

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 64	95-(5,6)I	WASHINGTON	11	1

+1
12

D-98-011-07

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

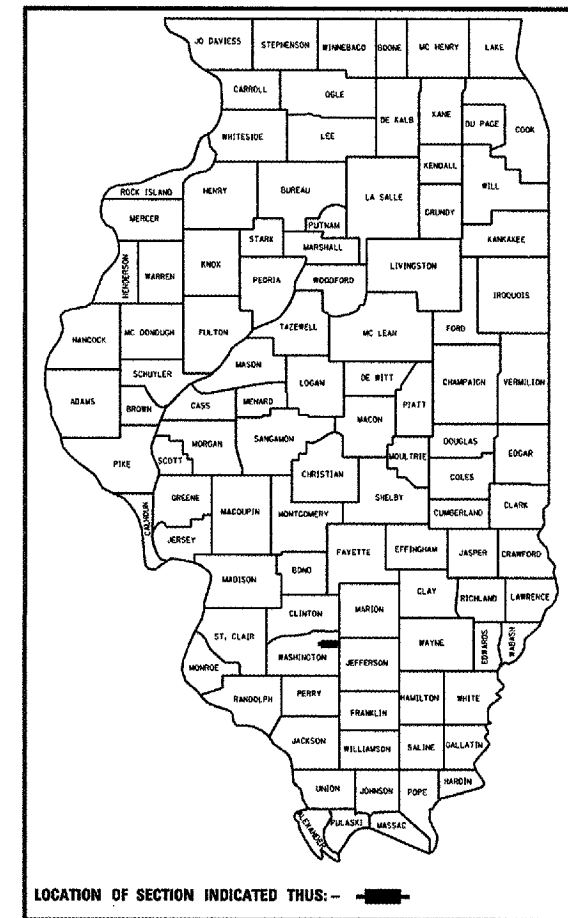
**PROPOSED
HIGHWAY PLANS**

FAI ROUTE 64
SECTION 95-(5,6)I

WASHINGTON COUNTY

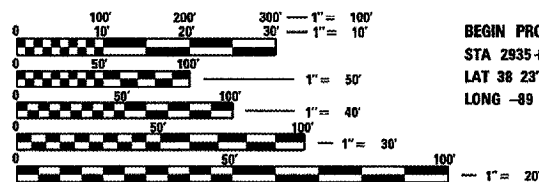
C-98-010-07

PAVEMENT PATCHING

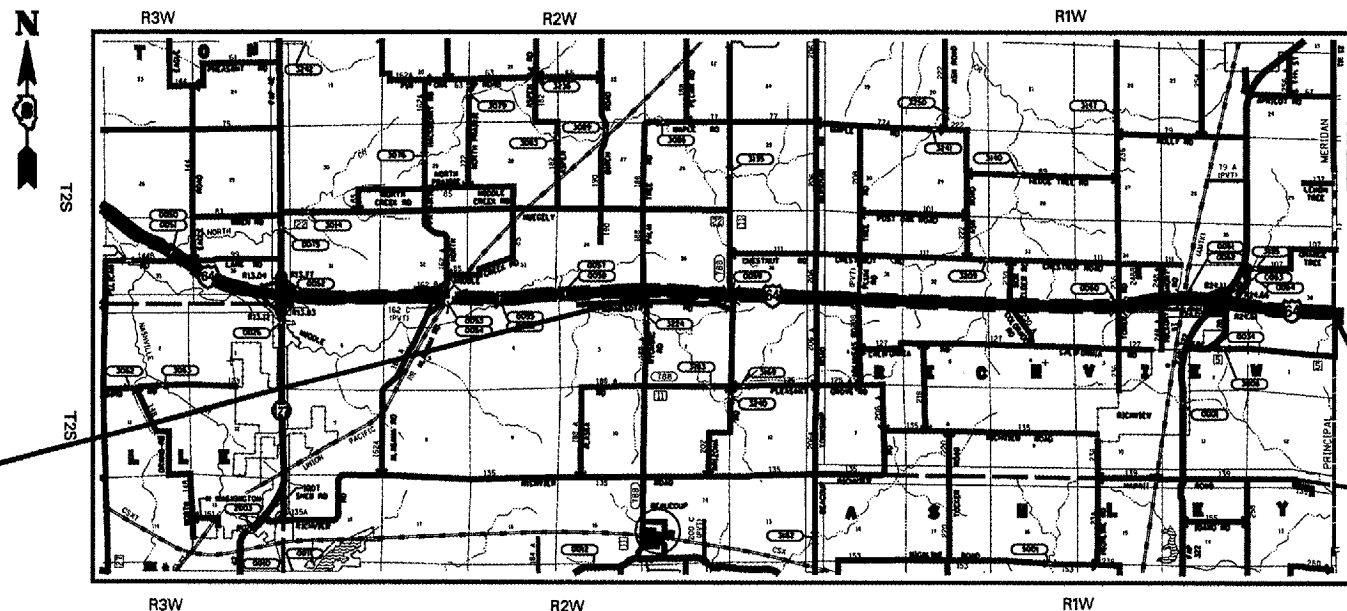


LOCATION OF SECTION INDICATED THIS: --

MICROFILMED _____
REEL NUMBER _____
AWARDED _____
RESIDENT ENGINEER _____
AS BUILT CHANGES WERE MADE
ON THE FOLLOWING SHEETS



BEGIN PROJECT
STA 2935+25.00
LAT 38 23'29"N
LONG -89 17'37"W



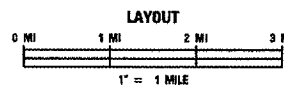
END PROJECT
STA 3355+51.88
LAT 38 23'14"N
LONG -89 08'44"W

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

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

CONTRACT NO. 76A38

DESIGN DESIGNATION
2005 ADT = 19300 (ACTUAL)
2007 ADT = 19700 (ESTIMATED)
2027 ADT = 24000 (ESTIMATED)
S.U. = 5.0% M.U. = 32.6%



PROJECT LENGTH
GROSS LENGTH 42026.88 7.960 MILES
NET LENGTH 42026.88 7.960 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *May 16, 2007*
May C. Romie
DEPUTY DIRECTOR OF HIGHWAYS
REGION FIVE ENGINEER

June 29, 2007
Eric C. Harnick
ENGINEER OF DESIGN AND ENVIRONMENT

June 29, 2007
Melton R. Sees, P.E.
DIRECTOR, DIVISION OF HIGHWAYS

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

PROJECT ENGINEER: PATTI LeBEAU Phone: (618) 346-3179
SQUAD LEADER: CHERYL KEPLAR Phone: (618) 346-3186

INDEX OF SHEETS

- 1 COVER SHEET
- 2 INDEX OF SHEETS, STANDARDS, GENERAL NOTES AND COMMITMENTS
- 3 SUMMARY OF QUANTITIES
- 4-5 TYPICAL SECTIONS
- 6-8 PATCHING SCHEDULES AND DETAILS
- 9 PAVEMENT PATCHING SCHEDULE AND PAVEMENT MARKING SCHEDULES
- 10-11 PROJECT LOCATION MAPS
- 11A TRAFFIC CONTROL AND PROTECTION (SPECIAL)

