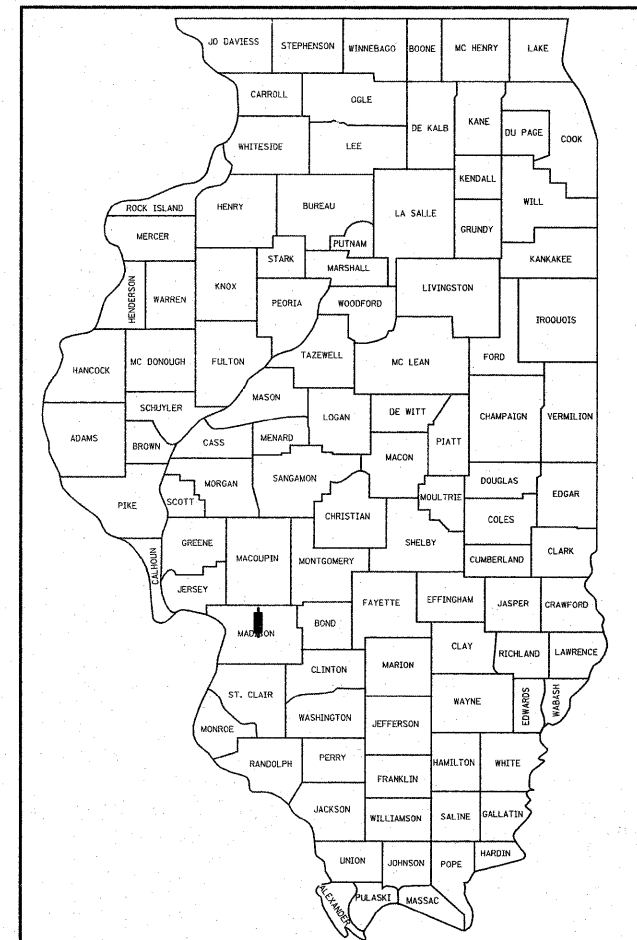


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1, (60-(3HB, 3HB-1))	MADISON	123	1
		ILLINOIS	CONTRACT NO. 76601	

\* 123 + 4 = 127

D-98-056-02



LOCATION OF SECTION INDICATED THUS: - [thick black line] -

**INDEX OF SHEETS**

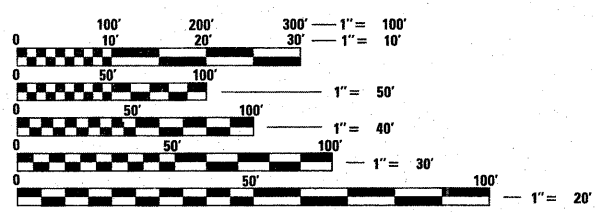
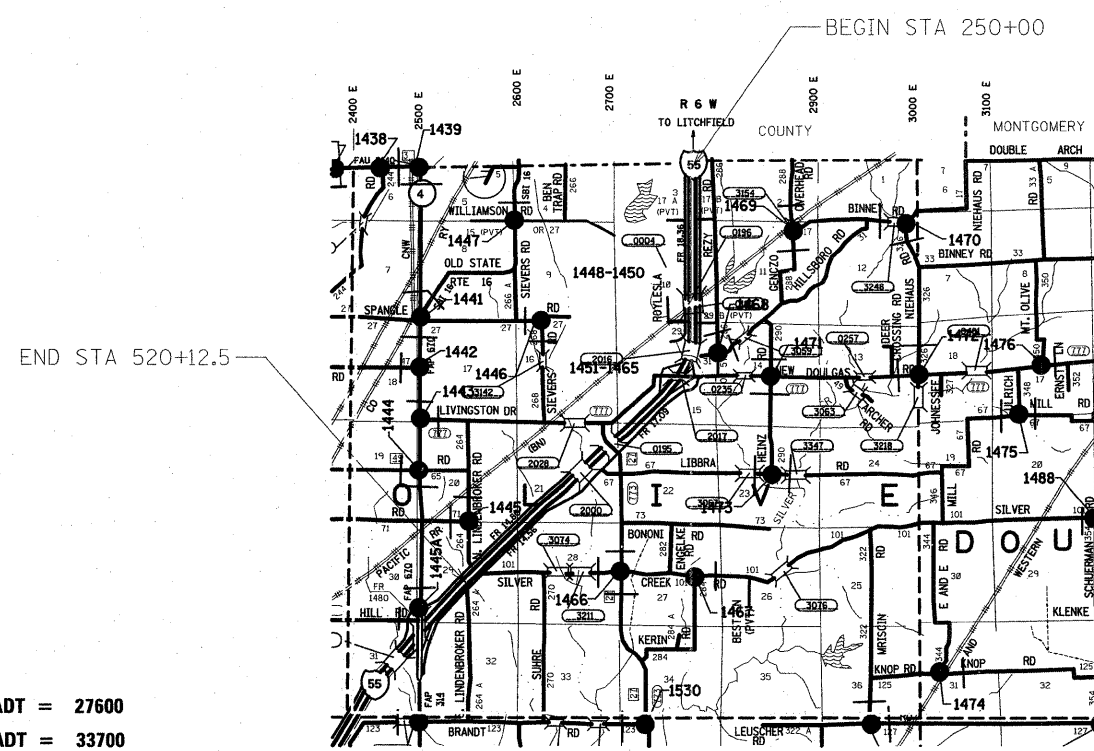
- 1 COVER SHEET, INDEX, ADT
- 2 GENERAL NOTES, HIGHWAY STANDARDS, COMMITMENTS
- 3 - 6 SUMMARY OF QUANTITIES
- 7 - 11 TYPICAL SECTIONS
- 12 - 15 SCHEDULES OF QUANTITIES
- 16 - 19 STAGES OF CONSTRUCTION
- 20 - 46 PLAN SHEETS
- 47 - 73 PAVEMENT MARKING SHEETS
- 74 - 79 PAVING DETAILS
- 80 - 82 PLAN DETAILS
- 83 - 119 BRIDGE PLANS
- 120 - 123 BRIDGE PAINTING PLANS

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS**

**PROPOSED  
HIGHWAY PLANS**

**FAI ROUTE 55 (I-55)  
SECTION 60-3RS-1, 60-(3HB, 3HB-1)  
PROJECT: ACNHI-055-1(084)034  
INTERSTATE RESURFACING AND BRIDGE REPAIR  
MADISON COUNTY**

C-98-106-10



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  
OR 811

2010 ADT = 27600  
2030 ADT = 33700  
SU = 3.4%, MU = 24.7%

PROJECT ENGINEER PATTI LEBEAU (618)346-3179  
PROJECT MANAGER CHERYL KEPLAR (618)346-3186

GROSS LENGTH = 27012.5 FT. = 5.116 MILE  
NET LENGTH = 27012.5 FT. = 5.116 MILE

CONTRACT NO. 76601

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED June 24 2010  
M. C. Chermi  
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

August 13 2010  
Scott E. Stitt, P.E.  
ACTING ENGINEER OF DESIGN AND ENVIRONMENT

August 13 2010  
Christine M. Reed, P.E.  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

GENERAL NOTES

- THE STANDARDS AND REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
- ALL ELEVATIONS REFER TO NATIONAL GEODATIC SURVEY (N.G.S.) DATUM.
- IF ANY SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED OR RESURFACED OVER. 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.
- ILLINOIS STATE LAW REQUIRES A 48 HOUR NOTICE TO BE GIVEN TO ALL 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:
 

UTILITY	ABOVE GOUND	BELOW GROUND
*AMEREN IP (GAS & ELECTRIC)	X	
*AT&T CORPORATION (COMMUNICATIONS)		X
*BOND MADISON WATER COMPANY (WATER)		X
*CONSOLIDATED COMMUNICATIONS (COMMUNICATIONS)	X	X
*LEVEL 3 COMMUNICATIONS, LLC (COMMUNICATIONS)		X
*VILLAGE OF LIVINGSTON (WATER & SANITARY SEWER)		X
*MADISON TELEPHONE COMPANY (COMMUNICATIONS)		X
*MARATHON PIPE LINE LLC (PIPELINE)		X
*PAETEC (COMMUNICATIONS)		X
*SOUTHWESTERN ELECTRIC COOPERATIVE, INC (ELECTRIC)	X	X
*THREE COUNTY PUBLIC WATER DISTRICT (WATER)		X
MEMBERS OF J.U.L.I.E. (800)892-0123 ARE INDICATED BY *. NON MEMBERS MUST BE NOTIFIED INDIVIDUALLY.		X
- EXCESS BITUMEN REMOVAL SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF STANDARD SPECIFICATIONS.
- A QUANTITY FOR CLEANING PAVED DITCH HAS BEEN INCLUDED IN THE PLANS FOR USE ON THIS PROJECT. LOCATIONS IN MOST NEED OF CLEANING SHOULD BE IDENTIFIED BY THE ENGINEER.
- THE THICKNESS OF THE HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.
- AN ESTIMATED 38,000 TONS OF HMA WILL BE REMOVED.
- THE MIXTURE REQUIREMENTS SHOWN ON THIS SHEET IN THE MIXTURE REQUIREMENTS CHART ARE APPLICABLE FOR THIS PROJECT.
- ALL AREAS DISTURBED FOR ANY REASON SHALL BE SEEDED AND MULCHED AS DIRECTED BY THE ENGINEER. NUTRIENTS SHALL CONFORM TO ARTICLE 250.04 OF THE STANDARD SPECIFICATIONS.
- SAW CUTTING ON ALL EDGES FOR REMOVAL ITEMS SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEM AS INDICATED AND IN ACCORDANCE WITH SECTION 440 OF THE STANDARD SPECIFICATIONS.
- 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 CONSIDERED APPROXIMATE.
- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT THE BEGINNING OF THE PROJECT PLUS ALL INTERSECTING SIDE ROADS AND RAMPS AND WILL BE INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE 48" FLOURESCENT ORANGE.
- SHORT-TERM PAVEMENT MARKING SHALL BE APPLIED TO THE MILLED, PRIMED, AND FINAL HMA SURFACE. A QUANTITY FOR TEMPORARY PAVEMENT MARKING EQUAL TO THE AMOUNT OF PERMANENT PAVEMENT MARKING HAS BEEN INCLUDED IN THE PLANS. "WORK ZONE PAVEMENT MARKING REMOVAL" SHALL BE PAID FOR THE FINAL SURFACE ONLY.
- ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED IN SUCH A WAY AS NOT TO INTERFERE WITH THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- THE STAGE CONSTRUCTION TRAFFIC CONTROL SEQUENCE AS SHOWN IN THE PLANS IS SUGGESTED. THE CONTRACTOR MAY SUBMIT IN WRITING A PROPOSED STAGE CONSTRUCTION TRAFFIC CONTROL SEQUENCE MEETING THE TRAFFIC CONTROL STANDARDS, PLAN NOTES, AND SPECIAL PROVISIONS IN THIS CONTRACT FOR APPROVAL BY THE DEPARTMENT.
- ANY REFERENCE TO BITUMINOUS CONCRETE SHALL BE CONSTRUED TO MEAN HMA.
- THE PCC PATCHES WITHIN THE PROJECT LIMITS WILL BE SUBJECT TO THE HMA SURFACE REMOVAL OPERATIONS OF THE DEPTHS SPECIFIED IN THE PLANS. THE COST OF MILLING THESE PATCHES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE OF THE HMA REMOVAL ITEMS IN THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AS DIRECTED BY THE ENGINEER. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR RELOCATION OF THESE SIGNS.

- ALL MILLED AREAS SHALL BE RESURFACED WITH THE APPROPRIATE LEVEL BINDER OR BINDER COURSE PRIOR TO OPENING LANES TO TRAFFIC.
- EXISTING UNDERGROUND AND ABOVE GRADE FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED ON THESE CONTRACT DOCUMENTS BASED UPON THE INFORMATION AND SURVEYS AVAILABLE AT THE TIME OF DRAWING PREPARATION. THE LOCATION OF THESE FEATURES MUST, THEREFORE, BE CONSIDERED APPROXIMATE ONLY. IN ADDITION, THERE MAY BE OTHER FACILITIES, STRUCTURES, AND UTILITIES WHICH DID NOT EXIST (OR THE EXISTENCE OF WHICH WAS NOT KNOWN) AT THE TIME OF DRAWING PREPARATION. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR(S) TO HAVE ALL EXISTING FACILITIES, STRUCTURES, AND UTILITIES LOCATED IN THE FIELD PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITY; AND TO PROTECT ALL SUCH EXISTING FEATURES (EXCEPT THOSE SPECIFICALLY NOTED FOR REMOVAL OR DEMOLITION DURING CONSTRUCTION).

- CONNECTING OF NEW OR EXISTING PIPE UNDERDRAINS TO NEW OR EXISTING INLETS OR MANHOLES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE, PIPE UNDERDRAINS SHALL BE PLACED OR CUT FLUSH WITH THE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES OF THE PIPE UNDERDRAINS OR STRUCTURES INVOLVED.

- FOR STABILIZATION ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF 16 SANDBAGS PER BARRICADE.

- THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/OR OVERLAY EVERY 250 FEET. THE NUMBERS SHALL BE APPROXIMATELY 3/4 INCH WIDE, 5 INCHES HIGH AND 5/8 INCH DEEP. THE BOTTOM OF THE NUMBERS SHALL BE PLACED 6 INCHES FROM THE INSIDE EDGE OF THE PAVEMENT MARKING LINE ON THE OUTSIDE EDGE OF PAVEMENT. THE STAMPED STATIONS SHALL BE IMMEDIATELY FILLED WITH SAND PRIOR TO ANY ADDITIONAL ROLLING. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED PAVING ITEMS.

- LOCATING UNDERGROUND CABLE HAS BEEN INCLUDED IN THESE PLANS FOR LOCATING ALL STATE FACILITIES ON STATE ROW SUCH AS HIGHWAY LIGHTING, ITS SYSTEMS, TRAFFIC COUNTERS, ETC.

- SHOULDER WIDENING FOR THE TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT SHALL BE INCLUDED IN THE UNIT PRICE OF THE TRAFFIC BARRIER TERMINAL AND CONSTRUCTED ACCORDING TO STANDARD 630301.

- MIXTURES FOR JOINTS, CRACKS, AND FLANGEWAYS AS SPECIFIED IN SECTION 406 OF THE STANDARD SPECIFICATIONS SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

- THE ENGINEER SHALL SURVEY ALL GORE AREAS TO DETERMINE DRAINAGE PATTERNS. THE PROPOSED HMA SURFACING SHALL BE PLACED TO PROVIDE FOR POSITIVE DRAINAGE AS DIRECTED BY THE ENGINEER.

- QUANTITIES FOR WOVEN WIRE FENCE REMOVAL AND WOVEN WIRE FENCE, 4' HAVE BEEN INCLUDED IN THE PLANS FOR ACCESS CONTROL FENCE REPAIR. LOCATIONS IN MOST NEED OF REPAIR SHOULD BE IDENTIFIED BY THE ENGINEER.

- BEFORE PLACING THE AGGREGATE SUBBASE, PLEASE CONTACT DGE AT LEAST ONE DAY IN ADVANCE TO CONDUCT SOIL STABILITY TESTING. A GEOSYNTHETIC FABRIC OR GEOGRID MAY BE REQUIRED PRIOR TO THE PLACEMENT OF THE 12" OF AGGREGATE. A QUANTITY OF 1451 SQ YD HAS BEEN INCLUDED IN THE CONTRACT.

- THE HOT-MIX ASPHALT PLUG SHOWN ON HIGHWAY STANDARD 601001 FOR SHOULDER REMOVAL AND REPLACEMENT SHALL BE CONSTRUCTED OF A HOT-MIX ASPHALT MIXTURE OF 75% CA-11 AND 25% CA-16 WITH 2.8 +/- 0.2% OF ASPHALT CEMENT. THE ASPHALT CEMENT SHALL BE PG-64-22.

HIGHWAY STANDARDS		
000001-05	631011-06	701311-03
001001-02	631031-08	701400-04
001006	631032-05	
420001-07	631033-03	701402-07
421001-02	635001-01	701406-05
442001-04	635006-03	701411-06
442101-07	635011-02	701426-03
482006-03	642001-01	701456
601001-03	665001-02	701901-01
601101-01	701001-02	704001-06
609001-05	701006-03	720011-01
630001-08	701101-02	781001-03
630301-05	701106-02	780001-02
	701301-03	

ROUTE	FAI RTE. 55
SECTION	60-3RS-1, 60-(3HB, 3HB-1)
COUNTY	MADISON
CONTRACT	76601

MIXTURE REQUIREMENTS

COMMITMENTS  
NONE

DESCRIPTION:	RESURFACING, BRIDGE REPAIR AND DECK OVERLAY ON I-55 FROM NORTH OF IL 4 TO THE MACOUPIN COUNTY LINE.
ADT (Construction Yr):	29700
MU%:	20.9
SU%:	3
20 YR. ESAL'S:	37.68

MIXTURE USE	SMA SURFACE	POLY BINDER	SHOULDERS ≥ 2.25"	SHOULDERS < 2.25"	BASE CSE. FOR STAGE CONST.
AC/PG	SBS PG 76-22	SBS PG 76-22	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	SEE SPEC.	SEE SPEC.	See Contract RAP Special Provision	See Contract RAP Special Provision	See Special Provision
DESIGN AIR VOIDS	4.0% @ Ndes=80	4.0% @ Ndes=90			4.0% @ Ndes=90
MIX COMPOSITION (GRADATION MIXTURE)	SEE SPEC.	IL 19.0	**2.0% @ Ndes=30 NMA 3/4"	**2.0% @ Ndes=30 NMA 1/2"	IL 19.0
FRICITION AGG	SMA	MIXTURE "B"			MIXTURE "B"

\*\* Top Lift Shoulders - Design this mix at 2.0% voids and add asphalt to reduce voids to 1.5%.

Plan quantities for Bituminous Concrete Surface Course Items are calculated using a unit weight of 112 lb/sq yd/in (59.8 kg/sq m/25 mm thickness).

FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES, HIGHWAY STANDARDS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ai:\pw\work\...dot\conoverpj\d0128625\d0	76601-sht-plan.dgn	DRAWN -	REVISED -			55	60-3RS-1,60-(3HB,3HB-1)	MADISON	123	2
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 76601				
PLOT DATE = 6/23/2010		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUMMARY OF QUANTITIES**

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	1000	SFTY-2A	SFTY-2A	SFTY-2A	SFTY-2A			
				90% FED	90% FED	90% FED	90% FED	90% FED			
				10% STATE	10% STATE	10% STATE	10% STATE	10% STATE			
				ROADWAY	SN 060-0195 ALHAMBRA RD	SN 060-0198 NEW DOUGLAS	SN 060-0196 I-55 OVER RR	SN 060-0197 I-55 OVER RR			
20200100	EARTH EXCAVATION	CU YD	544	544							
20400800	FURNISHED EXCAVATION	CU YD	100	100							
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1632	1632							
25000210	SEEDING, CLASS 2A	ACRE	0.24	0.24							
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	21.6	21.6							
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	21.6	21.6							
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	21.6	21.6							
25100105	MULCH, METHOD 1	ACRE	0.24	0.24							
28000520	ABOVE GRADE INLET PROTECTION	EACH	7	7							
28100101	STONE RIPRAP, CLASS A1	SQ YD	26				13	13			
35101100	AGGREGATE BASE COURSE, TYPE A 12"	SQ YD	1632	1632							
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	128.5	128.5							
40600300	AGGREGATE (PRIME COAT)	TON	618	618							
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1525	1525							
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	854	854							
40600990	TEMPORARY RAMP	SQ YD	950	950							
40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	19627	19627							
40603153	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	TON	17683	17683							
42100360	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 13"	SQ YD	1451	1451							
42100615	PAVEMENT REINFORCEMENT	SQ YD	1451	1451							
42101300	PROTECTIVE COAT	SQ YD	1451	1451							
44000100	PAVEMENT REMOVAL	SQ YD	1451	1451							
44000162	HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/4"	SQ YD	147894	147894							
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	93516	93516							
44004356	HOT-MIX ASPHALT SURFACE REMOVAL (DECK)	SQ YD	1584			1584					
44004250	PAVED SHOULDER REMOVAL	SQ YD	2933	2933							
44200577	CLASS A PATCHES, TYPE II, 12 INCH	SQ YD	301	301							
44200581	CLASS A PATCHES, TYPE III, 12 INCH	SQ YD	84	84							
44200583	CLASS A PATCHES, TYPE IV, 12 INCH	SQ YD	84	84							
44200934	CLASS B PATCHES, TYPE II, 8 INCH	SQ YD	461	461							
44213000	PATCHING REINFORCEMENT	SQ YD	916	916							

FILE NAME = USER NAME = conoverpj  
 DESIGNED - DRAWN - CHECKED - DATE -  
 REVISED - REVISED - REVISED -  
 PLOT SCALE = 50.0000' / IN.  
 PLOT DATE = 6/23/2010

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**  
 SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	3
CONTRACT NO. 76601				
ILLINOIS FED. AID PROJECT				

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUMMARY OF QUANTITIES**

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	I000	SFTY-2A	SFTY-2A	SFTY-2A	SFTY-2A			
				90% FED	90% FED	90% FED	90% FED	90% FED			
				10% STATE	10% STATE	10% STATE	10% STATE	10% STATE			
				ROADWAY	SN 060-0195 ALHAMBRA RD	SN 060-0198 NEW DOUGLAS	SN 060-0196 I-55 OVER RR	SN 060-0197 I-55 OVER RR			
44213200	SAW CUTS	FOOT	5863	5863							
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	2971	2971							
48101200	AGGREGATE SHOULDERS, TYPE B	TON	124	124							
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	5282	5282							
48203033	HOT-MIX ASPHALT SHOULDERS, 9"	SQ YD	2933	2933							
48203100	HOT-MIX ASPHALT SHOULDERS	TON	16926	16926							
50102400	CONCRETE REMOVAL	CU YD	59.6		7	16.4	18.1	18.1			
50104000	BRIDGE RAIL REMOVAL	FOOT	1968		675	591	351	351			
50104650	SLOPE WALL REMOVAL	SQ YD	32				16	16			
50157300	PROTECTIVE SHIELD	SQ YD	1413		426	749	119	119			
50300225	CONCRETE STRUCTURES	CU YD	18.8	4.2	3.8	10.8					
50300255	CONCRETE SUPERSTRUCTURE	CU YD	107.5		23.9	31.3	26.15	26.15			
50300260	BRIDGE DECK GROOVING	SQ YD	3878		1006	1450	711	711			
50300300	PROTECTIVE COAT	SQ YD	5743		1399	2462	941	941			
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	8610		1490	3280	1920	1920			
50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	52		10	18	12	12			
Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1		1						
Z0010502	CLEANING AND PAINTING STEEL BRIDGE NO. 2	L SUM	1			1					
Z0010503	CLEANING AND PAINTING STEEL BRIDGE NO. 3	L SUM	1				1				
Z0010504	CLEANING AND PAINTING STEEL BRIDGE NO. 4	L SUM	1					1			
Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1		1						
Z0007102	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 2	L SUM	1			1					
Z0007103	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 3	L SUM	1				1				
Z0007104	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 4	L SUM	1					1			
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	23970		5950	9900	4060	4060			
50800515	BAR SPLICERS	EACH	72			24	24	24			
52000110	PREFORMED JOINT STRIP SEAL	FOOT	434		62	160	106	106			

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUMMARY OF QUANTITIES**

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	I000	SFTY-2A	SFTY-2A	SFTY-2A	SFTY-2A			
				90% FED	90% FED	90% FED	90% FED	90% FED			
				10% STATE	10% STATE	10% STATE	10% STATE	10% STATE			
				ROADWAY	SN 060-0195 ALHAMBRA RD	SN 060-0198 NEW DOUGLAS	SN 060-0196 I-55 OVER RR	SN 060-0197 I-55 OVER RR			
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	47		5	18	12	12			
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	5		5						
52100520	ANCHOR BOLTS, 1"	EACH	104		20	36	24	24			
58700300	CONCRETE SEALER	SQ FT	1196		150	432	307	307			
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	236	236							
60100078	SHOULDER REMOVAL AND REPLACEMENT 12 1/2"	FOOT	100425	100425							
60100945	PIPE DRAINS 12"	FOOT	12				6	6			
60107600	PIPE UNDERDRAINS 4"	FOOT	107424	107424							
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	6844	6844							
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	4650	4650							
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	8	8							
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4							
* 63100089	TRAFFIC BARRIER TERMINAL, TYPE 6B	EACH	8	8							
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL), TANGENT	EACH	20	20							
* 63400105	GUARD POSTS	EACH	7	7							
* 63500105	DELINEATORS	EACH	312	312							
63500120	DELINEATOR REMOVAL	EACH	312	312							
64200105	SHOULDER RUMBLE STRIPS	FOOT	103961	103961							
66500105	WOVEN WIRE FENCE, 4'	FOOT	1000	1000							
66502300	WOVEN WIRE FENCE REMOVAL	FOOT	1000	1000							
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	24	24							
67100100	MOBILIZATION	L SUM	1	1							
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	8	4			2	2			
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	4	4							
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1							
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1			1					
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	36	36							
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	13176	13176							
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	10295	10295							
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	122018	122018							
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	4099	4099							
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1464	1464							

FILE NAME =	USER NAME = conoverp.j	DESIGNED -	REVISED -
ca\pwork\PWIDOT\CONOVERP.J\d8128505\d76601-sht-plan.dgn		DRAWN -	REVISED -
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 6/24/2010		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: \_\_\_\_\_ SHEET NO. 3 OF 4 SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	5
<b>CONTRACT NO. 76601</b>				
ILLINOIS FED. AID PROJECT				

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUMMARY OF QUANTITIES**

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	1000	SFTY-2A	SFTY-2A	SFTY-2A	SFTY-2A			
				90% FED	90% FED	90% FED	90% FED	90% FED			
				10% STATE	10% STATE	10% STATE	10% STATE	10% STATE			
				ROADWAY	SN 060-0195 ALHAMBRA RD	SN 060-0198 NEW DOUGLAS	SN 060-0196 I-55 OVER RR	SN 060-0197 I-55 OVER RR			
*72000100	SIGN PANEL - TYPE 1	SQ FT	395	395							
*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	10295	10295							
*78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	106496	106496							
*78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	4099	4099							
*78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	2854	2854							
*78001100	PAINT PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ FT	472	472							
*78004230	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"	FOOT	15522	15522							
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1482	1482							
*78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	8	8							
*78200300	PRISMATIC CURB REFLECTOR	EACH	24	24							
*78200410	GUARDRAIL MARKERS, TYPE A	EACH	89	89							
*78200530	BARRIER WALL MARKERS, TYPE C	EACH	24	24	8	8	4	4			
*78201000	TERMINAL MARKER-DIRECT APPLIED	EACH	20	20							
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1490	1490							
*80300110	LOCATING UNDERGROUND CABLE, SPECIAL	EACH	20	20							
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	561	561	95	430	18	18			
<del>X6325605</del>	<del>PAVEMENT MARKING GROOVING</del>	<del>SQ FT</del>	<del>472</del>	<del>472</del>							
Z0026346	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1							
NP X0549200	CLEANING PAVED DITCH	FOOT	1000	1000							
X6320100	GUARDRAIL REMOVAL SPECIAL	FOOT	2339	2339							
X7830074	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	2042	2042							
*X7800200	PAINT PAVEMENT MARKING CURB	FOOT	115	115							
XZ193500	BRIDGE DECK MICROSILICA CONCRETE OVERLAY 2 1/4"	SQ YD	4064	4064	1062	1546	728	728			
Z0006204	BRIDGE DECK HYDRO-SCARIFICATION 1/2"	SQ YD	2608	2608	1062	1546					
Z0006225	BRIDGE DECK HYDRO-SCARIFICATION 2 1/2"	SQ YD	1456	1456			728	728			
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	18	18	14	4					
Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	114268	114268							
Z0075310	TIE BARS 3/4"	EACH	28	28							
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1			0.5	0.5			
Z0016702	DETOUR SIGNING	L SUM	1	1							
*X7830068	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS	SQ FT	472	472							
© Z0076000	TRAINEES	HOUR	2500	2500							

NP- NON-PARTICIPATING ©Y080 \*SPECIALTY ITEMS

FILE NAME =	USER NAME = conoverp	DESIGNED -	REVISED -
CONTRACT NO. = 76601	PROJECT NO. = 60-3RS-1,60-(3HB,3HB-1)I	DRAWN -	REVISED -
PLOT SCALE = 50.0000' / IN.	DATE = 6/24/2010	CHECKED -	REVISED -

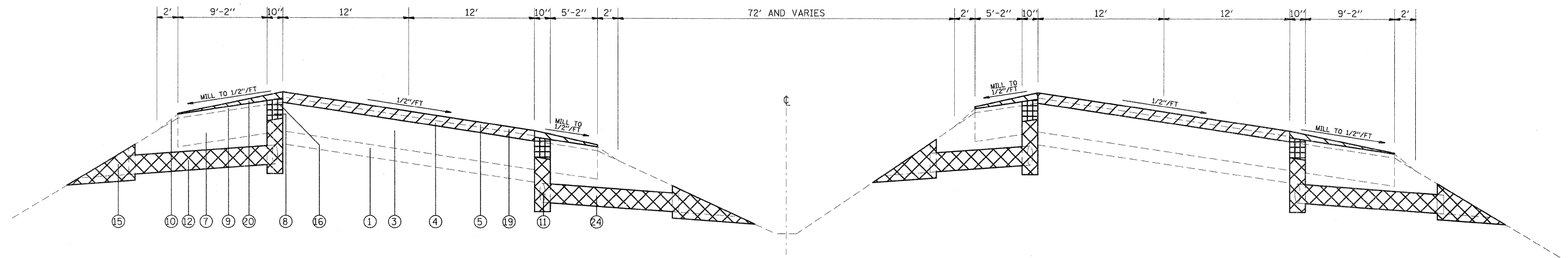
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

**SUMMARY OF QUANTITIES**

SCALE: \_\_\_\_\_ SHEET NO. 4 OF 4 SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

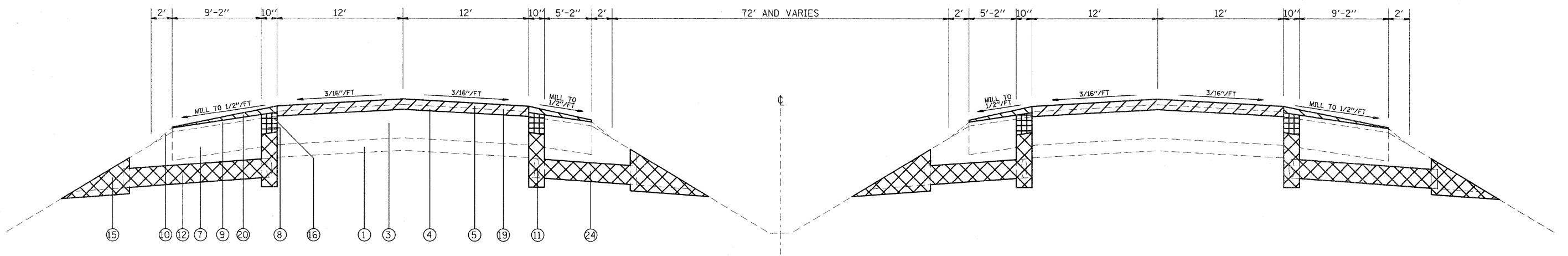
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	6
CONTRACT NO. 76601			ILLINOIS FED. AID PROJECT	

Rev.



**SUPERELEVATED SECTION**

STA 250+00 TO STA 253+83.5  
 STA 332+99 TO STA 359+81.5  
 STA 384+15.4 TO STA 396+98.2  
 STA 492+24.6 TO STA 505+84.2  
 STA 508+15 TO STA 520+12.5



**TANGENT SECTION**

STA 253+83.5 TO STA 317+14.5  
 STA 317+14.5 TO STA 318+03 (SB)  
 STA 318+94 TO STA 319+82.5 (NB)  
 STA 319+82.5 TO STA 332+99  
 STA 359+81.5 TO STA 362+05  
 STA 365+09 TO STA 384+15.4  
 STA 396+98.2 TO STA 406+88  
 STA 413+28 TO STA 492+24.6  
 STA 505+84.2 TO STA 508+15

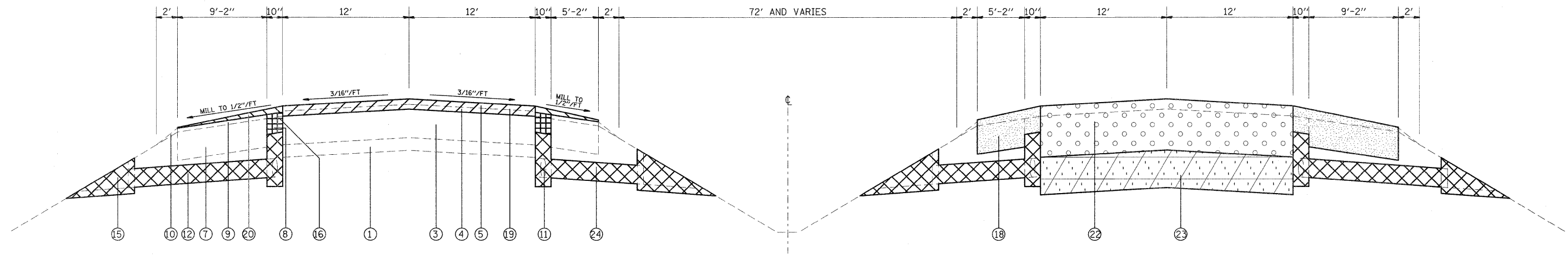
- ① EXISTING STABILIZED SUBBASE, 4"
- ② EXISTING PCC PAVEMENT, 8"
- ③ EXISTING CRC PAVEMENT, 9"
- ④ EXISTING HMA BINDER COURSE, 1 3/4"
- ⑤ EXISTING HMA SURFACE COURSE, 1 1/2"
- ⑥ EXISTING STABILIZED SHOULDER, 8"
- ⑦ EXISTING STABILIZED SHOULDER, 9"
- ⑧ EXISTING BITUMINOUS SHOULDER, 5"
- ⑨ EXISTING BITUMINOUS SHOULDER, VARIABLE DEPTH

- ⑩ EXISTING AGGREGATE WEDGE SHOULDER
- ⑪ EXISTING PIPE DRAIN, 4"
- ⑫ EXISTING PIPE DRAIN (SPECIAL), 4"
- ⑬ EXISTING PIPE DRAIN, 6"
- ⑭ EXISTING PIPE DRAIN (SPECIAL), 6"
- ⑮ EXISTING CONCRETE HEADWALLS FOR PIPE UNDERDRAINS
- ⑯ PROPOSED SHOULDER REMOVAL AND REPLACEMENT, 12.5"
- ⑰ PROPOSED PAVED SHOULDER REMOVAL, 9"
- ⑱ PROPOSED PAVED SHOULDER REMOVAL, VARIES 10.5" TO 13.5"

- ⑲ PROPOSED HMA SURFACE REMOVAL, 3 1/4"
- ⑳ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH
- ㉑ PROPOSED PAVEMENT REMOVAL, 13"
- ㉒ PROPOSED PAVEMENT REMOVAL, 16.25"
- ㉓ PROPOSED EARTH EXCAVATION, 12"
- ㉔ PROPOSED PIPE UNDERDRAIN REMOVAL
- ㉕ PROPOSED AGGREGATE BASE COURSE, TYPE A 12"
- ㉖ PROPOSED AGGREGATE (PRIME COAT)
- ㉗ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)

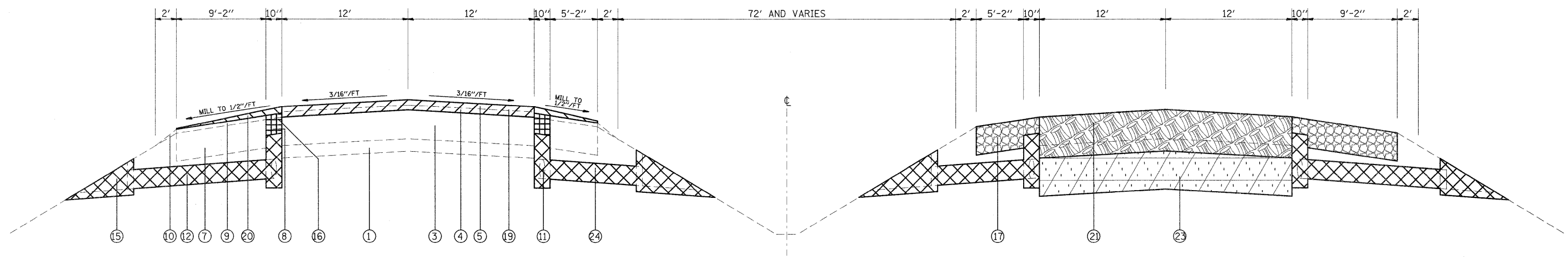
- ㉘ PROPOSED POLY HMA BINDER COURSE, 2.25"
- ㉙ PROPOSED POLY HMA SURFACE COURSE, SMA, 2"
- ㉚ PROPOSED CONTINUOUSLY REINFORCED CONCRETE PAVEMENT, 13"
- ㉛ PROPOSED HMA SHOULDERS
- ㉜ PROPOSED HMA SHOULDERS, 9"
- ㉝ PROPOSED AGGREGATE SHOULDER WEDGE
- ㉞ PROPOSED PIPE UNDERDRAINS, 4"
- ㉟ PROPOSED PIPE UNDERDRAINS (SPECIAL), 4"
- ㊱ PROPOSED CONCRETE HEADWALLS FOR PIPE DRAINS

FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING TYPICAL SECTIONS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\pwork\pilot\conoverpj\d2128605\d8	6621-sht-plan.dgn	DRAWN -	REVISED -			55	60-3RS-1, 60-(3HB, 3HB-1)	MADISON	123	7	
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 76601					
	PLOT DATE = 6/23/2010	DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
						SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.		



TYPICAL SECTION

STA 362+05 TO STA 365+09  
SEE PLAN VIEW AND DETAILS FOR LIMITS OF SHOULDER REPLACEMENT



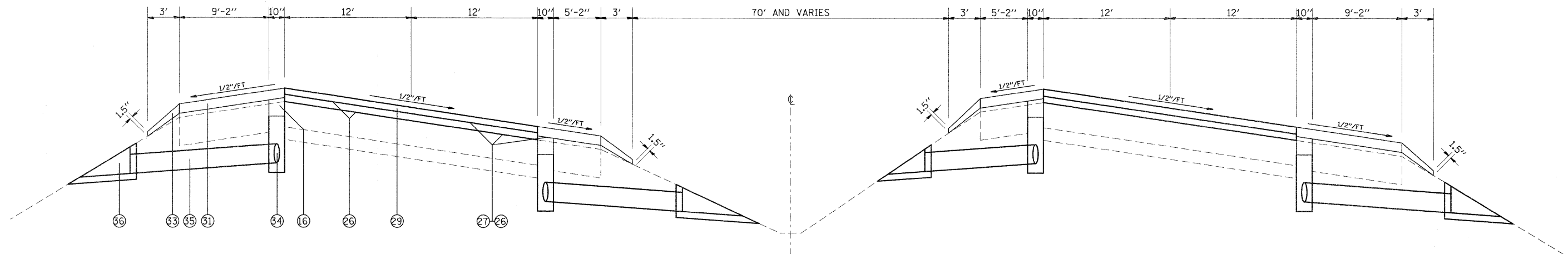
TYPICAL SECTION

STA 408+88 TO STA 411+28  
SEE PLAN VIEW AND DETAILS FOR LIMITS OF SHOULDER REPLACEMENT

- |  |  |  |   |
|--|--|--|---|
| ① EXISTING STABILIZED SUBBASE, 4"              | ⑩ EXISTING AGGREGATE WEDGE SHOULDER                      | ⑲ PROPOSED HMA SURFACE REMOVAL, 3 1/4"         | ⑳ PROPOSED POLY HMA BINDER COURSE, 2.25"                  |
| ② EXISTING PCC PAVEMENT, 8"                    | ⑪ EXISTING PIPE DRAIN, 4"                                | ㉑ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH | ㉒ PROPOSED POLY HMA SURFACE COURSE, SMA, 2"               |
| ③ EXISTING CRC PAVEMENT, 9"                    | ⑫ EXISTING PIPE DRAIN (SPECIAL), 4"                      | ㉒ PROPOSED PAVEMENT REMOVAL, 13"               | ㉓ PROPOSED CONTINUOUSLY REINFORCED CONCRETE PAVEMENT, 13" |
| ④ EXISTING HMA BINDER COURSE, 1 3/4"           | ⑬ EXISTING PIPE DRAIN, 6"                                | ㉓ PROPOSED PAVEMENT REMOVAL, 16.25"            | ㉔ PROPOSED HMA SHOULDERS                                  |
| ⑤ EXISTING HMA SURFACE COURSE, 1 1/2"          | ⑭ EXISTING PIPE DRAIN (SPECIAL), 6"                      | ㉔ PROPOSED EARTH EXCAVATION, 12"               | ㉕ PROPOSED HMA SHOULDERS, 9"                              |
| ⑥ EXISTING STABILIZED SHOULDER, 8"             | ⑮ EXISTING CONCRETE HEADWALLS FOR PIPE UNDERDRAINS       | ㉕ PROPOSED PIPE UNDERDRAIN REMOVAL             | ㉖ PROPOSED AGGREGATE SHOULDER WEDGE                       |
| ⑦ EXISTING STABILIZED SHOULDER, 9"             | ⑯ PROPOSED SHOULDER REMOVAL AND REPLACEMENT, 12.5"       | ㉖ PROPOSED AGGREGATE BASE COURSE, TYPE A 12"   | ㉗ PROPOSED PIPE UNDERDRAINS, 4"                           |
| ⑧ EXISTING BITUMINOUS SHOULDER, 5"             | ⑰ PROPOSED PAVED SHOULDER REMOVAL, 9"                    | ㉗ PROPOSED AGGREGATE (PRIME COAT)              | ㉘ PROPOSED PIPE UNDERDRAINS (SPECIAL), 4"                 |
| ⑨ EXISTING BITUMINOUS SHOULDER, VARIABLE DEPTH | ⑱ PROPOSED PAVED SHOULDER REMOVAL, VARIES 10.5" TO 13.5" | ㉘ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)   | ㉙ PROPOSED CONCRETE HEADWALLS FOR PIPE DRAINS             |

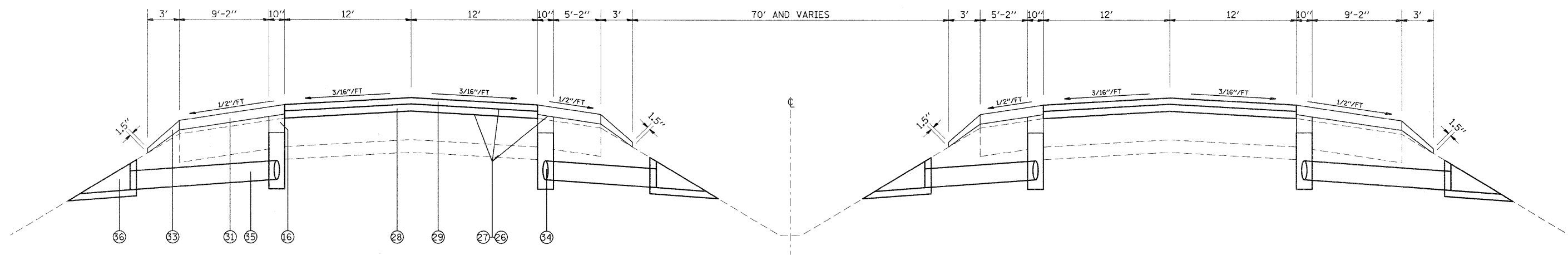
FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING TYPICAL SECTIONS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 50.0000' / 1"		CHECKED -	REVISED -			CONTRACT NO. 76601				
PLOT DATE = 6/23/2010		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
SCALE: _____ SHEET NO. 2 OF 2 SHEETS STA. _____ TO STA. _____										





**SUPERELEVATED SECTION**

STA 250+00 TO STA 253+83.5  
 STA 332+99 TO STA 359+81.5  
 STA 384+15.4 TO STA 396+98.2  
 STA 492+24.6 TO STA 505+84.2  
 STA 508+15 TO STA 520+12.5



**TANGENT SECTION**

STA 253+83.5 TO STA 317+14.5  
 STA 317+14.5 TO STA 318+03 (SB)  
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 STA 396+98.2 TO STA 406+88  
 STA 413+28 TO STA 492+24.6  
 STA 505+84.2 TO STA 508+15

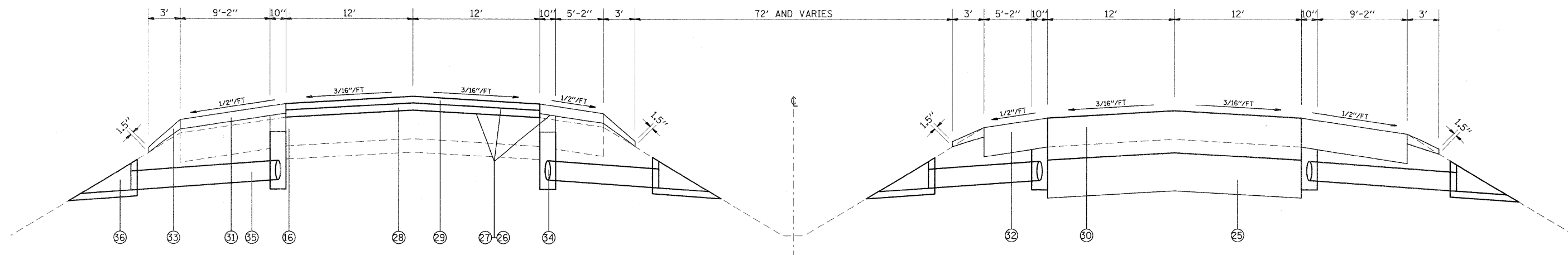
- ① EXISTING STABILIZED SUBBASE, 4"
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- ⑳ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH
- ㉑ PROPOSED PAVEMENT REMOVAL, 13"
- ㉒ PROPOSED PAVEMENT REMOVAL, 16.25"
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- ㉕ PROPOSED AGGREGATE BASE COURSE, TYPE A 12"
- ㉖ PROPOSED AGGREGATE (PRIME COAT)
- ㉗ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)

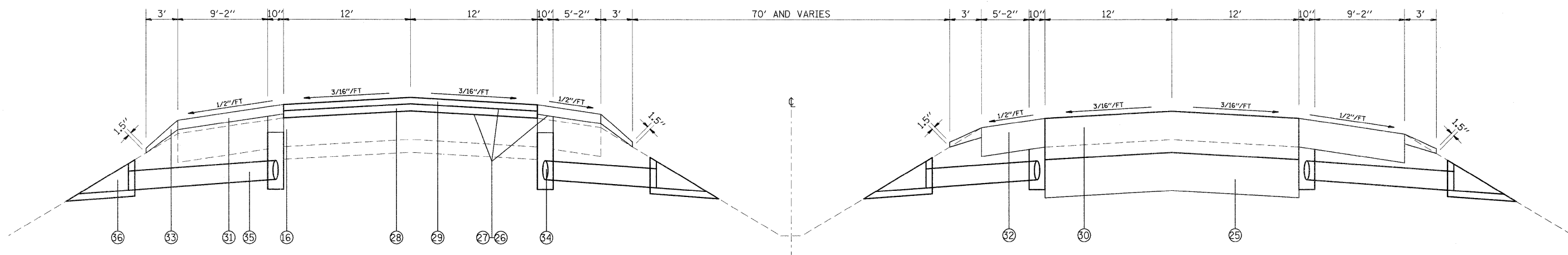
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FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED TYPICAL SECTIONS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
o:\pwork\pwork\conoverpj\d0128605\d8	6601-sht-plan.dgn	DRAWN -	REVISED -			55	60-3RS-1, 60-3HB, 3HB-1I	MADISON	123	9	
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 76601					
	PLOT DATE = 6/23/2018	DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



TYPICAL SECTION

STA 362+05 TO STA 365+09  
SEE PLAN VIEW AND DETAILS FOR LIMITS OF SHOULDER REPLACEMENT



TYPICAL SECTION

STA 408+88 TO STA 411+28  
SEE PLAN VIEW AND DETAILS FOR LIMITS OF SHOULDER REPLACEMENT

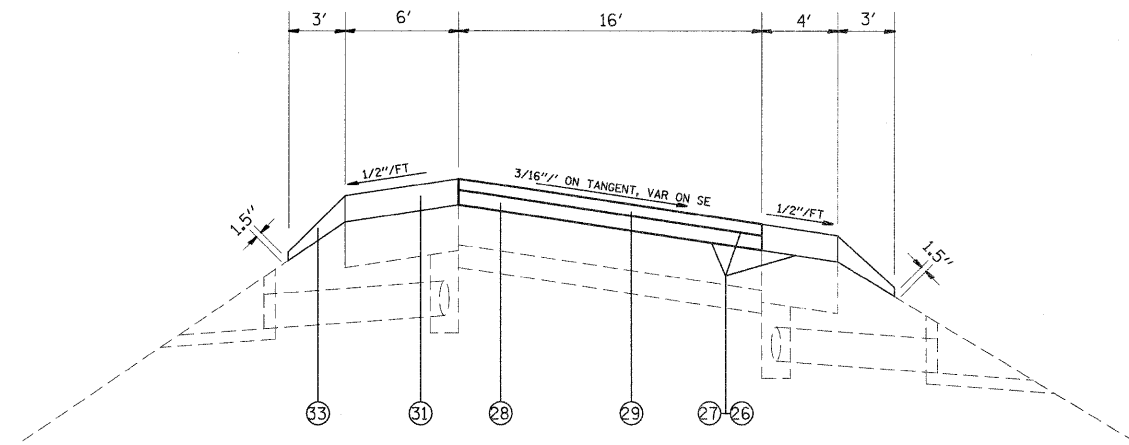
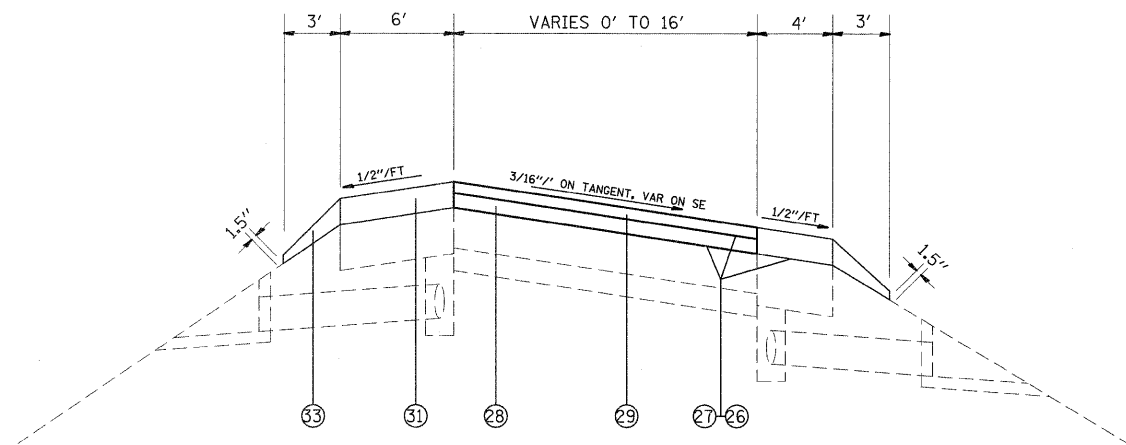
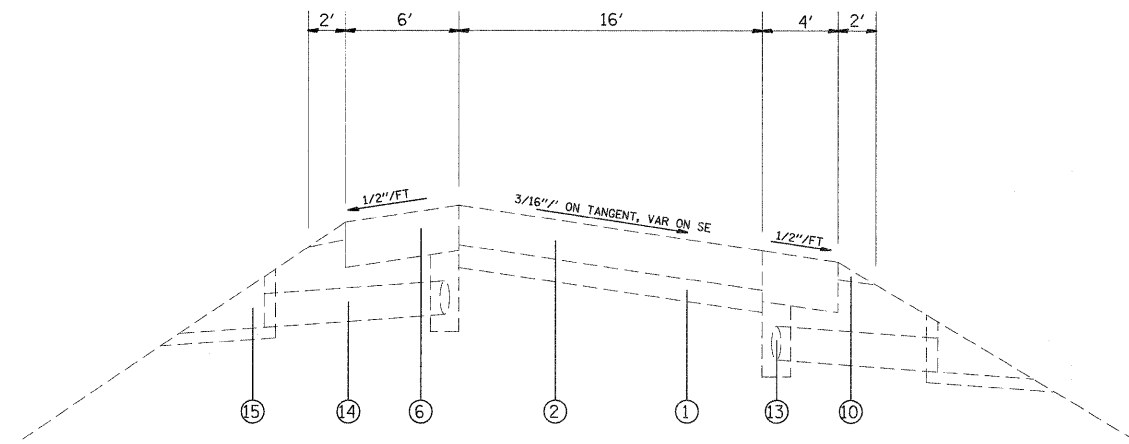
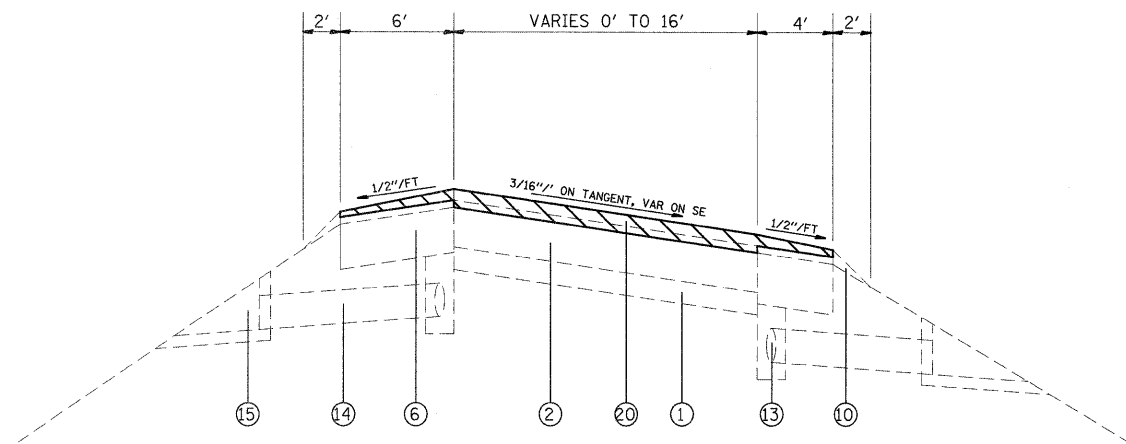
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FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED TYPICAL SECTIONS</b>		F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
at:\pwork\pwork\conoverpj\d0128605\d8	6601-shr-plan.dgn	DRAWN -	REVISED -				55	60-3RS-1, 60-(3HB, 3HB-1)	MADISON	123	10
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -		SCALE: _____ SHEET NO. 2 OF 2 SHEETS		STA. _____ TO STA. _____		CONTRACT NO. 76601		
	PLOT DATE = 6/23/2010	DATE -	REVISED -		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT						



**RAMP SECTION**

RAMP A - STA 7+45 TO STA 19+51.5  
 RAMP B - STA 0+14.5 TO STA 7+20  
 RAMP C - STA 7+95 TO STA 19+89.5  
 RAMP D - STA STA 00+00.0 TO 7+57.5

**RAMP SECTION**

RAMP A - STA 0+73 TO STA 7+45  
 RAMP B - STA 7+20 TO STA 24+98.5  
 RAMP C - STA 0+53.5 TO STA 7+95  
 RAMP D - STA 7+57.5 TO STA 23+47.5

- ① EXISTING STABILIZED SUBBASE, 4"
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- ③ EXISTING CRC PAVEMENT, 9"
- ④ EXISTING HMA BINDER COURSE, 1 3/4"
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- ⑳ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH
- ㉑ PROPOSED PAVEMENT REMOVAL, 13"
- ㉒ PROPOSED PAVEMENT REMOVAL, 16.25"
- ㉓ PROPOSED EARTH EXCAVATION, 12"
- ㉔ PROPOSED PIPE UNDERDRAIN REMOVAL
- ㉕ PROPOSED AGGREGATE BASE COURSE, TYPE A 12"
- ㉖ PROPOSED AGGREGATE (PRIME COAT)
- ㉗ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)

- ㉘ PROPOSED POLY HMA BINDER COURSE, 2.25"
- ㉙ PROPOSED POLY HMA SURFACE COURSE, SMA, 2"
- ㉚ PROPOSED CONTINUOUSLY REINFORCED CONCRETE PAVEMENT, 13"
- ㉛ PROPOSED HMA SHOULDERS
- ㉜ PROPOSED HMA SHOULDERS, 9"
- ㉝ PROPOSED AGGREGATE SHOULDER WEDGE
- ㉞ PROPOSED PIPE UNDERDRAINS, 4"
- ㉟ PROPOSED PIPE UNDERDRAINS (SPECIAL), 4"
- ㊱ PROPOSED CONCRETE HEADWALLS FOR PIPE DRAINS

FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>RAMP TYPICAL SECTIONS</b>			F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\conoverpj\d0128605\d9	6601-sht-plan.dgn	DRAWN -	REVISED -					55	60-3RS-1, 60-3HB, 3HB-1I	MADISON	123	11
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 76601							
	PLOT DATE = 6/23/2010	DATE -	REVISED -		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT							

