

SN 041-0007  
 1996 JOINT REPAIR  
 & MICROSIKKA CONC. OVERLAY  
 SHEETS 27-32

**INDEX OF SHEETS**

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THE FOLLOWING STANDARDS ARE A PART OF THESE PLANS AND ARE INCLUDED AFTER SHEET NO. 41:

ITEM NO.	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
1686-5	DELINEATORS
2149-12	24 FOOT PCC PAVEMENT
2179-15	STEEL PLATE BEAM GUARD RAIL
2230-18	TRAFFIC CONTROL DEVICES
2298-12	TYPICAL APPLICATIONS OF TRAFFIC CONTROL DEVICES
2313-6	TYPICAL APPLICATIONS OF TRAFFIC CONTROL DEVICES
2314-9	TYPICAL APPLICATIONS OF TRAFFIC CONTROL DEVICES
2313-11	TYPICAL APPLICATIONS OF TRAFFIC CONTROL DEVICES
2316-16	TYPICAL APPLICATIONS OF TRAFFIC CONTROL DEVICES
2323-14	PAVEMENT JOINTS
2326-4	TRAFFIC BARRIER TERMINAL, TYPE 10
2336-5	TRAFFIC BARRIER TERMINAL, TYPE 1
2337-3	TRAFFIC BARRIER TERMINAL, TYPE 2
2341-9	TRAFFIC BARRIER TERMINAL, TYPE 6
2347-5	PAVEMENT FABRIC
2350-4	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
2368-2	CONCRETE HANDLES
2381-2	TEMPORARY EROSION CONTROL SYSTEMS
2383-4	TEMPORARY CONCRETE BARRIER
2396-1	TYPICAL PAVEMENT MARKINGS
2397-2	TYPICAL APPLICATIONS OF RAISED REFLECTIVE PAVEMENT MARKERS
2408-1	TYPICAL APPLICATIONS OF TRAFFIC CONTROL DEVICES
2419-2	TYPICAL APPLICATIONS OF TRAFFIC CONTROL DEVICES
2425-8	CLASS A PATCHES
2438-1	RUMBLE STRIP FOR PCC OR BITUMINOUS SHOULDER
2319-6	SIGN PANEL MOUNTING DETAILS
2320-5	SIGN PANEL ERECTION DETAILS

**STATION EQUATIONS:**

STA 574+74.23 BK = STA 600+00.00 AH (SBL)  
 STA 557+51.75 BK = STA 5828+05.78 AH (NBL)

**BRIDGE OMISSIONS:**

STA 659+36.13 TO STA 661+91.88 (NBL & SBL)  
 STA 667+88.03 TO STA 669+40.95 (NBL & SBL)

**TRAFFIC DATA:**

CURRENT ADT = 29,500

CONTRACT NO. 94357

J.U.L.J.E. 1-800/892-0123  
 TOWNSHIP: McCLELLAN

PROJECT ENGINEER: CLETE HABING  
 SQUAD LEADER: BILL STANLEY  
 TELEPHONE: 217/342-3951 EX. 313

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAY  
**PLANS FOR PROPOSED  
 FEDERAL AID HIGHWAY**

F.A.I. ROUTE 57  
 SECTION (41-2-1)RS-1

JEFFERSON COUNTY  
 C-97-005-95

FAI ROUTE 57  
 SECTION (41-2-1)RS-1  
 ENDS STA. 723+95.00

JEFFERSON COUNTY  
 ENDS STA. 723+95.00

BRIDGE OMISSION  
 (41-2VB)BR  
 (NBL & SBL)  
 OVER MOPAC RR

BRIDGE OMISSION  
 (41-2HVB)BR  
 (NBL & SBL) OVER  
 ILL 148 & U.P. RR

BRIDGE SECTION  
 (41-2HB-2)BR  
 STA 20E+32.17 (WBL)  
 OVER FAI RTE 57(NBL)

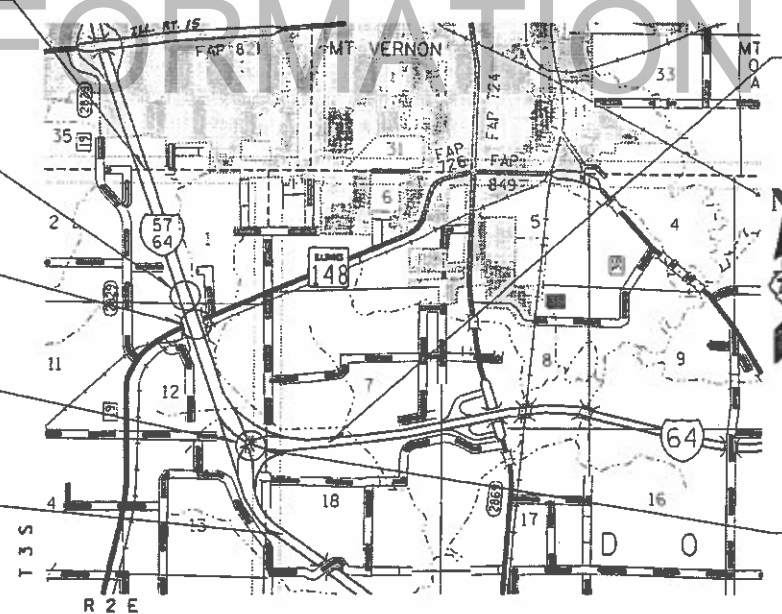
FAI ROUTE 57  
 SECTION (41-2-1)RS-1

JEFFERSON COUNTY  
 BEGINS STA. 551+10.00

LIMIT OF CONSTRUCTION  
 SECTION (41-2-1)RS-1

JEFFERSON COUNTY  
 ENDS STA 2670+90

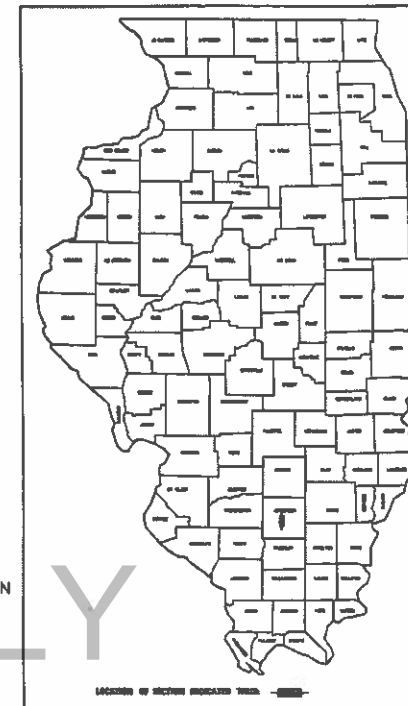
BRIDGE SECTION  
 (41-2HB-2)BR  
 STA 6088+89.25(NBL)  
 OVER FAI RTE 64(EBL)



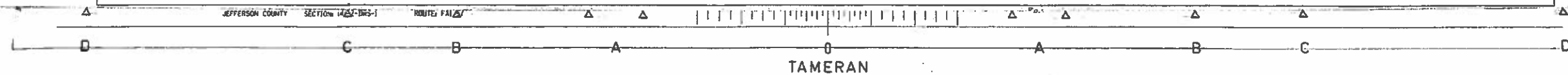
GROSS LENGTH OF PROJECT = 14,769.23  
 NET LENGTH OF PROJECT = 14,360.56

FT. = 2.797 MILES  
 FT. = 2.720 MILES

SECTION	COUNTY	SHEET NO.
57 (41-2-1)RS-1	JEFFERSON	41



SUBMITTED Dec 22 1995  
 EXAMINED [Signature]  
 PASSED January 26 1996  
 APPROVED January 26 1996



DATE: 11/15/94  
 DRAWN BY: J. W. HARRIS  
 CHECKED BY: J. W. HARRIS  
 SCALE: AS SHOWN

**GENERAL NOTES**

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS; THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JULY 1, 1994; THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS" ADOPTED NOVEMBER 1, 1994; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED FEBRUARY 1, 1996; AND THE SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL.

THE WORK INCLUDED IN SECTION (41-2-1)RS-1 CONSISTS OF PAVEMENT PATCHING, BITUMINOUS SURFACE REMOVAL 1/2", RESURFACING OF THE EXISTING PAVEMENT, REPAIRING TWO STRUCTURES, AND OTHER INCIDENTAL WORK NECESSARY TO COMPLETE THE SECTION.

THE EXISTING PAVEMENT SHALL BE PATCHED IN ACCORDANCE WITH SECTION 442 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS. THE QUANTITIES OF PATCHING SHOWN ON THE PLANS ARE AN ESTIMATE ONLY AND THE FINAL QUANTITIES SHALL BE DETERMINED BY THE ENGINEER.

SHORT TERM PAVEMENT MARKING SHALL BE APPLIED ON BITUMINOUS SURFACE REMOVAL 1/2", BITUMINOUS MATERIALS (PRIME COAT), BITUMINOUS CONCRETE BINDER AND SURFACE COURSES AS SPECIFIED IN SECTION 903 OF THE STANDARD SPECIFICATIONS. THE QUANTITY ALLOWED IS SHOWN IN THE SUMMARY OF QUANTITIES.

THERMOPLASTIC PAVEMENT MARKING - LINE 4", 8" AND 12" SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS, AS SHOWN ON THE TYPICAL SECTIONS AND AS DETERMINED BY THE ENGINEER. THE TOTAL QUANTITY OF 4" CALCULATED CONSISTS OF 41,781 FEET OF YELLOW AND 52,203 FEET OF WHITE. THE TOTAL QUANTITY OF 8" CALCULATED CONSISTS OF 4,365 FEET OF WHITE. THE TOTAL QUANTITY OF 12" CALCULATED CONSISTS OF 245 FEET OF WHITE.

TEMPORARY CONCRETE BARRIERS ARE LOCATED AT THE I.D.O.T. MAINTENANCE YARD LOCATED 7 MILES WEST OF MCLEANSBORO ON ILL. RTE. 14. A MINIMUM OF 48 HOURS NOTICE WILL BE REQUIRED TO ARRANGE PICK UP AND THE RETURN OF THE BARRIERS. STATE MAINTENANCE FORCES WILL NOT LOAD OR UNLOAD THE BARRIERS.

TEMPORARY CONCRETE BARRIER TERMINAL SECTIONS SHALL BE FURNISHED BY THE CONTRACTOR AND THE TERMINALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AT THE CONCLUSION OF THE JOB.

SEEDING SHALL BE DONE AT SUCH TIME AS TO PROVIDE FOR STRICT COMPLIANCE WITH SECTION 250 OF THE STANDARD SPECIFICATIONS. SPECIFIC APPLICATION RATES SHALL BE:

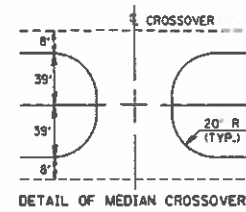
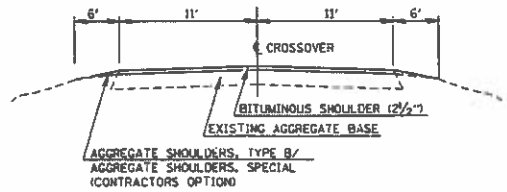
- 80 POUNDS PER ACRE OF NITROGEN FERTILIZER NUTRIENT
- 80 POUNDS PER ACRE OF PHOSPHORUS FERTILIZER NUTRIENT
- 80 POUNDS PER ACRE OF POTASSIUM FERTILIZER NUTRIENT
- 4 TONS PER ACRE OF AGRICULTURAL GROUND LIMESTONE

ALL SEEDING AREAS SHALL BE MULCHED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS AT THE RATE OF 2 TONS PER ACRE.

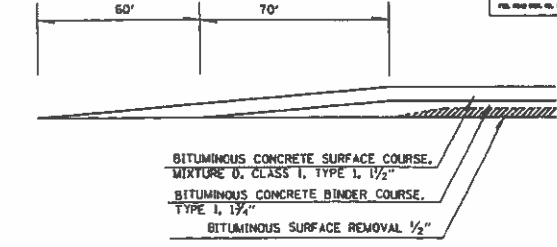
RUMBLE STRIPS SHALL BE REQUIRED ON THE BITUMINOUS SHOULDERS IN ACCORDANCE WITH SECTION 482 OF THE STANDARD SPECIFICATIONS AND AS DETERMINED BY THE ENGINEER IN THE FIELD.

THE EXISTING PAVEMENT REINFORCEMENT BARS ARE #5 BARS.

THE EXISTING PIPE UNDERDRAINS ARE 4" DIAMETER CIRCULAR POLYETHYLENE PIPE UNDERDRAINS.



PAV. NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
57	(41-2-1)RS-1	JEFFERSON	41	2



(FEATHER SHOULDERS FROM PAVING DEPTH TO 0")

**FEATHER JOINT DETAIL**

- NBL I-57  
STA 549+80.00
- SBL I-57  
STA 549+80.00
- RAMP C  
STA 2672C+20.00
- RAMP D  
STA 2672D+20.00

**RAISED REFLECTIVE PAVEMENT MARKER SCHEDULE**

	WHITE	YELLOW
NBL I-57	202	0 EACH
SBL I-57	205	0 EACH
RAMP F (NBL I-57 TO EBL)	49	13 EACH
RAMP E (NBL I-64 TO SBL)	32	73 EACH
RAMP C (NBL I-64 TO NBL)	79	0 EACH
RAMP D (SBL I-57 TO EBL)	94	0 EACH
<b>TOTAL</b>	<b>661</b>	<b>86 EACH</b>

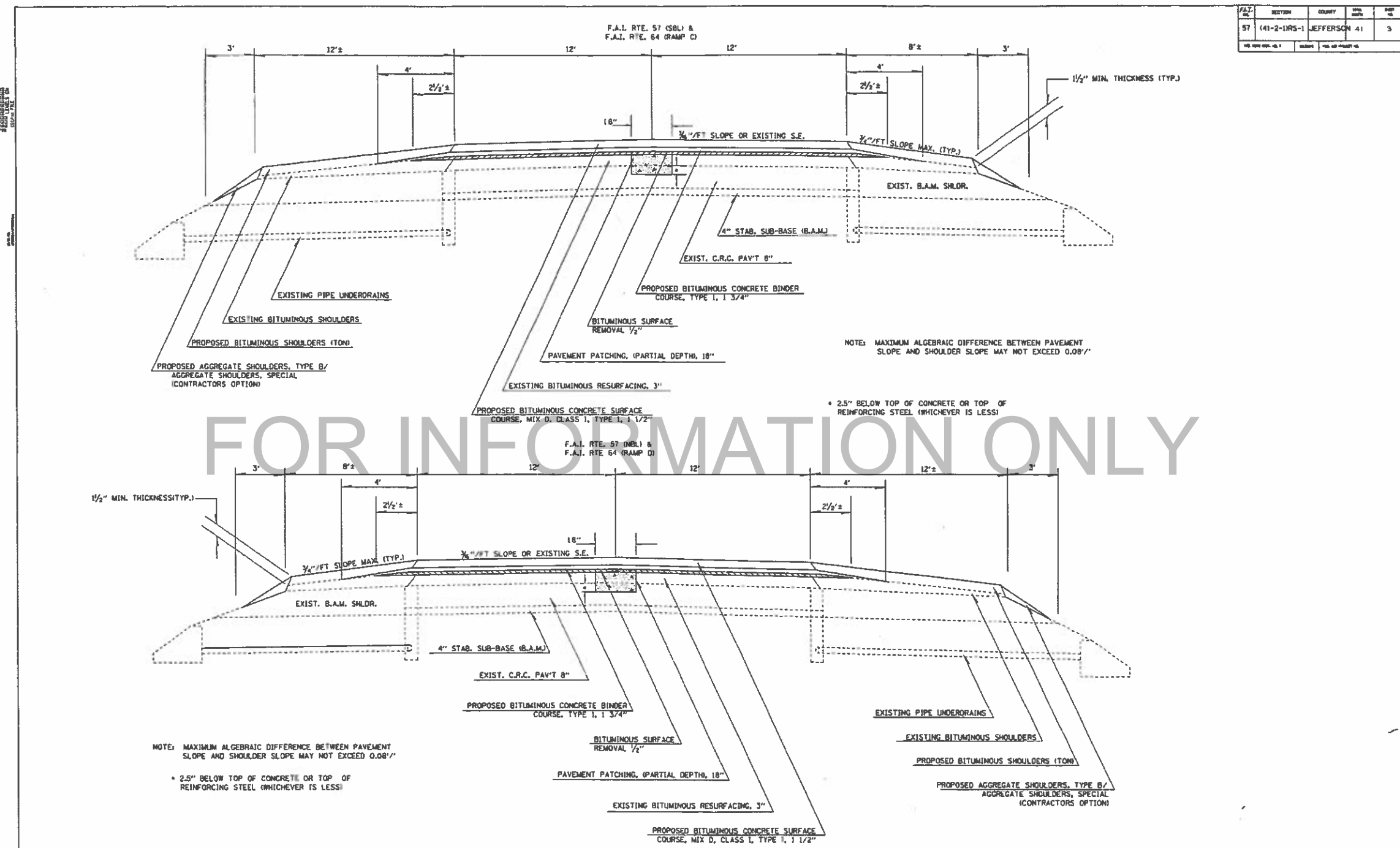
**GUARDRAIL SCHEDULE**

STATION	TO STATION	SIDE	FOOT	STEEL PLATE BEAM GUARDRAIL, TYPE A	TRAFFIC BARRIER TERMINAL, TYPE 1	TRAFFIC BARRIER TERMINAL, TYPE 2	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 10	TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 1	TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 2	TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 7	TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 10	STEEL PLATE BEAM GUARDRAIL REMOVAL	EMBANKMENT	SEEDING, CLASS 2	GRADING & SHAPING DITCHES	REMOVAL AND REPLACEMENT OF SPUR RAIL ELEMENT
NBL I-57																	
60526.06	TO 60769.21	LT	150.0	1					1				150.0	33	0.03		
60503.97	TO 60747.12	RT	150.0	1					1				150.0	33	0.03		
RAMP E (NBL I-64 TO SBL I-57)																	
1453.34	TO 1894.94	LT	425.0		1				1				425.0	54	0.02		
2187.11	TO 2730.25	LT	450.0		1				1				450.0	56	0.03		
2206.99	TO 2562.64	RT	262.5		1				1				262.5				
RAMP D (SBL I-57 TO EBL I-64)																	
263950.00	TO 264300.00	LT			1				1					15	0.04	350	262.5
263750.00	TO 264350.00	RT			1				1					15	0.04	600	475.0
<b>TOTAL</b>			<b>1437.5</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1437.5</b>	<b>206</b>	<b>0.19</b>	<b>950</b>	<b>737.5</b>	

