

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* EVERYWHERE THE CONTRACT NUMBER IS STATED, IT SHOULD READ 64P36. THE SECTION NUMBER SHOULD READ D2 BJR 2020-3. THERE ARE 21 TOTAL SHEETS.

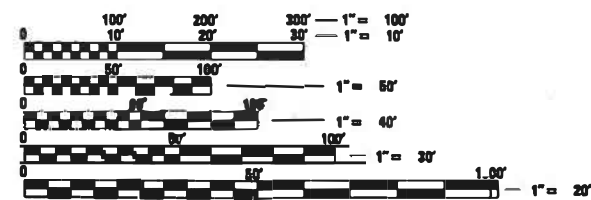
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
599 (IL 92)	D2 BJR 2020-3	ROCK ISLAND	* 39	1
CONTRACT NO. 64P36			ILLINOIS FED. AID PROJECT	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 599 (IL 92)
SECTION D2 BJR 2020-3
PROJECT 64P36
BRIDGE REHABILITATION
ROCK ISLAND COUNTY

BEGIN IMPROVEMENT
STA 1024 + 48.58
END IMPROVEMENT
STA 1025 + 45.47
BRIDGE REHABILITATION
SN 081-0074
CENTER STA 1024 + 97.02



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

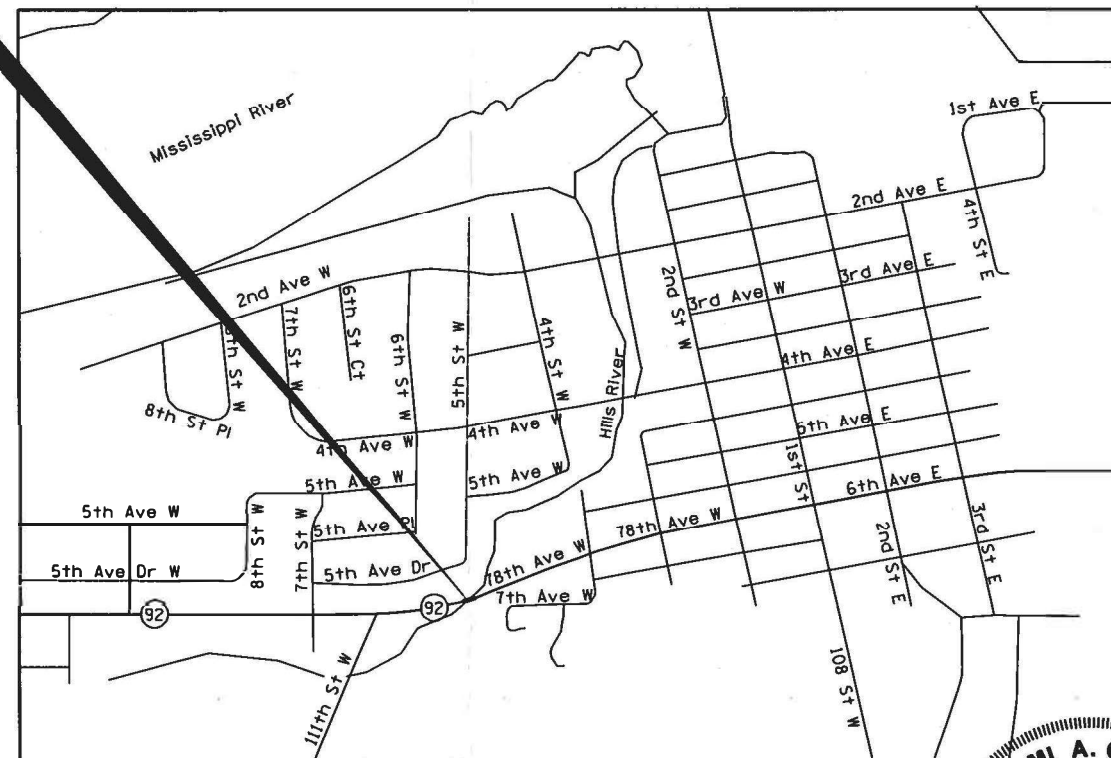
PROJECT ENGINEER OLUFEMI OLADEINDE, P.E., S.E. (312) 551-9780
PROJECT MANAGER MAHMOUD ETEMADI, P.E. (815) 284-5359

CONTRACT NO. 64P36



C-92-061-20

CITY
OF
ANDALUSIA

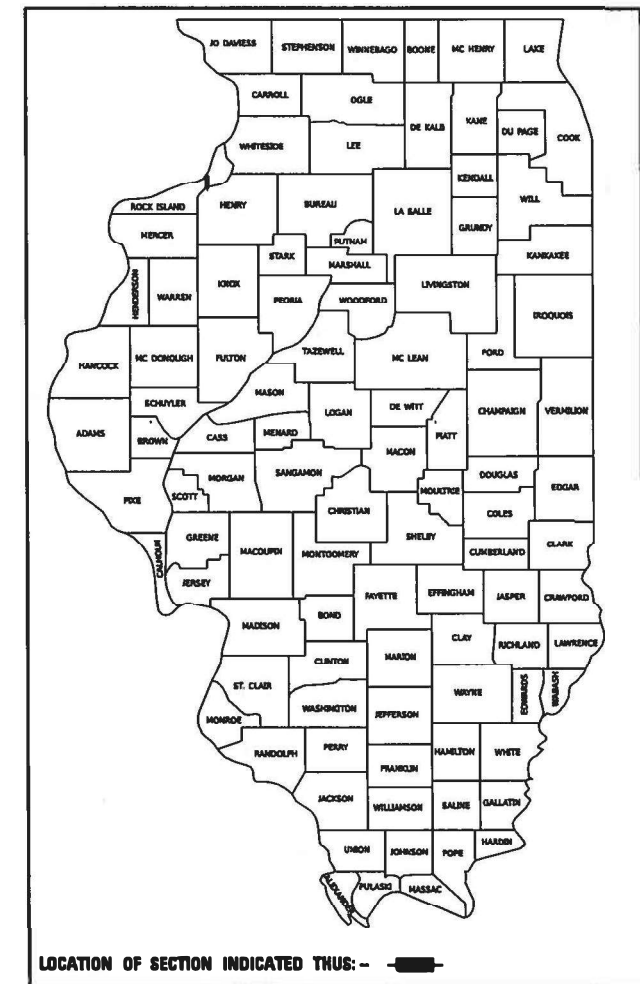


LOCATION MAP
(NOT TO SCALE)

GROSS LENGTH = 98.89 FT. (0.018 MILE)
NET LENGTH = 96.89 FT. (0.018 MILE)



Signed: *Olufemi A. Oladeinde* 03-22-2020 Date
OLUFEMI A. OLADEINDE
LICENSE EXPIRES 11-30-2021



LOCATION OF SECTION INDICATED THUS: -

FUNCTIONAL CLASSIFICATION
MINOR ARTERIAL
2019 AADT = 2950
P. = 96% EST. TRUCK 4%
ANDALUSIA TOWNSHIP

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED *March 03, 2020*

[Signature]
REGIONAL ENGINEER

May 8, 2020

[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

May 8, 2020

[Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
01	COVER SHEET
02	GENERAL NOTES AND HIGHWAY STANDARDS
03	SUMMARY OF QUANTITIES
04	STAGING NOTES & CROSS SECTIONS
05-6	MAINTENANCE OF TRAFFIC
07-14	BRIDGE PLANS
15-21	STANDARDS

GENERAL NOTES

- IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16, THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT, AS DEFINED IN ARTICLE 101.17 IF TRACK MOUNTED OR WHEELED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES, AND THE CITY OF ANDALUSIA.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.39 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123.

IDOT IS NOT A MEMBER OF JULIE. IF YOU ARE NEAR ANY OVERHEAD LIGHTING, INTERSECTION LIGHTING OR TRAFFIC SIGNALS, CONTACT THE IDOT TRAFFIC OFFICE AT 815/284-5469 AT LEAST 48 HOURS PRIOR TO WORK.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE MUNICIPALITY TO DETERMINE APPROVED METHODS OF UTILITY STRUCTURE ADJUSTMENT. UTILITY STRUCTURES MAY INCLUDE, BUT ARE NOT LIMITED TO, MANHOLES, WATER VALVES, HANDHOLES, ETC. ALL MATERIALS AND WORK NECESSARY TO COMPLETE ADJUSTMENTS PER MUNICIPALITY REQUIREMENTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED ADJUSTMENT PAY ITEM.
- ALL DAMAGE TO EXISTING PAVEMENT MARKING OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTORS EXPENSE. NO ADDITIONAL COST TO THE DEPARTMENT.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCES, ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL STRIPING SHALL BE AS DIRECTED BY THE ENGINEER.
- PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:
 - ALL WORDS, SUCH AS ONLY, SHALL BE 8 FEET HIGH.
 - ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
 - THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8 INCHES, NOT 7 INCHES, AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.
 - CENTERLINE SKIP DASH PAVEMENT MARKING ON MULTI-LANE DIVIDED, MULTI-LANE UNDIVIDED, AND ONE-WAY ROADWAY SHALL BE ACCORDING TO DISTRICT STANDARD 41.1.
- FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- THE FINAL TOP FOUR INCHES OF SOIL IN ANY RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE SOIL MUST BE FROM A HORIZON (ZERO TO 2' DEEP) OF SOIL PROFILES OF LOCAL SOILS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES BID AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL LOGS, SHRUBS, BUSHES, SAPLINGS, UNDERBRUSH OR DEBRIS ACCORDING TO SECTION 201 OF THE STANDARD SPECIFICATIONS AT LOCATIONS REQUIRING ACCESS TO THE SUBSTRUCTURE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT THE COST SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- WHEN RELOCATE TEMPORARY CONCRETE BARRIER IS SPECIFIED, THE WALL SHALL BE REMOVED, STORED AND TRANSPORTED TO AND FROM STORAGE, WHEN THE WALL IS NOT NEEDED FOR A TIME AS SHOWN ON THE STAGING PLANS, AND RELOCATED AND REINSTATED AT THE NEW LOCATION. THE REINSTALLATION REQUIREMENTS SHALL BE THE SAME AS THOSE FOR A NEW INSTALLATION. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR RELOCATE TEMPORARY CONCRETE BARRIER.
- RELOCATE TEMPORARY IMPACT ATTENUATORS SHALL INCLUDE STORAGE AND TRANSPORTATION TO AND FROM STORAGE, WHEN THE DEVICE IS NOT NEEDED FOR A TIME, AS SHOWN ON THE STAGING PLANS. THIS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR IMPACT ATTENUATORS, RELOCATE OF THE TYPE SPECIFIED.

HIGHWAY STANDARDS

000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701321-18	LANE CLOSURE, MULTILANE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701423-10	LANE CLOSURE, MULTILANE, WITH BARRIER, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGN & MARKERS)
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

UTILITY NOTES

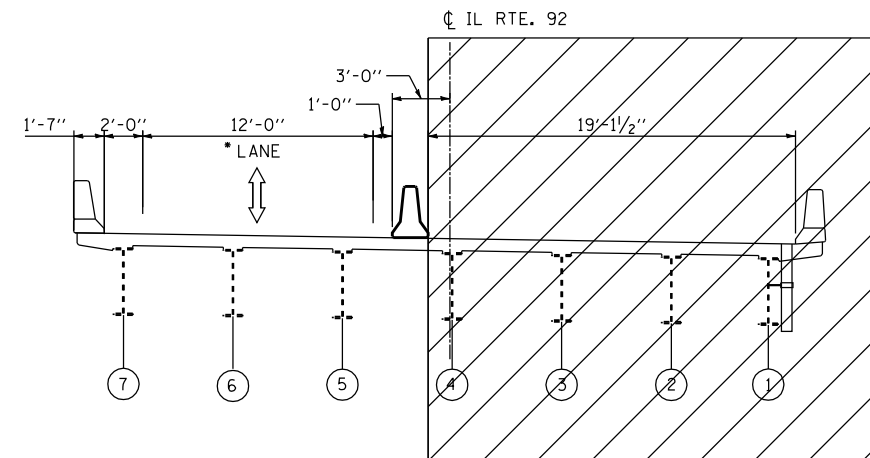
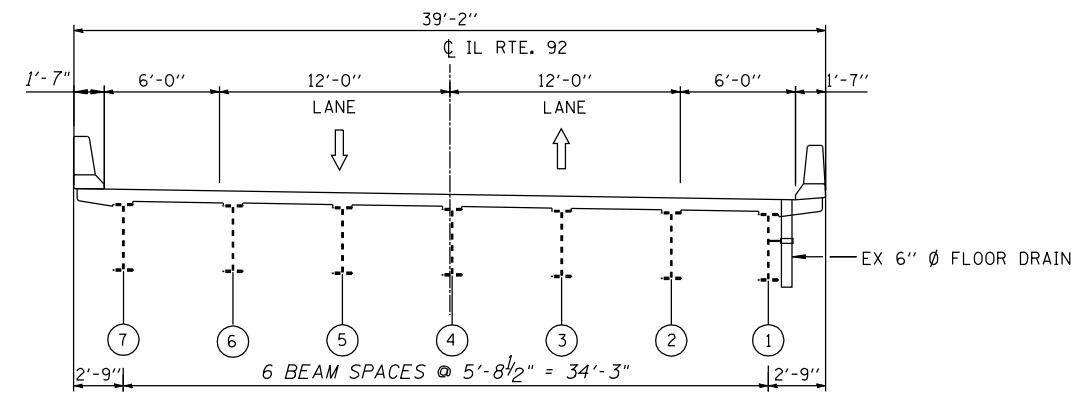
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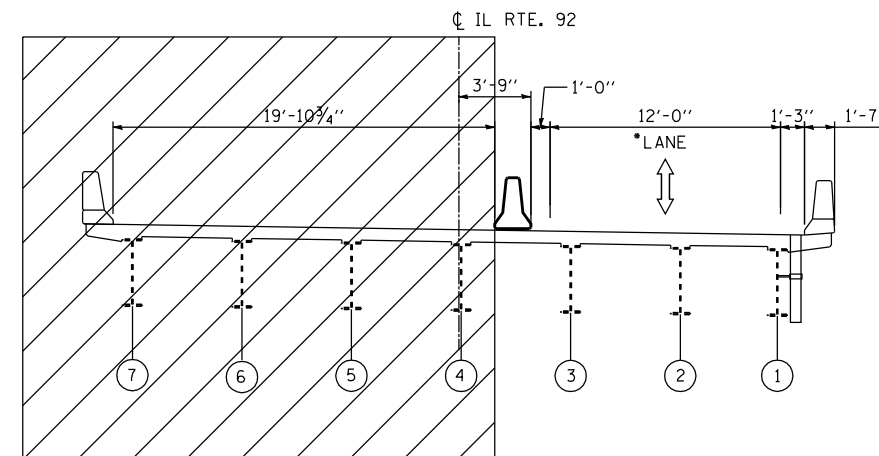
 SDI ENGINEERING CORP. www.sdiengr.com	USER NAME = #USER#	DESIGNED - AA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES AND HIGHWAY STANDARDS			F.A.P. RTE. #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT DATE = #DATE#	REVISED -							ILLINOIS FED. AID PROJECT					

CONSTRUCTION STAGING GENERAL NOTES

1. ALL SIGNING MUST BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED APRIL 1 2016. THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE IDOT BUREAU OF DESIGN AND ENVIRONMENT HIGHWAY STANDARDS AND THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
2. LONGITUDINAL DIMENSIONS SHOWN ON THESE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR MUST BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS AND OTHER DEVICES INSTALLED ARE IN PLACE AND OPERATING 24 HOURS EACH DAY INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME THIS CONSTRUCTION IS IN EFFECT.
4. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE CONSTRUCTION IS IN EFFECT MUST BE COMPLETELY COVERED BY THE CONTRACTOR.
5. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS MUST BE AS REQUIRED BY THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
6. AS A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED MUST MEET THE REQUIREMENTS FOR TYPE A - LOW INTENSITY FLASHING LIGHTS IN ARTICLE 702.04 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION MUST BE USED.
7. PROPOSED MAINTENANCE OF TRAFFIC SIGNING MUST BE COVERED OR REMOVED WHEN NOT REQUIRED DURING A SPECIFIC STAGE OF CONSTRUCTION.
8. SEE SUGGESTED MAINTENANCE OF TRAFFIC PLAN FOR ADDITIONAL SIGNING.
9. THE CONTRACTOR MUST CONDUCT HIS WORK IN SUCH A MANNER THAT EMERGENCY VEHICLES WILL HAVE ACCESS TO THE AREA AT ALL TIMES.
10. THE CONTRACTOR MUST NOTIFY THE IDOT BUREAU OF TRAFFIC AS REQUIRED 72 HOURS IN ADVANCE OF BEGINNING WORK (815) 284-5474.
11. SIGN SPACING SHALL BE PER IDOT STANDARDS 701321
12. THE CONTRACTOR SHALL PROVIDE ADEQUATE TEMPORARY DRAINAGE DURING ALL PHASES OF CONSTRUCTION.
13. THE CONTRACTOR SHALL PROVIDE, INSTALL, MAINTAIN AND REMOVE ALL SIGNS AND SIGN SUPPORTS REQUIRED FOR TRAFFIC CONTROL AND PROTECTION.
14. ALL TEMPORARY CONCRETE BARRIER WALL AND TEMPORARY IMPACT ATTENUATORS MUST BE SEATED ON BARE, CLEAN PAVEMENT OR PAVED SHOULDER.



