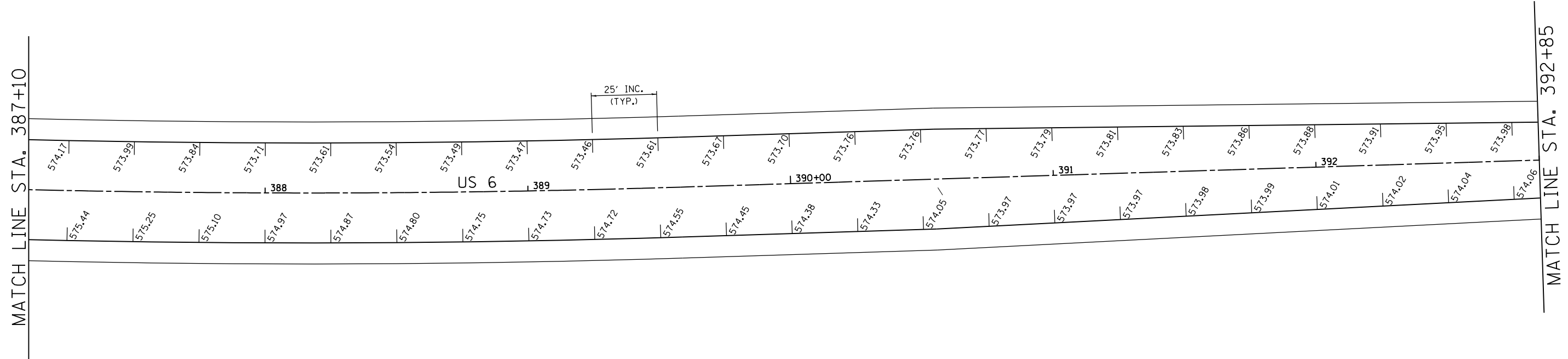
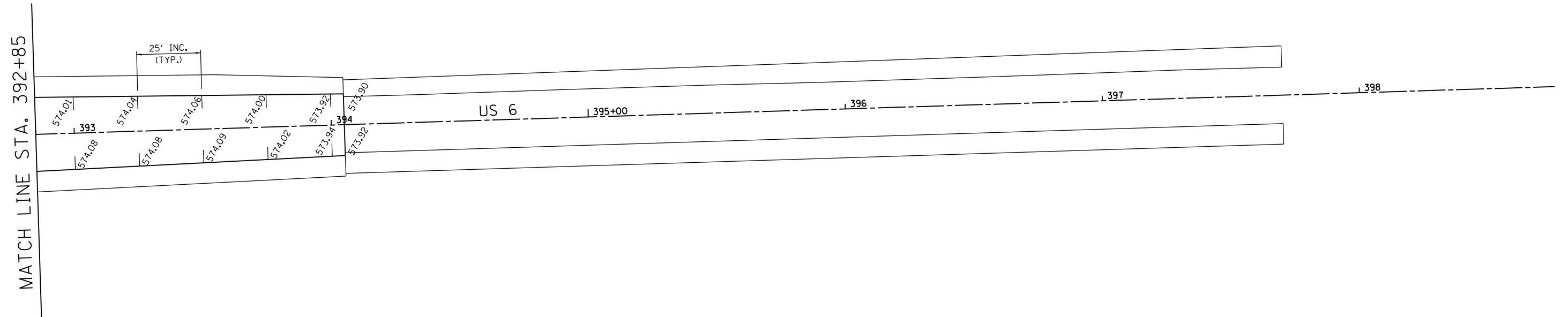


PAVEMENT ELEVATIONS



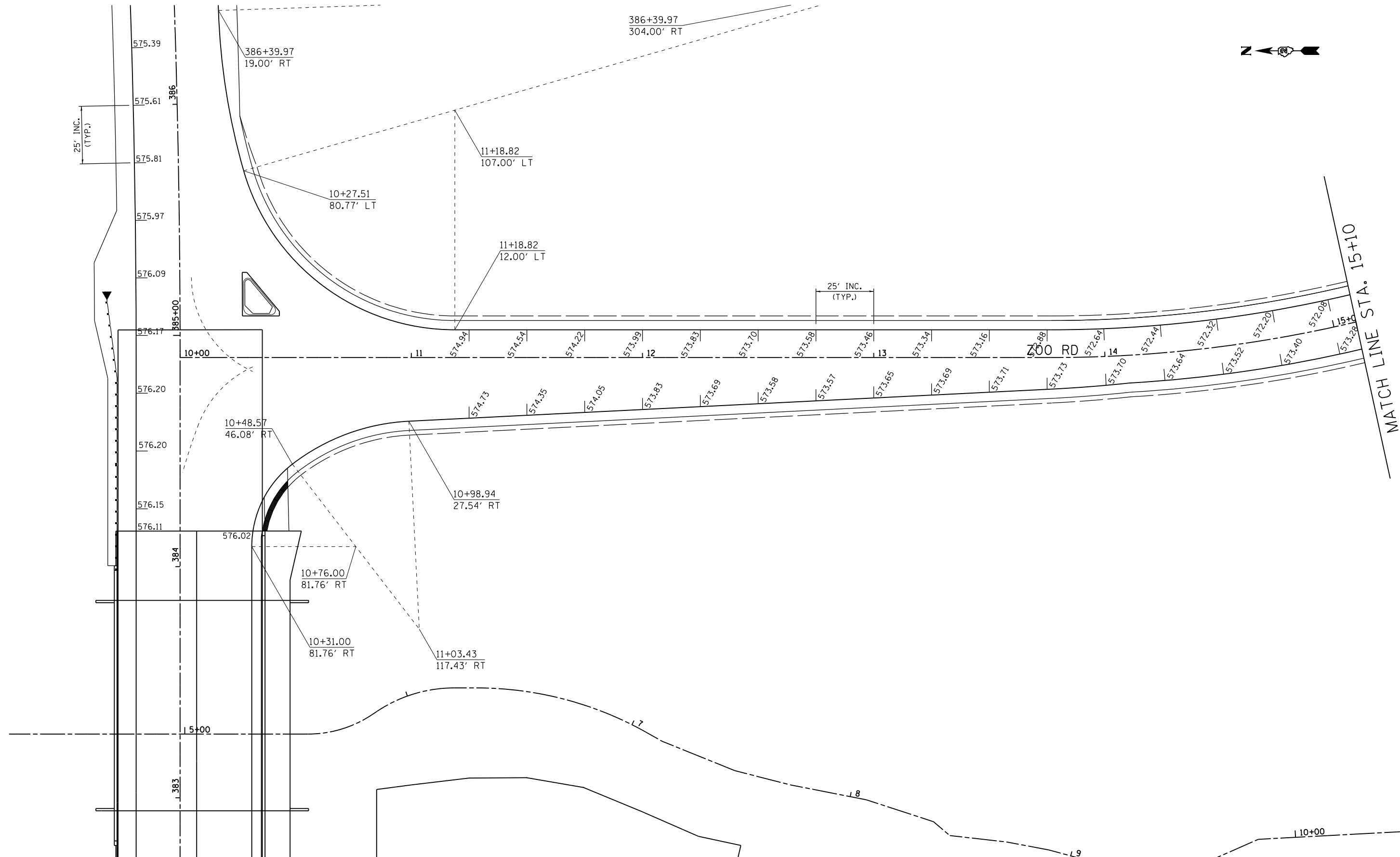
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ct:\pw\work\p\dot\renkesw\dms36691\0205584-sht-elev.dgn		DRAWN -	REVISED -		5789	40BR	ROCK ISLAND	225	101			
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 64341							
	PLOT DATE = Wed Dec 19 07:29:48 2012	DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

PAVEMENT ELEVATIONS



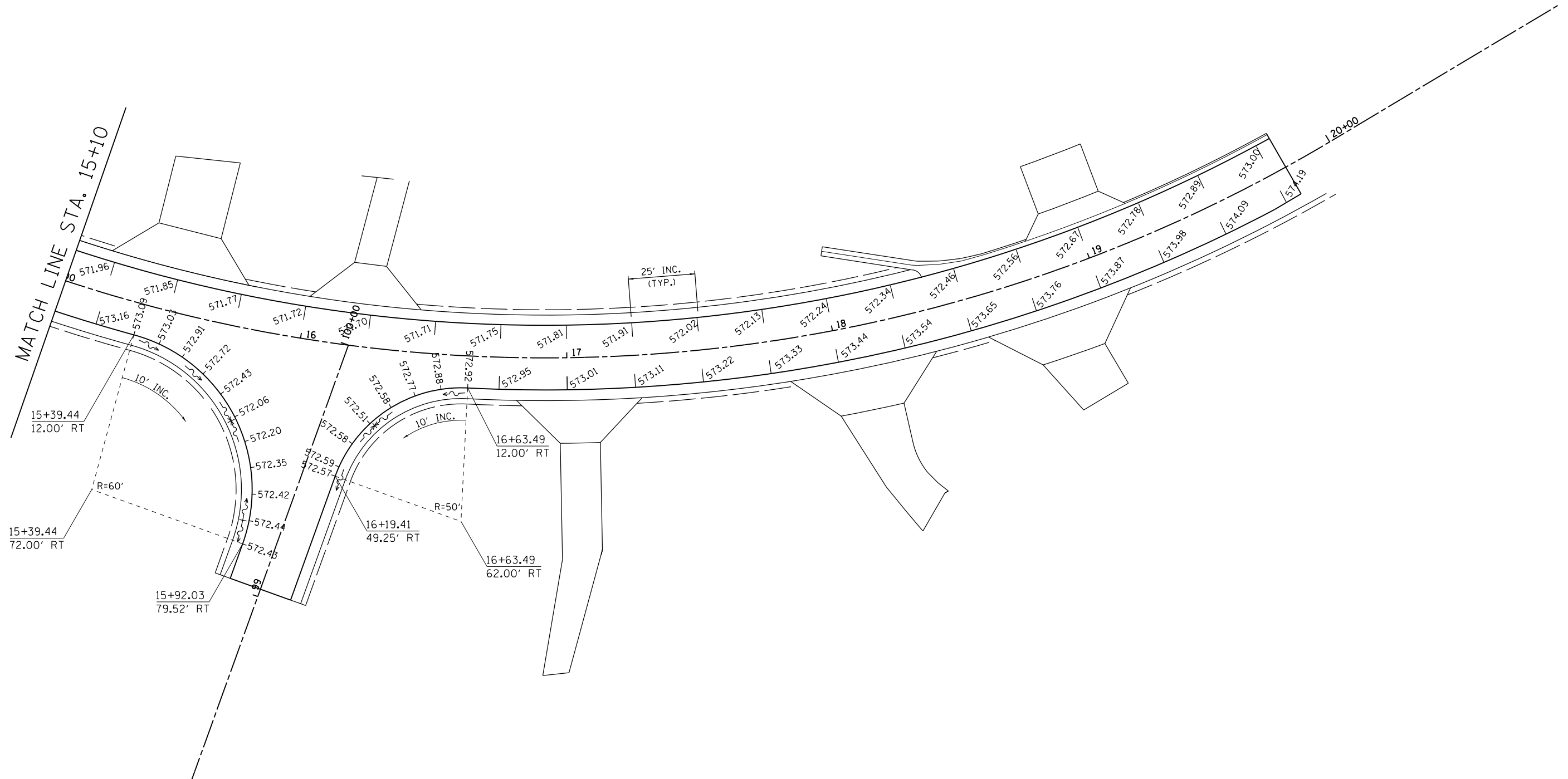
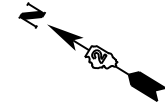
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ct:\pw\work\p\dot\renkesw\dms36691\0205584-sht-elev.dgn		DRAWN -	REVISED -		5789	40BR	ROCK ISLAND	225	102			
PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 64341							
PLOT DATE = Wed Dec 19 07:30:12 2012		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			

PAVEMENT ELEVATIONS



FILE NAME =	USER NAME = duncanfa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT ELEVATIONS				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 64341								
PLOT DATE = Mon Mar 25 17:43:02 2013		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

PAVEMENT ELEVATIONS



FILE NAME =	USER NAME = duncanfa	DESIGNED -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

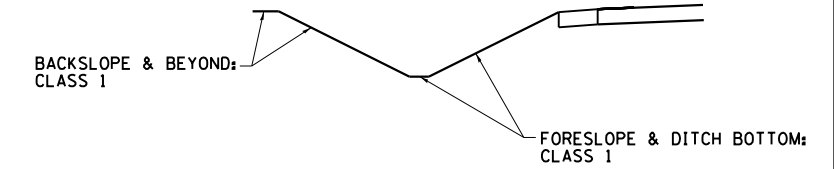
PAVEMENT ELEVATIONS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	104
CONTRACT NO. 64341			ILLINOIS FED. AID PROJECT	

EROSION CONTROL

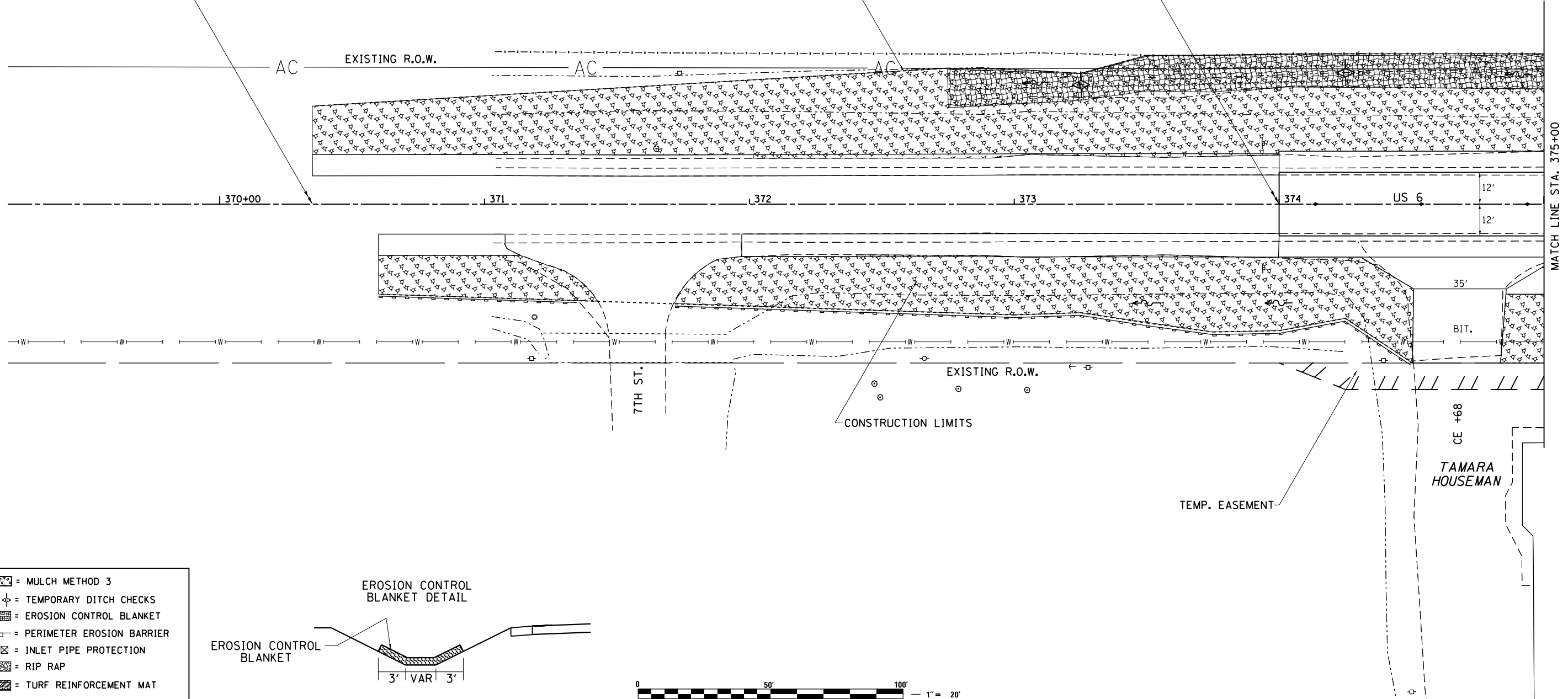
SEEDING DETAIL
(IN FRONT OF HOMES)



IMPROVEMENT BEGINS
STA 370+35

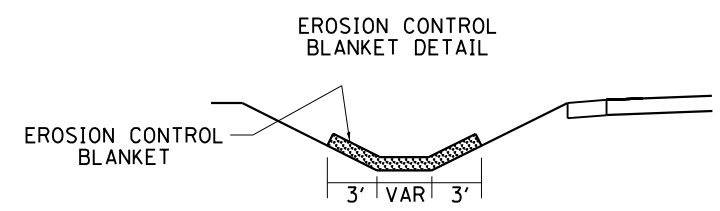
CONSTRUCTION LIMITS

SECTION BEGINS
STA 374+00



MATCH LINE STA. 375+00

- = MULCH METHOD 3
- = TEMPORARY DITCH CHECKS
- = EROSION CONTROL BLANKET
- = PERIMETER EROSION BARRIER
- = INLET PIPE PROTECTION
- = RIP RAP
- = TURF REINFORCEMENT MAT



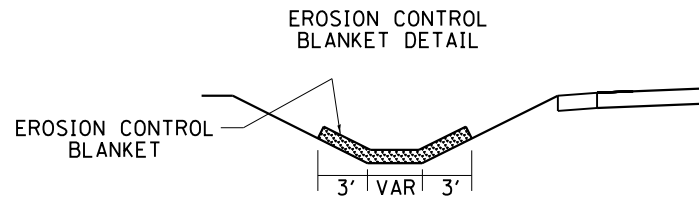
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Default	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US 6
EROSION CONTROL DETAILS**

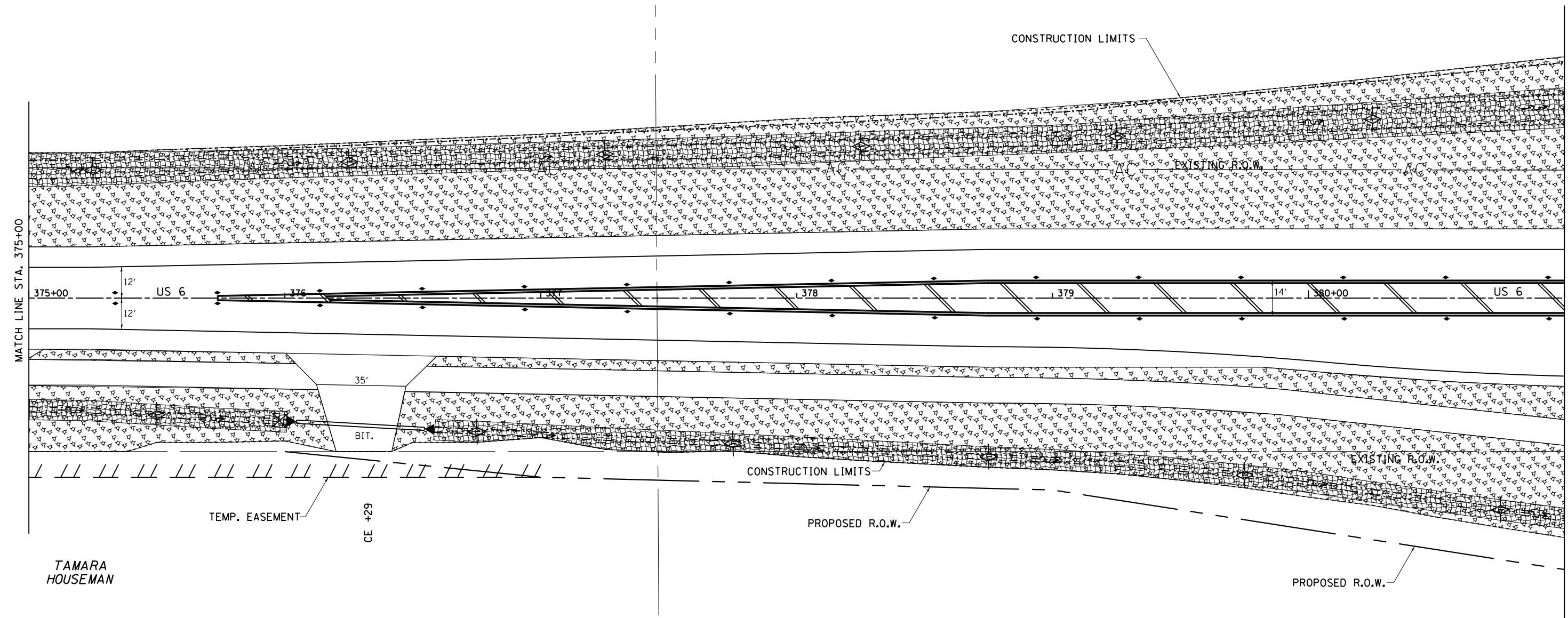
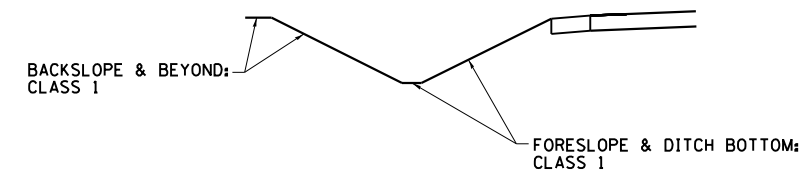
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	105
CONTRACT NO. 64341				
ILLINOIS FED. AID PROJECT				



EROSION CONTROL

SEEDING DETAIL
(IN FRONT OF HOMES)



- = MULCH METHOD 3
- = TEMPORARY DITCH CHECKS
- = EROSION CONTROL BLANKET
- = PERIMETER EROSION BARRIER
- = INLET PIPE PROTECTION
- = RIP RAP
- = TURF REINFORCEMENT MAT



FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED -
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



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

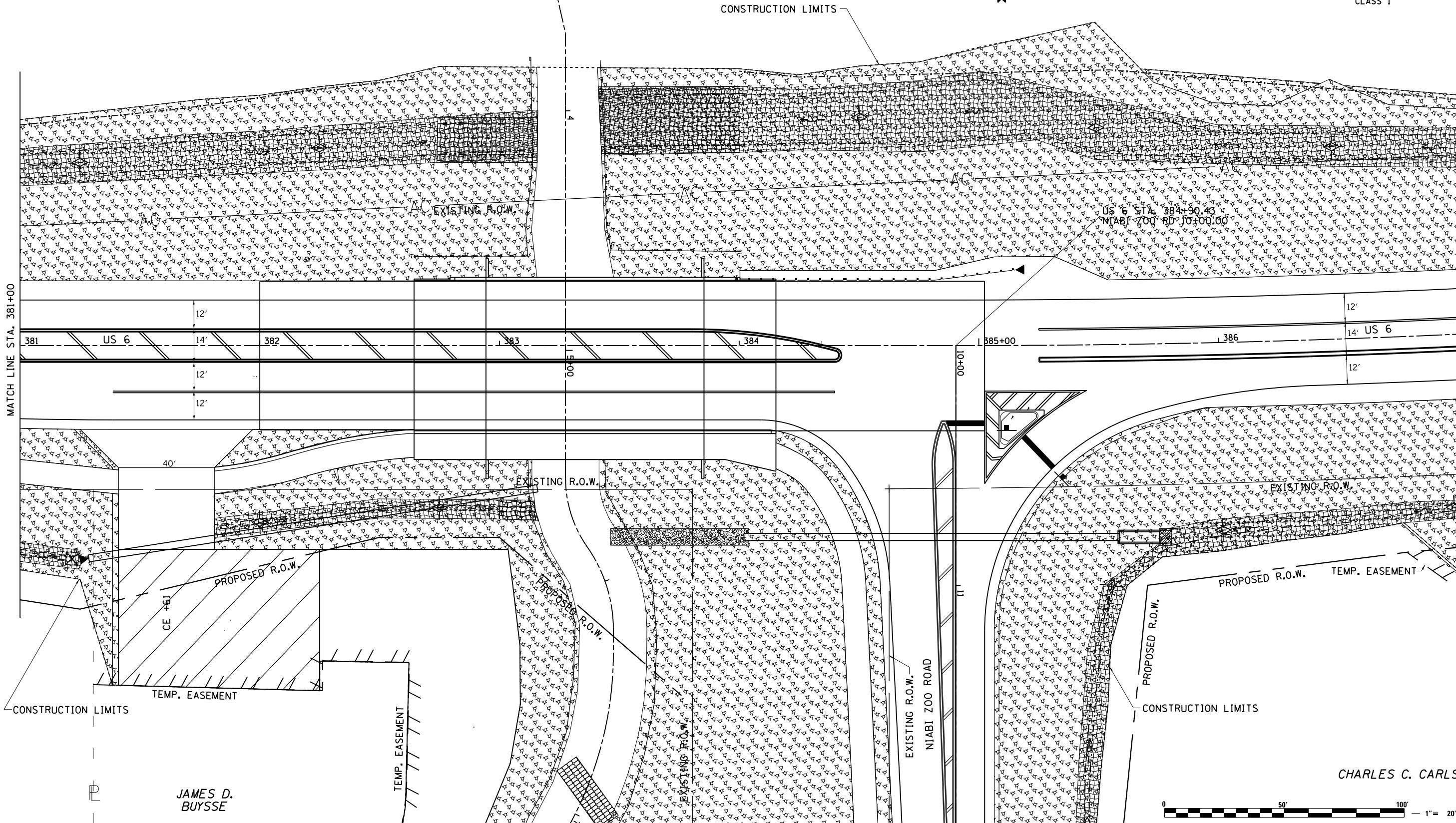
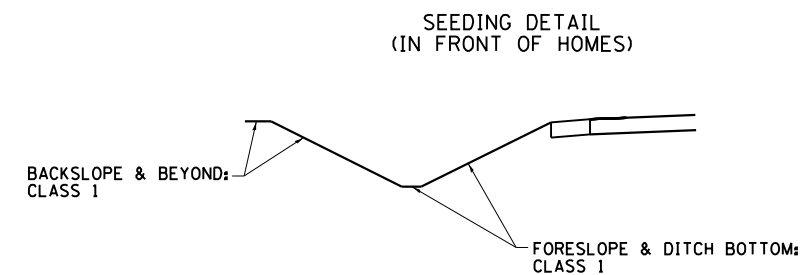
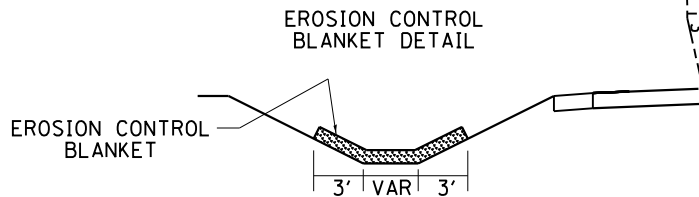
US 6
EROSION CONTROL DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	106
CONTRACT NO. 64341			ILLINOIS FED. AID PROJECT	

EROSION CONTROL

-  = MULCH METHOD 3
-  = TEMPORARY DITCH CHECKS
-  = EROSION CONTROL BLANKET
-  = PERIMETER EROSION BARRIER
-  = INLET PIPE PROTECTION
-  = RIP RAP
-  = TURF REINFORCEMENT MAT



MATCH LINE STA. 381+00

MATCH LINE STA. 387+00

JAMES D. BUYSSE

CHARLES C. CARLSON



FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED -
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






**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US 6
EROSION CONTROL DETAILS**

SCALE: SHEET OF SHEETS STA. TO STA.

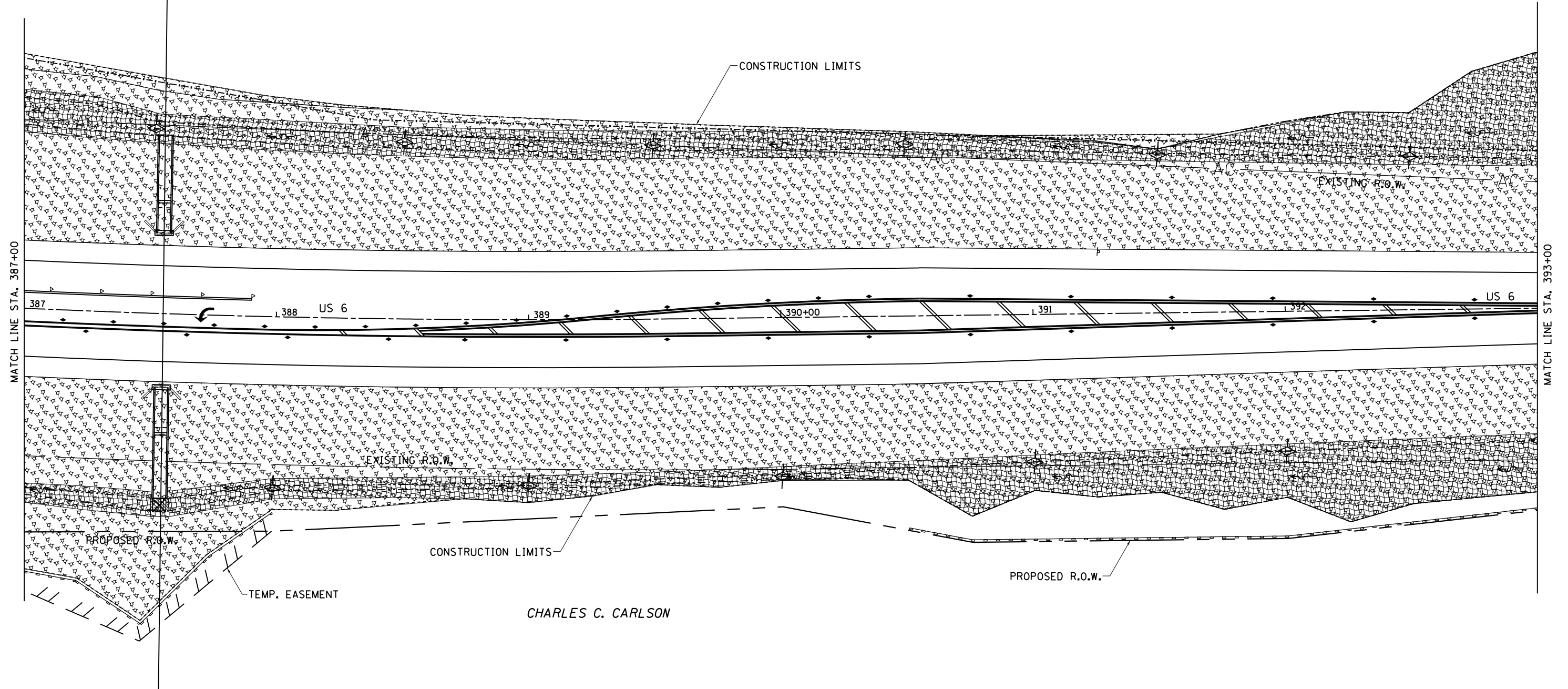
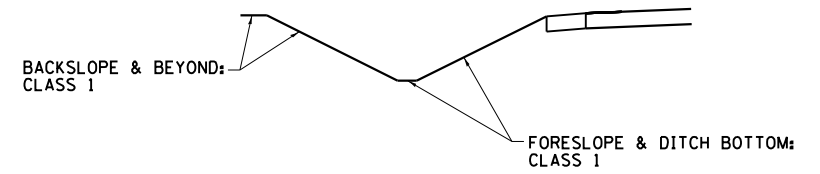
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	107
CONTRACT NO. 64341			ILLINOIS FED. AID PROJECT	

EROSION CONTROL

-  = MULCH METHOD 3
-  = TEMPORARY DITCH CHECKS
-  = EROSION CONTROL BLANKET
-  = PERIMETER EROSION BARRIER
-  = INLET PIPE PROTECTION
-  = RIP RAP
-  = TURF REINFORCEMENT MAT

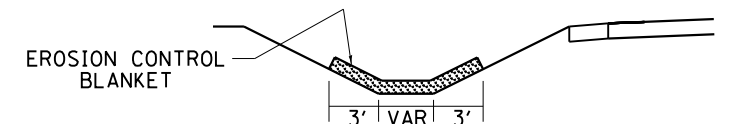


SEEDING DETAIL
(IN FRONT OF HOMES)



CHARLES C. CARLSON

EROSION CONTROL
BLANKET DETAIL



0 50' 100' — 1" = 20'

FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6
EROSION CONTROL DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

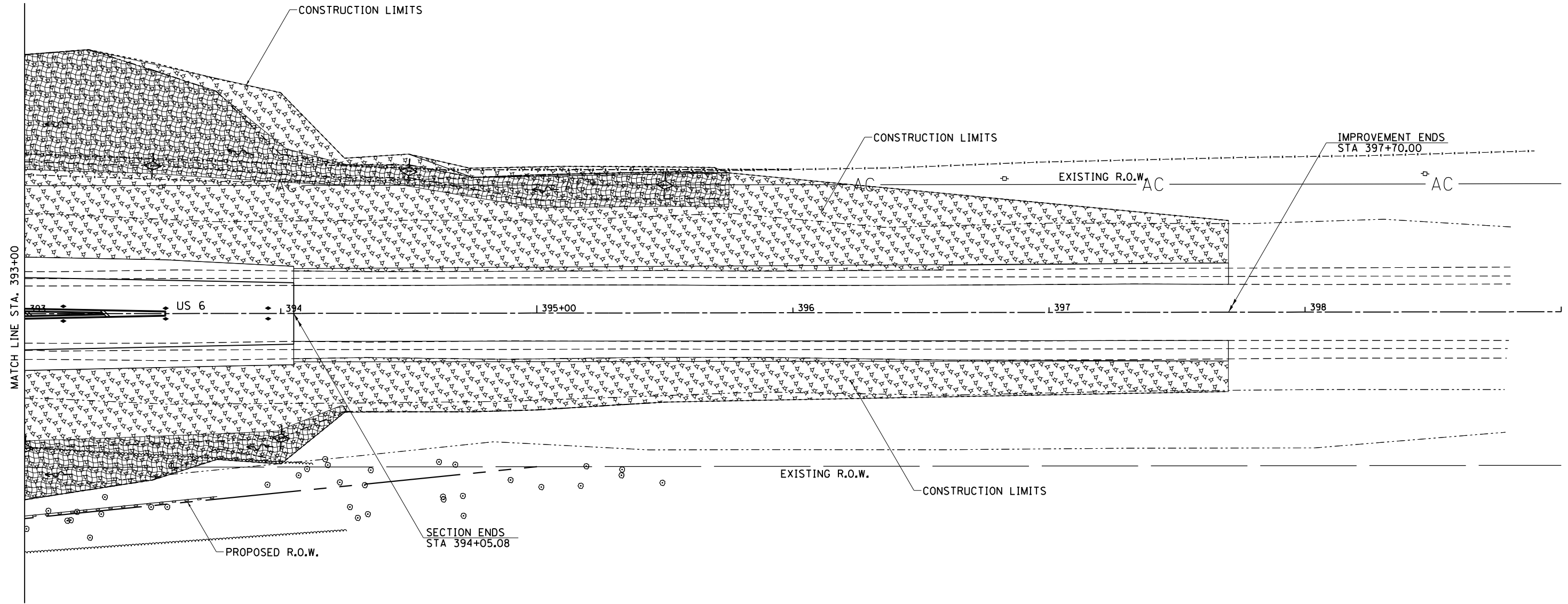
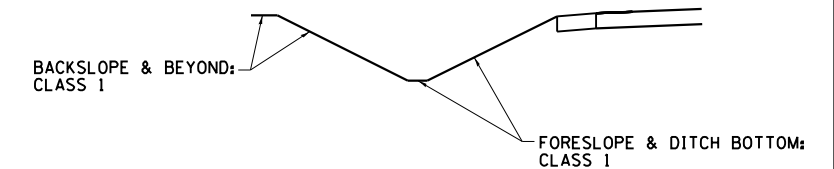
F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	108
				CONTRACT NO. 64341

ILLINOIS FED. AID PROJECT

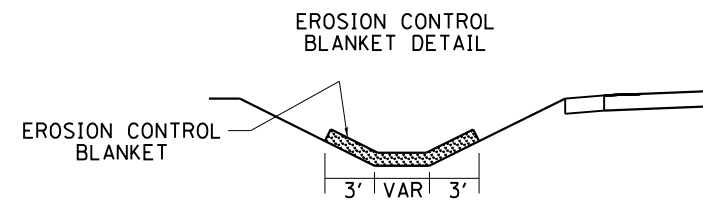
EROSION CONTROL



SEEDING DETAIL
(IN FRONT OF HOMES)



CHARLES C. CARLSON



- = MULCH METHOD 3
- = TEMPORARY DITCH CHECKS
- = EROSION CONTROL BLANKET
- = PERIMETER EROSION BARRIER
- = INLET PIPE PROTECTION
- = RIP RAP
- = TURF REINFORCEMENT MAT



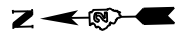
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6				
EROSION CONTROL DETAILS				
SCALE:	SHEET	OF	SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	109
CONTRACT NO. 64341				
ILLINOIS FED. AID PROJECT				

EROSION CONTROL



TEMP. EASEMENT

PROPOSED R.O.W.

CHARLES C. CARLSON

CONSTRUCTION LIMITS

EXISTING R.O.W.

PROPOSED R.O.W.

NIABI ZOO ROAD

US 6

MATCH LINE STA. 14+00

CONSTRUCTION LIMITS

JAMES D. BUYSSE

CHARLES C. CARLSON

SEEDING DETAIL
(IN FRONT OF HOMES)

BACKSLOPE & BEYOND:
CLASS 1

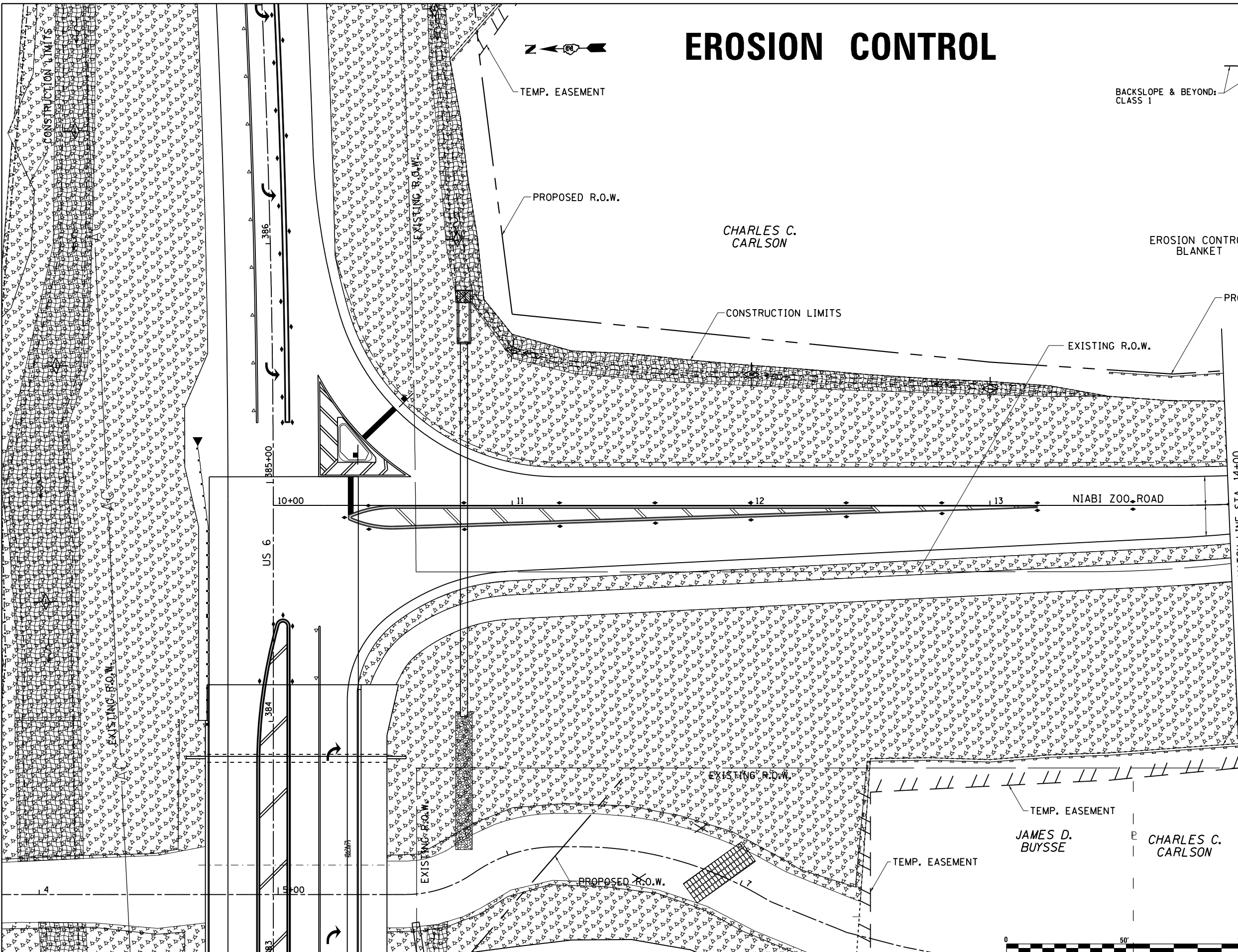
FORESLOPE & DITCH BOTTOM:
CLASS 1

EROSION CONTROL
BLANKET DETAIL

EROSION CONTROL
BLANKET

3' VAR 3'

- = MULCH METHOD 3
- = TEMPORARY DITCH CHECKS
- = EROSION CONTROL BLANKET
- = PERIMETER EROSION BARRIER
- = INLET PIPE PROTECTION
- = RIP RAP
- = TURF REINFORCEMENT MAT



FILE NAME :	USER NAME :	DESIGNED :	REVISED :
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PLOT SCALE :	CHECKED :	REVISOR :	REVISOR :
48.0000' / in.	-	-	-
PLOT DATE :	DATE :	DATE :	DATE :
Tue Dec 18 16:32:38 2012	-	-	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

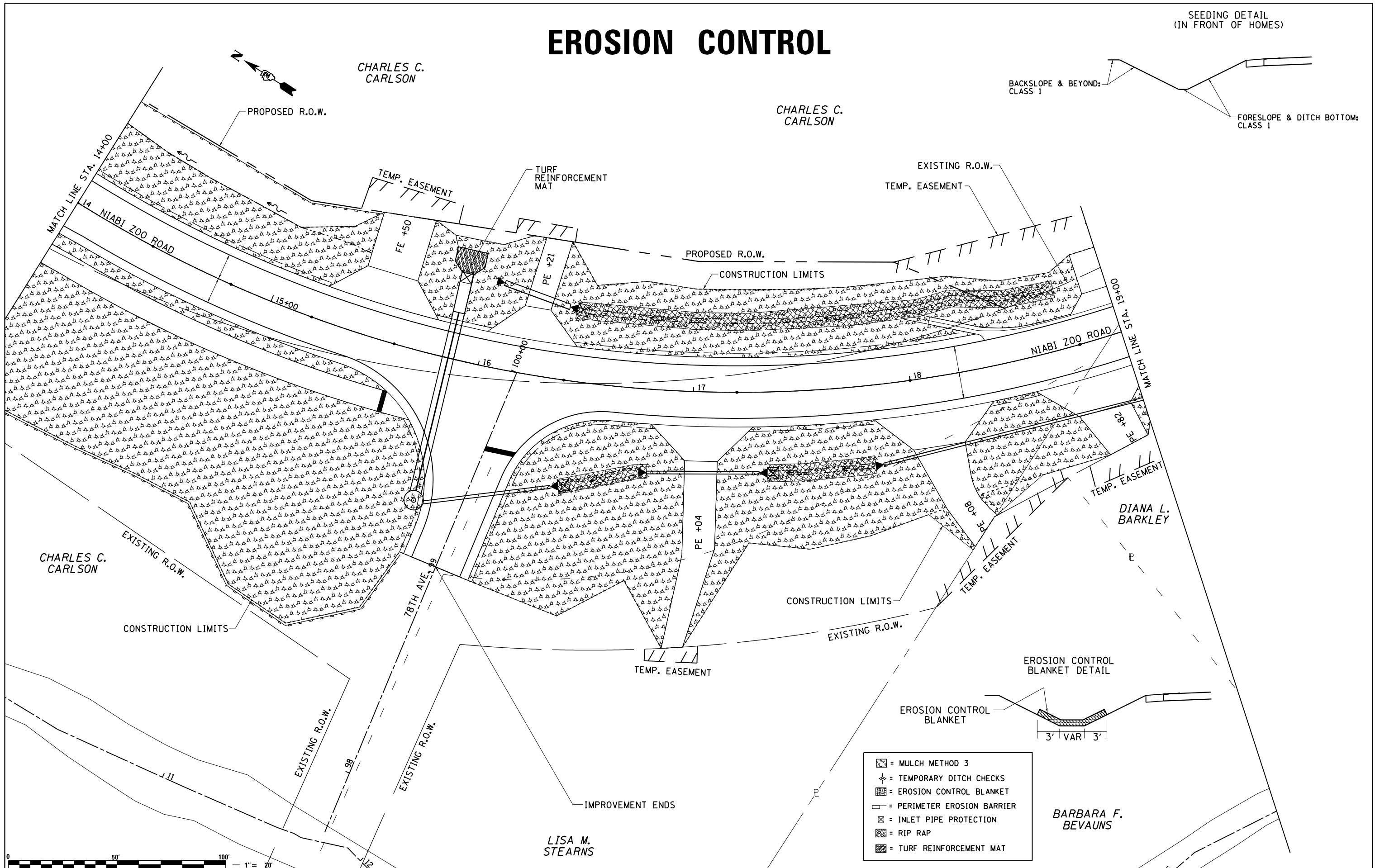
NIABI ZOO RD
EROSION CONTROL DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	110
				CONTRACT NO. 64341
ILLINOIS FED. AID PROJECT				

EROSION CONTROL

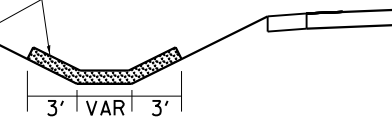
SEEDING DETAIL
(IN FRONT OF HOMES)



BACKSLOPE & BEYOND:
CLASS 1

FORESLOPE & DITCH BOTTOM:
CLASS 1

EROSION CONTROL
BLANKET DETAIL



- = MULCH METHOD 3
- = TEMPORARY DITCH CHECKS
- = EROSION CONTROL BLANKET
- = PERIMETER EROSION BARRIER
- = INLET PIPE PROTECTION
- = RIP RAP
- = TURF REINFORCEMENT MAT



FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NIABI ZOO RD		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
EROSION CONTROL DETAILS		5789	40BR	ROCK ISLAND	225	111
SCALE:		SHEET OF SHEETS		STA. TO STA.		CONTRACT NO. 64341

ILLINOIS FED. AID PROJECT	
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EROSION CONTROL



SEEDING DETAIL
(IN FRONT OF HOMES)

BACKSLOPE & BEYOND:
CLASS 1

FORESLOPE & DITCH BOTTOM:
CLASS 1

CHARLES C.
CARLSON

PETER & CHERYL ORTIZ

TEMP. EASEMENT

CONSTRUCTION LIMITS
IMPROVEMENT ENDS
STA 19+81.02

EXISTING R.O.W.

MATCH LINE STA. 19+00

19 NIABI ZOO ROAD

20+00

22

23

EXISTING R.O.W.

TEMP. EASEMENT

CONSTRUCTION LIMITS
TEMP. EASEMENT

DIANA L. BARKLEY








ROBERT E. DEAN

ROBY & DARCI PETTIT

EROSION CONTROL
BLANKET DETAIL

EROSION CONTROL
BLANKET

3' VAR 3'

-  = MULCH METHOD 3
-  = TEMPORARY DITCH CHECKS
-  = EROSION CONTROL BLANKET
-  = PERIMETER EROSION BARRIER
-  = INLET PIPE PROTECTION
-  = RIP RAP
-  = TURF REINFORCEMENT MAT



FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED -
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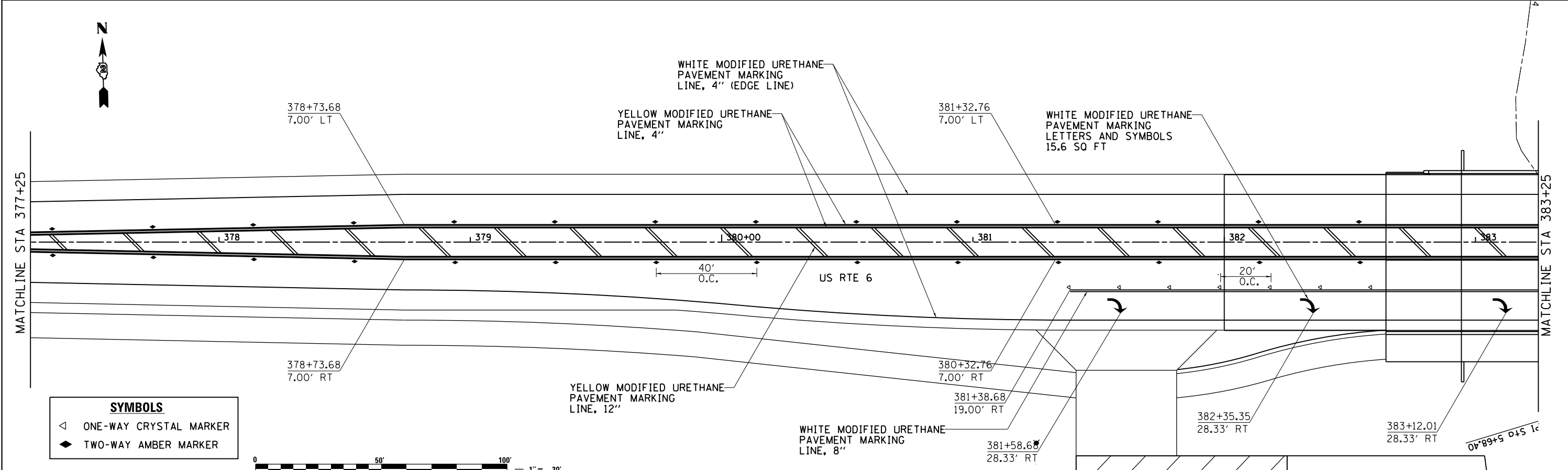
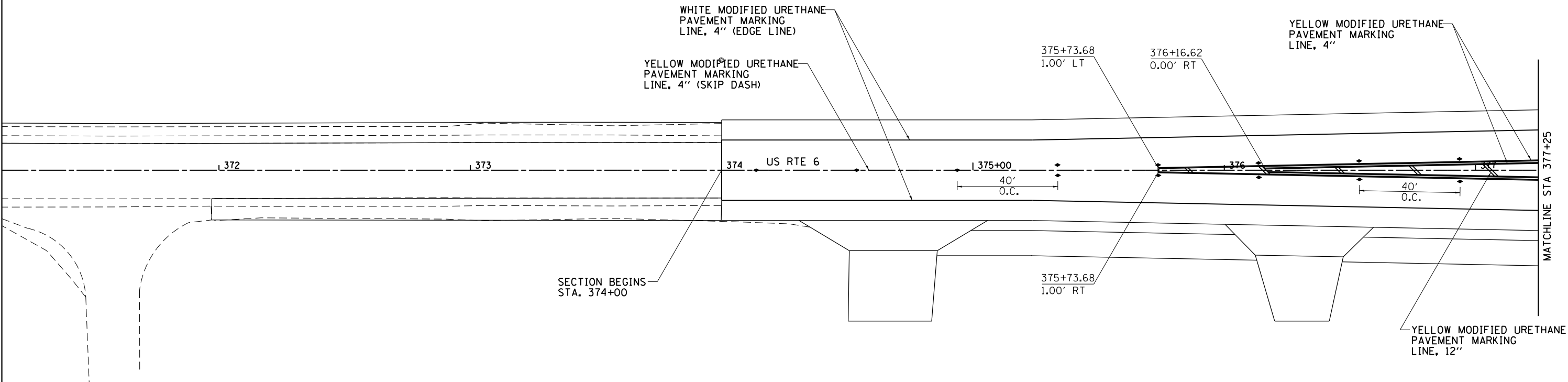
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NIABI ZOO RD.
EROSION CONTROL DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	112
CONTRACT NO. 64341			ILLINOIS FED. AID PROJECT	

PAVEMENT MARKINGS



SYMBOLS	
◁	ONE-WAY CRYSTAL MARKER
◆	TWO-WAY AMBER MARKER



FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED -
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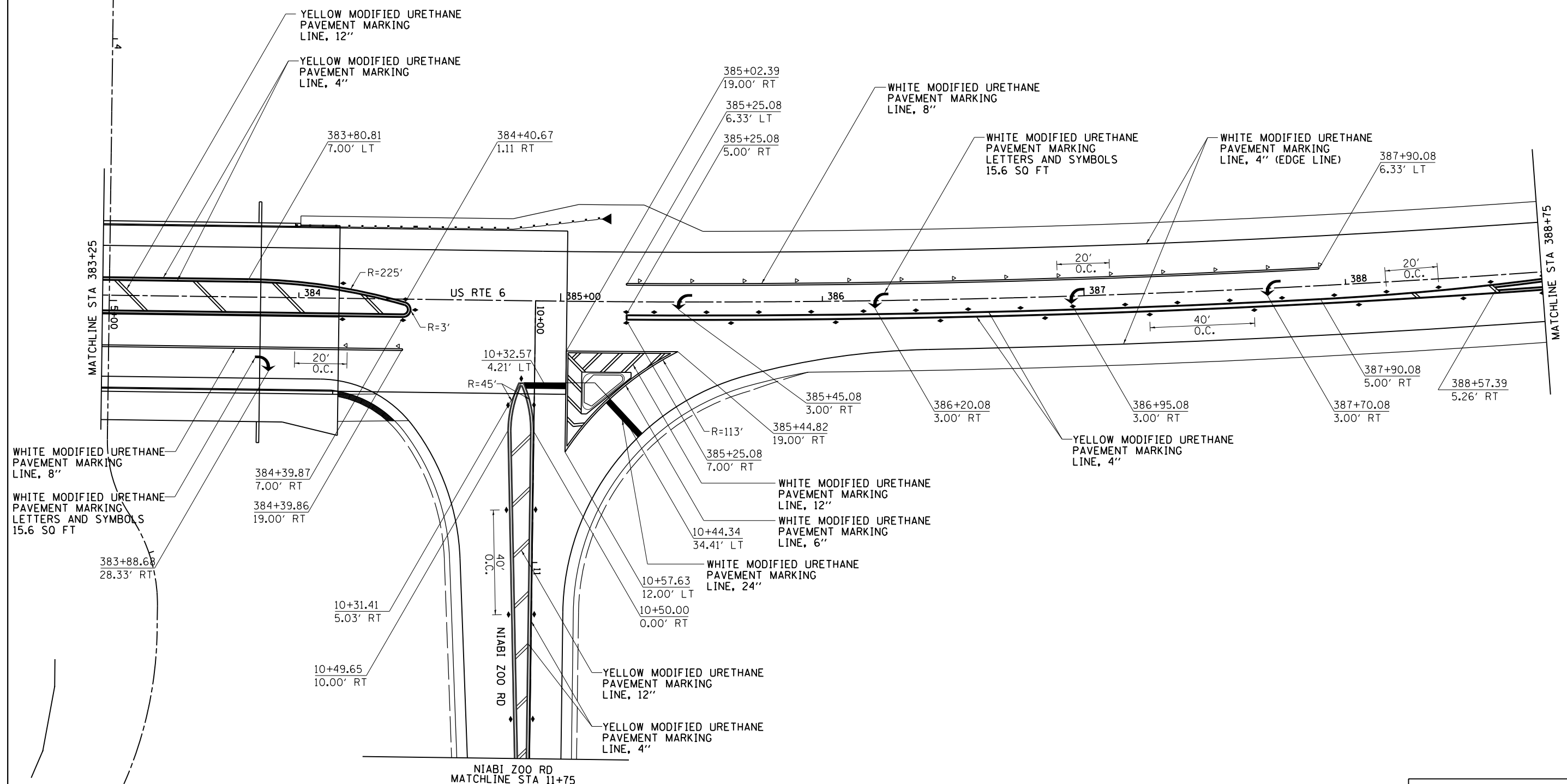
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US RTE 6
PAVEMENT MARKINGS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	113
CONTRACT NO. 64341			ILLINOIS FED. AID PROJECT	

PAVEMENT MARKINGS



SYMBOLS	
◁	ONE-WAY CRYSTAL MARKER
◆	TWO-WAY AMBER MARKER



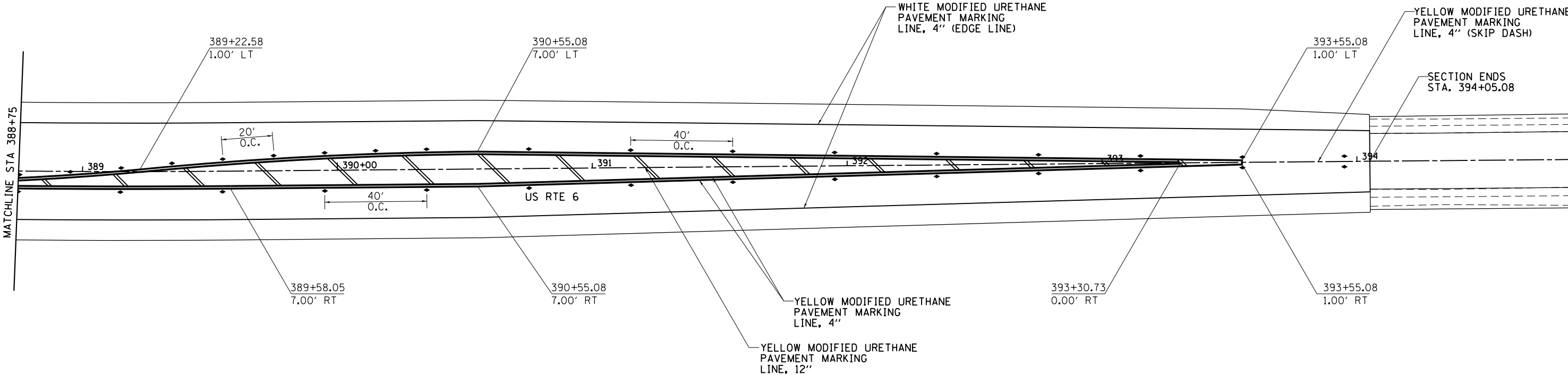
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Default	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

US RTE 6 PAVEMENT MARKINGS			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	114
				CONTRACT NO. 64341
ILLINOIS FED. AID PROJECT				

PAVEMENT MARKINGS



SYMBOLS	
◁	ONE-WAY CRYSTAL MARKER
◆	TWO-WAY AMBER MARKER



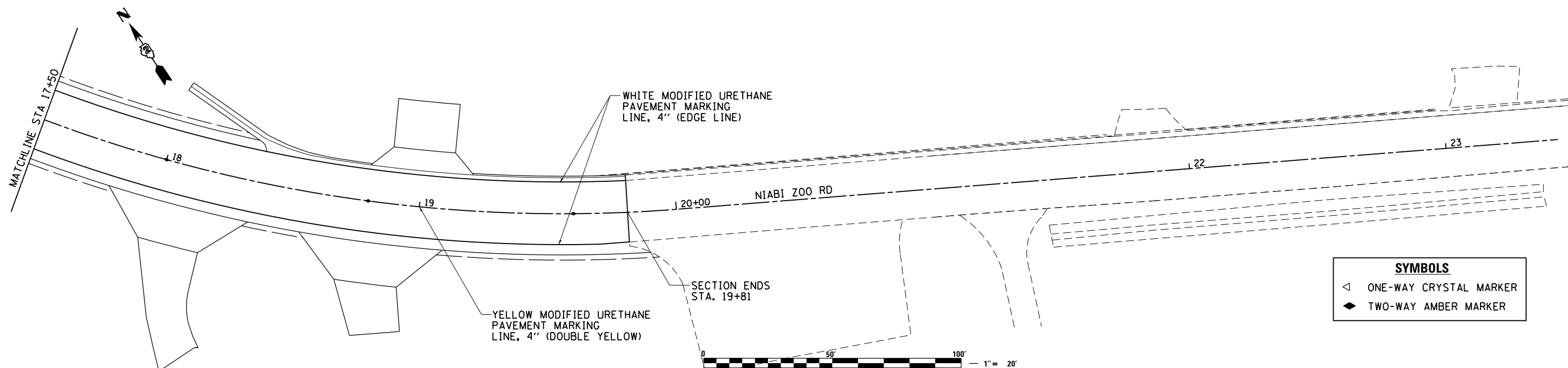
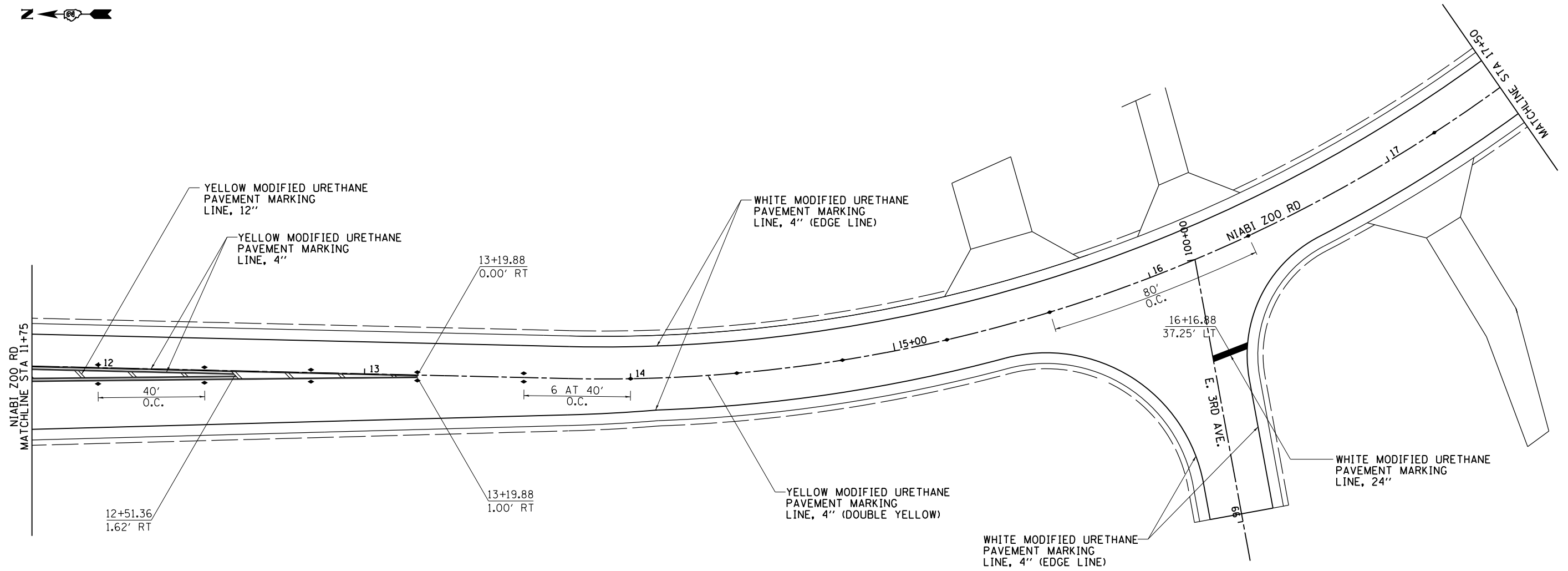
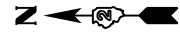
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Default	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Tue Dec 18 16:25:25 2012	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

US RTE 6 PAVEMENT MARKINGS			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	115
				CONTRACT NO. 64341
ILLINOIS FED. AID PROJECT				

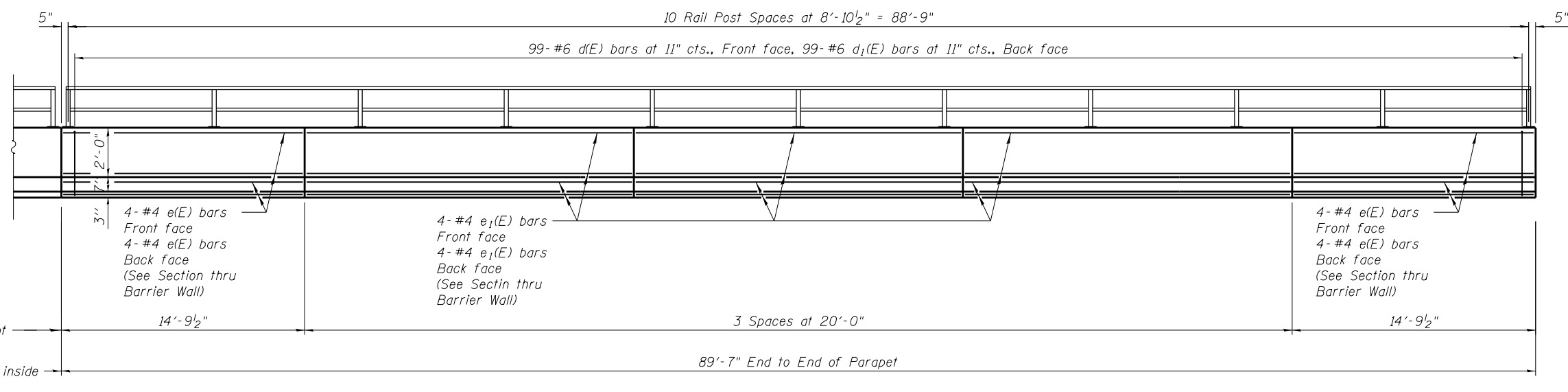
PAVEMENT MARKINGS



SYMBOLS	
◁	ONE-WAY CRYSTAL MARKER
◆	TWO-WAY AMBER MARKER



FILE NAME =	USER NAME = duncanfa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NIABI ZOO RD PAVEMENT MARKINGS				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
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	PLOT DATE = Mon Mar 25 17:48:04 2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT										



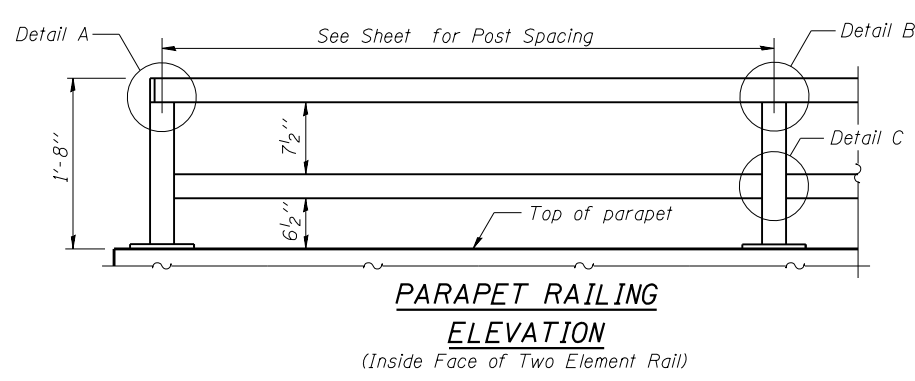
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	99	#6	4'-2"	L
d1(E)	99	#6	4'-0"	J
e(E)	16	#4	14'-6"	—
e1(E)	24	#4	19'-8"	—
t(E)	91	#5	2'-5"	—
w(E)	12	#5	24'-4"	—
Reinforcement Bars, Epoxy Coated		Pound	2,220	
Concrete Superstructure		Cu. Yd.	10	
Parapet Railing		Foot	90	

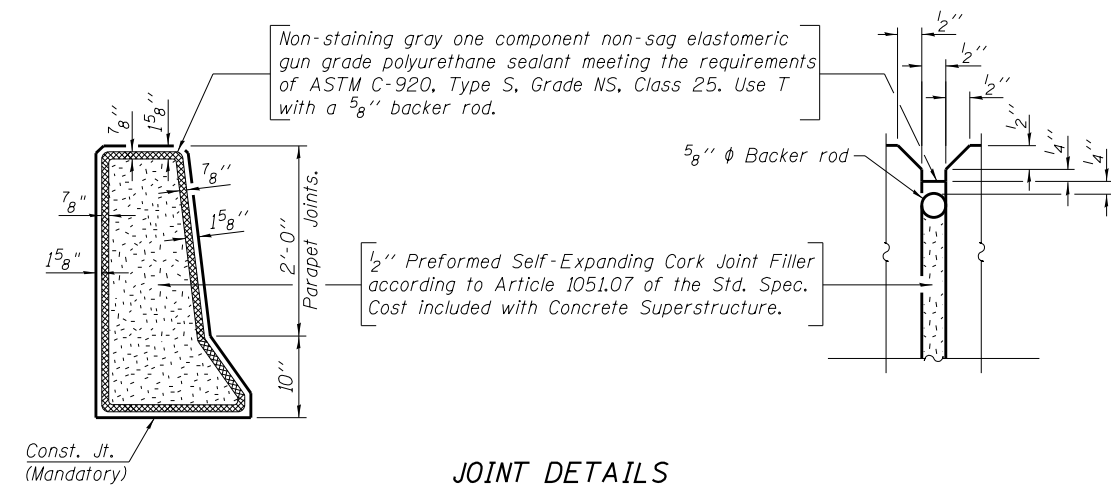
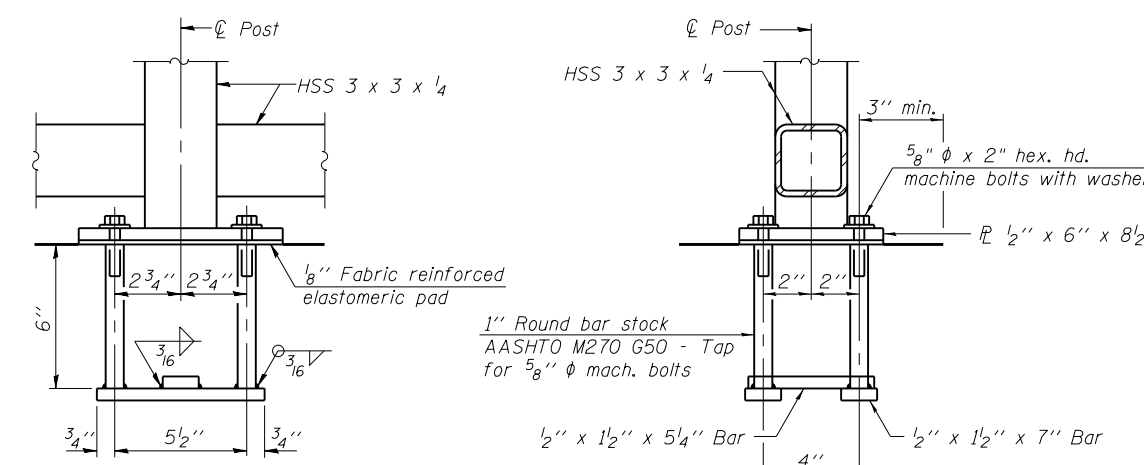
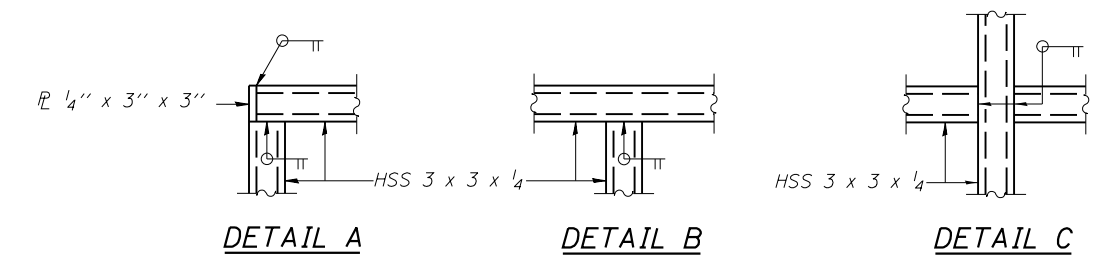
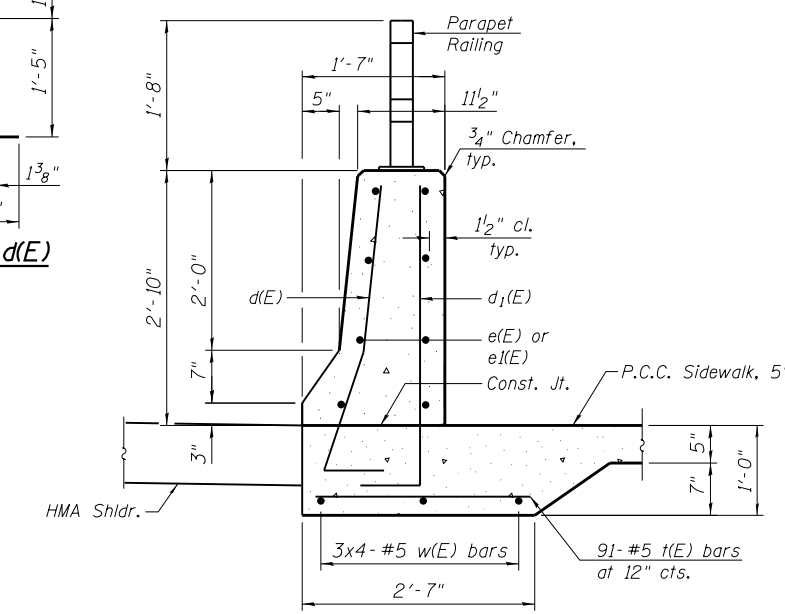
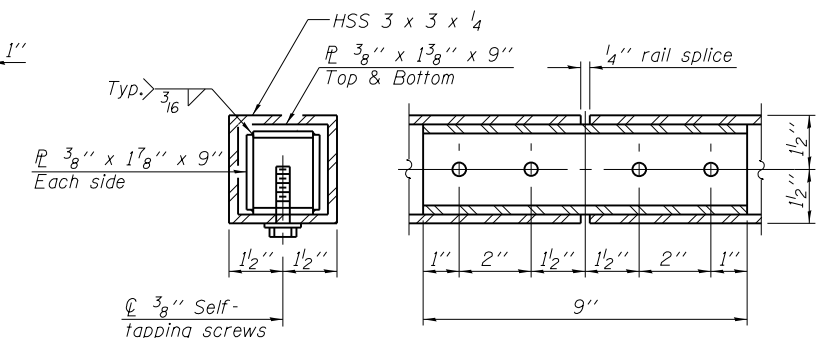
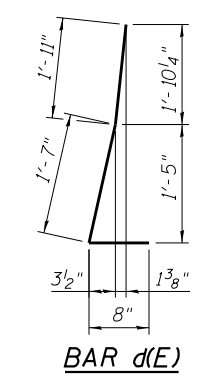
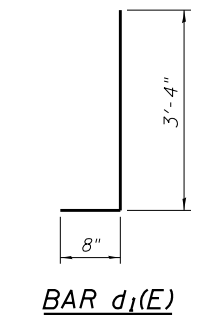
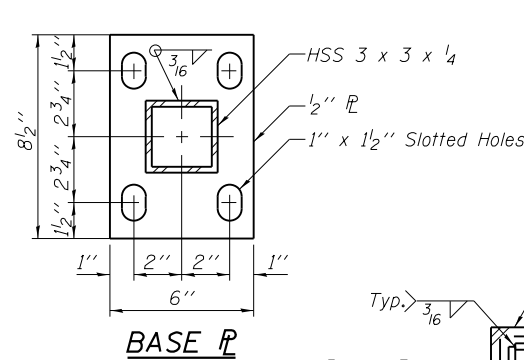
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
 Bars indicated thus 3x4-#5 etc. indicates 3 lines of bars with 4 lengths per line.

