL =	2.0

BRIDGE APPROACH PAVEMENT (STD. 420401)

STATION	TO	STATION	SQ. M.
LT. 21+490.788	LT.	21+499.788	107.8
RT. 21+493.375	RT.	21+502.375	107.8
LT. 21+544.863	LT.	21+553.963	107.8
RT. 21+547.559	RT.	21+556.559	107.8
		TOTAL =	431.2 SQ. M.

BRIDGE APPROACH PAVEMENT CONNECTOR (FLX)

STATION	TO	STATION	SQ. M.
LT. 21+486.682	LT.	21+490.788	49.2
RT. 21+489.269	RT.	21+493.375	49.2
LT. 21+553.963	LT.	21+558.069	49.2
RT. 21+556.559	RT.	21+560.665	49.2
		TOTAL =	196.8 SQ. M.

WOVEN WIRE FENCE REMOVAL

STATION	TO	STATION	METER
RT. 21+513.105	RT.	21+499.168	33.5
RT. 21+497.985	LT.	21+496.586	15.2
LT. 21+495.402	LT.	21+509.485	30.5
LT. 21+527.773	RT.	21+548.173	30.5
LT. 21+549.386	RT.	21+550.764	15.2
RT. 21+551.977	RT.	21+535.392	32.0
		TOTAL =	156.9 METER

WOVEN WIRE FENCE 1.2 M

STATION	TO	STATION	METER
RT. 21+517.105	RT.	21+498.282	32.0
RT. 21+497.206	LT.	21+495.525	15.2
LT. 21+494.449	LT.	21+509.485	29.0
LT. 21+527.773	LT.	21+549.068	29.0
LT. 21+550.144	RT.	21+551.834	15.2
RT. 21+552.910	RT.	21+535.392	30.5
		TOTAL =	150.9 METER

BITUMINOUS SURFACE REMOVAL BUTT JOINT

STATION	TO	STATION	SQ. M.
RT. 21+478.775	RT.	21+493.375	106.8
LT. 21+475.708	LT.	21+496.708	109.7
RT. 21+556.559	RT.	21+568.959	237.0
LT. 21+553.963	LT.	21+588.963	263.3
		TOTAL =	716.8 SQ. M.

BITUMINOUS BASE COURSE 230 mm

STATION	TO	STATION	SQ. M.
LT. 264+575.000	LT.	264+677.229	311.6
RT. EASTBOUND -> SEE "RAMP C WIDENING PLAN"			
LT. 264+744.510	LT.	265+177.000	1318.2
RT. 264+748.042	RT.	264+850.000	310.8
		TOTAL =	1940.6

SEE SHEETS NO. 74-76 FOR DETAILS

BITUMINOUS SHOULDER REMOVAL

STATION	TO	STATION	SQ. M.
LT. 264+575.000	LT.	264+677.229	311.6
RT. EASTBOUND -> SEE "RAMP C WIDENING PLAN"			
LT. 264+744.510	LT.	265+177.000	1318.2
RT. 264+748.042	RT.	264+850.000	310.8
		TOTAL =	1940.6

SEE SHEETS NO. 74-76 FOR DETAILS

SCALE: 1 : 1000

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAWN BY CADD
DATE 8/31/96 CHECKED BY CLH

P 264+600

DISREGARD SCHEDULES THIS SHEET, SEE SUMMARY OF QUANTITIES SHEETS 13-15A FOR FINAL QUANTITIES

/user/project/d502193/chris.anp LV=1-63

C B A 0 A B C

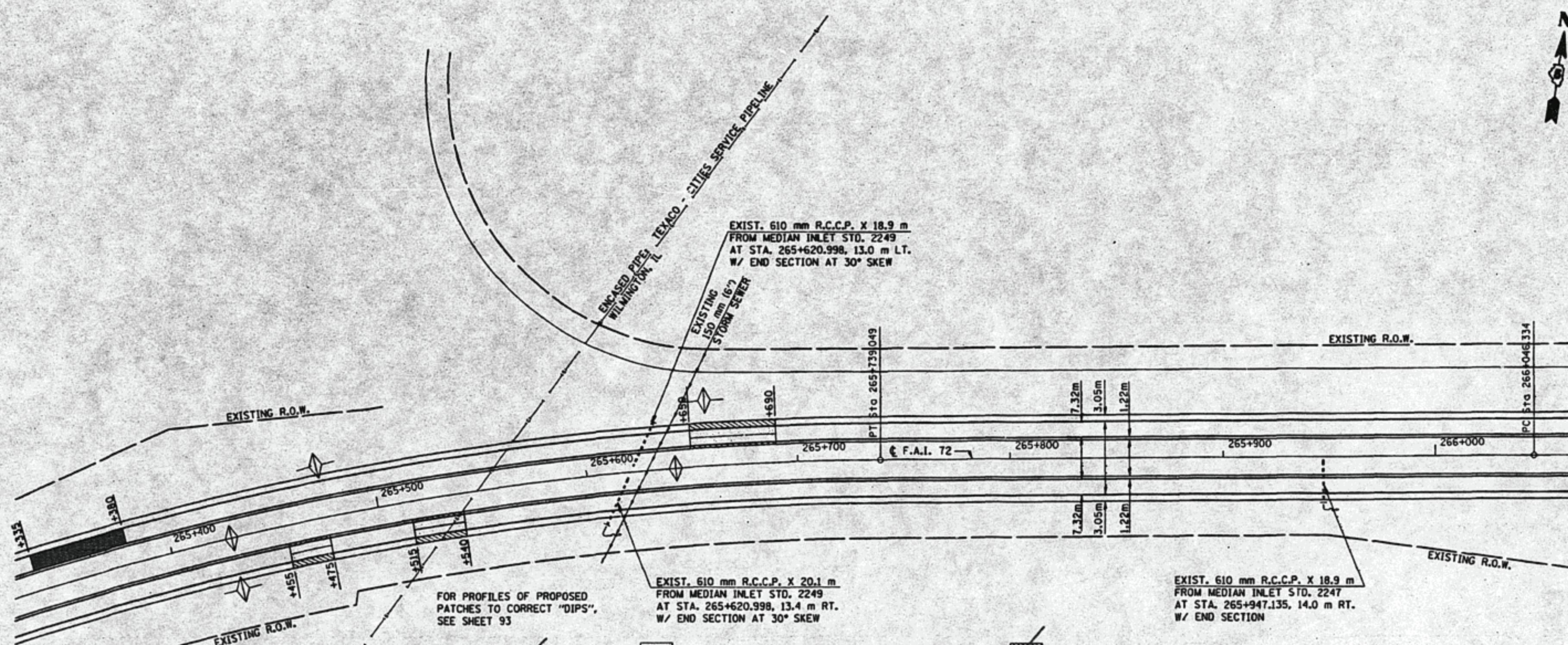
TAMERAN

12/18/96

SEC. 22, T. 19 N., R. 6 E., 3RD P.M.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	✱	PIATT	124	32
STA. 265+350		TO STA. 266+000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

✱(74-68)RS-1 & (74-69)(RS,VBR)



FOR PROFILES OF PROPOSED PATCHES TO CORRECT "DIPS", SEE SHEET 93

CLASS B PATCHES TYPE IV 250 mm

	STATION (LANE)	TO	STATION	SQ. M.
RT.	265+455 (PASSING)	RT.	265+475	73.0
RT.	265+455 (DRIVING)	RT.	265+475	73.0
RT.	265+515 (PASSING)	RT.	265+540	91.3
RT.	265+515 (DRIVING)	RT.	265+540	91.3
LT.	265+650 (PASSING)	LT.	265+690	146.0
LT.	265+650 (DRIVING)	LT.	265+690	146.0
			TOTAL =	620.6 SQ. M.

QUANTITIES HAVE BEEN INCLUDED IN SCHEDULES ON SHEET NO. 16

PAVEMENT FABRIC

	STATION (LANE)	TO	STATION	SQ. M.
RT.	265+455 (PASSING)	RT.	265+475	73.0
RT.	265+455 (DRIVING)	RT.	265+475	73.0
RT.	265+515 (PASSING)	RT.	265+540	91.3
RT.	265+515 (DRIVING)	RT.	265+540	91.3
LT.	265+650 (PASSING)	LT.	265+690	146.0
LT.	265+650 (DRIVING)	LT.	265+690	146.0
			TOTAL =	620.6 SQ. M.

QUANTITIES HAVE BEEN INCLUDED IN SCHEDULES ON SHEET NO. 16

BITUMINOUS SHOULDERS

	STATION	TO	STATION	M TON
RT.	265+455(OUTSIDE)	RT.	265+475	30.98
RT.	265+455(MEDIAN)	RT.	265+475	19.68
RT.	265+515(OUTSIDE)	RT.	265+540	38.75
RT.	265+515(MEDIAN)	RT.	265+540	24.63
LT.	265+650(OUTSIDE)	LT.	265+690	61.96
LT.	265+650(MEDIAN)	LT.	265+690	39.37
			TOTAL =	215.37 M. TON

BITUMINOUS SHOULDER REMOVAL

	STATION	TO	STATION	SQ. M.
RT.	265+455(OUTSIDE)	RT.	265+475	61.0
RT.	265+455(MEDIAN)	RT.	265+475	36.6
RT.	265+515(OUTSIDE)	RT.	265+540	76.3
RT.	265+515(MEDIAN)	RT.	265+540	45.8
LT.	265+650(OUTSIDE)	LT.	265+690	122.0
LT.	265+650(MEDIAN)	LT.	265+690	73.2
			TOTAL =	414.9 SQ. M

SCALE: 1 : 1000

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DATE 8/31/96

DRAWN BY CADD

CHECKED BY CLH

P 265+400

DISREGARD SCHEDULES THIS SHEET, SEE SUMMARY OF QUANTITIES SHEETS 13-15A FOR FINAL QUANTITIES.

C B A 0 A B C

TAMERAN

12/18/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	33
STA. 266+000		TO STA. 266+700		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(74-68)RS-1 & (74-69)(RS,VBR)

SEC. 22, T. 19 N., R. 6 E., 3RD P.M.

STEEL PLATE BEAM GUARDRAIL TYPE A

	STATION	TO		STATION	METER
LT.	266+465.294		LT.	266+511.014	45.72

STEEL PLATE BEAM GUARDRAIL TYPE C

	STATION	TO		STATION	METER
LT.	266+438.319		LT.	266+442.129	3.81

TRAFFIC BARRIER TERMINAL TYPE 5A

	STATION	TO		STATION	EACH
LT.	1+484.650		LT.	1+488.690	1.0
RT.	1+486.610		RT.	1+490.650	1.0
LT.	1+559.690		LT.	1+563.730	1.0
RT.	1+561.650		RT.	1+565.690	1.0
				TOTAL =	4.0 EACH

STEEL RAILING TYPE S1

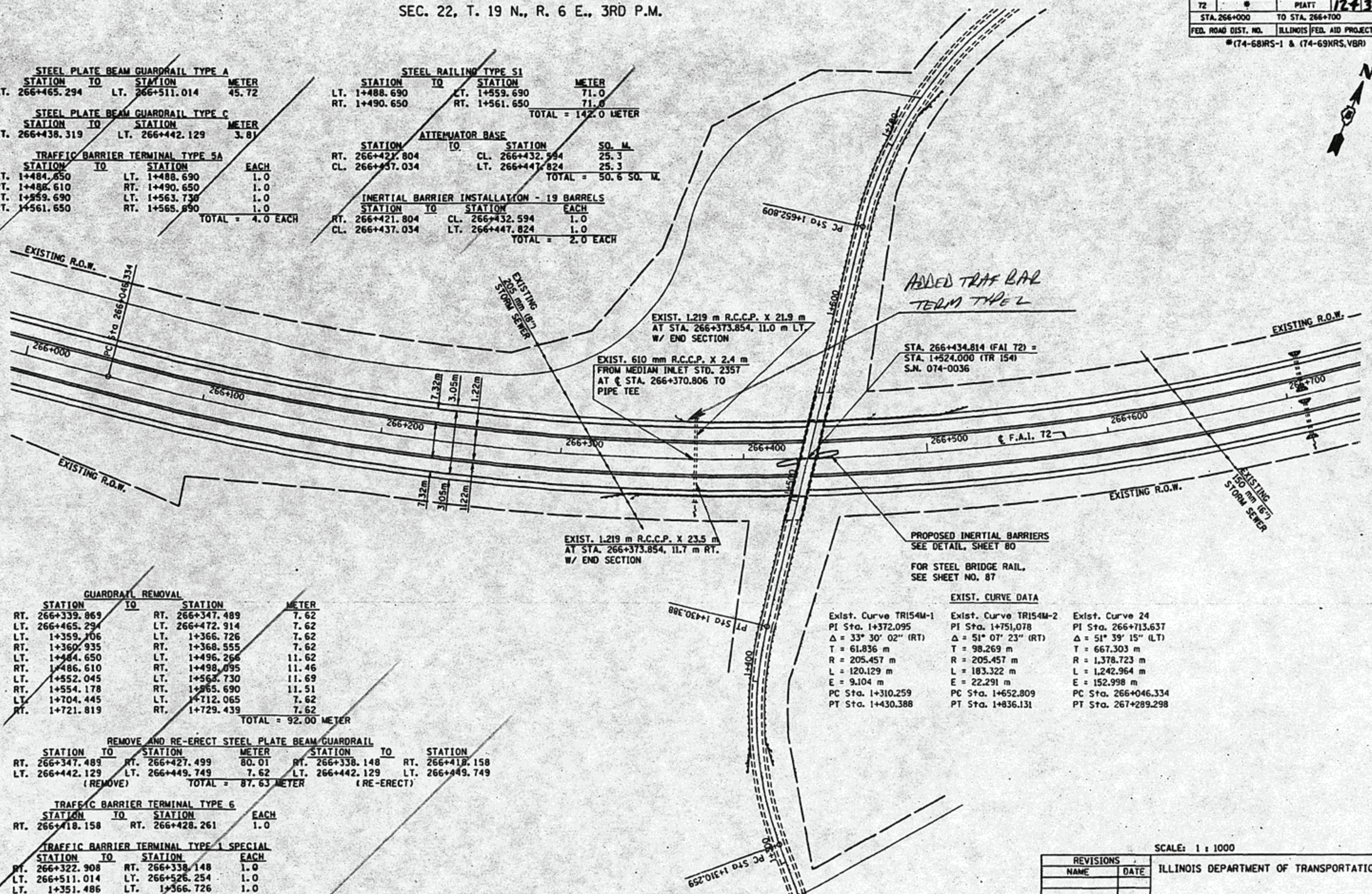
	STATION	TO		STATION	METER
LT.	1+488.690		LT.	1+559.690	71.0
RT.	1+490.650		RT.	1+561.650	71.0
				TOTAL =	142.0 METER

ATTENUATOR BASE

	STATION	TO		STATION	SQ. M.
RT.	266+421.804		CL.	266+432.594	25.3
CL.	266+437.034		LT.	266+447.824	25.3
				TOTAL =	50.6 SQ. M.

INERTIAL BARRIER INSTALLATION - 19 BARRELS

	STATION	TO		STATION	EACH
RT.	266+421.804		CL.	266+432.594	1.0
CL.	266+437.034		LT.	266+447.824	1.0
				TOTAL =	2.0 EACH



EXIST. CURVE DATA

Exist. Curve TR154M-1	Exist. Curve TR154M-2	Exist. Curve 24
PI Sta. 1+372.095	PI Sta. 1+751.078	PI Sta. 266+713.637
Δ = 33° 30′ 02″ (RT)	Δ = 51° 07′ 23″ (RT)	Δ = 51° 39′ 15″ (LT)
T = 61.836 m	T = 98.269 m	T = 667.303 m
R = 205.457 m	R = 205.457 m	R = 1,378.723 m
L = 120.129 m	L = 183.322 m	L = 1,242.964 m
E = 9.104 m	E = 22.291 m	E = 152.998 m
PC Sta. 1+310.259	PC Sta. 1+652.809	PC Sta. 266+046.334
PT Sta. 1+430.388	PT Sta. 1+836.131	PT Sta. 267+289.298

GUARDRAIL REMOVAL

	STATION	TO		STATION	METER
RT.	266+339.869		RT.	266+347.489	7.62
LT.	266+465.294		LT.	266+472.914	7.62
LT.	1+359.106		LT.	1+366.726	7.62
RT.	1+360.935		RT.	1+368.555	7.62
LT.	1+484.650		LT.	1+496.266	11.62
RT.	1+486.610		RT.	1+498.095	11.46
LT.	1+552.045		LT.	1+563.730	11.69
RT.	1+554.178		RT.	1+565.690	11.51
LT.	1+704.445		LT.	1+712.065	7.62
RT.	1+721.819		RT.	1+729.439	7.62
				TOTAL =	92.00 METER

REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL

	STATION	TO		STATION	METER		STATION	TO		STATION
RT.	266+347.489		RT.	266+427.499	80.01	RT.	266+338.148		RT.	266+418.158
LT.	266+442.129		LT.	266+449.749	7.62	LT.	266+442.129		LT.	266+449.749
	(REMOVE)			TOTAL =	87.63 METER		(RE-ERECT)			

TRAFFIC BARRIER TERMINAL TYPE 6

	STATION	TO		STATION	EACH
RT.	266+418.158		RT.	266+428.261	1.0

TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL

	STATION	TO		STATION	EACH
RT.	266+322.908		RT.	266+338.148	1.0
LT.	266+511.014		LT.	266+526.254	1.0
LT.	1+351.486		LT.	1+366.726	1.0
RT.	1+353.315		LT.	1+368.555	1.0
LT.	1+704.445		LT	1+719.685	1.0
RT.	1+721.819		RT.	1+737.059	1.0
				TOTAL =	6.0 EACH

SCALE: 1 : 1000

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DATE 8/31/96

DRAWN BY CADD

CHECKED BY CLH

P 266+000

DISREGARD SCHEDULES THIS SHEET, SEE SUMMARY OF QUANTITIES SHEETS 13-15A FOR FINAL QUANTITIES.

C B A 0 A B C

TAMERAN

12/18/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	34
STA. 266+700	TO STA. 267+400			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

*(74-68)RS-1 & (74-69)(RS,VBR)

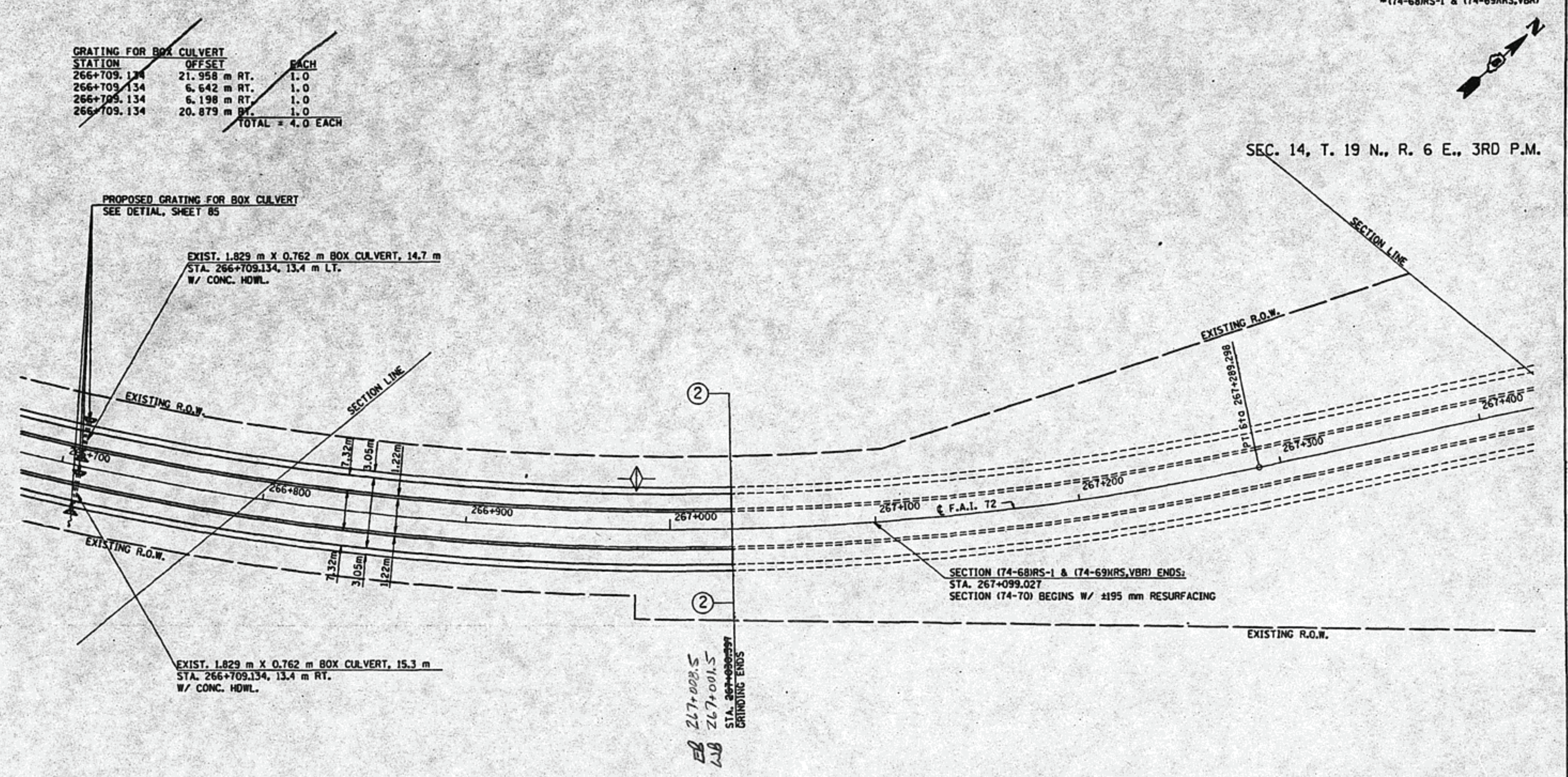
SEC. 22, T. 19 N., R. 6 E., 3RD P.M.

SEC. 23, T. 19 N., R. 6 E., 3RD P.M.

GRATING FOR BOX CULVERT

STATION	OFFSET	EACH
266+709.134	21.958 m RT.	1.0
266+709.134	6.642 m RT.	1.0
266+709.134	6.198 m RT.	1.0
266+709.134	20.879 m RT.	1.0
		TOTAL = 4.0 EACH

SEC. 14, T. 19 N., R. 6 E., 3RD P.M.



SCALE: 1 : 1000

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DATE 8/31/96

DRAWN BY CADD

CHECKED BY CLH

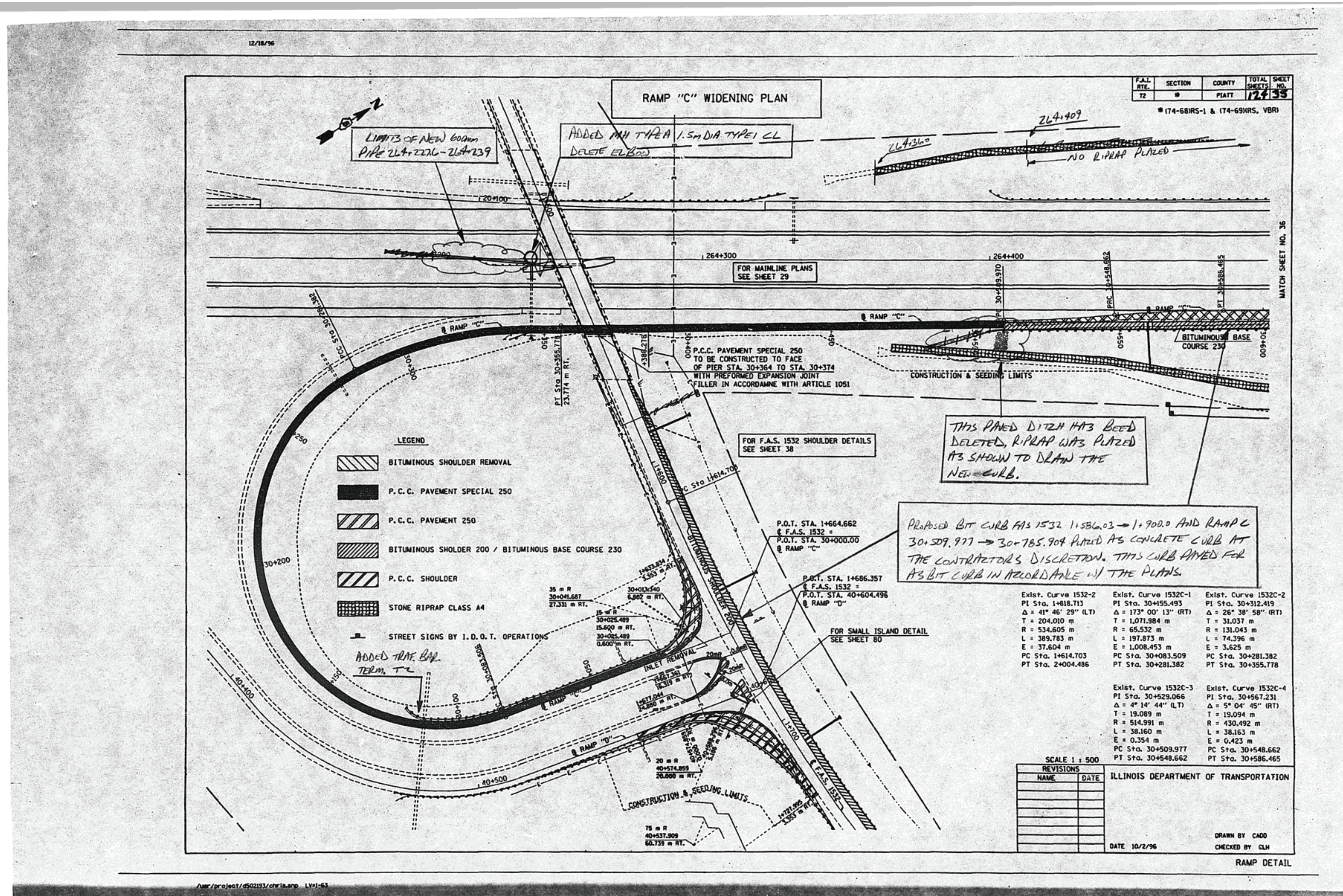
P 266+700

DISREGARD SCHEDULES THIS SHEET, SEE SUMMARY OF QUANTITIES SHEETS 13-15A FOR FINAL QUANTITIES.

/usr/project/d502193/chris.smp LV=1-63

C B A 0 A B C

TAMERAN



C B A 0 A B C

TAMERAN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	36

*(74-68)RS-1 & (74-69)RS, VBR)

GUARDRAIL REMOVAL

	STATION	TO		STATION	METER
RT.	1+614.784		RT.	30+025.469	41.91
RT.	40+575.610		RT.	1+727.995	57.15
RT.	40+480.061		RT.	40+487.681	7.62
RT.	30+515.928		RT.	30+538.788	22.86
				TOTAL =	129.54 METER

REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL

	STATION	TO		STATION	METER		STATION	TO		STATION
RT.	1+614.784		RT.	1+633.834	19.05	RT.	1+614.784		RT.	1+633.834
RT.	30+025.469		RT.	30+120.719	95.25	RT.	30+025.469		RT.	30+120.719
RT.	40+518.161		RT.	40+575.610	57.15	RT.	40+518.161		RT.	40+575.610
RT.	30+515.928		RT.	30+797.868	259.08	RT.	30+526.169		RT.	30+785.249
	(REMOVE)			TOTAL =	453.39 METER		(RE-ERECT)			

TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL

	STATION	TO		STATION	EACH
RT.	40+472.441		RT.	40+487.681	1.0
RT.	30+510.929		RT.	30+526.169	1.0
				TOTAL =	2.0 EACH

STEEL PLATE BEAM GUARDRAIL TYPE A

	STATION	TO		STATION	METER
RT.	1+633.834		RT.	30+025.469	34.29
RT.	40+575.610		RT.	1+727.995	53.34
				TOTAL =	87.63 METER

ISLAND REMOVAL

	STATION	TO		STATION	SQ. M.
LT.	40+595.641		LT.	40+599.948	25.5

CONCRETE MEDIAN TYPE SM DOWELLED

	STATION	TO		STATION	SQ. M.
RT.	1+681.4		RT.	1+687.6	12.4

GUTTER OULET REMOVAL

	STATION	TO		STATION	METER
LT.	1+586.026		LT	1+600.027	19.8
RT.	1+688.346		RT.	40+569.940	22.9
RT	1+644.657		RT.	1+659.804	22.9
RT.	1+714.868		RT.	1+720.491	6.2
				TOTAL =	71.8 METER

COMBINATION CONCRETE CURB AND GUTTER REMOVAL

	STATION	TO		STATION	METER
LT.	1+570.79		LT.	1+586.03	15.2
RT.	1+642.015		RT.	1+659.804	34.1
RT.	1+667.361		RT.	1+677.044	204.8
RT.	40+469.940		RT.	1+714.868	46.6
				TOTAL =	300.7 METER

COMBINATION CONCRETE CURB AND GUTTER TYPE B-15.60 (ABUTTING EXISTING PAVEMENT)

	STATION	TO		STATION	METER
RT.	1+667.361		RT.	1+677.044	177.2

BITUMINOUS SHOULDER REMOVAL

	STATION	TO		STATION	SQ. M.
RT.	30+030.771		RT.	30+509.977	1168.3

PORTLAND CEMENT CONCRETE PAVEMENT 250 mm

	STATION	TO		STATION	SQ. M.
RT.	1+640.234		RT.	30+020.450	84.5
RT.	1+671.962		RT.	1+677.044	31.0
LT.	40+595.641		LT.	40+599.948	25.5
RT.	40+578.235		RT.	1+719.095	114.2
				TOTAL =	255.2 SQ. M.

PORTLAND CEMENT CONCRETE PAVEMENT 250 mm SPECIAL

	STATION	TO		STATION	SQ. M.
RT.	30+025.489		RT.	30+509.977	1187.0

PORTLAND CEMENT CONCRETE SHOULDER

	STATION	TO		STATION	SQ. M.
RT.	1+633.834		RT.	30+025.489	66.2
RT.	40+558.459		RT.	1+727.995	134.3
				TOTAL =	200.5 SQ. M.

SUBBASE GRANULAR MATERIAL TYPE B 150 mm

	STATION	TO		STATION	SQ. M.
RT.	1+633.834		RT.	30+025.489	156.0
RT.	30+025.489		RT.	30+509.977	1187.0
RT.	40+558.459		RT.	1+727.995	256.6
RT.	1+671.962		RT.	1+677.044	250.7
				TOTAL =	1923.0 SQ. M.

PAVEMENT FABRIC

	STATION	TO		STATION	SQ. M
RT.	1+640.234		RT.	30+020.450	84.5
RT.	30+025.489		RT.	30+509.977	1187.0
RT.	1+671.962		RT.	1+677.044	31.0
RT.	40+578.235		RT.	1+719.095	114.2
				TOTAL =	1316.7 SQ. M.

TIE BARS 20 mm (NOT A PAY ITEM)

	STATION	TO		STATION	EACH
RT.	1+640.234		RT.	30+020.450	62
RT.	30+025.489		RT.	30+509.977	647
RT.	1+671.962		RT.	1+677.044	21
RT.	40+578.235		RT.	1+719.095	110
RT.	30+502.277		RT.	30+509.977	12
				TOTAL =	852 EACH

CLASS SI CONCRETE (OUTLETS)

	STATION	TO		STATION	CU. M.
RT.	30+483.5		RT.	30+509.977	5.2

DISREGARD SCHEDULE THIS SHEET SEE SUMMARY OF QUANTITIES SHEETS 1 & 1A FOR FINAL QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	37

*(74-68)RS-1 & (74-69)(RS, VBR)

RAMP "C" WIDENING PLAN

BITUMINOUS SHOULDER REMOVAL

STATION	TO	STATION	SQ. M.
RT. 30+509.977	RT.	30+586.465	209.4
RT. 30+586.465	RT.	30+795.700	638.7

TOTAL = 848.1 SQ. M.

BITUMINOUS BASE COURSE 230mm

STATION	TO	STATION	SQ. M.
RT. 30+509.977	RT.	30+785.904	643.5

BITUMINOUS CURB

STATION	TO	STATION	METER
RT. 30+509.977	RT.	30+785.904	

PORTLAND CEMENT CONCRETE PAVEMENT 200 TIE BARS 20mm (NOT A PAY ITEM)

STATION	TO	STATION	SQ. M	EACH
RT. 30+558.5	RT.	30+561.5	6.76	5.0
RT. 30+618.5	RT.	30+621.5	6.76	5.0
RT. 30+678.5	RT.	30+681.5	6.76	5.0
RT. 30+738.5	RT.	30+741.5	6.76	5.0
			TOTAL = 27.04 SQ. M.	TOTAL = 20.0 EACH

PORTLAND CEMENT CONCRETE PAVEMENT 250mm TIE BARS 20mm (NOT A PAY ITEM)

STATION	TO	STATION	SQ. M.	EACH
RT. 30+509.977	RT.	30+785.904	665.2	368

SUB-BASE GRANULAR MATERIAL TYPE B, 150 mm

STATION	TO	STATION	SQ. M.
RT. 30+509.977	RT.	30+785.904	1451.6

INLETS SPECIAL TYPE E

STATION	OFFSET	EACH
RT. 30+560.0	4.22	1.0
RT. 30+620.0	4.61	1.0
RT. 30+680.0	3.56	1.0
RT. 30+740.0	2.50	1.0
		TOTAL = 4.0 EACH

PIPE DRAINS 300

STATION	OFFSETS	METER
RT. 30+560.0	4.98 - 18.12	14.7
RT. 30+620.0	5.36 - 27.01	24.2
RT. 30+680.0	4.32 - 26.93	25.3
RT. 30+740.0	3.25 - 26.93	26.5
		TOTAL = 90.7 METER

PAVED DITCH REMOVAL

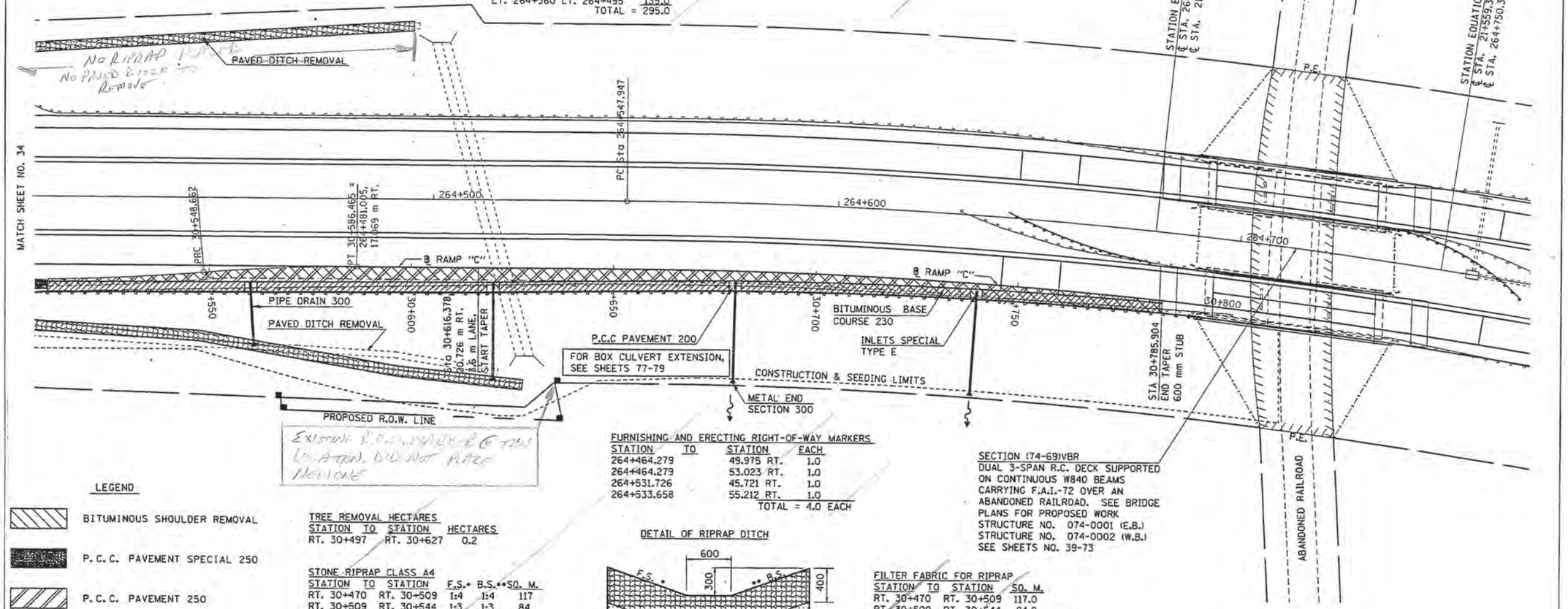
STATION	TO	STATION	METER
RT. 30+463	RT.	30+623	160.0
LT. 264+360	LT.	264+495	135.0
			TOTAL = 295.0

METAL END SECTIONS 300

STATION	OFFSET	EACH
RT. 30+560.0	18.12	1.0
RT. 30+620.0	27.01	1.0
RT. 30+680.0	26.93	1.0
RT. 30+740.0	26.93	1.0
		TOTAL = 4.0 EACH

CONCRETE THRUST BLOCKS

STATION	OFFSET	EACH
RT. 30+560.0	17.52	1.0
RT. 30+620.0	26.41	1.0
RT. 30+680.0	26.93	1.0
RT. 30+740.0	26.93	1.0
		TOTAL = 4.0 EACH



LEGEND

- BITUMINOUS SHOULDER REMOVAL
- P.C.C. PAVEMENT SPECIAL 250
- P.C.C. PAVEMENT 250
- BITUMINOUS BASE COURSE 230
- P.C.C. SHOULDER
- STONE RIPRAP CLASS A4

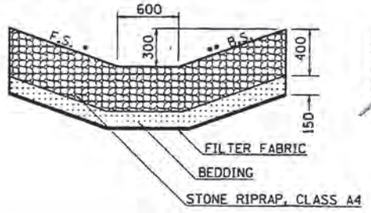
TREE REMOVAL HECTARES

STATION	TO	STATION	HECTARES
RT. 30+497		RT. 30+627	0.2

STONE RIPRAP CLASS A4

STATION	TO	STATION	F.S.*	B.S.**	SQ. M.
RT. 30+470	RT.	30+509	1:4	1:4	117
RT. 30+509	RT.	30+544	1:3	1:3	84
RT. 30+544	RT.	30+625	1:2	1:3	172
LT. 264+360	LT	264+495	1:3	1:3	324
					TOTAL = 697 SQ. M.

DETAIL OF RIPRAP DITCH



FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS

STATION	TO	STATION	EACH
264+464.279		49.975 RT.	1.0
264+464.279		53.023 RT.	1.0
264+531.726		45.721 RT.	1.0
264+533.658		55.212 RT.	1.0
			TOTAL = 4.0 EACH

FILTER FABRIC FOR RIPRAP

STATION	TO	STATION	SQ. M.
RT. 30+470	RT.	30+509	117.0
RT. 30+509	RT.	30+544	84.0
RT. 30+544	RT.	30+625	172.0
LT. 264+360	LT.	264+495	324.0
			TOTAL = 697.0 SQ. M.

SECTION (74-69)VBR
DUAL 3-SPAN R.C. DECK SUPPORTED ON CONTINUOUS W840 BEAMS CARRYING F.A.I.-72 OVER AN ABANDONED RAILROAD. SEE BRIDGE PLANS FOR PROPOSED WORK
STRUCTURE NO. 074-0001 (E.B.)
STRUCTURE NO. 074-0002 (W.B.)
SEE SHEETS NO. 39-73

SCALE 1 : 500

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAWN BY CADD
DATE 10/2/96 CHECKED BY CLH

RAMP C CONT.

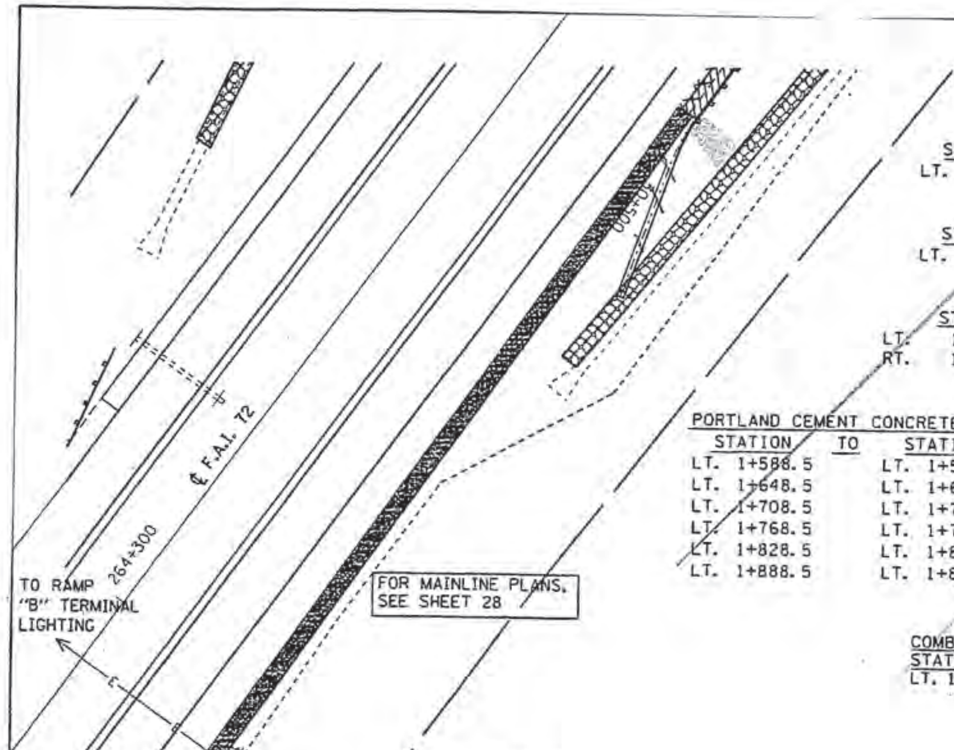
/usr/project/d502193/chris.snp LV=1-63

I SEALED SHEETS THIS SHEET, SEE SUMMARY OF QUANTITIES SHEETS 13-15A FOR PAVE QUANTITIES

F.A.S. 1532 LT. SHOULDER PLAN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	38

* (74-68)RS-1 & (74-69)RS, VBR)



BITUMINOUS CURB

STATION	TO	STATION	METER
LT. 1+570.79		LT. 1+900.00	29.2

BITUMINOUS SHOULDERS

STATION	TO	STATION	M TONS
LT. 1+570.79		LT. 1+900.00	88.8

GUARDRAIL REMOVAL

STATION	TO	STATION	METER
LT. 1+890.373		LT. 1+897.993	7.62
RT. 1+894.031		RT. 1+901.651	7.62
		TOTAL =	15.24 METER

PORTLAND CEMENT CONCRETE PAVEMENT 200 mm / **TIE BARS 20 mm (NOT A PAY ITEM)**

STATION	TO	STATION	SQ. M	EACH
LT. 1+588.5		LT. 1+591.5	6.76	5.0
LT. 1+648.5		LT. 1+651.5	6.76	5.0
LT. 1+708.5		LT. 1+711.5	6.76	5.0
LT. 1+768.5		LT. 1+771.5	6.76	5.0
LT. 1+828.5		LT. 1+831.5	6.76	5.0
LT. 1+888.5		LT. 1+891.5	6.76	5.0
		TOTAL =	40.56 SQ. M.	TOTAL = 30.0 EACH

COMBINATION CURB AND GUTTER REMOVAL

STATION	TO	STATION	METER
LT. 1+570.79		LT. 1+586.03	15.3

REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL

STATION	TO	STATION	METER	STATION	TO	STATION
LT. 1+575.001 (REMOVE)		LT. 1+890.373	315.37	LT. 1+575.001 (RE-ERECT)		LT. 1+890.373

TRAFFIC BARRIER TERMINAL TYPE I SPECIAL

STATION	TO	STATION	EACH
LT. 1+890.373		LT. 1+905.613	1.0
RT. 1+894.031		RT. 1+909.271	1.0
		TOTAL =	2.0 EACH

INLETS SPECIAL TYPE E

STATION	OFFSET	EACH
LT. 1+590.0	4.43	1.0
LT. 1+650.0	4.43	1.0
LT. 1+710.0	4.43	1.0
LT. 1+770.0	4.43	1.0
LT. 1+830.0	4.43	1.0
LT. 1+890.0	4.43	1.0
	TOTAL =	6.0 EACH

METAL END SECTIONS 300 mm

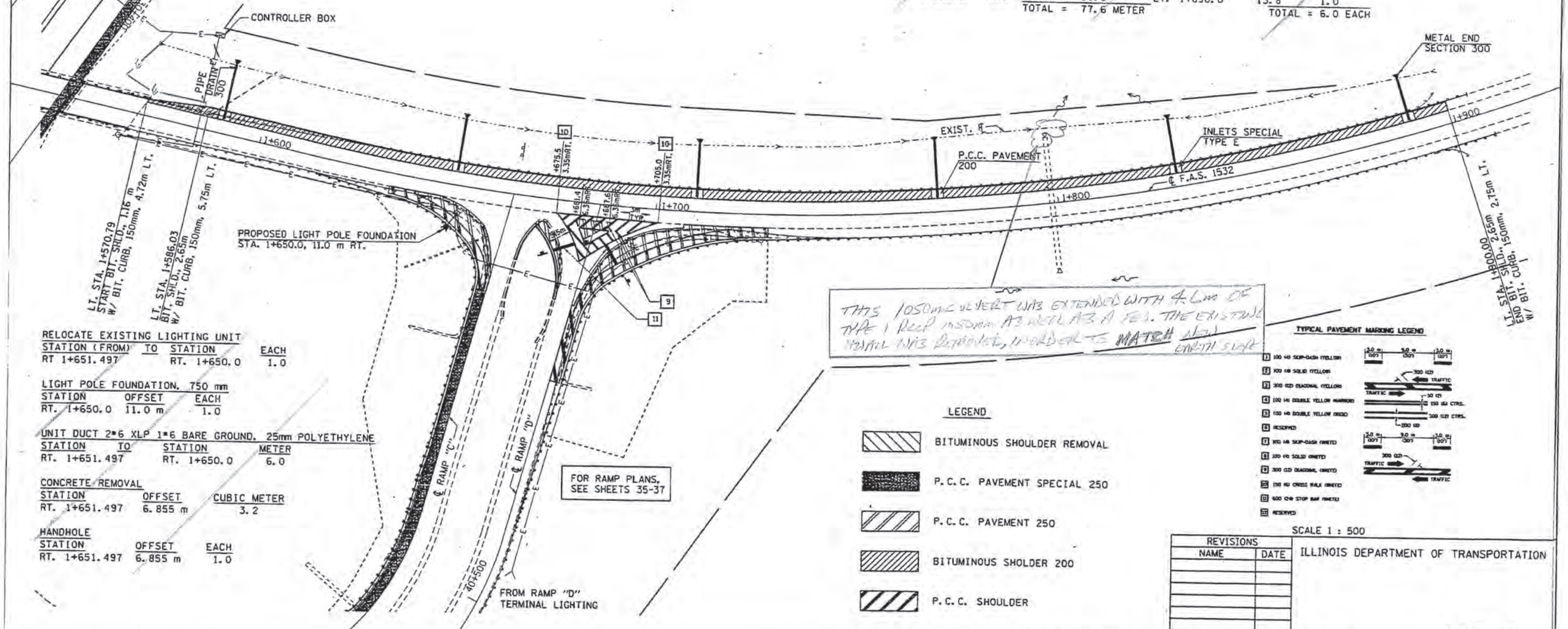
STATION	OFFSET	EACH
LT. 1+590.0	17.7	1.0
LT. 1+650.0	16.8	1.0
LT. 1+710.0	17.0	1.0
LT. 1+770.0	17.6	1.0
LT. 1+830.0	17.0	1.0
LT. 1+890.0	14.4	1.0
	TOTAL =	6.0 EACH

PIPE DRAINS 300 mm

STATION	OFFSETS	METER
LT. 1+590.0	5.2 - 17.7	14.0
LT. 1+650.0	5.2 - 16.8	13.0
LT. 1+710.0	5.2 - 17.0	13.2
LT. 1+770.0	5.2 - 17.6	13.9
LT. 1+830.0	5.2 - 17.0	13.2
LT. 1+890.0	5.2 - 14.4	10.3
	TOTAL =	77.6 METER

CONCRETE THRUST BLOCKS

STATION	OFFSET	EACH
LT. 1+590.0	17.1	1.0
LT. 1+650.0	16.2	1.0
LT. 1+710.0	16.8	1.0
LT. 1+770.0	17.0	1.0
LT. 1+830.0	16.4	1.0
LT. 1+890.0	13.8	1.0
	TOTAL =	6.0 EACH



RELOCATE EXISTING LIGHTING UNIT

STATION (FROM)	TO	STATION	EACH
RT 1+651.497		RT. 1+650.0	1.0

LIGHT POLE FOUNDATION, 750 mm

STATION	OFFSET	EACH
RT. 1+650.0	11.0 m	1.0

UNIT DUCT 2*6 XLP 1*6 BARE GROUND, 25mm POLYETHYLENE

STATION	TO	STATION	METER
RT. 1+651.497		RT. 1+650.0	6.0

CONCRETE REMOVAL

STATION	OFFSET	CUBIC METER
RT. 1+651.497	6.855 m	3.2

HANDHOLE

STATION	OFFSET	EACH
RT. 1+651.497	6.855 m	1.0

LEGEND

- BITUMINOUS SHOULDER REMOVAL
- P.C.C. PAVEMENT SPECIAL 250
- P.C.C. PAVEMENT 250
- BITUMINOUS SHOLDER 200
- P.C.C. SHOULDER
- STREET SIGNS BY I.D.O.T. OPERATIONS

TYPICAL PAVEMENT MARKING LEGEND

SCALE 1 : 500

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DATE 10/2/96

DRAWN BY CADD
CHECKED BY CLH

[illegible] QUANTITIES THIS SHEET, SEE SUMMARY OF QUANTITIES SHEETS 13-15A FOR FINAL QUANTITIES.

11/25/96

(74-68)RS-1 & (74-69)RS, VBU

GUARDRAIL REMOVAL

	STATION	TO		STATION	METER
RT.	1+614.784		RT.	30+025.469	41.91
RT.	40+575.610		RT.	1+727.995	57.15
RT.	40+480.061		RT.	40+487.681	7.62
RT.	30+515.928		RT.	30+538.788	22.86
				TOTAL =	129.54 METER

REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL

	STATION	TO	STATION	METER		STATION	TO	STATION
RT.	1+614.784	RT.	1+633.834	19.05	RT.	1+614.784	RT.	1+633.834
RT.	30+025.469	RT.	30+120.719	95.25	RT.	30+025.469	RT.	30+120.719
RT.	40+518.161	RT.	40+575.610	57.15	RT.	40+518.161	RT.	40+575.610
RT.	30+515.928	RT.	30+797.868	259.08	RT.	30+526.169	RT.	30+785.249
	(REMOVE)		TOTAL =	453.53 METER		(RE-ERECT)		

TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL

	STATION	TO	STATION	EACH
RT.	40+472.441	RT.	40+487.681	1.0
RT.	30+510.929	RT.	30+526.169	1.0
			TOTAL =	2.0 EACH

STEEL PLATE BEAM GUARDRAIL TYPE A

	STATION	TO	STATION	METER
RT.	1+633.834	RT.	30+025.469	34.29
RT.	40+575.610	RT.	1+727.995	53.34
			TOTAL =	87.63 METER

ISLAND REMOVAL

	STATION	TO	STATION	SQ. M.
LT.	40+595.641	LT.	40+599.948	25.5

CONCRETE MEDIAN TYPE SM DOWELLED

	STATION	TO	STATION	SQ. M.
RT.	1+681.4	RT.	1+687.6	12.4

GUTTER OULET REMOVAL

	STATION	TO	STATION	METER
LT.	1+586.026	LT.	1+600.027	19.8
RT.	1+688.346	RT.	40+569.940	22.9
RT.	1+644.657	RT.	1+659.804	22.9
RT.	1+714.868	RT.	1+720.491	6.2
			TOTAL =	71.8 METER

COMBINATION CONCRETE CURB AND GUTTER REMOVAL

	STATION	TO	STATION	METER
LT.	1+570.79	LT.	1+586.03	15.2
RT.	1+642.015	RT.	1+659.804	34.1
RT.	1+667.361	RT.	1+677.044	204.8
RT.	40+469.940	RT.	1+714.868	46.6
			TOTAL =	300.7 METER

COMBINATION CONCRETE CURB AND GUTTER TYPE B-15.60 (ABUTTING EXISTING PAVEMENT)

	STATION	TO	STATION	METER
RT.	1+667.361	RT.	1+677.044	177.2

BITUMINOUS SHOULDER REMOVAL

	STATION	TO	STATION	SQ. M.
RT.	30+030.771	RT.	30+509.977	1168.3

PORTLAND CEMENT CONCRETE PAVEMENT 250 mm

	STATION	TO	STATION	SQ. M.
RT.	1+640.234	RT.	30+020.450	84.5
RT.	1+671.962	RT.	1+677.044	31.0
LT.	40+595.641	LT.	40+599.948	25.5
RT.	40+578.235	RT.	1+719.095	114.2
			TOTAL =	255.2 SQ. M.

PORTLAND CEMENT CONCRETE PAVEMENT 250 mm SPECIAL

	STATION	TO	STATION	SQ. M.
RT.	30+025.489	RT.	30+509.977	1187.0

PORTLAND CEMENT CONCRETE SHOULDER

	STATION	TO	STATION	SQ. M.
RT.	1+633.834	RT.	30+025.489	66.2
RT.	40+558.459	RT.	1+727.995	134.3
			TOTAL =	200.5 SQ. M.

SUBBASE GRANULAR MATERIAL TYPE B 150 mm

	STATION	TO	STATION	SQ. M.
RT.	1+633.834	RT.	30+025.489	156.0
RT.	30+025.489	RT.	30+509.977	1187.0
RT.	40+558.459	RT.	1+727.995	256.6
RT.	1+671.962	RT.	1+677.044	250.7
			TOTAL =	1923.0 SQ. M.

PAVEMENT FABRIC

	STATION	TO	STATION	SQ. M
RT.	1+640.234	RT.	30+020.450	84.5
RT.	30+025.489	RT.	30+509.977	1187.0
RT.	1+671.962	RT.	1+677.044	31.0
RT.	40+578.235	RT.	1+719.095	114.2
			TOTAL =	1316.7 SQ. M.

TIE BARS 20 mm (NOT A PAY ITEM)

	STATION	TO	STATION	EACH
RT.	1+640.234	RT.	30+020.450	62
RT.	30+025.489	RT.	30+509.977	647
RT.	1+671.962	RT.	1+677.044	21
RT.	40+578.235	RT.	1+719.095	110
RT.	30+502.277	RT.	30+509.977	12
			TOTAL =	852 EACH

CLASS SI CONCRETE (OUTLETS)

	STATION	TO	STATION	CU. M.
RT.	30+483.5	RT.	30+509.977	5.2

DISREGARD SCHEDULES THIS SHEET, SEE SUMMARY OF QUANTITIES SHEETS 13-13A FOR FINAL QUANTITIES

C B A A B C

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12/18/96

RAMP "C" WIDENING PLAN

BITUMINOUS SHOULDER REMOVAL

STATION	TO	STATION	SQ. M.
RT. 30+509.977		RT. 30+586.465	209.4
RT. 30+586.465		RT. 30+795.700	638.7
		TOTAL =	848.1 SQ. M.

PORTLAND CEMENT CONCRETE PAVEMENT 250 mm TIE BARS 20mm (NOT A PAY ITEM)

STATION	TO	STATION	SQ. M.	EACH
RT. 30+509.977		RT. 30+785.904	[illegible]	[illegible]

BITUMINOUS BASE COURSE 230mm

STATION	TO	STATION	SQ. M.
RT. 30+509.977		RT. 30+785.904	643.5

BITUMINOUS CURB

STATION	TO	STATION	METER
RT. 30+509.977		RT. 30+785.904	

PORTLAND CEMENT CONCRETE PAVEMENT 200 TIE BARS 20mm (NOT A PAY ITEM)

STATION	TO	STATION	SQ. M.	EACH
RT. 30+558.5		RT. 30+561.5	6.76	5.0
RT. 30+618.5		RT. 30+621.5	6.76	5.0
RT. 30+678.5		RT. 30+681.5	6.76	5.0
RT. 30+738.5		RT. 30+741.5	6.76	5.0
		TOTAL =	27.04 SQ. M.	TOTAL = 20.0 EACH

SUB-BASE GRANULAR MATERIAL TYPE B, 150 mm

STATION	TO	STATION	SQ. M.
RT. 30+509.977		RT. 30+785.904	1451.6

INLETS SPECIAL TYPE E

STATION	OFFSET	EACH
RT. 30+560.0	4.22	1.0
RT. 30+620.0	4.61	1.0
RT. 30+680.0	3.56	1.0
RT. 30+740.0	2.50	1.0
	TOTAL =	4.0 EACH

PIPE DRAINS 300

STATION	OFFSETS	METER
RT. 30+560.0	4.98 - 18.12	14.7
RT. 30+620.0	5.36 - 27.01	24.2
RT. 30+680.0	4.32 - 26.93	25.3
RT. 30+740.0	3.25 - 26.93	26.5
	TOTAL =	90.7 METER

PAVED DITCH REMOVAL

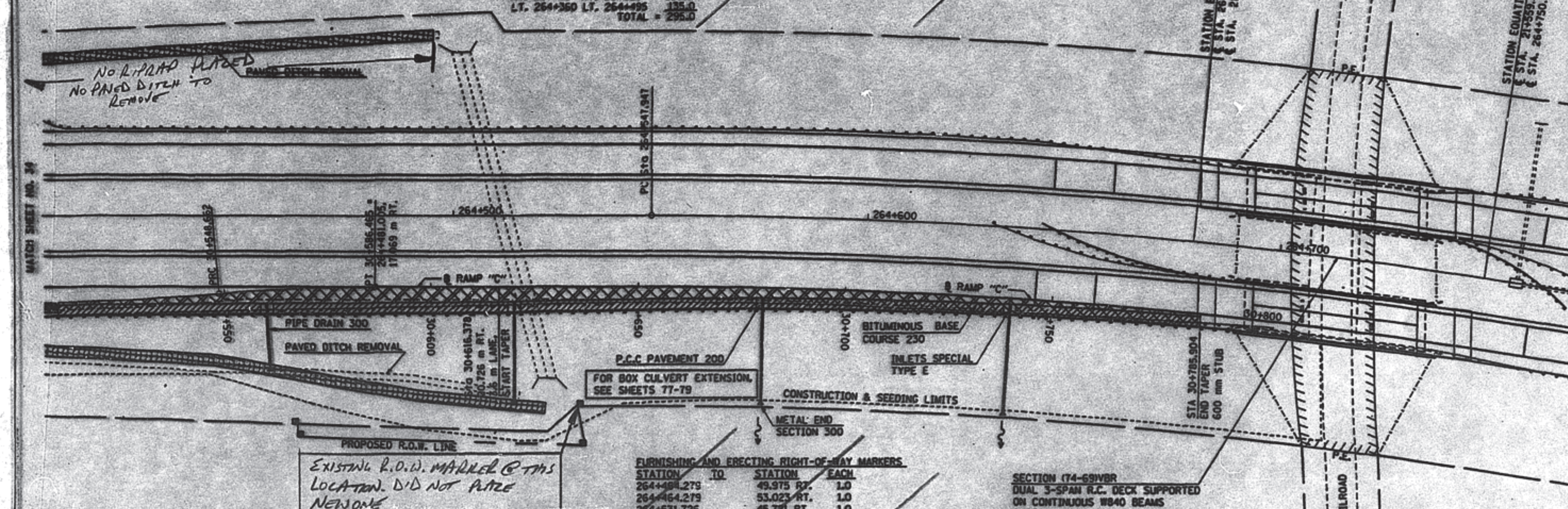
STATION	TO	STATION	METER
RT. 30+463		RT. 30+623	160.0
LT. 264+360		LT. 264+495	135.0
		TOTAL =	295.0

METAL END SECTIONS 300

STATION	OFFSET	EACH
RT. 30+560.0	18.12	1.0
RT. 30+620.0	27.01	1.0
RT. 30+680.0	26.93	1.0
RT. 30+740.0	26.93	1.0
	TOTAL =	4.0 EACH

CONCRETE THRUST BLOCKS

STATION	OFFSET	EACH
RT. 30+560.0	17.52	1.0
RT. 30+620.0	26.41	1.0
RT. 30+680.0	26.93	1.0
RT. 30+740.0	26.93	1.0
	TOTAL =	4.0 EACH



LEGEND

- BITUMINOUS SHOULDER REMOVAL
- P.C.C. PAVEMENT SPECIAL 250
- P.C.C. PAVEMENT 250
- BITUMINOUS BASE COURSE 230
- P.C.C. SHOULDER
- STONE RIPRAP CLASS A4

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS

STATION	TO	STATION	EACH
264+464.279		49.975 RT.	1.0
264+464.279		53.023 RT.	1.0
264+531.726		45.721 RT.	1.0
264+533.658		55.212 RT.	1.0
		TOTAL =	4.0 EACH

SECTION (74-69)VBR
DUAL 3-SPAN R.C. DECK SUPPORTED ON CONTINUOUS W840 BEAMS CARRYING F.A.I.-72 OVER AN ABANDONED RAILROAD. SEE BRIDGE PLANS FOR PROPOSED WORK
STRUCTURE NO. 074-0001 (E.B.)
STRUCTURE NO. 074-0002 (W.B.)
SEE SHEETS NO. 39-73

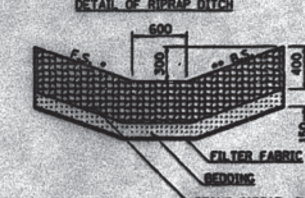
TREE REMOVAL HECTARES

STATION	TO	STATION	HECTARES
RT. 30+497		RT. 30+627	0.2

STONE RIPRAP CLASS A4

STATION	TO	STATION	F.S.*	B.S.*	SQ. M.
RT. 30+470		RT. 30+509	1:4	1:4	117
RT. 30+509		RT. 30+544	1:3	1:3	84
RT. 30+544		RT. 30+625	1:2	1:3	172
LT. 264+360		LT 264+495	1:3	1:3	324
				TOTAL =	697 SQ. M.

DETAIL OF RIPRAP DITCH



FILTER FABRIC FOR RIPRAP

STATION	TO	STATION	SQ. M.
RT. 30+470		RT. 30+509	117.0
RT. 30+509		RT. 30+544	84.0
RT. 30+544		RT. 30+625	172.0
LT. 264+360		LT. 264+495	324.0
		TOTAL =	697.0 SQ. M.

SCALE 1 : 500

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DATE 10/2/96

RAMP C CONT.

DISREGARD SCHEDULES THIS SHEET, SEE SUMMARY OF QUANTITIES SHEETS 13-15A FOR FINAL QUANTITIES

/usr/project/d502193/chris.snp LV+1-63

C B A A B C

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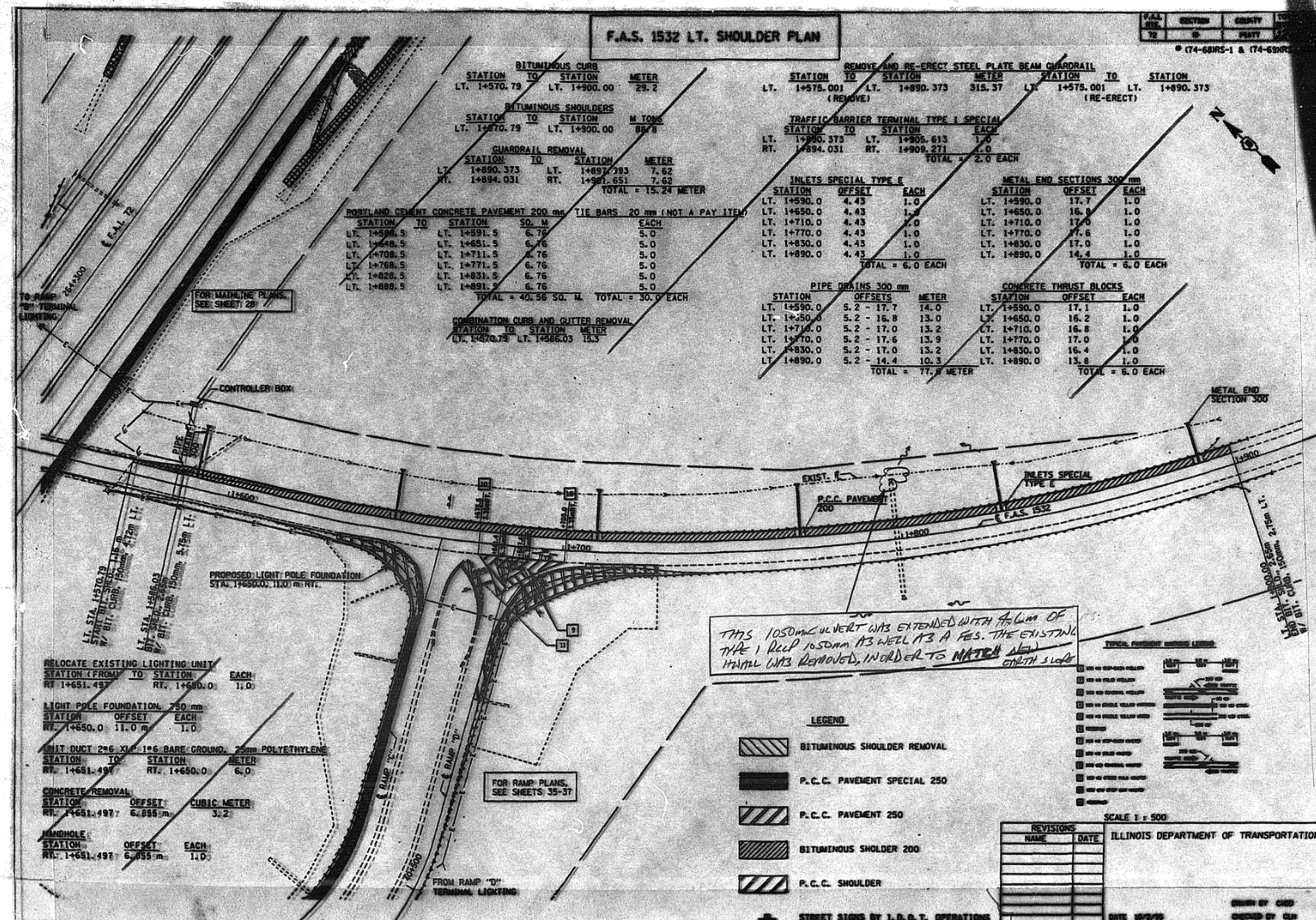
12/18/96



1532

/usr/project/d502193/chris.snp LV+1-63

DISREGARD SCHEDULES THIS SHEET, SEE SUMMARY OF QUANTITIES SHEETS 13-15A FOR FINAL QUANTITIES.

C B A A B C

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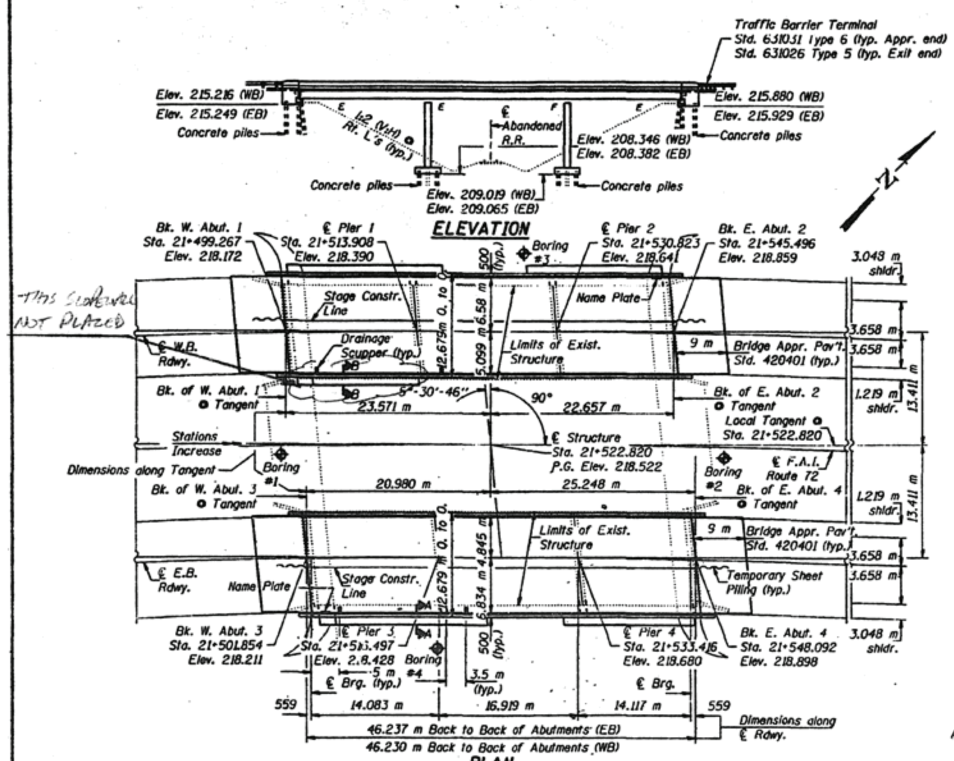
Bench Mark: Permanent survey monument on ℄ of median at Sta. 21+356.932 Elev. 214.927m.

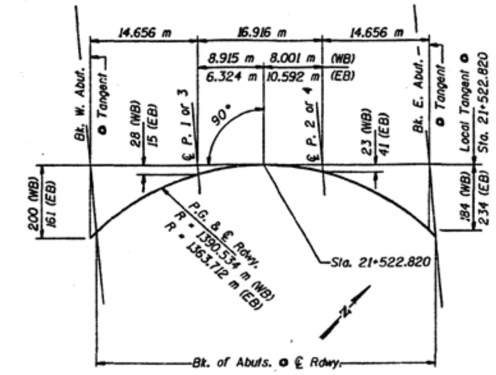
Existing Structure: S.N. 074-0001(EB) and 074-0002(WB). Built as F.A. Route 135, Section 74-69VB in 1961.
The existing superstructure consists of a R.C. deck supported on 3 span continuous W840 beams with 46.228m bk. to bk. abutments along the tangent and a 11.125m out to out deck. The existing R.C. deck is to be removed and replaced with a new 195mm thick, 12.679m out to out R.C. deck. One beam line shall be added and the existing substructure shall be widened to accomodate a new deck width.
One lane of traffic shall be maintained over each existing structure during the rehabilitation.
No salvage

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 | 39 | 35 SHEETS



Note: For Sections A-A and B-B see sheet #2 of 35.



OFFSET SKETCH

LOADING MS18 & ALT.

Allow 1.2 kN/m² for future wearing surface.

DESIGN SPECIFICATIONS

1992 AASHTO, with 1993, 1994 and 1995 Interims and
1983 Seismic Retrofitting Guidelines for Highway Bridges
FHWA/RD-83/007

DESIGN STRESSES

FIELD UNITS

(New Construction)

f'_c = 24 MPa
f_y = 400 MPa (reinforcement)
f_s = 138 MPa (structural steel) M270 Gr. 250

(Existing Construction)

f_c = 9.65 MPa
f_s = 124 MPa (structural steel)
f_s = 138 MPa (reinforcement)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = .0475g
Site Coefficient (S) = 1.0

STATION 21+522.820
REBUILT 19 BY
STATE OF ILLINOIS
F.A.I. RT. 72 SEC. (74-69)VBR
F.A. PROJECT:
LOADING MS18 & ALT.
STR. NO. 074-0001

NAME PLATE - EAST BOUND LANES

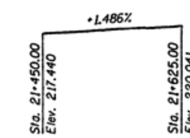
See Std. 515001

STATION 21+522.820
REBUILT 19 BY
STATE OF ILLINOIS
F.A.I. RT. 72 SEC. (74-69)VBR
F.A. PROJECT:
LOADING MS18 & ALT.
STR. NO. 074-0002

NAME PLATE - WEST BOUND LANES

See Std. 515001

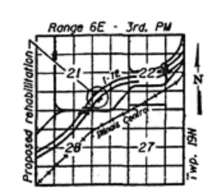
Note: Existing Name Plate to be cleaned and relocated next to the new Name Plate. Cost included in "Name Plates".



PROFILE GRADE
(℄ Roadway F.A.I. Rte. 72)

CURVE DATA

Δ = 49°-32'-58"
D = 4°-09'-38"
R = 1377.123 m
T = 635.583 m
L = 1190.936 m
E = 139.595 m
S.E. = 0.02 m/m
P.I. Sta. = 21+992.514
P.C. Sta. = 21+356.932
P.T. Sta. = 22+547.868



LOCATION SKETCH

GENERAL PLAN
INTERSTATE 72 OVER AN
ABANDONED RAILROAD
F.A.I. ROUTE 72 - SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820
STRUCTURE NO. 074-0001 (E.B.)
STRUCTURE NO. 074-0002 (W.B.)

DESIGNED	
CHECKED	
DRAWN	r.b. carbonell
CHECKED	

NOVEMBER 18 1996
EXAMINED
PASSED

EXPIRES 11-30-98

C B A 0 A B C
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 2
35 SHEETS
40

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts M 20, open holes 22 mm ϕ, unless otherwise noted.

The inorganic zinc rich primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the acrylic finish coat of paint for the exterior portions of the fascia beams shall be Munsell No. 7.5 G 4/8 Interstate Green. The color of the acrylic finish coat of paint for the bottom of the bottom flange and interior portions of the fascia beams shall be Munsell No. 10Y 7/1 light grey. The color of the acrylic finish coat of paint for all of the diaphragms and all bearings shall be Munsell No. 10Y 7/1 light grey.

Field welding of construction accessories will not be permitted to the bottom flange of beams nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.

Anchor bolts shall be set before bolting diaphragms over supports.

The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams and all splice plate material except fill plates.

Reinforcement bars shall conform to the requirements of AASHTO M-31M, M-42M or M-53M Grade 400.

Slope wall shall be reinforced with welded wire fabric, 152 x 152 - MW25.8 x MW25.8, with a weight of 2.91 kg/m^2.

Shoulder transition to wingwall shall be shaped with broken concrete. Cost incidental.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 3 mm. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 3 mm adjusting shims, of the dimension of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. For Type I Elastomeric Bearings, shims of the dimensions of top plate shall be provided and placed as detailed.

The Contractor shall drive three (3) concrete test piles; one in a permanent location at Abutments 1 and 4 and Pier 1 as directed by the Engineer before ordering the remainder of piles.

Bridge Seat Sealer shall be applied to the seat area of the Abutments.

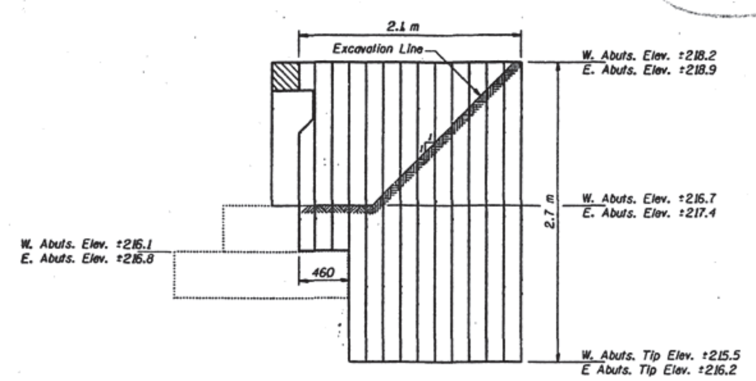
All dimensions are in millimeters (mm) except as noted.

Cleaning and painting of the existing structural steel shall be as specified in the Special Provision for "Cleaning and Painting Existing Steel Structures". All existing structural steel within 1.5 m of either side of expansion joints shall be cleaned by Method I. The remaining portions of existing structural steel do not require any washing, cleaning or painting. The Lead and Chromate Free Alkyd Paint System shall be used for painting of existing structural steel. The prime and intermediate coats shall be applied as specified in the special provision, followed by a full final finish coat over all designated steel surfaces. The color of the final finish coat of paint for the exterior portions of the fascia beams shall be Munsell No. 7.5 G 4/8 Interstate Green. The color of the final finish coat of paint for the bottom of the bottom flange and interior portions of the fascia beams shall be Munsell No. 10Y 7/1 light grey. The color of the final finish coat of paint for all of the interior beams, diaphragms and all bearings shall be Munsell No. 10Y 7/1 light grey.

Estimated mass of structural steel = 26340 kg.

DESIGNED	J. A. U.
CHECKED	Timothy A. [signature]
DRAWN	r. b. carbonell
CHECKED	J.A.U. T.A.

NOVEMBER 18 1996
EXAMINED [signature]
PASSED Ralph E. Anderson [signature]
ENGINEER OF BRIDGES AND STRUCTURES



TEMPORARY SHEET PILING DETAILS

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans for lesser design requirements, then full design submittals with the required seals will be expected by the Department for review and approval.

Minimum Section Modulus of temporary sheet piling shall be 50,000 mm^3 per meter of wall.

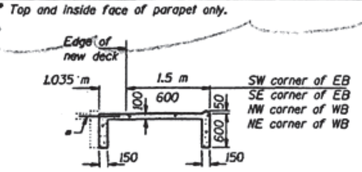
Sheet piling within the limits of existing footing shall have the bottom elevation at the top of the footing. Any sheets not reaching their required embedment due to the abutment footing, must be restrained by developing an attachment to the existing abutment backwall. This attachment shall be approved by the Engineer.

DISREGARD THIS SCHEDULE, SEE SUMMARY OF QUANTITY SHEETS 13-15A FOR FINAL QUANTITIES

TOTAL BILL OF MATERIAL (TWO STRUCTURES)

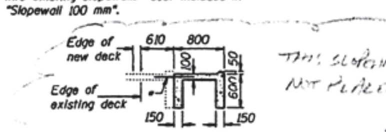
ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Concrete Deck	Each	2		2
Concrete Removal	m^3		45	45
Structure Excavation	m^3		442	442
Concrete Superstructure	m^3	305.0		305.0
* Protective Coat	m^2	246		246
Concrete Structures	m^3		206.6	206.6
Reinforcement Bars, Epoxy Coated	kg	43930	13860	57790
Furnishing Concrete Piles	m		289.5	289.5
Driving Concrete Piles	m		289.5	289.5
Test Pile Concrete	Each		3	3
Name Plates	Each	2		2
Bridge Deck Grooving	m^2	1008		1008
Elastomeric Bearing Assembly Type I	Each		14	14
Elastomeric Bearing Assembly Type II	Each		12	12
Drainage Scuppers	Each	4		4
Stud Shear Connectors	Each	6300		6300
Furnishing & Erecting Structural Steel	L.S.	1		1
Cleaning and Painting Steel Bridge	L.S.	1		1
Blasting Residue Containment and Disposal	L.S.	1		1
Jack and Remove Existing Bearings	Each		20	20
Preformed Joint Seal (64) mm	m	25.4		25.4
Preformed Joint Seal (102) mm	m	25.4		25.4
Slopewall 100 mm	m^2		203	203
Bridge Seat Sealer	m^2		3.4	3.4
Bar Splicers	Each	976	72	1048
Temporary Sheet Piling	m^2		21.6	21.6

* Top and inside face of parapet only.



SECTION A-A

*Drill and grout #15 bars at 600 cts. (600 mm long) into existing slopewall. Cost included in "Slopewall 100 mm".



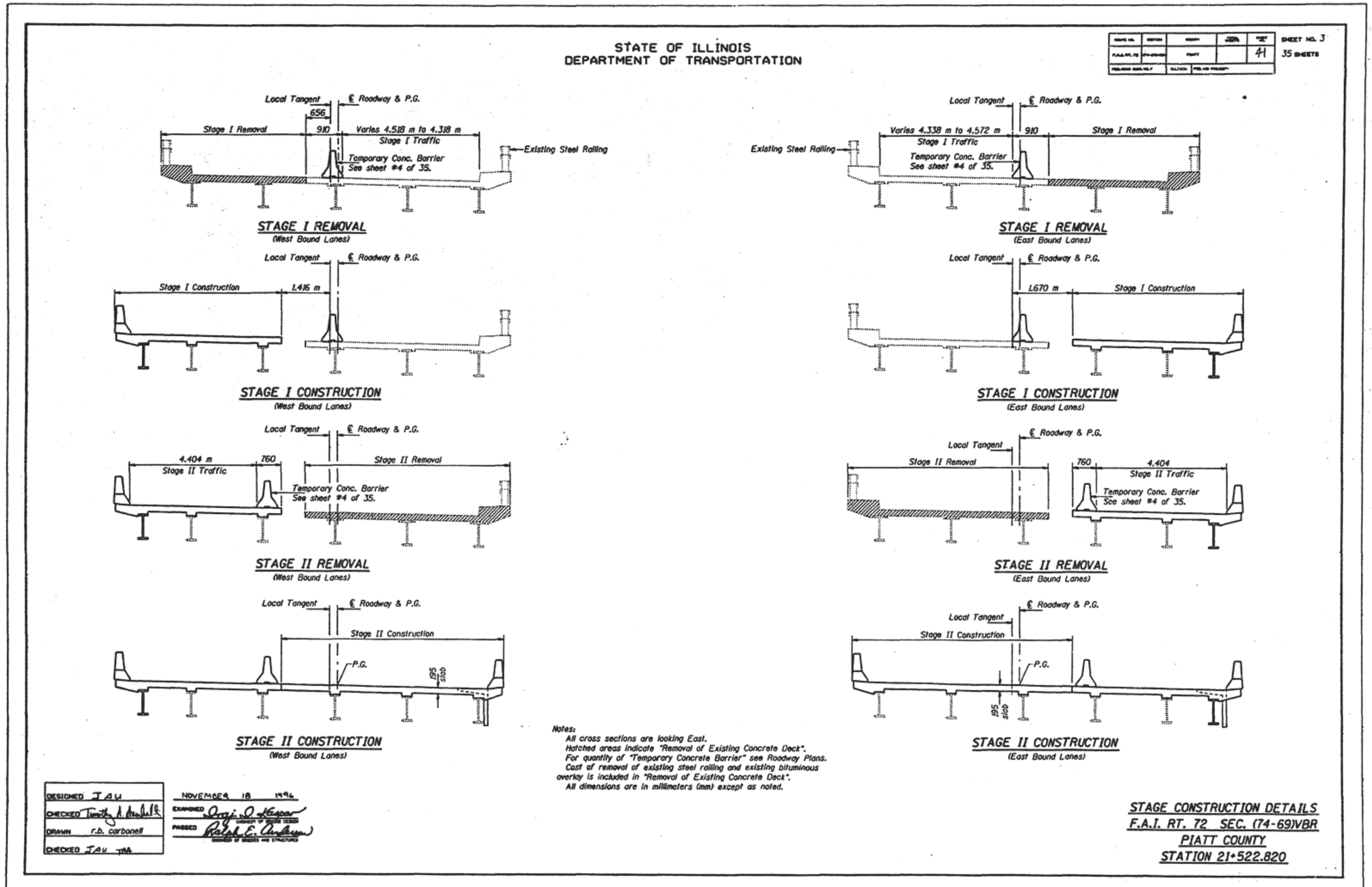
THIS SLOPEWALL NOT PLACED

SECTION B-B
(SW corner of WB)

SLOPEWALL DETAILS

GENERAL DATA
F.A.I. RT. 72 SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

C B A 0 A B C
TAMERAN

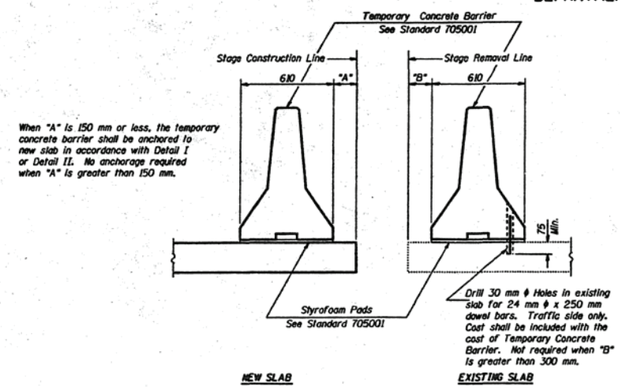


C B A 0 A B C

TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

					SHEET NO. 1
F.A.I. RT. 72	(74-69)VBR	PIATT		42	35 SHEETS
PROJECT NO.		ILLINOIS	FED. AID PROJECT		



When "A" is 150 mm or less, the temporary concrete barrier shall be anchored to new slab in accordance with Detail I or Detail II. No anchorage required when "A" is greater than 150 mm.

Drill 30 mm ϕ Holes in existing slab for 24 mm ϕ x 250 mm dowel bars. Traffic side only. Cost shall be included with the cost of Temporary Concrete Barrier. Not required when "B" is greater than 300 mm.

NEW SLAB

EXISTING SLAB

NOTES

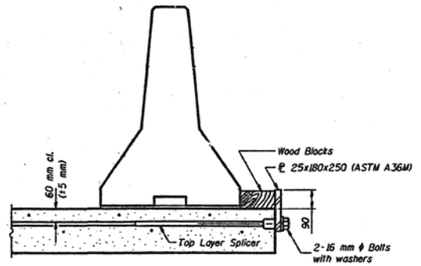
Detail I - With Bar Splicer or Couplers:
Connect one (1 25x180x250 steel ℄ to the top layer of couplers with 2-16 mm ϕ bolts screwed to coupler at approximate ℄ of each 3 m barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1 25x180x250 steel ℄ to the concrete slab with 2-16 mm ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each 3 m barrier panel.

Cost of anchorage is included with the cost of Temporary Concrete Barrier.

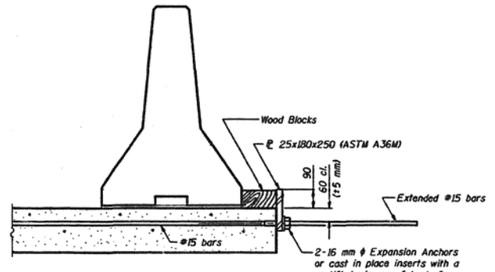
All dimensions are in millimeters (mm) except as noted.

SECTIONS THRU SLAB



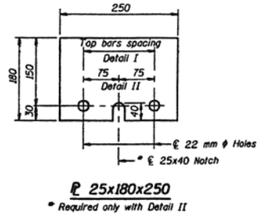
DETAIL I

The 25x180x250 Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 25x180x250 Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



℄ 25x180x250

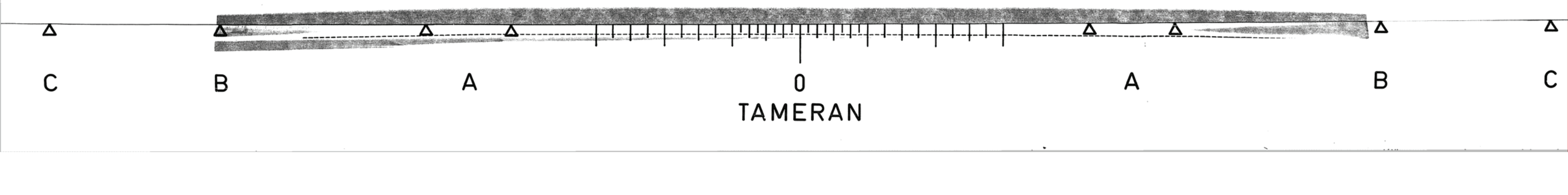
* Required only with Detail II

DESIGNED	JAL
CHECKED	T.A.
DRAWN	r.b. carbonell
CHECKED	JAL TAA

NOVEMBER 19 1996
EXAMINED
PASSED
DIRECTOR OF HIGHWAYS
ENGINEER OF BRIDGES AND STRUCTURES

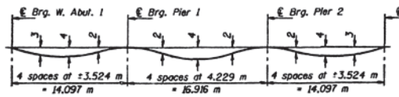
R-27 (M) 3-31-95

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
F.A.I. RT. 72 SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 5
35 SHEETS

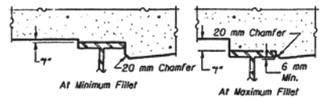


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on sheet #6 of 35.

All dimensions are in millimeters (mm) except as noted.
All elevations and offsets are in meters.



To determine "Y": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "Y" above top flange of beams.

FILLET HEIGHTS

℄ BEAM #1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk of W. Abut 1	21498.762	-6.369	218.292	218.292
Ct Brg W. Abut 1	21499.318	-6.380	218.300	218.300
A	21502.304	-6.332	218.344	218.347
B	21505.290	-6.291	218.391	218.391
C	21508.277	-6.256	218.431	218.434
D	21511.263	-6.228	218.475	218.476
Ct Pier One	21513.351	-6.212	218.506	218.506
E	21516.337	-6.195	218.550	218.551
F	21519.324	-6.184	218.594	218.597
G	21522.311	-6.180	218.638	218.642
H	21525.298	-6.182	218.683	218.685
I	21528.284	-6.191	218.727	218.728
Ct Pier Two	21530.192	-6.200	218.756	218.756
J	21533.178	-6.219	218.800	218.802
K	21536.165	-6.244	218.845	218.849
L	21539.151	-6.276	218.890	218.894
M	21542.137	-6.315	218.935	218.938
Ct Brg E. Abut 2	21544.225	-6.345	218.967	218.967
Bk of E. Abut 2	21544.781	-6.354	218.976	218.976

℄ BEAM #2

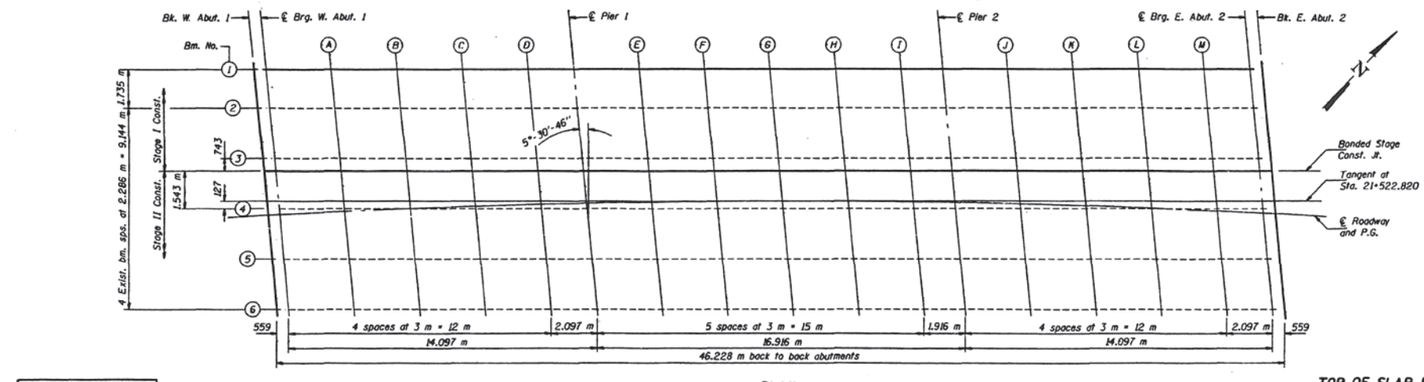
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk of W. Abut 1	21498.899	-4.631	218.260	218.260
Ct Brg W. Abut 1	21499.456	-4.642	218.268	218.268
A	21502.446	-4.595	218.311	218.315
B	21505.435	-4.554	218.355	218.359
C	21508.426	-4.520	218.399	218.401
D	21511.416	-4.492	218.442	218.444
Ct Pier One	21513.506	-4.476	218.473	218.473
E	21516.496	-4.459	218.517	218.519
F	21519.487	-4.449	218.562	218.564
G	21522.477	-4.445	218.606	218.610
H	21525.468	-4.448	218.650	218.653
I	21528.458	-4.456	218.695	218.696
Ct Pier Two	21530.368	-4.466	218.724	218.724
J	21533.358	-4.485	218.768	218.770
K	21536.348	-4.511	218.813	218.817
L	21539.338	-4.541	218.858	218.862
M	21542.328	-4.582	218.904	218.906
Ct Brg E. Abut 2	21544.418	-4.613	218.935	218.935
Bk of E. Abut 2	21544.975	-4.622	218.944	218.944

℄ BEAM #3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk of W. Abut 1	21499.080	-2.362	218.217	218.217
Ct Brg W. Abut 1	21499.638	-2.353	218.225	218.225
A	21502.628	-2.306	218.268	218.272
B	21505.617	-2.265	218.312	218.316
C	21508.622	-2.232	218.356	218.359
D	21511.611	-2.204	218.400	218.401
Ct Pier One	21513.711	-2.189	218.431	218.431
E	21516.706	-2.172	218.475	218.476
F	21519.701	-2.163	218.519	218.522
G	21522.697	-2.159	218.563	218.567
H	21525.692	-2.162	218.608	218.610
I	21528.687	-2.171	218.653	218.654
Ct Pier Two	21530.600	-2.181	218.681	218.681
J	21533.596	-2.201	218.726	218.728
K	21536.591	-2.227	218.771	218.775
L	21539.586	-2.260	218.816	218.820
M	21542.581	-2.300	218.862	218.864
Ct Brg E. Abut 2	21544.674	-2.331	218.893	218.893
Bk of E. Abut 2	21545.232	-2.340	218.902	218.902

BONDED STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk of W. Abut 1	21499.125	-1.787	218.206	218.206
Ct Brg W. Abut 1	21499.684	-1.778	218.214	218.214
A	21502.679	-1.731	218.257	218.261
B	21505.675	-1.691	218.301	218.305
C	21508.672	-1.657	218.345	218.348
D	21511.668	-1.630	218.389	218.390
Ct Pier One	21513.762	-1.615	218.420	218.420
E	21516.759	-1.598	218.464	218.465
F	21519.756	-1.588	218.508	218.511
G	21522.752	-1.585	218.553	218.557
H	21525.749	-1.588	218.597	218.600
I	21528.745	-1.598	218.642	218.643
Ct Pier Two	21530.659	-1.607	218.671	218.671
J	21533.655	-1.627	218.716	218.717
K	21536.652	-1.654	218.761	218.764
L	21539.648	-1.687	218.806	218.810
M	21542.644	-1.726	218.851	218.854
Ct Brg E. Abut 2	21544.736	-1.758	218.883	218.883
Bk of E. Abut 2	21545.296	-1.767	218.891	218.891



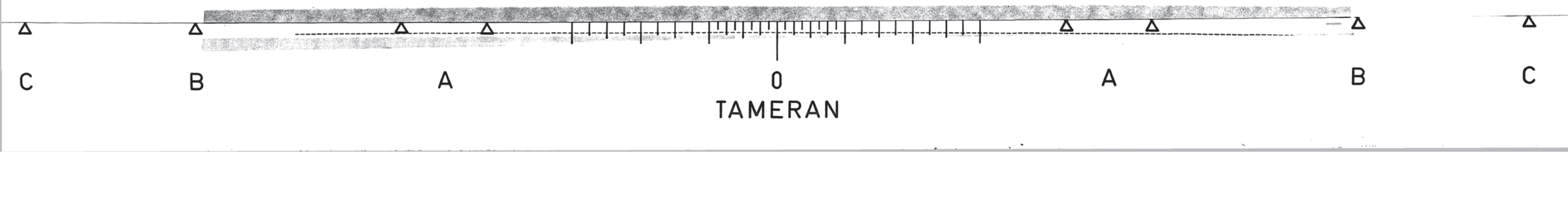
PLAN

Note: Work this sheet with sheet #6 of 35.

DESIGNED JAH
CHECKED Timothy A. Neudeck
DRAWN r.b. carbonell
CHECKED JAH TAN

NOVEMBER 18 1996
EXAMINED Greg J. Harper
BUREAU OF BRIDGES AND STRUCTURES
PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
WEST BOUND LANES
F.A.I. RT. 72 SEC. (74-69)WBR
PIATT COUNTY
STATION 21+522.820



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RT. 72 | PIATT | 44

SHEET NO. 6
35 SHEETS

℄ ROADWAY AND P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk of W. Abut 1	21499.267	.000	218.172	218.172
Cl Brg W. Abut 1	21499.825	.000	218.180	218.180
A	21502.825	.000	218.225	218.228
B	21505.825	.000	218.270	218.274
C	21508.825	.000	218.314	218.317
D	21511.825	.000	218.359	218.360
Cl Pier One	21513.908	.000	218.390	218.390
E	21516.908	.000	218.434	218.436
F	21519.908	.000	218.479	218.482
G	21522.908	.000	218.523	218.527
H	21525.908	.000	218.566	218.570
I	21528.908	.000	218.613	218.613
Cl Pier Two	21530.823	.000	218.641	218.641
J	21533.823	.000	218.686	218.687
K	21536.823	.000	218.730	218.734
L	21539.823	.000	218.775	218.779
M	21542.823	.000	218.819	218.822
Cl Brg E. Abut 2	21544.936	.000	218.851	218.851
Bk of E. Abut 2	21545.496	.000	218.859	218.859

℄ BEAM #4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk of W. Abut 1	21499.261	-.073	218.173	218.173
Cl Brg W. Abut 1	21499.820	-.063	218.182	218.182
A	21502.820	-.017	218.225	218.229
B	21505.820	.023	218.269	218.273
C	21508.819	.057	218.313	218.316
D	21511.819	.083	218.357	218.358
Cl Pier One	21513.917	.098	218.388	218.388
E	21516.917	.114	218.432	218.434
F	21519.917	.124	218.476	218.479
G	21522.917	.127	218.521	218.525
H	21525.918	.124	218.566	218.568
I	21528.918	.114	218.610	218.611
Cl Pier Two	21530.834	.104	218.639	218.639
J	21533.834	.083	218.684	218.686
K	21536.834	.056	218.729	218.733
L	21539.834	.023	218.774	218.778
M	21542.834	-.017	218.820	218.822
Cl Brg E. Abut 2	21544.930	-.049	218.852	218.852
Bk of E. Abut 2	21545.489	-.058	218.860	218.860

℄ BEAM #5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk of W. Abut 1	21499.444	2.217	218.130	218.130
Cl Brg W. Abut 1	21500.003	2.226	218.139	218.139
A	21503.008	2.272	218.182	218.186
B	21506.013	2.312	218.226	218.230
C	21509.017	2.345	218.270	218.273
D	21512.022	2.371	218.314	218.315
Cl Pier One	21514.123	2.386	218.345	218.345
E	21517.128	2.401	218.389	218.391
F	21520.133	2.410	218.434	218.437
G	21523.138	2.413	218.479	218.482
H	21526.144	2.409	218.523	218.526
I	21529.149	2.399	218.568	218.569
Cl Pier Two	21531.068	2.389	218.597	218.597
J	21534.073	2.368	218.642	218.644
K	21537.078	2.340	218.687	218.691
L	21540.083	2.306	218.733	218.737
M	21543.088	2.266	218.778	218.780
Cl Brg E. Abut 2	21545.188	2.233	218.810	218.810
Bk of E. Abut 2	21545.748	2.224	218.818	218.818

℄ BEAM #6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk of W. Abut 1	21499.626	4.506	218.087	218.087
Cl Brg W. Abut 1	21500.187	4.515	218.095	218.095
A	21503.197	4.561	218.139	218.143
B	21506.206	4.600	218.183	218.187
C	21509.216	4.633	218.227	218.230
D	21512.226	4.659	218.272	218.273
Cl Pier One	21514.330	4.673	218.302	218.302
E	21517.340	4.688	218.347	218.348
F	21520.350	4.697	218.391	218.394
G	21523.360	4.699	218.436	218.440
H	21526.371	4.694	218.481	218.483
I	21529.381	4.684	218.526	218.527
Cl Pier Two	21531.303	4.673	218.555	218.555
J	21534.313	4.652	218.600	218.602
K	21537.323	4.624	218.645	218.649
L	21540.333	4.589	218.691	218.695
M	21543.342	4.548	218.736	218.738
Cl Brg E. Abut 2	21545.446	4.516	218.768	218.768
Bk of E. Abut 2	21546.007	4.506	218.777	218.777

DESIGNED JAU
CHECKED Timothy A. [illegible]
DRAWN r.b. carbonell
CHECKED JAU TAA

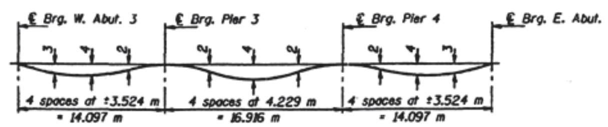
NOVEMBER 18 1996
EXAMINED [signature]
ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
WEST BOUND LANES
F.A.I. RT. 72 SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

C B A 0 A B C
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 7
35 SHEETS
45

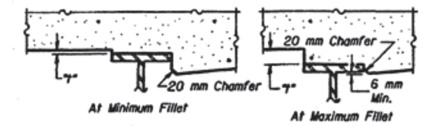


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on sheet #8 of 35.

All dimensions are in millimeters (mm) except as noted.
All elevations and offsets are in meters.



To determine "T": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "T" above top flange of beams.

FILLET HEIGHTS

℄ BEAM #7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk of W. Abut 3	21501.482	-4.612	218.297	218.297
Cl Brg W. Abut 3	21502.039	-4.604	218.305	218.305
A	21505.029	-4.561	218.349	218.352
B	21508.019	-4.526	218.393	218.397
C	21511.009	-4.496	218.437	218.439
D	21513.999	-4.474	218.480	218.482
Cl Pier Three	21516.089	-4.462	218.511	218.511
E	21519.079	-4.450	218.556	218.557
F	21522.069	-4.445	218.600	218.603
G	21525.060	-4.447	218.644	218.648
H	21528.050	-4.455	218.689	218.691
I	21531.040	-4.470	218.734	218.735
Cl Pier Four	21532.950	-4.483	218.762	218.762
J	21535.940	-4.508	218.807	218.809
K	21538.930	-4.540	218.852	218.856
L	21541.919	-4.579	218.898	218.902
M	21544.909	-4.624	218.943	218.945
Cl Brg E. Abut 4	21546.999	-4.660	218.975	218.975
Bk E. Abut 4	21547.556	-4.670	218.983	218.983

℄ BEAM #8

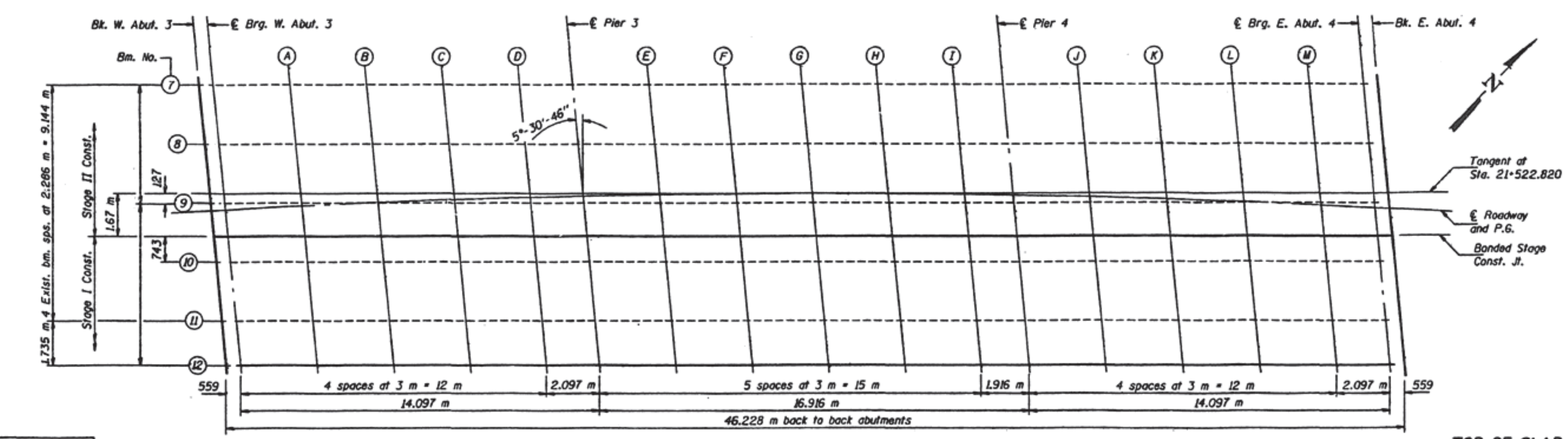
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk of W. Abut 3	21501.667	-2.323	218.254	218.254
Cl Brg W. Abut 3	21502.225	-2.315	218.262	218.262
A	21505.219	-2.273	218.306	218.309
B	21508.214	-2.237	218.350	218.354
C	21511.209	-2.209	218.394	218.397
D	21514.204	-2.186	218.438	218.439
Cl Pier Three	21516.298	-2.175	218.469	218.469
E	21519.293	-2.164	218.513	218.514
F	21522.288	-2.159	218.557	218.560
G	21525.284	-2.161	218.602	218.606
H	21528.279	-2.170	218.647	218.649
I	21531.274	-2.185	218.691	218.692
Cl Pier Four	21533.187	-2.198	218.720	218.720
J	21536.182	-2.225	218.765	218.767
K	21539.177	-2.257	218.810	218.814
L	21542.172	-2.297	218.856	218.860
M	21545.166	-2.342	218.901	218.903
Cl Brg E. Abut 4	21547.259	-2.378	218.933	218.933
Bk E. Abut 4	21547.817	-2.388	218.941	218.941

℄ ROADWAY AND P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk of W. Abut 3	21501.854	.000	218.211	218.211
Cl Brg W. Abut 3	21502.413	.000	218.219	218.219
A	21505.413	.000	218.263	218.267
B	21508.413	.000	218.308	218.312
C	21511.413	.000	218.353	218.355
D	21514.413	.000	218.397	218.398
Cl Pier Three	21516.497	.000	218.428	218.428
E	21519.497	.000	218.473	218.474
F	21522.497	.000	218.517	218.520
G	21525.497	.000	218.562	218.566
H	21528.497	.000	218.606	218.609
I	21531.497	.000	218.651	218.652
Cl Pier Four	21533.416	.000	218.680	218.680
J	21536.416	.000	218.724	218.726
K	21539.416	.000	218.769	218.772
L	21542.416	.000	218.813	218.817
M	21545.416	.000	218.858	218.860
Cl Brg E. Abut 4	21547.532	.000	218.889	218.889
Bk of E. Abut 4	21548.092	.000	218.898	218.898

℄ BEAM #9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk of W. Abut 3	21501.852	-.034	218.211	218.211
Cl Brg W. Abut 3	21502.411	-.026	218.219	218.219
A	21505.411	.016	218.263	218.266
B	21508.410	.051	218.307	218.311
C	21511.410	.079	218.351	218.354
D	21514.411	.101	218.395	218.396
Cl Pier Three	21516.508	.112	218.426	218.426
E	21519.508	.123	218.470	218.472
F	21522.508	.127	218.515	218.518
G	21525.509	.124	218.560	218.563
H	21528.509	.115	218.604	218.607
I	21531.509	.099	218.649	218.650
Cl Pier Four	21533.425	.086	218.678	218.678
J	21536.425	.059	218.723	218.725
K	21539.425	.026	218.768	218.772
L	21542.425	-.014	218.814	218.818
M	21545.424	-.060	218.859	218.862
Cl Brg E. Abut 4	21547.521	-.097	218.891	218.891
Bk E. Abut 4	21548.080	-.107	218.900	218.900



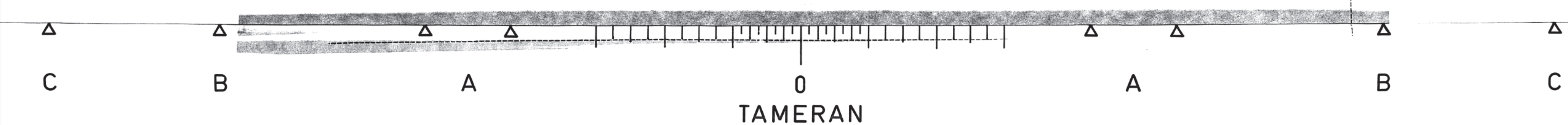
PLAN

Note: Work this sheet with sheet #8 of 35.