*LANE ALTERNATES IN BOTH DIRECTIONS FOR MOT STAGES



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PLOT DATE = \$DATE\$	DATE - 03-19-2020	REVISED -













STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

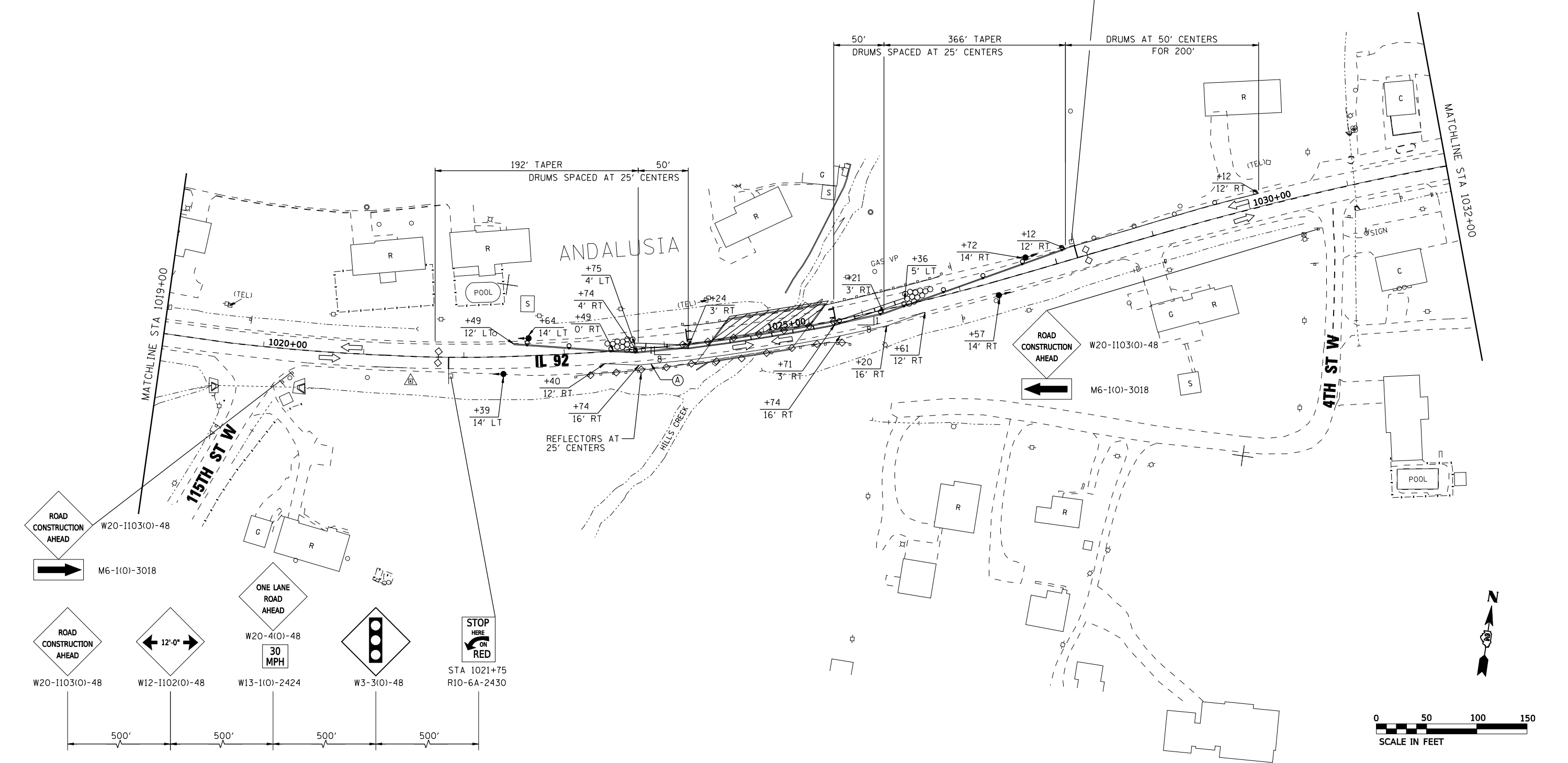
STAGING NOTES & CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
599	D2 BJR 2020-3	ROCK ISLAND	21	04
CONTRACT NO. 64P36				
ILLINOIS FED. AID PROJECT				

LEGEND

-  WORK ZONE
-  IMPACT ATTENUATOR TEST LEVEL 3
-  TEMPORARY CONCRETE BARRIER WALL
-  TEMPORARY PAVEMENT MARKING
-  DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
-  DRUM
-  TRAFFIC SIGNAL
-  TYPE III BARRICADE
-  DOUBLE VERTICAL PANEL
-  TEMPORARY TRAFFIC SIGN
-  PAVEMENT MARKING TAPE, TYPE IV 4"
-  CRYSTAL, BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR



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











**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

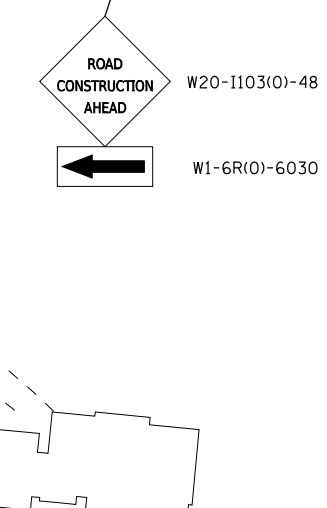
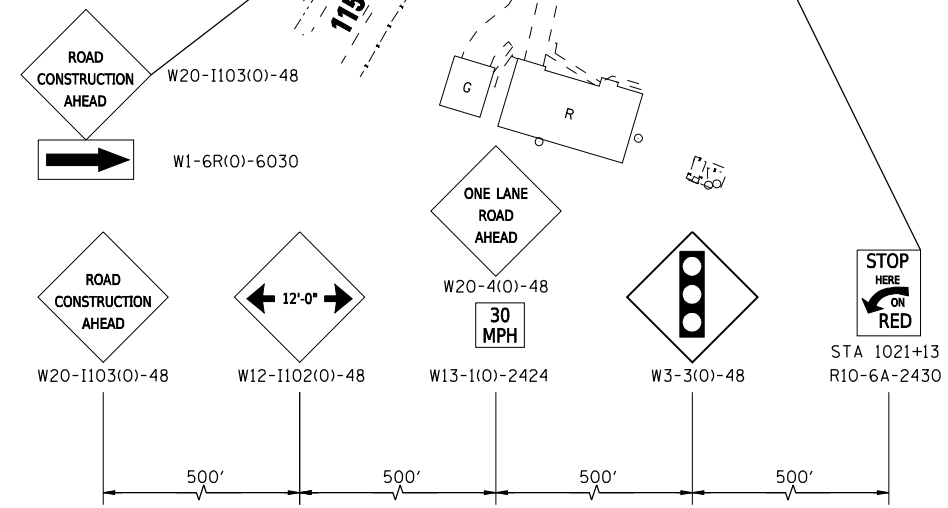
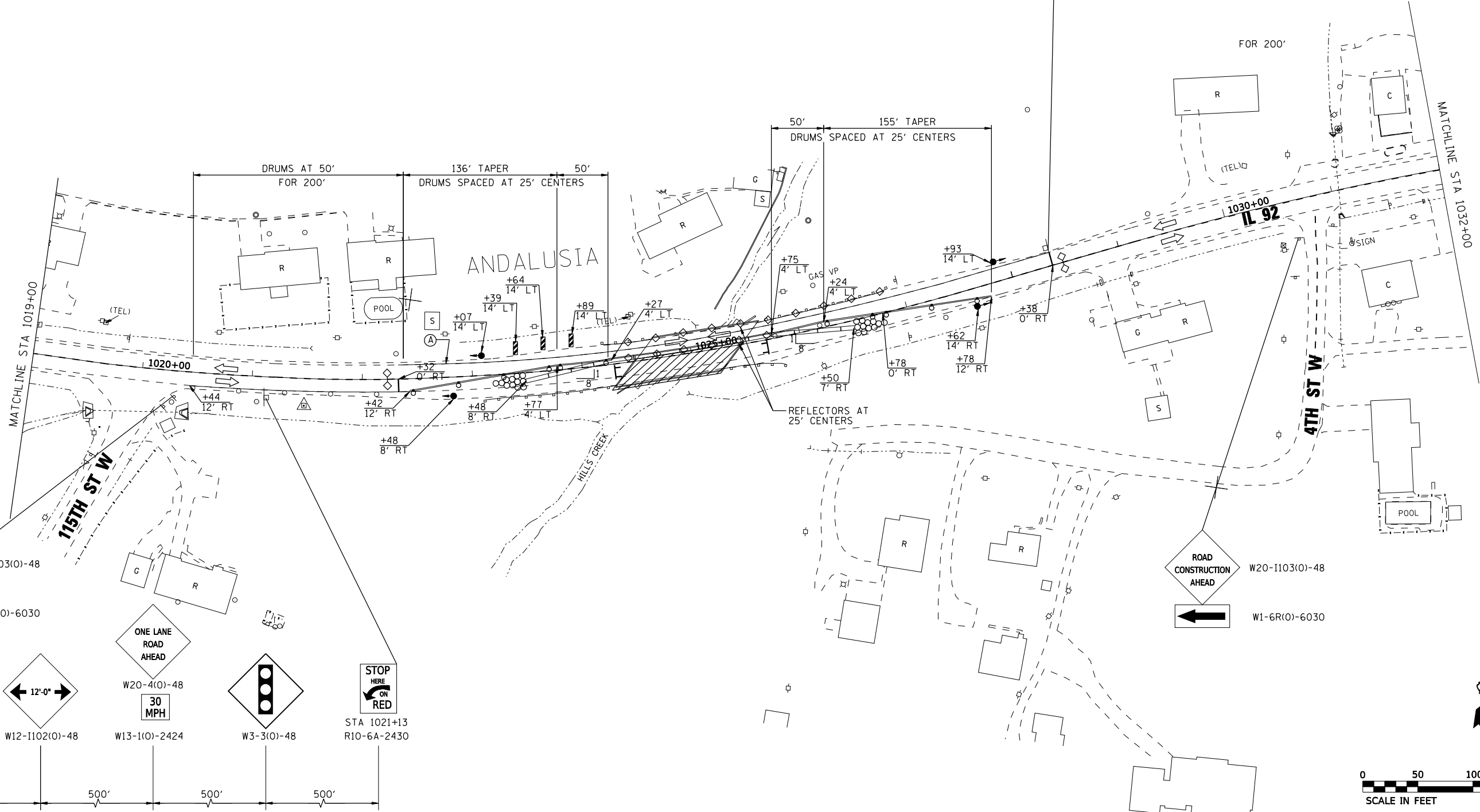
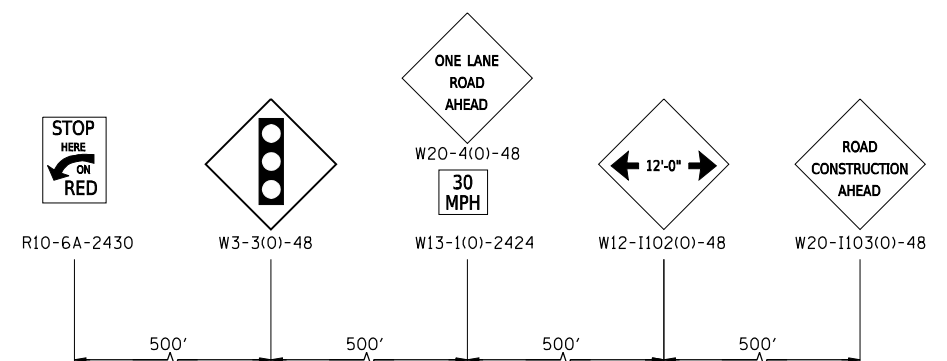
**MAINTENANCE OF TRAFFIC
STAGE 1 - STA 1019+00 TO STA 1032+00**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
599	D2 BUR 2020-3	ROCK ISLAND	21	05
CONTRACT NO. 64P36				
ILLINOIS FED. AID PROJECT				

LEGEND

-  WORK ZONE
-  IMPACT ATTENUATOR TEST LEVEL 3
-  TEMPORARY CONCRETE BARRIER WALL
-  TEMPORARY PAVEMENT MARKING
-  DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
-  DRUM
-  TRAFFIC SIGNAL
-  TYPE III BARRICADE
-  DOUBLE VERTICAL PANEL
-  TEMPORARY TRAFFIC SIGN
-  PAVEMENT MARKING TAPE, TYPE IV 4"
-  CRYSTAL, BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR



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CHECKED - OAO	REVISIONS -	
DATE - 03-19-2020	REVISIONS -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC
STAGE 2 - STA 1019+00 TO STA 1032+00**