MIN. BAR LAP

#5 bar = 2'-8"



INSIDE ELEVATION OF BARRIER WALL



SECTION THRU BARRIER WALL

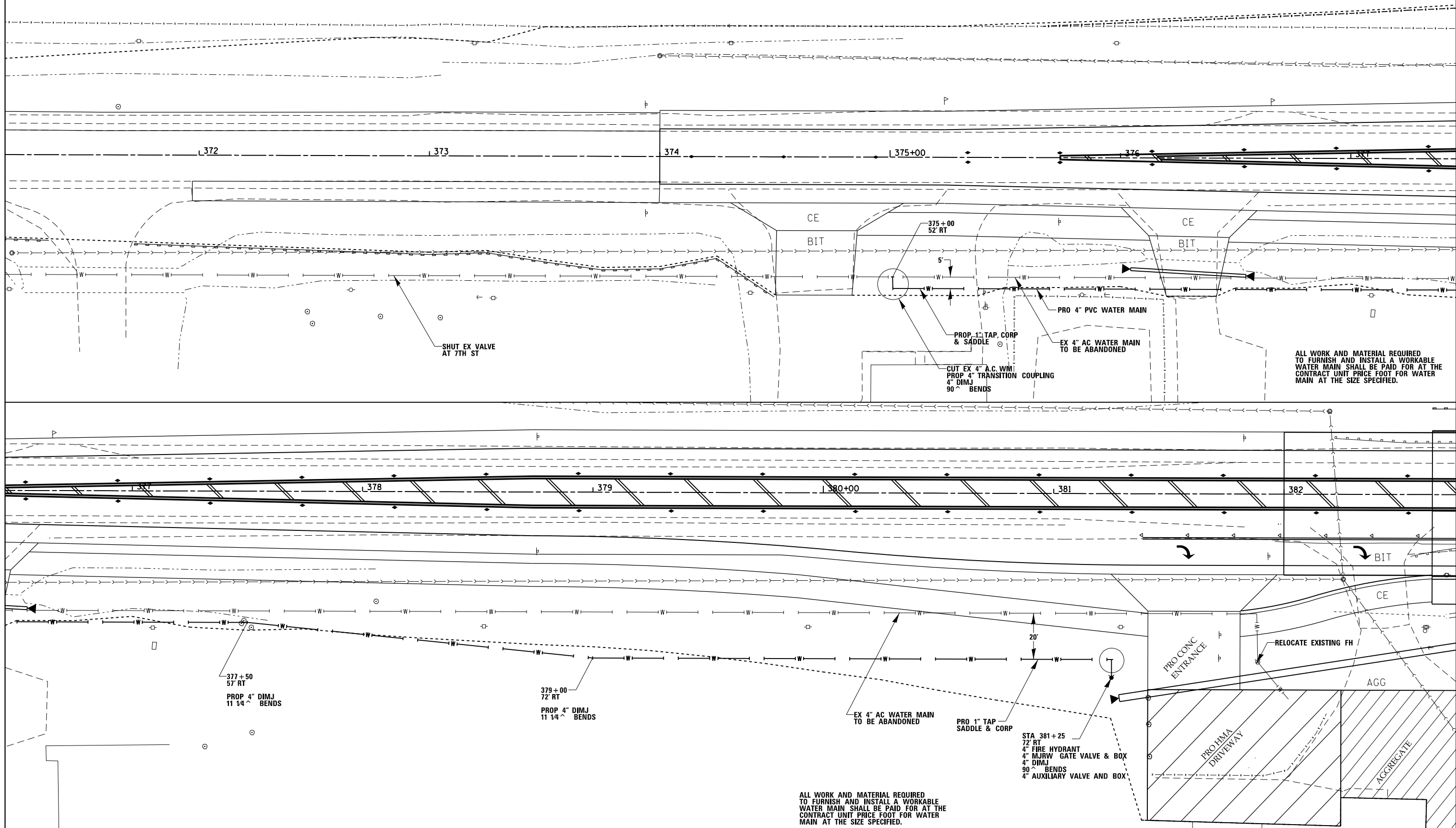


Signature: *Andrew E. Underwager*
 Date: 12-7-2012
 License Expires: 11-30-2014

ANCHOR BOLT DETAILS
 In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" phi anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

FILE NAME = W:\Projects\2010\100120 PTB 157\25\cond\Structural\Draw\12 Barrier Wall\64341-001-Reinf.Conc.BarrierWall.dgn
 WBS PROJECTS\2010\100120 PTB 157\25\cond\Structural\Draw\12 Barrier Wall\64341-001-Reinf.Conc.BarrierWall.dgn

WATER MAIN DETAIL



FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED -
ei:\pwork\pwork\renkesw\dms36691\0208584-sht-details.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Wed Dec 19 11:19:57 2012	DATE -	REVISED -

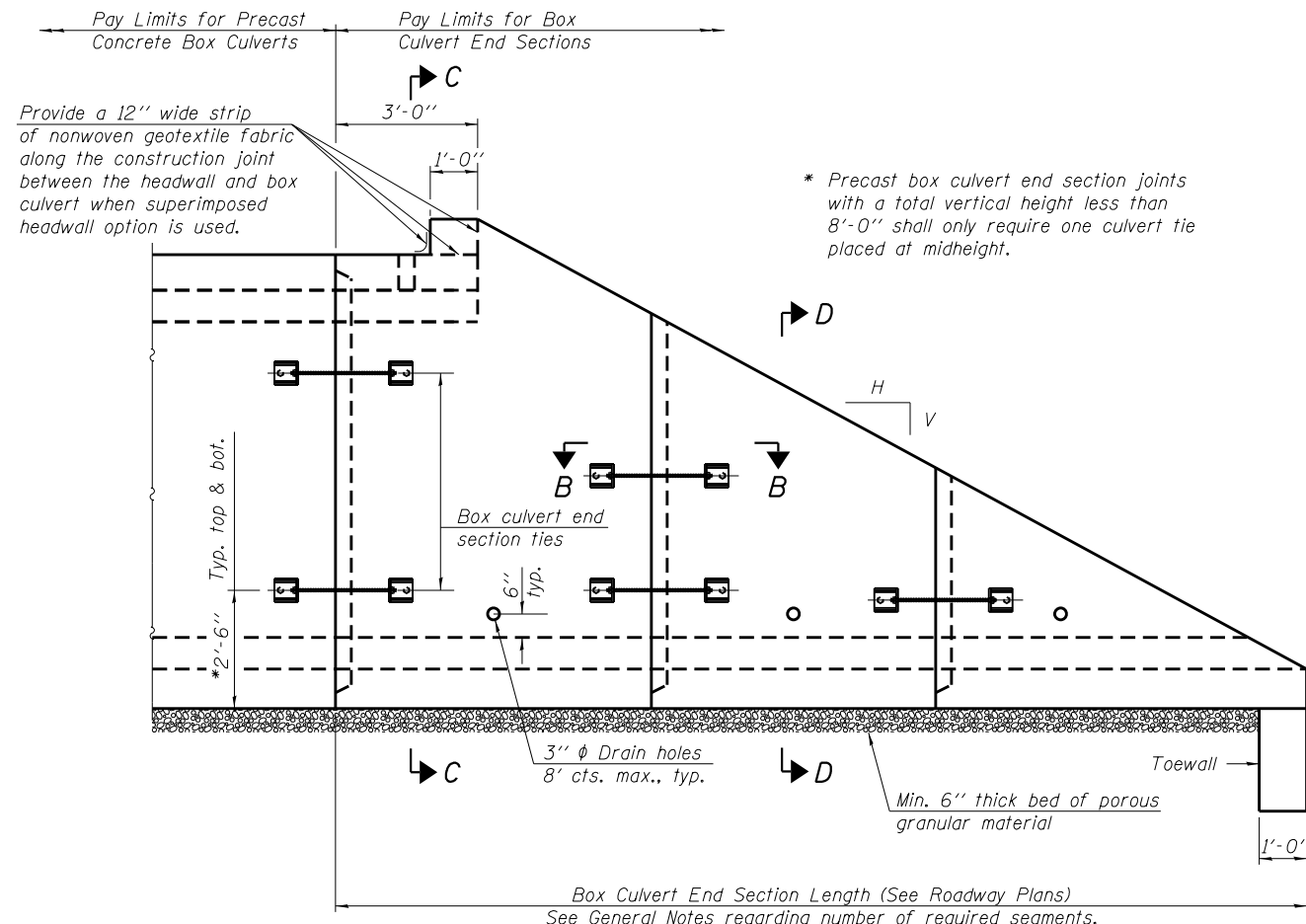
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WATER MAIN DETAIL

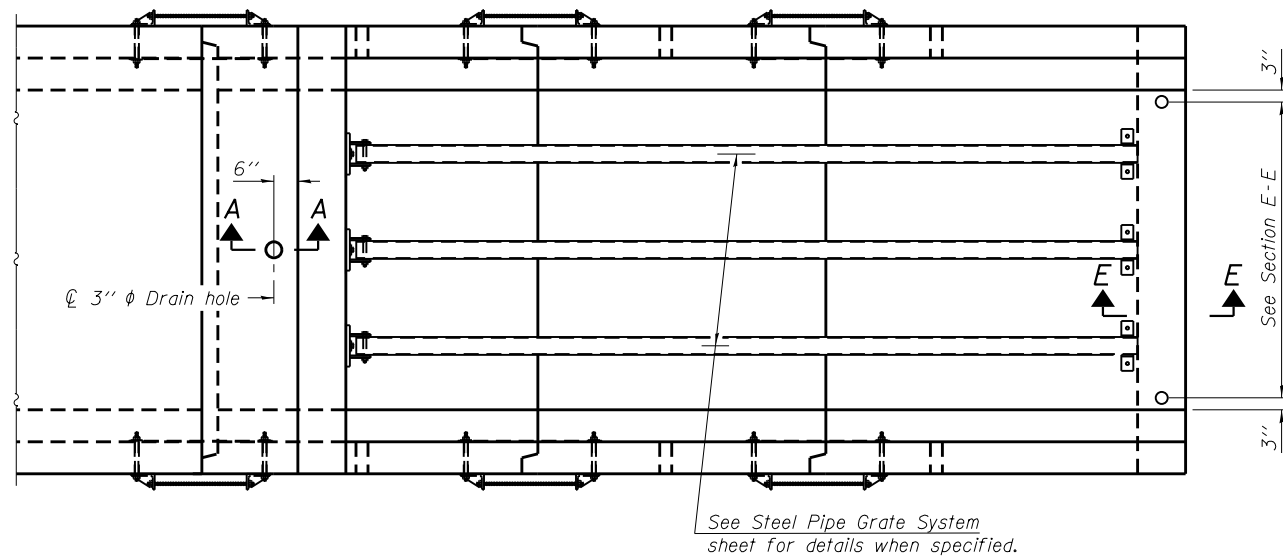
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	118
CONTRACT NO. 64341				
ILLINOIS FED. AID PROJECT				

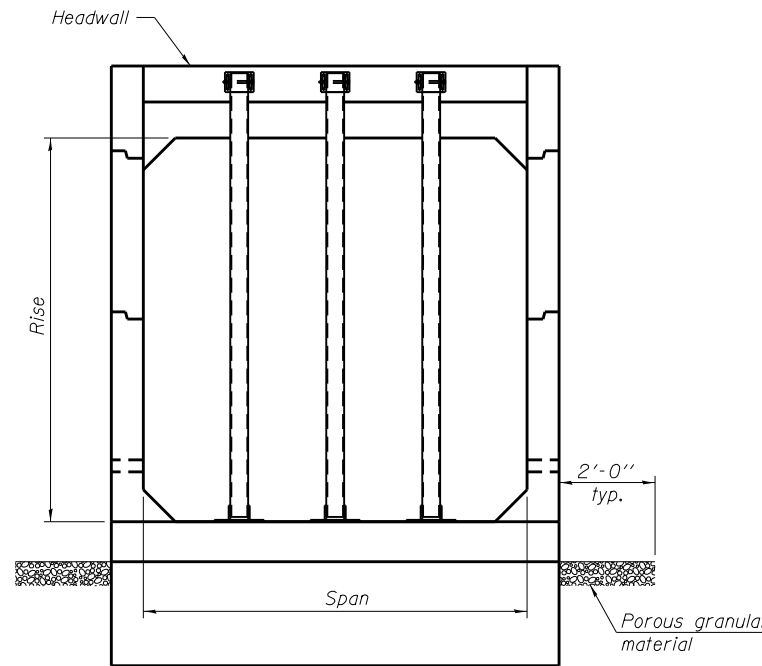
PROP. CURVE 88220



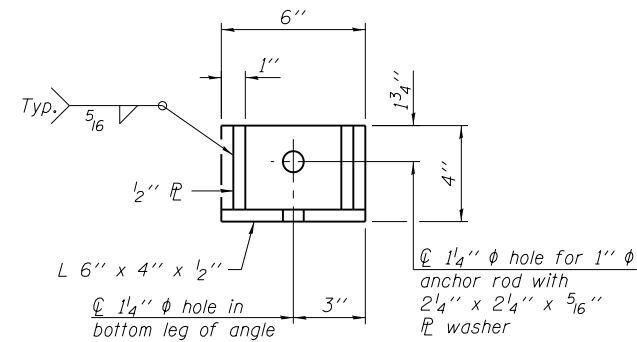
SIDE ELEVATION



PLAN VIEW



END VIEW



RESTRAINT ANGLE DETAIL

12" x 12" block of CA5, CA7 or CA11 coarse aggregate placed over drain opening. Block of aggregate shall be completely wrapped in nonwoven geotextile fabric.

Provide a double layer of 12" x 12" nonwoven geotextile fabric centered over the drain hole. Fabric shall be sealed to the concrete with mastic.

3" φ PVC drain cast with the concrete (Adjust location to clear reinforcement).

1/2" Square foam blockout around PVC drain (to be removed after concrete has cured)

SECTION A-A

(All costs associated with furnishing and constructing the above drain details will not be measured for payment but shall be included in the contract unit price for the end section.)

(Sheet 1 of 3)

GENERAL NOTES

Box Culvert End Sections shall be constructed according to the requirements of Section 540 of the Standard Specifications except as modified herein. End sections will be paid for at the contract unit price per each for Box Culvert End Sections of the culvert number specified.

Typical box section dimensions, materials, and reinforcement details for Box Culvert End Sections shall be according to the requirements of AASHTO M 259 or M 273 as required for the design of the portion of the culvert within the limits of Precast Concrete Box Culverts except as modified herein.

Number of sections shown in Side Elevation is for example only. Length and number of precast box sections required to construct Box Culvert End Sections shall be determined by the Contractor.

See roadway plans for embankment slope (V:H).

1" φ anchor rods for the culvert ties shall conform to the requirements of ASTM F1554, Grade 105. Structural steel for tie plate and restraint angle shall conform to the requirements of Article 1006.04 of the Standard Specifications. All components of the culvert tie detail shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable. 2 1/4" x 2 1/4" x 5/16" plate washers shall be provided under each nut required for the anchor rods. All anchor rods in a culvert tie assembly shall be snug tightened by a few impacts of an impact wrench or the full force of a worker using an ordinary spud wrench. Holes in the walls for the culvert tie assembly may be drilled using core bits in lieu of using formed holes.

Alternate culvert ties similar in strength and stiffness to the plan details may be provided by the Contractor. Alternate culvert ties shall be subject to approval of the Engineer.

The headwall may be cast monolithically with the box section or a superimposed headwall may be cast directly onto the box sections. Anchor rods shall conform to the requirements of Article 1006.09 of the Standard Specifications and the anchor rods and associated hardware for securing the superimposed headwall to the box section shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable. Class SI concrete may be used for construction of superimposed headwall.

In lieu of using ferrule loop inserts, the Contractor may attach the superimposed headwall to the box section by epoxy grouting reinforcement bars according to the requirements of Section 584 of the Standard Specifications. The chemical adhesive system shall be capable of achieving the minimum proof load stated with drilled hole depths that do not exceed 2/3 of the thickness of the slab of the box section.

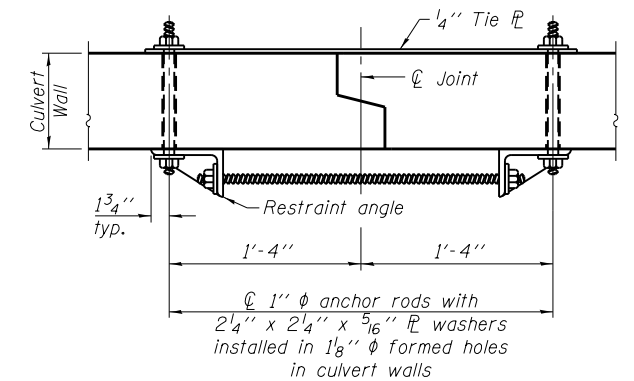
All costs associated with furnishing and installing or constructing the geotextile fabric, toewall, headwall, and culvert ties will not be measured for payment but shall be included in the contract unit price for Box Culvert End Sections of the culvert number specified.

Reinforcement bars designated (E) shall be epoxy coated.

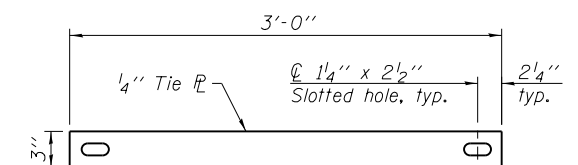
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr. 60.

Drain holes shall conform to the requirements of Article 503.11 of the Standard Specifications unless noted otherwise.

Nonwoven geotextile fabric shall conform to the requirements of Article 1080.01. The minimum weight of the fabric shall be 6 oz. / sq. yd..



SECTION B-B
(Showing culvert tie details)



TIE PLATE DETAIL

2-16-11

DESIGNED -	EXAMINED _____	DATE - _____
CHECKED -	ENGINEER OF BRIDGE DESIGN	
DRAWN -	PASSED _____	
CHECKED -	ENGINEER OF BRIDGES AND STRUCTURES	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SINGLE CELL PRECAST BOX CULVERT END SECTIONS
WITH PIPE GRATES

SHEET NO. 1 OF 3 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	119
CONTRACT NO. 64341				

ILLINOIS FED. AID PROJECT

T (in.), T _s (in.)	Reinforcing Steel A _{slm} (in. ² /ft.)											
	2	3	4	5	6	7	8	9	10	11	12	
4	0.19	0.15										
5	0.26	0.21	0.18									
6		0.26	0.23	0.22								
7		0.33	0.59	0.27	0.28							
8			0.43	0.39	0.36	0.34	0.40					
9				0.43	0.40	0.37	0.36	0.48				
10				0.47	0.44	0.41	0.38	0.42	0.56			
11				0.54	0.46	0.41	0.41	0.50	0.65			
12				0.58	0.50	0.45	0.45	0.46	0.46	0.75		

(A_{slm} reinforcement based upon welded wire fabric conforming to AASHTO M 55 or M 221).

Notes:

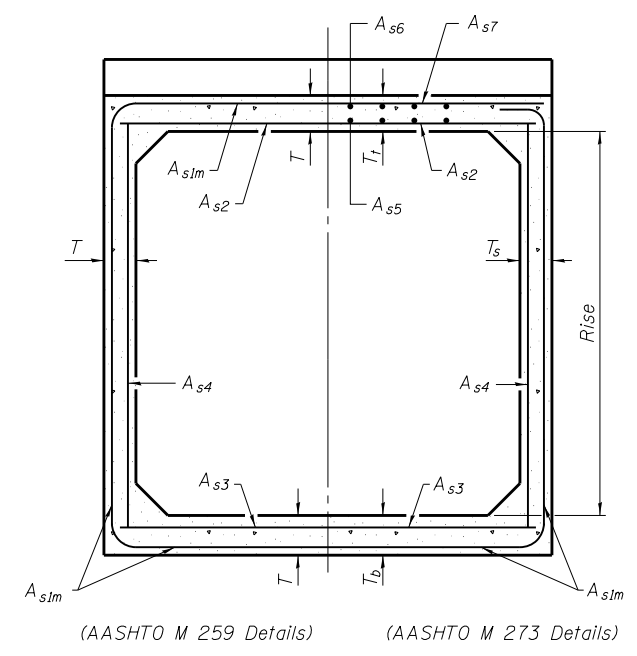
Alternate Section D-D is provided to allow the Contractor the option of casting the bottom slab of the end section first followed by construction of the sidewalls using conventional forming methods. Shop drawings that detail slab thickness and reinforcement layout shall be submitted to the Engineer for review and approval when using Alternate Section D-D.

The size and spacing of the v₃(E) bars shall provide a minimum reinforcement area along each face of the walls (in.²/ft.) equal to 1.10*(A_{slm}). v₃(E) bars may consist of #3 thru #6 size reinforcement bars and the longitudinal spacing shall not exceed the lesser of the wall thickness or 8 inches.

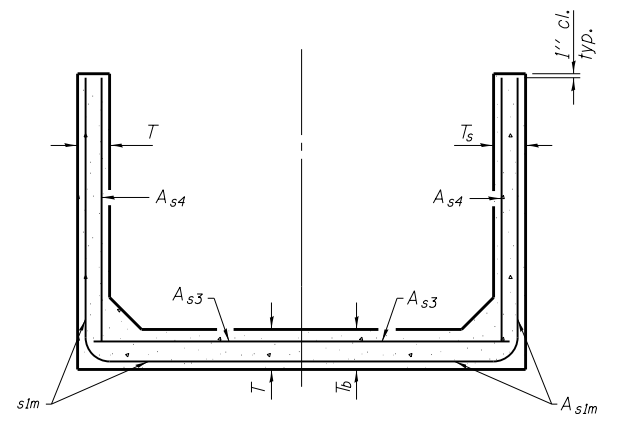
Bonded construction joints shall be prepared according to Article 503.09 of the Standard Specifications.

l₁ DIMENSION

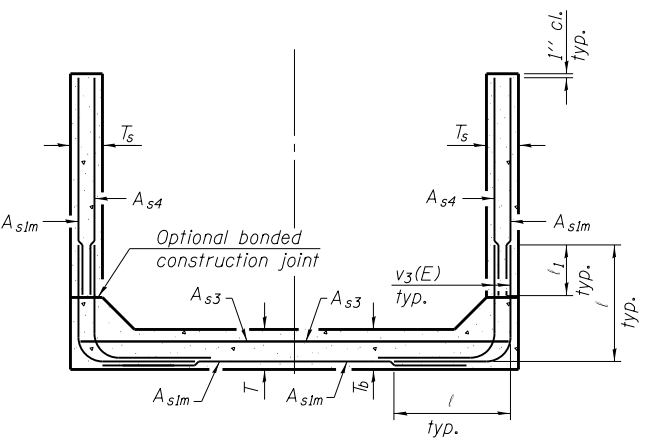
- #3 bar = 2'-0"
- #4 bar = 2'-8"
- #5 bar = 3'-4"
- #6 bar = 3'-11"



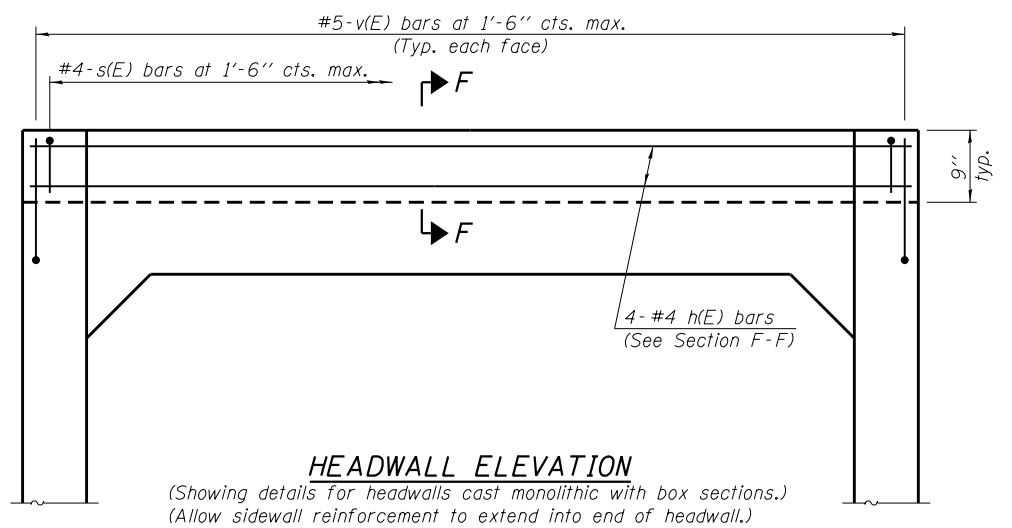
SECTION C-C



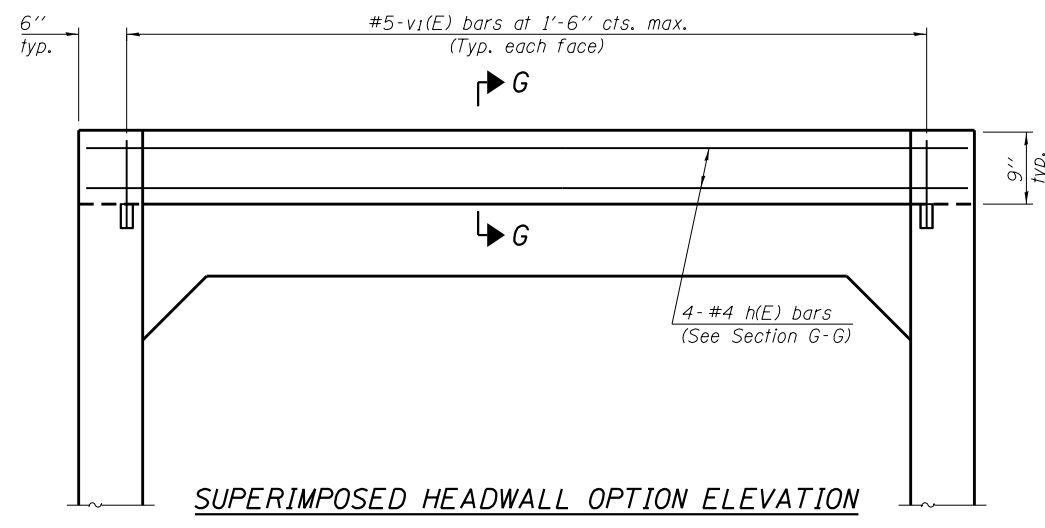
SECTION D-D



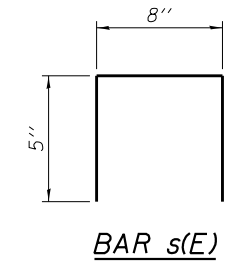
ALTERNATE SECTION D-D



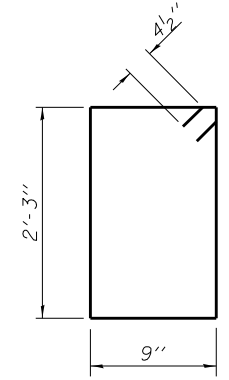
HEADWALL ELEVATION



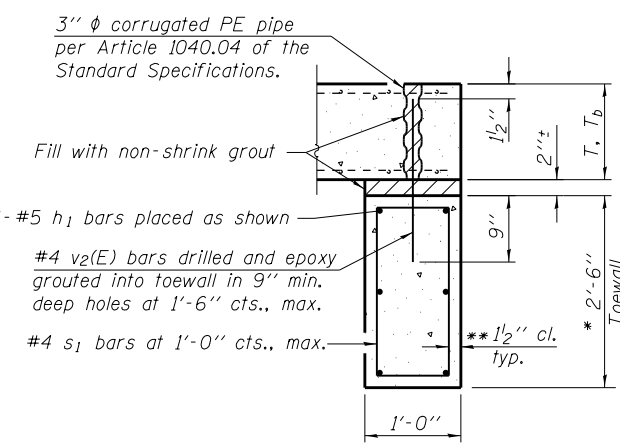
SUPERIMPOSED HEADWALL OPTION ELEVATION



BAR s(E)



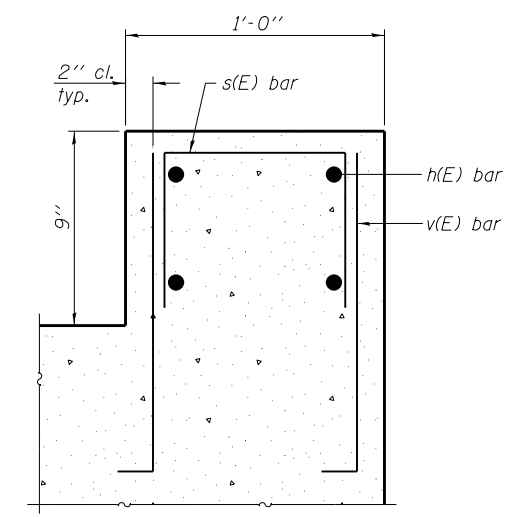
BAR s₁



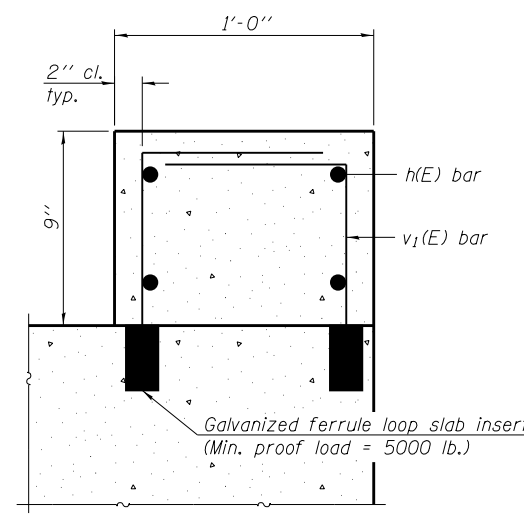
SECTION E-E

TOEWALL CONSTRUCTION SEQUENCE

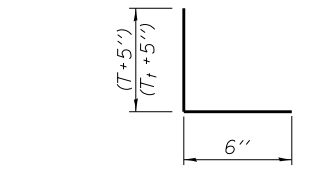
1. Perform excavation and construct toewall.
 2. Backfill accordingly and place bedding for precast box culvert end sections.
 3. Set precast box culvert end sections in place.
 4. Drill and epoxy grout reinforcement in toewall in accordance with Section 584 of the Standard Specifications.
 5. Pressure grout voids using non-shrink grout conforming to Section 1024 of the Standard Specifications.
- * The Contractor may furnish a precast or cast-in-place toewall. The Contractor shall be responsible for the strength and stability of the precast toewall during handling. Additional lifting points may be required depending upon the length of the toewall or the Contractor may need to modify the design of the toewall for the proposed handling method.
- ** If soil conditions permit, the sides of the toewall may be poured directly against the soil. The clear cover on the sides of the toewall shall be increased to 3" by increasing the thickness of the toewall.



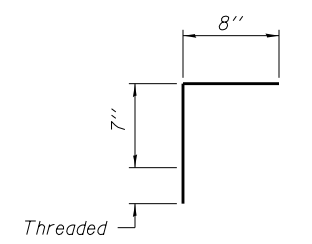
SECTION F-F



SECTION G-G



BAR v(E)



BAR v₁(E)

2-16-11

(Sheet 2 of 3)

DESIGNED -	EXAMINED	DATE -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SINGLE CELL PRECAST BOX CULVERT END SECTIONS WITH PIPE GRATES	F.A.U. RT.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
CHECKED -	PASSED				5789	40BR	ROCK ISLAND	225	120	
DRAWN -					CONTRACT NO. 64341					
CHECKED -					ILLINOIS FED. AID PROJECT					

GENERAL NOTES

Length and number of steel pipes shall be determined by the Contractor in accordance with the spacing limits shown. All steel pipe shall be standard weight (Sch. 40) unless otherwise noted.

All components of the Steel Pipe Grate System shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable. Fabrication of the Steel Pipe Grate System shall conform to the requirements in Section 505 of the Standard Specifications unless noted otherwise.

Structural steel shapes and plates shall conform to the requirements of Article 1006.04 of the Standard Specifications. Steel pipes shall conform to the requirements of ASTM A 53 (Type E or S), Grade B.

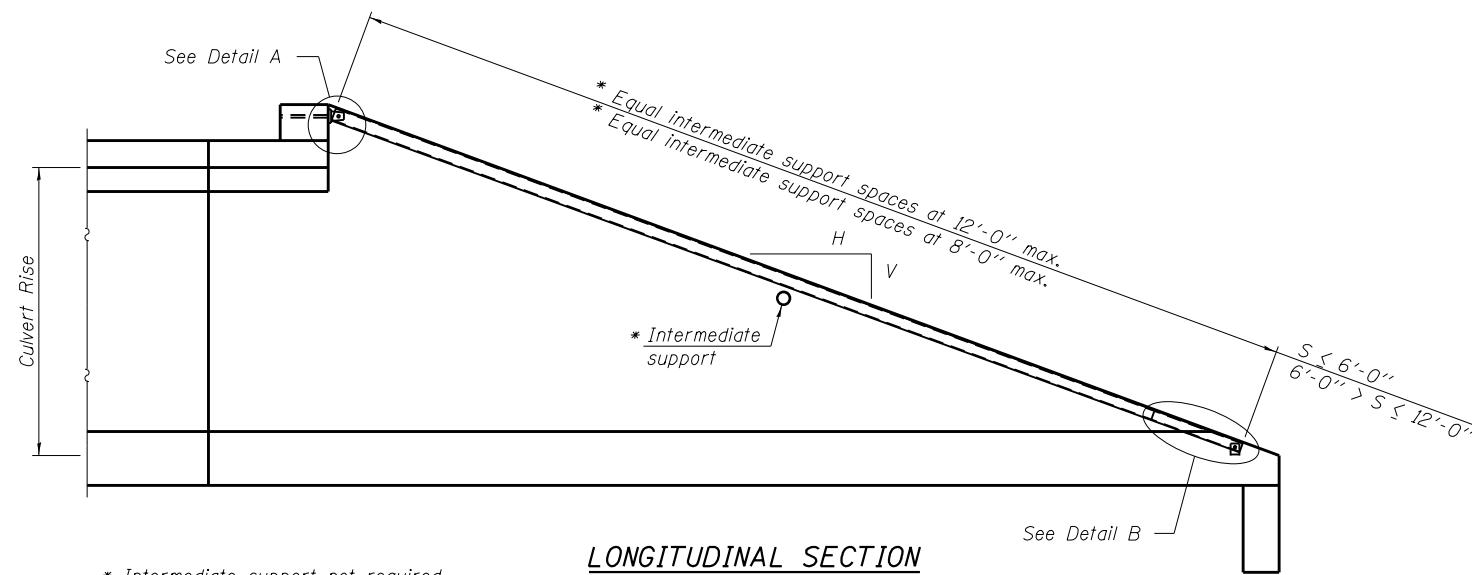
Anchor rods shall conform to the requirements of ASTM F1554, Grade 105. Anchor rods shall be drilled and epoxy grouted according to the requirements of Section 584 of the Standard Specifications. The chemical adhesive system shall be capable of achieving a minimum proof load of 5000 pounds and an ultimate shear capacity of 8000 pounds per anchor.

Bolts and thru bolts shall conform to the requirements of Article 1006.08 of the Standard Specifications except threaded rods conforming to the requirements of ASTM F1554, Grade 105 may be used for the thru bolts.

The minimum edge distance from the center of a hole to the free edge of a structural shape or plate shall be 1 1/2" unless noted otherwise.

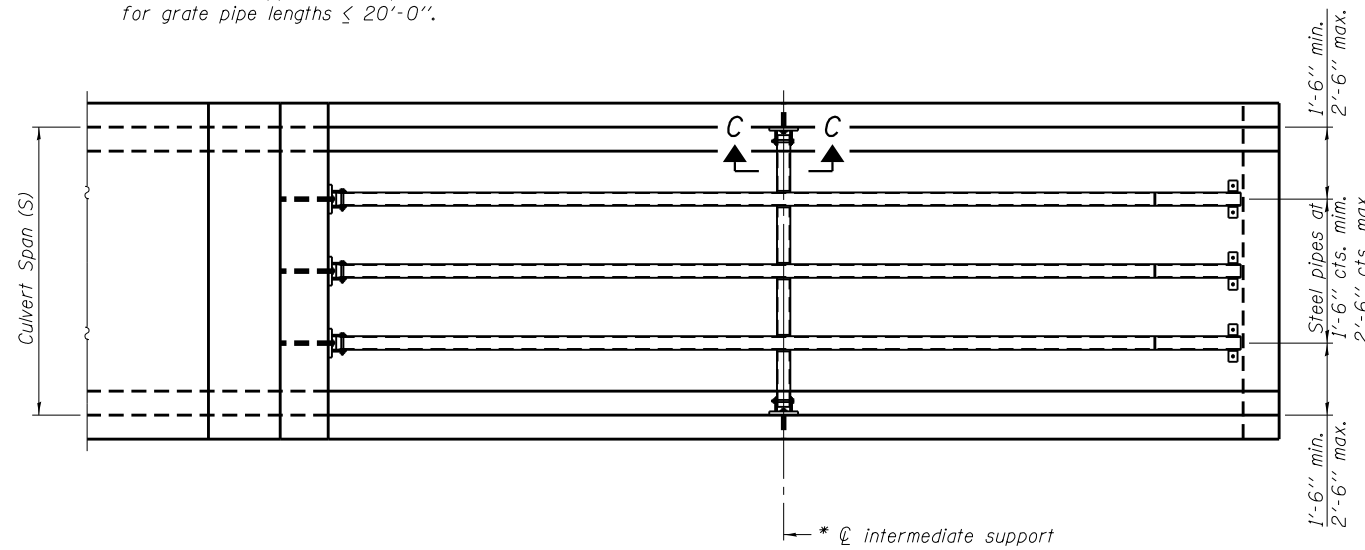
Bolts and anchor rods shall be snug tightened by a few impacts of an impact wrench or the full force of a worker using an ordinary spud wrench.

All cost associated with fabricating, furnishing, and installing the Steel Pipe Grate System including the steel pipes, steel plates, bolts, nuts and washers shall be included in the contract unit price for Transversable Pipe Grates.

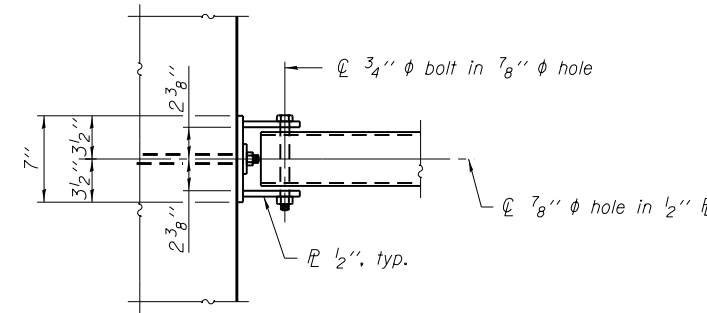


LONGITUDINAL SECTION

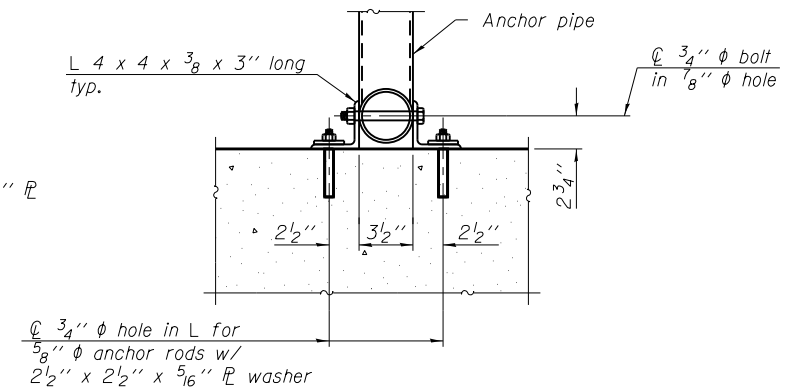
* Intermediate support not required for grate pipe lengths ≤ 20'-0".



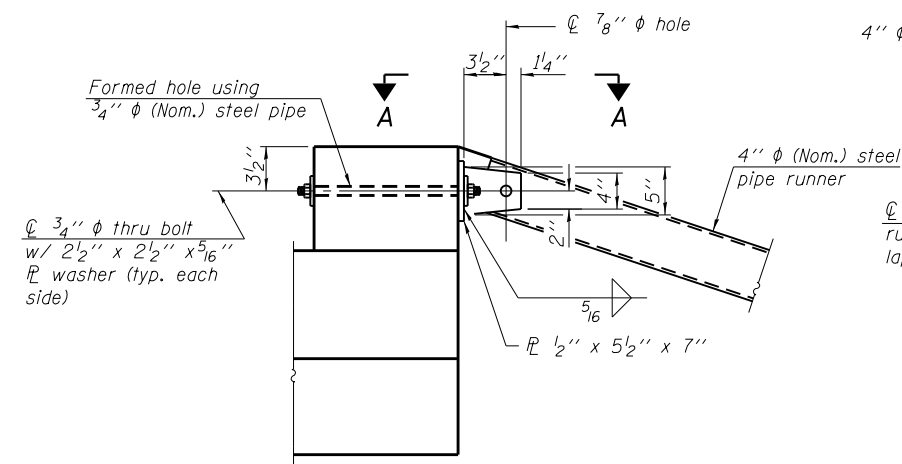
PLAN VIEW



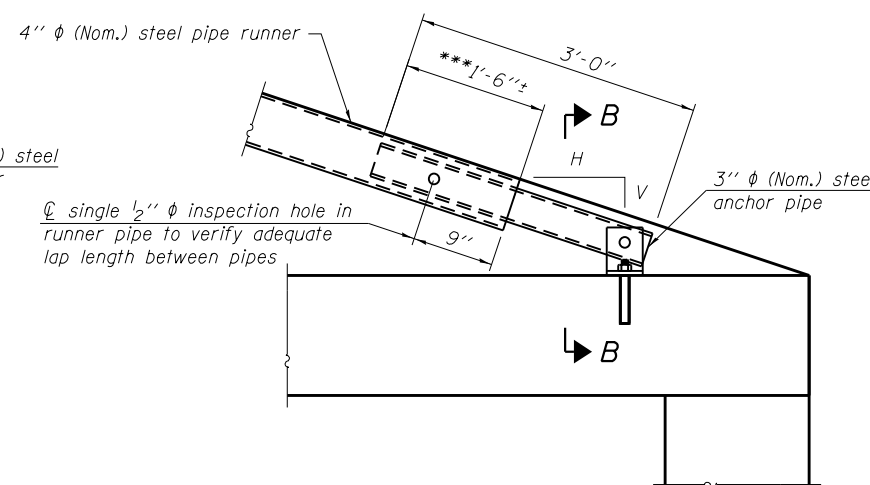
VIEW A-A



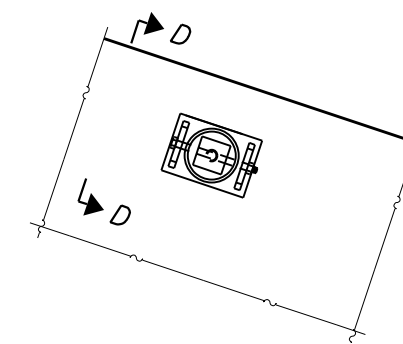
SECTION B-B



DETAIL A

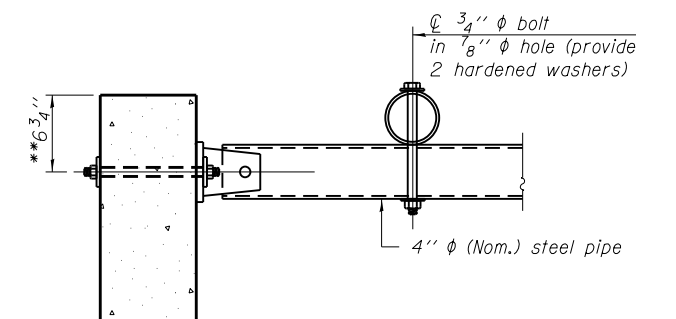


DETAIL B



SECTION C-C

(See Detail A for dimensions and details not shown.)



SECTION D-D

** Measured perpendicular to top of culvert wall. In addition, formed hole shall be located a minimum of 6" measured horizontally from any vertical joints necessary for construction of the culvert end section.

2-16-11

(Sheet 3 of 3)

DESIGNED -	EXAMINED	DATE -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STEEL PIPE GRATE SYSTEM	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
CHECKED -	ENGINEER OF BRIDGE DESIGN				5789	40BR	ROCK ISLAND	225	121	
DRAWN -	PASSED				CONTRACT NO. 64341					
CHECKED -	ENGINEER OF BRIDGES AND STRUCTURES				ILLINOIS FED. AID PROJECT					

SHEET NO. 3 OF 3 SHEETS

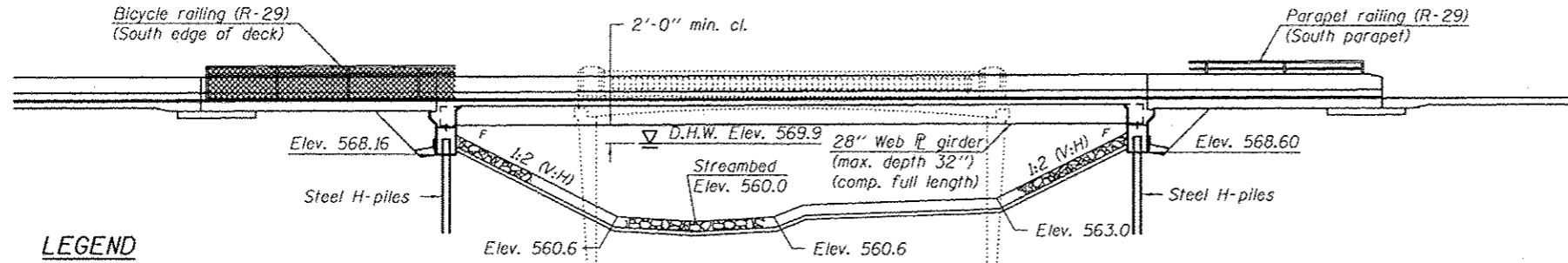
Benchmark: U.S.G.S. datum "□" cut in the center and top of South headwall of concrete culvert Sta. 387+50.
Rt. 30'-8", Elev. 569.31.

Existing structure: Structure no. 081-0061, built in 1937 as F.A. Rte. 138, Section 40B, Station 325+35, as a single span 54'-8" back-to-back abutment, 47'-4" out-to-out reinforced concrete haunched slab and rigid frame. The existing structure is to be replaced with a single span bridge on integral abutments. Traffic is to be maintained utilizing stage construction.

No salvage.

INDEX OF SHEETS

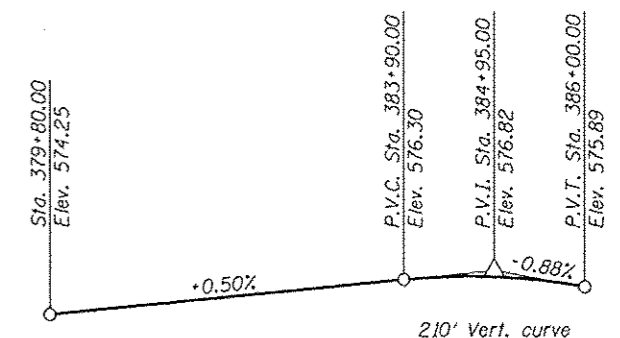
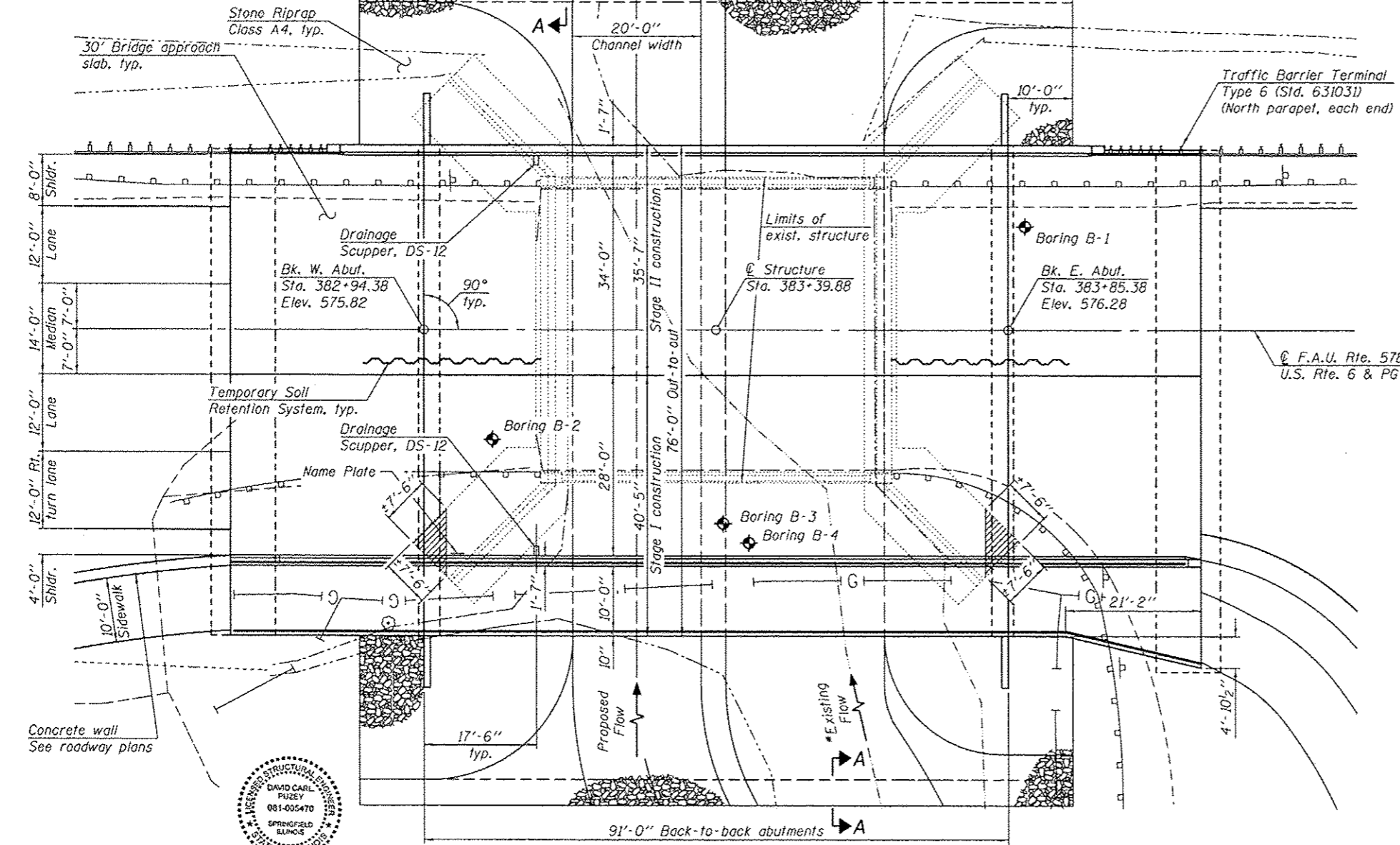
- 1 - General Plan and Elevation
- 2 - General Data & Temporary Soil Retention System Details
- 3 - Stage Construction Details
- 4 - Temporary Concrete Barrier for Stage Construction
- 5-7 - Top of Slab Elevations
- 8 - Top of West Approach Slab Elevations
- 9 - Top of East Approach Slab Elevations
- 10 - Superstructure
- 11-12 - Superstructure Details
- 13-14 - Diaphragm Details
- 15-17 - West Bridge Approach Slab Details
- 18-20 - East Bridge Approach Slab Details
- 21 - Bicycle Railing
- 22 - Drainage Scupper, DS-12
- 23 - Structural Steel
- 24 - Structural Steel Details
- 25 - West Abutment
- 26 - East Abutment
- 27 - HP Pile Details
- 28 - Bar Splicer Assembly Details
- 29-30 - Soil Boring Logs



LEGEND

Indicates limits of removal of existing wingwall footing. Cost included with Removal of Existing Structure.

Existing buried gas line



DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications, 5th Edition, with 2010 Interims

DESIGN STRESSES

FIELD UNITS

f_c = 3,500 psi

f_y = 60,000 psi (Reinforcement)

f_y = 50,000 psi (M270 Grade 50W)

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1

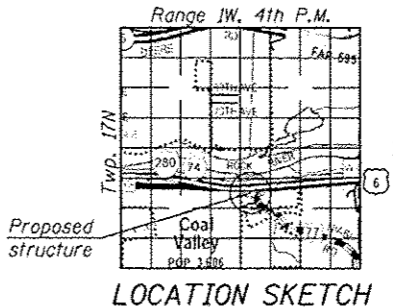
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.06g

Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.10g

Soil Site Class = C

STATION 383+39.88
BUILT 20 BY
STATE OF ILLINOIS
F.A.U. RTE. 5789 SEC. 40 BR
LOADING HL-93
STRUCTURE NO. 081-0163

NAME PLATE
See Std. 515001



EXPIRES 11-30-2014

DESIGNED - <i>Stephan Ryan</i>	EXAMINED - <i>David Carl Puze</i>	DATE - 3/12/2013
CHECKED - <i>Ray Ahanchi</i>	PASSED - <i>David Carl Puze</i>	
DRAWN - h.t. duong / M.B.M.		
CHECKED - <i>SMR / GRA</i>		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 081-0163
SHEET NO. 1 OF 30 SHEETS

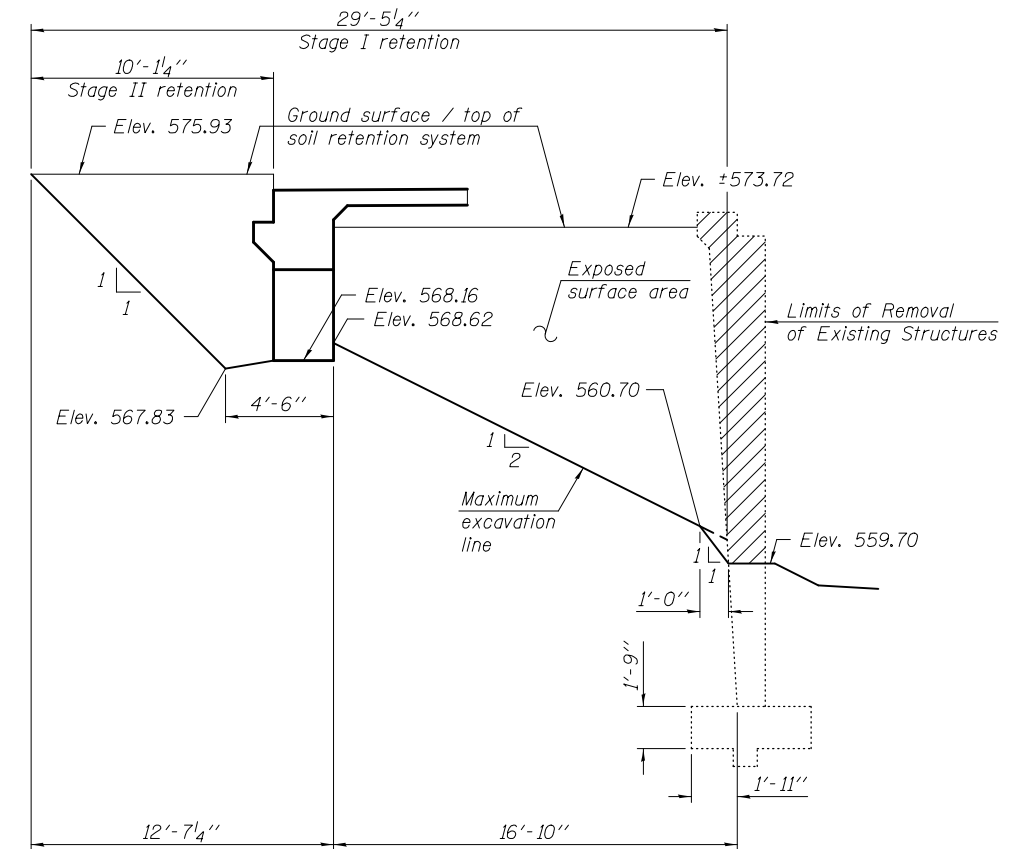
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40 BR	ROCK ISLAND	225	122
				CONTRACT NO. 64341
ILLINOIS FED. AID PROJECT				

TOTAL BILL OF MATERIAL

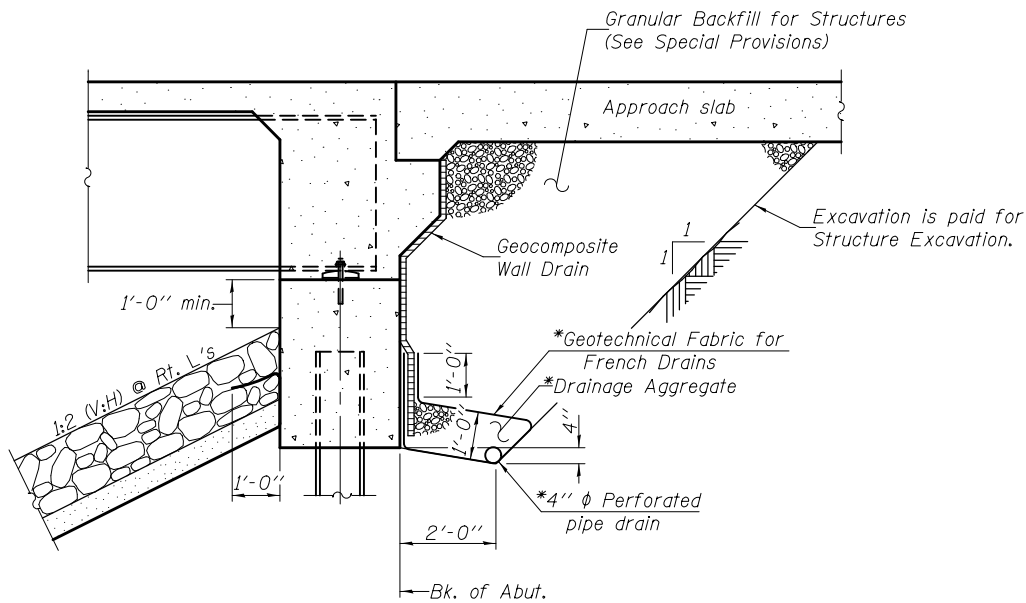
ITEM	UNIT	SUPER	SUB	TOTAL
Granular Backfill for Structures	Cu. Yd.		215	215
Stone Riprap, Class A4	Sq. Yd.		1535	1535
Filter Fabric	Sq. Yd.		1535	1535
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		118.0	118.0
Concrete Structures	Cu. Yd.		107.0	107.0
Concrete Superstructure	Cu. Yd.	489.0		489.0
Bridge Deck Grooving	Sq. Yd.	1011		1011
Concrete Encasement	Cu. Yd.		7.6	7.6
Protective Coat	Sq. Yd.	1395		1395
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	4312		4312
Reinforcement Bars, Epoxy Coated	Pound	117470	7680	125150
Bar Splicers	Each	622	102	724
Bicycle Railing	Foot	152		152
Parapet Railing	Foot	149		149
Furnishing Steel Piles HP10x42	Foot		483	483
Driving Piles	Foot		483	483
Test Pile Steel HP10x42	Each		1	1
Name Plates	Each	1		1
Anchor Bolts, 1"	Each		44	44
Geocomposite Wall Drain	Sq. Yd.		112.0	112.0
Drainage Scuppers, DS-12	Each	2		2
Temporary Soil Retention System	Sq. Ft.		407	407
Pipe Underdrains for Structures 4"	Foot		218	218

GENERAL NOTES

Fasteners shall be ASTM A325 Type 3. Bolts 3/4" in. ϕ , holes 1/16 in. ϕ , unless otherwise noted.
 Calculated weight of Structural Steel = 288,130 lbs (M 270 Grade 50W).
 All structural steel shall be AASHTO M 270 Grade 50W.
 No field welding is permitted except as specified in the contract documents.
 Reinforcement bars designated (E) shall be epoxy coated.
 If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
 Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
 Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
 The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
 Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.
 A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
 Slipforming of parapets is not allowed.



TEMPORARY SOIL RETENTION SYSTEM
(West Abutment)

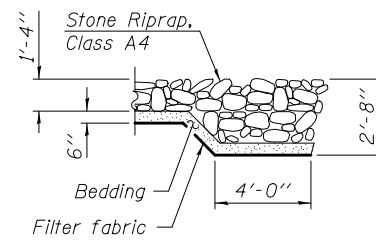


SECTION THRU INTEGRAL ABUTMENT

*Included in the cost of Pipe Underdrains for Structures.

Note:

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



SECTION A-A

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	W. Abut.	E. Abut.
	568.16	568.60

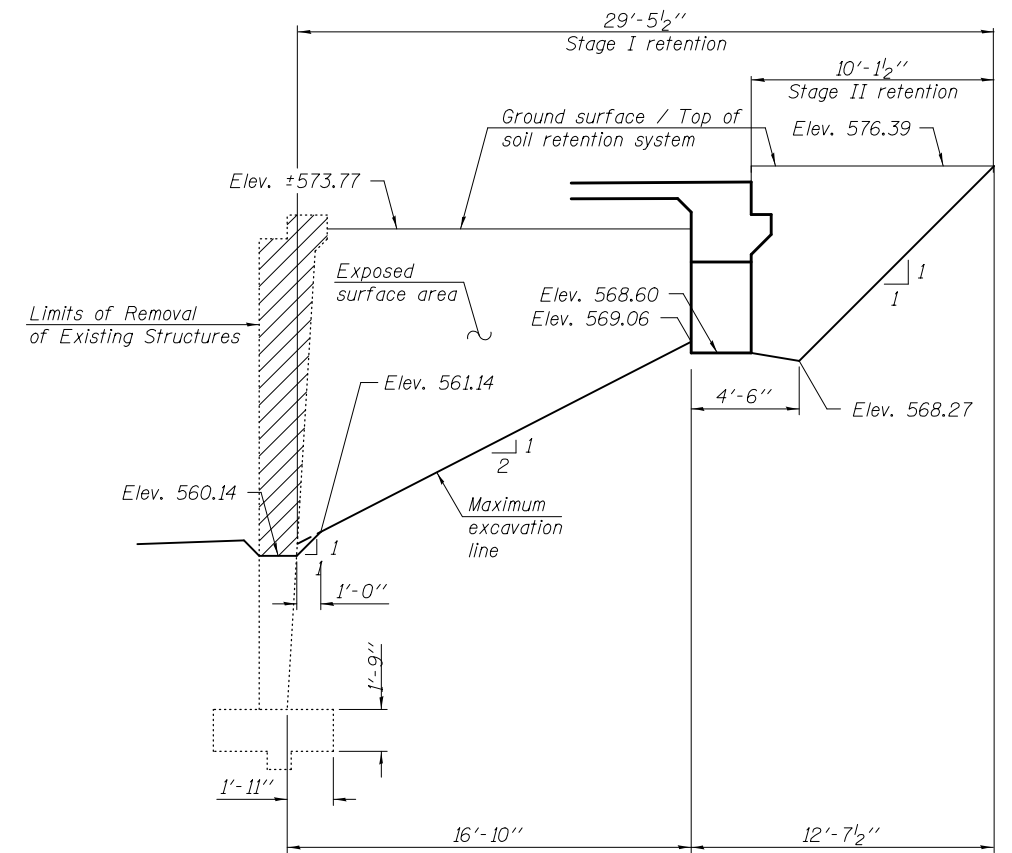
WATERWAY INFORMATION

Existing Low Grade Elev. 573.6 @ Sta. 382+25
 Proposed Low Grade Elev. 574.0 @ Sta. 382+50

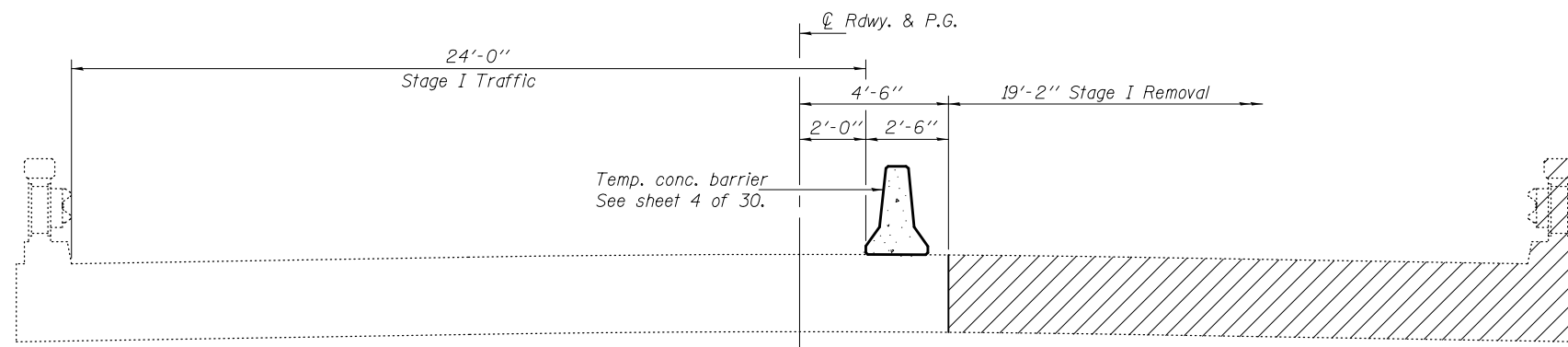
Flood Yr.	Freq.	* Q		Opening Sq. Ft.		**Nat. H.W.E.		Head - Ft.		Headwater El.	
		C.F.S.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	
	10	1050	313	503	569.5	0.1	0.0	569.6	569.5		
Design	50	1300	333	535	569.9	0.1	0.1	570.0	570.0		
Base	100	1350	338	543	570.0	0.1	0.1	570.1	570.1		
Overtopping											
Max. Calc.	500	1550	353	567	570.3	0.2	0.1	570.5	570.4		

10 Year velocity through existing bridge = 3.4 ft./sec.
 10 Year velocity through proposed bridge = 2.1 ft./sec.

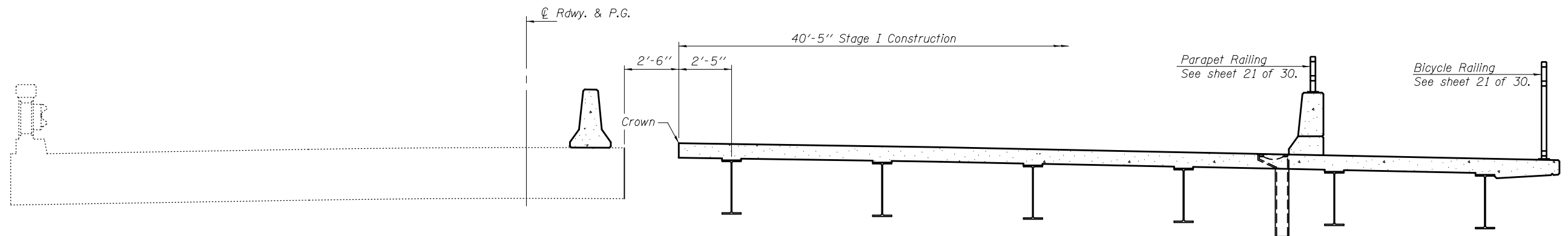
* Total discharged reduced by amount lost to storage after overtopping Niabi Zoo Road.
 ** Shaffer Creek is under the control of the tailwaters of the Rock River at this location.



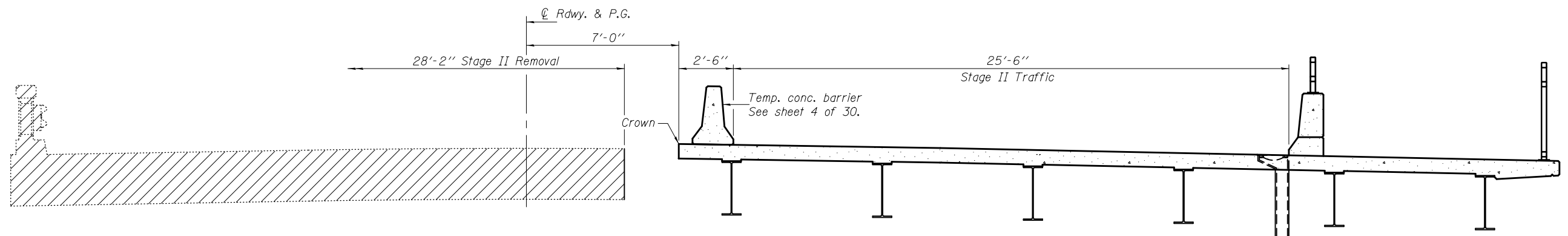
TEMPORARY SOIL RETENTION SYSTEM
(East Abutment)



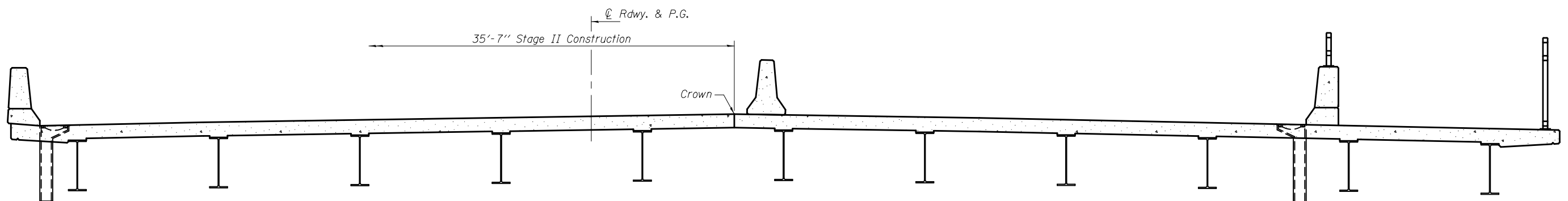
STAGE I REMOVAL



STAGE I CONSTRUCTION



STAGE II REMOVAL



STAGE II CONSTRUCTION

Notes: All sections are looking east.
Hatched area indicates removal of existing superstructure.
For quantity of temporary concrete barrier, see Roadway Plans.

DESIGNED - STEPHEN M. RYAN
CHECKED - RAY AHANCHI
DRAWN - h.t. duong
CHECKED - S.M.R. / G.R.A.