GENERAL NOTES, GUARDRAIL SCHEDULE, AND FEATHER JOINT DETAIL

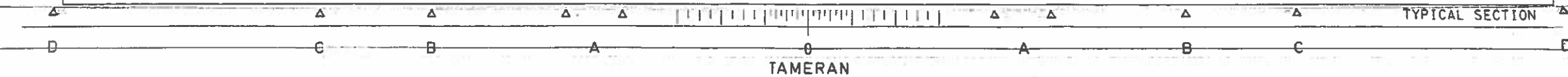
TAMERAN

F.A.J. NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
57	(41-2-1)RS-1	JEFFERSON	41	3
NO. 1000 (REV. 10-1)	SECTION	NO. 1000 (REV. 10-1)		



FOR INFORMATION ONLY

NO. 1000 (REV. 10-1)



NOTE: MAXIMUM ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SLOPE MAY NOT EXCEED 0.08'/'

• 2.5" BELOW TOP OF CONCRETE OR TOP OF REINFORCING STEEL (WHICHEVER IS LESS)

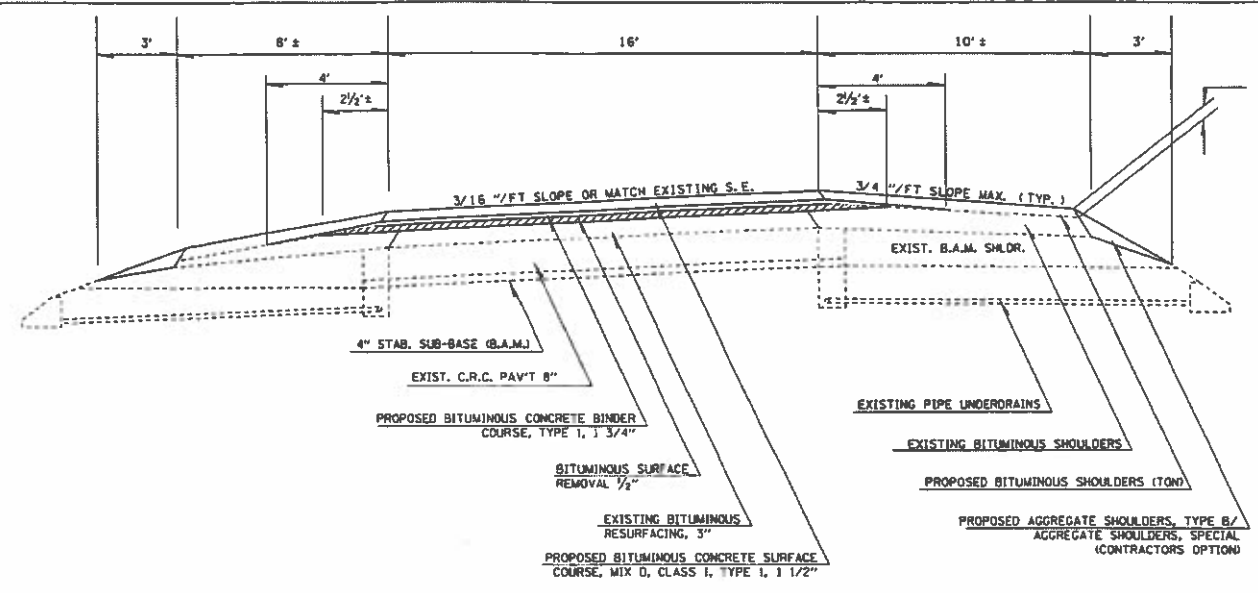
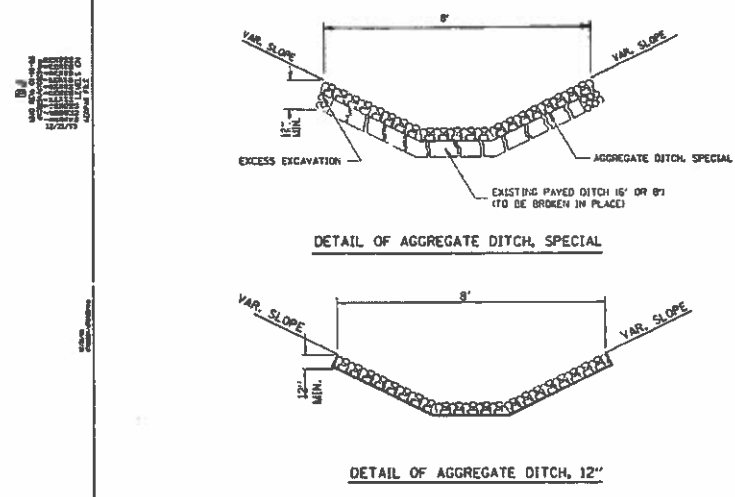
NOTE: MAXIMUM ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SLOPE MAY NOT EXCEED 0.08'/'

• 2.5" BELOW TOP OF CONCRETE OR TOP OF REINFORCING STEEL (WHICHEVER IS LESS)

TYPICAL SECTION

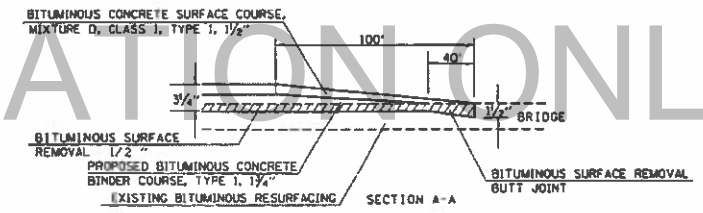
TAMERAN

SECTION	COUNTY	NO.	DATE
57	JEFFERSON	41	4



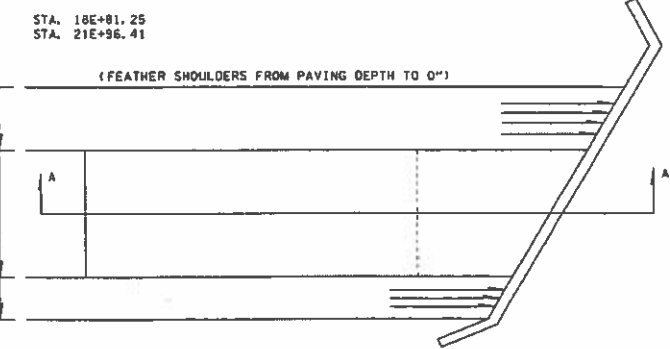
STATION	OFFSET	LENGTH	WIDTH	AGGREGATE DITCH, 12"		PAVED DITCH REMOVAL
				SO YD	FOOT	
SBL I-57						
LT 69185.00	109-125	21	8	18.67		
LT 68245.00 TO 68295.00	127	50	8	44.44		
LT 68295.00 TO 68460.00	127-105	165	8		146.67	
LT 68460.00 TO 68485.00	105	25	8	22.22		25
LT 68400.00	115	35	8	31.11		45
LT 68400.00	111	4	8	3.56		4
LT 62787.00 TO 62812.00	134	25	8	22.22		25
LT 62812.00 TO 62925.00	134-120	113	8	100.44		
LT 62925.00 TO 62965.00	120	40	8	35.56		25
LT 62164.00 TO 62199.00	135	35	8	31.11		25
LT 62199.00 TO 62355.00	135	156	8	138.67		
LT 62355.00 TO 62380.00	135	25	8	22.22		25
LT 61820.00	106-133	27	8	24.00		
LT 60988.00 TO 61013.00	100	25	8	22.22		25
LT 61013.00 TO 61332.00	100-129	319	8	283.56		
LT 61332.00 TO 61358.00	129	25	8	22.22		25
LT 55584.00 TO 55609.00	105	25	8	22.22		25
LT 55609.00 TO 56031.00	105	422	8	375.11		
LT 56031.00 TO 56056.00	105	25	8	22.22		25
NBL I-57 TO EB I-64 (RAMP F)						
RT 265129.00 TO 265154.00	126	25	8	22.22		25
RT 265154.00 TO 265454.00	126-110	300	8	266.67		
RT 265454.00 TO 265479.00	110	25	8	22.22		25
WBL I-64 TO NBL I-57 (RAMP C)						
LT 265399.00 TO 265452.00	114	53	8	47.11		25
LT 265452.00 TO 265565.00	114-117	113	8	100.44		
LT 265565.00 TO 265590.00	117	25	8	22.22		25
NBL I-57						
RT 68007.00 TO 68065.00	122	58	8	51.56		25
RT 68065.00 TO 68297.00	122	232	8	206.22		
RT 68297.00 TO 68330.00	122	33	8	29.33		33
RT 68302.00	122	11.8	8	10.49		5
TOTALS				525	1,642	437

NOTE: MAXIMUM ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SLOPE MAY NOT EXCEED 0.08'/'



BUTT JOINT LOCATIONS

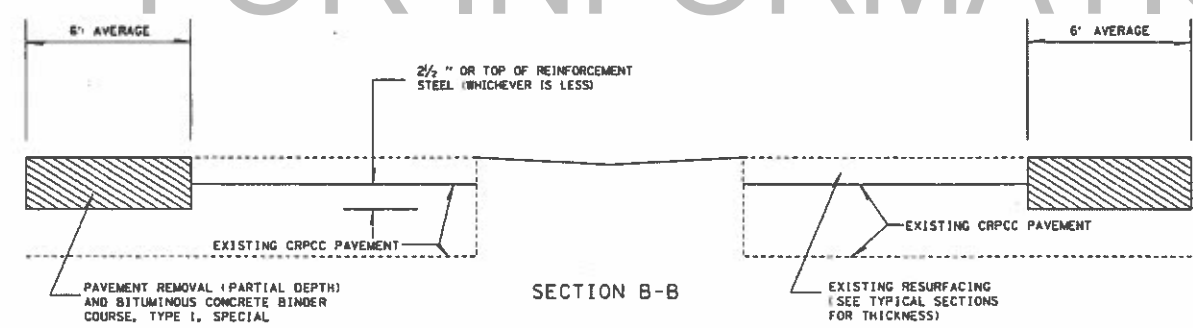
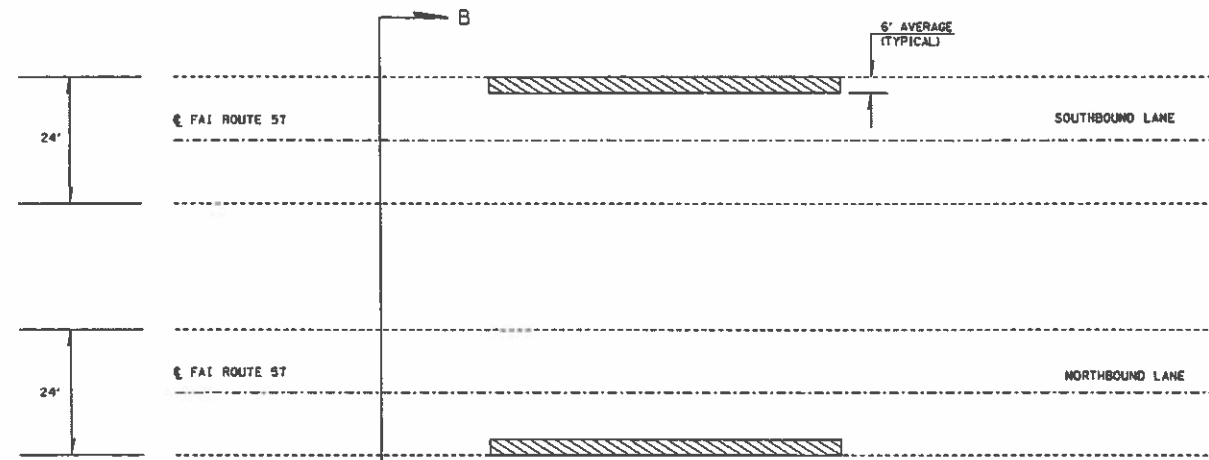
SOUTHBOUND LANE	NORTHBOUND LANE
STA. 659+31.65	STA. 6078+68.44
STA. 661+87.40	STA. 6108+05.84
STA. 667+61.87	STA. 659+40.60
STA. 669+14.79	STA. 661+96.35
STA. 724+95.00	STA. 668+14.19
	STA. 669+67.11
	STA. 724+95.00



AGGREGATE DITCH DETAIL, TYPICAL SECTION, A& BUTT JOINT DETAIL  
TAMERAN

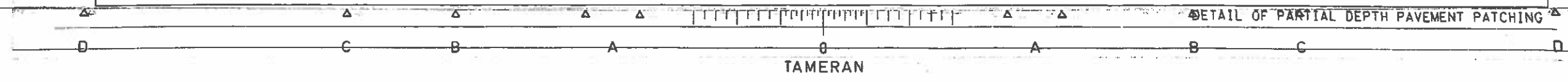
DDP  
 DRAWING NO. 100-100-100-100  
 SHEET NO. 100-100-100-100

SECTION	COUNTY	TOWN	SHEET NO.
57 (41-2-LRS-1)	JEFFERSON	41	5



SECTION B-B  
 DETAIL OF PARTIAL DEPTH PAVEMENT PATCHING

PAVEMENT REMOVAL (PARTIAL DEPTH) SCHEDULE					
STATION - STATION	LENGTH	WIDTH	AREA SO YD	BINDER TONS	
<b>NORTHBOUND</b>					
NBD 552+00 - 558+00	600.0	6.0	400.0	123	
NBD 585+00 - 587+50	250.0	12.0	333.3	103	
NBD 587+50 - 597+50	1000.0	8.0	888.9	274	
NBD 597+50 - 605+50	800.0	6.0	533.3	164	
NBD 615+00 - 625+00	1000.0	6.0	666.7	205	
NBD 628+00 - 632+00	400.0	6.0	266.7	82	
NBD 634+00 - 637+00	300.0	6.0	200.0	62	
NBD 637+00 - 641+00	400.0	6.0	333.3	110	
NBD 641+00 - 659+00	1800.0	6.0	1200.0	370	
NBD 663+00 - 667+00	400.0	6.0	266.7	82	
NBD 671+00 - 678+00	700.0	6.0	466.7	144	
NBD 683+00 - 693+00	1000.0	6.0	666.7	205	
NBD 698+00 - 702+00	400.0	6.0	266.7	82	
NBD 705+00 - 710+00	500.0	6.0	333.3	103	
NBP 663+00 - 667+00	400.0	6.0	266.7	82	
<b>TOTAL NORTHBOUND</b>			<b>7111.1</b>	<b>2190</b>	
<b>SOUTHBOUND</b>					
SBD 715+00 - 720+00	150.0	6.0	100.0	31	
SBD 685+00 - 670+00	1000.0	6.0	666.7	205	
SBD 662+00 - 667+00	1500.0	6.0	1000.0	308	
SBD 650+00 - 658+00	800.0	6.0	533.3	164	
SBD 644+00 - 648+00	400.0	6.0	266.7	82	
SBD 634+50 - 635+50	100.0	6.0	66.7	21	
SBD 629+00 - 631+00	200.0	6.0	133.3	41	
SBD 613+00 - 627+00	1400.0	6.0	933.3	287	
SBD 603+00 - 610+00	700.0	6.0	466.7	144	
SBD 598+00 - 601+00	300.0	6.0	200.0	62	
SBD 560+00 - 564+00	400.0	6.0	266.7	82	
SBP 662+00 - 667+00	500.0	6.0	333.3	103	
SBP 650+00 - 658+00	800.0	6.0	533.3	164	
<b>TOTAL SOUTHBOUND</b>			<b>5500.0</b>	<b>1694</b>	
<b>RAMP 'C'</b>					
2650+00 - 2652+00	200.0	6.0	133.3	41	
2645+00 - 2647+00	200.0	6.0	133.3	41	
2642+00 - 2643+00	100.0	6.0	66.7	21	
2639+00 - 2640+00	100.0	6.0	66.7	21	
2636+00 - 2637+00	100.0	6.0	66.7	21	
<b>TOTAL RAMP 'C'</b>			<b>466.7</b>	<b>144</b>	
<b>RAMP 'D'</b>					
2628+00 - 2638+00	1000.0	6.0	666.7	205	
2642+00 - 2644+00	200.0	6.0	133.3	41	
2649+00 - 2655+00	600.0	6.0	400.0	123	
2662+00 - 2670+00	800.0	6.0	533.3	164	
<b>TOTAL RAMP 'D'</b>			<b>1733.3</b>	<b>534</b>	
<b>RAMP 'E'</b>					
22+00 - 27+00	500.0	6.0	333.3	103	
12+00 - 19+00	700.0	6.0	466.7	144	
<b>TOTAL RAMP 'E'</b>			<b>800.0</b>	<b>246</b>	
<b>RAMP 'F'</b>					
590+00 - 593+00	300.0	6.0	200.0	62	
10+00 - 14+00	400.0	6.0	266.7	82	
25+00 - 30+00	500.0	6.0	333.2	103	
<b>TOTAL RAMP 'F'</b>			<b>799.9</b>	<b>246</b>	
<b>TOTAL</b>			<b>16411.0</b>	<b>5055</b>	