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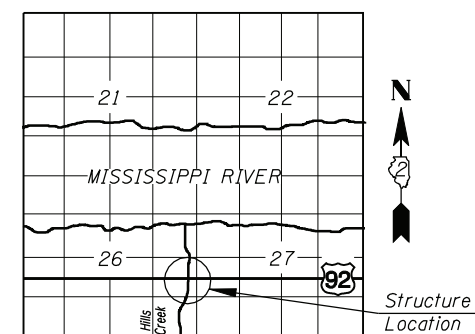
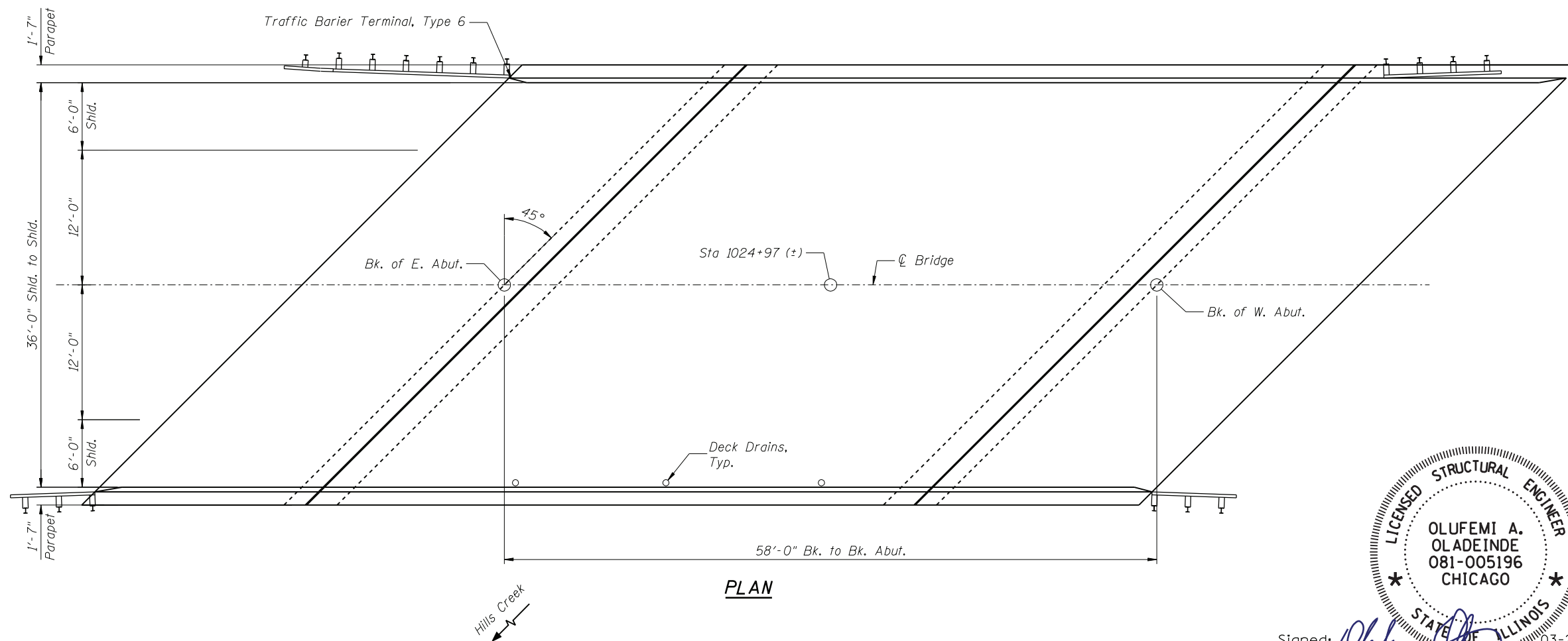
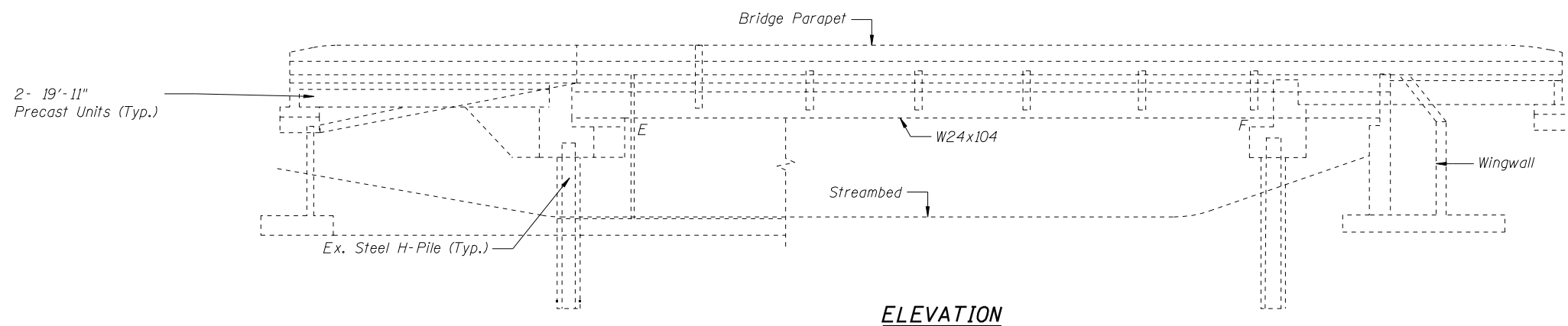
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
599	D2 BUR 2020-3	ROCK ISLAND	21	06

CONTRACT NO. 64P36
ILLINOIS FED. AID PROJECT

Existing Structure: Existing Structure is a single span steel W24x104 Wide Flange Bridge with a 7½" concrete deck, skewed at 45° LT ahead. SN 081-0074

INDEX OF SHEETS

- S01 General Plan & Elevation
- S02 General Data
- S03 E. & W. Abut. Joint Removal & Replacement
- S04 Preformed Joint Strip Seal
- S05 Framing Plan & Painting Details
- S06 Repair Details
- S07 Bar Splicer Assembly and Mechanical Splicer Detail
- S08 Temporary Concrete Barrier For Stage Construction



Signed: *Olufemi A. Oladeinde* 03-22-2020
 OLUFEMI A. OLADEINDE Date
 LICENSE EXPIRES 11-30-2020



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN & ELEVATION
 STRUCTURE NO. 081-0074**

SHEET S01 OF S08 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
599	D2 BJR 2020-3	ROCK ISLAND	21	07
CONTRACT NO. 64P36				

ILLINOIS FED. AID PROJECT

GENERAL NOTES

1. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. All structural steel shall conform to AASHTO Classification M-270 Gr 36, unless otherwise noted.
4. All exposed concrete edges shall have a 3/4" x 45° chamfer, except where shown.
5. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with "Concrete Removal".
6. Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.
7. Containment of cleaning residue is required to control nuisance dust. See Special Provisions.
8. The deck surface shall have its final tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructures.
9. Fasteners shall be high strength bolts. Bolts 3/4", open holes 13/16", unless otherwise noted.
10. All new structural steel shall be hot-dip galvanized. See Special Provisions for "Hot Dip Galvanizing For Structural Steel".
11. Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas for Existing Steel Structures".

SCOPE OF WORK

1. Remove and replace transverse expansion joints at the abutments with preformed joint strip seals.
2. Apply protective coat on the reconstructed transverse joint areas.
3. Clean and repaint all steel elements located under the expansion joints at Abutments as indicated in plans.
4. Blast and paint expansion bearings at Abutments.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	14.8	-	14.8
Concrete Superstructure	Cu. Yd	14.6	-	14.6
Protective Coat	Sq. Yd	39.5	-	39.5
Cleaning and Painting Steel Bridge No. 1	L Sum	1	-	1
Reinforcement Bars, Epoxy Coated	Pound	1750		1750
Bar Splicers	Each	24	-	24
Preformed Joint Strip Seal	Foot	113	-	113
Containment and Disposal of Non-lead Paint Cleaning Residues No. 1	L Sum	1		1
Structural Steel Removal	Pound	580		580
Structural Steel Repair	Pound	790		790

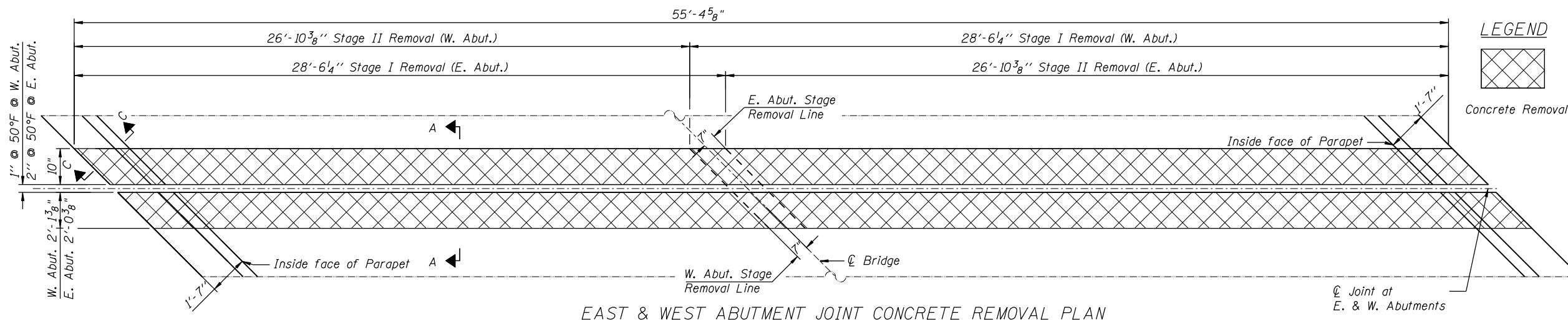


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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 081-0074**

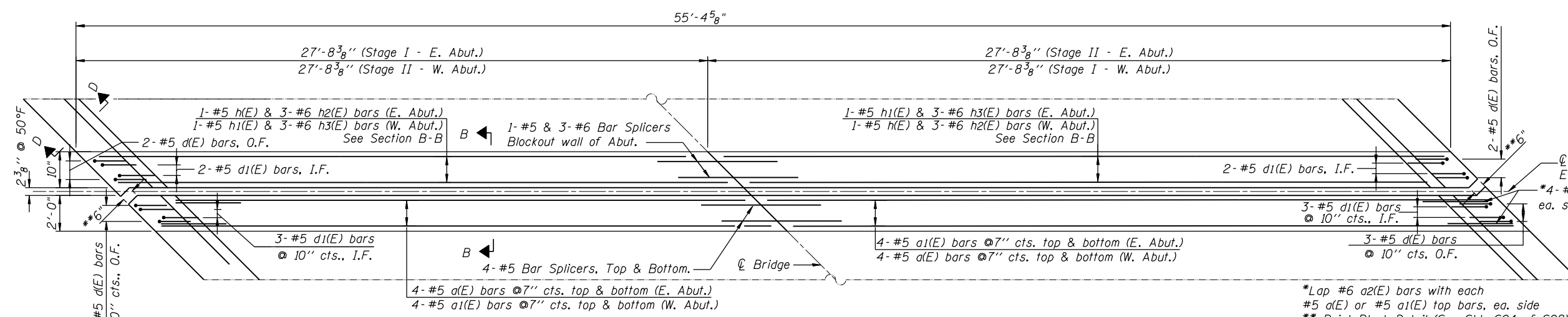
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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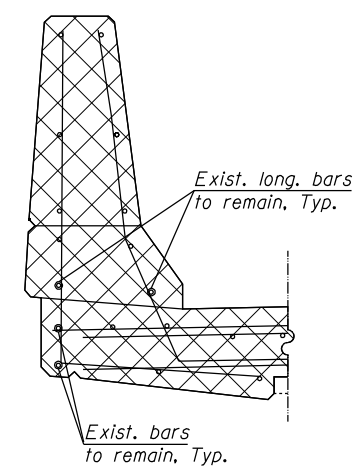
EAST & WEST ABUTMENT JOINT CONCRETE REMOVAL PLAN

BILL OF MATERIAL
(Both Abutments)

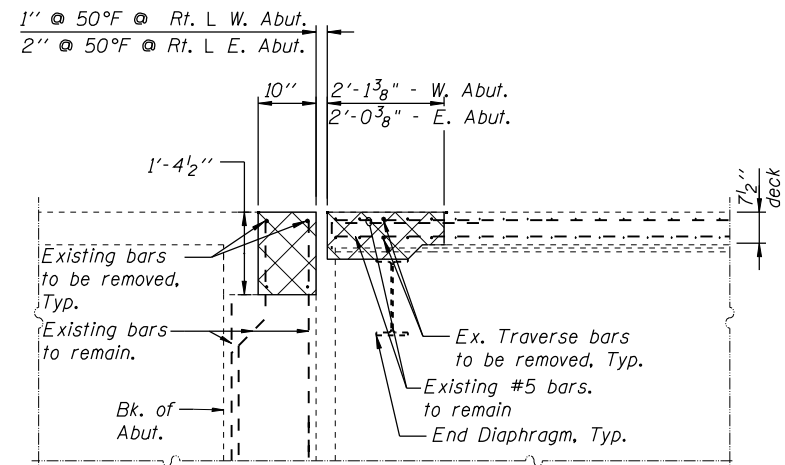
Bar	No.	Size	Length	Shape
a(E)	16	#5	26'-4"	—
a1(E)	16	#5	27'-2"	—
a2(E)	16	#6	6'-6"	—
d(E)	16	#5	5'-1"	L
d1(E)	16	#5	3'-11"	L
h(E)	1	#5	26'-6"	—
h1(E)	1	#5	27'-4"	—
h2(E)	6	#6	26'-6"	—
h3(E)	6	#6	27'-4"	—
Concrete Removal			Cu. Yd.	14.8
Concrete Superstructure			Cu. Yd.	14.6
Reinforcement Bars, Epoxy coated			Pound	1750



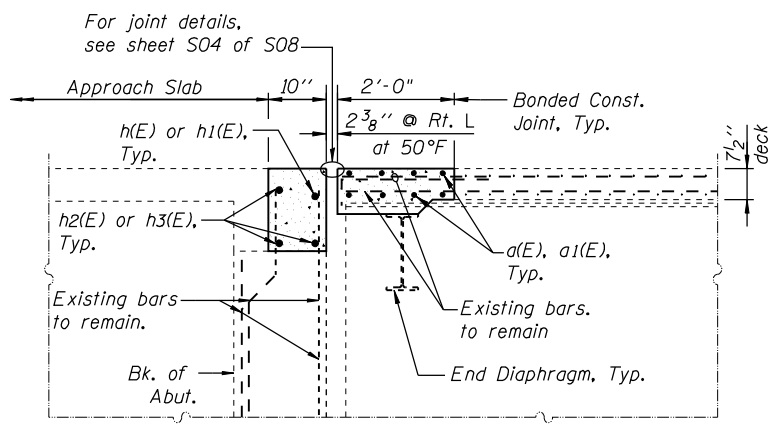
EAST & WEST ABUTMENT JOINT CONCRETE CONSTRUCTION PLAN



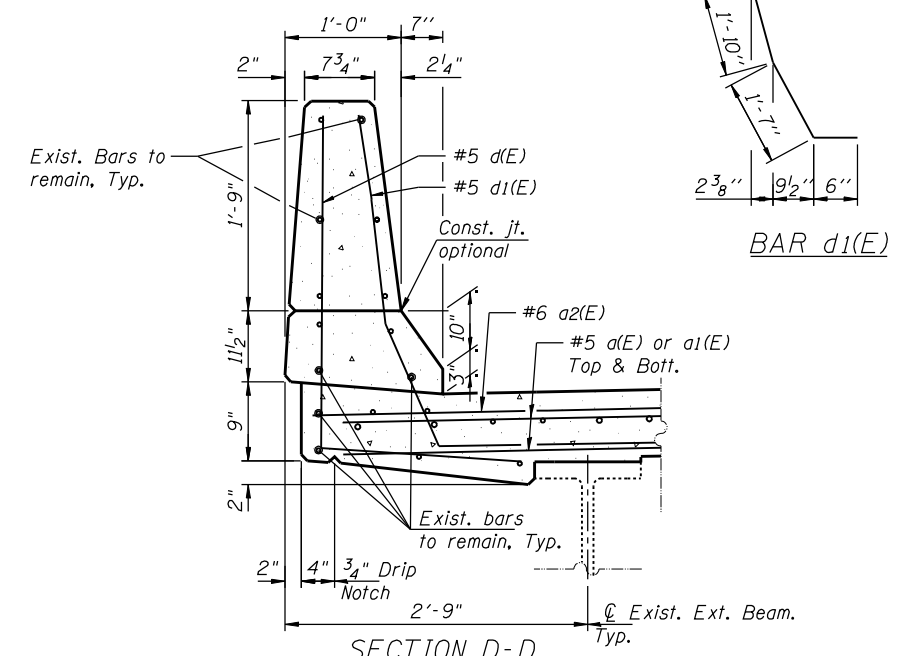
SECTION C-C
(Parapet Removal)



SECTION A-A
Dimensions @ Rt. L's to Joint

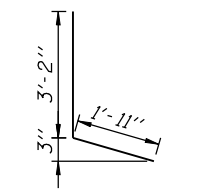


SECTION B-B
Dimensions @ Rt. L's to Joint

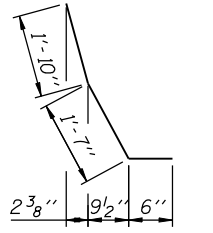


SECTION D-D
(Parapet Replacement)

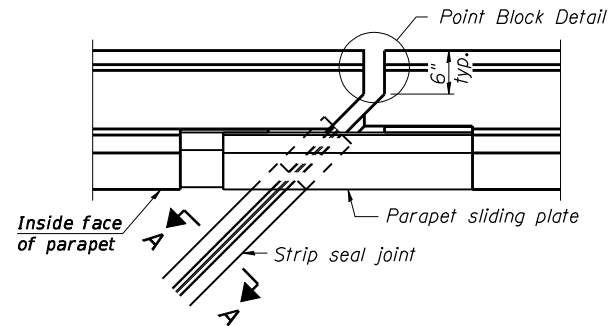
* Lap #6 a2(E) bars with each #5 a(E) or a1(E) top bars, ea. side



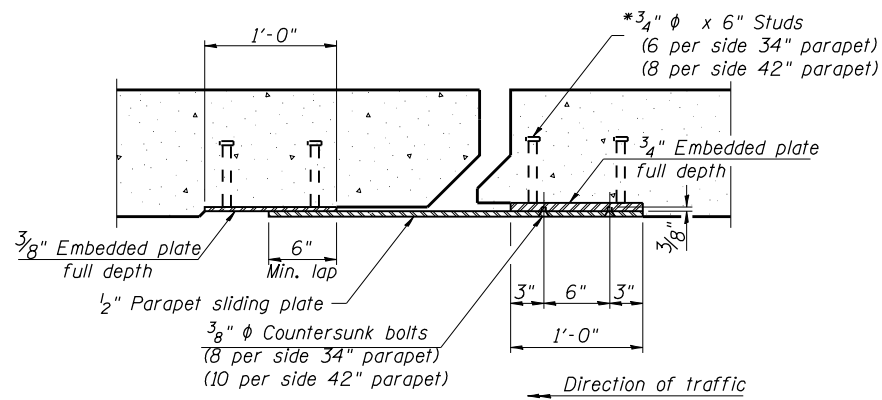
BAR d(E)



