

SUMMARY OF QUANTITIES

URBAN
100% STATE
SFTY-2A

<i>paycode</i>	<i>description</i>	<i>units</i>	<i>quantity</i>
40603345	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	313
58100200	WATERPROOFING MEMBRANE SYSTEM	SQ YD	471
67100100	MOBILIZATION	L SUM	1
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1
Z0012315	CONCRETE BRIDGE DECK SCARIFICATION (2 1/2 INCH)	SQ YD	2226
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	25
X0325702	NIGHTTIME WORKZONE LIGHTING	L SUM	1

GENERAL NOTES

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

All Borrow/Waste/Use sites must be approved by the Department prior to removing any material from the project or initiating any earthmoving activities, including temporary stockpiling outside the limits of construction.

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

Fertilizer shall be applied to all disturbed areas and incorporated into the seedbed prior to seeding or placement of sod at the rate specified in Sections 250 and 252 of the Standard Specifications. This work shall be included in the cost of MOBILIZATION.

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

The following Mixture Requirements are applicable for this project:

Mixture Uses(s): BRIDGE APPROACH
 PG: PG 64-22
 Design Air Voids 4.2 @ N90
 Mixture Composition IL 9.5 OR 12.5
 (Gradation Mixture)
 Friction Aggregate D
 20 Year ESAL N/A

At bridge expansion joints, if temporary expansion joint bulkheads are attached to adjacent deck slabs or abutments for support, the Contractor shall cut the attachments as soon as the concrete has set to prevent joint damage due to horizontal contraction or expansion.

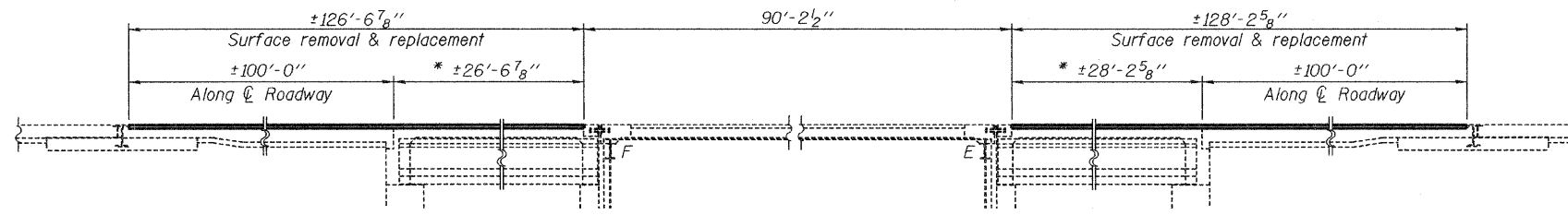
Work on this project will potentially be in progress at the same time as work on painting the steel superstructure. Work on these projects shall be scheduled to keep interference between all the projects to a minimum. The contractors shall inform each other of progress of the projects and give fair warning to the other contractors when a problem might be encountered.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123.

A contingency quantity has been included for partial depth deck slab repair on the bridge decks. Actual locations of repair to be determined in the field by the Engineer.

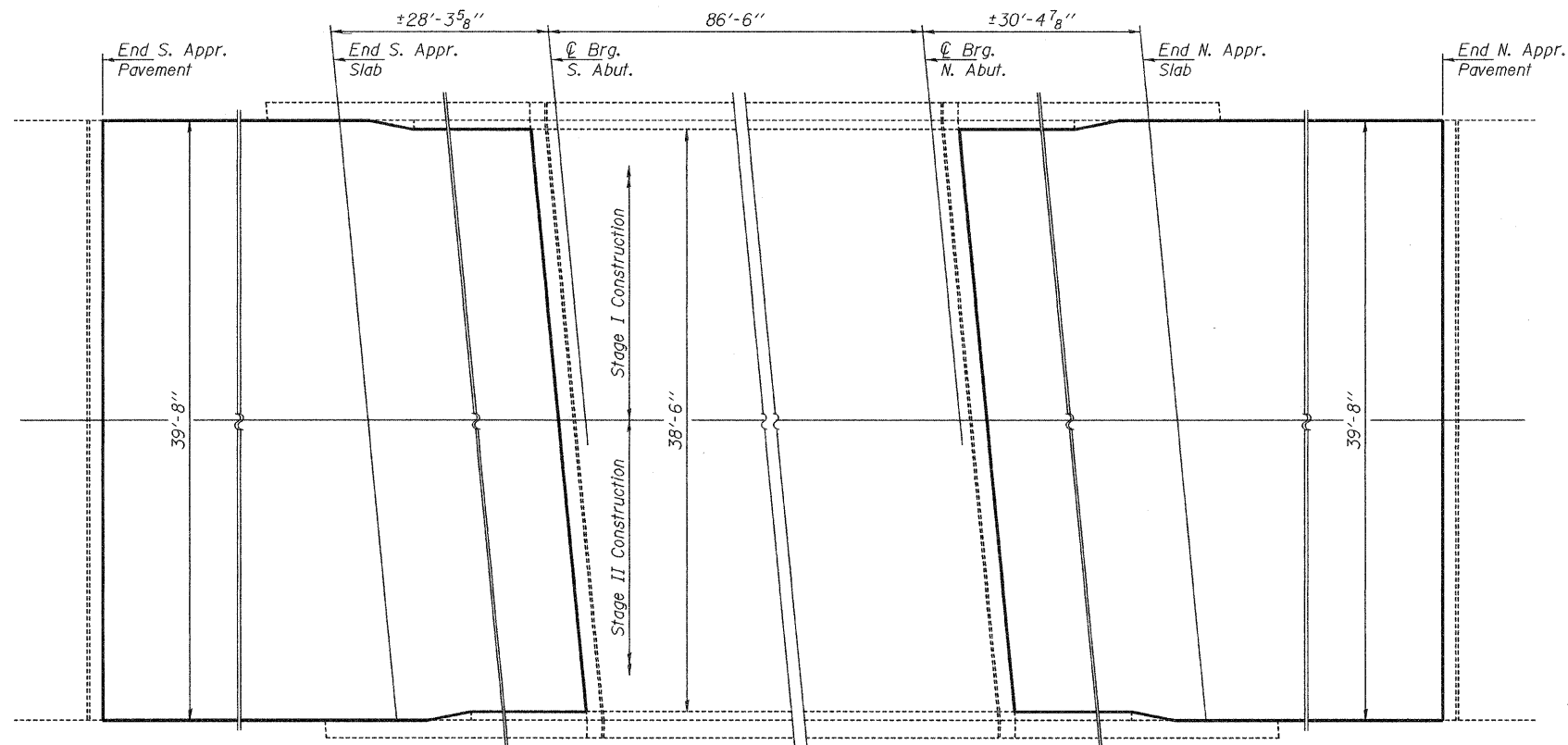
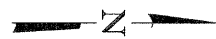
FILE NAME =	USER NAME = lmkdj	DESIGNED - ---	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
G:\BR\CADD\plans\Winnebago County\1010142 & 0143\PLANNING.dgn	DRAWN - ---	REVISED - ---	39			(201-2HBM-1)	WINNEBAGO	11	3		
PLOT SCALE = 50,0000' / IN.	CHECKED - ---	REVISED - ---	CONTRACT NO. 64E96								
PLOT DATE = Tue Jan 28 14:24:04 2009	DATE - ---	REVISED - ---	ILLINOIS FED. AID PROJECT								
						SCALE: -----	SHEET NO. -- OF -- SHEETS	STA. ----- TO STA. -----			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION

* Limits of Waterproofing Membrane System and Diamond Grinding



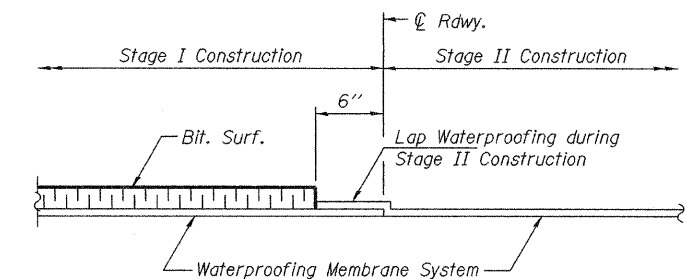
PLAN

Typical both structures

GENERAL NOTES

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction 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 scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Diamond Grinding is intended to smooth out scarified surfaces prior to installation of Waterproofing Membrane System. See Special Provisions.



WATERPROOFING TREATMENT AT STAGE CONSTRUCTION

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bridge Deck Scarification 2 1/2"	Sq. Yd.	2226
Hot-Mix Asphalt Surface Course, Mix "D", N90	Ton	313
Waterproofing Membrane System	Sq. Yd.	471
Diamond Grinding (Bridge Section)	Sq. Yd.	471

**PLAN AND ELEVATION
FAI 39 OVER BLACKHAWK ROAD
SN 101-0142 & 0143**

DESIGNED	Victor H. Veliz
CHECKED	Raimon Belin
DRAWN	VHV baliva
CHECKED	[Signature]

MARCH 18, 2009
EXAMINED [Signature]
ENGINEER OF STRUCTURAL SERVICES
PASSED [Signature]
ENGINEER OF BRIDGES AND STRUCTURES

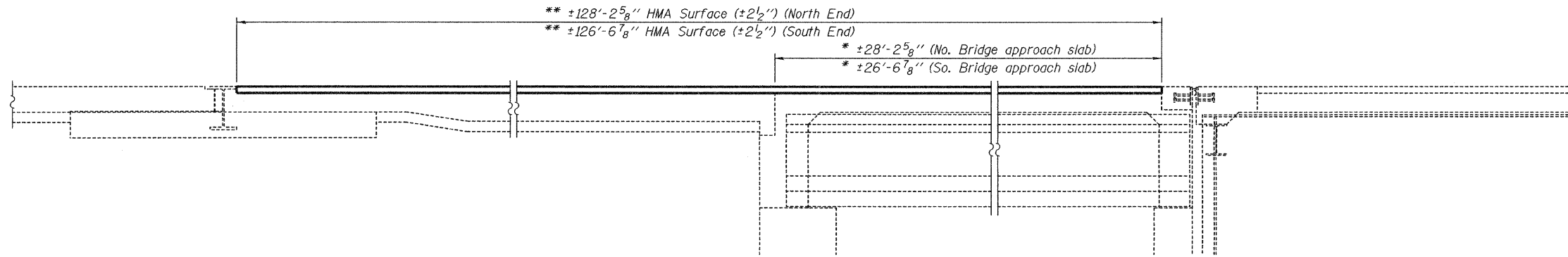


EXPIRES 11-30-2010

SHEET NO. 1 2 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		

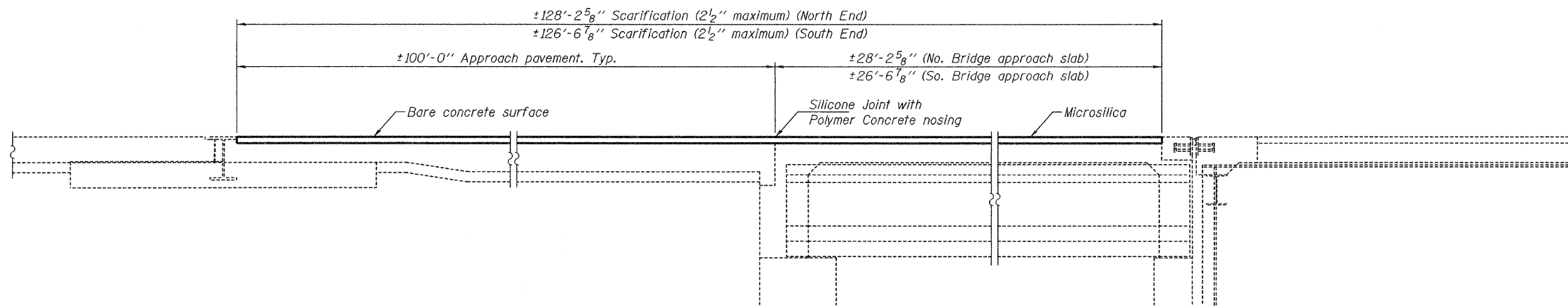
CONTRACT NO. 64E96

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION
(Showing Replacement)

* Limits of Waterproofing Membrane System and Diamond Grinding
** To be placed in 2 lifts. Contractor to ensure smooth riding surface.



