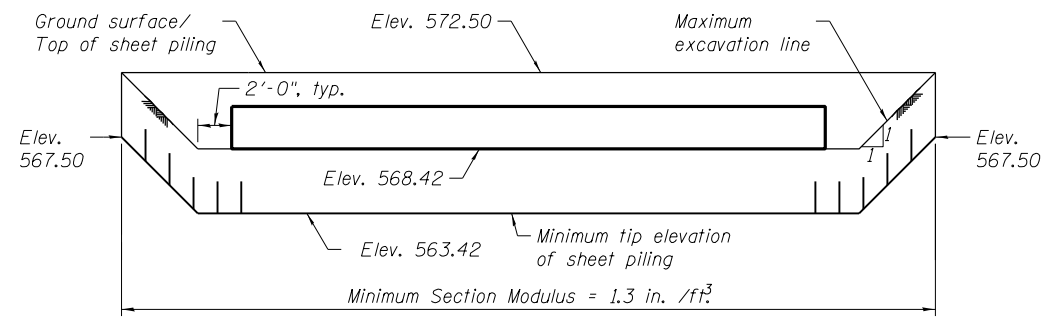


**GENERAL NOTES**

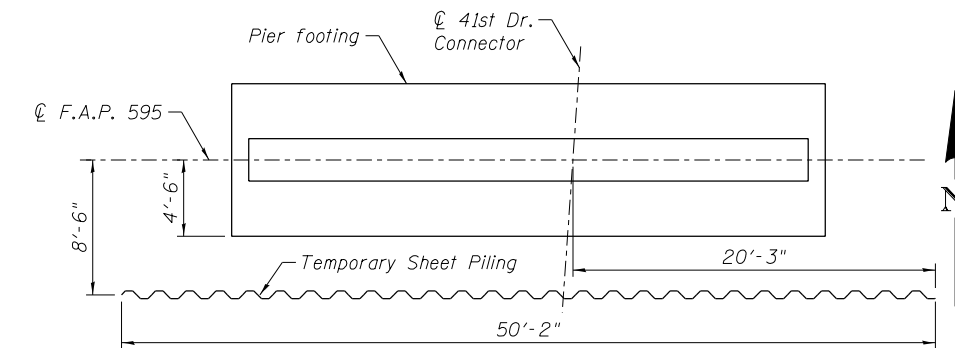
- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 7/8 in. dia., holes 15/16 in. dia., unless otherwise noted.
- Calculated weight of Structural Steel = 205,180 lb. (Grade 50)  
20,270 lb. (Grade 36)
- No field welding is permitted except as specified in the contract documents.
- 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.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance 1/8" (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Concrete Sealer shall be applied to the designated areas of the Pier and Abutments.
- The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception of the exterior surface and the bottom of the bottom flange of fascia beams, masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Blue, Munsell No. 10B 3/6.
- Slip forming of parapets will not be allowed.

**INDEX OF SHEETS**

- General Plan and Elevation
- General Data & Substructure Layout
- Top of Slab Elevations - 1
- Top of Slab Elevations - 2
- Top of North Approach Slab Elevations
- Top of South Approach Slab Elevations
- Deck Plan & Cross Section
- Superstructure Details - 1
- Superstructure Details - 2
- Bridge Approach Slab Details - 1
- Bridge Approach Slab Details - 2
- Bicycle Railing
- Bridge Fence Railing, Sidewalk Mounted
- Preformed Joint Strip Seal
- Drainage Scupper, DS-11
- Closed Drainage System Details
- Framing Plan and Beam Elevation
- Structural Steel Details
- Bearing Details
- North Abutment
- South Abutment
- Pier
- Bar Splicer Assembly and Mechanical Splicer Details
- HP Pile Details
- Soil Borings Logs 1
- Soil Borings Logs 2
- Soil Borings Logs 3



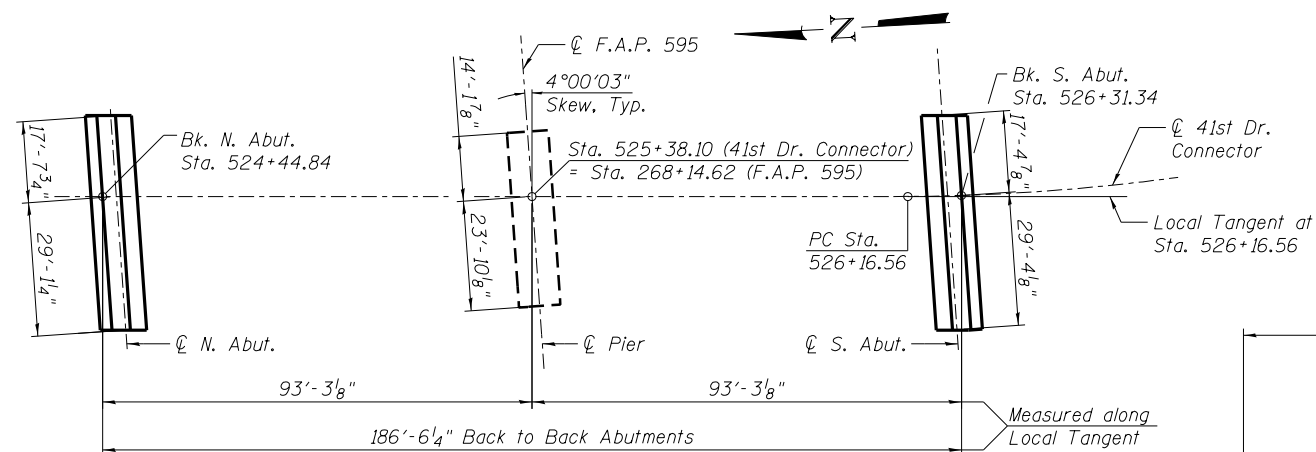
**ELEVATION**



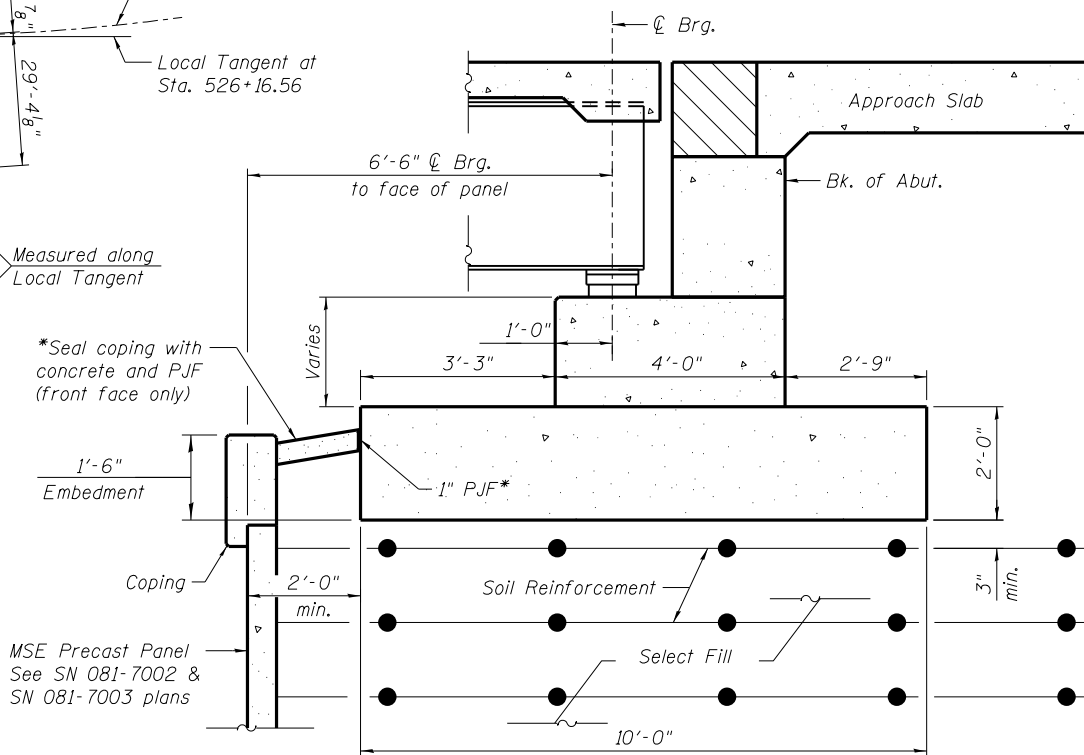
**PLAN**

**TEMPORARY SHEET PILING DETAILS**

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.



**FOOTING LAYOUT**



**SECTION THRU SPREAD FOOTING ABUTMENT**

(Horiz. dim. @ Rt. L's)

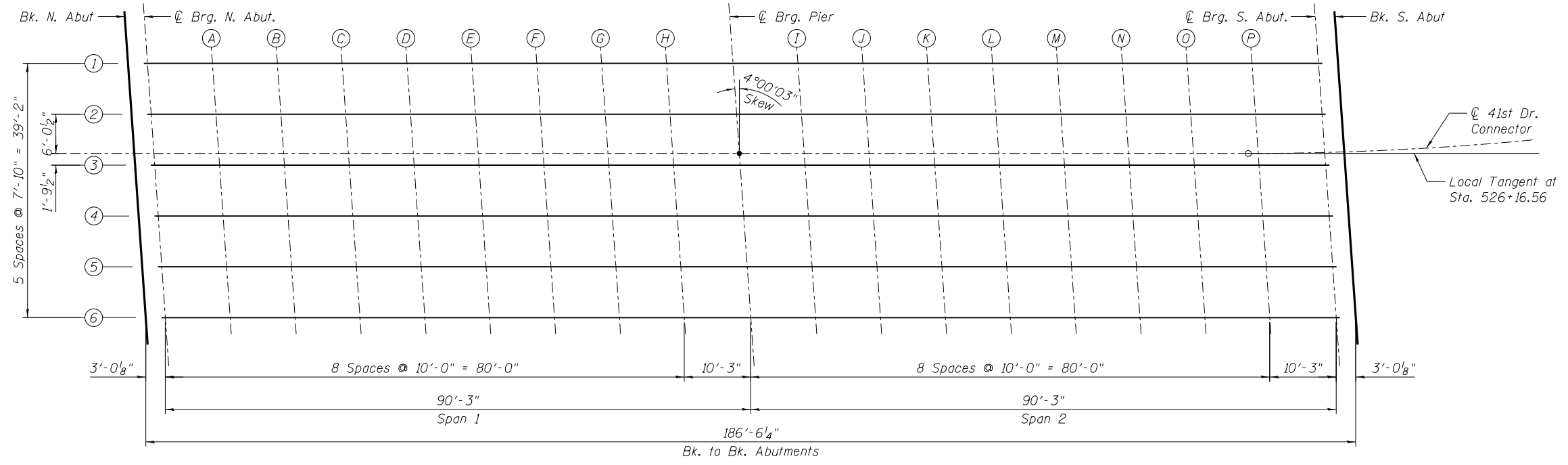
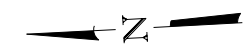
**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUB	SUPER	TOTAL
Structure Excavation	Cu. Yd.	91		91
Concrete Structures	Cu. Yd.	221.1		221.1
Concrete Superstructure	Cu. Yd.		428.1	428.1
Bridge Deck Grooving	Sq. Yd.	809		809
Protective Coat	Sq. Yd.		1,446	1,446
Furnishing And Erecting Structural Steel	L. Sum.		1	1
Stud Shear Connectors	Each		2,916	2,916
Reinforcement Bars, Epoxy Coated	Pound	28,870	117,150	146,020
Bar Splicers	Each		96	96
Bicycle Railing	Foot		60	60
Bridge Fence Railing (Sidewalk)	Foot		183	183
Parapet Railing	Foot		243	243
Furnishing Steel Piles HP12X63	Foot	320		320
Driving Piles	Foot	320		320
Name Plates	Each		1	1
Preformed Joint Strip Seal	Foot		92	92
Elastomeric Bearing Assembly, Type I	Each		12	12
Anchor Bolts, 1"	Each		24	24
Anchor Bolts, 1 1/4"	Each		12	12
Concrete Sealer	Sq. Ft.	2,458		2,458
Conduit Embedded in Structure, 2" Dia., PVC	Foot		490	490
Breakaway Device, Transformer Base, Special	Each		3	3
Drainage Scuppers DS-11	Each		2	2
Drainage System	L Sum		1	1
Temporary Sheet Piling	Sq. Ft.	439		439

\*The Contractor shall not pour the concrete between the abutment toe and MSE wall coping until the concrete deck has been poured due to settlement of the embankment. Cost included with Concrete Superstructure.

N:\PROJ\0003393\00\CONTRACT\1\Design\Structure\1\CAD\081-0176-0264884-02-General Notes and Substructure Layout.dgn

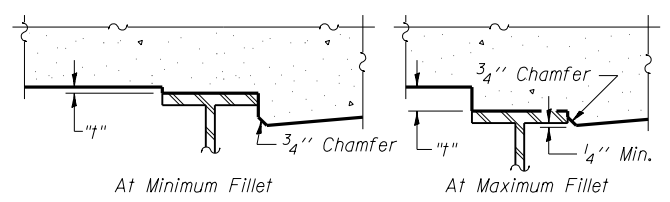
<p>CONSULTING ENGINEERS 1501 North Cumberland Avenue Suite 202 - Chicago, Illinois 60656 Tel: 773-774-4000 Fax: 773-774-4014 Email: clorba@clorba.com</p>	USER NAME = mteng PLOT SCALE = 0.166667' / 1" PLOT DATE = 3/11/2013	DESIGNED - SMY CHECKED - BWS DRAWN - RD CHECKED - BWS	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL DATA & SUBSTRUCTURE LAYOUT STRUCTURE NO. 081-0176 SHEET NO. S-2 OF S-27 SHEETS	F.A.P. RTE. 595 SECTION (142-1JR & 142-1HB) COUNTY ROCK ISLAND TOTAL SHEETS 507 SHEET NO. 301 CONTRACT NO. 64B84 ILLINOIS FED. AID PROJECT
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**PLAN**

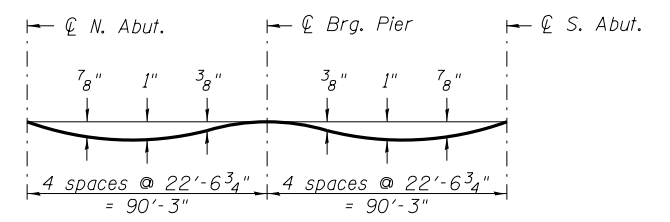
**GIRDER 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk N. Abut.	524+43.87	-13.88	595.81	595.81
☉ Brg. N. Abut.	524+46.88	-13.88	595.82	595.82
A	524+56.88	-13.88	595.84	595.88
B	524+66.88	-13.88	595.83	595.90
C	524+76.88	-13.88	595.81	595.90
D	524+86.88	-13.88	595.76	595.85
E	524+96.88	-13.88	595.70	595.78
F	525+06.88	-13.88	595.62	595.67
G	525+16.88	-13.88	595.52	595.55
H	525+26.88	-13.88	595.40	595.41
☉ Brg. Pier	525+37.13	-13.88	595.25	595.25
I	525+47.13	-13.88	595.09	595.10
J	525+57.13	-13.88	594.91	594.94
K	525+67.13	-13.88	594.71	594.77
L	525+77.13	-13.88	594.49	594.57
M	525+87.13	-13.88	594.25	594.34
N	525+97.13	-13.88	594.00	594.09
O	526+07.13	-13.88	593.72	593.79
P	526+17.15	-13.87	593.42	593.46
☉ Brg. S. Abut.	526+27.71	-13.74	593.09	593.09
Bk. S. Abut.	526+30.81	-13.66	592.99	592.99



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets S-3 and S-4, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**



**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only)

Note:  
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets S-3 and S-4.

N:\PROJ\10003333\CONTRACT\_1\Design\Structural\CAD\081-0176-0264884-03-Top of Slab Elevations.dgn



USER NAME = mteng	DESIGNED - MHT	REVISED -
PLOT SCALE = 20.000000' / in.	CHECKED - SMY	REVISED -
PLOT DATE = 3/11/2013	DRAWN - SMY	REVISED -
	CHECKED - BWS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - 1  
STRUCTURE NO. 081-0176**

SHEET NO. S-3 OF S-27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	302
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B84	

**GIRDER 2**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. N. Abut.	524+44.42	-6.04	595.98	595.98
☉ Brg. N. Abut.	524+47.43	-6.04	595.98	595.98
A	524+57.43	-6.04	596.00	596.04
B	524+67.43	-6.04	595.99	596.07
C	524+77.43	-6.04	595.97	596.06
D	524+87.43	-6.04	595.92	596.01
E	524+97.43	-6.04	595.86	595.94
F	525+07.43	-6.04	595.78	595.83
G	525+17.43	-6.04	595.68	595.70
H	525+27.43	-6.04	595.55	595.56
☉ Pier	525+37.68	-6.04	595.41	595.41
I	525+47.68	-6.04	595.25	595.25
J	525+57.68	-6.04	595.06	595.09
K	525+67.68	-6.04	594.86	594.92
L	525+77.68	-6.04	594.64	594.72
M	525+87.68	-6.04	594.40	594.49
N	525+97.68	-6.04	594.15	594.23
O	526+07.68	-6.04	593.87	593.94
P	526+17.69	-6.04	593.57	593.61
☉ Brg. S. Abut.	526+28.08	-5.90	593.24	593.24
Bk. S. Abut.	526+31.12	-5.81	593.14	593.14

**☉ 41ST DR. CONNECTOR & PGL**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. N. Abut.	524+44.84	0.00	596.10	596.10
☉ Brg. N. Abut.	524+47.85	0.00	596.11	596.11
A	524+57.85	0.00	596.12	596.17
B	524+67.85	0.00	596.12	596.19
C	524+77.85	0.00	596.09	596.18
D	524+87.85	0.00	596.05	596.14
E	524+97.85	0.00	595.98	596.06
F	525+07.85	0.00	595.90	595.95
G	525+17.85	0.00	595.80	595.83
H	525+27.85	0.00	595.67	595.68
☉ Pier	525+38.10	0.00	595.53	595.53
I	525+48.10	0.00	595.36	595.37
J	525+58.10	0.00	595.18	595.21
K	525+68.10	0.00	594.98	595.03
L	525+78.10	0.00	594.76	594.84
M	525+88.10	0.00	594.52	594.61
N	525+98.10	0.00	594.26	594.35
O	526+08.10	0.00	593.98	594.05
P	526+18.10	0.00	593.68	593.72
☉ Brg. S. Abut.	526+28.34	0.00	593.36	593.36
Bk. S. Abut.	526+31.34	0.00	593.26	593.26

**GIRDER 3**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. N. Abut.	524+44.97	1.79	596.07	596.07
☉ Brg. N. Abut.	524+47.98	1.79	596.07	596.07
A	524+57.98	1.79	596.09	596.13
B	524+67.98	1.79	596.08	596.15
C	524+77.98	1.79	596.06	596.14
D	524+87.98	1.79	596.01	596.10
E	524+97.98	1.79	595.95	596.02
F	525+07.98	1.79	595.86	595.91
G	525+17.98	1.79	595.76	595.79
H	525+27.98	1.79	595.63	595.64
☉ Pier	525+38.23	1.79	595.49	595.49
I	525+48.23	1.79	595.32	595.33
J	525+58.23	1.79	595.14	595.17
K	525+68.23	1.79	594.94	594.99
L	525+78.23	1.79	594.72	594.80
M	525+88.23	1.79	594.48	594.57
N	525+98.23	1.79	594.22	594.31
O	526+08.23	1.79	593.94	594.01
P	526+18.22	1.79	593.64	593.68
☉ Brg. S. Abut.	526+28.43	1.95	593.31	593.31
Bk. S. Abut.	526+31.42	2.03	593.21	593.21

**GIRDER 4**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. N. Abut.	524+45.52	9.63	595.90	595.90
☉ Brg. N. Abut.	524+48.52	9.63	595.91	595.91
A	524+58.52	9.63	595.92	595.97
B	524+68.52	9.63	595.92	595.99
C	524+78.52	9.63	595.89	595.98
D	524+88.52	9.63	595.84	595.93
E	524+98.52	9.63	595.78	595.85
F	525+08.52	9.63	595.69	595.75
G	525+18.52	9.63	595.59	595.62
H	525+28.52	9.63	595.46	595.47
☉ Pier	525+38.77	9.63	595.32	595.32
I	525+48.77	9.63	595.15	595.16
J	525+58.77	9.63	594.97	595.00
K	525+68.77	9.63	594.77	594.82
L	525+78.77	9.63	594.54	594.62
M	525+88.77	9.63	594.30	594.39
N	525+98.77	9.63	594.04	594.13
O	526+08.77	9.63	593.76	593.83
P	526+18.73	9.63	593.46	593.50
☉ Brg. S. Abut.	526+28.77	9.79	593.14	593.14
Bk. S. Abut.	526+31.71	9.88	593.04	593.04

**GIRDER 5**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. N. Abut.	524+46.06	17.46	595.74	595.74
☉ Brg. N. Abut.	524+49.07	17.46	595.75	595.75
A	524+59.07	17.46	595.76	595.80
B	524+69.07	17.46	595.75	595.83
C	524+79.07	17.46	595.72	595.81
D	524+89.07	17.46	595.68	595.77
E	524+99.07	17.46	595.61	595.69
F	525+09.07	17.46	595.52	595.58
G	525+19.07	17.46	595.42	595.45
H	525+29.07	17.46	595.29	595.30
☉ Pier	525+39.32	17.46	595.14	595.14
I	525+49.32	17.46	594.98	594.99
J	525+59.32	17.46	594.80	594.82
K	525+69.32	17.46	594.59	594.64
L	525+79.32	17.46	594.37	594.44
M	525+89.32	17.46	594.13	594.22
N	525+99.32	17.46	593.86	593.95
O	526+09.32	17.46	593.58	593.65
P	526+19.22	17.47	593.28	593.32
☉ Brg. S. Abut.	526+29.09	17.64	592.96	592.96
Bk. S. Abut.	526+31.99	17.73	592.86	592.86


**GIRDER 6**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. N. Abut.	524+46.61	25.29	595.90	595.90
☉ Brg. N. Abut.	524+49.62	25.29	595.91	595.91
A	524+59.62	25.29	595.92	595.96
B	524+69.62	25.29	595.91	595.98
C	524+79.62	25.29	595.88	595.97
D	524+89.62	25.29	595.83	595.92
E	524+99.62	25.29	595.76	595.84
F	525+09.62	25.29	595.68	595.73
G	525+19.62	25.29	595.57	595.60
H	525+29.62	25.29	595.44	595.45
☉ Pier	525+39.87	25.29	595.29	595.29
I	525+49.87	25.29	595.13	595.14
J	525+59.87	25.29	594.94	594.97
K	525+69.87	25.29	594.74	594.79
L	525+79.87	25.29	594.51	594.59
M	525+89.87	25.29	594.27	594.36
N	525+99.87	25.29	594.01	594.10
O	526+09.87	25.29	593.72	593.80
P	526+19.70	25.30	593.43	593.47
☉ Brg. S. Abut.	526+29.41	25.48	593.11	593.11
Bk. S. Abut.	526+32.26	25.57	593.01	593.01

**NOTE:**

Work this sheet with sheet S-3.

N:\PROJECTS\03033333\03033333\CONTRACT\1\Design\Structure\1\CAD\081-0176-0264884-04-Top of Slab Elevations 11.dgn

	USER NAME = mteng	DESIGNED - MHT	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>TOP OF SLAB ELEVATIONS - 2</b> <b>STRUCTURE NO. 081-0176</b>	F.A.P. RTE. 595	SECTION (142-1JR & 142-1HB)	COUNTY ROCK ISLAND	TOTAL SHEETS 507	SHEET NO. 303
	PLOT SCALE = 0:2.0000 '1" = 10'	CHECKED - SMY	REVISED -			REVISED -	CONTRACT NO. 64B84	ILLINOIS FED. AID PROJECT		
	PLOT DATE = 3/11/2013	DRAWN - RD	REVISED -							
		CHECKED - BWS	REVISED -							

**EAST EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Pav't.	524+14.22	16.00 Lt.	595.59
A1	524+24.22	16.00 Lt.	595.67
A2	524+34.22	16.00 Lt.	595.73
S. End of N. Appr. Pav't.	524+44.22	16.00 Lt.	595.77

**EAST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Pav't.	524+14.43	13.00 Lt.	595.65
A1	524+24.43	13.00 Lt.	595.73
A2	524+34.43	13.00 Lt.	595.79
S. End of N. Appr. Pav't.	524+44.43	13.00 Lt.	595.83

**℄ 41st Dr. CONNECTOR AND P.G.**

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Pav't.	524+15.34	0.00	595.93
A1	524+25.34	0.00	596.01
A2	524+35.34	0.00	596.07
S. End of N. Appr. Pav't.	524+45.34	0.00	596.10

**WEST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Pav't.	524+16.25	13.00 Rt.	595.67
A1	524+26.25	13.00 Rt.	595.74
A2	524+36.25	13.00 Rt.	595.80
S. End of N. Appr. Pav't.	524+46.25	13.00 Rt.	595.84

**PARAPET INSIDE FACE**

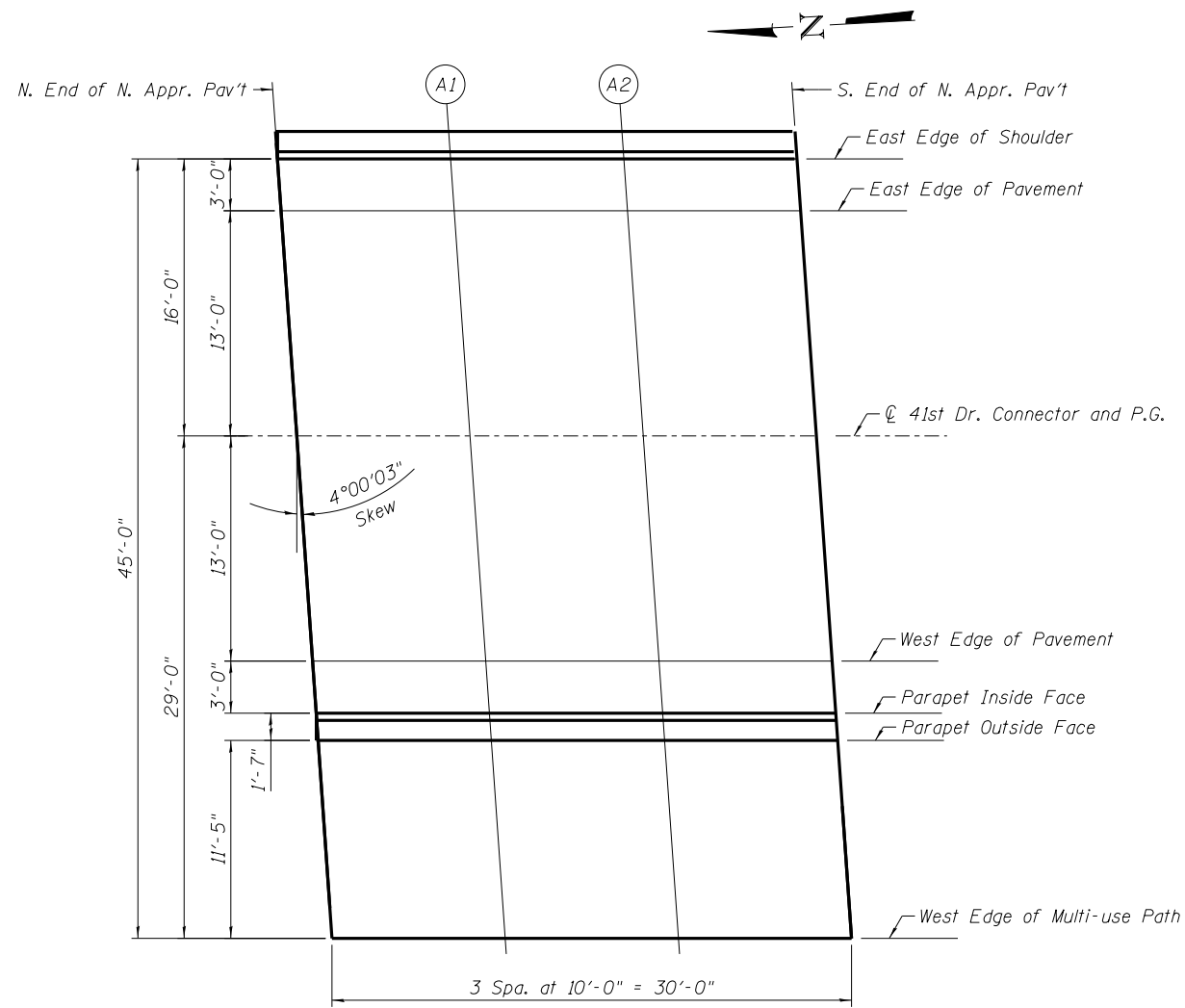
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Pav't.	524+16.46	16.00 Rt.	595.61
A1	524+26.46	16.00 Rt.	595.68
A2	524+36.46	16.00 Rt.	595.74
S. End of N. Appr. Pav't.	524+46.46	16.00 Rt.	595.77

**PARAPET OUTSIDE FACE**

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Pav't.	524+16.57	17.58 Rt.	595.58
A1	524+26.57	17.58 Rt.	595.65
A2	524+36.57	17.58 Rt.	595.71
S. End of N. Appr. Pav't.	524+46.57	17.58 Rt.	595.74