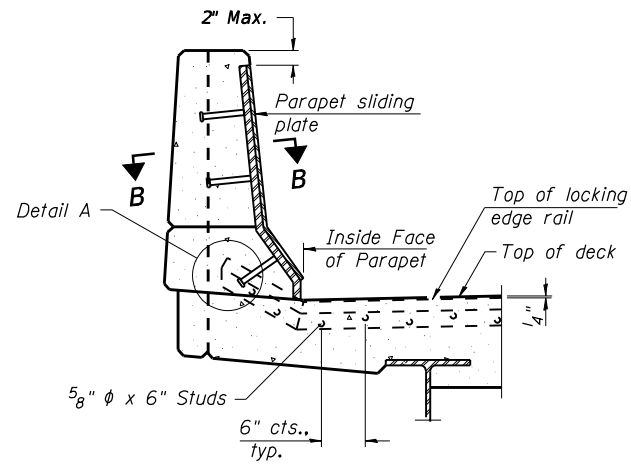
BAR d1(E)



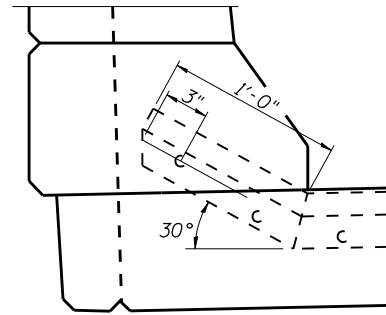
PLAN AT PARAPET



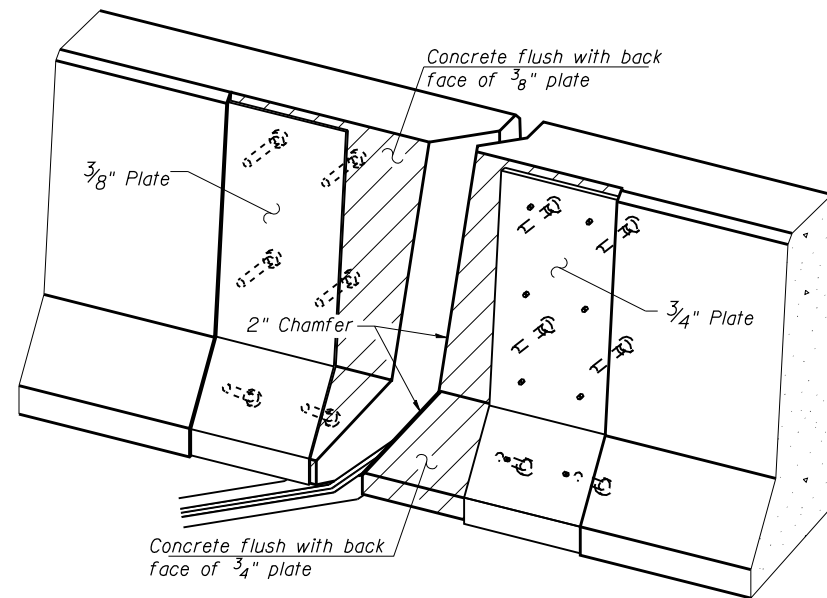
SECTION B-B



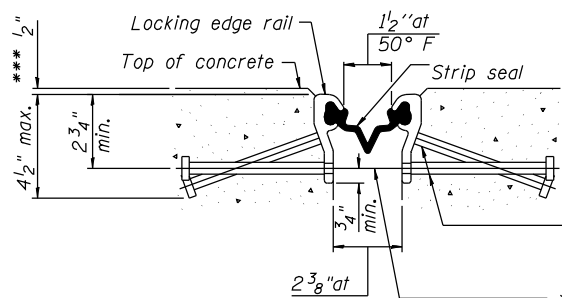
ELEVATION AT PARAPET



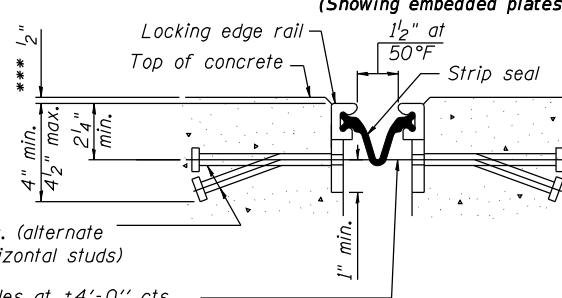
DETAIL A



TRIMETRIC VIEW (Showing embedded plates only)



SHOWING ROLLED RAIL JOINT

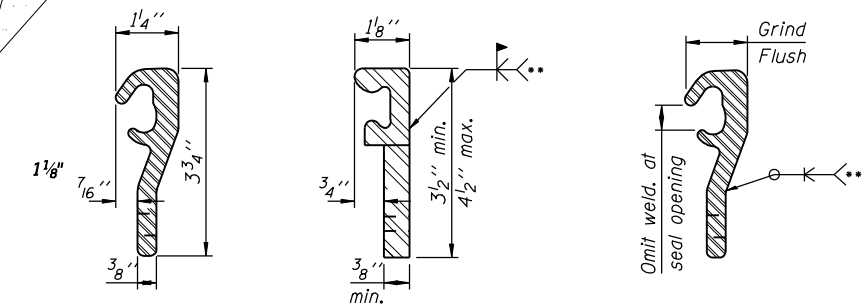


SHOWING WELDED RAIL JOINT

* 5/8" φ x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)
 3/8" φ threaded rods in 7/16" φ holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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



LOCKING EDGE RAILS

LOCKING EDGE RAIL SPLICE

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

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

NOTES:

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

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

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

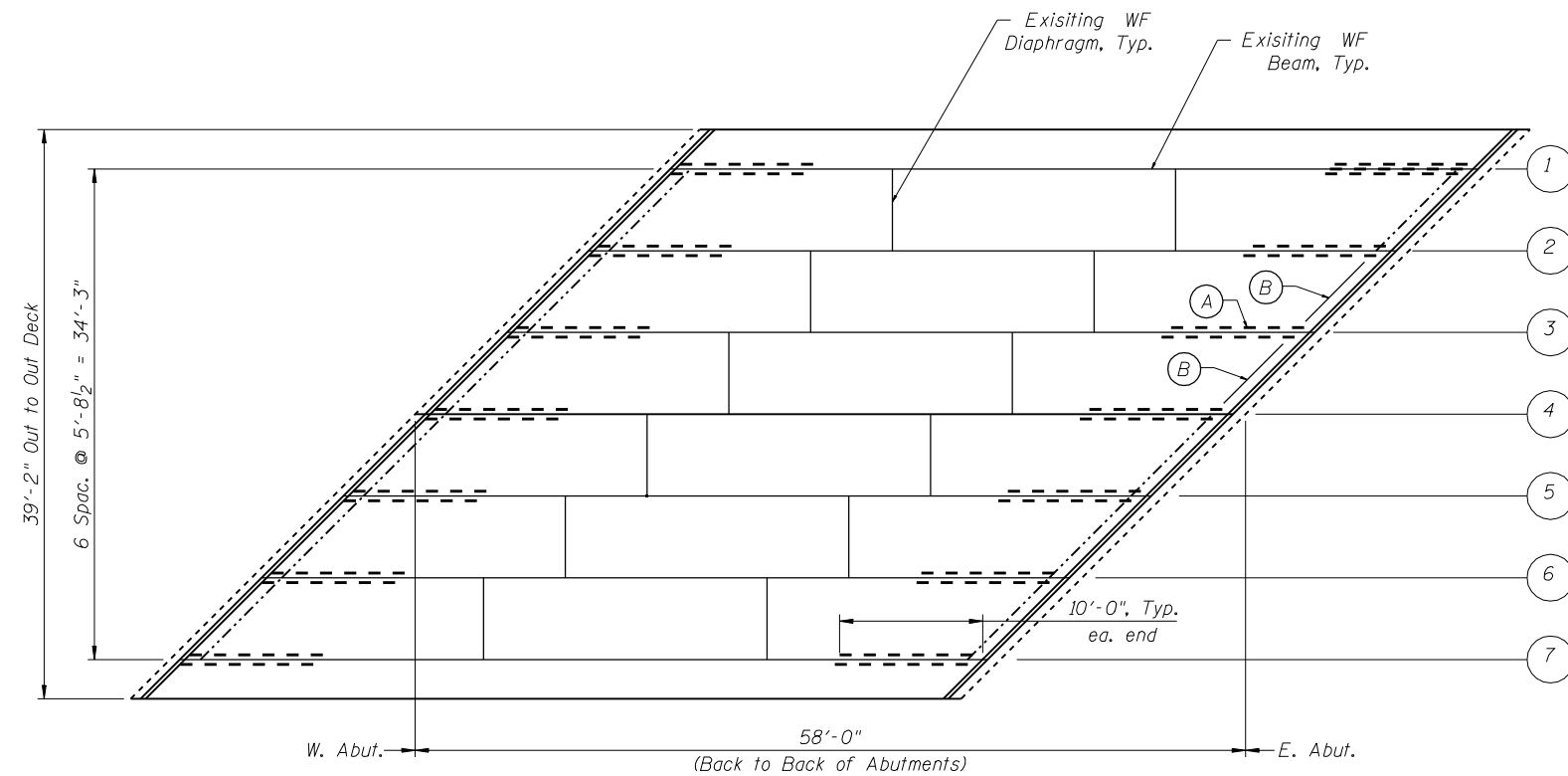
The Maximum space between locking edge rail segments shall be 3/6" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

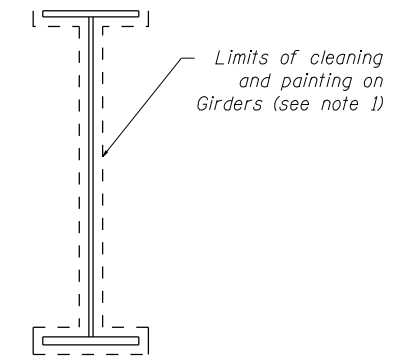
BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	113



PARTIAL FRAMING PLAN

See Sht. S06 of S08 for structural repair details



**TYP. INTERIOR AND EXTERIOR
Exist. W24 BEAMS**

NOTES:

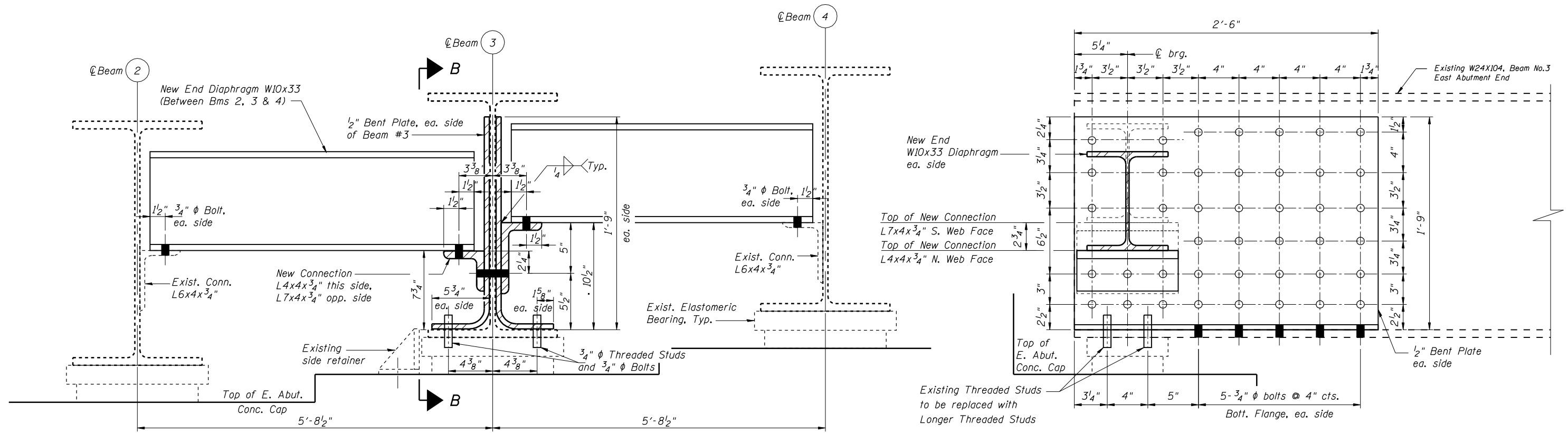
1. Structural steel within the 10'-0" limits near bearings, including splices, end diaphragms and beam extensions behind bearings, shall be cleaned according to SSPC-SP10.
2. The Designated areas cleaned per Near White Blast Cleaning -SSPC-SP10 and per Commercial Grade Power Tool Cleaning -SSPC-SP15 shall be painted according to the requirement of Paint System 1-OZ/E/U. The color of the final finish coat shall be Interstate Green, Munsell No.7.5G 4/8.

LEGEND:

- Cleaning and Painting Structural Steel.
- (A) Beam End Repair
- (B) Diaphragm Replacement

BILL OF MATERIAL

ITEMS	UNIT	QUANTITY
Cleaning and Painting Steel Bridge No. 1	L Sum	1
Containment and Disposal of Non-Lead Paint Cleaning Residues, No. 1	L Sum	1



SECTION A-A

See Sht. S05 of S08

Only holes through new L Angles shown for clarity.
See view B-B for additional bolt holes in the repair.

VIEW B-B

4-3/4" ϕ Threaded Studs
52-3/4" ϕ Bolts

Notes

1. This work is to be completed during the Stage I Removal and Construction after the removal of concrete per sheet S03 of S08.
2. Detach and remove existing W10X33 End Diaphragms and the existing connection angles on both sides of Beam #3 at the East Abutment. Existing connection angles are to be removed by air-arc method. Grind smooth all remaining weld material. Cost included with Structural Steel Removal.
3. Care is to be taken that the W24 beam and the connection angles on beams 2 and 4 are not damaged.
4. Completely Clean 10'-0" ends of W24X104 beams per details shown on sheet No. S05 of S08.
5. Furnish, Fabricate and prime paint all repair bent plates, angles etc.
6. Set, place and align with drilled double plates, one on each side of the existing beam No. 3.
7. Set in place and fasten new dual diaphragm W10X33 to the new and existing cleaned connection angles.

BOLT HOLE LEGEND

○ — Field drill exist. W24 Beam using Bent Steel Plate as template.