ELEVATION
(Showing Removal)

DETAILS
FAI 39 OVER BLACKHAWK ROAD
SN 101-0142 & 0143

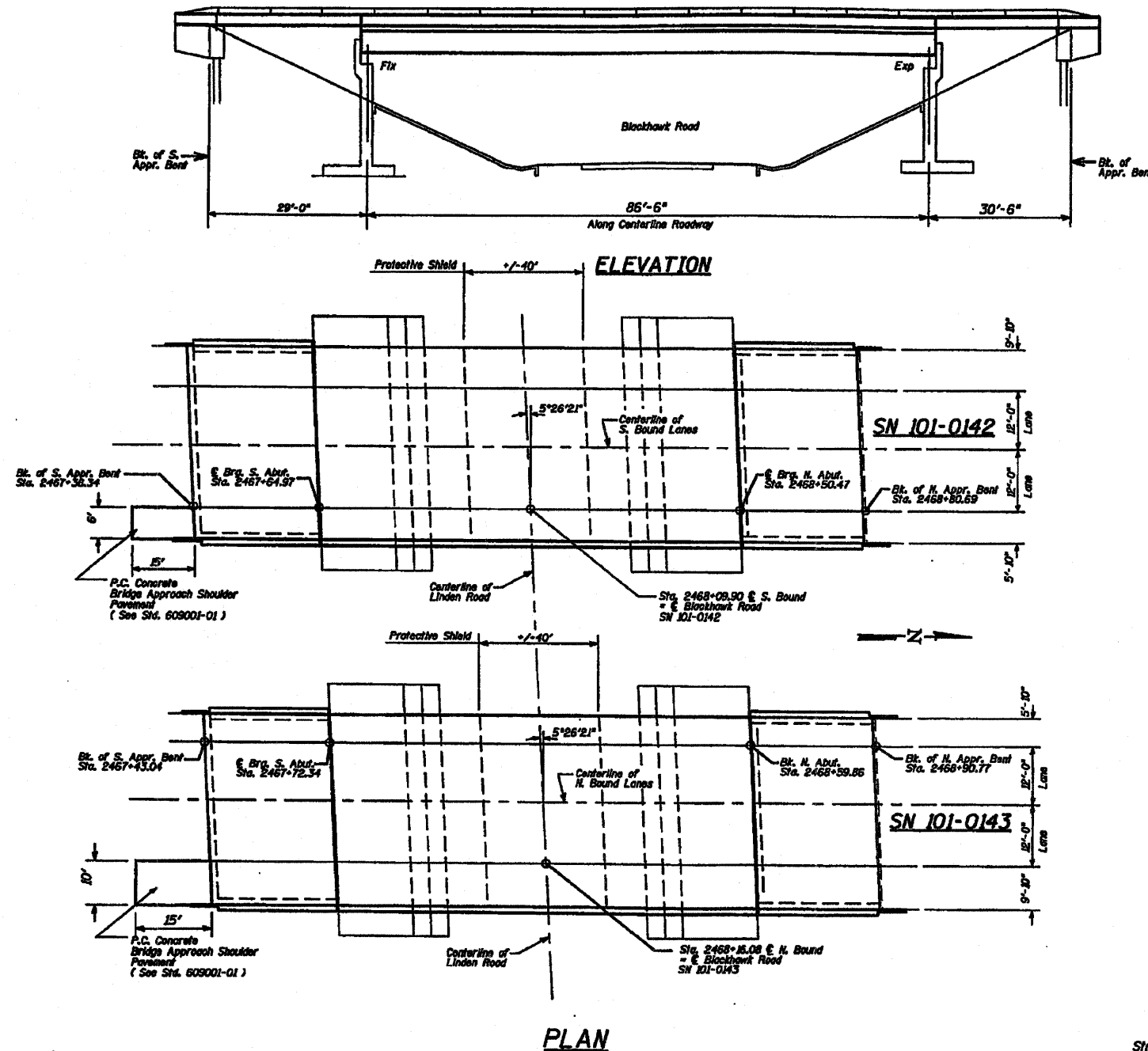
DESIGNED	VHV
CHECKED	DAB
DRAWN	balva
CHECKED	VHV DAB

MARCH 18, 2009
 EXAMINED *Carl Kreyer*
 ENGINEER OF STRUCTURAL SERVICES
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. 2	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	39	(201-2HB)M-1	WINNEBAGO	11	5
2 SHEETS	CONTRACT NO. 64E96				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	201-3HB-1	Winnebago	114	84
DATE	SCALE	PROJECT		

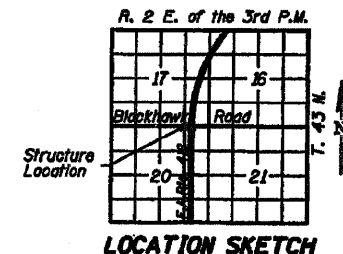


GENERAL NOTES

- This structure will retain the same number 101-0142 (Southbound) & 101-0143 (Northbound).
- All new structural steel shall conform to AASHTO Classification M-270, Gr. 38 unless otherwise noted.
- Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
- Prior to pouring the new concrete deck, all loose rust, loose mill scale and other loose potentially detrimental foreign material shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering removal of the existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall also be removed from the surfaces of the beams or girders in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04 of the Standard Specifications.
- 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 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.
- Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included in the cost of "Concrete Removal".
- Existing longitudinal reinforcement extending into the removed area shall be cleaned, straightened and incorporated into the new construction. Existing transverse reinforcement may be cut on abutment and raised.
- During construction operations, the Contractor shall provide temporary shielding from shoulder to shoulder of the roadway crossed. See Special Provisions.
- Joint openings shall be adjusted according to Article 503.10(a) of the Standard Specifications when the deck is poured at an ambient temperature other than 50 degrees F.
- The inorganic zinc primer/acrylic/acrylic paint system shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the acrylic finish coat shall be Interstate Green, Munsell No. 7.50 4/0. See Special Provision "Cleaning and Painting New Metal Structures".
- Joint plates and attached bars shall be shop painted with the inorganic zinc rich primer. No field paint required.
- Existing structural steel shall only be cleaned and painted as required by the Special Provision "Cleaning and Painting Adjacent Areas of Existing Steel Structures".

