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STATE OF ILLINOIS

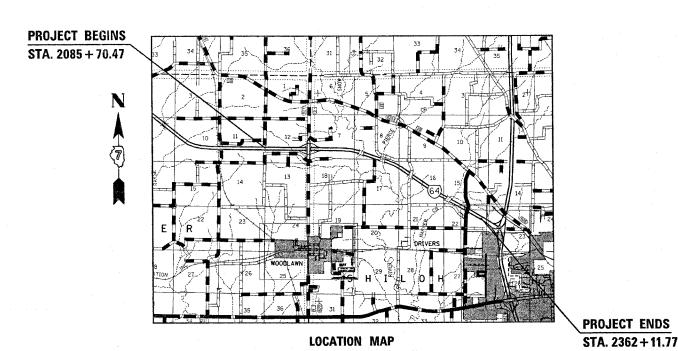
DEPARTMENT OF TRANSPORTATION

**DIVISION OF HIGHWAYS** 

# **PROPOSED** HIGHWAY PLANS

**FAI ROUTE 64 (I-64) SECTION** (41–7)RS–1 PROJECT NO: IM - 064-3(082)065 **JEFFERSON COUNTY** 

C-97-028-05



GROSS LENGTH = 27,641.3 FEET = 5.24 MILES NET LENGTH = 27,477.3 FEET = 5.20 MILES

(41-7)RS-1 JEFFERSON

#### D-97-042-01



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION SUBMITTED APRIL 1 Victor Modert P
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 94905

1-800-892-0123

ENGINEERING SCALES, REDUCED SIZED PLANS WILL NOT

ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION

CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS

ADT 2004 = 23, 200

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TOWNSHIP : CASNER T25 R1E

SHILOH T25 R2E

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31/2020	:\projects\949@5d\dØ42@1pa.dg	
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#### INDEX OF SHEETS

#### SECTION COLINTY TOTAL SHEETS 48 (41-7)RS-1 JEFFERSON STANSONS FEED AND PROJECT NO. CONTRACT NO. 94905

```
SHEET NO. ITEM
                 COVER SHEET
                  INDEX OF SHEETS AND HIGHWAY STANDARDS
                  GENERAL NOTES
                  SUMMARY OF QUANTITIES
                  TYPICAL SECTION
                  TYPICAL SECTIONS AND SPBGR ATTACHED TO STRUCTURE DETAIL
                 RESURFACING DETAILS
                  RESURFACING SCHEDULE
                 RESURFACING SCHEDULE - RAMPS
UNDERDRAIN AND PATCHING SCHEDULES
PAVEMENT MARKING SCHEDULE
      12
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    15-24
                 PLAN SHEETS
      25
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27
                 TYPICAL APPLICATIONS OF INTERCHANGE PAVEMENT MARKING
                AERIAL SPEED ZONE CHECKS
GENERAL PLAN & ELEVATION STA 2137+99.67 F.A.I. 64 S.N. 041-0069
                 QUANTITY SCHEDULES S.N. 041-0069
                STAGE I CONSTRUCTION DETAILS S.N. 041-0069
STAGE II CONSTRUCTION DETAILS S.N. 041-0069
EXPANSION JOINT DETAILS BOTH ABUTMENTS S.N. 041-0069
FORMED CONCRETE REPAIR ABUTMENT S.N. 041-0069
      32
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                BRIDGE DECK PATCHING S.N. 041-0069
PLAN AND ELEVATION CH 9 OVER FAI 64 S.N. 041-0069
REPAIR DETAILS CH 9 OVER FAI 64 S.N. 041-0069
ANCHOR BOLT DETAILS CH 9 OVER FAI 64 S.N. 041-0069
                REPAIR DETAILS CH 9 OVER FAI 64 S.N. 041-0069
REPAIR DETAILS CH 9 OVER FAI 64 S.N. 041-0069
REPAIR DETAILS CH 9 OVER FAI 64 S.N. 041-0069
SHILOH ROAD OVERHEAD BRIDGE STA 2343+00 F.A.I. 64 S.N. 041-0080
QUANTITY SCHEDULES S.N. 041-0080
      41
                 STAGE CONSTRUCTION DETAIL S. N. 041-0080
                 BRIDGE CONSTRUCTION DETAIL S.N. 041-0080
EXPANSION JOINT DETAILS BOTH ABUTMENTS S.N. 041-0080
BRIDGE DECK PATCHING S.N. 041-0080
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PLAN AND ELEVATION TR 206 OVER FAI 64 S. N. 041-0080 REPAIR DETAILS TR 206 OVER FAI 64 S.N. 041-0080 ANCHOR BOLT DETAILS TR 206 OVER FAI 64 S.N. 041-0080 REPAIR DETAILS TR 206 OVER FAI 64 S.N. 041-0080

THE FOLLOWING STANDARDS ARE A PART OF THESE PLANS AND ARE INCLUDED AFTER SHEET NO. 48:

#### STD. NO. DESCRIPTION

```
000001-04 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
   001001 AREAS OF REINFORCEMENT BARS
001006 DECIMAL OF AN INCH AND A FOOT
    442001-02 CLASS A PATCHES
442101-05 CLASS B PATCHES
 442101-05 CLASS B PATCHES
601001 SUB-SURFACE DRAINS
601101 CONCRETE HEADWALL FOR PIPE DRAIN
630001-05 STEEL PLATE BEAM GUARDRAIL
630101-05 GUARDRAIL MOUNTED ON EXISTING CULVERTS
630201-02 PCC/BITUMINOUS STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-03 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-02 TRAFFIC BARRIER TERMINAL, TYPE 2
    635001 DELINEATORS
635006-02 REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01 REFLECTOR MARKER AND MOUNTING DETAILS
642001 SHOULDER RUMBLE STRIPS
701006-02 OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-01 OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-01 OFF-RO OPERATIONS, MULTILANE LESS THAN 15 FT. AWAY, FOR SPEEDS >=45 MPH
701106-01 OFF-RD OPERATIONS, MULTILANE, MORE THAN 15 FT. AWAY, FOR SPEEDS >=45 MPH
701201-02 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >=45MPH
701301-02 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-02 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701316-03 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR, FOR SPEEDS >=45 MPH
701400-02 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-03 LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-03 LANE CLOSURE, FREEWAY/EXPRESSWAY
701406-04 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS >=45 MPH
701426-02 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS >=45 MPH
702001-05 TRAFFIC CONTROL DEVICES
    635006-02 REFLECTOR AND TERMINAL MARKER PLACEMENT
    702001-05 TRAFFIC CONTROL DEVICES
                               SIGN PANEL MOUNTING DETAILS
SIGN PANEL ERECTION DETAILS
METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
    720001
    780001-01 TYPICAL PAVEMENT MARKINGS
   781001-02 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001 DETECTOR LOOP INSTALLATIONS
                                   TYPICAL LAYOUT FOR DETECTION LOOPS
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REVISION	NS	D. MOTC OCCAOTA	7117 88 X8
NAME	DATE	ILLINUIS DEPARTMI	ENT OF TRANSPORTATION
		INDEX	OF SHEETS
			AND
	1	HIGHWAY	STANDARDS
· · · · · · · · · · · · · · · · · · ·		SCALE: VERT.	DRAWN BY

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DATE

#### GENERAL NOTES

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS; THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2002: THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" INDICATED ON THE CHECK SHEET, AND "THE SPECIAL PROVISIONS" INCLUDED IN THE PROPOSAL

THE WORK INCLUDED IN THIS SECTION CONSISTS OF REHABILITATING APPROXIMATELY 5.2 MILES OF INTERSTATE 64 WITH UNDERDRAIN REPLACEMENT, GUARDRAIL IIMPROVEMENTS, PAVEMENT PATCHING, MILLING, AND RESURFACING, STRUCTURE REPAIR AND OTHER WORK NECESSARY TO COMPLETE THIS SECTION.

THE PROPOSED PROJECT BEGINS 1 MILE WEST OF THE WOODLAWN ROAD AND EXTENDS APPROXIMATELY 5.2 MILES TO I-57 IN JEFFERSON

PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIAL. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR WILL BE PAID FOR THE QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

BITUMINOUS MATERIALS (PRIME COAT), THE CONTRACTOR SHALL USE EITHER RC-70 OR AN EMULSIFIED POLYMER PRIME SS-1HP.

THE CONTRACTOR WILL PROVIDE INTERNET ACCESSIBILITY TO THE BITUMINOUS PLANT QUALITY CONTROL LAB SO THAT BITUMINOUS PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADOUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL BITUMINOUS ITEMS.

DIRECTION INDICATOR BARRICADES SHALL BE USED IN LANE CLOSURE TAPERS AS OUTLINED IN THE SUPPLEMENTAL SPECIFICATIONS ARTICLE

A PORTION OF THE EXISTING SHOULDER NEAR STRUCTURES 041-0075 & 041-0076 IS PORTLAND CEMENT CONCRETE WIDENING. THE SHOULDER IS TO BE MILLED APPROXIMATELY 1". THE PORTION OF THE SHOULDER THAT IS PCC WILL ALSO BE MILLED AND WILL NOT BE PAID FOR SEPERATELY. THE COST SHALL BE INCLUDED IN THE UNIT PRICE FOR BITUMINOUS SURFACE REMOVAL, 1". THE QUANTITY OF BITUMINOUS SURFACE REMOVAL 1" THAT IS PCC WIDENING IS 1,421 SQUARE YARDS IN THE EASTBOUND LANES AND 1,368.8 SQUARE YARDS IN THE WESTBOUND LANES.

AN ESTIMATED QUANTITY OF 66 EACH FOR WOOD POSTS HAS BEEN INCLUDED IN THE PLANS. AN ESTIMATED QUANTITY OF 54 EACH FOR REMOVAL OF WOOD POST HAS BEEN INCLUDED IN THE PLANS. IT IS THE SOLE RESPONSIBILITY OF THE ENGINEER TO DETERMINE WHICH EXISTING WOOD POSTS NEED REPLACING.

AT STATION 2314+41.25 (EASTBOUND) AND STATION 2318+57 (WESTBOUND) THE GUARDRAIL THAT IS ATTACHED TO THE STRUCTURE AND IS TO BE REMOVED. WHEN THIS WORK IS COMPLETED THE EXISTING BOLTS SHALL BE REINSERTED AND SECURELY POSITIONED INTO THE OPEN BOLT HOLES ON THE STRUCTURE. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR STEEL PLATE BEAM GUARDRAIL REMOVAL, ATTACHED TO STRUCTURE. FILL AND EXCAVATION REQUIRED FOR THE INSTALLATION AND REMOVAL OF THE STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURE. THE COMPACTION OF THIS MATERIAL SHALL BE TO THE SATISFACTION OF THE ENGINEER.

THE CONTRACTOR SHALL MAINTAIN A SIXTEEN FOOT MINIMUM VERTICAL CLEARANCE UNDER THE OVERHEAD STRUCTURES LOCATED WITHIN

ANY EXCAVATION REQUIRED FOR BITUMINOUS SHOULDER STABILIZATION AT STEEL PLATE BEAM GUARDRAIL AND TERMINAL SECTIONS SHALL BE INCLUDED IN THE COST OF BITUMINOUS SHOULDERS. EXCAVATED MATERIAL SHALL BE USED TO CONSTRUCT THE SHOULDER WIDENING AS SHOWN ON STANDARD 630301. ANY ADDITIONAL MATERIAL REQUIRED SHALL BE PAID FOR AS AGGREGATE SHOULDERS.

THE TEMPORARY PAVEMENT SHALL, AT THE CONTRACTOR'S OPTION BE CONSTRUCTED OF EITHER PORTLAND CEMENT CONCRETE 8" THICK, OR BITUMINOUS CONCRETE, 10" THICK.

ALL NEW MAINLINE GUARDRAIL SHALL BE CONSTRUCTED WITH THE FACE OF RAIL AT THE EDGE OF BITUMINOUS SHOULDER (EXCEPT TYPE 1 SPECIALS, WHICH ARE TAPERED AT A RATE OF 50:1).

THE MATERIAL USED FOR AGGREGATE SHOULDERS, TYPE B SHALL BE CRUSHED STONE WITH A MINIMUM IBR OF 80.

PIPE UNDERDRAINS 6" AND PIPE UNDERDRAINS 6" (SPECIAL) SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 601 OF THE STANDARD SPECIFICATIONS. THE PIPE UNDERDRAINS 6" AND PIPE UNDERDRAINS 6" (SPECIAL) WILL BE PLACED AT THE SAME LOCATIONS OF THE EXISTING UNDERDRAINS. THE UNDERDRAINS ENCOUNTERED DURING EXCAVATION FOR THE NEW PIPE UNDERDRAIN 6" OR PIPE UNDERDRAIN 6" (SPECIAL) SHALL BE REMOVED. THE REMOVAL SHALL BE INCLUDED IN THE COST PER FOOT FOR PIPE UNDERDRAINS 6" AND PIPE UNDERDRAINS 6" (SPECIAL) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE MATERIAL REMOVED IN THE EXCAVATION FOR THE UNDERDRAIN INSTALLATION MUST BE REMOVED OFF THE PROJECT AT NO ADDITIONAL COST. ALL PAY ITEMS PERTAINING TO PIPE UNDERDRAINS ARE AT ESTIMATED LOCATIONS AND ARE SUBJECT TO MINOR LOCATION CHANGE AS DIRECTED BY THE ENGINEER.

PREFORMED PLASTIC PAVEMENT MARKINGS, TYPE B SHALL BE APPLIED IN ACCORDANCE WITH THE REQUIREMENTS OF TYPE A AS SPECIFIED IN ARTICLE 780.07(d) OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. CENTERLINE MARKINGS SHALL BE 6 INCHES WIDE. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" = 13.738.6 FEET. WHITE EPOXY PAVEMENT MARKING - LINE 4" = 56.856.6 FEET OF WHITE AND 64,062.6 FEET OF YELLOW. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN THE DOUBLE LANE LINE MARKERS PATTERN AS SHOWN ON STANDARD 781001.

THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

SURFACE COURSE MIXTURE USE: PG GRADE: RAP%:

SBS PG 70-22

DESIGN AIR VOIDS: 4.0% @ NDESIGN = 105

MIXTURE COMPOSITION: IL-9.5 FRICTION AGGREGATE: MIXTURE D MIXTURE USE(S): SHOULDERS PG GRADE: PG 58-22

RAP%: DESIGN AIR VOIDS: 2.0% @ NDESIGN = 30

MIXTURE COMPOSITION: IL-9.5 FRICTION AGGREGATE: N/A

BINDER COURSE MIXTURE USE(S): PG GRADE:

SBS PG 70-22 RAP%: DESIGN AIR VOIDS: 4.0% @ NDESIGN = 105

MIXTURE COMPOSITION: IL-19.0

FRICTION AGGREGATE:

THE EXISTING PAVEMENT SHALL BE PATCHED IN ACCORDANCE WITH SECTION 442 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". THE QUANTITIES OF PATCHING ARE ESTIMATES ONLY AND THE FINAL QUANTITIES AND PATCH LOCATIONS SHALL BE DETERMINED BY THE ENGINEER. ONLY A NON-CHORIDE ACCELERATOR SHALL BE ALLOWED FOR PAVEMENT PATCHING. NO BITUMINOUS CONCRETE SURFACE COURSE SHALL BE LAID UNTIL ALL PATCHING IS COMPLETE, INCLUDING THE ADJACENT LANE AND SHOULDER.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

AGGREGATE SHOULDERS, TYPE B 3, 24 TONS/CU YD BITUMINOUS MATERIALS (PRIME COAT)

AGGREGATE (PRIME COAT) BITUMINOUS CONCRETE

O. 10 GAL/SQ YD 4.00 LBS/S0 YD 112 LBS/SQ YD/INCH

THE EXISTING PAVEMENT REINFORCEMENT ON FAI ROUTE 64 IS 3/4 INCHES IN DIAMETER,

THE FOLLOWING RATES OF APPLICATION SHALL BE USED FOR SEEDING AND MULCHING ALL AREAS DISTURBED BY CONSTRUCTION OF PIPE UNDERDRAIN (SPECIAL) AND CONCRETE HEADWALL FOR PIPE DRAINS:

NITROGEN FERTILIZER NUTRIENT 90 LB/ACRE PHOSPHORUS FERTILIZER NUTRIENT 90 LB/ACRE POTTASIUM FERTILIZER NUTRIENT 90 LB/ACRE AGRICULTURAL GROUND LIMESTONE 2 TON/ACRE 2 TON/ACRE

> REVISIONS ILLINOIS DEPARTMENT OF TRANSPORTATION **GENERAL NOTES** SCALE: VERT. HORIZ. DRAWN BY CHECKED BY

# SUMMARY OF QUANTITIES

 FAI SECTION  64 (41-7)RS-1  FED. ROAD DIST. NO. 7		COUNTY	TOTAL SMEETS	SHEET NO.			
64	(41-7)RS-1	JEF	FERSON	48	4		
FED. R	OAD DIST. NO. 7	BLOKES	FED, AUT PRO.	ROJECT NO.			

CONTRACT	NO.	9490
0011111001	1102	3 . 3 . 3

	CHANADY OF CHANTITIES		90%.FED.	CONSTRUCTION TYPE CODE					
	SUMMARY OF QUANTITIES		10º/.STATE TOTAL	1000		X771-2A	X <b>77</b> 1-2A	u. wante	-
CODE NO	ITEM	UNIT	QUANTITIES			041-0069	041-0080	THE COLUMN TO TH	
601000117	SHOULDER REMOVAL AND REPLACEMENT 11 1/4"	FOOT	121287	121287					
20400800	FURNISHED EXCAVATION	CU YD	50	50					
25000200	SEEDING, CLASS 2	ACRE	0.1	0.1					
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	9	9					
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	9	9					
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	9	, 9					i.
25000700	AGRICULTURAL GROUND LIMESTONE	TON	0.2	0. 2					
25100115	MULCH, METHOD 2	ACRE	0.1	0.1	:				
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	201	201			· ·		-
20200100	EARTH EXCAVATION	CU YD	37	37					
35400300	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 8"	SQ YD	29			29			
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	27387	27321		48	18		
40600300	AGGREGATE (PRIME COAT)	TON	555	547		4	4		
40600895	CONSTRUCTING TEST STRIP	EACH	2	2					
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD:	920	640			280		
40600990	TEMPORARY RAMP	SQ YD	320	214		70	36		
44000004	BITUMINOUS SURFACE REMOVAL 1"	SQ YD	111757	111757					
44000007	BITUMINOUS SURFACE REMOVAL 2"	SQ YD	364	<sub>,</sub> 364					
44000030	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	464			464			
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	145			145			·
44000910	BITUMINOUS CONCRETE REMOVAL (DECK)	SQ YD	1414		1	1414			
44003100	MEDIAN REMOVAL	SQ FT	582			582			
44200553	CLASS A PATCHES, TYPE II, 10 INCH	SQ YD	1345	1345					
44200557	CLASS A PATCHES, TYPE III, 10 INCH	SQ YD	617	617			-		
44200559	CLASS A PATCHES, TYPE IV, 10 INCH	SQ YD	1199	1199					·
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	464	464					
44213000	PATCHING REINFORCEMENT	SQ YD	3161	3161					
44213200	SAW CUTS	FOOT	16267	16267					
45000130	RELIEF JOINT 4"	FOOT	96	96		,			
48101200	AGGREGATE SHOULDERS, TYPE B	TON	5430	5430	· ·				
48202000	BITUMINOUS SHOULDERS SUPERPAVE	TON	9683	9683			-		

ILLINOIS DEPARTMENT OF TRANSPORTATI		REVISIONS	
ILLINOIS DEPARTMENT OF TRANSPORTATI	DATE	NAME	
SUMMARY			
OF			
QUANTITIES			
SCALE: VERT. DRAWN BY			

# SUMMARY OF QUANTITIES

FAI ATE.	SECTION		COUNTY	TOTAL SHEETS	SHEET HOL	
64 (41-7	(41-7)RS-	1 JE	FFERSON	48	5	
FER. ROA	O 925T. NO. 7	RAIMOSS	FER. ALD PROJ	ECT NO.	L	
	CONT	RACT	NO. 9	4905		