DETAIL OF PARTIAL DEPTH PAVEMENT PATCHING





QUMI  
 10/20/96  
 10/20/96  
 10/20/96

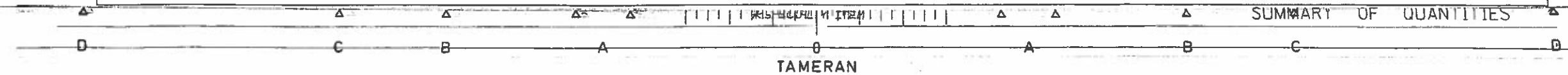
## SUMMARY OF QUANTITIES

SECTION	COUNTY	MAP SHEET	SHEET NO.
41-2-URS-1	JEFFERSON	41	8

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		1000	41-2HB-2 (TOP LEVEL) SPTY-2A	41-2HB-2 (MIDDLE LEVEL) SPTY-2A
X0321872	DETECTOR LOOP, SPECIAL, LOCATION 1	FOOT	35	35		
X0321873	DETECTOR LOOP, SPECIAL, LOCATION 2	FOOT	226	226		
X0321874	INSTALLATION CLASS I AXLE DETECTORS	FOOT	23	23		
X0321875	PAYEMENT PATCHING (PARTIAL DEPTH) 18" W/PTH	FOOT	43179	43179		
TX000620	CHANGEABLE MESSAGE SIGN	CAL MO	64	64		
* T2015500	TERMINAL FACILITY	EACH	1	1		
* T2160400	TERMINAL MARKER - DIRECT APPLIED	EACH	6	6		
* T4180110	DETECTOR LOOP, TYPE I	FOOT	300	300		
* T4200300	GALVANIZED STEEL CONDUIT IN TRENCH 1 1/4"	FOOT	88	88		
* T4207700	PVC CONDUIT IN TRENCH 1 1/4"	FOOT	75	75		
* T4219010	ELECTRIC CABLE IN CONDUIT NO. 18, 3 PAIR TWISTED, SHIELDED	FOOT	34	34		
* T4310100	TRENCH AND BACKFILL	FOOT	113	113		
* T4310200	TRENCH AND BACKFILL (SPECIAL)	FOOT	12	12		
* T4460200	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	61	61		
* T5010200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	93984	93984		
* T5010500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	4386	4386		
* T5010600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	246	246		
* T5040100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	747	747		
T5070100	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	771	771		
T5100311	GUARDRAIL MARKERS, TYPE A	EACH	36	36		
T5100322	BARRIER WALL MARKERS, TYPE B	EACH	18	18		
X0300778	AXLE DETECTOR IN PAVEMENT - CLASS I	FOOT	24	24		
X0300780	PIEZO AXLE DETECTOR CABLE IN CONDUIT	FOOT	81	81		
X4068500	BITUMINOUS CONCRETE BINDER COURSE, TYPE1, SPECIAL	TON	5055	5055		
X6171700	PAVEMENT REMOVAL (PARTIAL DEPTH)	SQ YD	16411	16411		
X6332001	REMOVAL AND REPLACEMENT OF STEEL PLATE BEAM GUARDRAIL, RAIL ELEMENT	FOOT	737.5	737.5		
Z0002600	BAR SPLICERS	EACH	48		24	24
Z0006110	BRIDGE DECK MICROSILICA CONCRETE OVERLAY	SO YD	2061		1037	1024
Z0012200	CONCRETE BRIDGE DECK SCARIFICATION (1/2 INCH)	SO YD	2061		1037	1024

FOR INFORMATION ONLY

Rev. 29-96







DATE  
BY  
CHECKED  
DATE

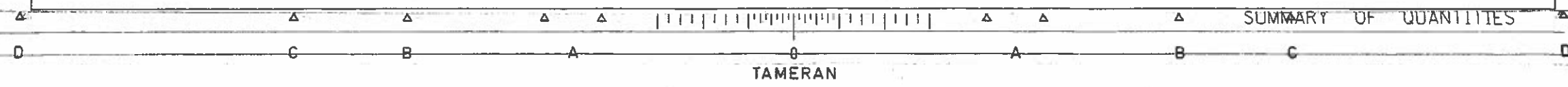
## SUMMARY OF QUANTITIES

STR.#041-0069    STR.#041-007

SECTION	QUANTITY	UNIT	PRICE	TOTAL
57 (41-2-1)RS-1	JEFFERSON	41		10

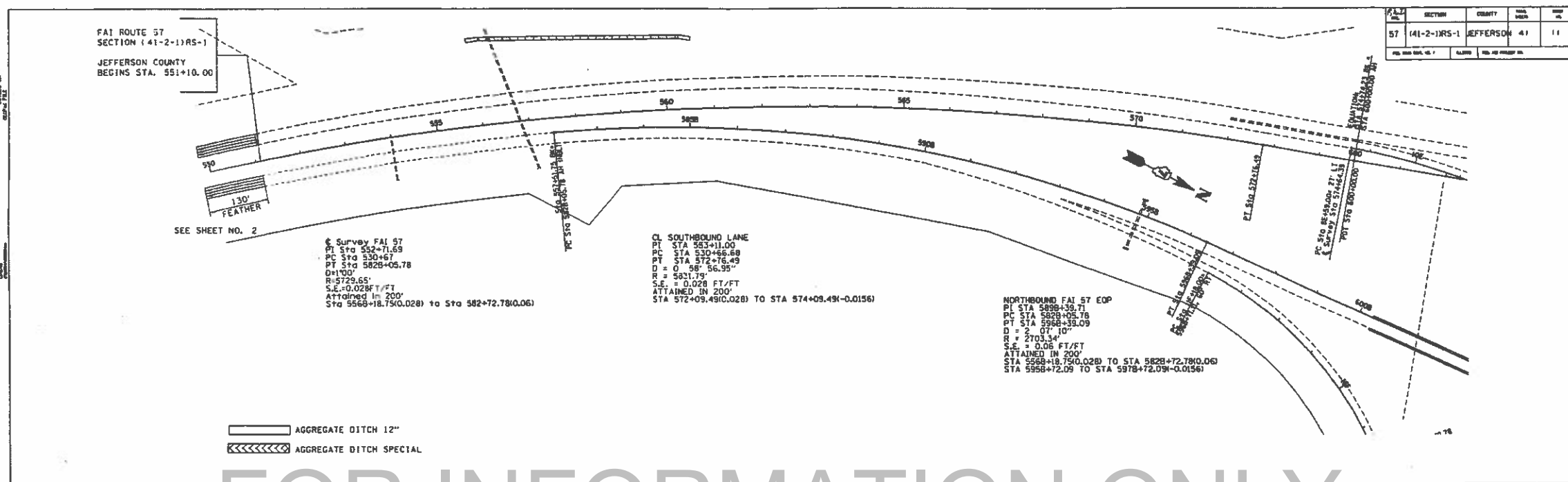
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
				1000	41-2HS-2 (TOP LEVEL) SFTY-2A	41-2HS-2 (MIDDLE LEVEL) SFTY-2A
50301245	FORMED CONCRETE REPAIR (DEPTH EQUAL TO OR LESS THAN 5")	SQ FT	5			5
50501005	JACK AND REPOSITION BEARINGS	EACH	5		5	
60260100	INLETS TO BE ADJUSTED	EACH	1	1		
63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	1437.5	1437.5		
63100035	TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	6	6		
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	3	3		
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		
63100105	TRAFFIC BARRIER TERMINAL, TYPE 10	EACH	1	1		
63200305	STEEL PLATE BEAM GUARD RAIL REMOVAL	FOOT	1437.5	1437.5		
63304385	TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 1	EACH	6	6		
63304395	TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 2	EACH	3	3		
63304900	TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 7	EACH	4	4		
63304915	TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 10	EACH	1	1		
63500105	DELINEATORS	EACH	274	274		
63500120	DELINEATOR REMOVAL	EACH	259	259		
66000305	EXPANSION TIE ANCHORS 3/4"	EACH	16		8	8
67000401	ENGINEER'S FIELD OFFICE, TYPE A-1	CAL MO	15	15		
90100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 2419	EACH	2	2		
90100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 2315	L SUM	1	1		
90100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 2316	L SUM	1	1		
90101600	TRAFFIC CONTROL AND PROTECTION, STANDARD 2316 (SPECIAL)	L SUM	1		0.5	0.5
90103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10	10		
90301810	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	299657	281953	9210	8494
90301840	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	13158	13158		
90301850	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	739	739		
90301900	SHORT-TERM PAVEMENT MARKING	FOOT	30046	30046		
90400850	RELOCATE TEMPORARY CONCRETE BARRIER (STATE OWNED)	FOOT	964		507	457
90401005	TEMPORARY CONCRETE BARRIER (STATE OWNED)	FOOT	950		500	450
90401100	TEMPORARY CONCRETE BARRIER, TERMINAL SECTION (CONTRACTOR FURNISHED)	EACH	2		1	1

FOR INFORMATION ONLY



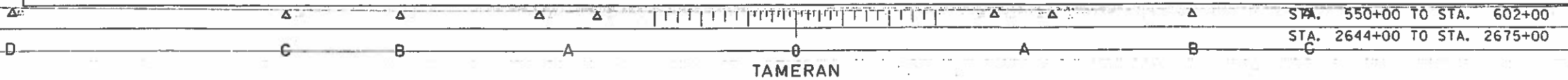
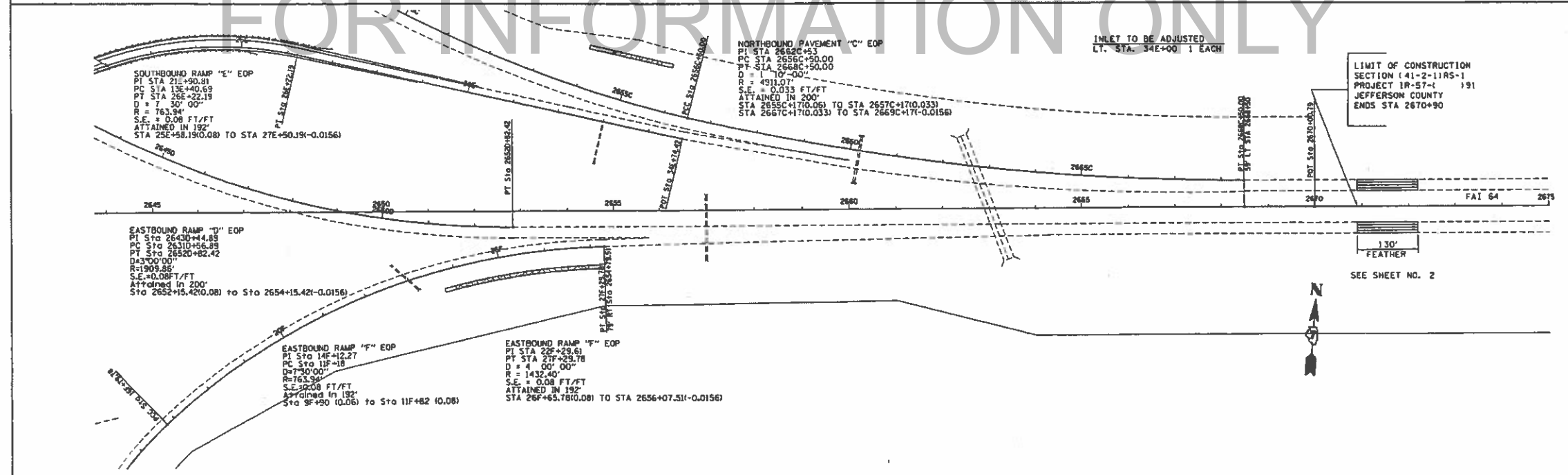
FAI ROUTE 57  
SECTION (41-2-1)RS-1  
JEFFERSON COUNTY  
BEGINS STA. 551+10.00

SECTION	DATE	BY	NO.
57 (41-2-1)RS-1	JEFFERSON	41	11

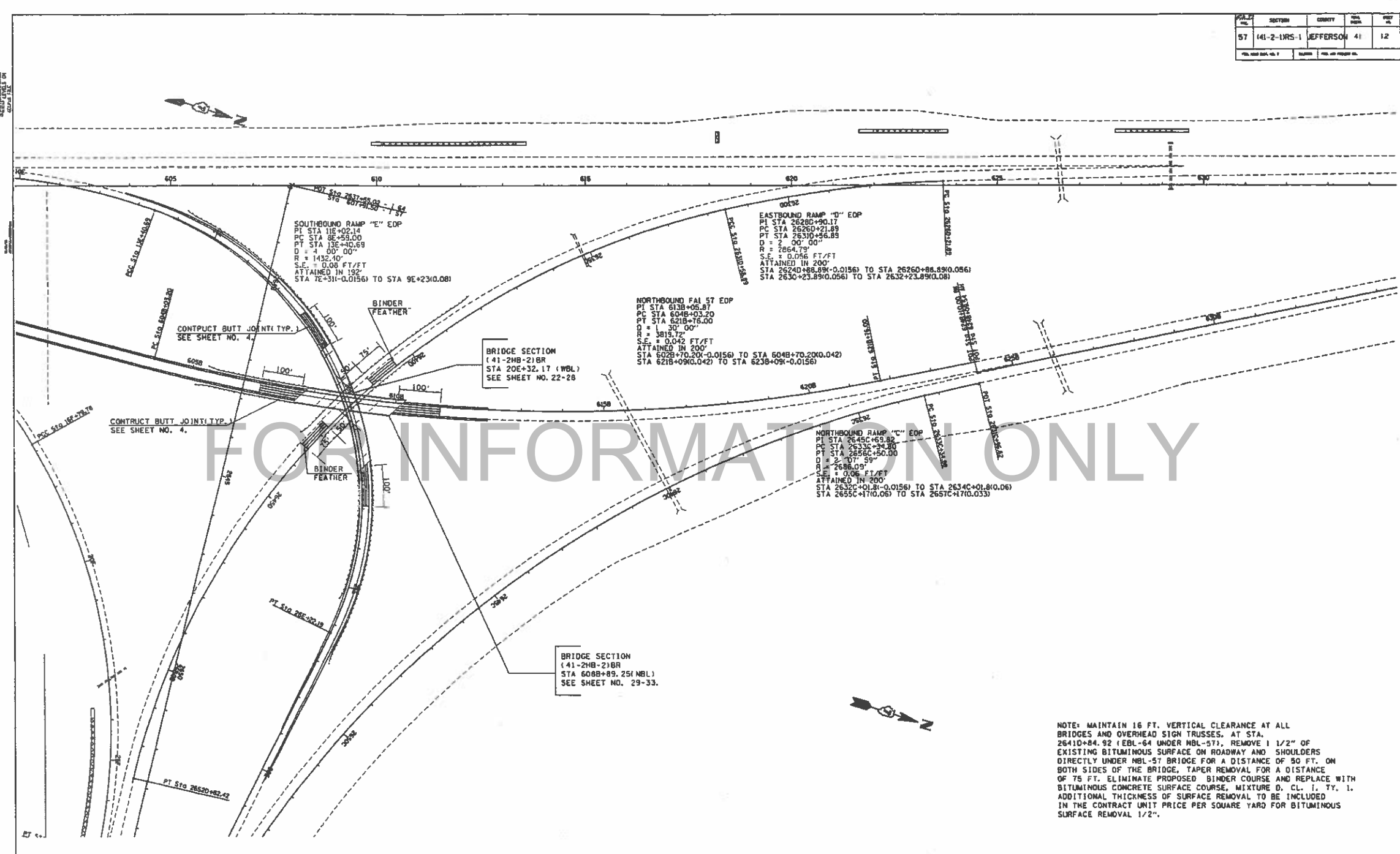


AGGREGATE DITCH 12"  
 AGGREGATE DITCH SPECIAL

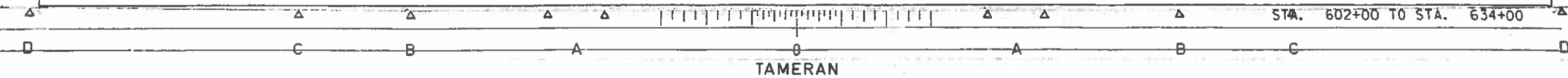
FOR INFORMATION ONLY



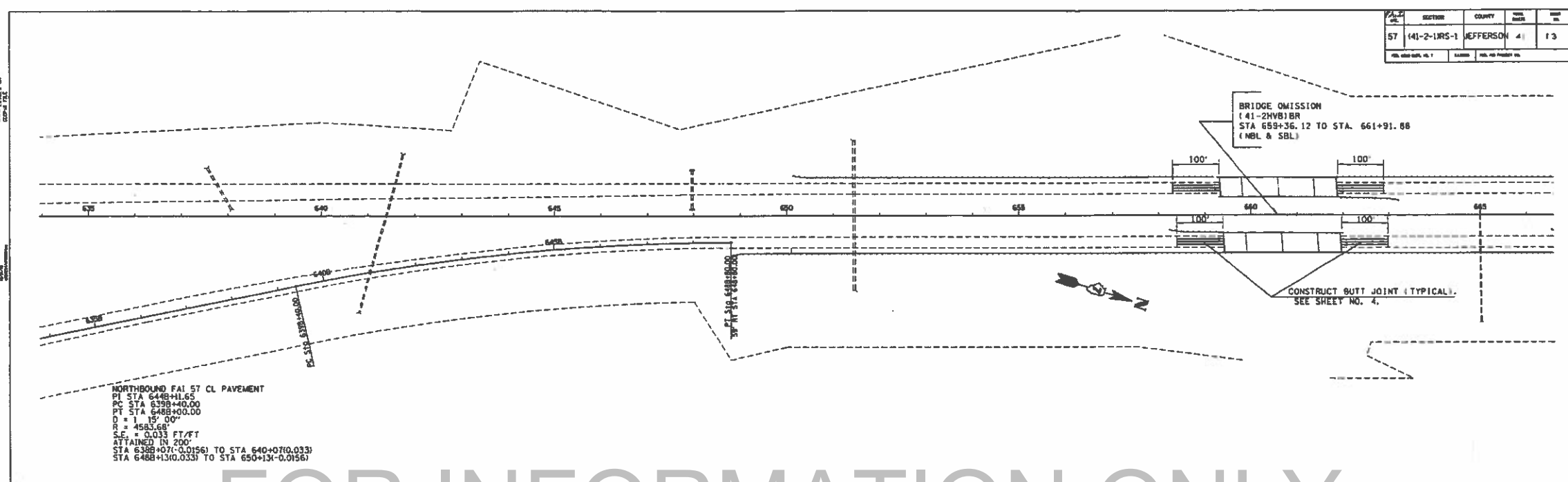
NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
57	41-2-1RS-1	JEFFERSON	41	12