TOTAL BILL OF MATERIAL - 2 STRUCTURES

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	17.2		17.2
Bituminous Concrete Removal (Deck)	Sq Yd	1238		1238
Concrete Superstructure	Cu Yd	85.6		85.6
Bridge Deck Microsilica Concrete Overlay	Sq Yd	1894		1894
Reinforcement Bars (Epoxy Coated)	Pound	2780		2780
Concrete Bridge Deck Scaffolding F'	Sq Yd	1894		1894
Bridge Deck Grooming	Sq Yd	1806		1806
Silicone Joint Sealer	Foot	338		338
Deck Slab Repair (Full Depth) - Type D	Sq Yd	8		8
Deck Slab Repair (Full Depth) - Type E	Sq Yd	20		20
Deck Slab Repair (Partial Depth)	Sq Yd	29		29
Bar Splicers	Each	40		40
Fabricating and Erecting Structural Steel	Pound	7062		7062
Protective Shield	Sq Yd	318		318
Formed Concrete	Cu Ft	17.0		17.0
Formed Concrete Resurfacing	Sq Ft	15		15
Deck and Remove Existing Reinforcing	Each	3		3



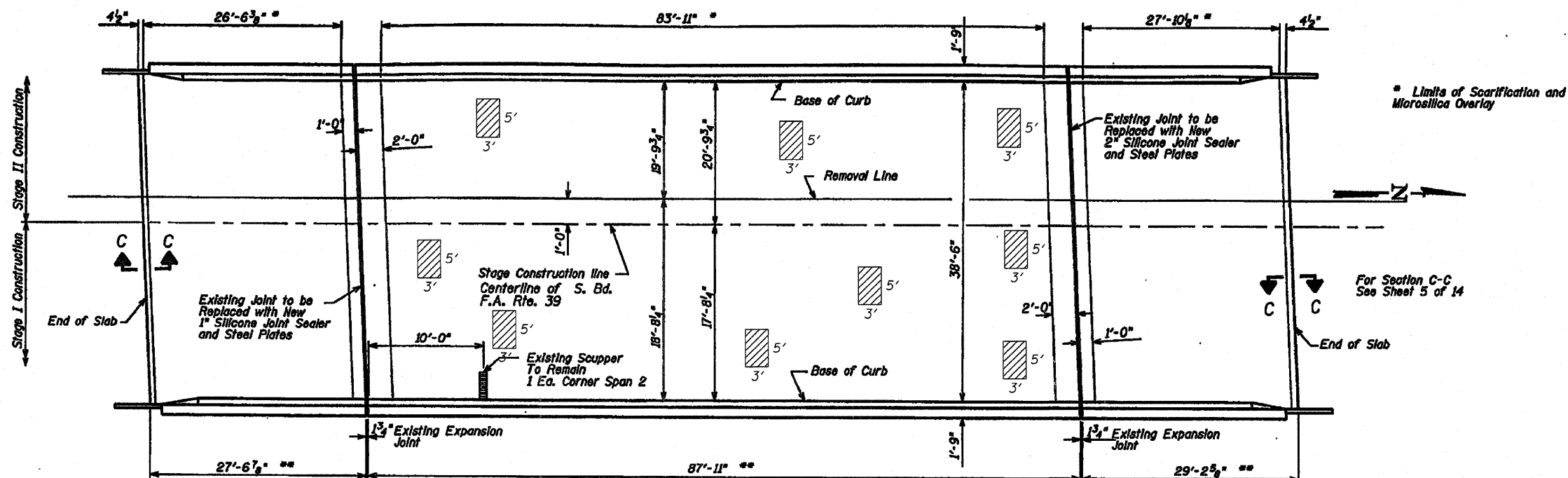
FOR INFORMATION ONLY

GENERAL PLAN AND ELEVATION
F.A.I. RTE. 39 (I-39 & US51)
SECTION 201-3HB-1
WINNEBAGO COUNTY
SN 101-0142 S.B. / SN 101-0143

DESIGNED	
CHECKED	
APPROVED	
CHECKED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DATE	PROJECT	COUNTY	SHEET NO.	TOTAL SHEETS
1/20/09	201-3HB-1	Winnebago	14	85



PLAN

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Deck Slab Repair (Partial)	Sq. Yd.	15

~~BILL OF MATERIAL~~

ITEM	UNIT	TOTAL
Bituminous Concrete Removal (Deck)	Sq. Yd.	619
Concrete Bridge Deck Scarification 1"	Sq. Yd.	592
Bridge Deck Microsilica Concrete Overlay	Sq. Yd.	592
Bridge Deck Grooving	Sq. Yd.	603
Protective Shield	Sq. Yd.	159

- DENOTES DECK SLAB REPAIR (PARTIAL)

The plan quantities for Deck Slab Repair (Partial) are estimated quantities. The actual locations and quantity of Deck Slab Repair shall be determined by the resident engineer in the field after removal of the existing wearing surface. Actual repair locations shall be shown in the as-built plans.