	SUMMARY OF QUANTITIES		90% FED. 10% STATE	ļ	CONSTRUCTION TYPE CODE				
CODE NO		1	TOTAL	1000		X771-2A	X771-2A		
	ITEM	UNIT	OUANTITIES			041-0069	041-0080		
50300225	CONCRETE STRUCTURES	CU YD	8.5			7	1.5	-	
50300260	BRIDGE DECK GROOVING	SQ YD	1970			1304	666		
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	28			20	8		
50301245	FORMED CONCRETE REPAIR (DEPTH EQUAL TO OR LESS THAN 5")	ŠQ FT	14			14			
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	4480			4170	310		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1980			1580	400		
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	248	248					
60107700	PIPE UNDERDRAINS 6"	FOOT	119430	119430					
60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	4570	4570					
63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	1700	1700					
63000025	STEEL PLATE BEAM GUARD RAIL, ATTACHED TO STRUCTURES	FOOT	87.5	87.5					
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	4	ý.					
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2	'				
63100167	TRAFFIC BARRIER TERMINAL TYPE 1. SPECIAL (TANGENT)	EACH	16	12			4		
63200307	STEEL PLATE BEAM GUARD RAIL REMOVAL, ATTACHED TO STRUCTURE	FOOT	87.5	87.5					
63200310	GUARDRAIL REMOVAL	F00T	1296	1196			100		
63500105	DELINEATORS	EACH	275	275			100		
63500120	DELINEATOR REMOVAL	EACH	252	252					
64200105	SHOULDER RUMBLE STRIP	FOOT	106587	106587					, .
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10	10		· ·		# 27	
67100100	MOBILIZATION	L SUM	1	1				ŀ	
70100100	TRAFFIC CONTROL AND PROTECTION, STANDARD 701316	EACH	1			and the second s	1. Indiana		
70100305	TRAFFIC CONTROL AND PROTECTION, STANDARD 701400	L SUM	1	1	The state of the s		Mildel and a second sec	piè e depli menundo	
70100420	TRAFFIC CONTROL AND PROTECTION. STANDARD 701411	EACH	4	4					
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	Access and a second	- Committee of the comm	0.5	0.5		A Processing State Control of the Co
70100700	TRAFFIC CONTROL AND PROTECTION. STANDARD 701406	L SUM	1	1	and the second s	ovedzistenia najwoka ope		The state of the s	-
70100800	FRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1.	bende verspectore, monte			and the second second	a de la companya de l

\* SPECIALTY ITEMS

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NAME	DATE	ILLINUIS DEPART	MENT OF	TRANSPORTATION
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		QUA	ANTI	TIES
		SCALE: VERT,		DRAWN BY
		DATE DATE		CHECKED BY

cessieyok 3/31/2005 5:\projects\949 \$@@@@

# SUMMARY OF QUANTITIES

FAI SECTION  64 (41-7)RS-1  FED. RONG (ISST. NO. 7  CONT			COUNTY	TOYAL SHEETS	SHEET NO.		
64	(41-7)RS-	I.	JEF	FERSON	48	6	
PED. R	0A0 058T. NO. 7	1	TRACES	FED. AND PRO-	EUT NO.		
	CONT	RA	ACT	NO. 9	4905		

	CHAMADY OF QUANTITIES		90/.FED.			CONSTRL	ICTION TYPE COD	E	
	SUMMARY OF QUANTITIES	r	10%. STATE TOTAL	1000		X771-2A	X771-2A		
CODE NO	ITEM	UNIT	QUANTITIES			041-0069	041-0080		
70100900	TRAFFIC CONTROL AND PROTECTION. STANDARD 701316 (SPECIAL)	EACH				1			
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10	5		1	4		
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1				1		
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	19824	19497		327		-	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	121573	120919	-	654			
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	13739	. 13739					
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	1917	1917					
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	48	48		-		1 100000 Alban	·-
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	3786	3250		488	48		
78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	654			654			
78003130	PREFORMED PLASTIC PAVEMENT MARKING,  TYPE B - LINE 6"	FOOT	13739	13739					
78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	120919	120919					
78005140	EPOXY PAVEMENT MARKING - LINE 8"	FOOT	1917	1917					
78005180	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	48	48					
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1519	1519					·
78200410	GUARDRAIL MARKERS, TYPE A	EACH	71	59			12		
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	16	12.			4		
86301010	TERMINAL FACILITY REMOVAL	EACH	1	1		<b>-</b>			
X0300247	REMOVE WOOD POST	EACH	54	54			4.		
X0320887	POLYMER CONCRETE	CU FT	13. 3			8.8	4.5		
X0321468	PLUG EXISTING DECK DRAINS	EACH	8			4	4	,	
X0322729	MATERIAL TRANSFER DEVICE	TON	30841	30841					
X0322932	SILICONE JOINT SEALER, 1.5"	FOOT	204		di Antonio	144	60		
X0349800	CONCRETE HEADWALL FOR PIPE UNDERDRAIN REMOVAL	EACH	249	249	OD. La Control de la Control d				
X0712400	TEMPORARY PAVEMENT	SQ YD	92			92	·		
X4066416	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAYE, MIX "C", N70	TON	52			.24	28		Grand-Accelerators
X4066530	POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N105	TON	13637	13637			-		No. of the control of
<u> </u>									

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: VERT.
HORIZ.

DRAWN BY CHECKED BY

\* SPECIALTY ITEMS

SUMMARY OF QUANTITIES

(41-7)RS-1 JEFFERSON 48 PER ROAD DIST. NO. T ALBERTS FED. ALD PROJECT NO.

CONTRACT NO. 94905

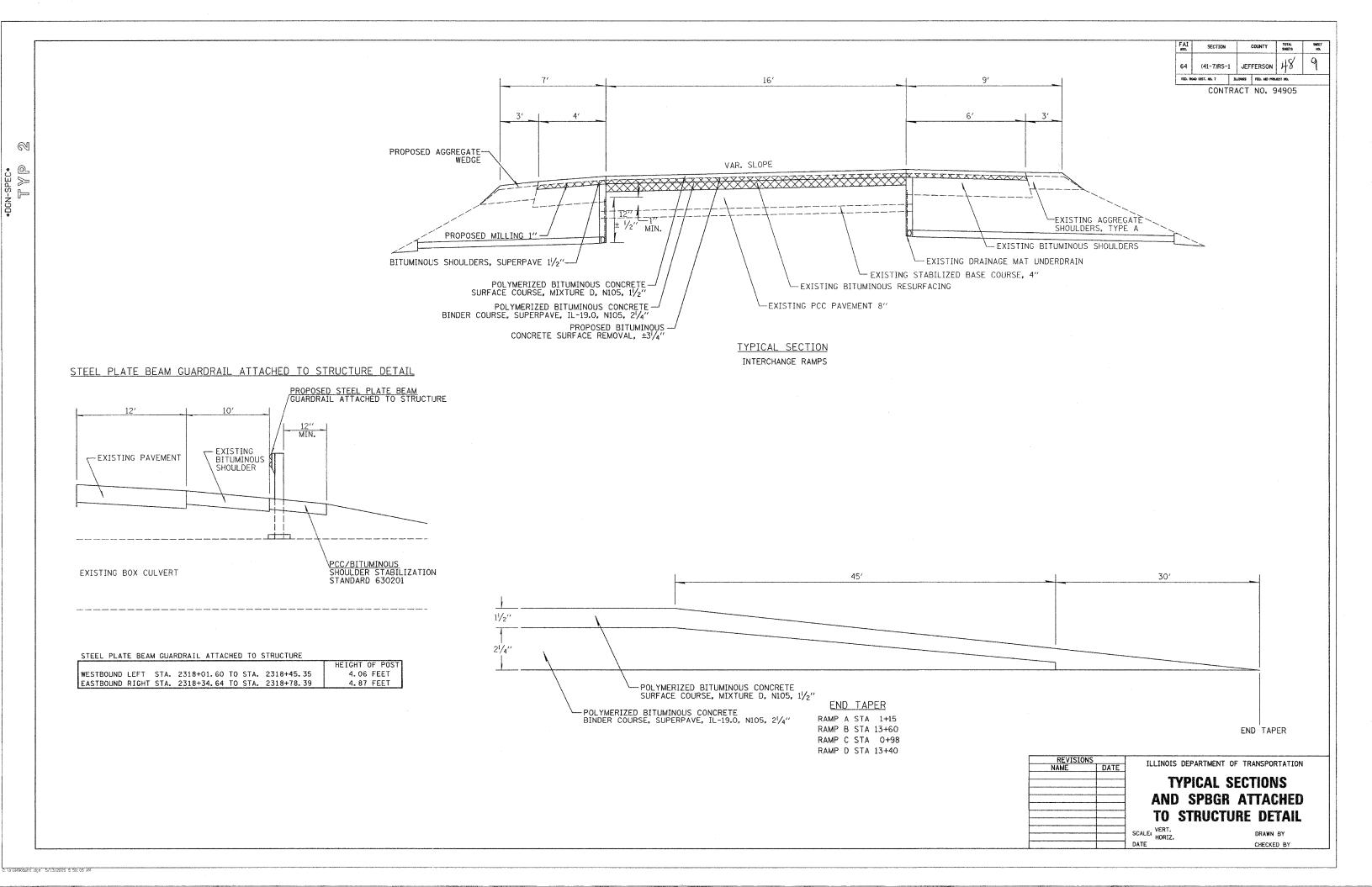
	SUMMARY OF QUANTITIES		90%.FED. 10%.STATE			. CONSTRI	JCTION TYPE COL	E	
CODE NO		1	TOTAL	1000		X771-2A	X771-2A		
	ITEM	UNIT	QUANTITIES			041-0069	041-0080		
X4066660	POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N105	TON	20343	20343					
X4409420	BITUMINOUS SURFACE REMOVAL 3 1/4"	SQ YD	160971	160971					
X6065701	CONCRETE MEDIAN. TYPE SM-4.06	SQ FT	513			513			
X7016500	TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	EACH	1		~		1		
X7240600	REMOVE AND RE-ERECT EXISTING SIGN	EACH	2	2				* .	
XZ193500	BRIDGE DECK MICROSILICA CONCRETE OVERLAY 2 1/4"	SQ YD	2136			1414	722		
Z0006204	BRIDGE DECK HYDRO-SCARIFICATION 1/2"	SQ YD	2136			1414	722		
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SO YO	1			P - James Agentus	<u> </u>	-	
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	8			2	6		
Z0017202	DOWEL BARS 1 1/2"	EACH	1204	1204					
Z0031300	JACKING AND CRIBBING	L SUM	1			0.7	0.3		
Z0075310	TIE BARS 3/4"	EACH	420	420		3			
Z0076600	TRAINEES	HOUR	1000	1000			,		
Z0077800	WOOD POST	EACH	66	66					
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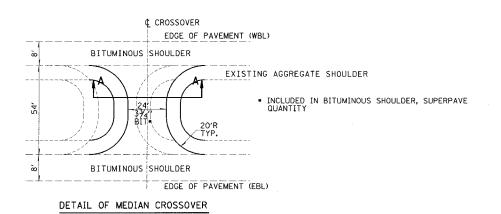
@ Y080 \* SPECIALTY ITEMS

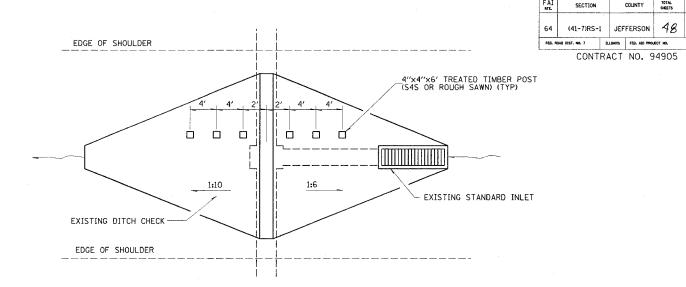
	REVISIONS NAME DATE	
REVISION	NS	*1
NAME	DATE	11
		SCALE
		SCALE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

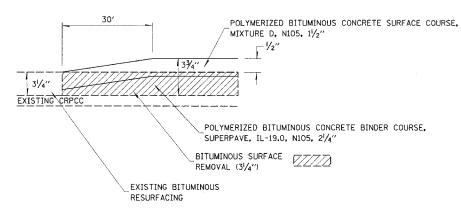


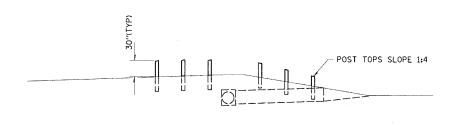




PLAN VIEW

STATION	FURNISHED EXCAVATION CU. YD.	EARTH EXCAVATION CU. YD.
2178-07.5	18.5	12.0
2348+95	31.5	25.0
Total	50.0	37.0





#### BUTT JOINT DETAIL

**EASTBOUND** 

# ¢ CROSSOVER PROPOSED AGGREGATE BASE COURSE, TYPE B, 8" BITUMINOUS SHOULDER, SUPERPAVE, 3"/4" EXISTING AGGREGATE BASE COURSE, TYPE B 8" BITUMINOUS SURFACE REMOVAL, 2" - AGGREGATE SHOULDER, TYPE B

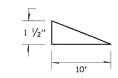
SECTION A-A STA 2178+07.5 SHIFT 10' TO EAST SAT 2348+95 SHIFT 18' TO WEST

THE FOLLOWING QUANTITIES ARE TO BE PLACED WHERE SOIL HAS BEEN DISTURBED DUE TO SHIFTING THE LOCATIONS OF THE MEDIAN CROSSOVERS.

SEEDING CLASS 2	O. 1 ACRES
NITROGEN FERTILIZER	9 LBS
PHOSPHORUS FERTILIZER NUTRIENT	9 LBS
POTASSIUM FERTILIZER NUTRIENT	9 LBS
AGRICULTURAL GROUND LIMESTONE	0.2 TONS
MULCH METHOD 2	O.1 ACRES

#### WESTBOUND

TA	2085+40.47	ТО	STA	2085+70.47	STA	2085+40.47	ТО	STA	2085+70.47	
TA	2197+98	TO	STA	2198+28	STA	2197+98	TO	STA	2198+28	
TA	2199+92	ΤO	STA	2200+22	STA	2199+92	ΤO	STA	2200+22	
TA	2361+81.77	ΤO	STA	2362+11.77	STA	2361+81.77	ΤO	STA	2362+11.77	



#### TEMPORARY RAMP DETAILS

EASTBO	DUND	WEST	BOUND
STA 2085+40.47 T	O STA 2085+50.4	7 STA 2085+40.47	TO STA 2085+50.47
STA 2198+18 TO	STA 2198+28	STA 2198+18	TO STA 2198+28
STA 2199+92 TO	STA 2200+02	STA 2199+92	TO STA 2200+02
STA 2362+01.77 TO	STA 2362+11.7	7 STA 2362+01.77	TO STA 2362+11.77

### DETAIL OF WOOD POST BARRIER

PROFILE VIEW

	EXISTING POST	PROPOSED QUANTITY
LOCATION	(EACH)	(EACH)
2085+75	4	6
2113+15	4	6
2163+50	4	6
2217+50	5	6
2227+94	7	6
2246+11	6	6
2263+30	7	6
2296+25	4	6
2328+90	5	6
2344+40	3	6
2356+15	5	6
TOTAL	54	66

REVISIONS	ILLINOIS DEPARTMENT OF TRANSI	PODTATION
NAME DATE	TECHNOIS DELARGMENT OF TRANSI	ORTATION
	RESURFACINO DETAILS	G
	HORIZ.	WN BY

COUNTY TOTAL SHEETS

10

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#### PAVING SCHEDULE - MAINLINE

					-								
STATIO	N TO	STATION	LENGTH	EXISTING PAVEMENT WIDTH	AREA	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, MIX "D" NIO5	POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE IL-19.0 NIO5	BITUMINOUS SURFACE REMOVAL 3 1/4"	BITUMINOUS SURFACE REMOVAL I"	AGGREGATE SHOULDERS,TYPE B	BITUMINOUS SHOULDERS SUPERPAVE
***************************************			LIN FT	FEET	SQ YD	GALLON	TON	TON	TON	SQ YD	SQ YD	TON	TON
I-64 EB			C 117 1 1	1	34 15	UALLUN	1011	1011	1011		33 .5		
2085+70. 47 2119+25. 00 2122+15. 00 2125+90. 00 2149+25. 00 2151+35. 00 2150+65. 00 2190+22. 00 2190+62. 00 2199+92. 00 2203+45. 00 2203+45. 00 2203+85. 00 I-64 WB 2085+70. 47 2115+25. 00 2124+75. 00 2150+00. 00 2156+70. 00	TO T	2119+25. 00 2122+15. 00 2125+90. 00 2149+25. 00 2151+35. 00 2190+22. 00 2190+62. 00 2199+28. 00 2203+45. 00 2203+45. 00 2203+85. 00 2362+11. 77 2115+25. 00 2124+75. 00 2124+75. 00 2150+00. 00 2150+00. 00 2150+00. 00 2150+70. 00 2194+31. 00	3354.53 290 375 2335 210 930 2957 40 766 164 353 40 15826.77 2954.53 950 225 2300 400 270 3761	24 24 24 24 24 24 24 24 Brdg Omission 24 24 24 24 24 24	8945. 4 773. 3 1000 6226. 7 560 2480 7885. 3 106. 7 2042. 7 941. 3 106. 7 42204. 7 7878. 7 2533. 3 600 6133. 3 1066. 7 720 10029. 3	1565. 4 103. 1 133. 3 1089. 7 74. 7 330. 7 1379. 9 18. 7 357. 5 164. 7 18. 7 7385. 8 1378. 8 337. 8 80 1073. 3 142. 2 96 1755. 1	31.3 2.1 2.7 21.8 1.5 6.6 27.6 0.4 7.1 3.3 0.4 147.7 27.6 6.8 1.6 21.5 2.8 1.9 35.1	755. 5 65. 3 84. 5 525. 9 47. 3 209. 4 666 9 172. 5 79. 5 9 3564. 4 214 50. 7 518 90. 1 60. 8 847	1127. 1 97. 4 126 784. 6 70. 6 312. 5 993. 6 13. 4 257. 4 118. 6 13. 4 5317. 8	8945. 4 773. 3 1000. 0 6226. 7 560. 0 2480. 0 7885. 3 106. 7 1962. 7 861. 3 106. 7 42124. 7 7878. 7 2533. 3 600. 0 6133. 3 1066. 7 720. 0 10029. 3	6709. 1 257. 8 333. 3 4670 186. 7 826. 7 5914 80 1532 706 80 31653. 5	285. 1 12. 3 15. 9 198. 5 8. 9 39. 5 251. 4 3. 4 65. 1 30 3. 4 1345. 3 251. 1 40. 4 9. 6 195. 5 17 11. 5 319. 7	563. 6 21. 7 28 392. 3 15. 7 69. 4 496. 8 6. 7 128. 7 59. 3 6. 7 2658. 9 496. 4 70. 9 16. 8 386. 4 29. 9 20. 2 631. 8
2194+31.00	TO	2194+72.00	41	24	109.3	19.1	0.4	9. 2	13.8	109.3	82	3.5	6. 9
2194+72.00	TO	2198+28.00	356	24	949. 3	166.1	3. 3	80. 2	119.6	869.3	712	30. 3	59.8
2198+28.00	TO	2199+92.00	164	Brdg Omission	2002 7	777 0	6 7	169 1	252 7	1022 7	1335.1	63.8	112. 1
2199+92.00	TO	2207+43.00	751	24	2002. 7	333.8	6. 7	169.1	252. 3	1922.7	74.7	3.6	6. 3
2207+43.00 2207+85.00	TO TO	2207+85.00 2362+11.77	42 15426.77	24 24	112 41138.1	18. 7 6856. 3	0.4 137.1	9.5 3474.3	14. 1 5183. 4	112.0 41058.1	27425. 4	1311.3	2303. 7
					TOTALS	24879	498	12377	18465	146066	102249	4516	8589

REVISION	NS	THE INDIC DEPARTM	ENT OF TRANSPORTATION
NAME	DATE	ILLINOIS DEFARIM	ENT OF TRANSPORTATION
			JRFACING HEDULE
		SCALE: VERT. HORIZ. DATE	DRAWN BY CHECKED BY

AI	SECTION			COUNTY	TOTAL SHEETS	SHEET NO.
64	(41~7)RS~	1	JEF	FERSON	48	12
FED. R	OAD DIST. NO. 7	n	LDIOIS	FED. ATO PRO-	ECT NO.	