BILL OF MATERIAL

Item	Unit	Quantity
Structural Steel Repair	Pound	790
Structural Steel Removal	Pound	580



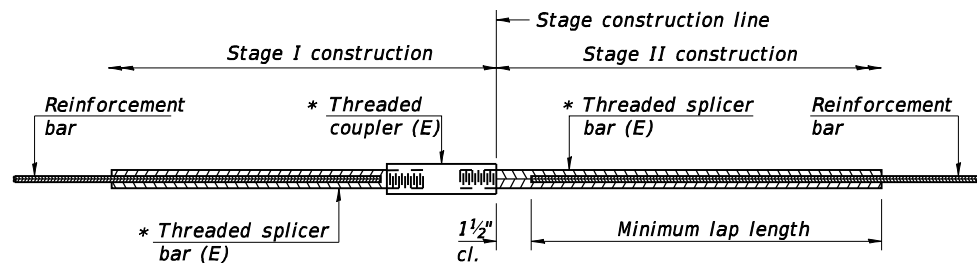
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REPAIR DETAILS
STRUCTURE NO. 081-0074**

SHEET S06 OF S08 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
599	D2 BJR 2020-3	ROCK ISLAND	21	12
CONTRACT NO. 64P36				
ILLINOIS FED. AID PROJECT				

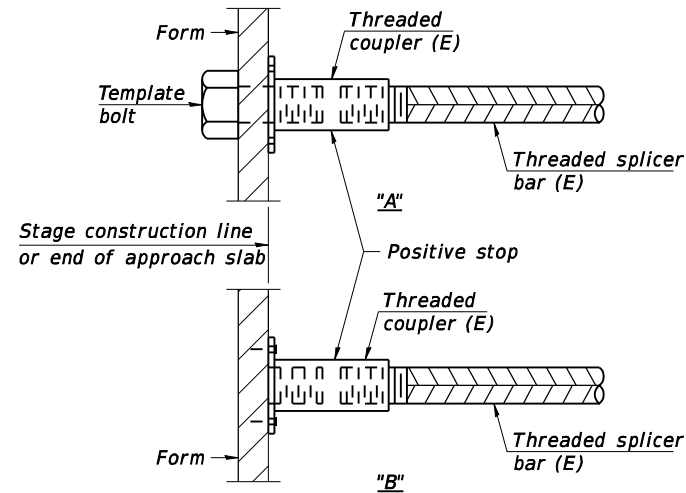


STANDARD BAR SPLICER ASSEMBLY

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

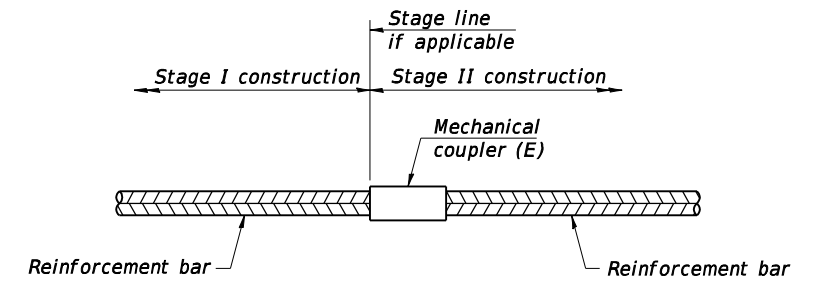
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Abutment Hatch Block	#5	2	3'-4"
Abutment Hatch Block	#6	6	4'-0"
End of Deck at Abutments	#5	16	3'-6"



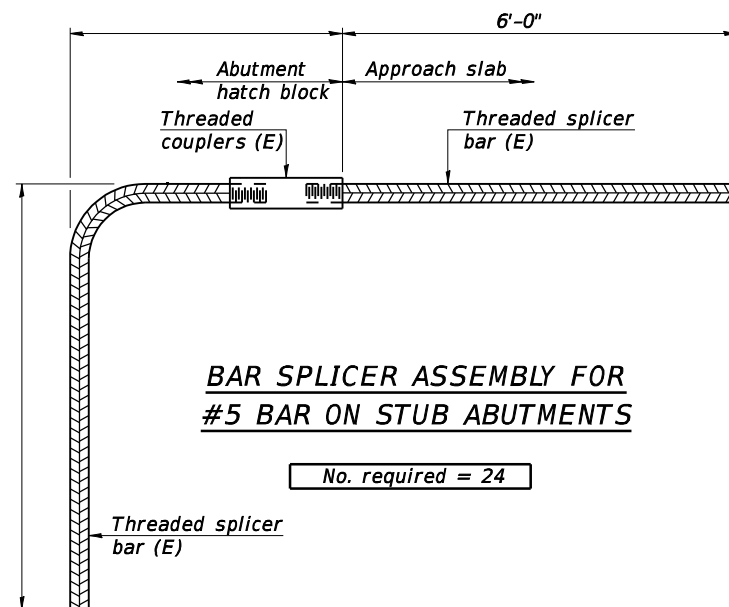
INSTALLATION AND SETTING METHODS

"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

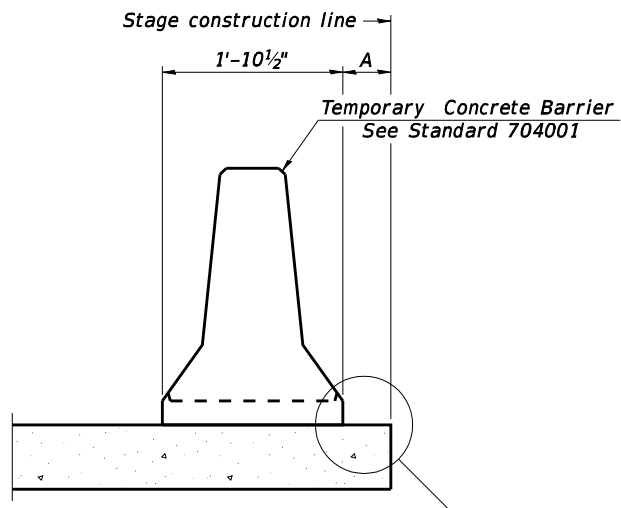


BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 24

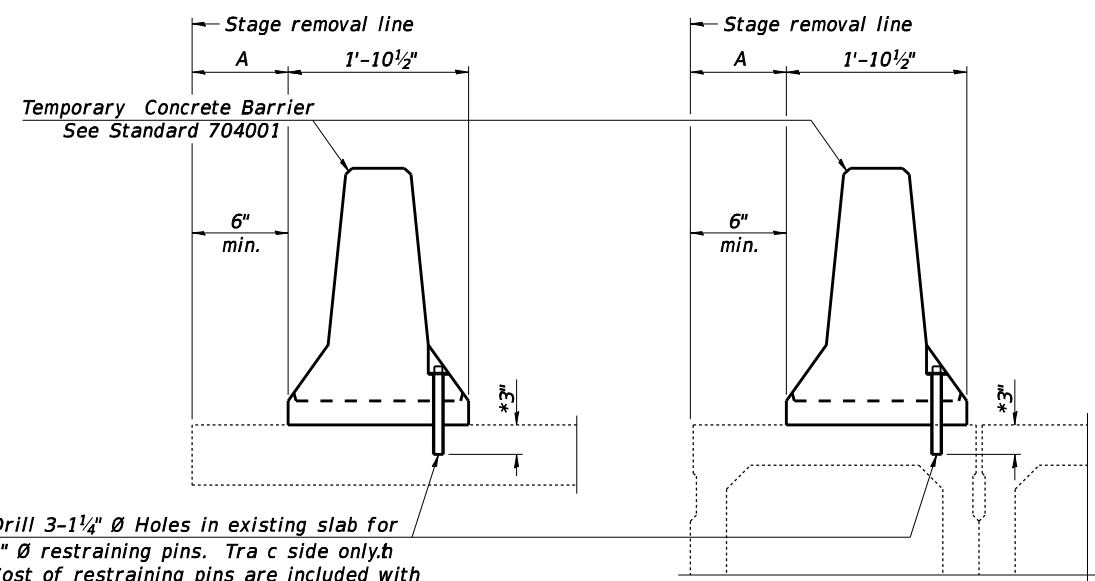
NOTES

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.



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

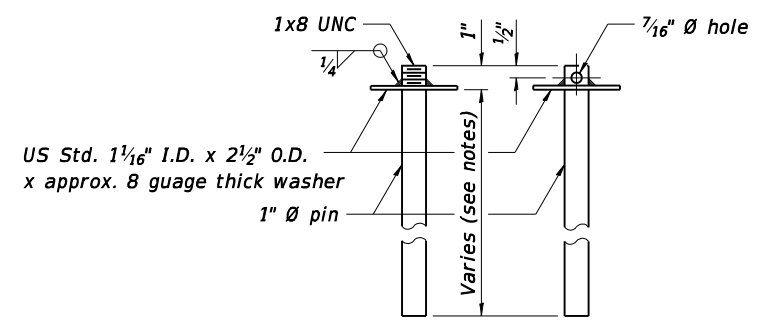


Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Tra c side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

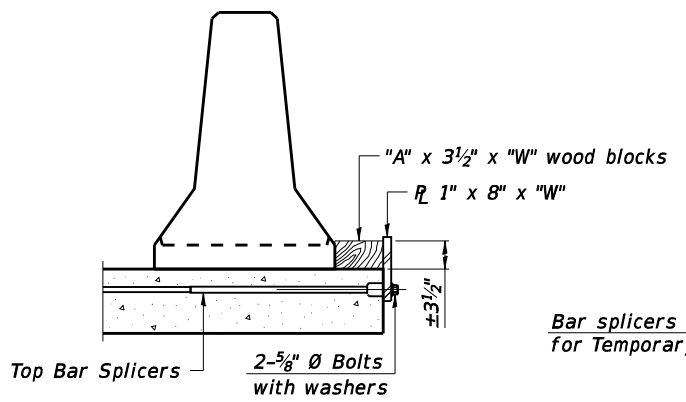
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM



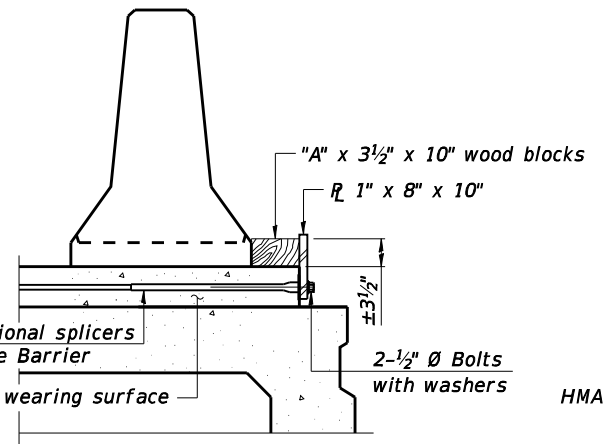
RESTRAINING PIN

* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

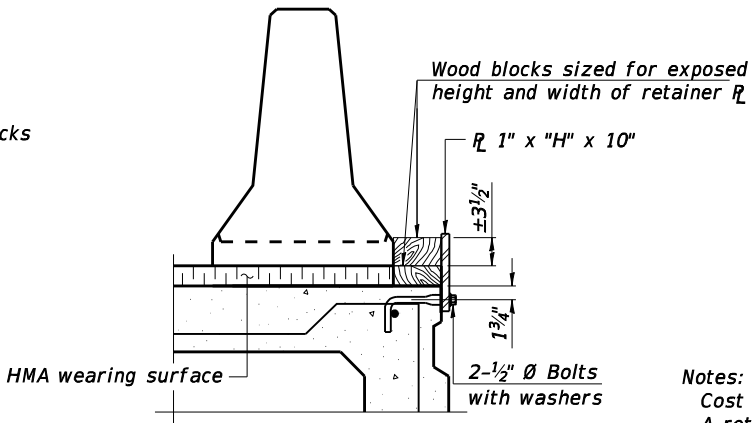


DETAIL I

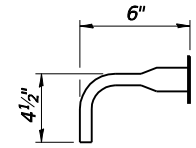
Bar splicers and additional splicers for Temporary Concrete Barrier



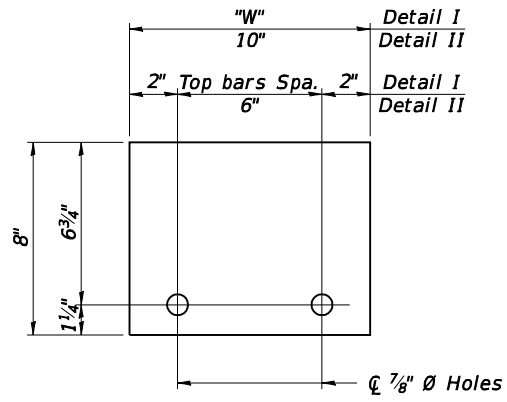
DETAIL II



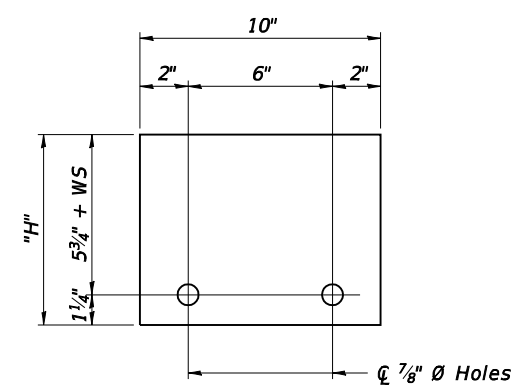
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



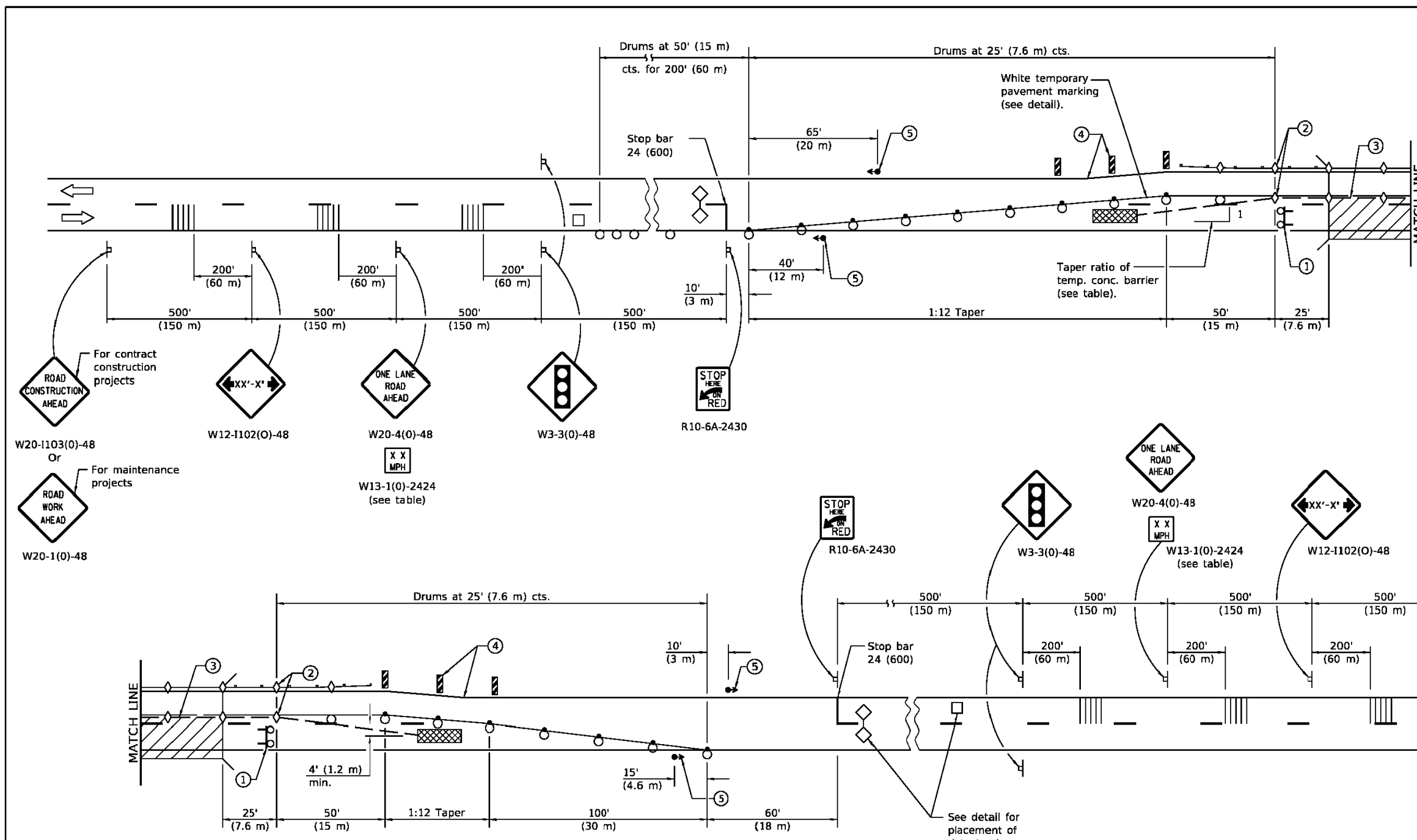
STEEL RETAINER R 1" x 8" x "W"
(Detail I and II)



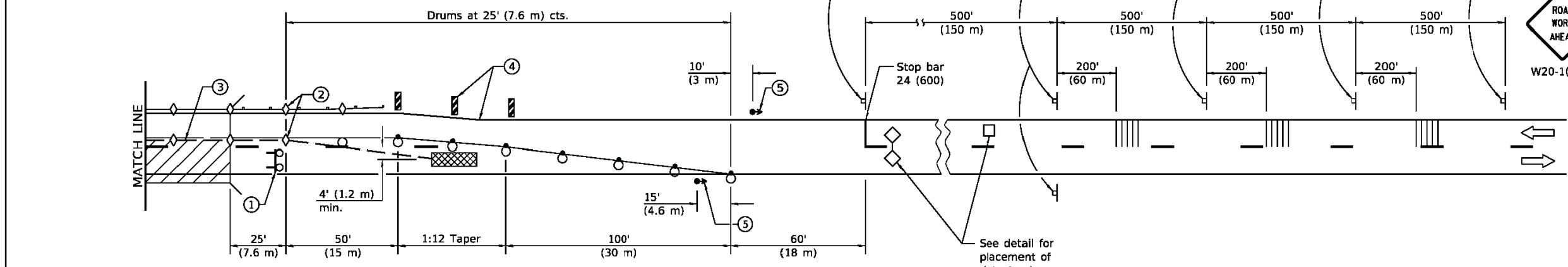
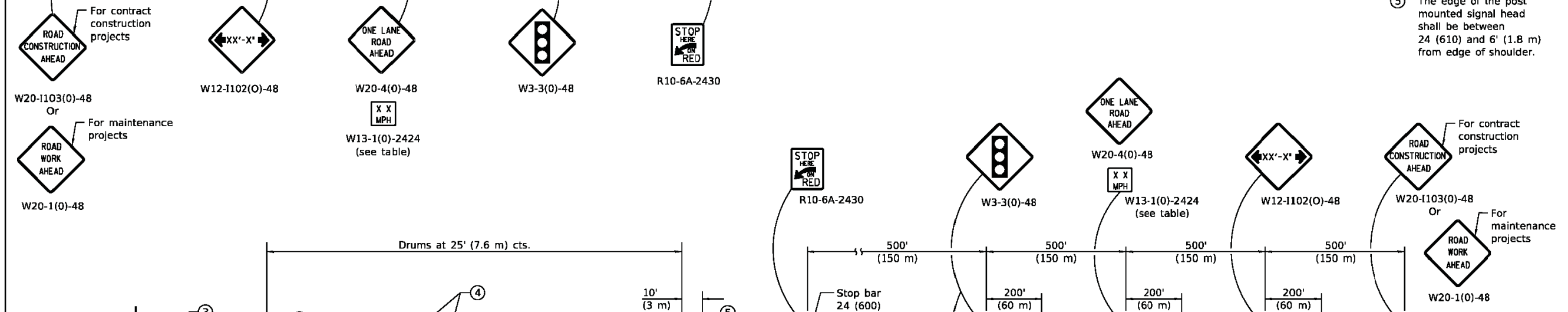
STEEL RETAINER R 1" x "H" x 10"
(Detail III)

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate C of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
 For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

- Detail I** - Installation for a new bridge deck or bridge slab.
- Detail II** - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
- Detail III** - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.