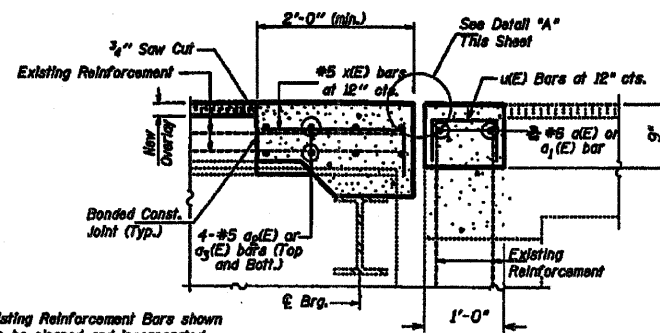
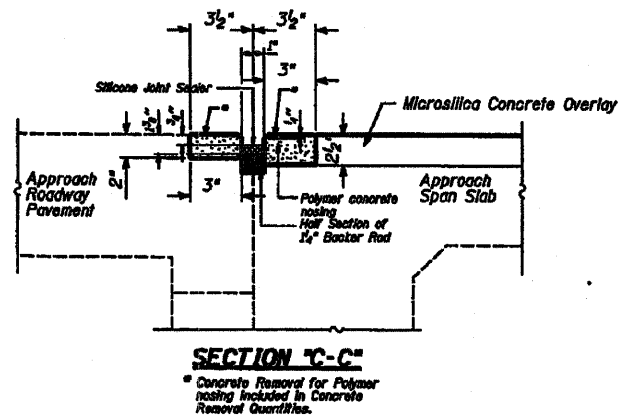
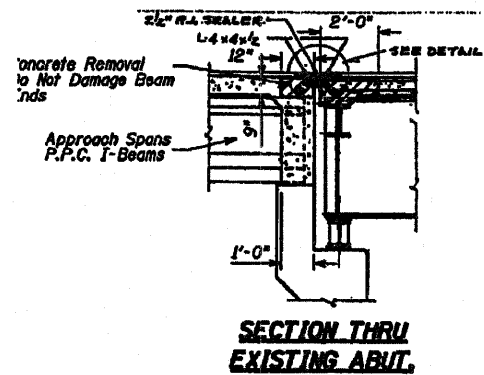
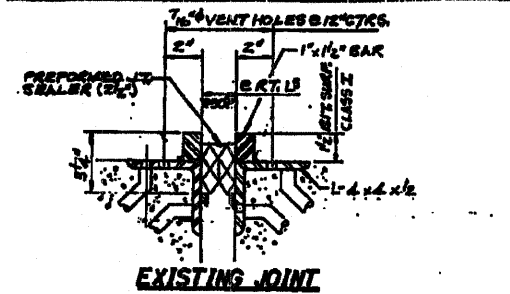
FOR INFORMATION ONLY

DECK PLAN
F.A.I. RTE. 39 (I-39 & US51)
SECTION 201-3HB-1
WINNEBAGO COUNTY
SN 101-0142

FOR INFORMATION ONLY

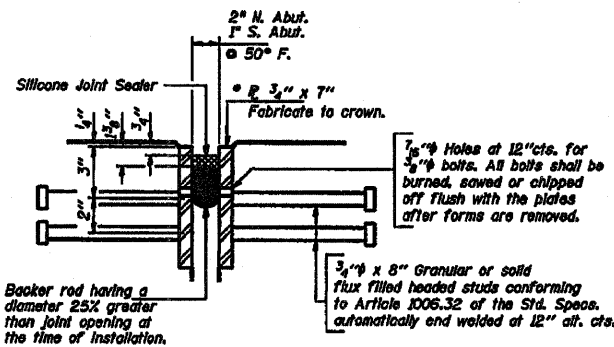
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
201-3HB-1	114	WINNEBAGO	11	8



Notes: Existing Reinforcement Bars shown are to be cleaned and incorporated into new construction.

JOINT RECONSTRUCTION



DETAIL "A"

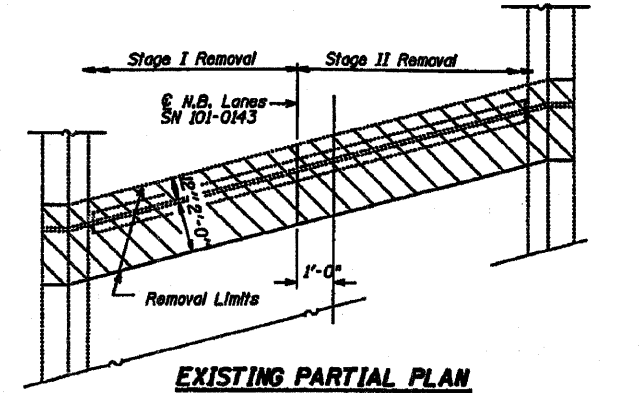
* Furnish in segments of 20 ft. maximum length. Maximum space between installed segments shall be 1/8". Seal space with Silicone Sealant suitable for Structural Steel.

Notes: After fabrication all surfaces of the steel plates shall be given one shop coat of paint specified for Structural Steel. No field painting required.

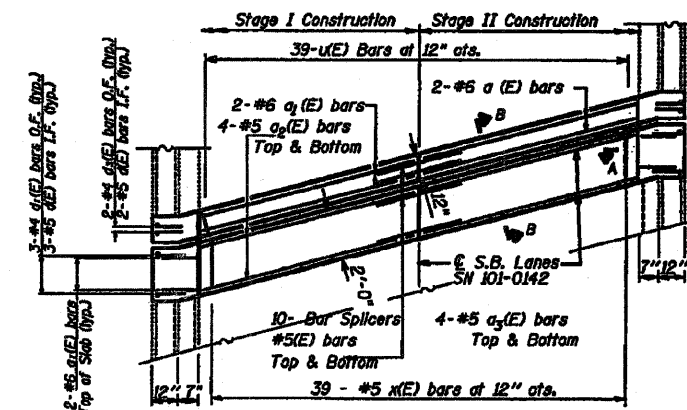
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	4	#6	21'-9"	
a ₁ (E)	4	#6	17'-5"	
a ₂ (E)	16	#5	17'-5"	
a ₃ (E)	16	#5	21'-9"	
a ₄ (E)	8	#6	4'-0"	
u(E)	78	#4	1'-7"	
d(E)	20	#5	4'-3"	
d ₁ (E)	12	#4	4'-6"	
d ₂ (E)	8	#4	2'-1"	
d ₃ (E)	8	#4	6'-0"	
x(E)	78	#5	2'-5"	
Item		Unit	Quantity	
Reinforcement Bars, Epoxy Coated		Pound	1390	
Concrete Superstructure		Cu. Yd.	8.3	
Concrete Removal		Cu. Yd.	8.6	
Furnishing and Erecting Structural Steel		Pound	3007	
Silicone Joint Sealer		Foot	168	
Bar Splicers		Each	20	
Polymer Concrete		Cu. Ft.	8.5	

Reinforcement bars designated (E) shall be epoxy coated.