**WEST EDGE OF MULTI-USE PATH**

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Pav't.	524+17.37	29.00 Rt.	595.82
A1	524+27.37	29.00 Rt.	595.89
A2	524+37.37	29.00 Rt.	595.95
S. End of N. Appr. Pav't.	524+47.37	29.00 Rt.	595.98



**PLAN**

N:\PROJ\10003393\00\CONTRACT\1\Design\Structure\1\CAD\081-0176-0264884-05-Top of North Approach Slab Elevations.dgn



USER NAME = mteng	DESIGNED - MHT	REVISED -
	CHECKED - SMY	REVISED -
PLOT SCALE = 10.666667' / in.	DRAWN - RD	REVISED -
PLOT DATE = 3/11/2013	CHECKED - BWS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 081-0176**

SHEET NO. S-5 OF S-27 SHEETS

F.A.P. RTE. 595	SECTION (142-1JR & 142-1HB)	COUNTY ROCK ISLAND	TOTAL SHEETS 507	SHEET NO. 304
CONTRACT NO. 64B84			ILLINOIS FED. AID PROJECT	

**EAST EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Pav't.	526+30.21	15.80 Lt.	592.96
A3	526+40.56	16.10 Lt.	592.60
A4	526+50.92	16.16 Lt.	592.23
S. End of S. Appr. Pav't.	526+61.28	16.00 Lt.	591.83

**EAST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Pav't.	526+30.32	13.00 Lt.	593.02
A3	526+40.61	13.00 Lt.	592.67
A4	526+50.90	13.00 Lt.	592.29
S. End of S. Appr. Pav't.	526+61.20	13.00 Lt.	591.90

**☉ 41st Dr. CONNECTOR AND P.G.**

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Pav't.	526+30.84	0.00	593.27
A3	526+40.84	0.00	592.93
A4	526+50.84	0.00	592.57
S. End of S. Appr. Pav't.	526+60.84	0.00	592.18

**WEST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Pav't.	526+31.34	13.00 Rt.	592.99
A3	526+41.06	13.00 Rt.	592.65
A4	526+50.79	13.00 Rt.	592.30
S. End of S. Appr. Pav't.	526+60.51	13.00 Rt.	591.93

**PARAPET INSIDE FACE**

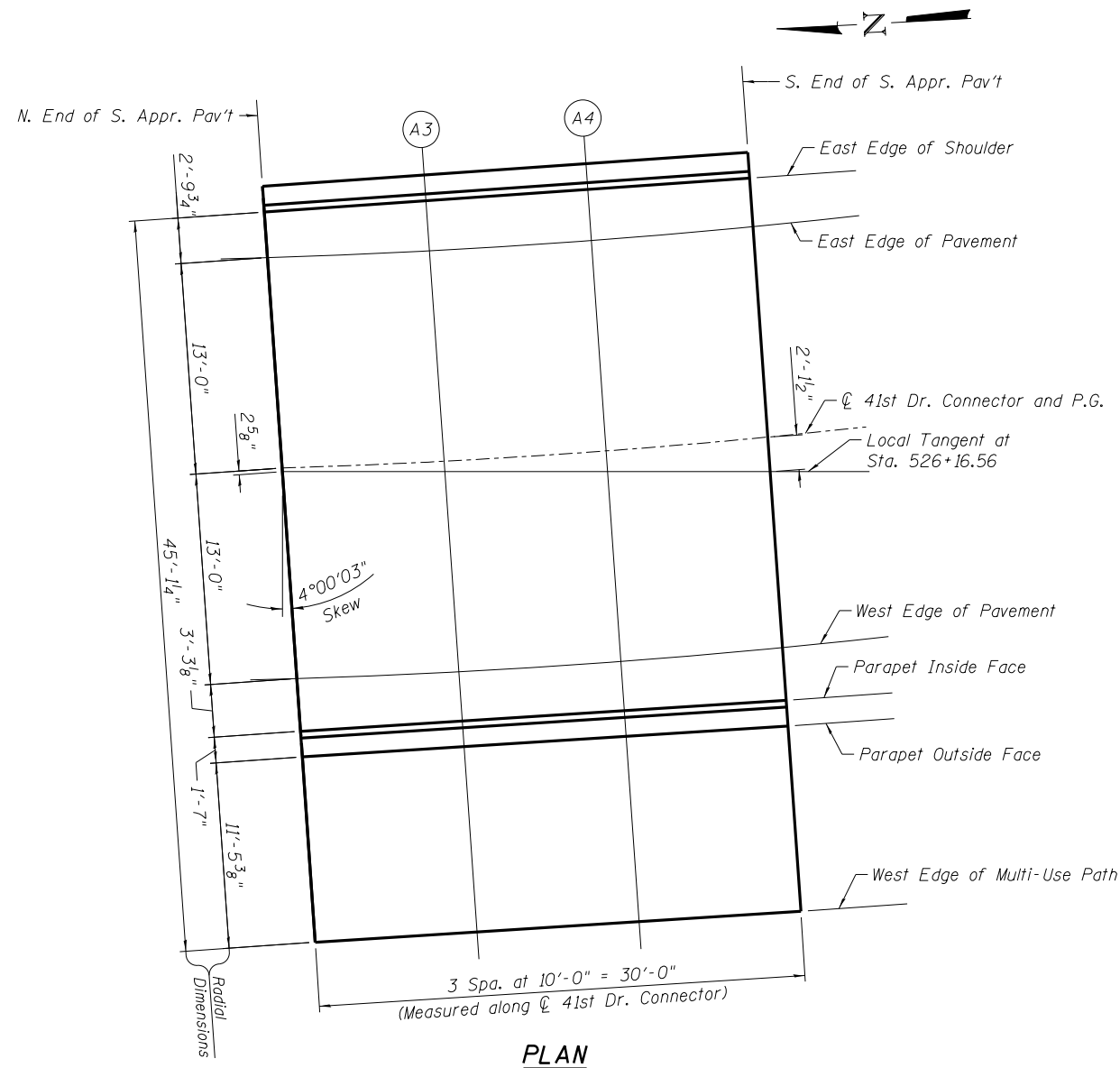
Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Pav't.	526+31.45	16.25 Rt.	592.91
A3	526+41.11	16.04 Rt.	592.59
A4	526+50.77	16.04 Rt.	592.24
S. End of S. Appr. Pav't.	526+60.43	16.25 Rt.	591.86

**PARAPET OUTSIDE FACE**

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Pav't.	526+31.51	17.84 Rt.	592.88
A3	526+41.14	17.63 Rt.	592.55
A4	526+50.77	17.63 Rt.	592.20
S. End of S. Appr. Pav't.	526+60.39	17.84 Rt.	591.83

**WEST EDGE OF MULTI-USE PATH**

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Pav't.	526+31.91	29.27 Rt.	593.07
A3	526+41.31	29.07 Rt.	592.75
A4	526+50.72	29.07 Rt.	592.41
S. End of S. Appr. Pav't.	526+60.12	29.28 Rt.	592.05



**PLAN**

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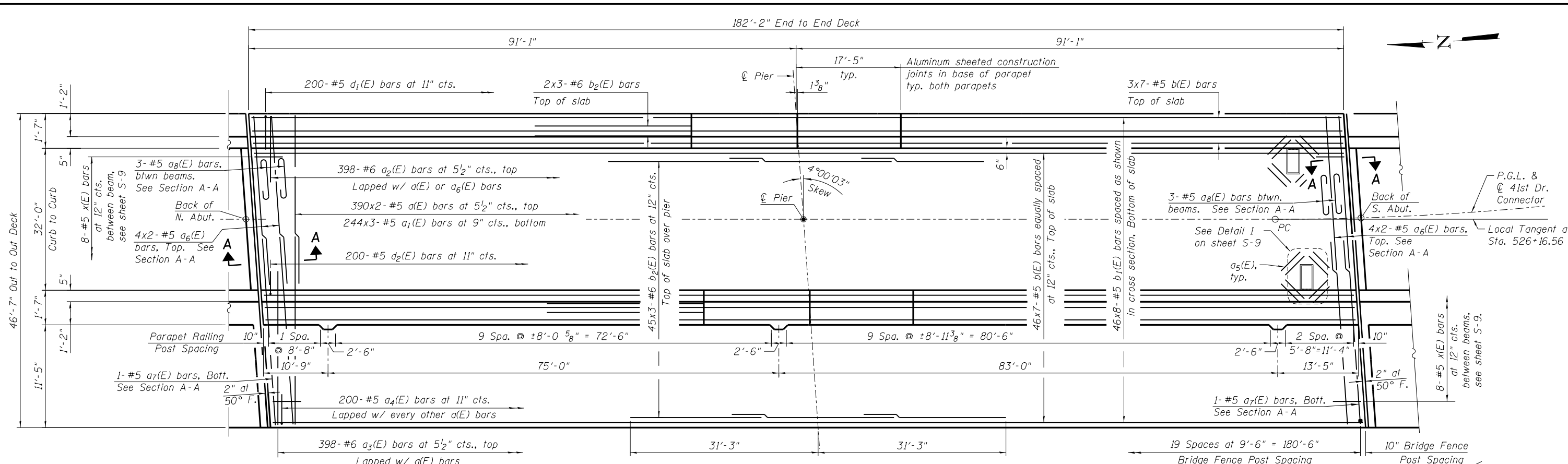
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

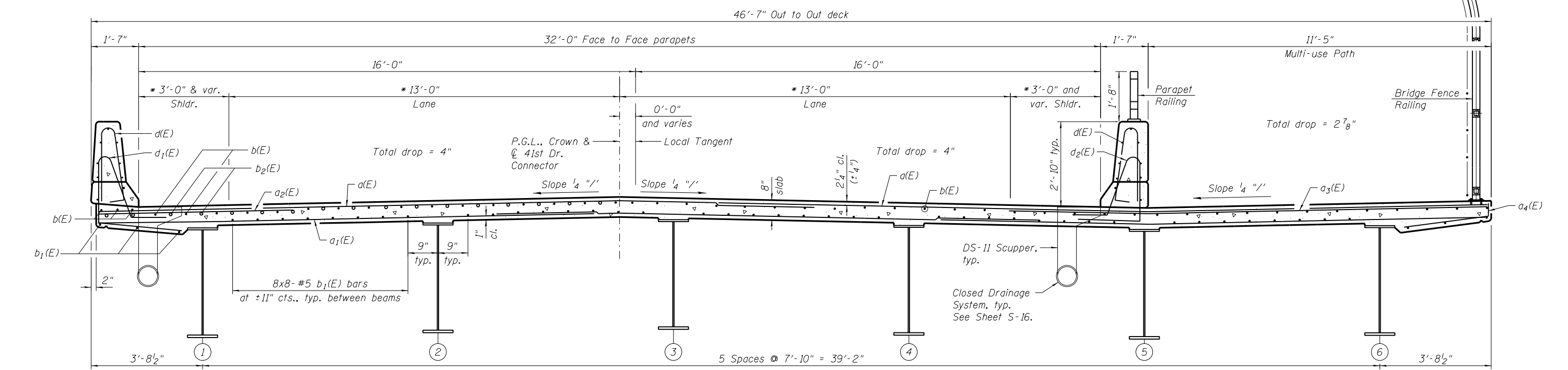
**TOP OF SOUTH APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 081-0176**

SHEET NO. S-6 OF S-27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1JR & 142-1HB)	ROCK ISLAND	507	305
CONTRACT NO. 64B84			ILLINOIS FED. AID PROJECT	



**PLAN**



**CROSS SECTION**  
(Looking South)

**MIN. BAR LAP**  
#5 Bar - 3'-3"  
#6 Bar - 3'-10"

**NOTES:**

1. See Sheet S-8 for superstructure details and parapet reinforcement.
2. See Sheet S-9 for Section A-A, Bill of Materials and Bar Bending Diagrams.
3. Bars indicated thus 1x2-#5 etc. indicates 1 line of bars with 2 lengths per bar.
4. See sheet S-23 for Bar Splicer Details.
5. Dimensions are based on a rolled rail strip seal joint. If the Contractor elects to use the welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on sheet S-14.

N:\PROJ\10003393\00\CONTRACT\1\Design\Structure\Deck Plan & Cross Section.dgn

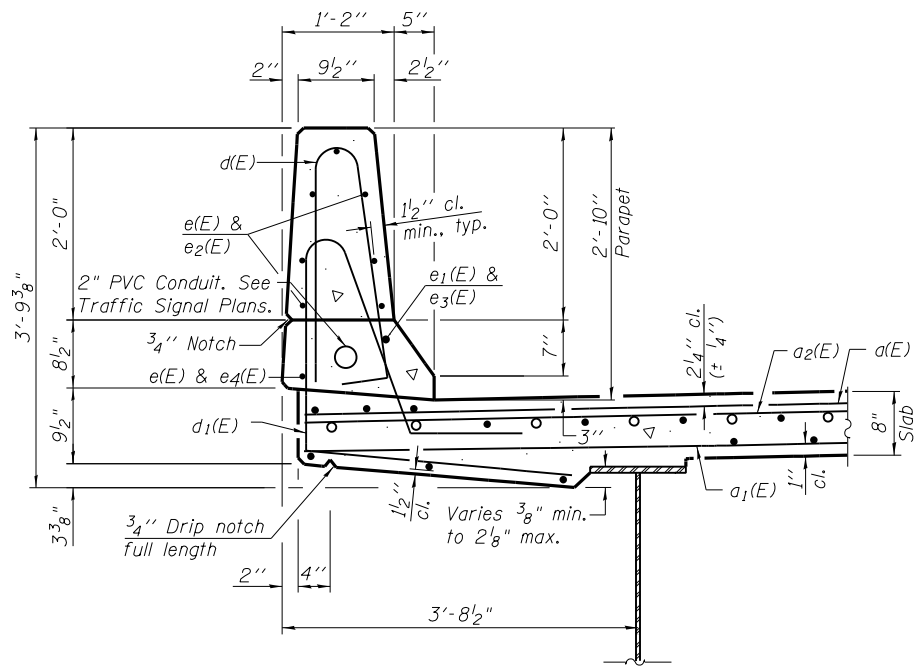
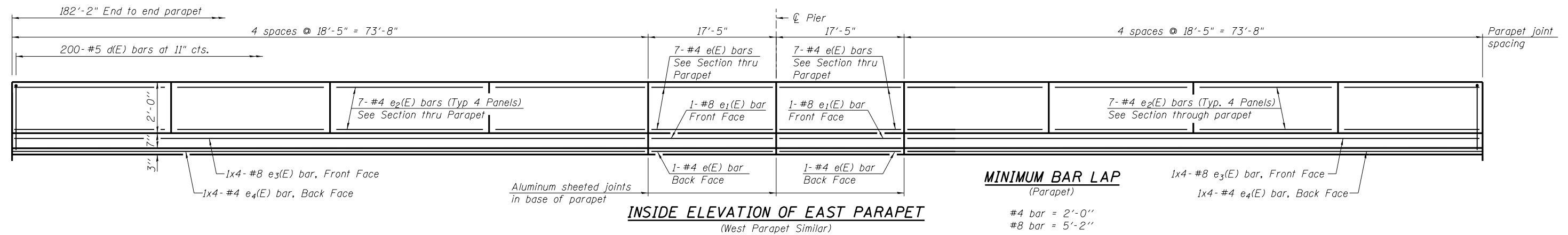


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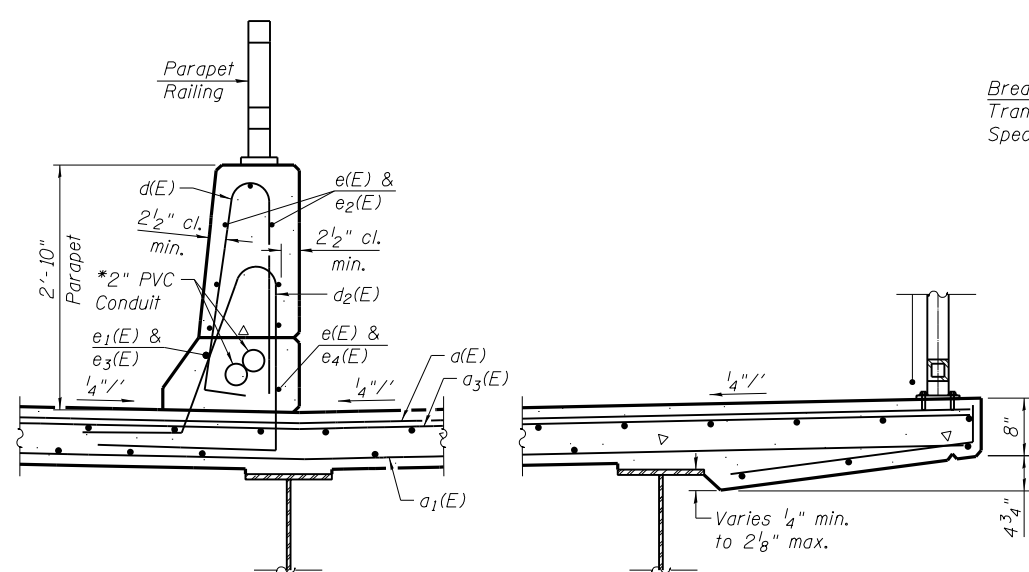
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DECK PLAN & CROSS SECTION**  
**STRUCTURE NO. 081-0176**  
SHEET NO. S-7 OF S-27 SHEETS

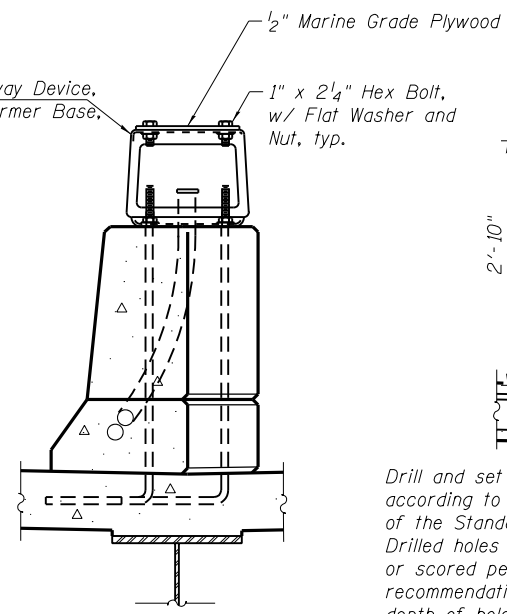
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CONTRACT NO. 648B4			ILLINOIS FED. AID PROJECT	



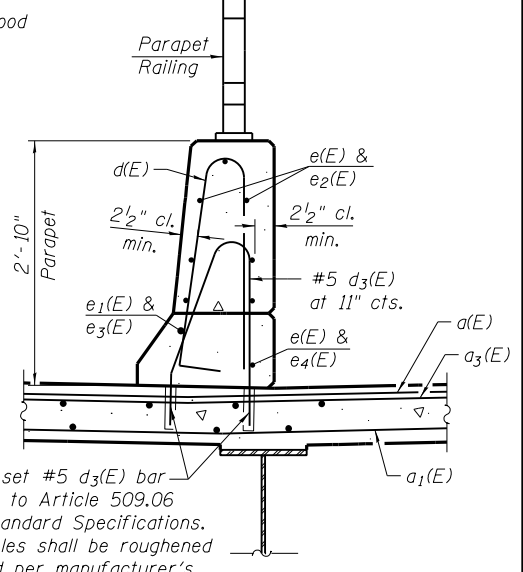
SECTION THRU EAST PARAPET



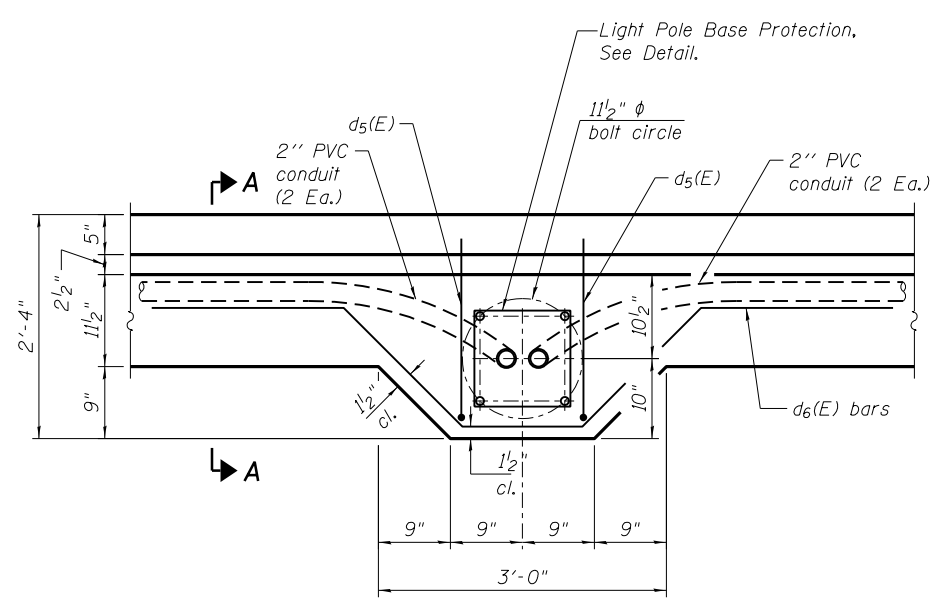
SECTION THRU WEST PARAPET



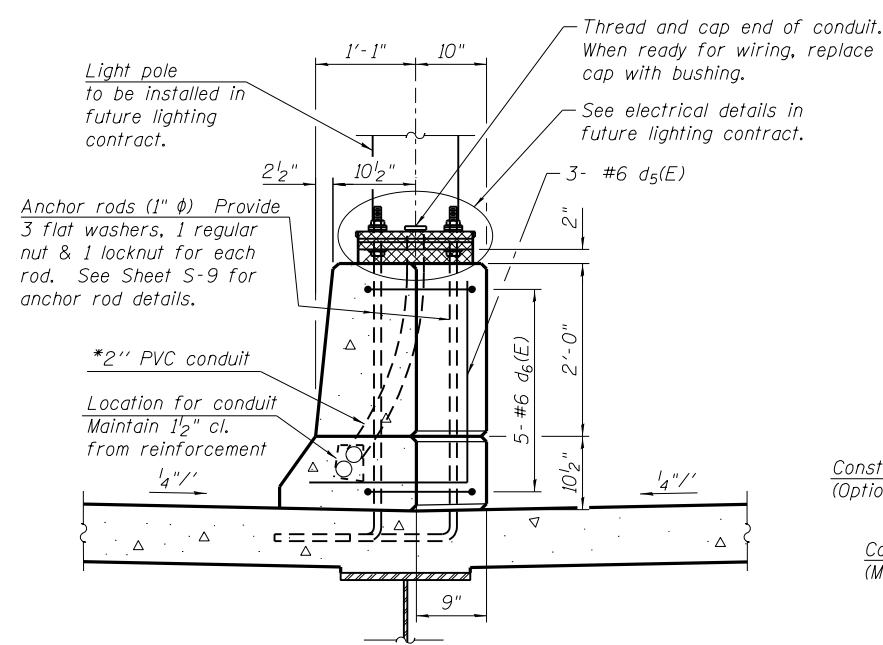
LIGHT POLE BASE PROTECTION DETAIL (3 Thus)



ALTERNATE SECTION THRU WEST PARAPET

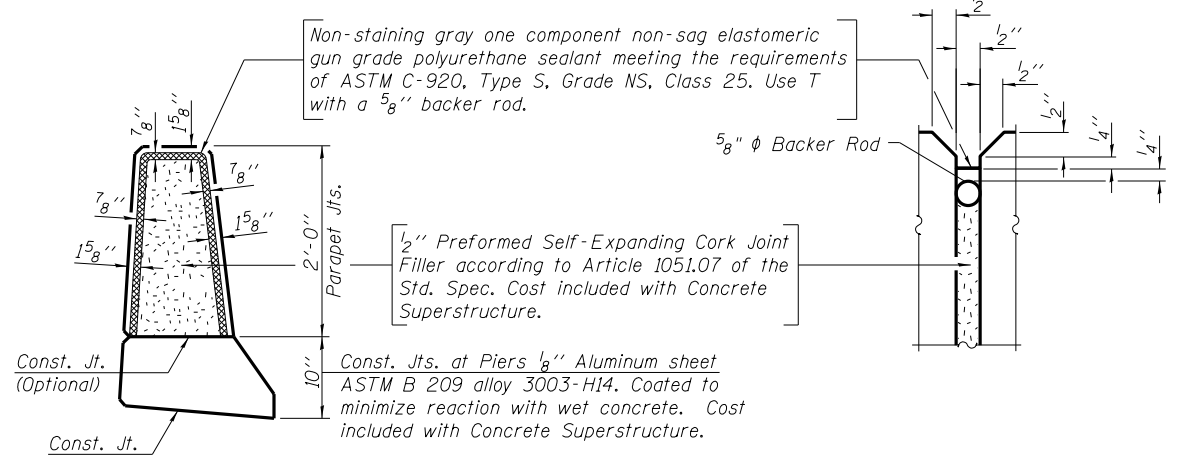


LIGHT POLE BASE DETAIL



SECTION A-A

\* Conduit Embedded in Structure, 2" Dia., PVC. (2 Ea.)



PARAPET JOINT DETAILS

NOTES:

1. Work this sheet with sheets S-7 and S-9.
2. Bars indicated thus 1x2 #5 etc. indicates 1 line of bars with 2 lengths per line.
3. Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.