PATCHING SCHEDULE													
STATION	DRIVING LANE		PASSING LANE		CLASS B PATCHES		CLASS A PATCHES			TIE BARS 3/4"	SAW CUTS	PATCH REINF.	
	LENGTH	WIDTH	LENGTH	WIDTH	8"		12"						
					TYPE II	TYPE III	TYPE IV	TYPE II	TYPE III				TYPE IV
	SQ YD	SQ YD	SQ YD	SQ YD	EACH	FOOT	SQ YD						
I-55 SB													
255+28	20	12						26.7	10	88	26.7		
265+84	6	12					8.0			60	8.0		
271+12	12	12						16.0		72	16.0		
276+40	6	12					8.0			60	8.0		
279+04	12	12						16.0		72	16.0		
281+68	8	12					10.7			64	10.7		
297+52	6	12					8.0			60	8.0		
300+16			6	12			8.0			60	8.0		
318+64	6	12					8.0			60	8.0		
321+28	8	12					10.7			64	10.7		
334+48	10	12					13.3			68	13.3		
339+76	6	12					8.0			60	8.0		
342+40	10	12					13.3			68	13.3		
345+04	10	12					13.3			68	13.3		
471+76	8	12					10.7			64	10.7		
482+32	8	12					10.7			64	10.7		
I-55 NB													
493+73	8	12					10.7			64	10.7		
456+77	8	12					10.7			64	10.7		
451+49	6	12					8.0			60	8.0		
440+93	8	12					10.7			64	10.7		
435+65	6	12					8.0			60	8.0		
425+09	12	12						16.0		72	16.0		
419+18	8	12					10.7			64	10.7		
398+69	12	12	12	12					32.0	144	32.0		
361+73	8	12					10.7			64	10.7		
340+61	8	12					10.7			64	10.7		
324+77	15	12						20.0		78	20.0		
314+21	6	12					8.0			60	8.0		
287+81	6	12					8.0			60	8.0		
282+53	6	12					8.0			60	8.0		
277+25	6	12					8.0			60	8.0		
266+69	6	12					8.0			60	8.0		
RAMP A													
1+29	6	16					10.7			76	10.7		
2+41	6	16					10.7			76	10.7		
3+53	6	16					10.7			76	10.7		
4+65	6	16					10.7			76	10.7		
5+77	6	16					10.7			76	10.7		
6+89	6	16					10.7			76	10.7		
RAMP B													
7+80	6	16					10.7			76	10.7		
8+99	6	16					10.7			76	10.7		
10+18	6	16					10.7			76	10.7		
11+37	6	16					10.7			76	10.7		
12+56	6	16					10.7			76	10.7		
13+75	6	16					10.7			76	10.7		
14+94	6	16					10.7			76	10.7		
16+13	6	16					10.7			76	10.7		
17+32	6	16					10.7			76	10.7		
18+51	6	16					10.7			76	10.7		
19+70	6	16					10.7			76	10.7		
20+89	6	16					10.7			76	10.7		
22+08	6	16					10.7			76	10.7		
23+27	6	16					10.7			76	10.7		
24+46	6	16					10.7			76	10.7		
RAMP C													
1+16	6	16					10.7			76	10.7		
2+40	6	16					10.7			76	10.7		
3+64	6	16					10.7			76	10.7		
4+88	6	16					10.7			76	10.7		
6+12	6	16					10.7			76	10.7		
7+36	6	16					10.7			76	10.7		
RAMP D													
8+46	6	16					10.7			76	10.7		
10+23	6	16					10.7			76	10.7		
12+00	6	16					10.7			76	10.7		
13+77	6	16					10.7			76	10.7		
15+54	6	16					10.7			76	10.7		
17+31	6	16					10.7			76	10.7		
19+08	6	16					10.7			76	10.7		
20+85	6	16					10.7			76	10.7		
22+62	6	16					10.7			76	10.7		
SUB TOTALS							384.0	250.7	68.0	58.7	10	4886	762.8
+20% ANTICIPATED FAILURES							76.8	50.1	16.0	25.0	18	977.0	152.6
TOTALS							460.8	300.8	84.0	83.7	28	5863	915.4

PAVING SCHEDULE											
STATION	HMA SURFACE REMOVAL 3-1/4"		BITUMINOUS MATERIALS (PRIME COAT)		AGGREGATE (PRIME COAT)		POLY HMA BINDER COURSE, IL-19.0, N90		POLY HMA SURFACE COURSE, SMA, N80		STRIP REFLECTIVE CRACK CONTROL TREATMENT
	SQ YD		TON		TON		TON		TON		
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	
520+12.50 - 509+00	2966.7	2966.7	1.92	1.92	9.2	9.2	387.2	387.2	344.2	344.2	
509+00 - 494+00	4000.0	4000.0	2.50	2.50	12.0	12.0	504.0	504.0	448.0	448.0	
494+00 - 479+00	4000.0	4000.0	2.50	2.50	12.0	12.0	504.0	504.0	448.0	448.0	
479+00 - 466+00	4000.0	4000.0	2.50	2.50	12.0	12.0	504.0	504.0	448.0	448.0	
466+00 - 449+00	4000.0	4000.0	2.50	2.50	12.0	12.0	504.0	504.0	448.0	448.0	
449+00 - 434+00	4000.0	4000.0	2.50	2.50	12.0	12.0	504.0	504.0	448.0	448.0	
434+00 - 419+00	4000.0	4000.0	2.50	2.50	12.0	12.0	504.0	504.0	448.0	448.0	
419+00 - 404+00	4000.0	3360.0	2.50	1.89	12.0	9.1	504.0	340.1	448.0	392.7	
404+00 - 389+00	4000.0	4000.0	2.50	2.50	12.0	12.0	504.0	504.0	448.0	448.0	
389+00 - 374+00	4000.0	4000.0	2.50	2.50	12.0	12.0	504.0	504.0	448.0	448.0	
374+00 - 359+00	4000.0	3189.3	2.50	1.78	12.0	8.6	504.0	321.3	448.0	375.2	
359+00 - 344+00	4000.0	4000.0	2.50	2.50	12.0	12.0	504.0	504.0	448.0	448.0	
344+00 - 329+00	4000.0	4000.0	2.50	2.50	12.0	12.0	504.0	504.0	448.0	448.0	
329+00 - 314+00	3258.7	3258.7	2.14	2.14	10.3	10.3	416.8	416.8	400.3	400.3	
314+00 - 299+00	4000.0	4000.0	2.50	2.50	12.0	12.0	504.0	504.0	448.0	448.0	
299+00 - 284+00	4000.0	4000.0	2.50	2.50	12.0	12.0	504.0	504.0	448.0	448.0	
284+00 - 269+00	4000.0	4000.0	2.50	2.50	12.0	12.0	504.0	504.0	448.0	448.0	
269+00 - 254+00	4000.0	4000.0	2.50	2.50	12.0	12.0	504.0	504.0	448.0	448.0	
254+00 - 250+00	1066.7	1066.7	0.70	0.70	3.4	3.4	141.1	141.1	125.4	125.4	
RAMP A	1851.1			1.96	9.4		395.0		333.6		950.5
RAMP B	1514.5			2.92	14.2		591.7		525.6		517.4
RAMP C	1795.6		1.98		9.6		399.8		355.3		972.6
RAMP D	1598.5		2.84		13.6		568.8		505.5		530.0
ALHAMBRA ROAD			0.01	0.01	0.05	0.05			7.6	7.6	
SUB-TOTALS	78051.8	69841.4	49.59	48.32	261.75	208.65	10964.4	8662.5	9765.5	7917.4	2970.5
TOTALS		147893.2		97.91		470.4		19626.9		17682.9	

DELINEATOR SCHEDULE			
STATION	DOUBLE	SINGLE	TRIPLE
SB MAINLINE			
STA. 250+00 - 343+00		24	
STA. 350+00 - 374+00		6	
STA. 386+00 - 520+12.50		34	2
NB MAINLINE			
STA. 250+00 - 341+00		23	
STA. 353+00 - 374+00		6	
STA. 381+00 - 520+12.50		35	
CROSSOVER			
STA. 394+15.50	1		
RAMP A			
STA. 0+00 - 3+70		8	
STA. 3+70 - 9+00		14	
STA. 9+00 - 19+50	11		
RAMP B			
STA. 0+15 - 8+60	9		
STA. 8+60 - 14+70		18	
STA. 14+70 - 17+10		6	
STA. 17+10 - 23+40		20	
STA. 23+40 - 25+90		6	
RAMP C			
STA. 0+00 - 6+40		14	
STA. 6+40 - 9+15		8	
STA. 9+15 - 10+15		2	
STA. 10+15 - 19+90	10		
RAMP D			
STA. 0+00 - 6+60	7		
STA. 6+60 - 12+75		16	
STA. 12+75 - 15+15		6	
STA. 15+15 - 22+00		22	
STA. 22+00 - 24+20		4	
SUB-TOTALS	38	272	2
TOTAL		312	

GUARDRAIL SCHEDULE												
ROADWAY	POSITION	LOCATION NO.	GUARDRAIL REMOVAL SPECIAL (FOOT)	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS (FOOT)	GUARDRAIL MARKER TYPE A (EACH)	TERMINAL MARKER DIRECT APPLIED (EACH)	TRAFFIC BARRIER TERMINAL, TANGENT (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B (EACH)	AGGREGATE SHOULDERS, TYPE B (TON)	LOCATING UNDERGROUND CABLE, SPECIAL (EACH)
ALHAMBRA ROAD	SW CORNER	1	195	137.5	4	1	1			1	6.0	1
ALHAMBRA ROAD	NW CORNER	2	195	50.0	4	1	1			1		1
ALHAMBRA ROAD	NE CORNER	3	195	137.5	4	1	1			1	6.0	1
ALHAMBRA ROAD	SE CORNER	4	195	50.0	4	1	1			1		1
I-55 AT ALHAMBRA	SB (OUTSIDE)	5	114	312.5	4	1	1	1			5.4	1
I-55 AT ALHAMBRA	SB (MEDIAN)	6		375.0	5	1	1	1			5.4	1
I-55 AT ALHAMBRA	NB (MEDIAN)	7		375.0	5	1	1	1			5.4	1
I-55 AT ALHAMBRA	NB (OUTSIDE)	8		337.5	5	1	1	1			5.4	1
I-55 AT NEW DOUGLAS	SB (OUTSIDE)	9		387.5								

BUTT JOINT AND TEMPORARY RAMP SCHEDULE					
STATION	HMA SURFACE REMOVAL - BUTT JOINT		PCC SURFACE REMOVAL - BUTT JOINT	TEMPORARY RAMP	
	SQ YD			SQ YD	
	NB	SB	SB	NB	SB
STA. 520+52.5				64.0	64.0
STA. 412+08 - 411+28			213.3		40.0
STA. 408+80 - 408+00			213.3		40.0
STA. 365+89 - 365+09			213.3		40.0
STA. 3652+05 - 361+25			213.3		40.0
STA. 319+82.5					40.0
STA. 318+94				40.0	
STA. 318+03					40.0
STA. 317+14.5				40.0	
STA. 250+00 - 249+80	53.3	53.3		64.0	64.0
RAMP A					
STA. 0+23 - 0+73		286.9			77.8
RAMP B					
STA. 25+63.5 - 24+98.5		375.4			76.7
RAMP C					
STA. 0+23 - 0+53	212.2			77.8	
RAMP D					
STA. 23+97.5 - 23+47.5	309.9			74.4	
ALHAMBRA ROAD	116.7	116.7		33.3	33.3
SUB-TOTALS	638.8	885.6	853.2	393.5	555.8
TOTALS	1524.4		853.2	949.3	

SHOULDER PAVING												
STATION	HMA SURFACE REMOVAL, VAR. DEPTH		BITUMINOUS MATERIALS (PRIME COAT)		AGGREGATE (PRIME COAT)		HMA SHOULDERS		AGGREGATE WEDGE SHOULDER, TYPE B		SHOULDER RUMBLE STRIP	
	SQ YD		TON		TON		TON		TON		FOOT	
	NB SHOULDERS	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE
520+12.50 - 509+00	741.7	1236.1	0.25	0.40	1.2	1.9	129.1	215.1	50.4	50.4	1152.5	1152.5
509+00 - 494+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
494+00 - 479+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
479+00 - 466+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
466+00 - 449+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
449+00 - 434+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
434+00 - 419+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
419+00 - 404+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
404+00 - 389+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
389+00 - 374+00	1000.0	927.8	0.31	0.29	1.5	1.4	168.0	155.8	65.6	36.5	1500	835
374+00 - 359+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
359+00 - 344+00	1000.0	697.8	0.31	0.22	1.5	1.0	168.0	117.2	65.6	27.5	1500	628
3440++ - 329+00	1000.0	1400	0.31	0.44	1.5	2.1	168.0	235.2	65.6	55.1	1500	1260
329+00 - 314+00	880.7	1468.9	0.28	0.46	1.3	2.2	148.0	246.8	57.8	57.8	1321	1322
314+00 - 299+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
299+00 - 284+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
284+00 - 269+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
269+00 - 254+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
254+00 - 250+00	266.7	444.4	0.09	0.14	0.4	0.7	47.0	78.4	18.4	18.4	420	420
SB SHOULDERS												
520+12.50 - 509+00	741.7	1236.1	0.24	0.40	1.2	1.9	129.1	215.1	50.4	50.4	1152.5	1152.5
509+00 - 494+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
494+00 - 479+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
479+00 - 466+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
466+00 - 449+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
449+00 - 434+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
434+00 - 419+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
419+00 - 404+00	840.00	1400.0	0.16	0.23	0.8	1.1	88.0	178.8	65.6	65.6	1500	1500
404+00 - 389+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
389+00 - 374+00	1000.0	417.8	0.31	0.13	1.5	0.6	168.0	70.2	65.6	16.4	1500	376
374+00 - 359+00	480.7	575.5	0.15	0.20	0.8	1.0	80.8	107.9	65.6	64.7	1500	1479
359+00 - 344+00	1000.0	1012.2	0.31	0.32	1.5	1.5	168.0	170.1	65.6	39.9	1500	911
3440++ - 329+00	1000.0	1552.2	0.31	0.49	1.5	2.3	168.0	260.8	65.6	61.1	1500	1397
329+00 - 314+00	880.7	1467.8	0.27	0.46	1.3	2.2	147.9	246.6	57.8	57.8	1321	1321
314+00 - 299+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
299+00 - 284+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
284+00 - 269+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
269+00 - 254+00	1000.0	1666.7	0.31	0.52	1.5	2.5	168.0	280.0	65.6	65.6	1500	1500
254+00 - 250+00	266.7	444.4	0.09	0.14	0.4	0.7	47.0	78.4	18.4	18.4	420	420
TAPER @ CABLE MEDIAN BARRIER							26.8					
CROSSOVER	260.3		0.08		0.4		43.7		7.7			
ALHAMBRA ROAD				0.02	0.1		4.6		0.4			
RAMP A	50.1	895.6	0.11	0.58	0.4	2.0	79.5	257.0	41.9	94.0		
GORE	163.5		0.05		0.2		27.5					
RAMP B	37.3	562.2	0.26	0.54	1.2	2.6	194.4	368.7	100.1	130.5		
GORE	251.8		0.08		0.4		42.3					
RAMP C	40.4	856.7	0.11	0.41	0.5	2.0	85.3	261.6	45.2	95.4		
GORE	181.1		0.06		0.3		30.4					
RAMP D	59.5	585.4	0.24	0.51	1.2	2.5	178.1	339.6	94.4	125.6		
GORE	191.4		0.06		0.3		32.2					
SUBTOTALS	36334.3	57181.7	11.88	18.86	57.3	8	6597.1	10327.9	2641.7	2640.3	53787	50174
TOTALS	93516.0		30.74		147.1		16925.0		5282.0		103961	

INLET GRADING AND REPAIR SCHEDULE								
LOCATION		CONCRETE REMOVAL	CONCRETE STRUCTURES	SEEDING	MULCH	NUTRIENTS		
		CY YD	CU YD	ACRE	ACRE	NITROGEN	PHOSPHORUS	POTASSIUM
						LB	LB	LB
060-2000	LT	0.6	0.6	0.02	0.02	1.8	1.8	1.8
	MED	0.6	0.6	0.02	0.02	1.8	1.8	1.8
	RT			0.02	0.02	1.8	1.8	1.8
	RT			0.02	0.02	1.8	1.8	1.8
060-2556	LT	0.6	0.6	0.02	0.02	1.8	1.8	1.8
	MED	0.6	0.6	0.02	0.02	1.8	1.8	1.8
060-2555	LT			0.02	0.02	1.8	1.8	1.8
	MED	0.6	0.6	0.02	0.02	1.8	1.8	1.8
	RT			0.02	0.02	1.8	1.8	1.8
060-2554	LT	0.6	0.6	0.02	0.02	1.8	1.8	1.8
	MED			0.02	0.02	1.8	1.8	1.8
	RT	0.6	0.6	0.02	0.02	1.8	1.8	1.8
TOTALS		4.2	4.2	0.24	0.24	21.6	21.6	21.6

PAVMENT MARKING SCHEDULE																		
LOCATION	THERMOPLASTIC PAVEMENT MARKING - LINE						PAINT PAVEMENT MARKING - LINE			PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE			GROOVING FOR RECESSED PAVEMENT MARKING 6"	RAISED REFLECTIVE PAVEMENT MARKERS				
	4" EDGELINE WHITE	4" EDGELINE YELLOW	6" EDGELINE WHITE	6" EDGELINE YELLOW	8" GORE WHITE	8" SKIP DASH WHITE	4" EDGELINE WHITE	4" EDGELINE YELLOW	4" NO-PASS YELLOW	6" SKIP-DASH CENTERLINE WHITE	6" EDGELINE WHITE	6" EDGELINE YELLOW		REMOVAL	ROADWAY NEW	BRIDGE NEW		
	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT				FOOT	FOOT	FOOT		FOOT	EACH	EACH	EACH	
NB STA. 520+52.50 - 509+00			1132.5	1132.5									280			28	28	
SB STA. 520+52.50 - 509+00			1132.5	1132.5									280			28	28	
NB STA. 509+00 - 494+00			1500	1500									380			38	38	
SB STA. 509+00 - 494+00			1500	1500									380			38	38	
NB STA. 494+00 - 479+00			1500	1500									380			38	38	
SB STA. 494+00 - 479+00			1500	1500									380			38	38	
NB STA. 479+00 - 464+00			1500	1500									380			38	38	
SB STA. 479+00 - 464+00			1500	1500									380			38	38	
NB STA. 464+00 - 449+00			1500	1500									380			38	38	
SB STA. 464+00 - 449+00			1500	1500									380			38	38	
NB STA. 449+00 - 434+00			1500	1500									380			38	38	
SB STA. 449+00 - 434+00			1500	1500									380			38	38	
NB STA. 434+00 - 419+00			1500	1500									380			38	38	
SB STA. 434+00 - 419+00			1500	1500									380			38	38	
NB STA. 419+00 - 404+00			1500	1500									380			38	38	
SB STA. 419+00 - 411+28			772	772									200			20	20	
SB STA. 411+28 - 408+88													60	240	240	540	6	6
SB STA. 408+88 - 404+00			488	488									120			12	12	
NB STA. 404+00 - 389+00			1500	1500									380			38	38	
SB STA. 404+00 - 389+00			1500	1500									380			38	38	
NB STA. 389+00 - 374+00			800	1500									380			38	38	
SB STA. 389+00 - 374+00			376	1500									380			38	38	
NB STA. 374+00 - 359+00			1485	1500									380			38	38	
SB STA. 374+00 - 365+09			820	891									220			22	22	
SB STA. 365+09 - 362+05													80	304	304	688	8	8
SB STA. 362+05 - 359+00			305	305									80			8	8	
NB STA. 359+00 - 344+00			581	1500									380			38	38	
SB STA. 359+00 - 344+00			859	1500									380			38	38	
NB STA. 344+00 - 329+00			1260	1500									380			38	38	
SB STA. 344+00 - 329+00			1397	1500									380			38	38	
NB STA. 329+00 - 318+93			1007	1007									250			26	26	
SB STA. 329+00 - 319+82			918	918									230			24	24	
SB STA. 319+82 - 318+04													50	178	178	406	4	4
NB STA. 318+93 - 317+14													50	179	179	408	4	4
NB STA. 317+14 - 314+00			314	314									80			8	8	
SB STA. 318+04 - 314+00			404	404									100			10	10	
NB STA. 314+00 - 299+00			1500	1500									380			38	38	
SB STA. 314+00 - 299+00			1500	1500									380			38	38	
NB STA. 299+00 - 284+00			1500	1500									380			38	38	
SB STA. 299+00 - 284+00			1500	1500									380			38	38	
NB STA. 284+00 - 269+00			1500	1500									380			38	38	
SB STA. 284+00 - 269+00			1500	1500									380			38	38	
NB STA. 269+00 - 254+00			1500	1500									380			38	38	
SB STA. 269+00 - 254+00			1500	1500									380			38	38	
NB STA. 254+00 - 250+00			420	420									110			10	10	
SB STA. 254+00 - 250+00			420	420									110			10	10	
RAMP A	804	740	1194		1090													
RAMP B	1859	1819	726		998											60	60	
RAMP C	848	788	1186		1064	27												
RAMP D	1758	1679	715		920											62	62	
ALHAMBRA ROAD							825.4		825.4									
NEW DOUGLAS ROAD							601.4	601.4										
SUB-TOTALS	5269	5026	53212	53204	4072	27	1426.8	601.4	825.4	13700	901	901	2042	1490	1482	8		
TOTALS		10295		106416		4099		2853.6			15502		2042	1490	1490			

UNDERDRAIN SCHEDULE												
STATION	SHOULDER REMOVAL & REPLACEMENT, 12.5"		PIPE UNDERDRAIN REMOVAL		PIPE UNDERDRAINS 4"		PIPE UNDERDRAINS (SPECIAL)		CONCRETE HEADWALLS FOR PIPE DRAINS		PAINT PAVEMENT MARKING LETTERS & SYMBOLS	
	FOOT		FOOT		FOOT		FOOT		EACH		SQ FT	
NORTHBOUND	OUTSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE
520+12.50 - 509+00	1112.5	1112.5	1200.5	1256.5	1112.5	1112.5	88	144	4	4	8	8
509+00 - 494+00	1500	1500	1566	1608	1500	1500	66	108	3	3	6	6
494+00 - 479+00	1500	1500	1566	1608	1500	1500	66	108	3	3	6	6
479+00 - 466+00	1500	1500	1566	1608	1500	1500	66	108	3	3	6	6
466+00 - 449+00	1500	1500	1588	1644	1500	1500	88	144	4	4	8	8
449+00 - 434+00	1500	1500	1566	1608	1500	1500	66	108	3	3	6	6
434+00 - 419+00	1500	1500	1588	1644	1500	1500	88	144	4	4	8	8
419+00 - 404+00	1500	1500	1566	1608	1500	1500	66	108	3	3	6	6
404+00 - 389+00	1500	1500	1566	1608	1500	1500	66	108	3	3	6	6
389+00 - 374+00	835	1500	1566	1608	1500	1500	66	108	3	3	6	6
374+00 - 359+00	1500	1500	1566	1608	1500	1500	66	108	3	3	6	6
359+00 - 344+00	628	1500	1566	1608	1500	1500	66	108	3	3	6	6
344+00 - 329+00	1260	1500	1566	1608	1500	1500	66	108	3	3	6	6
329+00 - 314+00	1322	1321	1388	1518	1322	1410	66	108	3	3	6	6
314+00 - 299+00	1500	1500	1588	1644	1500	1500	88	144	4	4	8	8
299+00 - 284+00	1500	1500	1566	1608	1500	1500	66	108	3	3	6	6
284+00 - 269+00	1500	1500	1566	1608	1500	1500	66	108	3	3	6	6
269+00 - 254+00	1500	1500	1566	1608	1500	1500	66	108	3	3	6	6
254+00 - 250+00	400	400	422	436	400	400	22	36	1	1	2	2
SOUTHBOUND												
520+12.50 - 509+00	1112.5	1112.5	1200.5	1256.5	1112.5	1112.5	88	144	4	4	8	8
509+00 - 494+00	1500	1500	1566	1608	1500	1500	66	108	3	3	6	6
494+00 - 479+00	1500	1500	1566	1608	1500	1500	66	108	3	3	6	6
479+00 - 466+00	1500	1500	1566	1608	1500	1500	66	108	3	3	6	6
466+00 - 449+00	1500	1500	1588	1644	1500	1500	88	144	4	4	8	8
449+00 - 434+00	1500	1500	1566	1608	1500	1500	66	108	3	3	6	6
434+00 - 419+00	1500	1500	1588	1644	1500	1500	88	144	4	4	8	8
419+00 - 404+00	658	785.5	1566	1608	1500	1500	66	108	3	3	6	6
404+00 - 389+00	1500	1500	1566	1608	1500	1500	66	108	3	3	6	6
389+00 - 374+00	376	1500	1566	1608	1500	1500	66	108	3	3	6	6
374+00 - 359+00	518	721	1566	1608	1500	1500	66	108	3	3	6	6
359+00 - 344+00	911	1500	1566	1608	1500	1500	66	108	3	3	6	6
344+00 - 324+00	1397	1500	1566	1608	1500	1500	66	108	3	3	6	6
329+00 - 314+00	1321	1321	1387	1429	1321	1321	66	108	3	3	6	6
314+00 - 299+00	1500	1500	1588	1644	1500	1500	88	144	4	4	8	8
299+00 - 284+00	1500	1500	1566	1608	1500	1500	66	108	3	3	6	6
284+00 - 269+00	1500	1500	1566	1608	1500	1500	66	108	3	3	6	6
269+00 - 254+00	1500	1500	1566	1608	1500	1500	66	108	3	3	6	6
254+00 - 250+00	400	400	422	436	400	400	22	36	1	1	2	2
SUB-TOTALS	48251	52173.5	56264	58004	53668	53756	2596	4248	118	118	236	236
TOTALS	100424.5		114268		107424		6844		236		472	

PAVEMENT REMOVAL AND REPLACEMENT SCHEDULE									
STATION	PAVEMENT REMOVAL	PAVED SHOULDER REMOVAL	EARTH EXCAVATION	AGGREGATE BASE COURSE, TYPE A 12"	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	CRPCC PAVEMENT, 13"	PAVEMENT REINFORCEMENT, 13"	PROTECTIVE COAT	HMA SHOULDERS, 9"
	SQ YD	SQ YD	CU YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD
SB STA. 414+30 - 405+88		935.6							935.6
SB STA. 411+28 - 408+88	640.0		340.0	720.0	720.0	640.0	640.0	640.0	
SB STA. 413+65.5 - 406+51		476.3							476.3
SB STA. 368+07.5 - 359+06.5		1001.1							1001.1
SB STA. 365+09 - 362+05	810.7		304.0	912.0	912.0	810.7	810.7	810.7	
SB STA. 367+46.5 - 359+67.5		519.3							519.3
TOTALS	1450.7	2932.3	544.0	1632.0	1632.0	1450.7	1450.7	1450.7	2932.3

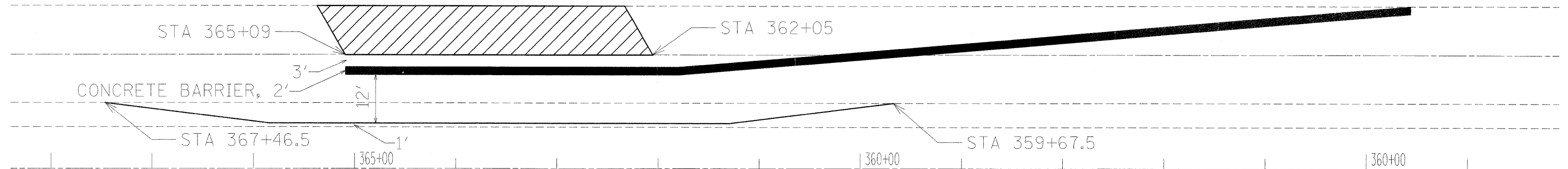
LOCATION	FURNISHED EXCAVATION
	CU YD
ESTIMATED QUANTITY FOR EMBANKMENT TO BRING EXISTING FOUNDATIONS INTO COMPLIANCE WITH THE BDE MANUAL, SECTION 50-3.04(C)	100
TOTALS	100

LOCATION	PAINT PAVEMENT MARKING	PRISMATIC CURB REFLECTOR
	FOOT	EACH
RAMP B	63.4	12
RAMP D	51.4	12
TOTALS	114.8	24

ALT SIGNING SCHEDULE						
ROUTE	ALT ROUTE DIRECTION	SIGN ASSEMBLY NUMBER	SIGN DESIGNATOR	HEIGHT	WIDTH	72000100 SIGN PANEL - TYPE 1 (SQ FT)
				(IN)	(IN)	
IL 138	SB	A-5	M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
			M3-3(O)	12	24	2.00
IL 138	SB	A-4	M6-3(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
IL 138	SB	A-2	M3-3(O)	12	24	2.00
			M5-1L(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
IL 138	SB	A-4	M1-1	36	36	9.00
			M3-3(O)	12	24	2.00
			M6-1L(O)	15	21	2.19
IL 138	SB	A-2	M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
			M3-3(O)	12	24	2.00
IL 4	SB	A-5	M6-1L(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
IL 4	SB	A-3	M3-3(O)	12	24	2.00
			M6-3(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
IL 4	SB	A-1	M1-1	36	36	9.00
			M3-3(O)	12	24	2.00
			M5-1R(O)	15	21	2.19
IL 4	SB	A-2	M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
			M3-3(O)	12	24	2.00
IL 4	SB	A-1	M6-1R(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
IL 4	SB	A-2	M3-3(O)	12	24	2.00
			M6-1L(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
IL 4	SB	A-5	M1-1	36	36	9.00
			M3-3(O)	12	24	2.00
			M6-3(O)	15	21	2.19
IL 4	NB	A-5	M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
			M3-1(O)	12	24	2.00
IL 4	NB	A-3	M6-1R(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
IL 4	NB	A-1	M3-1(O)	12	24	2.00
			M6-1R(O)	15	21	2.19
			M5-1R(O)	15	21	2.19
IL 138	NB	A-3	M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
			M3-1(O)	12	24	2.00
IL 138	NB	A-1	M5-1R(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
IL 138	NB	A-5	M3-1(O)	12	24	2.00
			M6-1R(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
IL 138	NB	A-5	M1-1	36	36	9.00
			M3-1(O)	12	24	2.00
			M6-3(O)	15	21	2.19
IL 4	NB	A-5	M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
			M3-1(O)	12	24	2.00
IL 4	NB	A-3	M6-3(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
IL 4	NB	A-3	M3-1(O)	12	24	2.00
			M5-1R(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
IL 4	NB	A-1	M1-1	36	36	9.00
			M3-1(O)	12	24	2.00
			M6-1R(O)	15	21	2.19
IL 138	NB	A-1	M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
			M3-1(O)	12	24	2.00
IL 138	NB	A-5	M6-1R(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
IL 138	NB	A-5	M3-1(O)	12	24	2.00
			M6-3(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
IL 4	NB	A-5	M1-1	36	36	9.00
			M3-1(O)	12	24	2.00
			M6-3(O)	15	21	2.19
IL 4	NB	A-3	M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
			M3-1(O)	12	24	2.00
IL 4	NB	A-3	M5-1R(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
IL 4	NB	A-3	M3-1(O)	12	24	2.00
			M5-1R(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
SUB-TOTAL						227.85

ALT SIGNING SCHEDULE						
ROUTE	ALT ROUTE DIRECTION	SIGN ASSEMBLY NUMBER	SIGN DESIGNATOR	HEIGHT	WIDTH	72000100 SIGN PANEL - TYPE 1 (SQ FT)
				(IN)	(IN)	
IL 4	NB	A-1	M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
			M3-1(O)	12	24	2.00
IL 4	NB	A-2	M6-1R(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
IL 4	NB	A-1	M3-1(O)	12	24	2.00
			M6-1L(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
IL 4	NB	A-2	M1-1	36	36	9.00
			M3-1(O)	12	24	2.00
			M6-1R(O)	15	21	2.19
IL 4	NB	A-5	M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
			M3-1(O)	12	24	2.00
IL 4	NB	A-5	M6-3(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
IL 4	NB	A-3	M3-1(O)	12	24	2.00
			M6-3(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
IL 4	NB	A-1	M1-1	36	36	9.00
			M3-1(O)	12	24	2.00
			M5-1R(O)	15	21	2.19
IL 138	NB	A-3	M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
			M3-1(O)	12	24	2.00
IL 138	NB	A-1	M6-1R(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
			M1-1	36	36	9.00
IL 138	NB	A-5	M3-1(O)	12	24	2.00
			M6-1R(O)	15	21	2.19
			M4-1A(O)	12	24	2.00
IL 138	NB	A-5	M1-1	36	36	9.00
			M3-1(O)	12	24	2.00
			M6-3(O)	15	21	2.19
SUB-TOTAL						167.09
TOTALS						394.94
USE						395

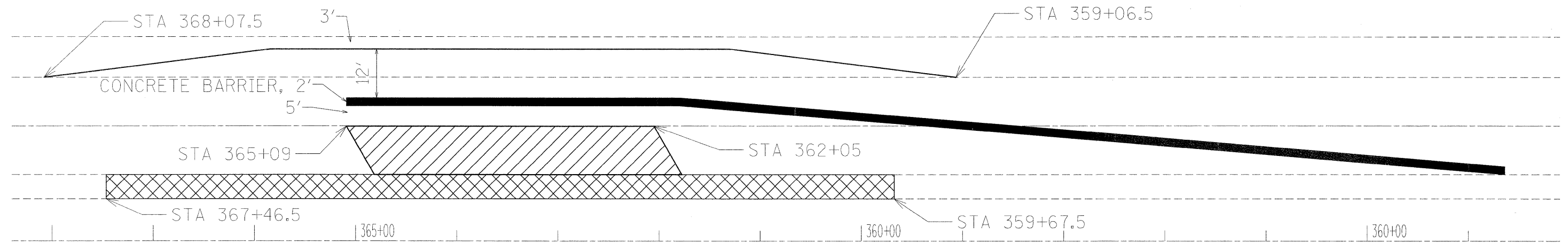




- PAVED SHOULDER AND PIPE UNDERDRAIN REMOVAL AND REPLACEMENT
- PAVEMENT REMOVAL AND REPLACEMENT
- TEMPORARY CONCRETE BARRIER\*
- TEMPORARY PAVEMENT MARKING TAPE\*

# STAGE 1

\* SHOWN FOR REFERENCE ONLY, ALL TRAFFIC CONTROL SHALL CONFORM TO APPLICABLE HIGHWAY STANDARDS

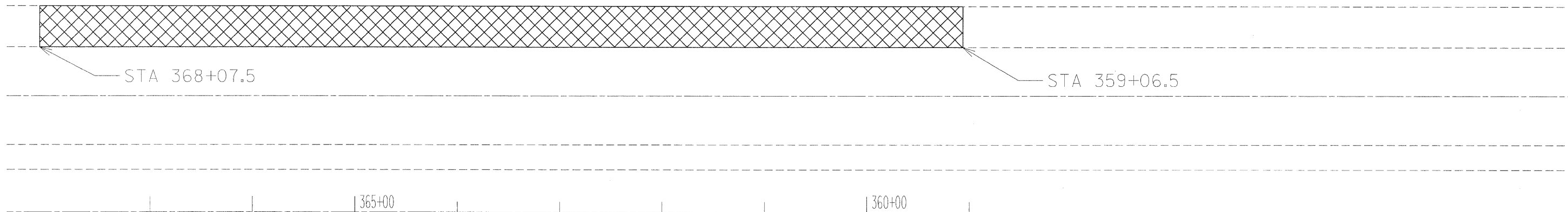


- PAVED SHOULDER AND PIPE UNDERDRAIN REMOVAL AND REPLACEMENT
- PAVEMENT REMOVAL AND REPLACEMENT
- TEMPORARY CONCRETE BARRIER\*
- TEMPORARY PAVEMENT MARKING TAPE\*

# STAGE 2

\* SHOWN FOR REFERENCE ONLY, ALL TRAFFIC CONTROL SHALL CONFORM TO APPLICABLE HIGHWAY STANDARDS

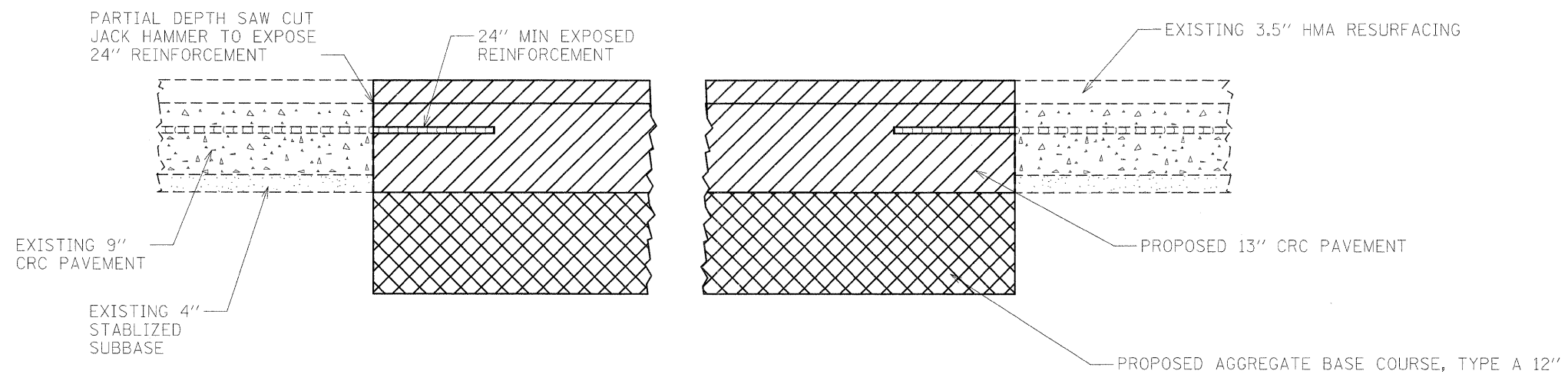
FILE NAME =	USER NAME = conoverpj	DESIGNED - ---	REVISED - ---	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>NEW DOUGLAS RD STAGE CONSTRUCTION AND DETAILS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
at:\pw_work\pwidot\conoverpj\d0128625\d0128625\6601-slit-plan.dgn	6601-slit-plan.dgn	DRAWN - ---	REVISED - ---			55	60-3RS-1, 60-(3HB, 3HB-1)	MADISON	123	16	
PLOT SCALE = 50,0000 ' / IN.	CHECKED - ---	REVISED - ---	REVISED - ---			CONTRACT NO. 76601					
PLOT DATE = 6/23/2010	DATE - ---	REVISED - ---	REVISED - ---			FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT					



- PAVED SHOULDER AND PIPE UNDERDRAIN REMOVAL AND REPLACEMENT
- PAVEMENT REMOVAL AND REPLACEMENT
- TEMPORARY CONCRETE BARRIER\*
- TEMPORARY PAVEMENT MARKING TAPE\*

# STAGE 3

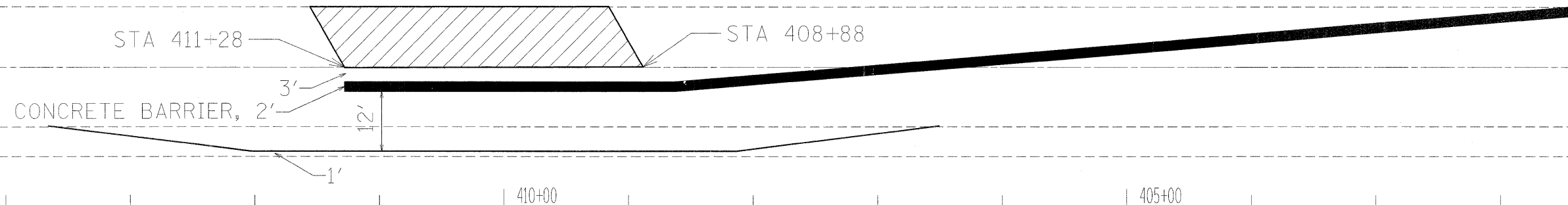
\* SHOWN FOR REFERENCE ONLY, ALL TRAFFIC CONTROL SHALL CONFORM TO APPLICABLE HIGHWAY STANDARDS







## PAVEMENT REMOVAL DETAIL

- PAVEMENT REMOVAL, 16.25"
- EARTH EXCAVATION, 12"

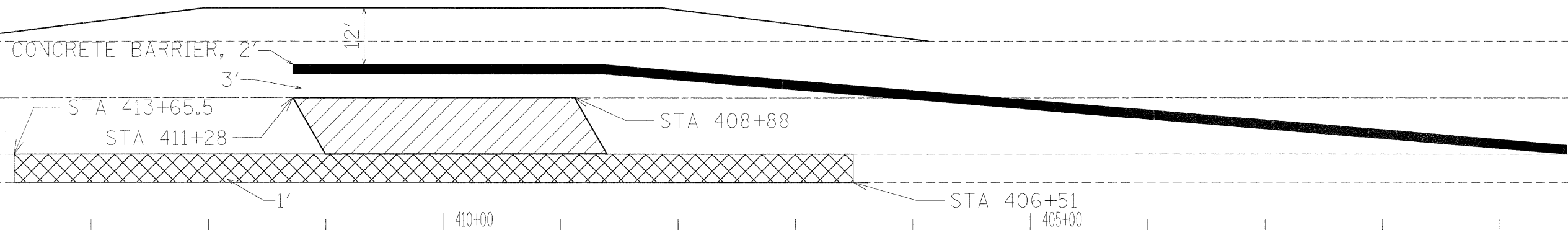
FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>NEW DOUGLAS RD STAGE CONSTRUCTION AND DETAILS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
at:\pw\work\p\dot\conoverpj\d0128605\d876601-sht-plan.dgn		DRAWN -	REVISED -			55	60-3RS-1, 60-(3HB, 3HB-1)	MADISON	123	17
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			<b>CONTRACT NO. 76601</b>				
PLOT DATE = 6/23/2010		DATE -	REVISED -		SCALE: _____	SHEET NO. 2 OF 2 SHEETS		STA. _____ TO STA. _____		FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT







-  PAVED SHOULDER AND PIPE UNDERDRAIN REMOVAL AND REPLACEMENT
-  PAVEMENT REMOVAL AND REPLACEMENT
-  TEMPORARY CONCRETE BARRIER\*
-  TEMPORARY PAVEMENT MARKING TAPE\*

# STAGE 1

\* SHOWN FOR REFERENCE ONLY, ALL TRAFFIC CONTROL SHALL CONFORM TO APPLICABLE HIGHWAY STANDARDS

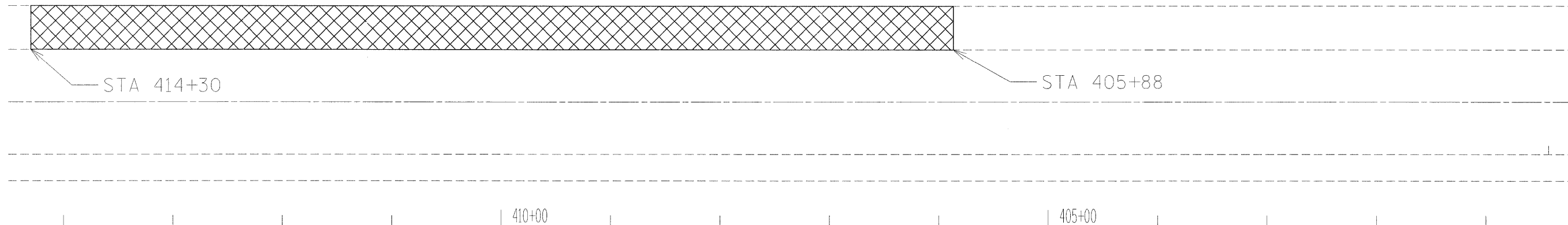


-  PAVED SHOULDER AND PIPE UNDERDRAIN REMOVAL AND REPLACEMENT
-  PAVEMENT REMOVAL AND REPLACEMENT
-  TEMPORARY CONCRETE BARRIER\*
-  TEMPORARY PAVEMENT MARKING TAPE\*

# STAGE 2

\* SHOWN FOR REFERENCE ONLY, ALL TRAFFIC CONTROL SHALL CONFORM TO APPLICABLE HIGHWAY STANDARDS

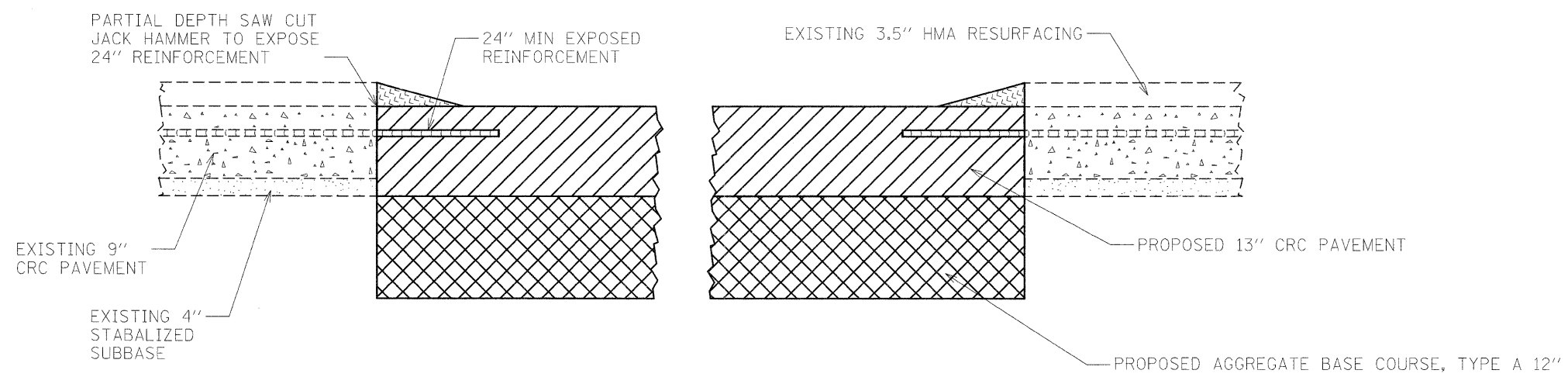
FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ALHAMBRA RD STAGE CONSTRUCTION AND DETAILS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\conoverpj\d0128605\d0	6601-sh1-plan.dgn	DRAWN -	REVISED -			55	60-3RS-1, 60-(3HB, 3HB-1)	MADISON	123	18	
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 76601					
	PLOT DATE = 6/23/2010	DATE -	REVISED -			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					
				SCALE: _____ SHEET NO. 1 OF 2 SHEETS		STA. _____ TO STA. _____					



# STAGE 3

- PAVED SHOULDER AND PIPE UNDERDRAIN REMOVAL AND REPLACEMENT
- PAVEMENT REMOVAL AND REPLACEMENT
- TEMPORARY CONCRETE BARRIER\*
- TEMPORARY PAVEMENT MARKING TAPE\*

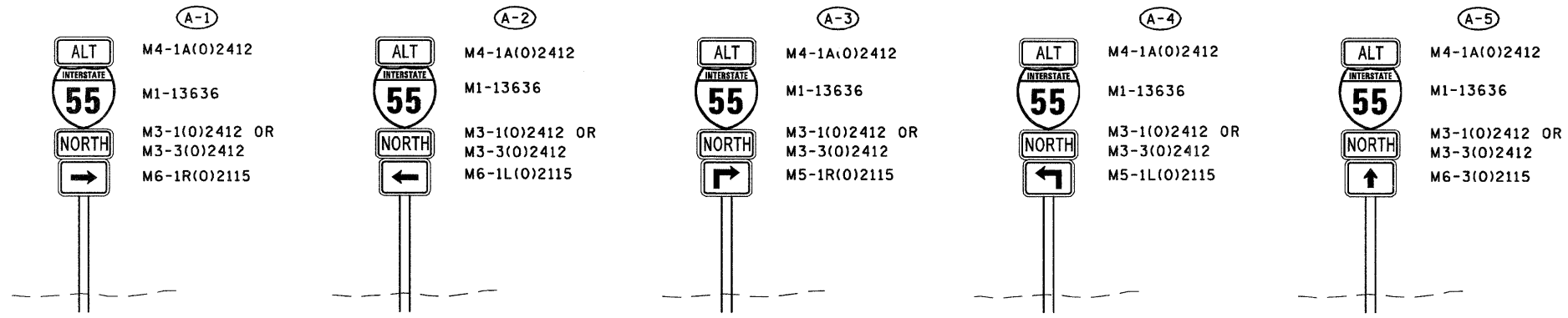
\* SHOWN FOR REFERENCE ONLY, ALL TRAFFIC CONTROL SHALL CONFORM TO APPLICABLE HIGHWAY STANDARDS



## PAVEMENT REMOVAL DETAIL

- PAVEMENT REMOVAL, 13"
- EARTH EXCAVATION, 12"
- HMA SURFACE REMOVAL, VARIABLE DEPTH

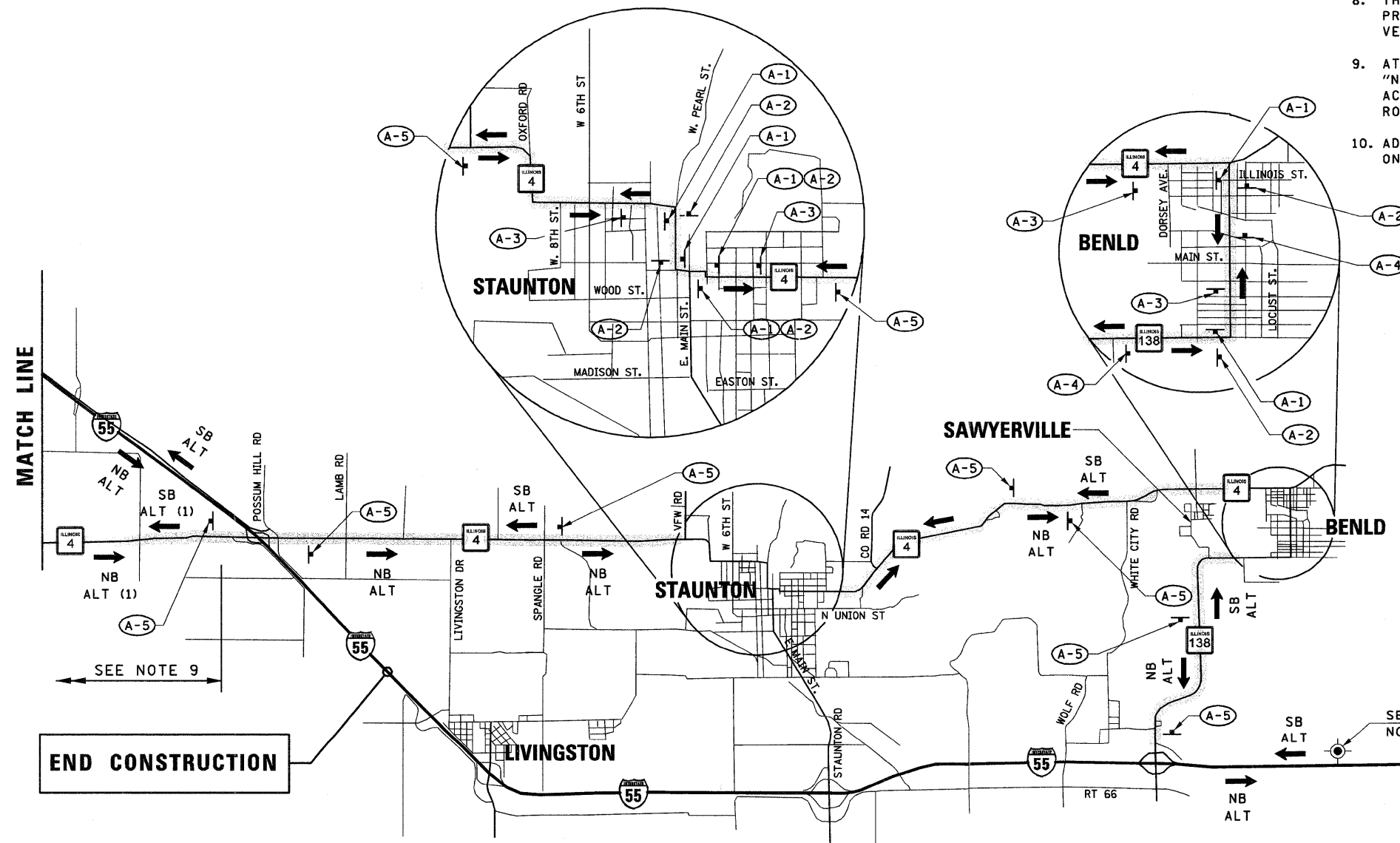
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o:\pw\work\pawidat\conoverpj\d0128605\d8	6601-sht-pln.dgn	DRAWN -	REVISED -			55	60-3RS-1, 60-(3HB, 3HB-1)	MADISON	123	19	
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 76601					
	PLOT DATE = 6/23/2010	DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
					SCALE: _____		SHEET NO. 2 OF 2 SHEETS		STA. _____ TO STA. _____		



**SIGN ASSEMBLY DETAILS**  
 ("NORTH" CARDINAL AUXILIARY DIRECTION SIGN SHOWN)

**NOTES:**






1. THE CONTRACTOR HAS THE OPTION OF USING METAL POSTS INSTEAD OF WOOD. PAYMENT FOR POST AND REQUIRED HARDWARE SHALL BE INCLUDED IN THE COST OF "SIGN PANEL - TYPE 1".
2. ALL SIGNS SHALL BE BLACK ON ORANGE. THE POSTS SHALL BE PLACED 12 FEET FROM THE EDGE OF PAVEMENT OR AS DIRECTED BY THE ENGINEER.
3. WITH PRIOR APPROVAL, SIGNS SHALL BE REMOVED ON COMPLETION OF THE CONTRACT AT THE DIRECTION OF THE ENGINEER. THIS WORK SHALL BE COMPLETED ACCORDING TO SECTION 724 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN THE COST OF THE ITEMS IDENTIFIED IN NOTE 1. THE SIGNS AND POSTS SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
4. THE MAINTENANCE OR REPLACEMENT OF ALTERNATE SIGNING SHALL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04.
5. EXACT ALTERNATE SIGNING PLACEMENT WILL BE DETERMINED BY THE ENGINEER.
6. THE DISTRICT 8 OPERATIONS ENGINEER SHALL BE CONTACTED 10 DAYS PRIOR TO THE ERECTION OF SIGNS.
7. SIGNS SHALL BE PLACED SO THEY DO NOT INTERFERE WITH EXISTING SIGNS AND AS DIRECTED BY THE ENGINEER.
8. THE CONTRACTOR CAN USE "NB ALT (2)" IF APPROVED BY THE ENGINEER PROVIDED STAGE CONSTRUCTION ON NB I-55 IS EXPECTED TO QUEUE VEHICLES BEYOND THE INTERCHANGE.
9. AT THE DIRECTION OF THE ENGINEER, THE CONTRACTOR WILL SIGN THE USE OF "NB ALT (1)" AND "SB ALT (1)" IN COORDINATION WITH ONGOING CONSTRUCTION ACTIVITIES ON THE ADJACENT CONTRACT. SIGNING FOR THESE ALTERNATE ROUTES WILL BE PAID FOR IN THE ADJACENT CONTRACT.
10. ADVANCE NOTIFICATION OF THE ALTERNATE ROUTE ON I-55 WILL BE PROVIDED ON MESSAGE BOARDS AS DIRECTED BY THE ENGINEER.



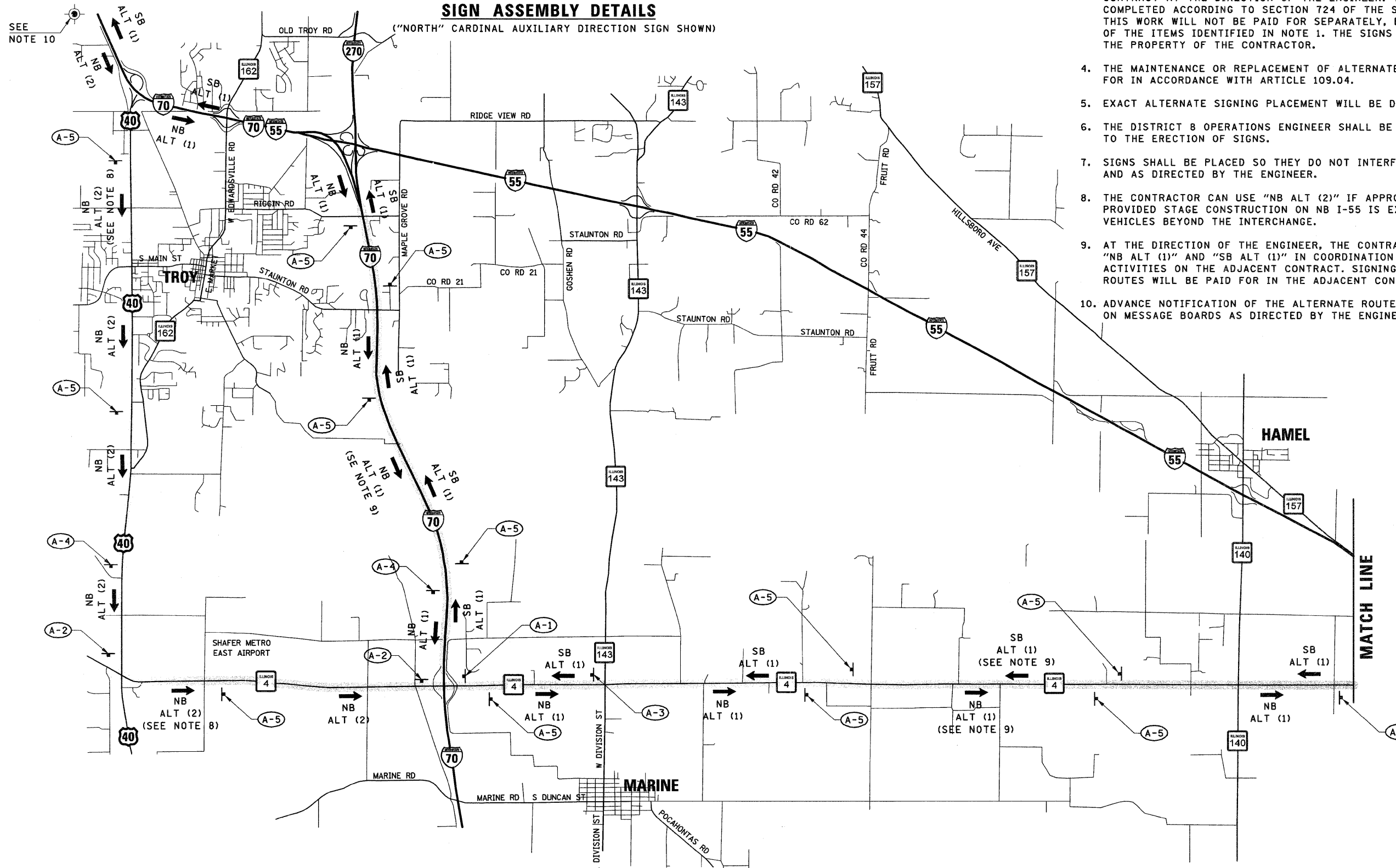
**BILL OF MATERIALS**

ITEM	UNIT	TOTAL
SIGN PANEL - TYPE 1	SQ FT	395

FILE NAME =	USER NAME = IE Consultants	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAI ROUTE 55 (I-55) SUGGESTED ALTERNATE ROUTE SIGNING DETAILS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
GR509017-9\CA00 SHEETS\0876601-shr-Alt	Route01.dgn	DRAWN -	REVISED -			55	60-3RS-1, 60-3HB,3HB-I	MADISON	123	19A	
	PLOT SCALE = 2,0000' / IN.	CHECKED -	REVISED -			SCALE:		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 76601	
	PLOT DATE = 6/23/2010	DATE -	REVISED -			SHEET NO.	OF SHEETS	STA.	TO STA.		