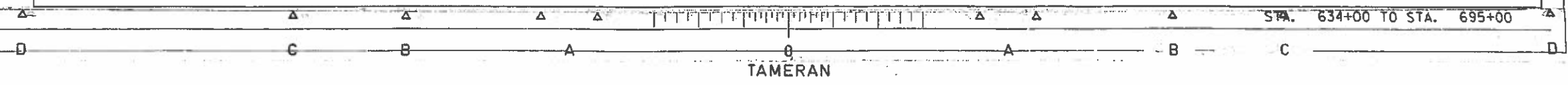
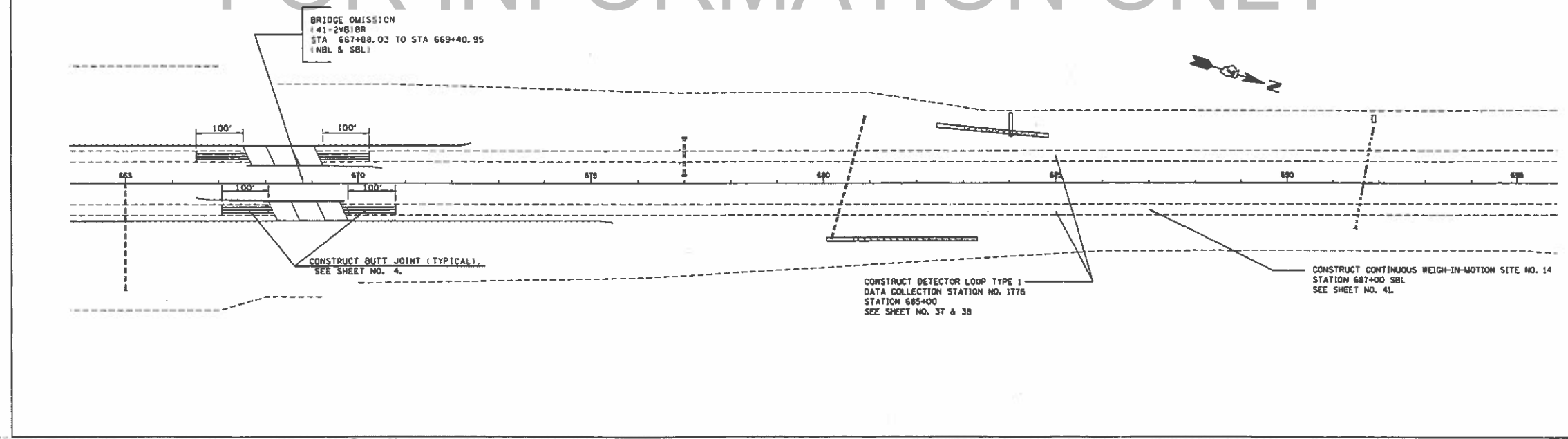
NOTE: MAINTAIN 16 FT. VERTICAL CLEARANCE AT ALL BRIDGES AND OVERHEAD SIGN TRUSSES. AT STA. 2641D+84.92 (EBL-64 UNDER MBL-57), REMOVE 1/2" OF EXISTING BITUMINOUS SURFACE ON ROADWAY AND SHOULDERS DIRECTLY UNDER MBL-57 BRIDGE FOR A DISTANCE OF 80 FT. ON BOTH SIDES OF THE BRIDGE, TAPER REMOVAL FOR A DISTANCE OF 75 FT. ELIMINATE PROPOSED BINDER COURSE AND REPLACE WITH BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CL. 1, TY. 1. ADDITIONAL THICKNESS OF SURFACE REMOVAL TO BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR BITUMINOUS SURFACE REMOVAL 1/2".



PAGE	SECTION	COUNTY	FILE NO.	SHEET NO.
57	(41-2-1)RS-1	JEFFERSON	41	13

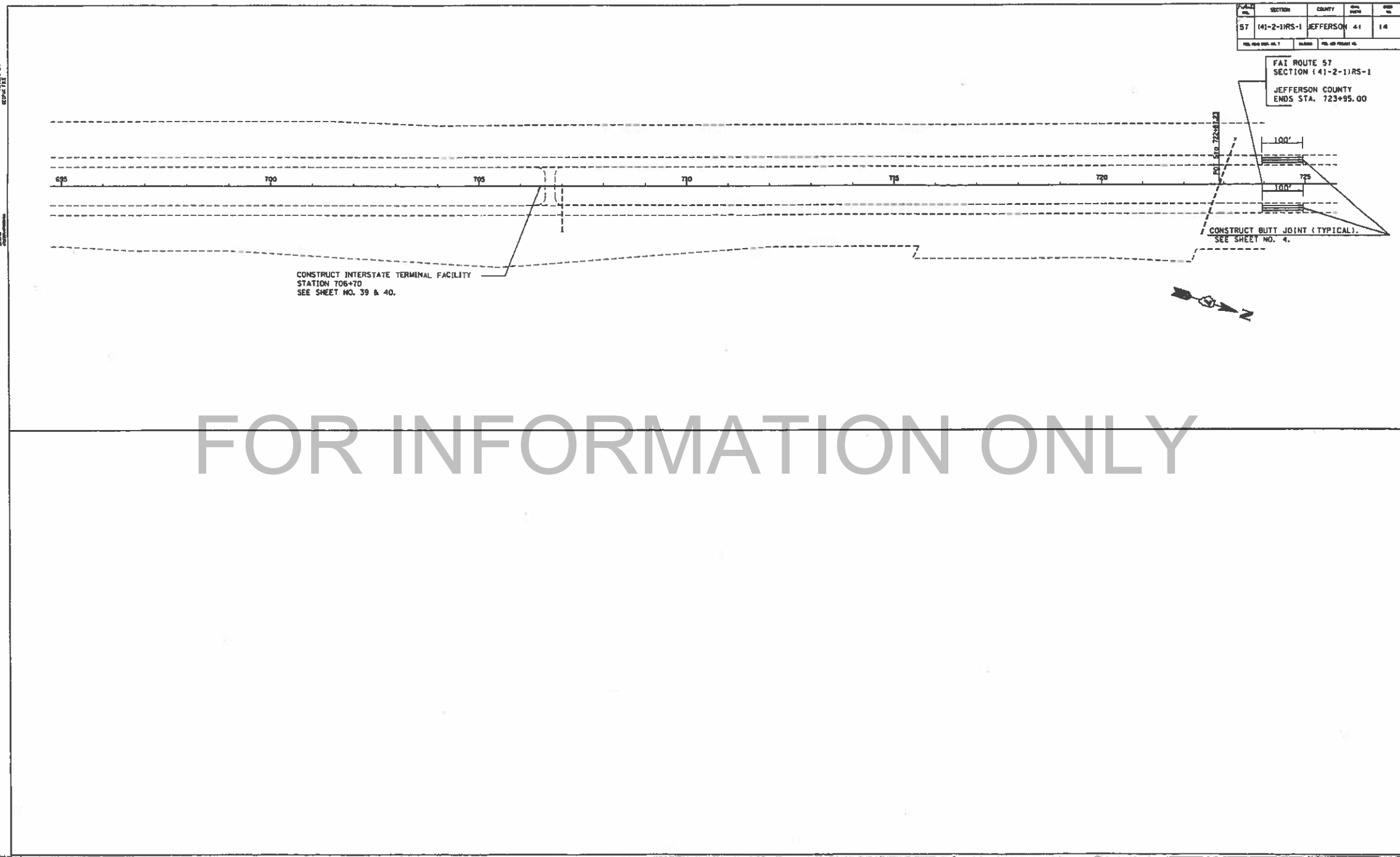


FOR INFORMATION ONLY

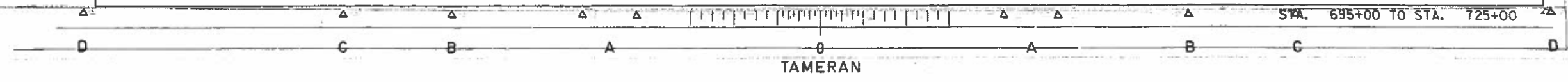


SECTION	COUNTY	DATE	NO.
57 (41-2-1)RS-1	JEFFERSON	4-1	14

FAT ROUTE 57  
SECTION (41-2-1)RS-1  
JEFFERSON COUNTY  
ENDS STA. 723+95.00



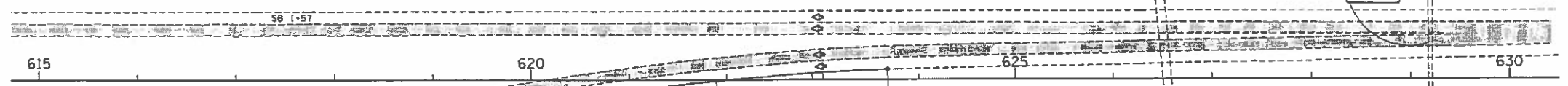
FOR INFORMATION ONLY



T-01  
 1-57 SOUTH  
 1-64 EAST

SECTION	COUNTY	POST MILE	PROJECT MILE
57	JEFFERSON	41	15

COVER THESE TWO ARROWS WITH PLAIN GREEN OVERLAYS FURNISHED BY THE STATE AND ERECTED BY THE CONTRACTOR



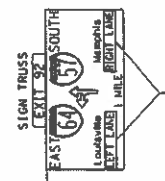
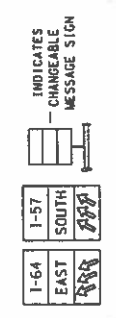
SEE STD 2316 FOR SYMBOLS, GENERAL NOTES, AND BARRICADE OR CONE SPACING.

NOTE:  
 A REPLACEMENT ARROW BOARD SHALL BE AVAILABLE AT THE JOBSITE AT ALL TIMES. THE REPLACEMENT ARROW BOARD SHALL BE HELD IN RESERVE SOLELY FOR THIS PURPOSE AND SHALL NOT BE USED IN ANOTHER LANE CLOSURE.

NOTE:  
 MESSAGE BOARD MESSAGES AND LOCATIONS TO BE DETERMINED BY THE ENGINEER.

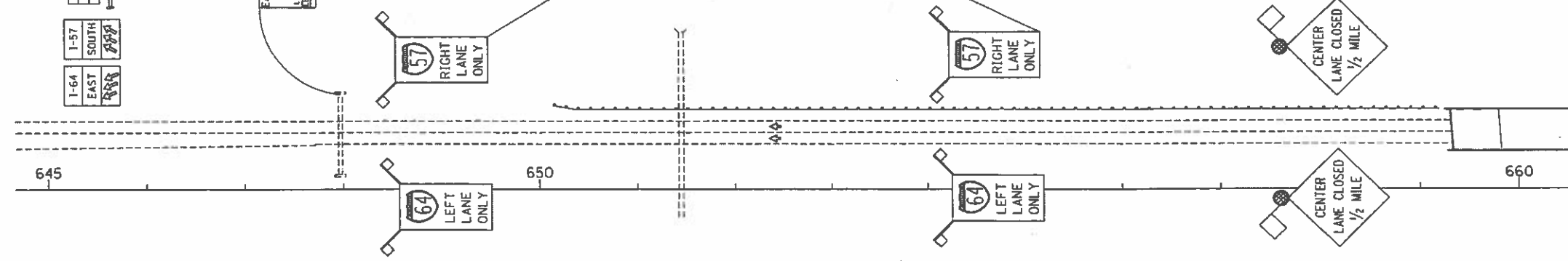
NOTE:  
 PLACE DOUBLE HEAD ARROW BOARD IN DRUM TAPER AS FAR NORTH AS POSSIBLE.

FOR INFORMATION ONLY



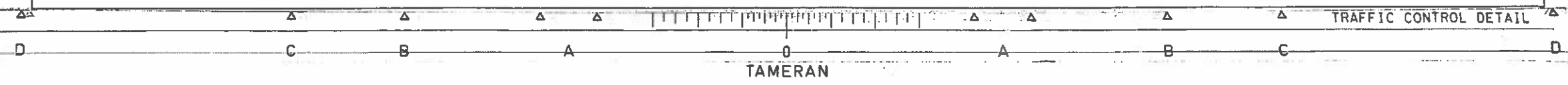
REMOVE THESE TWO YELLOW PANELS HELD ON BY RIVETS. DO THE SAME AT STATION 677+00

SPECIAL SIGN WITH FLAGS  
 5' x 10' EACH  
 7' VERTICAL CLEARANCE  
 FURNISHED BY DISTRICT,  
 ERECTED BY CONTRACTOR  
 (SEE STDs. 2319, 2320, 2350)



CASE 1 - SOUTHBOUND CENTER LANE CLOSURE

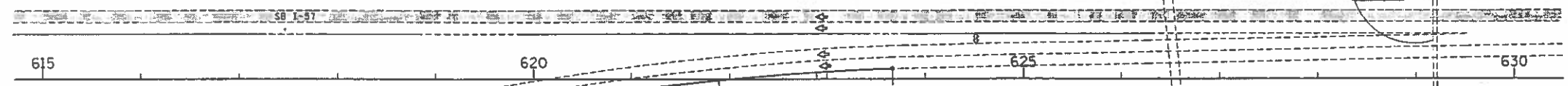
TRAFFIC CONTROL DETAIL



T&E  
 THE ADVANCED  
 TRAFFIC CONTROL  
 SYSTEM

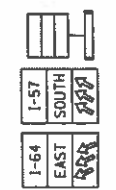
PLAN	SECTION	COUNTY	POST MILE	SHEET NO.
57	(41-2-1RS-1	JEFFERSON	41	16

COVER THESE TWO ARROWS WITH PLAIN GREEN OVERLAYS FURNISHED BY THE STATE AND ERECTED BY THE CONTRACTOR

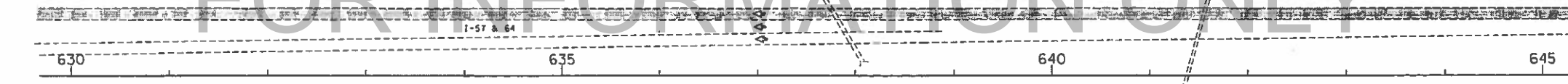


NOTE:  
 PLACE DOUBLEHEAD ARROWBOARD IN GORE  
 THREE BARRELS REQUIRED IN FRONT OF  
 ARROW BOARD.

NOTE:  
 MESSAGE BOARD MESSAGES AND LOCATIONS  
 TO BE DETERMINED BY THE ENGINEER.

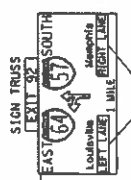


FOR INFORMATION ONLY



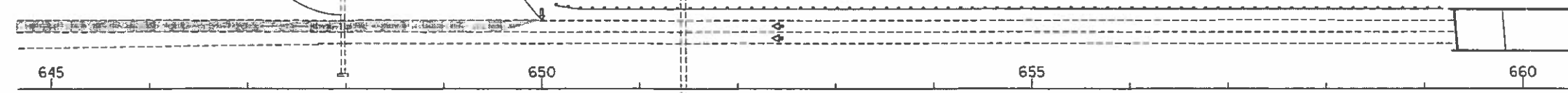
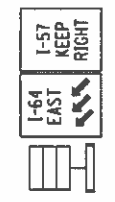
SEE STD 2316 FOR SYMBOLS, GENERAL NOTES,  
 AND BARRICADE OR CONE SPACING.

NOTE:  
 A REPLACEMENT ARROW BOARD SHALL BE AVAILABLE  
 AT THE JOBSITE AT ALL TIMES. THE REPLACEMENT  
 ARROW BOARD SHALL BE HELD IN RESERVE SOLELY FOR  
 THIS PURPOSE AND SHALL NOT BE USED IN ANOTHER  
 LANE CLOSURE.



