02-28-14 LETTING ITEM 036

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	1
	ILLINOIS	CONTRACT NO. 76G25		

INDEX OF SHEETS, SEE SHEET 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAP ROUTE 604 (IL 159)
SECTION (103, 125)RS–2, 125–BR–2
PROJECT ACF-0604(025)
RESURFACING & BRIDGE REPAIRS
MADISON COUNTY

C–98–026–13

D–98–024–13

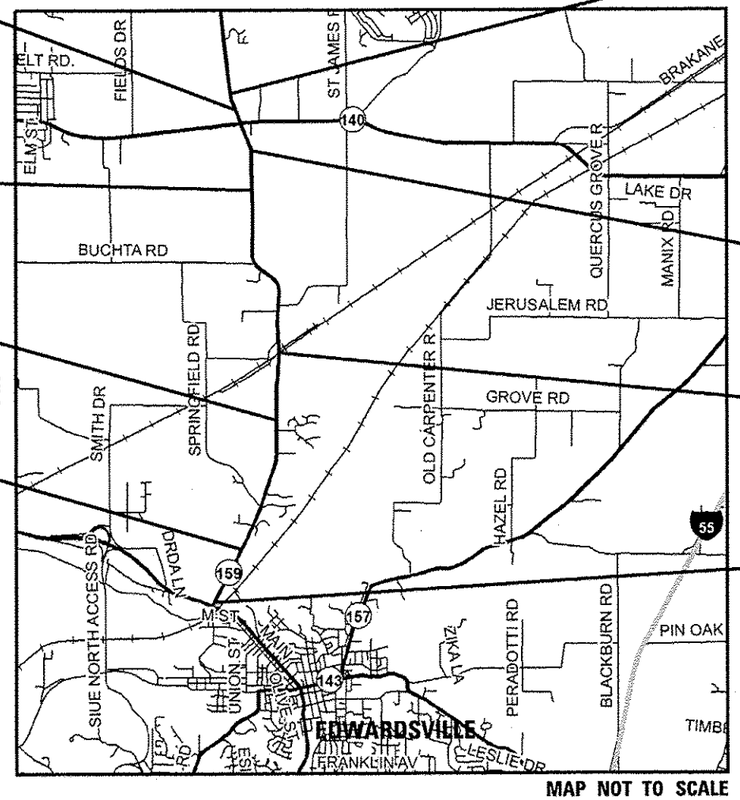
LOCATION OF SECTION INDICATED THUS:–

2011 ADT = 3900
2014 ADT = 4000
2034 ADT = 4900
SU = 6.0% MU = 3.6%

2011 ADT = 5850
2014 ADT = 6000
2034 ADT = 7300
SU = 1.9% MU = 0.9%

2011 ADT = 7500
2014 ADT = 7700
2034 ADT = 9400
SU = 2.7% MU = 1.6%

2011 ADT = 7250
2014 ADT = 7500
2034 ADT = 9200
SU = 3.1% MU = 1.0%



MAP NOT TO SCALE

100' 200' 300' — 1"= 100'
0 10' 20' 30' — 1"= 10'
0 50' 100' — 1"= 50'
0 50' 100' — 1"= 40'
0 50' 100' — 1"= 30'
0 50' 100' — 1"= 20'

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED December 5 20 13

DEPUTY DIRECTOR OF HIGHWAYS, REGION FIVE ENGINEER

Jan 24 20 14

John D. Baranzelli, P.E. /bs
ENGINEER OF DESIGN AND ENVIRONMENT

Jan 24 20 14

Omer Osman, P.E. /bs
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PROJECT ENGINEER: PATTI LeBEAU (618) 346–3179
PROJECT MANAGER: BILLIE OWEN (618) 346–3209

CONTRACT NO. 76G25

DESIGN DESIGNATION
N/A

GROSS LENGTH = 29,645 FT. = 5.61 MILE
NET LENGTH = 29,402 FT. = 5.57 MILE

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

GENERAL NOTES

1. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES WITHIN THE PROJECT AREA BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY, AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

   - AMEREN ILLINOIS
   - AT&T ILLINOIS
   - BUCKEYE PARTNERS L.P. - WOOD RIVER PIPELINE
   - CHARTER COMMUNICATIONS, INC.
   - CITY OF EDWARDSVILLE (ELECTRIC)
   - CITY OF EDWARDSVILLE (SANITARY SEWER)
   - MARATHON PETROLEUM COMPANY, LLC
   - NORTHEAST CENTRAL COUNTY PUBLIC WATER DISTRICT
   - PLAINS PIPELINE, L.P.
   - SOUTHWESTERN ELECTRIC COOPERATIVE, INC.
   - TRANSCANADA KEYSTONE PIPELINE

   MEMBERS OF J.U.L.I.E. CALL TOLL FREE (800) 892-0123 OR 811 AND ARE INDICATED BY •. NON-J.U.L.I.E. MEMBERSMUST BE NOTIFIED INDIVIDUALLY.

2. THE CONTRACTOR AND THE ENGINEER SHALL BE AWARE THAT NO SURVEY WAS PERFORMED FOR THIS PROJECT.THE STATIONING AND TOPOGRAPHY SHOWN IN THE PLANS WAS CREATED USING MICROFILM AND FIELD MEASUREMENTS. BOTH SHALL BE ASSUMED TO BE APPROXIMATE. THE CONTRACTOR SHALL VERIFY DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

3. THE THICKNESS OF HOT-MIX ASPHALT SURFACE MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.

4. THE WIDTH OF HOT-MIX ASPHALT SURFACE REMOVAL SHOWN ON THE PLANS ARE THE NOMINAL WIDTHS. IRREGULARITIES IN THE SURFACE WIDTH MAY OCCUR THROUGHOUT THE LENGTH OF THE SECTION. HOT-MIX ASPHALT SURFACE REMOVAL WILL BE PAID FOR IN SQUARE YARDS BASED UPON THE NOMINAL WIDTHS INDICATED.

5. ALL EXISTING AND PROPOSED RIGHT-OF-WAY LINES AND PROPERTY LINES SHOWN ON THE PLAN SHEETS ARE GRAPHICAL REPRESENTATIONS AND SHALL NOT BE USED AS A MEANS TO ESTABLISH OWNERSHIP. IN ALL MATTERS RELATING TO RIGHT-OF-WAY, THE PLAT OF HIGHWAYS SHALL BE THE CONTROLLING DOCUMENT.

6. FLAGGERS SHALL BE REQUIRED AT ALL TIMES DURING PATCHING OPERATIONS.

7. THE PROPOSED PAVEMENT MARKING SHALL MATCH THE LOCATIONS OF THE EXISTING PAVEMENT MARKING, AS DIRECTED BY THE ENGINEER.

8. ACCESS SHALL BE MAINTAINED TO ALL PROPERTIES UNLESS OTHERWISE NOTED IN THE PLANS.

9. ALL TURF AREAS DISTURBED BY THE CONTRACTOR SHALL BE SEEDED WITH THE APPROPRIATE EROSION CONTROL AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

10. THE DEPARTMENT STRONGLY ENCOURAGES THE PRIME CONTRACTOR AND THEIR APPROVED SUB-CONTRACTORS TO HIRE MINORITY, WOMEN AND DISADVANTAGED INDIVIDUALS FROM ITS FEDERALLY FUNDED HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM (HCCTP) TO HELP MEET WORKFORCE AND TRAINEE GOALS. THIS PROGRAM IS TRAINING MINORITIES, WOMEN AND DISADVANTAGED INDIVIDUALS IN HIGHWAY CONSTRUCTION-RELATED SKILLS, E.G., MATH FOR THE TRADES, JOB READINESS, TECHNICAL SKILLS COURSEWORK (CARPENTRY, CONCRETE FLATWORK, BLUEPRINT READING, SITE PLANS, SITE WORK, TOOLS USE, ETC.) AND OSHA 10 HOUR CERTIFICATION, TO PREPARE THEM FOR A CAREER IN THE HIGHWAY CONSTRUCTION TRADES. GRADUATES ARE WELL-TRAINED AND READY TO BECOME PRODUCTIVE ENTRY-LEVEL CONSTRUCTION WORKERS. CONTACT THE DISTRICT EEO OFFICE AT 618-346-3360 AND/OR THE HCCTP COORDINATOR AT 618-874-6528 TO LEARN MORE ABOUT THE PROGRAM AND FOR ASSISTANCE IN MEETING WORKFORCE AND TRAINEE GOALS.

11. THE ESTIMATED QUANTITY OF 140 TONS OF CUTTINGS IS FROM THE HOT-MIX ASPHALT SURFACE REMOVAL OPERATION.

12. ANY EXCAVATION OR DROP-OFF OF MORE THAN 3" AT THE EDGE OF PAVEMENT SHALL BE PROTECTED WITH EXTENDED LEG BARRICADES AND APPROPRIATE LIGHTING.

13. SHORT TERM PAVEMENT MARKING SHALL BE PLACED ON THE MILLED SURFACE, PRIMED SURFACE AND THE FINAL HMA SURFACE. ONLY REMOVAL FROM THE HOT-MIX ASPHALT SURFACE COURSE SHALL BE PAID FOR AS "WORK ZONE PAVEMENT MARKING REMOVAL (SQ FT).

14. ALL EARTH FROM EXCAVATION AND GRADING SHALL BE USED ON SITE AT NEAREST GUARDRAIL LOCATION FOR GRADING.

15. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE	SURFACE	INCIDENTAL HMA	F.D. PATCHING		
AC/PG	PG 64-22	PG 64-22	PG 64-22		
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70	4.0% @ Ndes=70		
MIX COMPOSITION					
(GRADATION MIXTURE)	IL 9.5	IL 9.5	IL19.0 F.G.		
FRICTION AGG	MIXTURE "D"	MIXTURE "C"	MIXTURE "B"		

MIXTURE USE	SHOULDERS **e"	SHOULDERS < 2.25"			
AC/PG	PG 64-22	PG 64-22			
DESIGN AIR VOIDS	**2.0% @ Ndes=30	**2.0% @ Ndes=30			
MIX COMPOSITION	NMAS 3/4"	NMAS 1/2"			
(GRADATION MIXTURE)					
FRICTION AGG					

** TOP LIFT SHOULDERS - DESIGN MIX AT 2.0% VOIDS AND ADD ASPHALT TO REDUCE VOIDS TO 1.5%.

PLAN QUANTITIES FOR HOT-MIX ASPHALT SURFACE COURSE ITEMS ARE
CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN (59.8 KG/SQ M/25 MM THICKNESS)

INDEX OF SHEETS

STANDARDS

000001-06
001006
280001-07
406201-01
442201-03
482011-03
630001-10
630101-09
630106-01
630301-06
631011-09
631032-08
635001-01
635006-03
635011-02
642006
643001-02
701006-05
701201-04
701301-04
701306-03
701311-03
701321-13
701326-04
701336-06
701701-09
701901-03
780001-04
781001-03
886001-01
886006-01

COMMITMENTS

NONE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, STANDARDS AND COMMITMENTS

SCALE: | SHEET | OF | SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	45	2
		CONTRACT NO. 76G25		
	ILLINOIS	FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE M230L ROADWAY 0005 URBAN	CONSTRUCTION CODE M232C ROADWAY 0005 RURAL	CONSTRUCTION CODE M230L URBAN BRIDGE 0014 01 S. N. 060-0129	CONSTRUCTION CODE M230L URBAN BRIDGE 0014 02 S. N. 060-0130	CONSTRUCTION CODE M232C RURAL BOX CULVERT 0040 01 S. N. 060-2455	CONSTRUCTION CODE M232C RURAL BOX CULVERT 0040 02 S. N. 060-2456
20200500	EARTH EXCAVATION (WIDENING)	CU YD	23	23					
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	220	68	152				
28100707	STONE DUMPED RIPRAP, CLASS A4	SQ YD	656	78		12	24	266	276
35600708	HOT-MIX ASPHALT BASE COURSE WIDENING, 8"	SQ YD	958	958					
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	70	25.6	44.4				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	29.3	9.1	20.2				
40600300	AGGREGATE (PRIME COAT)	TON	140	43.5	96.5				
40600990	TEMPORARY RAMP	SQ YD	195	98	97				
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	10617	3309	7211	56	41		
40800020	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.2	0.07	0.13				
40800030	AGGREGATE (PRIME COAT)	TON	1	0.35	0.65				
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	23	7.5	15.5				
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	89661	26074	63587				
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	2984	2984					
44004250	PAVED SHOULDER REMOVAL	SQ YD	413	413					

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	PLOT DATE = 12/10/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	3
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				ROADWAY	ROADWAY	URBAN BRIDGE	URBAN BRIDGE	RURAL BOX CULVERT	RURAL BOX CULVERT
				0005	0005	0014	0014	0040	0040
				URBAN	RURAL	S. N. 060-0129	S. N. 060-0130	S. N. 060-2455	S. N. 060-2456
44201815	CLASS D PATCHES TYPE II, 14 INCH	SQ YD	180	106	74				
44201821	CLASS D PATCHES TYPE IV, 14 INCH	SQ YD	32		32				
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	2068	600	1468				
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	11882	5013	6869				
48203100	HOT-MIX ASPHALT SHOULDERS	TON	23	1	22				
50102400	CONCRETE REMOVAL	CU YD	33.5			23.4	10.1		
50105220	PIPE CULVERT REMOVAL	FOOT	16			8	8		
50300225	CONCRETE STRUCTURES	CU YD	34.6					8.6	26
50300255	CONCRETE SUPERSTRUCTURE	CU YD	36.7			25.7	11		
50300300	PROTECTIVE COAT	SQ YD	369			204	165		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	3630			2460	1170		
50800515	BAR SPLICERS	EACH	56			28	28		
52000110	PREFORMED JOINT STRIP SEAL	FOOT	199			131	68		

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	PLOT DATE = 12/10/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	4
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			

					CONSTRUCTION CODE					
							URBAN	URBAN	RURAL	RURAL
					ROADWAY	ROADWAY	BRIDGE	BRIDGE	BOX CULVERT	BOX CULVERT
					0005	0005	0014	0014	0040	0040
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	RURAL	S. N. 060-0129	S. N. 060-0130	S. N. 060-2455	S. N. 060-2456
	54215547	METAL END SECTIONS 12"	EACH	3			1	2		
	542D0217	PIPE CULVERTS, CLASS D, TYPE 1 12"	FOOT	16			8	8		
	58100200	WATERPROOFING MEMBRANE SYSTEM	SQ YD	1387			798	589		
*	63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	3800	1190.625	2609.375				
*	63000025	STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURES	FOOT	25	0	25				
*	63000350	LONG-SPAN GUARDRAIL OVER CULVERT, 12 FT 6 IN SPAN	FOOT	1175	337.5	837.5				
*	63000360	LONG-SPAN GUARDRAIL OVER CULVERT, 18 FT 9 IN SPAN	FOOT	343.75	0	343.75				
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	1	1				
*	63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	10	6	4				
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	25	8	17				
*	63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	1	1					
	63200310	GUARDRAIL REMOVAL	FOOT	6144	2017	4127				
	64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	4344		4344				
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12					

14

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	5
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				ROADWAY 0005 URBAN	ROADWAY 0005 RURAL	URBAN BRIDGE 0014 S. N. 060-0129	URBAN BRIDGE 0014 S. N. 060-0130	RURAL BOX CULVERT 0040 S. N. 060-2455	RURAL BOX CULVERT 0040 S. N. 060-2456
67100100	MOBILIZATION	L SUM	1	.34	.66				
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1			1			
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	.34	.66				
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	.34	.66				
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	.34	.66				
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	.34	.66				
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	2			1	1		
70106700	TEMPORARY RUMBLE STRIPS	EACH	9			6	3		
70300100	SHORT TERM PAVEMENT MARKING	FOOT	8028	2652	5376				
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	166		166				
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	90358	30220	60138				
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	263		263				
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	68		68				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	31288	10368	20920				

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	6
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			

					CONSTRUCTION CODE					
							URBAN	URBAN	RURAL	RURAL
				ROADWAY	ROADWAY	BRIDGE	BRIDGE	BOX CULVERT	BOX CULVERT
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0005	0005	0014	0014	0040	0040
					URBAN	RURAL	S. N. 060-0129	S. N. 060-0130	S. N. 060-2455	S. N. 060-2456
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	837.5			512.5	325		
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	837.5			512.5	325		
	70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	3			2	1		
	70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1				1		
	70600332	IMPACT ATTENUATORS, RELOCATE (FULLYREDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1				1		
	70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	3			2	1		
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	166		166				
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	90358	30220	60138				
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	263		263				
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	68		68				
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	473	122	351				
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	92	32	60				
*	78200520	BARRIER WALL MARKERS, TYPE B	EACH	14	10	4				
*	78200530	BARRIER WALL MARKERS, TYPE C	EACH	14	10	4				

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	7
		CONTRACT NO. 76625		
	ILLINOIS	FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: ROADWAY 0005 URBAN	ROADWAY 0005 RURAL	URBAN BRIDGE 0014 S. N. 060-0129	URBAN BRIDGE 0014 S. N. 060-0130	RURAL BOX CULVERT 0040 S. N. 060-2455	RURAL BOX CULVERT 0040 S. N. 060-2456
*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	26	9	17				
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	445	445					
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	473	122	351				
*	80300100	LOCATING UNDERGROUND CABLE	FOOT	80	10	70				
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	1002	27	975				
	X5121800	PERMANENT STEEL SHEET PILING	SQ FT	2512					1152	1360
	X7010202	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	EACH	1				1		
	X7200200	WIDE LOAD SIGNING	L SUM	1			0.5	0.5		
	Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	248					145	103
	Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	100			50	50		
	Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	100			50	50		
	Z0070100	SURVEY MONUMENT COVER ASSEMBLY	EACH	2		2				
ϕ	Z0076600	TRAINEES	HOUR	1000	500	500				
ϕ	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1000	500	500				

* SPECIALTY ITEM ϕ 0042

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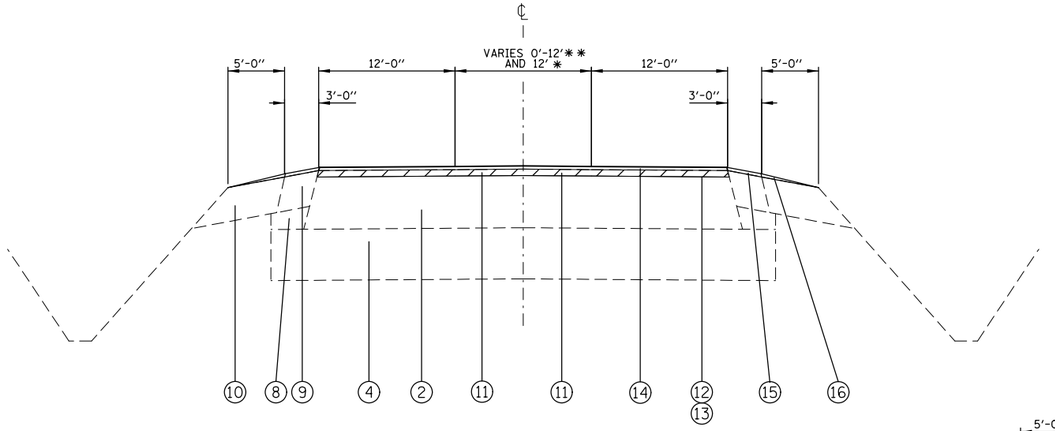
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

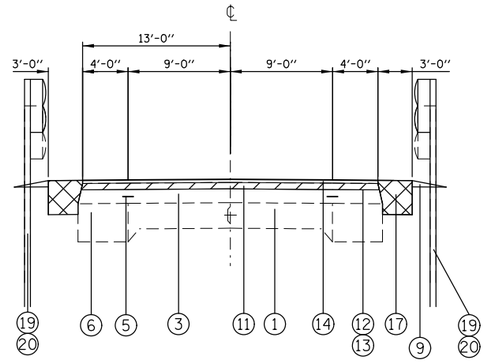
SUMMARY OF QUANTITIES

SCALE: N/A | SHEET OF SHEETS | STA. | TO STA.

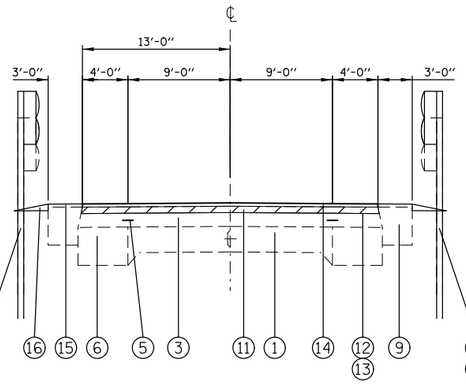
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	45	8
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			



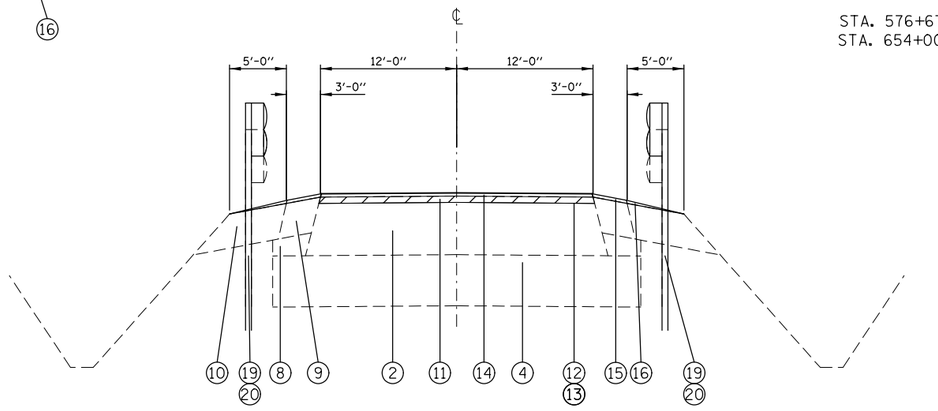
STA. 542+82 TO STA. 547+62*
STA. 547+62 TO STA. 551+74**
STA. 551+74 TO STA. 556+54*
OMISSION STA. 549+65 TO STA. 550+01



STA. 576+67 TO STA. 632+28
STA. 654+00 TO STA. 664+00

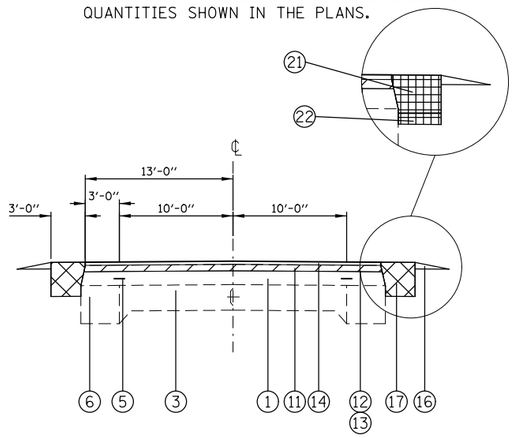


STA. 632+28 TO STA. 654+00 (SHOULDER WITH RUMBLE STRIP)



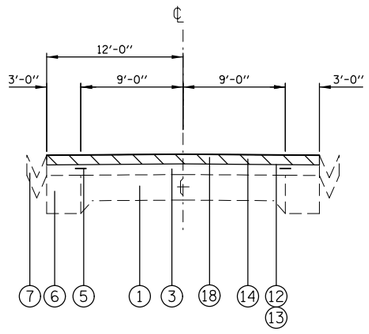
STA. 532+39 TO STA. 542+82
STA. 556+54 TO STA. 568+42
STA. 664+00 TO STA. 687+95
STA. 690+37 TO STA. 713+00
BRIDGE OMISSION STA. 687+95 TO STA. 690+37
STATION EQUATION
STA. 568+42 = STA. 576+67

TYPICAL BOTH SIDES
STA. 825+97 TO STA. 828+47
STA. 825+53 TO STA. 828+03
NOTE: PAVED SHOULDER WIDTH IS NOT TYPICAL IN THIS SECTION. REMOVAL OF 3′ PAVED SHOULDER THROUGHOUT THIS SECTION WAS ASSUMED FOR QUANTITIES SHOWN IN THE PLANS.

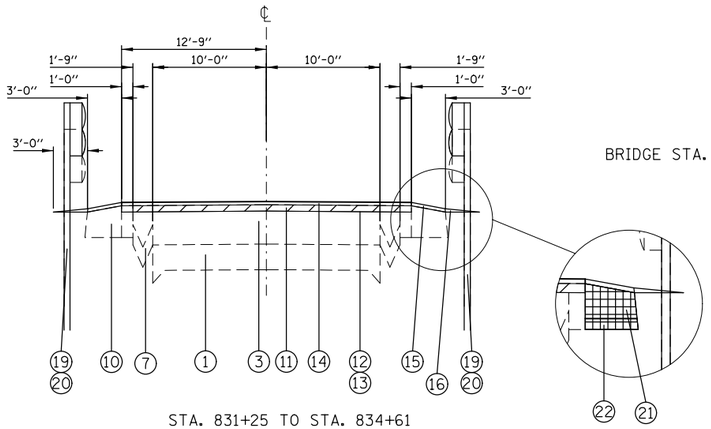


STA. 713+00 TO STA. 781+14
STA. 791+47 TO STA. 827+02
BRIDGE STA. 827+02 TO STA. 831+25 (SEE STRUCTURE SHEETS)

1 EXISTING 9-6-9 PAVEMENT
2 EXISTING BITUMINOUS CONCRETE PAVEMENT - 13¾″
3 EXISTING HOT-MIX ASPHALT OVERLAY - VARIES
4 EXISTING LIME MODIFIED SOIL - 12″
5 EXISTING STRIP REFLECTIVE CRACK CONTROL
6 EXISTING BASE COURSE WIDENING - 8″
7 EXISTING CONCRETE GUTTER, TYPE B
8 EXISTING SUB-BASE GRANULAR MATERIAL
9 EXISTING HOT-MIX ASPHALT SHOULDERS - 8″
10 EXISTING AGGREGATE SHOULDERS
11 PROPOSED HOT-MIX ASPHALT REMOVAL - 1½″
12 PROPOSED AGGREGATE (PRIME COAT)
13 PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
14 PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 2¼″
15 PROPOSED HOT-MIX ASPHALT SHOULDER OVERLAY - VARIES
16 PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
17 PROPOSED HOT-MIX ASPHALT SHOULDER - 8″
18 PROPOSED HOT-MIX ASPHALT REMOVAL - 2¼″
19 EXISTING STEEL PLATE BEAM GUARDRAIL ✱✱✱
20 PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A ✱✱✱
21 PROPOSED PAVED SHOULDER REMOVAL
22 PROPOSED EARTH EXCAVATION (WIDENING)
23 PROPOSED HOT-MIX ASPHALT BASE COURSE (WIDENING), 8″



STA. 781+14 TO STA. 791+47



STA. 831+25 TO STA. 834+61
BRIDGE STA. 834+61 TO STA. 836+71 (SEE STRUCTURE SHEETS)

TYPICAL BOTH SIDES
STA. 831+20 TO STA. 834+67
STA. 830+76 TO STA. 834+67
NOTE: PAVED SHOULDER WIDTH IS NOT TYPICAL IN THIS SECTION. REMOVAL OF 3′ PAVED SHOULDER THROUGHOUT THIS SECTION WAS ASSUMED FOR QUANTITIES SHOWN IN THE PLANS.

