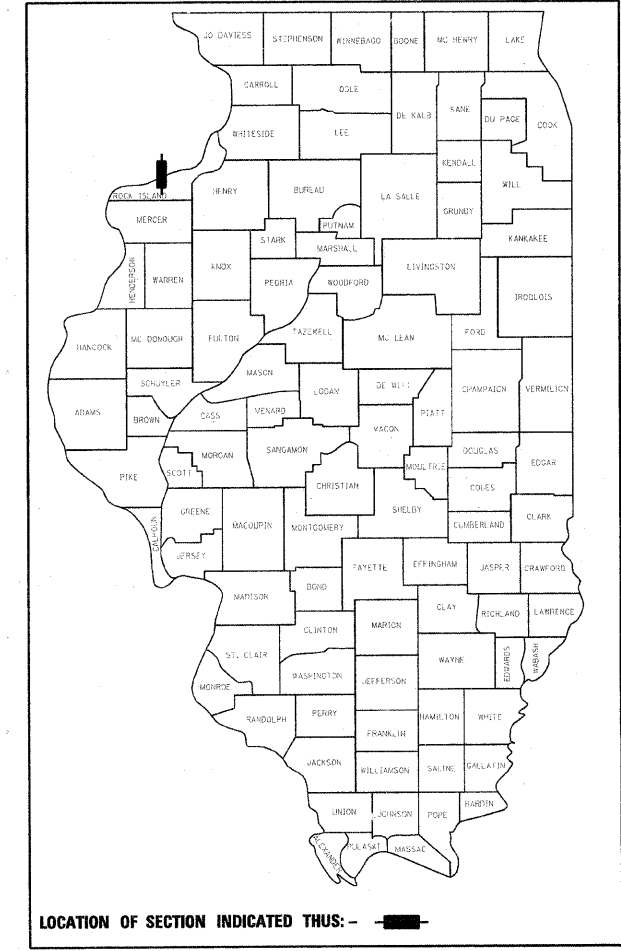


* 78 + 1 = 79

D-92-031-08



LOCATION OF SECTION INDICATED THUS: - [rectangle] -

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

**PROPOSED
HIGHWAY PLANS**

**F.A.I. ROUTE 74 (I-74)
SECTION (81-1HB)D
BRIDGE DECK REPLACEMENT**

**PROJECT NHI - 074-1(104)004
ROCK ISLAND COUNTY
C-92-048-11**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE CITY OF MOLINE

PROJECT DESCRIPTION

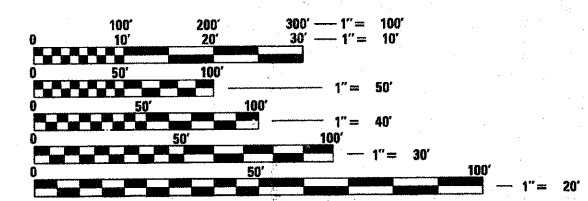
THIS WORK INCLUDES REMOVAL AND REPLACEMENT OF THE CONCRETE DECK ON I 74 RAMP BRIDGES, SN 081 0115 AND SN 0116. THIS WORK ALSO INCLUDES THE REMOVAL AND REPLACEMENT OF THE APPROACH PAVEMENTS, JOINTS, AND WINGWALL BARRIERS, AND REMOVAL AND RE-ERECTION OF I 74 ROADWAY LIGHTING AND UNDER DECK LIGHTING.

DESIGN DESCRIPTION

INTERSTATE

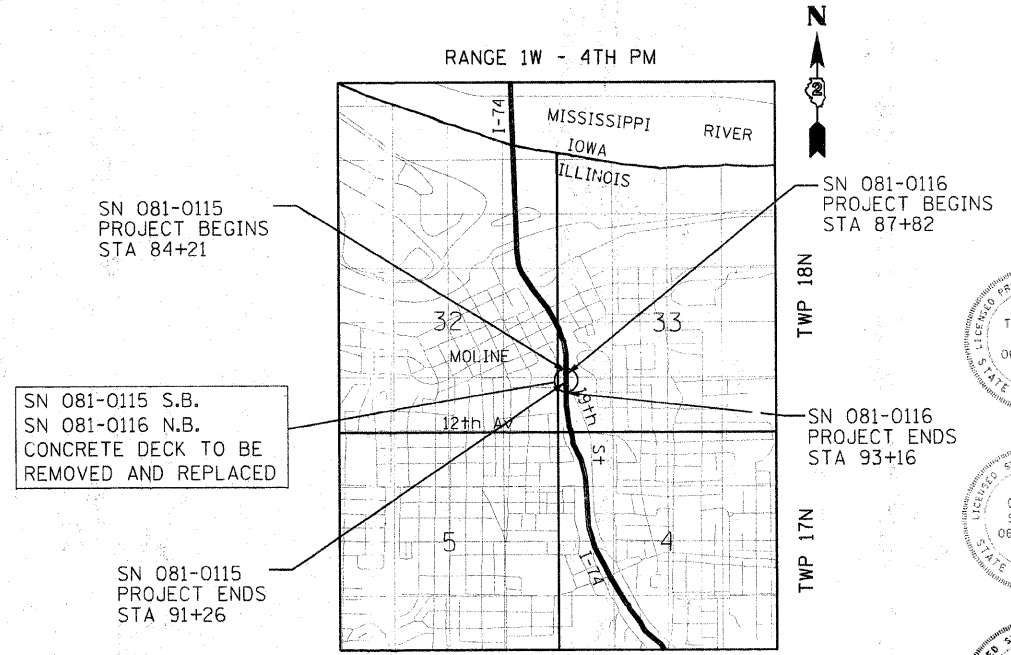
TRAFFIC VOLUMES AND SPEEDS

	ADT	DESIGN SPEED	POSTED SPEED
S.B. RAMP	4,975 (2029)	55 MPH	55 MPH
N.B. RAMP	5,300 (2029)	55 MPH	55 MPH



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



LOCATION MAP (NTS)

NET LENGTH OF PROJECT 1,239 ft. = 0.23 mi.
GROSS LENGTH OF PROJECT 1,239 ft. = 0.23 mi.



SIGNED: *T.A.I.*
DATE: 10/29/2010
EXPIRES: 11/30/2011
FOR DRAWINGS ALL OTHER DRAWINGS



SIGNED: *Cecil D. Stovall*
DATE: 10/27/2010
EXPIRES: 11/30/2011
FOR DRAWINGS E1 TO E5



SIGNED: *Michael B. Quirin*
DATE: 10-29-10
EXPIRES: November 30, 2010
SHEETS SA1-SA28, SB1-SB14, SB19-SB23, SB30



SIGNED: *Orwin P. Youngquist*
DATE: 29 October 2010
EXPIRES: November 30, 2010
SHEETS SB6-SB18 & SB24-SB29

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

SUBMITTED 11/10 2010

Mary E. Ryan
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

December 10 20 10
Scott E. Stitt, P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

December 10 20 10
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

JACOBS

ONE NORTH FRANKLIN
SUITE 500
CHICAGO, IL 60606
312-251-3000
CIVIL - THOMAS IVES
STRUCTURES - MIKE QUIRIN

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

CONTRACT NO. 64D95

IDOT Project Manager: Derrick S. Lopez (815) 284-5930 (District 2) - IDOT Project Engineer: Becky Marruffo (District 2)

INDEX OF SHEETS

DWG	SHT	SHEET TITLE
1		TITLE SHEET
2	GEN-1	GENERAL NOTES, INDEX OF SHEETS & LIST OF STATE STANDARDS
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6	TYP-1	TYPICAL SECTIONS
7	SCH-1	SCHEDULE OF QUANTITIES
8	ALN-1	EXISTING HORIZONTAL AND VERTICAL CONTROL
9-10	PP-1 TO 2	PROPOSED PLAN AND PROFILE
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13	PMK-1	PAVEMENT MARKING PLAN
14-18	E1 TO E5	LIGHTING AND ELECTRICAL PLANS
19-46	SA-1 TO 27	STRUCTURE PLANS - SOUTHBOUND (S.N. 081-0115)
47-76	SB-1 TO 29	STRUCTURE PLANS - NORTHBOUND (S.N. 081-0116)
77-78A	DIST-1 TO 3	DISTRICT 2 STANDARDS

LIST OF STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
515001-03	NAME PLATE FOR BRIDGES
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
609001-05	BRIDGE APPROACH SHOULDER PAVEMENT AND DRAIN
631026-05	TRAFFIC BARRIER TERMINAL, TYPE 5
631031-09	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701101-02	OFF-ROAD OPERATIONS, MULTILANE, 4.5 M (15') TO 600 MM (24") FROM PAVEMENT EDGE
701400-05	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-06	LANE CLOSURE, FREEWAY/EXPRESSWAY
701426-04	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
701451-01	RAMP CLOSURE FREEWAY/EXPRESSWAY
701601-07	LANE CLOSURE, URBAN MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-07	LANE CLOSURE, URBAN MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-07	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
780001-02	TYPICAL PAVEMENT MARKINGS

DISTRICT 2 STANDARDS

37.4	DELINEATORS AND POST LOCATION
44.1	PAINTING DETAILS
94.2	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

PROJECT COMMITMENTS

NONE

GENERAL NOTES

- ALL ELEVATIONS IN THIS PLAN SET REFER TO NAVD88.
- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
- THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 4 OR 2A SHALL BE USED, EXCEPT IN FRONT OF PROPERTIES WHERE THE GRASS WILL BE MOWED, THEN USE SEEDING, CLASS 1. CLASS 2A SHALL BE USED ON FRONT SLOPES AND DITCH BOTTOMS. CLASS 4 SHALL BE USED BEHIND TYPE A CUTTER, ON ALL BACKSLOPES AND AREAS BEHIND THE BACKSLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES. FERTILIZER SHALL BE APPLIED TO ALL DISTURBED AREAS AND INCORPORATED INTO THE SEEDBED PRIOR TO SEEDING AT THE RATE SPECIFIED IN SECTION 250 OF THE STANDARD SPECIFICATIONS. MULCH METHOD II SHALL BE APPLIED OVER ALL SEEDED AREAS. THIS WORK WILL BE INCLUDED IN THE COST OF PAVEMENT REMOVAL AND WILL NOT BE PAID FOR SEPARATELY.
- SPOIL MATERIAL THAT CANNOT BE UTILIZED WITHIN THE PROJECTS MUST BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03. DISPOSAL OF THIS MATERIAL WILL BE INCLUDED IN THE COST OF THE CONTRACT AND WILL NOT BE PAID FOR SEPARATELY.
- ALL BORROW/WASTE/USE SITES MUST BE APPROVED BY THE DEPARTMENT PRIOR TO REMOVING ANY MATERIAL FROM THE PROJECT OR INITIATING ANY EARTHMOVING ACTIVITIES, INCLUDING TEMPORARY STOCKPILING OUTSIDE THE LIMITS OF CONSTRUCTION.
- THESE STRUCTURES WILL RETAIN THE SAME NUMBERS. SN 081-0116 FOR NORTHBOUND AND SN 081-0115 FOR S.B.
- THE THICKNESS FOR THE BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) ADJACENT TO EXISTING PAVEMENT SHALL BE A MINIMUM OF 300 MM (12"). THE MATERIAL SHALL BE 50 MM (2") HOT-MIX ASPHALT SURFACE COURSE, AND THE REMAINING THICKNESS SHALL BE HOT-MIX ASPHALT BINDER COURSE.
- THE CONTRACTOR SHALL SANDBLAST THE TOP OF THE BEAMS UPON REMOVAL OF THE BRIDGE DECK. THIS WORK WILL BE INCLUDED IN THE COST OF REMOVING THE BRIDGE DECK.
- REFLECTOR MARKERS TYPE B SHALL BE INSTALLED ON THE TOP OF BRIDGE PARAPET WALLS. THE MARKERS SHALL BE ACCORDING TO STANDARD 635011 AND THE COLOR AND SPACING ACCORDING TO STANDARD 635006, EXCEPT THE MINIMUM IS 2 PER SIDE.
- DELINEATORS SHALL BE INSTALLED AS SHOWN IN STANDARD 635001, EXCEPT THAT THE POST SHALL BE ROTATED 180° AND ONLY METAL-BACKED DELINEATORS SHALL BE PERMITTED. DELINEATORS SHALL BE PLACED AT THE ENDS OF APPROACH GUARDRAIL TERMINAL SECTIONS, AND AT EACH HEADWALL OR END SECTION OF AR CULVERTS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR DELINEATORS.
- THE TEMPORARY CONCRETE BARRIER SHALL BE ANCHORED TO THE PAVEMENT WITH 6 ANCHORS PER SECTION FROM STA. 91+84 TO STA. 92+89

12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123. THE FOLLOWING LISTED UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF JULIE:

CONTACT NAME	COMPANY NAME	ADDRESS	UTILITY TYPE	TELEPHONE
MR. DAVE GREEN	AT&T	1720 6TH AVE., MOLINE IL 61201	TELEPHONE	(309)-757-4707
MR. JEFF BERRY	MIDAMERICAN ENERGY COMPANY	2811 5TH AVE., ROCK ISLAND IL 61201	ELECTRIC	(309)-793-3833
MR. STEVE HAMPTON	MIDAMERICAN ENERGY COMPANY	2811 5TH AVE., ROCK ISLAND IL 61201	GAS	(309)-793-3707
MR. DENNIS JARDING	MEDIACOM	3900 26TH AVE., MOLINE IL 61265	CATV	(309)-743-4750
MR. MICHAEL WALDRON	CITY OF MOLINE	3635 4TH AVE., MOLINE IL 61265	WATER AND SEWER	(309)-797-0716

FOLLOWING ARE THE KNOWN UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS WHICH ARE NOT MEMBERS OF JULIE AND SHOULD BE NOTIFIED INDIVIDUALLY BY THE CONTRACTOR:

CONTACT NAME	AGENCY	TELEPHONE
KYLE LORENZ	IDOT	(815)-284-5469

- THE APPLICABLE PORTIONS OF ARTICLE 105.07 OF THE STANDARD SPECIFICATION SHALL APPLY EXCEPT FOR THE FOLLOWING: THE CONTRACTOR SHALL BE RESPONSIBLE TO LOCATE THE VERTICAL DEPTHS OF THE UNDERGROUND UTILITIES WHICH MAY INTERFERE WITH CONSTRUCTION OPERATIONS. THIS WORK WILL NOT BE MEASURED OR PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICE FOR THE ITEM OF CONSTRUCTION INVOLVED.

PER SB 699 (90 DAY UTILITY RELOCATION LAW), ONCE RIGHT-OF-WAY IS CLEAR TO AWARD THE PROJECT, A NOTICE WILL BE SENT TO THE UTILITY COMPANIES INSTRUCTING THEM TO HAVE THEIR FACILITIES RELOCATED WITHIN 90 DAYS. ESTIMATED DATE RELOCATION COMPLETE = AWARD DATE + 100 DAYS.

- CADD DATA WILL BE AVAILABLE TO CONTRACTORS AND CONSULTANTS WORKING ON THIS PROJECT. THIS INFORMATION WILL BE PROVIDED UPON REQUEST AS MICROSTATION CADD FILES AND GEOPAK COORDINATE GEOMETRY FILES ONLY. IF DATA IS REQUIRED IN OTHER FORMATS IT WILL BE YOUR RESPONSIBILITY TO MAKE THESE CONVERSIONS. IF ANY DISCREPANCY OR INCONSISTENCY ARISES BETWEEN THE ELECTRONIC DATA AND THE INFORMATION ON THE HARD COPY, THE INFORMATION ON THE HARD COPY SHOULD BE USED. CONTACT THE DISTRICT'S PROJECT ENGINEER TO REQUEST THESE FILES.

INDICATES THAT THE COST OF THE ITEM IS INCLUDED IN THE COST OF ANOTHER ITEM

GEN-1

JACOBS

FILE NAME =	USER NAME = agensch	DESIGNED - AEG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES, INDEX OF SHEETS & LIST OF STATE STANDARDS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
P:_2009\CH44100\Cadd\Task\Civil\Sheet	Files\GEN01.dgn	DRAWN - MJP	REVISED -			74	(81-1HB)D	ROCK ISLAND	78	2	
PLT SCALE = #IMS.PLT_SCALE)		CHECKED - TAI	REVISED -			CONTRACT NO. 64D95					
PLT DATE = 11/9/2010		DATE - 10/29/10	REVISED -			SCALE: NONE	SHEET NO.	OF	SHEETS	STA.	TO STA.

SUMMARY OF QUANTITIES

URBAN

CODE	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 90% FEDERAL / 10% STATE				
				ROADWAY	I-74 SN	S.B. RAMP 081-0115	I-74 N.B. RAMP SN 081-0116	SAFETY
				0004		0014	0014	0021
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SO YD	63	63				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	1,160	1,160				
44000100	PAVEMENT REMOVAL	SO YD	36	36				
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	145	145				
44000600	SIDEWALK REMOVAL	SO FT	1,160	1,160				
50102400	CONCRETE REMOVAL	CU YD	44.6		25.6	19.0		
50157300	PROTECTIVE SHIELD	SO YD	2,560		1,705	855		
50300225	CONCRETE STRUCTURES	CU YD	66.8		32.8	34.0		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1,236.5		771.3	465.2		
50300260	BRIDGE DECK GROOVING	SO YD	3,660		2,365	1,295		
50300300	PROTECTIVE COAT	SO YD	4,600		2,930	1,670		
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1			1		
50500505	STUD SHEAR CONNECTORS	EACH	5,700		3,144	2,556		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	325,370		199,570	125,800		
50800515	BAR SPLICERS	EACH	81		35	46		
51500100	NAME PLATES	EACH	2		1	1		
52000110	PREFORMED JOINT STRIP SEAL	FOOT	230		132	98		
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	270	270				
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	130	130				
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	145	145				
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	3		1	2		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3		2	1		
63200310	GUARDRAIL REMOVAL	FOOT	175		102	73		
63500105	DELINEATORS	EACH	12		6	6		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9		4.5	4.5		
67100100	MOBILIZATION	L SUM	1		0.50	0.50		

* SPECIALTY ITEMS

S00-1



FILE NAME = F:_2009\C9494102\Cadd\Task1\Civ11\Sheet	USER NAME = agensch Files\S0001.dgn	DESIGNED - AEG DRAWN - MJP	REVISED REVISED REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	SCALE: NONE	SHEET NO. OF SHEETS STA. TO STA.	F.A.I. RTE. 74	SECTION (81-1)BID	COUNTY ROCK ISLAND	TOTAL SHEETS 78	SHEET NO. 3	CONTRACT NO. 64D95
PLT SCALE = #IMS_PLT_SCALE	PLT DATE = 10/29/2010	CHECKED - TAI DATE = 10/29/10	REVISED					FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

URBAN

CODE	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 90% FEDERAL / 10% STATE				
				ROADWAY	I-74 SN 081-0115	S.B. RAMP SN 081-0115	I-74 N.B. RAMP SN 081-0116	SAFETY
				0004		0014	0014	0021
* 70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1				
* 70100820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451	L SUM	1	1				
* X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1				
* 70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1				
* 70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1				
* 70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1				
* 70106800	CHANGEABLE MESSAGE SIGN	CAL MO	12	12				
* 70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	2,327	2,327				
* 70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	790	790				
* 70400100	TEMPORARY CONCRETE BARRIER	FOOT	300				300	
78200410	GUARDRAIL MARKERS, TYPE A	EACH	10	10				
78200520	BARRIER WALL MARKERS, TYPE B	EACH	60			34	26	
* 78300100	PAVEMENT MARKING REMOVAL	SO FT	747	747				108
* 81012600	CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	108					4
* 81022100	CONDUIT ENCASED IN CONCRETE, 2" DIA., PVC	FOOT	4					872
* 81100600	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	872					700
* 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	700					2
* 81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	2					1,964
* 81702415	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 6	FOOT	1,964					108
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	108					3
* 82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	3					8
* 82107300	UNDERPASS LUMINAIRE, 150 WATT, HIGH PRESSURE SODIUM VAPOR	EACH	8					11
* 84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	11					3
* X0322011	LIGHT POLE REMOVE AND RE-ERECT	EACH	3					
* X0323160	VIDEO INSPECTION OF STORM SEWER	FOOT	400	400				

* SPECIALTY ITEMS

NON-PARTICIPATING
100% STATE

S00-2

JACOBS

FILE NAME * P:_2009\C\94100\Cadd\Task1\Civ1\Sheet	USER NAME * egensch Files\S0002.dgn	DESIGNED - AEG DRAWN - MJP	REVISED REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE. 74	SECTION (81-1HB)D	COUNTY ROCK ISLAND	TOTAL SHEETS 78	SHEET NO. 4
PLOT SCALE * (SMS.PLT.SCALE)	PLOT DATE * 11/8/2010	CHECKED - TAI DATE - 10/29/10	REVISED REVISED			SCALE: NONE	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 64D95

SUMMARY OF QUANTITIES

URBAN

CODE	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 90% FEDERAL / 10% STATE				
				ROADWAY	I-74 SN	S.B. RAMP 081-0115	I-74 N.B. RAMP SN 081-0116	SAFETY
				0004		0014	0014	0021
		L SUM	1					1
* X0326597	ELECTRICAL DEMOLITION	EACH	1			1		
X0751105	REMOVAL OF EXISTING CONCRETE DECK NO. 1	EACH	1				1	
X0751205	REMOVAL OF EXISTING CONCRETE DECK NO. 2	FOOT	270	270				
* X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	130	130				
* X5537900	STORM SEWERS TO BE CLEANED 15"	FOOT	2,869	2,869				
* X7800610	URETHANE PAVEMENT MARKING - LINE 4"	FOOT	531	531				
* X7800630	URETHANE PAVEMENT MARKING - LINE 6"	FOOT	624	624				
* X7800640	URETHANE PAVEMENT MARKING - LINE 8"	FOOT	125	125				
* X7800650	URETHANE PAVEMENT MARKING - LINE 12"	EACH	1					1
X2030260	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	SQ YD	86			41	45	
Z0001495	BRIDGE APPROACH SHOULDER REMOVAL	POUND	14,000				14,000	
Z0001903	STRUCTURAL STEEL REMOVAL	POUND	20,560			20,560		
Z0001905	STRUCTURAL STEEL REPAIR	SQ YD	215			107	108	
Z0004552	APPROACH SLAB REMOVAL	L SUM	1	1				
Z0013798	CONSTRUCTION LAYOUT	EACH	14			10	4	
Z0018000	DRAINAGE SCUPPERS (SPECIAL)	L SUM	1	1				
Z0026346	NIGHTTIME WORK ZONE LIGHTING	EACH	1					1
Z0029999	IMPACT ATTENUATOR REMOVAL	EACH	1					1
Z0030030	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	L SUM	1					1
* Z0033026	MAINTENANCE OF EXISTING LIGHTING SYSTEM COMPLETE	SQ YD	280				280	
Z0065700	SLOPE WALL REPAIR	CU YD	120				120	
Z0065730	SLOPE WALL SLURRY PUMPING	L SUM	1				1	
Z0073300	TEMPORARY SHORING AND CRIBBING							

* SPECIALTY ITEMS

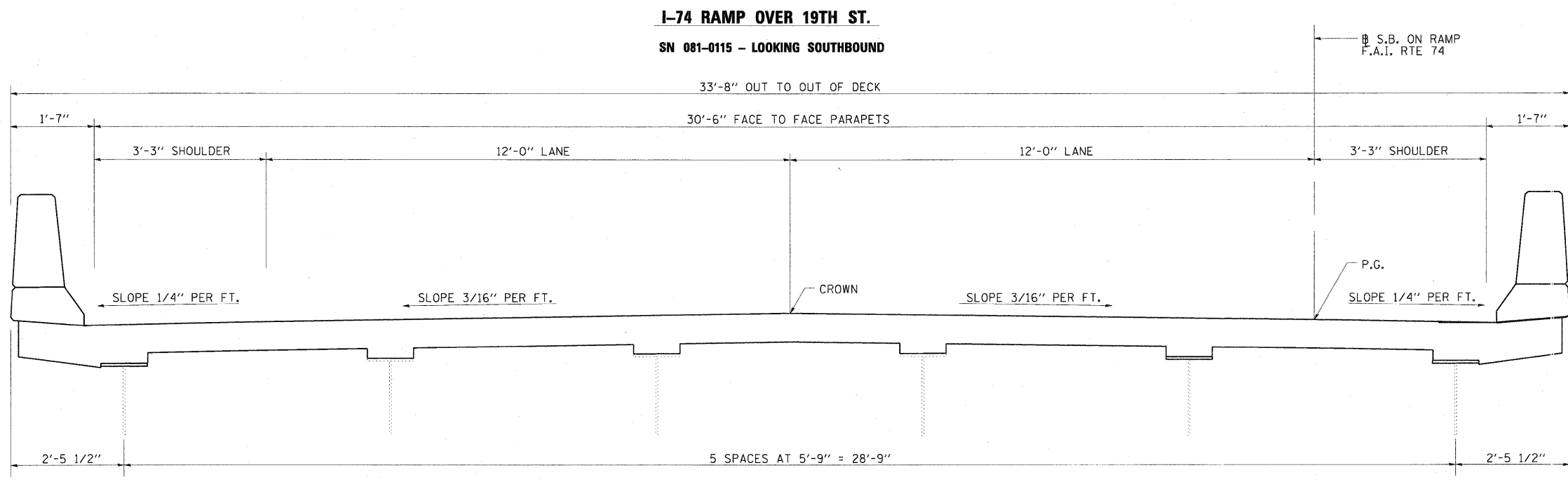
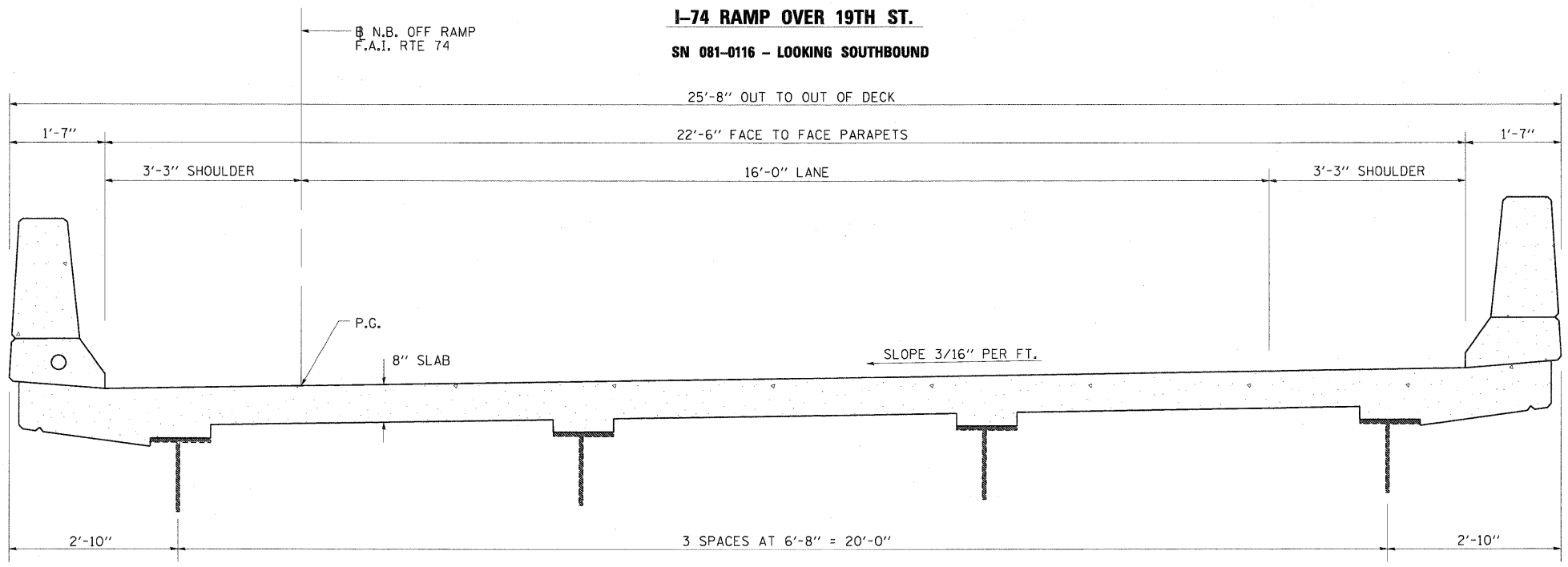
NON-PARTICIPATING
100% STATE

S00-3

JACOBS

FILE NAME = P:_2009\C494100\Cadd\Task1\Civ11\Sheet	USER NAME = ngerlach Files\50063.dgn	DESIGNED = AEG	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE. = 74	SECTION = (81-1HB)D	COUNTY = ROCK ISLAND	TOTAL SHEETS = 78	SHEET NO. = 5
PLOT SCALE = #1MS.PLT.SCALE	CHECKED = TAI	REVISED	SCALE: NONE			SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 64D95	
PLOT DATE = 11/9/2010	DATE = 10/29/10	REVISED								

TYPICAL SECTIONS



NOTE:
REFER TO STRUCTURE PLANS FOR MORE
DETAILED TYPICAL SECTIONS.

FILE NAME =	USER NAME = egansch	DESIGNED - IDOT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PA\2289\CD\94100\Cadd\Task1\02 items	edd\ad03108\p.dgn	DRAWN - IDOT	REVISED -			74	(81-1HB)	ROCK ISLAND	78	6	
	PLOT SCALE = 8(MS.PLT.SCALE)	CHECKED - IDOT	REVISED -			CONTRACT NO. 64D95					
	PLOT DATE = 10/28/2010	DATE - 10/29/10	REVISED -			ILLINOIS FED. AID PROJECT					
						SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

TYP-1

EXISTING HORIZONTAL & VERTICAL CONTROL

Mississippi River



Chain I74 contains:
 1129 CUR 370 CUR 380 CUR 1200 CUR 1210 CUR 1220 CUR 1240 CUR 1270 CUR 1300 CUR-
 300 CUR 310 CUR 320 CUR 330 CUR 340 CUR 350 CUR 360 CUR 1260 903342

Beginning chain I74 description

Point 1129 N 1,764,364.6932 E 2,202,081.3645 Sta 33+54.00

Course from 1129 to PC 370 142° 19' 14.07" Dist 890.4689'

Curve Data

Curve 370

P.I. Station 49+28.54 N 1,763,118.5344 E 2,203,043.7908

Delta = 39° 24' 02.56" (RT)

Degree = 2° 59' 56.38"

Tangent = 684.0711'

Length = 1,313.7971'

Radius = 1,910.4993'

External = 118.7767'

Long Chord = 1,288.0628'

Mid. Ord. = 111.8245'

P.C. Station 42+44.47 N 1,763,659.9378 E 2,202,625.6572

P.T. Station 55+58.27 N 1,762,434.7720 E 2,203,023.2430

C.C. N 1,762,492.1588 E 2,201,113.6058

Course from PT 370 to PC 380 181° 43' 16.63" Dist 899.4728'

Curve Data

Curve 380

P.I. Station 68+45.23 N 1,761,148.3897 E 2,202,984.5857

Delta = 19° 12' 59.18" (LT)

Degree = 2° 30' 11.20"

Tangent = 387.4901'

Length = 767.7020'

Radius = 2,288.9819'

External = 32.5664'

Long Chord = 764.1089'

Mid. Ord. = 32.1096'

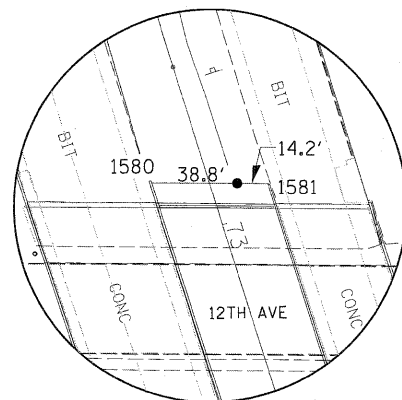
P.C. Station 64+57.74 N 1,761,535.7050 E 2,202,996.2250

P.T. Station 72+25.45 N 1,760,778.8240 E 2,203,101.0750

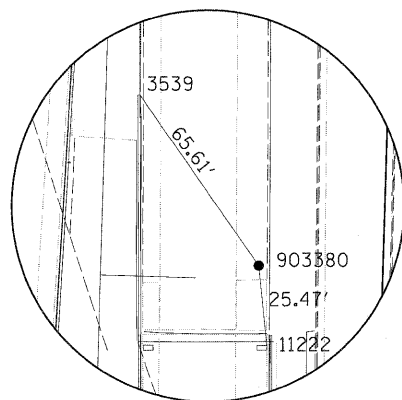
C.C. N 1,761,466.9495 E 2,205,284.1740

Course from PT 380 to PC 1200 162° 30' 17.44" Dist 613.2203'

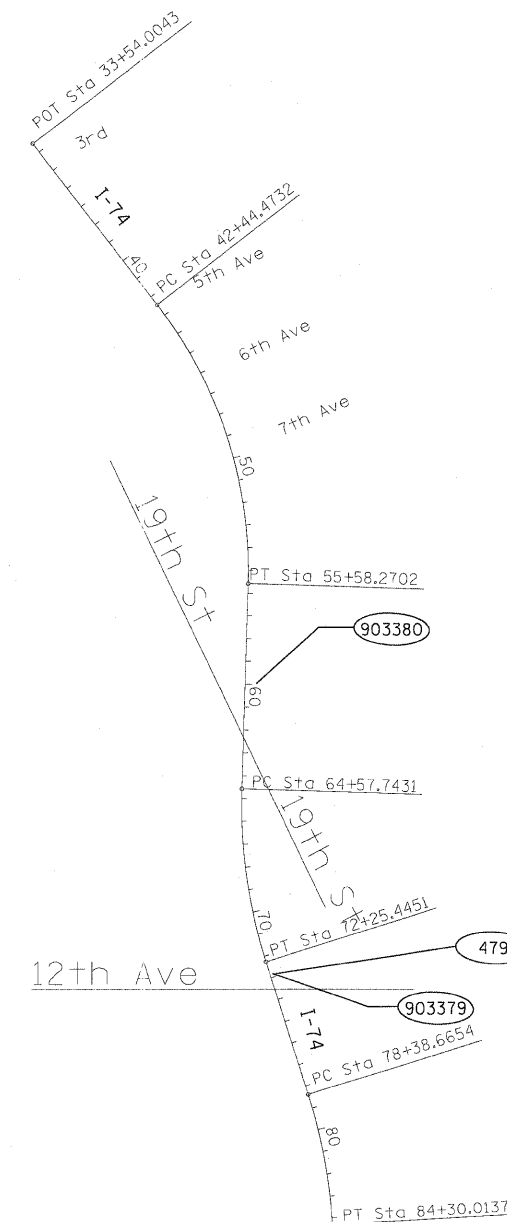
Ending chain I74 description



HORIZONTAL CONTROL
POINT No. 903379



HORIZONTAL CONTROL
POINT No. 903380



HORIZONTAL CONTROL POINTS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
903379	1760726.2700	2203130.1410	677.4930	I74	72+84.31	11.9224' LT	GPS CONTROL POINT, PIN
903380	1761996.1550	2203059.8780	632.8140	I74	59+95.59	49.7935' LT	GPS CONTROL POINT, PK NAIL

REFERENCE TIES

POINT	CHAIN	STATION	OFFSET	DESCRIPTION
1580	I74	72+72.45	24.9904' RT	WALL, CHISELED "X"
1581	I74	72+88.18	24.8755' LT	WALL, CORNER
3539	I74	59+42.83	10.8000' LT	WALL
11222	I74	60+20.84	53.0826' LT	DROP INLET PERIMETER

CURVE POINT NUMBERS

CHAIN	CURVE	PI	CC	PC	PT
I74	370	370	371	372	373
I74	380	380	381	382	383

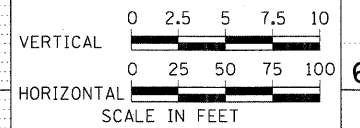
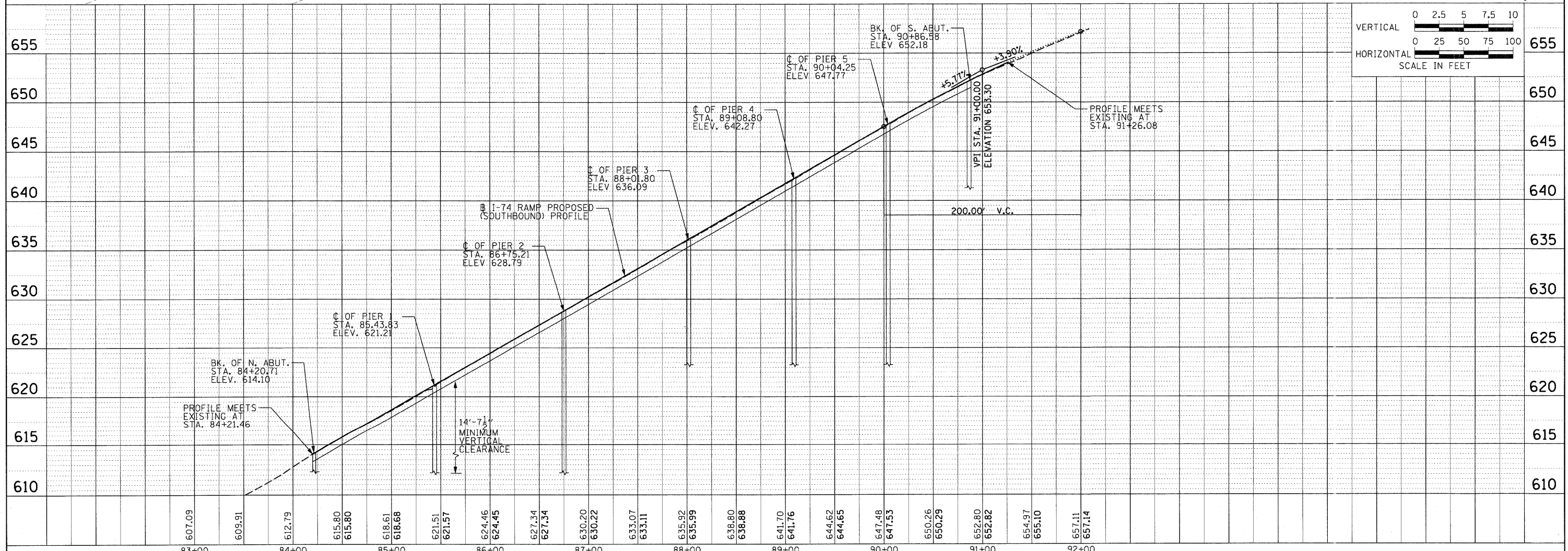
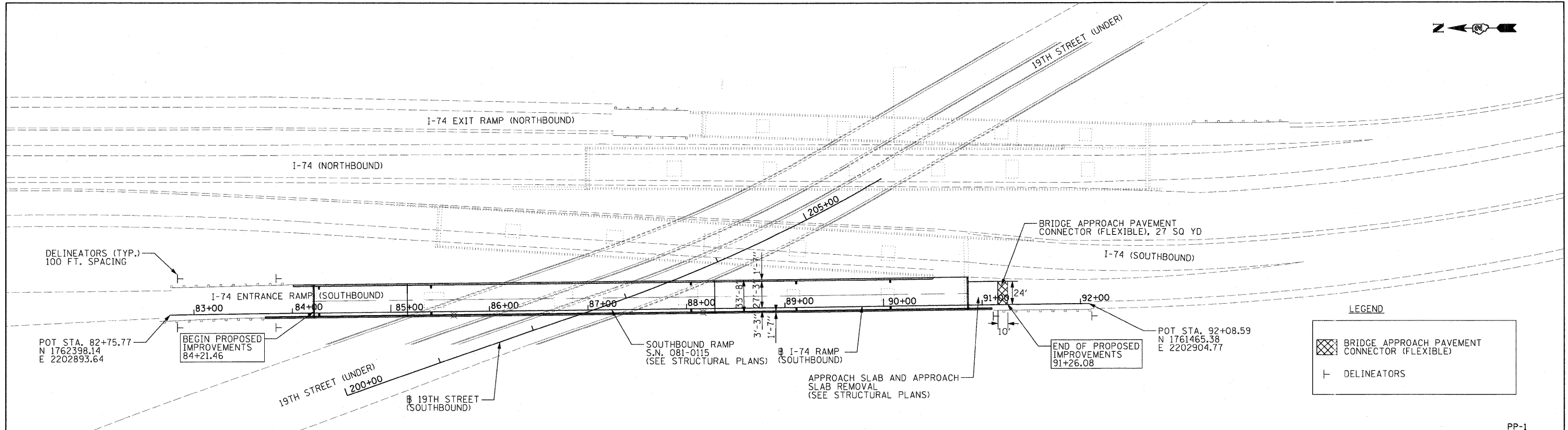
BENCH MARKS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
479	1760726.1190	2203144.3440	679.9450	I74	72+88.72	25.423' LT	WALL, CROSS CUT



PLAN	SURVEYED	DATE
	ALIGNED	
	CHECKED	
	BY	
	NO. OF WAY CHECKED	
	CADD FILE NAME	

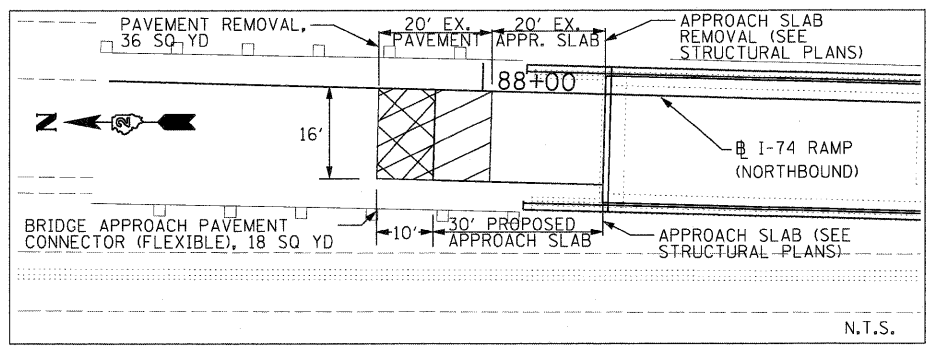
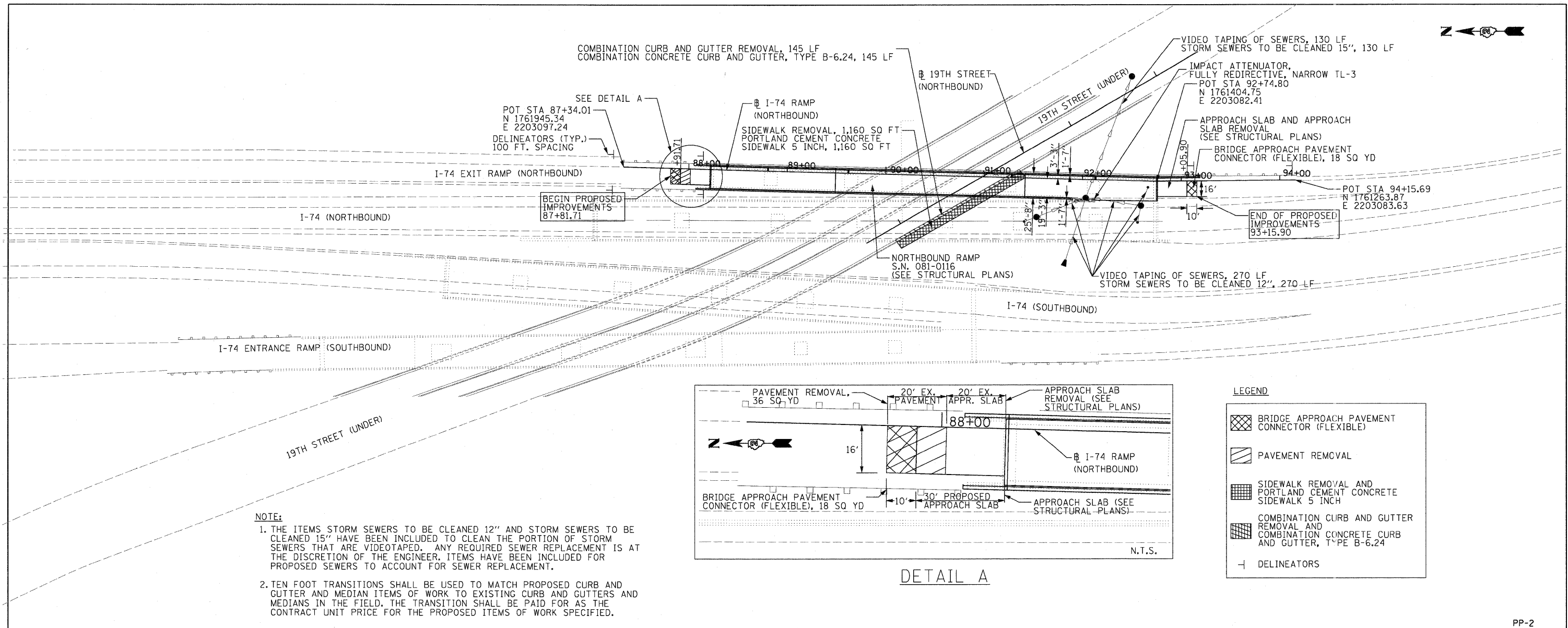
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	PLOTTED	
	CHECKED	
	BY	
	NO. NOTED	
	STRUCTURE NOTATIONS CRKD	



FILE NAME =	USER NAME = agensh	DESIGNED - AEG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PLAN AND PROFILE - SB RAMP (SN081-0115)	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:_2009\09\94100\Cadd\Task1\Civil\Sheet Files\Plan_Prof_1SB.dgn	DRAWN - AEG	REVISED -	74			(81-IHB)D	ROCK ISLAND	78	9	
JACOBS	CHECKED - TAI	REVISED -	CONTRACT NO. 64D95							
PLOT SCALE = 8(MS_PLT_SCALE)	DATE - 10/29/10	REVISED -	ILLINOIS FED. AID PROJECT							
PLOT DATE = 10/28/2010				SCALE:	SHEET NO. OF SHEETS	STA. TO STA.				

PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	
	CADD FILE NAME	

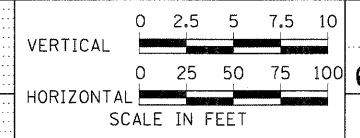
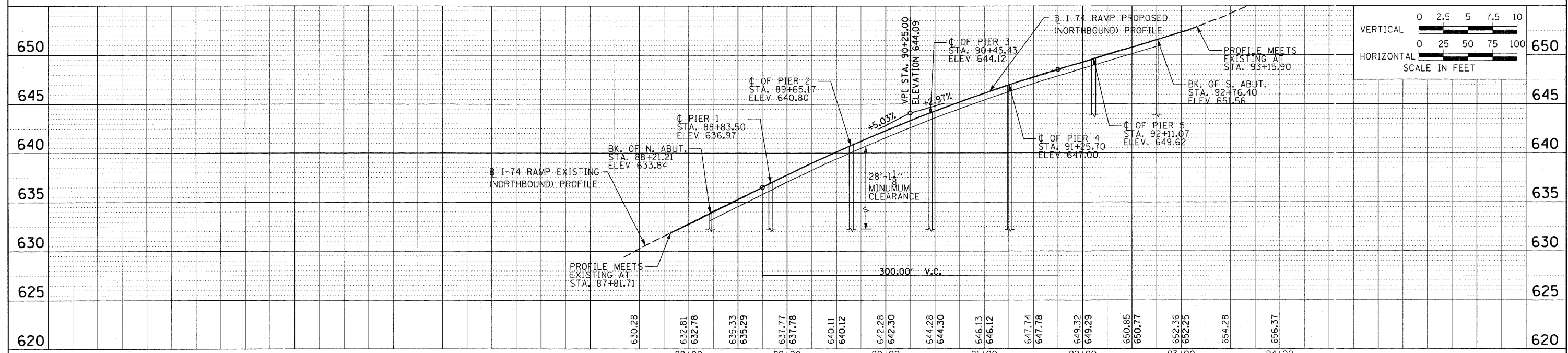
PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	
	STRUCTURE NOTATIONS CHKD	



LEGEND

- BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)
- PAVEMENT REMOVAL
- SIDEWALK REMOVAL AND PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- COMBINATION CURB AND GUTTER REMOVAL AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- DELINEATORS

- NOTE:**
1. THE ITEMS STORM SEWERS TO BE CLEANED 12" AND STORM SEWERS TO BE CLEANED 15" HAVE BEEN INCLUDED TO CLEAN THE PORTION OF STORM SEWERS THAT ARE VIDEOTAPED. ANY REQUIRED SEWER REPLACEMENT IS AT THE DISCRETION OF THE ENGINEER. ITEMS HAVE BEEN INCLUDED FOR PROPOSED SEWERS TO ACCOUNT FOR SEWER REPLACEMENT.
 2. TEN FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB AND GUTTERS AND MEDIANS IN THE FIELD. THE TRANSITION SHALL BE PAID FOR AS THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

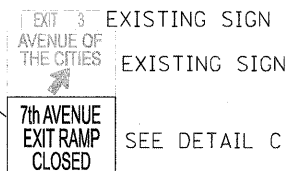
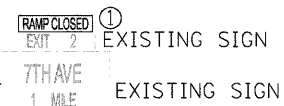
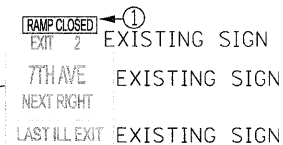
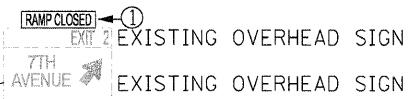
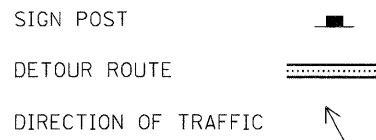


FILE NAME =	USER NAME = agensch	DESIGNED - AEG	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">PROPOSED PLAN AND PROFILE - NB RAMP (SN081-0116)</p>	F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PA\2009\CAD\Task\Civil\Sheet	files\Plan_Prof_2NB.dgn	DRAWN - AEG	REVISED -		74	(81-1HB)D	ROCK ISLAND	78	10	
PLOT SCALE = #IMS.PLT_SCALE)		CHECKED - TAI	REVISED -		CONTRACT NO. 64D95					
PLOT DATE = 10/29/2010		DATE - 10/29/10	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.

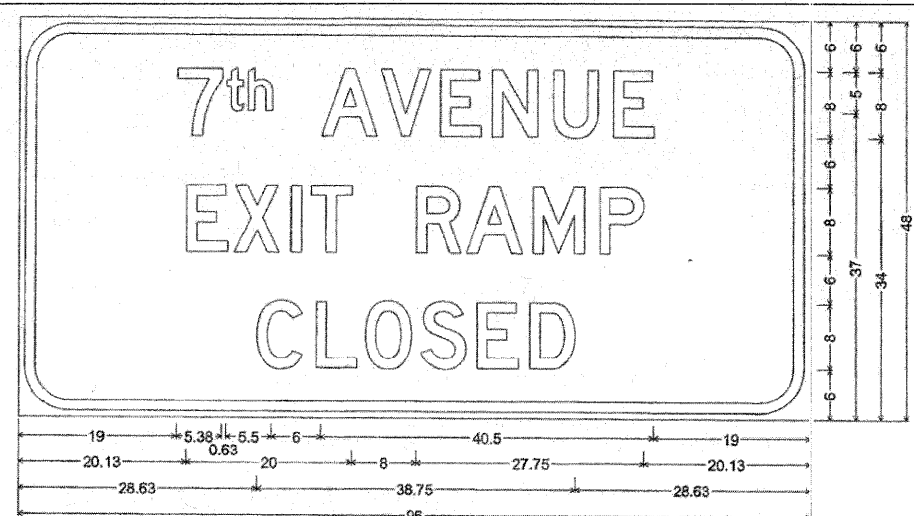
GENERAL NOTES

1. THERE ARE TO BE NO CLOSURES ON THE DETOUR ROUTE (19TH STREET) AT ANY TIME EITHER RAMP IS CLOSED TO TRAFFIC, EXCEPT AS NOTED IN THE SPECIAL PROVISIONS.
2. SIGN 1 IS REQUIRED ON ALL GUIDE SIGNS FOR THE CLOSED EXIT RAMP.
3. TWO CHANGEABLE MESSAGE BOARDS ARE REQUIRED A MINIMUM OF 2 WEEKS IN ADVANCE OF THE CLOSURES.
4. THE TEMPORARY CONCRETE BARRIER FOR THE 7TH AVENUE EXIT RAMP IS TO BE ANCHORED TO THE PAVEMENT FROM STA. 91+84 TO STA. 92+89.
5. TRAFFIC SIGNALS MAY HAVE TO BE REPHASD BY THE DEPARTMENT PRIOR TO THE DETOUR BEING SET. IMPACTS MAY INCLUDE LEFT TURN MOVEMENTS AT I-74 & 7TH AVE. AND RETIMING OF SIGNALS AT AVE. OF THE CITIES & 19TH STREET. NOTIFY SCOTT KULLERSTRAND (815-284-5468) OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS, AT LEAST TWO WEEKS IN ADVANCE OF REQUIRED DETOUR.
6. THE LOCATIONS OF THE DETOUR SIGNS SHOWN IN DETAIL C AND D ARE TO BE DETERMINED BY OPERATIONS.

LEGEND



CHANGEABLE MESSAGE SIGN FOR ADVANCED CLOSURE NOTICE

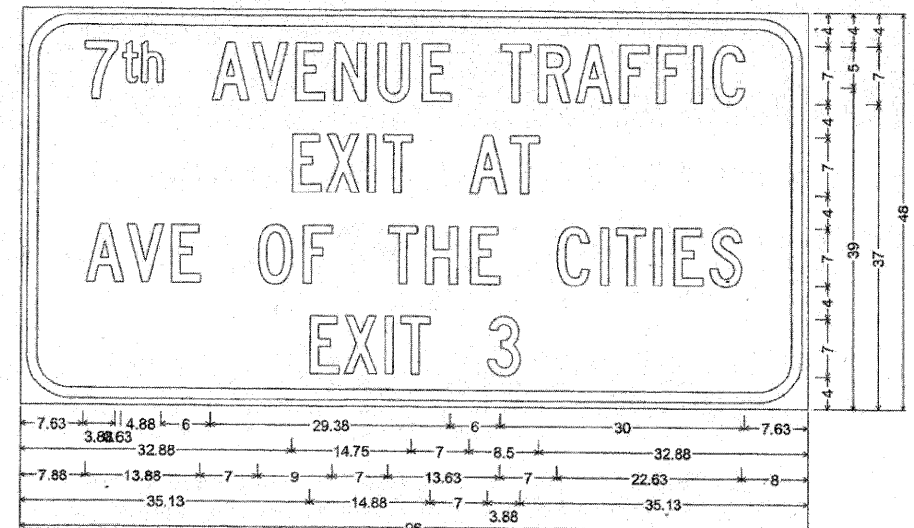


6.00" Radius, 1.25" Border, 0.75" Indent, Black on Orange;
7th" D 2K; "AVENUE" D 2K; "EXIT RAMP" D 2K; "CLOSED" D 2K;

Table of letter and object lefts.

T	S	H	A	V	E	N	U	E
19.00	25.00	27.50	36.50	43.75	51.00	57.38	64.75	72.00
E	X	I	T	R	A	M	P	
20.13	25.88	32.75	35.25	48.13	54.25	62.25	70.38	
C	L	O	S	E	D			
28.63	35.88	41.88	48.75	55.50	61.88			

DETAIL C

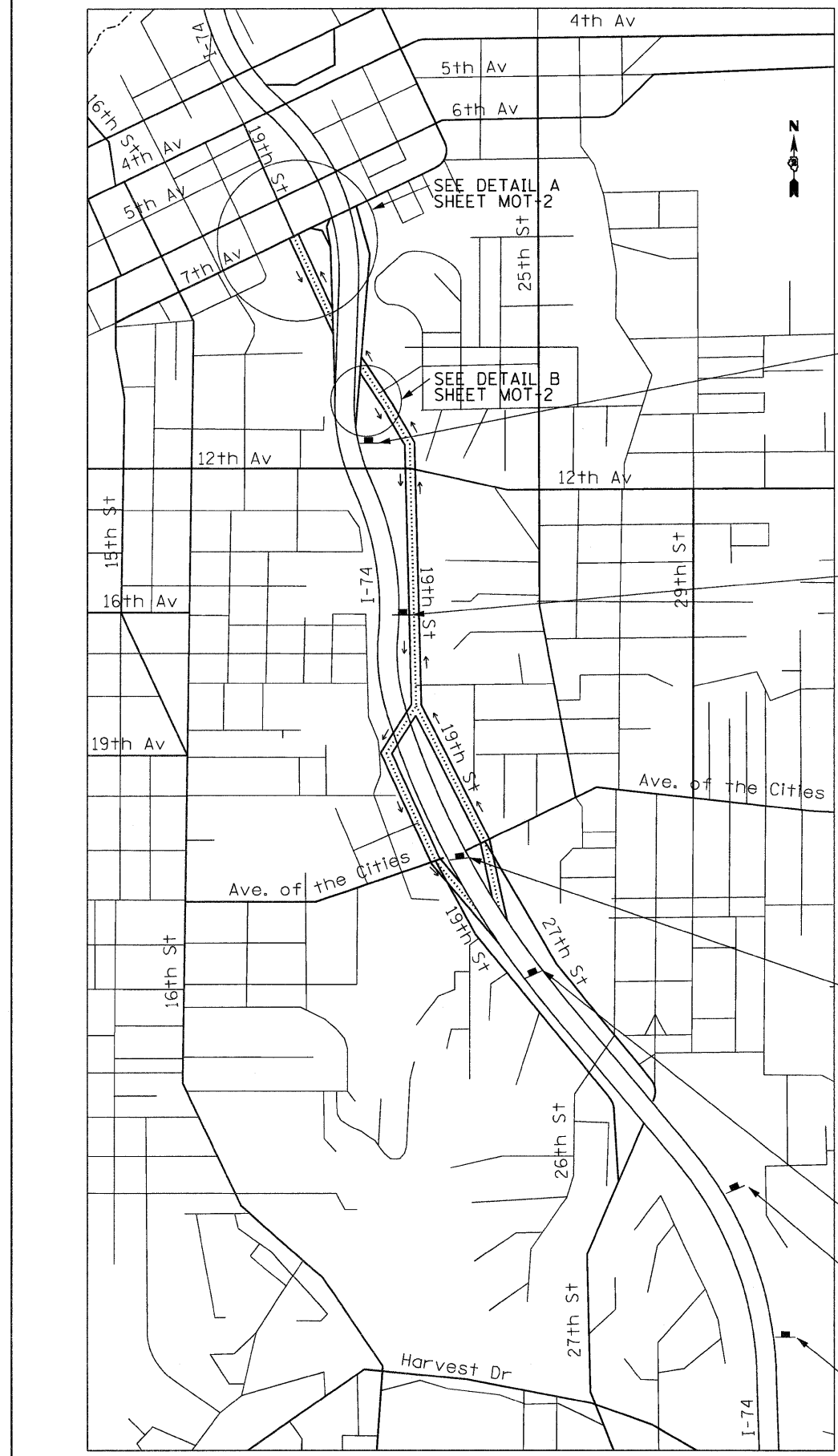


6.00" Radius, 1.25" Border, 0.75" Indent, Black on Orange;
7th" C 2K; "AVENUE" C 2K; "TRAFFIC" C 2K; "EXIT AT" C 2K; "AVE OF THE CITIES" C 2K; "EXIT 3" C 2K;

Table of letter and object lefts.

T	S	H	A	V	E	N	U	E	T	R	A	M	P	E	X	I	T	A	T	A	V	E	O	F	T	H	E	C	I	T	I	E	S
7.63	12.13	14.38	23.00	27.88	33.25	38.00	43.38	48.88	58.50	63.00	67.50	73.00	77.50	82.13	84.50																		
E	X	I	T	A	T																												
32.88	37.00	42.13	44.13	54.63	59.63																												
A	V	E	O	F	T	H	E	C	I	T	I	E	S																				
7.88	12.88	18.13	28.75	34.25	44.88	49.38	54.88	65.38	70.75	72.63	77.25	79.75	84.13																				
E	X	I	T																														
35.13	39.38	44.38	46.38	57.00																													

DETAIL D



FILE NAME = P:_2009\C9494100\Cadd\Task1\Cvsi\Sheet	USER NAME = agensch files\MOT01.dgn	DESIGNED - AEG	REVISED -
	PLOT SCALE = 1/8"=1'-0"	DRAWN - AEG	REVISED -
	PLOT DATE = 11/9/2010	CHECKED - TAI	REVISED -
		DATE - 10/29/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC -
DETOUR ROUTE AND GENERAL NOTES

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE. 74	SECTION (B1-IHBID)	COUNTY ROCK ISLAND	TOTAL SHEETS 78	SHEET NO. 11
CONTRACT NO. 64095				
FED. RD/D. DIST. NO. ILLINOIS FED. AID PROJECT				

JACOBS

MOT-1

24" **RAMP CLOSED** 12"







14"

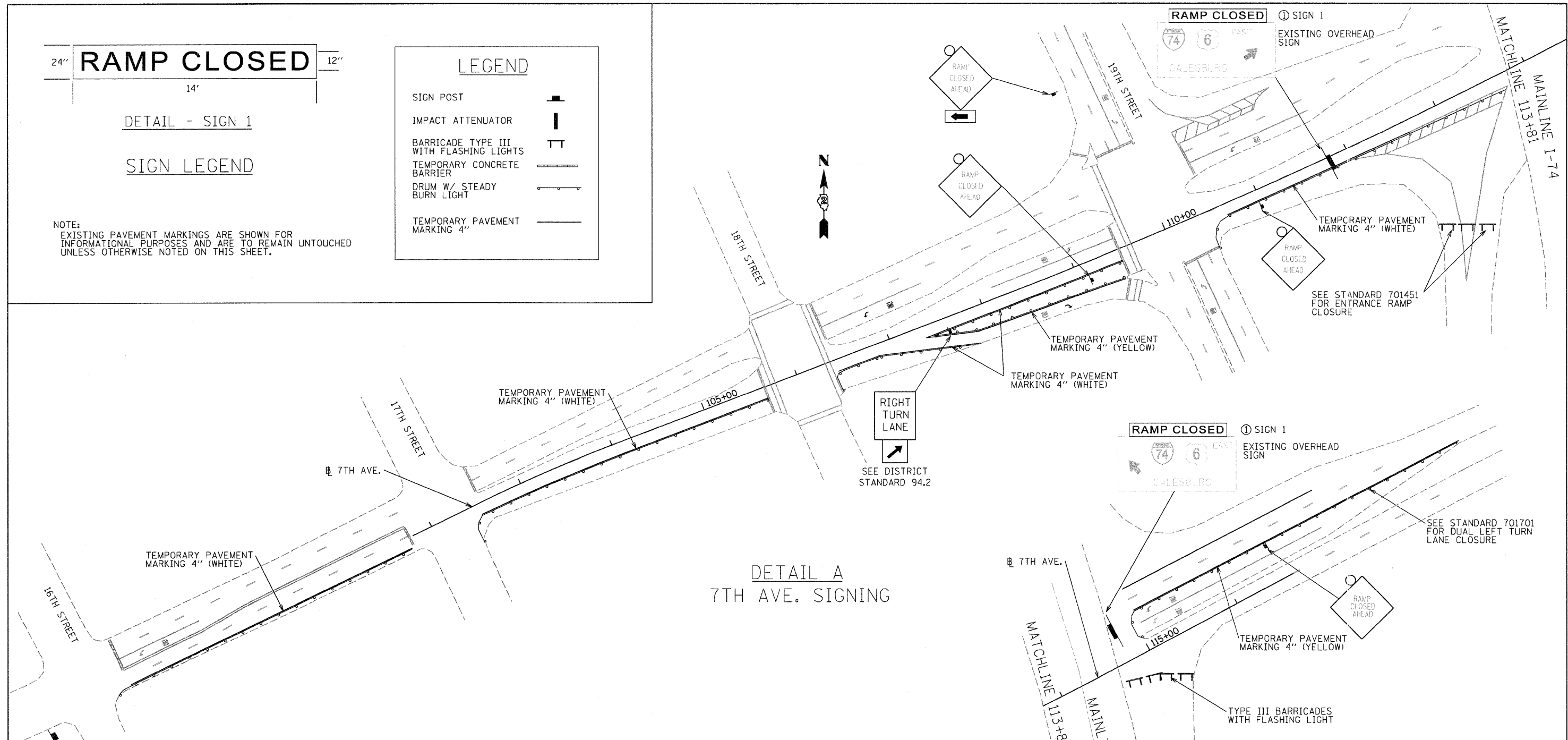
DETAIL - SIGN 1

SIGN LEGEND

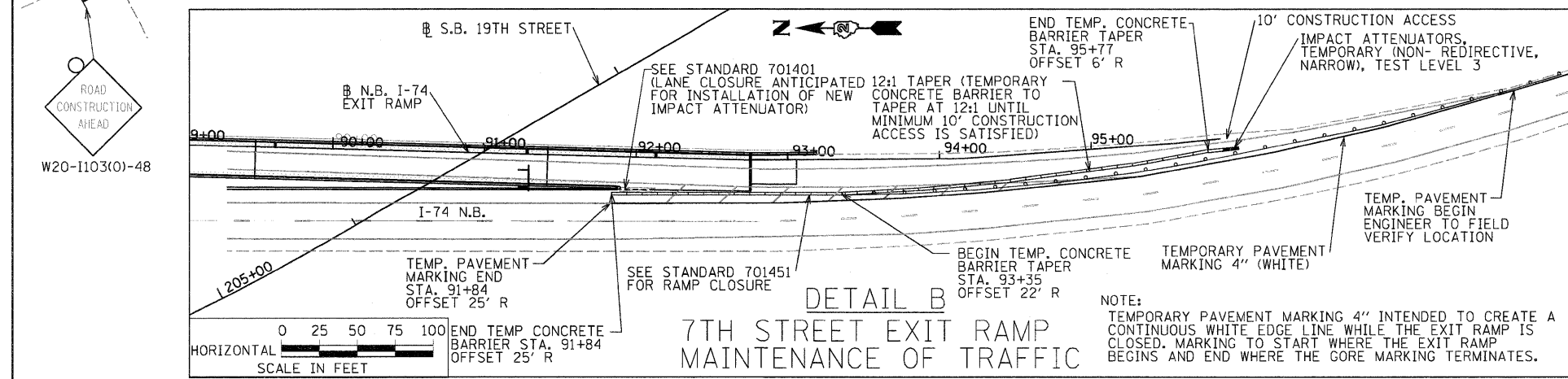
NOTE:
EXISTING PAVEMENT MARKINGS ARE SHOWN FOR INFORMATIONAL PURPOSES AND ARE TO REMAIN UNTOUCHED UNLESS OTHERWISE NOTED ON THIS SHEET.