CONTRACT NO. 94905

#### PAVING SCHEDULE - RAMPS

STATIO	ON TO	STATION		<b>-</b>		BITUMINOUS MATERIALS (PRIME COAT)	) (E)	POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, MIX "D" NIO5	POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE IL-19.0 NIO5	US SURFACE 3 1/4"	US SURFACE 1"	re ts,type B	BITUMINOUS SHOULDERS SUPERPAVE
			LENGTH	EXISTING PAVEMENT WIDTH	AREA	BITUMINO (PRIME CO	AGGREGATE (PRIME COAT)	POLYMERI CONCRETE COURSE,	POLYMERI CONCRETE SUPERPAN	BITUMINOUS REMOVAL 3 1	BITUMINOUS REMOVAL 1"	AGGREGATE SHOULDERS,TYPE	BITUMINO SUPERPAN
			LIN FT	FEET	SQ YD	GALLON	TON	TON	TON	SQ YD	SQ YD	TON	TON
RAMP A													
0+29.00 1+10.00 13+80.01 14A+64.75=212	T0 T0 T0 25+71	1+10.00 13+80.01 14+64.75	81 1270.01 84.74	16 15	2257.8 141.2	366. 9 32	7.3 0.6	191. 2 12	284.5 17.8	2257.8 141.2	1411.1 178.9	161.9 10.8	118.5
2125+71.97 2124+75.00 2116+50.00	T0 T0 T0	2124+75.00 2116+50.00 2115+25.00	96. 97 825 125	14 21. 25 1. 875	150. 8 1947. 9 26	29. 1 249. 8 13. 7	0.6 5 0.3	12.8 164.6 2.3	19 245. 4 3. 3	150.8 1947.9 26.0	140.1 550 111.1	6. 2 52. 6 8	11.8 46.2 9.3
RAMP B 14+22.00 13+60.00 13+20.00 0B+00=2150+15	TO TO TO	13+60.00 13+20.00	62 40 1320	- 20 16	88.9 2346.7	13.3 381.3	0.3 7.6	7.5 198.7	11.2 295.7	88.9 2346.7	44. 4 1466. 7	5. 1 168. 3	3.7 123.2
2150+15.72 2150+90.00 2154+00.00 2156+00.00	T0 T0 T0 T0	2150+90.00 2154+00.00 2156+00.00 2156+70.00	74.28 310 200 70	16 16 10.5 3	132. 1 551. 1 233. 3 23. 3	33 103. 3 36. 7 8. 6	0. 7 2. 1 0. 7 0. 2	11.2 46.7 19.8 2	16.6 69.4 29.4 2.9	132. 1 551. 1 233. 3 23. 3	198. 1 482. 2 133. 3 62. 2	4.7 19.8 12.8 4.5	16.6 40.5 11.2 5.2
RAMP C 0+19.00 0+98.00 1+04.00 13+59.88	T0 T0 T0 T0	0+98.00 1+04.00 13+59.88 14+56.40	79 6 1255. 88 96. 52	16 16 14. 7	10. 7 2232. 7 157. 6	1.7 362.8 35.3	7.3 0.7	0.9 189.1 13.4	1.3 281.3 19.9	10. 7 2232. 7 157. 6	6. 7 1395. 4 195. 7	0.8 160.1 6.2	0. 6 117. 2 16. 4
14C+56. 40=215 2150+23. 80 2151+35. 00 2159+00. 00 2160+10. 00	TO TO TO TO	2151+35.00 2159+00.00 2160+10.00 2160+65.00	111.2 765 110 55	14 12. 25 3. 5 1. 75	173 1041.3 42.8 10.7	33. 7 155. 1 14. 1 7. 2	0.7 3.1 0.3 0.1	14.5 88.4 3.7	21.8 131.2 5.4 1.3	173.0 1041.3 42.8 10.7	163.7 510 97.8 61.1	7.1 48.8 7 3.5	13.8 42.8 8.2 5.1
RAMP D 14+05.00 13+40.00 13+00.00 0D+00=2125+8		13+40.00 13+00.00	65 40 1300	- 20 16	88. 9 2311. 1	13. 3 375. 6	0.3 7.5	7.5 194.1	11. 2 291. 2	88. 9 2311. 1	44.4 1444.4	5. 1 165. 8	3. 7 121. 3
2125+87. 37 2122+15. 00 2120+00. 00	T0 T0 T0	2122+15.00 2120+00.00 2119+25.00	372. 37 215 75	16 10.5 3	662 250. 8 25	126.2 39.4 9.2	2.5 0.8 0.2	55.6 21.1 2.1	83. 4 31. 6 3. 2	662.0 250.8 25.0	599. 9 143. 3 66. 7	23. 7 13. 7 4. 8	50. 4 12 5. 6
					TOTALS	2441	49	1260	1878	14906	9507	901	798

PARTMENT OF TRANSPORTATION	THE THOUS	NS	REVISIO
FARTMENT OF TRANSPORTATION	ILLINOIS	DATE	NAME
ESURFACING			
SCHEDULE -			
RAMPS			
DRAWN BY	SCALE: VERT.		
CHECKED BY	DATE		

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	EASTBOUND LANE		WESTBOUND	LANE		CONCRETE
STATION	PASSING	DRIVING	PASSING	DRIVING	TOTALS	HEADWALLS
2085+70.47	18.1	19.6	18.1	19.6	75. 3	4
2090+70.00	18.1	19.6	18.1	19.6	75. 3	4
2095+70.00	18.1	19.6	18.1	19.6	75.3	4
2100+70.00	18.1	19.6	18.1	19.6	75.3	4
2105+60.00	18. 1	19.6	18.1	19.6	75. 3	4
2110+50.00	18.1	19.6	18.1	19.6	75. 3	4
2115+40.00	18.1	19.6	18.1	19.6	75. 3	4
2120+30.00	18.1	19.6	18.1	19.6	75. 3	4
		19.6	18. 1	19.6	75. 3	4
2125+20.00	18.1	19.6	18.1	19.6	75.3	4
2130+10.00	18.1		1	1	75.3	4
2135+00.00	18.1	19.6	18.1	19.6	1	4
2139+90.00	18.1	19.6	18.1	19.6	75. 3	4
2144+80.00	18.1	19.6	18.1	19.6	75. 3	
2149+70.00	18.1	19.6	18.1	19.6	75. 3	4
2154+60.00	18.1	19.6	18.1	19.6	75. 3	4
2159+50.00	18.1	19.6	18.1	19.6	75. 3	4
2164+40.00	18.1	19.6	18.1	19.6	75. 3	4
2169+30.00	18.1	19.6	18.1	19.6	75. 3	4
2174+20.00	18.1	19.6	18.1	19.6	75. 3	4
2179+10.00	18.1	19.6	18.1	19.6	75. 3	4 .
2184+00.00	18.1	19.6	18.1	19.6	75. 3	4
2188+90.00	18. 1	19.6	18.1	19.6	75. 3	4
2193+80.00	18. 1	19.6	18.1	19.6	75. 3	4
2204+75.00	18. 1	19.6	16.5	19.6	73. 8	4
2209+50.00	18. 1	19.6	16.5	19.6	73. 8	4
	18.1	19.6	16.5	19.6	73.8	4
2214+25.00	18.1	19.6	16.5	19.6	73.8	4
2219+00.00			16.5			4
2223+75.00	18. 1	19.6		19.6	73.8	
2228+50.00	18. 1	19.6	16.5	19.6	73.8	4
2233+25.00	18.1	19.6	16.5	19.6	73. 8	4
2238+00.00 SAG	18.1	19.6	16.5	19.6	73.8	4
2243+00.00	18.1	19.6	16.5	19.6	73. 8	4.
2248+00.00	18.1	19.6	16.5	19.6	73. 8	4
2253+00.00	18.1	19.6	16.5	19.6	73.8	4
2258+00.00	18.1	19.6	16.5	19.6	73. 8	4
2263+00.00	18.1	19.6	16.5	19.6	73.8	4
2268+00.00 SAG	18.1	19.6	16.5	19.6	73. 8	4
2272+60.00	18. 1	19.6	16.5	19.6	73. 8	4
2277+20.00	18. 1	19.6	16.5	19.6	73.8	4
2281+80.00	18. 1	19.6	16.5	19.6	73.8	4
	18.1	19.6	16.5	19.6	73.8	4
2286+40.00			16.5	19.6	73.8	4
2291+00.00	18. 1	19.6	i .			4
2295+60.00	18. 1	19.6	16.5	19.6	73.8	· ·
2300+20.00	18.1	19.6	16.5	19.6	73.8	4
2304+80.00	18.1	19.6	16.5	19.6	73.8	4
2309+50.00 SAG	18.1	19.6	16.5	19.6	73.8	4
2314+50.00	18.1	19.6	16.5	19.6	73.8	4
2319+50,00	18.1	19.6	16.5	19.6	73.8	4
2324+50.00	18.1	19.6	16.5	19.6	73. 8	4
2329+50.00	18.1	19.6	16.5	19.6	73.8	.4
2334+50.00	18.1	19.6	16.5	19.6	73.8	4
2339+50.00	18.1	19.6	16.5	19.6	73.8	4
2344+50.00	18. 1	19.6	16.5	19.6	73. 8	4
2349+50.00	18. 1	19.6	16.5	19.6	73. 8	4
2354+50.00	18. 1	19.6	16.5	19.6	73.8	4
2359+50.00	18. 1	19.6	16.5	19.6	73. 8	4
2362+11.77	18.1	19.6	16.5	19.6	73.8	4
INLINE TOTAL	1029.0	1117.3	976.2	1117.3	4240 FT	228 EA
THEINE TOTAL	1023.0	1111.3	310.2	1111.5	12.011	
AMP A			INSIDE	OUTSIDE	TOTALS	
00+A8			16.5	16.5	33.0	2
12A+75			16.5	16.5	33.0	2
2125+00.00			[	16.5	16.5	1
MP B	1					
0B+00				16.5	16.5	1
4B+00			16.5	16.5	33.0	2
8B+00			16.5	16.5	33.0	2 .
AMP C					1	_
5C+00			16.5	16.5	33.0	2
10C+00			16.5	16.5	33.0	2
14C+56			10.0	16.5	16.5	1
				10.5	10.3	1
AND D	1		Ì	1		1 _
			100			
4D+00			16.5	16.5	33.0	2
4D+00 8D+00			16.5 16.5	16.5	33.0	2
4D+00			16.5	16.5 16.5	33.0 16.5	2 1
8D+00		RAMP TOTALS	16.5	16.5	33.0	2

4570 FT

248

EACH

FAI RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.			
64	(41-7)RS-	i	JEF	FERSON	48	13		
FED. RO	NAD DIST. NO. 7	n.	.D4015	PED. AID PROJECT NO.				
	CONT	R/	CT	NO. 9	4905			

GUARDRAIL SCHÉDUL	GL	JARD	RAI	LS	CH	ÉD	UL	E
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STA. TO STA.	STEEL PLATE BEAM GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL REMOVAL, ATTACHED TO STRUCTURE	STEEL PLATE BEAM CUARDRAIL, ATTACHED TO STRUCTURE	STEEL PLATE BEAM GUARDRAIL, TYPE A	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	TRAFFIC BARRIER TERMINAL, TYPE 2	TRAFFIC BARRIER TERMINAL, TYPE 6	BITUMINOUS SHOULDERS SUPERPAVE	GUARDRAIL MARKERS. TYPE A	TERMINAL MARKER - DIRECT APPLIED
	FOOT	F00T	FOOT	FOOT	EACH	EACH	EACH	TON	EACH	EACH
I-64 EB RT STA 2194+71.25 TO 2198+18 LT STA 2194+49.85 TO 2198+18 RT STA 2314+41.25 TO 2318+17.5 RT STA 2344+87.5 TO 2348+12.5	25 165 195 150	43. 75	43. 75	12.5 287.5 268.75 262.5	1 1 1 1	1 1	1	37. 8 38. 7 34. 0	5 5 6 5	1 1 1
I-64 WB RT STA 2200+01 TO 2203+94.15 LT STA 2200+01 TO 2203+43.75 LT STA 2318+57.5 TO 2322+33.75 LT STA 2350+03.5 TO 2353+28.5  TR 206-SHILOH ROAD STR # 041-0080 TR 178 STR # 041-0079	149 25 200 187 100 100	43. 75	43. 75	312.5 25 268.75 262.5	1 1 1 1 4 4	1 1	1	35. 5 38. 7 34. 0	6 5 6 5	1 1 1 1 4
TOTALS	1296	87.5	87.5	1700	16	4	2	219	71	16

#### PATCHING SCHEDULE

LOCATION	CLASS A PATCHES, TYPE II, 10 INCH	CLASS A PATCHES, TYPE III, 10 INCH	CLASS A PATCHES, TYPE IV, 10 INCH	CLASS B PATCHES, TYPE II, 10 INCH	PATCHING REINFORCEMENT	SAW CUTTING	TIE BARS	DOWEL BARS
I-64  EBDL EDPL WBDL WBPL  RAMP A RAMP B RAMP C RAMP D	934. 9 0. 0 377. 5 32. 1	425.3 0.0 192.0 0.0	860.3 0.0 338.6 0.0	128. 4 128. 4 99. 8 107. 0	2220.5 0.0 908.1 32.1	9517.5 0.0 3920.0 180.5 738.0 738.0 615.0 557.5	300 0 120 0	336 336 252 280
TOTALS	1345	617	1199	464	3161	16267	420	1204

#### CONCRETE HEADWALL REMOVAL

CONC	TETE HEADWALL	- IVEIVIO	YAL		
(	STATION	TO	STATION	QUANTITY	
	2085+70.00	TO	2362+11.00	229	
SPL					
RAMP	A				
	8A+00			2	
	12A+75			2	
21	125+00.00			1	
RAMP	В				
	OB+00			1	
	4B+00			2	
	8B+00			2	
RAMP	C				
	5C+00			2	
	10C+00			2	
	14C+56			1	
RAMP	D				
	4D+00			2	
	8D+00			2	
2	125+00.00			1	
			TOTALS	249	EACH

#### PIPE UNDERDRAINS 6"

	TOTAL = 119430 FT
RAMF	SUB TOTALS 9517
OD+00 to 14D+33	2466
2125+00.00 to 2125+87.37	87.37
RAMP D	2102
RAMP C OC+OO to 14C+56	2762
0B+00 to 12B+00	2000
RAMP B	
14A+64.75 to 3A+00	2129.5
2125+00.00 to 2125+71.97	72.0
RAMP A	
	SUB TOTAL 54956.6
2199+91.50 to 2362+11.77	32440.5
2085+70.47 to 2198+28.50	22516.1
WESTBOUND	SUB TOTAL 54956.6
2199+91.50 to 2362+11.77	32440.5
2085+70.47 to 2198+28.50	22516.1
EASTBOUND	

## ILLINOIS DEPARTMENT OF TRANSPORTATION UNDERDRAIN & PATCHING SCHEDULES SCALE: VERT. HORIZ. DATE DRAWN BY

CHECKED BY

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PAVEMENT MARKING SCHEDULI	PAVEMENT	MARKING SCHE	DULE
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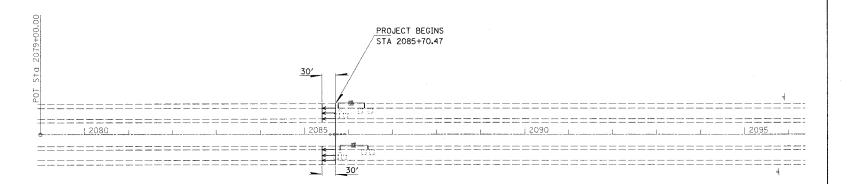
							PAVEMENT	MARKING	SCHEDUL	E	*****		·			
	STATION TO STATION	LENGTH	EPOXY PAVEMENT MARKING - LINE 4" (YELLOW)	EPOXY PAVEMENT MARKING - LINE 4" (WHITE)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	EPOXY PAVEMENT MARKING - LINE 8" (WHITE)	EPOXY PAVEMENT MARKING - LINE 24" (WHITE)	SHORT-TERM PAVEMENT MARKING	WORK ZONE PAVEMENT MARKING REMOVAL	TEMPORARY PAVEMENT MARKING - LINE 4" (YELLOW)	TEMPORARY PAVEMENT MARKING - LINE 4" (WHITE)	TEMPORARY PAVEMENT MARKING - LINE 6" (WHITE)	TEMPORARY PAVEMENT MARKING - LINE 8"	TEMPORARY PAVEMENT MARKING - LINE 24"	RAISED REFLECTIVE PAVEMENT MARKER	DELINEATORS
* 44 55		FEET	FEET	FEET	FEET	FEET	FEET	FEET	SQ FT	FEET	FEET	FEET	FEET	FEET	EACH	EACH
I-64 EB 2085+70. 47 2119+25. 00 2122+15. 00 2126+38. 58 2149+83. 96 2160+65. 00 2198+28. 00	TO 2119+25.00 TO 2122+15.00 TO 2126+38.58 TO 2149+83.96 TO 2160+65.00 TO 2198+28.00 TO 2199+92.00	3354.53 290 423.58 2345.38 1081.04 3763 Brdg Omission	3354. 5 290 423. 6 2345. 4 1081 3763	3354. 5 2345. 4 3763	838.6 72.5 105.9 586.3 270.3 940.8	423.6	12.0	1207. 6 81. 2 118. 6 844. 3 302. 7 1354. 7	201. 3 13. 5 19. 8 140. 7 50. 4 225. 8	3354.5 290 423.6 2345.4 1081 3763	3354. 5 2345. 4 3763	838.6 72.5 105.9 586.3 270.3 940.8	423.6	12. 0 12. 0	84 7 21 59 27 94	6
2199+92.00	TO 2362+11.77	16219.77	16219.8	16219.8	4054.9		ĺ	5839.1	973. 2	16219.8	16219.8	4054.9			405	41
I-64 WB 2085+70.47 2115+25.00 2126+11.82 2149+64.46 2154+00.00 2156+70.00	T0 2115+25.00 T0 2126+11.82 T0 2149+64.46 T0 2154+00.00 T0 2156+70.00 T0 2198+28.00	2954. 53 1086. 82 2352. 64 435. 54 270 4158	2954. 5 1086. 8 2352. 6 435. 5 270 4158	2954.5 2352.6 4158	738.6 271.7 588.2 108.9 67.5 1039.5	435.5		1063. 6 304. 3 847 122 75. 6 1496. 9	177. 3 50. 7 141. 2 20. 3 12. 6 249. 5	2954. 5 1086. 8 2352. 6 435. 5 270 4158	2954. 5 2352. 6 4158	738. 6 271. 7 588. 2 108. 9 67. 5 1039. 5	435.5		74 27 59 22 7 104	7 6 10
2198+28.00 2199+92.00	TO 2199+92.00 TO 2362+11.77	Brdg Omission 16219.77	16219.8	16219.8	4054.9		24.0	5839. 1	973.2	16219.8	16219.8	4054.9		24.0	405	41
RAMP A 0+29.00 1+15.00 13+30.01 14+24.90 14A+64.75=212 2125+71.97 2122+72.00	TO 1+15.00 TO 13+30.01 TO 14+24.90 TO 14+64.75 25+71.97 TO 2122+72.00 TO 2115+22.00	86 1215.01 94.89 39.85 299.97 750	86 1215 94. 9 39. 8 300 750	86 1215 10 75		94.9			:	86 1215 94. 9 39. 8 300 750	86 1215 10 75		94.9			2 24 2 1 3 8
RAMP B 14+22.00 13+60.00 13+20.00 0+50.00 0B+00=2150+15 2150+15.72 2154+00.00	TO 13+60.00 TO 13+20.00 TO 0+50.00 TO 0+00.00 5.72 TO 2154+00.00 TO 2156+70.00	62 40 1270 50 384. 28 270	62 40 1270 50 384. 3 270	62 40 1270		50 384. 3				62 40 1270 50 384. 3 270	62 40 1270		50 384.3		15 4 29 14	1 1 25 1 4 3
RAMP C 0+19.00 0+98.00 1+04.00 13+10.00 14+16.55 14C+56.40=21! 2150+23.80 2153+23.80	TO 0+98.00 TO 1+04.00 TO 13+10.00 TO 14+16.55 TO 14+56.40 50+23.8 TO 2153+23.80 TO 2160+65.00	79 6 1206 106.55 39.85 300 741.2	79 6 1206 106.6 39.9	79 6 1206 10 75		106. 6				79 6 1206 106.6 39.9 300 741.2	79 6 1206 10 75		106.6			2 24 1 3 7
RAMP D 14+05.00 13+40.00 13+40.00 0+50.00 0D+00=2125+8 2125+87.37	TO 2122+15.00	65 40 1250 50 372. 37	65 40 1250 50	65 40 1250		50 372.4				65 40 1250 50	65 40 1250		50 372. 4		15 4 28 15	1 1 25 1 4 3
2122+15.00	TO 2119+25.00	290	290							290			10:5			
		TOTALS	64063	56857	13739	1917	48	19497	3250	64063	56857	13739	1917	48	1519	275

FAI	SECTION			COUNTY	TOTAL SPEETS	SHEET NO.
64	(41-7)RS-	(41-7)RS-1		FERSON	48	14
FED. RO	D. ROAD DEST. NO. 7		EMOES	FEO. AED PROJ	ECT NO.	
	CONT	RΑ	СТ	NO. 9	4905	

REVISION NAME	NS DATE	ILLINOIS DEPART	TMENT OF TRANSPORTATION
			ENT MARKING
		S	CHEDULE
		SCALE: VERT.	DRAWN BY
		DATE HORIZ.	CHECKED BY

64 (41-7)RS-1 JEFFERSON 48 15 PED. NOND DIST. NO. 7 ILLINOIS PED. AID PROJECT NO.