DESIGNED	JAU
CHECKED	Timothy A. [illegible]
DRAWN	r.b. carbonell
CHECKED	JAU TAA

NOVEMBER 18 1996
EXAMINED Orazi O. Kaspar — ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson — ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
EAST BOUND LANES
F.A.I. RT. 72 SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 8
35 SHEETS
46

BONDED STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk of W. Abut 3	21501.977	1.511	218.182	218.182
Cl Brg W. Abut 3	21502.537	1.519	218.190	218.190
A	21505.540	1.561	218.234	218.238
B	21508.543	1.595	218.278	218.282
C	21511.547	1.623	218.322	218.325
D	21514.550	1.645	218.366	218.368
Cl Pier Three	21516.650	1.656	218.397	218.397
E	21519.653	1.666	218.442	218.443
F	21522.657	1.670	218.486	218.489
G	21525.661	1.667	218.531	218.535
H	21528.664	1.657	218.576	218.578
I	21531.668	1.641	218.621	218.622
Cl Pier Four	21533.586	1.628	218.650	218.650
J	21536.590	1.601	218.695	218.696
K	21539.593	1.567	218.740	218.743
L	21542.596	1.527	218.785	218.789
M	21545.599	1.480	218.831	218.833
Cl Brg E. Abut 4	21547.698	1.443	218.863	218.863
Bk E. Abut 4	21548.257	1.433	218.871	218.871

℄ BEAM #10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk of W. Abut 3	21502.038	2.255	218.168	218.168
Cl Brg W. Abut 3	21502.598	2.263	218.176	218.176
A	21505.602	2.304	218.220	218.224
B	21508.607	2.339	218.264	218.268
C	21511.612	2.367	218.308	218.311
D	21514.617	2.388	218.352	218.354
Cl Pier Three	21516.718	2.399	218.383	218.383
E	21519.723	2.409	218.428	218.429
F	21522.729	2.413	218.472	218.475
G	21525.734	2.410	218.517	218.521
H	21528.739	2.400	218.562	218.564
I	21531.745	2.384	218.607	218.608
Cl Pier Four	21533.664	2.370	218.636	218.636
J	21536.669	2.343	218.681	218.683
K	21539.674	2.309	218.726	218.730
L	21542.679	2.269	218.772	218.776
M	21545.683	2.222	218.817	218.820
Cl Brg E. Abut 4	21547.783	2.185	218.849	218.849
Bk E. Abut 4	21548.343	2.175	218.858	218.858

℄ BEAM #11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk of W. Abut 3	21502.224	4.544	218.125	218.125
Cl Brg W. Abut 3	21502.785	4.552	218.133	218.133
A	21505.795	4.593	218.177	218.181
B	21508.805	4.627	218.221	218.225
C	21511.815	4.655	218.265	218.268
D	21514.825	4.676	218.310	218.311
Cl Pier Three	21516.929	4.686	218.341	218.341
E	21519.940	4.696	218.385	218.387
F	21522.950	4.699	218.430	218.433
G	21525.960	4.695	218.475	218.479
H	21528.971	4.685	218.520	218.522
I	21531.981	4.668	218.565	218.566
Cl Pier Four	21533.903	4.654	218.594	218.594
J	21536.914	4.626	218.639	218.641
K	21539.924	4.592	218.684	218.688
L	21542.933	4.551	218.730	218.734
M	21545.943	4.504	218.776	218.778
Cl Brg E. Abut 4	21548.047	4.466	218.808	218.808
Bk E. Abut 4	21548.607	4.456	218.816	218.816

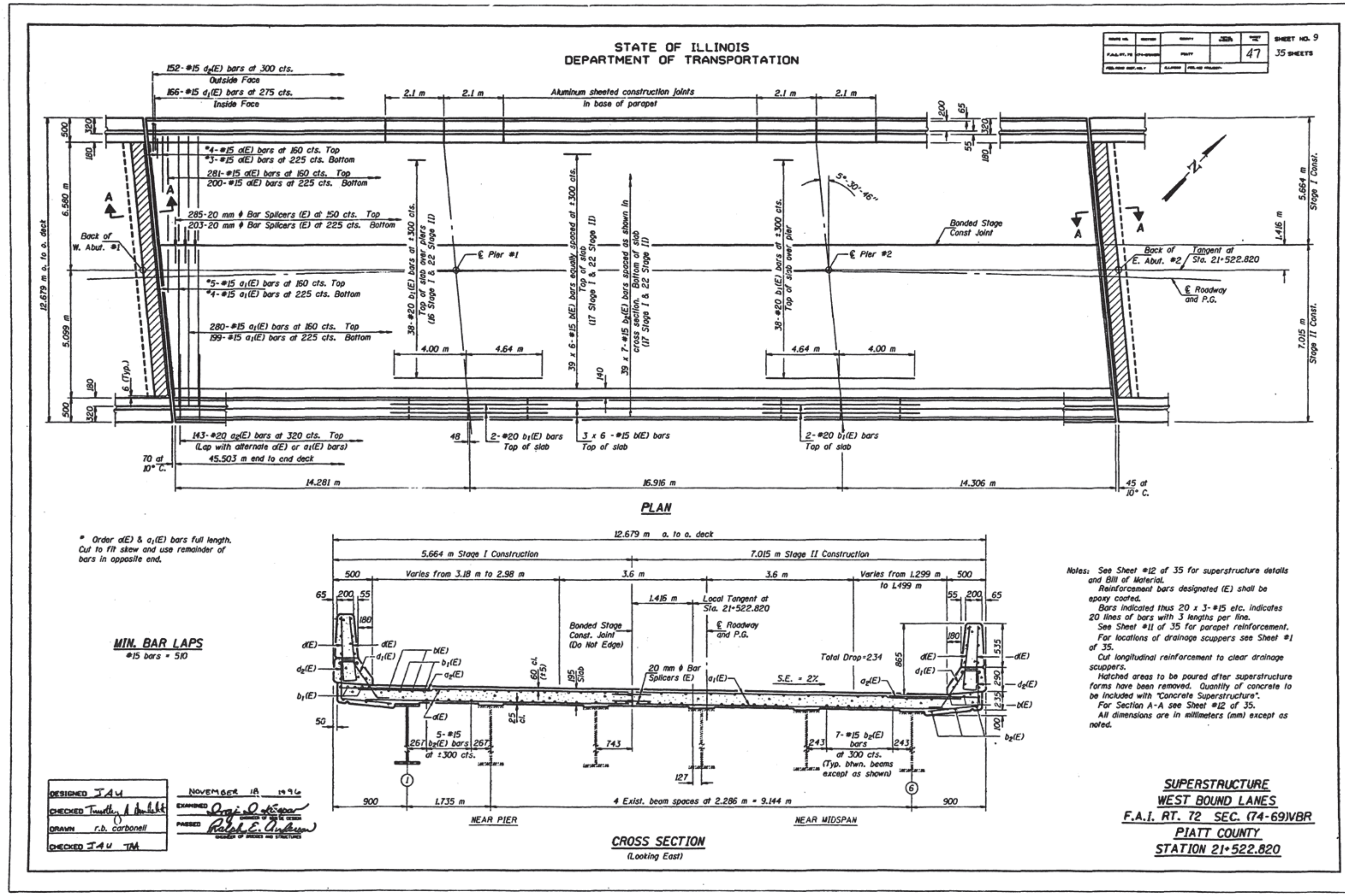
℄ BEAM #12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk of W. Abut 3	21502.366	6.281	218.093	218.093
Cl Brg W. Abut 3	21502.928	6.290	218.101	218.101
A	21505.941	6.330	218.145	218.148
B	21508.955	6.364	218.189	218.193
C	21511.969	6.391	218.233	218.236
D	21514.983	6.412	218.277	218.279
Cl Pier Three	21517.090	6.422	218.309	218.309
E	21520.104	6.431	218.353	218.355
F	21523.118	6.434	218.398	218.401
G	21526.133	6.430	218.443	218.446
H	21529.147	6.419	218.488	218.490
I	21532.161	6.402	218.533	218.534
Cl Pier Four	21534.086	6.388	218.562	218.562
J	21537.100	6.360	218.607	218.609
K	21540.114	6.325	218.653	218.656
L	21543.127	6.283	218.698	218.702
M	21546.141	6.236	218.744	218.746
Cl Brg E. Abut 4	21548.247	6.198	218.776	218.776
Bk E. Abut 4	21548.808	6.187	218.785	218.785

DESIGNED JAU
CHECKED Timothy A. [signature]
DRAWN r.b. carbonell
CHECKED JAU TAA

NOVEMBER 18 1996
EXAMINED [signature] ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
EAST BOUND LANES
F.A.I. RT. 72 SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820



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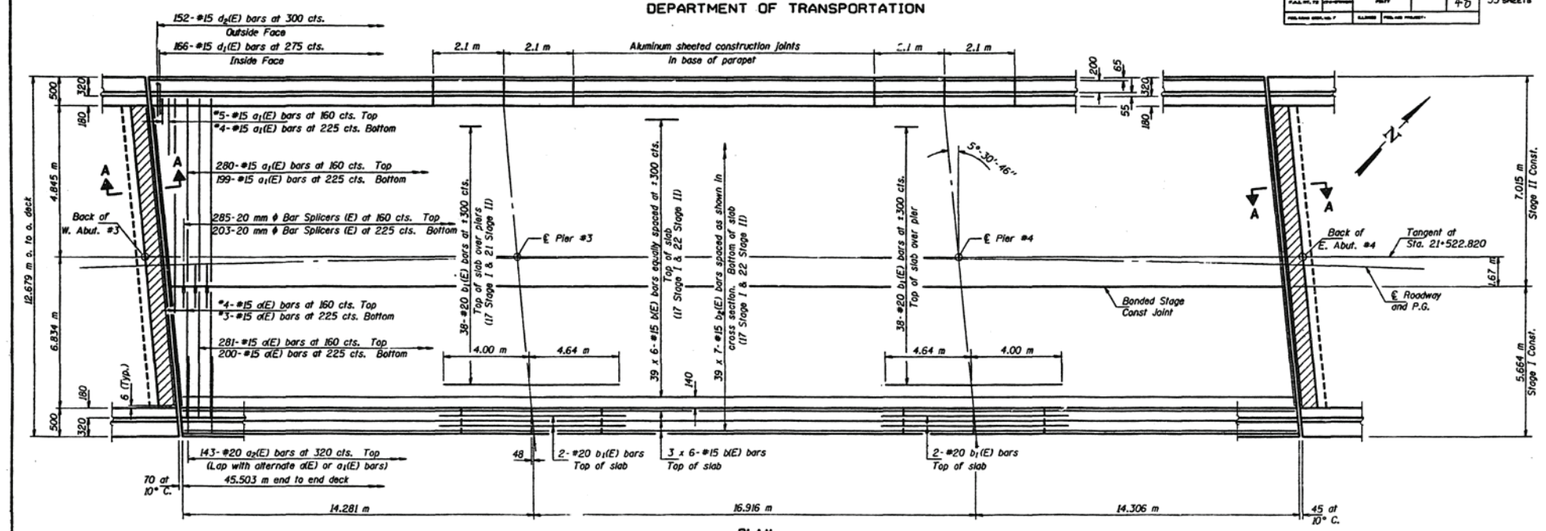
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

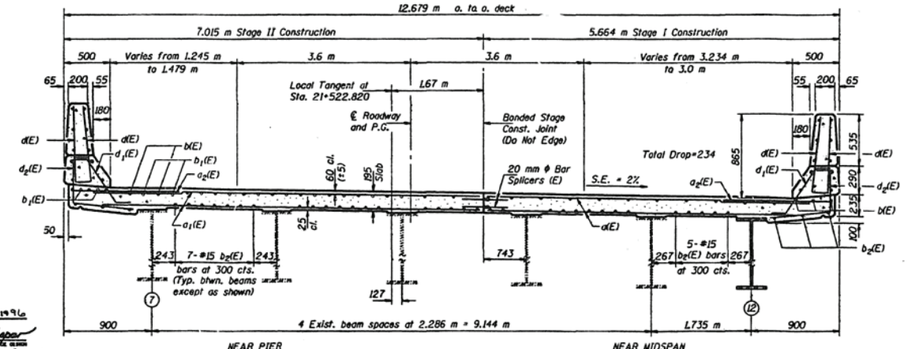
					SHEET NO. 10
F.A.I. RT. 72	(74-69)VBR	PIATT		48	35 SHEETS
		ILLINOIS	FED. AID PROJECT		



PLAN

* Order d(E) & a_1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

MIN. BAR LAPS
#15 bars = 510



CROSS SECTION
(Looking East)

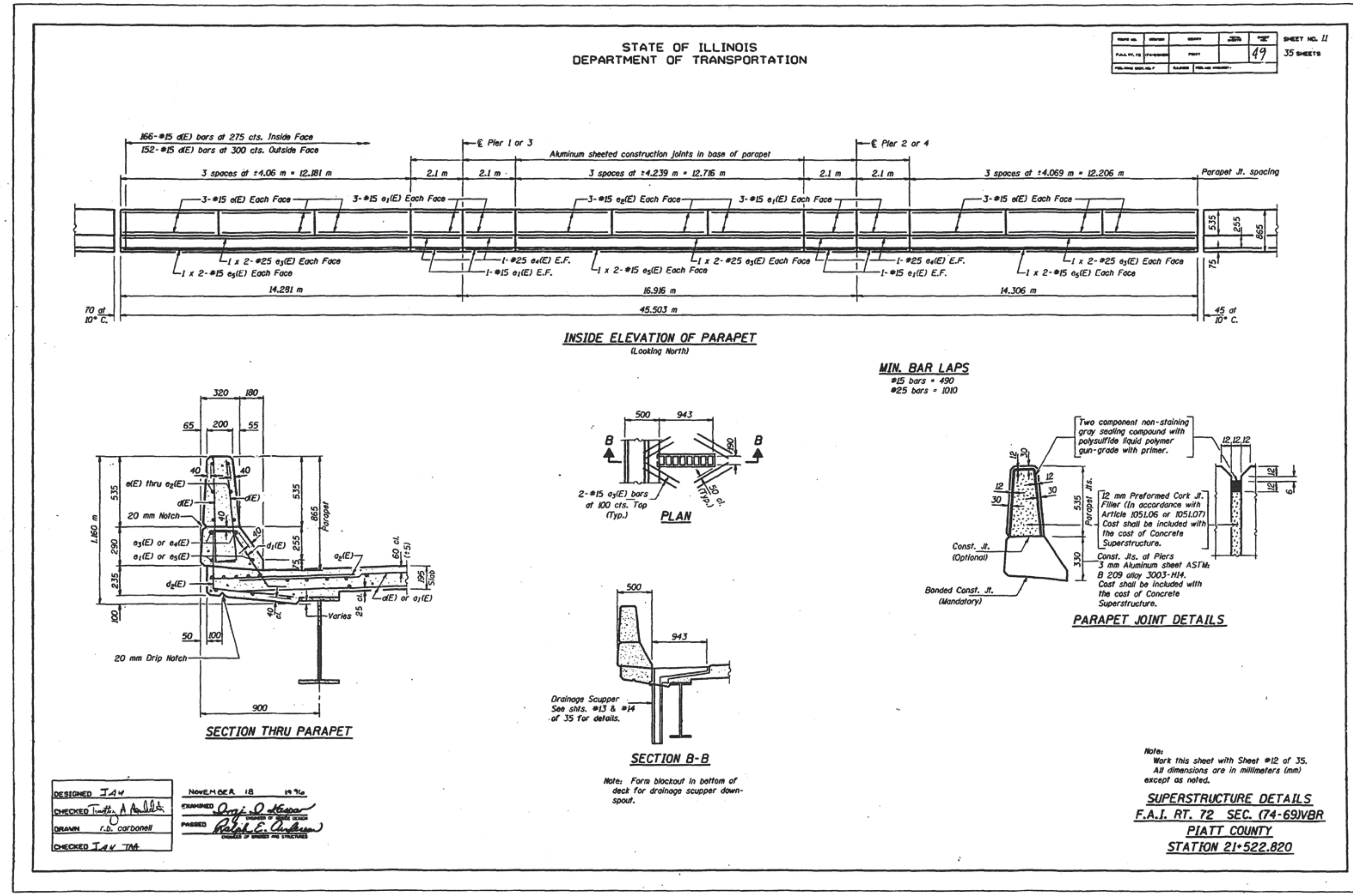
Notes: See Sheet #12 of 35 for superstructure details and Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet #11 of 35 for parapet reinforcement.
For locations of drainage scuppers see Sheet #1 of 35.
Cut longitudinal reinforcement to clear drainage scuppers.
Hatched areas to be poured after superstructure forms have been removed. Quantity of concrete to be included with "Concrete Superstructure".
For Section A-A see Sheet #12 of 35.
All dimensions are in millimeters (mm) except as noted.

DESIGNED	JAH
CHECKED	Timothy A. Sullivan
DRAWN	r.b. carbonell
CHECKED	JAH TAS

NOVEMBER 18 1996
EXAMINED Greg O. Hagen, ENGINEER OF BRIDGES AND STRUCTURES
PASSED Ralph E. Anderson, ENGINEER OF BRIDGES AND STRUCTURES

SUPERSTRUCTURE
EAST BOUND LANES
F.A.I. RT. 72 SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

C B A 0 A B C
TAMERAN



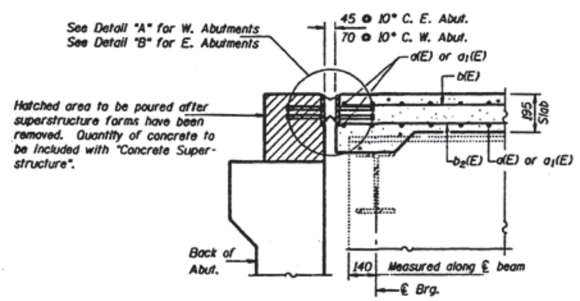
C B A 0 A B C

TAMERAN

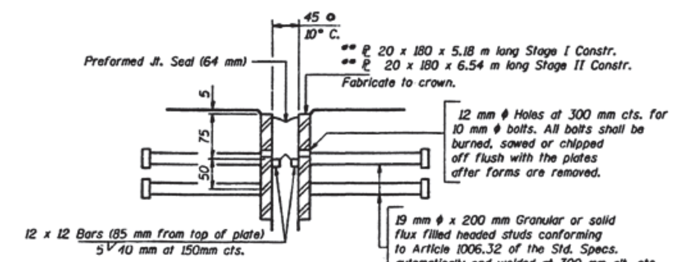
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RT. 72	(74-69)VBR	PIATT		50

SHEET NO. 12
35 SHEETS

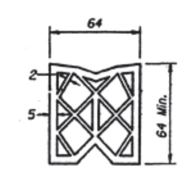


SECTION A-A

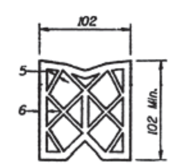


DETAIL B

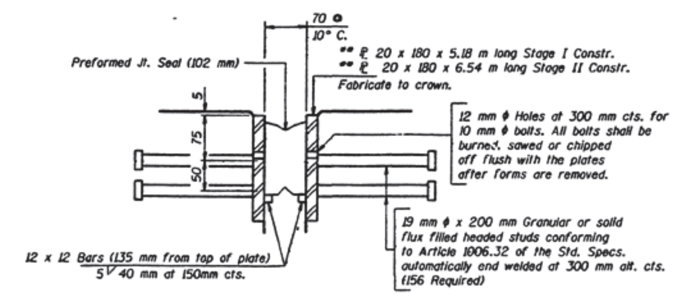
**Maximum space between installed segments shall be 5 mm. Seal space with Silicone Sealant suitable for Structural Steel.
After fabrication all surfaces of the steel plates shall be given one shop coat of the paint specified for structural steel. No field painting required.



PREFORMED JOINT SEAL (64 mm)

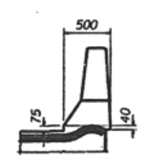


PREFORMED JOINT SEAL (102 mm)

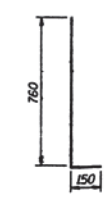


DETAIL A

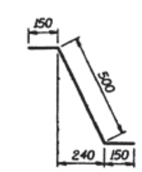
**Maximum space between installed segments shall be 5 mm. Seal space with Silicone Sealant suitable for Structural Steel.
After fabrication all surfaces of the steel plates shall be given one shop coat of the paint specified for structural steel. No field painting required.



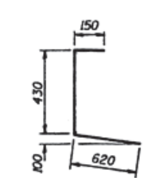
END TREATMENT



BAR d(E)



BAR d_1(E)



BAR d_2(E)

SUPERSTRUCTURE
BILL OF MATERIAL
(TWO STRUCTURES)

Bar	No.	Size	Length (m)	Shape
a(E)	976	#15	5.40	——
a_1(E)	976	#15	6.70	——
a_2(E)	572	#20	1.20	——
a_3(E)	32	#15	0.60	——
b(E)	540	#15	8.00	——
b_1(E)	168	#20	8.64	——
b_2(E)	546	#15	6.93	——
d(E)	1272	#15	0.91	
d_1(E)	664	#15	0.80	
d_2(E)	608	#15	1.20	
e(E)	144	#15	3.97	——
e_1(E)	128	#15	2.01	——
e_2(E)	72	#15	4.15	——
e_3(E)	48	#25	6.82	——
e_4(E)	32	#25	2.01	——
e_5(E)	48	#15	6.56	——
Bar Splicers			Each	976
Reinforcement Bars, Epoxy Coated			kg	43930
Concrete Superstructure			m^3	305.0

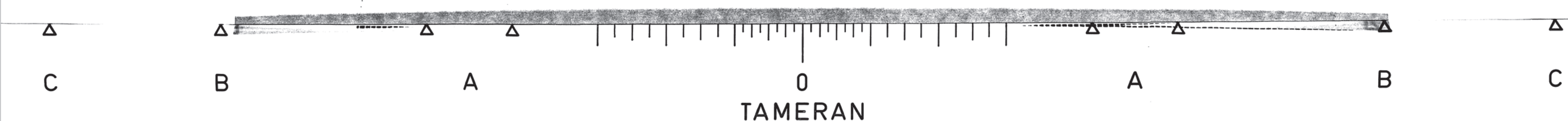
Reinforcement bars designated (E) shall be epoxy coated.
All dimensions are in millimeters (mm) except as noted.

DESIGNED	JAW
CHECKED	Timothy A. Armbrecht
DRAWN	r.b. carbonell
CHECKED	JAW

NOVEMBER 18 1996
EXAMINED: [signature] ENGINEER OF BRIDGE DESIGN
PASSED: Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

S-2-D (M) 3-31-95

SUPERSTRUCTURE DETAILS
F.A.I. RT. 72 SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 13
35 SHEETS

SECTION A-A

SECTION B-B

*Cut to 38 mm as shown in Section F-F.

FRAME

DRAINAGE SCUPPER

GRATE

SECTION F-F

VIEW C-C

SECTION E-E

DOWNSPOUT

SECTION G-G

VIEW D-D

Notes:
Hollow structural steel tubing shall conform to the requirements of ASTM designation A500 Grade B, or A501 Structural Steel Tubing.
All other shapes, plates and bars shall conform to the requirements of AASHTO M270 - Grade 250.
Bolts, studs, washers and nuts shall conform to the requirements of ASTM A307.
The Grate, Frame and Downspout shall be galvanized after shop fabrication in accordance with AASHTO M111 & ASTM A385.
All bolts, washers and nuts shall be galvanized in accordance with AASHTO M232.
Cost of the Grate, Frame, Downspout, Bolts, Washers and Nuts including complete installation of Scupper will be paid for at the unit bid price each for "DRAINAGE SCUPPERS."
All dimensions are in millimeters (mm) except as noted.

Note A: Surface of welds shall be recessed 2 mm Max. or placed flush with inside face of bars to provide clearance for Grate.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scuppers	Each	4

DESIGNED J.A.H.
CHECKED T.A.M.
DRAWN R.D. CARBONELL
CHECKED J.A.H. T.M.

NOVEMBER 18 1994
EXAMINED
PASSED

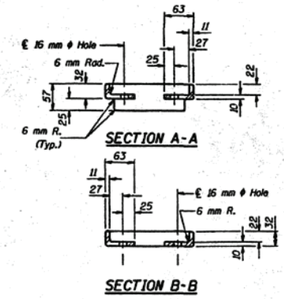
DS-3 (M) 7-1-94 (W.T. to inside of exterior stringer flange shall not be > 1.2 m)

(Sheet 1 of 2)
STEEL DRAINAGE SCUPPER
F.A.I. RT. 72 SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

C B A 0 A B C
TAMERAN

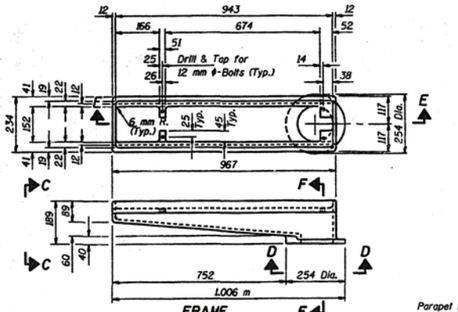
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 14
35 SHEETS

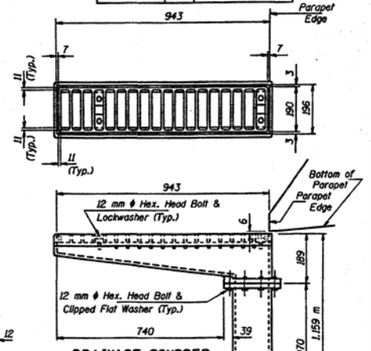


SECTION A-A

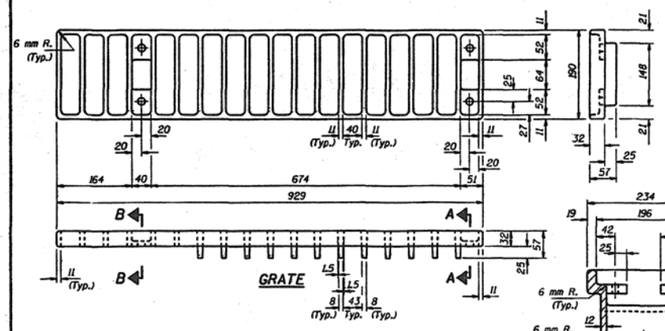
SECTION B-B



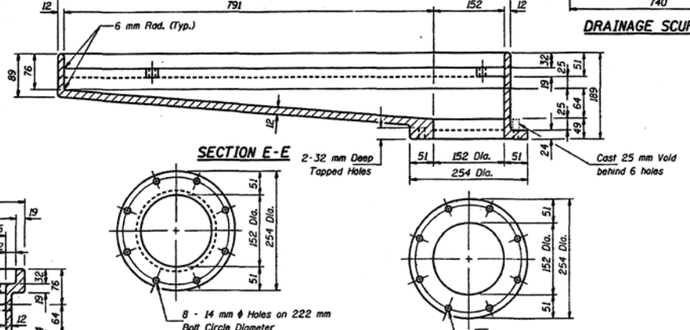
FRAME



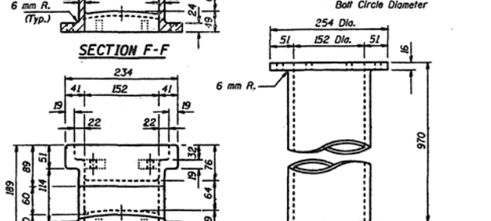
DRAINAGE SCUPPER



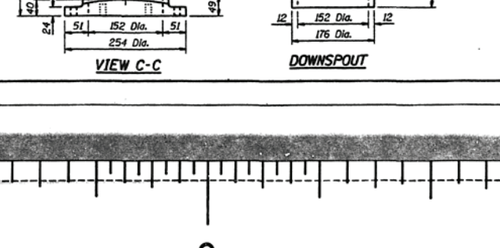
GRATE



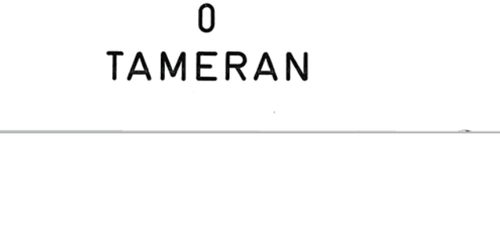
SECTION E-E



VIEW D-D



DOWNSPOUT



SECTION F-F

VIEW C-C

Notes:
All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 30.
Bolts and washers shall conform to the requirements of ASTM A307.
All bolts and washers shall be galvanized in accordance with AASHTO M232.
As an alternate bolts and washers may be stainless steel conforming to the requirements of ASTM A193M, Type 304.
Cost of the Grate, Frame, Downspout, bolts and washers including complete installation of Scupper will be paid for at the unit bid price each for "DRAINAGE SCUPPERS."
The Contractor may use at his option steel drainage scuppers or cast iron drainage scuppers.
All dimensions are in millimeters (mm) except as noted.

DESIGNED	J.A.U.
CHECKED	T.W.B.
DRAWN	r.b. carbonell
CHECKED	J.A.U.

NOVEMBER 8 1996
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

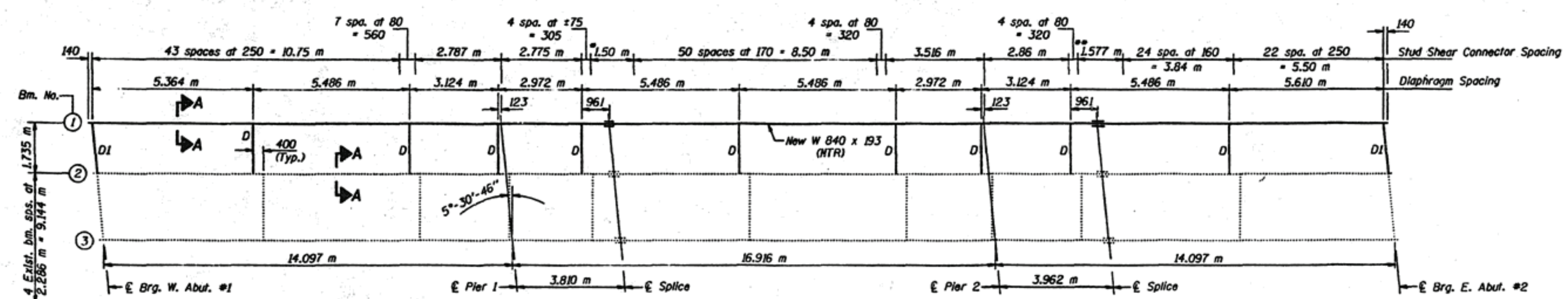
DS-4 (M) 7-1-94 (W.T. to inside of exterior stringer flange shall not be > L2 m)

(Sheet 2 of 2)
ALTERNATE - CAST IRON
DRAINAGE SCUPPER
F.A.I. RT. 72 SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

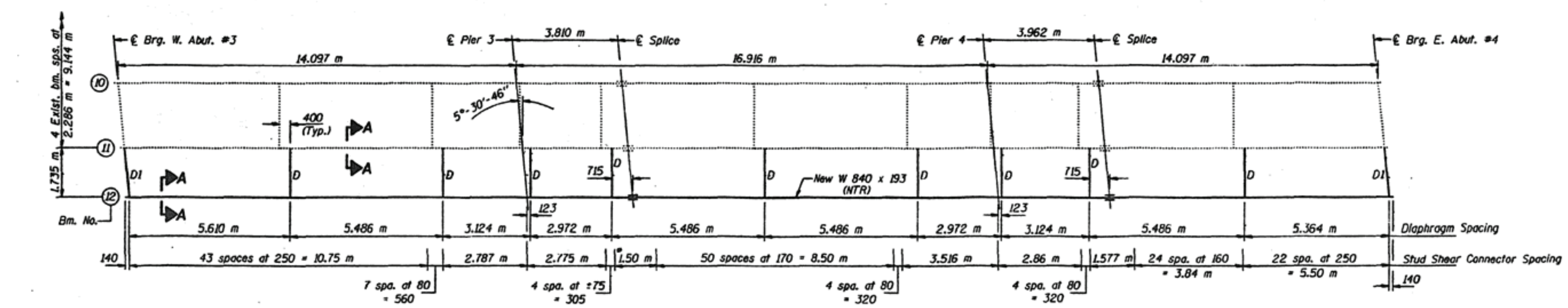
C B A 0 A B C
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

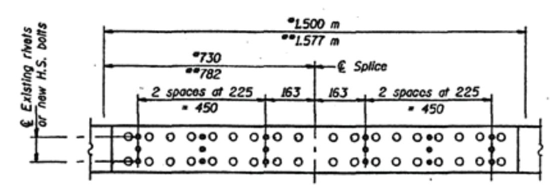
SHEET NO. 15
35 SHEETS
53



PARTIAL FRAMING PLAN - WEST BOUND LANES



PARTIAL FRAMING PLAN - EAST BOUND LANES

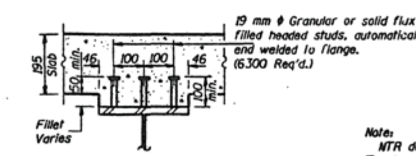


LAYOUT AT SPLICES

*TOP OF BEAM ELEVATIONS

LOCATION	Beam #1	Beam #2	Beam #11	Beam #12
€ Brg. W. Abut. 1 or 3	218.084	218.049	217.918	217.883
€ Pier 1 or 3	218.276	218.241	218.125	218.090
€ Splice #1	218.328	—	—	218.146
€ Pier 2 or 4	218.519	218.484	218.376	218.341
€ Splice #2	218.576	—	—	218.400
€ Brg. E. Abut. 2 or 4	218.736	218.701	218.593	218.558

* The Top of Beam Elevations are for fabrication of new Beams #1 and #12 only. These elevations are based on field surveyed elevations of existing Beams #2 and #11, which are to be verified prior to fabrication of new beams.



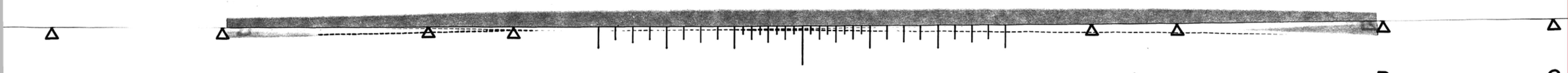
SECTION A-A

Note:
NTR denotes members to which Notch Toughness Requirements are applicable.
Work this sheet with Sheet #16 of 35.

DESIGNED	J.A.H.
CHECKED	Timothy A. ...
DRAWN	r.b. carbonell
CHECKED	J.A.H. T.A.A.

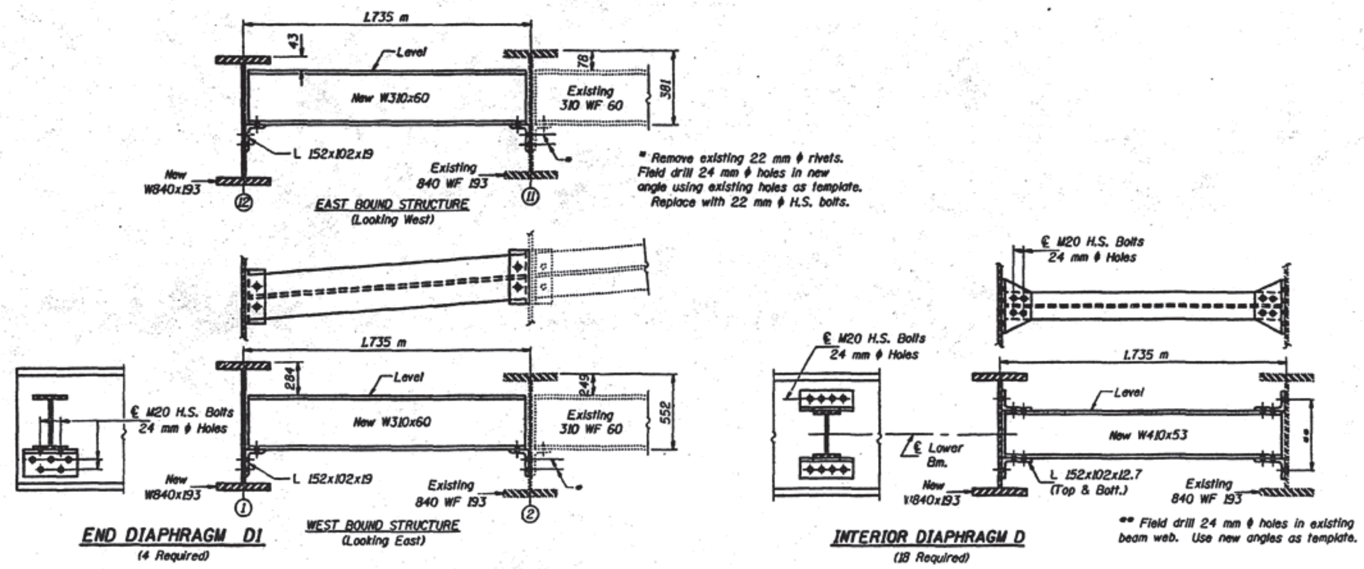
NOVEMBER 18 1996
EXAMINED
PASSED Ralph E. Anderson

STRUCTURAL STEEL
F.A.I. RT. 72 SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 16
35 SHEETS
54

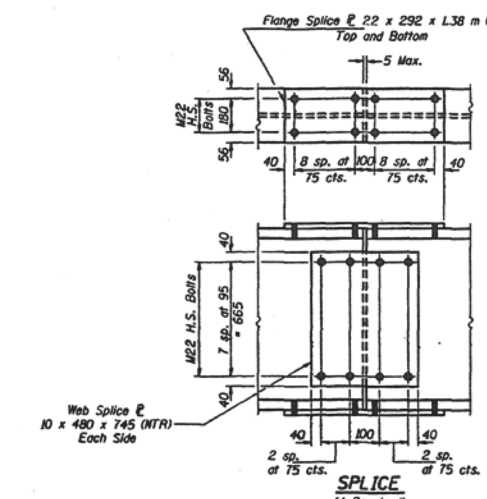


Notes: Two hardened washers shall be required over all oversize holes for diaphragms.

Cost of removing rivets and field drilling holes is included with the cost of "Furn. & Erect. Structural Steel".

All dimensions are in millimeters (mm) except as noted.

NTR denotes members to which Notch Toughness Requirement are applicable.



INTERIOR BEAM MOMENT TABLE	0.4 Sp. 1 or 0.6 Sp. 3	Piers	0.5 Sp. 2
Is (10^6 mm⁴)	2780	2780	2780
Ic (n) (10^6 mm⁴)	7350	—	7350
Ic (3n) (10^6 mm⁴)	5480	—	5480
Ss (10^3 mm³)	6620	6620	6620
Sc (n) (10^3 mm³)	9600	—	9600
Sc (3n) (10^3 mm³)	8740	—	8740
D (kN/m)	13.49	17.89	13.49
MD (kN·m)	191	411	156
fsD non-comp (MPa)	28.9	62.0	23.6
SD (kN/m)	4.40	—	4.40
MsD (kN·m)	71	—	73
fsD (comp) (MPa)	8.2	—	8.4
ML (kN·m)	437	246	481
M (Imp) (kN·m)	128	70	134
fs (ML+Mimp) (MPa)	58.8	47.8	64.1
fs (Total) (MPa)	95.9	109.8	96.1
VR (kN)	236	—	200

INTERIOR BEAM REACTION TABLE	Abuts.	Piers
RD (kN)	97	307
RL (kN)	168	204
Imp. (kN)	49	58
R (Total) (kN)	314	569

Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs (Total & Overload).

Ic(n) and Sc(n) are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.

Ic(3n) and Sc(3n) are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (see AASHTO 10.38)

VR is the maximum Live Load + Impact shear range in span.

fs (Total) is the sum of the stresses due to 1.3 [MD + MsD + 5/3(ML + Mimp)]

MD - Moment due to dead loads on non-composite section.

MsD - Moment due to dead loads on composite section.

ML - Moment due to live load on non-composite or composite section.

M (imp) - Moment due to live load impact on non-composite or composite section.

DESIGNED JAH
CHECKED Timothy A. ...
DRAWN r.b. carbonell
CHECKED JAH TAA

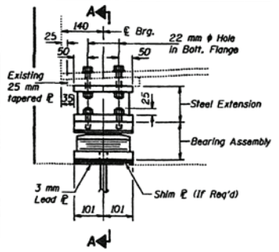
NOVEMBER 18 1996
EXAMINED ...
PASSED Ralph E. Anderson

I-2-D (M) 7-1-93

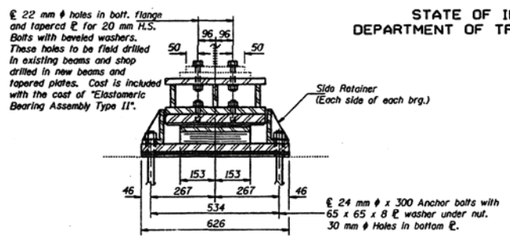
STRUCTURAL STEEL DETAILS
F.A.I. RT. 72 SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

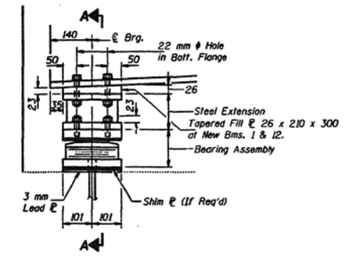
					SHEET NO. 17
F.A.I. RT. 72				55	35 SHEETS



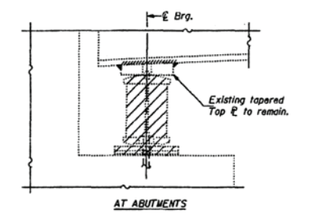
ELEVATION AT WEST ABUT.
(Existing Beams)



SECTION A-A



ELEVATION AT WEST ABUT.
(New Beams)



AT ABUTMENTS

JACK AND REMOVE EXISTING BEARING

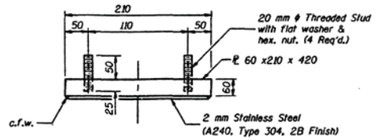
Hatched area indicates removal of existing bearing.

JACK AND REMOVE EXISTING BEARING PROCEDURE

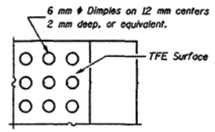
1. The Contractor shall submit for approval by the Engineer, plans for jacking & cribbing prior to commencing any work of the bearings.
2. Jacking and removing existing bearings shall be done after existing deck removal is completed and before the new deck is poured.
3. Jacking shall be limited to a maximum of 6 mm lift to remove the existing bearing assembly, utilizing a jack or series of jacks. The max. dead load reaction at each beam with the deck removed is 15 kN at Abutments.
   The Minimum Jack Capacity for each beam is 30 kN at Abutments.
4. Remove the existing anchor bolts flush with the concrete surface and grind smooth. The rocker and bottom plates shall be removed leaving the existing top plate intact. The existing anchor bolt holes shall be filled with non-shrink grout if required and new holes drilled at locations specified. The bottom flange area of the beam and existing top plate shall be cleaned and painted as specified for structural steel.
5. The new bearings and steel extensions shall be in place and the jacks shall be lowered before the new deck is poured.

TYPE II TFE ELASTOMERIC EXP. BRG.

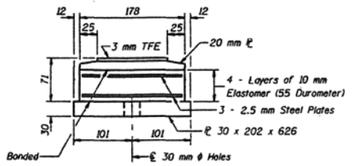
(12 Required)

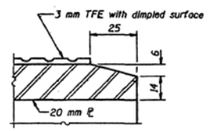


TOP BEARING ASSEMBLY



PLAN-TFE SURFACE

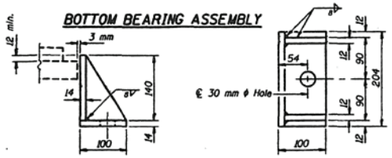




SECTION THRU TFE

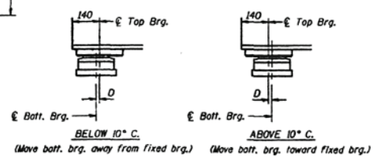
Note: The 3 mm TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of 3 mm TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



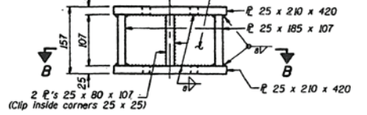
SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel.

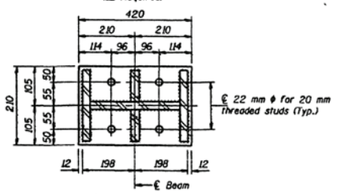


SETTING ANCHOR BOLTS AT EXP. BRG.

D= 1 mm per each 10 m of expansion for every 8° C. temp. change from the normal temp. of 10° C.



STEEL EXTENSION AT W. ABUT.
(12 Required)



SECTION B-B

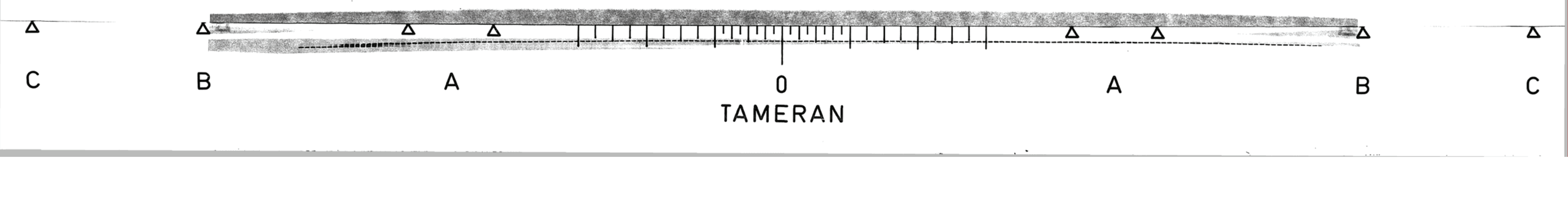
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	12
Jack and Remove Existing Bearings	Each	10

Notes:
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
For anchor bolt installation details see Sheet #20 of 35.
All dimensions are in millimeters (mm) except as noted.

DESIGNED	J A-1	NOVEMBER 18 1996
CHECKED	Timothy J. Bradley	EXAMINED
DRAWN	r.b. carbonell	PASSED
CHECKED	J A-1 TJB	DIRECTOR OF HIGHWAYS / DIRECTOR OF BRIDGES AND STRUCTURES

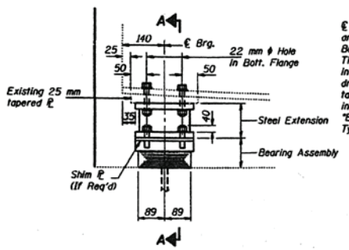
WEST ABUTMENT BEARING DETAILS
F.A.I. RT. 72 - SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

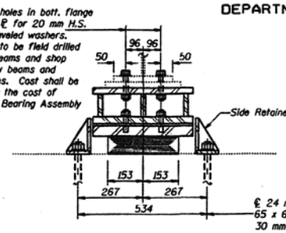
				56
F.A.I.RT. 72	PIATT			

SHEET NO. 18
35 SHEETS



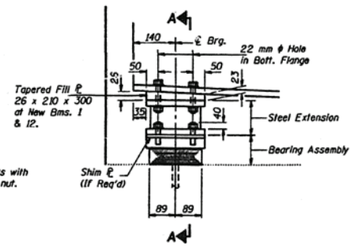
ELEVATION AT EAST ABUT.
(Existing Beams)

℄ 22 mm ϕ holes in bott. flange and tapered ℄ for 20 mm H.S. Bolts with beveled washers. These holes to be field drilled in existing beams and shop drilled in new beams and tapered plates. Cost shall be included with the cost of "Elastomeric Bearing Assembly Type I".

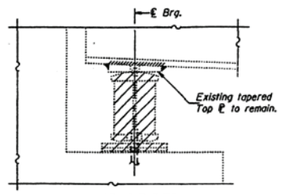


SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.
(12 Required)

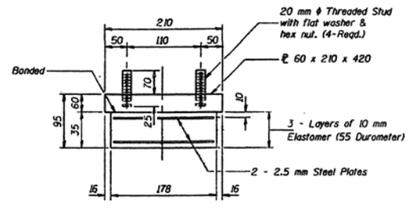


ELEVATION AT EAST ABUT.
(New Beams)



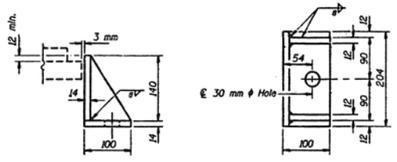
AT ABUTMENTS

JACK AND REMOVE EXISTING BEARING
Hatched area indicates removal of existing bearing.

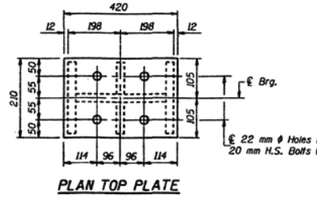


BEARING ASSEMBLY

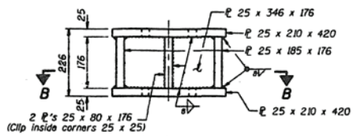
Note: Shim plates shall not be placed under Bearing Assembly.



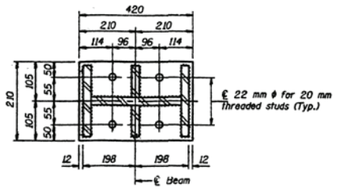
SIDE RETAINER
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel.



PLAN TOP PLATE



STEEL EXTENSION AT E. ABUT.
(12 Required)



SECTION B-B

JACK AND REMOVE EXISTING BEARING PROCEDURE

1. The Contractor shall submit for approval by the Engineer, plans for jacking & cribbing prior to commencing any work at the bearings.
2. Jacking and removing existing bearings shall be done after existing deck removal is completed and before the new deck is poured.
3. Jacking shall be limited to a maximum of 6 mm lift to remove the existing bearing assembly, utilizing a jack or series of jacks. The max. dead load reaction at each beam with the deck removed is 15 kN at Abutments.
   The Minimum Jack Capacity for each beam is 30 kN at Abutments.
4. Remove the existing anchor bolts flush with the concrete surface and grind smooth. The rocker and bottom plates shall be removed leaving the existing top plate in-tact. The existing anchor bolt holes shall be filled with non-shrink grout if required and new holes drilled at locations specified. The bottom flange area of the beam and existing top plate shall be cleaned and painted as specified for structural steel.
5. The new bearings and steel extensions shall be in place and the jacks shall be lowered before the new deck is poured.

Notes:
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
For anchor bolt installation details see Sheet #20 of 35.
All dimensions are in millimeters (mm) except as noted.

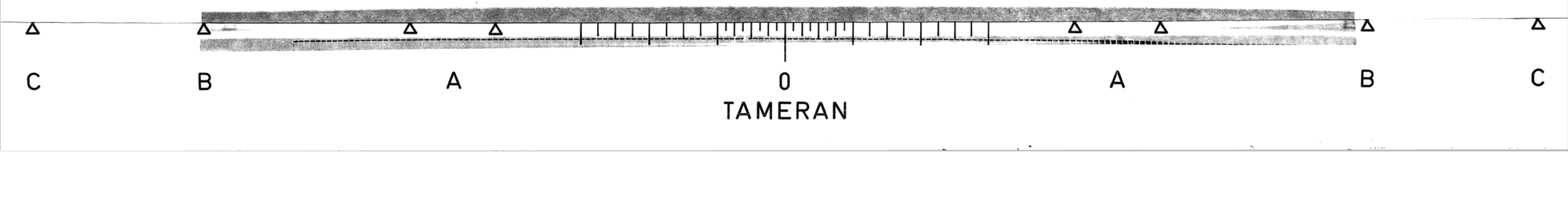
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Jack and Remove Existing Bearings	Each	10

DESIGNED	JAU
CHECKED	Timothy A Hall
DRAWN	r.b. carbonell
CHECKED	JAU TAH

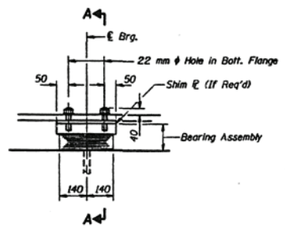
NOVEMBER 18 1996
EXAMINED
PASSED
Ralph E. Anderson
CHIEF OF BRIDGES AND STRUCTURES

EAST ABUTMENT
BEARING DETAILS
F.A.I. RT. 72 - SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

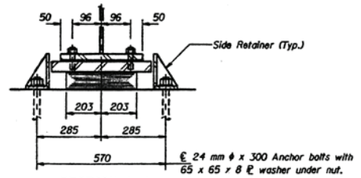


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

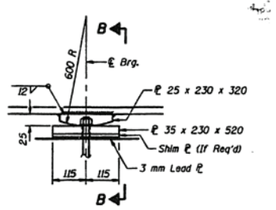
					SHEET NO. 19
F.A.I. RT. 72	SEC. (74-69)VBR	PIATT		57	35 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		



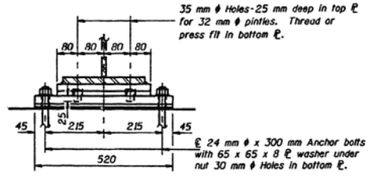
ELEVATION AT PIERS 1 AND 3
(At New Beams Only)



SECTION A-A

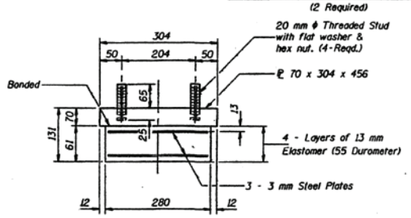


ELEVATION AT PIERS 2 AND 4
(At New Beams Only)



SECTION B-B

TYPE I ELASTOMERIC EXP. BRG.
(2 Required)

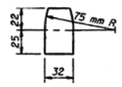


BEARING ASSEMBLY

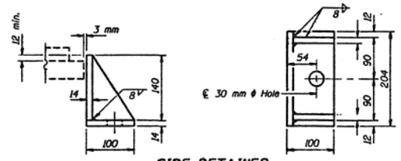
Note: Shim plates shall not be placed under Bearing Assembly.

Notes: Anchor bolts at fixed bearings may be built into the masonry.
See sheet #20 of 35 for Anchor Bolt installation.
All dimensions are in millimeters (mm) except as noted.

FIXED BEARING
(2 Required)



PINTLE



SIDE RETAINER
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel.

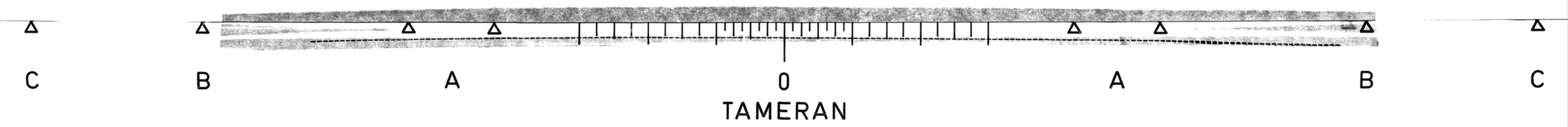
DESIGNED	J.A.U.
CHECKED	T.M.A.
DRAWN	r.b. carbonell
CHECKED	J.A.U. T.M.A.

NOVEMBER 18 1996
EXAMINED Engineer of Bridges and Structures
PASSED Engineer of Bridges and Structures

BILL OF MATERIAL

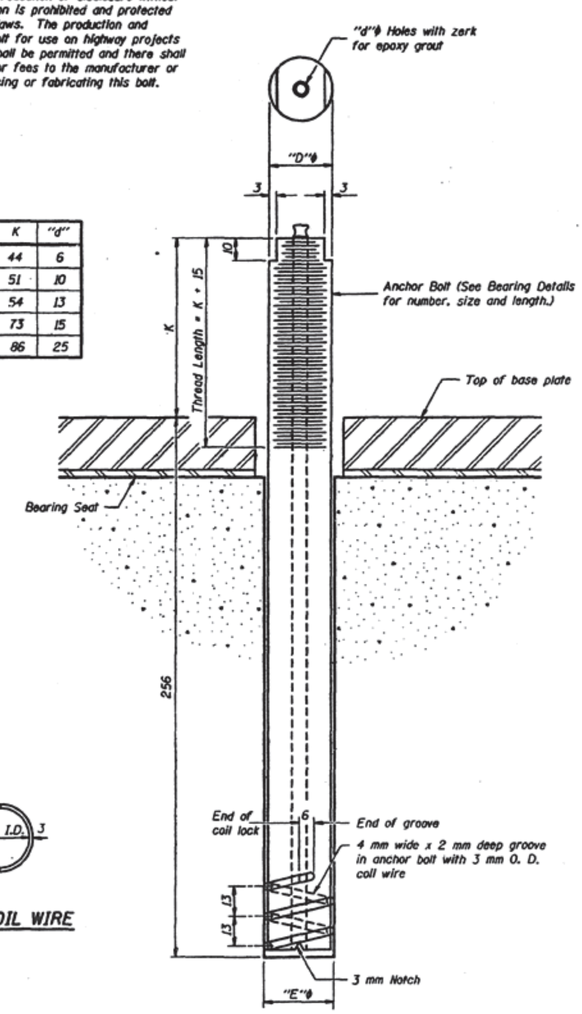
Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	2

PIER BEARING DETAILS
F.A.I. RT. 72 - SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

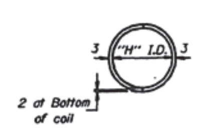


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

D	E	H	K	"d"
24	27	20	44	6
30	33	26	51	10
36	39	32	54	13
48	51	44	73	15
64	67	60	86	25



ILLINOIS COIL-LOCK ANCHOR BOLT



PLAN-COIL WIRE

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A519, Grade 1026 and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
The epoxy grout shall be a two-component, epoxy resin bonding system comforming to ASTM C881, Type I, Grade I and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place,the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes in accordance with the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer conforming to ASTM A307.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or in accordance with the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

All dimensions are in millimeters (mm) except as noted.

DESIGNED	JAU
CHECKED	Timothy A [illegible]
DRAWN	r.b. carbonell
CHECKED	JAU TAA

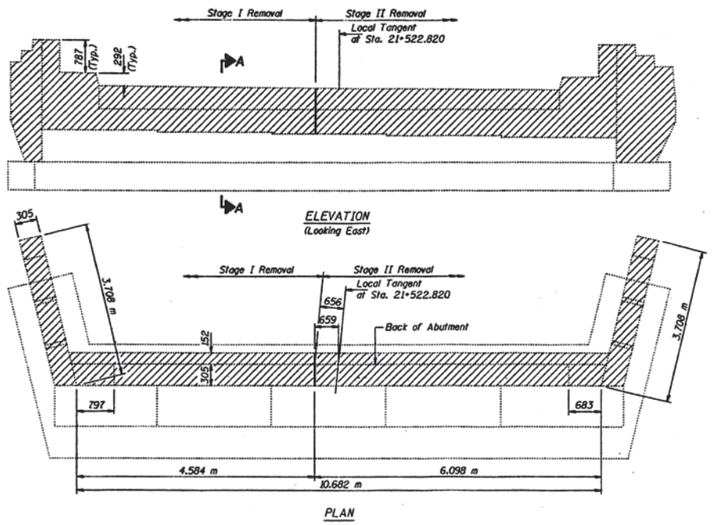
ABB-1 (M) 7-1-94

NOVEMBER 18 1996
EXAMINED [signature]
PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

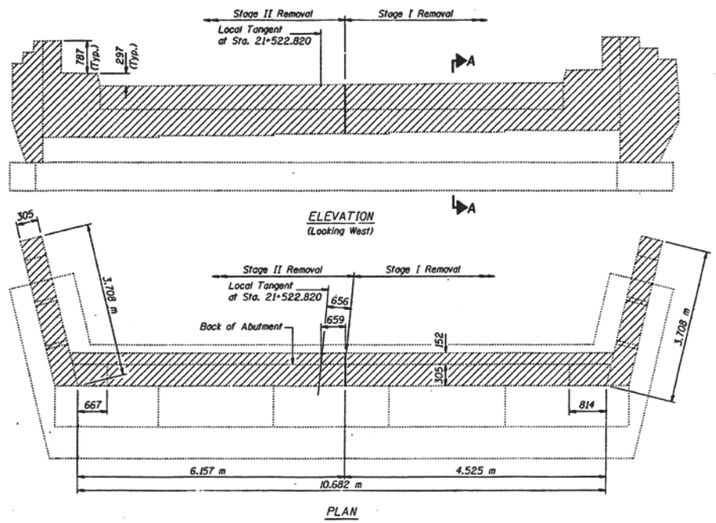
ANCHOR BOLT DETAILS FOR BEARINGS
EAST AND WEST BOUND LANES
F.A.I. RT. 72 - SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

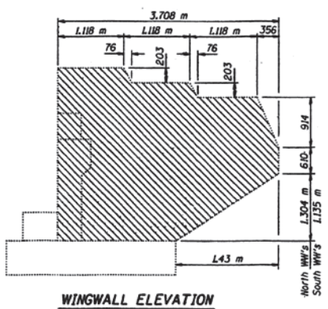
				SHEET NO. 21
F.A.I. RT. 72	SECTION	COUNTY	TOTAL SHEETS	35 SHEETS
		PIATT	59	
PROJECT NUMBER	ILLINOIS	PROJECT		



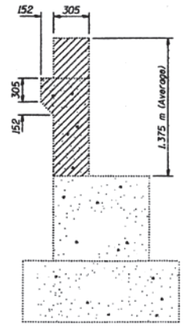
EAST ABUTMENT 2 DETAILS



WEST ABUTMENT 1 DETAILS



WINGWALL ELEVATION



SECTION A-A

Notes:
Hatched areas indicate Concrete Removal.
Existing reinforcement extending into areas of new construction shall be cleaned, straightened and incorporated into the new construction. Cost included in "Concrete Removal".
Existing reinforcement not extending into areas of new construction shall be cut off flush and covered with a 50 mm layer of cement grout. Cost included in "Concrete Removal".
All dimensions are in millimeters (mm) except as noted.

TWO ABUTMENTS
BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	m^3	22.5

DESIGNED	J.A.O.
CHECKED	Timothy A. Anderson
DRAWN	r.b. carbonell
CHECKED	J.A.O. T.A.A.

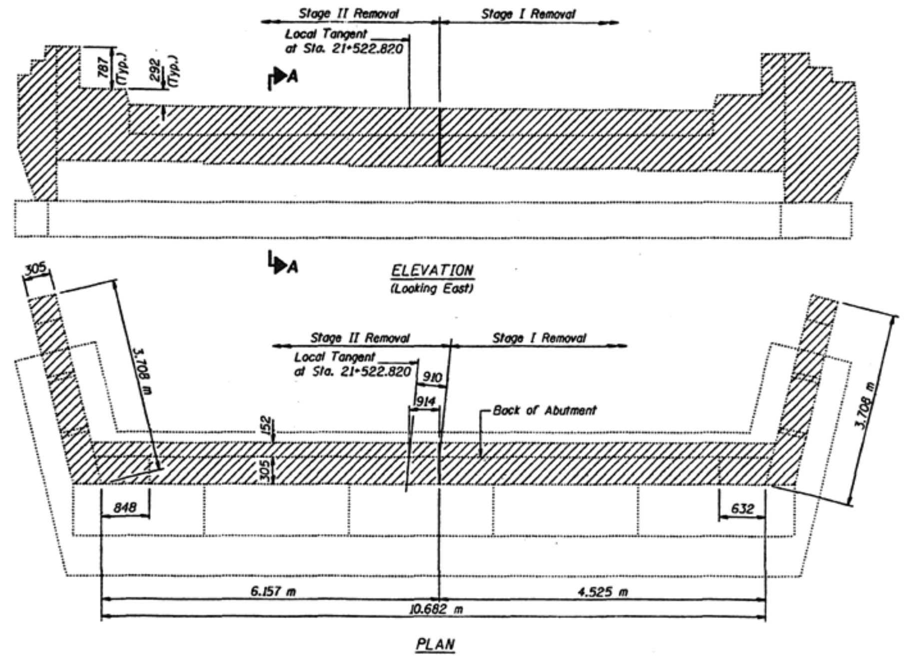
NOVEMBER 18 1996
EXAMINED Engineer of Bridge Design
PASSED Ralph E. Anderson
Engineer of Bridges and Structures

CONCRETE REMOVAL DETAILS
WEST BOUND LANES
F.A.I. RT. 72 - SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

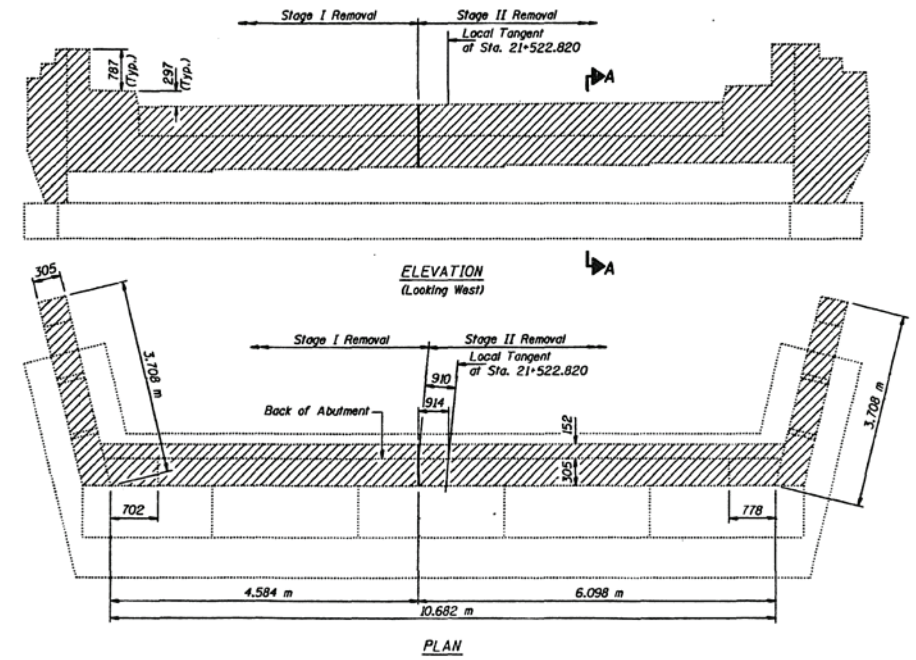
C B A 0 A B C
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

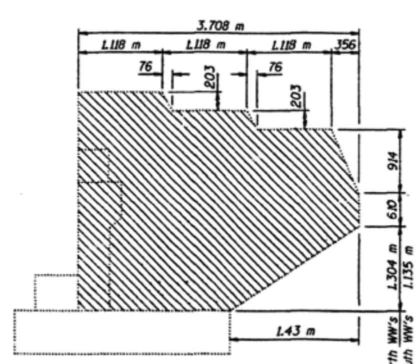
SHEET NO. 22
35 SHEETS
60



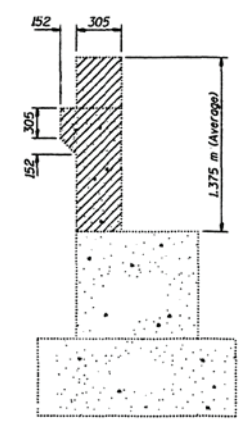
EAST ABUTMENT 4 DETAILS



WEST ABUTMENT 3 DETAILS



WINGWALL ELEVATION



SECTION A-A

Notes:
Hatched areas indicate Concrete Removal.
Existing reinforcement extending into areas of new construction shall be cleaned, straightened and incorporated into the new construction. Cost included in "Concrete Removal".
Existing reinforcement not extending into areas of new construction shall be cut off flush and covered with a 50 mm layer of cement grout. Cost included in "Concrete Removal".
All dimensions are in millimeters (mm) except as noted.

TWO ABUTMENTS
BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	m^3	22.5

DESIGNED	JAH
CHECKED	[illegible]
DRAWN	r.b. carbonell
CHECKED	JAH [illegible]

NOVEMBER 18 1996
EXAMINED [signature]
PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

CONCRETE REMOVAL DETAILS
EAST BOUND LANES
F.A.I. RT. 72 - SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

C B A 0 A B C
TAMERAN

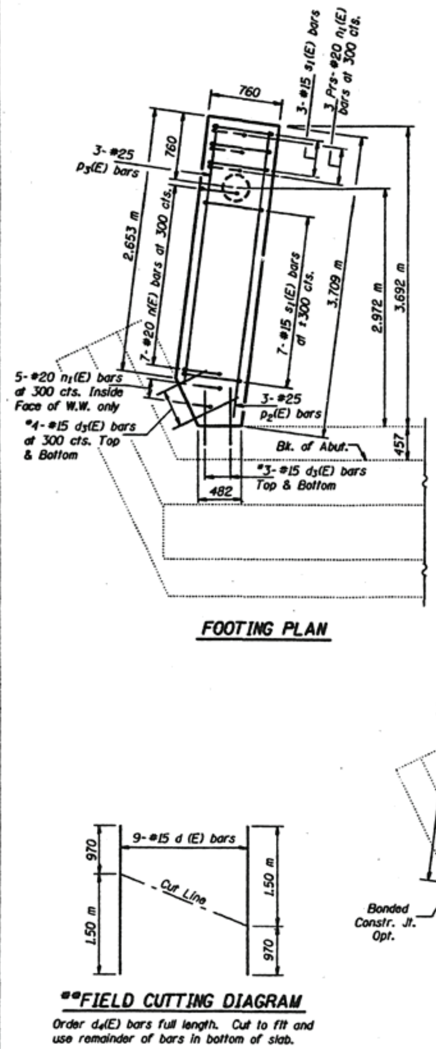
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

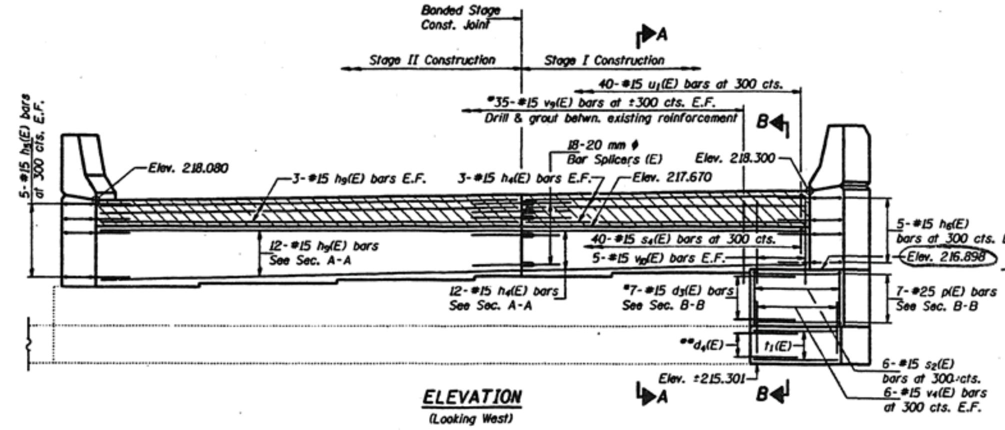
F.A.I. RT. 72	(74-69)VBR	PIATT		61

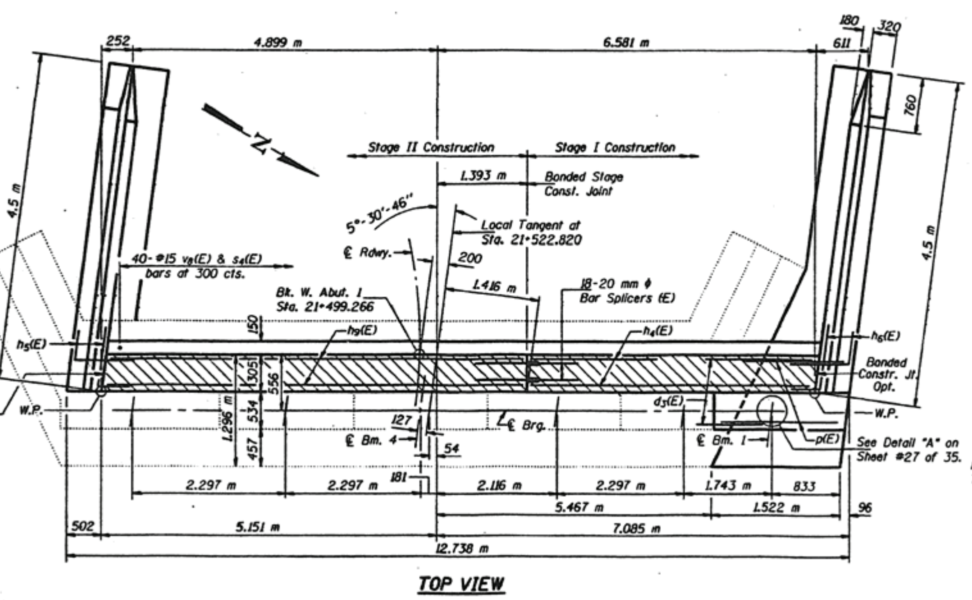
SHEET NO. 23
35 SHEETS

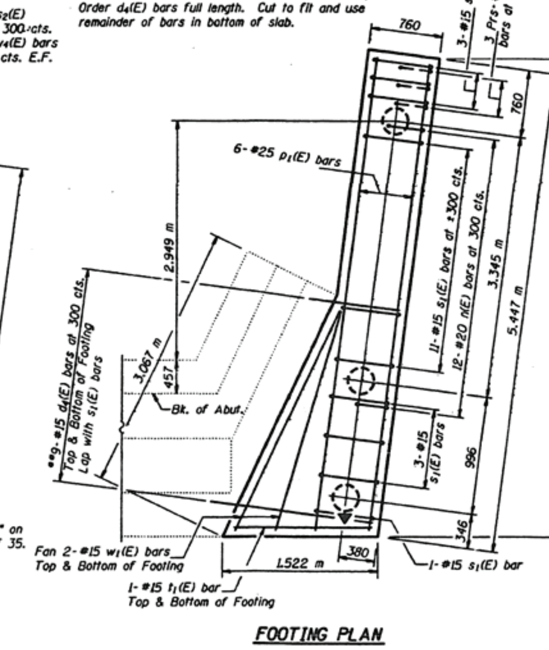
Notes: Hatched area to be poured after superstructure forms have been removed. Quantity of concrete for hatched area is included with "Concrete Superstructure" on sheet #12 of 35.
Existing reinforcement extending into areas of new construction shall be cleaned, straightened and incorporated into the new construction. Cost included in "Concrete Removal".
Existing reinforcement not extending into areas of new construction shall be cut off flush and covered with a 50 mm layer of cement grout. Cost included in "Concrete Removal".
All dimensions are in millimeters (mm) except as noted.
Reinforcement bars designated (E) shall be epoxy coated.
For anchor bolt installation details see sheet #20 of 35.
Space reinforcement in cap to miss anchor bolts.
All edges shall have standard 20 mm chamfer.
For concrete removal details see sheet #21 of 35.
Work this sheet with sheet #27 of 35.

*Epoxy grout in 22 mm ϕ x 230 mm min. drilled holes in accordance with Art. 584 of the Std. Spec's.
**Epoxy grout in 22 mm ϕ x 230 mm min. drilled holes in accordance with Art. 584 of the Std. Spec's. Order d_4(E) bars full length. Cut to fit and use remainder of bars in bottom of slab.







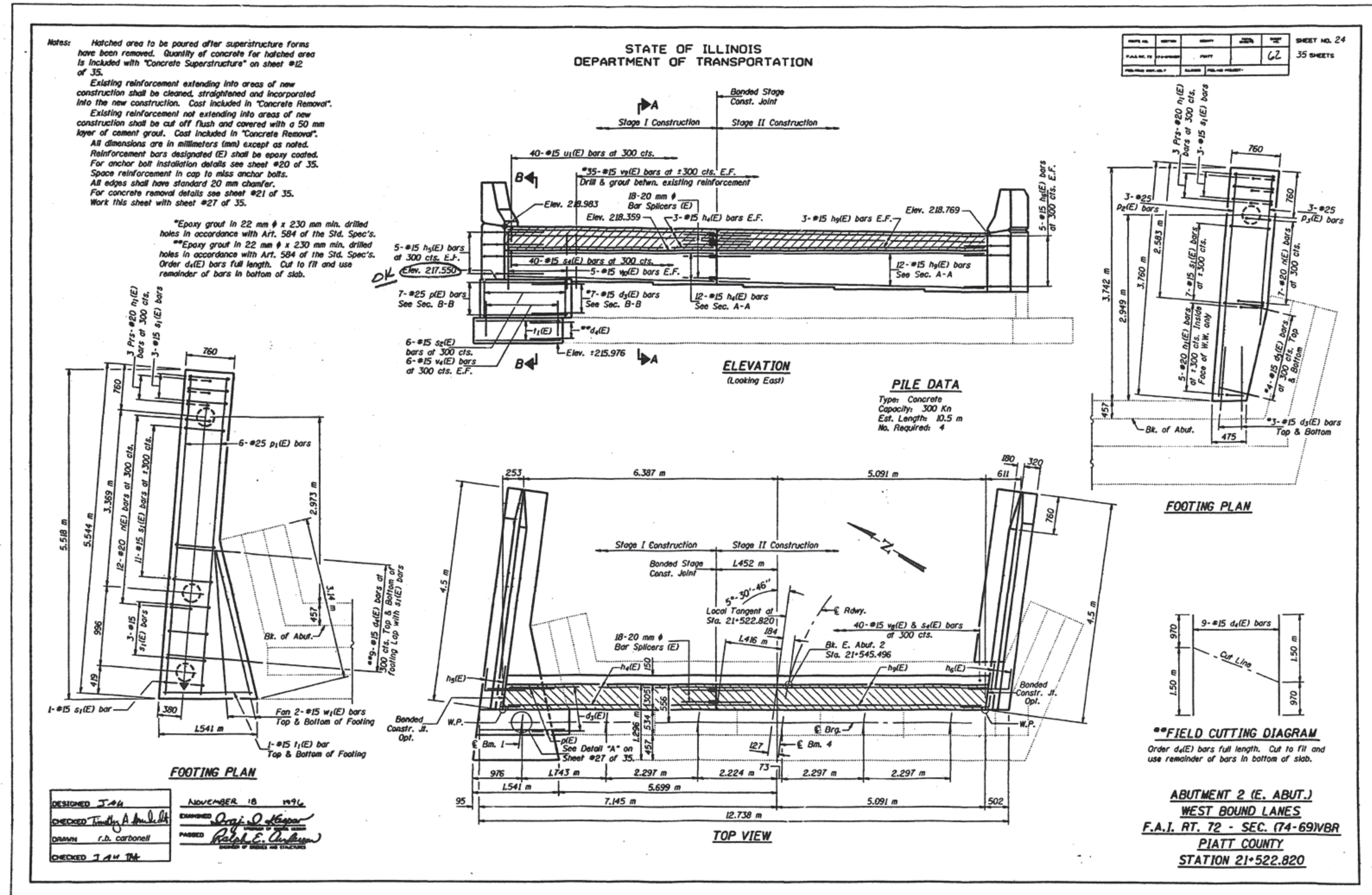


PILE DATA
Type: Concrete
Capacity: 300 kN
Est. Length: 9.5 m
No. Required: 3+1 Test Pile

ABUTMENT 1 (W. ABUT.)
WEST BOUND LANES
F.A.I. RT. 72 - SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

DESIGNED	J.A.U.
CHECKED	Timothy A. [illegible]
DRAWN	r.b. carbonell
CHECKED	J.A.U.

NOVEMBER 18 1996
EXAMINED [signature] ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES



C B A 0 A B C

TAMERAN

Notes: Hatched area to be poured after superstructure forms have been removed. Quantity of concrete for hatched area is included with "Concrete Superstructure" on sheet #12 of 35.

Existing reinforcement extending into areas of new construction shall be cleaned, straightened and incorporated into the new construction. Cost included in "Concrete Removal".

Existing reinforcement not extending into areas of new construction shall be cut off flush and covered with a 50 mm layer of cement grout. Cost included in "Concrete Removal".

All dimensions are in millimeters (mm) except as noted.

Reinforcement bars designated (E) shall be epoxy coated.

For anchor bolt installation details see sheet #20 of 35.

Space reinforcement in cap to miss anchor bolts.

All edges shall have standard 20 mm chamfer.

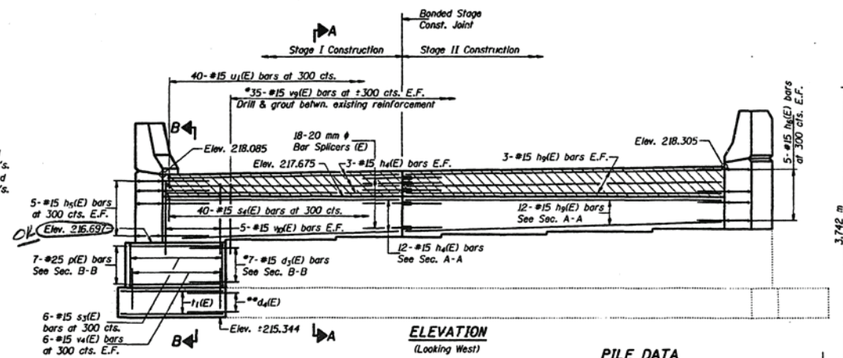
For concrete removal details see sheet #21 of 35.

Work this sheet with sheet #27 of 35.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

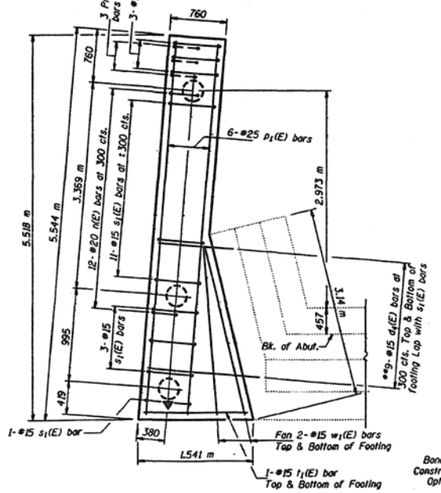
SHEET NO. 25
63
35 SHEETS

*Epoxy grout in 22 mm ϕ x 230 mm min. drilled holes in accordance with Art. 584 of the Std. Spec's.
**Epoxy grout in 22 mm ϕ x 230 mm min. drilled holes in accordance with Art. 584 of the Std. Spec's. Order $d_4(E)$ bars full length. Cut to fit and use remainder of bars in bottom of slab.

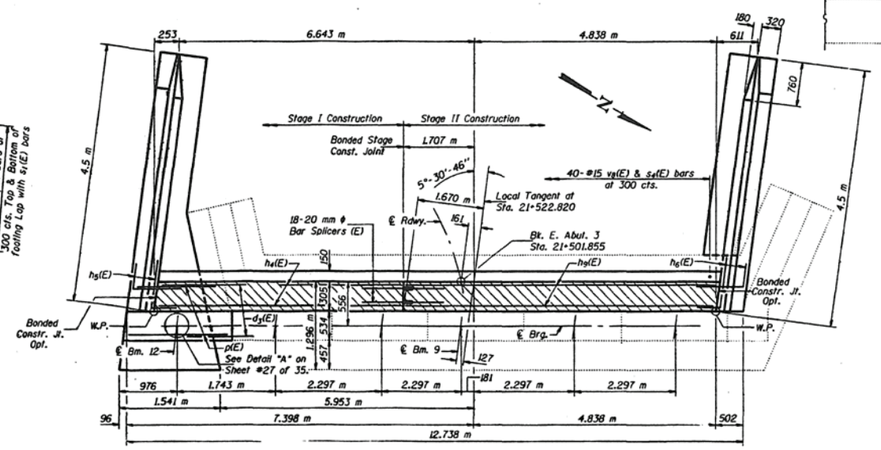


ELEVATION
(Looking West)

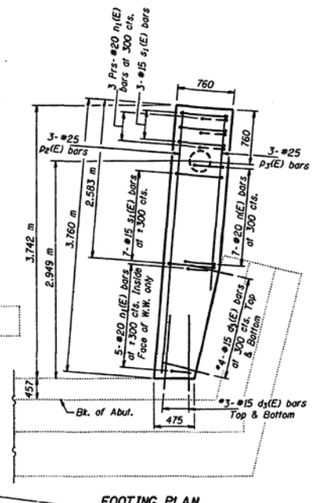
PILE DATA
Type: Concrete
Capacity: 300 Kn
Est. Length: 9.5 m
No. Required: 4



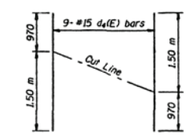
FOOTING PLAN



TOP VIEW



FOOTING PLAN



**FIELD CUTTING DIAGRAM
Order $d_4(E)$ bars full length. Cut to fit and use remainder of bars in bottom of slab.

DESIGNED	JAU
CHECKED	[illegible]
DRAWN	r.b. carbonell
CHECKED	JAU TAR

NOVEMBER 18 1996
EXAMINED Oraj. O. Hgbor
BUREAU OF BRIDGES AND STRUCTURES
PASSED Robert E. Gudauskas
ENGINEER OF BRIDGES AND STRUCTURES

ABUTMENT 3 (W. ABUT.)
EAST BOUND LANES
F.A.I. RT. 72 - SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

C B A 0 A B C

TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 26
35 SHEETS

Notes: Hatched area to be poured after superstructure forms have been removed. Quantity of concrete for hatched area is included with "Concrete Superstructure" on sheet #12 of 35.

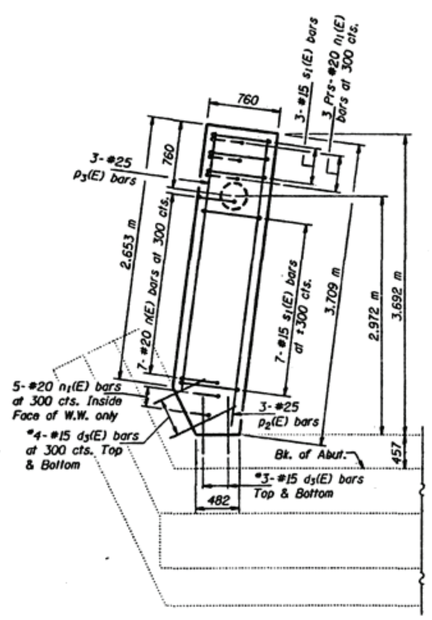
Existing reinforcement extending into areas of new construction shall be cleaned, straightened and incorporated into the new construction. Cost included in "Concrete Removal".

Existing reinforcement not extending into areas of new construction shall be cut off flush and covered with a 50 mm layer of cement grout. Cost included in "Concrete Removal".

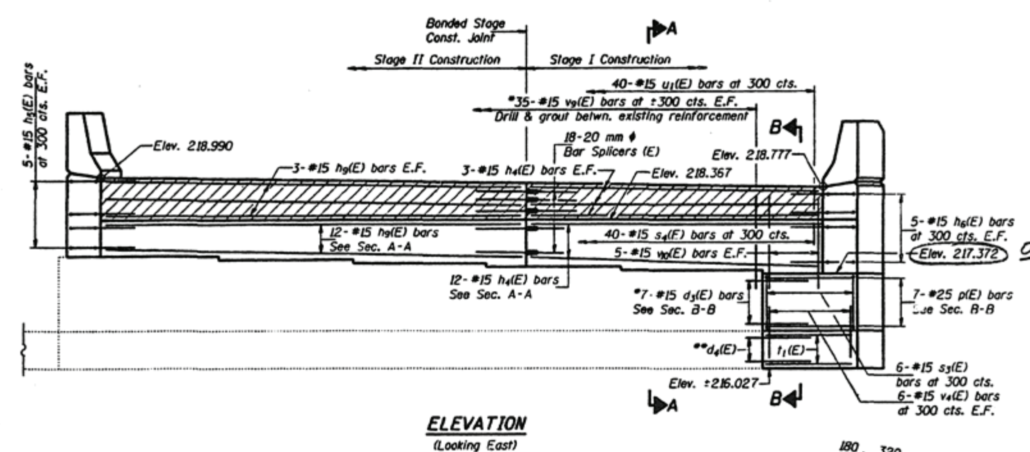
All dimensions are in millimeters (mm) except as noted.
Reinforcement bars designated (E) shall be epoxy coated.
For anchor bolt installation details see sheet #20 of 35.
Space reinforcement in cap to miss anchor bolts.
All edges shall have standard 20 mm chamfer.
For concrete removal details see sheet #21 of 35.
Work this sheet with sheet #27 of 35.

*Epoxy grout in 22 mm ϕ x 230 mm min. drilled holes in accordance with Art. 584 of the Std. Spec's.

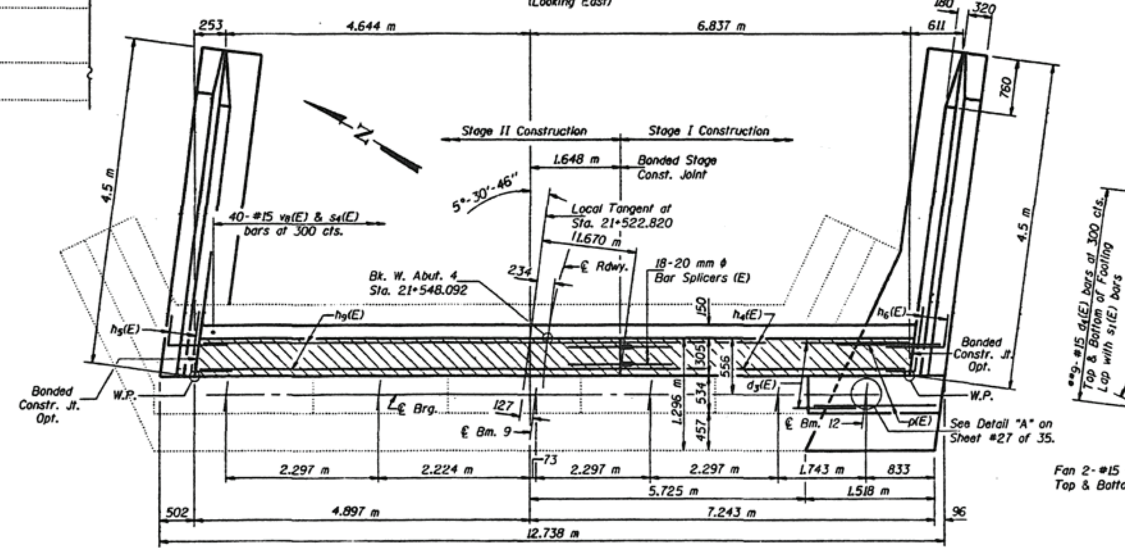
**Epoxy grout in 22 mm ϕ x 230 mm min. drilled holes in accordance with Art. 584 of the Std. Spec's. Order d_4(E) bars full length. Cut to fit and use remainder of bars in bottom of slab.



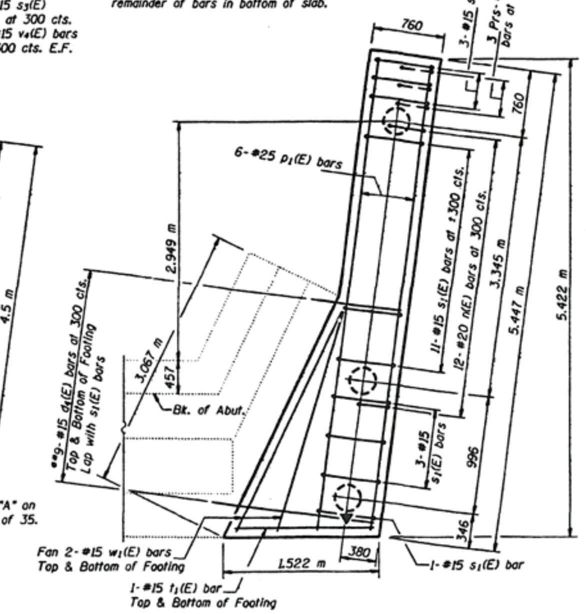
FOOTING PLAN



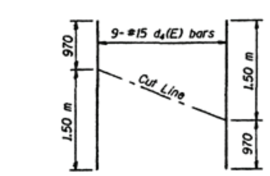
ELEVATION
(Looking East)



TOP VIEW



FOOTING PLAN



**FIELD CUTTING DIAGRAM

Order d_4(E) bars full length. Cut to fit and use remainder of bars in bottom of slab.

DESIGNED	JAH
CHECKED	Timothy A. Burkhardt
DRAWN	r.b. carbonell
CHECKED	JAH TAA

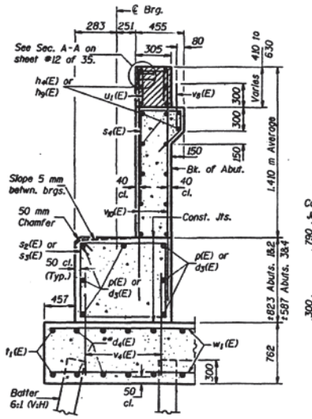
NOVEMBER 18 1996
EXAMINED [signature] ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

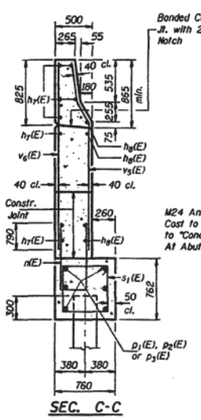
PILE DATA
Type: Concrete
Capacity: 300 Kn
Est. Length: 10.5 m
No. Required: 3+1 Test Pile

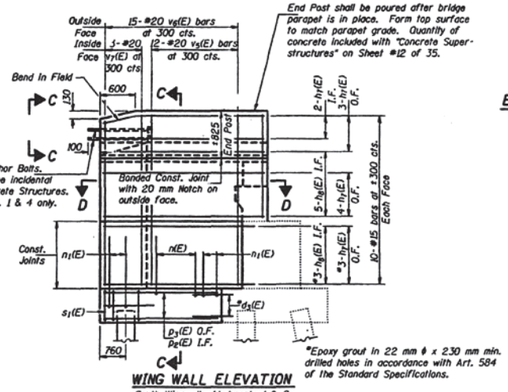
ABUTMENT 4 (E. ABUT.)
EAST BOUND LANES
F.A.I. RT. 72 - SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

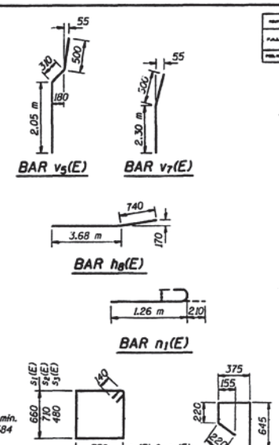
C B A 0 A B C
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION







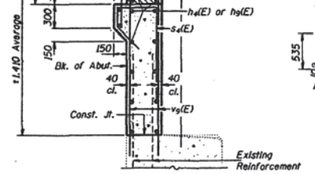


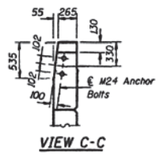
SHEET NO. 27
35 SHEETS

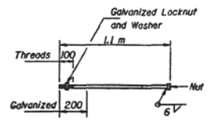
BILL OF MATERIAL
(FOUR ABUTMENTS)

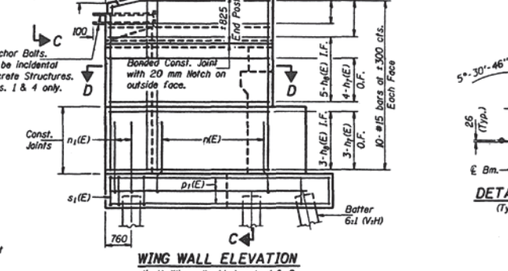
Bar	No.	Size	Length (m)	Shape
$d_3(E)$	84	#15	0.87	
$d_4(E)$	36	#15	2.47	
$h_4(E)$	72	#15	5.10	
$h_5(E)$	40	#15	1.78	
$h_6(E)$	40	#15	1.78	
$h_7(E)$	96	#15	4.42	
$h_8(E)$	64	#15	4.42	
$h_9(E)$	72	#15	6.40	
$n(E)$	76	#20	3.48	
$n_1(E)$	68	#20	1.47	
$p(E)$	28	#25	1.49	
$p_1(E)$	24	#25	5.34	
$p_2(E)$	12	#25	3.66	
$p_3(E)$	12	#25	2.61	
$s_1(E)$	112	#15	2.92	
$s_2(E)$	12	#15	1.16	
$s_3(E)$	12	#15	2.70	
$s_4(E)$	160	#15	1.46	
$t_1(E)$	8	#15	1.42	
$u_1(E)$	160	#15	0.94	
$v_4(E)$	48	#15	1.25	
$v_5(E)$	96	#20	2.86	
$v_6(E)$	120	#20	2.80	
$v_7(E)$	24	#20	2.80	
$v_8(E)$	160	#15	0.60	
$v_9(E)$	280	#15	1.52	
$v_{10}(E)$	40	#15	1.89	
$w_1(E)$	16	#15	2.96	
Structure Excavation		m^3	240	
Concrete Structures		m^3	70.6	
Reinforcement Bars, Epoxy Coated		kg	8660	
Furnishing Concrete Piles		m	140.0	
Driving Concrete Piles		m	140.0	
Test Piles Concrete		Each	2	
Bar Splicers		Each	72	

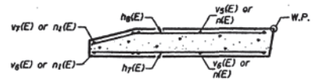
Reinforcement bars designated (E) shall be epoxy coated.
All dimensions are in millimeters (mm) except as noted.











ABUTMENT DETAILS
F.A.I. RT. 72 - SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

DESIGNED	JAU
CHECKED	
DRAWN	r.b. carbonell
CHECKED	JAU

NOVEMBER 18 1996
EXAMINED
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

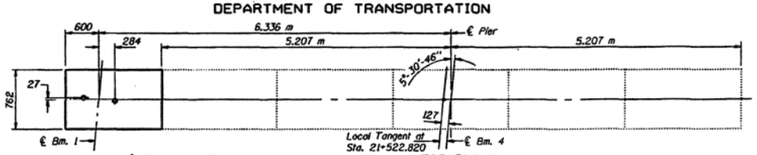
C B A 0 A B C
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

				SHEET NO. 28
F.A.I. RT. 72	(74-69)VBR	PIATT		66
		ILLINOIS		35 SHEETS

MIN. BAR LAPS

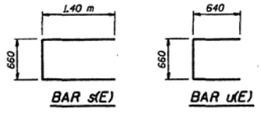
#15 Bars = 640
#20 Bars = 790

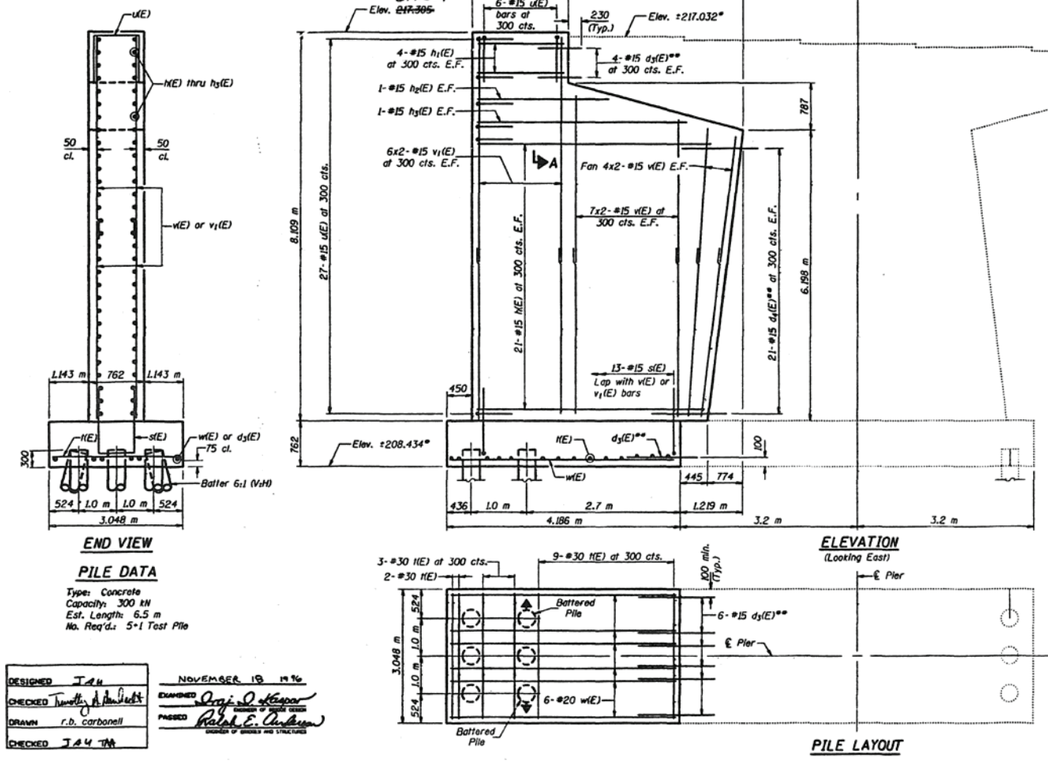


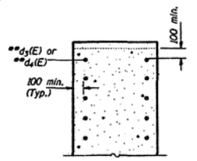
TOP PLAN

Notes:
Space reinforcement in cap to miss anchor bolts.
All edges shall have standard 20 mm chamfers except as noted.
All dimensions are in millimeters (mm) except as noted.

*Existing elevations were taken from field survey. The Contractor shall verify these elevations and make adjustments if necessary.
**Epoxy grout in 22 mm ϕ x 230 mm min. drilled holes in accordance with Article 584 of the Std. Spec's.







SECTION A-A

PILE DATA

Type: Concrete
Capacity: 300 kN
Est. Length: 6.5 m
No. Req'd.: 5+1 Test Pile

DESIGNED	J.A.H.	NOVEMBER 19 1976	
CHECKED	Timothy A. Barnett	EXAMINED	Engineer of Bridge Design
DRAWN	r.b. carbonell	PASSED	Engineer of Bridges and Structures
CHECKED	J.A.H. TAB		

BILL OF MATERIAL

Bar	No.	Size	Length (m)	Shape
d3(E)	14	#15	0.87	
d4(E)	42	#15	1.65	
h(E)	42	#15	4.13	
h1(E)	8	#15	1.67	
h2(E)	2	#15	2.75	
h3(E)	2	#15	3.83	
s(E)	13	#15	3.46	
t(E)	14	#30	2.94	
u(E)	33	#15	1.94	
v(E)	44	#15	3.80	
v1(E)	24	#15	4.33	
w(E)	6	#20	4.13	
Structure Excavation		m³	42	
Concrete Structures		m³	34.8	
Reinforcement Bars, Epoxy Coated		kg	1320	
Furnishing Conc. Piles		m	32.5	
Driving Conc. Piles		m	32.5	
Test Piles Concrete		Each	1	

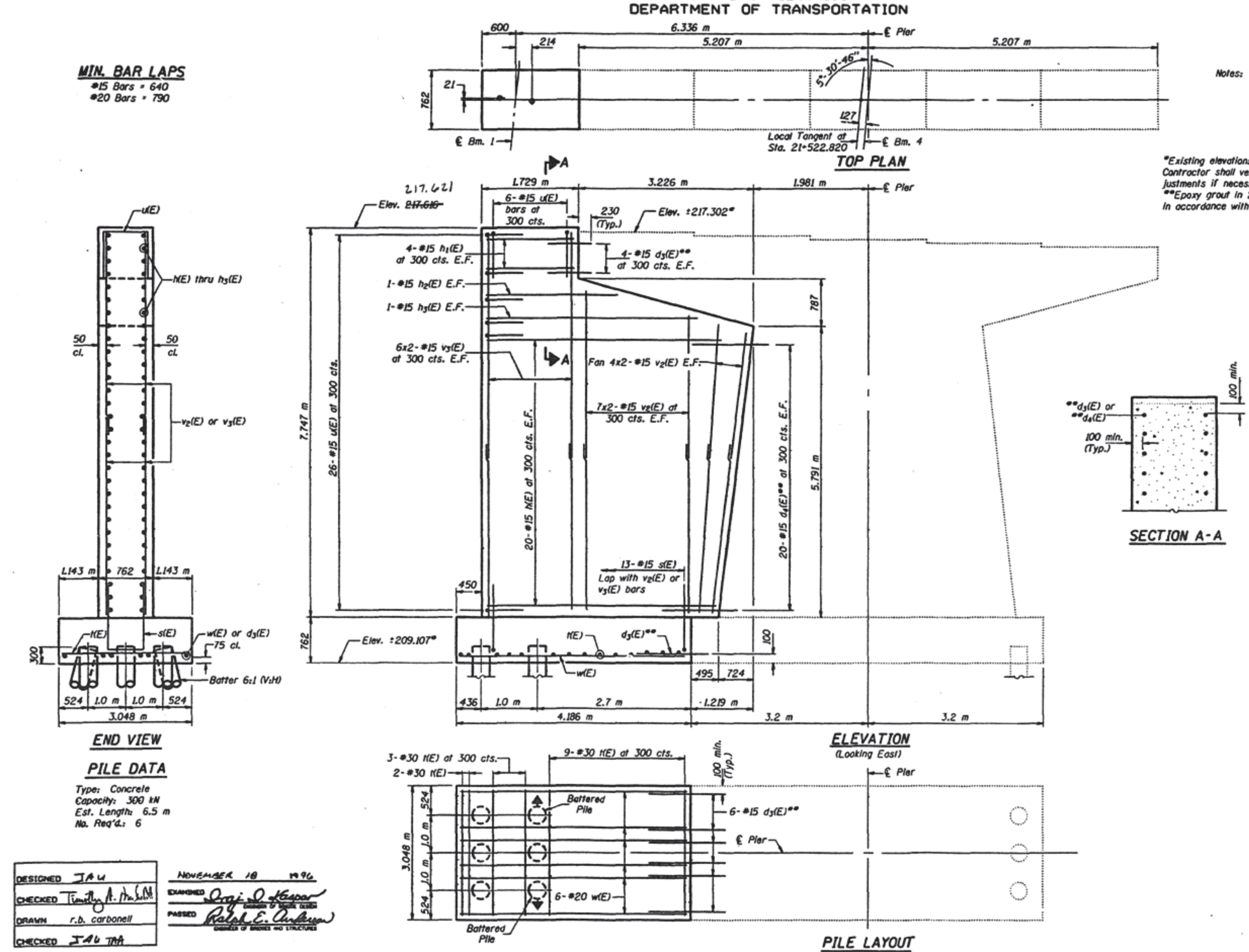
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 7 x 2-#15 etc. indicates 7 lines of bars with 2 lengths per line.

PIER 1
F.A.I. RT. 72 - SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

C B A 0 A B C
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 29
35 SHEETS



Notes:
Space reinforcement in cap to miss anchor bolts.
All edges shall have standard 20 mm chamfers except as noted.
All dimensions are in millimeters (mm) except as noted.

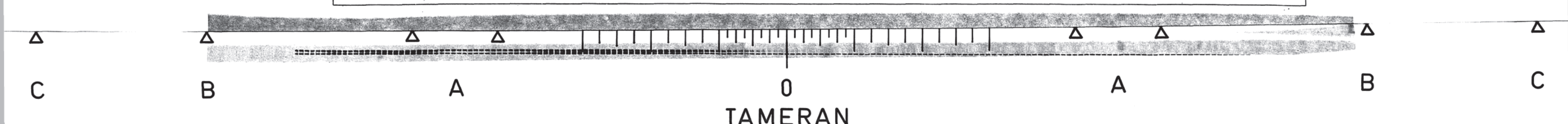
*Existing elevations were taken from field survey. The Contractor shall verify these elevations and make adjustments if necessary.
**Epoxy grout in 22 mm ϕ x 230 mm min. drilled holes in accordance with Article 584 of the Std. Spec's.

BILL OF MATERIAL

Bar	No.	Size	Length (m)	Shape
d_3(E)	14	#15	0.87	——
d_4(E)	40	#15	1.65	——
h(E)	40	#15	4.13	——
h_1(E)	8	#15	1.67	——
h_2(E)	2	#15	2.75	——
h_3(E)	2	#15	3.83	——
s(E)	13	#15	3.46	⊏
t(E)	14	#30	2.94	——
u(E)	32	#15	1.94	⊏
v_2(E)	44	#15	3.60	——
v_3(E)	24	#15	4.17	——
w(E)	6	#20	4.13	——
Structure Excavation			m^3	58
Concrete Structures			m^3	33.5
Reinforcement Bars, Epoxy Coated			kg	1280
Furnishing Conc. Piles			m	39
Driving Conc. Piles			m	39

Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 7 x 2-#15 etc. indicates 7 lines of bars with 2 lengths per line.