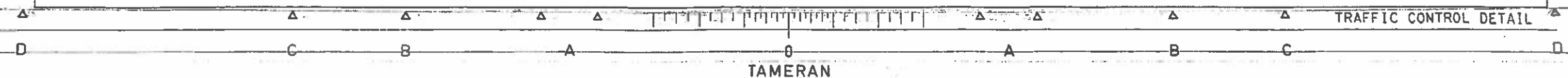
REMOVE THESE TWO YELLOW PANELS  
 HELD ON BY RIVETS.  
 DO THE SAME AT STATION 677+00

STD 2316 LANE CLOSURE  
 WITH TWO ARROW BOARDS



CASE 2 - SOUTHBOUND DRIVING LANE CLOSURE

TRAFFIC CONTROL DETAIL

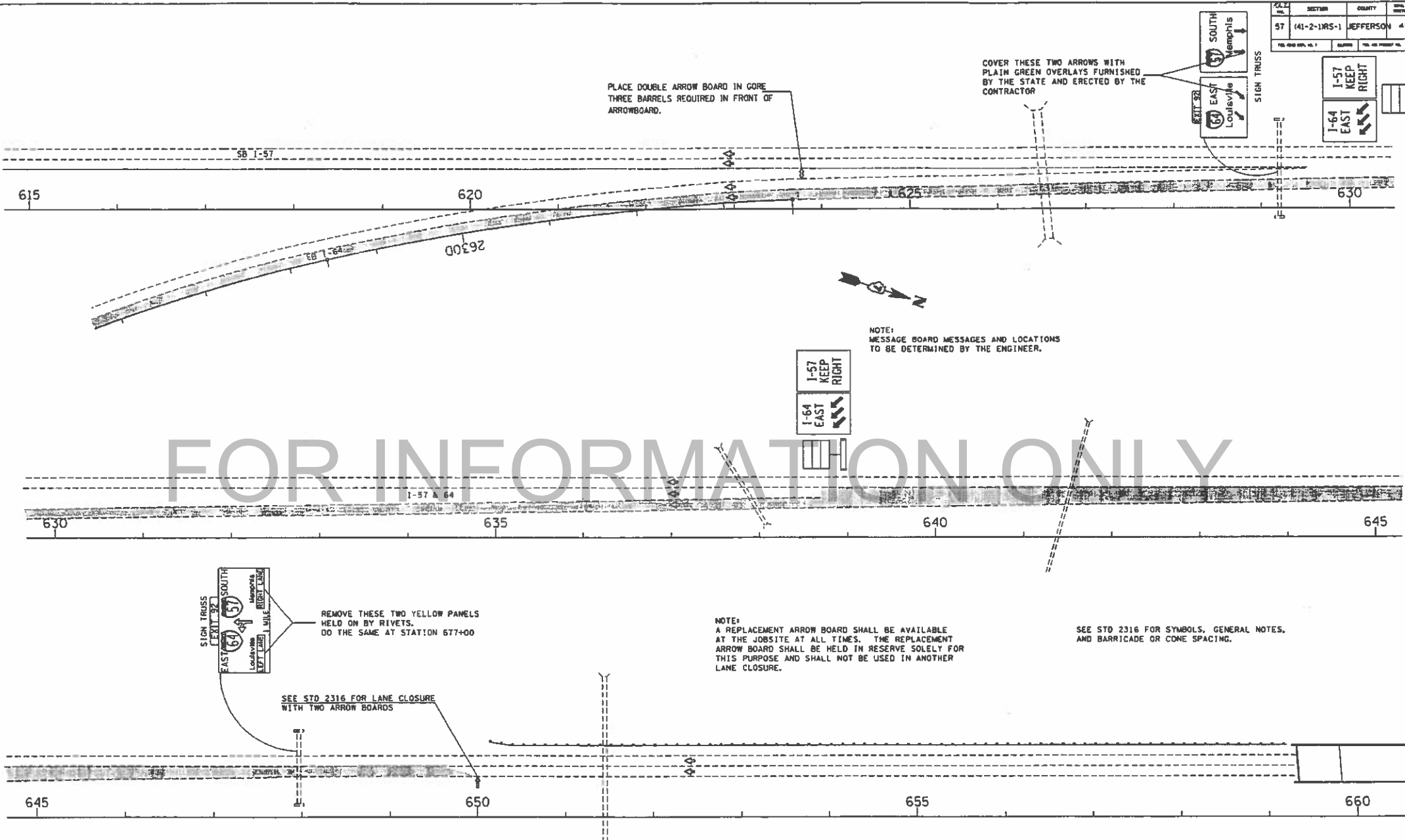


TAMERAN



TCS  
 100' SCALE  
 1" = 100'

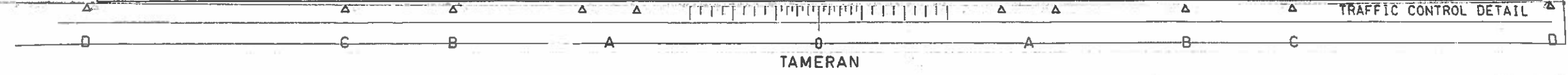
SECTION	COUNTY	DATE	NO.
57	(41-2-1)RS-1	JEFFERSON	41 17



FOR INFORMATION ONLY

CASE 3 - SOUTHBOUND PASSING LANE CLOSURE

TRAFFIC CONTROL DETAIL



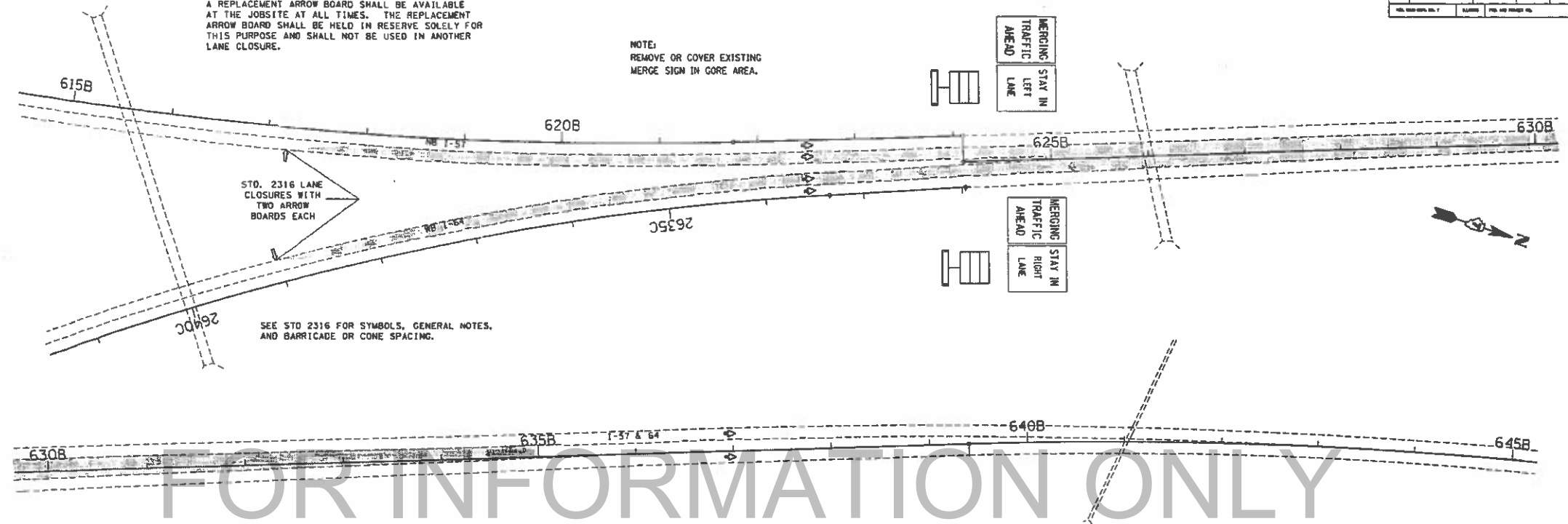
SCALE	SECTION	COUNTY	SHEET	TOTAL
57	141-2-1RS-1	JEFFERSON	41	18
FILE NUMBER	DATE	PROJECT NO.		

NOTE:  
A REPLACEMENT ARROW BOARD SHALL BE AVAILABLE AT THE JOBSITE AT ALL TIMES. THE REPLACEMENT ARROW BOARD SHALL BE HELD IN RESERVE SOLELY FOR THIS PURPOSE AND SHALL NOT BE USED IN ANOTHER LANE CLOSURE.

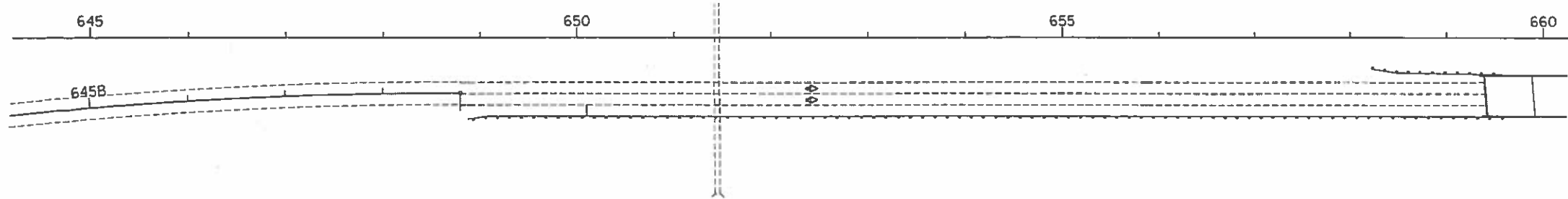
NOTE:  
REMOVE OR COVER EXISTING MERGE SIGN IN CORE AREA.

STD. 2316 LANE CLOSURES WITH TWO ARROW BOARDS EACH

SEE STD 2316 FOR SYMBOLS, GENERAL NOTES, AND BARRICADE OR CONE SPACING.

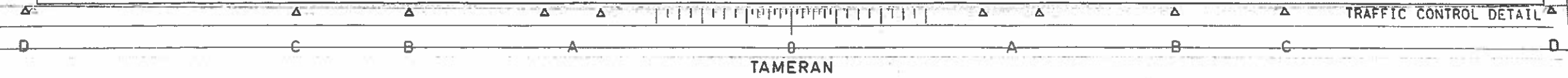


FOR INFORMATION ONLY



CASE 4 - NORTHBOUND CENTER LANE CLOSURE

TRAFFIC CONTROL DETAIL

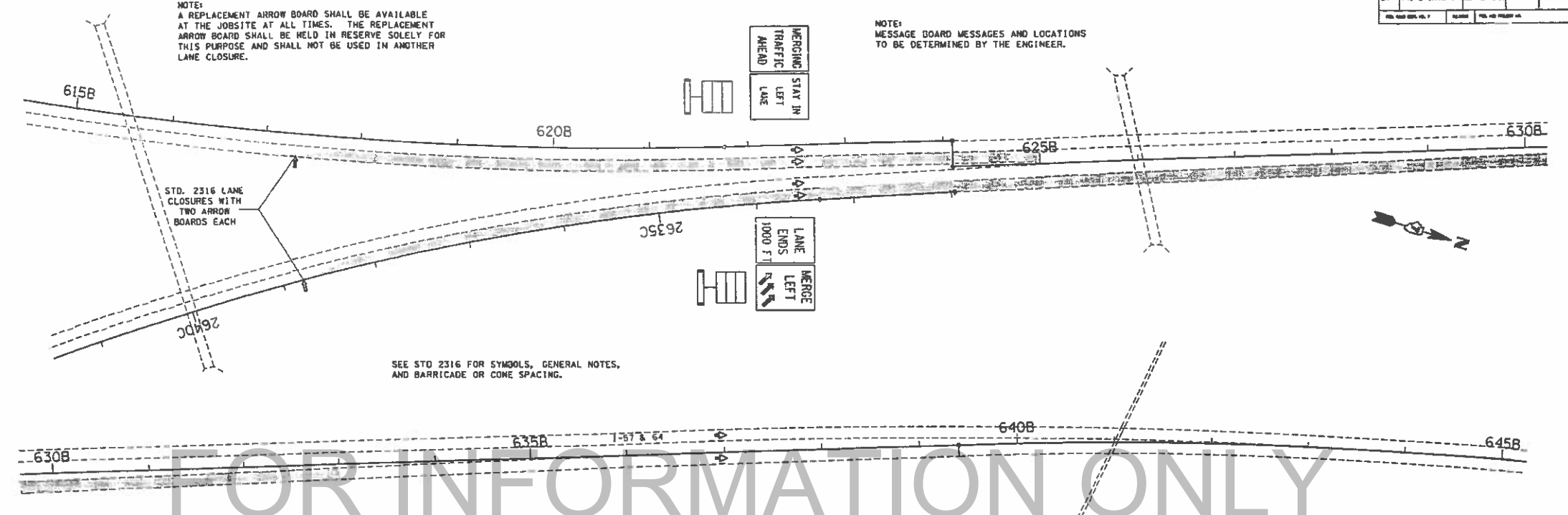


TCS  
 100  
 200  
 300  
 400  
 500  
 600  
 700  
 800  
 900  
 1000

NOTE:  
 A REPLACEMENT ARROW BOARD SHALL BE AVAILABLE AT THE JOBSITE AT ALL TIMES. THE REPLACEMENT ARROW BOARD SHALL BE HELD IN RESERVE SOLELY FOR THIS PURPOSE AND SHALL NOT BE USED IN ANOTHER LANE CLOSURE.

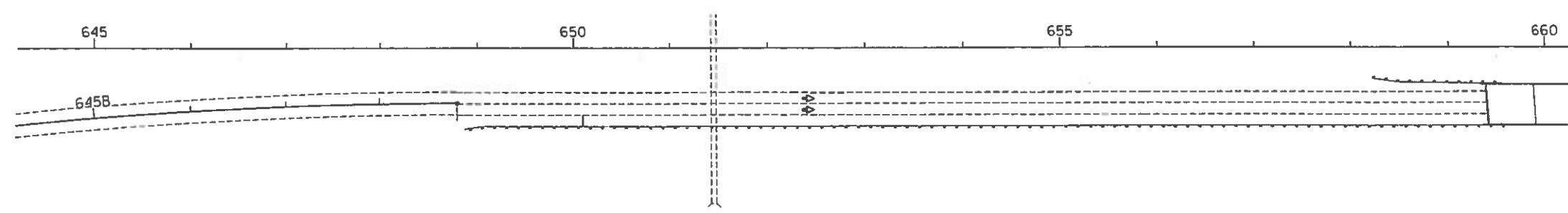
NOTE:  
 MESSAGE BOARD MESSAGES AND LOCATIONS TO BE DETERMINED BY THE ENGINEER.

FILE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
ST	(41-2-1)RS-1	JEFFERSON	41	19

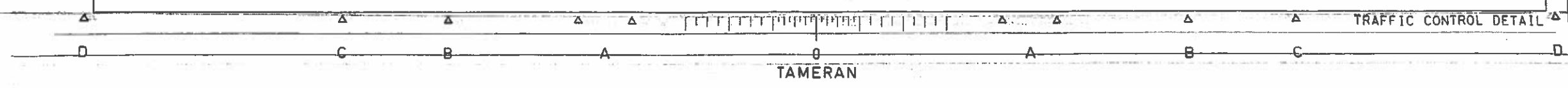


STD. 2316 LANE CLOSURES WITH TWO ARROW BOARDS EACH

SEE STD 2316 FOR SYMBOLS, GENERAL NOTES, AND BARRICADE OR CONE SPACING.



CASE 5 - NORTHBOUND DRIVING LANE CLOSURE



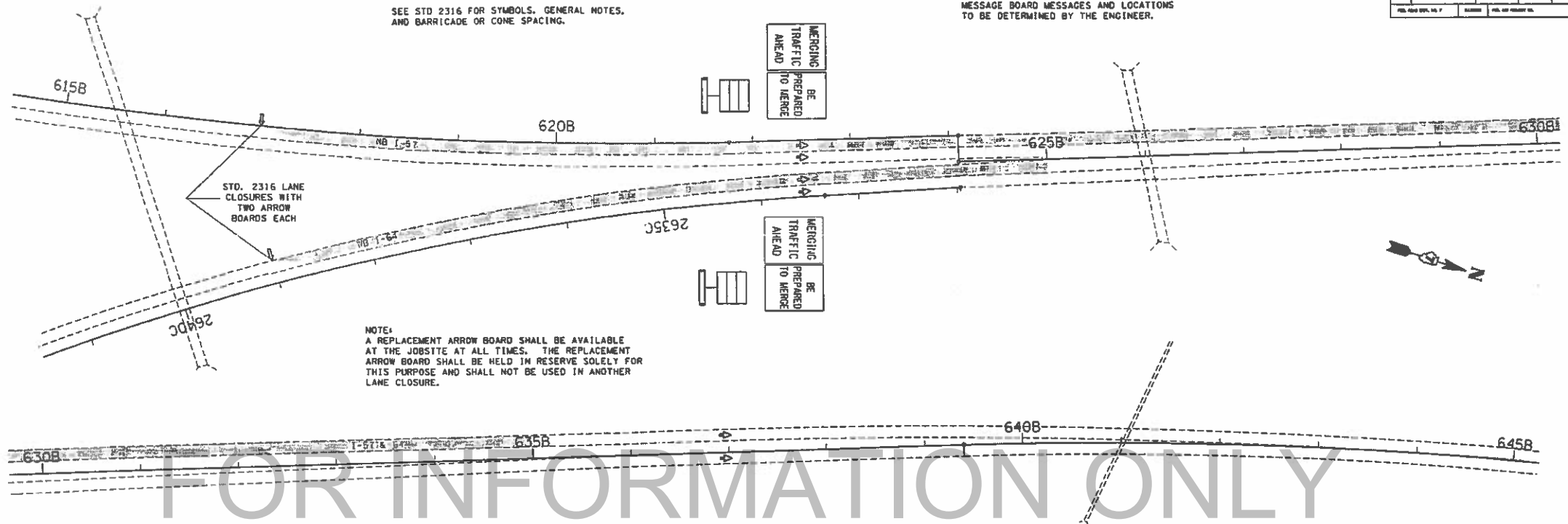
TRAFFIC CONTROL DETAIL

TCC  
MAX. DIST. 100 FT.  
MIN. DIST. 10 FT.

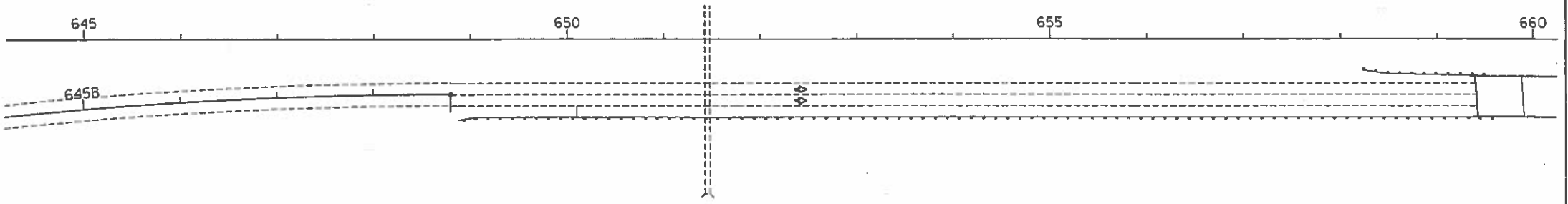
SEE STD 2316 FOR SYMBOLS, GENERAL NOTES,  
AND BARRICADE OR CONE SPACING.