	M4-1A(0)2412 M1-13636 M3-1(0)2412 OR M3-3(0)2412 M6-1R(0)2115		M4-1A(0)2412 M1-13636 M3-1(0)2412 OR M3-3(0)2412 M6-1L(0)2115		M4-1A(0)2412 M1-13636 M3-1(0)2412 OR M3-3(0)2412 M5-1R(0)2115		M4-1A(0)2412 M1-13636 M3-1(0)2412 OR M3-3(0)2412 M5-1L(0)2115		M4-1A(0)2412 M1-13636 M3-1(0)2412 OR M3-3(0)2412 M6-3(0)2115
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**SIGN ASSEMBLY DETAILS**



**NOTES:**

1. THE CONTRACTOR HAS THE OPTION OF USING METAL POSTS INSTEAD OF WOOD. PAYMENT FOR POST AND REQUIRED HARDWARE SHALL BE INCLUDED IN THE COST OF "SIGN PANEL - TYPE 1".
2. ALL SIGNS SHALL BE BLACK ON ORANGE. THE POSTS SHALL BE PLACED 12 FEET FROM THE EDGE OF PAVEMENT OR AS DIRECTED BY THE ENGINEER.
3. WITH PRIOR APPROVAL, SIGNS SHALL BE REMOVED ON COMPLETION OF THE CONTRACT AT THE DIRECTION OF THE ENGINEER. THIS WORK SHALL BE COMPLETED ACCORDING TO SECTION 724 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN THE COST OF THE ITEMS IDENTIFIED IN NOTE 1. THE SIGNS AND POSTS SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
4. THE MAINTENANCE OR REPLACEMENT OF ALTERNATE SIGNING SHALL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04.
5. EXACT ALTERNATE SIGNING PLACEMENT WILL BE DETERMINED BY THE ENGINEER.
6. THE DISTRICT 8 OPERATIONS ENGINEER SHALL BE CONTACTED 10 DAYS PRIOR TO THE ERECTION OF SIGNS.
7. SIGNS SHALL BE PLACED SO THEY DO NOT INTERFERE WITH EXISTING SIGNS AND AS DIRECTED BY THE ENGINEER.
8. THE CONTRACTOR CAN USE "NB ALT (2)" IF APPROVED BY THE ENGINEER PROVIDED STAGE CONSTRUCTION ON NB I-55 IS EXPECTED TO QUEUE VEHICLES BEYOND THE INTERCHANGE.
9. AT THE DIRECTION OF THE ENGINEER, THE CONTRACTOR WILL SIGN THE USE OF "NB ALT (1)" AND "SB ALT (1)" IN COORDINATION WITH ONGOING CONSTRUCTION ACTIVITIES ON THE ADJACENT CONTRACT. SIGNING FOR THESE ALTERNATE ROUTES WILL BE PAID FOR IN THE ADJACENT CONTRACT.
10. ADVANCE NOTIFICATION OF THE ALTERNATE ROUTE ON I-55 WILL BE PROVIDED ON MESSAGE BOARDS AS DIRECTED BY THE ENGINEER.



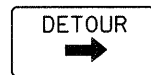
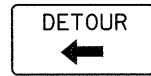

FILE NAME = G:\581017-9\CADD SHEETS\0876681-sht-Alt_Route02.dgn	USER NAME = IE Consultants	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAI ROUTE 55 (I-55) SUGGESTED ALTERNATE ROUTE SIGNING DETAILS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 2,000' / IN.	CHECKED -	REVISED -	55			60-3RS-1, 60-(3HB,3HB-I)	MADISON	23	198	
PLOT DATE = 6/23/2010	DATE -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	
										CONTRACT NO. 76601

NOTES





1. DETOUR SIGNS REQUIRED WILL BE SUPPLIED TO THE CONTRACTOR BY I.D.O.T.
2. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET, AS DIRECTED BY THE R.E./R.T. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
3. THE CONTRACTOR SHALL GIVE I.D.O.T., BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP THE SIGNS AT THE T.M. BUILDING IN FAIRVIEW HGTS., AND RETURN THEM UPON COMPLETION OF THE CONTRACT. CONTACT JEAN SLAPE 346-3289
4. THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR DETOUR SIGNING AND NO OTHER COMPENSATION WILL BE ALLOWED.
5. SIGN SPACING WILL BE 400' OR TO FIT FIELD CONDITIONS.
6. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'.
7. THE CONTRACTOR SHALL FURNISH ADVANCE WARNING SIGNS, ROAD CLOSURE SIGNS, MESSAGE BOARD, AND TYPE 3 BARRICADES.
8. ALL ADVANCE WARNING SIGNS SHALL BE 48" FLUORESCENT ORANGE WITH FLASHING LIGHTS.

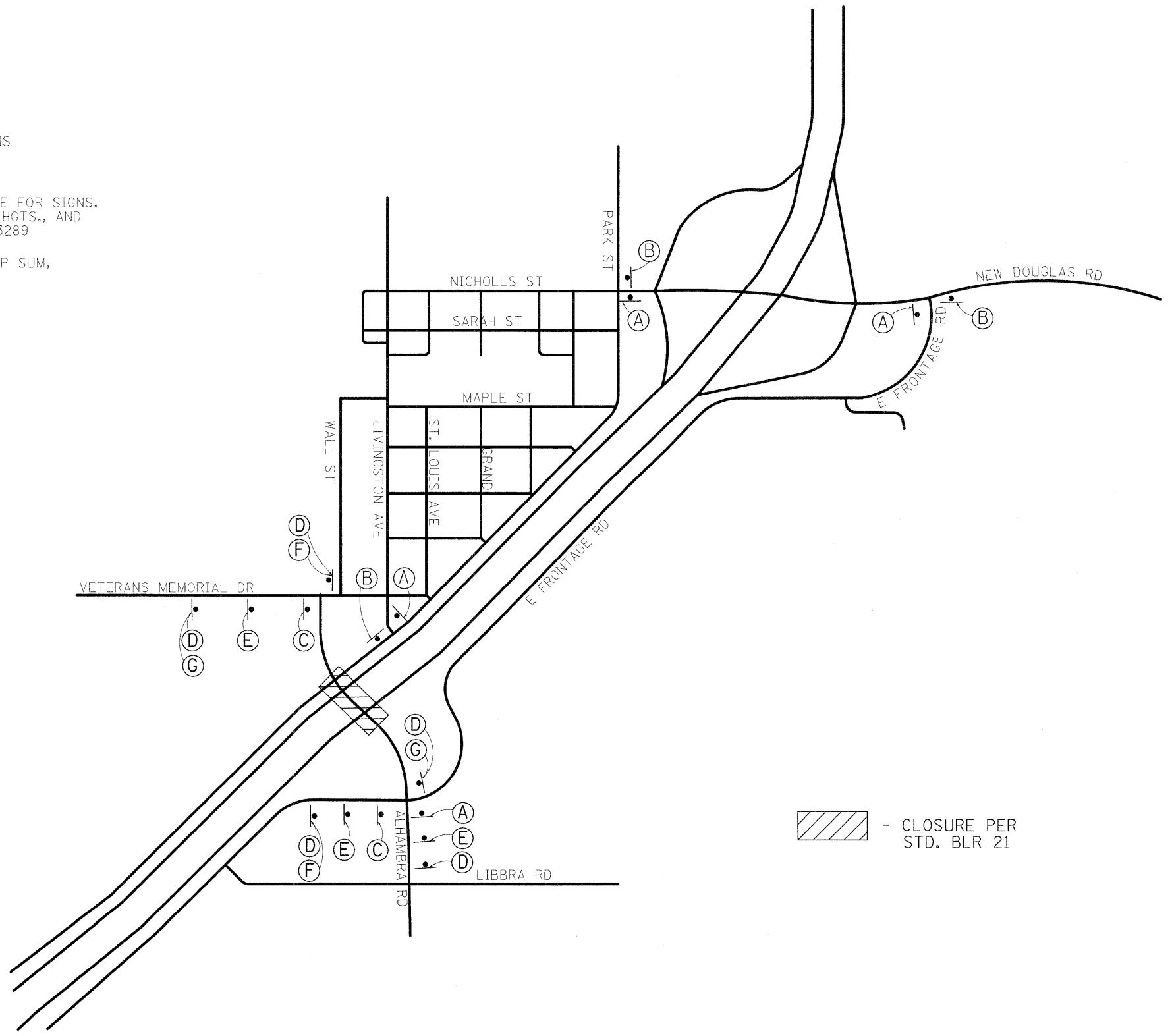
SIGNS REQUIRED

TO BE PROVIDED BY IDOT

- (A)  (2)
- (B)  (3)
- (C)  (4)

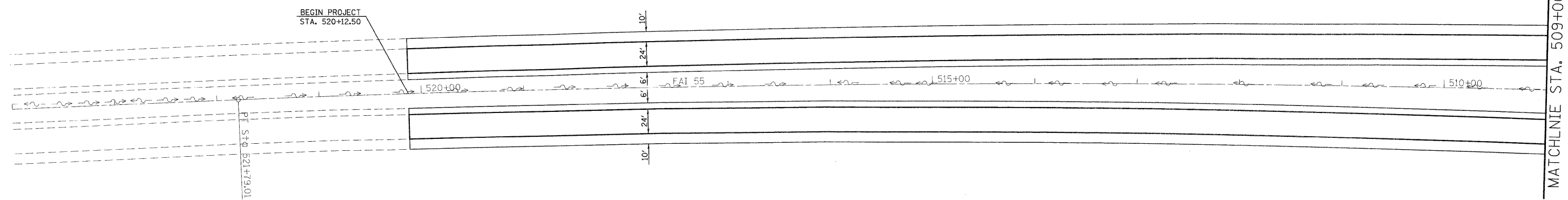
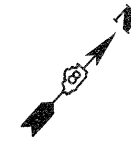
TO BE PROVIDED BY CONTRACTOR

- (D)  (5)
- (E)  (3)
- (F)  (2)
- (G)  (2)

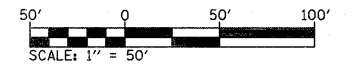


 - CLOSURE PER STD. BLR 21

FILE NAME =	USER NAME = dintelmanjn	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETOUR SIGNING</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
o:\pwork\WIDOT\INTEL\MAN\JN\d0128605	d076601-shit-plan.dgn	DRAWN -	REVISED -			55	60-3RS-1,60-13HB,3HB-1II	MADISON	123	19C	
	PLOT SCALE = 50,0000' / 1"	CHECKED -	REVISED -			CONTRACT NO. 76601					
	PLOT DATE = 6/25/2018	DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

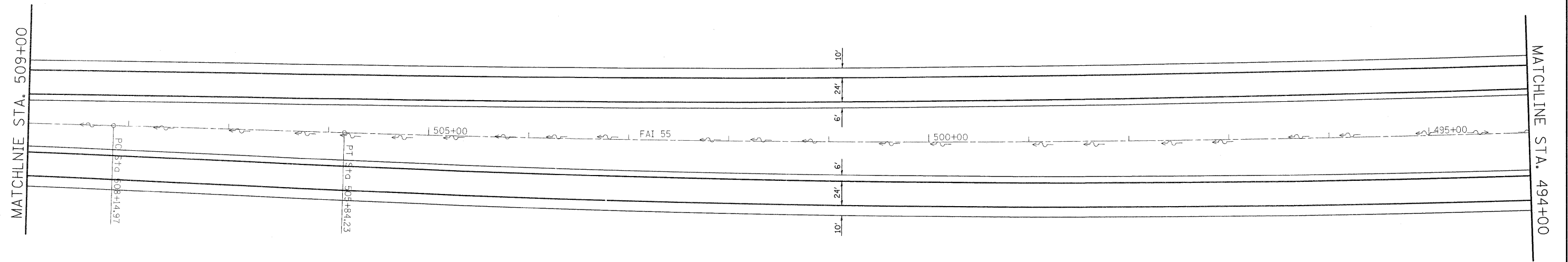
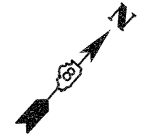


EXIST. CURVE C16  
 PI STA. = 514+97.28  
 $\Delta = 4^{\circ} 05' 32''$  (LT)  
 $D = 0^{\circ} 18' 00''$   
 $R = 19,098.60'$   
 $T = 682.31'$   
 $L = 1,364.04'$   
 $E = 12.18'$   
 $\theta = \text{-----}$   
 $T.R. = \text{-----}$   
 $S.E. RUN = \text{-----}$   
 $P.C. STA. = 508+14.97$   
 $P.T. STA. = 521+79.01$

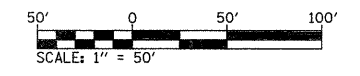


FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN SHEETS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
at\pw\work\psidot\conoverpj\d0128605\d8	6601-sht-plan.dgn	DRAWN -	REVISED -			55	60-3RS-1,60-(3HB,3HB-1I)	MADISON	123	20
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	PLOT DATE = 6/23/2010	DATE -	REVISED -			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				
						SCALE: -----	SHEET NO. 1 OF 27 SHEETS	STA. 524+00 TO STA. 509+00		

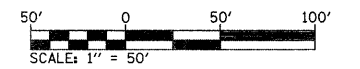
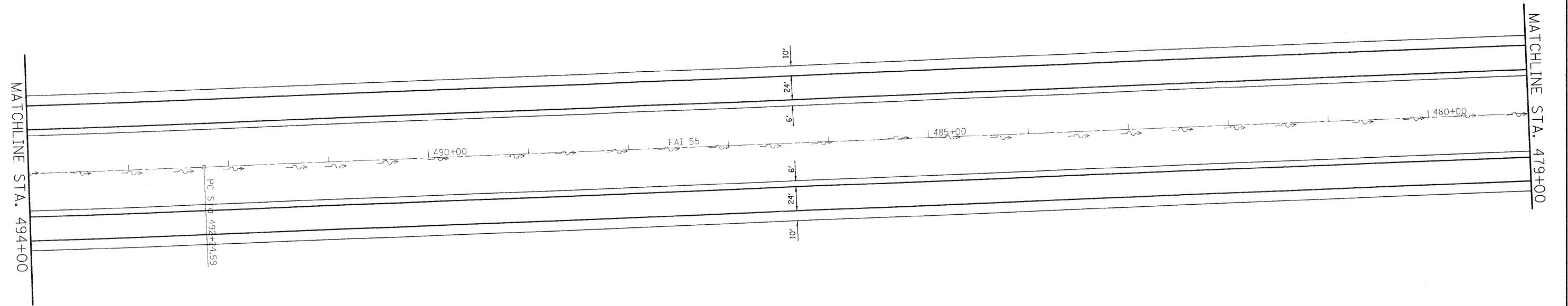
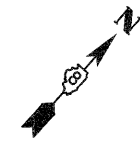




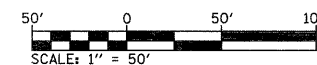
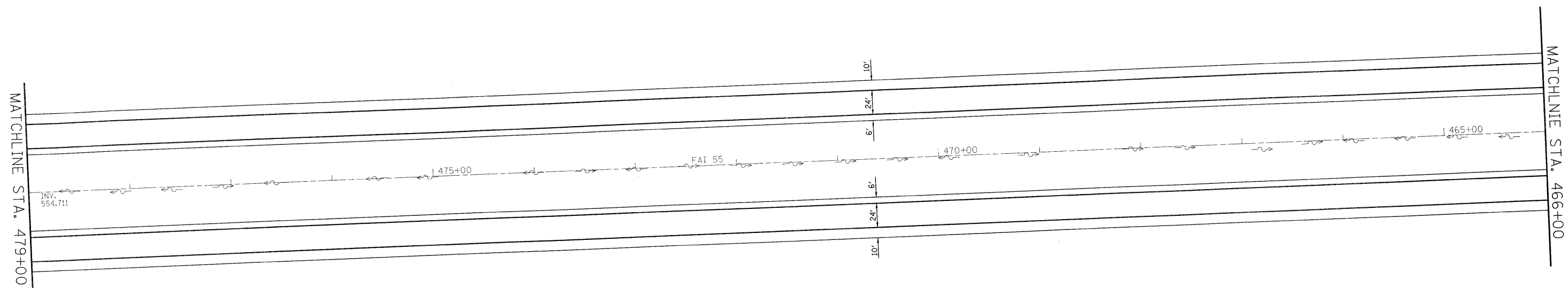
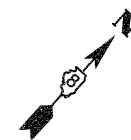
EXIST. CURVE C15  
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 $\Delta$  = 4° 04' 44" (RT)  
 D = 0° 18' 00"  
 R = 19,098.60'  
 T = 680.11'  
 L = 1,359.64'  
 E = 12.11'  
 e = -----  
 T.R. = -----  
 S.E. RUN = -----  
 P.C. STA. = 492+24.59  
 P.T. STA. = 505+84.23



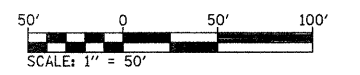
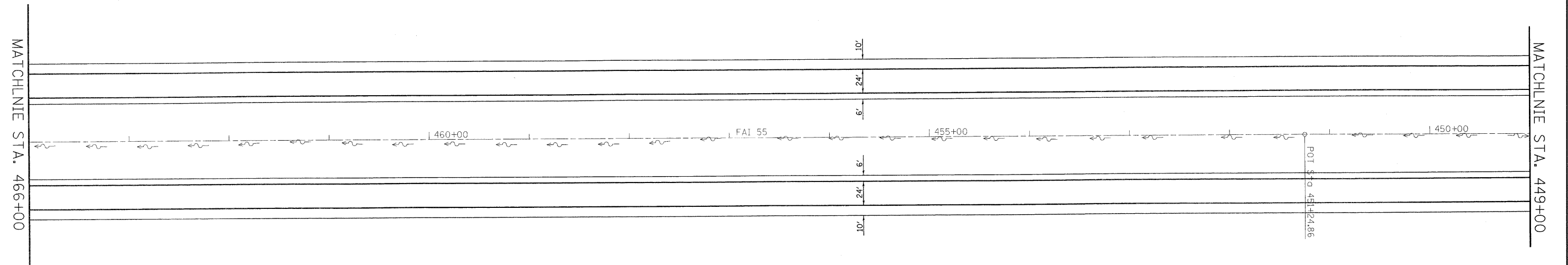
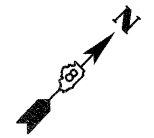
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		SCALE: -----	SHEET NO. 2 OF 27 SHEETS	STA. 509+00 TO STA. 494+00	CONTRACT NO. 76601				
	PLOT DATE = 6/23/2010	DATE -	REVISED -		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT							



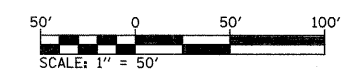
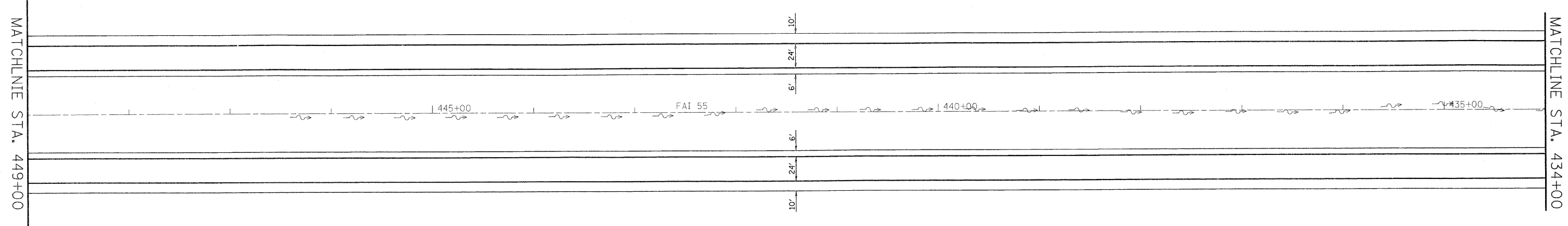
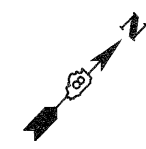
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c:\pwwork\pwwork\conoverpj\d0128605\d8	6601-sht-plan.dgn	DRAWN -	REVISED -			55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	22
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	PLOT DATE = 6/23/2010	DATE -	REVISED -			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				
				SCALE: _____ SHEET NO. 3 OF 27 SHEETS STA. 494+00 TO STA. 479+00						



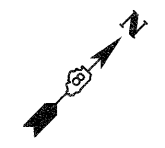
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ca:\pwork\pwork\conoverpj\c2128605\ad8	6601-sht-plan.dgn	DRAWN -	REVISED -					55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	23
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		STA. 479+00 TO STA. 466+00			CONTRACT NO. 76601				
	PLOT DATE = 6/23/2010	DATE -	REVISED -		SCALE: _____ SHEET NO. 4 OF 27 SHEETS			FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				



FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN SHEETS</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT SCALE = 50.0000' / 1"	CHECKED -	REVISED -		SCALE: _____ SHEET NO. 5 OF 27 SHEETS STA. 466+00 TO STA. 449+00			CONTRACT NO. 76601				
	PLOT DATE = 6/23/2010	DATE -	REVISED -		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT							

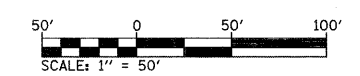
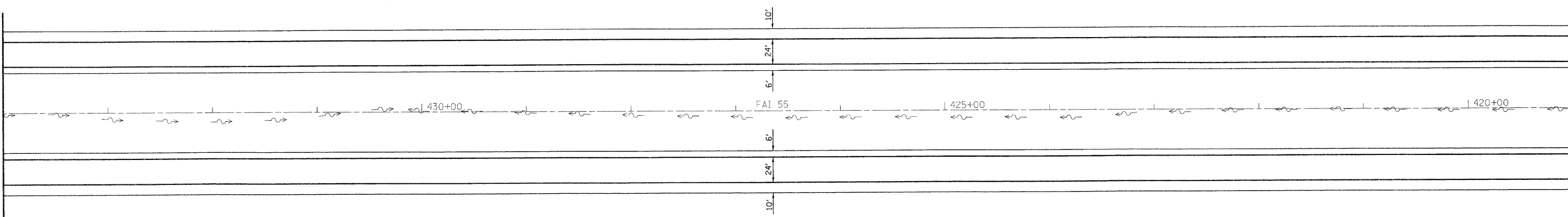


FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN SHEETS</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\px\work\psidos\conoverpj\d0128605\d8	6601-sht-plan.dgn	DRAWN -	REVISED -		55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	25			
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		<b>CONTRACT NO. 76601</b>							
	PLOT DATE = 6/23/2010	DATE -	REVISED -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							
				SCALE: _____		SHEET NO. 6 OF 27 SHEETS		STA. 449+00 TO STA. 434+00				



MATCHLINE STA. 434+00

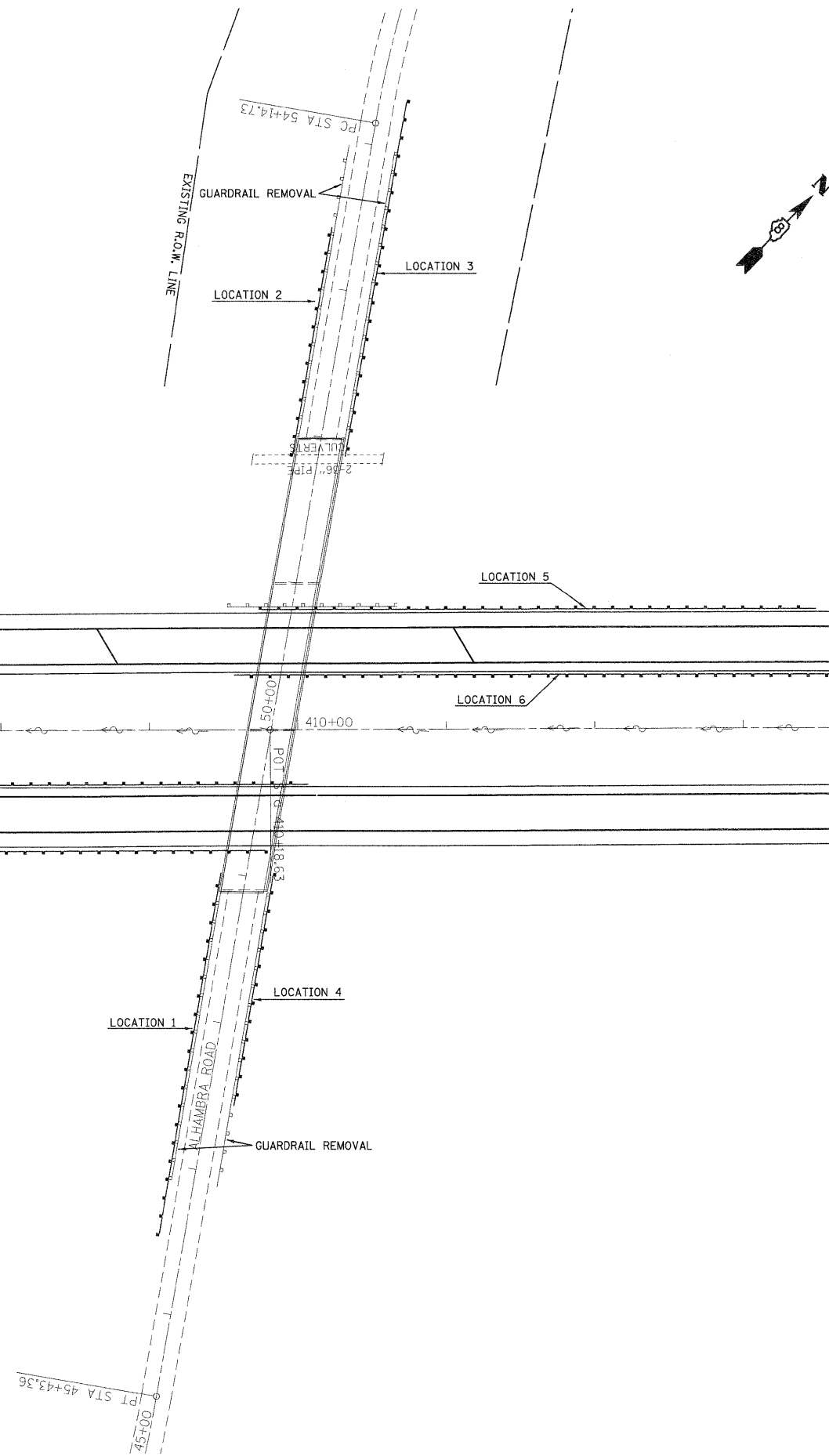
MATCHLINE STA. 419+00



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	PLOT SCALE = 50.0000' / IN.	DRAWN - ---	REVISED - ---			55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	26
	PLOT DATE = 6/23/2010	CHECKED - ---	REVISED - ---			<b>CONTRACT NO. 76601</b>				
	DATE - ---	REVISED - ---	SCALE: _____ SHEET NO. 7 OF 27 SHEETS STA. 434+00 TO STA. 419+00							
						FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

MATCHLINE STA. 419+00

MATCHLINE STA. 404+00

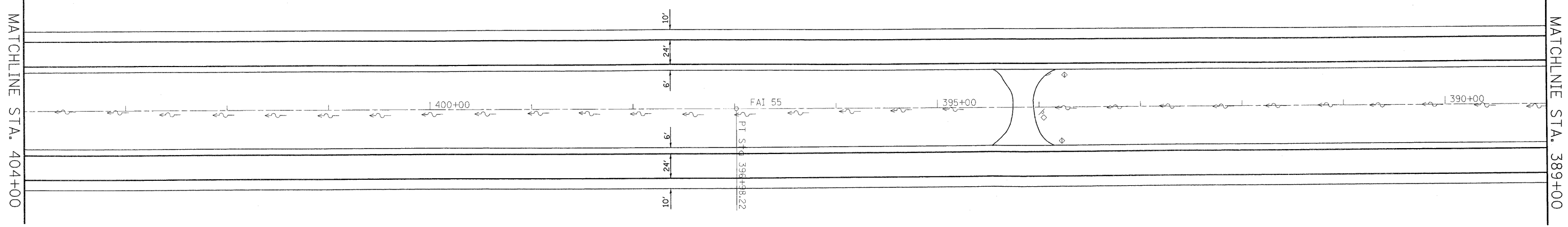
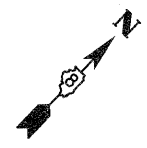


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	PLOT DATE = 6/23/2010	DATE -	REVISED -

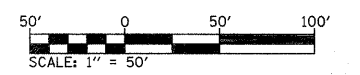
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>PLAN SHEETS</b>		
SCALE: -----	SHEET NO. 8 OF 27 SHEETS	STA. 419+00 TO STA. 404+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1,60-(3HB,3HB-1I)	MADISON	123	27
CONTRACT NO. 76601				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

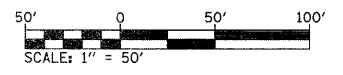
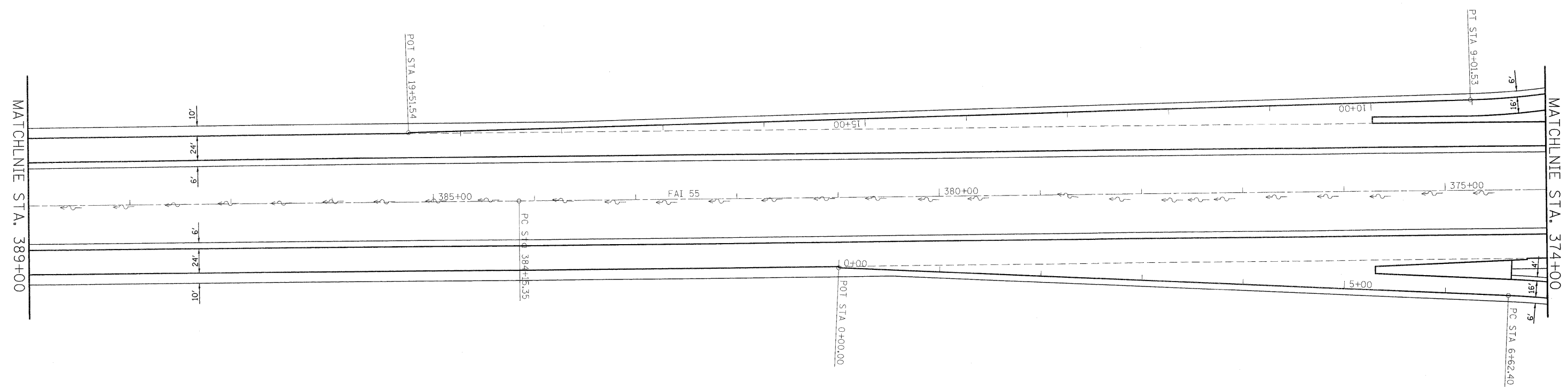
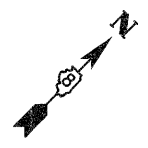


EXIST. CURVE C14  
 PI STA. = 390+56.78  
 $\Delta = 0^\circ 25' 39''$  (RT)  
 $D = 0^\circ 02' 00''$   
 $R = 171,887.34'$   
 $T = 641.44'$   
 $L = 1,282.87'$   
 $e = \text{-----}$   
 $T.R. = \text{-----}$   
 $S.E. \text{ RUN} = \text{-----}$   
 $P.C. \text{ STA.} = 384+15.35$   
 $P.T. \text{ STA.} = 396+98.22$



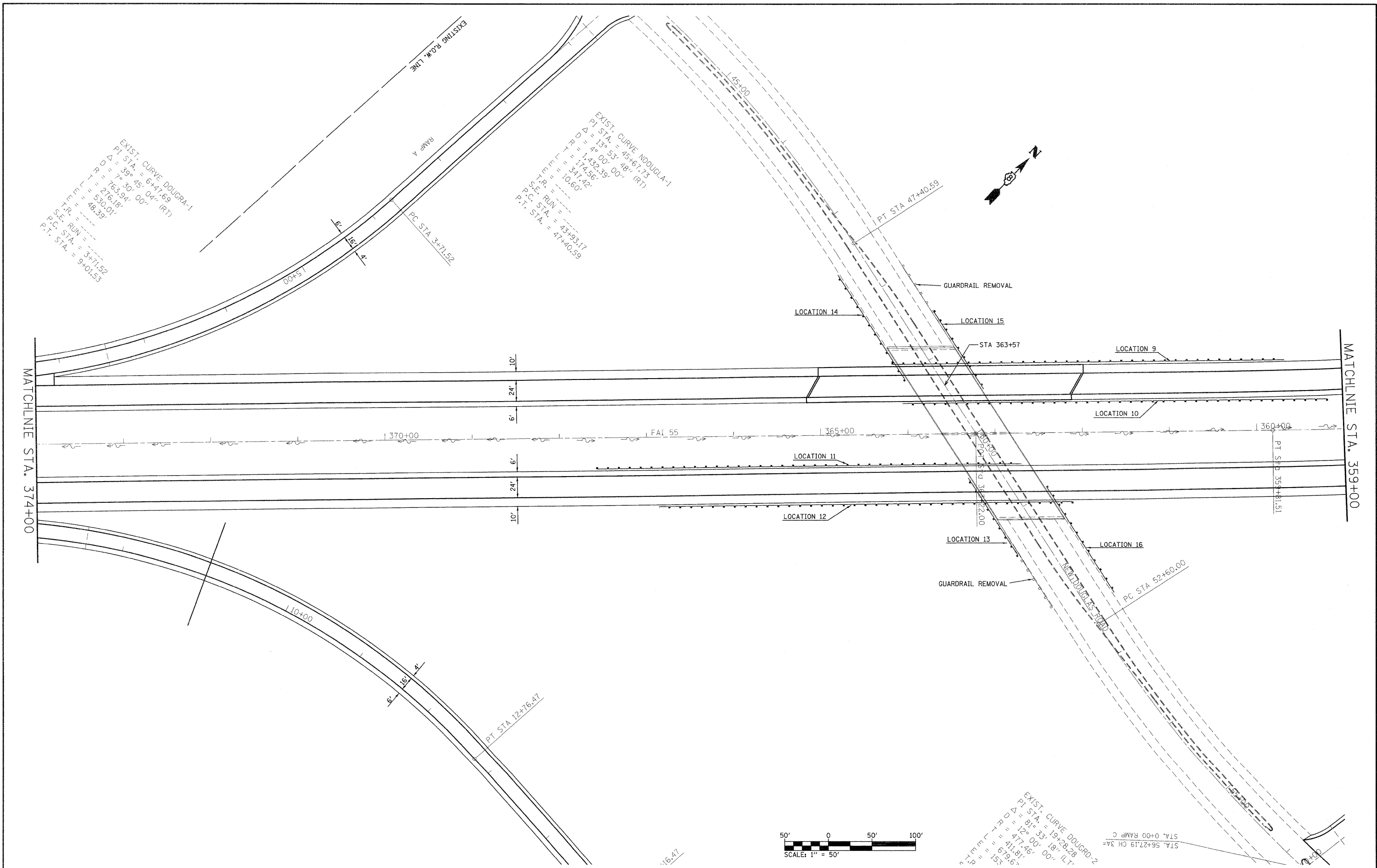
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ca:\pwork\pwork\conoverpj\d0128605\d0128605-6601-sht-plan.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -				55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	28
PLOT DATE = 6/23/2010	DATE -	CHECKED -	REVISED -		SCALE: _____ SHEET NO. 9 OF 27 SHEETS STA. 404+00 TO STA. 389+00		CONTRACT NO. 76601				
					FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT						





EXT.

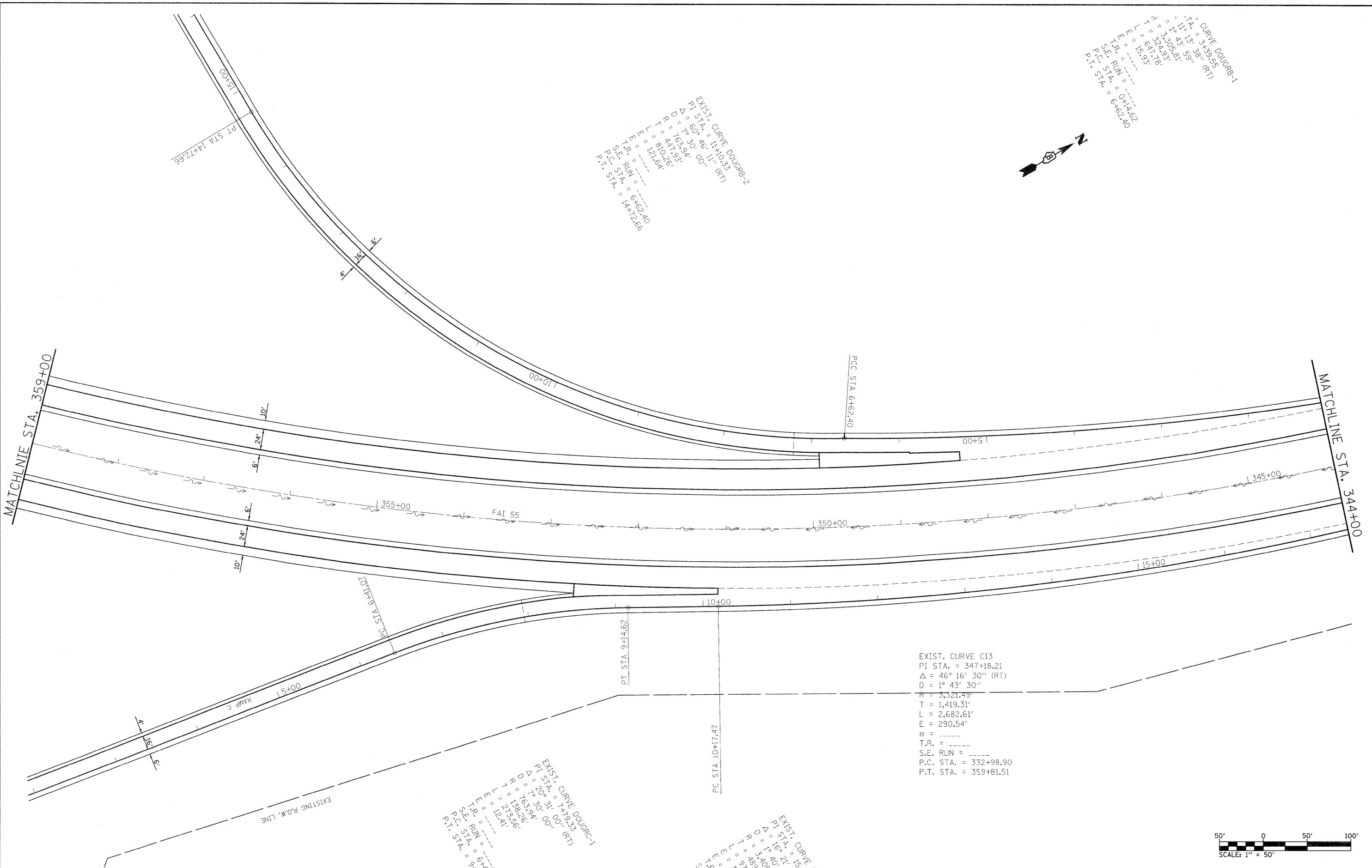
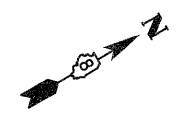
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	PLOT SCALE = 50,0000 ' / IN.	DRAWN -	REVISED -		55	60-3RS-1,60-13HB,3HB-111	MADISON	123	29		
PLOT DATE = 6/23/2010	CHECKED -	REVISED -	<b>CONTRACT NO. 76601</b>								
DATE -	REVISED -	FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT									
				SCALE: _____	SHEET NO. 10 OF 27 SHEETS	STA. 389+00 TO STA. 374+00					



FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN SHEETS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\conoverpj\d0128605\d01	6601-shr-plan.dgn	DRAWN -	REVISED -			55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	30
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			SCALE: _____ SHEET NO. 11 OF 27 SHEETS STA. 374+00 TO STA. 359+00			CONTRACT NO. 76601	
	PLOT DATE = 6/23/2010	DATE -	REVISED -			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

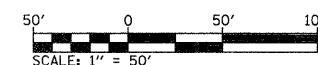
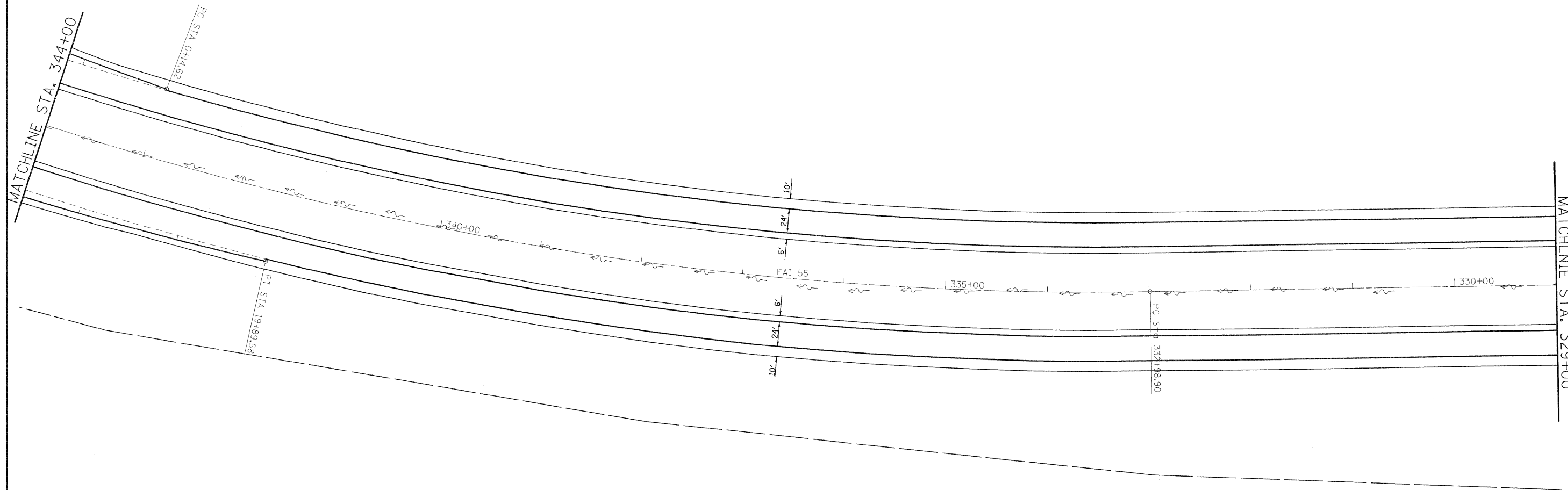
EXIST. CURVE D01GRB-1  
 PI STA. = 3+39.55  
 $\Delta = 11^{\circ} 13' 38''$  (RT)  
 $D = 3,305.81'$   
 $T = 324.93'$   
 $L = 641.78'$   
 $E = 15.93'$   
 $e =$   
 $T.R. =$   
 $S.E. RUN = 0+14.62$   
 $P.C. STA. = 6+62.40$   
 $P.T. STA. = 6+62.40$

EXIST. CURVE D01GRB-2  
 PI STA. = 1+10.33  
 $\Delta = 60^{\circ} 46' 11''$  (RT)  
 $D = 7,303.00'$   
 $T = 763.94'$   
 $L = 417.95'$   
 $E = 810.26'$   
 $e = 121.64'$   
 $T.R. =$   
 $S.E. RUN = 6+62.40$   
 $P.C. STA. = 14+72.66$   
 $P.T. STA. = 14+72.66$



FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN SHEETS</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ot:\pw_work\p\idot\conoverpj\d0128605\d01	6601-sht-plan.dgn	DRAWN -	REVISED -		55	60-3RS-1,60-(3HB,3HB-1I)	MADISON	123	31		
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 76601						
	PLOT DATE = 6/23/2010	DATE -	REVISED -		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT						

SCALE: \_\_\_\_\_ SHEET NO. 12 OF 27 SHEETS STA. 359+00 TO STA. 344+00



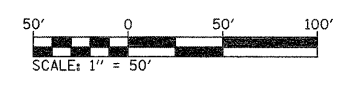
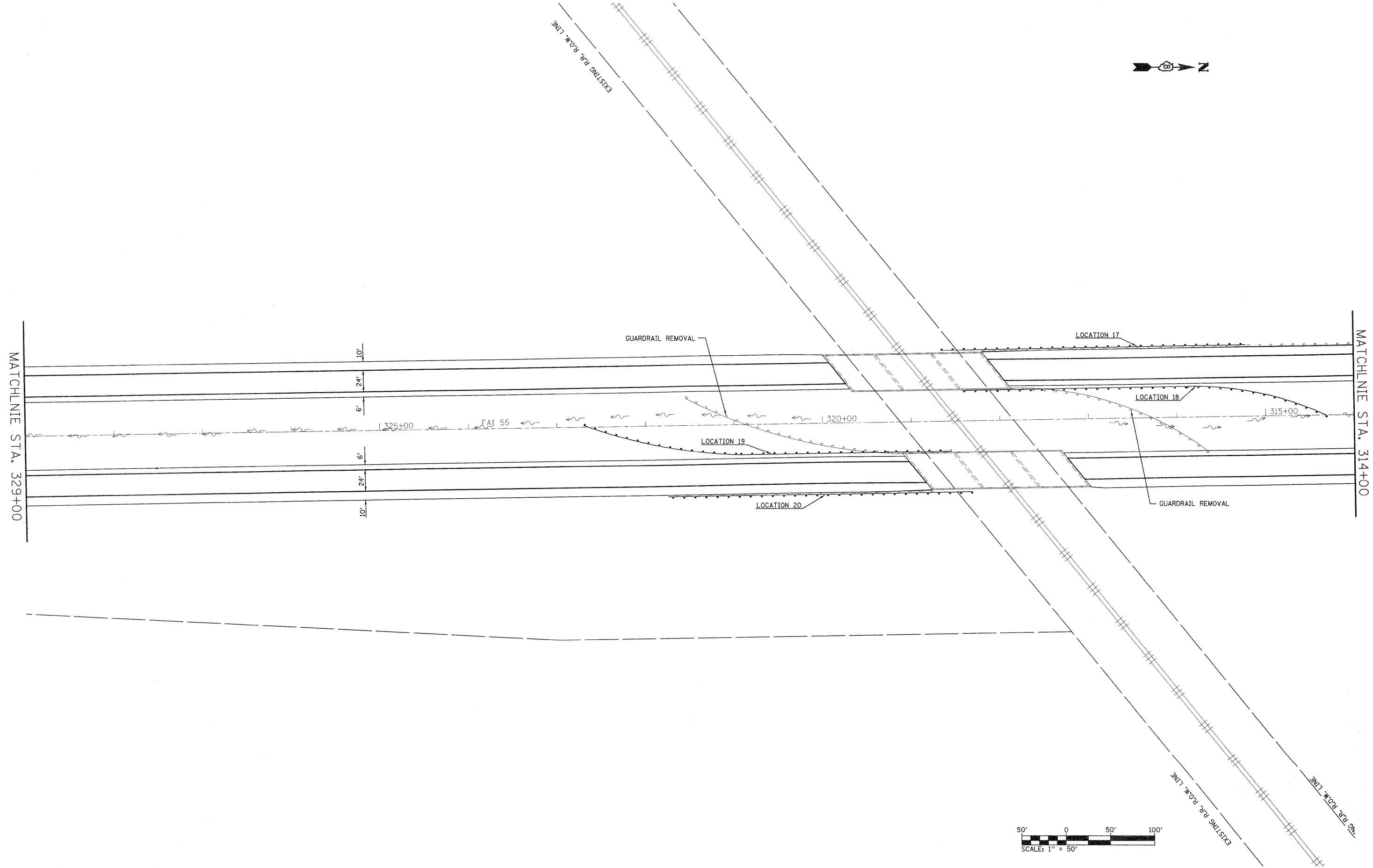
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 6/23/2018	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

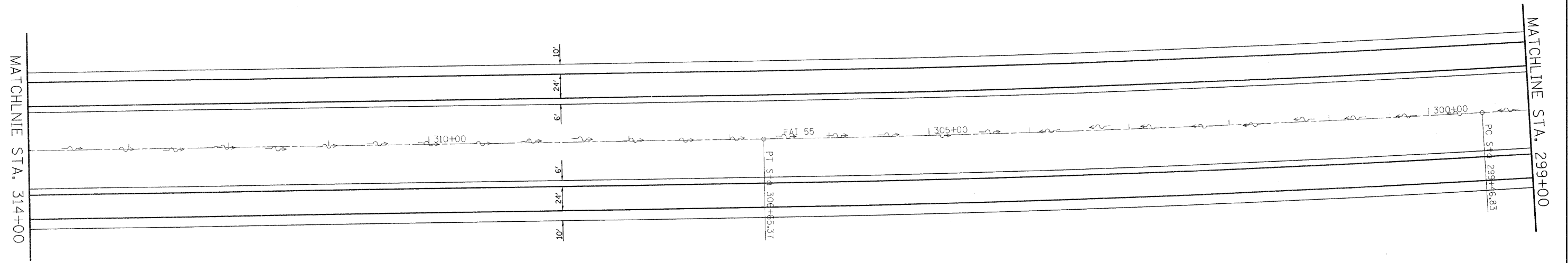
**PLAN SHEETS**

SCALE: \_\_\_\_\_ SHEET NO. 13 OF 27 SHEETS STA. 344+00 TO STA. 329+00

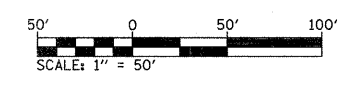
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	32
<b>CONTRACT NO. 76601</b>				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



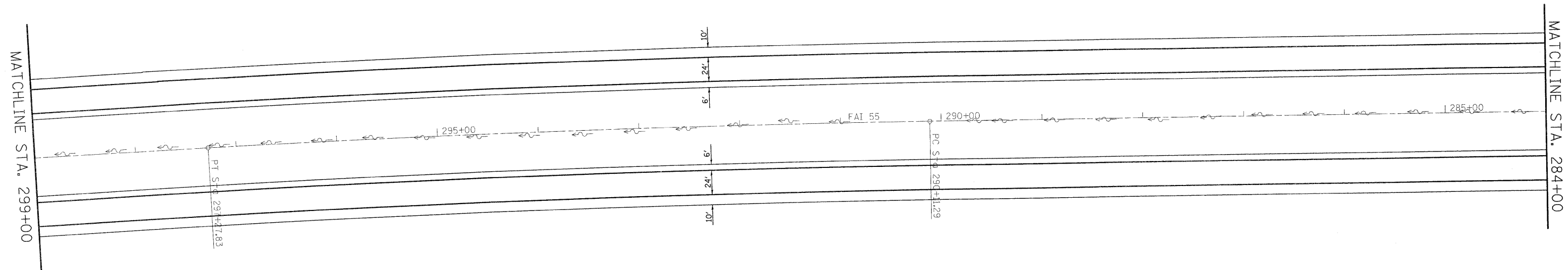
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	6601-shr-plan.dgn	DRAWN - ---	REVISED - ---			55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	33
	PLOT SCALE = 50.0000' / IN.	CHECKED - ---	REVISED - ---			<b>CONTRACT NO. 76601</b>				
	PLOT DATE = 6/23/2010	DATE - ---	REVISED - ---			FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				
					SCALE: -----	SHEET NO. 14 OF 27 SHEETS	STA. 329+00 TO STA. 314+00			



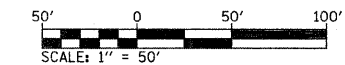
EXIST. CURVE C12  
 PI STA. = 303+06.15  
 $\Delta = 2^\circ 23' 42''$  (RT)  
 $D = 0^\circ 20' 00''$   
 $R = 17,188.73'$   
 $T = 359.32'$   
 $L = 718.54'$   
 $E = 3.76'$   
 $e = \text{-----}$   
 $T.R. = \text{-----}$   
 $S.E. \text{ RUN} = \text{-----}$   
 $P.C. \text{ STA.} = 299+46.83$   
 $P.T. \text{ STA.} = 306+65.37$



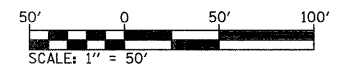
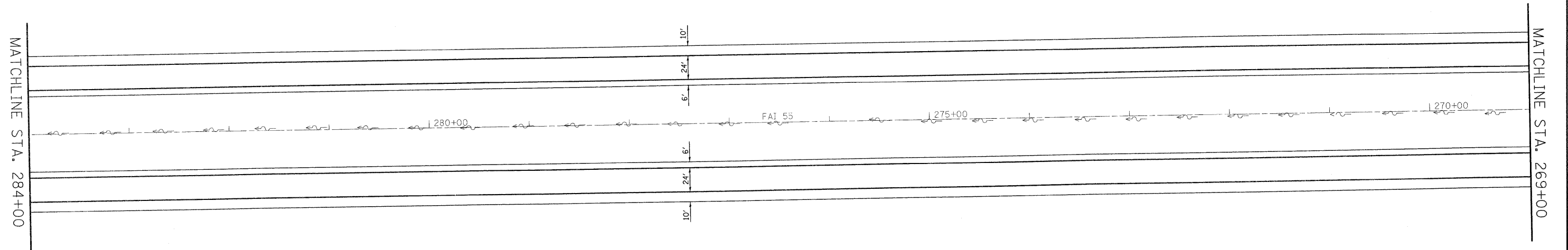
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PLOT SCALE = 50.0000' / IN.	CHECKED - ---	REVISED - ---	SCALE: _____			SHEET NO. 15 OF 27 SHEETS	STA. 314+00 TO STA. 299+00	CONTRACT NO. 76601			
PLOT DATE = 6/23/2010	DATE - _____	REVISED - ---	FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT								



EXIST. CURVE C11  
 PI STA. = 293+69.61  
 $\Delta = 2^\circ 23' 18''$  (LT)  
 $D = 0^\circ 20' 00''$   
 $R = 17,188.73'$   
 $T = 358.32'$   
 $L = 716.54'$   
 $E = 3.73'$   
 $e = \text{-----}$   
 $T.R. = \text{-----}$   
 $S.E. \text{ RUN} = \text{-----}$   
 $P.C. \text{ STA.} = 290+11.29$   
 $P.T. \text{ STA.} = 297+27.83$

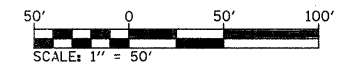
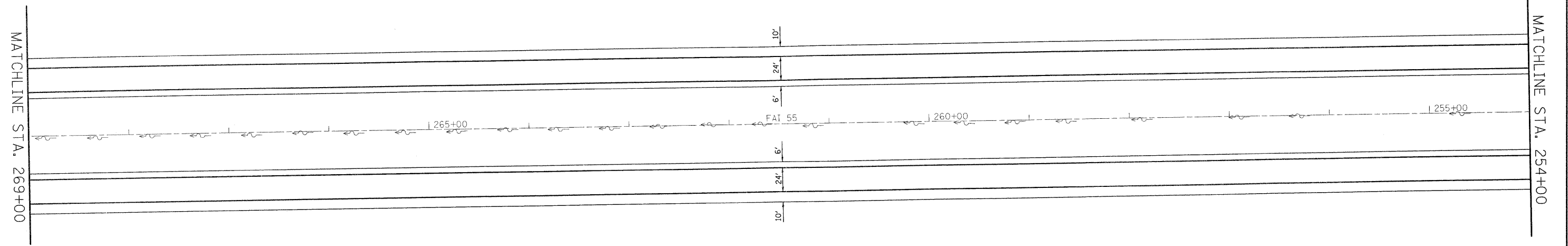
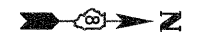


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PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	SCALE: _____			SHEET NO. 16 OF 27 SHEETS	STA. 299+00 TO STA. 284+00	CONTRACT NO. 76601				
PLOT DATE = 6/23/2010	DATE -	REVISED -	FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT									