HOT-MIX ASPHALT REMOVAL - 1½″
HOT-MIX ASPHALT REMOVAL - 2¼″
EXCAVATING & GRADING EXISTING SHOULDERS
✱✱✱ SEE GUARDRAIL SCHEDULE FOR LOCATIONS

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		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ′ / in.	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = 1/17/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	9
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			

RESURFACING SCHEDULE

STATION			HMA SURFACE REMOVAL, 1.5"	HMA SURFACE REMOVAL, 2.25"	AGGREGATE (PRIME COAT)	BITUMINOUS (PRIME COAT)	HMA SURFACE CSE, MIX "D", N70	EXCAVATING AND GRADING EXISTING SHOULDER	HMA SHOULDERS, 8"	AGGREGATE WEDGE SHOULDER, TYPE B	SHOULDER RUMBLE STRIP 8"	HOT-MIX ASPHALT SHOULDERS	PAVED SHOULDER REMOVAL	EARTH EXCAVATION (WIDENING)	HOT-MIX ASPHALT BASE COURSE WIDENING 8"
			SQ YD	SQ YD	TON	TON	TON	UNIT	SQ YD	TON	FOOT	TON	SQ YD	CU YD	SQ YD
532+39	TO	542+82	3,013.1		4.5	1.0	379.7	21	695.4	77.9					
542+82	TO	547+62	1,653.3		2.9	0.6	242.0			35.8		1.12			
547+62	TO	549+65	812.0		1.4	0.3	119.4			15.2		0.48			
549+65	TO	550+01	IL 140 PAVEMENT OMISSION												
550+01	TO	551+74	692.0		1.2	0.3	101.7			12.9		0.40			
551+74	TO	556+54	1,653.3		2.9	0.6	242.0			35.8		1.12			
556+54	TO	568+42	3,960.0		5.9	1.2	399.2			88.7		2.78			
568+42	TO	576+67	STATION EQUATION												
576+67	TO	632+28	16,065.1		24.1	5.0	2,024.3	111	3,707.4	415.2					
632+28	TO	654+00	7,722.7		11.6	2.4	790.7			162.2	4,344.0	5.06			
654+00	TO	664+00	2,888.9		4.3	0.9	364.0	20	666.6	74.7					
664+00	TO	687+95	7,983.3		12.0	2.5	804.8			178.8		5.58			
687+95	TO	690+37	BRIDGE OMISSION												
690+37	TO	713+00	7,543.3		11.3	2.4	760.4			169.0		5.28			
713+00	TO	781+14	24,227.6		36.4	7.6	2,480.3		4,542.6	508.8					
781+14	TO	791+47		2,984.0	4.1	0.9	347.1								
791+47	TO	827+02	10,270.0		15.4	3.2	1,294.1	68	2,270.6	265.4			166.6	9.2	389
831+25	TO	834+61	1,176.0		1.8	0.4	148.2			25.1		0.78	246	13.6	569
836+71	TO	837+11			0.3	0.1	22.3			3.0		0.1			
TOTAL			89,661	2,984	140	29.3	10,520 •	220	11,883	2,068	4,344	23	413	23	958

• SEE STRUCTURE PLANS FOR ADDITIONAL QUANTITY.

TEMPORARY RAMP SCHEDULE

LOCATION		WIDTH	LENGTH	TEMPORARY RAMP
		FOOT	FOOT	SQ YD
STA	532+39	26	5	15
STA	548+65	42	5	24
STA	550+01	42	5	24
STA	687+95	30	5	17
STA	690+37	30	5	17
STA	828+02	26	5	15
STA	831+24	31.5	5	18
STA	834+61	31.5	5	18
STA	836+71	32	5	18
STA	837+11	52	5	29
			TOTAL =	195

GUARDRAIL SCHEDULE

	APPROXIMATE STATION	GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	LONG SPAN GUARDRAIL OVER CULVERT, 12'-6" SPAN	LONG SPAN GUARDRAIL OVER CULVERT, 18'-9" SPAN	TRAFFIC BARRIER TERMINAL, TYPE 6A	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	TRAFFIC BARRIER TERMINAL, TYPE 2	STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURES	TERMINAL MARKER DIRECT APPLIED	GUARDRAIL MARKERS, TYPE A	BARRIER WALL MARKERS, TYPE B	BARRIER WALL MARKERS, TYPE C
	STATION	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	FOOT	EACH	EACH	EACH	EACH
LOCATION 1	590+50	408		337.5			4				4	8		
LOCATION 2	628+50	200		168.75			2				2	4		
LOCATION 3	643+75	1182	312.5	331.25	343.75		4				4	13		
LOCATION 4	689+16	2107	2112.5			4	4				4	27	4	4
LOCATION 5	719+00	230	184.375				3		1	25	3	8		
LOCATION 6	735+00	281	90.625	168.75			3		1		3	8		
LOCATION 7	741+00	353	93.75	168.75			3	1			4	8		
LOCATION 8	828+00	1383	1006.25			6	2				2	16	10	10
	TOTAL =	6144	3800.0	1175.0	343.75	10	25	1	2	25	26	92	14	14

NOTE: FOR SMALL CULVERTS THAT DO NOT HAVE LONG SPAN GUARDRAIL, SPACE POSTS TO AVOID PLACING POST DIRECTLY OVER CULVERT.
IF UNABLE TO GAP POSTS OVER CULVERT, POSTS SHALL BE SHORTENED AND CONSTRUCTED ACCORDING TO HIGHWAY STANDARD 630001,
SEE "FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED" DETAIL.

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		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = 1/17/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES

SCALE: N/A | SHEET 1 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	10
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			

PAVEMENT MARKING SCHEDULE

						THERMOPLASTIC PAVEMENT MARKING							TEMPORARY PAVEMENT MARKING								WORK ZONE PAVEMENT MARKING REMOVAL	PAVEMENT MARKING REMOVAL
						LETTERS & SYMBOLS	LINE 12" WHITE	LINE 24" WHITE	SKIP DASH 4" YELLOW	SOLID 4" YELLOW	DOUBLE 4" YELLOW	WHITE 4" EDGE LINE	SHORT TERM PAVEMENT MARKING	SKIP-DASH CENTERLINE 4" YELLOW	SOLID YELLOW 4" YELLOW	DOUBLE YELLOW 4" YELLOW	EDGE LINE 4" WHITE	LETTERS & SYMBOLS	LINE 12" WHITE	LINE 24" WHITE		
						SQ FT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT	FOOT	FOOT	SQ FT	SQ FT
STA.	532+39	TO	STA	542+82	BOTH PASSING				260.8			2086.0	288	260.8			2086.0				814.3	
STA.	542+82	TO	STA	549+65	SB GORE AREA/LEFT TURN LANE	83.2	134.5	34.0			2260.0	1582.0	192			2260.0	1582.0	83.2	134.5	34.0	1441.4	
STA.	549+65	TO	STA	550+01	IL 140 - NO MARKING																	
STA.	550+01	TO	STA	556+54	NB GORE AREA/LEFT TURN LANE	83.2	128.3	34.0			2200.0	1489.0	180			2200.0	1489.0	83.2	128.3	34.0	1387.0	
STA.	556+54	TO	STA	561+85	NO PASSING NORTH BOUND				132.8	531.0		1062.0	144	132.8	531.0		1062.0				591.3	
STA.	561+85	TO	STA	568+42	BOTH PASSING				164.3			1313.4	180	164.3			1313.4				512.6	
STA.	568+42	TO	STA	576+67	STATION EQUATION																	
STA.	576+67	TO	STA	610+32	BOTH PASSING				841.3			6729.4	924	841.3			6729.4				2626.2	
STA.	610+32	TO	STA	617+12	NO PASSING SOUTH BOUND				170.0	680.0		1360.0	192	170.0	680.0		1360.0				758.0	
STA.	617+12	TO	STA	621+02	BOTH PASSING				97.5			780.0	108	97.5			780.0				304.5	
STA.	621+02	TO	STA	623+07	NO PASSING NORTH BOUND				51.3	205.0		410.0	60	51.3	205.0		410.0				228.8	
STA.	623+07	TO	STA	627+33	NO PASSING BOTH						852.0	852.0	120			852.0	852.0				581.3	
STA.	627+33	TO	STA	633+12	NO PASSING SOUTH BOUND				144.8	579.0		1158.0	156	144.8	579.0		1158.0				644.6	
STA.	633+12	TO	STA	652+28	NO PASSING BOTH						3832.0	3832.0	528			3832.0	3832.0				2613.3	
STA.	652+28	TO	STA	660+78	NO PASSING NORTH BOUND				212.5	850.0		1700.0	228	212.5	850.0		1700.0				946.2	
STA.	660+78	TO	STA	675+91	BOTH PASSING				378.3			3026.0	408	378.3			3026.0				1180.1	
STA.	675+91	TO	STA	687+95	NO PASSING SOUTH BOUND				301.0	1203.5		2407.0	312	301.0	1203.5		2407.0				1338.5	
STA.	687+95	TO	STA	690+37	BRIDGE OMISSION																	
STA.	690+37	TO	STA	703+17	NO PASSING NORTH BOUND				320.0	1279.7		2559.4	348	320.0	1279.7		2559.4				1425.0	
STA.	703+17	TO	STA	717+00	BOTH PASSING				345.8			2766.0	372	345.8			2766.0				1078.6	
STA.	717+00	TO	STA	724+87	NO PASSING SOUTH BOUND				196.8	787.0		1574.0	216	196.8	787.0		1574.0				876.6	
STA.	724+87	TO	STA	727+76	BOTH PASSING				72.3			578.0	84	72.3			578.0				226.1	
STA.	727+76	TO	STA	735+36	NO PASSING NORTH BOUND				190.0	760.0		1520.0	204	190.0	760.0		1520.0				846.0	
STA.	735+36	TO	STA	739+00	NO PASSING BOTH						728.0	728.0	96			728.0	728.0				496.0	
STA.	739+00	TO	STA	746+00	NO PASSING SOUTH BOUND				175.0	700.0		1400.0	192	175.0	700.0		1400.0				779.7	
STA.	746+00	TO	STA	748+00	NO PASSING BOTH						400.0	400.0	60			400.0	400.0				273.3	
STA.	748+00	TO	STA	759+25	NO PASSING NORTH BOUND				281.3	1125.0		2250.0	312	281.3	1125.0		2250.0				1253.4	
STA.	759+25	TO	STA	781+04	BOTH PASSING				544.8			4358.0	600	544.8			4358.0				1700.9	
STA.	781+04	TO	STA	792+33	NO PASSING SOUTH BOUND				282.3	1129.0		2258.0	312	282.3	1129.0		2258.0				1257.8	
STA.	792+33	TO	STA	802+80	NO PASSING BOTH						2094.0	2094.0	288			2094.0	2094.0				1428.0	
STA.	802+80	TO	STA	813+77	NO PASSING NORTH BOUND				274.3	1097.0		2194.0	300	274.3	1097.0		2194.0				1221.8	
STA.	813+77	TO	STA	824+03	BOTH PASSING				256.5			2052.0	276	256.5			2052.0				800.2	
STA.	824+03	TO	STA	829+06	NO PASSING SOUTH BOUND				125.8	503.0		1006.0	132	125.8	503.0		1006.0				559.6	275
STA.	829+06	TO	STA	837+11	NO PASSING BOTH						1610.0	1610.0	216			1610.0	1610.00				1097.3	170
					SUB-TOTAL	166.4	262.8	68	5818.75	11429.20	13976.00	59134.20	8028	5818.75	11429.20	13976.00	59134.20	166.4	262.8	68	31288.05	445
					TOTAL	166	263	68	5819	11429	13976	59134	8028	5819	11429	13976	59134	166	263	68	31288	445
					GRAND TOTAL	166	263	68	90,358				8,028	90,358				166	263	68	31,288	445

SIDE ROAD SCHEDULE

LOCATION	SIDE	SURFACE TYPE	LENGTH	WIDTH	BIT. MAT'L PRIME COAT	AGGREGATE PRIME COAT	INCIDENTAL HMA SURFACING	COMMENTS
STATION	LT/RT		(FEET)	(FEET)	(TON)	(TON)	(TON)	
638+86	RT	OIL & CHIP	12.5	51.50	0.02	0.11	3.00	BUCHTA DRIVE
643+61	RT	CONCRETE	12.5	37.5	0.02	0.08	2.19	TRANQUILITY RIDGE
667+37	LT	OIL & CHIP	12.5	60.5	0.03	0.13	3.53	ST. JAMES ROAD
670+54	RT	AGGREGATE	12.5	27.5	0.01	0.06	1.60	CEDAR RIDGE DRIVE
684+26	RT	HMA	12.5	50	0.02	0.10	2.92	MILLER DRIVE (N)
704+86	RT	HMA	12.5	50	0.02	0.10	2.92	MILLER DRIVE (S)
732+84	LT	CONCRETE	12.5	41.5	0.02	0.09	2.42	CINNAMON DRIVE
737+59	LT	CONCRETE	12.5	70	0.03	0.15	4.08	FOX CREEK DRIVE
738+65	RT	OIL & CHIP	12.5	36	0.02	0.08	2.10	SWORM LANE
750+26	LT	CONCRETE	12.5	70	0.03	0.15	4.08	FOX LAKE DRIVE
773+50	LT	CONCRETE	12.5	42.5	0.02	0.09	2.48	JENN LAUR DRIVE
781+94	RT	OIL & CHIP	12.5	52.5	0.02	0.11	3.06	SPRINGFIELD DRIVE
781+94	LT	CONCRETE	12.5	52.5	0.02	0.11	3.06	TIMBERMILL LANE
792+50	RT	OIL & CHIP	12.5	50	0.02	0.10	2.92	ROMAN HILLS ROAD
792+50	LT	CONCRETE	12.5	57.5	0.02	0.12	3.35	SUMMER POINT
TOTAL =					0.3	2	44	

RAISED REFLECTIVE PAVEMENT MARKERS

						RAISED REFLECTIVE PAVEMENT MARKER REMOVAL EACH		RAISED REFLECTIVE PAVEMENT MARKER EACH	
						CENTER LINE	EDGE LINE	CENTERLINE	EDGE LINE
						AMBER	CRYSTAL	AMBER	CRYSTAL
STA.	532+39	TO	STA	542+82		13		13	
STA.	542+82	TO	STA	547+62		6		6	
STA.	547+62	TO	STA	549+65		3		3	
STA.	549+65	TO	STA	550+01	IL 140 PAVEMENT				
STA.	550+01	TO	STA	551+74		3		3	
STA.	551+74	TO	STA	556+54		6		6	
STA.	556+54	TO	STA	568+42		15		15	
STA.	568+42	TO	STA	576+67	STATION EQUATION				
STA.	576+67	TO	STA	632+28		70		70	
STA.	632+28	TO	STA	642+66		13	52	13	52
STA.	642+66	TO	STA	643+91		1		1	
STA.	643+91	TO	STA	654+00		13	51	13	51
STA.	654+00	TO	STA	664+00		13		13	
STA.	664+00	TO	STA	687+95		30		30	
STA.	687+95	TO	STA	690+37	STRUCTURE OMISSION				
STA.	690+37	TO	STA	713+00		28		28	
STA.	713+00	TO	STA	781+14		85		85	
STA.	781+14	TO	STA	791+47		13		13	
STA.	791+47	TO	STA	827+02		44		44	
STA.	827+02	TO	STA	831+25		5		5	
STA.	831+25	TO	STA	834+61		4		4	
STA.	834+61	TO	STA	836+71		3		3	
STA.	836+71	TO	STA	837+11		2		2	
					SUB-TOTAL	370	103	370	103
					TOTAL	473		473	

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		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = 1/17/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES

SCALE: N/A | SHEET 2 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	11
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			

ENTRANCE SCHEDULE							
LOCATION	SIDE	PE/FE	AGGREGATE SURF CSE, TY B	BIT. MATL PRIME COAT	AGGREGATE PRIME COAT	INCIDENTAL HMA SURFACING	COMMENTS
STATION	LT/RT		(TON)	(TON)	(TON)	(TON)	
588+69.61	LT	PE	1.70	0.0017	0.008	0.22	✳
595+03.21	RT	FE		0.0012	0.006	0.16	
595+03.21	LT	PE		0.0010	0.005	0.13	
595+56.01	LT	PE	1.70	0.0022	0.011	0.29	✳
597+67.21	LT	PE		0.0026	0.012	0.35	
604+53.61	RT	PE		0.0014	0.007	0.19	
609+81.61	RT	PE		0.0010	0.005	0.13	
616+68.01	LT	PE		0.0026	0.013	0.35	
618+26.41	LT	PE	1.70	0.0040	0.019	0.53	✳
618+79.21	RT	PE		0.0014	0.007	0.19	
619+84.81	RT	PE	1.70	0.0019	0.009	0.25	✳
624+60.01	LT	PE	1.70	0.0024	0.012	0.32	✳
625+12.81	RT	PE		0.0008	0.004	0.11	
626+18.41	RT	PE		0.0007	0.003	0.09	
626+71.21	LT	PE	1.70	0.0023	0.011	0.31	✳
627+76.81	RT	PE		0.0007	0.003	0.09	
629+88.01	RT	PE		0.0013	0.006	0.17	
630+40.81	LT	PE	1.70	0.0023	0.011	0.31	✳
632+52.01	LT	PE	1.70	0.0018	0.009	0.24	✳
633+04.81	RT	PE		0.0008	0.004	0.11	
640+96.81	RT	PE		0.0007	0.003	0.09	
643+08.01	LT	PE		0.0019	0.009	0.25	
652+58.41	RT	PE		0.0014	0.007	0.19	
657+86.41	RT	PE	1.70	0.0021	0.010	0.28	✳
668+42.41	RT	FE		0.0019	0.009	0.26	
670+00.81	RT	PE		0.0008	0.004	0.10	
672+12.01	RT	PE	1.70	0.0011	0.006	0.15	✳
673+70.41	RT	PE	1.70	0.0010	0.005	0.14	✳
676+87.21	RT	PE	1.70	0.0024	0.012	0.32	✳
678+98.41	RT	PE	1.70	0.0031	0.015	0.42	✳
679+51.21	RT	PE		0.0010	0.005	0.14	
684+26.41	LT	PE		0.0013	0.006	0.17	
706+96.81	LT	FE		0.0035	0.017	0.47	
708+55.21	LT	PE		0.0035	0.017	0.47	
710+13.61	RT	PE	1.70	0.0018	0.009	0.24	✳
713+30.41	RT	PE	1.70	0.0015	0.007	0.20	✳
715+94.41	RT	FE		0.0022	0.011	0.30	
717+00.01	RT	PE	1.70	0.0019	0.009	0.25	✳
718+58.41	RT	PE	1.70	0.0019	0.009	0.25	✳
719+64.01	RT	PE	1.70	0.0017	0.008	0.22	✳
724+39.21	LT	FE		0.0035	0.017	0.47	
724+39.21	RT	PE	1.70	0.0042	0.020	0.56	✳
724+92.01	RT	PE		0.0017	0.008	0.23	
725+44.81	RT	PE		0.0013	0.006	0.17	
725+44.81	LT	PE		0.0017	0.008	0.23	
726+50.41	RT	PE		0.0011	0.005	0.15	
727+03.21	LT	PE		0.0021	0.010	0.28	
727+56.01	RT	PE		0.0008	0.004	0.10	
727+56.01	LT	PE		0.0026	0.012	0.35	
728+61.61	RT	PE		0.0007	0.003	0.09	
728+61.61	LT	PE		0.0019	0.009	0.26	
729+67.21	RT	PE		0.0028	0.013	0.37	
730+20.01	RT	PE		0.0014	0.007	0.19	
730+72.81	RT	PE	1.70	0.0025	0.012	0.34	✳
730+72.81	RT	PE	1.70	0.0023	0.011	0.31	✳
732+31.21	RT	PE	1.70	0.0017	0.008	0.22	✳
732+84.01	RT	PE		0.0019	0.009	0.26	
733+89.61	RT	PE	1.70	0.0027	0.013	0.36	✳
734+42.41	LT	PE		0.0022	0.011	0.30	
734+42.41	RT	PE	1.70	0.0019	0.009	0.25	✳
736+00.81	RT	PE	1.70	0.0016	0.008	0.21	✳
738+12.01	RT	PE	1.70	0.0021	0.010	0.28	✳
741+81.61	RT	FE		0.0021	0.010	0.28	
742+87.21	RT	PE	1.70	0.0020	0.010	0.27	✳
744+45.61	RT	PE	1.70	0.0020	0.010	0.27	✳
745+51.21	RT	PE	1.70	0.0015	0.007	0.20	✳
SUB-TOTAL 1			49.39	0.12	0.59	16.46	

ENTRANCE SCHEDULE							
LOCATION	SIDE	PE/FE	AGGREGATE SURF CSE, TY B	BIT. MATL PRIME COAT	AGGREGATE PRIME COAT	INCIDENTAL HMA SURFACING	COMMENTS
STATION	LT/RT		(TON)	(TON)	(TON)	(TON)	
748+15.21	RT	PE	1.70	0.0029	0.014	0.39	✳
748+68.01	RT	PE		0.0018	0.009	0.24	
749+73.61	RT	PE		0.0014	0.007	0.19	
750+26.41	RT	PE	1.70	0.0027	0.013	0.36	✳
750+79.21	RT	PE		0.0012	0.006	0.16	
752+37.61	LT	PE	1.70	0.0031	0.015	0.42	✳
752+37.61	LT	PE		0.0017	0.008	0.23	
753+43.21	LT	PE	1.70	0.0026	0.013	0.35	✳
755+54.41	LT	PE		0.0024	0.011	0.32	
757+12.81	LT	PE		0.0017	0.008	0.23	
760+82.41	LT	PE	1.70	0.0013	0.006	0.17	✳
762+93.61	LT	PE	1.70	0.0019	0.009	0.25	✳
766+10.41	RT	PE		0.0021	0.010	0.28	
766+10.41	LT	PE	1.70	0.0024	0.012	0.32	✳
769+27.21	LT	PE	1.70	0.0021	0.010	0.28	✳
772+44.01	LT	PE		0.0017	0.008	0.23	
776+66.41	LT	PE	1.70	0.0017	0.008	0.22	✳
784+05.61	RT	PE	1.70	0.0017	0.008	0.22	✳
797+25.61	RT	PE		0.0028	0.013	0.37	
798+84.01	RT	PE		0.0012	0.006	0.16	
799+36.81	RT	PE		0.0016	0.008	0.21	
799+36.81	LT	PE		0.0016	0.008	0.21	
807+28.81	LT	PE	1.70	0.0022	0.011	0.29	✳
808+87.21	LT	PE	1.70	0.0019	0.009	0.25	✳
SUB-TOTAL 2			20.44	0.05	0.23	6.39	
TOTALS			70	0.2	1	23	

✳= MAILBOX TURNOUT

CLASS D PATCHES, 14 INCH						
LOCATION		LENGTH	WIDTH	AREA		
MILE POINT	LANE	FT	FT	SQ YD	TYPE II	TYPE IV
0.0	SB	6	16	10.7	10.7	
0.0	NB	6	16	10.7	10.7	
0.3	NB	10	12	13.3	13.3	
0.5	NB	6	12	8.0	8.0	
0.5	SB	6	12	8.0	8.0	
0.6	NB	6	12	8.0	8.0	
0.6	SB	6	12	8.0	8.0	
0.9	ROMAN HILLS/SUMMER POINTE					
1.4	NB	8	12	10.7	10.7	
1.4	SB	8	12	10.7	10.7	
1.7	FOX LAKE			0.0		
3.2	ST. JAMES DRIVE					
3.3	NB	6	12	8.0	8.0	
3.3	SB	6	12	8.0	8.0	
3.8	BUCHTA ROAD					
4.0	NB	6	12	8.0	8.0	
4.0	SB	6	12	8.0	8.0	
4.8	SB	20	12	26.7		26.67
4.9	NB	8	12	10.7	10.7	
4.0	SB	8	12	10.7	10.7	
5.1	SB	6	12	8.0	8.0	
5.4	IL 140					
5.6	NORTH JOINT					
		SUB-TOTAL		154.7	149.3	26.67
		ANTICIPATED FAILURES (20%)			29.9	5.33
		TOTAL			180	32
NOTE: MILE POINTS WERE STARTED AT IL 143						

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$MODELNAME$	PLOT DATE = 1/17/2014	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES

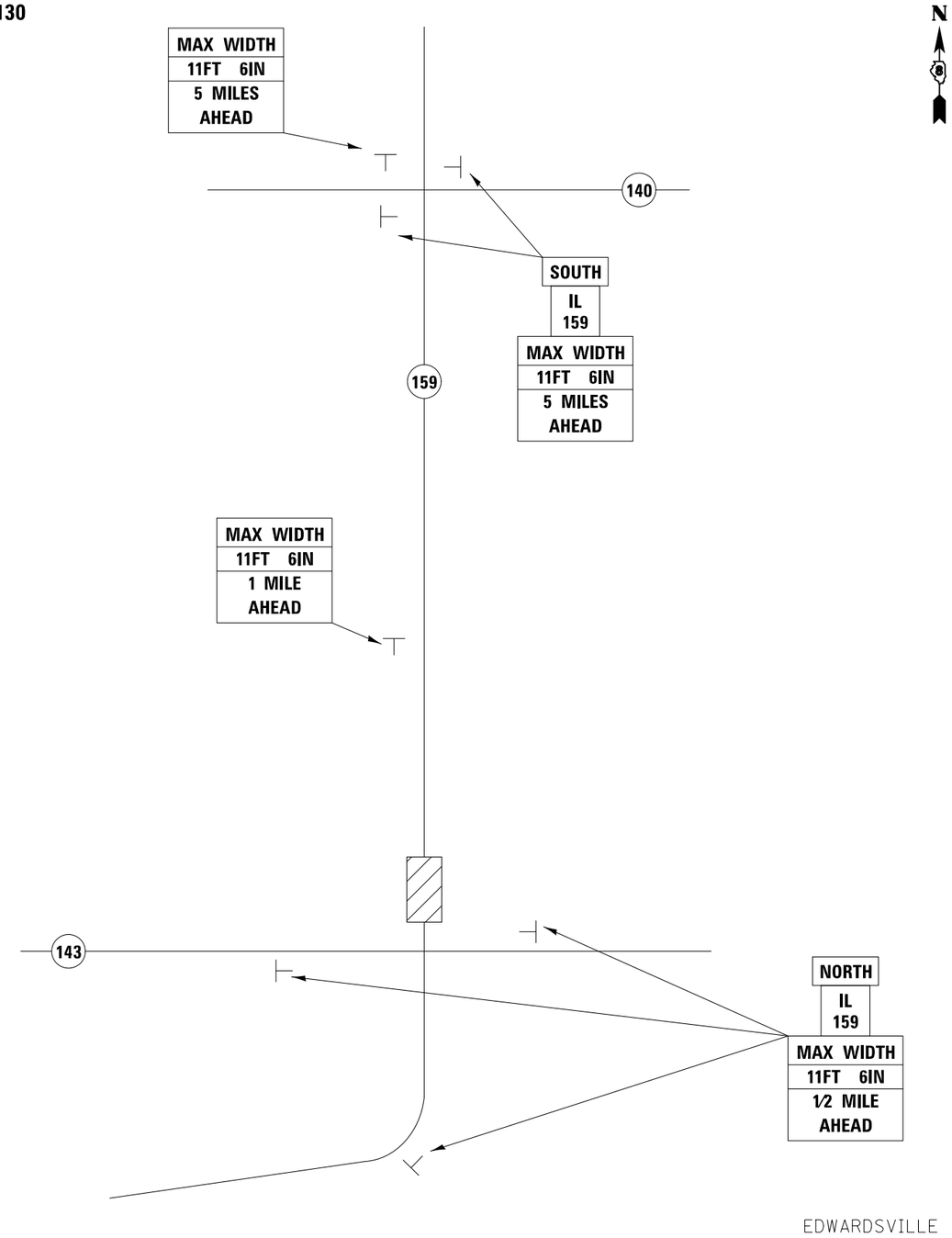
SCALE: N/A | SHEET 3 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	12
		CONTRACT NO. 76G25		
		ILLINOIS FED. AID PROJECT		

WIDE LOAD SIGNING
IL 159 OVER CAHOKIA CREEK AND MOONEY CREEK
SN 060–0129 AND 060–0130

NOTES:

1. ALL 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 ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP THE SIGNS AT THE T.M. BUILDING IN FAIRVIEW HEIGHTS, AND RETURN THEM UPON COMPLETION OF THE CONTRACT. CONTACT JEAN SLAPE - 618-394-2189.
4. THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR WIDE LOAD 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′.