I:\Projects\0811\CONTRACT\_1\Design\Structure\081-0176-0264884-08-Superstructure\_Details\_1.dgn

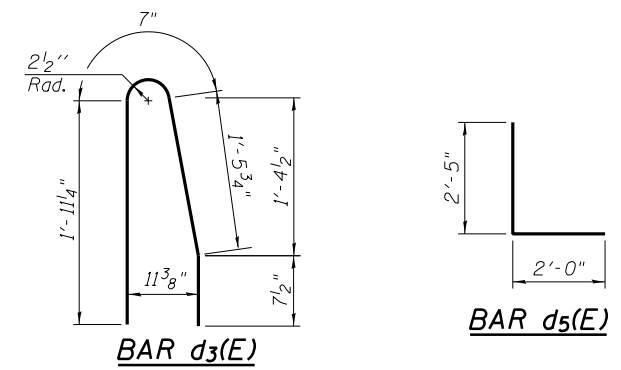
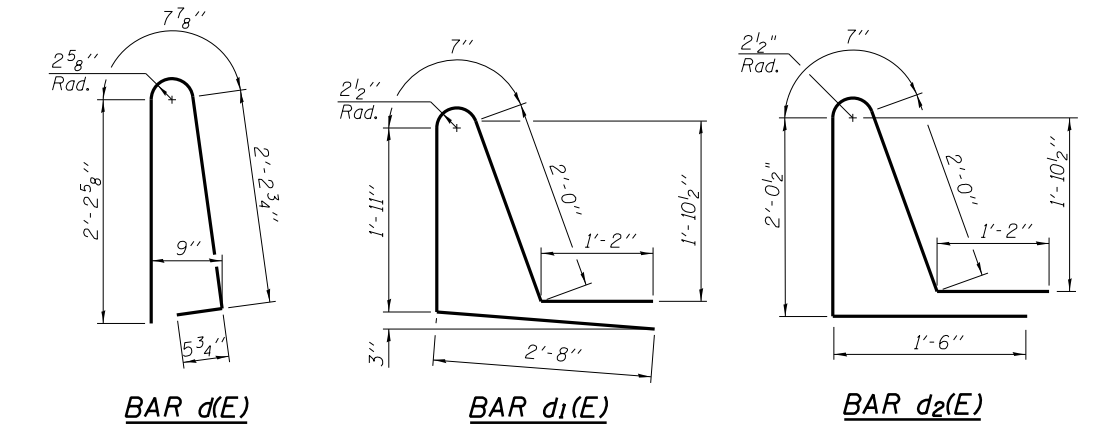
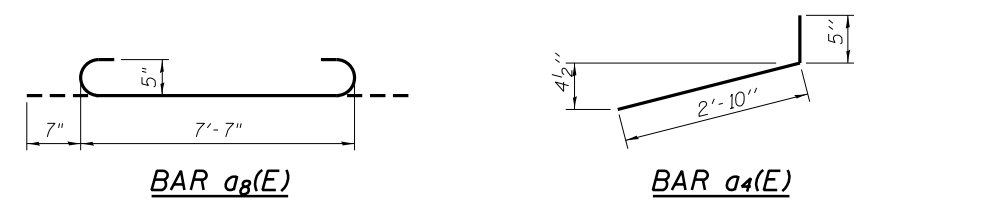
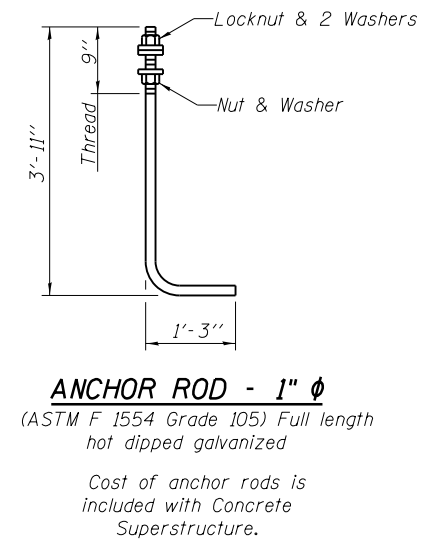
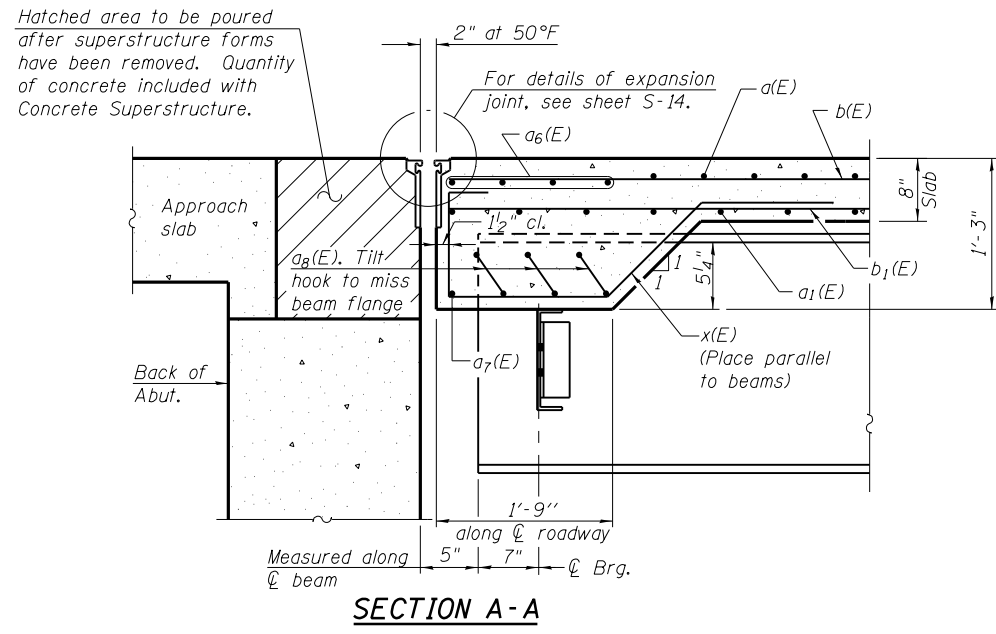


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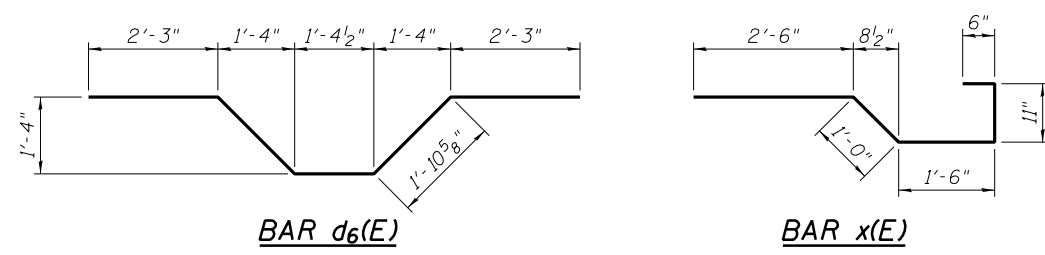
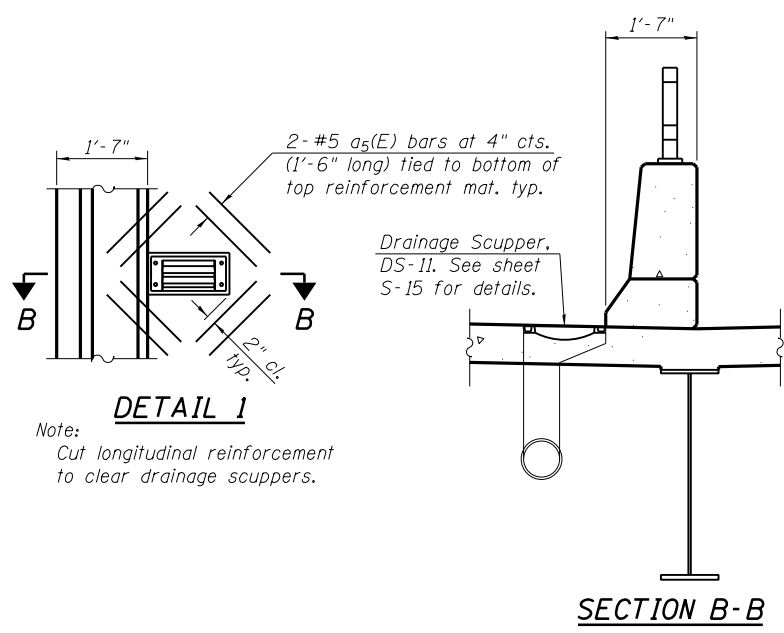
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS - 1  
STRUCTURE NO. 081-0176  
SHEET NO. S-8 OF S-27 SHEETS

F.A.P. RTE. 595	SECTION (142-1JR & 142-1HB)	COUNTY ROCK ISLAND	TOTAL SHEETS 507	SHEET NO. 307
CONTRACT NO. 64B84				ILLINOIS FED. AID PROJECT



d3(E) bar is not included in the Bill of Materials. This bar substitutes d2(E) bar if the alternate shown on sheet S-8 is used.



**SUPERSTRUCTURE BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	780	# 5	24'-8"	—
a1(E)	732	# 5	17'-7"	—
a2(E)	398	# 6	6'-6"	—
a3(E)	398	# 6	14'-6"	—
a4(E)	200	# 5	3'-3"	—
a5(E)	16	# 5	1'-6"	—
a6(E)	16	# 5	24'-9"	—
a7(E)	2	# 5	39'-0"	—
a8(E)	30	# 5	8'-9"	—
b(E)	343	# 5	28'-10"	—
b1(E)	368	# 5	25'-7"	—
b2(E)	141	# 6	23'-5"	—
d(E)	400	# 5	5'-7"	—
d1(E)	200	# 5	8'-4"	—
d2(E)	200	# 5	7'-4"	—
d3(E)	9	# 6	4'-5"	—
d5(E)	15	# 6	9'-8"	—
e(E)	32	# 4	17'-1"	—
e1(E)	4	# 8	17'-1"	—
e2(E)	112	# 4	18'-1"	—
e3(E)	16	# 8	22'-3"	—
e4(E)	16	# 4	19'-10"	—
x(E)	80	# 5	6'-5"	—
Reinforcement Bars, Epoxy Coated			Pound	82,090
Concrete Superstructure			Cu. Yds.	271.9

**NOTES:**  
Work this sheet with Sheets S-7 and S-8.

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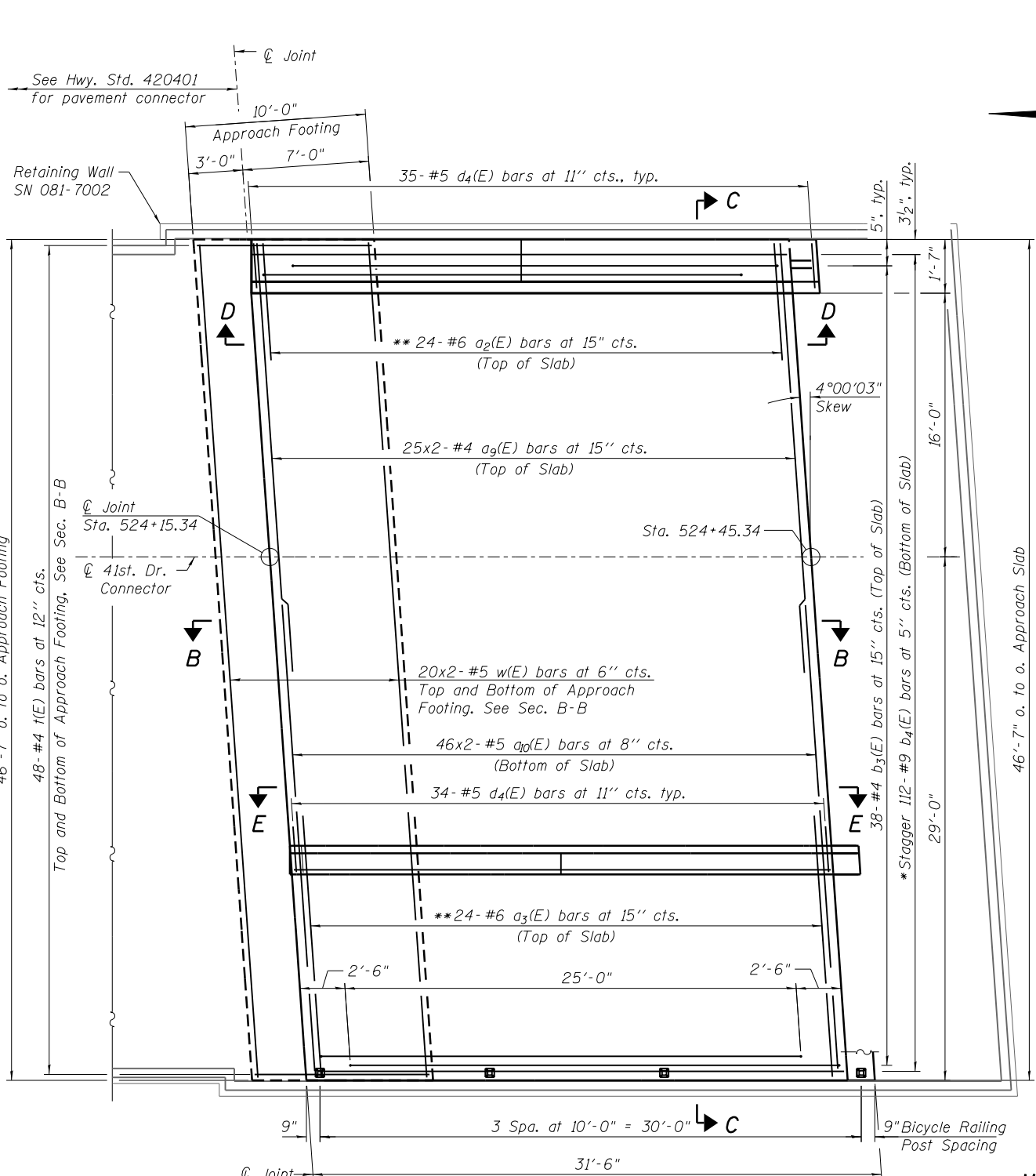
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS - 2  
STRUCTURE NO. 081-0176**

SHEET NO. S-9 OF S-27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64B84			ILLINOIS FED. AID PROJECT	

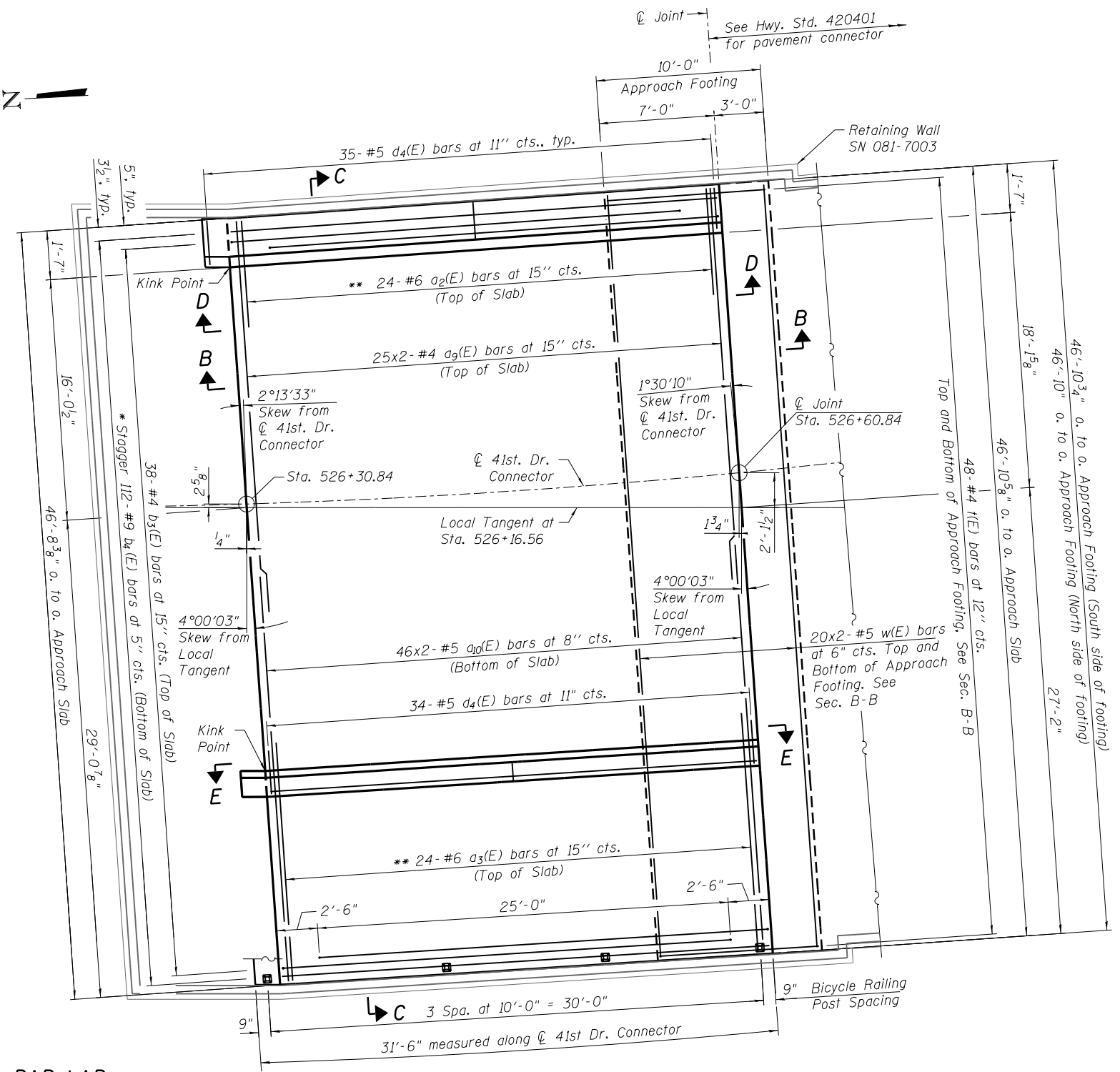




**PLAN  
NORTH APPROACH**

**MIN. BAR LAP**

- #4 = 2'-11"
- #5 = 3'-3"



**PLAN  
SOUTH APPROACH**

**NOTES:**

1. See sheet S-11 for Sections B-B & C-C and Views D-D and E-E.
2. a<sub>9</sub>(E) and a<sub>0</sub>(E) bar spacings measured along  $\phi$  Rdwy.
3. The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1/2" for installation purposes.

\* Tilt #9 b<sub>4</sub>(E) bars as required to maintain clearance.  
 \*\* Space between a<sub>9</sub>(E) bars, typ. ea. parapet.

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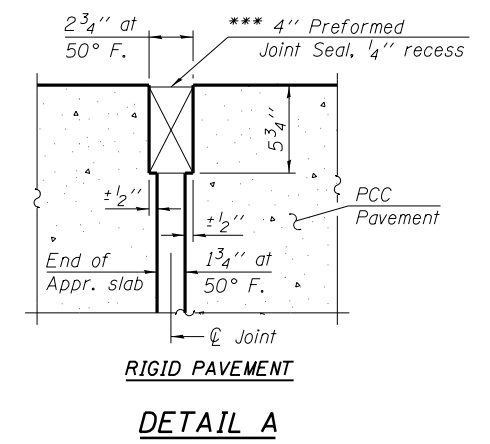
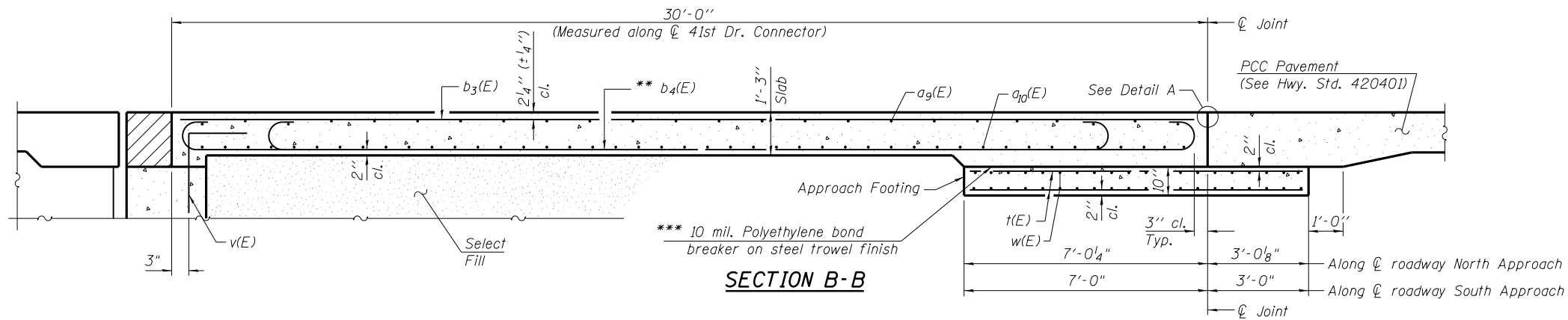
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS - 1  
STRUCTURE NO. 081-0176**

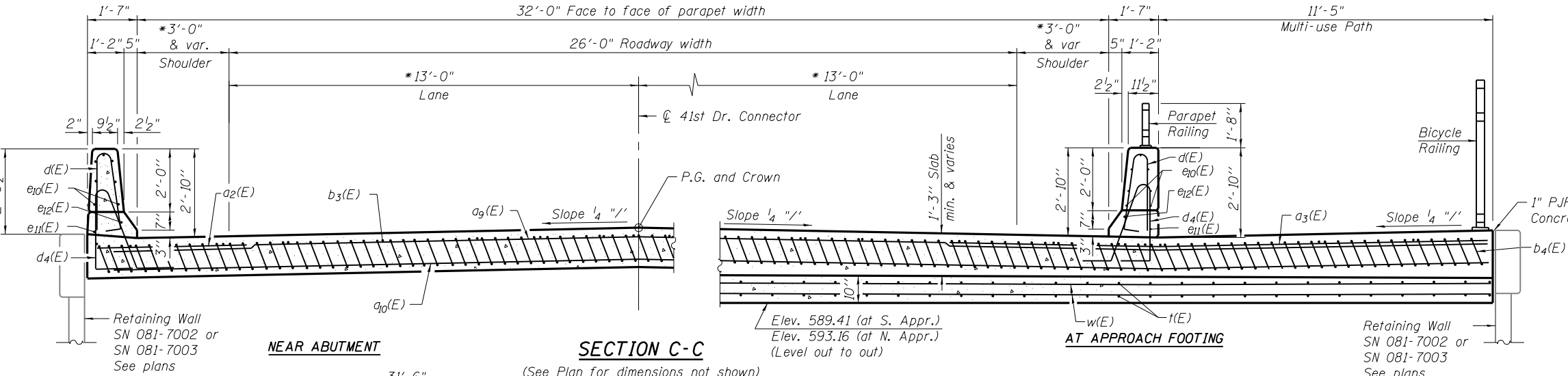
SHEET NO. S-10 OF S-27 SHEETS

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CONTRACT NO. 64884			ILLINOIS FED. AID PROJECT	

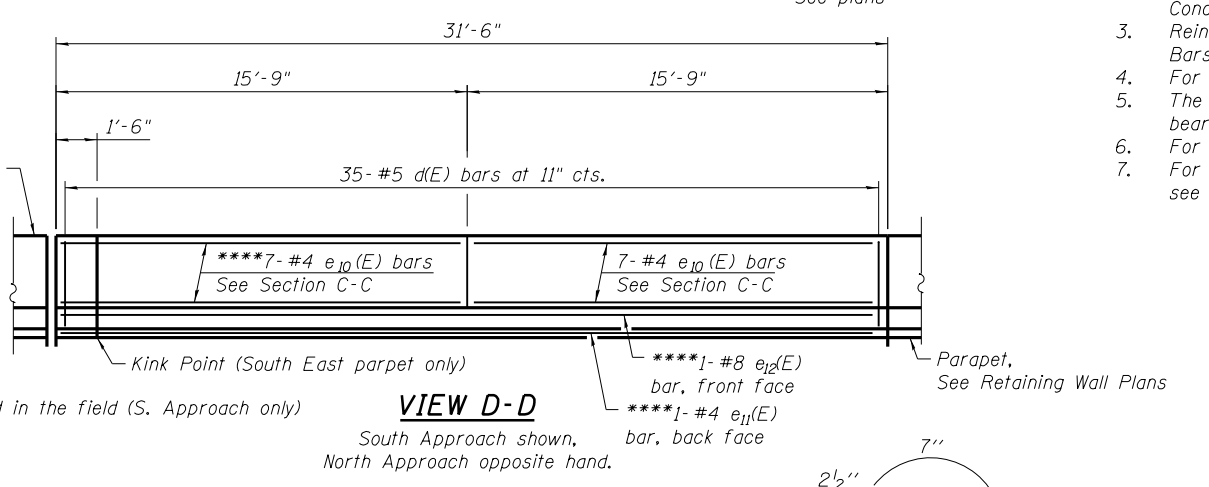
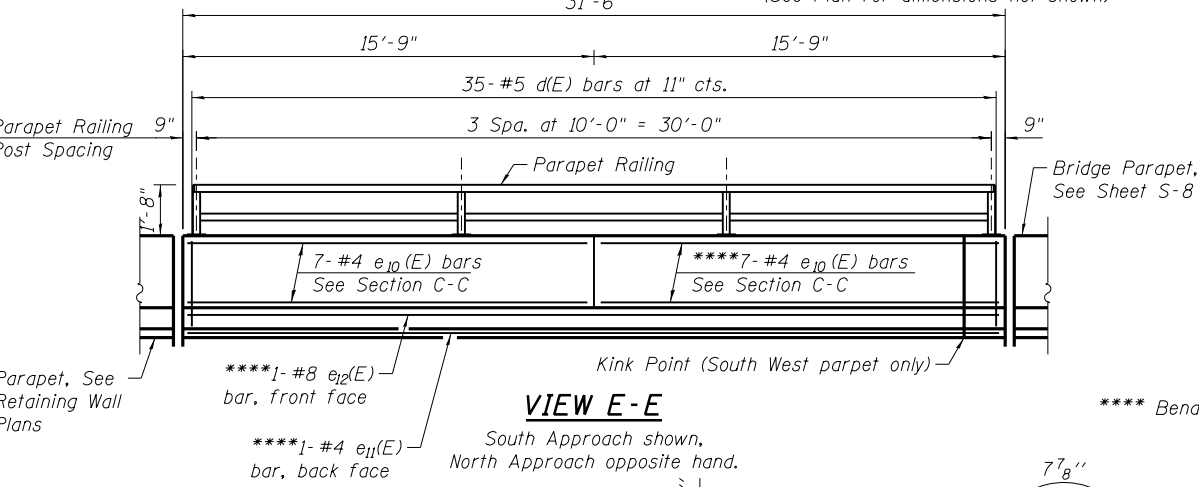


**MIN. BAR LAP**  
 #4 = 2'-11"  
 #5 = 3'-3"

\* Indicates radial dimensions  
 \*\* Tilt #9 b4(E) bars as required to maintain clearance.  
 \*\*\* Cost included with Concrete Superstructure.

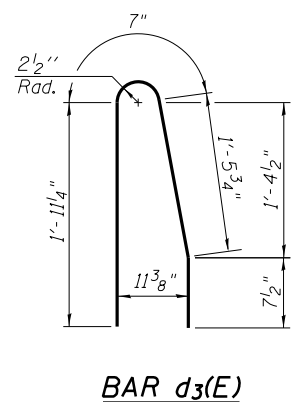
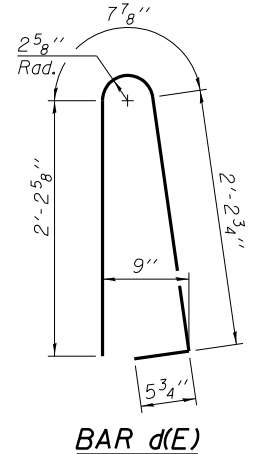
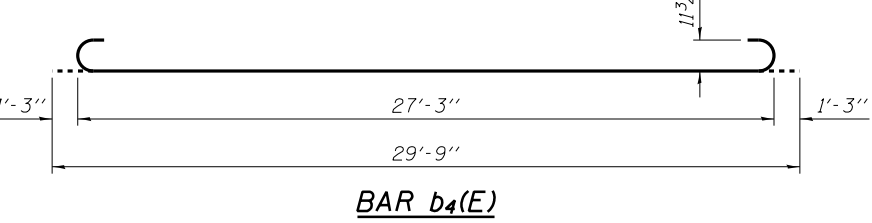


- NOTES:**
1. Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
  2. Approach footing concrete shall be paid for as Concrete Structures.
  3. Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
  4. For v(E) bar details, see sheet S-20.
  5. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
  6. For additional parapet details, see sheet S-8.
  7. For details of Bicycle Railing and Parapet Railing, see sheet S-12.

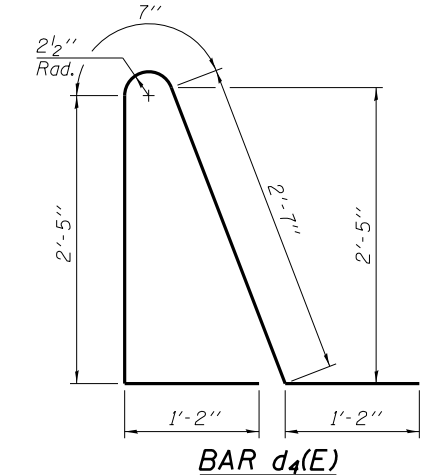


**TWO APPROACHES  
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a2(E)	48	# 6	6'-6"	—
a3(E)	48	# 6	14'-6"	—
a9(E)	100	# 4	24'-8"	—
a10(E)	184	# 5	24'-10"	—
b3(E)	76	# 4	29'-8"	—
b4(E)	224	# 9	29'-9"	—
d(E)	140	# 5	5'-7"	—
d4(E)	140	# 5	7'-11"	—
e10(E)	56	# 4	15'-5"	—
e11(E)	4	# 4	31'-2"	—
e12(E)	4	# 8	31'-2"	—
t(E)	192	# 4	9'-8"	—
w(E)	160	# 5	24'-11"	—
Concrete Superstructure			Cu. Yd.	156.2
Concrete Structures			Cu. Yd.	28.9
Reinforcement Bars, Epoxy Coated			Pound	40,460



d3(E) bar is not included in the Bill of Materials.  
 This bar substitutes d4(E) bar in the west parapet if the alternate shown on sheet S-8 is used.