EXAMINED
PASSED
ACTING ENGINEER OF BRIDGES AND STRUCTURES

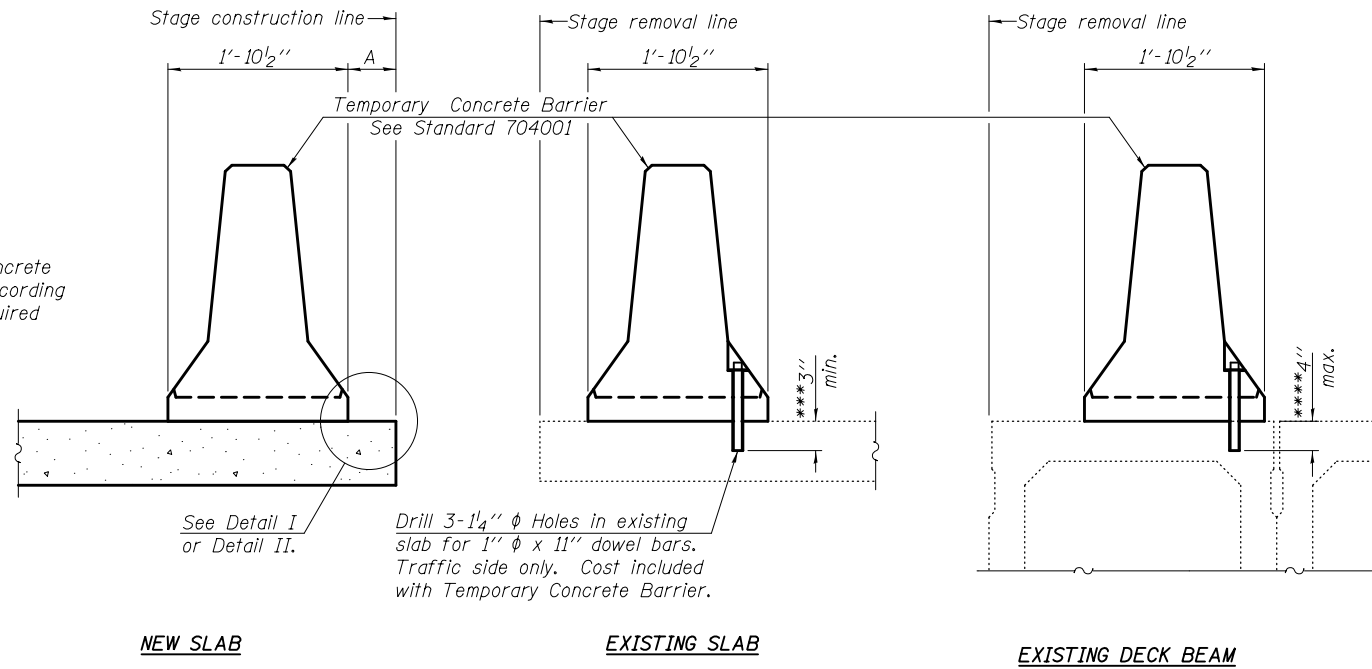
DATE - MARCH 12, 2013
REVISED
REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 081-0163**
SHEET NO. 3 OF 30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40 BR	ROCK ISLAND	225	124
CONTRACT NO. 64341				
ILLINOIS FED. AID PROJECT				

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



SECTIONS THRU SLAB OR DECK BEAM

NOTES

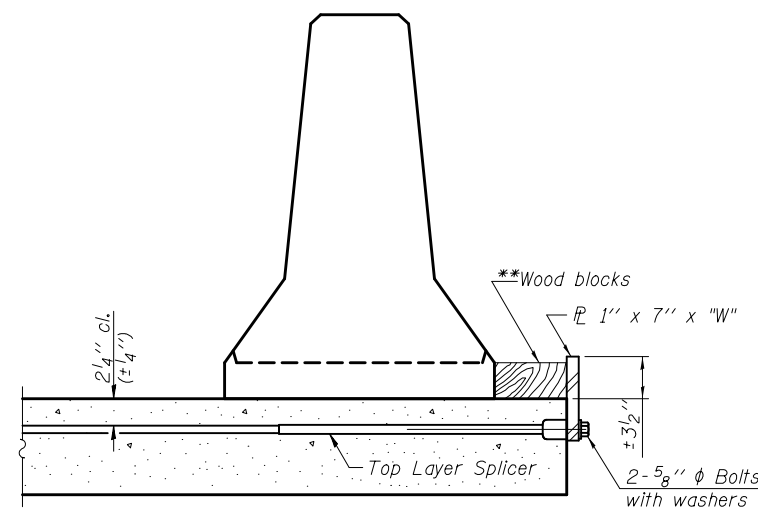
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

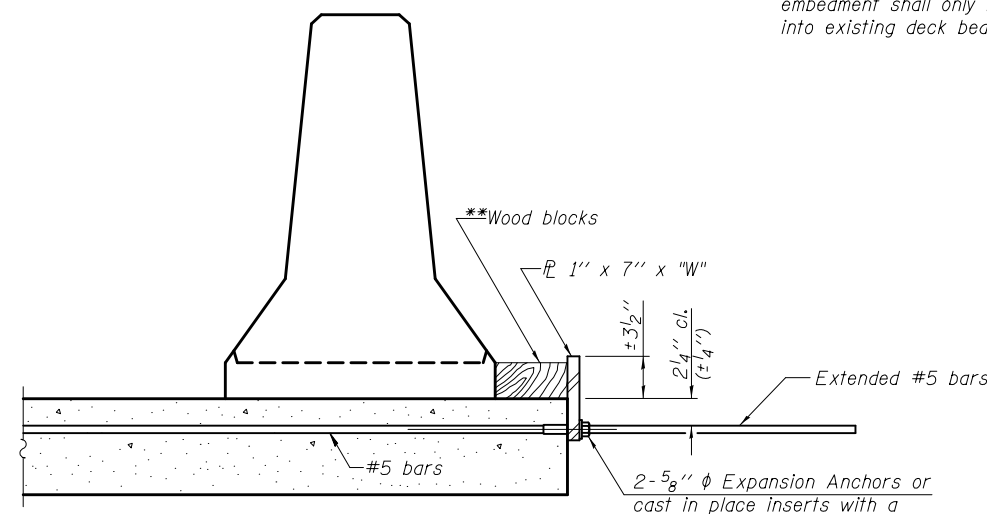
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

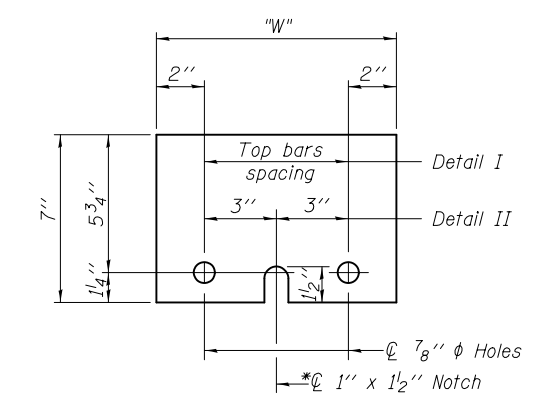
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



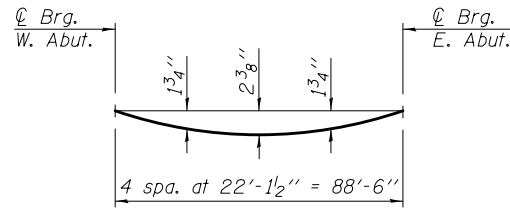
STEEL RETAINER PL 1" x 7" x "W"
* Required only with Detail II

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

"W" = Top bars spacing + 4"

R-27 7-1-10

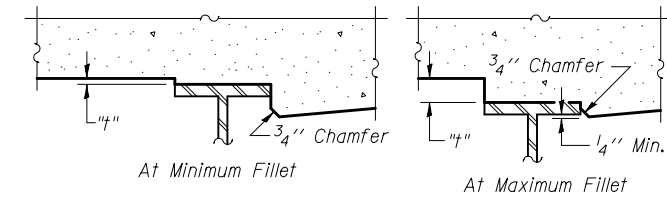
DESIGNED - STEPHEN M. RYAN	EXAMINED - <i>Joanne F. Duff</i> ACTING ENGINEER OF BRIDGE DESIGN	DATE - MARCH 12, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 081-0163	F.A.U. R.T.E. - 5789	SECTION - 40 BR	COUNTY - ROCK ISLAND	TOTAL SHEETS - 225	SHEET NO. - 125
CHECKED - RAY AHANCHI	PASSED - <i>Carl Pung</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			CONTRACT NO. 64341				
DRAWN - h.t. duong		REVISED			ILLINOIS FED. AID PROJECT				
CHECKED - S.M.R. / G.R.A.					SHEET NO. 4 OF 30 SHEETS				



DEAD LOAD DEFLECTION DIAGRAM

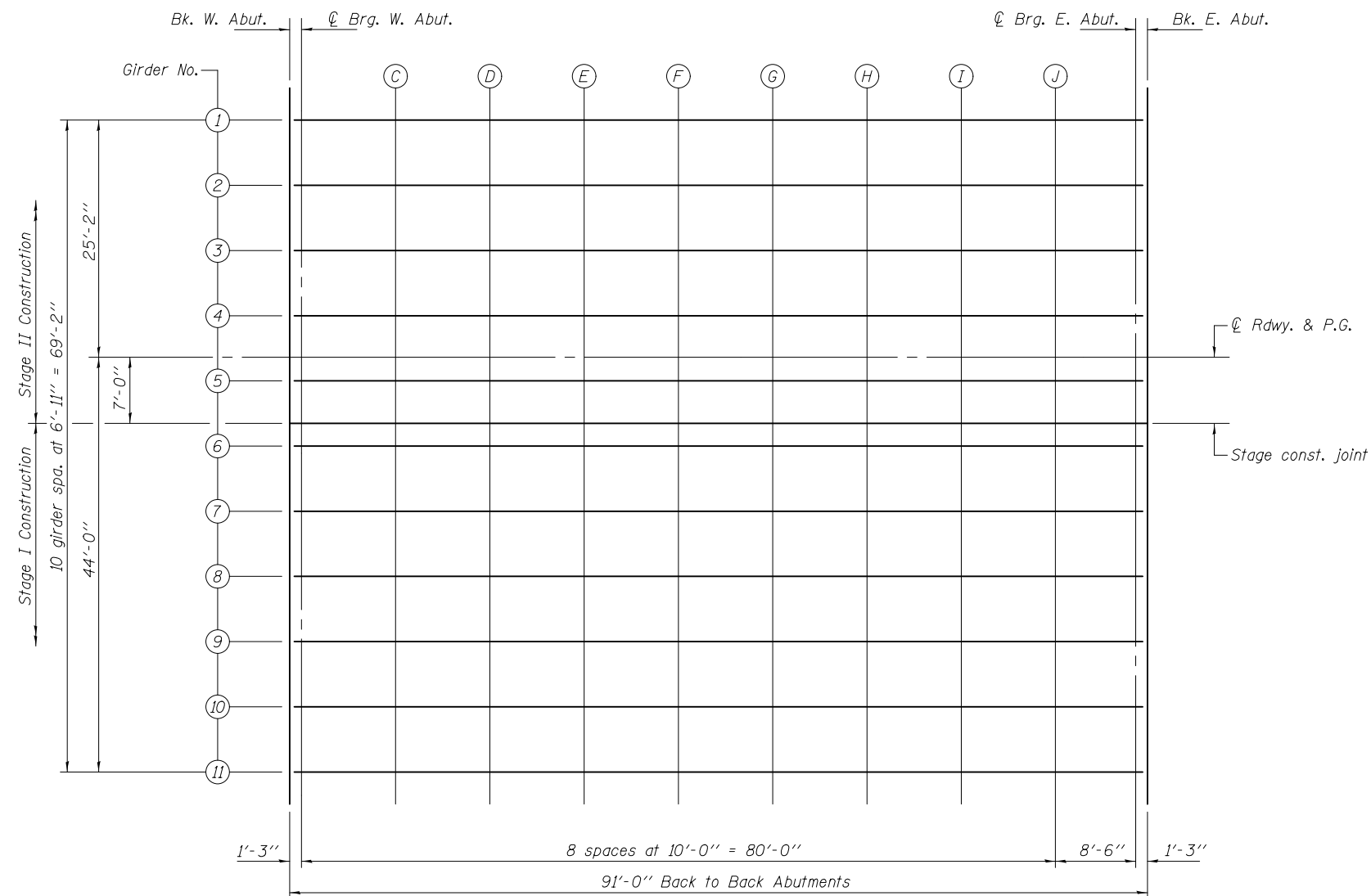
(Includes weight of concrete only.)

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 sheets 6 & 7 of 30.

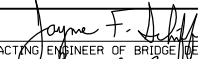



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 6 & 7 of 30, minus 8" slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS



DESIGNED - STEPHEN M. RYAN	EXAMINED
CHECKED - RAY AHANCHI	PASSED
DRAWN - h.t. duong	
CHECKED - S.M.R. / G.R.A.	


 ACTING ENGINEER OF BRIDGE DESIGN

 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 12, 2013	REVISED
	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 081-0163

SHEET NO. 5 OF 30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40 BR	ROCK ISLAND	225	126
CONTRACT NO. 64341				

ILLINOIS FED. AID PROJECT

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	38+294.38	-25.17	575.40	575.40
CL. Brg. W. Abut.	382+95.63	-25.17	575.40	575.40
C	383+05.63	-25.17	575.45	575.52
D	383+15.63	-25.17	575.50	575.63
E	383+25.63	-25.17	575.55	575.72
F	383+35.63	-25.17	575.60	575.79
G	383+45.63	-25.17	575.65	575.84
H	383+55.63	-25.17	575.70	575.86
I	383+65.63	-25.17	575.75	575.87
J	383+75.63	-25.17	575.80	575.86
CL. Brg. E. Abut.	383+84.13	-25.17	575.85	575.85
Bk. E. Abut.	383+85.38	-25.17	575.85	575.85

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	382+94.38	-18.25	575.54	575.54
CL. Brg. W. Abut.	382+95.63	-18.25	575.54	575.54
C	383+05.63	-18.25	575.59	575.66
D	383+15.63	-18.25	575.64	575.77
E	383+25.63	-18.25	575.69	575.86
F	383+35.63	-18.25	575.74	575.93
G	383+45.63	-18.25	575.79	575.98
H	383+55.63	-18.25	575.84	576.00
I	383+65.63	-18.25	575.89	576.01
J	383+75.63	-18.25	575.94	576.00
CL. Brg. E. Abut.	383+84.13	-18.25	575.99	575.99
Bk. E. Abut.	383+85.38	-18.25	575.99	575.99

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	382+94.38	-11.33	575.65	575.65
CL. Brg. W. Abut.	382+95.63	-11.33	575.65	575.65
C	383+05.63	-11.33	575.70	575.77
D	383+15.63	-11.33	575.75	575.88
E	383+25.63	-11.33	575.80	575.96
F	383+35.63	-11.33	575.85	576.04
G	383+45.63	-11.33	575.90	576.09
H	383+55.63	-11.33	575.95	576.11
I	383+65.63	-11.33	576.00	576.12
J	383+75.63	-11.33	576.05	576.11
CL. Brg. E. Abut.	383+84.13	-11.33	576.09	576.09
Bk. E. Abut.	383+85.38	-11.33	576.10	576.10

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	382+94.38	-4.42	575.75	575.75
CL. Brg. W. Abut.	382+95.63	-4.42	575.76	575.76
C	383+05.63	-4.42	575.81	575.87
D	383+15.63	-4.42	575.86	575.99
E	383+25.63	-4.42	575.91	576.07
F	383+35.63	-4.42	575.96	576.15
G	383+45.63	-4.42	576.01	576.19
H	383+55.63	-4.42	576.06	576.22
I	383+65.63	-4.42	576.11	576.23
J	383+75.63	-4.42	576.16	576.21
CL. Brg. E. Abut.	383+84.13	-4.42	576.20	576.20
Bk. E. Abut.	383+85.38	-4.42	576.21	576.21

CL. ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	382+94.38	0.00	575.82	575.82
CL. Brg. W. Abut.	382+95.63	0.00	575.83	575.83
C	383+05.63	0.00	575.88	575.94
D	383+15.63	0.00	575.93	576.06
E	383+25.63	0.00	575.98	576.14
F	383+35.63	0.00	576.03	576.22
G	383+45.63	0.00	576.08	576.26
H	383+55.63	0.00	576.13	576.29
I	383+65.63	0.00	576.18	576.30
J	383+75.63	0.00	576.23	576.28
CL. Brg. E. Abut.	383+84.13	0.00	576.27	576.27
Bk. E. Abut.	383+85.38	0.00	576.28	576.28

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	382+94.38	2.50	575.86	575.86
CL. Brg. W. Abut.	382+95.63	2.50	575.87	575.87
C	383+05.63	2.50	575.92	575.98
D	383+15.63	2.50	575.97	576.10
E	383+25.63	2.50	576.02	576.18
F	383+35.63	2.50	576.07	576.26
G	383+45.63	2.50	576.12	576.30
H	383+55.63	2.50	576.17	576.33
I	383+65.63	2.50	576.22	576.34
J	383+75.63	2.50	576.27	576.32
CL. Brg. E. Abut.	383+84.13	2.50	576.31	576.31
Bk. E. Abut.	383+85.38	2.50	576.32	576.32

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	382+94.38	7.00	575.93	575.93
CL. Brg. W. Abut.	382+95.63	7.00	575.94	575.94
C	383+05.63	7.00	575.99	576.05
D	383+15.63	7.00	576.04	576.17
E	383+25.63	7.00	576.09	576.25
F	383+35.63	7.00	576.14	576.33
G	383+45.63	7.00	576.19	576.37
H	383+55.63	7.00	576.24	576.40
I	383+65.63	7.00	576.29	576.41
J	383+75.63	7.00	576.34	576.39
CL. Brg. E. Abut.	383+84.13	7.00	576.38	576.38
Bk. E. Abut.	383+85.38	7.00	576.39	576.39

DESIGNED - STEPHEN M. RYAN
 CHECKED - RAY AHANCHI
 DRAWN - h.t. duong
 CHECKED - S.M.R. / G.R.A.

EXAMINED *Joanne F. [Signature]*
 ACTING ENGINEER OF BRIDGE DESIGN
 PASSED *Carl [Signature]*
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 12, 2013
 REVISED
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 081-0163
 SHEET NO. 6 OF 30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40 BR	ROCK ISLAND	225	127
CONTRACT NO. 64341				
ILLINOIS FED. AID PROJECT				

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	382+94.38	9.42	575.89	575.89
CL. Brg. W. Abut.	382+95.63	9.42	575.90	575.90
C	383+05.63	9.42	575.95	576.01
D	383+15.63	9.42	576.00	576.13
E	383+25.63	9.42	576.05	576.21
F	383+35.63	9.42	576.10	576.29
G	383+45.63	9.42	576.15	576.34
H	383+55.63	9.42	576.20	576.36
I	383+65.63	9.42	576.25	576.37
J	383+75.63	9.42	576.30	576.35
CL. Brg. E. Abut.	383+84.13	9.42	576.34	576.34
Bk. E. Abut.	383+85.38	9.42	576.35	576.35

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	382+94.38	16.33	575.79	575.79
CL. Brg. W. Abut.	382+95.63	16.33	575.79	575.79
C	383+05.63	16.33	575.84	575.91
D	383+15.63	16.33	575.89	576.02
E	383+25.63	16.33	575.94	576.11
F	383+35.63	16.33	575.99	576.18
G	383+45.63	16.33	576.04	576.23
H	383+55.63	16.33	576.09	576.25
I	383+65.63	16.33	576.14	576.26
J	383+75.63	16.33	576.19	576.25
CL. Brg. E. Abut.	383+84.13	16.33	576.23	576.23
Bk. E. Abut.	383+85.38	16.33	576.24	576.24

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	382+94.38	23.25	575.66	575.66
CL. Brg. W. Abut.	382+95.63	23.25	575.66	575.66
C	383+05.63	23.25	575.71	575.78
D	383+15.63	23.25	575.76	575.89
E	383+25.63	23.25	575.81	575.98
F	383+35.63	23.25	575.86	576.05
G	383+45.63	23.25	575.91	576.10
H	383+55.63	23.25	575.96	576.12
I	383+65.63	23.25	576.01	576.13
J	383+75.63	23.25	576.06	576.12
CL. Brg. E. Abut.	383+84.13	23.25	576.10	576.10
Bk. E. Abut.	383+85.38	23.25	576.11	576.11

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	382+94.38	30.17	575.51	575.51
CL. Brg. W. Abut.	382+95.63	30.17	575.52	575.52
C	383+05.63	30.17	575.57	575.63
D	383+15.63	30.17	575.62	575.75
E	383+25.63	30.17	575.67	575.83
F	383+35.63	30.17	575.72	575.91
G	383+45.63	30.17	575.77	575.95
H	383+55.63	30.17	575.82	575.98
I	383+65.63	30.17	575.87	575.99
J	383+75.63	30.17	575.92	575.97
CL. Brg. E. Abut.	383+84.13	30.17	575.96	575.96
Bk. E. Abut.	383+85.38	30.17	575.97	575.97

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	382+94.38	37.08	575.37	575.37
CL. Brg. W. Abut.	382+95.63	37.08	575.37	575.37
C	383+05.63	37.08	575.42	575.49
D	383+15.63	37.08	575.47	575.60
E	383+25.63	37.08	575.52	575.69
F	383+35.63	37.08	575.57	575.76
G	383+45.63	37.08	575.62	575.81
H	383+55.63	37.08	575.67	575.83
I	383+65.63	37.08	575.72	575.84
J	383+75.63	37.08	575.77	575.83
CL. Brg. E. Abut.	383+84.13	37.08	575.82	575.82
Bk. E. Abut.	383+85.38	37.08	575.82	575.82

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	382+94.38	44.00	575.22	575.22
CL. Brg. W. Abut.	382+95.63	44.00	575.23	575.23
C	383+05.63	44.00	575.28	575.34
D	383+15.63	44.00	575.33	575.46
E	383+25.63	44.00	575.38	575.54
F	383+35.63	44.00	575.43	575.62
G	383+45.63	44.00	575.48	575.67
H	383+55.63	44.00	575.53	575.69
I	383+65.63	44.00	575.58	575.70
J	383+75.63	44.00	575.63	575.68
CL. Brg. E. Abut.	383+84.13	44.00	575.67	575.67
Bk. E. Abut.	383+85.38	44.00	575.68	575.68

DESIGNED - STEPHEN M. RYAN
 CHECKED - RAY AHANCHI
 DRAWN - h.t. duong
 CHECKED - S.M.R. / G.R.A.

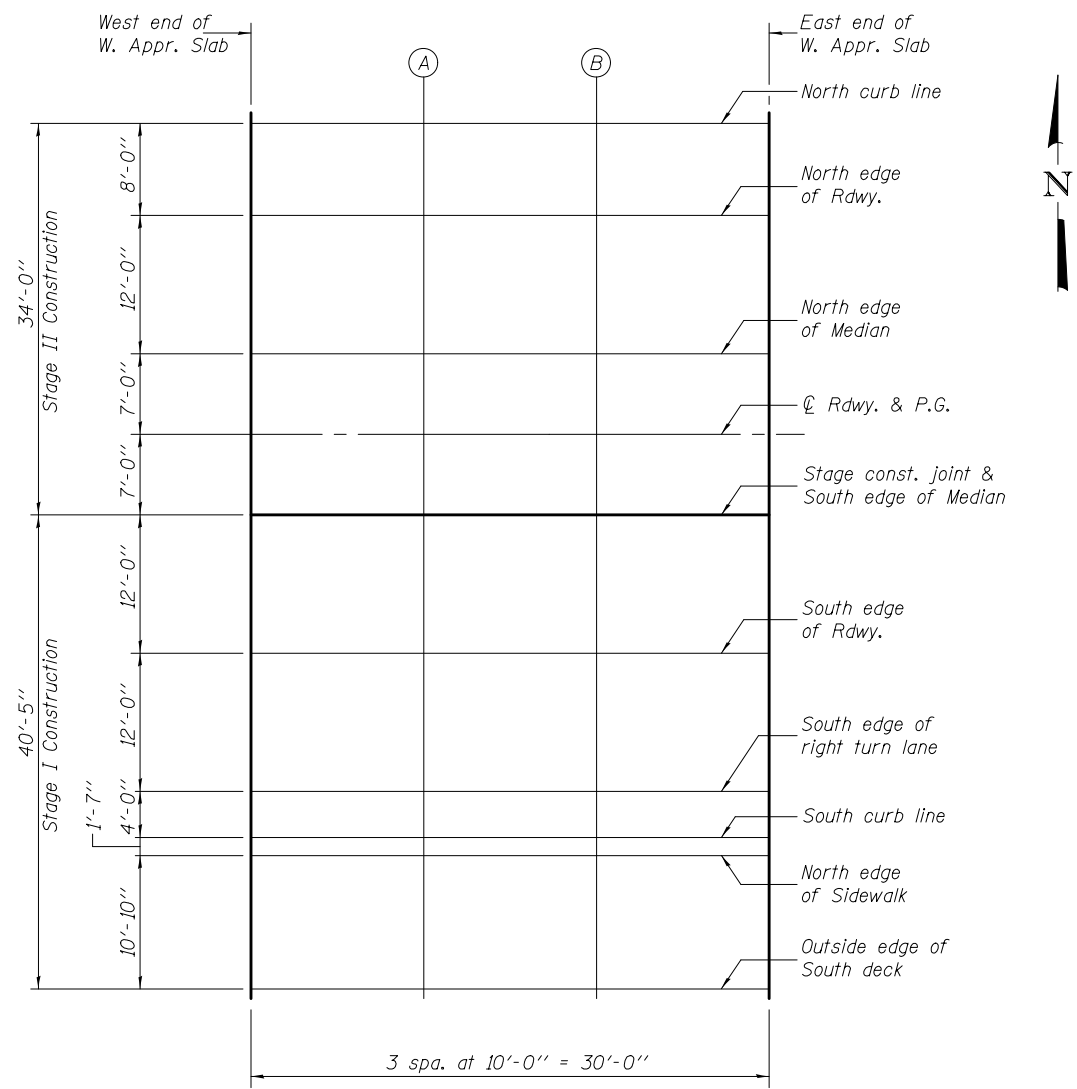
EXAMINED *Joanne F. [Signature]*
 ACTING ENGINEER OF BRIDGE DESIGN
 PASSED *Carl [Signature]*
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 12, 2013
 REVISED
 REVISED

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 081-0163**
 SHEET NO. 7 OF 30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40 BR	ROCK ISLAND	225	128
CONTRACT NO. 64341				
ILLINOIS FED. AID PROJECT				



PLAN

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	382+64.38	-27.00	575.21
A	382+74.38	-27.00	575.26
B	382+84.38	-27.00	575.31
East end of W. Appr. Slab	382+94.38	-27.00	575.36

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	382+64.38	-19.00	575.38
A	382+74.38	-19.00	575.43
B	382+84.38	-19.00	575.48
East end of W. Appr. Slab	382+94.38	-19.00	575.53

NORTH EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	382+64.38	-7.00	575.56
A	382+74.38	-7.00	575.61
B	382+84.38	-7.00	575.66
East end of W. Appr. Slab	382+94.38	-7.00	575.71

ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	382+64.38	0.00	575.67
A	382+74.38	0.00	575.72
B	382+84.38	0.00	575.77
East end of W. Appr. Slab	382+94.38	0.00	575.82

STAGE CONST. JOINT & SOUTH EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	382+64.38	7.00	575.78
A	382+74.38	7.00	575.83
B	382+84.38	7.00	575.88
East end of W. Appr. Slab	382+94.38	7.00	575.93

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	382+64.38	19.00	575.59
A	382+74.38	19.00	575.64
B	382+84.38	19.00	575.69
East end of W. Appr. Slab	382+94.38	19.00	575.74

SOUTH EDGE OF RIGHT TURN LANE

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	382+64.38	31.00	575.34
A	382+74.38	31.00	575.39
B	382+84.38	31.00	575.44
East end of W. Appr. Slab	382+94.38	31.00	575.49

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	382+64.38	35.00	575.26
A	382+74.38	35.00	575.31
B	382+84.38	35.00	575.36
East end of W. Appr. Slab	382+94.38	35.00	575.41

NORTH EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	382+64.38	36.58	575.23
A	382+74.38	36.58	575.28
B	382+84.38	36.58	575.33
East end of W. Appr. Slab	382+94.38	36.58	575.38

OUTSIDE EDGE OF SOUTH DECK

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	382+64.38	47.42	575.00
A	382+74.38	47.42	575.05
B	382+84.38	47.42	575.10
East end of W. Appr. Slab	382+94.38	47.42	575.15

DESIGNED - STEPHEN M. RYAN	EXAMINED - <i>Joanne F. Duff</i> ACTING ENGINEER OF BRIDGE DESIGN	DATE - MARCH 12, 2013
CHECKED - RAY AHANCHI	PASSED - <i>Carl P. King</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED
DRAWN - h.t. duong		REVISED
CHECKED - S.M.R. / G.R.A.		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 081-0163**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40 BR	ROCK ISLAND	225	129
CONTRACT NO. 64341				
ILLINOIS FED. AID PROJECT				

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	383+85.38	-27.00	575.81
K	383+95.38	-27.00	575.86
L	384+05.38	-27.00	575.90
East end of E. Appr. Slab	384+15.38	-27.00	575.94

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	383+85.38	-19.00	575.98
K	383+95.38	-19.00	576.02
L	384+05.38	-19.00	576.07
East end of E. Appr. Slab	384+15.38	-19.00	576.10

NORTH EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	383+85.38	-7.00	576.17
K	383+95.38	-7.00	576.21
L	384+05.38	-7.00	576.25
East end of E. Appr. Slab	384+15.38	-7.00	576.29

☉ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	383+85.38	0.00	576.28
K	383+95.38	0.00	576.32
L	384+05.38	0.00	576.36
East end of E. Appr. Slab	384+15.38	0.00	576.40

STAGE CONST. JOINT & SOUTH EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	383+85.38	7.00	576.39
K	383+95.38	7.00	576.43
L	384+05.38	7.00	576.47
East end of E. Appr. Slab	384+15.38	7.00	576.51

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	383+85.38	19.00	576.20
K	383+95.38	19.00	576.24
L	384+05.38	19.00	576.29
East end of E. Appr. Slab	384+15.38	19.00	576.32

SOUTH EDGE OF RIGHT TURN LANE

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	383+85.38	31.00	575.95
K	383+95.38	31.00	575.99
L	384+05.38	31.00	576.04
East end of E. Appr. Slab	384+15.38	31.00	576.07

SOUTH CURB LINE

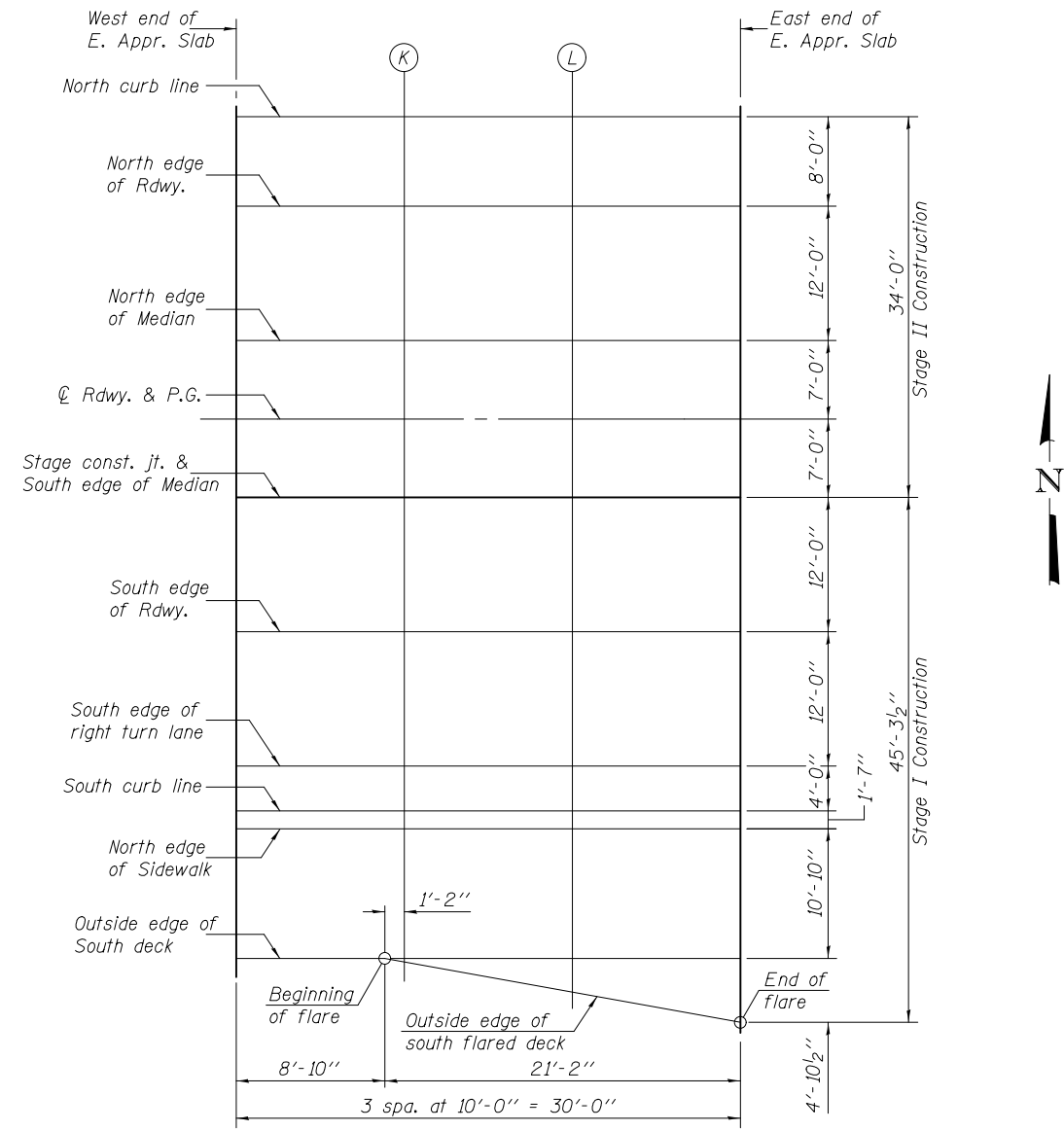
Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	383+85.38	35.00	575.87
K	383+95.38	35.00	575.91
L	384+05.38	35.00	575.95
East end of E. Appr. Slab	384+15.38	35.00	575.99

NORTH EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	383+85.38	36.58	575.83
K	383+95.38	36.58	575.88
L	384+05.38	36.58	575.92
East end of E. Appr. Slab	384+15.38	36.58	575.96

**OUTSIDE EDGE OF SOUTH DECK
(Including flared deck)**

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	383+85.38	47.42	575.61
Beginning of Flare	383+94.21	47.42	575.65
K	383+95.38	47.69	575.64
L	384+05.38	49.99	575.65
East end of E. Appr. Slab	384+15.38	52.29	575.63



PLAN

DESIGNED - STEPHEN M. RYAN
 CHECKED - RAY AHANCHI
 DRAWN - h.t. duong
 CHECKED - S.M.R. / G.R.A.

EXAMINED *Joanne F. [Signature]*
 ACTING ENGINEER OF BRIDGE DESIGN
 PASSED *Carl [Signature]*
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 12, 2013
 REVISED
 REVISED

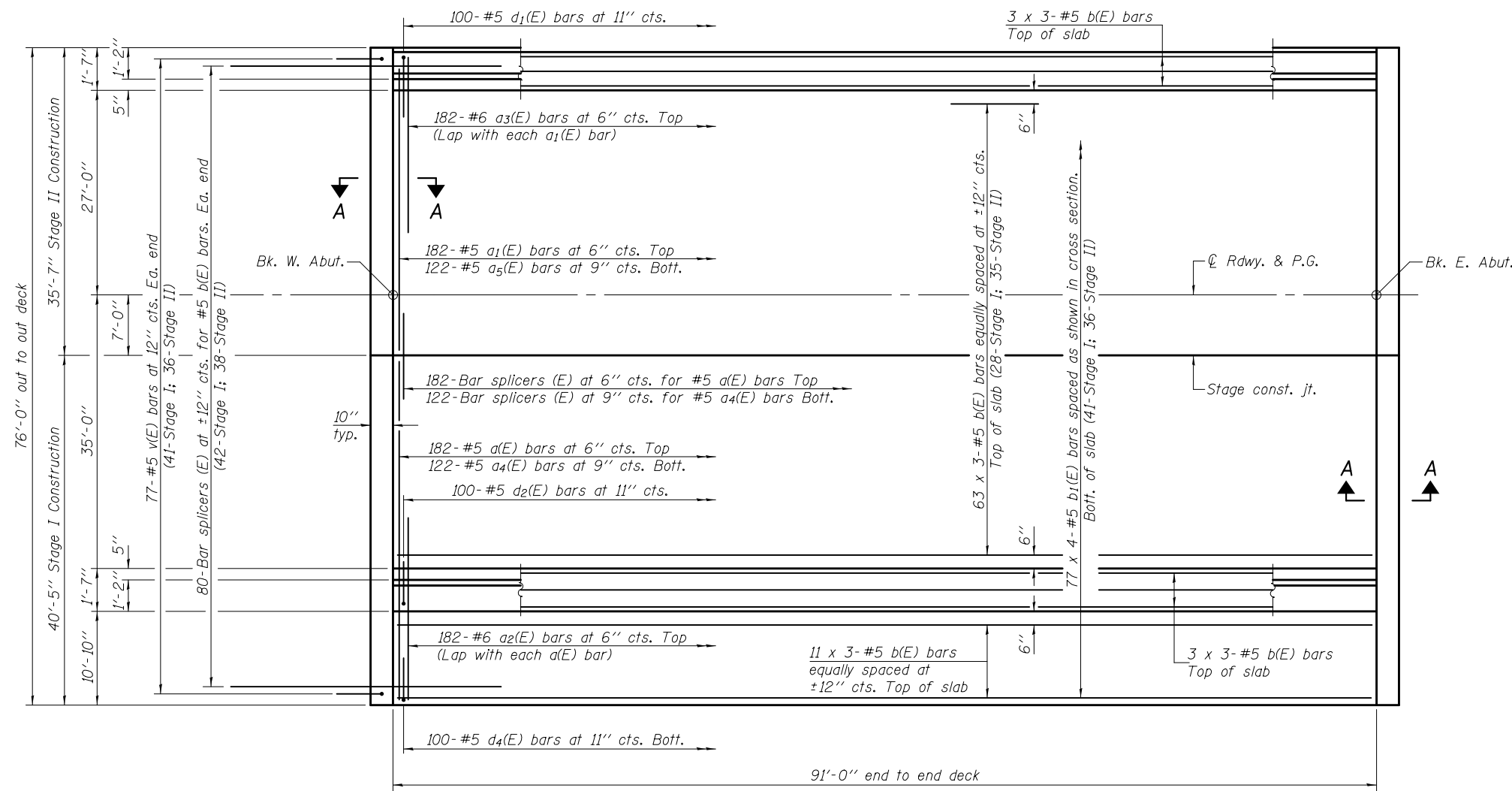
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 081-0163**

SHEET NO. 9 OF 30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40 BR	ROCK ISLAND	225	130
CONTRACT NO. 64341				

ILLINOIS FED. AID PROJECT

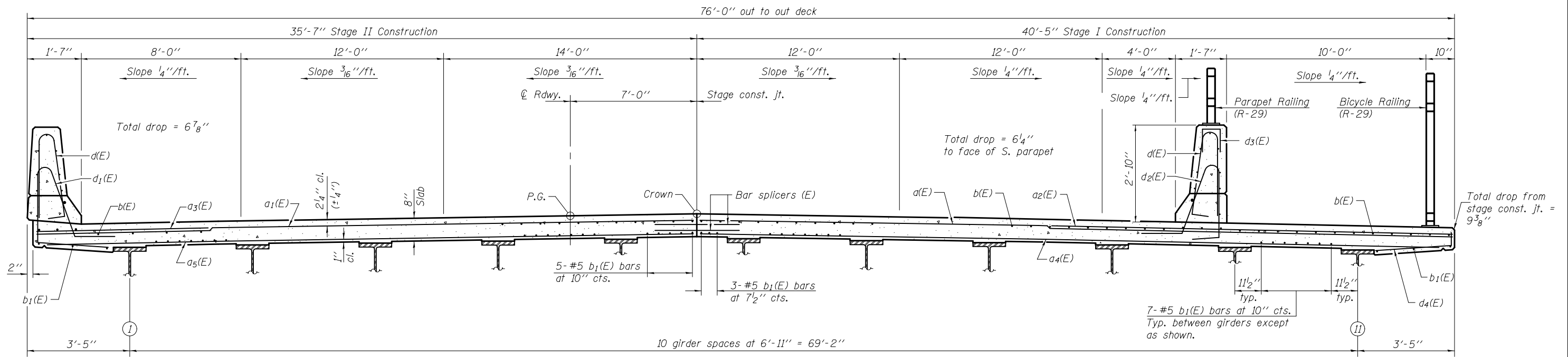


PLAN



MIN. BAR LAP
#5 bar = 3'-3"

Notes:
See sheets 11 and 12 of 30 for superstructure details and Bill of Material.
Bars indicated thus 41 x 3-#5 etc. indicates 41 lines of bars with 3 lengths per line.
See sheet 11 of 30 for parapet reinforcement.
See sheet 14 of 30 for Section A-A.
See sheet 28 of 30 for bar splicer details.

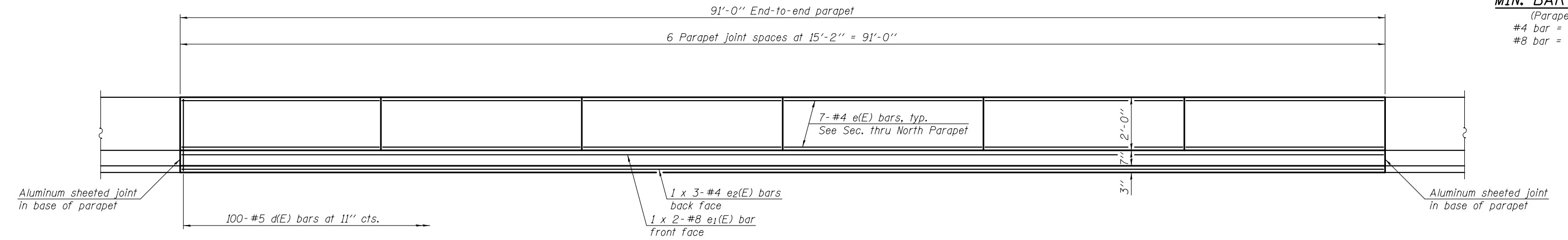


CROSS SECTION
(Looking east)

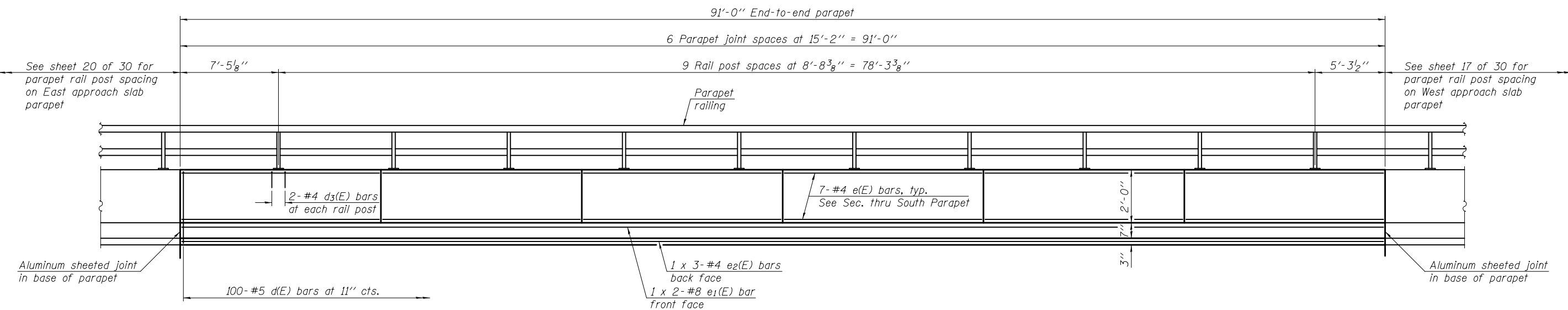
DESIGNED - STEPHEN M. RYAN	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - MARCH 12, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 081-0163	F.A.U. R.E. - 5789	SECTION - 40 BR	COUNTY - ROCK ISLAND	TOTAL SHEETS - 225	SHEET NO. - 131	
CHECKED - RAY AHANCHI	PASSED - <i>Carl [Signature]</i>	REVISED			CONTRACT NO. 64341					
DRAWN - h.t. duong / M.B.M.	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			SHEET NO. 10 OF 30 SHEETS					
CHECKED - S.M.R. / G.R.A.					ILLINOIS FED. AID PROJECT					

MIN. BAR LAPS

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

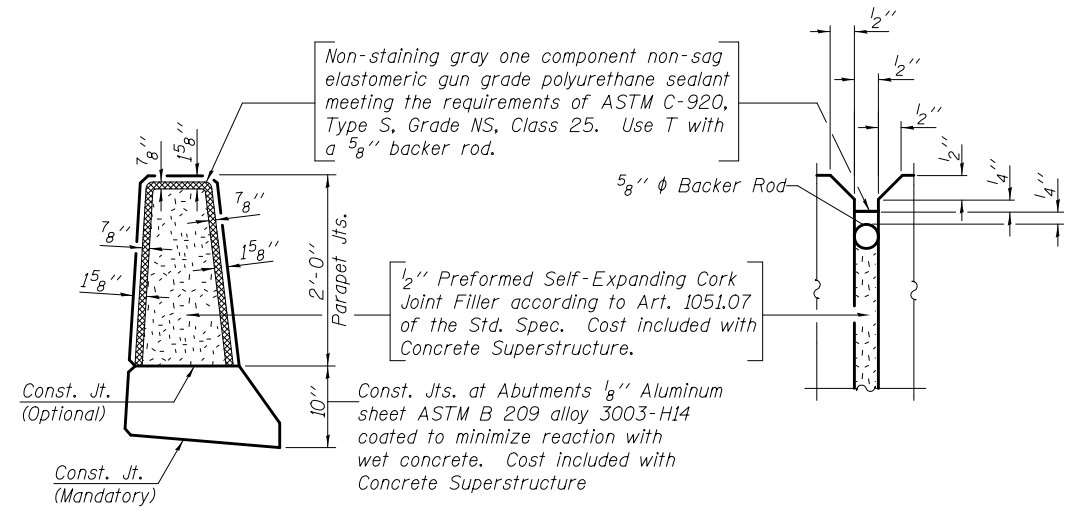


INSIDE ELEVATION OF NORTH PARAPET
 (Looking North)

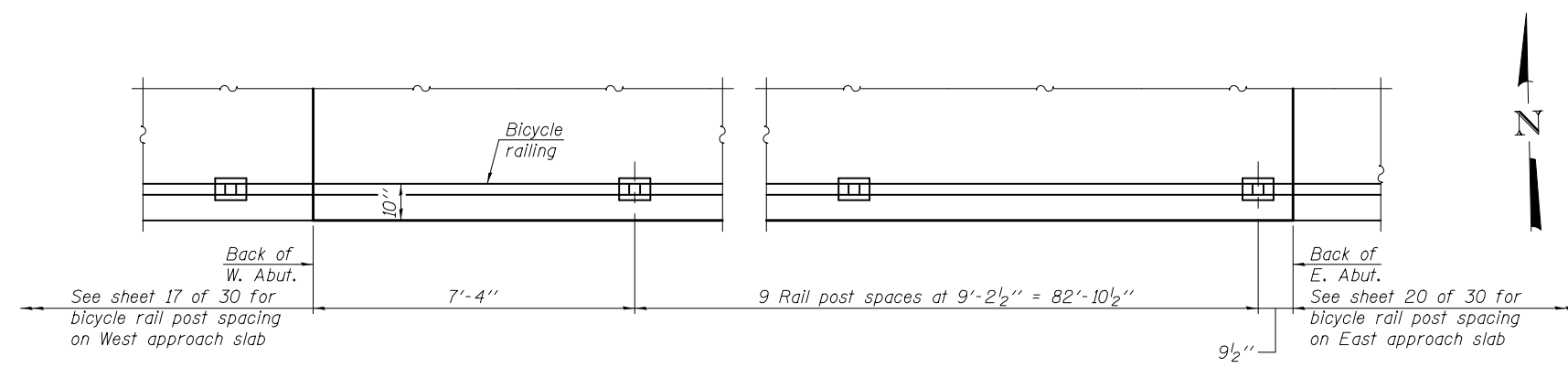


INSIDE ELEVATION OF SOUTH PARAPET
 (Looking South)

Note:
 See sheet 21 of 30 for bicycle and parapet railing details.

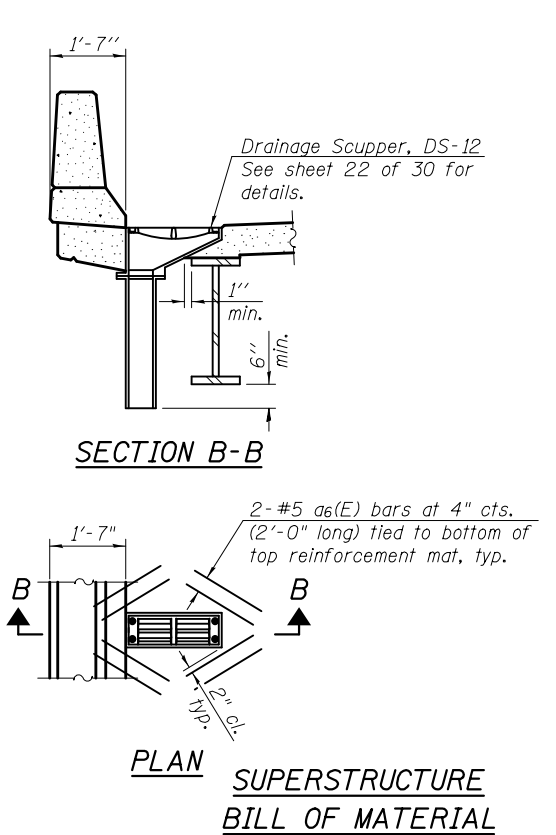
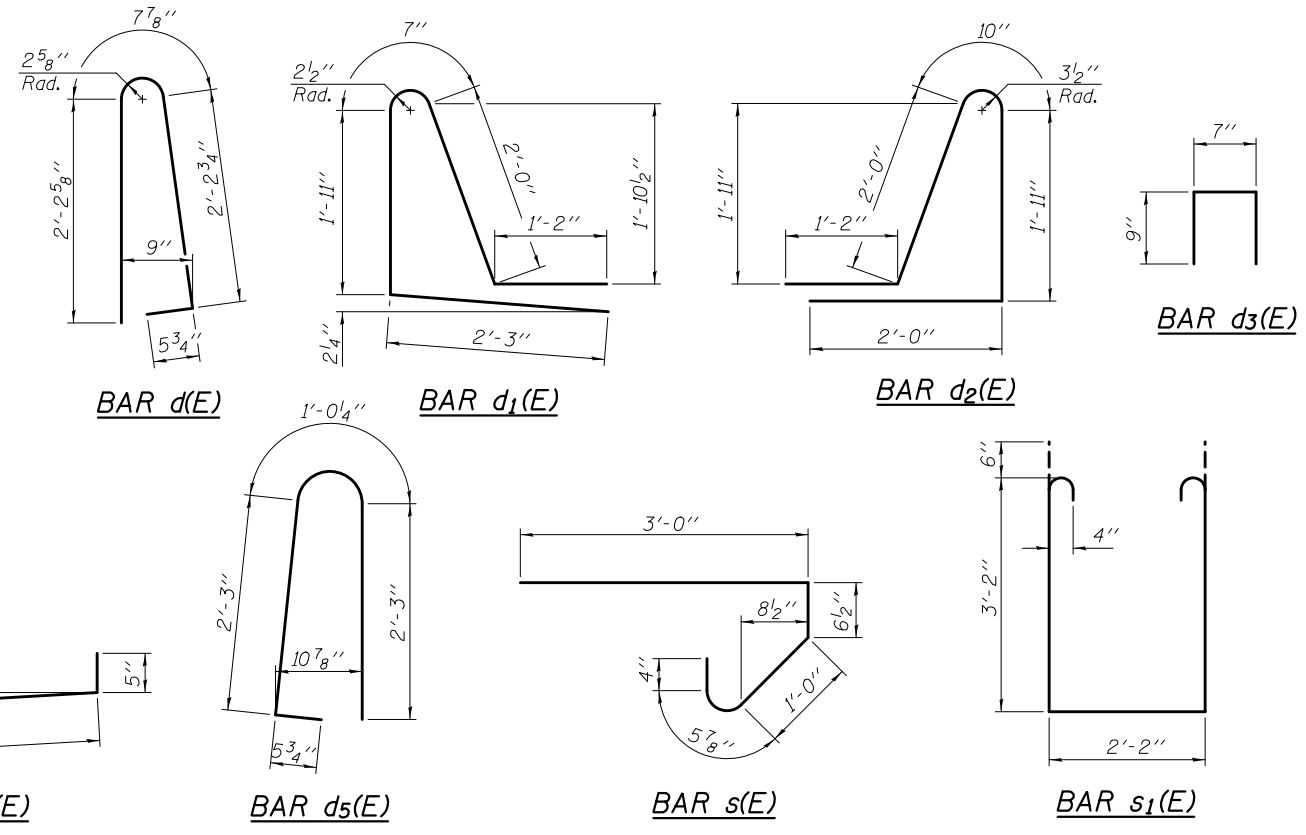
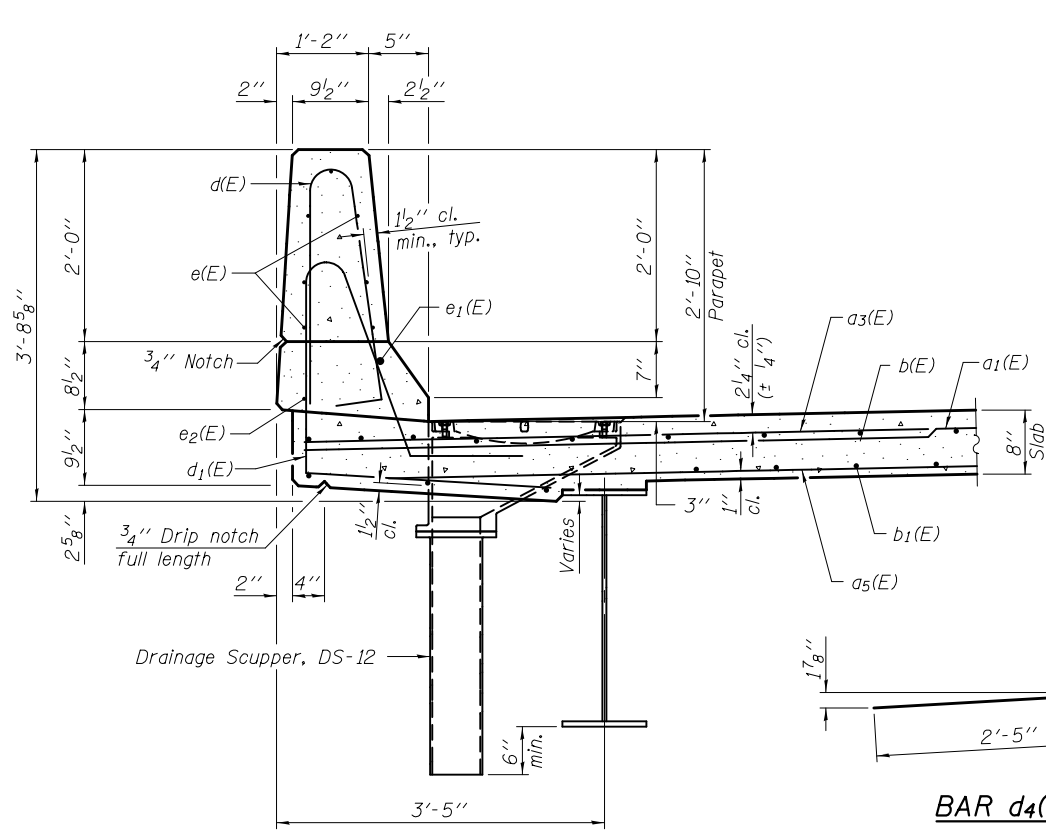


PARAPET JOINT DETAILS

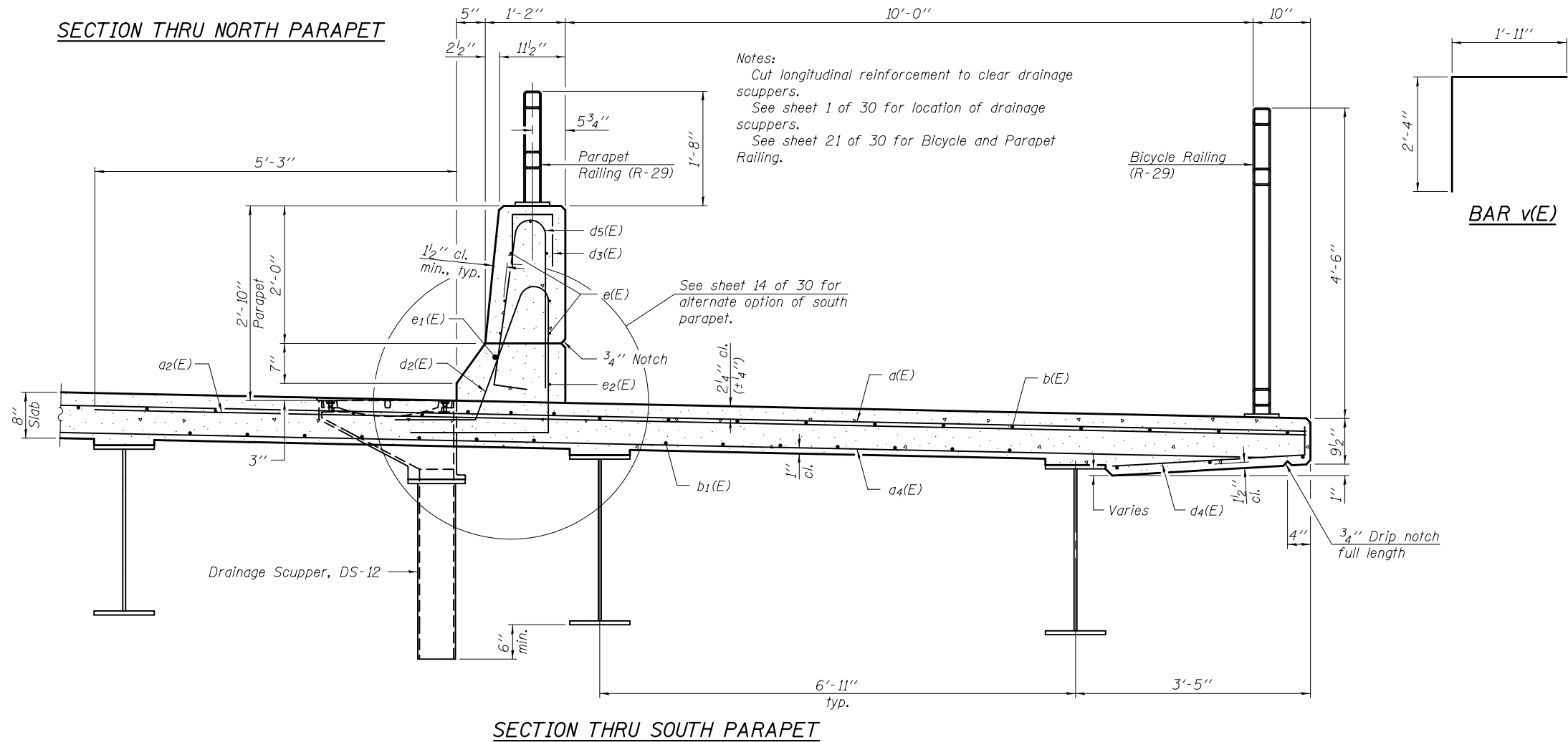


PARTIAL BICYCLE RAIL POST PLAN
 (at South edge of deck)

DESIGNED - STEPHEN M. RYAN	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - MARCH 12, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS STRUCTURE NO. 081-0163	F.A.U. RTE. 5789	SECTION 40 BR	COUNTY ROCK ISLAND	TOTAL SHEETS 225	SHEET NO. 132	
CHECKED - RAY AHANCHI	PASSED - <i>Carl [Signature]</i>	REVISED			CONTRACT NO. 64341					
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			SHEET NO. 11 OF 30 SHEETS					
CHECKED - S.M.R. / G.R.A.					ILLINOIS FED. AID PROJECT					



SECTION THRU NORTH PARAPET



Notes:
 Cut longitudinal reinforcement to clear drainage scuppers.
 See sheet 1 of 30 for location of drainage scuppers.
 See sheet 21 of 30 for Bicycle and Parapet Railing.

See sheet 14 of 30 for alternate option of south parapet.

SECTION THRU SOUTH PARAPET

PLAN SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	182	#5	40'-1"	—
a1(E)	182	#5	35'-2"	—
a2(E)	182	#6	17'-6"	—
a3(E)	182	#6	6'-6"	—
a4(E)	122	#5	39'-3"	—
a5(E)	122	#5	34'-3"	—
a6(E)	16	#5	2'-0"	—
b(E)	240	#5	32'-6"	—
b1(E)	308	#5	25'-2"	—
d(E)	100	#5	5'-7"	⌋
d1(E)	100	#5	7'-11"	⌋
d2(E)	100	#5	7'-11"	⌋
d3(E)	20	#4	2'-1"	⌋
d4(E)	100	#5	2'-10"	⌋
d5(E)	100	#5	6'-0"	⌋
e(E)	84	#4	14'-10"	—
e1(E)	4	#8	47'-11"	—
e2(E)	6	#4	31'-7"	—
m(E)	10	#6	40'-1"	—
m1(E)	10	#6	35'-3"	—
m2(E)	28	#6	10'-3"	—
m3(E)	4	#6	7'-5"	—
m4(E)	4	#6	9'-6"	—
m5(E)	8	#6	8'-5"	—
m6(E)	18	#6	6'-7"	—
m7(E)	2	#6	4'-2"	—
m8(E)	2	#6	2'-2"	—
m9(E)	4	#6	3'-2"	—
s(E)	174	#5	5'-5"	⌋
s1(E)	172	#4	9'-6"	⌋
v(E)	154	#5	4'-3"	⌋
Reinforcement Bars, Epoxy Coated		Pound	55,840	
Concrete Superstructure		Cu. Yds.	244.0	

Bars indicated thus 1 x 3-#5 etc. indicates 1 line of bars with 3 lengths per line.

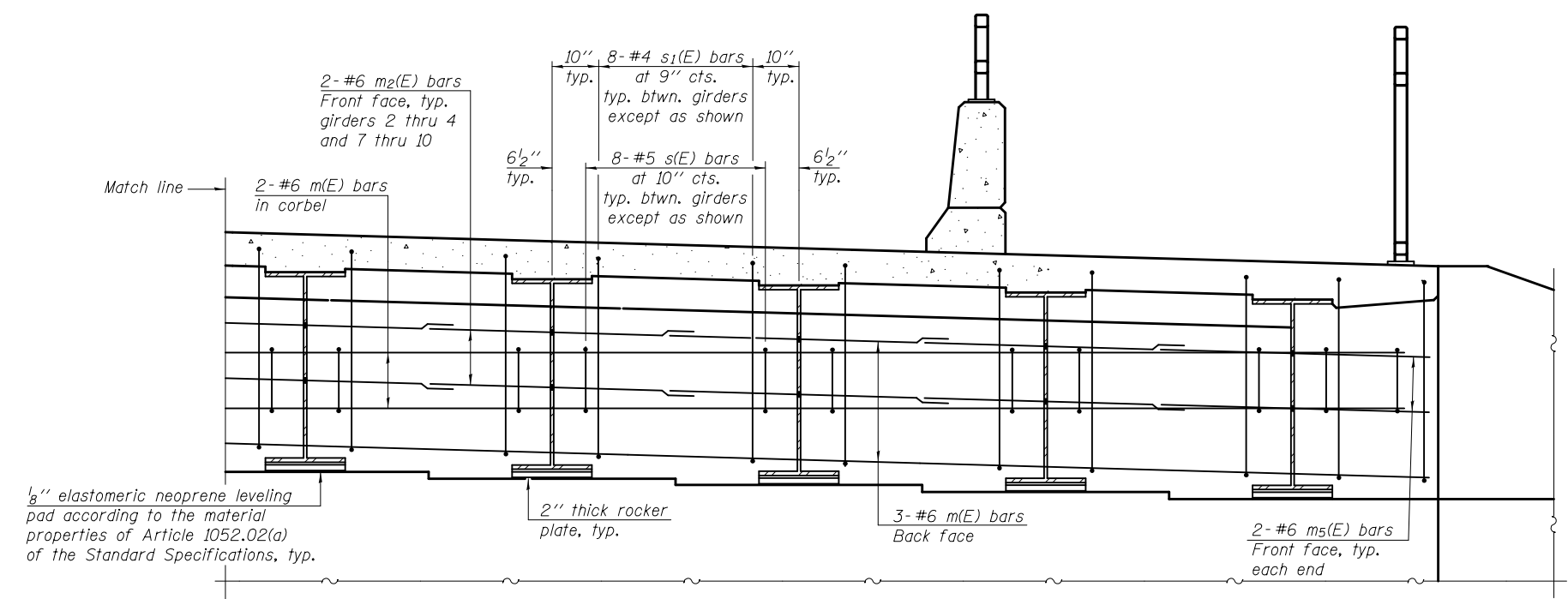
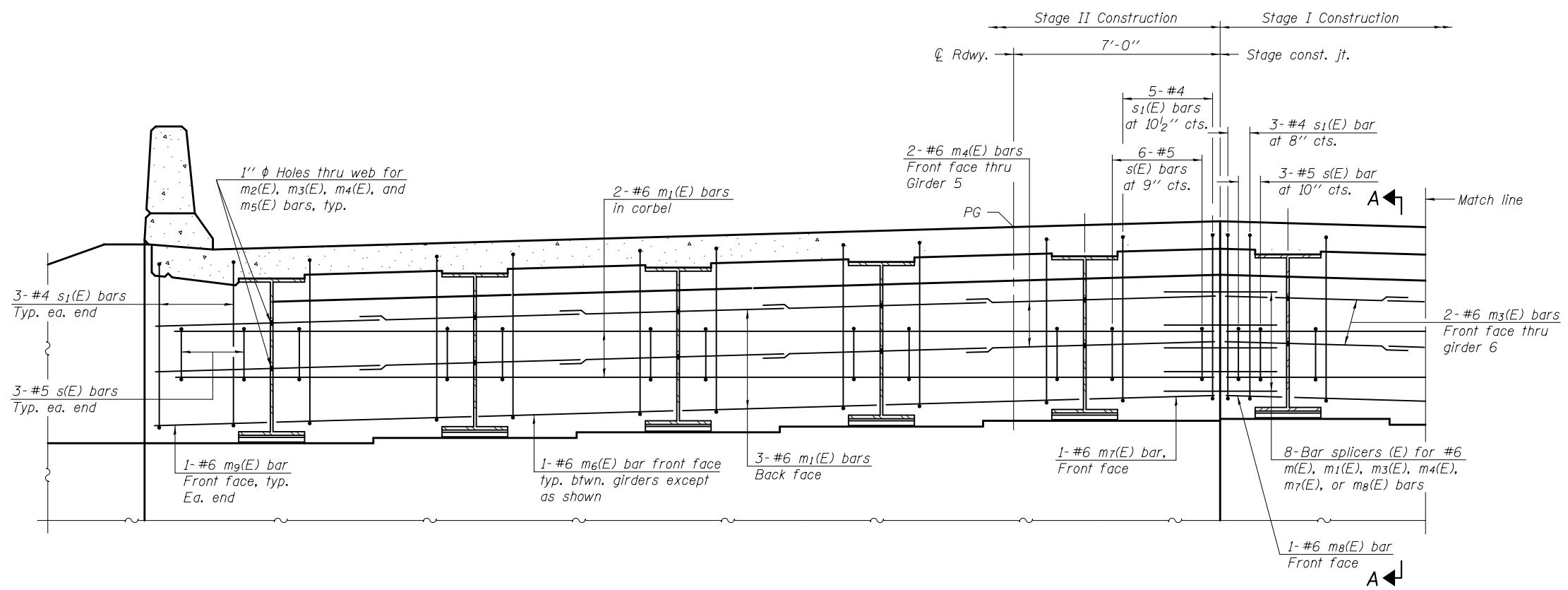
DESIGNED - STEPHEN M. RYAN	EXAMINED - <i>Joanne F. Duff</i>	DATE - MARCH 12, 2013
CHECKED - RAY AHANCHI	PASSED - <i>Carl Perry</i>	REVISED
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED
CHECKED - S.M.R. / N.R.B. / G.R.A.		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
 STRUCTURE NO. 081-0163

SHEET NO. 12 OF 30 SHEETS

F.A.U. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40 BR	ROCK ISLAND	225	133
				CONTRACT NO. 64341
ILLINOIS FED. AID PROJECT				



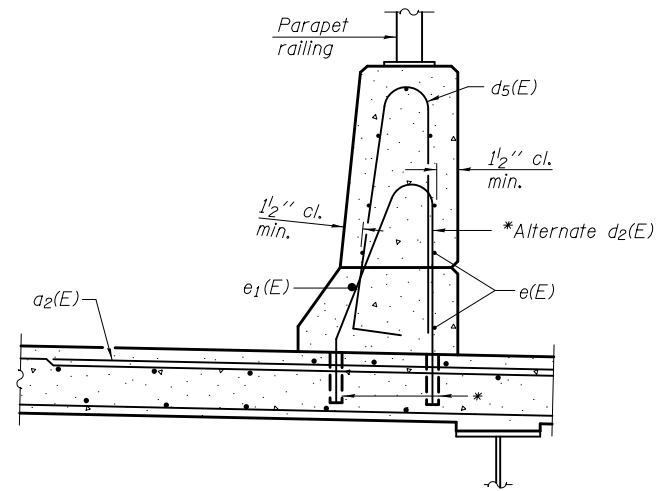
MIN. BAR LAP
#6 bar = 3'-4"

DIAPHRAGM ELEVATION AT EAST ABUTMENT
(Looking east - West abutment similar)

DESIGNED - STEPHEN M. RYAN	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - MARCH 12, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIAPHRAGM DETAILS STRUCTURE NO. 081-0163	F.A.U. R.T.E. - 5789	SECTION - 40 BR	COUNTY - ROCK ISLAND	TOTAL SHEETS - 225	SHEET NO. - 134	
CHECKED - RAY AHANCHI	PASSED - <i>Carl [Signature]</i>	REVISED			CONTRACT NO. 64341					
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			SHEET NO. 13 OF 30 SHEETS					
CHECKED - S.M.R. / N.R.B. / G.R.A.					ILLINOIS FED. AID PROJECT					

MIN. BAR LAP

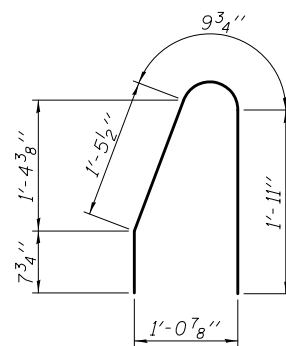
#6 bar = 3'-4"



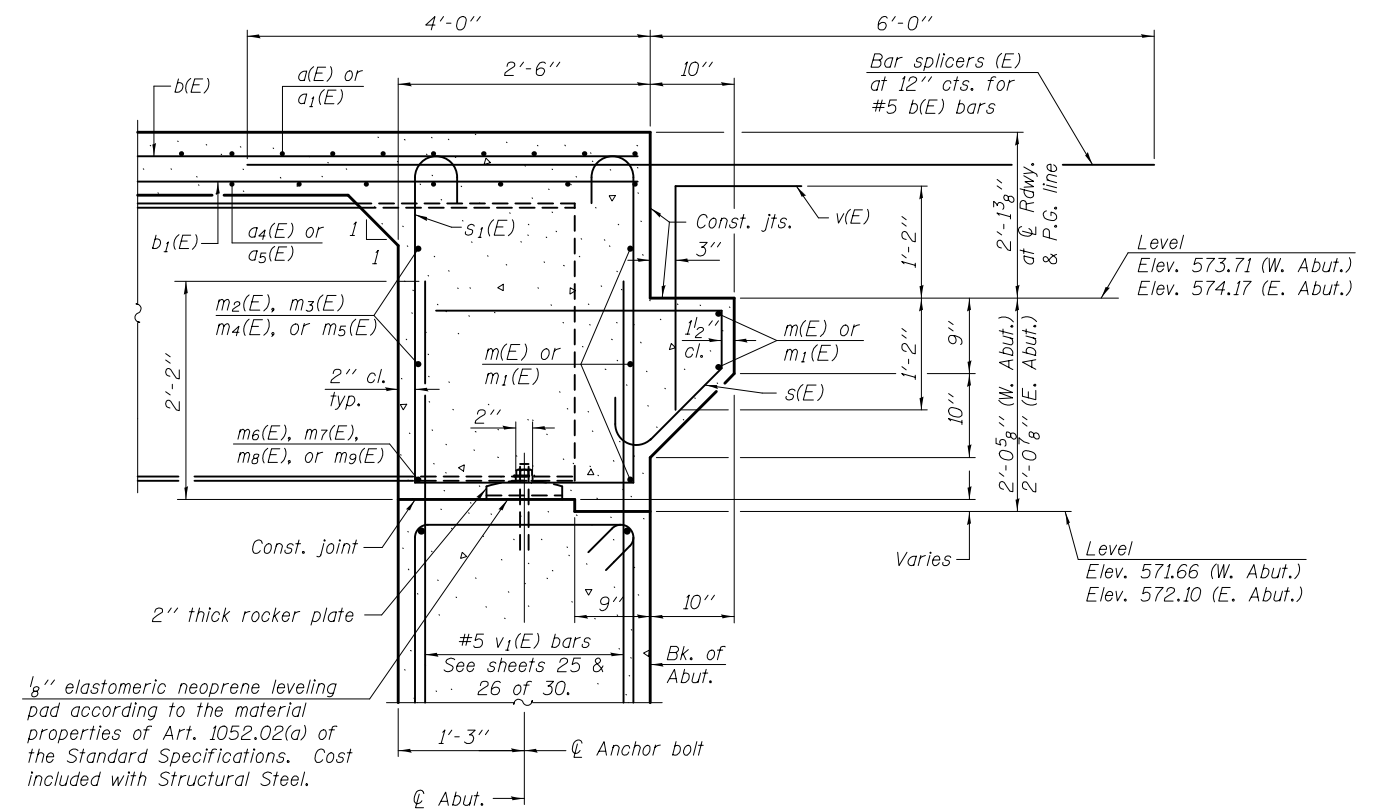
****ALTERNATE OPTION OF SOUTH PARAPET**

* Drill and set alternate #5 $d_2(E)$ bars according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6". The Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement. Longitudinal bars shall be located to clear drilled holes. Drilled holes shall be located to miss transverse reinforcement bars.