CONTRACT NO. 94905



ILLINOIS DEPARTMENT OF TRANSPORTATION

STA. 2079 + 00 TO STA. 2095 + 00

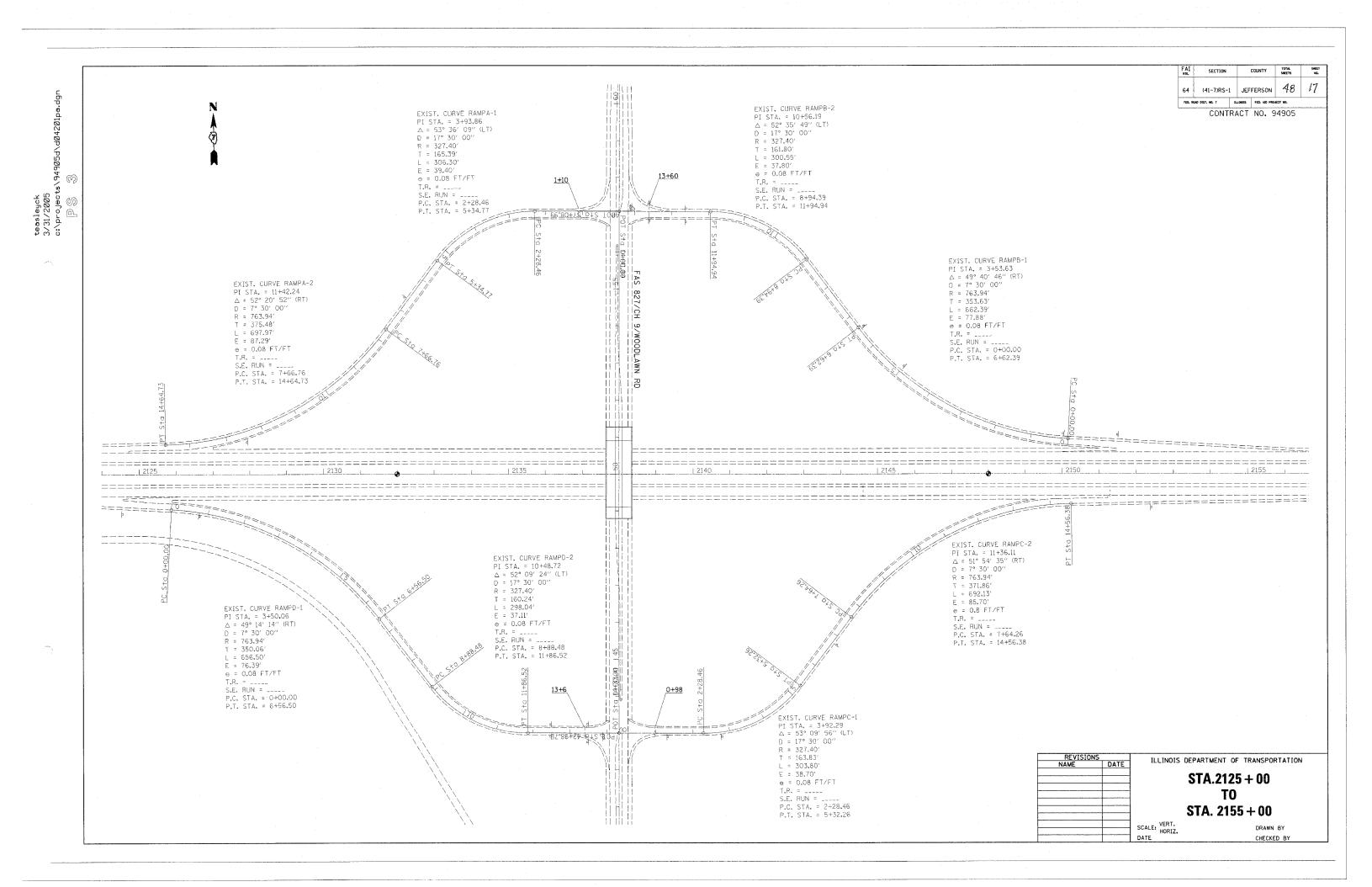
SCALE: VERT. HORIZ. DATE

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64 (41-7)RS-1 JEFFERSON 48 1/6

FIG. ROAD DIST. NO. 7 ILLDROSS | FED. AND PROACE NO.

CONTRACT NO. 94905 ILLINOIS DEPARTMENT OF TRANSPORTATION STA.2095 + 00 TO STA. 2125 + 00 SCALE: VERT. HORIZ.



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SECTION (41-7)RS-1 JEFFERSON 48 FED. ROAD DIST. NO. 7 ILLINOIS FEO. AID PROJECT NO.

CONTRACT NO. 94908

\_SEE SHEET 10 FOR CROSSOVER DETAILS

ILLINOIS DEPARTMENT OF TRANSPORTATION STA.2155 + 00T0 STA. 2185 + 00SCALE: VERT. DRAWN BY

COUNTY TOTAL SHEETS SECTION 64 (41-7)RS-1 JEFFERSON 48 19 PED. ROAD DIST. NO. T ILLINOIS FED. AND PROJECT NO.

CONTRACT NO. 94905

EXIST. CURVE 41-7-1 PI STA. = 2186+31.54  \[ \Delta = 16^{\circ 29'} \ 41'' \ (RT) \] \[ \Delta = 1^{\circ 00'} \ 00'' \] \[ R = 5.729.58' \] \[ T = 830.48' \] \[ L = 1,649.47' \] \[ E = 59.87' \] \[ e = 0.0279 \ FT/FT \] \[ T.R. = 48.75' \] \[ S.E. \ RUN = 125.55' \] \[ P.C. \ STA. = 2178+01.06 \] \[ P.T. \ STA. = 2194+50.53 \] \[ TRANSITIONS: \] \[ STA. \ 2176+68.61 \ TO \] \[ STA. \ 2176+68.63 \ TO \] \[ STA. \ 2194+08.68 \ TO \] \[ STA. \ 2195+82.98 \] \[ \] \	12195	
2190	12195	12205 

ILLINOIS DEPARTMENT OF TRANSPORTATION STA.2185 + 00TO STA. 2215 + 00SCALE: VERT. DRAWN BY

DATE

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| 12240 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 12245 | 1224

FAI SECTION COUNTY TOTAL SHEET NO. 64 (41-7)RS-1 JEFFERSON 48 20 FED. ROAD DEST. NO. 7 ILLINOIS FED. AID PROJECT NO.

CONTRACT NO. 94905

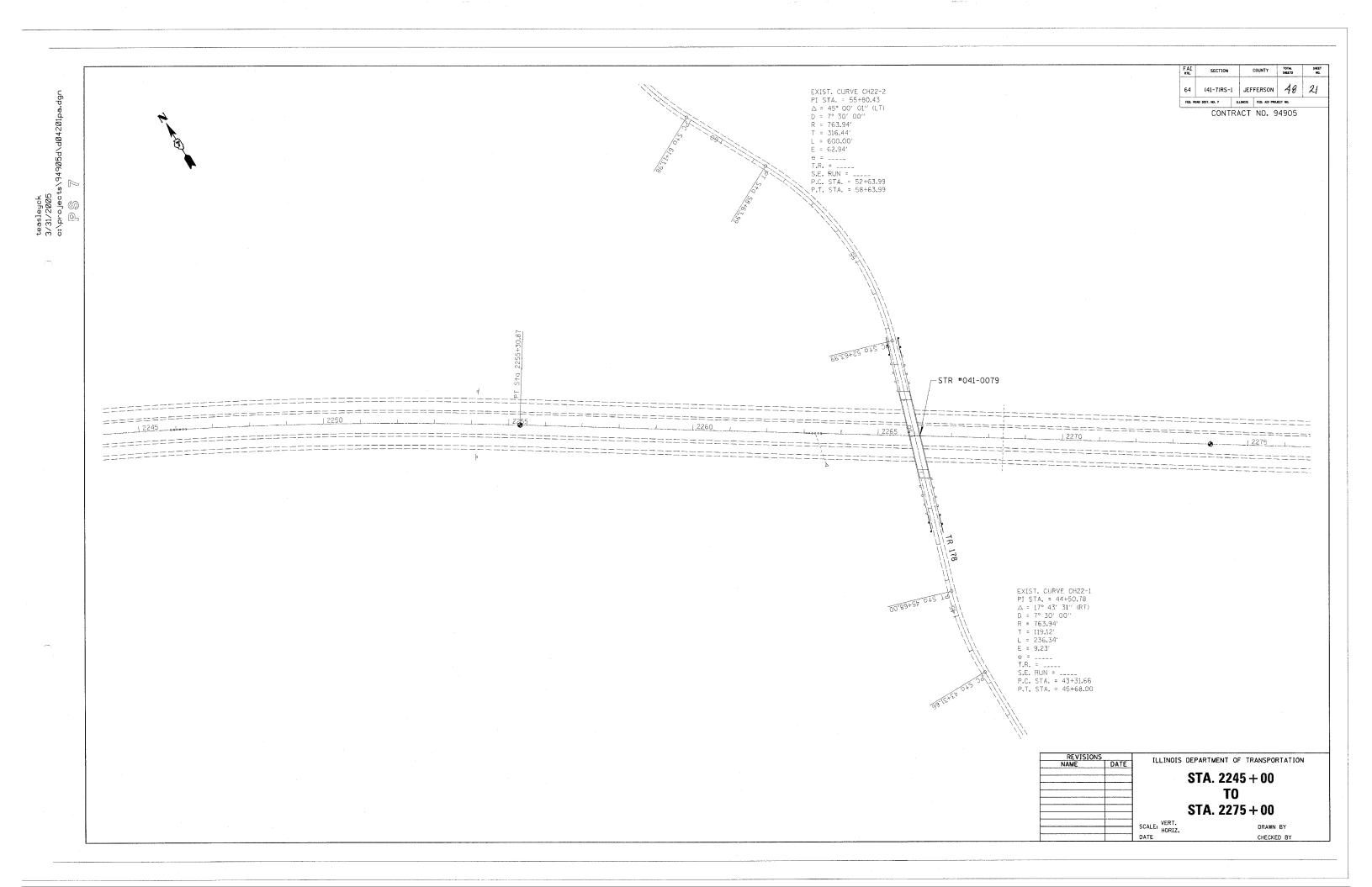
EXIST. CURVE 41-7-2 PI STA. = 2239+15.67  $\Delta$  = 16° 15′ 43″ (RT) D = 0° 30′ 00″ R = 11,459,16′ R = 11,459,16' T = 1,637,21' L = 3,252,41' E = 116.37' e = 0.0156 FT/FT T.R. = 70.2 P.C. STA. = 2222+78.46 P.T. STA. = 2255+30.87 TRANSITIONS: STA. 2221+61.46 TO STA. 2223+01.86 AND STA. 2255+07.47 TO

> ILLINOIS DEPARTMENT OF TRANSPORTATION STA. 2215 + 00

TO STA. 2245 + 00

SCALE: VERT. DATE

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(41-7)RS-1 JEFFERSON 48 22 FED. ROAD DIST. NO. 7 BILDNOS FED. AD PROCEET NO.

CONTRACT NO. 94905

		1						P. C.
MALE 2007 PPP TO THE TOTAL					 			 
2275			2285	   2290	 		1   2300	2305
				 LE LIE LE LOC JON CAL MAN CON DEL CONTROL	 	7		

ILLINOIS DEPARTMENT OF TRANSPORTATION STA. 2275 + 00 TO STA. 2305 + 00 SCALE: VERT.
HORIZ. DRAWN 8Y

SECTION COUNTY teasleyck 3/31/2005 c:\projects\94905d\d04201pa.dgn P \$ \$ (41-7)RS-1 JEFFERSON 48 FEB. ROAD DIST. NO. 7 ILLUNOIS FED. AID PROJECT NO. CONTRACT NO. 94905 EXIST. CURVE 41-7-3
PI STA. = 2310+00.46  $\triangle$  = 3° 45′ 18′′ (LT)
D = 0° 30′ 00′′ D = 0° 30′ 00″ R = 11,459.16′ T = 375.63′ L = 751.00′ E = 6.16′ e = 0.0156 FT/FT T.R. = 70.2 S.E. RUN = 70.2 P.C. STA. = 2306+24.83 P.T. STA. = 2313+75.83 TRANSITIONS: STA. 2305+07.83 TO STA. 2306+48.23 AND STA. 2313+52.43 TO STA. 2314+92.83 2320 2315 1 1 1 1 1 ILLINOIS DEPARTMENT OF TRANSPORTATION STA. 2305 + 00T0 STA. 2335 + 00

23

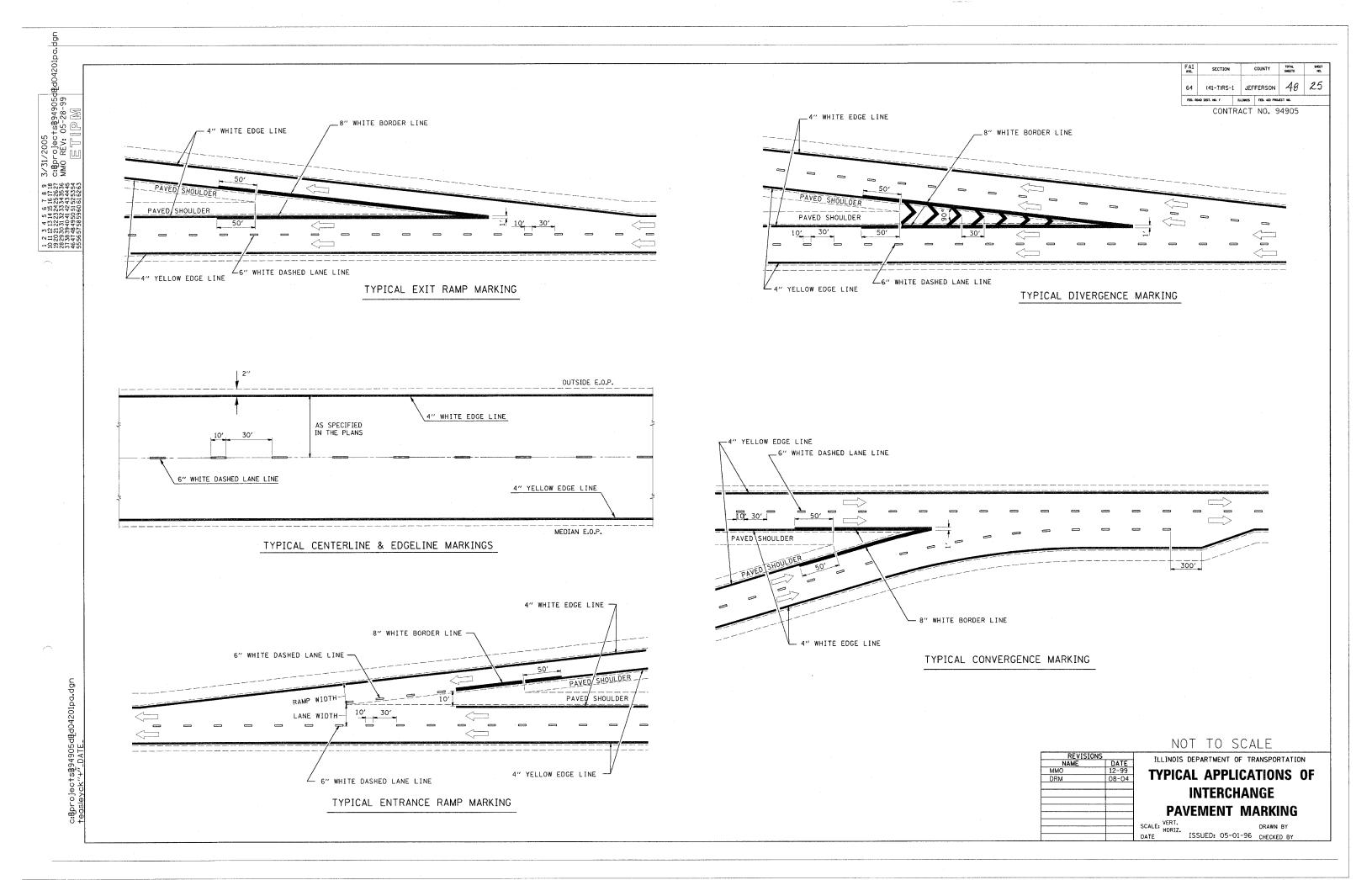
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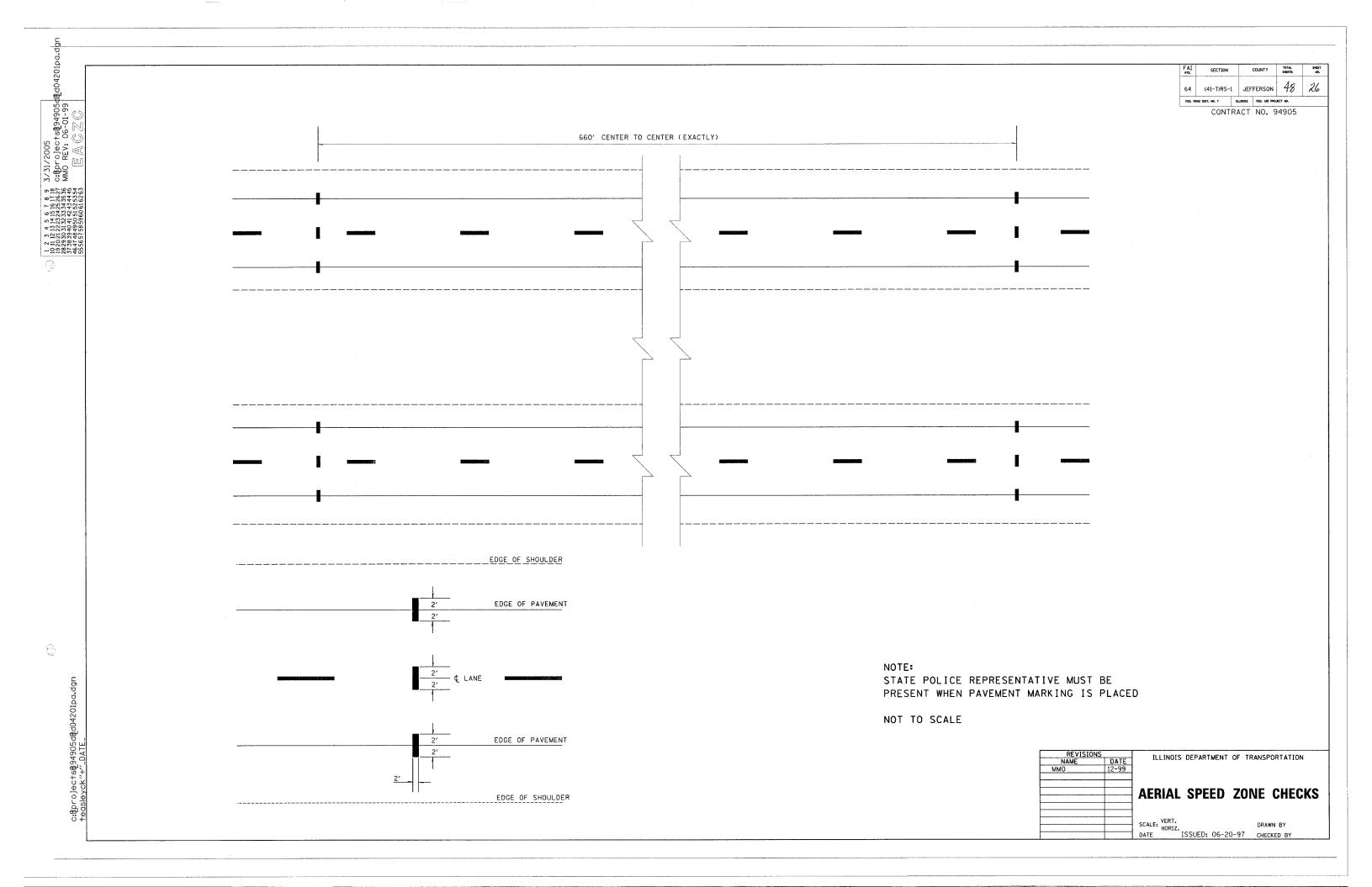
DATE