GENERAL NOTES

1. THE STANDARDS AND REVISIONS LISTED APPLY TO THIS PROJECT.
2. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE TO BE GIVEN TO UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
 - AMEREN IP (ELECTRIC AND GAS)
 - CHARTER COMMUNICATIONS, INC.
 - AT&T CORPORATION
 - COUNTRYMARK COOPERATIVE, LLP
 - FRONTIER COMMUNICATIONS COMPANY
 - VILLAGE OF HOYLETON
 - KINDER MORGAN
 - VILLAGE OF RICHVIEW
 - AT&T ILLINOIS
 - TRI-COUNTY ELECTRIC COOPERATIVE, INC.
 - WASHINGTON COUNTY

MEMBERS OF J.U.L.I.E. (800) 892-0123 ARE INDICATED BY *. NON J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.)
3. IF SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
4. THE THICKNESS OF HMA MIXTURES SHOWN IN THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING BASE OR SURFACE ON WHICH THE HMA MIXTURE IS PLACED.

5. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

MIXTURE USE	PART. DEPTH PATCHING
AC/PG	SBC PG 76-22
RAPX (MAX)	0.0%
DESIGN AIR VOIDS	4.0% @ N _{des} =105
MIX COMPOSITION (GRADATION MIXTURE)	
FRICITION AGG	MIXTURE "D"

PLAN QUANTITIES FOR HOT MIX ASPHALT SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB./SQ YD/IN THICKNESS.

6. THE ESTIMATED QUANTITY OF MILLED MATERIALS FROM THIS PROJECT IS 3296 TONS
7. THE CONTRACTOR AND THE ENGINEER SHALL BE AWARE THAT NO SURVEY WAS PERFORMED FOR THIS PROJECT. THE STATIONING AND TOPO SHOWN IN THE PLANS WAS CREATED USING MICROFILM AND FIELD MEASUREMENTS MADE BY DESIGN PERSONNEL. BOTH SHALL BE ASSUMED TO BE APPROXIMATE.
8. SHORT TERM PAVEMENT MARKING PLACED ON MILLED SURFACES SHALL NOT CONSIST OF TAPE. ONLY PAINT WILL BY ALLOWED.
9. TWO (2) PORTABLE CHANGEABLE MESSAGE SIGNS HAVE BEEN INCLUDED AND WILL BE PLACED AT LOCATIONS DESIGNATED BY THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR ANY RELOCATIONS OF THE SIGNS.
10. SPEED LIMIT PHOTO ENFORCEMENT SIGNS MAY BE REQUIRED ON THIS PROJECT. IF REQUIRED, THE SIGNS WILL BE PROVIDED BY IDOT OPERATIONS. METHOD OF INSTALLATION TO BE PROVIDED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL PAY ITEMS.
11. NO OVERNIGHT (DUSK TO DAWN) LANE CLOSURES WILL BE ALLOWED FROM DECEMBER 1 TO APRIL 1 OF ANY YEAR.
12. ANY PARTIAL DEPTH PATCHING ENCRDACHING OVER THE CENTERLINE SHALL BE COMPLETED THE SAME DAY THE PARTIAL DEPTH REMOVAL WAS PERFORMED.
13. NO OPEN HOLES WILL BE ALLOWED OVERNIGHT(DUSK TO DAWN).
14. FLAGMEN SHALL BE PRESENT DURING ALL CLOSURE HOURS WHEN WORKERS ARE PRESENT, INCLUDING LUNCH HOUR AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
15. ALL CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE IN COLOR, NO ADDITIONAL COMPENSATION SHALL BE ALLOWED. ALL SIGNS SHALL BE SKID MOUNTED, 48" X 48".
16. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIAL.
17. ALL RAISED REFLECTIVE PAVEMENT MARKERS REMOVED DURING THE FULL DEPTH PATCHING OPERATION WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCLUDED IN THE FULL-DEPTH PATCH PAY ITEM.
18. RAISED REFLECTIVE PAVEMENT MARKERS WILL BE PLACED ON UPCOMING RESURFACING PROJECT. ALL RAISED REFLECTIVE PAVEMENT MARKERS, ENCOUNTERED DURING PARTIAL DEPTH PATCHING WILL BE PAID FOR.
19. THE PATCHES ON THIS PROJECT VARY IN DEPTH. THE REINFORCEMENT SHALL BE PLACED AT T/2 OF THE ORIGINAL PAVEMENT THICKNESS AND NOT AT T/2 OF THE NEW PATCH DEPTH.

HIGHWAY STANDARDS

000001-04	701400-02
442001-03	701401-03
601001-01	701411-03
601101	701426-02
701101-01	702001-06
701106-01	780001-01

SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
64	95-5,6II WASHINGTON	11	2
STA. _____ TO STA. _____			
CONTRACT NO.: 76A38			

COMMITMENTS

NONE

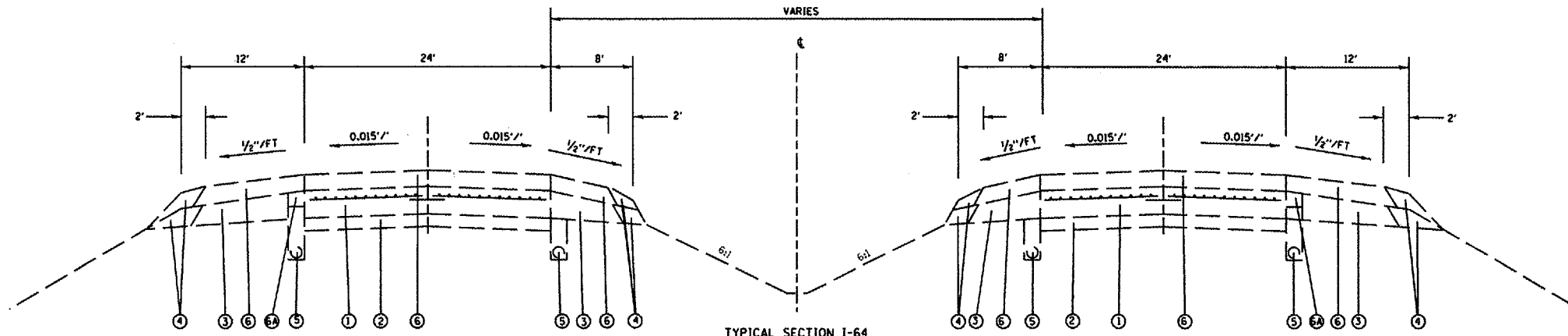
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**INDEX OF SHEETS,
 STANDARDS, GENERAL NOTES
 AND COMMITMENTS**
 FAI ROUTE 64
 SECTION 95-5,6II
 WASHINGTON COUNTY