LEGEND

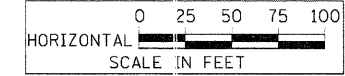
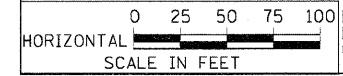
SIGN POST	
IMPACT ATTENUATOR	
BARRICADE TYPE III WITH FLASHING LIGHTS	
TEMPORARY CONCRETE BARRIER	
DRUM W/ STEADY BURN LIGHT	
TEMPORARY PAVEMENT MARKING 4"	



DETAIL A
7TH AVE. SIGNING



DETAIL B
7TH STREET EXIT RAMP
MAINTENANCE OF TRAFFIC



FILE NAME = P:_2024\C94100\Cad\Task1\Cv\1\Sheet	USER NAME = agensch Files\MOT02.dgn	DESIGNED - AEG	REVISED -
PLOT SCALE = #IMS.PLT.SCALE)	DATE = 10/29/10	DRAWN - AEG	REVISED -
PLOT DATE = 11/9/2010		CHECKED - TAI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC -
SIGNING LEGEND AND MAINTENANCE OF TRAFFIC PLAN

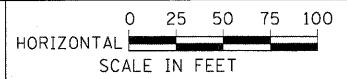
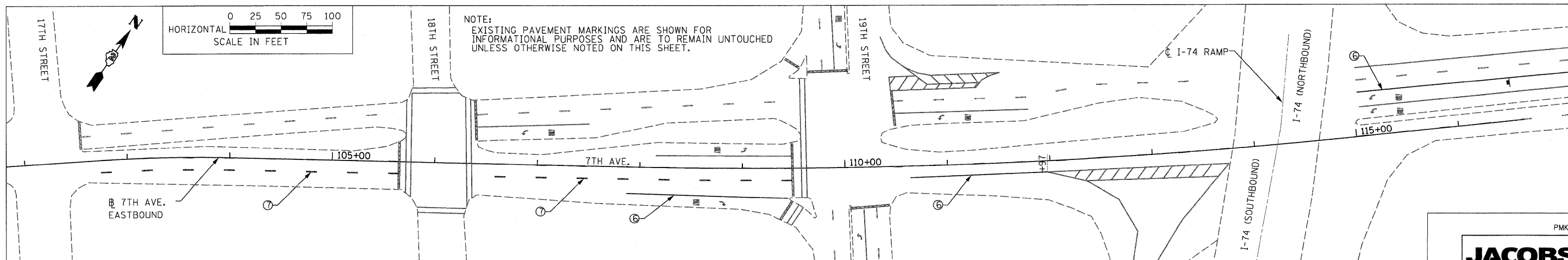
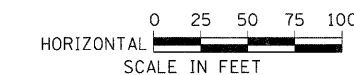
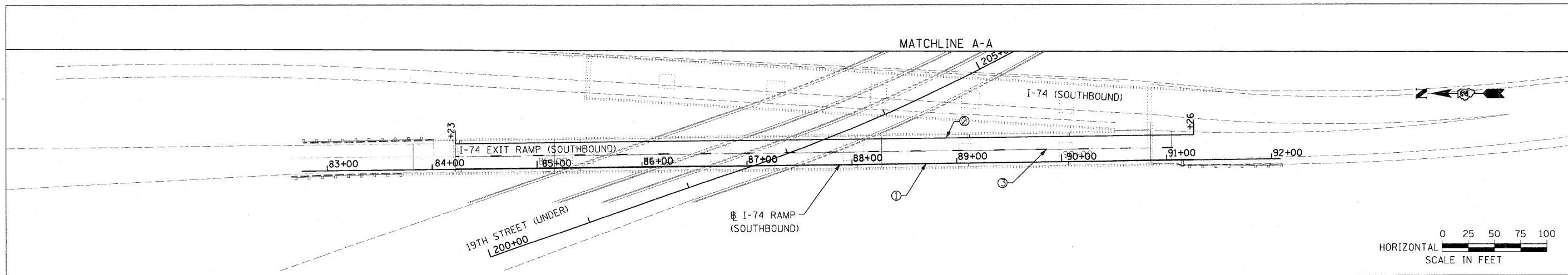
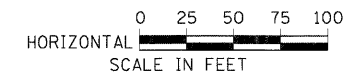
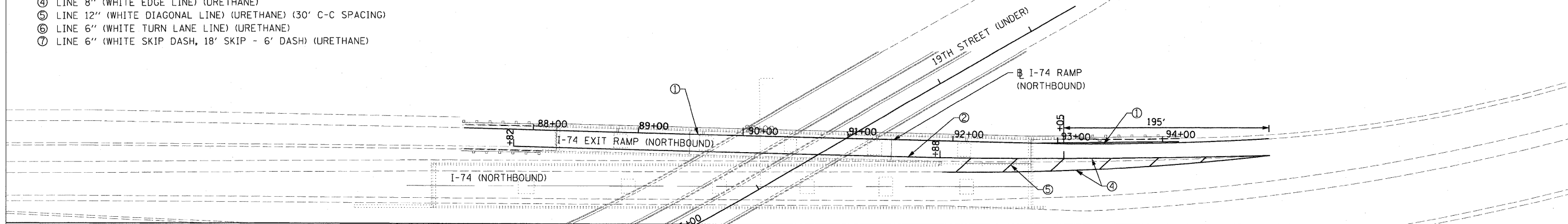
F.A.I. RTE. 74	SECTION (81-1HB)D	COUNTY ROCK ISLAND	TOTAL SHEETS 78	SHEET NO. 12
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64D95	

JACOBS

MOT-2

LEGEND

- ① LINE 4" (WHITE EDGE LINE) (URETHANE)
- ② LINE 4" (YELLOW EDGE LINE) (URETHANE)
- ③ LINE 6" (WHITE SKIP DASH, 30' SKIP - 10' DASH) (URETHANE)
- ④ LINE 8" (WHITE EDGE LINE) (URETHANE)
- ⑤ LINE 12" (WHITE DIAGONAL LINE) (URETHANE) (30' C-C SPACING)
- ⑥ LINE 6" (WHITE TURN LANE LINE) (URETHANE)
- ⑦ LINE 6" (WHITE SKIP DASH, 18' SKIP - 6' DASH) (URETHANE)



NOTE:
EXISTING PAVEMENT MARKINGS ARE SHOWN FOR
INFORMATIONAL PURPOSES AND ARE TO REMAIN UNTOUCHED
UNLESS OTHERWISE NOTED ON THIS SHEET.

PMK-1

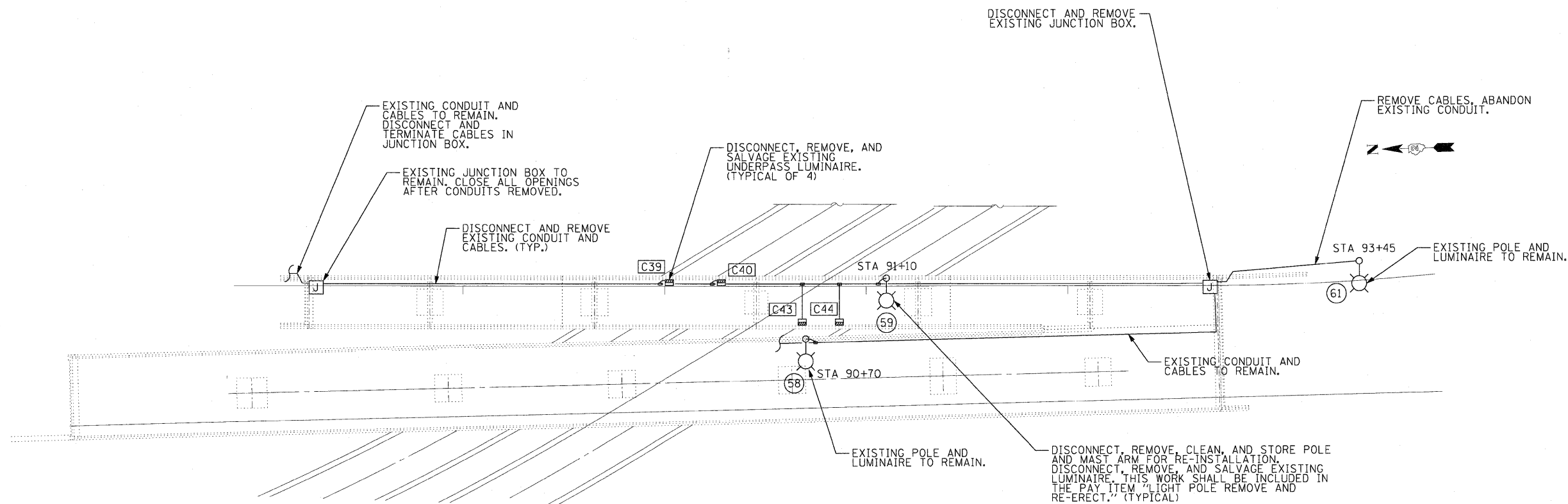


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PLOT SCALE = 8(MS,PLT,SCALE)	CHECKED - TAI	DATE = 10/29/10	REVISED -		SCALE: 100'-1"	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 64D95				
PLOT DATE = 10/28/2010	DATE = 10/29/10	REVISED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

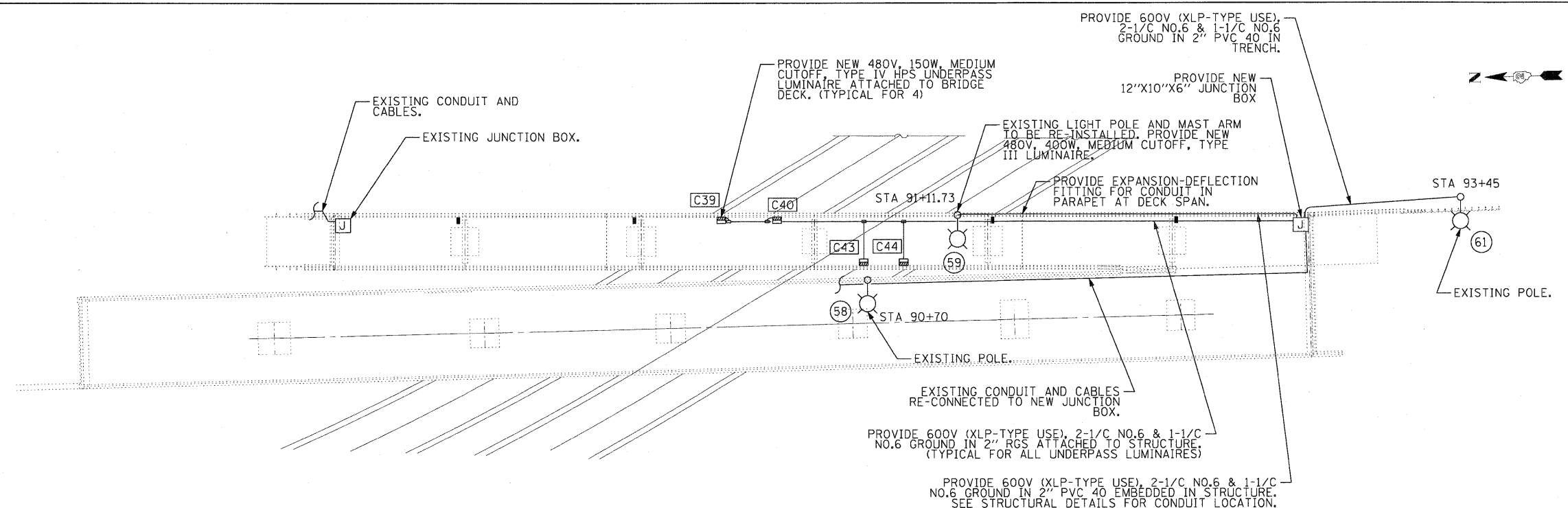
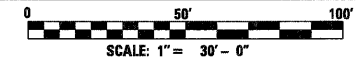
GENERAL ELECTRICAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (REFERRED TO AS THE STANDARD SPECIFICATIONS), THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, AND THE MANUAL OF TEST PROCEDURES FOR MATERIALS AND STREET LIGHTING IMPROVEMENTS SHALL BE INSTALLED IN ACCORDANCE WITH AMERICAN NATIONAL STANDARD PRACTICE FOR ROADWAY LIGHTING (ANSI/IES RP8 LATEST EDITION) AND THE NATIONAL ELECTRICAL CODE (NEC, NFPA, 70, LATEST EDITION).
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER OR CITY.
3. THE CONTRACTOR SHALL NOTIFY THE CITY PUBLIC WORKS ADMINISTRATOR AT LEAST 48 HOURS IN ADVANCE OF BEGINNING ANY WORK TO OBTAIN APPROVAL.
4. THE CONTRACTOR SHALL PROVIDE WARRANTIES OR GUARANTEES PROVIDING FOR SATISFACTORY IN-SERVICE OPERATION OF THE ELECTRICAL EQUIPMENT AND RELATED COMPONENTS OPERATION OF THE ELECTRICAL EQUIPMENT FOR A PERIOD OF ONE YEAR.
5. ALL CONDUITS LENGTHS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE ACTUAL DISTANCE REQUIREMENTS IN THE FIELD.
6. THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR WIRE MARKERS AND SHALL TAG ALL WIRE MARKERS AND SHALL TAG ALL WIRING ACCORDINGLY.
7. THE CITY AND ENGINEER SHALL BE NOTIFIED 48 HOURS PRIOR TO COMMENCING EACH CONSTRUCTION PHASE.
8. ALL ELECTRICAL DEVICES AND MATERIALS SHALL BE U/L LISTED WHERE APPLICABLE.
9. CONTACT JULIE AT 1-800-892-0123 FOR UTILITY LOCATES PRIOR TO BEGINNING AND EXCAVATION WORK. WORK PROACTIVELY WITH UTILITY COMPANIES FOR THE PURPOSE OF DAMAGE PREVENTION.
10. THE POLES, MAST ARMS AND LUMINAIRES SHOWN ON THE PLANS SHALL BE REMOVED BY THE CONTRACTOR. CONTRACTOR SHALL REMOVE, CLEAN, AND STORE POLES AND MAST ARMS UNTIL READY TO RE-INSTALL AFTER EACH STAGE OF BRIDGE CONSTRUCTION IS COMPLETE. CONTRACTOR SHALL RETURN LUMINAIRES TO IDOT. THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "LIGHT POLE REMOVE AND RE-ERECT."
11. THE CONTRACTOR SHALL MAINTAIN THE EXISTING LIGHTING AT I-74 ROADWAY. THE LIGHTING OFF OF THE I-74 BRIDGES OVER 19TH STREET AFFECTED BY CIRCUITS SHALL REMAIN OPERATIONAL. THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "MAINTENANCE OF EXISTING LIGHTING SYSTEM."
12. ALL EXISTING AREAS THAT ARE DAMAGED BY THIS WORK; INCLUDING BUT NOT LIMITED TO FENCING, CURB AND GUTTER, SIDEWALKS, AND WHERE RESTORATION IS NOT COVERED BY THE APPLICABLE SECTION OF THE SPECIFICATION, MUST BE RESTORED TO THE SATISFACTION OF THE ENGINEER. THIS WORK WILL BE INCLUDED IN THE COST OF THE CONTRACT. SEPARATE PAYMENT WILL NOT BE MADE.
13. NOTIFY THE UTILITY COMPANIES (SUCH AS COMED, CABLE TV, AT&T, etc.) TO RELOCATE THEIR EXISTING CABLE AND EQUIPMENT LOCATED ON BRIDGE WHICH WILL INTERFERE WITH THE PROPOSED CONSTRUCTION OF THE BRIDGES.
14. ALL CABLES ROUTED INTO BRIDGE MOUNTED LIGHT POLES MUST HAVE SUFFICIENT SLACK TO ALLOW FOR EXPANSION AND CONTRACTION OF EXPANSION FITTINGS.
15. PRIOR TO ENERGIZING THE ELECTRICAL SYSTEM, TEST THE ENTIRE INSTALLATION FOR GROUNDS, SHORTS, IMPROPER INSULATION RESISTANCE OR IMPROPER CONNECTION. APPLY DC VOLTAGE OF 1000 VOLTS FOR MEASUREMENT OF INSULATION RESISTANCE. (USE MOTOR DRIVEN MEGGER INSTRUMENT.
16. THE CONTRACTOR MUST SCHEDULE A FINAL ACCEPTANCE INSPECTION WITH THE ENGINEER AND THE IDOT UPON COMPLETION OF ALL PROPOSED LIGHTING WORK. UPON FINAL ACCEPTANCE, THE CONTRACTOR MUST TRANSFER ALL LIGHTING INSTALLATIONS TO THE IDOT FOR MAINTENANCE PURPOSES.

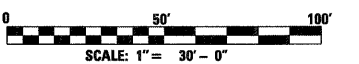
FILE NAME = E1 General Electrical Notes and Legend.dgn 	USER NAME = JACOBS	DESIGNED - HS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	E1 GENERAL ELECTRICAL NOTES	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - HS	REVISED -			74	(81-1HB)D	ROCK ISLAND	78	14
PLOT DATE = 10/28/2010	CHECKED - CDS	REVISED -		SHEET NO. 14 OF 78 SHEETS		CONTRACT NO. 64D95		ILLINOIS FED. AID PROJECT		



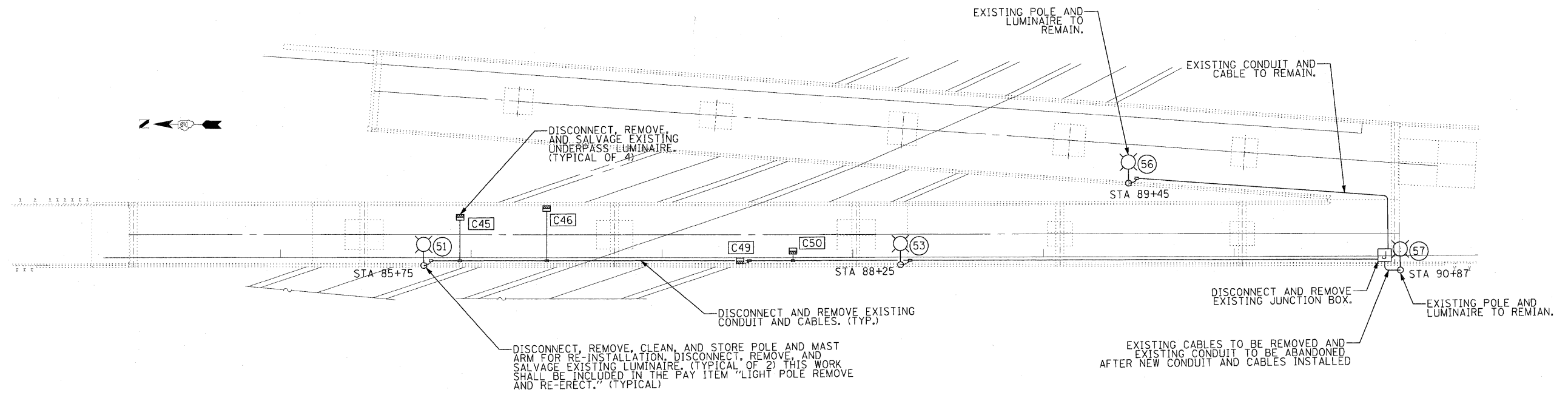
RAMP S-7 ELECTRICAL REMOVAL PLAN



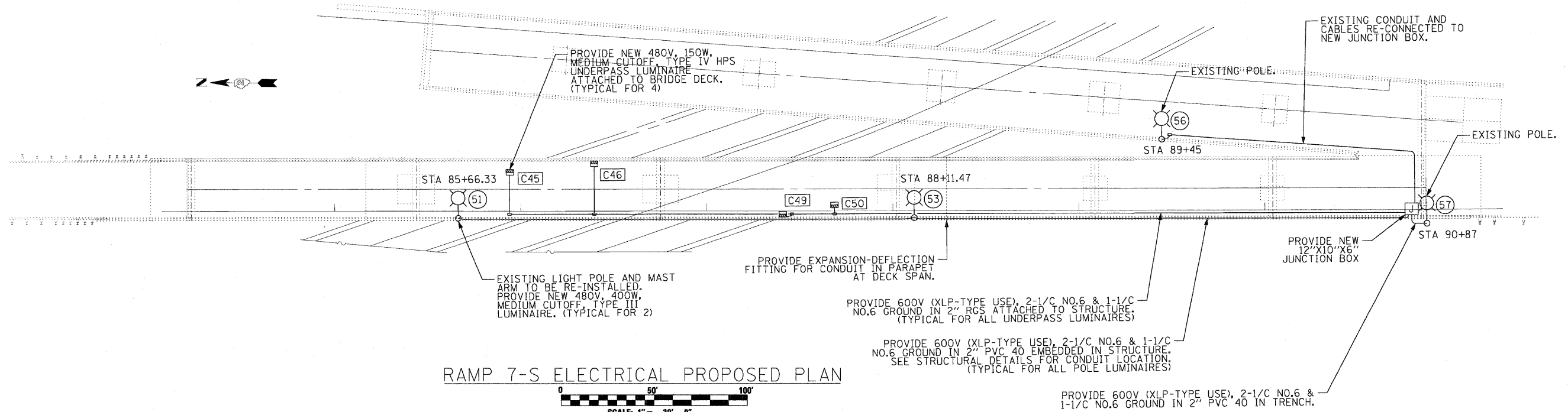
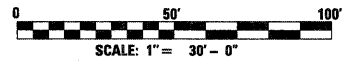
RAMP S-7 ELECTRICAL PROPOSED PLAN



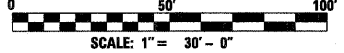
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	PLOT SCALE =	DRAWN - HS	REVISED -			74	(81-IHBD)	ROCK ISLAND	78	15
	PLOT DATE = 10/28/2010	CHECKED - CDS	REVISED -			CONTRACT NO. 64D95			ILLINOIS FED. AID PROJECT	
	SHEET NO. 15 OF 78 SHEETS									



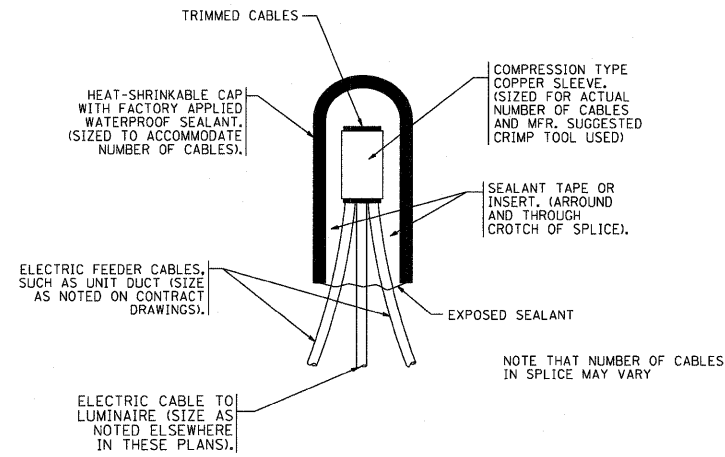
RAMP 7-S ELECTRICAL REMOVAL PLAN



RAMP 7-S ELECTRICAL PROPOSED PLAN

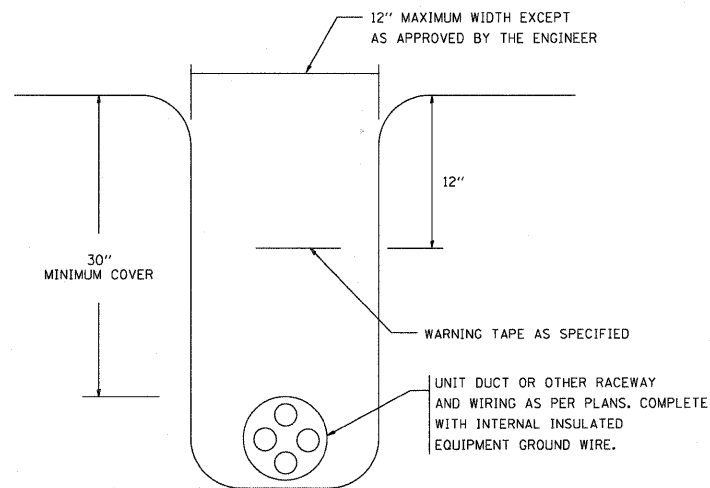


FILE NAME = E3 Ramp 7-S Lighting Plan.dgn JACOBS	USER NAME = JACOBS	DESIGNED - HS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	E3 RAMP 7-S LIGHTING PLAN	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - HS	REVISED -			74	(81-1HB)D	ROCK ISLAND	78	16
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SHEET NO. 16 OF 78 SHEETS										



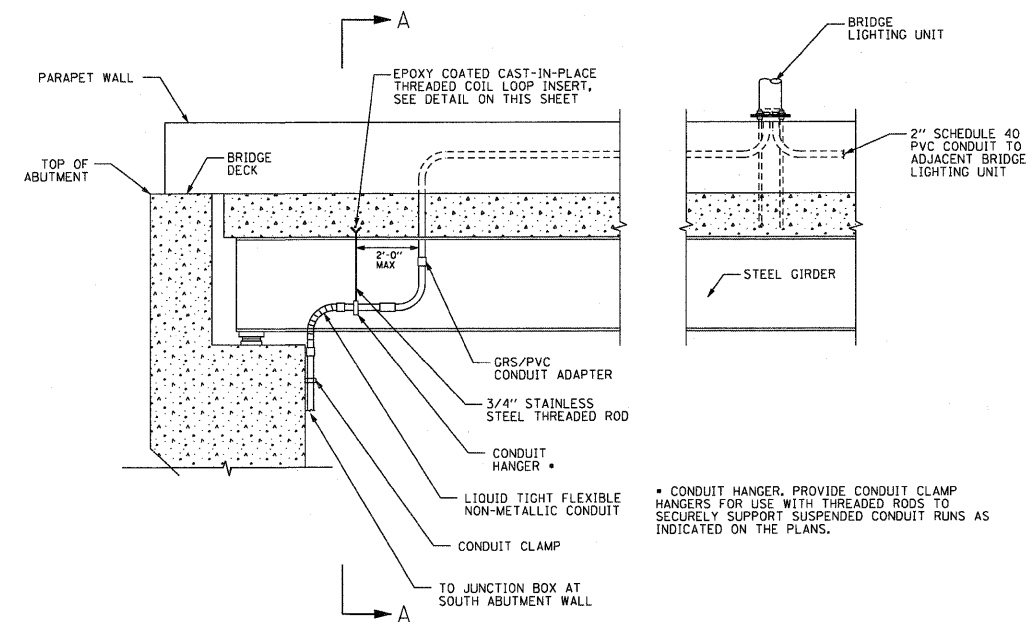
TYPICAL SPLICE DETAIL

N.T.S.

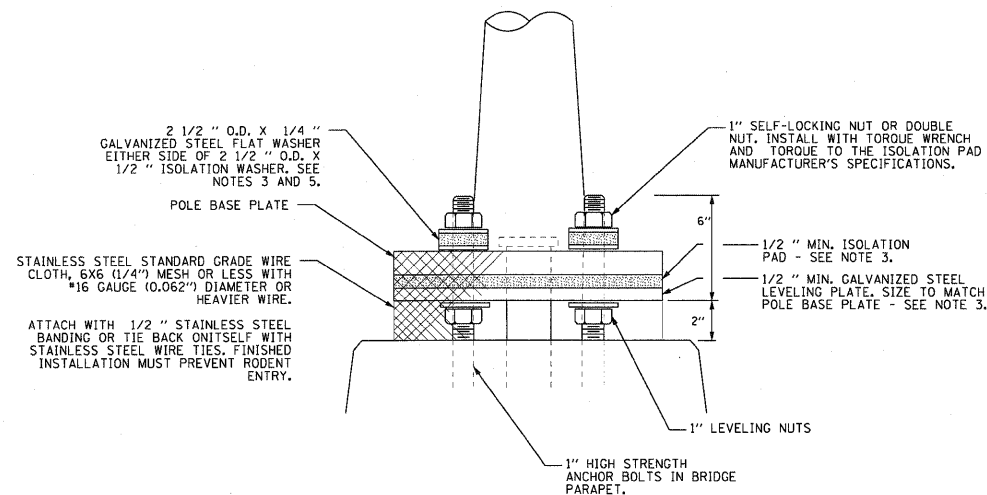


TYPICAL WIRING IN TRENCH DETAIL

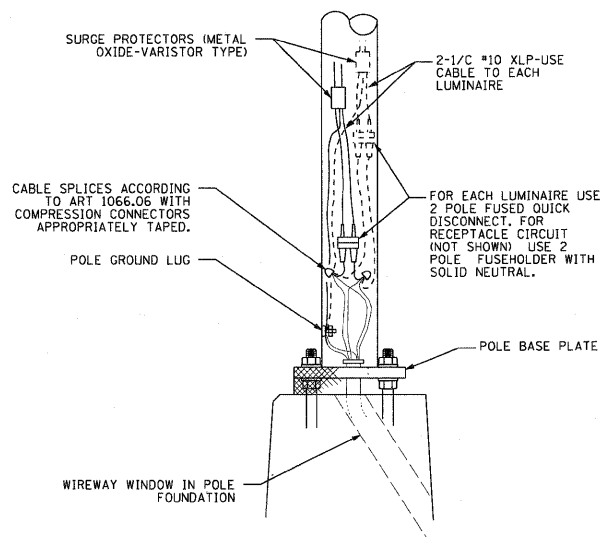
N.T.S.



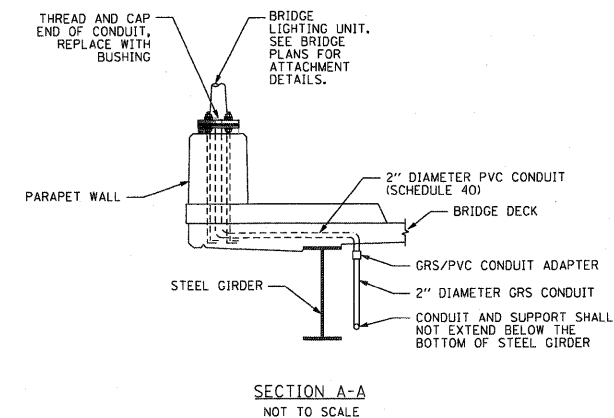
CONDUIT INSTALLATION AT THE END OF DECK
NOT TO SCALE



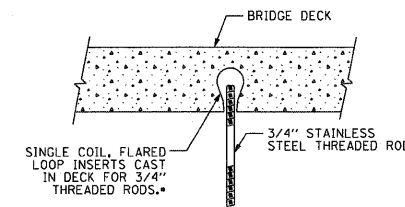
POLE MOUNTED ON BRIDGE PARAPET DETAIL
NOT TO SCALE



POLE WIRING DETAIL
NOT TO SCALE



SECTION A-A
NOT TO SCALE



THE CONTRACTOR SHALL USE APPROVED SINGLE COIL FLARED LOOP INSERTS WHEN PENDANT MOUNTING TO A NEW BRIDGE DECK. THE FLARED LOOP INSERTS MUST BE CAST INTO THE CONCRETE DECK. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND COORDINATING THE INSERT LOCATIONS WITH THE BRIDGE DECK CONTRACTOR.

LOOP INSERT DETAIL
NOT TO SCALE

GENERAL NOTES

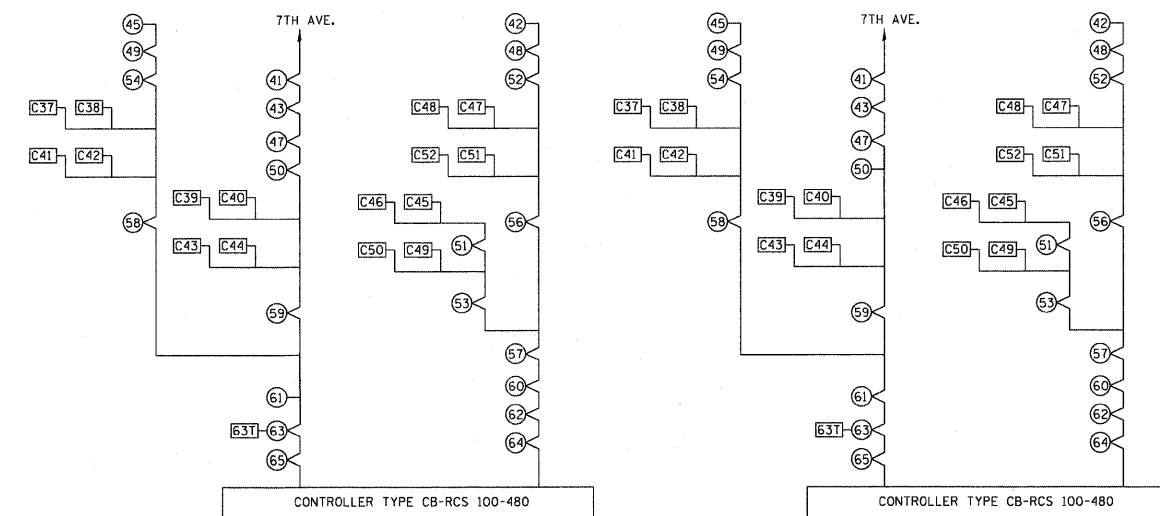
- LOCATE POLES OVER BRIDGE PIERS WHERE POSSIBLE.
- THE VIBRATION ISOLATION PAD AND LEVELING PLATE SHALL MATCH THE FOOTPRINT OF THE POLE BASE PLATE.
- THICKNESS OF ISOLATION PAD AND WASHERS SHALL BE ACCORDING TO THE ISOLATION PAD MANUFACTURER'S RECOMMENDATIONS BASED UPON POLE HEIGHT AND LOADING.
- SHOULD THE LENGTH OF THE EXPOSED ANCHOR BOLTS BE TOO SHORT ON AN EXISTING BRIDGE TO MOUNT THE POLES AS SHOWN, THEN THE LEVELING PLATE SHALL BE MOUNTED DIRECTLY ON THE CONCRETE AND LEVELED WITH STAINLESS STEEL WASHERS. REMOVE CONCRETE AS DIRECTED BY THE ENGINEER TO FULLY THREAD THE TOP NUT.
- THE DIAMETER OF THE FLAT WASHER ON EITHER SIDE OF THE ISOLATION WASHER SHALL BE AT LEAST THE SAME AS THE DIAMETER OF THE ISOLATION WASHER.

GENERAL NOTES

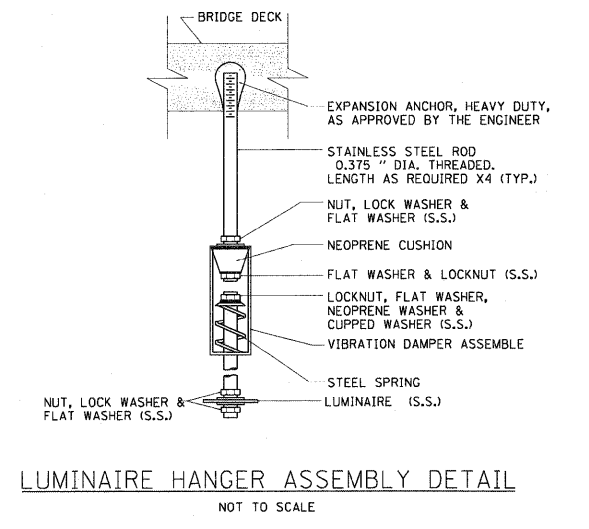
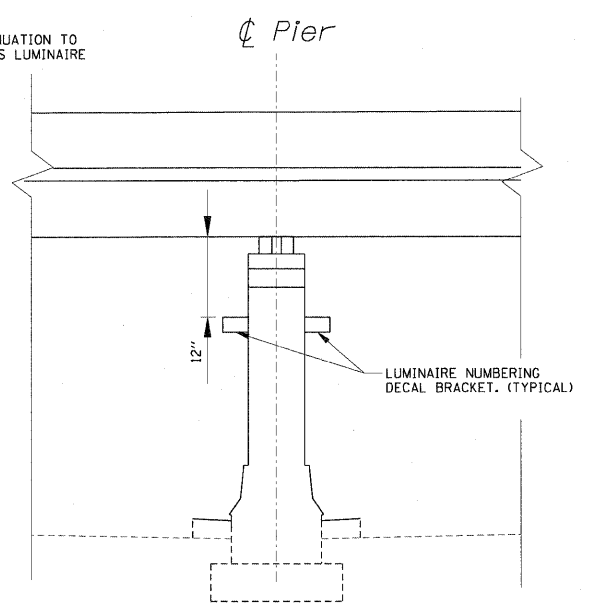
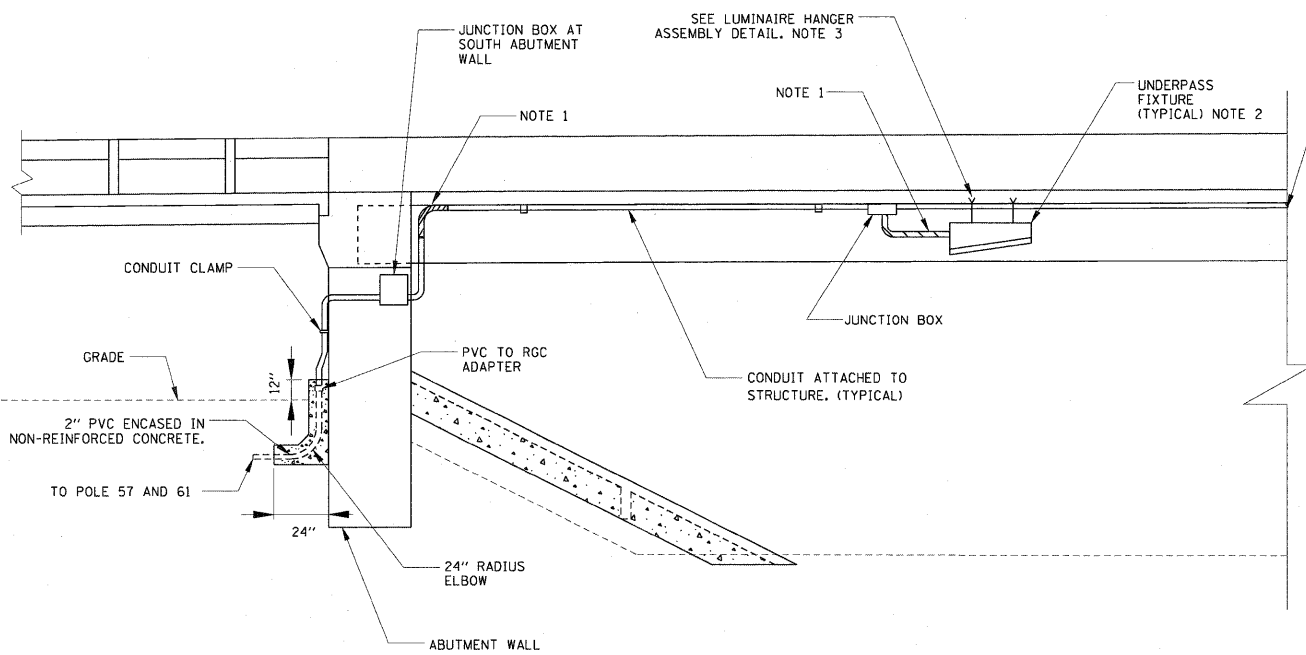
ALL TAPED SPLICES SHALL USE 2 LAYERS OF ELECTRICAL TAPE OVER 3 LAYERS OF RUBBER TAPE AS REQUIRED BY THE STANDARD SPECIFICATIONS. COAT THE FINISHED TAPED SPLICE WITH BONDING COMPOUND.

ALL CABLE SPLICES SHALL BE TAPED UNLESS ANOTHER METHOD HAS BEEN SPECIFICALLY APPROVED BY THE ENGINEER.

FOR EXAMPLE PURPOSES THE POLE IS SHOWN ON AN ANCHOR BASE. IF THE POLE IS REQUIRED TO BE SET ON A BREAKAWAY BASE, CONSULT THE STANDARD SPECIFICATIONS.

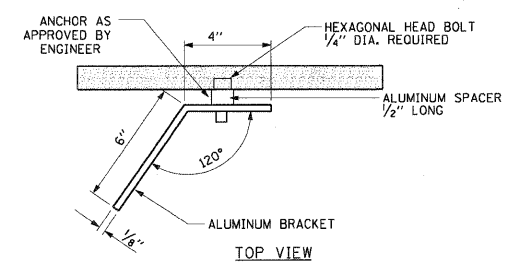
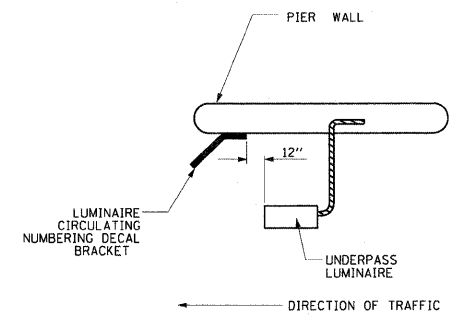


EXISTING ONE-LINE DIAGRAM
NOT TO SCALE



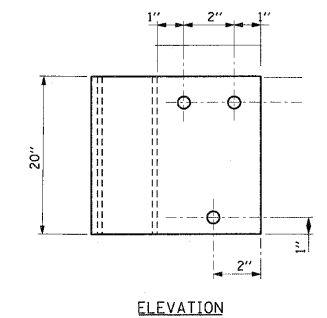
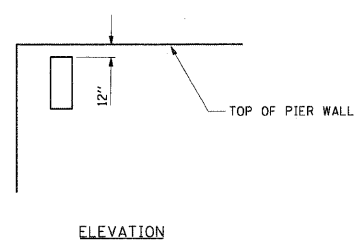
- NOTES:**
- LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT.
 - SEE PROPOSED LIGHTING PLANS FOR INSTALLATION LOCATION OF UNDERPASS LIGHTING LUMINAIRES.
 - THE CONTRACTOR SHALL USE APPROVED SINGLE COIL FLARED LOOP INSERTS WHEN SUSPENDED FROM NEW BRIDGE DECK. THE FLARED LOOP INSERTS MUST BE CAST INTO THE CONCRETE DECK. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND COORDINATING THE INSERT LOCATIONS FOR MOUNTING THE UNDERPASS LIGHTING SYSTEM AS SHOWN ON THE PLANS WITH THE BRIDGE DECK CONTRACTOR.
 - THE UNDERPASS LUMINAIRE HANGER ASSEMBLY COMPLETE WITH HEAVY DUTY ANCHORS/INSERTS AND ALL APPLICABLE HARDWARE SHALL BE INCLUDED IN THE COST OF THE UNDERPASS LUMINAIRE PAY ITEM.
 - SECURE THE CONDUIT WITH CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION.
 - ALL UNDERPASS LUMINAIRES MUST BE CENTERED IN THE BEAM SPACE AS INDICATED ON THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
 - UNDERPASS LIGHTING SHALL BE IDENTIFIED BY DEPARTMENTS STANDARD LUMINAIRE DECALS.

SECTION
NOT TO SCALE



PLAN

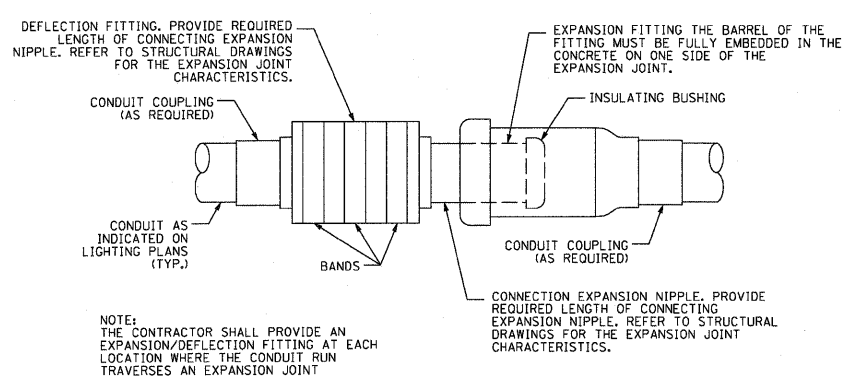
TOP VIEW



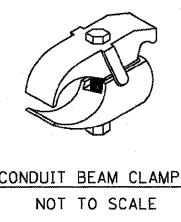
ELEVATION

ELEVATION

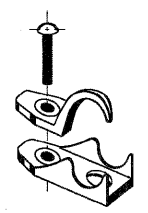
LUMINAIRE NUMBERING DECAL BRACKET
NOT TO SCALE



CONDUIT EXPANSION / DEFLECTION COUPLING DETAIL
NOT TO SCALE



CONDUIT BEAM CLAMP
NOT TO SCALE

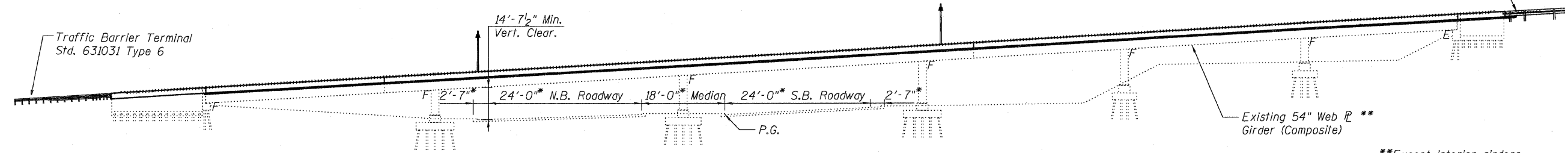


CONDUIT CLAMP
NOT TO SCALE

Bench Mark: Chiseled square on N.W. wingwall of I-74 N.B. structure, Sta. +86+32.2, 124.71 Lt. Elev. 635.06
 Existing Structure: S.N. 081-0115, built in 1973 as F.A.I. Route 74, Section 81-IHB. The existing structure is a composite 6 span steel plate girder structure in 3 units connected with pins and links supported by concrete pile bent abutments and steel single column piers on steel piles. The total deck thickness is 9 1/2" including a 2 1/2" micro silica overlay applied in 1991. The structure has an overall length of 665'-10 1/2" back to back of abutments and a width of 34'-0" out to out of deck. Concrete deck to be removed and replaced. Traffic will be rerouted during construction.

Salvage: Existing light poles to be removed, stored and re-erected. Cost included in pay item Light Pole Remove and Re-Erect, see Roadway Plans.

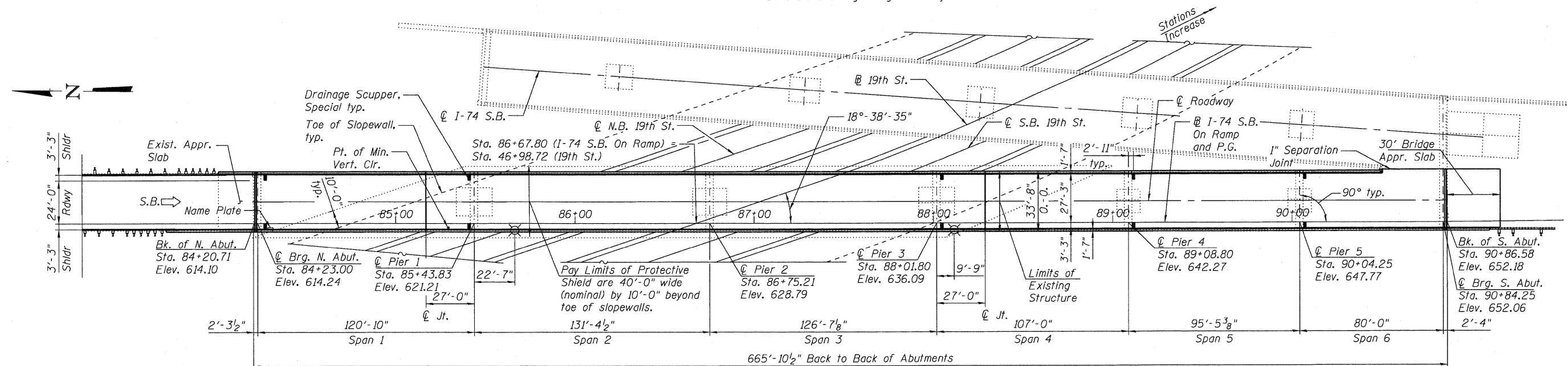
Traffic Barrier Terminal
 Std. 631026 Type 5,
 departing end of bridge



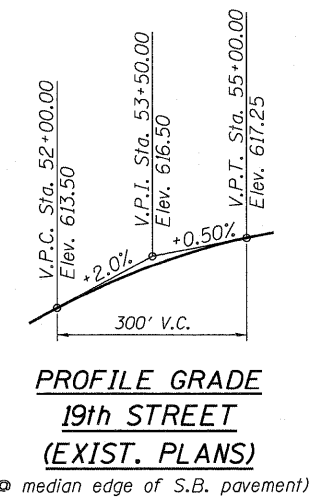
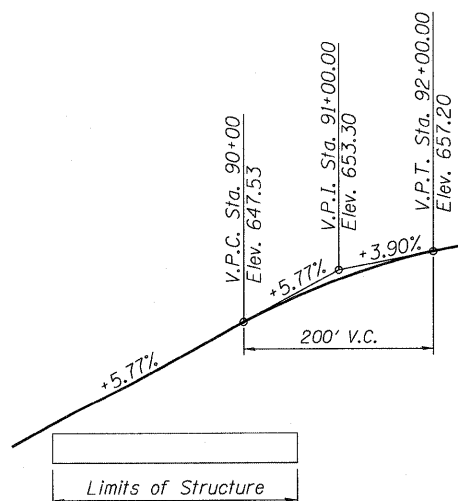
ELEVATION

* Dimensions at right angle to rdwy.

**Except interior girders,
 Spans 4, 5 & 6: 42" Web R.



PLAN



LOADING HS20-44 & ALT. MILITARY LOADING (New Const.)

No allowance for future wearing surface

DESIGN SPECIFICATIONS

(New Const.)

2002 AASHTO

DESIGN STRESSES

FIELD UNITS (NEW CONST.)

f'c = 3,500 psi
 fy = 60,000 psi (reinforcement)
 fy = 50,000 psi (AASHTO M270 Grade 50)

FIELD UNITS (EXISTING CONST.)

f'c = 3,500 psi
 fy = 40,000 psi (reinforcement)
 fy = 36,000 psi (structural steel)

SEISMIC DATA

Seismic Performance Category (SPC) = A
 Horizontal Bedrock Acceleration Coefficient (A) = 0.034g
 Site Coefficient (S) = 1.0

STATION 86+67.80
 RE-BUILT 20XX BY
 STATE OF ILLINOIS
 F.A.I. RT. 74 SEC. (81-IHB)D
 LOADING HS20 & ALT.
 STRUCTURE NO. 081-0115

NAME PLATE

See Std. 515001

Existing Name Plate shall be cleaned and relocated next to the new Name Plate. Cost included with Name Plates.



SIGNED: *Michael B. Quirin*

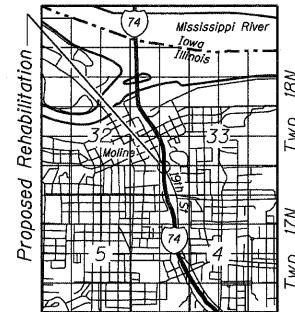
DATE: 10-29-10

EXPIRES: November 30, 2010

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY

Reuben E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES

Range 1W - 4th. PM



LOCATION SKETCH

GENERAL PLAN & ELEVATION
 I-74 S.B. ON RAMP OVER 19TH ST.
 F.A.I. RTE. 74 - SECTION (81-IHB)D

ROCK ISLAND COUNTY

STATION 86+67.80

STRUCTURE NO. 081-0115

FILE NAME = 0810115-64095-SA01-GPE.dgn



USER NAME = JACOBS	DESIGNED - LJH	REVISIONS -
PLOT SCALE =	CHECKED - MBO	REVISIONS -
PLOT DATE = 10/28/2010	DRAWN - LJH	REVISIONS -
	CHECKED - MBO	REVISIONS -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SHEET NO. SA1 OF SA28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(81-IHB)D	ROCK ISLAND	78	19
CONTRACT NO. 64095				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$ " ϕ , holes $\frac{5}{16}$ " ϕ , unless otherwise noted.
2. All structural steel shall be AASHTO M 270 Grade 50.
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. 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 $\frac{1}{4}$ in. 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.
7. 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.
8. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
9. The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be blue, Munsell No. 10B 3/6. See Special Provision for "Cleaning and Painting New Metal Structures".
10. Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures."
11. Slipforming of the parapets is not allowed.

INDEX OF SHEETS

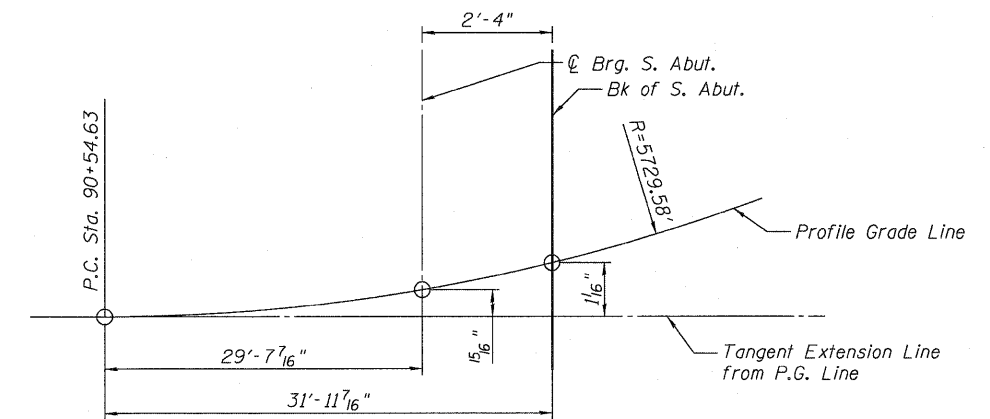
- SA1 GENERAL PLAN AND ELEVATION
- SA2 GENERAL NOTES AND BILL OF MATERIAL
- SA3 TOP OF SLAB ELEVATION LOCATIONS
- SA4 TOP OF SLAB ELEVATION I
- SA5 TOP OF SLAB ELEVATION II
- SA6 TOP OF SLAB ELEVATION III
- SA7 TOP OF SOUTH APPROACH SLAB ELEVATIONS
- SA8 DECK PLAN AND CROSS SECTION - UNIT 1
- SA9 DECK PLAN AND CROSS SECTION - UNIT 2
- SA10 DECK PLAN AND CROSS SECTION - UNIT 3
- SA11 SUPERSTRUCTURE DETAILS - UNIT 1
- SA12 SUPERSTRUCTURE DETAILS - UNIT 2
- SA13 SUPERSTRUCTURE DETAILS - UNIT 3
- SA14 SUPERSTRUCTURE DETAILS I
- SA15 SUPERSTRUCTURE DETAILS II
- SA16 SOUTH BRIDGE APPROACH SLAB DETAILS I
- SA17 SOUTH BRIDGE APPROACH SLAB DETAILS II
- SA18 PREFORMED JOINT STRIP SEAL
- SA19 DRAINAGE SCUPPER
- SA20 STRUCTURAL STEEL REPAIR DETAILS I
- SA21 STRUCTURAL STEEL REPAIR DETAILS II
- SA22 STRUCTURAL STEEL DETAILS
- SA23 ABUTMENT CONCRETE REMOVALS
- SA24 NORTH ABUTMENT DETAILS I
- SA25 NORTH ABUTMENT DETAILS II
- SA26 SOUTH ABUTMENT DETAILS I
- SA27 SOUTH ABUTMENT DETAILS II
- SA28 BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS

TOTAL BILL OF MATERIAL

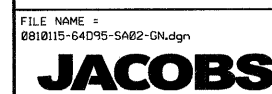
ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.		25.6	25.6
Removal of Existing Concrete Deck No. 1	Each	1		1
Protective Shield	Sq. Yd.	1,705		1,705
Concrete Structures	Cu. Yd.		32.8	32.8
Concrete Superstructure	Cu. Yd.	771.3		771.3
Bridge Deck Grooving	Sq. Yd.	2,365		2,365
Protective Coat	Sq. Yd.	2,930		2,930
Stud Shear Connectors	Each	3,144		3,144
Structural Steel Repair	Pound	20,560		20,560
Reinforcement Bars, Epoxy Coated	Pound	195,700	3,870	199,570
Bar Splicers	Each	35		35
Name Plates	Each	1		1
Prefomed Joint Strip Seal	Foot	132		132
Drainage Scuppers (Special)	Each	10		10

CURVE DATA

(@ I-74 SB On Ramp)
 $\Delta = 2^{\circ}27'13"$ (LT)
 $D = 1^{\circ}00'00"$
 $R = 5729.58'$
 $T = 122.70'$
 $L = 245.37'$
 $E = 1.31'$
 $SE = \text{Varies}$
 $P.C. = \text{Sta. } 90+54.63$
 $P.T. = \text{Sta. } 93+00.00$
 $P.I. = \text{Sta. } 91+77.33$



OFFSET SKETCH



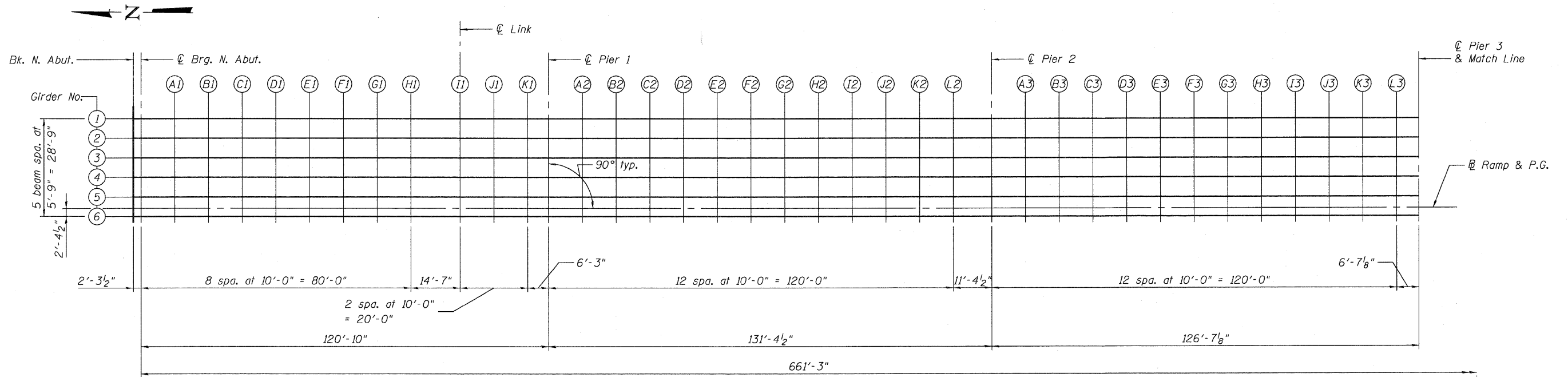
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		DRAWN - KEB	REVISED -
		CHECKED - MBO	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

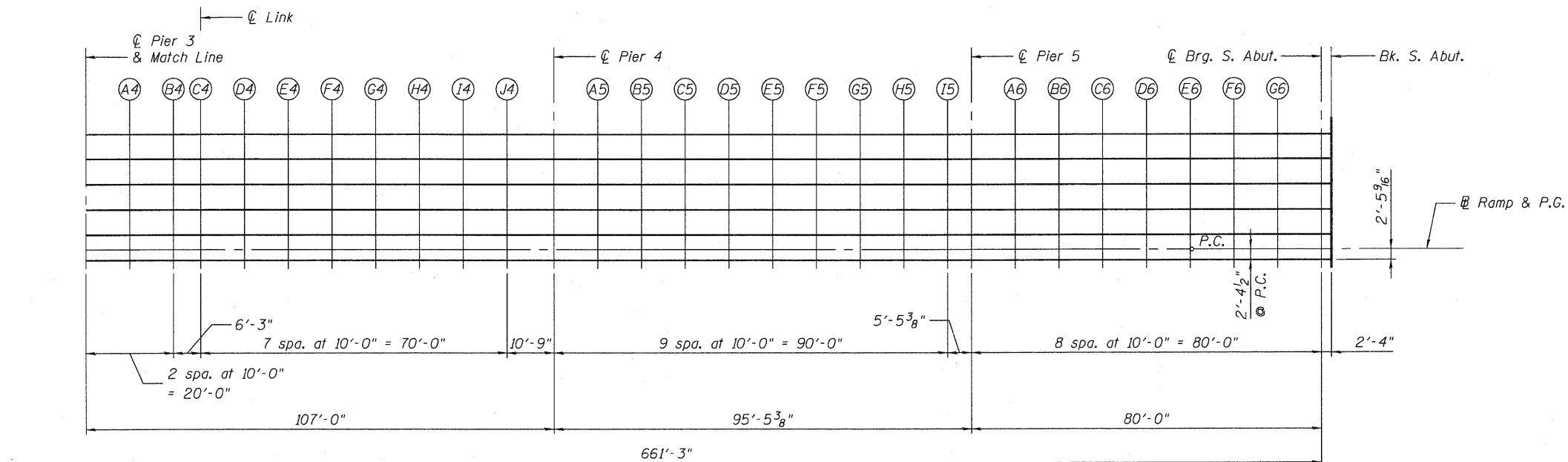
**GENERAL NOTES AND BILL OF MATERIAL
STRUCTURE NO. 081-0115**

SHEET NO. SA2 OF SA28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(81-IHBD)	ROCK ISLAND	78	20
CONTRACT NO. 64D95			ILLINOIS FED. AID PROJECT	



PLAN
Spans 1-3



PLAN
Spans 4-6

FILE NAME = 0810115-64D95-SA03-TOSL.dgn
JACOBS

USER NAME = JACOBS	DESIGNED - MBO	REVISED -
	CHECKED - KEB	REVISED -
PLOT SCALE =	DRAWN - FJD	REVISED -
PLOT DATE = 10/28/2010	CHECKED - KEB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION LOCATIONS
STRUCTURE NO. 081-0115
SHEET NO. SA3 OF SA28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(81-1HB)D	ROCK ISLAND	78	21
CONTRACT NO. 64D95				
ILLINOIS FED. AID PROJECT				

GIRDER 1

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. N. Abut., C/L Brg. N. Abut., C/L Pier 1 through 4, and C/L Brg. S. Abut. with various stationing and offset values.

GIRDER 2

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. N. Abut., C/L Brg. N. Abut., C/L Pier 1 through 4, and C/L Brg. S. Abut. with various stationing and offset values.

GIRDER 3

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. N. Abut., C/L Brg. N. Abut., C/L Pier 1 through 4, and C/L Brg. S. Abut. with various stationing and offset values.