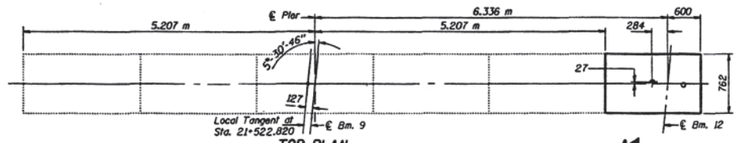
PIER 2
F.A.I. RT. 72 - SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820



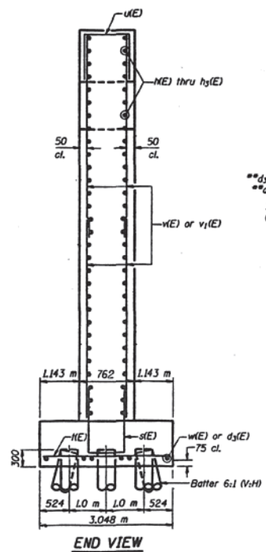
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE FAI RT. 72	SECTION (74-69)VBR	COUNTY PIATT		SHEET NO. 30
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	69	35 SHEETS

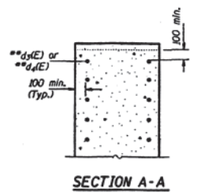
MIN. BAR LAPS
#15 Bars = 640
#20 Bars = 790



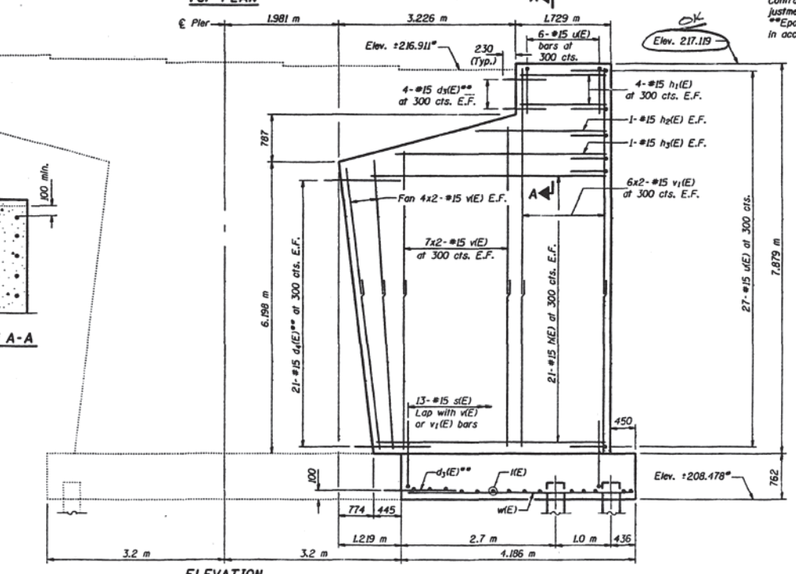
TOP PLAN



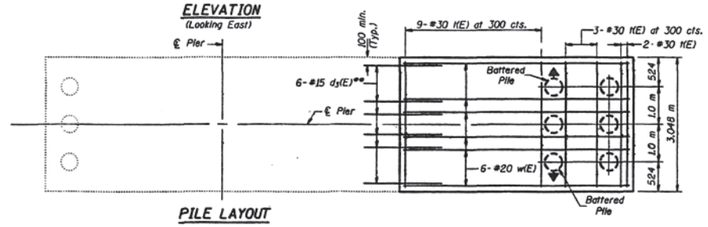
END VIEW



SECTION A-A



ELEVATION
(Looking East)

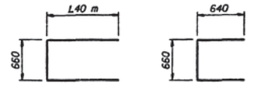


PILE LAYOUT

PILE DATA
Type: Concrete
Capacity: 300 kN
Est. Length: 6.5 m
No. Req'd.: 6

Notes:
Space reinforcement in cap to miss anchor bolts.
All edges shall have standard 20 mm chamfers except as noted.
All dimensions are in millimeters (mm) except as noted.

*Existing elevations were taken from field survey. The Contractor shall verify these elevations and make adjustments if necessary.
**Epoxy grout in 22 mm ϕ x 230 mm min. drilled holes in accordance with Article 584 of the Std. Spec's.



BAR s(E) BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length (m)	Shape
d3(E)	14	#15	0.87	—
d4(E)	42	#15	1.65	—
h(E)	42	#15	4.13	—
h1(E)	8	#15	1.67	—
h2(E)	2	#15	2.75	—
h3(E)	2	#15	3.83	—
s(E)	13	#15	3.46	⊏
t(E)	14	#30	2.94	—
u(E)	33	#15	1.94	⊏
w(E)	44	#15	3.80	—
v1(E)	24	#15	4.33	—
w(E)	6	#20	4.13	—
Structure Excavation		m^3	52	
Concrete Structures		m^3	34.5	
Reinforcement Bars, Epoxy Coated		kg	1320	
Furnishing Conc. Piles		m	39	
Driving Conc. Piles		m	39	

Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 7 x 2-#15 etc. indicates 7 lines of bars with 2 lengths per line.

DESIGNED	J.A.H.
CHECKED	T.M.H.
DRAWN	r.b. carbonell
CHECKED	T.M.H.

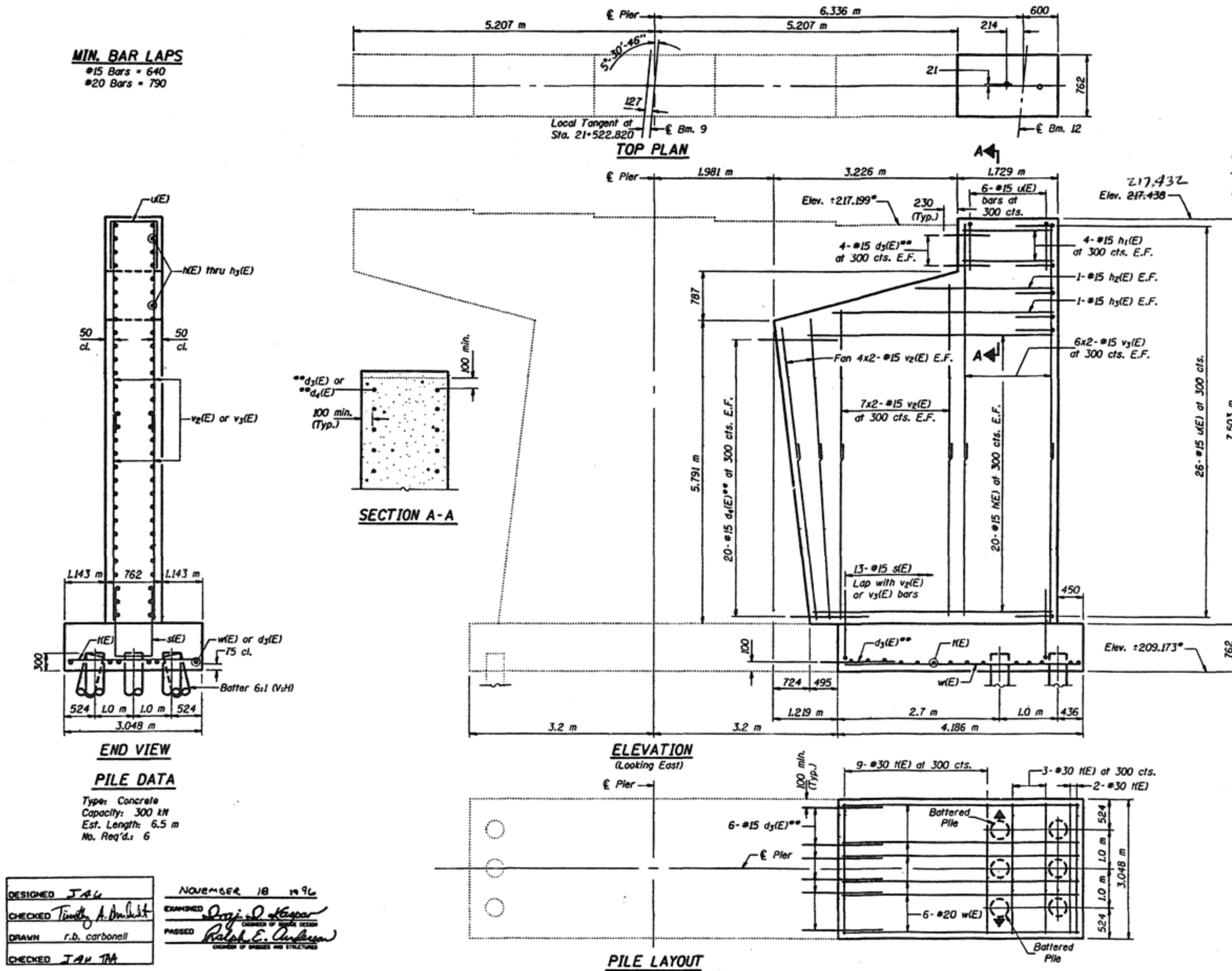
NOVEMBER 18 1996
EXAMINED Greg D. Hoppe
PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

PIER 3
F.A.I. RT. 72 - SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

C B A 0 A B C
TAMERAN

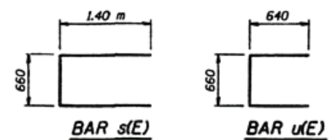
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 31
35 SHEETS
69



Notes:
Space reinforcement in cap to miss anchor bolts.
All edges shall have standard 20 mm chamfers except as noted.
All dimensions are in millimeters (mm) except as noted.

*Existing elevations were taken from field survey. The Contractor shall verify these elevations and make adjustments if necessary.
**Epoxy grout in 22 mm ϕ x 230 mm min. drilled holes in accordance with Article 584 of the Std. Spec's.



BILL OF MATERIAL

Bar	No.	Size	Length (m)	Shape
d_3(E)	14	#15	0.87	——
d_4(E)	40	#15	1.65	——
h(E)	40	#15	4.13	——
h_1(E)	8	#15	1.67	——
h_2(E)	2	#15	2.75	——
h_3(E)	2	#15	3.83	——
s(E)	13	#15	3.46	⊏
t(E)	14	#30	2.94	——
u(E)	32	#15	1.94	⊏
v_2(E)	44	#15	3.60	——
v_3(E)	24	#15	4.17	——
w(E)	6	#20	4.13	——
Structure Excavation			m^3	50
Concrete Structures			m^3	33.2
Reinforcement Bars, Epoxy Coated			kg	1280
Furnishing Conc. Piles			m	39
Driving Conc. Piles			m	39

Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 7 x 2-#15 etc. indicates 7 lines of bars with 2 lengths per line.

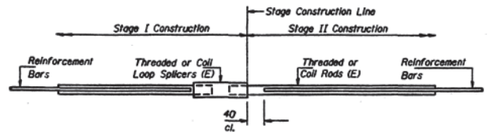
DESIGNED	JAL
CHECKED	Timothy A. Armbrecht
DRAWN	r.b. carbonell
CHECKED	JAH TAA

NOVEMBER 18 1996
EXAMINED: Dragi D. Kagar — ENGINEER OF BRIDGE DESIGN
PASSED: Ralph E. Anderson — ENGINEER OF BRIDGES AND STRUCTURES

PIER 4
F.A.I. RT. 72 - SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

				SHEET NO. 32
F.A.I. RTE. 72	PIATT		70	35 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



SPLICER DETAIL

Bar Size	No. Req'd. (Splicers)	Location
#15	488	EB Super
#15	488	WB Super
#15	24	EB Abut.
#15	24	WB Abut.
#15	12	EB Hatch Blocks
#15	12	WB Hatch Blocks

BAR SPLICER ASSEMBLY DETAIL FOR INTEGRAL ABUTMENT

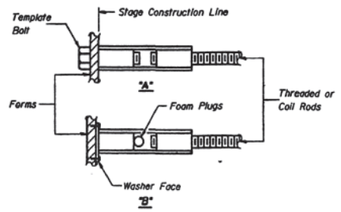
20 mm ϕ Bar Splicer Assembly x 1.2 m and 1.8 m Splicer Rods — Minimum Capacity = 100 kN-tension; Minimum Pull-out Strength = 40 kN-tension

ROLLED THREAD DOWEL BAR

WELDED SECTIONS

SPLICER ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

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

NOTES

Steel Splicer (Coupler) assembly shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Steel Splicer rods shall be of minimum 400 MPa yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods.

Splicer (coupler) assembly shall be epoxy coated in accordance with the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed splicer (coupler) assembly satisfies the following requirements:

① Minimum Capacity (Tension in kN) = $1.25 \times 10^{-3} \times f_y \times A_y$

② Minimum "Pull-out Strength (Tension in kN) = $1.25 \times 10^{-3} \times f_{s\,allow} \times A_y$

Where f_y = Yield strength of lapped reinforcement bars in MPa.
$f_{s\,allow}$ = Allowable tensile stress in lapped reinforcement bars in MPa (Service Load)
A_y = Tensile stress area of lapped reinforcement bars (mm^2).
" = 28 day concrete

Typical Splicer (Coupler) Assembly Sizes:

#15 bar lap with 20 mm ϕ Splicer (Coupler) x 610 mm Splicer Rods — Minimum Capacity = 100 kN-tension; Minimum Pull-out Strength = 40 kN-tension

#20 bar lap with 25 mm ϕ Splicer (Coupler) x 790 mm Splicer Rods — Minimum Capacity = 150 kN-tension; Minimum Pull-out Strength = 60 kN-tension

#25 bar lap with 30 mm ϕ Splicer (Coupler) x 1.04 m Splicer Rods — Minimum Capacity = 250 kN-tension; Minimum Pull-out Strength = 100 kN-tension

#30 bar lap with 36 mm ϕ Splicer (Coupler) x 1.37 m Splicer Rods — Minimum Capacity = 350 kN-tension; Minimum Pull-out Strength = 140 kN-tension

Bar splicer assemblies shall be in accordance with Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

All dimensions are in millimeters (mm) except as noted.

DESIGNED	J.G.H.	NOVEMBER 18	1996
CHECKED	Timothy A. Bond, P.E.	EXAMINED	Engineer of Bridge Design
DRAWN	r.b. carbonell	PASSED	Engineer of Bridge and Structures
CHECKED	J.G.H.		

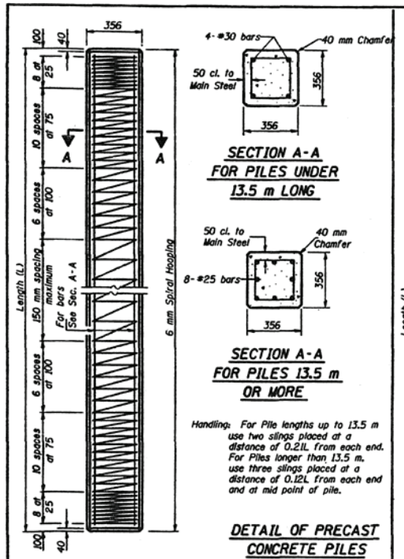
BSD-1 (M) 3-31-95

BAR SPLICER (COUPLER) DETAILS
AT STAGE CONSTRUCTION
F.A.I. RT. 72 SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

C B A 0 A B C
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 33
35 SHEETS

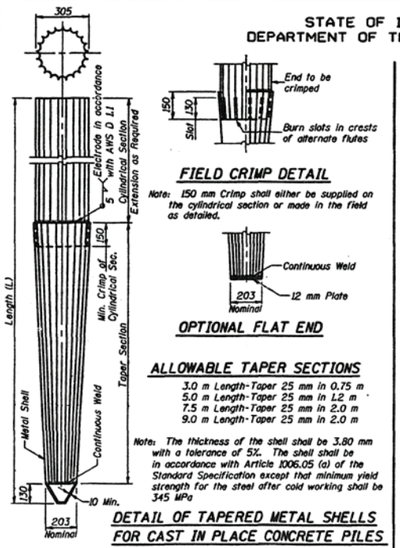


SECTION A-A
FOR PILES UNDER 13.5 m LONG

SECTION A-A
FOR PILES 13.5 m OR MORE

Handling: For Pile lengths up to 13.5 m use two slings placed at a distance of 0.21L from each end. For Piles longer than 13.5 m, use three slings placed at a distance of 0.12L from each end and at mid point of pile.

DETAIL OF PRECAST CONCRETE PILES



DETAIL OF TAPERED METAL SHELLS FOR CAST IN PLACE CONCRETE PILES

FIELD CRIMP DETAIL

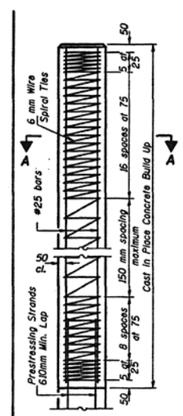
Note: 150 mm Crimp shall either be supplied on the cylindrical section or made in the field as detailed.

OPTIONAL FLAT END

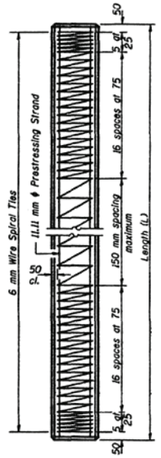
ALLOWABLE TAPER SECTIONS

3.0 m Length-Taper 25 mm in 0.75 m
5.0 m Length-Taper 25 mm in 1.2 m
7.5 m Length-Taper 25 mm in 2.0 m
9.0 m Length-Taper 25 mm in 2.0 m

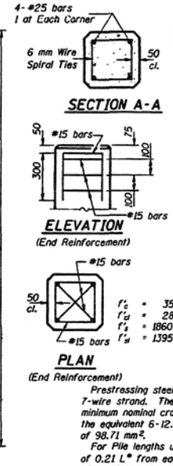
Note: The thickness of the shell shall be 3.80 mm with a tolerance of 5%. The shell shall be in accordance with Article 1006.05 (a) of the Standard Specification except that minimum yield strength for the steel after cold working shall be 345 MPa



PILE BUILD UP



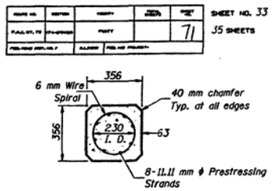
PILE PLAN



SECTION A-A

ELEVATION
(End Reinforcement)

PLAN
(End Reinforcement)



SECTION THRU PILE

DESIGN STRESSES

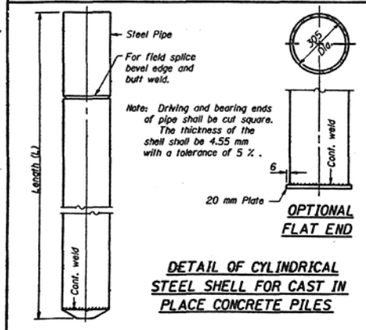
f'_c = 35 MPa
f'_{ci} = 28 MPa
f'_s = 1860 MPa (138,000 N - 11.11 mm ϕ or 183,600 N - 12.70 mm ϕ)
f'_{si} = 1395 MPa (103,500 N - 11.11 mm ϕ or 137,700 N - 12.70 mm ϕ)

NOTES

Prestressing steel shall be uncoated high strength Low-relaxation 7-wire strand. The nominal diameter shall be 11.11 mm and the minimum nominal cross-sectional area shall be 74.19 mm² or the equivalent 6-12.70 mm ϕ strands with a cross-sectional area of 98.71 mm².

For Pile lengths up to 20 m, use two slings placed at a distance of 0.21 L* from each end. For Piles longer than 20 m, use three slings placed at a distance of 0.12 L* from each end and at midpoint of pile. *L = Overall length of pile to be handled.

PRECAST PRESTRESSED CONCRETE PILE



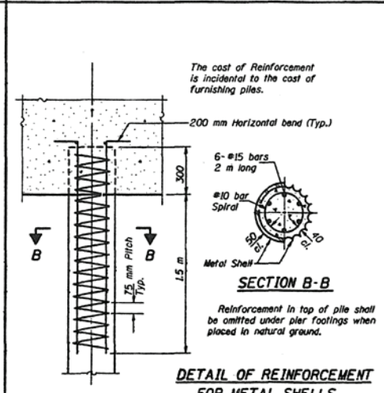
Note: Driving and bearing ends of pipe shall be cut square. The thickness of the shell shall be 4.55 mm with a tolerance of 5%.

OPTIONAL FLAT END

DETAIL OF CYLINDRICAL STEEL SHELL FOR CAST IN PLACE CONCRETE PILES

DESIGNED	J A L	NOVEMBER 18 1996
CHECKED	T H	SUBMITTED
DRAWN	r.b. carbonell	PASSED
CHECKED	J A L T H	ENGINEER OF BRIDGES AND STRUCTURES

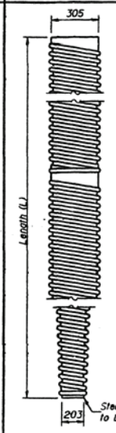
X-3 (M) 7-1-94 (All dimensions are in millimeters (mm) except as noted.)



SECTION B-B

Reinforcement in top of pile shall be omitted under pier footings when placed in natural ground.

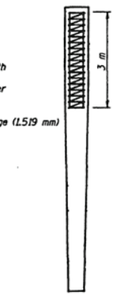
DETAIL OF REINFORCEMENT FOR METAL SHELLS



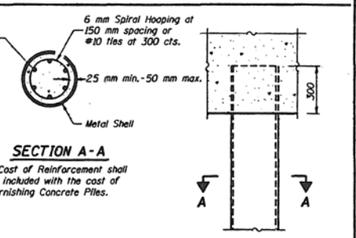
BUTT

At least 10% of the length of pile shall have a Butt diameter equal to or greater than 305 mm.
Gauges are furnished to suit soil conditions (16 Gauge (1.519 mm) avg. min.)

POINT
(Applies only to Step Taper type pile)



PILE REINFORCEMENT

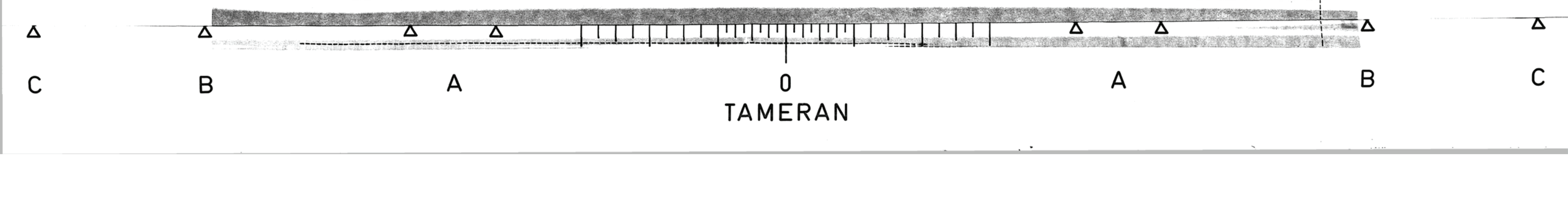


SECTION A-A

Cost of Reinforcement shall be included with the cost of Furnishing Concrete Piles.

DETAIL OF MANDREL DRIVEN STRAIGHT OR STEP-TAPER PILES FOR CAST IN PLACE CONCRETE PILES

PILE DETAILS
EAST AND WEST BOUND LANES
F.A.I. RT. 72 - SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

				SHEET NO. 34
F.A.I. RT. 72		PIATT		72 SHEETS

I.D.O.T. - District Five Materials Bridge Foundation METRIC Boring Log

S.E. 1/4 SEC. 21, T. 19 N., R. 6 E. OF 3RD P.M. Sh. 1 of 4
PROJECT _____ BRIDGE S.N. 074-0001 & 0002 Date 11/29/94
ROUTE FAI-72 Bored By Winschief
SEC. 74-69 VBR STA. _____ Checked By T.G.B.
COUNTY Piatt
Boring No. 1
Stg 21+496
O/S CENTER LINE

DEPTH		N	Qu 100 kN/m2	W %
Gr. Surf. 217.77	0			
	-5(1.52)	B 15	201	15
	-10(3.05)	B 14	517	10
MIXED BROWN AND GRAY CLAY LOAM EMBANKMENT		S 12	527	11
	-15(4.57)	B 10	412	12
	-20(6.10)	B 10	316	14
		B 9	220	12

Surf. Water Elev. / Grndwater Elev. at Compl ____ At ____ Hrs	DEPTH		N	Qu 100 kN/m2	W %
MIXED BROWN CLAY LOAM EMBANKMENT	210.45		B 9	201	13
BROWN MOTTLED SILTY CLAY	-25(7.62)	209.69	B 8	316	25
			B 9	220	19
BROWN MOTTLED CLAY LOAM - SANDY CLAY LOAM TILL	-30(9.14)		B 9	201	16
	-35(10.67)		B 9	201	14
		206.04	B 11	278	13
FINE BROWN SAND (FREE WATER)	-40(12.19)	205.43	B 12	297	12
LIMIT OF BORING			B 16		
	-45(13.72)				

N - Standard Penetrometer Test: 2" (50.8 mm) OD Sampler, N = # of blows/foot
140# (63.5 kg) hammer falling 30" (0.76 m)
(Type of failure: B-Bulge S-Shear E-Estimated P-Penetrometer)

I.D.O.T. - District Five Materials Bridge Foundation METRIC Boring Log

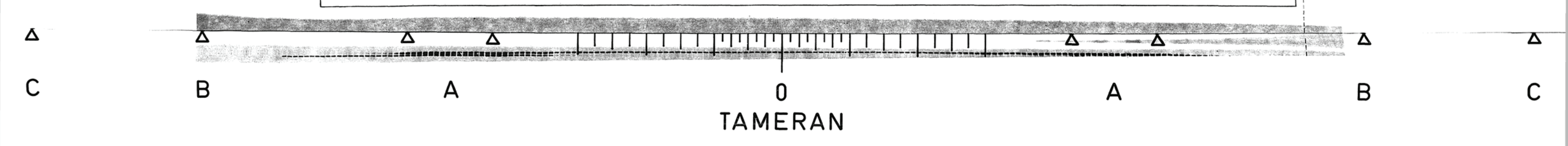
PROJECT _____ BRIDGE S.N. 074-0001 & 0002 Sh. 2 of 4
ROUTE FAI-72 Date 11/29/94
SEC. 74-69 VBR STA. _____ Bored By Winschief
COUNTY Piatt Checked By T.G.B.
Boring No. 2
Stg 21+550
O/S CENTER LINE

DEPTH		N	Qu 100 kN/m2	W %
Gr. Surf. 218.94	0			
	-5(1.52)	B 5	335	14
MIXED BROWN GRAY CLAY LOAM EMBANKMENT		B 10	259	8.6
	-10(3.05)	B 9	201	13
	-15(4.57)	B 10	316	13
		B 12	354	12
	-20(6.10)	B 9	201	11
MIXED BLACK & GRAY SILTY CLAY		B 7	153	25

Surf. Water Elev. / Grndwater Elev. at Compl ____ At ____ Hrs	DEPTH		N	Qu 100 kN/m2	W %
DARK GRAY SILTY CLAY	211.32	-25(7.62)	B 9	201	27
			B 7	278	18
			B 12	216	13
BROWN TO BROWN GRAY MOTTLED CLAY LOAM SANDY CLAY LOAM TILL	-30(9.14)		B 15	412	9.8
			B 12	278	12
	-35(10.67)		B 12	316	12
		207.21	B 10	201	12
GRAY SANDY CLAY LOAM TILL	-40(12.19)	206.60	B 8	96	13
LIMIT OF BORING					
	-45(13.72)				

N - Standard Penetrometer Test: 2" (50.8 mm) OD Sampler, N = # of blows/foot
140# (63.5 kg) hammer falling 30" (0.76 m)
(Type of failure: B-Bulge S-Shear E-Estimated P-Penetrometer)

BORING DETAILS
F.A.I. RT. 72 SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

					SHEET NO. 35
F.A.I. RTE. 72	SECTION	COUNTY		73	35 SHEETS
FED. ROAD DIST. NO. 7		PIATT			

I.D.O.T. - District Five Materials Bridge Foundation METRIC Boring Log Sh. 3 of 4

PROJECT _____ BRIDGE S.N. 074-0002 Date 12/01/94
ROUTE FAI-72 Bored By Winschief
SEC. 74-69 VBR STA. _____ Checked By T.G.B.
COUNTY Piatt
Boring No. 3
Stg 21+526
O/S 21.4m LT

	DEPTH	N	Qu 100 kN/m2	W %
Gr. Surf. 209.57	0			
	-25(7.62)	B	35	651 12
BROWN SANDY CLAY LOAM TILL	-5(1.52)	B 6	96	16
		B 35	632	12
		B 8	153	13
207.13				
GRAY CLAY LOAM TILL	-30(9.14)	B 33	636	12
COARSE BROWN SAND (FREE WATER)	-10(3.05)			
206.22				
	-35(10.67)	B	18 278	12
		S 38	201	15
GRAY SAND LOAM				
205.15				
	-15(4.57)	B 21	689	10
197.99				
GRAY BROWN SILT LOAM				
SAND LENS----->		S 20	373	10
197.38	-40(12.19)	B	21 316	30
LIMIT OF BORING				
GRAY SANDY CLAY LOAM TILL	-20(6.10)	B 28	709	11
	-45(13.72)	B 36	594	11

N - Standard Penetrometer Test: 2" (50.8 mm) OD Sampler, N = # of blows/foot 140# (63.5 kg) hammer falling 30" (0.76 m)
(Type of failure: B-Bulge S-Shear E-Estimated P-Penetrometer)

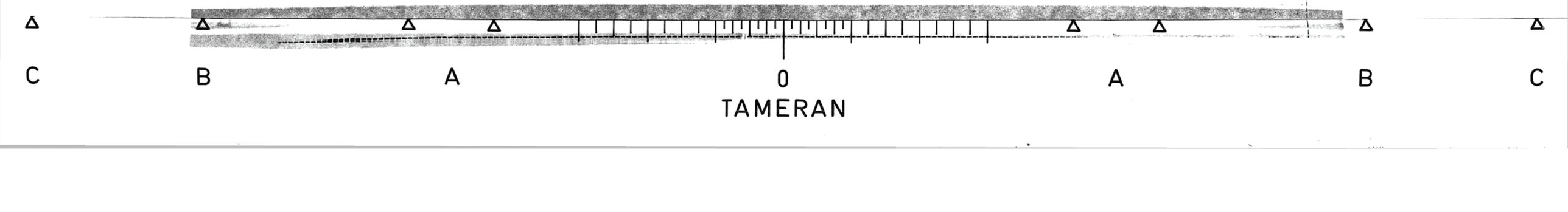
I.D.O.T. - District Five Materials Bridge Foundation METRIC Boring Log Sh. 4 of 4

PROJECT _____ BRIDGE S.N. 074-0001 Date 11/29/94
ROUTE FAI-72 Bored By Winschief
SEC. 74-69 VBR STA. _____ Checked By T.G.B.
COUNTY Piatt
Boring No. 4
Stg 21+516
O/S 21.3m RT

	DEPTH	N	Qu 100 kN/m2	W %
Gr. Surf. 210.01	0			
	-25(7.62)	B	21 517	12
BROWN CLAY LOAM TILL	-5(1.52)	B 11	201	13
		B 13	354	12
	-10(3.05)	B 15	450	12
206.81				
COARSE BROWN TO GRAY SAND	-15(4.57)	31		
(FREE WATER)		20		
204.01	-20(6.10)	B 24	316	9.7
GRAY CLAY LOAM TILL		B 24	596	12
GRAY CLAY LOAM TILL	-30(9.14)	B 27	575	11
199.80				
DENSE SAND	-35(10.67)	40		
199.88				
GRAY CLAY LOAM TILL	-40(12.19)	B 14	201	16
196.90				
DARK GRAY CLAY LOAM	-45(13.72)	B 14	316	
196.29				

N - Standard Penetrometer Test: 2" (50.8 mm) OD Sampler, N = # of blows/foot 140# (63.5 kg) hammer falling 30" (0.76 m)
(Type of failure: B-Bulge S-Shear E-Estimated P-Penetrometer)

BORING DETAILS
F.A.I. RT. 72 SEC. (74-69)VBR
PIATT COUNTY
STATION 21+522.820

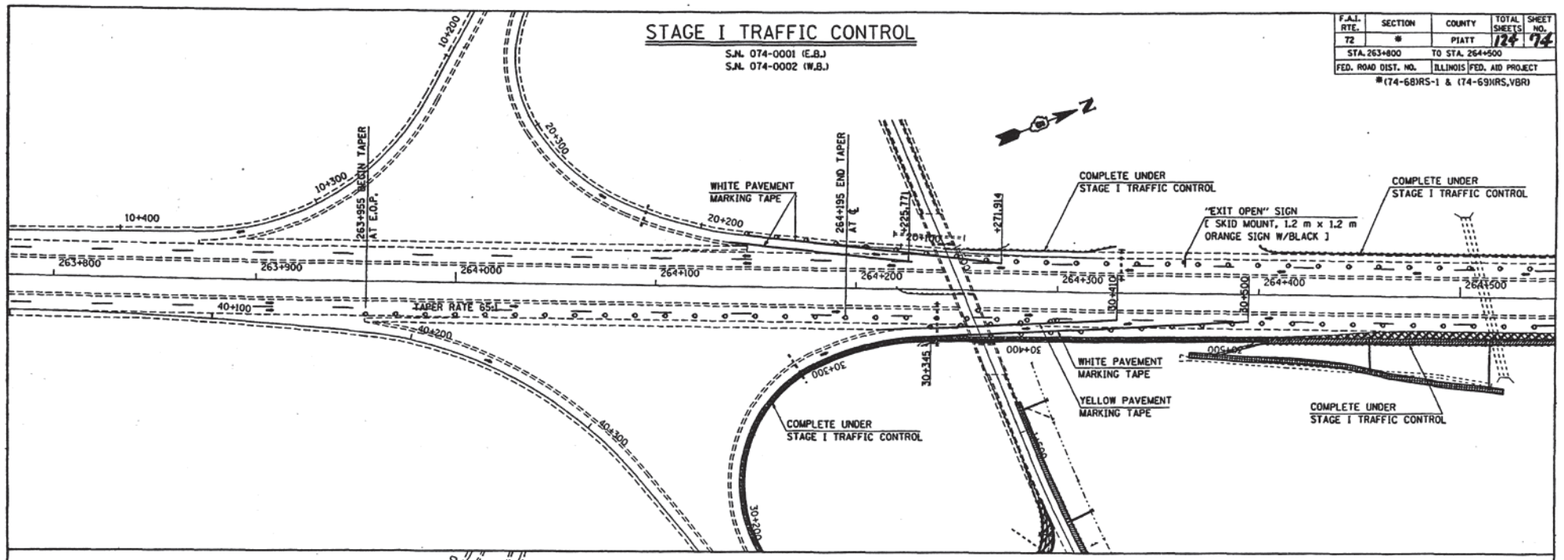


STAGE I TRAFFIC CONTROL

S.N. 074-0001 (E.B.)
S.N. 074-0002 (W.B.)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	74
STA. 263+800		TO STA. 264+500		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

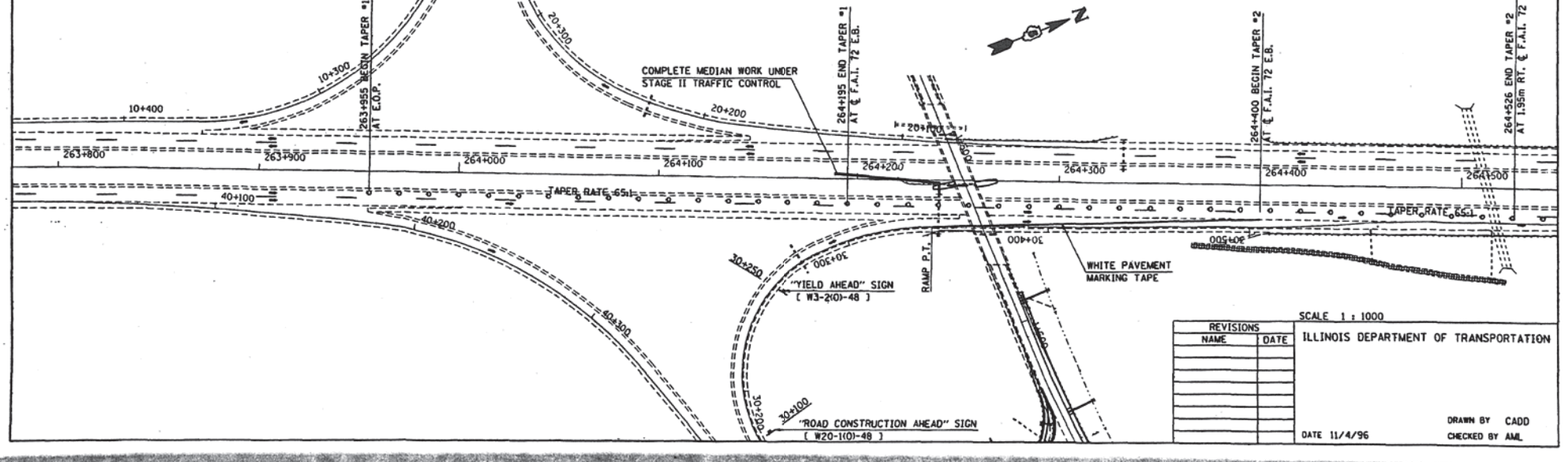
*(74-68IRS-1 & (74-69XRS,VBR)



STAGE II TRAFFIC CONTROL

S.N. 074-0001 (E.B.)
S.N. 074-0002 (W.B.)

REFER TO STANDARD 701401, STANDARD 701411, AND SPECIAL PROVISIONS FOR TRAFFIC CONTROL PLAN



SCALE 1 : 1000

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DATE 11/4/96

DRAWN BY CADD
CHECKED BY AML

C B A 0 A B C

TAMERAN

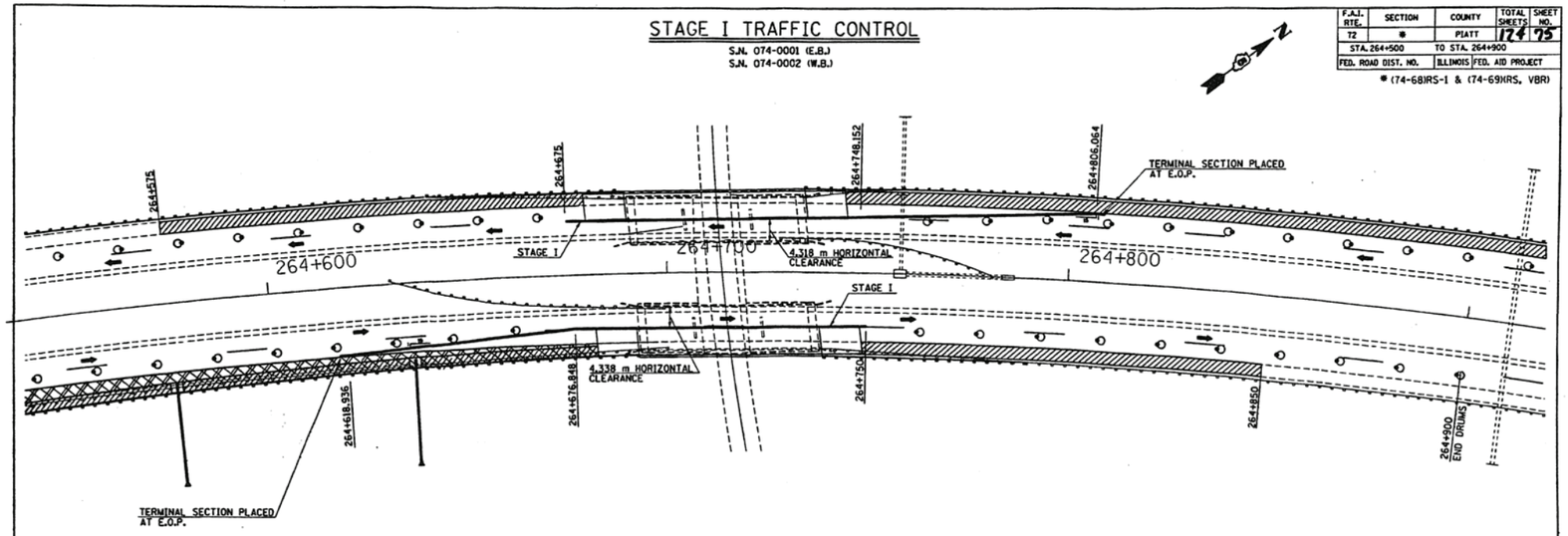
12/17/96

STAGE I TRAFFIC CONTROL

S.N. 074-0001 (E.B.)
S.N. 074-0002 (W.B.)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	174	75
STA. 264+500		TO STA. 264+900		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

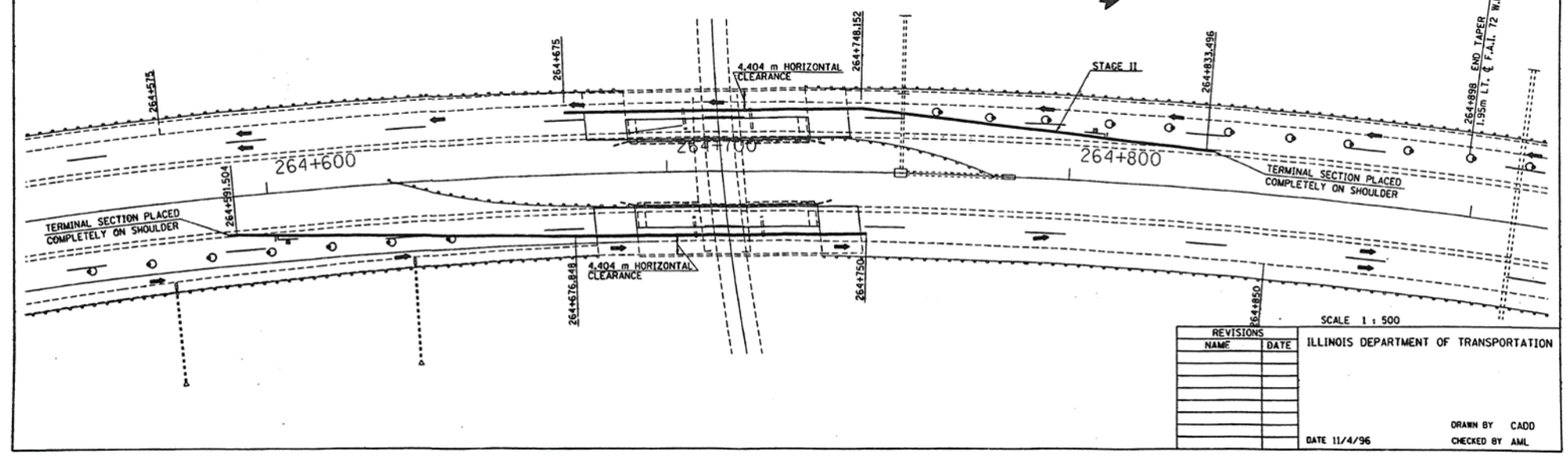
* (74-68)RS-1 & (74-69)RRS, VBR)



STAGE II TRAFFIC CONTROL

S.N. 074-0001 (E.B.)
S.N. 074-0002 (W.B.)

REFER TO STANDARD 701401, STANDARD 701411, AND SPECIAL PROVISIONS FOR TRAFFIC CONTROL PLAN



SCALE 1 : 500

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAWN BY CADD
DATE 11/4/96 CHECKED BY AML

C B A 0 A B C

TAMERAN

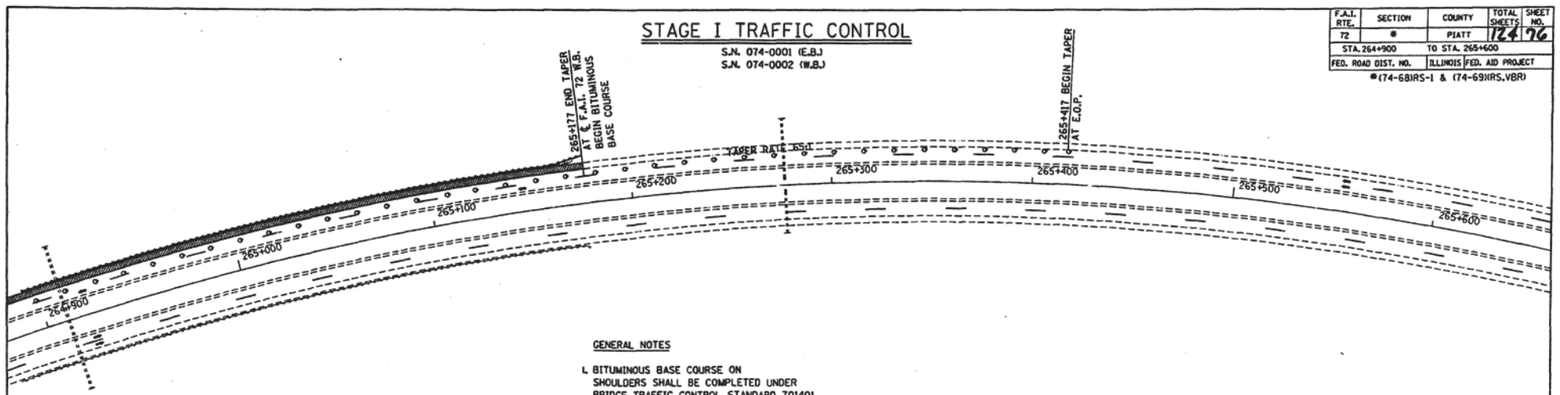
12/17/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	76
STA. 264+900		TO STA. 265+600		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(74-68)RS-1 & (74-69)RS.VBR)

STAGE I TRAFFIC CONTROL

S.N. 074-0001 (E.B.)
S.N. 074-0002 (W.B.)



GENERAL NOTES

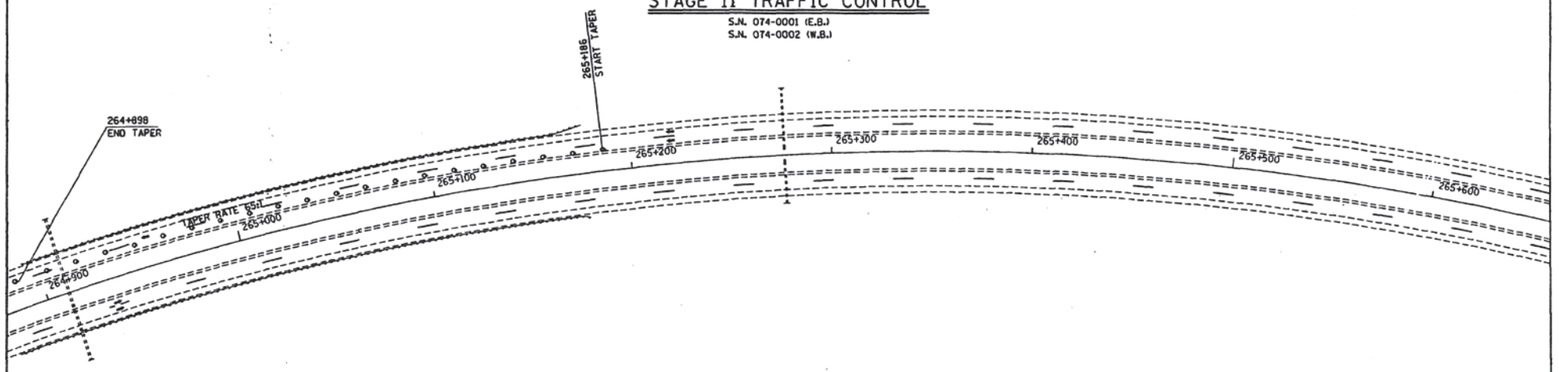
1. BITUMINOUS BASE COURSE ON SHOULDERS SHALL BE COMPLETED UNDER BRIDGE TRAFFIC CONTROL STANDARD 701401

2. FOR QUANTITIES SEE SHEET NO. 29

REFER TO STANDARD 701401, STANDARD 701411, AND SPECIAL PROVISIONS FOR TRAFFIC CONTROL PLAN

STAGE II TRAFFIC CONTROL

S.N. 074-0001 (E.B.)
S.N. 074-0002 (W.B.)

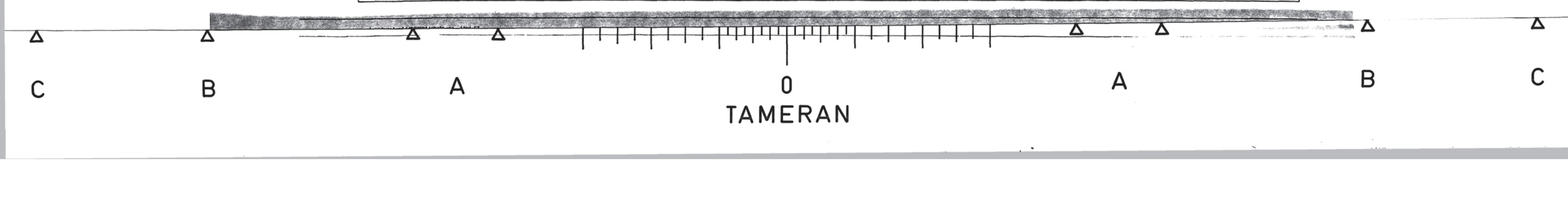


SCALE 1 : 1000

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAWN BY CADD
DATE 11/4/96 CHECKED BY AML



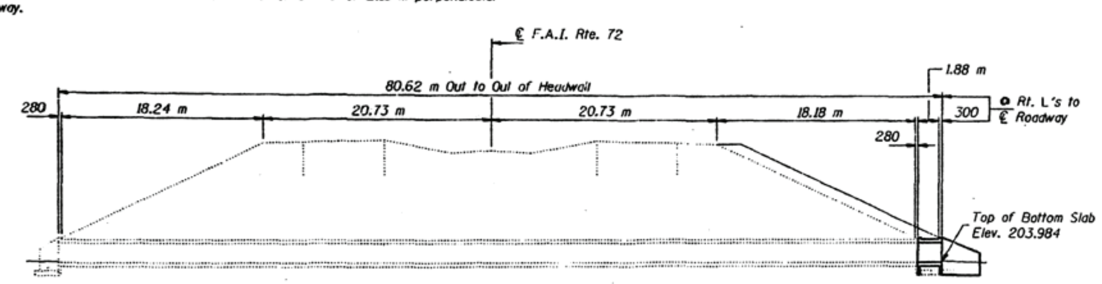
Bench Mark: N.A.

Existing Structure: #074-8301 was originally built in 1961 as F.A.I. 72, Section 74-69. Station 39+469.24. This structure shall be extended for a total of 2.18 m perpendicular to the roadway.

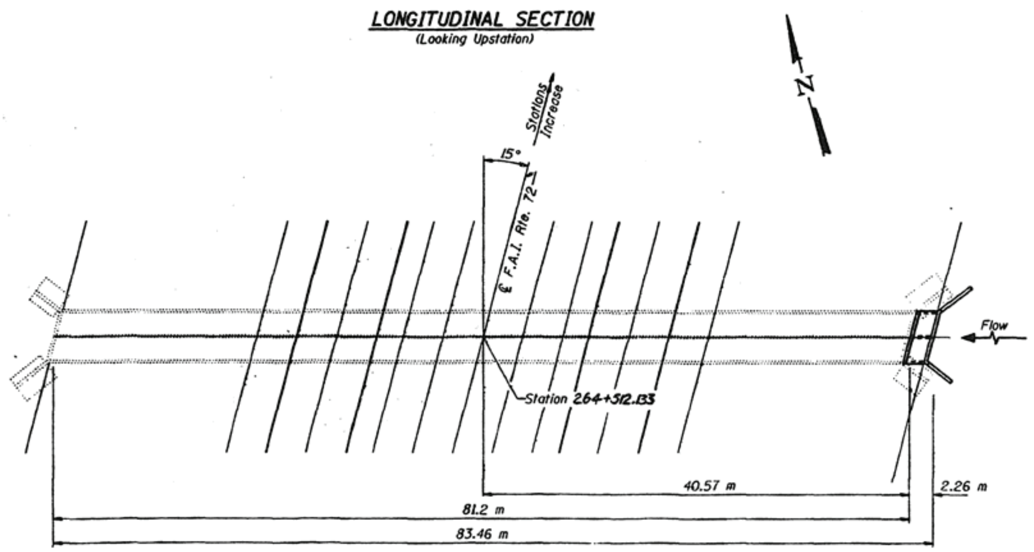
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. Route	Section	County	Total Sheets	Sheet No.
F.A.I. 72	74-69	PIATT		77

SHEET NO. 1
3 SHEETS



LONGITUDINAL SECTION
(Looking Upstation)



PLAN

GENERAL NOTES

Reinforcement bars shall conform to the requirements of AASHTO M-31M, M-42M or M-53M Grade 400.

Exposed edges shall be beveled 20 mm.

For backfilling and embankment see Standard Specifications.

Precast alternate not allowed.

Expansion bolts shall consist of approved expansion anchors, providing minimum certified proof load = 18.15 kN, and 20 mm ϕ x 300 mm hooked bolts.

All dimensions are in millimeters (mm) except as noted.

DISREGARD THIS SCHEDULE, SEE SUMMARY OF QUANTITIES SHEETS 13-15A FOR FINAL QUANTITIES

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Box Culverts	m^3	17.2
Reinforcement Bars	kg	1847
Expansion Bolts 20 mm ϕ	Each	37

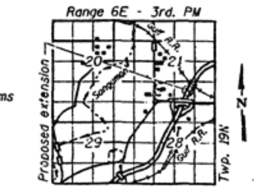
LOADING MS18

DESIGN SPECIFICATIONS
1992 AASHTO Specifications with 1993 & 1994 Interims

DESIGN STRESSES
FIELD UNITS
f'_c = 24 MPa
f_y = 400 MPa (reinforcement)

WATERWAY INFORMATION

Drainage Area = 6.71 km^2	Low Grade Elev. 215.363 @ Sta. 264+512.133								
Flood	Freq. Yr.	Q m^3/s	Opening m^2 Exist.	Opening m^2 Prop.	Nat. H.W.E.	Head - m Exist.	Head - m Prop.	Headwater El. Exist.	Headwater El. Prop.
Design	50	20.1	5.30	5.30	205.99	.26	.26	206.25	206.25
Base	100	22.9	5.87	5.87	206.04	.40	.40	206.44	206.44
Overtopping									
Max. Calc.	500	29.6	7.80	7.80	206.15	.86	.86	207.01	207.01



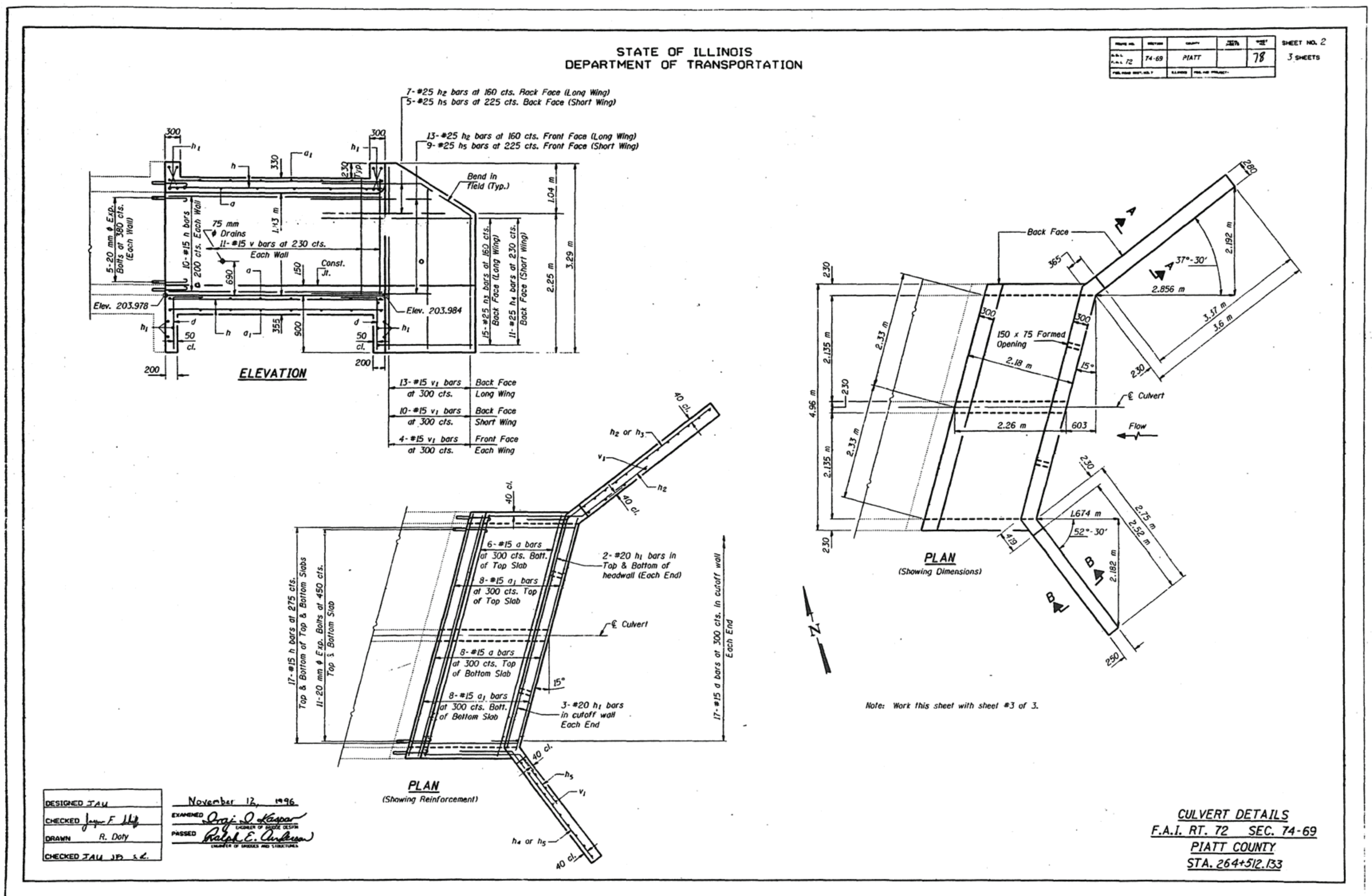
LOCATION SKETCH

DESIGNED	Dohn A. Uckle
CHECKED	Jayme F. Schiff
DRAWN	R. Doty
CHECKED	JAU JFS RL

November 12, 1996
EXAMINED Oraj S. Kaspar — ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson — ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS — RALPH E. ANDERSON — 081-004625 — SPRINGFIELD — LICENSED STRUCTURAL ENGINEER
EXPIRES 11-30-98

GENERAL PLAN
INTERSTATE 72
F.A.I. RTE. 72 - SEC. 74-69
PIATT CO.
STA. 264+512.133
STR. NO. 074-8301

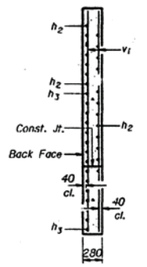


C B A 0 A B C

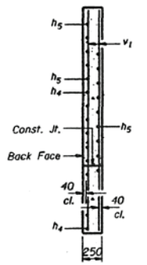
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

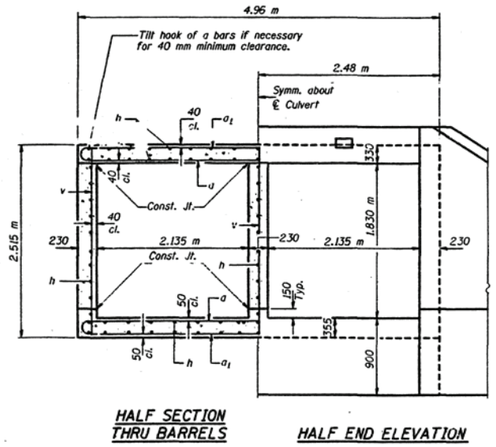
	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
F.A.I. 72	74-69	PIATT		79	3 SHEETS
FED. ROAD DIST. NO.	STATE	FED. AID PROJECT			



SECTION A-A

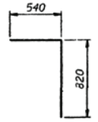


SECTION B-B

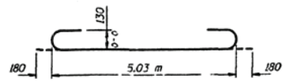


HALF SECTION THRU BARRELS

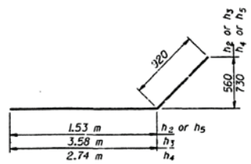
HALF END ELEVATION



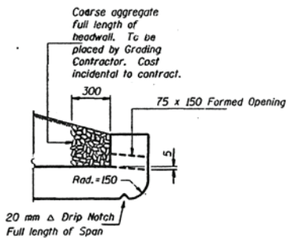
BAR d



BAR a



BARS h_2, h_3, h_4 & h_5



DRAIN DETAIL

BILL OF MATERIAL

Bar	No.	Size	Length (m)	Shape
a	14	#15	5.39	
a_1	16	#15	5.03	
d	34	#15	1.36	
h	98	#15	2.18	
h_1	14	#20	4.98	
h_2	20	#25	2.45	
h_3	15	#25	4.50	
h_4	11	#25	3.66	
h_5	14	#25	2.45	
v	33	#15	2.36	
v_1	31	#15	3.23	
Reinforcement Bars			kg	1847
Concrete Box Culverts			m^3	17.2
Expansion Bolts 20 mm ϕ			Each	37

DESIGNED	JAV
CHECKED	JFH
DRAWN	R. Doty
CHECKED	JAV JFS S.Z.

November 12, 1996

EXAMINED Raj D. Kapur
ENGINEER OF BRIDGE DESIGN

PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

CULVERT DETAILS
F.A.I. RT. 72 SEC. 74-69
PIATT COUNTY
STA. 264+512.133

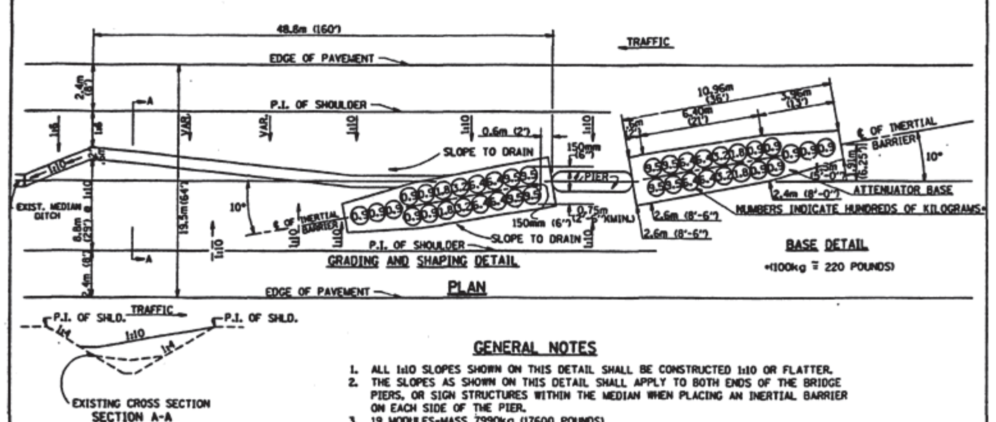
C B A 0 A B C
TAMERAN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	80

* (74-68)RS-1 & (74-69)RS-VBR)

DETAIL OF INERTIAL BARRIERS

(110km/h (70) MPH DESIGN - 19.5m (64') MEDIAN)



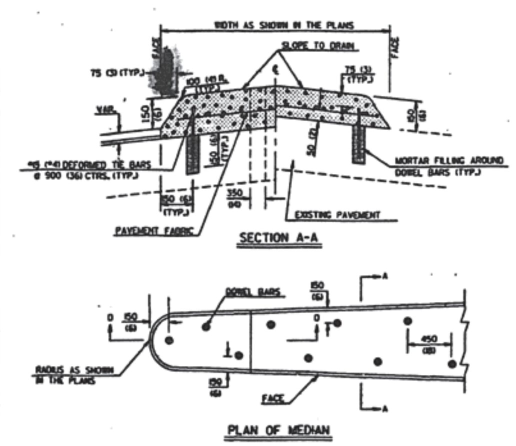
GENERAL NOTES

1. ALL 1:10 SLOPES SHOWN ON THIS DETAIL SHALL BE CONSTRUCTED 1:10 OR FLATTER.
2. THE SLOPES AS SHOWN ON THIS DETAIL SHALL APPLY TO BOTH ENDS OF THE BRIDGE PIERS, OR SIGN STRUCTURES WITHIN THE MEDIAN WHEN PLACING AN INERTIAL BARRIER ON EACH SIDE OF THE PIER.
3. 19 MODULES-MASS 7990kg (17600 POUNDS)
4. IN AREAS OF 1:10 SLOPES PRECEDING THE ATTENUATOR IN THE MEDIAN INSTALLATION. 4 WOOD POSTS SHALL BE PLACED AT 1.5m (5') INTERVALS IN THE MEDIAN ℄. SEE SPECIAL PROVISIONS.
5. DITCH FLOW LINES MAY (AS SHOWN) OR MAY NOT SHIFT FROM CENTER LINE. ENGINEER WILL DETERMINE IN FIELD.

	NAME	DATE
DESIGNED	D.L.P.	3-91
CHECKED	F.M.S.	3-91
CADD NO.		

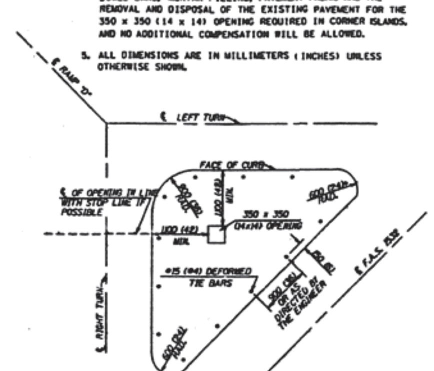
REVISIONS	
NAME	DATE
D.L.P.	6-94
D.L.P.	12-95

DETAIL OF CONCRETE MEDIAN, TYPE SM (DOWELLED)



GENERAL NOTES

1. THE GENERAL NOTES FOR STANDARD 606301 SHALL APPLY.
2. SECTION D-D SHALL BE THE SAME AS SHOWN ON 606301.
3. DOWEL BARS @ 900 (36) CTRS. OR AS DIRECTED BY THE ENGINEER.
4. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ.FT. FOR CONCRETE MEDIAN, TYPE SM (DOWELLED) OR CONCRETE MEDIAN, TYPE SM-6 (DOWELLED) INCLUDING THE COST OF FURNISHING AND INSTALLING THE DOWEL BARS, MORTAR FILLING, PAVEMENT FABRIC AND THE REMOVAL AND DISPOSAL OF THE EXISTING PAVEMENT FOR THE 350 x 350 (14 x 14) OPENING REQUIRED IN CORNER ISLANDS, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
5. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.



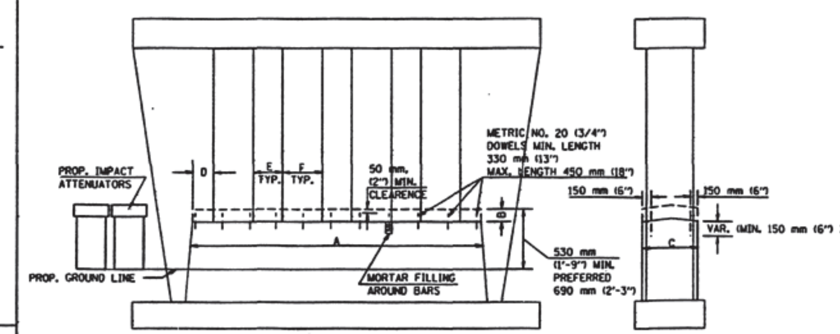
PLAN OF CORNER ISLAND

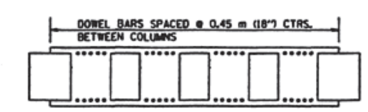
	NAME	DATE
DESIGNED	J.M.H.	1-89
CHECKED	F.M.S.	1-89
CADD NO.		

REVISIONS	
NAME	DATE
J.M.H.	4-89
C.L.H.	9-96

DETAIL OF CRASHWALL EXTENSION

S.N. 074-0071 UNDER IL. 105





SECTION	STATION	A	B	C	D	E	F	m³ (CU. YDS.) CLASS SI CONCRETE
74-69	259+410.159	15.824	0.530	0.864	0.152	1.067	3.080	5.83

GENERAL NOTES:

CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

DOWEL BARS SHALL CONFORM TO STATE SPECIFICATIONS. THE DOWELS ARE TO BE PLACED IN THE CRASHWALL IN PREDRILLED HOLES AND MORTARED AS SHOWN IN THE DETAIL. THE DOWELS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNIT PRICE PER CUBIC METER (CUBIC YARD) FOR CLASS SI CONCRETE WHICH PRICE SHALL INCLUDE THE MATERIALS AND LABOR REQUIRED FOR THE INSTALLATION OF THE DOWELS.

DRILLED HOLES FOR DOWEL BARS SHALL BE NOMINAL 25 mm (1") DIAMETER.

	NAME	DATE
DESIGNED	D.L.P.	3-95
CHECKED	G.A.M.	4-95
CADD NO.		

REVISIONS	
NAME	DATE
D.L.P.	1-96
C.L.H.	9-96

C B A 0 A B C

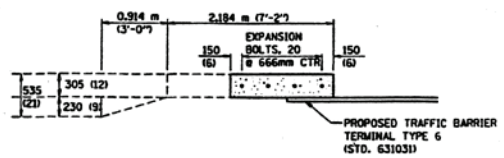
TAMERAN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	●	PIATT	124	81

● (74-68)RS-1 & (74-69)RS-VBR)

WINGWALL MODIFICATION FOR TYPE 6 TERMINAL

TABLE OF DIMENSIONS
a= 75 mm (3")
b= 150 mm (6")
c= 225 mm (9")
d= 300 mm (12")



PLAN

BILL OF MATERIALS

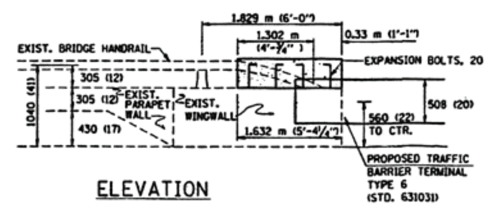
LOCATION	QUANTITY PER WINGWALL	
	CONCRETE m^3	EXPANSION BOLTS (EACH)
RT. 38+043.540	0.3	4.0
LT. 38+111.988	0.3	4.0

ALL EDGES SHALL HAVE STANDARD 19 mm (3/4") CHAMFERS

CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

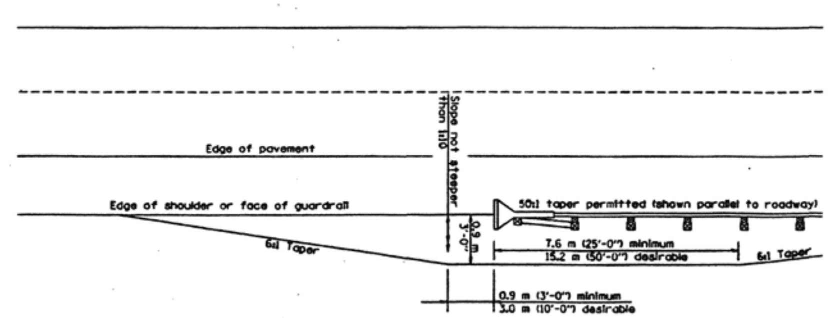
BOLT HOLES FOR CONNECTION OF TYPE 6 END SHOE SHALL BE DRILLED OR FORMED.

	NAME	DATE
DESIGNED	G.A.M.	1-18-95
CHECKED	D.L.P.	3-27-95
CADD NO.		



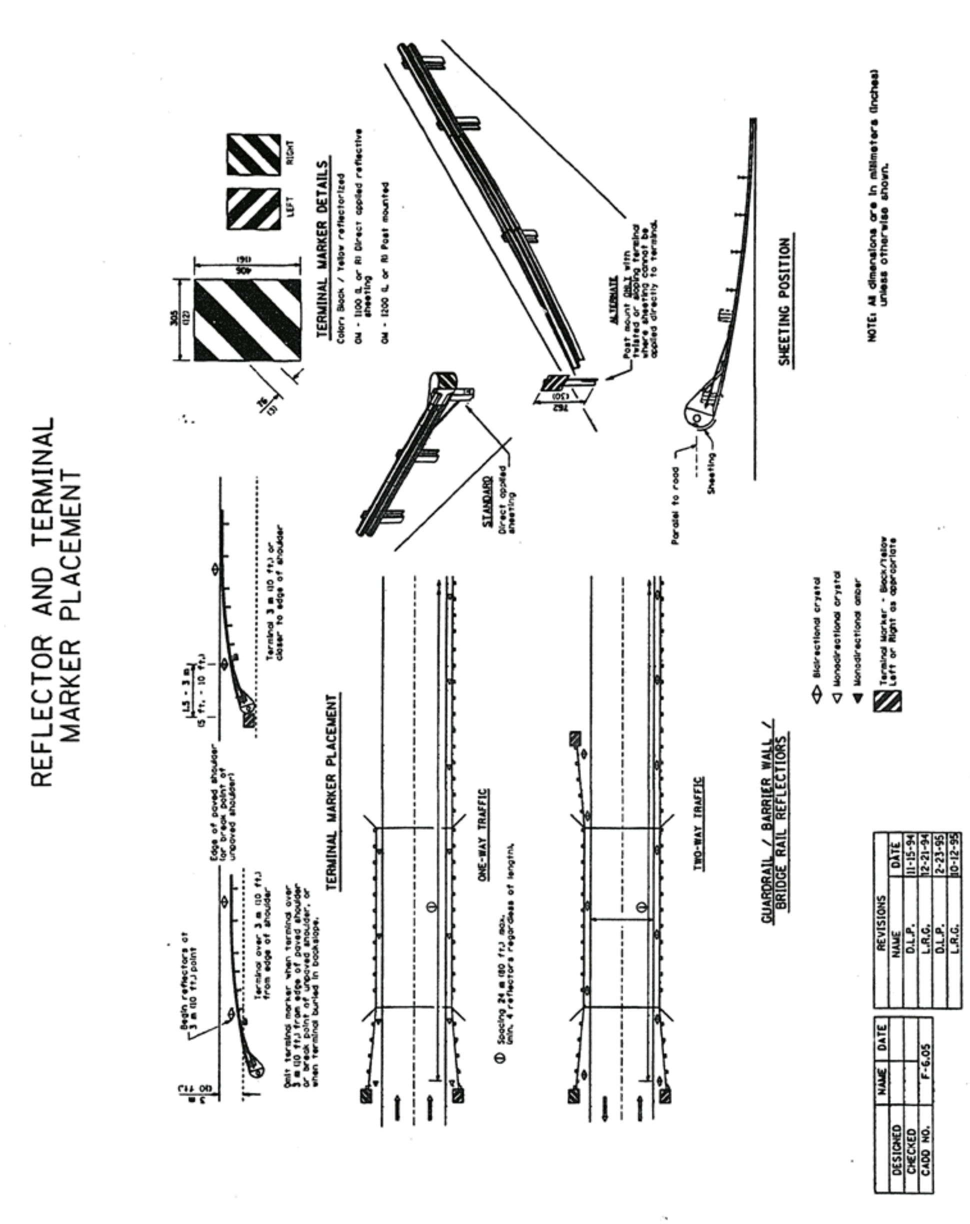
ELEVATION

SHOULDER WIDENING FOR TRAFFIC BARRIER TERMINAL TYPE I SPECIAL



	NAME	DATE
DESIGNED	CENTRAL OFFICE	
CHECKED	D.L.P.	3/96
CADD NO.	F-1.85	

REVISIONS	
NAME	DATE



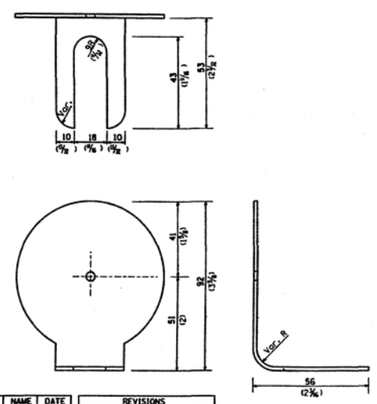
/usr/project/d502193/mdetails.anp LV=1-63

C B A 0 A B C

TAMERAN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	82

* (74-68RS-1 & (74-69XRS-VBR)



TYPICAL MOUNTING WITH REFLECTOR

GENERAL NOTES

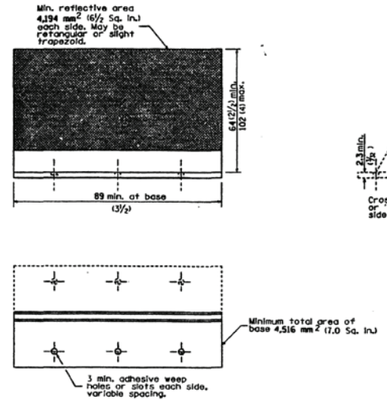
All dimensions shown are minimum.

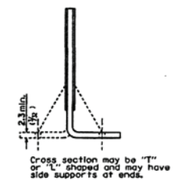
All dimensions are in millimeters (inches) unless otherwise shown.

	NAME	DATE
DESIGNED		
CHECKED		
CADD NO.	F-6.01	

REVISIONS	
NAME	DATE

REFLECTOR MARKER TYPE A





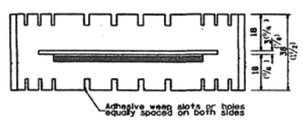
Cross section may be "T" or "L" shaped and may have side supports at ends.

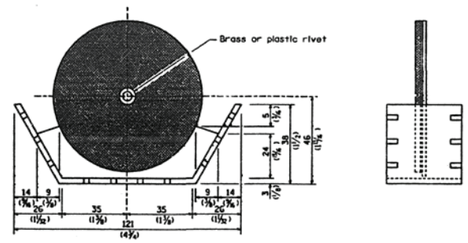
All dimensions are in millimeters (inches) unless otherwise shown.

	NAME	DATE
DESIGNED		
CHECKED		
CADD NO.	F-6.03	

REVISIONS	
NAME	DATE

REFLECTOR MARKER TYPE C





GENERAL NOTES

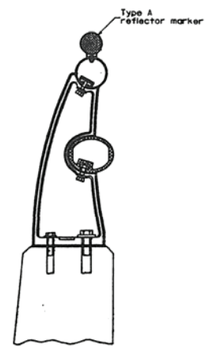
All dimensions shown are minimum.

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

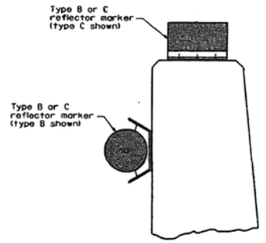
	NAME	DATE
DESIGNED		
CHECKED		
CADD NO.	F-6.02	

REVISIONS	
NAME	DATE

REFLECTOR MARKER TYPE B



TYPICAL MOUNTING DETAIL FOR BRIDGE RAIL REFLECTOR



TYPICAL MOUNTING DETAIL FOR BARRIER WALL REFLECTOR

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

	NAME	DATE
DESIGNED		
CHECKED		
CADD NO.	F-6.04	

REVISIONS	
NAME	DATE

REFLECTOR MOUNTING

/usr/project/d502193/mdetails.snp Lvl-63

C B A 0 A B C

TAMERAN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	12	33

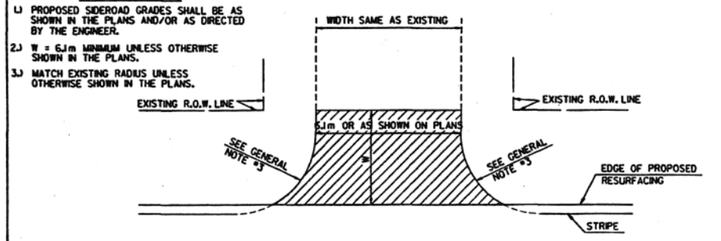
* (74-68RS-1 & (74-69XRS-VBR)

DETAIL OF SIDEROAD RETURNS

FOR IL. 105 AT FRONTAGE ROADS

GENERAL NOTES

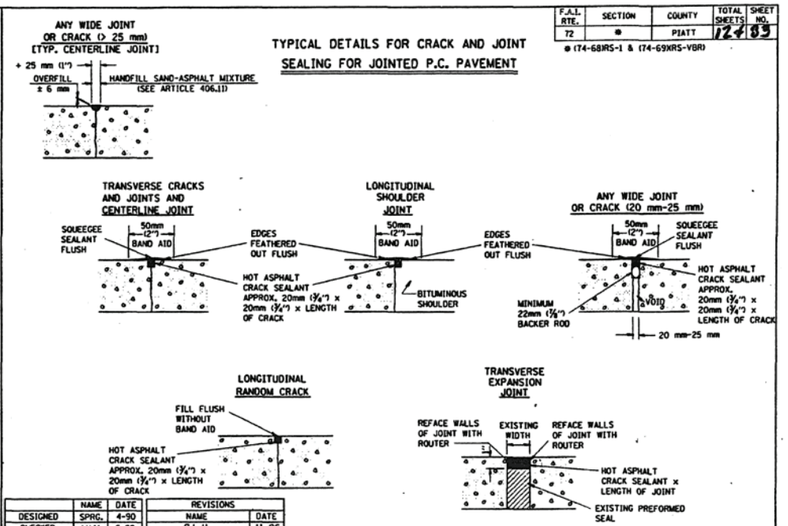
1. PROPOSED SIDEROAD GRADES SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
2. W = 6.1 m MINIMUM UNLESS OTHERWISE SHOWN IN THE PLANS.
3. MATCH EXISTING RADIUS UNLESS OTHERWISE SHOWN IN THE PLANS.



	NAME	DATE
DESIGNED	J.M.H.	10/88
CHECKED	P.E.K.	10/88
CADD NO.	C-1.22	

REVISIONS	
NAME	DATE
C.J.H.	9/96

TYPICAL DETAILS FOR CRACK AND JOINT SEALING FOR JOINTED P.C. PAVEMENT

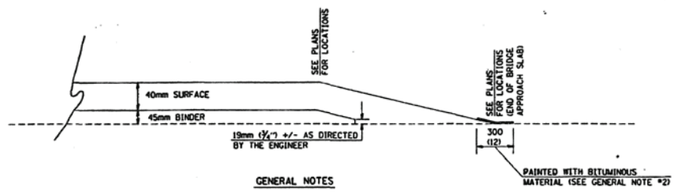


	NAME	DATE
DESIGNED	SPRG.	4-90
CHECKED	J.H.M.	5-90
CADD NO.		

REVISIONS	
NAME	DATE
C.L.H.	11-96

FEATHEREDGE RUNDOWN DETAIL

FOR IL. 105 AT S.N. 074-0071



GENERAL NOTES

1. ALL PROPOSED RUNDOWNS SHALL BE UNIFORMLY CONSTRUCTED AS FOLLOWS:
   1:240 (20 FEET PER INCH) OF THICKNESS FOR NON-INTERSTATE IMPROVEMENTS (SEE ARTICLE 406.19)
   1:360 (30 FEET PER INCH) OF THICKNESS FOR INTERSTATE IMPROVEMENTS
2. ON RESURFACING RUNDOWNS THAT ARE TO REMAIN IN PLACE AFTER COMPLETION OF THE SECTION, THE END OF THE FEATHEREDGE SHALL BE PAINTED WITH A UNIFORM COATING OF AC OR HFE BITUMINOUS MATERIAL APPROVED BY THE ENGINEER AFTER THE RUNDOWN IS COMPLETED. THE BITUMINOUS MATERIAL SHALL BE PAINTED ACROSS THE END OF THE RUNDOWN APPROXIMATELY 300 mm (12 INCHES) WIDE, 150 mm (6 INCHES) ON THE RUNDOWN AND 150 mm (6 INCHES) ON THE PAVEMENT. THE PAINTED STRIP SHALL BE COVERED WITH SAND. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

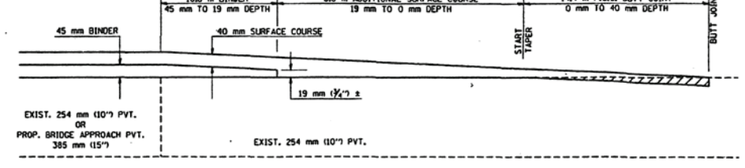
All dimensions are in millimeters (inches) unless otherwise shown.

	NAME	DATE
DESIGNED	J.M.H.	1-92
CHECKED	D.L.P.	1-92
CADD NO.	X-4.02	

REVISIONS	
NAME	DATE
J.M.H.	1-92
D.L.P.	11-94
G.A.M.	11-95

P.C.C. SURFACE REMOVAL BUTT JOINT

FOR END OF F.A.I. 72 RESURFACING, BRIDGE RUNDOWNS AND BEGINNING OF IL. 105



ROUTE	START TAPER	BUTT JOINT
IL. 105	P.C. STA. 37+101.59	STA. 37+070.99
F.A.I. 72	LT. STA. 260+125.345	LT. STA. 260+155.945
F.A.I. 72	RT. STA. 260+247.920	RT. STA. 260+278.520
F.A.I. 72	RT. STA. 21+464.4	RT. STA. 21+450.0
F.A.I. 72	LT. STA. 21+465.4	LT. STA. 21+451.0
F.A.I. 72	RT. STA. 21+574.6	RT. STA. 21+589.0
F.A.I. 72	LT. STA. 21+575.6	LT. STA. 21+590.0

	NAME	DATE
DESIGNED	C.L.H.	7/96
CHECKED		
DRAWN	CADD	7/96

/usr/project/d502133/materials.smp LVH-63

C B A 0 A B C

TAMERAN

12/17/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	84

* (74-68)RS-1 & (74-69)RS,VBR)

DETAILS OF P.C.C. PATCHING-PARTIAL DEPTH

NOTES:

THE CONTRACTOR HAS THE OPTION OF SAWING THE PAVEMENT AND CHIPPING THE EDGES OR BY MILLING THE DEFINED AREA OF THE PATCH.

ALL EDGES SHALL HAVE 1:1 SIDESLOPES

THE PAVEMENT SHALL BE SAWED A MINIMUM OF 50 mm DEPTH IF THE SAWING OPTION IS USED.

THE DIAMETER OF THE WHEEL SAW OR MILLING MACHINE SHALL BE OF SUFFICIENT SIZE TO MAINTAIN THE 1:1 SIDE SLOPE. CHIPPING MAY STILL BE REQUIRED ON NARROW SIDES IF SO DIRECTED BY THE ENGINEER.

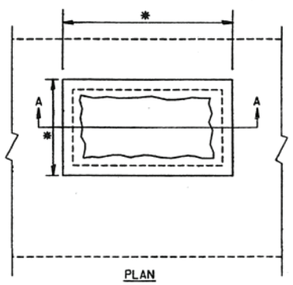
BEFORE SANDBLASTING, ALL VISIBLE WIRE MESH SHALL BE REMOVED FLUSH WITH THE CONCRETE BEING PATCHED.

IMMEDIATELY BEFORE APPLYING GROUT PRIOR TO CONCRETE PLACEMENT ALL EXPOSED SURFACES SHALL BE CLEANED BY SANDBLASTING, AIRBLASTING, WASHING AND BRUSHING.

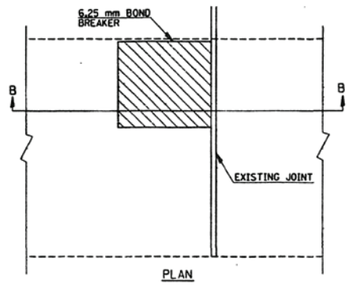
A HAND VIBRATOR OR VIBRATING SCREED SHALL BE USED DURING THE PATCHING OPERATIONS.

BURLAP CURING BLANKETS ARE NOT REQUIRED. CURING SHALL BE WITH CURING COMPOUNDS MEETING THE APPROVAL OF THE ENGINEER.

FOR ADDITIONAL REQUIREMENTS AND BASIS OF PAYMENT, SEE THE SPECIAL PROVISIONS.

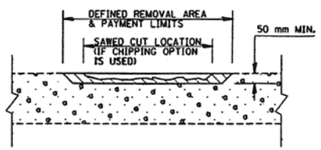


PLAN

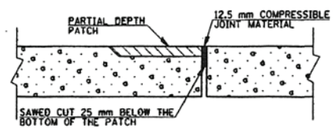


PLAN

* LIMITS OF PARTIAL DEPTH PATCHING AS DIRECTED BY THE ENGINEER.

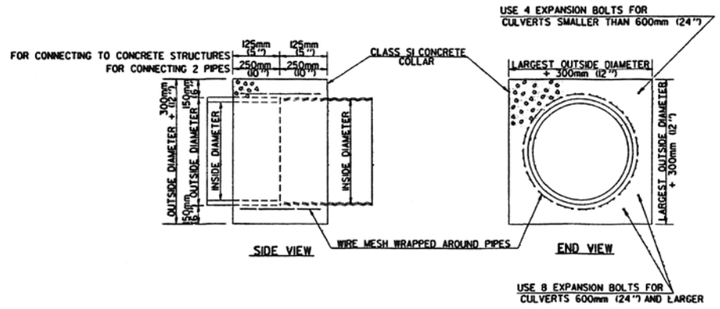


SECTION A-A



SECTION B-B

DETAIL OF CONCRETE COLLARS



METRIC FOR INFORMATION ONLY		ENGLISH FOR INFORMATION ONLY	
INSIDE DIAMETER OF PIPE	ESTIMATED CLASS SI CONCRETE REQUIRED (500 mm WIDTH)	INSIDE DIAMETER OF PIPE	ESTIMATED CLASS SI CONCRETE REQUIRED (20" WIDTH)
100 mm	0.08 m³	4"	0.10 CU. YDS.
150 mm	0.80 m³	6"	0.11 CU. YDS.
200 mm	0.13 m³	8"	0.15 CU. YDS.
300 mm	0.17 m³	12"	0.20 CU. YDS.
375 mm	0.20 m³	15"	0.23 CU. YDS.
450 mm	0.23 m³	18"	0.28 CU. YDS.
600 mm	0.30 m³	24"	0.36 CU. YDS.
900 mm	0.84 m³	42"	1.00 CU. YDS.
1500 mm	1.04 m³	60"	1.24 CU. YDS.

GENERAL NOTES

1. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
2. WHEN CONCRETE COLLARS ARE USED TO CONNECT PIPES OF DIFFERENT OUTSIDE DIAMETERS, THE CONCRETE COLLAR SHALL BE FORMED USING THE LARGEST OUTSIDE DIAMETER (SEE END VIEW).
3. THE WIRE MESH SHALL WEIGH NOT LESS THAN 2.63 kg/m² (54#/100 SQ. FT.)
4. WHEN CONCRETE COLLARS ARE CONSTRUCTED ADJACENT TO AN EXISTING CONCRETE STRUCTURE (HEADWALLS, ETC.) EXPANSION BOLTS SHALL BE USED AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE, EACH, FOR EXPANSION BOLTS OF THE SIZE SPECIFIED IN THE PLANS.
5. CONCRETE COLLARS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE, PER CUBIC METER (CUBIC YARD), FOR CONCRETE COLLARS INCLUDING ALL MATERIAL AND LABOR SPECIFIED TO COMPLETE THE WORK IN PLACE.

	NAME	DATE
DESIGNED	J.M.H.	4-80
CHECKED	P.E.K.	4-80
CADD NO.	J-5.45	

REVISIONS	
NAME	DATE
W.R.C.	8-94
D.L.P.	2-95

/user/project/d502183/mdetails.srp LVL-63

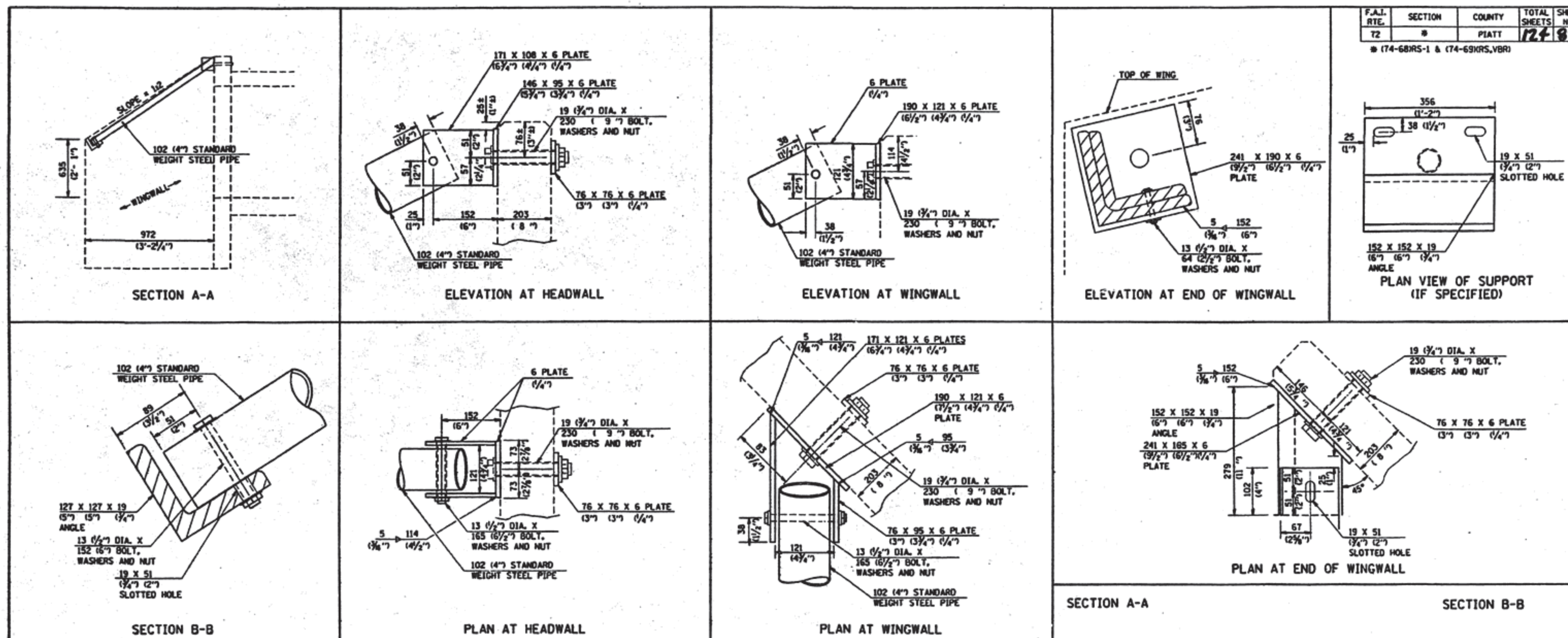
C B A 0 A B C

TAMERAN

12/17/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	85

* (74-68)RS-1 & (74-69)(RS,VBR)



SECTION A-A — ELEVATION AT HEADWALL — ELEVATION AT WINGWALL — ELEVATION AT END OF WINGWALL — PLAN VIEW OF SUPPORT (IF SPECIFIED)

SECTION B-B — PLAN AT HEADWALL — PLAN AT WINGWALL — PLAN AT END OF WINGWALL

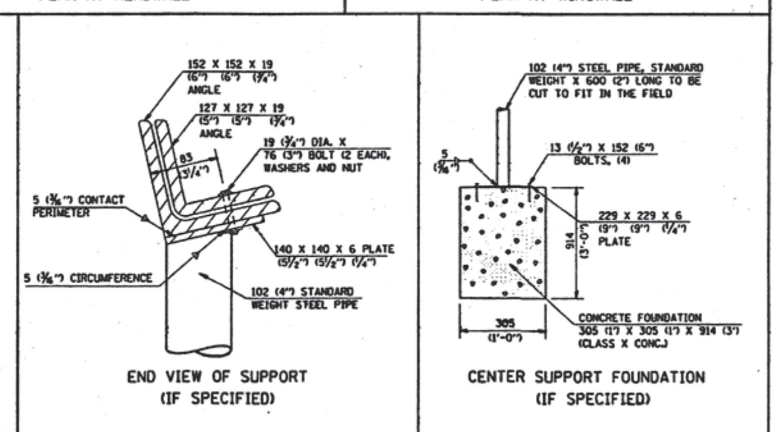
GENERAL NOTES

1. ALL DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE STATED.
2. BOLTS AND NUTS SHALL CONFORM TO A.S.T.M. A 307. ALL BOLTS SHALL HAVE WASHERS AT EACH END. HOLES SHALL BE 2 mm (1/16") OVERSIZED UNLESS OTHERWISE NOTED EXCEPT IN CONCRETE WHICH SHALL BE 3 mm (1/8") OVERSIZED.
3. ANGLES AND STEEL PLATES SHALL CONFORM TO A.A.S.H.T.O. M 183. STEEL PIPES SHALL CONFORM TO A.S.T.M. A 53, GRADE B OR A.S.T.M. A 501.
4. STEEL PIPES , ANGLES AND PLATES SHALL BE HOT DIPPED GALVANIZED CONFORMING TO THE REQUIREMENTS OF A.A.S.H.T.O. M 111.
5. BOLTS, NUTS AND WASHERS SHALL BE HOT DIPPED GALVANIZED CONFORMING TO THE REQUIREMENTS OF A.A.S.H.T.O. M 232.
6. THE APPROXIMATE WEIGHT OF THE STEEL FOR ONE (1) GRATE IS 230 KILOGRAMS. THIS TOTAL INCLUDES PLATES, ANGLES AND PIPES. BOLTS, NUTS AND WASHERS ARE NOT INCLUDED.
7. ALL DIMENSIONS ARE TO BE VERIFIED IN THE FIELD. CUTTING OF THE STANDARD WEIGHT PIPE AND ANGLES TO THE EXACT LENGTH AND DRILLING HOLES IS TO BE DONE IN THE FIELD.
8. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "GRATING FOR BOX CULVERT" WHICH PRICE SHALL INCLUDE ALL MATERIAL AND LABOR TO COMPLETE THE INSTALLATION AS SHOWN.

NUMBER OF CENTER SUPPORTS REQUIRED

W.W. SPAN (TIP-TIP)	NUMBER REQUIRED	SPACING
0 TO 3.75 m	0	-
3.75 m TO 5.4 m	1	CENTER OF W.W. SPAN
OVER 5.4 m	(1 CENTER SUPPORT EVERY ADDITIONAL 1.8 m OF W.W. SPAN)	

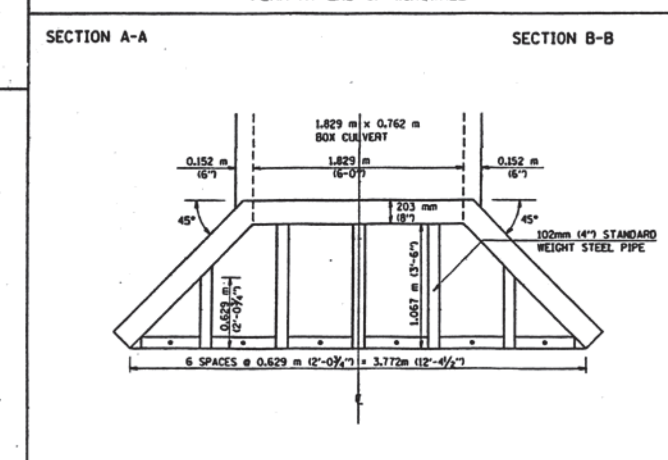
	NAME	DATE
DESIGNED	M.A.M.	1-92
REVISED	J.L.M.	7-95
CADD NO.	F-1.83	



END VIEW OF SUPPORT (IF SPECIFIED) — CENTER SUPPORT FOUNDATION (IF SPECIFIED)

GRATING FOR CONCRETE HEADWALL

RT. & LT. STATION 266+709.134
(TOTAL = 4.0 EACH)



NOTES: PIPE LENGTHS ARE ONLY APPROXIMATE. EXACT LENGTHS TO BE DETERMINED IN FIELD.
DRILL 13 ø HOLES NEAR CENTER OF ANGLE BETWEEN 2 STEEL PIPES TO PROVIDE DRAINAGE OFF OF ANGLE.

PLAN

/usr/project/d502193/mdetails.snp LV=1-63

C B A 0 A B C

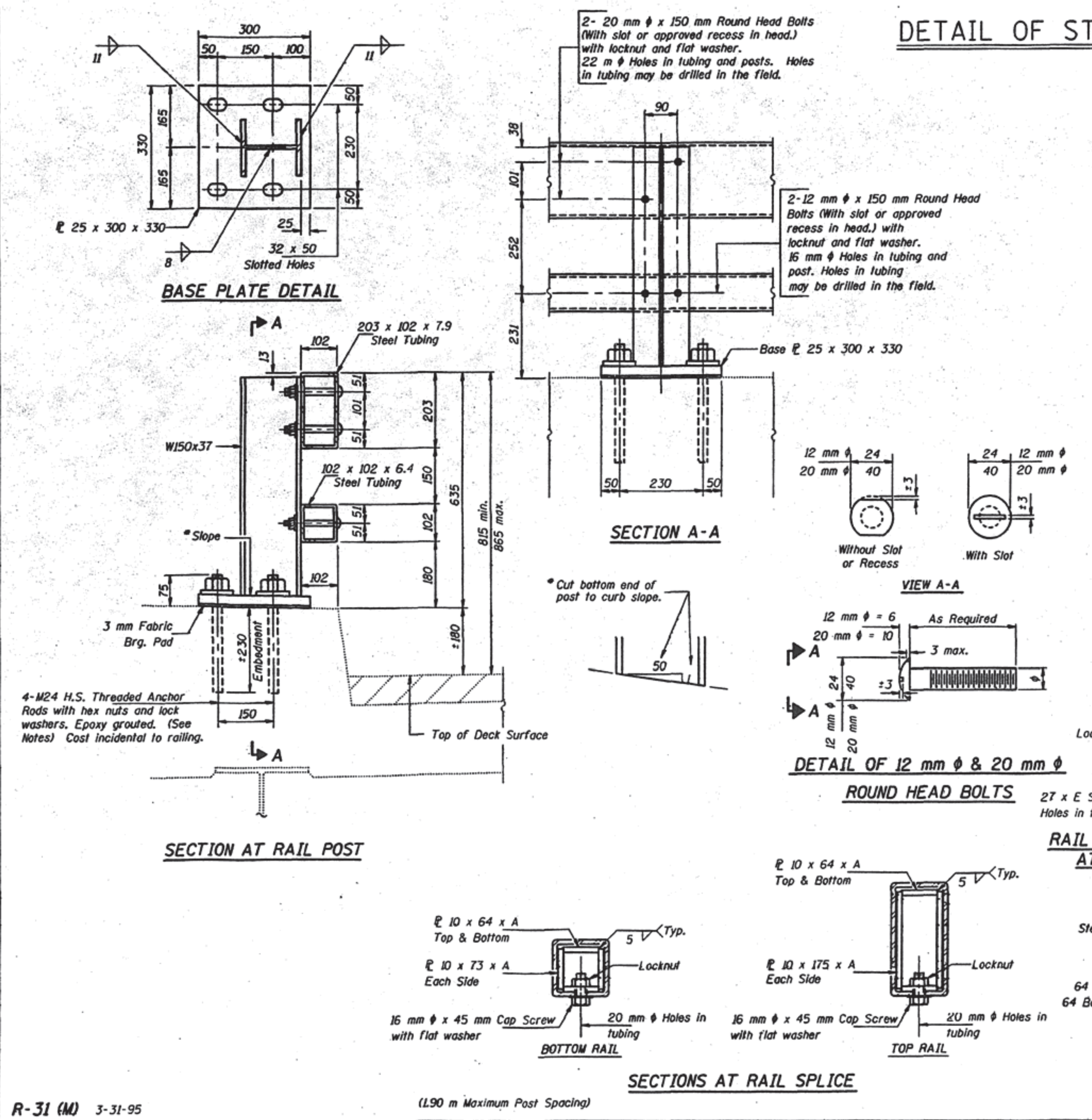
TAMERAN

11/06/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	86

* (74-68)RS-1 & (74-69)(RS-VBR)

DETAIL OF STEEL BRIDGE RAIL



NOTES

Hollow structural steel tubing shall conform to the requirements of ASTM designation A-500, Grade B, Structural Steel Tubing.

All other steel shapes and plates shall conform to the requirements of AASHTO M-183 except posts shall conform to AASHTO M-223, Grade 50.

Bolts, cap screws and nuts shall conform to the requirements of ASTM designation A-307 except that threaded rods, nuts and washers shall conform to AASHTO M-164.

All bolts, nuts, cap screws, washers and lock washers shall be galvanized in accordance with AASHTO M-232.

All posts, railing, rail splices and anchor rods shall be galvanized after shop fabrication in accordance with AASHTO M-111 and ASTM A-385. Galvanized rail shall not be painted.

Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per lineal foot for STEEL BRIDGE RAIL (SPECIAL).

All field drilled holes shall be coated with an approved zinc rich paint before erection.

Posts shall not be located closer than 1'-3" to an existing bridge expansion joint or end of bridge.

STEEL BRIDGE RAIL (SPECIAL) expansion joint shall be provided between any two (2) posts which span a bridge expansion joint. Bolts located at expansion joint shall be provided with locknuts and shall be tightened only to a point that will allow railing movement.

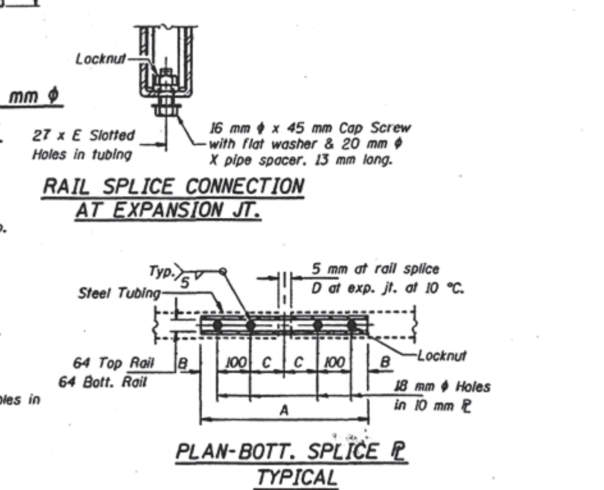
Provide one 1/8" and two 1/16" steel shims for 25% of the posts. Shims shall be as shown in detail.

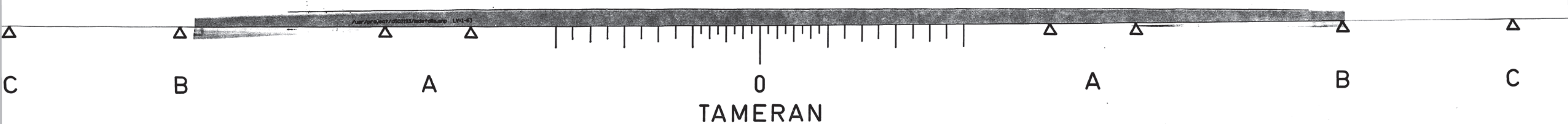
Expansion joint width shall be "D" at 50° F and shall be adjusted for other temperatures according to Article 503.07(c) of the Standard Specifications.

The Contractor shall use the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes in accordance with the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge shall be a sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Nuts for 3/4" ϕ threaded anchor rods connecting the steel post to the concrete shall be tightened to a snug fit and given an additional 1/8 turn.