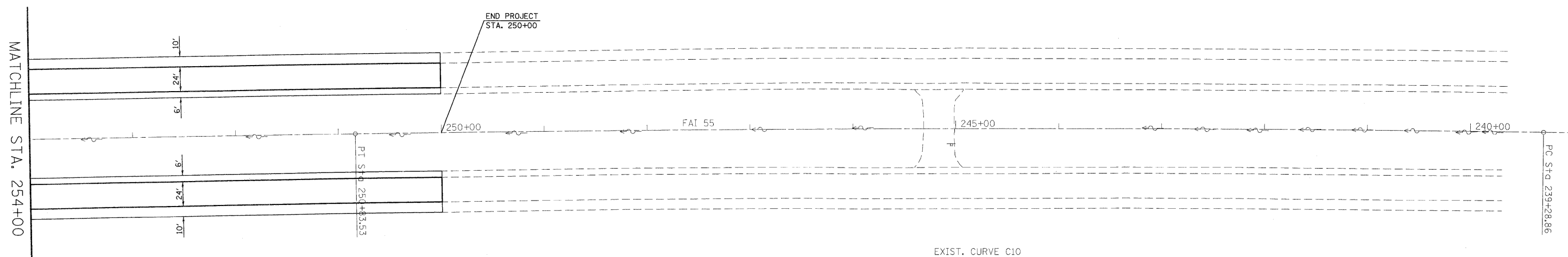


FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN SHEETS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\conoverpj\d0128605\d0128605-17.dwg	6601-sht-plan.dgn	DRAWN -	REVISED -			55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	36
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 76601				
	PLOT DATE = 6/23/2010	DATE -	REVISED -			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				
				SCALE: _____ SHEET NO. 17 OF 27 SHEETS STA. 284+00 TO STA. 269+00						

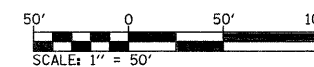




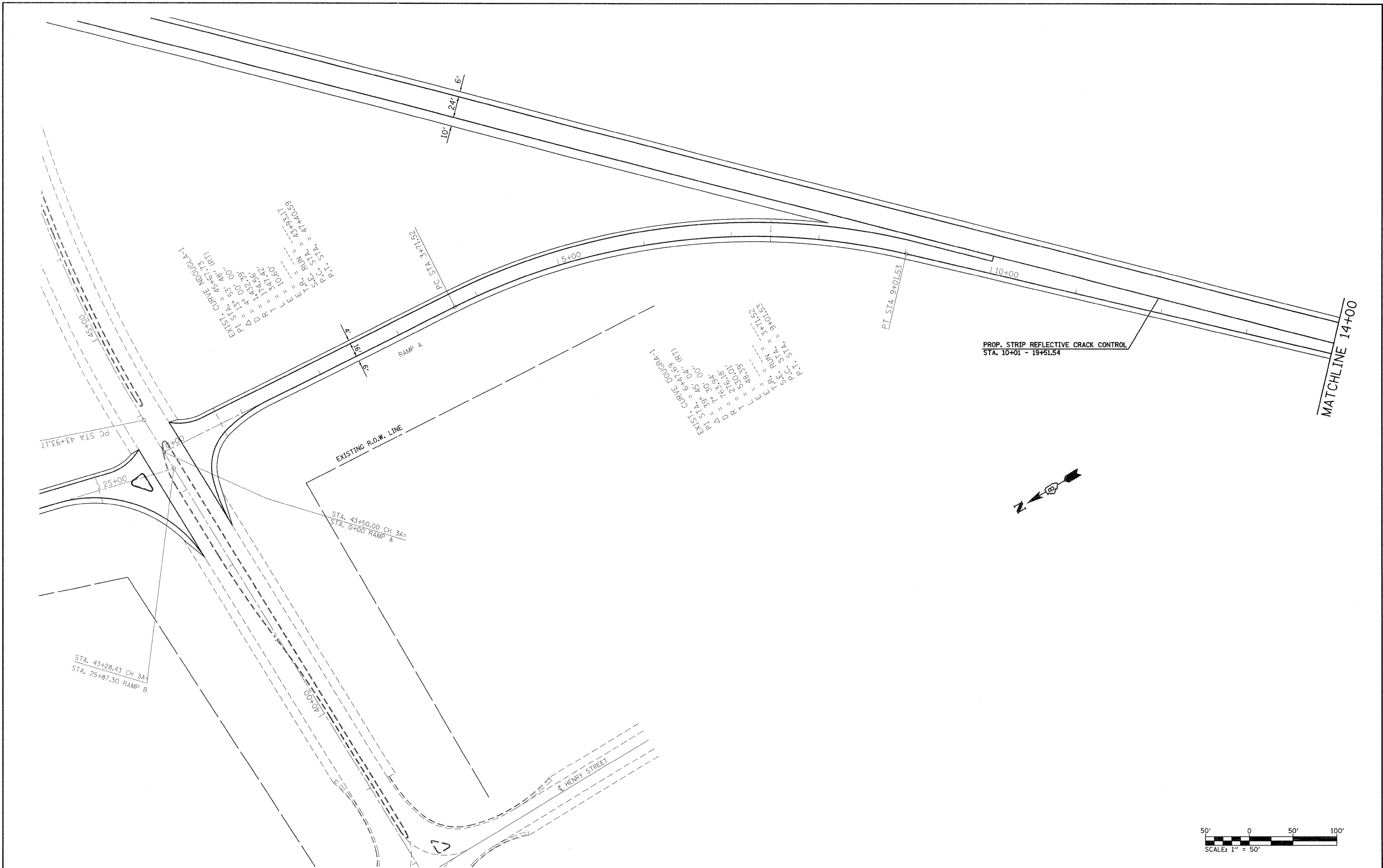
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PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	55			60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	37	
PLOT DATE = 6/23/2010	DATE -	REVISED -	CONTRACT NO. 76601							
			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT							
				SCALE: _____ SHEET NO. 18 OF 27 SHEETS STA. 269+00 TO STA. 254+00						



EXIST. CURVE C10  
 PI STA. = 245+06.24  
 $\Delta$  = 1° 44' 14" (LT)  
 D = 0° 09' 02"  
 R = 38,084.20'  
 T = 577.38'  
 L = 1,154.66'  
 E = 4.38'  
 e = -----  
 T.R. = -----  
 S.E. RUN = -----  
 P.C. STA. = 239+28.86  
 P.T. STA. = 250+83.53



FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN SHEETS</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\p\idat\conoverpj\d0128605\d0128605	6601-sht-plan.dgn	DRAWN -	REVISED -		55	60-3RS-1.60-(3HB,3HB-1)	MADISON	123	38			
	PLCT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 76601							
	PLGT DATE = 6/23/2010	DATE -	REVISED -		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT							
				SCALE: _____ SHEET NO. 19 OF 27 SHEETS STA. 254+00 TO STA. 239+00								



FILE NAME = c:\pwork\pwork\conoverpj\d9128605\d9128605-sht-plan.dgn  
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 PLOT SCALE = 50.0000' / IN.  
 PLOT DATE = 6/23/2010

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

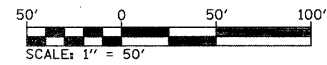
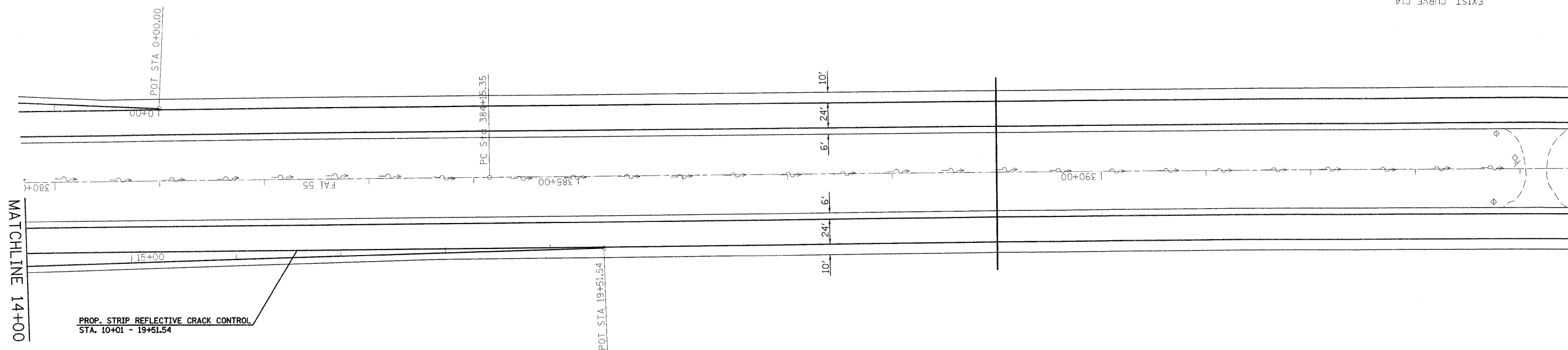
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PLAN SHEETS - RAMP A  
 SCALE: SHEET NO. 20 OF 27 SHEETS STA. 0+00 TO STA. 14+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	39

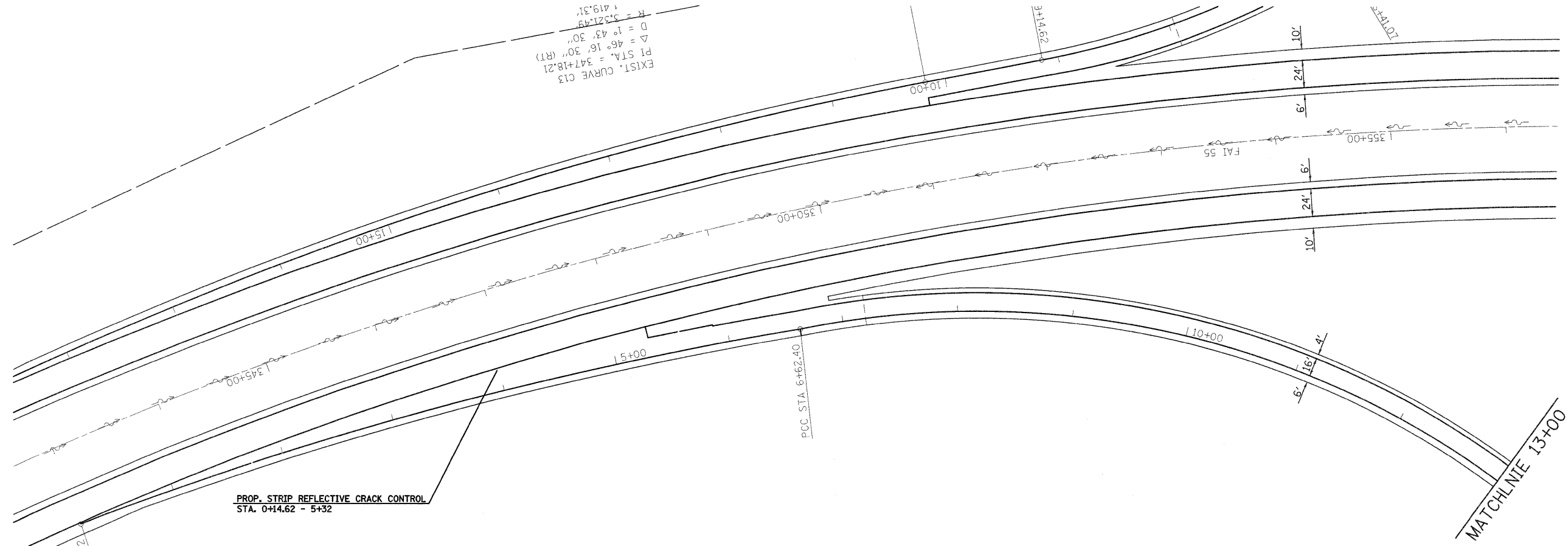
CONTRACT NO. 76601  
 FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT

P.I. STA. = 396+98.22  
 P.C. STA. = 384+15.35  
 S.E. RUN = -----  
 T.R. = -----  
 e = -----  
 E = 1.20'  
 L = 1,282.87'  
 T = 641.44'  
 R = 171,887.34'  
 D = 0° 25' 39" (RT)  
 P.I. STA. = 390+56.78  
 EXIST. CURVE C14



FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN SHEETS - RAMP A</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pwork\conoverpj\d0128605\d0128605-1	6601-sht-plan.dgn	DRAWN -	REVISED -					55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	40
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 76601							
	PLOT DATE = 6/23/2010	DATE -	REVISED -		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT							

SCALE: \_\_\_\_\_ SHEET NO. 21 OF 27 SHEETS STA. 14+00 TO STA. 19+51.54

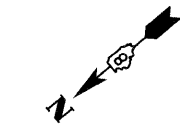


PROP. STRIP REFLECTIVE CRACK CONTROL  
STA. 0+14.62 - 5+32

PC STA. 0+14.62

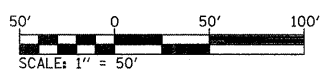
PCC STA. 6+26.40

MATCHLINE 13+00



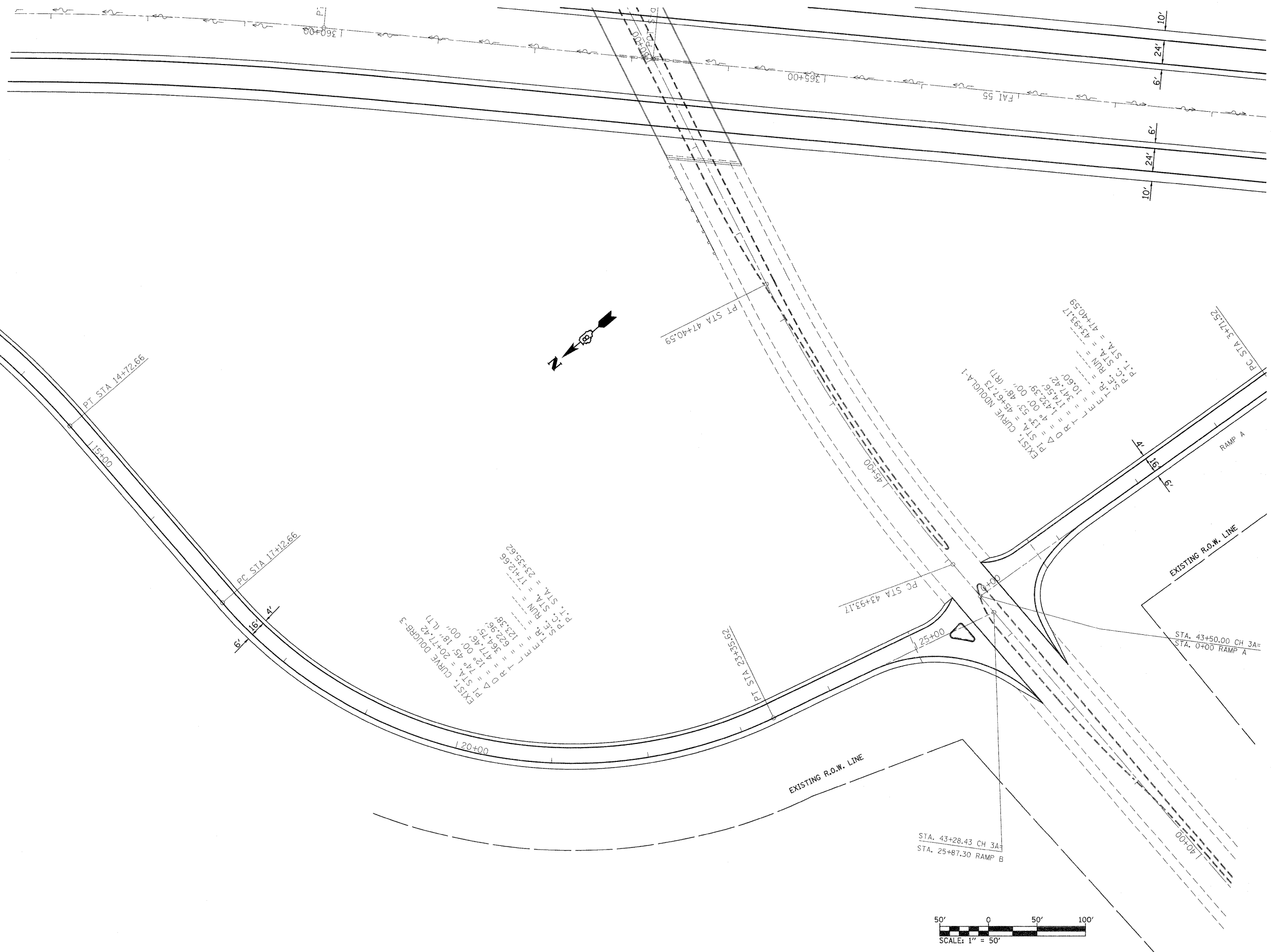
EXIST. CURVE D04GRB-1  
 P.I. STA. = 3+33.53  
 P.C. STA. = 3+14.62  
 P.T. STA. = 3+52.94  
 Δ = 46° 16' 30" (RT)  
 D = 143' 30"  
 R = 3,212.43  
 L = 149.31'

EXIST. CURVE D04GRB-2  
 P.I. STA. = 11+10.33  
 P.C. STA. = 10+26.14  
 P.T. STA. = 11+24.52  
 Δ = 78° 30' 46" (RT)  
 D = 117' 11"  
 R = 1,216.4'  
 L = 121.64'



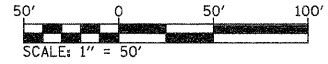
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ca:\pw\work\puidot\conoverpj\d0128605\d8	6601-shr-plan.dgn	DRAWN -	REVISD -			55	60-3RS-1.60-(3HB,3HB-1)I	MADISON	123	41	
	PLCT SCALE = 50.0000' / IN.	CHECKED -	REVISD -			CONTRACT NO. 76601					
	PLCT DATE = 6/23/2010	DATE -	REVISD -			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					

MATCHLINE 13+00



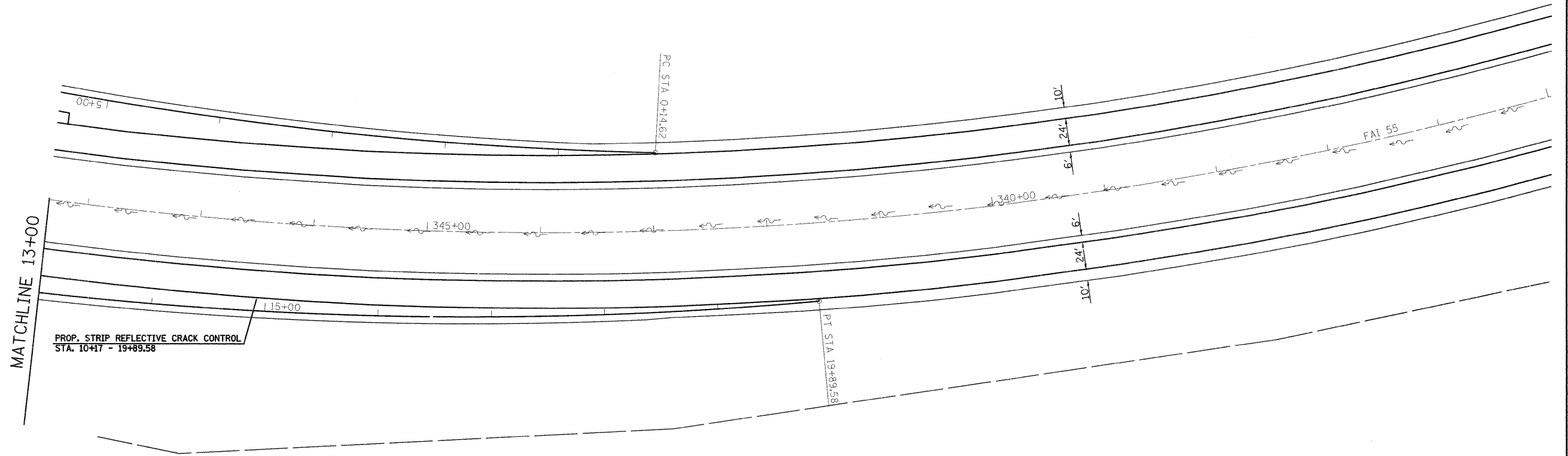
EXIST. CURVE DOUGRS-3  
 P.I. STA. = 20+77.42  
 P.C. STA. = 17+12.66  
 P.T. STA. = 24+35.62  
 RADIUS = 123.38'  
 CHORD BEARING = 347.96°  
 CHORD DIST. = 62.20'  
 DELTA = 42° 17' 15"

EXIST. CURVE NOOGLA-1  
 P.I. STA. = 45+67.73  
 P.C. STA. = 42+32.39  
 P.T. STA. = 49+03.07  
 RADIUS = 106.00'  
 CHORD BEARING = 341.42°  
 CHORD DIST. = 143.39'  
 DELTA = 15° 53' 48" (RT)

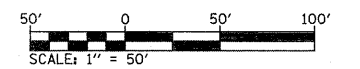


FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN SHEETS - RAMP B</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\conoverpj\d0128605\d8	6601-sht-plan.dgn	DRAWN -	REVISED -			55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	42
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 76601				
	PLOT DATE = 6/23/2010	DATE -	REVISED -			FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				
SCALE: _____ SHEET NO. 23 OF 27 SHEETS STA. 13+00 TO STA. 25+87.30										





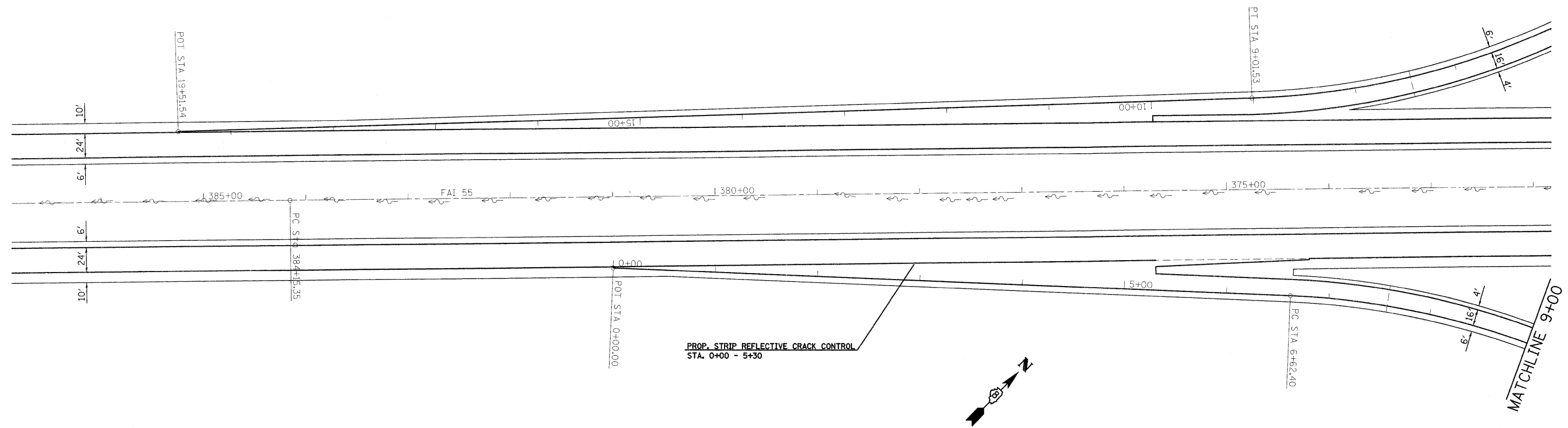
PROP. STRIP REFLECTIVE CRACK CONTROL  
STA. 10+17 - 19+89.58



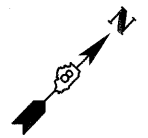
FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN SHEETS - RAMP C</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\conoverpj\d0128605\08	6601-sht-plan.dgn	DRAWN -	REVISED -			55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	44
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 76601				
	PLOT DATE = 6/23/2010	DATE -	REVISED -			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				
					SCALE: _____	SHEET NO. 25 OF 27 SHEETS		STA. 13+00 TO STA. 19+89.58		



EXIST. CURVE DOUGRA-1  
 P.I. STA. = 6+47.69  
 $\Delta = 39^{\circ} 45' 04''$  (RT)  
 $R = 763.94'$   
 T.M.P.I. - T.R. = 216.18'  
 = 48.39'  
 S.E. RUN = 530.01'  
 P.C. STA. = 3+71.52  
 P.T. STA. = 9+01.53

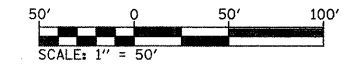


PROP. STRIP REFLECTIVE CRACK CONTROL  
 STA. 0+00 - 5+30

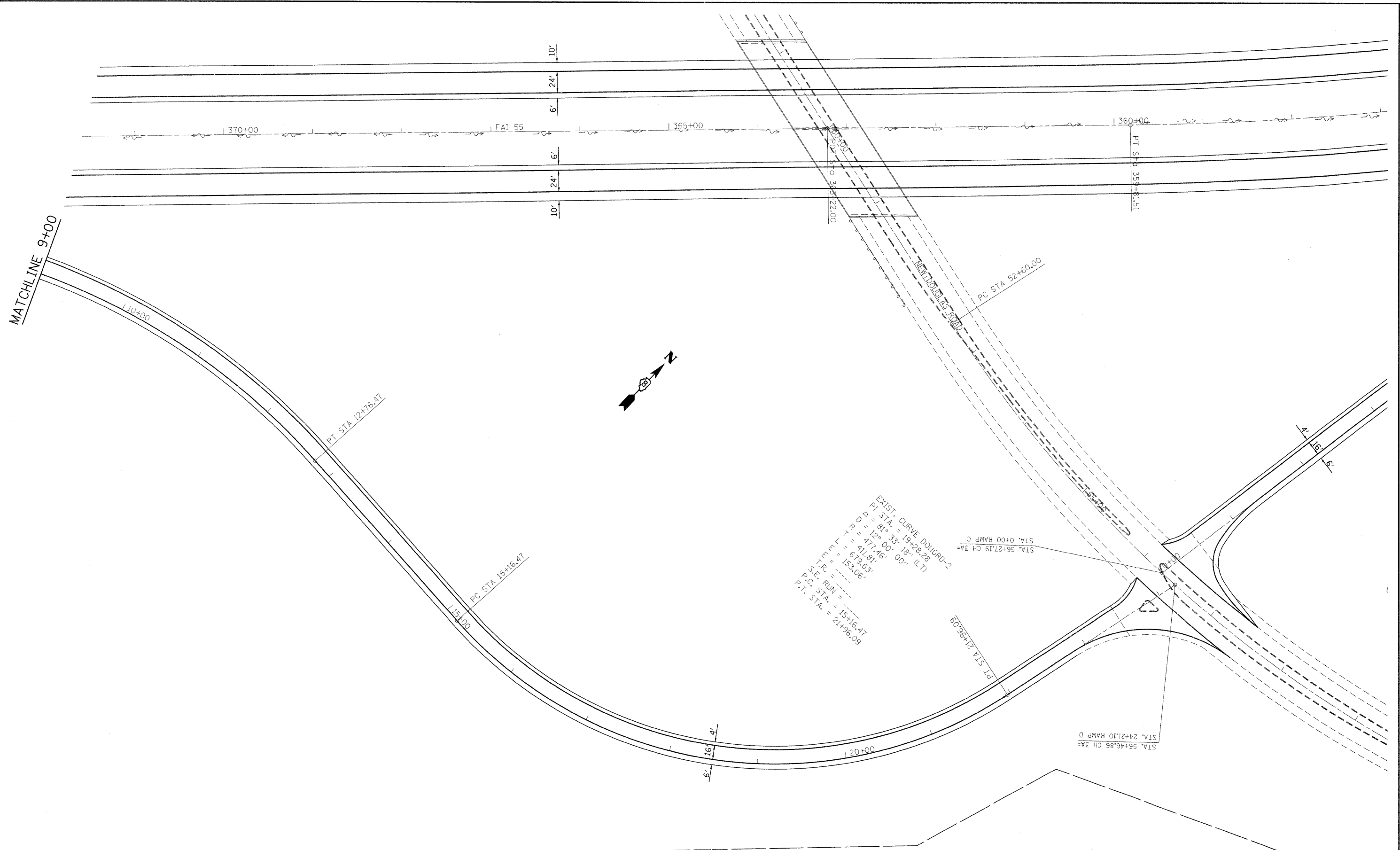


MATCHLINE 9+00

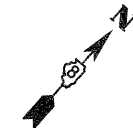
EXIST. CURVE  
 P.I. STA. = 1+46'



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PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -	SCALE: _____			SHEET NO. 26 OF 27 SHEETS	STA. 0+00 TO STA. 9+00	CONTRACT NO. 76601			
PLOT DATE = 6/23/2010	DATE -	REVISED -	FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT								



FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISD -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN SHEETS - RAMP D</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
a:\pwork\paidot\conoverpj\d0128605\d876601-shr-plot.dgn		DRAWN -	REVISD -			55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	46
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISD -			<b>CONTRACT NO. 76601</b>				
PLOT DATE = 6/23/2010		DATE -	REVISD -			FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				
SCALE: _____ SHEET NO. 27 OF 27 SHEETS STA. 9+00 TO STA. 24+21.10										



MATCHLINE STA. 524+00

BEGIN STRIPING  
STA. 520+52.50

520+00

515+00

510+00

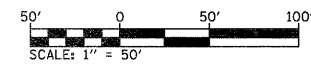
MATCHLINE STA. 509+00

PREFORMED PLASTIC PAVEMENT MARKING,  
TYPE B, INLAID  
6" WHITE CENTER SKIP-DASH  
30'-10'-30'

THERMOPLASTIC PAVEMENT MARKING  
6" WHITE EDGE LINE

THERMOPLASTIC PAVEMENT MARKING  
6" YELLOW EDGE LINE

RAISED REFLECTIVE PAVEMENT MARKER  
DOUBLE ONE-WAY CRYSTAL  
@ 80' CENTERS



FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISD -
of:\pwork\p\dot\conoverpj\0128605\08	6601-shit-plan-1.dgn	DRAWN -	REVISD -
	PLOT SCALE = 52.9412' / IN.	CHECKED -	REVISD -
	PLOT DATE = 6/23/2010	DATE -	REVISD -

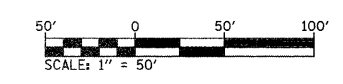
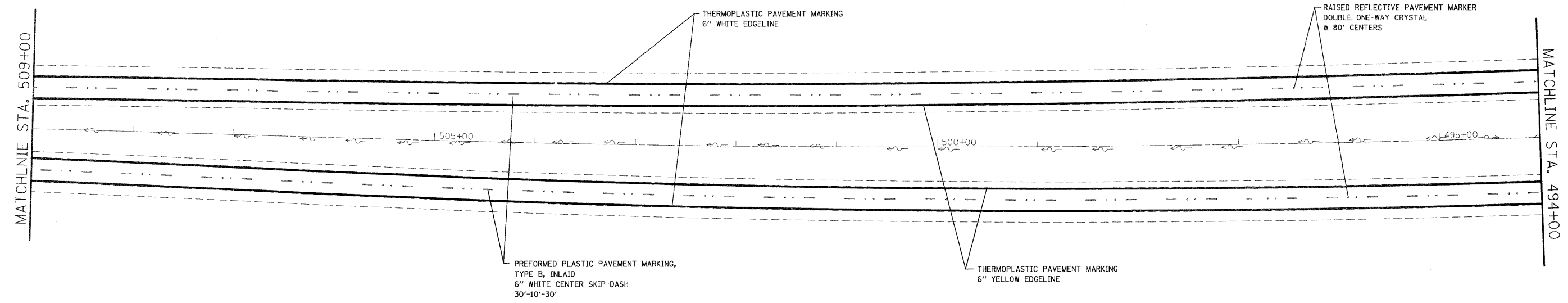
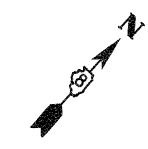
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING SHEETS**

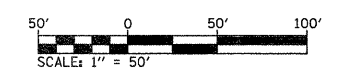
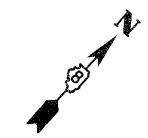
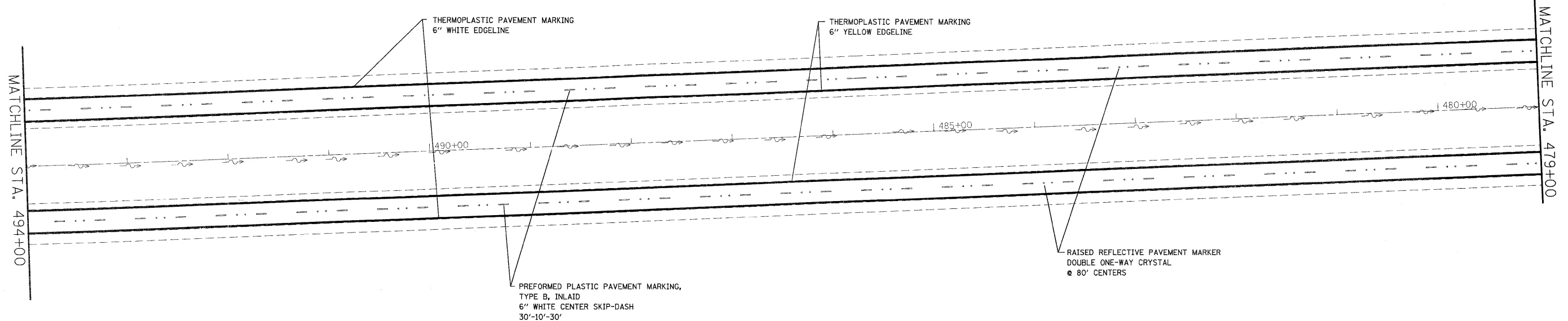
SCALE: 1" = 50'    SHEET NO. 1 OF 27 SHEETS    STA. 524+00 TO STA. 509+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	47
CONTRACT NO. 76601				

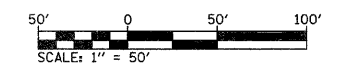
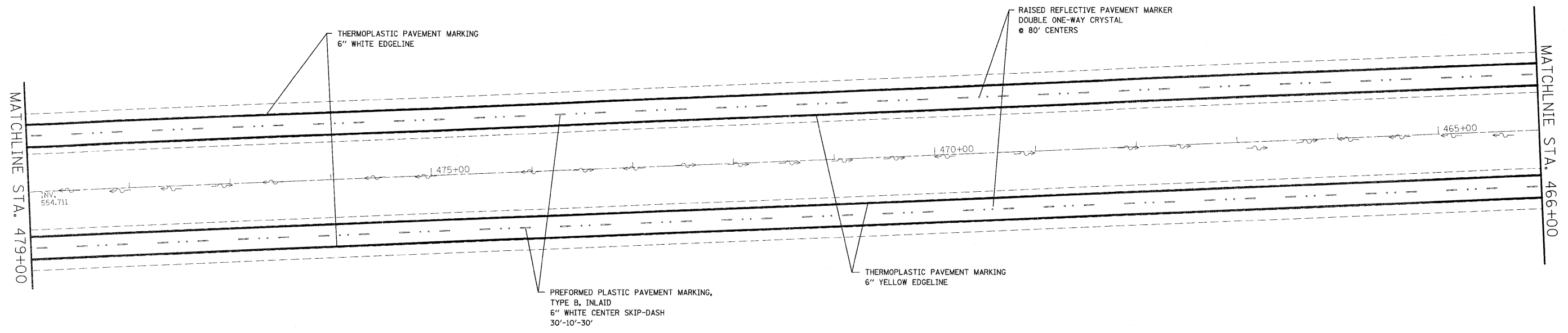
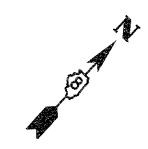
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT



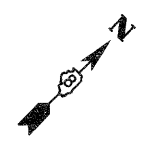
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PLOT SCALE = 52,9412 ' / IN.	CHECKED - ---	REVISED - ---	55			60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	48	
PLOT DATE = 8/23/2010	DATE - ---	REVISED - ---	CONTRACT NO. 76601							
			SCALE: 1" = 50'			SHEET NO. 2 OF 27 SHEETS	STA. 509+00 TO STA. 494+00	FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT		



FILE NAME = c:\pwork\pwork\conoverpj\0120605\d876601-sh-t-plan-1.dgn	USER NAME = conoverpj	DESIGNED - ---	REVISED - ---	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING SHEETS</b>			F.A.I. RTE. = 55	SECTION = 60-3RS-1,60-(3HB,3HB-1)	COUNTY = MADISON	TOTAL SHEETS = 123	SHEET NO. = 49
	PLOT SCALE = 32,9412' / IN.	CHECKED - ---	REVISED - ---		SCALE: 1" = 50'	SHEET NO. 3 OF 27 SHEETS	STA. 494+00 TO STA. 479+00	<b>CONTRACT NO. 76601</b>				
PLOT DATE = 5/23/2010	DATE - ---	REVISED - ---	FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT									

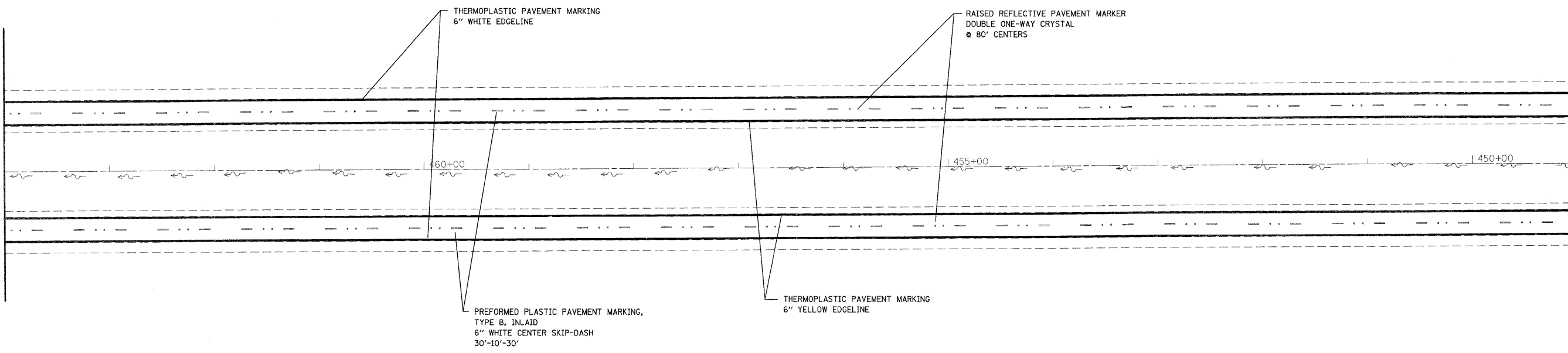


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	PLOT SCALE = 52.9412 ' / IN.	CHECKED -	REVISED -			55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	50	
	PLOT DATE = 6/23/2010	DATE -	REVISED -			CONTRACT NO. 76601					
						SCALE: 1" = 50'    SHEET NO. 4 OF 27 SHEETS    STA. 479+00 TO STA. 464+00    FED. ROAD DIST. NO.    ILLINOIS FED. AID PROJECT					



MATCHLINE STA. 466+00

MATCHLINE STA. 449+00

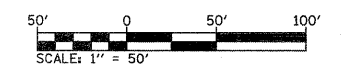


THERMOPLASTIC PAVEMENT MARKING  
6" WHITE EDGELINE

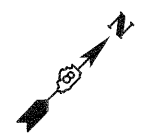
RAISED REFLECTIVE PAVEMENT MARKER  
DOUBLE ONE-WAY CRYSTAL  
80' CENTERS

PREFORMED PLASTIC PAVEMENT MARKING,  
TYPE B, INLAID  
6" WHITE CENTER SKIP-DASH  
30'-10'-30'

THERMOPLASTIC PAVEMENT MARKING  
6" YELLOW EDGELINE



FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISD -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING SHEETS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
os:\pw\work\p10dot\conoverpj\d0126605\d0126605\6621-shr-plan.dgn		DRAWN -	REVISD -			55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	51
PLOT SCALE = 52,9412 1/ IN.		CHECKED -	REVISD -			<b>CONTRACT NO. 76601</b>				
PLOT DATE = 6/23/2010		DATE -	REVISD -			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				
				SCALE: 1" = 50'		SHEET NO. 5 OF 27 SHEETS		STA. 464+00 TO STA. 449+00		



MATCHLINE STA. 449+00

MATCHLINE STA. 434+00

THERMOPLASTIC PAVEMENT MARKING  
6" WHITE EDGELINE

RAISED REFLECTIVE PAVEMENT MARKER  
DOUBLE ONE-WAY CRYSTAL  
ø 80' CENTERS

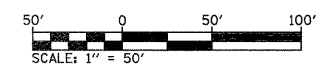
PREFORMED PLASTIC PAVEMENT MARKING,  
TYPE B, INLAID  
6" WHITE CENTER SKIP-DASH  
30'-10'-30'

THERMOPLASTIC PAVEMENT MARKING  
6" YELLOW EDGELINE

445+00

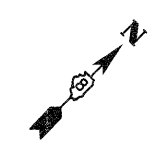
440+00

435+00



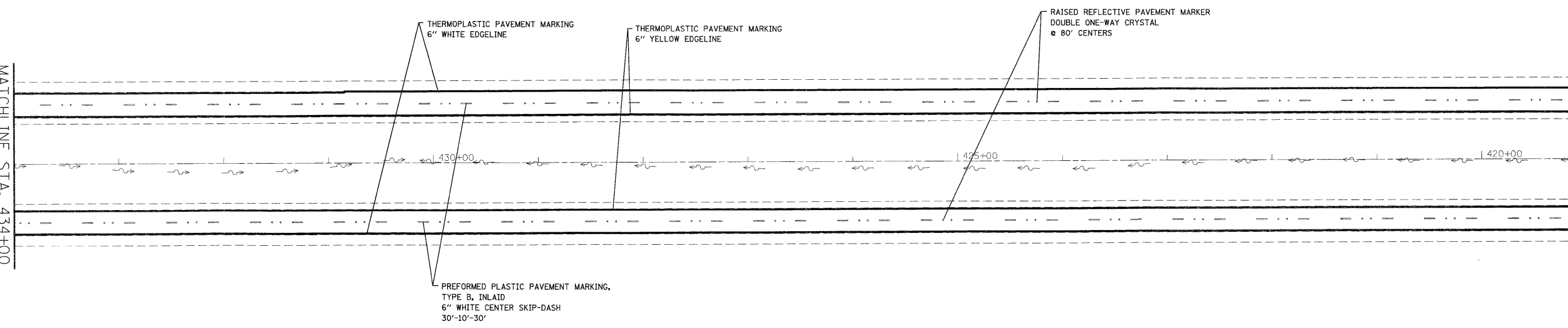
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c:\pwork\pwork\conoverp\0128605\d8	6601-sh-t-plan.l.dgn	DRAWN -	REVISD -			55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	52
	PLOT SCALE = 52,9412 ' / IN.	CHECKED -	REVISD -			CONTRACT NO. 76601				
	PLOT DATE = 6/23/2010	DATE -	REVISD -			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				
				SCALE: 1" = 50'		SHEET NO. 6 OF 27 SHEETS		STA. 449+00 TO STA. 434+00		





MATCHLINE STA. 434+00

MATCHLINE STA. 419+00

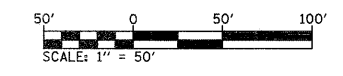


THERMOPLASTIC PAVEMENT MARKING  
6" WHITE EDGELINE

THERMOPLASTIC PAVEMENT MARKING  
6" YELLOW EDGELINE

RAISED REFLECTIVE PAVEMENT MARKER  
DOUBLE ONE-WAY CRYSTAL  
80' CENTERS

PREFORMED PLASTIC PAVEMENT MARKING,  
TYPE B, INLAID  
6" WHITE CENTER SKIP-DASH  
30'-10'-30'



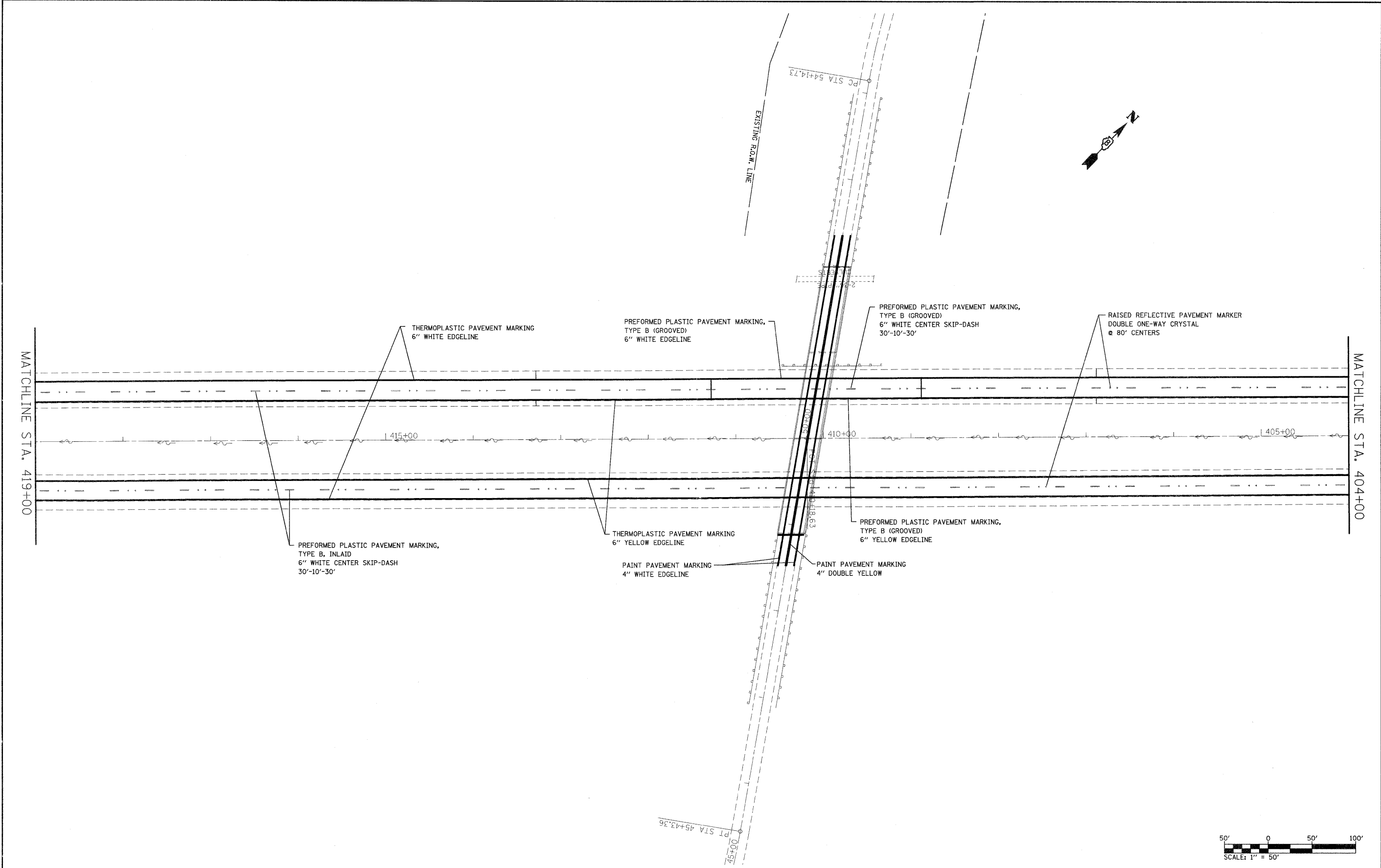
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	PLOT DATE = 6/23/2010	DATE -	REVISD -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING SHEETS**

SCALE: 1" = 50'    SHEET NO. 7 OF 27 SHEETS    STA. 434+00 TO STA. 419+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	53
<b>CONTRACT NO. 76601</b>				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



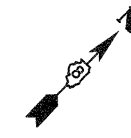
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ar\pwork\pvidot\conoverpj\d0128685\d8	6681-sht-plen.lidgn	DRAWN -	REVISD -
	PLOT SCALE = 52.9412' / IN.	CHECKED -	REVISD -
	PLOT DATE = 6/23/2010	DATE -	REVISD -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING SHEETS**

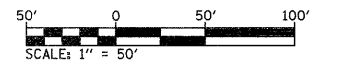
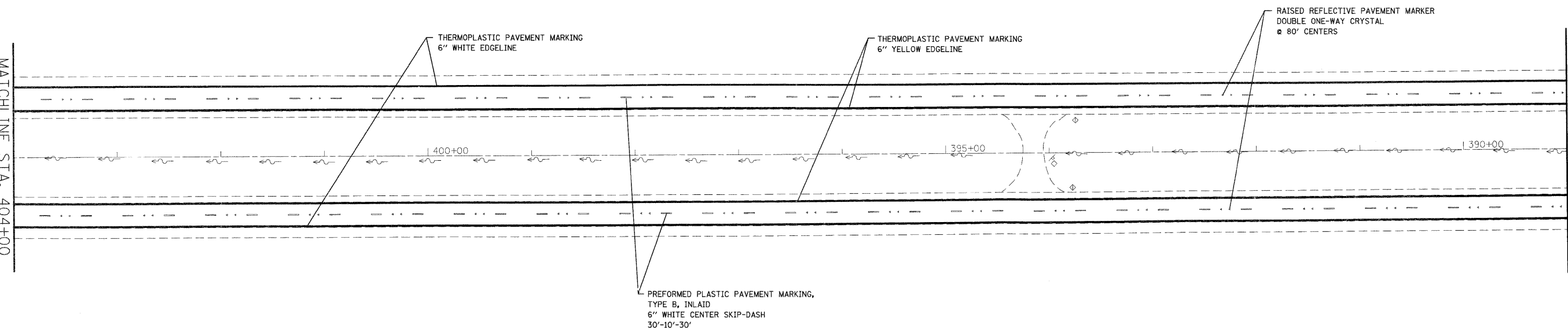
SCALE: 1" = 50'    SHEET NO. 8 OF 27 SHEETS    STA. 419+00 TO STA. 404+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	54
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				CONTRACT NO. 76601

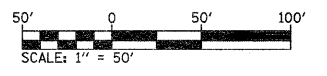
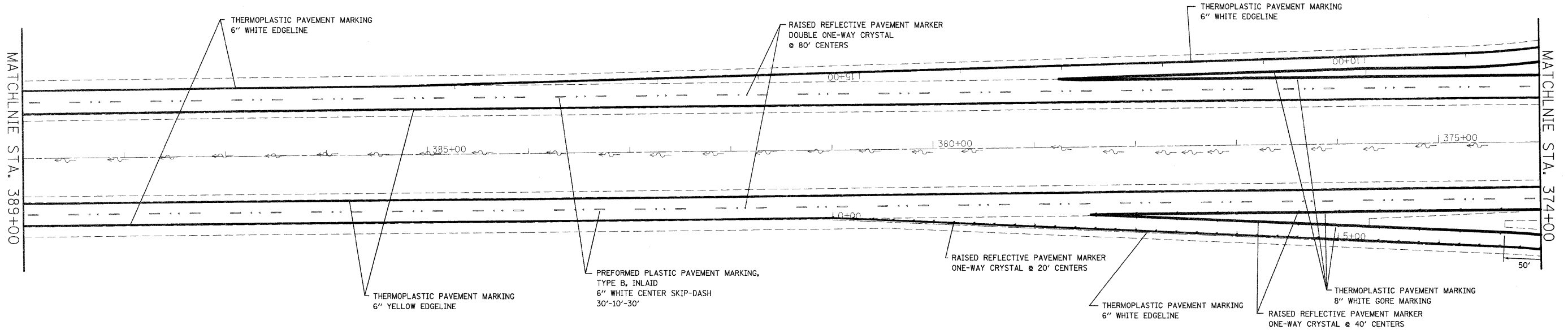
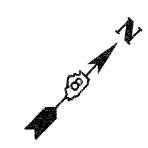


MATCHLINE STA. 404+00

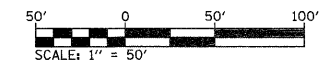
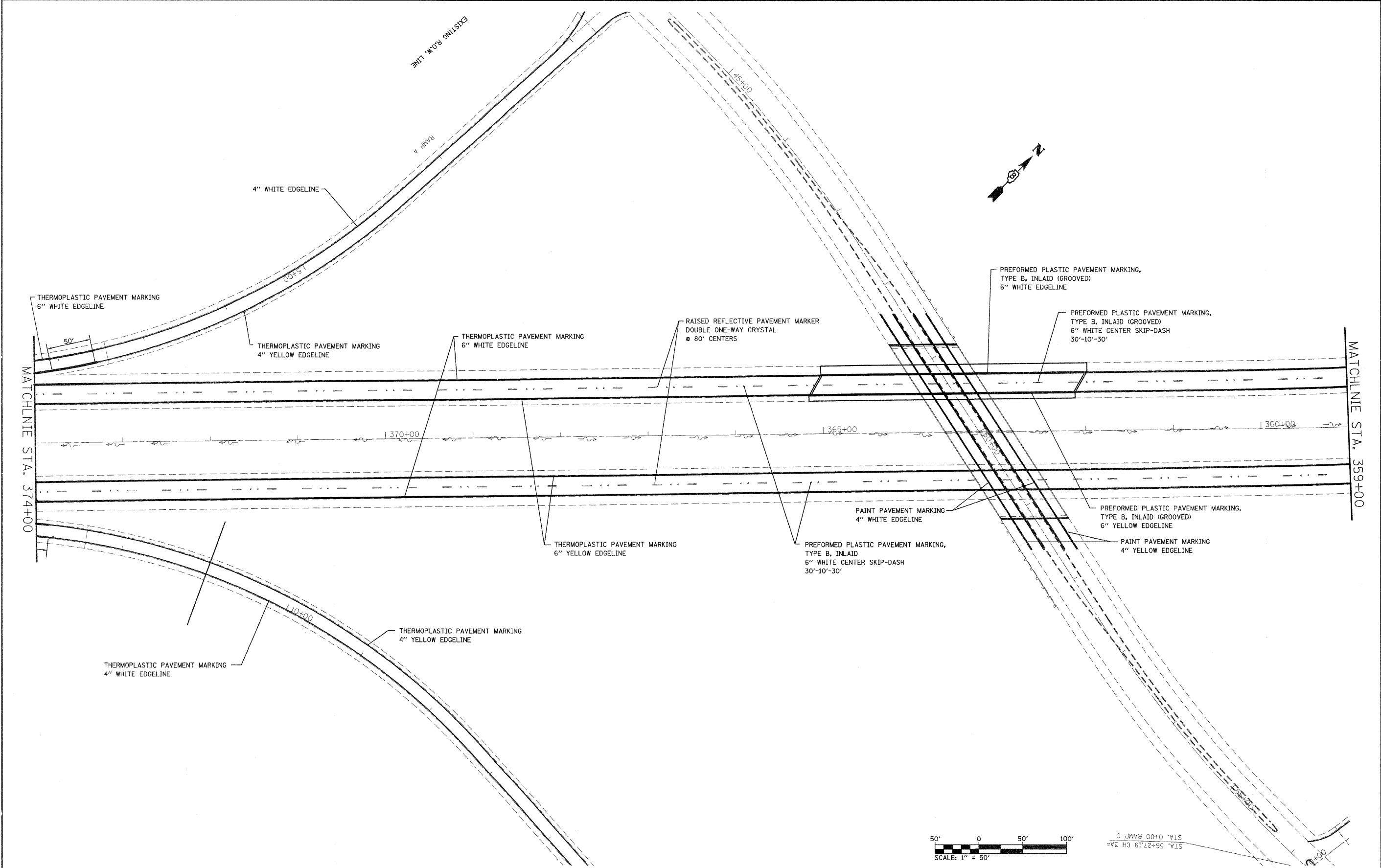
MATCHLINE STA. 389+00



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	PLOT SCALE = 52.9412' / IN.	CHECKED - ---	REVISED - ---		SCALE: 1" = 50'	SHEET NO. 9 OF 27 SHEETS	STA. 404+00 TO STA. 389+00	55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	55
	PLOT DATE = 6/23/2010	DATE - ---	REVISED - ---					<b>CONTRACT NO. 76601</b>		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT		



FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISD -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING SHEETS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
o:\pwork\psidot\conoverpj\d0126605\d8	76601-shit-plan.dgn	DRAWN -	REVISD -			55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	56
	PLOT SCALE = 52,9412 1/ IN.	CHECKED -	REVISD -			<b>CONTRACT NO. 76601</b>				
	PLOT DATE = 6/23/2818	DATE -	REVISD -			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				
				SCALE: 1" = 50'	SHEET NO. 10 OF 27 SHEETS	STA. 389+00 TO STA. 374+00				