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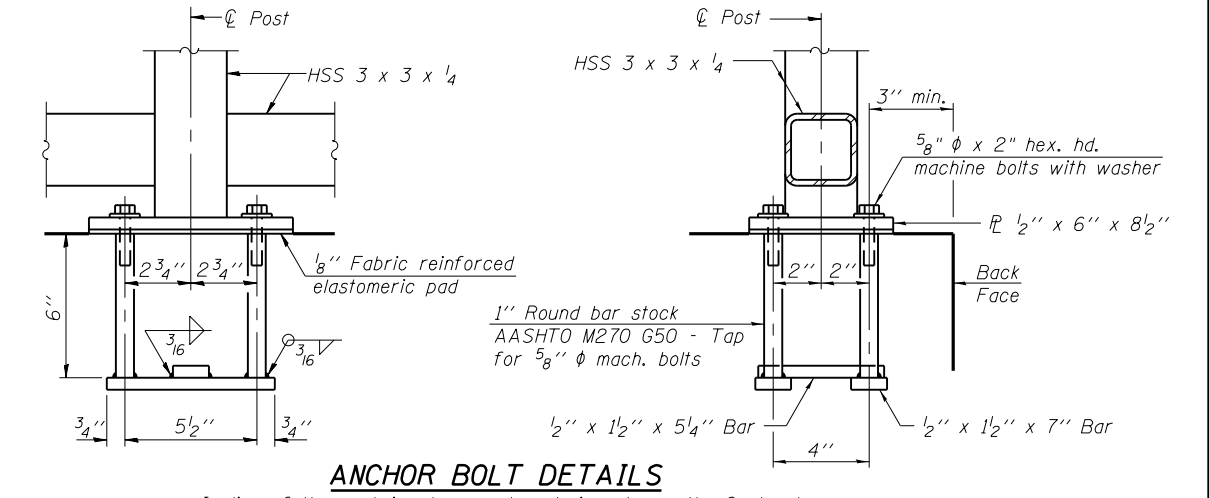
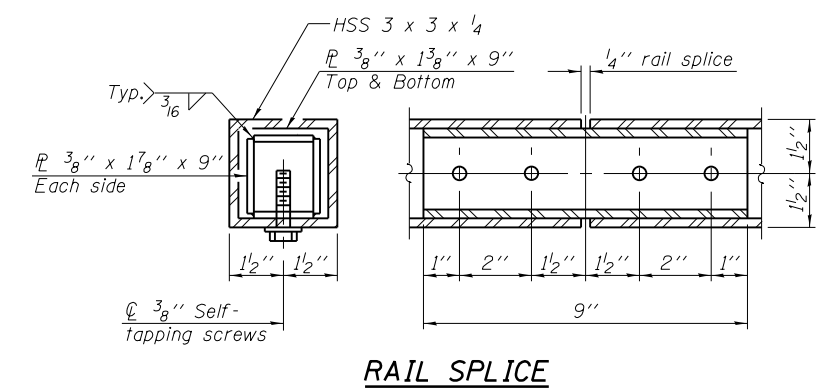
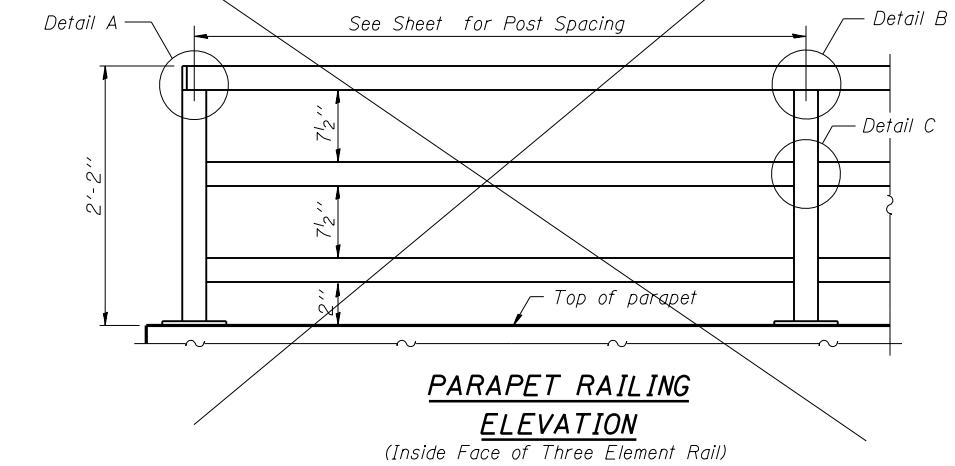
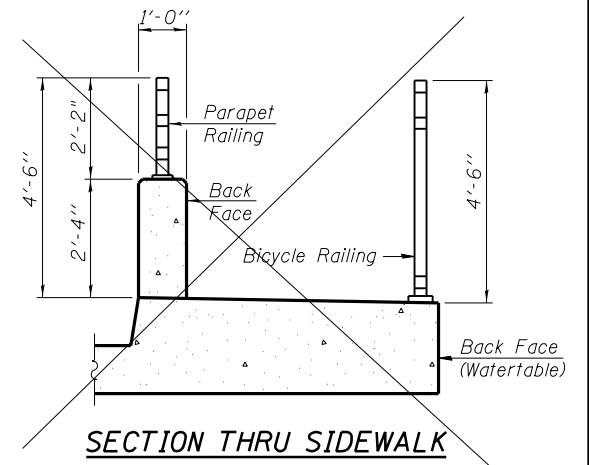
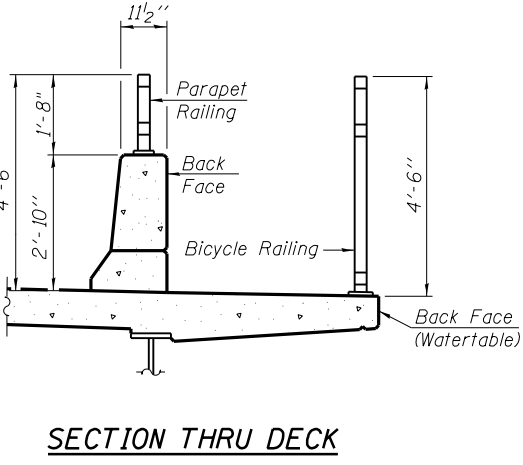
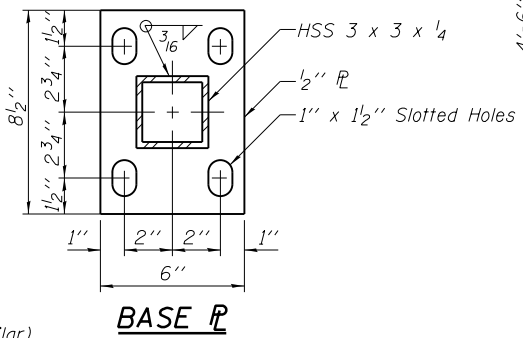
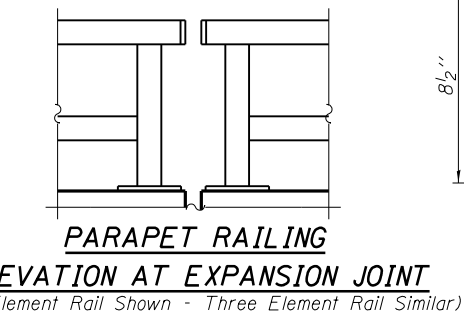
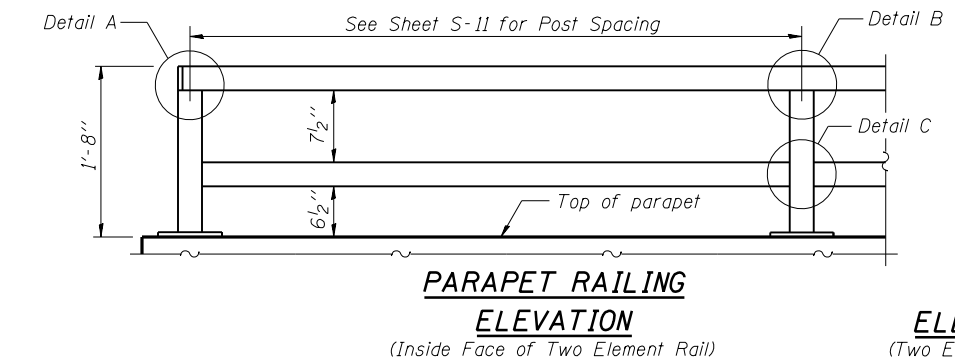
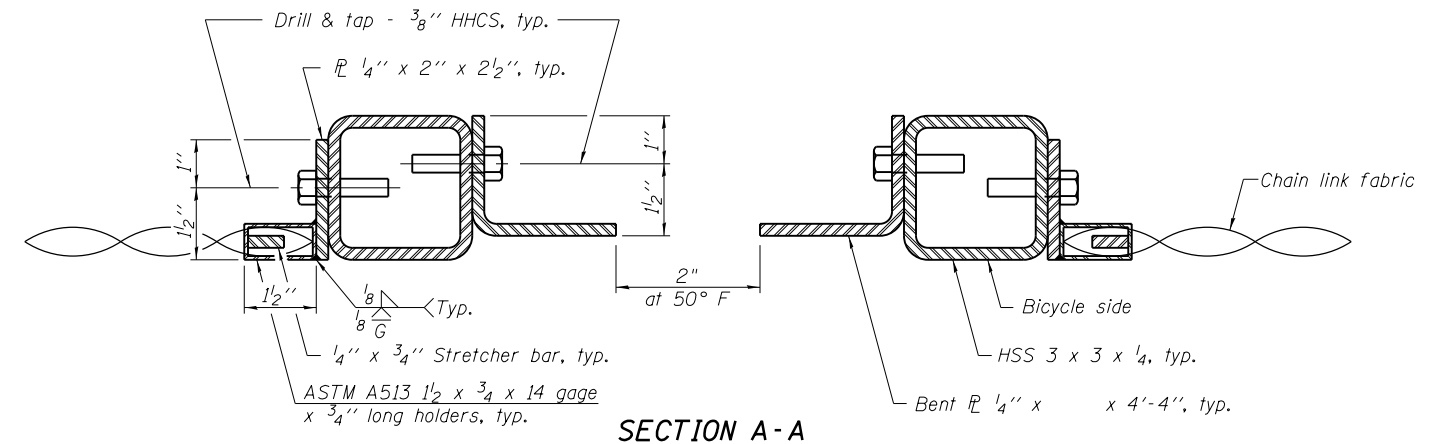
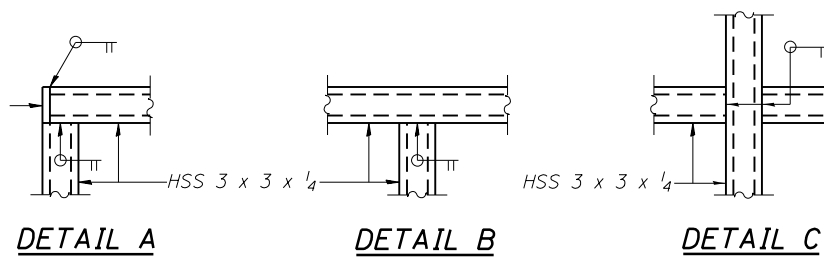
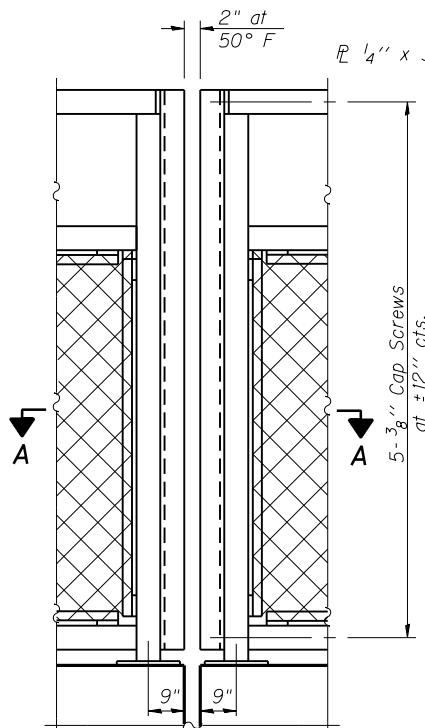
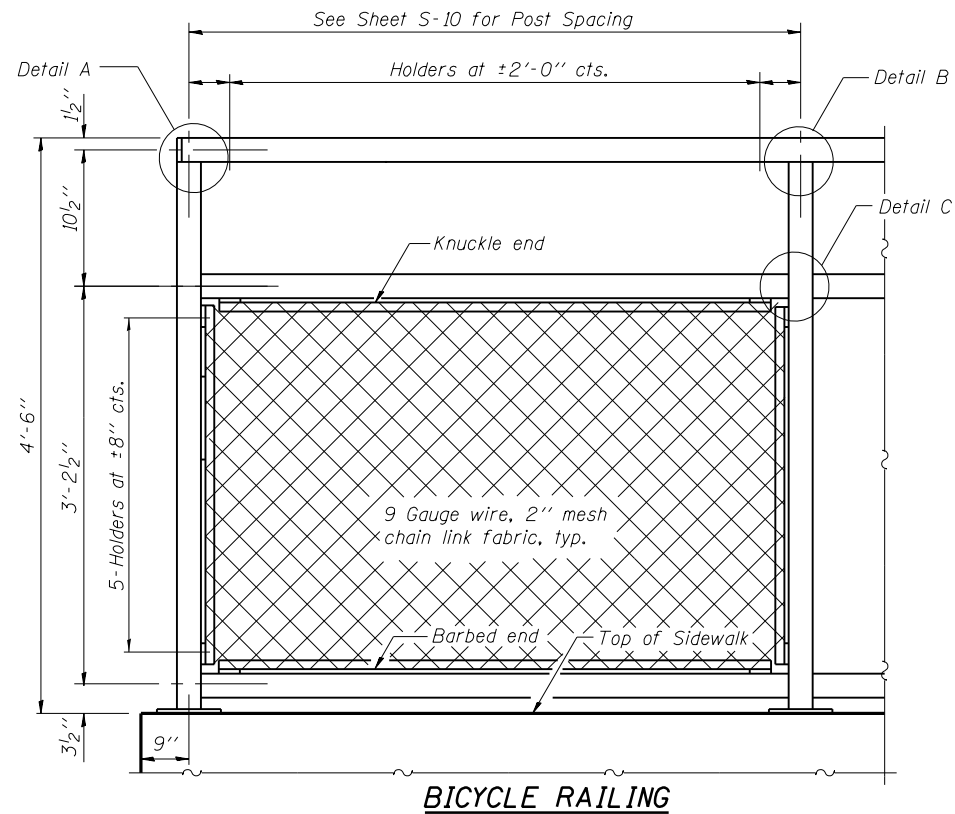


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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS - 2  
 STRUCTURE NO. 081-0176  
 SHEET NO. S-11 OF S-27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-11R & 142-11B)	ROCK ISLAND	507	310
CONTRACT NO. 64B84			ILLINOIS FED. AID PROJECT	



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

**BILL OF MATERIAL**

Item	Unit	Quantity
Bicycle Railing	Foot	60
Parapet Railing	Foot	60

R-29 1-27-12 (10'-0" Maximum Post Spacing)



USER NAME	DESIGNED	REVISIONS
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	BWS	-
	RD	-
	BWS	-

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

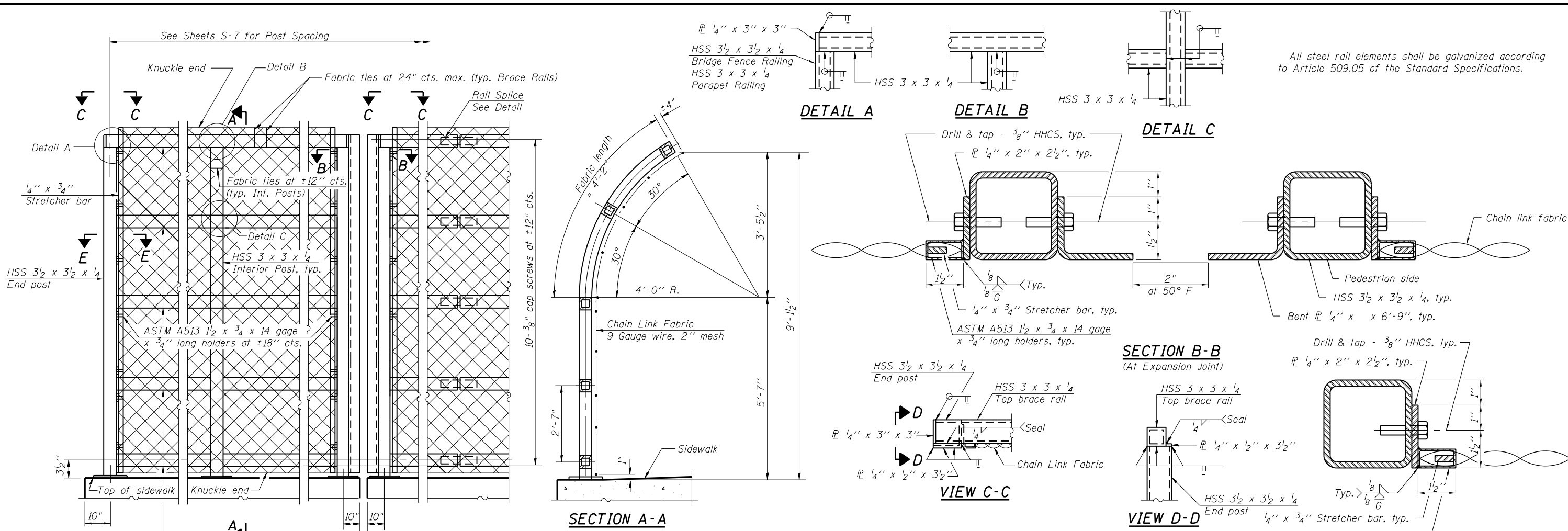
**BICYCLE RAILING STRUCTURE NO. 081-0176**

SHEET NO. S-12 OF S-27 SHEETS

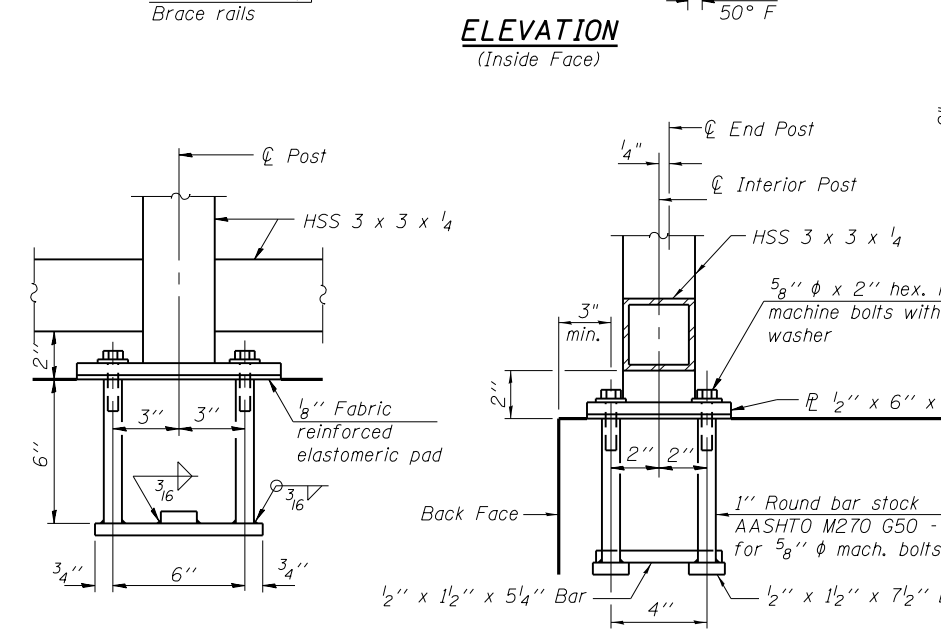
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1JR & 142-1HB)	ROCK ISLAND	507	311

CONTRACT NO. 64B84  
ILLINOIS FED. AID PROJECT

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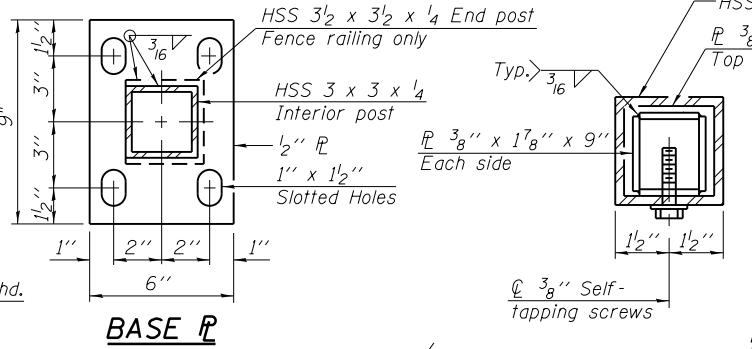


All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



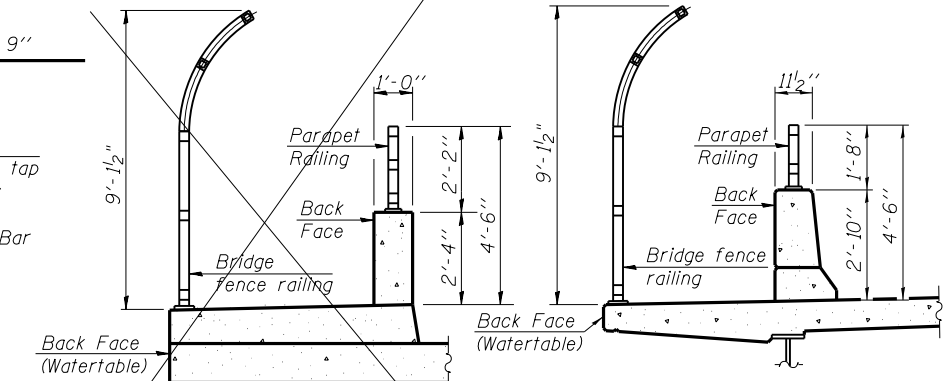
**ANCHOR BOLT DETAILS**

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.



**BASE**

**RAIL SPLICE**



**SECTION THRU SIDEWALK**

**SECTION THRU DECK**

**DETAIL A**

**DETAIL B**

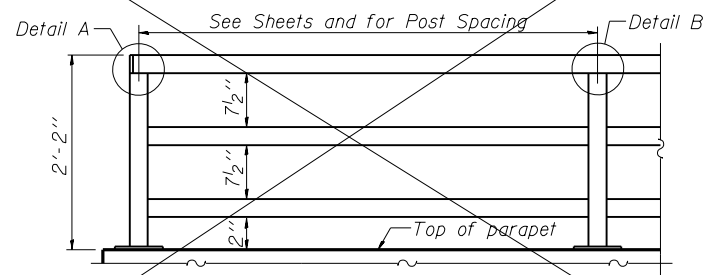
**DETAIL C**

**SECTION B-B (At Expansion Joint)**

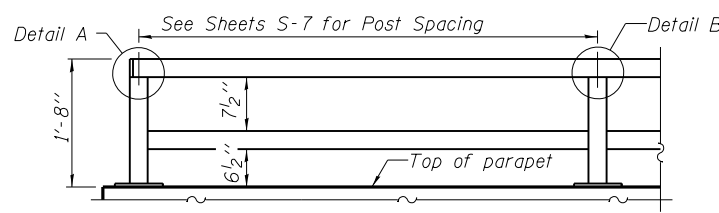
**VIEW D-D**

**VIEW C-C**

**SECTION E-E**



**PARAPET RAILING ELEVATION (Inside Face of Three Element Rail)**



**PARAPET RAILING ELEVATION (Inside Face of two element rail)**

**BILL OF MATERIAL**

Item	Unit	Quantity
Bridge Fence Railing (Sidewalk)	Foot	183
Parapet Railing	Foot	183

R-33

7-1-10 (10'-0" Maximum Post Spacing)



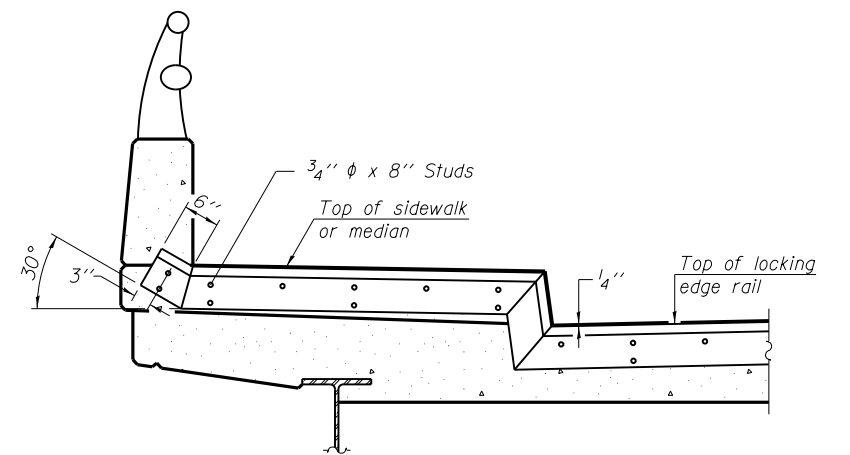
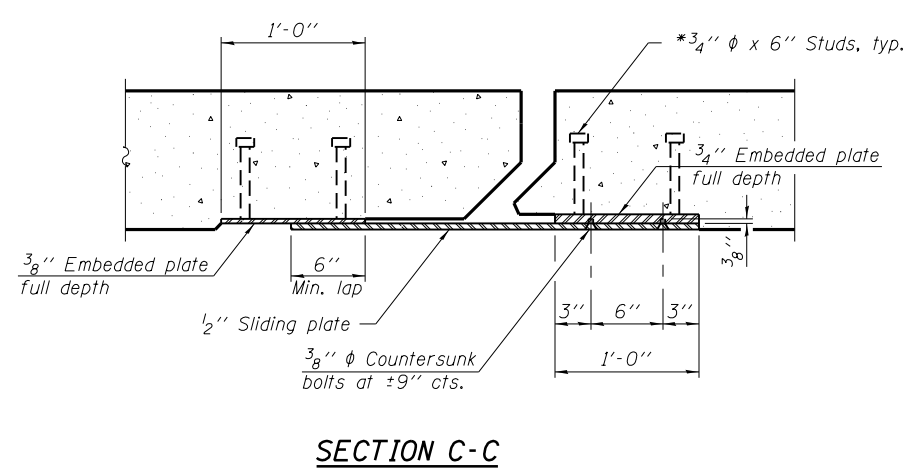
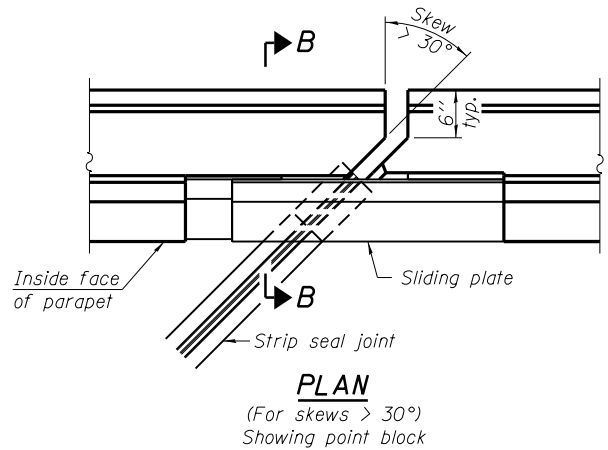
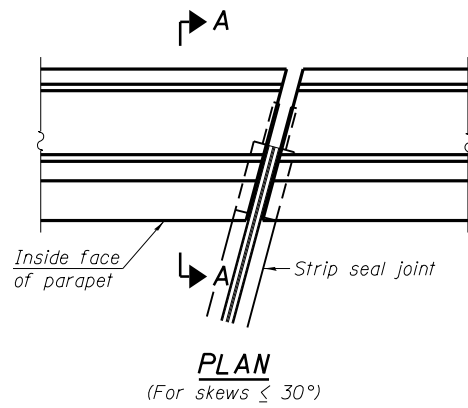
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	BWS	-
	RD	-
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

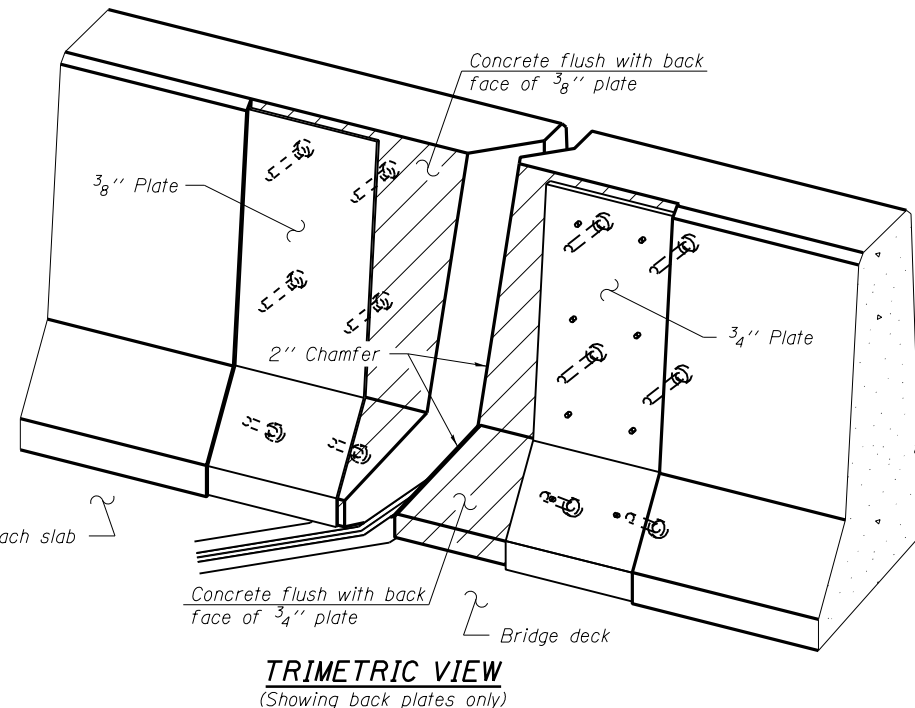
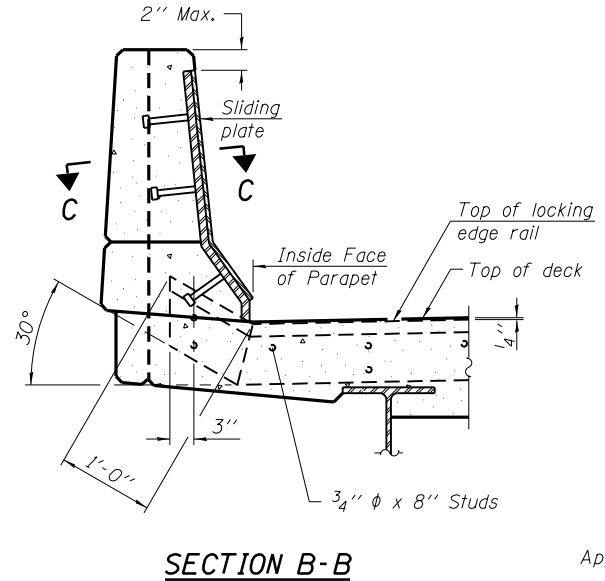
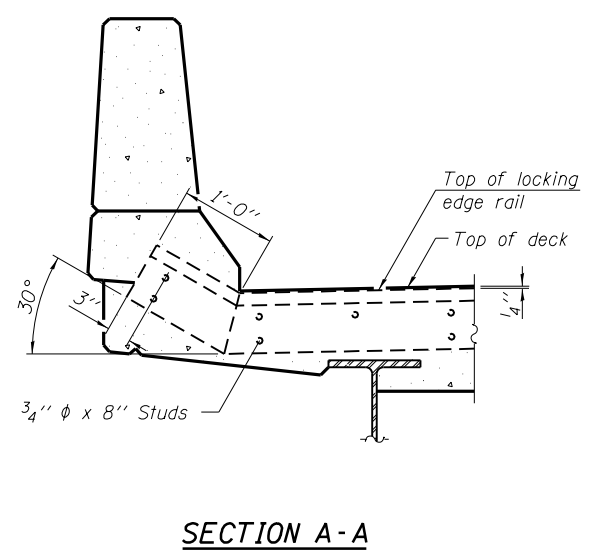
BRIDGE FENCE RAILING, SIDEWALK MOUNTED  
STRUCTURE NO. 081-0176