DRAWN BY:

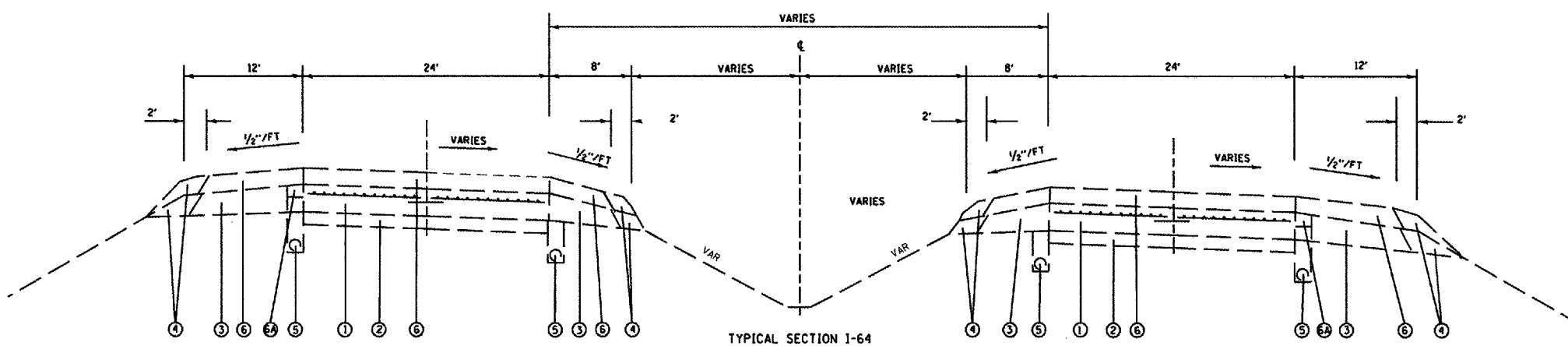
PLOT DATE: 5/29/2007

PROJECT NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
64	95-15,611	WASHINGTON	11	4
STA.		TO STA.		
CONTRACT NO.: 76A38				

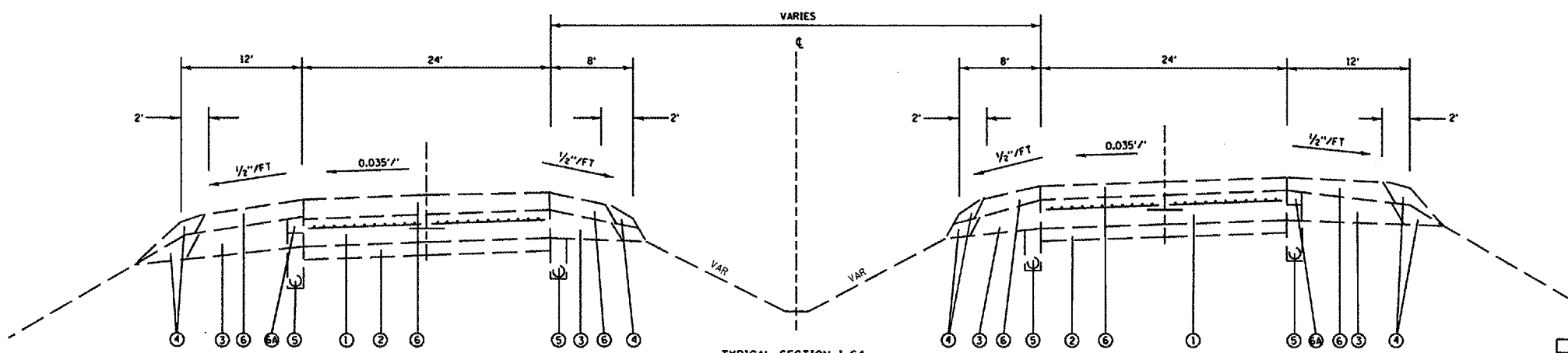


TYPICAL SECTION I-64
 STA. 2935+25.00 TO STA. 3206+82.50
 STA. 3233+89.25 TO STA. 3249+91.61
 STA. 3274+69.87 TO STA. 3355+51.88

- LEGEND**
- ① EXISTING CONT. REINFORCED P.C.C. PAVEMENT 8"
 - ② EXISTING STABILIZED SUB-BASE 4"
 - ③ EXISTING STABILIZED SHOULDERS 8"
 - ④ EXISTING AGGREGATE SHOULDER
 - ⑤ EXISTING PIPE UNDERDRAINS, 4"
 - ⑥ EXISTING BITUMINOUS OVERLAY - 3 1/4"
 - ⑥A EXISTING SHOULDER REMOVAL & REPLACEMENT 5"



TYPICAL SECTION I-64
 STA. 3249+91.61 TO STA. 3274+69.87



TYPICAL SECTION I-64
 STA. 3206+82.50 TO STA. 3233+89.25

REVISIONS	
NAME	DATE

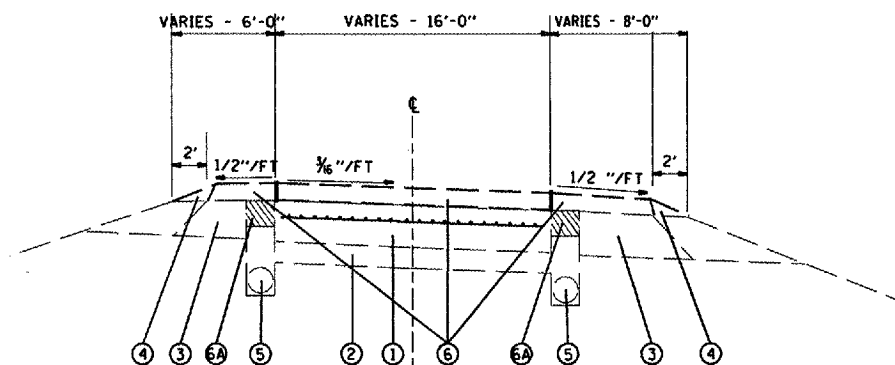
ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING
TYPICAL SECTIONS
 FAI ROUTE 64
 SECTION 95-(5,6)I
 WASHINGTON COUNTY
 DRAWN BY:

PLOT DATE: 5/8/2007

DATE: _____
 BY: _____
 SUPERVISOR: _____
 CHECKED: _____
 PLAN NO.: _____

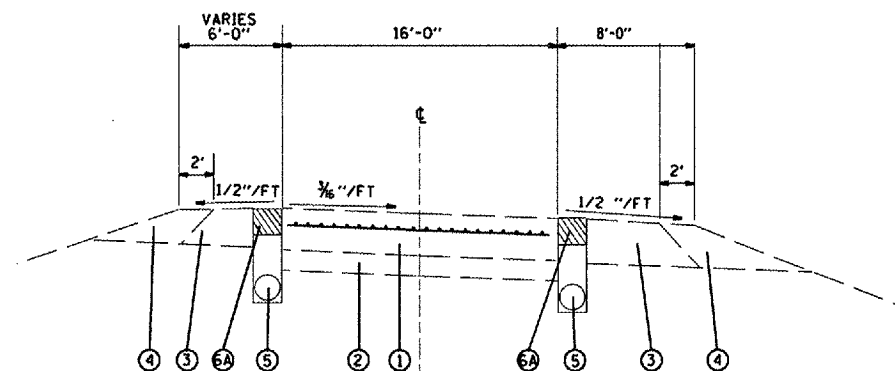
PROJECT: 76A38
 SECTION: 95-15,611
 SHEET: 11 OF 4