SIGNS REQUIRED

MAX WIDTH 11FT 6IN 1/2 MILE AHEAD	(3)	NORTH	(3)
MAX WIDTH 11FT 6IN 1 MILE AHEAD	(1)	SOUTH	(2)
MAX WIDTH 11FT 6IN 5 MILES AHEAD	(3)	IL 159	(5)

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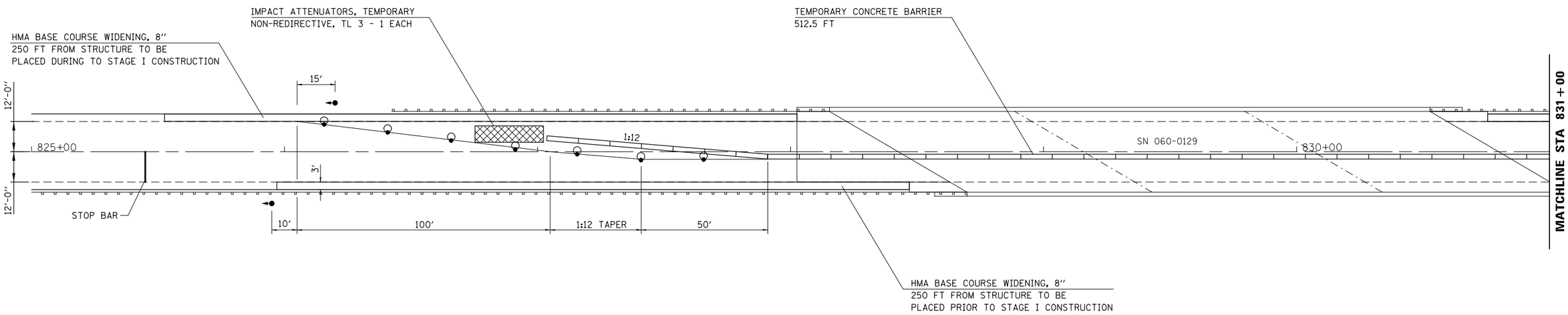
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WIDE LOAD SIGNING

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2,125BR-2	MADISON	45	13
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			



SUGGESTED SEQUENCE OF CONSTRUCTION:

PLACE HMA BASE COURSE WIDENING, 8" ON THE WEST SIDE PRIOR TO STAGE CONSTRUCTION.

PLACE STOP BARS AS SHOWN ON THE PLANS.

REMOVE CONFLICTING PAVEMENT MARKING BETWEEN STOP BARS.

PLACE TEMPORARY CONCRETE BARRIER AND IMPACT ATTENUATORS, TEMPORARY.

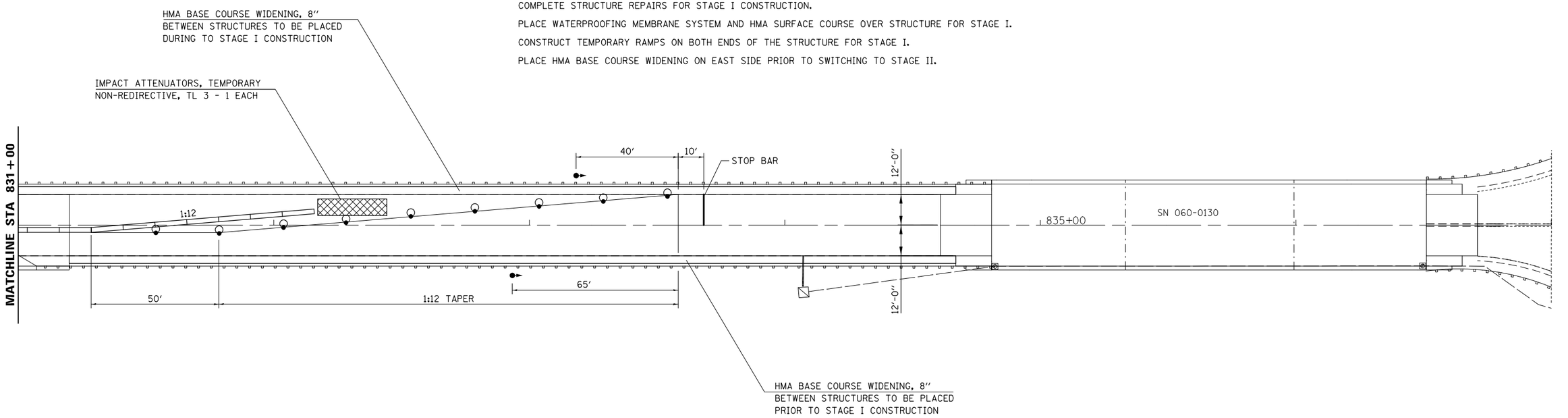
SEE STANDARD 701321 FOR DETAILS NOT SHOWN ON THE PLANS.

COMPLETE STRUCTURE REPAIRS FOR STAGE I CONSTRUCTION.

PLACE WATERPROOFING MEMBRANE SYSTEM AND HMA SURFACE COURSE OVER STRUCTURE FOR STAGE I.

CONSTRUCT TEMPORARY RAMPS ON BOTH ENDS OF THE STRUCTURE FOR STAGE I.

PLACE HMA BASE COURSE WIDENING ON EAST SIDE PRIOR TO SWITCHING TO STAGE II.



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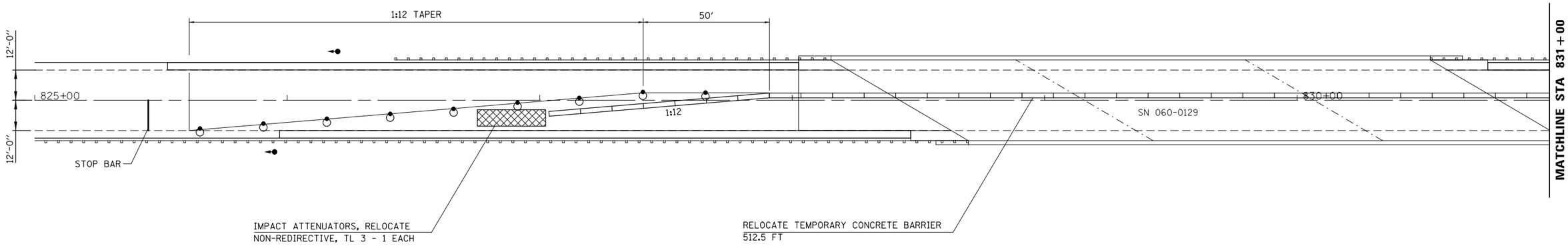
$MODELNAME$	PLOT DATE = 1/17/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SN 060-0129
STAGE I CONSTRUCTION

SCALE: 20 | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	14
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			



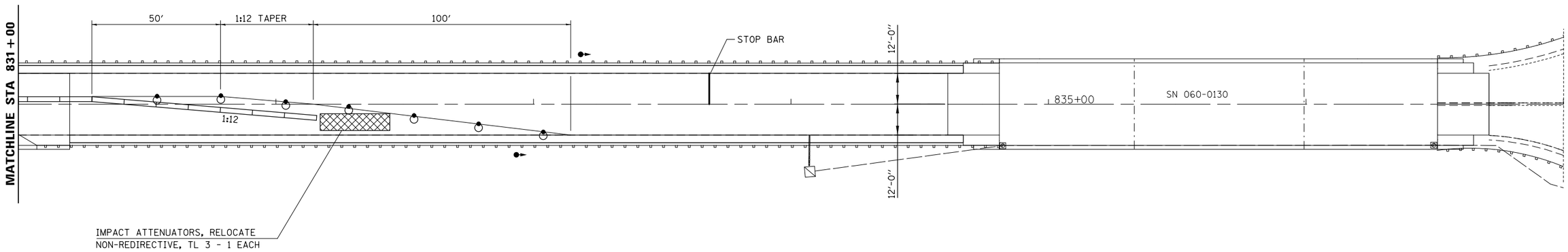
SUGGESTED SEQUENCE OF CONSTRUCTION:

RELOCATE TEMPORARY CONCRETE BARRIER AND IMPACT ATTENUATORS.

COMPLETE STRUCTURE REPAIRS FOR STAGE II CONSTRUCTION.

PLACE WATERPROOFING MEMBRANE SYSTEM AND HMA SURFACE COURSE OVER STRUCTURE FOR STAGE II.

CONSTRUCT TEMPORARY RAMPS ON BOTH ENDS OF THE STRUCTURE FOR STAGE II.



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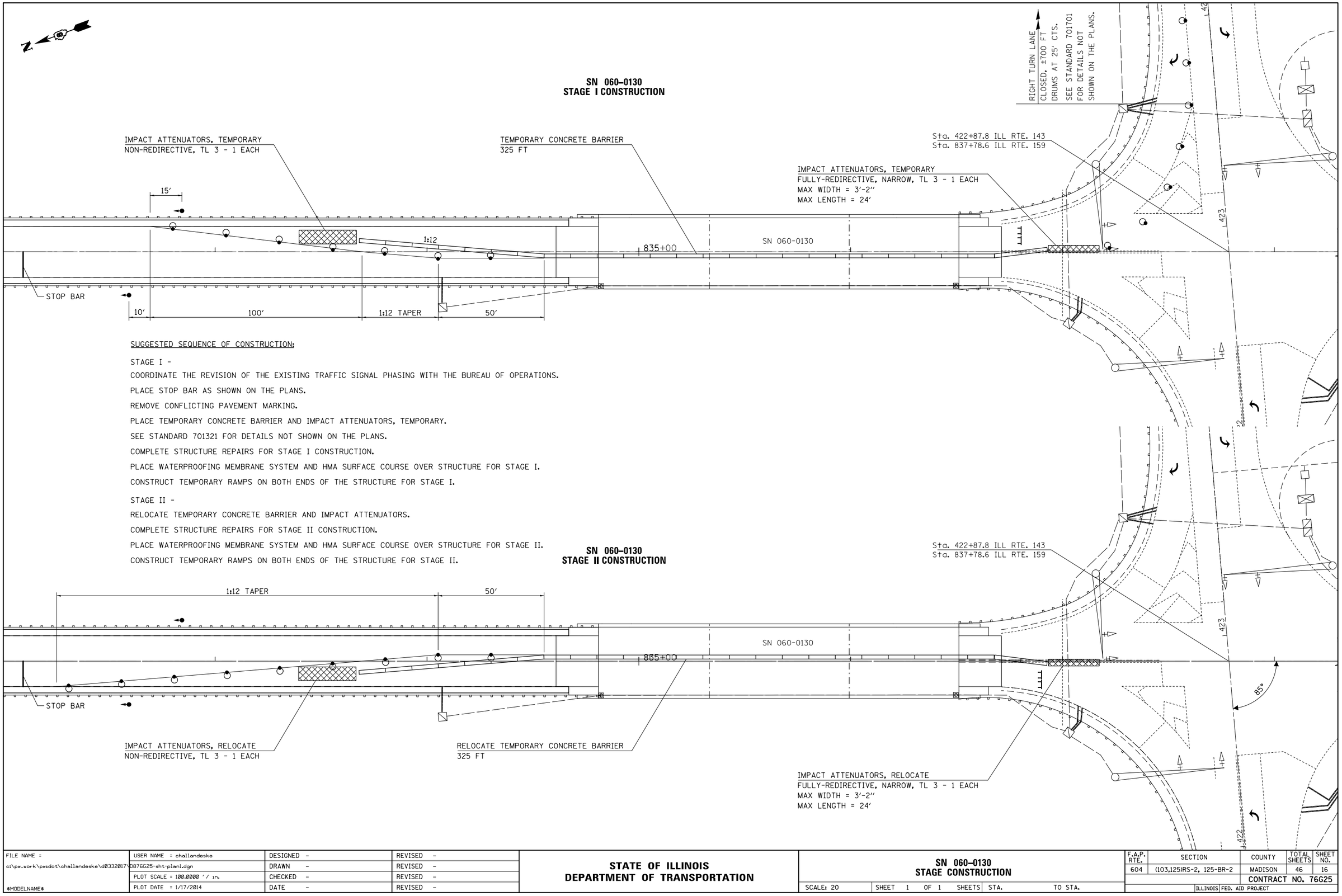
$MODELNAME$	PLOT DATE = 1/17/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SN 060-0129
STAGE II CONSTRUCTION

SCALE: 20 | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	15
		CONTRACT NO. 76G25		
	ILLINOIS	FED. AID PROJECT		



SUGGESTED SEQUENCE OF CONSTRUCTION:

STAGE I -

COORDINATE THE REVISION OF THE EXISTING TRAFFIC SIGNAL PHASING WITH THE BUREAU OF OPERATIONS.

PLACE STOP BAR AS SHOWN ON THE PLANS.

REMOVE CONFLICTING PAVEMENT MARKING.

PLACE TEMPORARY CONCRETE BARRIER AND IMPACT ATTENUATORS, TEMPORARY.

SEE STANDARD 701321 FOR DETAILS NOT SHOWN ON THE PLANS.

COMPLETE STRUCTURE REPAIRS FOR STAGE I CONSTRUCTION.

PLACE WATERPROOFING MEMBRANE SYSTEM AND HMA SURFACE COURSE OVER STRUCTURE FOR STAGE I.

CONSTRUCT TEMPORARY RAMPS ON BOTH ENDS OF THE STRUCTURE FOR STAGE I.

STAGE II -

RELOCATE TEMPORARY CONCRETE BARRIER AND IMPACT ATTENUATORS.

COMPLETE STRUCTURE REPAIRS FOR STAGE II CONSTRUCTION.

PLACE WATERPROOFING MEMBRANE SYSTEM AND HMA SURFACE COURSE OVER STRUCTURE FOR STAGE II.

CONSTRUCT TEMPORARY RAMPS ON BOTH ENDS OF THE STRUCTURE FOR STAGE II.

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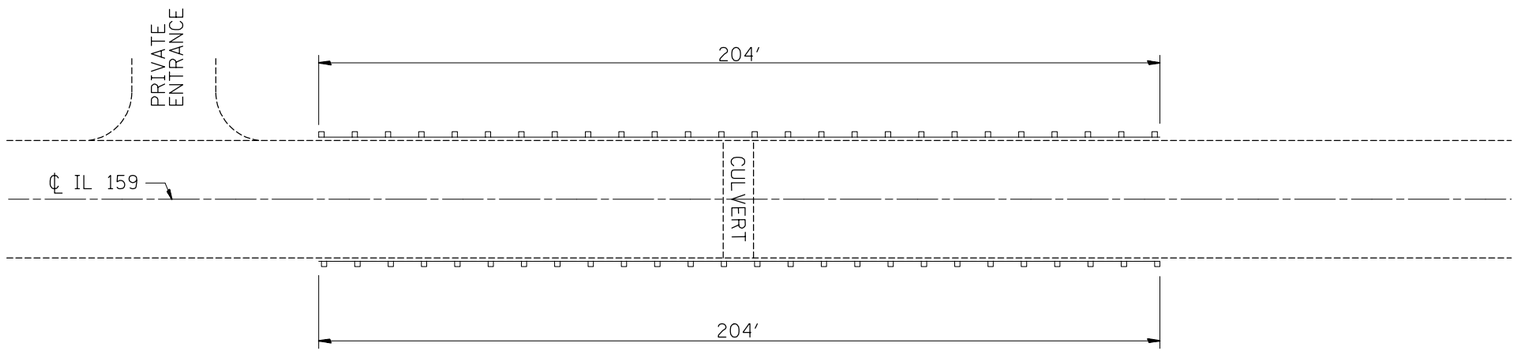
$MODELNAME$	PLOT DATE = 1/17/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SN 060-0130
STAGE CONSTRUCTION

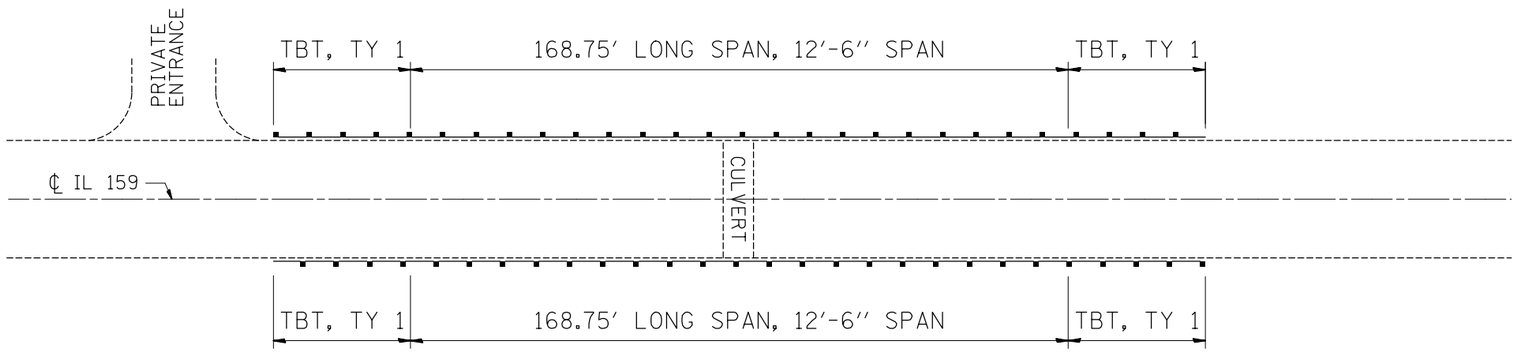
SCALE: 20 | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	16
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			



= EXISTING GUARDRAIL TO BE REMOVED
408 FEET

GUARDRAIL REMOVAL
(PLAN VIEW)



PROPOSED GUARDRAIL
(PLAN VIEW)

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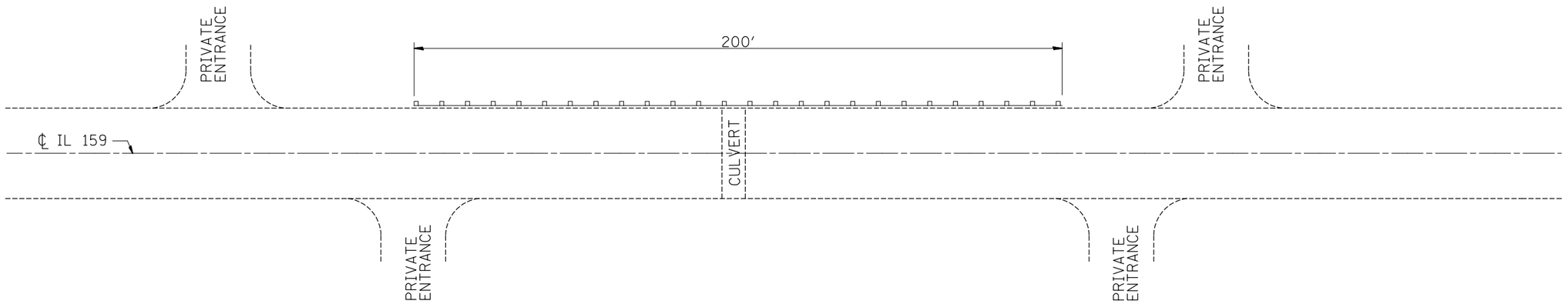
$MODELNAME$	PLOT DATE = 12/10/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL DETAILS
LOCATION #1 APPROX STA 590+50

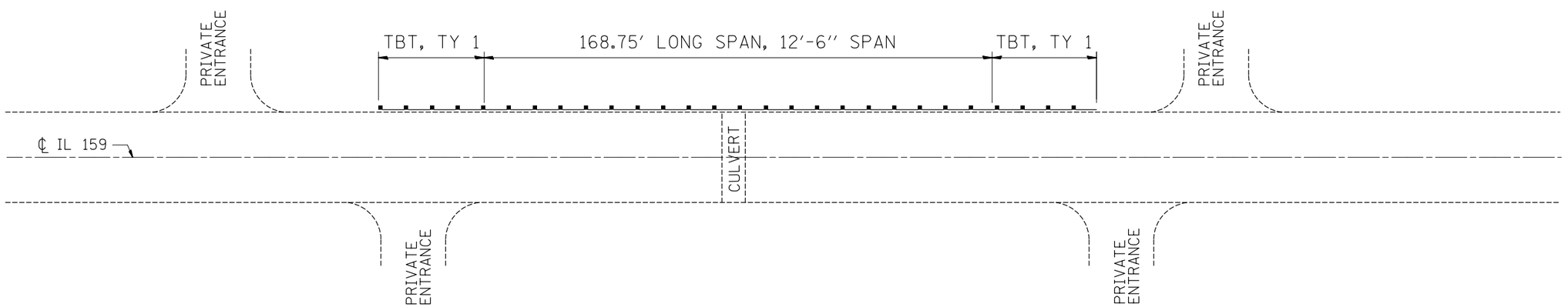
SCALE: NONE | SHEET 1 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	17
		CONTRACT NO. 76G25		
		ILLINOIS FED. AID PROJECT		



= EXISTING GUARDRAIL TO BE REMOVED
200 FEET

GUARDRAIL REMOVAL
(PLAN VIEW)



PROPOSED GUARDRAIL
(PLAN VIEW)

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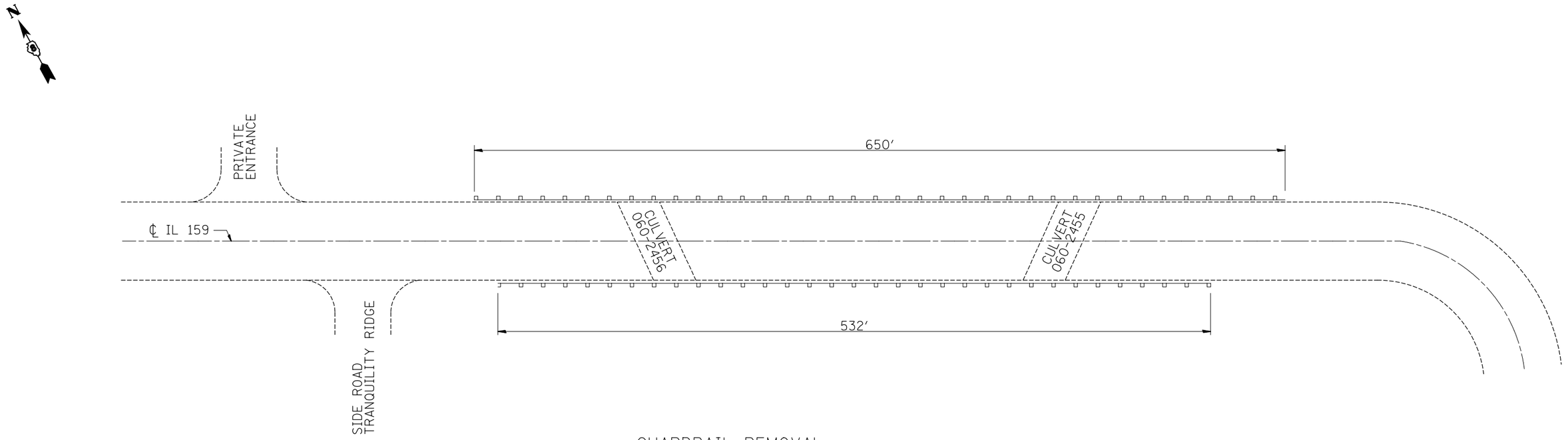
$MODELNAME$	PLOT DATE = 12/10/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL DETAILS
LOCATION #2 APPROX STA 628+50

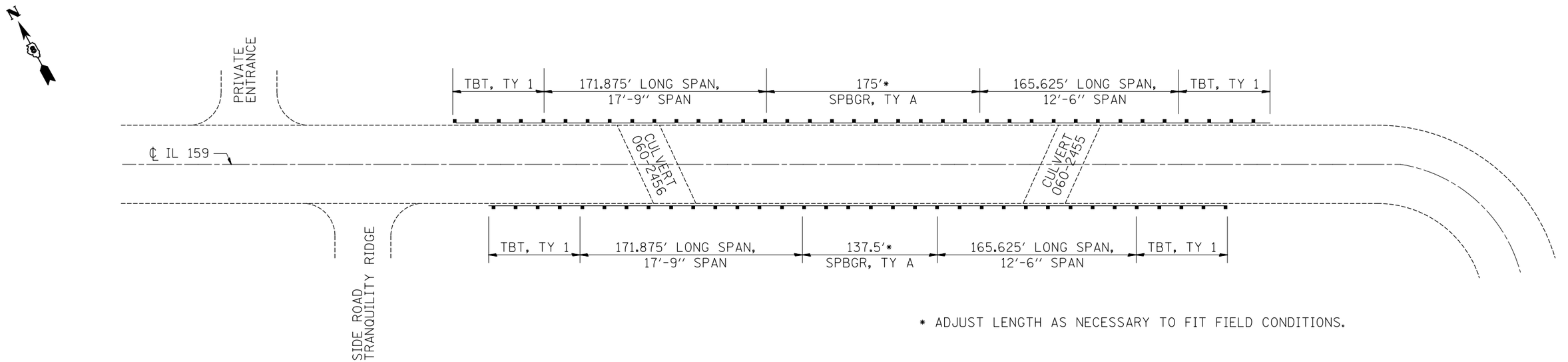
SCALE: NONE | SHEET 2 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	18
		CONTRACT NO. 76G25		
		ILLINOIS FED. AID PROJECT		



= EXISTING GUARDRAIL TO BE REMOVED
1182 FEET

GUARDRAIL REMOVAL
(PLAN VIEW)



* ADJUST LENGTH AS NECESSARY TO FIT FIELD CONDITIONS.