SHEET NO. S-13 OF S-27 SHEETS

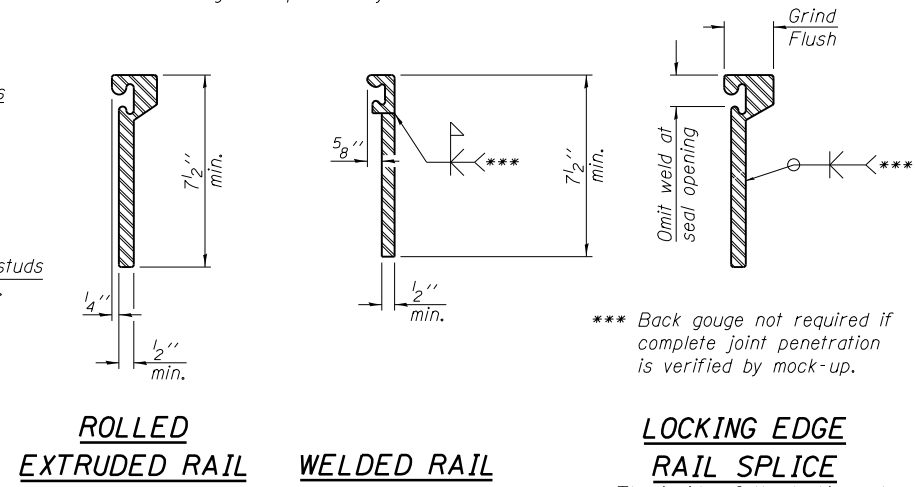
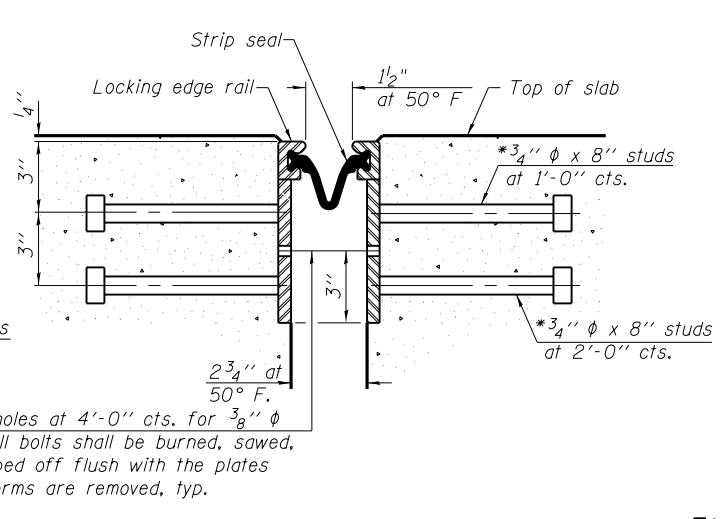
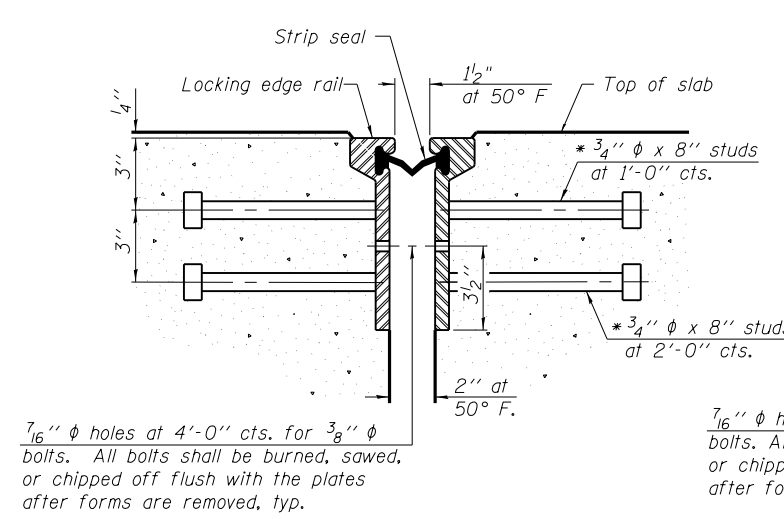
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-11R & 142-11B)	ROCK ISLAND	507	312
				CONTRACT NO. 64B84
ILLINOIS FED. AID PROJECT				



**TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN**  
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



**Notes:**  
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.  
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.  
The manufacturer's recommended installation methods shall be followed.  
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.  
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.  
Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.  
Parapet plates and anchorage studs for skews  $> 30^\circ$  included in the cost of Preformed Joint Strip Seal.



**LOCKING EDGE RAIL SPLICE**  
The inside of the locking edge rail groove shall be free of weld residue.  
Rolled rail shown, welded rail similar.

**SECTION THRU ROLLED RAIL JOINT**

**SECTION THRU WELDED RAIL JOINT**

**LOCKING EDGE RAILS**

**BILL OF MATERIAL**

Item	Unit	Total
Preformed Joint Strip Seal	Foot	92

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

EJ-SSJ

1-27-12

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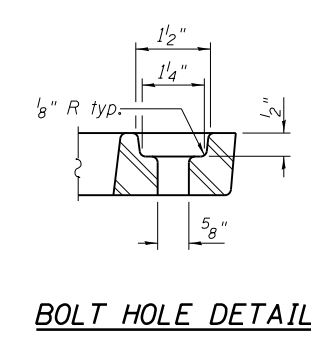
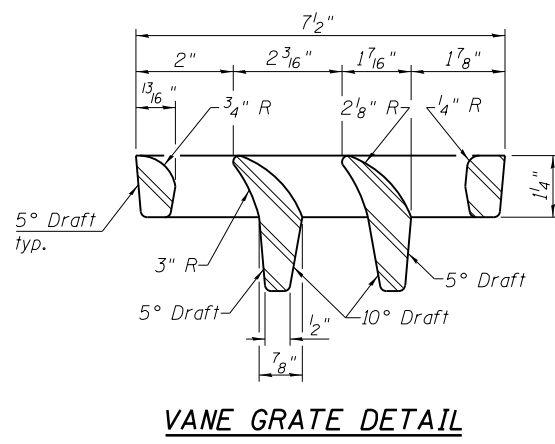
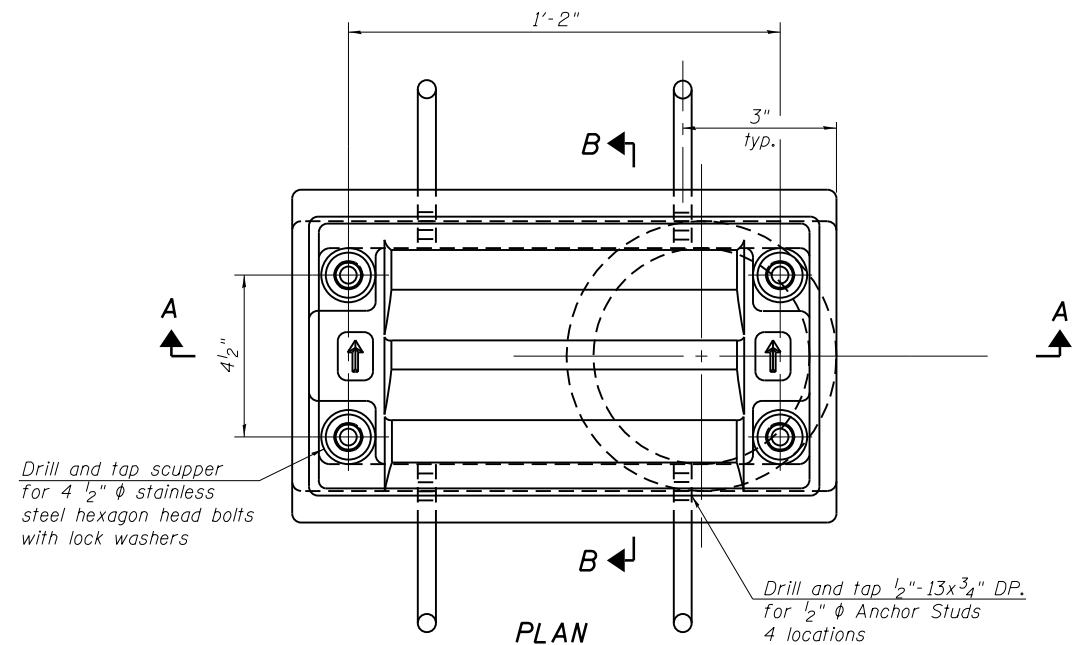


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PLOT DATE = 3/11/2013	DRAWN - SRG	REVISED -
	CHECKED - BWS	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL STRUCTURE NO. 081-0176**  
SHEET NO. S-14 OF S-27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1JR & 142-1HB)	ROCK ISLAND	507	313
CONTRACT NO. 64B84			ILLINOIS FED. AID PROJECT	



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.

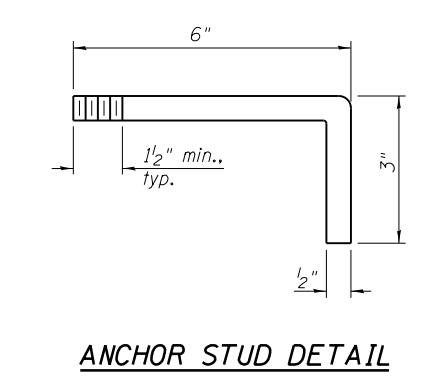
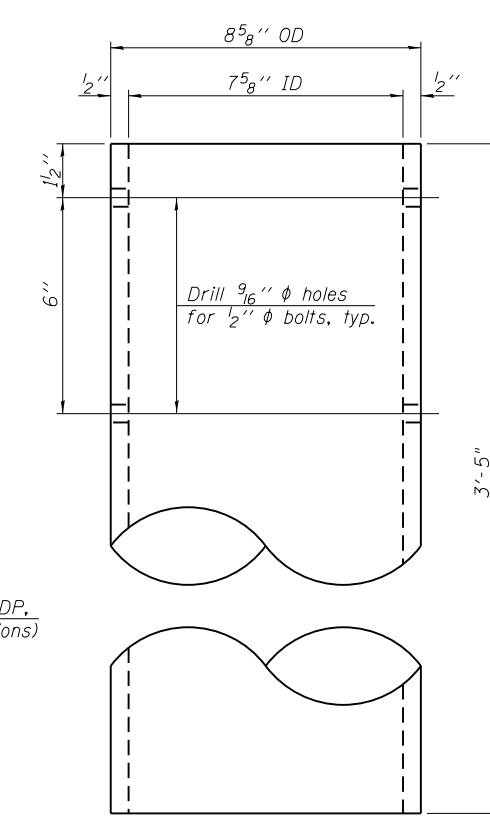
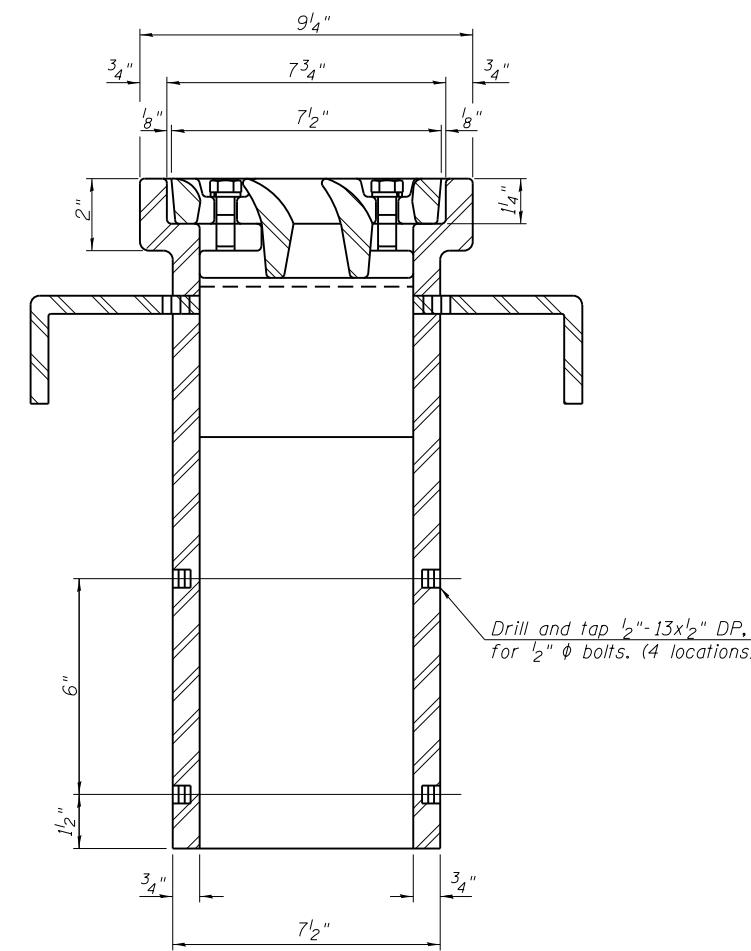
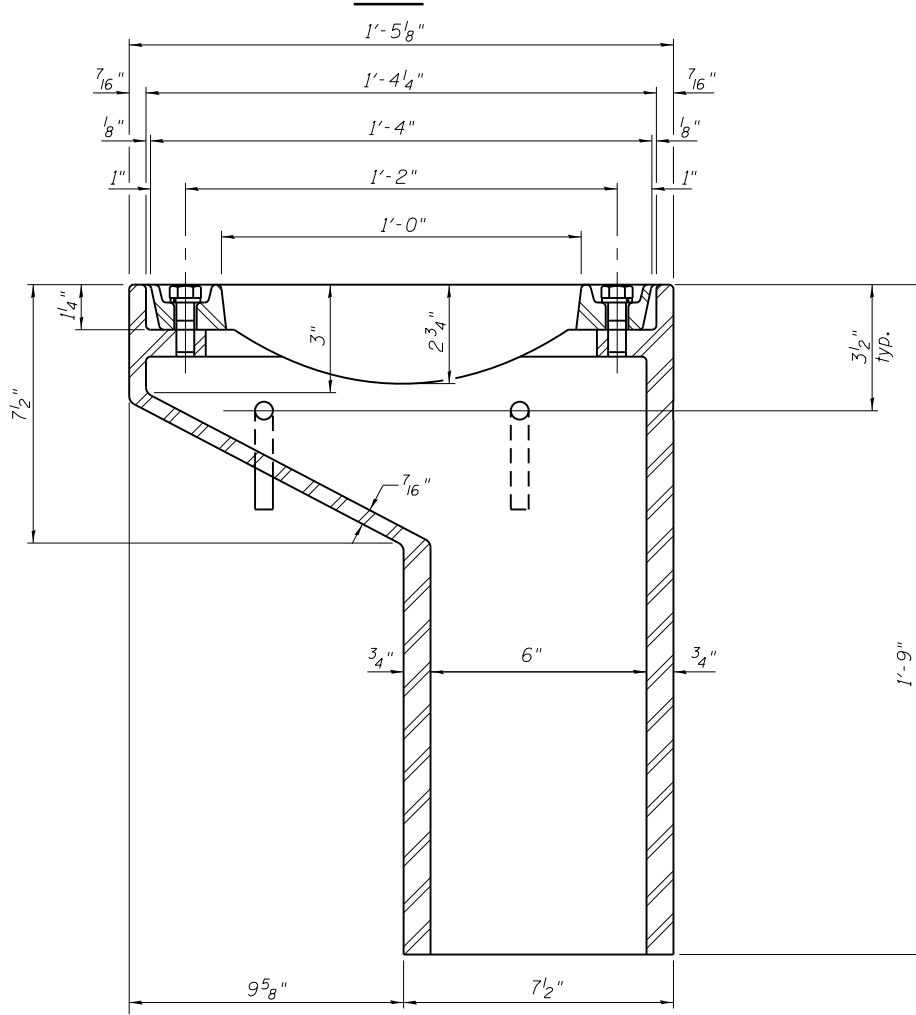
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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-11.

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.



See sheet S-9 for scupper location relative to parapet.

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	2

N:\PROJECTS\033333\CONTRACT\1\Design\Structural\CAD\081-0176-D264864-15-Drainage\_Scupper\_DS-11.dgn

DS-11

7-1-10

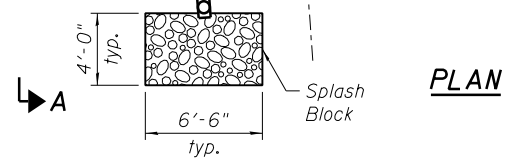
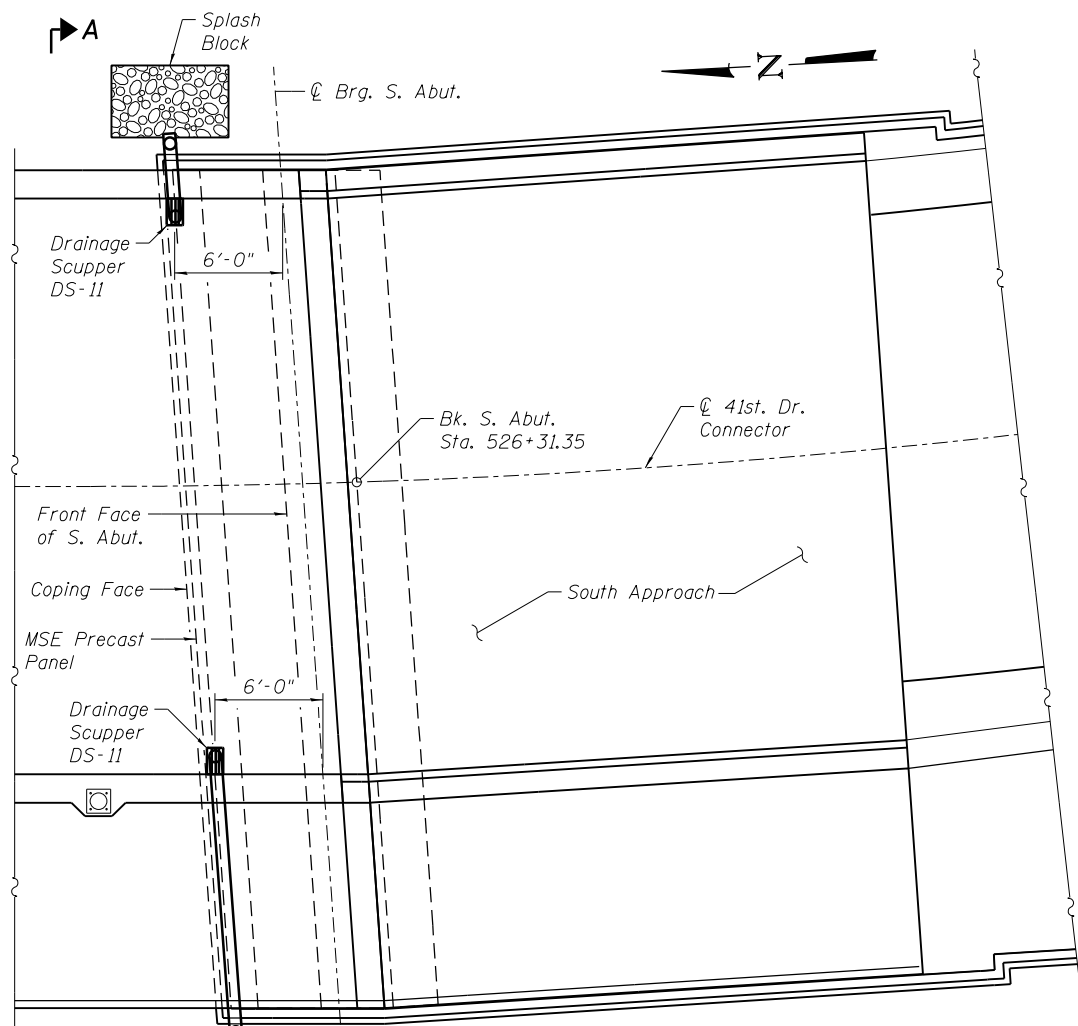


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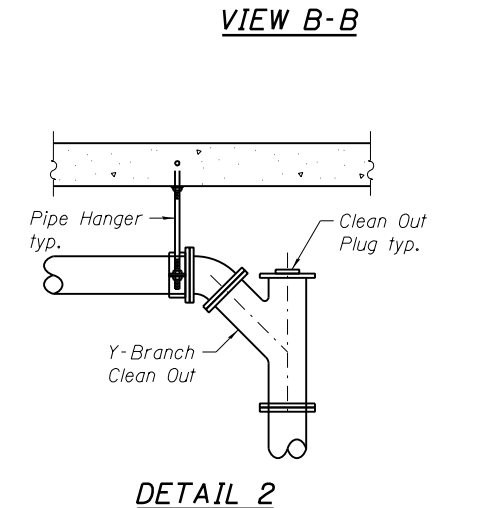
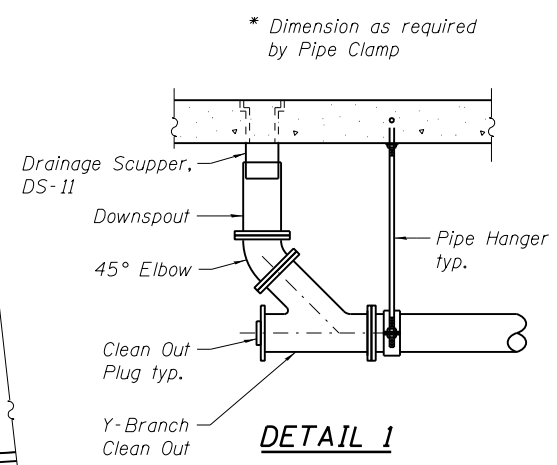
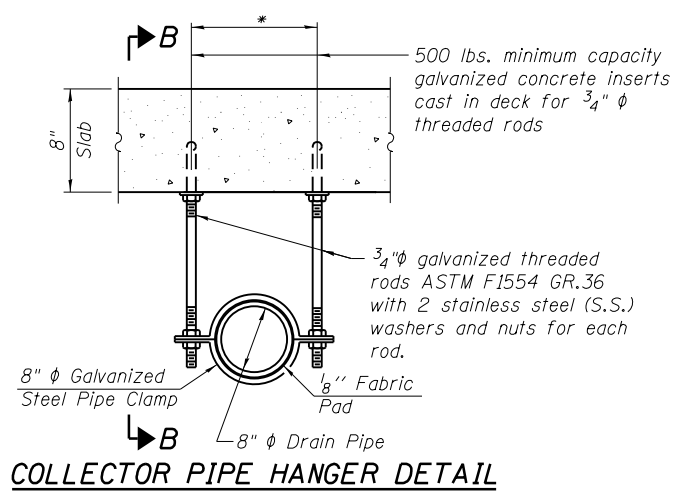
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SCUPPER, DS-11  
STRUCTURE NO. 081-0176**  
SHEET NO. S-15 OF S-27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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				CONTRACT NO. 64884
ILLINOIS FED. AID PROJECT				

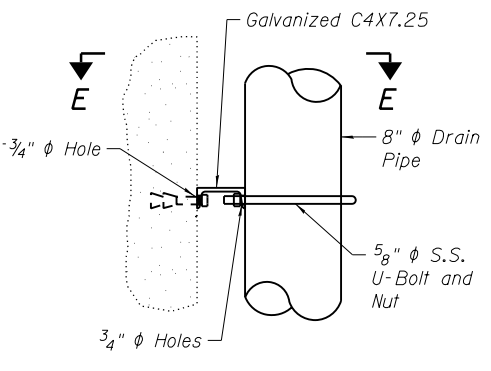
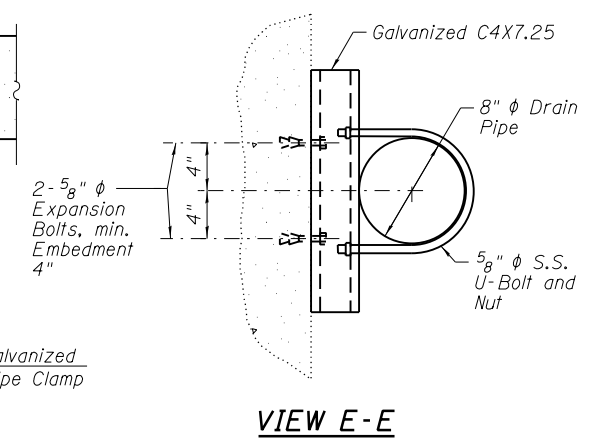


**PLAN**

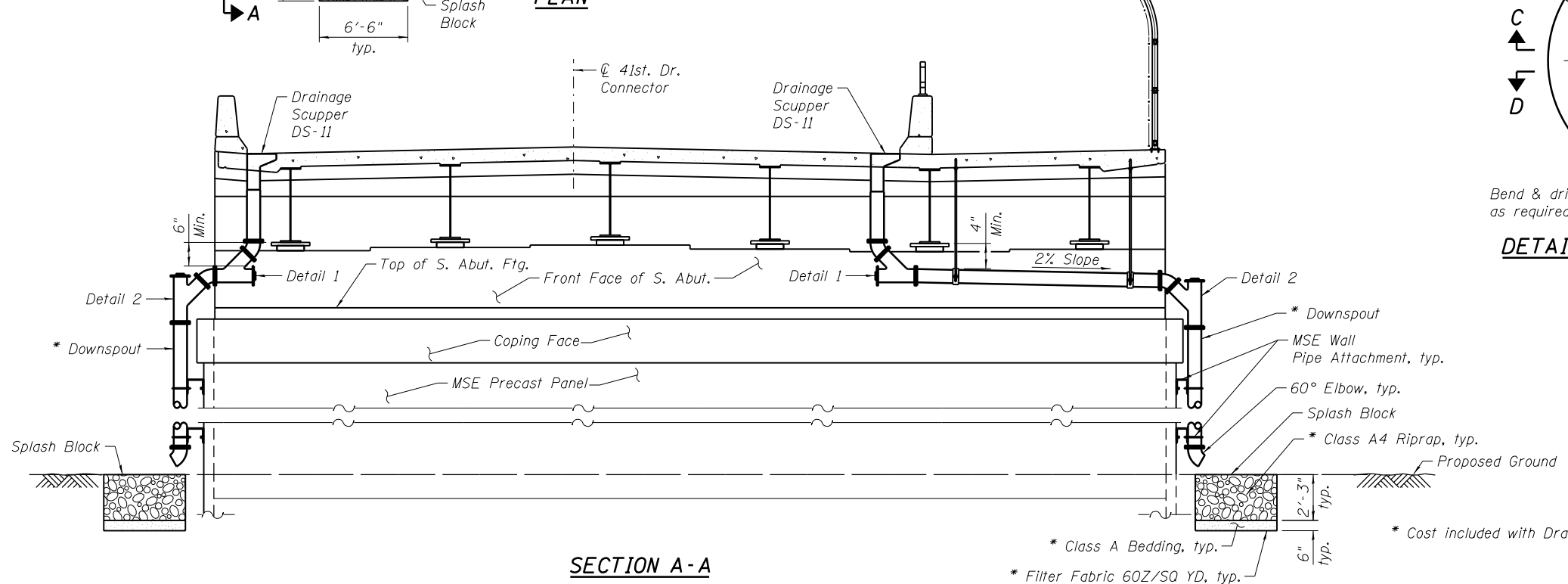
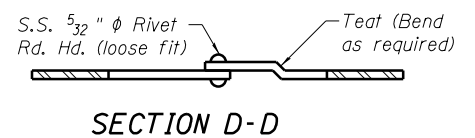
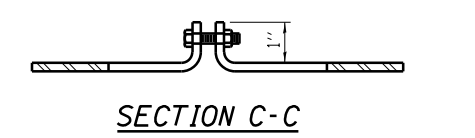
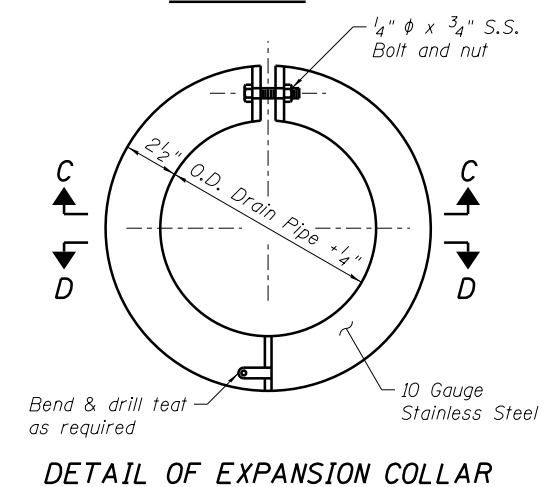


**DETAIL 2**

**VIEW B-B**



**MSE WALL PIPE ATTACHMENT DETAILS**



**NOTES:**

1. Drain pipes and fittings shall be 8"  $\phi$ .
2. Provide structural support from proposed deck slab for drain pipe per manufacturer's recommendation, not to exceed 5' cts. Cost included with "Drainage System".
3. Steel straps, bars and plates shall meet the requirements of AASHTO M270, Grade 36 or 50.
4. All pipes, pipe fittings and brackets needed shall be included with cost of "Drainage System".
5. Work this sheet with Sheet S-15.
6. Color of fiberglass pipe shall be blue.