NOTE:  
MESSAGE BOARD MESSAGES AND LOCATIONS  
TO BE DETERMINED BY THE ENGINEER.

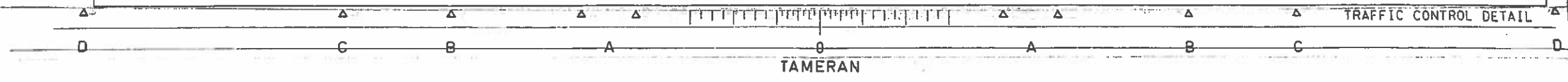
PLAN NO.	DISTRICT	COUNTY	SHEET NO.	TOTAL SHEETS
57	(41-2-1RS-1	JEFFERSON	41	20
FILE NO. AND DATE, SEE P.		DATE OF REVISION NO.		



FOR INFORMATION ONLY

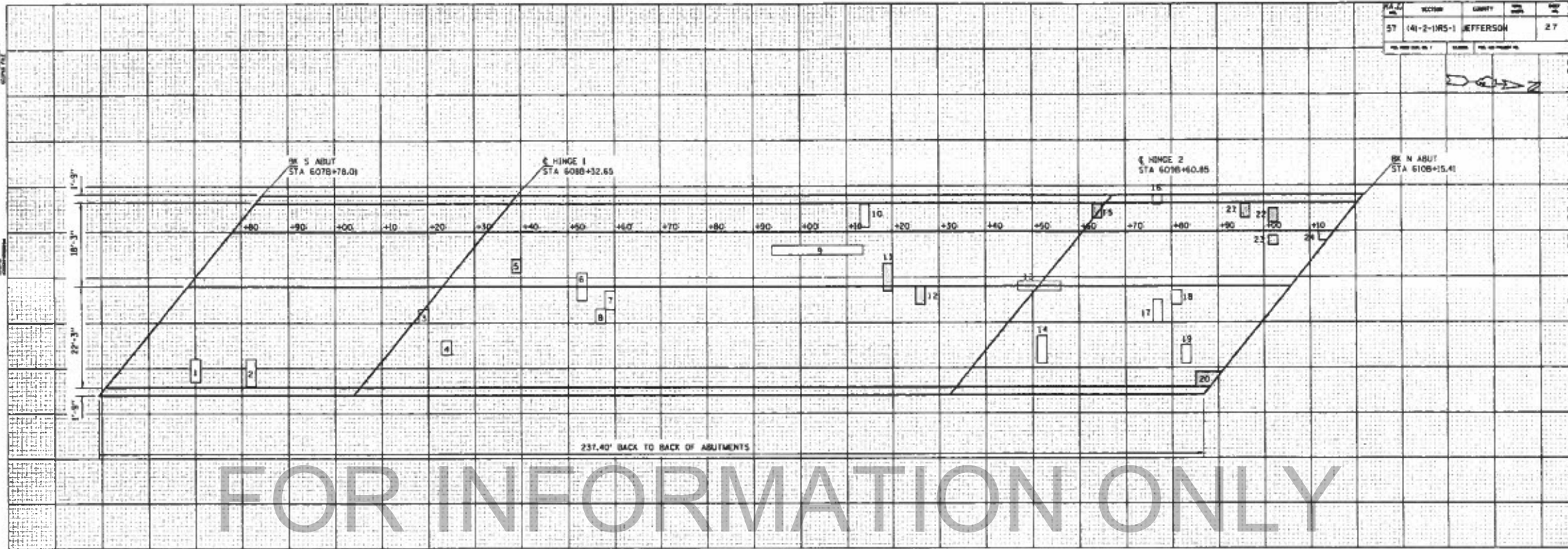


CASE 6 - NORTHBOUND PASSING LANE CLOSURE



THERMOGRAPHY SURVEY

SECTION	QUANTITY	DATE	NO.
57 (41-2-1RS-1) JEFFERSON			27



FOR INFORMATION ONLY

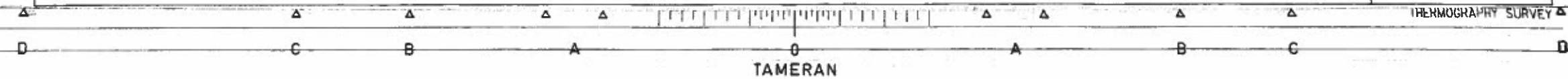
7

PATCH NO.	SIZE	DECK SLAB REPAIR DEPTH		
		SO FT	50 FT	FT
1	2 x 5	10		
2	2 x 6	12		
3	2 x 3	6		
4	2 x 3	6		
5	2 x 3		6	
6	2 x 6	12		
7	2 x 4	8		
8	2 x 3	6		
9	19 x 2	38		
10	2 x 5	10		
11	2 x 6		12	
12	2 x 4		8	
13	13 x 2	26		
14	2 x 6	12		
15	2 x 3	6		
16	2 x 2		4	
17	2 x 5	10		
18	2 x 3	6		
19	2 x 4	8		
20	3 x 5		15	
21	2 x 3		6	
22	2 x 3		6	
23	2 x 2		4	
24	2 x 3		6	
TOTAL		170	73	0
PARTIAL DEPTH		170 / 9 = 18.9		
USE		19 50 YD		
FULL DEPTH, TYPE I		73 / 9 = 8.1		
USE		8 50 YD		

SURVEY COMPLETED\*

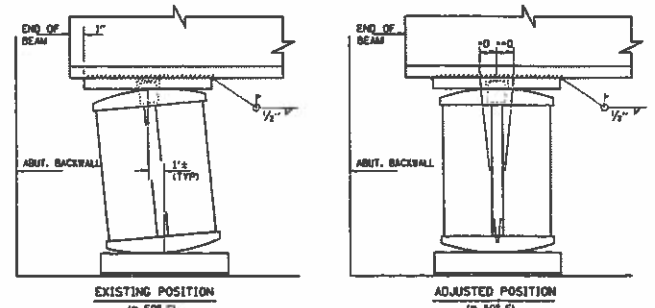
71-21-1994

BRIDGE DECK THERMOGRAPHY  
JEFFERSON COUNTY FAI 57  
NBL OVER FAI 64 EBL  
SOUTH TRI-LEVEL  
MT VERNON (2nd LEVEL)  
SN 041-0007  
SECTION 41-2HB-2



PROJECT NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
57	(41-2-1RS-1	JEFFERSON	41	28
FIG. NO.	DATE	FIG. OR PLATE NO.		

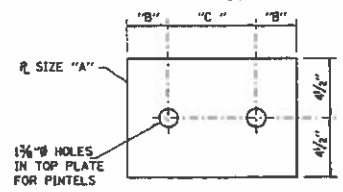
$\Delta D = \frac{1}{8}'' / 100 \text{ FT.}$  OF EXPANSION FOR EVERY 15° BELOW THE NORMAL TEMPERATURE OF 50°.  
 $\Delta D = \frac{1}{8}'' / 100 \text{ FT.}$  OF EXPANSION FOR EVERY 15° ABOVE THE NORMAL TEMPERATURE OF 50°.



REPOSITIONING EXISTING BEARINGS

1. THE CONTRACTOR SHALL SUBMIT FOR APPROVAL BY THE ENGINEER PLANS FOR JACKING PRIOR TO COMMENCING ANY WORK AT THE BEARINGS. THE DEAD LOAD REACTION PER BEARING AT EACH ABUTMENT AND THE MINIMUM JACK CAPACITY FOR EACH BEARING SHALL BE AS IN THE CHART BELOW.
2. FOUR BEAMS PER STAGE MAY BE REPOSITIONED AT ONE TIME.
3. JACKING SHALL BE LIMITED TO A MAXIMUM OF 1/8" LIFT.
4. THE WELDS ON THE EXISTING TOP PLATE SHALL BE REMOVED BY ARC CUTTING AND/OR GRINDING AND REPLACED WITH NEW TOP PLATE. SEE CHART BELOW FOR TOP PLATE SIZE. CARE SHALL BE TAKEN TO AVOID DAMAGE TO THE BOTTOM FLANGE OF THE BEAM AND THE ROCKER BEARING. ANY UNAVOIDABLE GOUGES IN THE FLANGE SHALL BE GROUND SMOOTH.
5. ADJUST THE ROCKER AND NEW TOP PLATE AS SHOWN.
6. LOWER JACKS TO ALLOW CONTACT BETWEEN THE BOTTOM FLANGE AND THE NEW TOP PLATE.
7. FIELD WELD THE NEW TOP PLATE ON ALL SIDES AS DETAILED.
8. LOWER JACKS TO FULLY LOAD THE BEARING.
9. FIELD PAINT NEW TOP PLATE AND WELD AREA ON BOTTOM BEAM FLANGE WITH THE INORGANIC ZINC-SILICATE/ACRYLIC/ACRYLIC PAINT SYSTEM.
10. ALL WORK DESCRIBED ABOVE SHALL BE INCLUDED IN "JACK AND REPOSITION BEARINGS."

SEE CHART FOR "C" VALUES

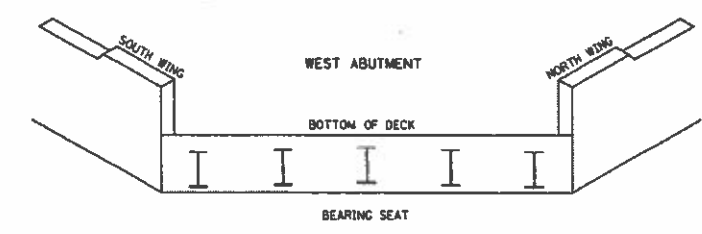
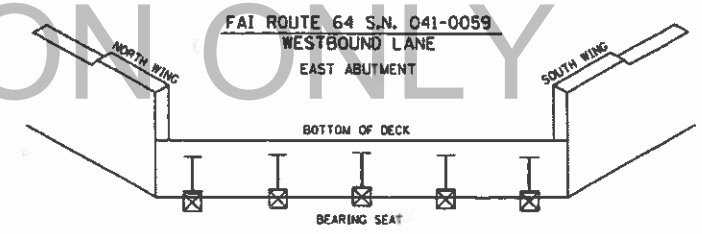


NEW TOP PLATE DESIGN

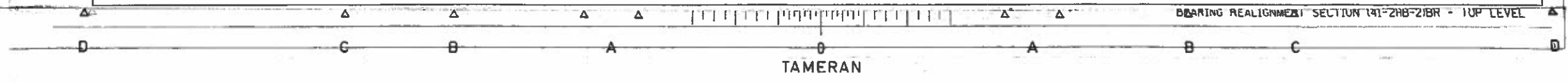
COST INCIDENTAL TO "JACK AND REPOSITION BEARINGS". SEE CHART FOR SIZE AND NUMBER REQUIRED.

	WEST ABUTMENT	PIER 1	PIER 2	EAST ABUTMENT
D.L. k	27.2	122.8	134.4	34.1
L.L. k	44.0	71.2	74.4	45.2
IMP. k	9.7	14.3	14.5	9.4
TOTAL k	80.9	208.3	223.3	88.7

STRUCTURE NUMBER	PLATE SIZE "A"	NUMBER OF PLATES REQUIRED	DIMENSION "B"	DEAD LOAD REACTION (KIPS)	MIN JACK CAPACITY (TONS)	DIMENSION "C"
041-0059	1"x9"x15"	5	2 1/2"	34.1	26	10"

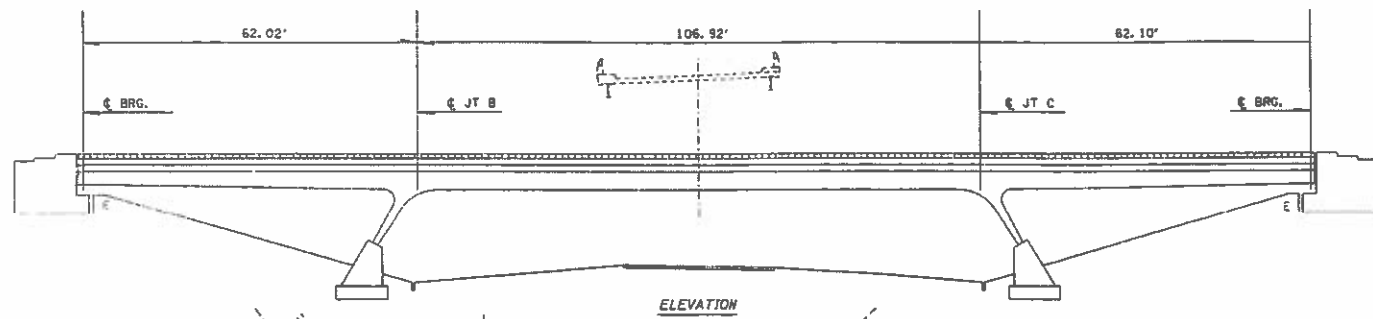


⊗ - DENOTES BEARINGS TO BE REALIGNED



AS NOTED  
 UNLESS OTHERWISE  
 SPECIFIED  
 ALL DIMENSIONS  
 ARE IN FEET AND  
 INCHES  
 UNLESS OTHERWISE  
 SPECIFIED

SECTION	COUNTY	JOB NO.	SHEET NO.
57 (41-2-HB-2)	JEFFERSON	41	29



TOTAL BILL OF MATERIAL		
ITEM	UNITY	TOTAL
BAR SPLICERS	EACH	24
BR. DK. MICROSILICA CONCRETE OVERLAY 2 1/4"	SQ YD	1024
CONC BR DECK SCAR 1/2	SQ YD	1024
DECK SLAB REPAIR ( FULL DEPTH TYPE 1 )	SQ YD	8
DECK SLAB REPAIR ( PARTIAL )	SQ YD	19
REINFORCEMENT BARS ( EPOXY COATED )	POUND	2318
BIT CON REU ( DECK )	SQ YD	1047
CONCRETE REMOVAL	CU YD	12.3
NEOPRENE EXPANSION JOINT 2"	FOOT	108
FORMED CONCRETE REPAIR < 5	SQ FT	5
CONCRETE STRUCTURES	CU YD	0.6
CONCRETE SUPER STRUCTURES	CU YD	14.0
EXPANSION TIE ANCHORS 3/4"	EACH	8
BRIDGE DECK GROOVING	SQ YD	1024

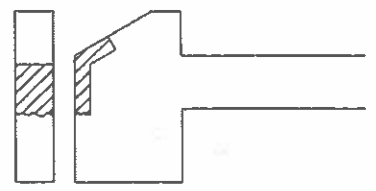
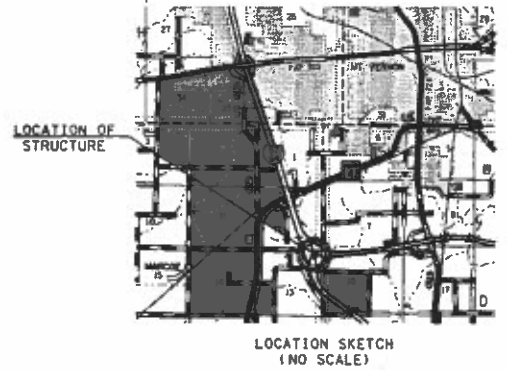
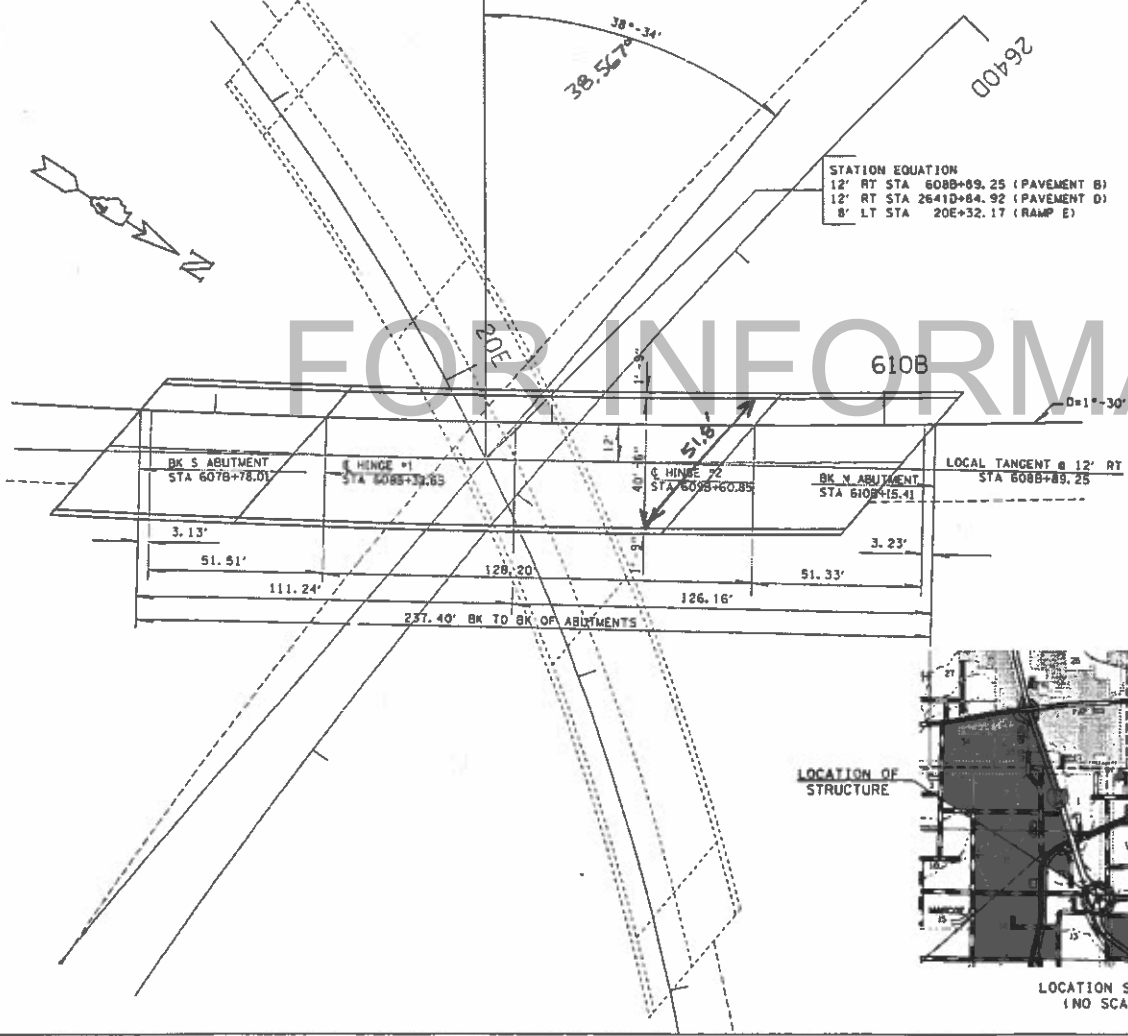
\* ESTIMATED QUANTITIES ONLY. ACTUAL QUANTITIES TO BE DETERMINED BY THE ENGINEER.