PROPOSED GUARDRAIL
(PLAN VIEW)

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		DRAWN -	REVISED -
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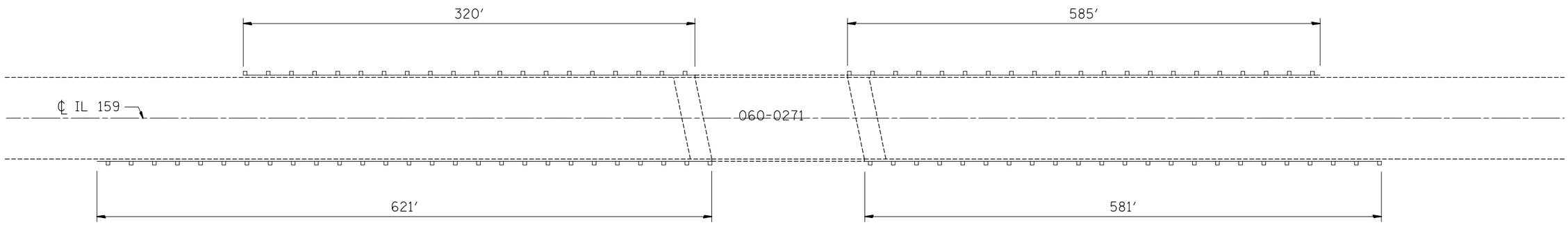
$MODELNAME$	PLOT DATE = 12/10/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL DETAILS
LOCATION #3 APPROX 643+75

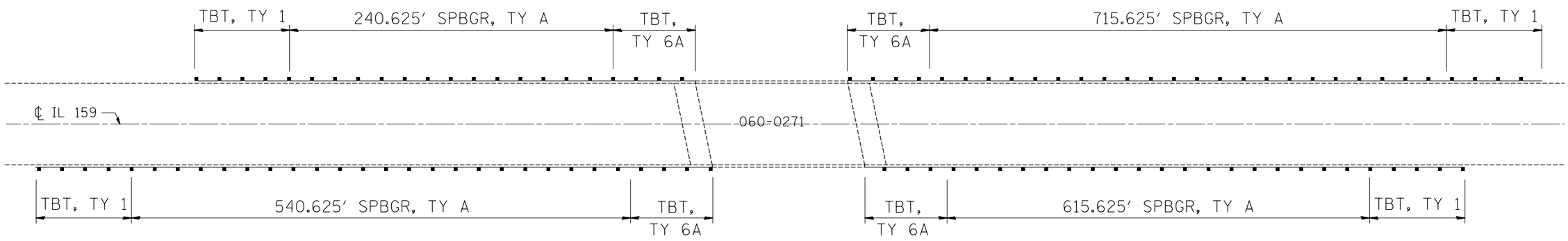
SCALE: NONE | SHEET 3 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	19
		CONTRACT NO. 76G25		
		ILLINOIS FED. AID PROJECT		



= EXISTING GUARDRAIL TO BE REMOVED
2107 FEET

GUARDRAIL REMOVAL
(PLAN VIEW)



PROPOSED GUARDRAIL
(PLAN VIEW)

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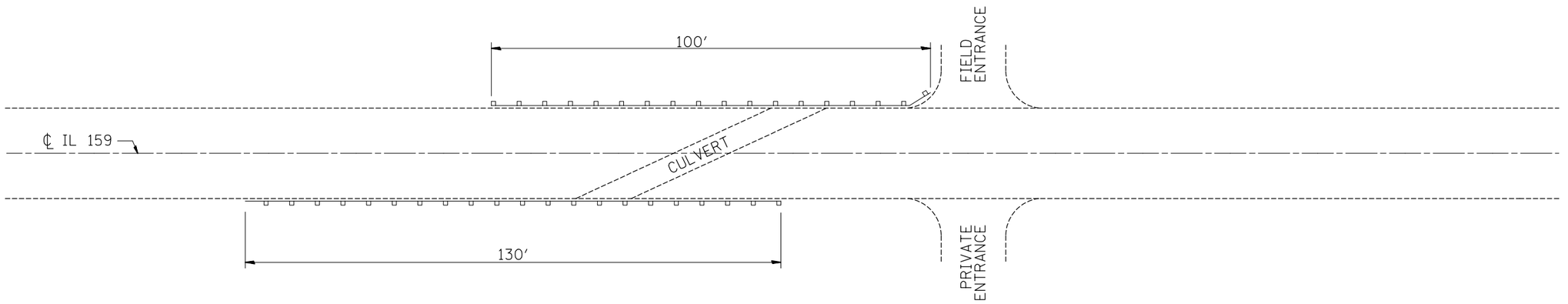
$MODELNAME$	PLOT DATE = 12/10/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL DETAILS
LOCATION #4 STA 689+16

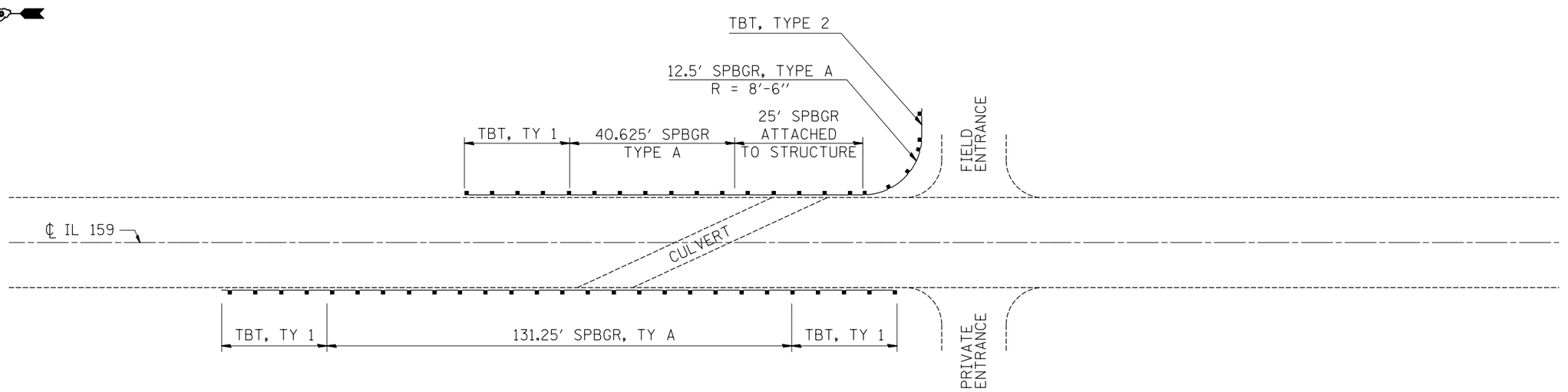
SCALE: NONE | SHEET 4 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	20
		CONTRACT NO. 76G25		
		ILLINOIS	FED. AID PROJECT	



= EXISTING GUARDRAIL TO BE REMOVED
230 FEET

GUARDRAIL REMOVAL
(PLAN VIEW)



PROPOSED GUARDRAIL
(PLAN VIEW)

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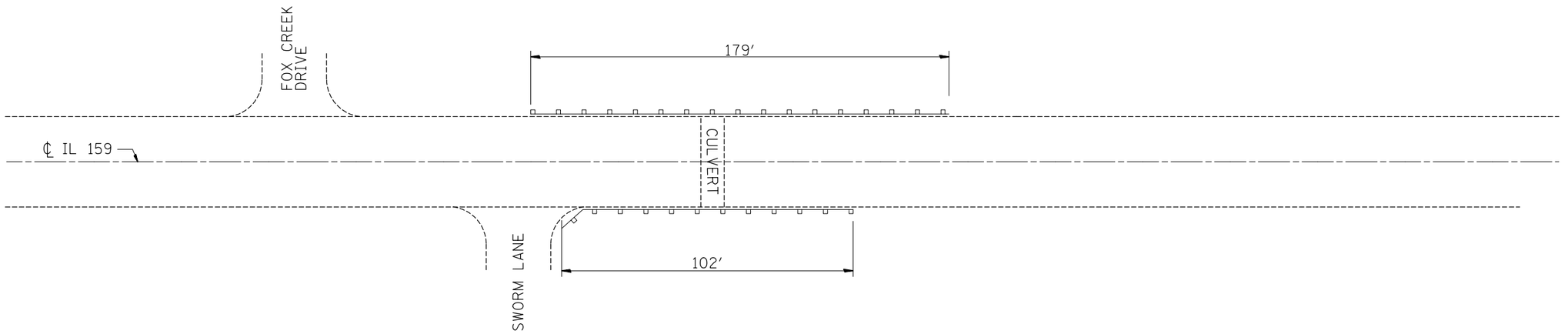
$MODELNAME$	PLOT DATE = 12/10/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL DETAILS
LOCATION #5 APPROX STA 719+00

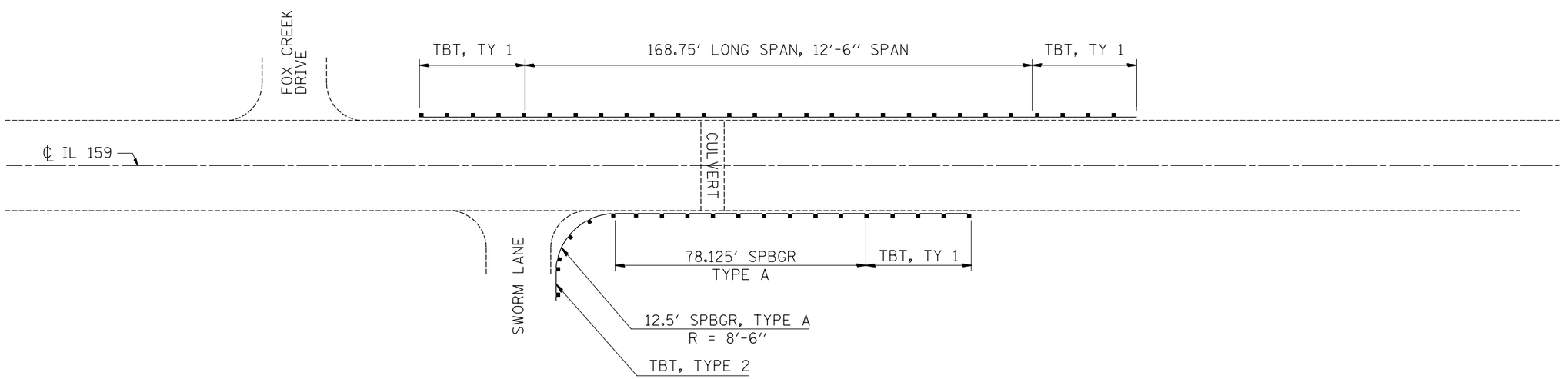
SCALE: NONE | SHEET 5 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	21
		CONTRACT NO. 76G25		
		ILLINOIS FED. AID PROJECT		



= EXISTING GUARDRAIL TO BE REMOVED
281 FEET

GUARDRAIL REMOVAL
(PLAN VIEW)



PROPOSED GUARDRAIL
(PLAN VIEW)

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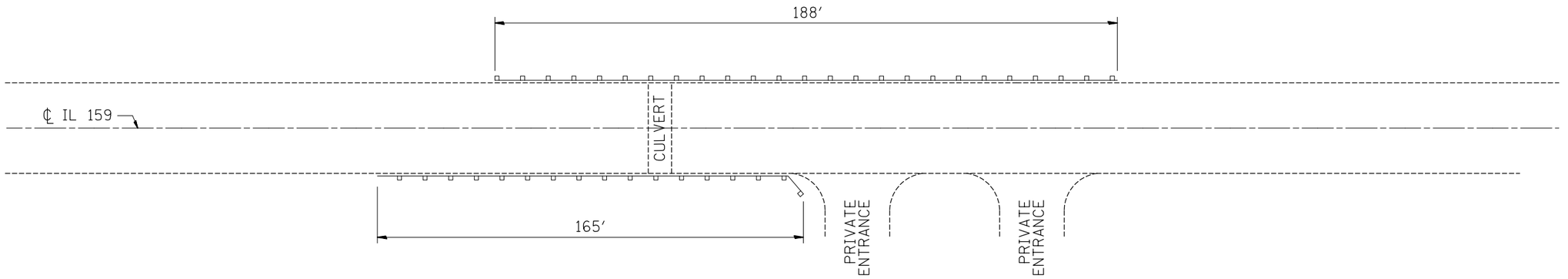
$MODELNAME$	PLOT DATE = 12/10/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL DETAILS
LOCATION #6 APPROX STA 735+00

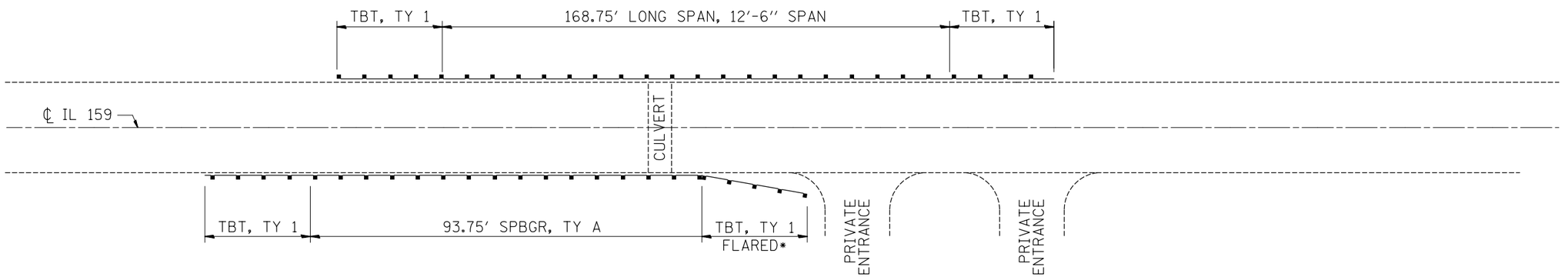
SCALE: NONE | SHEET 6 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	22
		CONTRACT NO. 76G25		
		ILLINOIS FED. AID PROJECT		



= EXISTING GUARDRAIL TO BE REMOVED
353 FEET

GUARDRAIL REMOVAL
(PLAN VIEW)



PROPOSED GUARDRAIL
(PLAN VIEW)

* END SECTION MAY BE SHORTENED 12.5′
IF NECESSARY TO FIT FIELD CONDITIONS.

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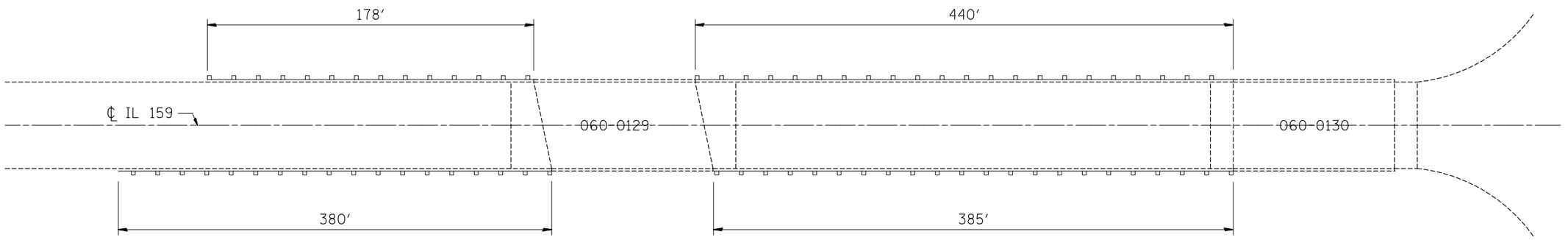
$MODELNAME$	PLOT DATE = 12/10/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL DETAILS
LOCATION #7 APPROX STA 741+00

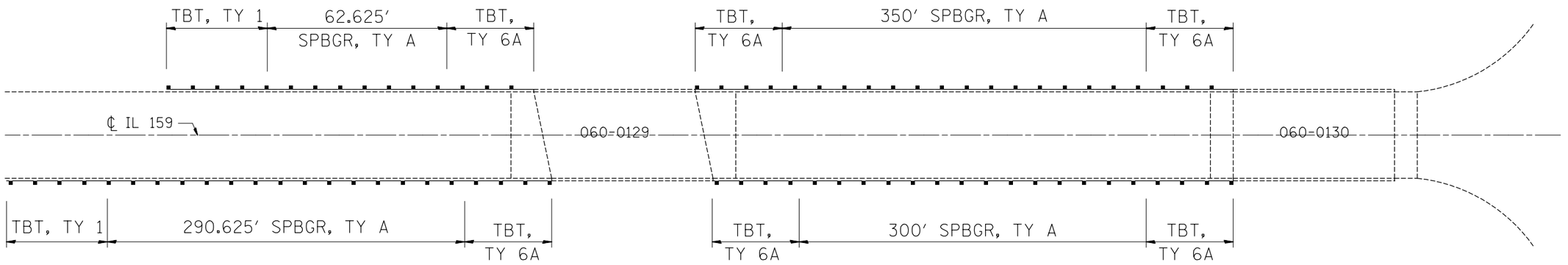
SCALE: NONE | SHEET 7 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	23
		CONTRACT NO. 76G25		
		ILLINOIS FED. AID PROJECT		



= EXISTING GUARDRAIL TO BE REMOVED
1383 FEET

GUARDRAIL REMOVAL
(PLAN VIEW)



PROPOSED GUARDRAIL
(PLAN VIEW)

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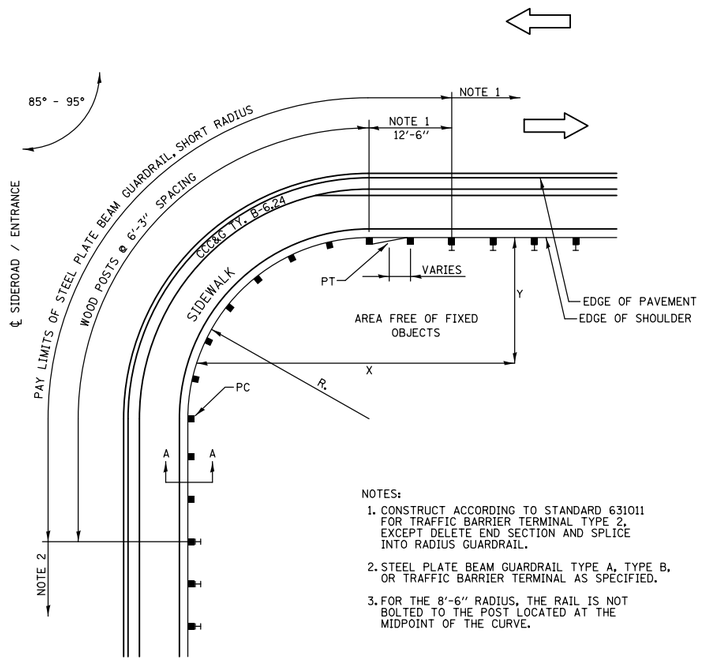
$MODELNAME$	PLOT DATE = 12/10/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL DETAILS
LOCATION #8 APPROX STA 828+00

SCALE: NONE | SHEET 8 OF 9 SHEETS | STA. | TO STA.

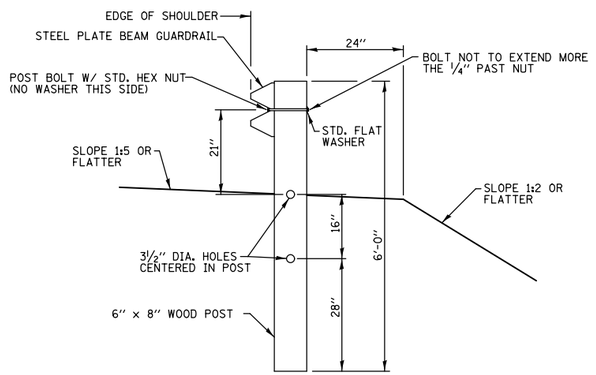
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	24
		CONTRACT NO. 76G25		
	ILLINOIS	FED. AID PROJECT		



PLAN VIEW SHORT RADIUS GUARDRAIL DETAIL

NOT TO SCALE

INSTALLATION CHARACTERISTICS PER DESIGN RADIUS			
R	NO. OF WOOD POSTS	X	Y
8'-6"	5 (NOTE 3)	25'	15'
17'-0"	6	30'	15'
25'-6"	8	40'	20'
35'-0"	11	50'	20'



SECTION A-A

NOT TO SCALE

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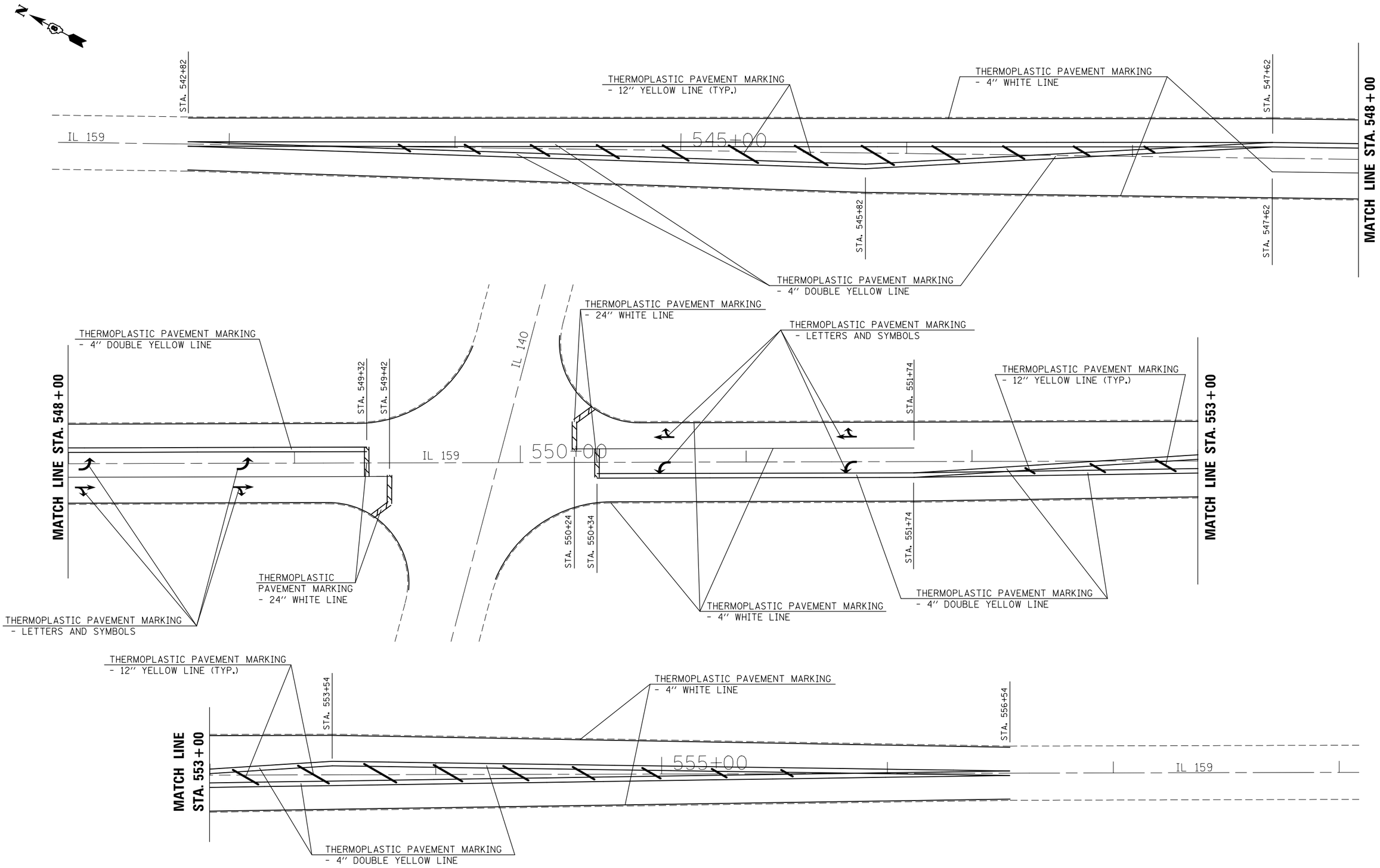
	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED -					604	(103,125)RS-2, 125-BR-2	MADISON	46	25
$MODELNAME$	PLOT DATE = 12/10/2013	CHECKED -	REVISED -							CONTRACT NO. 76G25		
		DATE -	REVISED -		SCALE: NONE	SHEET 9 OF 9 SHEETS	STA. TO STA.		ILLINOIS FED. AID PROJECT			



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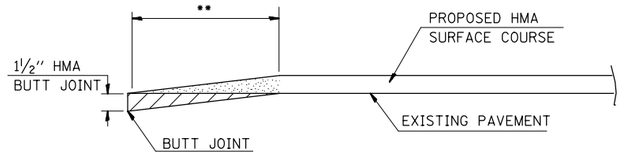
$MODELNAME$	PLOT DATE = 12/10/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING DETAILS

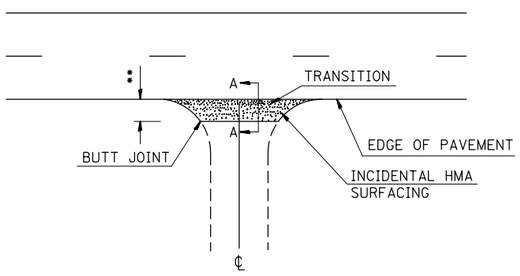
SCALE: 1''=40' | SHEET 1 OF 1 SHEETS | STA. 542+82 TO STA. 558+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	26
		CONTRACT NO. 76G25		
		ILLINOIS FED. AID PROJECT		



TRANSITION DETAIL
SECTION A-A

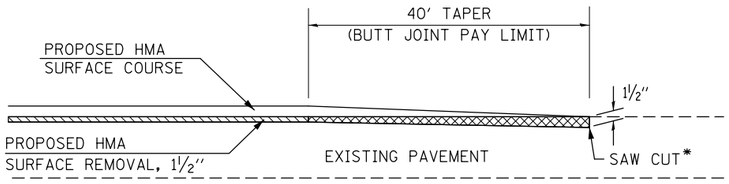
HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT



SIDEROAD DETAIL

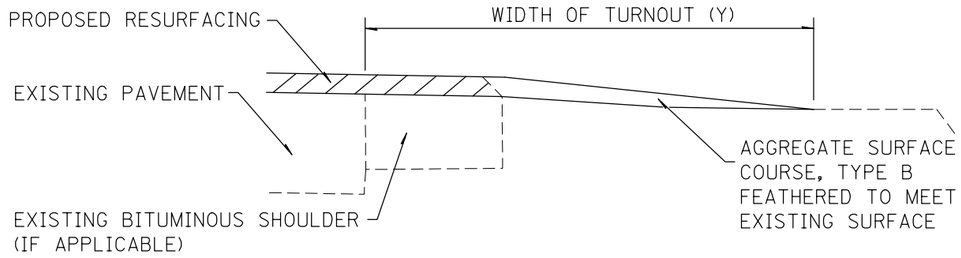
EOP ELEVATION CHANGE	**TOTAL TRANSITION LENGTH
3/4"	3.5'
1"	5'
1-1/2"	7.5'
2"	10'
2-1/2"	12.5'
3"	15'
3-1/2"	17.5'
4"	20'
4-1/2"	22.5'
5"	25'
5-1/2"	27.5'
6"	30'

NOTE:
WHERE THE HMA TRANSITION IS MATCHING INTO AN EXISTING HMA SIDE ROAD SURFACE, A MILLED BUTT JOINT SHALL BE CONSTRUCTED WITHIN THE LIMITS OF THE TOTAL TRANSITION LENGTH ON THE LOCAL ROUTE.