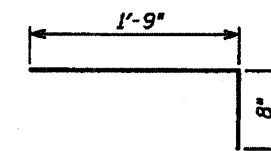


EXISTING PARTIAL PLAN



PROPOSED PARTIAL PLAN

For Section A-A and Section B-B See Next Sheet



BAR x(E)

JOINT REPLACEMENT DETAILS
F.A.I. RTE. 39 (I-39 & US51)
SECTION 201-3HB-1
WINNEBAGO COUNTY
SN 101-0143

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DATE	

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PLOT DATE = Tue Jan 20 14:24:49 2009		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS

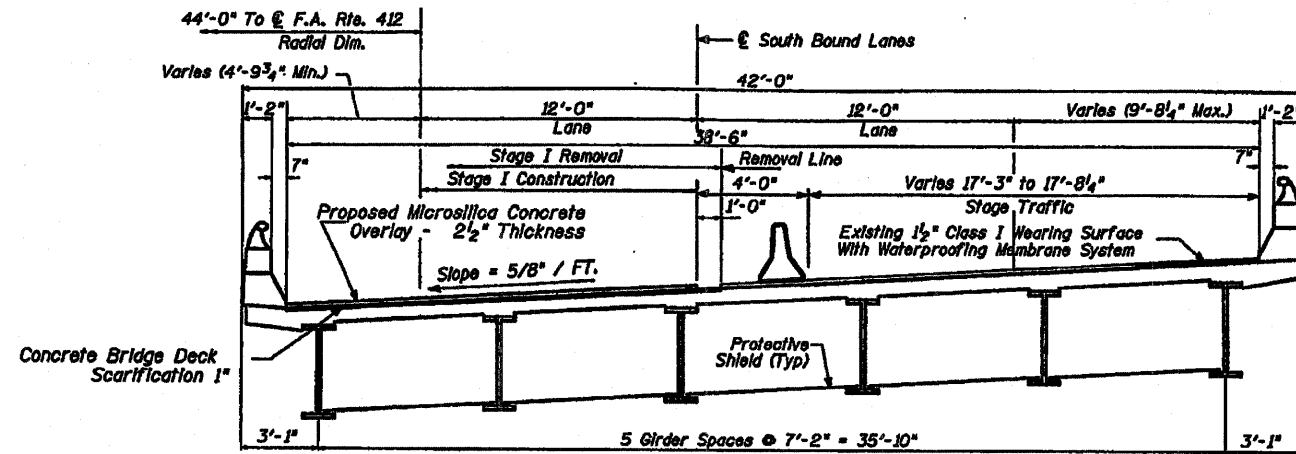
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-2HBM-1)	WINNEBAGO	11	8
CONTRACT NO. 64E96			ILLINOIS FED. AID PROJECT	

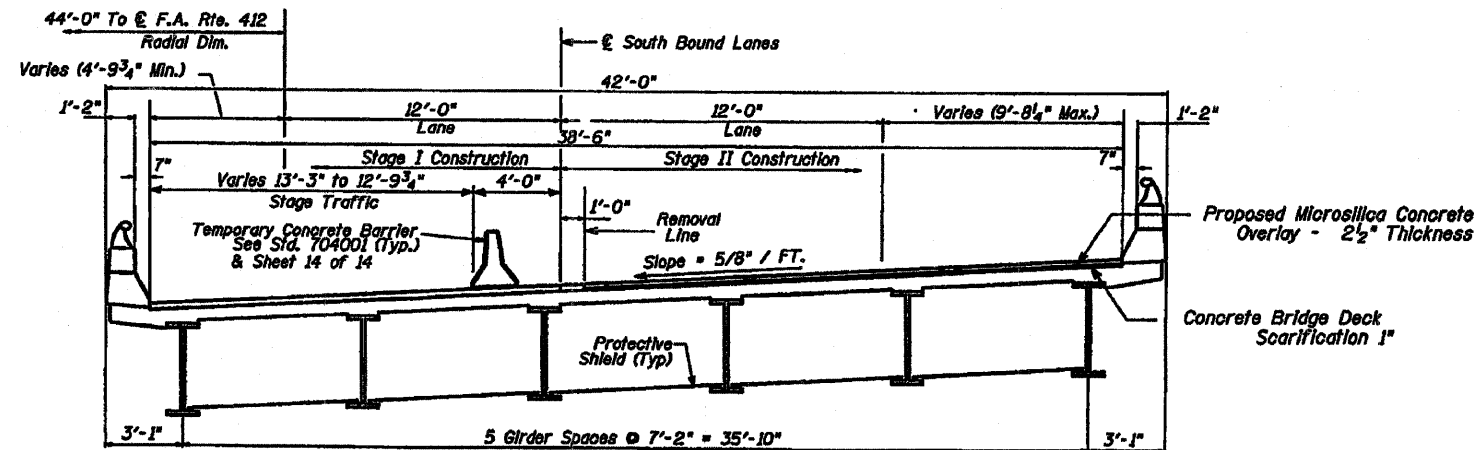
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	201-3HB-1	Winnebago	14	9
ILLINOIS FED. AID PROJECT				



DECK CROSS SECTION - STAGE I
(Looking South)



DECK CROSS SECTION - STAGE II
(Looking South)

DECK CROSS SECTION
F.A.I. RTE. 39 (I-39 & US51)
SECTION 201-3HB-1
WINNEBAGO COUNTY
SN 101-0142

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DATE	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS

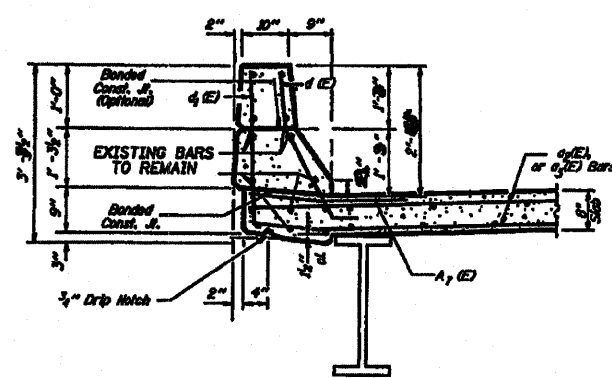
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-2HBIM-1)	WINNEBAGO	11	9
CONTRACT NO. 64E96				
ILLINOIS FED. AID PROJECT				

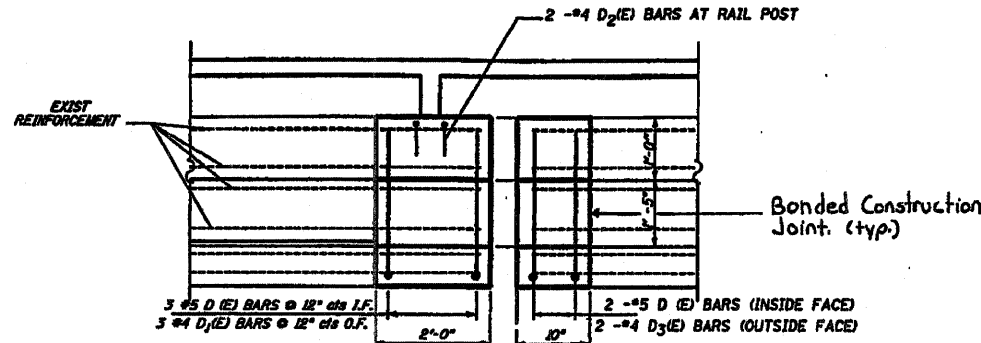
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SECTION	201-3HB-1	WINNEBAGO	11	53	11 SHEETS
DATE	3/9				

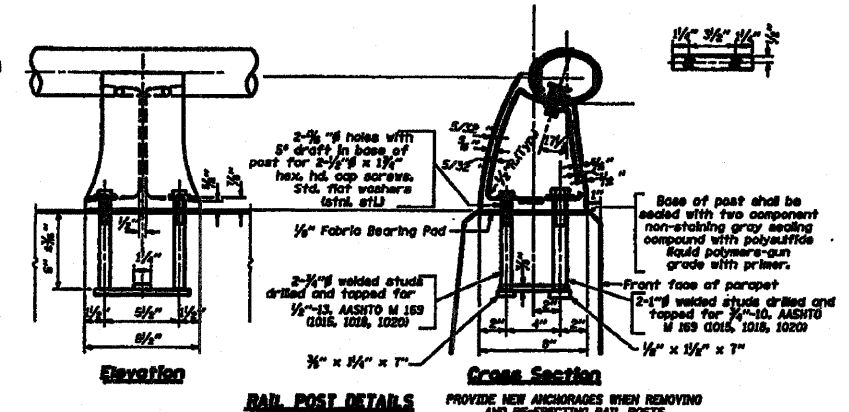


SECTION A-A
(deck span)

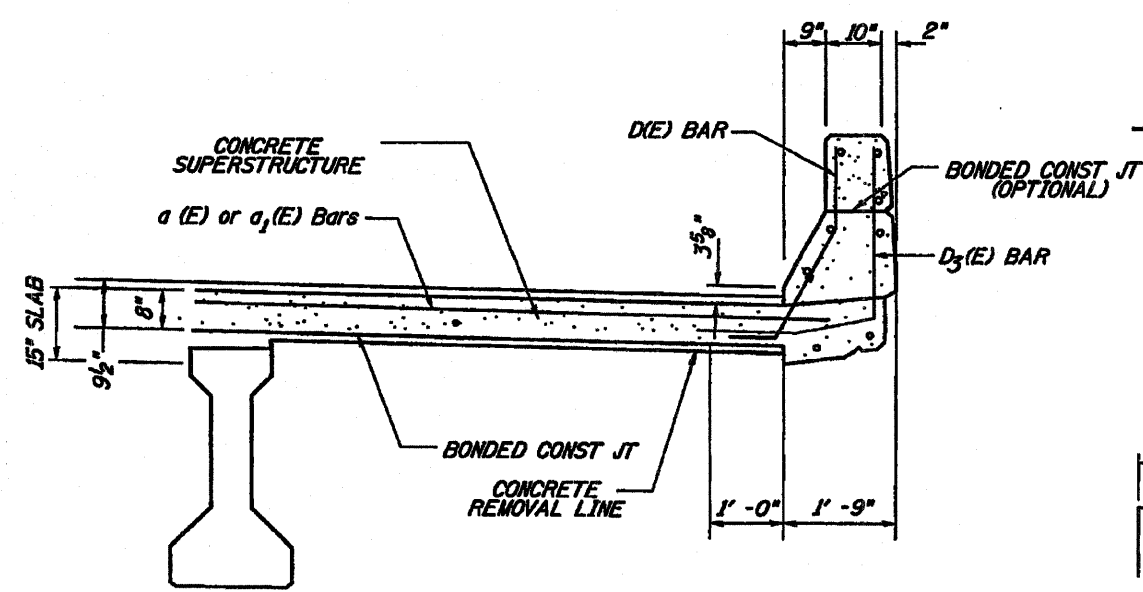


SECTION B-B

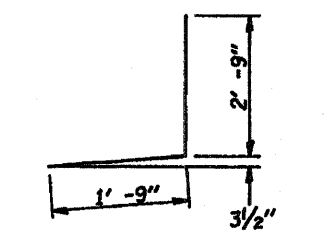
NOTE: ALL COST FOR REMOVAL OF EXISTING ALUMINUM RAILING AND RAIL ELEMENTS, IF REQUIRED, AND RE-INSTALLATION SHALL BE CONSIDERED INCLUDED IN CONCRETE REMOVAL



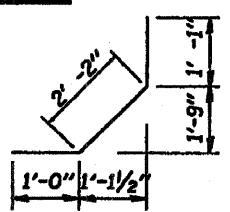
RAIL POST DETAILS
PROVIDE NEW ANCHORAGES WHEN REMOVING AND RE-ERECTING RAIL POSTS