- ① Type III barricade to be placed when no work is being performed.
- ② Guardrail/barrier wall reflectors at 25' (7.6 m) cts. See Standards 704001 & 782006.
- ③ When temp. bridge rail is specified, it shall be connected to the temp. conc. barrier using a traffic barrier terminal Type 11.
- ④ Vertical panels at 25' (7.6 m) cts. throughout lane shift. These devices may be omitted when the guardrail, w/markers, extends to at least this point on the taper.
- ⑤ The edge of the post mounted signal head shall be between 24 (610) and 6' (1.8 m) from edge of shoulder.



SYMBOLS

- Work area
- Sign
- Type III barricade with flashing lights
- Traffic signal
- Detector loops
- Impact attenuator
- Drum with steady burning bi-directional light
- Temporary concrete barrier
- Temporary rumble strip (when specified)
- Double vertical panel (see detail)
- Crystal, bidirectional guardrail/barrier wall reflector
- Drum

Illinois Department of Transportation

PASSED January 1, 2020
 ENGINEER OF SAFETY PROG. AND ENGINEERING

ISSUED 1-1-97

APPROVED January 1, 2020
 ENGINEER OF DESIGN AND ENVIRONMENT

DATE	REVISIONS
1-1-20	Revised from F-shape to constant slope parapet.
1-1-18	Omitted lights in tangents.
1-1-17	Added flashing lights to Type III barricades. Revised note ④.

See Sheet 2 for GENERAL NOTES

**LANE CLOSURE, 2L, 2W,
BRIDGE REPAIR WITH BARRIER**

(Sheet 1 of 2)

STANDARD 701321-18

FILE NAME = #FILE#

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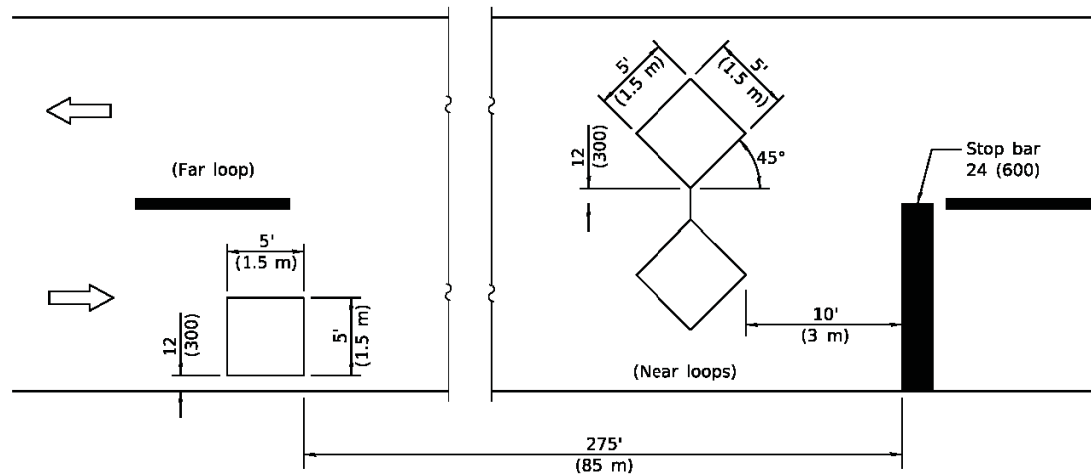
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

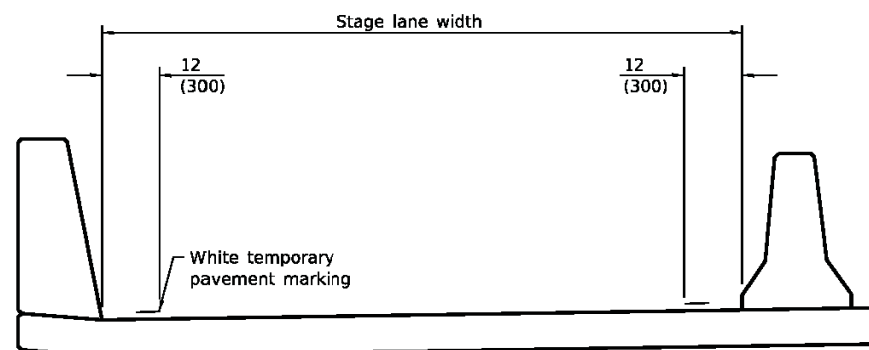
STANDARD 701321-18

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.P. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
599	D2 BUR 2020-3	ROCK ISLAND	21	15
CONTRACT NO. 64P36				
ILLINOIS FED. AID PROJECT				



DETECTOR LOOPS

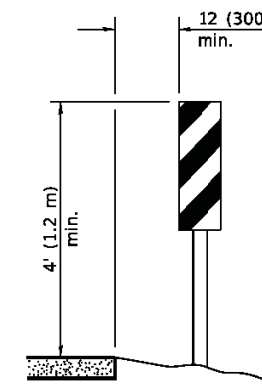


TEMPORARY PAVEMENT MARKING

TRAFFIC SIGNAL SEQUENCE						
PHASE	A			B		
INTERVAL	1	2	3	4	5	6
NORTHBOUND OR EASTBOUND	G	Y	R	R	R	R
SOUTHBOUND OR WESTBOUND	R	R	R	G	Y	R

TEMPORARY CONCRETE BARRIER	
NORMAL POSTED SPEED	TAPER RATIO
40 mph AND ABOVE	12:1
BELOW 40 mph	8:1

ADVISORY SPEED LIMIT	
NORMAL POSTED SPEED	ADVISORY SPEED
55 - 45 mph	40 mph
40 mph	35 mph
35 - 30 mph	30 mph



VERTICAL PANELS
(Post mounted, one each side)

GENERAL NOTES

This Standard is used where, at any time, any vehicle, equipment, workers, or their activities will encroach on one lane of a bridge. Traffic signals and a positive barrier are required.

Traffic signals shall be operational only when all traffic controls are in place. When traffic signals are not in operation, flaggers shall be used and traffic control shall conform to Standard 701201 or 701206.

Temporary concrete barrier shall be according to Standard 704001.

Existing or temporary pavement markings shall be on both sides of open lane from stop bar to stop bar.

All dimensions are in inches (millimeters) unless otherwise shown.

**LANE CLOSURE, 2L, 2W,
BRIDGE REPAIR WITH BARRIER**

(Sheet 2 of 2)

STANDARD 701321-18

Illinois Department of Transportation

PASSED January 1, 2020

 ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2020

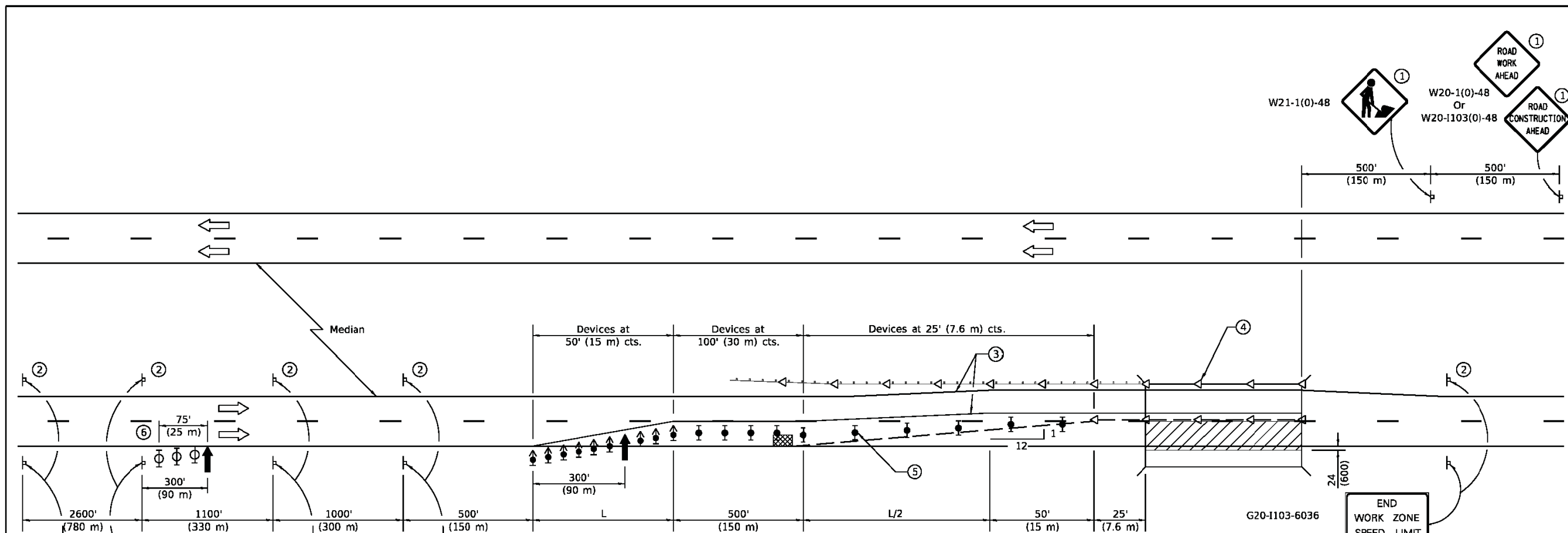
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ISSUED 1-1-97

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
599	D2 BUR 2020-3	ROCK ISLAND	21	16
CONTRACT NO. 64P36				
ILLINOIS FED. AID PROJECT				



For contract construction projects

W20-1103(0)-48
W20-5(0)-48
W4-2R(0)-48

For maintenance and utility projects

W20-1(0)-48

WORK ZONE W21-1115(0)-3618
SPEED LIMIT R2-1-3648
45
PHOTO ENFORCED R10-1108p-3618
\$XXX FINE MINIMUM R2-1106p-3618

SYMBOLS

- ↑ Arrow board
- ▨ Work area
- ⊥ Sign
- ↑ Direction indicator barricade with steady burn monodirectional light
- ⊥ Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- - - - - Temporary concrete barrier
- ◁ Monodirectional guardrail/barrier wall reflector
- ▣ Impact attenuator
- ⊥ Type II barricade, drum, or vertical barricade with monodirectional flashing light

- ① Undivided roadway only with left lane closure in opposite direction.
- ② Sign in median may be omitted when median is less than 10' (3 m).
- ③ Temporary pavement marking tape shall be placed throughout the taper and along-side the work area. The right edge line shall be white and the left edge line shall be yellow.
- ④ Guardrail/barrier wall reflectors at 25' (7.6 m). Markers on right shall be crystal and markers on left shall be amber. See Standards 704001 and 782006.
- ⑤ Verticle barricades shall not be used in lane shift taper.
- ⑥ Three Type II barricades, drums, or vertical barricades at 25' (8 m) centers.

GENERAL NOTES

This standard is used where at any time any vehicle, equipment, workers or their activities will encroach on the pavement or on the shoulder within 24 (600) of the edge of pavement for daylight operation exceeding one day and where temporary concrete barrier is utilized.

When work is being performed in the left lane, the set up would be a mirror image to what is shown.

Calculate L as follows:

NORMAL POSTED SPEED	FORMULAS
45 mph (80 km/h) or more	English: $L=(W)(S)$ Metric: $L=0.65(W)(S)$

W = Width of offset in feet (meters).
S = Normal posted speed in mph (km/h).

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED January 1, 2017
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2017
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-00

DATE	REVISIONS
1-1-17	Revised END WORK ZONE SPEED LIMIT sign. Changed device spacing at first arr. brd.
4-1-16	Corrected reference to standard in note ④.

LANE CLOSURE, MULTILANE, WITH BARRIER, FOR SPEEDS ≥ 45 MPH TO 55 MPH

STANDARD 701423-10

FILE NAME = \$FILEL\$

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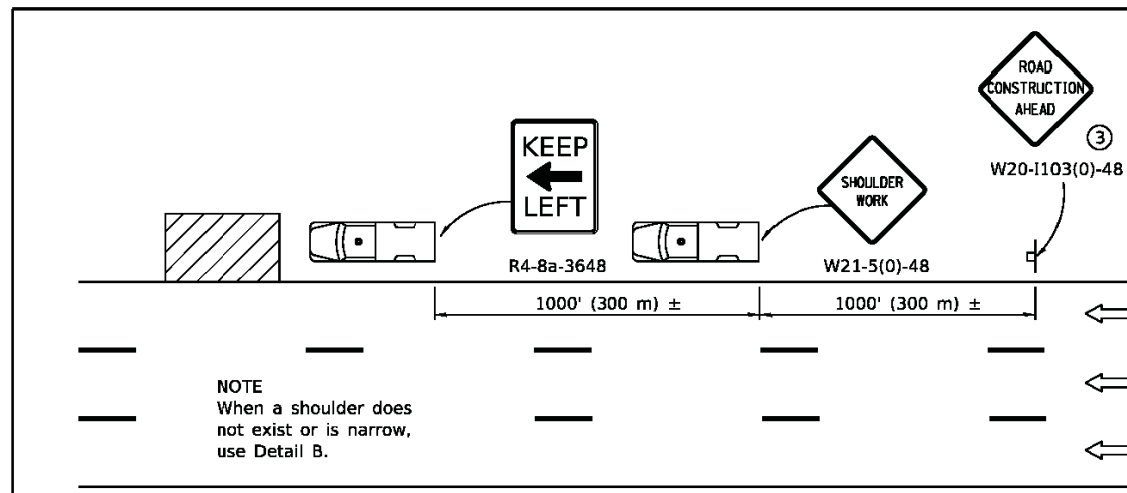
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