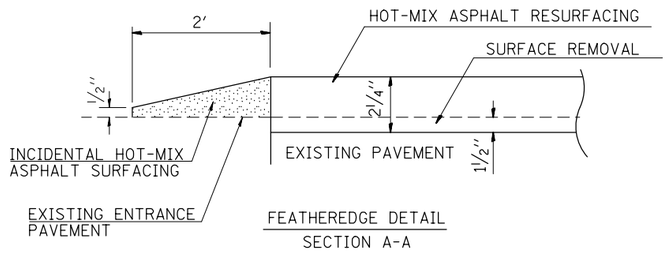
*COST OF SAWCUT TO BE INCLUDED IN HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

JOINT
ELEVATION VIEW
SEE SCHEDULE FOR LOCATIONS

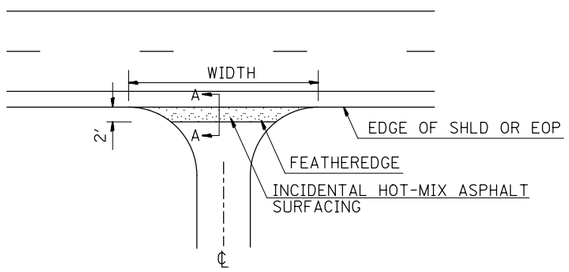


TYPICAL SECTION AT MAILBOX TURNOUT

NOTE: SEE STANDARD 406201 FOR MAILBOX TURNOUT DETAILS



FEATHEREDGE DETAIL
SECTION A-A



ENTRANCE DETAIL

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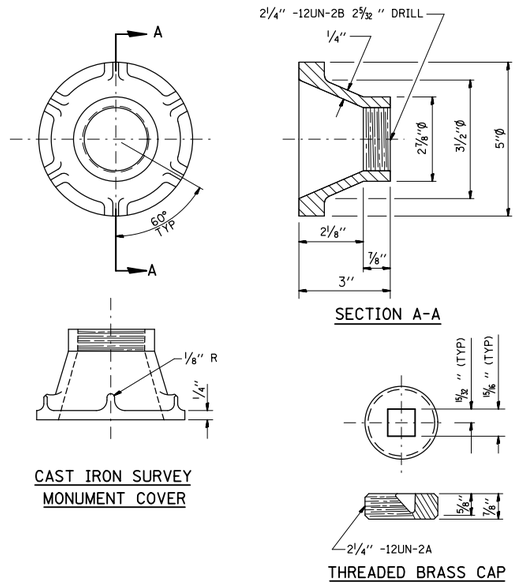
$MODELNAME$	PLOT DATE = 1/17/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	27
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			



SECTION A-A

CAST IRON SURVEY MONUMENT COVER

THREADED BRASS CAP

NOTES:

ALL DIMENSIONS ARE IN INCHES.

ALL RADII ARE ⅜" UNLESS SPECIFIED.

ALL CHAMFERS ARE 45°.

ROUND ALL SHARP EDGES.

USE THREADS AND DIMENSIONS AS SPECIFIED OR EQUIVALENT, WITH THE APPROVAL OF THE ENGINEER

THE SURVEY MONUMENT COVER ASSEMBLY SHOWN IS AN EXAMPLE. OTHER MODELS, SIMILAR IN DESIGN, MAY BE USED WITH THE APPROVAL OF THE ENGINEER

THE THREADS OF THE CAP AND COVER WILL BE COATED WITH PIPE TAPE OR PIPE THREAD COMPOUND PRIOR TO INSTALLATION.

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	PLOT DATE = 1/17/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAST IRON SURVEY MONUMENT COVER

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

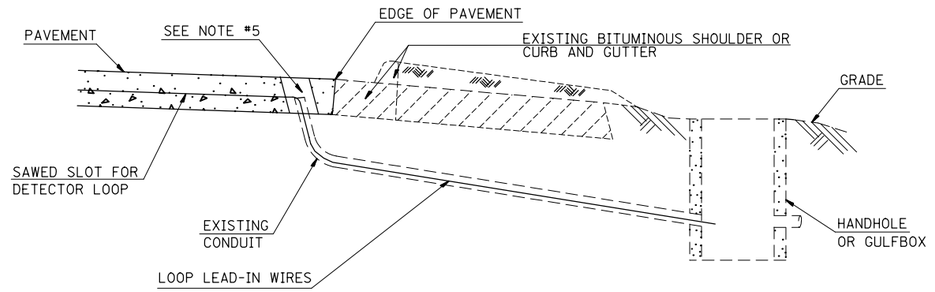
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	27A
		CONTRACT NO. 76G25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTES:

SEE TABLE "DETECTOR LOOP REQUIREMENTS AND CALCULATIONS" FOR LOOP SIZE AND CALCULATED NUMBER OF TURNS.

SEE "DETAIL A" FOR INSTALLING DETECTOR LOOP WIRES IN EXISTING CONDUITS.

SCHEDULE OF QUANTITIES			TOTAL QUANTITIES	IL 159 & IL 140	IL 159 & IL 143
CODE NO	ITEM	UNIT			
~~80300100~~	LOCATING UNDERGROUND CABLE	FOOT	80	70	10
~~88600600~~	DETECTOR LOOP REPLACEMENT	FOOT	1002	975	27



DETAIL A
(NO SCALE)

INSTALLING DETECTOR LOOP WIRES IN EXISTING CONDUIT

1. DRILL OUT PAVEMENT SEALANT AND CLEAN EXISTING CONDUIT.
2. REMOVE EXISTING DETECTOR LOOP WIRES TO HANDHOLE OR GULFBOX.
3. INSTALL NEW LOOP LEAD-IN WIRES IN EXISTING CONDUIT.
4. SPLICE NEW DETECTOR LOOP WIRES TO EXISTING LOOP LEAD-IN CABLE IN HANDHOLE OR GULFBOX.
5. FILL HOLE WITH APPROVED SEALER. PREVENT SEALER FROM ENTERING INTO CONDUIT.
6. LOCATING UNDERGROUND CABLE WILL BE PAID FOR SEPARATELY.

NOT A PAY ITEM. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "DETECTOR LOOP REPLACEMENT"

DETECTOR LOOP REPLACEMENT LEGEND

- EX. HANDHOLE
- EX. DETECTOR LOOP
- EX. TRAFFIC SIGNAL CONTROLLER
- EXISTING CONDUIT
- PROPOSED DETECTOR LOOP

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	PLOT DATE = 12/10/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
GENERAL NOTES, SCHEDULE OF QUANTITIES, DETAIL AND LEGEND

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	28
		CONTRACT NO. 76G25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

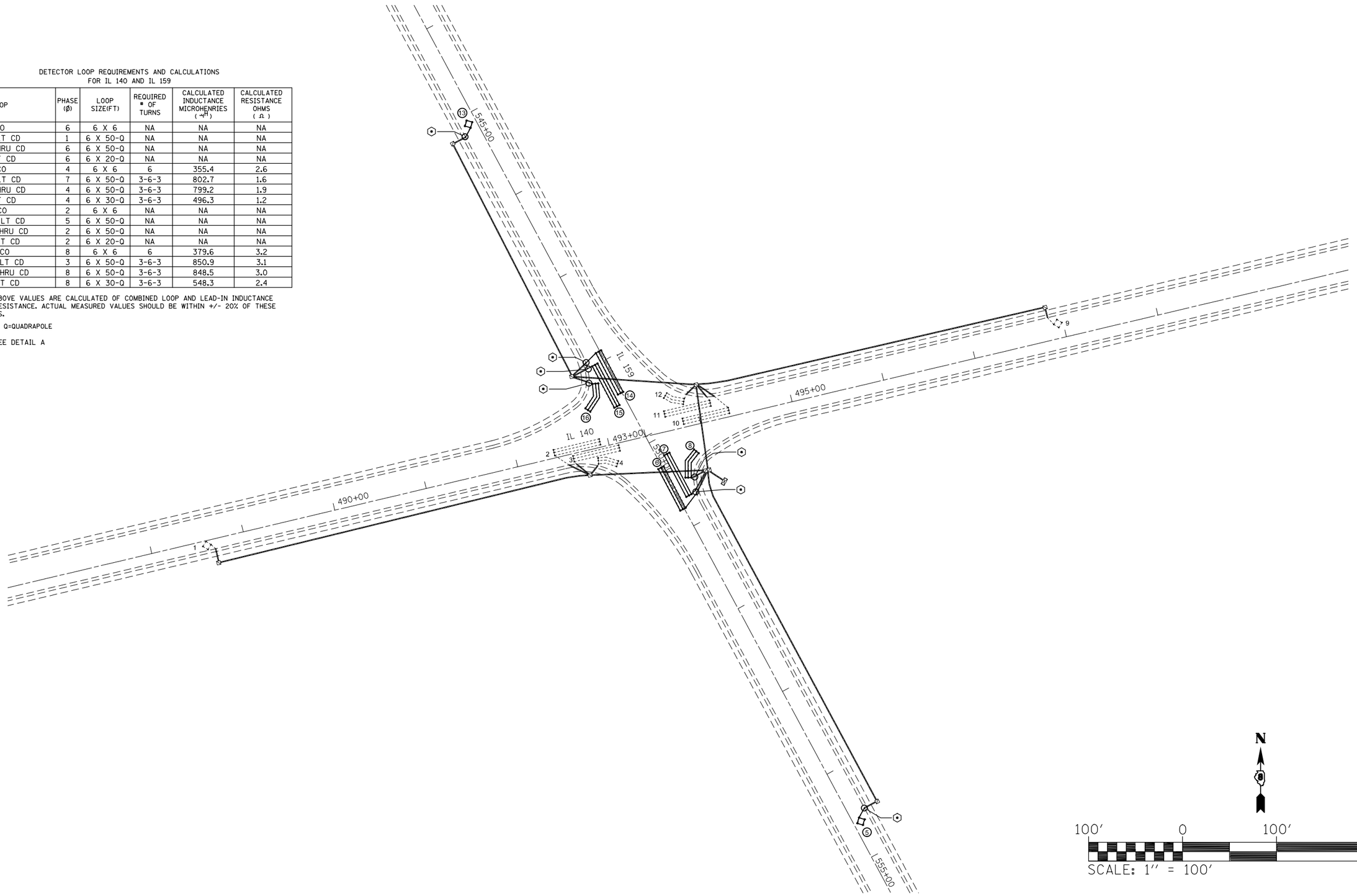
DETECTOR LOOP REQUIREMENTS AND CALCULATIONS
FOR IL 140 AND IL 159

LOOP	PHASE (ϕ)	LOOP SIZE(FT)	REQUIRED # OF TURNS	CALCULATED INDUCTANCE MICROHENRIES (μH)	CALCULATED RESISTANCE OHMS (Ω)
1.EB CCO	6	6 X 6	NA	NA	NA
2.EB LT CD	1	6 X 50-Q	NA	NA	NA
3.EB THRU CD	6	6 X 50-Q	NA	NA	NA
4.EB RT CD	6	6 X 20-Q	NA	NA	NA
5.NB CCO	4	6 X 6	6	355.4	2.6
6.NB LT CD	7	6 X 50-Q	3-6-3	802.7	1.6
7.NB THRU CD	4	6 X 50-Q	3-6-3	799.2	1.9
8.NB RT CD	4	6 X 30-Q	3-6-3	496.3	1.2
9.WB CCO	2	6 X 6	NA	NA	NA
10.WB LT CD	5	6 X 50-Q	NA	NA	NA
11.WB THRU CD	2	6 X 50-Q	NA	NA	NA
12.WB RT CD	2	6 X 20-Q	NA	NA	NA
13.SB CCO	8	6 X 6	6	379.6	3.2
14.SB LT CD	3	6 X 50-Q	3-6-3	850.9	3.1
15.SB THRU CD	8	6 X 50-Q	3-6-3	848.5	3.0
16.SB RT CD	8	6 X 30-Q	3-6-3	548.3	2.4

THE ABOVE VALUES ARE CALCULATED OF COMBINED LOOP AND LEAD-IN INDUCTANCE AND RESISTANCE. ACTUAL MEASURED VALUES SHOULD BE WITHIN +/- 20% OF THESE VALUES.

Q=QUADRAPOLE

⬡ =SEE DETAIL A



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	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/10/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
IL 159 AND IL 140

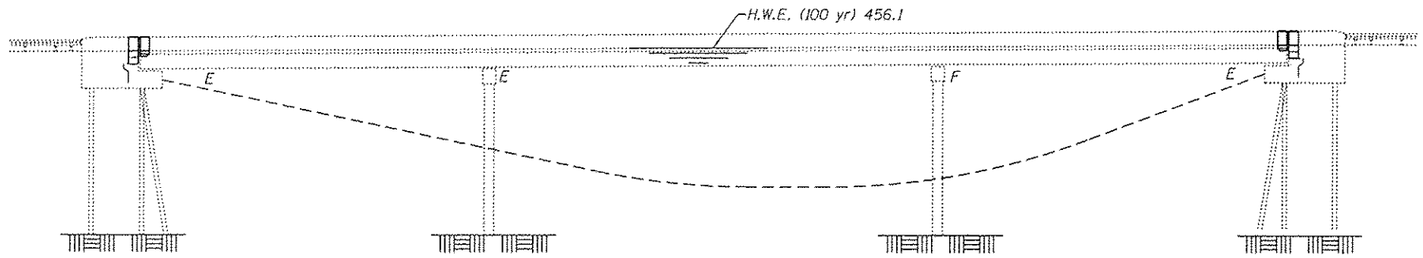
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	29
		CONTRACT NO. 76G25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

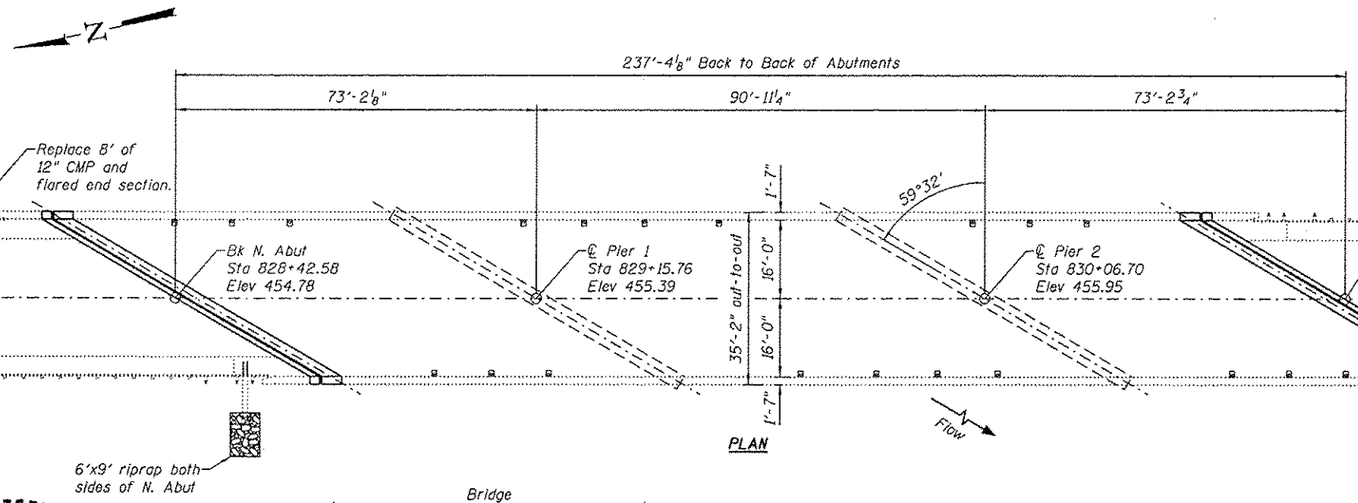
Existing Structure: Built 1937 as a 3 span continuous wide flange, supported on pile bent abutments and piers.

In 1983 the superstructure was replaced with a new 3 span wide flange superstructure.

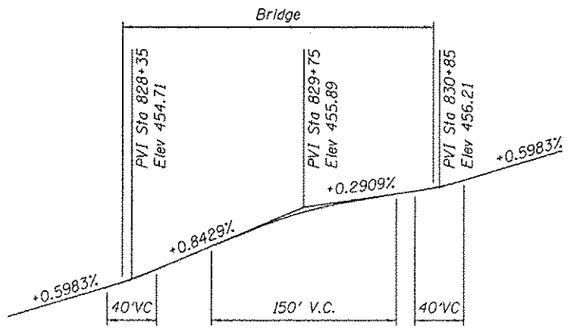
The abutment joints shall be replaced, and the deck shall be patched and overlayed with HMA.



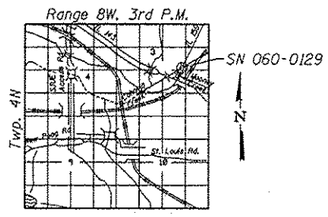
ELEVATION



PLAN



PROFILE GRADE



LOCATION SKETCH

LICENSED STRUCTURAL ENGINEER
DAVID CARL PUZEY
081-005470
SPRINGFIELD ILLINOIS
STATE OF ILLINOIS

Expires 11/30/14

GENERAL NOTES

Reinforcement bars designated (E) shall be 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.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding $\frac{1}{4}$ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished based at the unit price bid for the work.

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.

The quantity for protective coat is for the top and inside surfaces of the parapets and wingwalls, The quantities for full depth and partial depth deck slab repair are estimated from a visual deck survey.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Dumped Riprap, Class A4	Sq. Yd.	12
HMA Surface Course, Mix "D", N70	Ton	56
Concrete Removal	Cu. Yd.	23.4
Concrete Superstructure	Cu. Yd.	25.7
Protective Coat	Sq. Yd.	204
Reinforcement Bars, Epoxy Coated	Pound	2460
Bar Splicers	Each	28
Preformed Joint Strip Seal	Foot	131
Waterproofing Membrane System	Sq. Yd.	798
Pipe Culvert Removal	Foot	8
Metal End Section	Each	1
Pipe Culvert, Class D, Type I, 12"	Foot	8
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	50
Deck Slab repair (Partial Depth)	Sq. Yd.	50

DESIGNED -	J. Uehle
CHECKED -	S. Ryan
DRAWN -	J. Uehle
CHECKED -	S. Ryan

EXAMINED

ENGINEER OF STRUCTURAL SERVICES

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

DATE - 2/14/14

REVISED

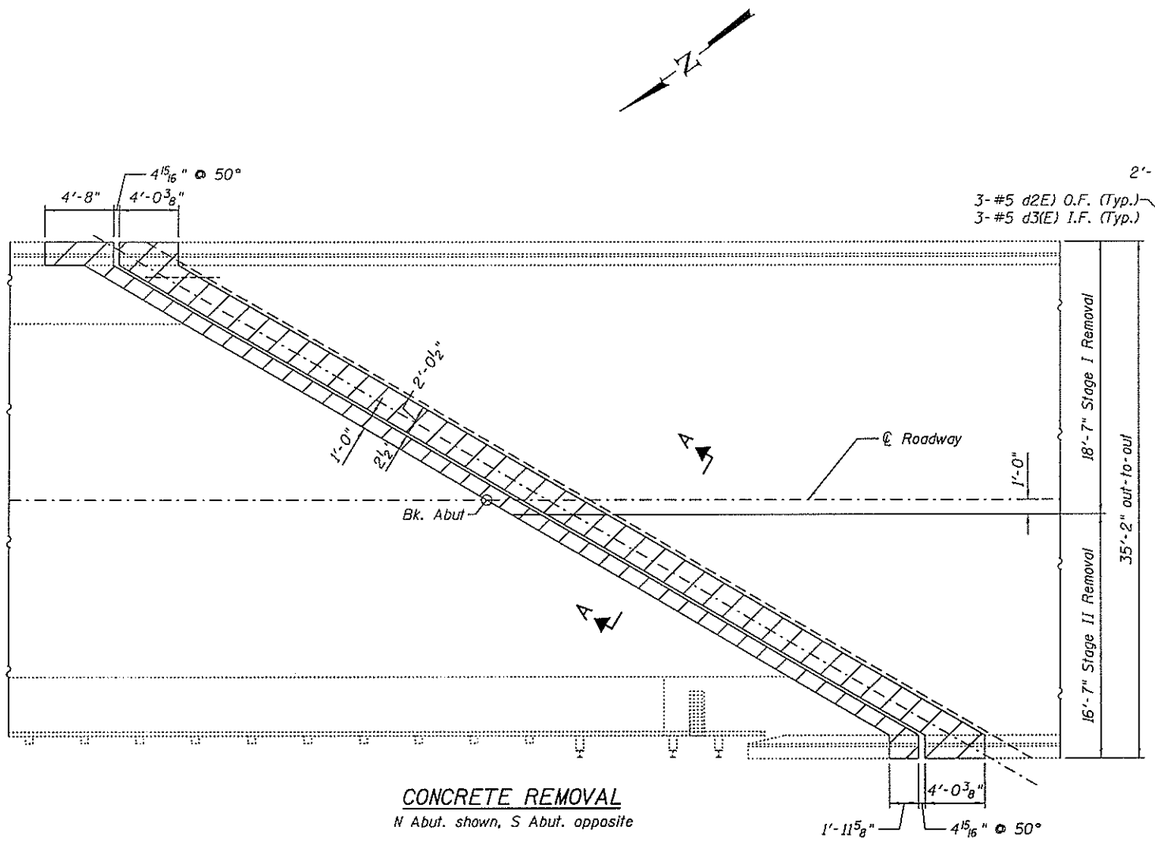
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND ELEVATION
IL 159 over Cahokia Creek
SN 060-0129

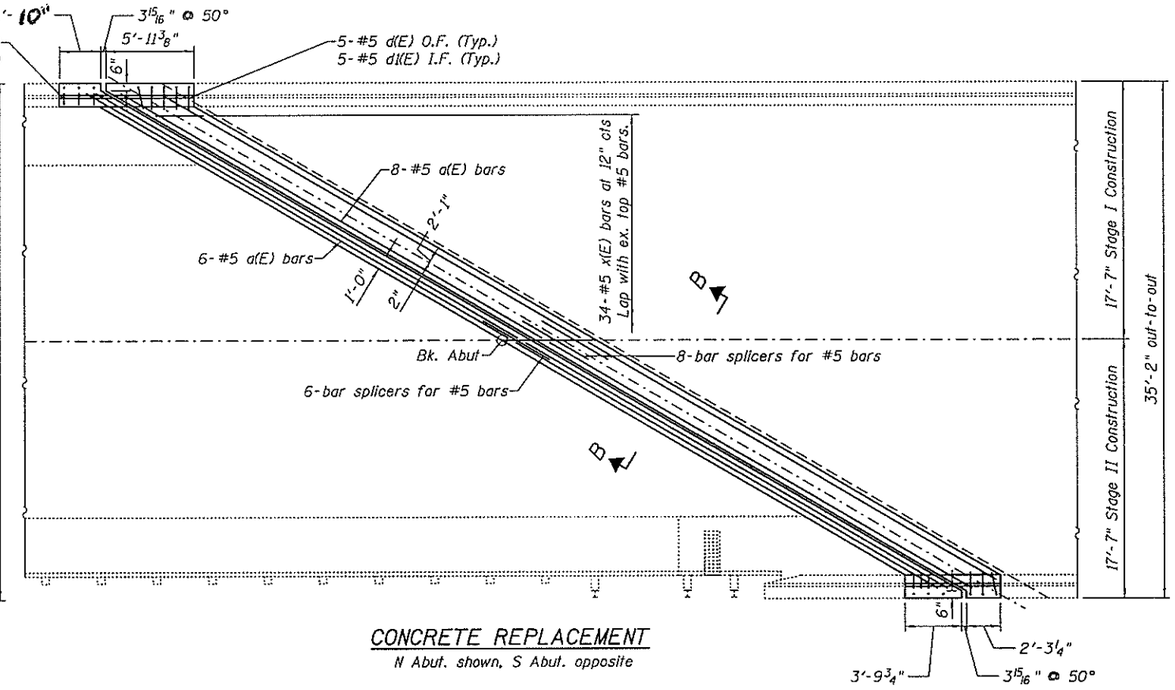
SHEET NO. 1 OF 6 SHEETS

F.A.P.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	Madison	46	31
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			



CONCRETE REMOVAL

N Abut. shown, S Abut. opposite

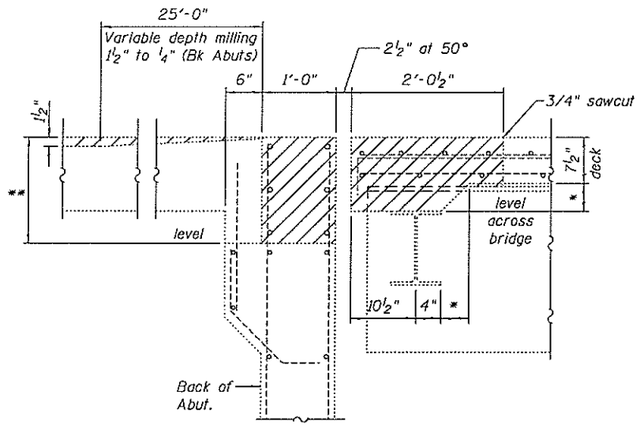


CONCRETE REPLACEMENT

N Abut. shown, S Abut. opposite

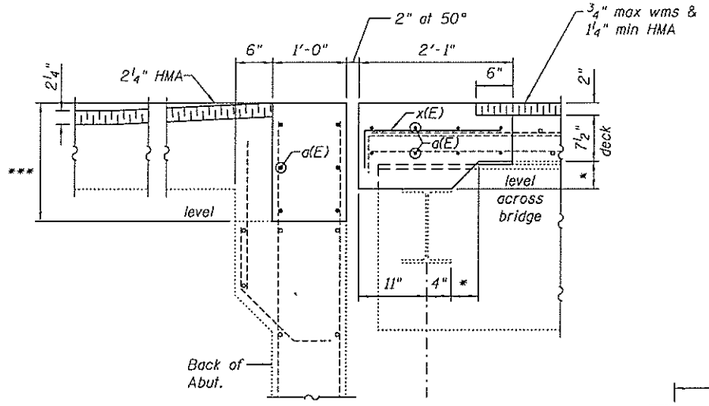
See sheet 3 of 6 for Sections A-A and B-B.