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-15,61	WASHINGTON	11	5
STA. TO STA.				
CONTRACT NO.: 76A38				



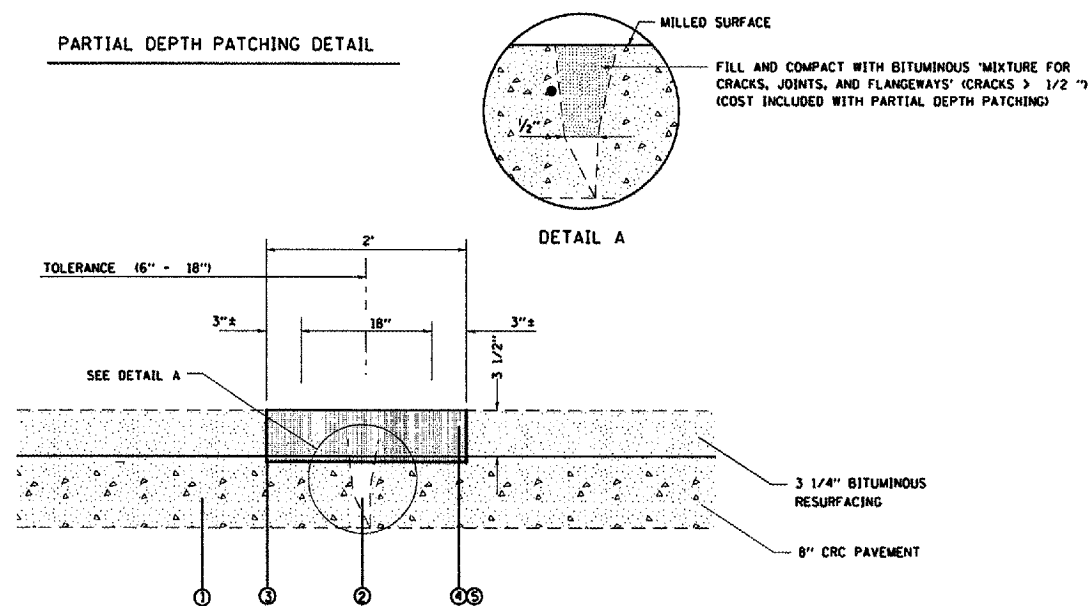
EXISTING TYPICAL RAMP SECTION
 RAMP 1 109+15 - 120+00
 RAMP 2 200+00 - 206+95
 RAMP 3 300+00 - 305+75
 RAMP 4 407+93 - 419+76

- LEGEND**
- ① EXISTING CONT. REINFORCED P.C.C. PAVEMENT 8"
 - ② EXISTING STABILIZED SUB-BASE 4"
 - ③ EXISTING STABILIZED SHOULDERS 8"
 - ④ EXISTING AGGREGATE SHOULDER
 - ⑤ EXISTING PIPE UNDERDRAINS, 4"
 - ⑥ EXISTING BITUMINOUS OVERLAY - 3 1/4"
 - ⑥A EXISTING SHOULDER REMOVAL & REPLACEMENT 5"

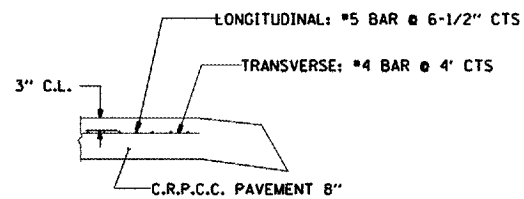


EXISTING TYPICAL RAMP SECTION
 RAMP 1 101+86 - 109+15
 RAMP 2 206+95 - 211+95
 RAMP 3 305+75 - 313+75
 RAMP 4 402+15 - 407+93

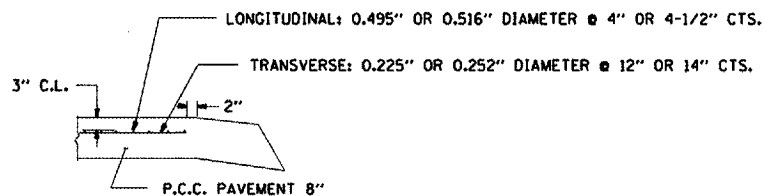
PARTIAL DEPTH PATCHING DETAIL



- LEGEND**
- ① EXISTING CRCP PAVEMENT, 8"
 - ② EXISTING LONGITUDINAL PAVEMENT CRACK
 - ③ EXISTING PAVEMENT REINFORCEMENT
 - ④ PROPOSED PARTIAL DEPTH REMOVAL, 2"
 - ⑤ PROPOSED PARTIAL DEPTH PATCHING (HMA CONCRETE MIXTURE D)



DETAIL OF EXISTING PAVEMENT REINFORCEMENT



DETAIL OF EXISTING RAMP REINFORCEMENT

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION TYPICAL RAMP SECTIONS AND PARTIAL DEPTH PATCHING DETAILS FAI ROUTE 64 SECTION 95-(5,6)I WASHINGTON COUNTY	SCALE: VERT. HORIZ.	DRAWN BY CHECKED BY
NAME	DATE			

Rev.

PLOT DATE: 5/6/2007
 FILE NAME: c:\pav\proj\95-15,61\plan\p-d-11187.dgn
 PLOTTER: HP DesignJet 5000 Series
 PLOT SCALE: 1/8" = 1'-0" / 1/4" = 1'-0" / 1/2" = 1'-0"

FIG. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-15,61	WASHINGTON	11	7
STA. _____		TO STA. _____		
CONTRACT NO.: 76A38				