06/17/96

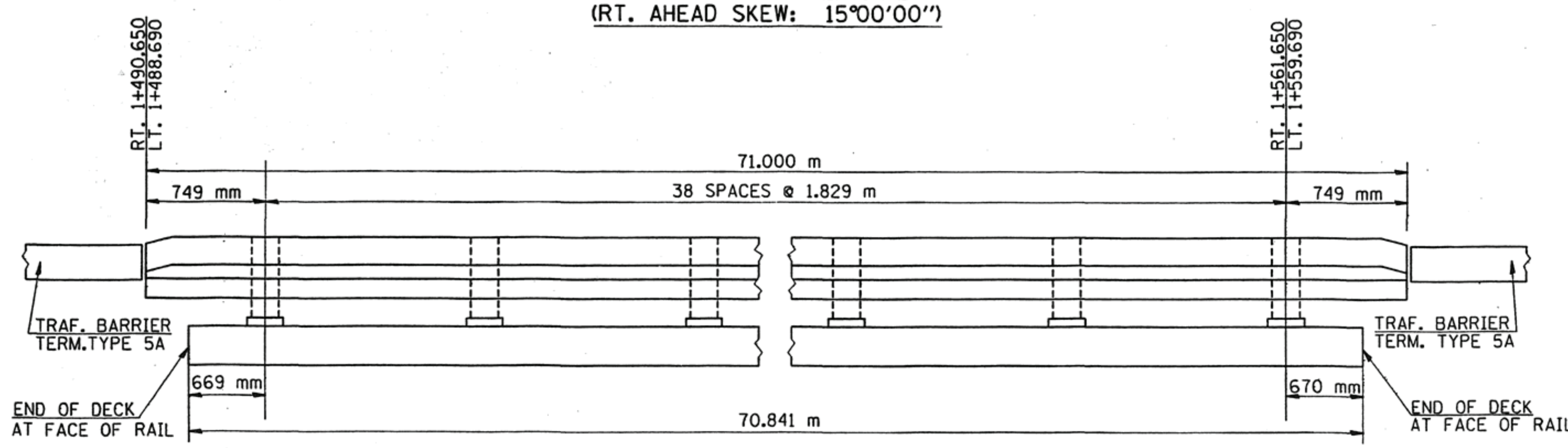
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	87

* (74-68)RS-1 & (74-69)RS-VBR)

DETAIL OF POST SPACING FOR STEEL BRIDGE RAIL

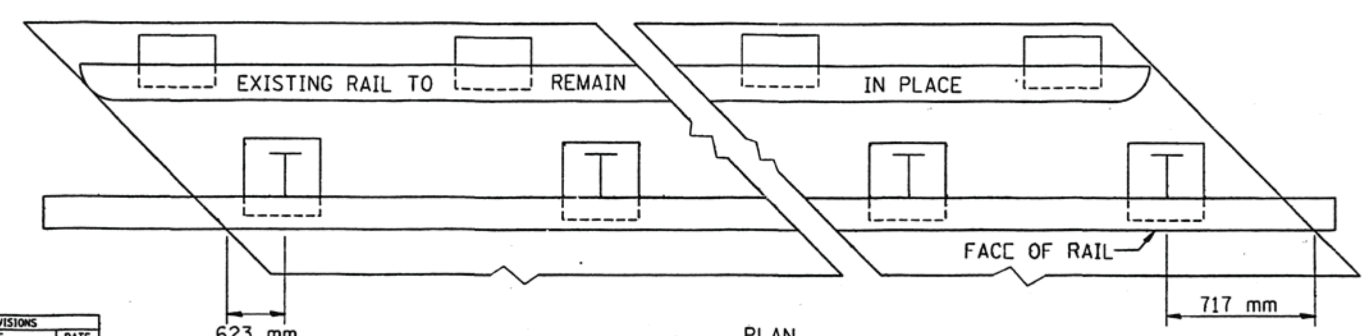
STRUCTURE: 074-0036

(RT. AHEAD SKEW: 15°00'00")



ELEVATION

FACE OF PROPOSED RAIL TO BE PLACED FLUSH WITH FACE OF EXISTING CURB



PLAN

	NAME	DATE
DESIGNED	D.K.S.	8-91
CHECKED	J.M.H.	9-91
CADD NO.	F-5.27	

REVISIONS	
NAME	DATE

/usr/project/d502193/bridge.snp LV=1-63

06/17/96

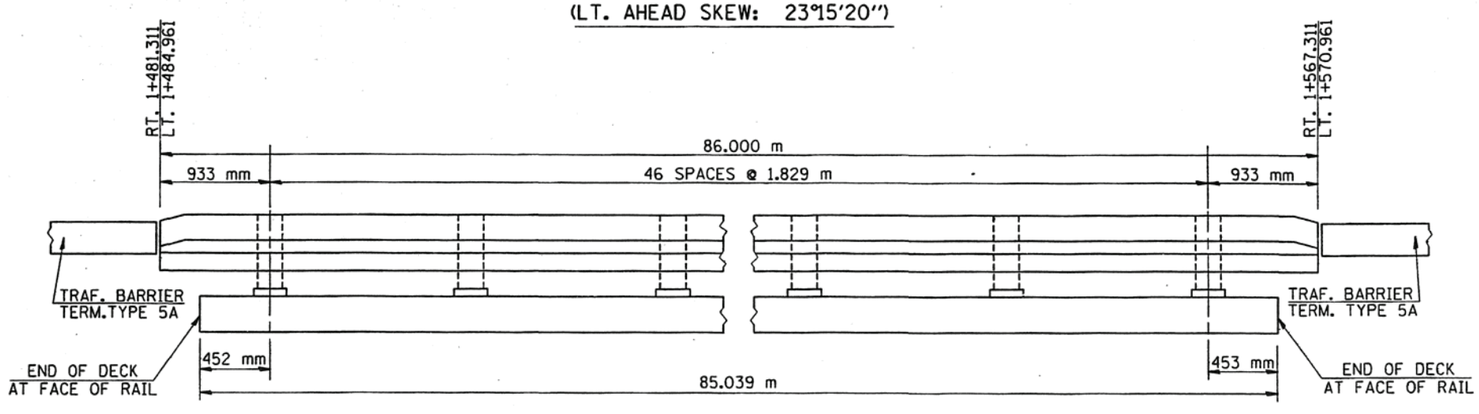
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	15	PIATT	124	88

* (74-68RS-1 & (74-69(RS-VBR)

DETAIL OF POST SPACING FOR STEEL BRIDGE RAIL

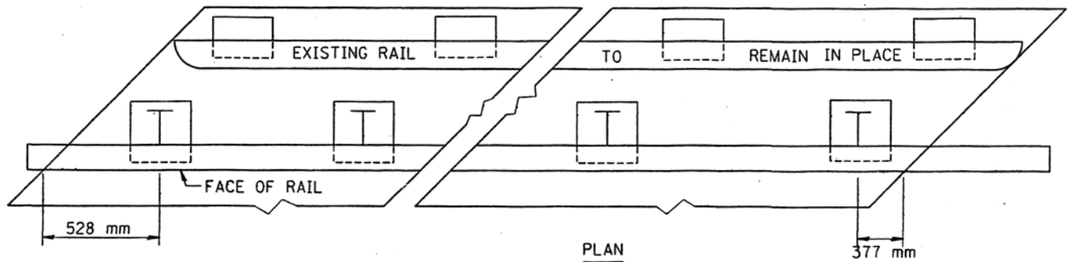
STRUCTURE: 074-0026

(LT. AHEAD SKEW: 23°15'20")



ELEVATION

FACE OF PROPOSED RAIL TO BE PLACED FLUSH WITH FACE OF EXISTING CURB



PLAN

	NAME	DATE
DESIGNED	SCHMIDT STEVEN	-----
CHECKED	-----	-----
CADD NO.	F-5.28	

REVISIONS	
NAME	DATE

/usr/project/d502193/bridge.srp LVel=63

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TAMERAN

11/06/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	89

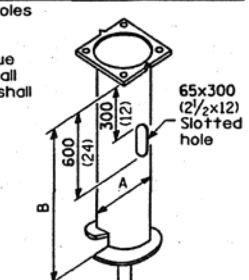
* (74-68XRS-1 & (74-69XRS,VBR)

DATA, STEEL ** FOUNDATION TABLE			
BOLT CIRCLE	A	B	MOUNTING HEIGHT
381 mm (15")	254 mm (10")	1.8 m (6')	13.7 m or 16.0 m* (45' 50')
381 mm (15")	203 mm (8")	1.8 m (6')	13.7 m (45')
292 mm (11")	203 mm (8")	1.8 m (6')	12.0 m or less (40')

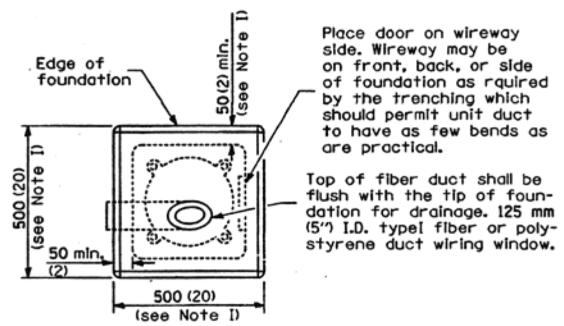
* For use on poles w/twin tenon

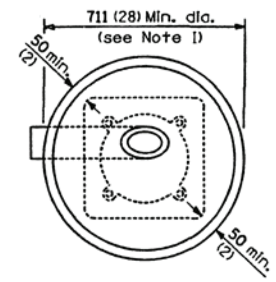
** Minimum torque req'd to install foundations shall be 2268 kg (5,000 lbs.)

LOW MOUNTING FOUNDATION TABLE		
HEIGHT	DEPTH	BOLT CIRCLE
9 m (30')	1.5 m (5'-0")	292 mm (11")
9.4 m - 10.7 m (31'-35')	1.8 m (6'-0")	292 mm (11")
11.9 m - 12.0 m (36'-40')	2.1 m (7'-0")	381 mm (15")
12.5 m - 13.7 m (41'-45')	2.3 m (7'-6")	381 mm (15")
14.0 m - 16.0 m (46'-50')	2.4m (8'-0")	381 mm (15")

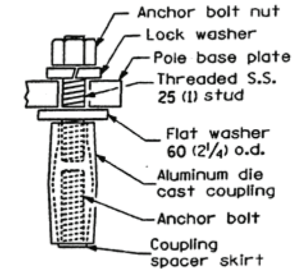


STEEL POLE FOUNDATION

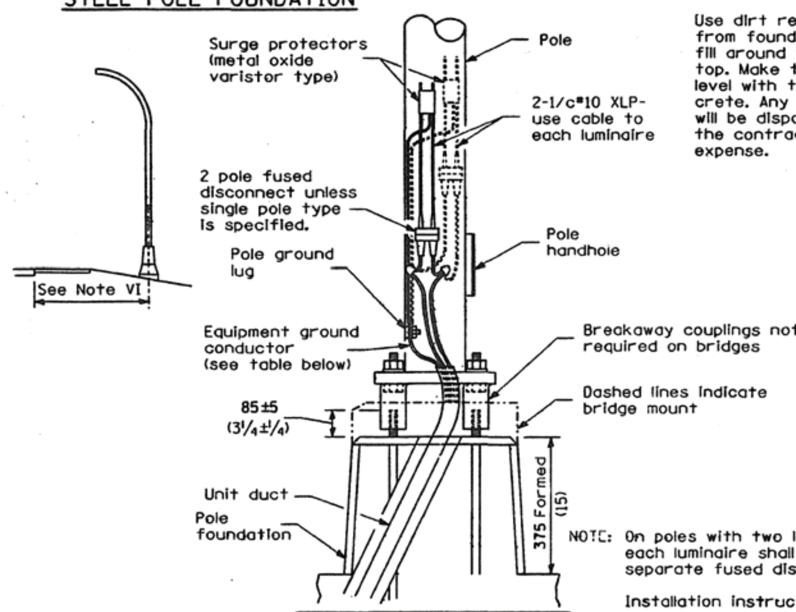




ALT. FOUNDATION



TYP. COUPLING



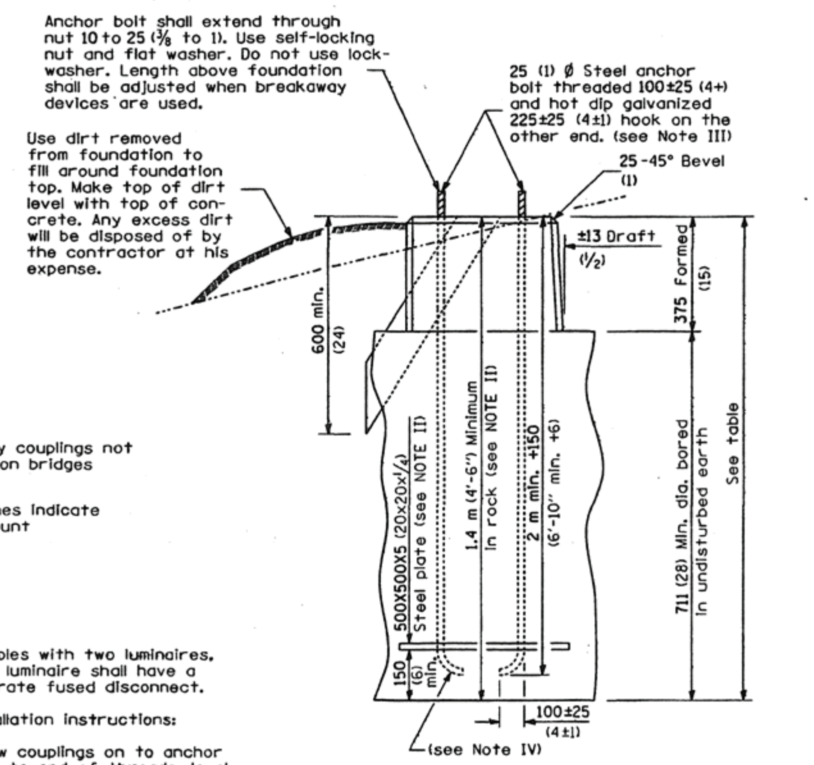
NOTE: On poles with two luminaires, each luminaire shall have a separate fused disconnect.

Installation instructions:

Screw couplings on to anchor bolts to end of threads, level couplings, very important, as couplings will become over-stressed and either crack or strip threads inside coupling.

EQUIPMENT GROUND TABLE	
BREAKER SIZE	CONDUCTOR SIZE
30 amp.	#10 copper
40 amp.	#10 copper
60 amp.	#10 copper
100 amp.	#8 copper

POLE BASE MOUNTING & WIRING



GENERAL NOTES

After pouring concrete, the form shall remain undisturbed overnight.

The top 375 mm (15") only shall be formed. Concrete bounded by undisturbed earth only shall fill the remainder of the hole.

I Minimum clearance from the outside edge of foundation to any part of the pole baseplate shall be 50 mm (2").

II The depth of the foundation may be reduced 150 mm (6") for every 300 mm (12") of rock encountered with a minimum depth of 1.4 m (4'-6"). When the depth of the foundation is decreased to less than 1.8 m (6') the anchor bolts shall be cut, threaded, and a steel plate 500 mm x 500 mm x 5 mm (20"x20"x¼") shall be installed on the anchor bolts 150 mm (6") above the bottom of the excavation. The cost shall be incidental the foundation.

III On parapet walls use 30 mm (1¼) Ø anchor bolts. Use self-locking nut and flat washer. Do not use lockwasher. (For details see Standard III/2.35 of Bridge Design Manual.

IV Bend radius shall be four times bolt diameter.

V Connect ground wires to pole base ground lug, not anchor bolts or transformer base.

VI Low mount pole foundation setback:

For horizontal mounted luminaires, setback shall be a minimum of 6.1 m (20') from edge of pavement.

For vertical mount luminaires, setback shall be a minimum of 9 m (30') from edge of pavement. Poles shall be located 1.5 m (5') behind guardrail or other protective barriers, or as directed by the Engineer.

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

DATE	REVISIONS

LIGHT POLE FOUNDATION

/usr/project/d502193/mdetails.snp LV-1-63

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TAMERAN

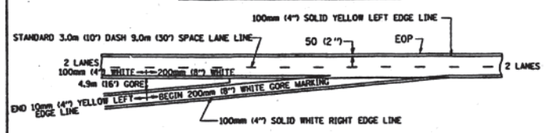
05/17/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	90

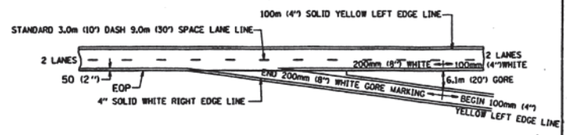
* (74-68)RS-1 & (74-69)RS-VBR)

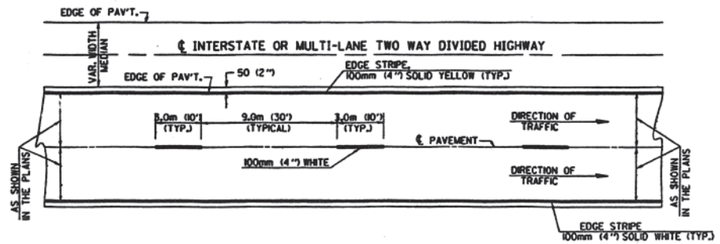
TYPICAL APPLICATION OF PAVEMENT MARKINGS FOR INTERSTATE AND MULTI-LANE DIVIDED HIGHWAYS

TYPICAL ENTRANCE RAMP TERMINAL



TYPICAL EXIT RAMP TERMINAL

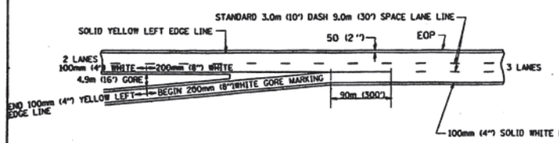




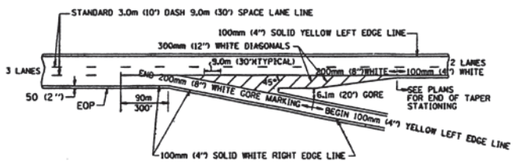
NOTE: SEE SECTION T 500 FOR LOCATION OF STRIPES RELATIVE TO EDGES OR JOINTS.

NOTE: PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.

ENTRANCE RAMP TERMINAL with EXCLUSIVE LANE



EXIT RAMP TERMINAL with EXCLUSIVE (auxiliary) LANE



TYPICAL ENTRANCE AND EXIT RAMPS ARE DETAILED SHOWING MARKINGS. WHEN ONLY MAINLINE PAVEMENT IS RESURFACED. WHEN RAMPS ARE SURFACED. THE RAMP EDGE LINES SHALL BE AS SHOWN IN THE PLANS.

	NAME	DATE
DESIGNED	P.E.E.	3/89
CHECKED	C.T.D.	4/89
CADD NO.	F-5.22	

REVISIONS	
NAME	DATE
D.L.M.	2-91
D.L.P.	3-96

/usr/project/d502133/bridge.arp LV=1-62

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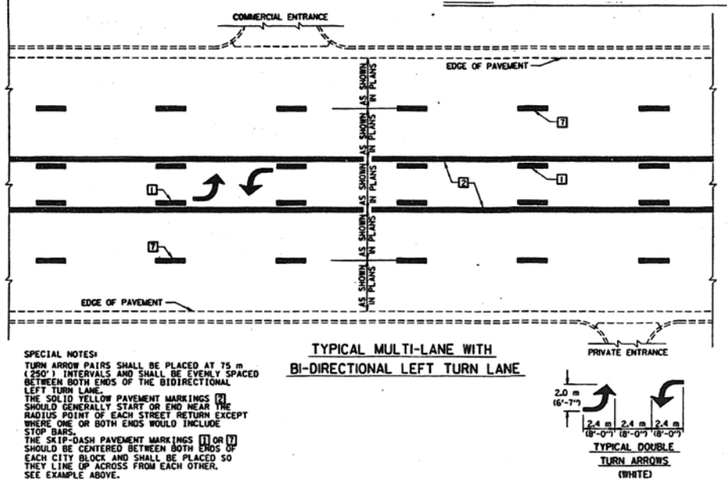
TAMERAN

05/17/96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	174	91

* (74-68)RS-1 & (74-69)RS-VBR)

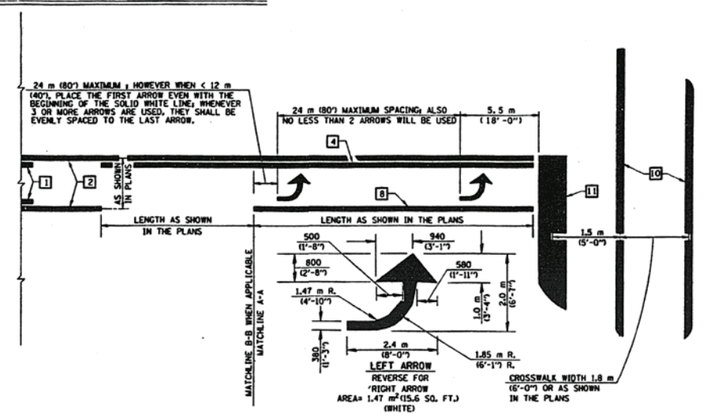
TYPICAL APPLICATIONS OF URBAN PAVEMENT MARKINGS



SPECIAL NOTES:
TURN ARROW PAIRS SHALL BE PLACED AT 75 m (250') INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.
THE SOLID YELLOW PAVEMENT MARKINGS [7] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ABOVE.

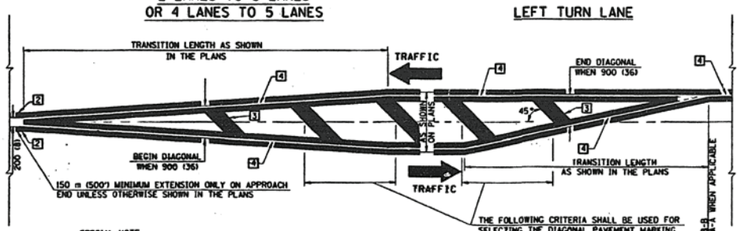
TYPICAL MULTI-LANE WITH BI-DIRECTIONAL LEFT TURN LANE

TYPICAL DOUBLE TURN ARROWS (WHITE)



TYPICAL MULTI-LANE TRANSITION FROM BI-DIRECTIONAL LEFT TURN LANE TO LEFT TURN LANE

2 LANES TO 3 LANES OR 4 LANES TO 5 LANES LEFT TURN LANE



SPECIAL NOTE:
THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).

TYPICAL MEDIAN TRANSITIONS

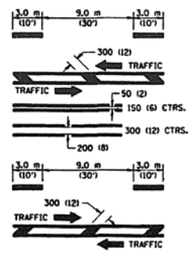
All dimensions are in millimeters (inches) unless otherwise shown.

	NAME	DATE
DESIGNED	J.M.H.	6/88
CHECKED	C.T.O.	6/88
CADD NO.	F-5.20	

REVISIONS	
NAME	DATE
G.A.M.	11/95
CHECKED D.L.P.	12/95

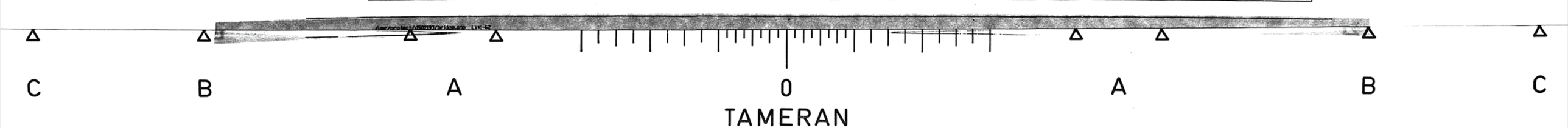
TYPICAL PAVEMENT MARKING LEGEND

1	100 (4) SKIP-DASH (YELLOW)
2	100 (4) SOLID (YELLOW)
3	300 (12) DIAGONAL (YELLOW)
4	100 (4) DOUBLE YELLOW (NARROW)
5	100 (4) DOUBLE YELLOW (WIDE)
6	RESERVED
7	100 (4) SKIP-DASH (WHITE)
8	100 (4) SOLID (WHITE)
9	300 (12) DIAGONAL (WHITE)
10	150 (6) CROSS WALK (WHITE)
11	600 (24) STOP BAR (WHITE)
12	RESERVED

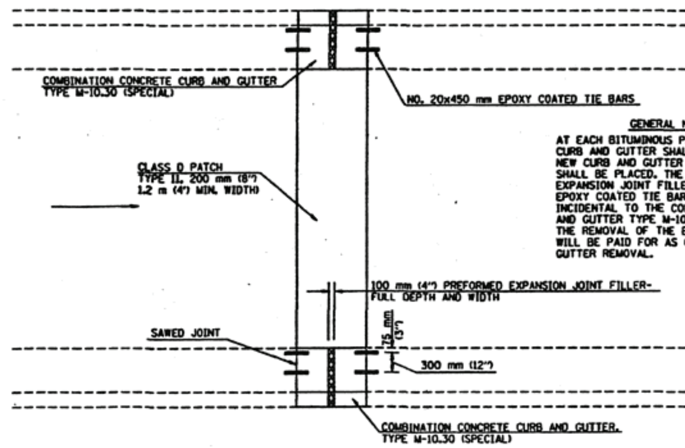


GENERAL NOTES

1. WHEN PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS, SPECIAL DETAILS WILL BE INCLUDED ELSEWHERE IN THE PLANS.
2. SCALE: NONE
3. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
4. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
5. A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.



DETAIL OF COMBINATION CURB AND GUTTER REPLACEMENT AT BITUMINOUS PATCH LOCATIONS



GENERAL NOTES

AT EACH BITUMINOUS PATCH LOCATION, THE CURB AND GUTTER SHALL BE REMOVED AND NEW CURB AND GUTTER ALLOWING EXPANSION SHALL BE PLACED. THE COST OF THE PREFORMED EXPANSION JOINT FILLER AND THE NO. 20x450 mm EPOXY COATED TIE BARS SHALL BE CONSIDERED INCIDENTAL TO THE COMBINATION CONCRETE CURB AND GUTTER TYPE M-10.30 (SPECIAL) PAY ITEM. THE REMOVAL OF THE EXISTING CURB AND GUTTER WILL BE PAID FOR AS COMBINATION CURB AND GUTTER REMOVAL.

TABLE OF AVERAGE FAULTING FOR PAVEMENT GRINDING

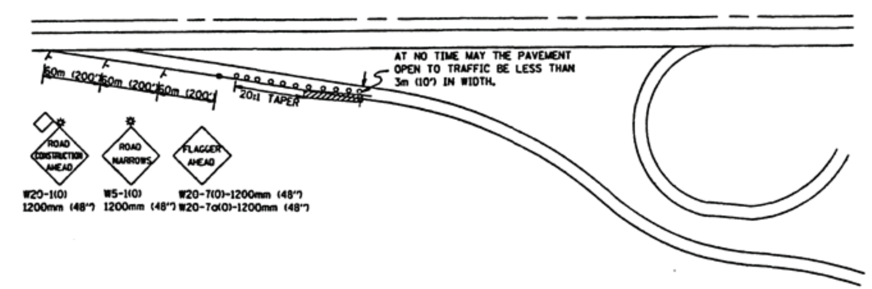
LOCATION	EASTBOUND LANES			WESTBOUND LANES		
STATION(MILE POST)-STATION(MILE POST)	HI (mm)	AVG (mm)	LO (mm)	HI (mm)	AVG (mm)	LO (mm)
259+587.7(166) - 261+197.1(167)	18.80	6.56	2.54	25.40	5.55	2.03
261+197.1(167) - 262+806.4(168)	25.40	6.66	1.78	13.21	5.22	2.29
262+806.4(169) - 264+415.8(169)	25.40	6.03	2.03	13.97	5.51	2.03
264+415.8(169) - 266+025.1(170)	20.32	7.19	2.03	23.88	6.00	2.29
266+025.1(170) - 267+151.6(170.7)	25.40	5.91	2.03	19.05	6.17	2.29

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	124	92

* (74-68)RS-1 & (74-69)RS-VBR)

SPECIAL DESIGN FOR RAMP WORK AREAS

TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES



SYMBOLS:

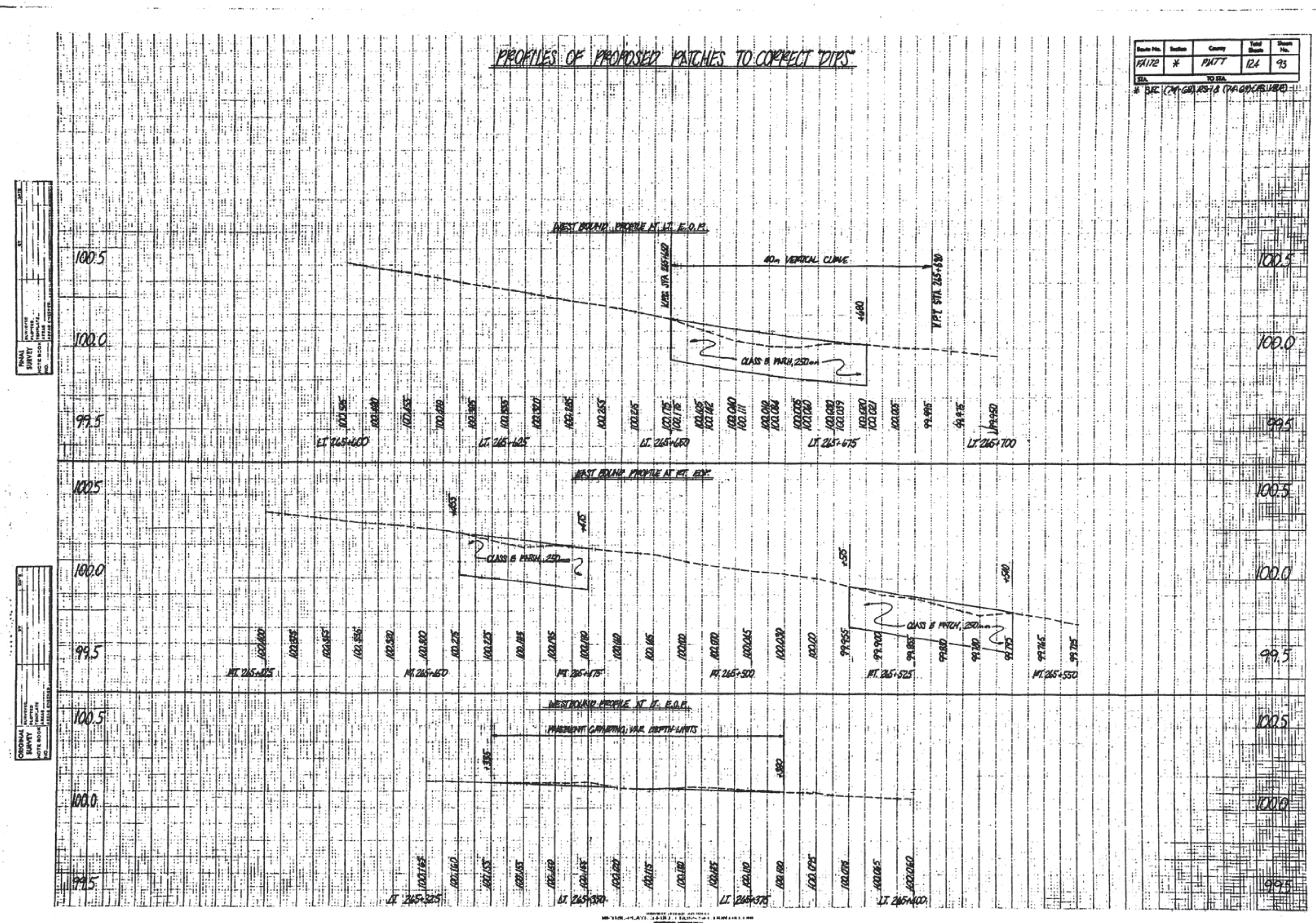
- o TYPE I OR II BARRICADES OF DRUMS @ 15m (50') CTRS.
- • FLAGGER PLACED AS DIRECTED BY THE ENGINEER
- 450mmx450mm (18"x18") ORANGE FLAG
- FLASHING AMBER LIGHT (AT NIGHT)
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- WORK AREA

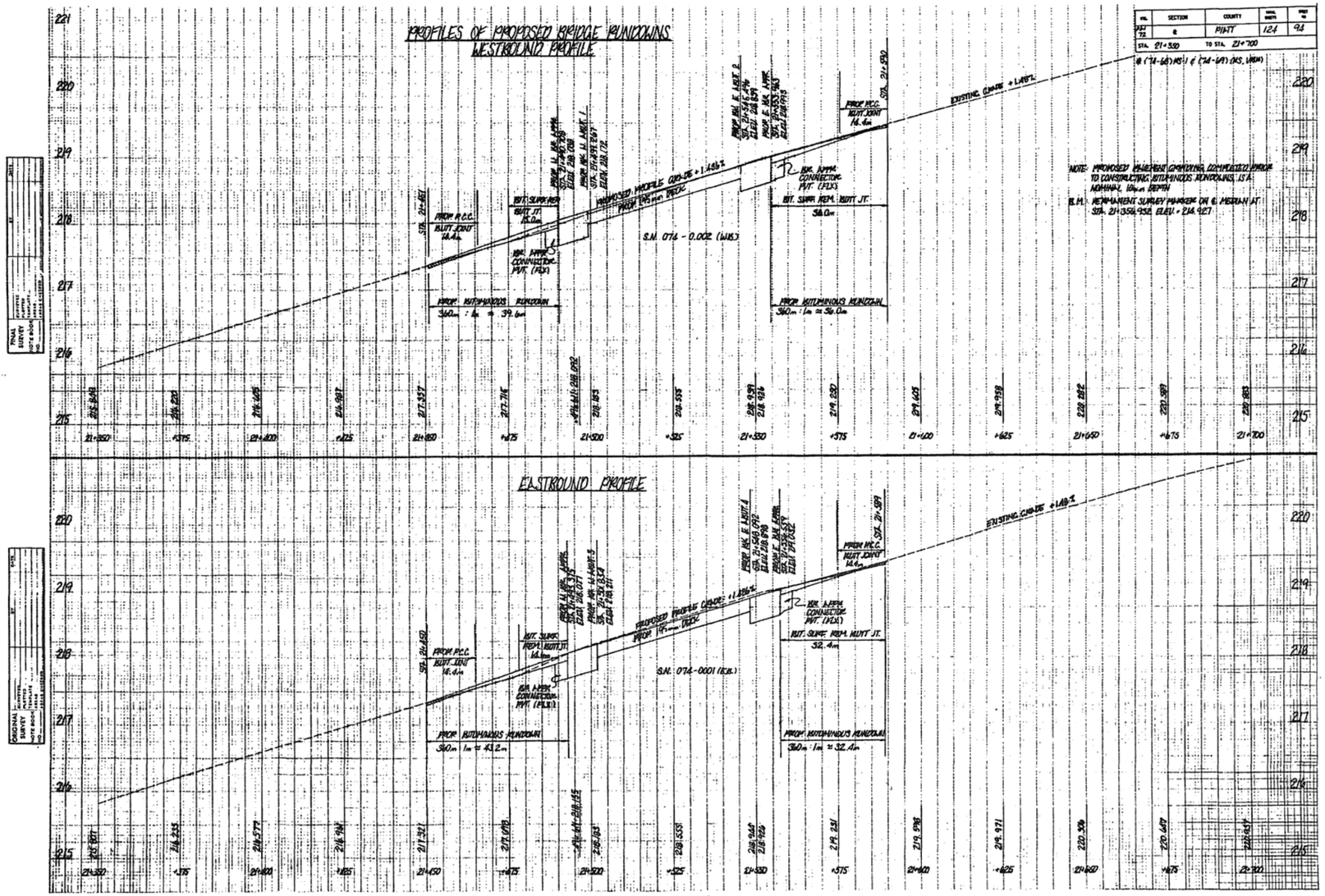
GENERAL NOTES:

1. CONSTRUCTION OPERATIONS SHALL BE CONFINED TO AN AREA NARROW ENOUGH THAT A MINIMUM OF 3m (10') OF PAVEMENT SHALL BE OPEN TO TRAFFIC AT ALL TIMES.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES DURING DAY OPERATIONS. AT 7.5m (25') SPACING.
3. FULL WIDTH PAVEMENT ON THE RAMPS SHALL BE OPEN TO TRAFFIC AT NIGHT.
4. TYPE I OR TYPE II BARRICADES OR DRUMS USED FOR DELINEATION AT NIGHT SHALL BE EQUIPPED WITH STEADY BURNING LIGHTS.
5. WHEN NO WORK IS BEING PERFORMED, THE FLAGGER WILL NOT BE REQUIRED. IF THE FLAGGER IS NOT PRESENT, THE FLAGGER SIGNS SHALL BE REMOVED OR COVERED.
6. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
7. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
8. ALL VEHICLES, EQUIPMENT, WORKERS (EXCEPT FLAGGER) AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE AUTHORIZED BY THE DISTRICT ENGINEER.

	NAME	DATE
DESIGNED	D.L.P.	3-95
CHECKED		
CADD NO.	F-5.01	

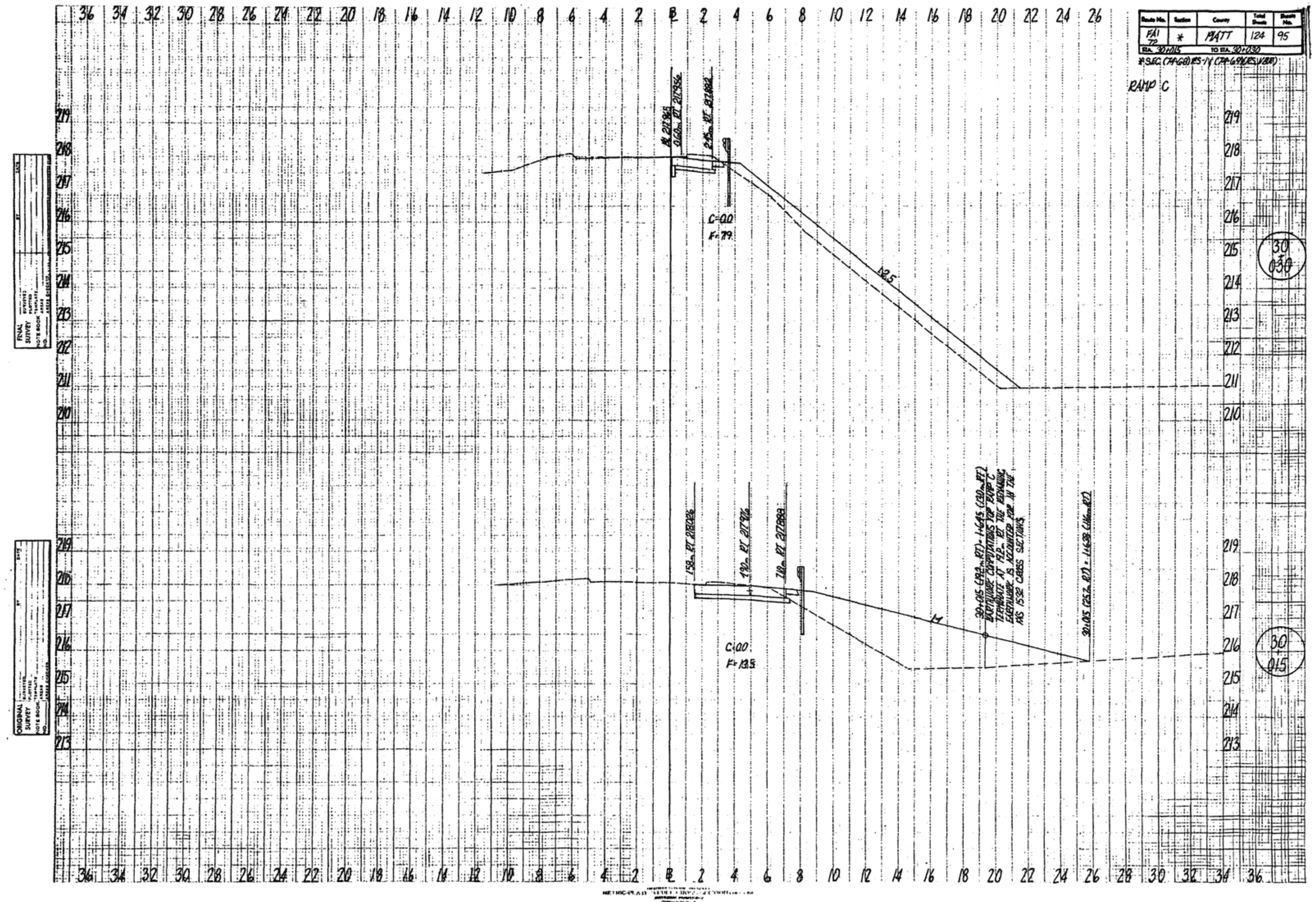
REVISIONS	
NAME	DATE
D.L.P.	8-95





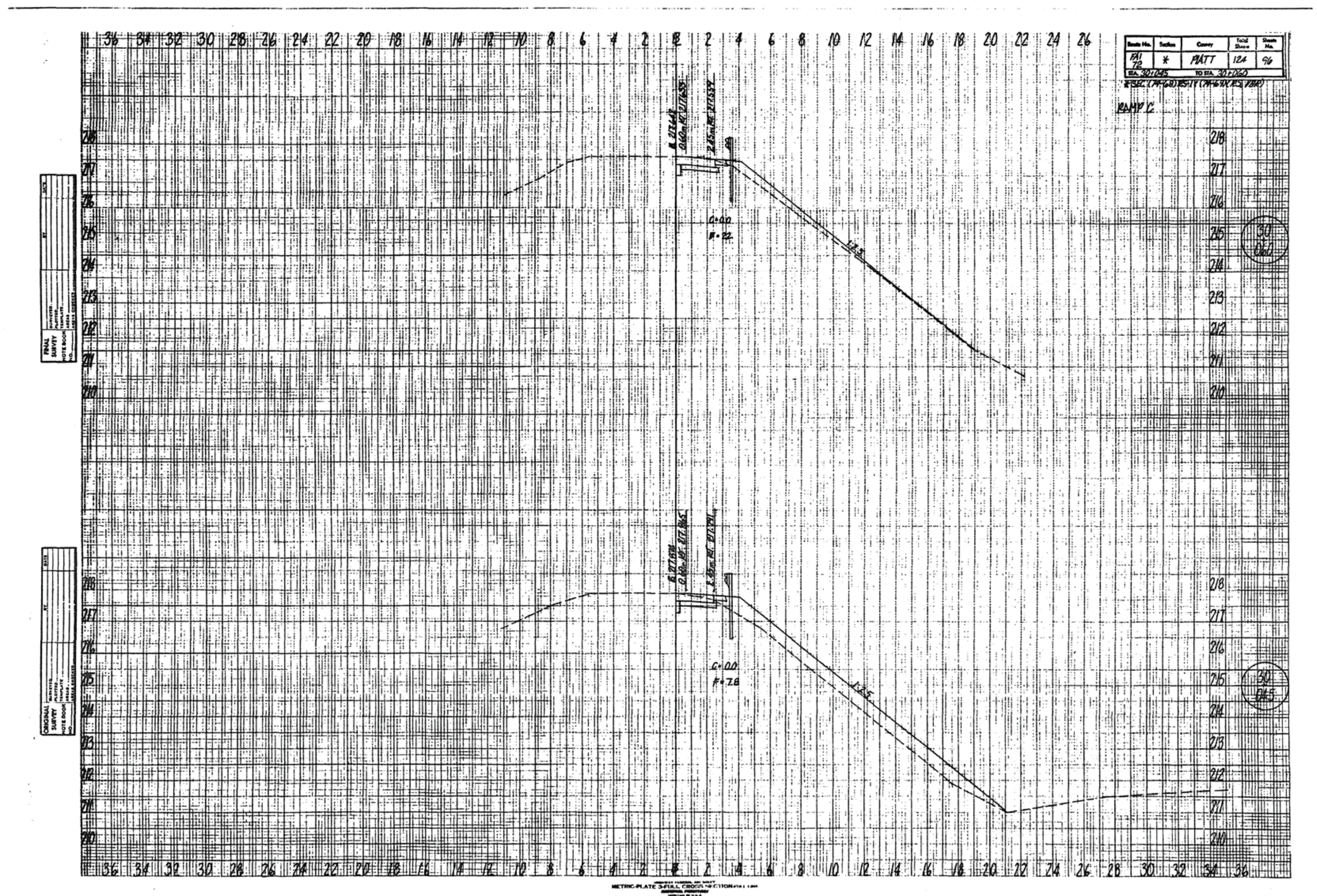
C B A 0 A B C

TAMERAN



C B A 0 A B C

TAMERAN

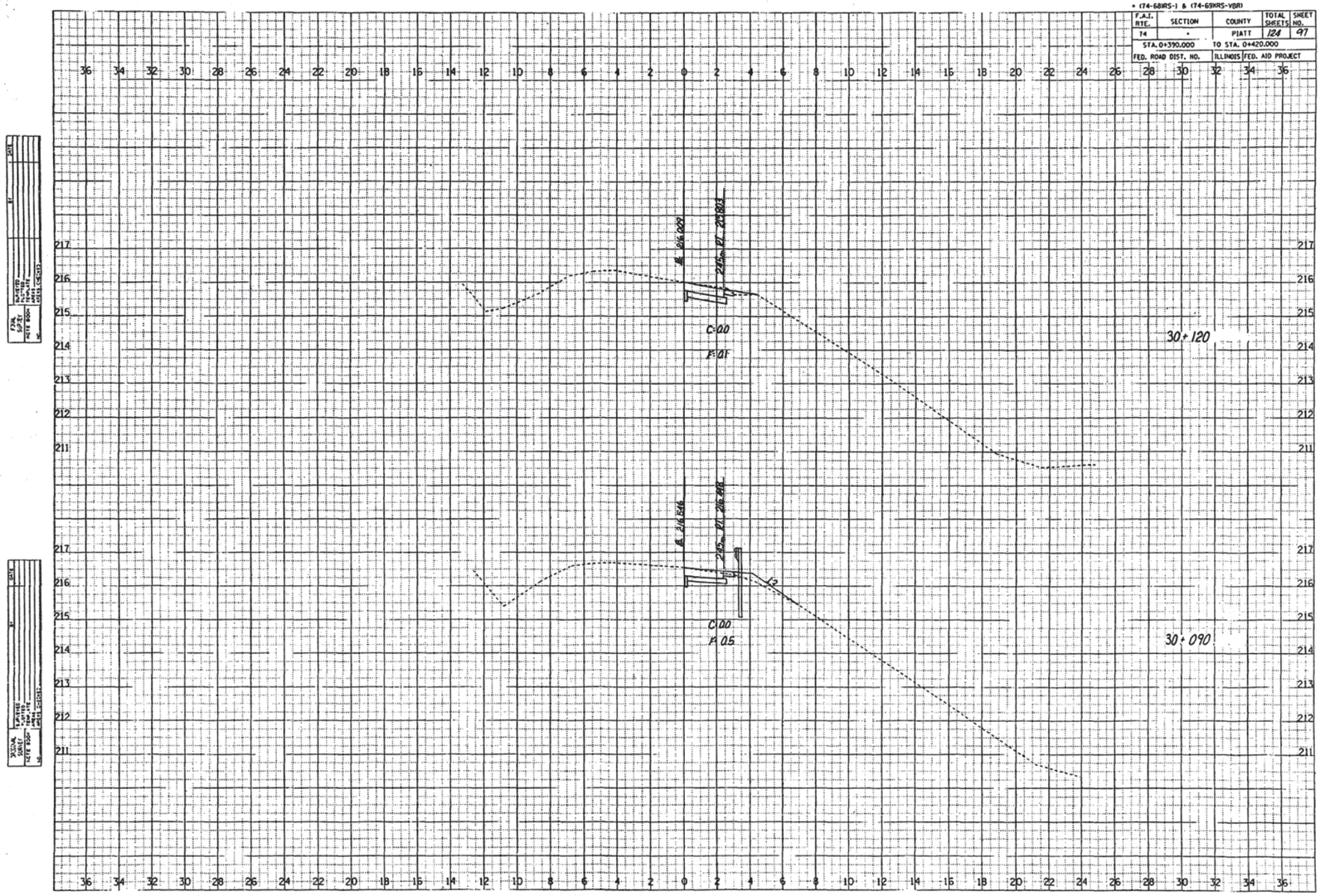


C B A 0 A B C

TAMERAN

+ I74-68WRS-1 & I74-63WRS-VBR

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	PIATT	124	97
STA. 0+390.000		TO STA. 0+420.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

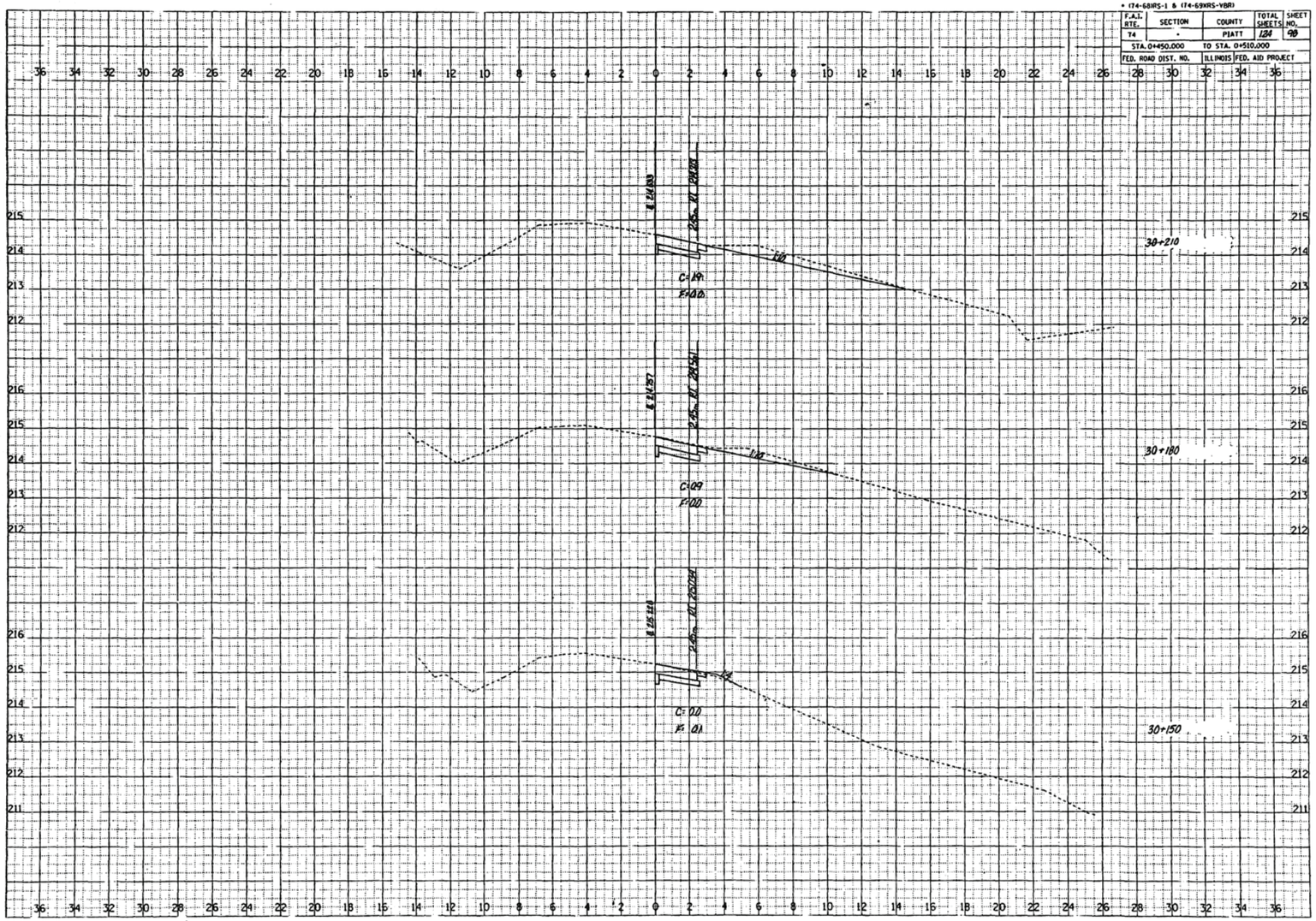


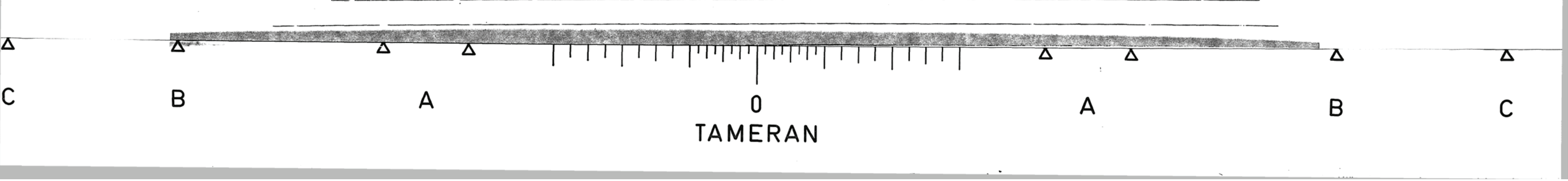
C B A 0 A B C

TAMERAN

* I74-68IRS-1 & I74-69XRS-VBR)

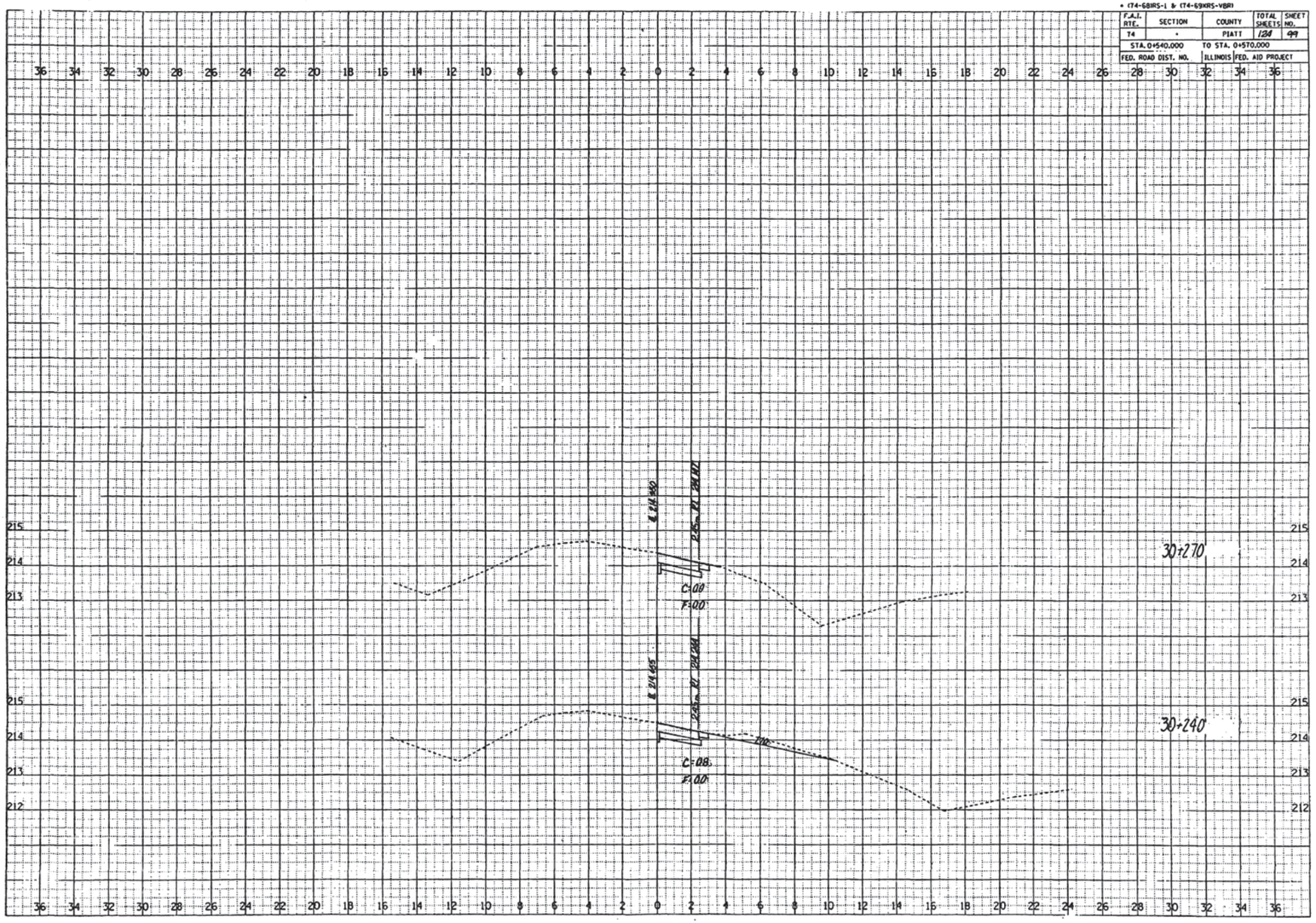
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	-	PIATT	134	98
STA. 0+450.000		TO STA. 0+510.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	





* (74-68IRS-1 & (74-69KRS-VBR)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	-	PIATT	134	99
STA. 0+540.000		TO STA. 0+570.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

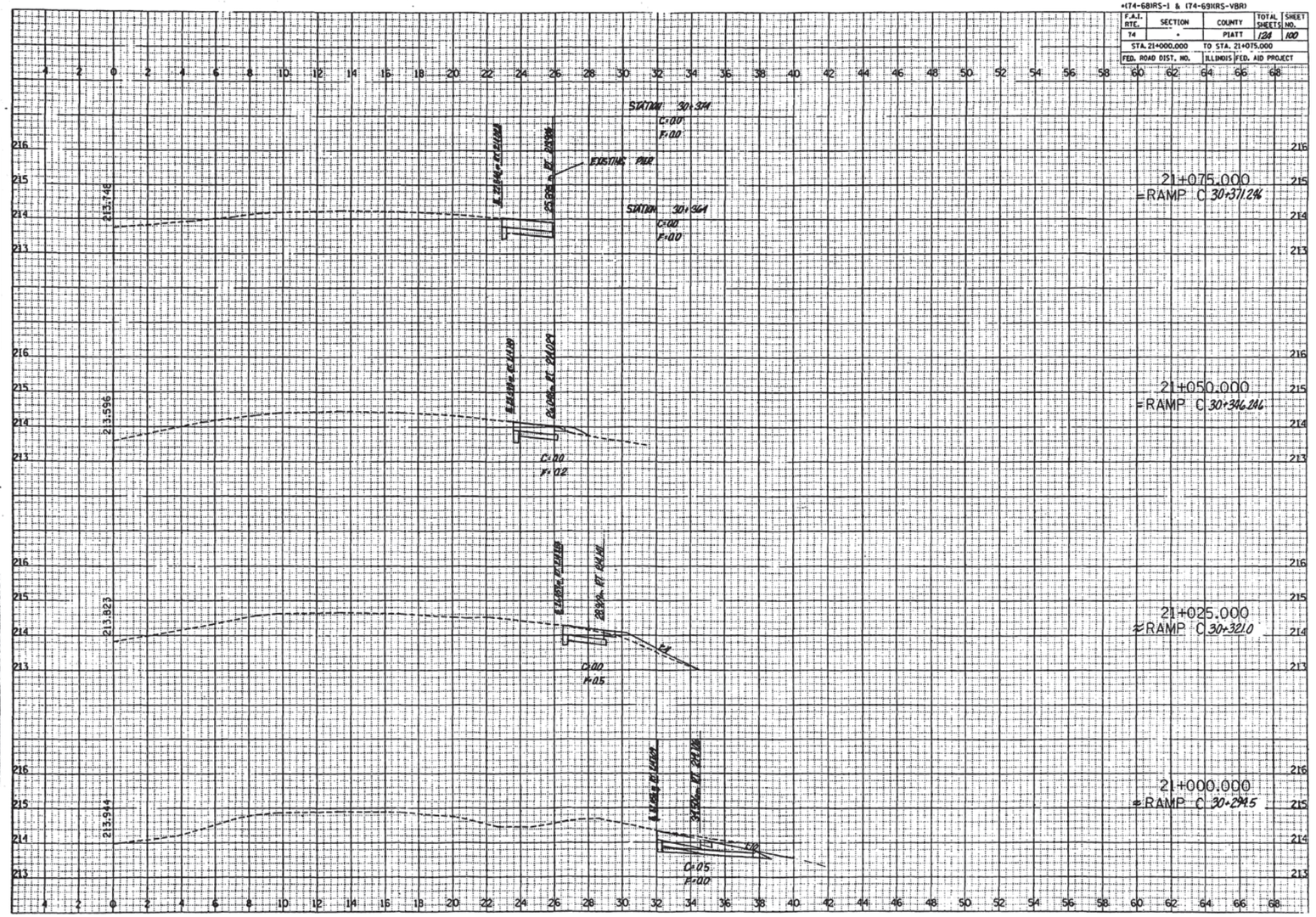


C B A 0 A B C

TAMERAN

*(74-68IRS-1 & (74-69IRS-VBR)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	PIATT	124	100
STA. 21+000.000		TO STA. 21+075.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

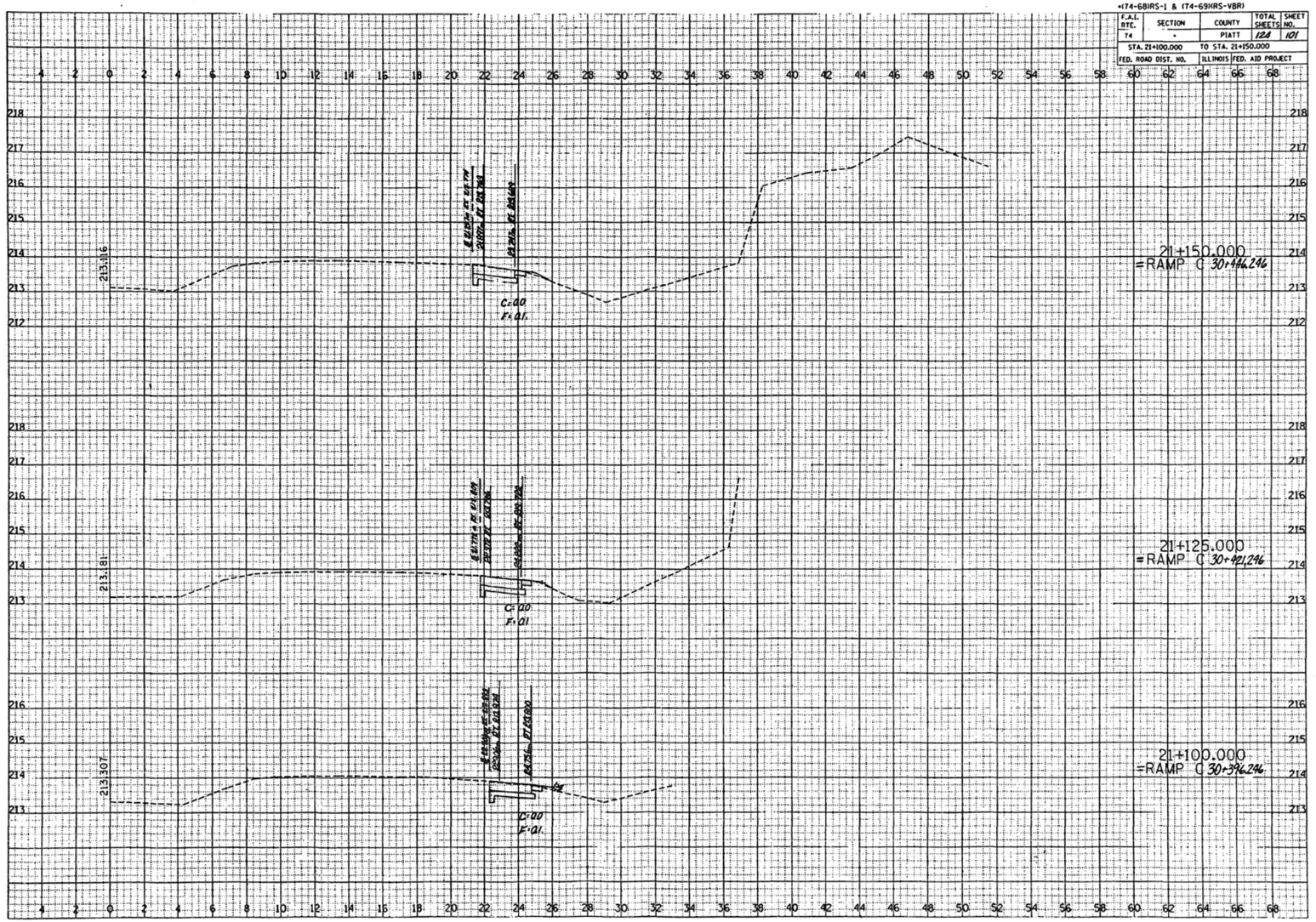


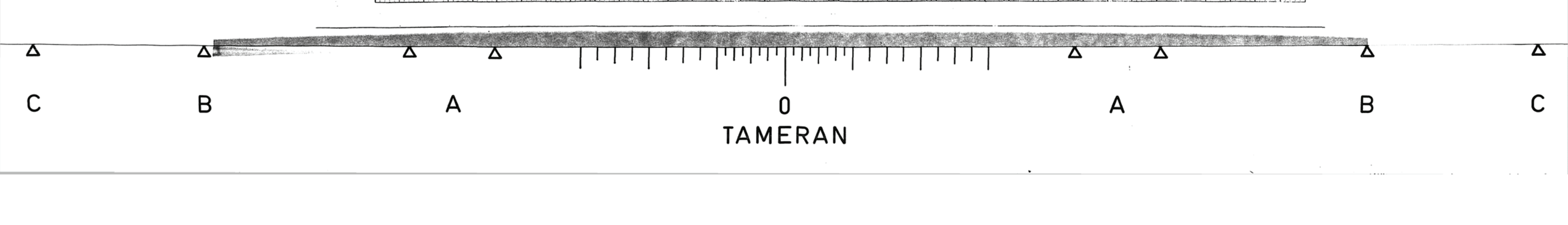
C B A 0 A B C

TAMERAN

(T4-68)RS-1 & (T4-69)RS-VBR)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	-	PIATT	128	101
STA. 21+100.000		TO STA. 21+150.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	





(74-68)RS-1 & (74-69)RS-VBR)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	-	PIATT	126	102
STA. 21+175.000		TO STA. 21+225.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

21+225.000
=RAMP C 30+521.246

21+200.000
=RAMP C 30+496.246

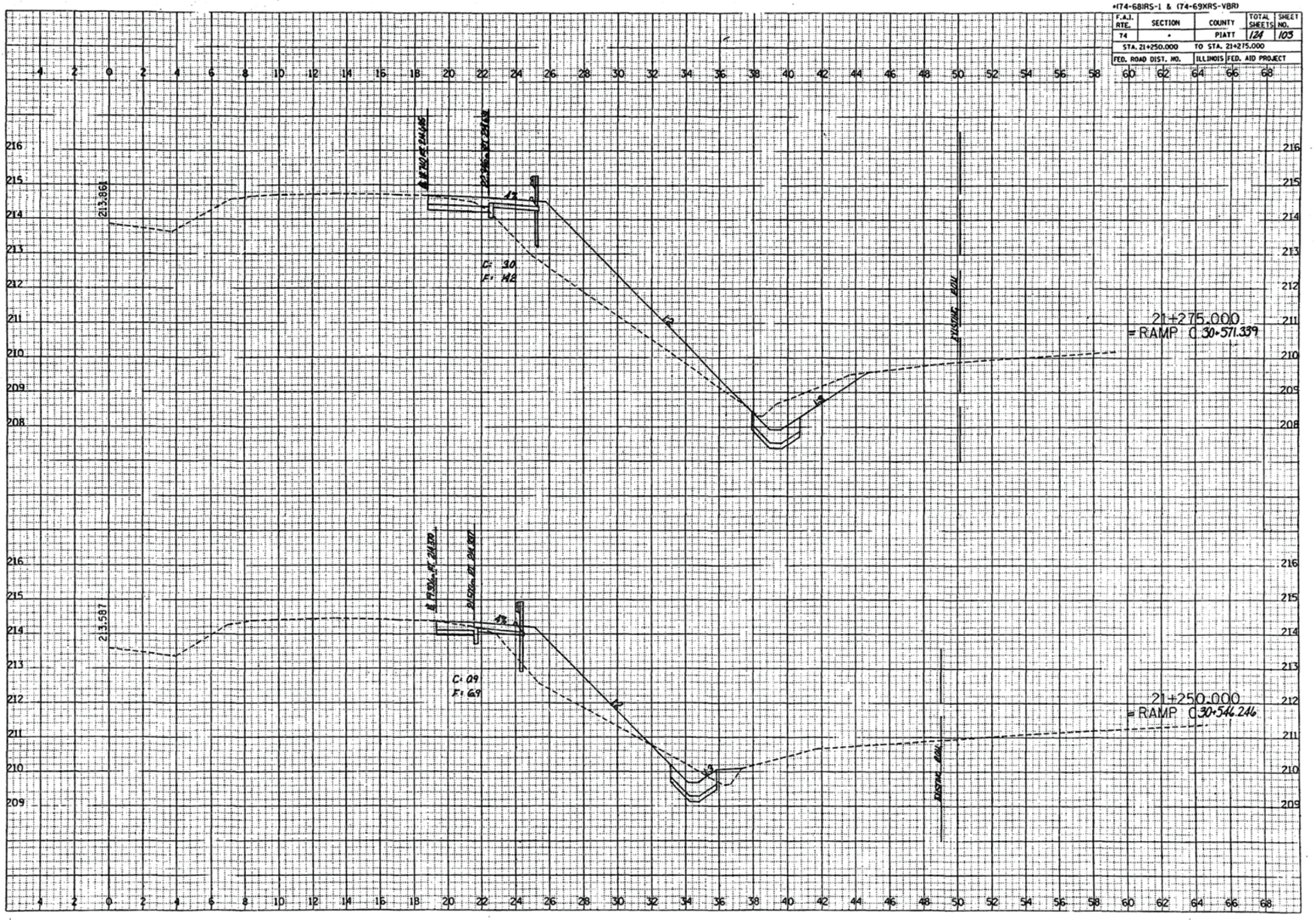
21+175.000
=RAMP C 30+471.246

C B A 0 A B C

TAMERAN

*IT4-68IRS-1 & IT4-69XRS-VBR)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	-	PIATT	124	105
STA. 21+250.000		TO STA. 21+275.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



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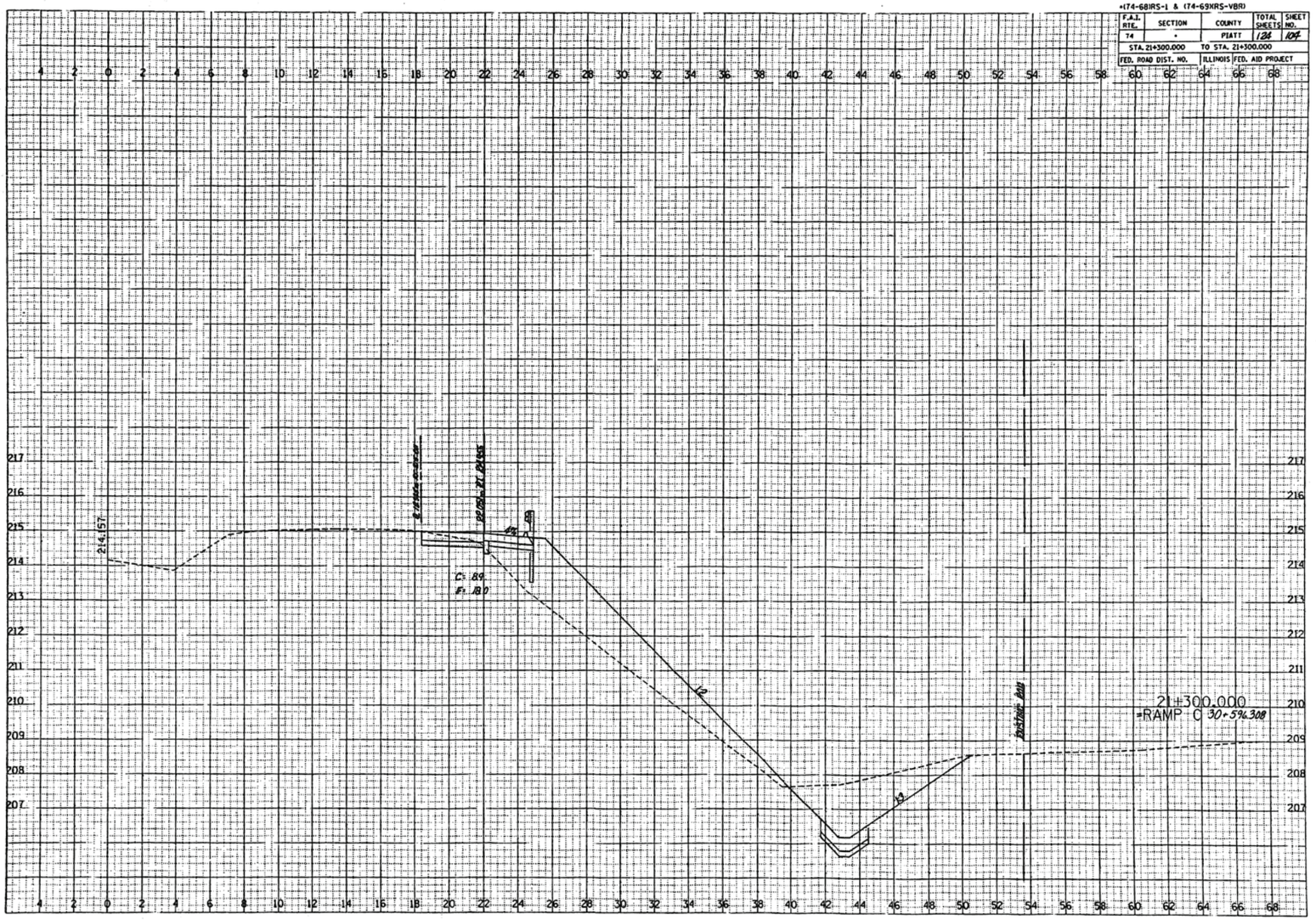
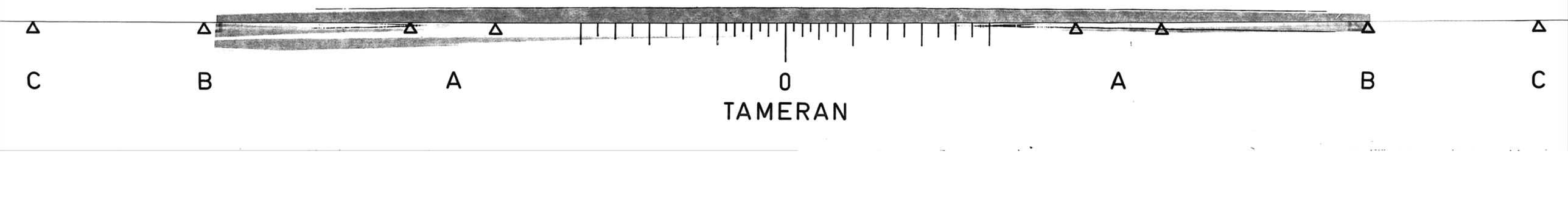
TAMERAN

+(74-68IRS-1 & (74-69XRS-VBR)

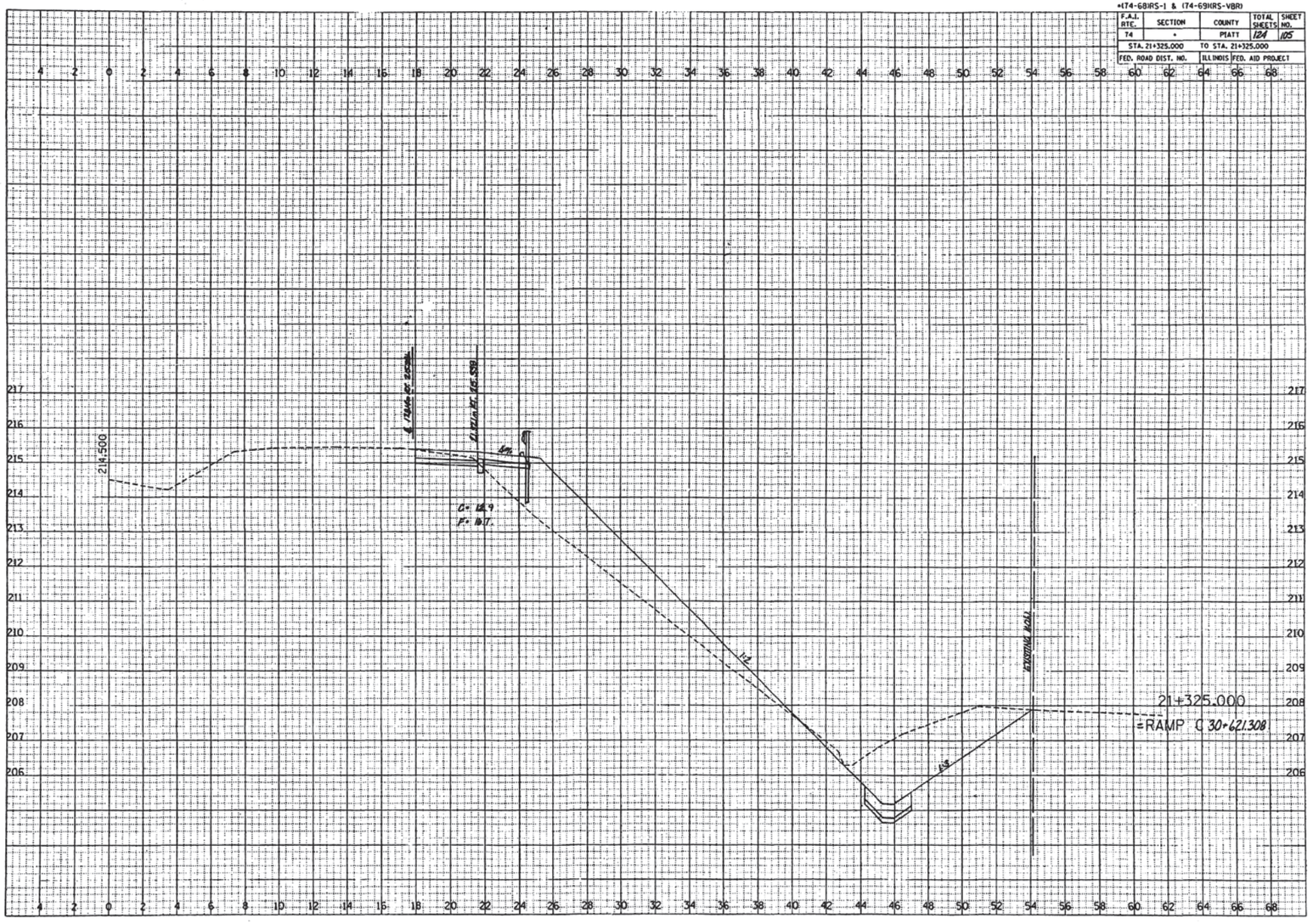
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	PIATT	126	105
STA. 21+300.000		TO STA. 21+300.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

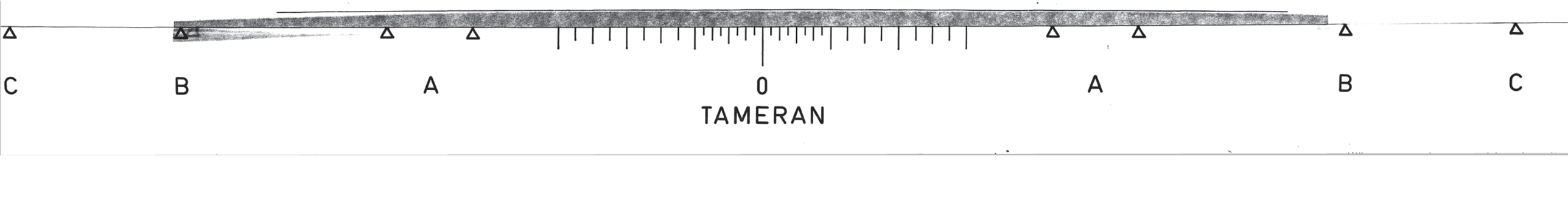




*(74-68IRS-1 & (74-69HRS-VBR)

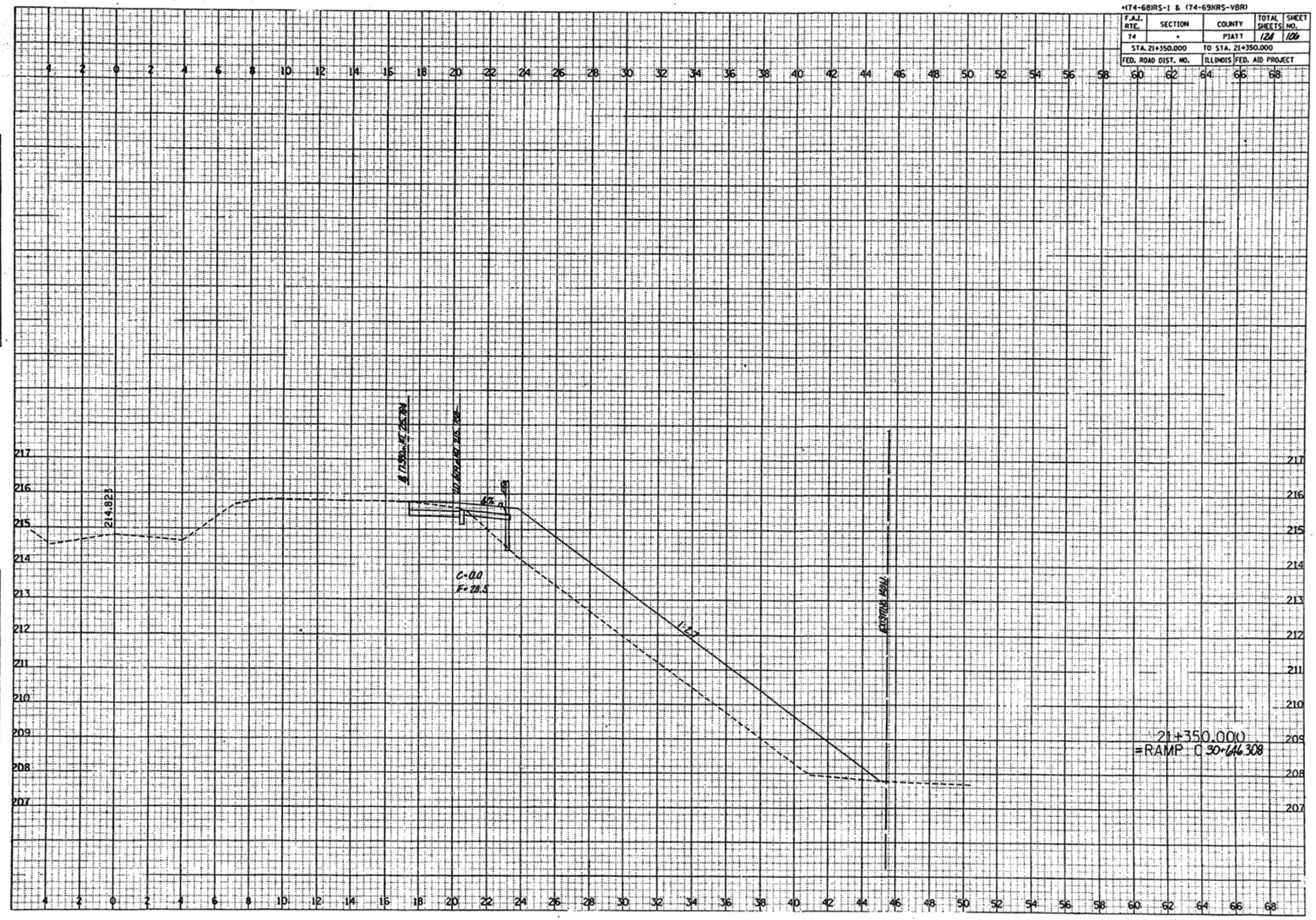
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	-	PIATT	104	105
STA. 21+325.000		TO STA. 21+325.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

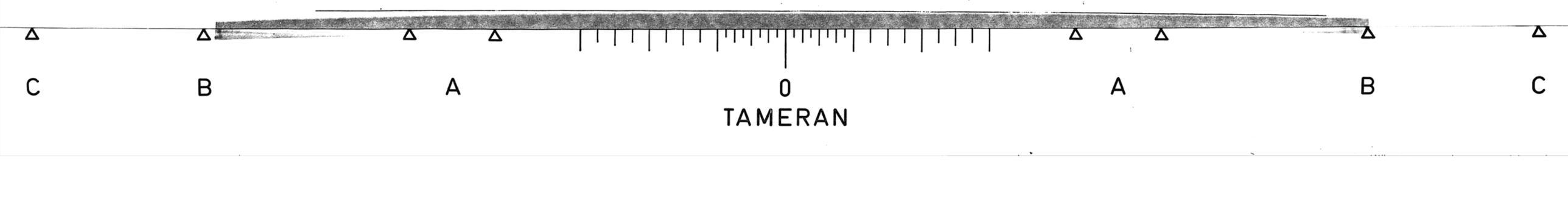


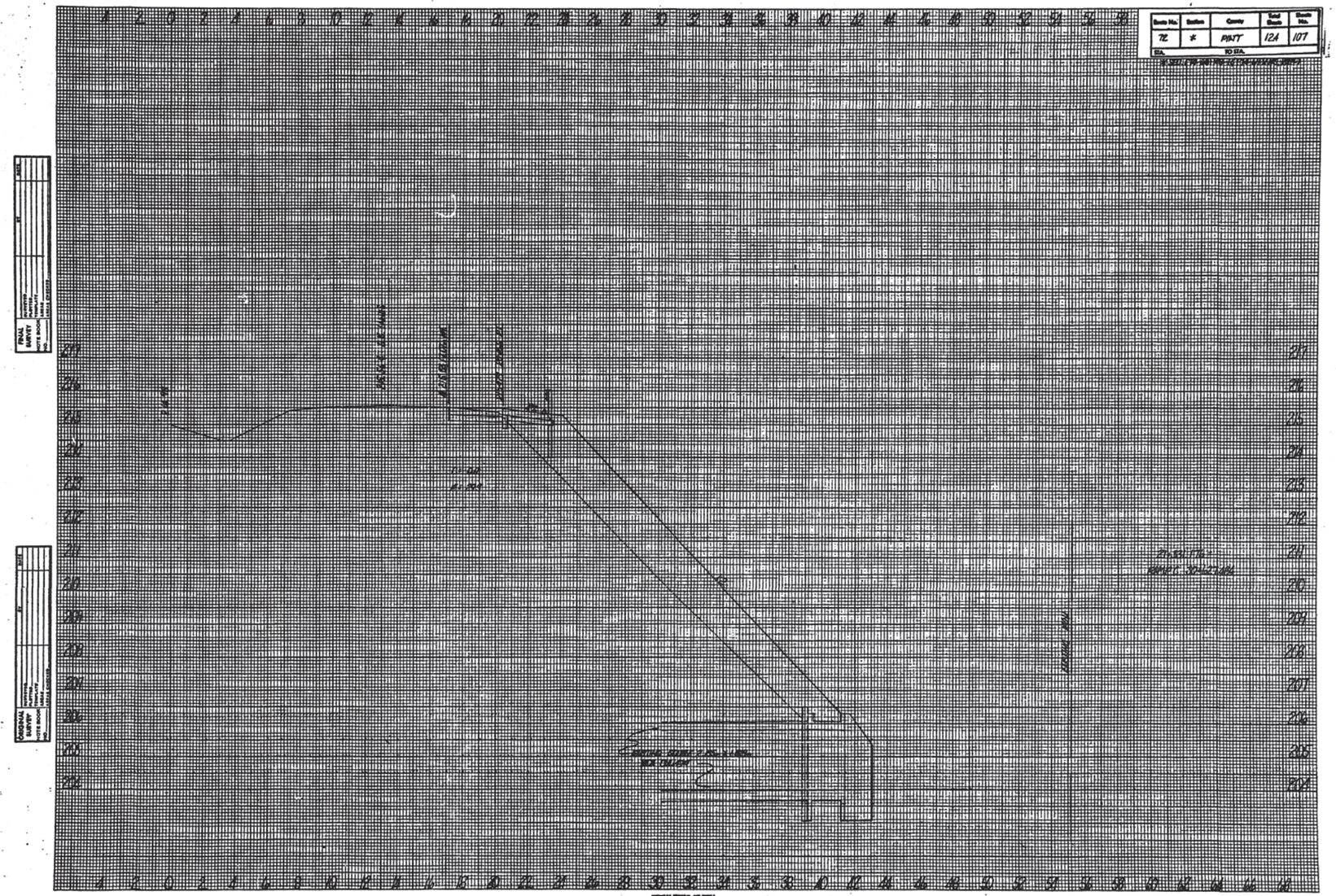


*(74-68IRS-1 & (74-69KRS-VBR)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	PIATT	124	109
STA. 21+350.000		TO STA. 21+350.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	







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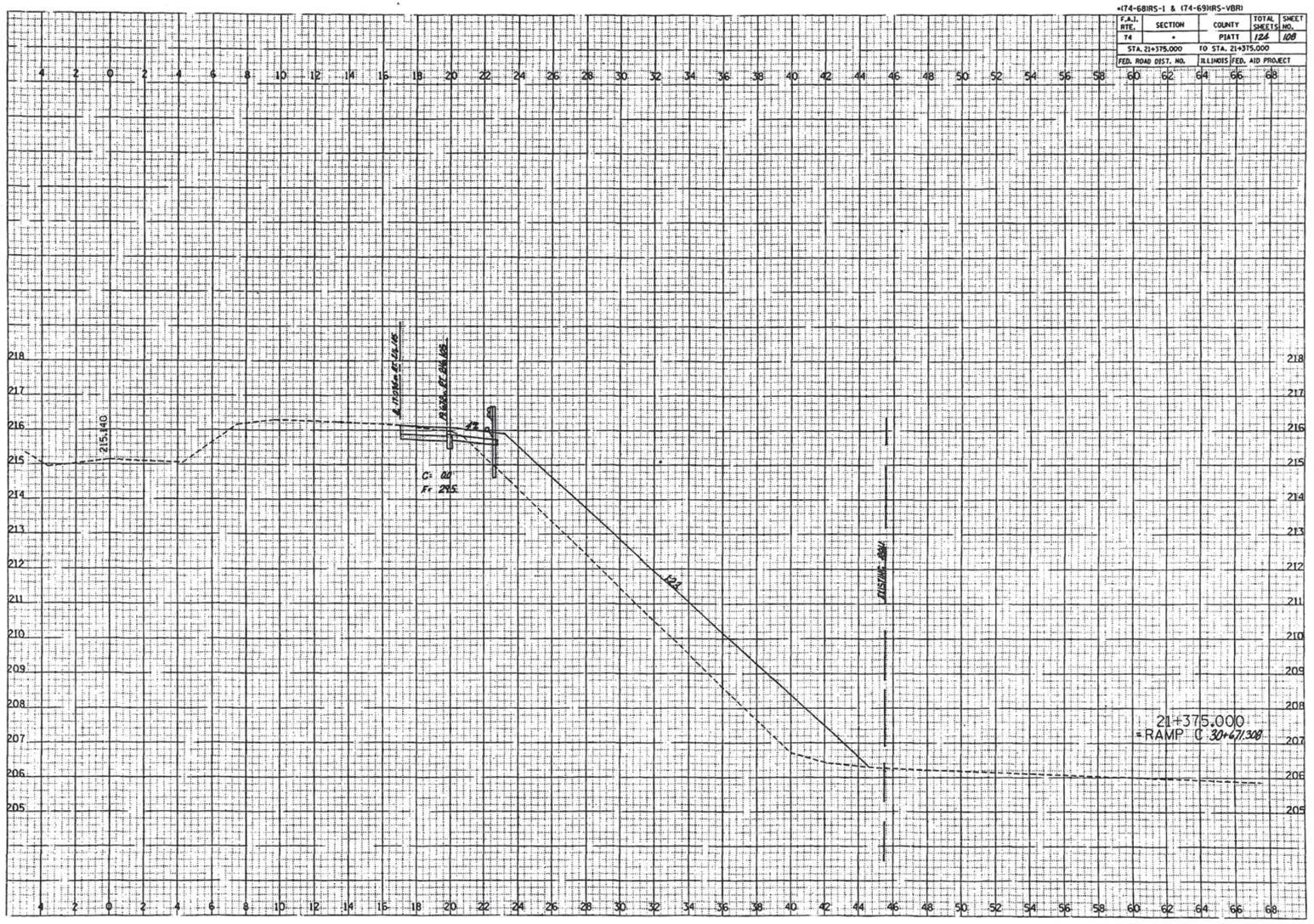
TAMERAN

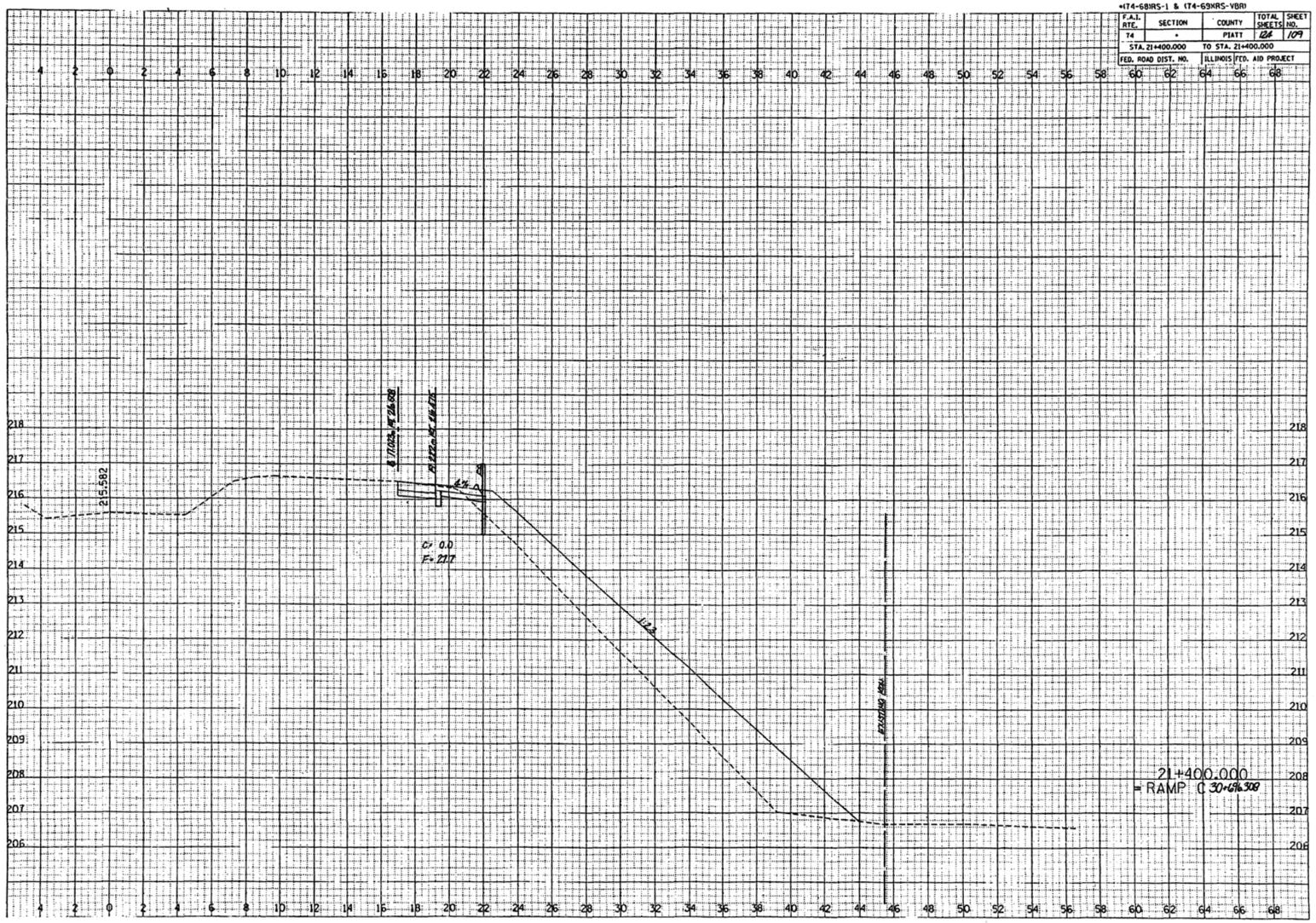
*(74-68IRS-1 & (74-69)IRS-VBR)

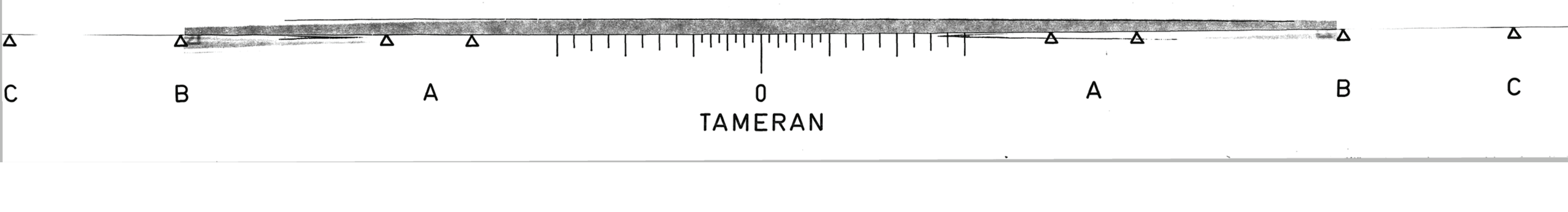
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	-	PIATT	128	108
STA. 21+375.000		TO STA. 21+375.000		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



+174-68IRS-1 & (74-69)IRS-VBR)

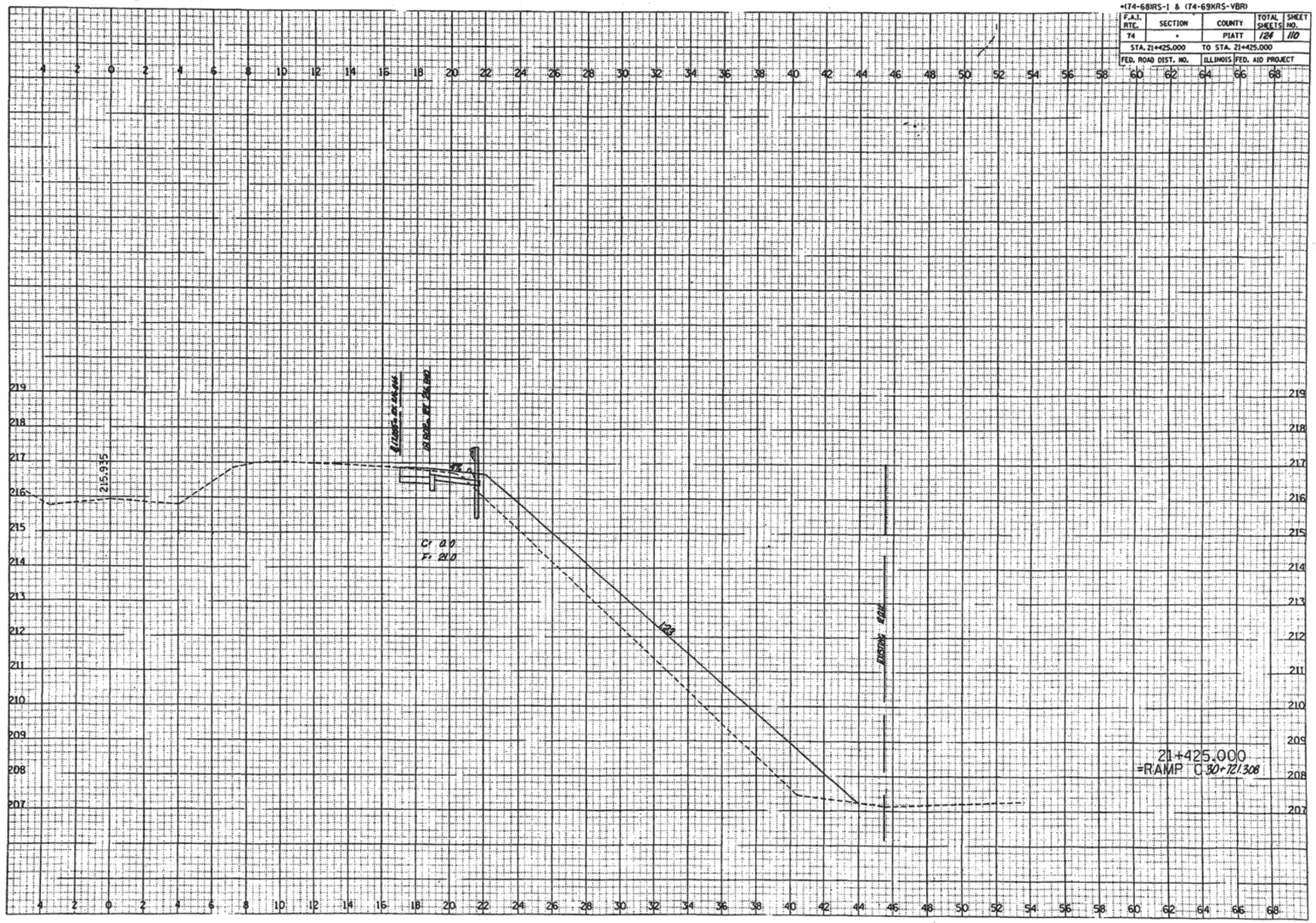
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	PIATT	126	109
STA. 21+400.000		TO STA. 21+400.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

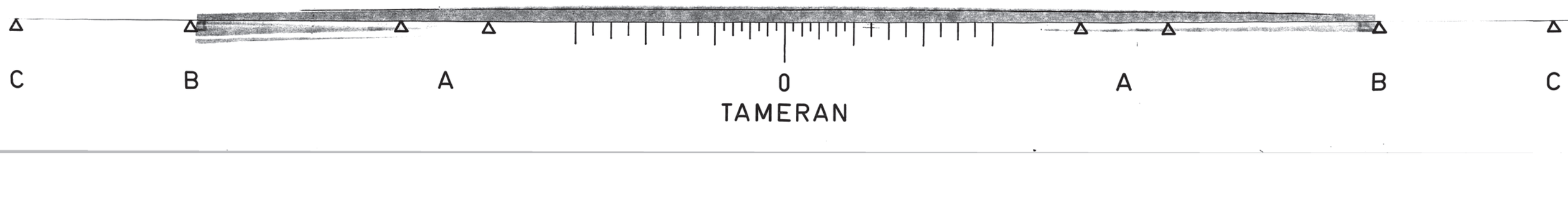




*(74-68IRS-1 & (74-69XRS-VBR)

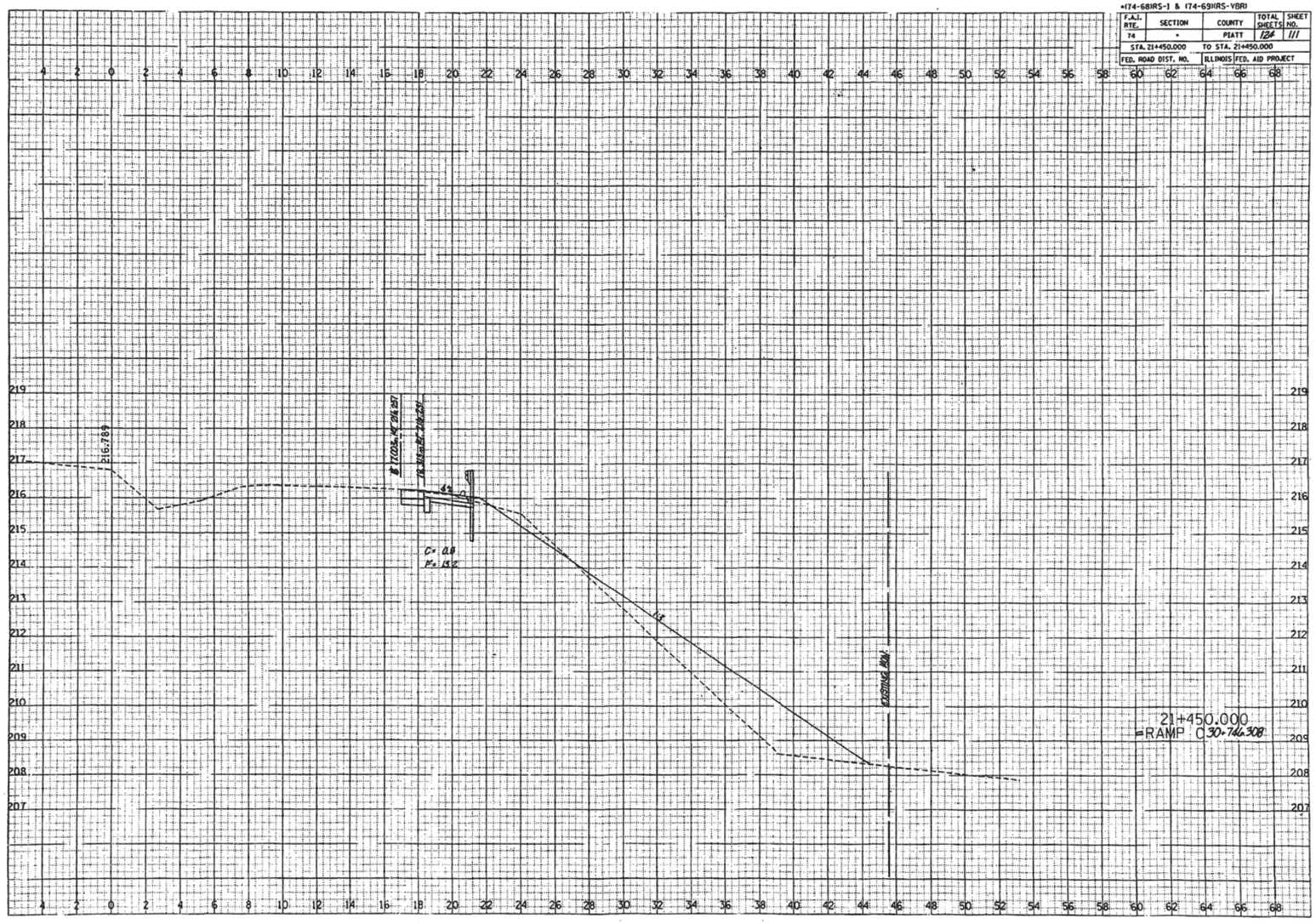
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	PIATT	124	110
STA. 21+425.000		TO STA. 21+425.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

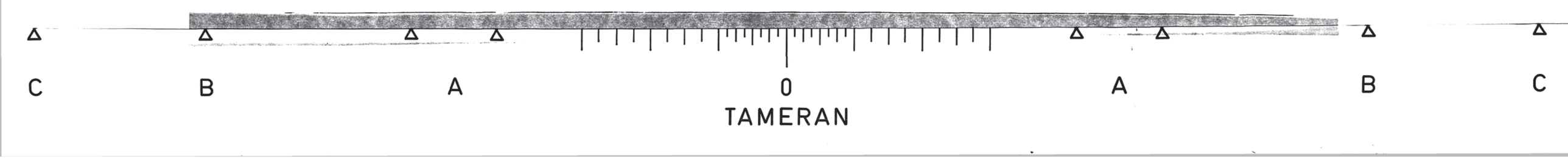




*I74-68IRS-1 & I74-69HRS-VBRI

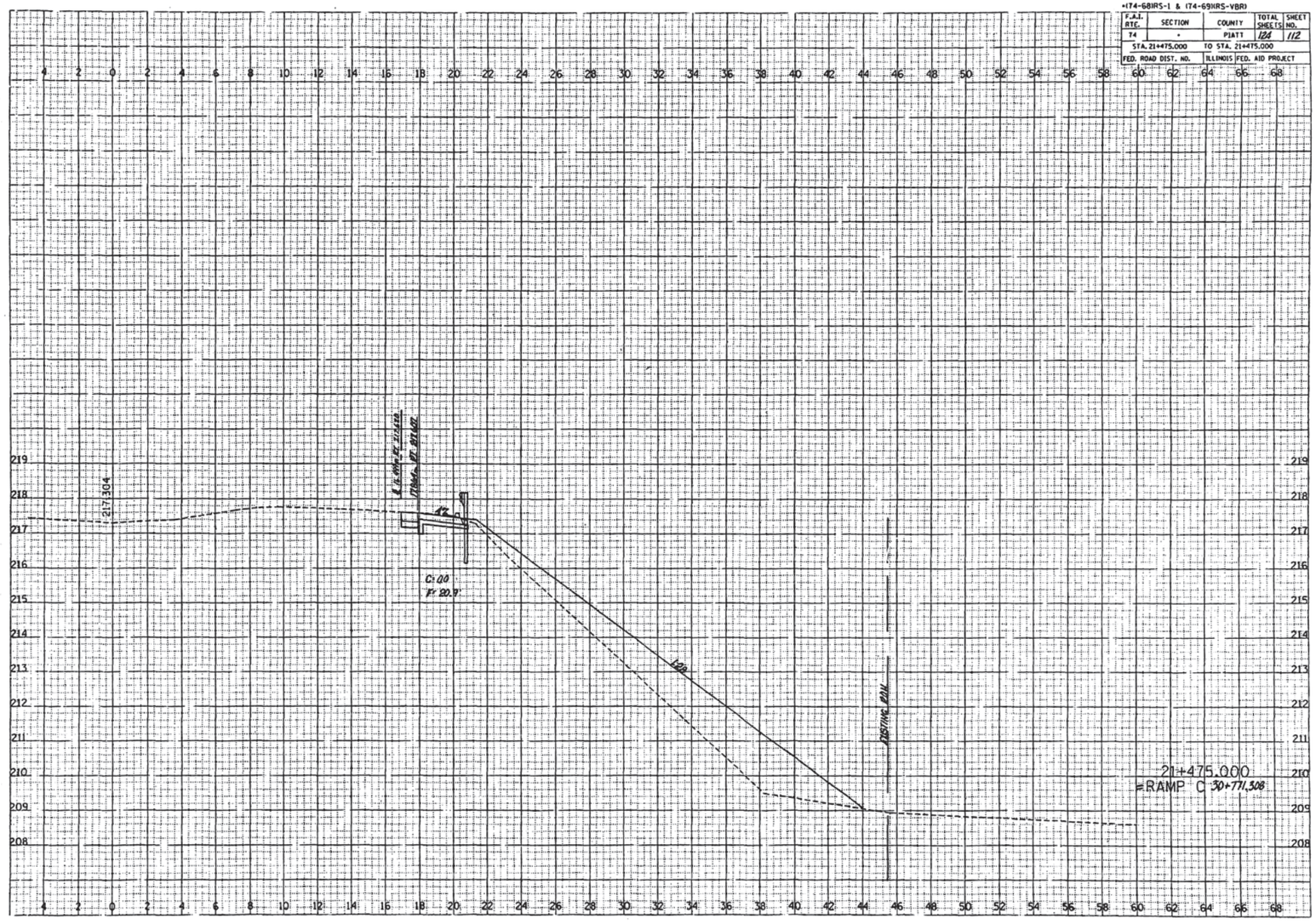
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	PIATT	126	111
STA. 21+450.000		TO STA. 21+450.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	





*(74-68IRS-1 & (74-69IRS-VBR)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	-	PIATT	124	112
STA. 21+475.000		TO STA. 214+75.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