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Drainage System	L. Sum	1

N:\PROJ\0003393\00\CONTRACT\1\Design\Structural\CAD\081-0176-D264884-16-Closed Drainage System Details.dwg



USER NAME = mteng	DESIGNED - MHT	REVISED -
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PLOT DATE = 3/11/2013	DRAWN - RD	REVISED -
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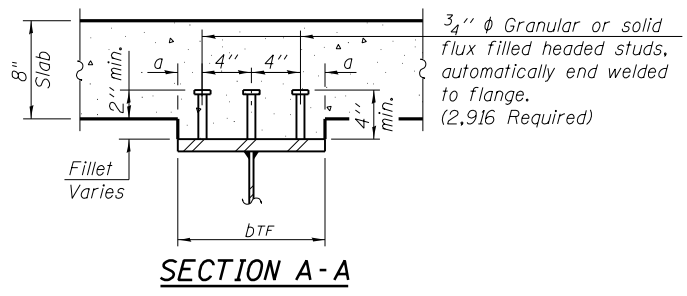
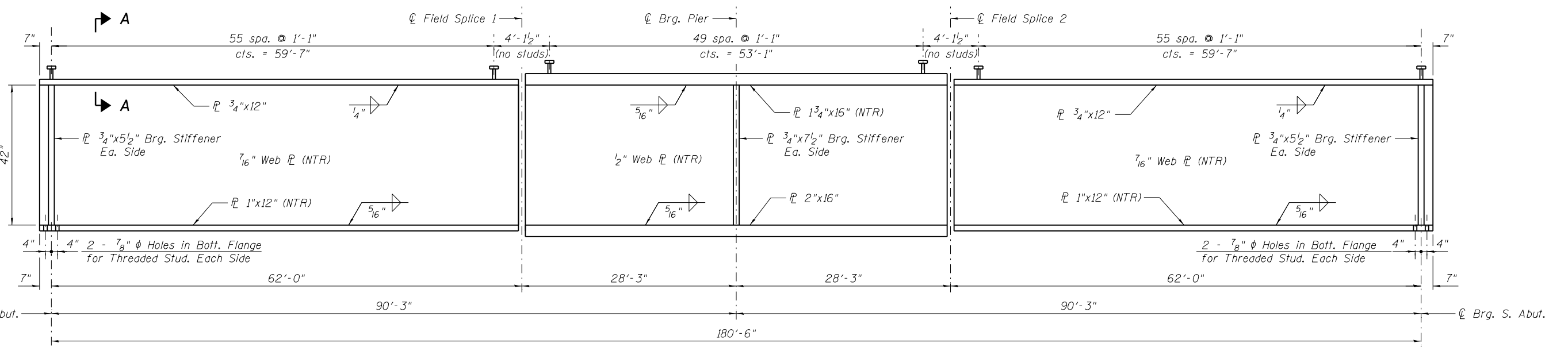
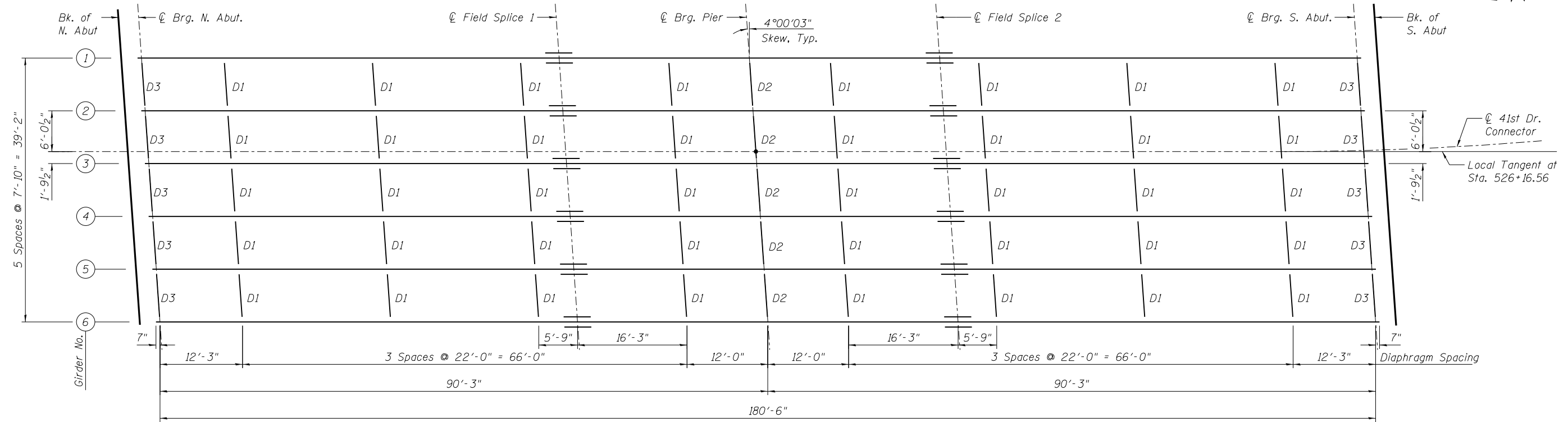
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CLOSED DRAINAGE SYSTEM DETAILS  
STRUCTURE NO. 081-0176**

SHEET NO. S-16 OF S-27 SHEETS

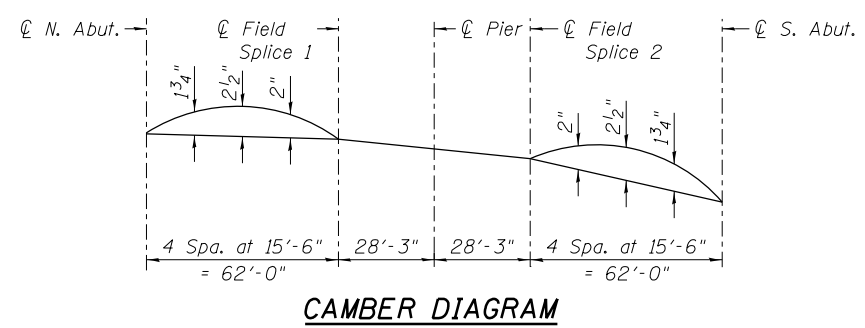
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1JR & 142-1HB)	ROCK ISLAND	507	315
				CONTRACT NO. 64B84

ILLINOIS FED. AID PROJECT



**EDGE DISTANCES FOR SHEAR STUDS**

bTF	a
12"	2"
16"	4"



- NOTES:**
- All plates of girder, including splice plates and bearing stiffeners shall be AASHTO M 270, Grade 50.
  - All diaphragms, angles and connecting plates, may be AASHTO M 270, Grade 36.
  - All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
  - Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.
  - See sheet S-19 for bearing details.

N:\PROJECTS\033333\CONTRACT\1\Design\Structural\CAD\081-0176-0264884-17-Framing Plan & Elevation.dgn



USER NAME = mteng	DESIGNED - SMY	REVISED -
	CHECKED - APD	REVISED -
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PLOT DATE = 3/11/2013	CHECKED - BWS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN AND BEAM ELEVATION  
STRUCTURE NO. 081-0176  
SHEET NO. S-17 OF S-27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1JR & 142-1HB)	ROCK ISLAND	507	316
CONTRACT NO. 64B84				
ILLINOIS FED. AID PROJECT				



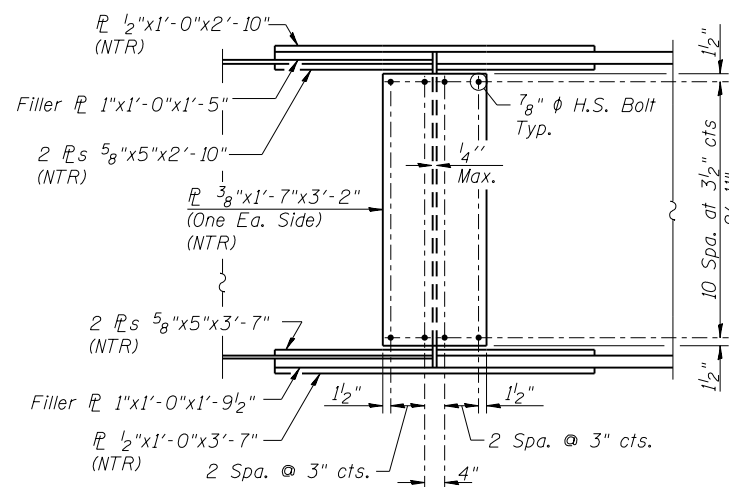
INTERIOR GIRDER MOMENT TABLE			
	0.4 Sp. 1	Pier	0.6 Sp. 2
$I_s$	(in <sup>4</sup> )	12,252	31,888
$I_c(n)$	(in <sup>4</sup> )	32,816	-
$I_c(3n)$	(in <sup>4</sup> )	24,664	-
$I_c(cr)$	(in <sup>4</sup> )	-	36,067
$S_s$	(in <sup>3</sup> )	603	1,458
$S_c(n)$	(in <sup>3</sup> )	842	-
$S_c(3n)$	(in <sup>3</sup> )	778	-
$S_c(cr)$	(in <sup>3</sup> )	-	1,522
DC1	(k/')	1.024	1.194
MDC1	(k)	453	1,357
DC2	(k/')	0.17	0.17
MDC2	(k)	83	212
DW	(k/')	0.27	0.27
M <sub>DW</sub>	(k)	130	328
M <sub>κ</sub> · IM	(k)	1.64	1,540
M <sub>u</sub> (Strength I)	(k)	2,902	5,148
φ <sub>r</sub> M <sub>n</sub>	(k)	4,237	7,087
f <sub>s</sub> DC1	(ksi)	9.0	11.2
f <sub>s</sub> DC2	(ksi)	1.3	1.7
f <sub>s</sub> DW	(ksi)	2.0	2.6
f <sub>s</sub> (κ+IM)	(ksi)	16.6	12.1
f <sub>s</sub> (Service II)	(ksi)	33.9	31.2
0.95R <sub>n</sub> F <sub>y</sub> f	(ksi)	47.5	47.5
f <sub>s</sub> (Total)(Strength I)	(ksi)	-	41.2
φ <sub>r</sub> F <sub>n</sub>	(ksi)	-	-
V <sub>r</sub>	(k)	29.9	29.9

INTERIOR GIRDER REACTION TABLE			
	N. Abut.	Pier	S. Abut.
R <sub>DC1</sub>	(k)	31.2	127.7
R <sub>DC2</sub>	(k)	5.4	20.2
R <sub>DW</sub>	(k)	8.4	31.4
R <sub>κ</sub> · IM	(k)	87.4	163.4
R <sub>Total</sub>	(k)	132.5	342.7

**TOP OF WEB ELEVATIONS**

For Fabrication only

	φ Brg. N. Abut.	φ Field Splice 1	φ Pier	φ Field Splice 2	φ Brg. S. Abut.
Girder 1	595.01	594.72	594.29	593.86	592.28
Girder 2	595.17	594.87	594.45	594.02	592.43
Girder 3	595.26	594.96	594.53	594.09	592.50
Girder 4	595.10	594.79	594.35	593.93	592.32
Girder 5	594.94	594.62	594.18	593.74	592.15
Girder 6	595.10	594.77	594.33	593.86	592.30



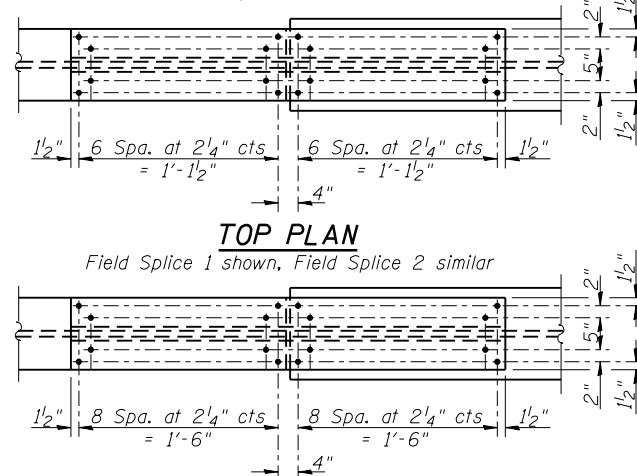
**ELEVATION**

**FIELD SPLICE DETAIL**

(Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.)

$I_s, S_s$ : 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 (in<sup>4</sup> and in<sup>3</sup>).  
 $I_c(n), S_c(n)$ : 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 (in<sup>4</sup> and in<sup>3</sup>).  
 $I_c(3n), S_c(3n)$ : 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 (in<sup>4</sup> and in<sup>3</sup>).  
 $I_c(cr), S_c(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite dead loads (in<sup>4</sup> and in<sup>3</sup>).  
 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.).  
 M<sub>DW</sub>: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).  
 M<sub>κ</sub> · IM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).  
 M<sub>u</sub> (Strength I): Factored design moment (kip-ft.).  
 1.25 (MDC1 + MDC2) + 1.5 M<sub>DW</sub> + 1.75 M<sub>κ</sub> · IM  
 φ<sub>r</sub>M<sub>n</sub>: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).  
 f<sub>s</sub> DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).  
 MDC1 / S<sub>nc</sub>  
 f<sub>s</sub> DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).  
 MDC2 / S<sub>c(3n)</sub> or MDC2 / S<sub>c(cr)</sub> as applicable.  
 f<sub>s</sub> 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<sub>DW</sub> / S<sub>c(3n)</sub> or M<sub>DW</sub> / S<sub>c(cr)</sub> as applicable.  
 f<sub>s</sub> (κ+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).  
 M<sub>κ</sub> · IM / S<sub>c(n)</sub> or M<sub>κ</sub> · IM / S<sub>c(cr)</sub> as applicable.  
 f<sub>s</sub> (Service II): Sum of stresses as computed below (ksi).  
 f<sub>sDC1</sub> + f<sub>sDC2</sub> + f<sub>sDW</sub> + 1.3 f<sub>s</sub> (κ+IM)  
 0.95R<sub>n</sub>F<sub>y</sub>f: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).  
 f<sub>s</sub> (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).  
 1.25 (f<sub>sDC1</sub> + f<sub>sDC2</sub>) + 1.5 f<sub>sDW</sub> + 1.75 f<sub>s</sub> (κ+IM)  
 φ<sub>r</sub>F<sub>n</sub>: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).  
 V<sub>r</sub>: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs (Total-Strength I, and Service II) due to non-composite dead loads (in.4 and in.3).  
 Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs (Total-Strength I, and Service II) in uncracked sections, due to short-term composite live loads (in.4 and in.3).  
 Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.4 and in.3).  
 Ic(cr), Sc(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing fs (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite dead loads (in.4 and in.3).  
 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.).  
 Mκ · IM: Un-factored live load moment plus dynamic load allowance (impact) ((kip-ft.).  
 Mu (Strength I): Factored design moment (kip-ft.).  
 1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 Mκ · IM  
 φrMn: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).  
 fs DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).  
 MDC1 / Snc  
 fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).  
 MDC2 / Sc(3n) or MDC2 / Sc(cr) as applicable.  
 fs DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).  
 MDW / Sc(3n) or MDW / Sc(cr) as applicable.  
 fs (κ+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).  
 Mκ · IM / Sc(n) or Mκ · IM / Sc(cr) as applicable.  
 fs (Service II): Sum of stresses as computed below (ksi).  
 fsDC1 + fsDC2 + fsDW + 1.3 fs (κ+IM)  
 0.95RnFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).  
 fs (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).  
 1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs (κ+IM)  
 φrFn: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).  
 Vr: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

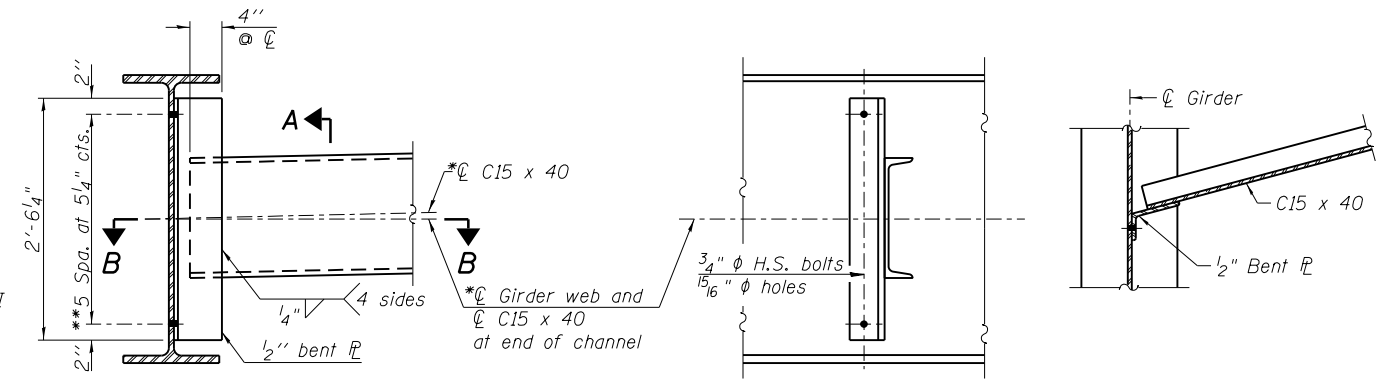


**TOP PLAN**

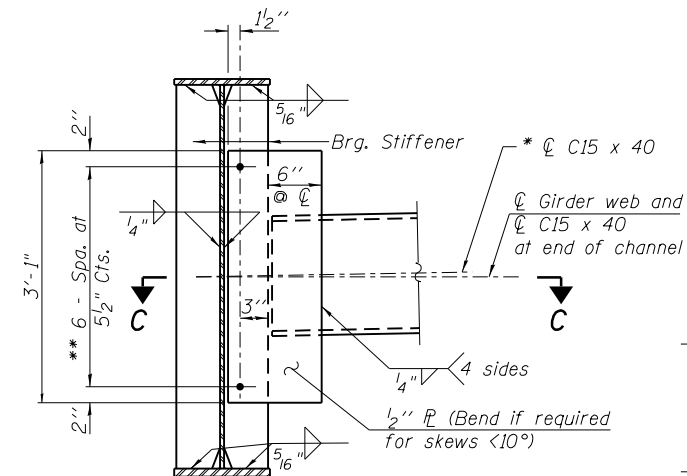
Field Splice 1 shown, Field Splice 2 similar

**BOTTOM PLAN**

Field Splice 1 shown, Field Splice 2 similar

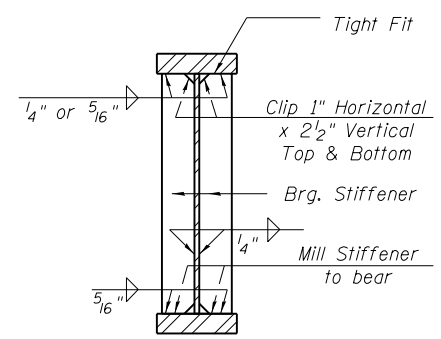


**INTERIOR DIAPHRAGM-D1**

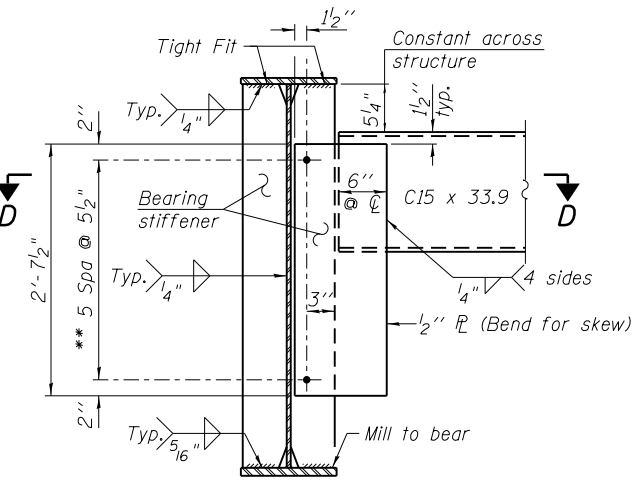


**INTERIOR DIAPHRAGM AT PIER-D2**

**SECTION C-C**



**SECTION AT PIER AND ABUTMENTS**



**END DIAPHRAGM AT ABUTMENTS - D3**

**SECTION D-D**

Note:  
 Two hardened washers required for each set of oversized holes.  
 \* Alternate channel C15x50, is permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.  
 The alternate, if utilized, shall be provided at no additional cost to the Department.  
 \*\* 3/4 inch φ HS bolts, 15/16 inch φ holes

X:\PROJECTS\081033\33\CONTRACT\_1\Design\Structural\CAD\081-0176-D264884-1B-Structural\_Steel\_Details.dgn



USER NAME = mteng	DESIGNED - SMY	REVISED -
DESIGNED - SMY	CHECKED - APD	REVISED -
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PLOT DATE = 3/11/2013	CHECKED - BWS	REVISED -

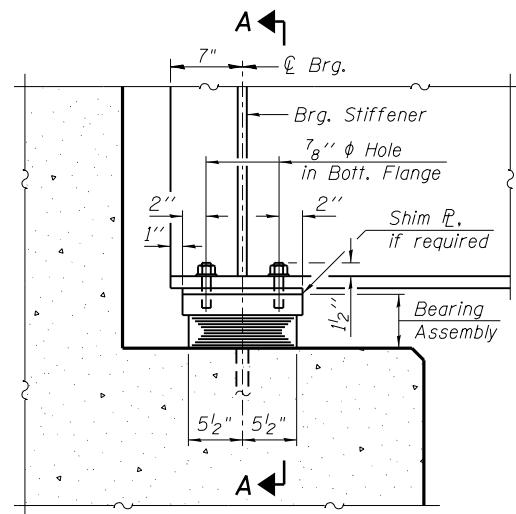
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL DETAILS  
 STRUCTURE NO. 081-0176**

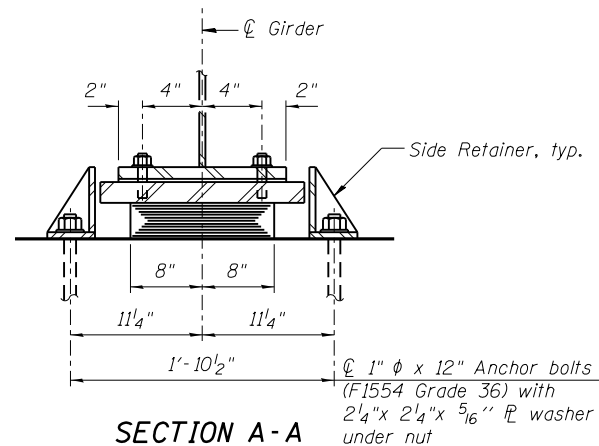
SHEET NO. S-18 OF S-27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-11R & 142-11B)	ROCK ISLAND	507	317

CONTRACT NO. 64B84  
 ILLINOIS FED. AID PROJECT

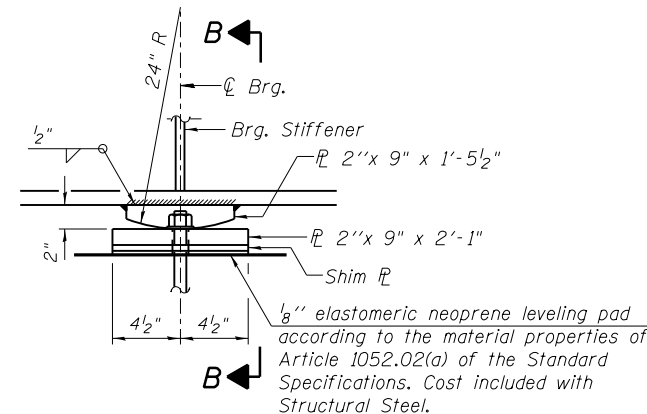


**ELEVATION AT ABUT.**

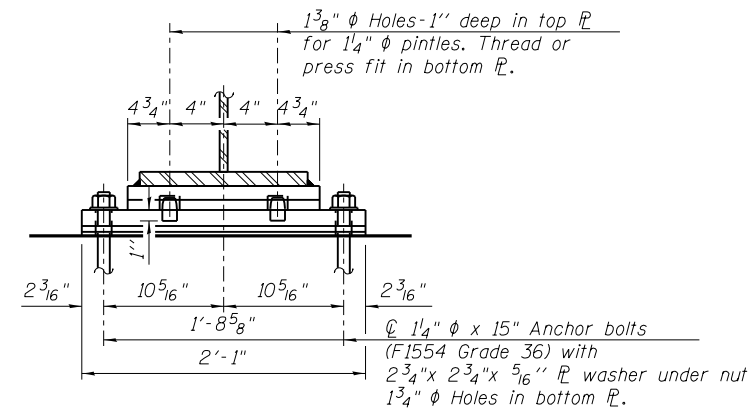


**SECTION A-A**

1"  $\phi$  x 12" Anchor bolts (F1554 Grade 36) with 2 1/4" x 2 1/4" x 5/16" PL washer under nut



**ELEVATION AT PIER**



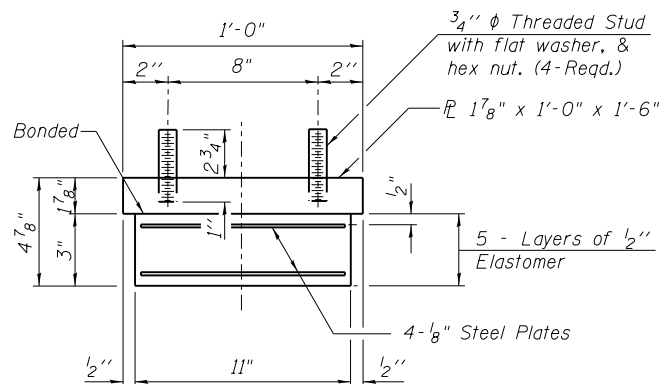
**SECTION B-B**

**TYPE I ELASTOMERIC EXP. BRG.**

(Abutment Bearings 12 Thus.)

**FIXED BEARING**

(Pier Bearings 6 Thus.)



**BEARING ASSEMBLY**

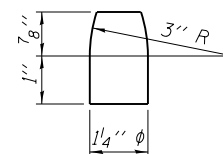
(Abutment Bearings)

Note:

Shim plates shall not be placed under Bearing Assembly.