STA. 56+27.19 CH. 3A  
STA. 0+00 RAMP C

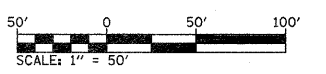
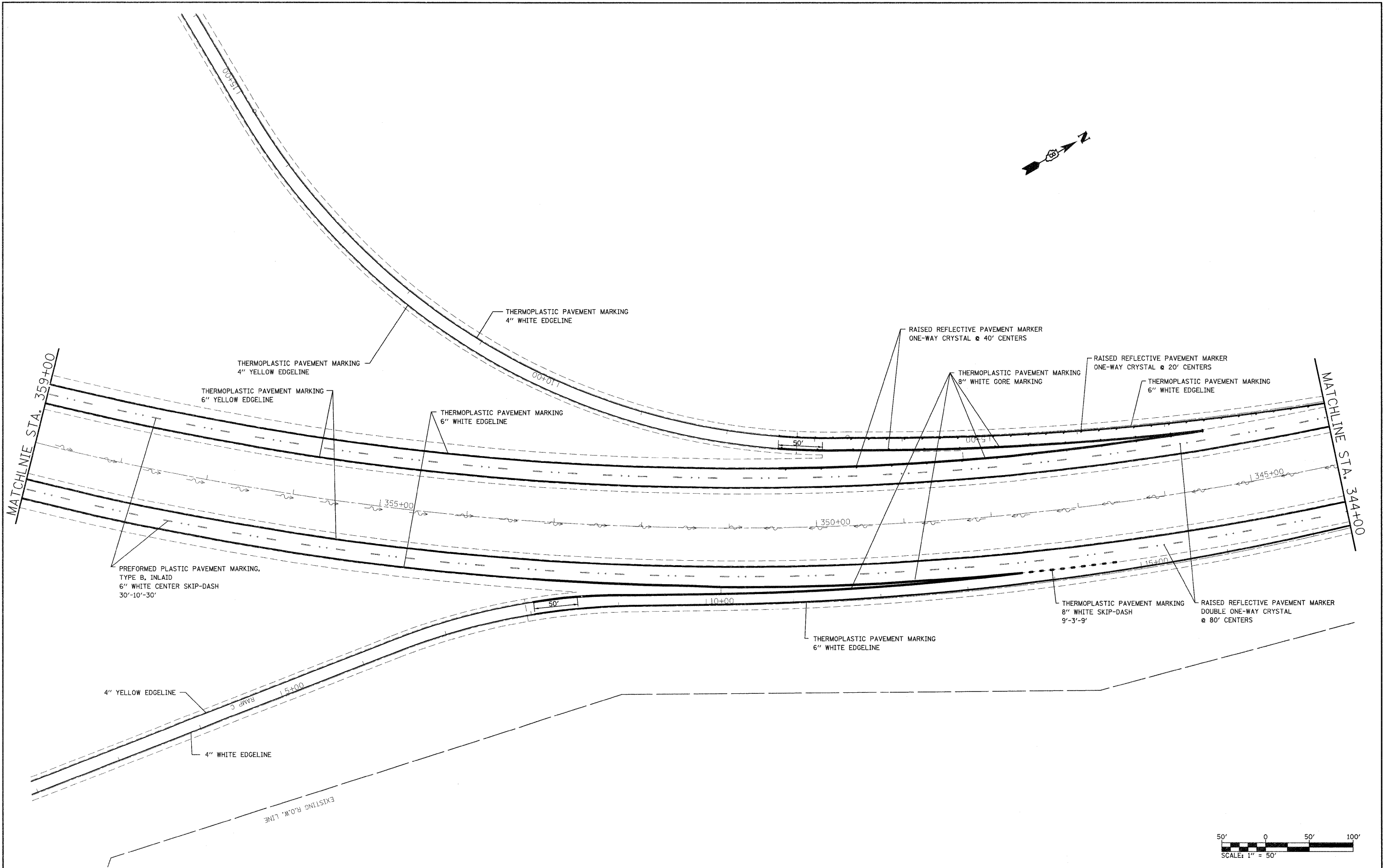
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	PLOT SCALE = 52,9412' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/23/2010	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

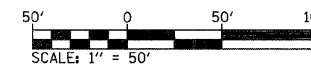
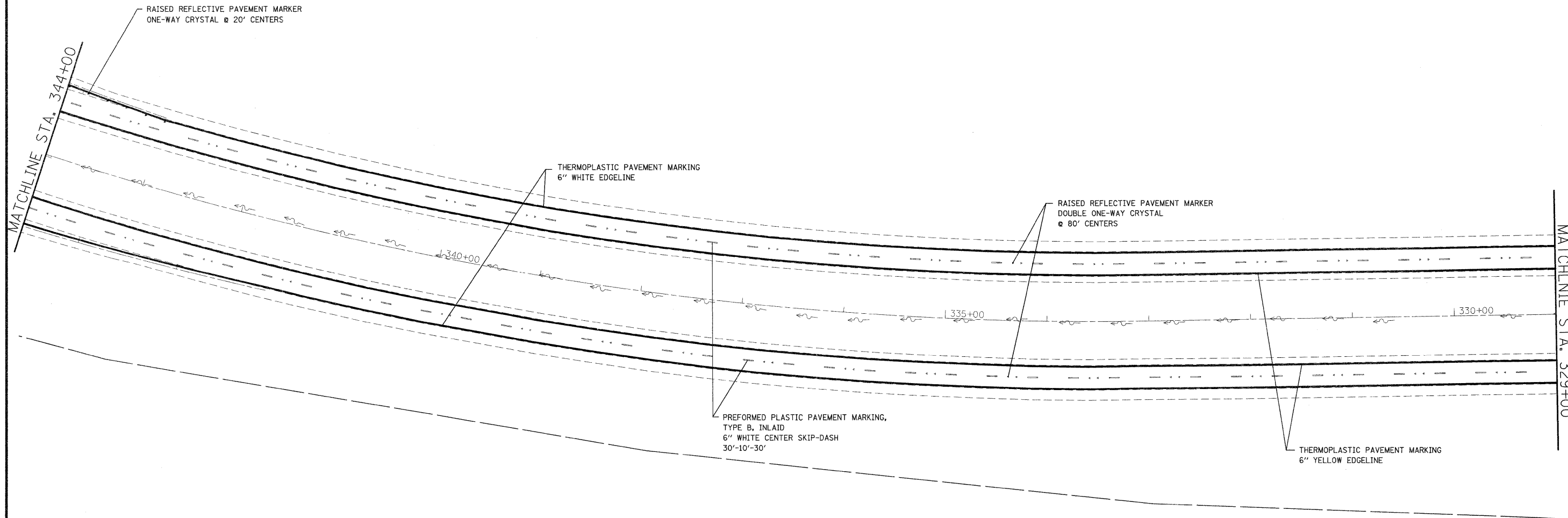
**PAVEMENT MARKING SHEETS**

SCALE: 1" = 50'    SHEET NO. 11 OF 27 SHEETS    STA. 374+00 TO STA. 359+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	57
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 76601	



FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING SHEETS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pwork\pwork\conoverpj\d0128805\d0128805\sh1-plan_1.dgn	66601-sh1-plan_1.dgn	DRAWN -	REVISED -			55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	58	
	PLOT SCALE = 82,9412 1/1 IN.	CHECKED -	REVISED -			SCALE: 1" = 50'		SHEET NO. 12 OF 27 SHEETS		STA. 359+00 TO STA. 344+00	
	PLOT DATE = 6/23/2018	DATE -	REVISED -			FED. ROAD DIST. NO. -		ILLINOIS FED. AID PROJECT		CONTRACT NO. 76601	



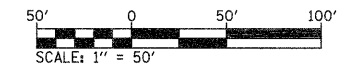
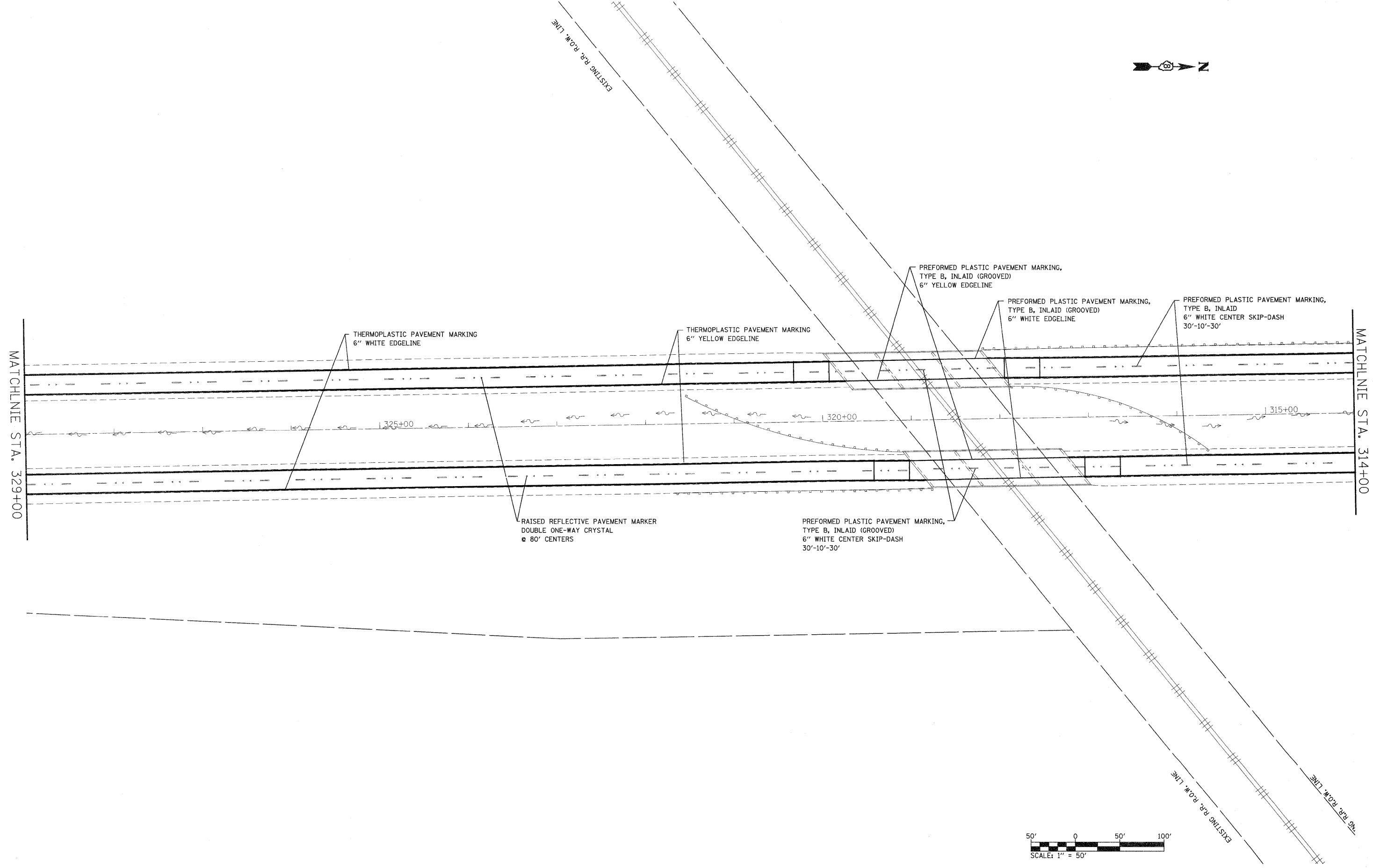
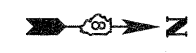
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 6/23/2010	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING SHEETS**

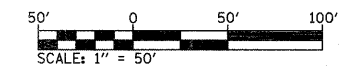
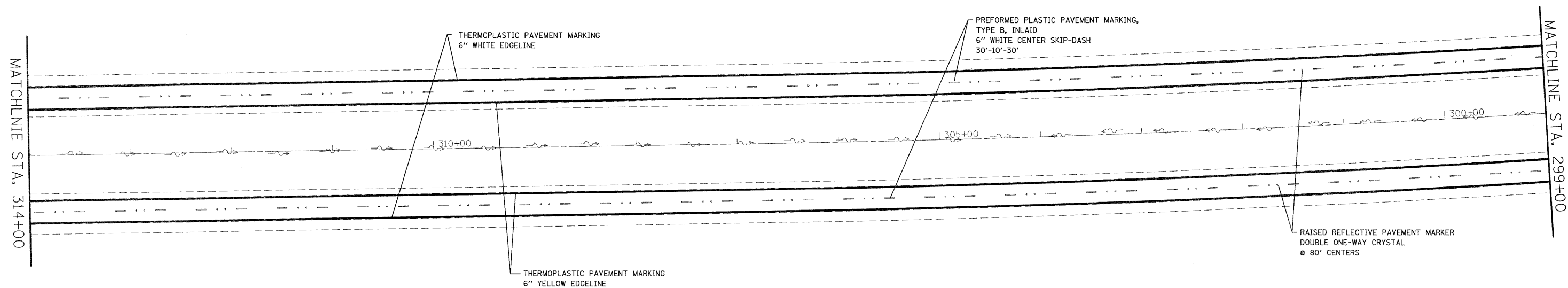
SCALE: 1" = 50'    SHEET NO. 13 OF 27 SHEETS    STA. 344+00 TO STA. 329+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	59
<b>CONTRACT NO. 76601</b>				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING SHEETS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
o:\pwork\dot\conoverpj\d0128605\d0128605-sht-pln.lidgn	6601-sht-pln.lidgn	DRAWN -	REVISED -			55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	60
	PLCT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 76601				
	PLCT DATE = 6/23/2010	DATE -	REVISED -			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				
				SCALE: 1" = 50'		SHEET NO. 14 OF 27 SHEETS		STA. 329+00 TO STA. 314+00		





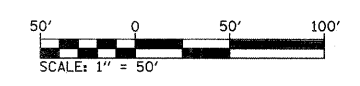
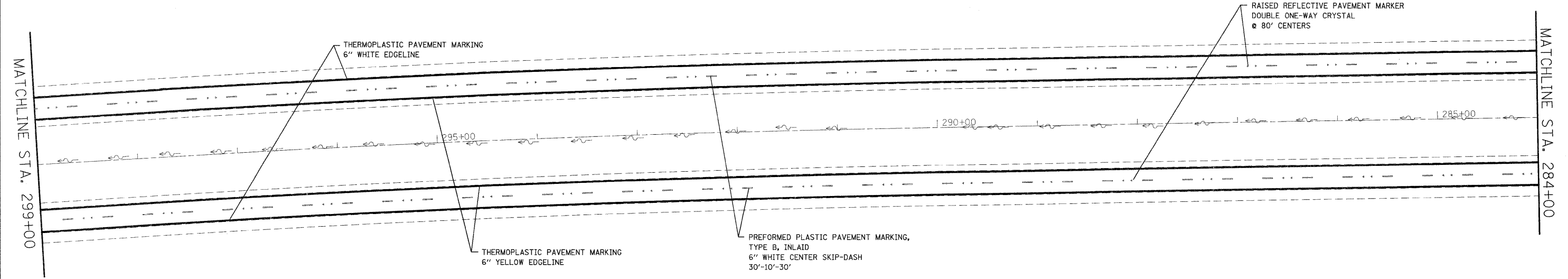
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	PLOT DATE = 6/23/2010	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

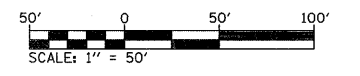
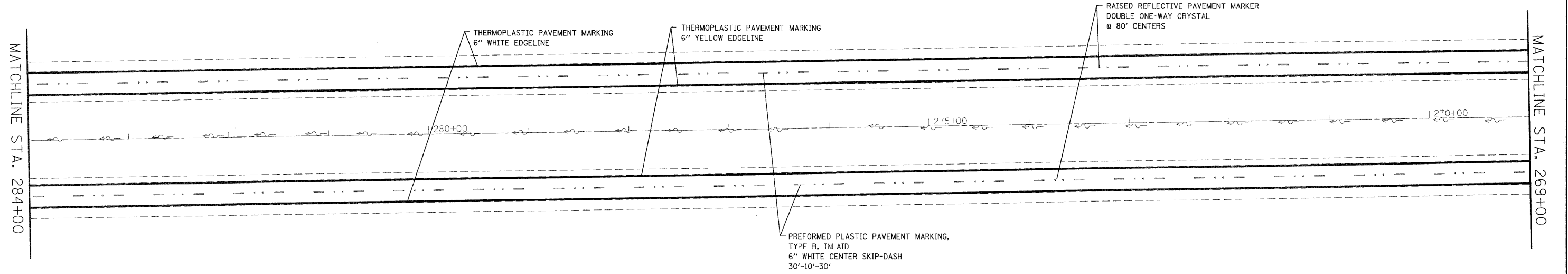
**PAVEMENT MARKING SHEETS**

SCALE: 1" = 50'    SHEET NO. 15 OF 27 SHEETS    STA. 314+00 TO STA. 299+00

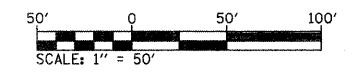
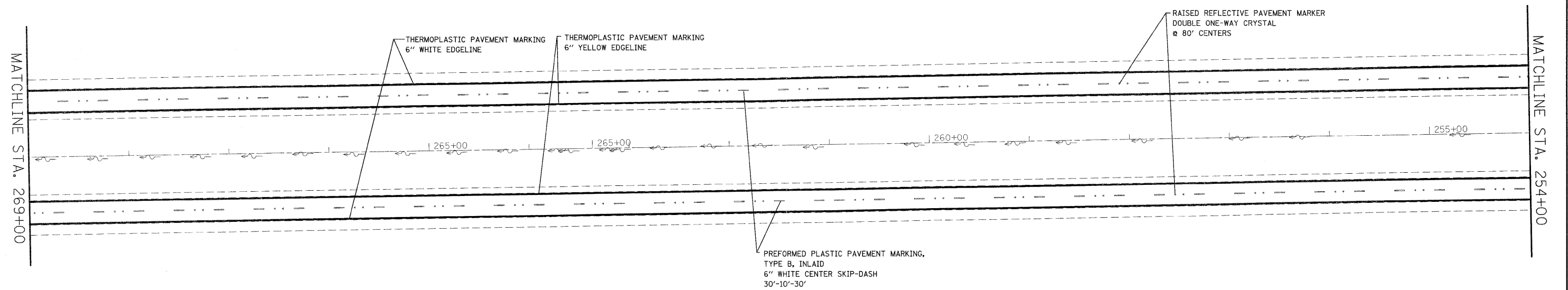
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	61
<b>CONTRACT NO. 76601</b>				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				



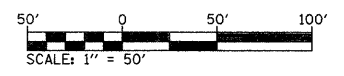
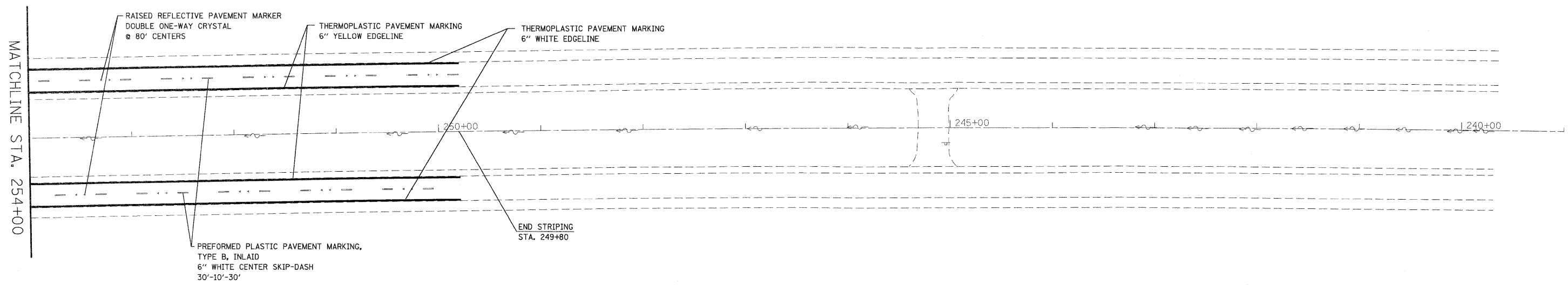
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	PLCT SCALE = 50.0000' / IN.	CHECKED - ---	REVISED - ---			55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	62
	PLCT DATE = 6/23/2010	DATE - ---	REVISED - ---			<b>CONTRACT NO. 76601</b>				
SCALE: 1" = 50'					SHEET NO. 16 OF 27 SHEETS	STA. 299+00 TO STA. 284+00	FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			



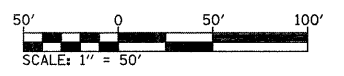
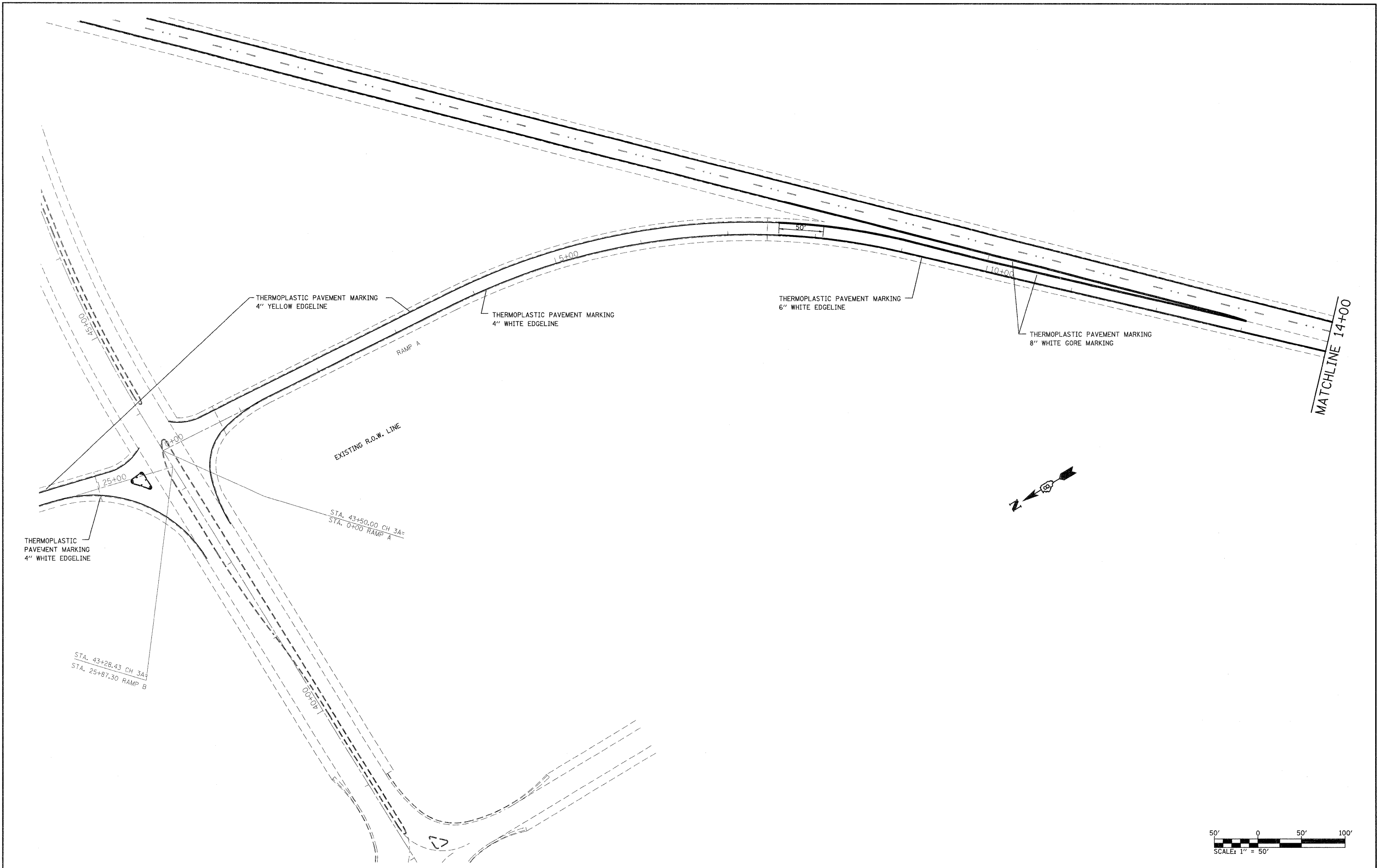
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ca:\pwork\pwork\conoverpj\0129605\08	6601-sht-plen.l.dgn	DRAWN -	REVISED -		55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	63			
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -		SCALE: 1" = 50'    SHEET NO. 17 OF 27 SHEETS    STA. 269+00 TO STA. 254+00			CONTRACT NO. 76601				
	PLOT DATE = 6/23/2010	DATE -	REVISED -		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT							



FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING SHEETS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwork\conoverpj\d0128505\d8	6601-sht-plen.l.dgn	DRAWN -	REVISED -			55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	64
	PLCT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -			<b>CONTRACT NO. 76601</b>				
	PLCT DATE = 6/23/2010	DATE -	REVISED -			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				
				SCALE: 1" = 50'		SHEET NO. 18 OF 27 SHEETS		STA. 254+00 TO STA. 240+00		



FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING SHEETS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEET NO.	
c:\pwork\pwork\conoverpj\d0128605\d976501-sht-plen.lgn	PLOT SCALE = 50.0000 ' / IN.	DRAWN -	REVISED -			55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	65
	PLOT DATE = 6/23/2010	CHECKED -	REVISED -			<b>CONTRACT NO. 76601</b>				
		DATE -	REVISED -			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				
				SCALE: 1" = 50'		SHEET NO. 19 OF 27 SHEETS		STA. 254+00 TO STA. 250+00		



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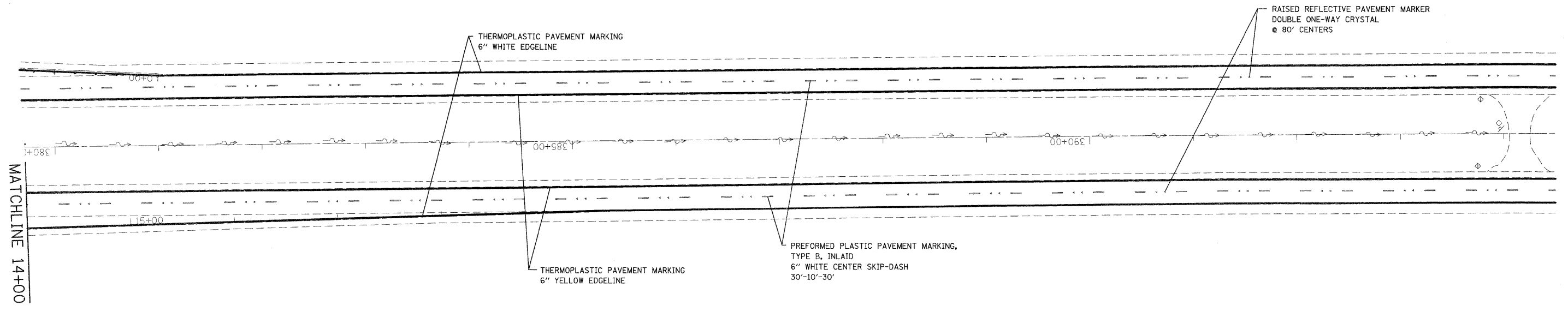
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

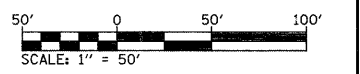
**PAVEMENT MARKING SHEETS  
 RAMP A**

SCALE: 1" = 50'    SHEET NO. 20 OF 27 SHEETS    STA. 0+00 TO STA. 14+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	122	66
CONTRACT NO. 76601				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



MATCHLINE 14+00

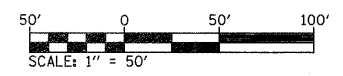
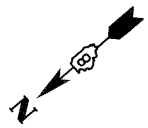
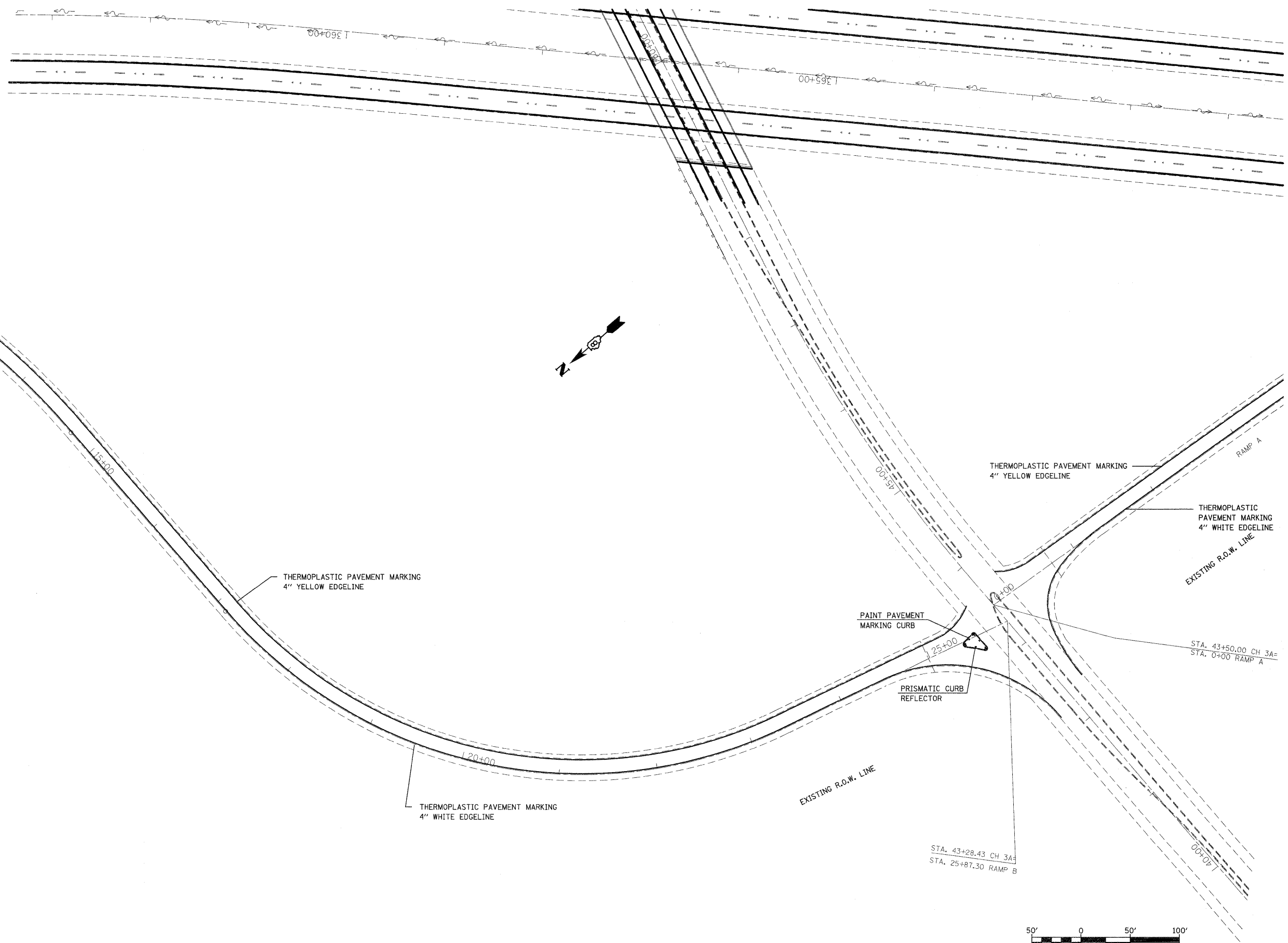


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	PLOT SCALE = 50.0000' / IN.	DRAWN - ---	REVISED - ---		55	60-3RS-1,60-(3HB,3HB-1I)	MADISON	123	67			
	PLOT DATE = 6/23/2010	CHECKED - ---	REVISED - ---		SCALE: 1" = 50'    SHEET NO. 21 OF 27 SHEETS    STA. 14+00 TO STA. 19+51.54			<b>CONTRACT NO. 76601</b>				
	DATE - ---	REVISED - ---	REVISED - ---		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT							





MATCHLINE 13+00



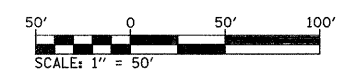
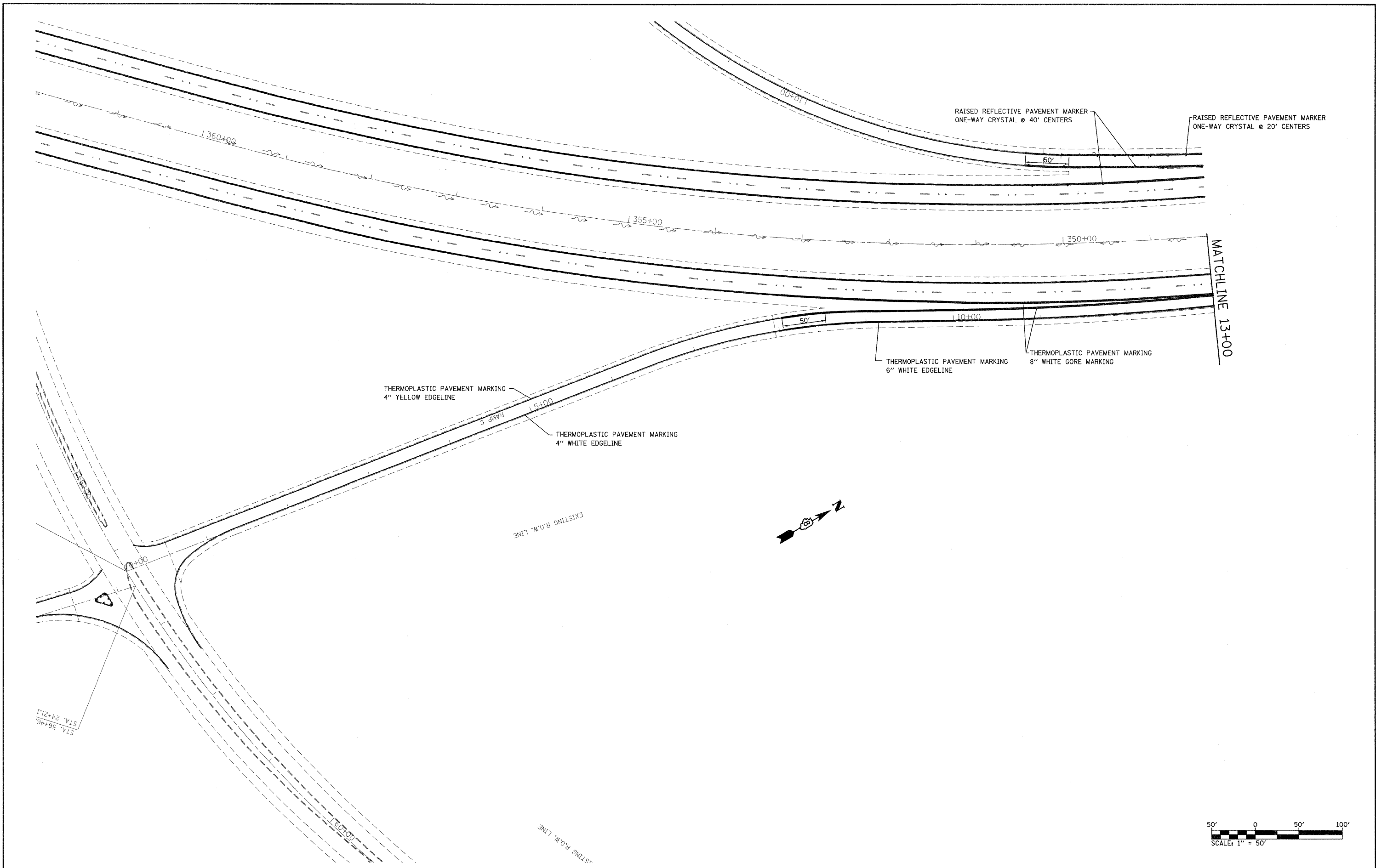
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 6/23/2010	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING SHEETS  
RAMP B**

SCALE: 1" = 50'    SHEET NO. 23 OF 27 SHEETS    STA. 13+00 TO STA. 25+87.30

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	69
CONTRACT NO. 76601				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



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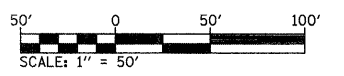
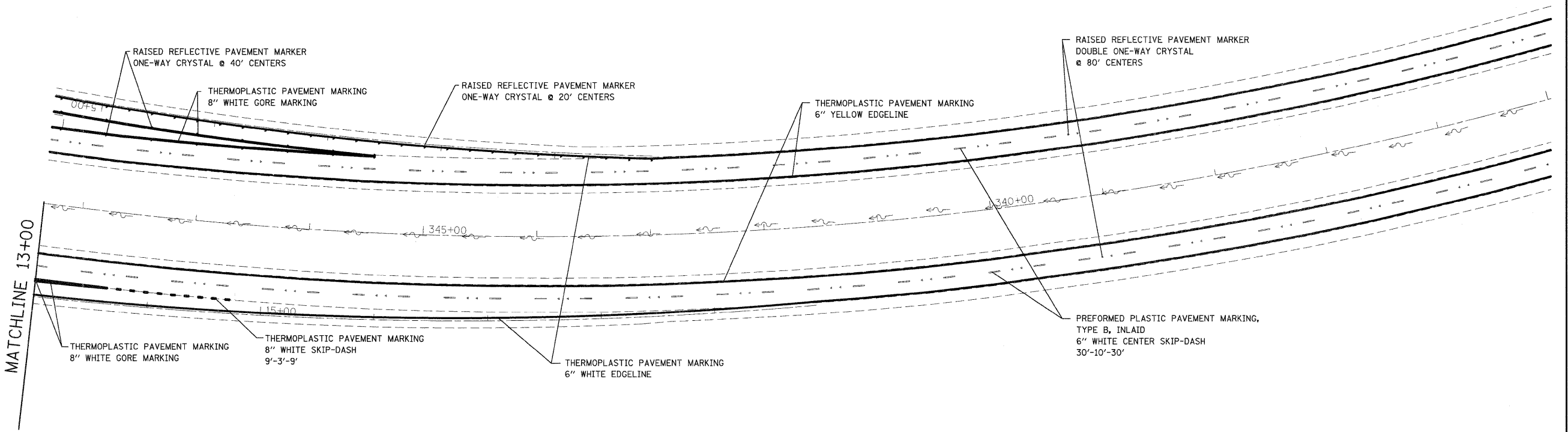
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

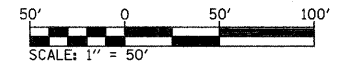
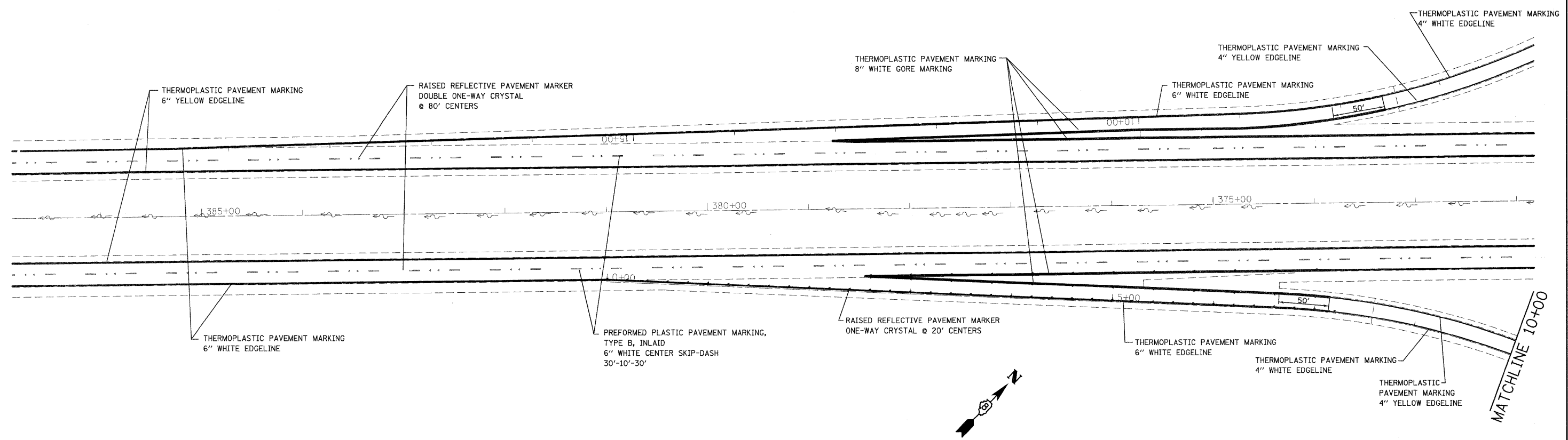
**PAVEMENT MARKING SHEETS  
 RAMP C**

SCALE: 1" = 50'    SHEET NO. 24 OF 27 SHEETS    STA. 0+00 TO STA. 13+00

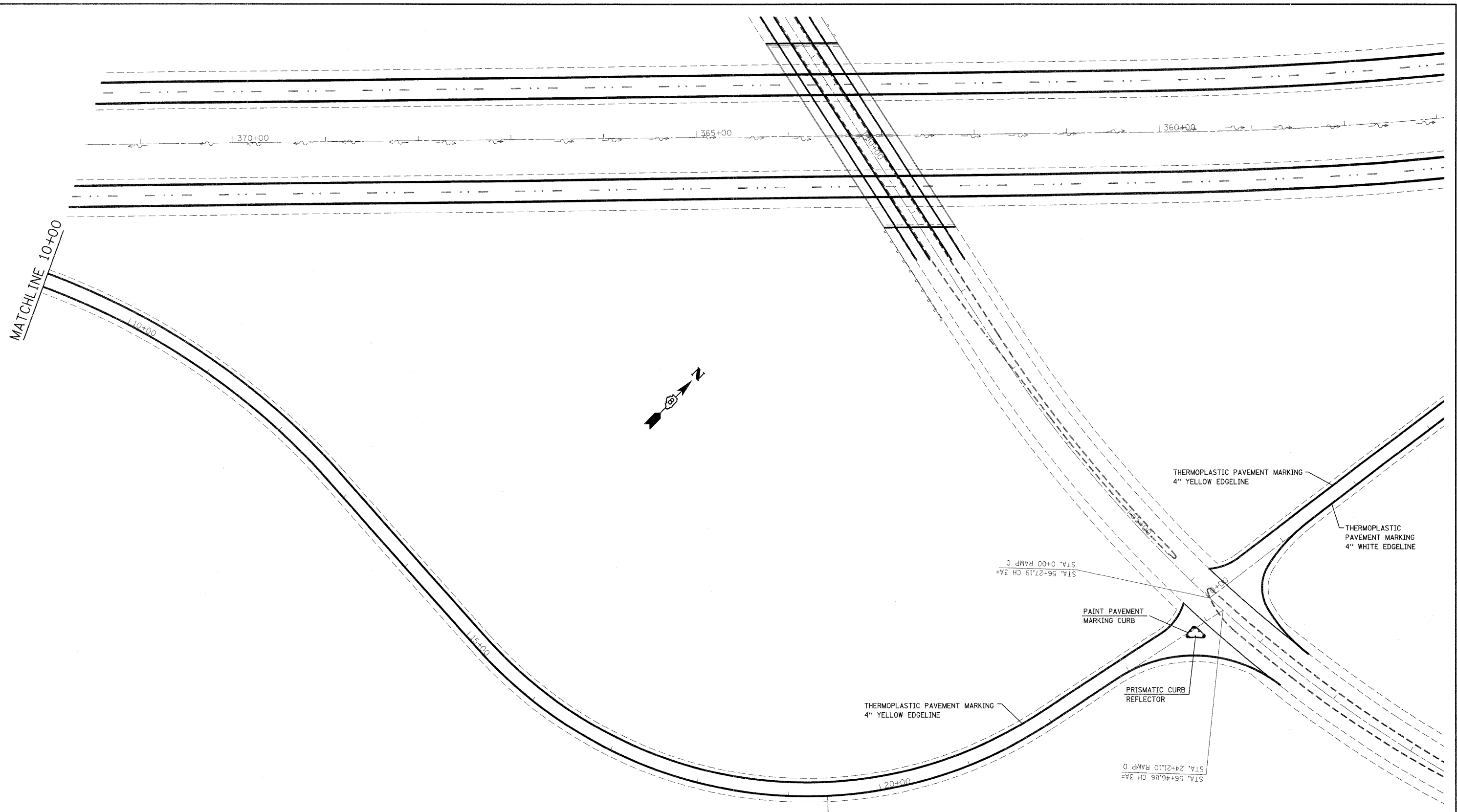
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	70
CONTRACT NO. 76601				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



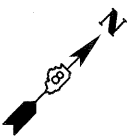
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	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -			SCALE: 1" = 50'	SHEET NO. 24 OF 27 SHEETS	STA. 13+00 TO STA. 19+89.58	<b>CONTRACT NO. 76601</b>				
	PLOT DATE = 6/23/2010	DATE -	REVISED -			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT							



FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING SHEETS RAMP D</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw\work\p\dot\conoverpj\d0128605\d8	6601-ahp-plan.dgn	DRAWN -	REVISED -		SCALE: 1" = 50'	SHEET NO. 26 OF 27 SHEETS	STA. 1+00 TO STA. 10+00	55	60-3RS-1,60-(3HB,3HB-1I)	MADISON	123	72	
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -										
	PLOT DATE = 6/23/2010	DATE -	REVISED -										
								CONTRACT NO. 76601					
								FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT					



MATCHLINE 10+00



THERMOPLASTIC PAVEMENT MARKING  
4" YELLOW EDGELINE

THERMOPLASTIC PAVEMENT MARKING  
4" WHITE EDGELINE

STA. 56+27.19 CH 3A  
STA. 0+00 RAMP C

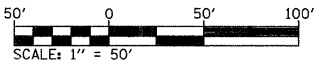
PAINT PAVEMENT MARKING CURB

PRISMATIC CURB REFLECTOR

THERMOPLASTIC PAVEMENT MARKING  
4" YELLOW EDGELINE

STA. 56+46.86 CH 3A  
STA. 24+21.10 RAMP D

THERMOPLASTIC PAVEMENT MARKING  
4" WHITE EDGELINE

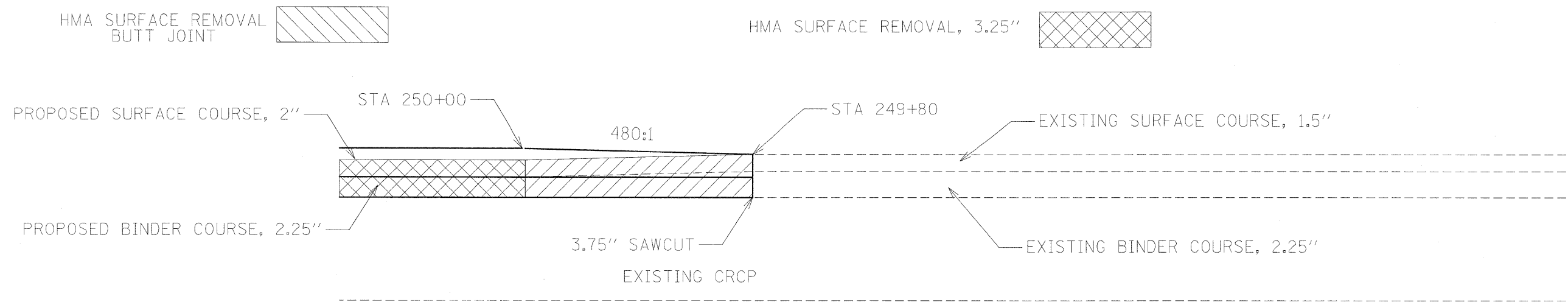


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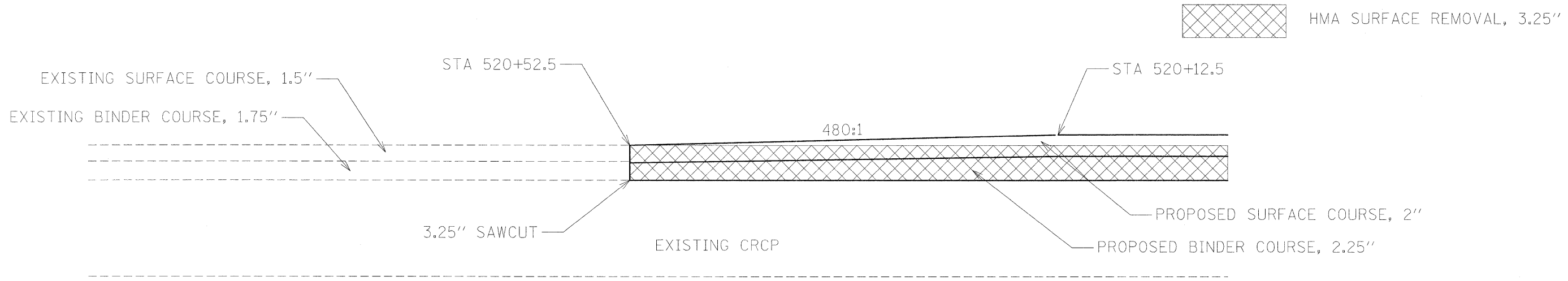
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>PAVEMENT MARKING SHEETS RAMP D</b>		
SCALE: 1" = 50'	SHEET NO. 27 OF 27 SHEETS	STA. 10+00 TO STA. 24+21.10

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1,60-(3HB,3HB-1)I	MADISON	123	73
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				
<b>CONTRACT NO. 76601</b>				

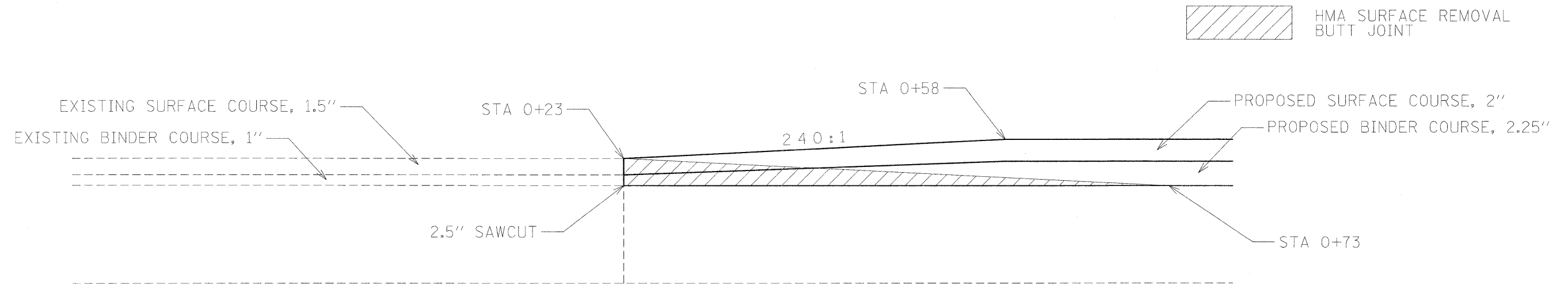


BEGIN JOB - BUTT JOINT DETAIL

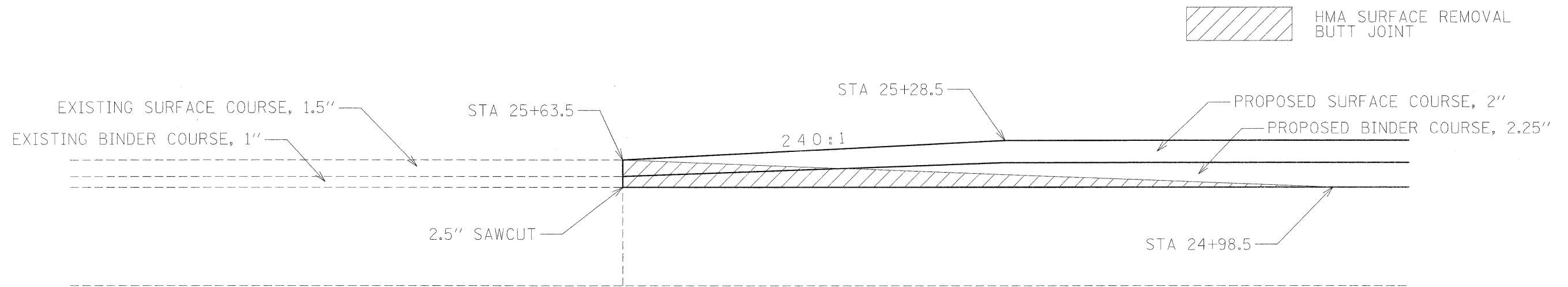


PAVING TRANSITION - END JOB

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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 76601							
	PLOT DATE = 6/23/2010	DATE -	REVISED -		SCALE: _____	SHEET NO. 1 OF 6 SHEETS	STA. _____ TO STA. _____	FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

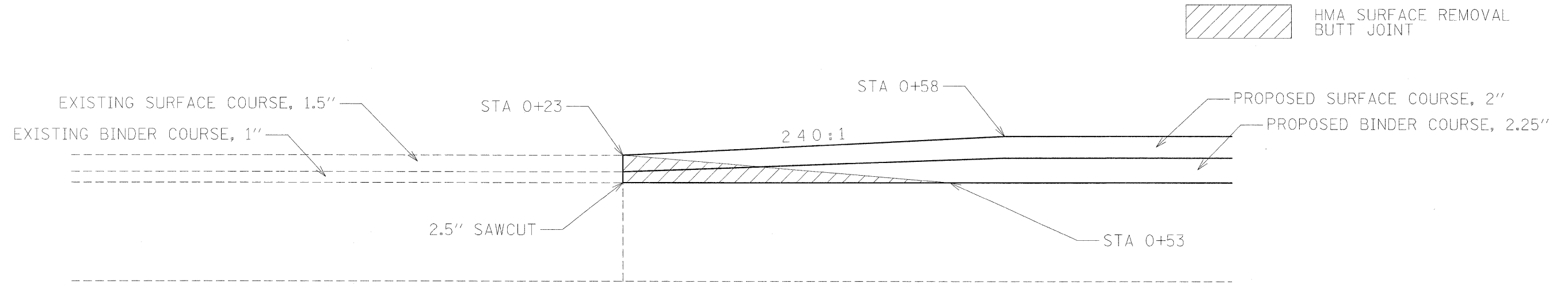


RAMP A BUTT JOINT DETAIL

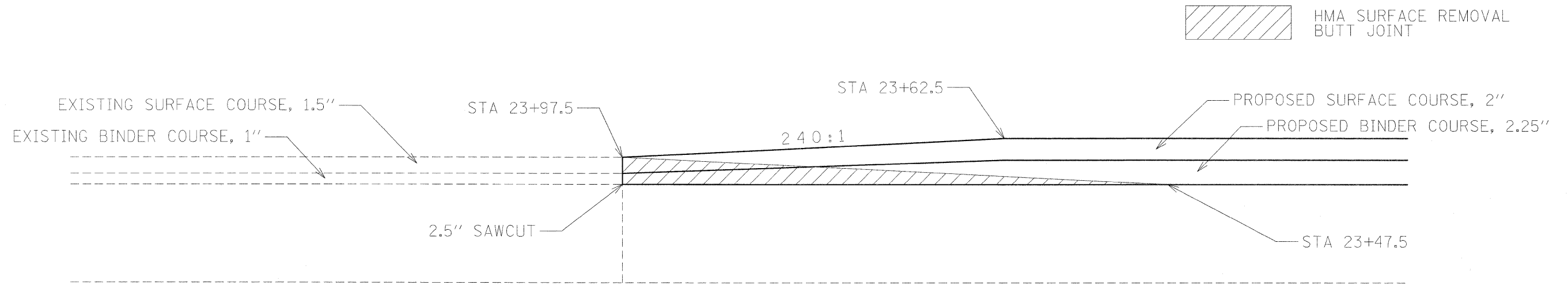


RAMP B BUTT JOINT DETAIL

FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVING DETAILS</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\conoverpj\d0128605\d0128605-sht-plan.dgn	6601-sht-plan.dgn	DRAWN -	REVISED -		SCALE: _____	SHEET NO. 2 OF 6 SHEETS	STA. _____	TO STA. _____	55	60-3RS-1, 60-(3HB, 3HB-1)	MADISON	123	75
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -					<b>CONTRACT NO. 76601</b>					
	PLOT DATE = 6/23/2010	DATE -	REVISED -					FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					



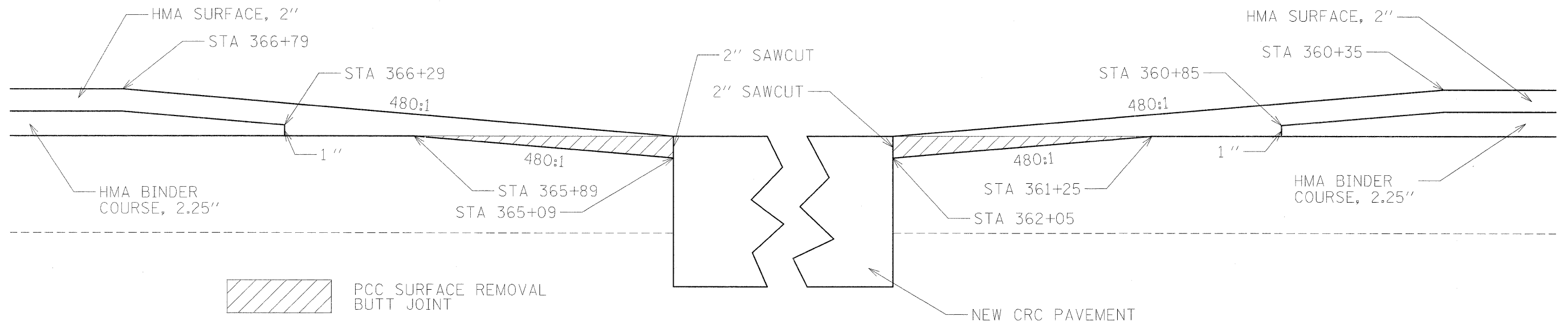
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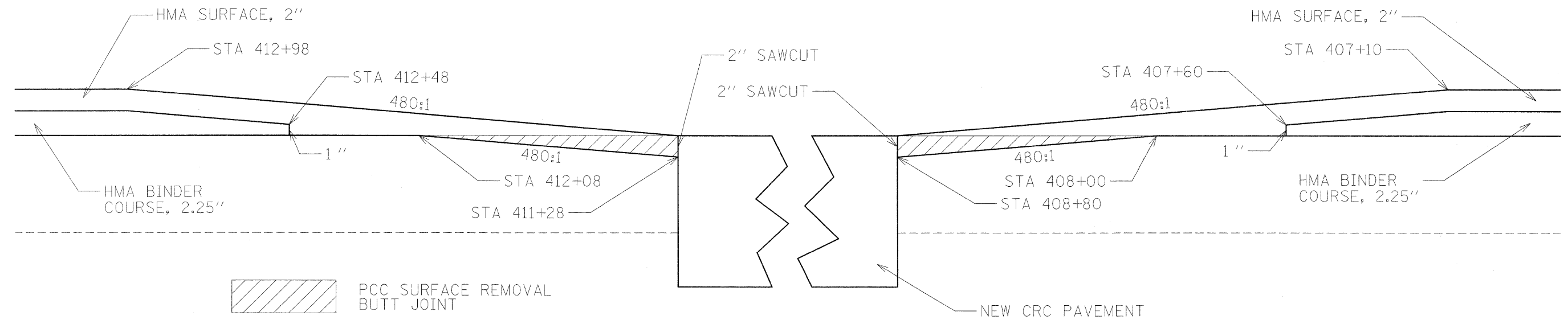
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -				55	60-3RS-1, 60-13HB, 3HB-11I	MADISON	123	76
PLOT DATE = 6/23/2010	DATE -	REVISED -	SCALE: _____ SHEET NO. 3 OF 6 SHEETS STA. _____ TO STA. _____		FED. ROAD DIST. NO. _____ [ILLINOIS] FED. AID PROJECT		<b>CONTRACT NO. 76601</b>				