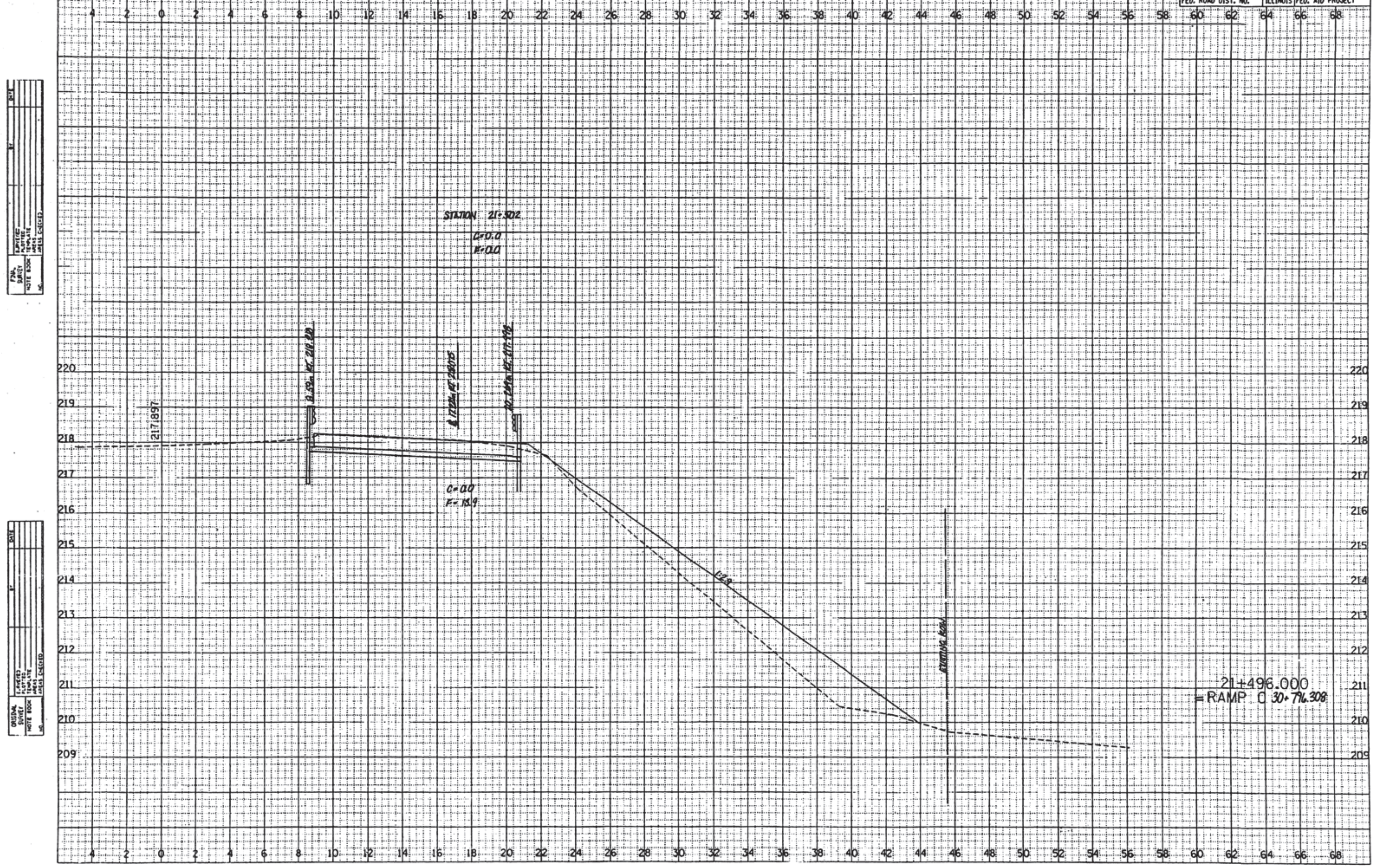


C B A 0 A B C

TAMERAN

*(74-68)RS-1 & (74-69)(RS-VBR)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	PIATT	124	115
STA. 21+496.000	TO STA. 21+496.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

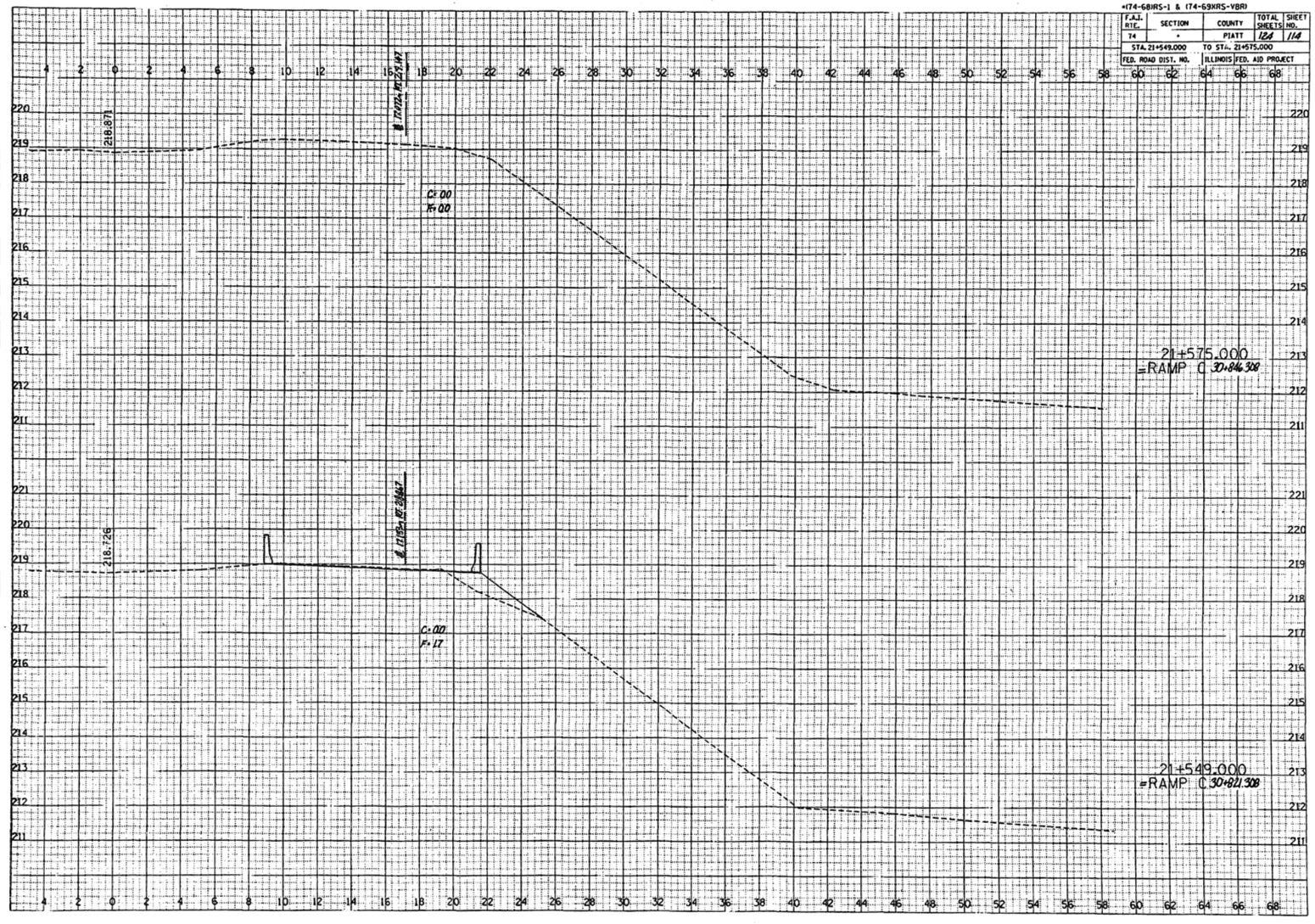


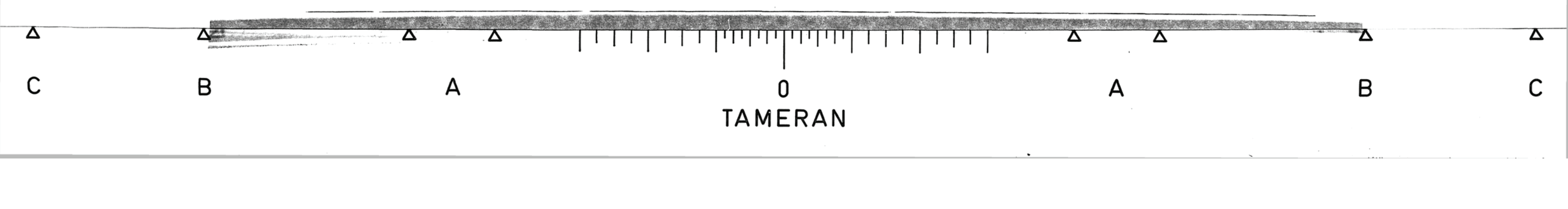
C B A 0 A B C

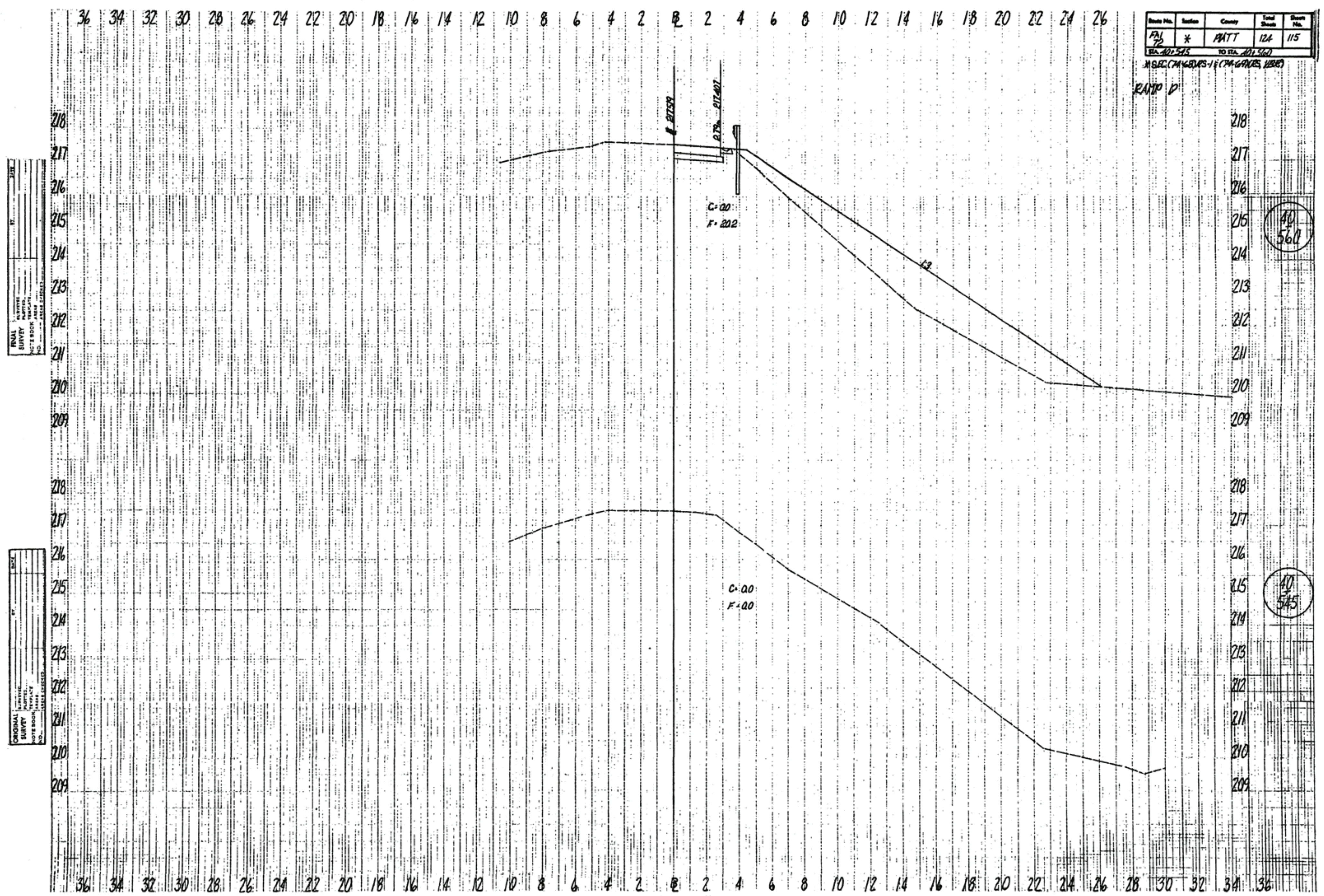
TAMERAN

*(74-68IRS-1 & (74-69XRS-VBR)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	-	PIATT	124	114
STA. 21+549.000		TO STA. 21+575.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



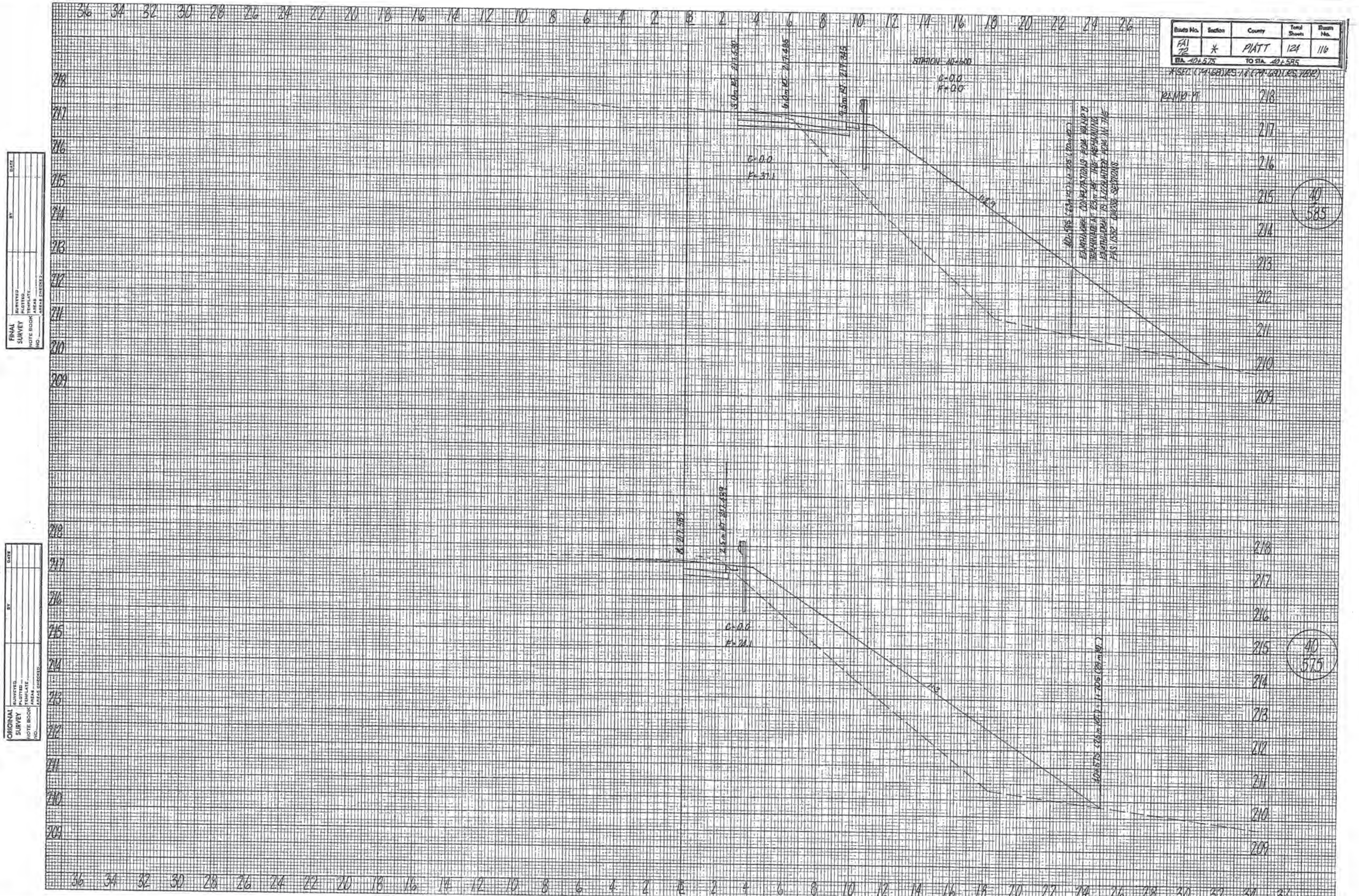




Route No.	Section	County	Total Sheets	Sheet No.
FAI 72	*	PIATT	124	116

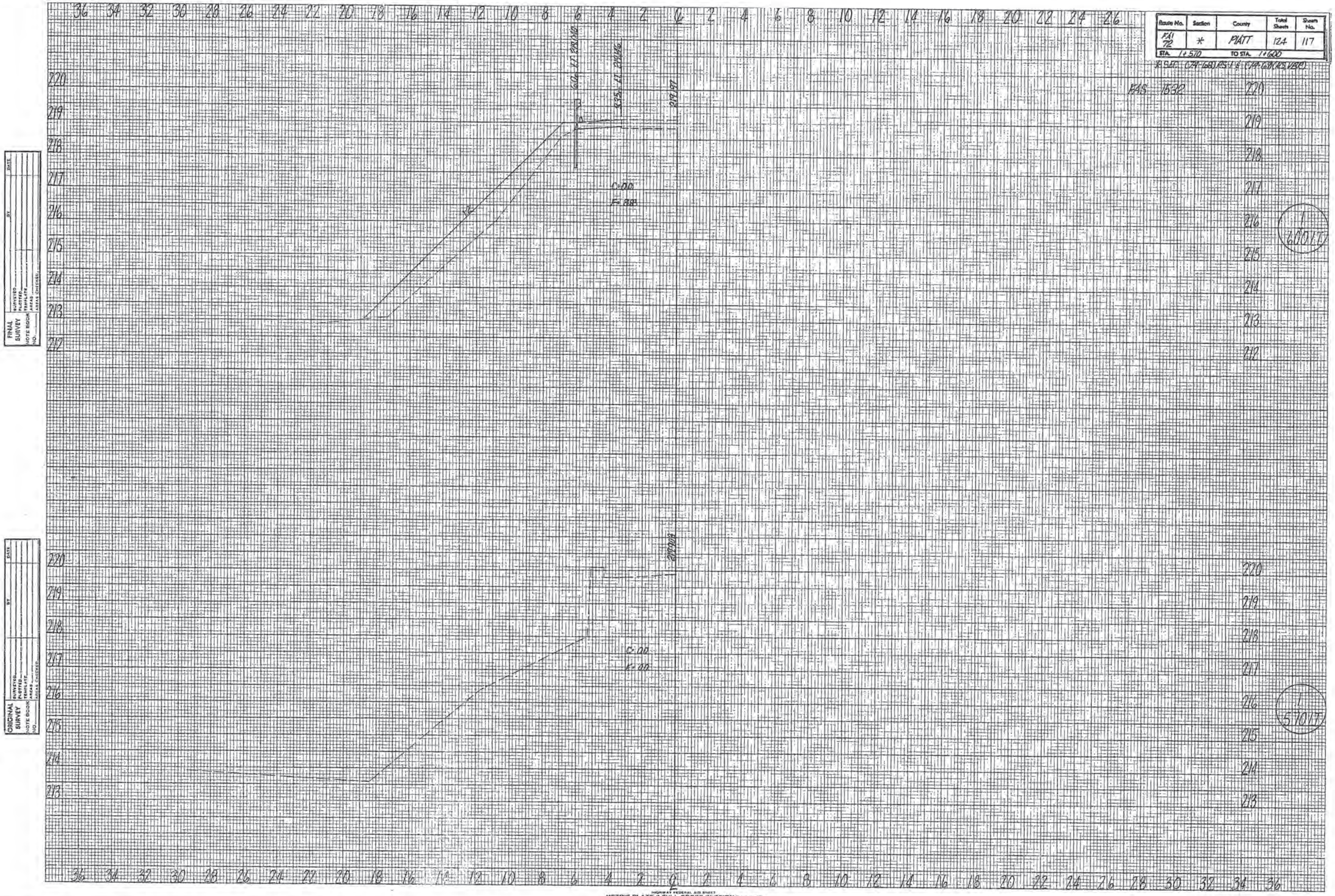
STA. 40+575 TO STA. 40+585

* SEC. (74-68)RS-1 & (74-69)(RS,R&R)



Route No.	Section	County	Total Sheets	Sheet No.
FAI 72	*	PIATT	124	117

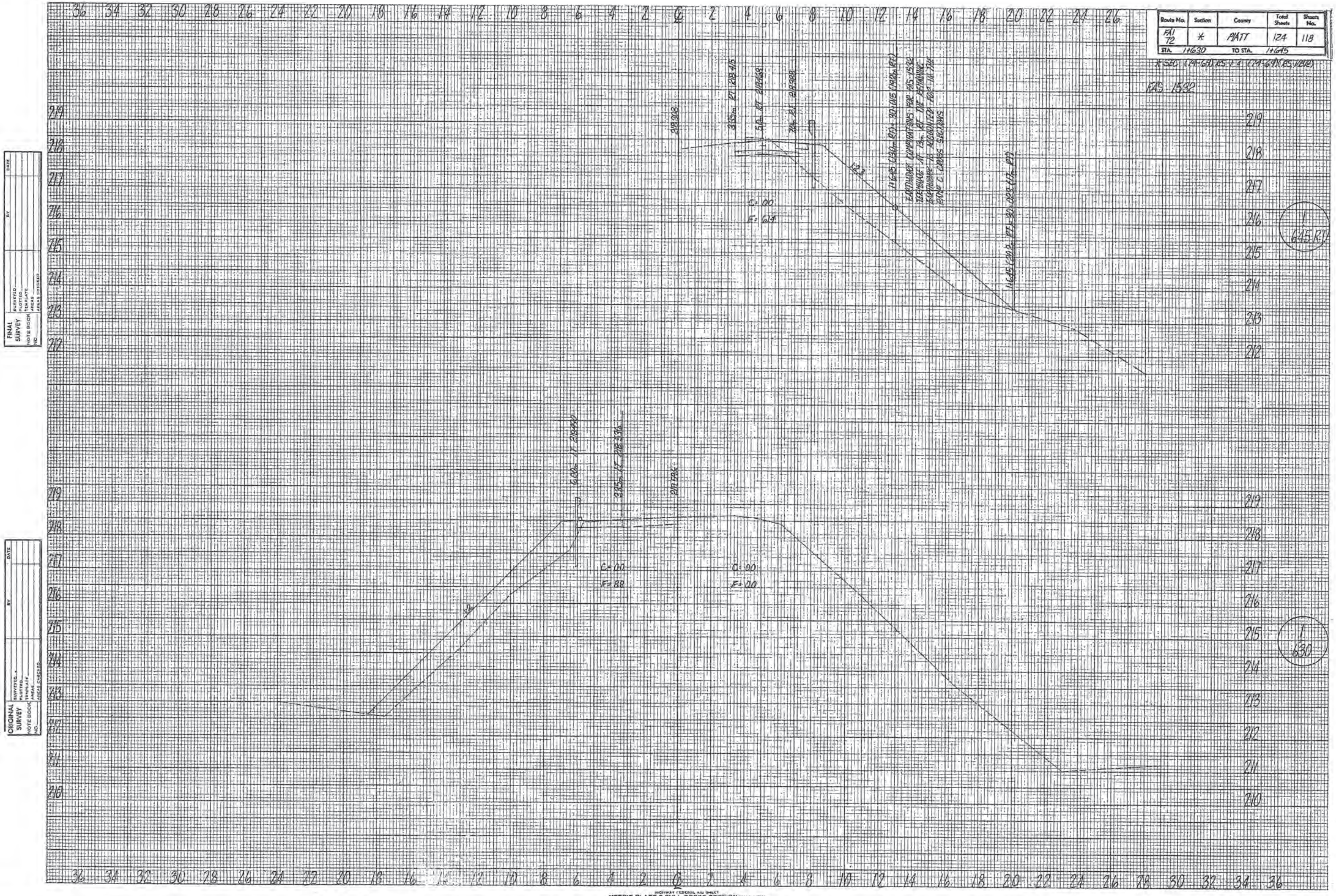
STA. 1+570 TO STA. 1+600



METRIC-PLATE 3-FULL CROSS SECTION-FULL LINE

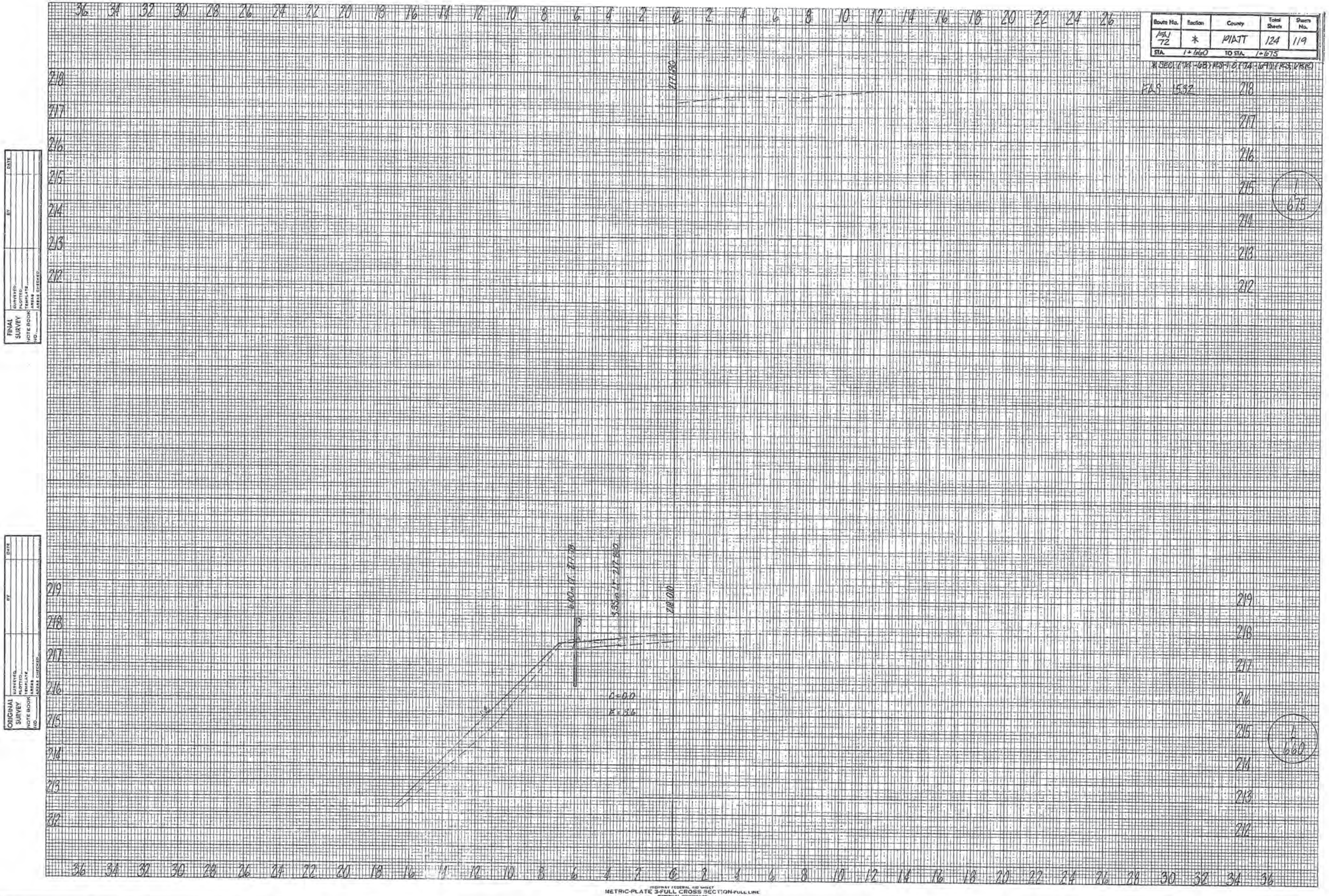
Route No.	Section	County	Total Sheets	Sheets No.
FAI 72	*	PIATT	124	118

STA. 1+630 TO STA. 1+645



Route No.	Section	County	Total Sheets	Sheets No.
FAU 72	*	PIATT	124	119
STA. 1+660	TO STA. 1+675			

* SEC. (74-6B)RS-1 & (74-6P)(RS,RB)

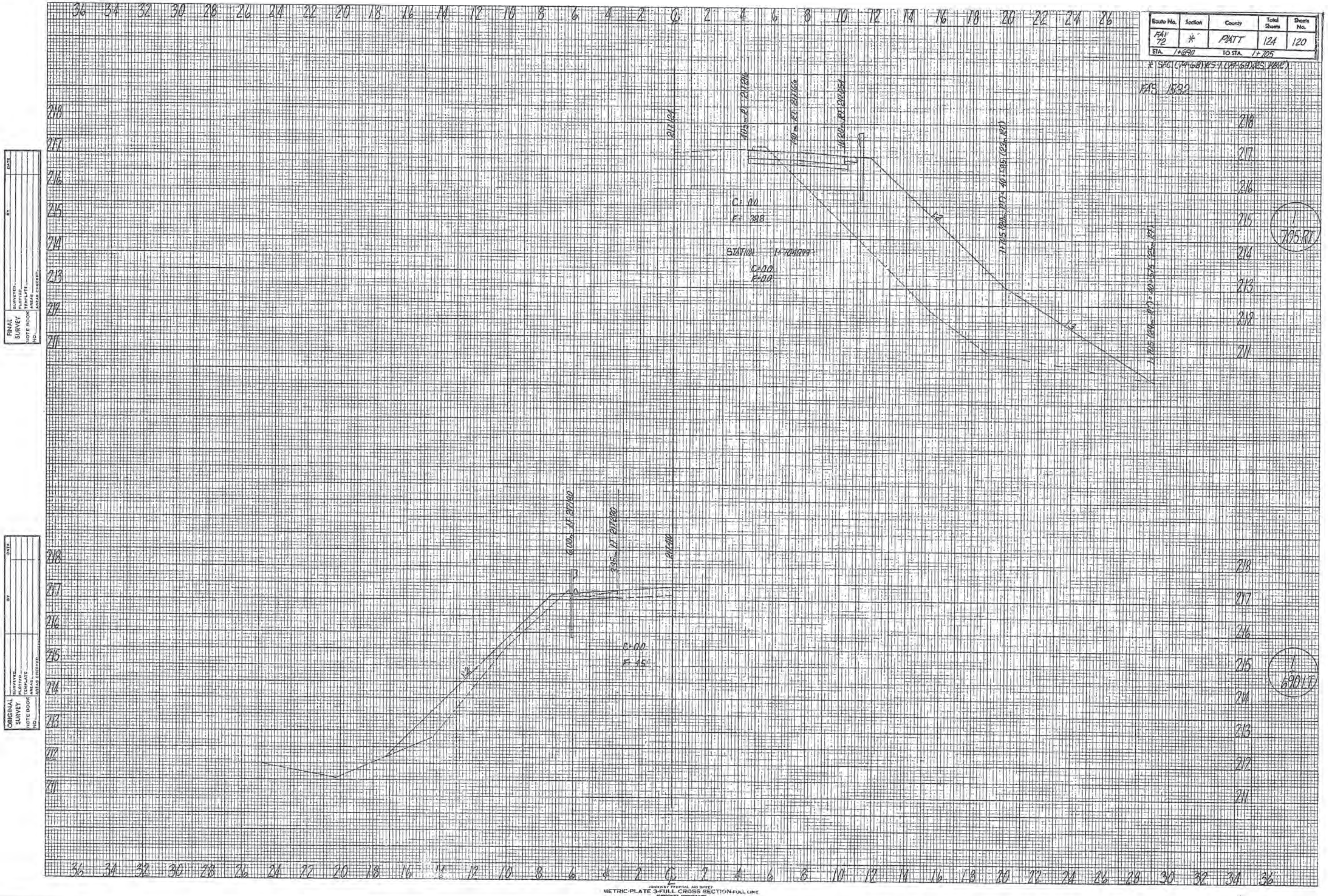


METRIC-PLATE 3-FULL CROSS SECTION-FULL LINE

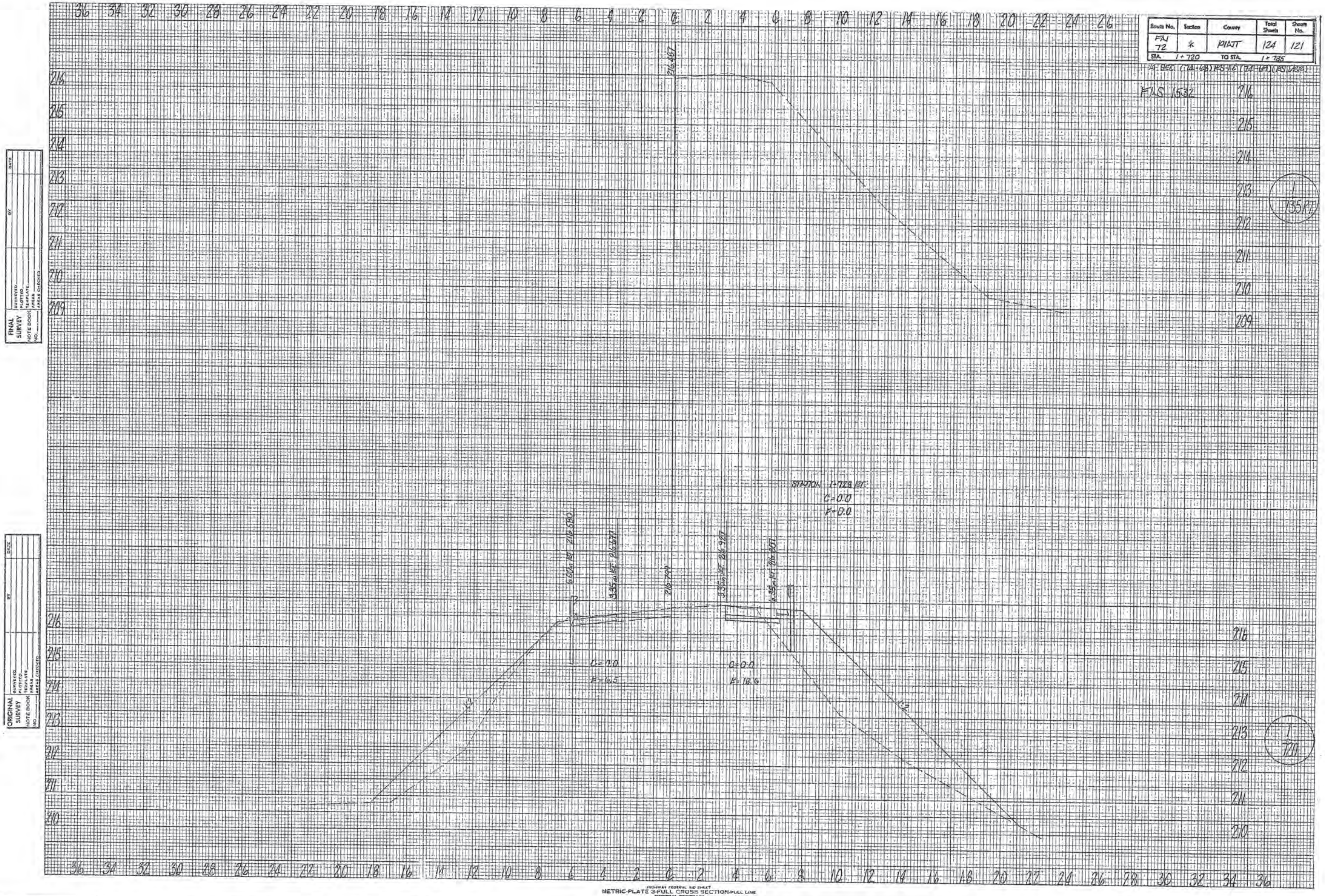
Route No.	Section	County	Total Sheets	Sheets No.
FAI 72	*	PIATT	124	120

STA. 1+690 TO STA. 1+705

* SFC (74-6B) RS-1 (74-69) (RS, PBR)

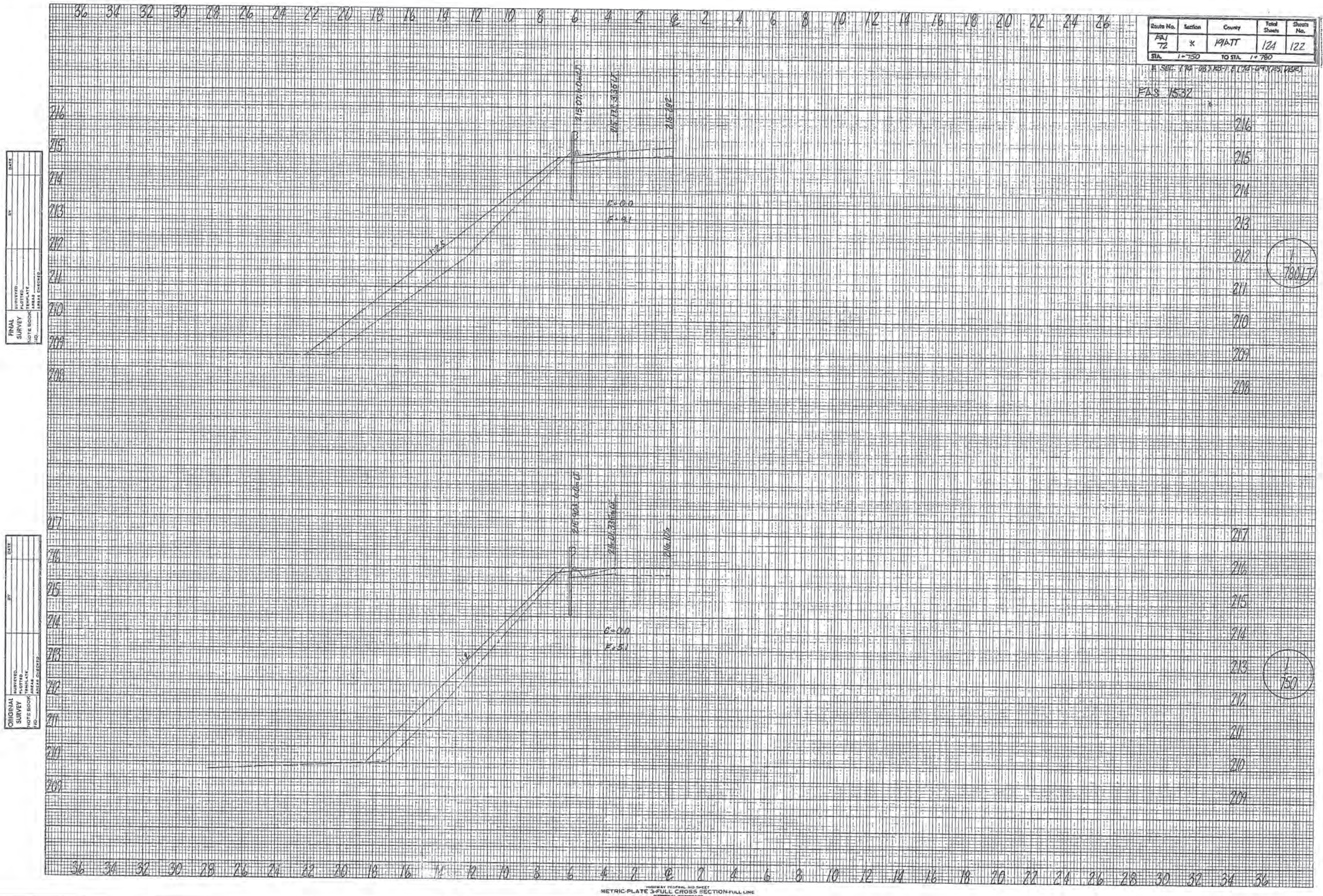


METRIC-PLATE 3-FULL CROSS SECTION-FULL LINE


Route No. | Section | County | Total Sheets | Sheets No.
FAI 72 | * | PIATT | 124 | 121
STA. 1+720 TO STA. 1+735
FAS 1532
216.467
STATION 1+729.187
C=0.0
F=0.0
6.60 m LT 216.580
3.35 m LT 216.677
216.729
3.35 m RT 216.927
6.35 m RT 216.801
C=7.0
F=6.5
C=0.0
F=18.6
1
735RT
1
720
FINAL SURVEY
ORIGINAL SURVEY

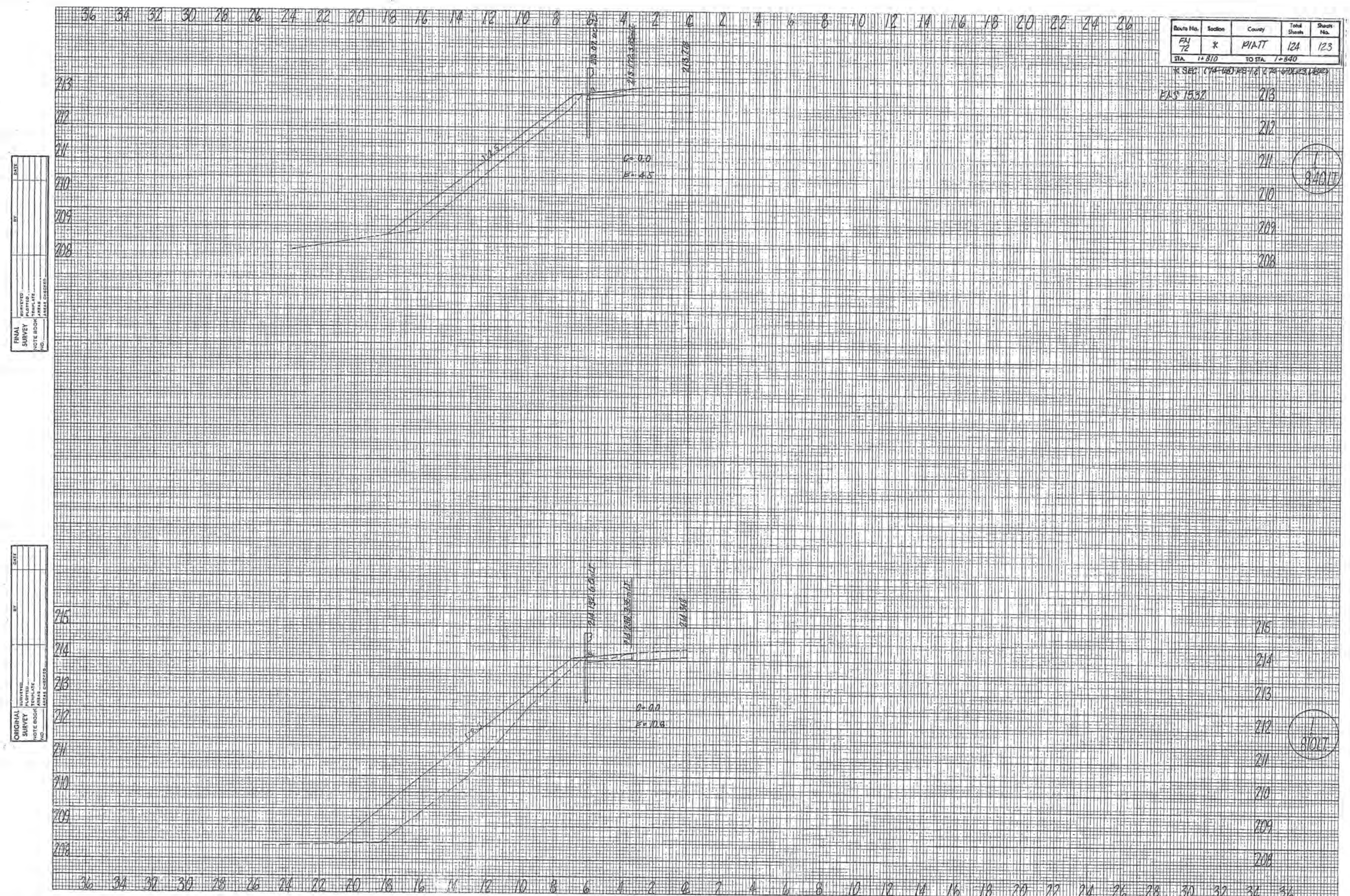
Route No.	Section	County	Total Sheets	Sheets No.
FAI 72	*	PIATT	124	122

STA. 1+750 TO STA. 1+780



METRIC-PLATE 3-FULL CROSS SECTION-FULL LINE

Route No.	Section	County	Total Sheets	Sheets No.
FAI 72	*	PIATT	124	123
STA. 1+810		TO STA. 1+840		

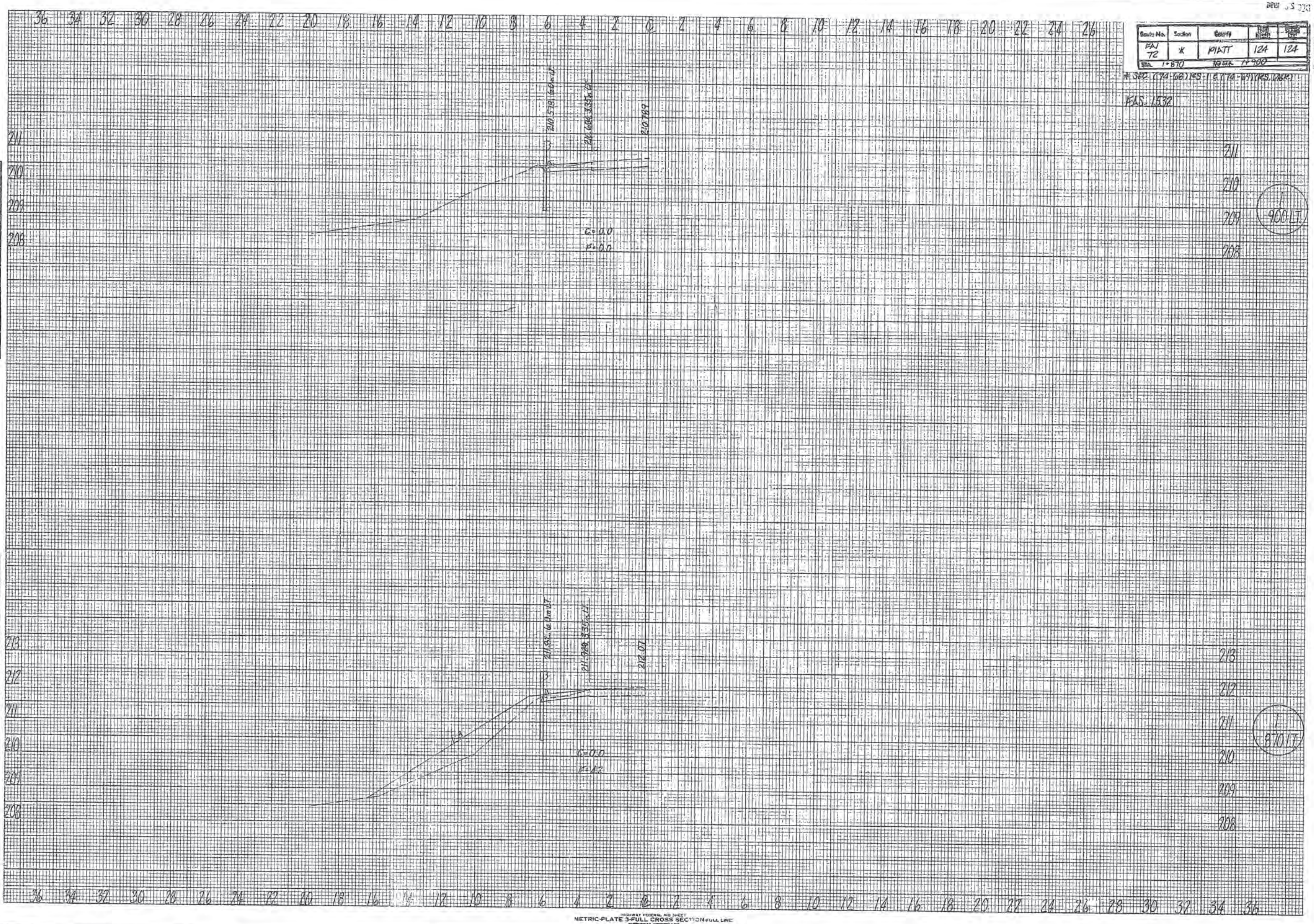


METRIC-PLATE 3-FULL CROSS SECTION FULL LINE

Route No.	Section	County	Total Sheets	Sheet No.
FAI 72	*	PIATT	124	124
STA. 1+870		TO STA. 1+900		

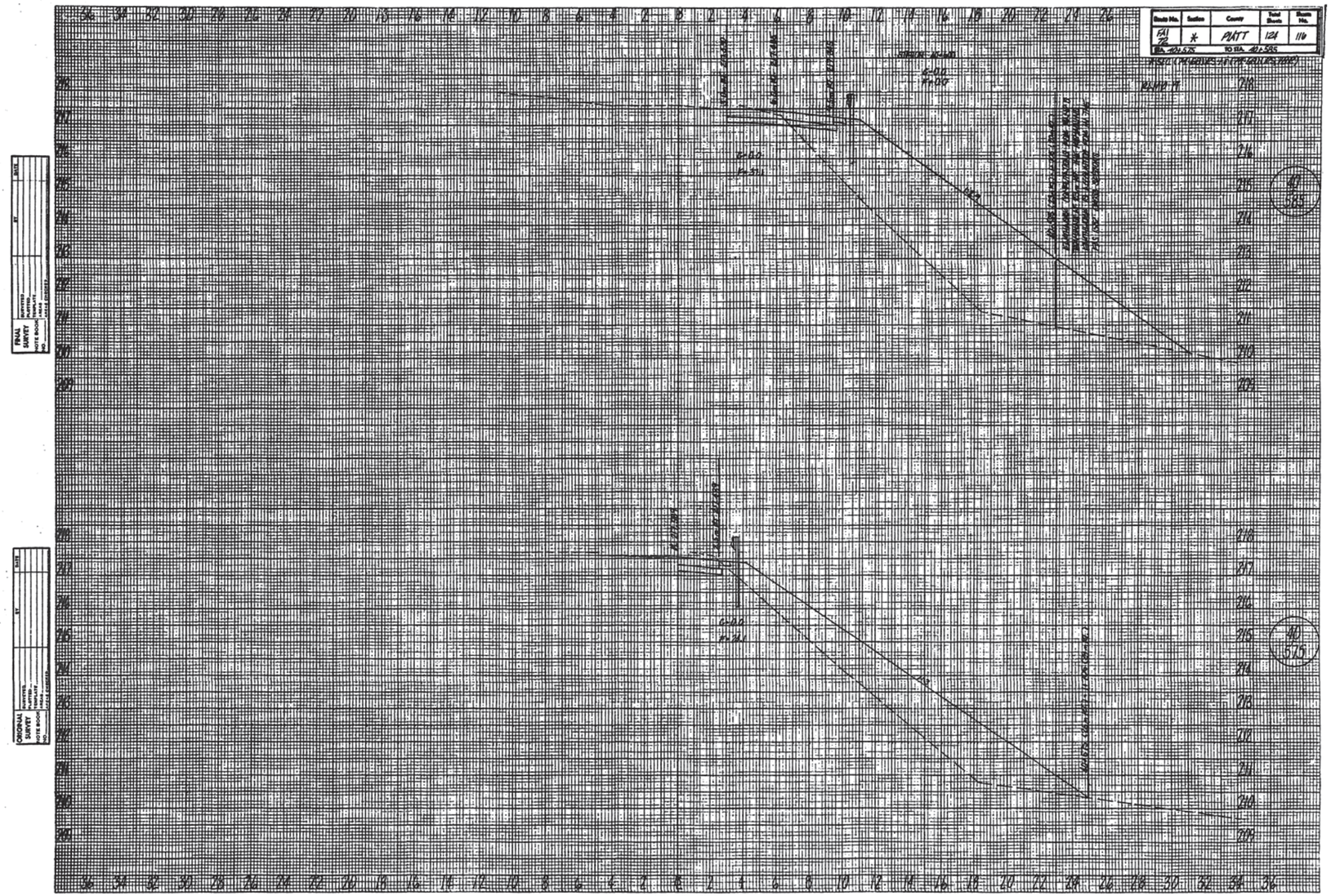
* SEC. (74-68) RS-1 & (74-69) (RS, WBR)

FAS. 1532



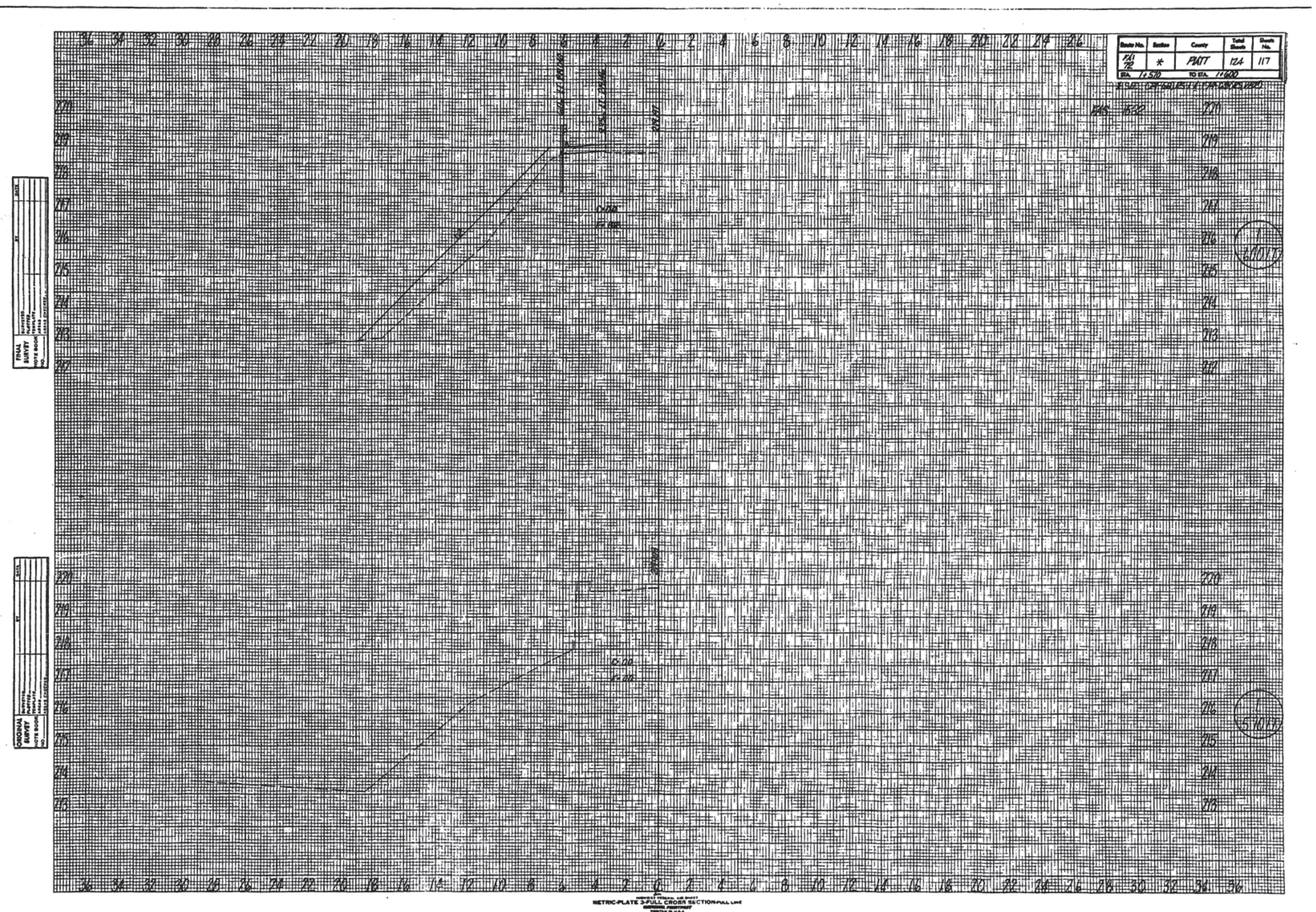
FINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY — DATE



C B A A B C

Bad Copy



C B A A B C

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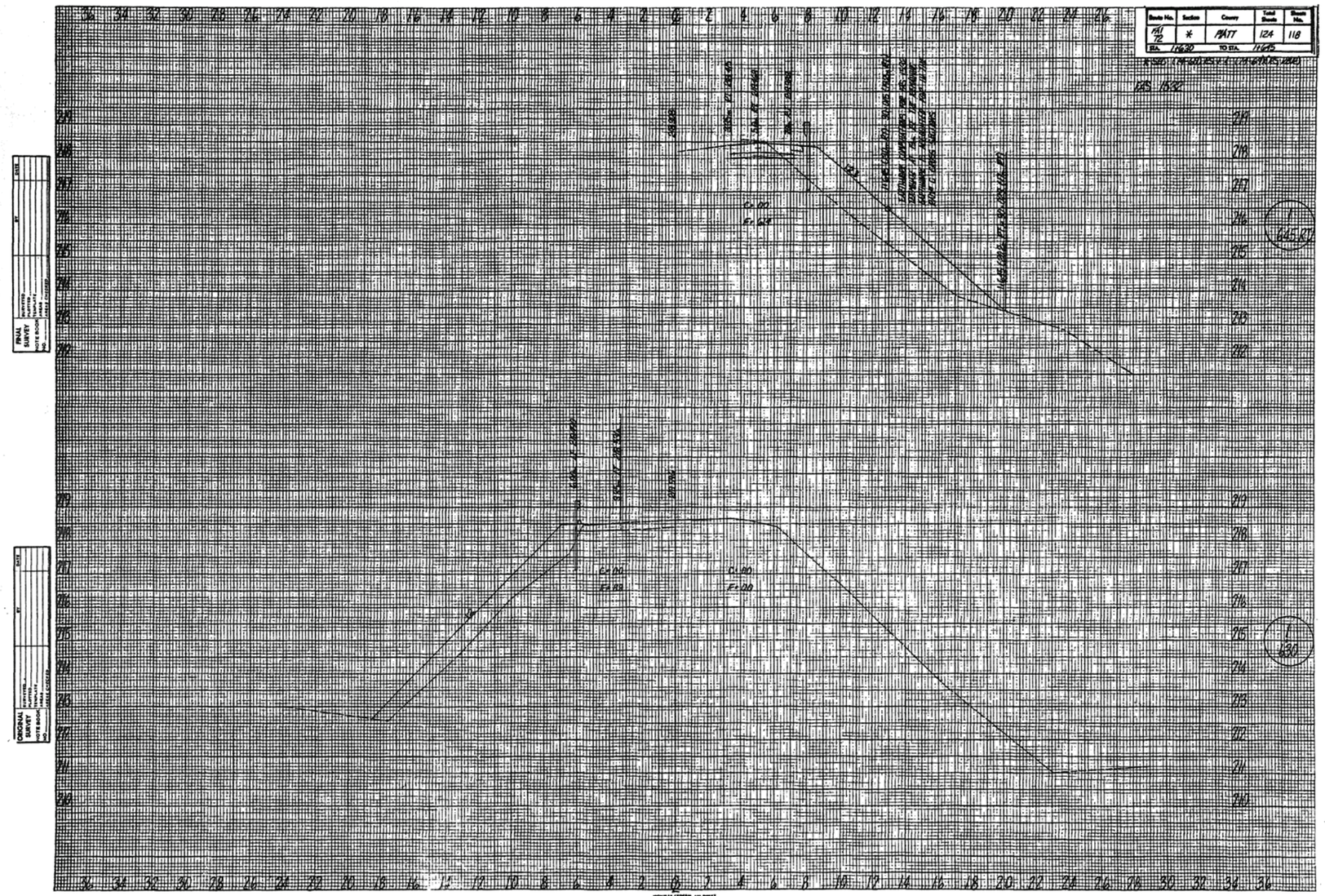

C B A A B C

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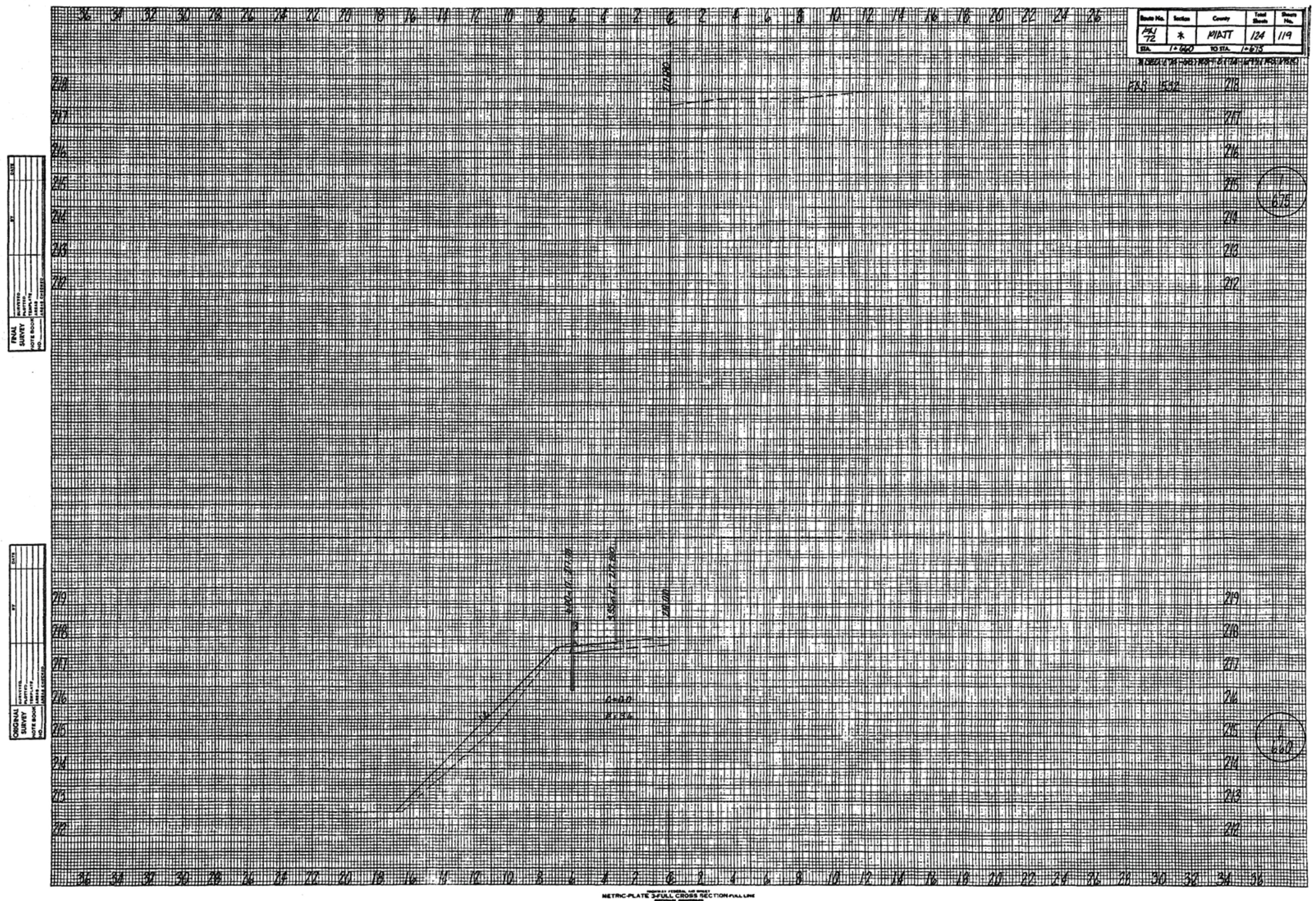
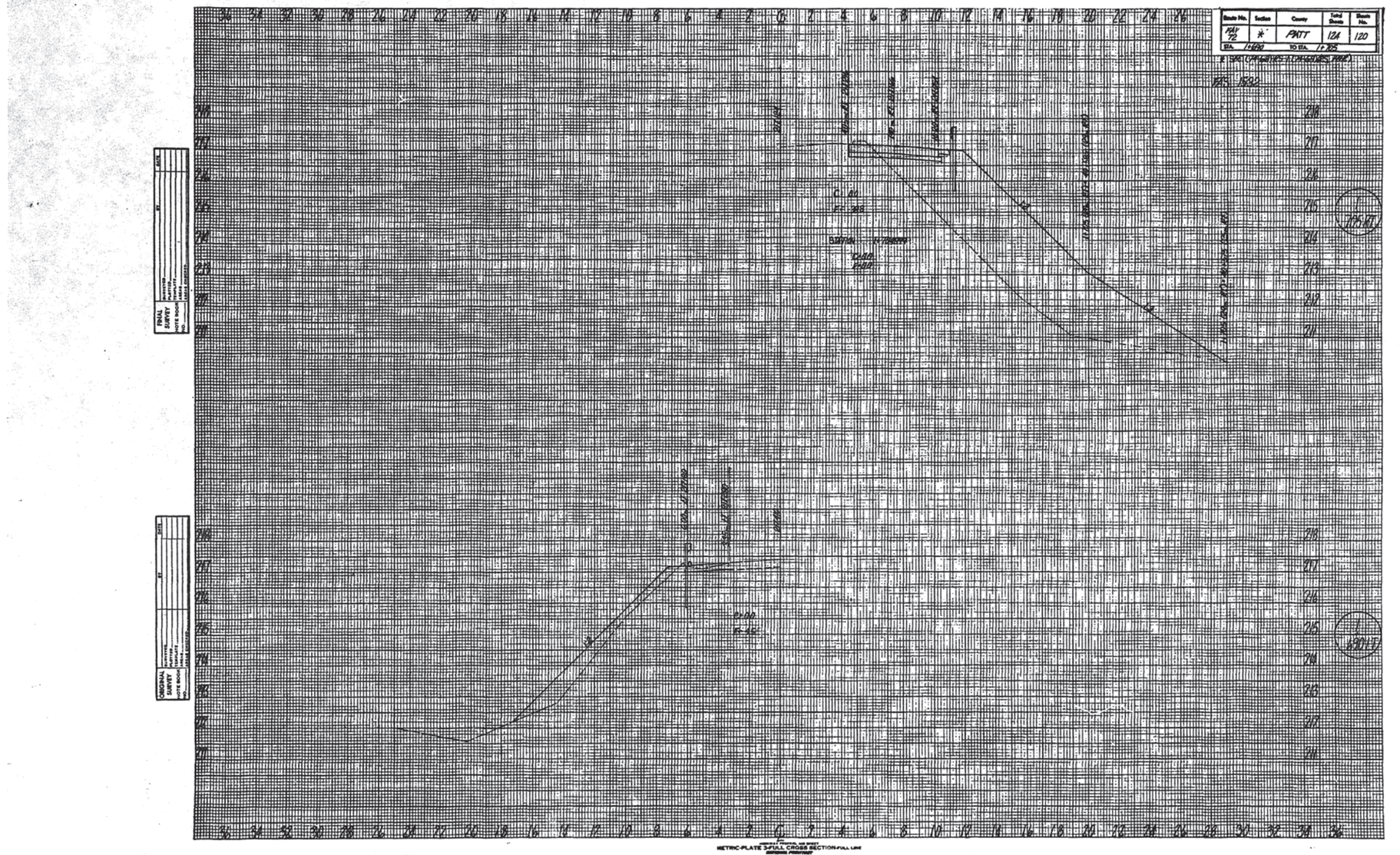


Route No.	Section	County	Total Sheets	Sheet No.
FAI 72	*	PIATT	124	119

STA. 1+660 TO STA. 1+675

C B A **Bad Copy** A B C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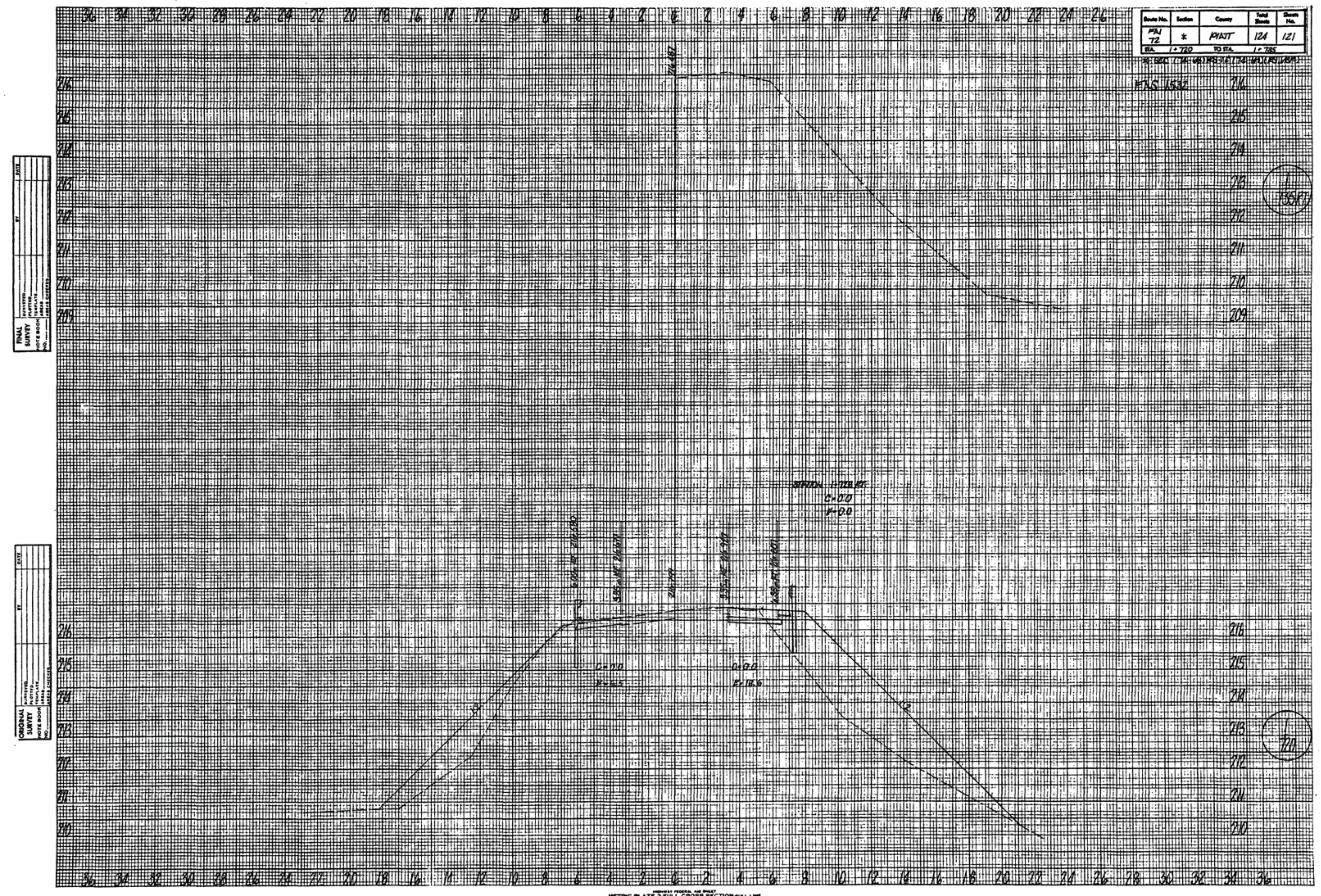

C B A A B C

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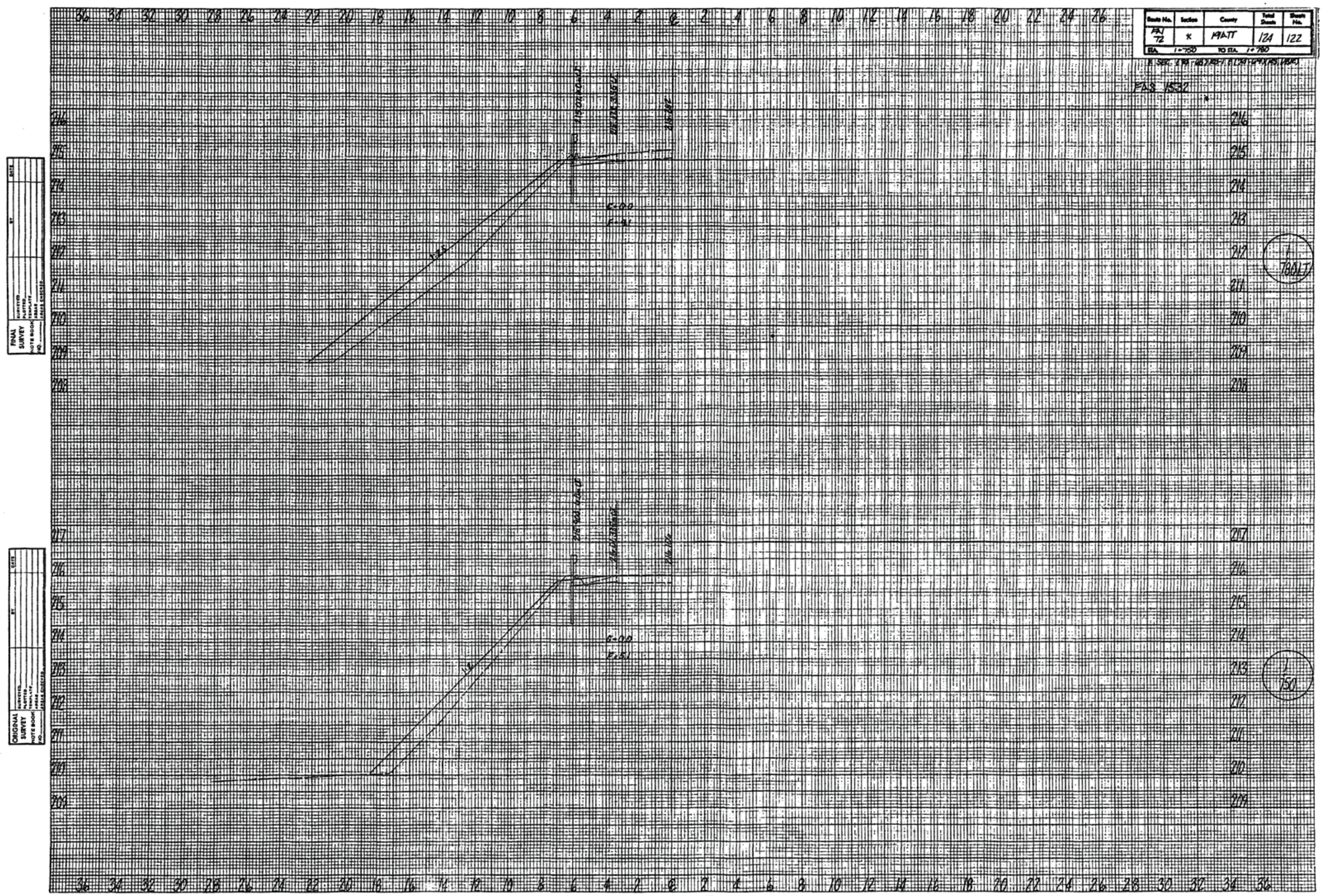

METRIC-PLATE 3-FULL CROSS SECTION

C B A A B C

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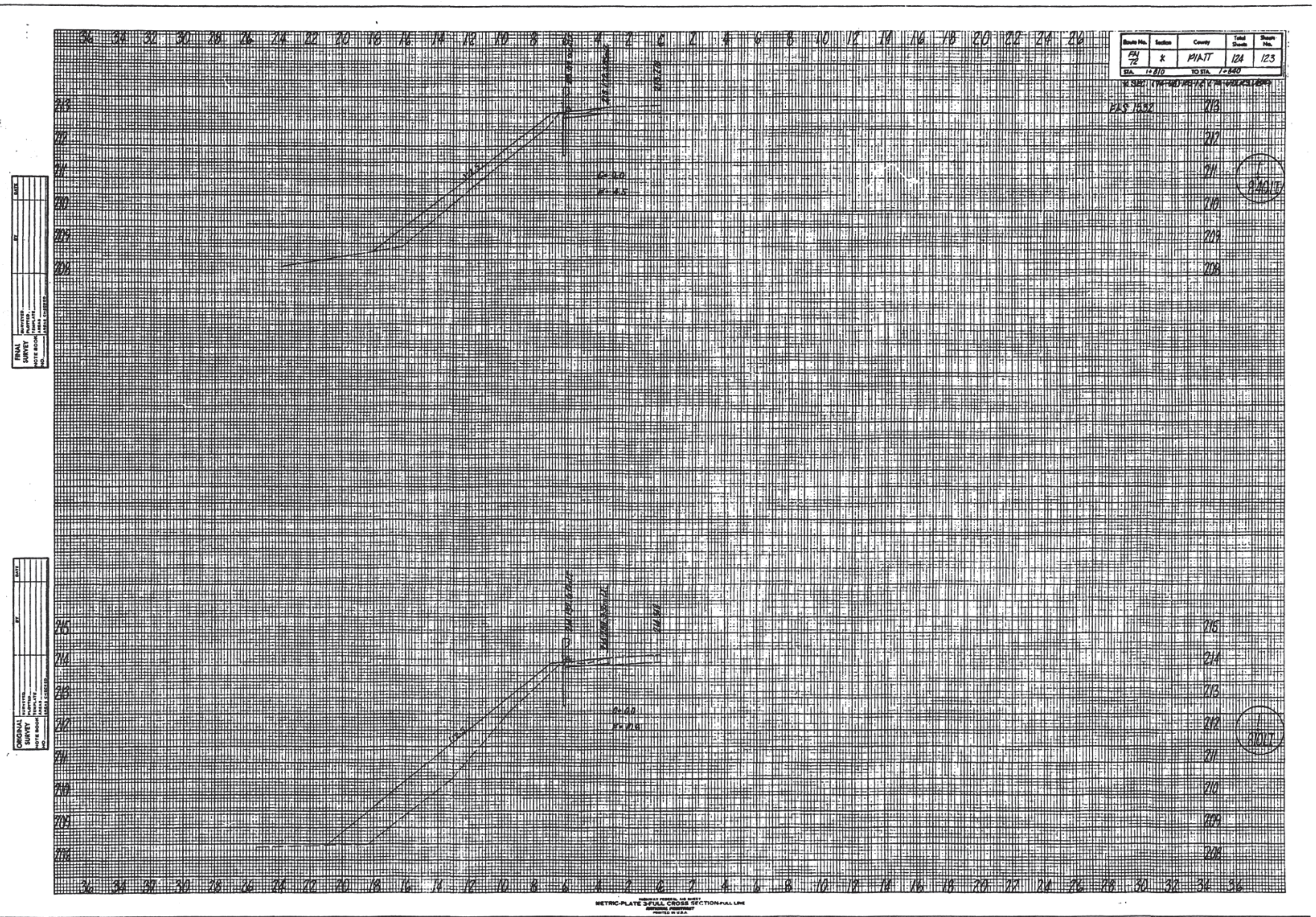

C B A A B C

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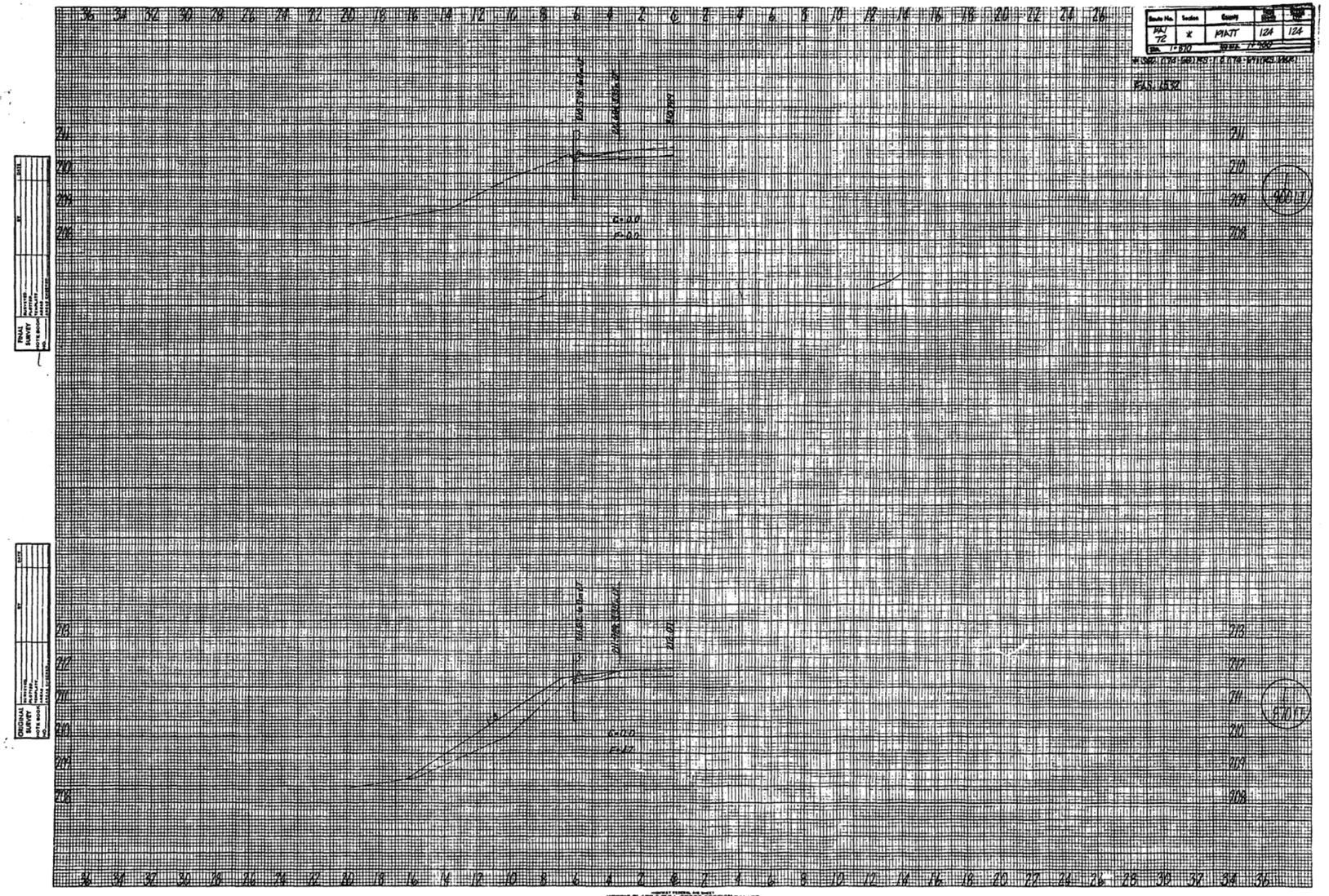
Bad Copy

ABV	ABOVE
A/C	ACCESS CONTROL
AC	ACRE
ADJ	ADJUST
AGG	AGGREGATE
APT	APARTMENT
ASPH	ASPHALT
AGS	AUXILIARY GAS VALVE (SERVICE)
B-B	BACK TO BACK
BKPL	BACKPLATE
BARR	BARRICADE
BGN	BEGIN
BM	BENCHMARK
BIND	BINDER
BIT	BITUMINOUS
BTM	BOTTOM
BLVD	BOULEVARD
BRK	BRICK
BBOX	BUFFALO BOX
BLDG	BUILDING
CIP	CAST IRON PIPE
CB	CATCH BASINS
C-C	CENTER TO CENTER
CL	CENTERLINE
CL-E	CENTERLINE TO EDGE
CL-F	CENTERLINE TO FACE
CERT	CERTIFIED
CHSLD	CHISELED
CP	CLAY PIPE
CLSD	CLOSED
CLID	CLOSED LID
CS	CITY STREET
CT	COAT
COMB	COMBINATION
CE	COMMERCIAL ENTRANCE
CONC	CONCRETE
CONST	CONSTRUCT
CONTD	CONTINUED
CONT	CONTINUOUS
COR	CORNER
CORR	CORRUGATED
CMP	CORRUGATED METAL PIPE
CNTY	COUNTY
CH	COUNTY HIGHWAY
CSE	COURSE
XSECT	CROSS SECTION
m^3	CUBIC METER
mm^3	CUBIC MILLIMETER
CU YD	CUBIC YARD
CULV	CULVERT
C&G	CURB & GUTTER
D	DEGREE OF CURVE
DC	DEPRESSED CURB
DET	DETECTOR
DIA	DIAMETER
DIST	DISTRICT
DOM	DOMESTIC
DBL	DOUBLE
DSEL	DOWNSTREAM ELEVATION
DSFL	DOWNSTREAM FLOWLINE
DR	DRAINAGE
DI	DRAINAGE INLET
DRV	DRIVEWAY
DCT	DUCT
EA	EACH
EB	EAST BOUND
EOP	EDGE OF PAVEMENT
E-CL	EDGE TO CENTERLINE
E-E	EDGE TO EDGE
EL	ELEVATION
ENTR	ENTRANCE
EXC	EXCAVATION
EX	EXISTING
EXPWAY	EXPRESSWAY
X	EXTERNAL DISTANCE OF VERTICAL CURVE
E	EXTERNAL
F-F	FACE TO FACE
FA	FEDERAL AID
FAI	FEDERAL AID INTERSTATE
FAP	FEDERAL AID PRIMARY
FAS	FEDERAL AID SECONDARY
FAUS	FEDERAL AID URBAN SECONDARY
FP	FENCE POST
FE	FIELD ENTRANCE
FH	FIRE HYDRANT
FL	FLOW LINE
FDN	FOUNDATION
FR	FRAME
F&G	FRAME & GRATE
GAL	GALLON
GALV	GALVANIZED
GV	GAS VALVE
GRAN	GRANULAR
GR	GRATE
GRVL	GRAVEL
GND	GROUND
HH	HANDHOLE
HATCH	HATCHING
HD	HEAD
HDW	HEADWALL
HDUTY	HEAVY DUTY
ha	HECTARE
HWY	HIGHWAY
HORIZ	HORIZONTAL
HSE	HOUSE
IL	ILLINOIS
IMP	IMPROVEMENT
IN DIA	INCH DIAMETER
INL	INLET
INST	INSTALLATION
IDS	INTERSECTION DESIGN STUDIES
INV	INVERT
IP	IRON PIPE
IR	IRON ROD
JT	JOINT
kg	KILOGRAM
km	KILOMETER
LS	LANDSCAPING
LN	LANE
LT	LEFT
LP	LIGHT POLE
LGT	LIGHTING
LF	LINEAL FEET OR LINEAR FEET
L	LITER OR CURVE LENGTH
LC	LONG CHORD
LNG	LONGITUDINAL
L SUM	LUMP SUM
MACH	MACHINE
MB	MAIL BOX
MH	MANHOLE
MATL	MATERIAL
MED	MEDIAN
m	METER
METH	METHOD
M	MID-ORDINATE
mm	MILLIMETER
mm DIA	MILLIMETER DIAMETER
MIX	MIXTURE
MFT	MOTOR FUEL TAX
MOD	MODIFIED
N & BC	NAIL & BOTTLE CAP
N & C	NAIL & CAP
N & W	NAIL & WASHER
NB	NORTHBOUND
NE	NORTHEAST
NOAA	NATIONAL OCEANIC ATMOSPHERIC ADMINISTRATION
NW	NORTHWEST
OLID	OPEN LID
PAT	PATTERN
PVMT	PAVEMENT
PM	PAVEMENT MARKING
PED	PEDESTAL
PNT	POINT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
POT	POINT ON TANGENT
POLYETH	POLYETHYLENE
PCC	PORTLAND CEMENT CONCRETE
PP	POWER POLE
PRM	PRIME
PE	PRIVATE ENTRANCE
PROF	PROFILE
PROJ	PROJECT
P.C.	PROPERTY CORNER
PL	PROPERTY LINE
PR	PROPOSED
R	RADIUS
RR	RAILROAD
RPS	REFERENCE POINT STAKE
RRS	RAILROAD SPIKE
REF	REFLECTIVE
RCCP	REINFORCED CONCRETE CULVERT PIPE
REINF	REINFORCEMENT
REM	REMOVAL
REP	REPLACEMENT
REST	RESTAURANT
RESURF	RESURFACING
RT	RIGHT
ROW	RIGHT OF WAY
RD	ROAD
RDWY	ROADWAY
RTE	ROUTE
SAN	SANITARY
SANS	SANITARY SEWER
SEC	SECTION
SEED	SEEDING
SHAP	SHAPING
SH	SHEET
SHLD	SHOULDER
SW	SIDEWALK
SIG	SIGNAL
SOD	SODDING
SM	SOLID MEDIAN
SB	SOUTHBOUND
SE	SOUTHEAST
SW	SOUTHWEST
SPL	SPECIAL
SD	SPECIAL DITCH
SQ FT	SQUARE FEET
m^2	SQUARE METER
mm^2	SQUARE MILLIMETER
SQ YD	SQUARE YARDS
STD	STANDARD
SBI	STATE BOND ISSUE
SM	STATE OF ILLINOIS SURVEY MARKER
SR	STATE ROUTE
STA	STATION
SPBGR	STEEL PLATE BEAM GUARDRAIL
SS	STORM SEWER
STY	STORY
ST	STREET
STR	STRUCTURE
SE	SUPERELEVATION
SURF	SURFACE
SMK	SURVEY MARKER
T	TANGENT DISTANCE
TEL	TELEPHONE
TB	TELEPHONE BOX
TP	TELEPHONE POLE
TEMP	TEMPORARY
TD	TILE DRAIN
TBE	TO BE EXTENDED
TBR	TO BE REMOVED
TBS	TO BE SAVED
TWP	TOWNSHIP
TR	TOWNSHIP ROAD
TS	TRAFFIC SIGNAL
TSCB	TRAFFIC SIGNAL CONTROL BOX
TSC	TRAFFIC SYSTEMS CENTER
TRVS	TRANSVERSE
TRVL	TRAVEL
TRN	TURN
TY	TYPE
T-A	TYPE A
UNDGND	UNDERGROUND
USGS	U.S. GEOLOGICAL SURVEY
USEL	UPSTREAM ELEVATION
USFL	UPSTREAM FLOWLINE
UTIL	UTILITY
VBOX	VALVE BOX
VV	VALVE VAULT
VLT	VAULT
VEH	VEHICLE
VP	VENT PIPE
VERT	VERTICAL
VC	VERTICAL CURVE
WM	WATER METER
WV	WATER VALVE
WMAIN	WATERMAIN
WB	WEST BOUND
WILDFL	WILDFLOWERS
W	WITH
WO	WITHOUT

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 1686-5.
2-1-95	Totally revised.

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 1 of 4)

STANDARD 000001

C B A 0 A B C

TAMERAN

BOUNDARY LINES & SYMBOLS

	EX	PR
Alignment PI Indicator		
Alignment Point Indicator		
Centerline Break Circle		
Centerline Pattern		
Easement Pattern		
Easement, Temporary Pattern		
Edge of Pavement Point Indicator		
Fence Pattern		
Field Line		
Iron Pipe Found		
Iron Pipe Set		
Levee or Noise Barrier Pattern		
Major Roads Point		
Marsh		
North Arrow (Dist. Number)		
Other Pavement Item Point		
Profile PI Indicator		
Profile Point Indicator		
Property Corner	P.C.	
Property Line - Dashed		
Property Line Symbol		
Quarter Corner, N&W Offset		
Quarter Corner, S&E Offset		
R.O.W. Line		
R.O.W. Marker		

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BOUNDARY LINES & SYMBOLS (CONT.)

	EX	PR
Same Ownership		
Section Corner		
Section / Grant Line Pattern		
Survey Marker		
Township / County Line Pattern		
Transit Line		
Waters Edge Line		

DRAINAGE

	EX	PR
Culvert End Section		
Catch Basin		
Ditch Check		
Ditch Flow, Roadway		
Flow Line		
Headwall		
Inlet		
Manhole		
Pipe Underdrain		
Sewer, Sanitary Pattern		
Sewer, Storm Pattern		
Summit		
Swale		
Water Point		
Water Surface Indicator, Cross Section		
Water Surface Indicator, Drainage Profile		

RAILROAD

	EX	PR
Abandoned		
Cantilever Mast Arm		
Control Box		
Crossing Gate		
Flashing Signal		
Point		
Track Pattern		

ADJUSTMENT ITEMS

	EX	PR
Domestic Service Box To Be Adjusted		A
Frame and Grate To Be Adjusted		A
Frame and Lid To Be Adjusted		A
Item To Be Abandoned		AB
Item To Be Moved		M
Item To Be Relocated		REL
Special Adjustment		SP
Structure To Be Adjusted		ADJ
Structure To Be Cleaned		C
Structure To Be Filled		F
Structure To Be Reconstructed		REC
Structure To Be Moved		R
Valve Vault To Be Adjusted		A

UTILITY

	EX	PR
Buffalo Box with Meter		
Controller		
Fire Hydrant		
Handhole		
Handhole, Heavy Duty		
Junction Box		
Manhole / Valve Vault		
Pipeline Warning Symbol		
Point		
Light Pole		
Power Pole		
Telephone Pole		
Splice Box Above Ground		
Traffic Signal		
Transmission Tower		
Wire Line		
Guy Pole		

LANDSCAPING

	EX
Mowline Pattern	
Seeding Pattern	
Seeding Prairie Pattern	
Seeding With Wildflowers Pattern	
Seeding, Type I Pattern	
Shrubs, Code C or D Pattern	
Sod Pattern	
Tree, Deciduous	
Tree, Evergreen	
Tree, Intermediate, Code B	
Tree, Intermediate, Existing	
Tree, Shade, Code A	
Tree, Shade, Existing	
Woods, Brush Pattern	

VEGETATION FEATURES

	EX
Deciduous Tree	
Evergreen Tree	
Vegetation Line	

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 2 of 4)

STANDARD 000001

C B A 0 A B C

TAMERAN

PAVEMENT MARKINGS

	EX	PR
Combination Thru with Left Turn Arrow		
Combination Thru with Right Turn Arrow		
Centerline, Double		
Lane Line, Dotted		
Lane Line, Skip-Dash		
Left Turn Arrow		
Left Turn Only with Left Turn Arrow		
Railroad Crossing		
Right Turn Arrow		
Right Turn Only with Right Turn Arrow		
Shoulder Diagonal Pattern		
Stop Line Pattern		
Thru Arrow		
Two-way Left Turn Arrow		

PAVEMENT MARKERS - RAISED

	EX	PR
Double Yellow -1		
Single Yellow -2		
Yellow & White -3		
Double White -4		
Single White -5		
White & Red -6		

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SIGNING DEVICES

	PR
Barricades, Type 1 or 2	
Barricades, Type 2	
Barricades, Type 3	
Barricades with Edge Line	
Direction of Traffic	
Flag	
Flashing Light	
Panel, Type 1	
Panel, Type 2	

SIGNS

	PR
Detour, Left M4-10L(0)	DETOUR
Detour, Right M4-10R(0)	DETOUR
Detour Ahead W20-2	DETOUR AHEAD
Keep Left R4-7AL	KEEP LEFT
Keep Left R4-7BL	KEEP LEFT
Keep Right R4-7AR	KEEP RIGHT
Keep Right R4-7BR	KEEP RIGHT
Left Lane Closed Ahead W20-5L	LEFT LANE CLOSED AHEAD
Left Turn Lane R3-1100L	LEFT TURN LANE
No Left Turn R3-2	
No Right Turn R3-1	
One Way Left R6-1L	ONE WAY
One Way Right R6-1R	ONE WAY
One Way Large Arrow W2-6(0)	
Reverse Curve Left W1-4L	
Reverse Curve Right W1-4R	
Right Lane Closed Ahead W20-5R(0)	RIGHT LANE CLOSED AHEAD
Road Closed R11-2	ROAD CLOSED

SIGNS (CONT.)

	PR
Road Closed Ahead W20-3(0)	ROAD CLOSED AHEAD
Road Closed to Thru Traffic R11-4	ROAD CLOSED TO THRU TRAFFIC
Road Construction Ahead W20-1(0)	ROAD CONSTRUCTION AHEAD
Single Lane Ahead	SINGLE LANE AHEAD
Stop Here on Red Left R10-6AL	STOP HERE ON RED
Stop Here on Red Right R10-6AR	STOP HERE ON RED
Transition Left W4-2(R)0	
Transition Right W4-2(L)0	
Two Way Lane Arrow W1-7(0)	
Two Way Traffic W6-3	

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 3 of 4)

STANDARD 000001

C B A 0 A B C

TAMERAN

TRAFFIC SIGNALS

	EX	PR
Backplate		
Cable Number		
Conduit, Galv. Steel		
Conduit Splice		
Controller		
Detector Loop, Large		
Detector Loop, Quad		
Detector Loop, Small		
Gulfbox		
Handhole		
Handhole, Heavy Duty		
Junction Box		
Left Turn, Green		
Left Turn, Yellow		
Mast Arm and Pole, Combination		
Mast Arm and Pole, Steel		
Pushbutton Detector, Pedestrian		
Raceway		
Service Installation		
Signal Head		
Signal Head, Pedestrian		
Signal Head, Temporary		
Signal Head with Backplate		
Signal Post		
Signal Section 200 mm (8")		
Signal Section 300 mm (12")		
Underground Cable		
Vehicle Detector, Magnetic		
Vehicle Detector, Priority		

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TRAFFIC SIGNALS (CONT.)

	EX	PR
Walk/Don't Walk	DW W	DW W
Walk/Don't Walk Symbol		
Wood Pole		

CABLE PATTERN

	EX	PR
Aerial	A	A
Buried	O	O
Buried Cable TV	CTV	CTV
Buried Fiber Optic	FO	FO
In Duct With Ground	G	G
In Duct Without Ground	-	-
Underground, Electric	E	E
Underground, Telephone	T	T

CONDUIT

	EX	PR
Conduit		

TELEPHONE

	EX	PR
Pole		
Splice Box - above ground		

LIGHTING

	EX	PR
Combination Mast Arm		
Controller		
Electrical Ground		
Foundation A or C		
Handhole		
Handhole, Heavy Duty		
High Mast Pole -1		
High Mast Pole -2		
High Mast Pole -3		
High Mast Pole -4		

LIGHTING (CONT.)

	EX	PR
High Mast Pole -5		
High Mast Pole -6		
Junction Box		
Light Unit -1		
Light Unit -2		
Light Unit -3		
Light Unit -4		
Light Unit -5		
Light Unit Twin -1		
Light Unit Twin -2		
Light Unit Twin -3		
Light Unit Twin -4		
Light Unit Twin -5		
Luminaire Underpass		
Power Pole		
Pull Point		
Traffic Flow Arrow		
Wiring Diagram, Legend		CONTROL CABINET CIRCUITRY POLE NUMBER CABLE COLOR CODE X A 12 (R) X B 12 (B)

MISCELLANEOUS

Bituminous Removal Area

Bituminous Taper Pattern

Curve Data, Horizontal English

CURVE	CURVE
P.I. STA=	P.I. STA=
Δ=	Δ=
D=	D=
R=	R=
T=	T=
L=	L=
E=	E=
S.E.=	S.E.=
P.C. STA=	P.C. STA=
P.T. STA=	P.T. STA=

Curve Data, Horizontal Metric

CURVE	CURVE
P.I. STA=	P.I. STA=
Δ=	Δ=
R=	R=
T=	T=
L=	L=
E=	E=
S.E.=	S.E.=
P.C. STA=	P.C. STA=
P.T. STA=	P.T. STA=

MISCELLANEOUS (CONT.)

	EX	PR
Curve Data, Vertical	VPI = ELEV = L = E =	VPI = ELEV = L = E =
Driveway, Stabilized Pattern		
Earthworks Balance Point		
Earthworks, Begin / End Point		
Guardrail Pattern		
Guardrail Post		
Longitudinal Joint, Keyed Pattern		
Longitudinal Joint, Keyed with Tie Bars, Pattern		
Longitudinal Joint, Sawed with Tie Bars, Pattern		
Mailbox		
Median, Corrugated Area, Pattern		
Pipeline, Gas, Underground, Pattern	G	G
Pipeline, Oil, Underground, Pattern	O	O
Removal Hatch Pattern		
Removal Item, Tic Pattern		
Scale Bar, Metric	0 SCALE IN METERS	
Scale Bar, English	SCALE IN FEET	
Shoulder, Aggregate Pattern Area Pattern		
Shoulder, Bituminous		
Sign, Advertising		
Sinkhole, Broken Pattern		
Sinkhole, Combination Pattern		
Sinkhole, Index Pattern		
Sinkhole, Index Dashed Pattern		
Stump		
Water Pipe, Underground		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 4 of 4)

STANDARD 000001

C B A 0 A B C

TAMERAN

REINFORCEMENT BARS - ENGLISH

Size	Dia. ins. mm	Area Sq. in. mm²	Weight per ft. lbs.	SPACING, Inches													
				4	4½	5	5½	6	6½	7	7½	8	8½	9	10	11	12
				AREAS PER ONE FOOT SECTION													
3	0.375 9.525	0.1104 71.260	0.376	0.330	0.290	0.270	0.240	0.220	0.200	0.190	0.180	0.170	0.160	0.150	0.130	0.120	0.110
4	0.500 12.700	0.1963 126.68	0.668	0.590	0.520	0.470	0.430	0.390	0.360	0.340	0.310	0.290	0.280	0.260	0.240	0.210	0.200
5	0.625 15.875	0.3068 197.93	1.043	0.920	0.820	0.740	0.670	0.610	0.570	0.530	0.490	0.460	0.430	0.410	0.370	0.330	0.310
6	0.750 19.050	0.4418 285.02	1.502	1.320	1.180	1.060	0.960	0.880	0.820	0.760	0.710	0.660	0.620	0.590	0.530	0.480	0.440
7	0.875 22.225	0.6013 387.95	2.044	1.800	1.600	1.440	1.310	1.200	1.110	1.030	0.960	0.900	0.850	0.800	0.720	0.660	0.600
8	1.000 25.400	0.7854 506.71	2.670	2.360	2.090	1.880	1.710	1.570	1.450	1.350	1.260	1.180	1.110	1.050	0.940	0.860	0.790
9	1.128 28.650	1.0000 644.67	3.400	3.000	2.670	2.400	2.180	2.000	1.850	1.710	1.600	1.500	1.410	1.330	1.200	1.090	1.000
10	1.270 32.260	1.2667 817.37	4.303	3.800	3.380	3.040	2.760	2.530	2.340	2.170	2.030	1.900	1.790	1.690	1.520	1.380	1.270
11	1.410 35.815	1.5615 1007.44	5.313	4.690	4.170	3.750	3.410	3.130	2.890	2.680	2.500	2.340	2.210	2.080	1.870	1.700	1.560

REINFORCEMENT BARS - METRIC

Size	Dia. mm	Area mm²	Weight per meter kg	SPACING, mm													
				100	110	120	130	140	150	160	170	180	190	200	225	250	275	300
				AREAS PER ONE METER SECTION														
10	11.3	100	0.785	1000	910	830	770	710	670	630	590	560	530	500	440	400	360	330
15	16	200	1.570	2000	1820	1670	1540	1430	1330	1250	1180	1110	1050	1000	890	800	730	670
20	19.5	300	2.355	3000	2730	2500	2310	2140	2000	1880	1760	1670	1580	1500	1330	1200	1090	1000
25	25.2	500	3.925	5000	4550	4170	3850	3570	3330	3130	2940	2780	2630	2500	2220	2000	1820	1670
30	29.9	700	5.495	7000	6360	5830	5380	5000	4670	4380	4120	3890	3680	3500	3110	2800	2550	2330
35	35.7	1000	7.85	10000	9090	8330	7690	7140	6670	6250	5980	5560	5260	5000	4440	4000	3640	3330
45	43.7	1500	11.775	15000	13640	12500	11540	10710	10000	9380	8820	8330	7890	7500	6670	6000	5450	5000
55	56.4	2500	19.625	25000	22730	20830	19230	17860	16670	15630	14710	13890	13160	12500	11110	10000	9090	8330

Illinois Department of Transportation

PASSED January 1, 1997

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

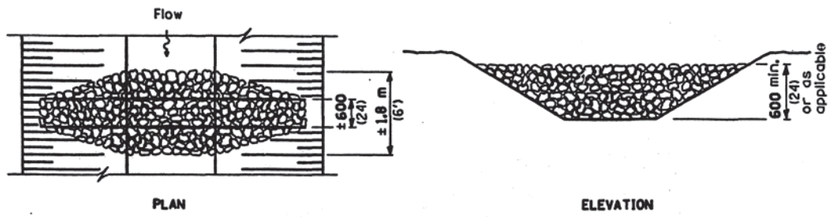
DATE	REVISIONS
1-1-97	New Standard.

AREAS OF REINFORCEMENT REBARS

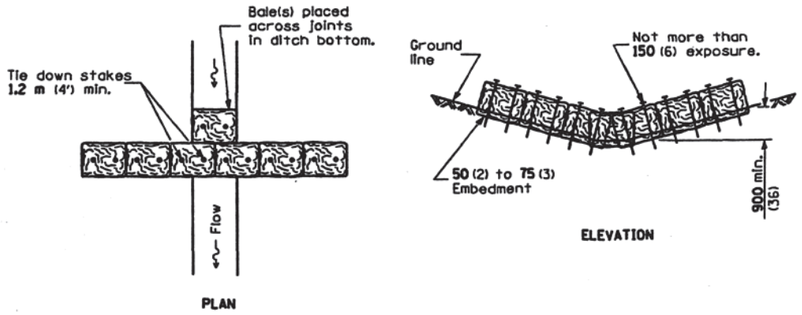
STANDARD 001001

C B A 0 A B C

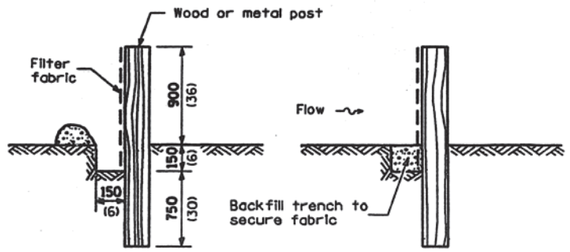
TAMERAN

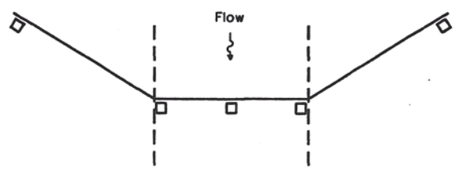


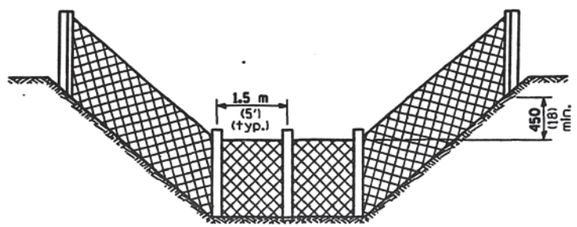
AGGREGATE DITCH CHECK



HAY OR STRAW DITCH CHECK







SILT FILTER FENCE DITCH CHECK

GENERAL NOTES

The dimensions and installation methods for ditch checks shall be the same for perimeter erosion barriers and inlet and outlet protection unless otherwise specified.

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

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

Illinois Department of Transportation

PASSED January 1, 1997

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2381-2.
	Deleted DN Symbol. Decr.
	length of filter fabric.
11-1-94	Revised methods
	to agree with Specs.

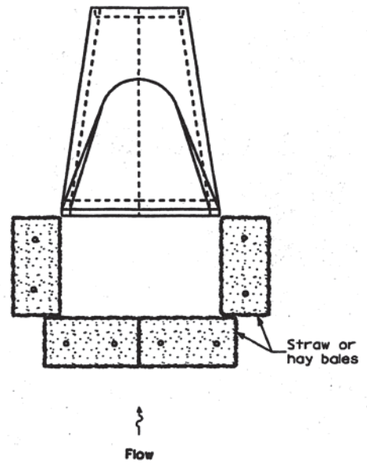
TEMPORARY EROSION CONTROL SYSTEMS

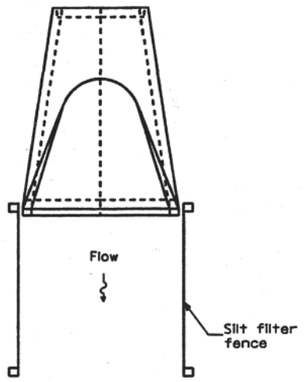
(Sheet 1 of 2)

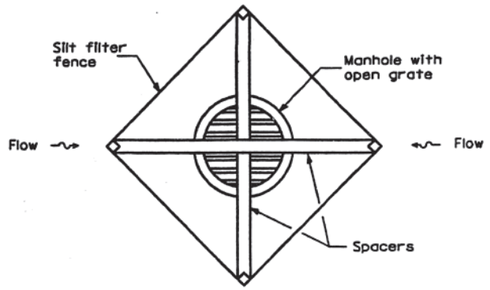
STANDARD 280001

C B A 0 A B C

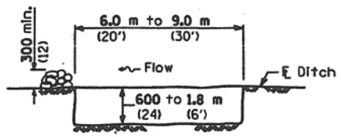
TAMERAN





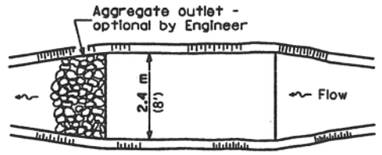


INLET AND OUTLET PROTECTION



The performance of the basin will improve if put into a series.

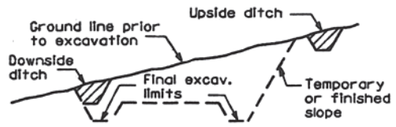
ELEVATION



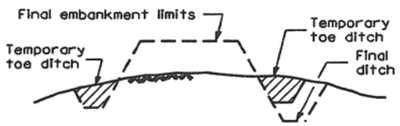
The long dimension should be parallel with the direction of the flow. Accumulated silt shall be removed anytime the basins become 75% filled.