CLASS A PAVEMENT PATCHING SCHEDULE

BEGIN LOCATION STATION	DRIVING LANE LENGTH (FT.)	PASSING LANE LENGTH (FT.)	LANE WIDTH (FT.)	TYPE II 12" PATCH (SQ. YD.)	TYPE III 12" PATCH (SQ. YD.)	TYPE IV 12" PATCH (SQ. YD.)	PATCHING REINFORCEMENT (SQ. YD.)	TIE BARS (EACH)	SAW CUTS (FT.)
EASTBOUND									
MAINLINE									
2976+00	20		6	13	0	0	13		58
3020+85	80		6	0	0	53	53	39	178
3069+85	10		12	13	0	0	13		56
3226+75	60		6	0	0	40	40	29	138
3386+76	20		6	13	0	0	13		58
3548+91	10		12	13	0	0	13		56
3721+16	80		12	0	0	107	107	39	196
3904+16	150		12	0	0	200	200	74	336
4114+81	50		12	0	0	67	67	24	136
4330+91	60		12	0	0	80	80	29	156
4586+81	50		12	0	0	67	67	24	136
4872+61	150		12	0	0	200	200	74	336
5172+58	80		12	0	0	107	107	39	196
5490+58	160		12	0	0	213	213	79	356
5811+88	40		12	0	0	53	53	19	116
6140+83	50		12	0	0	67	67	24	136
6473+94	120		12	0	0	160	160	59	276
6808+99	100		12	0	0	133	133	49	236
7148+98	40		12	0	0	53	53	19	116
7491+02	60		12	0	0	80	80	29	156
7848+52	150		12	0	0	200	200	74	336
8209+82	60		12	0	0	80	80	29	156
8580+26	150		12	0	0	200	200	74	336
8953+37	80		12	0	0	107	107	39	196
9330+79	40		12	0	0	53	53	19	116
9710+79	90		12	0	0	120	120	44	216
10092+34	90		12	0	0	120	120	44	216
10474+49	100		12	0	0	133	133	49	236
10858+44	6		12	8	0	0	8		48
11243+29	60		12	0	0	80	80	29	156
11628+53	30		12	0	0	40	40	14	96
12016+60	80		12	0	0	107	107	39	196
12407+51	100		6	0	0	67	67	49	218
12806+26	50		12	0	0	67	67	24	136
13206+87	100		12	0	0	133	133	49	236
13608+56	40		6	0	0	27	27	19	98
14011+80	100		12	0	0	133	133	49	236
14434+71	15		6	10	0	0	10		48
15% ANTICIPATED FAILURE				11	0	502	513	194	1006
TOTAL				81	0	3849	3930	1487	7709.6

Conversion Factors

Bituminous Material (Prime Coat) : 0.0003129 TONS / SQ YD
Aggregate (Prime Coat) : 0.0015 TONS / SQ YD

REVISIONS	
NAME	DATE

DRAWN BY:

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULES

FAI ROUTE 64
SECTION 95-(5,6)I
WASHINGTON COUNTY

#00124
#00125
#00126
#00127
#00128
#00129
#00130

CLASS A PAVEMENT PATCHING

BEGIN STATION	RAMP LANE	PASSING LANE	RAMP LANE	TYPE I	TYPE II	TYPE III	TYPE IV	PATCHING	TIE BARS	SAW CUTS
LOCATION	LENGTH	LENGTH	WIDTH	8" PATCH	8" PATCH	8" PATCH	8" PATCH	REINF	(EACH)	(FT.)
	(FT.)	(FT.)	(FT.)	(SQ. YD.)	(SQ. YD.)	(SQ. YD.)	(SQ. YD.)	(SQ. YD.)		
U.S RAMP 51										
EXIT RAMP 3 (S.W.)										
305+05	6		16	0	11	0	0	11		60
306+04	6		16	0	11	0	0	11		60
307+04	10		16	0	0	18	0	18		68
307+99	14		16	0	0	25	0	25		76
309+00	14		16	0	0	25	0	25		76
309+99	14		16	0	0	25	0	25		76
311+00	14		16	0	0	25	0	25		76
311+67	30		8	0	0	0	27	27	14	84
312+87	14		16	0	0	25	0	25		76
ENTR RAMP 4 (S.E.)										
6+15	50		16	0	0	0	89	89	24	148
6+92	60		16	0	0	0	107	107	29	168
6+94	14		16	0	0	25	0	25		76
7+84	14		16	0	0	25	0	25		76
8+83	14		16	0	0	25	0	25		76
9+84	14		16	0	0	25	0	25		76
10+81	50		16	0	0	0	89	89	24	148
11+32	14		16	0	0	25	0	25		76
11+83	14		16	0	0	25	0	25		76
EXIT RAMP 2 (N.E.)										
207+08.2	14		16	0	0	25	0	25		76
208+03.2	6		16	0	11	0	0	11		60
208+90.2	6		16	0	11	0	0	11		60
209+99.2	15		16	0	0	0	27	27		78
210+60.2	14		16	0	0	25	0	25		76
211+00.20	14		16	0	0	25	0	25		76
211+21.2	10		16	0	0	18	0	18		68
211+45.2	14		16	0	0	25	0	25		76
ENTR RAMP 1 (N.W.)										
3+16	81		8	0	0	0	72	72	40	186
3+76	14		16	0	0	25	0	25		76
4+07	8		16	0	14	0	0	14		64
4+42	40		8	0	0	0	36	36	19	104
4+70	8		16	0	14	0	0	14		64
5+71	8		16	0	14	0	0	14		64
6+61	8		16	0	14	0	0	14		64
7+17	8		16	0	14	0	0	14		64
7+77	8		16	0	14	0	0	14		64
8+43	8		16	0	14	0	0	14		64
8+72	8		16	0	14	0	0	14		64
8+81	4		8	4	0	0	0	4		32
9+10	7		8	0	6	0	0	6		38
9+57	58		8	0	0	0	52	52	28	140
9+63	6		16	0	11	0	0	11		60
15% ANTICIPATED FAILURE				1	26	65	75	166	27	494
TOTAL				5	199.00	501.00	574.00	1279.00	205.00	3783.50

Conversion Factors Bituminous Material (Prime Coat) : 0.0003129 TONS / SQ YD
Aggregate (Prime Coat) : 0.0015 TONS / SQ YD

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULES

FAI ROUTE 64
SECTION 95-(5,6)I
WASHINGTON COUNTY

DRAWN BY: _____

*DATE**
*DATE-TIME**
*REF**
*REF**

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-15,61	WASHINGTON	11	9
STA.		TO STA.		
CONTRACT NO.: 76A38				