GENERAL NOTES

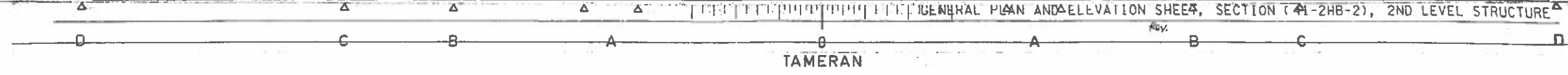
PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM THE EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION 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.

MICROSILICA CONCRETE OVERLAY SHALL BE 2 1/4" IN THICKNESS.

STATION EQUATION  
 12' RT STA 608B+89.25 ( PAVEMENT B )  
 12' RT STA 2641D+84.92 ( PAVEMENT D )  
 8' LT STA 20E+32.17 ( RAMP E )



SECTION ( 41-2HB-2 )  
 2ND LEVEL  
 JEFFERSON COUNTY  
 STA 608B+89.25 ( PAVEMENT B )  
 FAI 57 NBL OVER FAI-64 EBL  
 JOB NO. D-97-002-94  
 S. N. 041-0007

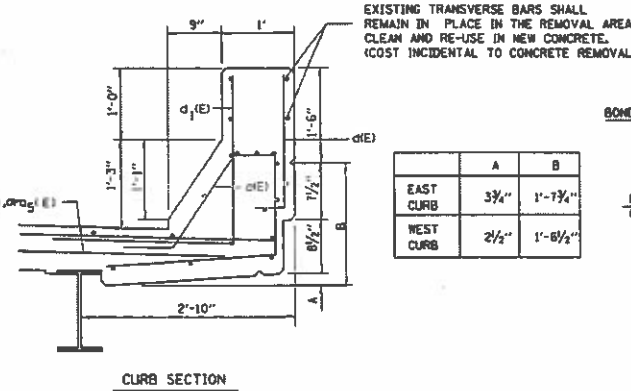
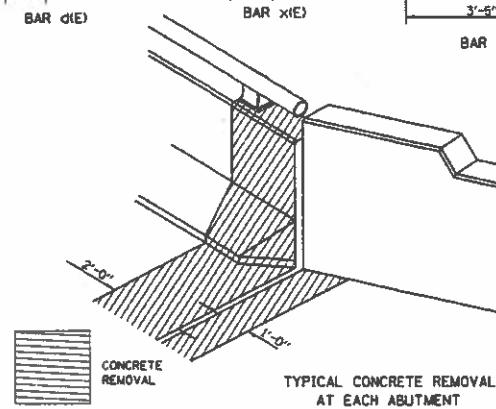
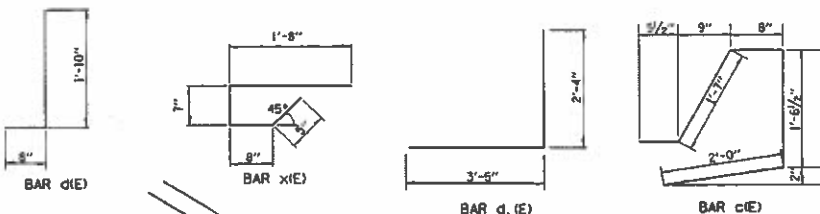


BILL OF MATERIAL				
ITEM	UNIT	SOUTH ABUTMENT	NORTH ABUTMENT	TOTAL
BAR SPLICERS	EACH	12	12	24
REINFORCEMENT BARS (EPOXY CT)	POUND	1036	1238	2274
CONCRETE REMOVAL	CU YD	6.0	6.3	12.3
NEOPRENE EXPANSION JOINT 2"	FOOT	53	55	108
CONCRETE SUPER STRUCTURES	CU YD	6.8	7.2	14.0

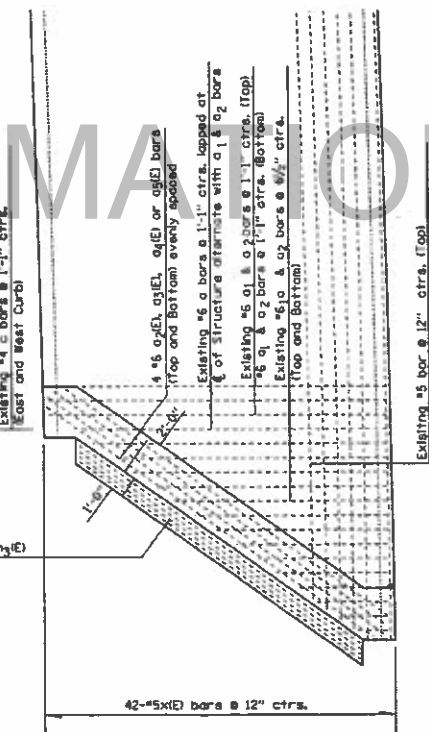
BAR LIST, SOUTH ABUTMENT				
BAR	NO.	SIZE	LENGTH	SHAPE
a2 (E)-STAGE I	8	#6	24' - 6"	
a3 (E)-STAGE II	8	#6	29' - 6"	
h (E)-STAGE I	4	#6	23' - 2"	
h1 (E)-STAGE II	4	#6	28' - 2"	
d (E)-STAGE I	3	#4	2' - 6"	
d (E)-STAGE II	3	#4	2' - 6"	
d1 (E)-STAGE I	3	#6	5' - 9"	
d1 (E)-STAGE II	3	#6	5' - 9"	
x (E)-STAGE I	23	#5	3' - 4"	
x (E)-STAGE II	19	#5	3' - 4"	
c (E)-STAGE I	3	#4	6' - 3"	
c (E)-STAGE II	3	#4	6' - 3"	

BAR LIST, NORTH ABUTMENT				
BAR	NO.	SIZE	LENGTH	SHAPE
a4 (E)-STAGE I	8	#6	25' - 9"	
a5 (E)-STAGE II	8	#6	30' - 11"	
h3 (E)-STAGE I	4	#6	24' - 4"	
h4 (E)-STAGE II	4	#6	29' - 7"	
d (E)-STAGE I	3	#4	2' - 6"	
d (E)-STAGE II	3	#4	2' - 6"	
d1 (E)-STAGE I	3	#6	5' - 9"	
d1 (E)-STAGE II	3	#6	5' - 9"	
x (E)-STAGE I	23	#5	3' - 4"	
x (E)-STAGE II	19	#5	3' - 4"	
c (E)-STAGE I	3	#4	6' - 3"	
c (E)-STAGE II	3	#4	6' - 3"	

(E) DENOTES EPOXY COATED

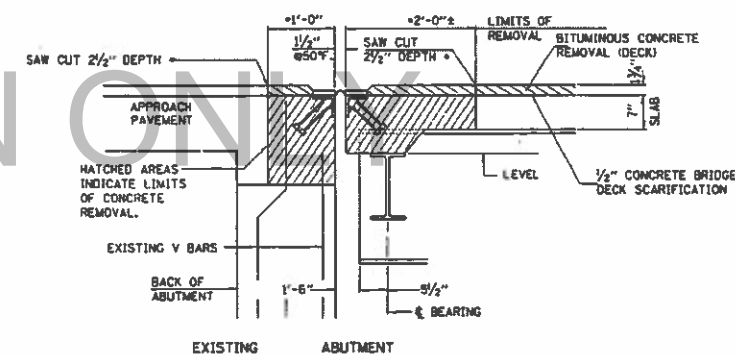
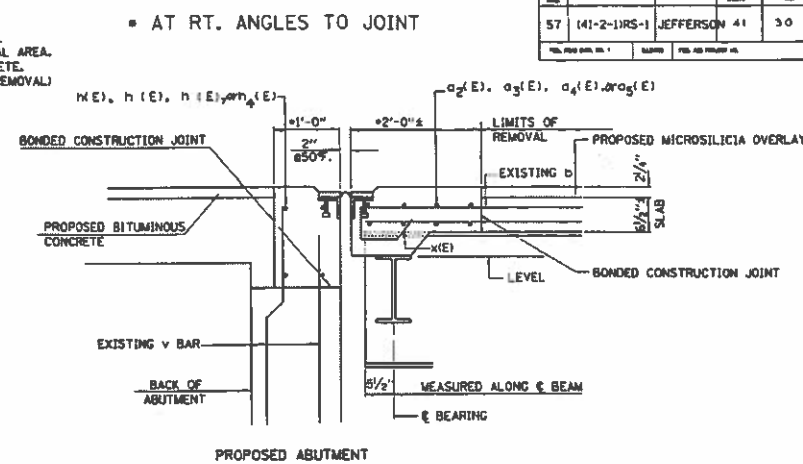


	A	B
EAST CURB	3 3/4"	1' - 7 1/2"
WEST CURB	2 1/2"	1' - 6 1/2"



2-#6 (h2), h1(E), h2(E), or h3(E)  
Top & Bottom

PLAN SECTION



**GENERAL NOTES**

EXISTING REINFORCEMENT BARS SHALL BE CLEANED AND USED FOR NEW CONSTRUCTION. NEW REINFORCEMENT BARS SHALL BE EPOXY COATED WITH BAR SPLICERS FOR STAGED CONSTRUCTION.

ALL NEW STRUCTURAL STEEL SHALL CONFORM TO AASHTO CLASSIFICATION M-103.

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31, M-42, OR M-53 GRADE 60.

EXISTING HANDRAIL POSTS WHICH MUST BE REMOVED TO ACCOMPLISH NEW CONSTRUCTION SHALL BE SALVAGED, STORED AND REINSTALLED IN THEIR ORIGINAL CONFIGURATION.

PLAN No.	SECTION	CIVITY	NO.	DATE
57	(41-2-1)RS-1	JEFFERSON	41	50

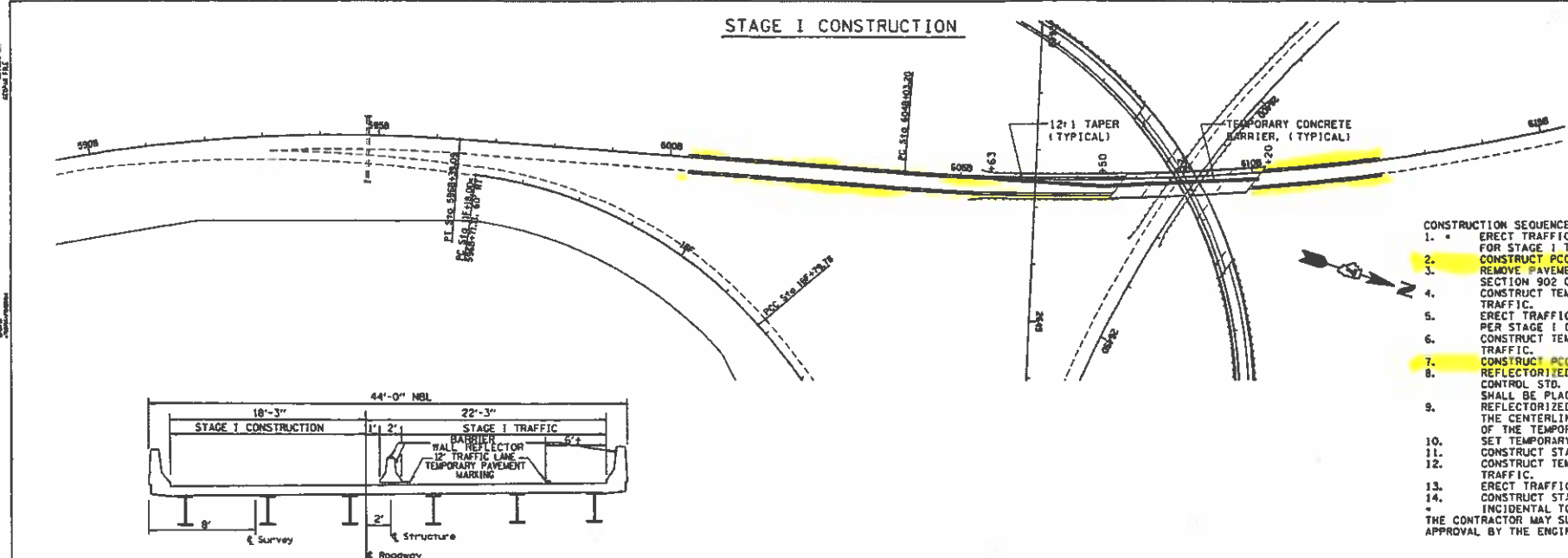
S.M. 041-001, BAR LIST AND JOINT DETAIL SECTION (41-2)HB-2) SECOND LEVEL

TAMERAN

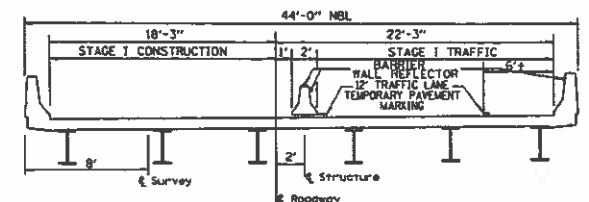


SECTION	COUNTY	FILE NO.	SHEET NO.
57 (41-2-URS-1)	JEFFERSON	41	31

**STAGE I CONSTRUCTION**

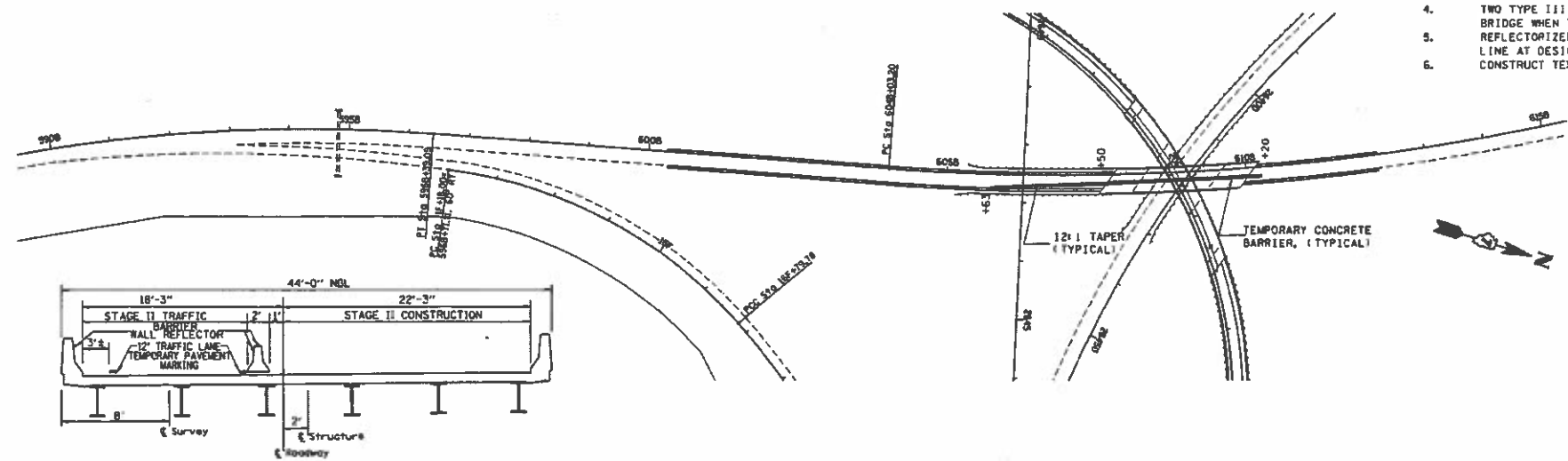


- CONSTRUCTION SEQUENCE:**
- ERECT TRAFFIC CONTROL STD. 2316 TO CONSTRUCT PCC PAVEMENT 10" FOR STAGE I TRAFFIC.
  - CONSTRUCT PCC PAVEMENT 10" FOR STAGE I TRAFFIC.
  - REMOVE PAVEMENT MARKING FOR STAGE I TRAFFIC ACCORDING TO SECTION 902 OF THE STANDARD SPECIFICATIONS.
  - CONSTRUCT TEMPORARY PAVEMENT MARKING EDGE LINE FOR STAGE I TRAFFIC.
  - ERECT TRAFFIC CONTROL AND PROTECTION STD. 2316 (SPECIAL) AS PER STAGE I CONSTRUCTION.
  - CONSTRUCT TEMPORARY PAVEMENT MARKING CENTERLINE FOR STAGED TRAFFIC.
  - CONSTRUCT PCC PAVEMENT 10" FOR STAGE II TRAFFIC.
  - REFLECTORIZED TEMPORARY PAVEMENT MARKING REQUIRED IN TRAFFIC CONTROL STD. 2316 (SPECIAL) ALONG THE TAPER AND CENTERLINE AND SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF THE DRUM TAPER.
  - REFLECTORIZED TEMPORARY PAVEMENT MARKING SHALL BE PLACED ALONG THE CENTERLINE FROM THE BEGINNING OF THE DRUM TAPER TO THE END OF THE TEMPORARY CONCRETE BARRIERS.
  - SET TEMPORARY CONCRETE BARRIERS.
  - CONSTRUCT STAGE I.
  - CONSTRUCT TEMPORARY PAVEMENT MARKING EDGE LINE FOR STAGE II TRAFFIC.
  - ERECT TRAFFIC CONTROL AS PER STAGE II CONSTRUCTION.
  - CONSTRUCT STAGE II.
  - INCIDENTAL TO TRAFFIC CONTROL STD. 2316 (SPECIAL), THE CONTRACTOR MAY SUBMIT AN ALTERNATIVE CONSTRUCTION SEQUENCE FOR APPROVAL BY THE ENGINEER.