FILE NAME = 0810115-64D95-5A04-TOS1.dgn

USER NAME = JACOBS

DESIGNED - MBO

REVISIONS -

CHECKED - KEB

REVISIONS -

DRAWN - FJD

REVISIONS -

PLOT DATE = 10/28/2010

REVISIONS -



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS I STRUCTURE NO. 081-0115

SHEET NO. SA4 OF SA28 SHEETS

F.A.I. RTE. 74

SECTION (B1-1HB)D

COUNTY ROCK ISLAND

TOTAL SHEETS 78 SHEET NO. 22

CONTRACT NO. 64D95

ILLINOIS FED. AID PROJECT

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	84+20.71	-9.13	614.25	614.25
C/L Brg. N. Abut.	84+23.00	-9.13	614.38	614.38
A1	84+33.00	-9.13	614.96	615.01
B1	84+43.00	-9.13	615.53	615.63
C1	84+53.00	-9.13	616.11	616.23
D1	84+63.00	-9.13	616.69	616.83
E1	84+73.00	-9.13	617.26	617.42
F1	84+83.00	-9.13	617.84	617.99
G1	84+93.00	-9.13	618.42	618.55
H1	85+03.00	-9.13	619.00	619.09
I1	85+17.58	-9.13	619.84	619.88
J1	85+27.58	-9.13	620.41	620.43
K1	85+37.58	-9.13	620.99	621.00
C/L Pier 1	85+43.83	-9.13	621.35	621.35
A2	85+53.83	-9.13	621.93	621.93
B2	85+63.83	-9.13	622.51	622.52
C2	85+73.83	-9.13	623.08	623.12
D2	85+83.83	-9.13	623.66	623.71
E2	85+93.83	-9.13	624.24	624.31
F2	86+03.83	-9.13	624.81	624.90
G2	86+13.83	-9.13	625.39	625.47
H2	86+23.83	-9.13	625.97	626.04
I2	86+33.83	-9.13	626.54	626.60
J2	86+43.83	-9.13	627.12	627.16
K2	86+53.83	-9.13	627.70	627.72
L2	86+63.83	-9.13	628.28	628.28
C/L Pier 2	86+75.21	-9.13	628.93	628.93
A3	86+85.21	-9.13	629.51	629.52
B3	86+95.21	-9.13	630.09	630.11
C3	87+05.21	-9.13	630.66	630.72
D3	87+15.21	-9.13	631.24	631.32
E3	87+25.21	-9.13	631.82	631.92
F3	87+35.21	-9.13	632.39	632.51
G3	87+45.21	-9.13	632.97	633.08
H3	87+55.21	-9.13	633.55	633.65
I3	87+65.21	-9.13	634.13	634.21
J3	87+75.21	-9.13	634.70	634.76
K3	87+85.21	-9.13	635.28	635.31
L3	87+95.21	-9.13	635.86	635.87
C/L Pier 3	88+01.80	-9.13	636.24	636.24
A4	88+11.80	-9.13	636.81	636.81
B4	88+21.80	-9.13	637.39	637.38
C4	88+28.05	-9.13	637.75	637.75
D4	88+38.05	-9.13	638.33	638.35
E4	88+48.05	-9.13	638.90	638.96
F4	88+58.05	-9.13	639.48	639.55
G4	88+68.05	-9.13	640.06	640.12
H4	88+78.05	-9.13	640.64	640.69
I4	88+88.05	-9.13	641.21	641.24
J4	88+98.05	-9.13	641.79	641.80
C/L Pier 4	89+08.80	-9.13	642.41	642.41
A5	89+18.80	-9.13	642.99	642.99
B5	89+28.80	-9.13	643.56	643.58
C5	89+38.80	-9.13	644.14	644.17
D5	89+48.80	-9.13	644.72	644.76
E5	89+58.80	-9.13	645.30	645.34
F5	89+68.80	-9.13	645.87	645.91
G5	89+78.80	-9.13	646.45	646.48
H5	89+88.80	-9.13	647.03	647.04
I5	89+98.80	-9.13	647.60	647.60
J5	89+98.80	-9.13	647.92	647.92
C/L Pier 5	90+04.25	-9.13	648.49	648.49
A6	90+14.25	-9.13	648.49	648.49
B6	90+24.25	-9.13	649.04	649.07
C6	90+34.25	-9.13	649.59	649.64
D6	90+44.25	-9.13	650.13	650.19
E6	90+54.25	-9.13	650.67	650.72
F6	90+64.27	-9.12	651.19	651.24
G6	90+74.28	-9.09	651.70	651.73
C/L Brg. S. Abut.	90+84.30	-9.05	652.20	652.20
Bk. S. Abut.	90+86.63	-9.04	652.32	652.32

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	84+20.71	-3.38	614.16	614.16
C/L Brg. N. Abut.	84+23.00	-3.38	614.29	614.29
A1	84+33.00	-3.38	614.87	614.92
B1	84+43.00	-3.38	615.44	615.54
C1	84+53.00	-3.38	616.02	616.14
D1	84+63.00	-3.38	616.60	616.74
E1	84+73.00	-3.38	617.17	617.33
F1	84+83.00	-3.38	617.75	617.90
G1	84+93.00	-3.38	618.33	618.46
H1	85+03.00	-3.38	618.91	619.00
I1	85+17.58	-3.38	619.75	619.79
J1	85+27.58	-3.38	620.32	620.34
K1	85+37.58	-3.38	620.90	620.91
C/L Pier 1	85+43.83	-3.38	621.26	621.26
A2	85+53.83	-3.38	621.84	621.84
B2	85+63.83	-3.38	622.42	622.43
C2	85+73.83	-3.38	622.99	623.03
D2	85+83.83	-3.38	623.57	623.63
E2	85+93.83	-3.38	624.15	624.22
F2	86+03.83	-3.38	624.72	624.81
G2	86+13.83	-3.38	625.30	625.38
H2	86+23.83	-3.38	625.88	625.95
I2	86+33.83	-3.38	626.45	626.52
J2	86+43.83	-3.38	627.03	627.07
K2	86+53.83	-3.38	627.61	627.63
L2	86+63.83	-3.38	628.19	628.19
C/L Pier 2	86+75.21	-3.38	628.84	628.84
A3	86+85.21	-3.38	629.42	629.43
B3	86+95.21	-3.38	630.00	630.02
C3	87+05.21	-3.38	630.57	630.63
D3	87+15.21	-3.38	631.15	631.23
E3	87+25.21	-3.38	631.73	631.83
F3	87+35.21	-3.38	632.30	632.42
G3	87+45.21	-3.38	632.88	632.99
H3	87+55.21	-3.38	633.46	633.56
I3	87+65.21	-3.38	634.04	634.12
J3	87+75.21	-3.38	634.61	634.67
K3	87+85.21	-3.38	635.19	635.22
L3	87+95.21	-3.38	635.77	635.78
C/L Pier 3	88+01.80	-3.38	636.15	636.15
A4	88+11.80	-3.38	636.72	636.72
B4	88+21.80	-3.38	637.30	637.29
C4	88+28.05	-3.38	637.66	637.66
D4	88+38.05	-3.38	638.24	638.26
E4	88+48.05	-3.38	638.82	638.87
F4	88+58.05	-3.38	639.39	639.46
G4	88+68.05	-3.38	639.97	640.03
H4	88+78.05	-3.38	640.55	640.60
I4	88+88.05	-3.38	641.12	641.16
J4	88+98.05	-3.38	641.70	641.71
C/L Pier 4	89+08.80	-3.38	642.32	642.32
A5	89+18.80	-3.38	642.90	642.90
B5	89+28.80	-3.38	643.47	643.49
C5	89+38.80	-3.38	644.05	644.08
D5	89+48.80	-3.38	644.63	644.67
E5	89+58.80	-3.38	645.21	645.25
F5	89+68.80	-3.38	645.78	645.82
G5	89+78.80	-3.38	646.36	646.39
H5	89+88.80	-3.38	646.94	646.95
I5	89+98.80	-3.38	647.51	647.51
J5	89+98.80	-3.38	647.83	647.83
C/L Pier 5	90+04.25	-3.38	648.40	648.40
A6	90+14.25	-3.38	648.40	648.40
B6	90+24.25	-3.38	648.95	648.95
C6	90+34.25	-3.38	649.50	649.55
D6	90+44.25	-3.38	650.04	650.10
E6	90+54.25	-3.38	650.58	650.63
F6	90+64.26	-3.37	651.10	651.15
G6	90+74.26	-3.34	651.61	651.64
C/L Brg. S. Abut.	90+84.27	-3.30	652.11	652.11
Bk. S. Abut.	90+86.60	-3.29	652.23	652.23

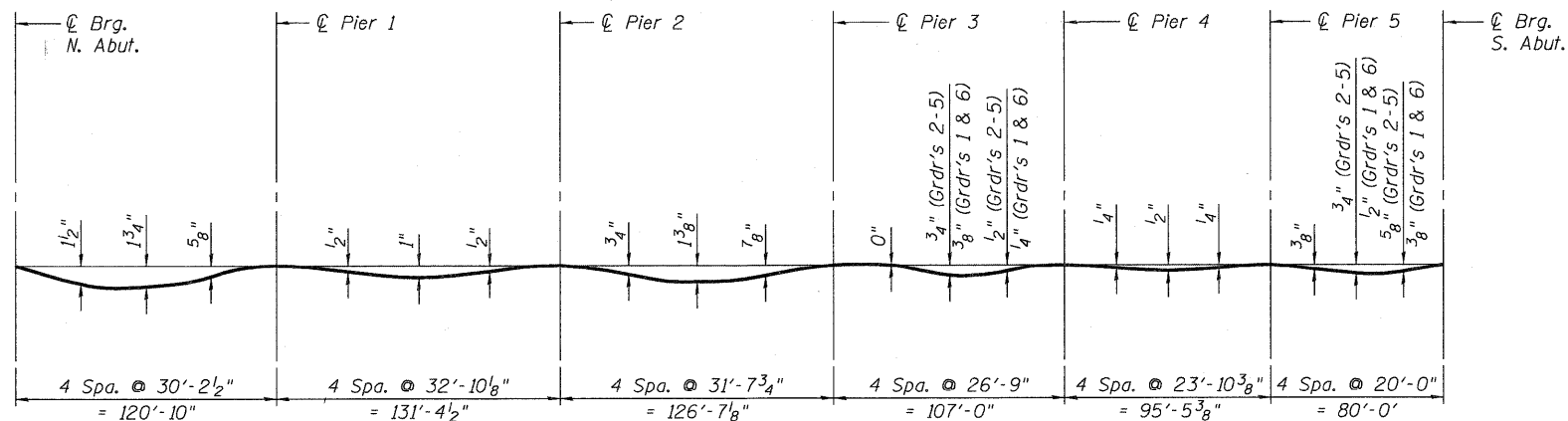
RAMP & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	84+20.71	0.00	614.10	614.10
C/L Brg. N. Abut.	84+23.00	0.00	614.24	614.24
A1	84+33.00	0.00	614.81	614.86
B1	84+43.00	0.00	615.39	615.48
C1	84+53.00	0.00	615.97	616.09
D1	84+63.00	0.00	616.55	616.69
E1	84+73.00	0.00	617.12	617.27
F1	84+83.00	0.00	617.70	617.84
G1	84+93.00	0.00	618.28	618.40
H1	85+03.00	0.00	618.85	618.95
I1	85+17.58	0.00	619.69	619.73
J1	85+27.58	0.00	620.27	620.29
K1	85+37.58	0.00	620.85	620.85
C/L Pier 1	85+43.83	0.00	621.21	621.21
A2	85+53.83	0.00	621.79	621.79
B2	85+63.83	0.00	622.36	622.38
C2	85+73.83	0.00	622.94	622.97
D2	85+83.83	0.00	623.52	623.57
E2	85+93.83	0.00	624.09	624.17
F2	86+03.83	0.00	624.67	624.75
G2	86+13.83	0.00	625.25	625.33
H2	86+23.83	0.00	625.83	625.90
I2	86+33.83	0.00	626.40	626.46
J2	86+43.83	0.00	626.98	627.02
K2	86+53.83	0.00	627.56	627.57
L2	86+63.83	0.00	628.13	628.14
C/L Pier 2	86+75.21	0.00	628.79	628.79
A3	86+85.21	0.00	629.37	629.37
B3	86+95.21	0.00	629.94	629.97
C3	87+05.21	0.00	630.52	630.57
D3	87+15.21	0.00	631.10	631.18
E3	87+25.21	0.00	631.67	631.77
F3	87+35.21	0.00	632.25	632.36
G3	87+45.21	0.00	632.83	632.94
H3	87+55.21	0.00	633.41	633.51
I3	87+65.21	0.00	633.98	634.07
J3	87+75.21	0.00	634.56	634.62
K3	87+85.21	0.00	635.14	635.17
L3	87+95.21	0.00	635.71	635.72
C/L Pier 3	88+01.80	0.00	636.09	636.09
A4	88+11.80	0.00	636.67	636.66
B4	88+21.80	0.00	637.25	637.24
C4	88+28.05	0.00	637.61	637.60
D4	88+38.05	0.00	638.19	638.20
E4	88+48.05	0.00	638.76	638.80
F4	88+58.05	0.00	639.34	639.39
G4	88+68.05	0.00	639.92	639.96
H4	88+78.05	0.00	640.49	640.53
I4	88+88.05	0.00	641.07	641.09
J4	88+98.05	0.00	641.65	641.66
C/L Pier 4	89+08.80	0.00	642.27	642.27
A5	89+18.80	0.00	642.84	642.85
B5	89+28.80	0.00	643.42	643.44
C5	89+38.80	0.00	644.00	644.03
D5	89+48.80	0.00	644.58	644.61
E5	89+58.80	0.00	645.15	645.19
F5	89+68.80	0.00	645.73	645.76
G5	89+78.80	0.00	646.31	646.33
H5	89+88.80	0.00	646.88	646.89
I5	89+98.80	0.00	647.46	647.46
J5	89+98.80	0.00	647.77	647.77
C/L Pier 5	90+04.25	0.00	648.34	648.35
A6	90+14.25	0.00	648.34	648.35
B6	90+24.25	0.00	648.90	648.92
C6	90+34.25	0.00	649.45	649.49
D6	90+44.25	0.00	649.99	650.04
E6	90+54.25	0.00	650.52	650.57
F6	90+64.25	0.00	651.04	651.08
G6	90+74.25	0.00	651.56	651.58
C/L Brg. S. Abut.	90+84.25	0.00	652.06	652.06
Bk. S. Abut.	90+86.58	0.00	652.18	652.18

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JACOBS

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	84+20.71	2.38	614.06	614.06
C/L Brg. N. Abut.	84+23.00	2.38	614.19	614.19
A1	84+33.00	2.38	614.76	614.81
B1	84+43.00	2.38	615.34	615.43
C1	84+53.00	2.38	615.92	616.04
D1	84+63.00	2.38	616.50	616.64
E1	84+73.00	2.38	617.07	617.22
F1	84+83.00	2.38	617.65	617.79
G1	84+93.00	2.38	618.23	618.35
H1	85+03.00	2.38	618.80	618.90
I1	85+17.58	2.38	619.65	619.68
J1	85+27.58	2.38	620.22	620.24
K1	85+37.58	2.38	620.80	620.80
C/L Pier 1	85+43.83	2.38	621.16	621.16
A2	85+53.83	2.38	621.74	621.74
B2	85+63.83	2.38	622.31	622.33
C2	85+73.83	2.38	622.89	622.93
D2	85+83.83	2.38	623.47	623.52
E2	85+93.83	2.38	624.04	624.12
F2	86+03.83	2.38	624.62	624.70
G2	86+13.83	2.38	625.20	625.28
H2	86+23.83	2.38	625.78	625.85
I2	86+33.83	2.38	626.35	626.41
J2	86+43.83	2.38	626.93	626.97
K2	86+53.83	2.38	627.51	627.52
L2	86+63.83	2.38	628.08	628.09
C/L Pier 2	86+75.21	2.38	628.74	628.74
A3	86+85.21	2.38	629.32	629.32
B3	86+95.21	2.38	629.89	629.92
C3	87+05.21	2.38	630.47	630.52
D3	87+15.21	2.38	631.05	631.12
E3	87+25.21	2.38	631.63	631.72
F3	87+35.21	2.38	632.20	632.31
G3	87+45.21	2.38	632.78	632.89
H3	87+55.21	2.38	633.36	633.46
I3	87+65.21	2.38	633.93	634.02
J3	87+75.21	2.38	634.51	634.57
K3	87+85.21	2.38	635.09	635.12
L3	87+95.21	2.38	635.66	635.67
C/L Pier 3	88+01.80	2.38	636.04	636.04
A4	88+11.80	2.38	636.62	636.61
B4	88+21.80	2.38	637.20	637.19
C4	88+28.05	2.38	637.56	637.55
D4	88+38.05	2.38	638.14	638.15
E4	88+48.05	2.38	638.71	638.74
F4	88+58.05	2.38	639.29	639.32
G4	88+68.05	2.38	639.87	639.90
H4	88+78.05	2.38	640.44	640.47
I4	88+88.05	2.38	641.02	641.04
J4	88+98.05	2.38	641.60	641.60
C/L Pier 4	89+08.80	2.38	642.22	642.22
A5	89+18.80	2.38	642.80	642.80
B5	89+28.80	2.38	643.37	643.39
C5	89+38.80	2.38	643.95	643.97
D5	89+48.80	2.38	644.53	644.56
E5	89+58.80	2.38	645.10	645.14
F5	89+68.80	2.38	645.68	645.71
G5	89+78.80	2.38	646.26	646.28
H5	89+88.80	2.38	646.83	646.84
I5	89+98.80	2.38	647.41	647.41
C/L Pier 5	90+04.25	2.38	647.73	647.73
A6	90+14.25	2.38	648.29	648.30
B6	90+24.25	2.38	648.85	648.87
C6	90+34.25	2.38	649.40	649.43
D6	90+44.25	2.38	649.94	649.98
E6	90+54.25	2.38	650.47	650.51
F6	90+64.25	2.38	650.99	651.02
G6	90+74.24	2.41	651.51	651.52
C/L Brg. S. Abut.	90+84.24	2.45	652.01	652.01
Bk. S. Abut.	90+86.57	2.46	652.12	652.12

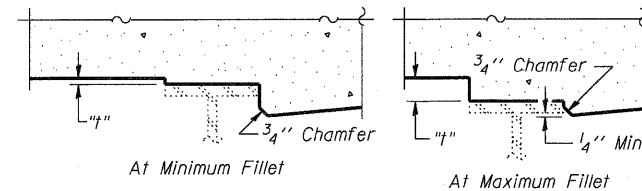


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheet No. SA4 thru SA6.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted For Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	90+86.24	-29.37	652.17*
A1	90+96.29	-29.31	652.67*
A2	91+06.35	-29.22	653.15*
S. End S. Appr. Pav't.	91+16.39	-29.13	653.63*

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	90+86.21	-24.00	652.22
A1	90+96.25	-24.00	652.72
A2	91+06.30	-24.00	653.20
S. End S. Appr. Pav't.	91+16.34	-24.00	653.68

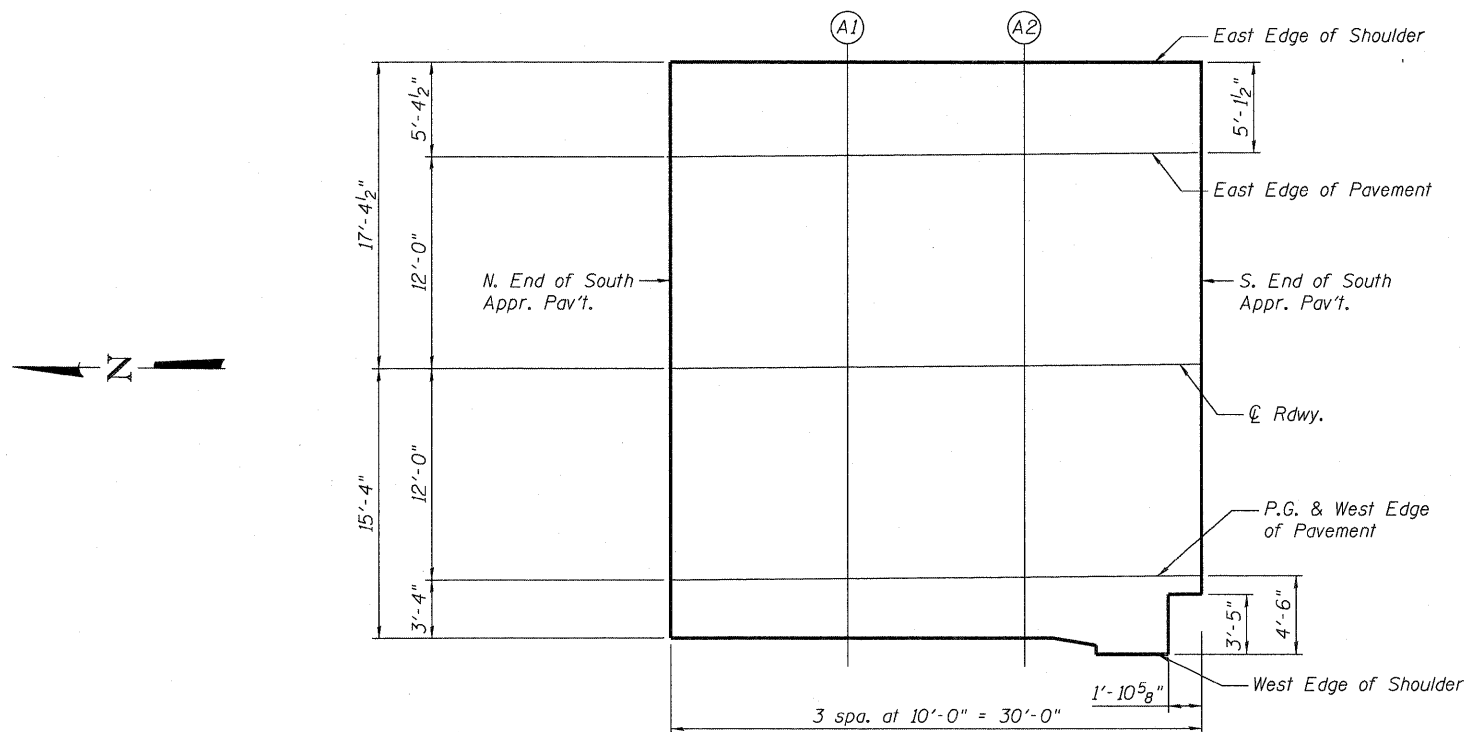
Q ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	90+86.15	-12.00	652.34
A1	90+96.17	-12.00	652.83
A2	91+06.19	-12.00	653.32
S. End S. Appr. Pav't.	91+16.21	-12.00	653.79

*NOTE - Match East Edge of Shoulder elevations to existing adjacent pavement elevations.

PROFILE GRADE & WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	90+86.08	0.00	652.15
A1	90+96.08	0.00	652.64
A2	91+06.08	0.00	653.12
S. End S. Appr. Pav't.	91+16.08	0.00	653.60



PLAN
South Approach

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	90+86.08	3.34	652.08
A1	90+96.05	3.40	652.57
A2	91+06.05	3.48	653.05
S. End S. Appr. Pav't.	91+16.07	1.08	653.57

E-AS 11-1-06

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JACOBS

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CHECKED - KEB
DRAWN - LJH
PLOT DATE = 10/28/2010

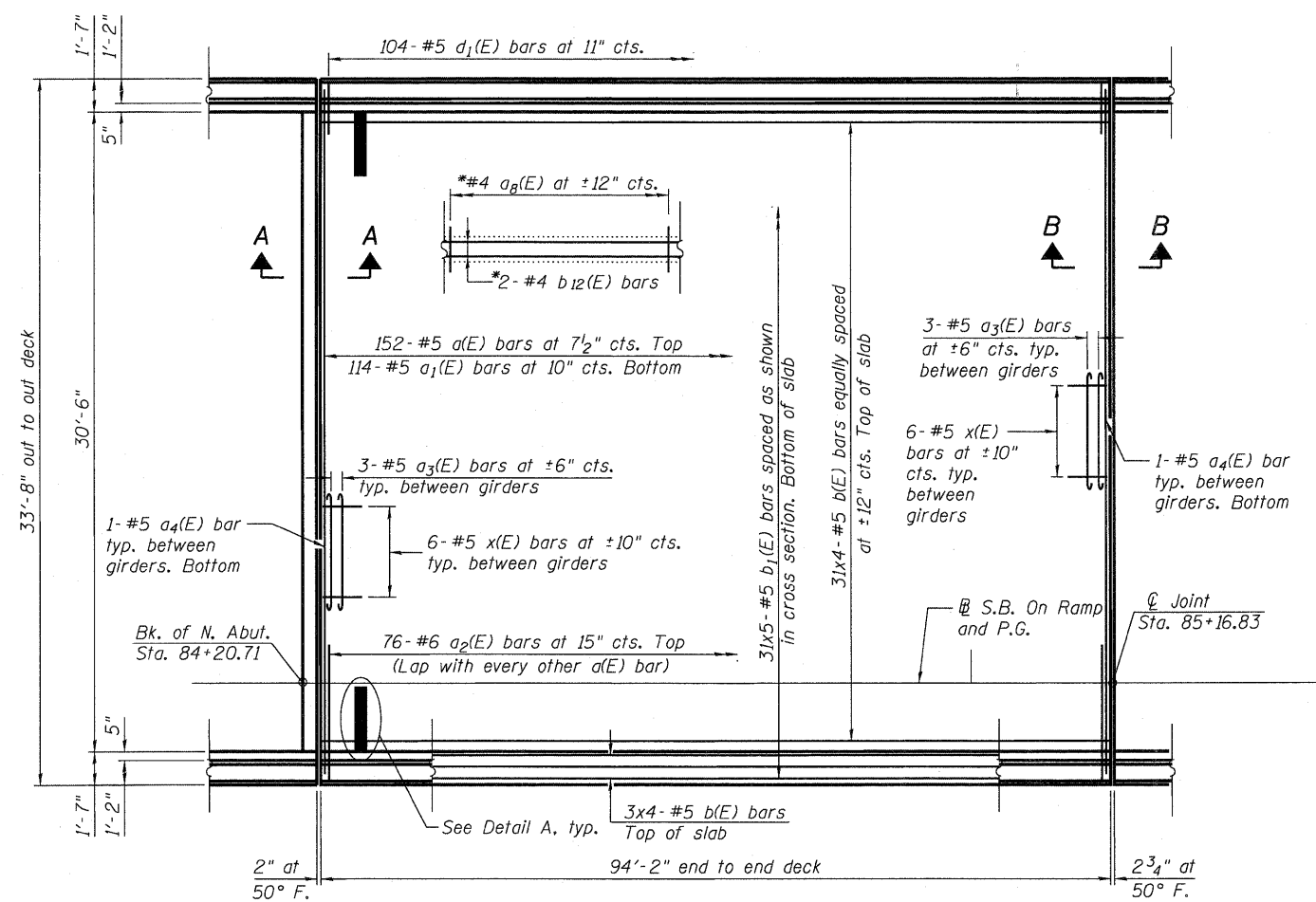
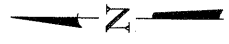
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 081-0115

SHEET NO. SA7 OF SA28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(81-1HB)D	ROCK ISLAND	78	25
CONTRACT NO. 64095				
ILLINOIS FED. AID PROJECT				

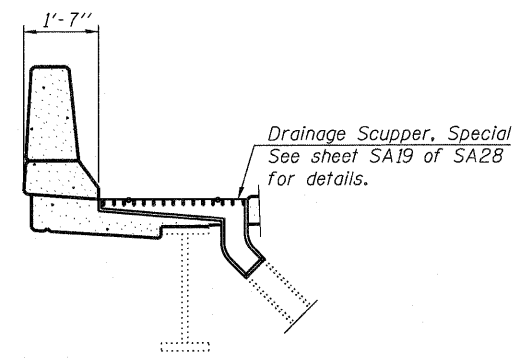


PLAN

*a₈(E) and b₁₂(E) bars typical all girders. See Fillet Reinforcement Section on Sheet SA15 of SA28.

MINIMUM BAR LAP

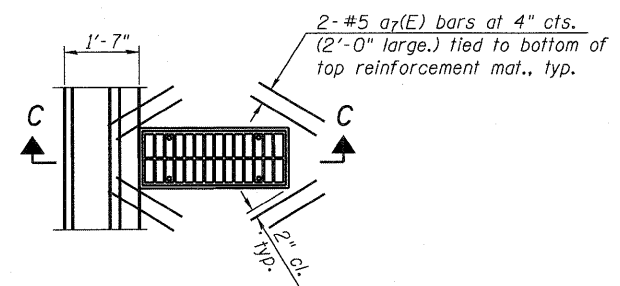
- (Deck)
 #4 bar = 2'-0"
 #5 bar = 3'-3"
 #6 bar = 3'-10"



SECTION C-C

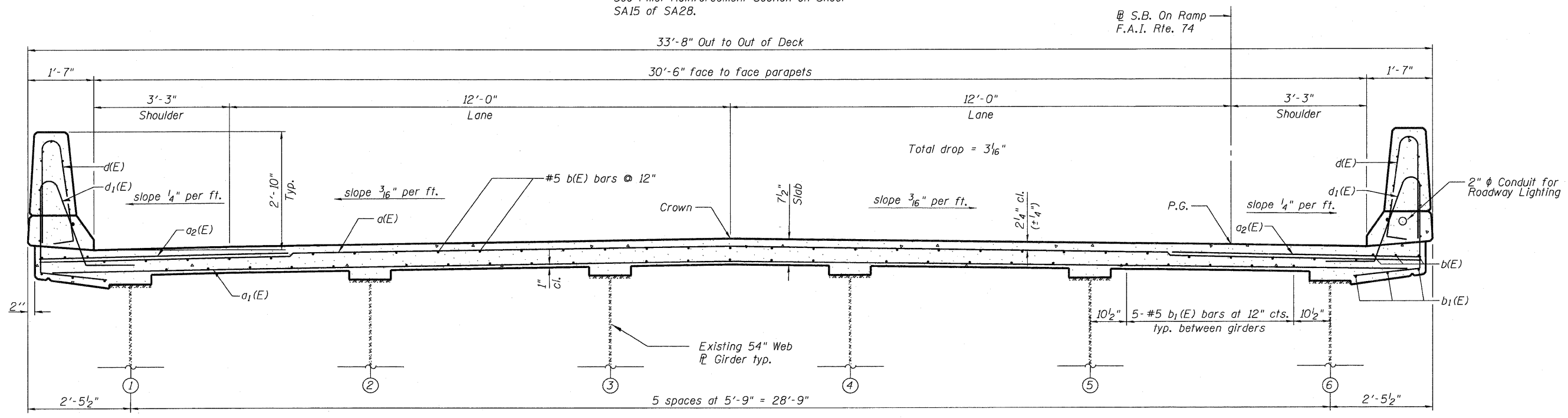
NOTES:

1. For Section A-A and B-B see Sheet No. SA14.
2. For parapet reinforcement details, see Sheet No. SA11.
3. Bars indicated thus 31x5-#5 etc. indicates 31 lines of bars with 5 lengths per line. See Sheet No. SA15 for superstructure details and Bill of Material.
4. Locate drainage scuppers to tie into existing closed drainage system.



DETAIL A

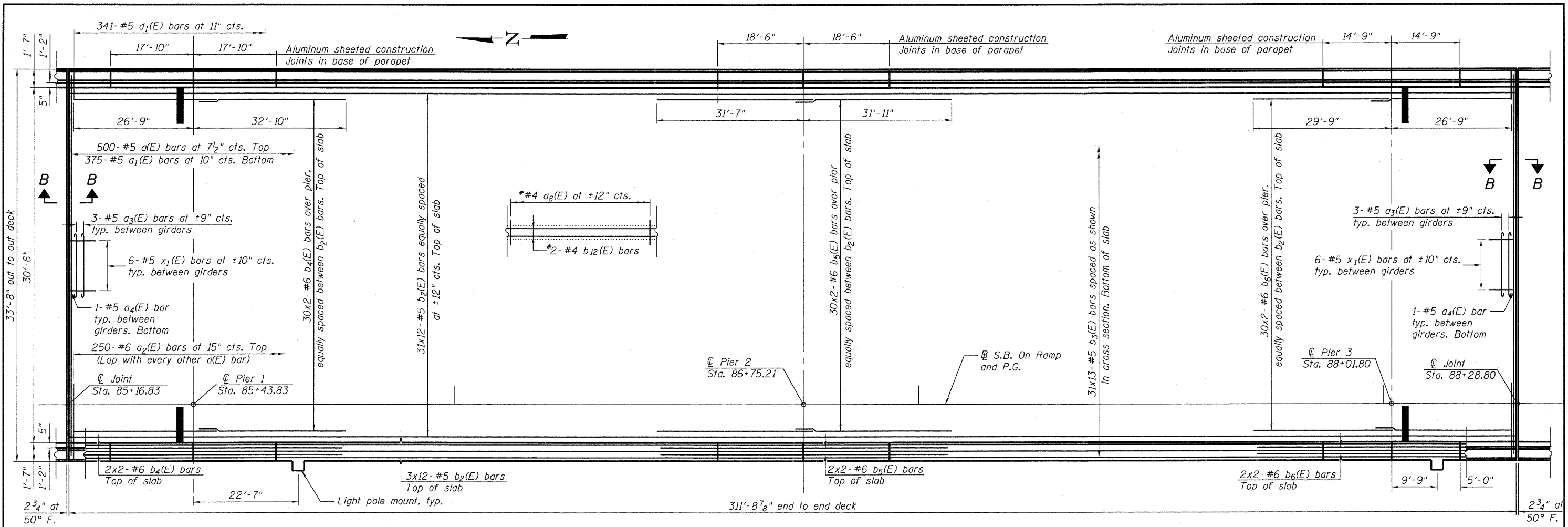
Note: Cut longitudinal reinforcement to clear drainage scuppers.



CROSS SECTION

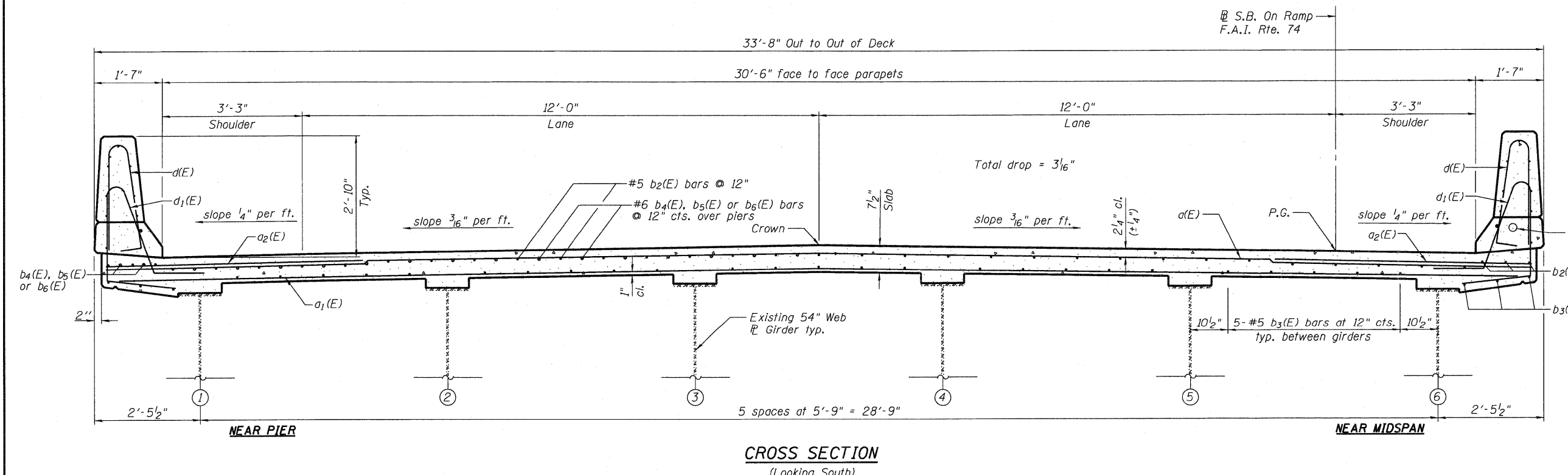
(Looking South)

FILE NAME = 0810115-64D95-SA08-DECK1.dgn JACOBS	USER NAME = JACOBS	DESIGNED - KEB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN AND CROSS SECTION UNIT 1 STRUCTURE NO. 081-0115 SHEET NO. SAB OF SA28 SHEETS	F.A.I. RTE. 74	SECTION (81-1HB)D	COUNTY ROCK ISLAND	TOTAL SHEETS 78	SHEET NO. 26	
	PLOT SCALE =	DRAWN - KEB	REVISED -			CONTRACT NO. 64D95					
	PLOT DATE = 10/28/2010	CHECKED - L.J.H.	REVISED -			ILLINOIS FED. AID PROJECT					



PLAN

*a₈(E) and b₁₂(E) bars typical all girders.
See Fillet Reinforcement Section on Sheet SA15 of SA28.



CROSS SECTION
(Looking South)

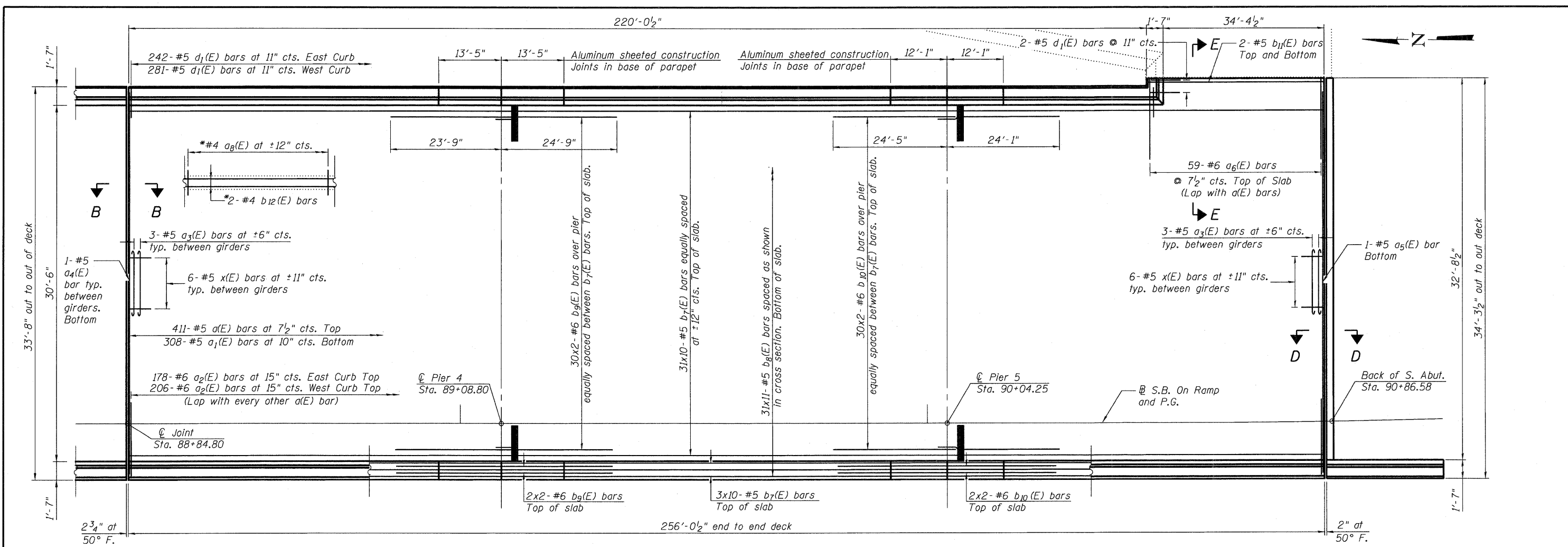
NOTES:

1. For parapet reinforcement details, see Sheet No. SA12.
2. For Section B-B see Sheet No. SA14.
3. Bars indicated thus 31x12-#5 etc. indicates 31 lines of bars with 12 lengths per line.
4. See Sheet No. SA15 for superstructure details and Bill of Material.
5. Locate drainage scuppers to tie into existing closed drainage system.

MINIMUM BAR LAP

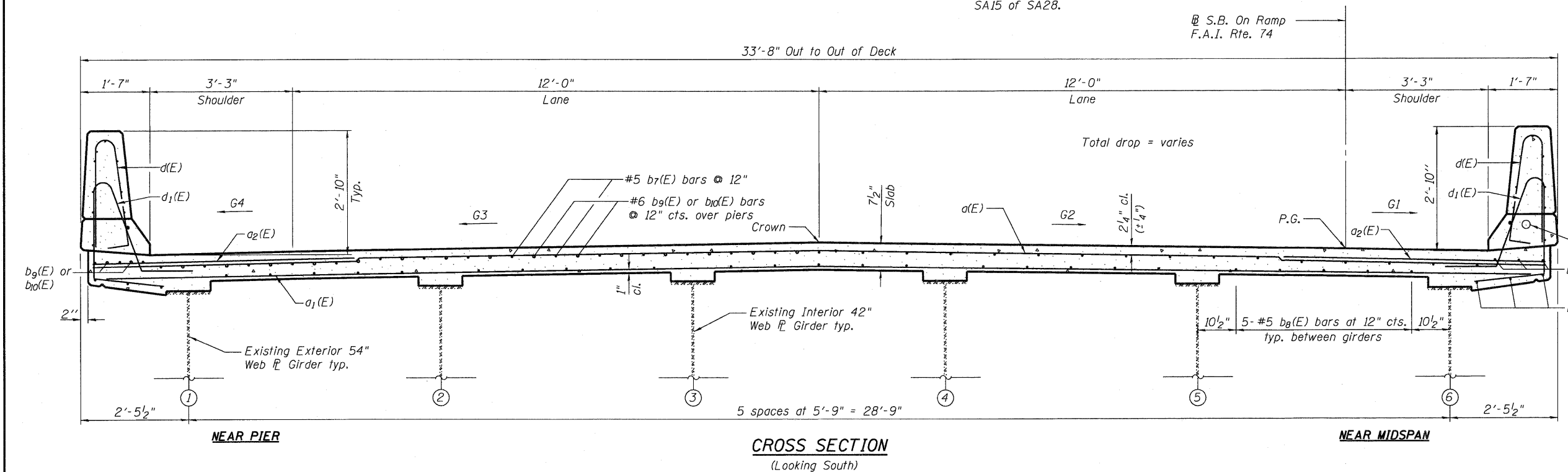
- (Deck)
- #4 bar = 2'-0"
 - #5 bar = 3'-3"
 - #6 bar = 3'-10"

FILE NAME = 0810115-64D95-SA09-DECK2.dgn JACOBS	USER NAME = JACOBS	DESIGNED - KEB CHECKED - LJH	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN AND CROSS SECTION UNIT 2 STRUCTURE NO. 081-0115 SHEET NO. SA9 OF SA28 SHEETS	F.A.I. RTE. = 74	SECTION = (81-1)B/D	COUNTY = ROCK ISLAND	TOTAL SHEETS = 78	SHEET NO. = 27
	PLOT SCALE = PLOT DATE = 10/28/2010	CHECKED - LJH	REVISED -			CONTRACT NO. 64D95 ILLINOIS FED. AID PROJECT				



PLAN

*a₈(E) and b₁₂(E) bars typical all girders.
See Fillet Reinforcement Section on Sheet SA15 of SA28.



NOTES:

1. For Section B-B, D-D and E-E, see Sheet No. SA14.
2. For parapet reinforcement details, see Sheet No. SA13.
3. Bars indicated thus 31x11-#5 etc. indicates 31 lines of bars with 11 lengths per line.
4. For deck cross slopes, see Sheet No. SA14.
5. See Sheet No. SA15 for superstructure details and Bill of Material.
6. Locate drainage scuppers to tie into existing closed drainage system.

MINIMUM BAR LAP

- (Deck)
- #4 bar = 2'-0"
 - #5 bar = 3'-3"
 - #6 bar = 3'-10"

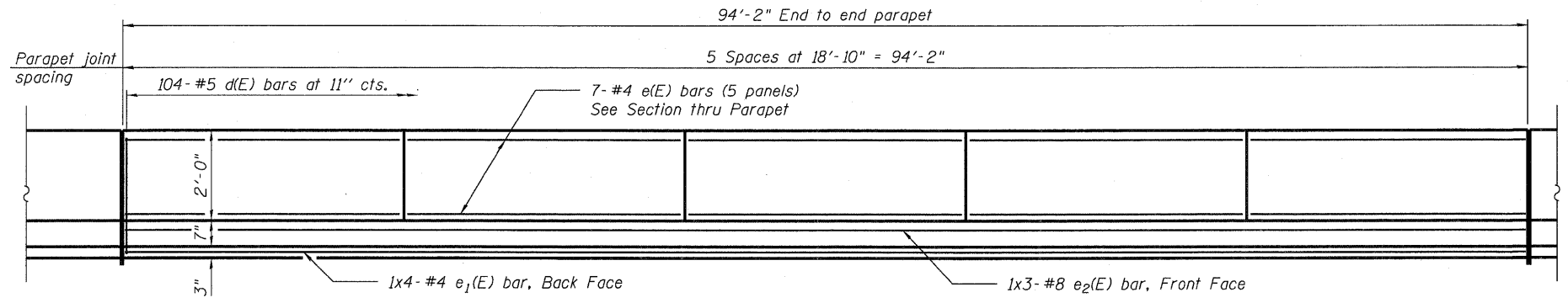


FILE NAME = 0810115-64D95-SA10-DECK3.dgn	USER NAME = JACOBS	DESIGNED - KEB	REVISED -
		CHECKED - LQH	REVISED -
		DRAWN - KEB	REVISED -
		CHECKED - LQH	REVISED -
PLOT SCALE =			
PLOT DATE = 10/28/2010			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

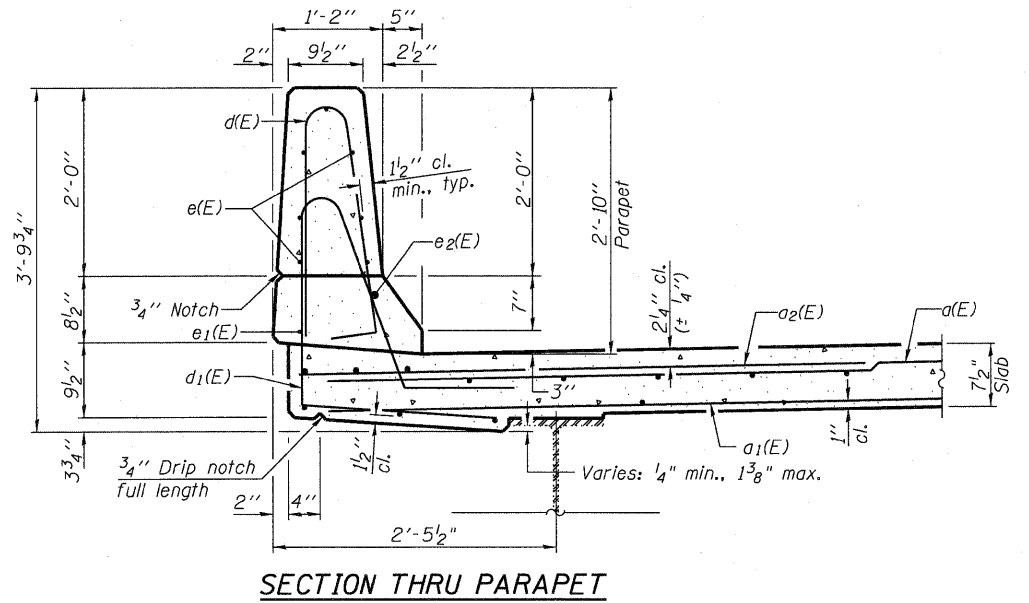
DECK PLAN AND CROSS SECTION UNIT 3
STRUCTURE NO. 081-0115
SHEET NO. SA10 OF SA28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(81-I)BD	ROCK ISLAND	78	28
CONTRACT NO. 64D95			ILLINOIS FED. AID PROJECT	

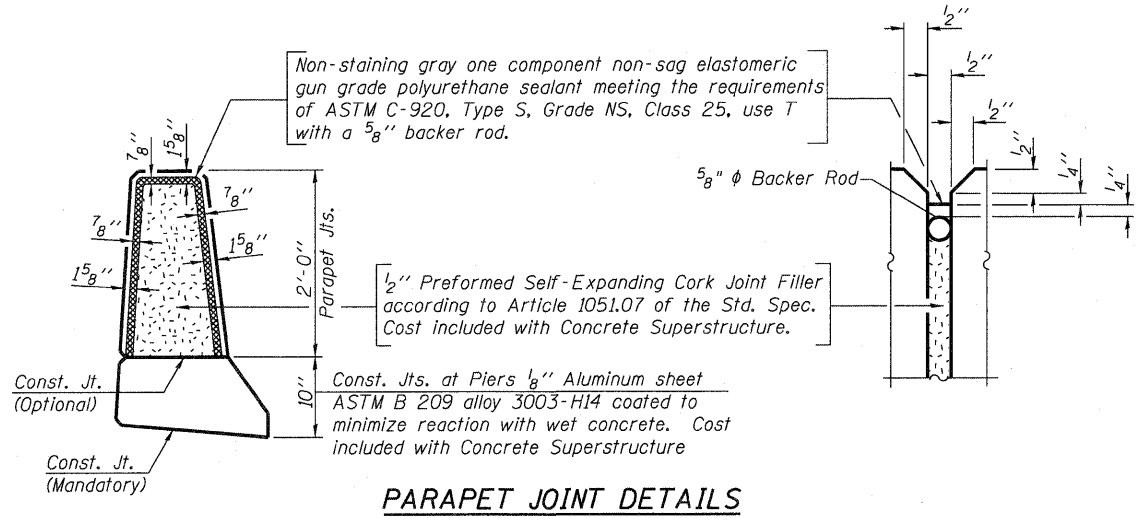


INSIDE ELEVATION OF EAST PARAPET UNIT 1
(West Parapet Similar)

MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"



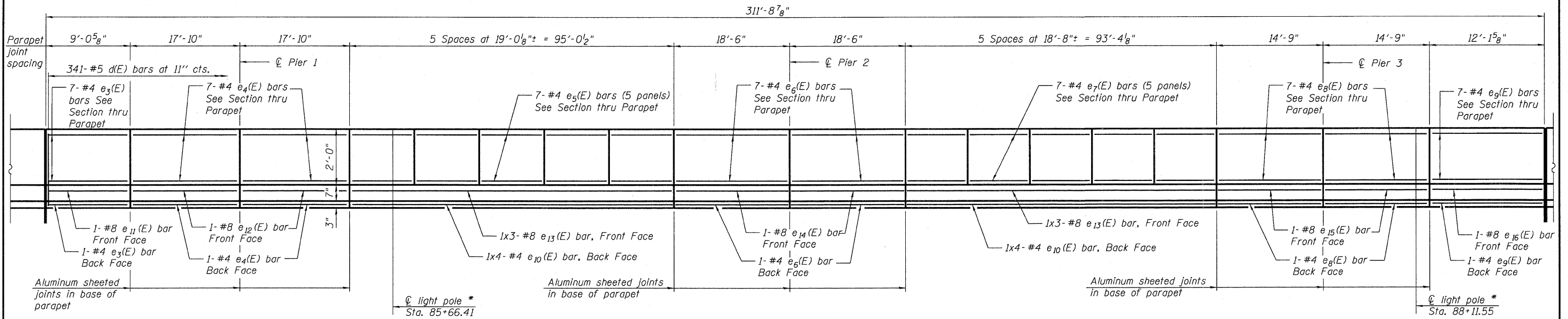
SECTION THRU PARAPET



PARAPET JOINT DETAILS

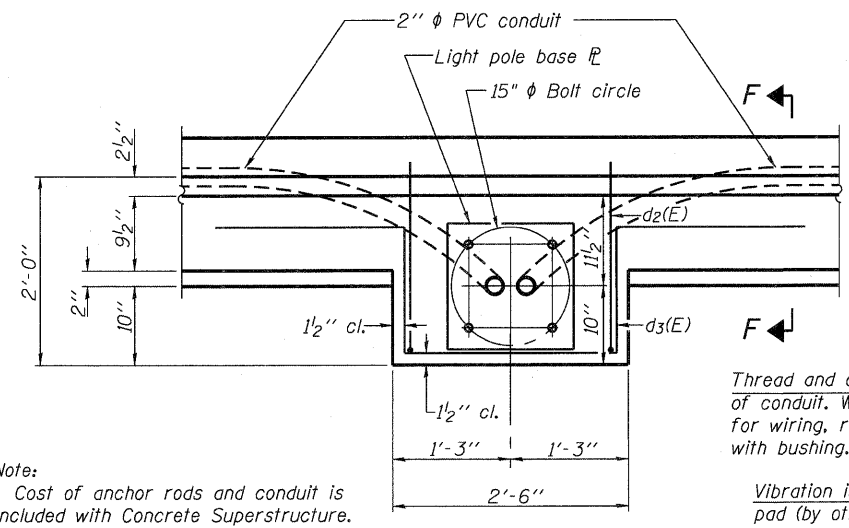
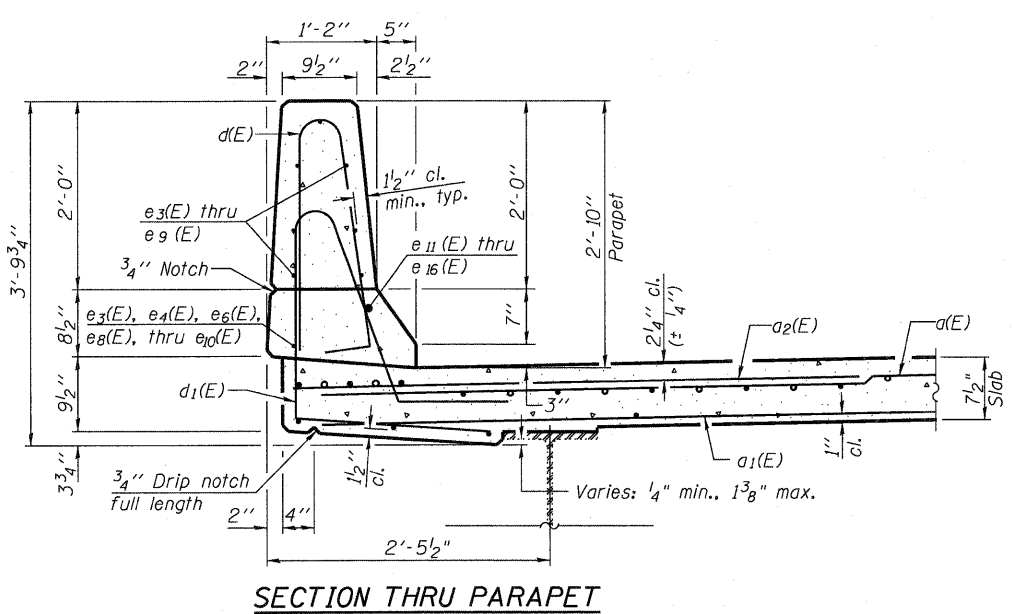
- NOTES:**
1. Bars indicated thus 1x3-#8 etc. indicates 1 line of bars with 3 lengths per line.
 2. See Sheet No. SA15 for superstructure details and Bill of Material.

FILE NAME = 0810115-B4D95-SA11-PARAP1.dgn JACOBS	USER NAME = JACOBS	DESIGNED - KEB	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS UNIT 1 STRUCTURE NO. 081-0115	F.A.I. RTE. = 74	SECTION = (81-1HB)D	COUNTY = ROCK ISLAND	TOTAL SHEETS = 78	SHEET NO. = 29
	PLOT SCALE =	DRAWN - KEB	REVISD -			CONTRACT NO. 64D95				
PLOT DATE = 10/28/2010	CHECKED - LJH	REVISD -	SHEET NO. SA11 OF SA28 SHEETS							
						ILLINOIS FED. AID PROJECT				

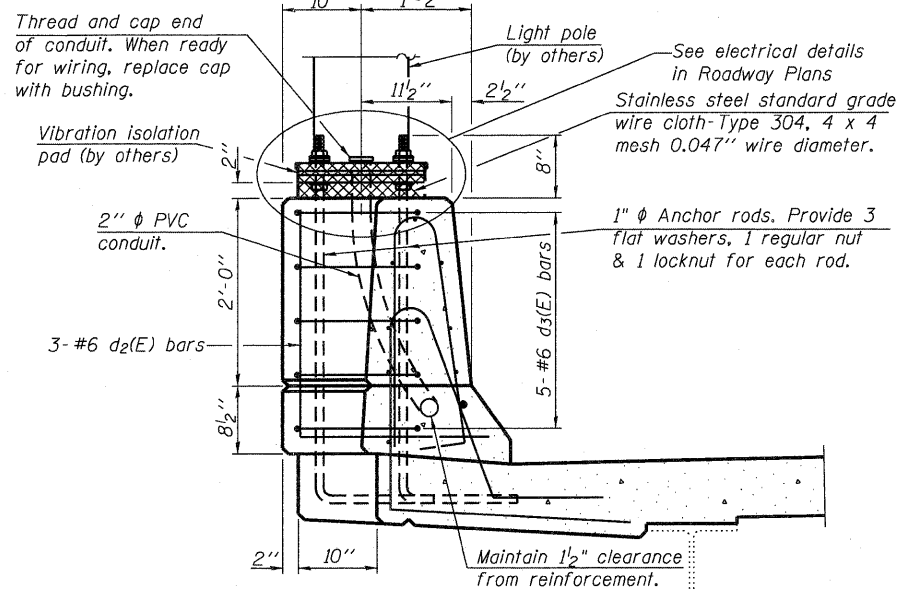
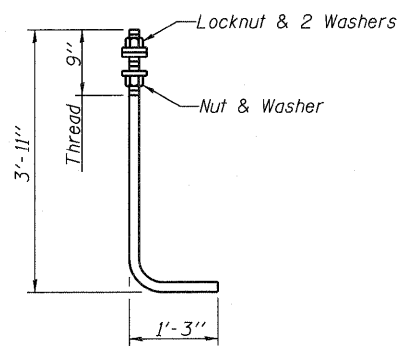


INSIDE ELEVATION OF EAST PARAPET UNIT 2
(West Parapet Similar)

* Light pole on West Parapet only. For additional parapet reinforcement at light pole locations, see Light Pole Mounted on Concrete Parapet detail.



Note: Cost of anchor rods and conduit is included with Concrete Superstructure.

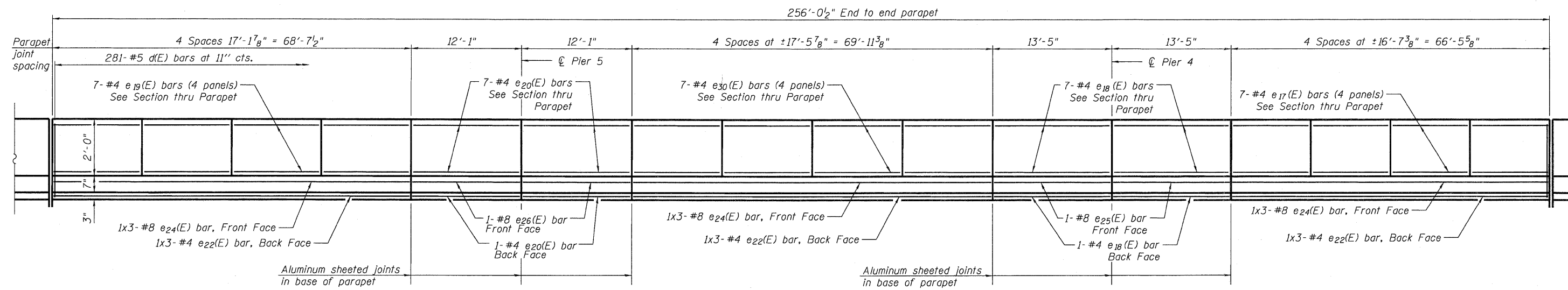


MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

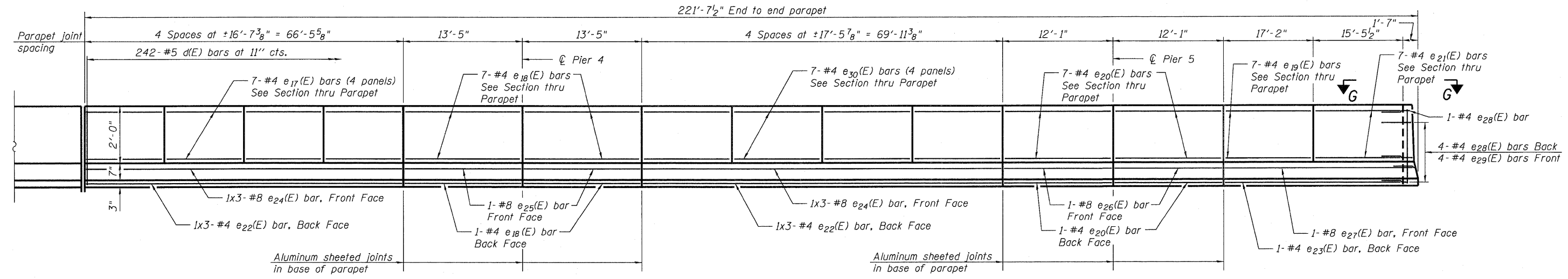
- NOTES:**
- For Parapet joint detail, see Sheet No. SA11
 - Bars indicated thus 1x4-#4 etc. Indicates 1 line of bars with 4 lengths per line.
 - See Sheet No. SA15 for superstructure details and Bill of Material.

LIGHT POLE MOUNTED ON CONCRETE PARAPET

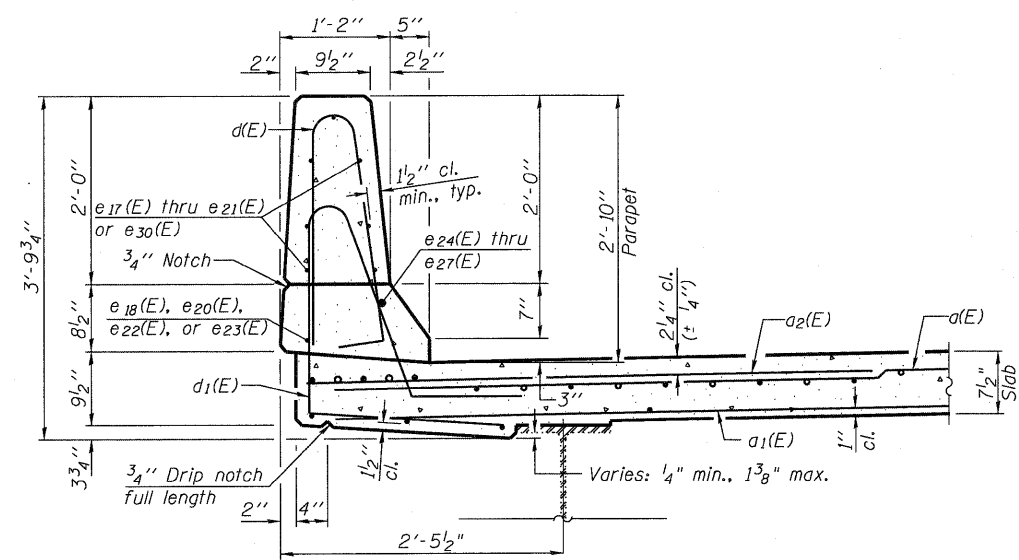
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JACOBS	PLOT SCALE =	DRAWN - KEB	REVISIONS -			CONTRACT NO. 64D95					
	PLOT DATE = 10/28/2010	CHECKED - LJH	REVISIONS -			ILLINOIS FED. AID PROJECT					
SHEET NO. SA12 OF SA28 SHEETS											



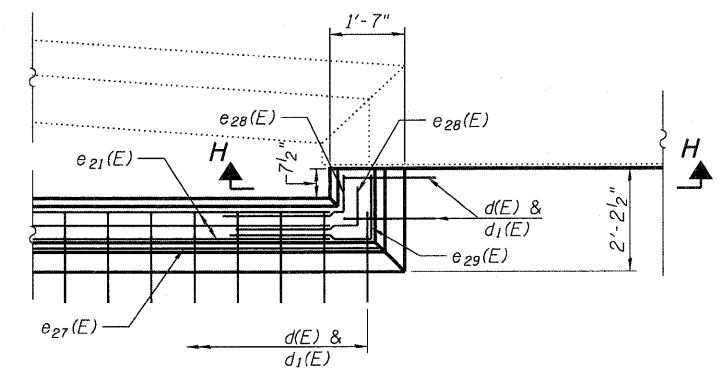
INSIDE ELEVATION OF WEST PARAPET UNIT 3



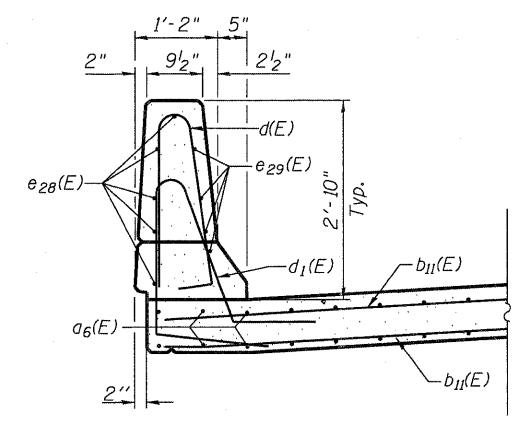
INSIDE ELEVATION OF EAST PARAPET UNIT 3



SECTION THRU PARAPET



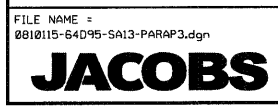
VIEW G-G



SECTION H-H

MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

- NOTES:**
- For Parapet joint detail, see Sheet No. SA11.
 - Bars indicated thus 1x4-#4 etc. indicates 1 line of bars with 4 lengths per line.
 - See Sheet No. SA15 for superstructure details and Bill of Material.

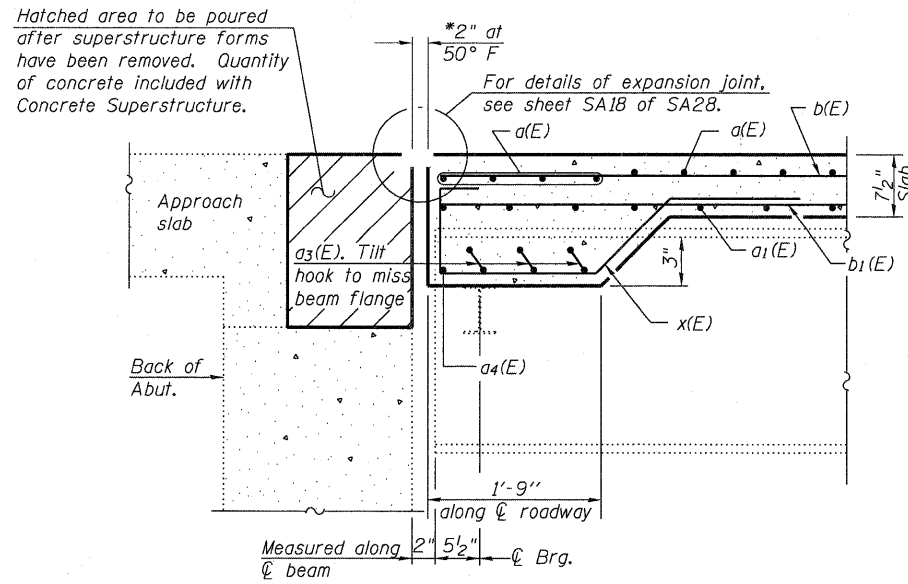


FILE NAME = 0810115-64D95-SA13-PARAP3.dgn	USER NAME = JACOBS	DESIGNED - KEB	REVISED -
		CHECKED - LJH	REVISED -
		DRAWN - KEB	REVISED -
		CHECKED - LJH	REVISED -
PLOT SCALE =			
PLOT DATE = 10/28/2010			

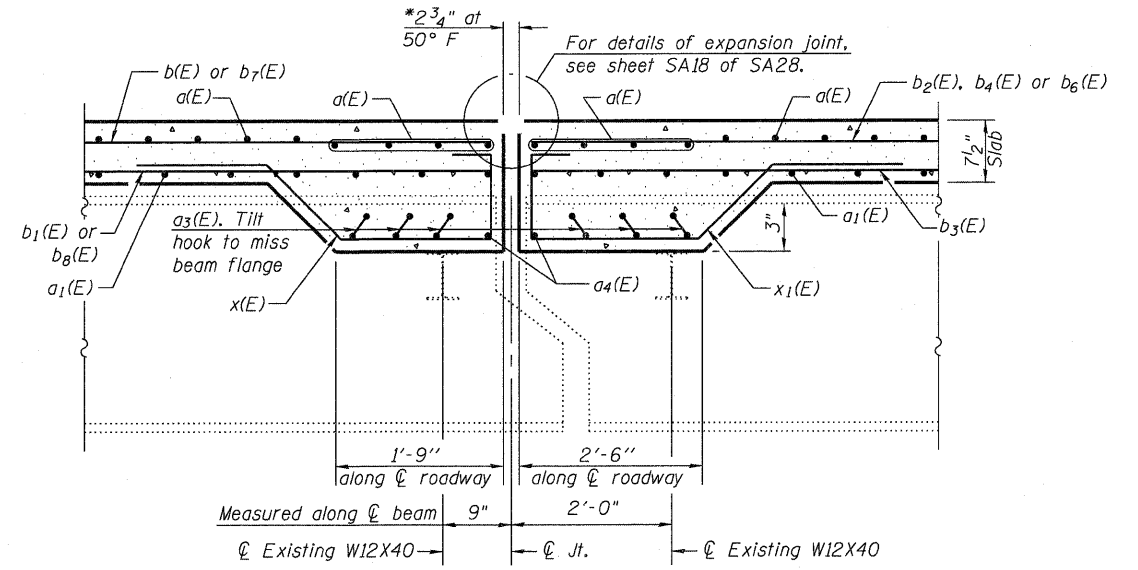
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS UNIT 3
STRUCTURE NO. 081-0115**
SHEET NO. SA13 OF SA28 SHEETS

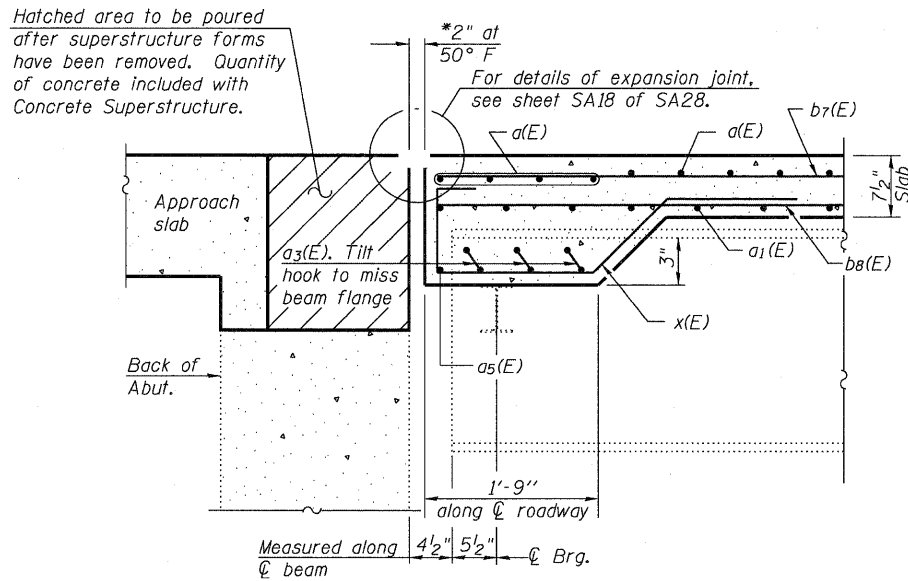
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(81-1)HBD	ROCK ISLAND	78	31
CONTRACT NO. 64D95				
ILLINOIS FED. AID PROJECT				



SECTION A-A

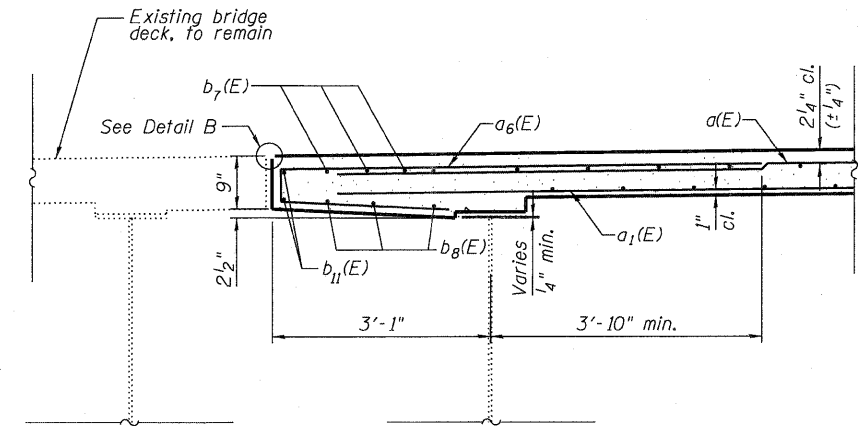


SECTION B-B



SECTION D-D

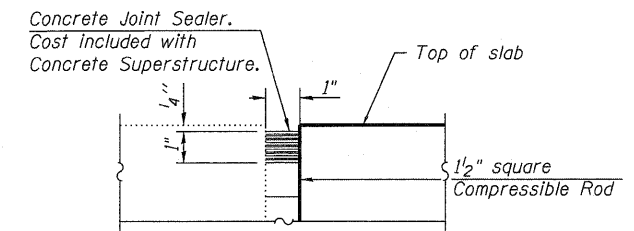
* Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on Base Sheet EJ-SSJ.