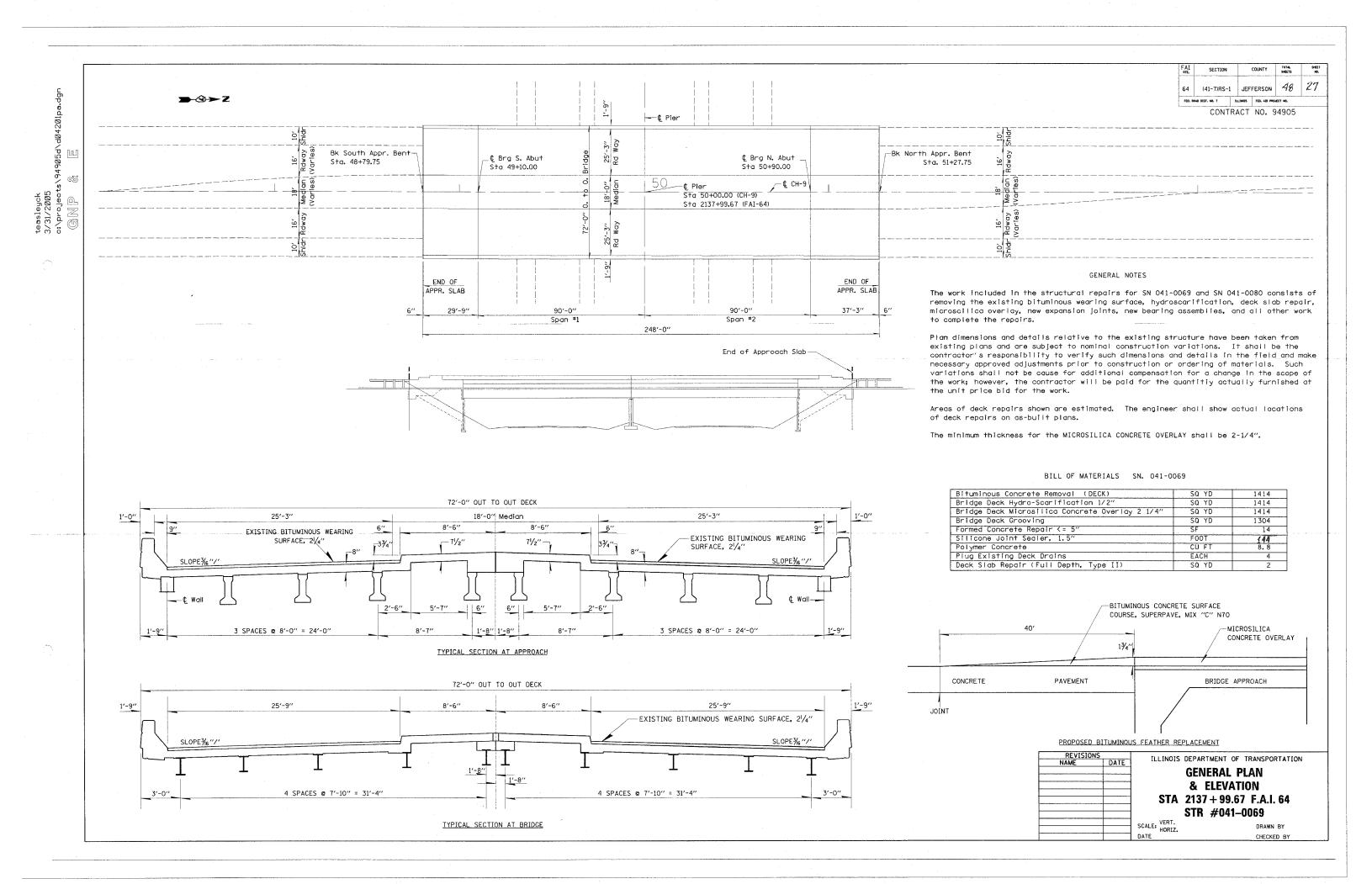
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69°40 teasleyck 3/31/2005 c:\projects\94905d\d0420ipa.dgn PS 10 (41-7)RS-1 JEFFERSON 48 24 EXIST. CURVE TR206-2
PI STA. = 55+12.79  $\Delta$  = 36° 29′ 01″ (LT)
D = 7° 30′ 00″
R = 763.94′ FED. ROAD DIST. NO. 7 ILLDNOIS FED. AND PROJECT NO. CONTRACT NO. 94905 T = 251.79' L = 486.45' E = 40.42' STR #041-0080 -SEE SHEET 10 FOR CROSSOVER DETAILS PROJECT ENDS STA 2362+11.77 EXIST, CURVE TR206-1 PI STA. = 44+71.09 Δ = 13° 47′ 52″ (RT) D = 7° 30′ 00″ R = 763.94' T = 92.43' L = 183.97' E = 5.57' e = \_\_\_\_ T.R. = \_\_\_\_ S.E. RUN = \_\_\_\_ P.C. STA. = 43+78.66 P.T. STA. = 45+62.63 REVISIONS NAME ILLINOIS DEPARTMENT OF TRANSPORTATION STA. 2335 + 00TO STA. 2362 + 11.77 SCALE: VERT. DRAWN BY DATE CHECKED BY







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BITUMINOUS SCHEDULE

BITOMINOUS SCHEDULE									
	TEMPORARY RAMP	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX"C", NTO				
LOCATION	SQ YD	SQ YD	GAL	TON	TON				
041-0069		•							
STAGE I	35.0	232	24	2	12				
STAGEII	35.0	232	24	2	12				
TOTAL	70	464	48	4	24				

#### PAVEMENT MARKING SCHEDULE

	AVENEN	I MANTELL	0 301111001	- L-
	WORK ZONE PAVEMENT MARKING REMOVAL	SHORT TERM PAVEMENT MARKING	TEMPORARY PAVEMENT MARKING - LINE 4"	PAINT PAVEMENT MARKING - LINE 4"
LOCATION	SQ FT	FEET	FEET	FEET
041-0069	<i></i>			
STAGE I =	86	327	327	327
STAGE II =	402	. 0	327	327
TOTAL	489	327	654	654

# FORMED CONCRETE REPAIR DEPTH EQUAL TO OR LESS THAN 5"

STRUCTURE	LOCATION	QUANTITY SQ FT
041-0069	South Abutment North Abutment	3 11
· · · · · · · · · · · · · · · · · · ·	TOTAL	14

FAI RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.	
64	(41-7)RS-	l JEF	FERSON	48	28	
FED. RO	AD DIST. NO. T	ILLINOIS	FED. AID PRO.	ECT NO.		

CONTRACT NO. 94905

BRIDGE REPAIR SCHEDULE

BRIDGE REFAIR SCHEDULE										
	LENGTH	BITUMINOUS CONCRETE REMOVAL (DECK)	BRIDGE DECK HYDRO- SCARIFICATION 1/2 IN	BRIDGE DECK MICROSILICA CONCRETE OVERLAY 2 1/4 IN	BRIDGE DECK GROOVING	PLUG EXISTING DECK DRAINS	POLYMER CONCRETE	SILICONE JOINT SEALER, 1.5 IN	FORMED CONCRETE REPAIR <= 5 IN	DECK SLAB REPAIR (FULL DEPTH, TYPE II)
LOCATION	FEET	SQ YD	SQ YD	SQ YD	SQ YD	EACH	CY FT	LIN FT	SQ FT	SQ YD
041-0069										
Stage I	247	707	707	707	652	2	4.38	72.0		
Stage II	247	707	707	707	652	2	4.38	72.0		2
TOTAL		1414	1414	1414	1304	4	8.8	144	14	2

COMBINATION	CURB	AND	GUTTER	REMOVAL

	LOC	ATION			LENGTH (FT)
55+55.0 44+16.58	T0 T0	55+91.17 55+91.17 44+53.00 44+53.00	9′ 3'	LT. RT.	36. 17 36. 17 36. 42 36. 42

TOTAL= 145.18

#### MEDIAN REMOVAL

	LOC	ATION	LENGTH (FT)	WIDTH (FT)	QUANTITY (SQ FT)
43+87.75	то	44+16.58	28. 83	5.48	158.0
44+16.58	TO	44+53.0	36.42	3.67	133.5
55+55.0	TΟ	55+91.17	36.17	3.67	132.6
55+91.17	ТО	56+20.0	28.83	5.48	158.0

TOTAL = 582.1

#### TEMPORARY PAVEMENT

	LOC	ATION	LENGTH (FT)	WIDTH (FT)	QUANTITY (SQ YD)
44+16.58 55+55.0	TO TO	44+16.58 44+53.0 55+91.17	29 36 36	6 6	19. 2 24. 3 24. 1 24. 1
55+91.17	ТО	56+20.0	29	6	

TOTAL= 91.7

#### PCC BASE COURSE WIDENING. 8"

	LOCATION		LENGTH (FT)	WIDTH (T3)	QUANTIT'
47.07.75	Τ.	44104 00			
43+87.75	TO	44+01.00 44+53.00	13 52	6	8. 8 5. 8
44+01.00 55+55.00	TO	56+07.00	52	1	5.8
56+07.00	TO	56+20.0	13	6	8. 7
				TOTAL=	29. 1
				IOIAL-	23.1

#### CONCRETE MEDIAN, TYPE SM-4.06

	LOC	ATION	LENGTH FEET	WIDTH FEET	QUANTITY SQ FT
44+01.00	TO	44+53.00	52.00	VAR.	256.3
55+55.00	ТО	56+07.00	52.00	VAR.	256.3

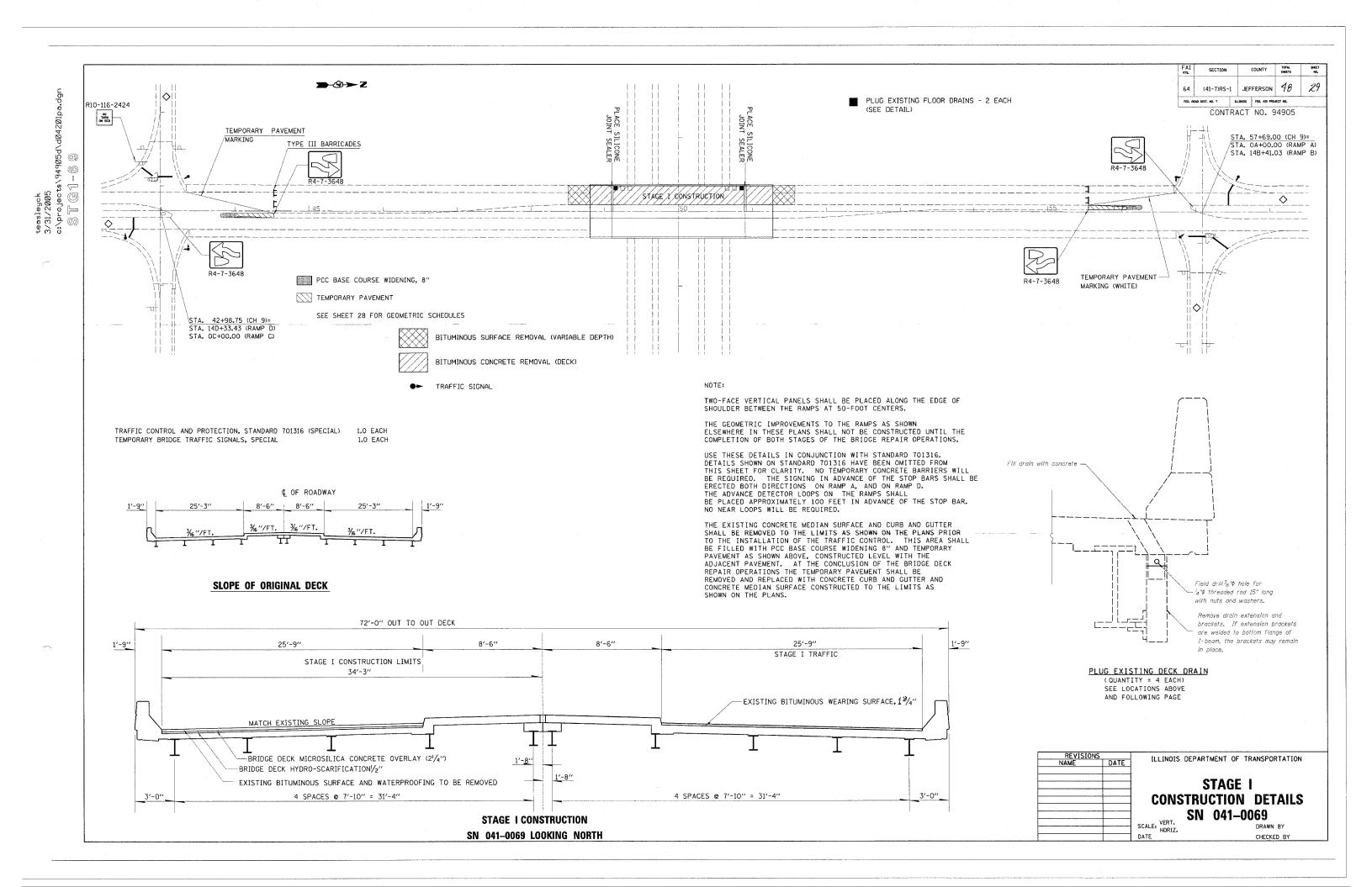
TOTAL 512.6

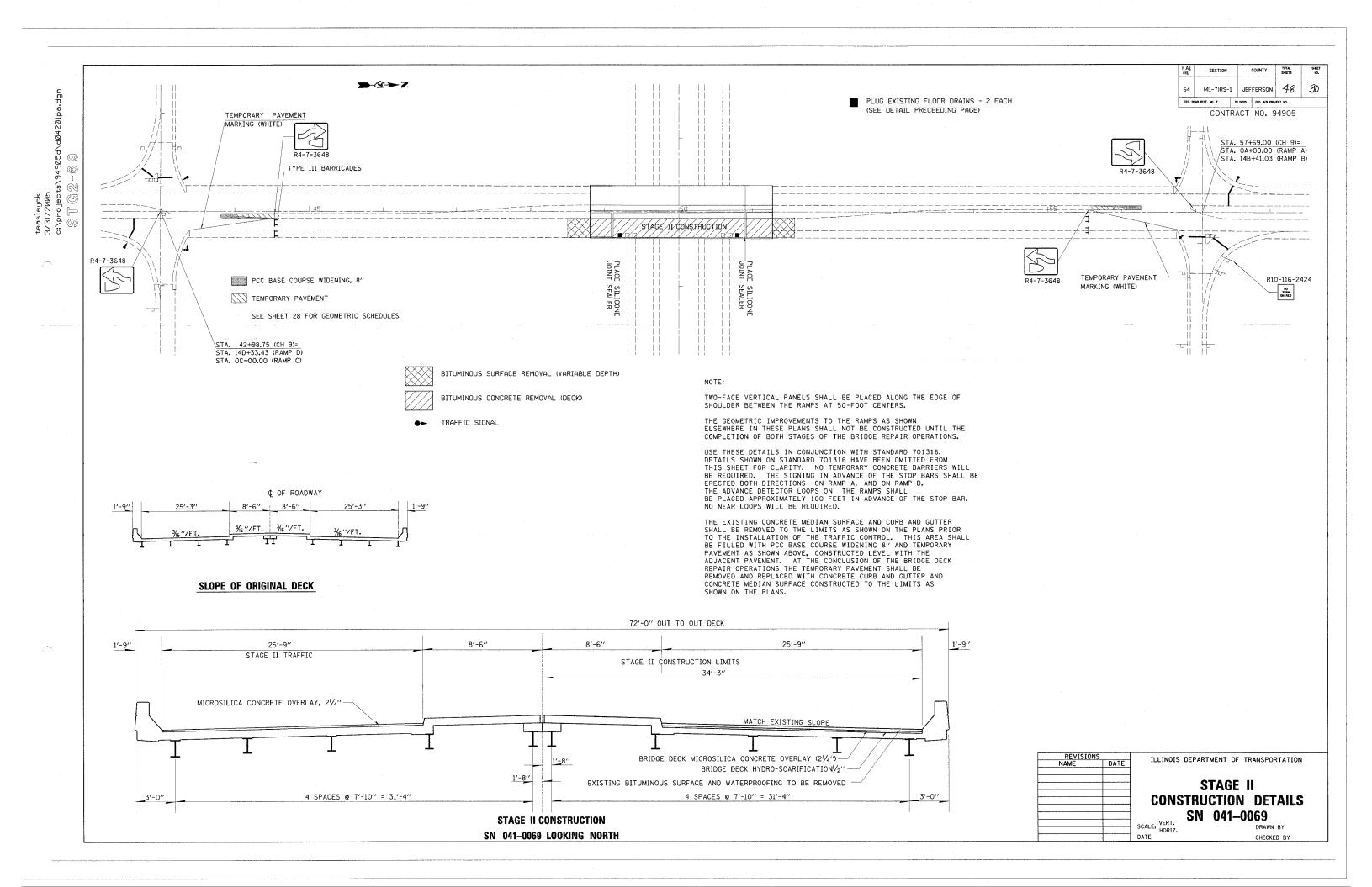
DATE	ILLINOIS	DEPARTMENT	OF	TRANSPORTATION