DESIGNED - J. Uehle	EXAMINED		DATE - 2/28/14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE REPLACEMENT AT ABUTMENTS SN 060-0129	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - S. Ryan		ENGINEER OF STRUCTURAL SERVICES				604	(103,125)RS-2, 125-BR-2	MADISON	46	32
DRAWN - J. Uehle	PASSED		REVISED		SHEET NO. 2 OF 6 SHEETS			CONTRACT NO. 76G25		
CHECKED - S. Ryan		ENGINEER OF BRIDGES AND STRUCTURES	REVISED					ILLINOIS FED. AID PROJECT		



SECTION A-A

At right ℄'s to abutment



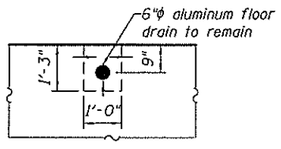
SECTION B-B

At right ℄'s to abutment

* N. Abut varies 4 1/4" (Bm1) to 10" (Bm 4) to 9 1/4" (Bm 7)
S. Abut varies 4 1/4" (Bm1) to 8 3/4" (Bm 4) to 7" (Bm 7)

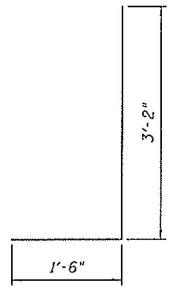
** N. Abut varies 21" (W gutter) to 21 3/4" (℄) to 16" (E gutter)
S. Abut varies 18 1/2" (W gutter) to 20" (℄) to 16" (E gutter)

*** N. Abut varies 23" (W gutter) to 23 3/4" (℄) to 18" (E gutter)
S. Abut varies 20 1/2" (W gutter) to 22" (℄) to 18" (E gutter)

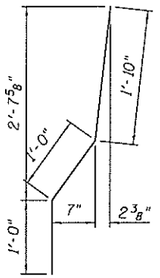


DRAIN DETAIL

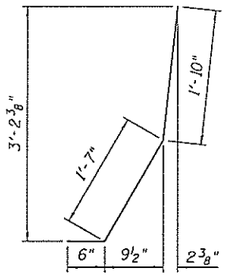
Slope to drain with 1" minimum HMA at drains



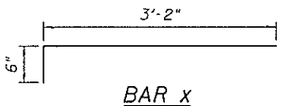
BAR d



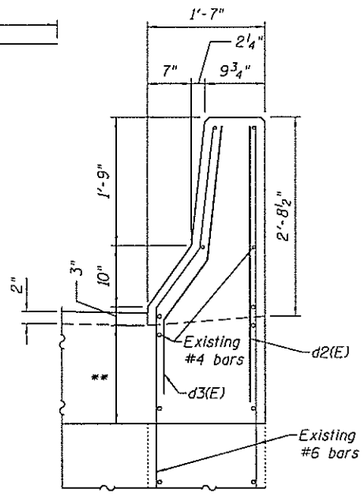
BAR d3



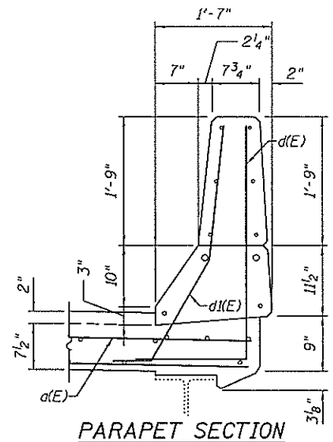
BAR d1



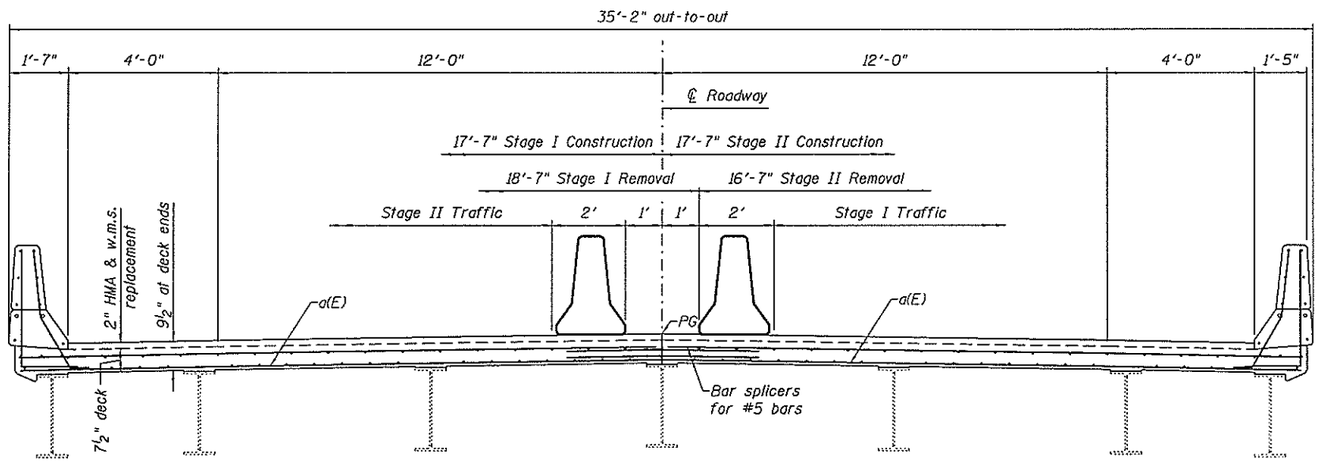
BAR x



WINGWALL SECTION

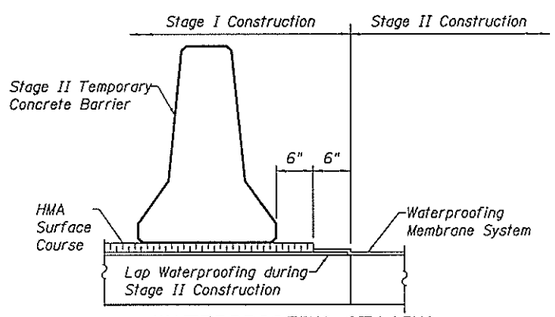


PARAPET SECTION



DECK CROSS SECTION

Looking South



WATERPROOFING STAGING

Looking South

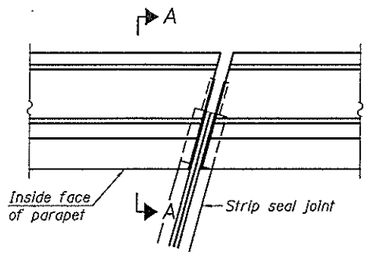
BOTH ABUTMENTS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	56	#5	33'-0"	straight
d(E)	20	#5	4'-8"	J
d_1(E)	20	#5	3'-11"	J
d_2(E)	12	#5	3'-9"	straight
d_3(E)	12	#5	3'-10"	L
x(E)	68	#5	3'-8"	L
Reinforcement Bars, Epoxy Coated			Pound	2460
Concrete Superstructure			Cu. Yds.	25.7
Concrete Removal			Cu. Yds.	23.4

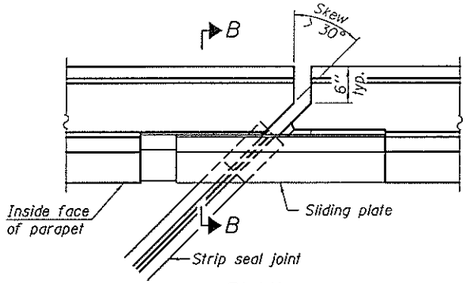
DESIGNED - J. Uehle	EXAMINED	DATE - 2/28/14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - S. Ryan	ENGINEER OF STRUCTURAL SERVICES		
DRAWN - J. Uehle	PASSED	REVISED	
CHECKED - S. Ryan	ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

CONCRETE REPLACEMENT AT ABUTMENTS
SN 060-0129
SHEET NO. 3 OF 6 SHEETS

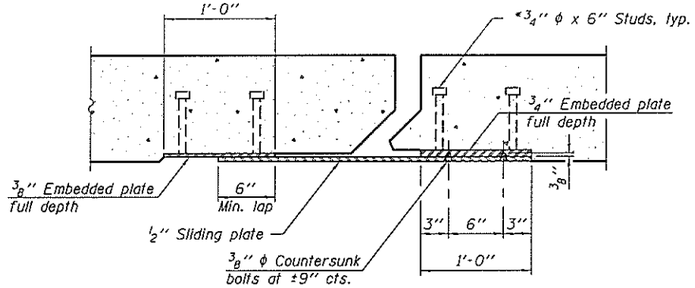
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	33
		CONTRACT NO. 76G25		
	ILLINOIS	FED. AID PROJECT		



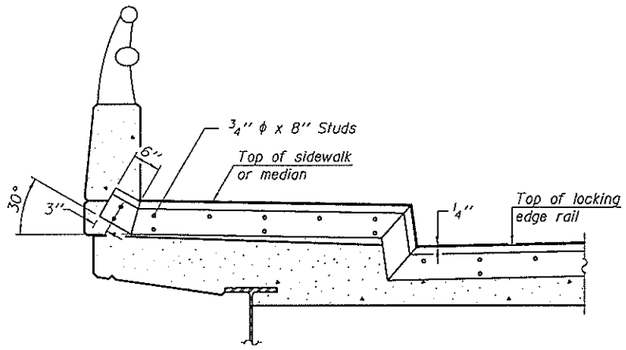
PLAN
(For skews ≤ 30°)



PLAN
(For skews > 30°)
Showing point block

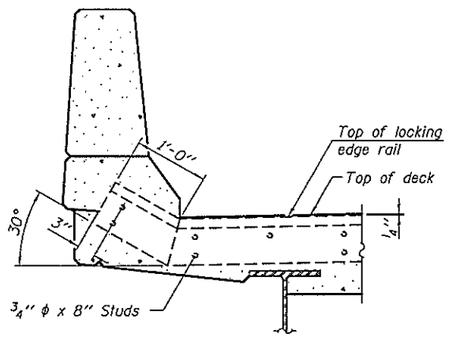


SECTION C-C

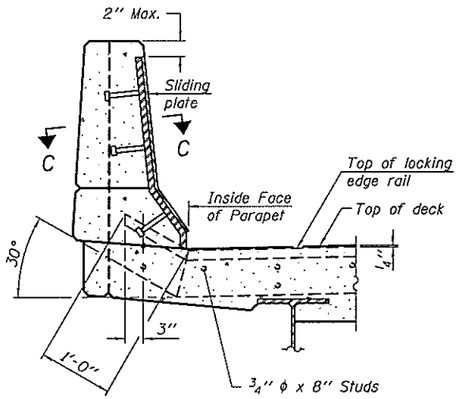


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

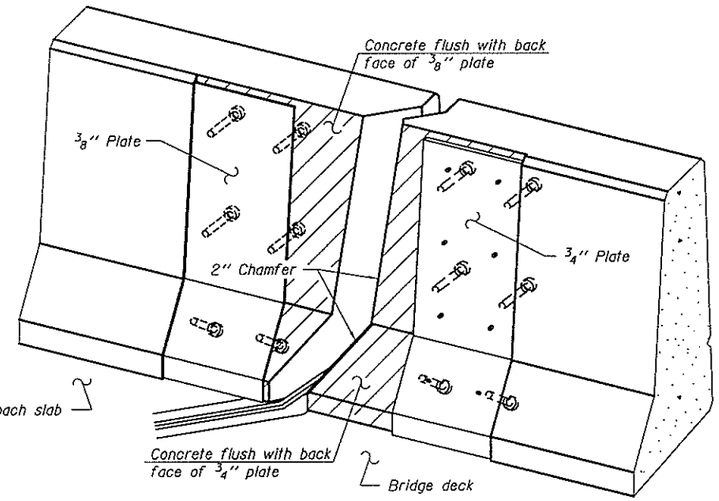
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



SECTION A-A



SECTION B-B



TRIMETRIC VIEW
(Showing back plates only)

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.

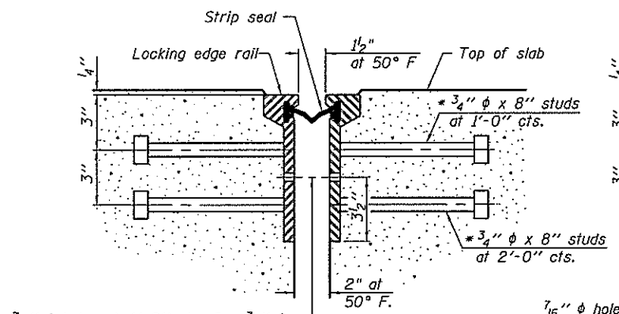
The manufacturer's recommended installation methods shall be followed.

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.

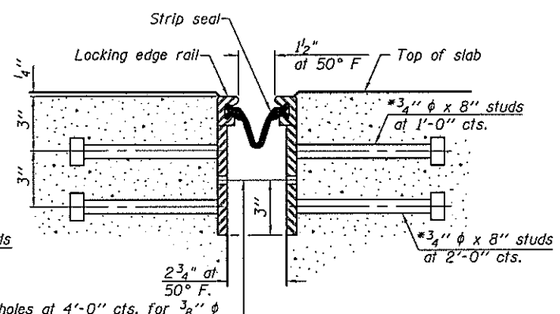
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.

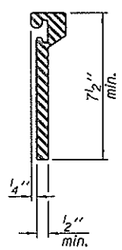


SECTION THRU ROLLED RAIL JOINT

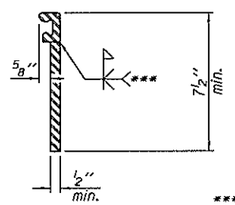


SECTION THRU WELDED RAIL JOINT

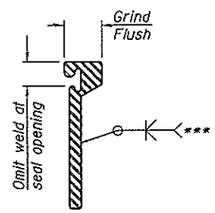
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



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.

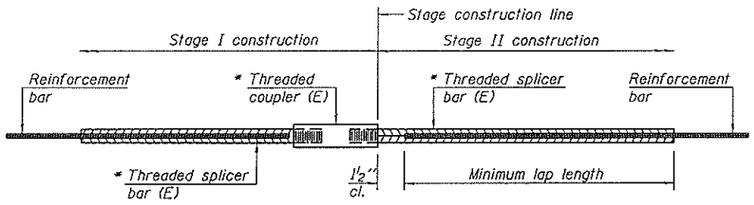
LOCKING EDGE RAILS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	131

EJ-SSJ 1-27-12

DESIGNED - J. Uehle	EXAMINED	DATE - 2/28/2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PREFORMED JOINT STRIP SEAL STRUCTURE NO. 060-0129	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - S. Ryan	ENGINEER OF STRUCTURAL SERVICES				604	(103,125)RS-2, 125-BR-2	MADISON	46	34
DRAWN - J. Uehle	PASSED	REVISED					CONTRACT NO. 76G25		
CHECKED - S. Ryan	ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 4 OF 6 SHEETS			ILLINOIS FED. AID PROJECT		



STANDARD BAR SPLICER ASSEMBLY

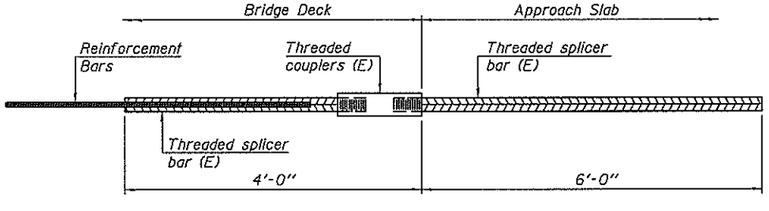
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"	6'-5"	6'-10"	7'-9"	8'-7"	9'-8"

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C
Table 5: Epoxy bar, Class C
Table 6: Epoxy bar, Top bar top, Class C

Threaded splicer bar length = min. lap length + 1½" + thread length

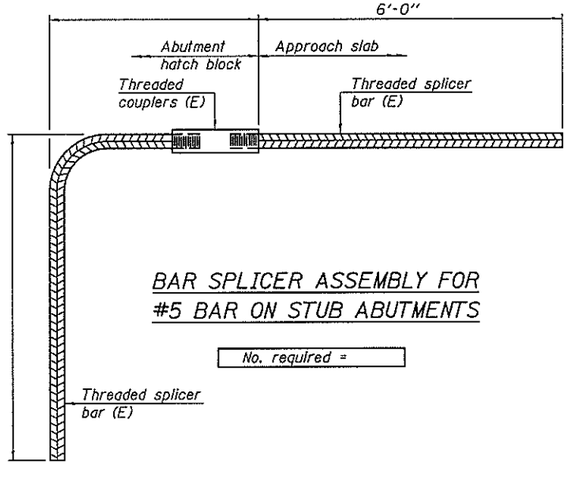
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Abutment Mudwalls	#5	12	Table 3
Deck Ends	#5	16	Table 3



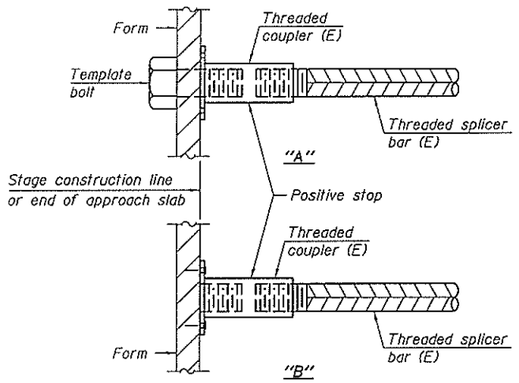
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



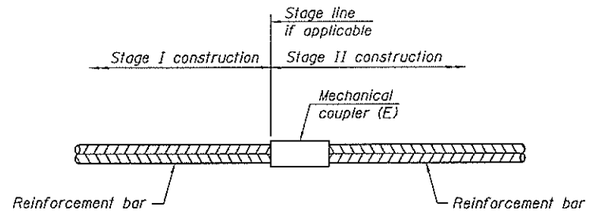
BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =



INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

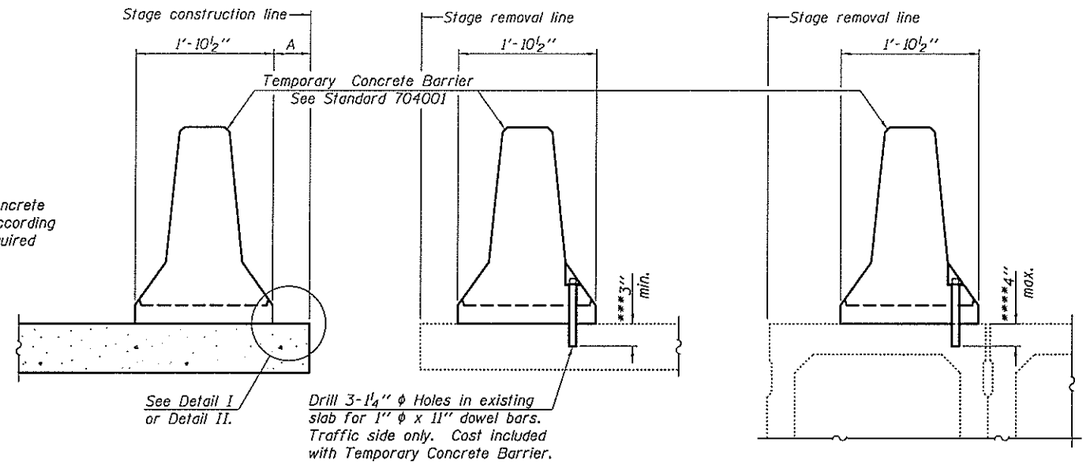
BSD-1 1-27-12

DESIGNED - J. Uehle	EXAMINED	DATE - 2/28/2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - C. Sanders	ENGINEER OF STRUCTURAL SERVICES		
DRAWN - J. Uehle	PASSED	REVISED	
CHECKED - C. Sanders	ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 060-0129
SHEET NO. 5 OF 6 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	35
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



NEW SLAB | EXISTING SLAB | EXISTING DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel ℄ to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel ℄ to the concrete slab or concrete wearing surface with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

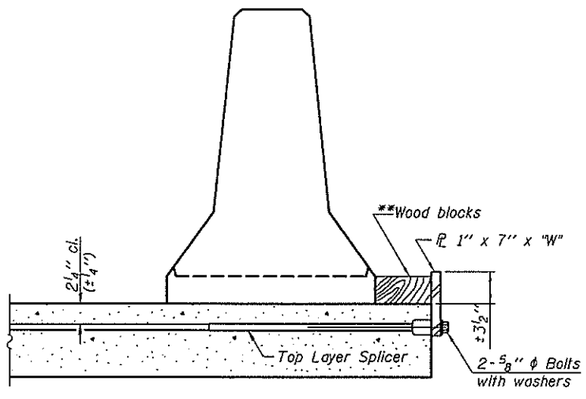
Cost of anchorage is included with Temporary Concrete Barrier.

The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

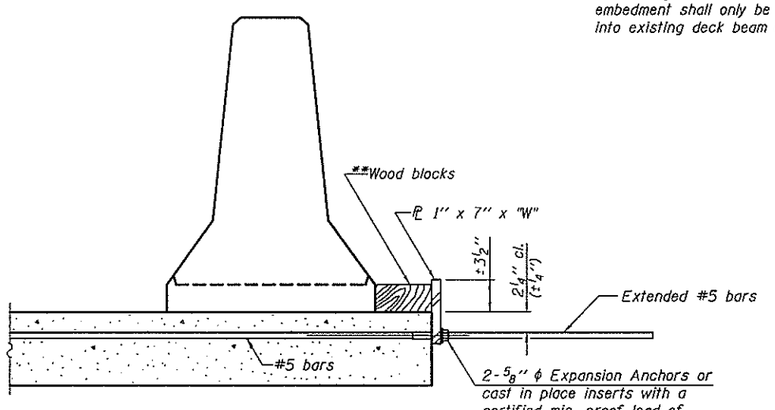
SECTIONS THRU SLAB OR DECK BEAM

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



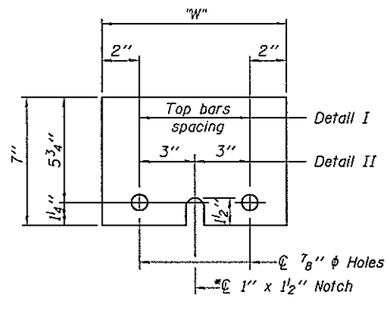
DETAIL I



DETAIL II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"



STEEL RETAINER ℄ 1" x 7" x "W"

* Required only with Detail II

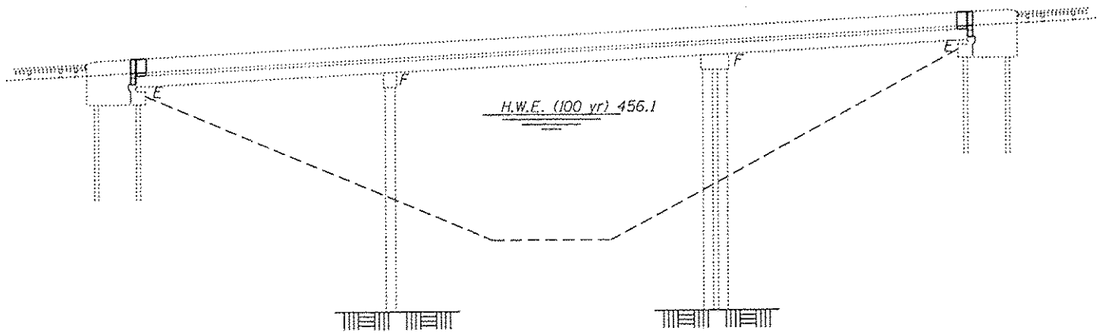
R-27 7-1-10

DESIGNED - J. Uehle	EXAMINED		DATE - 2/28/2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 060-0129	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - S. Ryan	ENGINEER OF STRUCTURAL SERVICES					604	(103,125)RS-2, 125-BR-2	MADISON	46	36
DRAWN - J. Uehle	PASSED		REVISED					CONTRACT NO. 76G25		
CHECKED - S. Ryan	ENGINEER OF BRIDGES AND STRUCTURES		REVISED		SHEET NO. 6 OF 6 SHEETS			ILLINOIS FED. AID PROJECT		

Existing Structure: Built 1937 as a 3 span continuous wide flange.
supported on pile bent abutments and piers.

In 1983 the superstructure was replaced with a new 3 span wide flange superstructure.

The abutment joints shall be replaced, and the deck shall be patched and overlayed with HMA.



ELEVATION

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

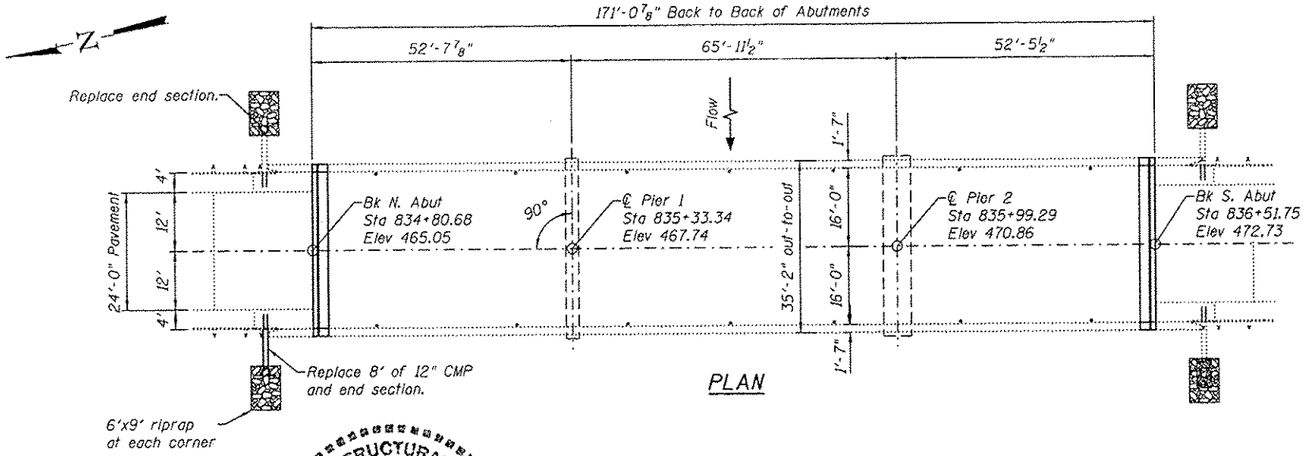
Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding $\frac{1}{4}$ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

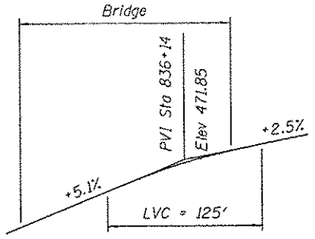
Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished based at the unit price bid for the work.

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.

The quantity for protective coat is for the top and inside surfaces of the parapets and wingwalls. The quantities for full depth and partial depth deck slab repair are estimated from a visual deck survey.