SECTION E-E

DECK CROSS SLOPES (EXIST. PLANS)

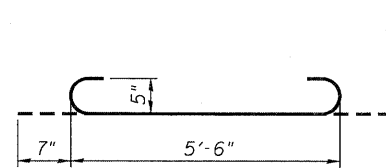
Station	G1	G2	G3	G4
Up To Sta. 90+00.00	1/4" per ft.	3/16" per ft.	3/16" per ft.	1/4" per ft.
Sta. 90+25.00	1/4" per ft.	3/16" per ft.	1/8" per ft.	1/8" per ft.
Sta. 90+50.00	1/4" per ft.	3/16" per ft.	1/8" per ft.	1/8" per ft.
Sta. 90+75.00	1/4" per ft.	3/16" per ft.	1/8" per ft.	1/8" per ft.



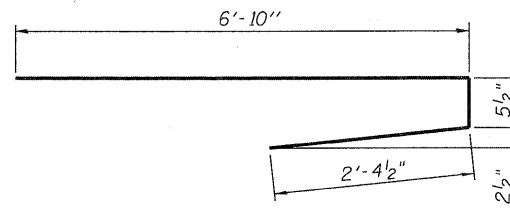
DETAIL B

**SUPERSTRUCTURE
BILL OF MATERIAL**

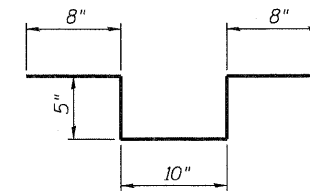
Bar	No.	Size	Length	Shape
a(E)	1063	#5	33'-1"	—
a ₁ (E)	797	#5	32'-5"	—
a ₂ (E)	1036	#6	6'-6"	—
a ₃ (E)	90	#5	6'-8"	—
a ₄ (E)	25	#5	5'-6"	—
a ₅ (E)	1	#5	32'-11"	—
a ₆ (E)	59	#6	9'-8"	—
a ₇ (E)	80	#5	2'-0"	—
a ₈ (E)	2526	#4	3'-0"	—
b(E)	148	#5	26'-0"	—
b ₁ (E)	155	#5	21'-5"	—
b ₂ (E)	444	#5	29'-0"	—
b ₃ (E)	403	#5	27'-0"	—
b ₄ (E)	68	#6	31'-9"	—
b ₅ (E)	68	#6	33'-8"	—
b ₆ (E)	68	#6	30'-2"	—
b ₇ (E)	370	#5	28'-6"	—
b ₈ (E)	341	#5	26'-3"	—
b ₉ (E)	68	#6	26'-2"	—
b ₁₀ (E)	68	#6	26'-2"	—
b ₁₁ (E)	2	#6	35'-6"	—
b ₁₂ (E)	228	#4	26'-3"	—
d(E)	1415	#5	5'-7"	—
d ₁ (E)	1415	#5	7'-2"	—
d ₂ (E)	6	#6	4'-5"	—
d ₃ (E)	10	#6	8'-11"	—
e(E)	70	#4	18'-6"	—
e ₁ (E)	8	#4	25'-0"	—
e ₂ (E)	6	#8	34'-10"	—
e ₃ (E)	16	#4	8'-9"	—
e ₄ (E)	32	#4	17'-6"	—
e ₅ (E)	70	#4	18'-8"	—
e ₆ (E)	32	#4	18'-2"	—
e ₇ (E)	70	#4	18'-4"	—
e ₈ (E)	32	#4	14'-5"	—
e ₉ (E)	16	#4	11'-10"	—
e ₁₀ (E)	16	#4	25'-3"	—
e ₁₁ (E)	2	#8	8'-9"	—
e ₁₂ (E)	4	#8	17'-6"	—
e ₁₃ (E)	12	#8	35'-1"	—
e ₁₄ (E)	4	#8	18'-2"	—
e ₁₅ (E)	4	#8	14'-5"	—
e ₁₆ (E)	2	#8	11'-10"	—
e ₁₇ (E)	56	#4	16'-4"	—
e ₁₈ (E)	32	#4	13'-1"	—
e ₁₉ (E)	35	#4	16'-11"	—
e ₂₀ (E)	32	#4	11'-9"	—
e ₂₁ (E)	7	#4	15'-3"	—
e ₂₂ (E)	15	#4	24'-7"	—
e ₂₃ (E)	1	#4	32'-4"	—
e ₂₄ (E)	15	#8	26'-8"	—
e ₂₅ (E)	4	#8	13'-1"	—
e ₂₆ (E)	4	#8	11'-9"	—
e ₂₇ (E)	1	#8	33'-6"	—
e ₂₈ (E)	5	#4	3'-5"	—
e ₂₉ (E)	4	#4	4'-5"	—
e ₃₀ (E)	56	#4	17'-3"	—
x(E)	120	#5	6'-2"	—
x ₁ (E)	60	#5	6'-9"	—
Reinforcement Bars, Epoxy Coated	Pound	183,200		
Concrete Superstructure	Cu. Yd.	725.9		



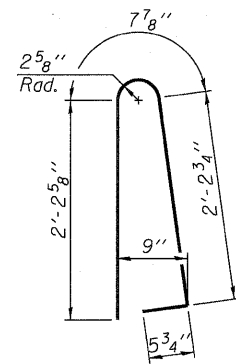
a₃(E) BAR



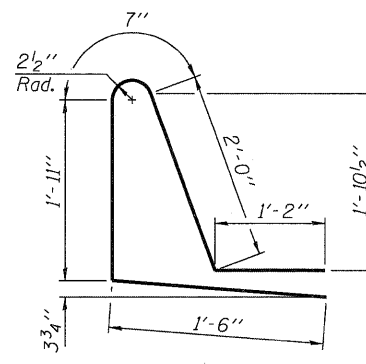
a₆(E) BAR



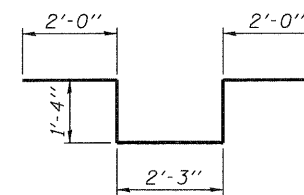
BAR a₈(E)



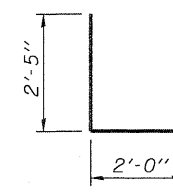
BAR d(E)



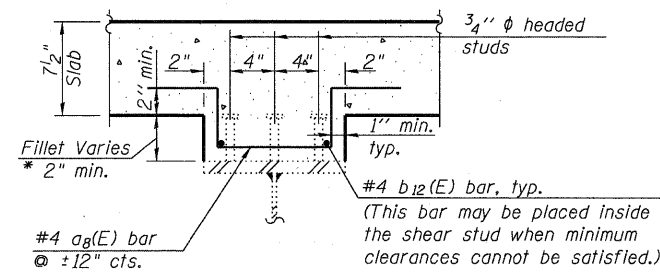
BAR d₁(E)



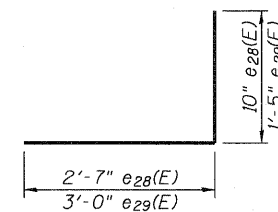
BAR d₃(E)



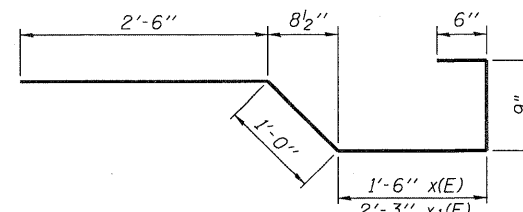
BAR d₂(E)



FILLET REINFORCEMENT SECTION



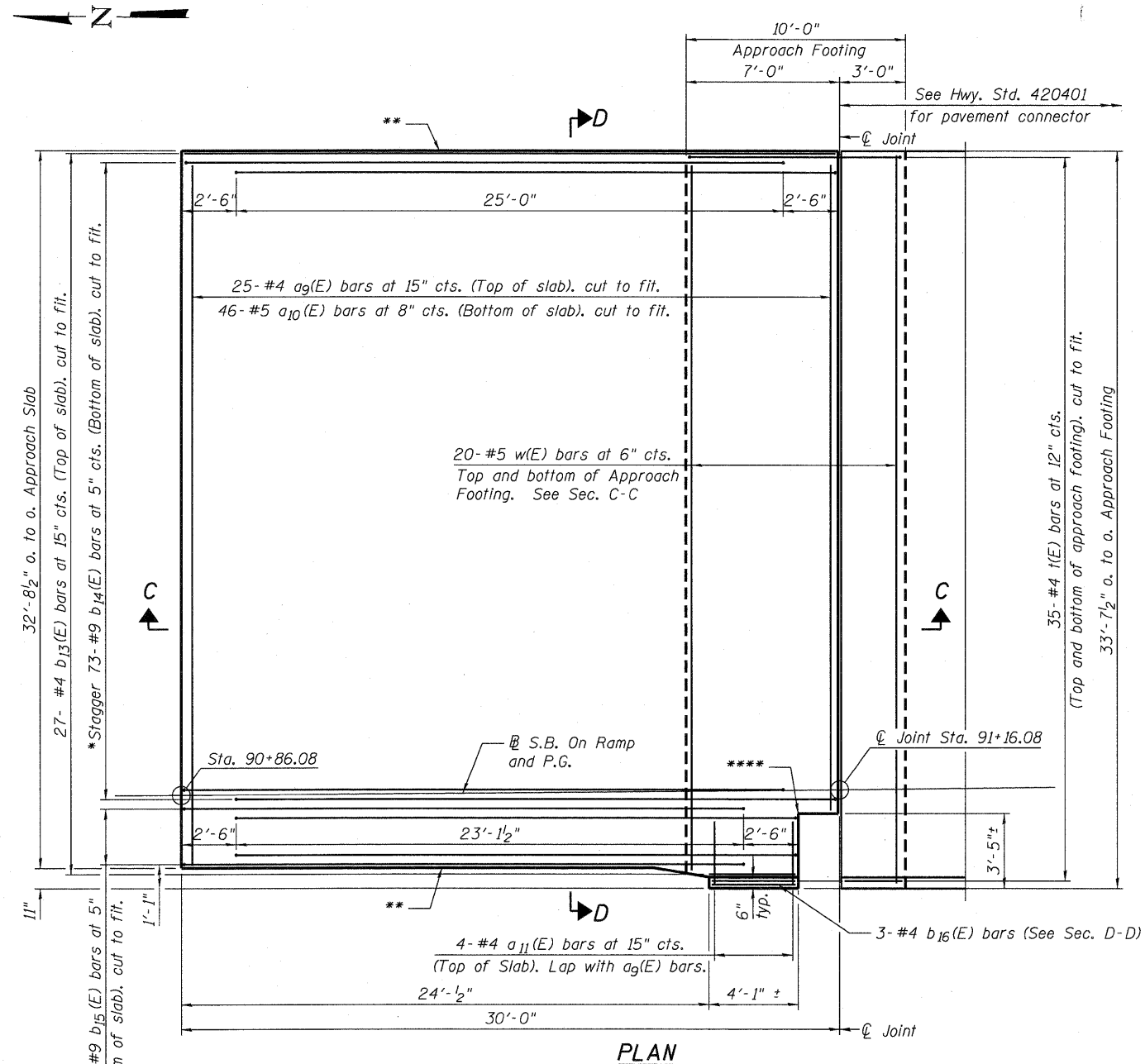
BAR e₂₈(E) & BAR e₂₉(E)



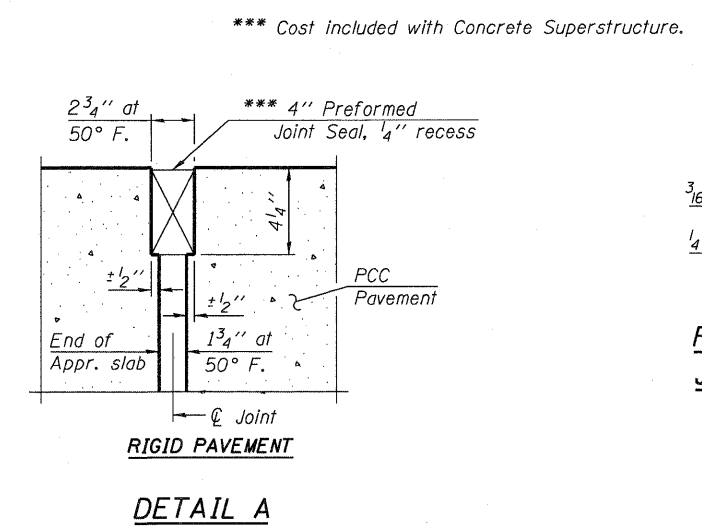
BAR x(E) & BAR x₁(E)

*Install a₈(E) and b₁₂(E) bars where fillet height exceeds 2".

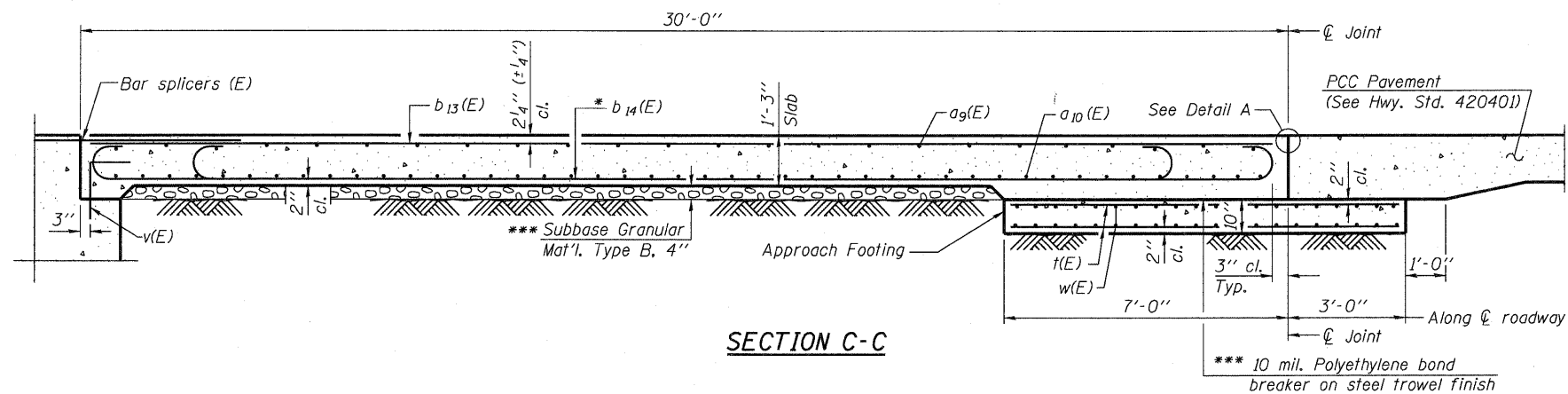
Notes:
See sheet SA17 of SA28 for Sections C-C and D-D.



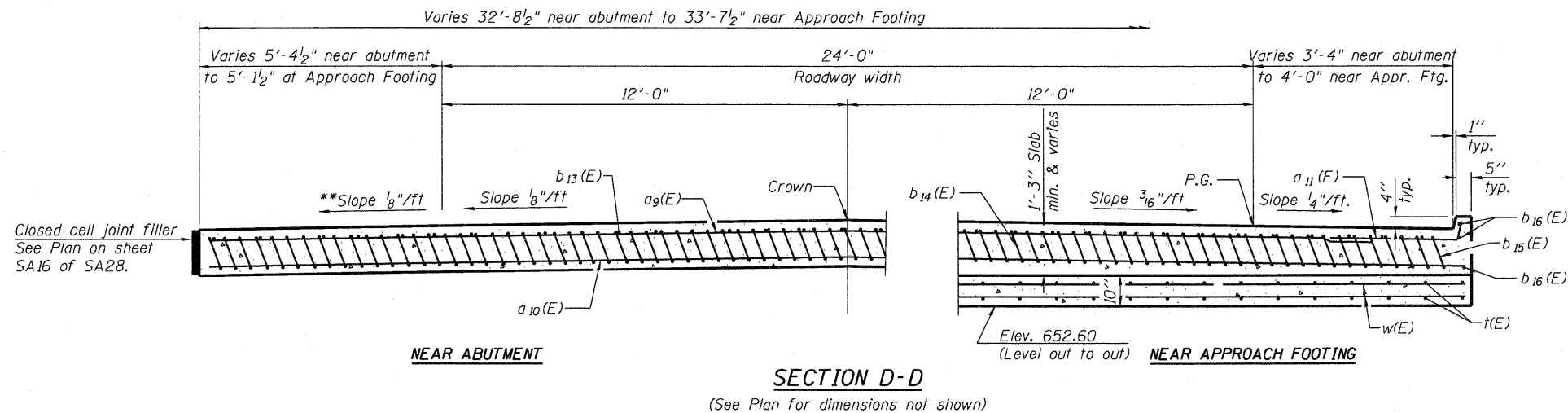
- * Tilt #9 b₁₄(E) and b₁₅(E) bars as required to maintain clearance.
- ** Closed cell joint filler according to Article 1051.08 of the Std. Specifications: full depth of slab, full length of parapet.
- **** Contractor must locate existing Inlet Box and verify existing dimensions. Approach slab to be cast around existing Inlet Box.



FILE NAME = 0810115-64D95-SA16-APPRI.dgn JACOBS	USER NAME = JACOBS	DESIGNED - LJH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH BRIDGE APPROACH SLAB DETAILS I STRUCTURE NO. 081-0115	F.A.I. RTE. = 74	SECTION = (81-1HB)D	COUNTY = ROCK ISLAND	TOTAL SHEETS = 78	SHEET NO. = 34
	PLOT SCALE =	DRAWN - LJH	REVISED -			CONTRACT NO. 64D95				
	PLOT DATE = 10/28/2010	CHECKED - KEB	REVISED -			ILLINOIS FED. AID PROJECT				
	SHEET NO. SA16 OF SA28 SHEETS									



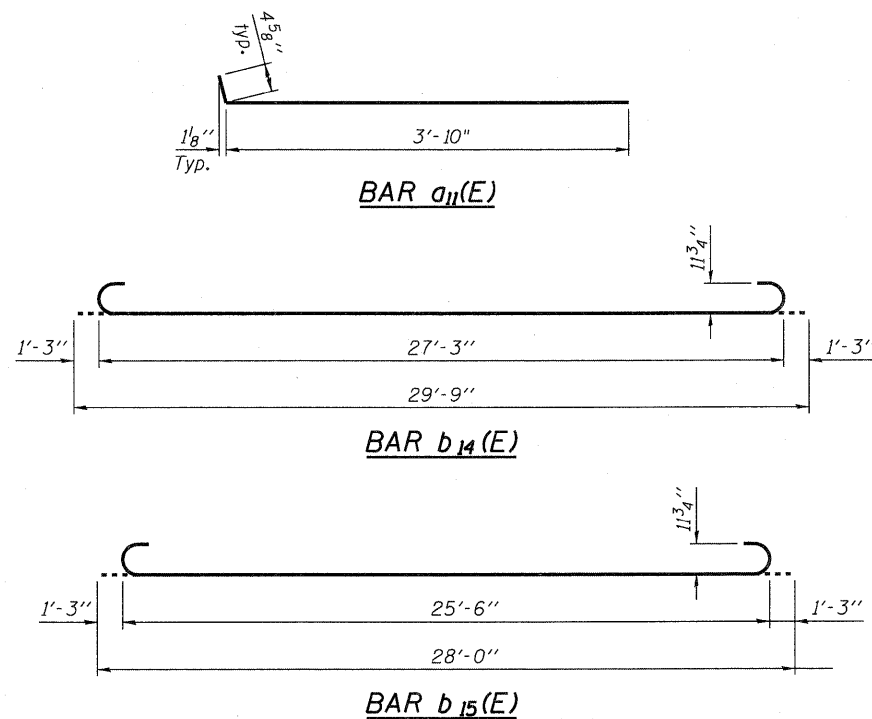
Notes:
 See sheet SA16 of SA28 for Detail A.
 Approach slab shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet SA27 of SA28.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet SA28 of SA28.
 Cost of excavation for approach footing included with Concrete Structures.

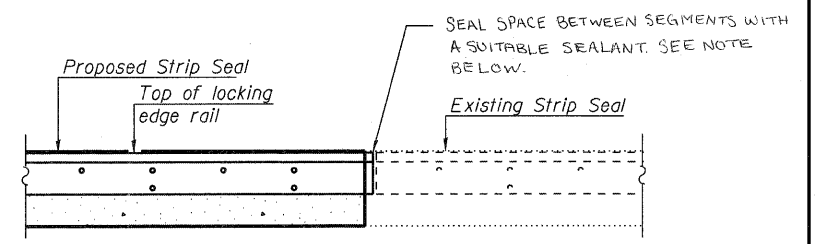
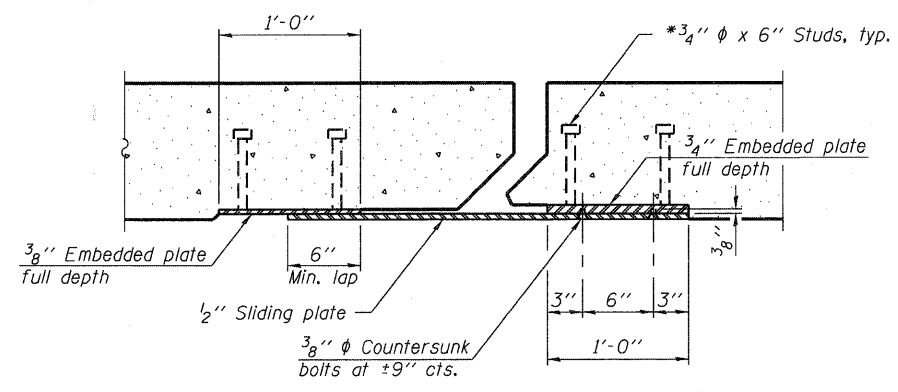
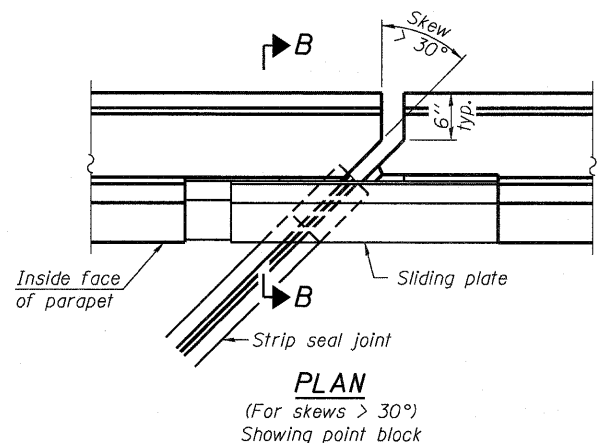
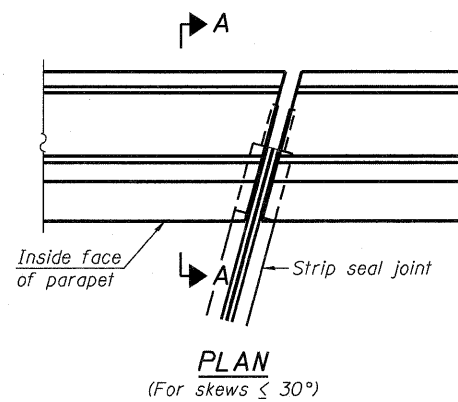


* Tilt #9 b₁₄(E) and b₁₅(E) bars as required to maintain clearance.
 ** Slope slab to meet existing I-74 S.B. slab elevation at shared joint.
 *** Cost included with Concrete Superstructure.

**SOUTH APPROACH
 BILL OF MATERIAL**

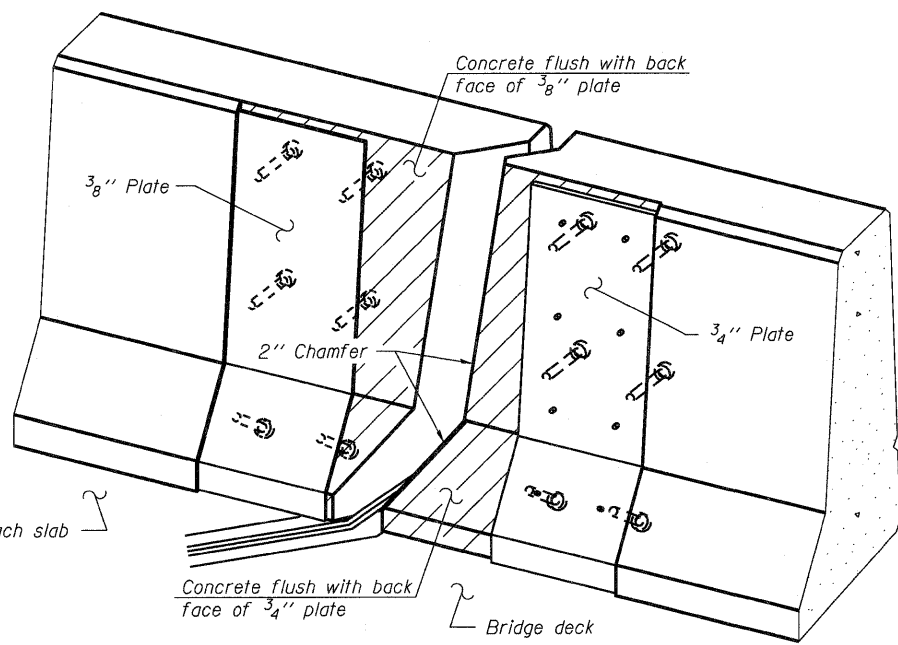
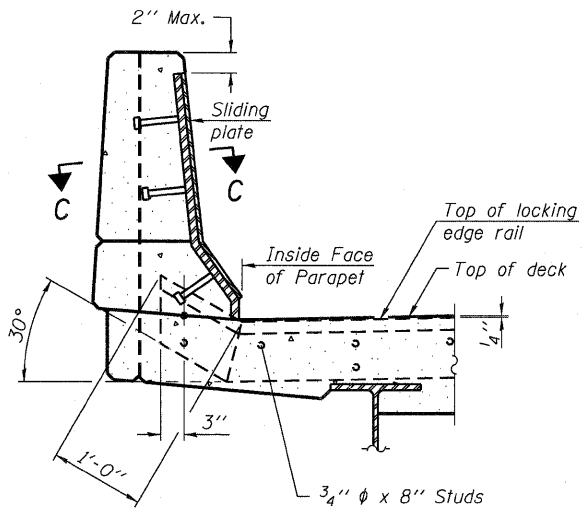
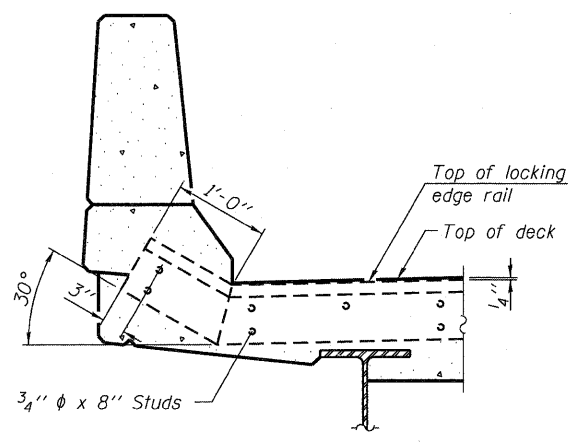
Bar	No.	Size	Length	Shape
a ₉ (E)	25	#4	32'-5"	—
a ₁₀ (E)	46	#5	33'-4"	—
a ₁₁ (E)	4	#4	4'-3"	—
b ₁₃ (E)	27	#4	29'-8"	—
b ₁₄ (E)	73	#9	29'-9"	—
b ₁₅ (E)	6	#9	28'-0"	—
b ₁₆ (E)	3	#4	3'-9"	—
t(E)	70	#4	9'-8"	—
w(E)	40	#5	33'-4"	—
Concrete Superstructure			Cu. Yd.	45.4
Concrete Structures			Cu. Yd.	10.4
Reinforcement Bars, Epoxy Coated			Pound	12,500





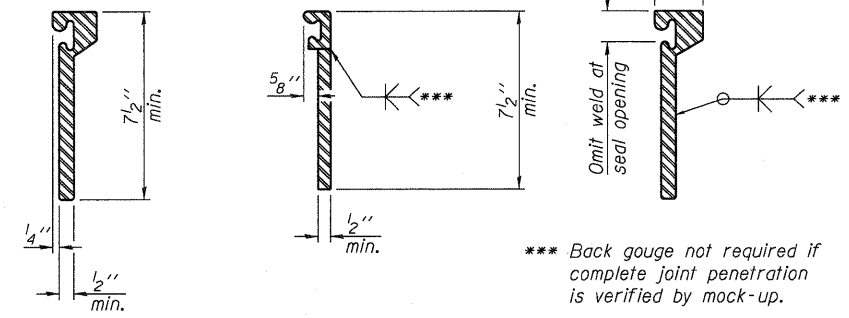
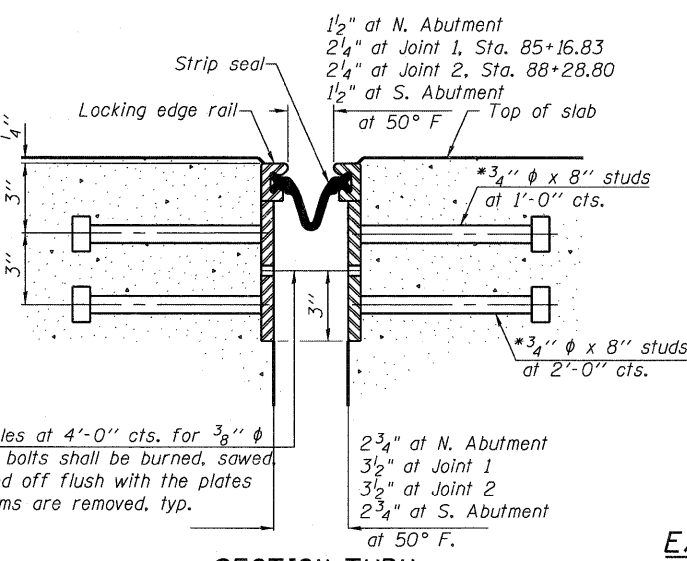
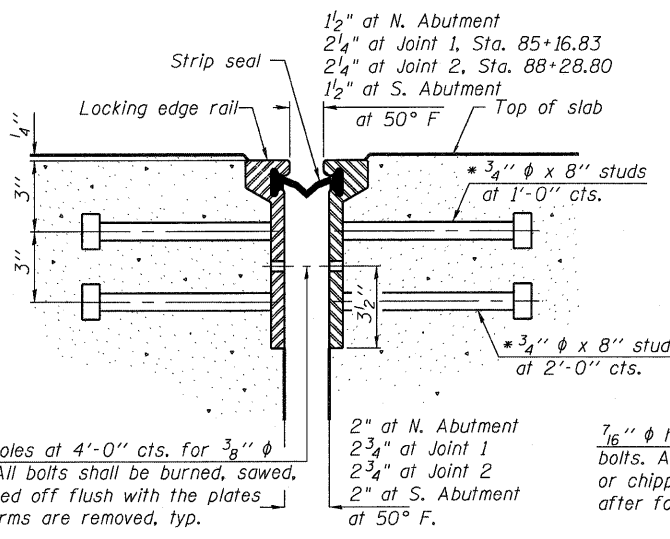
END TREATMENT AT EAST END OF SOUTH ABUTMENT JOINT

Cost of SEALANT is included with Preformed Joint Strip Seal.



Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.
The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications. Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.
Parapet plates and anchorage studs for skews $> 30^\circ$ included in the cost of Preformed Joint Strip Seal.



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

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

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.

2" at N. Abutment
2 3/4" at Joint 1
2 3/4" at Joint 2
2" at S. Abutment
at 50° F.

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.

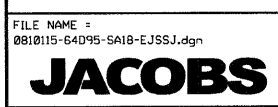
2 3/4" at N. Abutment
3 1/2" at Joint 1
3 1/2" at Joint 2
2 3/4" at S. Abutment
at 50° F.

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

LOCKING EDGE RAILS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	132

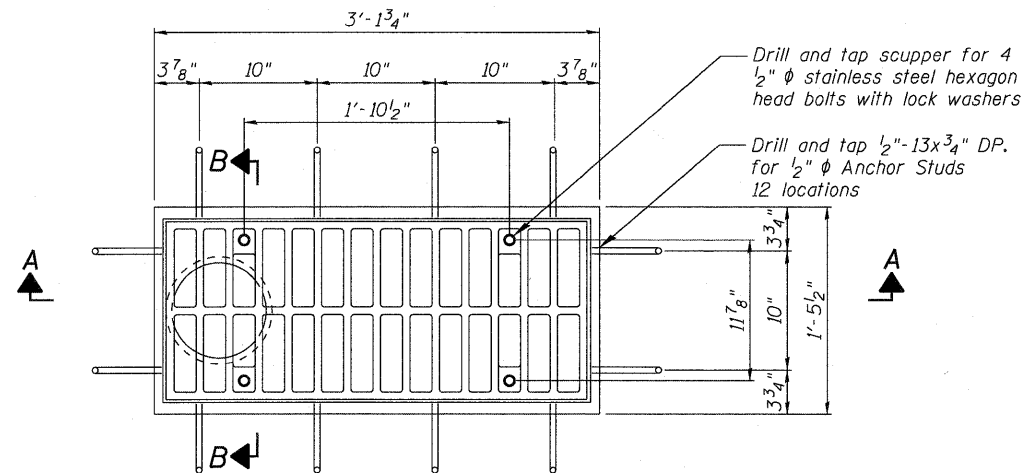


FILE NAME = 0810115-64D95-SA18-EJSSJ.dgn	USER NAME = JACOBS	DESIGNED - LM	REVISED -
		CHECKED - LJH	REVISED -
		DRAWN - FJD	REVISED -
		CHECKED - LJH	REVISED -
PLOT SCALE =			
PLOT DATE = 10/28/2010			

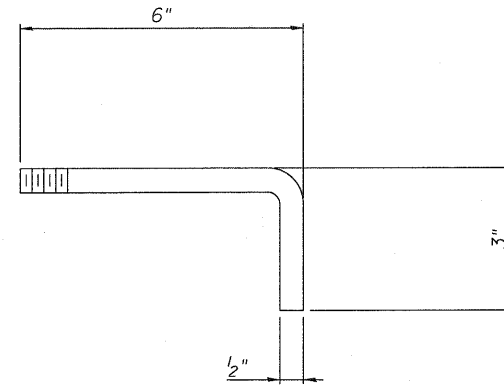
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 081-0115
SHEET NO. SA18 OF SA28 SHEETS

F.A.I. RTE. 74	SECTION (81-1HB)D	COUNTY ROCK ISLAND	TOTAL SHEETS 78	SHEET NO. 36
ILLINOIS FED. AID PROJECT				



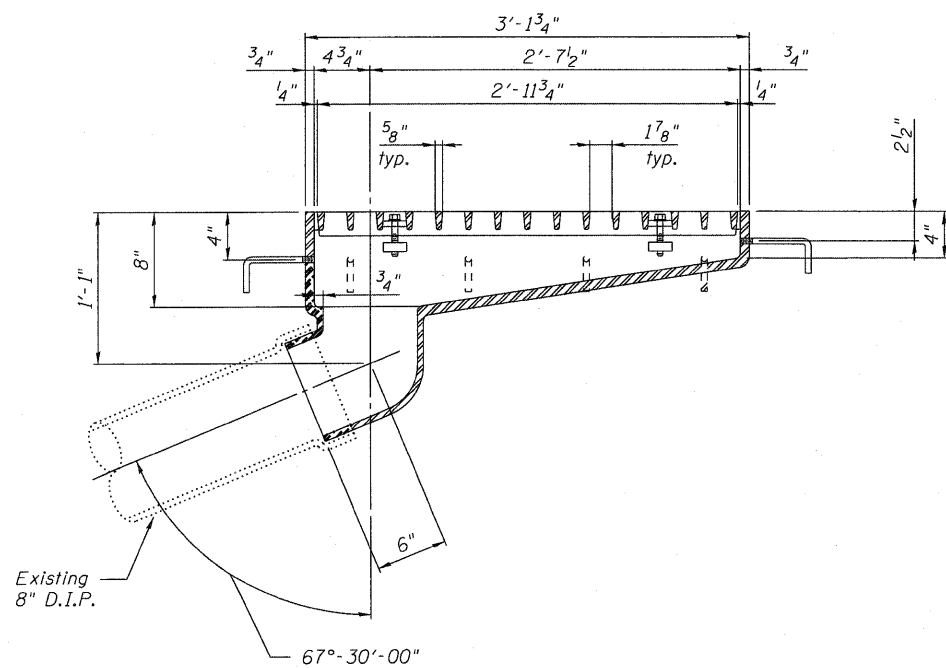
PLAN



ANCHOR STUD DETAIL

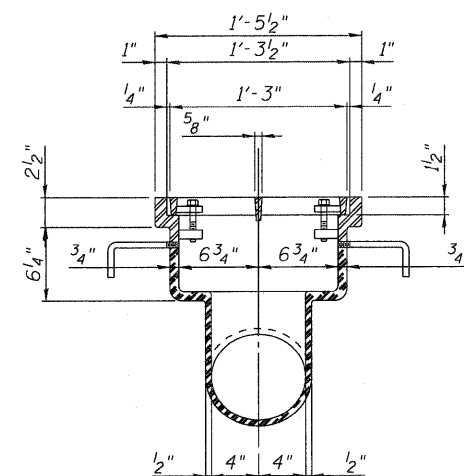
Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
 Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
 As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the Grate, Frame, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, Special.



SECTION A-A

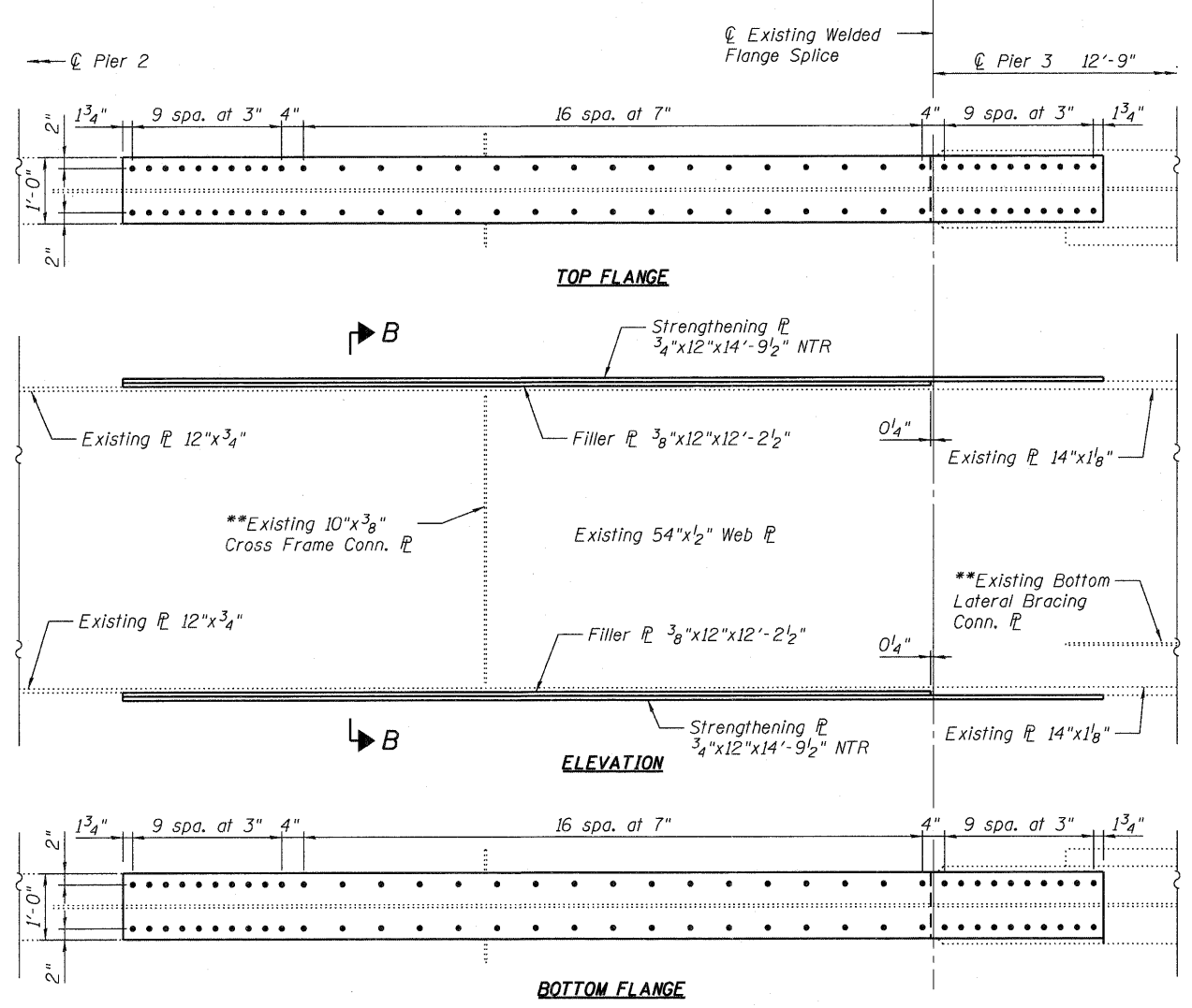
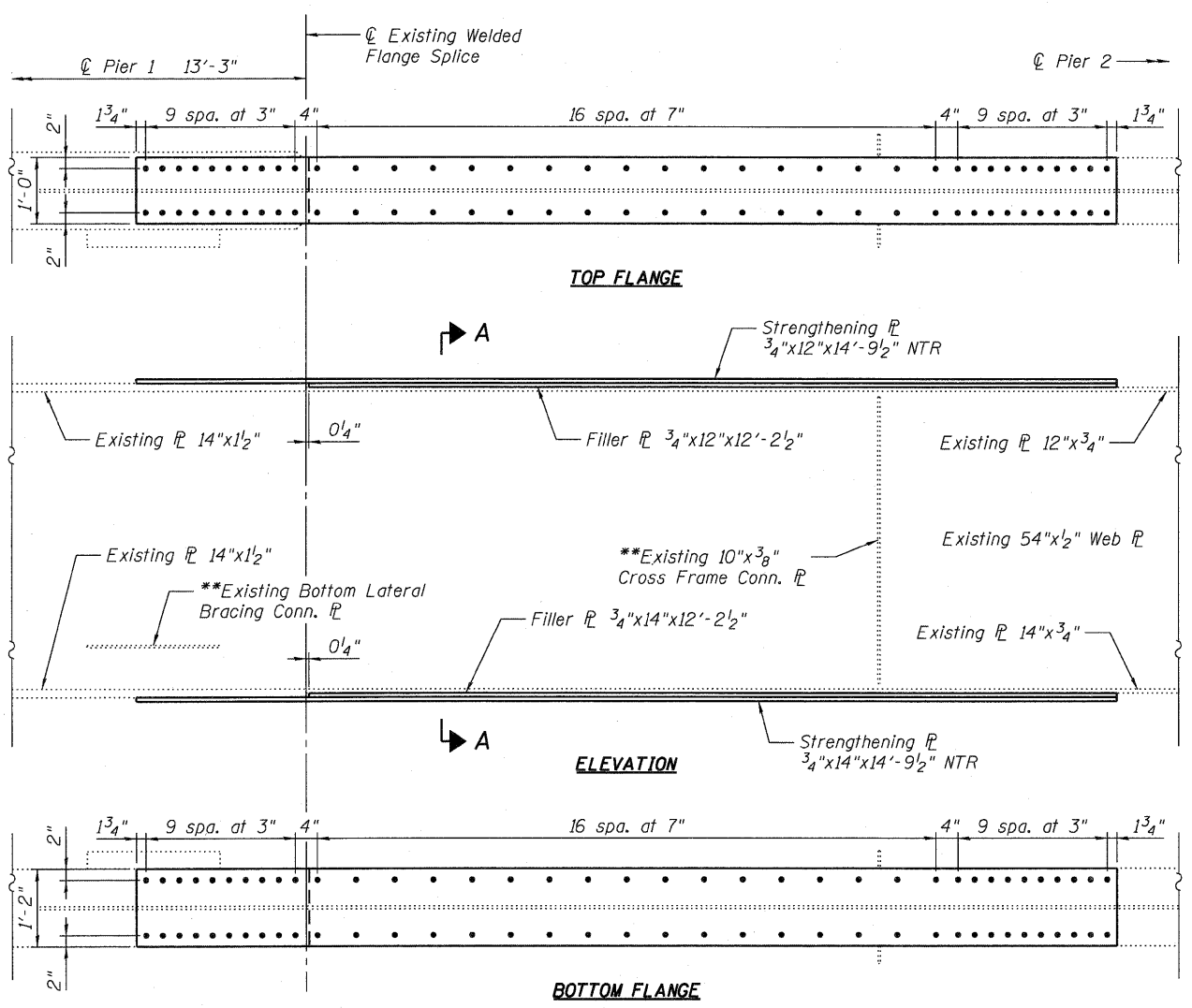
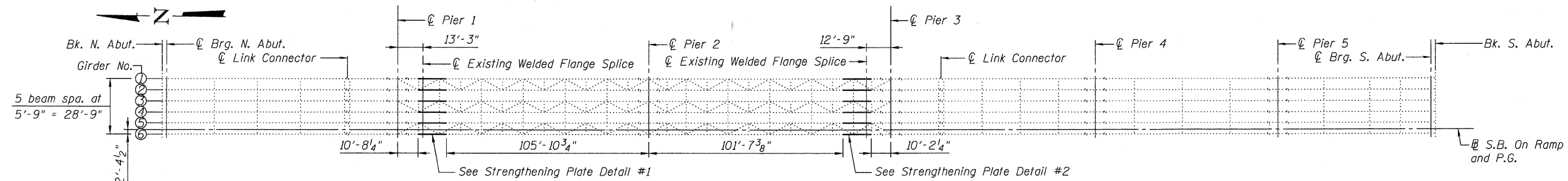
See sheet no. SA8 for scupper location relative to parapet.



SECTION B-B

BILL OF MATERIAL

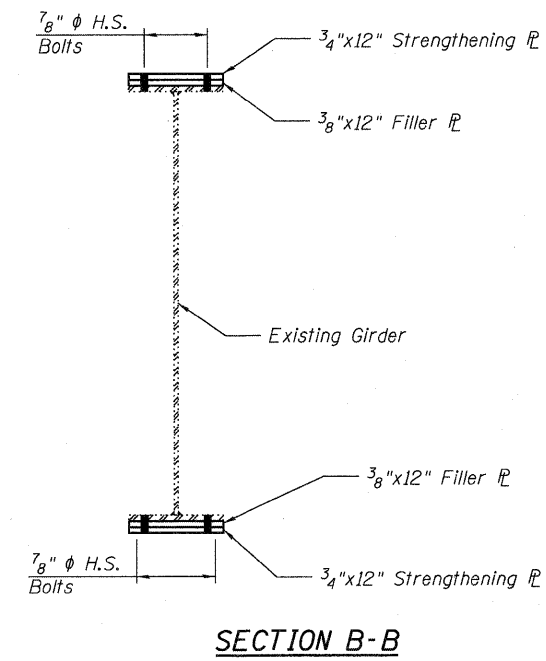
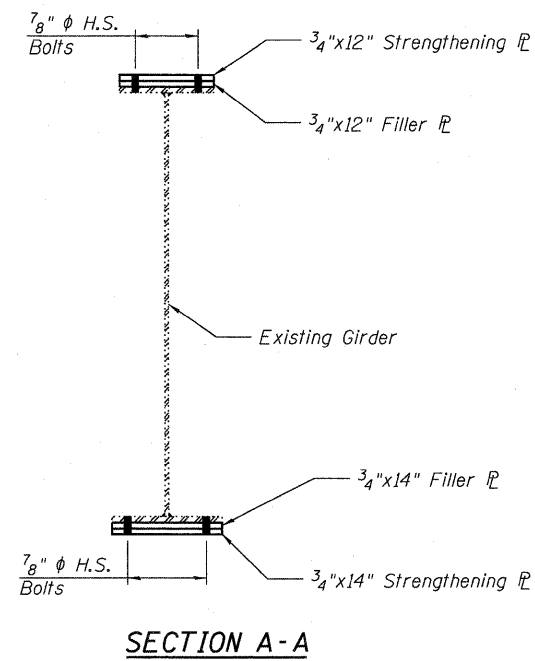
ITEM	UNIT	QUANTITY
Drainage Scupper, Special	Each	10



* Use holes in new plate as template to field drill holes in flange plates.
 ** Temporarily remove existing cross frame and bottom lateral bracing as required to install plates.

NOTE:
 For Section A-A, Section B-B, Notes and Bill of Material, see Sheet SA21 of SA28.

FILE NAME = 0810115-64D95-SA20-STEEL.dgn JACOBS	USER NAME = JACOBS	DESIGNED - MBO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL REPAIR DETAILS I STRUCTURE NO. 081-0115 SHEET NO. SA20 OF SA28 SHEETS	F.A.I. RTE. 74	SECTION (81-1HB)D	COUNTY ROCK ISLAND	TOTAL SHEETS 78	SHEET NO. 38
	PLOT SCALE =	CHECKED - KEB	REVISED -			CONTRACT NO. 64D95				
	PLOT DATE = 10/28/2010	DRAWN - KEB	REVISED -			ILLINOIS FED. AID PROJECT				
		CHECKED - MBO	REVISED -							

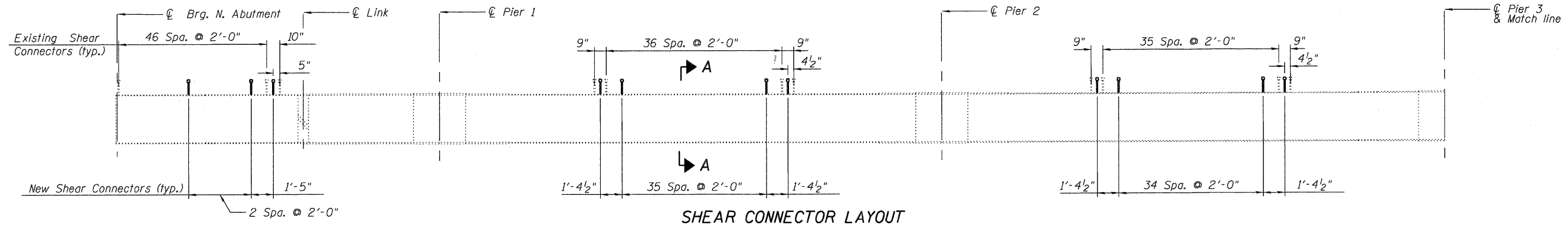


NOTES:

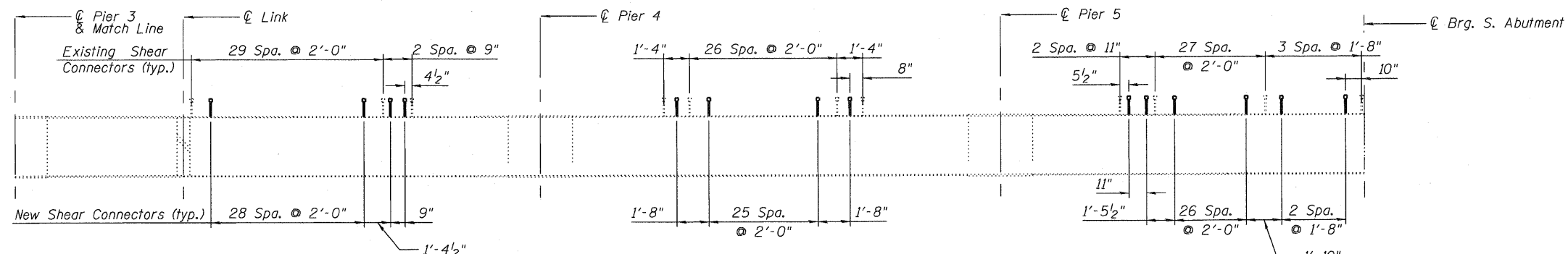
1. The cost of field drilling required for installation of the steel members is included with Structural Steel Repair.
2. All structural steel shall conform to AASHTO Classification M270 Gr. 50, unless otherwise noted.
3. Cost of removal and re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included with Structural Steel Repair.
4. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

BILL OF MATERIAL

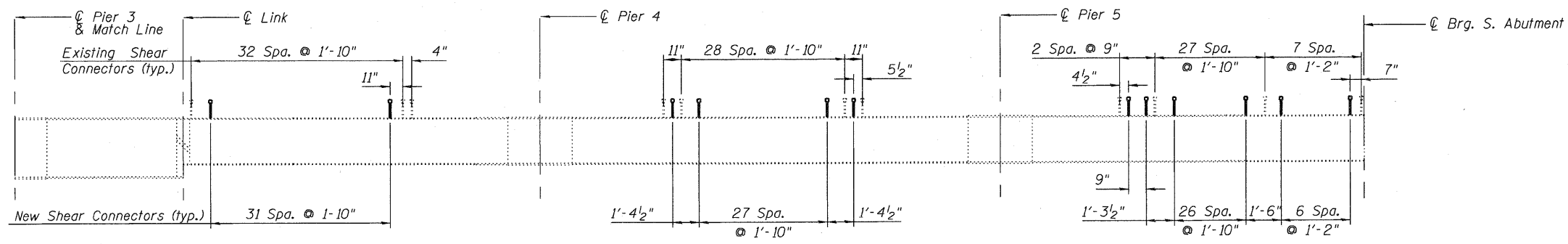
Item	Unit	Total
Structural Steel Repair	Pound	20,560



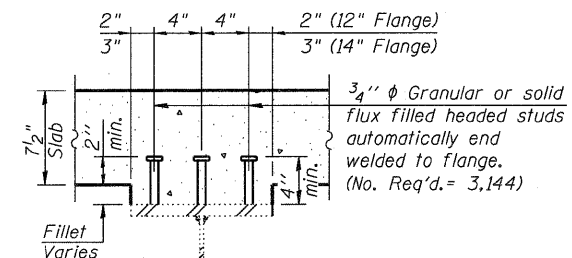
SHEAR CONNECTOR LAYOUT
Girders 1-6: Spans 1- 3



SHEAR CONNECTOR LAYOUT
Girders 1 and 6: Spans 4-6



SHEAR CONNECTOR LAYOUT
Girders 2-5: Spans 4-6



SECTION A - A
(Fillet reinforcement not shown for clarity.)

FILE NAME = 0810115-64095-5A22-SHEARCONN.dgn
JACOBS

USER NAME = JACOBS
DESIGNED - LM
CHECKED - KEB
DRAWN - LM
PLOT DATE = 10/28/2010

REVISED -
REVISED -
REVISED -
REVISED -

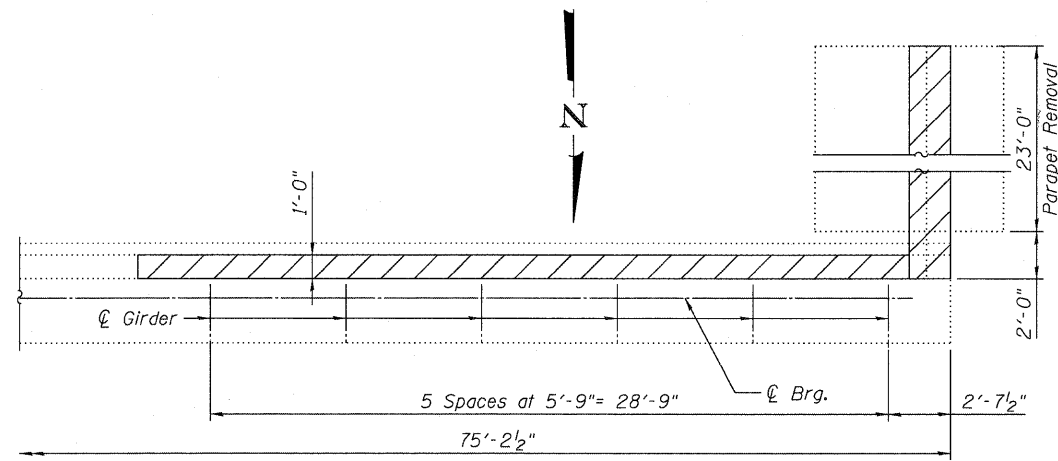
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL DETAILS
STRUCTURE NO. 081-0115**

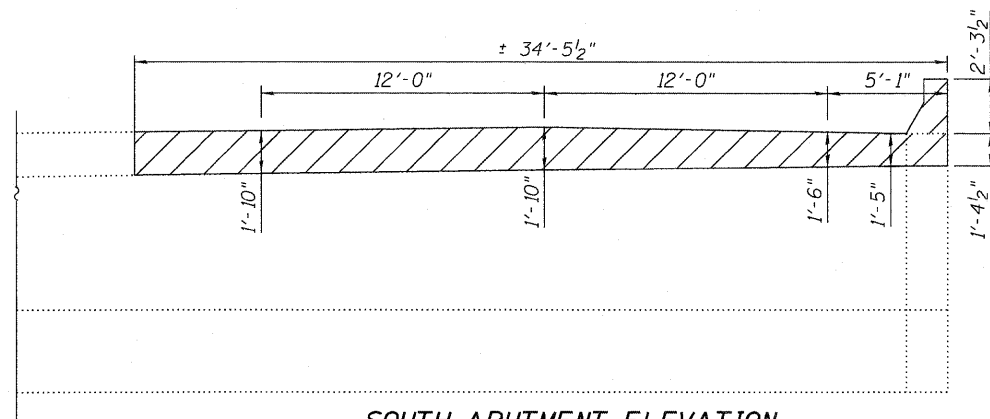
SHEET NO. SA22 OF SA28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(81-1)HBD	ROCK ISLAND	78	40
CONTRACT NO. 64095				

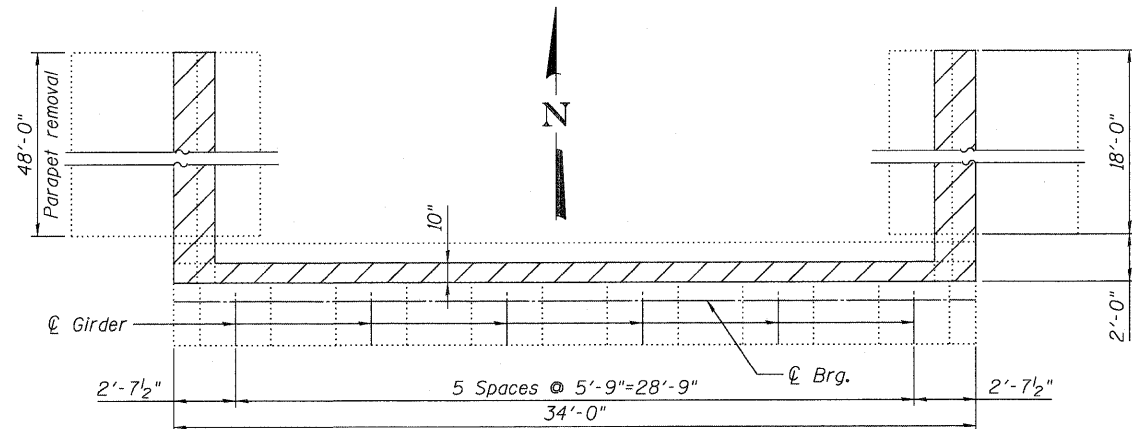
ILLINOIS FED. AID PROJECT



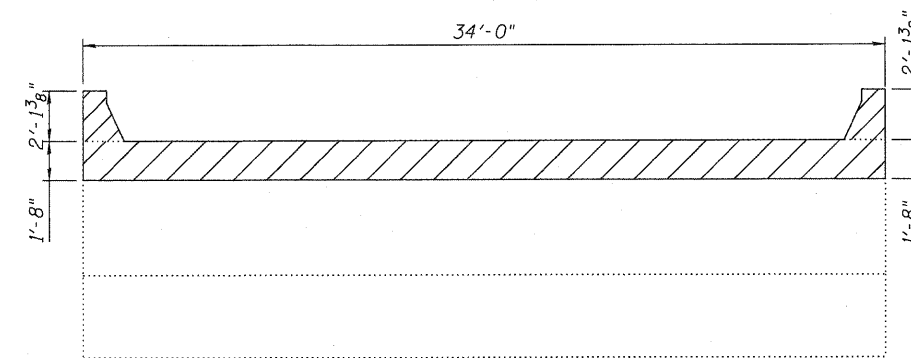
SOUTH ABUTMENT PLAN



SOUTH ABUTMENT ELEVATION



NORTH ABUTMENT PLAN

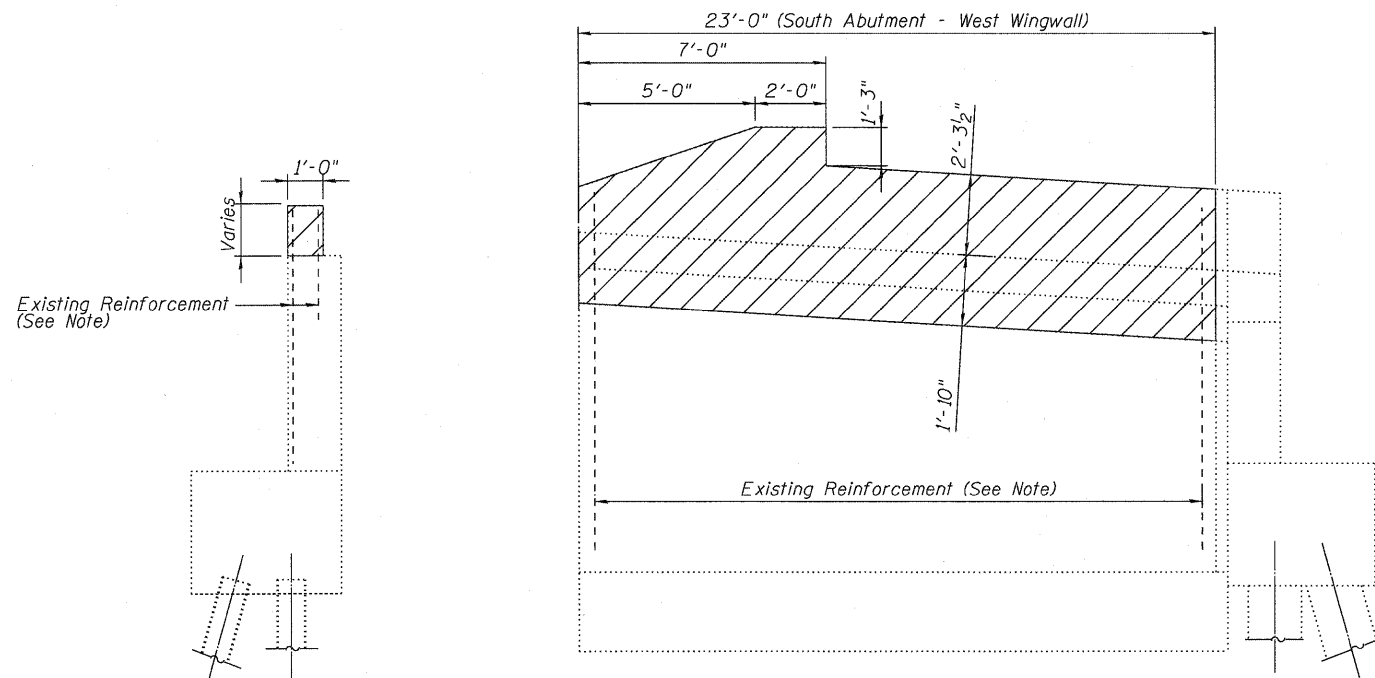
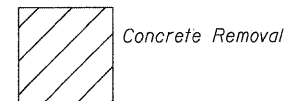


NORTH ABUTMENT ELEVATION

NOTE:

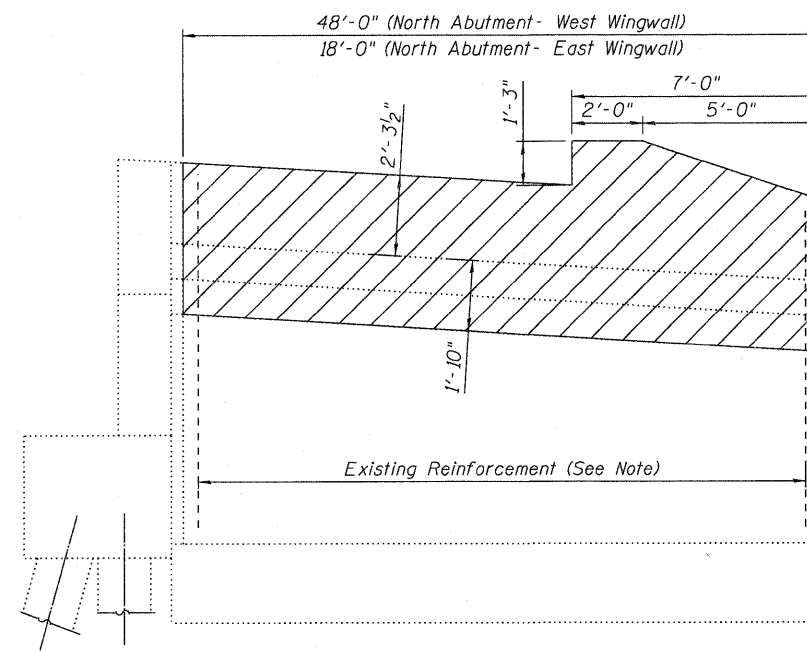
Existing reinforcement extending in the removal area shall be cleaned and incorporated in the new construction. Cost included with Concrete Removal

LEGEND

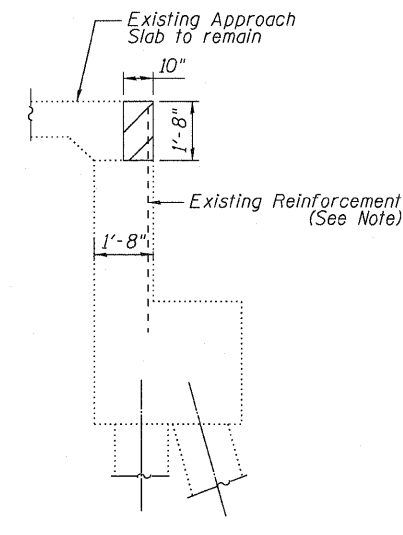


SECTION THRU SOUTH ABUTMENT

SOUTH ABUTMENT WINGWALL ELEVATION



NORTH ABUTMENT WINGWALL ELEVATION



SECTION THRU NORTH ABUTMENT

FILE NAME = 0810115-64D95-SA23-REMOV.dgn

JACOBS

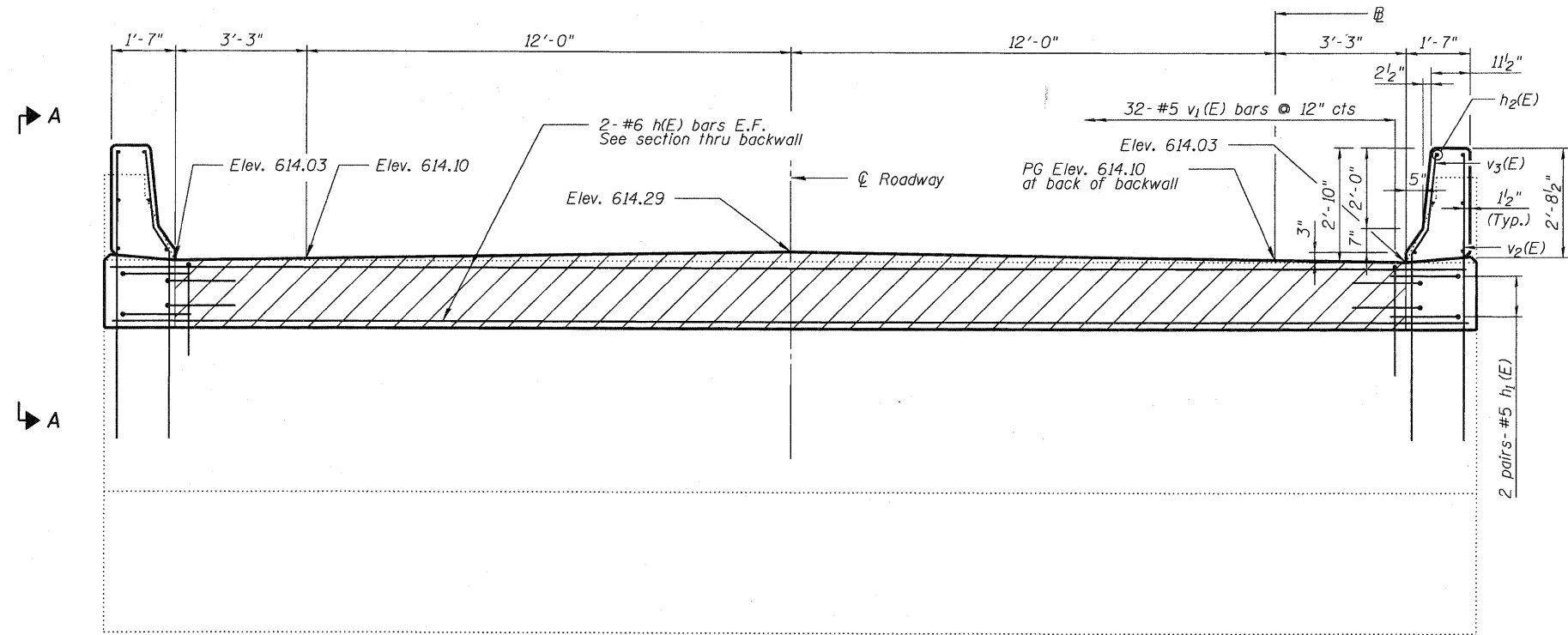
USER NAME = JACOBS	DESIGNED - LM	REVISD -
PLOT SCALE =	CHECKED - LJH	REVISD -
PLOT DATE = 10/28/2010	DRAWN - LM	REVISD -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