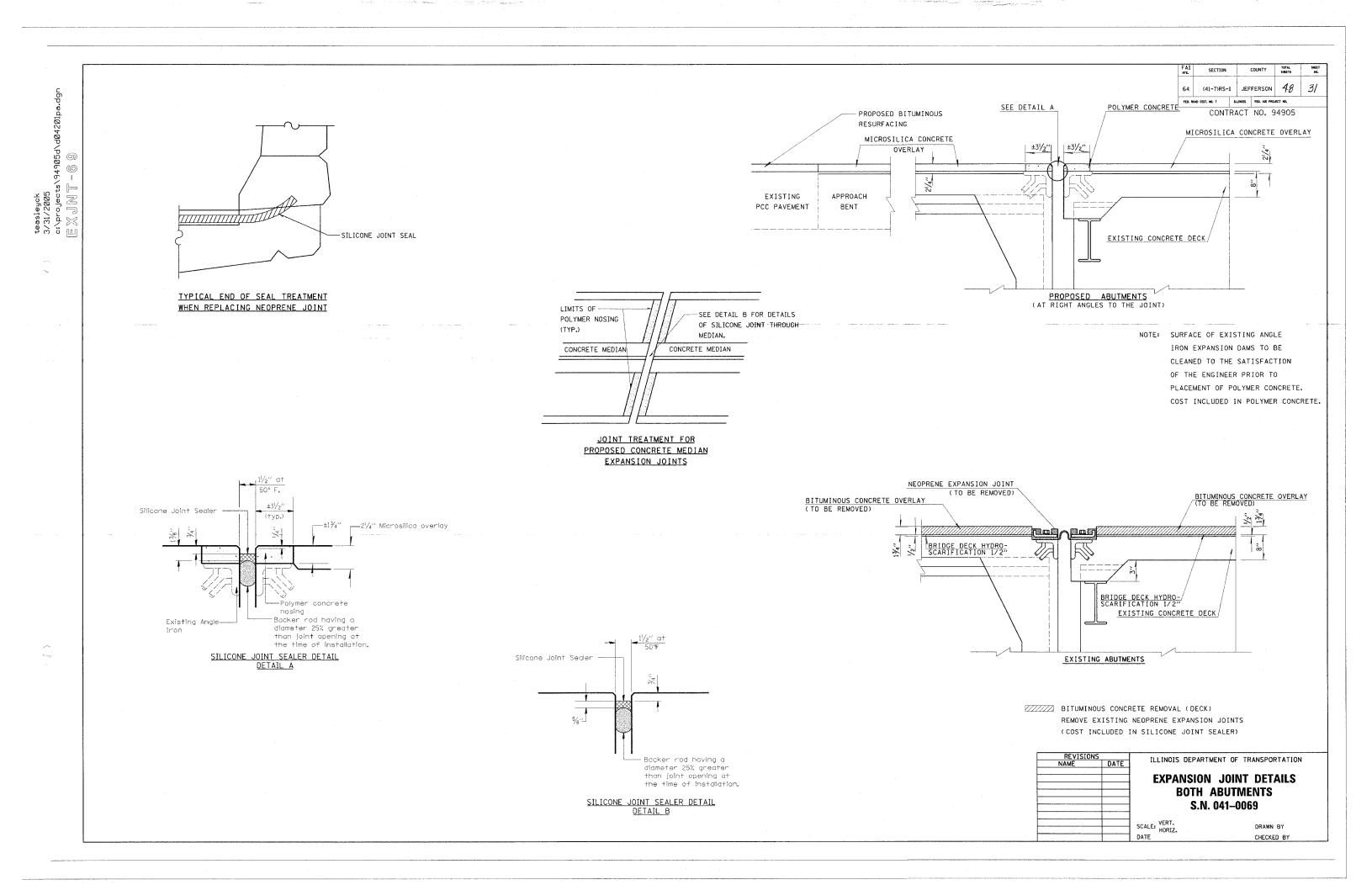
QUANTITY SCHEDULES S.N. 041-0069

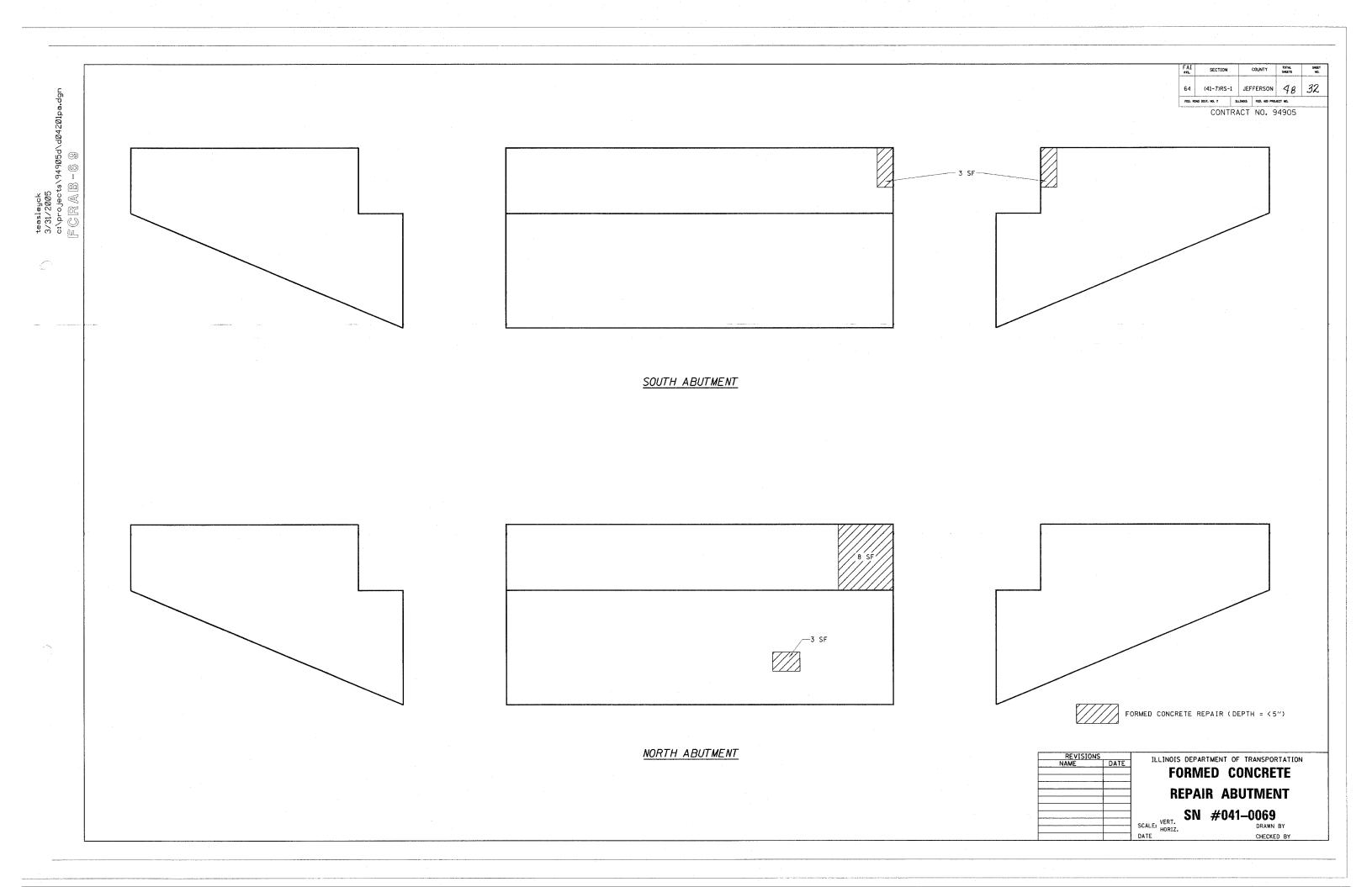
SCALE: VERT. HORIZ. DATE

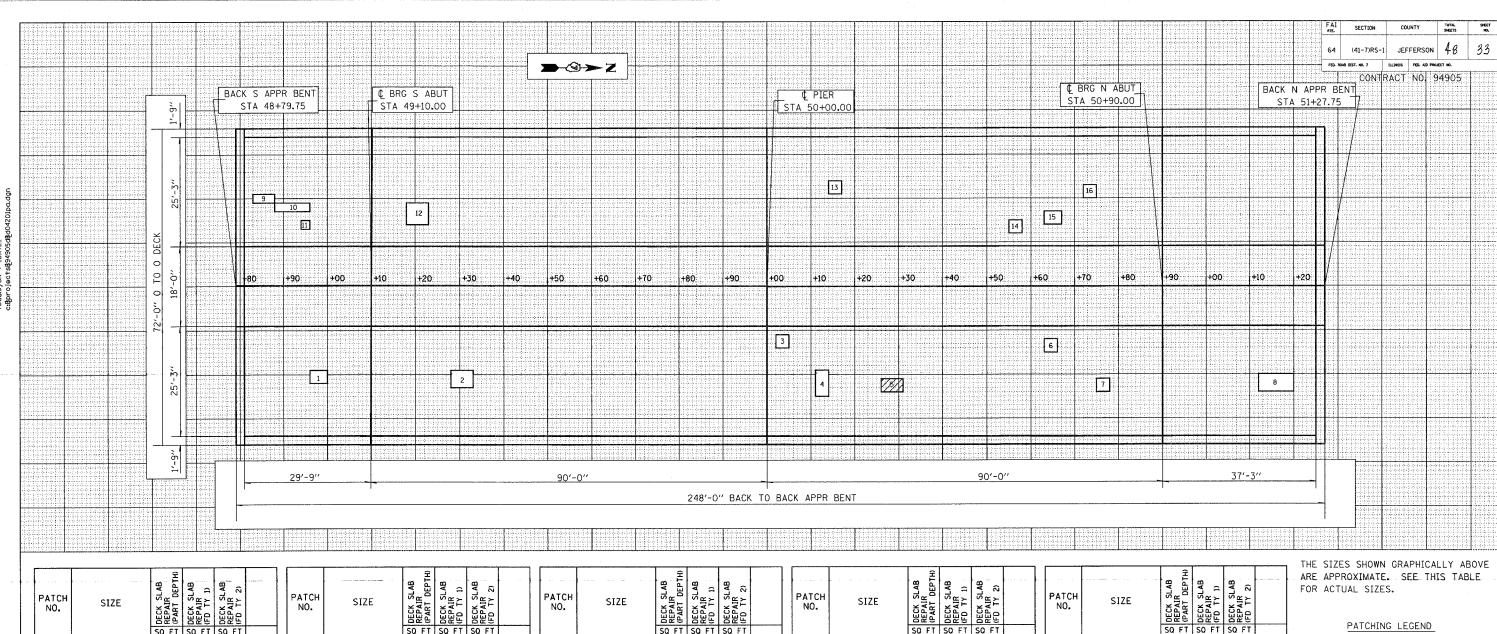
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PATCH NO.		SIZ	Έ	S DECK SLAB REPAIR T (PART DEPTH)	S DECK SLAB REPAIR FFD TY 1)	S DECK SLAB REPAIR T (FD TY 2)	To Breezeway	PATCH NO.	SIZE	S DECK SLAB REPAIR 과 (PART DEPTH)	S DECK SLAB	SO DECK SLAB 14 REPAIR 14 (FD TY 2)	 PATCH NO.	SIZE	S DECK SLAB	HEPAIR H (PART DEPTH)	SO DECK SLAB REPAIR 14 (FD TY 1)	C DECK SLAB REPAIR 1 (FD TY 2)	PATCH NO.	SIZE	S DECK SLAB REPAIR PART DEPTH)	S DECK SLAB	S DECK SLAB		PATCH NO.	SIZE	S DECK SLAB REPAIR T (PART DEPTH)	S DECK SLAB REPAIR 17 (FD TY 1)	S DECK SLAB REPAIR T (FD TY 2)	TH AF
1	4.0	×		12.0					PARTIAL DEPTH																					
2	5.0	×	2.0	10.0				***************************************	200 / 9 =	22.2																				
3	3.0	×	3.0	9.0					USE	2	2SQ YD																			
4	3.0	×	6.0	18.0																										
. 5	5.0	×	3.0			15.0			FULL DEPTH, TYP	E 1				.,																
6	3.0	×	3.0	9.0					0 / 9 =	0.0				***************************************																
7	3.0	×	3.0	9.0					USE		OSQ YD																			
8	8.0	×	4.0	32.0																										
9	5.0	×	2.0	10.0					FULL DEPTH, TYP	E 2																				
10	9.0	×	2.5	22.5					15 / 9 =	1.7									 											
11	2.0	×	2.0	4.0					USE		2SQ YD													***		and decisions agree recognisions or re-				
12	5.0	×	5.0	25.0																									ļ	
13	3.0	×	3.0	9.0				.,,,																					L	
14	3.0	×	3.0	9.0																									ļ	
15	4.0	×	3.0	12.0									 						 										<u> </u>	
16	3.0	×	3.0	9.0									 	A STATE OF THE PROPERTY OF THE													_		ļ	
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		TO	TAL	200	0	15	0												 					_					-	
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PARTIAL DEPTH

FULL DEPTH

DATE OF SURVEY: 01/21/05 SURVEY BY: M. ALLEN, A. RING METHOD OF SURVEY: VISUAL

> BRIDGE DECK PATCHING JEFFERSON COUNTY FAS 827 OVER FAI 64 WOODLAWN INTERCHANGE SN 041-0069

## STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

лоите мо. весттом содиту внесть мо. 1

| JEFFERSON 48 34 5 SHEET NO. 1
| ED. ADAD DIST. NO. 7 | ILLINOIS | FED. ALD PROJECT-

NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.

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.

The existing structural steel coating contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.

Existing structural steel that will be in contact with new structural steel should be in contact.

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel.

Cost of removal and/or re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included in the cost of Furnishing and Erecting Structural Steel.

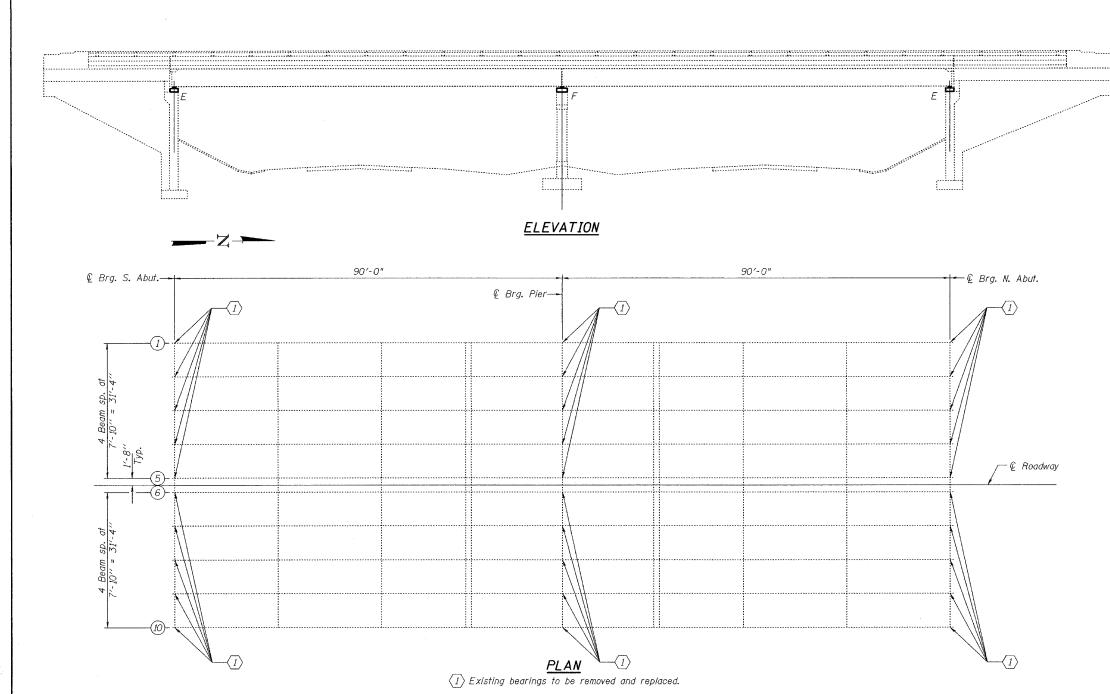
Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of  $^{l}_{3}$  inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two  $^{l}_{3}$  adjusting shims, of the dimensions of the bottom bearing plate, shall be provided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

If the analysis submitted to the Contractor for the jacking/temporary support system to be used shows temporary stiffeners are required to prevent web crippling or buckling, the stiffeners shall be steel and bolted to the web. If stiffeners are not required, hardwood timbers shall be installed tightly between the top and bottom flange to prevent flange rotation.

#### BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Structures	Cu. Yd.	7.0
Furnishing and Erecting Structural Steel	Pound	4170
Reinforcement Bars, Epoxy Coated	Pound	1580
Elastomeric Bearing Assembly, Type I	Each	20
Jacking and Cribbing	LS	0.7

PLAN AND ELEVATION
CH 9 OVER FAI 64
JEFFERSON COUNTY
SN 041-0069



DESIGNED Adva. T. Halloway.

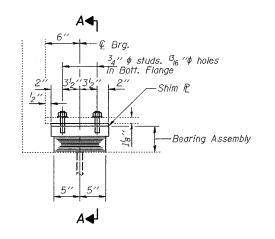
CHECKED VICTOR H. VELTZ

DRAWN

DRAW



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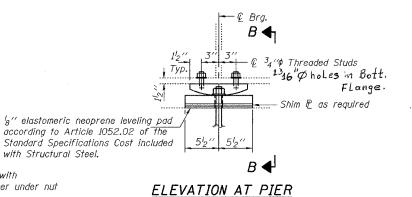


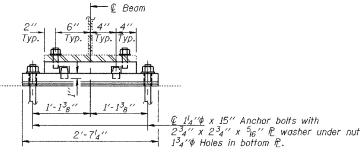
#### STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

with Structural Steel.



Contract No. 94905



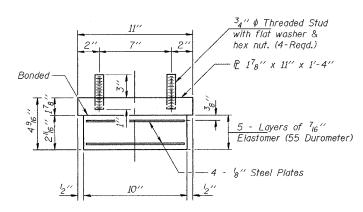


#### SECTION B-B

#### ELEVATION AT ABUT.

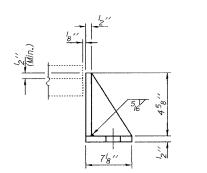
### SECTION A-A

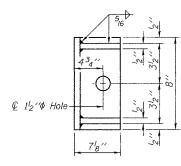
#### TYPE I ELASTOMERIC EXP. BRG.



#### BEARING ASSEMBLY

Shim plates shall not be placed under Bearing Assembly.

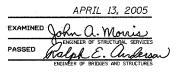




#### SIDE RETAINER

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

DESIGNED	ATH
CHECKED	VHV
DRAWN	baliva
CHECKED	ATH VHV



#### BEAM REACTIONS

		Abutments	Pier
RP	(K)	47.4	164.7
R4	(K)	49.8	72.4
Imp.	(K)	11.6	16.8
R (Total)	(K)	108.8	253.9

Side Retainer, typ.

 $\frac{Q}{2^34^{\prime\prime}}$  x 15 $^{\prime\prime}$  Anchor bolts with  $2^34^{\prime\prime}$  x  $2^34^{\prime\prime}$  x  $^5{16}^{\prime\prime}$  R washer under nut

Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.

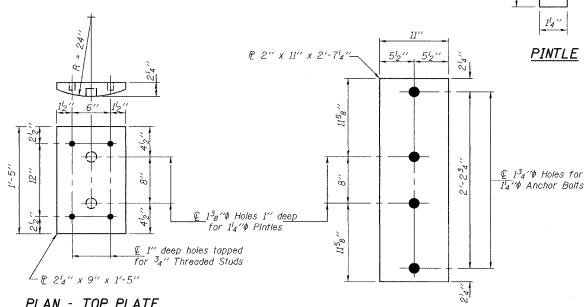
New side retainers, shim plates, connection bolts, and anchor bolts are included with Furnishing and Erecting Structural Steel.

Structural Steel.
See Sheet 3 of 5 for Anchor Bolt installation.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.

Min. jack capacity = 60 Tons at abutments.

Min. jack capacity = 155 Tons at pier.

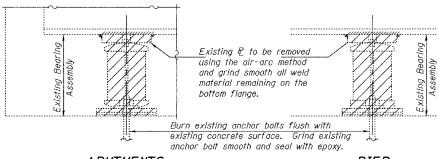




FIXED BEARING

PLAN - TOP PLATE FIXED BEARING

PLAN - BOTTOM PLATE FIXED BEARING



**ABUTMENTS** 

**PIER** 

#### EXISTING BEARING REMOVAL DETAIL

Cost included with Jacking and Cribbing.