PLAN



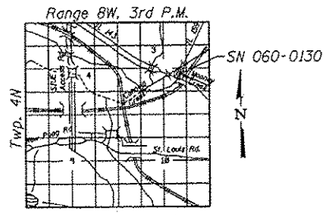
PROFILE GRADE

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Dumped Riprap, Class A4	Sq. Yd.	24
HMA Surface Course, Mix "D", N70	Ton	41
Concrete Removal	Cu. Yd.	10.1
Concrete Superstructure	Cu. Yd.	11.0
Protective Coat	Sq. Yd.	165
Reinforcement Bars, Epoxy Coated	Pound	1170
Bar Splicers	Each	28
Preformed Joint Strip Seal	Foot	68.0
Waterproofing Membrane System	Sq. Yd.	589
Pipe Culvert Removal	Foot	8
Metal End Section	Each	2
Pipe Culvert, Class D, Type 1, 12"	Foot	8
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	50
Deck Slab Repair (Partial Depth)	Sq. Yd.	50

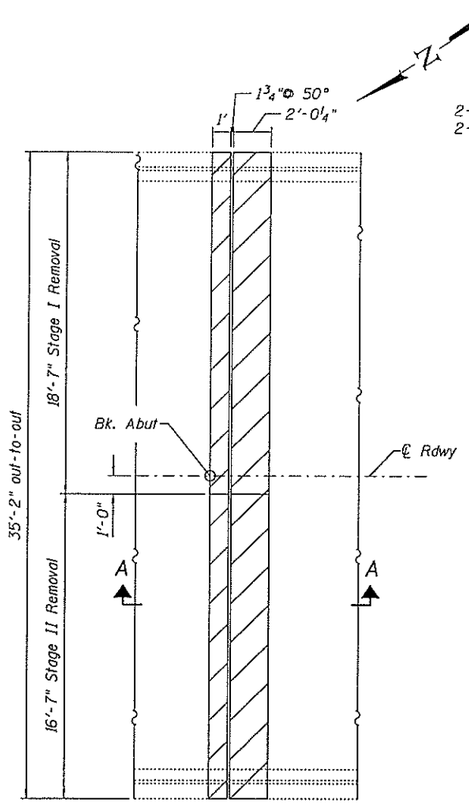
LICENSED STRUCTURAL ENGINEER
DAVID CARL PUZEY
081-005470
SPRINGFIELD ILLINOIS
STATE OF ILLINOIS

Expires 11/30/14



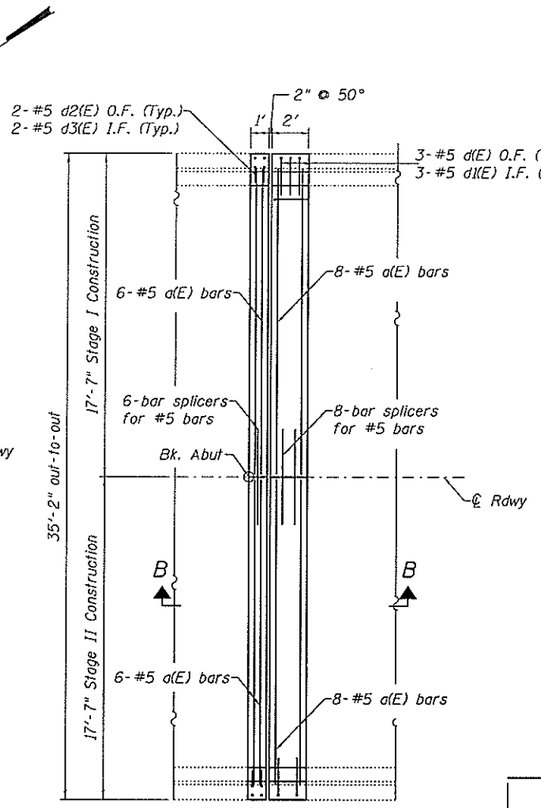
LOCATION SKETCH

DESIGNED - J. Uehle	EXAMINED	DATE - 2/14/14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND ELEVATION IL 159 over Mooney Creek SN 060-0130	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - S. Ryan	ENGINEER OF STRUCTURAL SERVICES	REVISED			604	(103,125)RS-2, 125-BR-2	Madison	46	37
DRAWN - J. Uehle	PASSED	REVISED		SHEET NO. 1 OF 5 SHEETS			CONTRACT NO. 76G25		
CHECKED - S. Ryan	ENGINEER OF BRIDGES AND STRUCTURES						ILLINOIS FED. AID PROJECT		



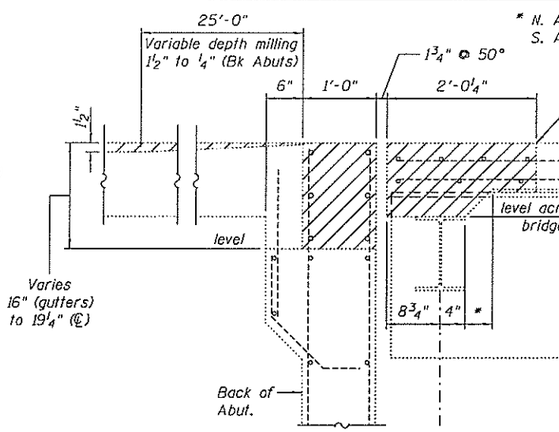
CONCRETE REMOVAL

N Abut. shown, S Abut. opposite

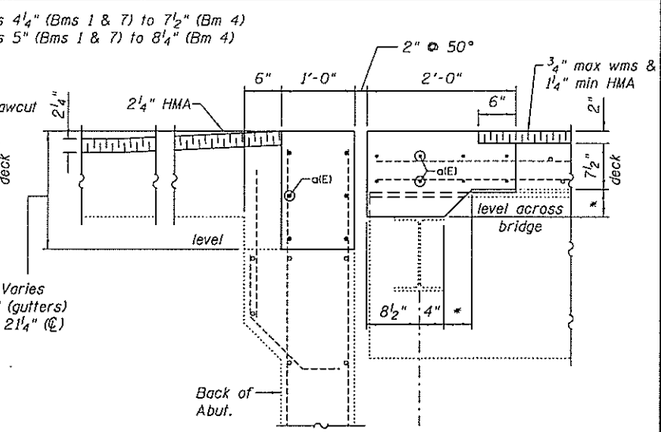


CONCRETE REPLACEMENT

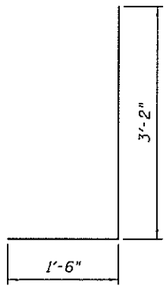
N Abut. shown, S Abut. opposite



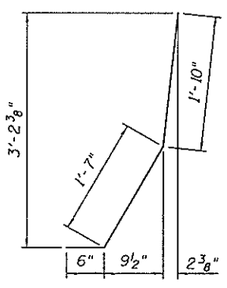
SECTION A-A



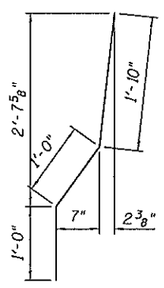
SECTION B-B



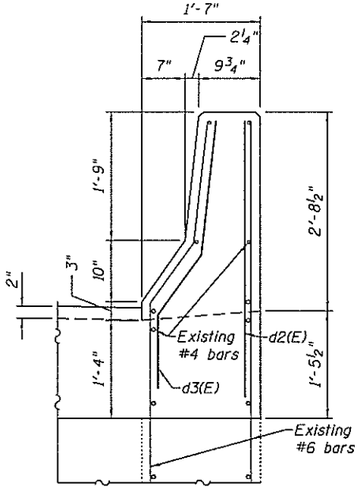
BAR d



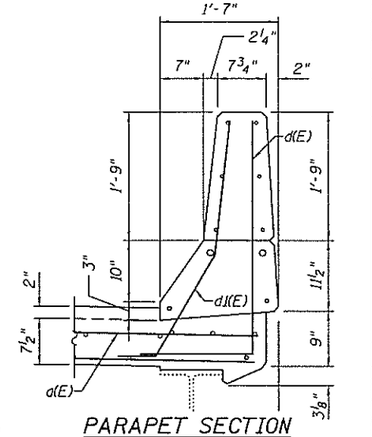
BAR d1



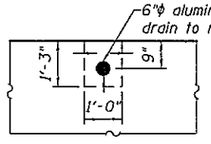
BAR d3



WINGWALL SECTION

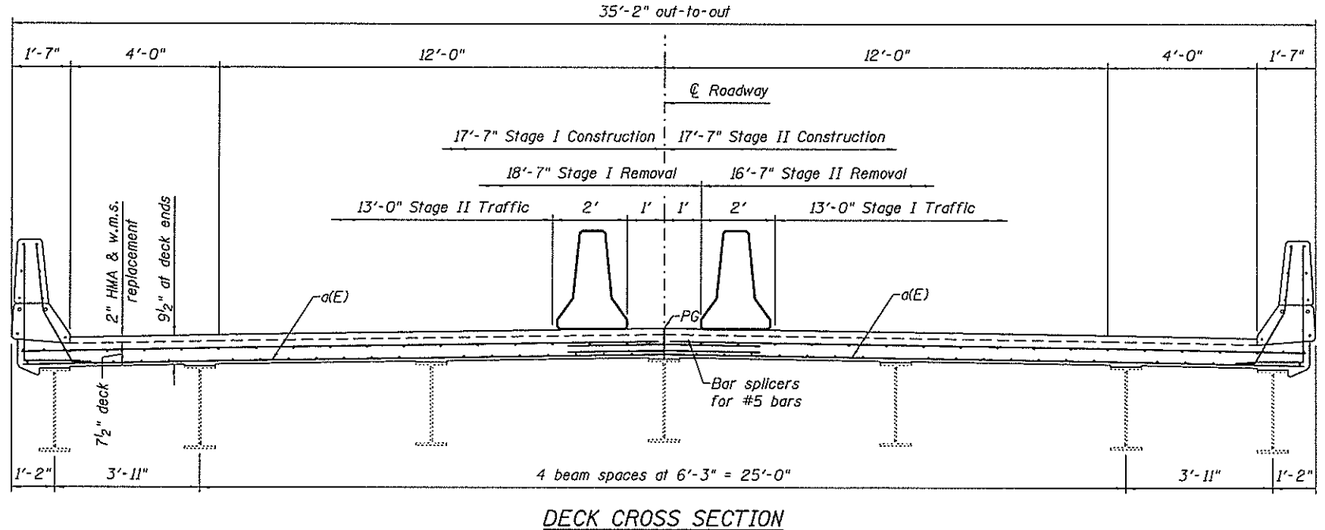


PARAPET SECTION



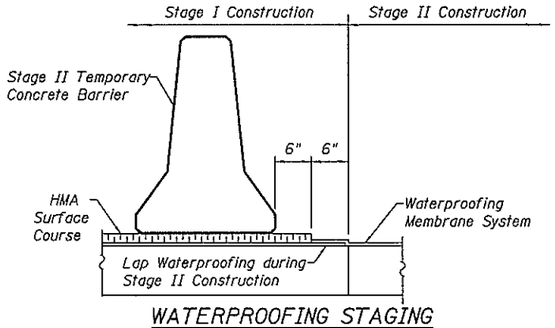
DRAIN DETAIL

Slope to drain with 1" minimum HMA at drains



DECK CROSS SECTION

Looking South



WATERPROOFING STAGING

Looking South

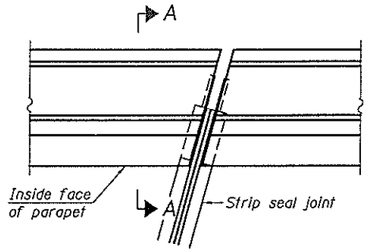
BOTH ABUTMENTS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	56	#5	17'-2"	
d(E)	12	#5	4'-8"	J
d1(E)	12	#5	3'-11"	J
d2(E)	8	#5	3'-9"	
d3(E)	8	#5	3'-10"	J
Reinforcement Bars, Epoxy Coated			Pound	1170
Concrete Superstructure			Cu. Yds.	11.0
Concrete Removal			Cu. Yds.	10.1

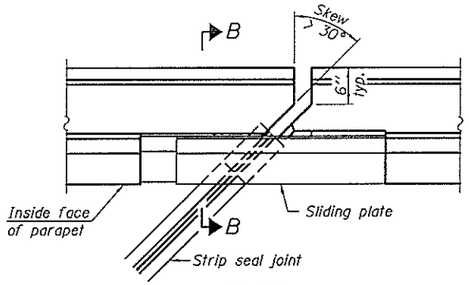
DESIGNED - J. Uehle	EXAMINED	DATE - 2/28/14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - S. Ryan	ENGINEER OF STRUCTURAL SERVICES		
DRAWN - J. Uehle	PASSED	REVISED	
CHECKED - S. Ryan	ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

CONCRETE REPLACEMENT AT ABUTMENTS
SN 060-0130
SHEET NO. 2 OF 5 SHEETS

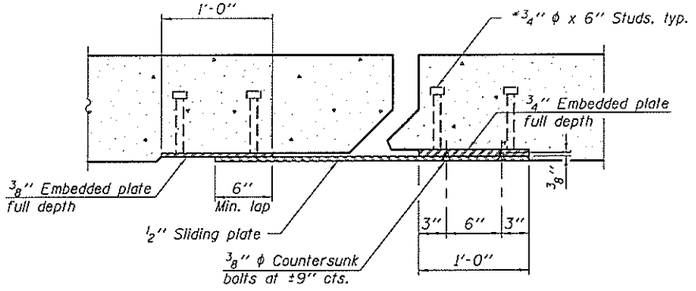
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	38
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			



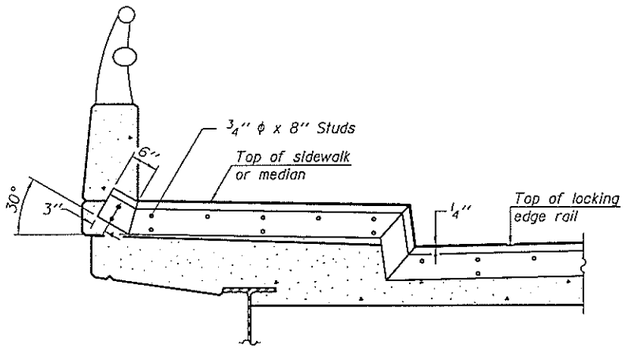
PLAN
(For skews ≤ 30°)



PLAN
(For skews > 30°)
Showing point block

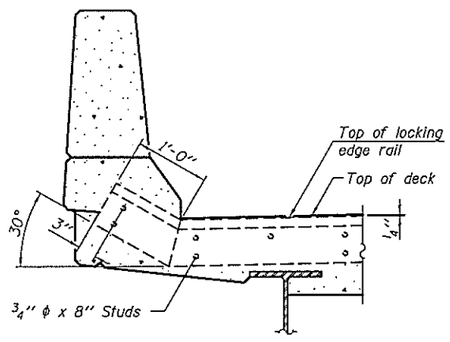


SECTION C-C

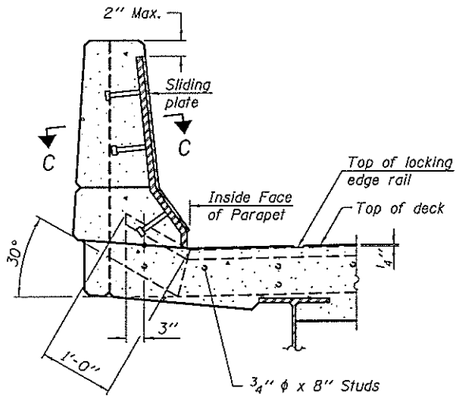


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

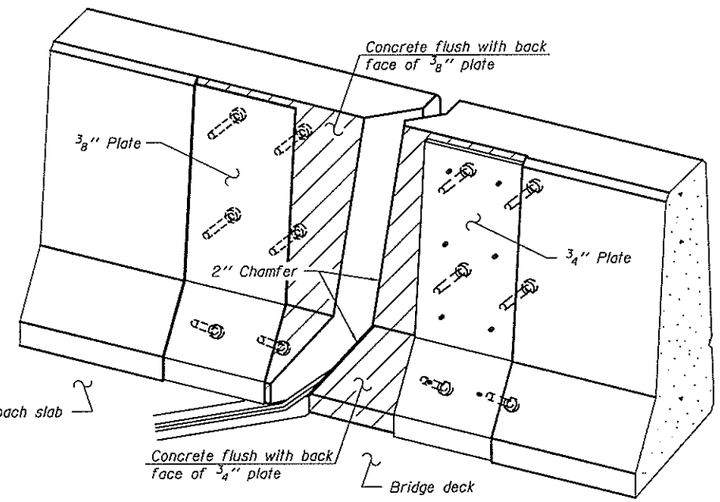
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



SECTION A-A



SECTION B-B



TRIMETRIC VIEW
(Showing back plates only)

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.

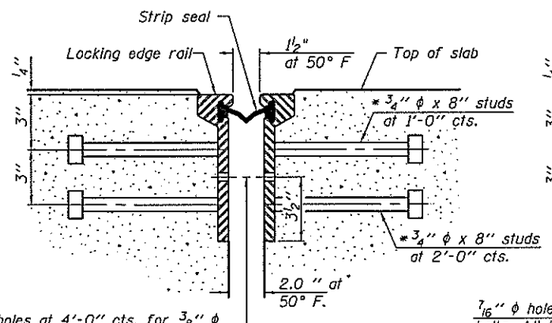
The manufacturer's recommended installation methods shall be followed.

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.

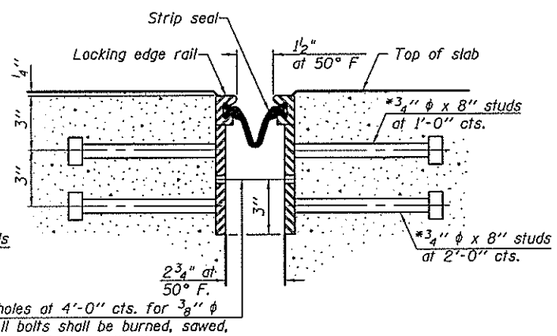
Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.



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

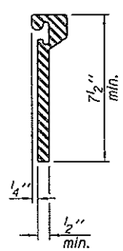
SECTION THRU ROLLED RAIL JOINT



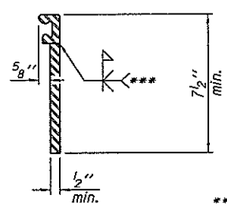
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

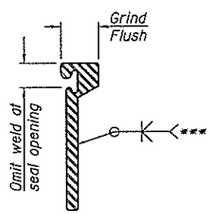
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



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

BILL OF MATERIAL

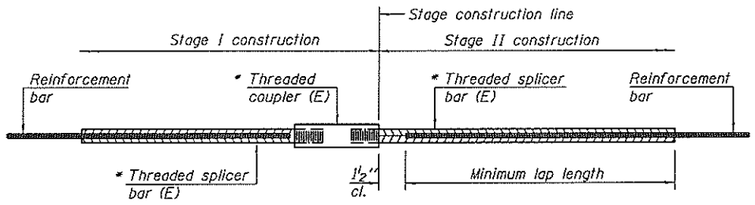
Item	Unit	Total
Preformed Joint Strip Seal	Foot	68.0

EJ-SSJ 1-27-12

DESIGNED - J. Uehle	EXAMINED	DATE - 2/28/2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - S. Ryan	ENGINEER OF STRUCTURAL SERVICES		
DRAWN - J. Uehle	PASSED	REVISED	
CHECKED - S. Ryan	ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 060-0130
SHEET NO. 3 OF 5 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	39
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			



STANDARD BAR SPLICER ASSEMBLY

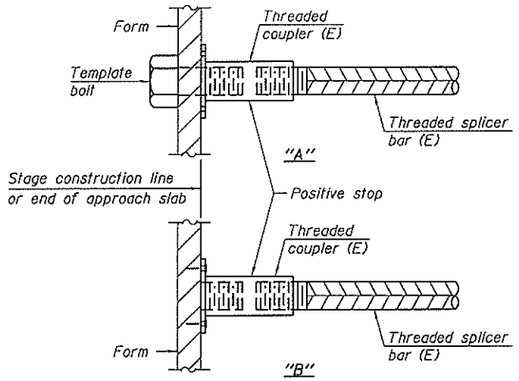
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"	6'-5"	6'-10"	7'-9"	8'-7"	9'-8"

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C
Table 5: Epoxy bar, Class C
Table 6: Epoxy bar, Top bar top, Class C

Threaded splicer bar length = min. lap length + 1½" + thread length

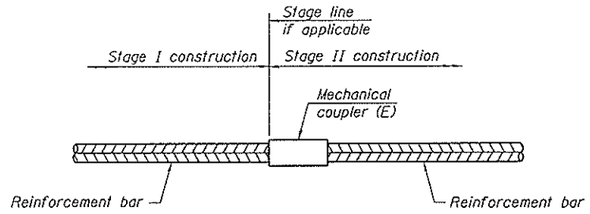
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Abutment Mudwalls	#5	12	Table 3
Deck Ends	#5	16	Table 3



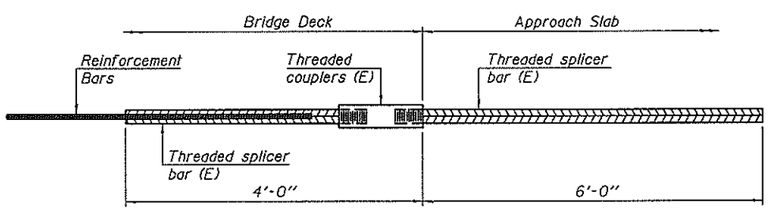
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



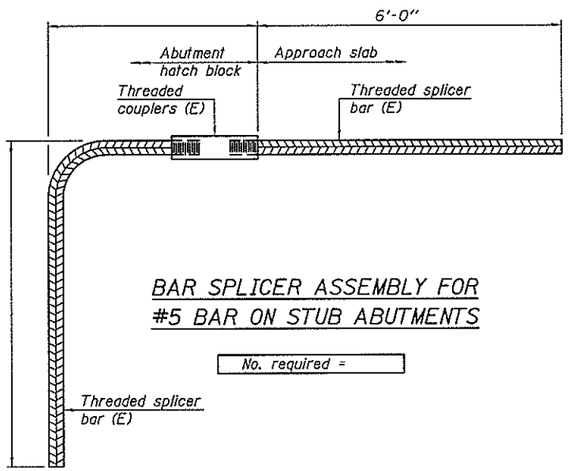
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

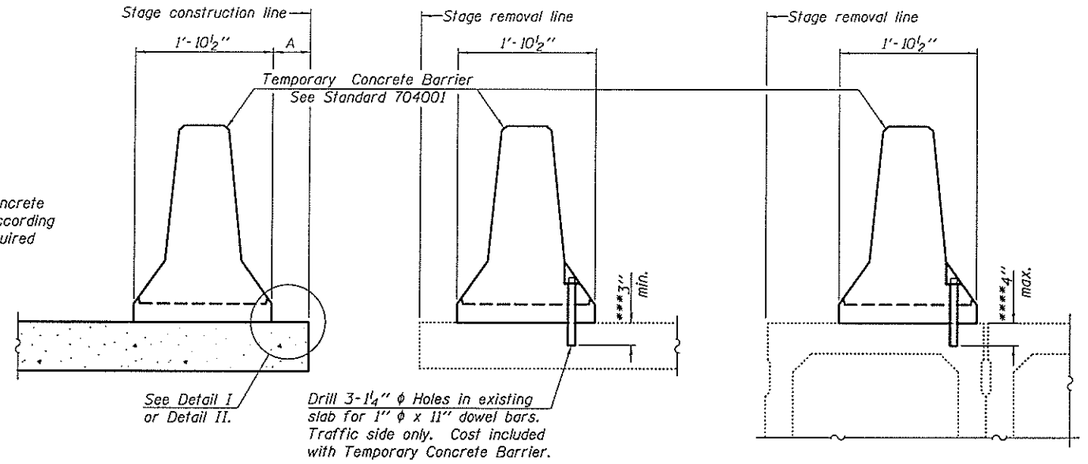
BSD-1 1-27-12

DESIGNED - J. Uehle	EXAMINED	DATE - 2/28/2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - S. Ryan	ENGINEER OF STRUCTURAL SERVICES		
DRAWN - J. Uehle	PASSED	REVISED	
CHECKED - S. Ryan	ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 060-0130
SHEET NO. 4 OF 5 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	MADISON	46	40
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



NEW SLAB | EXISTING SLAB | EXISTING DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel ℙ to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel ℙ to the concrete slab or concrete wearing surface with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

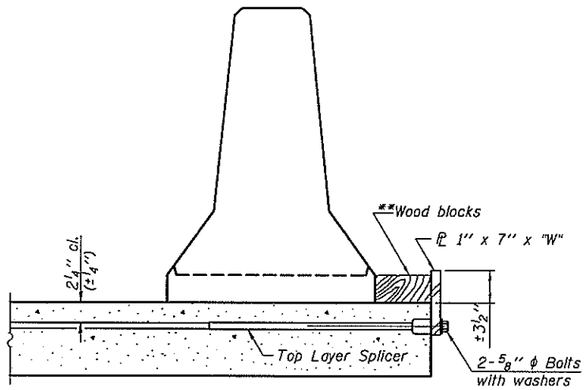
Cost of anchorage is included with Temporary Concrete Barrier.

The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

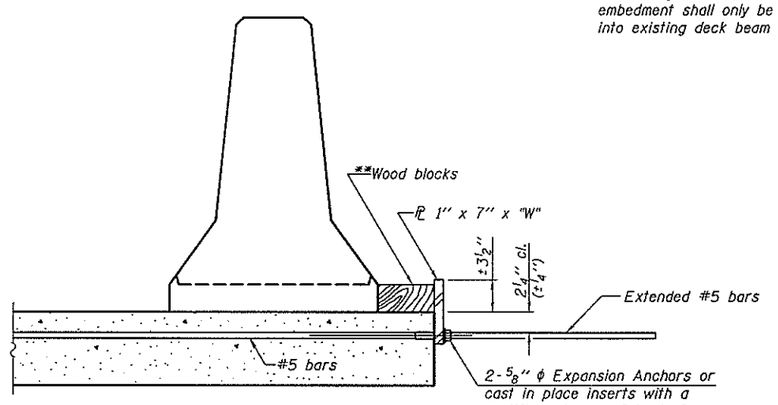
SECTIONS THRU SLAB OR DECK BEAM

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



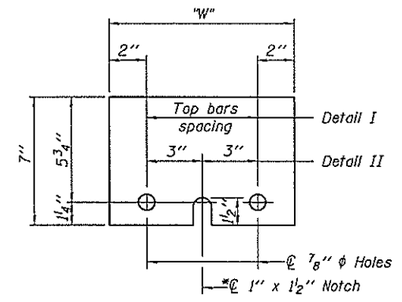
DETAIL I



DETAIL II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"



STEEL RETAINER ℙ 1" x 7" x "W"

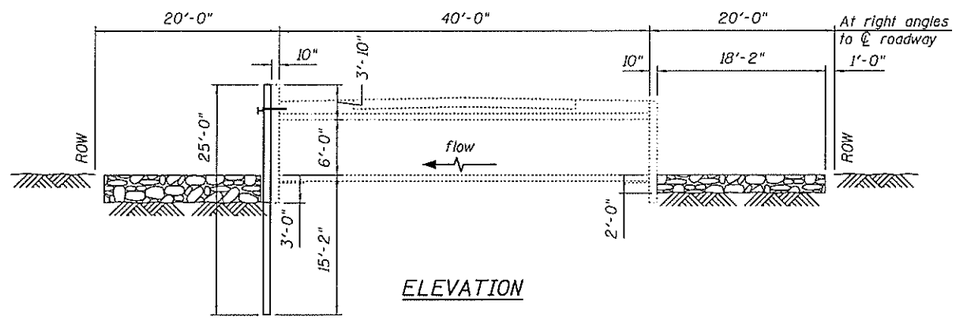
* Required only with Detail II

R-27 7-1-10

DESIGNED - J. Uehle	EXAMINED	DATE - 2/28/2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 060-0130	F.A.P. RTE. 604
CHECKED - S. Ryan	ENGINEER OF STRUCTURAL SERVICES				SECTION (103,125)RS-2, 125-BR-2
DRAWN - J. Uehle	PASSED	REVISED			COUNTY MADISON
CHECKED - S. Ryan	ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 5 OF 5 SHEETS	TOTAL SHEETS 46
					SHEET NO. 41
					CONTRACT NO. 76G25
					ILLINOIS FED. AID PROJECT

Existing structure: Built 1928 as a single 8' x 6' box culvert, skewed 55° left, under 2.4' of fill, with vertically cantilevered wingwalls on "L" type footings.

The tipping west wingwalls shall be stabilized with sheet piling.
Riprap shall be placed at both ends to raise the degraded streambed to the culvert bottom slab.