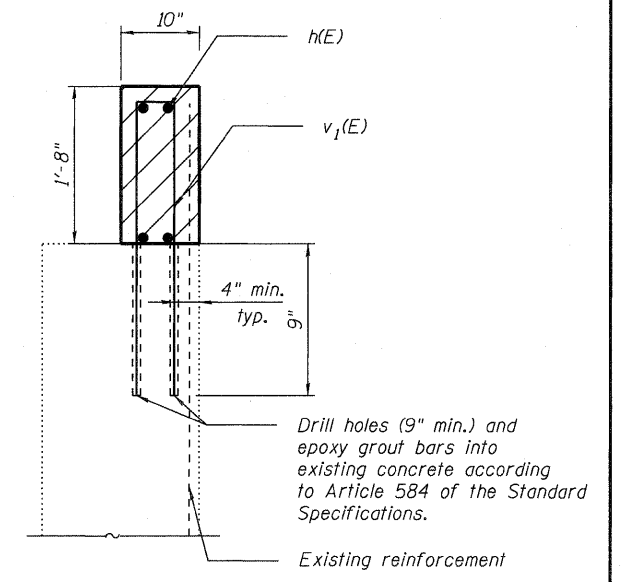
**ABUTMENT CONCRETE REMOVALS
STRUCTURE NO. SN 081-0115**

SHEET NO. SA23 OF SA28 SHEETS

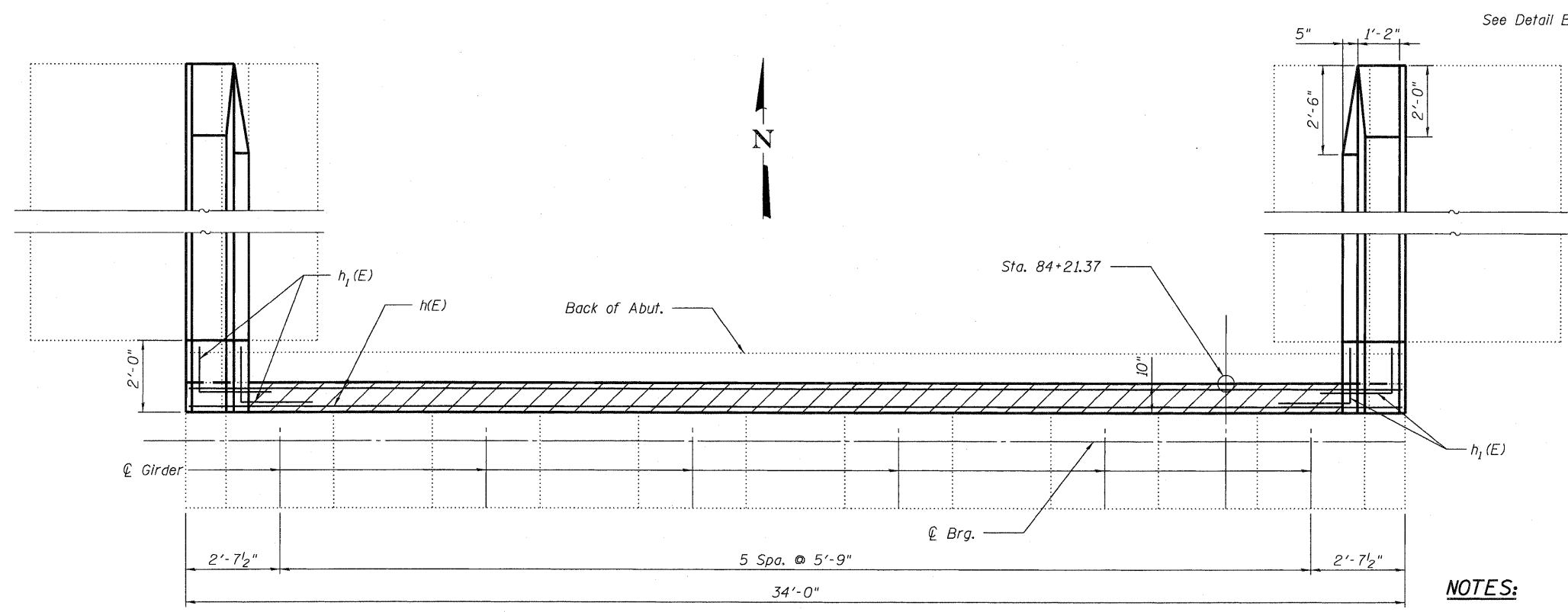
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(81-1)HBD	ROCK ISLAND	78	41
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64D95	



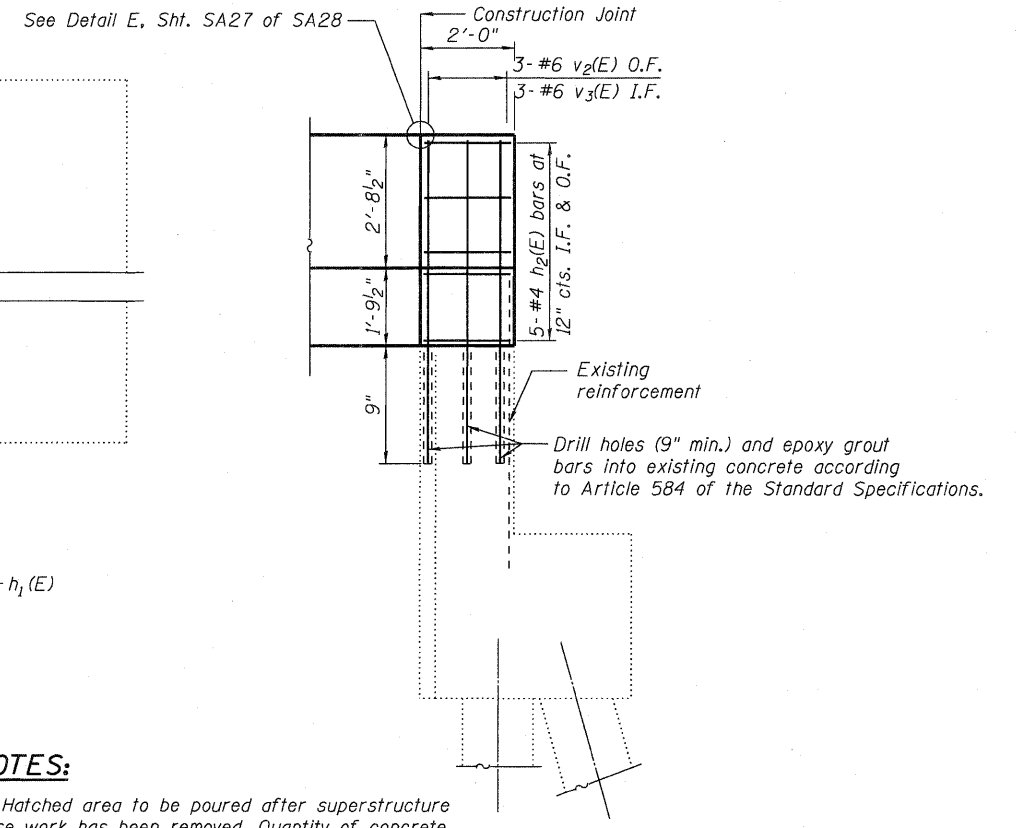
ELEVATION



SECTION THRU BACKWALL



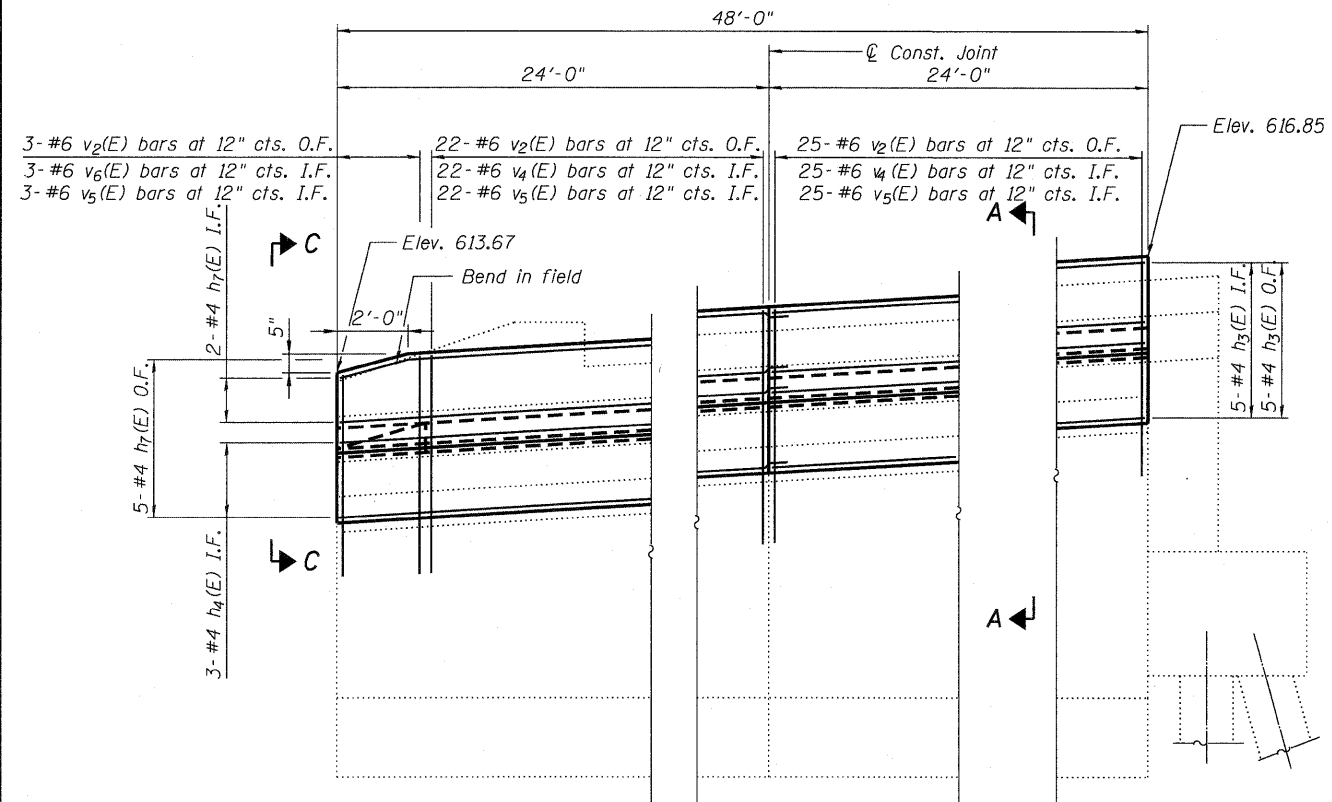
TOP VIEW



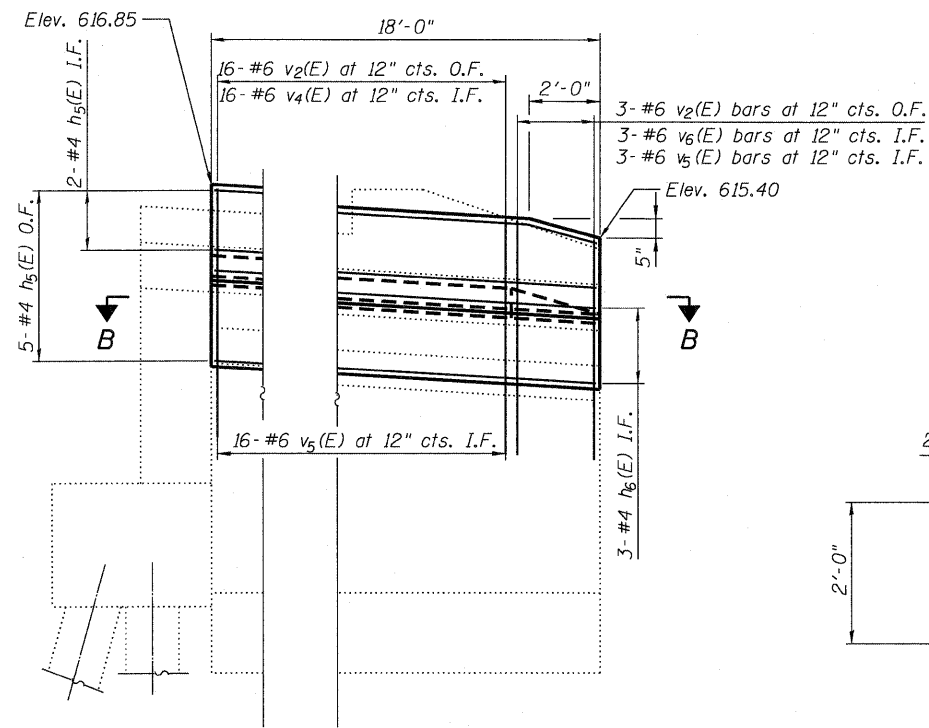
VIEW A-A

NOTES:

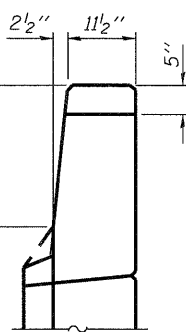
1. Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included in Concrete Superstructure.
2. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.



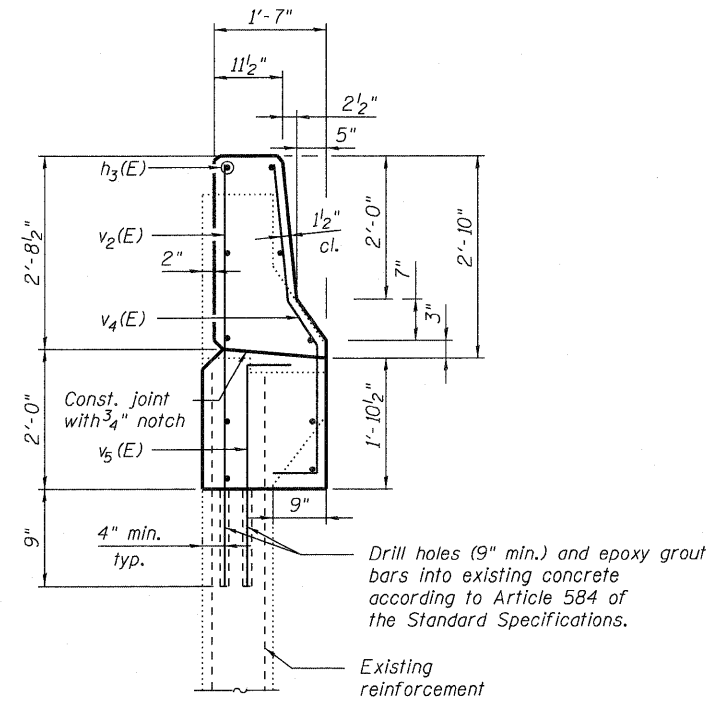
WEST WINGWALL ELEVATION



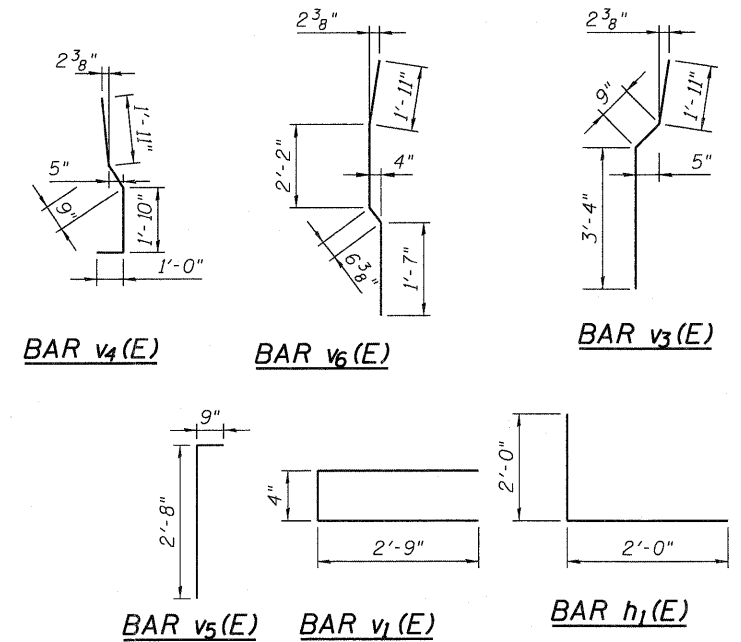
EAST WINGWALL ELEVATION



VIEW C-C

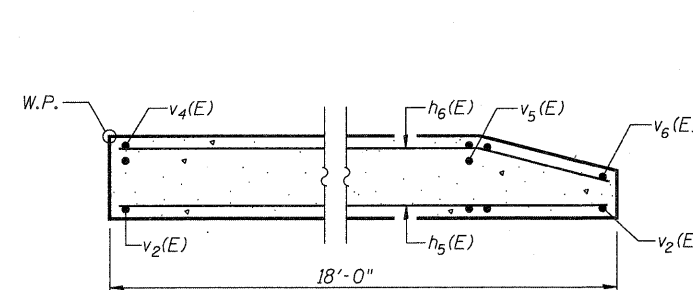


SECTION A-A

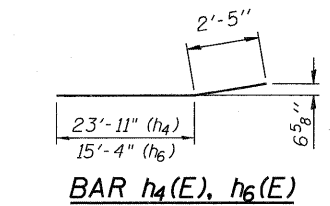


MINIMUM BAR LAP

(Parapet)
#4 Bar = 2'-7"



SECTION B-B

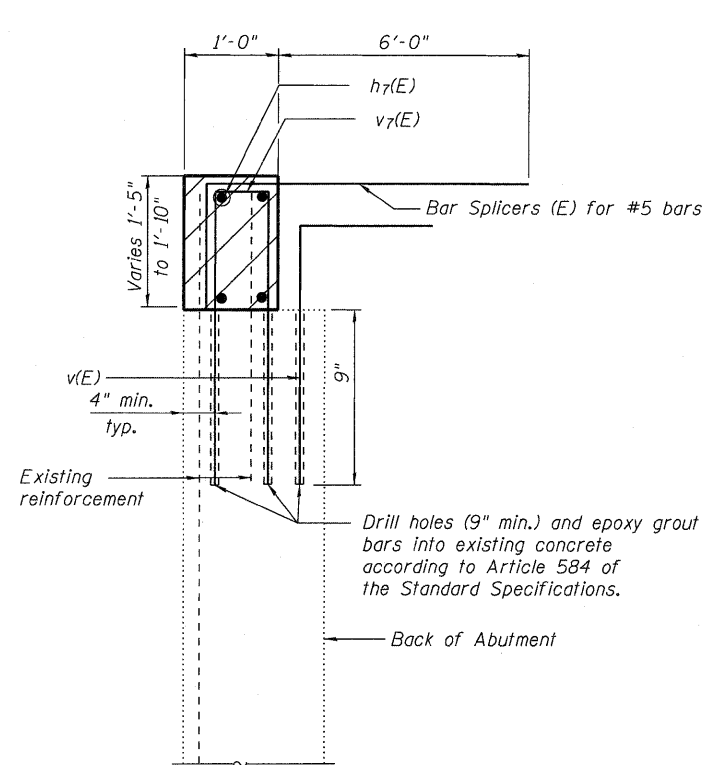


**NORTH ABUTMENT
BILL OF MATERIAL**

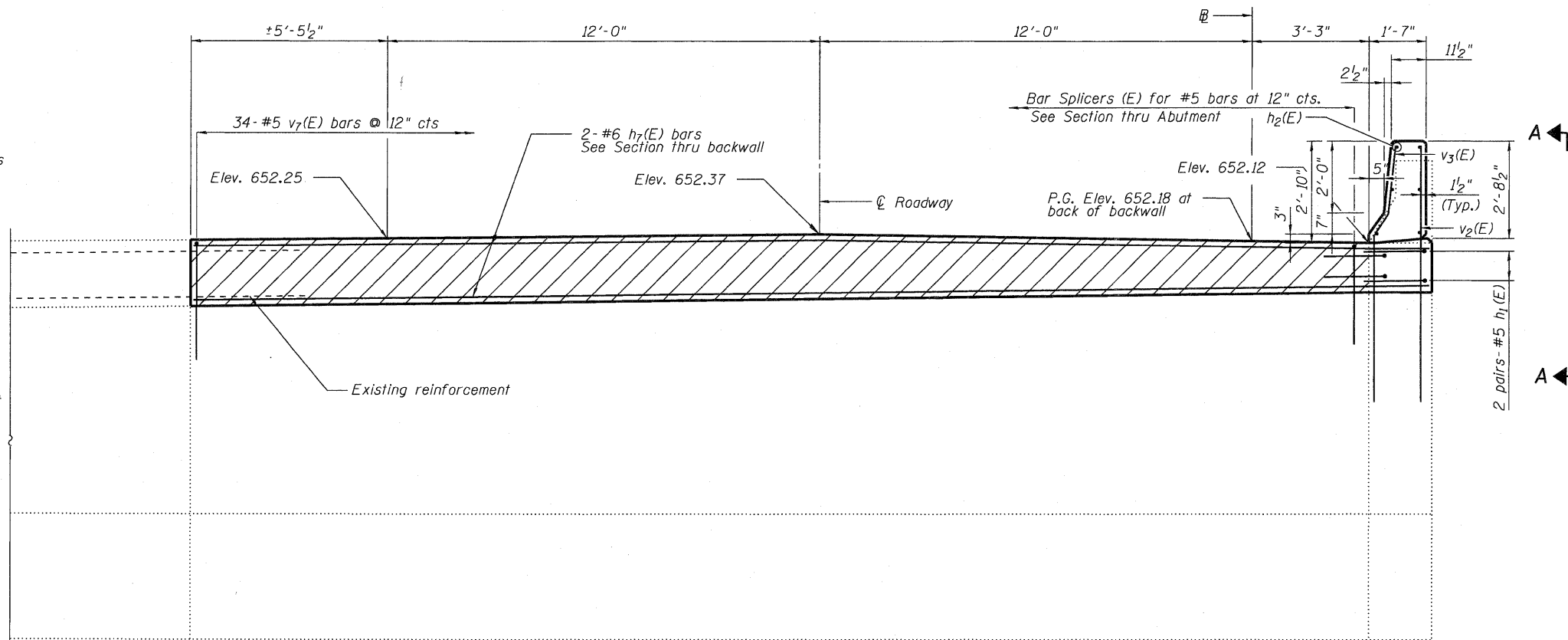
Bar	No.	Size	Length	Shape
h(E)	4	#6	33'-9"	—
h1(E)	8	#5	4'-0"	┌
h2(E)	20	#4	1'-9"	—
h3(E)	10	#4	23'-9"	—
h4(E)	3	#4	26'-4"	—
h5(E)	7	#4	17'-9"	—
h6(E)	3	#4	17'-9"	—
h7(E)	7	#4	26'-4"	—
v1(E)	32	#5	5'-10"	┌
v2(E)	75	#6	5'-4"	—
v3(E)	6	#6	6'-0"	┌
v4(E)	63	#6	5'-6"	—
v5(E)	69	#6	3'-5"	┌
v6(E)	6	#6	6'-3"	┌
Concrete Structures		Cu. Yd.	16.5	
Reinforcement Bars, Epoxy Coated		Pound	2,500	
Concrete Removal		Cu. Yd.	17.6	

NOTES:

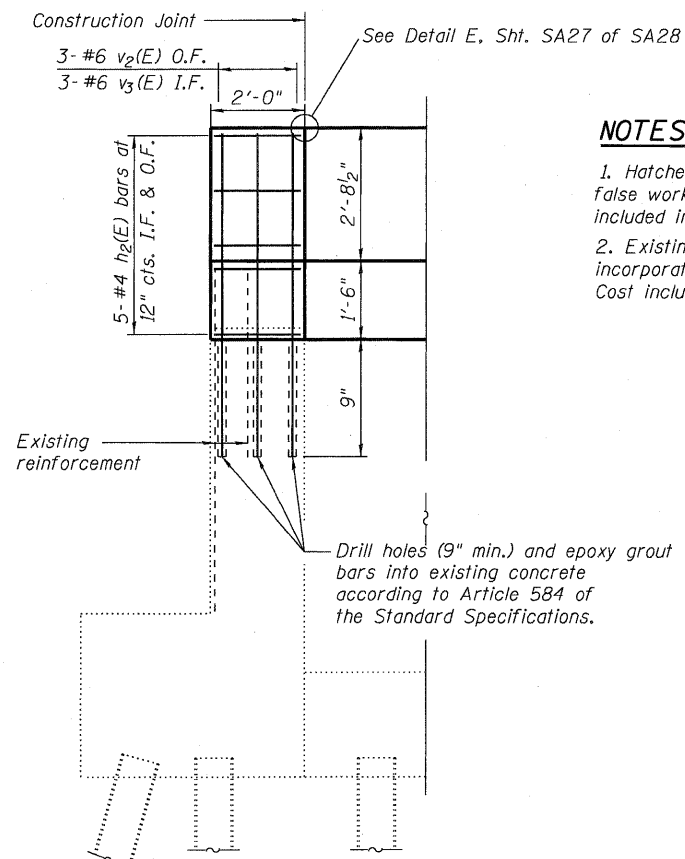
Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.



SECTION THRU BACKWALL



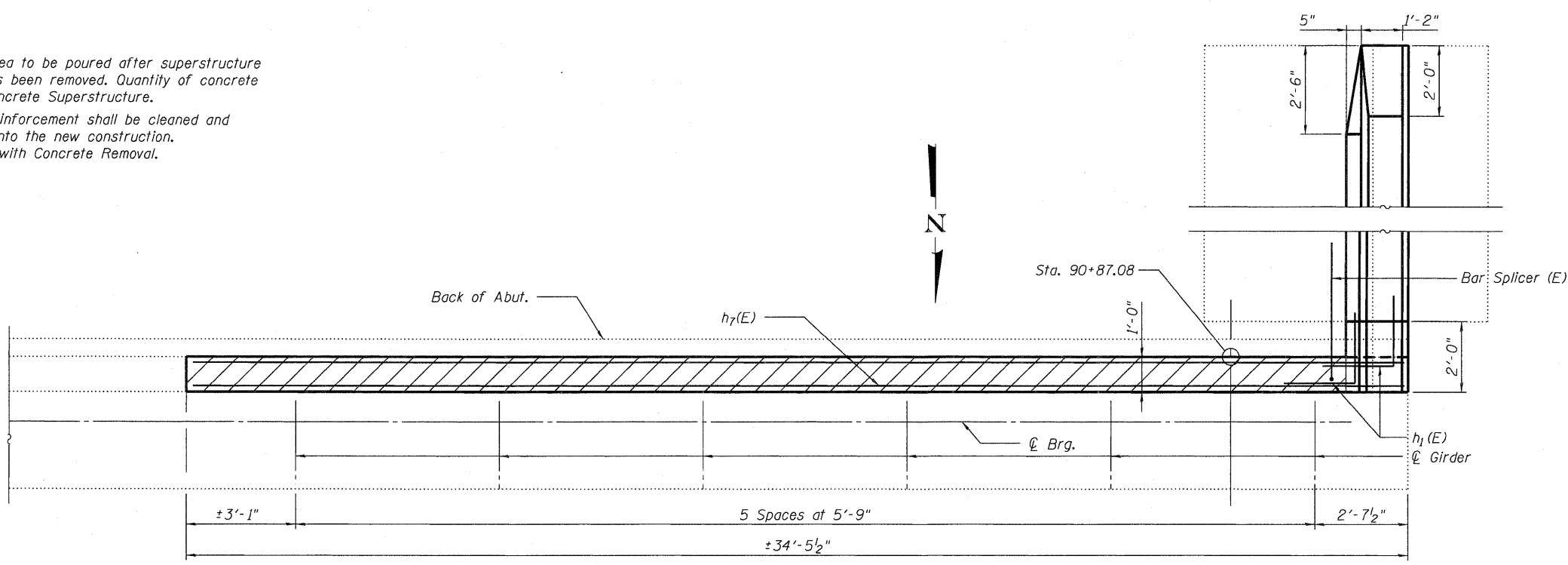
ELEVATION



VIEW A-A

NOTES:

1. Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included in Concrete Superstructure.
2. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.



PLAN

FILE NAME = 0810115-64D95-SA26-SABUT1.dgn
JACOBS

USER NAME = JACOBS	DESIGNED - LM	REVISED -
PLOT SCALE =	CHECKED - LJH	REVISED -
PLOT DATE = 10/28/2010	DRAWN - LM	REVISED -
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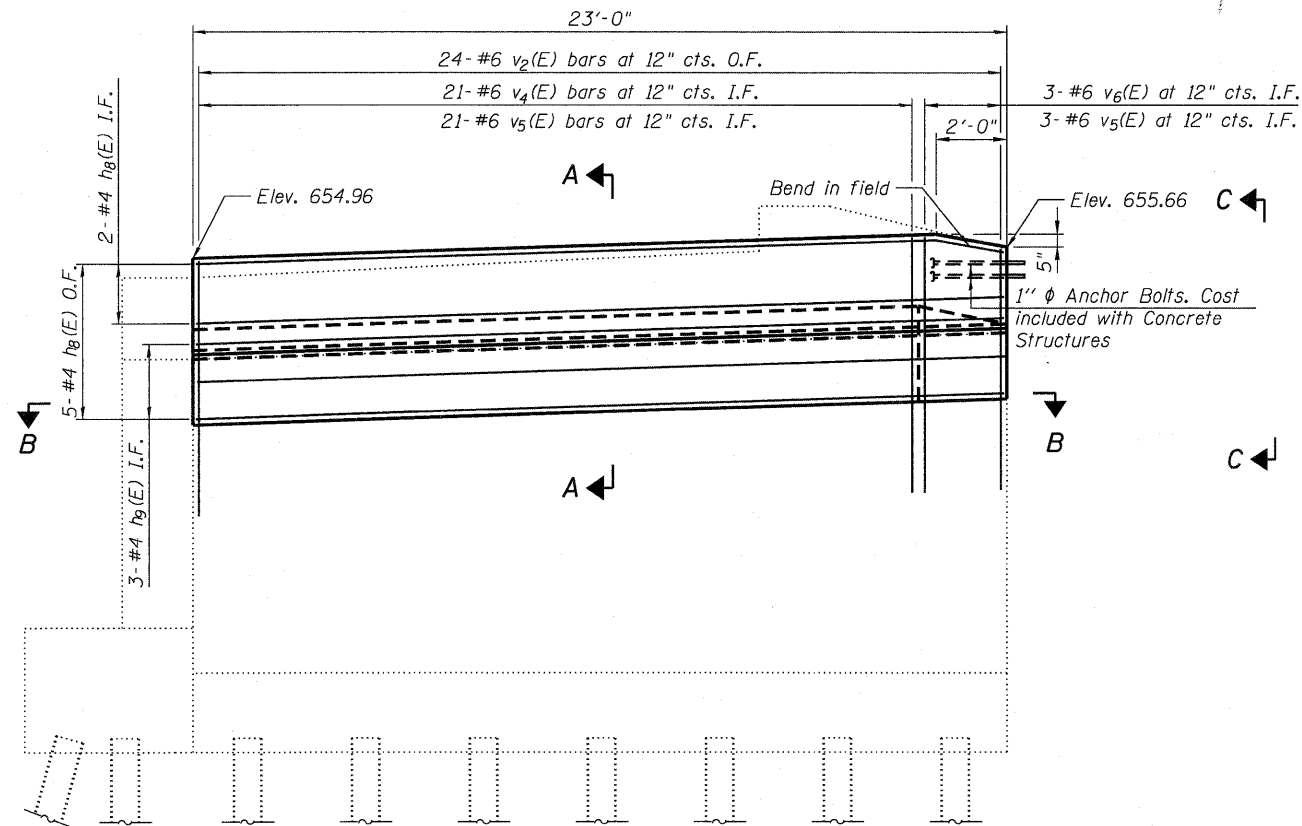
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SOUTH ABUTMENT DETAILS I
 STRUCTURE NO. SN 081-1115**
 SHEET NO. SA26 OF SA28 SHEETS

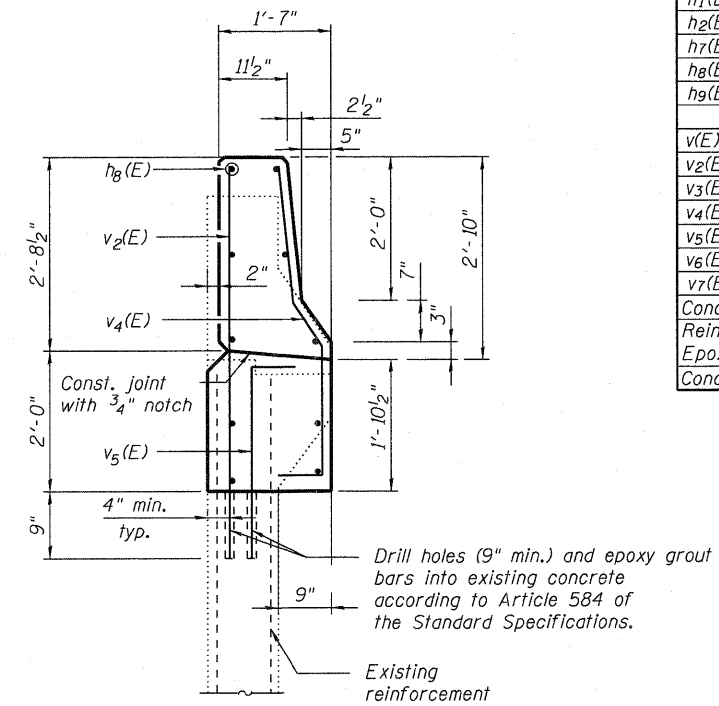
F.A.I. RTE. 74	SECTION (81-1HBID)	COUNTY ROCK ISLAND	TOTAL SHEETS 78	SHEET NO. 44
CONTRACT NO. 64D95				
ILLINOIS FED. AID PROJECT				

**SOUTH ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h ₁ (E)	4	#5	4'-0"	L
h ₂ (E)	10	#4	1'-9"	—
h ₇ (E)	4	#6	34'-0"	—
h ₈ (E)	7	#4	22'-9"	—
h ₉ (E)	3	#4	22'-9"	—
v(E)	35	#6	3'-10"	L
v ₂ (E)	27	#6	5'-4"	—
v ₃ (E)	3	#6	6'-0"	—
v ₄ (E)	21	#6	5'-6"	—
v ₅ (E)	24	#6	3'-5"	—
v ₆ (E)	3	#6	6'-3"	—
v ₇ (E)	34	#5	6'-0"	—
Concrete Structures		Cu. Yd.	5.9	
Reinforcement Bars, Epoxy Coated		Pound	1,370	
Concrete Removal		Cu. Yd.	8.0	

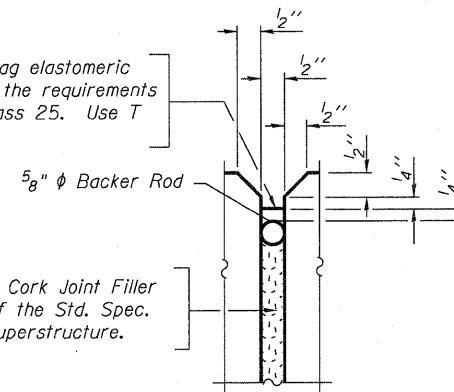


ELEVATION



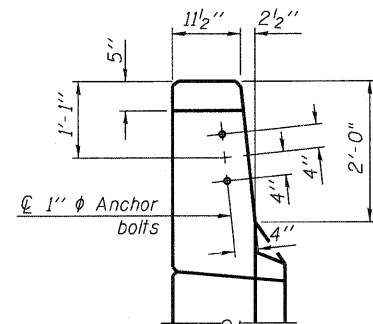
SECTION A-A

Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25. Use T with a 5/8" backer rod.

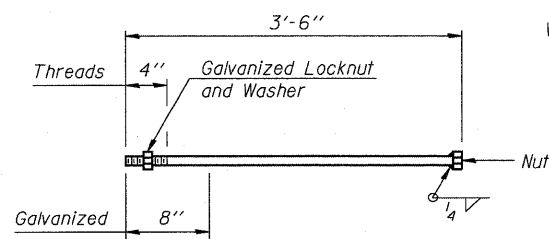


DETAIL E

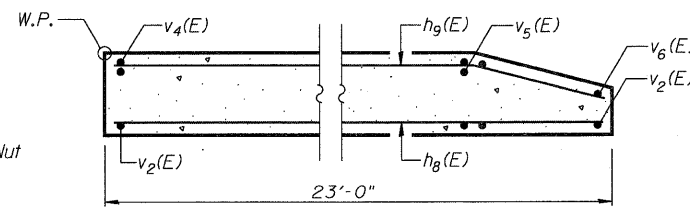
1/2" Preformed Self-Expanding Cork Joint Filler according to Article 1051.07 of the Std. Spec. Cost included with Concrete Superstructure.



VIEW C-C



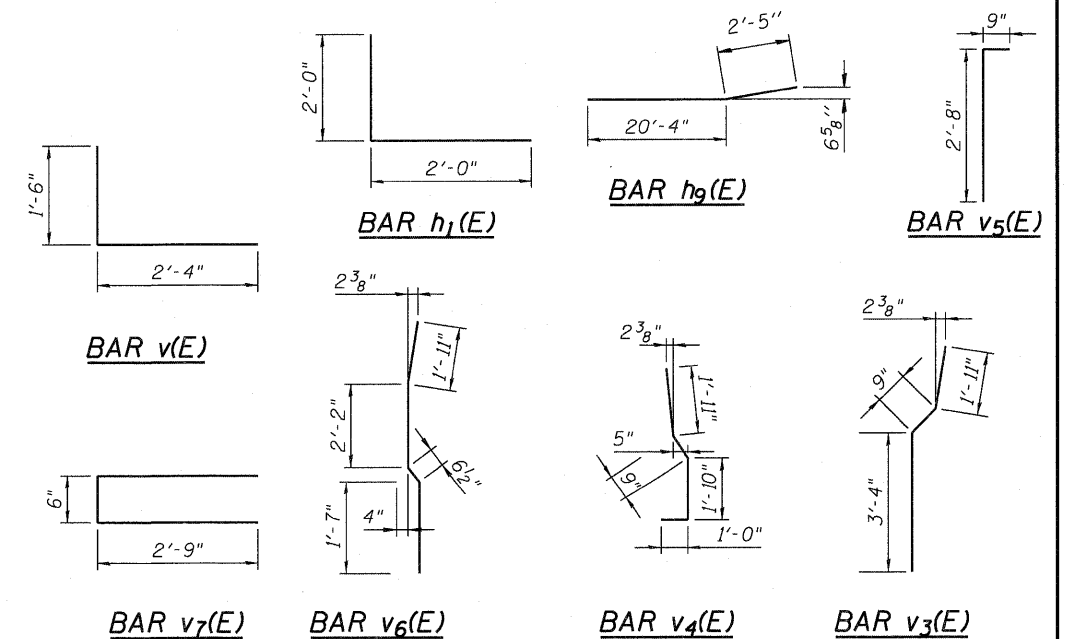
1" diameter ANCHOR BOLT

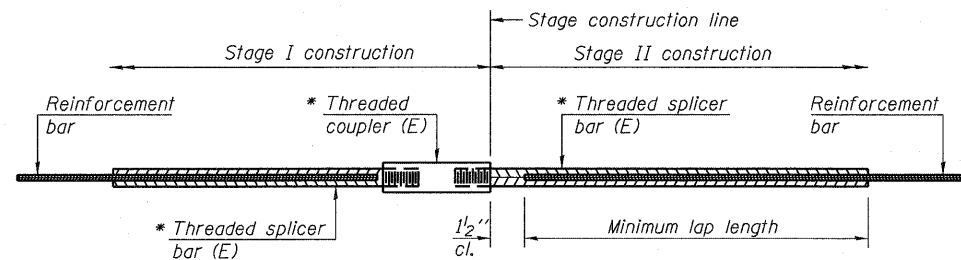


SECTION B-B

NOTE:

Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.





STANDARD BAR SPLICER ASSEMBLY

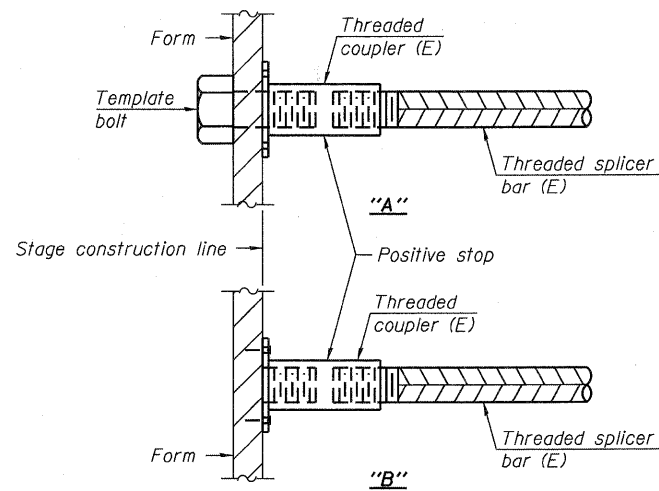
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- 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, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1/2" + thread length

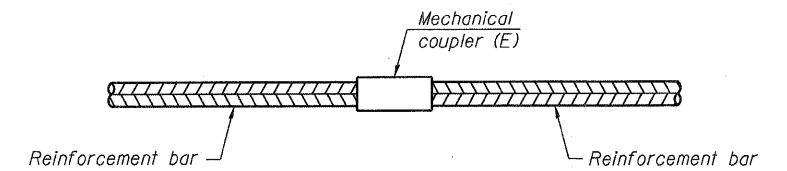
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



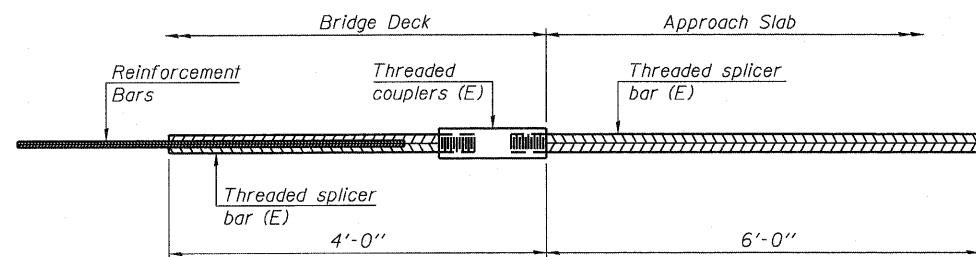
INSTALLATION AND SETTING METHODS

"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.



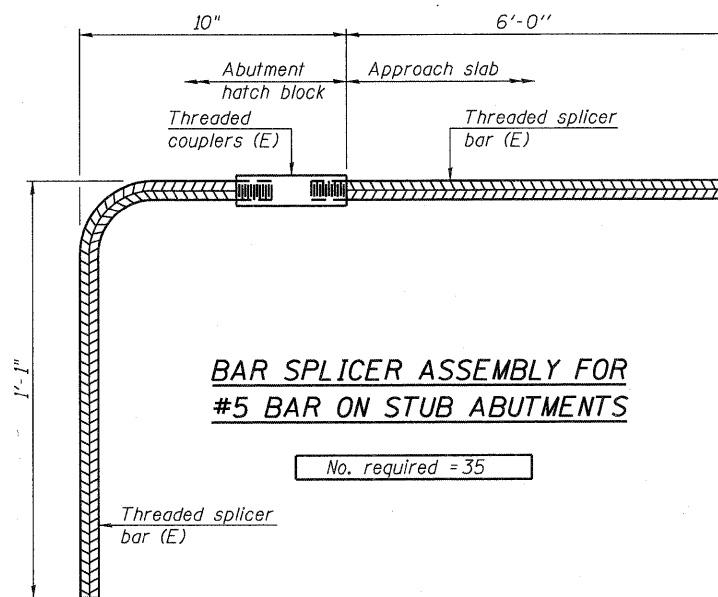
STANDARD MECHANICAL SPLICER

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 = 35

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 special provision for Mechanical Splicers.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

7-1-10

FILE NAME = 0810115-64D95-SA28-BSD.dgn
JACOBS

USER NAME = JACOBS
 PLOT SCALE =
 PLOT DATE = 10/26/2010

DESIGNED - LM
 CHECKED - KEB
 DRAWN - FJD
 CHECKED - KEB

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 081-0115

SHEET NO. SA28 OF SA28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(81-1HB)D	ROCK ISLAND	78	46
CONTRACT NO. 64D95				
ILLINOIS FED. AID PROJECT				

Bench Mark: Chiseled square on S.W. wingwall of I-74 N.B. structure, Sta. ±92+82.0, 76.63 Rt, Elev. 657.69

Existing Structure: S.N. 081-0116, built in 1973 as F.A.I. Route 74, Section 81-1HB. The existing structure is a composite 6 span steel plate girder structure in 3 units connected with pins and links supported by concrete pile bent abutments and steel single column piers on steel piles. The total deck thickness is 9 1/2" including a 2 1/2" micro silica overlay applied in 1991. The structure has an overall length of 455'-2 5/16" back to back of abutments and a width of 26'-0" out to out of deck. Concrete deck to be removed and replaced. Traffic will be rerouted during construction.

Salvage: Existing light poles to be removed, stored and re-erected. Cost included in Light Pole Remove and Re-Erect, see Roadway Plans.

Temporary shoring required to be in the roadway shall be removed as soon as possible after the splice is complete to minimize traffic control. To be paid for as Temporary Shoring and Cribbing.

Traffic Barrier Terminal Std. 631031 Type 6

Traffic Barrier Terminal Std. 631026 Type 5, departing end of bridge

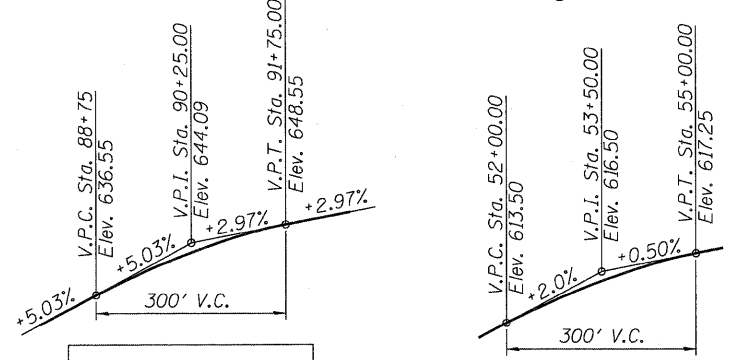
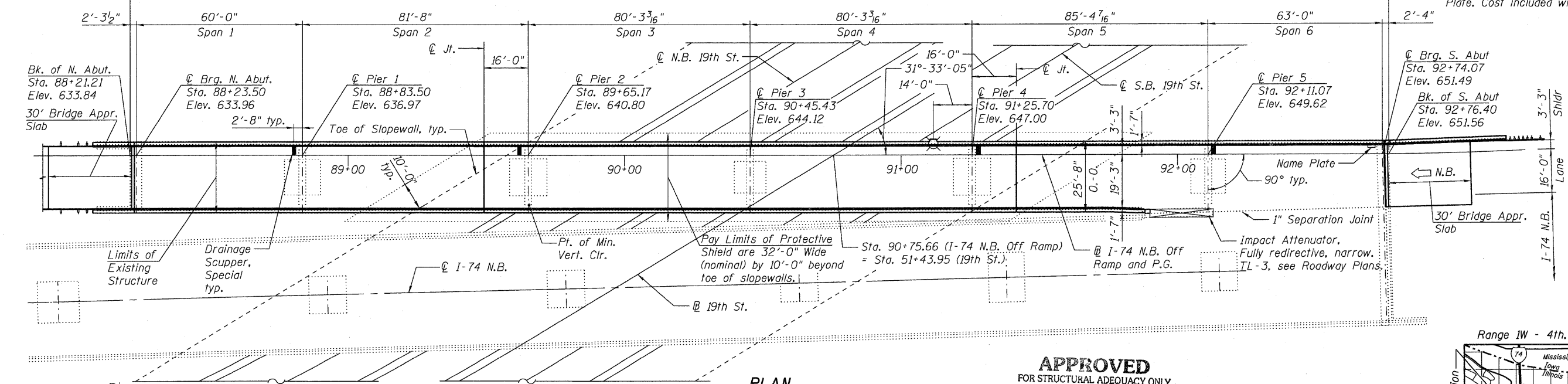
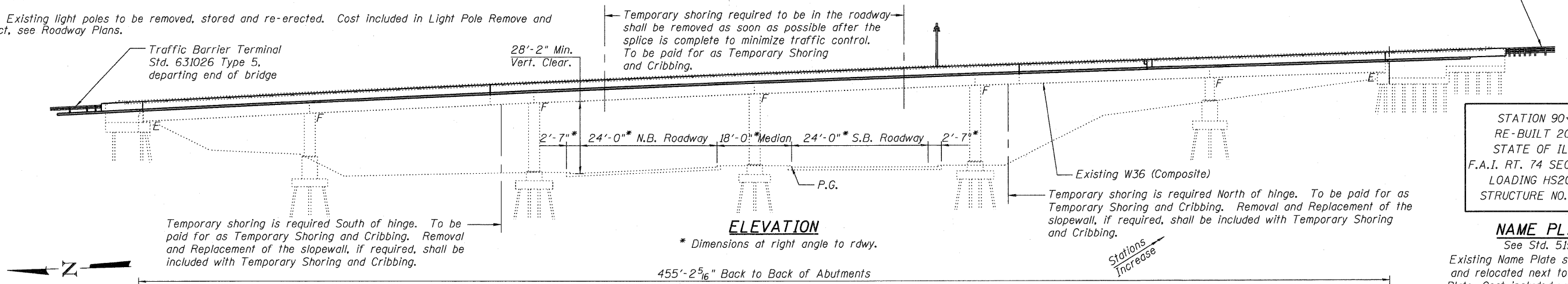
Temporary shoring is required South of hinge. To be paid for as Temporary Shoring and Cribbing. Removal and Replacement of the slopewall, if required, shall be included with Temporary Shoring and Cribbing.

Existing W36 (Composite)
Temporary shoring is required North of hinge. To be paid for as Temporary Shoring and Cribbing. Removal and Replacement of the slopewall, if required, shall be included with Temporary Shoring and Cribbing.

STATION 90+75.66
RE-BUILT 20XX BY
STATE OF ILLINOIS
F.A.I. RT. 74 SEC. (81-1HB)D
LOADING HS20 & ALT.
STRUCTURE NO. 081-0116

NAME PLATE

See Std. 515001
Existing Name Plate shall be cleaned and relocated next to the new Name Plate. Cost included with Name Plates.



LOADING HS20-44 & ALT. MILITARY LOADING (New Const.)
Allow 25#/sq. ft for future wearing surface

DESIGN SPECIFICATIONS (New Const.)
2002 AASHTO

DESIGN STRESSES FIELD UNITS (NEW CONST.)

f'c = 3,500 psi
fy = 60,000 psi (reinforcement)
fy = 50,000 psi (AASHTO M270 Grade 50)

FIELD UNITS (EXISTING CONST.)
f'c = 3,500 psi
fy = 40,000 psi (reinforcement)
fy = 36,000 psi (structural steel)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Horizontal Bedrock Acceleration Coefficient (A) = 0.034g
Site Coefficient (S) = 1.0

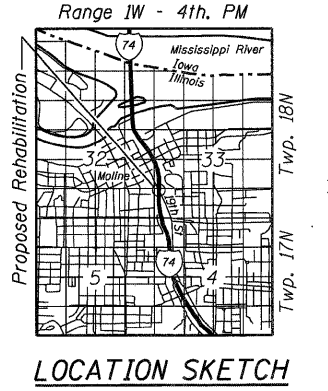
APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES



SIGNED: *Michael B. Quirin*
DATE: 10-29-10
EXPIRES: November 30, 2010
SHEETS: SB1-SB14, SB19-SB23, SB30

SIGNED: *Orwin Youngquist*
DATE: 29 October 2010
EXPIRES: November 30, 2010
SHEETS: SB5-SB18 & SB24-SB29



GENERAL PLAN & ELEVATION
I-74 N.B. OFF RAMP OVER 19TH ST.
F.A.I. RTE. 74 - SECTION (81-1HB)D
ROCK ISLAND COUNTY
STATION 90+75.66
STRUCTURE NO. 081-0116

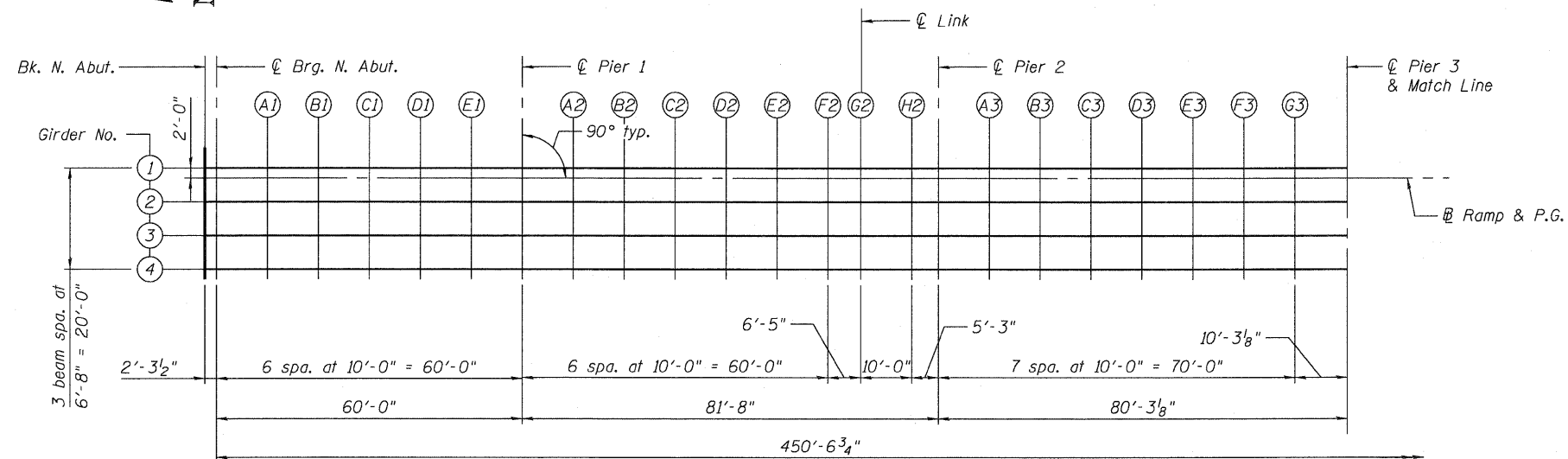


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		CHECKED - MBO	REVISD -
			REVISD -

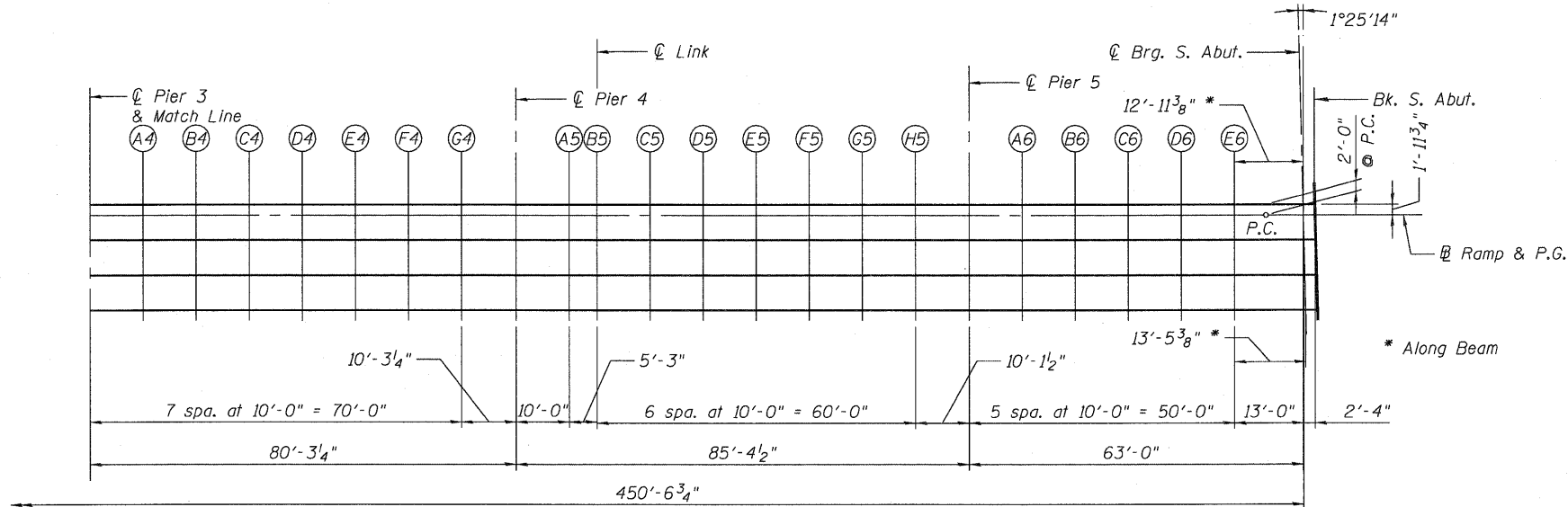
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(81-1HB)D	ROCK ISLAND	78	47
CONTRACT NO. 64095				
ILLINOIS FED. AID PROJECT				

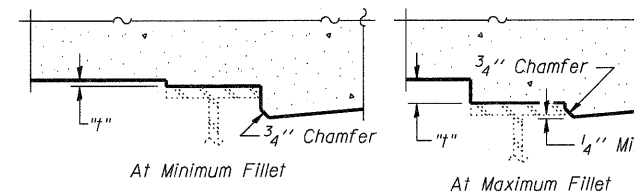
SHEET NO. SB1 OF SB30 SHEETS



PLAN
Spans 1-3

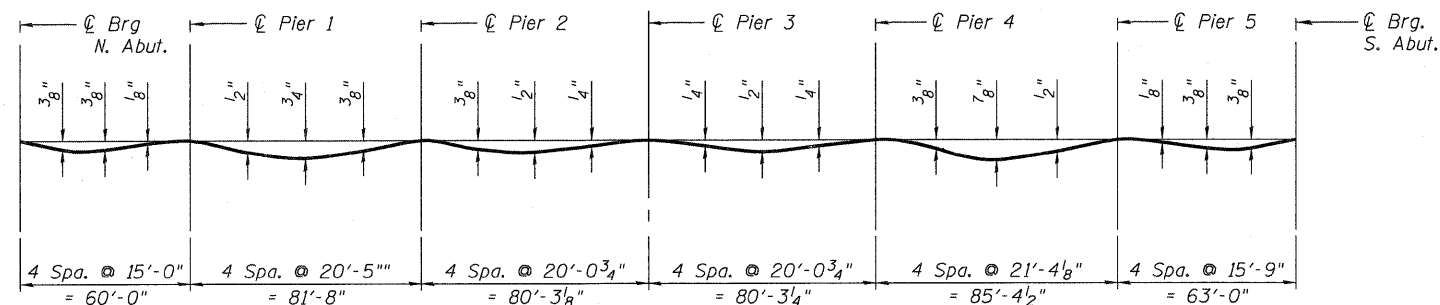


PLAN
Spans 4-6



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheet No. SB4 and SB5.