** Alternate option for the south parapet is permitted. If the Contractor utilizes the alternate option, it shall be at no additional cost to the Department.



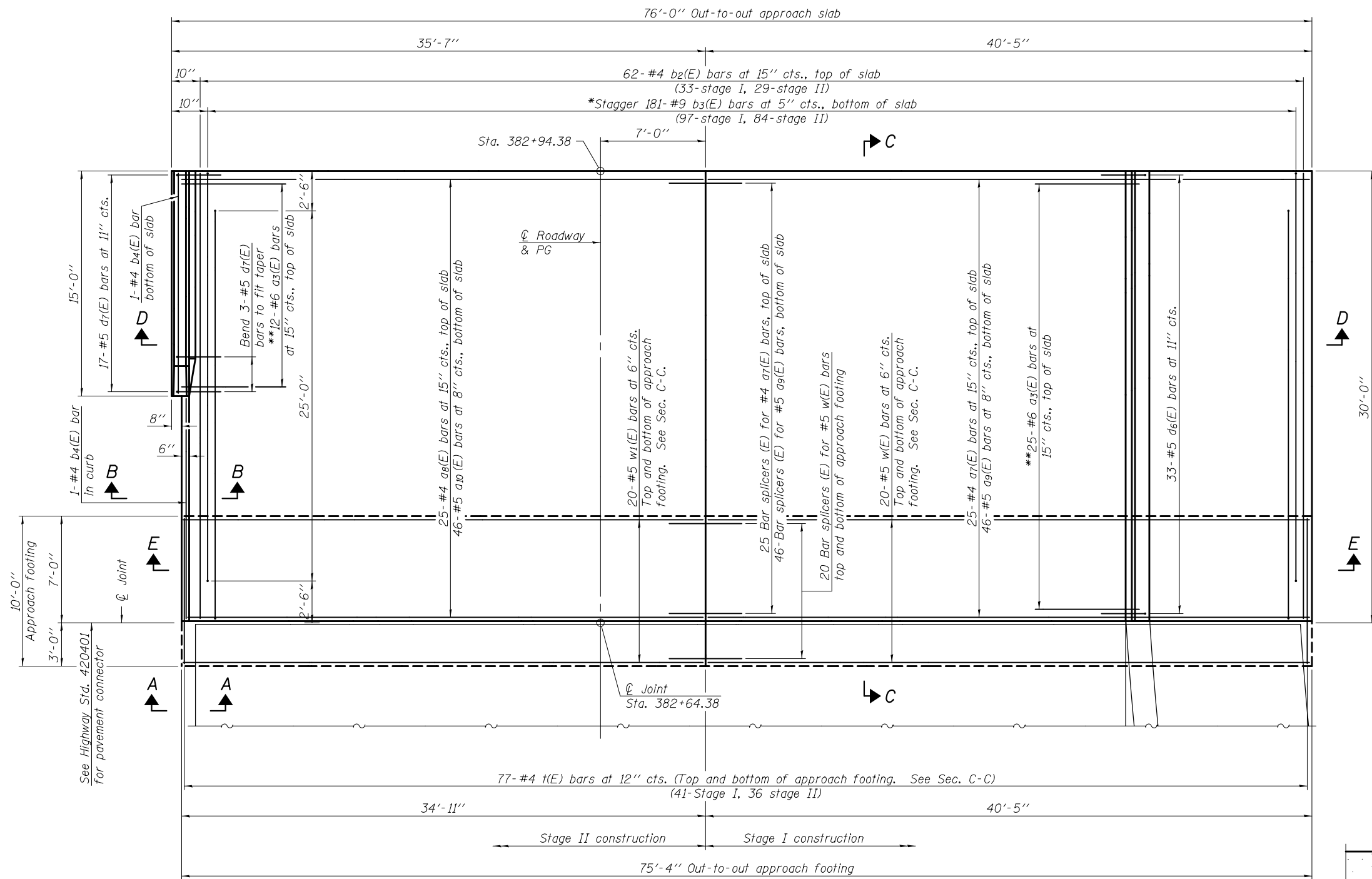
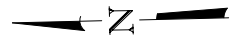
ALTERNATE BAR $d_2(E)$



SECTION A-A

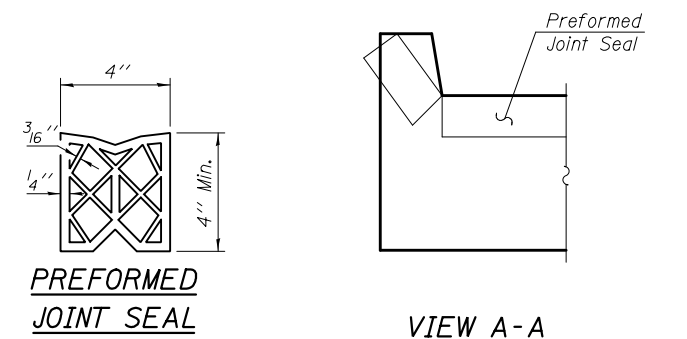
Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 12 of 30.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 12 of 30.
 For details of bars $s(E)$ & $s_1(E)$ see sheet 12 of 30.
 For bar splicer (E) details see sheet 28 of 30.

DESIGNED - STEPHEN M. RYAN	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - MARCH 12, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIAPHRAGM DETAILS STRUCTURE NO. 081-0163	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
CHECKED - RAY AHANCHI	PASSED - <i>Carl [Signature]</i>	REVISED			5789	40 BR	ROCK ISLAND	225	135	
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			CONTRACT NO. 64341					
CHECKED - S.M.R. / N.R.B. / G.R.A.	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			ILLINOIS FED. AID PROJECT					



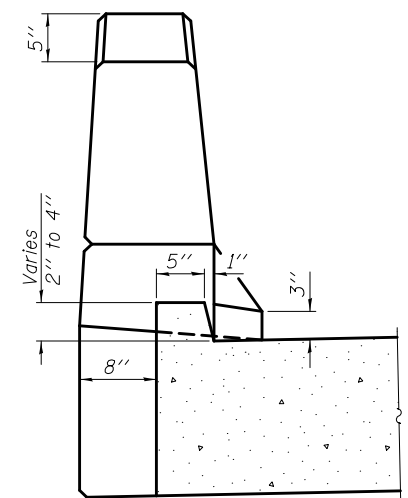
PLAN

- * Tilt #9 b3(E) bars as required to maintain clearance.
- ** Space between a7(E) or a8(E) bars.
- *** Cost included with Concrete Superstructure.

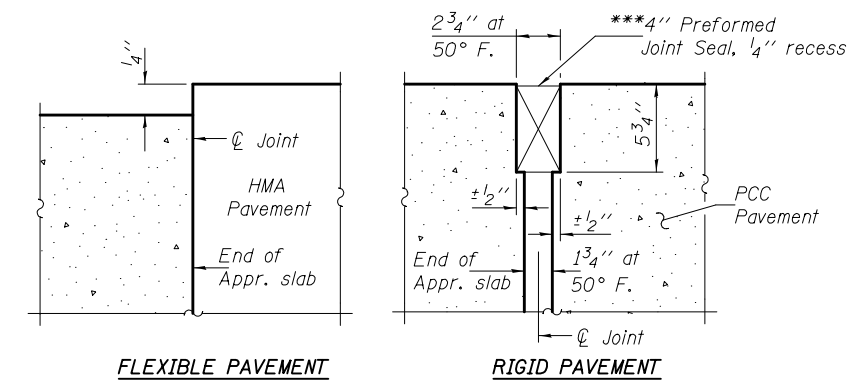


PREFORMED JOINT SEAL

VIEW A-A
Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



VIEW B-B

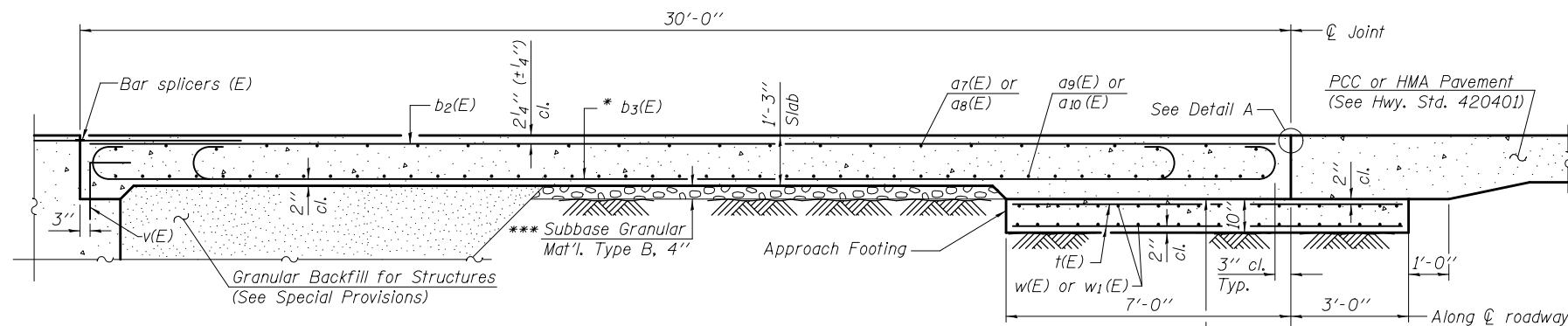


FLEXIBLE PAVEMENT

RIGID PAVEMENT

DETAIL A

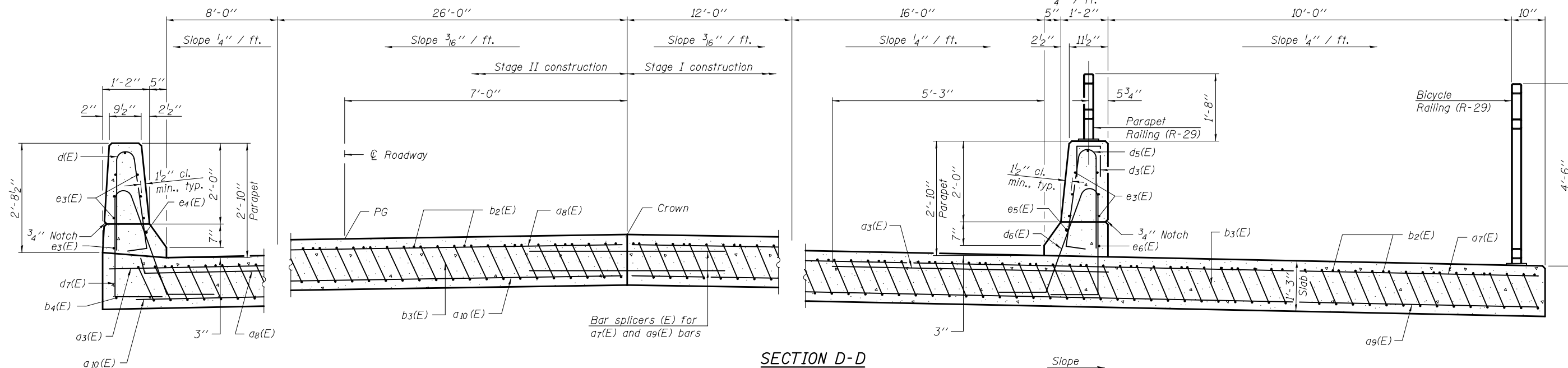
DESIGNED - STEPHEN M. RYAN	EXAMINED - <i>Jaime F. Joffe</i> ACTING ENGINEER OF BRIDGE DESIGN	DATE - MARCH 12, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 081-0163	F.A.U. R.T.E. - 5789	SECTION - 40 BR	COUNTY - ROCK ISLAND	TOTAL SHEETS - 225	SHEET NO. - 136
CHECKED - RAY AHANCHI	PASSED - <i>Carl Kopper</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			CONTRACT NO. 64341				
DRAWN - MICHAEL B. MOSSMAN	REVISED	ILLINOIS FED. AID PROJECT							
CHECKED - S.M.R. / N.R.B. / G.R.A.	REVISED	SHEET NO. 15 OF 30 SHEETS							



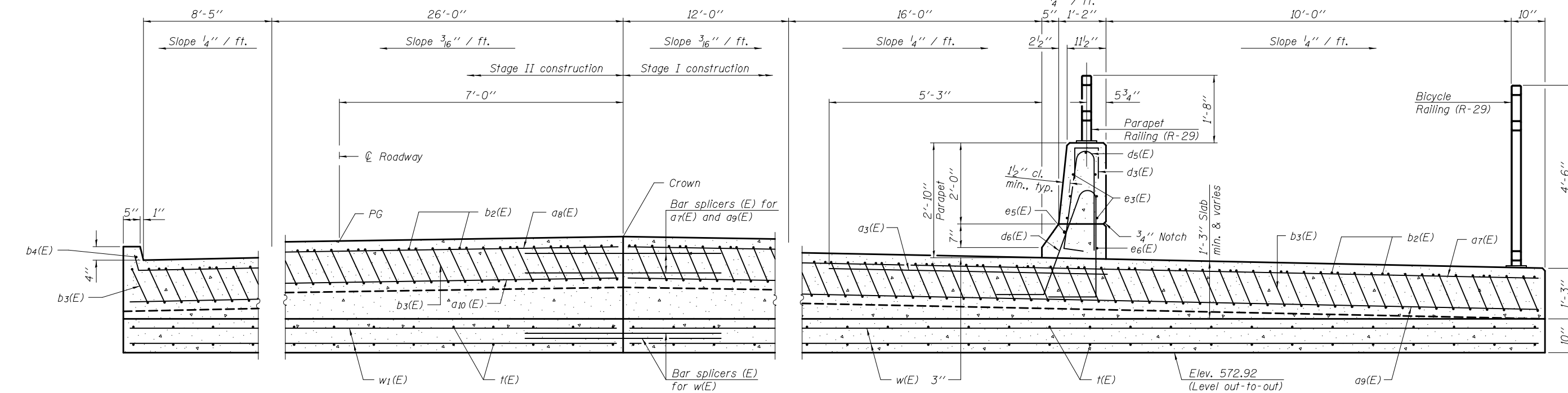
SECTION C-C

- * Tilt #9 b₃(E) bars as required to maintain clearance.
- ** Space between a₇(E) or a₈(E) bars.
- *** Cost included with Concrete Superstructure.

*** 10 mil. Polyethylene bond breaker on steel trowel finish



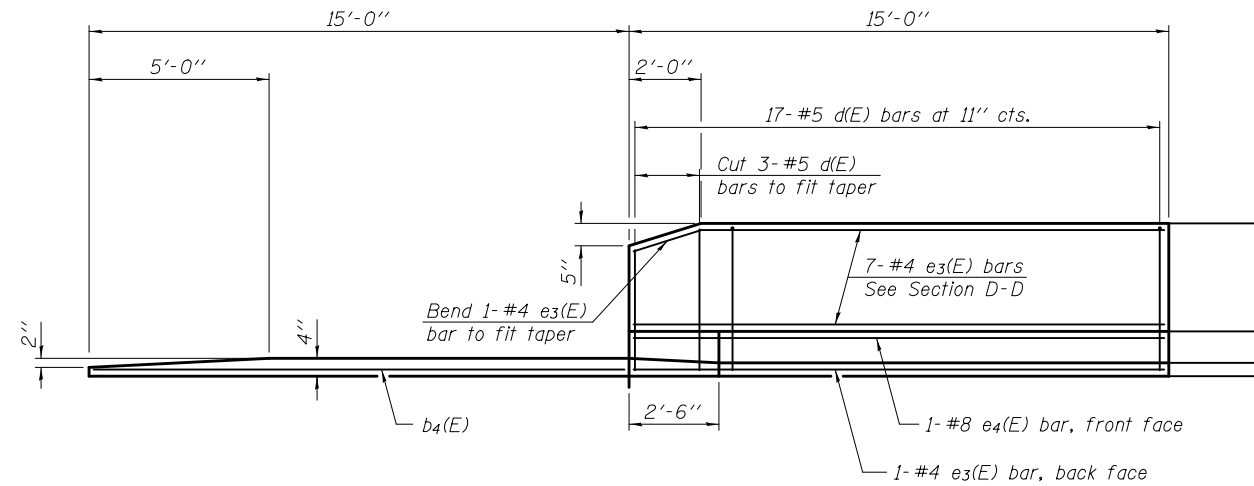
SECTION D-D



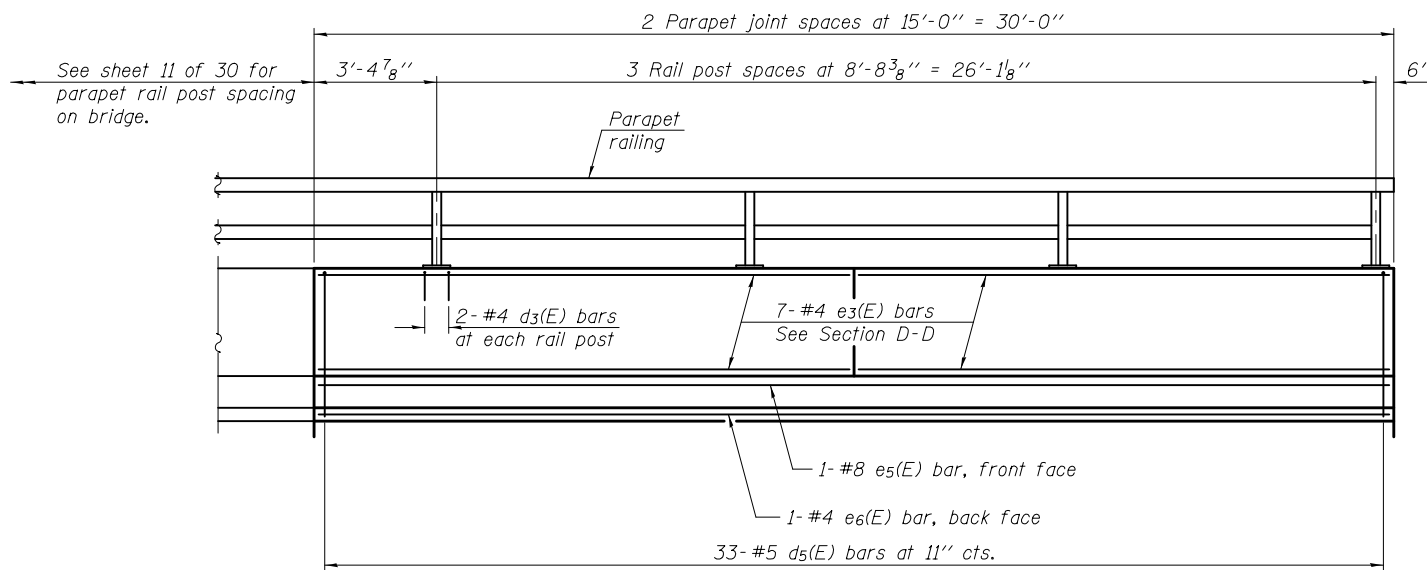
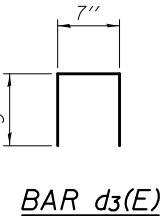
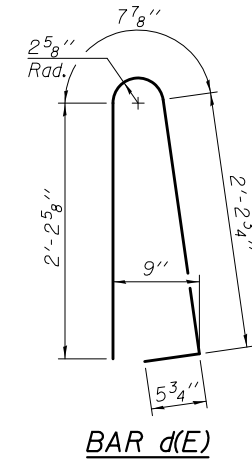
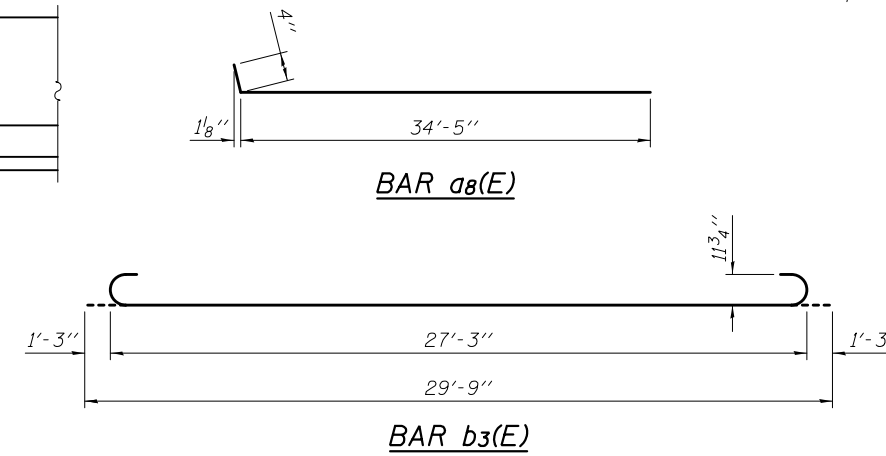
SECTION E-E

DESIGNED - STEPHEN M. RYAN	EXAMINED - <i>Jaime F. J...</i>	DATE - MARCH 12, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 081-0163	F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
CHECKED - RAY AHANCHI	PASSED - <i>Carl...</i>	REVISED			5789	40 BR	ROCK ISLAND	225	137	
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			CONTRACT NO. 64341					
CHECKED - S.M.R. / N.R.B. / G.R.A.					ILLINOIS FED. AID PROJECT					

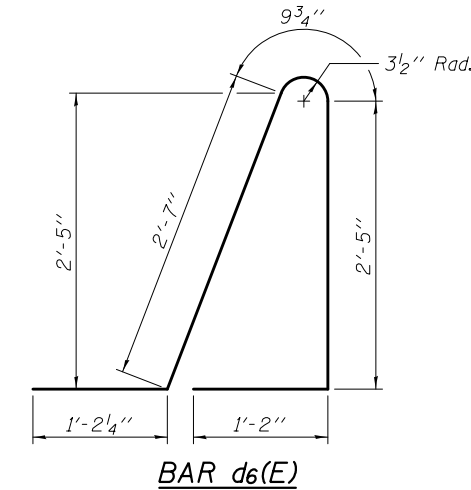
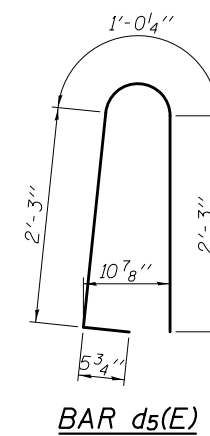
Notes:
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheets 12 and 14 of 30.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet 28 of 30.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 30.
 See sheet 11 of 30 for parapet joint details.



INSIDE ELEVATION OF NORTH PARAPET
 (Looking North)

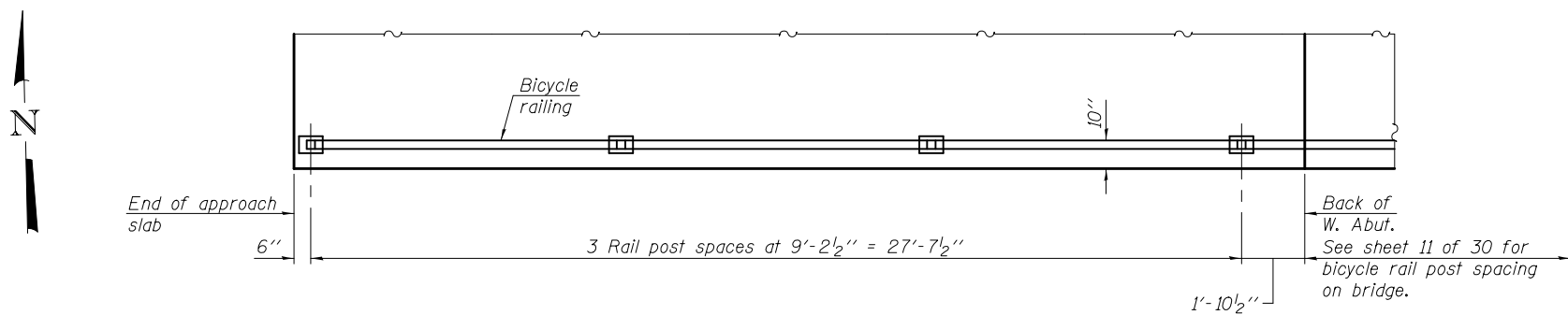


INSIDE ELEVATION OF SOUTH PARAPET
 (Looking South)

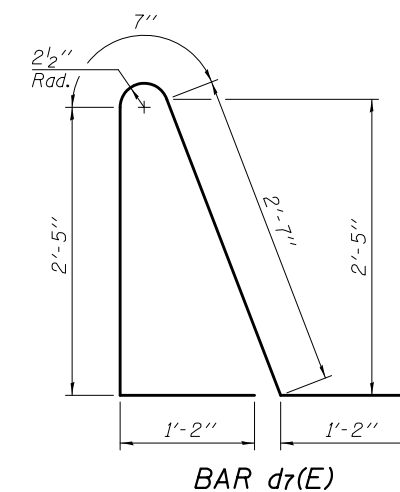


**WEST APPROACH SLAB
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a3(E)	37	#6	6'-6"	—
a7(E)	25	#4	40'-1"	—
a8(E)	25	#4	34'-9"	—
a9(E)	46	#5	40'-1"	—
a10(E)	46	#5	34'-7"	—
b2(E)	62	#4	29'-8"	—
b3(E)	181	#9	29'-9"	—
b4(E)	2	#4	14'-8"	—
d(E)	17	#5	5'-7"	U
d3(E)	8	#4	2'-1"	U
d5(E)	33	#5	6'-0"	U
d6(E)	33	#5	8'-2"	U
d7(E)	17	#5	7'-11"	U
e3(E)	22	#4	14'-8"	—
e4(E)	1	#8	14'-8"	—
e5(E)	1	#8	29'-8"	—
e6(E)	1	#4	29'-8"	—
f(E)	154	#4	9'-8"	—
w(E)	40	#5	40'-1"	—
w1(E)	40	#5	34'-7"	—
Concrete Superstructure		Cu. Yd.	121.0	
Concrete Structures		Cu. Yd.	23.3	
Reinforcement Bars, Epoxy Coated		Pound	29,950	



PARTIAL BICYCLE RAIL POST PLAN
 (at South edge of approach slab)



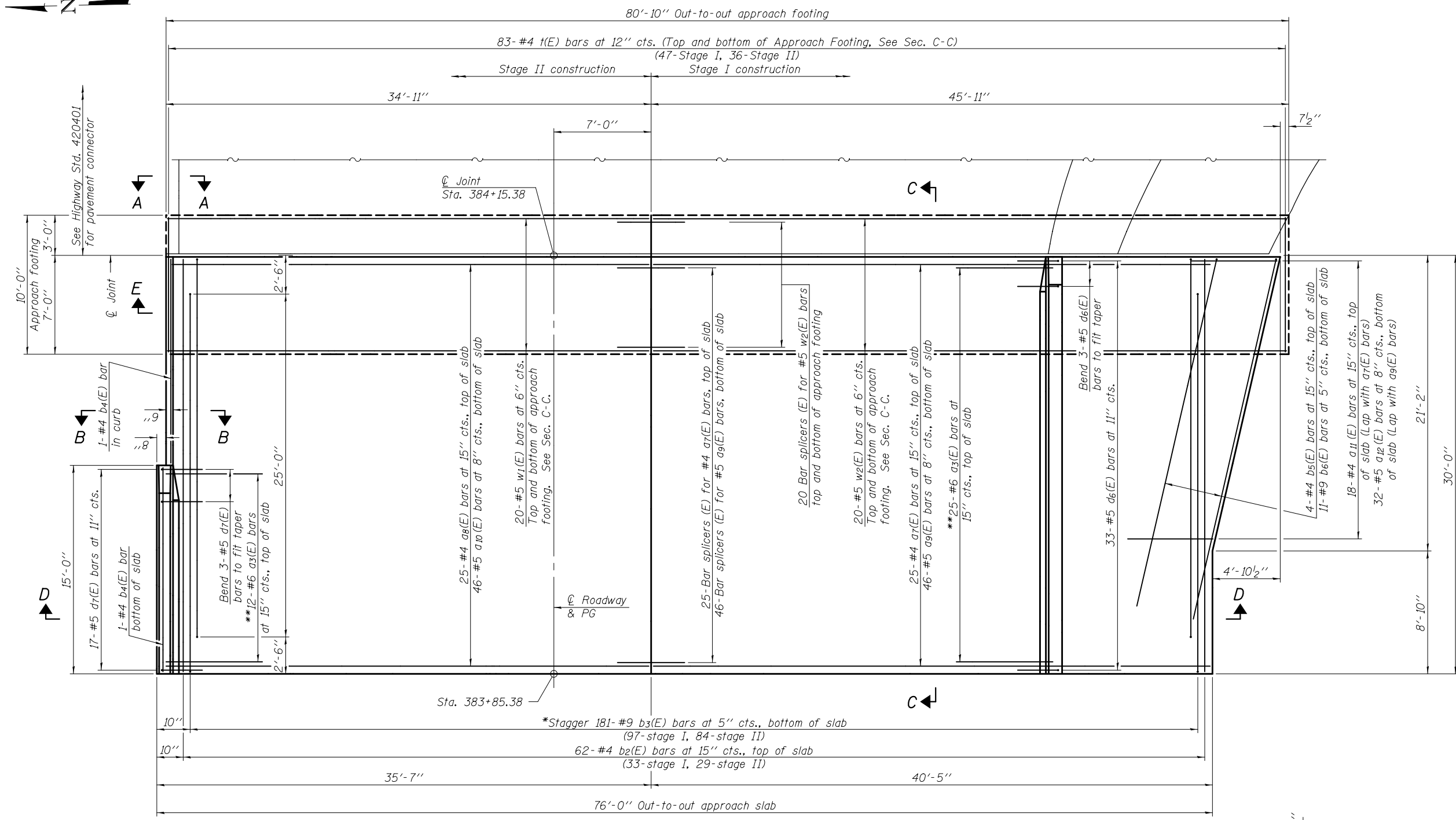
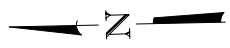
DESIGNED - STEPHEN M. RYAN	EXAMINED - <i>James F. J. [Signature]</i>	DATE - MARCH 12, 2013
CHECKED - RAY AHANCHI	PASSED - <i>Carl [Signature]</i>	REVISED
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED
CHECKED - S.M.R. / N.R.B. / G.R.A.		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

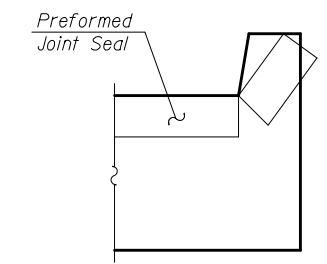
WEST BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 081-0163

SHEET NO. 17 OF 30 SHEETS

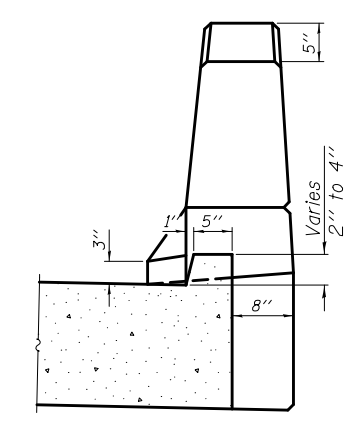
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40 BR	ROCK ISLAND	225	138
CONTRACT NO. 64341			ILLINOIS FED. AID PROJECT	



PLAN

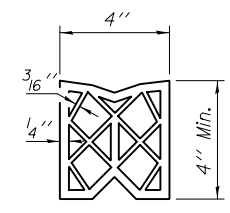


VIEW A-A
Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.

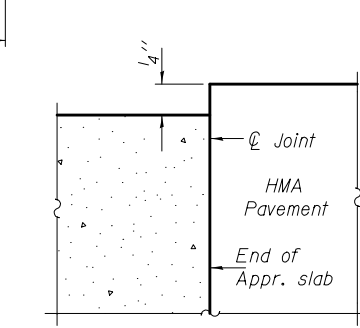


VIEW B-B

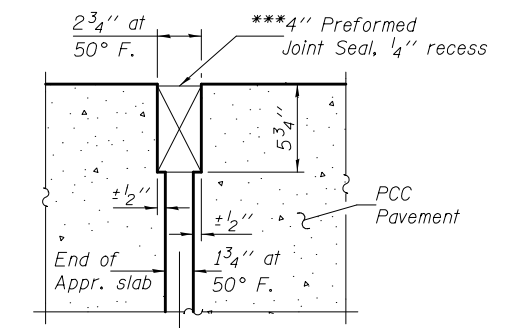
- * Tilt #9 b3(E) bars as required to maintain clearance.
- ** Space between a7(E) or a8(E) bars.
- *** Cost included with Concrete Superstructure.



PREFORMED JOINT SEAL



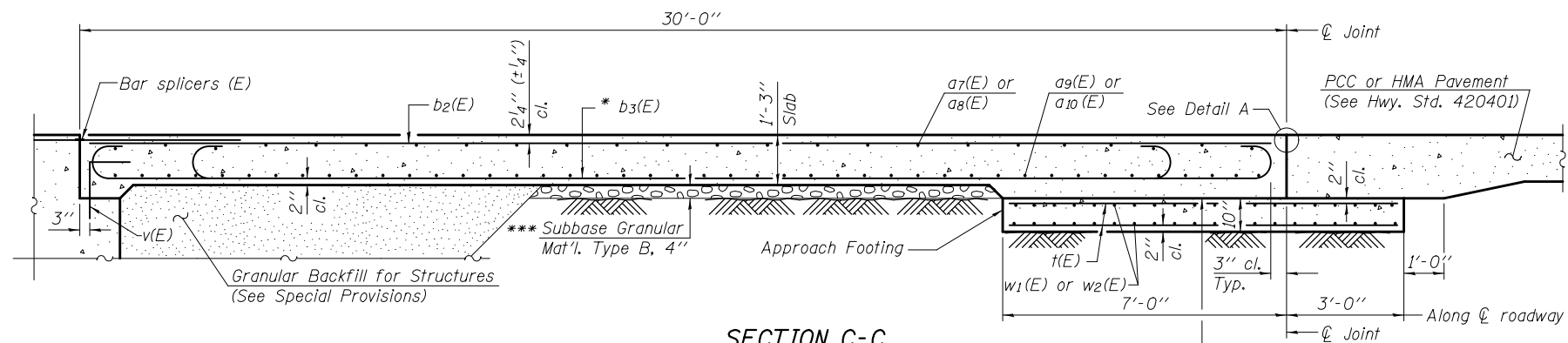
FLEXIBLE PAVEMENT



RIGID PAVEMENT

DETAIL A

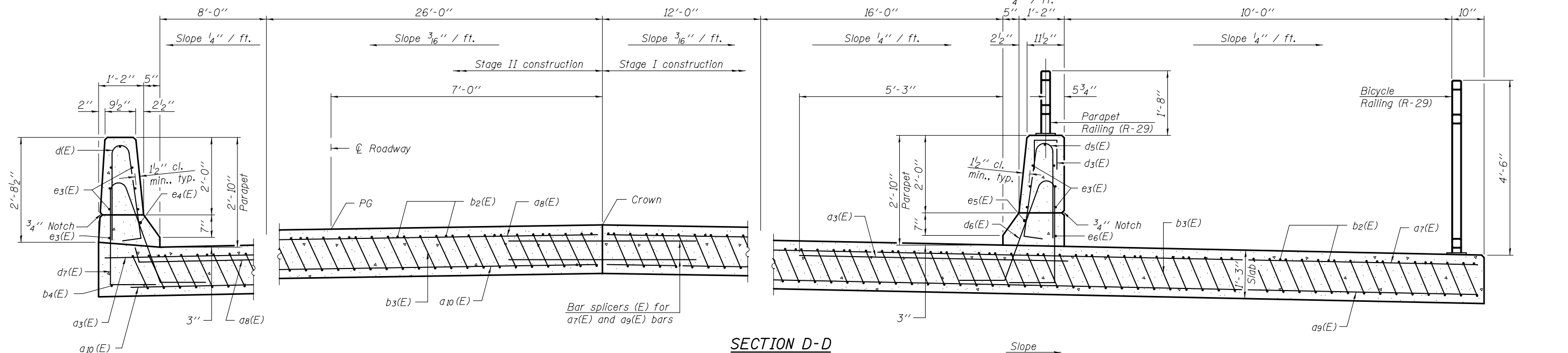
DESIGNED - STEPHEN M. RYAN	EXAMINED - <i>James F. Joffe</i> ACTING ENGINEER OF BRIDGE DESIGN	DATE - MARCH 12, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EAST BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 081-0163	F.A.U. R.T.E. - 5789	SECTION - 40 BR	COUNTY - ROCK ISLAND	TOTAL SHEETS - 225	SHEET NO. - 139
CHECKED - RAY AHANCHI	PASSED - <i>Carl Kopper</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			CONTRACT NO. 64341				
DRAWN - MICHAEL B. MOSSMAN	REVISED	ILLINOIS FED. AID PROJECT							
CHECKED - S.M.R. / N.R.B. / G.R.A.	REVISED	SHEET NO. 18 OF 30 SHEETS							



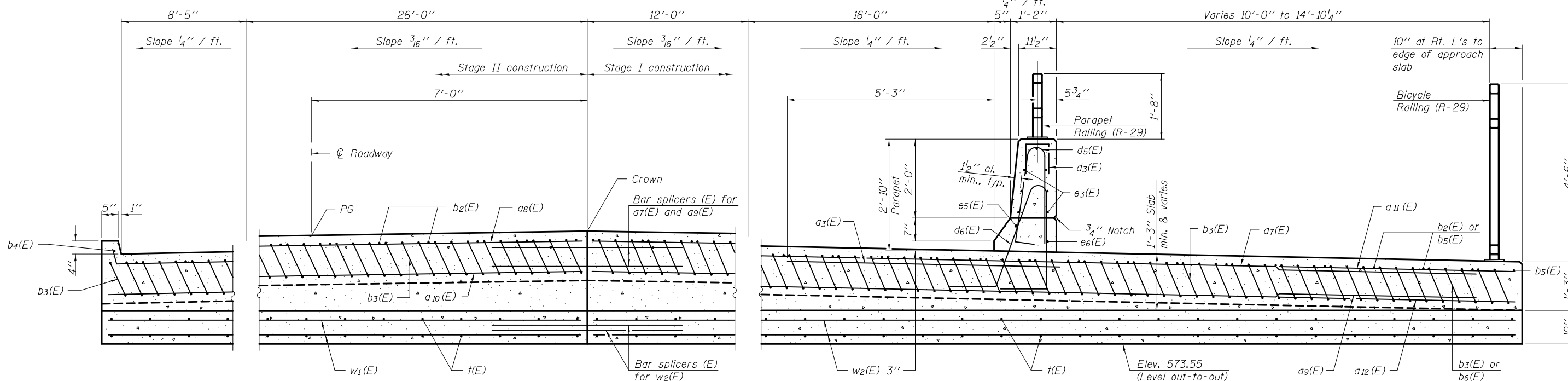
SECTION C-C

- * Tilt #9 b3(E) bars as required to maintain clearance.
- ** Space between a7(E) or a8(E) bars.
- *** Cost included with Concrete Superstructure.

*** 10 mil. Polyethylene bond breaker on steel trowel finish



SECTION D-D



SECTION E-E

DESIGNED - STEPHEN M. RYAN
 CHECKED - RAY AHANCHI
 DRAWN - MICHAEL B. MOSSMAN
 CHECKED - S.M.R. / N.R.B. / G.R.A.

EXAMINED
 PASSED
 ACTING ENGINEER OF BRIDGE DESIGN
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

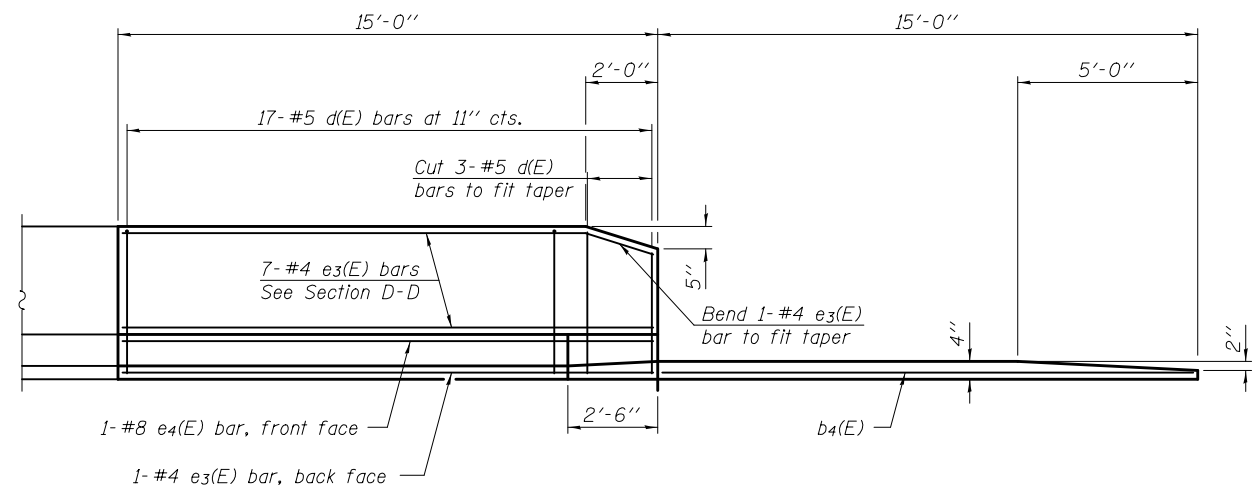
DATE - MARCH 12, 2013
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

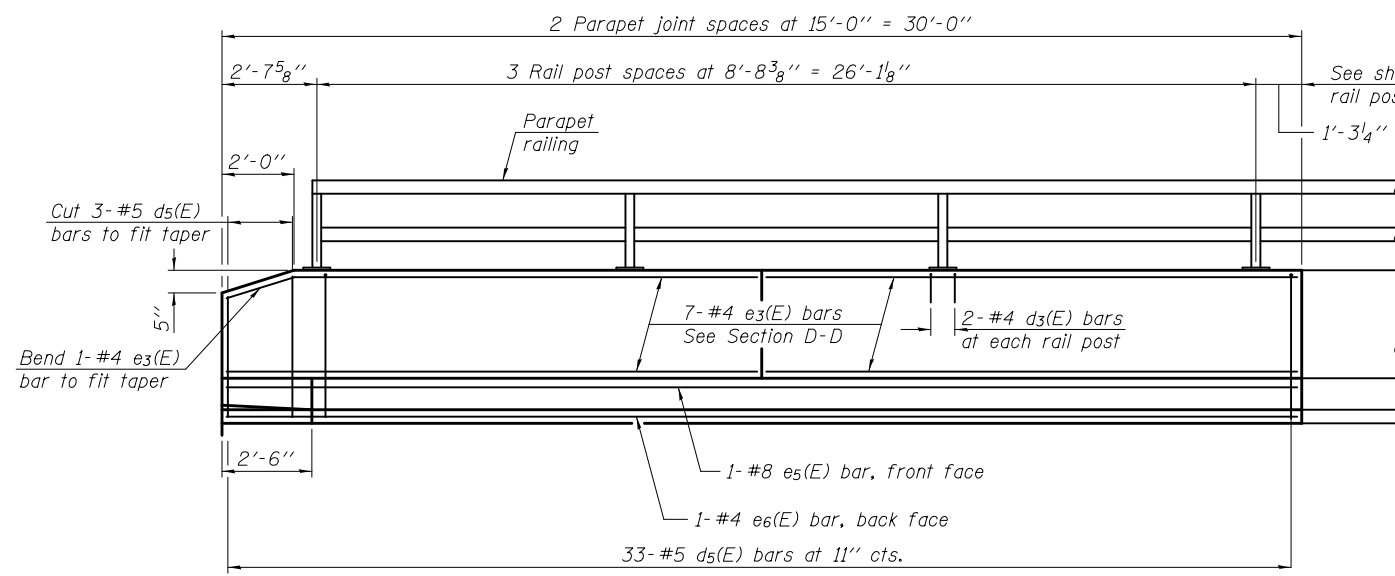
EAST BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 081-0163

SHEET NO. 19 OF 30 SHEETS

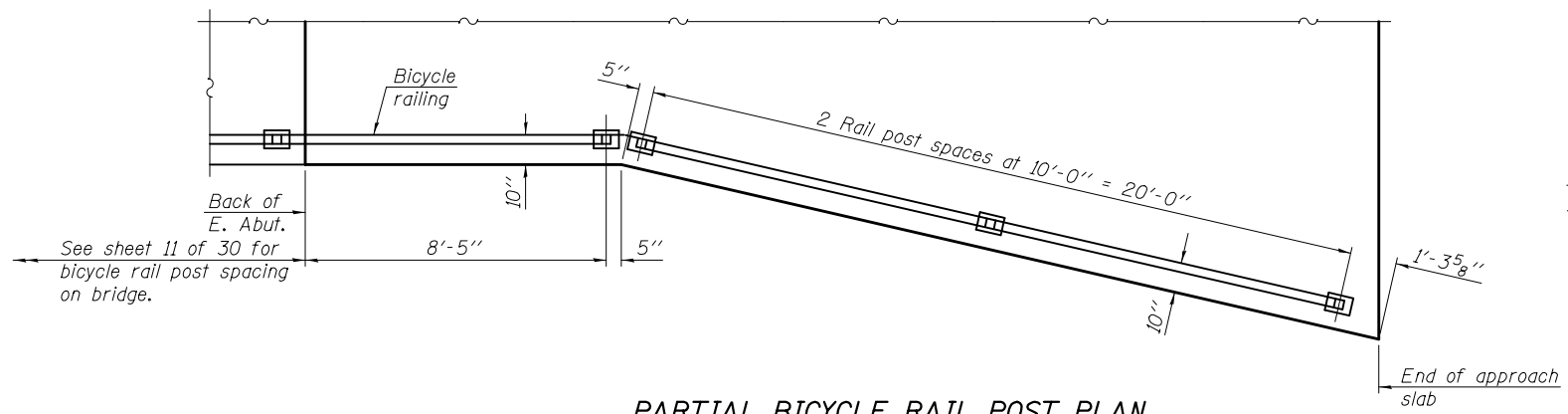
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40 BR	ROCK ISLAND	225	140
CONTRACT NO. 64341			ILLINOIS FED. AID PROJECT	



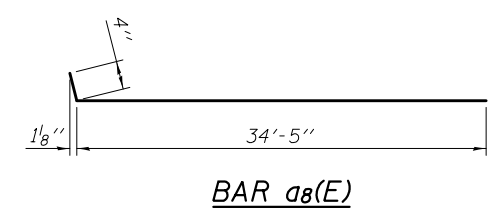
INSIDE ELEVATION OF NORTH PARAPET
(Looking North)



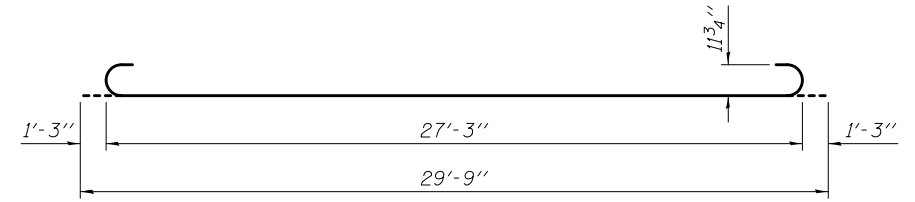
INSIDE ELEVATION OF SOUTH PARAPET
(Looking South)



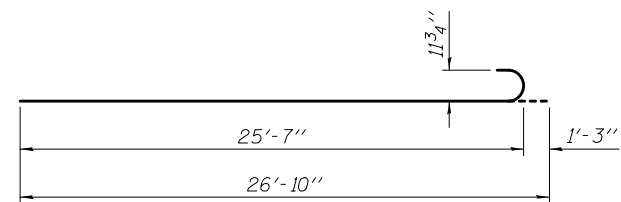
PARTIAL BICYCLE RAIL POST PLAN
(at South edge of approach slab)



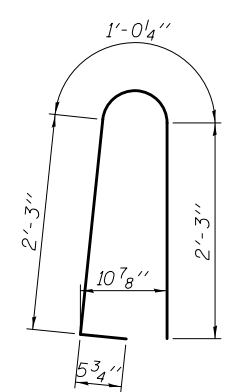
BAR a8(E)



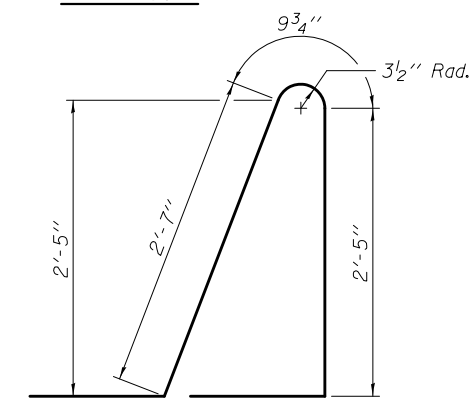
BAR b3(E)



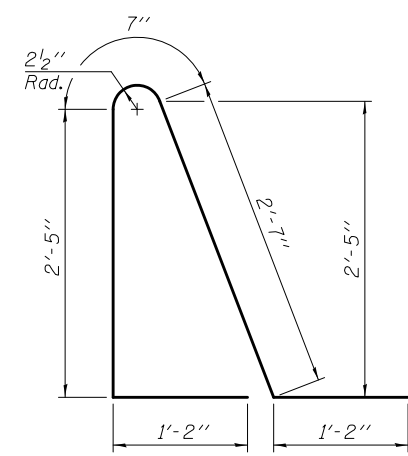
BAR b6(E)



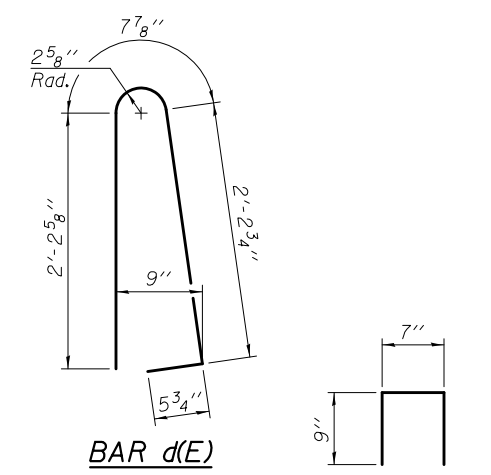
BAR d5(E)



BAR d6(E)



BAR d7(E)



BAR d(E)

BAR d3(E)

Notes:
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 sheets 12 and 14 of 30.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 28 of 30.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 30.
See sheet 11 of 30 for parapet joint details.

**EAST APPROACH SLAB
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a3(E)	37	#6	6'-6"	—
a7(E)	25	#4	40'-1"	—
a8(E)	25	#4	34'-9"	—
a9(E)	46	#5	40'-1"	—
a10(E)	46	#5	34'-7"	—
a11(E)	18	#4	7'-3"	—
a12(E)	32	#5	8'-0"	—
b2(E)	62	#4	29'-8"	—
b3(E)	181	#9	29'-9"	—
b4(E)	2	#4	14'-8"	—
b5(E)	4	#4	25'-7"	—
b6(E)	11	#9	26'-10"	—
d(E)	17	#5	5'-7"	U
d3(E)	8	#4	2'-1"	U
d5(E)	33	#5	6'-0"	U
d6(E)	33	#5	8'-2"	U
d7(E)	17	#5	7'-11"	U
e3(E)	22	#4	14'-8"	—
e4(E)	1	#8	14'-8"	—
e5(E)	1	#8	29'-8"	—
e6(E)	1	#4	29'-8"	—
t(E)	166	#4	9'-8"	—
w1(E)	40	#5	34'-7"	—
w2(E)	40	#5	45'-7"	—
Concrete Superstructure		Cu. Yd.	124.0	
Concrete Structures		Cu. Yd.	24.8	
Reinforcement Bars, Epoxy Coated		Pound	31,680	

DESIGNED - STEPHEN M. RYAN
CHECKED - RAY AHANCHI
DRAWN - MICHAEL B. MOSSMAN
CHECKED - S.M.R. / N.R.B. / G.R.A.

EXAMINED - *James F. J...*
PASSED - *Carl...*

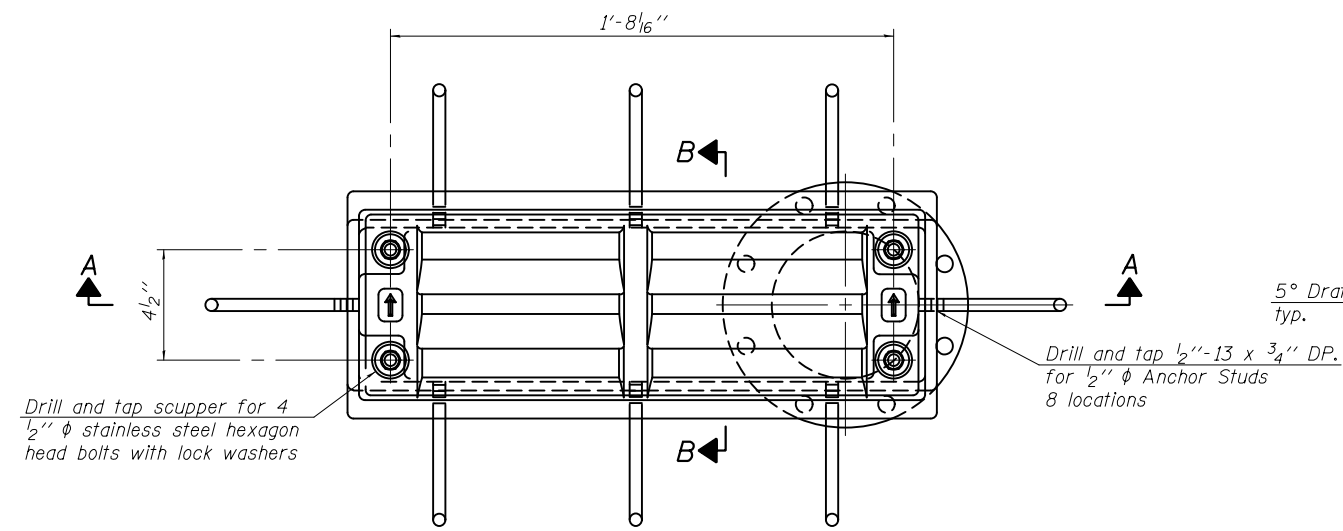
DATE - MARCH 12, 2013
REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

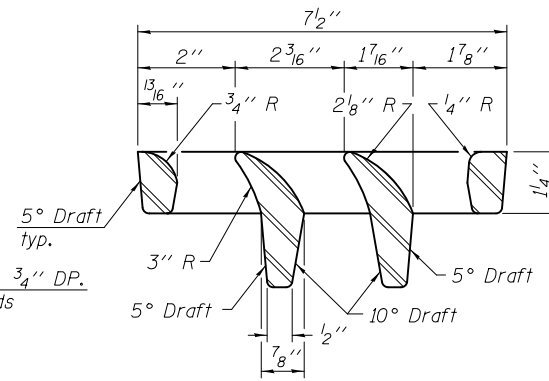
**EAST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 081-0163**

SHEET NO. 20 OF 30 SHEETS

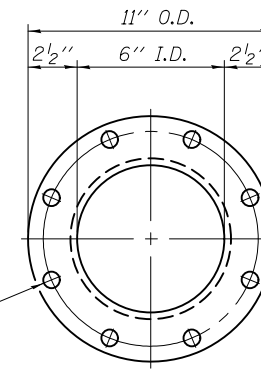
F.A.U. R.T.E. SECTION COUNTY TOTAL SHEETS SHEET NO.
5789 40 BR ROCK ISLAND 225 141
CONTRACT NO. 64341
ILLINOIS FED. AID PROJECT



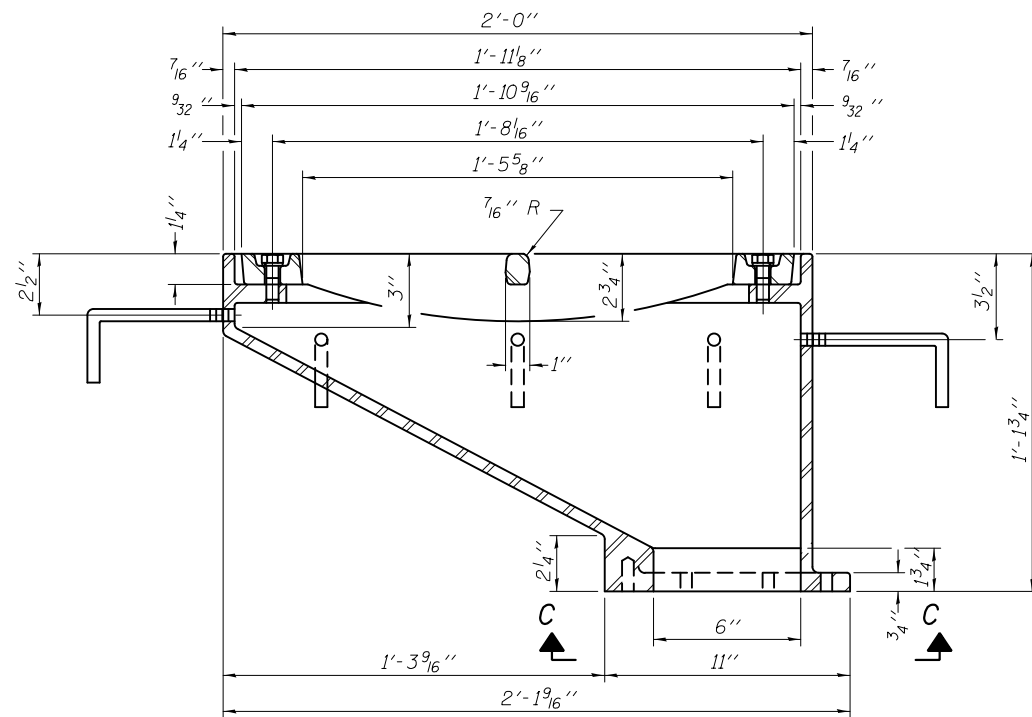
PLAN



VANE GRATE DETAIL

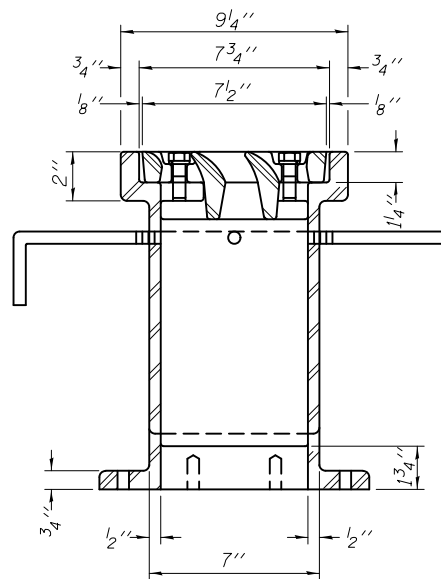


VIEW C-C

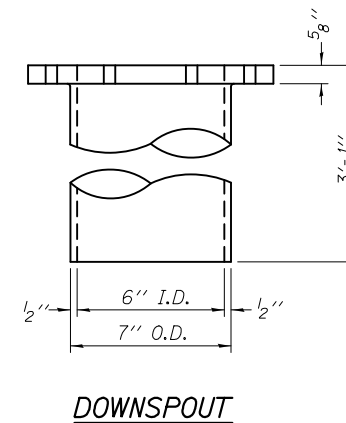


SECTION A-A

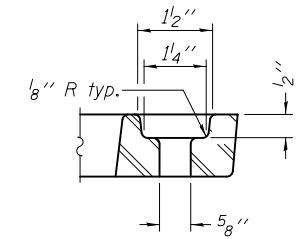
See sheet 1 of 30 for scupper location relative to parapet.



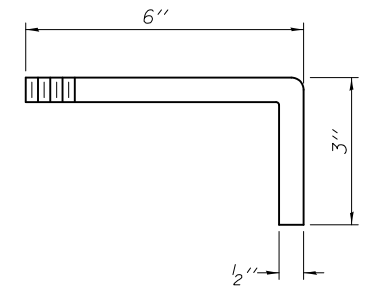
SECTION B-B



DOWNSPOUT



BOLT HOLE DETAIL



ANCHOR STUD DETAIL

Drill and tap 8 holes for 1/2"-13 bolts on a 9 1/2" φ bolt circle. (2 blind holes are 1/4" deep, 6 thru holes)

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.
- Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.
- 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, Downspout, 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, DS-12.
- Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	2

DS-12

7-1-10

DESIGNED - STEPHEN M. RYAN
CHECKED - RAY AHANCHI
DRAWN - h.t. duong
CHECKED - S.M.R. / G.R.A.

EXAMINED	DATE - MARCH 12, 2013
PASSED	REVISOR
	REVISION

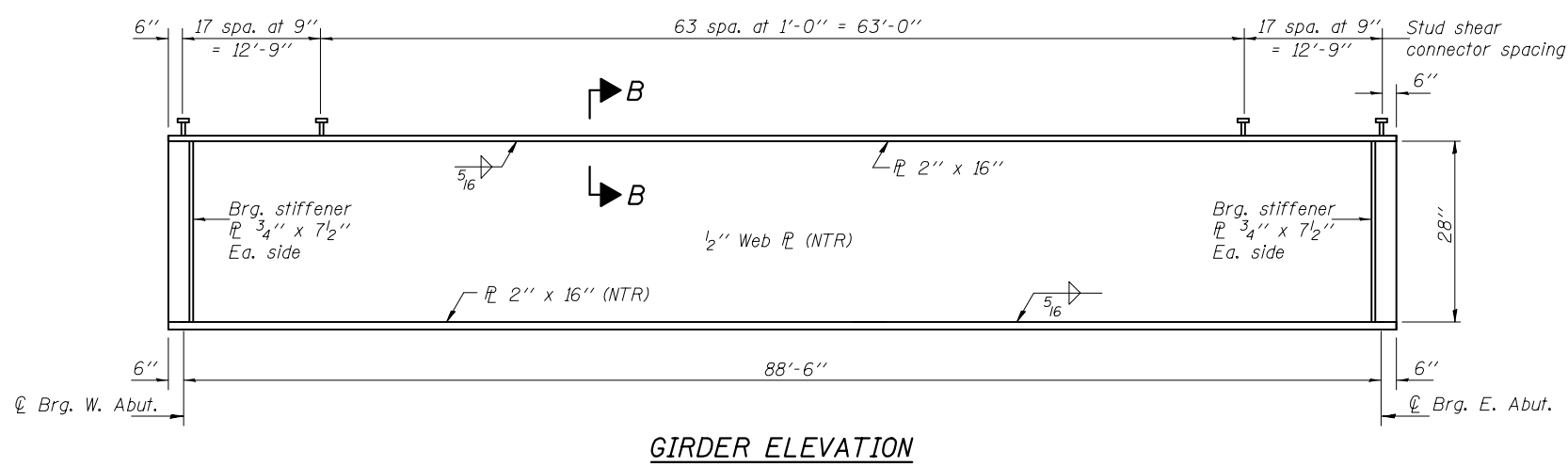
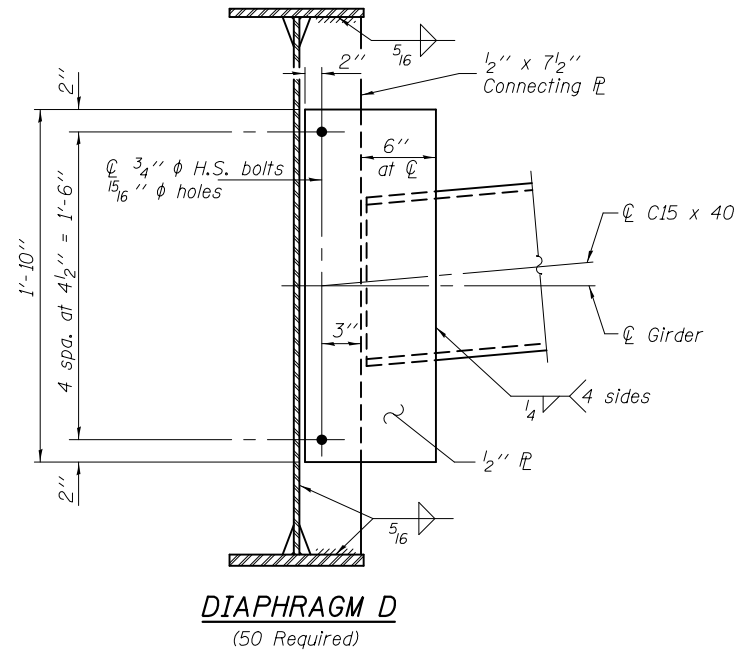
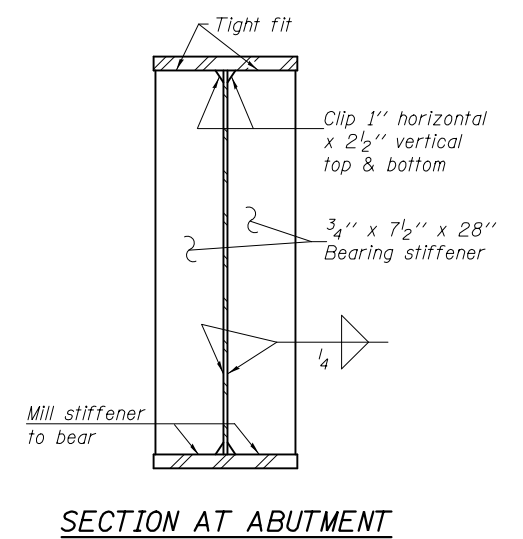
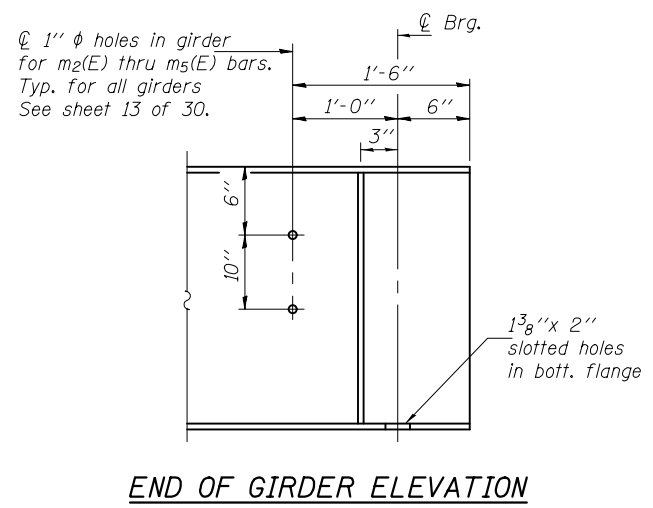
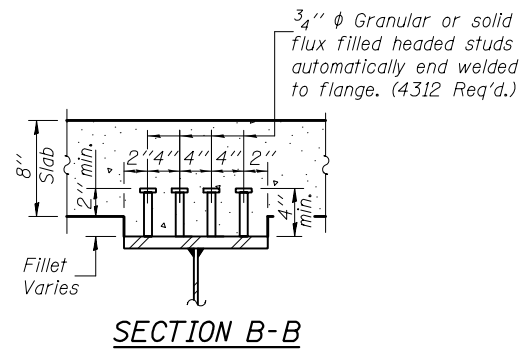
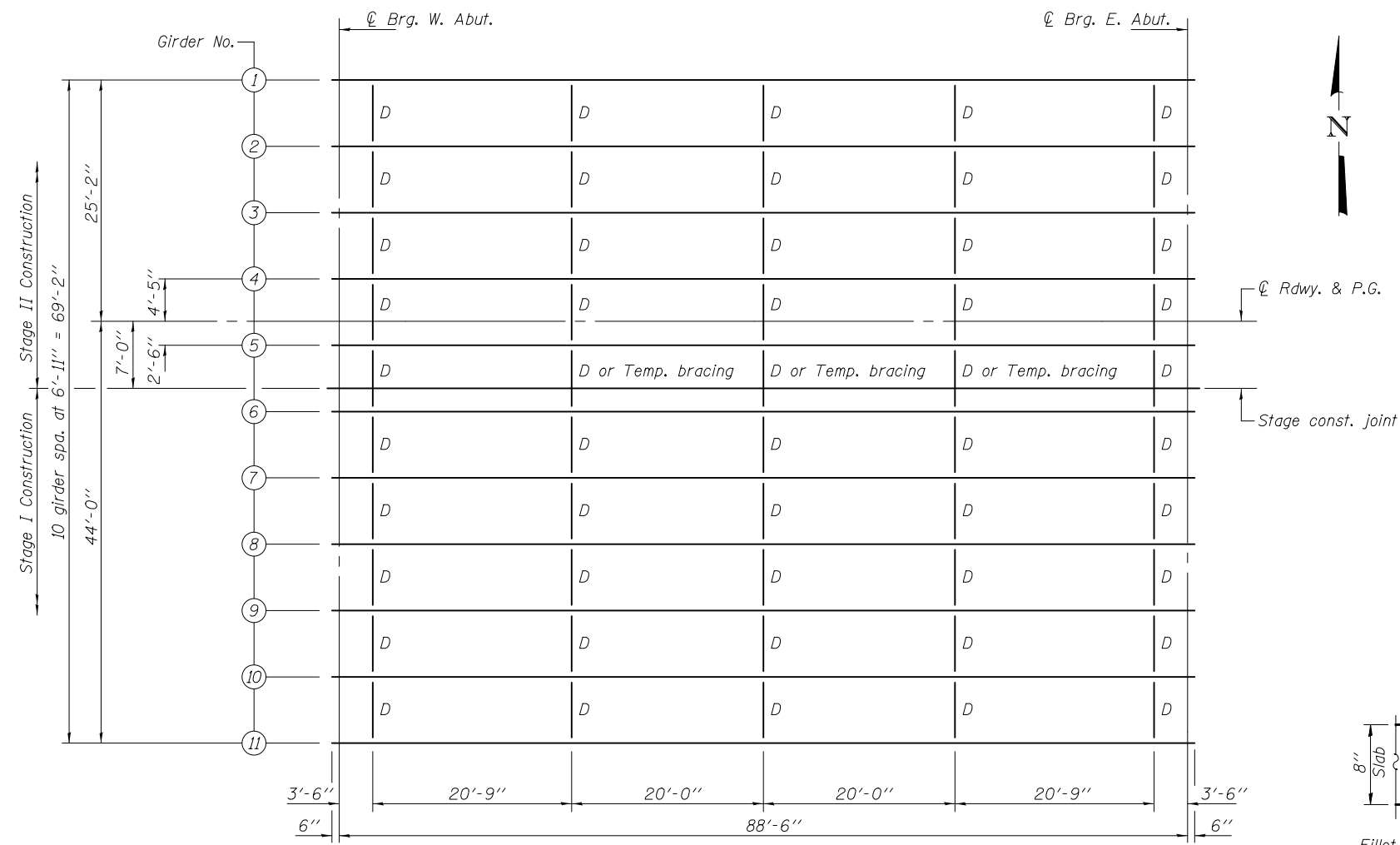
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-12
STRUCTURE NO. 081-0163

SHEET NO. 22 OF 30 SHEETS

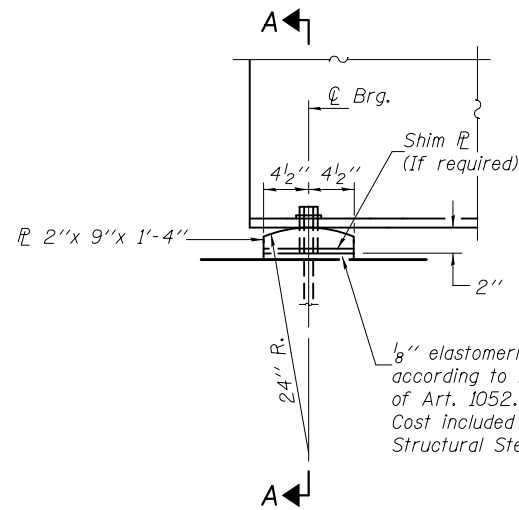
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40 BR	ROCK ISLAND	225	143
				CONTRACT NO. 64341

ILLINOIS FED. AID PROJECT

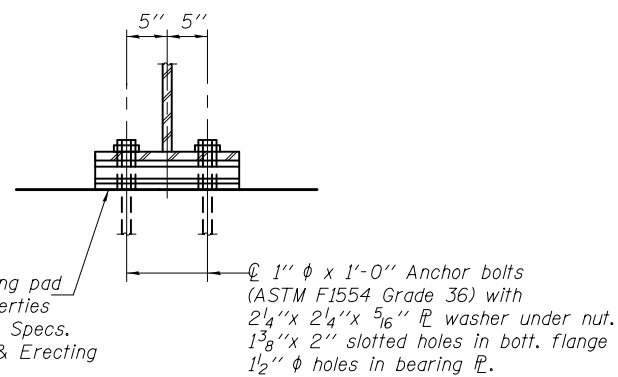


Notes: Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2. Omit connecting plates on exterior side of exterior girder. All structural steel shall be AASHTO M 270, Grade 50W. All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts. Two hardened washers shall be required for all oversized holes in diaphragms. Alternate channels C15x50 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on lighter section. The alternate, if utilized, shall be provided at no cost to the department.