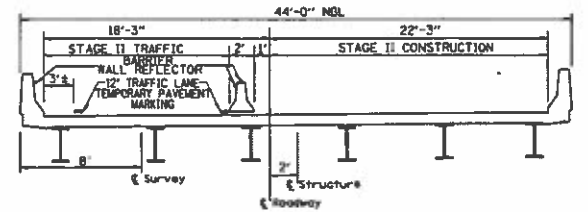


FOR INFORMATION ONLY

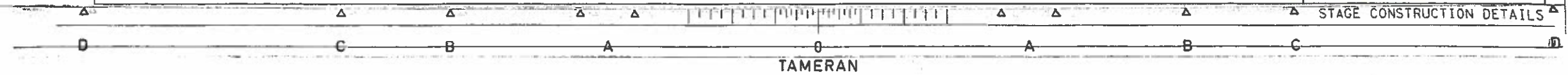
**STAGE II CONSTRUCTION**



- STAGE I AND II TRAFFIC NOTES:**
- TRAFFIC CONTROL AND PROTECTION STD. 2316 (SPECIAL) SHALL INCLUDE SECTIONS (41-2HB-2)BR.
  - TRAFFIC CONTROL AND PROTECTION STD. 2419 WILL BE REQUIRED AT ALL RAMPS.
  - TWO ARROW BOARDS WILL BE REQUIRED WITH TRAFFIC CONTROL AND PROTECTION STD. 2316 (SPECIAL).
  - TWO TYPE III BARRICADES WILL BE REQUIRED AT EACH END OF THE BRIDGE WHEN TEMPORARY CONCRETE BARRIERS ARE NOT IN PLACE.
  - REFLECTORIZED TEMPORARY MARKING SHALL BE PLACED ALONG THE EDGE LINE AT DESIGNATED LOCATIONS.
  - CONSTRUCT TEMPORARY PAVEMENT MARKING FOR A 12' TRAVEL LANE.



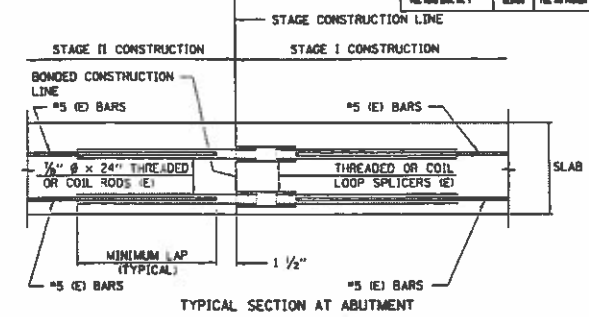
SECTION (41-2HB-2)  
 2ND LEVEL  
 JEFFERSON COUNTY  
 STA 608B+89.25 (PAVEMENT B)  
 FAI 57 NBL OVER FAI-64 EBL  
 JOB NO. D-97-002-94  
 S.N. 041-0007







SECTION	CONTRACT	DATE	NO.
57	(41-2-URS-1)	JEFFERSON	41
			34



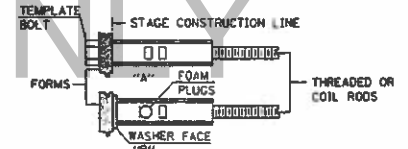
THE DIAMETER OF THIS PART OF SPLICER IS THE SAME AS THE DIAMETER OF THE BAR SPLICED.



WELDED SECTIONS

SPLICER ALTERNATIVES

\*\* HEAVY HEX NUTS CONFORMING TO ASTM A 563, GRADE C, D, OR DH MAY BE USED.



INSTALLATION AND SETTING METHODS

"A": SET SPLICER BY MEANS OF A TEMPLATE BOLT.

"B": SET SPLICER BY NAILING TO WOOD FORMS OR CEMENTING TO METAL FORMS.

(E) INDICATES EPOXY COATING.

NOTES

STEEL SPLICER (COUPLER) ASSEMBLY SHALL BE OF AN APPROVED TYPE AND SHALL DEVELOP IN TENSION AT LEAST 125 PERCENT OF THE YIELD STRENGTH OF THE LAPPED REINFORCEMENT BARS.

STEEL SPLICER RODS SHALL BE OF MINIMUM 60 KSI YIELD STRENGTH THREADED OR COILED FULL LENGTH AND HAVE EFFECTIVE TENSILE STRESS AREA EQUAL TO OR GREATER THAN THAT OF THE LAPPED REINFORCEMENT BARS.

ALL REINFORCEMENT BARS SHALL BE LAPPED AND TIED TO THE SPLICER RODS. SPLICER (COUPLER) ASSEMBLY IN THE SLAB SHALL BE EPOXY COATED IN ACCORDANCE WITH THE REQUIREMENTS FOR REINFORCEMENT BARS.

OTHER SYSTEMS OF SIMILAR DESIGN MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL. APPROVAL SHALL BE BASED ON CERTIFIED TEST RESULTS FROM AN APPROVED TESTING LABORATORY THAT THE PROPOSED SPLICER (COUPLER) ASSEMBLY SATISFIES THE FOLLOWING REQUIREMENTS:

- MINIMUM CAPACITY  
(TENSION IN KIPS) =  $1.25 \times f_y \times A_t$
- MINIMUM PULL-OUT STRENGTH  
(TENSION IN KIPS) =  $1.25 \times f_s \text{ ALLOW} \times A_t$

WHERE  $f_y$  = YIELD STRENGTH OF LAPPED REINFORCEMENT BARS IN KSI.  
 $f_s \text{ ALLOW}$  = ALLOWABLE TENSILE STRESS IN LAPPED REINFORCED BARS IN KSI (SERVICE LOAD)  
 $A_t$  = TENSILE STRESS IN AREA OF LAPPED REINFORCEMENT BARS.  
 = 28 DAY CONCRETE

TYPICAL SPLICER (COUPLER) ASSEMBLY SIZES:

IN SLABS #5 BAR LAP WITH 1/2" # SPLICER (COUPLER) x 2'-0" SPLICER RODS

MINIMUM CAPACITY = 23.0 KIPS-TENSION

MINIMUM PULL-OUT STRENGTH = 9.2 KIPS - TENSION

BAR SPLICER ASSEMBLIES SHALL BE IN ACCORDANCE WITH SECTION 508 OF THE STANDARD SPECIFICATIONS, EXCEPT AS NOTED. THE FURNISHING AND INSTALLATION OF BAR SPLICER ASSEMBLIES WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "BAR SPLICERS".

FOR INFORMATION ONLY



Joint Size	°C at 50°F	°D at 50°F
2"	2"	1 1/2" Min.
2 1/2"	2 1/2"	1 3/4" Min.
4"	3"	2 1/2" Min.

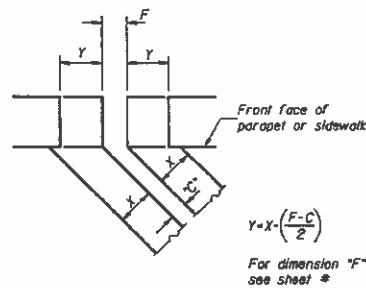
**INSTALLATION NOTES**

1. Install sponge mandrels into positions shown to form flap convolution.
2. Install parapet or sidewalk piece (trim roadway flap to fit before applying epoxy).
3. Install continuous seal in roadway.
4. Install anchor blocks as indicated.

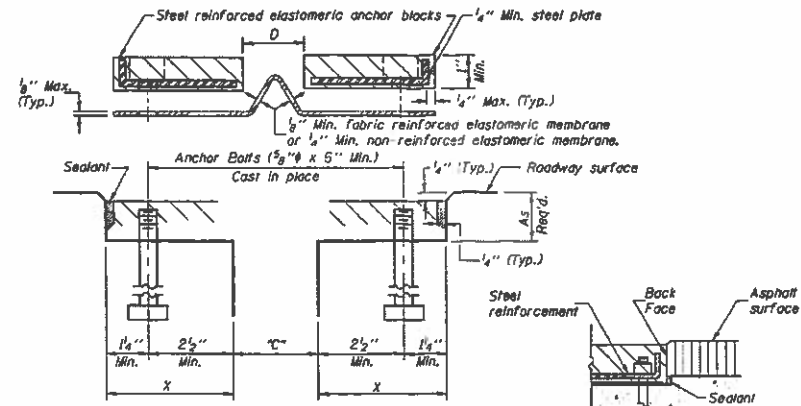
NOTE A: Maximum spacing of anchor bolts shall be 12" centers.

**SKREW LIMITATIONS**

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews. For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed in accordance with dimension "D", might require modifications to insure a minimum clearance of 1/2" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±12" cts.



**FORMING BLOCKOUT SKETCH**



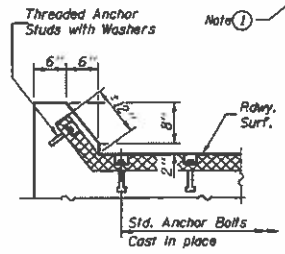
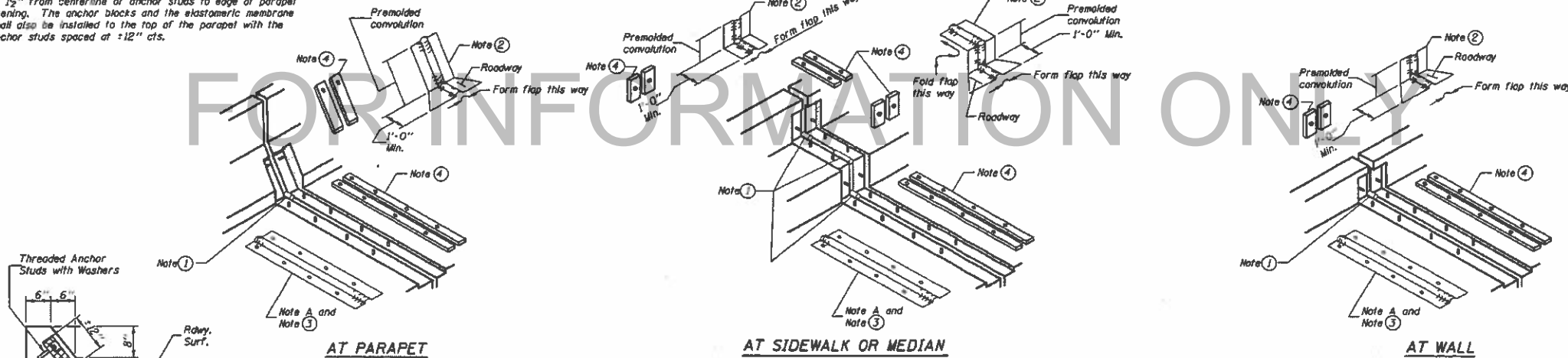
**CROSS SECTION**

**ANCHOR BLOCK REINFORCEMENT WITH ASPHALT SURFACE**

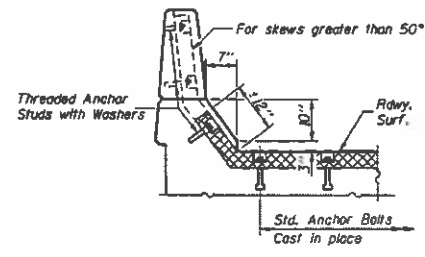
**GENERAL NOTES**

Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane. The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure. The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed. Joint openings shall be adjusted in accordance with Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F. The parapet and sidewalk flaps may be furnished factory vulcanized to the roadway membrane provided the centerline of the convolution is maintained and the process and method meet the approval of the Engineer.

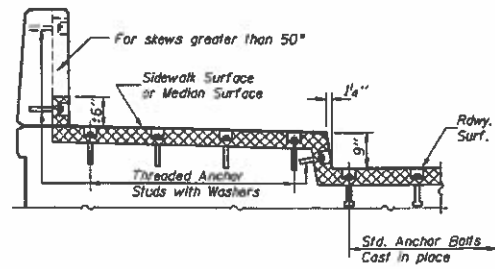
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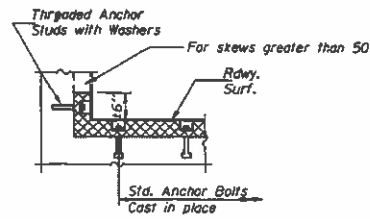
**AT CURB**



**AT PARAPET**

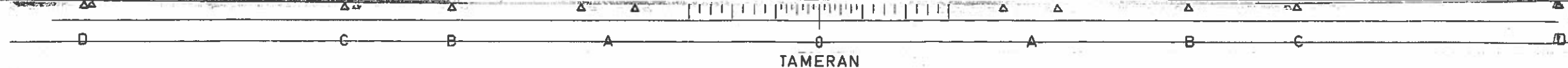


**AT SIDEWALK OR MEDIAN TYPICAL END TREATMENTS**



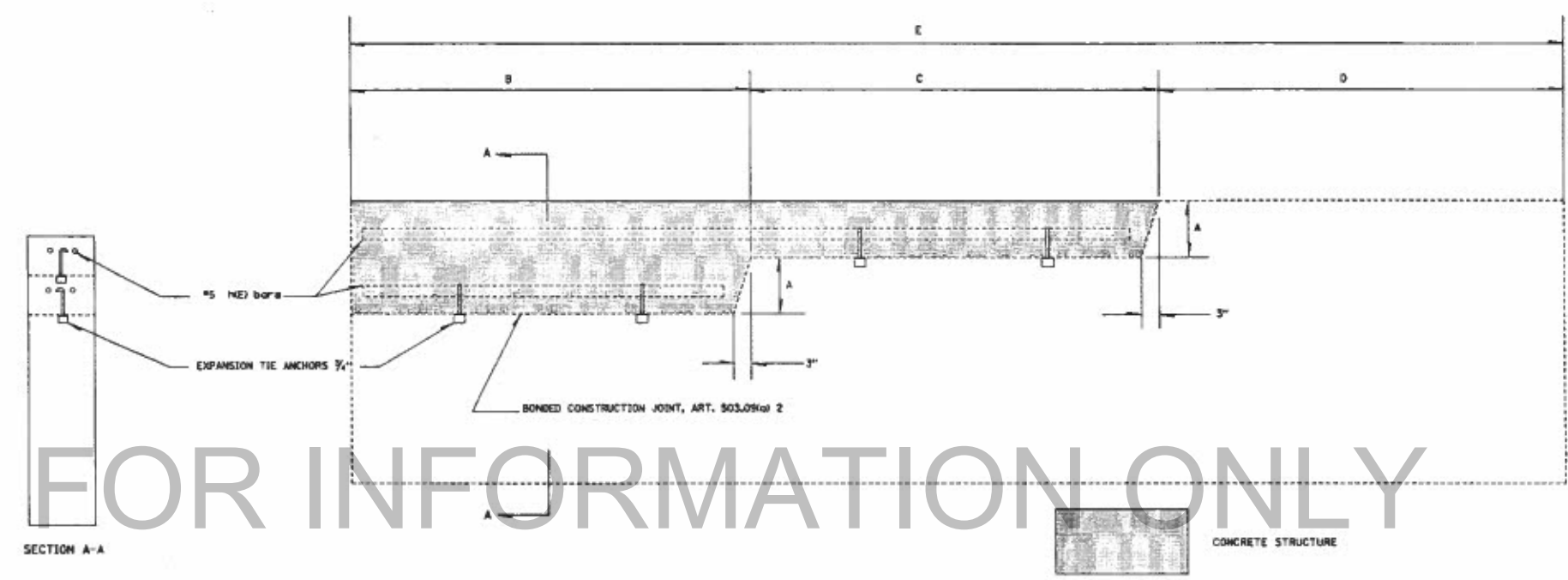
**AT WALL**

**CONTINUOUS SEAL TYPE NEOPRENE EXPANSION JOINTS**  
For 2", 2 1/2" and 4" Movement



b  
D  
D

SECTION	QUANTITY	UNIT	AMOUNT
57 (41-2-1)RS-1	JEFFERSON 41	41	56



CONCRETE STRUCTURES

SECTION	LOCATION	CU YD	A	B	C	D	E	EXPANSION TIE ANCHORS
(41-2)BR-21BR TOP LEVEL	EAST ABUTMENT LEFT SIDE	0.5	7'-5"	7'-10"	7'-10"	7'-10"	23'-6"	4
(41-2)BR-21BR TOP LEVEL	EAST ABUTMENT RIGHT SIDE	0.6	7'-5"	8'-0"	8'-0"	8'-0"	24'-0"	4
(41-2)BR-21BR MIDDLE LEVEL	SOUTH ABUTMENT (2 WINDWALLS)	0.6	8'	3'-10"	3'-10"	3'-10"	11'-6"	8

REINFORCEMENT BARS

SECTION	LOCATION	POSITION	SIZE	SHAPE	TOTAL WEIGHT
(41-2)BR-21BR TOP LEVEL	EAST ABUTMENT LEFT SIDE	TOP	15'-2"	---	32
		BOTTOM	7'-4"	---	15
(41-2)BR-21BR TOP LEVEL	EAST ABUTMENT RIGHT SIDE	TOP	15'-6"	---	32
		BOTTOM	7'-6"	---	15
(41-2)BR-21BR MIDDLE LEVEL	SOUTH ABUTMENT (2 WINDWALLS)	TOP	7'-2"	---	30
		BOTTOM	3'-4"	---	14