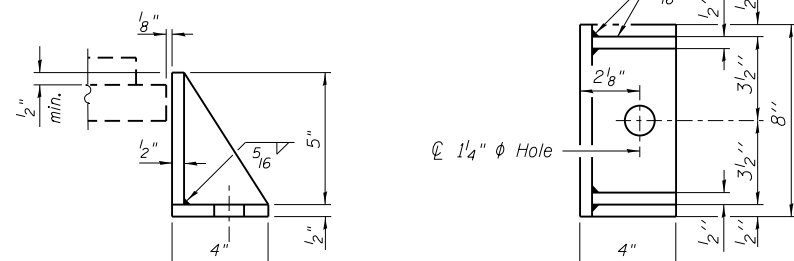
**NOTES:**

- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. 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.
- Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
- Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
- Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



**PINTLE**

N:\PROJECTS\033333\03\CONTRACT\_1\Design\Structural\CAD\081-0176-0264884-19-Bearing\_Details.dgn



**SIDE RETAINER**

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

**BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts, 1"	Each	24
Anchor Bolts, 1 1/4"	Each	12



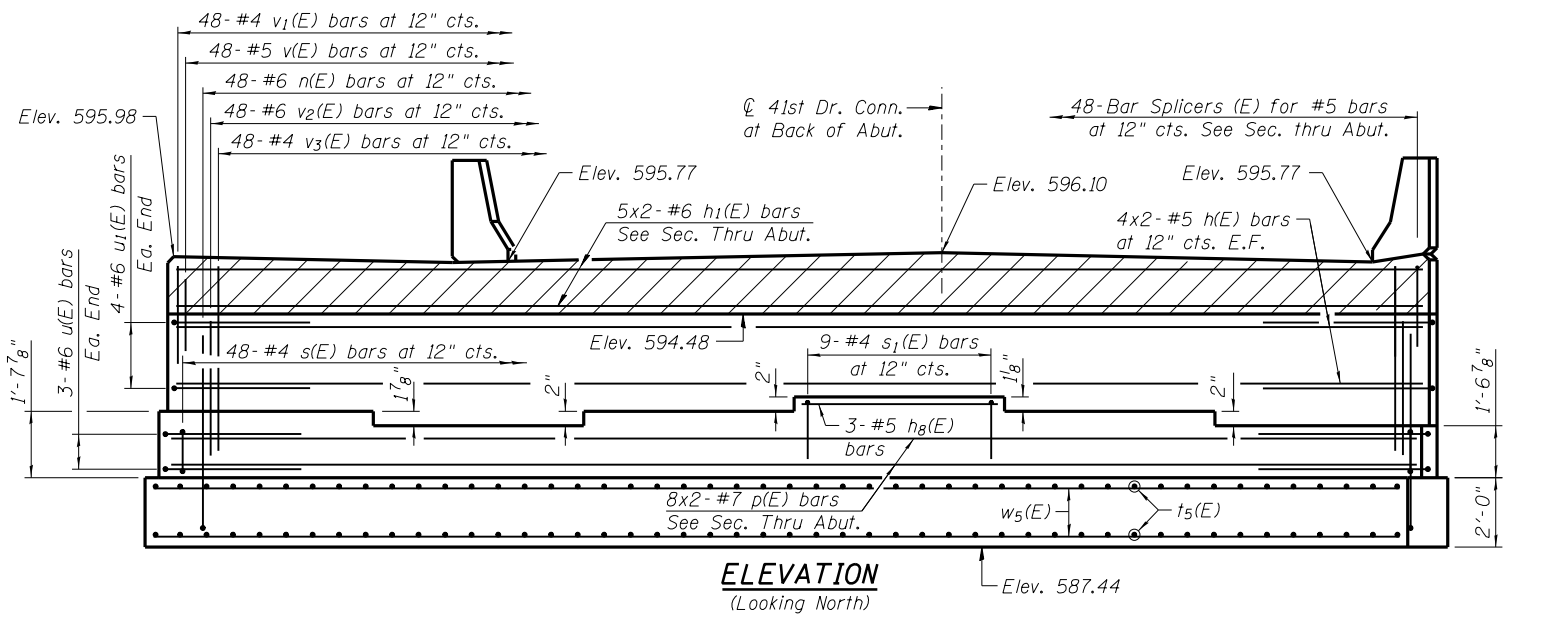
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PLOT DATE = 3/11/2013	CHECKED - MHT	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

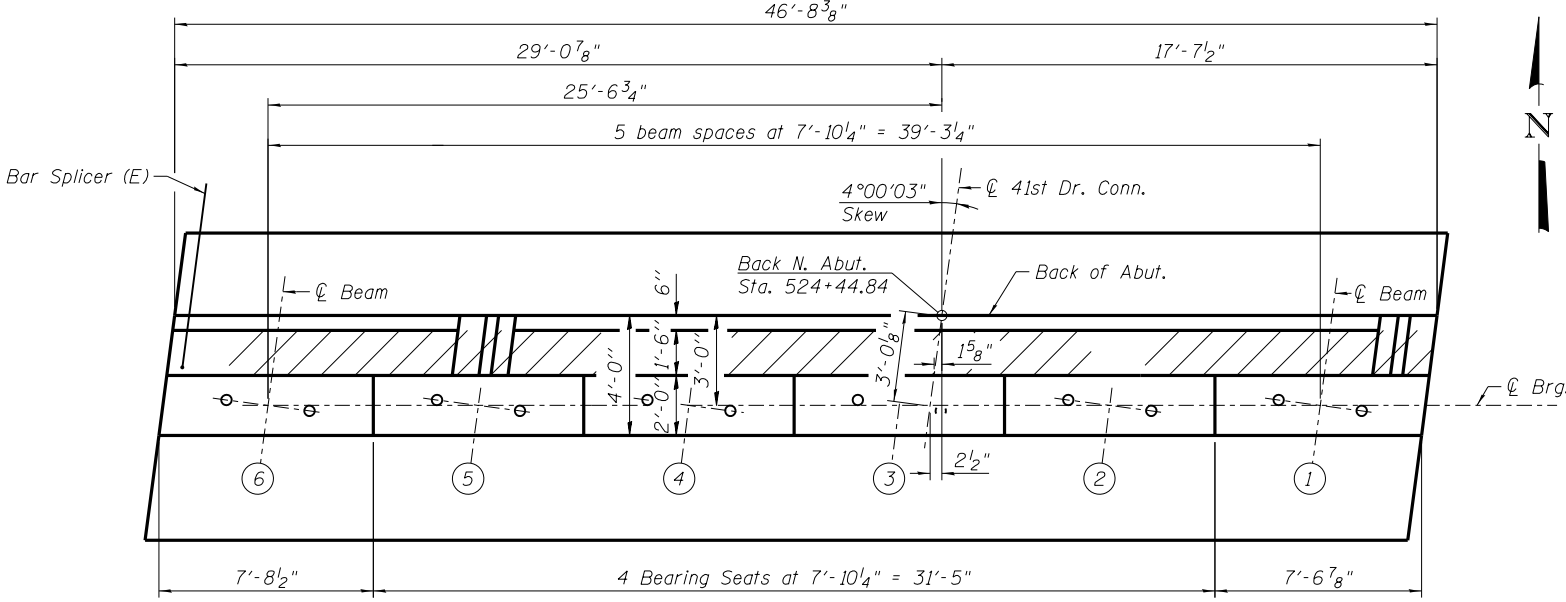
**BEARING DETAILS  
STRUCTURE NO. 081-0176**

SHEET NO. S-19 OF S-27 SHEETS

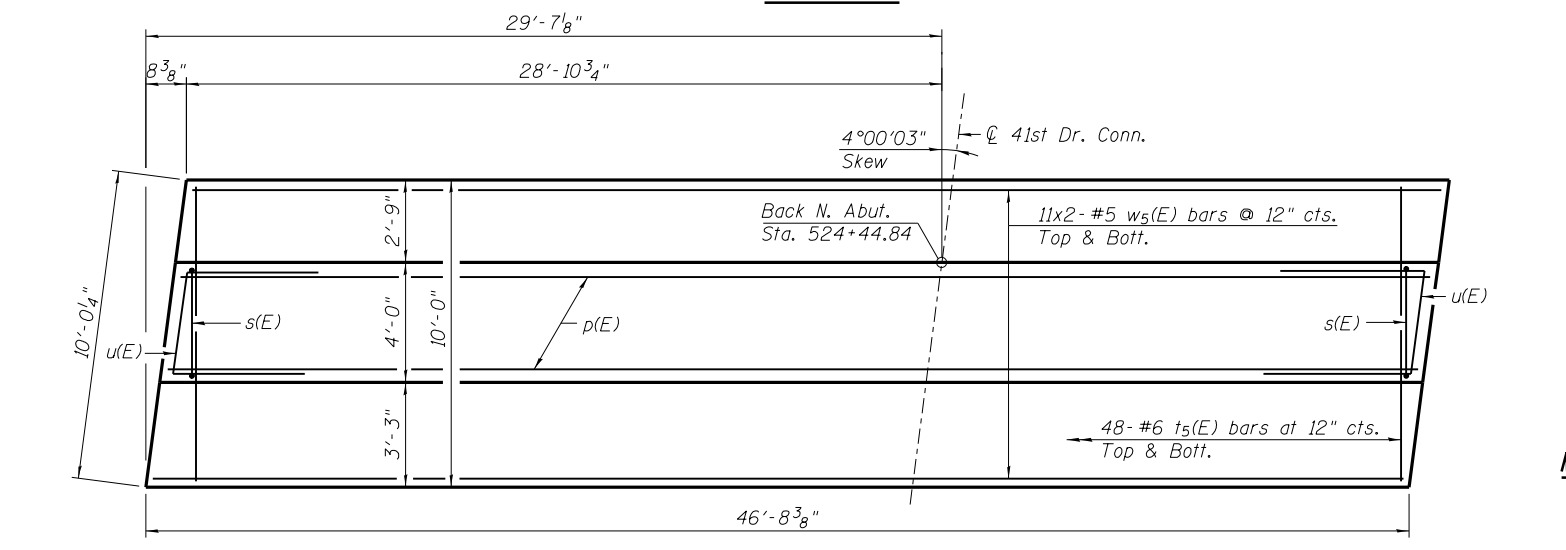
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	318
				CONTRACT NO. 64B84
ILLINOIS FED. AID PROJECT				



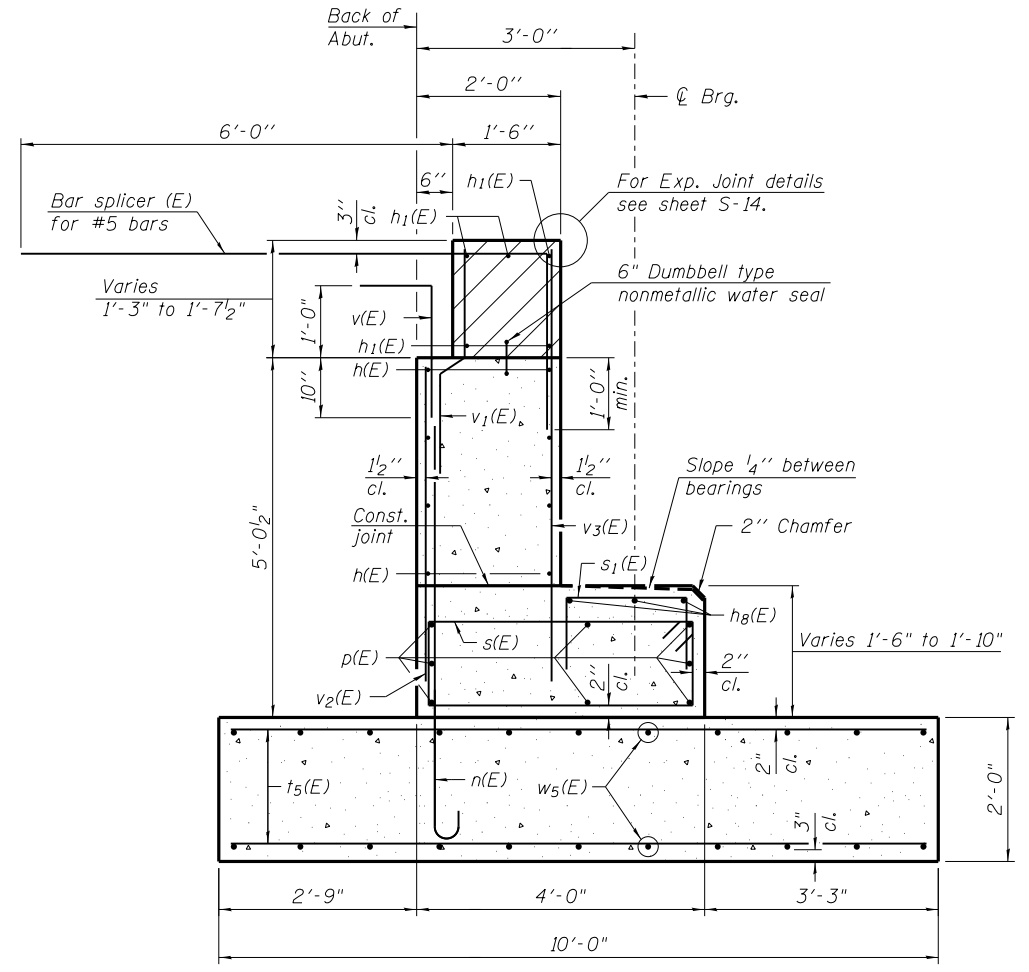
**ELEVATION**  
(Looking North)



**TOP VIEW**

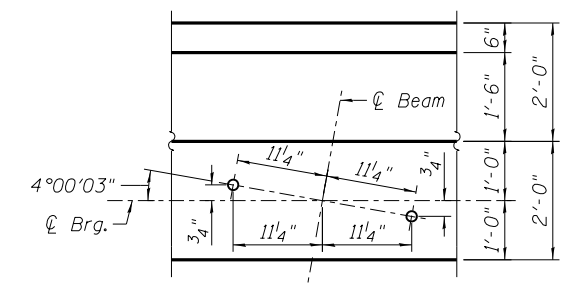


**PLAN-BEARING SEAT & FOOTING**



**SEC. THRU ABUT.**

Maximum Applied Service Bearing Pressure:  $Q_{max} = 2,420$  psf



**ANCHOR BOLT LOCATION  
DETAIL**

**ABUTMENT BEARING SEAT ELEVATION**

①	②	③	④	⑤	⑥
591.01	591.18	591.27	591.10	590.94	591.09

**NOTES:**

1. Pour steps monolithically with bearing seat.
2. For details of Bar Splicers, see sheet S-23.
3. Bars indicated 4x2-#6 etc. indicates 4 lines of bars with 2 lengths per line.
4. Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
5. Space reinforcement in bearing seat to miss anchor bolts.
6. Concrete Sealer to be applied to all exposed surfaces of backwall, bearing seats, front face of bearing seats and footing.
7. For bar bending details and Bill of Material, see Sheet S-20.

**MIN. BAR LAP**

- #5 = 3'-8"
- #6 = 4'-5"
- #7 = 5'-10"

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PLOT DATE = 3/11/2013	DRAWN - SMY	REVISED -
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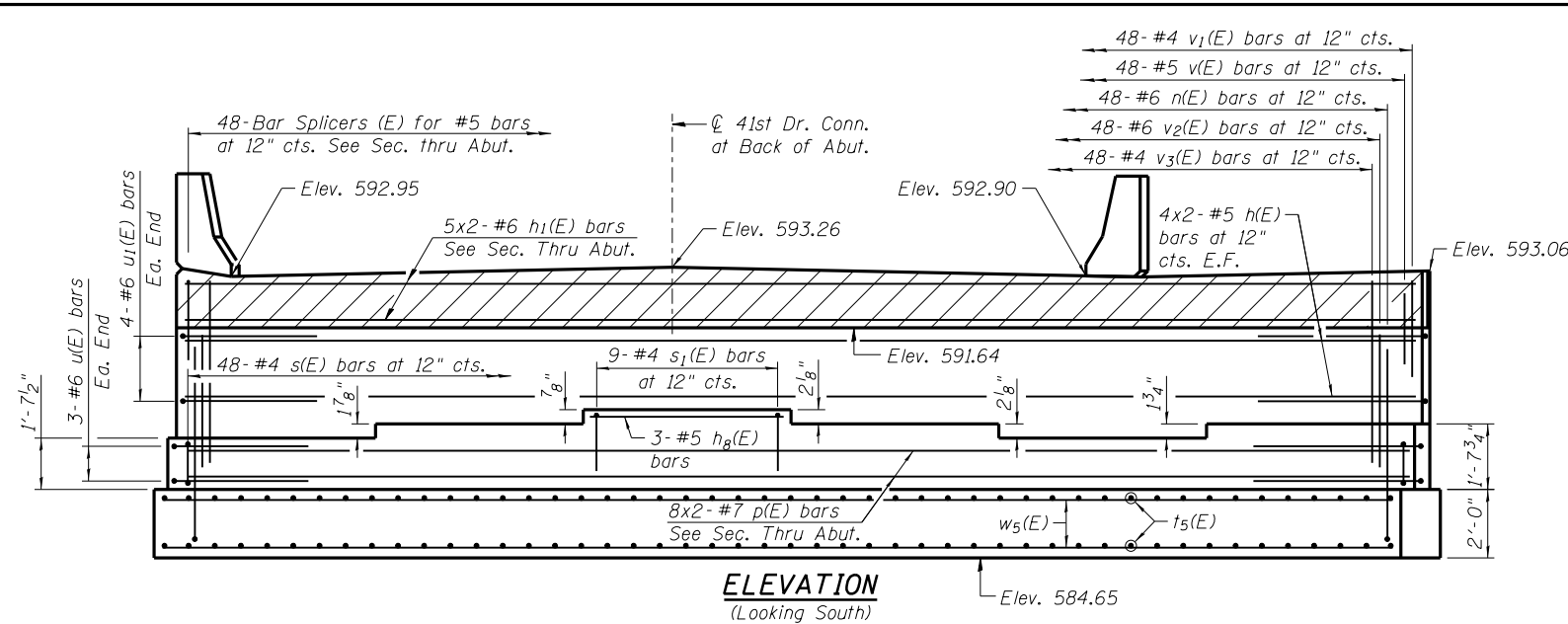
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT  
STRUCTURE NO. 081-0176**

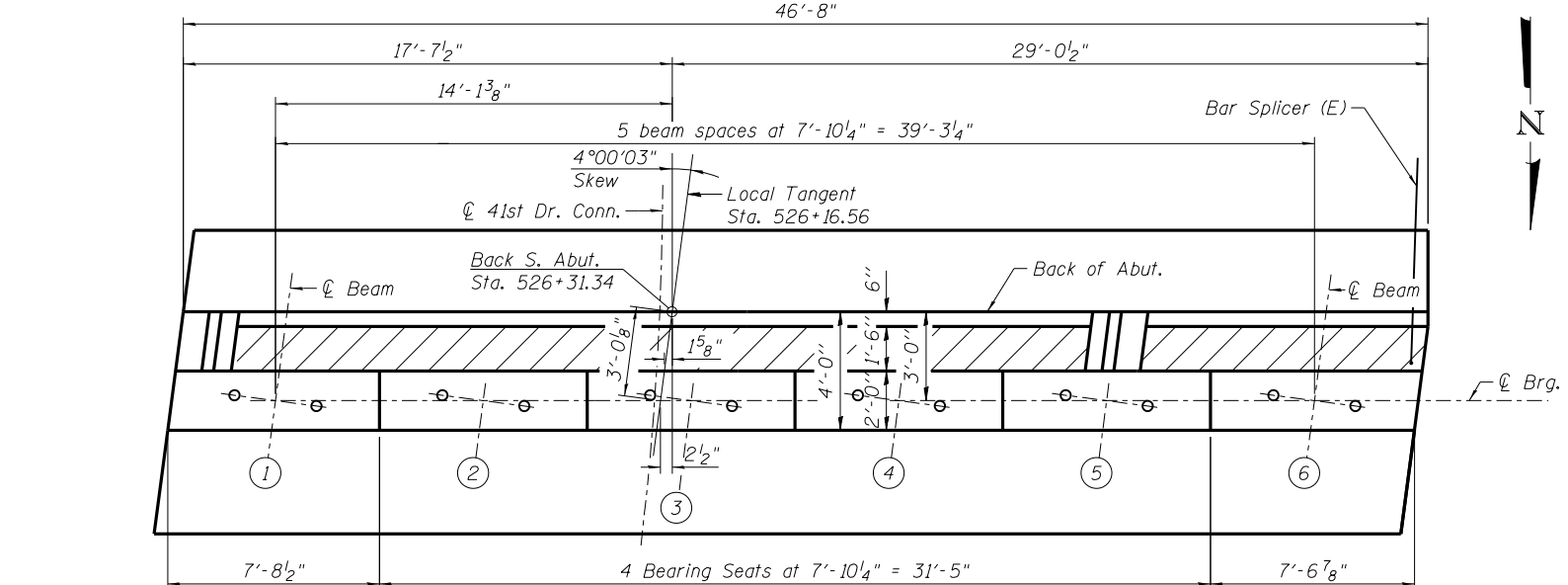
SHEET NO. S-20 OF S-27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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ILLINOIS FED. AID PROJECT			CONTRACT NO. 64884	

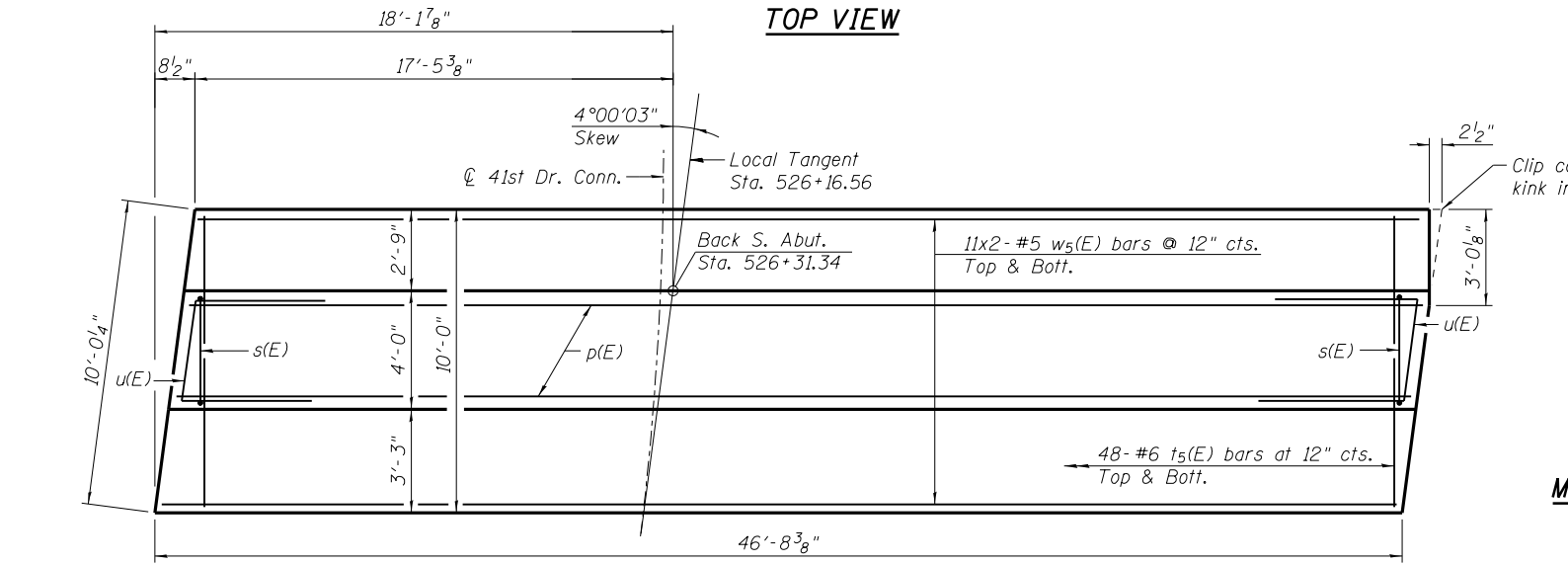
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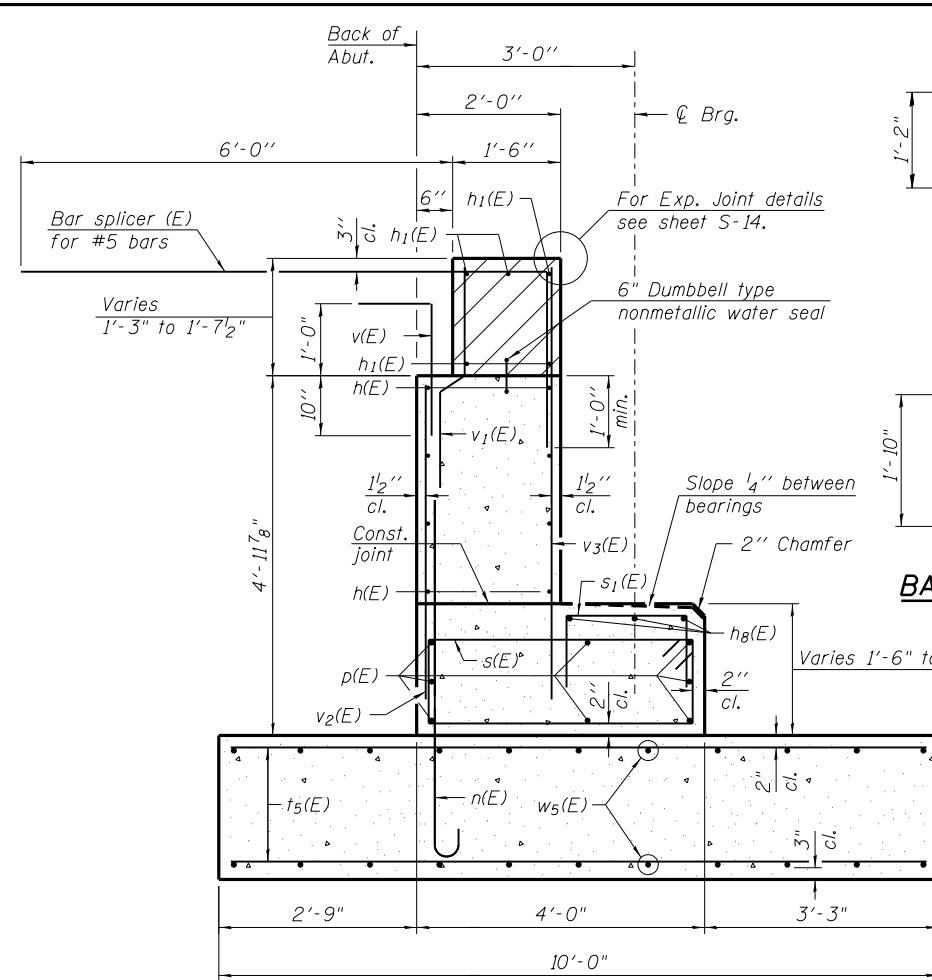
**ELEVATION**  
(Looking South)



**TOP VIEW**

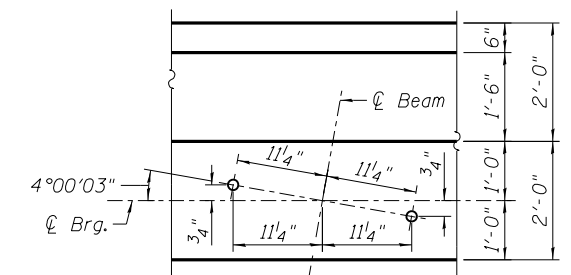


**PLAN-BEARING SEAT & FOOTING**



**SEC. THRU ABUT.**

Maximum Applied Service Bearing Pressure:  $Q_{max} = 2,420$  psf



**ANCHOR BOLT LOCATION  
DETAIL**

**ABUTMENT BEARING SEAT ELEVATION**

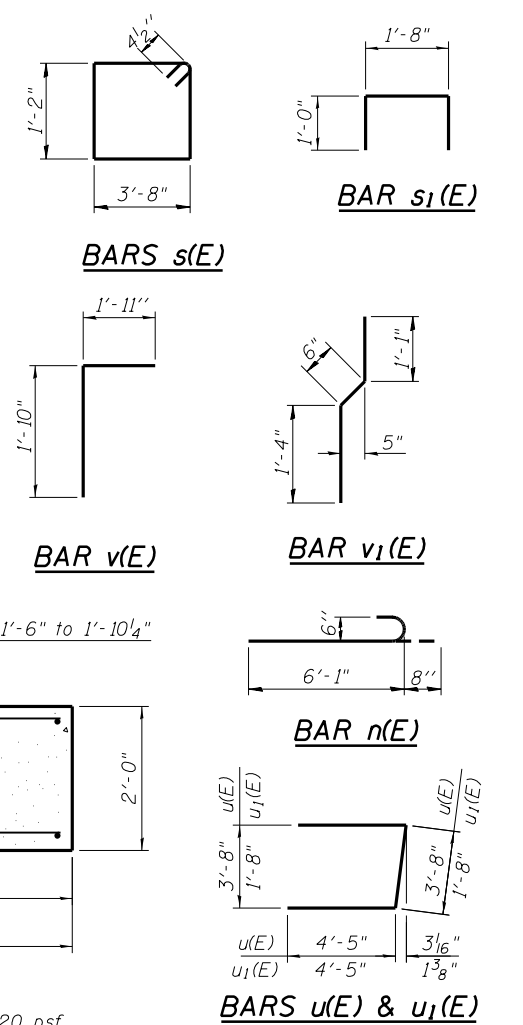
Station	1	2	3	4	5	6
Elevation	588.28	588.43	588.50	588.33	588.15	588.30

**NOTES:**

1. Pour steps monolithically with bearing seat.
2. For details of Bar Splicers, see sheet S-23.
3. Bars indicated 4x2-#6 etc. indicates 4 lines of bars with 2 lengths per line.
4. Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
5. Space reinforcement in bearing seat to miss anchor bolts.
6. Concrete Sealer to be applied to all exposed surfaces of backwall, bearing seats, front face of bearing seats and footing.

**MIN. BAR LAP**

- #5 = 3'-8"
- #6 = 4'-5"
- #7 = 5'-10"



**ABUTMENT  
BILL OF MATERIAL**  
(for both Abutments)

Bar	No.	Size	Length	Shape
h(E)	32	# 5	25'-1"	—
h1(E)	20	# 6	25'-1"	—
h8(E)	6	# 5	7'-6"	—
n(E)	96	# 6	6'-9"	U
p(E)	32	# 7	26'-2"	—
s(E)	96	# 4	10'-5"	□
s1(E)	18	# 4	3'-8"	□
ts(E)	192	# 6	9'-8"	—
u(E)	12	# 6	12'-6"	U
u1(E)	16	# 6	10'-6"	U
v(E)	96	# 5	3'-9"	—
v1(E)	96	# 4	2'-11"	—
v2(E)	96	# 6	4'-5"	—
v3(E)	96	# 4	5'-8"	—
w5(E)	88	# 5	25'-1"	—
Concrete Structures		Cu. Yd.	115.5	
Reinforcement Bars, Epoxy Coated		Pound	12,170	
Concrete Sealer		Sq. Ft.	1,143	



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PLOT SCALE = 0.2500' / 1"	CHECKED - APD	REVISED -
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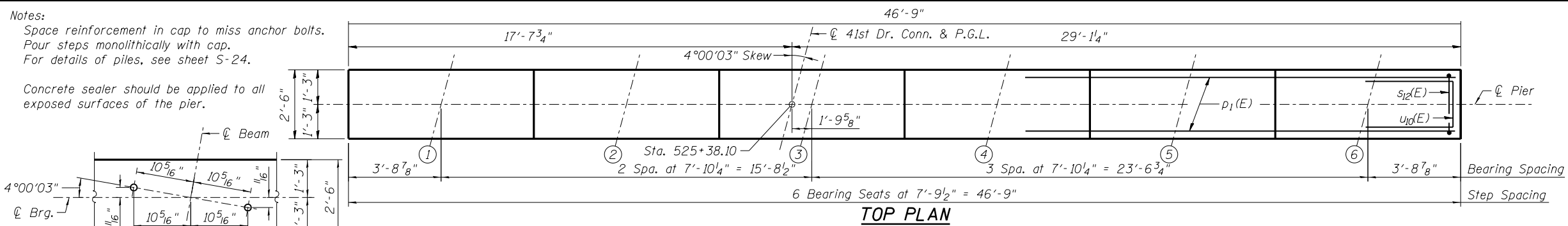
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SOUTH ABUTMENT  
STRUCTURE NO. 081-0176**  
SHEET NO. S-21 OF S-27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-11R & 142-11B)	ROCK ISLAND	507	320
CONTRACT NO. 64B84			ILLINOIS FED. AID PROJECT	

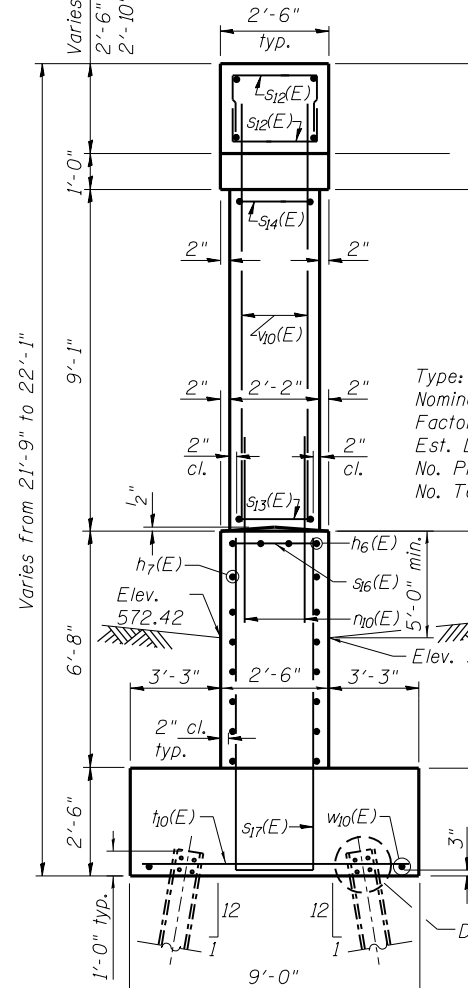
Notes:  
 Space reinforcement in cap to miss anchor bolts.  
 Pour steps monolithically with cap.  
 For details of piles, see sheet S-24.