PLAN

SEDIMENT BASIN



TYPICAL CUT CROSS SECTION



TYPICAL FILL CROSS SECTION

TEMPORARY DITCHES FOR CUT & FILL SECTIONS

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

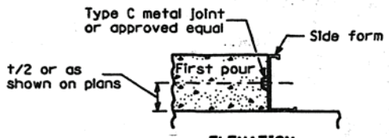
TEMPORARY EROSION CONTROL SYSTEMS

(Sheet 2 of 2)

STANDARD 280001

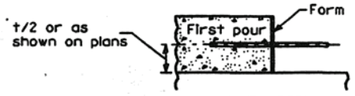
C B A 0 A B C

TAMERAN



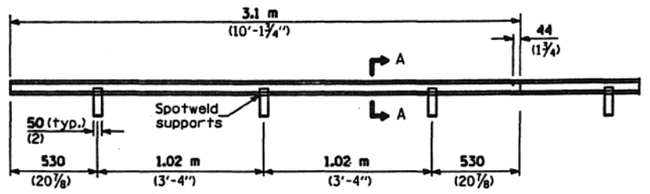
ELEVATION

KEYED LONGITUDINAL CONSTRUCTION JOINT

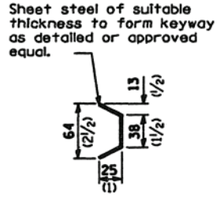


ELEVATION

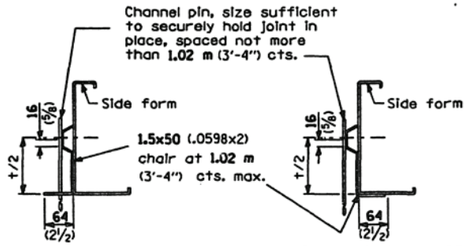
BULKHEAD LONGITUDINAL CONSTRUCTION JOINT
(SHOWN WITH DEFORMED TIE BAR)



ELEVATION



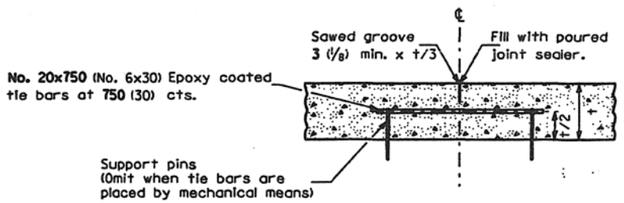
SECTION A-A



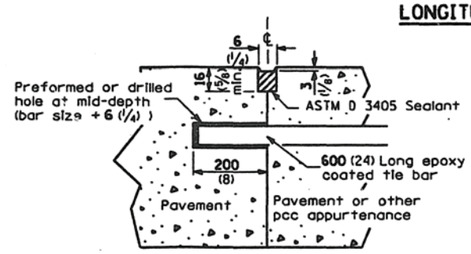
SUPPORTING CHAIR ALTERNATE

SUPPORTING CHAIR ALTERNATE

LONGITUDINAL METAL JOINT TYPE C



SAWED LONGITUDINAL JOINT



LONGITUDINAL CONSTRUCTION JOINT
GROUTED-IN-PLACE TIE BAR

GENERAL NOTES

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

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2323-14.
6-15-94	Deleted keyway
	with tie bar.

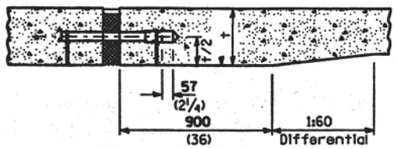
PAVEMENT JOINTS

(Sheet 1 of 2)

STANDARD 420001

C B A 0 A B C

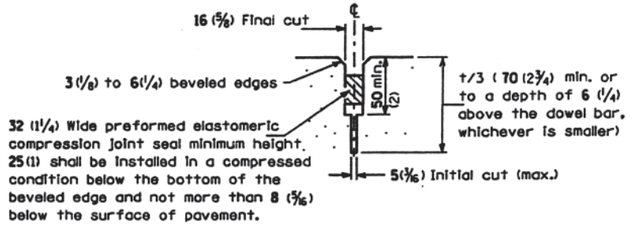
TAMERAN



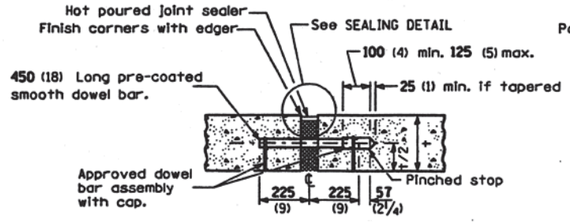
EXPANSION JOINT

(For pavements with unequal thickness)
See DETAIL OF EXPANSION JOINT below
for notes and dimensions not shown.

CONCRETE THICKNESS	DOWEL BAR DIAMETER
200(8) or greater	38 (1½)
175(7) thru 199 (7.99)	32 (1¼)
Less than 175(7)	25 (1)

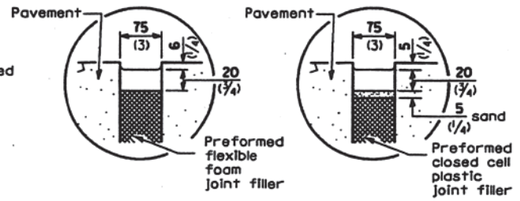


SAWED GROOVE DETAIL

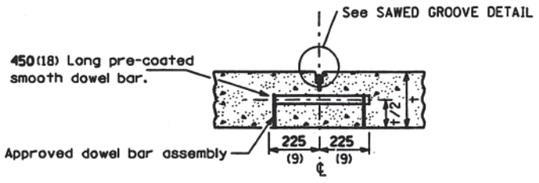


EXPANSION JOINT

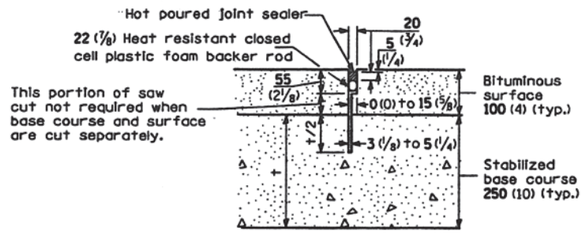
(For pavements with equal thickness)



EXPANSION JOINT SEALING DETAIL

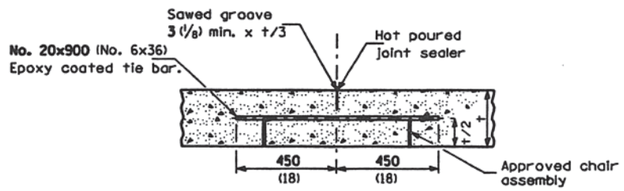


SAWED CONTRACTION JOINT



TRANSVERSE CONTRACTION JOINT

(For CAM, CFA and LFA Base Course Mixtures)



HINGE JOINT

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

PAVEMENT JOINTS

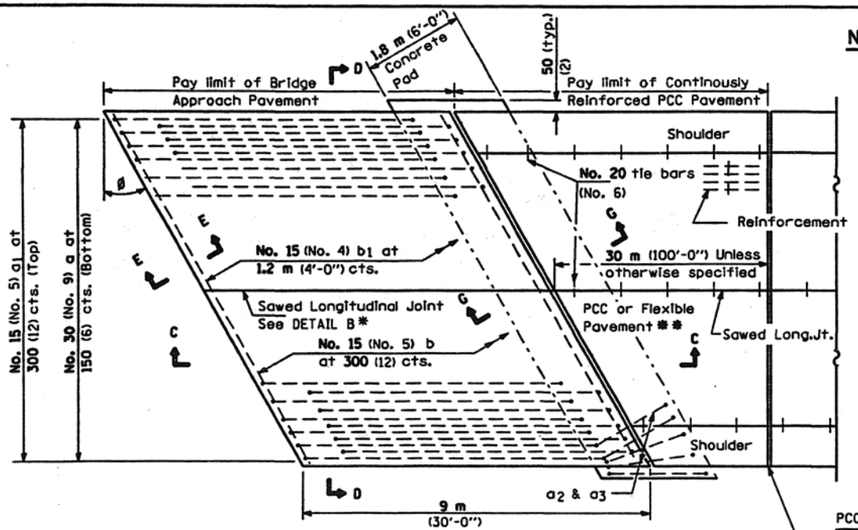
(Sheet 2 of 2)

STANDARD 420001

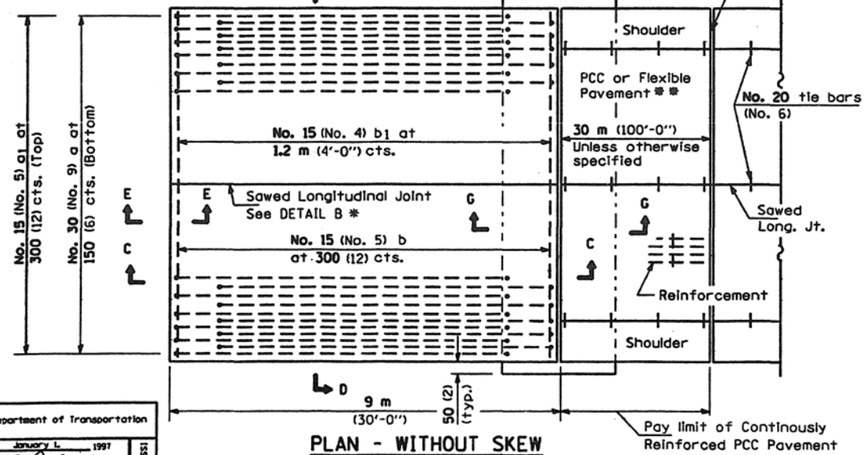
C B A 0 A B C

TAMERAN

NEW CONSTRUCTION



PLAN - WITH SKEW

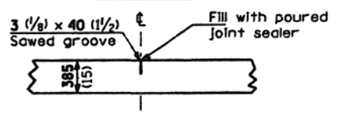


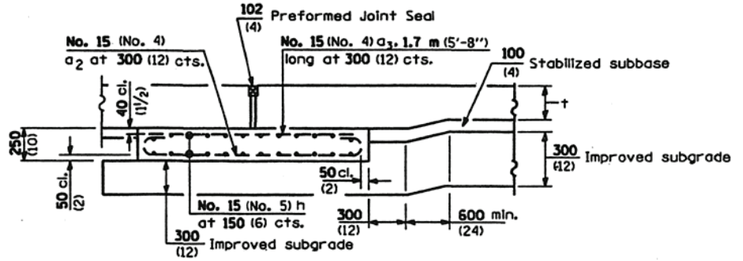
PLAN - WITHOUT SKEW

* Saw ℄ or lane edge if poured two or more lane widths at a time.

** Omit Reinforcement, tie bars and sawed Long. Jt. for Flexible Pavement.

DETAIL B*



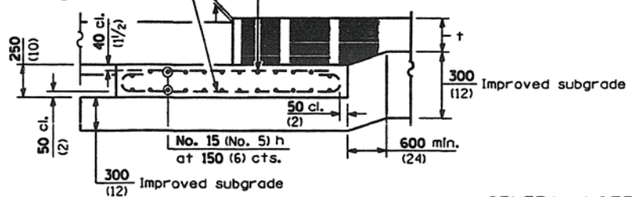


SECTION G-G - RIGID PAVEMENT

(Showing reinforcement)

PCC Pavement only:

Wide Flange Beam Terminal Joint (See DETAIL AT BEAM - Standard 421101 or 421106) or 75 (3) Exp. Joint as detailed on Standard 420001.



SECTION G-G - FLEXIBLE PAVEMENT

(Showing reinforcement)

GENERAL NOTES

THICKNESS-"t"=Thickness of Pavement.

See Standard 421001 for reinforcement details not shown.

See Standard 420001 for details of joints not shown.

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

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2442-4.
2-1-96	Added detail of sawed
	longitudinal joint.

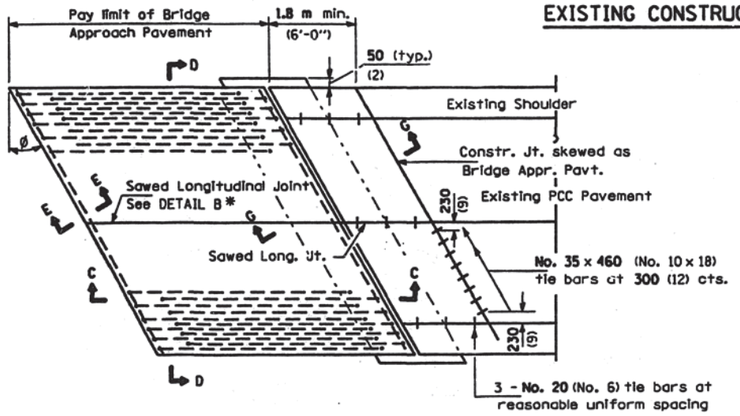
BRIDGE APPROACH PAVEMENT

(Sheet 1 of 3)

STANDARD 420401

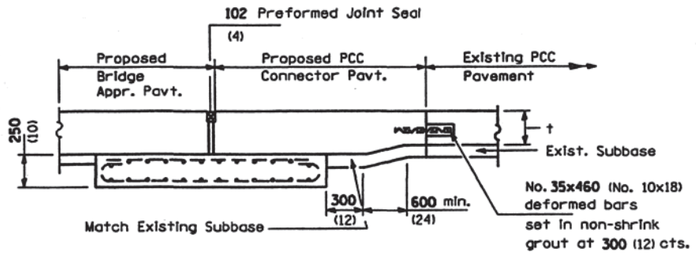
C B A 0 A B C

TAMERAN

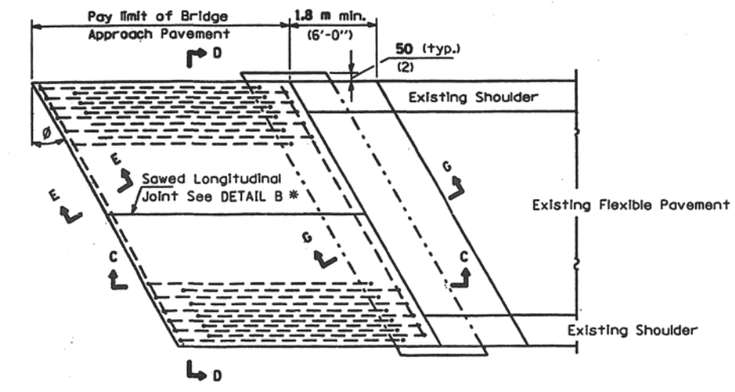


EXISTING CONSTRUCTION

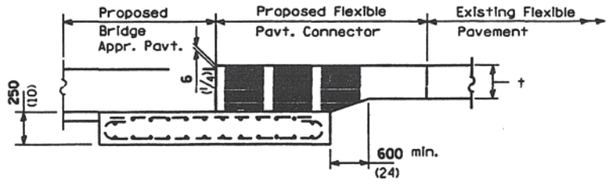
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)



SECTION G-G - RIGID PAVEMENT



BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



SECTION G-G - FLEXIBLE PAVEMENT

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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

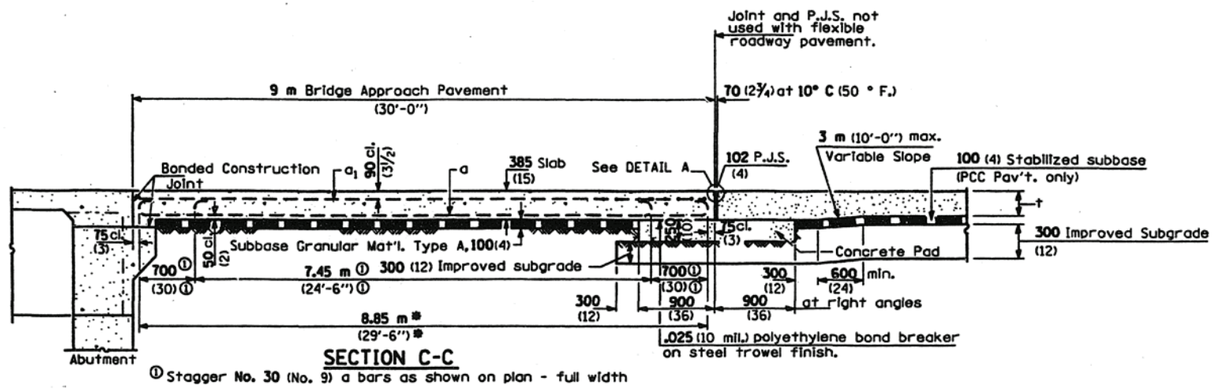
BRIDGE APPROACH PAVEMENT

(Sheet 2 of 3)

STANDARD 420401

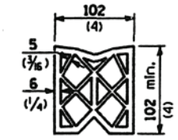
C B A 0 A B C

TAMERAN

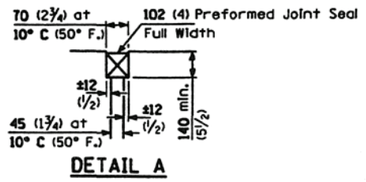


SECTION C-C

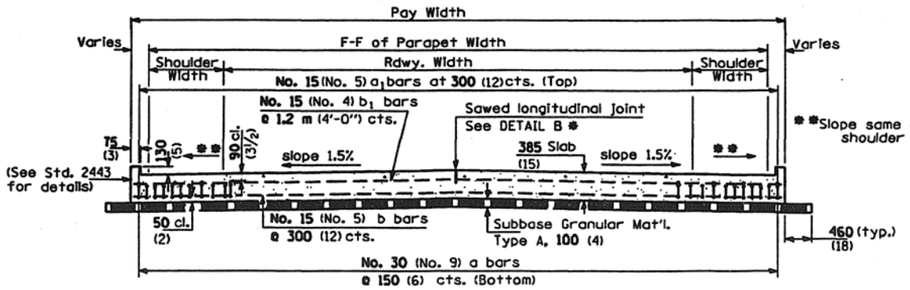
① Stagger No. 30 (No. 9) a bars as shown on plan - full width



PREFORMED JOINT SEAL

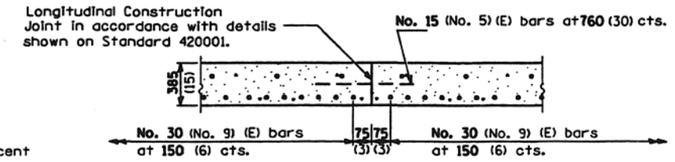


DETAIL A



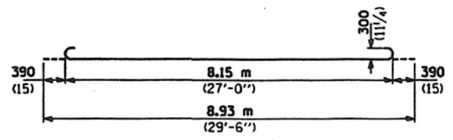
SECTION D-D

(See Plan for Dimensions not shown)
All reinforcement bars shall be epoxy coated.

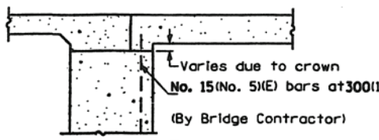


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

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

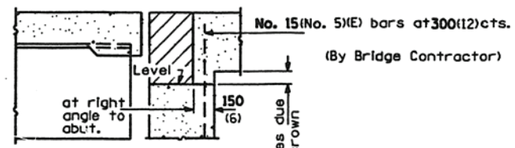


No. 30 a BARS (No. 9)



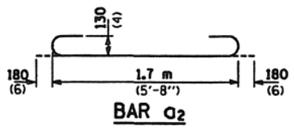
SECTION E-E

(Integral Abutments)



SECTION E-E

(Jointed Abutments)



BAR a2

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

Illinois Department of Transportation

APPROVED January 1, 1997
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DESIGN STRESSES

fy = 400 MPa (60,000 p.s.i.)
f'c = 24 MPa (3,500 p.s.i.)
n = 8.5

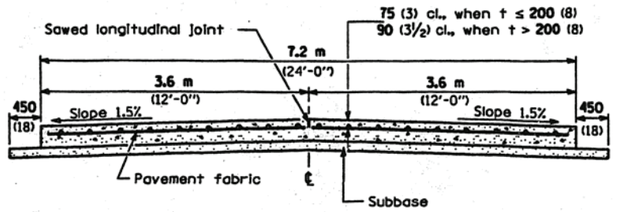
BRIDGE APPROACH PAVEMENT

(Sheet 3 of 3)

STANDARD 420401

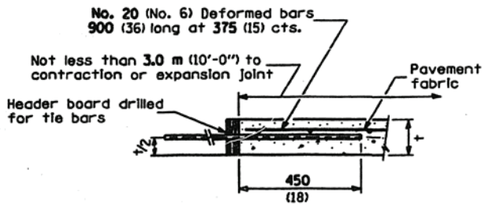
C B A 0 A B C

TAMERAN

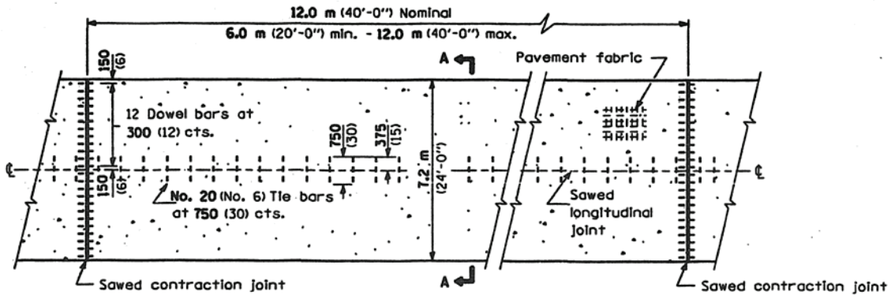


SECTION A-A

(TYPICAL 2-LANE WITH SHOULDERS)



DETAIL OF
TRANSVERSE CONSTRUCTION JOINT



PLAN

GENERAL NOTES

See Standard 420001 for details not shown.

See Standard 420701 for pavement fabric details.

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

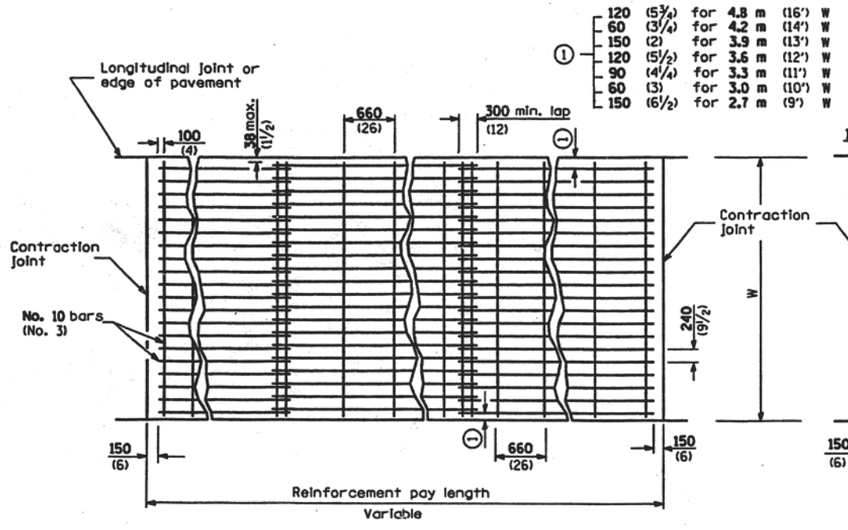
DATE	REVISIONS
1-1-97	Renum. Standard 2179-15.
	Added title to
	SECTION A-A.
6-15-94	Added Metric.
	Rev. tie bar size
	and spacing

7.2 m (24')
PCC PAVEMENT

STANDARD 420601

C B A 0 A B C

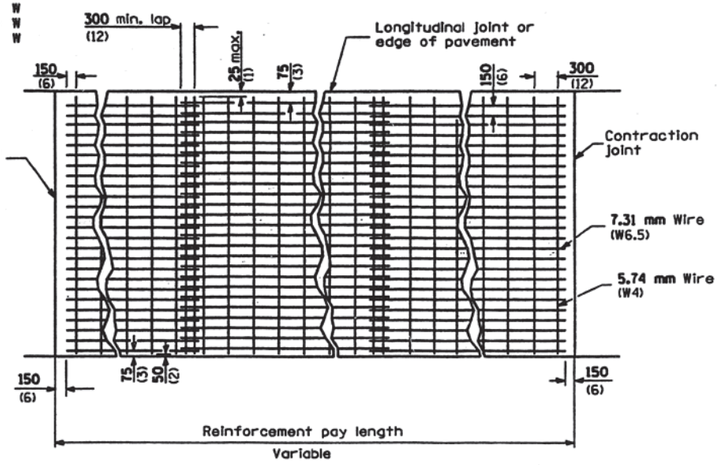
TAMERAN



Approximately 3.07 kg/m² (63 lbs./100 sq. ft.)

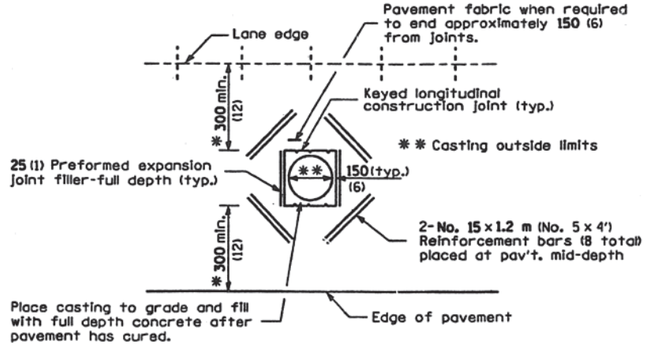
When clipped bar mats are used, each bar intersection shall be clipped with 3.74 mm (W1.7) wire.

TYPE B



Approximately 3.07 kg/m² (63 lbs./100 sq. ft.)

TYPE A



DETAIL OF ADDED REINFORCEMENT FOR PAVEMENT BLOCKS-OUTS

GENERAL NOTES

Pavement block-outs shall be at least 600 mm (24") from contraction joints.

Pavement fabric which is lapped longitudinally shall have a minimum lap of 150 mm (6").

Pavement fabric may be positioned with the transverse wires on top or bottom of the longitudinal wires.

* When the 300 mm (12") minimum cannot be achieved, the transverse joints shall be extended to either the longitudinal joint or edge of pavement.

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

1550(D) 1-1-97

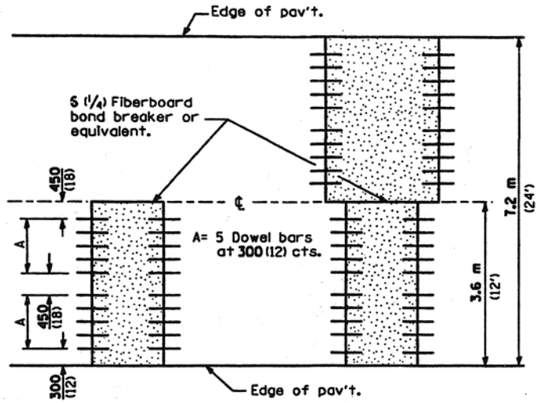
DATE	REVISIONS
1-1-97	Renum. Standard 2347-5.
6-15-94	Moved Notes to Specs.
	Added Metric.

PAVEMENT FABRIC

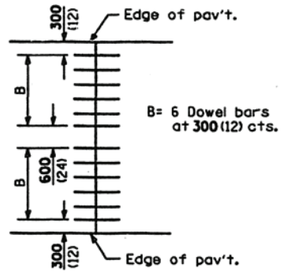
STANDARD 420701

C B A 0 A B C

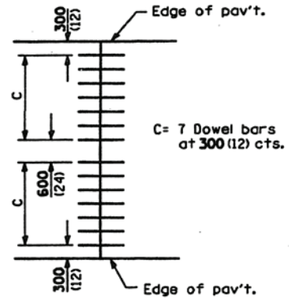
TAMERAN



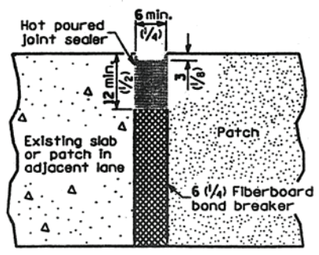
3.6 m (12') WIDE LANES



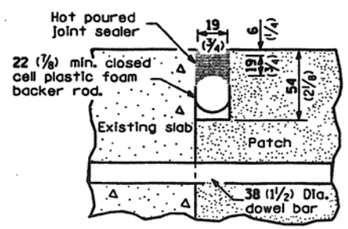
4.2 m (14') WIDE RAMP



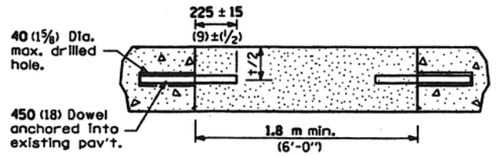
4.8 m (16') WIDE RAMP



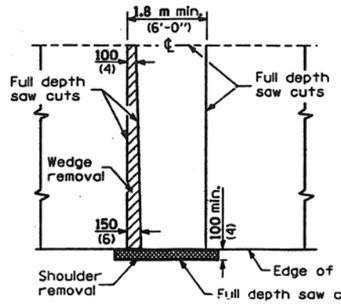
CENTERLINE JOINT



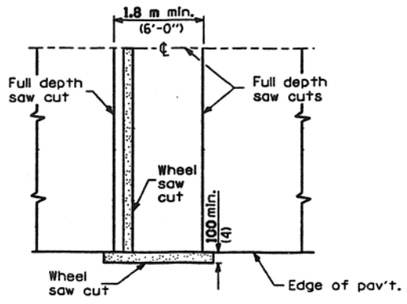
TRANSVERSE JOINT



PCC PATCH DETAIL



PAVEMENT SAWING DETAIL



ALTERNATE SAWING DETAIL

NOTE

Patches 12 m (40') or longer shall have sawed contraction joints, in accordance with Standard 420001, at 12 m (40') maximum intervals and be in prolongation with joints or cracks in the adjacent lane whenever possible.

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2426-4.
	Revised reference to
	non-shrink grout.
6-15-94	Moved G. N. to Specs.
	Added hinge-jtd. pav't.
	details. Added metric.

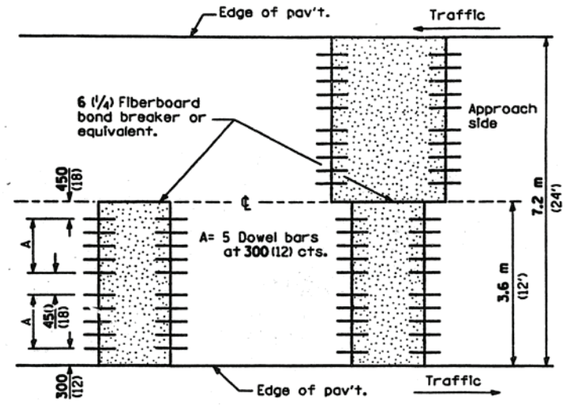
CLASS B PATCHES

(Sheet 1 of 3)

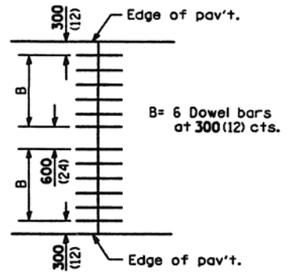
STANDARD 442101

C B A 0 A B C

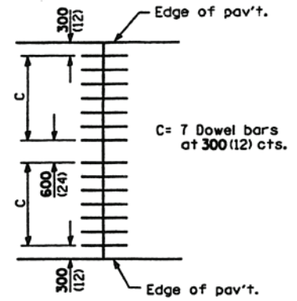
TAMERAN



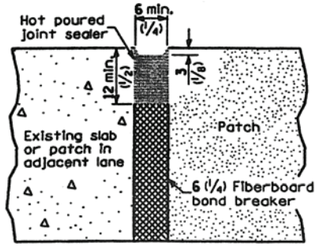
3.6 m (12') WIDE LANES



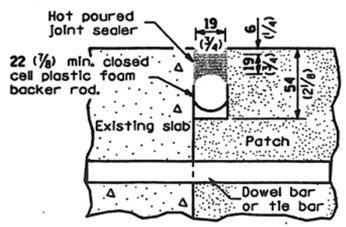
4.2 m (14') WIDE RAMP



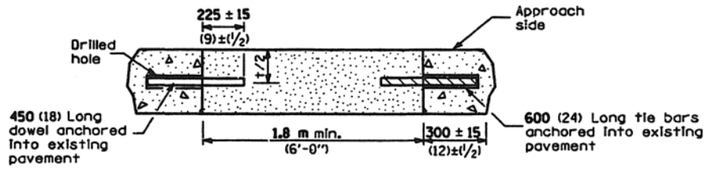
4.8 m (16') WIDE RAMP



CENTERLINE JOINT

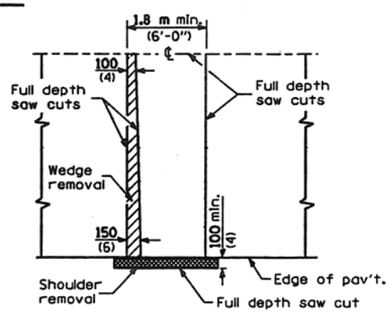


TRANSVERSE JOINT

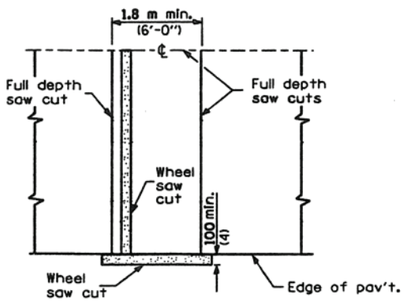


PCC PATCH DETAIL

PAVEMENT THICKNESS	DOWEL BAR DIAMETER	TIE BAR	HOLE DIAMETER
200 or greater (8)	38 (1 1/2)	No.35 (No.11)	41 (1 5/8)
180 thru 199 (7) (7.99)	32 (1 1/4)	No.30 (No.9)	35 (1 3/8)
Less than 180 (7)	25 (1)	No.25 (No.7)	29 (1 1/8)



PAVEMENT SAWING DETAIL



ALTERNATE SAWING DETAIL

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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

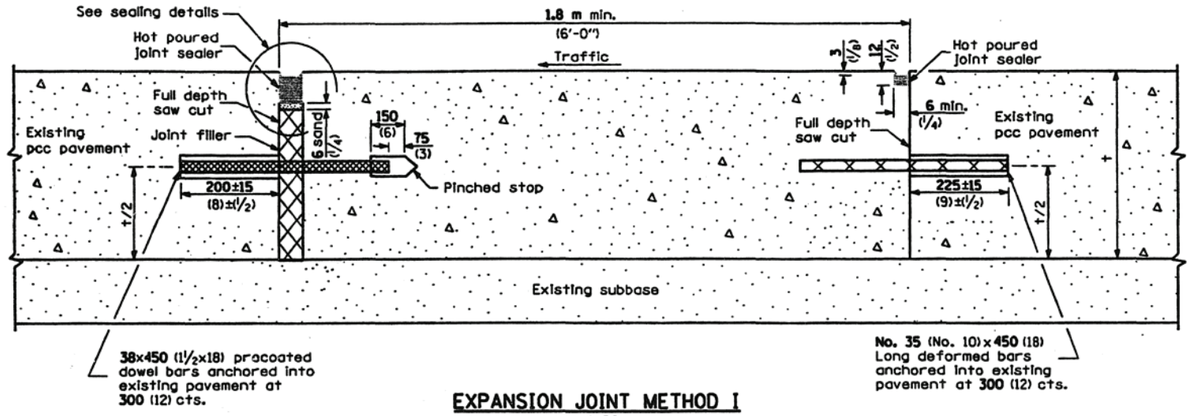
CLASS B PATCHES
(HINGE-JOINTED)

(Sheet 2 of 3)

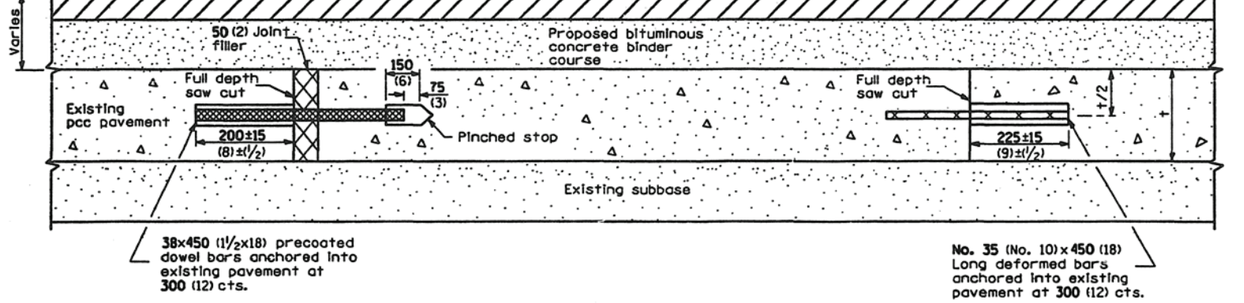
STANDARD 442101

C B A 0 A B C

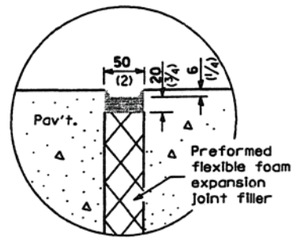
TAMERAN



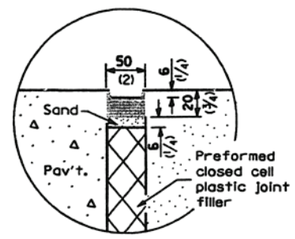
EXPANSION JOINT METHOD I
(NO RS)



EXPANSION JOINT METHOD II
(WITH RS)



EXPANSION JOINT SEALING DETAIL



EXPANSION JOINT SEALING DETAIL

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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

CLASS B PATCHES

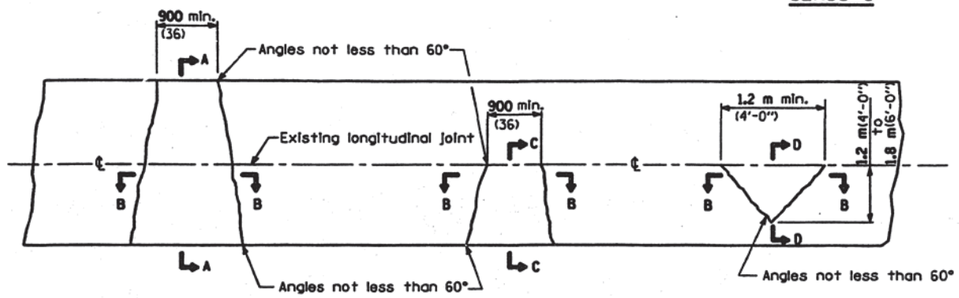
(Sheet 3 of 3)

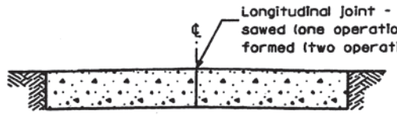
STANDARD 442101

C B A 0 A B C

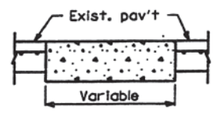
TAMERAN

CLASS C

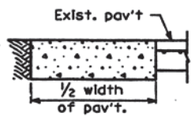




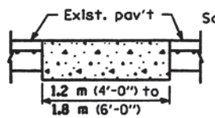
SECTION A-A



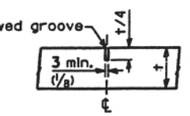
SECTION B-B



SECTION C-C



SECTION D-D

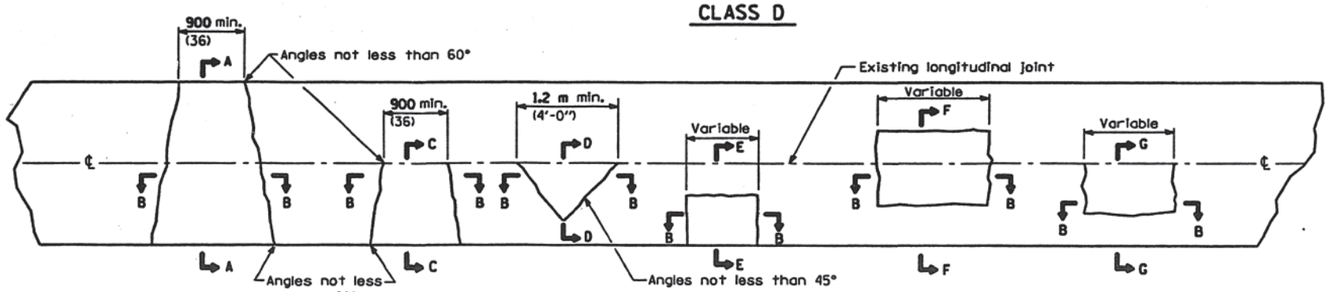


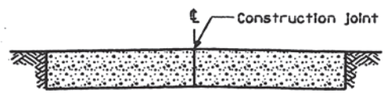
DETAIL OF SAWED CONTRACTION JOINT

NOTE

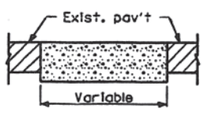
Longitudinal joints shall be as detailed on Standard 420001 except that tie bars are not required for patches less than 6.0 m (20'-0") in length.

CLASS D

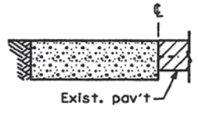




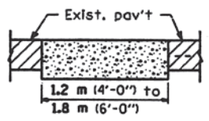
SECTION A-A
(Built in two operations)



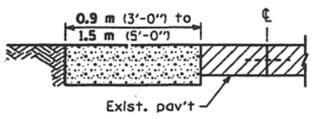
SECTION B-B



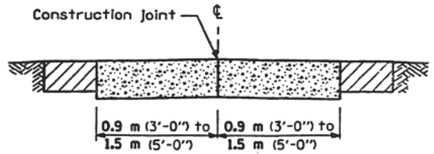
SECTION C-C



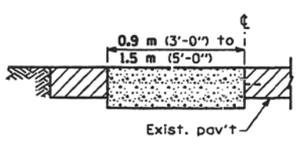
SECTION D-D



SECTION E-E



SECTION F-F
(Built in two operations)



SECTION G-G

GENERAL NOTES

Existing tie bars shall be either cut or removed. Marginal bars shall be cut.

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

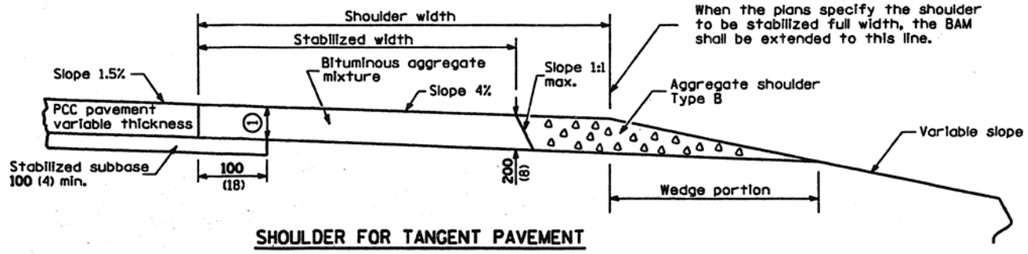
DATE	REVISIONS
1-1-97	Renum. Standard 2427-2.
6-15-94	Added Metric.
	Moved Notes to Specs.

CLASS C and D PATCHES

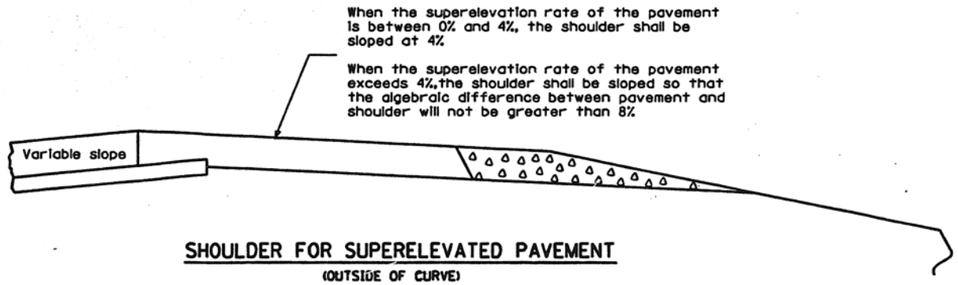
STANDARD 442201

C B A 0 A B C

TAMERAN

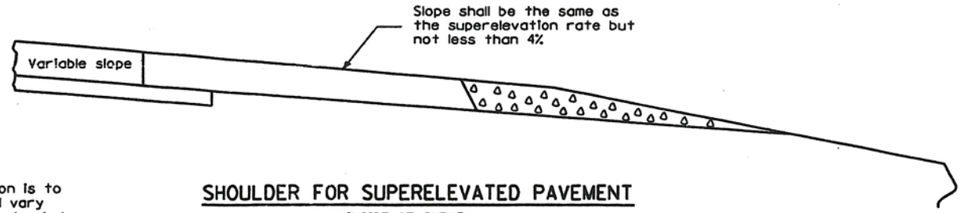


SHOULDER FOR TANGENT PAVEMENT



SHOULDER FOR SUPERELEVATED PAVEMENT

(OUTSIDE OF CURVE)



SHOULDER FOR SUPERELEVATED PAVEMENT

(INSIDE OF CURVE)

NOTE

① (Applies only when subbase extension is to remain in place.) This thickness will vary with the thickness of pavement, extended length of subbase, and the slope of pavement. When this thickness is less than 200 (8), the stabilized shoulder shall be stepped down at this line to provide a 200 (8) minimum thickness.

GENERAL NOTES

Except as noted or shown the dimensions and notes specified for the shoulder of tangent pavement are typical for the shoulders of superelevated pavement.

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

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

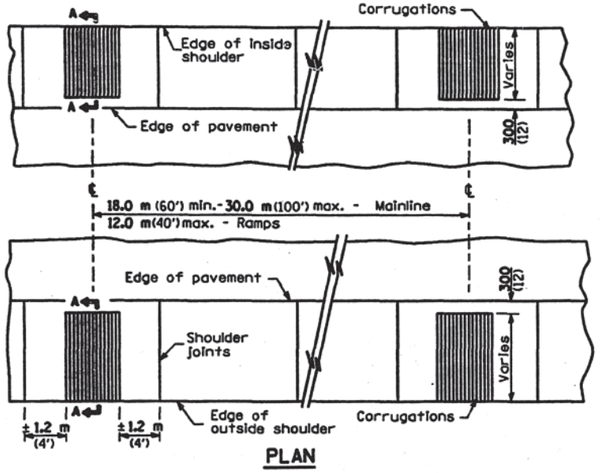
DATE	REVISIONS
1-1-97	Renum. Standard 2237-12.
6-15-94	Moved Notes to Specs.
	Added Metric.
	Added slope note.

BITUMINOUS SHOULDER ADJACENT TO RIGID PAVEMENT

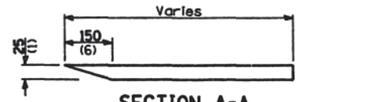
STANDARD 482006

C B A 0 A B C

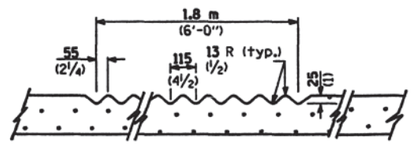
TAMERAN



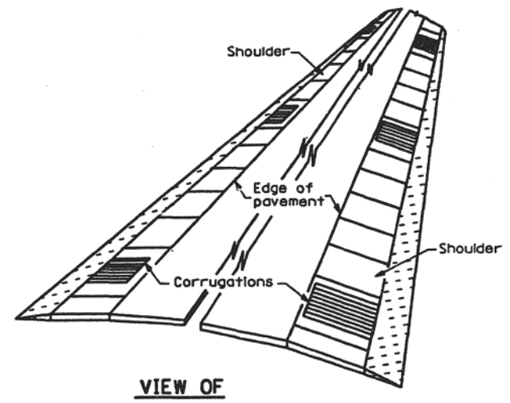
PLAN



SECTION A-A

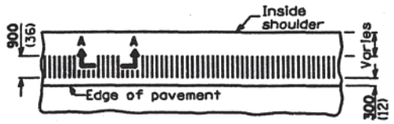


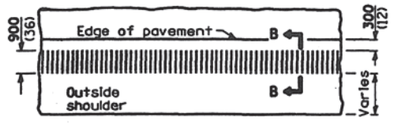
DETAIL OF CORRUGATIONS



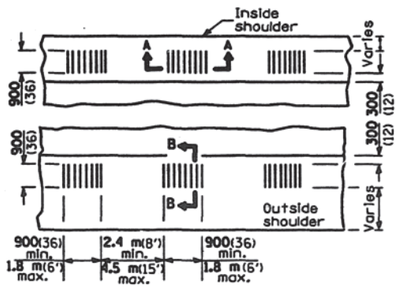
VIEW OF SHOULDER CORRUGATIONS

PCC SHOULDER



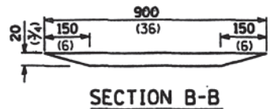


PLAN
CONTINUOUS CORRUGATIONS

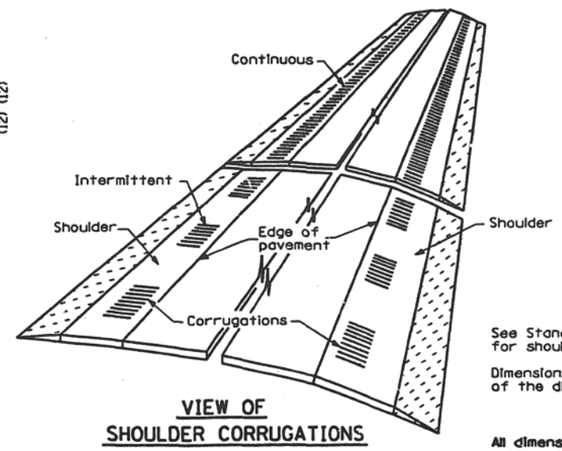


PLAN
INTERMITTENT CORRUGATIONS

SECTION A-A



SECTION B-B



VIEW OF SHOULDER CORRUGATIONS

GENERAL NOTES

See Standards 482006, 483001, or 482001 for shoulder details not shown.

Dimensions shall be within ±6 mm (¼") of the dimension shown.

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

Illinois Department of Transportation
PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-97

BITUMINOUS SHOULDER

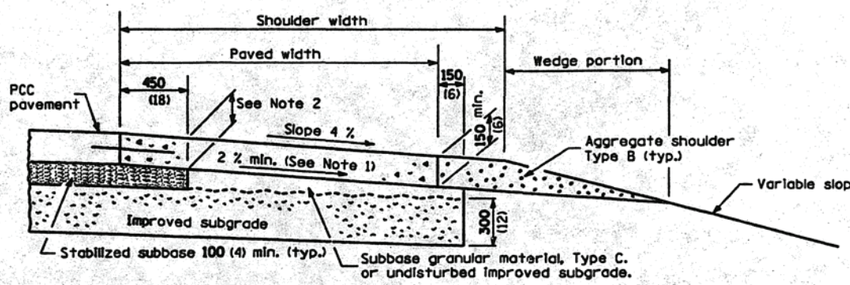
DATE	REVISIONS
1-1-97	Renum. Standard 2438-1.
6-15-94	Moved G.N. to Specs.
	Rev. Bit. Corr. depth.
	Rev. PCC Corr. width.

RUMBLE STRIP FOR PCC OR BITUMINOUS SHOULDER

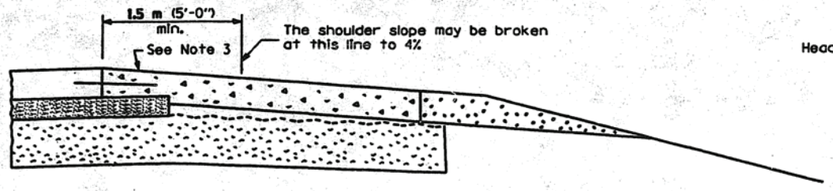
STANDARD 482101

C B A 0 A B C

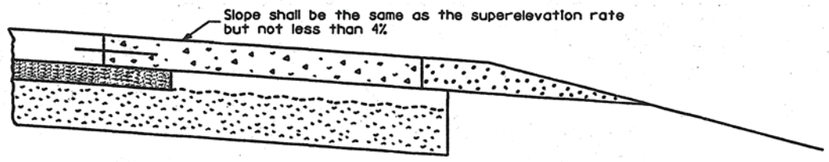
TAMERAN



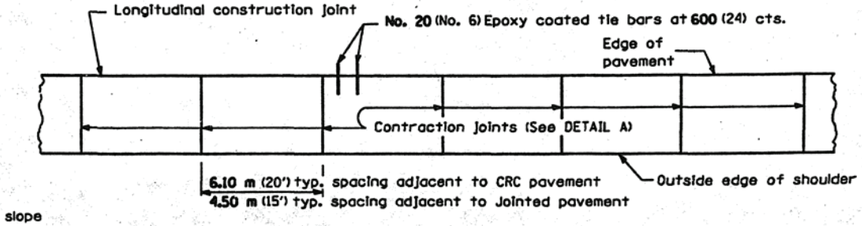
SHOULDER FOR TANGENT PAVEMENT



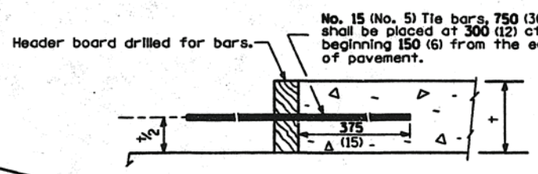
SHOULDER FOR SUPERELEVATED PAVEMENT
(Outside of curve)



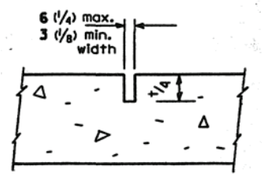
SHOULDER FOR SUPERELEVATED PAVEMENT
(Inside of curve)



PLAN



TRANSVERSE CONSTRUCTION JOINT



DETAIL A
SAWED CONTRACTION JOINT

NOTES

Note 1: Does not apply when sub-surface drains are installed.

Note 2: When the subbase is not removed, this thickness will vary with the thickness of pavement, extended length of subbase and the slope of pavement. When this thickness is less than 150 mm (6"), the paved shoulder shall be stepped down at this line to provide a 150 mm (6") minimum thickness.

Note 3: When the superelevation rate of the pavement is between 0% and 4%, the shoulder shall be sloped at 4%. When the superelevation rate of the pavement exceeds 4%, the shoulder shall be sloped so that the algebraic difference between pavement and shoulder slopes will not be greater than 8%.

GENERAL NOTES

Except as noted or shown, the dimensions and notes specified for the shoulder of the tangent pavement are typical for the shoulders of superelevated pavement.

Expansion joints shall be as detailed on Standard 420001 except that dowel bars will not be required.

See Standard 420001 for details not shown.

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

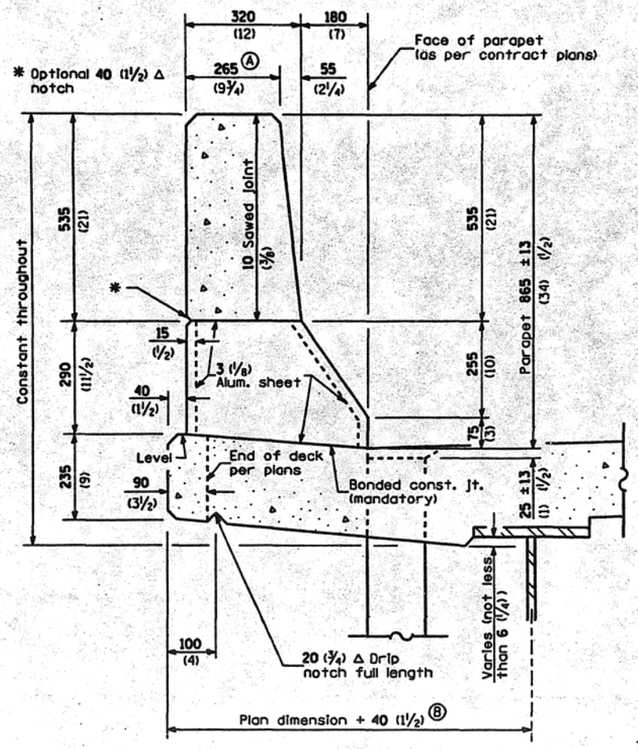
DATE	REVISIONS
1-1-97	Renum. Standard 2429-4.
6-15-94	Rem. shading from
	DETAIL A. Rev. tie bar
	size & spacing.

PCC SHOULDER

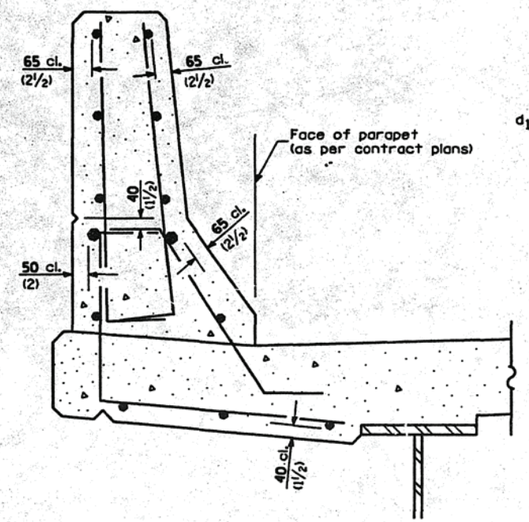
STANDARD 483001

C B A 0 A B C

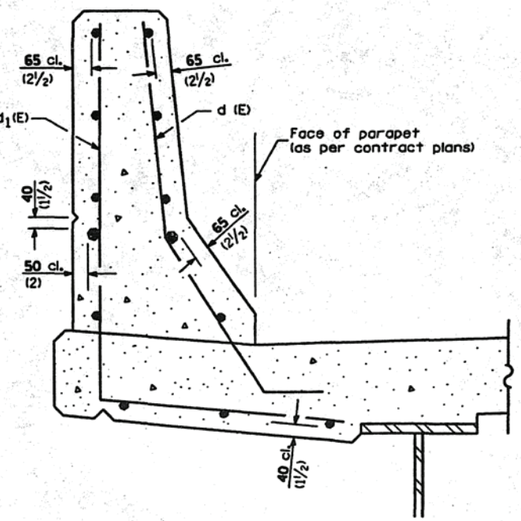
TAMERAN



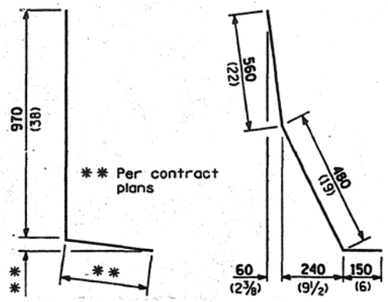
SECTION
(Showing dimensions)



SECTION
(Showing contract reinforcement)



SECTION
(Showing alternate reinforcement)



BAR d_1(E) **BAR d (E)**
(Alternate reinforcement details)

GENERAL NOTES

All bars sizes, spacings, clearances and details are as per contract plans except for clearances in parapet.

All dimensions shall remain the same as shown on contract plans, except dimensions A and B which are to be revised as shown to allow for the 65 mm (2½") bar clearance. Additional concrete needed to revise dimension A and B = 0.0480 m3/m (.0165 cu. yds./ft.) of parapet.

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

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

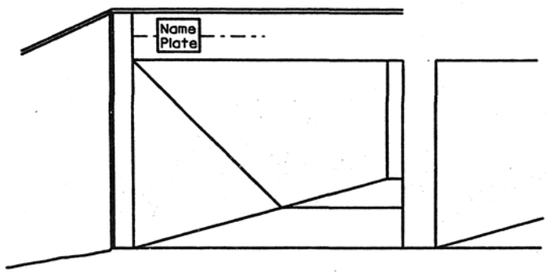
DATE	REVISIONS
1-1-97	Renum. Standard 2452.
	Deleted DN Symbol.
11-1-94	New Standard.

CONCRETE PARAPET SLIP-FORMING OPTION

STANDARD 503001

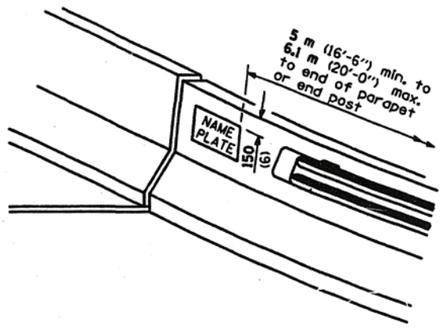
C B A 0 A B C

TAMERAN

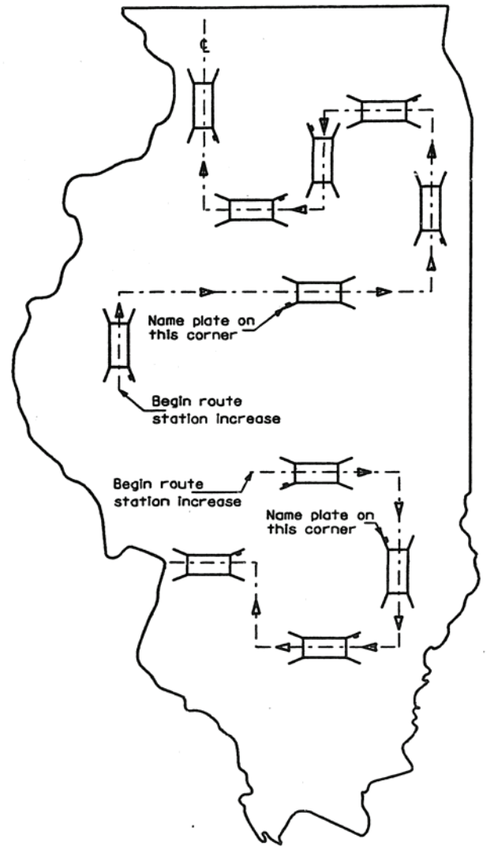


FOR MULTI-SPAN CULVERTS

(Unless otherwise noted on the plans, name plates are not required for single box culverts.)

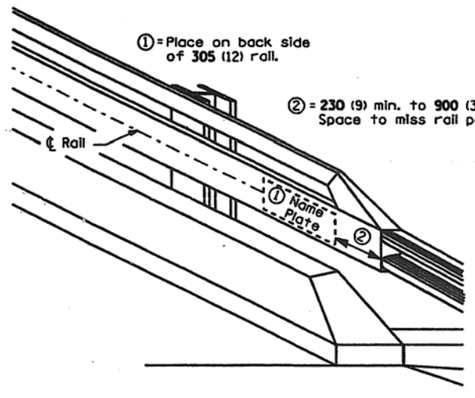


FOR PARAPET AND END POST MOUNTED

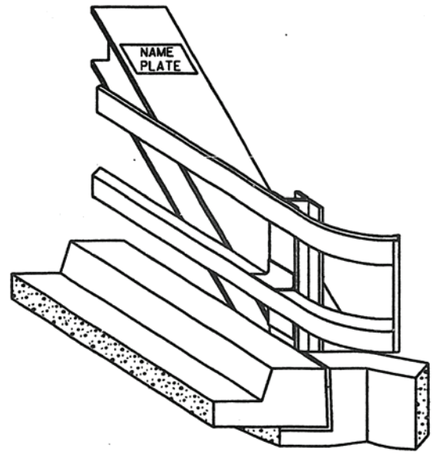


TYPICAL EXAMPLES

The name plate shall be located on the approach traffic end of a structure based on the direction of increasing stationing.



FOR STEEL RAILS



FOR TRUSSES

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

Illinois Department of Transportation

APPROVED January 1, 1997
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2113-4.
	Rev. metric value of
	raised letter height.
11-1-94	Revised plan of plate.

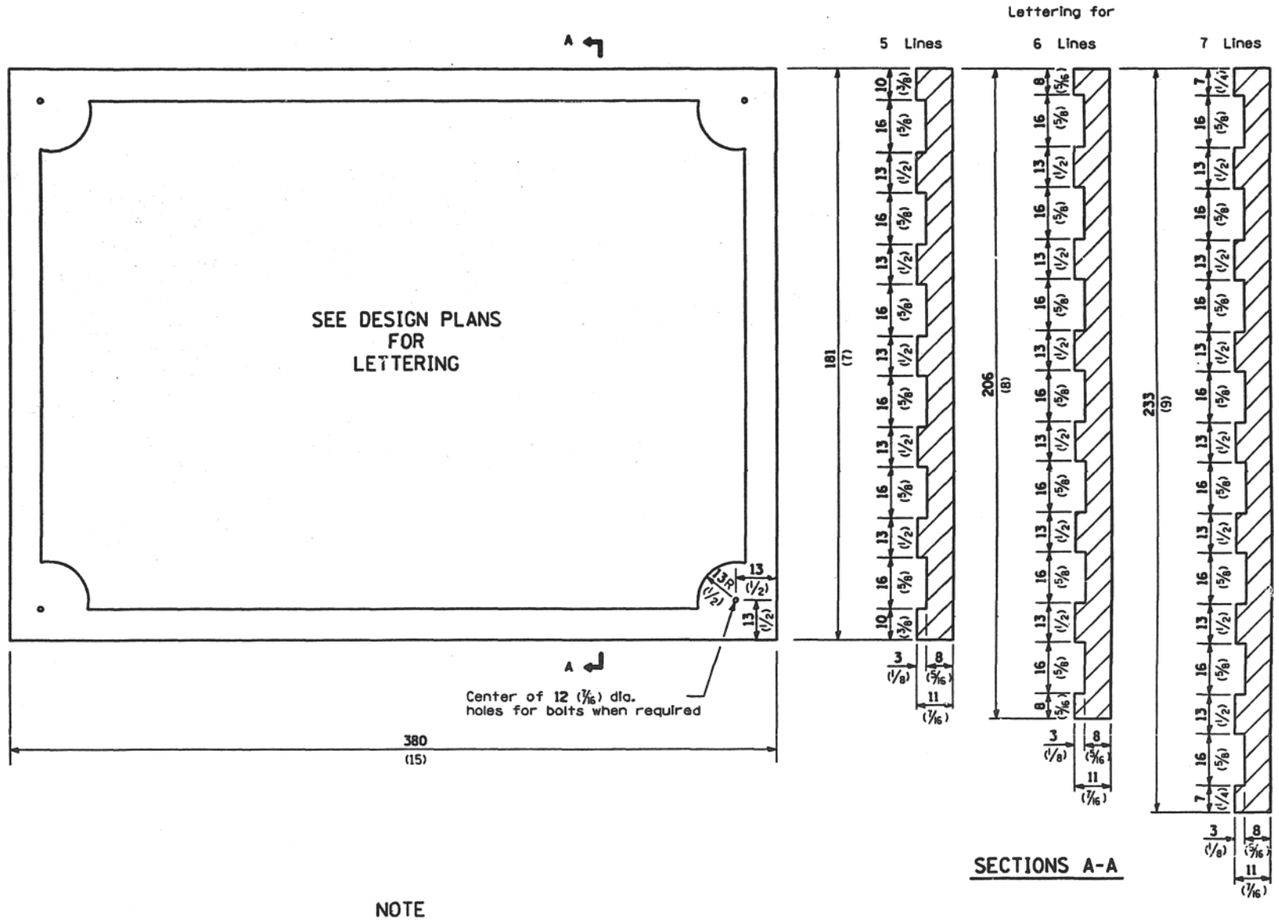
NAME PLATE FOR BRIDGES

(Sheet 1 of 2)

STANDARD 515001

C B A 0 A B C

TAMERAN



NOTE

Border and lettering:
Raised 3 (1/8), square cut and not tapered.

Placing:
For concrete parapets ---- Plates to be placed 5 m (16'-6") min. to 6.1 m (20'-0") max.to end of parpet.
For steel truss span ------ Braze to end post about 1.5 m (5'-0") above roadway.
For steel rails ---------- Place on back side of 305 (12) rail.
For subways ------------- See design plans for location.

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

Illinois Department of Transportation

APPROVED January 1, 1997
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

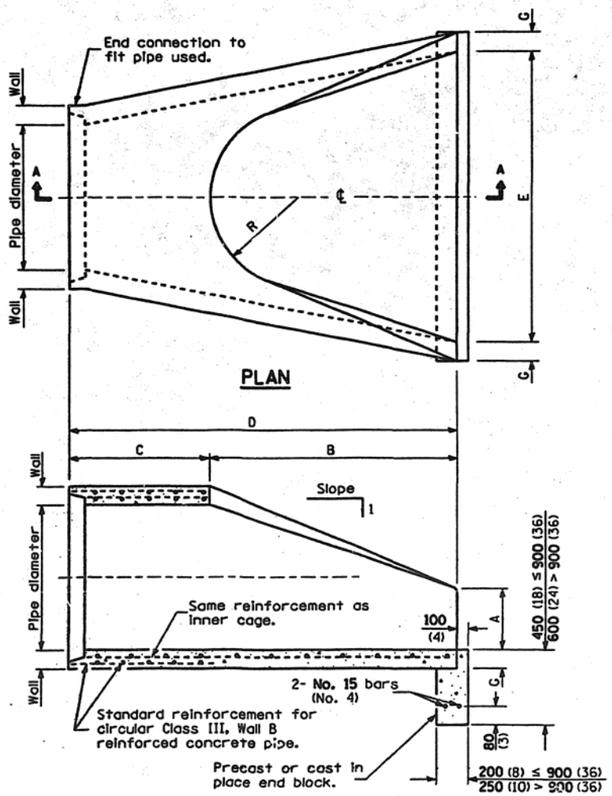
NAME PLATE FOR BRIDGES

(Sheet 2 of 2)

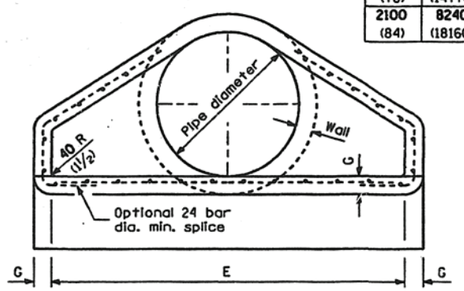
STANDARD 515001

C B A 0 A B C

TAMERAN



SECTION A-A



END VIEW

PIPE DIA.	APPROX. QTY. kg (lbs)	WALL	A	B	C	D	E	G	R	APPROX. SLOPE
300 (12)	240 (530)	51 (2)	102 (4)	610 (24)	1.241 m (4'-0⅞")	1.851 m (6'-0⅞")	610 (24)	51 (2)	229 (9)	1:2.4
375 (15)	335 (740)	57 (2¼)	152 (6)	686 (27)	1.168 m (3'-10")	1.854 m (6'-1")	762 (30)	57 (2¼)	280 (11)	1:2.4
450 (18)	450 (990)	64 (2½)	229 (9)	686 (27)	1.168 m (3'-10")	1.854 m (6'-1")	914 (36)	64 (2½)	305 (12)	1:2.4
525 (21)	580 (1280)	70 (2¾)	229 (9)	889 (35)	965 (38)	1.854 m (6'-1")	1.067 m (3'-6")	70 (2¾)	330 (13)	1:2.4
600 (24)	690 (1520)	76 (3)	241 (9½)	1.105 m (3'-7½")	762 (30)	1.867 m (6'-1½")	1.219 m (4'-0")	76 (3)	356 (14)	1:2.5
675 (27)	875 (1930)	83 (3¼)	267 (10½)	1.219 m (4'-0")	648 (25½)	1.867 m (6'-1½")	1.372 m (4'-6")	83 (3¼)	368 (14½)	1:2.4
750 (30)	995 (2190)	89 (3½)	305 (12)	1.375 m (4'-6")	502 (19¾)	1.874 m (6'-1¾")	1.524 m (5'-0")	89 (3½)	381 (15)	1:2.5
825 (33)	1450 (3200)	95 (3¾)	343 (13½)	1.486 m (4'-10½")	997 (39¼)	2.483 m (8'-1¾")	1.676 m (5'-6")	95 (3¾)	445 (17½)	1:2.5
900 (36)	1860 (4100)	102 (4)	381 (15)	1.6 m (5'-3")	883 (34¾)	2.483 m (8'-1¾")	1.829 m (6'-0")	102 (4)	508 (20)	1:2.5
1050 (42)	2440 (5380)	114 (4½)	533 (21)	1.6 m (5'-3")	889 (35)	2.489 m (8'-2")	1.981 m (6'-6")	114 (4½)	559 (22)	1:2.5
1200 (48)	2970 (6550)	127 (5)	610 (24)	1.829 m (6'-0")	660 (26)	2.489 m (8'-2")	2.134 m (7'-0")	127 (5)	559 (22)	1:2.5
1350 (54)	3740 (8240)	140 (5½)	686 (27)	1.651 m (5'-5")	889 (35)	2.54 m (8'-4")	2.286 m (7'-6")	140 (5½)	610 (24)	1:2.0
1500 (60)	3960 (8730)	152 (6)	889 (35)	1.524 m (5'-0")	991 (39)	2.515 m (8'-3")	2.438 m (8'-0")	127 (5)	*	1:1.9
1650 (66)	4860 (10710)	165 (6½)	762 (30)	1.829 m (6'-0")	686 (27)	2.515 m (8'-3")	2.591 m (8'-6")	140 (5½)	*	1:1.7
1800 (72)	5680 (12520)	178 (7)	914 (36)	1.981 m (6'-6")	533 (21)	2.514 m (8'-3")	2.743 m (9'-0")	152 (6)	*	1:1.8
1950 (78)	6700 (14770)	191 (7½)	914 (36)	2.286 m (7'-6")	533 (21)	2.819 m (9'-3")	2.896 m (9'-6")	165 (6½)	*	1:1.8
2100 (84)	8240 (18160)	203 (8)	914 (36)	2.299 m (7'-6½")	533 (21)	2.832 m (9'-3½")	3.048 m (10'-0")	165 (6½)	*	1:1.6

* Radius as furnished by manufacturer

GENERAL NOTES

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

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

Illinois Department of Transportation

APPROVED January 1, 1997
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

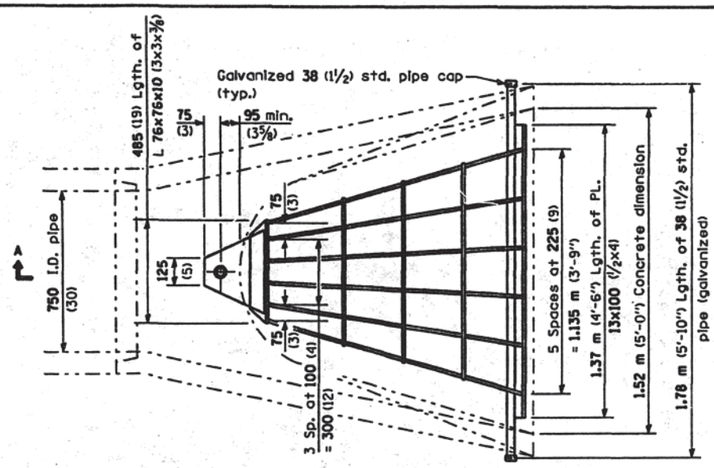
DATE	REVISIONS
1-1-97	Renum. Standard 2449-1.
	Deleted DN Symbol.
11-1-94	Revised metric values
	and slopes.

PRECAST REINFORCED CONCRETE FLARED END SECTION

STANDARD 542301

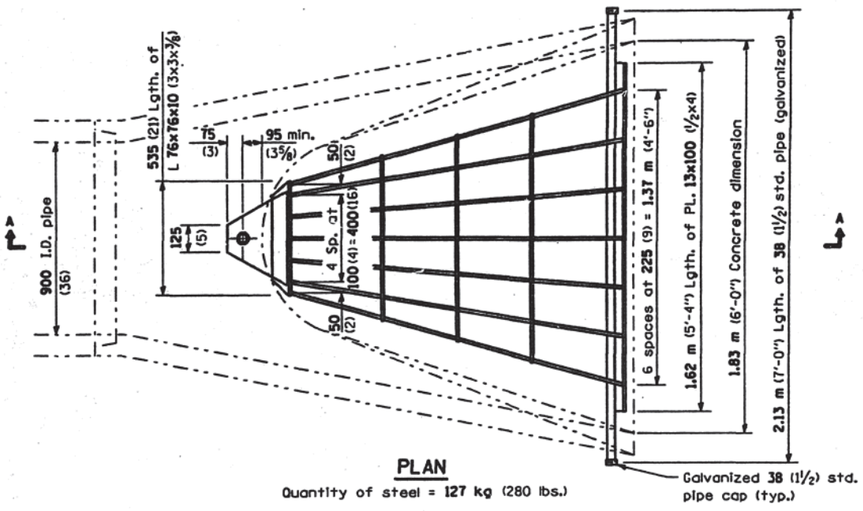
C B A 0 A B C

TAMERAN



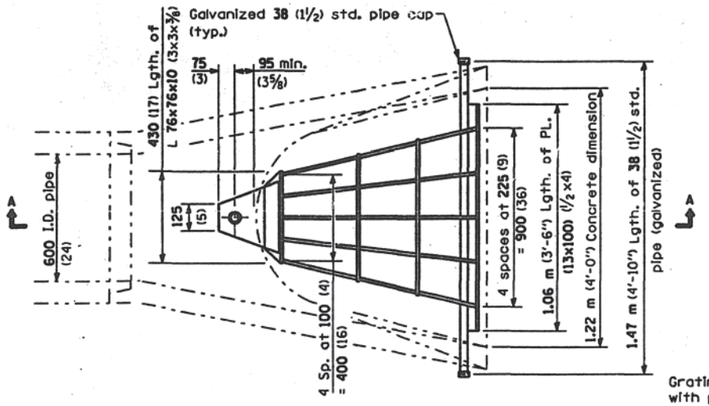
PLAN

Quantity of steel = 95 kg (210 lbs.)



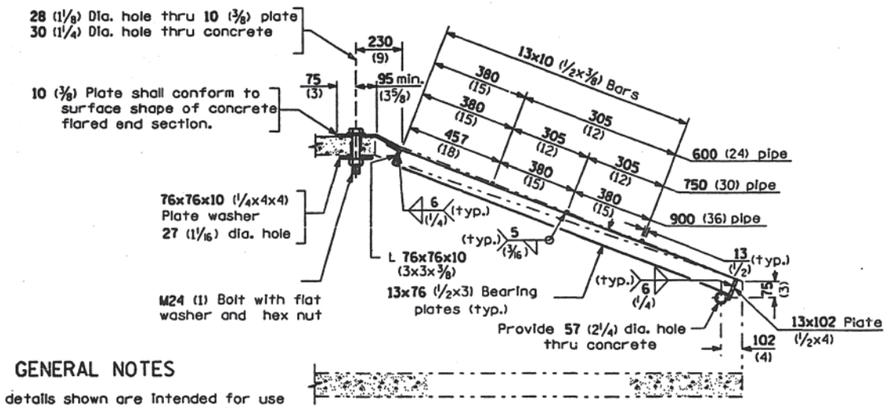
PLAN

Quantity of steel = 127 kg (280 lbs.)



PLAN

Quantity of steel = 68 kg (150 lbs.)



SECTION A-A

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

GENERAL NOTES

Grating details shown are intended for use with particular sizes of precast reinforced concrete flared end sections as shown on standards 542301 and 542306.

Approximate quantity of steel shown includes total quantity of grating, bolts, nuts, washers and steel pipe.

Holes in the precast concrete flared end sections shall be cored to the diameters noted. If cone-out on the other end of the hole occurs, the hole shall be filled with grout to correct the diameter of the hole.

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2364-3
	and Standard 2379-2.
6-15-94	Moved G.N. to Specs.
	Added Metric.

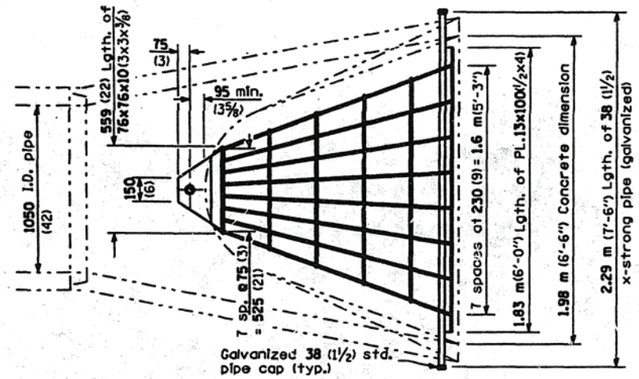
GRATING FOR CONCRETE FLARED END SECTION (FOR 600 mm (24") THRU 1350 mm (54") PIPE)

(Sheet 1 of 2)

STANDARD 542311

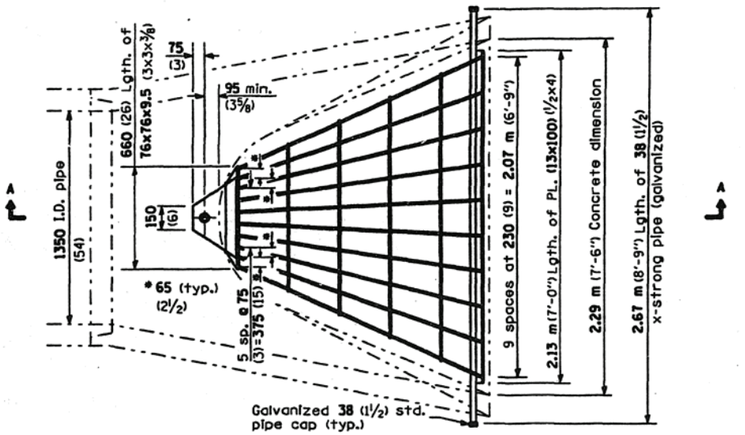
C B A 0 A B C

TAMERAN



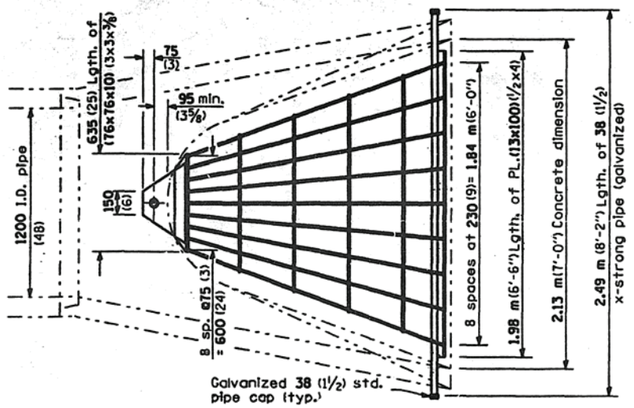
PLAN

Quantity of steel = 145 kg (320 lbs.)



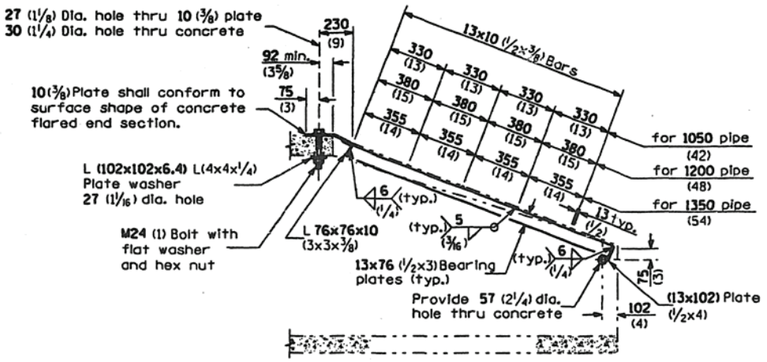
PLAN

Quantity of steel = 193 kg (425 lbs.)



PLAN

Quantity of steel = 181 kg (400 lbs.)



SECTION A-A

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ILSTD 542311-01

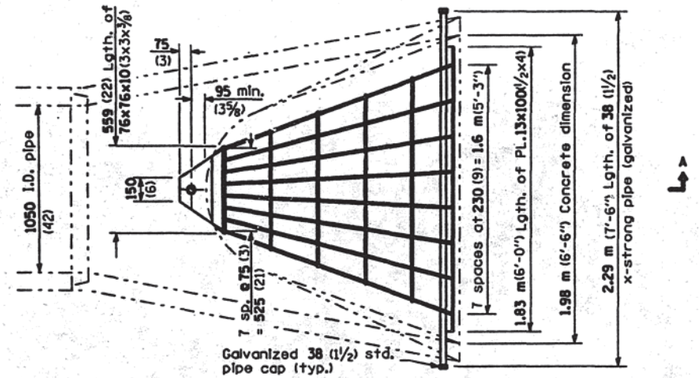
GRATING FOR CONCRETE FLARED END SECTION (FOR 600 mm (24") THRU 1350 mm (54") PIPE)

(Sheet 2 of 2)

STANDARD 542311

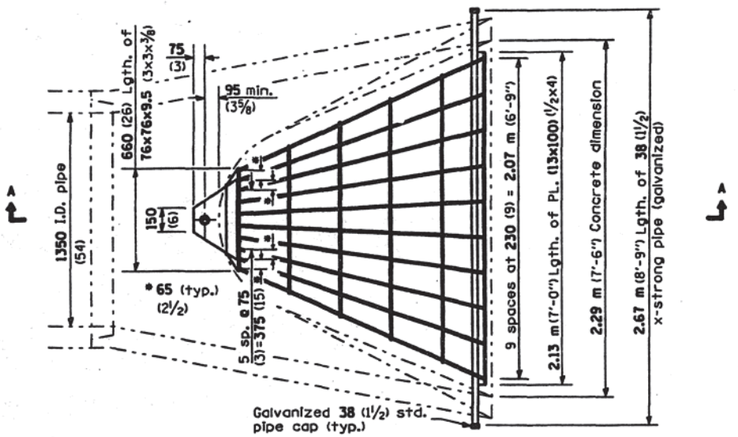
C B A 0 A B C

TAMERAN



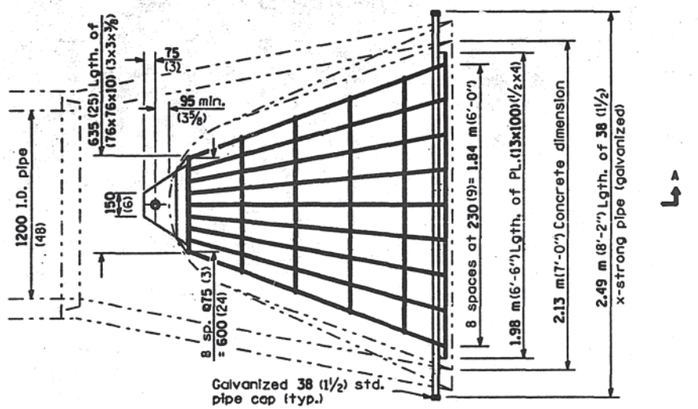
PLAN

Quantity of steel = 145 kg (320 lbs.)



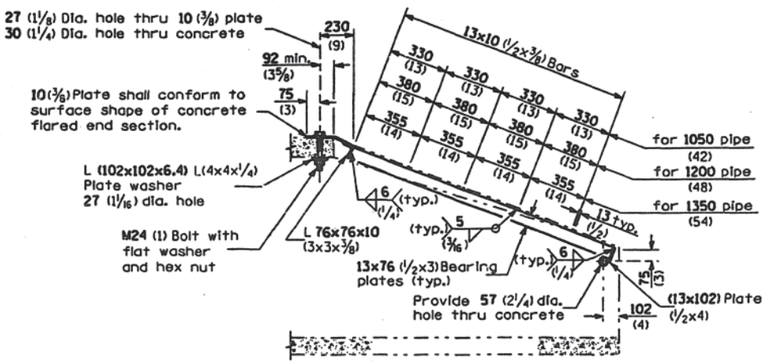
PLAN

Quantity of steel = 193 kg (425 lbs.)



PLAN

Quantity of steel = 181 kg (400 lbs.)



SECTION A-A

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 01-1-97

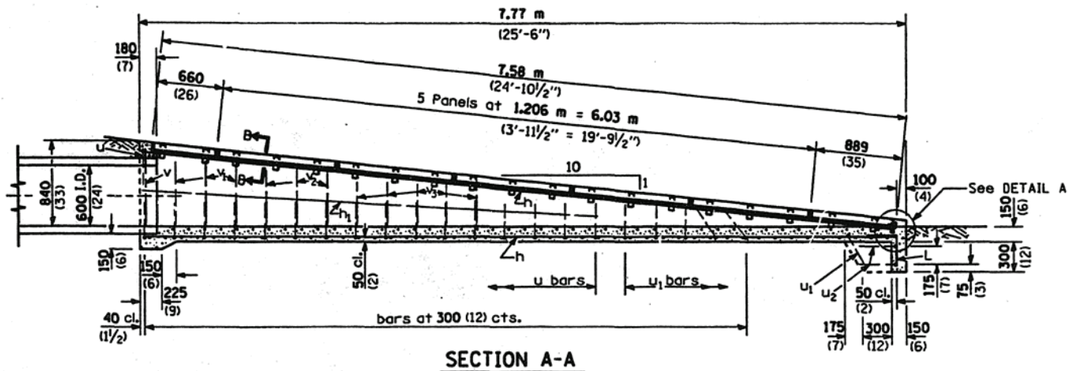
GRATING FOR CONCRETE FLARED END SECTION (FOR 600 mm (24") THRU 1350 mm (54") PIPE)

(Sheet 2 of 2)

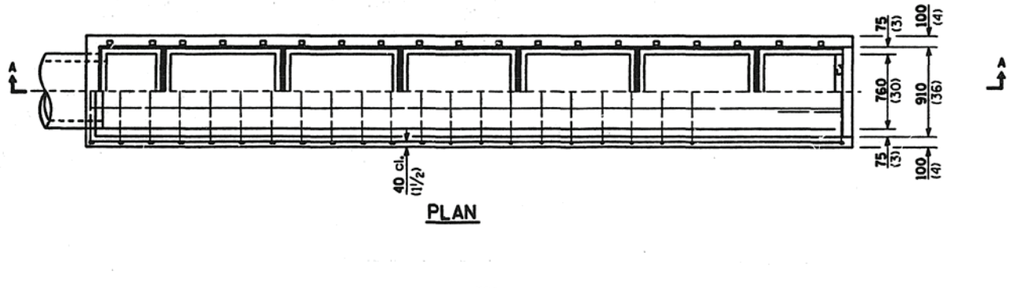
STANDARD 542311

C B A 0 A B C

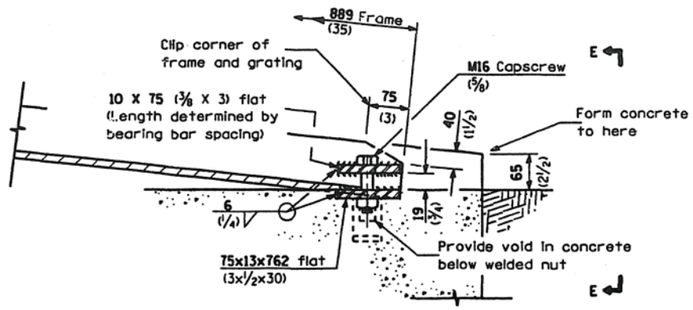
TAMERAN



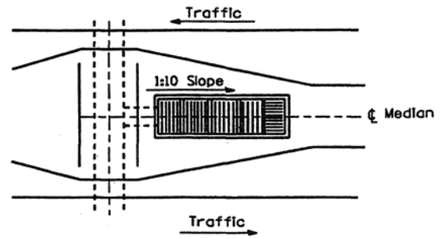
SECTION A-A



PLAN



DETAIL A



Sketch showing location and direction of main bearing bars in relation to ℄ median

GENERAL NOTES

The dimensions of the steel angle frames shall be as shown except that the 89 mm (3½") leg dimension may vary according to type of grating used. In all cases, the surface shall be flush with the top edge of frame, sidewalls, and headwall. All frames shall be galvanized and anchored in concrete. They shall be factory assembled and all joints shall be welded per detail.

It is desirable to have 50 mm (2") of slope on the bottom of the inlet box if field conditions will permit.

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

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2357-3.
6-15-94	Moved G.N. to specs.
	Redrawn on 2 pages.
	Added metric. Rev. title.

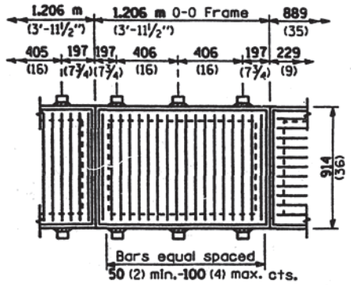
INLET BOX TYPE F
600 mm (24")

(Sheet 1 of 2)

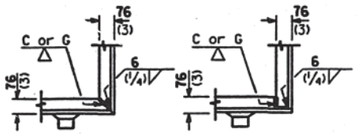
STANDARD 542526

C B A 0 A B C

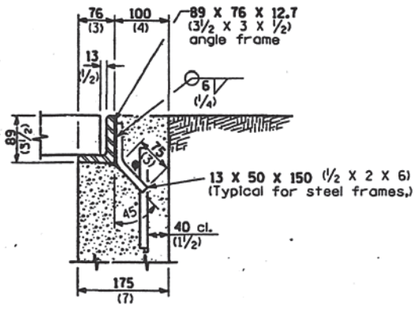
TAMERAN



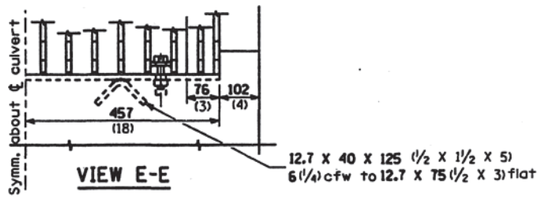
TYPICAL STEEL GRATING



TYPICAL CORNER OF STEEL GRATING FRAME



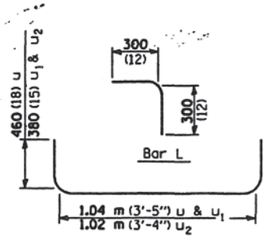
SECTION B-B



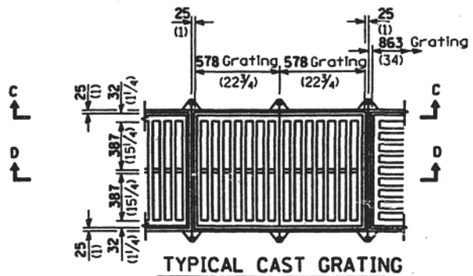
VIEW E-E

Material Required for One Inlet Box

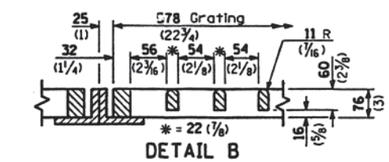
Bar	No.	Size	Length
h	6	No. 15 (No. 4)	7.62 m (25'-0")
h_1	2	No. 15 (No. 4)	3.35 m (11'-0")
L	4	No. 15 (No. 4)	600 (24)
u	17	No. 15 (No. 4)	1.96 m (6'-5")
u_1	6	No. 15 (No. 4)	1.80 m (5'-11")
u_2	2	No. 15 (No. 4)	1.78 m (5'-10")
v	2	No. 15 (No. 4)	760 (30)
v_1	6	No. 15 (No. 4)	690 (27)
v_2	6	No. 15 (No. 4)	610 (24)
v_3	10	No. 15 (No. 4)	460 (18)
Concrete-Cast in place or Precast		m^3 (cu. yds.)	2.6 (3.4)
Reinf. Bars		kg (lbs.)	183 (250)
Grating		m^2 (sq. ft.)	6.54 (70.4)



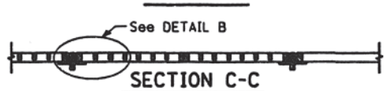
BARS u, u_1 & u_2



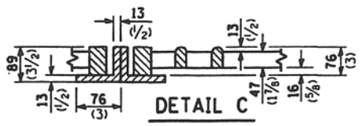
TYPICAL CAST GRATING



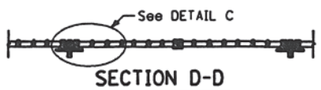
DETAIL B



SECTION C-C



DETAIL C



SECTION D-D

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

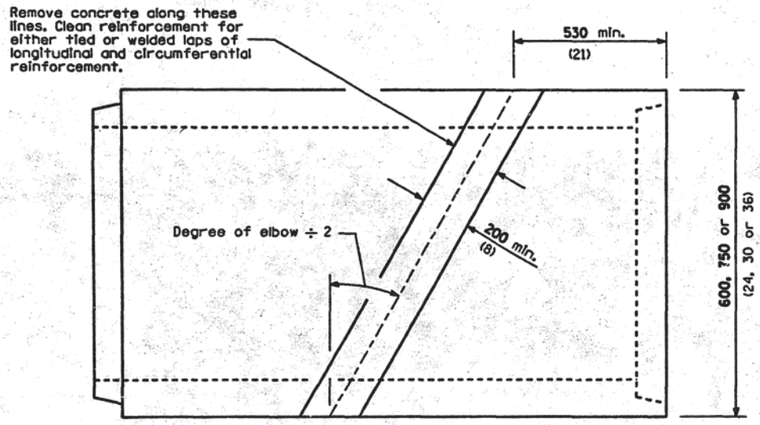
ISSUED 1-1-97

INLET BOX TYPE F
600 mm (24")
(Sheet 2 of 2)

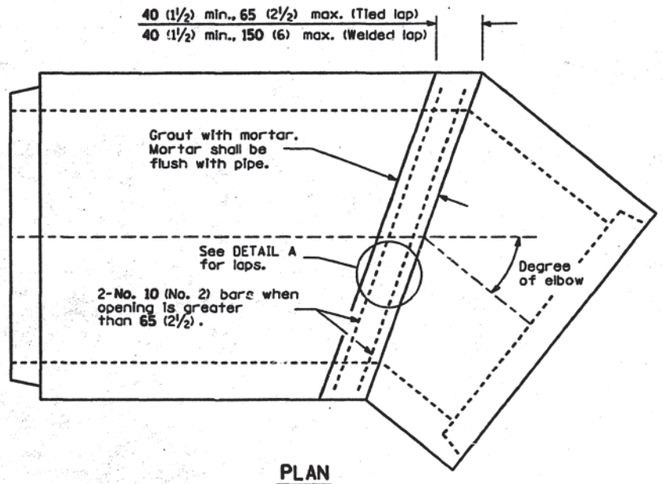
STANDARD 542526

C B A 0 A B C

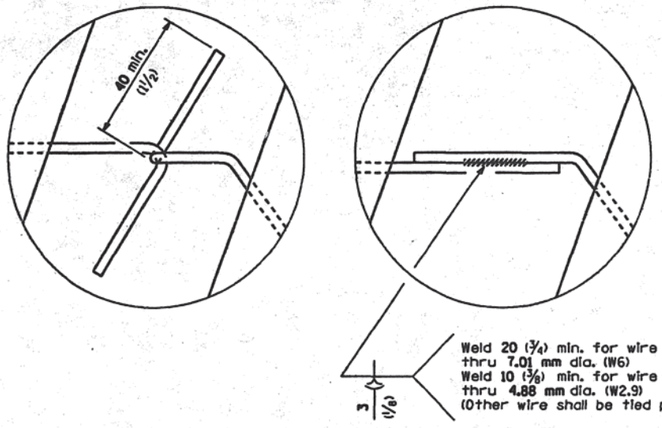
TAMERAN



PLAN
(Reinforced concrete pipe)

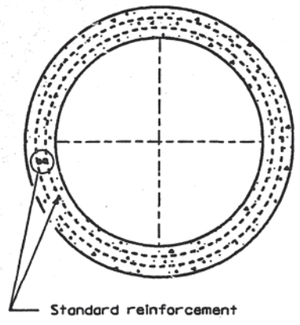


PLAN
(Reinforced concrete pipe elbow)



TIED LAP **WELDED LAP**

DETAIL A



TRANSVERSE SECTION

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

Illinois Department of Transportation

APPROVED January 1, 1997
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

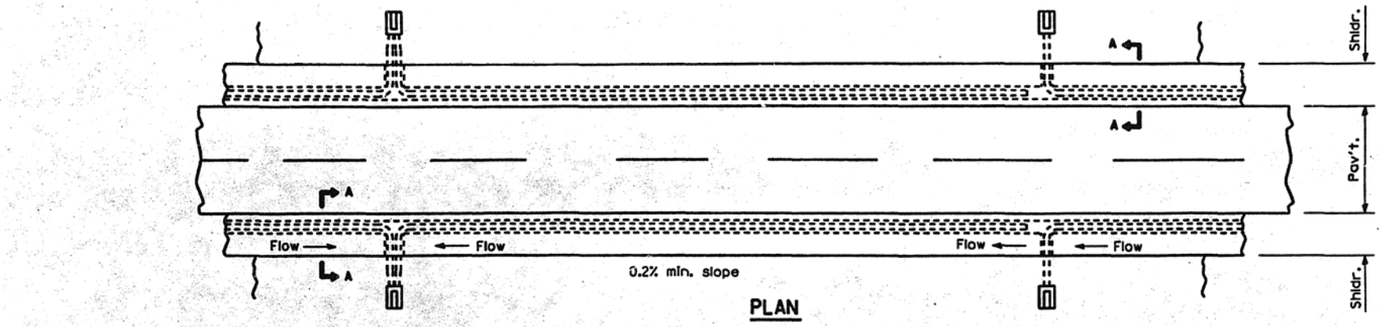
DATE	REVISIONS
1-1-97	Renum. Standard 2262-6.
	Deleted DN Symbol.
11-1-94	Revised metric values.

REINFORCED CONCRETE PIPE ELBOW

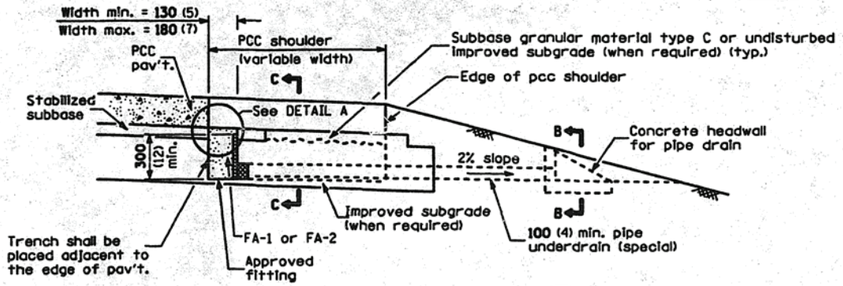
STANDARD 542601

C B A 0 A B C

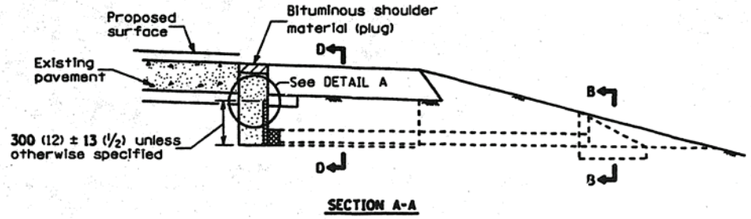
TAMERAN



PLAN



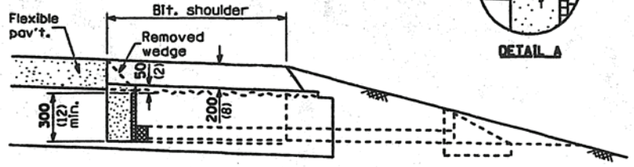
SECTION A-A



SECTION A-A

EXISTING CONSTRUCTION
(TRENCH FOR DRAINAGE MAT UNDERDRAIN OPTION)

(Except as noted or shown, dimensions and notes specified for Existing Construction are the same as those of New Construction)



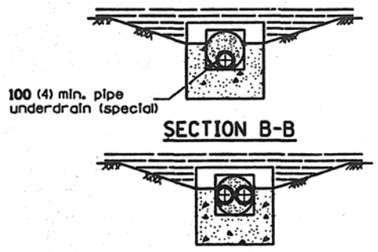
SECTION A-A
(PCC Shoulder)

DETAIL A

SECTION A-A
(Bit. Shoulder)

(Dimensions and notes not shown shall be as shown in the above Section A-A)

NEW CONSTRUCTION
(TRENCH FOR DRAINAGE MAT UNDERDRAIN OPTION)



SECTION B-B

SECTION B-B
(Sag locations)

GENERAL NOTES

See Standard 601101 for details of concrete headwall.

See Standards 482001, 482006 and 483001 for details of shoulders not shown.

The 600 mm (24") radius on the drainage fitting is only a minimum. Larger radii meeting the approval of the Engineer may be substitued.

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2327-12.
	Rev. loc. of mat u.d.
	Decr. depth of pipe u.d.
6-15-94	Moved G.N. to Specs.
	Moved Design Notes.
	Added Metric.

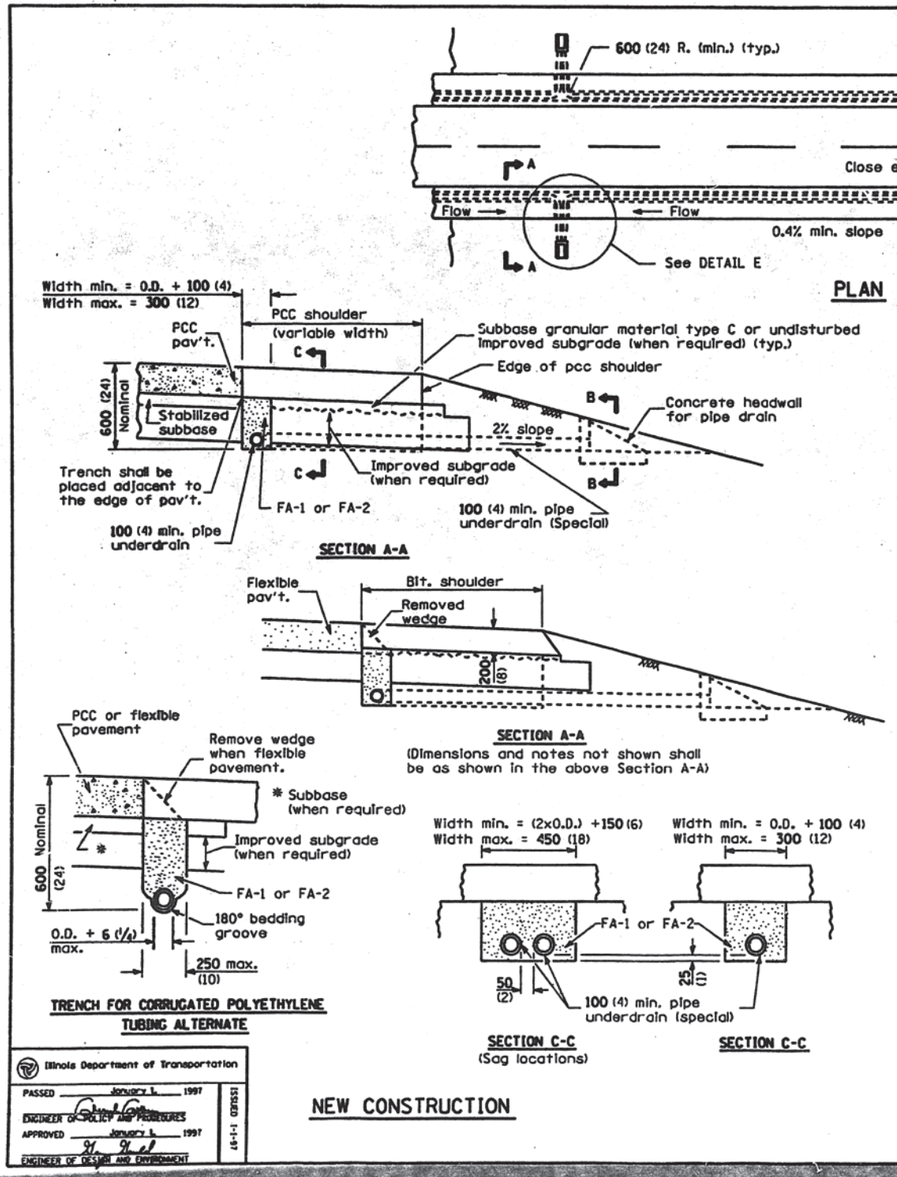
SUB-SURFACE DRAINS

(Sheet 1 of 2)

STANDARD 601001

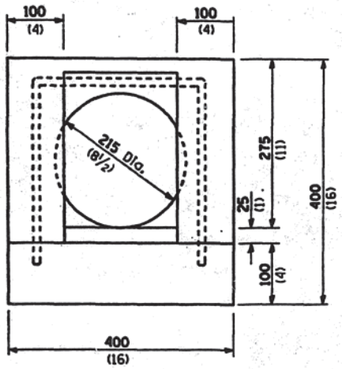
C B A 0 A B C

TAMERAN

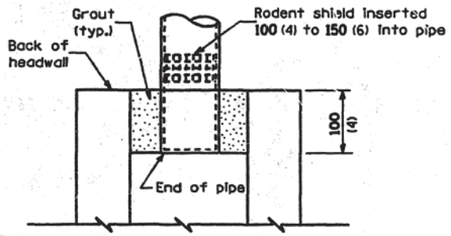


C B A 0 A B C

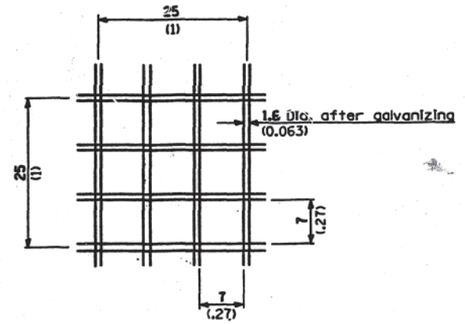
TAMERAN



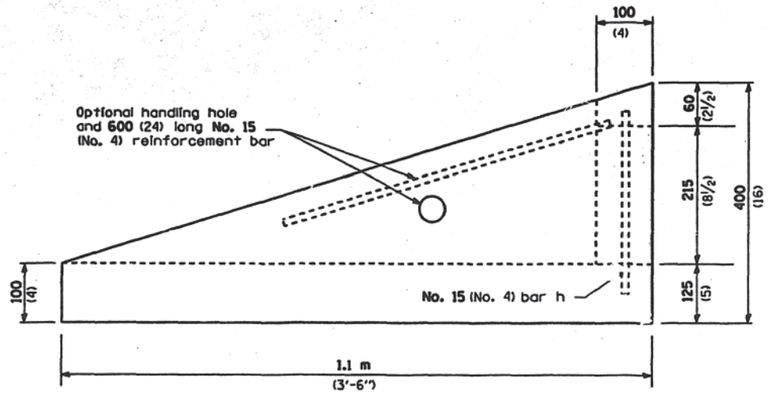
FRONT VIEW



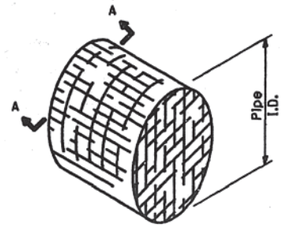
RODENT SHIELD PLACEMENT



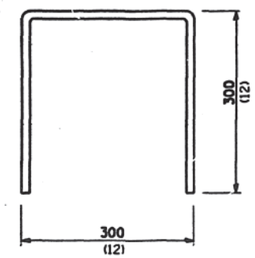
SECTION A-A



SIDE VIEW



DETAIL OF RODENT SHIELD



BAR h

GENERAL NOTES

An alternate paved invert meeting the approval of the Engineer may be substituted for that shown in side view.