STANDARD 701423-10

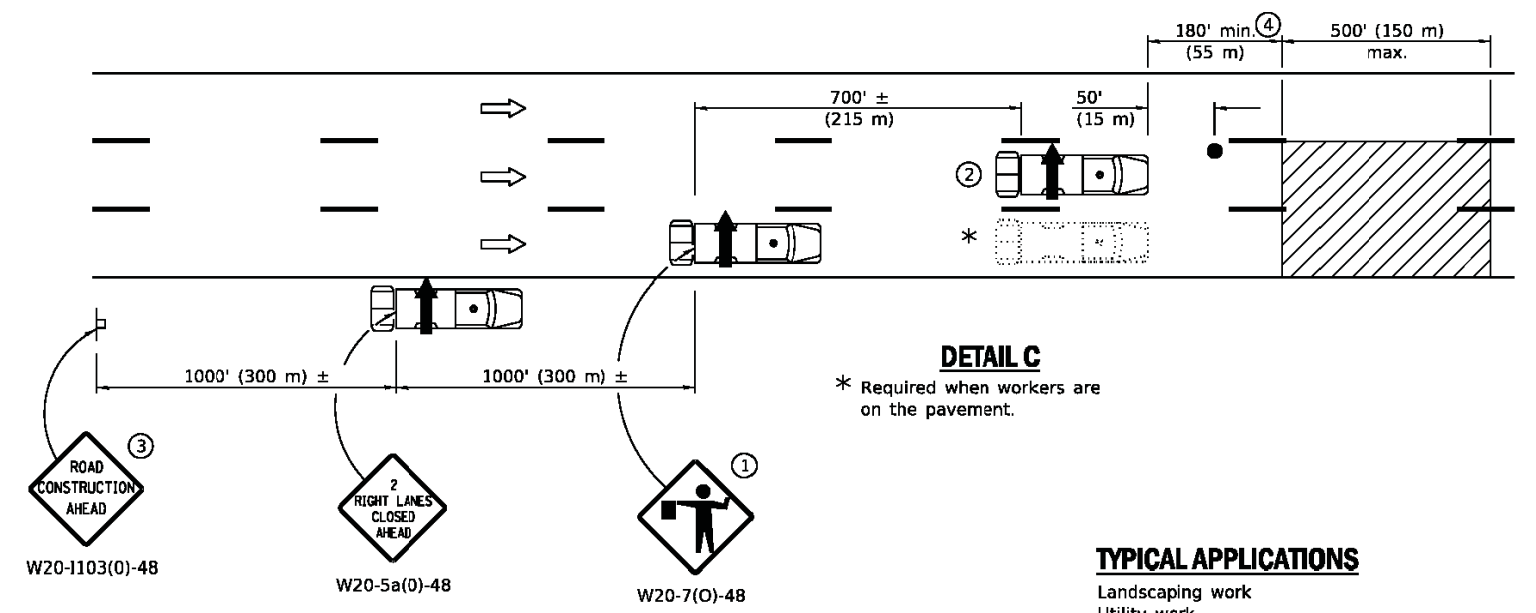
SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.P. RTE. 599	SECTION D2 BUR 2020-3	COUNTY ROCK ISLAND	TOTAL SHEETS 21	SHEET NO. 17
CONTRACT NO. 64P36				
ILLINOIS FED. AID PROJECT				



NOTE
When a shoulder does not exist or is narrow, use Detail B.

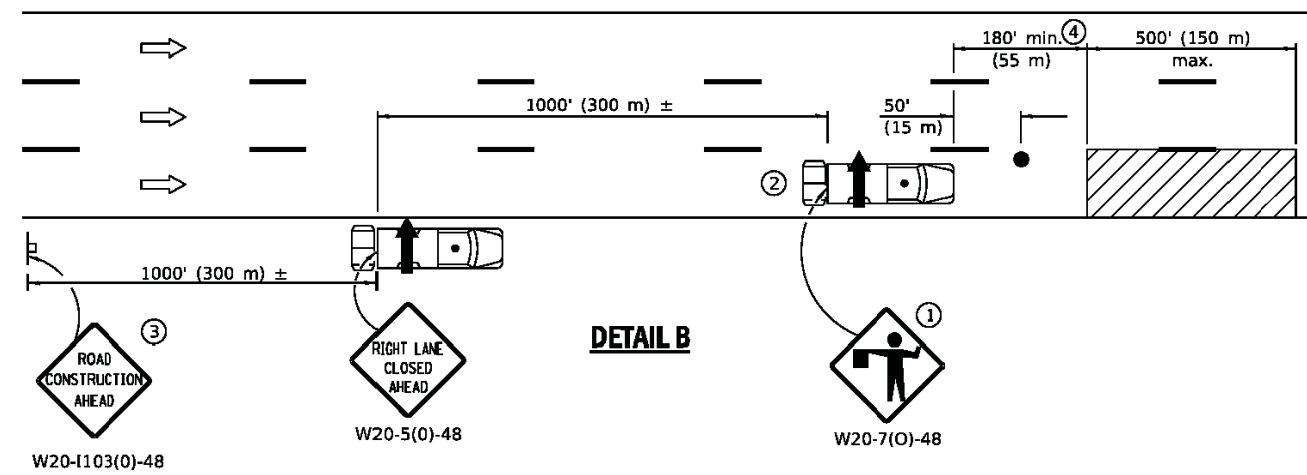
DETAIL A



DETAIL C
* Required when workers are on the pavement.

TYPICAL APPLICATIONS

- Landscaping work
- Utility work
- Pavement marking
- Weed spraying
- Roadometer measurements
- Debris cleanup
- Crack pouring



DETAIL B

- ① Flaggers are required when workers are on the pavement.
- ② For striping operations only. See sign arrow detail on this standard.
- ③ For stationary operations which are on the roadway or shoulder, greater than 15 minutes and up to 1 hour.
- ④ The distance between the work and the lead truck may vary according to terrain or paint/crack sealing drying time.



G20-1101-2430
(appropriate arrow)
② (when striping only)

GENERAL NOTES

This Standard is used where any vehicle, equipment, workers or their activities will require:
1) stationary operations up to 1 hour, or 2) a continuous or intermittent moving operation where the average speed of movement is greater than 1 mph (2 km/h).

This Standard is also applicable when work is being performed in the left lane(s) or on the median shoulder. Under these conditions, KEEP RIGHT signs shall be substituted for KEEP LEFT signs and arrow board indications shall be directed to the right.

All dimensions are in inches (millimeter) unless otherwise shown.

SYMBOLS

- Arrow board
- Work area
- Truck with flashing amber light
- Truck/Trailer mounted attenuator
- Flagger with traffic control sign
- Sign

DATE	REVISIONS
1-1-17	Revised 'NOTE' on DETAIL A to use DETAIL B in lieu of DETAIL C.
4-1-16	Added trailer option for attenuator symbol. Added note ④. Revised gen. notes.

LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH

STANDARD 701426-09

Illinois Department of Transportation

PASSED January 1, 2017
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2017
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-17

FILE NAME = #FILE#



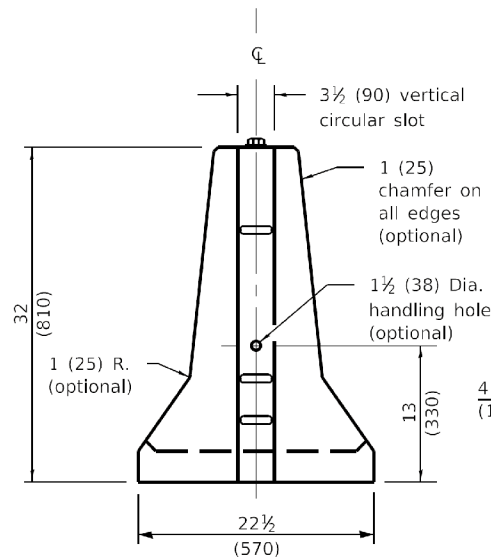
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	DATE - 03-19-2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

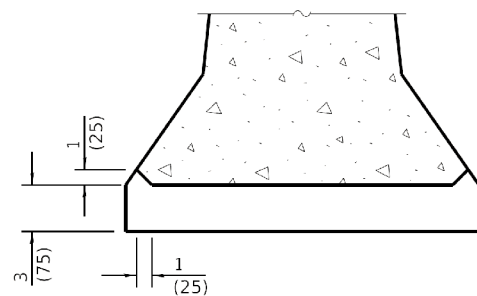
STANDARD 701426-09

SCALE: SHEET OF SHEETS STA. TO STA.

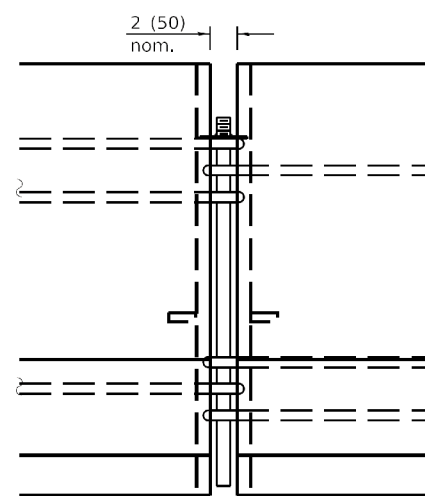
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ILLINOIS FED. AID PROJECT				CONTRACT NO. 64P36



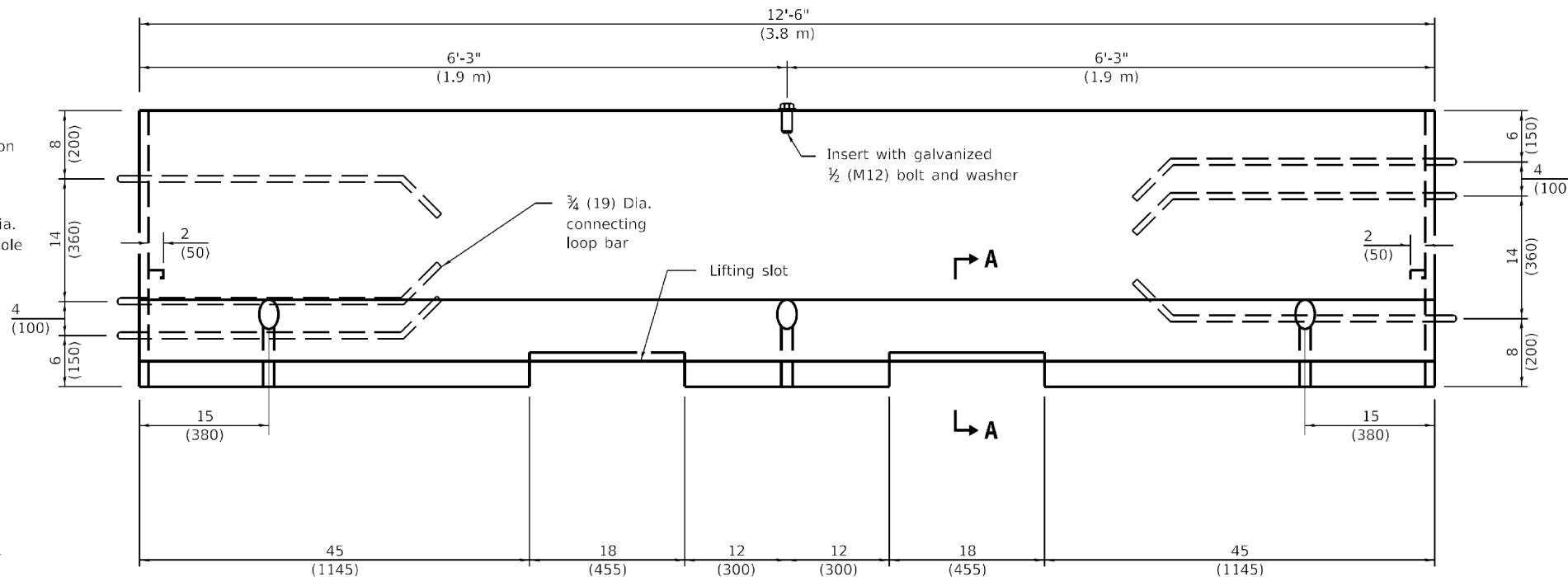
END VIEW
(Showing lifting slot)



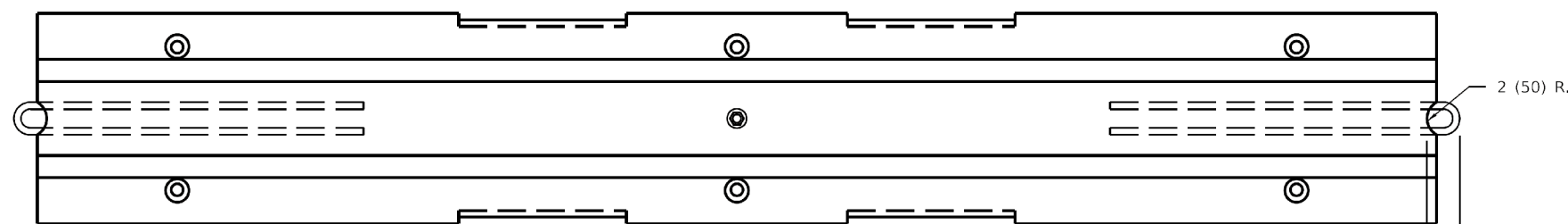
SECTION A-A
LIFTING SLOT



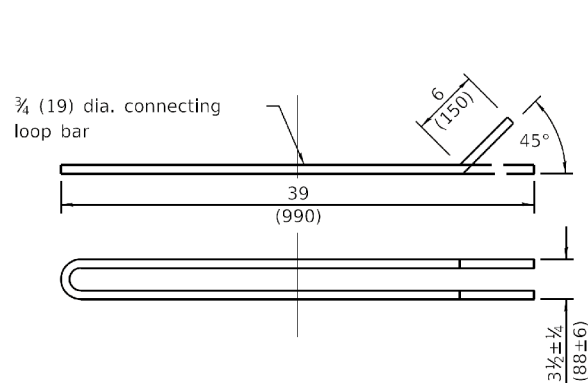
CONNECTING DETAIL



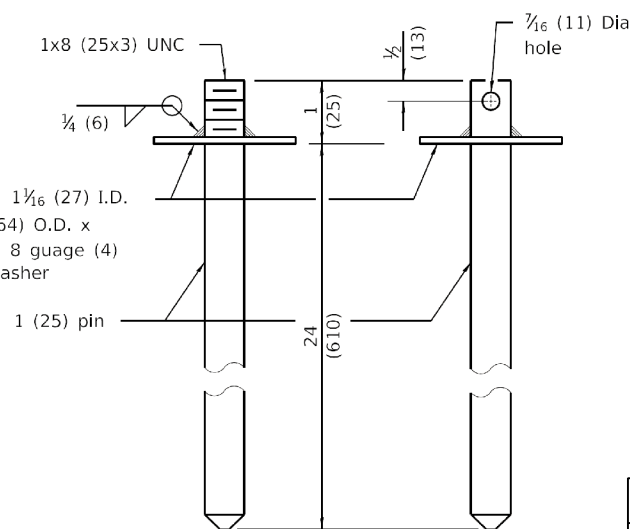
ELEVATION
(Showing connecting loop bars and vertical panel bolt/insert)



PLAN



CONNECTING LOOP BAR

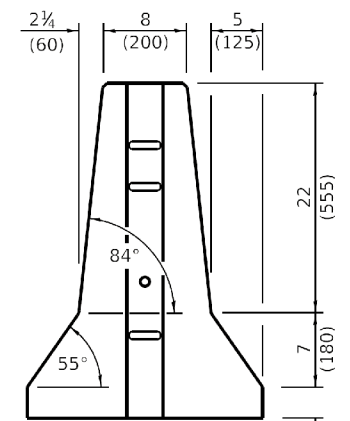


CONNECTING AND ANCHOR PINS

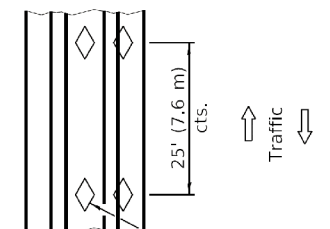
(End may be beveled 1/4 (6) max.)

2 1/2 (63) measured from face of barrier to end of loop bar

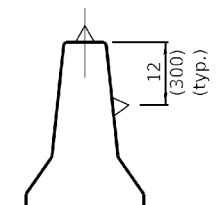
F SHAPE DESIGN



END VIEW



TOP VIEW



BARRIER WALL REFLECTORS

GENERAL NOTES

Each F shape barrier shall be clearly marked with "ILLINOIS F SHAPE", the Producer's mark and the date of manufacture. The markings shall be indented on the barrier or painted thereon with waterproof paint/ink.

The insert for the 1/2 (M12) bolt shall be capable of 3,000 lb (13 kN) pull-out strength.

When barrier separates opposing flows of traffic markers shall be on both sides of barrier.

See Standard 782006 for dimensions of Type C reflector.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
4-1-16	Rev. opt. chamfer on all edges to 1 (25). Reference to Std. 635011 now 782006.
1-1-12	Omitted 'ALTERNATE' from connecting and anchoring pins detail.