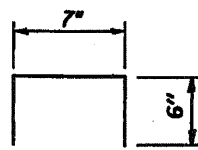
TYP SECTION THRU SLAB PARAPET
(at ends of approach span)



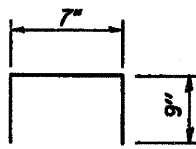
#4 D₁(E) BAR



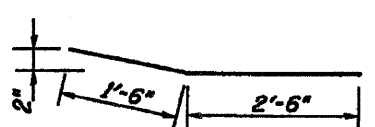
#5 D₁(E) BAR



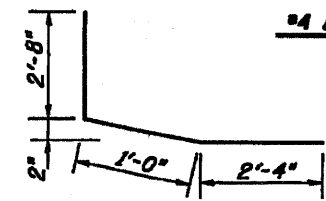
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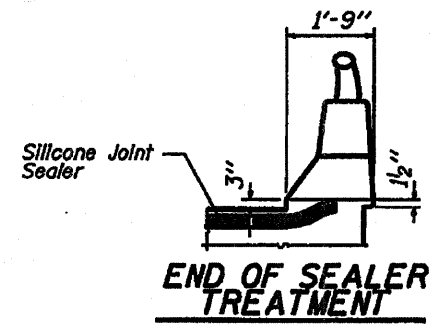
#4 D₂(E) BAR



#4 A₇(E) BAR



#4 D₃(E) BAR



END OF SEALER TREATMENT

PARAPET DETAILS
F.A.I. RTE. 39 (I-39 & US51)
SECTION 201-3HB-1
WINNEBAGO COUNTY
SM 101.012 / SM 101.014

DESIGNED	
CHECKED	
IN CHARGE	
DATE	

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		CHECKED -	REVISED -
		DATE -	REVISED -

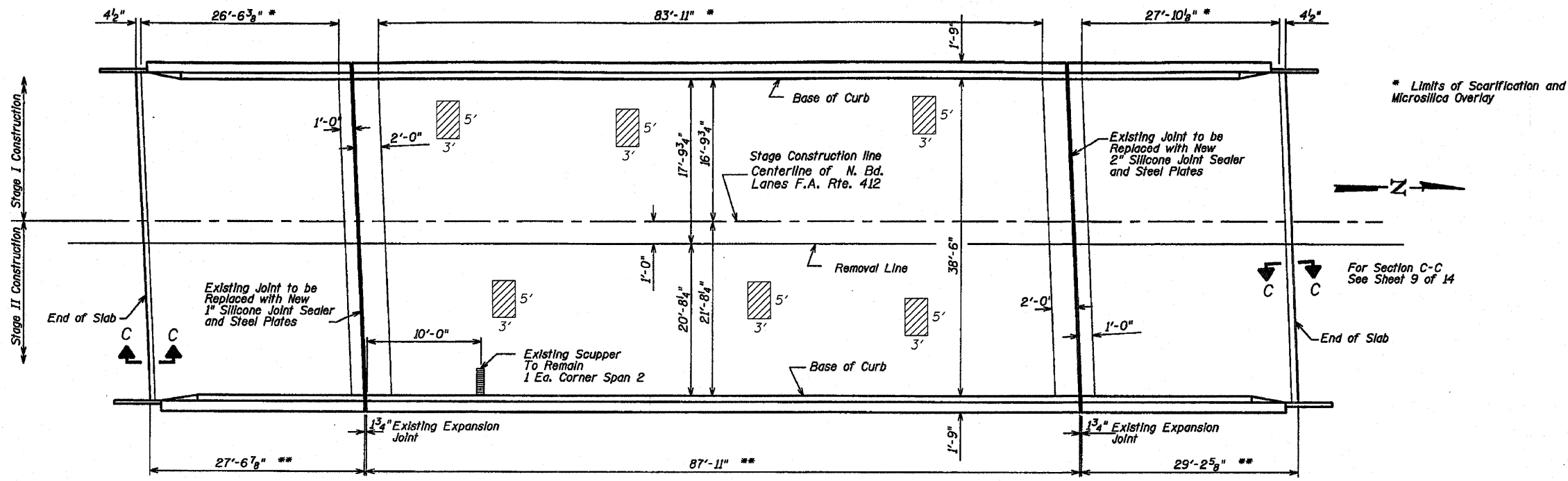
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS	
SCALE: _____	SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-2HBIM-1)	WINNEBAGO	11	10
			CONTRACT NO. 64E96	
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
39	201-3HB-1	Winnebago	114	89



PLAN

** Limits of Bituminous Concrete Removal and Limits of Bridge Deck Grooving

FOR INFORMATION ONLY

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Deck Slab Repair (Partial)	Sq. Yd.	10

~~BILL OF MATERIAL~~

ITEM	UNIT	TOTAL
Bituminous Concrete Removal (Deck)	Sq. Yd.	619
Concrete Bridge Deck Scarification 1"	Sq. Yd.	592
Bridge Deck Microsilica Concrete Overlay	Sq. Yd.	592
Bridge Deck Grooving	Sq. Yd.	603
Protective Shield	Sq. Yd.	159

- DENOTES DECK SLAB REPAIR (PARTIAL)

The plan quantities for Deck Slab Repair (Partial) are estimated quantities. The actual locations and quantity of Deck Slab Repair shall be determined by the resident engineer in the field after removal of the existing wearing surface. Actual repair locations shall be shown in the as-built plans.

DECK PLAN
F.A.I. RTE. 39 (I-39 & US51)
SECTION 201-3HB-1
WINNEBAGO COUNTY
SN 101-0143

FILE NAME =	USER NAME = linkdj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Q:\BR\CADD\plans\Winnebago County\1010143 & 0143\PLANeng.dgn	DRAWN -	REVISED -	39			(201-2HBM-1)	WINNEBAGO	11	11	
PLOT SCALE = 5/8" = 1' IN.	CHECKED -	REVISED -	CONTRACT NO. 64E96							
PLOT DATE = Tue Jan 20 14:25:32 2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							