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-97

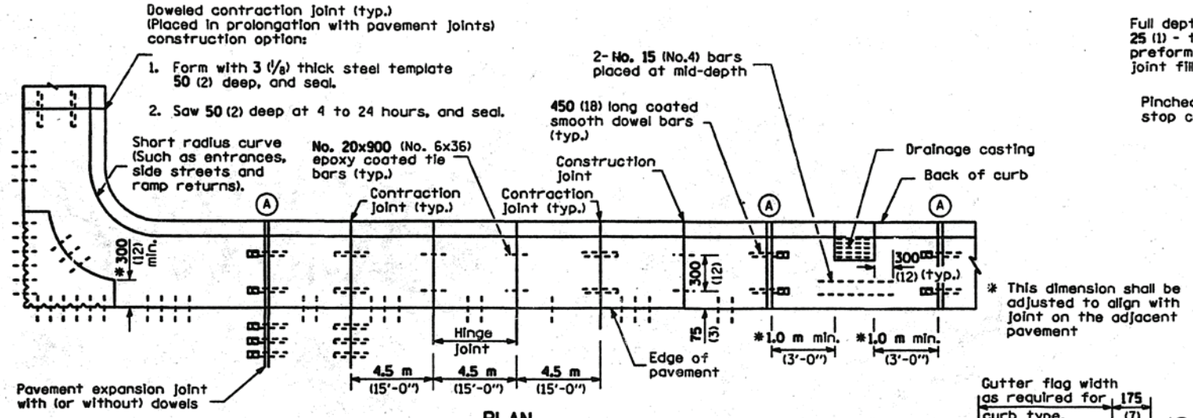
DATE	REVISIONS
1-1-97	Renum. Standard 2362-4.
6-15-94	Moved G.N. to Specs.
	Moved DESIGN NOTES.
	Added Metric.

CONCRETE HEADWALL FOR PIPE DRAIN

STANDARD 601101

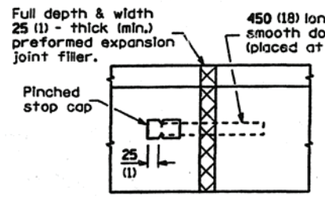
C B A 0 A B C

TAMERAN

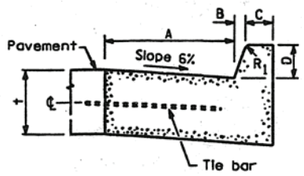


PLAN

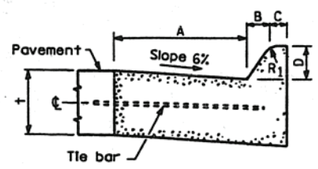
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE



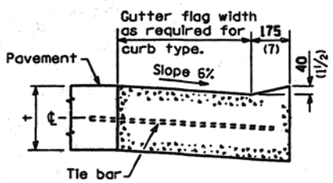
DETAIL Ⓐ
EXPANSION JOINT



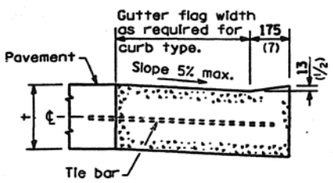
BARRIER CURB



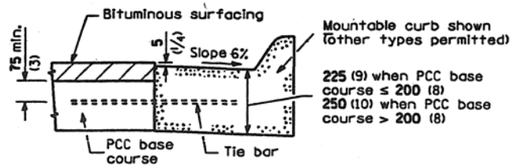
MOUNTABLE CURB



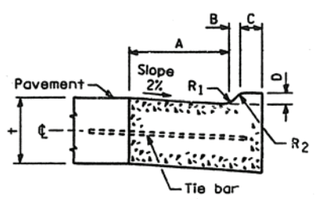
DEPRESSED CURB (TYPICAL)



DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



ADJACENT TO PCC BASE COURSE AND BITUMINOUS SURFACING



M-5.15 (M-2.06) and M-5.30 (M-2.12)

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 20 (No. 6) at 600 mm (24") centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 50 mm (2") between the end of the tie bar and the back of the curb shall be maintained.

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

TABLE OF DIMENSIONS BARRIER CURB

TYPE	A	B	C	D	R_1
B-15.30 (B-6.12)	300 (12)	25 (1)	150 (6)	150 (6)	25 (1)
B-15.45 (B-6.18)	450 (18)	25 (1)	150 (6)	150 (6)	25 (1)
B-15.60 (B-6.24)	600 (24)	25 (1)	150 (6)	150 (6)	25 (1)
B-22.30 (B-9.12)	300 (12)	50 (2)	125 (5)	225 (9)	25 (1)
B-22.45 (B-9.18)	450 (18)	50 (2)	125 (5)	225 (9)	25 (1)
B-22.60 (B-9.24)	600 (24)	50 (2)	125 (5)	225 (9)	25 (1)

TABLE OF DIMENSIONS MOUNTABLE CURB

TYPE	A	B	C	D	R_1	R_2
M-5.15 (M-2.06)	150 (6)	50 (2)	100 (4)	50 (2)	75 (3)	50 (2)
M-5.30 (M-2.12)	300 (12)	50 (2)	100 (4)	50 (2)	75 (3)	50 (2)
M-10.15 (M-4.06)	150 (6)	100 (4)	75 (3)	100 (4)	75 (3)	NA
M-10.30 (M-4.12)	300 (12)	100 (4)	75 (3)	100 (4)	75 (3)	NA
M-10.45 (M-4.18)	450 (18)	100 (4)	75 (3)	100 (4)	75 (3)	NA
M-10.60 (M-4.24)	600 (24)	100 (4)	75 (3)	100 (4)	75 (3)	NA
M-15.15 (M-6.06)	150 (6)	150 (6)	50 (2)	150 (6)	50 (2)	NA
M-15.30 (M-6.12)	300 (12)	150 (6)	50 (2)	150 (6)	50 (2)	NA
M-15.45 (M-6.18)	450 (18)	150 (6)	50 (2)	150 (6)	50 (2)	NA
M-15.60 (M-6.24)	600 (24)	150 (6)	50 (2)	150 (6)	50 (2)	NA

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2130-16.
	Rev. slope on M-5
	(M-2) curbs.
10-1-95	Added depressed curb
	detail. Added note re-
	garding joint alignment.

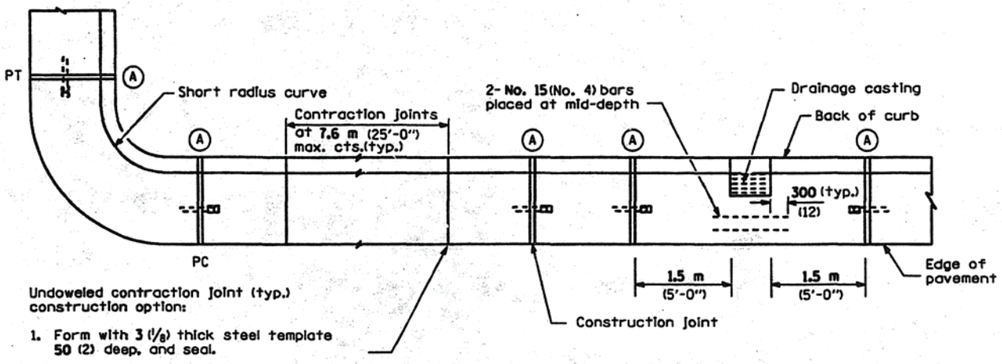
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

STANDARD 606001

C B A 0 A B C

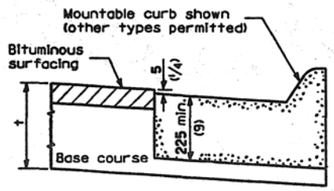
TAMERAN



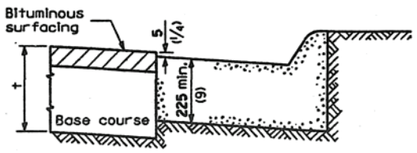
Undoweled contraction joint (typ.) construction option:

1. Form with 3 (1/8) thick steel template 50 (2) deep, and seal.
2. Saw 50 (2) deep at 4 to 24 hours, and seal.
3. Insert 20 (3/4) thick preformed joint filler full depth and width.

PLAN

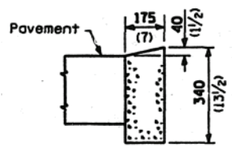


ON DISTURBED SUBGRADE

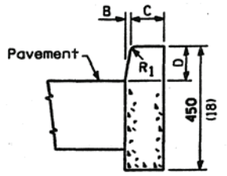


ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT

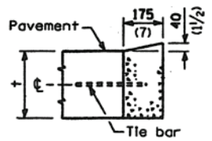


DEPRESSED CURB

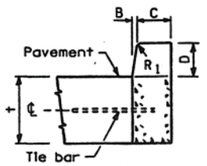


BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

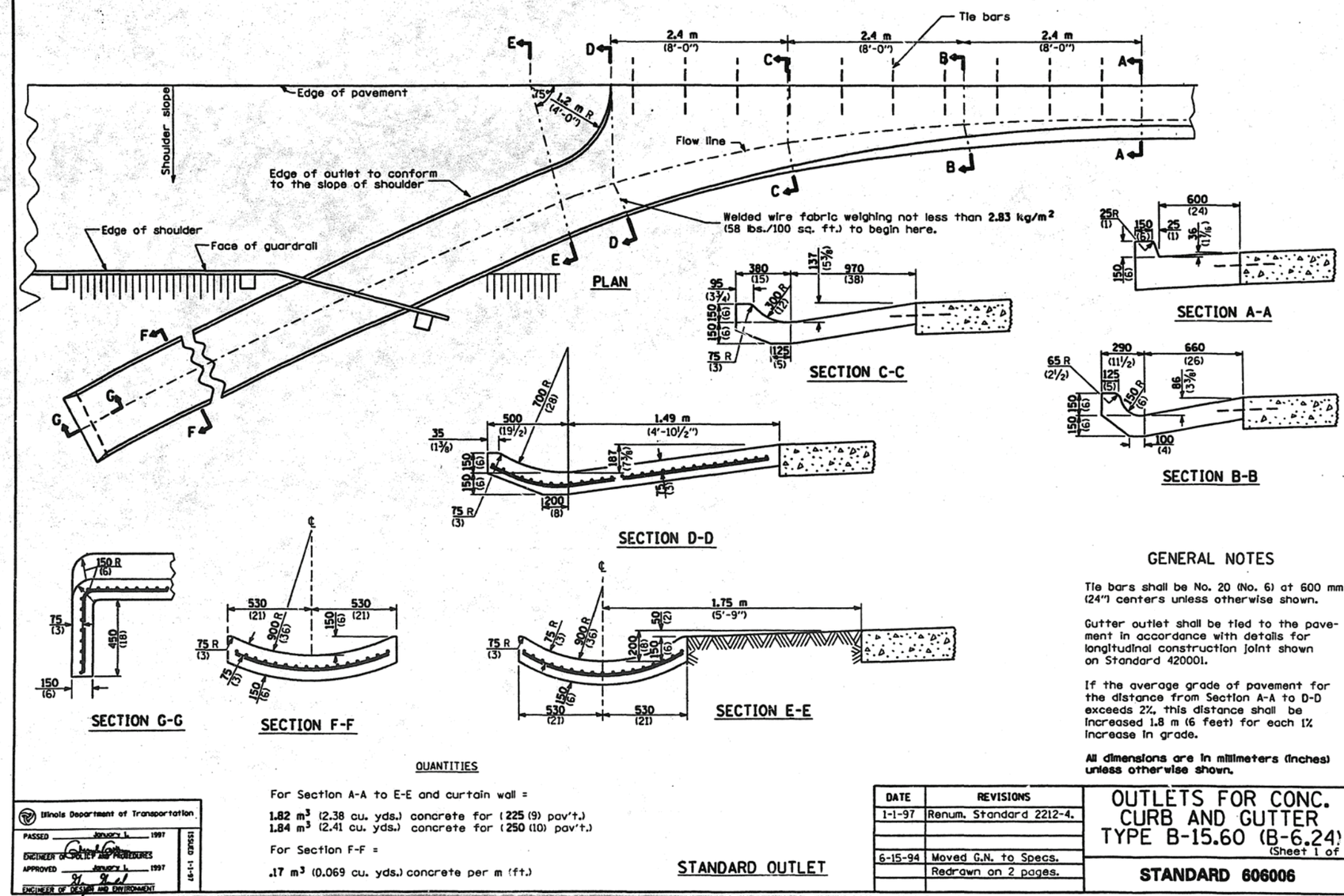
ISSUED 1-1-97

CONCRETE CURB TYPE B
AND COMBINATION
CONCRETE CURB AND GUTTER
(Sheet 2 of 2)

STANDARD 606001

C B A 0 A B C

TAMERAN



GENERAL NOTES

Tie bars shall be No. 20 (No. 6) at 600 mm (24") centers unless otherwise shown.

Gutter outlet shall be tied to the pavement in accordance with details for longitudinal construction joint shown on Standard 420001.

If the average grade of pavement for the distance from Section A-A to D-D exceeds 2%, this distance shall be increased 1.8 m (6 feet) for each 1% increase in grade.

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

QUANTITIES

For Section A-A to E-E and curtain wall =

1.82 m^3 (2.38 cu. yds.) concrete for (**225** (9) pav't.)
1.84 m^3 (2.41 cu. yds.) concrete for (**250** (10) pav't.)

For Section F-F =

.17 m^3 (0.069 cu. yds.) concrete per m (ft.)

STANDARD OUTLET

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2212-4.
6-15-94	Moved G.N. to Specs.
	Redrawn on 2 pages.

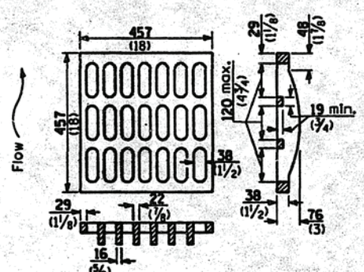
OUTLETS FOR CONC. CURB AND GUTTER TYPE B-15.60 (B-6.24)

(Sheet 1 of 2)

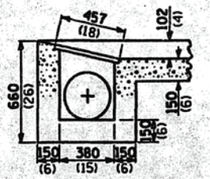
STANDARD 606006

C B A 0 A B C

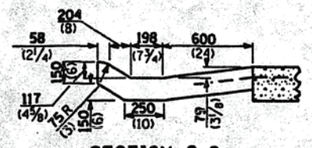
TAMERAN



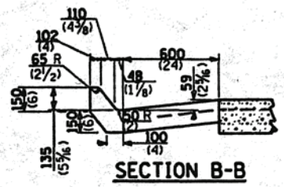
GRATE TYPE A
37 kg (82 lbs.)



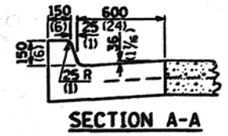
SECTION E-E



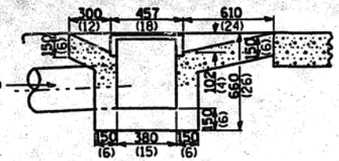
SECTION C-C



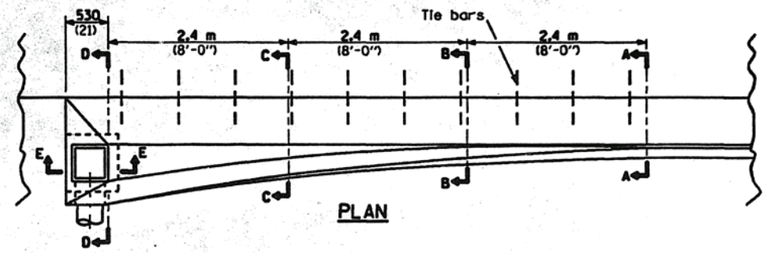
SECTION B-B



SECTION A-A



SECTION D-D

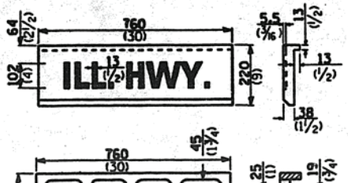


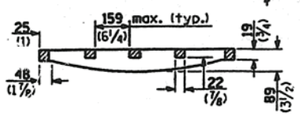
PLAN

TYPE 1 OUTLET

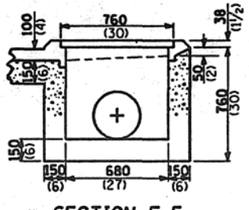
QUANTITIES

1.51 m^3 (1.98 cu. yds.) concrete for 225 (9) pav't.
1.54 m^3 (2.01 cu. yds.) concrete for 250 (10) pav't.

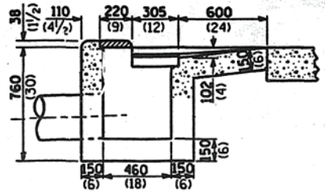




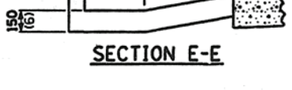
GRATE AND COVER TYPE 2B
Grate - 47 kg (104 lbs.)
Cover - 47 kg (104 lbs.)



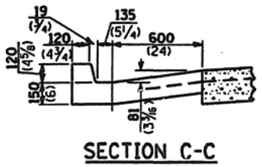
SECTION F-F



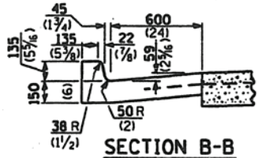
SECTION D-D



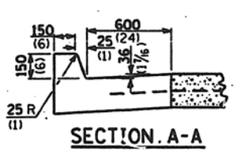
SECTION E-E



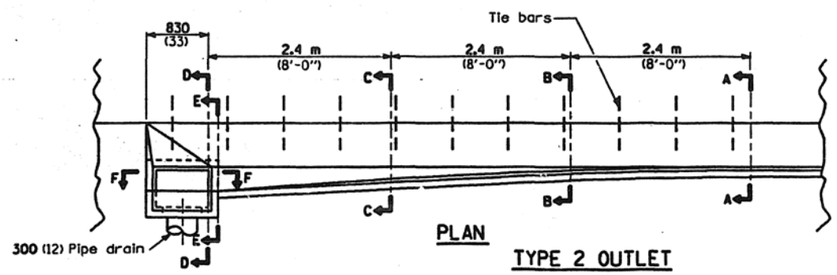
SECTION C-C



SECTION B-B



SECTION A-A



PLAN

TYPE 2 OUTLET

QUANTITIES

1.58 m^3 (2.07 cu. yds.) concrete for 225 (9) pav't.
1.60 m^3 (2.07 cu. yds.) concrete for 250 (10) pav't.

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

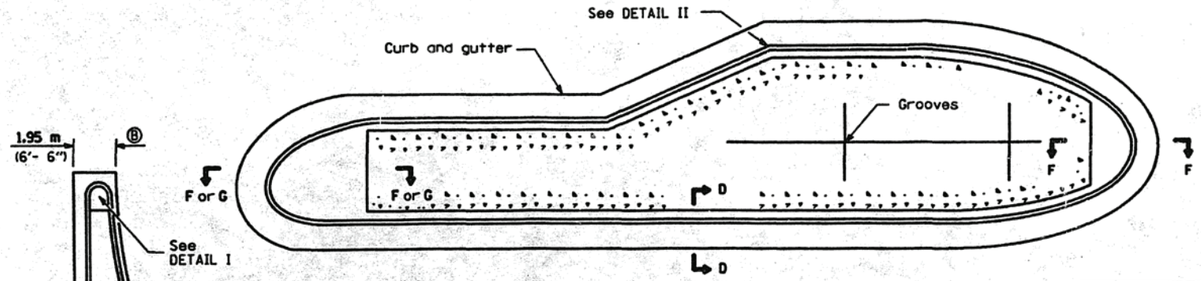
OUTLETS FOR CONC. CURB AND GUTTER TYPE B-15.60 (B-6.24)

(Sheet 2 of 2)

STANDARD 606006

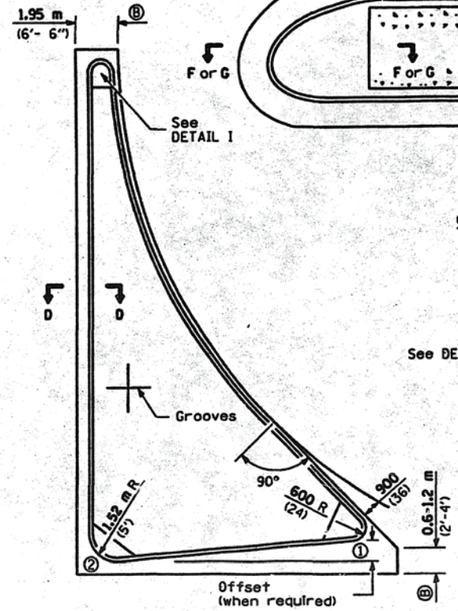
C B A 0 A B C

TAMERAN



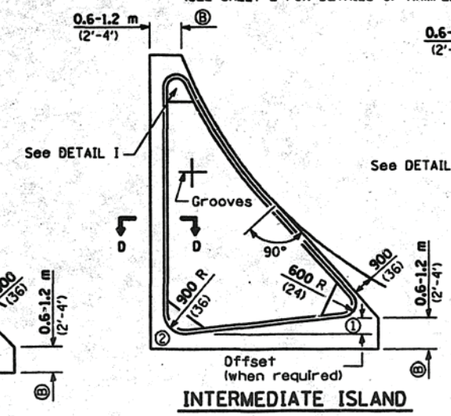
TYPICAL PLAN OF MEDIAN

(SEE SHEET 2 FOR DETAILS OF RAMPED NOSES)



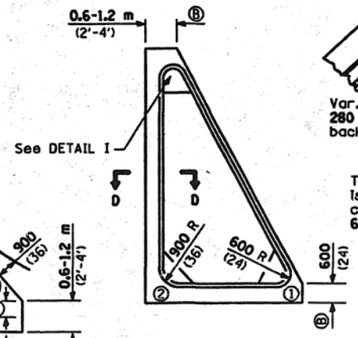
LARGE ISLAND

(FREE FLOW DESIGN)



INTERMEDIATE ISLAND

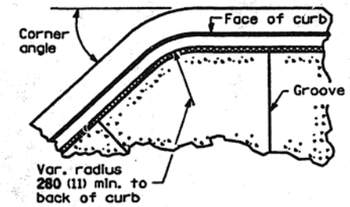
(FOR RIGHT TURN LANE DESIGN)



SMALL ISLAND

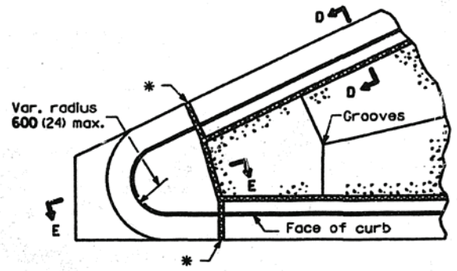
TYPICAL PLANS OF ISLANDS

(SEE SHEET 2 FOR DETAILS OF RAMPED NOSES)



DETAIL II

Typical detail when corner angle is less than 90° and for other corners with radius greater than 600 (24).

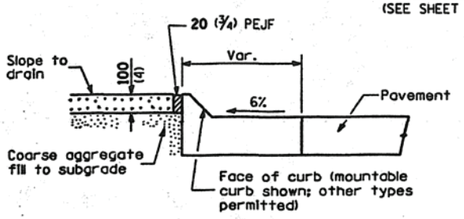


DETAIL I

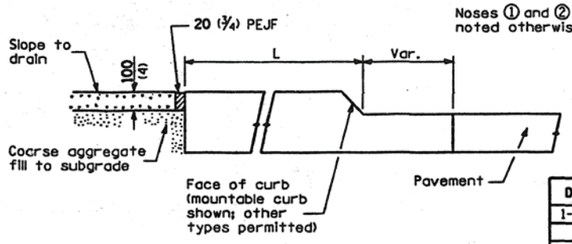
NOTE

The blockouts Ⓑ for the islands shall be extended so that the termination will line up with proposed or existing pavement joint.

Noses ① and ② shall be ramped unless noted otherwise on the plans.



SECTION D-D



SECTION E-E

GENERAL NOTES

PEJF = Preformed expansion joint filler.

Median layout and radii shall be as shown on the plans.

Keyed longitudinal construction joints shall be constructed without tie bars.

See Standard 420001 and 606001 for details not shown.

* 20 mm (¾") PEJF conforming to the full cross section of the curb, gutter and median surface.

X = PCC base course plus bituminous thickness.

t = Pavement or pcc base course thickness.

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

Illinois Department of Transportation

PASSED January 1, 1997

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2122-17.
	Rev. note regarding
	ramped noses.
10-1-95	Rev. typ. island, fill
	& ramped nose length.
	Aligned joints.

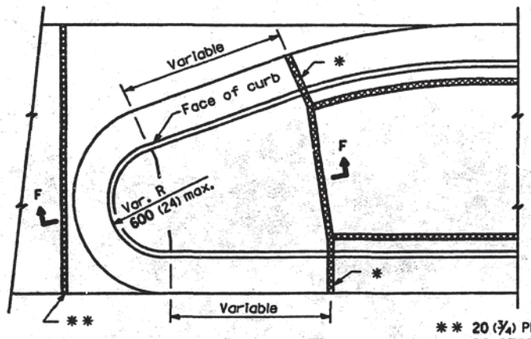
PC CONCRETE ISLANDS AND MEDIANS

(Sheet 1 of 2)

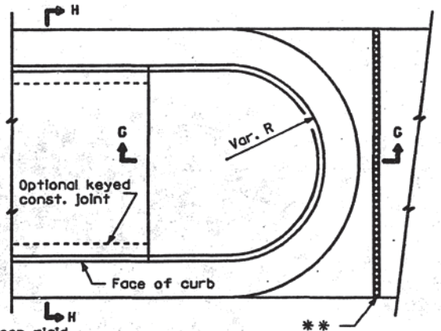
STANDARD 606301

C B A 0 A B C

TAMERAN



TYPE P MEDIAN SURFACE



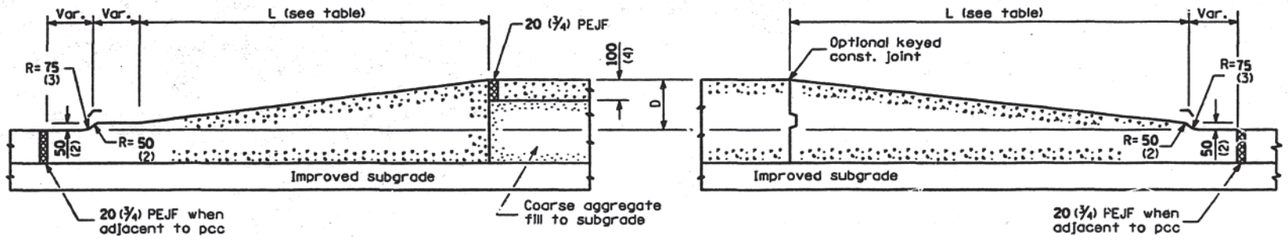
SOLID MEDIAN

** 20 (3/4) PEJF between rigid pavement and median end. Align with joint in adjacent pavement.

PLAN
(RAMPED NOSES)

TABLE OF DIMENSIONS						
TYPE SB MEDIANS						
TYPE	A	B	C	D	R_1
SB-15.15 (SB-6.06)	150 (6)	25 (1)	150 (6)	150 (6)	25 (1)
SB-15.30 (SB-6.12)	300 (12)	25 (1)	150 (6)	150 (6)	25 (1)
SB-15.45 (SB-6.18)	450 (18)	25 (1)	150 (6)	150 (6)	25 (1)
SB-15.60 (SB-6.24)	600 (24)	25 (1)	150 (6)	150 (6)	25 (1)
SB-22.15 (SB-9.06)	150 (6)	50 (2)	125 (5)	225 (9)	25 (1)
SB-22.30 (SB-9.12)	300 (12)	50 (2)	125 (5)	225 (9)	25 (1)
SB-22.45 (SB-9.18)	450 (18)	50 (2)	125 (5)	225 (9)	25 (1)
SB-22.60 (SB-9.24)	600 (24)	50 (2)	125 (5)	225 (9)	25 (1)

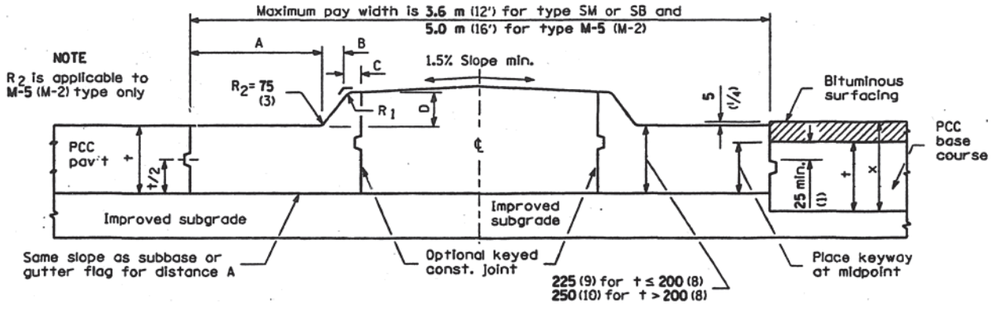
TABLE OF DIMENSIONS						
TYPE M AND SM MEDIANS						
TYPE	A	B	C	D	R_1
M-5.15 (M-2.06	150 (6)	50 (2)	100 (4)	50 (2)	50 (2)
M-5.30 (M-2.12)	300 (12)	50 (2)	100 (4)	50 (2)	50 (2)
SM-10.15 (M-4.06)	150 (6)	100 (4)	75 (3)	100 (4)	75 (3)
SM-15.30 (M-4.12)	300 (12)	100 (4)	75 (3)	100 (4)	75 (3)
SM-10.45 (SM-4.18)	450 (18)	100 (4)	75 (3)	100 (4)	75 (3)
SM-10.60 (SM-4.24)	600 (24)	100 (4)	75 (3)	100 (4)	75 (3)
SM-15.15 (SM-6.06)	150 (6)	150 (6)	50 (2)	150 (6)	50 (2)
SM-15.30 (SM-6.12)	300 (12)	150 (6)	50 (2)	150 (6)	50 (2)
SM-15.45 (SM-6.18)	450 (18)	150 (6)	50 (2)	150 (6)	50 (2)
SM-15.60 (SM-6.24)	600 (24)	150 (6)	50 (2)	150 (6)	50 (2)



SECTION F-F

SECTION G-G

TABLE OF NOSE LENGTHS	
ITEM	L
Median	1.8 m (6')
Small Island	600 (24)
Intermediate Island	1.2 m (4')
Large Island	1.8 m (6')



HALF SECTION FOR PCC PAVEMENT HALF SECTION FOR PCC BASE COURSE

SECTION H-H
(TYPE SM, SB & M-5 (M-2) MEDIANS)

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

Illinois Department of Transportation
PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-97

PC CONCRETE ISLANDS AND MEDIANS

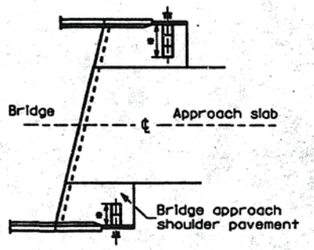
(Sheet 2 of 2)

STANDARD 606301

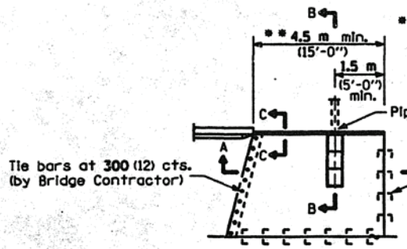
C B A 0 A B C

TAMERAN

* Type B, C, or D inlet box as required.



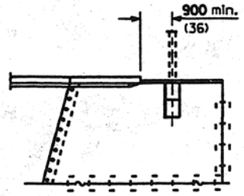
GENERAL PLAN



** Increase this dimension as needed to position the inlet box and pipe drain between the proposed approach guard rail posts.

TYPICAL DETAIL PLAN

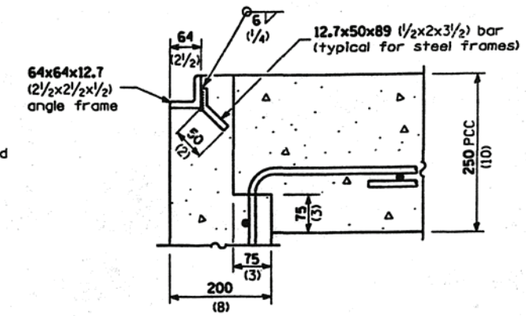
(W/O Wingwall)



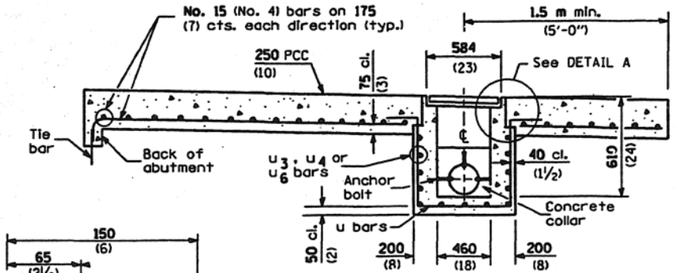
TYPICAL DETAIL PLAN

(With Wingwall)

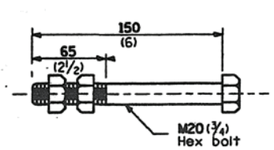
Dimensions and notes not shown shall be the same as w/o wingwall detail plan above.



DETAIL A

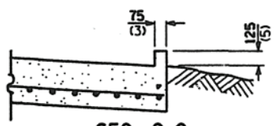


SEC. A-A

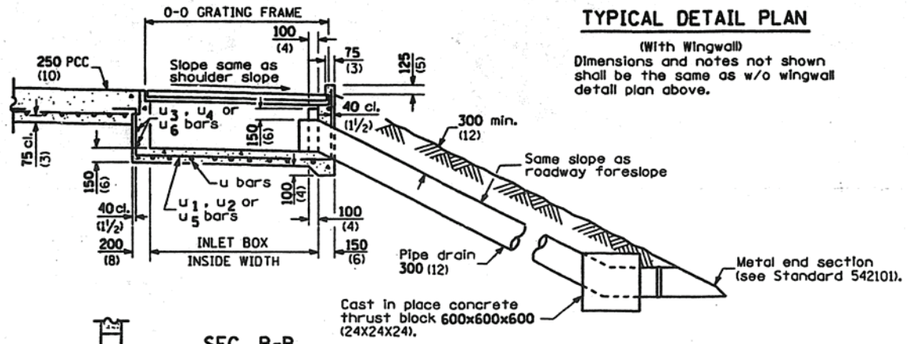


ANCHOR BOLT

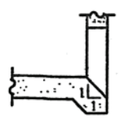
(Used to tie pipe to concrete collar)



SEC. C-C



SEC. B-B



BOX OUTLET WHEN PRECAST

INLET TYPE	SHOULDER WIDTH	0-0 GRATING FRAME	INLET BOX INSIDE WIDTH	INLET BOX INSIDE LENGTH
Type B	Less than 1.5 m (5')	0.690 m (2'-3")	0.560 m (1'-10")	460 (18)
Type C	1.5 - 1.8 m (5') (6')	1.325 m (4'-4")	1.195 m (3'-11")	460 (18)
Type D	Greater than 1.8 m (6')	1.960 m (6'-5")	1.830 m (6'-0")	460 (18)

GENERAL NOTES

All exposed edges of the inlet, except the upper perimeter, shall be beveled 20 mm (¾").

For placement of approach shoulder pavement on existing construction substitute expansion anchor ties for bars. Omit tie bars for flexible approaches or bridge approach shoulder pavement constructed monolithically with shoulder pavement.

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2324-10.
10-1-95	Rev. metric values.
	Rev. table of quantities.

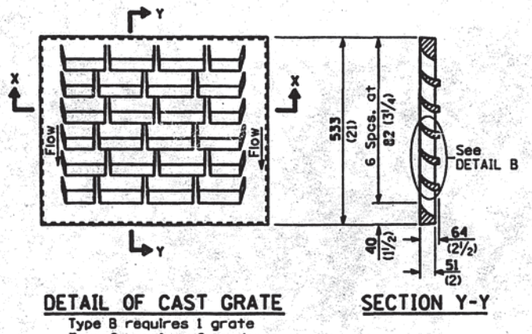
BRIDGE APPROACH SHOULDER PAVEMENT AND DRAIN

(Sheet 1 of 2)

STANDARD 609001

C B A 0 A B C

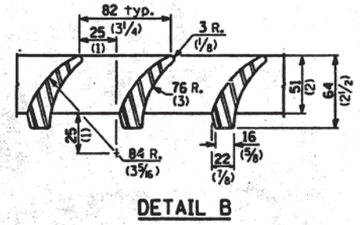
TAMERAN



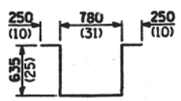
DETAIL OF CAST GRATE

Type B requires 1 grate
Type C requires 2 grates
Type D requires 3 grates

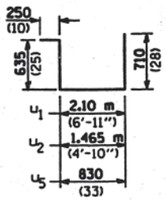
SECTION Y-Y



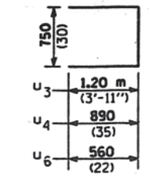
DETAIL B



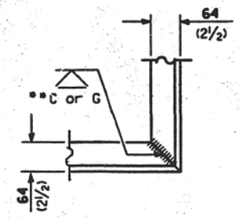
BAR u



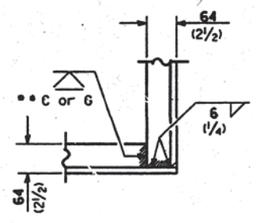
BARS u_1,u_2&u_5



Bars u_3,u_4&u_6



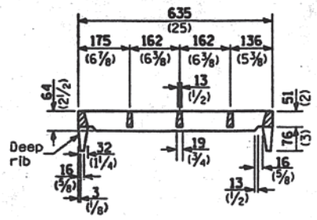
ALT. 1



ALT. 2

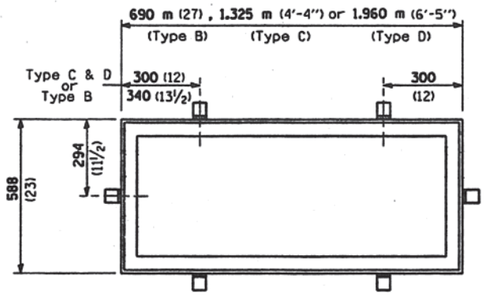
TYPICAL CORNER of STEEL GRATING FRAME

**Cut or Grind flush



SECTION X-X

(Deep rib shall be omitted for end(s) resting on frame perimeter)



DETAIL OF STEEL FRAME

Cast frame to have same basic dimensions.

INLET BOX

REQUIRED MATERIAL			
TYPE B			
Bar	Qty.	Size	Length
u	4	No. 15 (No.4)	2.550 m (8'-5")
u_5	3	No. 15 (No.4)	2.425 m (8'-0")
u_6	4	No. 15 (No.4)	1.870 m (6'-2")
Concrete		m^3 (cu. yds.)	0.4 (0.5)
Reinf. bars		kg (lbs.)	39.2 (55.0)
Grating		m^2 (sq. ft.)	0.34 (3.6)
TYPE C			
Bar	Qty.	Size	Length
u	6	No. 15 (No.4)	2.550 m (8'-5")
u_2	3	No. 15 (No.4)	3.060 m (10'-1")
u_4	4	No. 15 (No.4)	2.530 m (8'-4")
Concrete		m^3 (cu. yds.)	0.6 (0.8)
Reinf. bars		kg (lbs.)	54.3 (76)
Grating		m^2 (sq. ft.)	0.68 (7.3)
TYPE D			
Bar	Qty.	Size	Length
u	8	No. 15 (No.4)	2.550 m (8'-5")
u_1	3	No. 15 (No.4)	3.695 m (12'-2")
u_3	4	No. 15 (No.4)	3.150 m (10'-4")
Concrete		m^3 (cu. yds.)	0.8 (1.1)
Reinf. bars		kg (lbs.)	69.2 (97.0)
Grating		m^2 (sq. ft.)	1.02 (10.9)

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

BRIDGE APPROACH SHOULDER PAVEMENT AND DRAIN

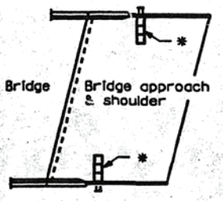
(Sheet 2 of 2)

STANDARD 609001

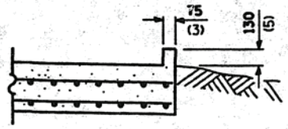
C B A 0 A B C

TAMERAN

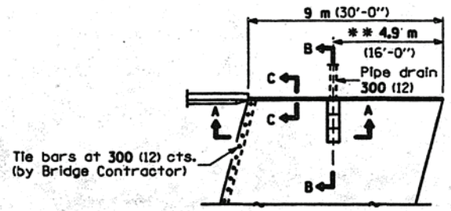
* Type B, C, or D inlet box as required.



GENERAL PLAN

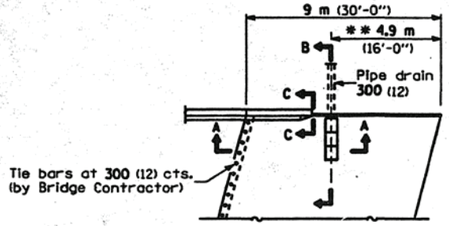


SECTION C-C

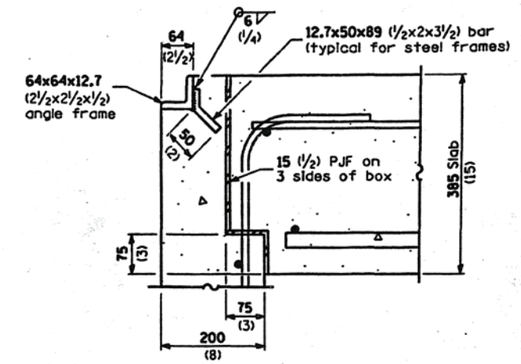


TYPICAL DETAIL PLAN
(W/O Wingwall)

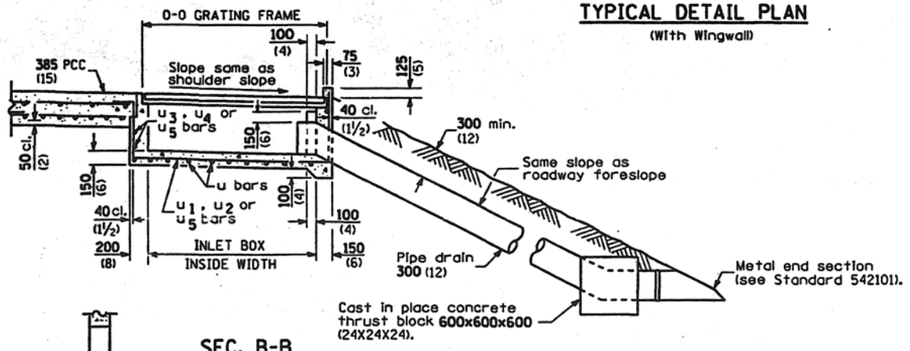
** Vary this dimension as needed to position the Inlet Box and Pipe Drain between the proposed approach guardrail posts.



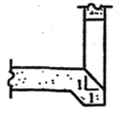
TYPICAL DETAIL PLAN
(With Wingwall)



DETAIL A



SEC. B-B



BOX OUTLET WHEN PRECAST

INLET TYPE	SHOULDER WIDTH	O-O GRATING FRAME	INLET BOX INSIDE WIDTH	INLET BOX INSIDE LENGTH
Type B	Less than 1.5 m (5')	0.690 m (2'-3")	0.560 m (1'-10")	460 (18)
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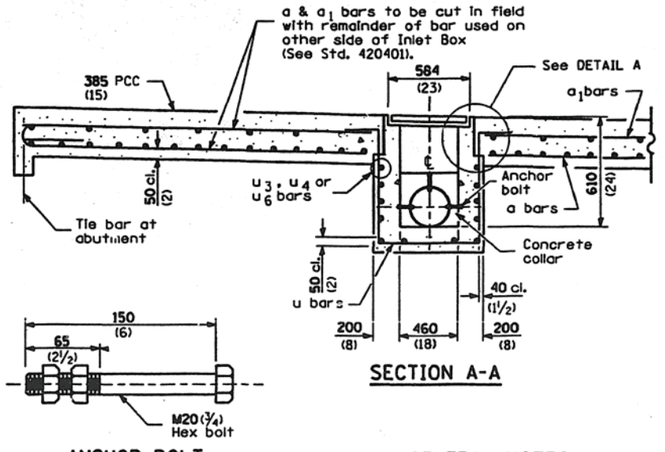
Type D	Greater than 1.8 m (6')	1.960 m (6'-5")	1.830 m (6'-0")	460 (18)



SECTION A-A

ANCHOR BOLT
(Used to tie pipe to concrete collar)

GENERAL NOTES

All exposed edges of the inlet, except the upper perimeter, shall be beveled 20 mm (¾ inch).

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

Illinois Department of Transportation
PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2443-3.
10-1-95	Rev. table of quantities.
	Deleted SECTION G-G.

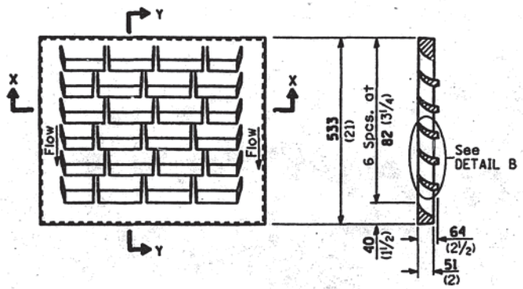
BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)

(Sheet 1 of 2)

STANDARD 609006

C B A 0 A B C

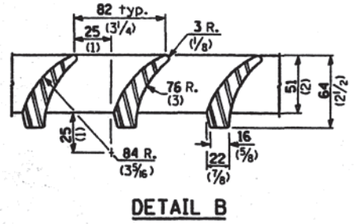
TAMERAN



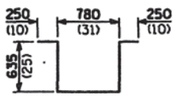
DETAIL OF CAST GRATE

Type B requires 1 grate
Type C requires 2 grates
Type D requires 3 grates

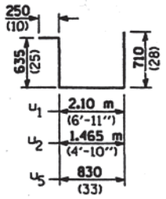
SECTION Y-Y



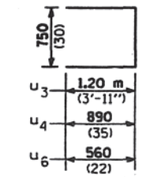
DETAIL B



BAR u



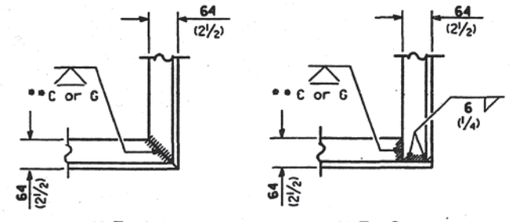
BARS u_1,u_2&u_5



Bars u_3,u_4&u_6

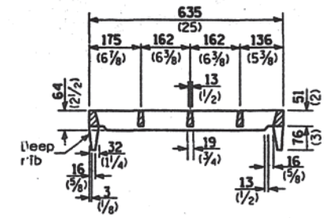
INLET BOX

REQUIRED MATERIAL			
TYPE B			
Bar	Qty.	Size	Length
u	4	No. 15 (No.4)	2.550 m (8'-5")
u_5	3	No. 15 (No.4)	2.425 m (8'-0")
u_6	4	No. 15 (No.4)	1.870 m (6'-2")
Concrete		m^3 (cu. yds.)	0.4 (0.5)
Reinf. bars		kg (lbs.)	39.2 (55.0)
Grating		m^2 (sq. ft.)	0.34 (3.6)
TYPE C			
Bar	Qty.	Size	Length
u	6	No. 15 (No.4)	2.550 m (8'-5")
u_2	3	No. 15 (No.4)	3.060 m (10'-1")
u_4	4	No. 15 (No.4)	2.530 m (8'-4")
Concrete		m^3 (cu. yds.)	0.6 (0.8)
Reinf. bars		kg (lbs.)	54.3 (76)
Grating		m^2 (sq. ft.)	0.68 (7.3)
TYPE D			
Bar	Qty.	Size	Length
u	8	No. 15 (No.4)	2.550 m (8'-5")
u_1	3	No. 15 (No.4)	3.695 m (12'-2")
u_3	4	No. 15 (No.4)	3.150 m (10'-4")
Concrete		m^3 (cu. yds.)	0.8 (1.1)
Reinf. bars		kg (lbs.)	69.2 (97.0)
Grating		m^2 (sq. ft.)	1.02 (10.9)



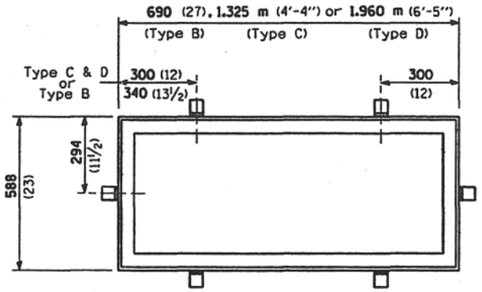
TYPICAL CORNER of STEEL GRATING FRAME

**Cut or Grind flush



SECTION X-X

(Deep rib shall be omitted for end(s) resting on frame perimeter)



DETAIL OF STEEL FRAME

Cast frame to have same basic dimensions.

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

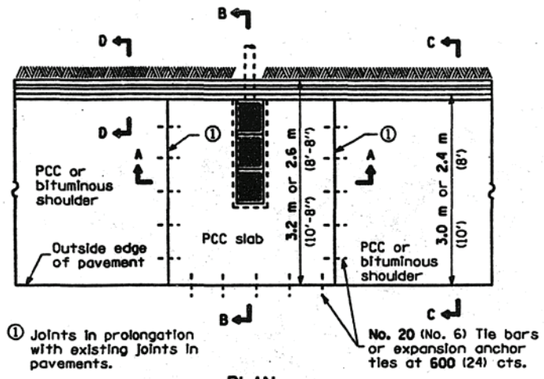
BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)

(Sheet 2 of 2)

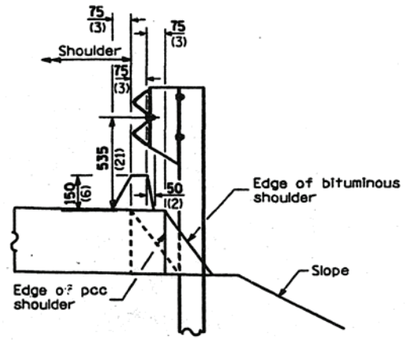
STANDARD 609006

C B A 0 A B C

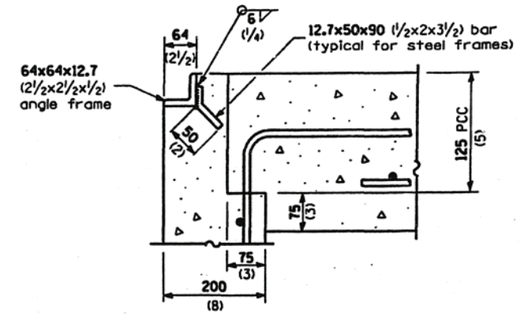
TAMERAN



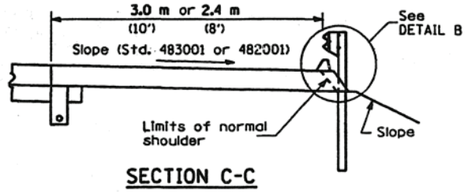
PLAN



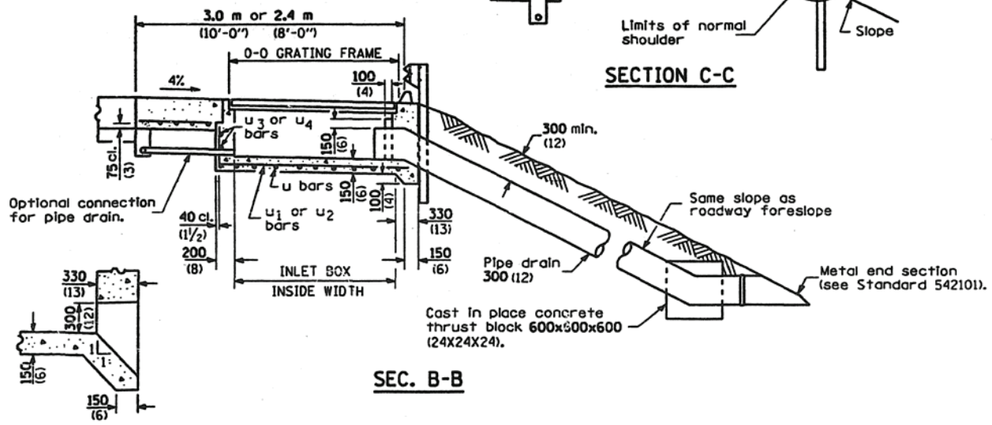
DETAIL B



DETAIL A

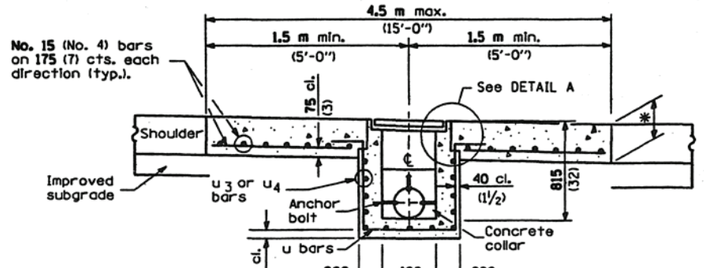


SECTION C-C

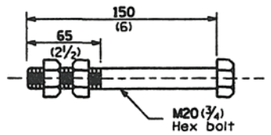


SEC. B-B

BOX OUTLET WHEN PRECAST



SEC. A-A



ANCHOR BOLT

(Used to tie pipe to concrete collar)

GENERAL NOTES

See Standard 420001 for joint details not shown.

All exposed edges of the inlet, except the upper perimeter, shall be beveled 20 mm (¾").

For placement of drainage elements on existing construction with existing rigid pavement, substitute expansion anchor ties for tie bars. For nonrigid pavements or monolithic construction of pcc slab and shoulder, omit tie bars.

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

INLET TYPE	SHOULDER WIDTH	O-O GRATING FRAME	INLET BOX INSIDE WIDTH	INLET BOX INSIDE LENGTH
Type E	**2.4 m** (8')	**1.325 m** (4'-4")	**1.195 m** (3'-11")	**460** (18)
Type F	**3.0 m** (10')	**1.960 m** (6'-5")	**1.830 m** (6'-0")	**460** (18)

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2322-6.
10-1-95	Rev. metric values.
	Added G.N.
	Removed DN symbol.

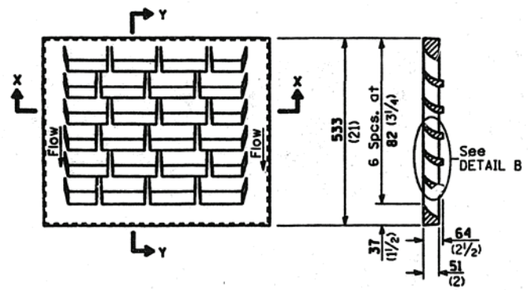
SHOULDER INLET WITH CURB

(Sheet 1 of 2)

STANDARD 610001

C B A 0 A B C

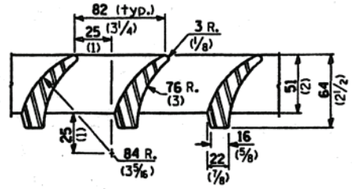
TAMERAN



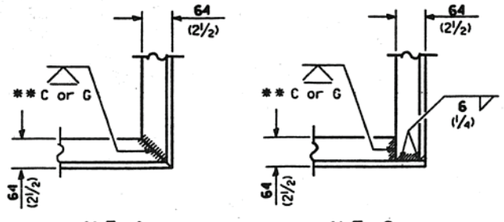
DETAIL OF CAST GRATE

Type E requires 2 grates
Type F requires 3 grates

SECTION Y-Y



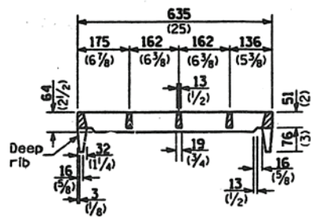
DETAIL B



ALT. 1 ALT. 2

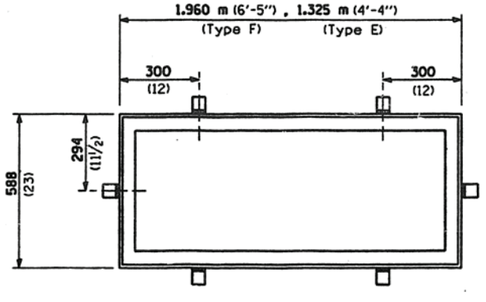
TYPICAL CORNER of STEEL GRATING FRAME

** Cut or Grind flush



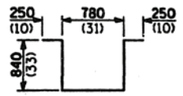
SECTION X-X

(Deep rib shall be omitted for end(s) resting on frame perimeter)

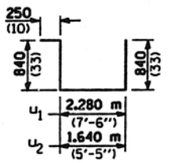


DETAIL OF STEEL FRAME

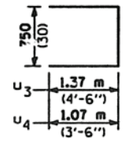
Cast frame to have same basic dimensions.



BAR u



BARS u_1,u_2



Bars u_3,u_4

INLET BOX

REQUIRED MATERIAL			
TYPE F			
Bar	Qty.	Size	Length
u	8	No. 15 (No. 4)	2.96 m (9'-9")
u_1	3	No. 15 (No. 4)	4.21 m (13'-10")
u_3	6	No. 15 (No. 4)	3.49 m (11'-6")
Concrete		m^3 (cu. yds.)	1.3 (1.7)
Reinf. bars		kg (lbs.)	89.9 (126)
Grating		m^2 (sq. ft.)	1.02 (10.9)
TYPE E			
Bar	Qty.	Size	Length
u	6	No. 15 (No. 4)	2.96 m (9'-9")
u_2	3	No. 15 (No. 4)	3.57 m (11'-9")
u_4	6	No. 15 (No. 4)	2.89 m (9'-6")
Concrete		m^3 (cu. yds.)	1.0 (1.3)
Reinf. bars		kg (lbs.)	71.9 (101)
Grating		m^2 (sq. ft.)	0.68 (7.3)

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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

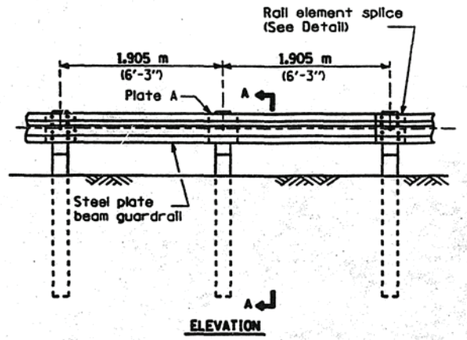
SHOULDER INLET WITH CURB

(Sheet 2 of 2)

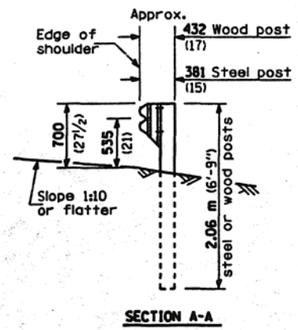
STANDARD 610001

C B A 0 A B C

TAMERAN



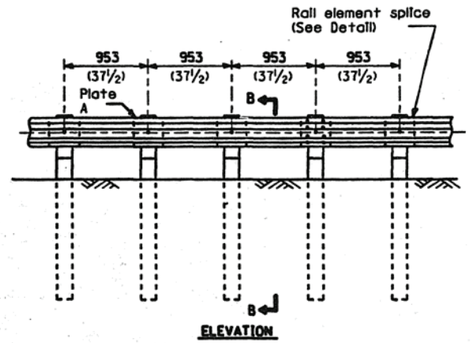
ELEVATION



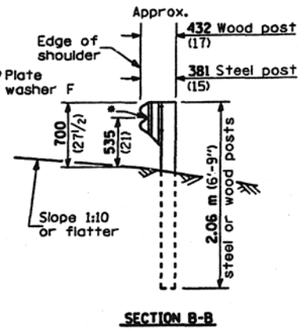
SECTION A-A

TYPE A

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



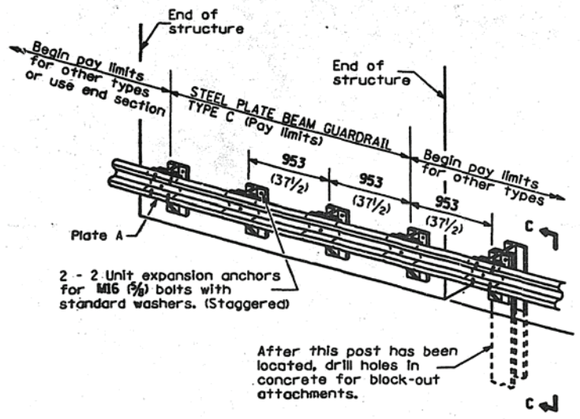
ELEVATION

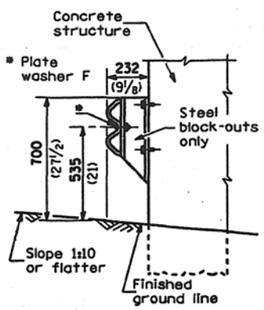


SECTION B-B

TYPE B

953 (37½) Closed post spacing

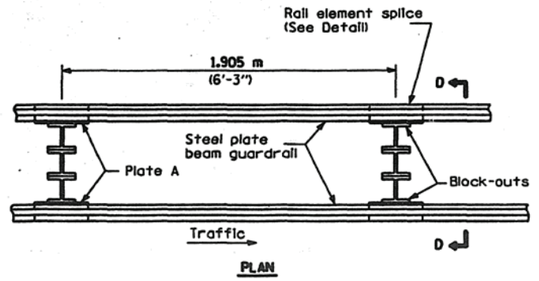




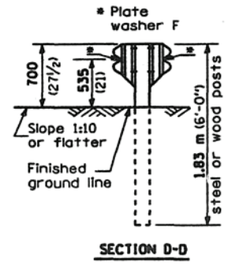
SECTION C-C

TYPE C

953 (37½) Block-out spacing



PLAN



SECTION D-D

TYPE D

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

GENERAL NOTE

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

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2230-18.
	Added opt. wood block-
	out details & notes.
2-1-95	Removed plate washer F
	from Type A.

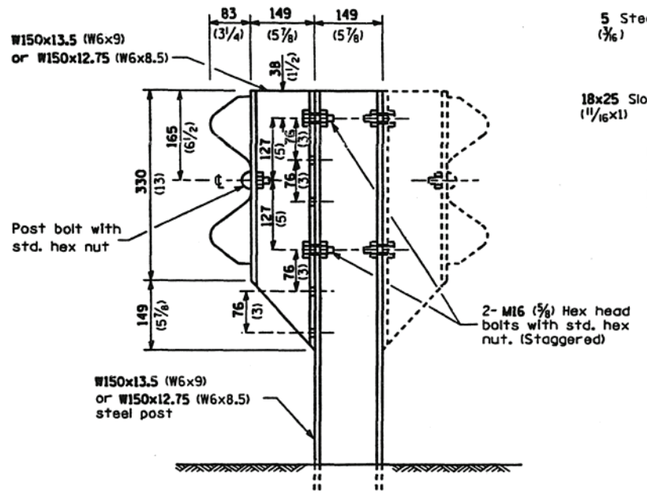
STEEL PLATE BEAM GUARDRAIL

(Sheet 1 of 4)

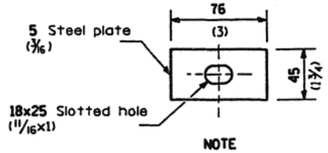
STANDARD 630001

C B A 0 A B C

TAMERAN



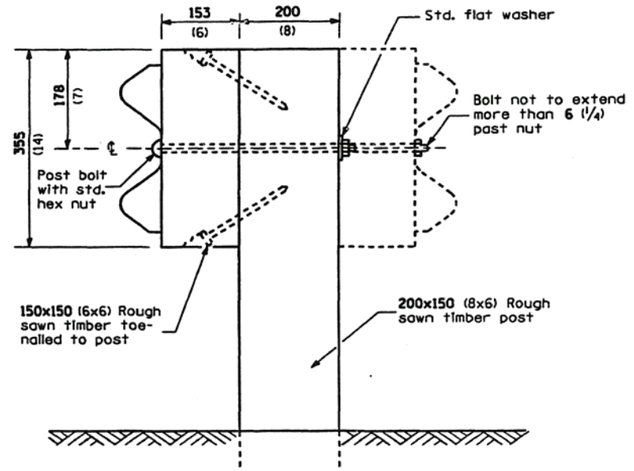
STEEL POST CONSTRUCTION



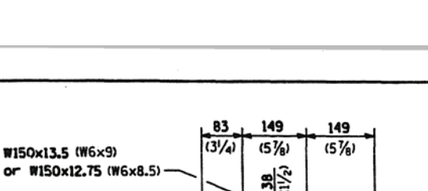
NOTE

Plate washer F shall be used on type A guardrail only where specified. Plate washer F shall be used at all other locations where rail element is bolted to a block-out unless otherwise noted.

PLATE WASHER F



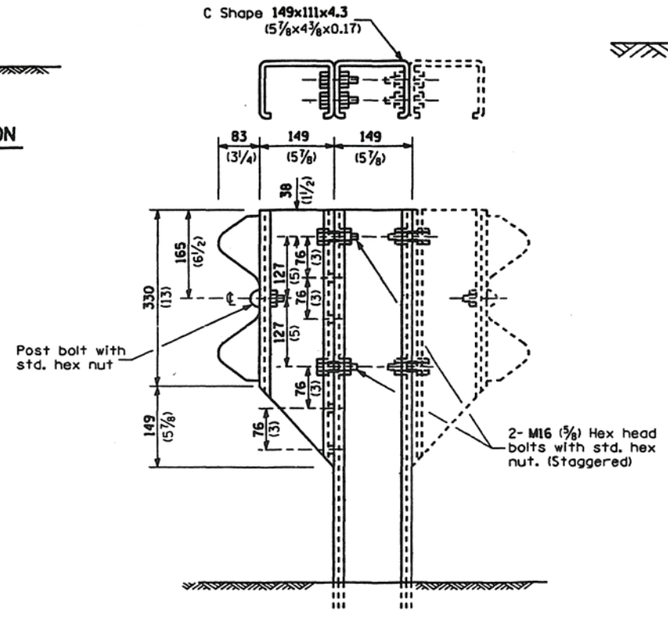
WOOD POST CONSTRUCTION



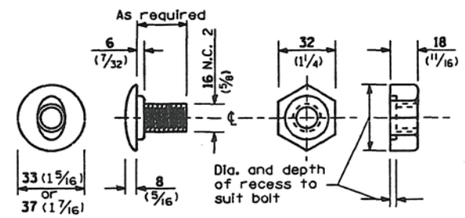
NOTE

Plate A shall be placed between rail element and block-out at all non-splice mounting points except when the optional wood block-out is used with the steel post.

PLATE A



STEEL POST CONSTRUCTION
(ALTERNATE C SHAPE)



POST OR SPLICE BOLT & NUT

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
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ISSUED 1-1-97

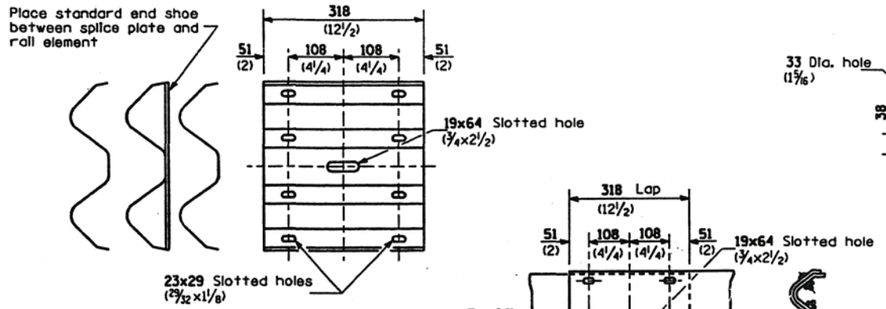
STEEL PLATE BEAM GUARDRAIL

(Sheet 2 of 4)

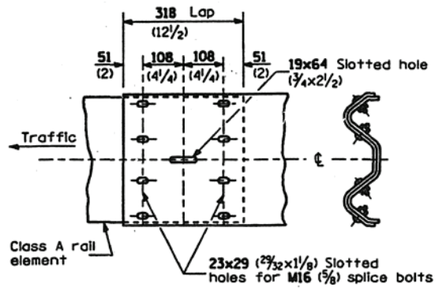
STANDARD 630001

C B A 0 A B C

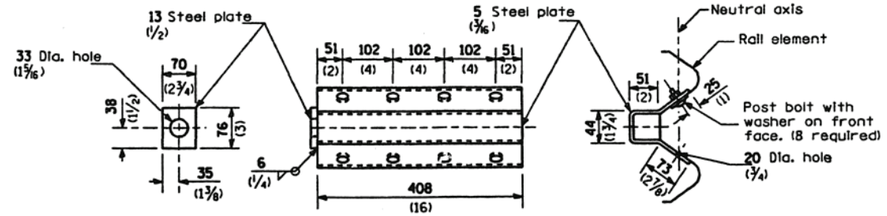
TAMERAN



SPLICE PLATE



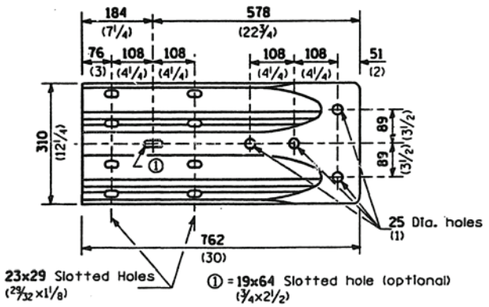
RAIL ELEMENT SPLICE



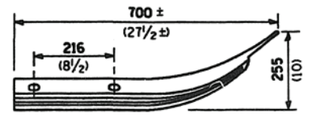
NOTE

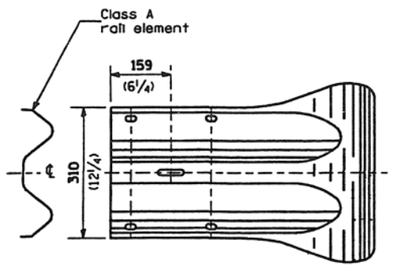
Anchor plate T shall be used to attach cable assembly to guardrail when required on traffic barrier terminals.

ANCHOR PLATE T DETAILS

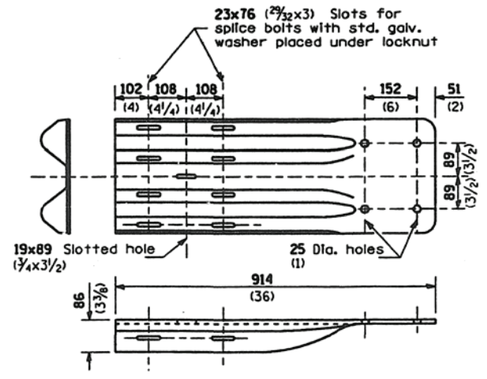


ALTERNATE END SHOE





END SECTION



NOTE

When end shoe is attached to a bridge parapet which has an expansion joint, the bolts shall be provided with a locknut or double nut and shall be tightened only to a point that will allow guardrail movement.

The standard end shoe shall be attached to the concrete with pre-drilled or self-drilling anchor bolts. The anchor cone shall be set flush with the surface of the concrete.

Externally threaded studs protruding from the surface of the concrete will not be permitted.

END SHOE

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

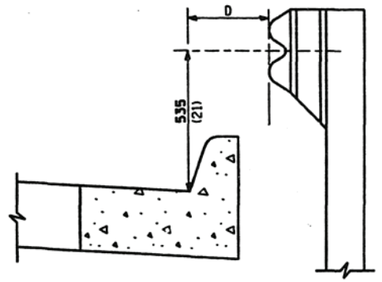
STEEL PLATE BEAM GUARDRAIL

(Sheet 3 of 4)

STANDARD 630001

C B A 0 A B C

TAMERAN

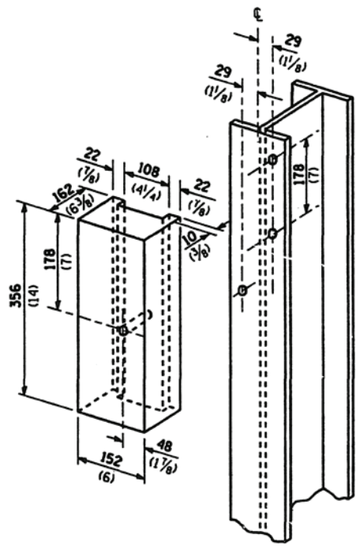


NOTE

If it is necessary for D to be more than **300** (12) and less than **3.0 m** (10'-0") type **M-5** (M-2) curb and gutter (Std. 2130) shall be used in front of and in advance of the guardrail.

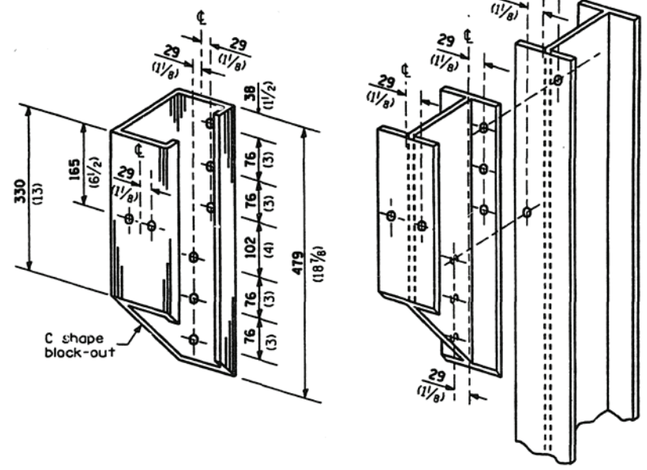
GUARDRAIL PLACED BEHIND CURB

(D = 0 desirable to 300 (12) maximum)

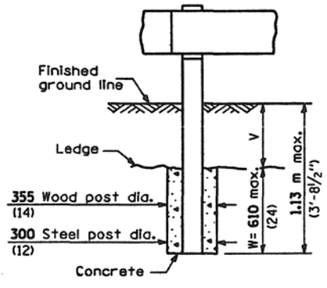


OPTIONAL WOOD BLOCK-OUT AND STEEL POST DETAILS

(C shape post not permitted)



STEEL BLOCK-OUT AND STEEL POST DETAILS

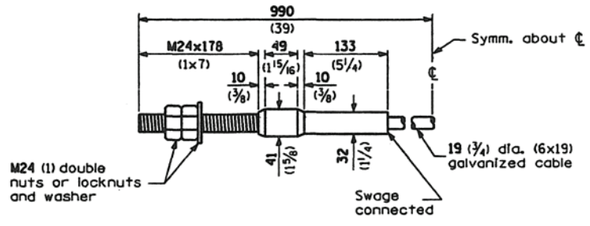


NOTE

When V is 0 to **520** (20½), W= **600** (24). When V is greater than **520** (20½), W= **1.13 m** (3'-8½") -V. When V is **150** (6) or less, post hole shall be filled to ground line with concrete.

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

FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED



CABLE ASSEMBLY

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

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

1-1-97 630001

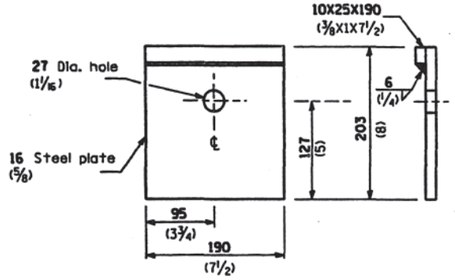
STEEL PLATE BEAM GUARDRAIL

(Sheet 4 of 4)

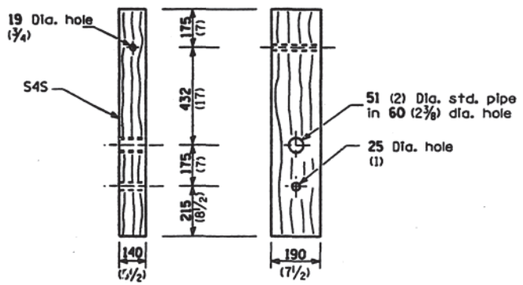
STANDARD 630001

C B A 0 A B C

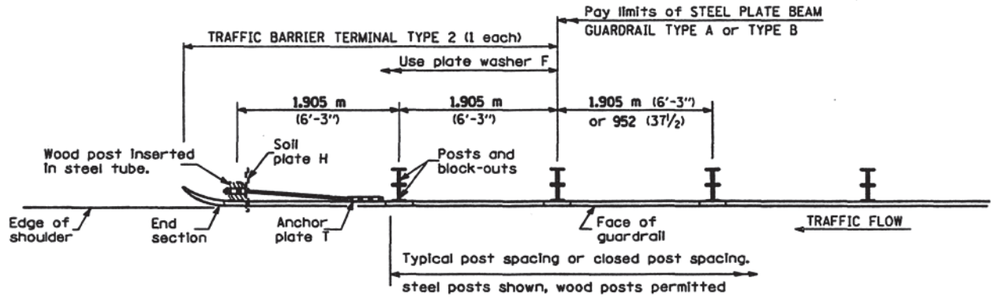
TAMERAN



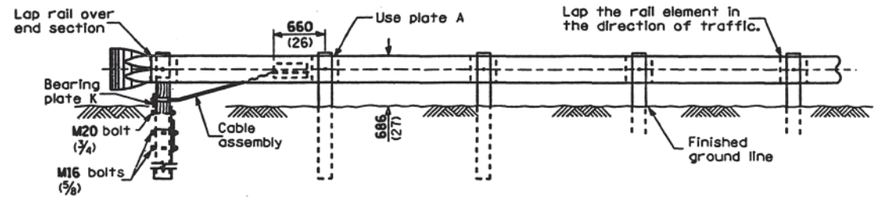
BEARING PLATE K



WOOD POST



PLAN



ELEVATION

ALTERNATE SOIL
PLATE CONNECTION

STEEL TUBE

SOIL PLATE H

GENERAL NOTES

See Standard 630001 for details of guardrail not shown.

Use plate washer F at all posts.

The bearing plate K shall be held in position by (2) two eight penny nails driven into the post and bent over the top of the plate.

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

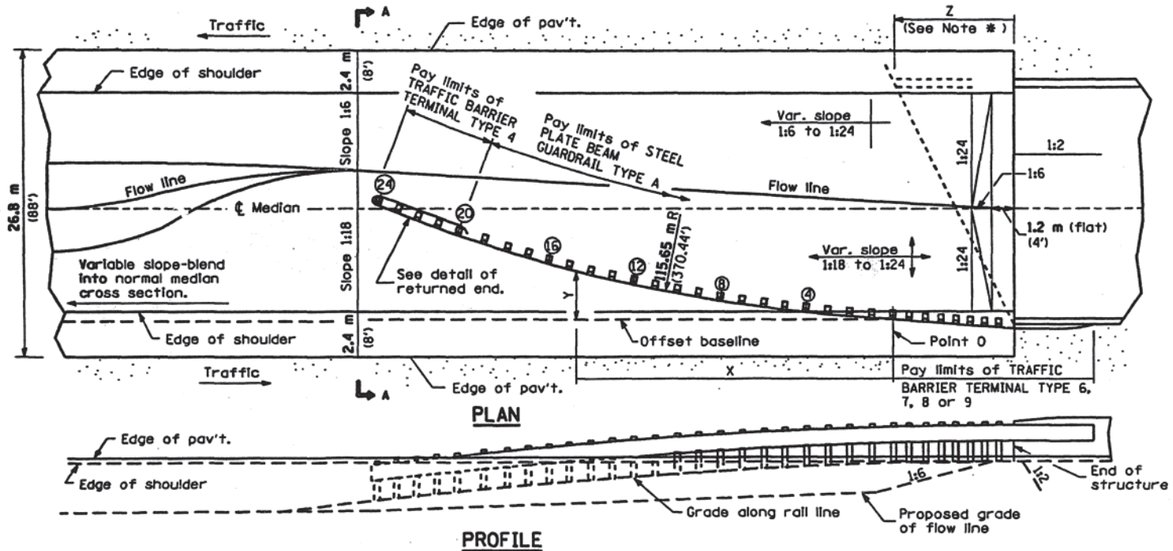
DATE	REVISIONS
1-1-97	Renum. Standard 2337-3.
	Deleted DN Symbol.
6-15-94	Moved G.N. to Specs.
	Moved DESIGN NOTES.
	Moved cab. asy. to 2230.

TRAFFIC BARRIER TERMINAL TYPE 2

STANDARD 631011

C B A 0 A B C

TAMERAN



OFFSETS TO FACE OF RAIL		
POST	DISTANCE m X (ft.)	OFFSET m Y (ft.)
POINT 0	0 (0)	0 (0)
④	7.60 (24.93)	0.56 (1.83)
⑧	15.14 (49.68)	1.60 (5.28)
⑫	22.60 (74.16)	3.16 (10.37)
⑯	29.94 (96.24)	5.20 (17.05)
⑳	37.13 (121.83)	7.71 (25.3)
㉔	44.14 (144.83)	10.70 (35.09)

Offsets (Y) are measured between the face of rail and the offset baseline, which is parallel to the pavement edge and passes through point 0.

The location of point 0 will vary, being dependent on structure details and the type of traffic barrier terminal utilized.

GENERAL NOTES

See Standard 630001 for details of guardrail not shown.

* For dual structures skewed right forward, the nose of the Type 4 terminal shall be positioned longitudinally away from the structure for a distance equal to dimension Z. Appropriate adjustments to the length of the Type A guardrail and its offsets (Y) shall be calculated and used. All additional lengths of guardrail shall be in increments of 3.87 m (12'-6").

For dual structures that are 90°, or skewed left forward, the length of guardrail is appropriate.

The bearing plate K shall be held in position by (2) two eight penny nails driven into the post and bent over the top of the plate.

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

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

Illinois Department of Transportation

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ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2339-4.
5-1-95	Revised metric values.

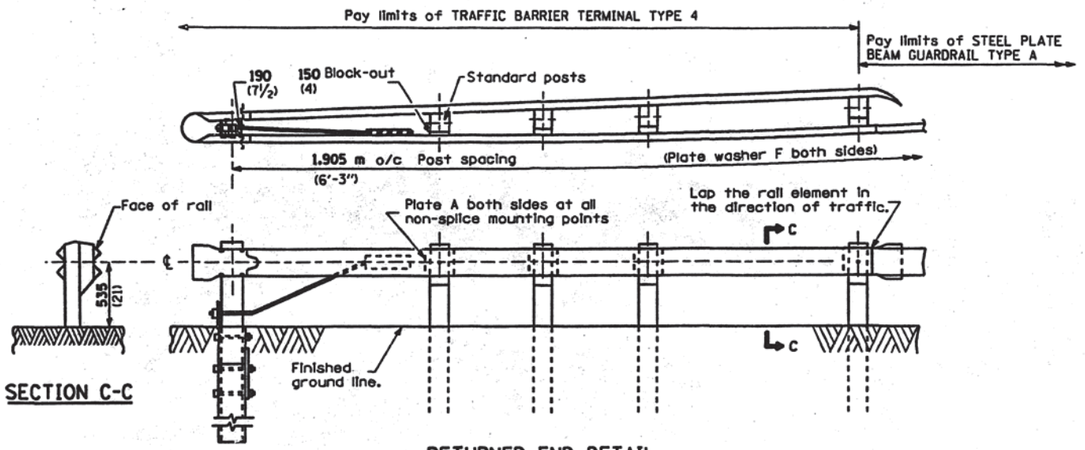
TRAFFIC BARRIER TERMINAL TYPE 4

(Sheet 1 of 2)

STANDARD 631021

C B A 0 A B C

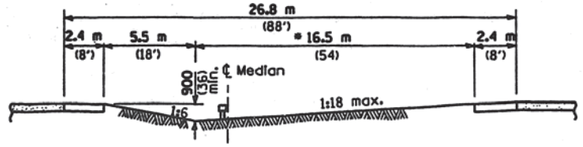
TAMERAN



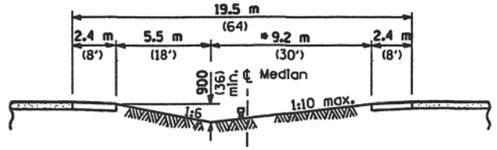
SECTION C-C

RETURNED END DETAIL

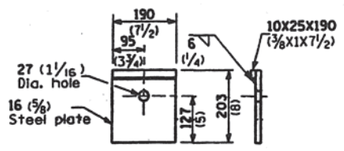
* Adjust this dimension when the width of the shoulders is other than 2.4 m (8').



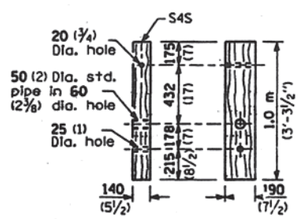
SECTION A-A



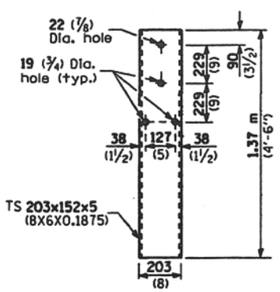
SECTION B-B



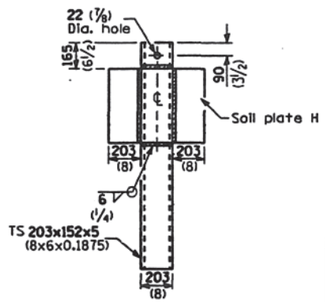
BEARING PLATE K



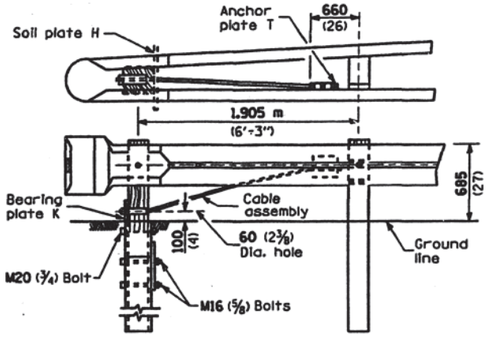
WOOD BREAKAWAY POST



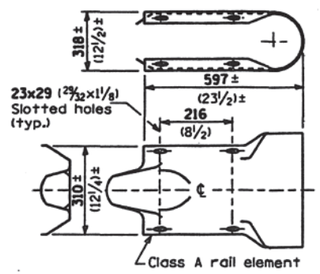
STEEL TUBE



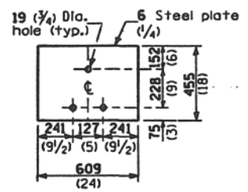
ALTERNATE SOIL PLATE CONNECTION



WOOD POST TUBULAR STEEL FOUNDATION



RETURN END SECTION



SOIL PLATE H

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

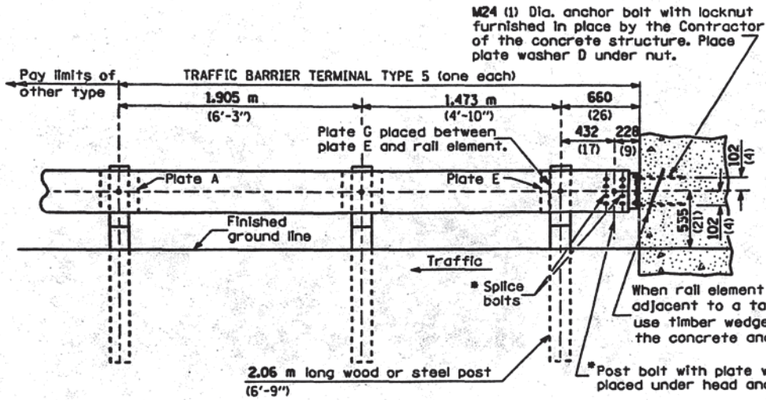
Illinois Department of Transportation
PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 12-1-97

TRAFFIC BARRIER TERMINAL TYPE 4
(Sheet 2 of 2)

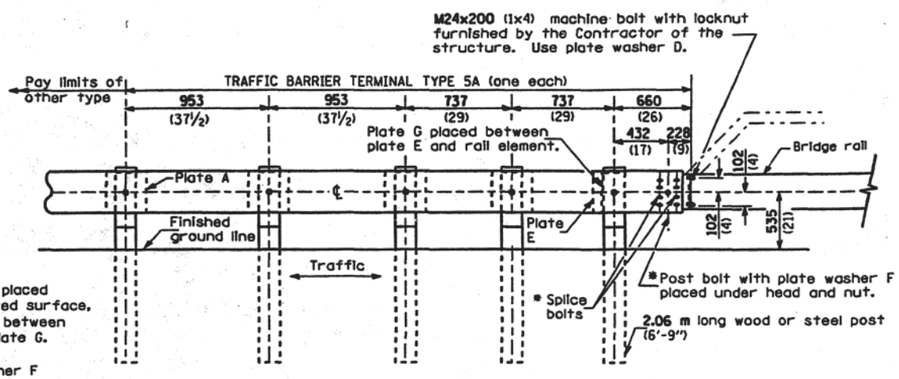
STANDARD 631021

C B A 0 A B C

TAMERAN



TYPE 5 - CONCRETE BRIDGE PARAPET



TYPE 5A - STEEL BRIDGE RAIL

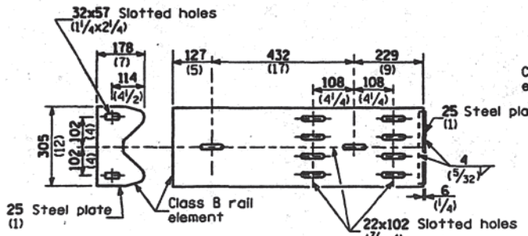


PLATE G

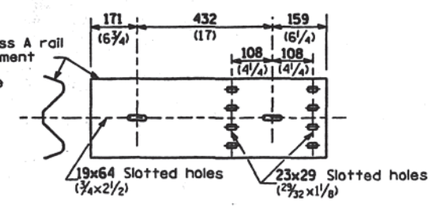
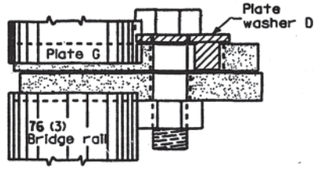


PLATE E



PLACEMENT OF PLATE WASHER D
(PLAN)

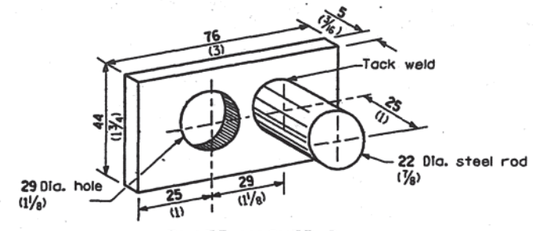
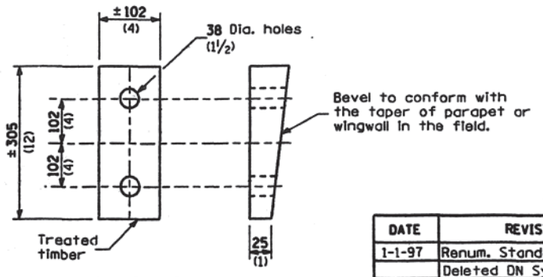


PLATE WASHER D



WEDGE M

GENERAL NOTES

Install plate washer D so that the 25 mm (1") projection fills the remainder of the slotted holes in the 25 mm (1") end plate on plate G after the M24 (1") dia. bolts are in place.

* Bolts shall be provided with locknut or double nut and shall be tightened only to a point that will allow plate G to be free to move when an expansion joint exists below the connector.

See Standard 630001 for details of guardrail not shown.

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

Illinois Department of Transportation

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ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
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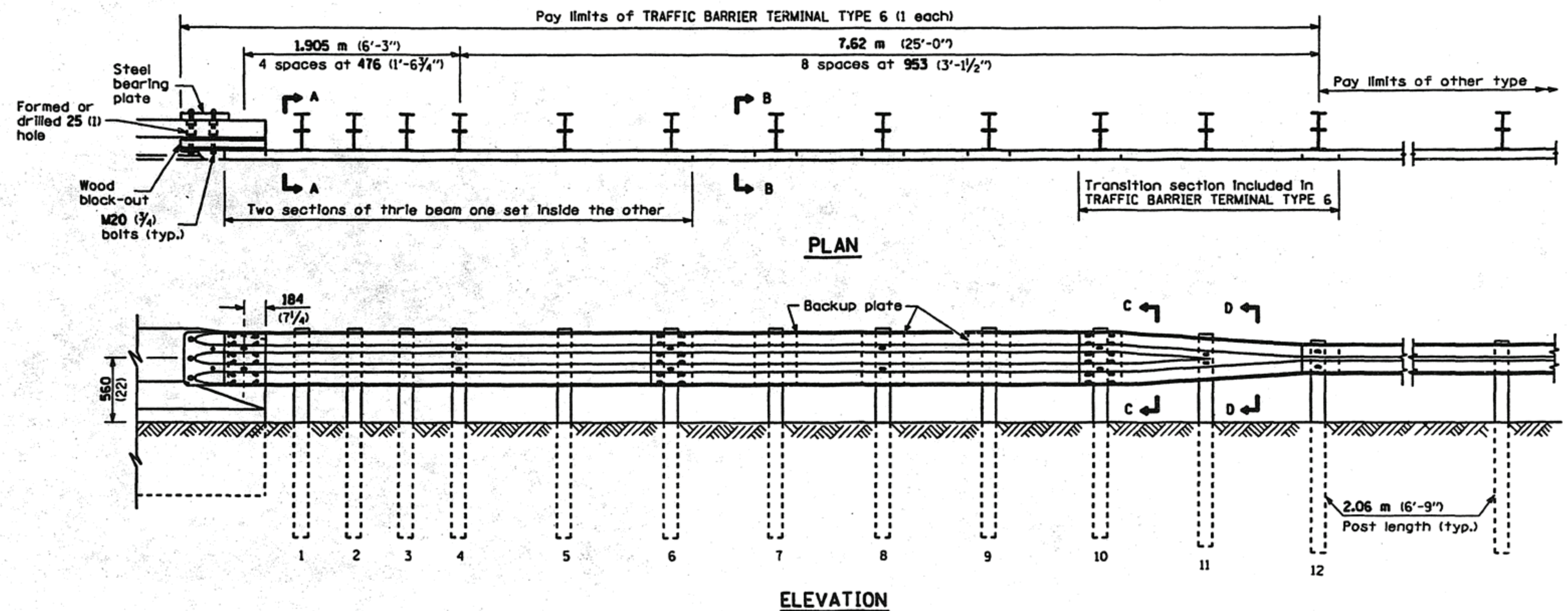
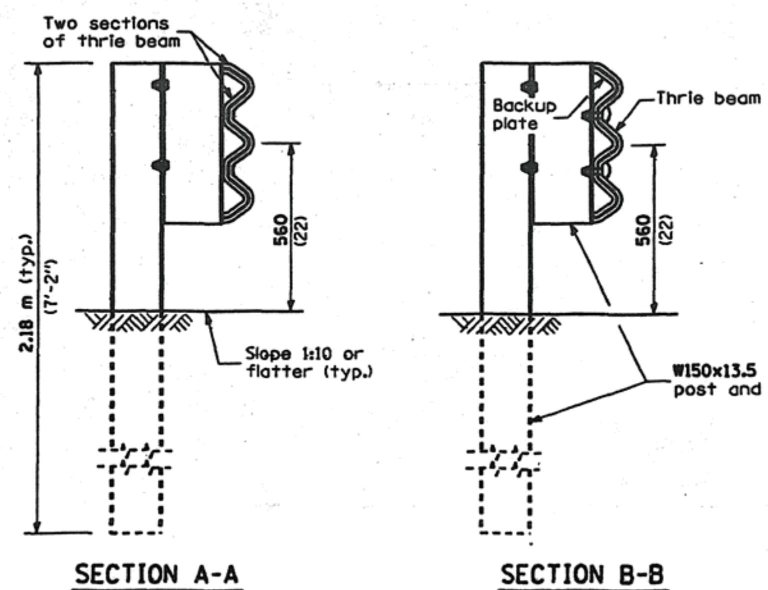
ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2340-6.
	Deleted DN Symbol.
11-1-94	Revised type 5A usage.
	Revised metric.

TRAFFIC BARRIER TERMINAL TYPE 5 & 5A

STANDARD 631026





GENERAL NOTES

See Standard 630001 for details of guardrail not shown.

Thrie beam rail shall be bolted to block-out at posts 4, 6, 8 and 10.

Back-up plate shall be bolted to block-out only at posts 7 and 9.

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

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

Illinois Department of Transportation

PASSED January 1, 1997

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2341-10.
2-1-96	Rev. post length in Sec. A-A. Rev. English value of post 12.

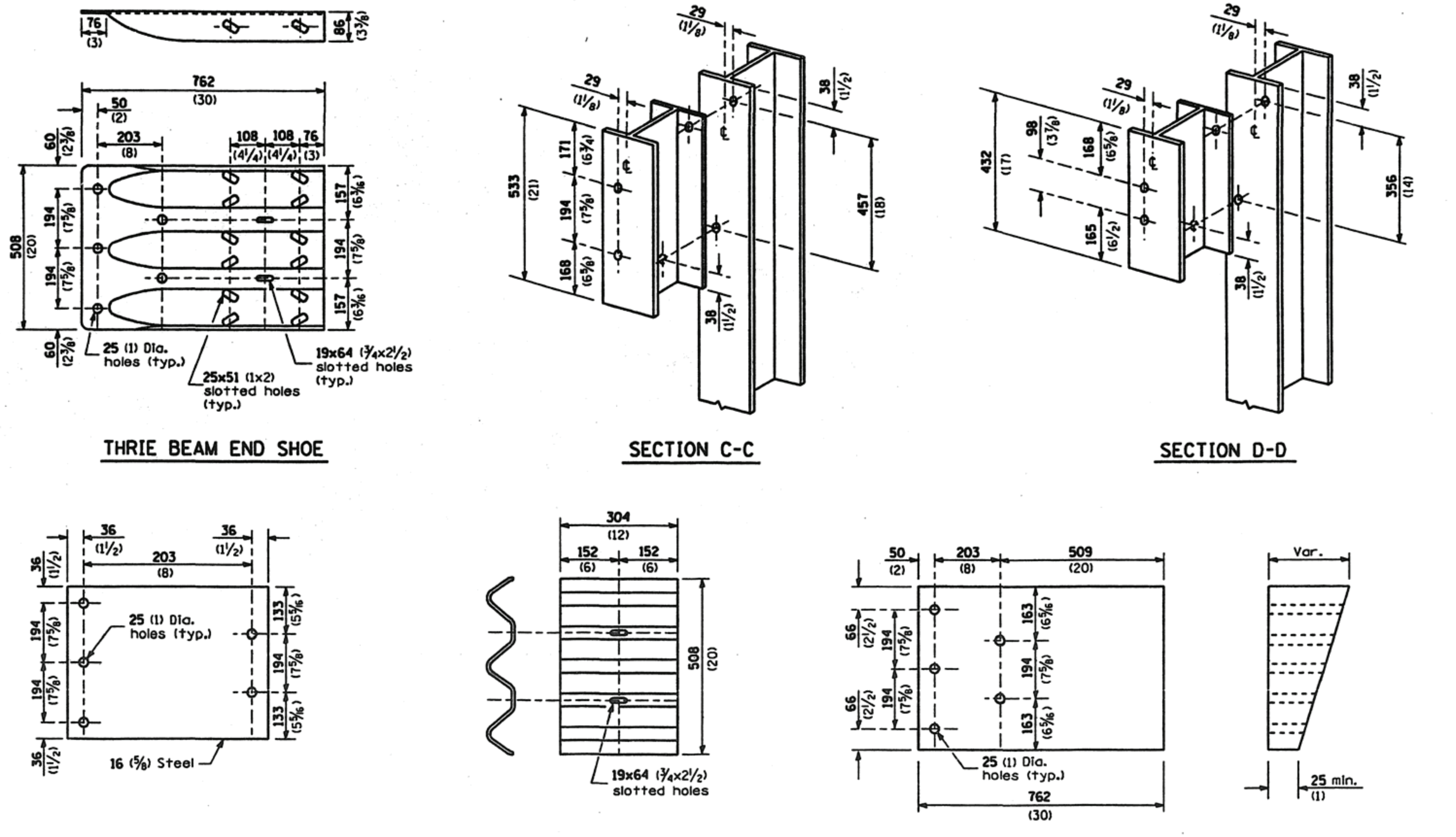
TRAFFIC BARRIER TERMINAL TYPE 6

(Sheet 1 of 2)

STANDARD 631031

C B A 0 A B C

TAMERAN



THRIE BEAM END SHOE

SECTION C-C

SECTION D-D

STEEL BEARING PLATE

BACK UP PLATE

WOOD BLOCK-OUT

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-97

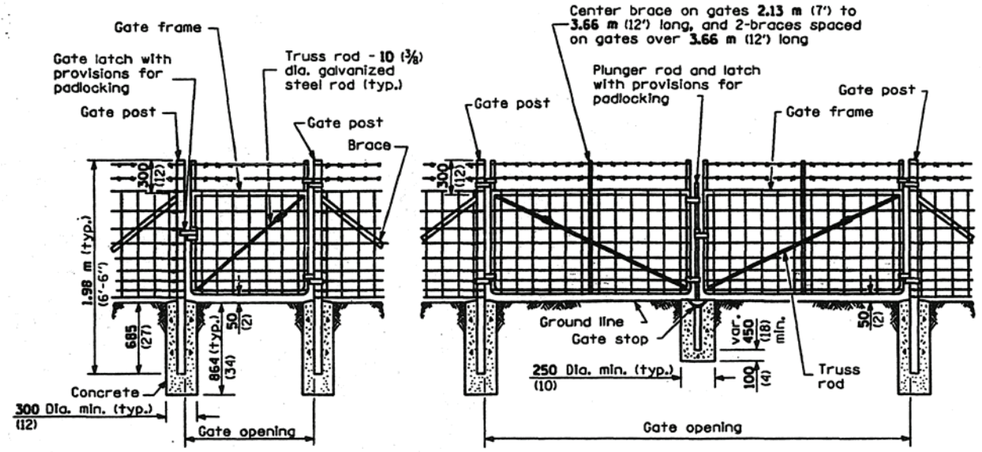
TRAFFIC BARRIER TERMINAL TYPE 6

(Sheet 2 of 2)

STANDARD 631031

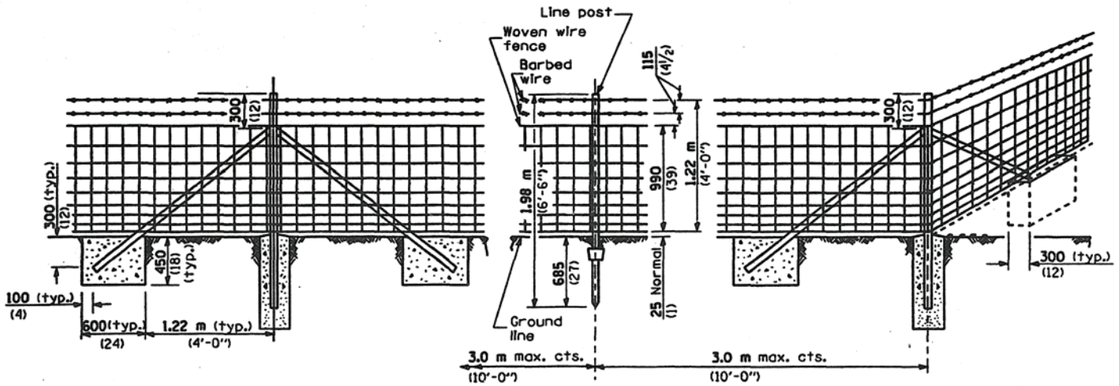
C B A 0 A B C

TAMERAN



SINGLE GATE

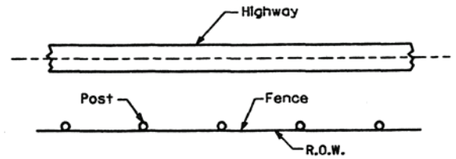
DOUBLE GATE



PULL POST

LINE POST

CORNER OR END POST



PLAN

NOTES

Barbed wires shall be tied to each post. Top and bottom wire of woven fence shall be tied to each post. Tie every other wire between, alternating on sucessive posts.

Barbed wires and line wires of woven fence shall be be fastened to the corner, end, pull, and gate posts by wrapping the wires around the post and tying back on itself with not less than 3 twists tightly wrapped.

GENERAL NOTES

Pull posts shall be placed at the locations determined by the Engineer. They shall be placed at 200 m (660') intervals between posts to which the ends of the fabric and barbed wires are fastened or midway between such posts when the distance is less than 400 m (1320') and greater than 200 m (660').

Bracing for gate posts shall be the same type used for end posts.

The clearance between the bottom fence wire and the ground may be up to 75 mm (3") for a maximum distance of 2.4 m (8') when uneven ground is encountered.

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2169-8.
	Deleted DN Symbol.
6-15-94	Moved notes to Specs.
	Moved DESIGN NOTES.
	Added Metric.

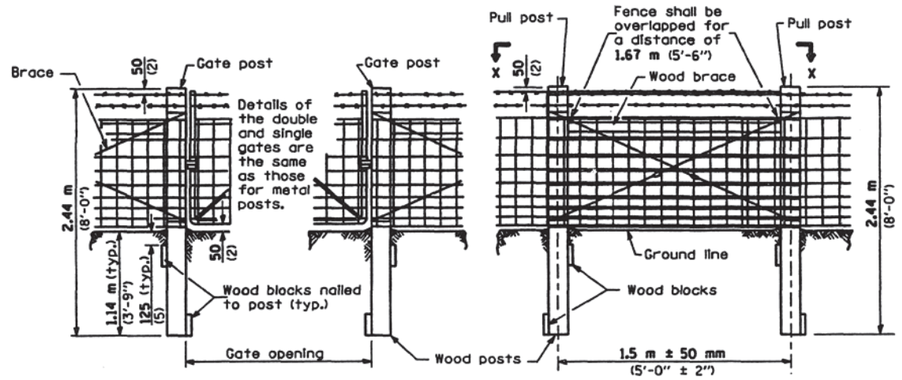
WOVEN WIRE FENCE

(Sheet 1 of 4)

STANDARD 665001

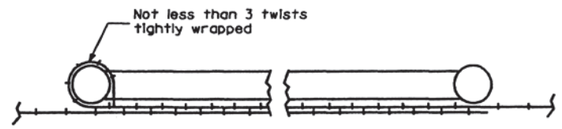
C B A 0 A B C

TAMERAN

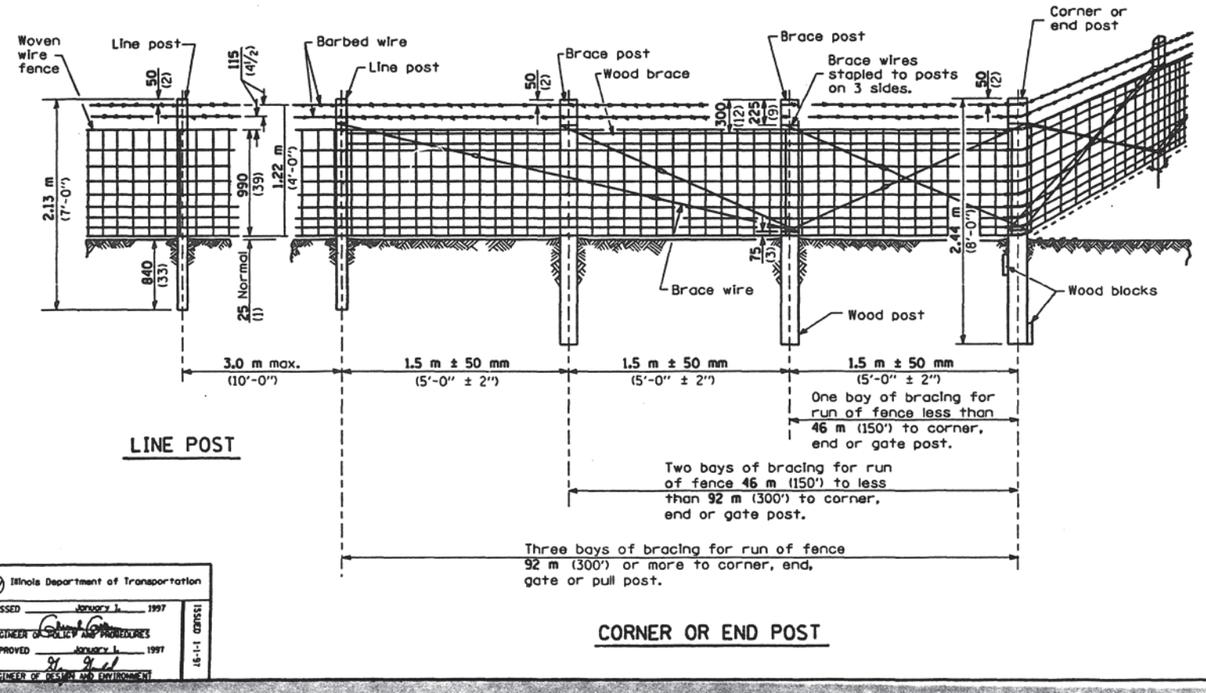


SINGLE OR DOUBLE GATE

PULL POST



SECTION X-X



LINE POST

CORNER OR END POST

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF BUREAU AND ENVIRONMENT

ISSUED 1-1-97

NOTES

Barbed wires shall be stapled to each post. Top and bottom wire of woven fence shall be stapled to each post. Staple every other wire between, alternating on successive posts.