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	88+21.21	-2.00	633.81	633.81
C/L Brg. N. Abut.	88+23.50	-2.00	633.92	633.92
A1	88+33.50	-2.00	634.43	634.45
B1	88+43.50	-2.00	634.93	634.96
C1	88+53.50	-2.00	635.43	635.46
D1	88+63.50	-2.00	635.94	635.95
E1	88+73.50	-2.00	636.44	636.44
C/L Pier 1	88+83.50	-2.00	636.94	636.94
A2	88+93.50	-2.00	637.43	637.45
B2	89+03.50	-2.00	637.92	637.96
C2	89+13.50	-2.00	638.40	638.46
D2	89+23.50	-2.00	638.87	638.94
E2	89+33.50	-2.00	639.34	639.39
F2	89+43.50	-2.00	639.80	639.83
G2	89+49.92	-2.00	640.09	640.10
H2	89+59.92	-2.00	640.54	640.54
C/L Pier 2	89+65.17	-2.00	640.77	640.77
A3	89+75.17	-2.00	641.21	641.22
B3	89+85.17	-2.00	641.64	641.67
C3	89+95.17	-2.00	642.06	642.10
D3	90+05.17	-2.00	642.48	642.53
E3	90+15.17	-2.00	642.89	642.93
F3	90+25.17	-2.00	643.29	643.32
G3	90+35.17	-2.00	643.69	643.70
C/L Pier 3	90+45.43	-2.00	644.09	644.09
A4	90+55.43	-2.00	644.47	644.48
B4	90+65.43	-2.00	644.85	644.87
C4	90+75.43	-2.00	645.22	645.25
D4	90+85.43	-2.00	645.58	645.62
E4	90+95.43	-2.00	645.93	645.97
F4	91+05.43	-2.00	646.28	646.30
G4	91+15.43	-2.00	646.62	646.62
C/L Pier 4	91+25.70	-2.00	646.96	646.96
A5	91+35.70	-2.00	647.28	647.29
B5	91+40.95	-2.00	647.45	647.46
C5	91+50.95	-2.00	647.76	647.81
D5	91+60.95	-2.00	648.06	648.13
E5	91+70.95	-2.00	648.36	648.44
F5	91+80.95	-2.00	648.66	648.72
G5	91+90.95	-2.00	648.95	648.99
H5	92+00.95	-2.00	649.24	649.26
C/L Pier 5	92+11.07	-2.00	649.54	649.54
A6	92+21.07	-2.00	649.84	649.84
B6	92+31.07	-2.00	650.13	650.15
C6	92+41.07	-2.00	650.43	650.46
D6	92+51.07	-2.00	650.72	650.76
E6	92+61.07	-2.00	651.02	651.04
C/L Brg. S. Abut.	92+74.03	-1.99	651.40	651.40
Bk. S. Abut.	92+76.36	-1.98	651.47	651.47

RAMP & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	88+21.21	0.00	633.84	633.84
C/L Brg. N. Abut.	88+23.50	0.00	633.96	633.96
A1	88+33.50	0.00	634.46	634.48
B1	88+43.50	0.00	634.96	634.99
C1	88+53.50	0.00	635.46	635.50
D1	88+63.50	0.00	635.97	635.99
E1	88+73.50	0.00	636.47	636.47
C/L Pier 1	88+83.50	0.00	636.97	636.97
A2	88+93.50	0.00	637.46	637.48
B2	89+03.50	0.00	637.95	637.99
C2	89+13.50	0.00	638.43	638.49
D2	89+23.50	0.00	638.90	638.97
E2	89+33.50	0.00	639.37	639.43
F2	89+43.50	0.00	639.83	639.86
G2	89+49.92	0.00	640.12	640.13
H2	89+59.92	0.00	640.57	640.57
C/L Pier 2	89+65.17	0.00	640.80	640.80
A3	89+75.17	0.00	641.24	641.25
B3	89+85.17	0.00	641.67	641.70
C3	89+95.17	0.00	642.09	642.13
D3	90+05.17	0.00	642.51	642.56
E3	90+15.17	0.00	642.92	642.96
F3	90+25.17	0.00	643.32	643.35
G3	90+35.17	0.00	643.72	643.73
C/L Pier 3	90+45.43	0.00	644.12	644.12
A4	90+55.43	0.00	644.50	644.51
B4	90+65.43	0.00	644.88	644.90
C4	90+75.43	0.00	645.25	645.29
D4	90+85.43	0.00	645.61	645.65
E4	90+95.43	0.00	645.96	646.00
F4	91+05.43	0.00	646.31	646.34
G4	91+15.43	0.00	646.65	646.66
C/L Pier 4	91+25.70	0.00	647.00	647.00
A5	91+35.70	0.00	647.32	647.33
B5	91+40.95	0.00	647.49	647.51
C5	91+50.95	0.00	647.81	647.86
D5	91+60.95	0.00	648.12	648.19
E5	91+70.95	0.00	648.42	648.50
F5	91+80.95	0.00	648.72	648.79
G5	91+90.95	0.00	649.02	649.06
H5	92+00.95	0.00	649.32	649.33
C/L Pier 5	92+11.07	0.00	649.62	649.62
A6	92+21.07	0.00	649.91	649.92
B6	92+31.07	0.00	650.21	650.23
C6	92+41.07	0.00	650.51	650.54
D6	92+51.07	0.00	650.80	650.84
E6	92+61.07	0.00	651.10	651.13
C/L Brg. S. Abut.	92+74.07	0.00	651.49	651.49
Bk. S. Abut.	92+76.40	0.00	651.56	651.56

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	88+21.21	4.67	633.91	633.91
C/L Brg. N. Abut.	88+23.50	4.67	634.03	634.03
A1	88+33.50	4.67	634.53	634.55
B1	88+43.50	4.67	635.03	635.07
C1	88+53.50	4.67	635.54	635.57
D1	88+63.50	4.67	636.04	636.06
E1	88+73.50	4.67	636.54	636.55
C/L Pier 1	88+83.50	4.67	637.04	637.04
A2	88+93.50	4.67	637.54	637.55
B2	89+03.50	4.67	638.02	638.06
C2	89+13.50	4.67	638.50	638.56
D2	89+23.50	4.67	638.98	639.04
E2	89+33.50	4.67	639.44	639.50
F2	89+43.50	4.67	639.90	639.93
G2	89+49.92	4.67	640.19	640.21
H2	89+59.92	4.67	640.64	640.64
C/L Pier 2	89+65.17	4.67	640.87	640.87
A3	89+75.17	4.67	641.31	641.32
B3	89+85.17	4.67	641.74	641.77
C3	89+95.17	4.67	642.17	642.21
D3	90+05.17	4.67	642.58	642.63
E3	90+15.17	4.67	642.99	643.03
F3	90+25.17	4.67	643.40	643.42
G3	90+35.17	4.67	643.79	643.80
C/L Pier 3	90+45.43	4.67	644.19	644.19
A4	90+55.43	4.67	644.58	644.58
B4	90+65.43	4.67	644.95	644.97
C4	90+75.43	4.67	645.32	645.36
D4	90+85.43	4.67	645.68	645.73
E4	90+95.43	4.67	646.04	646.08
F4	91+05.43	4.67	646.39	646.42
G4	91+15.43	4.67	646.74	646.75
C/L Pier 4	91+25.70	4.67	647.09	647.09
A5	91+35.70	4.67	647.43	647.44
B5	91+40.95	4.67	647.61	647.62
C5	91+50.95	4.67	647.93	647.98
D5	91+60.95	4.67	648.25	648.32
E5	91+70.95	4.67	648.57	648.64
F5	91+80.95	4.67	648.87	648.94
G5	91+90.95	4.67	649.18	649.22
H5	92+00.95	4.67	649.48	649.50
C/L Pier 5	92+11.07	4.67	649.79	649.79
A6	92+21.07	4.67	650.09	650.09
B6	92+31.07	4.67	650.39	650.41
C6	92+41.07	4.67	650.70	650.73
D6	92+51.07	4.67	651.00	651.04
E6	92+61.07	4.67	651.30	651.33
C/L Brg. S. Abut.	92+74.17	4.68	651.70	651.70
Bk. S. Abut.	92+76.50	4.68	651.77	651.77

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	88+21.21	11.33	634.02	634.02
C/L Brg. N. Abut.	88+23.50	11.33	634.13	634.13
A1	88+33.50	11.33	634.63	634.66
B1	88+43.50	11.33	635.14	635.17
C1	88+53.50	11.33	635.64	635.67
D1	88+63.50	11.33	636.14	636.16
E1	88+73.50	11.33	636.65	636.65
C/L Pier 1	88+83.50	11.33	637.15	637.15
A2	88+93.50	11.33	637.64	637.66
B2	89+03.50	11.33	638.13	638.17
C2	89+13.50	11.33	638.61	638.67
D2	89+23.50	11.33	639.08	639.15
E2	89+33.50	11.33	639.55	639.60
F2	89+43.50	11.33	640.01	640.04
G2	89+49.92	11.33	640.30	640.31
H2	89+59.92	11.33	640.75	640.75
C/L Pier 2	89+65.17	11.33	640.98	640.98
A3	89+75.17	11.33	641.42	641.43
B3	89+85.17	11.33	641.85	641.87
C3	89+95.17	11.33	642.27	642.31
D3	90+05.17	11.33	642.69	642.73
E3	90+15.17	11.33	643.10	643.14
F3	90+25.17	11.33	643.50	643.53
G3	90+35.17	11.33	643.90	643.91
C/L Pier 3	90+45.43	11.33	644.30	644.30
A4	90+55.43	11.33	644.68	644.69
B4	90+65.43	11.33	645.06	645.08
C4	90+75.43	11.33	645.42	645.46
D4	90+85.43	11.33	645.79	645.83
E4	90+95.43	11.33	646.14	646.18
F4	91+05.43	11.33	646.50	646.53
G4	91+15.43	11.33	646.87	646.88
C/L Pier 4	91+25.70	11.33	647.23	647.23
A5	91+35.70	11.33	647.59	647.59
B5	91+40.95	11.33	647.77	647.78
C5	91+50.95	11.33	648.11	648.15
D5	91+60.95	11.33	648.44	648.51
E5	91+70.95	11.33	648.77	648.84
F5	91+80.95	11.33	649.09	649.15
G5	91+90.95	11.33	649.41	649.45
H5	92+00.95	11.33	649.72	649.74
C/L Pier 5	92+11.07	11.33	650.04	650.04
A6	92+21.07	11.33	650.35	650.35
B6	92+31.07	11.33	650.66	650.68
C6	92+41.07	11.33	650.97	651.00
D6	92+51.07	11.33	651.28	651.31
E6	92+61.07	11.33	651.59	651.62
C/L Brg. S. Abut.	92+74.32	11.34	652.00	652.00
Bk. S. Abut.	92+76.64	11.35	652.07	652.07

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	88+21.21	18.00	634.12	634.12
C/L Brg. N. Abut.	88+23.50	18.00	634.24	634.24
A1	88+33.50	18.00	634.74	634.76
B1	88+43.50	18.00	635.24	635.27
C1	88+53.50	18.00	635.74	635.78
D1	88+63.50	18.00	636.25	636.27
E1	88+73.50	18.00	636.75	636.75
C/L Pier 1	88+83.50	18.00	637.25	637.25
A2	88+93.50	18.00	637.74	637.76
B2	89+03.50	18.00	638.23	638.27
C2	89+13.50	18.00	638.71	638.77
D2	89+23.50	18.00	639.18	639.25
E2	89+33.50	18.00	639.65	639.71
F2	89+43.50	18.00	640.11	640.14
G2	89+49.92	18.00	640.40	640.42
H2	89+59.92	18.00	640.85	640.85
C/L Pier 2	89+65.17	18.00	641.08	641.08
A3	89+75.17	18.00	641.52	641.53
B3	89+85.17	18.00	641.95	641.98
C3	89+95.17	18.00	642.37	642.42
D3	90+05.17	18.00	642.79	642.84
E3	90+15.17	18.00	643.20	643.24
F3	90+25.17	18.00	643.61	643.63
G3	90+35.17	18.00	644.00	644.01
C/L Pier 3	90+45.43	18.00	644.40	644.40
A4	90+55.43	18.00	644.78	644.79
B4	90+65.43	18.00	645.16	645.18
C4	90+75.43	18.00	645.53	645.57
D4	90+85.43	18.00	645.89	645.93
E4	90+95.43	18.00	646.25	646.28
F4	91+05.43	18.00	646.61	646.64
G4	91+15.43	18.00	646.99	647.00
C/L Pier 4	91+25.70	18.00	647.37	647.37
A5	91+35.70	18.00	647.74	647.75
B5	91+40.95	18.00	647.93	647.95
C5	91+50.95	18.00	648.28	648.33
D5	91+60.95	18.00	648.63	648.70
E5	91+70.95	18.00	648.97	649.04
F5	91+80.95	18.00	649.30	649.37
G5	91+90.95	18.00	649.64	649.68
H5	92+00.95	18.00	649.96	649.98
C/L Pier 5	92+11.07	18.00	650.28	650.28
A6	92+21.07	18.00	650.60	650.60
B6	92+31.07	18.00	650.92	650.94
C6	92+41.07	18.00	651.24	651.27
D6	92+51.07	18.00	651.55	651.59
E6	92+61.07	18.00	651.87	651.90
C/L Brg. S. Abut.	92+74.46	18.01	652.30	652.30
Bk. S. Abut.	92+76.77	18.02	652.37	652.37

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't.	87+91.71	-3.25	632.30
A1	88+01.71	-3.25	632.81
A2	88+11.71	-3.25	633.31
S. End N. Appr. Pav't.	88+21.71	-3.25	633.81

PROFILE GRADE & EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't.	87+91.71	0.00	632.36
A1	88+01.71	0.00	632.86
A2	88+11.71	0.00	633.36
S. End N. Appr. Pav't.	88+21.71	0.00	633.86

☉ ROADWAY

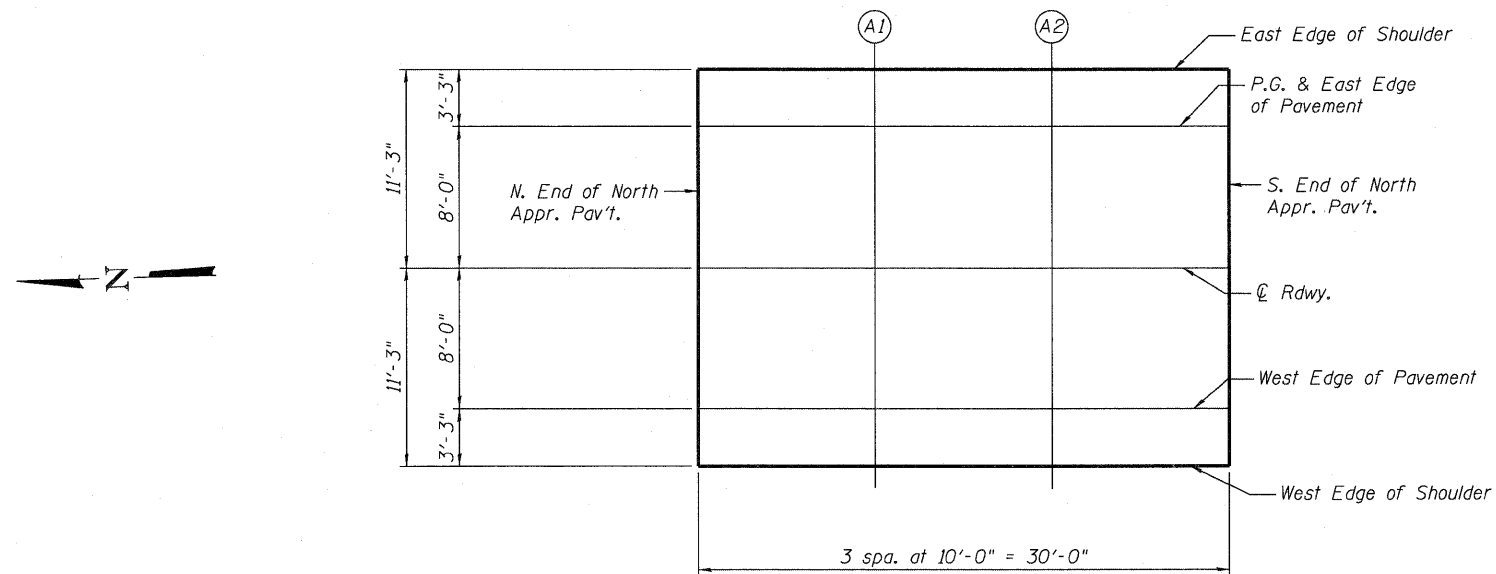
Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't.	87+91.71	8.00	632.48
A1	88+01.71	8.00	632.98
A2	88+11.71	8.00	633.49
S. End N. Appr. Pav't.	88+21.71	8.00	633.99

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't.	87+91.71	16.00	632.61
A1	88+01.71	16.00	633.11
A2	88+11.71	16.00	633.61
S. End N. Appr. Pav't.	88+21.71	16.00	634.11

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't.	87+91.71	19.25	632.66
A1	88+01.71	19.25	633.16
A2	88+11.71	19.25	633.66
S. End N. Appr. Pav't.	88+21.71	19.25	634.16



PLAN
North Approach

E-AS 11-1-06

FILE NAME = 0810116-64095-SB06-NTDAS.dgn JACOBS	USER NAME = JACOBS	DESIGNED - LJH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF NORTH APPROACH SLAB ELEVATIONS STRUCTURE NO. 081-0116	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - LJH	REVISED -			74	(81-1HB)D	ROCK ISLAND	78	52
PLOT DATE = 10/26/2010	CHECKED - KEB	REVISED -		SHEET NO. SB6 OF SB30 SHEETS		CONTRACT NO. 64D95		ILLINOIS FED. AID PROJECT		

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	92+75.83	-3.27	651.39
A1	92+85.84	-3.57	651.67
A2	92+95.85	-3.82	651.96
S. End S. Appr. Pav't.	93+05.86	-4.04	652.24

PROFILE GRADE & EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	92+75.90	0.00	651.54
A1	92+85.90	0.00	651.84
A2	92+95.90	0.00	652.14
S. End S. Appr. Pav't.	93+05.90	0.00	652.43

☉ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	92+76.07	8.00	651.90
A1	92+86.03	8.00	652.21
A2	92+96.00	8.00	652.51
S. End S. Appr. Pav't.	93+05.98	8.00	652.81

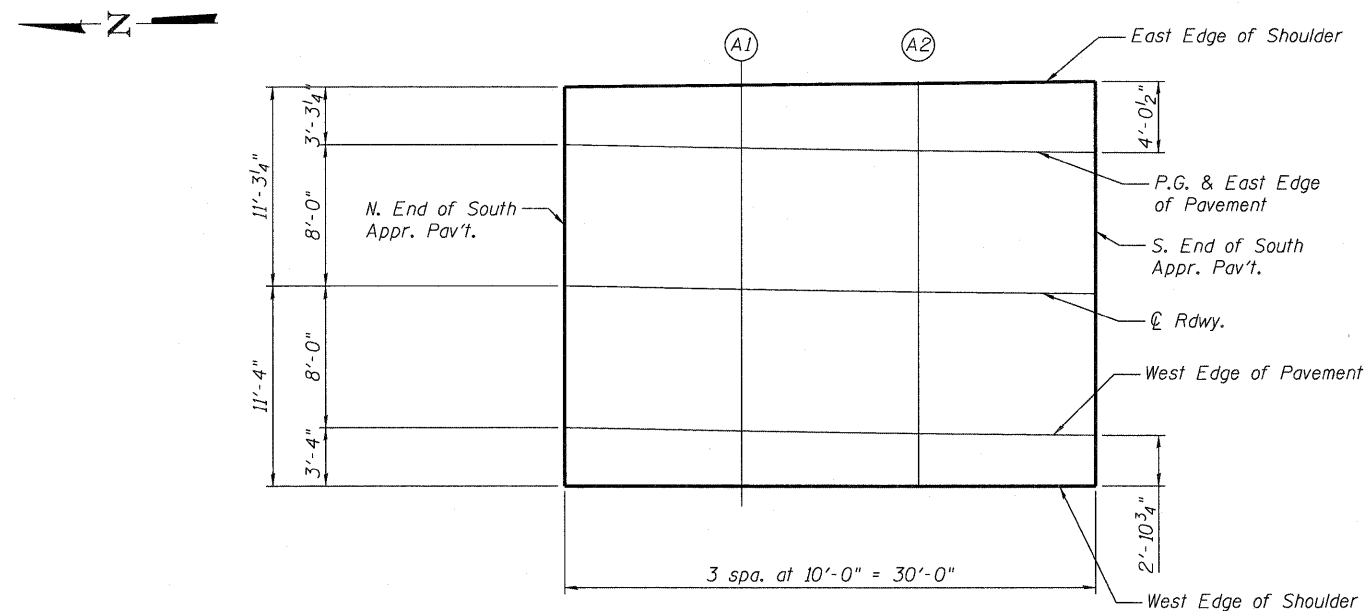
WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't.	92+76.23	16.00	652.26
A1	92+86.16	16.00	652.58
A2	92+96.09	16.00	652.89
S. End N. Appr. Pav't.	93+06.07	16.00	653.19

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	92+76.30	19.33	652.42*
A1	92+86.22	19.14	652.72*
A2	92+96.13	19.00	653.03*
S. End S. Appr. Pav't.	93+06.10	18.89	653.33*

*NOTE - Match West Edge of Shoulder elevations to existing adjacent pavement elevations.

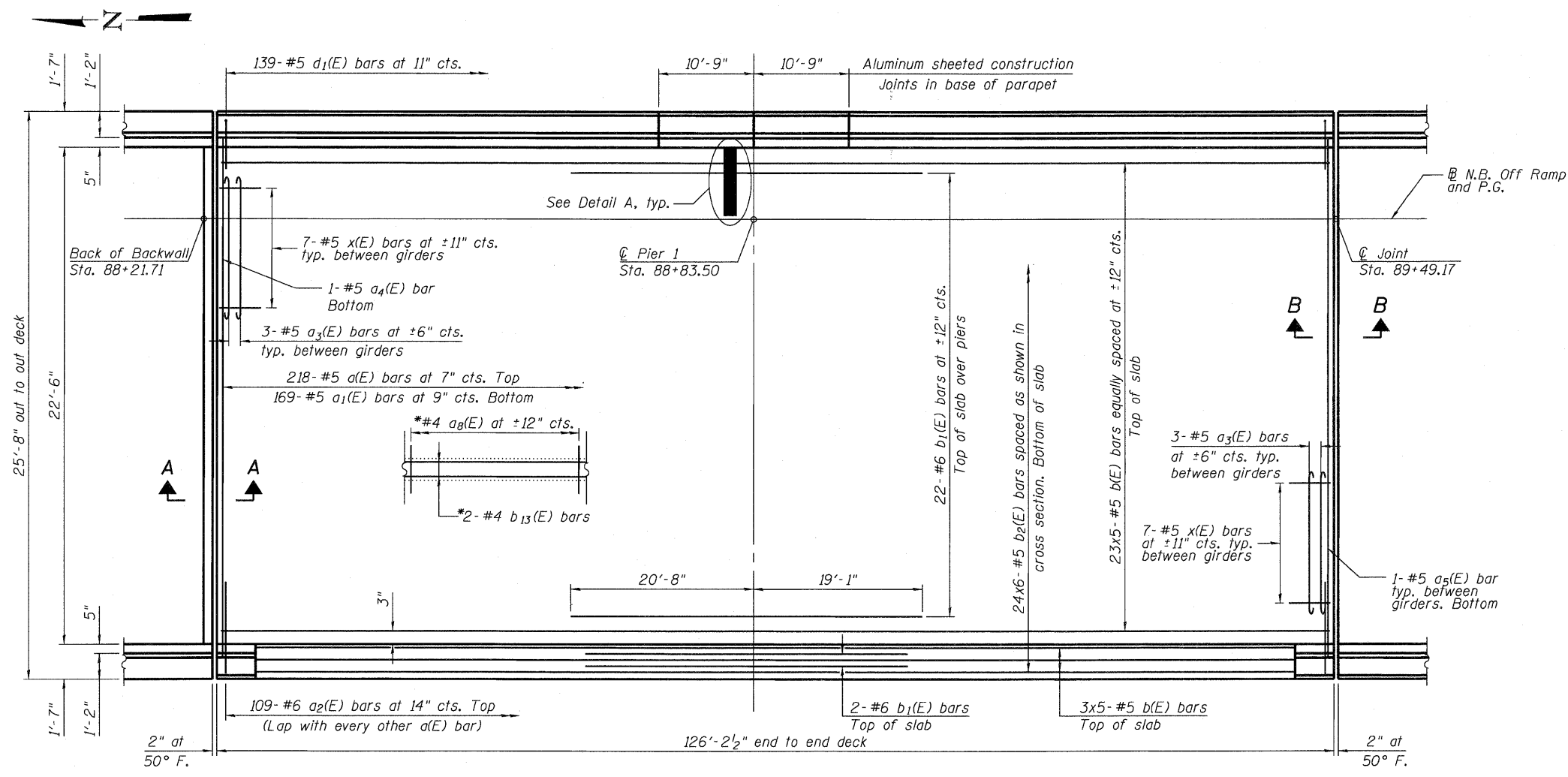


PLAN
South Approach

E-AS

11-1-06

FILE NAME = 0810116-64095-SB07-STOAS.dgn	USER NAME = JACOBS	DESIGNED - LJH	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SOUTH APPROACH SLAB ELEVATIONS STRUCTURE NO. 081-0116	F.A.I. RTE. = 74	SECTION = (81-1HB)D	COUNTY = ROCK ISLAND	TOTAL SHEETS = 78	SHEET NO. = 53	
JACOBS	PLOT SCALE =	CHECKED - KEB	REVISIONS -			CONTRACT NO. 64095					
	DRAWN - LJH	CHECKED - KEB	REVISIONS -			ILLINOIS FED. AID PROJECT					
	PLOT DATE = 10/28/2010	CHECKED - KEB	REVISIONS -			SHEET NO. SB7 OF SB30 SHEETS					



PLAN

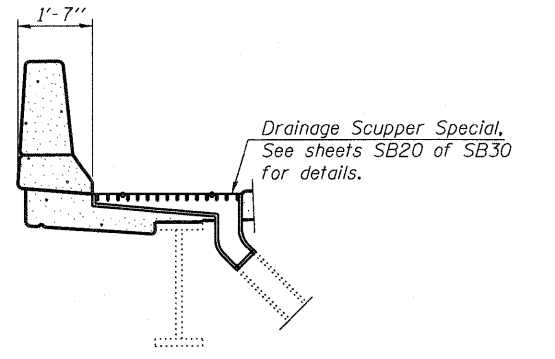
*a₈(E) and b₁₃(E) bars typical all girders.
See Fillet Reinforcement Section on Sheet SB14 of SB30.

MINIMUM BAR LAP

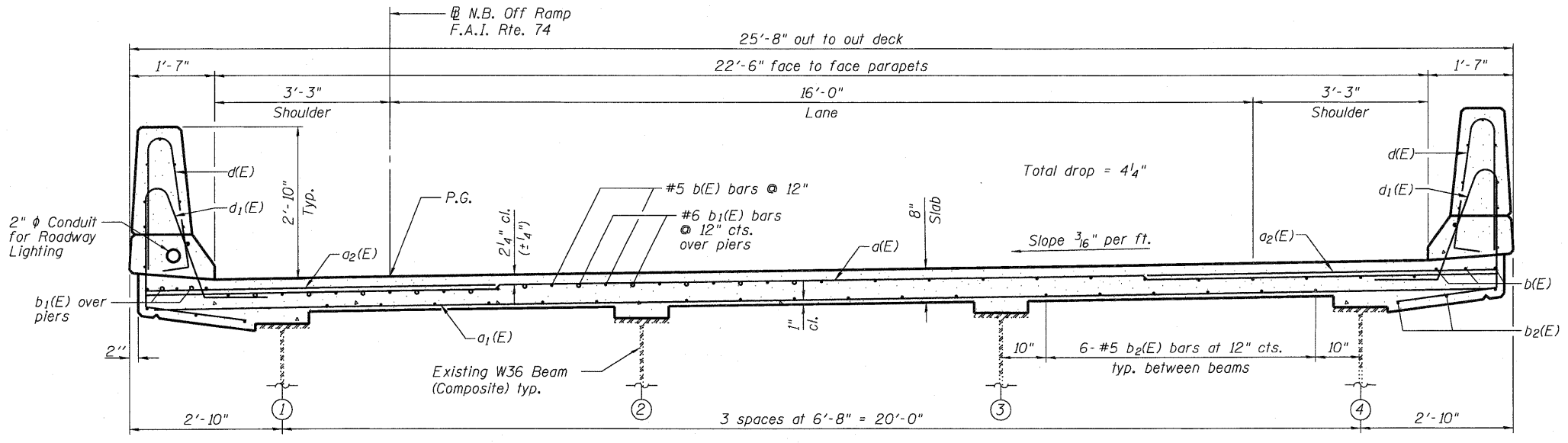
- (Deck)
 #4 bar = 2'-0"
 #5 bar = 3'-3"
 #6 bar = 3'-10"

NOTES:

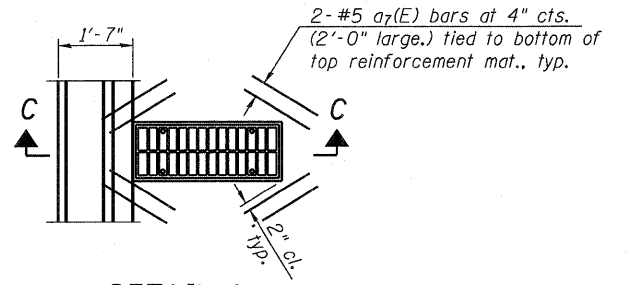
- For Section A-A and B-B see Sheet No. SB14.
- For parapet reinforcement details, see Sheet No. SB11.
- Bars indicated thus 23x5-#5 etc. indicates 23 lines of bars with 5 lengths per line.
- See Sheet No. SB14 for superstructure details and Bill of Material.
- Locate drainage scuppers to tie into existing closed drainage system.



SECTION C-C

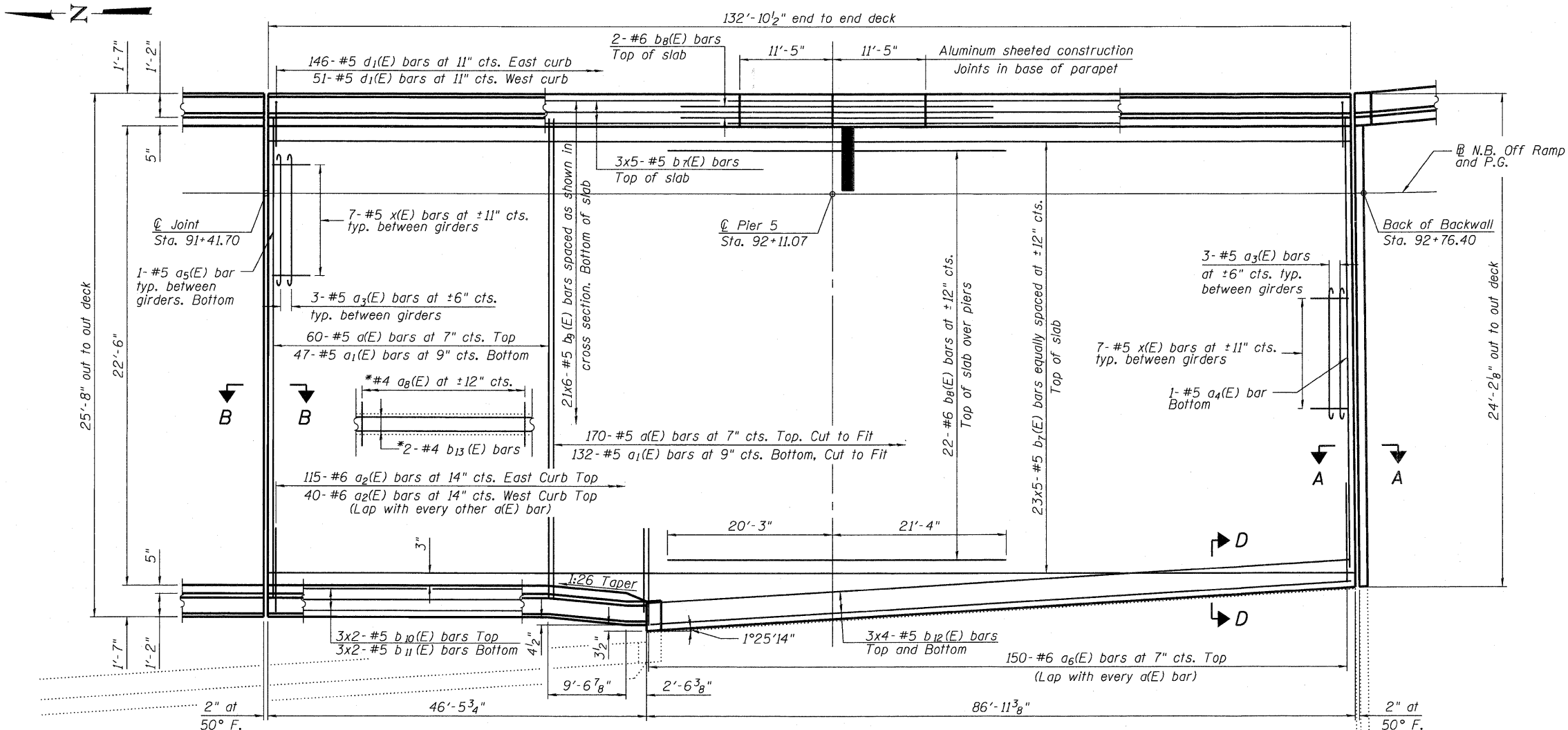


CROSS SECTION
(Looking South)



DETAIL A

Note: Cut longitudinal reinforcement to clear drainage scuppers.



PLAN

*a₈(E) and b₁₃(E) bars typical all girders.
See Fillet Reinforcement Section on Sheet SB14 of SB30.

MINIMUM BAR LAP

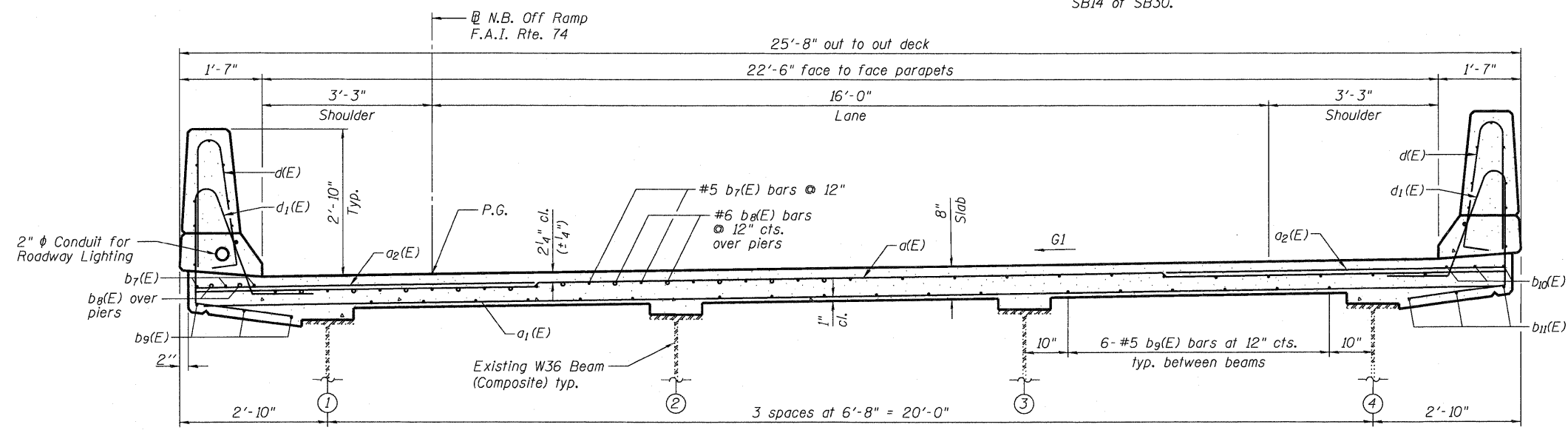
- (Deck)
- #4 bar = 2'-0"
- #5 bar = 3'-3"
- #6 bar = 3'-10"

DECK CROSS SLOPES (EXIST. PLANS)

Station	G1	Total Drop
Up To Sta. 91+00.00	3/16" per ft.	4 3/16"
Sta. 91+95.00	1/16" per ft.	9 1/2"
Sta. 93+00.00	9/16" per ft.	1'-0 3/4"

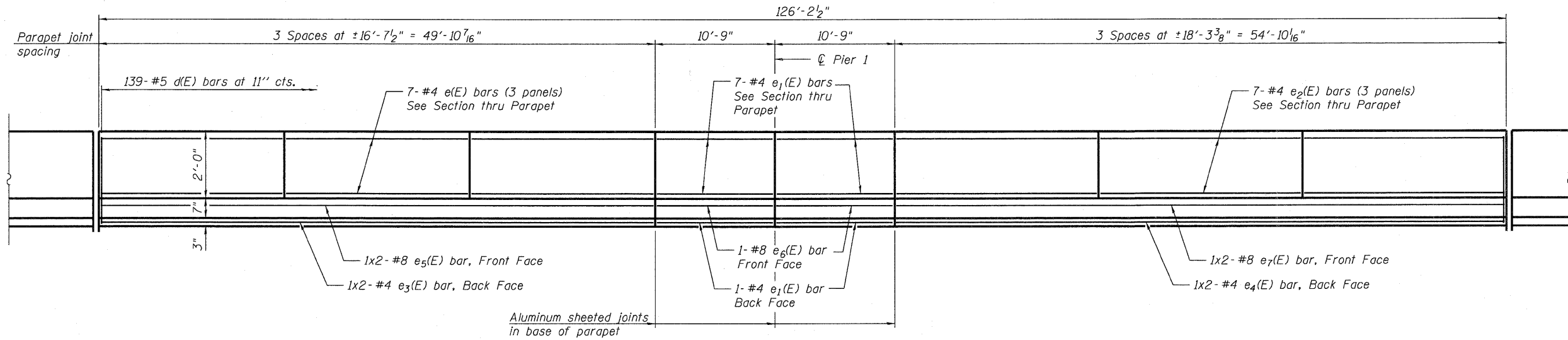
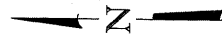
NOTES:

1. For Section A-A and B-B see Sheet No. SB14.
2. For Section D-D and parapet reinforcement details, see Sheet No. SB13.
3. Bars indicated thus 23x5-#5 etc. indicates 23 lines of bars with 5 lengths per line.
4. See Sheet No. SB14 for superstructure details and Bill of Material.
5. Locate drainage scuppers to tie into existing closed drainage system.

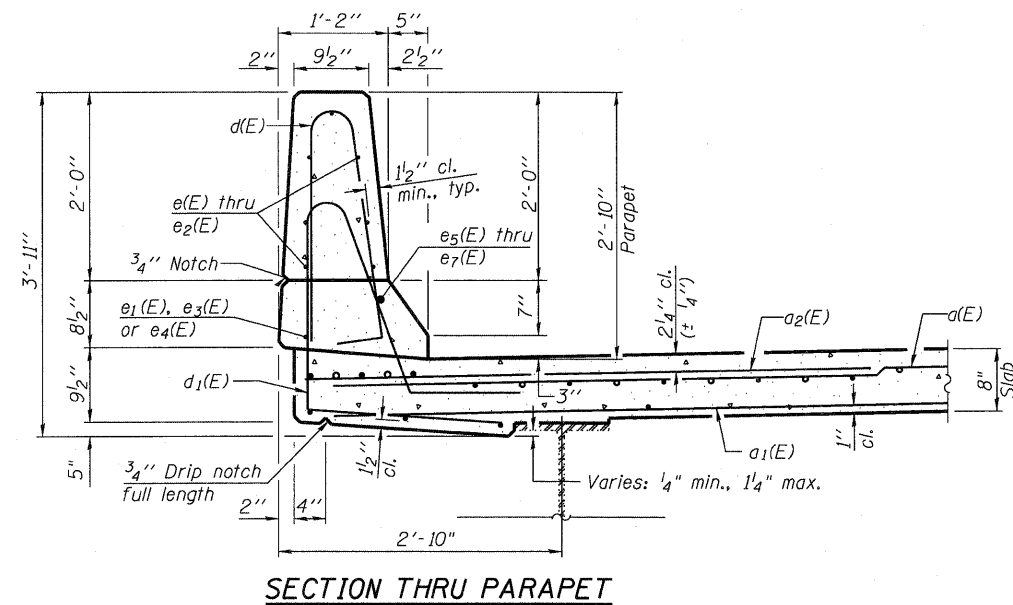


TYPICAL CROSS SECTION

(Looking South)



INSIDE ELEVATION OF EAST PARAPET UNIT 1
(West Parapet Similar)



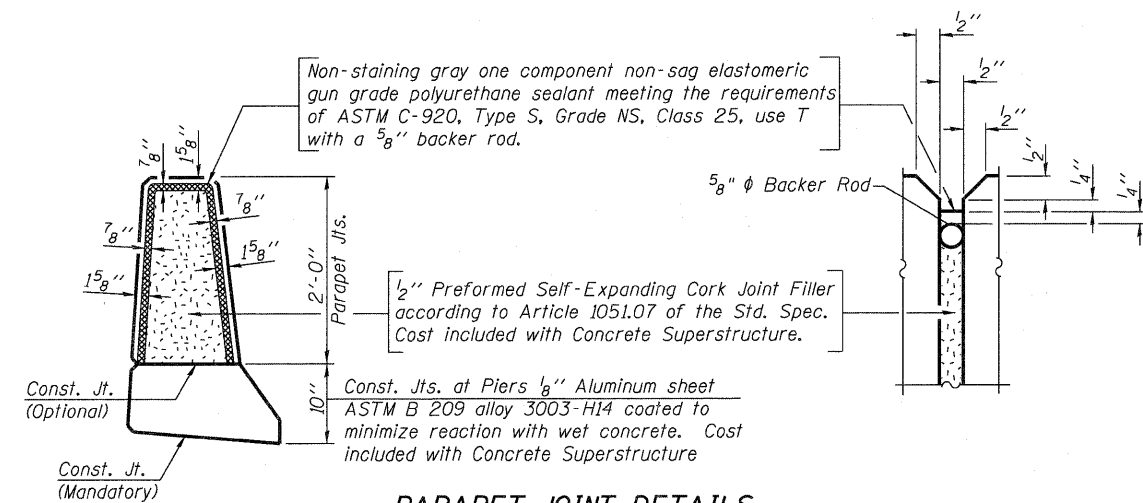
SECTION THRU PARAPET

MINIMUM BAR LAP

(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

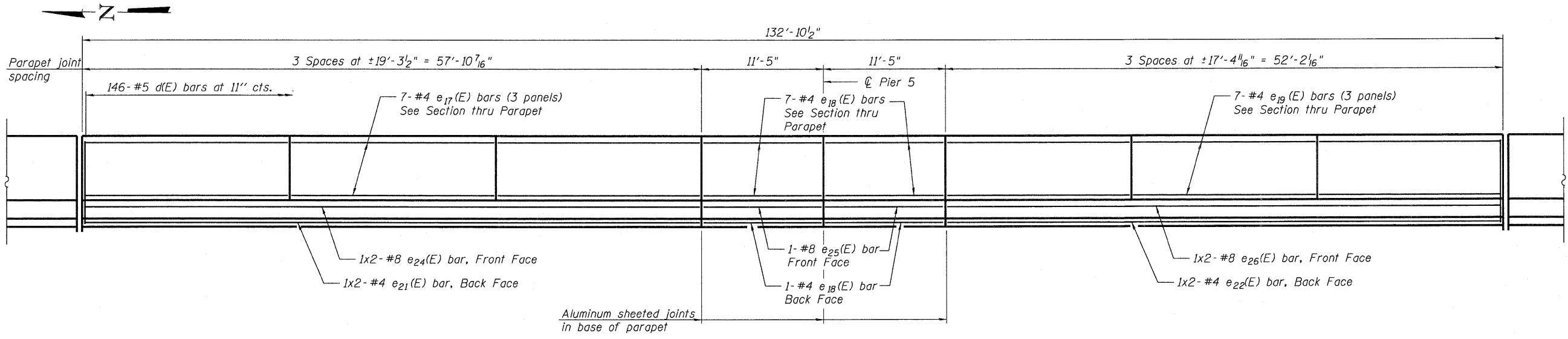
NOTES:

1. Bars indicated thus 1x3-#8 etc. indicates 1 line of bars with 3 lengths per line.
2. See Sheet No. SB14 for superstructure details and Bill of Material.

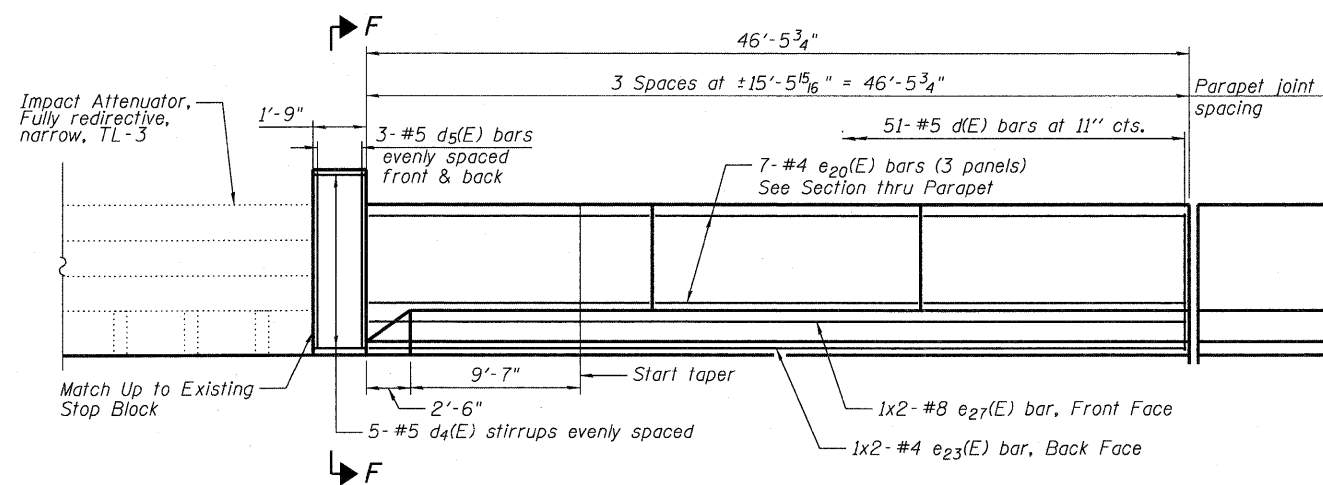


PARAPET JOINT DETAILS

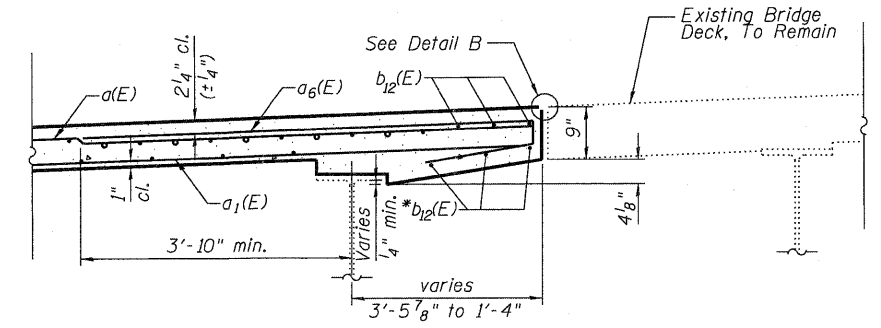
FILE NAME = 0810116-64095-SB11-PARAP1.dgn JACOBS	USER NAME = JACOBS	DESIGNED - KEB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS UNIT 1 STRUCTURE NO. 081-0116	F.A.I. RTE. = 74	SECTION = (81-1HB)D	COUNTY = ROCK ISLAND	TOTAL SHEETS = 78	SHEET NO. = 57
	PLOT SCALE =	CHECKED - LJH	REVISED -			CONTRACT NO. 64D95				
	PLOT DATE = 10/28/2010	DRAWN - KEB	REVISED -			ILLINOIS FED. AID PROJECT				
		CHECKED - LJH	REVISED -			SHEET NO. SB11 OF SB30 SHEETS				



INSIDE ELEVATION OF EAST PARAPET UNIT 3

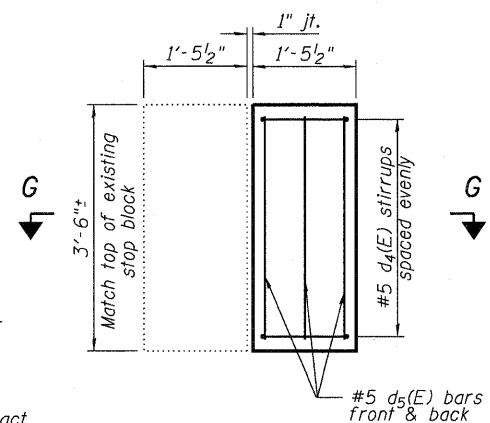


INSIDE ELEVATION OF WEST PARAPET UNIT 3

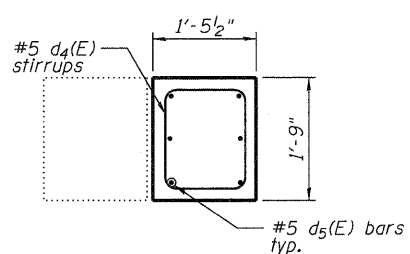


*b12(E) bars placed parallel to joint

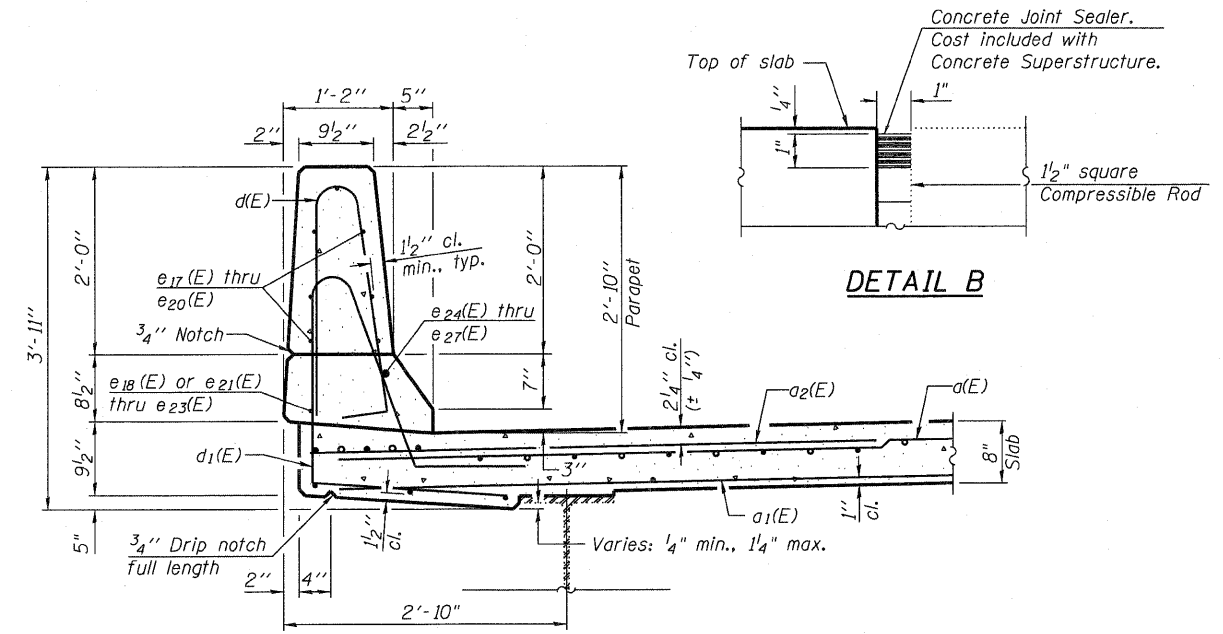
SECTION D-D



SECTION F-F



SECTION G-G



SECTION THRU PARAPET

MINIMUM BAR LAP

(Parapet)
 #4 bar = 2'-0"
 #8 bar = 5'-2"

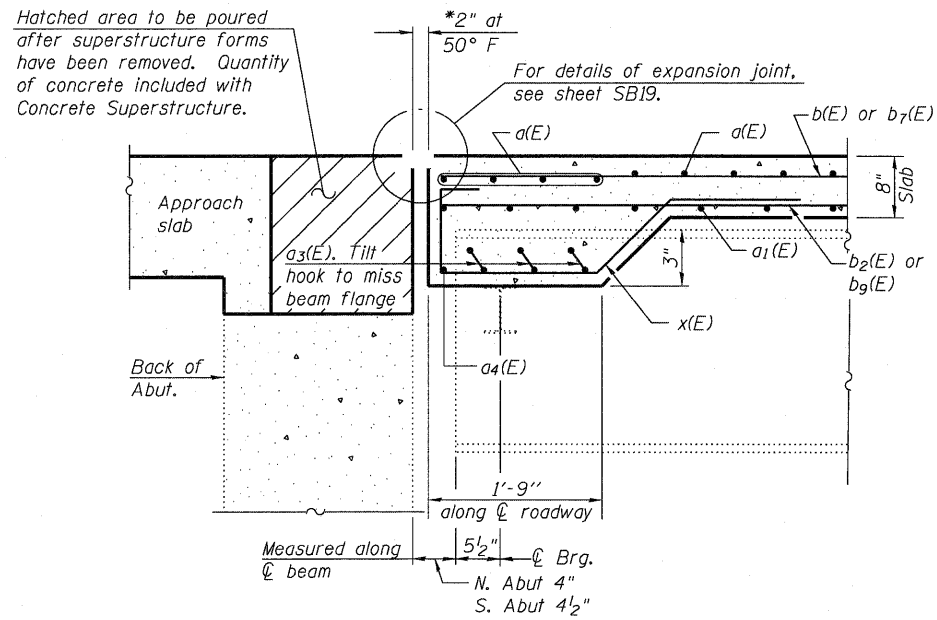
NOTES:

1. For Parapet joint detail, see Sheet No. SB11.
2. Bars indicated thus 1x2-#4 etc. indicates 1 line of bars with 2 lengths per line.
3. See Sheet No. SB14 for superstructure details and Bill of Material.
4. Modify Stop Block and Parapet as required for impact attenuator system selected per manufacturer's recommendations and as approved by the Engineer.

FILE NAME = 0810116-64D95-SB13-PARAP3.dgn JACOBS	USER NAME = JACOBS	DESIGNED - KEB CHECKED - LJH	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS UNIT 3 STRUCTURE NO. 081-0116	F.A.I. RTE. 74	SECTION (81-IHBD)	COUNTY ROCK ISLAND	TOTAL SHEETS 78	SHEET NO. 59
	PLOT SCALE = PLOT DATE = 10/28/2010	DRAWN - KEB CHECKED - LJH	REVISED - REVISED -			SHEET NO. SB13 OF SB30 SHEETS	CONTRACT NO. 64D95	ILLINOIS FED. AID PROJECT		

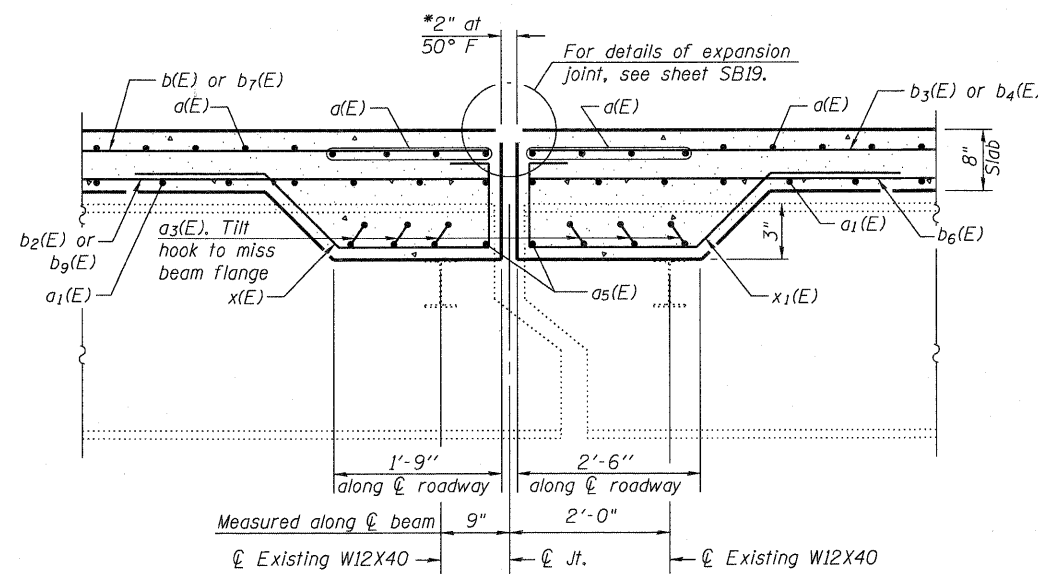
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	779	#5	25'-1"	—
a ₁ (E)	606	#5	24'-6"	—
a ₂ (E)	705	#6	6'-6"	—
a ₃ (E)	54	#5	7'-7"	—
a ₄ (E)	2	#5	24'-2"	—
a ₅ (E)	12	#5	6'-5"	—
a ₆ (E)	150	#6	10'-7"	—
a ₇ (E)	32	#5	2'-0"	—
a ₈ (E)	1196	#4	3'-0"	—
b(E)	145	#5	27'-10"	—
b ₁ (E)	26	#6	39'-9"	—
b ₂ (E)	144	#5	23'-9"	—
b ₃ (E)	203	#5	30'-3"	—
b ₄ (E)	52	#6	35'-7"	—
b ₅ (E)	26	#6	41'-10"	—
b ₆ (E)	192	#5	26'-11"	—
b ₇ (E)	130	#5	29'-3"	—
b ₈ (E)	24	#6	41'-7"	—
b ₉ (E)	126	#5	24'-11"	—
b ₁₀ (E)	6	#5	24'-9"	—
b ₁₁ (E)	6	#5	24'-9"	—
b ₁₂ (E)	24	#5	24'-2"	—
b ₁₃ (E)	96	#4	27'-2"	—
d(E)	897	#5	5'-7"	—
d ₁ (E)	897	#5	7'-5"	—
d ₂ (E)	3	#6	4'-5"	—
d ₃ (E)	5	#6	7'-7"	—
d ₄ (E)	5	#5	6'-4"	—
d ₅ (E)	6	#5	3'-3"	—
e(E)	42	#4	16'-4"	—
e ₁ (E)	32	#4	10'-5"	—
e ₂ (E)	42	#4	18'-0"	—
e ₃ (E)	4	#4	25'-10"	—
e ₄ (E)	4	#4	28'-4"	—
e ₅ (E)	4	#8	27'-5"	—
e ₆ (E)	4	#8	10'-5"	—
e ₇ (E)	4	#8	29'-11"	—
e ₈ (E)	32	#4	6'-5"	—
e ₉ (E)	64	#4	8'-11"	—
e ₁₀ (E)	84	#4	19'-8"	—
e ₁₁ (E)	32	#4	10'-8"	—
e ₁₂ (E)	12	#4	21'-3"	—
e ₁₃ (E)	4	#8	6'-5"	—
e ₁₄ (E)	8	#8	8'-11"	—
e ₁₅ (E)	8	#8	32'-6"	—
e ₁₆ (E)	4	#8	10'-8"	—
e ₁₇ (E)	21	#4	19'-0"	—
e ₁₈ (E)	16	#4	11'-1"	—
e ₁₉ (E)	21	#4	17'-1"	—
e ₂₀ (E)	21	#4	15'-2"	—
e ₂₁ (E)	2	#4	29'-10"	—
e ₂₂ (E)	2	#4	27'-0"	—
e ₂₃ (E)	2	#4	24'-2"	—
e ₂₄ (E)	2	#8	31'-5"	—
e ₂₅ (E)	2	#8	11'-1"	—
e ₂₆ (E)	2	#8	28'-7"	—
e ₂₇ (E)	2	#8	25'-9"	—
x(E)	84	#5	6'-4"	—
x ₁ (E)	42	#5	7'-1"	—
Reinforcement Bars, Epoxy Coated	Pound	104,850		
Concrete Superstructure	Cu. Yd.	401.2		



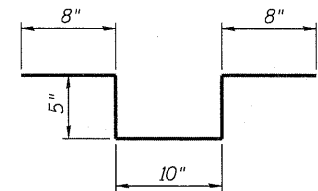
SECTION A-A

* Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on Base Sheet E-J-SSJ.

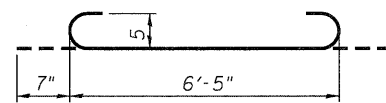


SECTION B-B

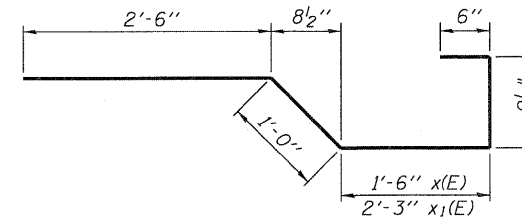
* Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on Base Sheet E-J-SSJ.



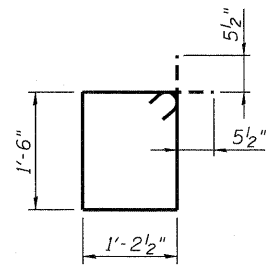
BAR a₈(E)



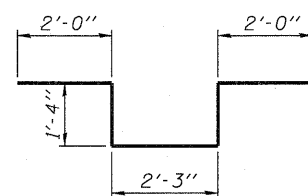
BAR a₃(E)



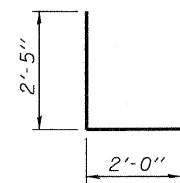
BAR x(E) & BAR x₁(E)



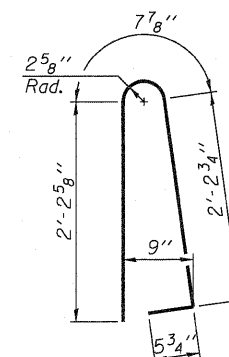
BAR d₄(E)



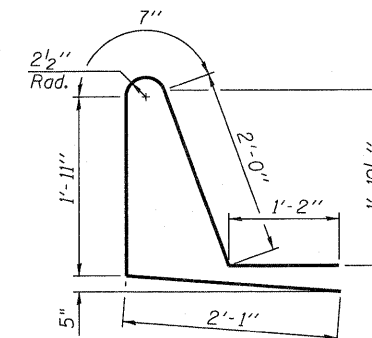
BAR d₃(E)



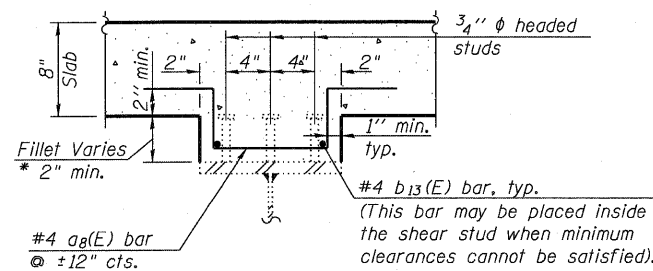
BAR d₂(E)



BAR d(E)

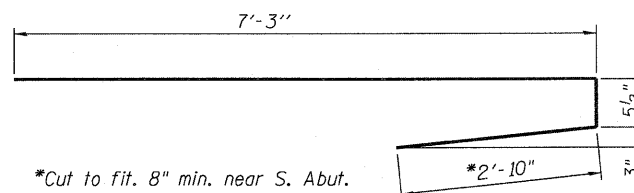


BAR d₁(E)



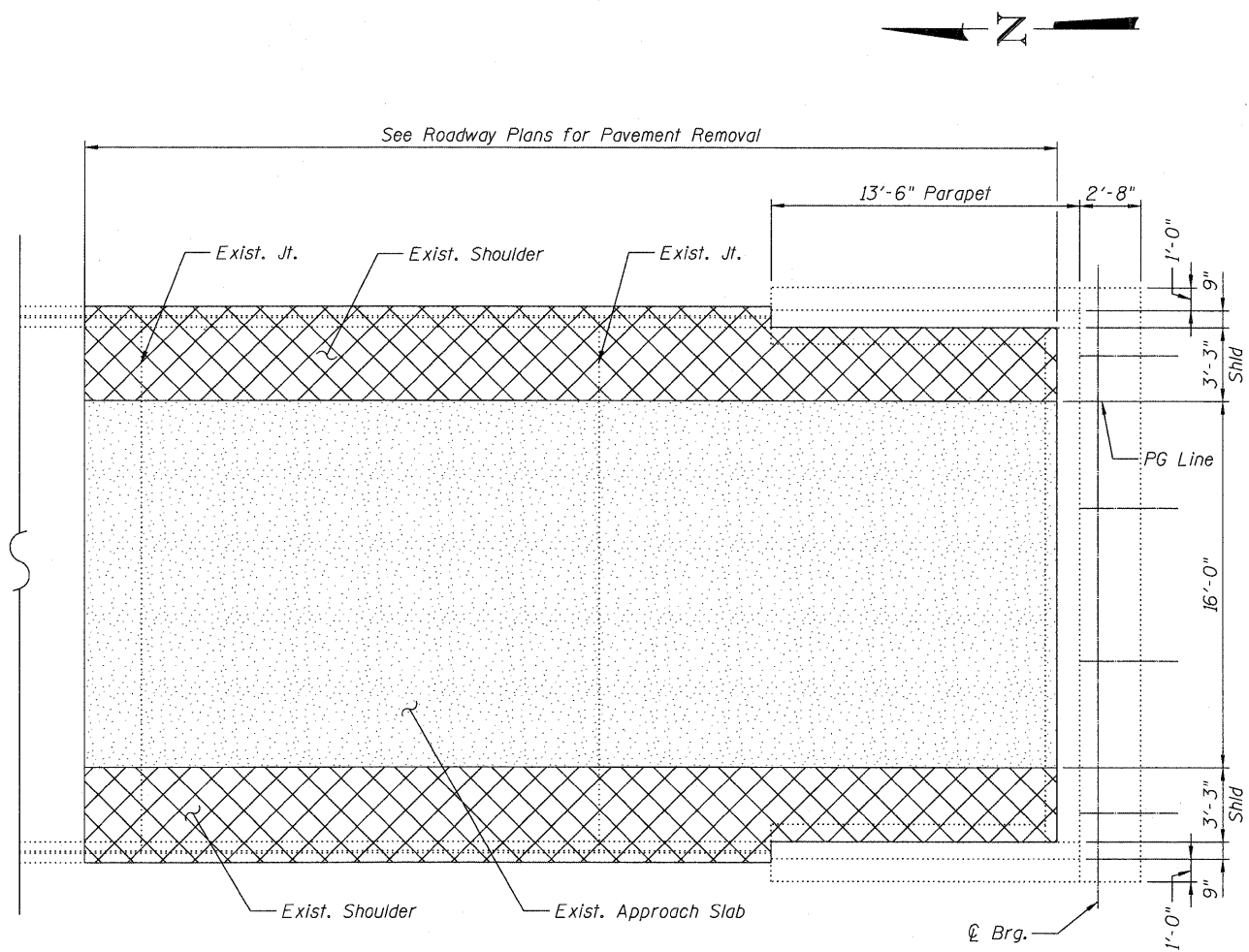
FILLET REINFORCEMENT SECTION

* Install a₈(E) and b₁₃(E) bars where fillet height exceeds 2".

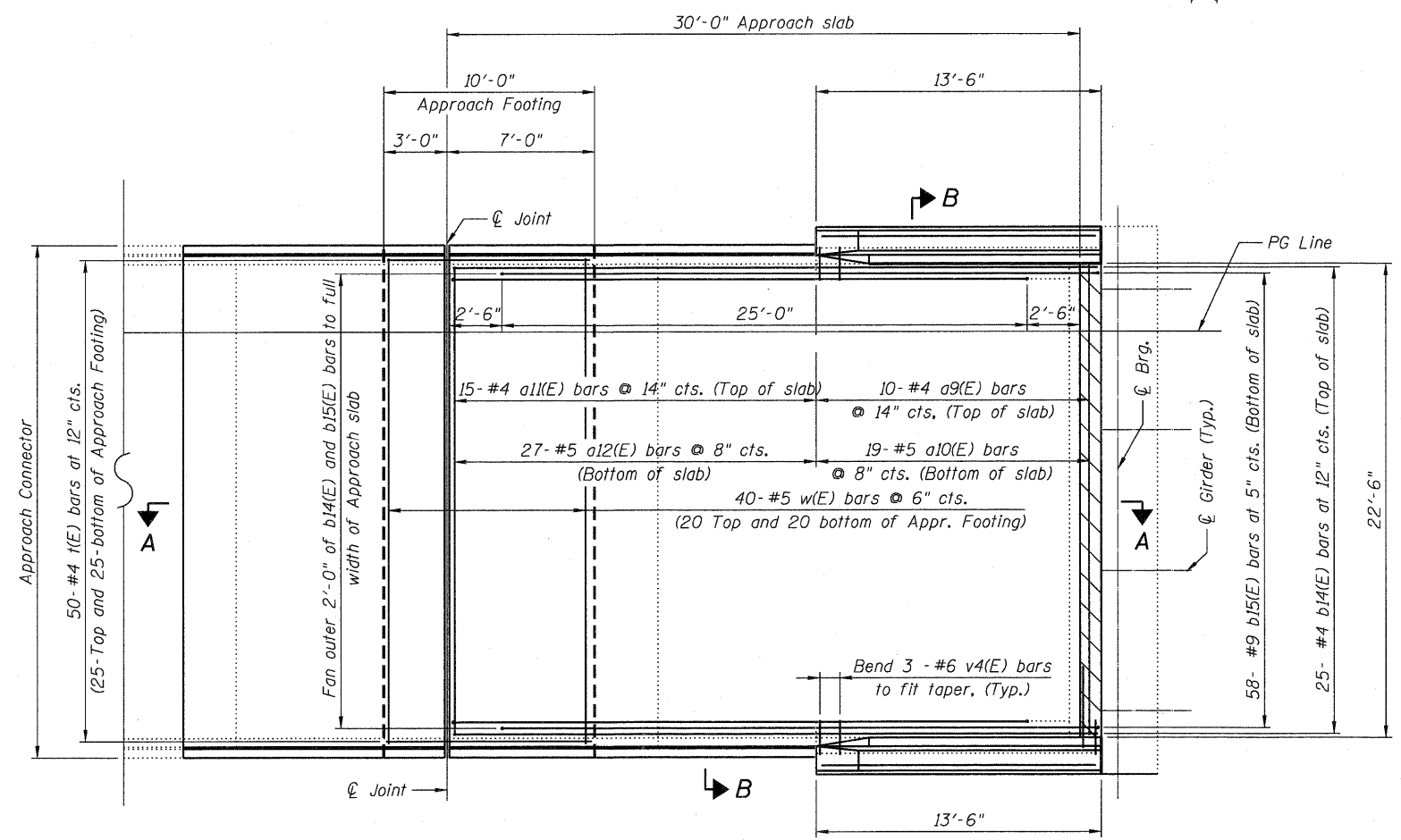


BAR a₆(E)

* Cut to fit. 8" min. near S. Abut.



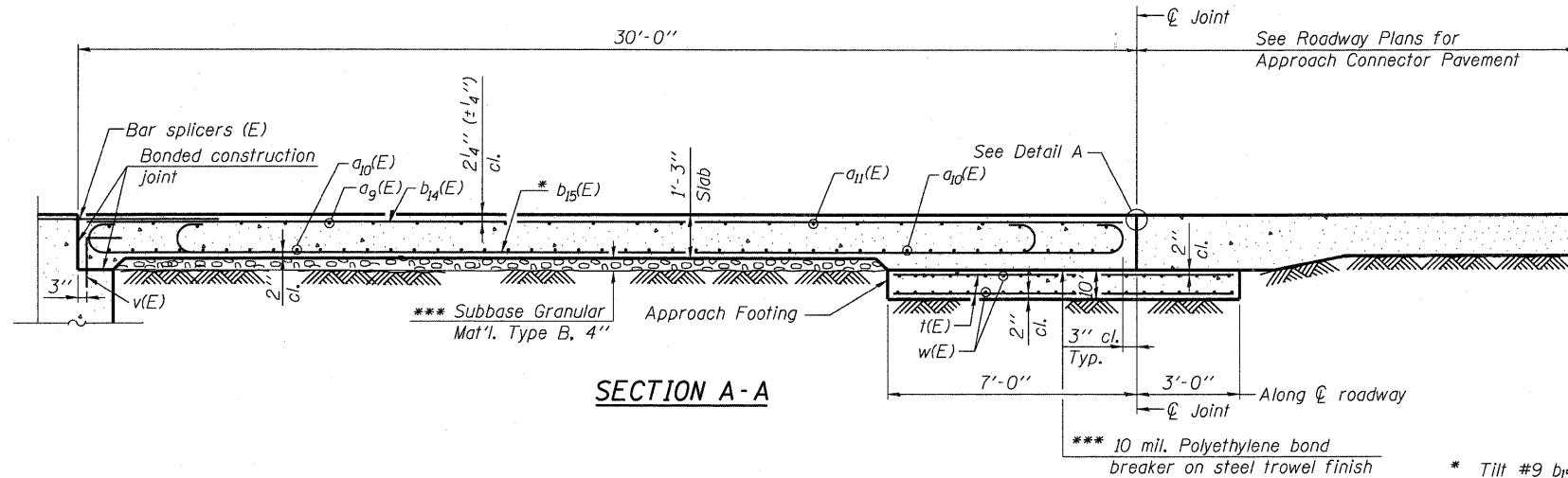
REMOVAL PLAN



NORTH BRIDGE APPROACH SLAB DETAILS

NOTE:
For Section A-A and Section B-B, see sheet SB16 of SB30.