DESIGNED - STEPHEN M. RYAN	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - MARCH 12, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL STRUCTURE NO. 081-0163	F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
CHECKED - RAY AHANCHI	PASSED - <i>Carl [Signature]</i>	REVISED			5789	40 BR	ROCK ISLAND	225	144	
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			CONTRACT NO. 64341					
CHECKED - S.M.R. / G.R.A.		REVISED			SHEET NO. 23 OF 30 SHEETS					



ELEVATION AT ABUTMENTS

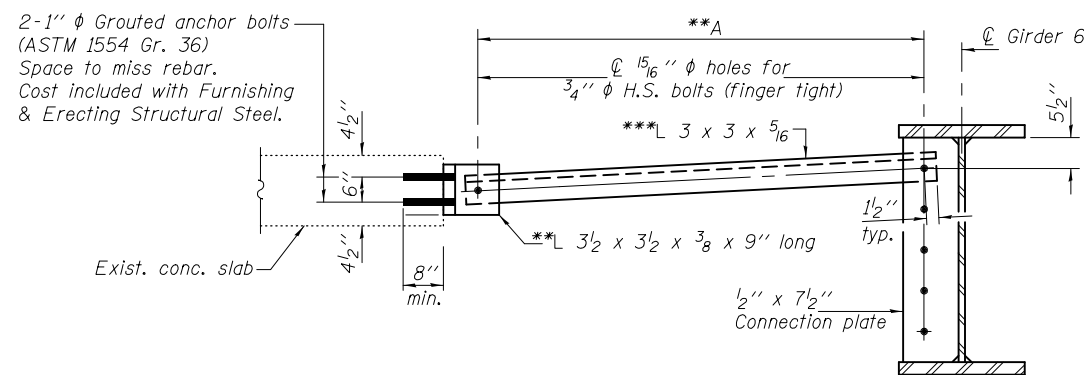


SECTION A-A

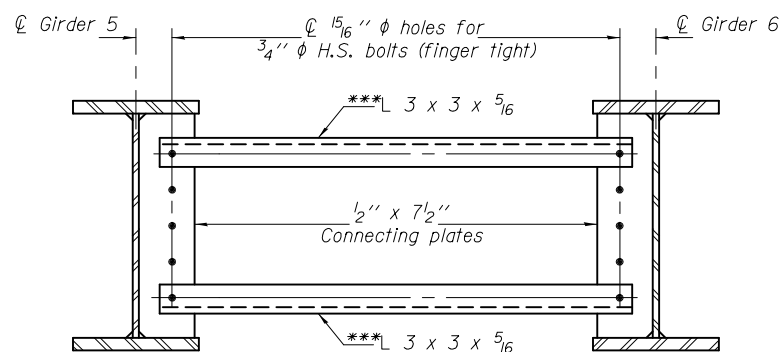
ABUTMENT BEARING
(22 Required)

SHIM LOCATION

	W. Abut.	E. Abut.
Girder 6	3/8"	
Girder 6		3/8"



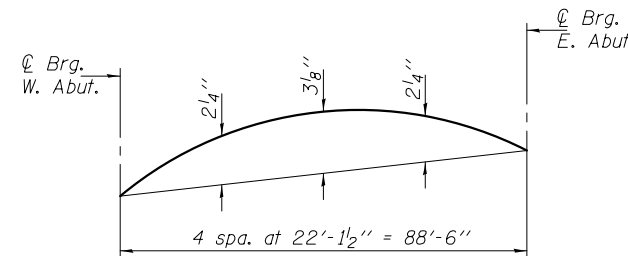
TEMPORARY BRACING FOR STAGE I CONSTRUCTION
(3 Required)



TEMPORARY BRACING FOR STAGE II CONSTRUCTION
(3 Required)

INTERIOR GIRDER MOMENT TABLE		0.5 Span
I_s	(in ⁴)	15336
$I_c(n)$	(in ⁴)	32054
$I_c(3n)$	(in ⁴)	23518
S_s	(in ³)	959
$S_c(n)$	(in ³)	1229
$S_c(3n)$	(in ³)	1121
DC1	(k/')	1.016
MDC1	(k)	1014
DC2	(k/')	0.150
MDC2	(k)	147
DW	(k/')	0.346
MDW	(k)	339
$M_{\frac{1}{2} + 1M}$	(k)	1331
M_u (Strength I)	(k)	4289
$\phi_r M_n$	(k)	5409
f_s DC1	(ksi)	12.7
f_s DC2	(ksi)	1.6
f_s DW	(ksi)	3.6
f_s ($\frac{1}{2} + 1M$)	(ksi)	13.0
f_s (Service II)	(ksi)	34.8
$0.95R_h F_y f$	(ksi)	47.5
V_r	(k)	52.4

INTERIOR GIRDER REACTION TABLE		Abuts.
R_{DC1}	(k)	45.8
R_{DC2}	(k)	6.6
R_{DW}	(k)	15.3
$R_{\frac{1}{2} + 1M}$	(k)	84.0
R_{Total}	(k)	151.7



CAMBER DIAGRAM

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in⁴ and in³).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).

DC1: Un-factored non-composite dead load (kips/ft.).

MDC1: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

$M_{\frac{1}{2} + 1M}$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).

$1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\frac{1}{2} + 1M}$

$\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).

M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).

$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).

$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s ($\frac{1}{2} + 1M$): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).

$M_{\frac{1}{2} + 1M} / S_c(n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).

$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s (\frac{1}{2} + 1M)$

$0.95R_h F_y f$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

V_r : Maximum factored shear range in span computed according to Article 6.10.10.

Notes:

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

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

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

Two hardened washers required for each set of oversized holes.

**The horizontal dimension A between the holes in the diaphragm connection plate and L 3 1/2 x 3 1/2 shall be measured in the field. The holes in the L 3 1/2 x 3 1/2 shall be field drilled at this dimension. Cost included with Furnishing & Erecting Structural Steel.

***L 3 x 3 x 5/16 to be used as temporary during Stage I and Stage II deck pour. Remove and replace with diaphragm D after Stage II deck pour is complete. Use between Girders 5 & 6 only. Cost included with Furnishing & Erecting Structural Steel.

***TOP OF WEB ELEVATIONS**

	W. Abut.	E. Abut.
Girder 1	574.50	574.95
Girder 2	574.64	575.09
Girder 3	574.75	575.19
Girder 4	574.86	575.30
Girder 5	574.97	575.41
Girder 6	575.00	575.44
Girder 7	574.89	575.33
Girder 8	574.76	575.20
Girder 9	574.62	575.06
Girder 10	574.47	574.92
Girder 11	574.33	574.77

*For fabrication use only.

DESIGNED - STEPHEN M. RYAN
CHECKED - RAY AHANCHI
DRAWN - h.t. duong
CHECKED - S.M.R. / G.R.A.

EXAMINED
PASSED
ACTING ENGINEER OF BRIDGE DESIGN
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 12, 2013
REVISED
REVISED

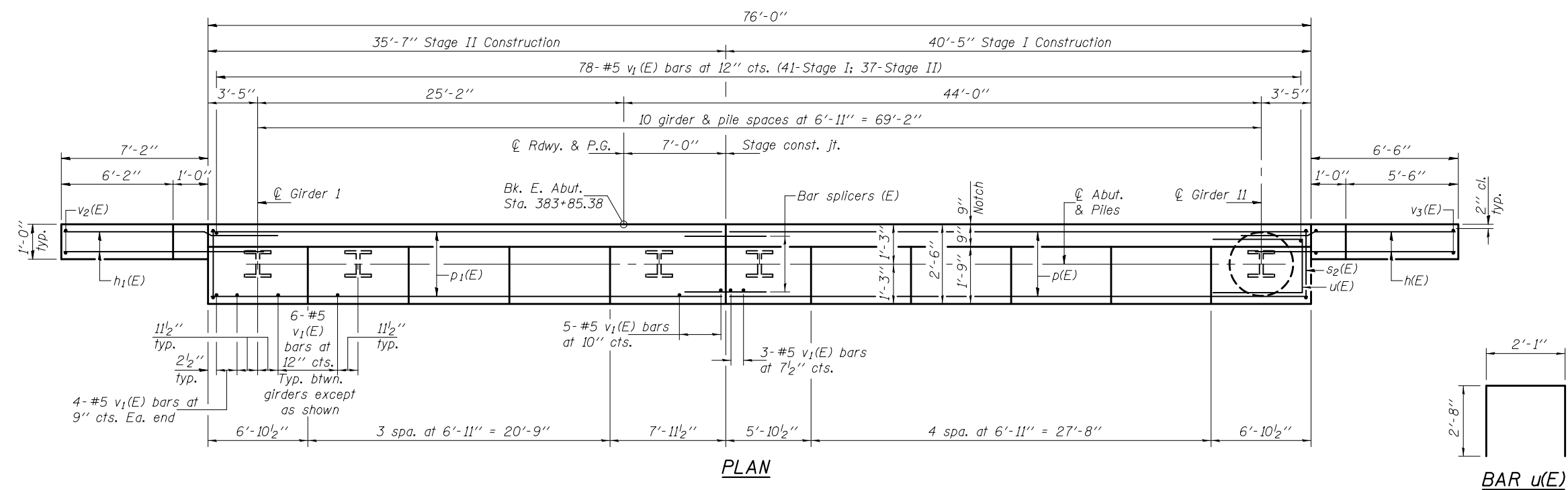
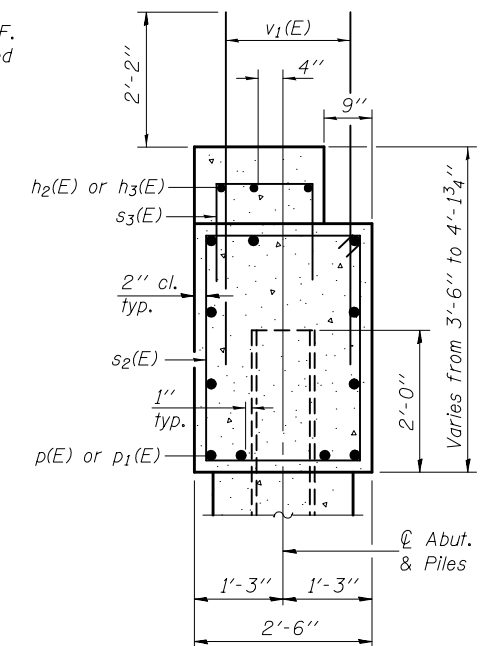
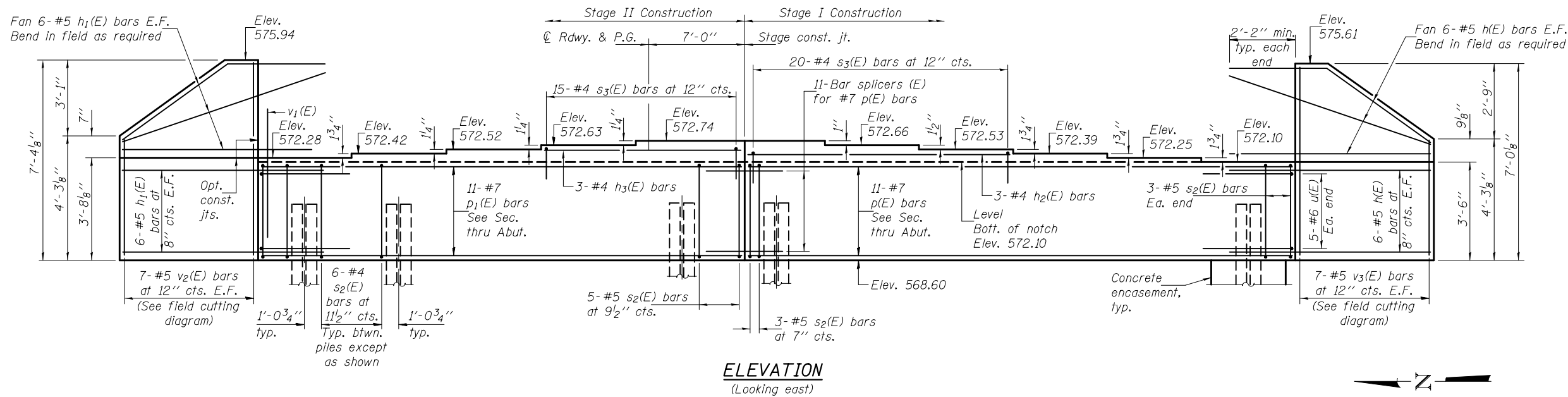
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 081-0163

SHEET NO. 24 OF 30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40 BR	ROCK ISLAND	225	145

CONTRACT NO. 64341
ILLINOIS FED. AID PROJECT



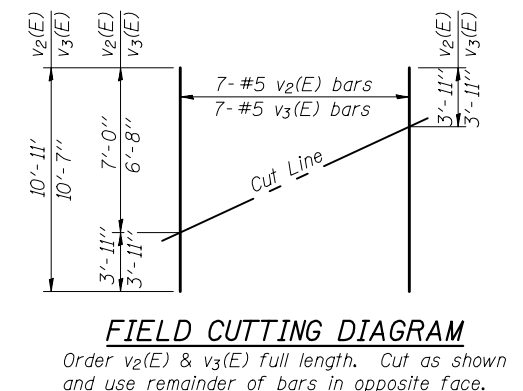
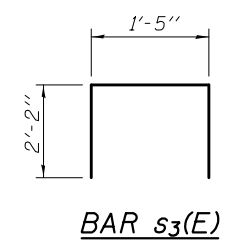
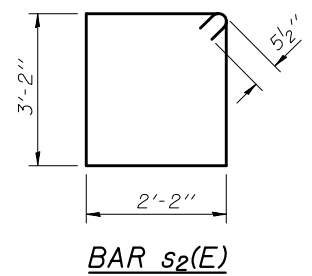
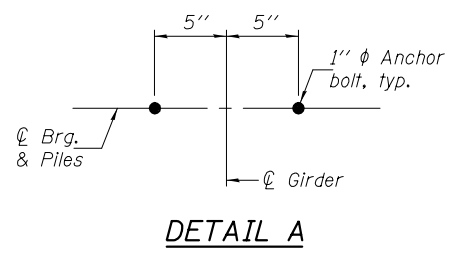
BILL OF MATERIAL

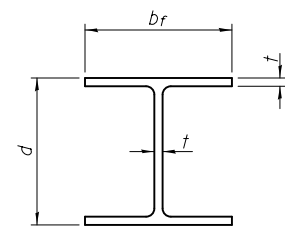
Bar	No.	Size	Length	Shape
h(E)	24	#5	9'-2"	—
h1(E)	24	#5	9'-11"	—
h2(E)	3	#4	19'-5"	—
h3(E)	3	#4	14'-7"	—
p(E)	11	#7	40'-1"	—
p1(E)	11	#7	35'-3"	—
s2(E)	68	#4	11'-7"	□
s3(E)	35	#4	5'-9"	□
u(E)	10	#6	7'-5"	□
v1(E)	148	#5	4'-4"	—
v2(E)	7	#5	10'-11"	—
v3(E)	7	#5	10'-7"	—
Structure Excavation		Cu. Yd.	59.0	
Concrete Structures		Cu. Yd.	29.5	
Reinforcement Bars, Epoxy Coated		Pound	3840	
Furnishing Steel Piles HP10x42		Foot	230	
Driving Piles		Foot	230	
Test Pile Steel HP10x42		Each	1	
Concrete Encasement		Cu. Yd.	3.8	
Anchor Bolts 1"		Each	22	

PILE DATA

Type: Steel HP10x42
 Nominal Required Bearing: 335 Kips
 Factored Resistance Available: 184 Kips
 Est. Length: 23'
 No. Production Piles: 10
 No. Test Piles: 1

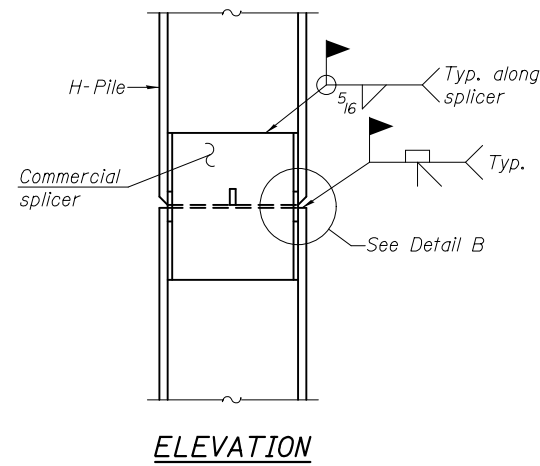
Notes: Four steps monolithically with cap.
 For details of piles and concrete encasement, see sheet 27 of 30.
 For bar splicer details, see sheet 28 of 30.



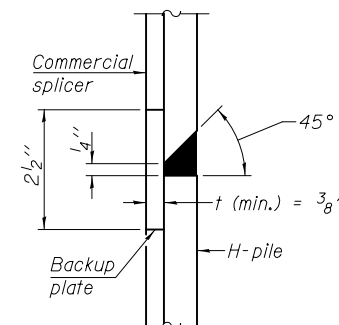


STEEL PILE TABLE

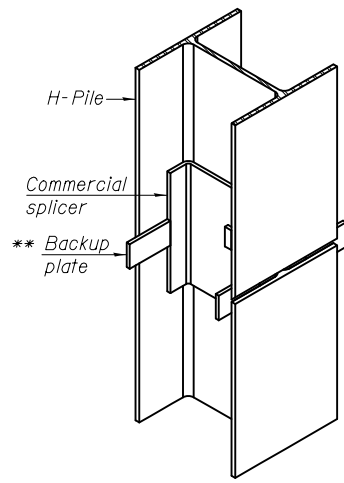
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



ELEVATION

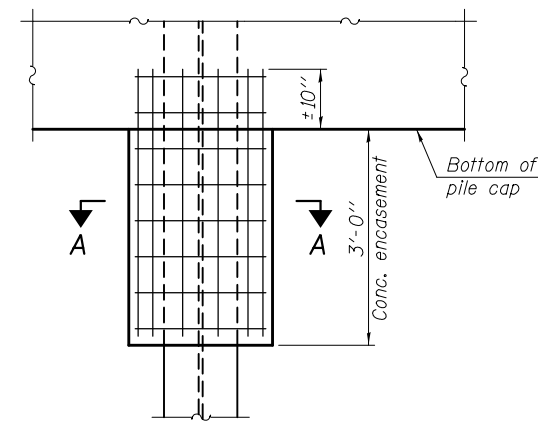


DETAIL "B"



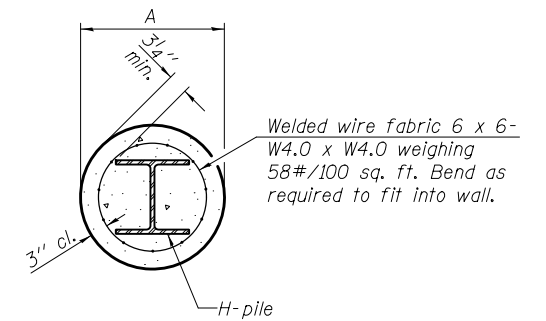
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



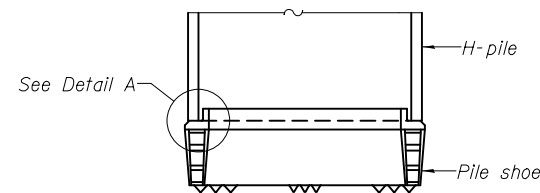
ELEVATION

PILE ENCASEMENT

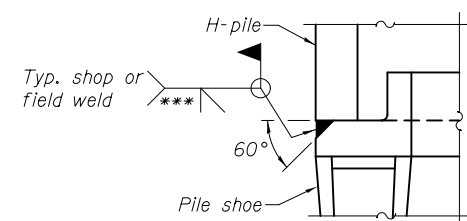


SECTION A-A

Note:
Forms for encasement may be omitted when soil conditions permit.

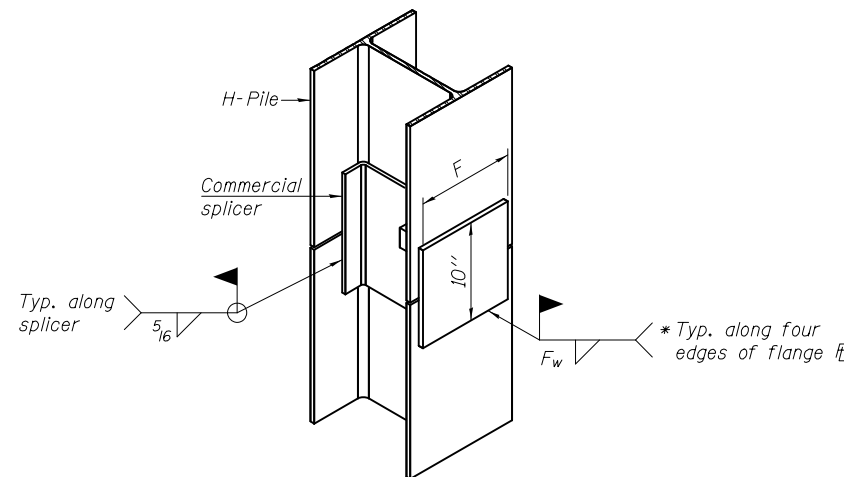


ELEVATION



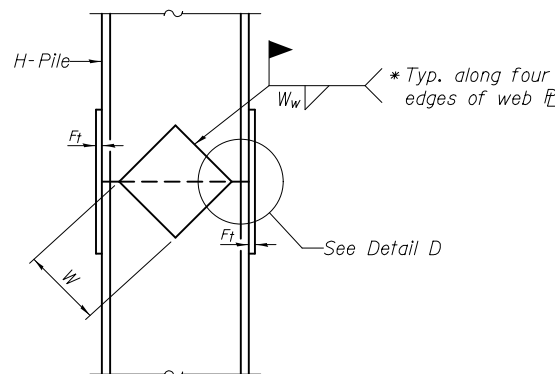
DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE



ELEVATION

DETAIL D

WELDED PLATE FIELD SPLICE

Designation	F	F _t	F _w	W	W _t	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.

F-HP 1-27-12

DESIGNED - STEPHEN M. RYAN	EXAMINED
CHECKED - RAY AHANCHI	PASSED
DRAWN - h.t. duong	
CHECKED - S.M.R. / G.R.A.	

DATE - MARCH 12, 2013	ACTING ENGINEER OF BRIDGE DESIGN
REVISIONS	ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 12, 2013
REVISIONS

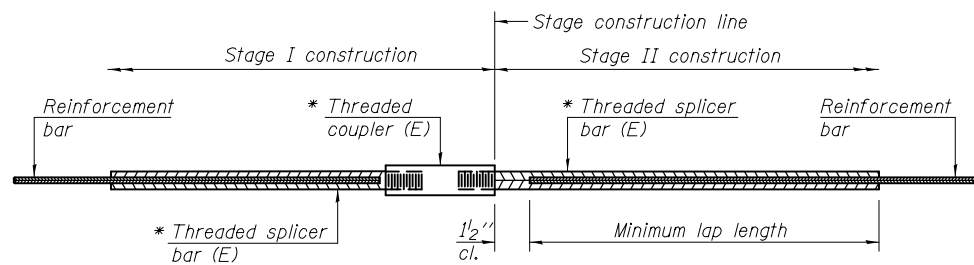
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 081-0163

SHEET NO. 27 OF 30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40 BR	ROCK ISLAND	225	148
CONTRACT NO. 64341				

ILLINOIS FED. AID PROJECT

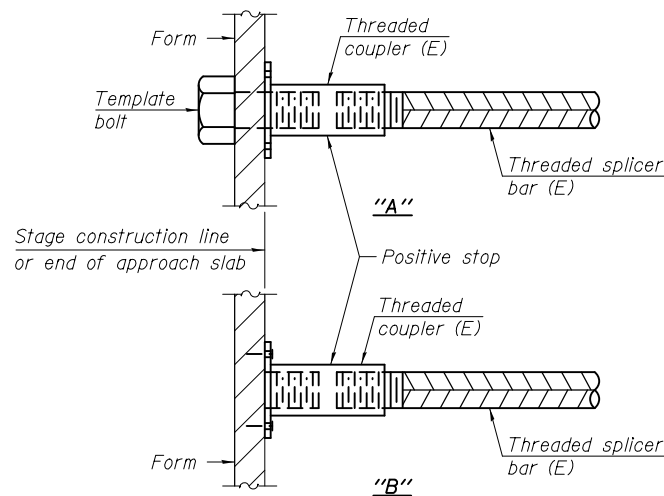


STANDARD BAR SPLICER ASSEMBLY

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

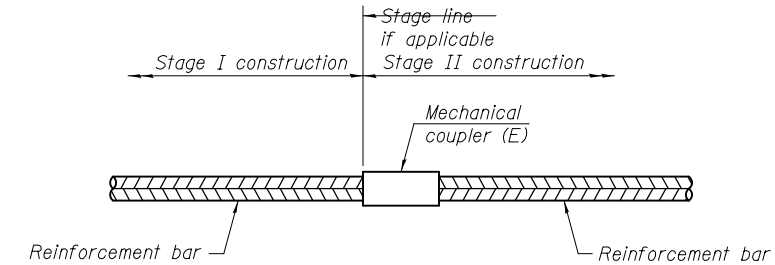
Table 1: Black bar, 0.8 Class C
 Table 2: Black bar, Top bar lap, 0.8 Class C
 Table 3: Epoxy bar, 0.8 Class C
 Table 4: Epoxy bar, Top bar lap, 0.8 Class C
 Table 5: Epoxy bar, Class C
 Table 6: Epoxy bar, Top bar top, Class C
 Threaded splicer bar length = min. lap length + 1 1/2" + thread length
 * 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
Deck	#5	304	3
Diaphragm	#6	16	4
Abutments	#7	22	4
Approach slab	#4	50	4
Approach slab and footing	#5	172	3



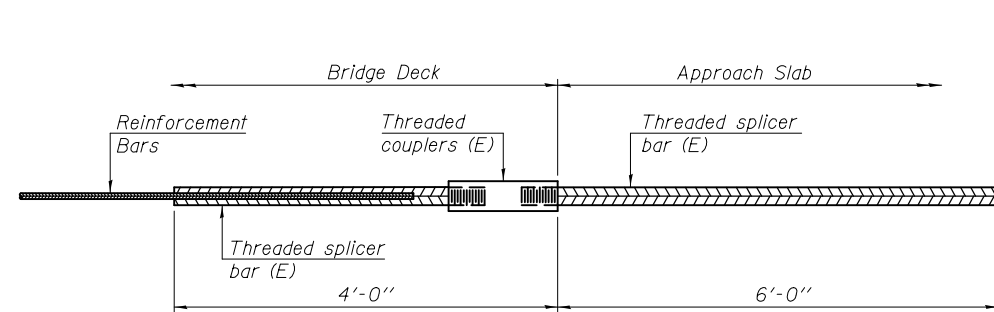
INSTALLATION AND SETTING METHODS

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



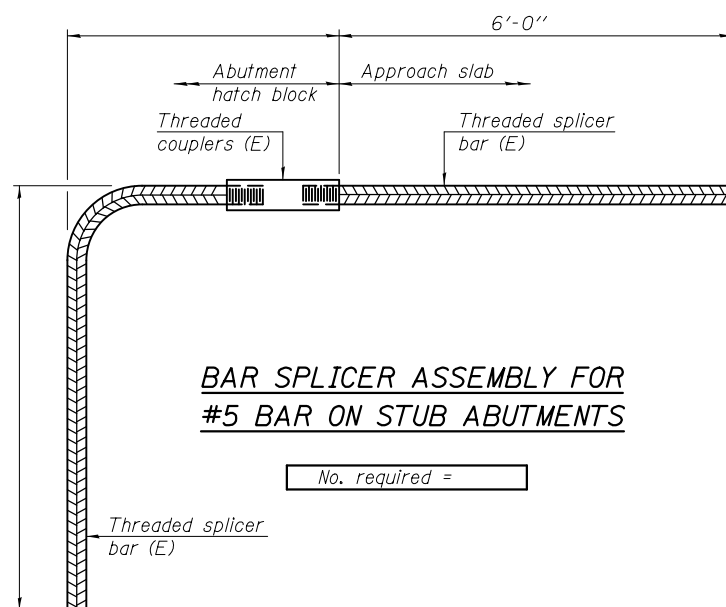
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required = 160



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

1-27-12

DESIGNED - STEPHEN M. RYAN	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - MARCH 12, 2013
CHECKED - RAY AHANCHI	PASSED - <i>Carl [Signature]</i>	REVISED
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED
CHECKED - S.M.R. / G.R.A.		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 081-0163

SHEET NO. 28 OF 30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40 BR	ROCK ISLAND	225	149
CONTRACT NO. 64341				
ILLINOIS FED. AID PROJECT				

Page 1 of 2

Date 1/7/11

Illinois Department of Transportation
Division of Highways
District 2 Materials

SOIL BORING LOG

ROUTE F.A.U. Rte 5789 DESCRIPTION P92-055-84 over Shaffer Creek, 100' W. of Nhabl Road LOGGED BY By. Wetzell
(U.S. 6)

SECTION 40BR LONGITUDE _____ LATITUDE _____

COUNTY Rock Island DRILLING METHOD _____ HAMMER TYPE _____

STRUCT. NO. 081-0163
Station 383+39.88

BORING NO. B-4
Station 383+45
Offset 33.00ft Rt
Ground Surface Elev. 565.5 ft

Description	Depth (ft)	Bulge (6")	Shear (tsf)	Penetration (%)	Moisture (%)	Groundwater Elev.:	
						First Encounter	Upon Completion
VERY SOFT brown SILTY CLAY	0		0.1	35.0		Surface Water Elev. <u>562.2</u> ft	Stream Bed Elev. <u>559.3</u> ft
VERY SOFT brown SILTY LOAM with ORGANICS	1		0.1	44.0		Groundwater Elev. <u>558.5</u> ft	First Encounter _____ ft
	2					Upon Completion <u>Wash</u> ft	After _____ Hrs. _____ ft
VERY LOOSE brown dirty SANDY GRAVEL	-5						
	2						
VERY LOOSE brown dirty SANDY GRAVEL	0						
	1						
	1						
	556.5						
VERY DENSE gray weathered SHALE	-10						
	42						
	58						
VERY DENSE gray weathered SHALE	100.3"						
VERY DENSE gray weathered SANDSTONE	-15						
	100.1"						
	549.5						
Borehole continued with rock coring.							

The Unconfined Compressive Strength (UCS) Failure Mode Is Indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 11-11)

Page 2 of 2

Date 1/7/11

Illinois Department of Transportation
Division of Highways
District 2 Materials

ROCK CORE LOG

ROUTE F.A.U. Rte 5789 DESCRIPTION P92-055-84 over Shaffer Creek, 100' W. of Nhabl Road LOGGED BY By. Wetzell
(U.S. 6)

SECTION 40BR LONGITUDE _____ LATITUDE _____

COUNTY Rock Island CORING METHOD _____

STRUCT. NO. 081-0163 CORING BARREL TYPE & SIZE _____
Station 383+39.88

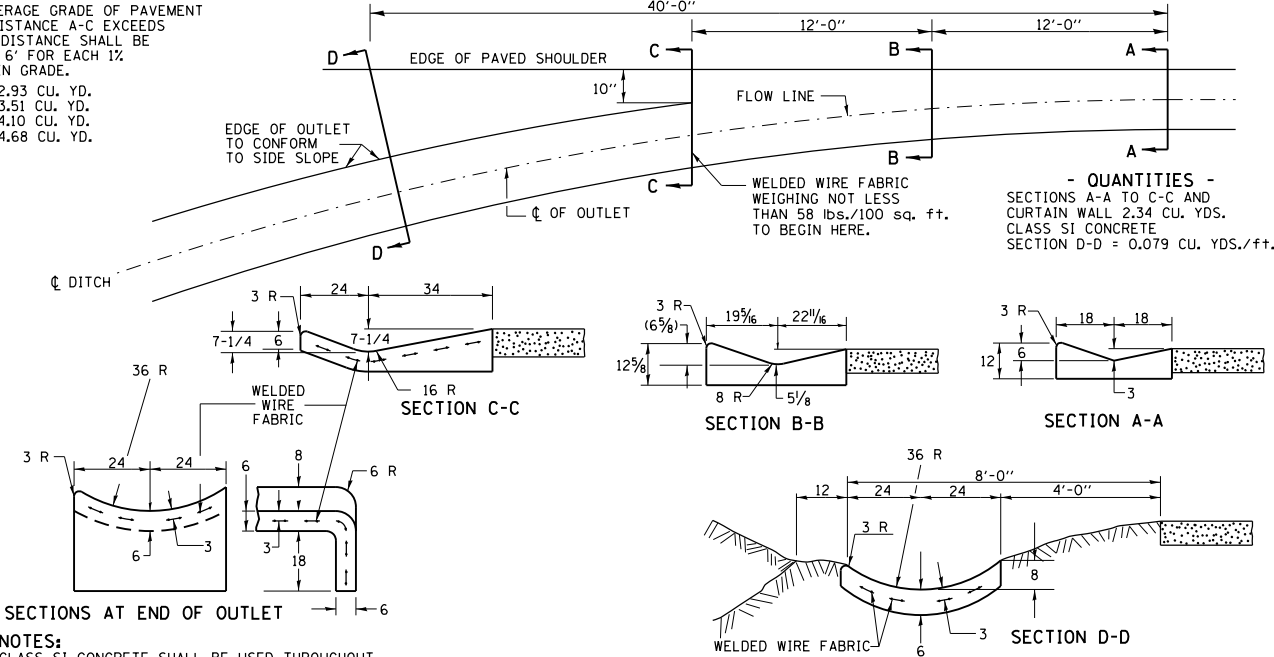
BORING NO. B-4 Core Diameter 2 in
Station 383+45 Top of Rock Elev. 556.5 ft
Offset 33.00ft Rt Begln Core Elev. 549.5 ft
Ground Surface Elev. 565.5 ft

Description	Depth (ft)	Coring (#)	Recovery (%)	Quality (%)	Time (min)	Strength (tsf)
Sandstone: 75.7 to 75.1; lt. gray buff, finely crystalline. Shale: 75.1 to 71.9; dk. gray, blocky, & dense. Dolomite: 71.9 to 70.7, buff gray, dense, aphanitic & med. bedded. t.s.f.: 71.3 to 70.7	549.5	1	95	27	2.6	843.0
	-20					
Shale: 70.7 to 68.6, dk. gray, blocky & crumbly w/gravel inclusions. Dolomite: 68.6 to 65.7, as above in 1st run. t.s.f.: 68.1 to 67.5	544.5	2	90	32	2.2	676.0
	-25					
Dolomite: white-buff-gray, dense, pitted, aphanitic & chalky. t.s.f.: 62.5 to 62.0	539.5	3	100	38	5	768.0
	-30					
End of Boring	534.5					
	-35					

Color pictures of the cores _____
Cores will be stored for examination until _____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
BBS, form 138 (Rev. 11-11)

GUTTER OUTLET ADJACENT TO STABILIZED SHOULDER

NOTE:
IF THE AVERAGE GRADE OF PAVEMENT FOR THE DISTANCE A-C EXCEEDS 2%, THIS DISTANCE SHALL BE INCREASED 6" FOR EACH 1% INCREASE IN GRADE.
3 % 30' 2.93 CU. YD.
4 % 36' 3.51 CU. YD.
5 % 42' 4.10 CU. YD.
6 % 48' 4.68 CU. YD.



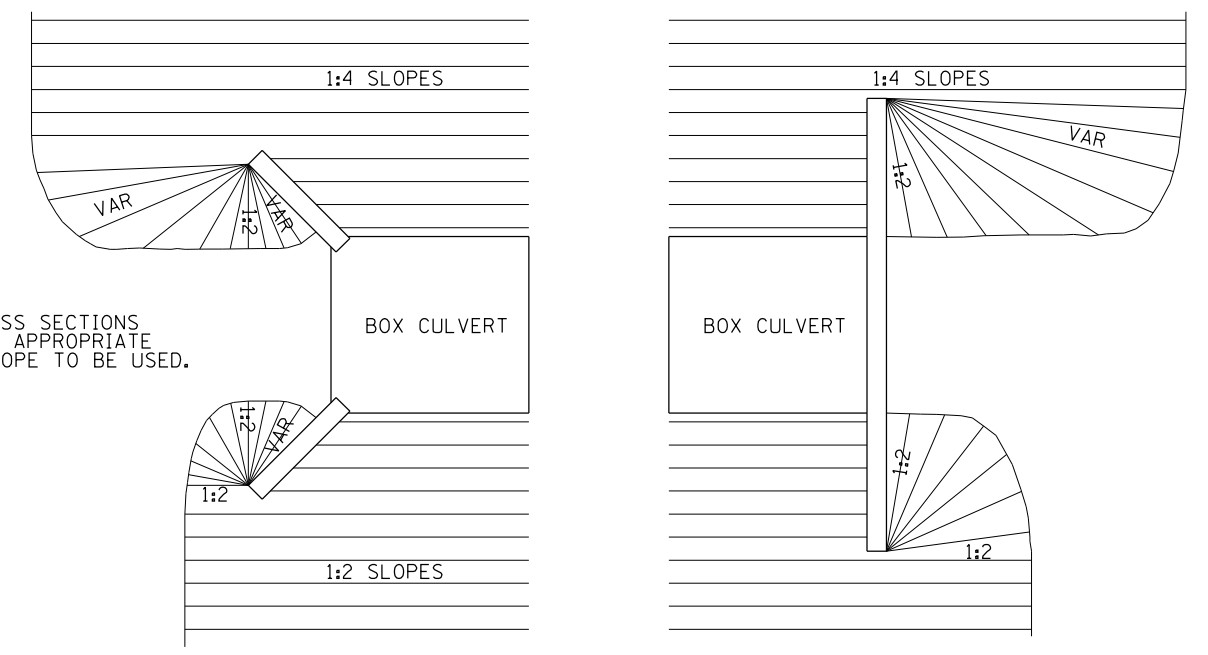
- QUANTITIES -
SECTIONS A-A TO C-C AND CURTAIN WALL 2.34 CU. YDS.
CLASS SI CONCRETE
SECTION D-D = 0.079 CU. YDS./ft.

NOTES:
CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
THE GUTTER OUTLET WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CU. YD. FOR CLASS SI CONCRETE (OUTLETS), WHICH PRICE SHALL INCLUDE THE COST OF THE WELDED WIRE FABRIC REINFORCEMENT

REVISED - 9-30-11

GUTTER OUTLET ADJACENT TO STABILIZED SHOULDER 15.4

GRADING AROUND WINGWALLS

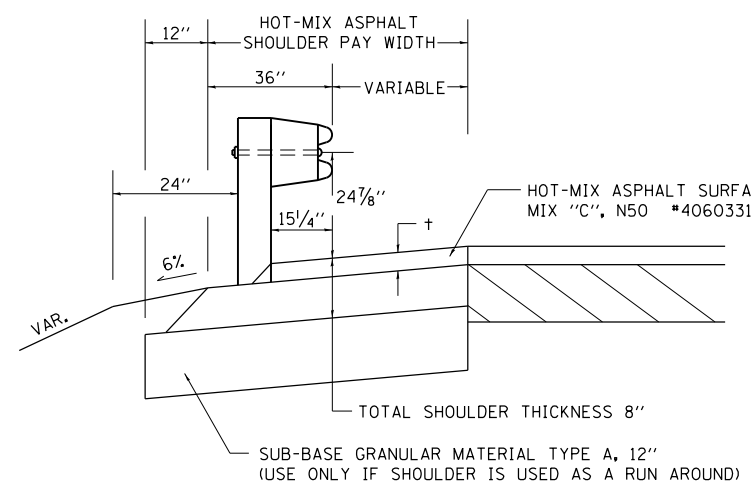


NOTES
SEE CROSS SECTIONS FOR THE APPROPRIATE FRONTSLOPE TO BE USED.

5-27-09

GRADING AROUND WINGWALLS 20.4

DETAIL OF HOT-MIX ASPHALT SHOULDER AT GUARD RAIL



† = SEE TYPICAL SECTIONS FOR THICKNESS

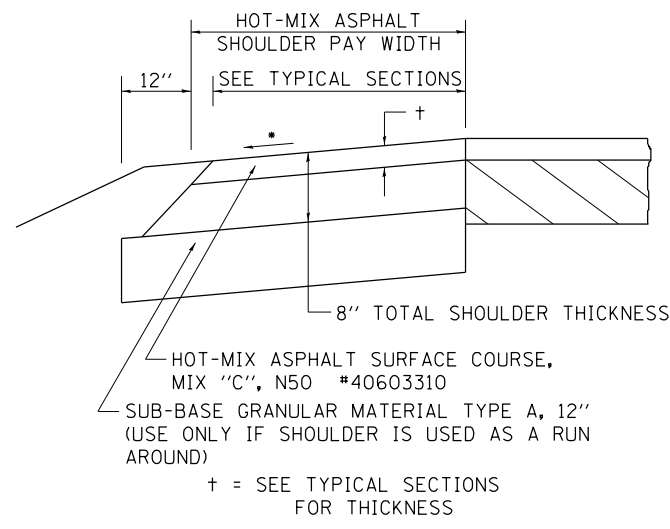
GENERAL NOTES

THE TOP LIFT SHALL NOT BE PLACED BEHIND THE GUARDRAIL POSTS. WHEN PLACING THE TOP LIFT THE RAIL MUST BE REMOVED FROM THE POSTS. THE POST SHALL NOT BE REMOVED.
THE HEIGHT OF THE GUARD RAIL SHALL BE SET 24 7/8" FROM THE FINISHED SURFACE.
THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIXTURE C, N50. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIXTURE "C", N50 AND SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED. THE REMOVAL & REINSTALLATION OF THE GUARDRAIL WILL BE INCLUDED IN THE COST OF THE HOT-MIX ASPHALT SURFACE COURSE, MIXTURE C, N50.

REVISED - 6-06-11

DETAIL OF HOT-MIX ASPHALT SHOULDER AT GUARD RAIL 23.4

HOT-MIX ASPHALT SHOULDER



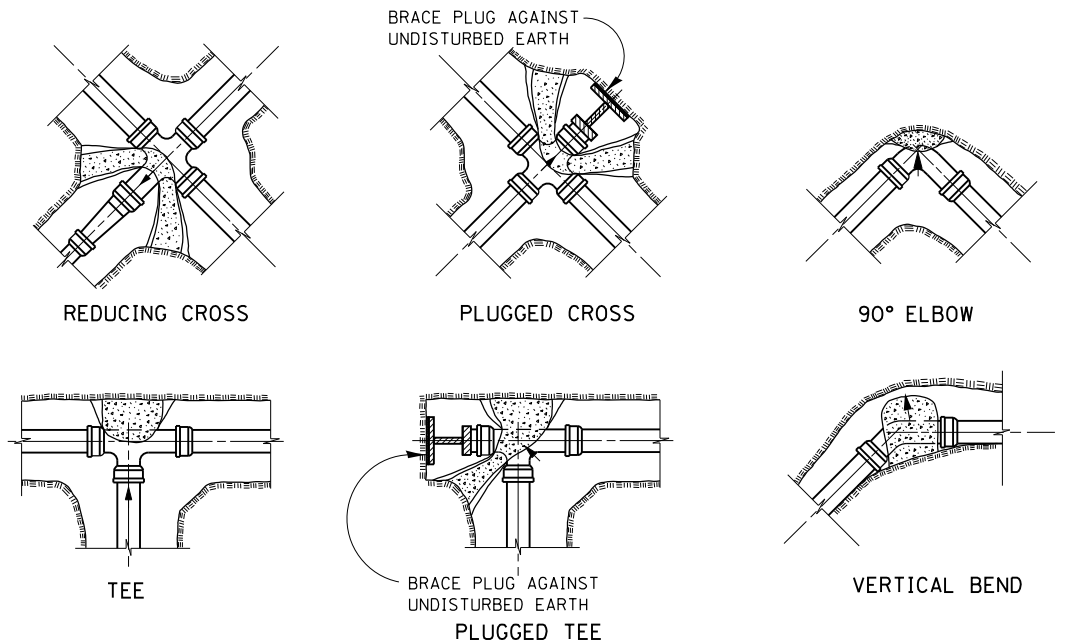
GENERAL NOTES

THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310 AND SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED.
USE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. WHEN RESURFACING EXISTING HOT-MIX ASPHALT SHOULDERS. THE THICKNESS IS SHOWN ON THE TYPICAL SECTIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310.
REMOVAL OF MATERIAL FOR PLACEMENT OF THE HOT-MIX ASPHALT SHOULDER TO BE PAID FOR IN UNITS FOR EXCAVATING AND GRADING EXISTING SHOULDERS OR IN CUBIC YARDS FOR EARTH EXCAVATION OR EARTH EXCAVATION WIDENING.
* 4% WHEN MAINLINE IS ON TANGENT. FOR CROSS SLOPE ON SUPERELEVATION SECTION, SEE HIGHWAY STANDARD 482001 OR 482006.

REVISED - 6-06-11	REGION 2 / DISTRICT 2 STANDARD				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -					5789	40BR	ROCK ISLAND	225	152
REVISED -					CONTRACT NO. 64341				
REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
REVISED -	SCALE: 40,0000 ' / 1"	SHEET NO.	OF SHEETS	STA.	TO STA.				

HOT-MIX ASPHALT SHOULDER 23.4a

THRUST BLOCK DETAILS



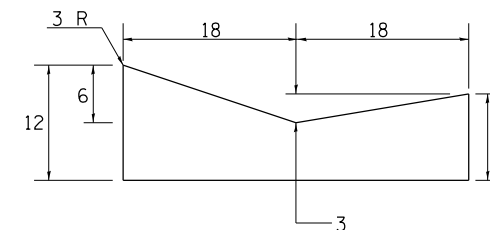
NOTES:
 ALL BLOCKS TO BEAR AGAINST UNDISTURBED EARTH.
 ARROWS INDICATE DIRECTION OF THRUST.
 ALL BLOCKS TO BE CLASS SI CONCRETE.
 ALL FITTINGS SHOWN IN PLAN EXCEPT VERTICAL BEND.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-03-11

THRUST BLOCK DETAILS 34.4

CONCRETE GUTTER, TYPE A (SPECIAL)



NOTES:

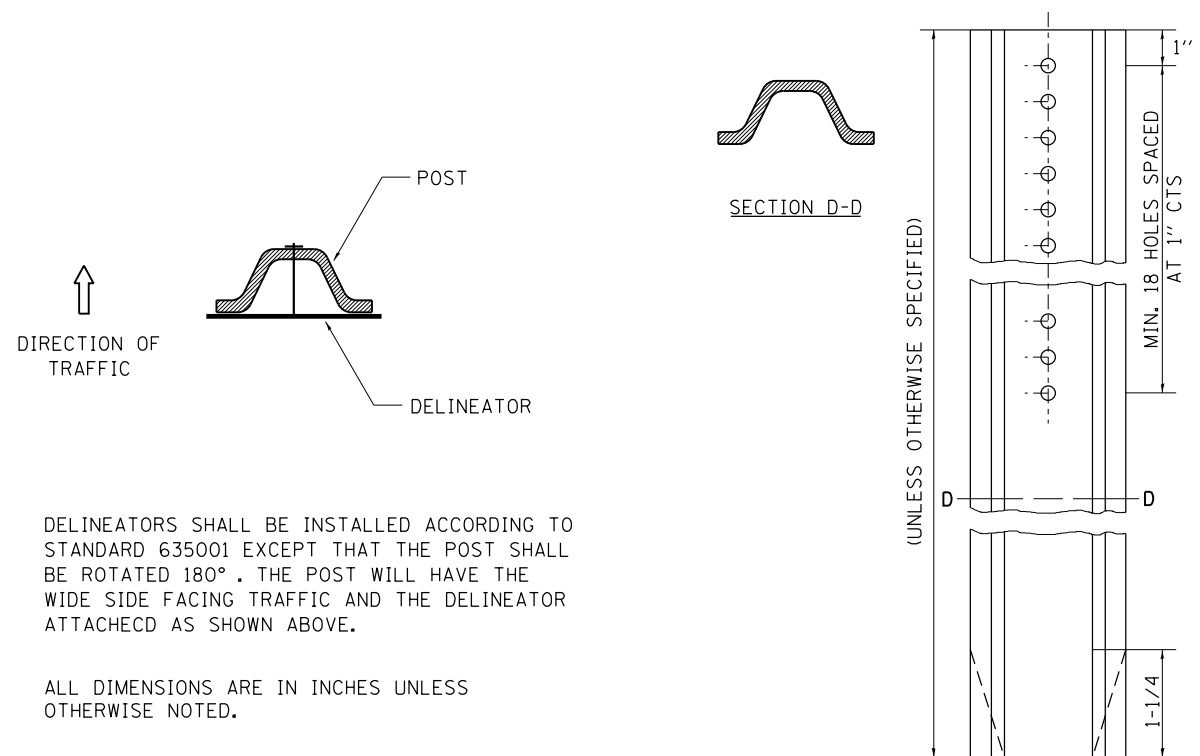
THIS WORK SHALL BE DONE IN ACCORDANCE WITH THIS DETAIL AND STANDARD 606101
 THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR
 CONCRETE GUTTER, TYPE A (SPECIAL).

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-03-11

CONCRETE GUTTER, TYPE A (SPECIAL) 36.4

DELINEATOR AND POST ORIENTATION



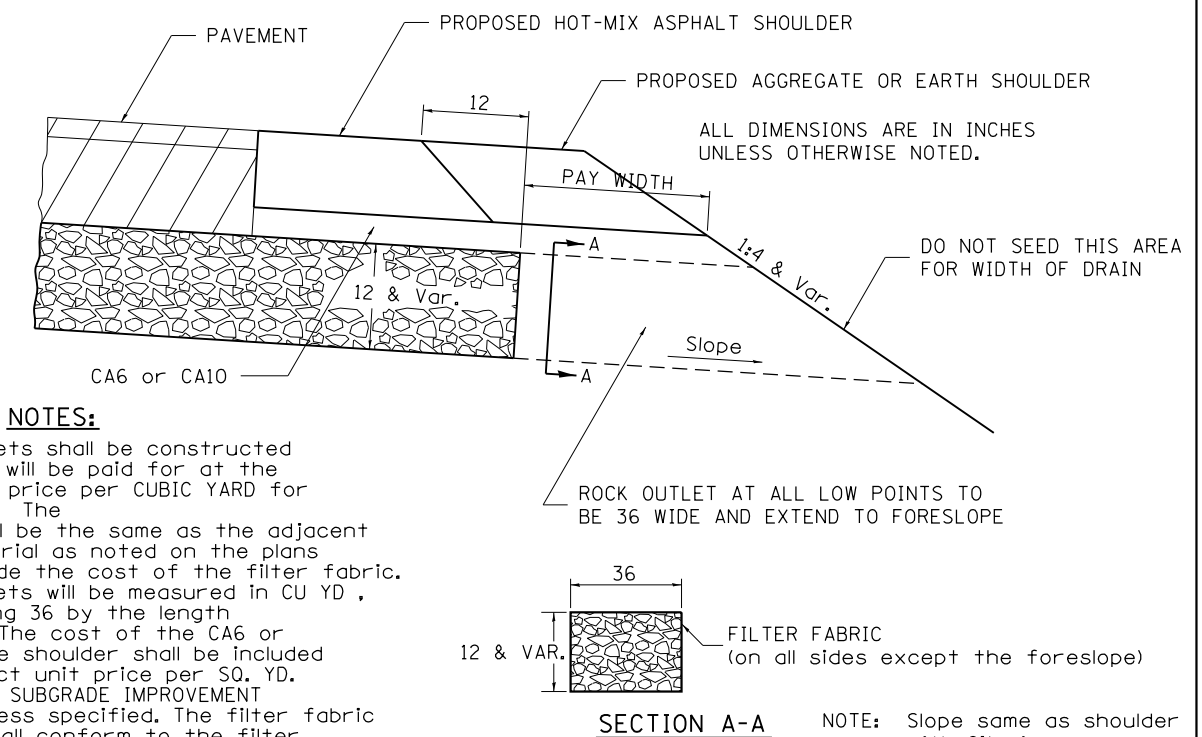
DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHED AS SHOWN ABOVE.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-03-11

DELINEATOR AND POST ORIENTATION 37.4

DRAIN FOR AGGREGATE BASE COURSE



NOTES:

The rock outlets shall be constructed using CA7 and will be paid for at the contract unit price per CUBIC YARD for FRENCH DRAINS. The thickness shall be the same as the adjacent sub-base material as noted on the plans and shall include the cost of the filter fabric. The Rock outlets will be measured in CU YD, the width being 36 by the length shown above. The cost of the CA6 or CA10 under the shoulder shall be included in the contract unit price per SQ. YD. for AGGREGATE SUBGRADE IMPROVEMENT of the thickness specified. The filter fabric to be used shall conform to the filter fabric used for FRENCH DRAINS.

ROCK OUTLET AT ALL LOW POINTS TO BE 36 WIDE AND EXTEND TO FORESLOPE

DO NOT SEED THIS AREA FOR WIDTH OF DRAIN

NOTE: Slope same as shoulder with 2% min.

REVISED - 10-09-12	REGION 2 / DISTRICT 2 STANDARD			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -	SCALE: 40,000' / 1"	SHEET NO.	OF SHEETS	STA.	TO STA.	5789	40BR	ROCK ISLAND 225 153
REVISED -				CONTRACT NO. 64341		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
REVISED -								

DRAIN FOR AGGREGATE BASE COURSE 96.4

STOP LINE SIGN FOR TEMPORARY SIGNALS



SIZE: 24 x 24
 4 CAPITAL LETTERS - BLACK
 1/2 BORDER - BLACK
 WHITE REFLECTIVE - TYPE AP
 HIGH INTENSITY PRISMATIC SHEETING

GENERAL NOTE:

THIS SIGN SHALL BE INSTALLED AT THE STOP LINE AS DIRECTED BY ENGINEER.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-11-11

STOP LINE SIGN FOR TEMPORARY SIGNALS

99.4

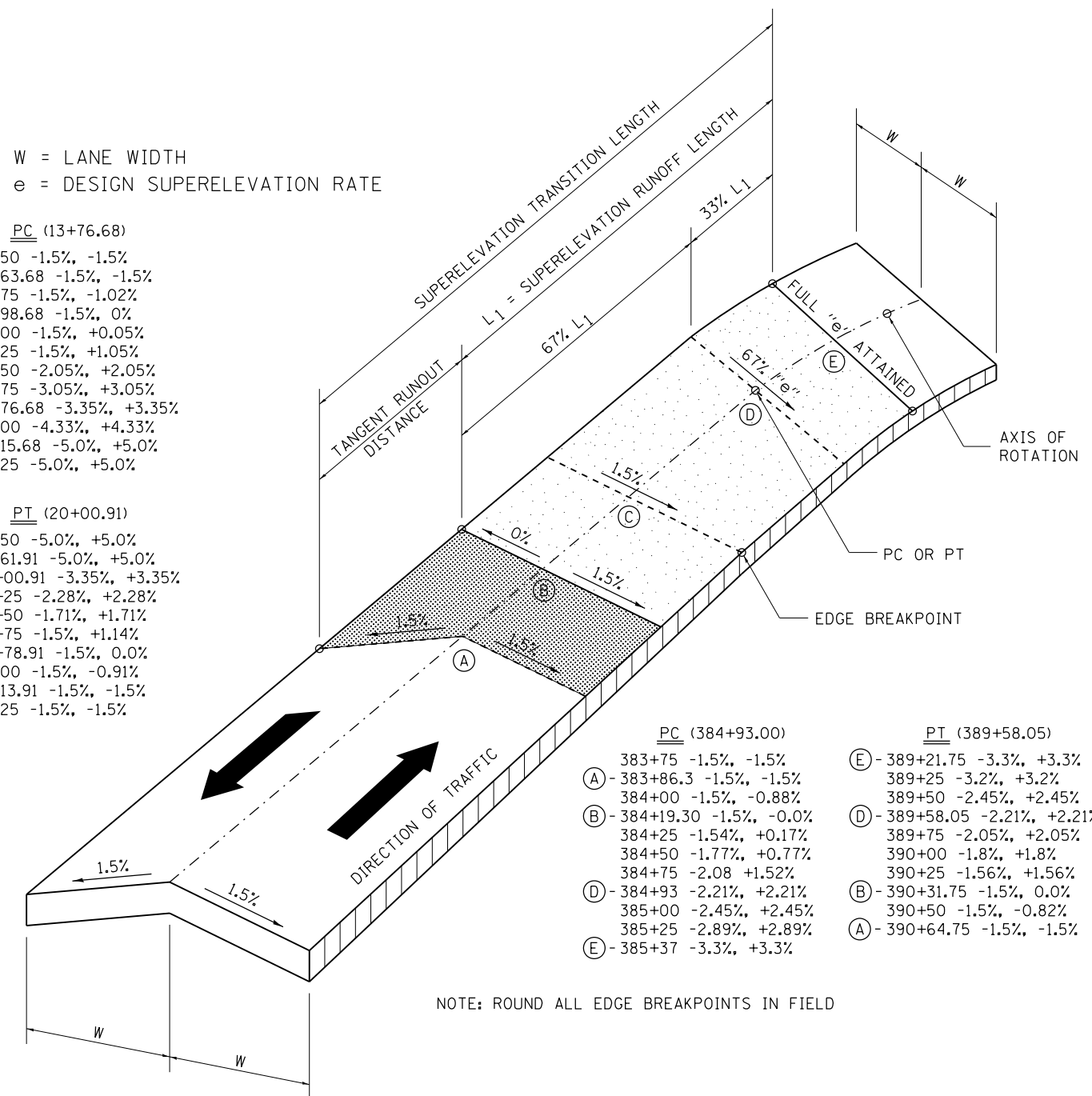
SUPERELEVATION TRANSITION ON TWO-LANE HIGHWAY

W = LANE WIDTH
 e = DESIGN SUPERELEVATION RATE

- PC (13+76.68)
- 12+50 -1.5%, -1.5%
 - (A) -12+63.68 -1.5%, -1.5%
 - 12+75 -1.5%, -1.02%
 - (B) -12+98.68 -1.5%, 0%
 - 13+00 -1.5%, +0.05%
 - 13+25 -1.5%, +1.05%
 - 13+50 -2.05%, +2.05%
 - 13+75 -3.05%, +3.05%
 - (D) -13+76.68 -3.35%, +3.35%
 - 14+00 -4.33%, +4.33%
 - (E) -14+15.68 -5.0%, +5.0%
 - 14+25 -5.0%, +5.0%

- PT (20+00.91)
- 19+50 -5.0%, +5.0%
 - (E) -19+61.91 -5.0%, +5.0%
 - (D) -20+00.91 -3.35%, +3.35%
 - 20+25 -2.28%, +2.28%
 - 20+50 -1.71%, +1.71%
 - 20+75 -1.5%, +1.14%
 - (B) -20+78.91 -1.5%, 0.0%
 - 21+00 -1.5%, -0.91%
 - (A) -21+13.91 -1.5%, -1.5%
 - 21+25 -1.5%, -1.5%

- PC (384+93.00)
- 383+75 -1.5%, -1.5%
 - (A) -383+86.3 -1.5%, -1.5%
 - 384+00 -1.5%, -0.88%
 - (B) -384+19.30 -1.5%, -0.0%
 - 384+25 -1.54%, +0.17%
 - 384+50 -1.77%, +0.77%
 - 384+75 -2.08, +1.52%
 - (D) -384+93 -2.21%, +2.21%
 - 385+00 -2.45%, +2.45%
 - 385+25 -2.89%, +2.89%
 - (E) -385+37 -3.3%, +3.3%
- PT (389+58.05)
- (E) -389+21.75 -3.3%, +3.3%
 - 389+25 -3.2%, +3.2%
 - 389+50 -2.45%, +2.45%
 - (D) -389+58.05 -2.21%, +2.21%
 - 389+75 -2.05%, +2.05%
 - 390+00 -1.8%, +1.8%
 - 390+25 -1.56%, +1.56%
 - (B) -390+31.75 -1.5%, 0.0%
 - 390+50 -1.5%, -0.82%
 - (A) -390+64.75 -1.5%, -1.5%

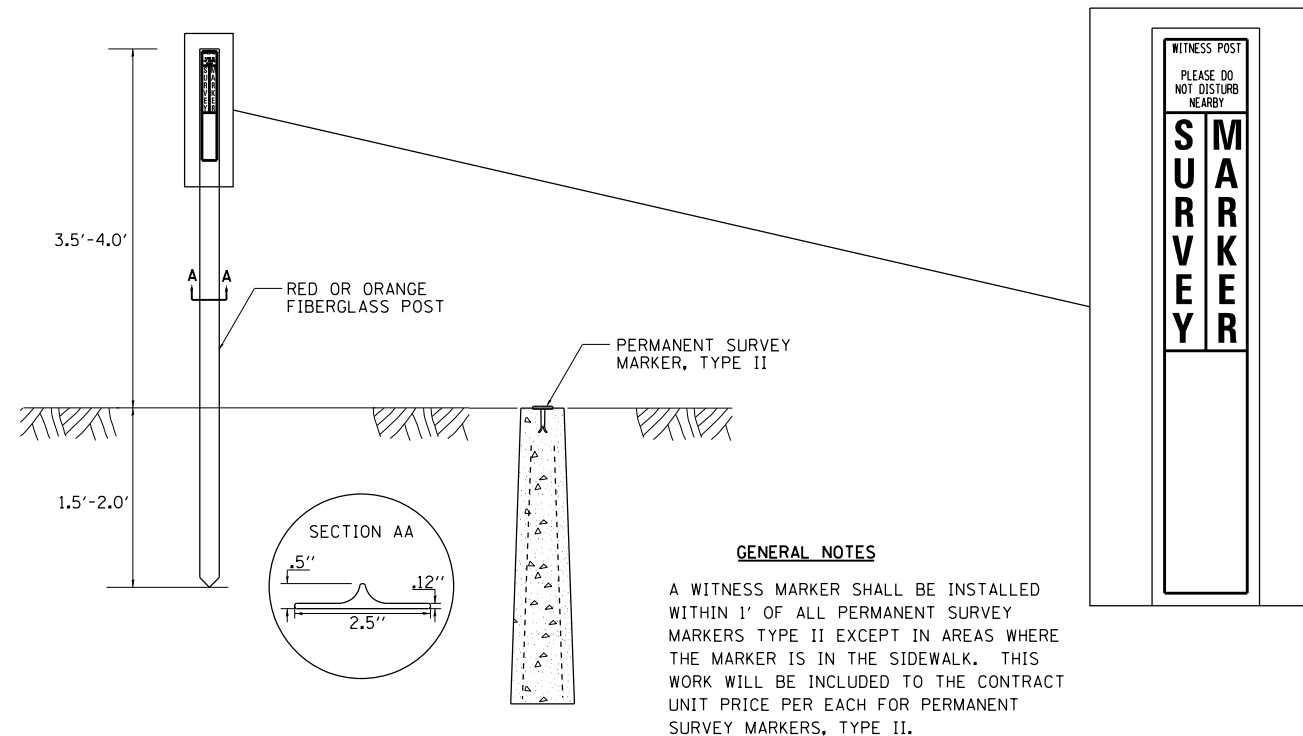


NOTE: ROUND ALL EDGE BREAKPOINTS IN FIELD

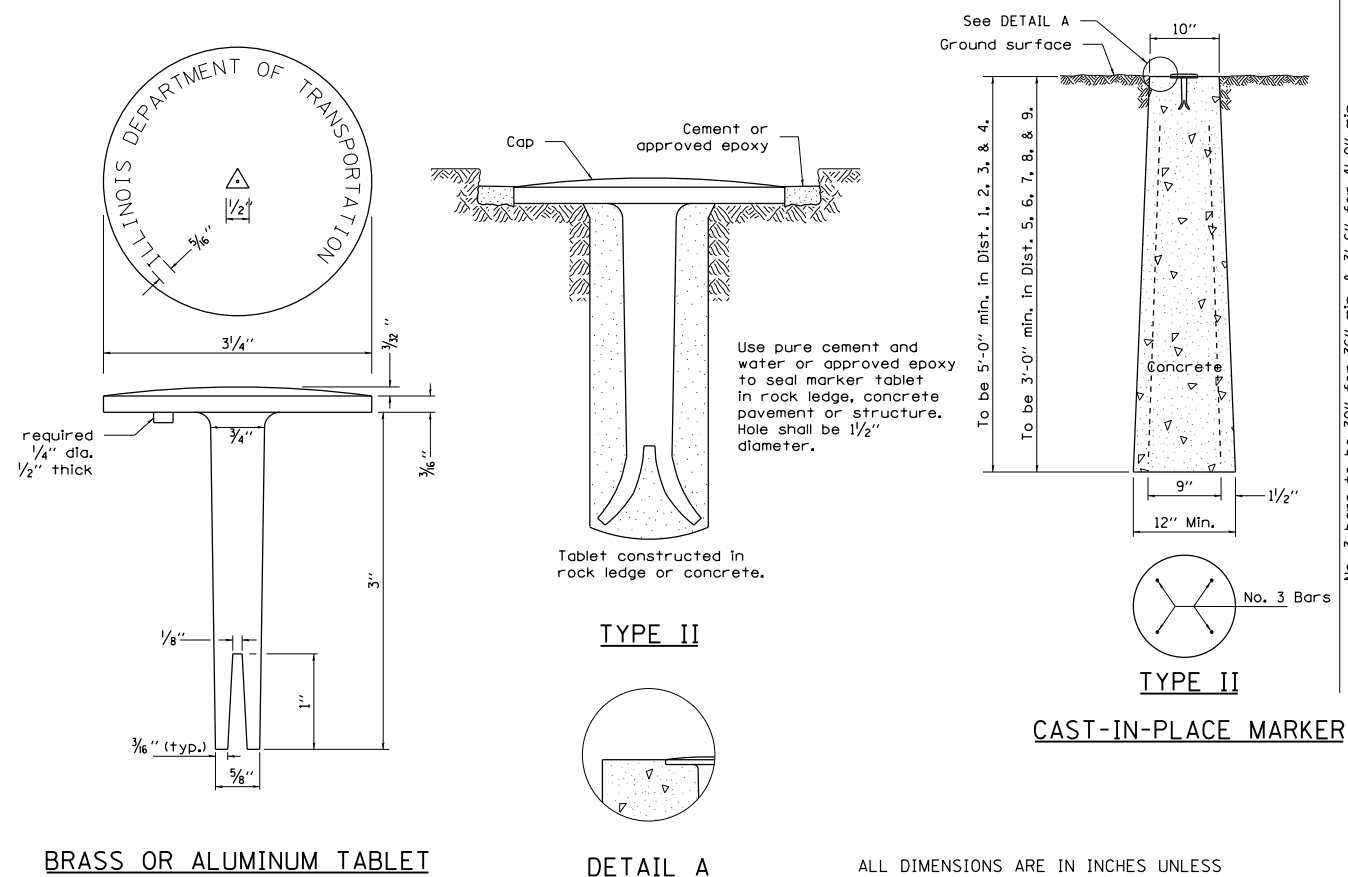
TRANSITION CURVE TABLE

CURVE PI STA.	SUPERELEVATION "e"	W	SUPERELEVATION TRANSITION LENGTH	TANGENT RUNOUT DISTANCE	SUPERELEVATION RUNOFF LENGTH
17+23.83	5%	12'	152'	35'	117'
387+25.73	3.3%	12'	143'	33'	110'

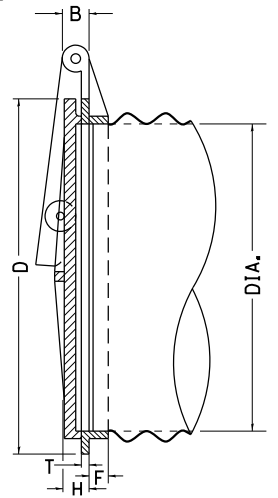
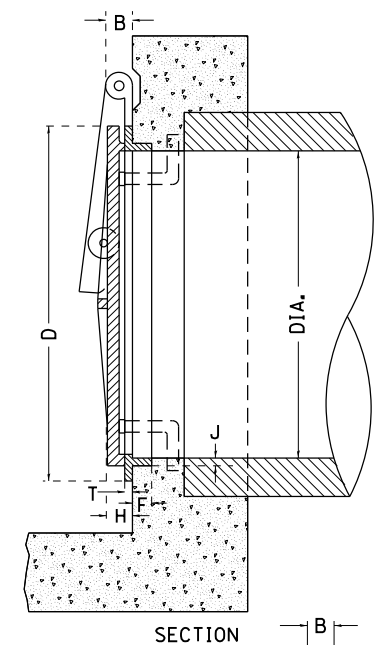
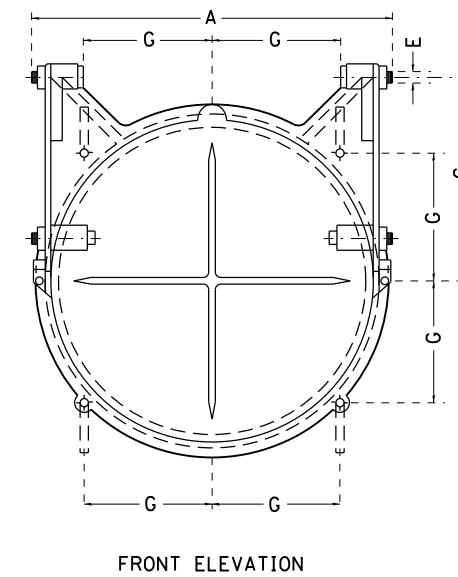
WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



PERMANENT SURVEY MARKERS, TYPE II



AUTOMATIC FLAP GATE



IT IS INTENDED THAT THE AUTOMATIC FLAP GATES SHALL BE A COMMERCIAL PRODUCT PRODUCED BY A RELIABLE MANUFACTURER. THE GATE MAY BE MADE OF CAST IRON, CAST STEEL OR OTHER SUITABLE MATERIALS. THE DESIGN MAY DIFFER FROM THE DRAWING IF IT WILL WORK IN A SATISFACTORY, TROUBLE FREE MANNER AND WILL WITHSTAND THE WATER PRESSURE AT THE INSTALLATION LOCATION. THE GATE SHALL BE APPROVED BY THE ENGINEER.

THE SIZE OF AUTOMATIC FLAP GATES SHALL REFER TO THE DIAMETER OF THE OUTLET PIPE OR OPENING.