Metal line posts may be used in lieu of wood line posts.

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

WOVEN WIRE FENCE

(Sheet 2 of 4)

STANDARD 665001

C B A 0 A B C

TAMERAN

METAL ITEMS

GATE FRAMES		CORNER, END or PULL POSTS		LINE POSTS		BRACES	
Section	kg/m (lbs./ft.)	Section	kg/m (lbs./ft.)	Section	kg/m (lbs./ft.)	Section	kg/m (lbs./ft.)
Type A: Pipe **42.2** (1.66) O.D.	**3.38** (2.27)	Type A: Pipe **60.3** (2.375) O.D.	**5.43** (3.65)	Type A: Pipe **33.4** (1.315) O.D.	**2.50** (1.68)	Type A: Pipe **42.2** (1.66) O.D.	**3.38** (2.27)
Tyep B: Pipe **42.2** (1.66) O.D.	**2.72** (1.83)	Tyep B: Pipe **60.3** (2.375) O.D.	**4.63** (3.11)	Tyep B: Pipe **33.4** (1.315) O.D.	**1.99** (1.34)	Tyep B: Pipe **42.2** (1.66) O.D.	**2.72** (1.83)
Type C: Pipe **42.2** (1.66) O.D.	**2.71** (1.82)	Type C: Pipe **60.3** (2.375) O.D.	**4.60** (3.09)	Type C: Pipe **33.4** (1.315) O.D.	**1.98** (1.33)	Type C: Pipe **42.2** (1.66) O.D.	**2.71** (1.82)
		Tubing **63.5** (2.5) Sq.	**6.43** (4.32)	Tubing **25.4** (1) Sq.	**2.10** (1.41)		
		Angle **64x64x6.4** ($2\frac{1}{2}$x$2\frac{1}{2}$x$\frac{1}{4}$)	**6.10** (4.1)	Ang. L, C, T, U, Y or other approved structural shapes	**1.98** (1.33) min.	Angle **64x64x6.4** ($2\frac{1}{2}$x$2\frac{1}{2}$x$\frac{1}{4}$)	**4.75** (3.19)
		H, I, U, structural shapes	**6.10** (4.1) min.			or other approved structural shapes	**4.61** (3.1) min.

METAL ITEMS

GATE POSTS

Single gate up to **1.22 m** (4 ft.) Double gate up to **2.44 m** (8 ft.)		over **1.22 m** to **2.44 m** (4 ft. to 8 ft.) over **2.44 m** to **4.88 m** (8 ft. to 16 ft.)		over **2.44 m** to **3.66 m** (8 ft. to 12 ft.) over **4.88 m** to **7.32 m** (8 ft. to 16 ft.)	
Section	kg/m (lbs./ft.)	Section	kg/m (lbs./ft.)	Section	kg/m (lbs./ft.)
Type A: Pipe **60.3** (2.375) O.D.	**5.43** (3.65)	**73.0** (2.875) O.D.	**8.62** (5.79)	**88.9** (3.500) O.D.	**11.28** (7.58)
Tyep B: Pipe **60.3** (2.375) O.D.	**4.63** (3.11)	**73.0** (2.875) O.D.	**6.91** (4.64)		
Type C: Pipe **60.3** (2.375) O.D.	**4.60** (3.09)	**73.0** (2.875) O.D.	**5.63** (3.78)		
Tubing **63.5** (2.5) Sq.	**6.43** (4.32)	**76.2** (3) Sq.	**8.60** (5.78)	**76.2** (3) Sq.	**31.10** (8.80)
Angle **64x64x6.4** ($2\frac{1}{2}$x$2\frac{1}{2}$x$\frac{1}{4}$)	**6.10** (4.1)	**76x76x7.9** (3x3x$\frac{5}{16}$)	**9.08** (6.1)	**76x76x9.5** ($3\frac{1}{2}$x$3\frac{1}{2}$x$\frac{3}{8}$)	**10.70** (8.5)
H, I, U, structural shapes	**6.10** (4.1) min.		**9.08** (6.1) min.		**10.70** (8.5) min.

WOOD ITEMS

(S4S or Rough Sawn)

GATE, CORNER, END or PULL POSTS	BRACES and LINE POSTS	BLOCKS
150 to 175 (6 to 7) Top dia. **150x150** (6x6)	**100 to 125** (4 to 5) Top dia. **100x100** (4x4)	**50x200x450** (2x8x18)

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Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

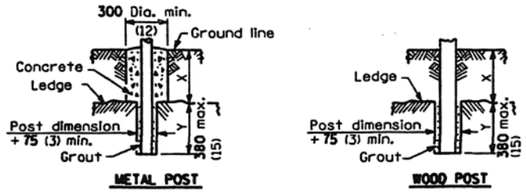
WOVEN WIRE FENCE

(Sheet 3 of 4)

STANDARD 665001

C B A 0 A B C

TAMERAN

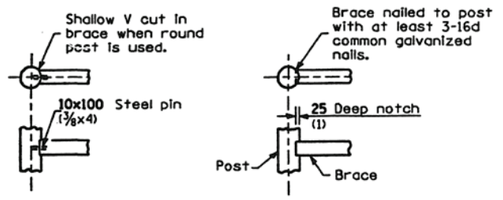


METAL POST WOOD POST

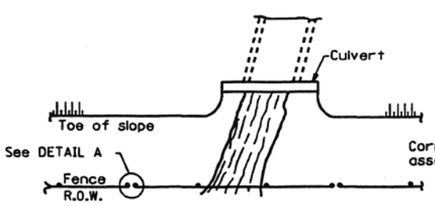
NOTE

X + Y shall not exceed **610** (27), **760** (33), or **915** (45) as applicable. When X is 0 to **300** (12), **450** (18), or **760** (30), Y= **380** (15), and the post shall be shortened as required. When X exceeds **300** (12), **450** (18), or **760** (30), Y shall be decreased correspondingly.

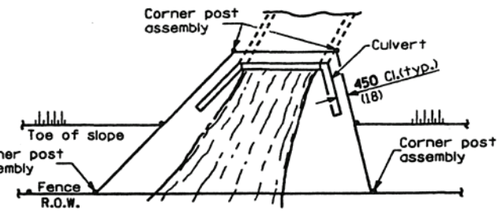
FOOTING FOR POSTS WHEN ROCK LEDGE IS ENCOUNTERED



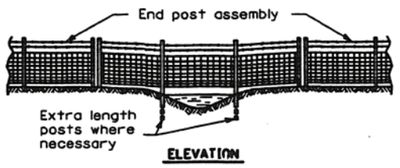
ALTERNATE DETAILS FOR FASTENING WOOD BRACE TO WOOD POST



PLAN AT STREAM CROSSING



PLAN AT HEADWALL

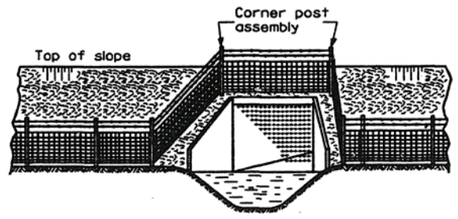


ELEVATION

NOTE

The woven wire fabric shall be replaced by barbed wire strands at **300** (12) maximum centers between the double posts shown on DETAIL A when shown on the plans.

INSTALLATION OVER STREAM

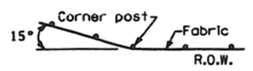


ELEVATION

NOTE

When the width of the culvert makes it necessary to anchor a post to the top of the culvert, a cast iron shoe or other device approved by the Engineer shall be used.

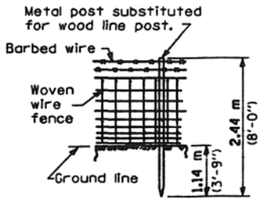
INSTALLATION AROUND HEADWALL



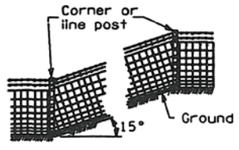
NOTE

Where fence line has a change in direction of 15° of more, a corner post wth bracing as required shall be placed as shown above. Where angle is less than 15° and existing conditions require a corner post, they shall be placed as directed by the Engineer.

INSTALLATION AT CORNERS



PROTECTIVE ELECTRICAL GROUNDING FOR WOOD POST FENCE INSTALLATION

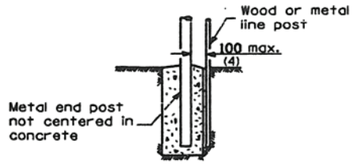


NOTE

Where grade line has a change in slope of 15° or more, a corner post with bracing as required shall be placed as shown above. Where angle is less than 15° line posts may be used.

When the tension of the fence tends to pull the posts from the ground, the line posts shall be anchored with the applicable concrete or wood anchorage specified for corner posts.

INSTALLATION ON SLOPES



DETAIL A

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

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ISSUED 1-1-97

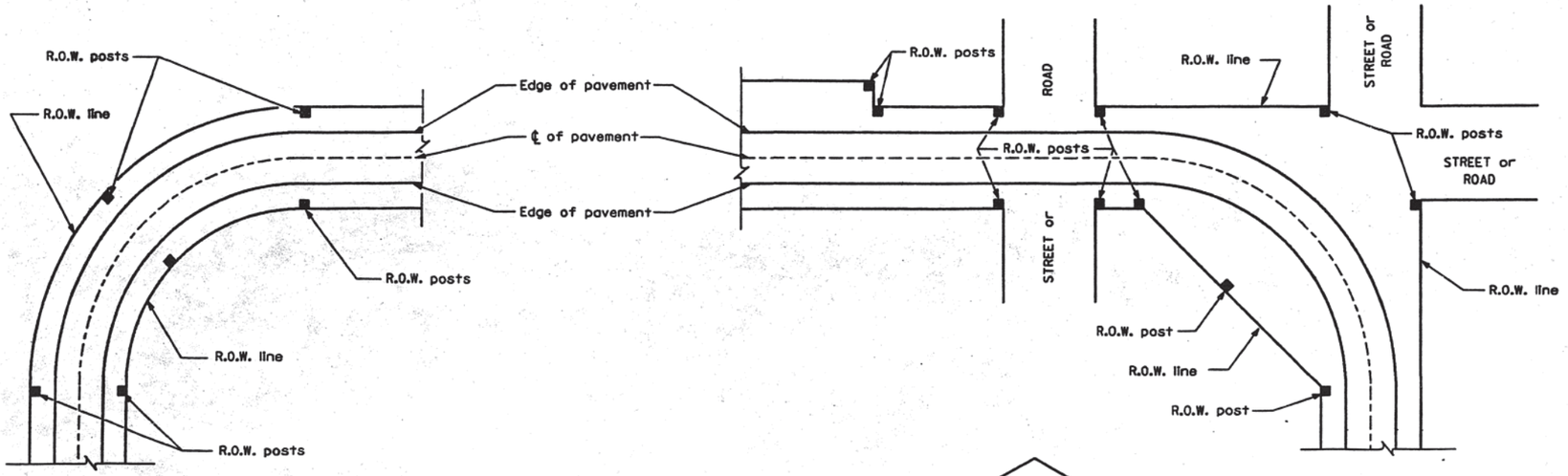
WOVEN WIRE FENCE

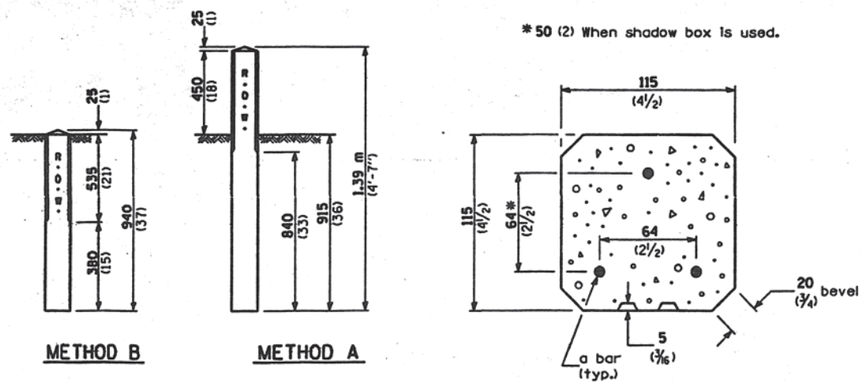
(Sheet 4 of 4)

STANDARD 665001

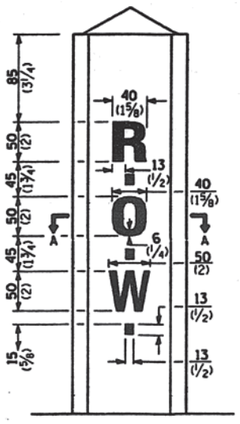
C B A 0 A B C

TAMERAN





* 50 (2) When shadow box is used.



METHOD A	1.2 m (4'-0")
METHOD B	750 (30)

a BAR

GENERAL NOTE

Reinforcement bars shall be No. 10 (No. 3) unless otherwise specified.

A 70x310 mm (2¾"x12⅛") shadow box with beveled edges, and a 5 mm (3/16") thick indentation may be used with the standard lettering shown.

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

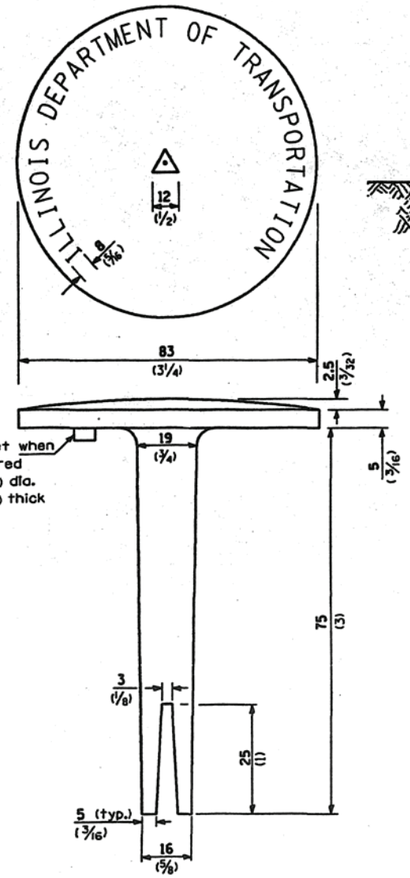
DATE	REVISIONS
1-1-97	Renum. Standard 1744-6.
11-1-93	Moved G.N. to Specs.
	Added Metric.

RIGHT OF WAY MARKERS

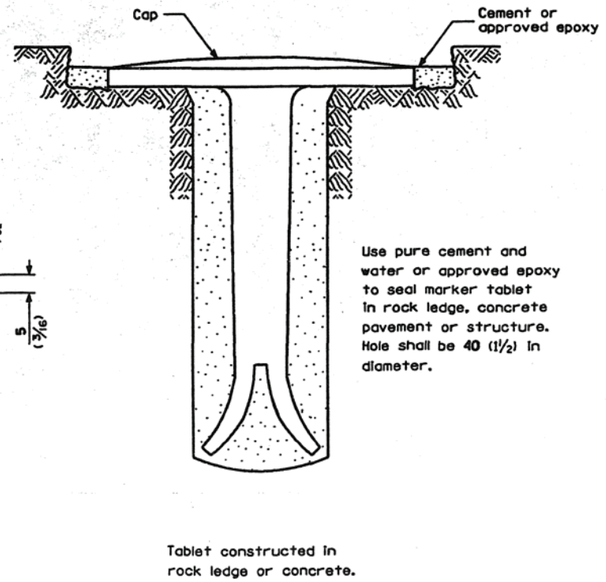
STANDARD 666001

C B A 0 A B C

TAMERAN



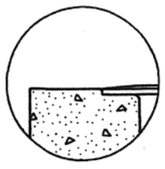
ALUMINUM TABLET



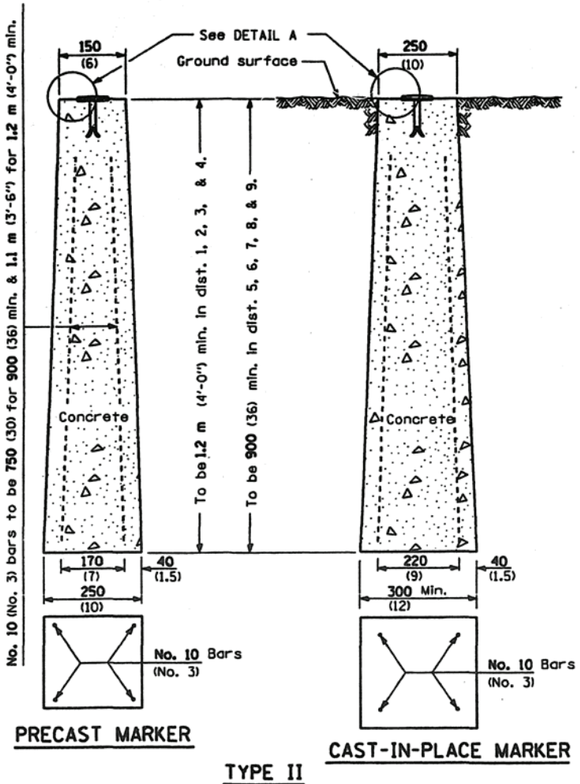
Use pure cement and water or approved epoxy to seal marker tablet in rock ledge, concrete pavement or structure. Hole shall be 40 (1 1/2) in diameter.

Tablet constructed in rock ledge or concrete.

TYPE I



DETAIL A



PRECAST MARKER

CAST-IN-PLACE MARKER

TYPE II

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

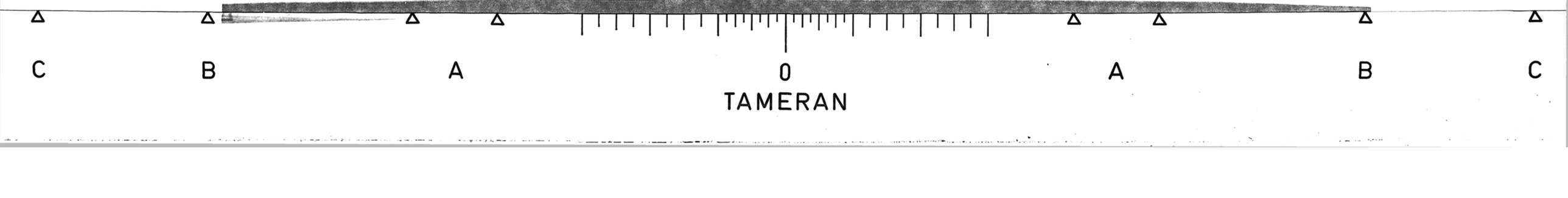
APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

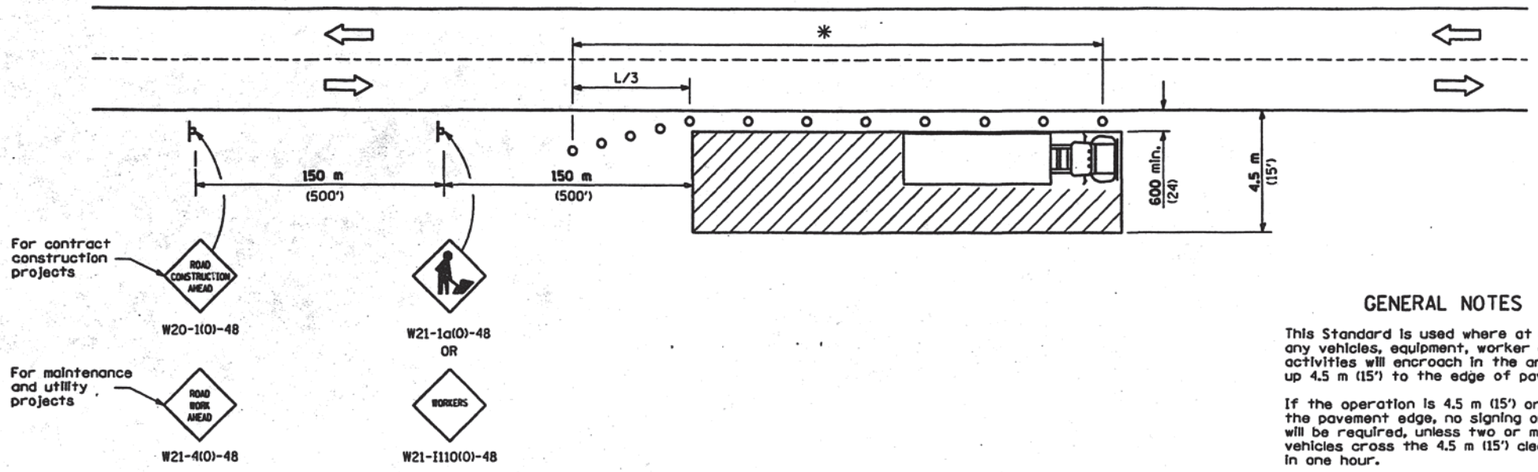
ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2135-1.
6-15-94	Totally revised.
	Added Metric.

PERMANENT SURVEY MARKERS

STANDARD 667101





GENERAL NOTES

This Standard is used where at all time, any vehicles, equipment, worker or their activities will encroach in the area from up 4.5 m (15') to the edge of pavement.

If the operation is 4.5 m (15') or more off the pavement edge, no signing or cones will be required, unless two or more vehicles cross the 4.5 m (15') clear zone in one hour.

* When working within 600 mm (24') of the pavement edge, cones, drums or barricades shall be placed at 8 m (25') centers for L/3 distance, 15 m (50') centers through remainder of work area.

Shoulder tapers should have a minimum length of L/3.

Where L is:

SPEED LIMIT	FORMULAS	
	Metric	(English)
70 km/h (40 mph) or less:	$L = \frac{WS^2}{150}$	$L = \frac{WS^2}{60}$
80 km/h (45 mph) or greater:	L=0.65(W)(S)	L=(W)(S)

W = Width of offset in meters (feet).

S = Normal posted speed km/h (mph).

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

TYPICAL APPLICATIONS

Utility operations
Culvert extensions
Side slope changes
Guardrail installation and maintenance
Delineator installation
Landscaping operations
Shoulder repair
Sign installation and maintenance

SYMBOLS

Work area

Sign

Cone, drum or barricade

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF OPERATIONS

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

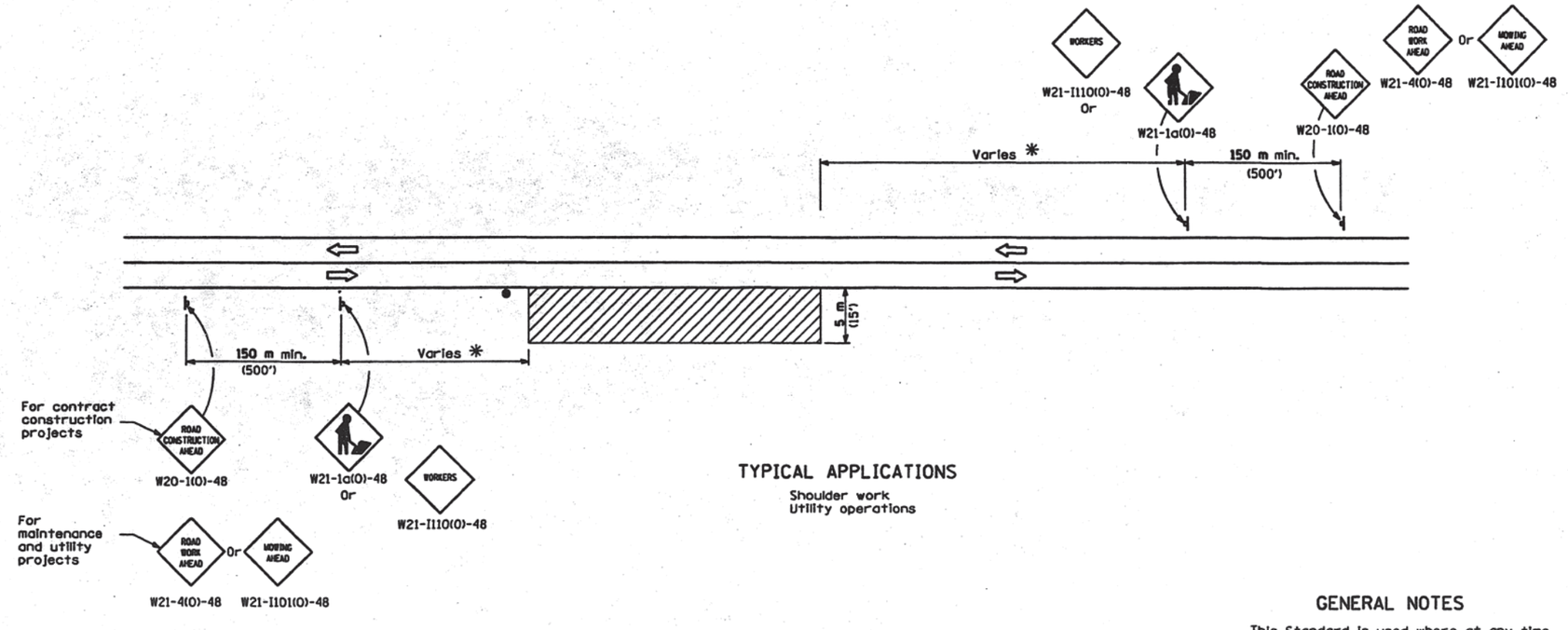
DATE	REVISIONS
1-1-97	Renum. Standard 2302-9.
	Deleted orange flags.
5-1-95	Rev. WORKER sign to be
	filled in.

OFF-RD OPERATIONS 2L, 2W 4.5 m (15') TO PAVEMENT EDGE FOR SPEEDS ≥ 45 MPH

STANDARD 701006

C B A 0 A B C

TAMERAN



TYPICAL APPLICATIONS

Shoulder work
Utility operations

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities require an intermittent or continuous moving operation on the shoulder, where the average speed is 2 km/h (1 mph) or less.

* Minimum distance is 60 m (200'). Maximum distance to be determined by the Engineer but should not exceed ½ the length required for one normal working day's operation, or 6400 m (4 miles) which ever is less.

If the work operation does not exceed 60 minutes, traffic control may be in accordance with Standard 701301.

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

SYMBOLS

- Work area
- Sign
- Flagger with traffic control sign when required

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF OPERATIONS

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

STATE OF ILLINOIS
1-1-97

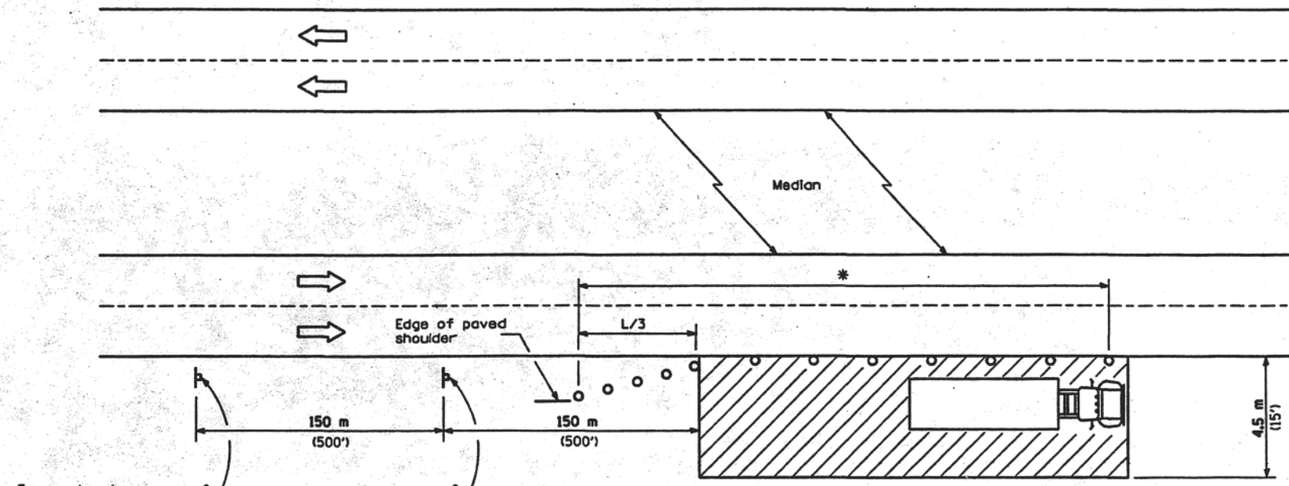
DATE	REVISIONS
1-1-97	Renum. Standard 2305-9.
	Deleted orange flags.
5-1-95	Rev. WORKER sign and
	flagger symbols to be
	filled in.

OFF-RD MOVING OPERATIONS 2L, 2W DAY ONLY FOR SPEEDS ≥ 45 MPH

STANDARD 701011

C B A 0 A B C

TAMERAN



GENERAL NOTES

This Standard is used where at any time, any vehicles, equipment, worker or their activities will encroach in the area closer than 4.5 m (15') up to the edge of pavement.

* Cones, drums or barricades at 8 m (25') centers for L/3 distance, 15 m (50') centers through remainder of work area when work occurs within 600 mm (24") of the edge of pavement.

Shoulder tapers should have a minimum length of L/3.

Where L is:

SPEED LIMIT	FORMULAS	
	Metric	(English)
70 km/h (40 mph) or less:	$L = \frac{WS^2}{150}$	$L = \frac{WS^2}{60}$
80 km/h (45 mph) or greater:	L=0.65(W)(S)	L=(W)(S)

W = Width of offset in meters (feet).

S = Normal posted speed km/h (mph).

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

TYPICAL APPLICATIONS

Utility operations
Culvert extensions
Side slope changes
Guardrail installation and maintenance
Delineator installation
Landscaping operations
Shoulder repair
Sign installation and maintenance

SYMBOLS

Work area
Sign
Cone, drum or barricade

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF OPERATIONS

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

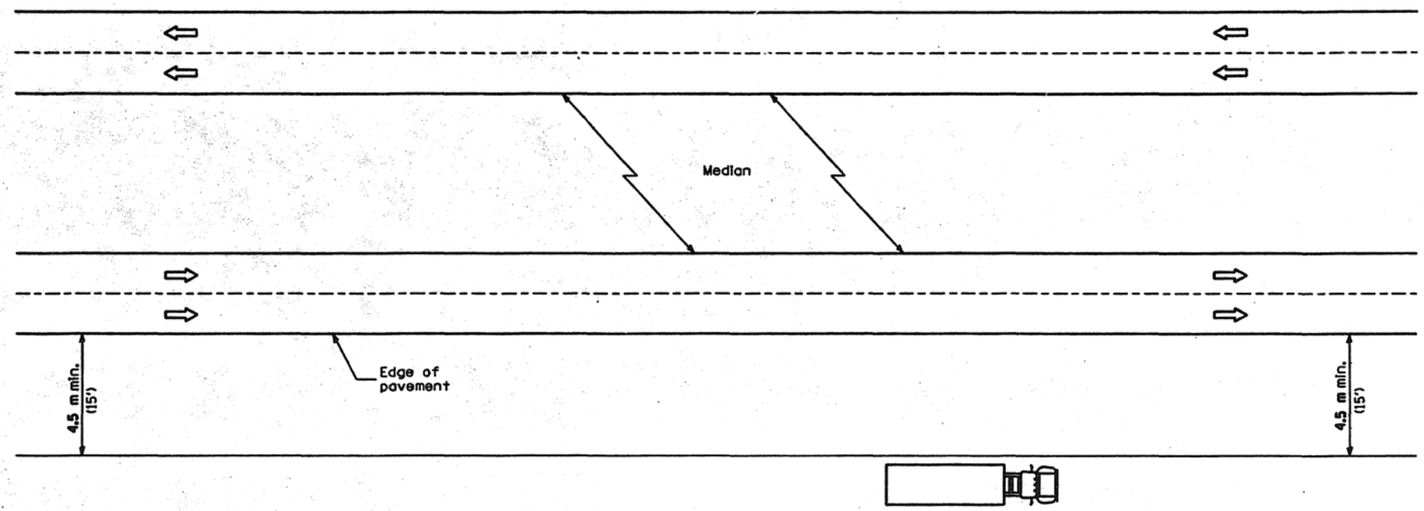
DATE	REVISIONS
1-1-97	Renum. Standard 2314-9.
	Deleted orange flags.
10-1-95	Revised 1st and 2nd G.N.
	and work area.

OFF-RD OPERATIONS, MULTILANE LESS THAN 4.5 M (15') AWAY FOR SPEEDS ≥ 45 MPH

STANDARD 701101

C B A 0 A B C

TAMERAN



TYPICAL APPLICATIONS

Landscaping work
Utility work
Fencing contracts

GENERAL NOTES

This Standard is used where at all times all vehicles, equipment, workers or their activities are more than 4.5 m (15') from the edge of pavement.

If the work operation requires that two or more work vehicles cross the 4.5 m (15') clear zone in any one hour, traffic control will be in conformance with Standard 701101.

This Standard also applies to work performed in the median more than 4.5 m (15') from either pavement.

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

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF OPERATIONS

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

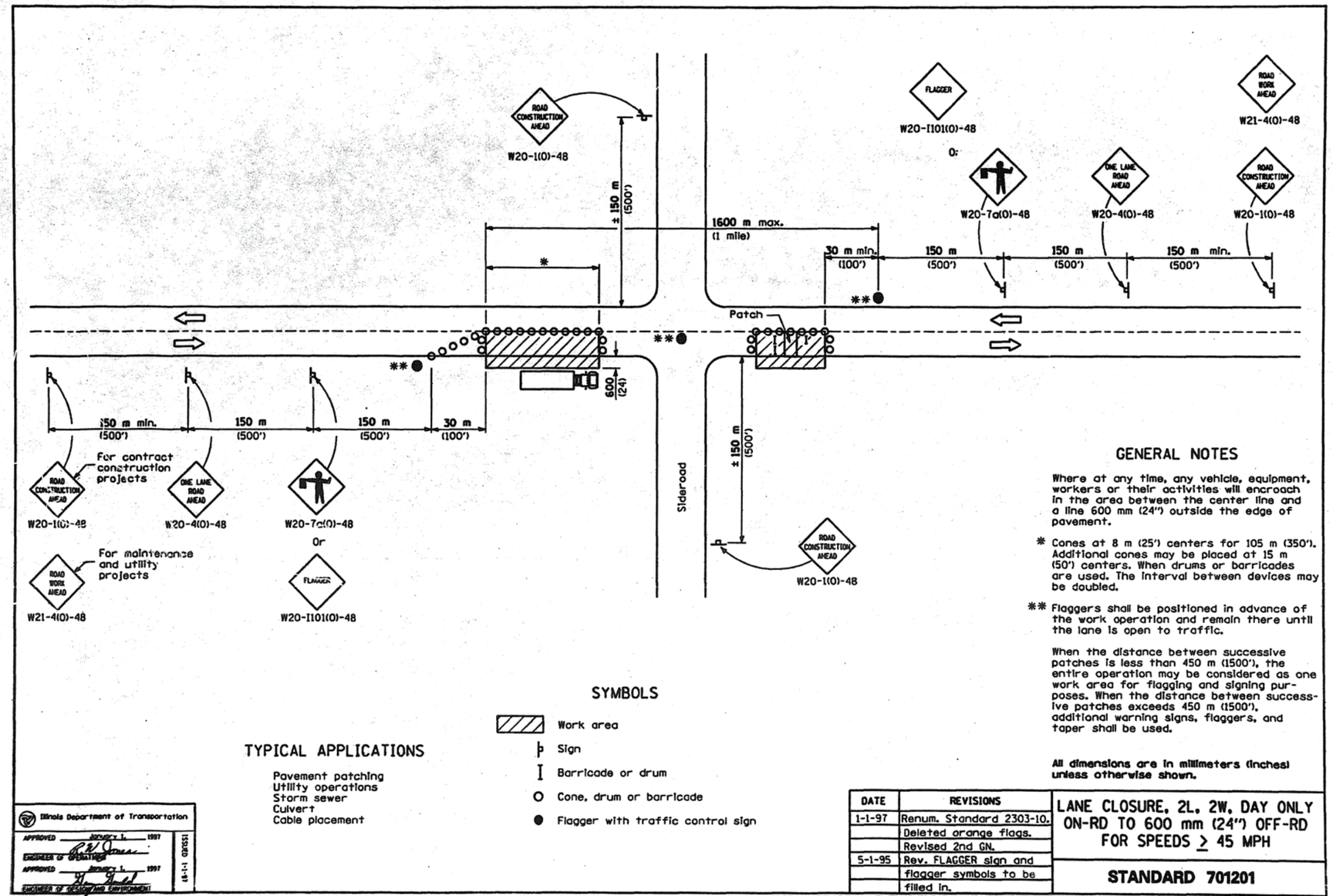
DATE	REVISIONS
1-1-97	Renum. Standard 2313-6.
2-1-95	Revised title.
	Deleted G.N. #1.
	Added metric.

OFF-RD OPERATIONS, MULTILANE MORE THAN 4.5 m (15') AWAY FOR SPEEDS ≥ 45 MPH

STANDARD 701106

C B A 0 A B C

TAMERAN



GENERAL NOTES

Where at any time, any vehicle, equipment, workers or their activities will encroach in the area between the center line and a line 600 mm (24") outside the edge of pavement.

* Cones at 8 m (25') centers for 105 m (350'). Additional cones may be placed at 15 m (50') centers. When drums or barricades are used. The interval between devices may be doubled.

** Flaggers shall be positioned in advance of the work operation and remain there until the lane is open to traffic.

When the distance between successive patches is less than 450 m (1500'), the entire operation may be considered as one work area for flagging and signing purposes. When the distance between successive patches exceeds 450 m (1500'), additional warning signs, flaggers, and taper shall be used.

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

SYMBOLS

- Work area
- Sign
- Barricade or drum
- Cone, drum or barricade
- Flagger with traffic control sign

TYPICAL APPLICATIONS

Pavement patching
Utility operations
Storm sewer
Culvert
Cable placement

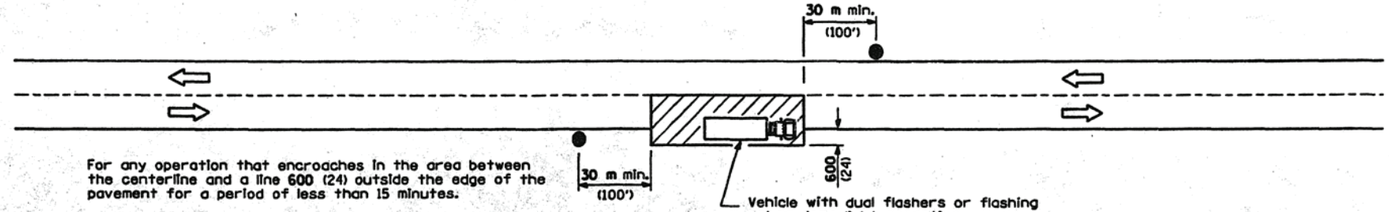
Illinois Department of Transportation
APPROVED January 1, 1997
ENGINEER OF OPERATIONS
APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-97

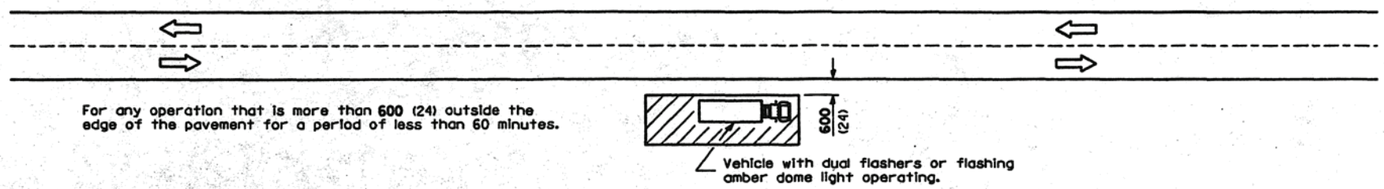
DATE	REVISIONS
1-1-97	Renum. Standard 2303-10.
	Deleted orange flags.
	Revised 2nd GN.
5-1-95	Rev. FLAGGER sign and
	flagger symbols to be
	filled in.

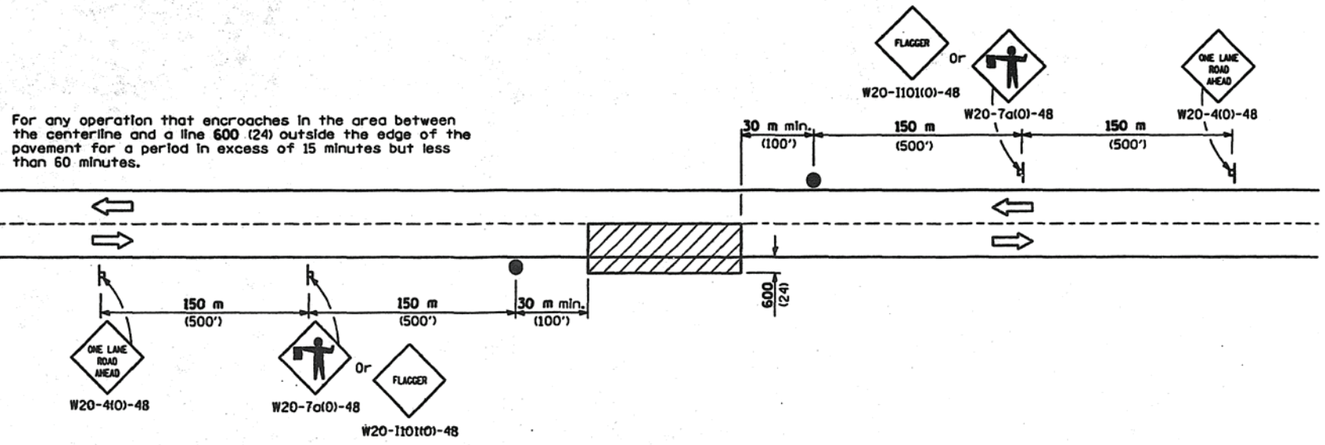
LANE CLOSURE, 2L, 2W, DAY ONLY ON-RD TO 600 mm (24") OFF-RD FOR SPEEDS ≥ 45 MPH

STANDARD 701201

C B A 0 A B C
TAMERAN







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

TYPICAL APPLICATIONS

Marking patches
Field survey
String line
Utility operations
Cleaning up debris on pavement

SYMBOLS

Work area
Sign on portable or permanent support
Flagger with traffic control sign

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF OPERATIONS

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

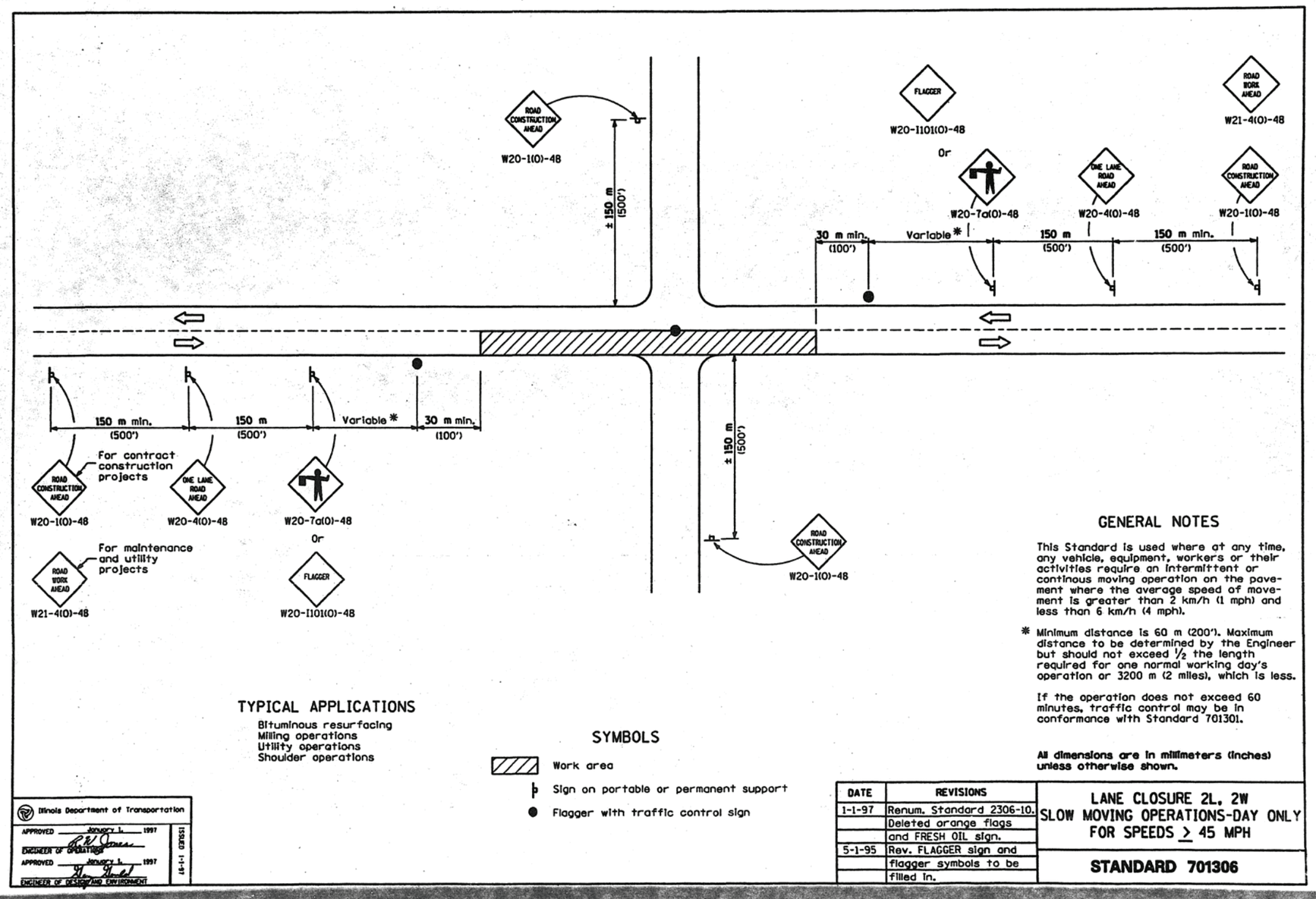
DATE	REVISIONS
1-1-97	Renum. Standard 2307-10.
	Deleted orange flags.
5-1-95	Rev. FLAGGER sign and
	flagger symbols to be
	filled in.

LANE CLOSURE 2L, 2W SHORT TIME OPERATIONS FOR SPEEDS ≥ 45 MPH

STANDARD 701301

C B A 0 A B C

TAMERAN



TYPICAL APPLICATIONS

Bituminous resurfacing
Milling operations
Utility operations
Shoulder operations

SYMBOLS

Work area

Sign on portable or permanent support

Flagger with traffic control sign

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities require an intermittent or continous moving operation on the pavement where the average speed of movement is greater than 2 km/h (1 mph) and less than 6 km/h (4 mph).

* Minimum distance is 60 m (200'). Maximum distance to be determined by the Engineer but should not exceed ½ the length required for one normal working day's operation or 3200 m (2 miles), which is less.

If the operation does not exceed 60 minutes, traffic control may be in conformance with Standard 701301.

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

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF OPERATIONS

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

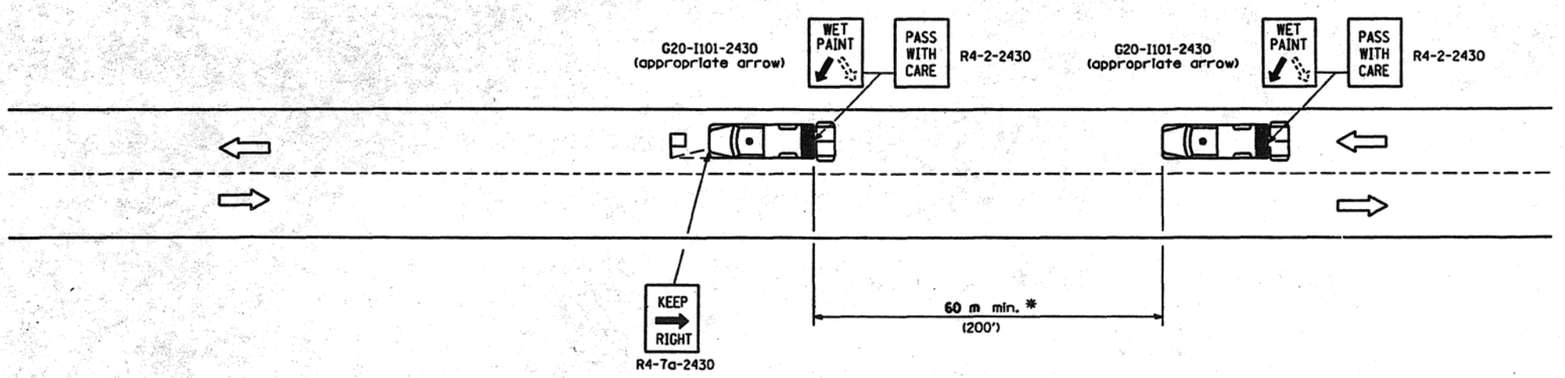
DATE	REVISIONS
1-1-97	Renum. Standard 2306-10.
	Deleted orange flags
	and FRESH OIL sign.
5-1-95	Rev. FLAGGER sign and
	flagger symbols to be
	filled in.

LANE CLOSURE 2L, 2W
SLOW MOVING OPERATIONS-DAY ONLY
FOR SPEEDS ≥ 45 MPH

STANDARD 701306

C B A 0 A B C

TAMERAN



TYPICAL APPLICATIONS

- Landscaping work
- Utility work
- Pavement marking
- Weed spraying
- Roadometer measurements
- Debris cleanup
- Crack pouring

SYMBOLS

- Arrow board (Hazard Mode only)
- Truck with headlights, emergency flashers and flashing amber light. (visible from all directions)
- 450x450 (18x18) min. orange flag (use when guide wheel is used)
- Truck mounted attenuator (optional)

GENERAL NOTES

This Standard is used where any vehicle, equipment, workers or their activities will require a continuous moving operation where the average speed is greater than 5 km/h (3 mph).

* Distance varies depending on terrain and susceptibility of pavement marking or crack sealant to wheel tracking.

For shoulder operations not encroaching on the pavement, use DETAIL A, Standard 701426.

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

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF OPERATIONS

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

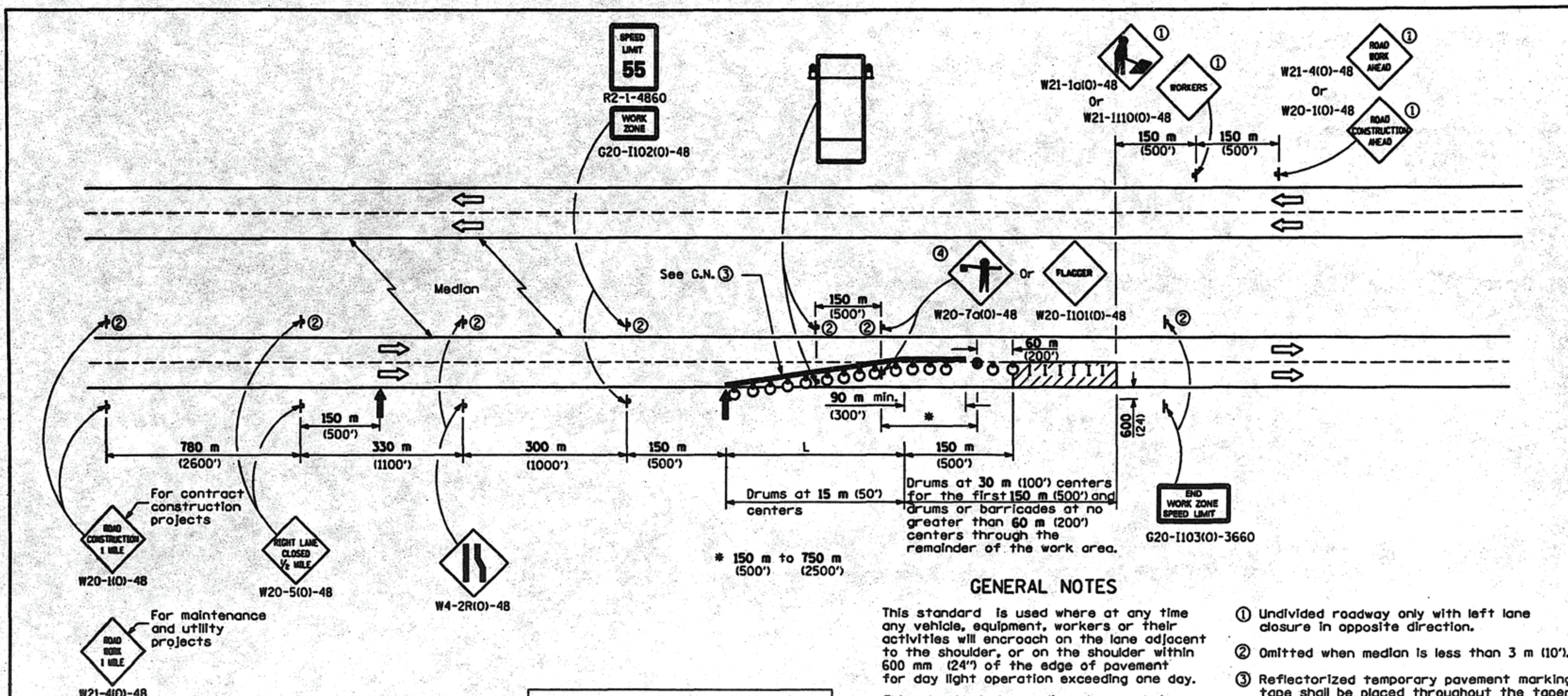
DATE	REVISIONS
1-1-97	Renum. Standard 2308-8.
	Revised text for truck
	symbol.
2-1-95	Divided into 2 standards.
	Moved G.N. to Specs.

LANE CLOSURE 2L, 2W
MOVING OPERATIONS-DAY ONLY
FOR SPEEDS ≥ 45 MPH

STANDARD 701311

C B A 0 A B C

TAMERAN



L = lane width X taper ratio		
Normal Posted Speed		Taper Ratio
km/h	mph	
110	65	65/1
100	60	60/1
90	55	55/1
80	45	45/1

SYMBOLS

- Arrow board
- Work area
- Sign
- Barricade or drum
- Drum with steady burning monodirectional light
- Flagger with traffic control sign
- Construction speed limit sign

GENERAL NOTES

This standard is used where at any time any vehicle, equipment, workers or their activities will encroach on the lane adjacent to the shoulder, or on the shoulder within 600 mm (24") of the edge of pavement for day light operation exceeding one day.

This standard also applies when work is being performed in the left lane. Under these conditions LEFT LANE CLOSED signs shall be substituted for RIGHT LANE CLOSED signs. On undivided highways, signs shall be added in the opposite direction as shown. On left lane closures with narrow medians, the arrow board at the beginning of the lane closure shall be relocated behind the taper as necessary so that a clearance of at least 1.2 m (4') can be maintained from the opposing traffic.

A check barricade shall be placed in the middle of the closed lane and at the shoulder at 300 m (1000') centers.

① Undivided roadway only with left lane closure in opposite direction.

② Omitted when median is less than 3 m (10').

③ Reflectorized temporary pavement marking tape shall be placed throughout the taper and for 90 m (300') along-side the work area where the closure time is greater than fourteen days. The edge line shall be yellow for left lane closures. Raised reflectorized pavement markers at 8 m (25') centers may be used to supplement the pavement marking tape.

④ Construction speed limit signs and FLAGGER signs shall be moved as necessary to maintain a spacing of 150 m (500') to 750 m (2500') between the FLAGGER sign and each separate work activity.

The flaggers shall be stationed approximately 60 m (200') in advance of the work party.

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

Illinois Department of Transportation
APPROVED January 1, 1997
ENGINEER OF OPERATIONS
APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-97

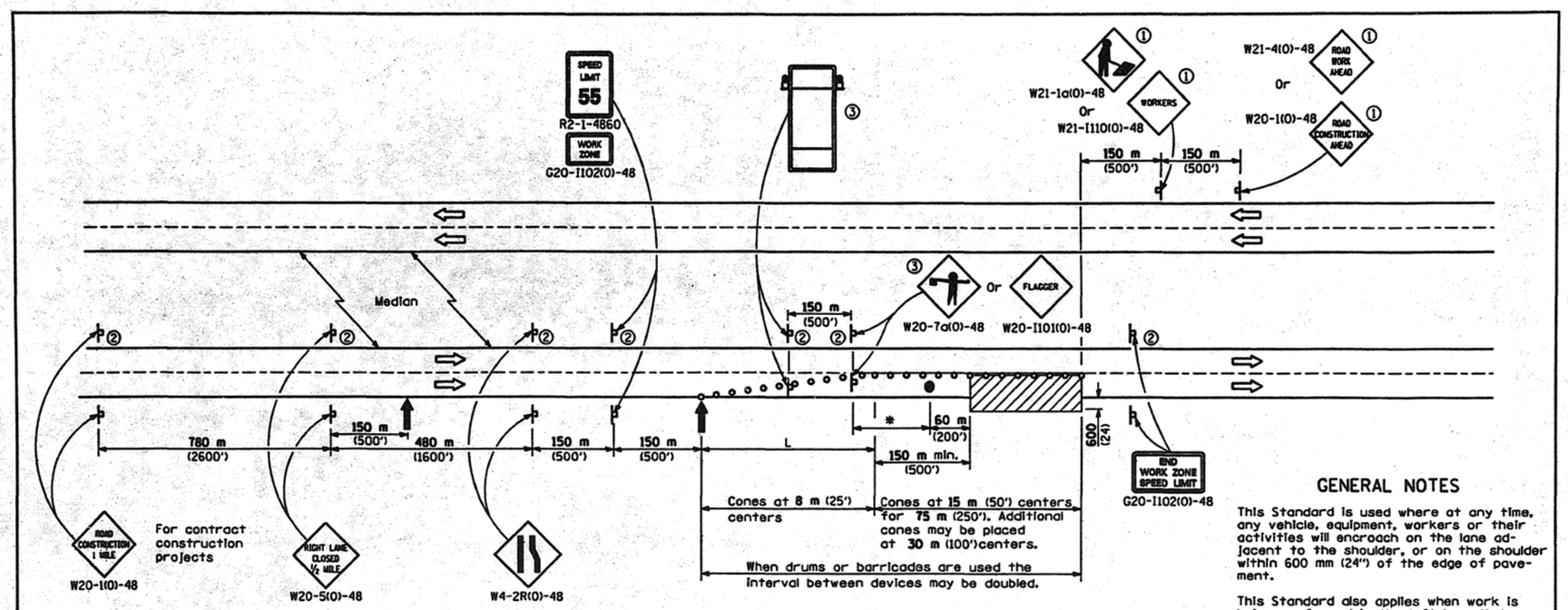
DATE	REVISIONS
1-1-97	Renum. Standard 2316-16. Del. orange flags. Added GN. Rev. Barr. symbol.
10-1-95	Rev. arrowboard, flagger symbols and W4 signs to be filled in. Rem. DN sym.

LANE CLOSURE MULTILANE FOR SPEEDS ≥ 45 MPH

STANDARD 701401

C B A 0 A B C

TAMERAN



TYPICAL APPLICATIONS

Pavement patch

Utility operations

Bituminous resurfacing

SYMBOLS

- Arrow board
- Work area
- Sign
- Cone, drum or barricade
- Flagger with traffic control sign
- Construction speed limit sign

L = lane width X taper ratio		
Normal Posted Speed		Taper Ratio
km/h	mph	
110	65	65/1
100	60	60/1
90	55	55/1
80	45	45/1

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities will encroach on the lane adjacent to the shoulder, or on the shoulder within 600 mm (24") of the edge of pavement.

This Standard also applies when work is being performed in the left lane. Under these conditions, LFT LANE CLOSED signs shall be substituted for RIGHT LANE CLOSED signs. On undivided highways, signs shall be added in the opposite direction as shown. On left lane closures with narrow medians, the arrow board at the beginning of the lane closure shall be relocated behind the taper as necessary so that a clearance of at least 1.2 m (4') can be maintained from the opposing traffic.

① Undivided roadway only with left lane closure in opposite direction.

② Omitted when median is less 3 m (10').

③ Construction speed limit signs and FLAGGER signs shall be moved as necessary to maintain a spacing of 150 m (500') to 750 m (2500') between the FLAGGER sign and each separate work activity.

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

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF OPERATIONS

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

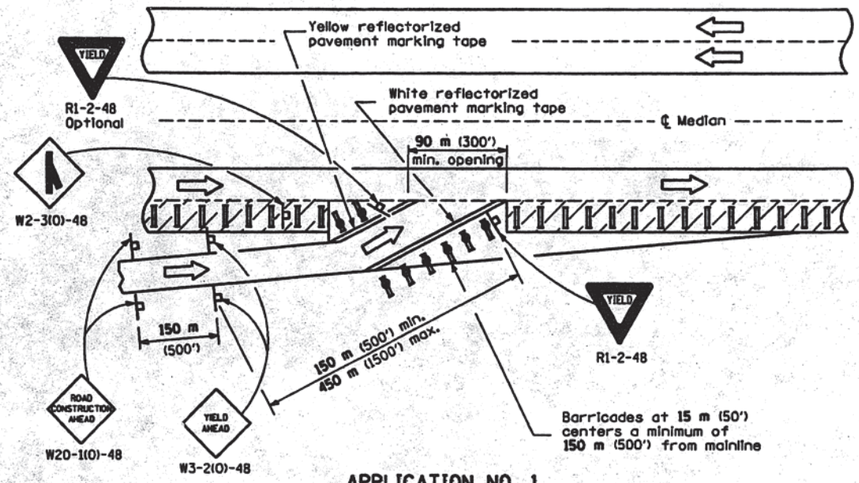
DATE	REVISIONS
1-1-97	Renum. Standard 2315-11
	Del. orange flags. Added
	GN & dim. for flagger.
10-1-95	Rev. arrowboard, flagger
	symbols and W4 signs to
	be filled in. Rem. ON sym.

LANE CLOSURE MULTILANE DAY OPERATIONS ONLY FOR SPEEDS ≥ 45 MPH

STANDARD 701406

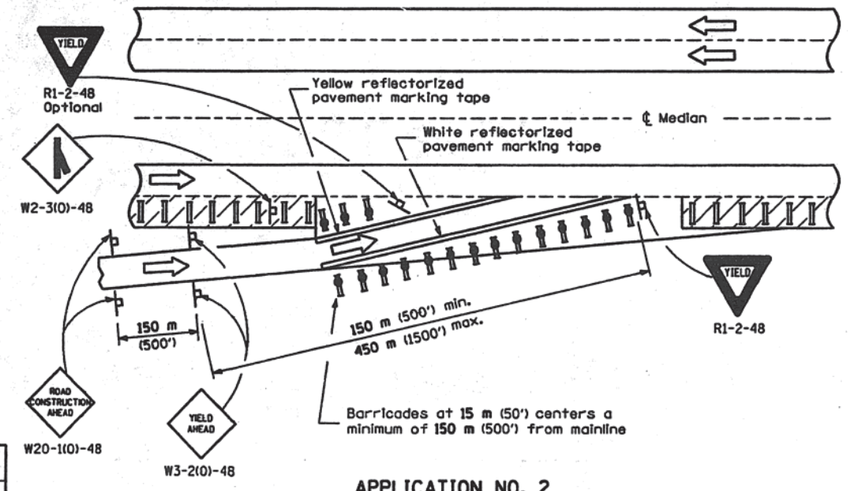
C B A 0 A B C

TAMERAN



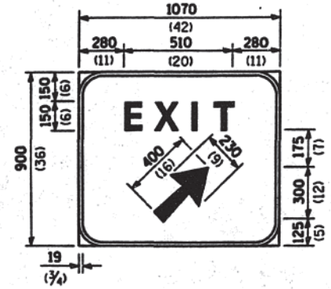
APPLICATION NO. 1

Application No. 1 depicts a modified entrance ramp. This method shall be utilized whenever existing entrance tapers cannot be retained due to the close proximity of the work zone. The entrance location may be shifted, with the approval of the Engineer, to perform work in the entrance area. Application No. 2 shall be put into effect as soon as possible.



APPLICATION NO. 2

Application No. 2 depicts a shortening of the normal entrance ramp. This method shall be used whenever the existing geometric scan be retained. Consideration should be given to the entering motorists' line of sight, through, between, or over the delineation devices.



Background - Green
Border and legend - White
"D" size letters

EXIT SIGN - SPECIAL

DETAIL A

(To be utilized where distance between the two rows of channelizing devices is 1.8 m (6') in width.)

SYMBOLS

- Work area
- Sign
- Barricade, or drum with steady burning monodirectional light
- Barricade or drums
- Drums with steady burning monodirectional light

GENERAL NOTES

This Standard is used where, at any time any vehicle, equipment, workers or their activities require a lane closure in close proximity of an exit or entrance ramp and supplements other traffic control Standards for lane closures.

These applications also apply when work is being performed in the left lanes and the ramps enter and exit on the left. Under these conditions, the Exit sign arrow and the Side road symbol sign shall be changed.

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

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF OPERATIONS

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2419-2.
	Deleted orange flags.
	Added optn. YIELD sign.
5-1-95	Added "EXIT" to sign
	in DETAIL A.

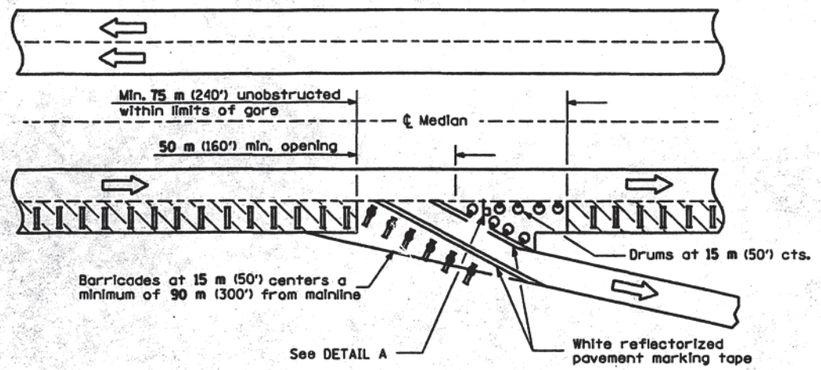
LANE CLOSURE MULTILANE AT ENTRANCE OR EXIT RAMP FOR SPEEDS ≥ 45 MPH

(Sheet 1 of 2)

STANDARD 701411

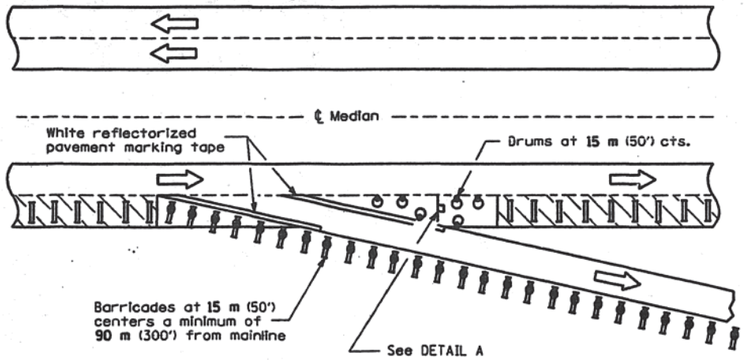
C B A 0 A B C

TAMERAN



APPLICATION NO. 3

Application No. 3 depicts a modified exit ramp. The channelizing devices shall provide a clearly defined path for the exiting motorists. The minimum dimensions shown shall be increased as soon as the progress of the work will permit. The open portion of the ramp may be shifted, with the approval of the Engineer, to perform work in stages on the area adjacent to the ramp exit. Application No. 4 shall be put into effect as soon as possible.



APPLICATION NO. 4

Application No. 4 depicts an extension of the normal exit ramp. This method shall be used whenever existing geometrics can be retained. Consideration should be given to the exiting motorist's line of sight through, between or over the delineation devices.

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

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF OPERATIONS

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

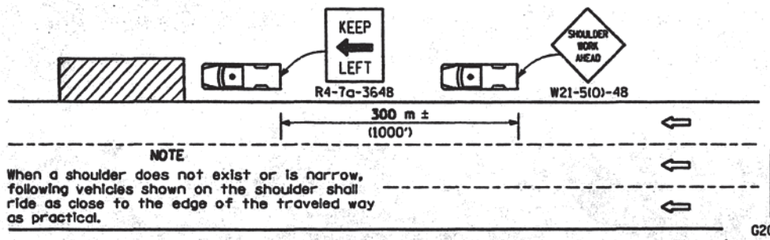
ISSUED 1-1-97

LANE CLOSURE MULTILANE
AT ENTRANCE OR EXIT RAMP
FOR SPEEDS ≥ 45 MPH
(Sheet 2 of 2)

STANDARD 701411

C B A 0 A B C

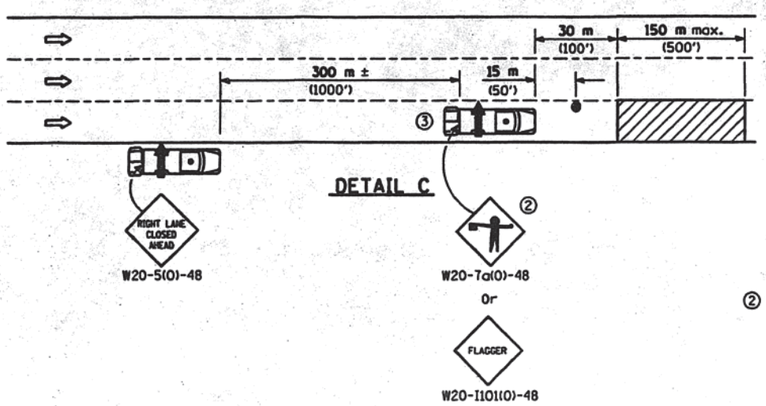
TAMERAN



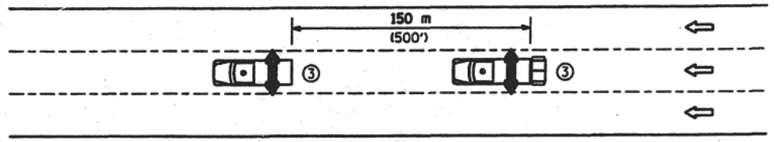
NOTE

When a shoulder does not exist or is narrow, following vehicles shown on the shoulder shall ride as close to the edge of the traveled way as practical.

DETAIL A

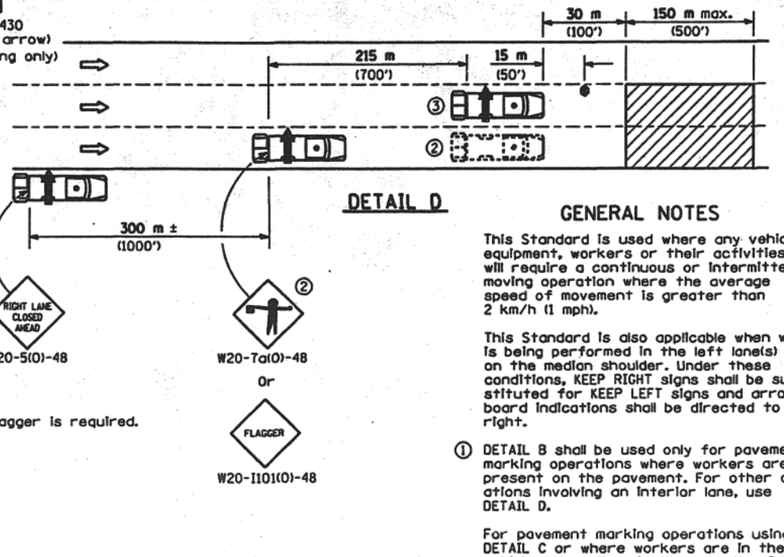


DETAIL C



DETAIL B

(① Pavement marking operations of an interior lane only)



DETAIL D

G20-I101-2430
(appropriate arrow)
③ (when striping only)

② When flagger is required.

GENERAL NOTES

This Standard is used where any vehicle, equipment, workers or their activities will require a continuous or intermittent moving operation where the average speed of movement is greater than 2 km/h (1 mph).

This Standard is also applicable when work is being performed in the left lane(s) or on the median shoulder. Under these conditions, KEEP RIGHT signs shall be substituted for KEEP LEFT signs and arrow board indications shall be directed to the right.

① DETAIL B shall be used only for pavement marking operations where workers are not present on the pavement. For other operations involving an interior lane, use DETAIL D.

For pavement marking operations using DETAIL C or where workers are in the lead vehicle other than in the cab, the following vehicle shall be positioned 150 m (500') behind the lead vehicle. The following vehicle shall be equipped with an arrow board and flashing amber light.

For pavement marking operations using DETAIL D or where workers are in a work vehicle other than in the cab, the striper or work vehicle shall be positioned approximately 150 m (500') ahead of the following vehicle and shall be equipped with an arrow board and flashing amber light.

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

TYPICAL APPLICATIONS

- Landscaping work
- Utility work
- Pavement marking
- Weed spraying
- Roadometer measurements
- Debris cleanup
- Crack pouring

SYMBOLS

- Arrow board
- Work area
- Truck with flashing amber light
- Truck mounted attenuator
- Flagger with traffic control sign

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF OPERATIONS

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

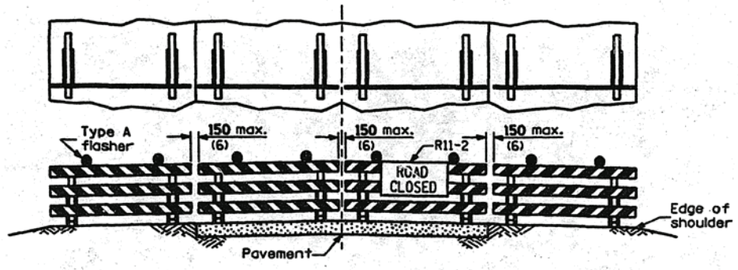
DATE	REVISIONS
1-1-97	Renum. Standard 2408-1.
10-1-95	Added arrowboard to
	right truck in DETAIL B.

LANE CLOSURE MULTILANE INTERMITTENT OR MOVING OPER. FOR SPEEDS ≥ 45 MPH

STANDARD 701426

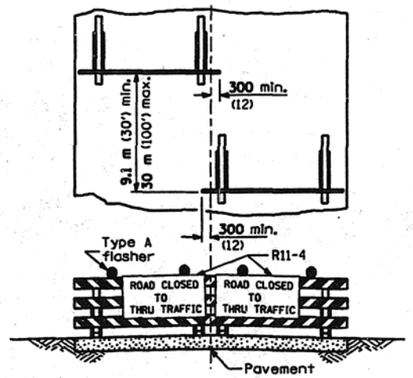
C B A 0 A B C

TAMERAN



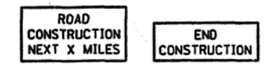
ROAD CLOSED TO ALL TRAFFIC

Reflectorized striping may be omitted on the back side of the barricades. The barricades shall be to the edge of the shoulders except when otherwise directed by the Engineer or shown on the detailed construction plans.



ROAD CLOSED TO ALL THRU TRAFFIC

Reflectorized striping shall appear on both sides of the barricades. The barricades shall be to the edge of the pavement except when otherwise directed by the Engineer or shown on the detailed construction plans.



G20-1(0)-6036 G20-2(0)-6024

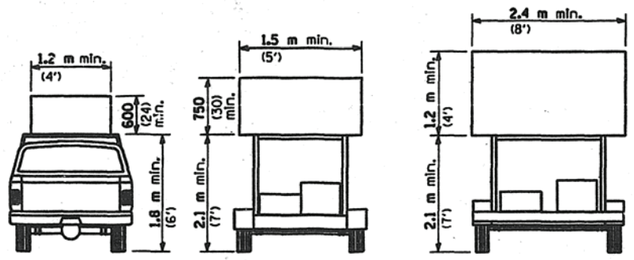
This signing is required for all projects over **3200 m** (2 miles) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed **150 m** (500') in advance of project.

END CONSTRUCTION sign shall be erected at the of the job unless another job is within **3200 m** (2 miles).

WORK LIMIT SIGNING

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

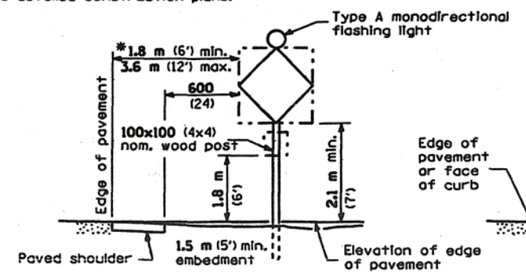


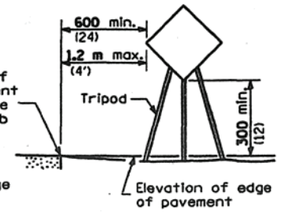
TYPE A ROOF MOUNTED

TYPE B ROOF OR TRAILER MOUNTED

TYPE C TRAILER MOUNTED

ARROW BOARDS





TYPICAL SIGN INSTALLATIONS

GENERAL NOTES

* When curb or paved shoulder are present this dimension shall be 600 mm (24") to the face of curb or 1.8 m (6') to the outside edge of the paved shoulder.

All heights shown shall be measured above the pavement surface.

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

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF OPERATIONS

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2298-12.
	Revised construction
	speed limit sign.
10-1-95	Rev. height above pav't
	for TYPE B arrow board.

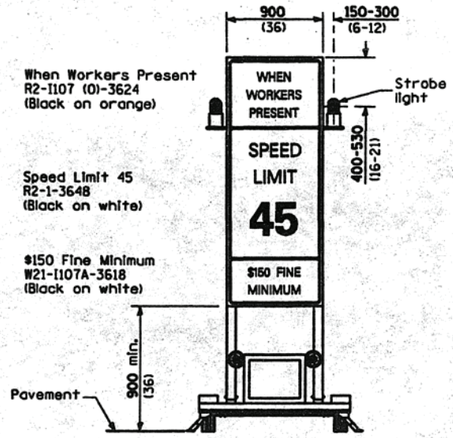
TRAFFIC CONTROL DEVICES

(Sheet 1 of 3)

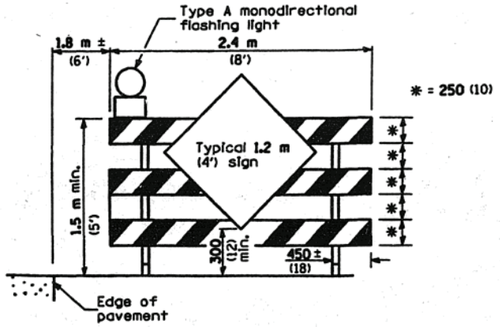
STANDARD 702001

C B A 0 A B C

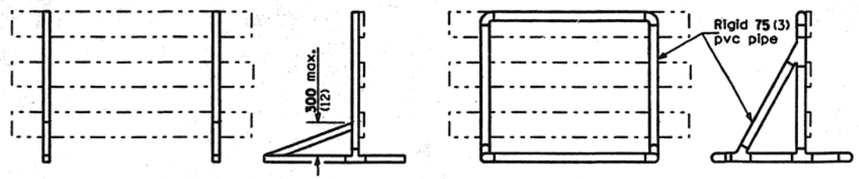
TAMERAN



CONSTRUCTION SPEED LIMIT SIGN



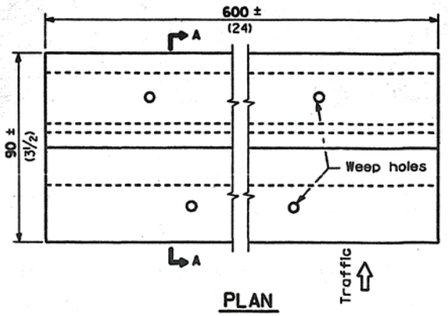
Frames shall be no heavier than:
100x100 (4x4) (nom. dim.) wood or
50x50x3 (2x2x1/8) steel tubing or
50x50x5 (2x2x3/16) steel angles



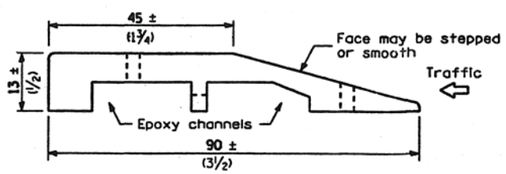
WOOD OR METAL SUPPORTS

PVC PIPE SUPPORTS

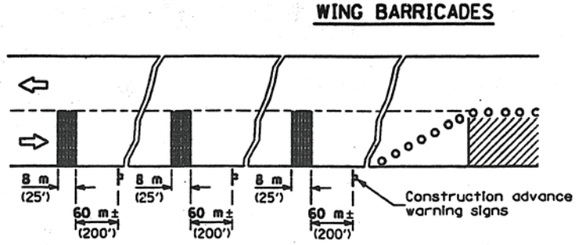
WING BARRICADES

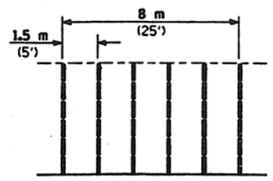


PLAN



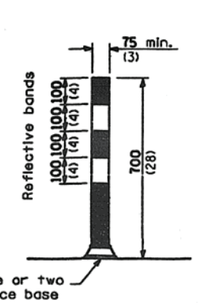
SECTION A-A





TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



FLEXIBLE DELINEATORS

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

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF OPERATIONS

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

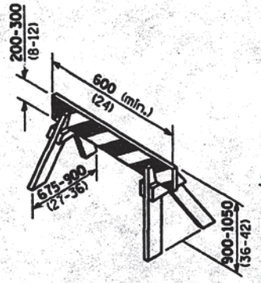
ISSUED 1-1-97

TRAFFIC CONTROL DEVICES
(Sheet 2 of 3)

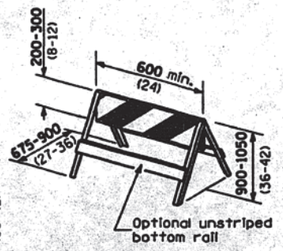
STANDARD 702001

C B A 0 A B C

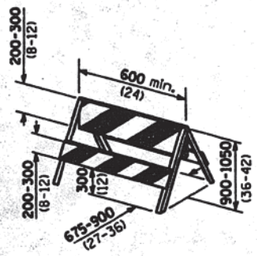
TAMERAN



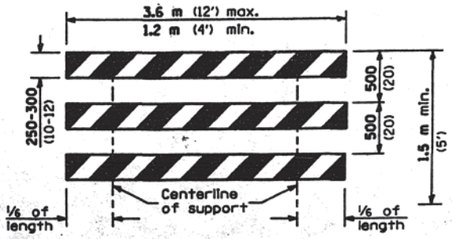
TYPE 1A BARRICADE

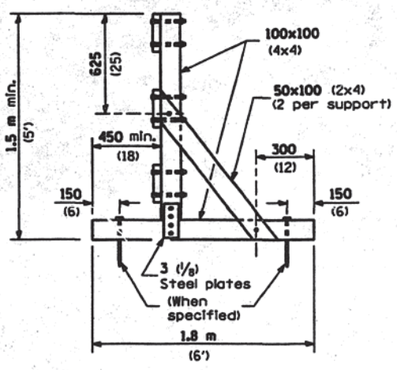


TYPE 1 BARRICADE

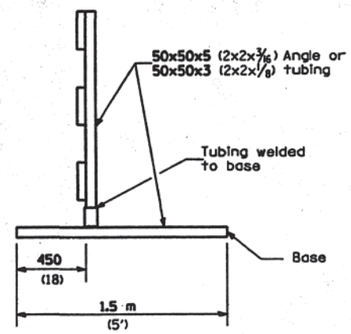


TYPE II BARRICADE



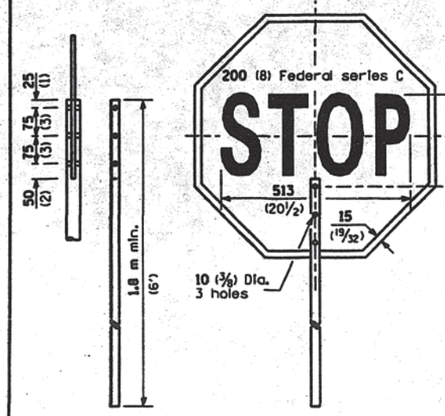


TYPICAL WOOD SUPPORT

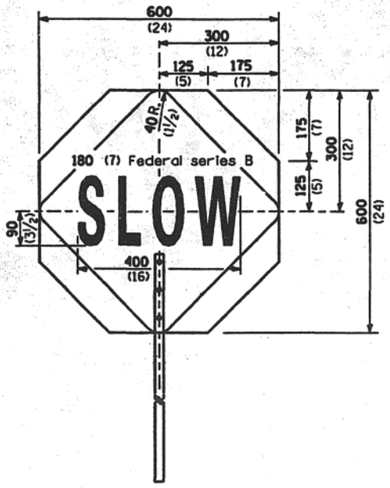


TYPICAL STEEL SUPPORT

TYPE III BARRICADES

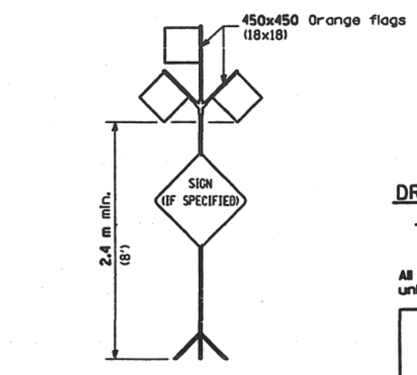


STAFF FRONT SIDE

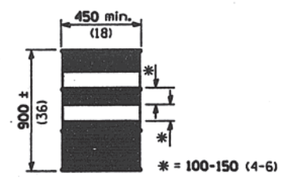


REVERSE SIDE

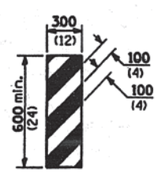
FLAGGER TRAFFIC CONTROL SIGN



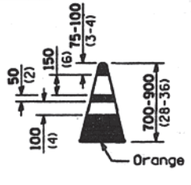
HIGH LEVEL WARNING DEVICE



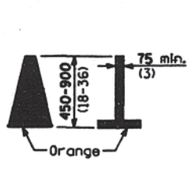
DRUMS AND SAND MODULE IMPACT ATTENUATORS



VERTICAL PANELS



REFLECTORIZED CONES



CONES

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

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF OPERATIONS

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

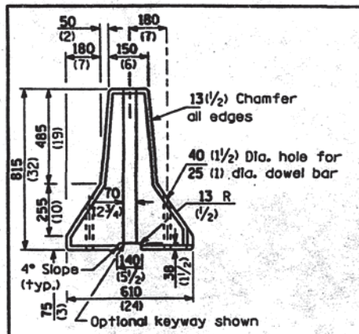
TRAFFIC CONTROL DEVICES

(Sheet 3 of 3)

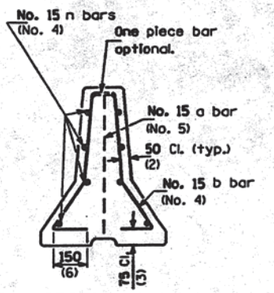
STANDARD 702001

C B A 0 A B C

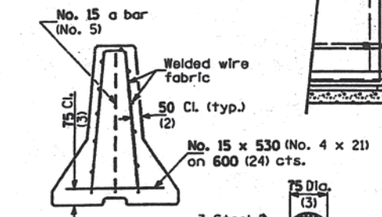
TAMERAN



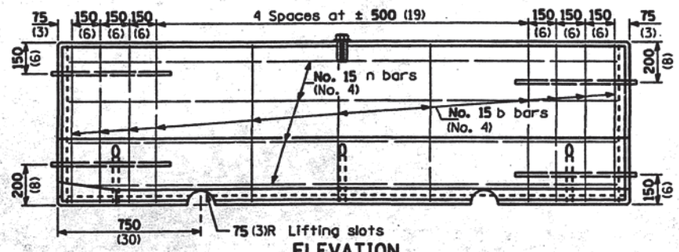
END VIEW



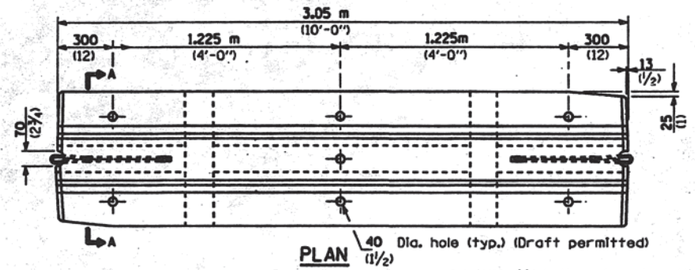
SECTION A-A
(Showing bar reinforcement)



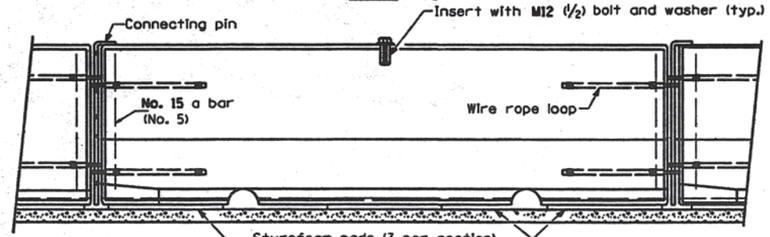
SECTION A-A
(Showing alternate welded wire reinforcement)



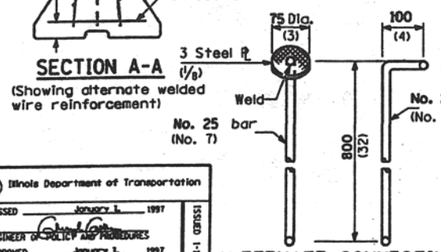
ELEVATION



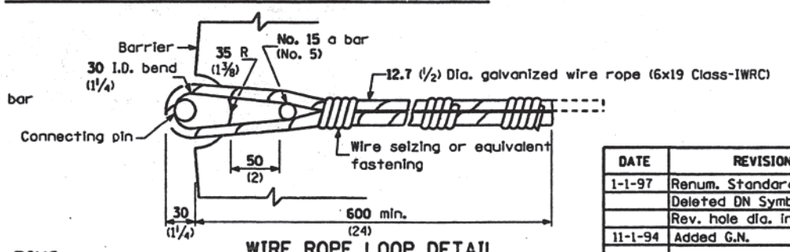
PLAN



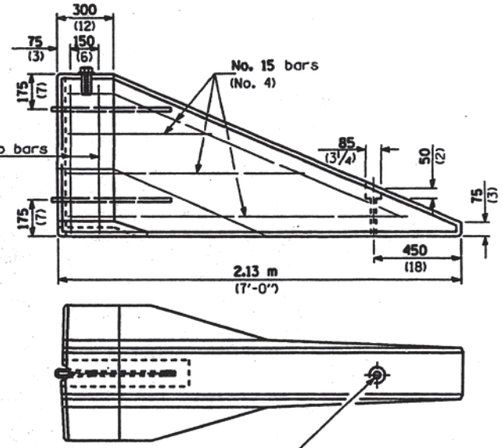
TYPICAL INSTALLATION WITH STYROFOAM PADS



ALTERNATE CONNECTING PINS

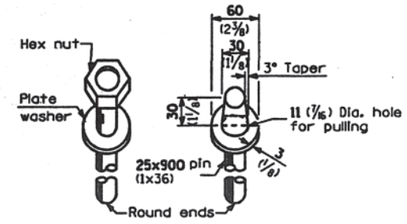


WIRE ROPE LOOP DETAIL
9000 kg (20,000 lbs.) min. breaking strength



TERMINAL SECTION

40 (1 1/2) Dia. hole for 25 x 900 (1 x 36) drift pin. Drive or drill into place. Grout hole after removal.



ALTERNATE DRIFT PINS

GENERAL NOTES

Alternate lifting devices meeting the approval of the Engineer may be substituted for the lifting slots shown.

The #15 (#5) bar may be omitted if two continuous wire ropes are substituted for the four wire rope loops shown. The continuous ropes shall be looped and fastened on each end as shown in the WIRE ROPE LOOP DETAIL.

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

Illinois Department of Transportation

PASSED January 1, 1997
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

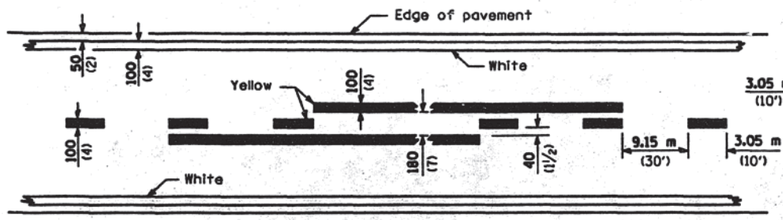
DATE	REVISIONS
1-1-97	Renum. Standard 2383-4.
	Deleted DN Symbol.
	Rev. hole dia. in PLAN.
11-1-94	Added G.N.

TEMPORARY CONCRETE BARRIER

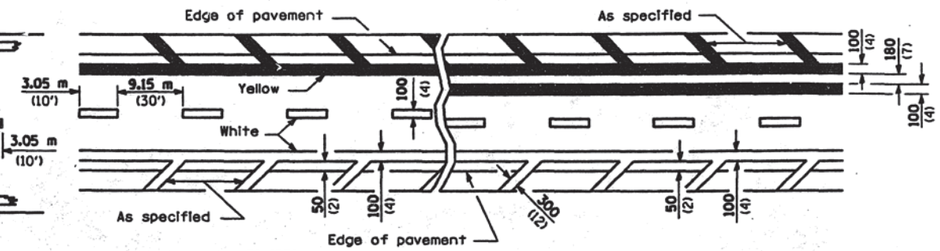
STANDARD 705001

C B A 0 A B C

TAMERAN

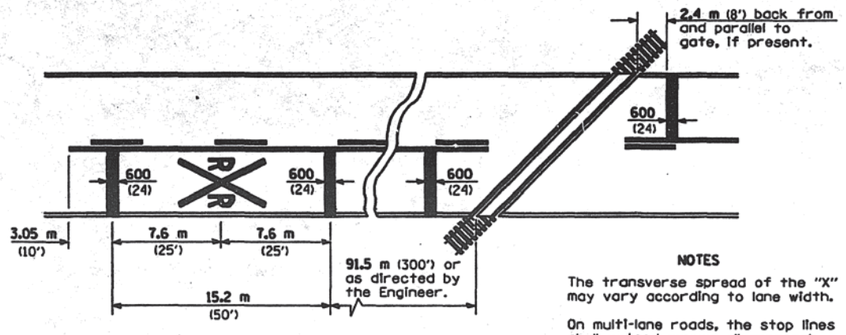


2 LANE



MULTI LANE

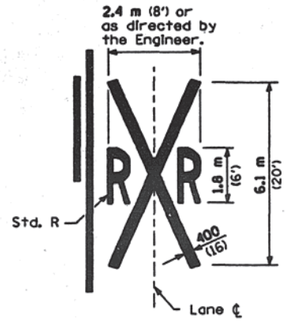
LANE AND EDGE LINES



NOTES

The transverse spread of the "X" may vary according to lane width.

On multi-lane roads, the stop lines shall extend across all approach lanes and separate RXR symbols shall be placed adjacent to each other in each lane.



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

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

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF OPERATIONS

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2396-1.
	Revised metric values.
2-1-95	Moved notes to Specs.
	Del. notes # 1 & 3.
	Added metric.

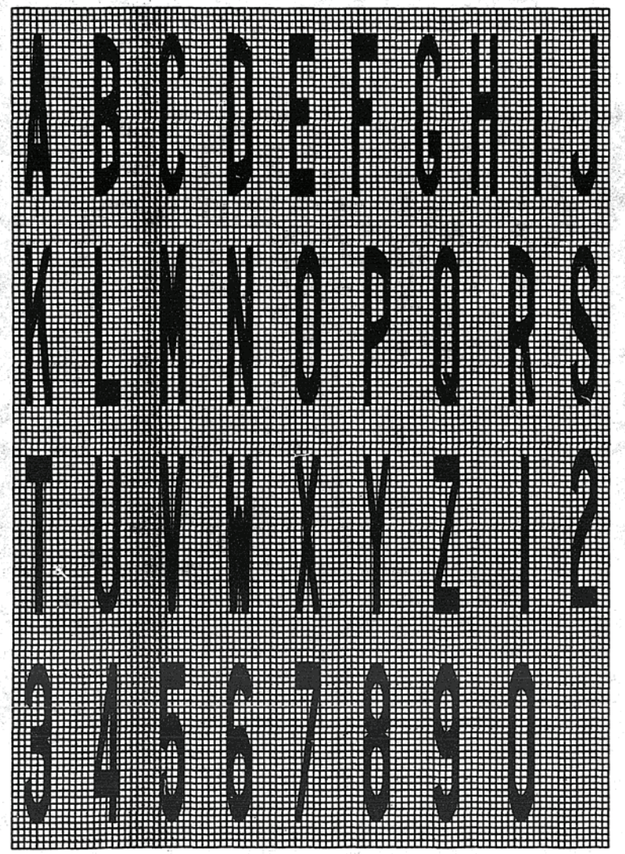
TYPICAL PAVEMENT MARKINGS

(Sheet 1 of 2)

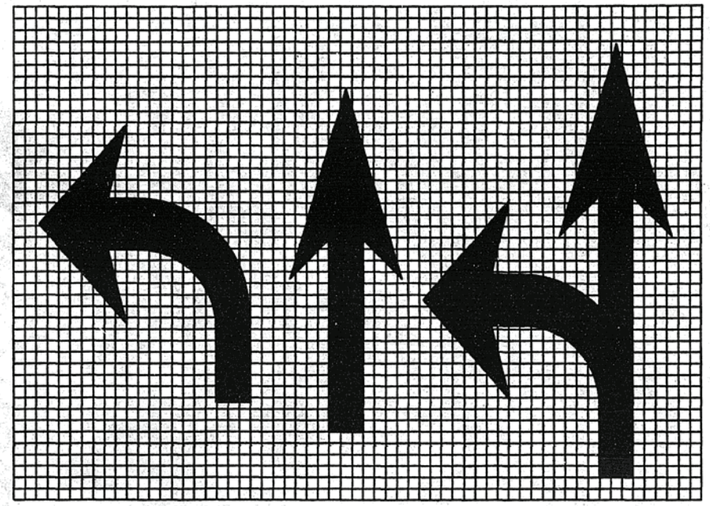
STANDARD 780001

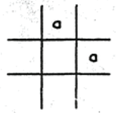
C B A 0 A B C

TAMERAN



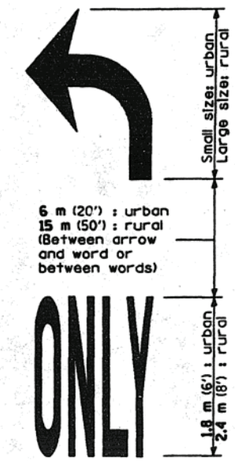
LETTER AND ARROW GRID SCALE



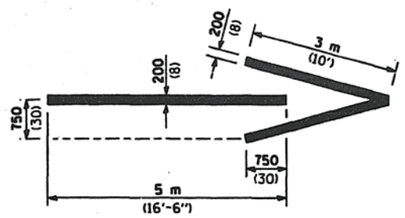


Legend Height	Arrow Size	a
1.8 m (6')	Small	74 (2.9)
2.4 m (8')	Large	96 (3.8)

The space between adjacent letters or numerals should be approximately 75 (3) for 1.8 m (6') legend and 100 (4) for 2.4 m (8') legend.



WORD AND ARROW LAYOUT



FREEWAY ARROW

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

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF OPERATIONS

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

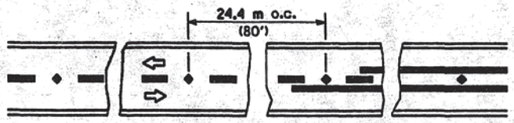
TYPICAL PAVEMENT MARKINGS

(Sheet 2 of 2)

STANDARD 780001

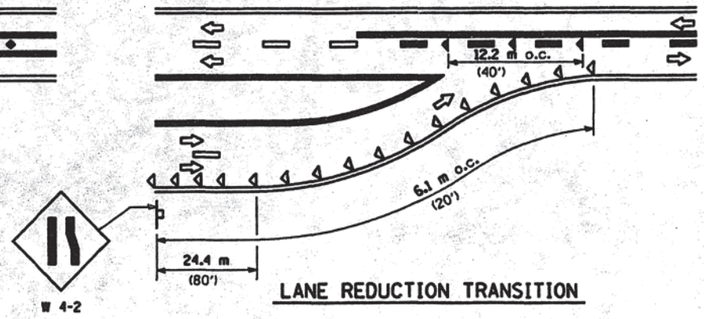
C B A 0 A B C

TAMERAN

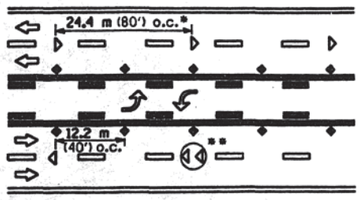


Reduce to 12.2 m (40') o.c. on curves with posted or advisory speeds of 70 km/h (45 mph) or less.

TWO-LANE / TWO-WAY

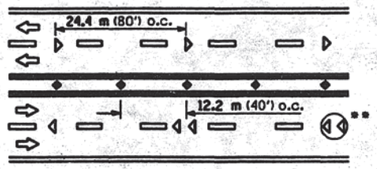


LANE REDUCTION TRANSITION



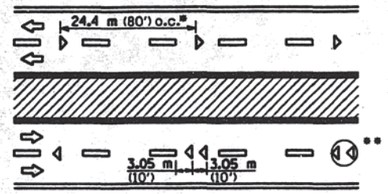
*,** See MULTI LANE DIVIDED detail for lane marker notes.

TWO-WAY LEFT TURN



*,** See MULTI LANE DIVIDED detail for lane marker notes.

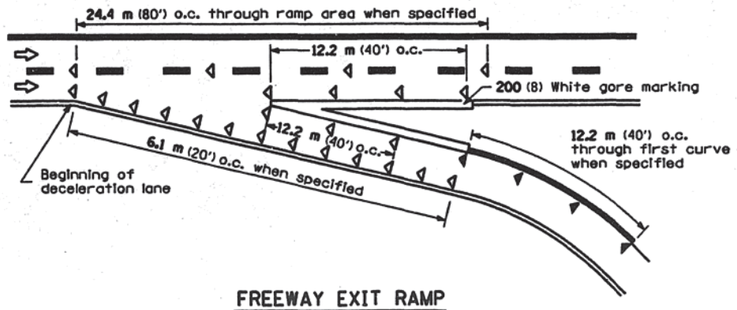
MULTI-LANE UNDIVIDED



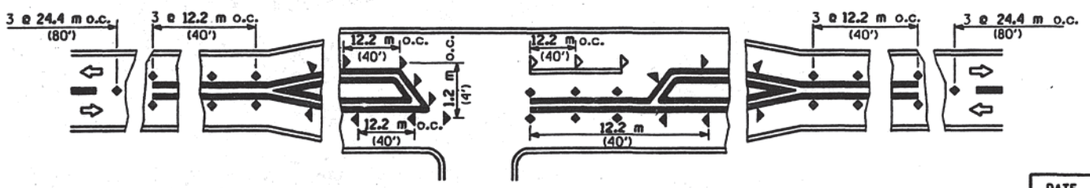
* Reduce to 12.2 m (40') o.c. on curves where advisory speeds are 15 km/h (10 mph) lower than posted speeds.

** Where double lane line markers are specified, they shall be spaced as shown.

MULTI-LANE DIVIDED



FREEWAY EXIT RAMP



RURAL LEFT TURN

SYMBOLS

- Yellow stripe
- White stripe
- One-way amber marker
- One-way crystal marker
- Two-way amber marker

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

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF OPERATIONS

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

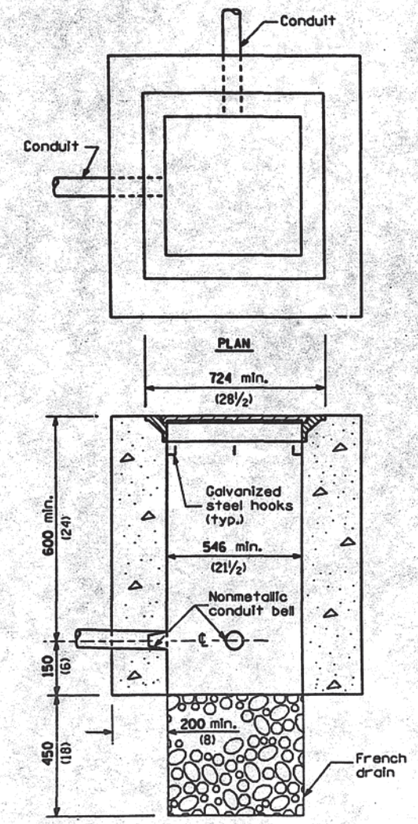
DATE	REVISIONS
1-1-97	Renum. Standard 2397-2.
	Deleted DN Symbol.
	Revised metric values.
2-1-95	Moved G.N. to Specs.
	Moved Design Note
	Added metric.

TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

STANDARD 781001

C B A 0 A B C

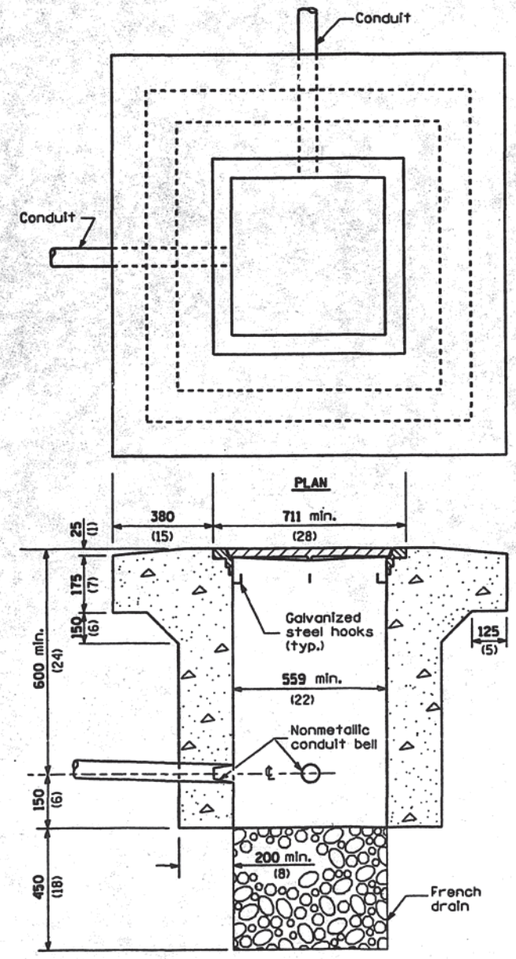
TAMERAN



ELEVATION

PC CONCRETE

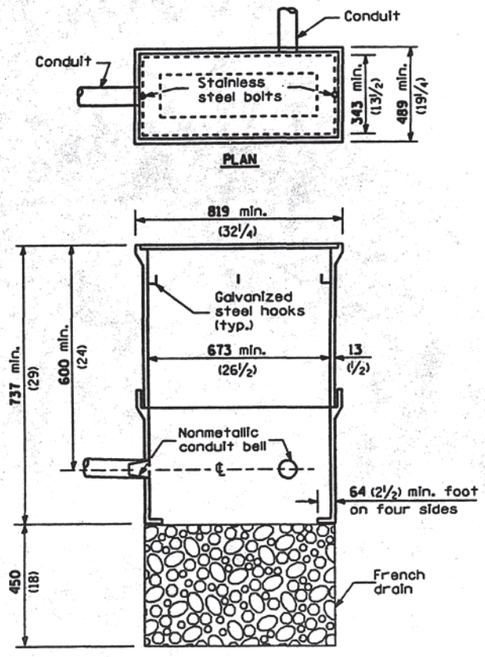
(Frame and cover 64 kg (140 lbs.) min.)



ELEVATION

PC CONCRETE - HEAVY DUTY

(Frame and cover 118 kg (260 lbs.) min.)



ELEVATION

POLYMER CONCRETE

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

Illinois Department of Transportation

APPROVED January 1, 1997
ENGINEER OF OPERATIONS

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-97	Renum. Standard 2368-2.
	Rev. casting & inside
	dim. for heavy duty.
2-1-95	Del. note. Incr. F & G
	width for heavy duty.
	Rev. mort. to poly. conc.

CONCRETE HANDHOLES

STANDARD 814001

C B A 0 A B C

TAMERAN