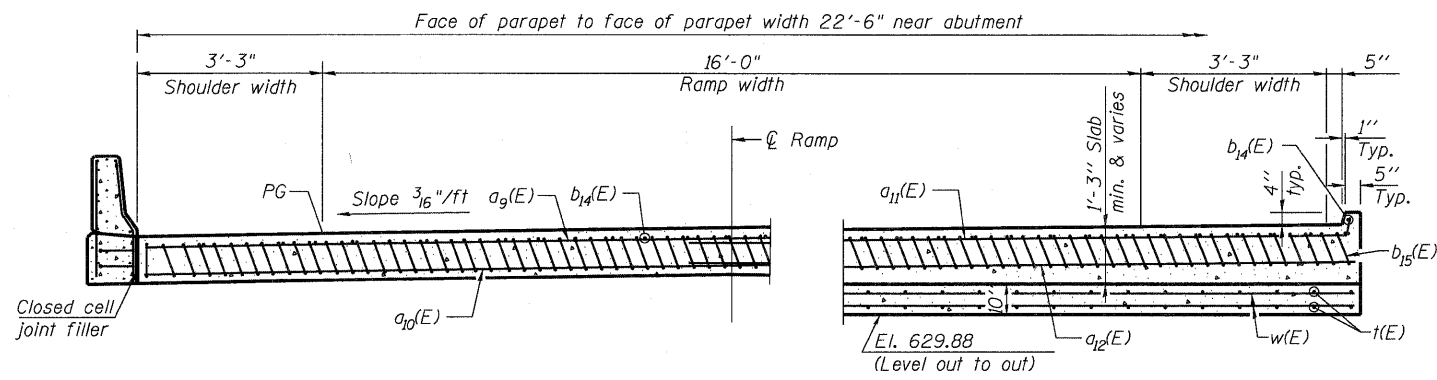
FILE NAME = 0116_NORTH_APPR1.dgn TERRA ENGINEERING LTD. 200 N. OHIO ST., SUITE 100 CHICAGO, IL 60604 (312) 467-6100 FAX (312) 467-0800 www.terraengineering.com	USER NAME = TERRA PLOT SCALE = PLOT DATE = 10/28/2010	DESIGNED - OY DRAWN - CM CHECKED - JB DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH BRIDGE APPROACH SLAB DETAILS (SHT 1 of 2) STRUCTURE NO. 081-0116	F.A.P. RTE. = 74 SECTION = (81-1HB)D COUNTY = ROCK ISLAND TOTAL SHEETS = 78 SHEET NO. = 61 CONTRACT NO. = 64D95 ILLINOIS FED. AID PROJECT
	SHEET NO. SB15 OF SB30 SHEETS					



SECTION A-A

NOTES:

See sheet SB15 of SB30 for Plan View.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet SB26 of SB30.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet SB30 of SB30.
 Cost of closed cell joint filler and of excavation for approach footing included with Concrete Structures.
 For additional parapet details, see sheet SB26 of SB30.
 Contractor shall carefully remove existing approach slab and protect all existing v bars for connecting new approach slab to existing abutment.
 Any damaged v bars shall be replaced at the Contractor's expense and as the Engineer directs.



NEAR ABUTMENT

AT APPROACH FOOTING

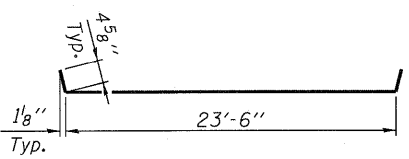
SECTION B-B

(See Plan for dimensions not shown)
 Note: See sheet SB7 for grade elevations.

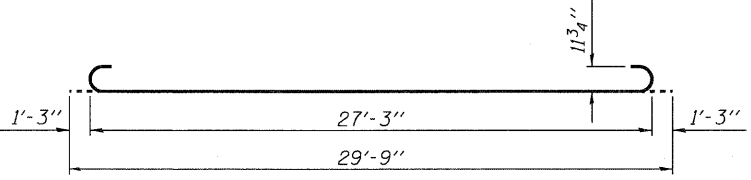
**NORTH APPROACH
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a9(E)	10	#4	22'-2"	—
a10(E)	19	#5	22'-2"	—
a11(E)	15	#4	24'-3"	—
a12(E)	27	#5	24'-0"	—
b14(E)	25	#4	29'-8"	—
b15(E)	58	#9	29'-9"	—
t(E)	50	#4	9'-8"	—
w(E)	40	#5	24'-0"	—
Concrete Superstructure			Cu. Yd.	32
Concrete Structures			Cu. Yd.	8
Reinforcement Bars, Epoxy Coated			Pound	9200

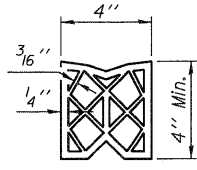
* Tilt #9 b15(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.



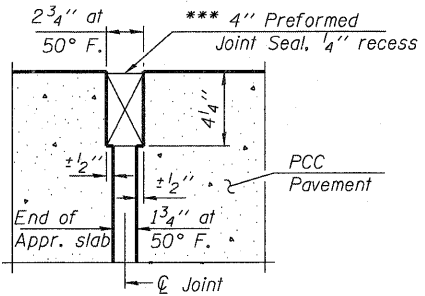
BAR a11(E)



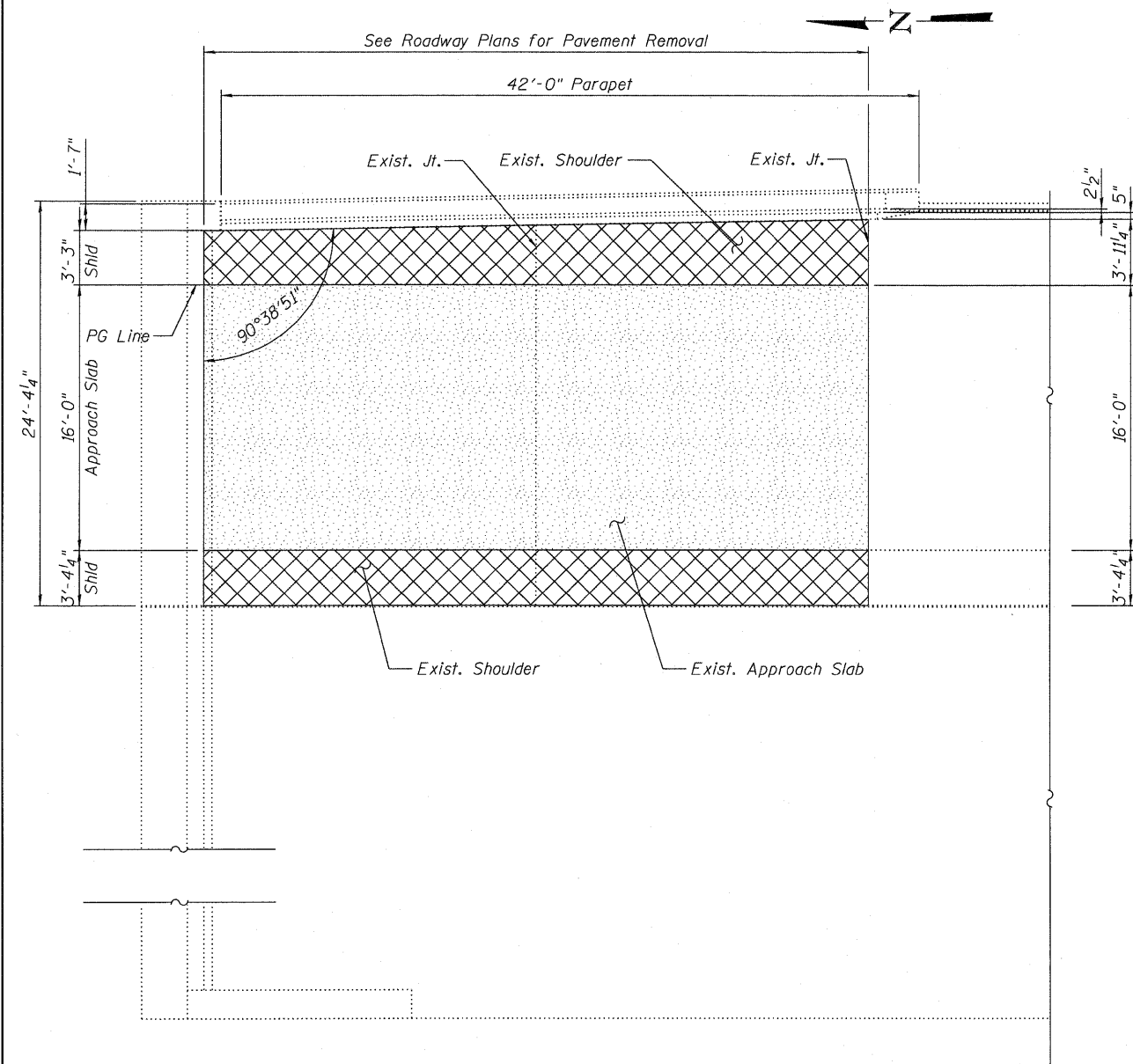
BAR b15(E)



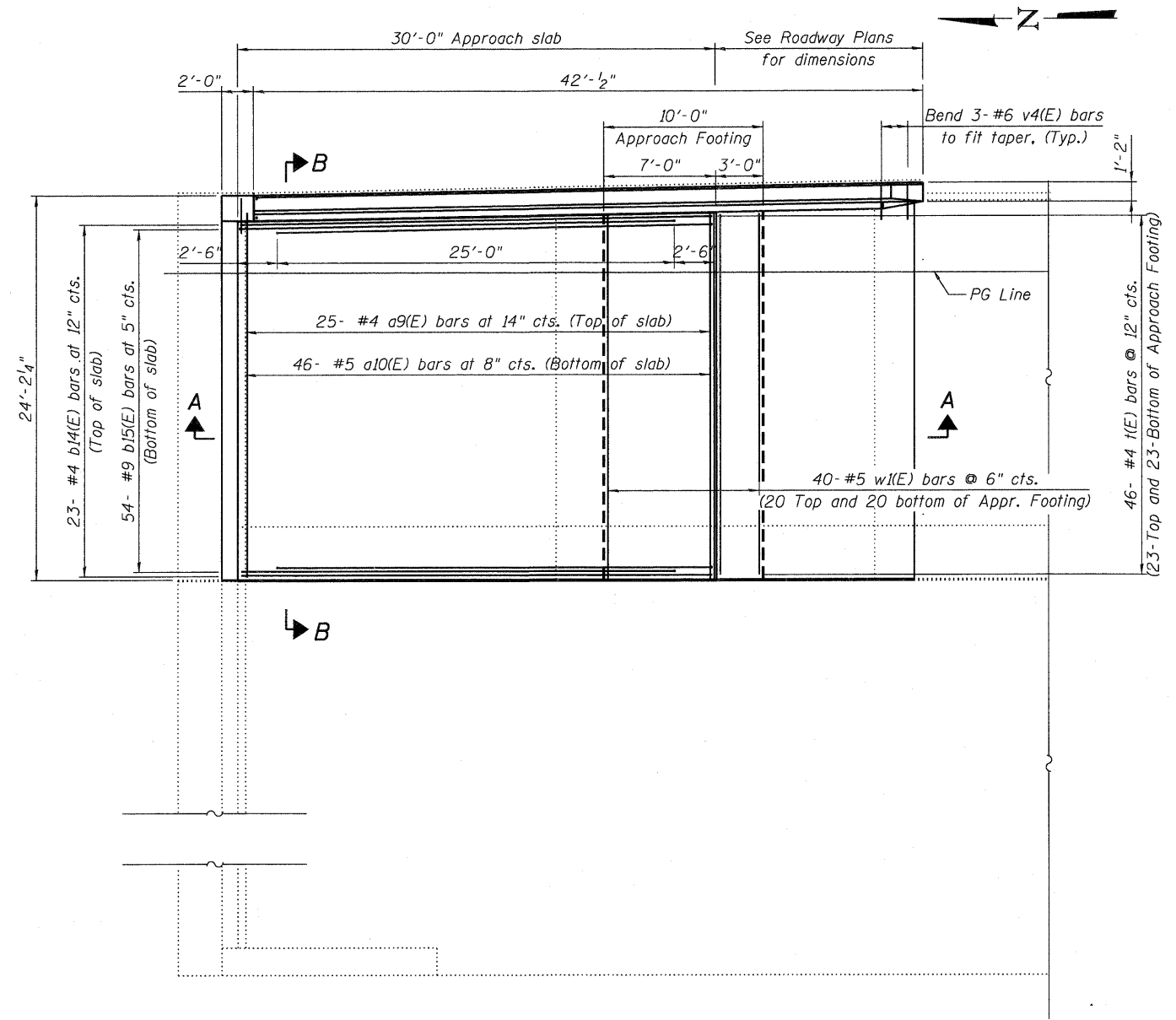
PREFORMED JOINT SEAL



DETAIL A



REMOVAL PLAN

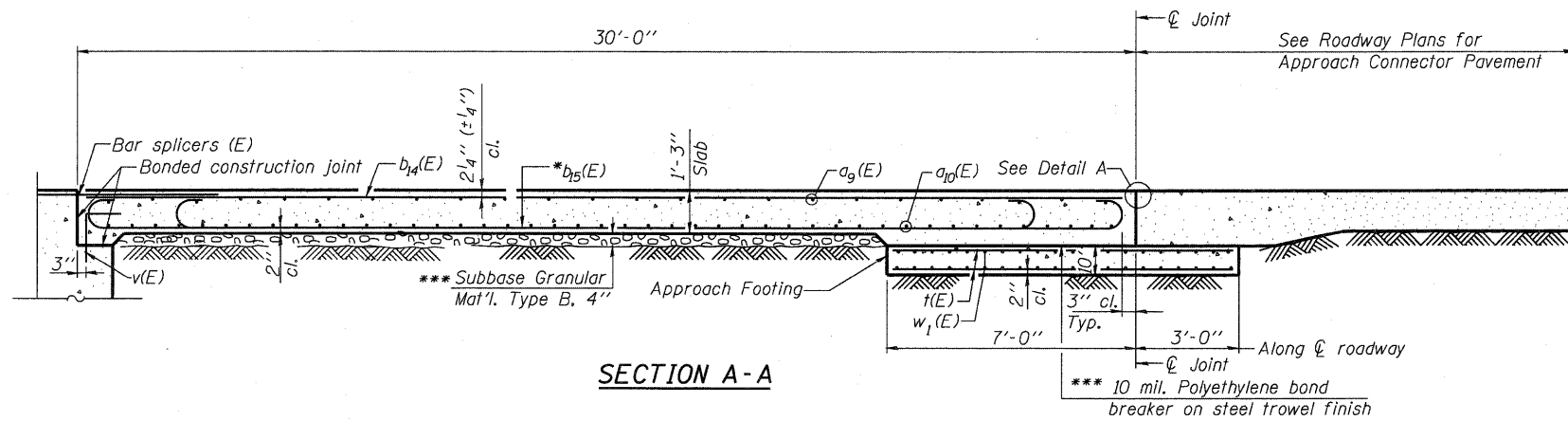


SOUTH BRIDGE APPROACH SLAB DETAILS

NOTE:

For Section A-A and Section B-B, see sheet SB18 of SB30.

FILE NAME = 0116.SOUTH.APPRI.dgn	USER NAME = TERRA	DESIGNED - OY	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH BRIDGE APPROACH SLAB DETAILS (SHT 1 of 2) STRUCTURE NO. 081-0116	F.A.P. RTE. 74	SECTION (81-1HB)D	COUNTY ROCK ISLAND	TOTAL SHEETS 78	SHEET NO. 63	
TERRA ENGINEERING LTD. 885 N. OGDEN ST., SUITE 200 CHICAGO, IL 60642	PLOT SCALE =	DRAWN - CM	REVISED -			SHEET NO. SB17 OF SB30 SHEETS		CONTRACT NO. 64D95		ILLINOIS FED. AID PROJECT	
	PLOT DATE = 10/28/2010	CHECKED - JB	REVISED -								
		DATE -	REVISED -								



SECTION A-A

See Roadway Plans for Approach Connector Pavement

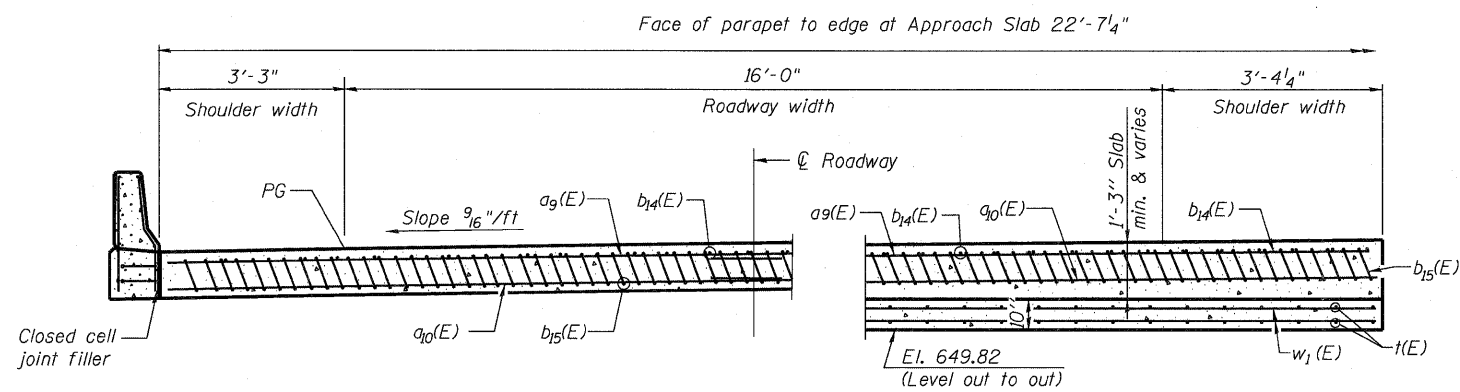
NOTES:

See sheet SB17 of SB30 for Plan View.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet SB28 of SB30.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet SB30 of SB30.
 Cost of closed cell joint filler, excavation for approach footing included with Concrete Structures.
 For additional parapet details, see sheet SB28 of SB30.
 Contractor shall carefully remove existing approach slab and protect all existing v bars for connecting new approach slab to existing abutment.
 Any damaged v bars shall be replaced at the Contractor's expense and as the Engineer directs.

SOUTH APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a9(E)	25	#4	22'-2"	—	
a10(E)	46	#5	22'-2"	—	
b14(E)	23	#4	29'-8"	—	
b15(E)	54	#9	29'-9"	—	
t(E)	46	#4	9'-8"	—	
w1(E)	40	#5	22'-2"	—	
Concrete Superstructure				Cu. Yd.	32
Concrete Structures				Cu. Yd.	8
Reinforcement Bars, Epoxy Coated				Pound	8600

* Tilt #9 b15(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.

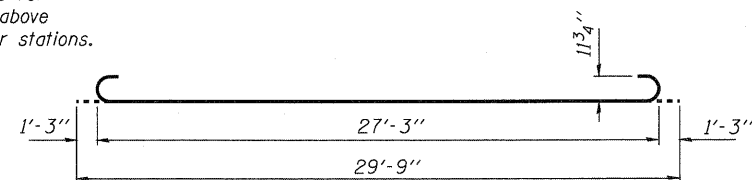


NEAR ABUTMENT

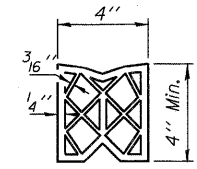
AT APPROACH FOOTING

SECTION B-B

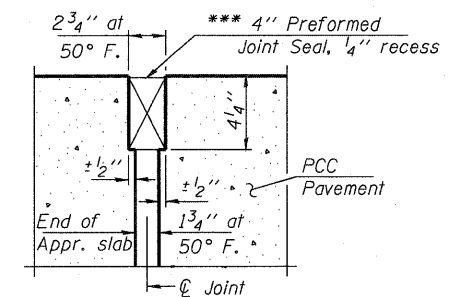
(See Plan for dimensions not shown)
 Note: The deck cross slope is in transition from Sta. 91+95 to Sta. 93+00. See sheet SB6 for grade elevations. The cross slope shown above is only accurate at Sta. 93+00 and higher stations.



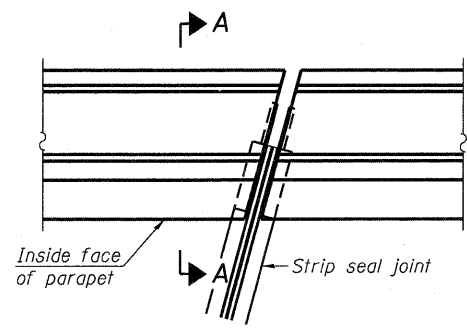
BAR b15(E)



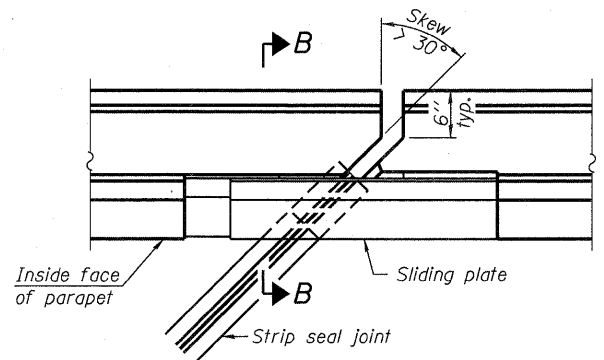
PREFORMED JOINT SEAL



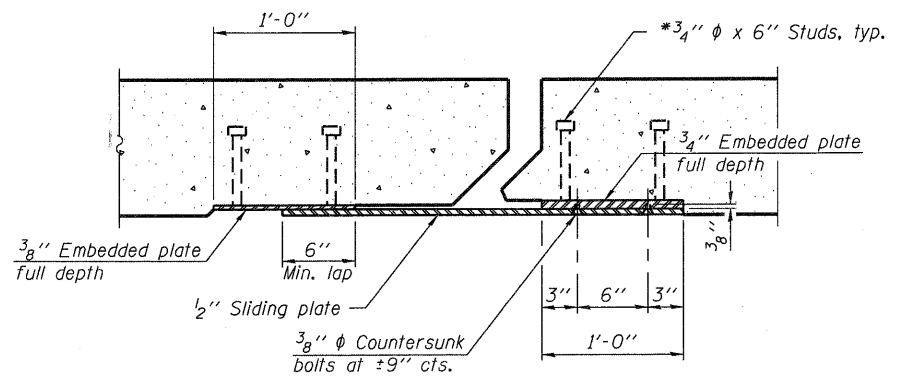
DETAIL A



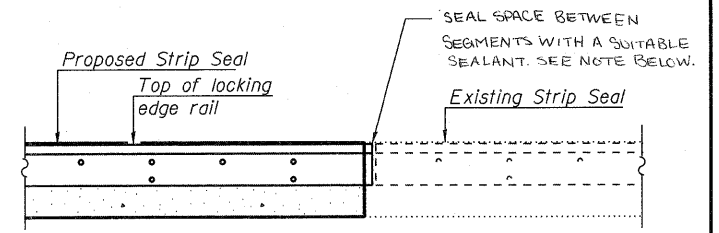
PLAN
(For skews $\leq 30^\circ$)



PLAN
(For skews $> 30^\circ$)
Showing point block
2" Max.

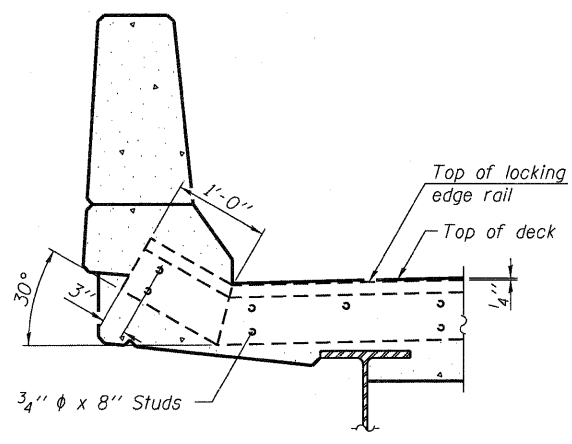


SECTION C-C

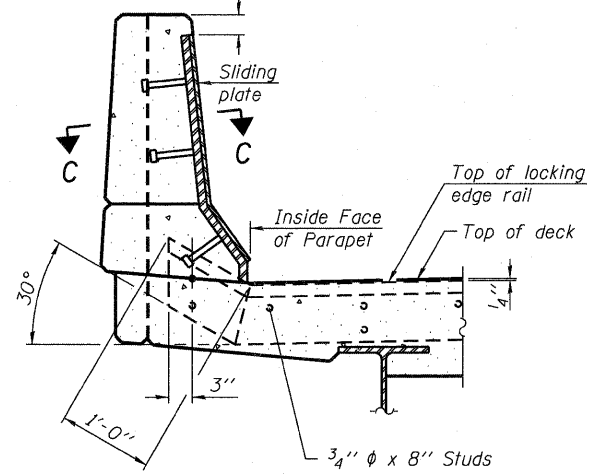


**END TREATMENT AT WEST END
OF SOUTH ABUTMENT JOINT**

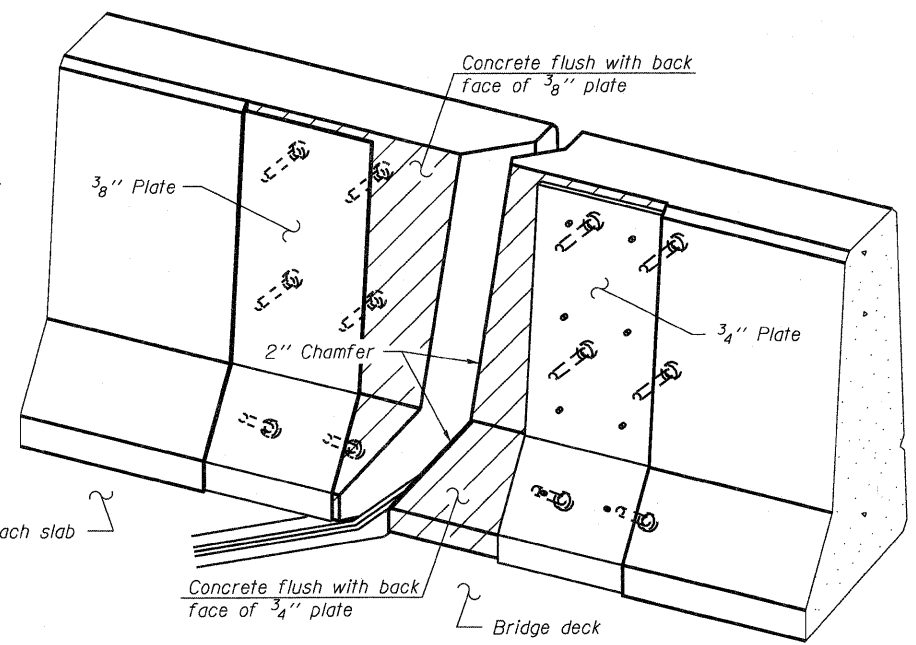
Cost of SEALANT
is included with Preformed Joint Strip Seal.



SECTION A-A



SECTION B-B

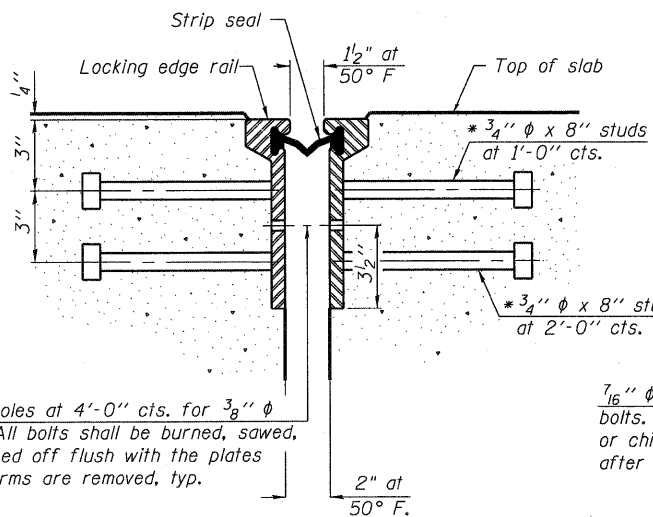


TRIMETRIC VIEW
(Showing back plates only)

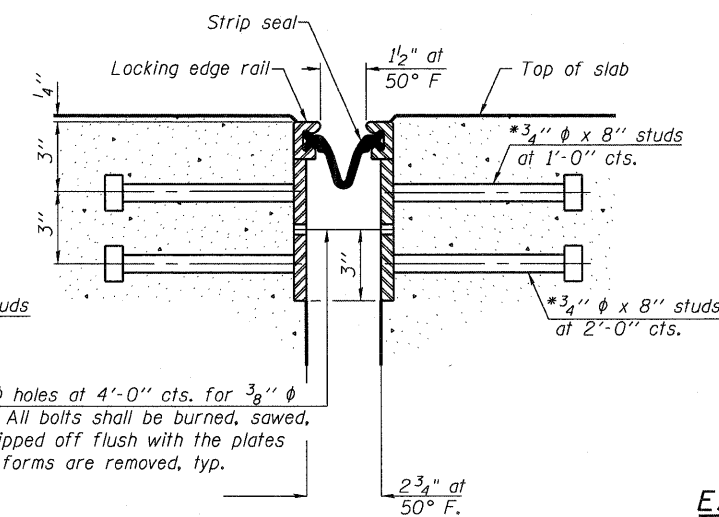
Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement 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 at stage lines shall be 3/16", sealed with a suitable sealant.
Parapet plates and anchorage studs for skews $> 30^\circ$ included in the cost of Preformed Joint Strip Seal.



**SECTION THRU
ROLLED RAIL JOINT**

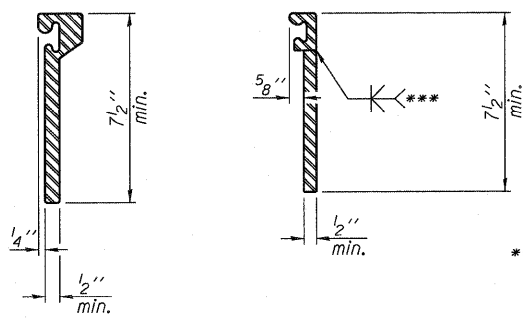


**SECTION THRU
WELDED RAIL JOINT**

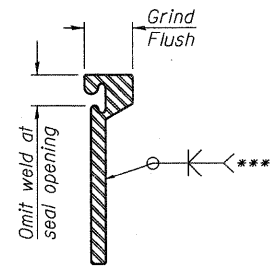
7/16" phi holes at 4'-0" cts. for 3/8" phi bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

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

* 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.

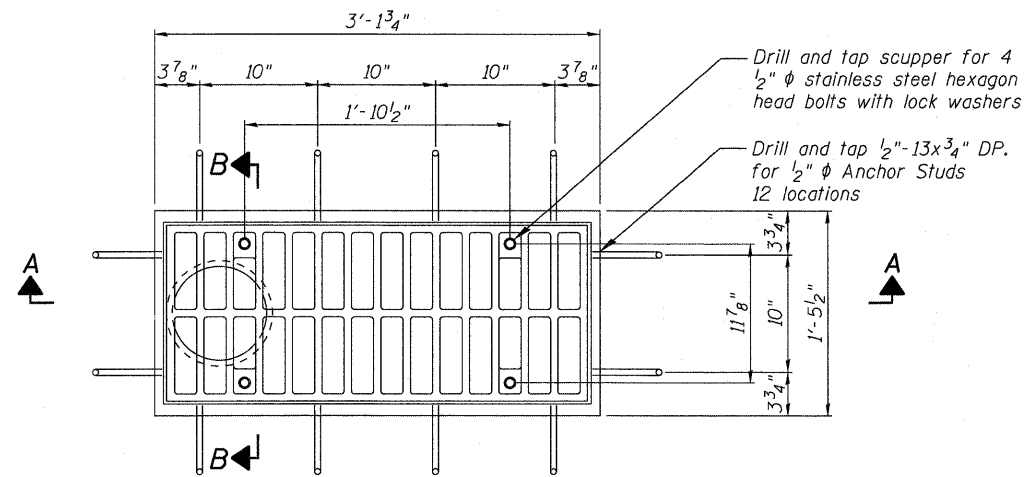
**LOCKING EDGE
RAIL SPLICE**

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

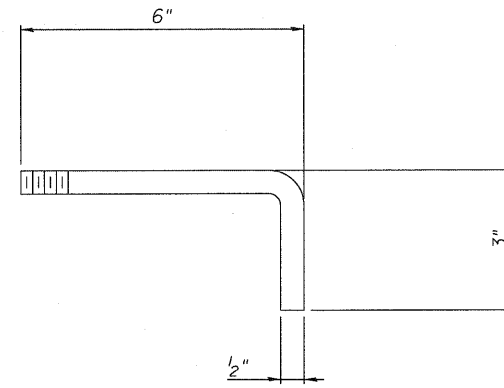
LOCKING EDGE RAILS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	98



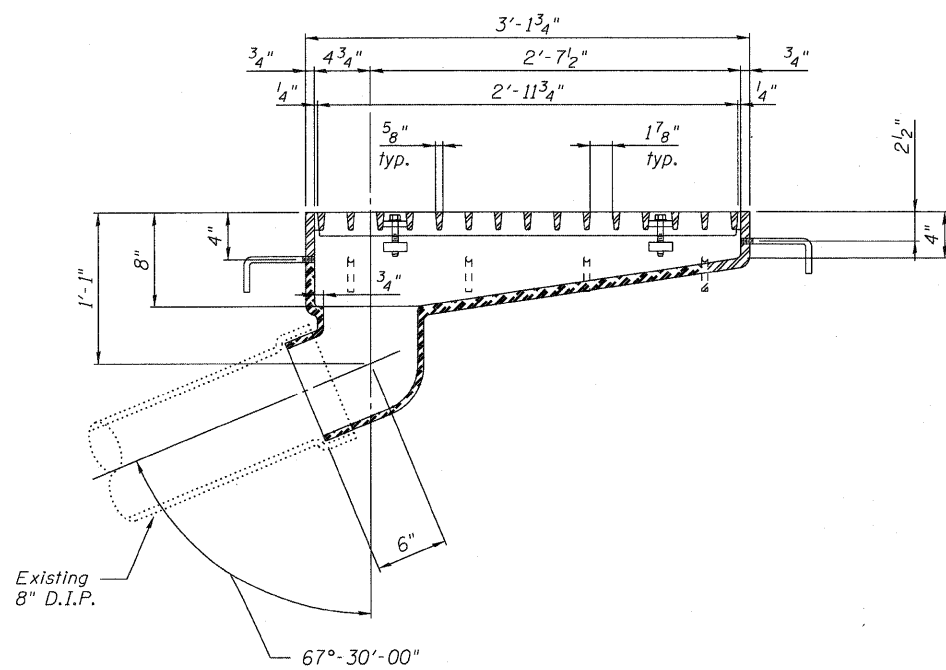
PLAN



ANCHOR STUD DETAIL

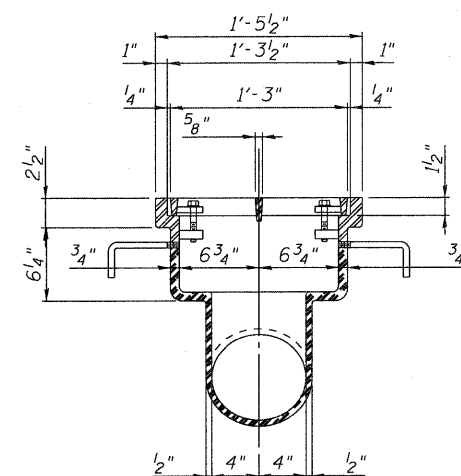
Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
 Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
 As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the Grate, Frame, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, Special.



SECTION A-A

See sheet SB8 for scupper location relative to parapet.



SECTION B-B

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, Special	Each	4

FILE NAME = 0810116-64095-SB20-DS.dgn

JACOBS

USER NAME = JACOBS

PLOT SCALE =

PLOT DATE = 10/28/2010

DESIGNED - MBO

CHECKED - KEB

DRAWN - FJD

CHECKED - KEB

REVISED -

REVISED -

REVISED -

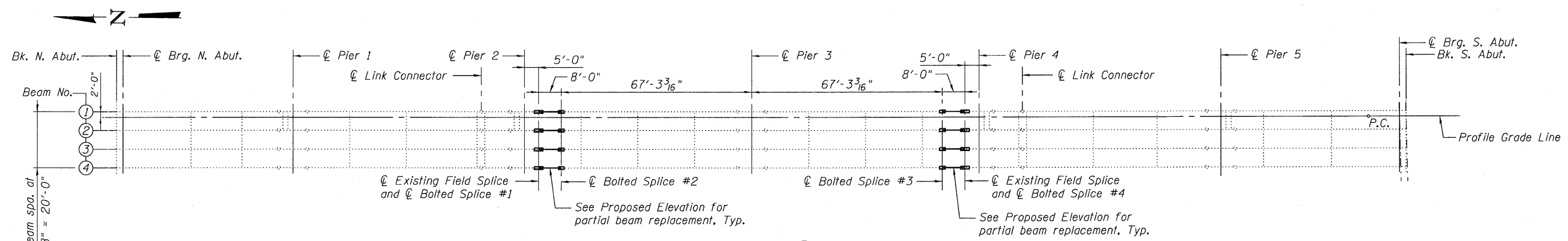
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

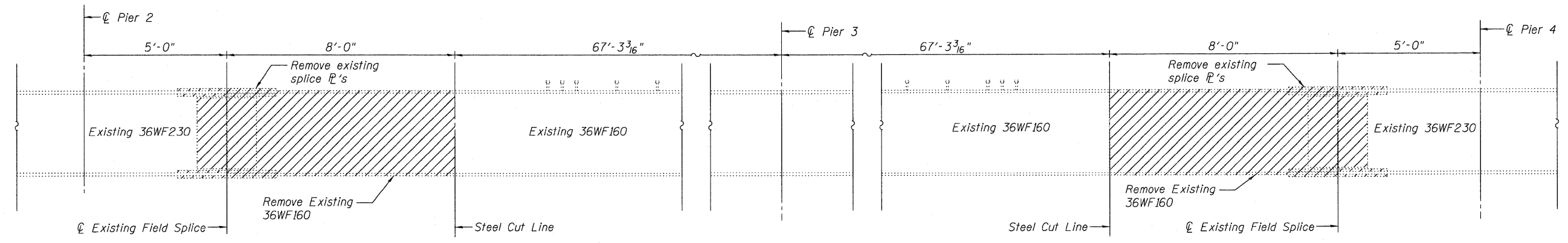
DRAINAGE SCUPPER
STRUCTURE NO. 081-0116

SHEET NO. SB20 OF SB30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(81-1HB)D	ROCK ISLAND	78	66
				CONTRACT NO. 64D95
ILLINOIS FED. AID PROJECT				

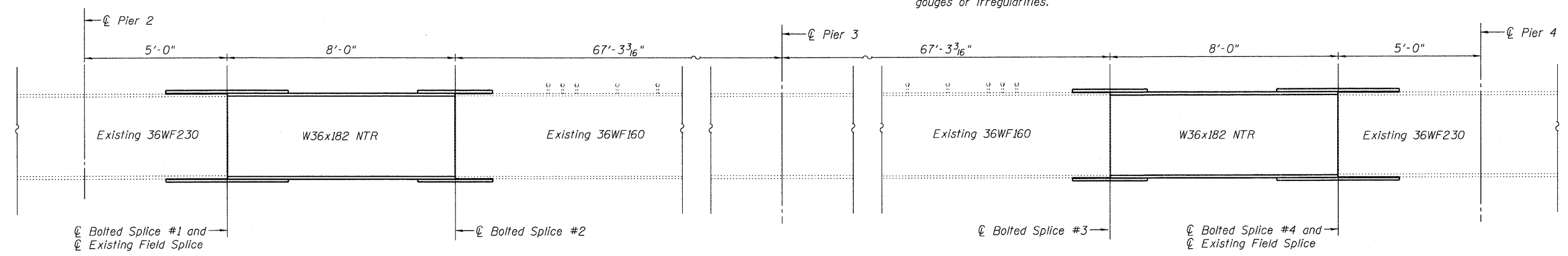


PLAN



EXISTING ELEVATION

All cut edges are to be ground smooth and be free of any nicks, gouges or irregularities.



PROPOSED ELEVATION

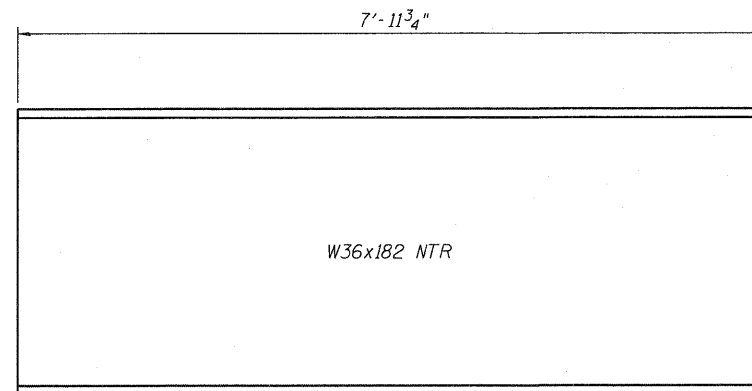
LEGEND

Structural Steel Removal

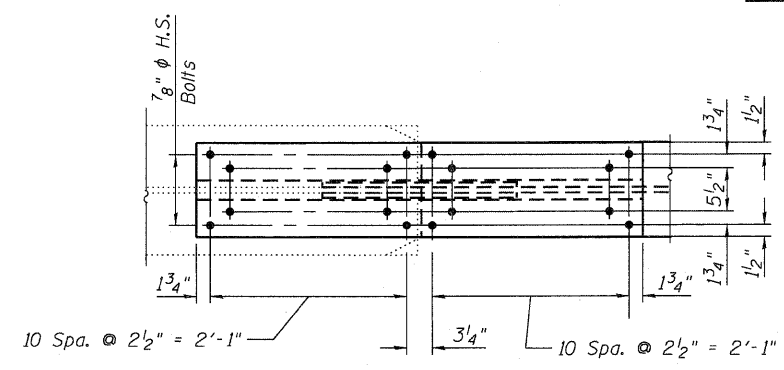
- NOTES:**
- The cost of field drilling required for installation of the steel members is included with Furnishing and Erecting Structural Steel.
 - All structural steel shall conform to AASHTO Classification M270 Gr. 50, unless otherwise noted.
 - Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
 - See Sheet Number SB22 for Bolted Splice Details.

BILL OF MATERIAL

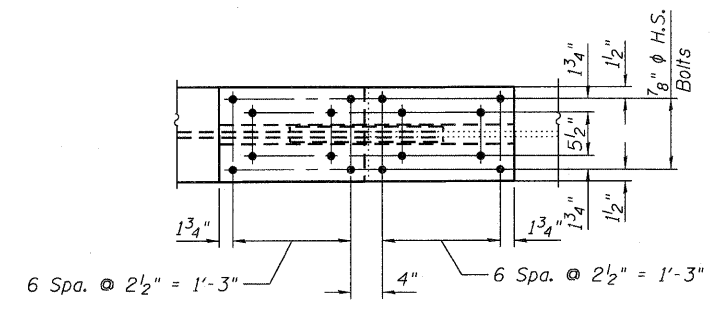
Item	Unit	Total
Structural Steel Removal	Pound	14,000
Furnishing and Erecting Structural Steel	L. Sum	1
Temporary Shoring and Cribbing	L. Sum	1



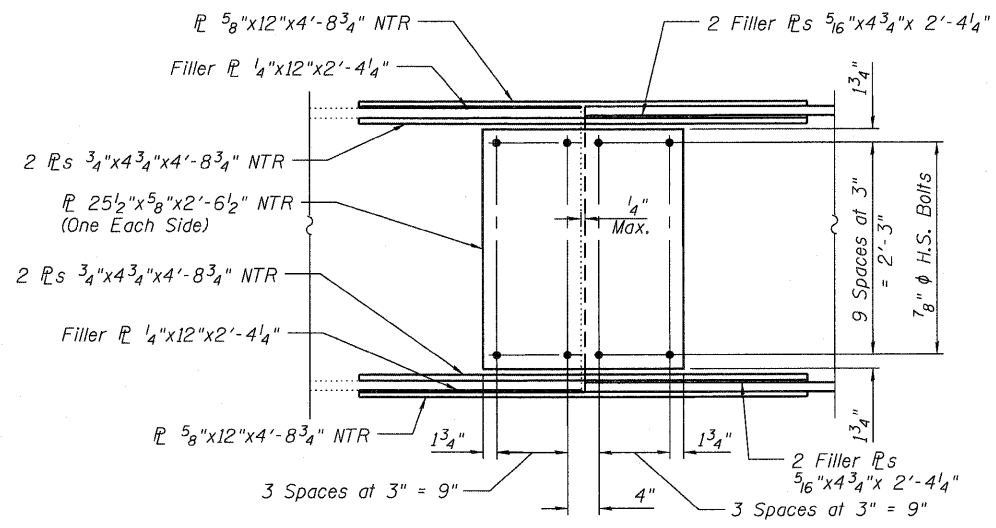
BEAM ELEVATION



PLAN



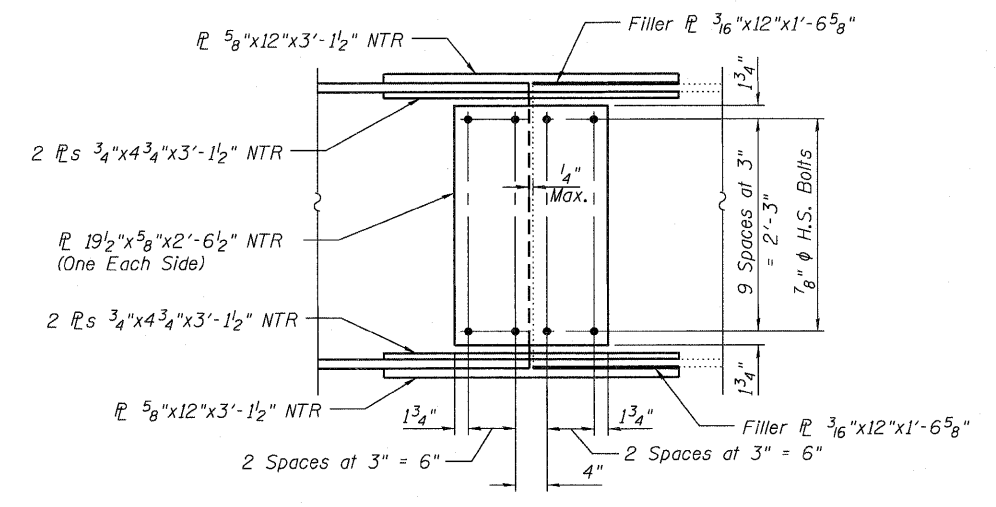
PLAN



ELEVATION

BOLTED SPLICE #1
(4 Required)
BOLTED SPLICE #4 (Opposite Hand)
(4 Required)

Use existing bolt holes as template to drill holes in new plates.



ELEVATION

BOLTED SPLICE #2
(4 Required)
BOLTED SPLICE #3 (Opposite Hand)
(4 Required)

Use holes in new plates as template to field drill holes in existing beam.

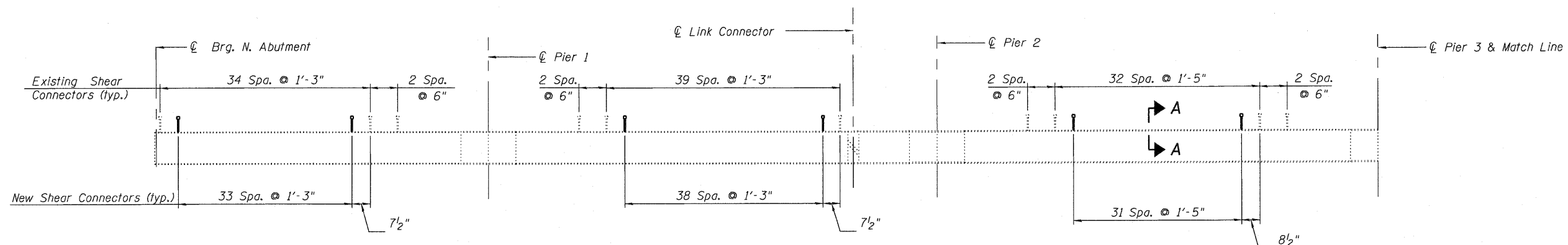
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JACOBS

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PLOT DATE = 10/28/2010	DRAWN - KEB	REVISED -
	CHECKED - LM	REVISED -

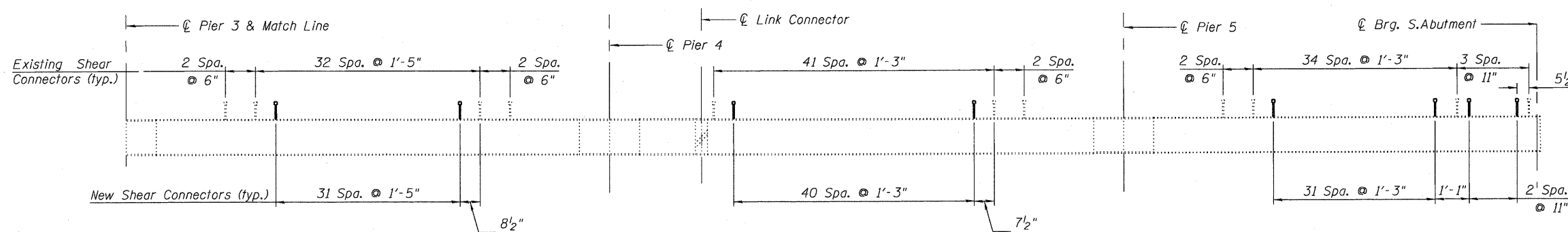
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS II
STRUCTURE NO. 081-0116
SHEET NO. SB22 OF SB30 SHEETS

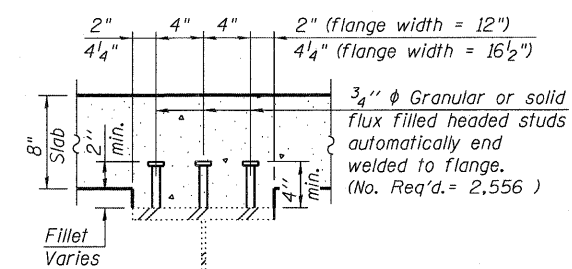
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(81-IHBD)	ROCK ISLAND	78	68
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64D95	



SHEAR CONNECTOR LAYOUT
(Spans 1-3)



SHEAR CONNECTOR LAYOUT
(Spans 4-6)



SECTION A-A
(Fillet reinforcement not shown for clarity.)

FILE NAME = 0810116-64095-SB23-SHEARCONN.dgn
JACOBS

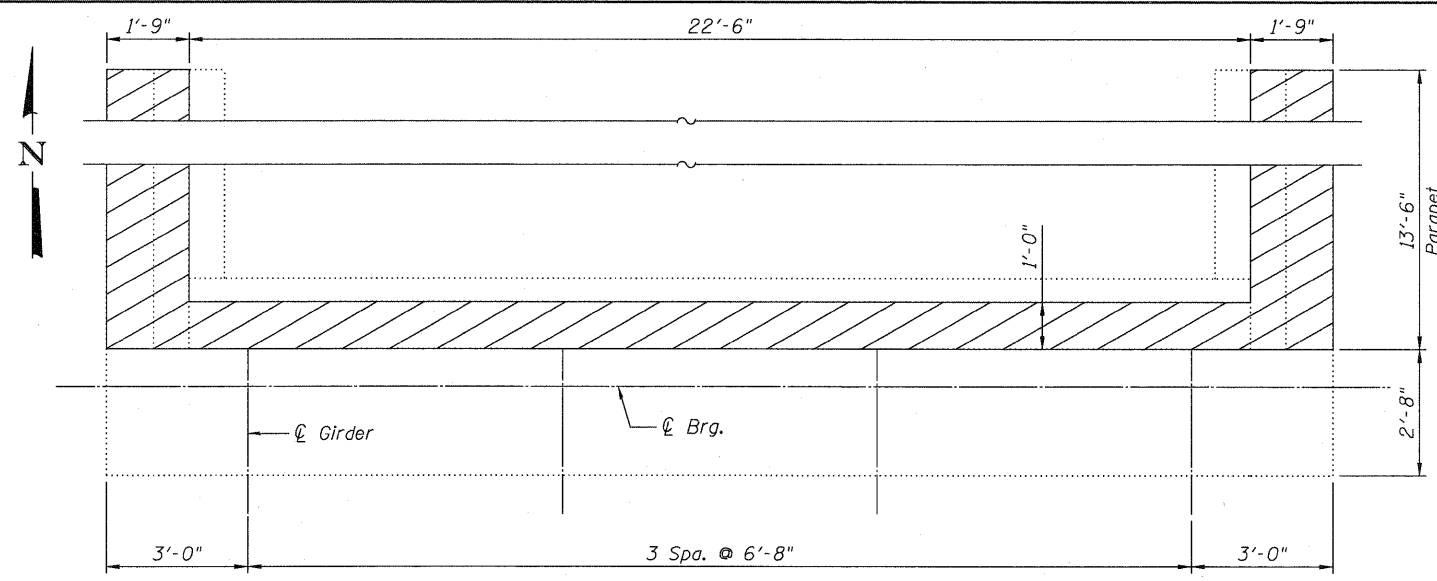
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PLOT DATE = 10/28/2010	CHECKED - KEB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

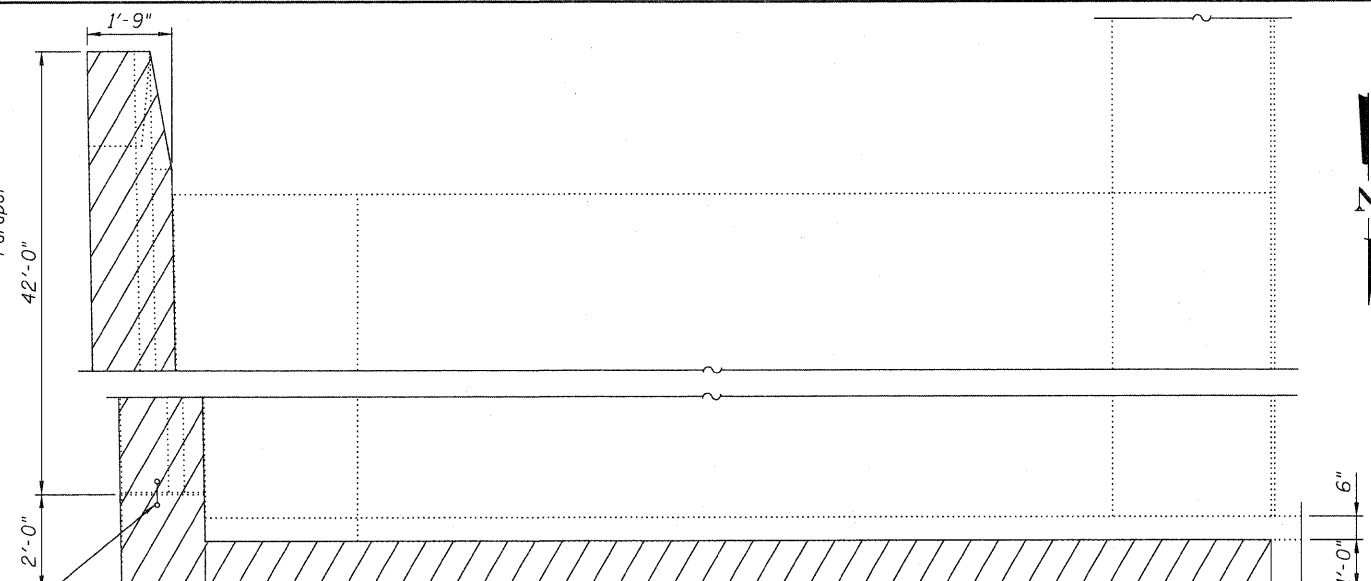
STRUCTURAL STEEL DETAILS III
STRUCTURE NO. 081-0116

SHEET NO. SB23 OF SB30 SHEETS

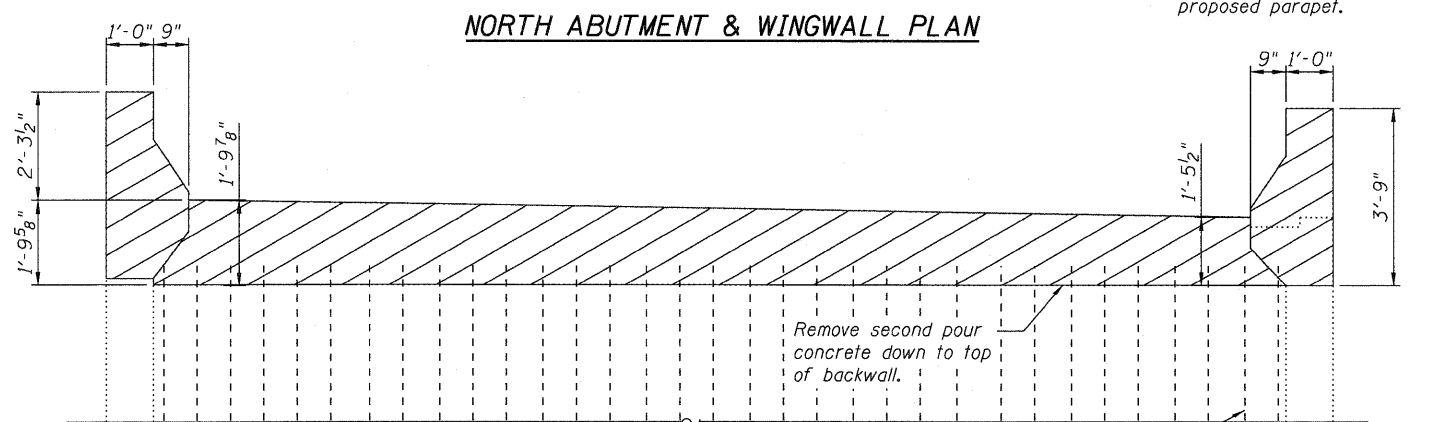
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(81-IHB)D	ROCK ISLAND	78	69
CONTRACT NO. 64D95			ILLINOIS FED. AID PROJECT	



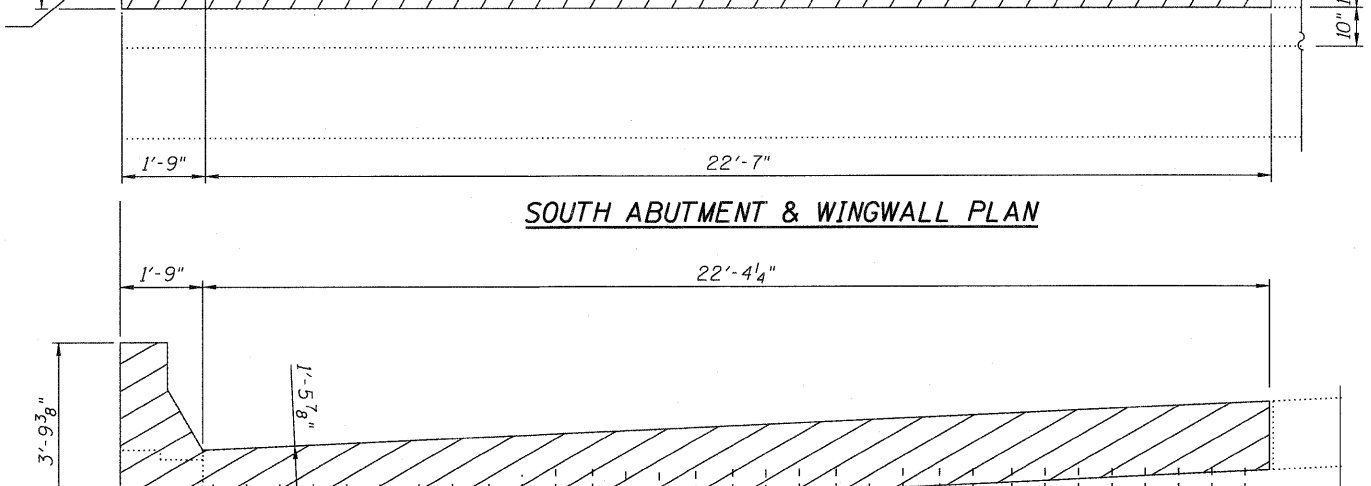
NORTH ABUTMENT & WINGWALL PLAN



SOUTH ABUTMENT & WINGWALL PLAN



NORTH ABUTMENT ELEVATION

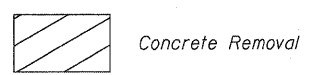


SOUTH ABUTMENT ELEVATION

**ABUTMENT AND PARAPET REMOVAL
BILL OF MATERIAL**

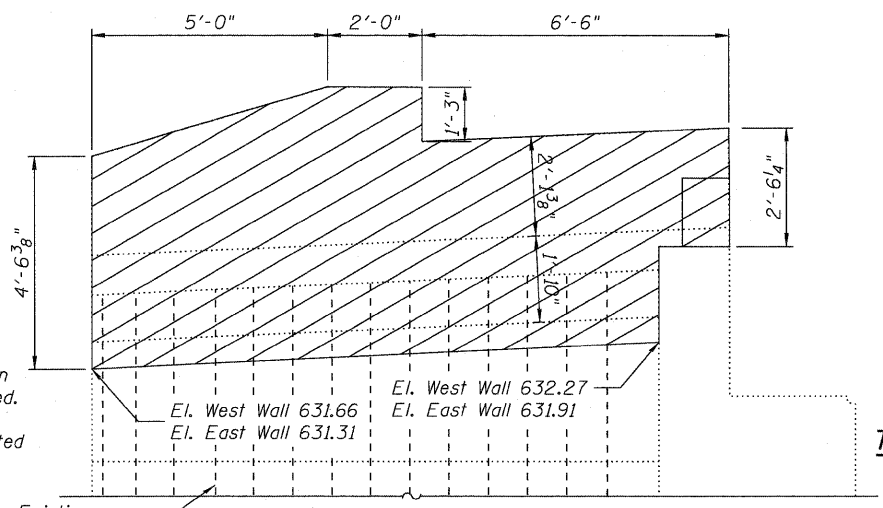
Concrete Removal	Cu. Yd.	19
------------------	---------	----

LEGEND



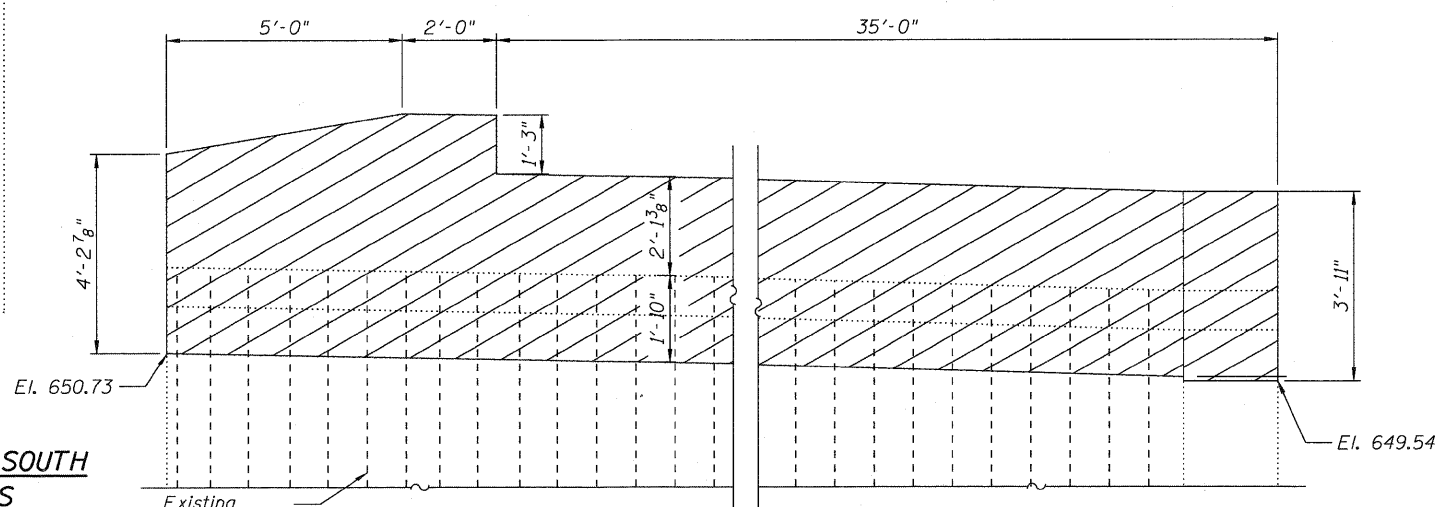
NOTES:

- Existing reinforcement extending in the removal area shall be incorporated in the new work.
- Use elevations for removal. They show amount of wing wall to remain for proposed parapet to be installed. Vertical dimensions shown for information only. They were extracted from existing drawings and TS&L.
- Trim vertical bars to end below proposed approach slab.