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR FLAP GATE OF THE SIZE SPECIFIED AND SHALL INCLUDE ALL MATERIALS AND COMPLETE INSTALLATION.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

TABLE OF DIMENSIONS

DIAM	A	B	C	D	E	F	G	H	J	T
8	10 3/4	1 3/8	5 11/16	10	1/2	1 1/8	3 9/16	1 1/4	3/8	3/8
10	12 3/4	1 3/8	7 1/8	12 1/4	1/2	1 1/8	4 3/8	1 1/2	1/2	7/16
12	14 3/4	1 3/8	8 1/2	14 1/2	1/2	1 1/8	5 1/8	1 1/2	1/2	1/2
14	17 1/4	1 3/8	9 5/8	16 3/4	1/2	1 1/4	5 15/16	1 1/2	1/2	9/16
15	17 3/4	1 3/8	10 5/8	17 3/4	1/2	1 1/4	6 1/4	1 1/2	1/2	9/16
16	19 1/4	1 3/8	11 1/4	18 3/4	1/2	1 1/4	6 5/8	1 1/2	1/2	9/16
18	22 1/4	2	12 5/8	21	3/4	1 9/16	7 7/16	1 3/4	9/16	9/16
20	24 3/4	2	14 1/8	23 3/4	3/4	1 3/8	8 1/4	1 3/4	5/8	5/8
21	25 1/4	2	14 7/8	24 1/4	3/4	1 3/8	8 9/16	1 3/4	5/8	5/8
24	28 1/4	2	17	27 1/2	3/4	1 1/2	9 3/4	1 3/4	5/8	5/8
30	35 1/4	2 1/2	20 1/2	34	1	1 9/16	12	2	1 1/16	5/8
36	41 1/2	2 1/2	25	40 7/8	1	2 1/16	14 1/16	2 1/4	1 1/8	11/16
42	47 1/2	2 1/2	29 3/4	47	1	2 5/16	16 5/8	2 1/4	1 1/8	3/4
48	53 1/2	2 1/2	34	54	1	2 3/4	19 1/16	2 1/4	1 3/8	3/4
54	60 3/4	2 1/2	38	62 1/4	1 1/4	2 3/4	22	3	1 1/2	7/8
60	67	2 1/2	42	68 1/2	1 1/4	2 3/4	24 1/4	3	1 1/2	15/16
66	73 3/8	2 1/2	47	75	1 1/4	2 7/8	26 1/2	3	1 1/2	1
72	79	2 1/2	51	82	1 1/4	3	29	3	1 1/2	1
78	86	2 1/2	55 1/4	88 3/4	1 1/4	3 1/2	31 3/8	3	1 5/8	1 1/8
84	92 1/2	3 1/2	59 1/2	95 1/2	1 1/2	3 1/2	33 3/4	3	1 3/4	1 1/4

REVISED - 10-14-11

REVISED - 10-14-11

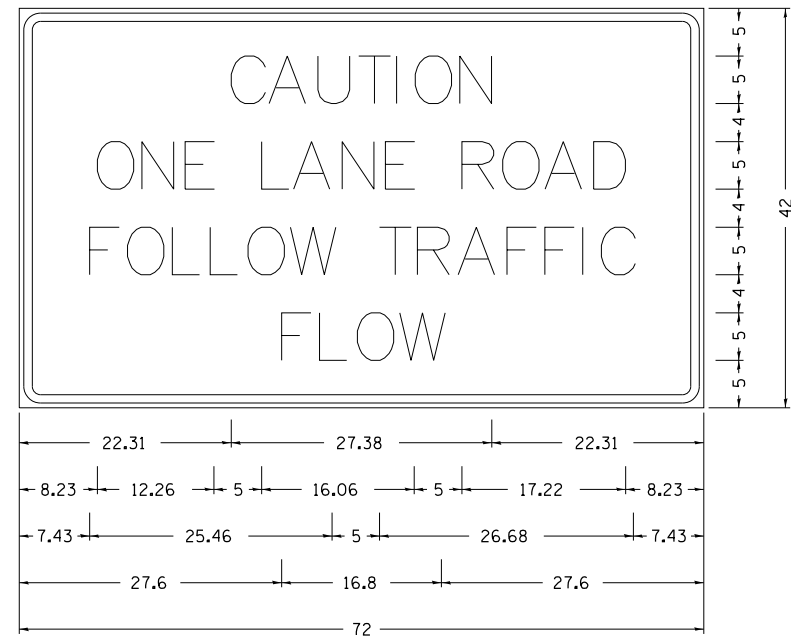
REGION 2 / DISTRICT 2 STANDARD

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	155
CONTRACT NO.			64341	

SCALE: 40,0000' / 1" SHEET NO. OF SHEETS STA. TO STA.

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

ENTRANCE SIGN FOR USE WITH TEMPORARY SIGNALS



Type AA Fluorescent Orange Sheeting ;
 2.25" Radius, 0.88" Border, 0.50" Indent, Black on Orange;
 [CAUTION] D; [ONE LANE ROAD] D;
 [FOLLOW TRAFFIC] D; [FLOW] D

Table Of Widths And Spaces

22.31	C	3.36	0.62	A	4.18	0.94	U	3.36	0.94	T	3.04	0.94	I	0.78	1.17	O	3.52	1.17	N	3.36	22.31
8.23	O	3.51	1.17	N	3.36	1.18	E	3.04													
	L	3.05	0.31	A	4.18	0.94	N	3.36	1.17	E	3.05										
	R	3.36	0.93	O	3.52	0.94	A	4.18	0.93	D	3.36	8.23									
7.43	F	3.04	0.94	O	3.52	1.17	L	3.04	0.94	L	3.05	0.94	O	3.51	0.94	W	4.37				
	T	3.05	0.94	R	3.36	0.94	A	4.18	0.93	F	3.05	0.94	F	3.04	0.94	I	0.78	1.18	C	3.35	7.43
27.60	F	3.05	0.94	L	3.04	0.94	O	3.52	0.93	W	4.38	27.60									

GENERAL NOTES

THIS SIGN SHALL BE INSTALLED AT ENTRANCES LOCATED BETWEEN THE TEMPORARY SIGNALS AS DIRECTED BY THE ENGINEER.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

THE COST TO FURNISH, INSTALL AND REMOVE THIS SIGN AT THE REQUIRED LOCATIONS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION STANDARD 701321.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-14-11

ROUGH GROOVED SURFACE SIGN

ILLINOIS STANDARD W8-I107

SIGN PANEL TYPE 1



COLOR: LEGEND AND BORDER - BLACK NON-REFLECTIVE
 BACKGROUND - ORANGE REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
48x48	48.0	24.1	3.0	34.0	33.0	6.0	13.0	3.5

SIGN SIZE	SERIES			MARGIN	BORDER	BLANK STD.
	LINES					
	1	2	3			
48x48	7C	7C	7C	0.8	1.2	B4-48D

ALL DIMENSIONS IN INCHES.

GENERAL NOTES

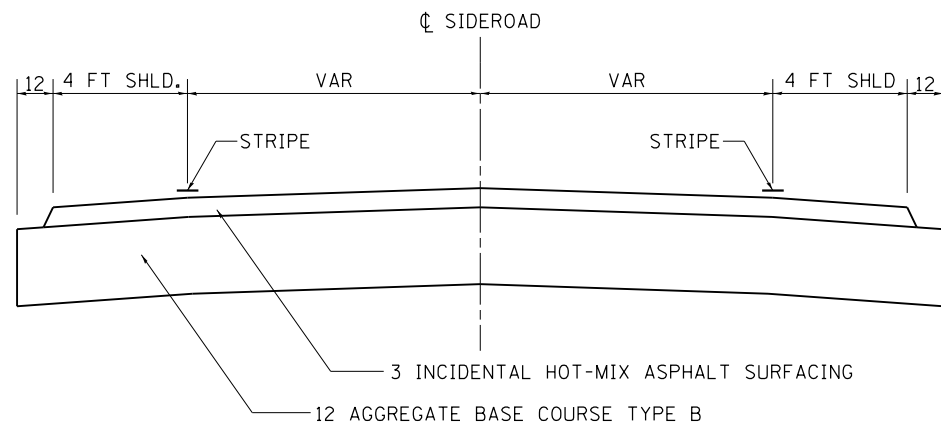
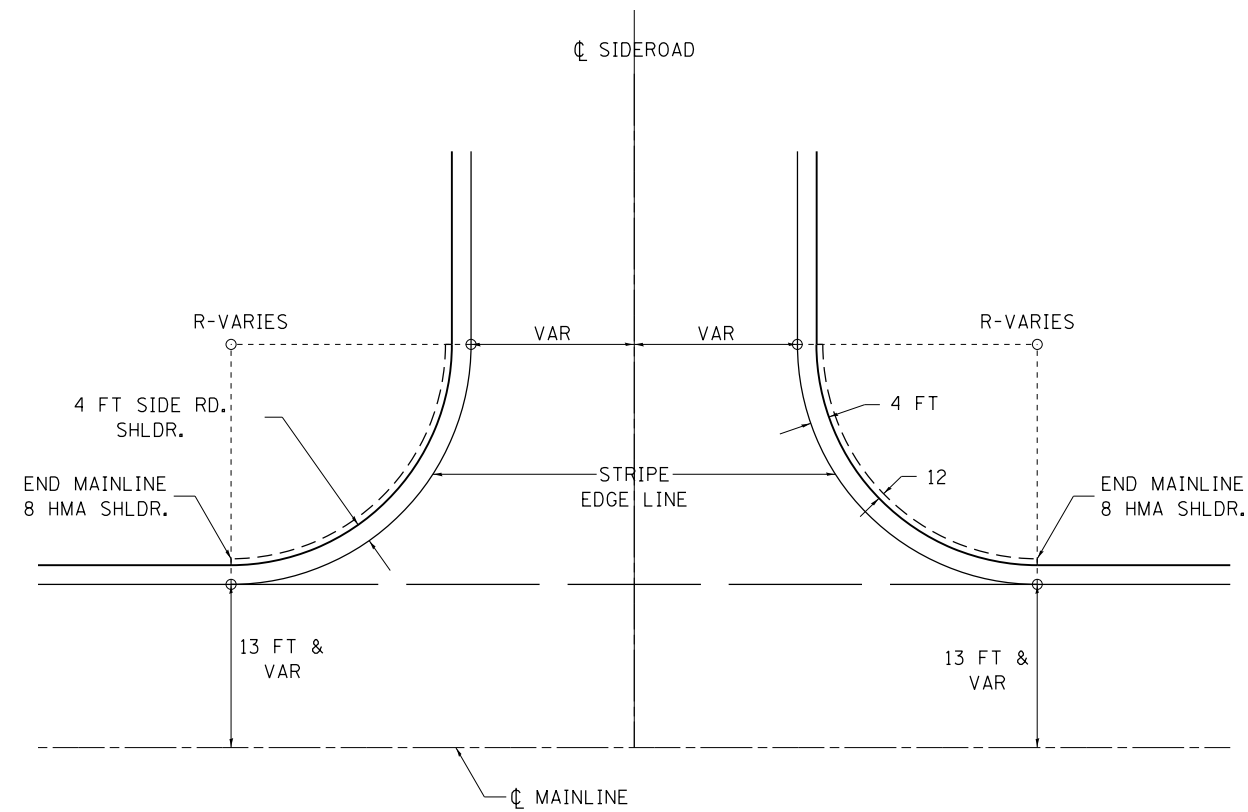
SIGN PANELS AND FACE MATERIALS SHALL BE ACCORDING TO SECTION 720 OF THE STANDARD SPECIFICATIONS
 METAL POSTS SHALL BE IN ACCORDANCE WITH STD. 720011.

ALL MOUNTING HARDWARE SHALL BE ALUMINUM, STAINLESS STEEL, ZINC OR CADMIUM PLATED STEEL AND SHALL BE INCLUDED TO THE COST OF THE INSTALLATION.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-14-11	REGION 2 / DISTRICT 2 STANDARD				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -					5789	40BR	ROCK ISLAND	225	156
REVISED -					CONTRACT NO. 64341				
REVISED -	SCALE: 48.0000' / 1"	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

TYPICAL AGGREGATE BASE SIDEROAD

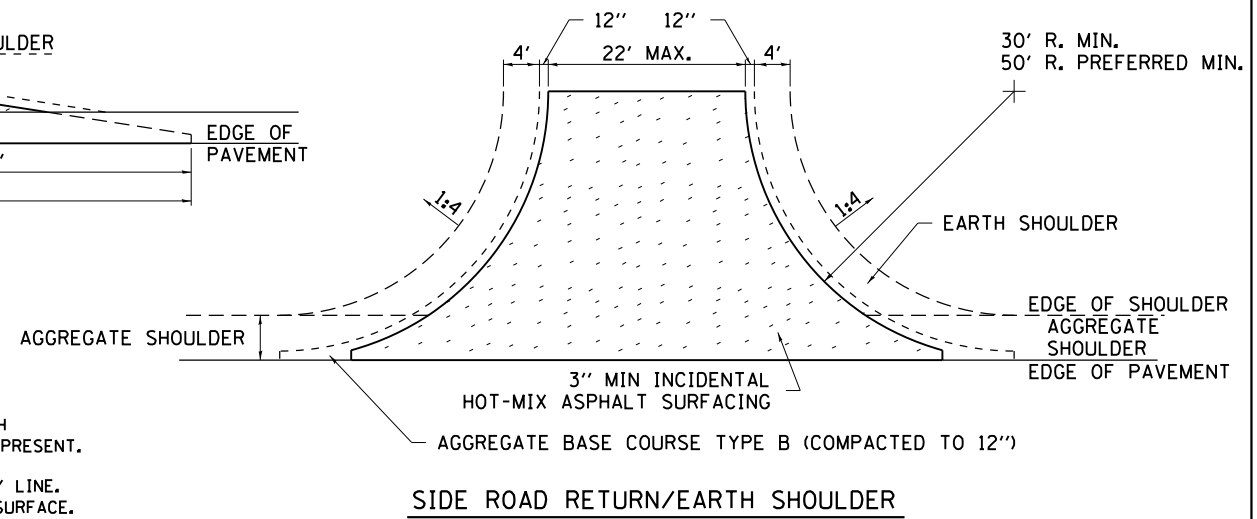
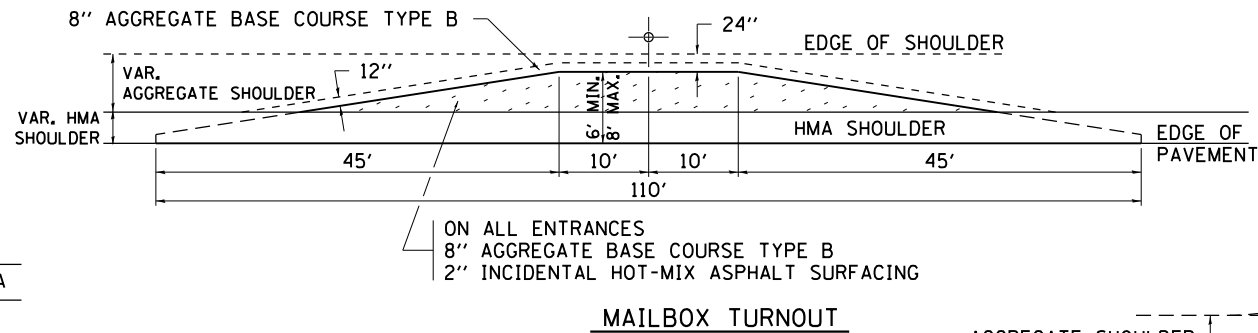
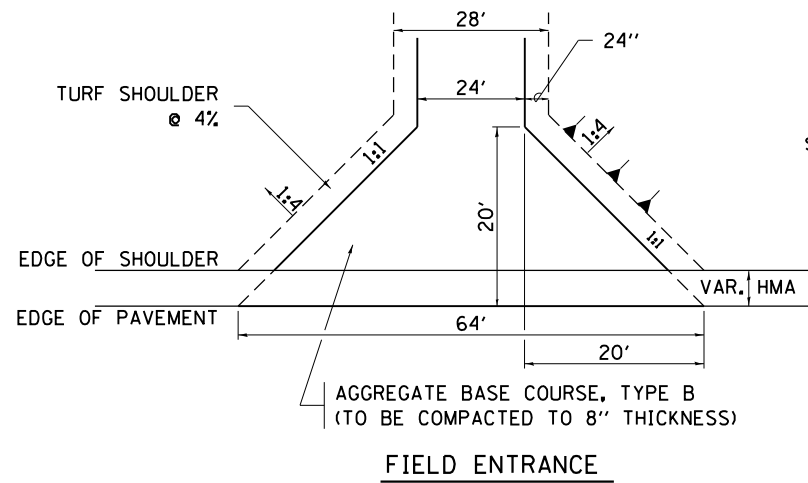


ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-14-11

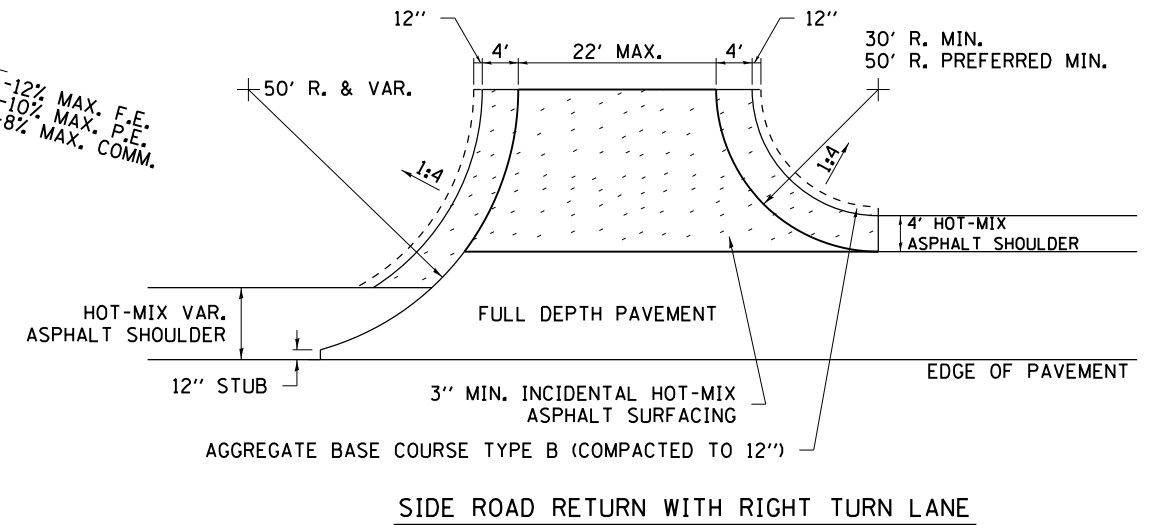
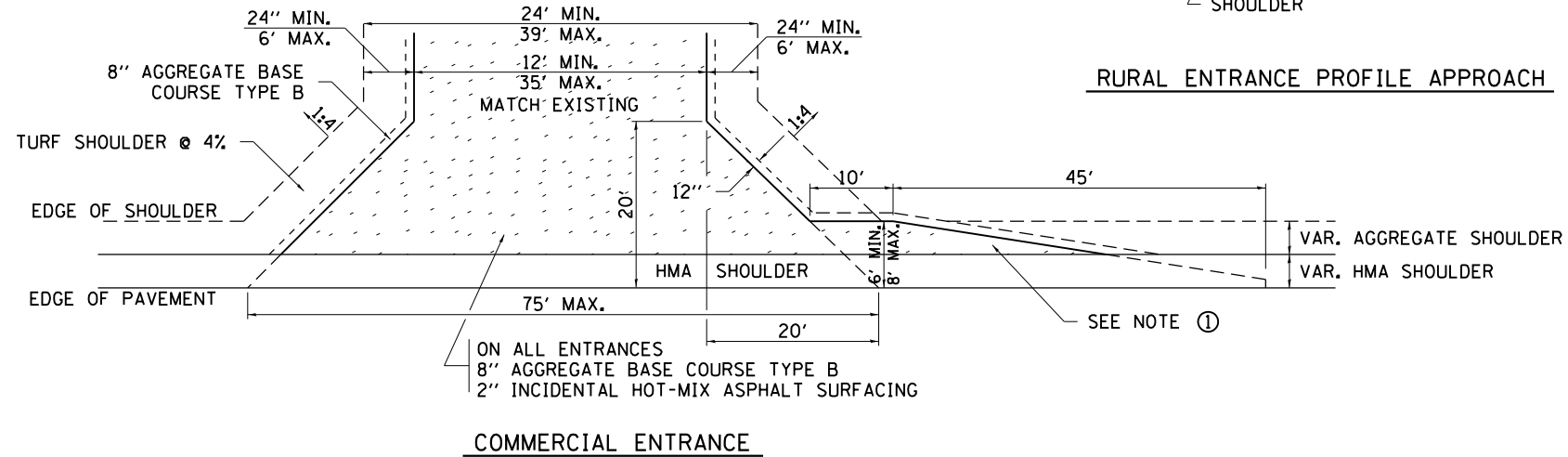
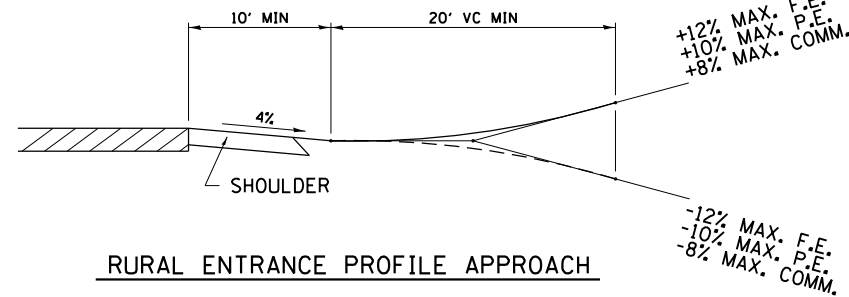
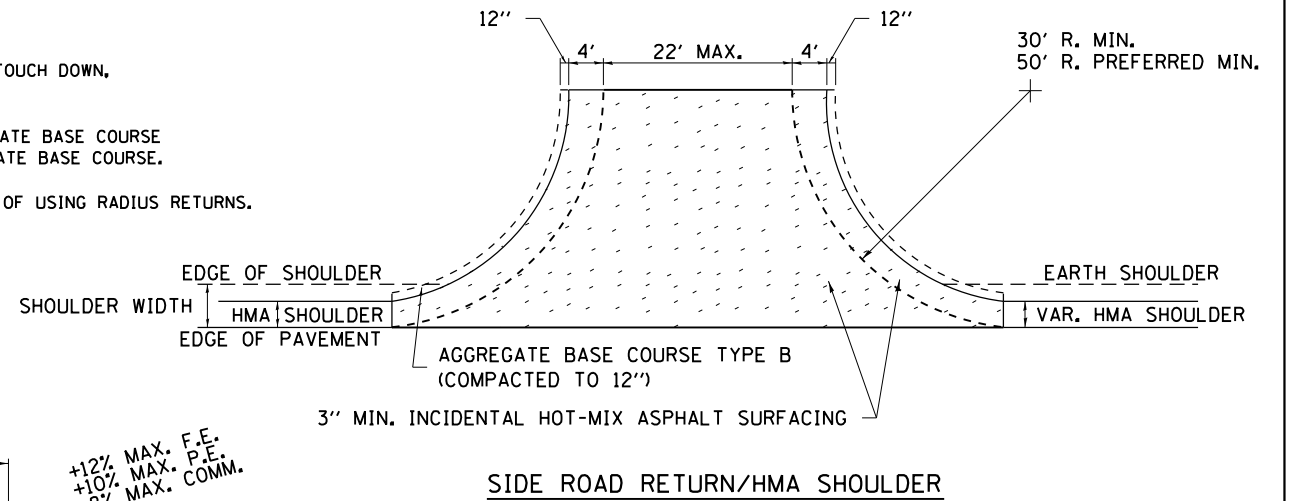
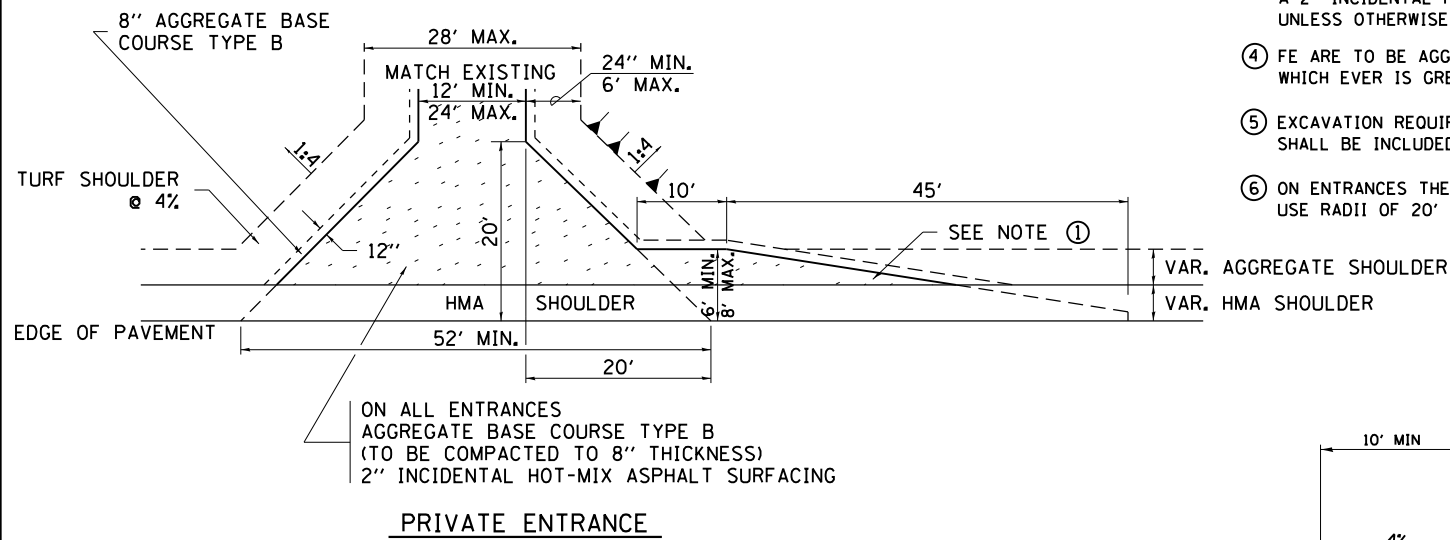
REVISED -	REGION 2 / DISTRICT 2 STANDARD				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -					5789	40BR	ROCK ISLAND	225	157
REVISED -					CONTRACT NO. 64341				
REVISED -					SCALE: 40,000' / 1" SHEET NO. OF SHEETS STA. TO STA.				
					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

HOT-MIX ASPHALT APPROACHES AND MAILBOX RETURNS



NOTE

- ① TURNOUTS ARE TO BE CONSTRUCTED ON THE APPROACH SIDE OF ALL PE & CE REGARDLESS IF A MAILBOX IS PRESENT.
- ② ALL PE & CE ARE TO BE SURFACED TO RIGHT OF WAY LINE. AREA BEHIND RIGHT OF WAY SHALL MATCH EXISTING SURFACE.
- ③ ALL PE & CE TO BE CONSTRUCTED WITH AN 8" AGGREGATE BASE COURSE, TYPE B AND WITH A 2" INCIDENTAL HOT-MIX ASPHALT SURFACING, UNLESS OTHERWISE NOTED.
- ④ FE ARE TO BE AGGREGATE TO RIGHT OF WAY OR TOUCH DOWN, WHICH EVER IS GREATEST.
- ⑤ EXCAVATION REQUIRED FOR PLACEMENT OF AGGREGATE BASE COURSE SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE.
- ⑥ ON ENTRANCES THE CONTRACTOR HAS THE OPTION OF USING RADIUS RETURNS. USE RADII OF 20' TO 60'.



FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED - 12-07-10
ct:\pw\work\p\dtd\renkesw\dms36691\0209584-sht-details.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

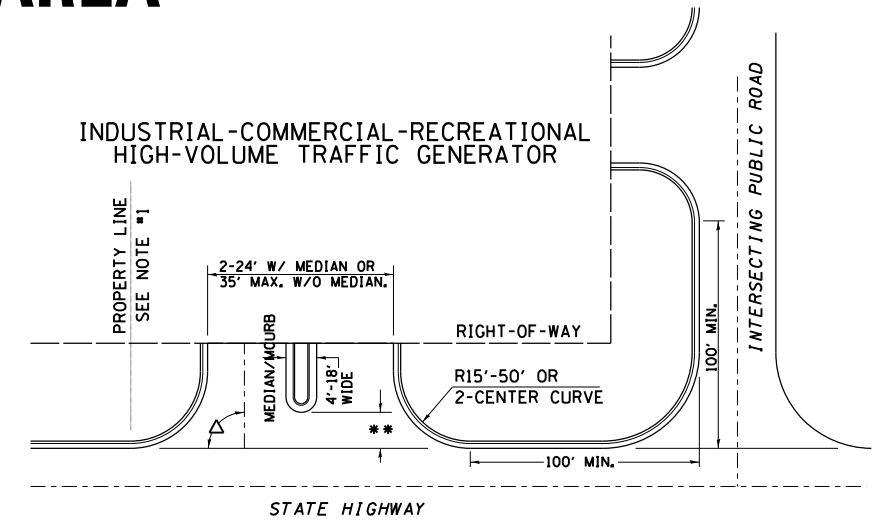
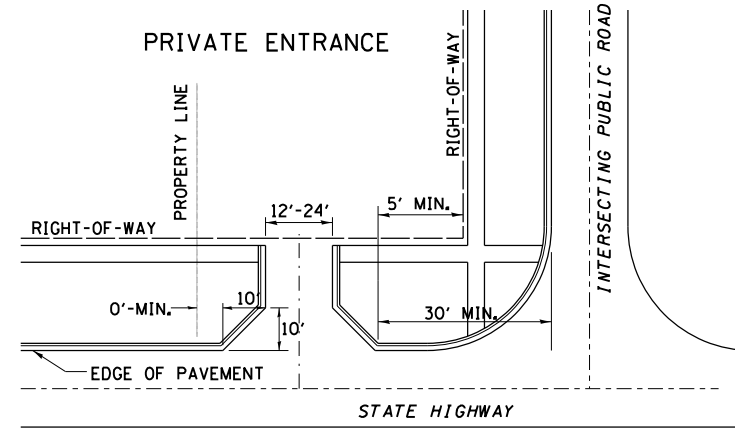
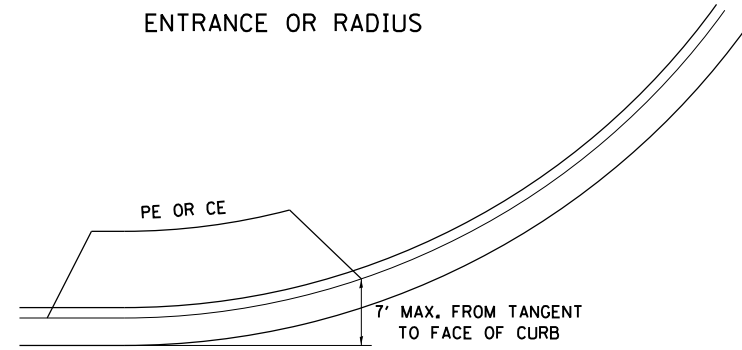
REGION 2 / DISTRICT 2 STANDARD

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	158
CONTRACT NO. 64341				

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

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

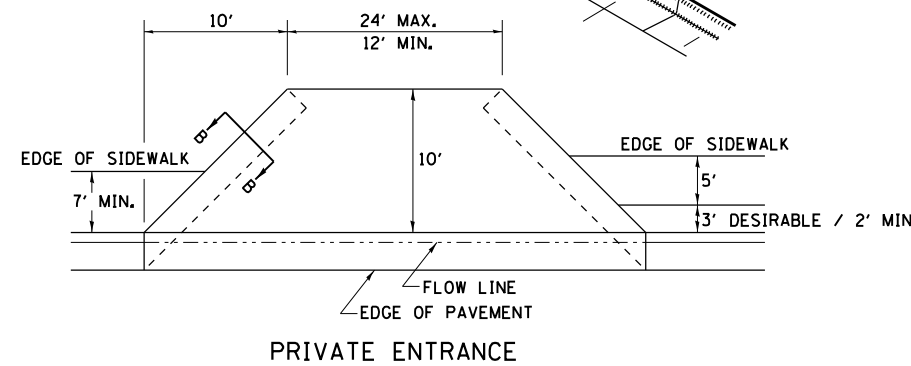
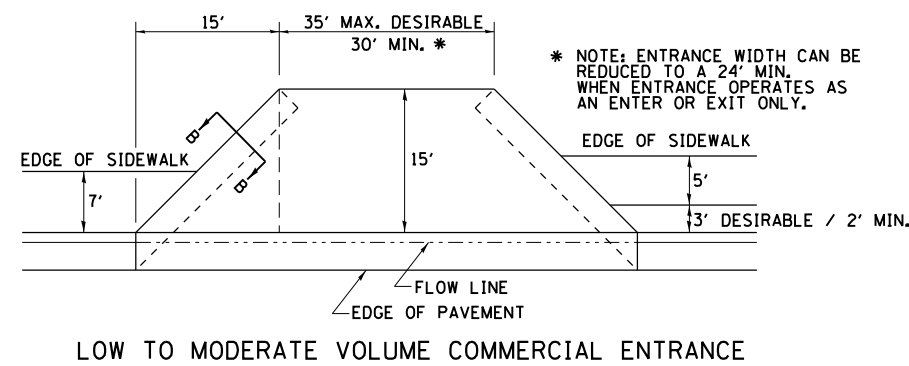
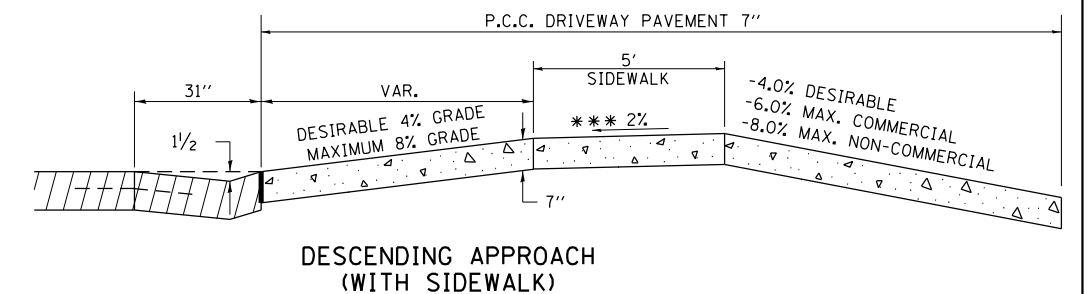
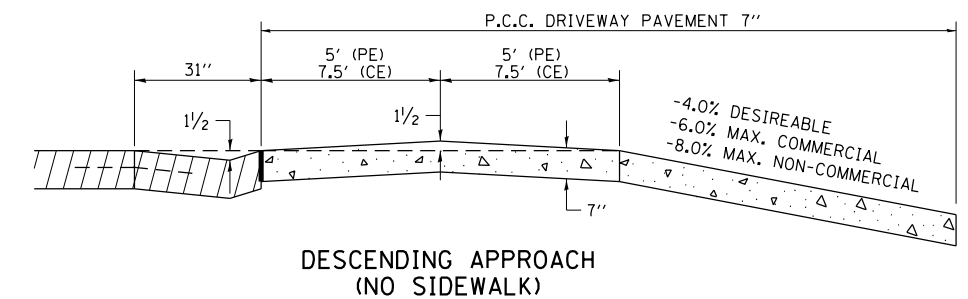
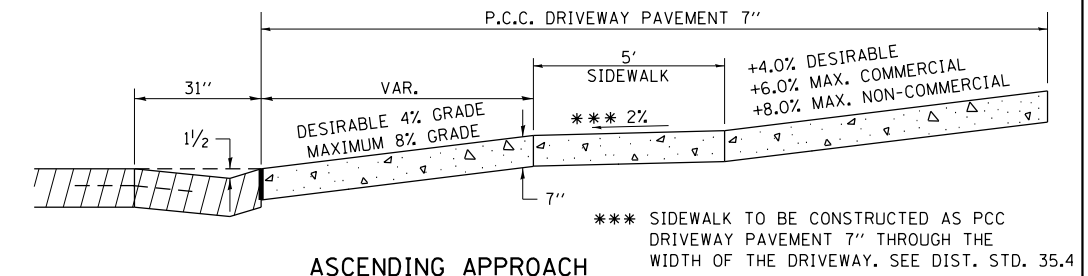
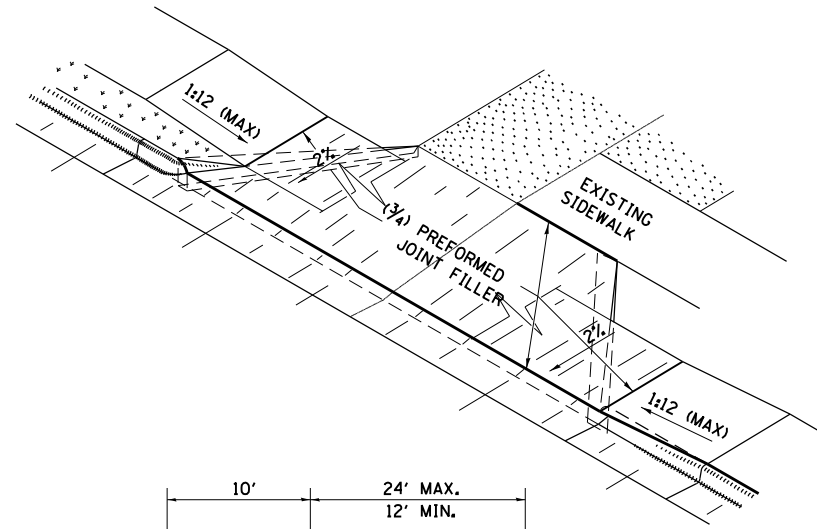
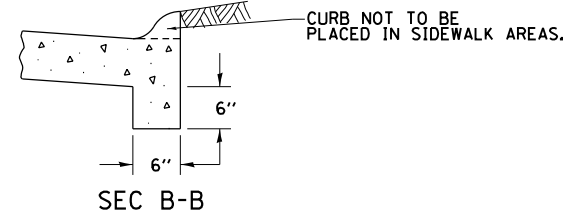
ENTRANCE APPROACHES – URBAN AREA



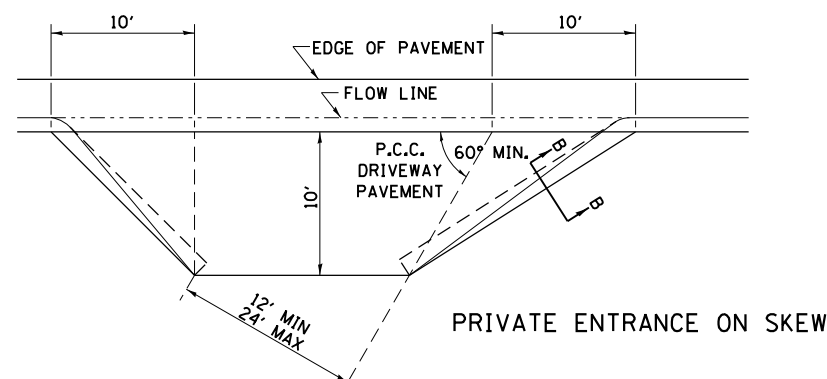
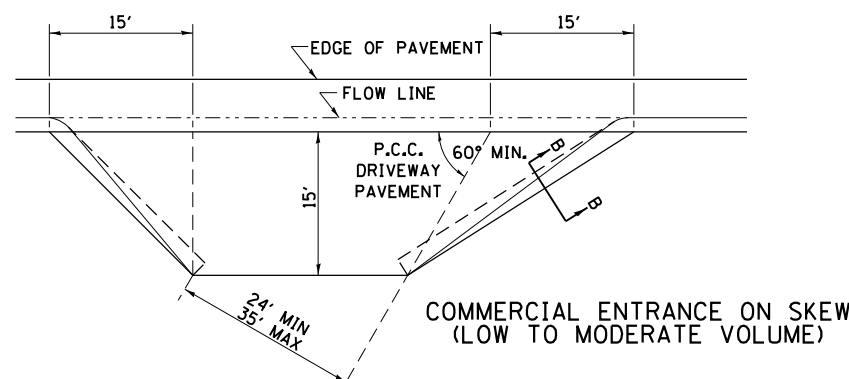
A MINIMUM OF 440 FEET SHALL BE MAINTAINED BETWEEN CENTER LINES OF ADJACENT DRIVEWAYS.
 Δ 90° DESIRABLE, 45° MIN. ANGLE PERMITTED ONLY FOR ONE-WAY DRIVEWAYS.
 60° MIN. ANGLE FOR TWO-WAY DRIVEWAYS.

NOTE: #1 ENCROACHMENT ON THE ADJACENT PROPERTY OWNER LAND REQUIRES HIS OR HER WRITTEN APPROVAL.

** 4'-10' IF HIGHWAY CURBED.
 AT EDGE OF SHOULDER IF HIGHWAY UNCURBED.



NOTE: CURVED ENTRANCE RETURNS MAY BE USED FOR LOW TO MODERATE VOLUME LOCATIONS WITH REVIEW ON A CASE-BY-CASE BASIS.



FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED - 12-07-10
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		CHECKED -	REVISED -
		DATE -	REVISED -

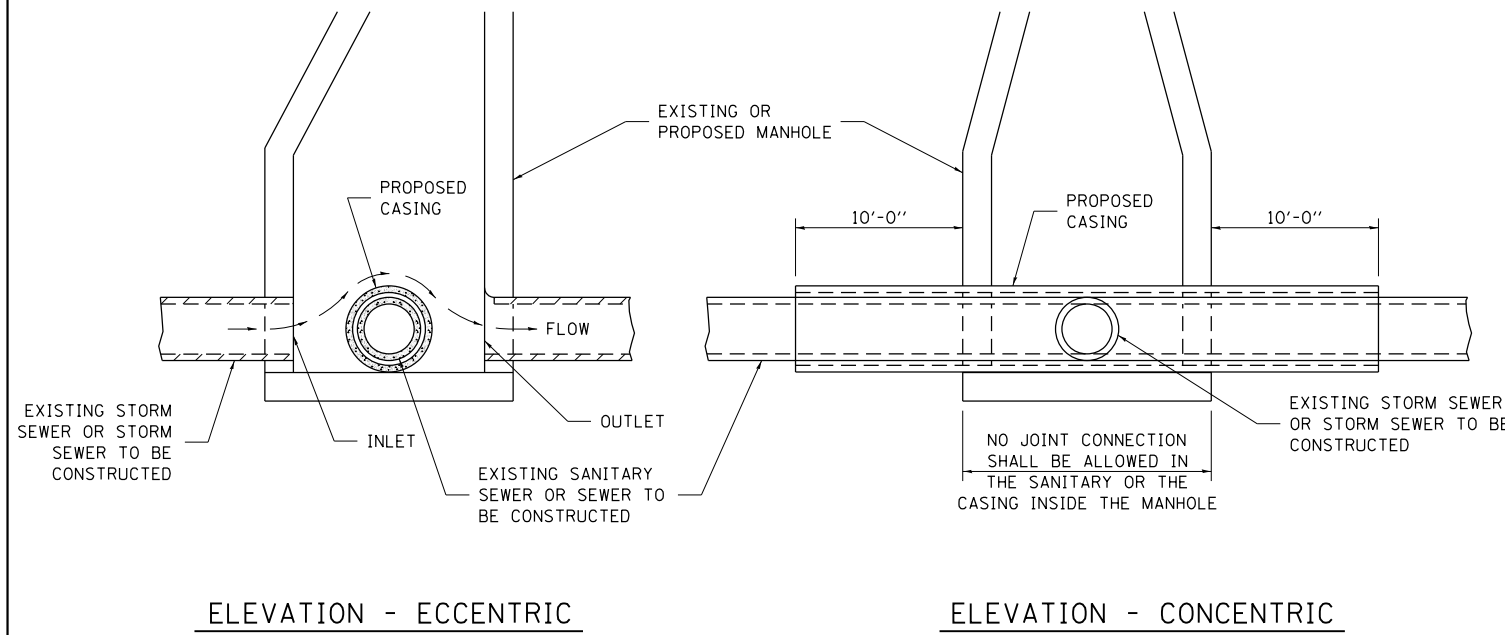
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	159
CONTRACT NO. 64341				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

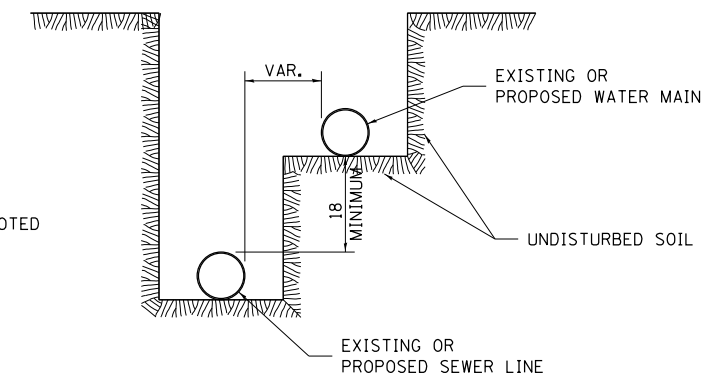
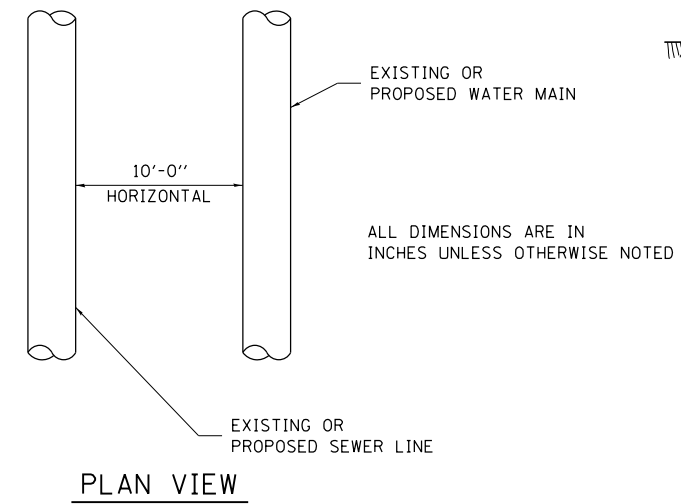
SEWER AND WATER MAIN CROSSINGS



THIS DETAIL IS FOR UNKNOWN UTILITIES UNLESS QUANTITIES ARE INCLUDED IN THE PLANS THE EXTRA WORK WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04.

WHEN PROPOSED SEWER (OR WATER) IS LOCATED 10'-0" OR MORE FROM EXISTING WATER (OR SEWER) NO SPECIAL CONSTRUCTION REQUIRED.

WHEN PROPOSED SEWER (OR WATER) IS LOCATED LESS THAN 10'-0" FROM EXISTING WATER (OR SEWER) DETAILS BELOW SHALL APPLY.

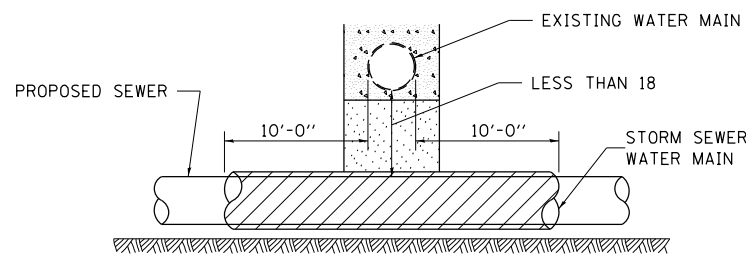


CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 2" LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

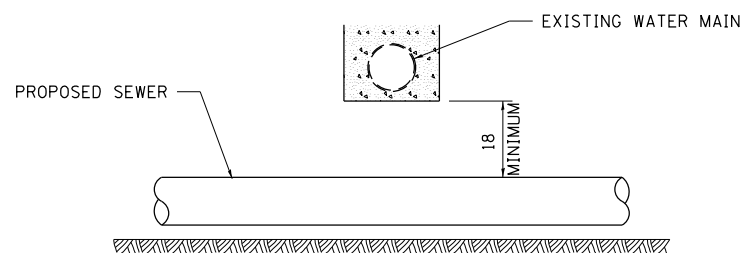
AT GRADE CROSSING OF SANITARY AND STORM SEWER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

POINT LOADS SHALL NOT BE ALLOWED BETWEEN SEWER OR SEWER CASING AND WATER MAIN
 PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH



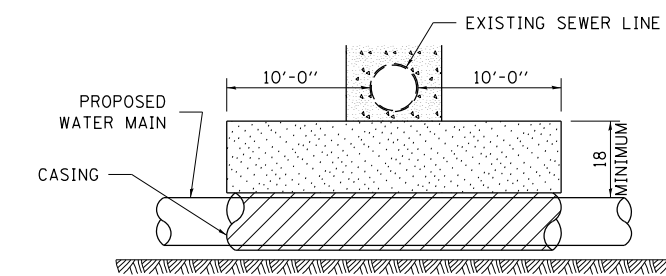
PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH
 MAINTAIN 18 MINIMUM VERTICAL SEPARATION FOR 10 FT. HORIZONTALLY



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

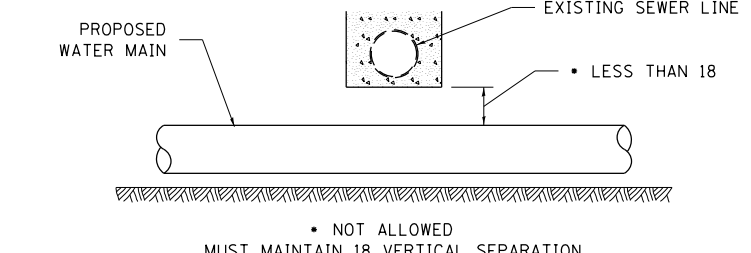
PROPOSED SEWER LINE BELOW EXISTING WATER MAIN

PROVIDE ADEQUATE SUPPORT FOR EXISTING SEWER LINE TO PREVENT DAMAGE DUE TO SETTLEMENT
 PLACE TRENCH BACKFILL FOR 10 FT. ON EITHER SIDE OF SEWER LINE



CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 2" LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

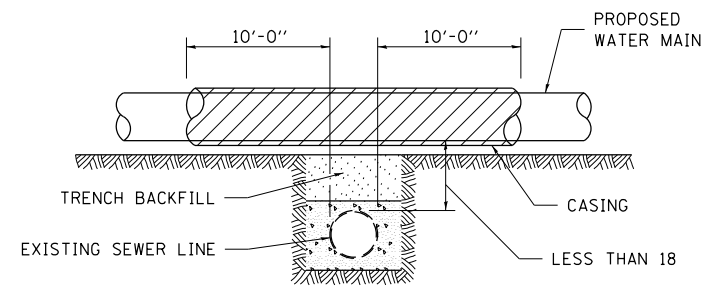
PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH
 MAINTAIN 18 MINIMUM VERTICAL SEPARATION FOR 10 FT. HORIZONTALLY



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

PROPOSED WATER MAIN BELOW EXISTING SEWER LINE

POINT LOADS SHALL NOT BE ALLOWED BETWEEN WATER MAIN OR WATER MAIN CASING AND SEWER

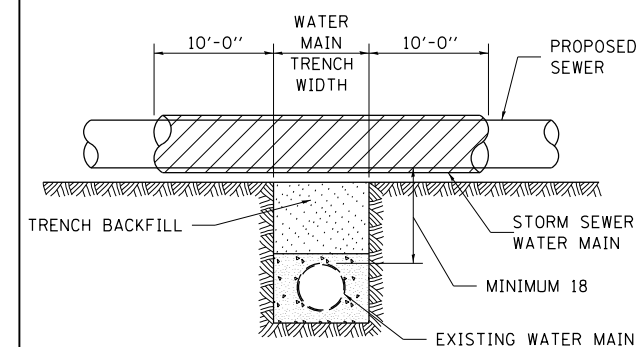


CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 2" LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

PROPOSED WATER MAIN ABOVE EXISTING SEWER LINE

PROVIDE ADEQUATE SUPPORT FOR SEWER TO PREVENT SETTLING AND BREAKING THE WATER MAIN.



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

EXISTING WATER MAIN BELOW PROPOSED SEWER LINE WITH MINIMUM 18 VERTICAL SEPARATION

FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED - 10-17-11
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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	160
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 64341	

CONCRETE COLLARS FOR PIPE OR BOX CULVERT EXTENSIONS

Bill of Materials

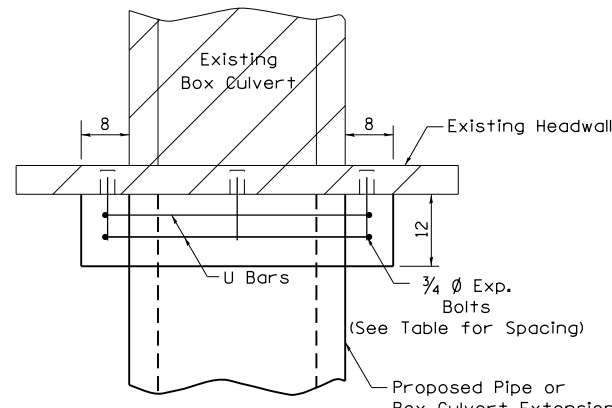
STATION	DIMENSIONS		U Bar	h Bar	EXPANSION BOLTS	CONCRETE COLLAR	REINF. BARS
	X	Y	No.	No. Length			
387+55	6'-8"	4'-2 1/2"	4	28 1'-6"	12	1.34	68.36
All h Bars 18 Long				Total	12	1.34	68.36

General Notes

Concrete Collars shall be constructed of Class SI Concrete in accordance with Section 503 of the Standard Specifications

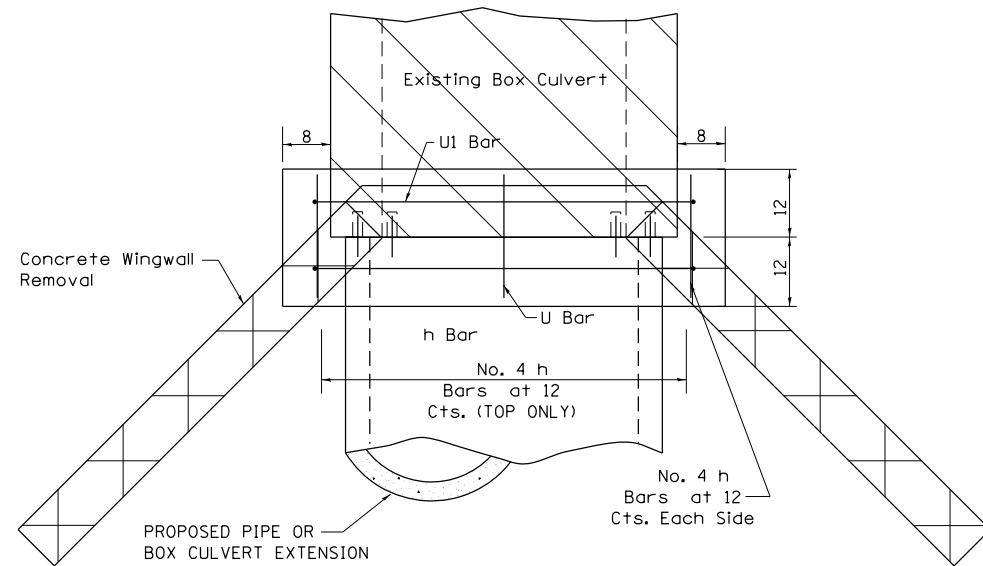
Reinforcement bars shall conform to Section 508 of the Standard Specifications.

The concrete will be paid for at the contract unit price per cubic yard for CONCRETE COLLAR. Reinforcement will be paid for at the contract unit price per pound for REINFORCEMENT BARS. Expansion Bolts, when required, will be paid for at the contract unit price each for EXPANSION BOLTS of the size indicated, which price shall include furnishing, drilling holes, and installing the expansion bolts complete in place. These bolts shall extend at least 8 inches into the new concrete.

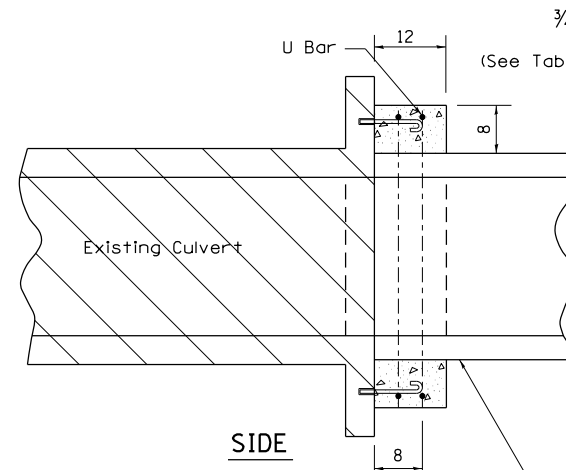


PLAN OF CULVERT WITH STRAIGHT HEADWALL

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

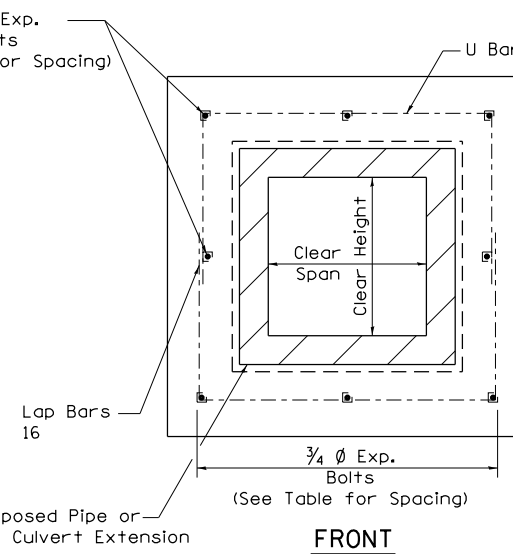


PLAN OF CULVERT WITH ANGLED WING WALLS

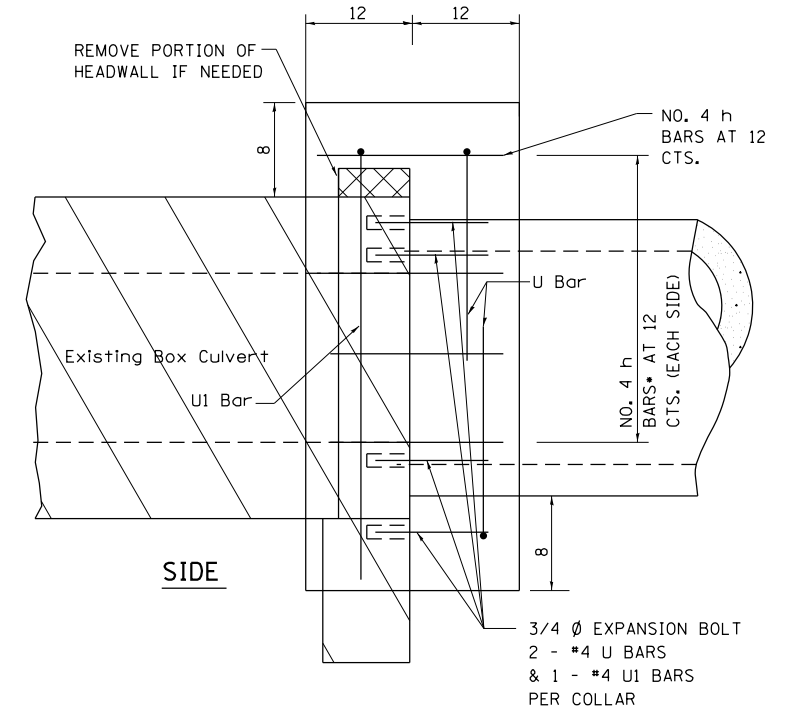


SIDE

3/4" Exp. Bolts (See Table for Spacing)



FRONT

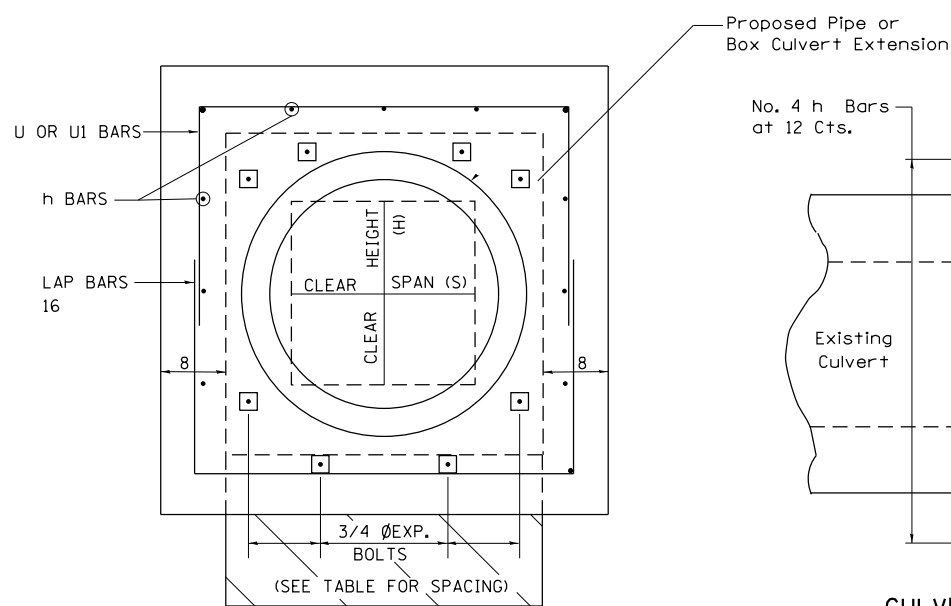


SIDE

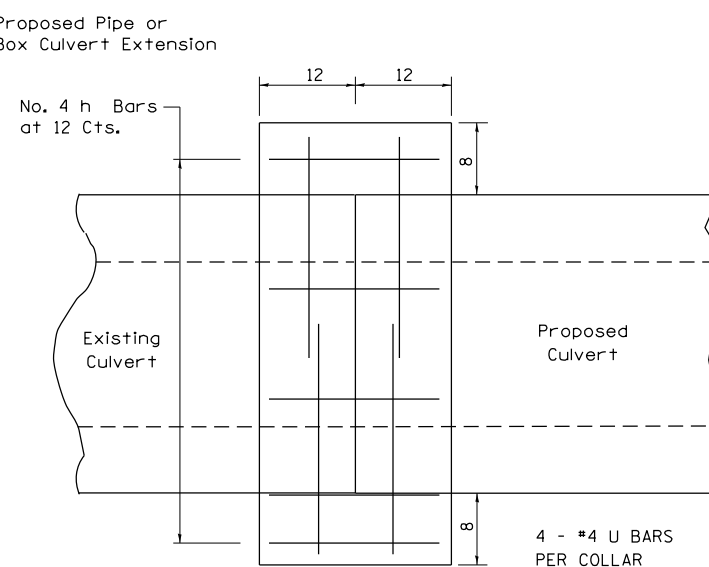
PLACEMENT DETAILS FOR EXPANSION BOLTS

H OR S	NUMBER OF EXPANSION BOLTS REQUIRED PER SIDE			
	EXTENSIONS < 15'		EXTENSIONS > 15'	
	NUMBER	SPACING	NUMBER	SPACING
24	*		*	
30	2	18	2	18
36	2	24	2	24
48	3	18	3	18
60	4	16	3	24
72	5	15	4	20
84	5	18	4	24
96	6	15	5	21
108	6	19	5	24
120	7	18	6	21
132	8	17	6	24
144	8	19	7	22

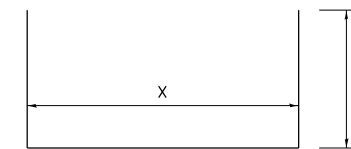
* MINIMUM ONE PER SIDE



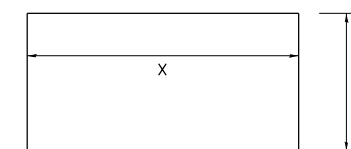
FRONT



CULVERT CONNECTION WITHOUT EXISTING HEADWALL



(*4) U BAR



(*4) U1 BAR

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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

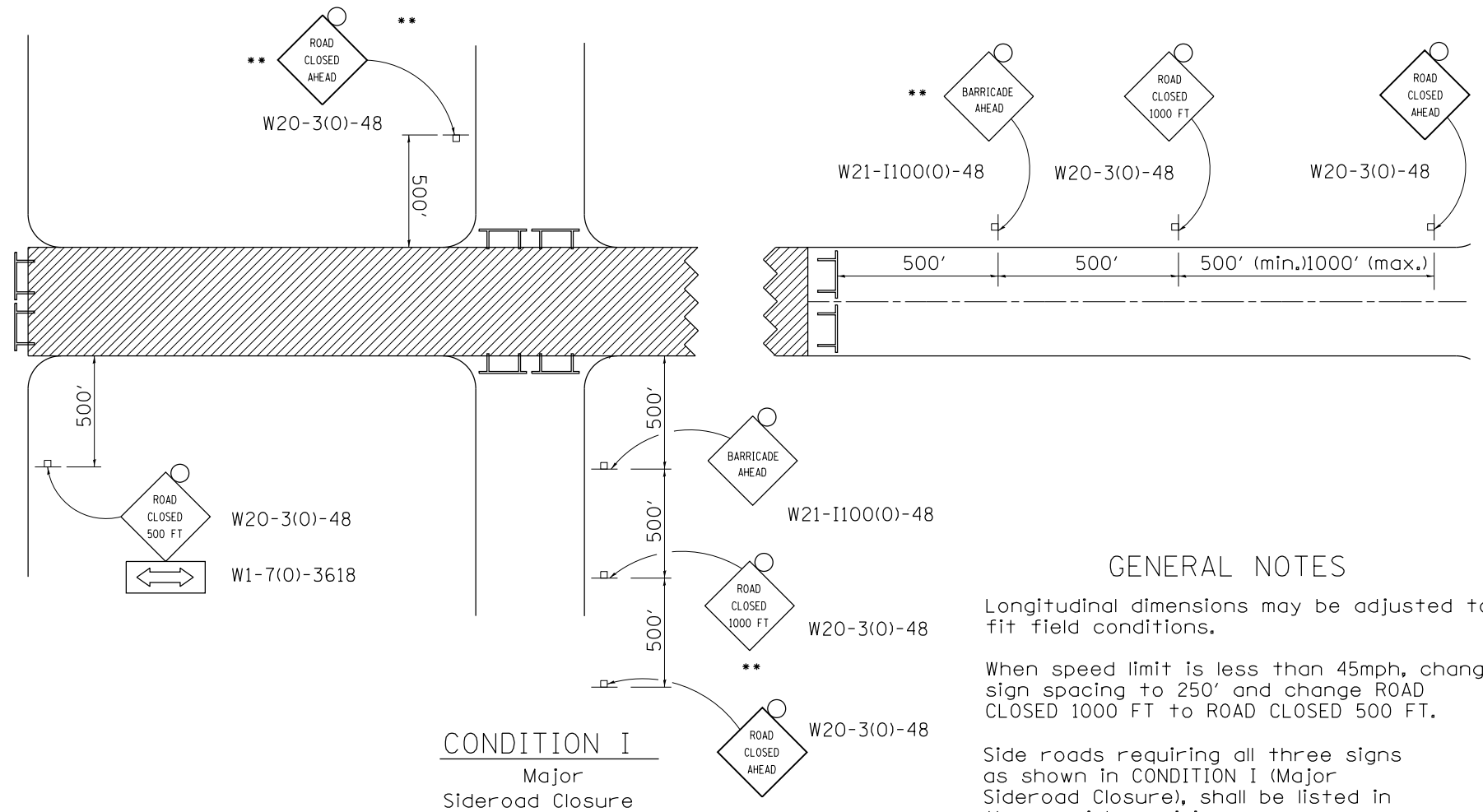
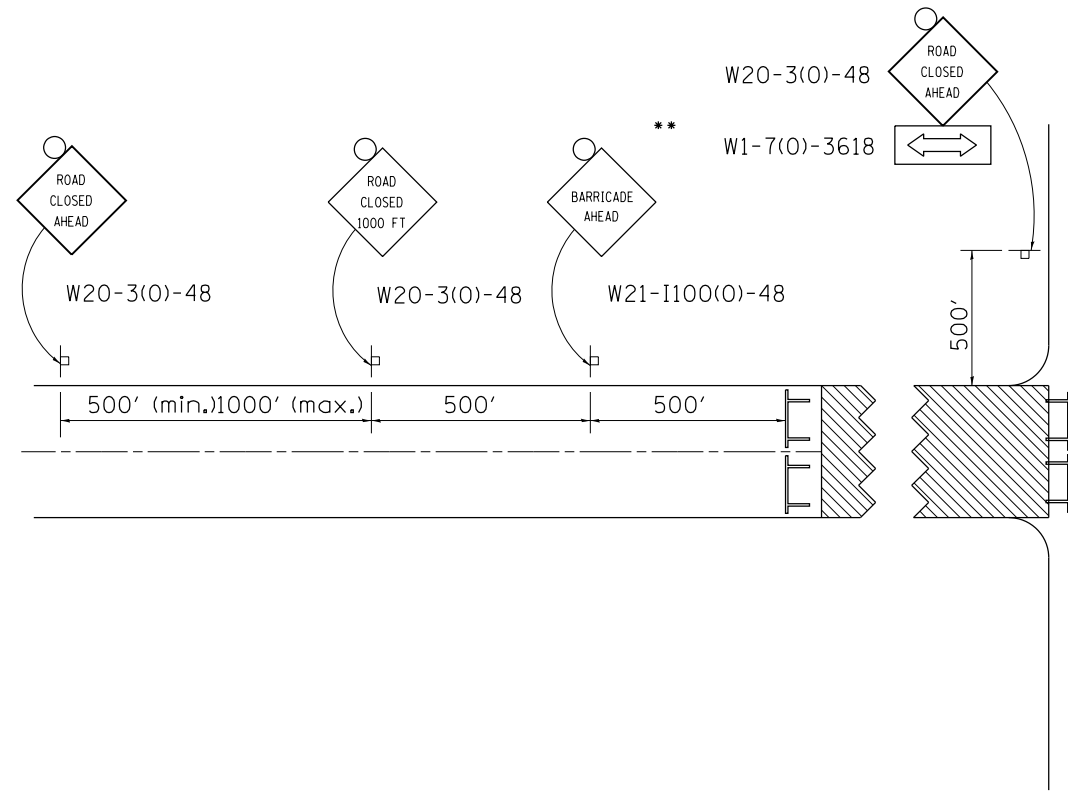
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	161
CONTRACT NO. 64341				

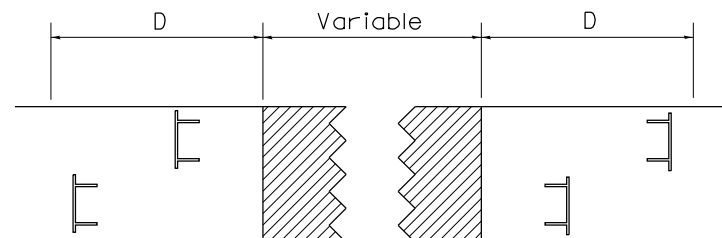
TRAFFIC CONTROL FOR ROAD CLOSURE

CONDITION II

Minor Sideroad Closure






ROAD CLOSED TO THRU TRAFFIC BARRICADE SET UP



Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed To Thru Traffic" detail on Highway Standard 701901. If the distance "D" exceeds 2000' an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.

SYMBOLS

-  Work area
-  Type III Barricade with Flashers
-  Sign with flashing light

GENERAL NOTES

Longitudinal dimensions may be adjusted to fit field conditions.

When speed limit is less than 45mph, change sign spacing to 250' and change ROAD CLOSED 1000 FT to ROAD CLOSED 500 FT.

Side roads requiring all three signs as shown in CONDITION I (Major Sideroad Closure), shall be listed in the special provision.

** Where local access is to be maintained, barricades are to be set up as shown in Road Closed to thru traffic. Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed To All Traffic" detail on Highway Standard 701901.

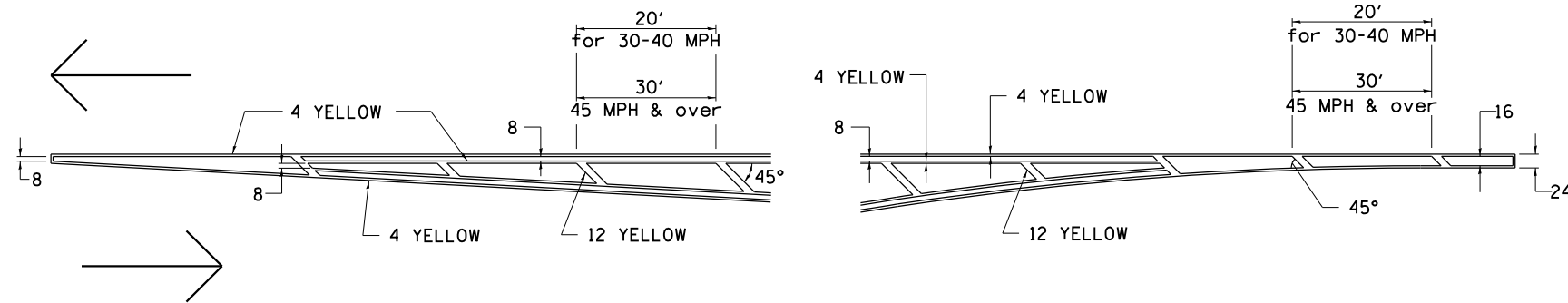
All dimensions are in inches unless otherwise shown.