Unit	тотат
Each	20
LS	1
Pound	4170
	LS

BILL OF MATERIAL

REPAIR DETAILS CH 9 OVER FAI 64 JEFFERSON COUNTY SN 041-0069

## The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and "d" \$\phi\$ Holes with zerk the fabrication of this bolt for use on highway projects for epoxy grout in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt. "D" \$ 134" 14" 138' 1/6" Anchor Bolt (See Bearing Details $I_{2}^{\prime \prime }$ 15/6" for number, size and length.) 158" 28" 218" 11316 " 258" 2516" 338" Top of base plate Bearing Seat End of End of aroove coil lock $^{5}_{32}$ " wide x $^{3}_{32}$ " deep groove in anchor bolt with '8" φ coil wire of coil PLAN-COIL WIRE

ILLINOIS COIL-LOCK ANCHOR BOLT

## STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	cou	жтү	TOTAL SHEETS	SHEET NO.	SHEET NO. 3
		JEFFE	RSON	48	36	5 SHEETS
FED, ROAD DIST	NO. 7	BALINOIS	FEO. AIG PR	JECT-	<u> </u>	

Contract No. 94905

# 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 A 519, Grade 1026, CW 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 conforming to ASTM C 881, Type I, Grade 1 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 according to 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 of the type specified.
- A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Туре
A//	A 307
1	
į	

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

#### GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to 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.

ANCHOR BOLT DETAILS

CH 9 OVER FAI 64

JEFFERSON COUNTY

SN 041-0069

DESIGNED

CHECKED

BRAWN

CHECKED

ABB-1

ATH

VHV

10-22-04

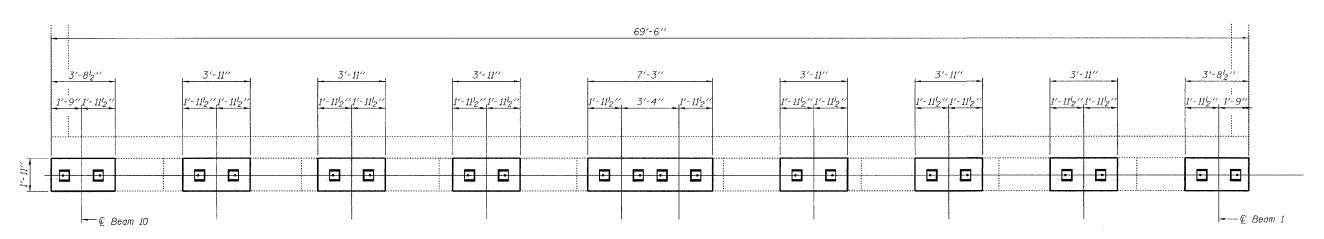
baliva

ATH VHV

APRIL 13, 2005

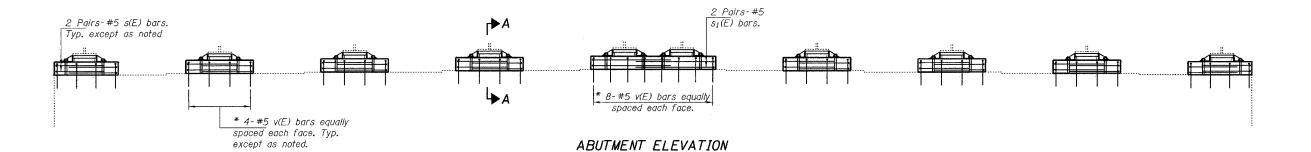
ROUTE NO.	SECTION	cou	ANTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4
		JEFFERSON		48	37	5 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FEO. AIO PR	OJECT-		

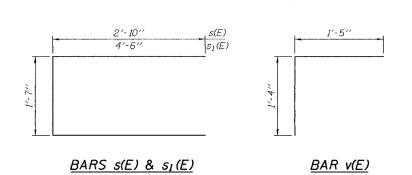
Contract No. 94905



#### ABUTMENT PLAN

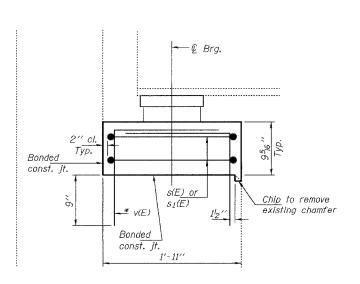
South abutment, looking South North abutment similar by rotation.





DESIGNED	ATH	APRIL 13, 2005
CHECKED	VHV	EXAMINED John a. Morris
DRAWN	baliva	PASSED Galph E. anderson
CHECKED	ATH VHV	ENGINEER OF BRIDGES AND STRUCTURES

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SECTION A-A

\* Epoxy grout v(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.

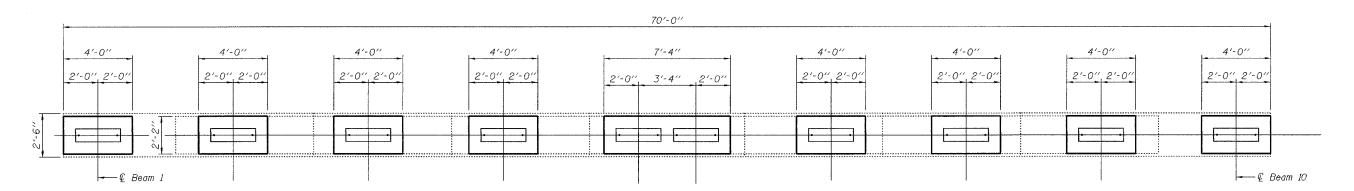
## TWO ABUTMENTS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
s(E)	64	#5	7'-3"	Ш
s <sub>1</sub> (E)	8	#5	10'-7''	Ш
v(E)	160	#5	2′-9″	Г
	Structure		Cu. Yd.	4.2
Reinforce Epoxy Co	ement Bar oated	5,	Lbs.	1030

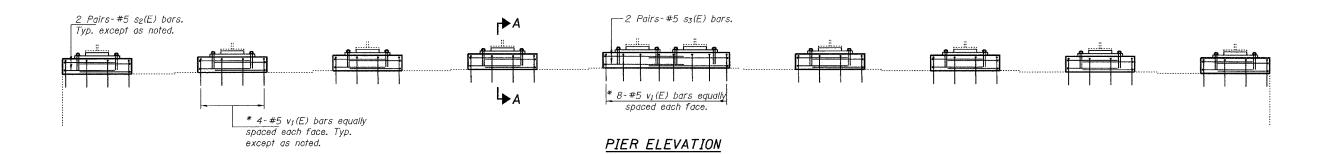
Reinforcement bars designated (E) shall be epoxy coated.

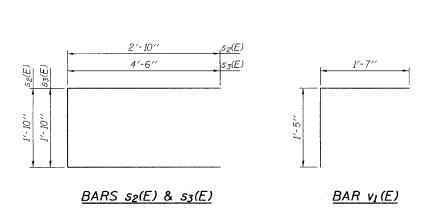
REPAIR DETAILS
CH 9 OVER FAI 64
JEFFERSON COUNTY
SN 041-0069

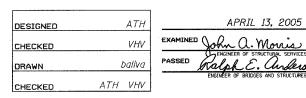
Contract No. 94905

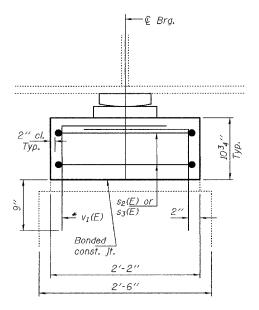


### PIER PLAN Looking North









SECTION A-A

#### BILL OF MATERIAL

Bar	No.	Size	Length	Shape
s <sub>2</sub> (E)	32	#5	7′-6′′	
s3(E)	4	#5	10'-10''	
		<del> </del>		
		<u> </u>		
		T.		
ν <sub>1</sub> (Ε)	80	#5	3'-0"	
Concrete	Structure	Cu. Yd.	2,8	
Reinford Epoxy C	ement Bar nated	s,	Lbs.	550

Reinforcement bars designated (E) shall be epoxy coated.

\* Epoxy grout  $v_I(E)$  bars in 9" min. holes according to Article 584 of the Standard Specifications.

REPAIR DETAILS
CH 9 OVER FAI 64
JEFFERSON COUNTY
SN 041-0069

SECTION (41-7)RS-1 JEFFERSON 48 39 FED. ROAD DEST. NO. 7 BLIDNOES FED. ALO PROJECT NO. - G-Z CONTRACT NO. 94905 Bk South Appr. Bent Bk North Appr. Bent-Sta. 48+77.00 Sta 50+00.00 Sta. 51+23.00 -Sta 2343+00.00 Bk South Abut Bk North Abut-(FBI Rte. 64) Sta. 51+02.79 Sta. 48+97.21 GENERAL NOTES 21'-3" \_\_\_21′-3′′\_ The work included in the structural repairs for SN 041-0069 and SN 041-0080 consists of 246'-0" removing the existing bituminous wearing surface, hydroscarification, deck slab repair, microscilica overlay, new expansion joints, new bearing assemblies, and all other work to complete the repairs. Plan dimensions and details relative to the existing structure have been taken from rexisting plans and are subject to nominal construction variations. Tt 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. Areas of deck repairs shown are estimated. The engineer shall show actual locations of deck repairs on as-built plans. The minimum thickness for the MICROSILICA CONCRETE OVERLAY shall be 2-1/4". 30'-0" 0. - 0. Deck BILL OF MATERIALS SN. 041-0080 3'-3'' 10'-0" 3'-3" 10'-0" Unit Quantity 10'-0" Bridge Deck Hydro-scarification 1/2 Bridge Deck Microsilica Concrete Overlay 2 1/4" SQ YD 722 666 Bridge Deck Grooving SO YD Polymer Concrete CU FT 4.5 Slope 0.2"/ft \* 1" Circular Crown Silicone Joint Sealer, 1.5 FOOT 60 Plug Existing Deck Drains EACH Deck Slab Repair (Full Depth, Type I) SQ YD Deck Slab Repair (Full Depth, Type II) SQ YD \* THE CROSS SLOPES AS SHOWN 1'-9" 1'-9" 1' 12'-3" 12'-3" WERE TAKEN FROM THE EXISTING PLANS. THE ACTUAL CROSS SLOPE TYPICAL SECTION AT APPROACH MAY VARY. THE INTENT OF THE PROPOSED IMPROVEMENT IS TO PROVIDE A UNIFORM 2 1/4" THICK MICROSILICA OVERLAY BY 30'-0" 0. - 0. Deck MAINTAINING THE EXISTING 1'-0" CROSS SLOPE. 3'-3'' 10'-0" 13'-3" 9′′ Longitudinal bonded construction joint - Do not edge. \_\_Symm. about ♠ Roadway -- 7½" Slab • Slope 0.2"/ft \* 1" Circular Crown ILLINOIS DEPARTMENT OF TRANSPORTATION **GENERAL PLAN** & ELEVATION STA 2343+00 F.A.I. 64 STR #041-0080 3'-0'' 3 spaces @ 8'-0" = 24'-0" 3′-0′′ SCALE: VERT. TYPICAL SECTION AT BRIDGE DATE CHECKED BY

FAI RYE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.	
64	(41-7)RS-	l JEF	FERSON	48	40	
FED. RC	AD DEST. NO. 7	ILLINOIS	FED. ALD PRO-	ECT NO.		

CONTRACT NO. 94905

BITUMINOUS SCHEDULE

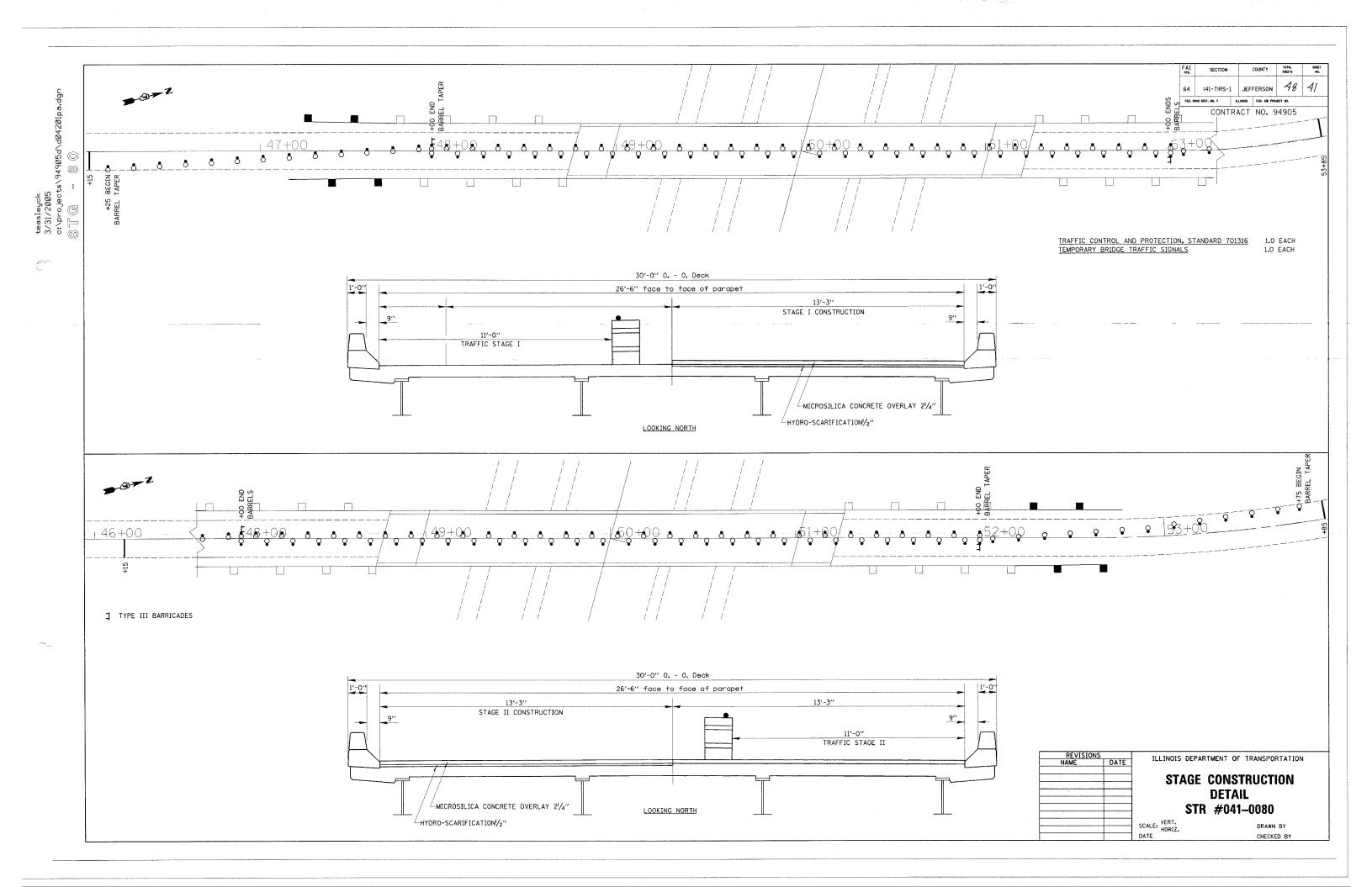
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	BILOWINGO2 3	CHEDULE			
	TEMPORARY RAMP	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	BITUMINOUS MATERIALS	AGGREGATE (PRIME COAT)	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX"C", N70
LOCATION	SQ YD	SQ YD	GAL	TON	TON
041-0080					
STAGE I	18	140	18	2	14
STAGE II	18	140	18	2	14
TOTAL	36	280	36	4	28

BRIDGE REPAIR SCHEDULE

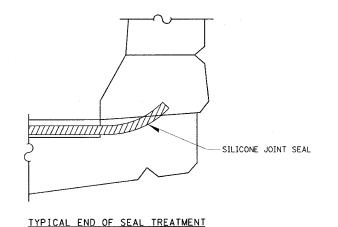
ONTO THE ATT SOLUTION												
	LENGTH	BRIDGE DECK HYDRO- SCARIFICATION 1/2"	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	DECK SLAB REPAIR (FULL DEPIH, TYPE II)	BRIDGE DECK MICROSILICA CONCRETE OVERLAY 2 1/4"	BRIDGE DECK GROOVING	PLUG EXISTING DECK DRAINS	POLYMER CONCRETE	SILICONE JOINT SEALER			
LOCATION	FEET	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	EACH	CU FT	LIN FT			
041-0080	041-0080											
Stage I	246	361	1	6	361	333	2	2. 25	30			
Stage II	246	361	0	0	361	333	2	2.25	30			
TOTAL		722	1	6	722	666	4	4.5	60			

ILLINOIS DEPARTMENT OF TRANSPORTATION QUANTITY SCHEDULES S.N. 041-0080 SCALE: VERT. HORIZ. DATE DRAWN BY CHECKED BY

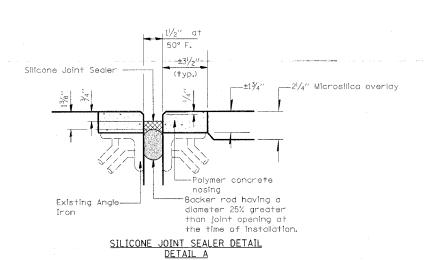


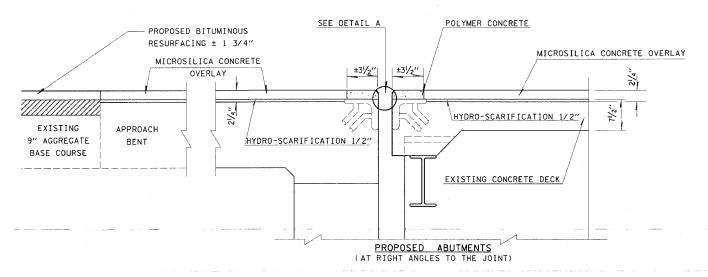
COUNTY TOTAL SHEETS SECTION 42 40 (41-7)RS-1 JEFFERSON FED. ROAD DIST. NO. T (LLINOIS FED. ALD PROJECT NO. teasleyck teasleyck'+'\_DATE\_ c:\projects\94905d\dØ420ipa.d B C D = 8 () CONTRACT NO. 94941 50+00 \_\_MISSING DRAIN EXTENSION \* PLACE SILICONE JOINT SEALER PLACE SILICONE
JOINT SEALER GUARDRAIL GUARDRAIL REMOVAL REMOVAL 25' - 2 25' 153+00 147+00 52+00 25′ GUARDRAIL GUARDRAIL REMOVAL REMOVAL PLUG EXISTING FLOOR DRAINS - 4 EACH \* NOTE: REPLACE DRAIN EXTENSION WITH EXTENSION FROM PLUGGED DRAIN." ALL WORK AND FASTENING HARDWARE REQUIRED WILL BE BRIDGE DECK MICROSILICA CONCRETE OVERLAY 21/4" INCLUDED IN THE UNIT COST FOR PLUG & BRIDGE DECK HYDRO-SCARIFICATION 1/2" EXISTING FLOOR DRAINS. BITUMINOUS RESURFACING Fill drain with concrete — Field drill 38" hole for ... - ¼"¢ threaded rod 15" long with nuts and washers. Remove drain extension and brackets. If extension brackets are welded to bottom flange of I-beam, the brackets may remain PLUG EXISTING DECK DRAIN BITUMINOUS CONCRETE SURFACE COURSE, (QUANTITY = 4 EACH) SEE LOCATIONS ABOVE SUPERPAVE, MIX "C", N70 21/4" MICROSILICA CONCRETE OVERLAY BITUMINOUS SURFACE REMOVAL - BUTT JOINT--13/4" - HYDROSCARIFICATION 1/2" BRIDGE APPROACH BENT EXISTING BITUMINOUS RESURFACING 7½" Slab 52.5' ILLINOIS DEPARTMENT OF TRANSPORTATION **BRIDGE CONSTRUCTION** BITUMINOUS APPROACH TAPER DETAIL DETAIL SN #041-0080 SCALE: VERT. HORIZ. DRAWN BY DATE CHECKED BY



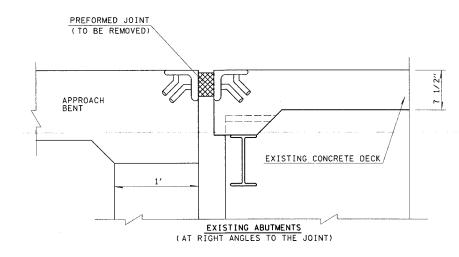


WHEN REPLACING NEOPRENE JOINT





NOTE: SURFACE OF EXISTING ANGLE
IRON EXPANSION DAMS TO BE
CLEANED TO THE SATISFACTION
OF THE ENGINEER PRIOR TO
PLACEMENT OF POLYMER CONCRETE.
COST INCLUDED IN POLYMER CONCRETE.