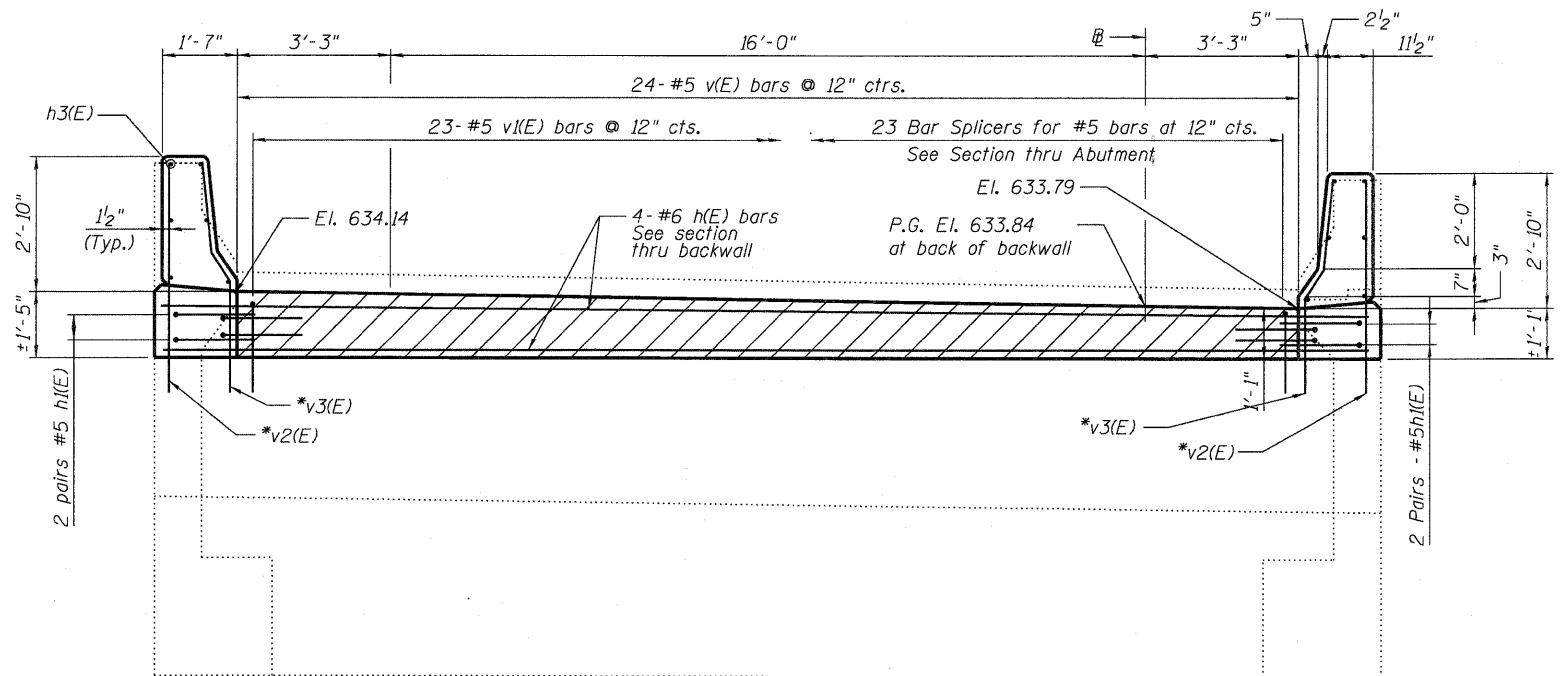


NORTH ABUTMENT WINGWALL ELEVATION
(Looking East, West Wing Wall Opp. Hand)

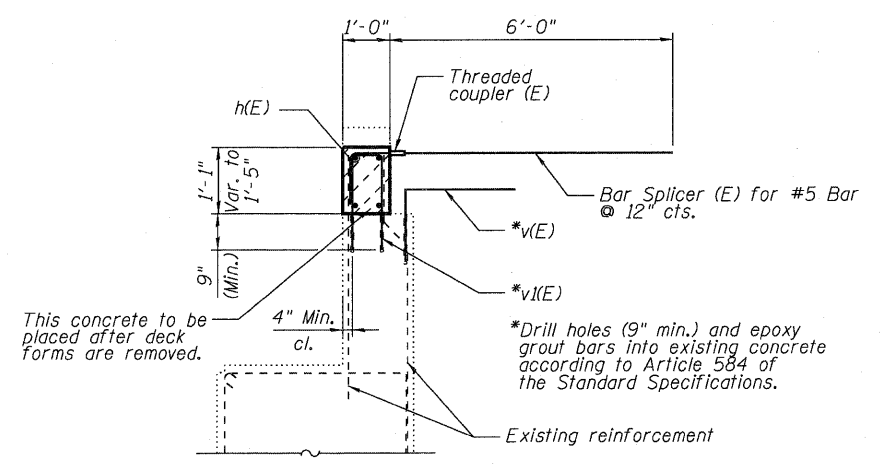
**SECTION
THRU NORTH & SOUTH
ABUTMENTS**



SOUTH ABUTMENT WINGWALL ELEVATION
(Looking East)

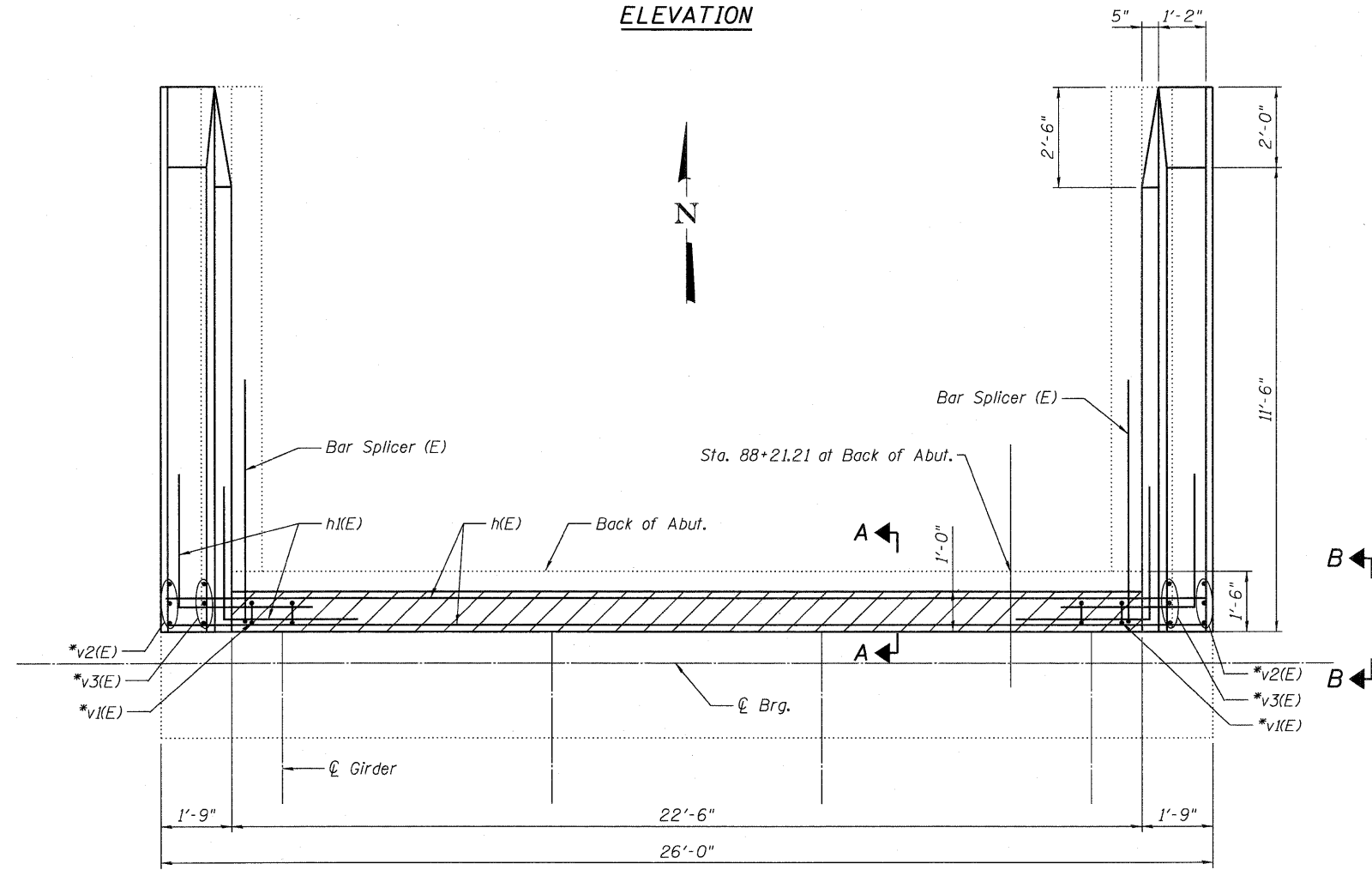


ELEVATION

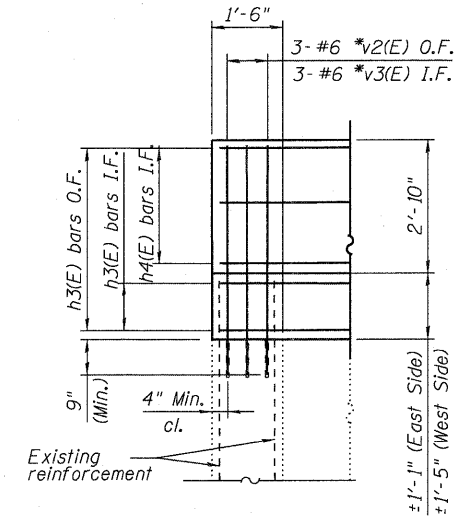


SECTION THRU ABUTMENT

SECTION A-A



PLAN

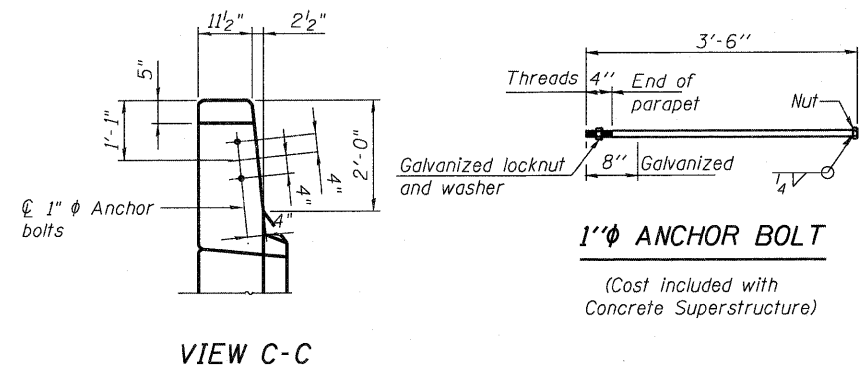
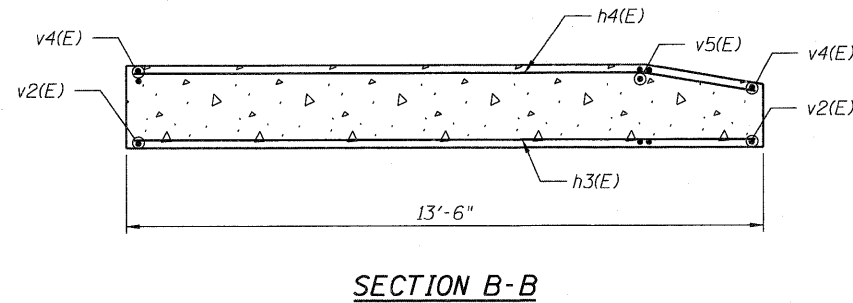
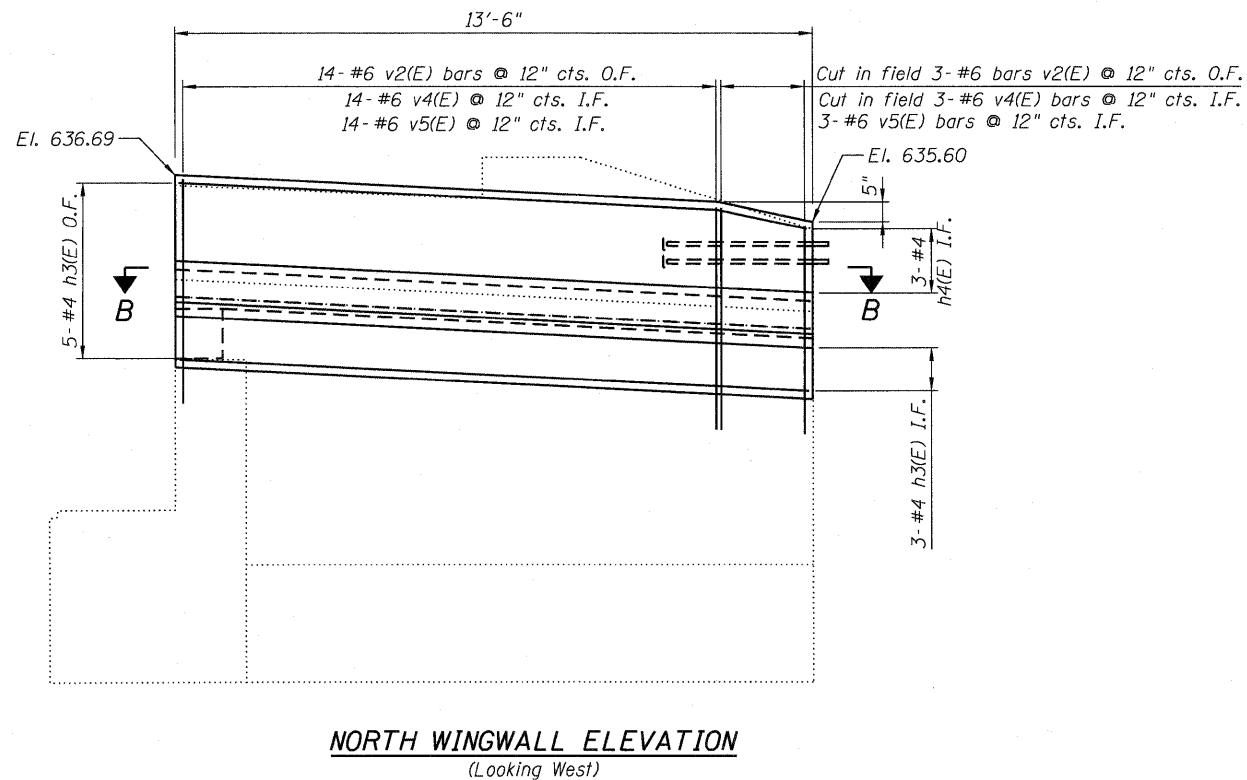
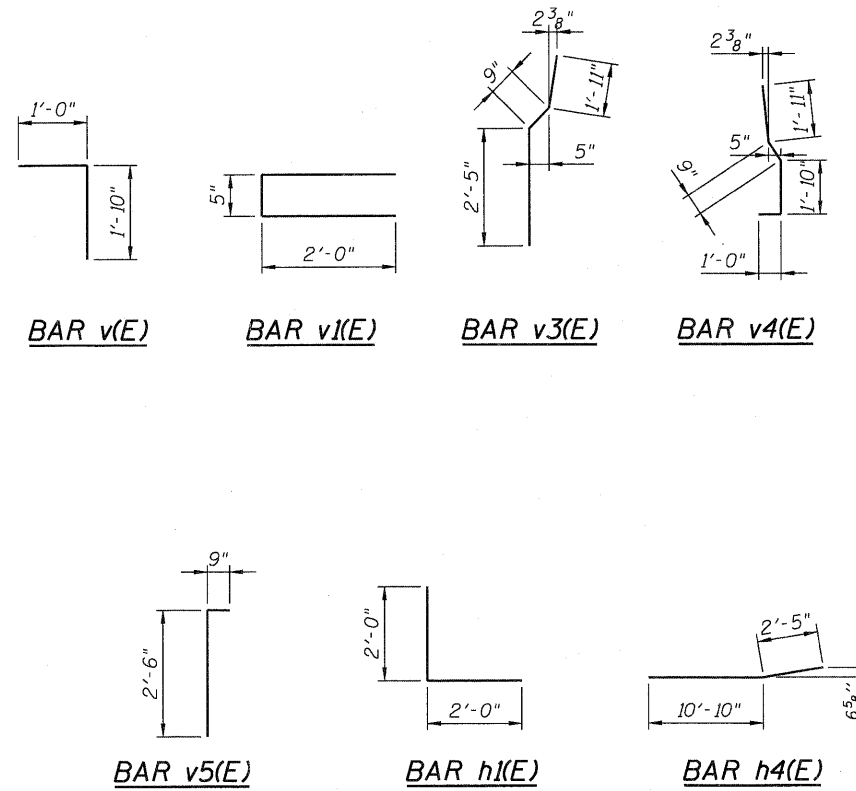
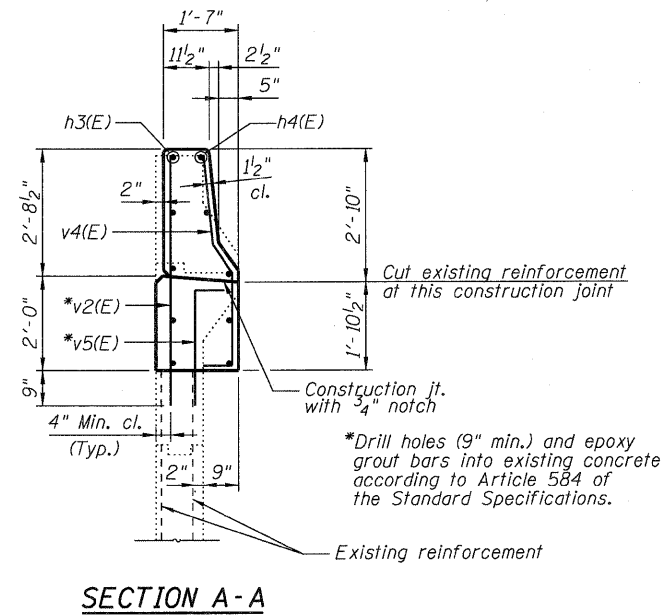
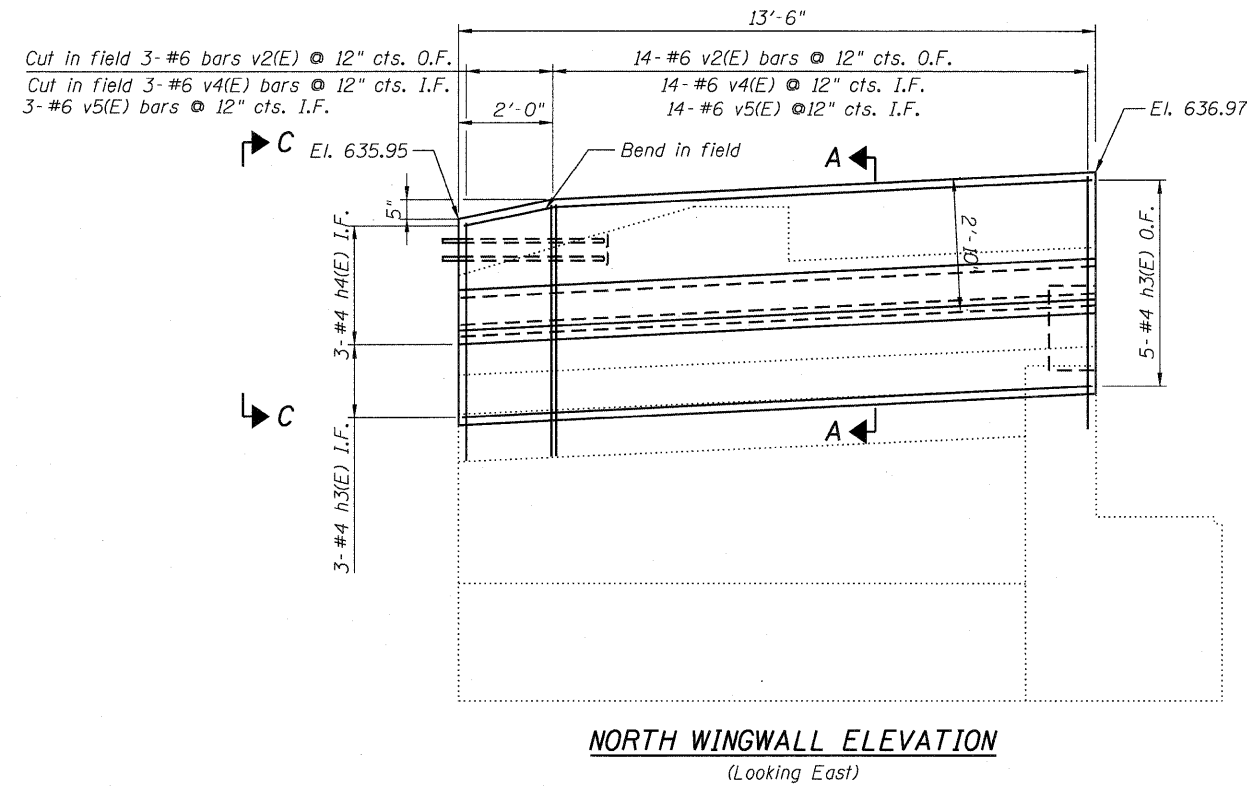


VIEW B-B

NOTES:

1. Hatched area to be poured after superstructure false work has been removed. Quantity of Concrete included in Concrete Superstructure.
2. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

FILE NAME = 0116.NORTH.ABUT1.dgn	USER NAME = TERRA	DESIGNED - OY	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH ABUTMENT DETAILS STRUCTURE NO. 081-0116	F.A.P. RTE. 74	SECTION (81-1HBID)	COUNTY ROCK ISLAND	TOTAL SHEETS 78	SHEET NO. 71
TERRA ENGINEERING LTD.	PLOT SCALE =	CHECKED - JB	REVISED -			CONTRACT NO. 64D95				
PLOT DATE = 10/28/2010	DATE -	REVISED -	SHEET NO. SB25 OF SB30 SHEETS			ILLINOIS FED. AID PROJECT				
						CONTRACT NO. 64D95				

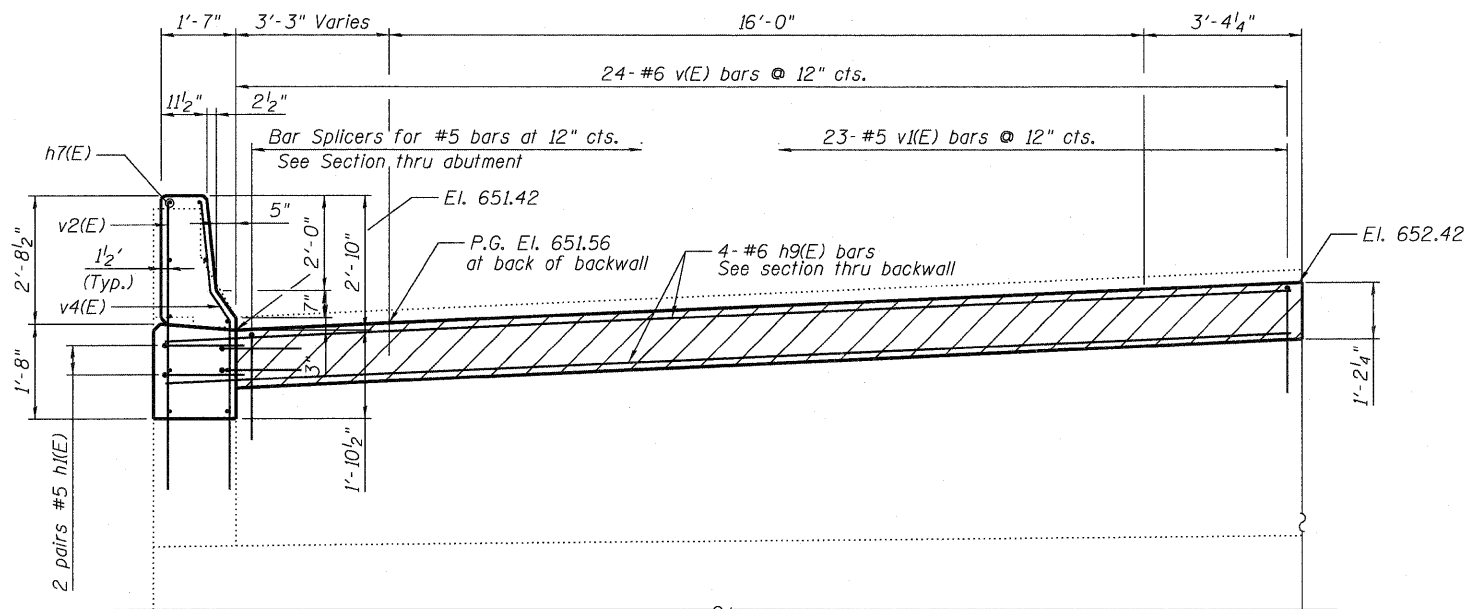


**NORTH ABUTMENT & WINGWALL
BILL OF MATERIAL**

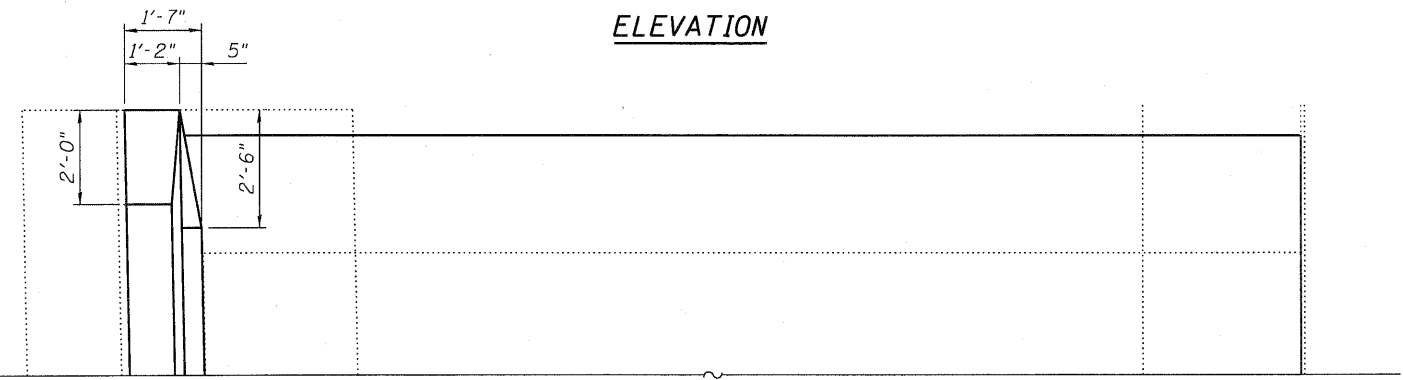
Bar	No.	Size	Length	Shape
h(E)	4	#6	22'-2"	—
h1(E)	8	#5	4'-0"	L
h3(E)	16	#4	13'-3"	—
h4(E)	6	#4	13'-3"	—
v(E)	24	#6	2'-10"	L
v1(E)	23	#5	4'-5"	—
v2(E)	34	#6	6'-1"	—
v3(E)	6	#6	5'-1"	—
v4(E)	28	#6	5'-6"	—
v5(E)	34	#6	3'-3"	—
Concrete Structures			Cu. Yd.	7
Reinforcement Bars, Epoxy Coated			Pound	1400

NOTES:

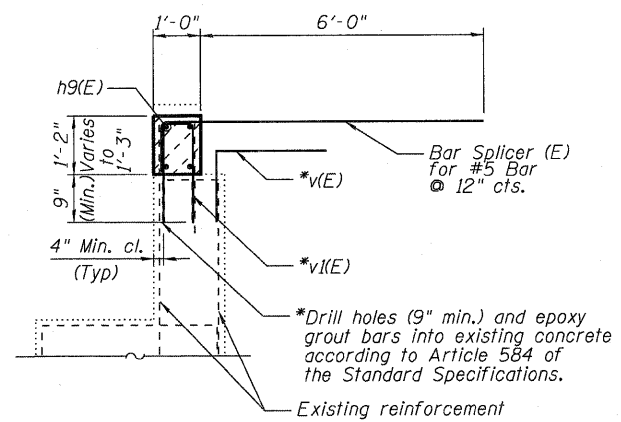
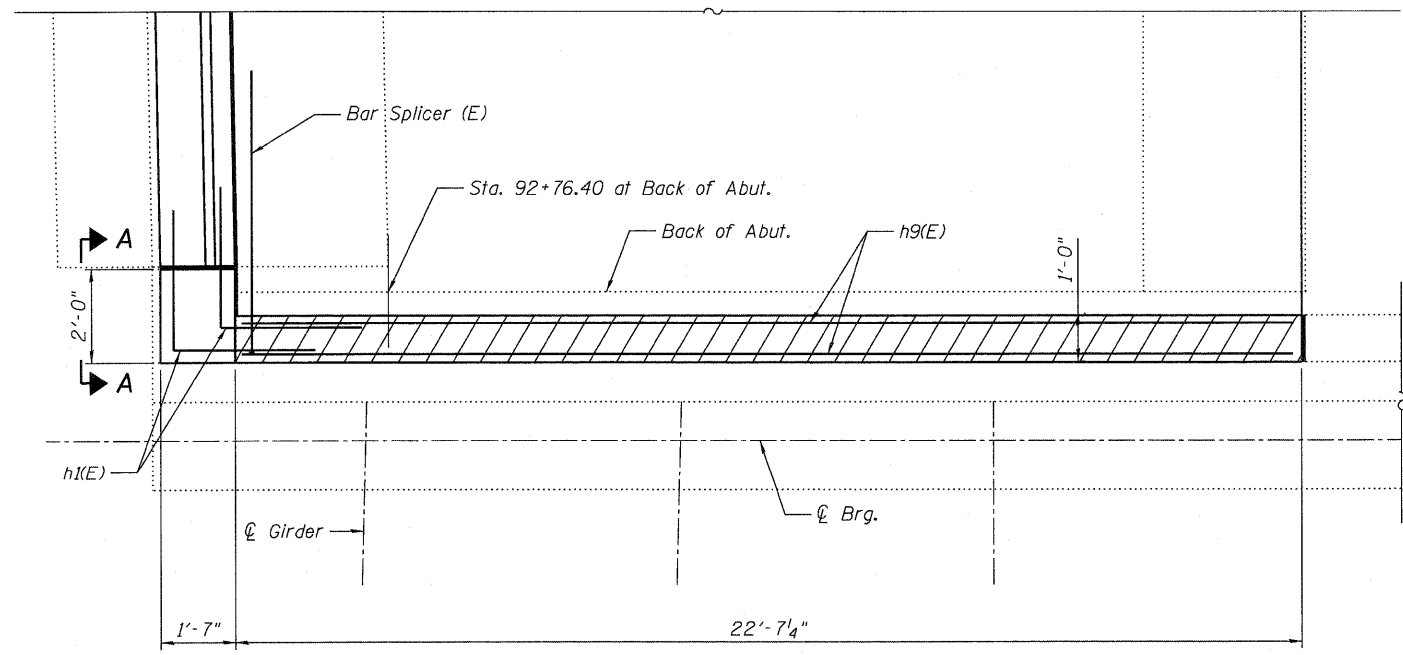
- Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
- Actual vertical dimensions may vary. Use elevation to set at correct height.



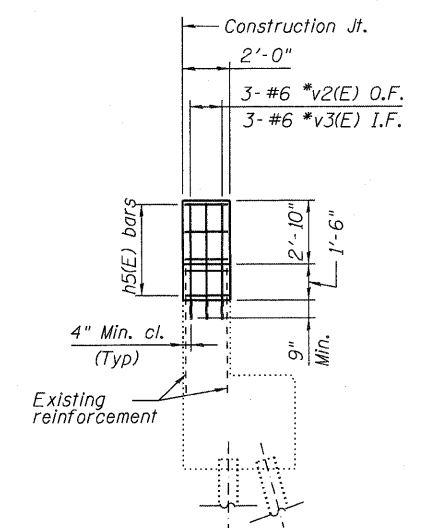
ELEVATION



PLAN



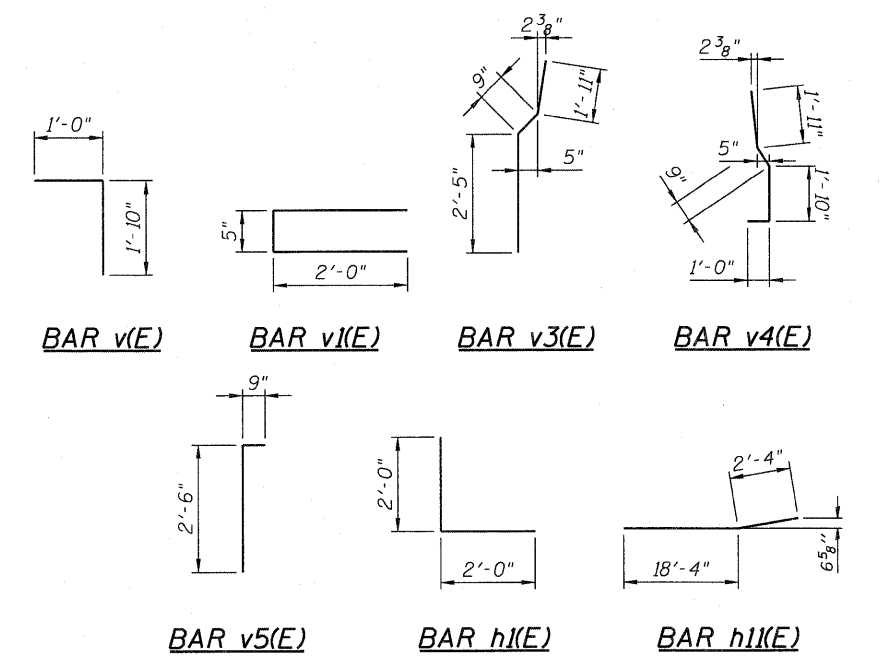
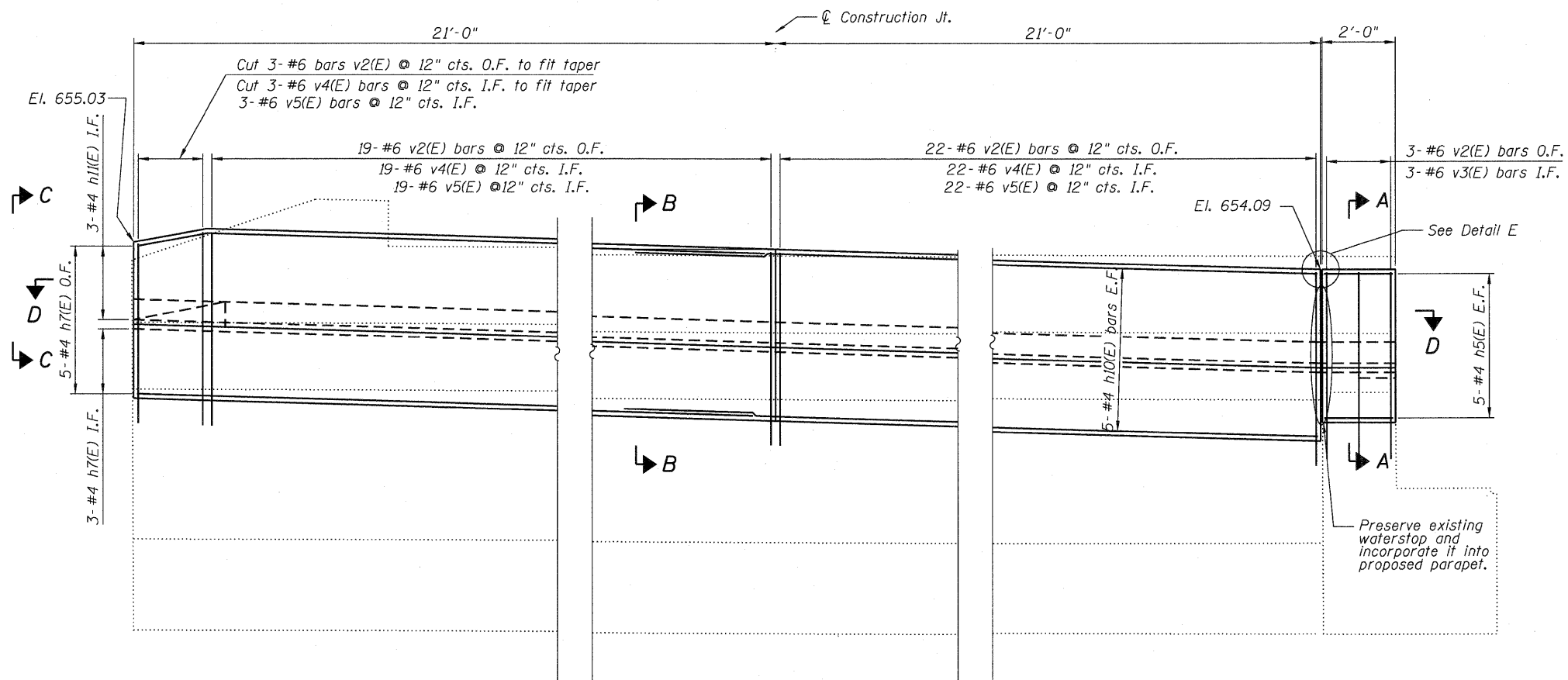
SECTION THRU BACKWALL



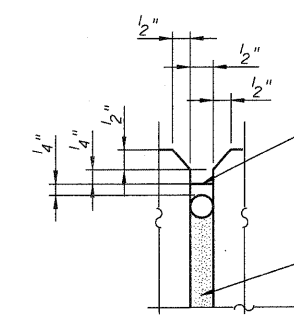
VIEW A-A

- NOTES:**
1. Hatched area to be poured after superstructure false work has been removed. Quantity of Concrete included in Concrete Superstructure.
 2. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

FILE NAME = 0116_SOUTH_ABUT1.dgn TERRA ENGINEERING LTD. 200 W. OGDEN ST., SUITE 200 CHICAGO, IL 60604 TEL: 312-487-0100 FAX: 312-487-0200 www.terraengineering.com	USER NAME = TERRA PLOT SCALE = PLOT DATE = 10/28/2010	DESIGNED - OY DRAWN - CM CHECKED - JJB DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH ABUTMENT DETAILS STRUCTURE NO. 081-0116 SHEET NO. SB27 OF SB30 SHEETS	F.A.P. RTE. 74 SECTION (81-1HB)D COUNTY ROCK ISLAND TOTAL SHEETS 78 SHEET NO. 73	CONTRACT NO. 64D95 ILLINOIS FED. AID PROJECT



SOUTH WINGWALL ELEVATION
(Looking East)



Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-902, Type S, Grade NS, Class 24, Use T with a 5/8" bucket rod.

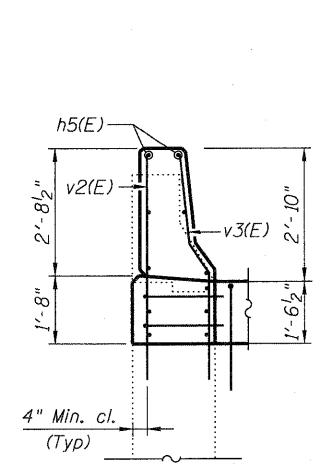
1/2" Preformed Self-Expanding Cork Joint Filler according to Article 1051.07 of the Std. Spec. Cost included with Concrete Structure.

DETAIL E

SOUTH ABUTMENT & WINGWALL

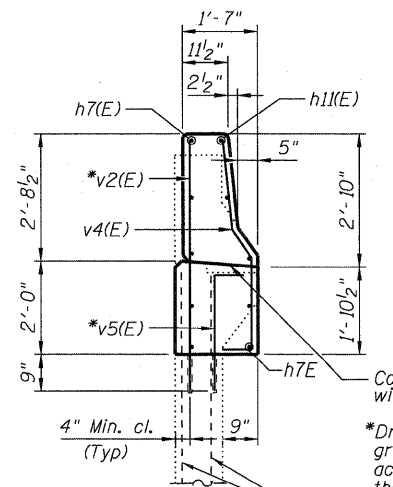
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	4	#5	4'-0"	L
h5(E)	10	#4	1'-9"	—
h7(E)	8	#4	20'-8"	—
h9(E)	4	#6	22'-3"	—
h10(E)	10	#4	22'-8"	—
h11(E)	3	#4	20'-8"	—
v(E)	24	#6	2'-10"	L
v1(E)	23	#5	4'-5"	L
v2(E)	47	#6	6'-1"	L
v3(E)	3	#6	5'-1"	L
v4(E)	44	#6	5'-6"	L
v5(E)	44	#6	3'-3"	L
Concrete Structures			Cu. Yd.	11
Reinforcement Bars, Epoxy Coated			Pound	1750



SECTION A-A

Embed v2 and v3 bars sufficiently to provide 2" clearance from top of barrier wall

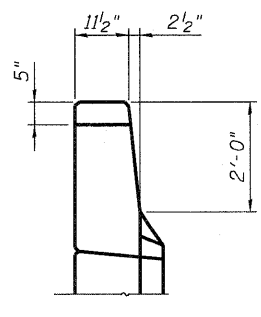


SECTION B-B

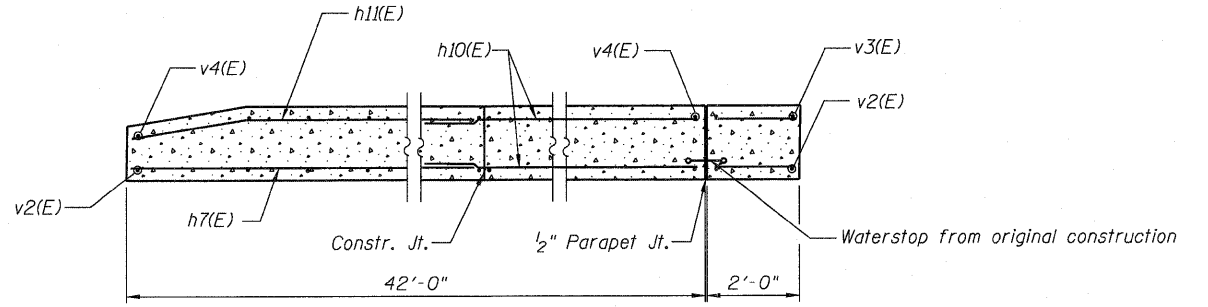
Construction jt. with 3/4" notch

*Drill holes (9" min.) and epoxy grout bars into existing concrete according to Article 584 of the Standard Specifications.

Existing reinforcement



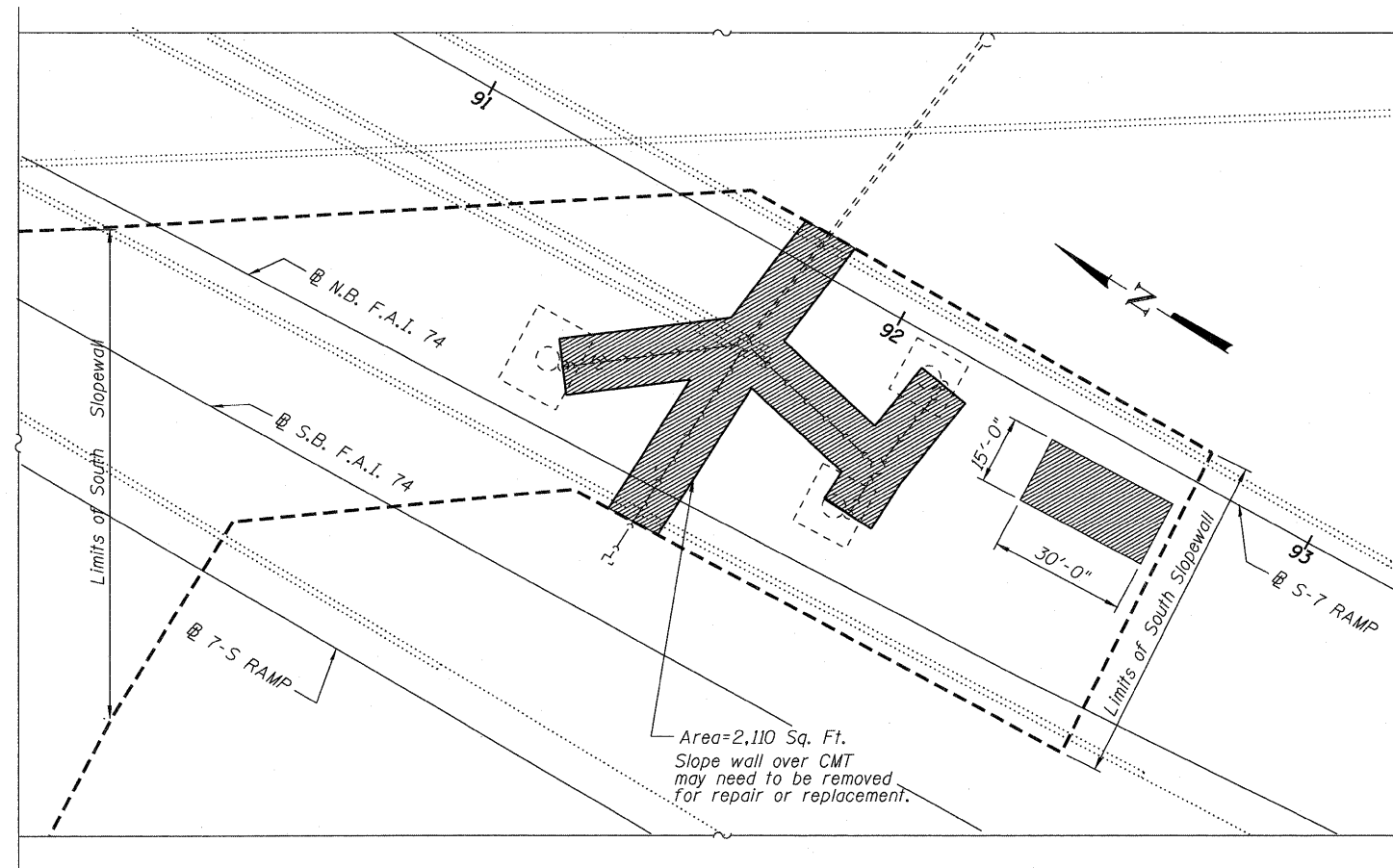
SECTION C-C



SECTION D-D

NOTE:

Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.



SOUTH SLOPE WALL REPAIR PLAN

LEGEND

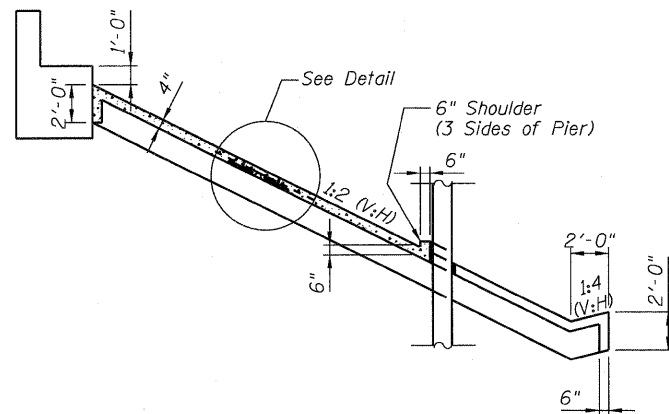
- Indicates Area of Slope wall Repair

NOTES:

1. Slope wall repairs shall conform to the details in this plan and the Special Provision for "Slope Wall Repair".

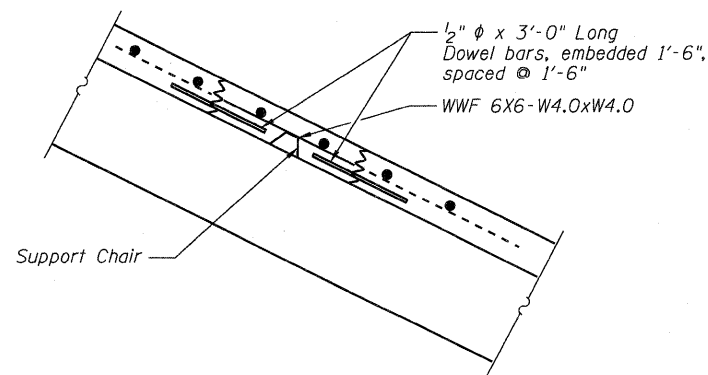
Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0xW4.0, weighing 58 lbs. per 100 sq. ft.

Actual quantity of slope wall repair will be determined in the field by the Engineer. Volume of CLSM will also be determined in the field.
2. Slope Wall Slurry Pumping shall be completed in conformance with the Special Provision "Slope Wall Slurry Pumping".
3. Near the south abutment 2 panels of slope wall were found at the bottom of a 3 foot deep void during the inspection. The void varied in depth. It appeared to extend to the abutment and to extend at least 20 feet downhill. The remainder of the slope wall was cracked and individual segments were pitched at different angles. The stability and load carrying capacity of various segments was unknown. The Contractor shall proceed with caution in all his operations.
4. See Roadway Plans for pay items related to video taping and possible replacement of CMT and RCP. The locations of replacement will affect the location of slope wall removal.
5. After the video of corrugated metal tubes (CMT) has been reviewed by the Engineer, the Contractor shall establish a plan of action in consultation with the Resident Engineer. It is anticipated that some of the CMT will need to be replaced and some of it repaired. Replacing CMT will require safely removing slope wall for the width required to safely repair or replace CMT at locations that will be identified when the video is reviewed. If any of the voids reach the columns, wrap each exposed column with 2" thick preformed joint filler all around from ground line to top face of slope wall.
6. It is anticipated that CLSM will be included in the plan of action described in Note 5 for addressing the voids under the slope wall.
7. After the CLSM has set, 1/2 inch diameter dowel bars shall be drilled and grouted into the edge of each opening at 1'-6" spacing. Then the welded wire fabric shall be supported to maintain it's profile 2" below the finished elevation of the slope wall. Then the slope wall be cast in conformance with the requirements of the Standard Specifications Section 511.
Quantity of slope wall repair was based upon expectation that void under slope wall may be extensive. Only 2 panels had collapsed at the time of inspection, the actual repair quantities may vary greatly. They will be established in the plan of action.



SLOPE WALL REPAIR ELEVATION

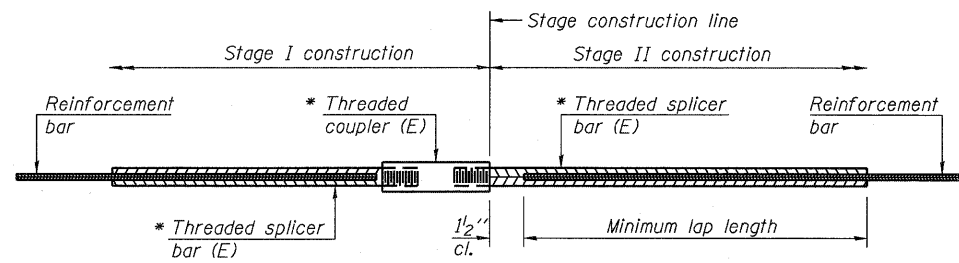
If slope wall repair extends to pier construct curb around pier.



DETAIL FOR SLOPE WALL REPAIR

SLOPE WALL BILL OF MATERIAL

Slope Wall Repair	Sq. Yd.	280
Slope Wall Slurry Pumping	Cu. Yd.	120



STANDARD BAR SPLICER ASSEMBLY

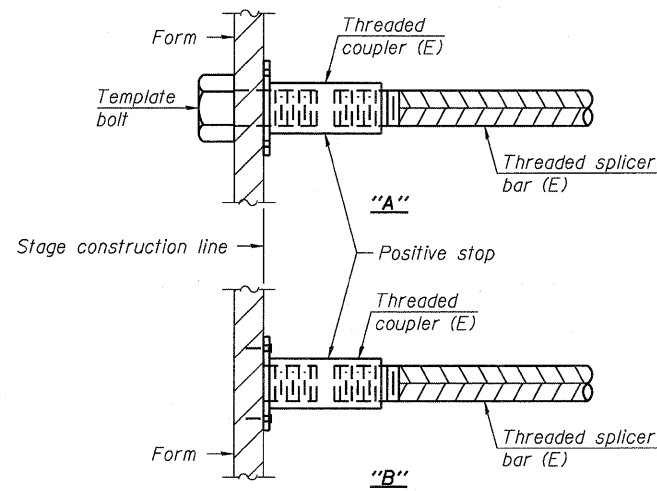
Bar size to be spliced	Minimum Lap Lengths				
	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- 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, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

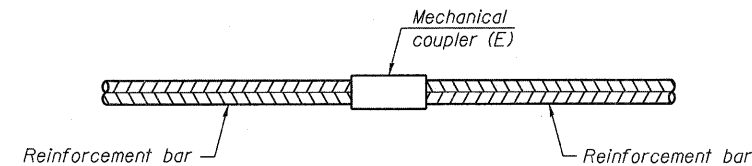
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



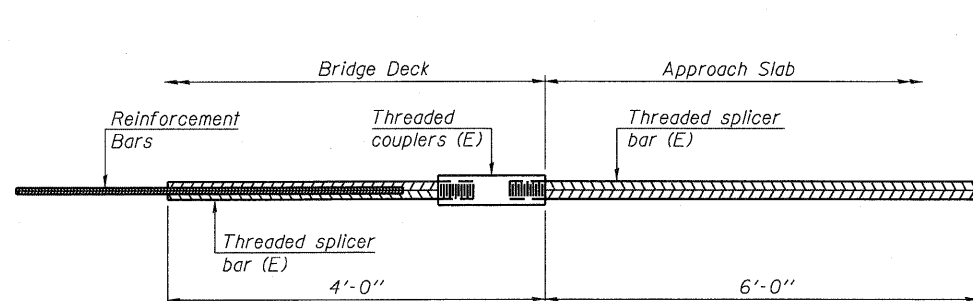
INSTALLATION AND SETTING METHODS

"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.



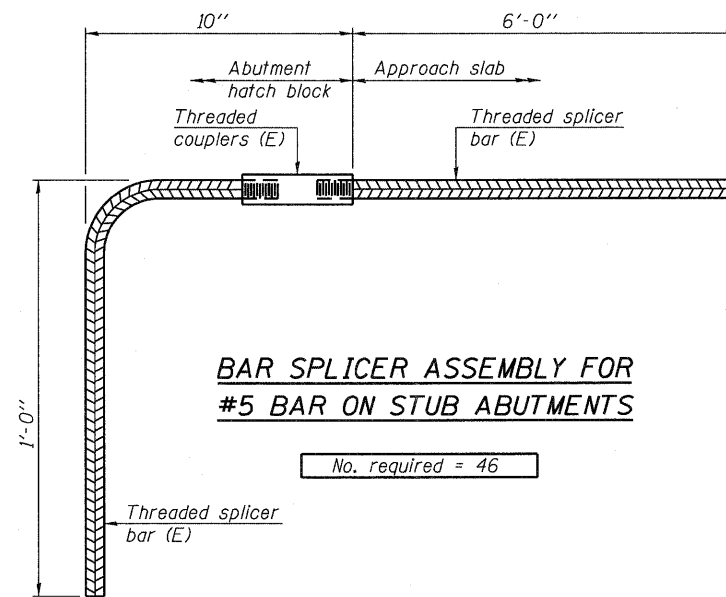
STANDARD MECHANICAL SPLICER

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 = 46

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 special provision for Mechanical Splicers.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

7-1-10

FILE NAME = 0810116-64D95-SB30-BSD.dgn

JACOBS

USER NAME = JACOBS	DESIGNED - MBO	REVISD -
PLOT SCALE =	CHECKED - LM	REVISD -
PLOT DATE = 10/28/2010	DRAWN - MBO	REVISD -
	CHECKED - LM	REVISD -

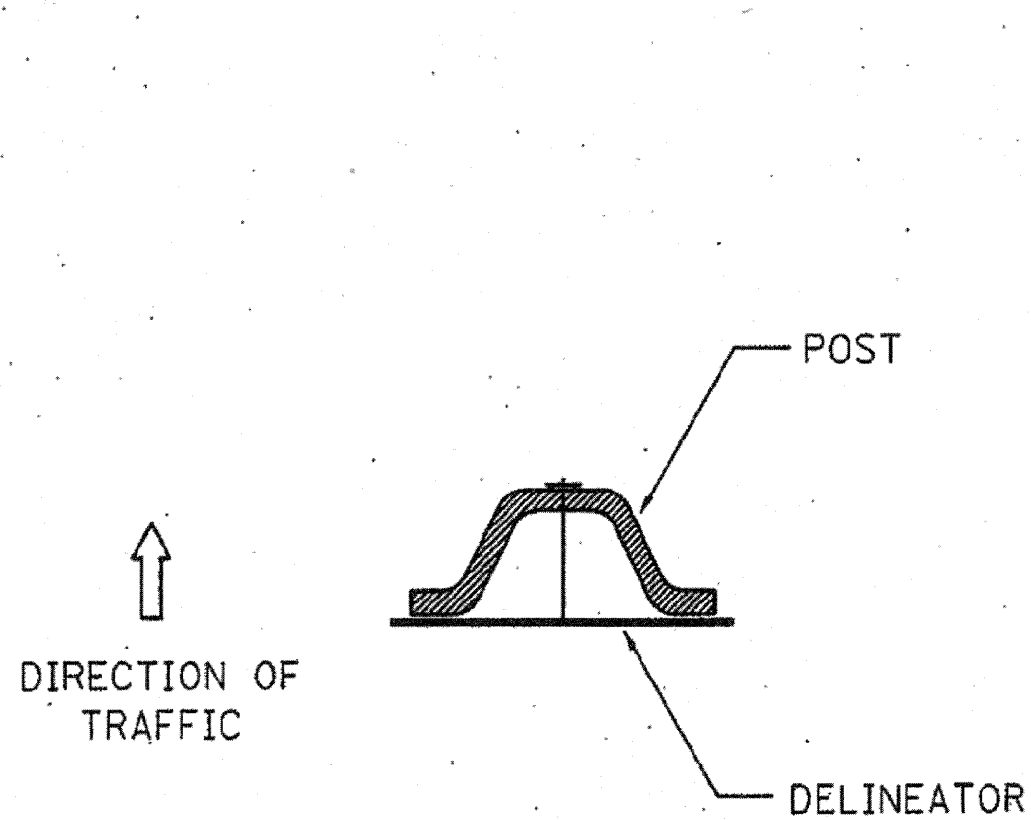
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 081-0116

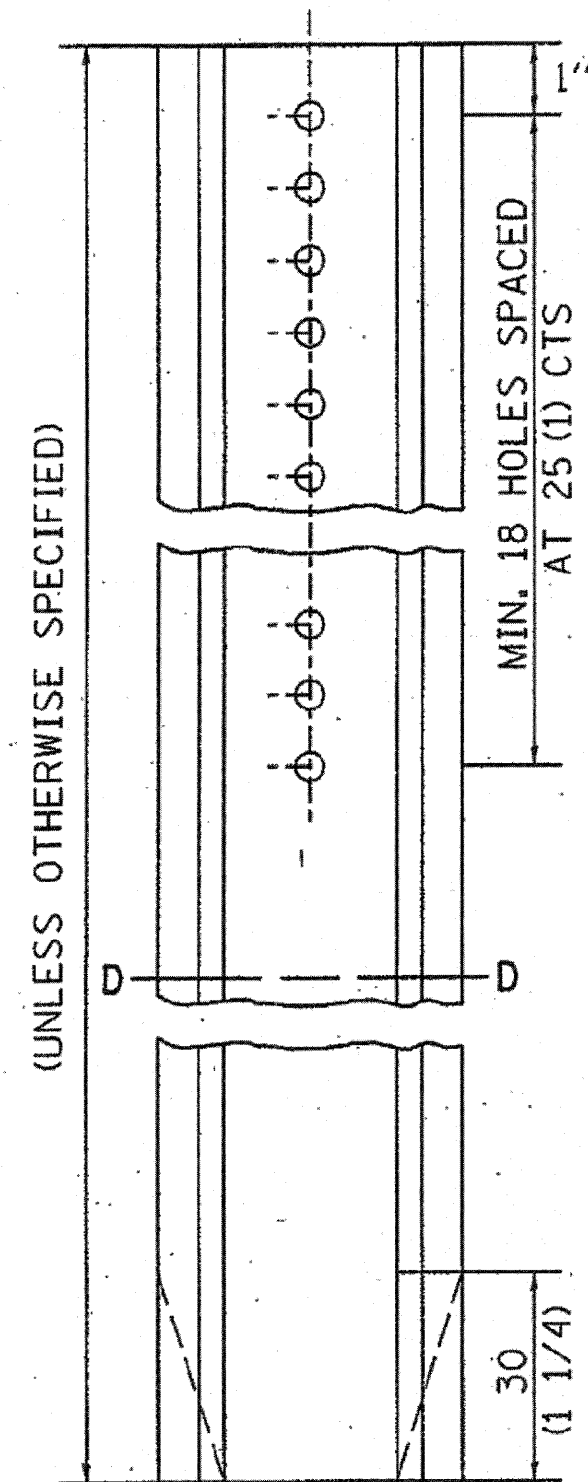
SHEET NO. SB30 OF SB30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(81-1HBID)	ROCK ISLAND	78	76
CONTRACT NO. 64D95				
ILLINOIS FED. AID PROJECT				

DELINEATOR AND POST ORIENTATION



SECTION D-D



DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHED AS SHOWN ABOVE.

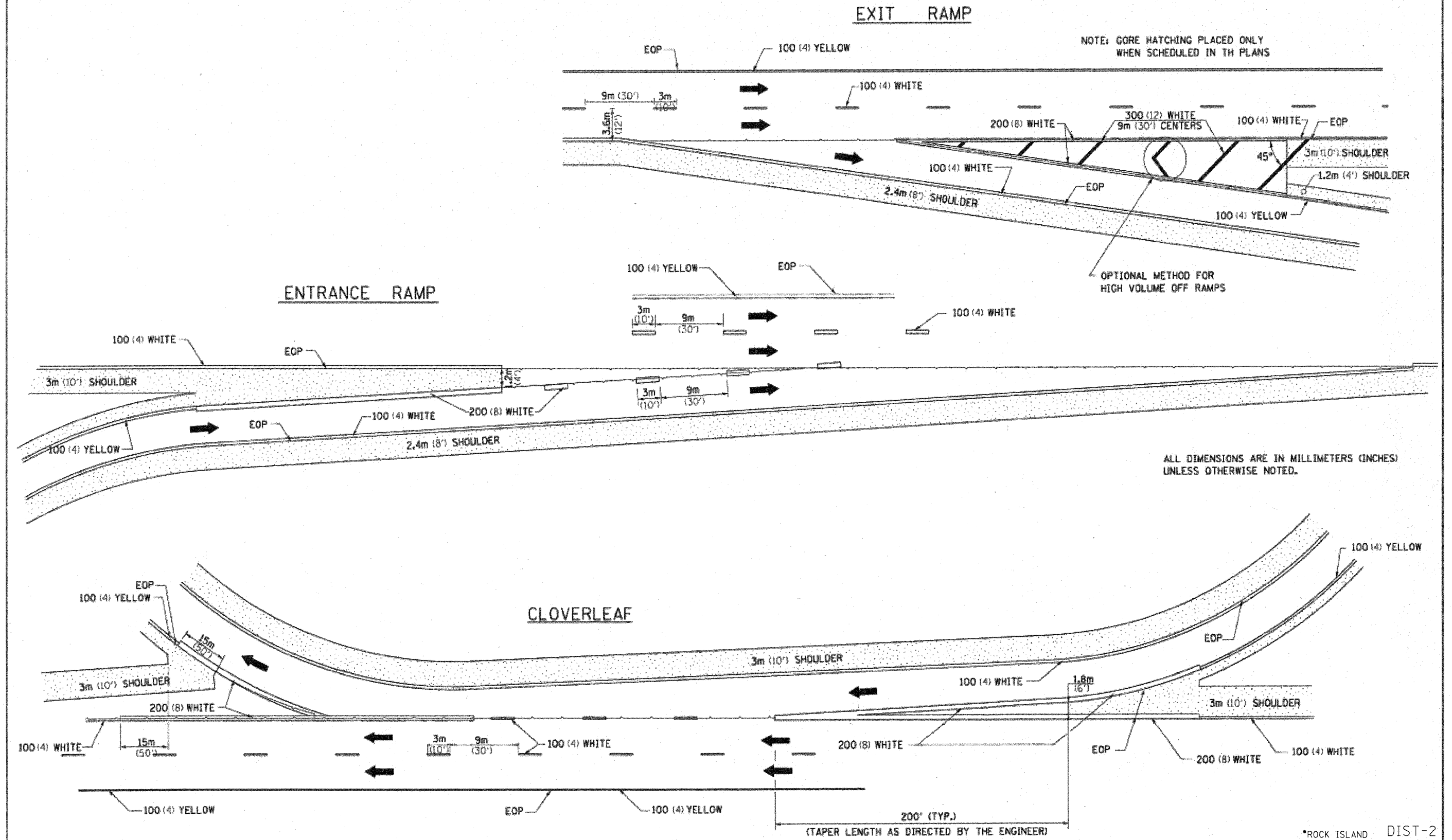
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

DIST-1

REVISED - 11-01-07	REGION 2 / DISTRICT 2 STANDARD				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -					74	(81-1HB)D	ROCK ISLAND	78	77
REVISED -					CONTRACT NO. 64D95				
REVISED -	SCALE: 1.0000' / IN.	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

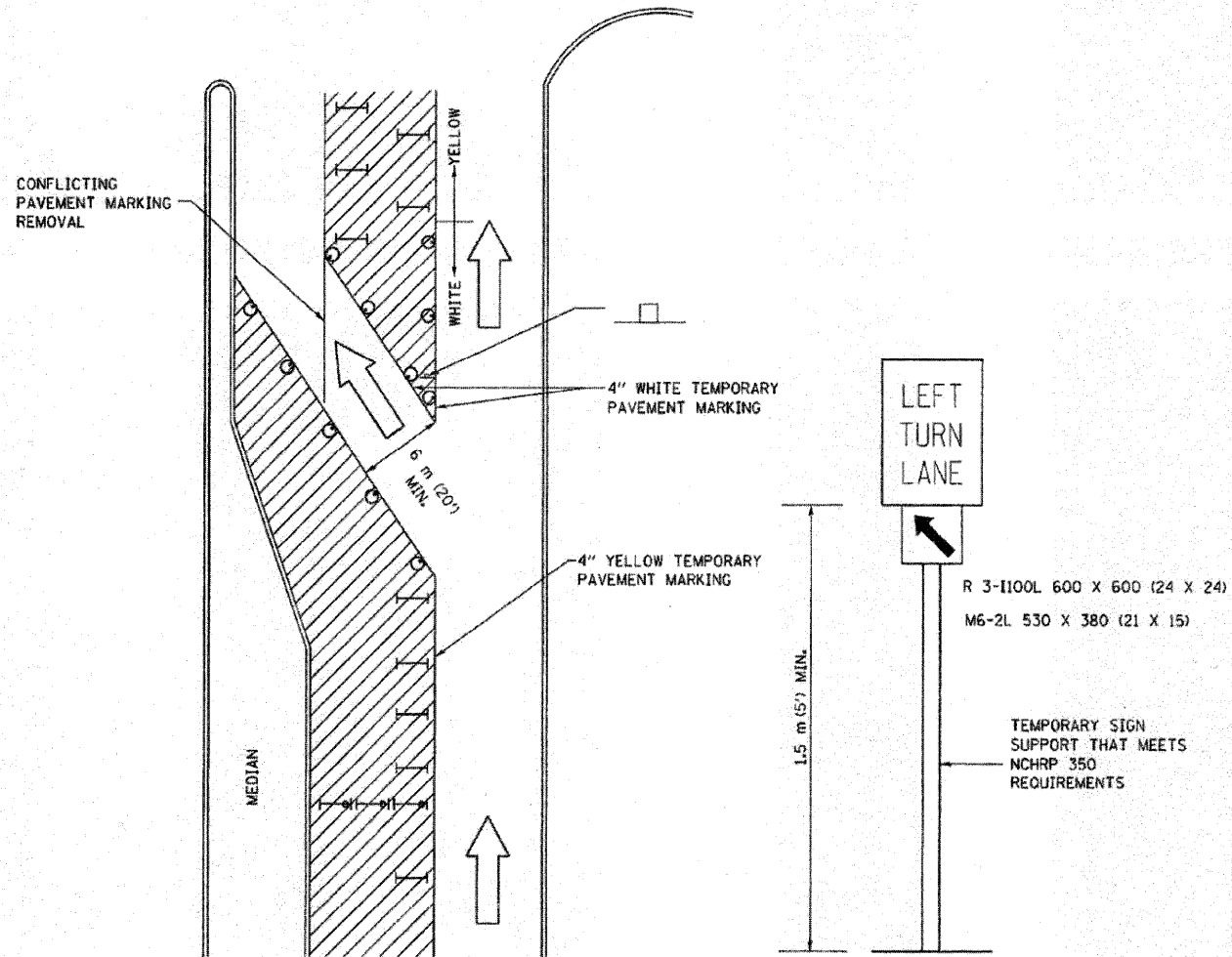
PLOT DATE = Thu Nov 01 13:10:31 2007

PAINING DETAILS



FILE NAME District 2 Standard	USER NAME IEDT/District 2	DESIGNED -	REVISED - 5-27-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A.I. RTE. 74	SECTION (81-1HB)D	COUNTY	TOTAL SHEETS 78	SHEET NO. 78
	PLOT SCALE 1/8" = 1'	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 64095		
	PLOT DATE Fri Sep 18 09:27:13 2009	CHECKED -	REVISED -		*ROCK ISLAND DIST-2							
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS (F.R.D.) PROJECT							

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)



LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE OR DRUM WITH FLASHING BURNING LIGHT
- DRUM OR BARRICADE WITH STEADY BURN LIGHT
- SIGN (SEE DETAIL)
- TYPE I OR II CHECK BARRICADE WITH STEADY LIGHT BURN

GENERAL NOTES

CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 710 (28) IN HEIGHT.

STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS WILL BE MONODIRECTIONAL.

TEMPORARY PAVEMENT MARKING SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.

THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 600 x 600 (24 x 24) AND M6-2R 530 x 380 (21 x 15) SHALL BE USED.

THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

*ROCK ISLAND DIST-3

REVISED - 12-09-09	REGION 2 / DISTRICT 2 STANDARD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -		74	(81-1HB)D	*	78	78A
REVISED -		CONTRACT NO. 64D95				
REVISED -	SCALE: 1:8000 1" = 80'	SHEET NO.	OF SHEETS	STA.	TO STA.	
					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	