ELEVATION

GENERAL NOTES

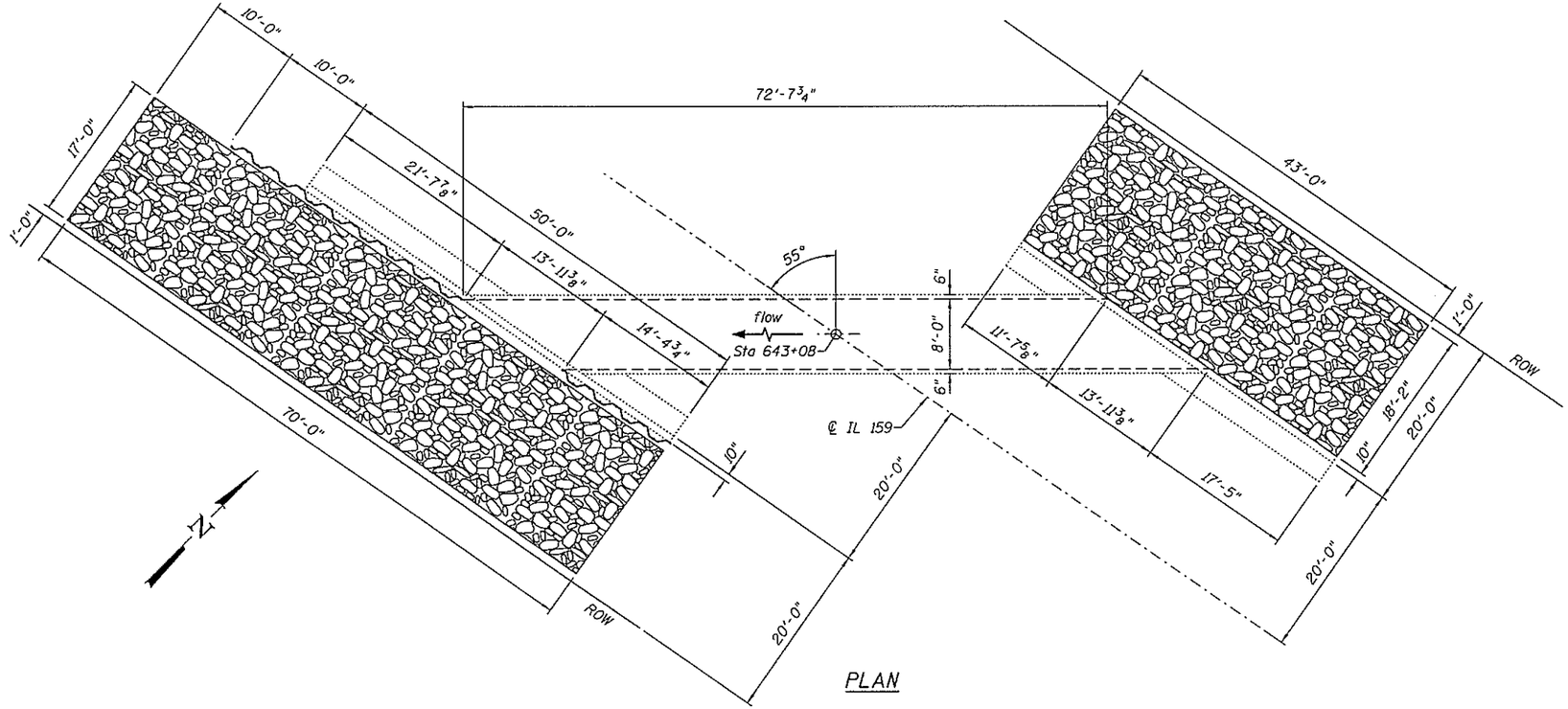
Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

The cost for the threaded rods, brackets, channel, wood blocking, and all other hardware required to install the sheet piling shall not be paid for separately, and is included with the cost of "Permanent Steel Sheet Piling".

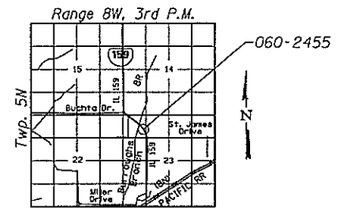
The quantity for "Structural Repair of Concrete (Depth < 5")" is for the bottom 1' of both sidewalls, full length.

Sheet piling minimum section modulus = 15 cu.in. per foot.

The threaded rods, brackets, nuts, and washers shall be galvanized according to AASHTO M111 or MM232 as applicable.



PLAN



LOCATION SKETCH

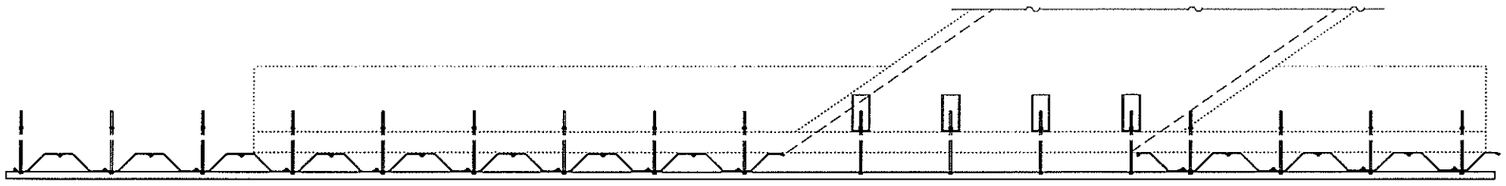
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Dumped Riprap, Class A4	Sq. Yd.	266
Permanent Steel Sheet Piling	Sq. Ft.	1152
Concrete Structures	Cu. Yd.	8.6
Structural Repair of Concrete (Depth < 5")	Sq. Ft.	145

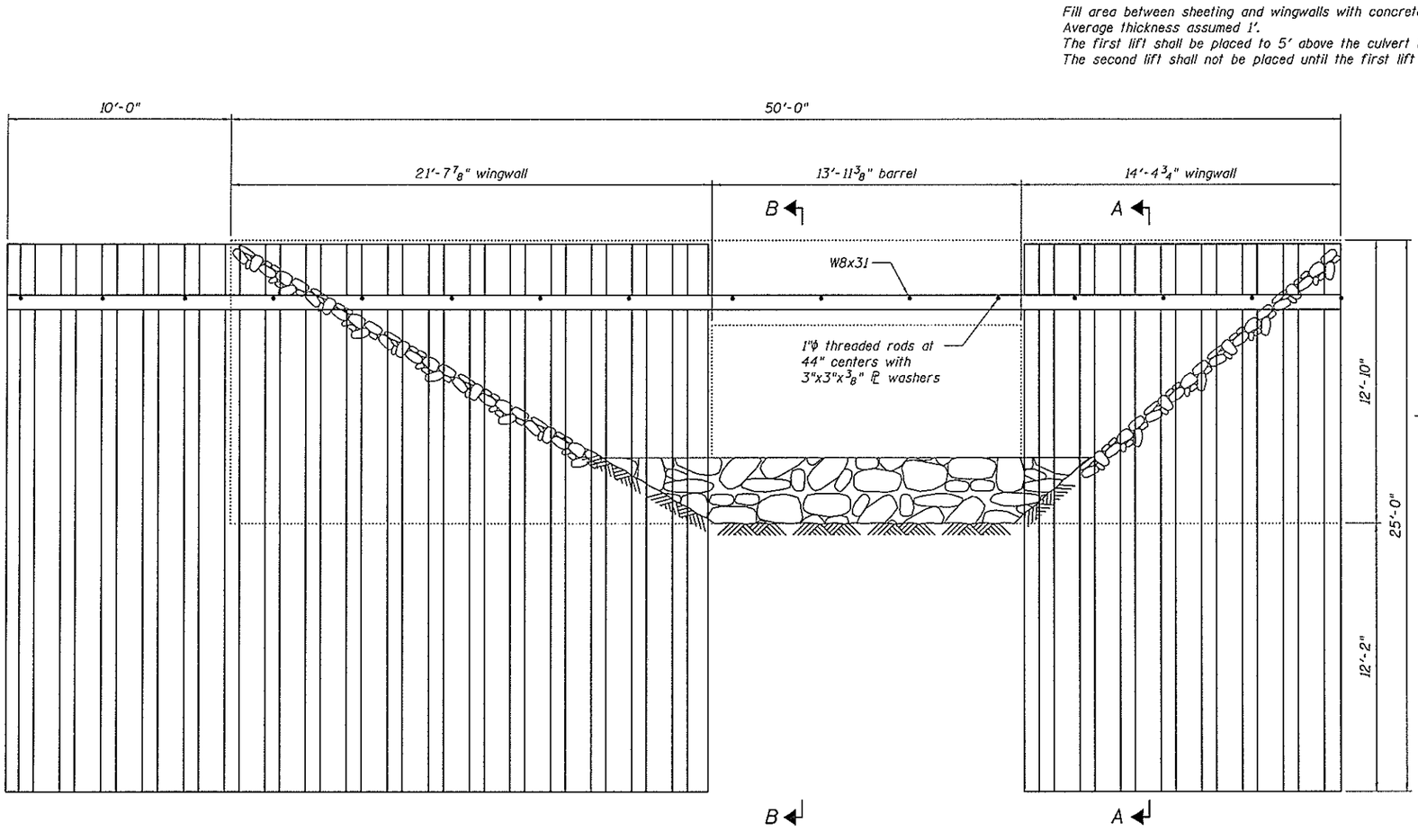
DESIGNED - J. Uehle	EXAMINED	DATE - 2/14/14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - C. Sanders	ENGINEER OF STRUCTURAL SERVICES		
DRAWN - J. Uehle	PASSED	REVISED	
CHECKED - C. Sanders	ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

060-2455
PLAN AND ELEVATION
SHEET NO. 1 OF 2 SHEETS

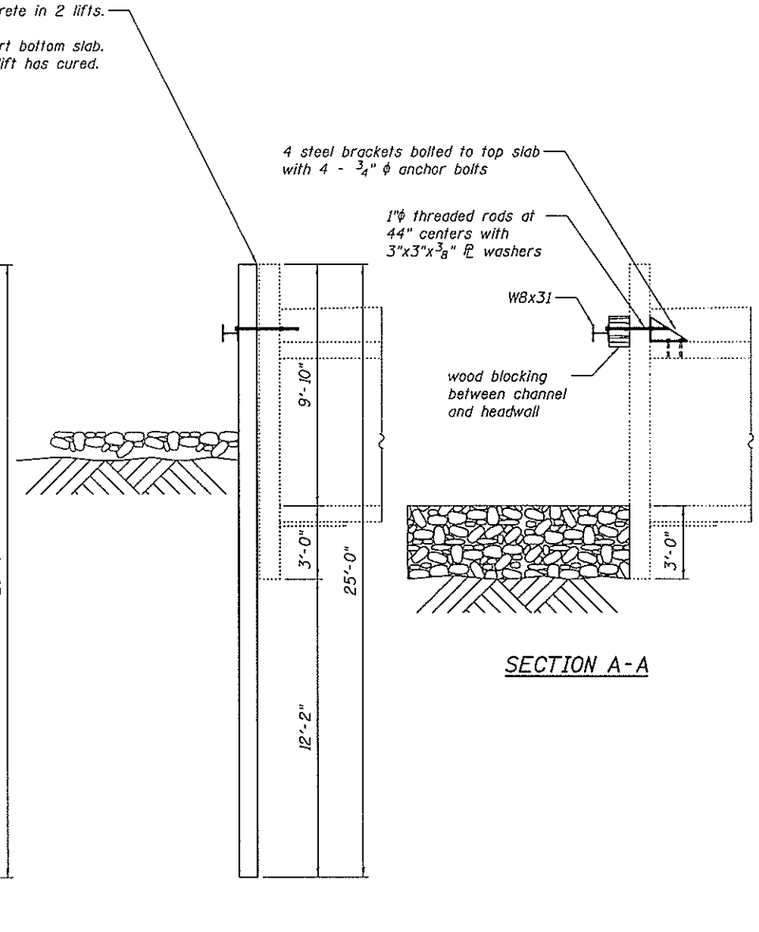
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	Madison	46	42
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			



PLAN VIEW



WEST END CULVERT ELEVATION



SECTION A-A

SECTION A-A

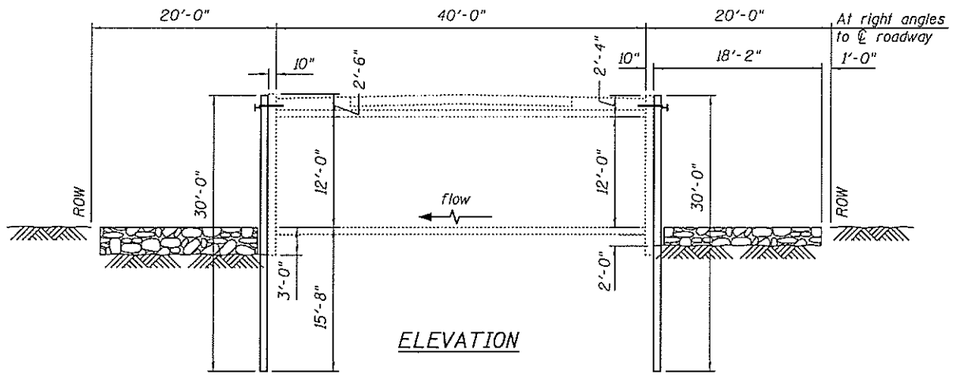
DESIGNED - J. Uehle	EXAMINED	DATE - 2/14/2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - C. Sanders	ENGINEER OF STRUCTURAL SERVICES		
DRAWN - J. Uehle	PASSED	REVISED	
CHECKED - C. Sanders	ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

060-2455
SHEET PILING DETAILS
SHEET NO. 2 OF 3 SHEETS

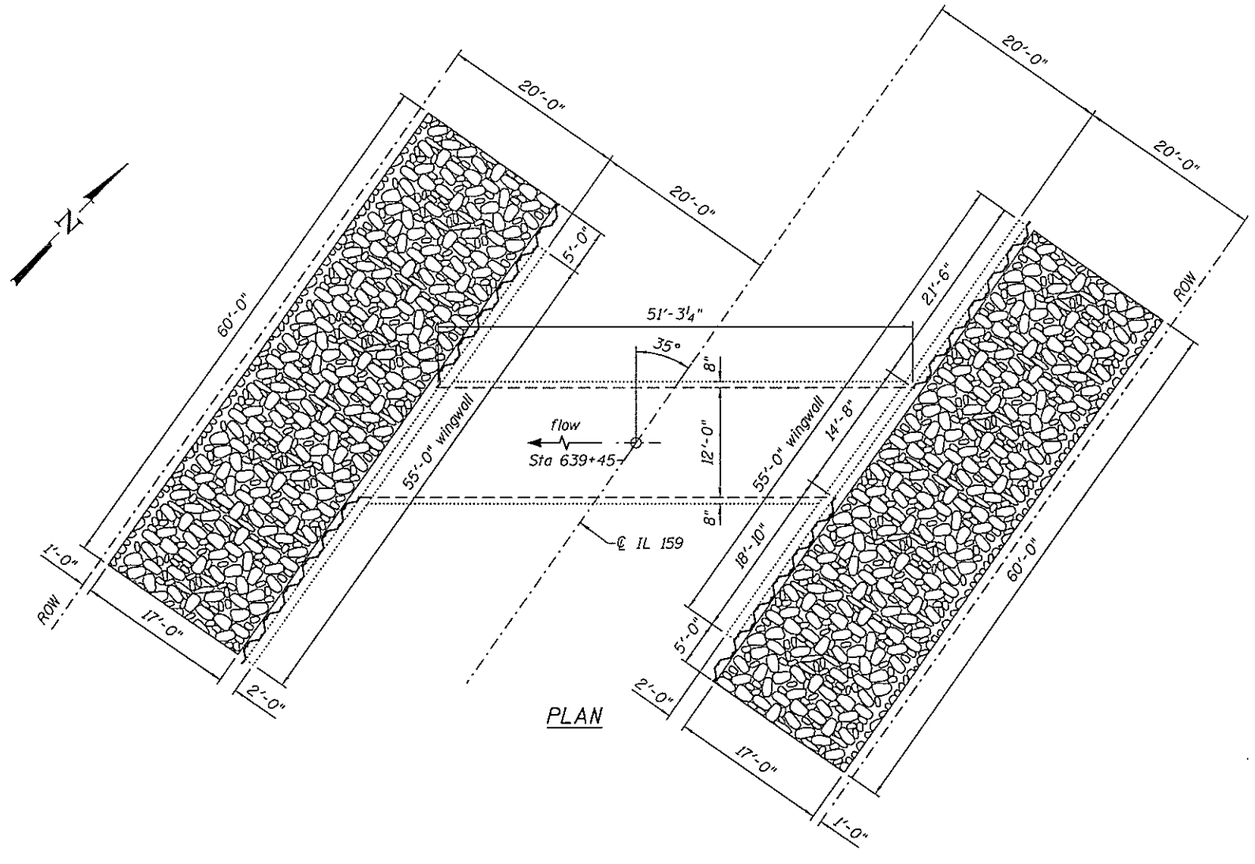
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	Madison	46	43
		CONTRACT NO. 76G25		
	ILLINOIS FED. AID PROJECT			

Existing structure: Built 1928 as a single 12' x 12' box culvert, skewed 35° right, under 1.8' of fill, with vertically cantilevered wingwalls on "L" type footings.

The tipping wingwalls shall be stabilized with sheet piling.
Riprap shall be placed at both ends to raise the degraded streambed to the culvert bottom slab.



ELEVATION



PLAN

GENERAL NOTES

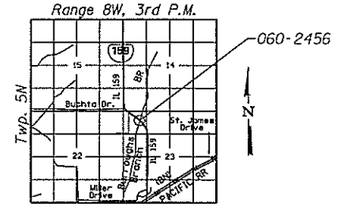
Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

The cost for the threaded rods, brackets, channel, wood blocking, and all other hardware required to install the sheet piling shall not be paid for separately, and is included with the cost of "Permanent Steel Sheet Piling".

The quantity for "Structural Repair of Concrete (Depth < 5")" is for the bottom 1' of both sidewalls, full length.

Sheet piling minimum section modulus = 15 cu.in. per foot.

The threaded rods, brackets, nuts, and washers shall be galvanized according to AASHTO M111 or M232 as applicable.



LOCATION SKETCH

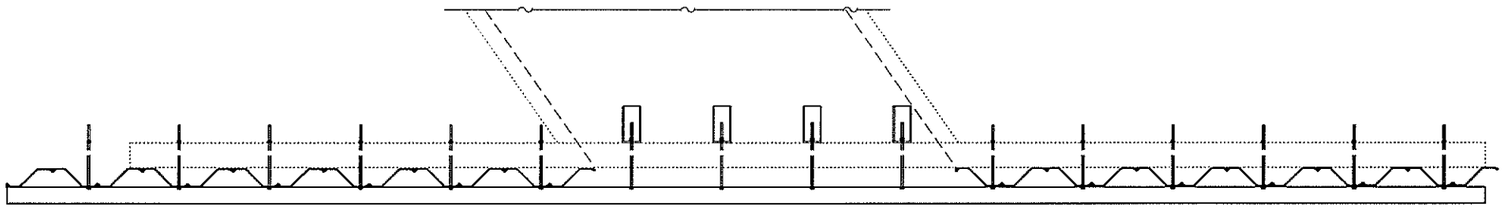
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Dumped Riprap, Class A4	Sq. Yd.	276
Permanent Steel Sheet Piling	Sq. Ft.	1,360
Concrete Structures	Cu. Yd.	26.0
Structural Repair of Concrete (Depth < 5")	Sq. Ft.	103

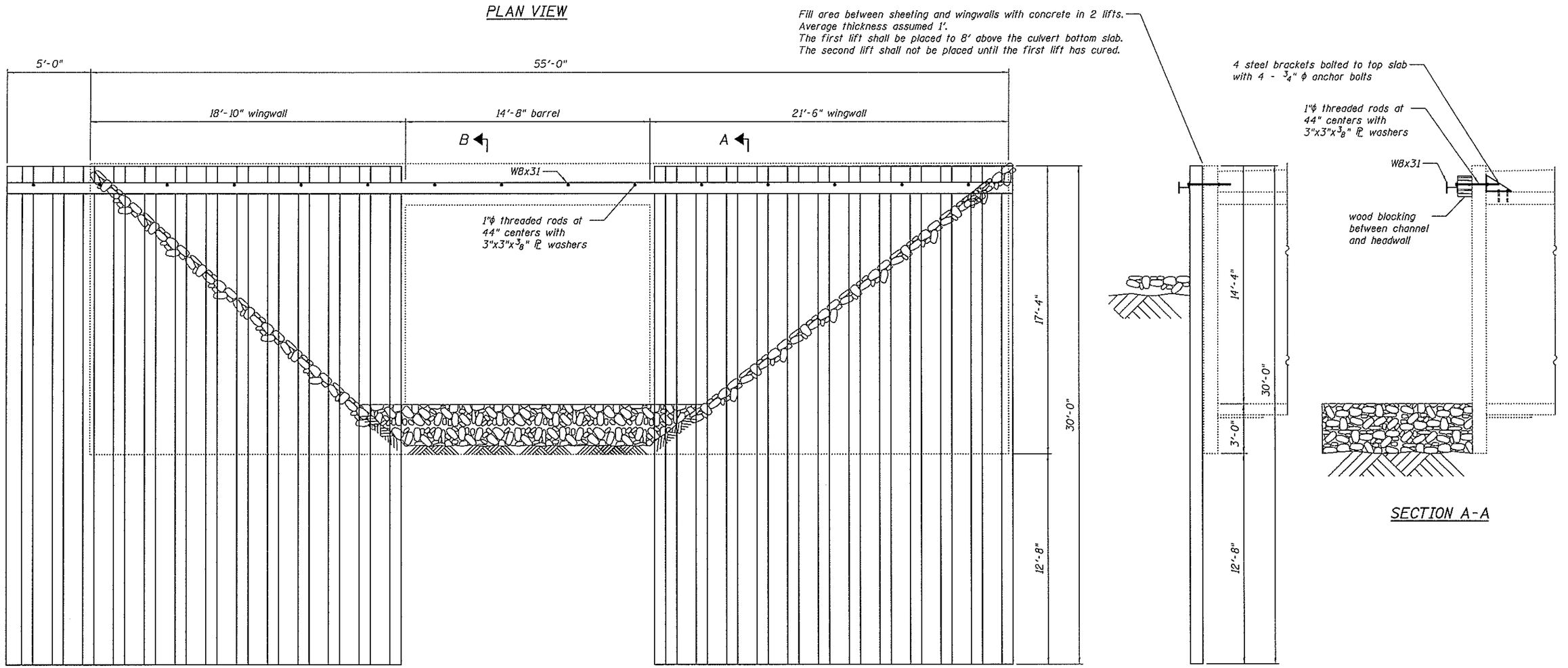
DESIGNED - J. Uehle	EXAMINED	DATE - 2/14/14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - C. Sanders	ENGINEER OF STRUCTURAL SERVICES		
DRAWN - J. Uehle	PASSED	REVISED	
CHECKED - C. Sanders	ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

060-2456
PLAN AND ELEVATION
SHEET NO. 1 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	Madison	46	44
		CONTRACT NO. 76G25		
		ILLINOIS FED. AID PROJECT		



PLAN VIEW



B ◀┘ A ◀┘

CULVERT ELEVATION

(W. end looking E)
(E. end looking W)

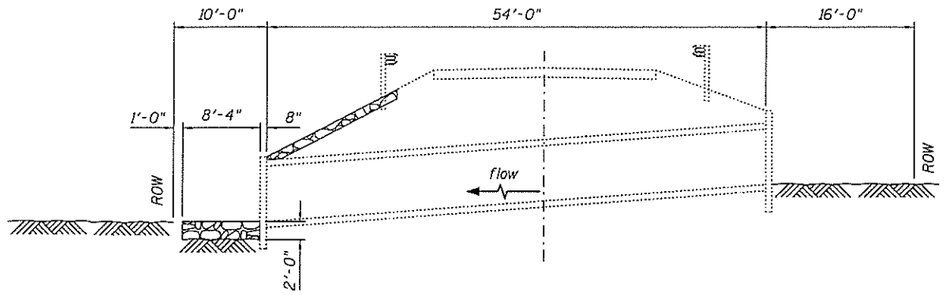
SECTION A-A

SECTION A-A

DESIGNED - J. Uehle	EXAMINED		DATE - 2/14/2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	060-2456 SHEET PILING DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - C. Sanders		ENGINEER OF STRUCTURAL SERVICES				604	(103,125)RS-2, 125-BR-2	Madison	46	45
DRAWN - J. Uehle	PASSED		REVISED					CONTRACT NO. 76G25		
CHECKED - C. Sanders		ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 2 OF 2 SHEETS			ILLINOIS FED. AID PROJECT		

Existing structure: Built 1928 as a single 4' x 6' box culvert, no skew, under 6' of fill, with vertically cantilevered wingwalls on "L" type footings.

Riprap shall be placed at the west end to raise the degraded streambed to the culvert bottom slab, and along the west shoulder.



ELEVATION

GENERAL NOTES

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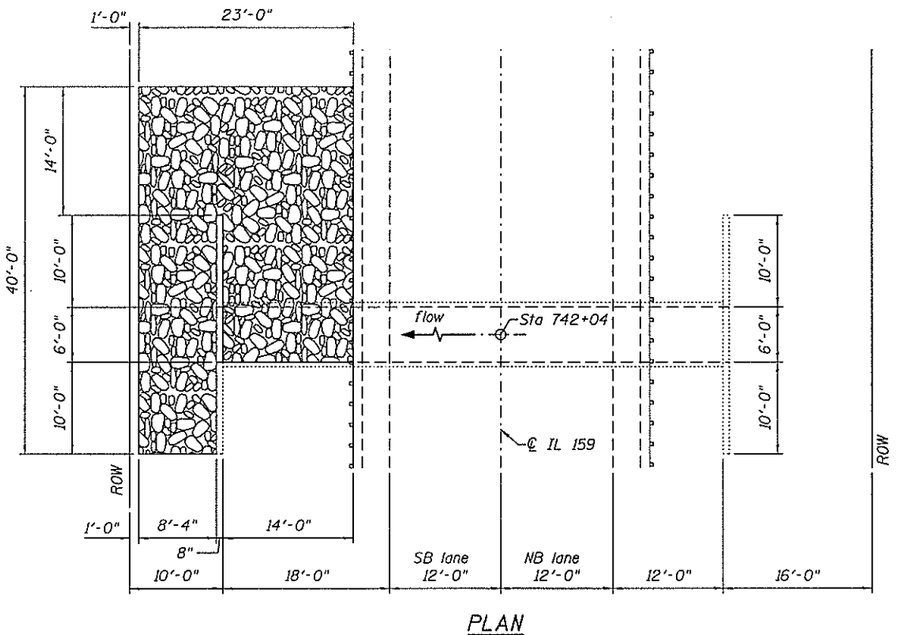
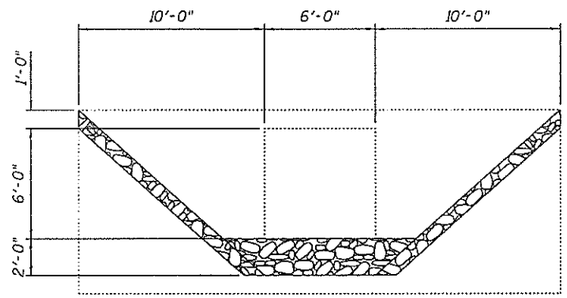
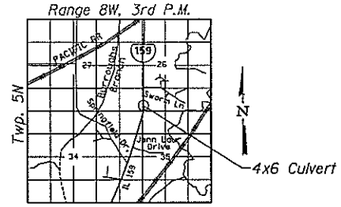


PLAN



WEST WINGWALL ELEVATION



LOCATION SKETCH

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Dumped Riprap, Class A4	Sq. Yd.	78

DESIGNED - J. Uehle	EXAMINED		DATE - 2/14/14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CULVERT RIPRAP AT STA 742+04 PLAN AND ELEVATION	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - C. Sanders	ENGINEER OF STRUCTURAL SERVICES					604	(103,125)RS-2, 125-BR-2	Madison	46	46
DRAWN - J. Uehle	PASSED		REVISED		SHEET NO. 1 OF 1 SHEETS			CONTRACT NO. 76G25		
CHECKED - C. Sanders	ENGINEER OF BRIDGES AND STRUCTURES		REVISED					ILLINOIS FED. AID PROJECT		