TYPICAL APPLICATION FOR ROAD CLOSURE

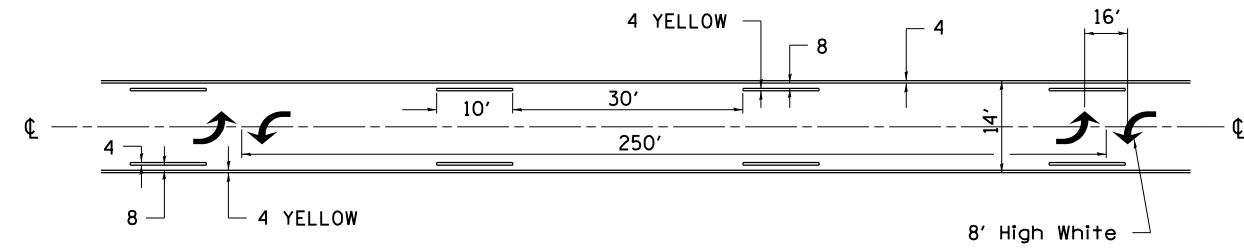
FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED - 10-17-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD				F.A.U. RT.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p1dot\renkesw\dms36691\0205584-sht-details.dgn		DRAWN -	REVISED -		5789	40BR	ROCK ISLAND	225	162				
PLOT SCALE = 48.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 64341								
PLOT DATE = Tue Dec 18 16:19:31 2012		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

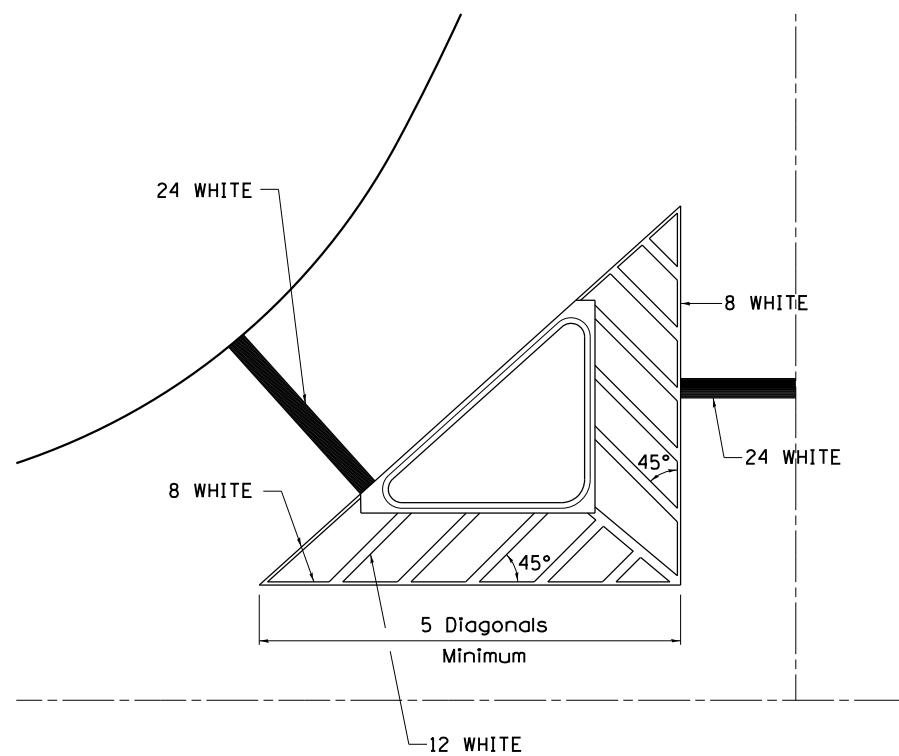


MEDIAN PAVEMENT MARKING

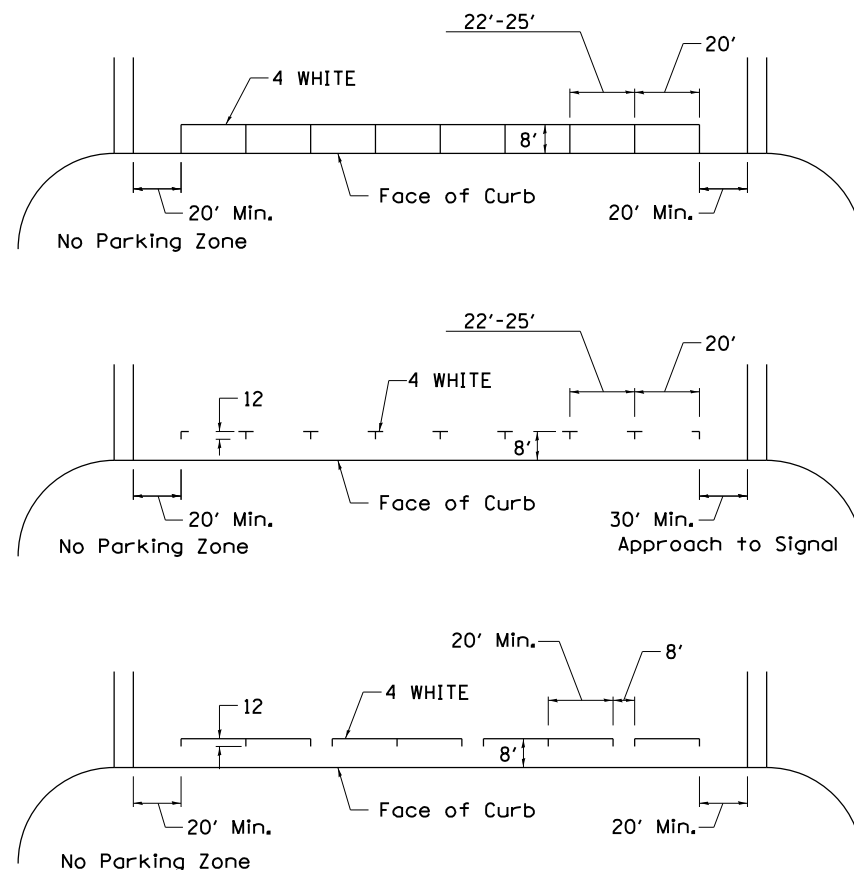


•• ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH

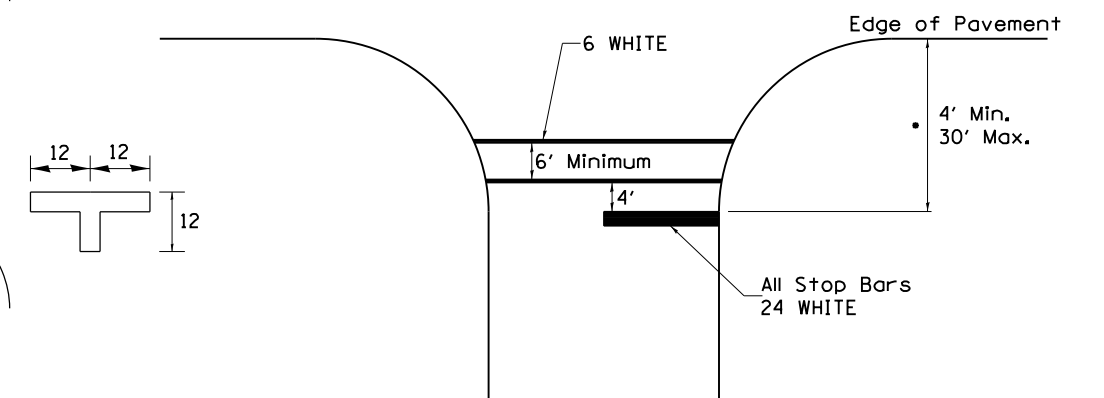


TYPICAL PARKING SPACING



STANDARD CROSSWALK MARKING

See Schedules for Locations

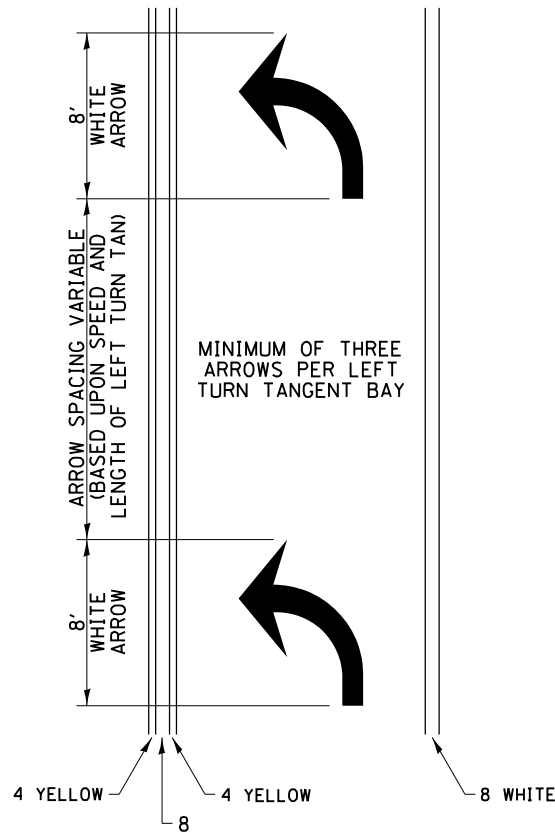


• Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED - 3-05-12	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw\work\p\idot\renkesw\dms36691\0205584-sht-details.dgn		DRAWN -	REVISED -					5789	40BR	ROCK ISLAND	225	163
		CHECKED -	REVISED -		CONTRACT NO. 64341							
		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

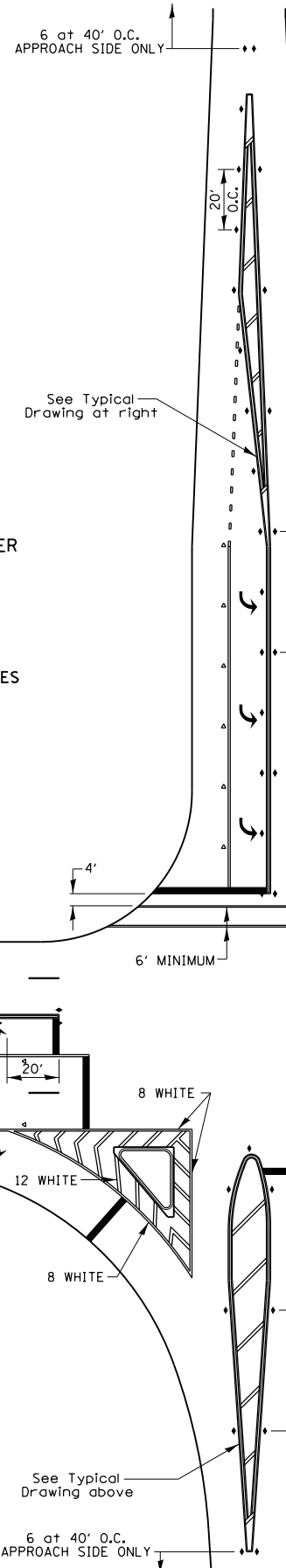
TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT

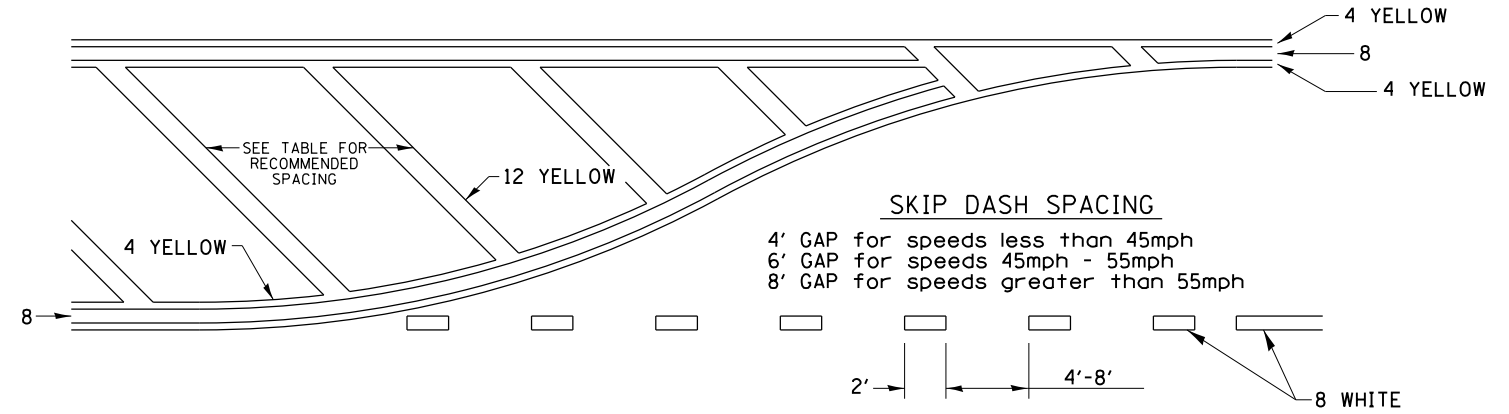


- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.



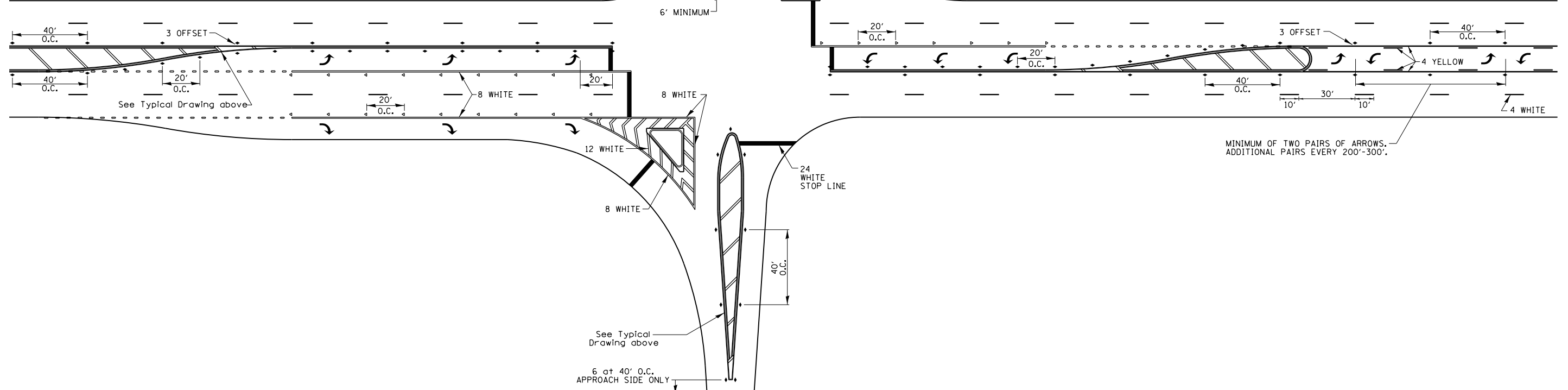
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 30MPH	50'	15'	10'
30-40MPH	75'	20'	15'
45MPH & over	75'	30'	20'

NOTE: if the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED - 3-05-12
ct:\pw\work\p1dot\renkesw\dms36691\020584-sht-details.dgn		DRAWN -	REVISED -
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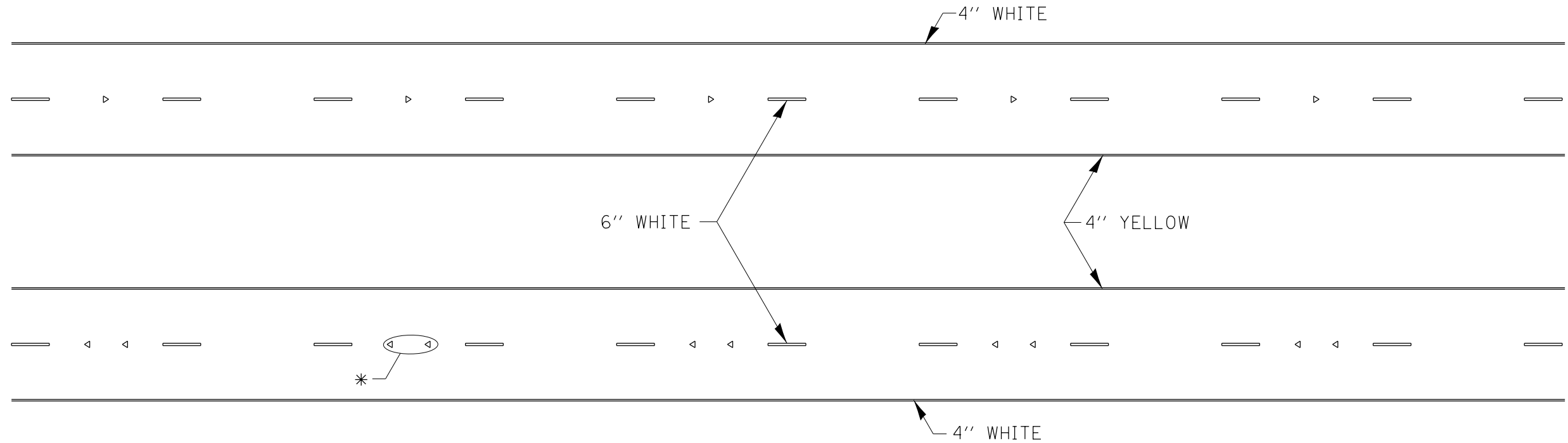
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

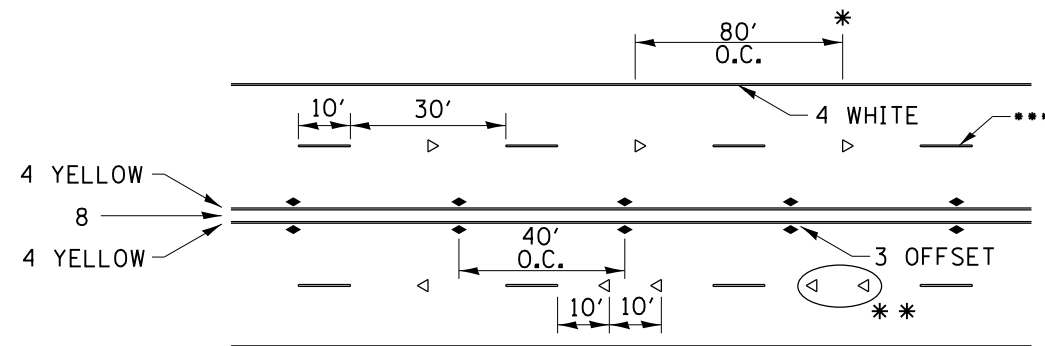
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	164
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64341	

TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT \geq 20,000.

MULTI-LANE / DIVIDED

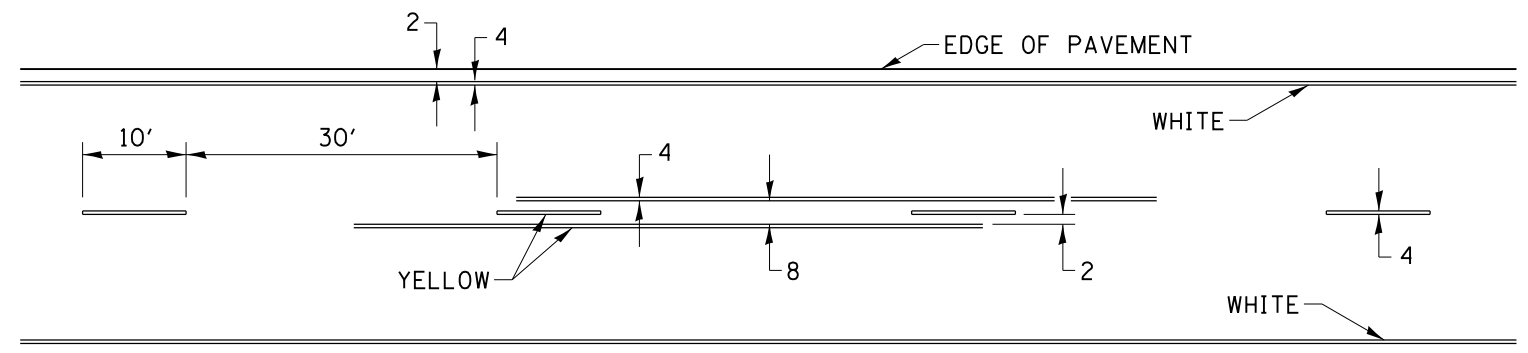


- * REDUCE TO 40' O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH LOWER THAN POSTED SPEEDS.
- ** USE DOUBLE MARKERS WHEN ADT \geq 20,000
- *** CENTERLINE SKIP DASH PAVEMENT MARKING SPEED LIMIT LESS THAN 40 MPH USE 4" LINE SPEED LIMIT 40 MPH AND OVER USE 6" LINE

MULTI-LANE / UNDIVIDED & ONE WAY

(FOR MULTI-LANE UNDIVIDED HIGHWAYS USE THIS
DETAIL NOT HIGHWAY STANDARD 781001)

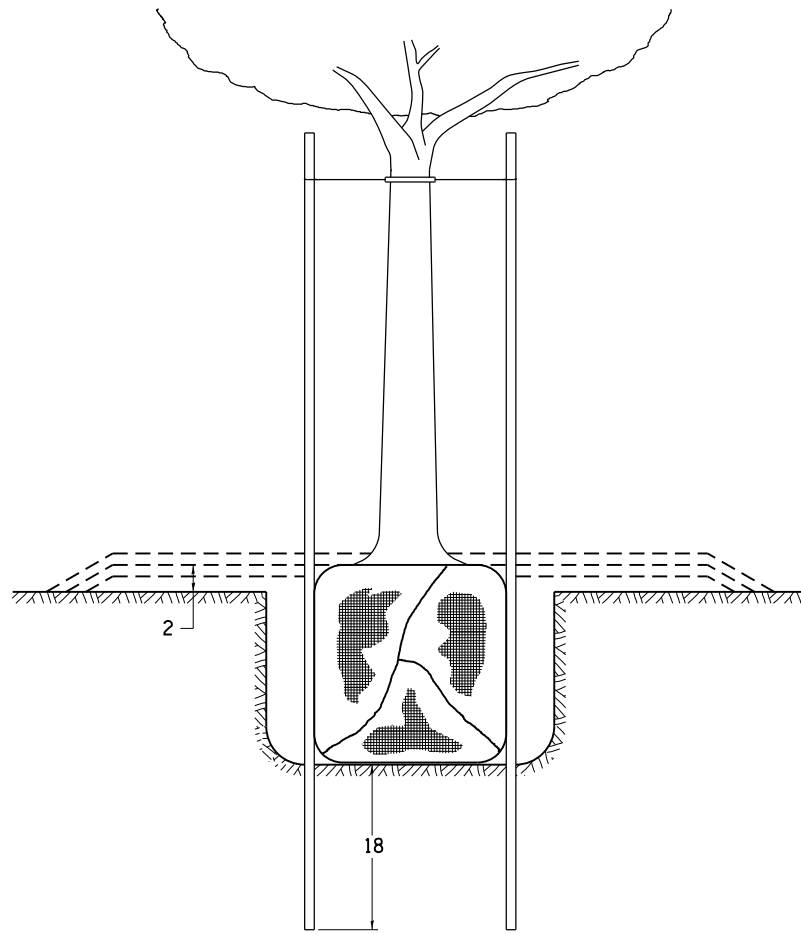
TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



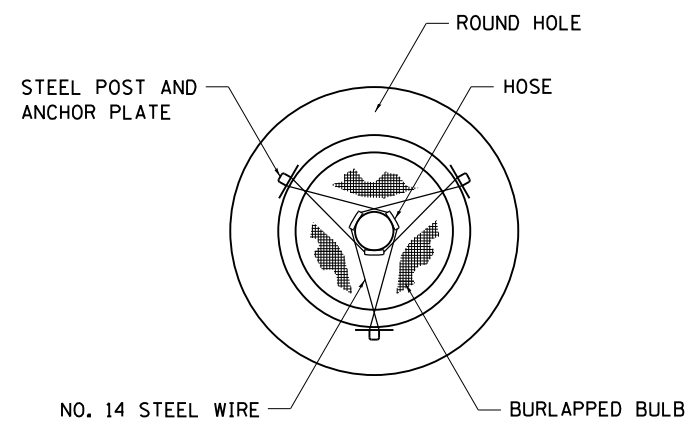
SYMBOLS

FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED - 11-28-12	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw\work\p\dot\renkesw\dms36691\020584-sht-details.dgn	DRAWN -	REVISED -	5789					40BR	ROCK ISLAND	225	165	
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 64341									
PLOT DATE = Tue Dec 18 16:20:40 2012	DATE -	REVISED -	SCALE:		SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

DETAILS OF PLANTING AND BRACING TREES

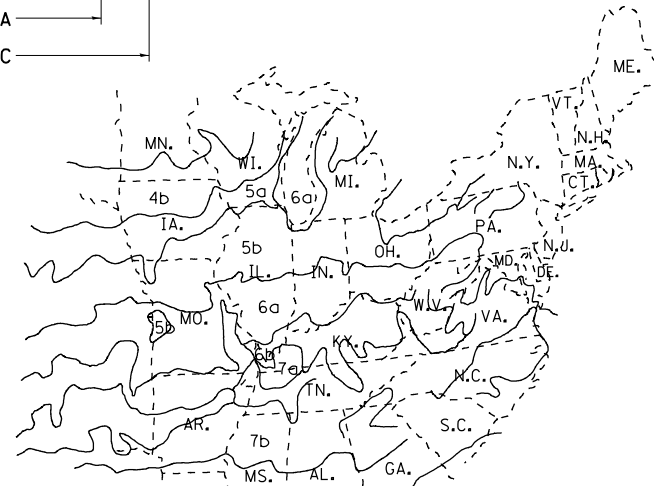
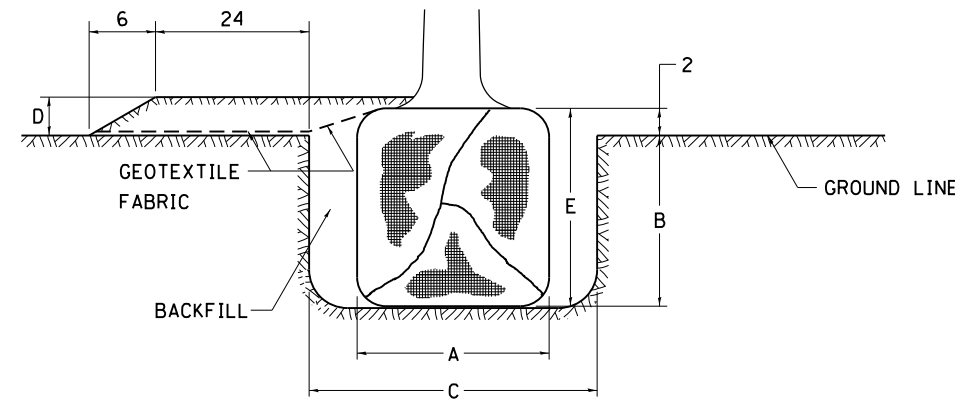


TREES SMALLER THAN 4 1/2 IN DIAMETER



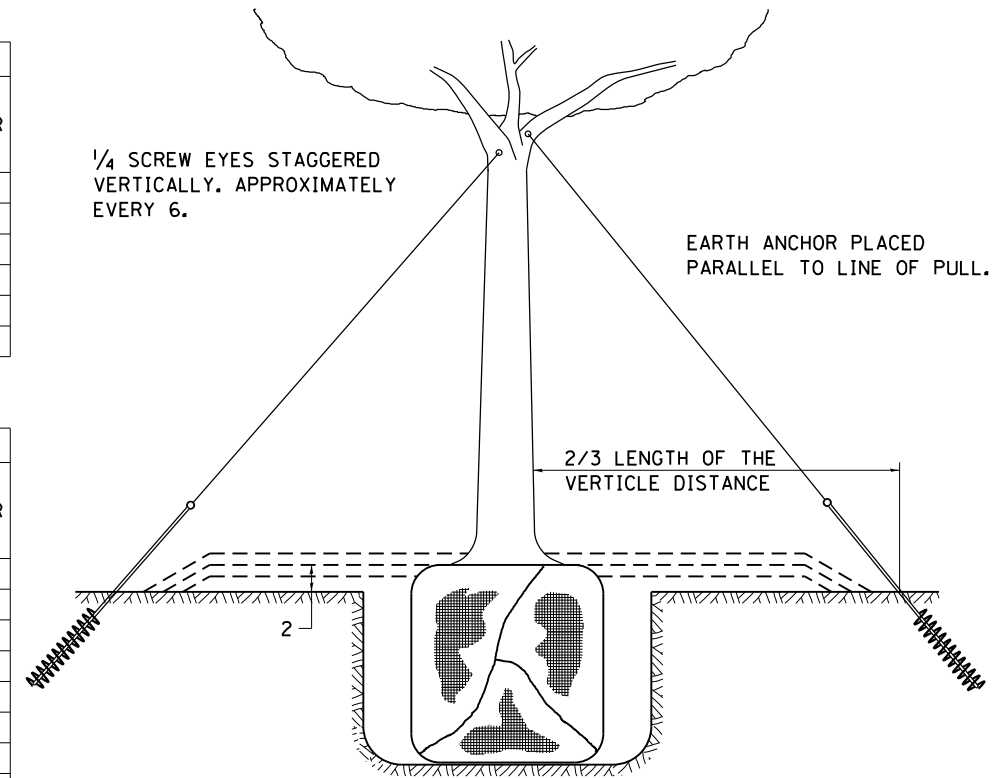
SMALL	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER CU. YDS.
5'-6'	16	10	30	4	12	0.54
5'-6' BB	16	10	30	4	12	0.54
6'-7' BB	18	12	30	4	14	0.54
7'-8' BB	20	11	30	4	13	0.54
8'-10' BB	24	14	36	4	16	0.61
10'-12' BB	26	15	36	4	17	0.61

LARGE	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER CU. YDS.
0-2	20	11	36	4	13	0.61
2-2 1/2 BB	24	14	48	4	16	0.78
2 1/2-3 BB	28	17	48	4	19	0.78
3-3 1/2 BB	32	17	60	4	19	0.96
3 1/2-4 BB	36	20	60	4	22	0.96
4-4 1/2 BB	40	22	72	4	24	1.16
4 1/2-5 BB	44	24	72	4	26	1.16
5-5 1/2 BB	48	27	84	4	29	1.38

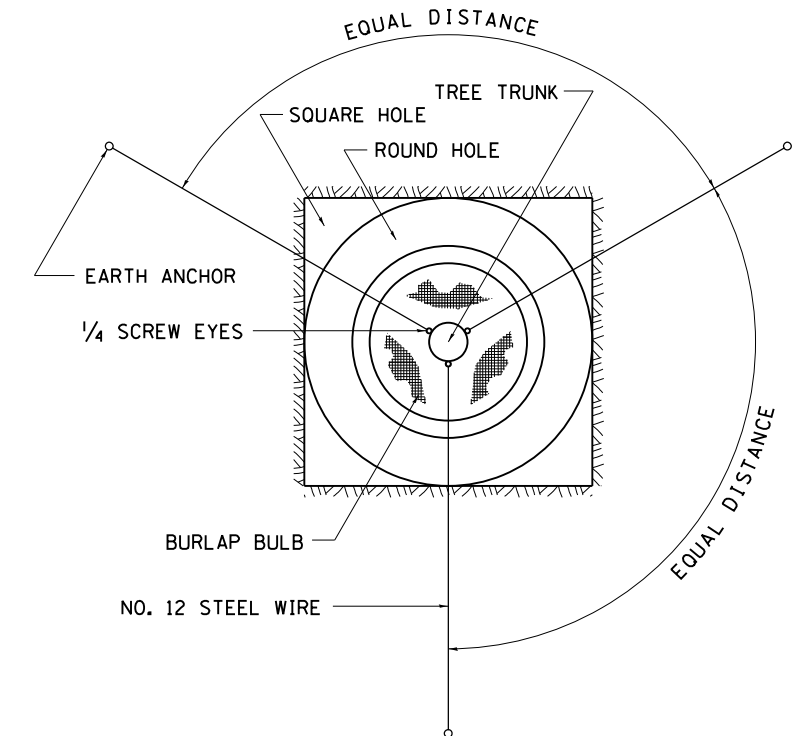


PLANT HARDINESS ZONE MAP

U.S. DEPARTMENT OF AGRICULTURE
AGRICULTURAL RESEARCH SERVICE
PUBLICATION NO. 814



TREES OVER 4 1/2 IN DIAMETER



ALL DIMENSIONS ARE IN INCHES
UNLESS OTHERWISE NOTED.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

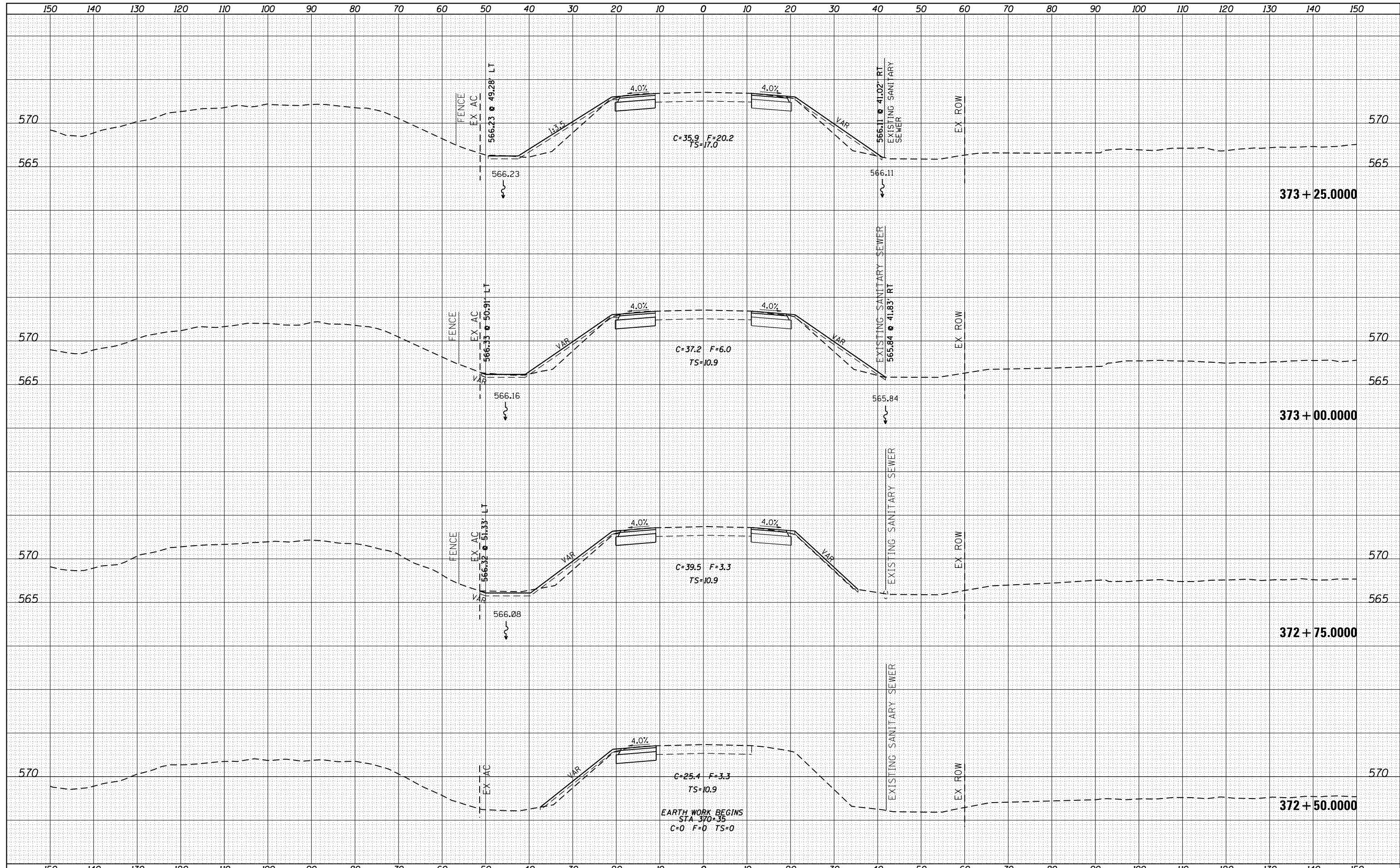
REGION 2 / DISTRICT 2 STANDARD

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	166
CONTRACT NO. 64341				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

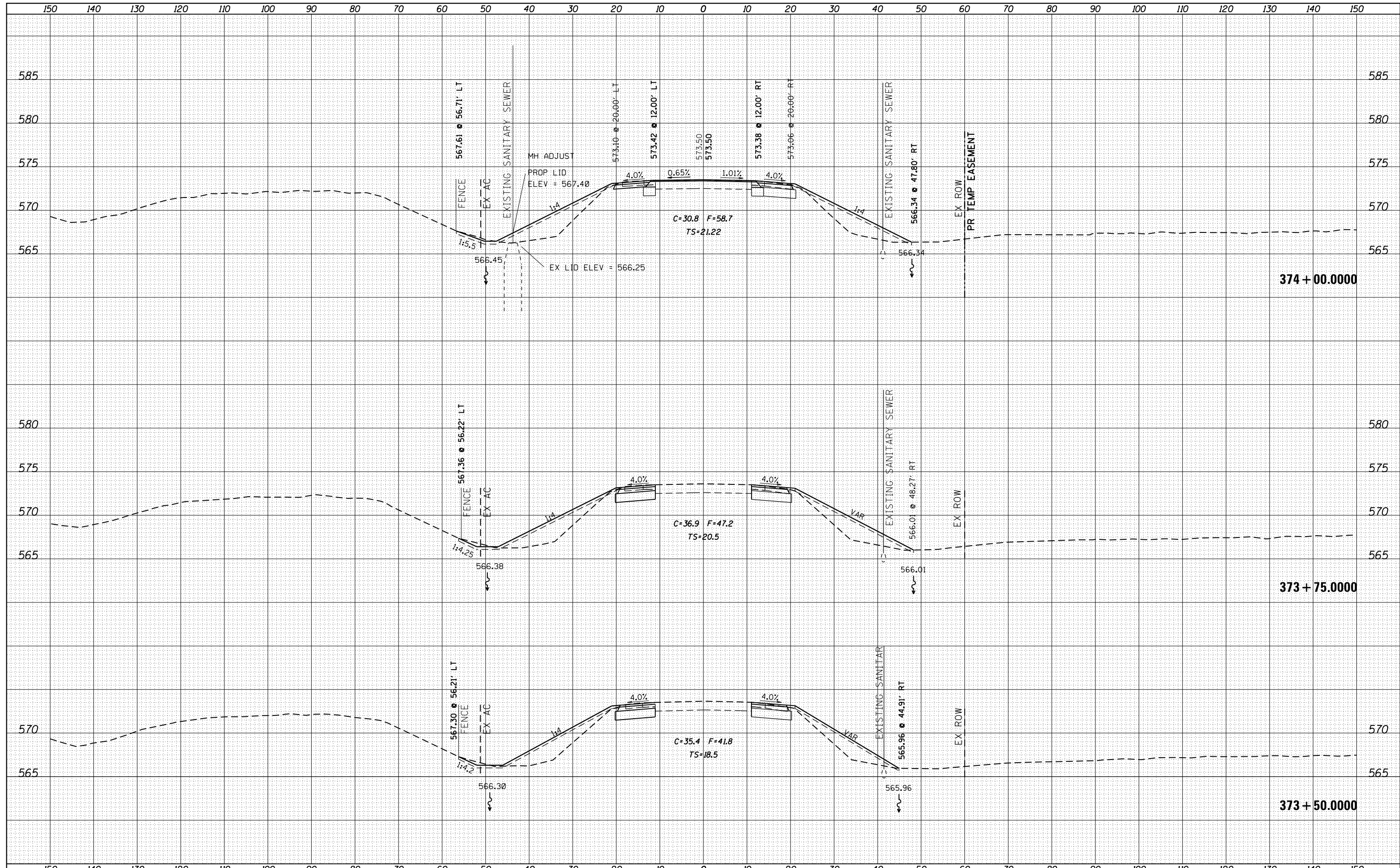
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

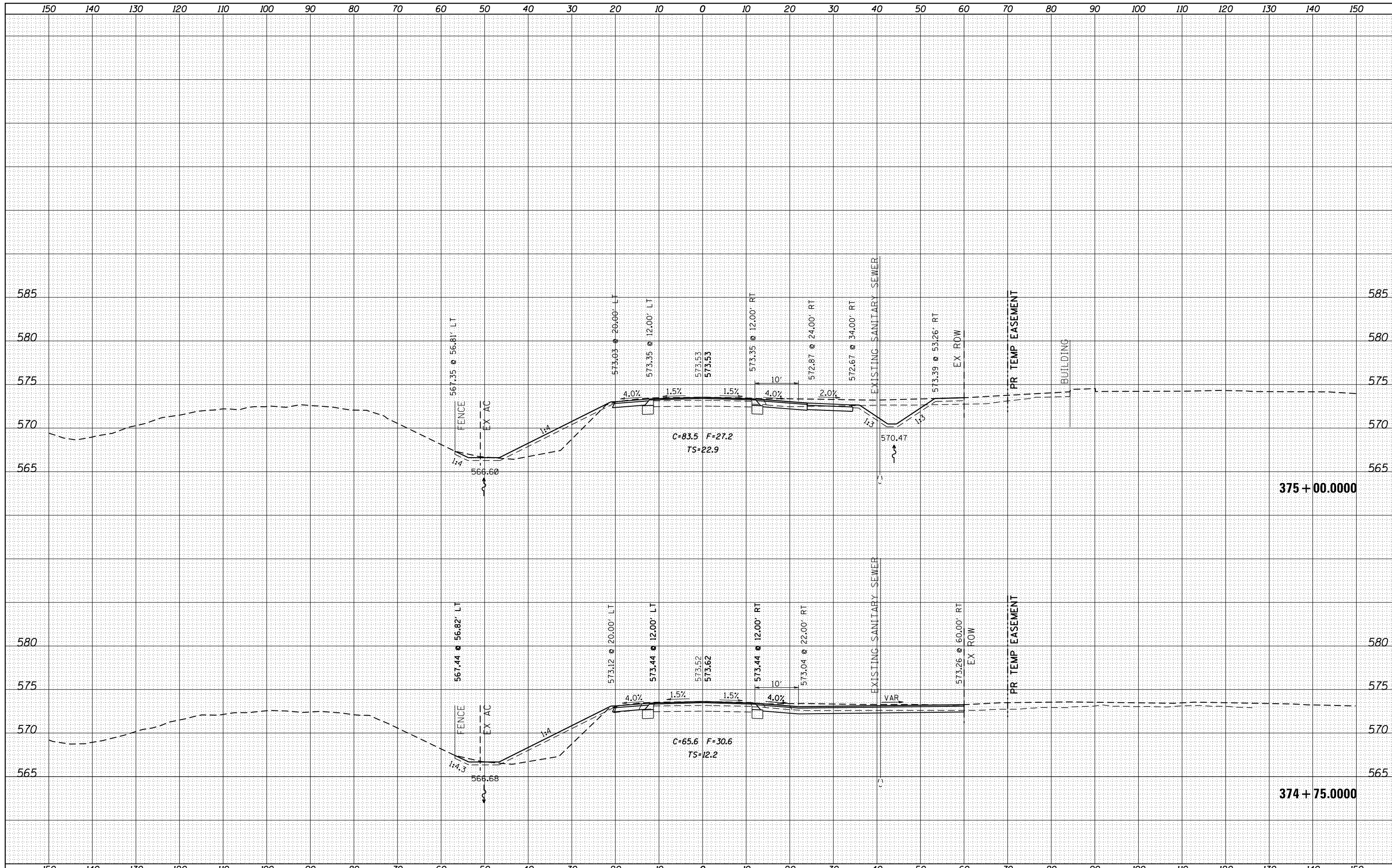
U.S. 6 CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 373+50.000 TO STA. 374+00.000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	168
CONTRACT NO. 64341			ILLINOIS FED. AID PROJECT	

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

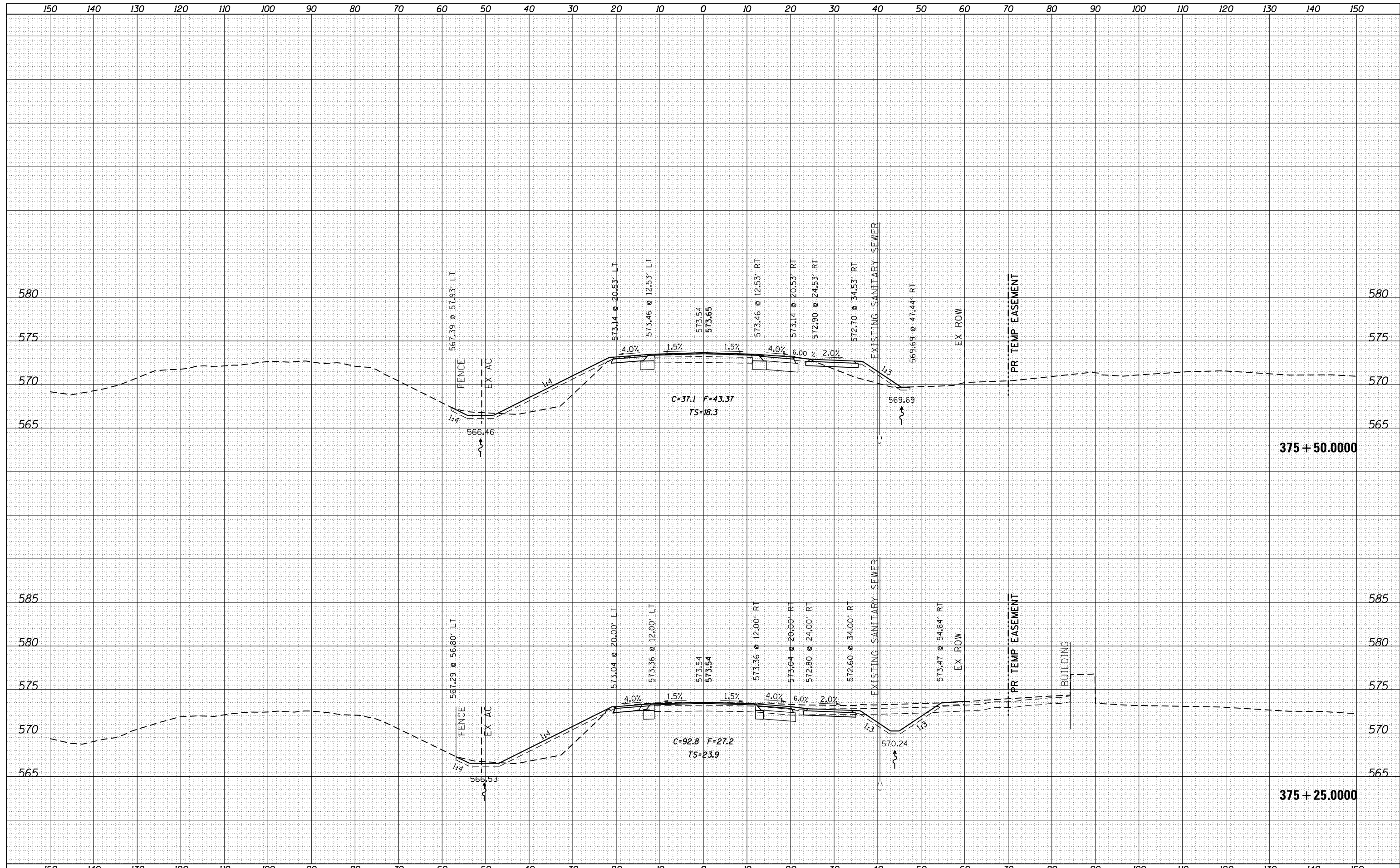
U.S. 6 CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 374+75.0000 TO STA. 375+00.0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	170
				CONTRACT NO. 64341
ILLINOIS FED. AID PROJECT				

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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

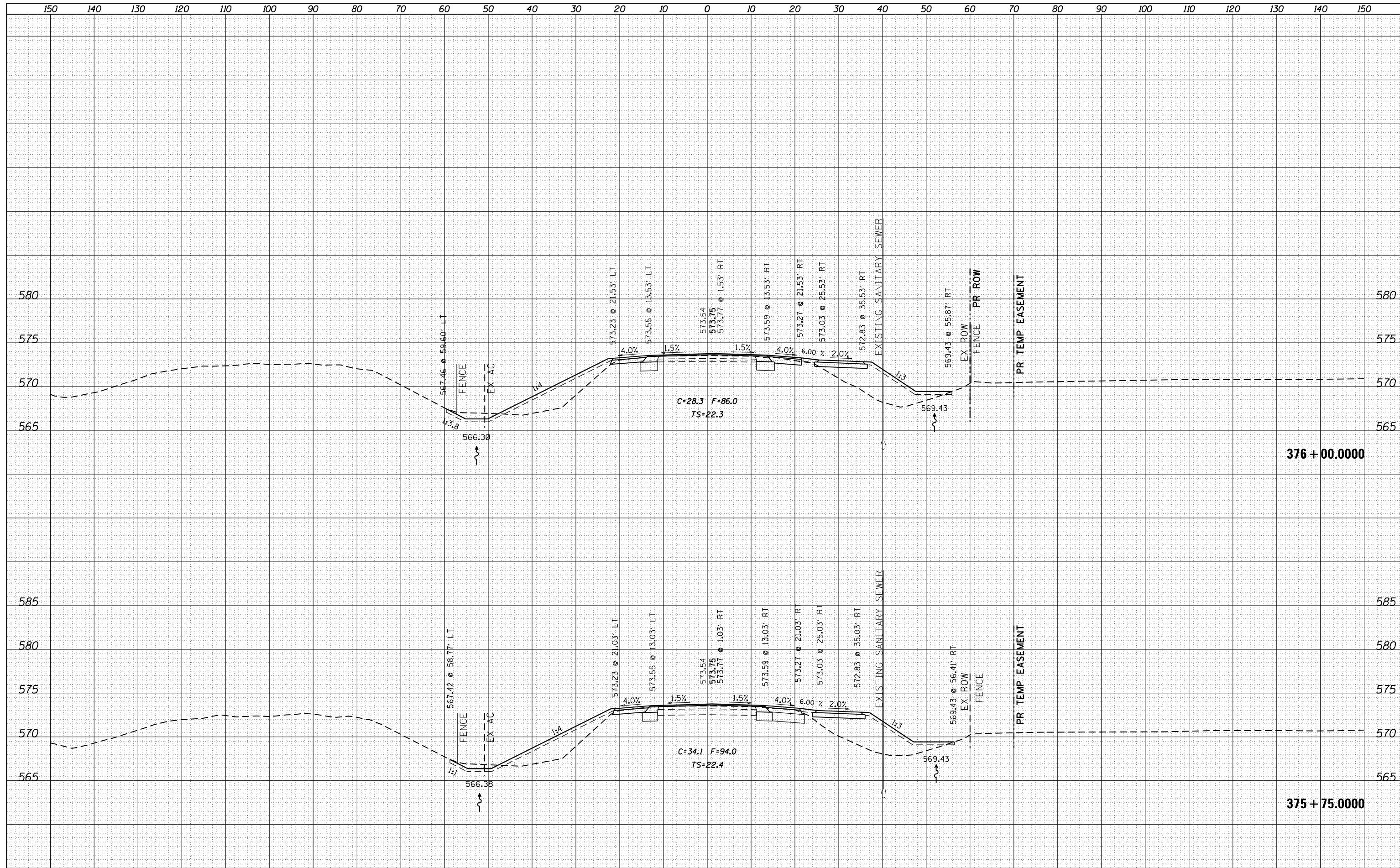
U.S. 6 CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 375+25.0000 TO STA. 375+50.0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	171
CONTRACT NO. 64341			ILLINOIS FED. AID PROJECT	

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NOTE BOOK	PLOTTED
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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DESIGNED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

U.S. 6 CROSS SECTIONS

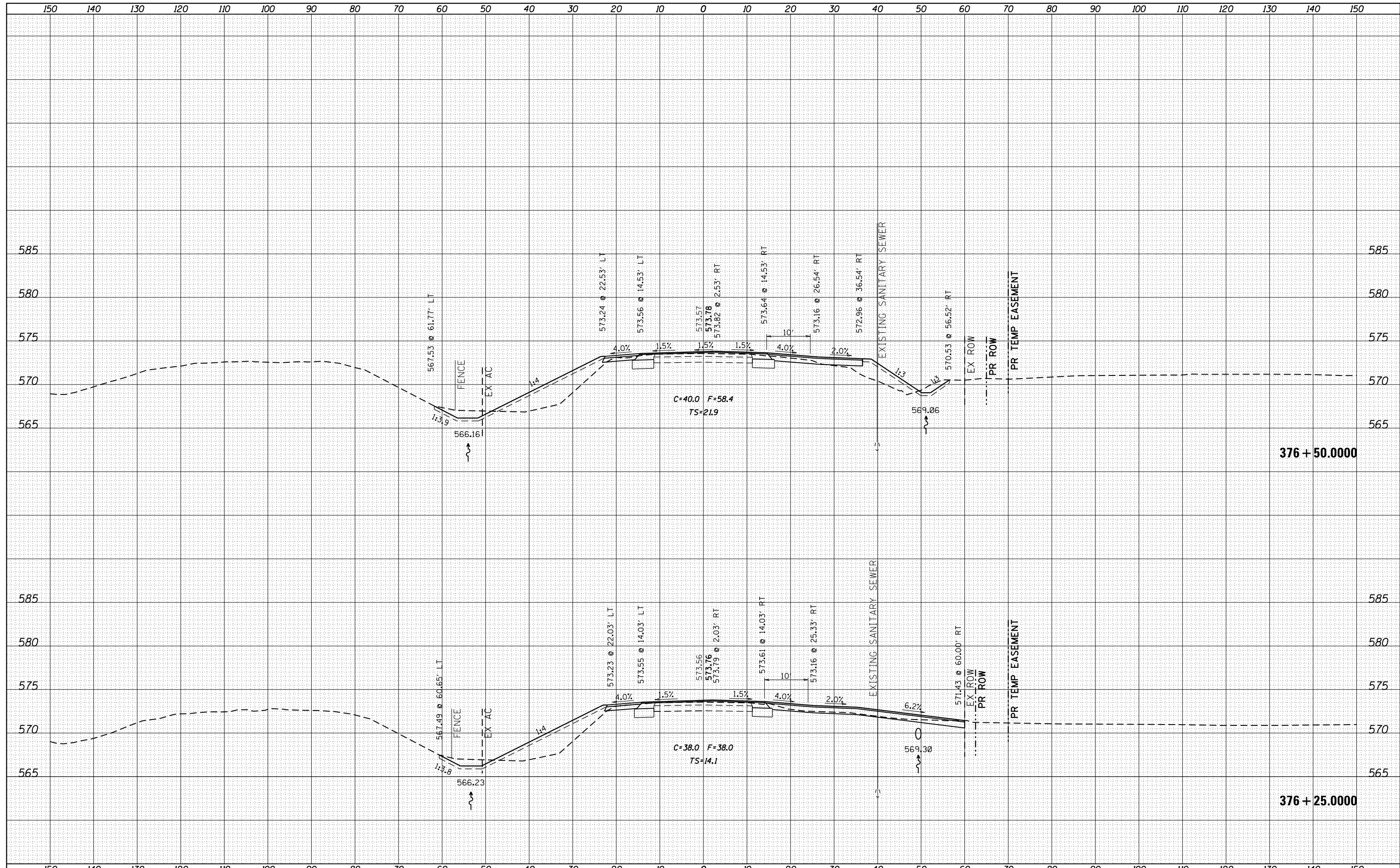
SCALE: SHEET OF SHEETS STA. 375+75.0000 TO STA. 376+00.0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	172
CONTRACT NO. 64341				

ILLINOIS FED. AID PROJECT

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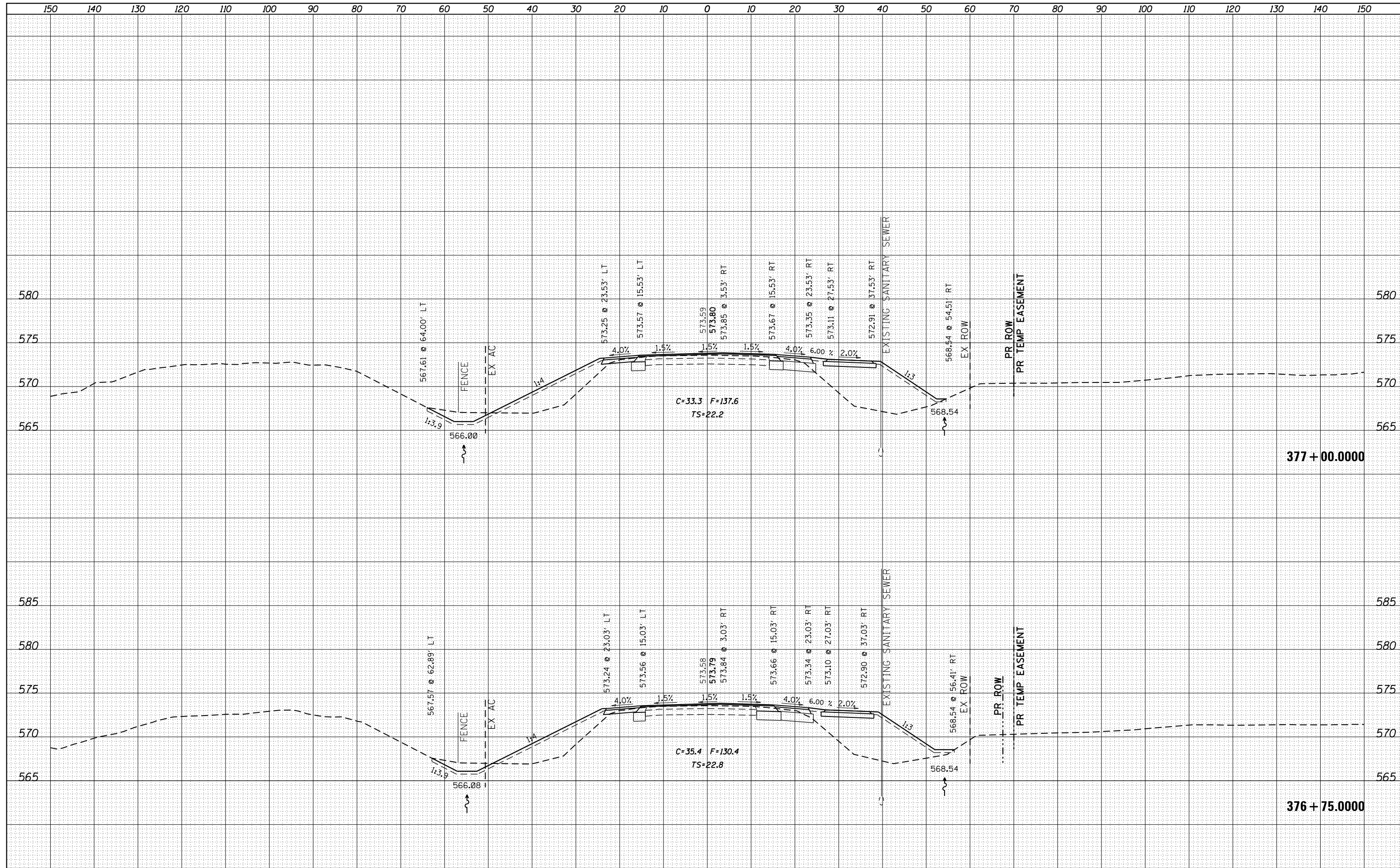
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

U.S. 6 CROSS SECTIONS

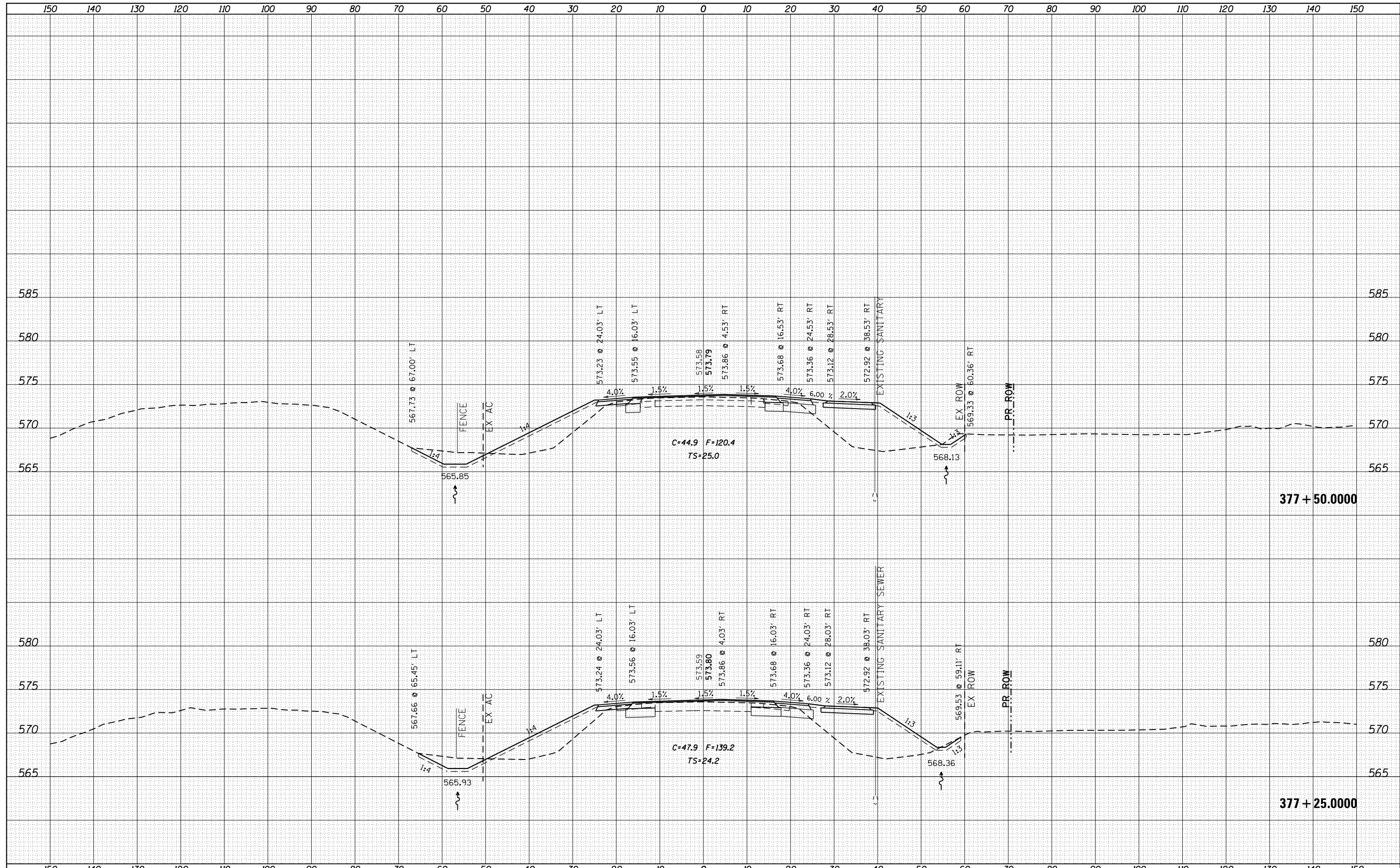
SCALE: SHEET OF SHEETS STA. 376+75.0000 TO STA. 377+00.0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	174
			CONTRACT NO. 64341	

ILLINOIS FED. AID PROJECT

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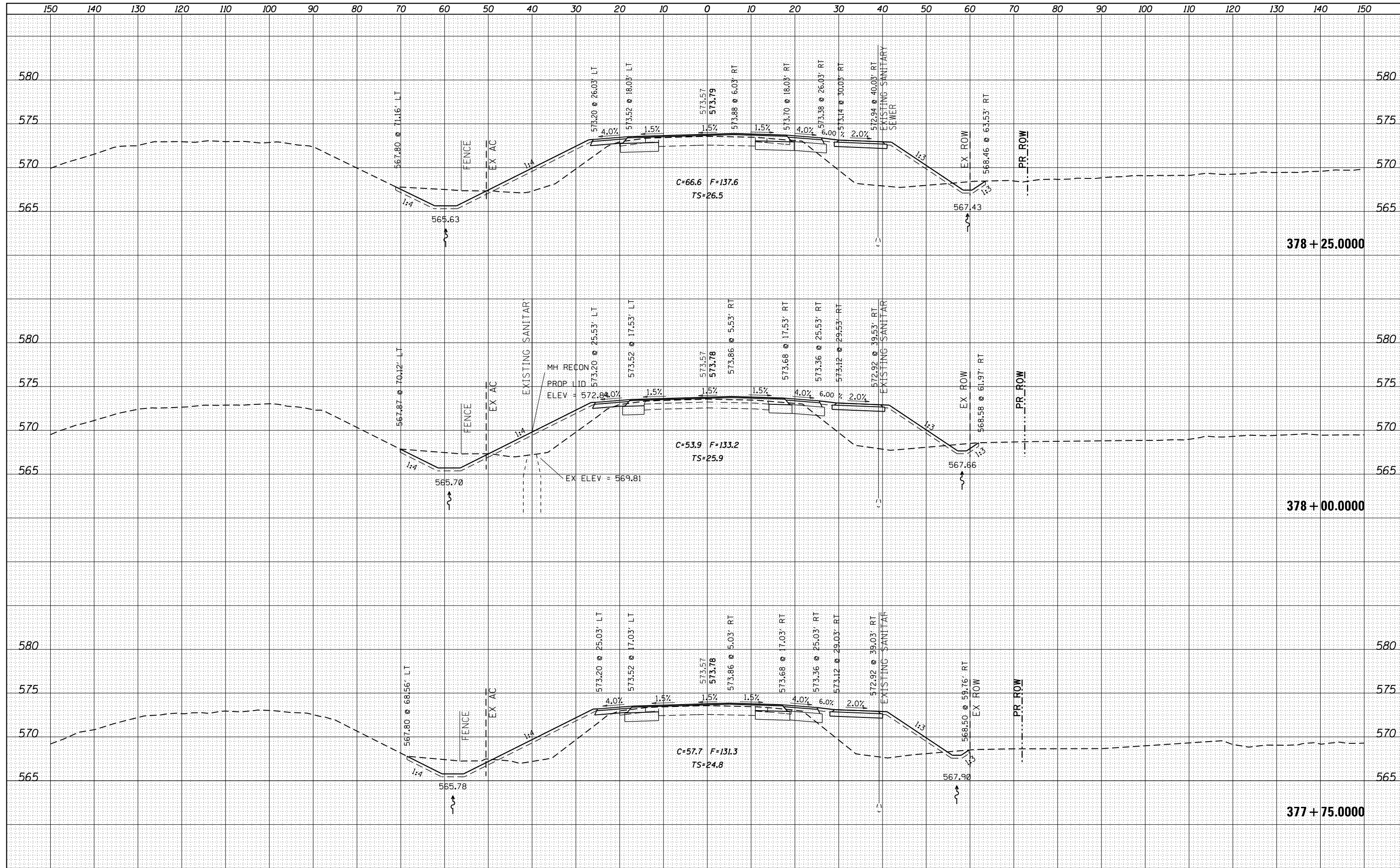
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		DATE -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA. 377+25.0000 TO STA. 377+50.0000

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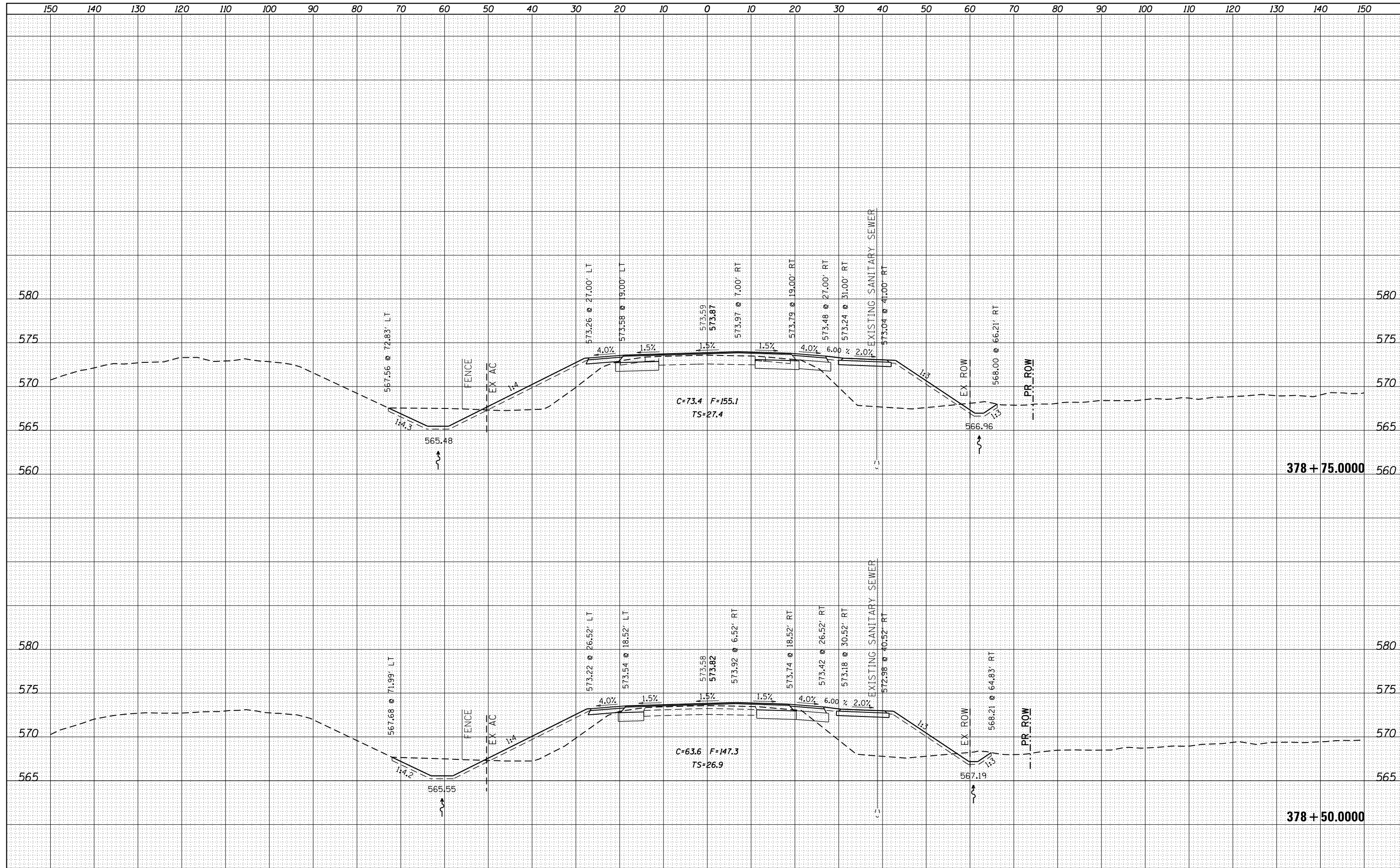
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Default	DATE -	REVISED -	ILLINOIS FED. AID PROJECT								
					SCALE:	SHEET	OF	SHEETS	STA. 377+75.0000 TO STA. 378+25.0000		