TEMPORARY CONCRETE BARRIER

(Sheet 1 of 2)

STANDARD 704001-08

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
599	D2 BUR 2020-3	ROCK ISLAND	21	19

CONTRACT NO. 64P36

ILLINOIS FED. AID PROJECT

SCALE: SHEET OF SHEETS STA. TO STA.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

STANDARD 704001-08

Illinois Department of Transportation

PASSED April 1, 2016
ENGINEER OF POLICY AND PROCEDURES
Michael Beard

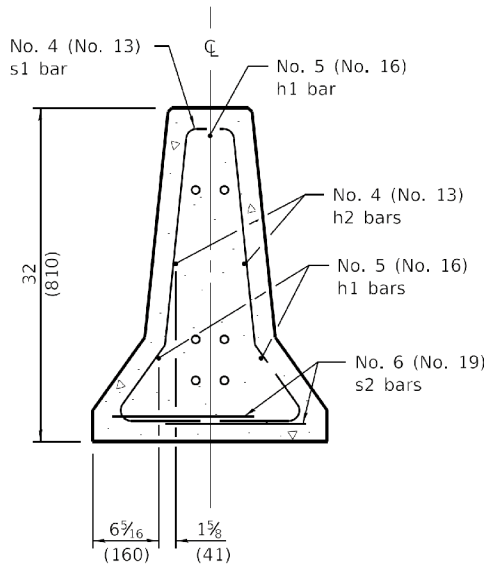
APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT
AR

ISSUED 10-1-02

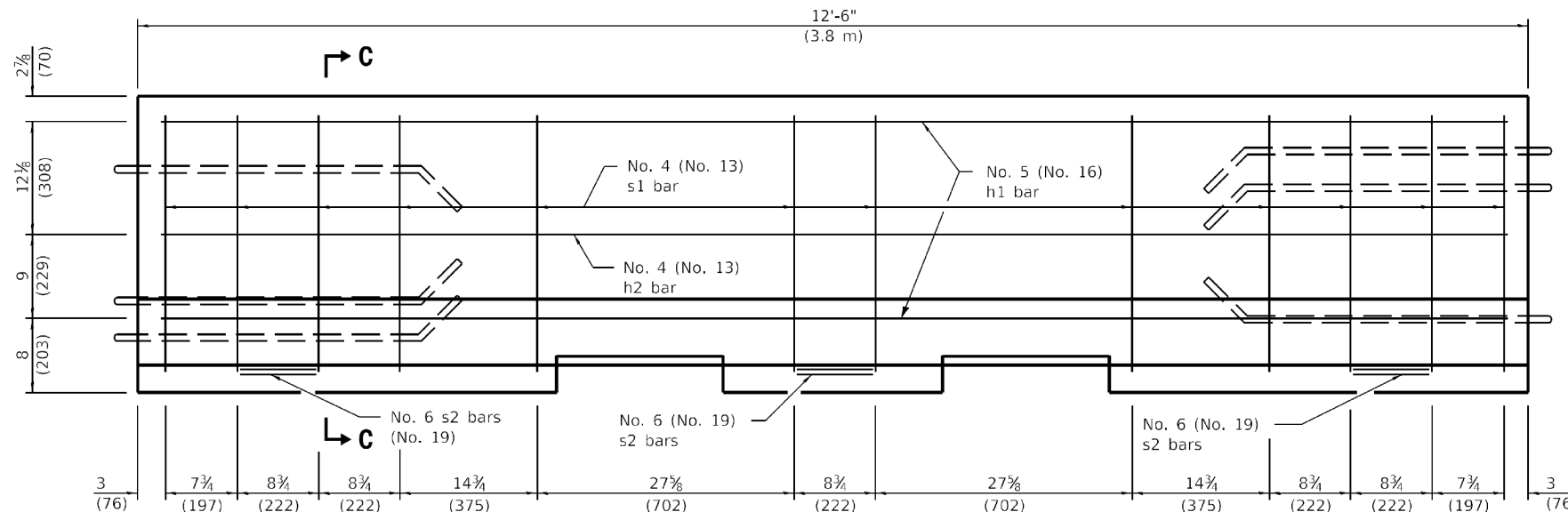
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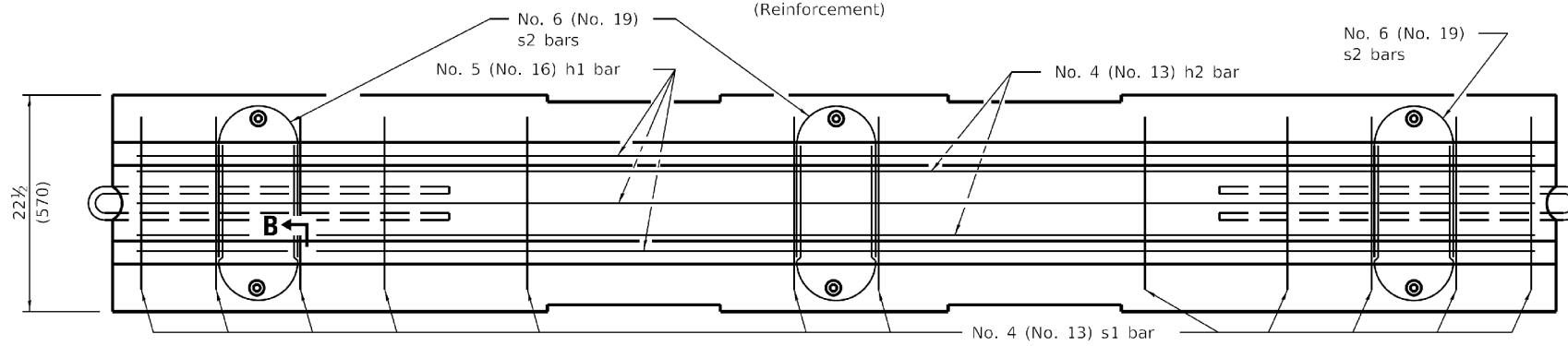
SDI ENGINEERING CORP.
www.sdiengr.com



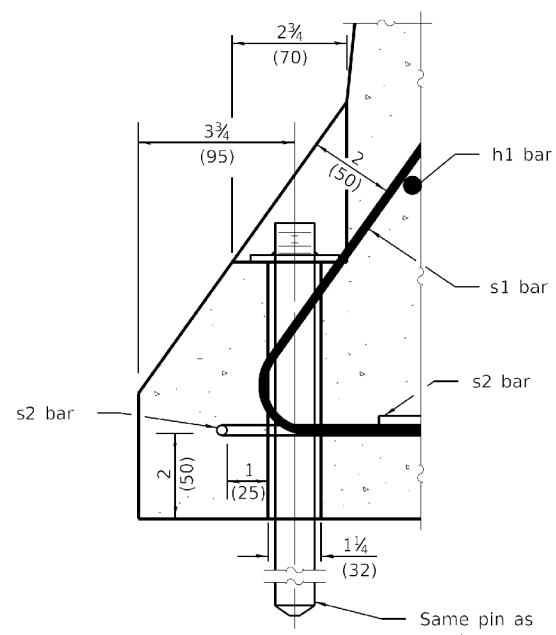
SECTION C-C



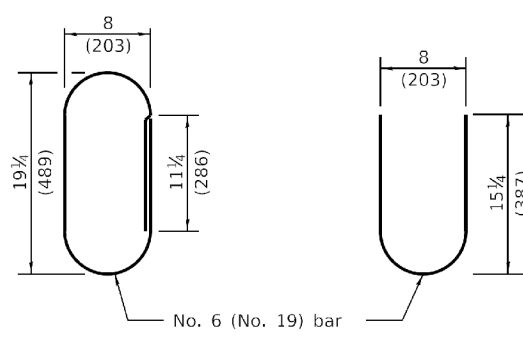
ELEVATION
(Reinforcement)



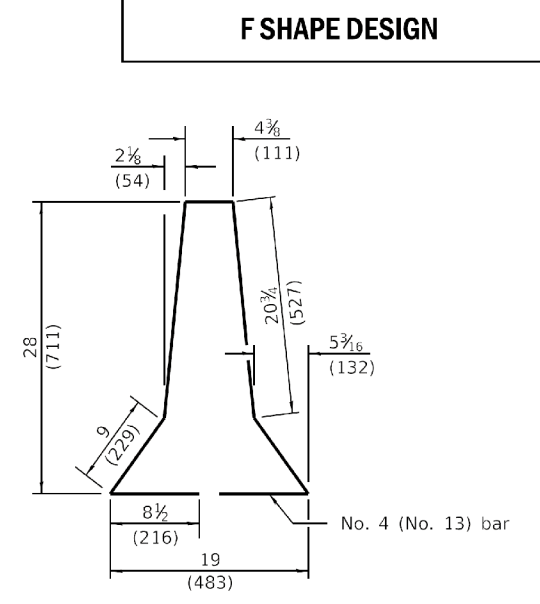
PLAN



SECTION B-B
ANCHORING DETAIL

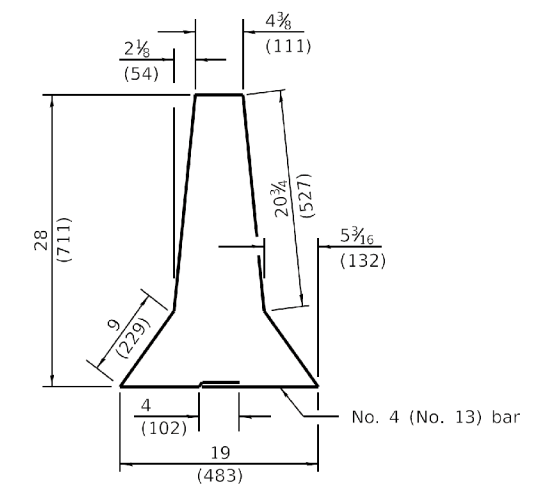


ALTERNATE s2 BARS



F SHAPE DESIGN

s1 BAR



ALTERNATE s1 BAR

TEMPORARY CONCRETE BARRIER

(Sheet 2 of 2)

STANDARD 704001-08

Illinois Department of Transportation

PASSED April 1, 2016
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 10-1-20

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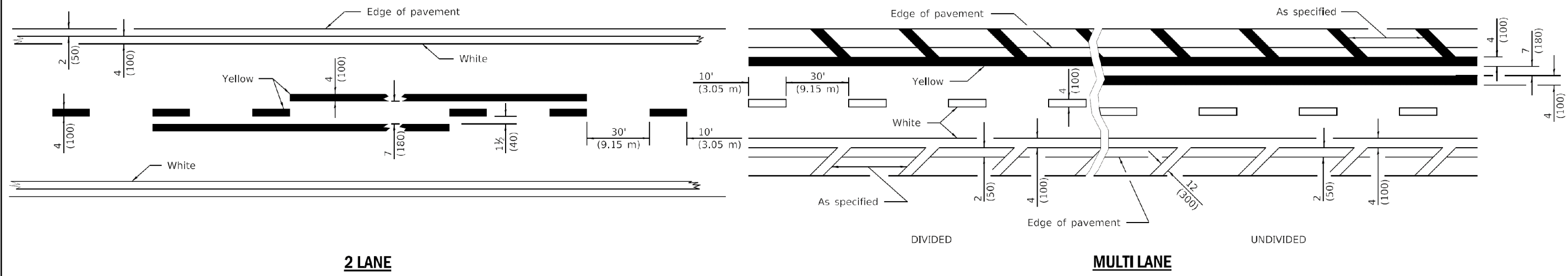
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STANDARD 704001-08

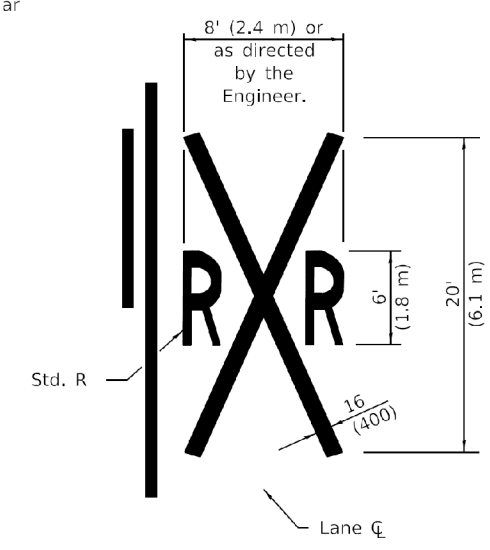
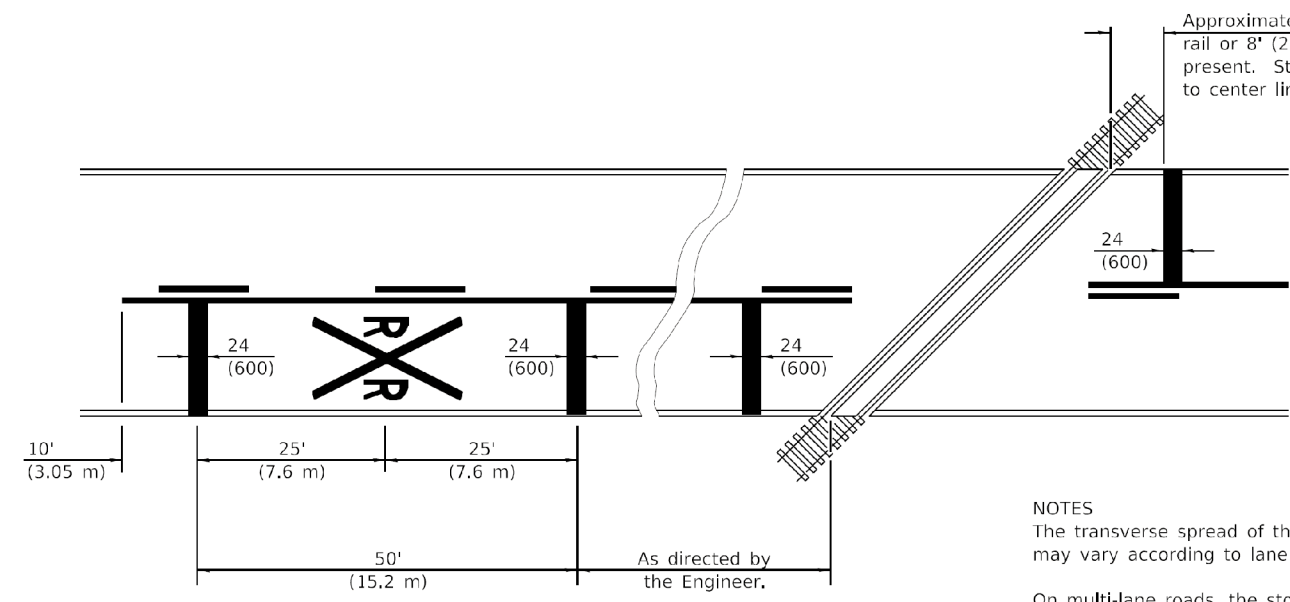
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
599	D2 BUR 2020-3	ROCK ISLAND	21	20
CONTRACT NO. 64P36				
ILLINOIS FED. AID PROJECT				

FILE NAME = \$FILEL\$



LANE AND EDGE LINES



NOTES

The transverse spread of the "X" may vary according to lane width.

On multi-lane roads, the stop lines shall extend across all approach lanes and separate RXR symbols shall be placed adjacent to each other in each lane.

When the pavement marking symbol is used, a portion of the symbol should be located directly adjacent to the Advance Warning Sign (W10-1) as placed by Table 2C-4, Condition B of the MUTCD.

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED January 1, 2015
ENGINEER OF OPERATIONS

APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-15

DATE	REVISIONS
1-1-15	Added symbols. Revised bike symbol. Revised note for stop line at RR crossing.
1-1-14	Added bike symbol. Renamed 'LANE DROP ARROW' detail to 'LANE-REDUCTION ARROW'.

TYPICAL PAVEMENT MARKINGS

(Sheet 1 of 3)

STANDARD 780001-05

FILE NAME = \$FILE\$

SDI ENGINEERING CORP.
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USER NAME = \$USER\$	DESIGNED - AA	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - SD	REVISED -
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	DATE - 03-19-2020	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

STANDARD 780001-05

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
599	D2 BUR 2020-3	ROCK ISLAND	21	21
CONTRACT NO. 64P36				
ILLINOIS FED. AID PROJECT				