PARTIAL DEPTH PATCHING SCHEDULE

STATION	LT/RT	PL/DL	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	PARTIAL DEPTH REMOVAL, 3 1/2" (SQ YD)	PARTIAL DEPTH PATCHING (TON)
EAST BOUND							
2935+25							
2948+26	RT	DL	60	12	80.0	80.0	15.7
2969+21	RT	DL	50	12	66.7	66.7	13.1
3019+89	RT	DL	100	12	133.3	133.3	26.1
3091+20	RT	DL	60	12	80.0	80.0	15.7
3170+95	RT	CL	150	2	33.3	33.3	6.5
3285+05	RT	CL	30	2	6.7	6.7	1.3
3407+05	RT	DL	40	2	8.9	8.9	1.7
3538+24	RT	CL	500	2	111.1	111.1	21.8
3669+43	RT	DL	500	2	111.1	111.1	21.8
3809+93	RT	DL	200	2	44.4	44.4	8.7
3955+33	RT	DL	60	2	13.3	13.3	2.6
4105+27	RT	DL	50	12	66.7	66.7	13.1
4257+27	RT	CL	80	2	17.8	17.8	3.5
5781+27	RT	DL	300	2	66.7	66.7	13.1
5936+07	RT	CL	50	2	11.1	11.1	2.2
6093+87	RT	DL	50	2	11.1	11.1	2.2
6254+77	RT	CL	40	2	8.9	8.9	1.7
6417+37	RT	DL	40	2	8.9	8.9	1.7
6579+97	RT	CL	40	2	8.9	8.9	1.7
6743+67	RT	CL	40	2	8.9	8.9	1.7
6908+93	RT	CL	40	2	8.9	8.9	1.7
7074+19	RT	DL	200	2	44.4	44.4	8.7
7242+49	RT	CL	75	2	16.7	16.7	3.3
7410+79	RT	DL	200	2	44.4	44.4	8.7
7580+29	RT	CL	40	2	8.9	8.9	1.7
7750+89	RT	DL	100	2	22.2	22.2	4.4
7924+59	RT	CL	40	2	8.9	8.9	1.7
8098+29	RT	DL	100	2	22.2	22.2	4.4
8273+38	RT	CL	40	2	8.9	8.9	1.7
8449+88	RT	CL	40	2	8.9	8.9	1.7
8657+46	DL	DL	800	2	177.8	177.8	34.8
8876+11	RT	DL	60	2	13.3	13.3	2.6
9097+81	RT	DL	250	12	333.3	333.3	65.3
9334+85	RT	PL	250	12	333.3	333.3	65.3
9575+86	RT	DL	200	12	266.7	266.7	52.3
9809+46	RT	DL	150	12	200.0	200.0	39.2
10055+06	RT	DL	200	12	266.7	266.7	52.3
10307+71	RT	DL	100	12	133.3	133.3	26.1
10565+21	RT	DL	150	12	200.0	200.0	39.2
10834+91	RT	DL	100	12	133.3	133.3	26.1
11106+92	RT	DL	300	12	400.0	400.0	78.4
11391+77	RT	DL	100	12	133.3	133.3	26.1
14616+77	RT	DL	5500	4	2444.4	2444.4	479.1
14940+47	RT	DL	800	12	1066.7	1066.7	209.1
15290+14	RT	DL	30	12	40.0	40.0	7.8
15639+83	RT	CL	30	12	40.0	40.0	7.8
16005+28	RT	CL	100	2	22.2	22.2	4.4
16370+73	RT	DL	100	2	22.2	22.2	4.4
16737+40	RT	DL	80	12	106.7	106.7	20.9
17131+40	RT	DL	100	6	66.7	66.7	13.1
17528+54	RT	DL	100	6	66.7	66.7	13.1
17937+29	RT	DL	40	12	53.3	53.3	10.5
18352+29	RT	DL	60	6	40.0	40.0	7.8
18772+73	RT	DL	300	12	400.0	400.0	78.4
19194+59	RT	DL	150	6	100.0	100.0	19.6
TOTALS					8152.2	8152.2	1597.8

PARTIAL DEPTH PATCHING SCHEDULE

STATION	LT/RT	PL/DL	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	PARTIAL DEPTH REMOVAL, 3 1/2" (SQ YD)	PARTIAL DEPTH PATCHING (TON)
WEST BOUND							
3355+52		DL	21	12	28.0	28.0	5.5
3354+45		PL	100	12	133.3	133.3	26.1
3353+98		DL	200	2	44.4	44.4	8.7
3553+40		CL	23944	2	5320.9	5320.9	1042.9
3349+98		DL	1256	2	279.1	279.1	54.7
3324+48		DL	150	2	33.3	33.3	6.5
3318+12		DL	1000	2	222.2	222.2	43.6
3299+52		DL	500	2	111.1	111.1	21.8
3284+96		DL	60	24	160.0	160.0	31.4
3284+96		CL	60	24	160.0	160.0	31.4
3282+32		DL	6	12	8.0	8.0	1.6
3266+26		DL	10	12	13.3	13.3	2.6
3260+52		CL	2280	2	506.7	506.7	99.3
3248+22		DL	3641	2	809.1	809.1	158.6
3243+51		CL	6	30	20.0	20.0	3.9
3220+55		DL	60	12	80.0	80.0	15.7
3196+48		CL	150	12	200.0	200.0	39.2
3191+29		CL	150	12	200.0	200.0	39.2
3048+02		DL	150	12	200.0	200.0	39.2
2996+22		CL	100	12	133.3	133.3	26.1
TOTALS					8662.9	8662.9	1697.9

PAVEMENT MARKING SCHEDULE

	PAINT				SHORT TERM PAVEMENT MARKING (FEET)	REMOVAL WORK ZONE PAVEMENT MARKING (SOFT)
	4" SOLID YELLOW (FEET)	4" SKIP DASH WHITE (FEET)	4" SOLID WHITE (FEET)	RPM REMOVAL (EACH)		
WB Partial Depth	220	6749	7114	344	968	323
EB Partial Depth	250	1114	11780	70	593	198
FULL DEPTH RAMPS	733		513		50	17
WB FULL DEPTH	18	206	1663	25	88	29
EB FULL DEPTH		599	2731	43	169	56
						0
15% ANTICIPATED FAILURE	183	1300	3570	72	280	93
SUBTOTAL:	1404	9968	27371	554	2148	716
TOTAL:		38743				