DATE

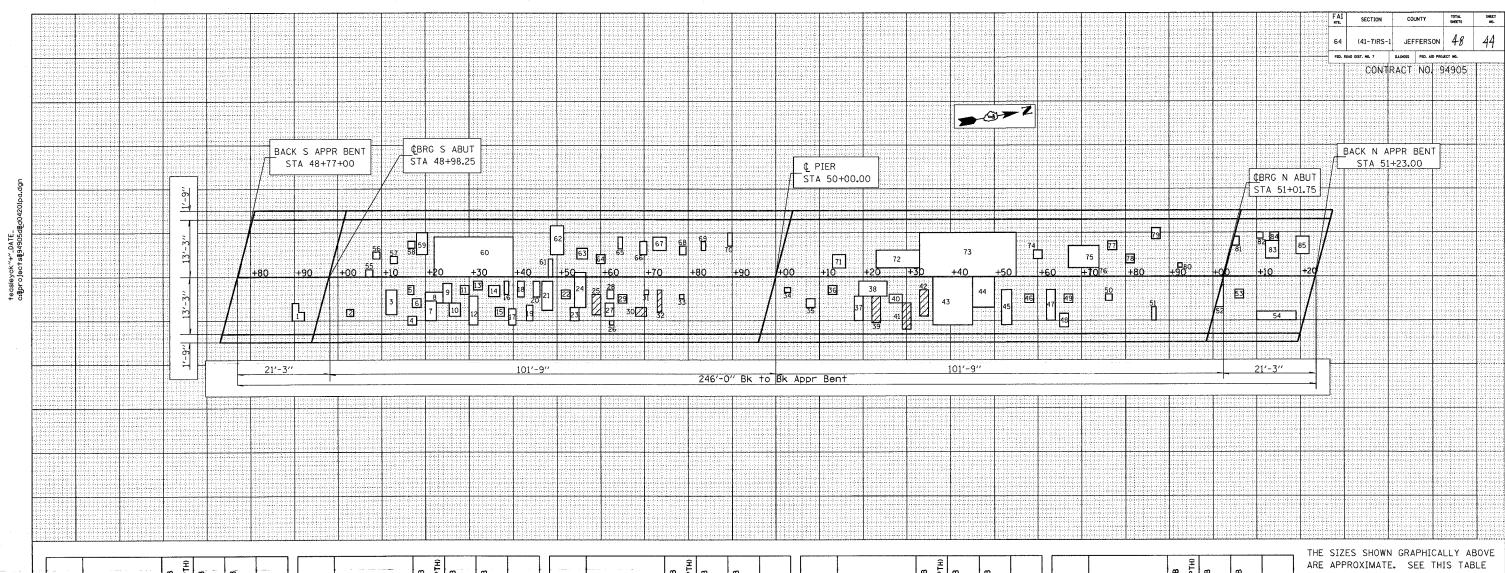
ILLINOIS DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT DETAILS

EXPANSION JOINT DETAILS BOTH ABUTMENTS S.N. 041-0080

SCALE: VERT.

DRAWN BY CHECKED BY



PATC NO.	н		SIZ	- · · · E	S DECK SLAB REPAIR PART DEPTH)	S DECK SLAB REPAIR IFD TY 1)	S DECK SLAB REPAIR FFD TY 2)	**************************************	
	1	3.0	×	4.0	12.0	50			
	2	1.5	×	1.5	2.3				
,	3	2.5	×	5.5	13.8				
	4	2.0	×	2.0	4.0				
	5	1.5	x	2.0	3.0				
	6	2.0	×	2.0	4.0				
	7	2.5	×	4.5	11.3				
	8	3.5	×	2.0	7.0				
	9	2.5	×	4.0	10.0				
10	)	3.0	×	3.0	9.0				
11		2.0	×	2.0	4.0				
12	2	2.0	×	6.5	13.0				
13	3	2.5	×	2.5	6.3		,,,,,		
14	4	2.5	×	2.5	6.3				
15	5	2.0	×	2.0	4.0				
16	ŝ	1.5	×	3.0	4.5				
1	7	1.5	×	3.5	5.3				
18	3	1.5	×	3.5	5.3	ļ			
19	9	1.5	×	3.5	5.3	<u> </u>			

PATCH NO.		SIZ	E	S DECK SLAB REPAIR PART DEPTH)	S DECK SLAB REPAIR 19 (FD TY 1)	S DECK SLAB REPAIR T (FD TY 2)	
20	1.5	×	3.5	5.3			
21	2.5	×	6.5	16.3			
22	2.0	×	2.0	4.0			
23	2.0	×	3.0	6.0			
24	2.5	×	8.0	20.0			
25	2.0	×	4.5			9.0	
26	1.0	×	1.0	1.0			
27	2.0	×	3.0	6.0			
28	1.5	×	2.0	3.0			
29	2.0	×	2.0	4.0			
30	2,0	×	2.5		5.0		
31	1.0	×	1.0	1.0			
32	1.5	×	5.0			7.5	Ger Server Server strongers saw
33	1.0	×	1.0	1.0			
34	1.5	×	1.5	2.3			
35	2.0	×	2.0	4.0			
36	2.0	×	2.0	4.0			
37	2.0	×	5.5	11.0			
38	6.5	×	3.5	22.8			

PATCH NO.		SIZ	Ē	S DECK SLAB REPAIR PART DEPTH	S DECK SLAB REPAIR T (FD TY 1)	S DECK SLAB REPAIR T (FD TY 2)	
39	2.0	×	6.0	SU FI	SU FI	12.0	
40	3.0	×	2.0	6.0	***************************************	12,0	
41			6.0	0.0		12.0	
ļ — · — —	2.0	×				12.0	
42	2.0	×	6.0			12.0	
43	9.0	×	11.0	99.0			
44	5.0	×	7.0	35.0			
45	2.5	×	8.0	20.0			
46	2.0	х	2.0	4.0			
47	2.0	×	7.0	14.0			
48	2.0	×	3.0	6.0			
49	2.0	×	2.0	4.0			
50	1.5	×	1.5	2.3			
51	1.0	×	3.0	3.0			
52	1.5	×	4.0	6.0			
53	2.0	×	2.0	4.0			
54	9.0	×	2.0	18.0			
55	1.5	×	1.5	2.3			
56	1.5	×	1.5	2.3			
57	1.5	×	1.5	2.3			

	PATCH NO.	Ş	SIZE	<u>:</u>	DECK SLAB REPAIR (PART DEPTH)	DECK SLAB REPAIR (FD TY 1)	DECK SLAB REPAIR (FD TY 2)	
-				SQ FT	SQ FT	SQ FT		
	58	1.5	×	1.5	2.3			
	59	2.5	×	4.5	11.3			
	60	18.0	×	9.0	162.0			
	61	1.0	×	4.0	4.0			
	. 62	3.0	×	6.5	19.5			
	63	2.5	×	2.5	6.3			
	64	2.0	×	2.0	4.0			
	65	1.0	×	2.5	2.5			
1	66	1.5	×	3.0	4.5			
	67	3.0	×	3.0	9.0			
	68	1.5	×	1.5	2.3			
	69	1.0	×	2.0	2.0			
	70	1.0	×	3.0	3.0			
	71	3.0	×	3.0	9.0			
	72	10.0	×	4.0	40.0	·		
	73	22.0	x	10.0	220.0			
	74	2.0	×	2.0	4.0			
	75	7.0	×	5.0	35.0			
	76	2.0	×	2.0	4.0			

	PATCH NO.		SIZE				DECK SLAB REPAIR (FD TY 1)	DECK SLAB REPAIR (FD TY 2)	
4						SQ FT	SQ FT	SQ FT	
╛	77	2.0	×	2.0		4.0			***
	78	2,0	×	2.0		4.0			
1	79	2.0	×	2.5		5.0			
	80	1.0	×	1.0		1.0			
٦	81	1.0	×	2.0		2.0			
	82	1.5	×	1.5		2.3			
	83	3.0	×	4.0		12.0			
	84	1.5	×	2.0		3.0			
	85	3.0	×	4.0		12.0			
			ТО	TAL		1060	5	53	0
	PARTIAL	DEP	ТН						
	1060	9 =		117.8					
1		U	SE	1	185	a YD			
	FULL DI	РТН,	TYP	E 1					
	5 .	9 =		0.6	3				
		U	SE		15	a yo			
	FULL DI	РТН,	TYP	E 2					
	53	9 =		5.8	3				
		u	ISE		6	SQ YD			

FOR ACTUAL SIZES.

PATCHING LEGEND

PARTIAL DEPTH

FULL DEPTH

DATE OF SURVEY: 01/21/05
SURVEY BY: M. ALLEN, A. RING
D. MACKLIN, S. DZAKUMA
METHOD OF SURVEY: CHAIN DRAG

BRIDGE DECK PATCHING JEFFERSON COUNTY TR-206 OVER FAI ROUTE 64 3.7 MILES EAST OF WOODLAWN INTERCHANGE SN 041-0080

ROUTE NO.	SECTION	coi	UNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
		JEFFE	RSON	48	45	4 SHEETS
FED. ROAD DIST	. NO. 7	<b>JLLLINOIS</b>	FED. AID PRI	DJECT-		

Contract No. 94905

#### *NOTES*

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.

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.

The existing structural steel coating contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project. Existing structural steel that will be in contact with new structural steel shall

be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures". All structural steel shall be shop painted with the inorganic zinc rich primer per

AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural

Cost of removal and/or re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included in the cost of Furnishing and Erecting Structural Steel.

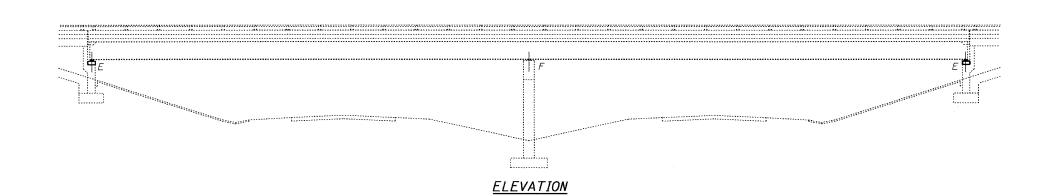
Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of <sup>1</sup><sub>8</sub> inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two  ${}^{l}_{8}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. For Type I Elastomeric Bearings, two  $^{\rm I}_{8}{}^{\prime\prime}$  adjusting shims shall be provided for each bearing and placed as detailed.

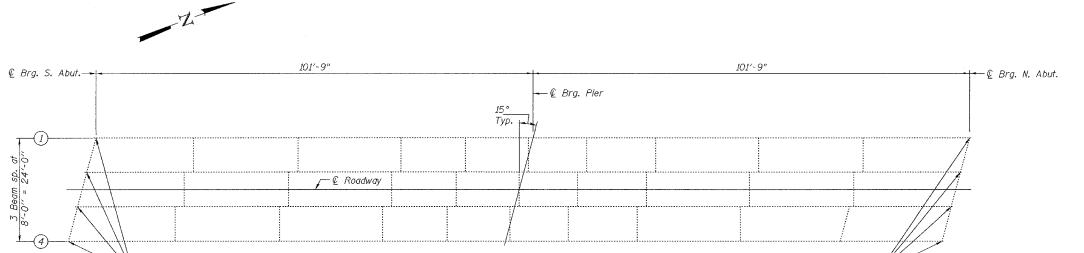
If the analysis submitted to the Contractor for the jacking/temporary support system to be used shows temporary stiffeners are required to prevent web crippling or buckling, the stiffeners shall be steel and bolted to the web. If stiffeners are not required, hardwood timbers shall be installed tightly between the top and bottom flange to prevent flange rotation.

# BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Structures	Cu. Yd.	<i>1</i> .5
Furnishing and Erecting Structural Steel	Pound	310
Reinforcement Bars, Epoxy Coated	Pound	400
Elastomeric Bearing Assembly, Type I	Each	8
Jacking and Cribbing	LS	0.3
	l	

PLAN AND ELEVATION TR 206 OVER FAI 64 JEFFERSON COUNTY SN 041-0080





PLAN (1) Existing bearings to be removed and replaced.

DESIGNED Alian T. Hallowa CHECKED VICTOR H. VELIZ CHECKED VHV ATH

.\projects\dab00036\0410080.dgn 4/12/2005 4.15;51 PM

APRIL 14, 2005 EXAMINED John a. Morris



# @ Bra. 34" \$ studs. 1316 "\$ holes in Bott. Flange -Bearing Assembly

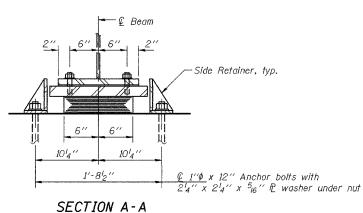
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 2 TOTAL JEFFERSON 48 46

Top of Concrete

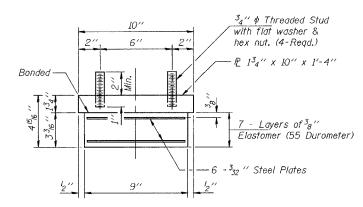
4 SHEETS

Contract No. 94905



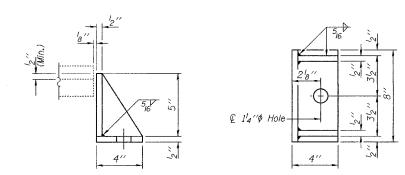
#### ELEVATION AT ABUT.

#### TYPE I ELASTOMERIC EXP. BRG.



#### BEARING ASSEMBLY

Shim plates shall not be placed under Bearing Assembly.



#### SIDE RETAINER

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

DESIGNED	ATH	
CHECKED	VHV	EXAMINED (
DRAWN	ballva	PASSED GO
CHECKED	ATH VHV	E

	APRIL 13, 2005
EXAMINE	John a. Morris
PASSED	Halph E. austroan
	ENSINEER OF BRIDGES AND STRUCTURES

#### BEAM REACTIONS

		Abutments
P.D	(K)	49.1
T.E	(//	
M.4.	(//)	34.9
Imp.	(K)	7.8
R (Total)	(K)	91.8

Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.

New side retainers, shim plates, connection bolts, and anchor bolts are included with Furnishing and Erecting Structural Steel.

Structural Steel.

Structural Steel.

See Sheet 3 of 4 for Anchor Bolt installation.

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

Min. jack capacity = 55 Tons.

#### Existing P to be removed using the air-arc method and grind smooth all weld material remaining on the bottom flange, (Typ.)

Burn existing anchor bolts flush with Burn existing anchor botts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy. (Beam 2 S. Abut. & Beam 3, N. Abut. only.)

#### EXISTING BEARING REMOVAL DETAIL

Cost included with Jacking and Cribbing.

### Concrete removal. Limit depth to 2" max, or to the top of the reinforcement mat. ANCHOR BOLT REMOVAL DETAIL Typical except as noted. Cost included with Jacking

© existing <u>1"</u> Anchor Bolt

and Cribbing.

Cut existing anchor bolts a

minimum of 1" below the top

of the existing bearing seat.

#### BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	8
Jacking and Cribbing	LS	1
Furnishing and Erecting Structural Steel	Pound	310

REPAIR DETAILS TR 206 OVER FAI 64 JEFFERSON COUNTY SN 041-0080

### item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and "d" \$\phi\$ Holes with zerk the fabrication of this bolt for use on highway projects for epoxy grout in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt. "D" Ø 13/6 134' 138" 1/6" Anchor Bolt (See Bearing Details 12 15/6 for number, size and length.) 158" 28" 113/6 " 218" 278" 258" 2516" 3381 Top of base plate Bearing Seat End of End of aroove coil lock $^{5}_{32}$ " wide x $^{3}_{32}$ " deep groove in anchor bolt with 18" \$ 16" at Bottom PLAN-COIL WIRE

ILLINOIS COIL-LOCK ANCHOR BOLT

The Illinois Coil-Lock Anchor Bolt is a proprietary

### STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY		TOTAL SHEETS	SHEET NO.	SHEET NO. $3$
		JEFFE	RSON	48	47	4 SHEETS
FED. ROAD DIST	. NO. 7	ILLINGIS	FED. ALO PR	OJECT-	4	

Contract No. 94905

### 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 A 519, Grade 1026, CW 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 conforming to ASTM C 881, Type I, Grade 1 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 according to the manufacturer's recommendations and procedures.

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

- A threaded rod stud with nut and washer of the type specified.
- 2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
All	A 307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

#### GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to 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.

ANCHOR BOLT DETAILS
TR 206 OVER FAI 64
JEFFERSON COUNTY
SN 041-0080

DESIGNED

CHECKED

DRAWN

CHECKED

ABB-1

ATH

VHV

baliva

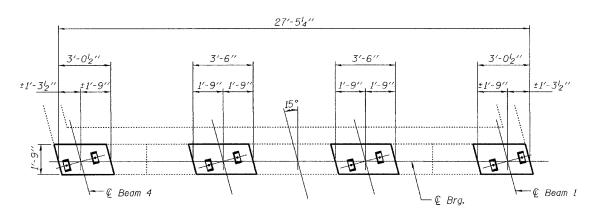
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ATH VHV

APRIL 13, 2005

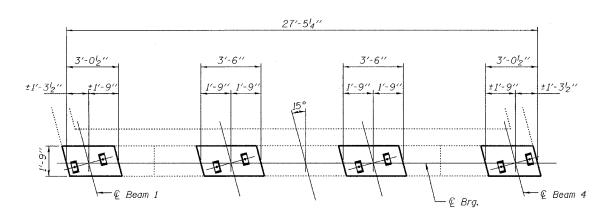
ROUTE NO.	SECTION	cou	NTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4
		JEFFE	RSON	48	48	4 SHEETS
PED. ROAD DIST		ILLINOIS	FED. AID PR	DJECT-		

Contract No. 94905



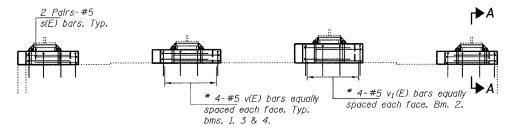
#### SOUTH ABUTMENT PLAN

South abutment, looking South

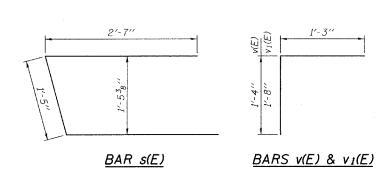


#### NORTH ABUTMENT PLAN

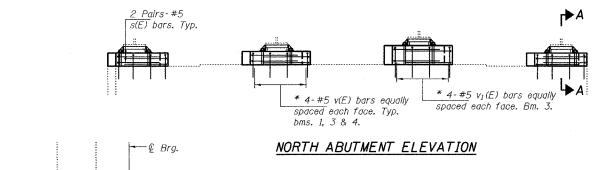
North abutment, looking North

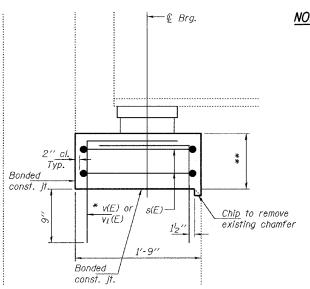


#### SOUTH ABUTMENT ELEVATION



DESIGNED	ATH	APRIL 13, 2005
CHECKED	VHV	EXAMINED John a. Movis
DRAWN	baliva	PASSED Ralph E. andersa
CHECKED	ATH VHV	ENGINÉER OF BRIDGES AND STRUCTURES





#### SECTION A-A

\*\* 9<sup>5</sup><sub>16</sub> " @ Beams 1, 3 & 4, S. Abut. & Beams 1, 2, & 4, N. Abut. 13<sup>5</sup><sub>16</sub> " @ Beam 2, S. Abut. & Beam 3, N. Abut.

# \* Epoxy grout v(E) & $v_1(E)$ bars in 9" min. holes according to Article 584 of the Standard Specifications.

#### <u>TWO ABUTMENTS</u> BILL OF MATERIAL

Bar	No.	Size	Length	Shape
s(E)	32	#5	6'-7''	<u> </u>
v(E)	48	#5	2'-7"	
v1(E)	16	#5	2'-11''	Г
Concrete	Structure	Cu. Yd.	1.5	
Reinforce Epoxy Co		Lbs.	400	

Reinforcement bars designated (E) shall be epoxy coated.

REPAIR DETAILS
TR 206 OVER FAI 64

JEFFERSON COUNTY
SN 041-0080