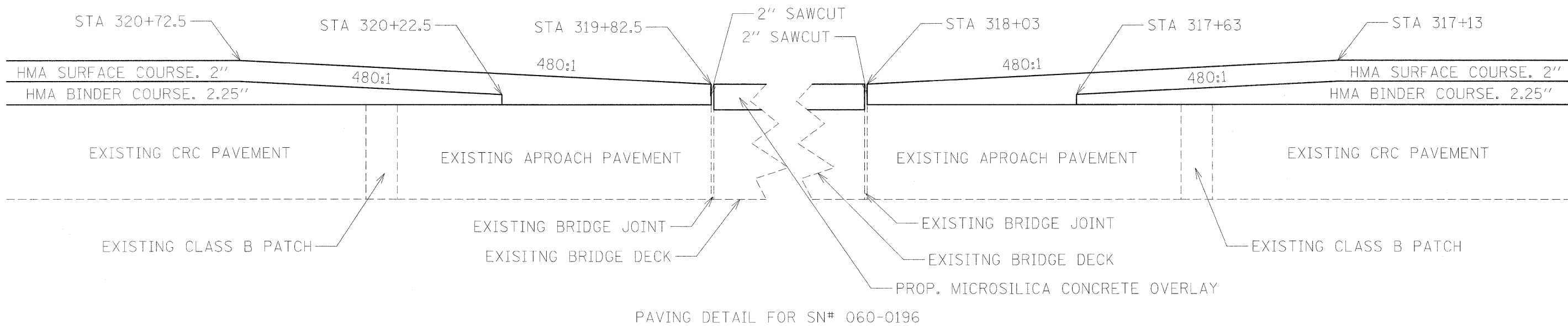


I-55 SOUTHBOUND UNDER NEW DOUGLAS ROAD BUTT JOINT DETAIL  
 \*16.0' MINIMUM CLEARANCE UNDER SN# 060-0198\*

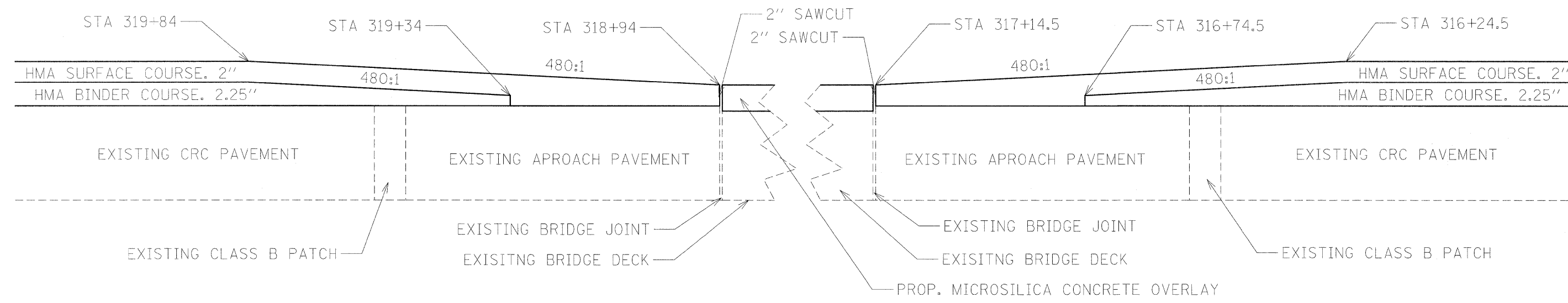


I-55 SOUTHBOUND UNDER ALHAMBRA ROAD BUTT JOINT DETAIL  
 \*16.0' MINIMUM CLEARANCE UNDER SN# 060-0195\*

FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVING DETAILS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\conoverpj\d0128605\d8	6601-shr-plan.dgn	DRAWN -	REVISED -			55	60-3RS-1, 60-(3HB, 3HB-1)	MADISON	123	77	
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 76601					
	PLOT DATE = 6/23/2010	DATE -	REVISED -			FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT					
SCALE: _____ SHEET NO. 4 OF 6 SHEETS STA. _____ TO STA. _____											

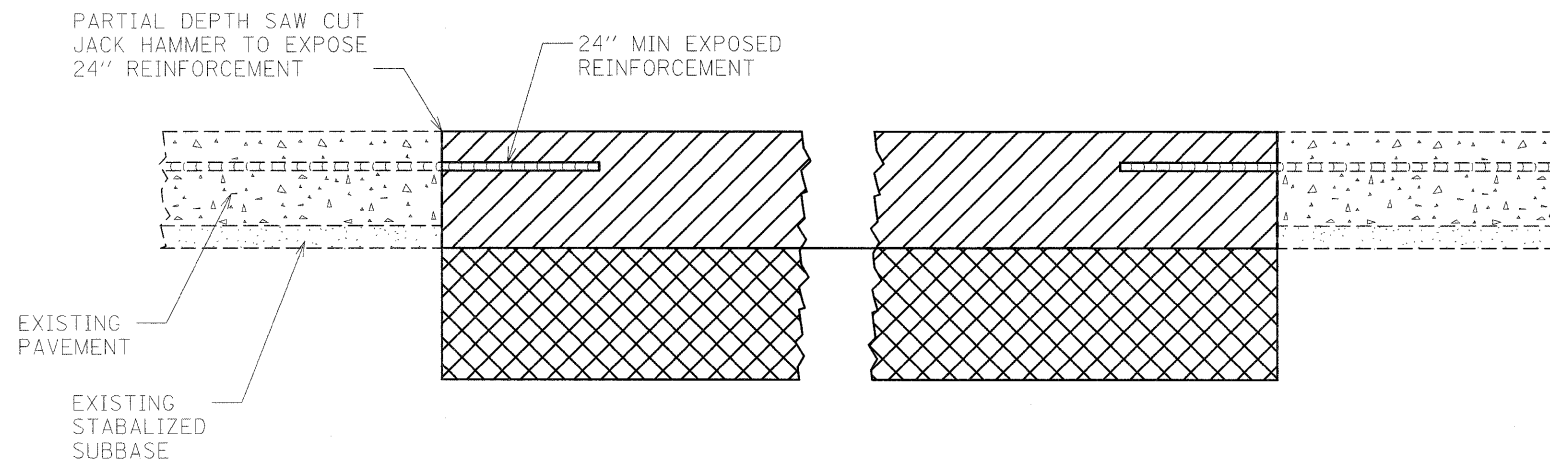
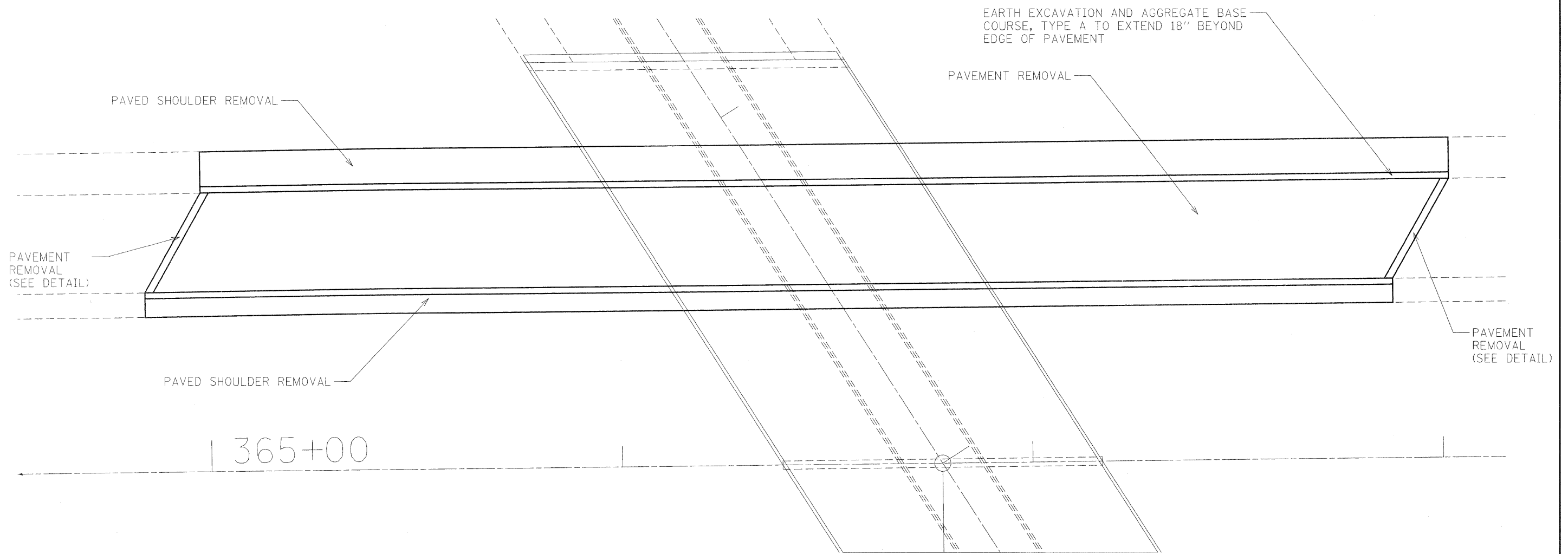


PAVING DETAIL FOR SN# 060-0196

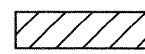
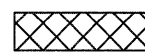


PAVING DETAIL FOR SN# 060-0197

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ot\p\work\p\dot\conoverpj\d0128605\d8	6601-sht-plan.dgn	DRAWN -	REVISED -		55	60-3RS-1, 60-(3HB, 3HB-1)	MADISON	123	78			
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 76601							
	PLOT DATE = 6/23/2010	DATE -	REVISED -		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT							
				SCALE: _____		SHEET NO. 5 OF 6 SHEETS		STA. _____ TO STA. _____				



PAVEMENT REMOVAL DETAIL

-  PAVEMENT REMOVAL, 13.5"
-  EARTH EXCAVATION FOR 12" AGGREGATE BASE COURSE, TYPE A

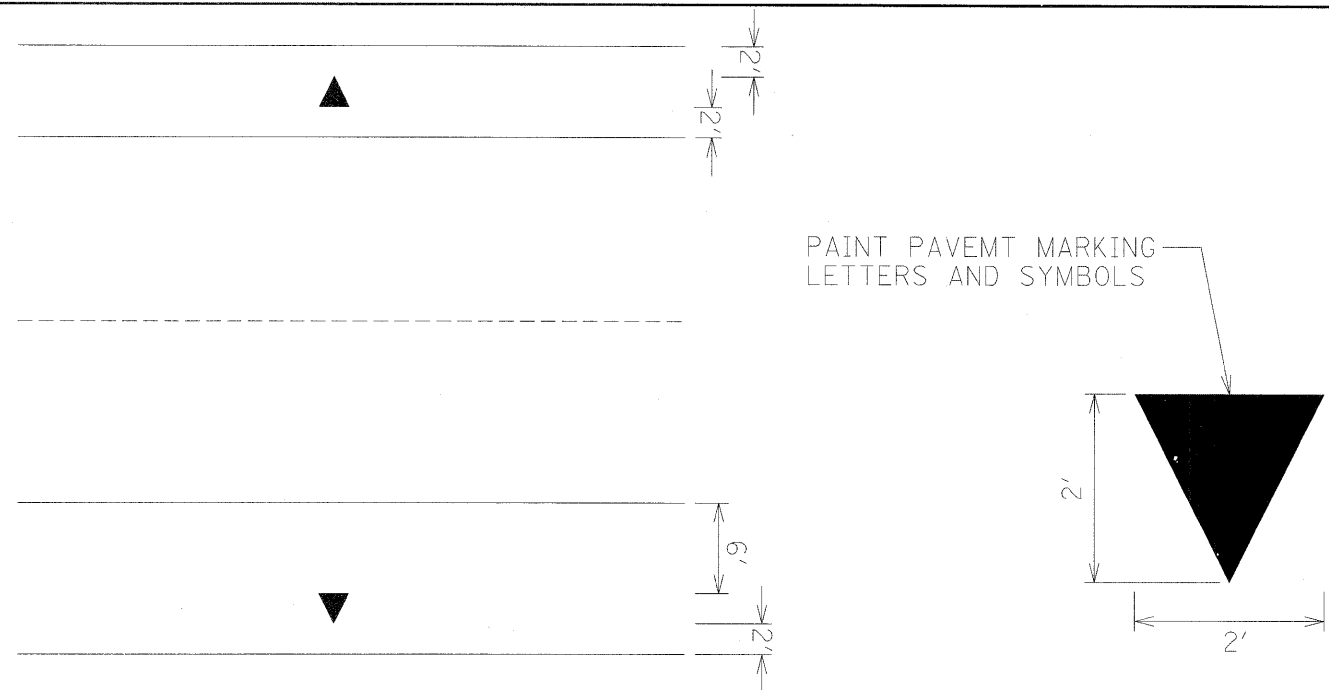
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

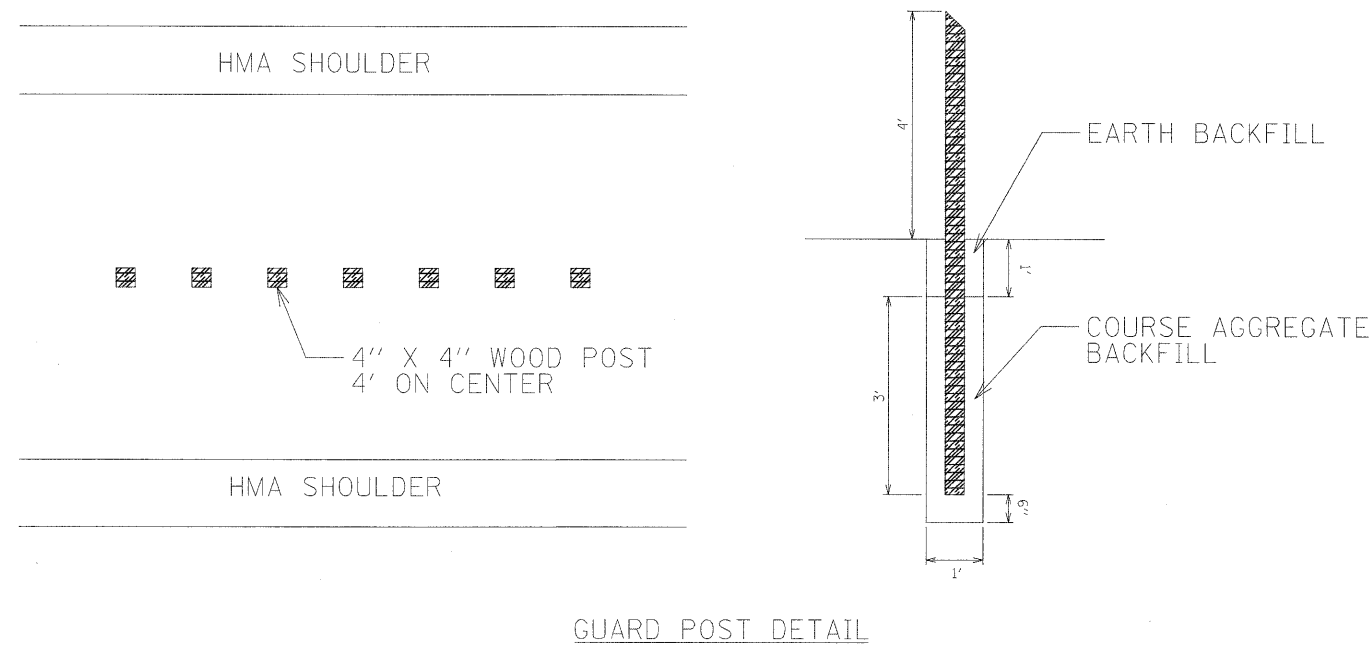
DETAILS FOR CONTINUOUSLY REINFORCED CONCRETE PAVEMENT  
REMOVAL AND REPLACEMENT AT NEW DOUGLAS RD

SCALE: SHEET NO. 6 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1, 60-(3HB, 3HB-1)	MADISON	123	79
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 76601	



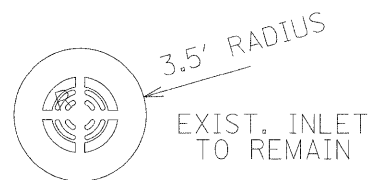
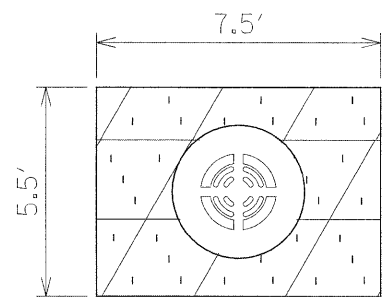
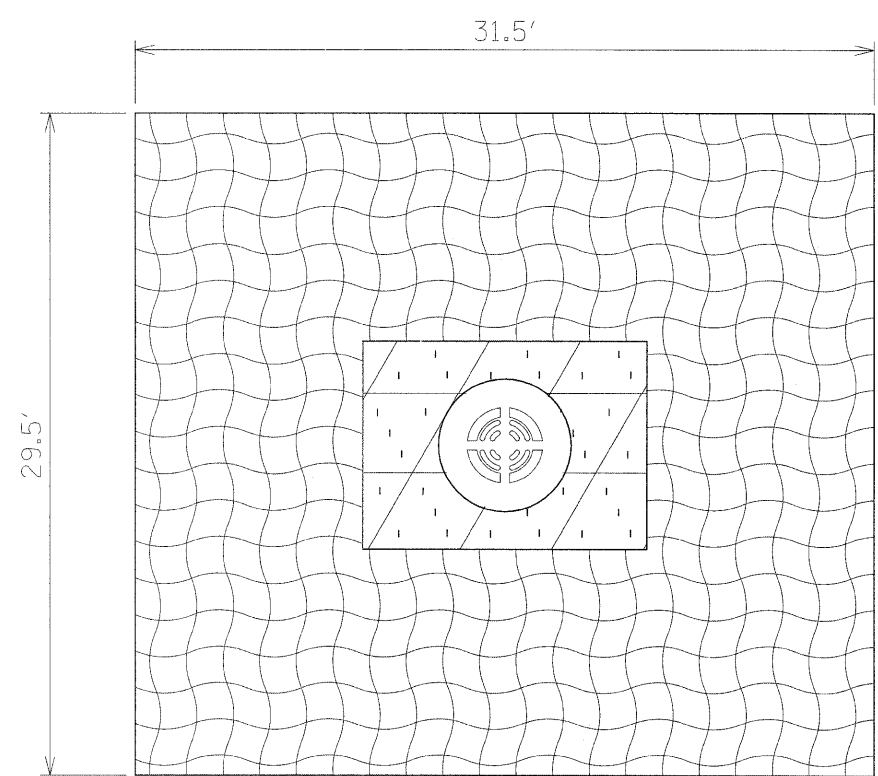
PIPE UNDERDRAIN OUTLET MARKING DETAIL



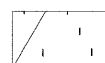
GUARD POST DETAIL

NOTES:

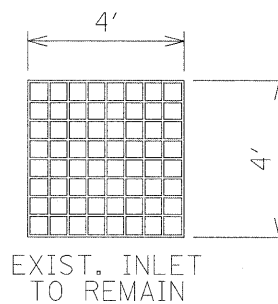
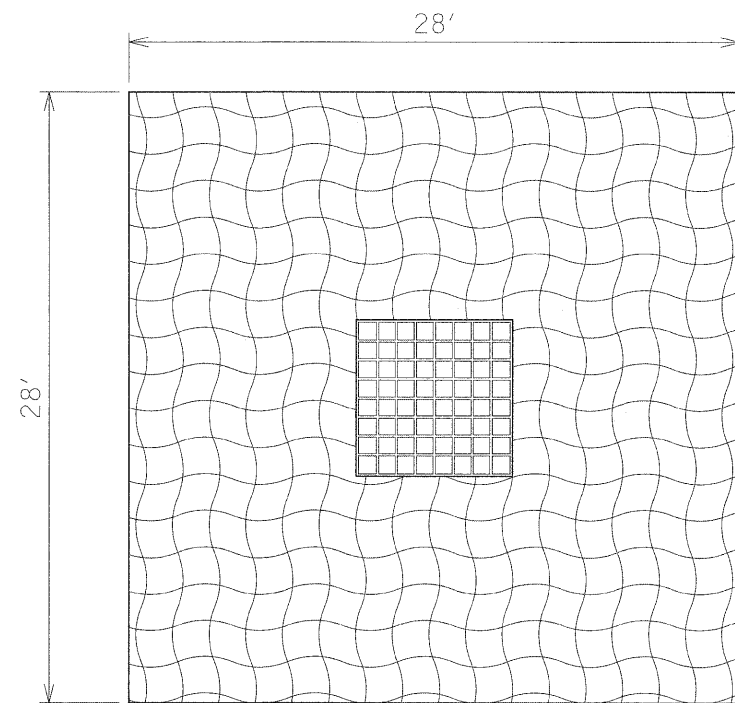
1. PROPOSED GUARD POSTS SHOULD BE USED TO REPLACE MISSING AND DAMAGED GUARD POSTS AT UNAUTHORIZED MEDIAN CROSSINGS AND IN AREA THAT THE ENGINEER DETERMINES COULD BE USED AS AN UNAUTHORIZED CROSSING.
2. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR GUARD POSTS WHICH PRICE SHALL INCLUDE ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED TO PERFORM THE WORK AS SPECIFIED HEREIN.



AREA TO BE GRADED, SEEDED AND MULCHED.



CAST IN PLACE CONCRETE SLAB TO BE REMOVED AND REPLACED.



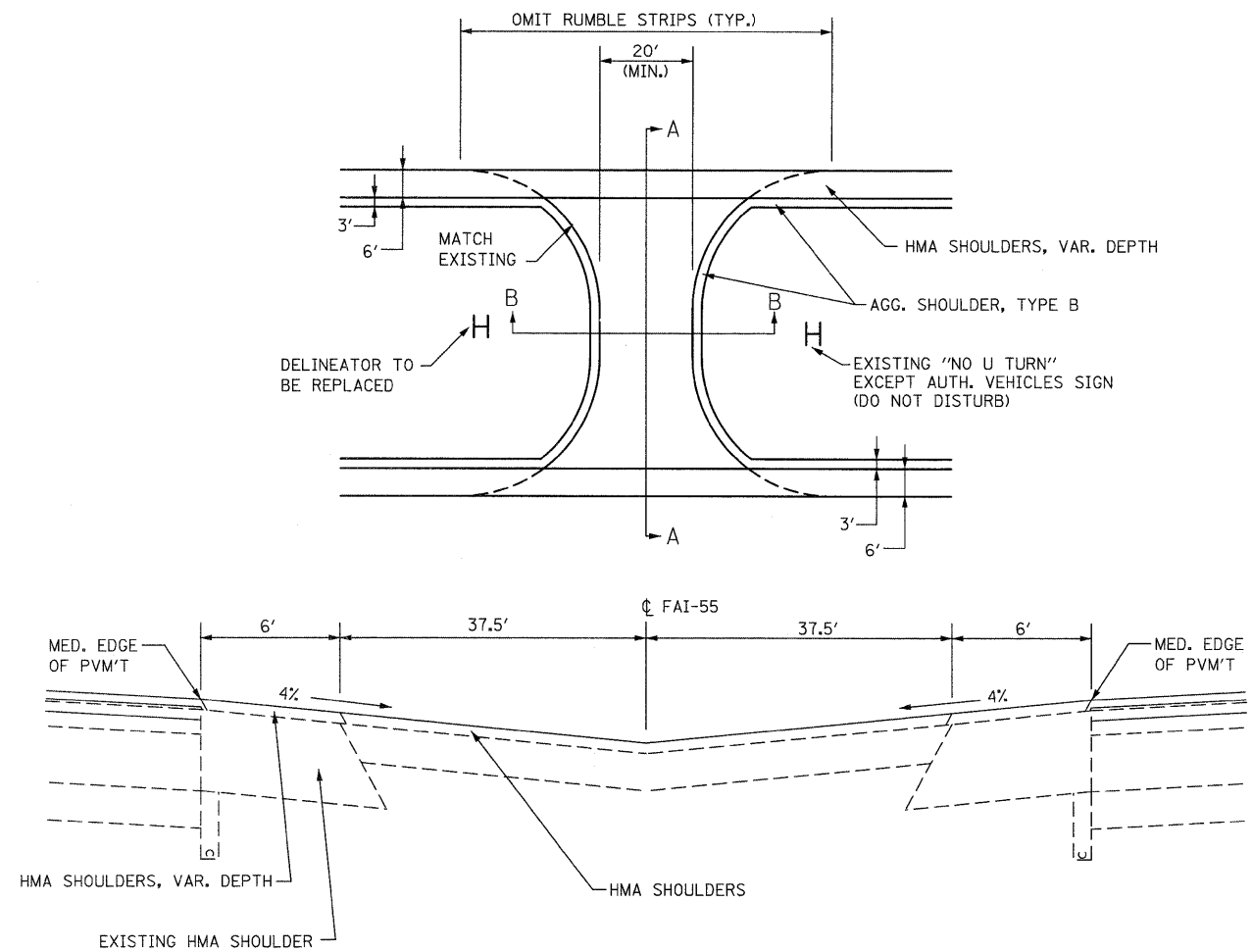
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	PLOT SCALE = 50,0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/23/2010	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

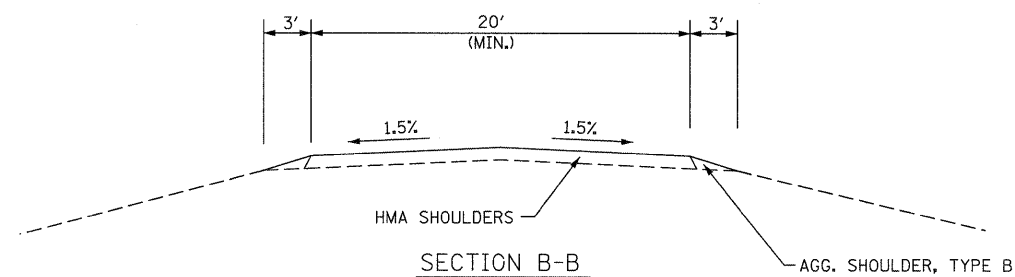
<b>DETAILS</b>	
SCALE: _____	SHEET NO. 1 OF 2 SHEETS
STA. _____	TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1, 60-(3HB, 3HB-1)	MADISON	123	80
CONTRACT NO. 76601				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

# MEDIAN CROSS-OVER DETAIL



SECTION A-A

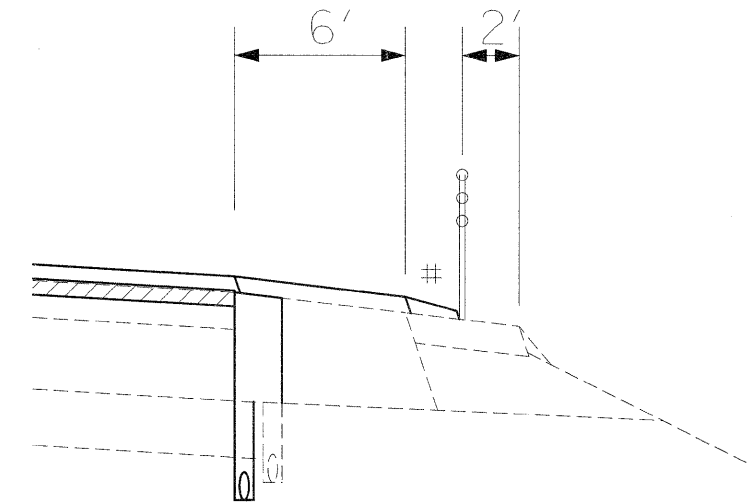


SECTION B-B

LOCATION  
STA. 394+15.50

**NOTE:**

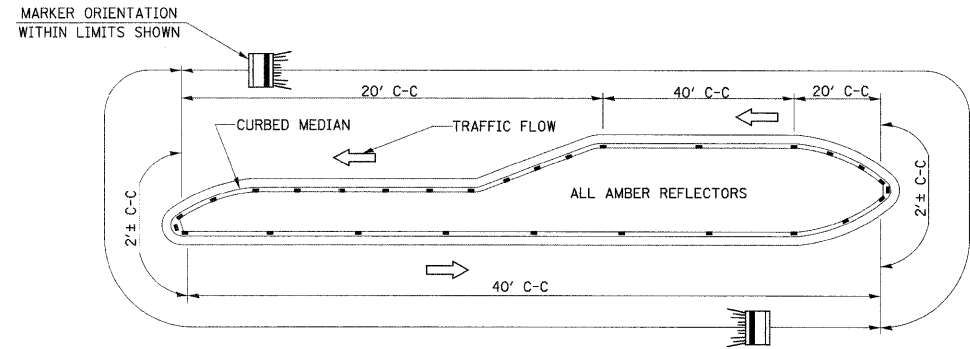
TWO DELINEATORS SHALL BE PLACED 800' EACH DIRECTION IN ADVANCE AND ONE DELINEATOR AT THE MEDIAN CROSSOVER AT STA. 394+15.50. THE DELINEATOR AT THE CROSSOVER SHALL HAVE TWO REFLECTORS, AND THE DELINEATORS 800' IN ADVANCE SHALL HAVE THREE REFLECTORS EACH.



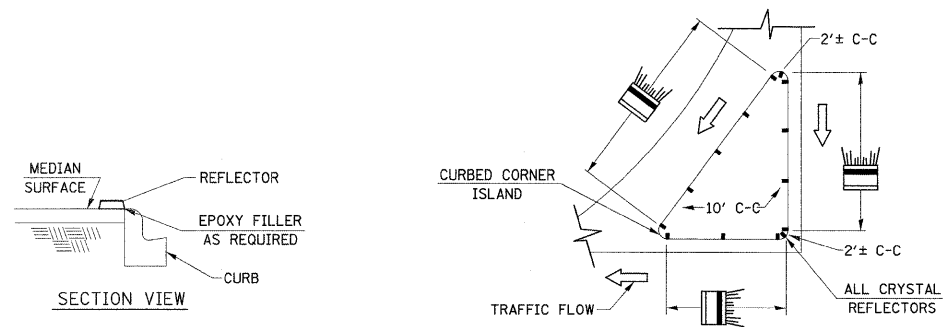
# TAPER FROM 3" TO 3/4" IN 2'  
SLOPE VARIES

## BITUMINOUS TAPER @ CABLE MEDIAN BARRIER

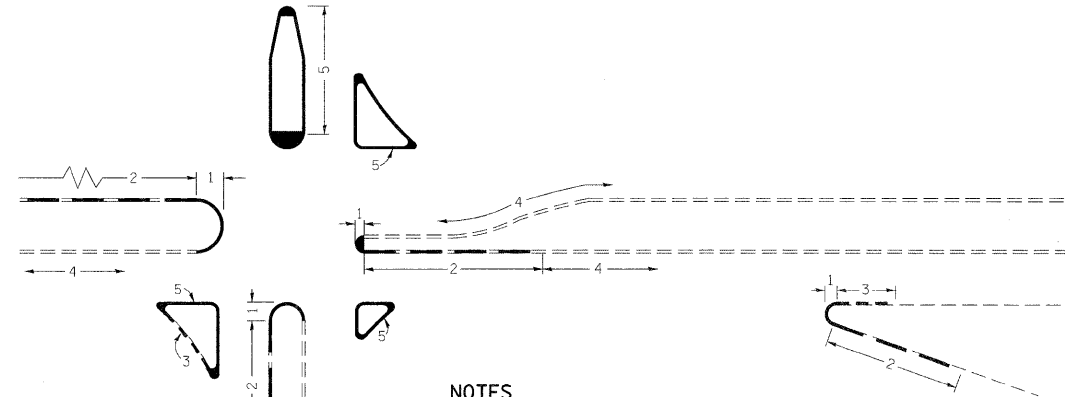
FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw\work\p\dot\conoverpj\d0128605\d0128605.sht	6501-sht-plen.dgn	DRAWN -	REVISED -			55	60-3RS-1, 60-(3HB, 3HB-1)	MADISON	123	81
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 76601				
	PLOT DATE = 6/23/2010	DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
						SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	



- NOTES**
1. PRISMATIC REFLECTORS SHALL BE MONO-DIRECTIONAL AND POSITIONED SO THAT THE REFLECTIVE FACE IS FACING THE APPROACHING TRAFFIC.
  2. PRISMATIC REFLECTORS SHALL BE SECURED IN PLACE WITH AN EPOXY ADHESIVE.
  3. PRISMATIC REFLECTORS SHALL BE EITHER AMBER OR CRYSTAL IN COLOR.



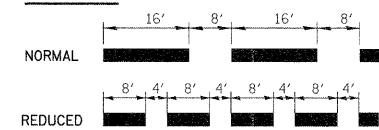
**TYPICAL PLACEMENT OF PRISMATIC REFLECTORS ON CURBS**  
(NO SCALE)



**NOTES**

1. PAINT CURB AND NOSE SOLID FOR 10 FEET OR RADIUS OF NOSE, WHICHEVER IS GREATER.
2. PAINT MINIMUM OF 3 STRIPES IN DIRECTION OF TRAFFIC.
3. REDUCED SPACING USED TO OBTAIN 3 STRIPS MINIMUM.
4. STRIPING RECOMMENDED ONLY WHERE OPERATIONAL PROBLEMS DICTATE.
5. PAINT SOLID WHERE A MINIMUM OF 3 STRIPES CANNOT BE PLACED.

**SPACING**



**CURB MARKING**

FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 6/23/2010	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAILS**

SCALE: \_\_\_\_\_ SHEET NO. 2 OF 2 SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1, 60-(3HB, 3HB-1)	MADISON	123	82
				<b>CONTRACT NO. 76601</b>
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

EXISTING STRUCTURE: S.N. 060-0195, originally constructed in 1973 as F.A.I. Route 55 Section 60-3HB at Station 410+18.00, using 48" welded plate girders with 7 1/2" concrete deck, 3 spans, 342'-8" back-back approach bents, 32'-0" out-out width, vaulted abutments on concrete piles, multi-column piers with footings on timber piles.

A traffic detour will be used (staged construction is not required).

No Salvage.

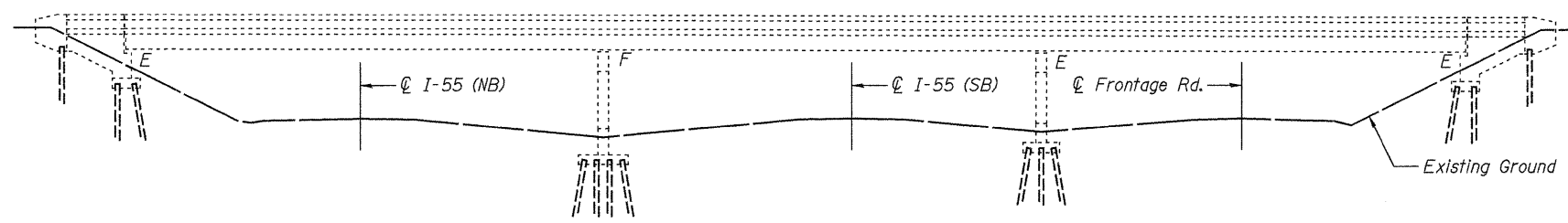
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS

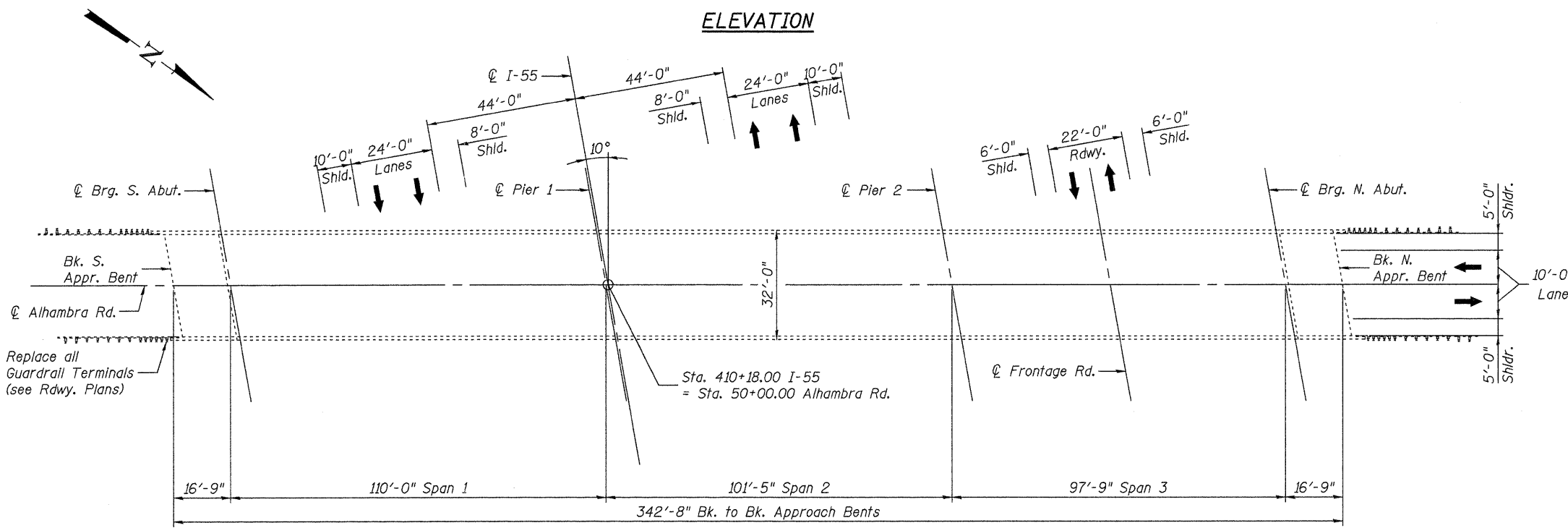
- 1 Gen Plan, Gen Notes, Bill of Mat'l
- 2 Deck Repairs
- 3 Parapet Extension
- 4-5 Expansion Joint Repairs
- 6 Preformed Joint Strip Seal
- 7-8 Bearings
- 9-10 Abutments

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8 in.  $\phi$ , holes 15/16 in.  $\phi$ , unless otherwise noted.  
No field welding is permitted except as specified in the contract documents.  
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.  
Reinforcement bars designated (E) shall be epoxy coated.  
Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.  
Where shown on the plans, reinforcement bars shall be epoxy grouted into existing concrete according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.  
Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.  
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.  
Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".  
Protective Shield shall be provided for the full width of the bridge deck over the roadway below from edge of shoulder to edge of shoulder.  
Protective Coat shall be applied to the surfaces of the deck and parapets, including the wings.  
Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.  
Plan dimensions and details relative to existing plans are subject to routine 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 based upon the unit price bid for the work.



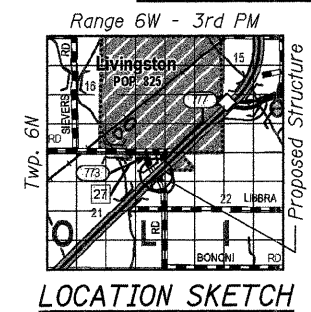
ELEVATION



PLAN

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	7.0	--	7.0
Bridge Rail Removal	Foot	675	--	675
Protective Shield	Sq Yd	426	--	426
Concrete Structures	Cu Yd	--	3.8	3.8
Concrete Superstructure	Cu Yd	23.9	--	23.9
Bridge Deck Grooving	Sq Yd	1006	--	1006
Protective Coat	Sq Yd	1399	--	1399
Furnishing And Erecting Structural Steel	Pound	--	1490	1490
Jack And Remove Existing Bearings	Each	--	10	10
Cleaning And Painting Steel Bridge No. 1	L Sum	1	--	1
Cont. & Disp. of Lead Paint Clean. Resid. No.1	L Sum	1	--	1
Reinforcement Bars, Epoxy Coated	Pound	4850	1100	5950
Preformed Joint Strip Seal	Foot	62	--	62
Elastomeric Bearing Assembly, Type I	Each	--	5	5
Elastomeric Bearing Assembly, Type II	Each	--	5	5
Anchor Bolts, 1"	Each	--	20	20
Concrete Sealer	Sq Ft	--	150	150
Structural Repair Of Concrete (Depth = < 5")	Sq Ft	--	95	95
Bridge Deck Microsilica Concrete Overlay 2 1/4"	Sq Yd	1062	--	1062
Bridge Deck Hydro-Scarification 1/2"	Sq Yd	1062	--	1062
Deck Slab Repair (Full Depth, Type II)	Sq Yd	14	--	14



LOCATION SKETCH

GENERAL PLAN & ELEVATION  
ALHAMBRA ROAD OVER I-55  
F.A.I. RTE. 55 SECTION 60-3HB  
MADISON COUNTY  
STATION 410+18.00  
STRUCTURE NO. 060-0195

SHEET 1 OF 10	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-3HB,3HB-1/I	MADISON	123	83
		STA. 410+18.00	CONTRACT NO.	76601	
		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

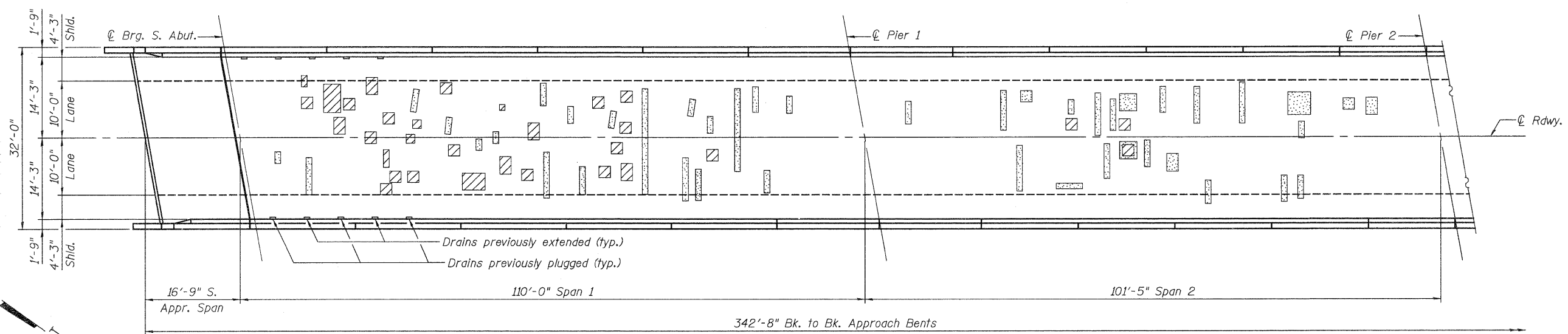
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CHECKED: DCD      CHECKED: CMV/DCD



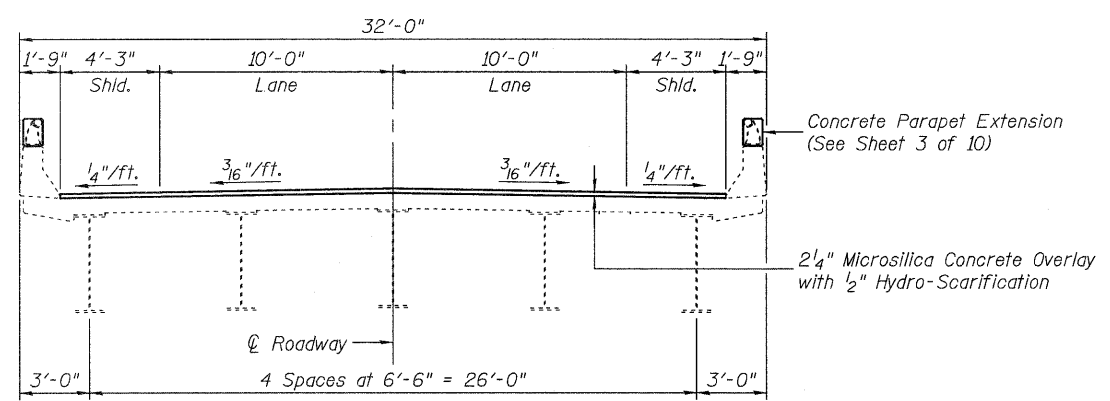
Signed: *David Depp*  
Date: *6-22-2010*  
Lic. Expires: 11-30-2010

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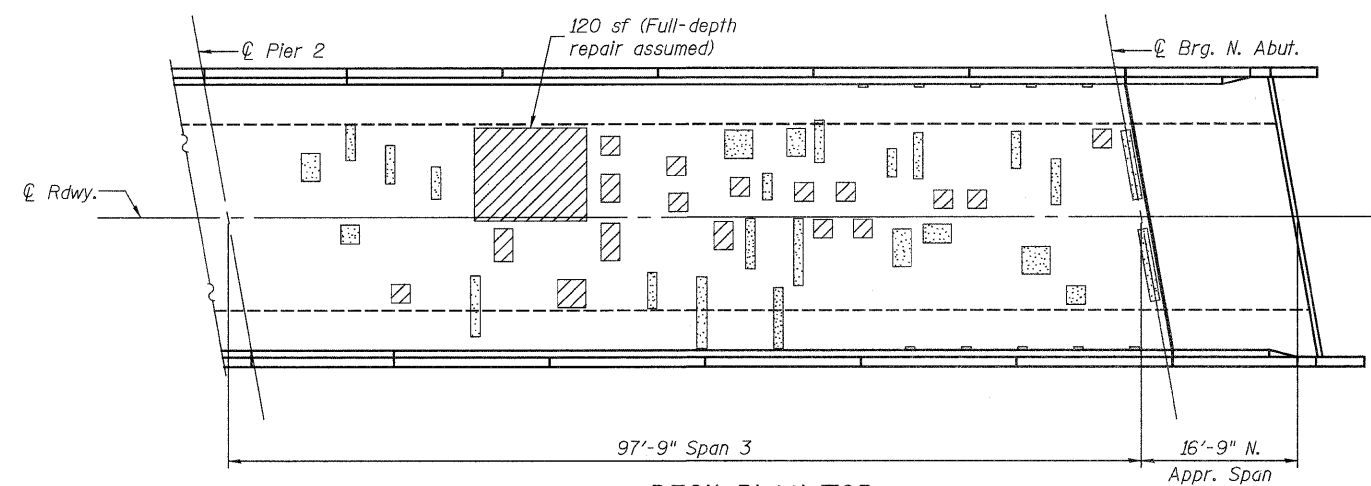
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



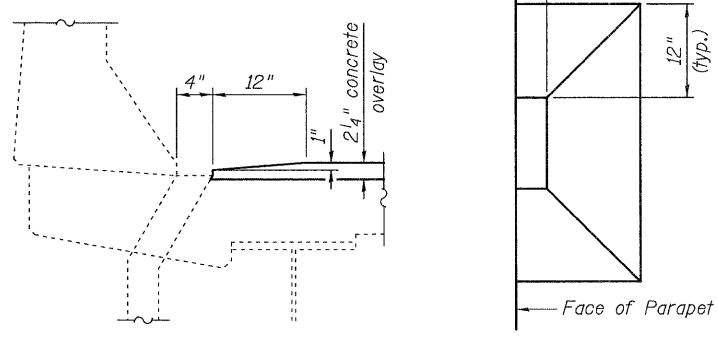
DECK PLAN-TOP



CROSS SECTION  
(Looking North)



DECK PLAN-TOP



SECTION  
PLAN  
DETAILS AT DECK DRAIN

LEGEND

- Hollow or Unsound Concrete (380 sf)
- Spalled Concrete or Existing Asphalt Patch (348 sf)
- Spalled Concrete with Exposed Reinf. (0 sf)

**Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: CMV	DRAWN: P. Ray
CHECKED: DCD	CHECKED: CMV/DCD

Notes:  
Deck Condition Survey performed 4/15/2010.

Plan quantities assume that only labeled areas will use Full-depth repair. Other areas are shown for information only.

Repair areas are estimated, the Engineer shall determine actual repair locations and record them on the As-Built plans.

Partial depth repairs shall be included with Bridge Deck Hydro-scarification, see Special Provision for Bridge Deck Microsilica Concrete Overlay.

BILL OF MATERIAL

Item	Unit	Total
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	14

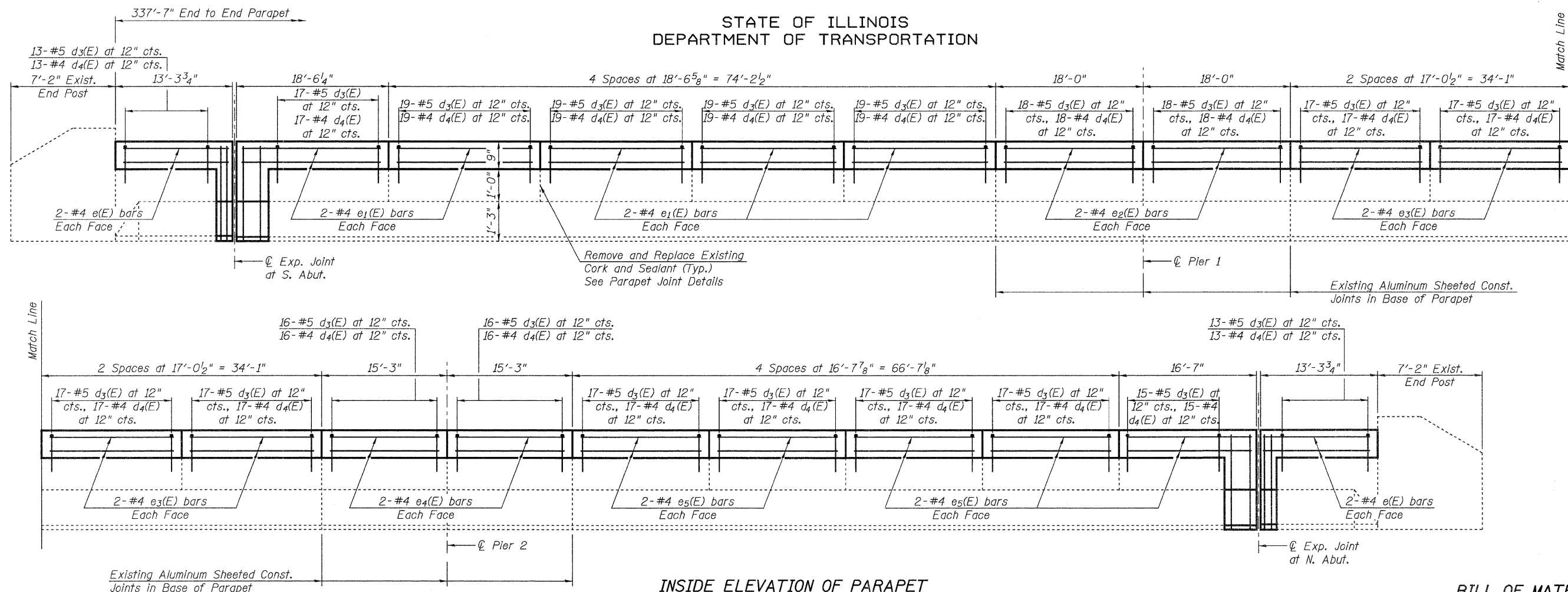
DECK REPAIRS  
STRUCTURE NO. 060-0195

SHEET 2 OF 10	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	84
	STA. 410+18.00		CONTRACT NO. 76601		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

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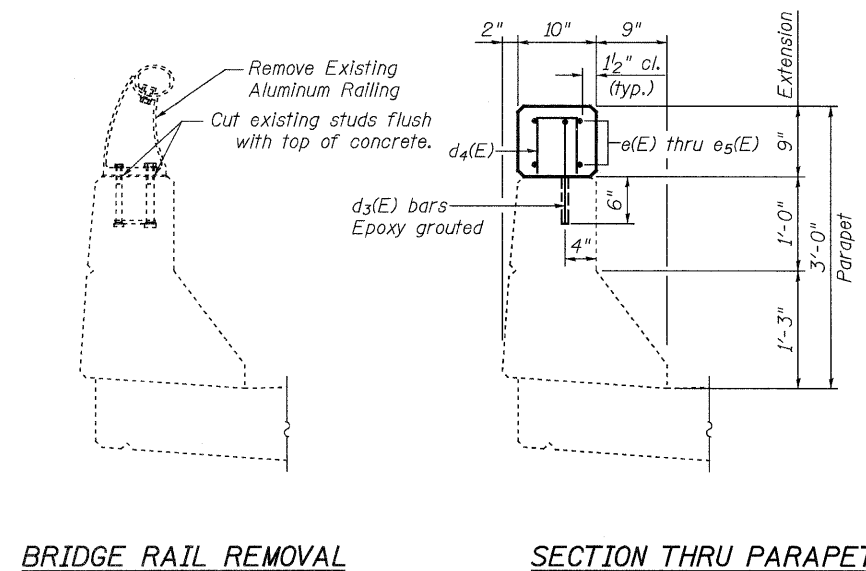
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



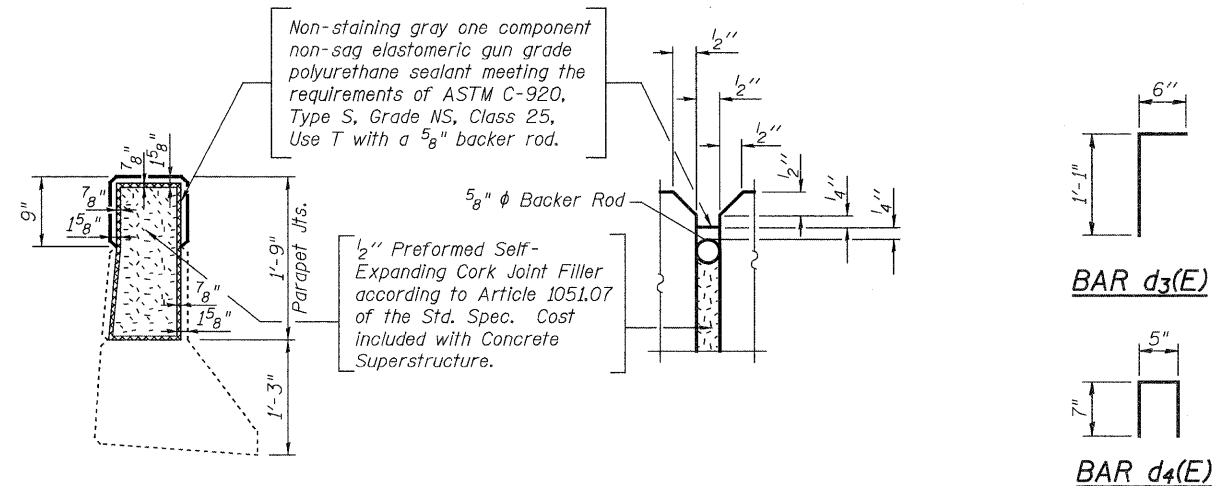
**INSIDE ELEVATION OF PARAPET**  
(West Parapet Shown, East Parapet Similar)  
(Dimensions Measured Along Front Face of Parapet)

**BILL OF MATERIAL**

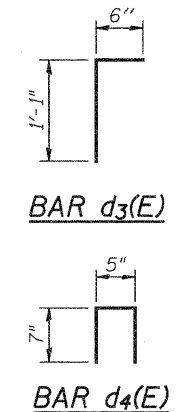
Bar No.	Size	Length	Shape	
d3(E)	#5	1'-7"	L	
d4(E)	#4	1'-7"	Π	
e(E)	#4	13'-0"	—	
e1(E)	#4	18'-3"	—	
e2(E)	#4	17'-8"	—	
e3(E)	#4	16'-9"	—	
e4(E)	#4	14'-11"	—	
e5(E)	#4	16'-4"	—	
Reinforcement Bars, Epoxy Coated			Pound	3610
Concrete Superstructure			Cu. Yd.	15.6
Bridge Rail Removal			Foot	675



**BRIDGE RAIL REMOVAL**      **SECTION THRU PARAPET**



**PARAPET JOINT DETAILS**



**CONCRETE PARAPET EXTENSION DETAILS**  
**STRUCTURE NO. 060-0195**

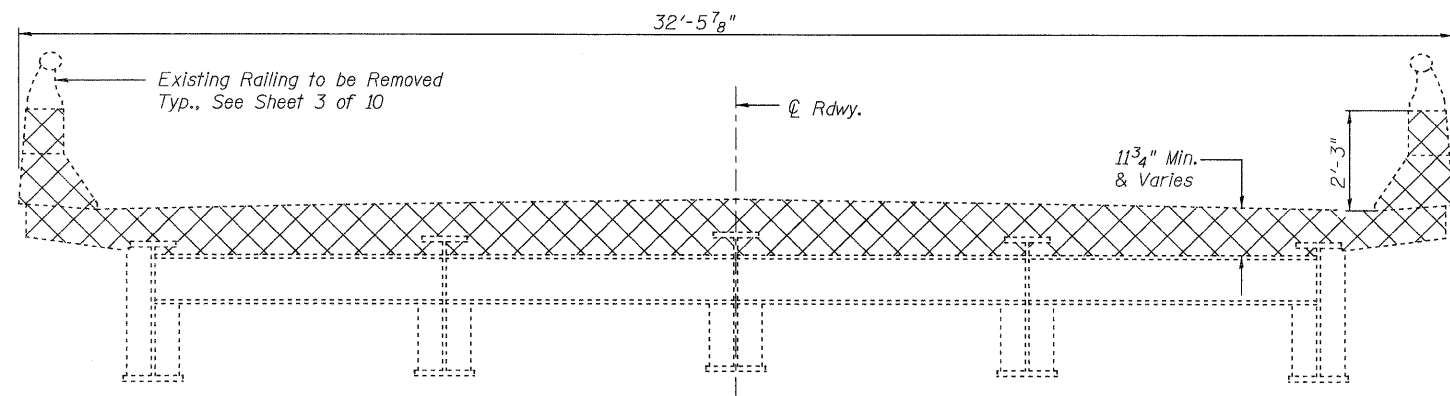
Note:  
Work this sheet with sheet 5 of 10.