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULES

FAI ROUTE 64
SECTION 95-(5,6)I
WASHINGTON COUNTY

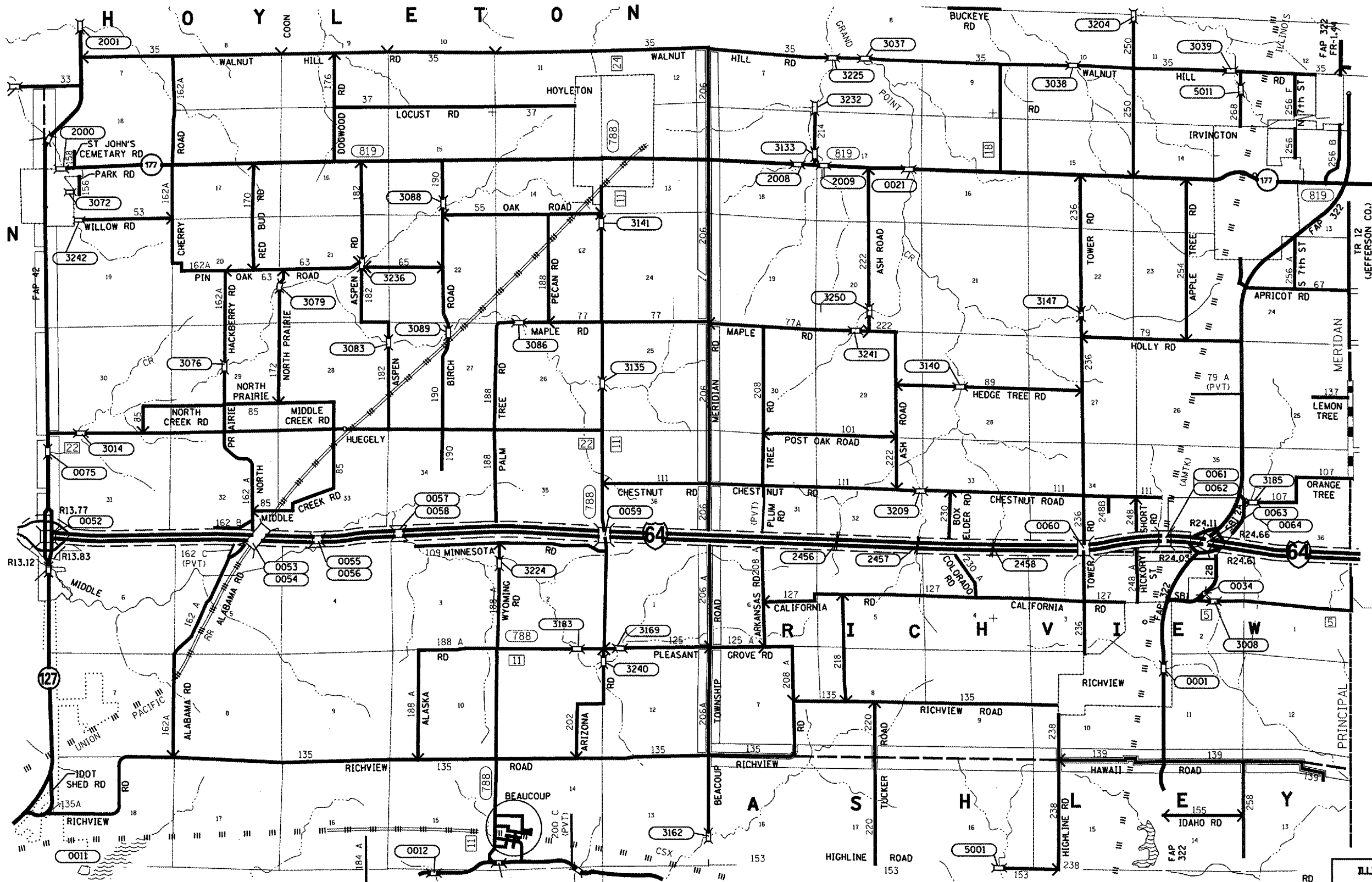
REVISIONS	
NAME	DATE

Rev.

DRAWN BY:

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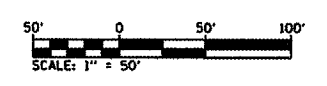
NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(5,6)I	WASHINGTON	11	10
STA.		TO STA.		
CONTRACT NO.: 76A38				



DATE	BY

DATE	BY

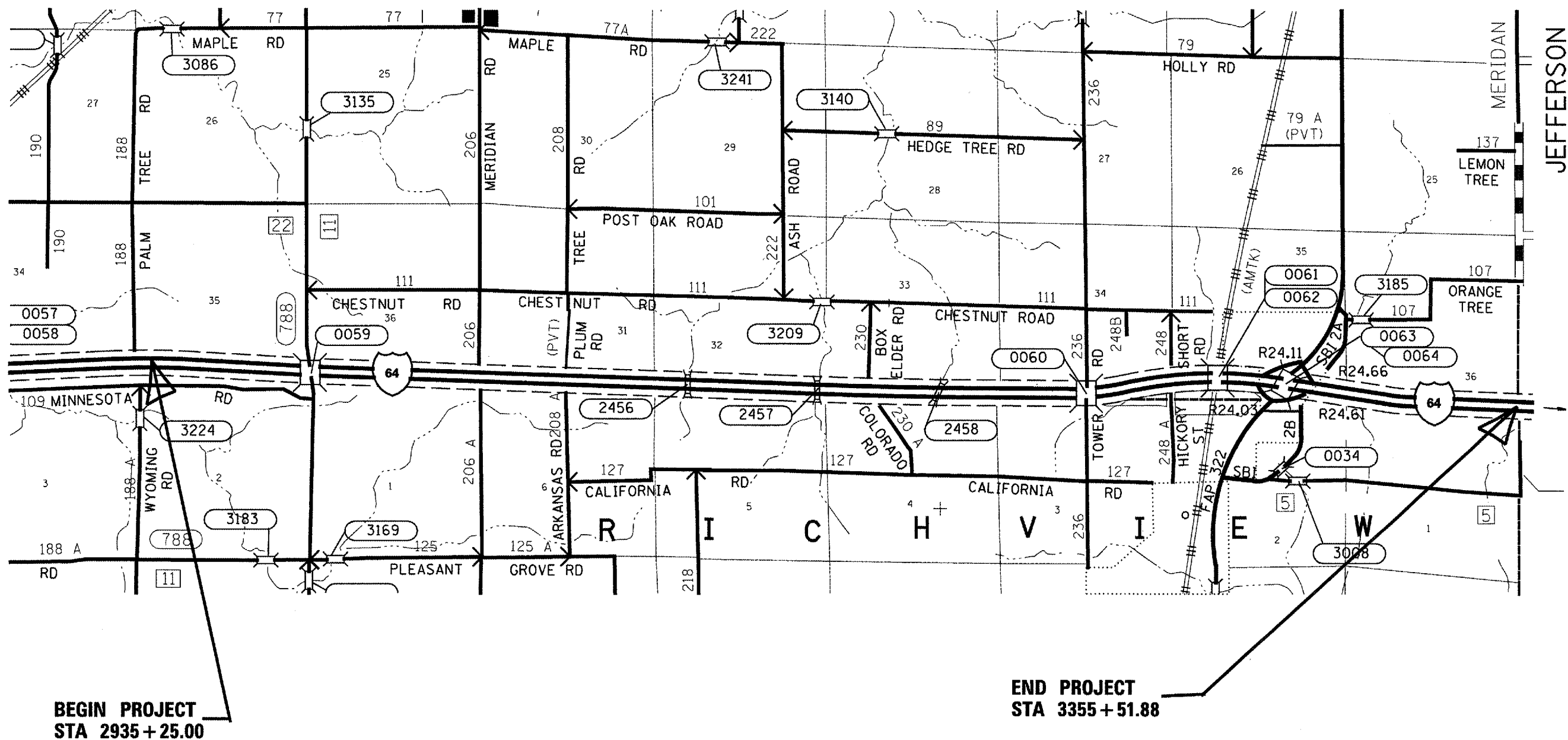
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REVISIONS	
NAME	DATE

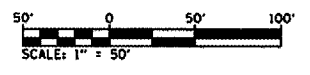
ILLINOIS DEPARTMENT OF TRANSPORTATION
AREA MAP
 FAI ROUTE 64
 SECTION 95-(5,6)I
 WASHINGTON COUNTY
 DRAWN BY:

SECTION	COUNTY	SHEET	OF SHEETS
95-15.61	WASHINGTON	11	11
CONTRACT NO.: T6A38			



BEGIN PROJECT
STA 2935 + 25.00

END PROJECT
STA 3355 + 51.88



REVISIONS	
NAME	DATE

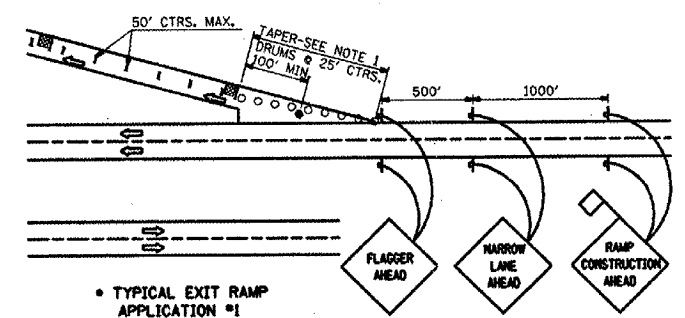
ILLINOIS DEPARTMENT OF TRANSPORTATION
PROJECT LOCATION MAP
FAI ROUTE 64
SECTION 95-15.61
WASHINGTON COUNTY
DRAWN BY:

DATE: _____ BY: _____
PLAN
CHECKED: _____
NOTED: _____
NO. _____

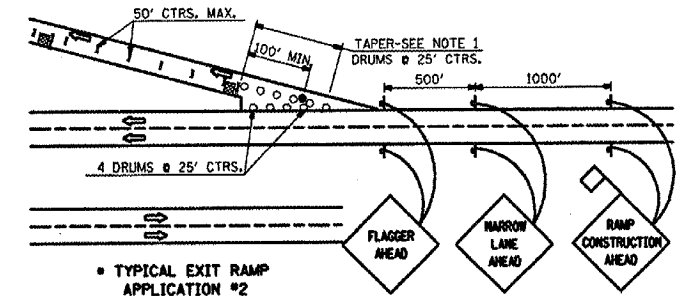
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NOTED: _____
NO. _____

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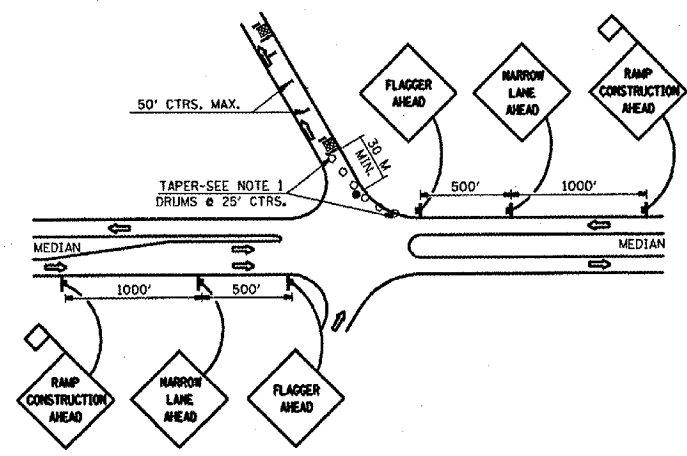
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-15.61	WASHINGTON	11	11A
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



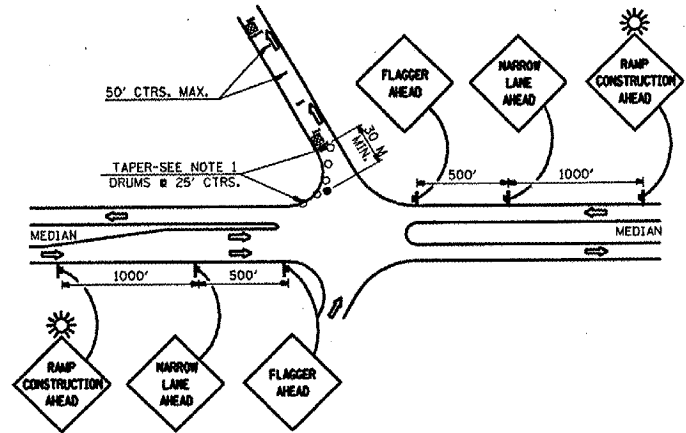
TYPICAL EXIT RAMP APPLICATION #1



TYPICAL EXIT RAMP APPLICATION #2



TYPICAL ENTRANCE RAMP APPLICATION #3



TYPICAL ENTRANCE RAMP APPLICATION #4

GENERAL NOTES FOR RAMP SPECIAL

- FOR EXIT RAMP THE TAPER SHALL BEGIN AS SHOWN AND EXTEND TO THE LOCATION OF THE FIRST PATCH. FOR ENTRANCE RAMP, THE TAPER SHALL BEGIN AT THE EDGE OF PAVEMENT AND EXTEND TO THE LOCATION OF THE FIRST PATCH FOR ENTRANCE RAMP.
- AN OPERATION SHALL CONSIST OF ONE INDIVIDUAL RAMP, 1/2 AT A TIME.
- A FLAGGER SHALL BE REQUIRED AT ALL TIMES WHEN MEN OR EQUIPMENT ARE PRESENT AT EACH OPERATION.
- WHEN NO WORK IS BEING PERFORMED, THE FLAGGERS WILL NOT BE REQUIRED. IF THE FLAGGERS ARE NOT PRESENT, THE FLAGGER SIGNS SHALL BE REMOVED OR COVERED.
- BARRICADES OR DRUMS SHALL BE PLACED ALONG THE CENTER LINE OF THE RAMP. THE CHANNELIZING DEVICES SHALL BE PLACED AT EACH OPEN HOLE ON THE APPROACH SIDE OF THE OPEN HOLE.
- TWO ADDITIONAL CHANNELIZING DEVICES SHALL BE PLACED AT EACH OPEN HOLE ON THE APPROACH SIDE OF THE OPEN HOLE.
- LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- LATERAL PLACEMENT OF THE FLAGGER MAY BE VARIED FROM THAT SHOWN.
- LIGHTS SHALL BE INSTALLED PER ARTICLE 701.16 OR AS DIRECTED BY ENGINEER. NO ADDITIONAL COMPENSATION ALLOWED.

- PATCH
- FLAGGER WITH TRAFFIC CONTROL SIGN
- BARRICADE OR DRUM
- PERMANENT SUPPORT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION (SPECIAL)
 FAI ROUTE 64
 SECTION 95-(5,6)X
 WASHINGTON COUNTY
 SCALE: VERT. _____
 DATE _____ DRAWN BY _____
 CHECKED BY _____

PLOT DATE: 5/27/2007
 FILE NAME: I:\PROJECTS\75A38\TRAFFIC\TRAFFIC CONTROL\TRAFFIC CONTROL (SPECIAL).DWG
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 PLOT REFERENCE: 75A38