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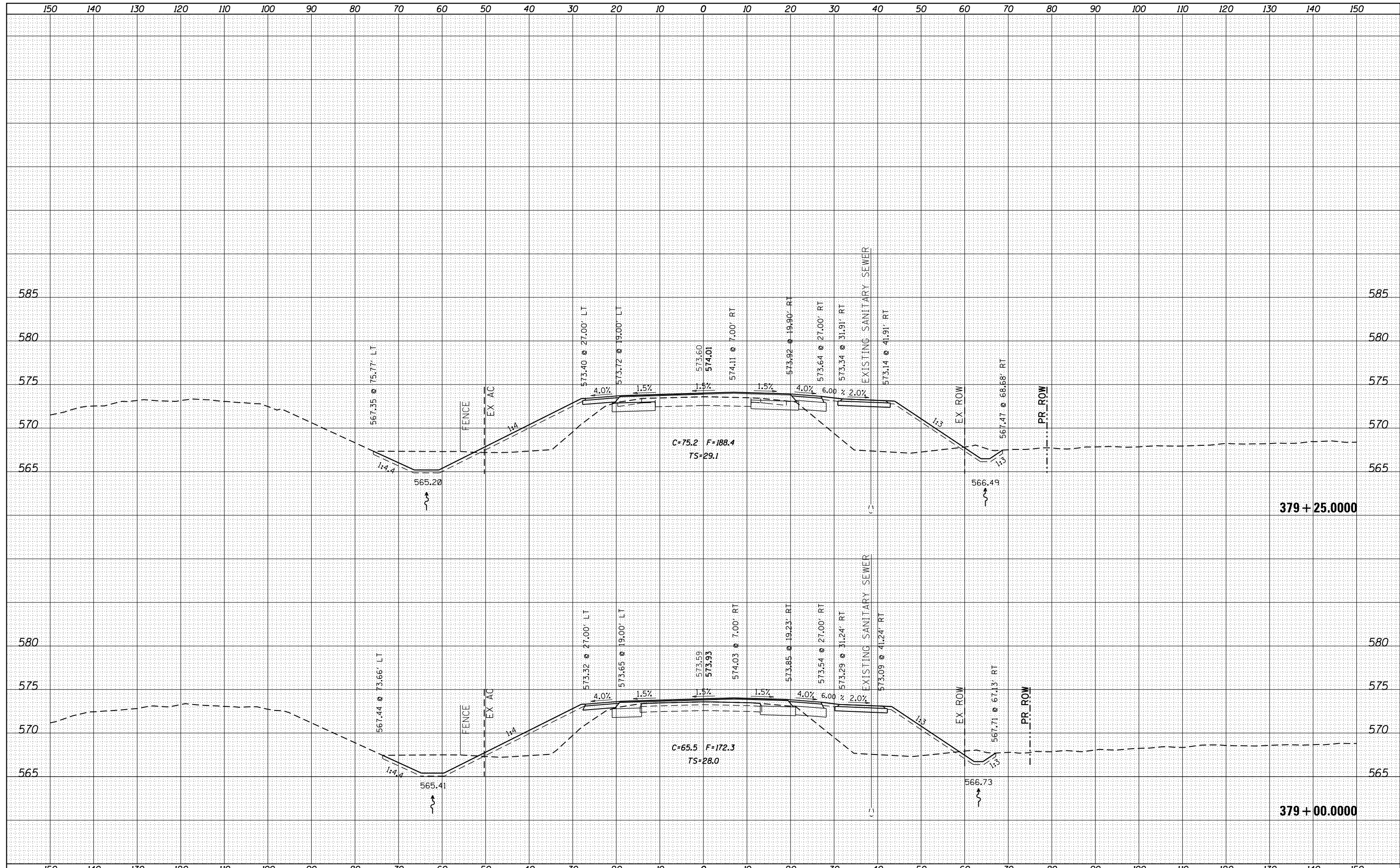
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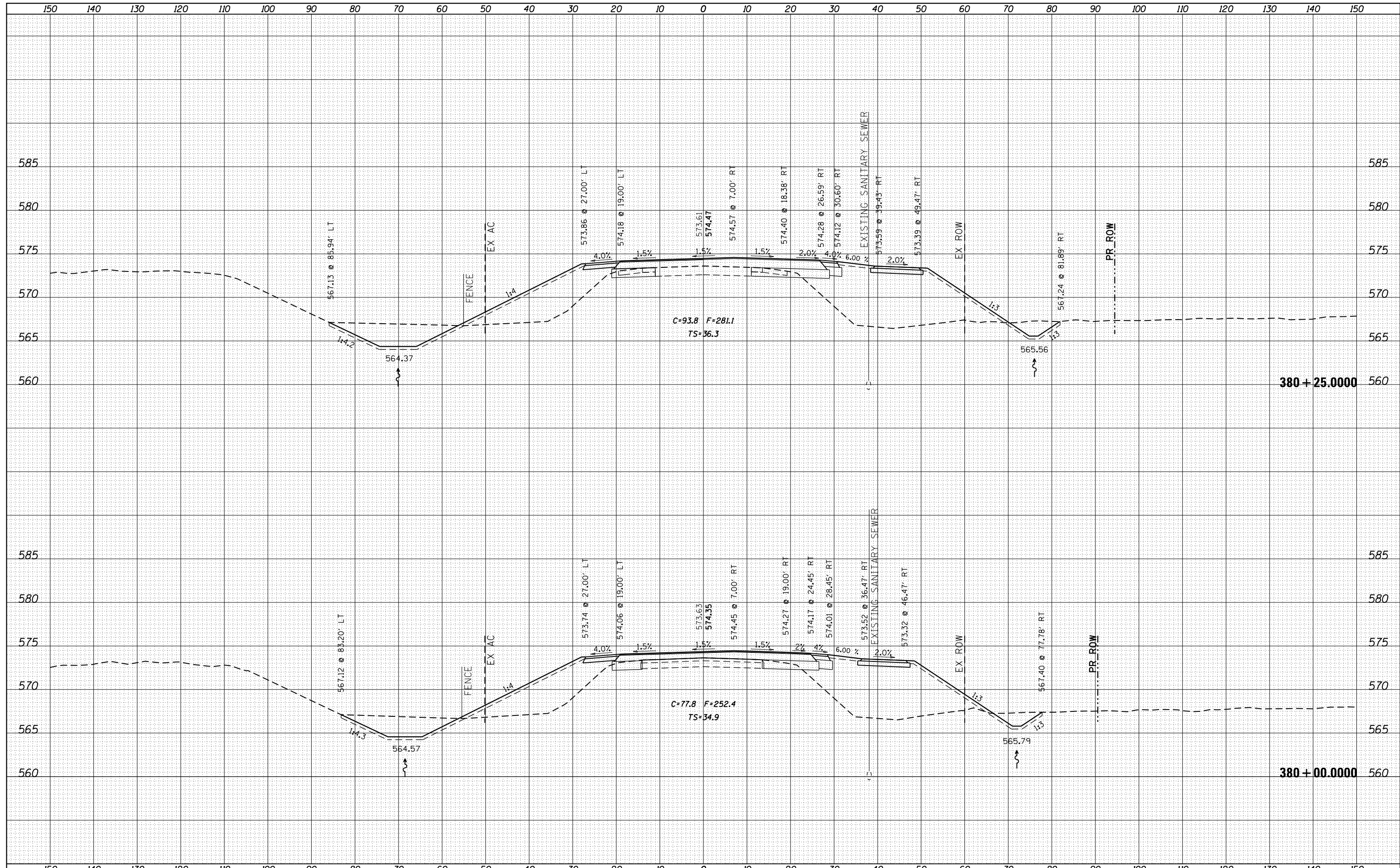
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Default	DATE -	REVISIED -	ILLINOIS FED. AID PROJECT							
SCALE: SHEET OF SHEETS STA. 379+00.0000 TO STA. 379+25.0000										

DATE	
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NOTE BOOK	PLOTTED
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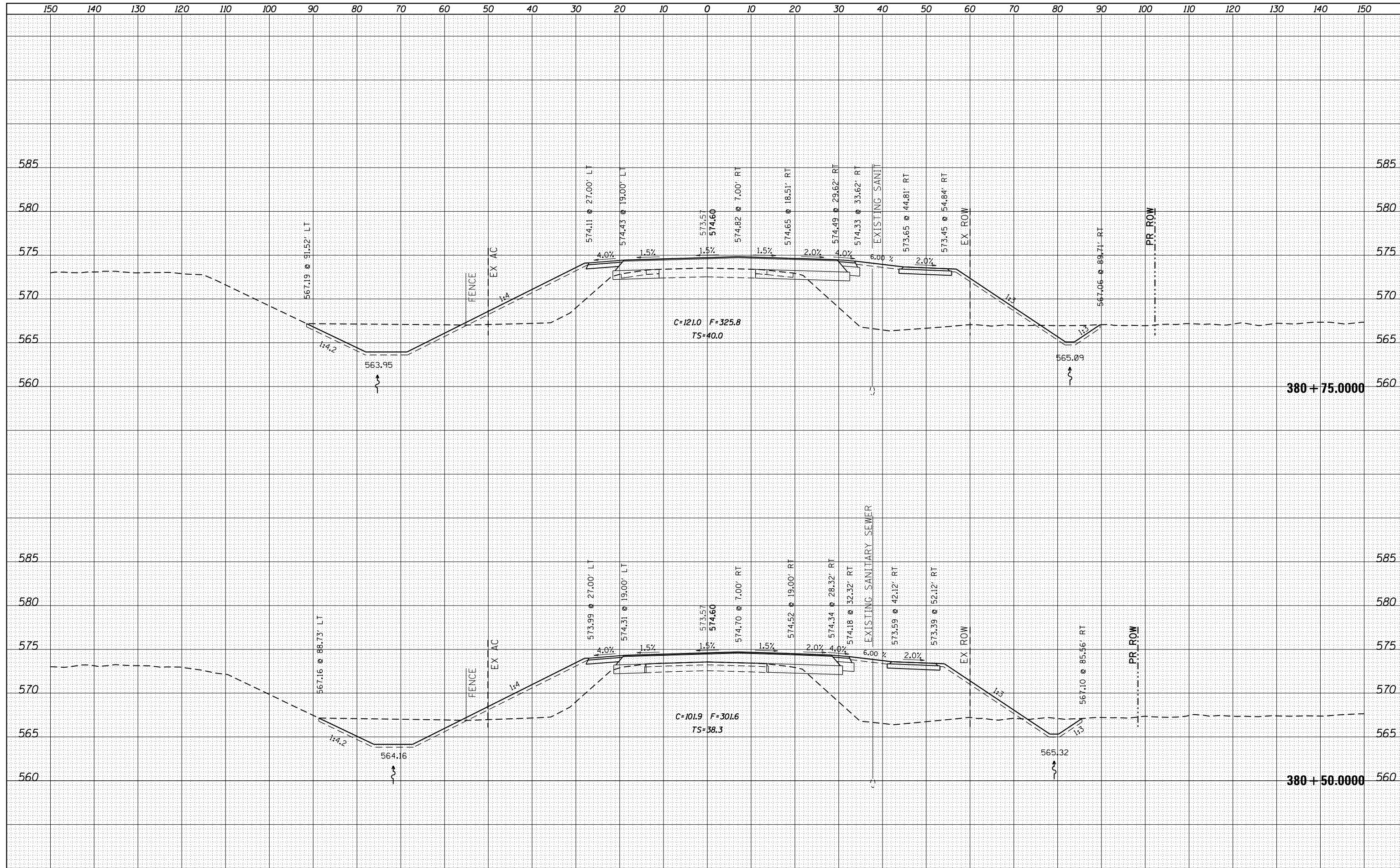
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Default	DATE -	REVISED -	SCALE:			SHEET	OF	SHEETS	STA. 380+00.0000 TO STA. 380+25.0000	ILLINOIS FED. AID PROJECT

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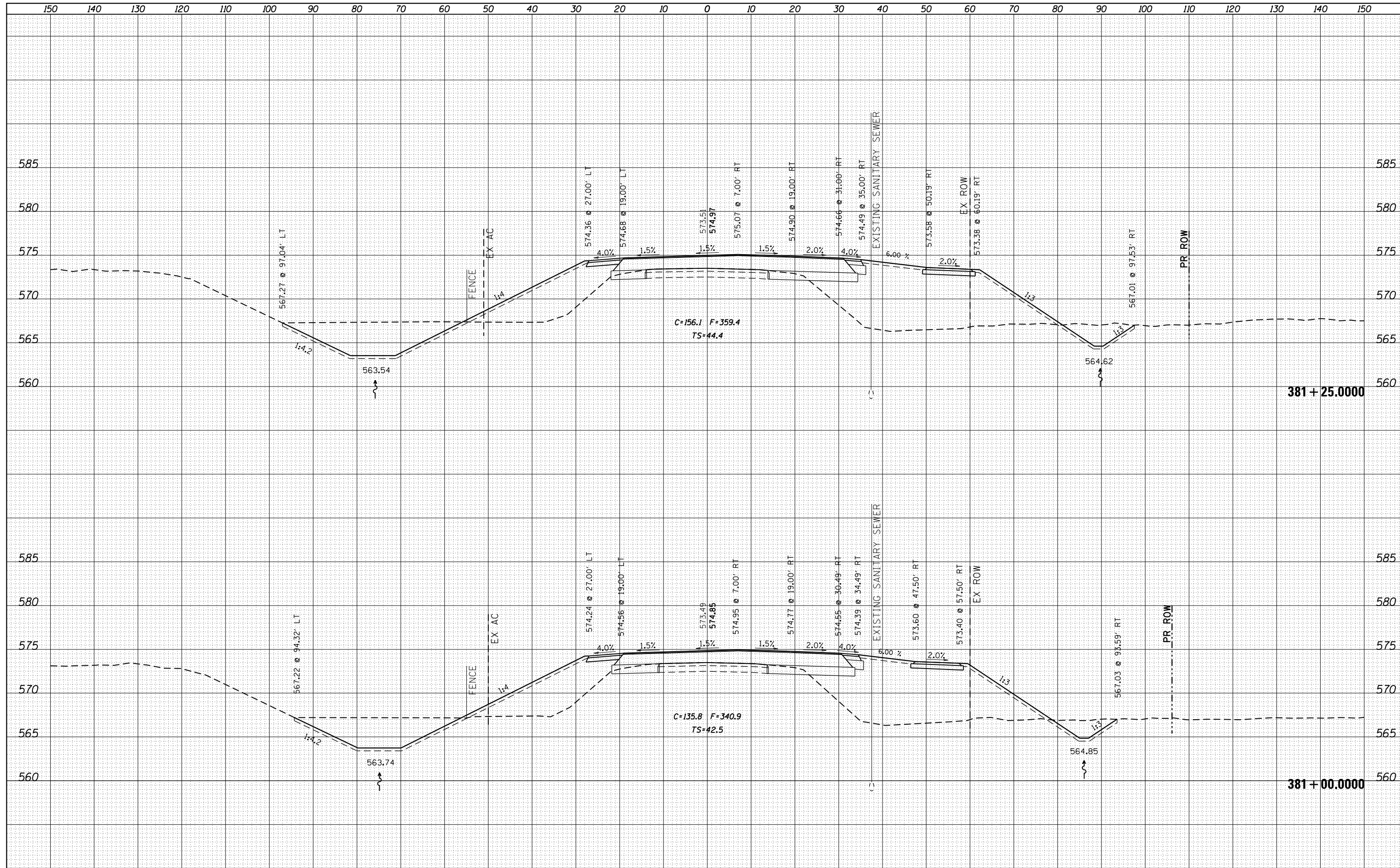
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Default		DATE -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA. 380+50.0000 TO STA. 380+75.0000

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NOTE BOOK	PLOTTED
NO.	TEMPLATE
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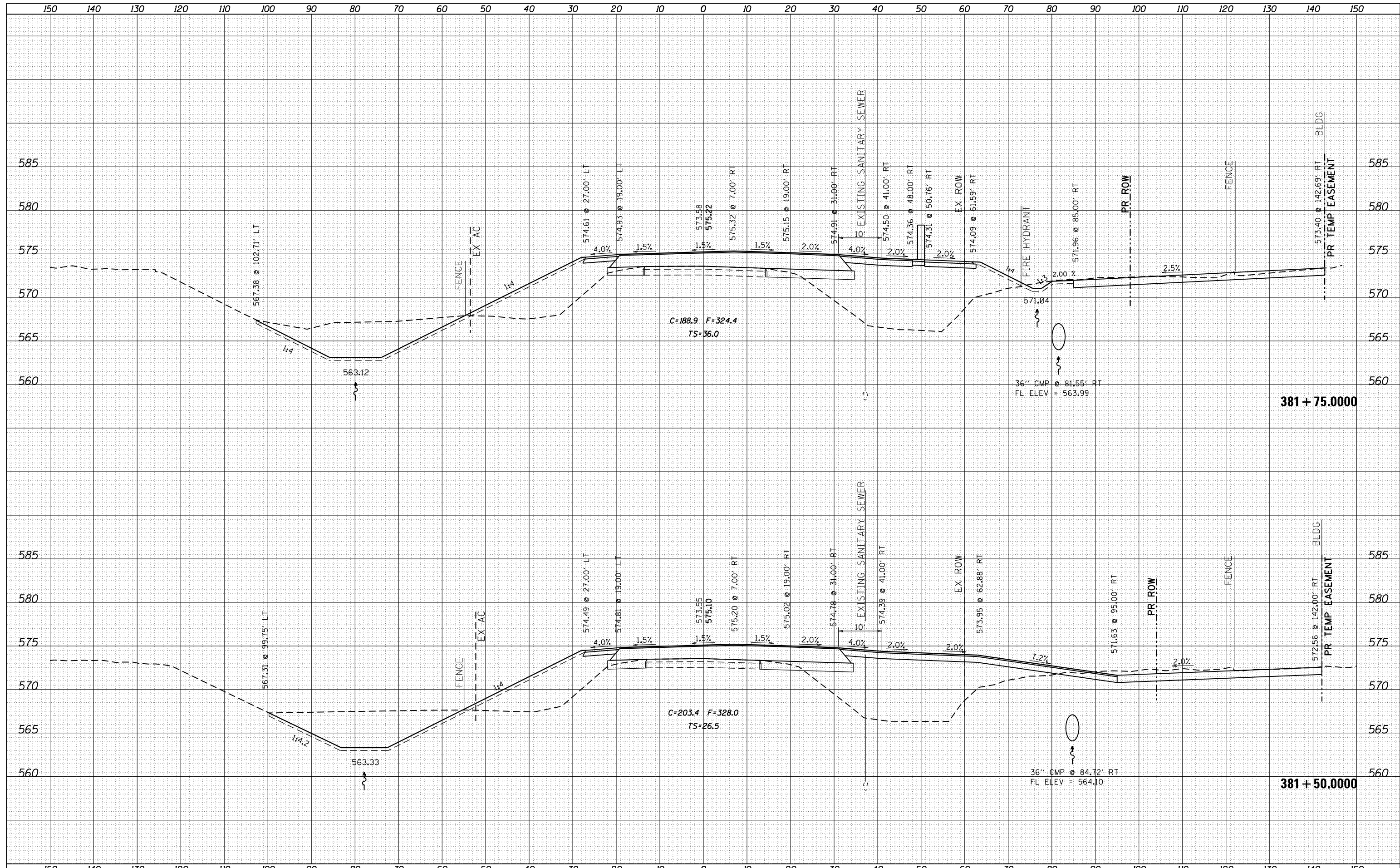
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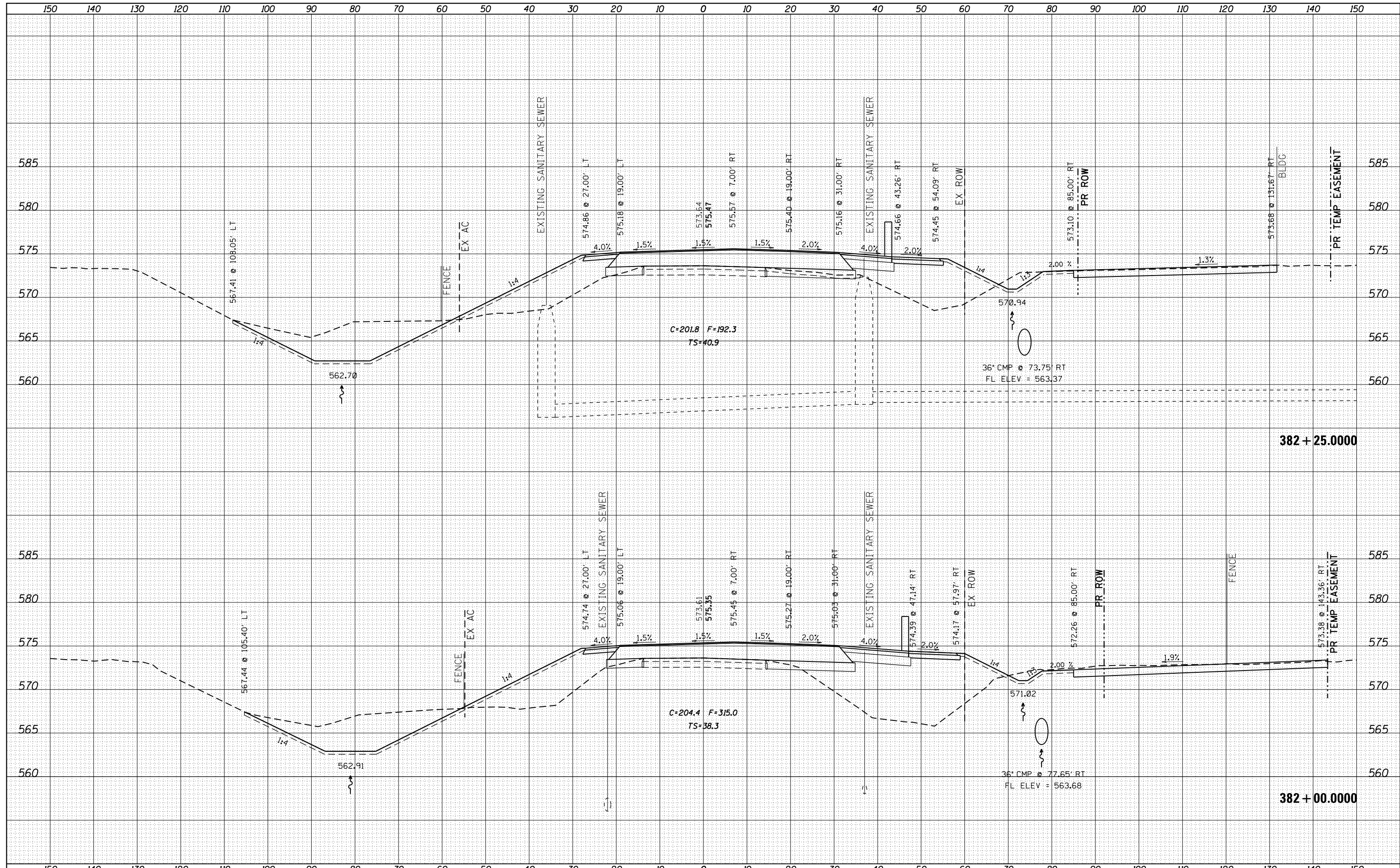
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NO.	TEMPLATE
	AREAS CHECKED



FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. 6 CROSS SECTIONS	F.A.U. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\pwork\pwork\renkesw\dms36693\0205584-xp.mldgn	PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -			5789	40BR	ROCK ISLAND	225	183	
Default	PLOT DATE = Thu Dec 20 09:41:07 2012	CHECKED -	REVISED -			CONTRACT NO. 64341					
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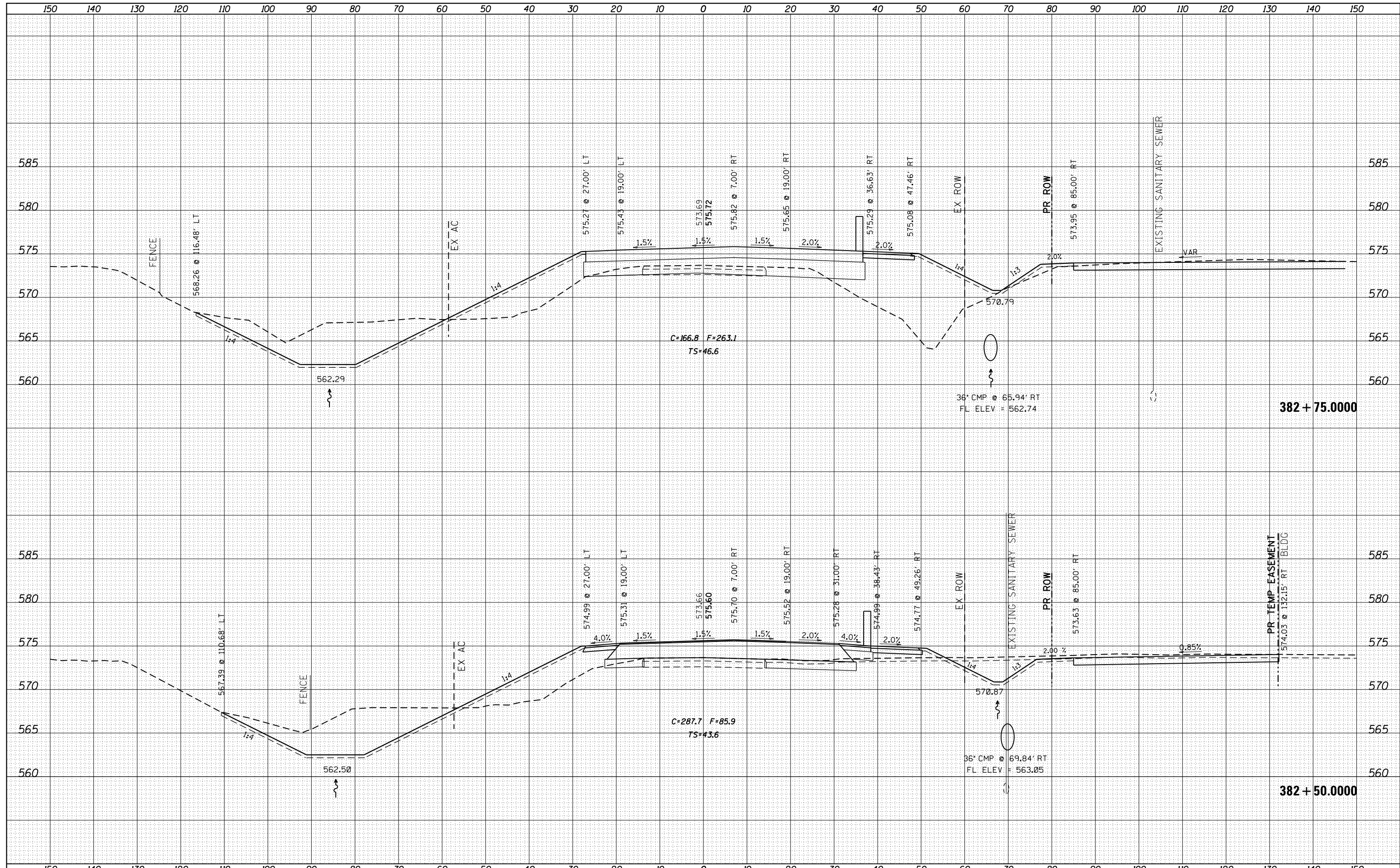
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TEMPLATE	
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DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
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DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

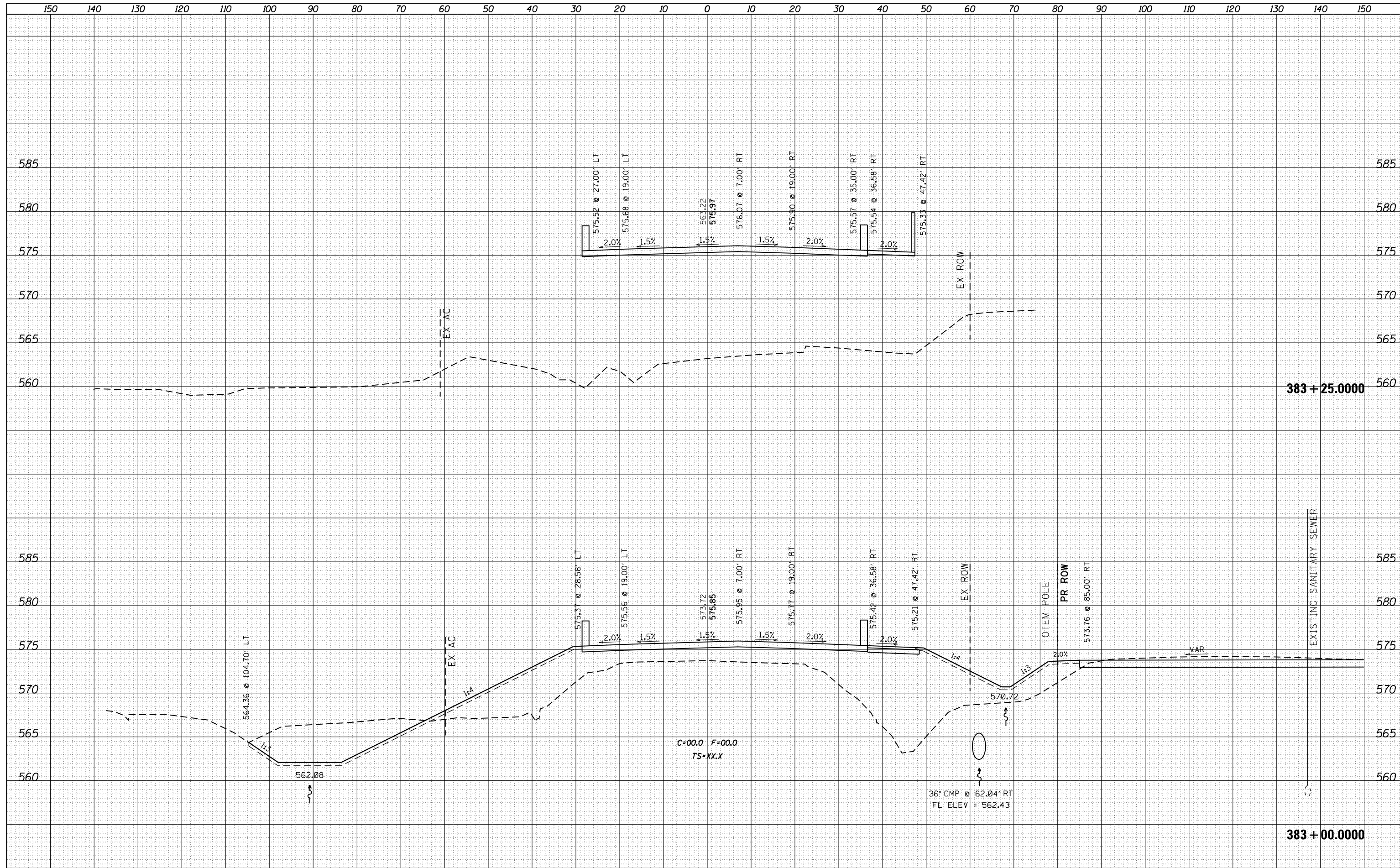
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NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. 6 CROSS SECTIONS	F.A.U. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\pw\work\pwidot\renkesw\dms36693\0205584-xpc.mldgn	PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -			5789	40BR	ROCK ISLAND	225	185	
Default	PLOT DATE = Thu Dec 20 09:42:11 2012	CHECKED -	REVISED -			CONTRACT NO. 64341					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
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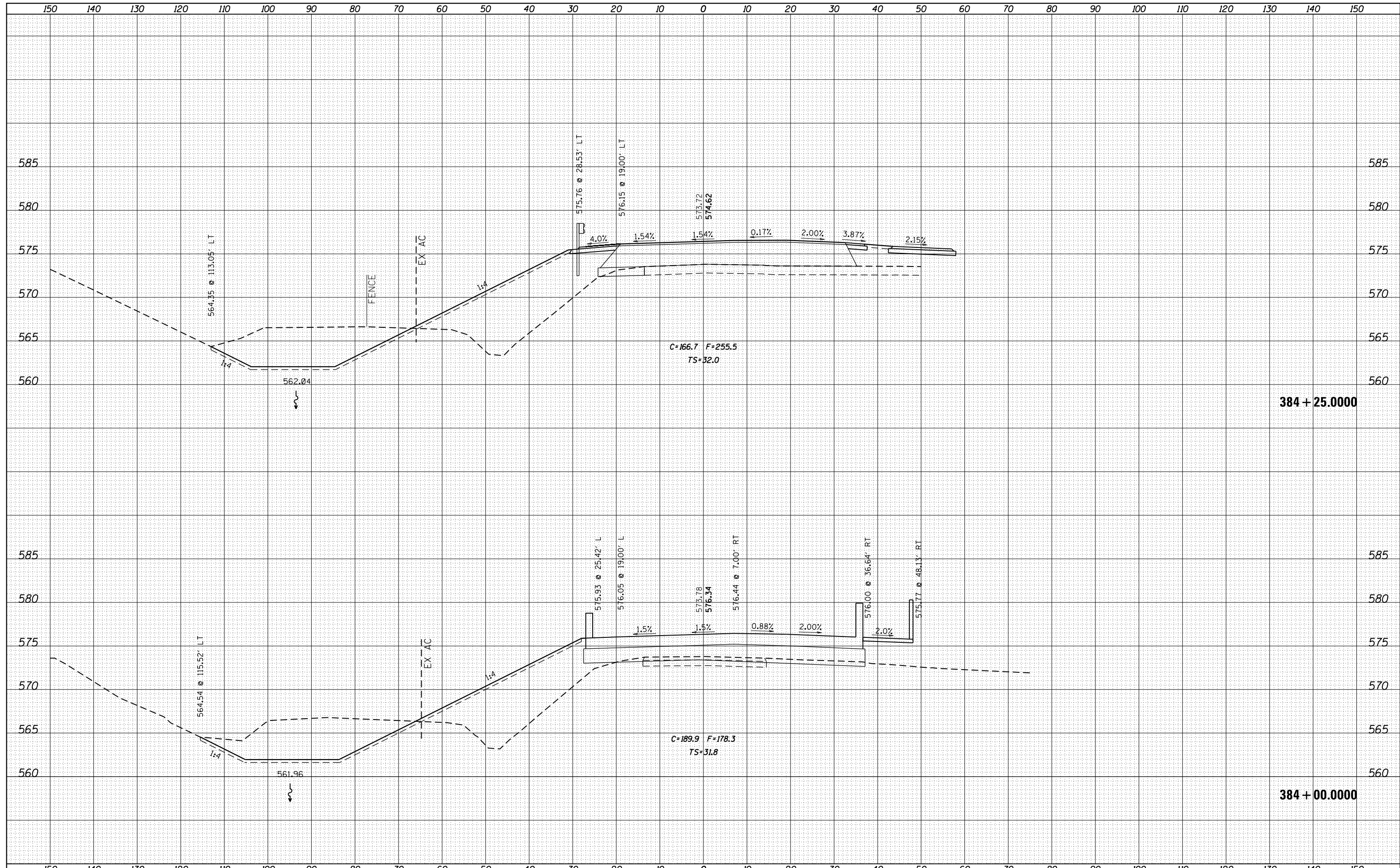
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NOTE BOOK	PLOTTED
NO.	TEMPLATE
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FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. 6 CROSS SECTIONS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 20.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 64341							
Default		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET	OF	SHEETS	STA. 383+00.0000 TO STA. 383+25.0000				

DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED

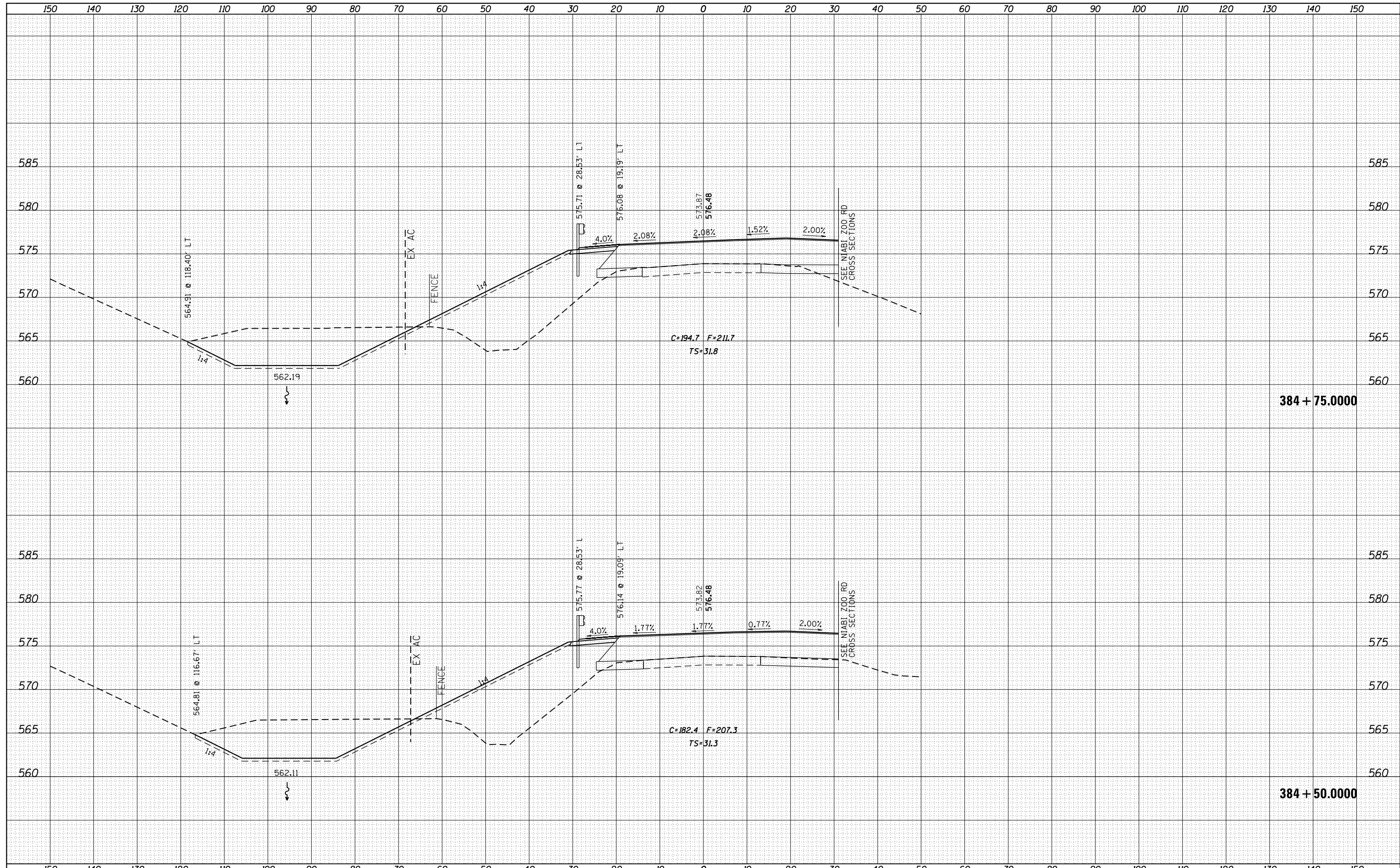
DATE	
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NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED



FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. 6 CROSS SECTIONS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw\work\pwidot\renkesw\dms36693\1205584-xpc.mldgn	PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -			5789	40BR	ROCK ISLAND	225	188
Default	PLOT DATE = Thu Dec 20 09:44:00 2012	CHECKED -	REVISED -			CONTRACT NO. 64341		ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -			SCALE:	SHEET OF SHEETS	STA. 384+00.0000 TO STA. 384+25.0000		

DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
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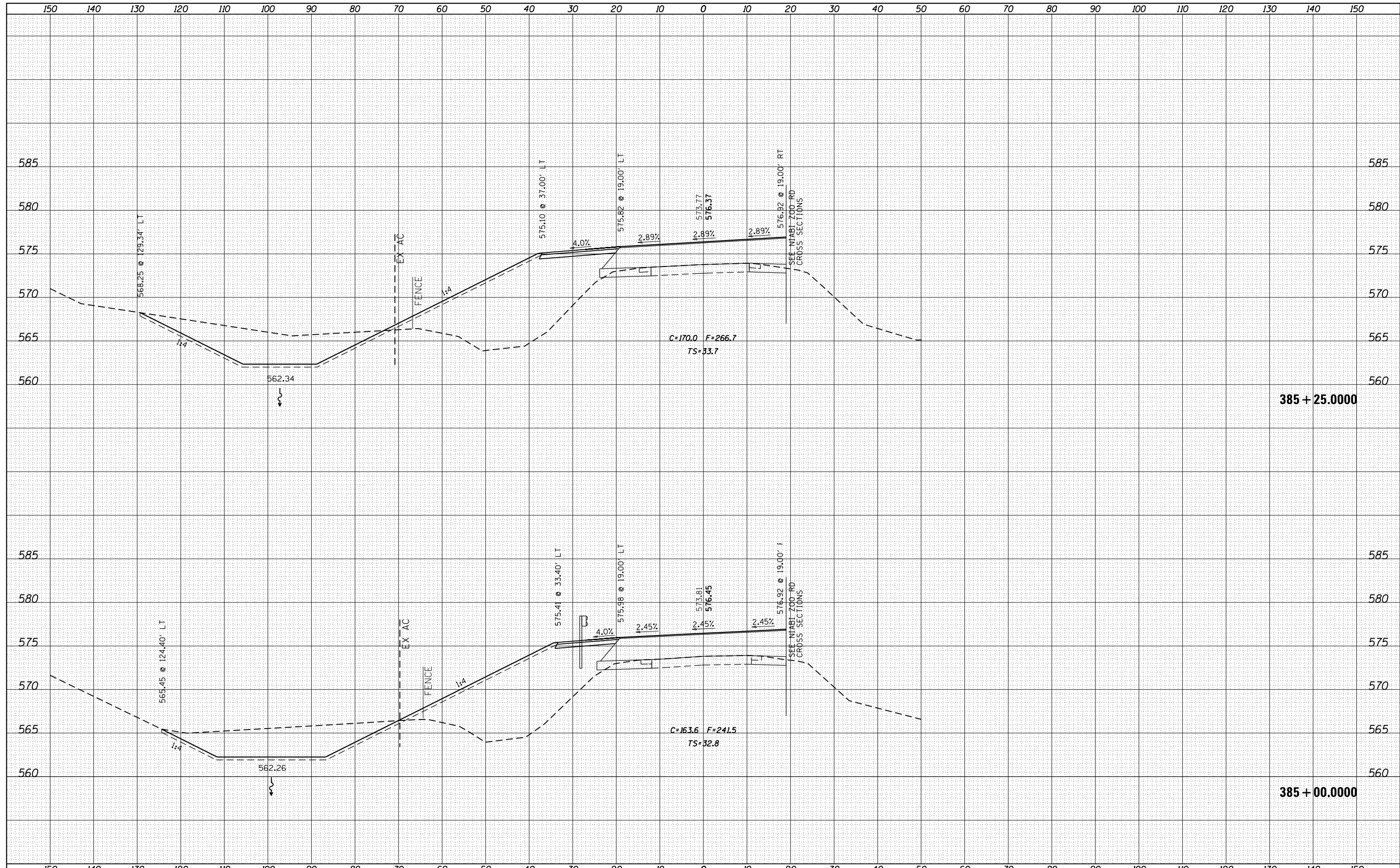
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED



FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. 6 CROSS SECTIONS	F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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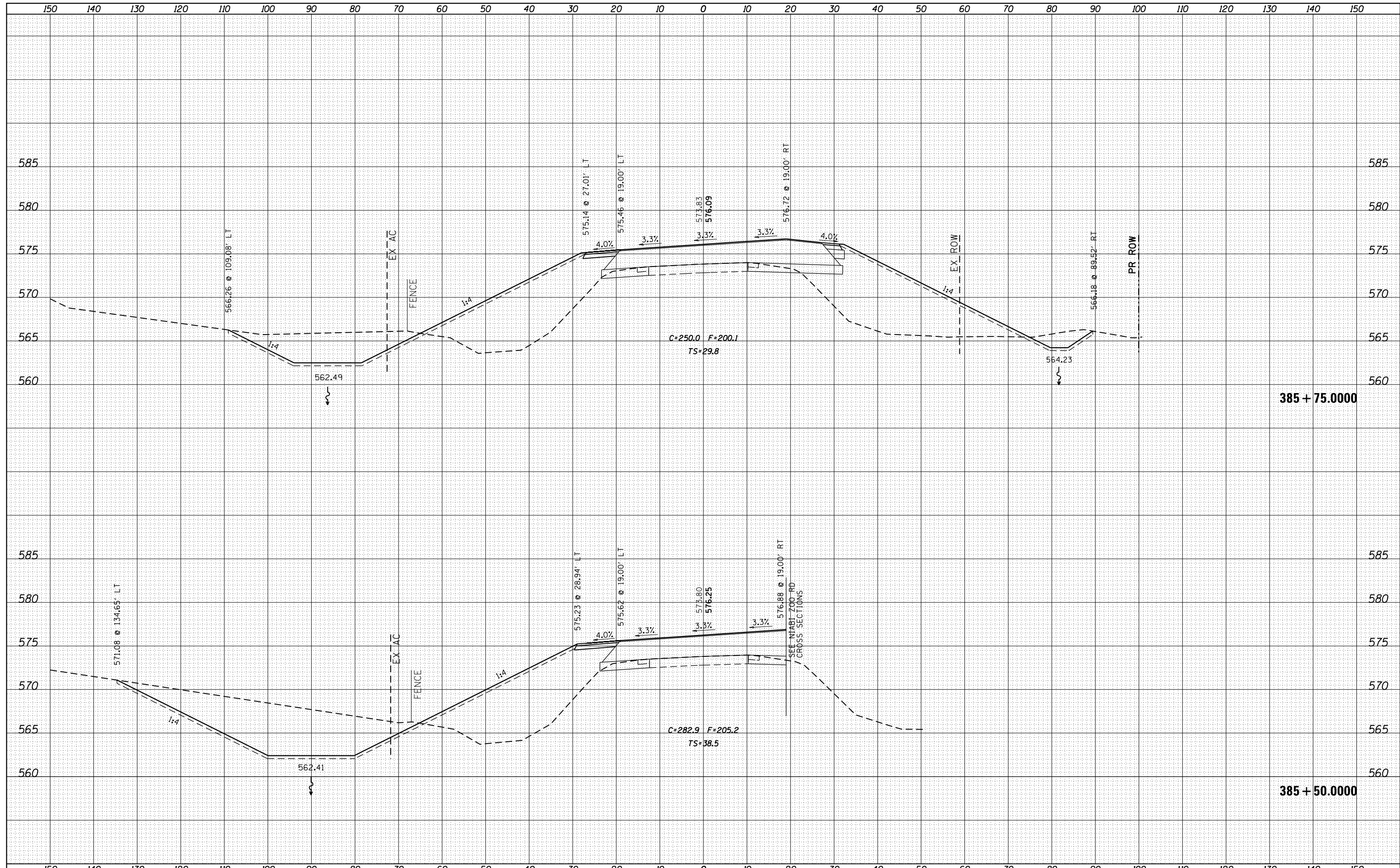
DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED



DATE	
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TEMPLATE	
AREAS	
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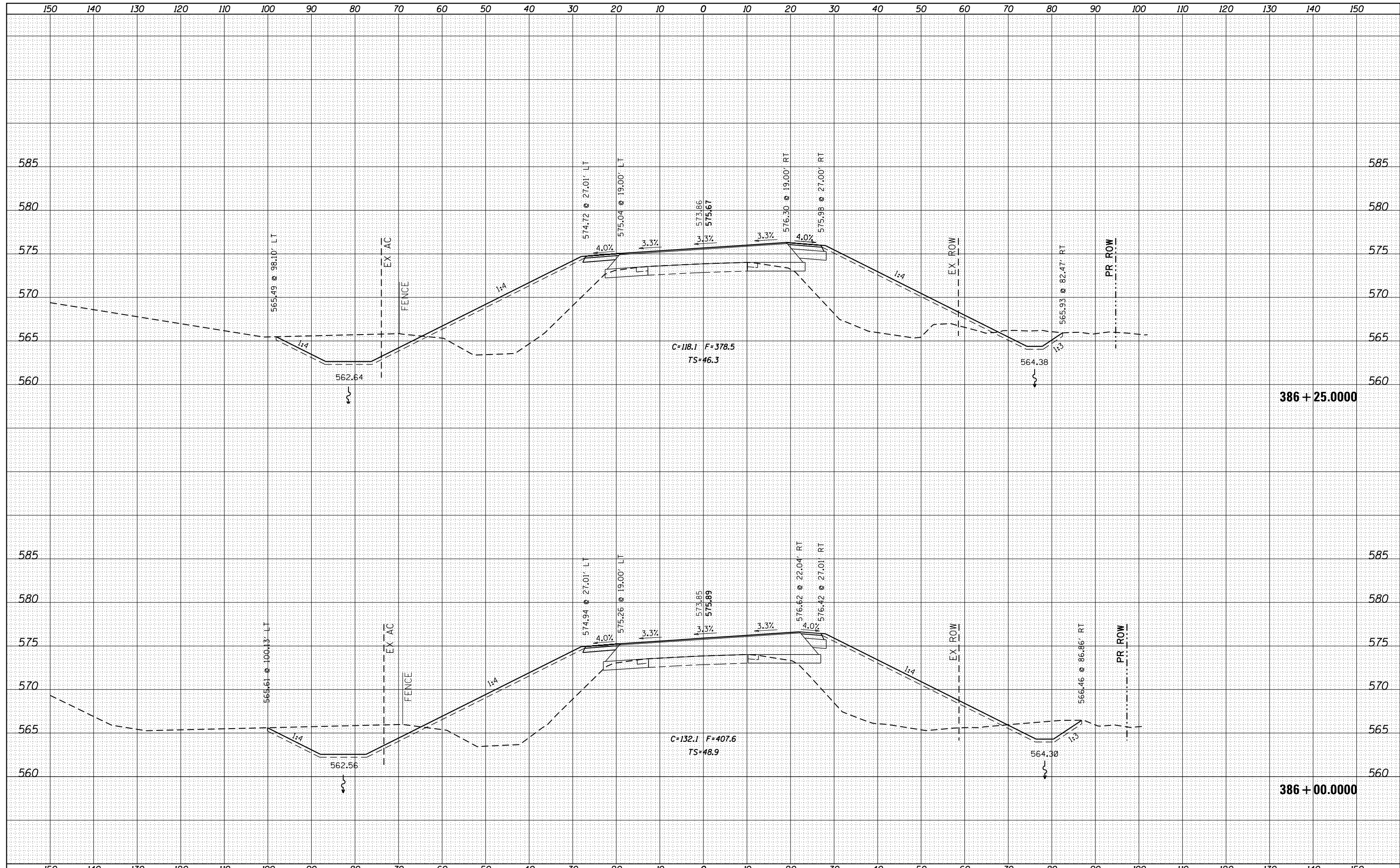
DATE	
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TEMPLATE	
AREAS	
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FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. 6 CROSS SECTIONS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw\work\p\wdot\renkesw\dms36693\0205584-xpc.mldgn	DRAWN -	REVISED -	5789			40BR	ROCK ISLAND	225	191	
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	PLOT DATE = Thu Dec 20 09:45:59 2012	DATE -	REVISED -			SCALE:	SHEET OF SHEETS	STA. 385+50.0000 TO STA. 385+75.0000	ILLINOIS FED. AID PROJECT	

DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

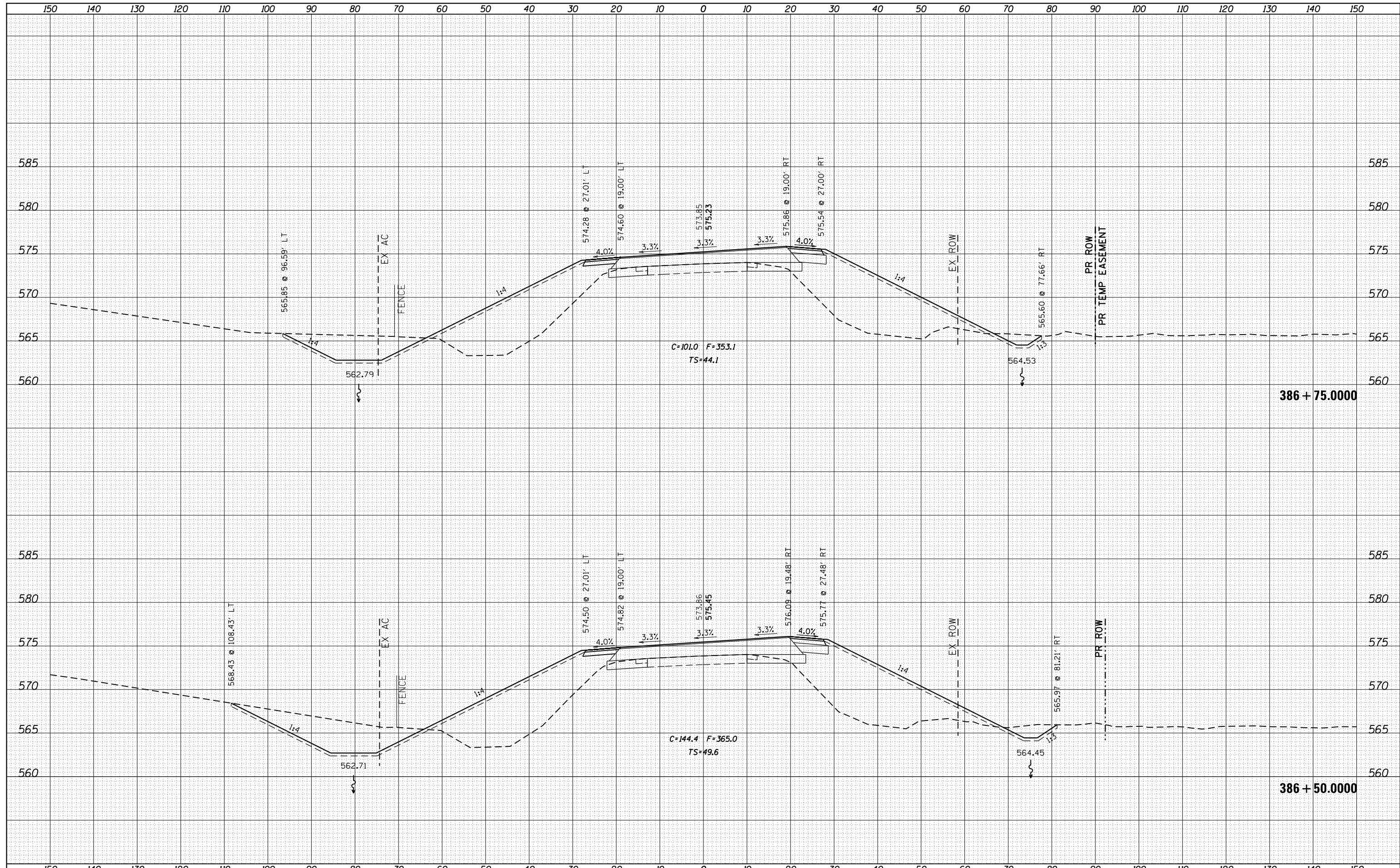
DATE	
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
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FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. 6 CROSS SECTIONS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pwork\pwork\renkesw\dms36693\1205584-xpc.mldgn		DRAWN -	REVISIED -			5789	40BR	ROCK ISLAND	225	192
PLOT SCALE = 20.0000' / in.		CHECKED -	REVISIED -			CONTRACT NO. 64341				
Default		DATE -	REVISIED -			SCALE:	SHEET	OF	SHEETS	STA. 386+00.0000 TO STA. 386+25.0000

DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

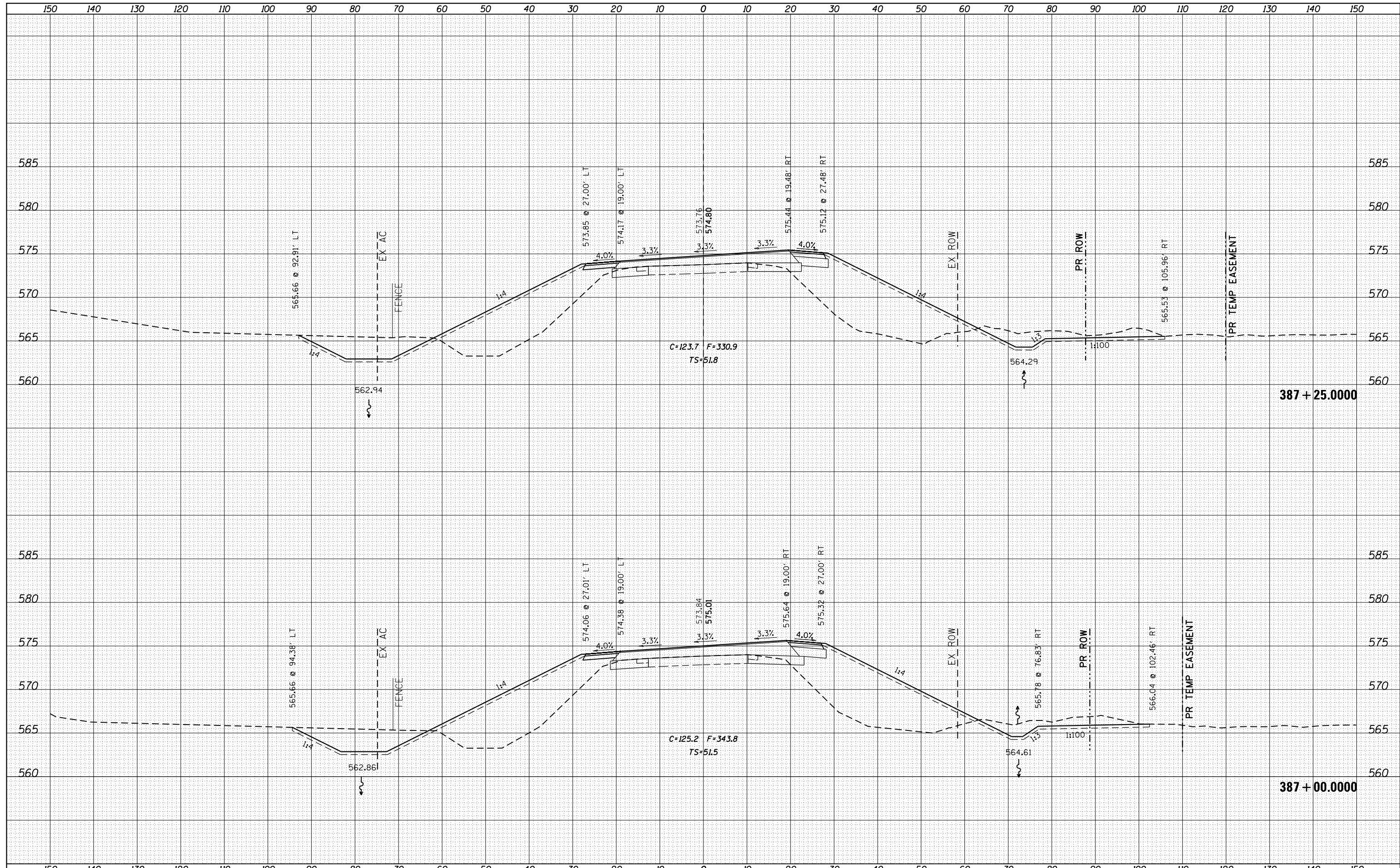
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
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FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. 6 CROSS SECTIONS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Plot Scale = 20.0000' / in.	CHECKED -	REVISIED -			5789	40BR	ROCK ISLAND	225	193	
	PLOT DATE = Thu Dec 20 09:47:00 2012	DATE -	REVISIED -			CONTRACT NO. 64341			ILLINOIS FED. AID PROJECT		
						SCALE:	SHEET	OF	SHEETS	STA. 386+50.0000 TO STA. 386+75.0000	

DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

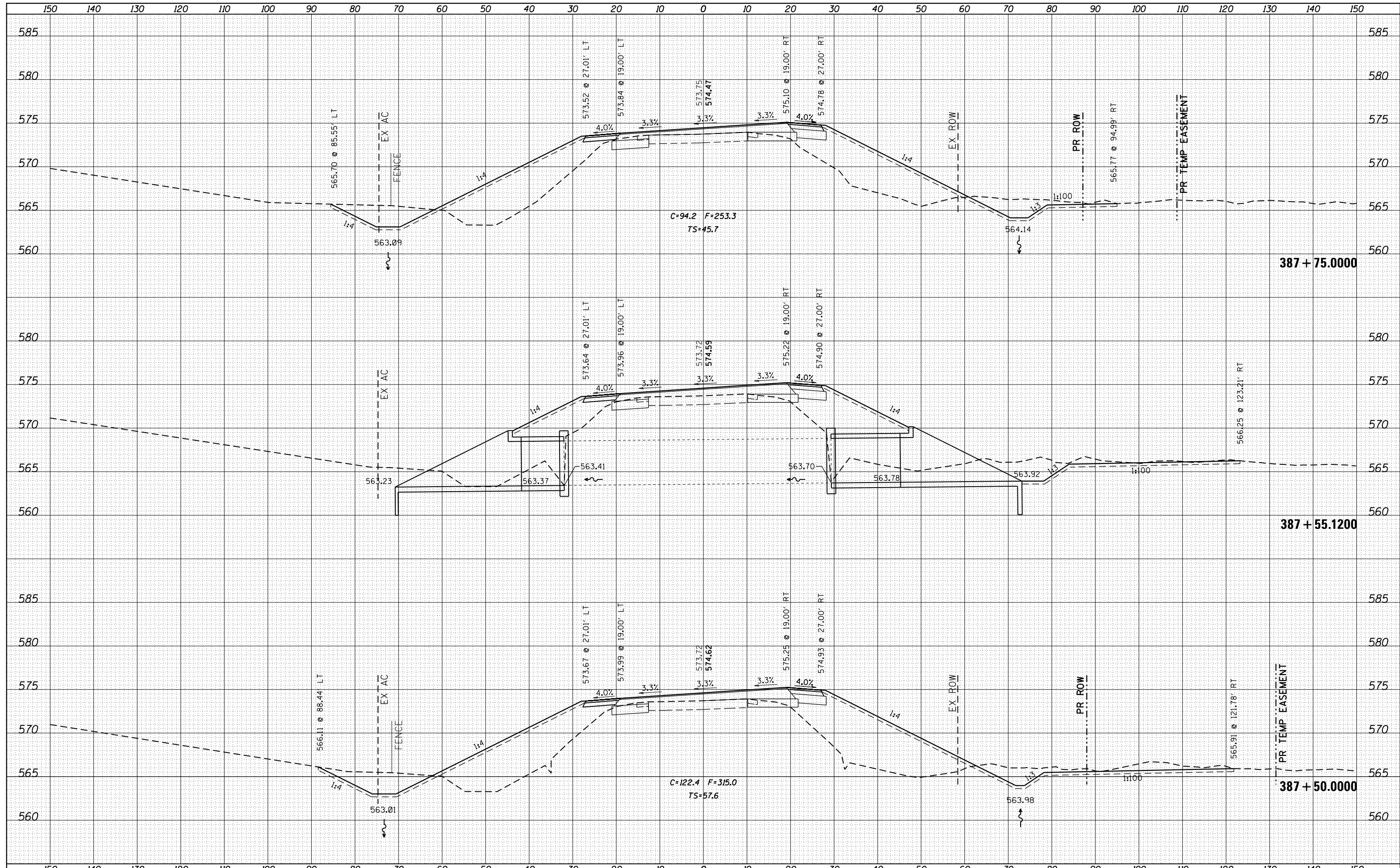
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BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
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FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. 6 CROSS SECTIONS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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Default	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -		SCALE:		SHEET	OF	SHEETS	STA. 387+00.0000 TO STA. 387+25.0000	ILLINOIS FED. AID PROJECT	
	PLOT DATE = Thu Dec 20 09:47:34 2012	DATE -	REVISED -								CONTRACT NO. 64341	

DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
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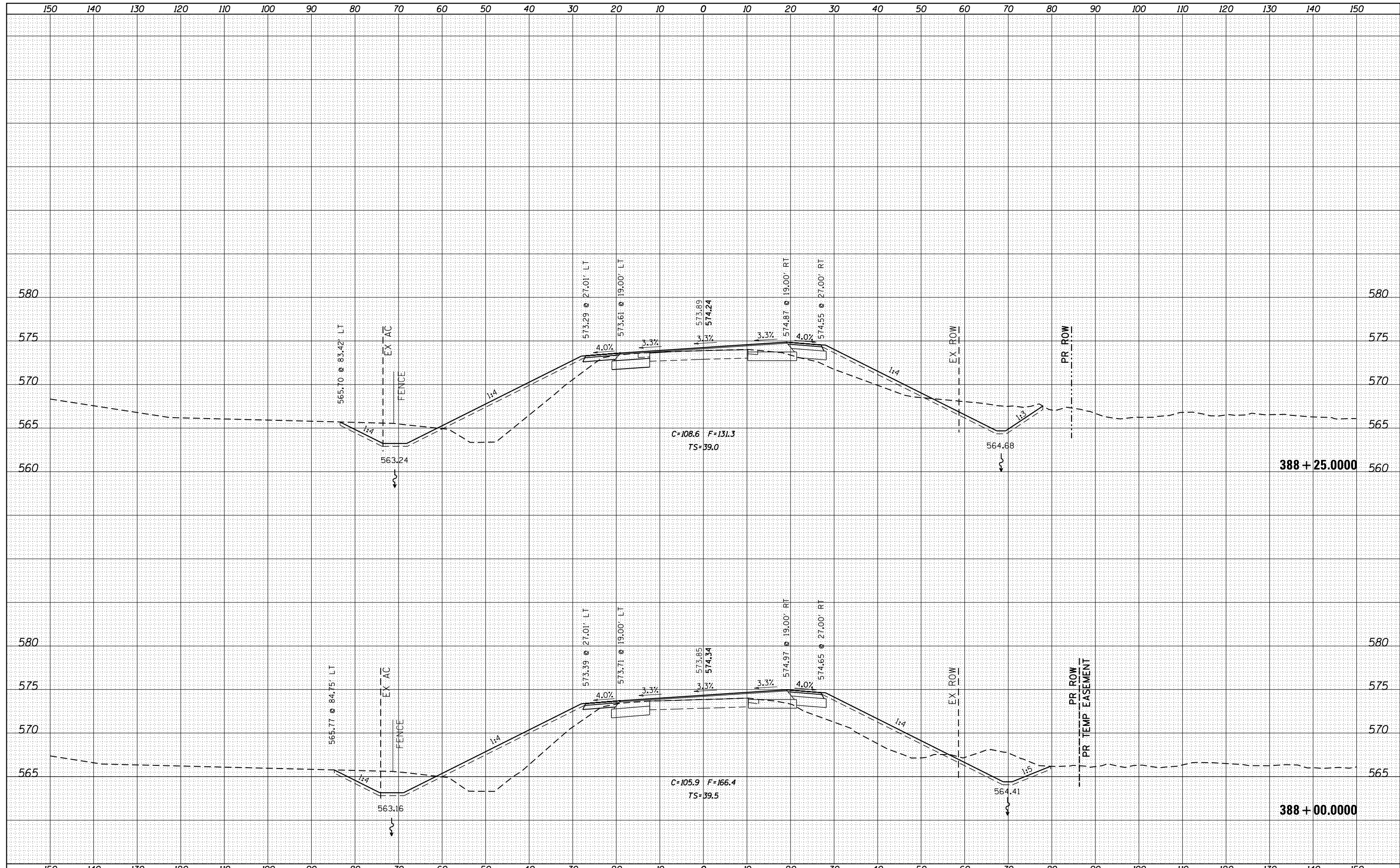
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
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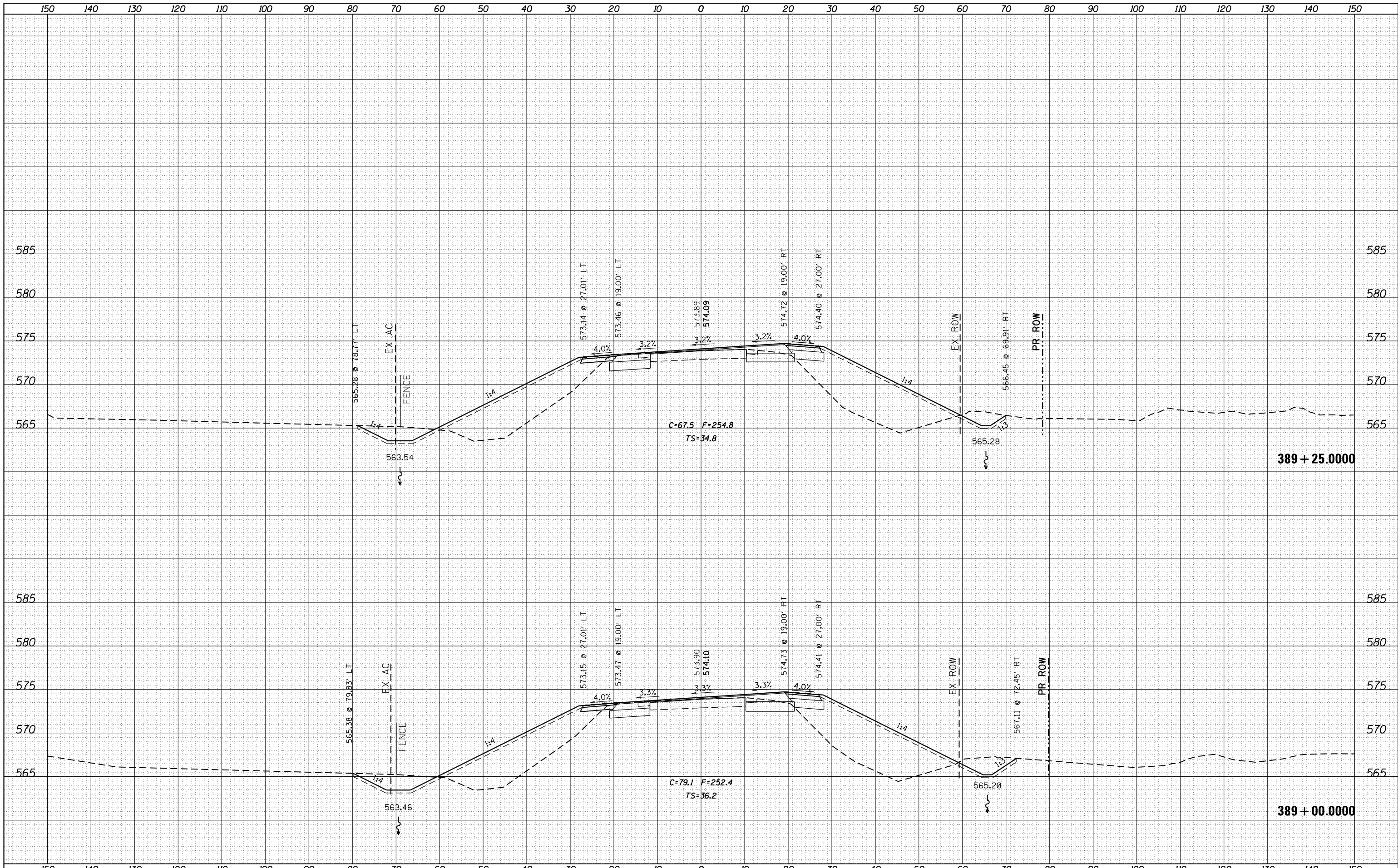
FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. 6 CROSS SECTIONS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		DATE -	REVISED -			SCALE:	SHEET OF SHEETS	STA. 387+50.0000 TO STA. 387+75.0000			

DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



FILE NAME =	USER NAME = renkesrw	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. 6 CROSS SECTIONS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Plot Scale = 20.0000' / in.	CHECKED -	REVISIED -			5789	40BR	ROCK ISLAND	225	196	
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						SCALE:	SHEET OF SHEETS	STA. 388+00.0000 TO STA. 388+25.0000		ILLINOIS FED. AID PROJECT	



DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

DATE	
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

FILE NAME =
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USER NAME = renkesw
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = Thu Dec 20 09:50:03 2012

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

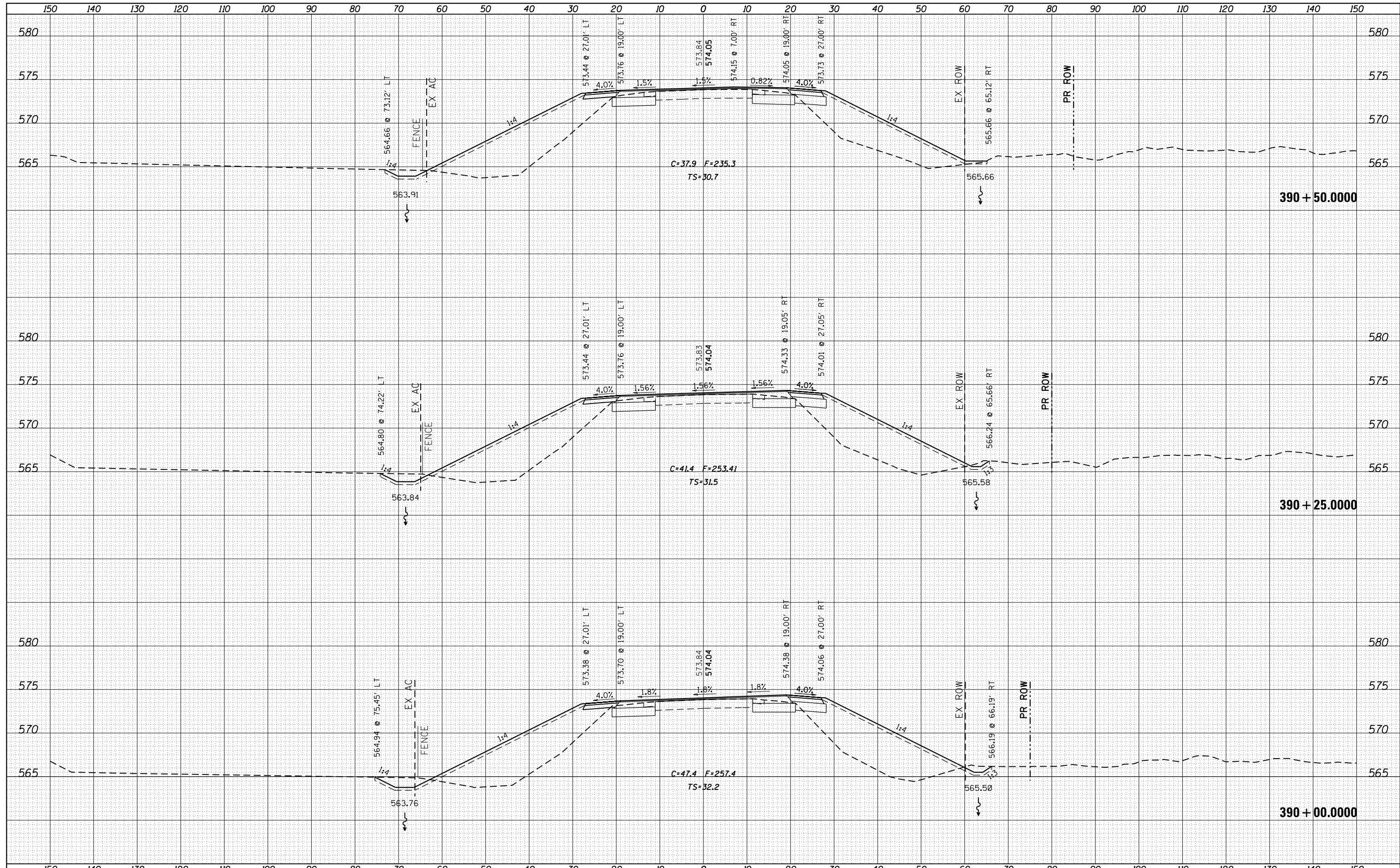
U.S. 6 CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 389+00.0000 TO STA. 389+25.0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5789	40BR	ROCK ISLAND	225	198
CONTRACT NO. 64341			ILLINOIS FED. AID PROJECT	

DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED



FILE NAME =	USER NAME = renkesw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. 6 CROSS SECTIONS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw\work\pwidth\renkesw\dms36693\0205584-xpc.mxd	DRAWN -	REVISED -	5789			40BR	ROCK ISLAND	225	200	
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 64341							
Default	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							