<b>LIN ENGINEERING, LTD.</b> Consulting Engineers Chatham, Illinois	
DESIGNED: ESH	DRAWN: RH
CHECKED: MTH	CHECKED: MTH

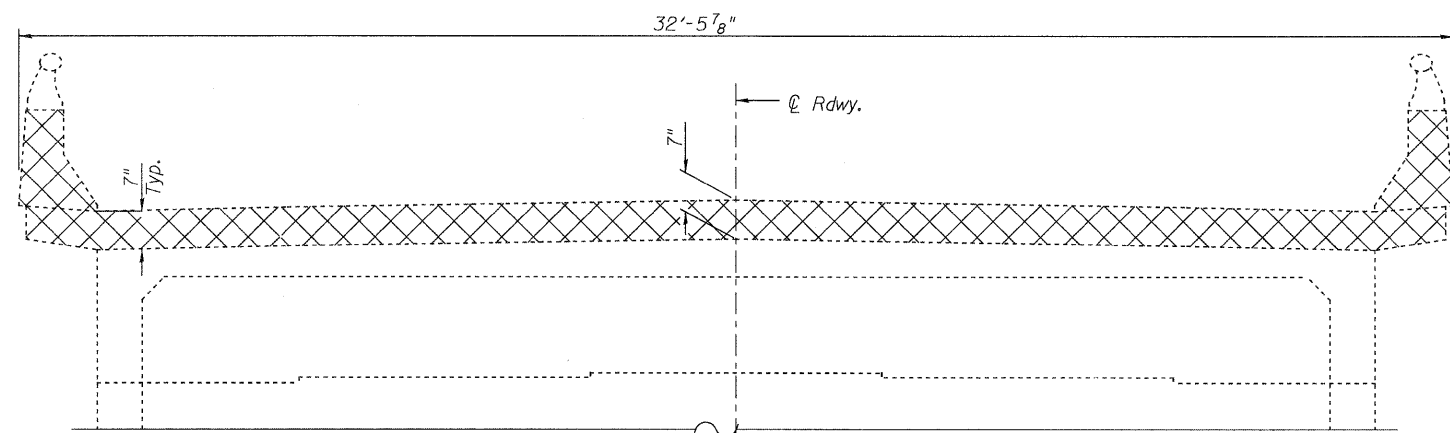
SHEET 3 OF 10	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	85
	STA. 410+18.00		CONTRACT NO. 76601		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

FILE: J:\JDO\010195 IL-08VW99 I-55 Madison Bridge Repairs\LinEngr\060-0195.dgn  
USER: DCD  
DATE: 06/22/2000 21:35:54

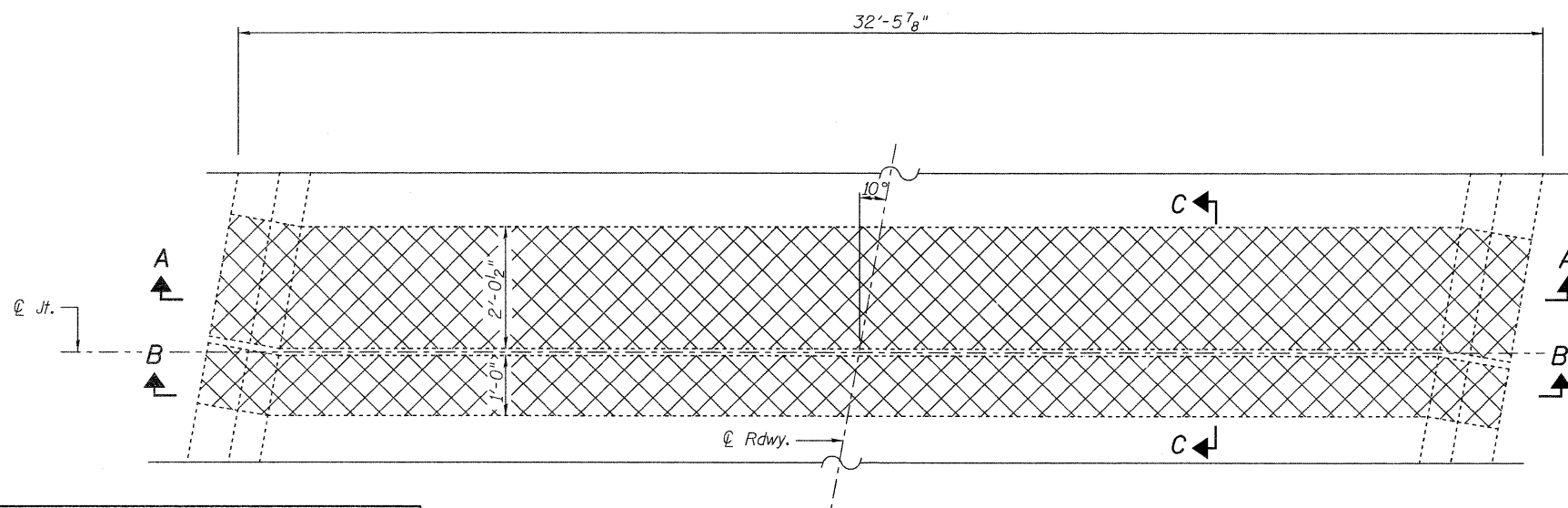
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SECTION A-A

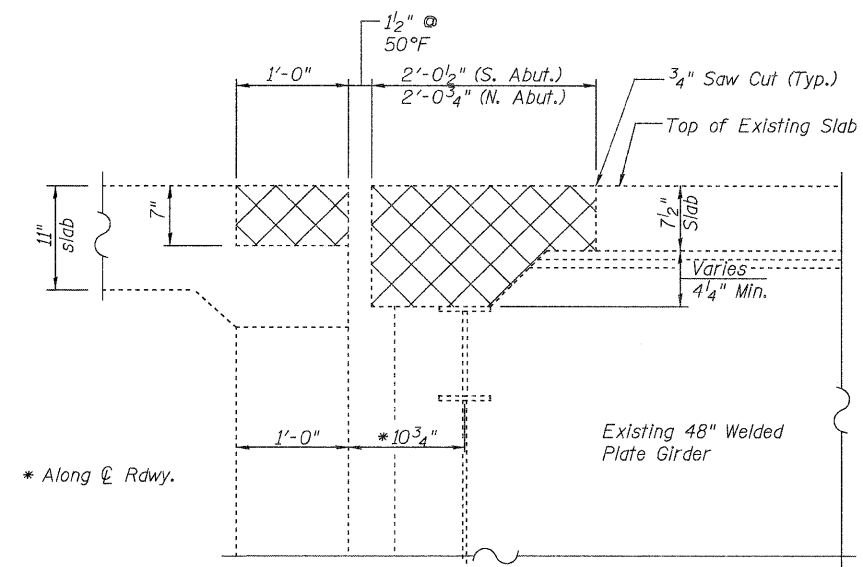


SECTION B-B



PLAN

(South abutment shown, North abutment similar)



SECTION C-C

(Dimensions at Rt. L's)

Notes:

1. Cross hatched area indicates concrete removal.
2. Existing reinforcement bars in the concrete removal area extending in new construction shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system, in accordance with IDOT Standard Specifications Article 501.03. Cost included with Concrete Removal.

BILL OF MATERIAL

(Two Abutments)

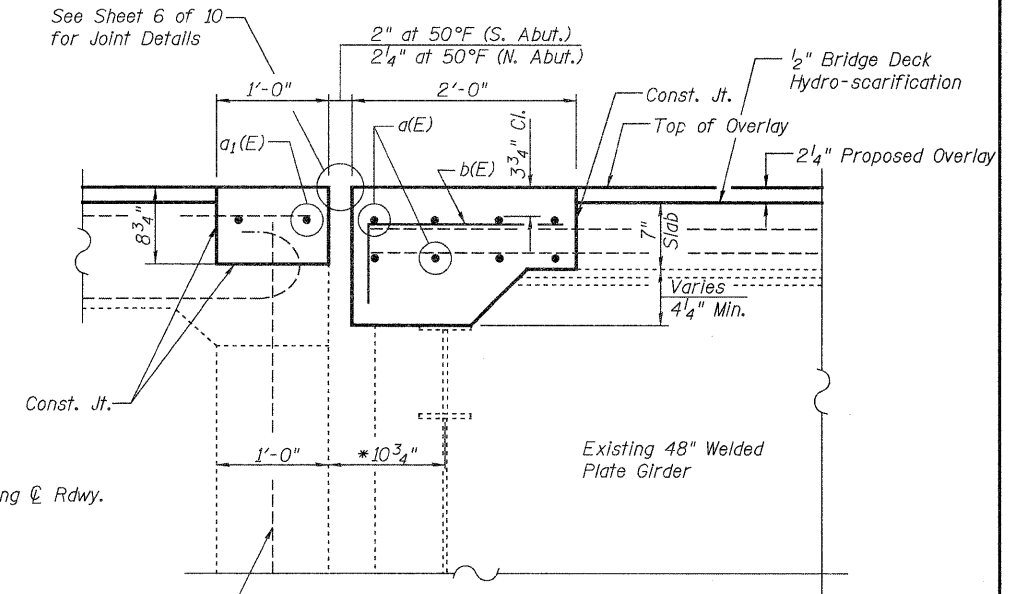
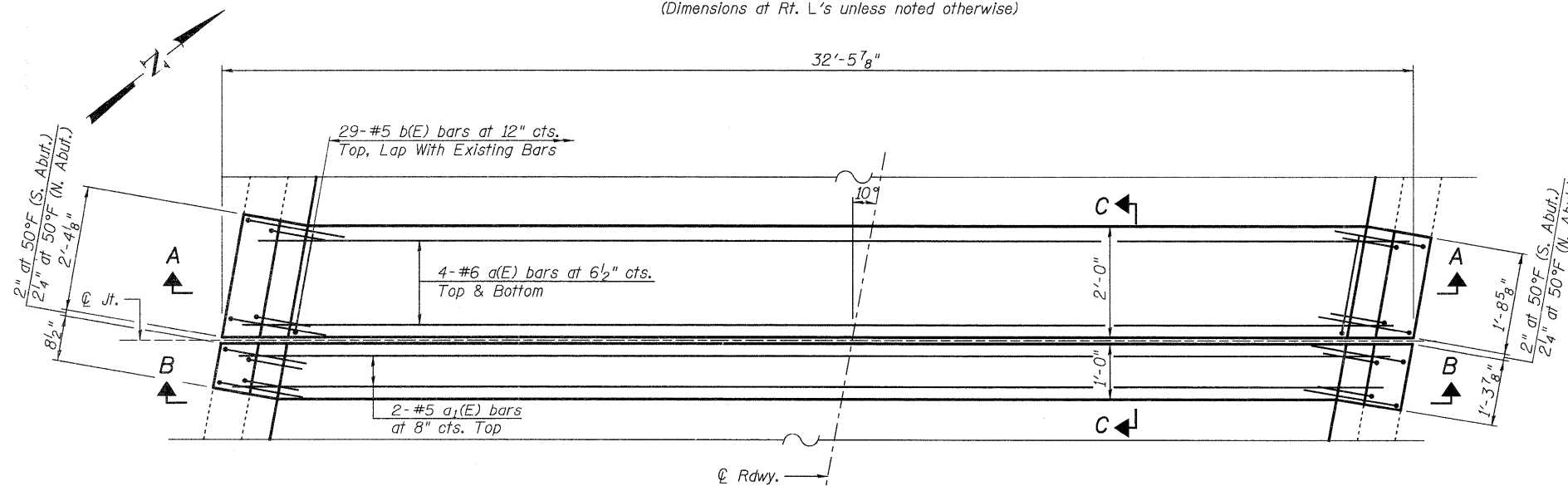
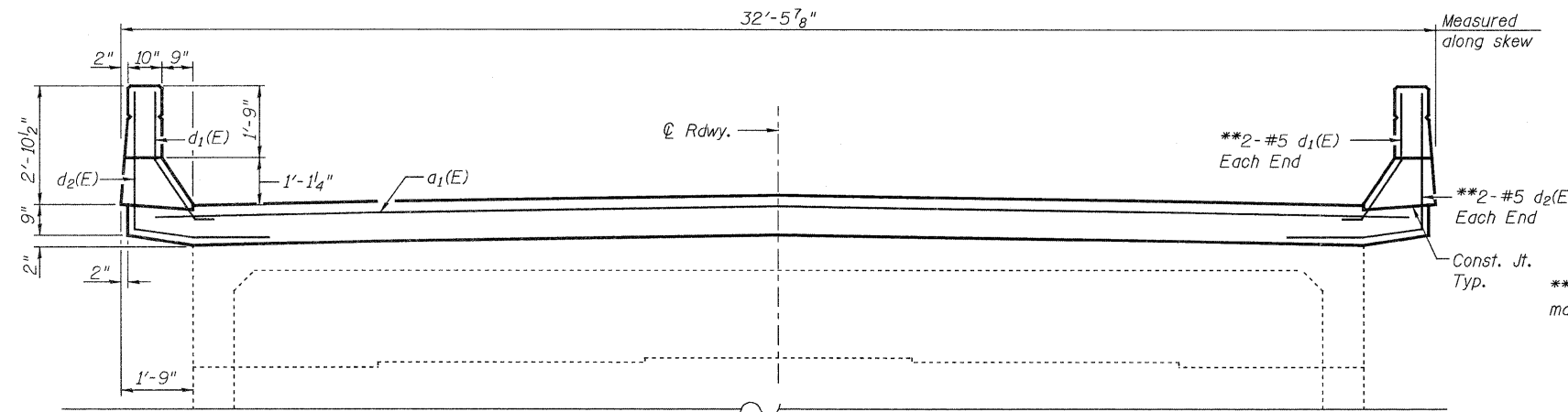
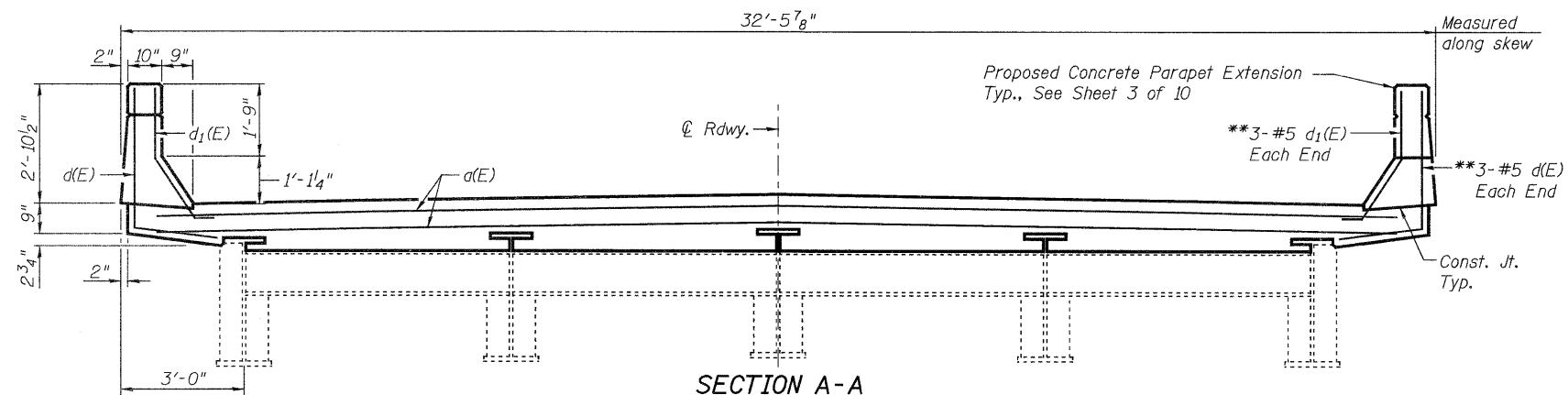
Item	Unit	Total
Concrete Removal	Cu. Yd.	7.0

EXPANSION JOINT CONCRETE REMOVAL  
STRUCTURE NO. 060-0195

SHEET 4 OF 10	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	86
STA. 410+18.00		CONTRACT NO. 76601			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

<b>E</b> LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois	
DESIGNED: ESH	DRAWN: RH
CHECKED: MTH	CHECKED: MTH

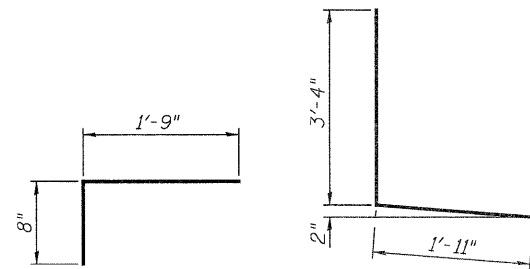
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



\* Along  $\varnothing$  Rdwy.

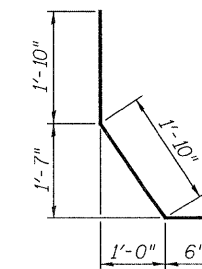
Existing Reinforcement Shall Remain in Place, Typ.

\*\*Rotate as necessary to maintain clearance



BAR b(E)

BAR d(E)



BAR d1(E)

BAR d2(E)

BILL OF MATERIAL  
(Two Abutments)

Bar	No.	Size	Length	Shape
a(E)	16	#6	31'-4"	—
a1(E)	4	#5	31'-4"	—
b(E)	58	#5	2'-5"	┌
d(E)	12	#5	5'-3"	└
d1(E)	20	#5	4'-2"	└
d2(E)	8	#5	6'-8"	└
Reinforcement Bars, Epoxy Coated			Pound	1240
Concrete Superstructure			Cu. Yd.	8.3

EXPANSION JOINT CONCRETE DETAILS  
STRUCTURE NO. 060-0195

SHEET 5 OF 10	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	87
STA. 410+18.00		CONTRACT NO. 76601			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

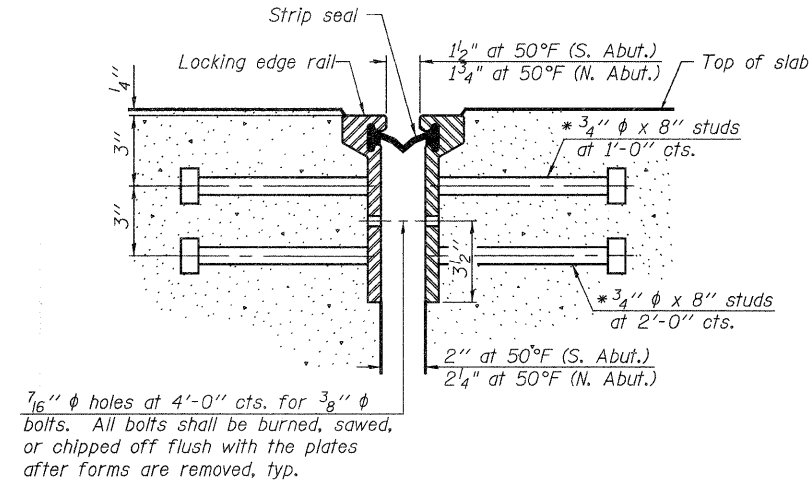
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DATE: 06/22/2010 2:35:58

**LIN ENGINEERING, LTD.**  
Consulting Engineers  
Chatham, Illinois

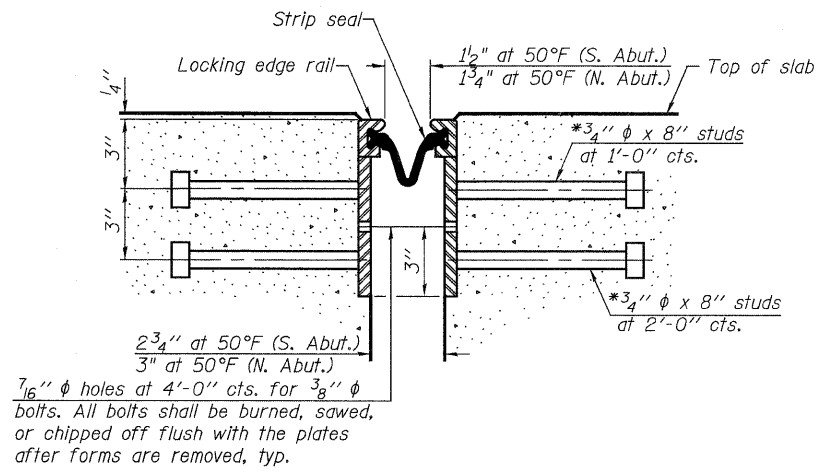
DESIGNED: ESH	DRAWN: RH
CHECKED: MTH	CHECKED: MTH

\* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

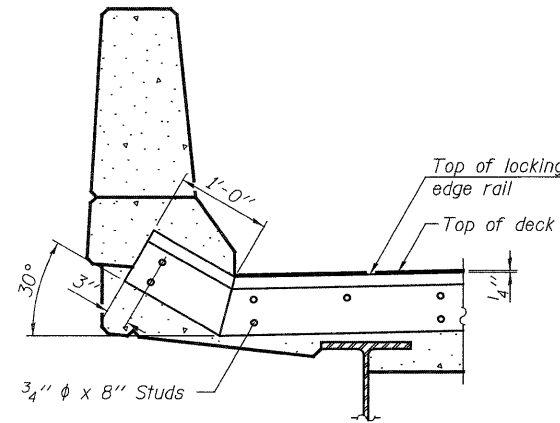
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SECTION THRU  
ROLLED RAIL JOINT

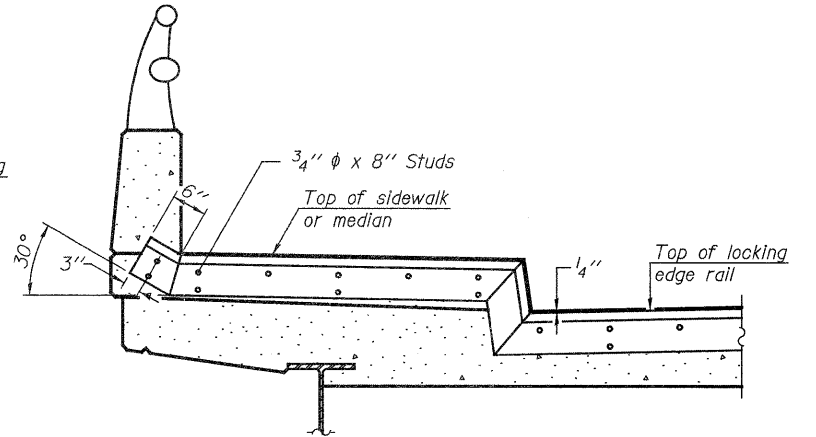


SECTION THRU  
WELDED RAIL JOINT



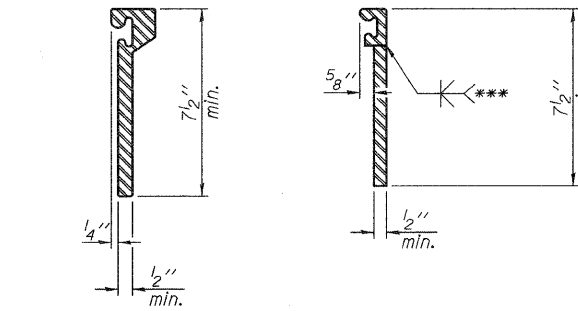
AT PARAPET

See Section A-A for end treatment of skews > 30°.



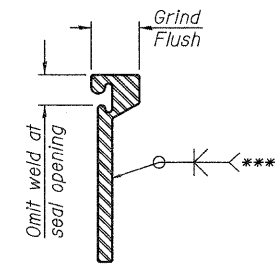
AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



ROLLED  
EXTRUDED RAIL

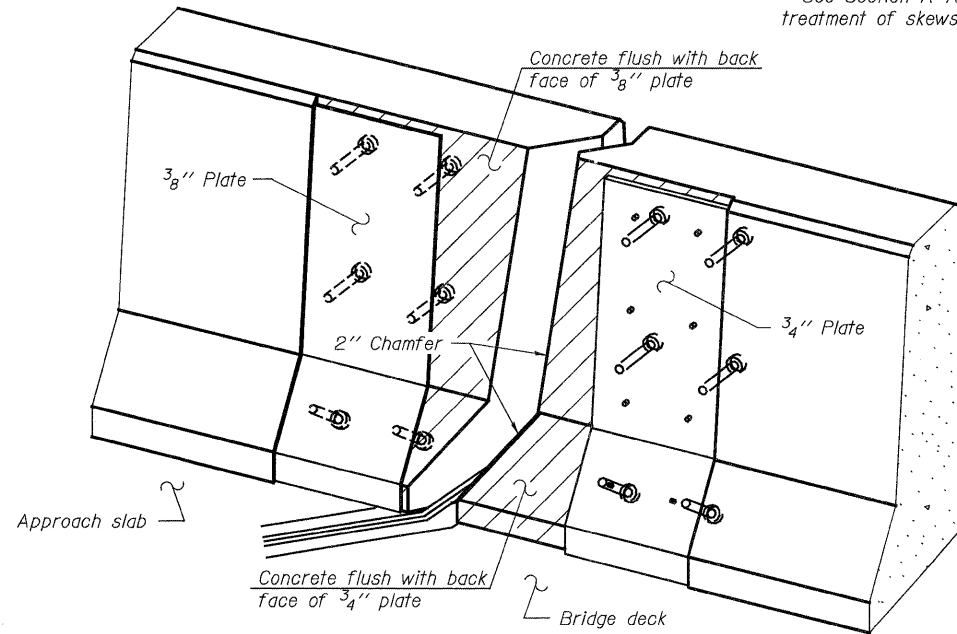
WELDED RAIL



\*\*\* Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE  
RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.  
Rolled rail shown, welded rail similar.



TYPICAL END TREATMENTS

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

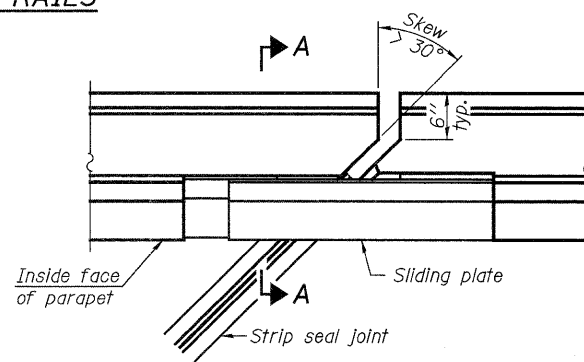
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

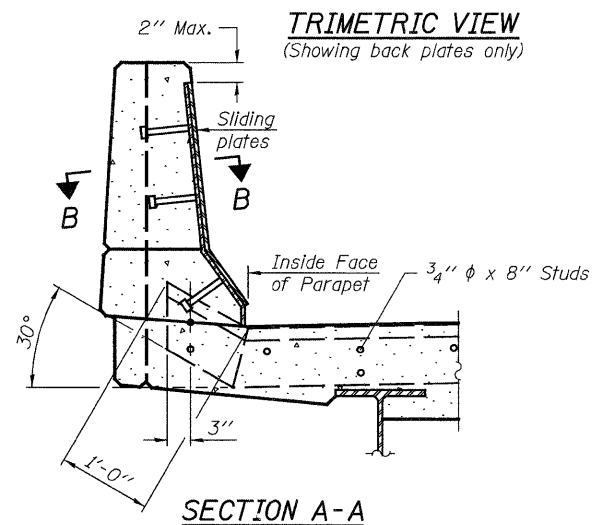
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

LOCKING EDGE RAILS

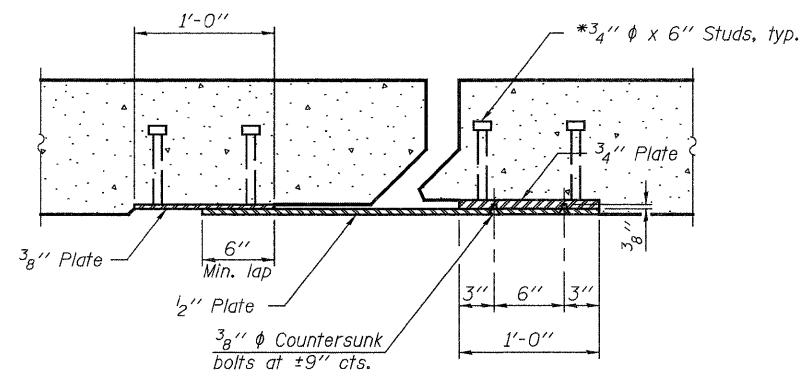


PLAN



SECTION A-A

POINT BLOCK DETAILS  
(for skews > 30°)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	62

PREFORMED JOINT STRIP SEAL  
STRUCTURE NO. 060-0195

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1, 60-13HB,3HB-1JI	MADISON	123	88
STA. 410+18.00		CONTRACT NO. 76601		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET 6  
OF 10



LIN ENGINEERING, LTD.  
Consulting Engineers  
Chatham, Illinois

DESIGNED: ESH  
DRAWN: RH  
CHECKED: MTH  
CHECKED: MTH

EJ-SSJ

11-1-09

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DEPARTMENT OF TRANSPORTATION

Notes:

Hatch area indicates Bearing removal. See Special Provision for Jack and Remove Existing Bearings.

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

The Contractor is to verify the existing dimensions prior to fabricating the steel extensions. It is intended to keep the existing beams at their current elevation. Existing bearing dimensions shown are copied from the original plans.

Side retainers, Fasteners and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

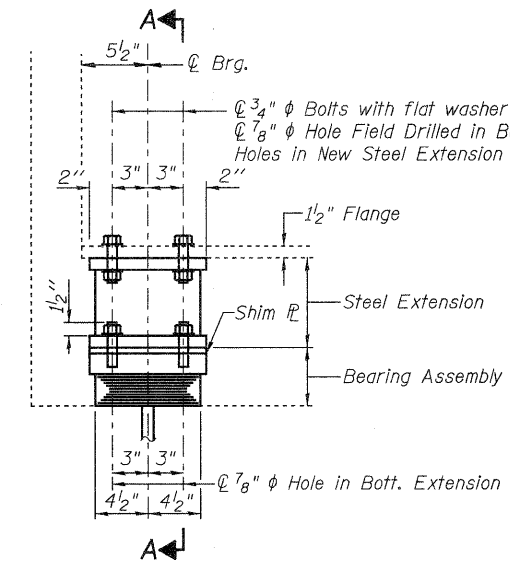
Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts.

Cost of steel extensions and connection bolts is included with Furnishing and Erecting Structural Steel.

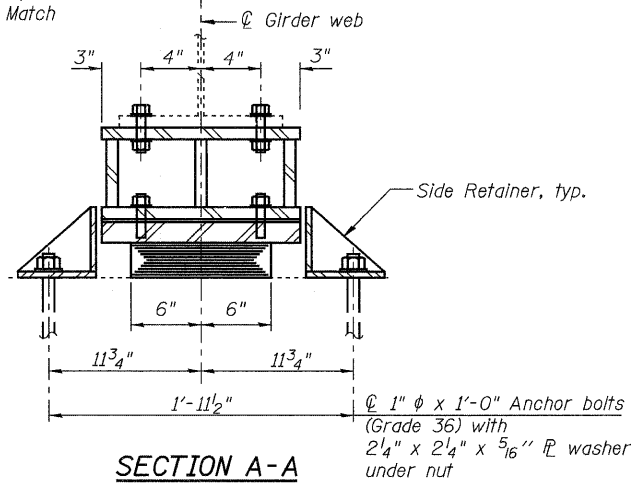
The abutment bearings shall be in place and the jacks lowered before the new concrete deck is poured at the abutments.

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

If web stiffeners are not present directly over the jack location, hardwood timbers shall be installed tightly between top and bottom flanges to prevent rotation.

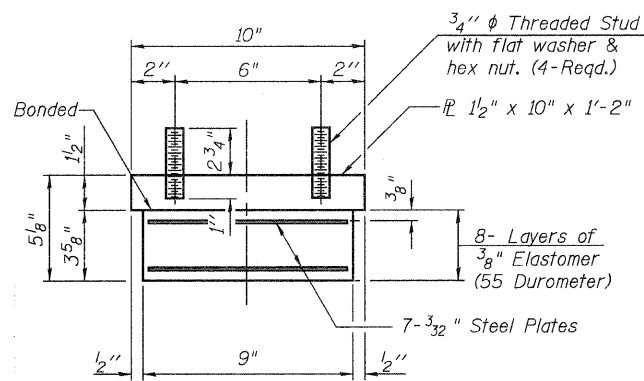


ELEVATION AT ABUT.



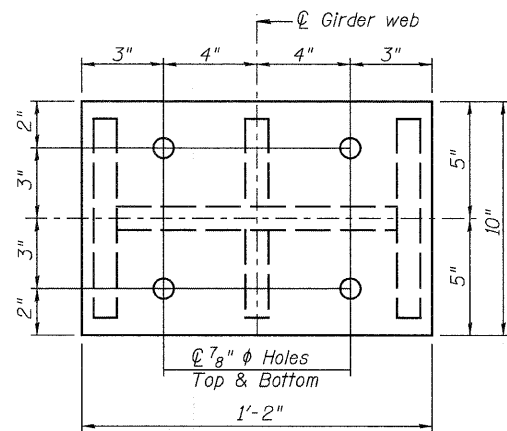
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

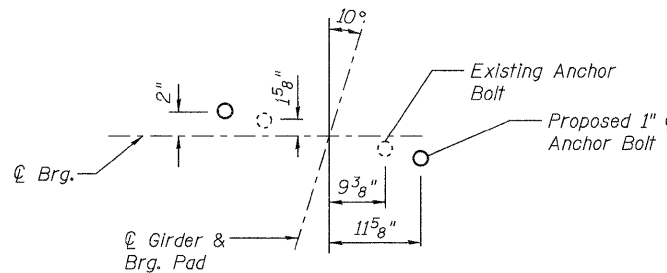


BEARING ASSEMBLY

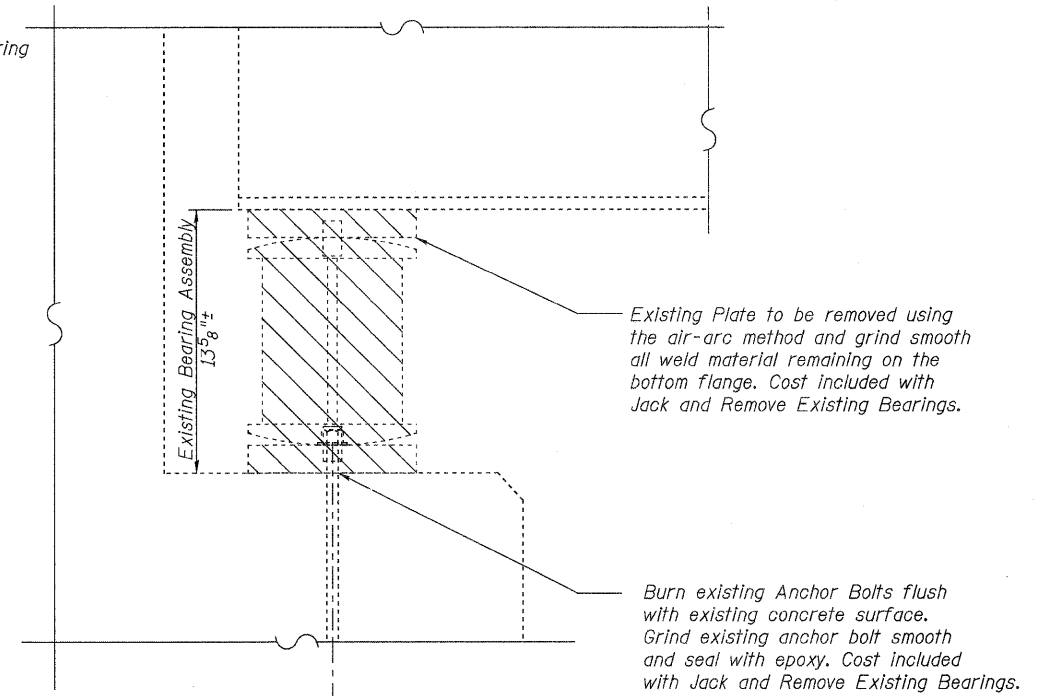
Note:  
Shim plates shall not be placed under Bearing Assembly.



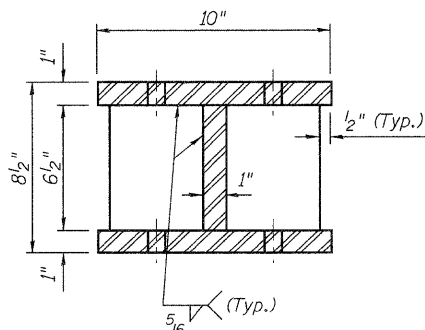
PLAN STEEL EXTENSION



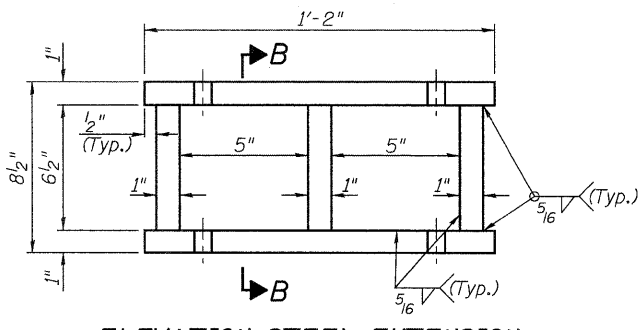
ANCHOR BOLT LOCATION



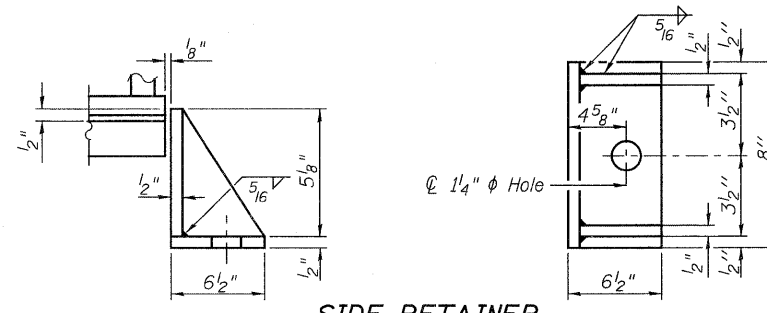
EXISTING BEARING REMOVAL DETAIL



SECTION B-B



ELEVATION STEEL EXTENSION



SIDE RETAINER

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	5
Anchor Bolts, 1"	Each	10
Jack and Remove Existing Bearings	Each	5
Furnishing and Erecting Structural Steel	Pound	780

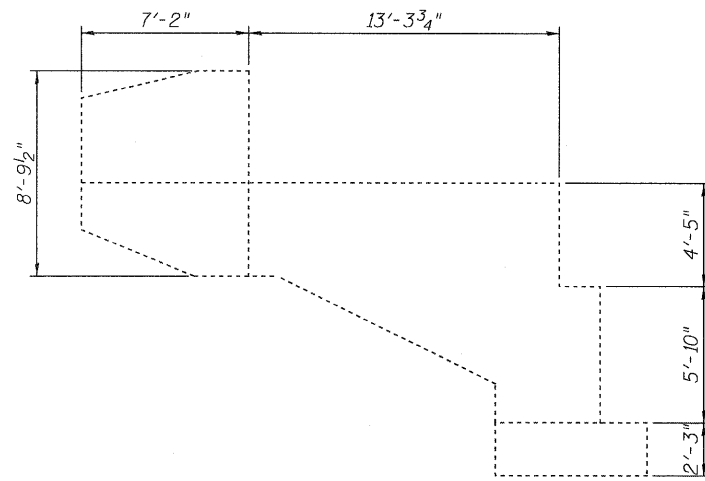
SOUTH ABUTMENT BEARING DETAILS  
STRUCTURE NO. 060-0195

SHEET 7 OF 10	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-3HB,3HB-111	MADISON	123	89
STA. 410+18.00			CONTRACT NO. 76601		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

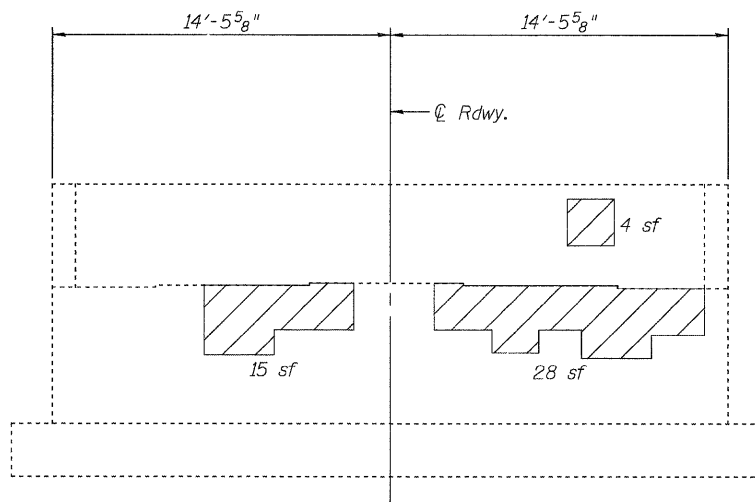
<p>LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois</p>	
DESIGNED: ESH	DRAWN: RH
CHECKED: MTH	CHECKED: MTH



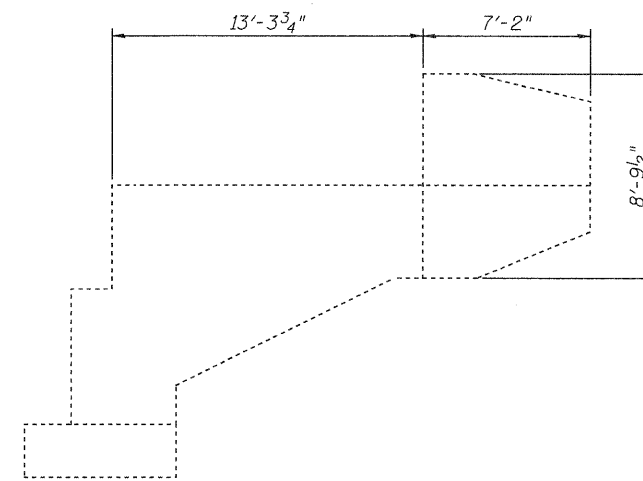
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



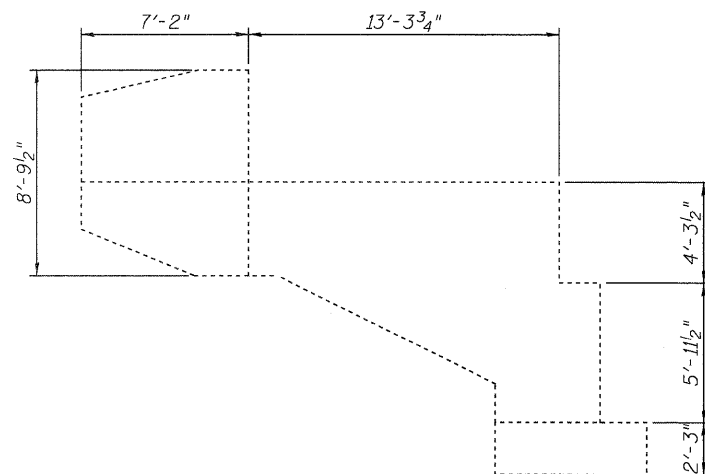
ELEVATION - EAST WING



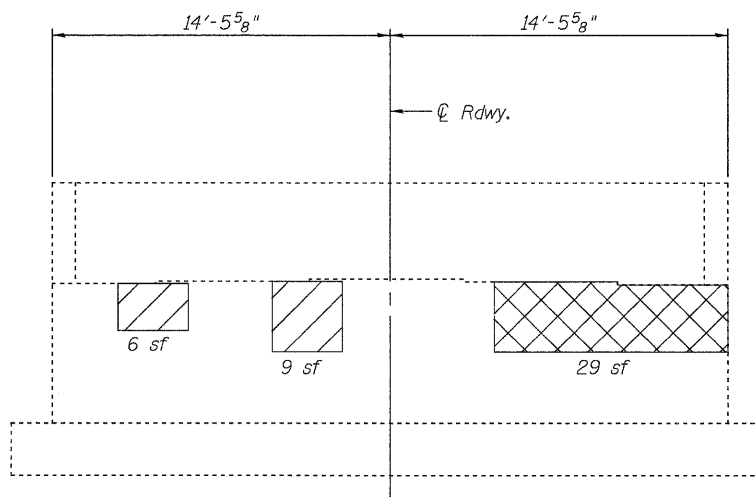
ELEVATION - SOUTH ABUTMENT



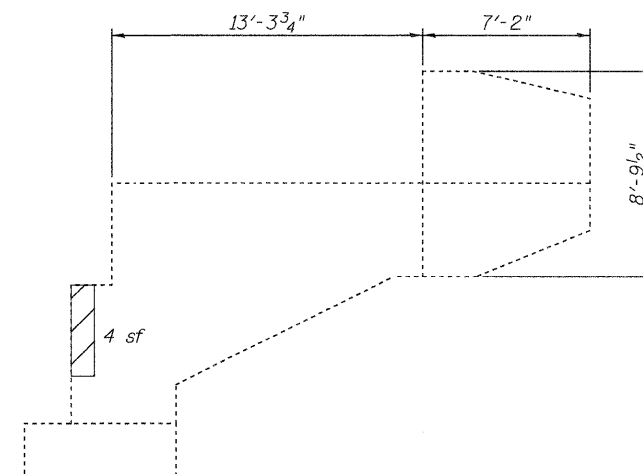
ELEVATION - WEST WING



ELEVATION - WEST WING

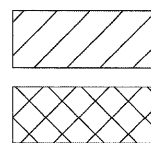


ELEVATION - NORTH ABUTMENT



ELEVATION - EAST WING

LEGEND



Spalled, Hollow or Unsound Concrete

Spalled Concrete with Exposed Reinf.

Notes:  
Abutment Condition Survey performed 4/15/2010.

Plan quantities assume that all marked areas will be repaired.

Repair areas are estimated, the Engineer shall determine actual repair locations and record them on the As-Built plans.

Concrete for repair areas on the upper part of the abutment wall that overlap with the proposed beam seat extension shall be placed monolithically with the seat extension, to avoid an undesired construction joint.

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth = < 5")	Sq. Ft.	95

ABUTMENTS  
STRUCTURE NO. 060-0195

SHEET 9 OF 10	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	91
STA. 410+18.00		CONTRACT NO. 76601			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: CMV	DRAWN: P. Ray
CHECKED: DCD	CHECKED: CMV/DCD





EXISTING STRUCTURE: S.N. 060-0198, originally constructed in 1974 as F.A.I. Route 55 Section 60-3HB-1 at Station 363+22.00, using 54" welded plate girders with 8" concrete deck, 2 spans, 300'-8" back-back approach bents, 68'-0" out-of-width, vaulted abutments on concrete piles, multi-column piers with footings on concrete piles. Bituminous wearing surface added (year unknown).

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS

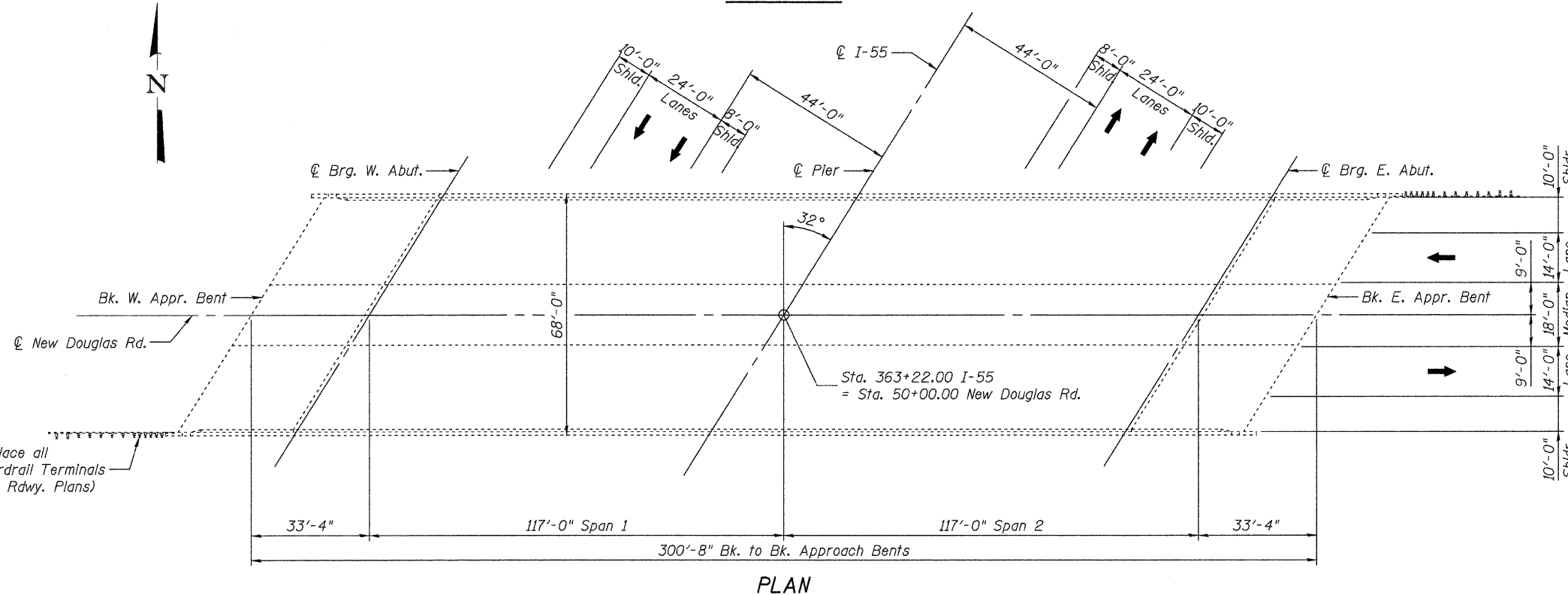
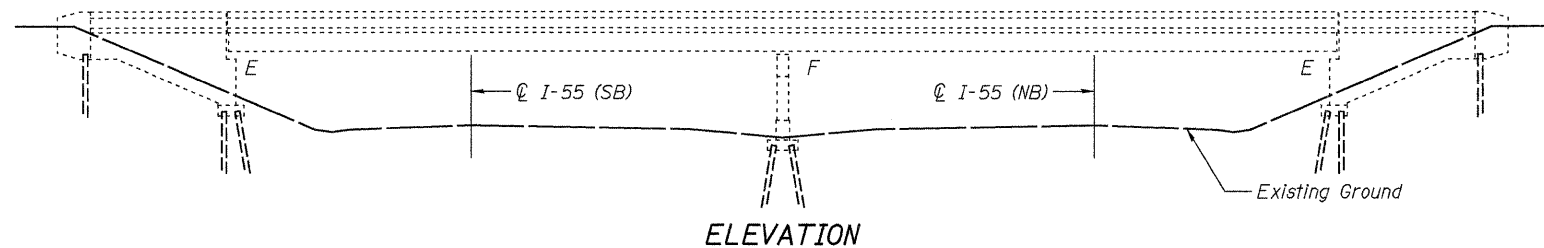
- 1 Gen Plan, Gen Notes, Bill of Mat'l
- 2 Deck Repairs
- 3 Parapet Extension
- 4-5 Expansion Joint Repairs
- 6 Preformed Joint Strip Seal
- 7 Bearings
- 8-10 Abutments
- 11 Bar Splicer Assembly Details

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts  $\frac{7}{8}$  in.  $\phi$ , holes  $\frac{15}{16}$  in.  $\phi$ , unless otherwise noted.  
No field welding is permitted except as specified in the contract documents.  
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.  
Reinforcement bars designated (E) shall be epoxy coated.  
Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.  
Where shown on the plans, reinforcement bars shall be epoxy grouted into existing concrete according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.  
Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.  
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.  
Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".  
Protective Shield shall be provided for the full width of the bridge deck over the roadway below from edge of shoulder to edge of shoulder.  
Protective Coat shall be applied to the surfaces of the deck and parapets, including the wings.  
Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.  
Plan dimensions and details relative to existing plans are subject to routine 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 based upon the unit price bid for the work.

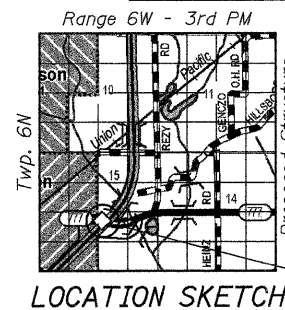
Staged construction shall be used to maintain one lane of traffic in each direction.

No Salvage.



TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Hot-Mix Asphalt Surface Removal (Deck)	Sq Yd	1584	--	1584
Concrete Removal	Cu Yd	16.4	--	16.4
Bridge Rail Removal	Foot	591	--	591
Protective Shield	Sq Yd	749	--	749
Concrete Structures	Cu Yd	--	10.8	10.8
Concrete Superstructure	Cu Yd	31.3	--	31.3
Bridge Deck Grooving	Sq Yd	1450	--	1450
Protective Coat	Sq Yd	2462	--	2462
Furnishing And Erecting Structural Steel	Pound	--	3280	3280
Jack And Remove Existing Bearings	Each	--	18	18
Cleaning And Painting Steel Bridge No. 2	L Sum	1	--	1
Cont. & Disp. of Lead Paint Clean. Resid. No.2	L Sum	1	--	1
Reinforcement Bars, Epoxy Coated	Pound	6940	2960	9900
Bar Splicers	Each	24	--	24
Preformed Joint Strip Seal	Foot	160	--	160
Elastomeric Bearing Assembly, Type I	Each	--	18	18
Anchor Bolts, 1"	Each	--	36	36
Concrete Sealer	Sq Ft	--	432	432
Structural Repair Of Concrete (Depth = < 5")	Sq Ft	--	430	430
Bridge Deck Microsilica Concrete Overlay 2 1/4"	Sq Yd	1546	--	1546
Bridge Deck Hydro-Scarification 1/2"	Sq Yd	1546	--	1546
Deck Slab Repair (Full Depth, Type II)	Sq Yd	4	--	4



GENERAL PLAN & ELEVATION  
NEW DOUGLAS ROAD OVER I-55  
F.A.I. RTE. 55 SECTION 60-3HB-1  
MADISON COUNTY  
STATION 363+22.00  
STRUCTURE NO. 060-0198

SHEET	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1	55	60-3RS-1, 60-3HB,3HB-1	MADISON	123	93
OF 11		STA. 363+22.00			CONTRACT NO. 76601
		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

**JD** Johnson, Depp & Quisenberry  
CONSULTING ENGINEERS  
Springfield, Illinois

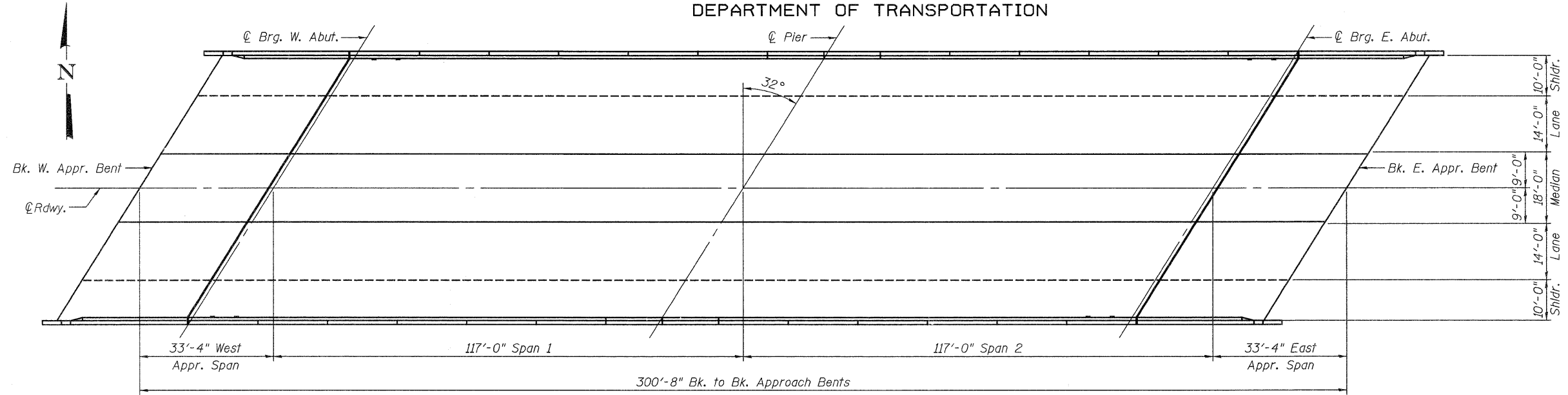
DESIGNED: CMV      DRAWN: P. Ray  
CHECKED: DCD      CHECKED: CMV/DCD



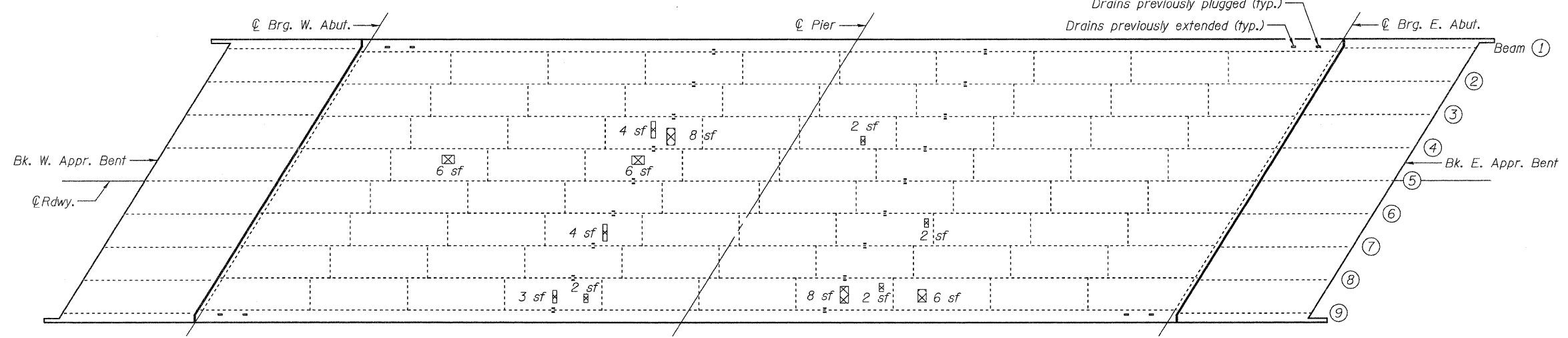
Signed: *David Depp*  
Date: *6-22-2010*  
Lic. Expires: 11-30-2010

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USER: DCD  
PRINT DATE: 06/22/2010 17:42:04  
SAVE DATE: 6/22/2010

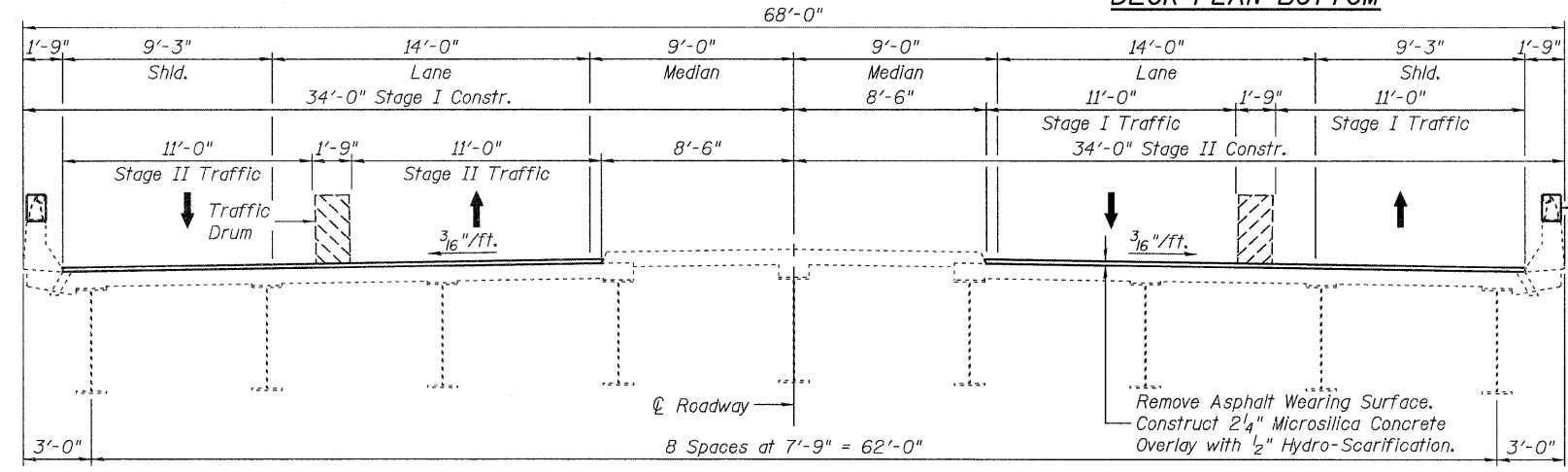
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



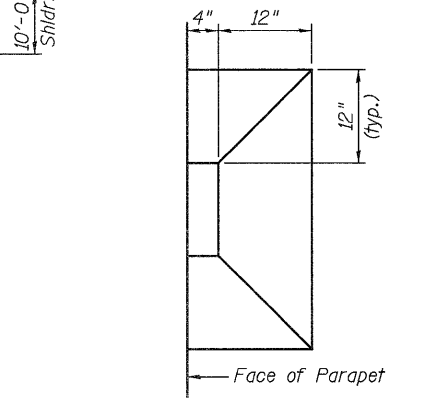
**DECK PLAN-TOP**



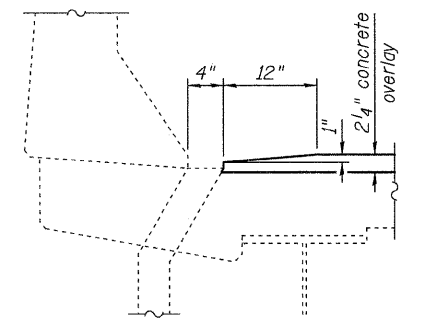
**DECK PLAN-BOTTOM**



**CROSS SECTION**  
(Looking East)



**PLAN**



**SECTION**

**DETAILS AT DECK DRAIN**

**LEGEND**

Spalled Concrete with Exposed Reinf.

Concrete Parapet Extension  
(See Sheet 3 of 11)

Notes:  
Deck Condition Survey performed 4/15/2010.

Plan quantities assume that areas of "exposed reinforcing" greater than 5 sq. ft. will use Full-depth Type II repair. Other areas are shown for information only.

Repair areas are estimated, the Engineer shall determine actual repair locations and record them on the As-Built plans.

Partial depth repairs shall be included with Bridge Deck Hydro-scarification, see Special Provision for Bridge Deck Microsilica Concrete Overlay.

**BILL OF MATERIAL**

Item	Unit	Total
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	4

**DECK REPAIRS**  
**STRUCTURE NO. 060-0198**

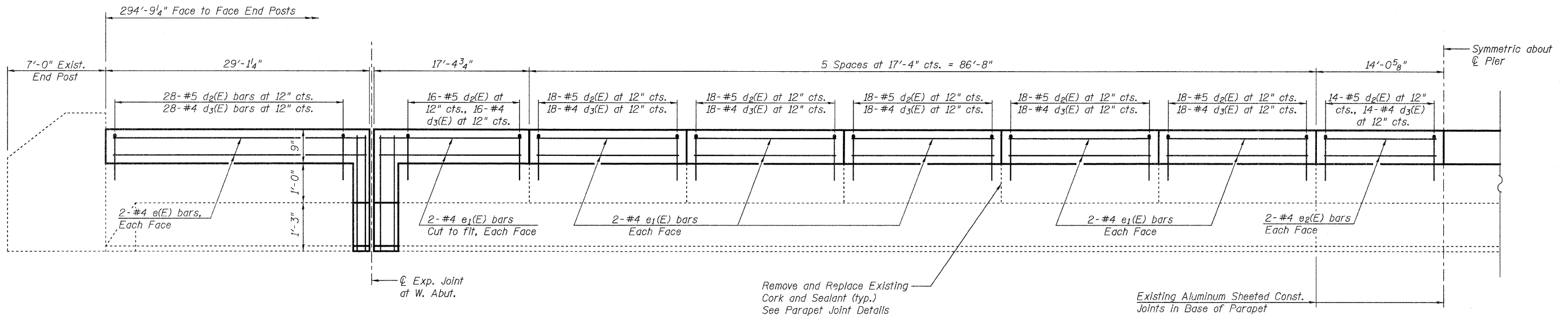
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STA. 363+22.00		CONTRACT NO.	76601	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: CMV      DRAWN: P. Ray  
CHECKED: DCD      CHECKED: CMV/DCD

FILE: J:\JDD\101095\_IL-08\W99\_1-55\_Madison\_Bridge\_Repairs\2-NewDouglasRd\0600198-76601-02-deck.dgn  
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

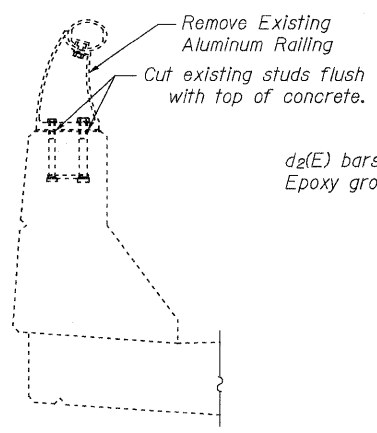


Note:  
Work this sheet with sheet 5 of 11.

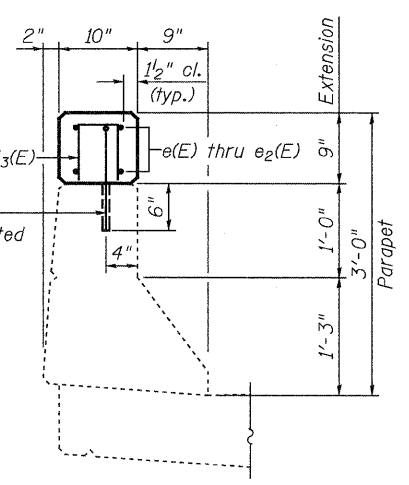
**INSIDE ELEVATION OF PARAPET**  
(North Parapet Shown, South Parapet Similar)  
(Dimensions Measured Along Front Face of Parapet)

**BILL OF MATERIAL**

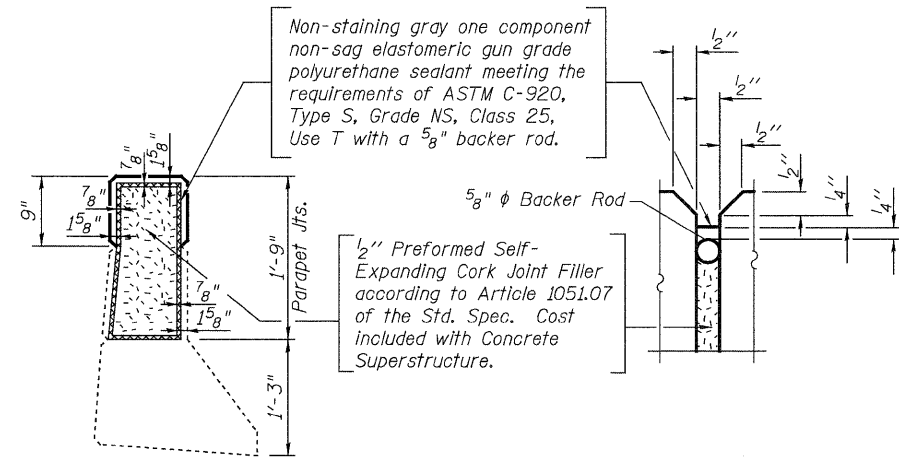
Bar	No.	Size	Length	Shape
d <sub>2</sub> (E)	592	#5	1'-7"	L
d <sub>3</sub> (E)	592	#4	1'-7"	Π
e(E)	16	#4	28'-10"	—
e <sub>1</sub> (E)	96	#4	17'-0"	—
e <sub>2</sub> (E)	16	#4	13'-9"	—
Reinforcement Bars, Epoxy Coated		Pound		3150
Concrete Superstructure		Cu. Yd.		13.6
Bridge Rail Removal		Foot		591



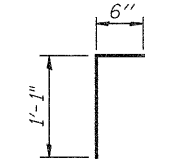
**BRIDGE RAIL REMOVAL**



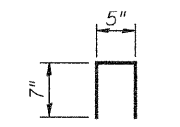
**SECTION THRU PARAPET**



**PARAPET JOINT DETAILS**



**BAR d<sub>2</sub>(E)**



**BAR d<sub>3</sub>(E)**

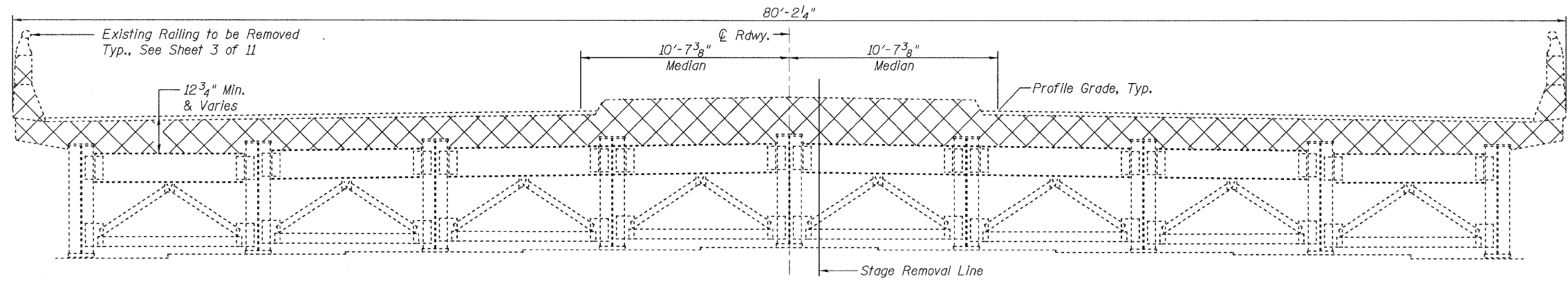
<b>LIN ENGINEERING, LTD.</b> Consulting Engineers Chatham, Illinois	
DESIGNED: ESH	DRAWN: RH
CHECKED: MTH	CHECKED: MTH

**CONCRETE PARAPET EXTENSION DETAILS**  
**STRUCTURE NO. 060-0198**

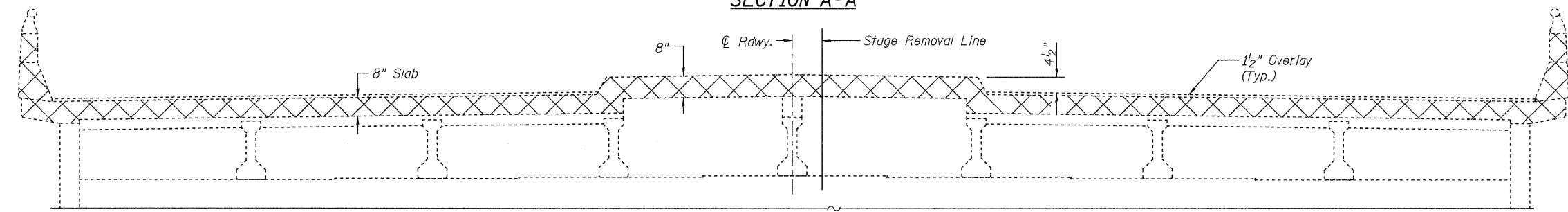
SHEET 3 OF 11	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	95
	STA. 363+22.00		CONTRACT NO. 76601		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

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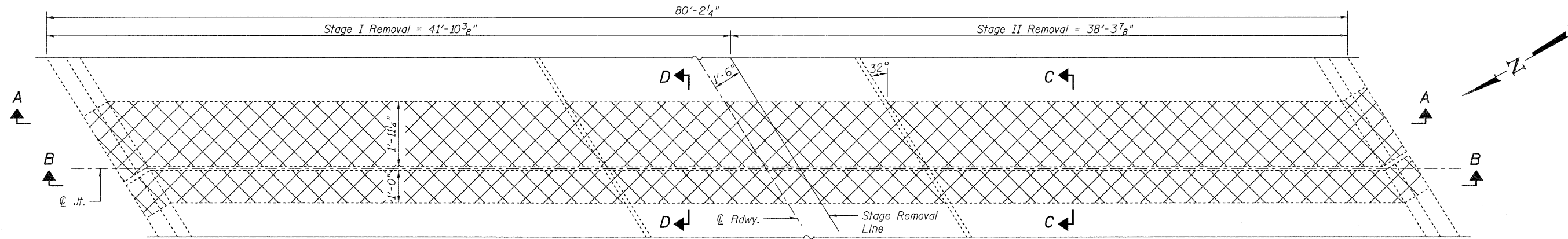
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SECTION A-A



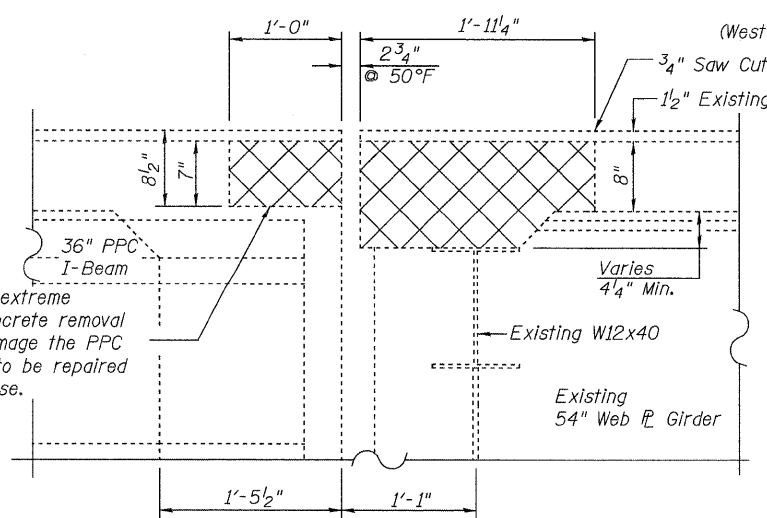
SECTION B-B



PLAN

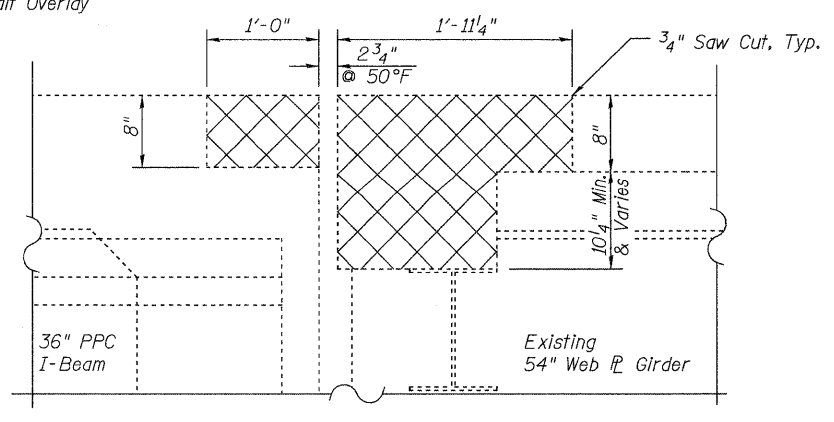
Notes:

1. Cross hatched area indicates concrete removal.
2. Existing reinforcement bars in the concrete removal area extending in new construction shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system, in accordance with IDOT Standard Specifications Article 501.03. Cost included with Concrete Removal.
4. Asphalt Overlay removal is a separate pay item (not included with pay item Concrete Removal.)



SECTION C-C

(Dimensions at Rt. L's)



SECTION D-D

(Dimensions at Rt. L's)

Contractor shall exercise extreme care while performing concrete removal in this area as not to damage the PPC I-beams. Any damage is to be repaired at the Contractor's expense.



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Chatham, Illinois

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CHECKED: MTH	CHECKED: MTH

BILL OF MATERIAL

(Two Abutments)

Item	Unit	Total
Concrete Removal	Cu. Yd.	16.4

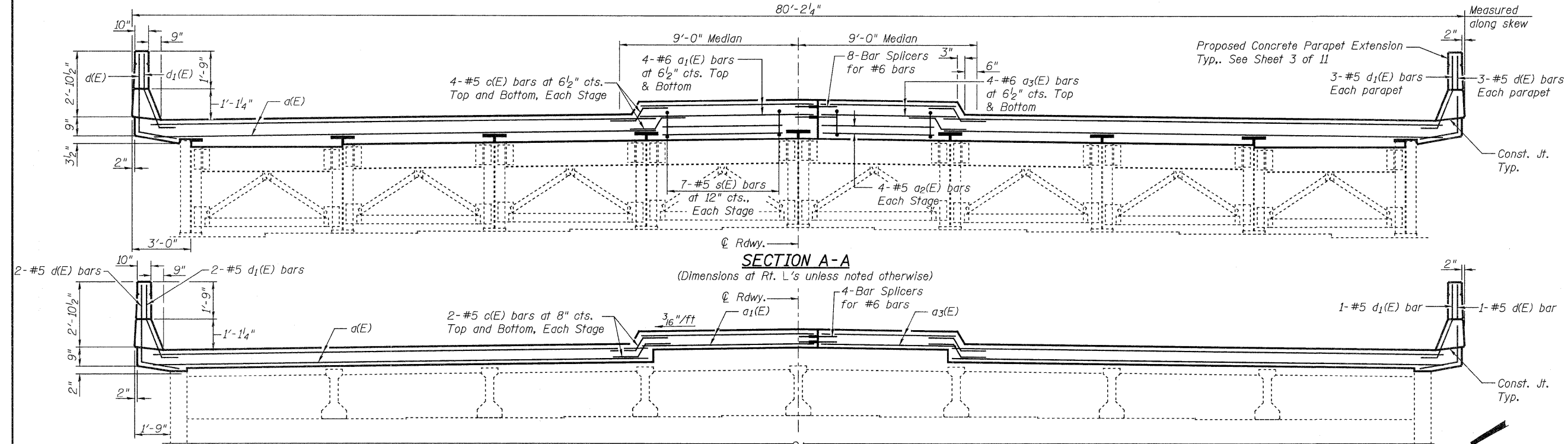
EXPANSION JOINT CONCRETE REMOVAL  
STRUCTURE NO. 060-0198

SHEET 4 OF 11	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	96
	STA. 363+22.00		CONTRACT NO. 76601		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

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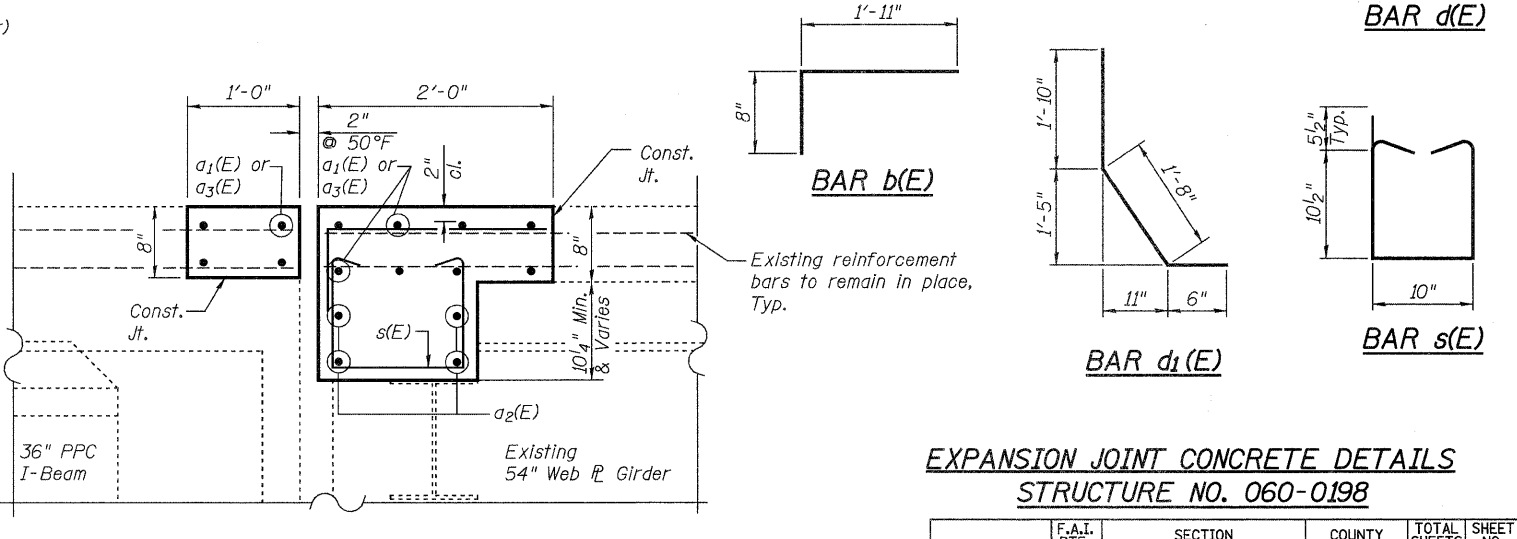
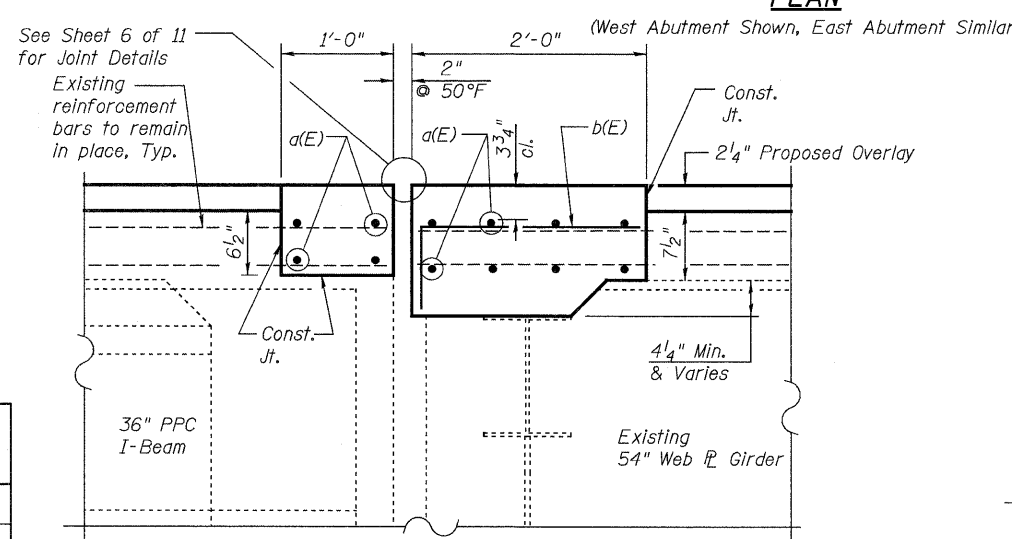
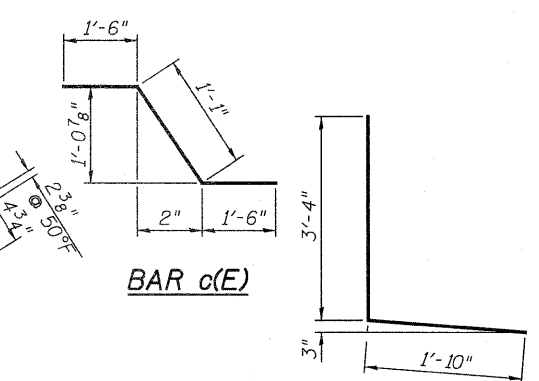
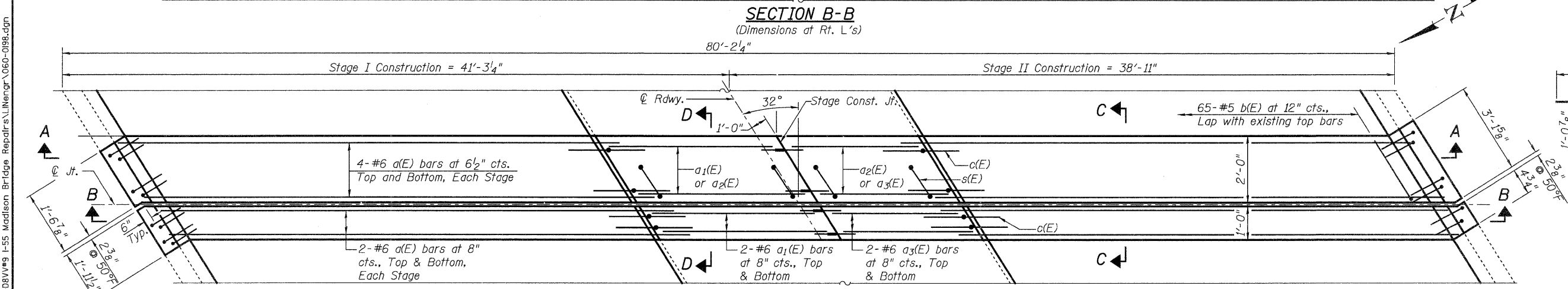
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

80'-2 1/4"



**BILL OF MATERIAL**  
(Two Abutments)

Bar	No.	Size	Length	Shape
a(E)	48	#6	30'-0"	—
a <sub>1</sub> (E)	24	#6	10'-6"	—
a <sub>2</sub> (E)	16	#5	7'-3"	—
a <sub>3</sub> (E)	24	#6	8'-2"	—
b(E)	130	#5	2'-7"	┌
c(E)	48	#5	4'-1"	~
d(E)	18	#5	5'-2"	└
d <sub>1</sub> (E)	18	#5	4'-0"	└
s(E)	28	#5	3'-6"	□
Reinforcement Bars, Epoxy Coated			Pound	3790
Concrete Superstructure			Cu. Yd.	17.7



**EXPANSION JOINT CONCRETE DETAILS**  
STRUCTURE NO. 060-0198

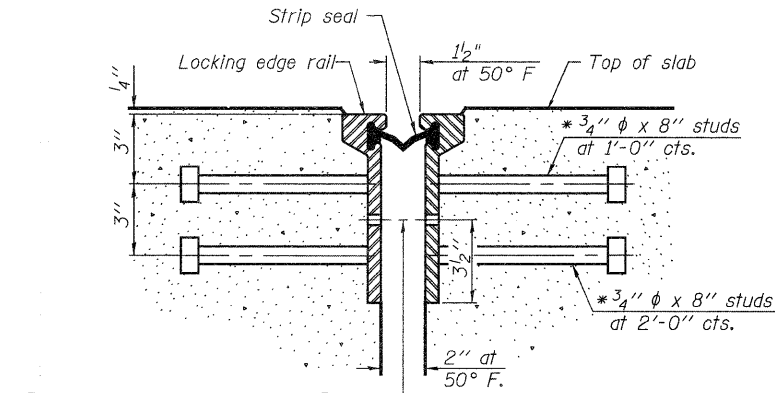
<b>LIN ENGINEERING, LTD.</b> Consulting Engineers Chatham, Illinois	
DESIGNED: ESH	DRAWN: RH
CHECKED: MTH	CHECKED: MTH

SHEET 5 OF 11	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	97
STA. 363+22.00			CONTRACT NO. 76601		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

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DATE: 06/22/2010 16:25:07

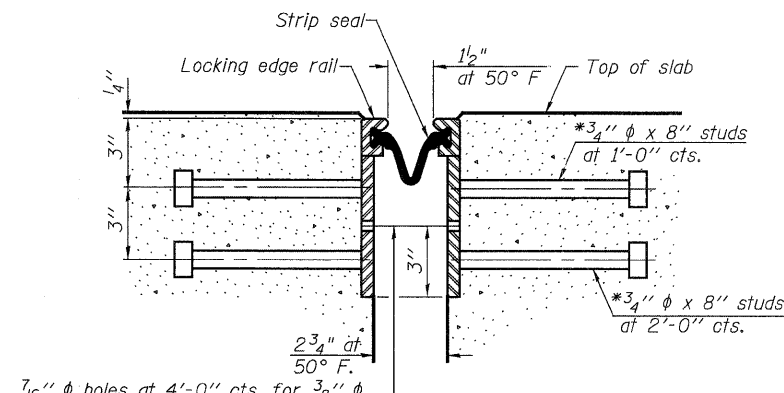
\* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



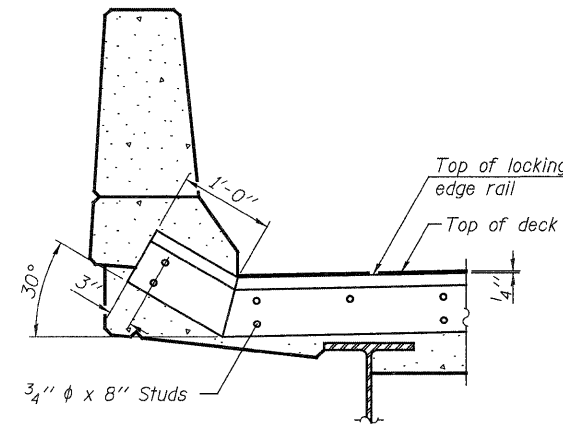
7/16"  $\phi$  holes at 4'-0" cts. for 3/8"  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU  
ROLLED RAIL JOINT



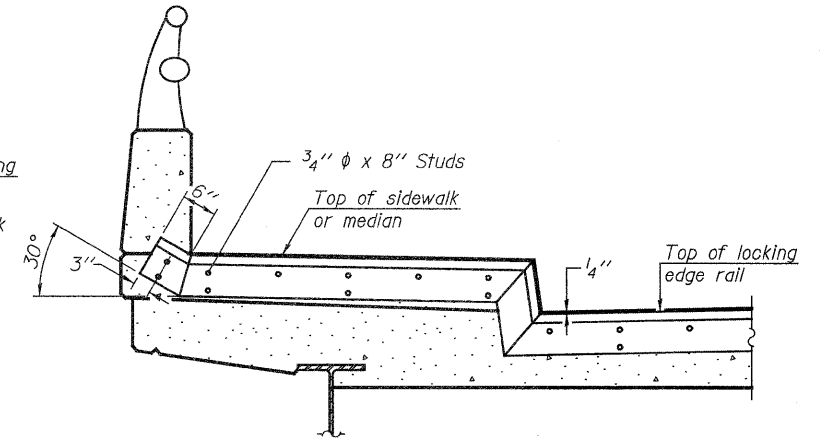
7/16"  $\phi$  holes at 4'-0" cts. for 3/8"  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU  
WELDED RAIL JOINT



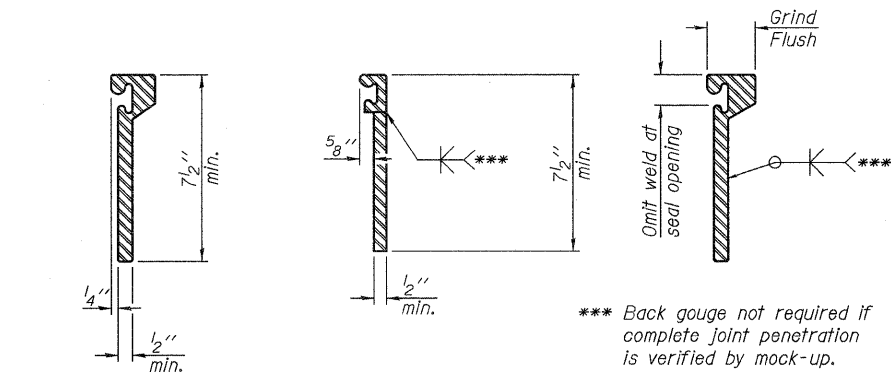
AT PARAPET

See Section A-A for end treatment of skew > 30°.



AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



ROLLED  
EXTRUDED RAIL

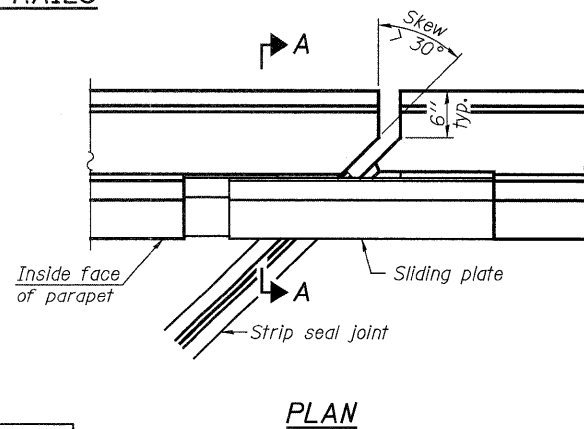
WELDED RAIL

\*\*\* Back gouge not required if complete joint penetration is verified by mock-up.

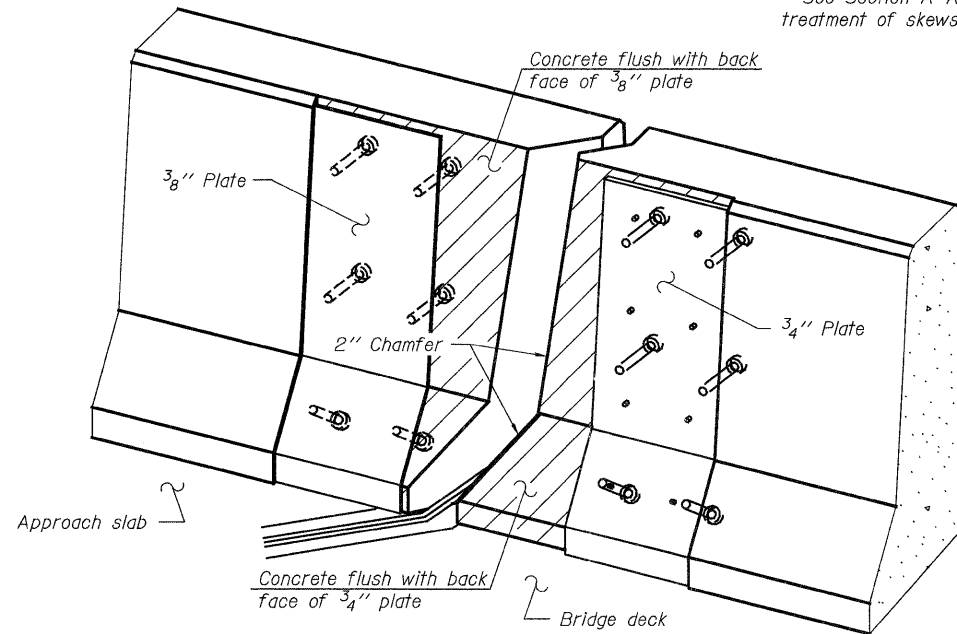
LOCKING EDGE  
RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

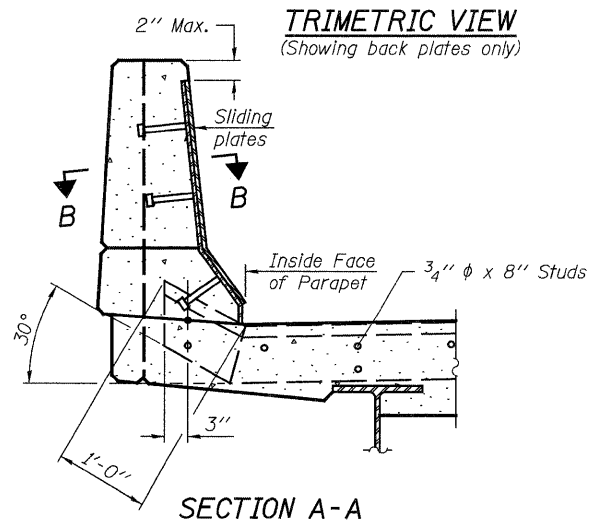
LOCKING EDGE RAILS



PLAN

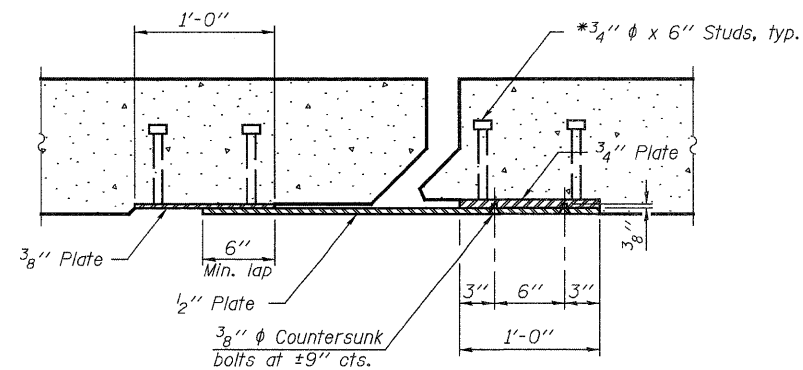


TRIMETRIC VIEW  
(Showing back plates only)



SECTION A-A

POINT BLOCK DETAILS  
(for skew > 30°)



SECTION B-B

TYPICAL END TREATMENTS

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	160

PREFORMED JOINT STRIP SEAL  
STRUCTURE NO. 060-0198

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	98
STA. 363+22.00		CONTRACT NO.	76601	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET 6  
OF 11

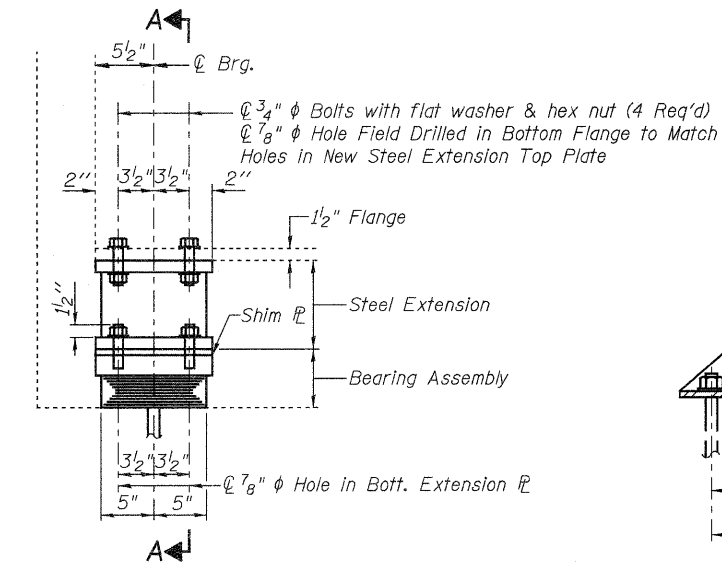


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Chatham, Illinois

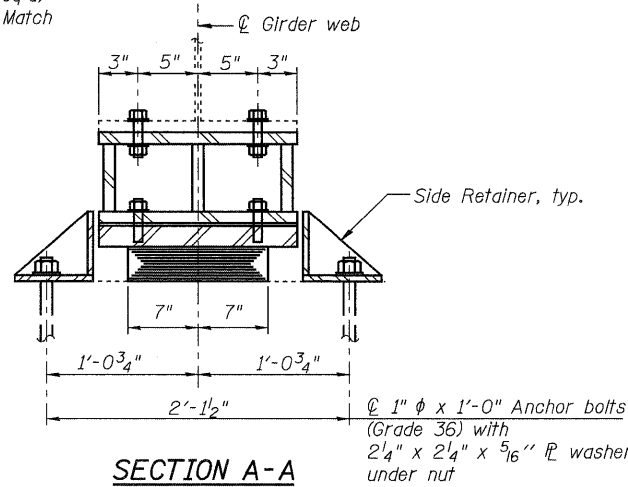
DESIGNED: ESH      DRAWN: RH  
CHECKED: MTH      CHECKED: MTH

EJ-SSJ      11-1-09

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

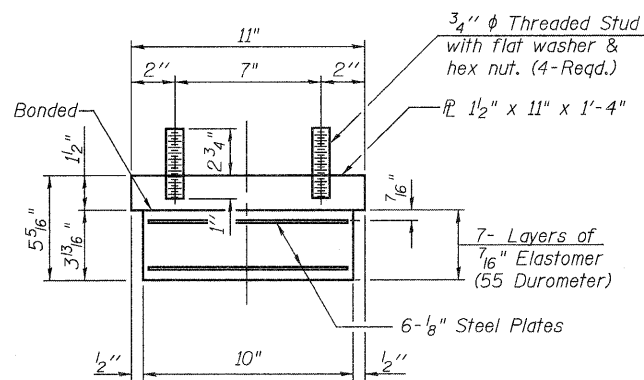


ELEVATION AT ABUT.



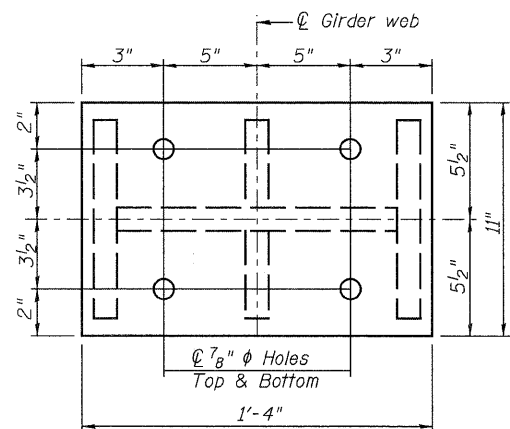
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

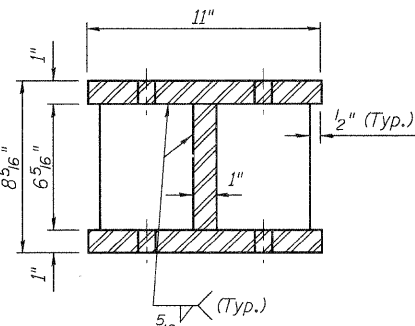


BEARING ASSEMBLY

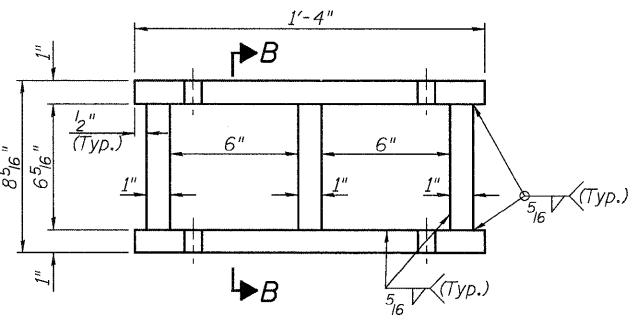
Note:  
Shim plates shall not be placed under Bearing Assembly.



PLAN STEEL EXTENSION



SECTION B-B



ELEVATION STEEL EXTENSION

Notes:

Hatch area indicates Bearing removal. See Special Provision for Jack and Remove Existing Bearings.

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to Article 52L06 of the Standard Specifications.

Two 3/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

The Contractor is to verify the existing dimensions prior to fabricating the steel extensions. It is intended to keep the existing beams at their current elevation. Existing bearing dimensions shown are copied from the original plans.

Side retainers, Fasteners and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

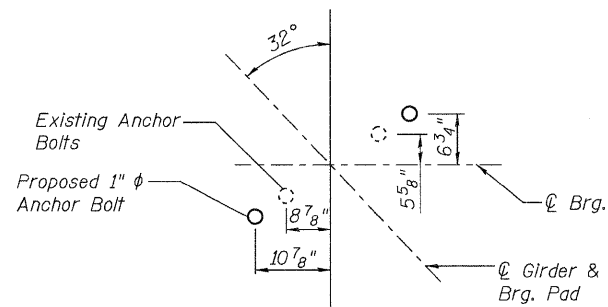
Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts.

Cost of steel extensions is included with Furnishing and Erecting Structural Steel.

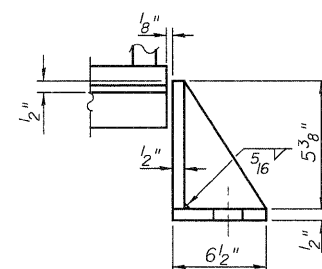
The abutment bearings shall be in place and the jacks lowered before the new concrete deck is poured at the abutments.

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

If web stiffeners are not present directly over the jack location, hardwood timbers shall be installed tightly between top and bottom flanges to prevent rotation.



ANCHOR BOLT LOCATION



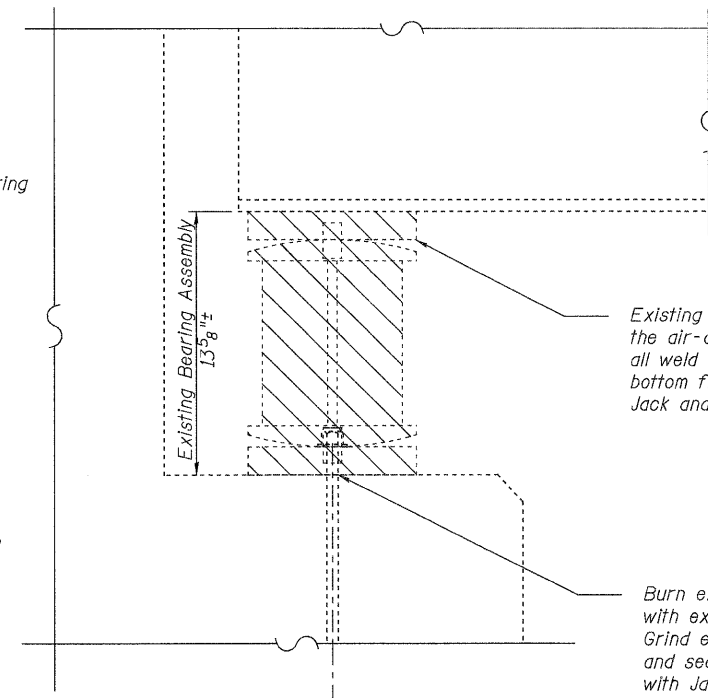
SIDE RETAINER

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

BEAM REACTION TABLE

(From Existing Plans)

Item	Unit
Dead Load (K)	54
Live Load(K)	45
Impact (K)	9
Total (K)	108
Min. Jack Capacity (Tons)	61



EXISTING BEARING REMOVAL DETAIL

Existing Plate to be removed using the air-arc method and grind smooth all weld material remaining on the bottom flange. Cost included with Jack and Remove Existing Bearings.

Burn existing Anchor Bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy. Cost included with Jack and Remove Existing Bearings.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	18
Anchor Bolts, 1"	Each	36
Jack and Remove Existing Bearings	Each	18
Furnishing and Erecting Structural Steel	Pound	3280

BEARING DETAILS  
STRUCTURE NO. 060-0198

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1, 60-3HB,3HB-1II	MADISON	123	99
STA. 363+22.00		CONTRACT NO.	76601	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

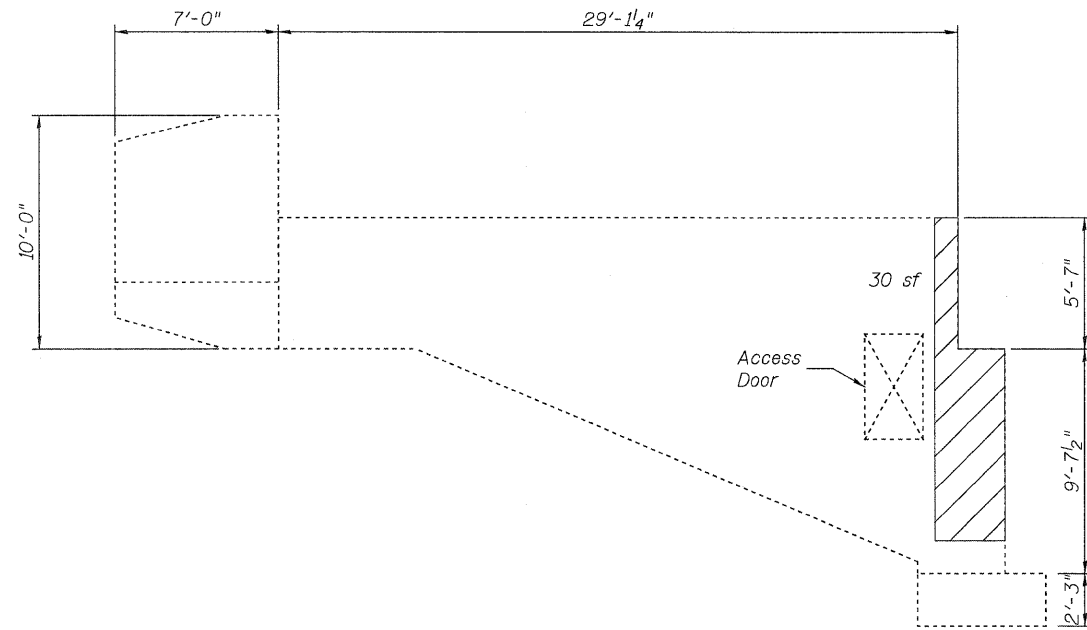
SHEET 7  
OF 11



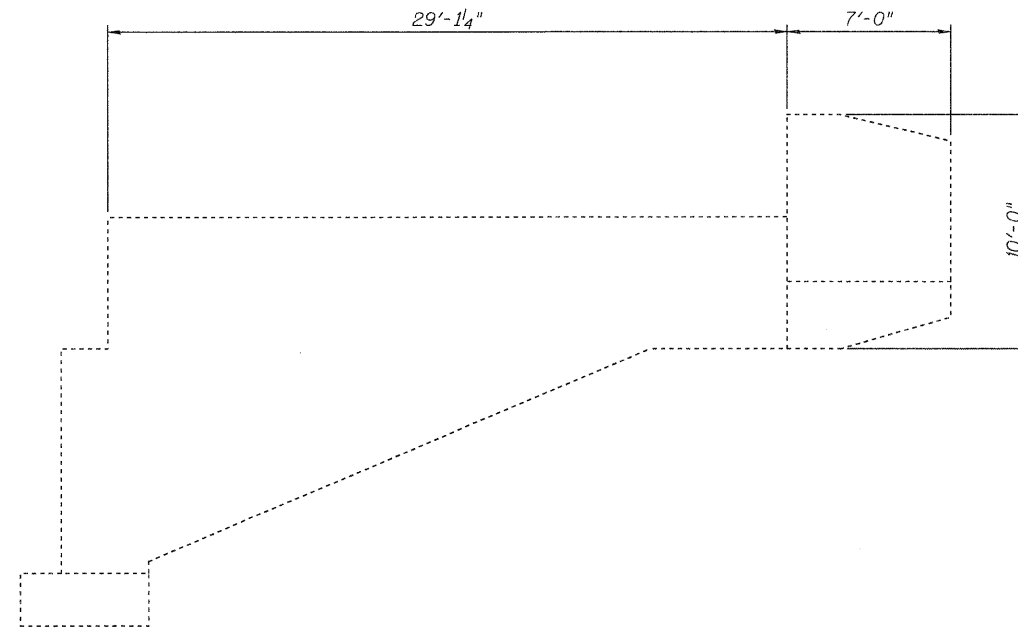
LIN ENGINEERING, LTD.  
Consulting Engineers  
Chatham, Illinois

DESIGNED: ESH  
DRAWN: RH  
CHECKED: MTH  
CHECKED: MTH

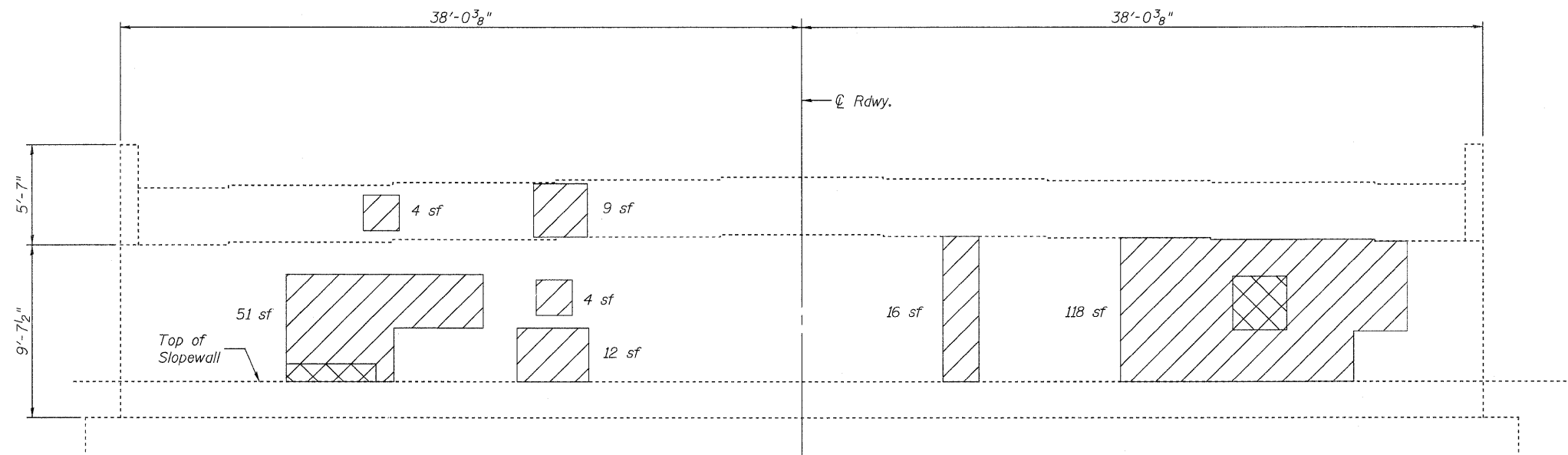
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



ELEVATION - SOUTH WING

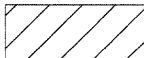



ELEVATION - NORTH WING



ELEVATION - WEST ABUTMENT

LEGEND

-  Spalled, Hollow or Unsound Concrete
-  Spalled Concrete with Exposed Reinf.

Notes:  
Abutment Condition Survey performed 4/15/2010.

Plan quantities assume that all marked areas will be repaired.

Repair areas are estimated, the Engineer shall determine actual repair locations and record them on the As-Built plans.

Concrete for repair areas on the upper part of the abutment wall that overlap with the proposed beam seat extension shall be placed monolithically with the seat extension, to avoid an undesired construction joint.

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth = < 5")	Sq. Ft.	244

WEST ABUTMENT  
STRUCTURE NO. 060-0198

SHEET 8 OF 11	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	100
STA. 363+22.00		CONTRACT NO. 76601			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

**JD** Johnson, Depp & Quisenberry  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: CMV	DRAWN: P. Ray
CHECKED: DCD	CHECKED: CMV/DCD