Concrete sealer should be applied to all exposed surfaces of the pier.



**TOP PLAN**

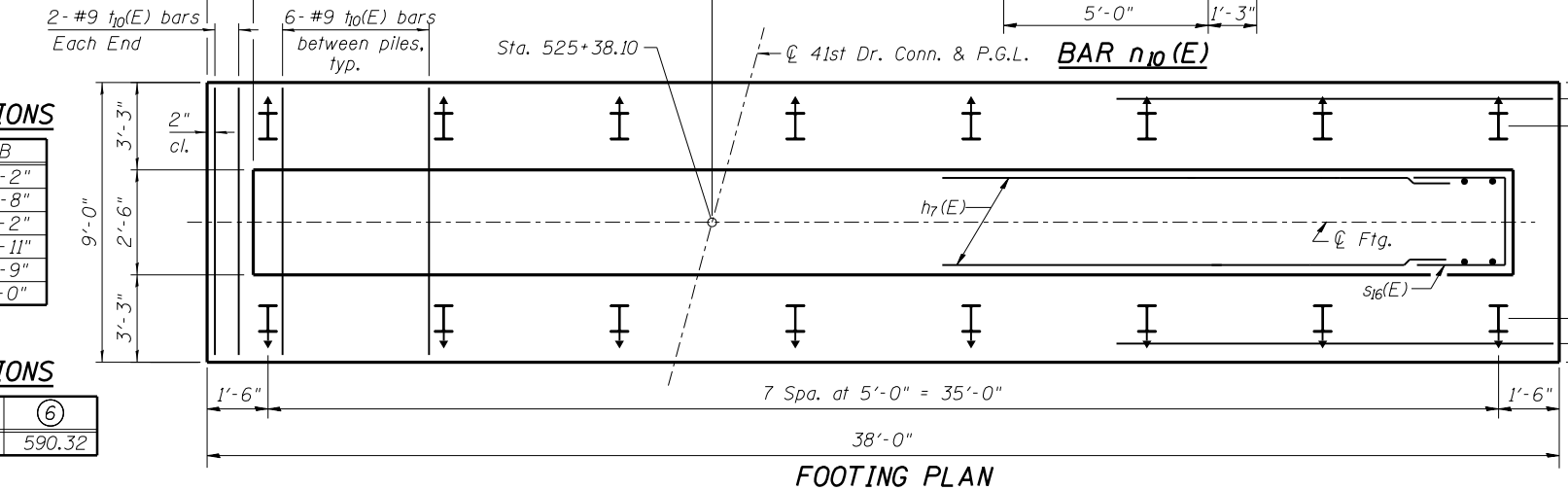
**ANCHOR BOLT LOCATION DETAIL**



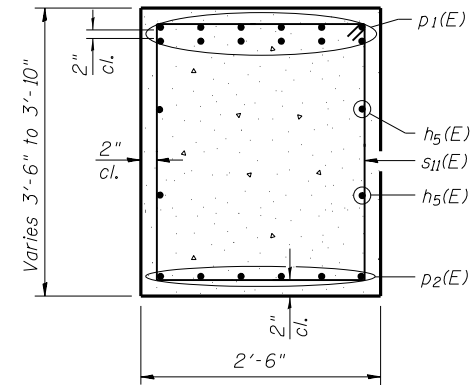
**PILE DATA**

Type: HP12x63  
 Nominal Required Bearing: 455 k  
 Factored Resistance Available: 250 k  
 Est. Length: 20 ft.  
 No. Production Piles: 16  
 No. Test Piles: 0

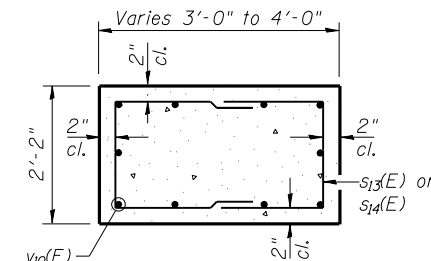
**ELEVATION (Looking South)**



**FOOTING PLAN**



**SECTION A-A**



**SECTION B-B  
LAP SPLICE**

Bar	Min. Lap	Top Bars
#4	2'-7"	2'-11"
#5	3'-3"	3'-8"
#8	6'-9"	7'-8"
#9	8'-7"	9'-8"

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h5(E)	8	# 4	24'-8"	—
h6(E)	8	# 8	21'-6"	—
h7(E)	28	# 4	19'-2"	—
h8(E)	3	# 5	7'-6"	—
w10(E)	30	# 9	6'-3"	C
p1(E)	24	# 9	28'-1"	—
p2(E)	12	# 8	20'-9"	—
p3(E)	12	# 8	5'-11"	—
s11(E)	36	# 5	11'-7"	□
s12(E)	48	# 5	6'-6"	□
s13(E)	30	# 3	7'-2"	□
s14(E)	30	# 3	8'-2"	□
s16(E)	16	# 4	8'-0"	□
s17(E)	37	# 9	19'-8"	□
s18(E)	9	# 5	4'-2"	□
t10(E)	46	# 9	8'-6"	—
u10(E)	6	# 6	11'-0"	—
v10(E)	30	# 9	10'-11"	—
w10(E)	22	# 5	20'-5"	—
Structure Excavation		Cu. Yd.	91	
Concrete Structures		Cu. Yd.	76.7	
Reinforcement Bars, Epoxy Coated		Pound	11,300	
Furnishing Steel Piles HP 12x63		Foot	320	
Driving Piles		Foot	320	
Concrete Sealer		Sq. Ft.	1,315	

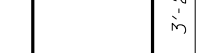
\* Typical each flange, each pile. Cost included with Furnishing Piles.

\* 4-3/4" φ X 4" Granular or solid flux filled headed studs automatically end welded (Typ. each flange, each pile)

**DETAIL A**



**BAR s11(E)**



**BAR u10(E)**

**A & B DIMENSIONS**

Bar	A	B
s12(E)	2'-2"	2'-2"
s13(E)	1'-10"	2'-8"
s14(E)	1'-10"	3'-2"
s16(E)	2'-2"	2'-11"
s17(E)	2'-2"	8'-9"
s18(E)	2'-2"	1'-0"

**BARS**

**PIER BEARING SEAT ELEVATIONS**

Station	1	2	3	4	5	6
Elevation	590.27	590.42	590.51	590.34	590.17	590.32

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 DESIGNED - SMY  
 CHECKED - BWS  
 PLOT SCALE = 0.1667' / in.  
 DRAWN - RD  
 PLOT DATE = 3/11/2013

DESIGNED - SMY  
 CHECKED - BWS  
 DRAWN - RD  
 CHECKED - BWS

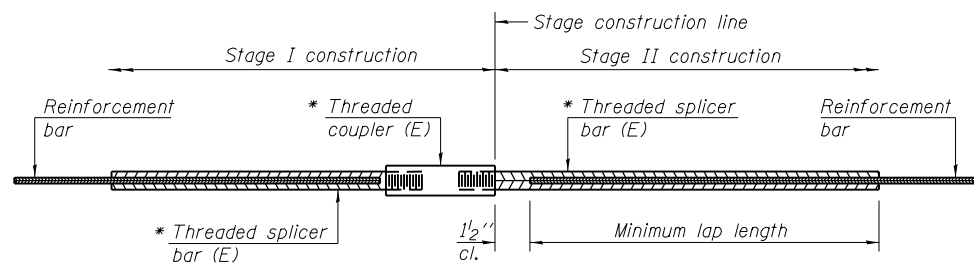
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PIER  
 STRUCTURE NO. 081-0176

SHEET NO. S-22 OF S-27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-11R & 142-11B)	ROCK ISLAND	507	321
CONTRACT NO. 64B84			ILLINOIS FED. AID PROJECT	



**STANDARD BAR SPLICER ASSEMBLY**

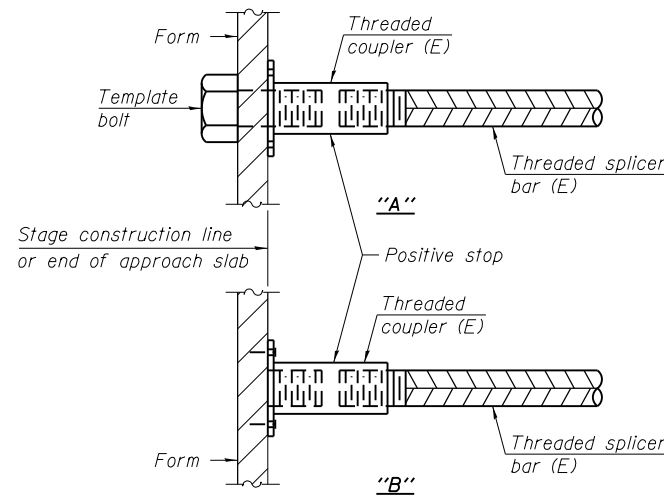
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

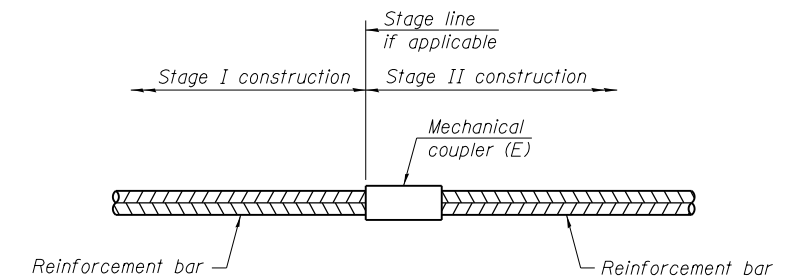
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

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



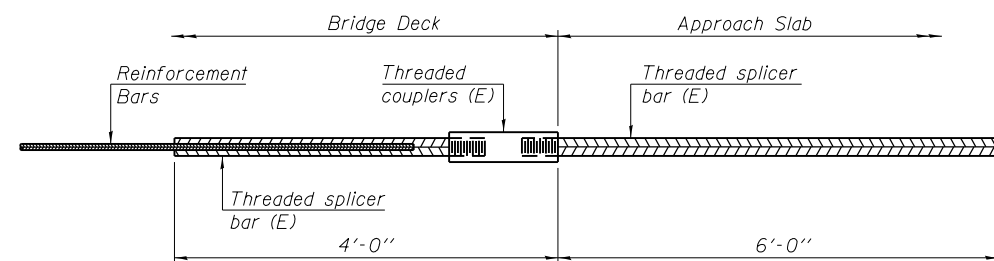
**INSTALLATION AND SETTING METHODS**

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



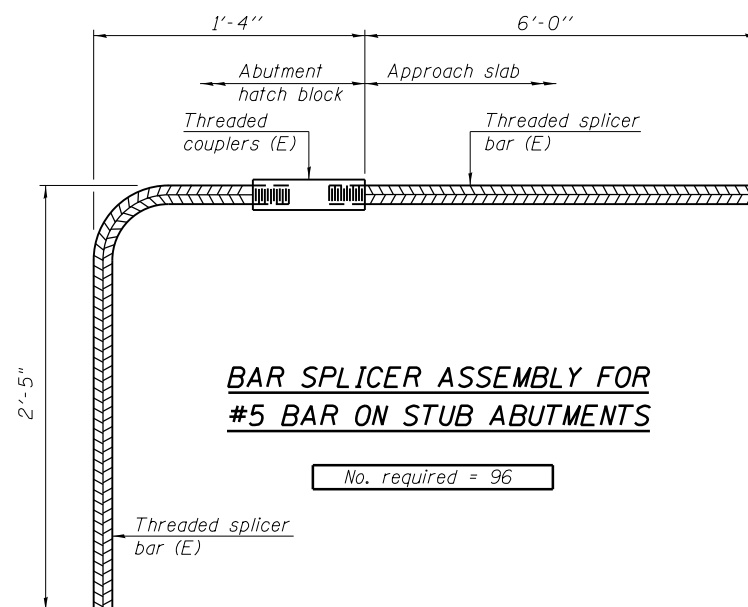
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



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

No. required =



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required = 96

**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



USER NAME = mteng	DESIGNED - MHT	REVISED -
PLOT SCALE = 0:2.0000 1' = 1"	CHECKED - BWS	REVISED -
PLOT DATE = 3/11/2013	DRAWN - RD	REVISED -
	CHECKED - BWS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

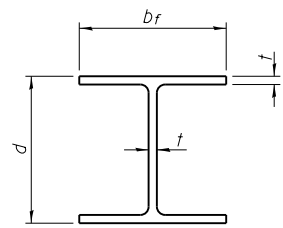
BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
STRUCTURE NO. 081-0176

SHEET NO. S-23 OF S-27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	322
CONTRACT NO. 64B84				

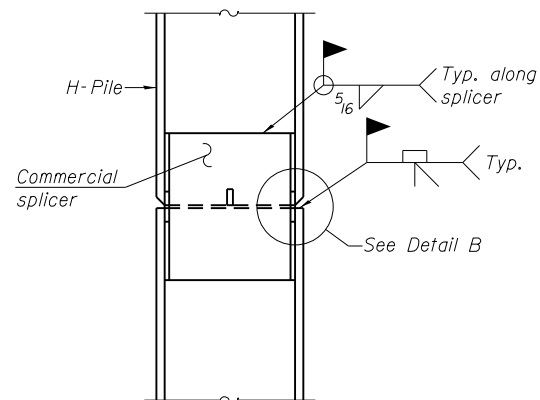
ILLINOIS FED. AID PROJECT

N:\PROJECTS\033333\CONTRACT\_1\Design\Structural\CAD\081-0176-D264864-23-Bar Splicer Assembly and Mechanical Splicer Details.dgn

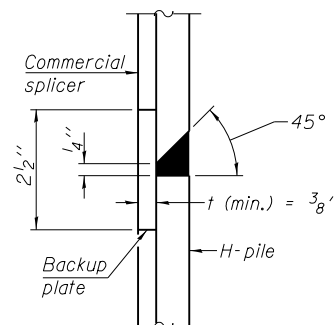


**STEEL PILE TABLE**

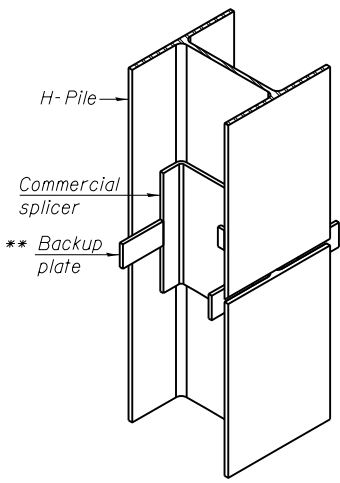
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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

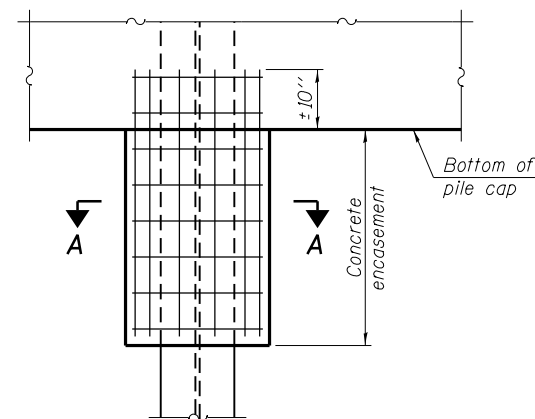


**DETAIL "B"**



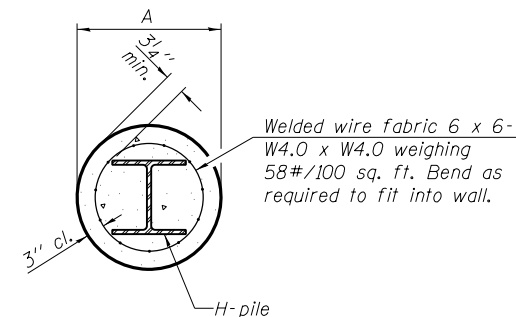
**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE**



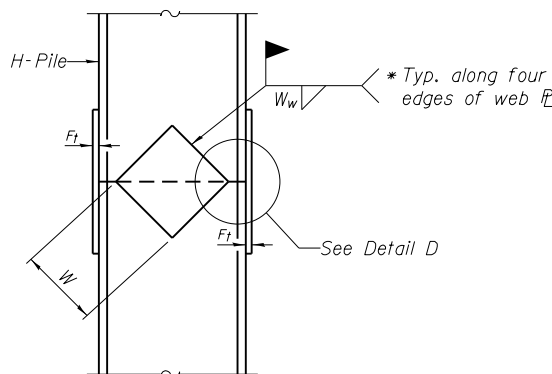
**ELEVATION**

**PILE ENCASEMENT**



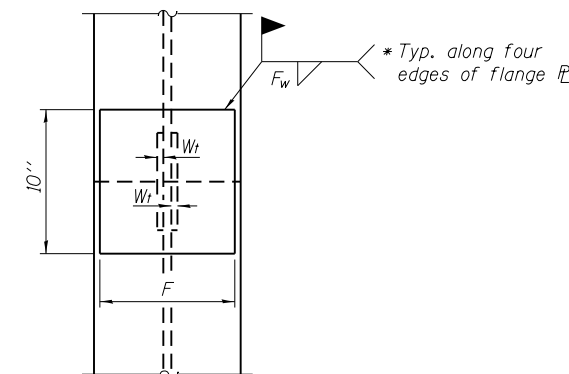
Note:  
Forms for encasement may be omitted when soil conditions permit.

**SECTION A-A**



**ELEVATION**

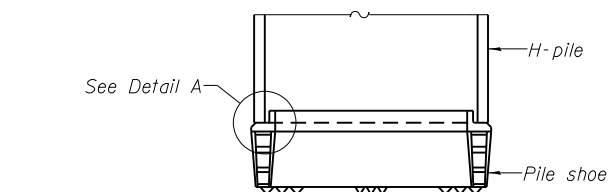
**DETAIL D**



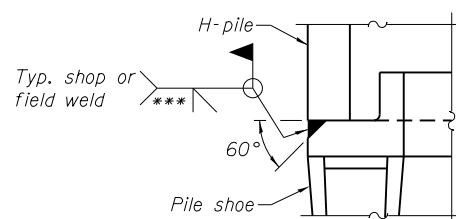
**END VIEW**

Designation	F	F <sub>t</sub>	F <sub>w</sub>	W	W <sub>t</sub>	W <sub>w</sub>
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 1/2"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 1/2"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5 1/2"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 1/2"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5 1/2"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5 1/2"	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"

**WELDED PLATE FIELD SPLICE**

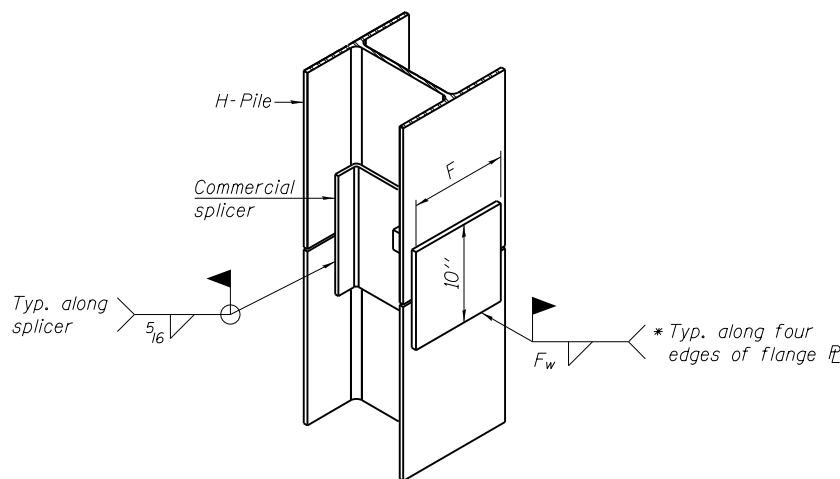


**ELEVATION**



**DETAIL A**

**H-PILE SHOE ATTACHMENT**



**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

- \* 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.

N:\PROJ\10003333\CONTRACT\1\Design\Structure\1\CAD\081-0176-0264884-24-HP Pile Details.sdg

F-HP

1-27-12



USER NAME = mteng	DESIGNED - SMY	REVISED -
PLOT SCALE = 0:2.0000 '1" / in.	CHECKED - BWS	REVISED -
PLOT DATE = 3/11/2013	DRAWN - RD	REVISED -
	CHECKED - BWS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS  
STRUCTURE NO. 081-0176

SHEET NO. S-24 OF S-27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1HB	ROCK ISLAND	507	323
CONTRACT NO. 64B84				
ILLINOIS FED. AID PROJECT				







**Illinois Department of Transportation**  
Division of Highways  
IDOT

# SOIL BORING LOG

Page 1 of 1

Date 4/14/05

ROUTE FAP 595 DESCRIPTION P92-082-01 Bridge over John Deere Road at proposed 41st Street connector LOGGED BY W. Garza

SECTION 142-R LOCATION S. Moline Twp. - 10 SW, SEC. , TWP. 17N, RNG. 1W

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.	DEPTH (ft)	BLOW COUNT (blows/ft)	UCS (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BLOW COUNT (blows/ft)	UCS (tsf)	MOISTURE (%)
Station 525+38.10					Surface Water Elev. _____ ft				
					Stream Bed Elev. _____ ft				
BORING NO. B-2c					Groundwater Elev.: _____ ft				
Station 524+80					First Encounter 557.4 ft				
Offset _____ ft at CL					Upon Completion _____ ft				
Ground Surface Elev. 572.4 ft					After _____ Hrs. _____ ft				
MEDIUM dark brown LOAM			0.6 P	14	VERY DENSE gray SHALE with COAL lens	37	100/6"		
Old Concrete	569.90	4							
	568.40	20+			Borehole continued with rock coring.				
VERY STIFF brown SILTY CLAY LOAM		2	2.1 B	18					
	565.90	3							
		4							
STIFF dark gray SILTY CLAY LOAM		1	1.2 B	39					
	563.40	3							
		3							
SOFT gray SILTY LOAM		1	0.3 B	40					
	560.90	2							
		2							
SOFT/MEDIUM gray SHALEY CLAY LOAM with 10% ORGANICS		1	0.5 B	66					
	557.90	1							
		2							
MEDIUM dark gray fine clean SAND		1							
	555.40	6							
		6							
VERY DENSE gray SHALE with COAL lens		24							
	553.40	100/11"							

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, from 137 (Rev. 8-99)



**Illinois Department of Transportation**  
Division of Highways  
IDOT

# ROCK CORE LOG

Page 1 of 1

Date 4/14/05

ROUTE FAP 595 DESCRIPTION P92-082-01 Bridge over John Deere Road at proposed 41st Street connector LOGGED BY W. Garza

SECTION 142-R LOCATION S. Moline Twp. - 10 SW, SEC. , TWP. 17N, RNG. 1W

COUNTY Rock Island CORING METHOD \_\_\_\_\_

STRUCT. NO.	DEPTH (ft)	CORING BARREL TYPE & SIZE	RECOVERY (%)	ROQ (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Station 525+38.10		Core Diameter 1.5 in				
BORING NO. B-2c		Top of Rock Elev. 555.40 ft				
Station 524+80		Begin Core Elev. 549.90 ft				
Offset _____ ft at CL						
Ground Surface Elev. 572.4 ft						
Shale: light to dark gray, laminated and flaky with mica crystals visible, soft and chalky	544.90		100	15	2.4	
Shale: as above though not as flaky T.S.F.: 541.9 to 541.3	539.90		100	63	4	97.7
Shale: as above with sandier fraction, laminated but tending blockier T.S.F.: 536.1 to 535.7	534.90		100	70	3.4	154.7
End of Boring						

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. 8-99)

N:\PROJ\000333\CONTRACT\1\Design\Structure\1\CAD\081-0176-0264884-26-Soil Borings Logs 2.dgn



USER NAME = mteng	DESIGNED - MHT	REVISED -
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PLOT DATE = 3/11/2013	DRAWN - SMY	REVISED -
	CHECKED - BWS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS 2  
STRUCTURE NO. 081-0176**

SHEET NO. S-26 OF S-27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	325
CONTRACT NO. 64884			ILLINOIS FED. AID PROJECT	



**Illinois Department of Transportation**  
Division of Highways  
IDOT

# SOIL BORING LOG

Page 1 of 1

Date 5/31/05

ROUTE FAP 595 DESCRIPTION P92-082-01 38th - 41st Connector at John Deere Road LOGGED BY W. Garza

SECTION 142-R LOCATION SEC. , TWP. , RNG.

COUNTY Rock Island DRILLING METHOD \_\_\_\_\_ HAMMER TYPE CME-45 Automatic

STRUCT. NO. Station	D E P T H S	B L O W S	U C S Qu	M O I S T.	Surface Water Elev. _____ ft Stream Bed Elev. _____ ft
BORING NO. <u>B-1d</u> Station <u>524+00</u> Offset _____ ft CL Ground Surface Elev. <u>567.7</u> ft	(ft)	(/6")	(tsf)	(%)	Groundwater Elev.: First Encounter _____ ft Upon Completion _____ ft After _____ Hrs. _____ ft
STILY LOAM	567.20				
4.5" Recovery					
	564.70				
18.0" Recovery					
	562.20				
17.0" Recovery					
	559.70				
26.0" Recovery					
	557.20				
30.0" Recovery					
Refusal	554.70				
	552.20				
End of Boring					

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, from 137 (Rev. 8-99)

N:\PROJ\000393\00\CONTRACT\1\Design\Structure\1\CAD\081-0176-0264884-27-Soil Borings\_Logs\_3.dgn



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	CHECKED - BWS	REVISED -
PLOT SCALE = 0:2.0000 '1" / in.	DRAWN - SMY	REVISED -
PLOT DATE = 3/11/2013	CHECKED - BWS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS 3  
STRUCTURE NO. 081-0176**

SHEET NO. S-27 OF S-27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1JR & 142-1HB)	ROCK ISLAND	507	326
CONTRACT NO. 64B84			ILLINOIS FED. AID PROJECT	

Benchmark: "O" in the word "open" on Fire Hydrant  
Sta. 294+65.77, (I.L. Rte 5) Offset 108.75' Rt., Elev. 579.42

Existing Structure: None.

Bicycle Railing, Special

Begin Retaining Wall  
Sta. 521+33.00  
Elev. 593.53

Flow line  
Elev. 589.10  
12" Conc. Pipe

4' I.D. Manhole  
Sta. 522+20.00

323'-5 1/8"  
Measured along Front Face Precast Concrete Panels

Sta. 524+47.24  
Elev. 596.08

Bicycle Railing (R-29)

Bridge Fence Railing (R-33)

Proposed Grade Line 41st Drive Connector

Proposed Grade Line 41st Drive Connector

Sta. 521+33.00  
Elev. 591.48

Prop. Grade at Front Face of Wall Panels

Bottom of Manhole  
Elev. 588.33

Top of Exposed Panel Line

Precast Concrete Panels

Sta. 524+47.24  
Elev. 594.08

Sta. 524+47.24  
Elev. 586.94

Structure No. 081-0176

Sta. 524+56.43  
Elev. 586.94

Proposed Ground Line

Prop. 24" RCP

Temporary Soil Retention System

Sta. 524+65.00  
Elev. 556.0

Sta. 521+33.00  
Elev. 560.0

Estimated Top of Rock

ELEVATION  
(Looking East)



DATE: 3/11/2013  
SEAL EXPIRES: 11/30/2014  
*Joseph J. Hosanna Jr.*

**DESIGN SPECIFICATIONS**

2012 AASHTO LRFD Bridge Design Specifications, 6th Edition with 2012 Interims

**DESIGN STRESSES**

**FIELD UNITS**

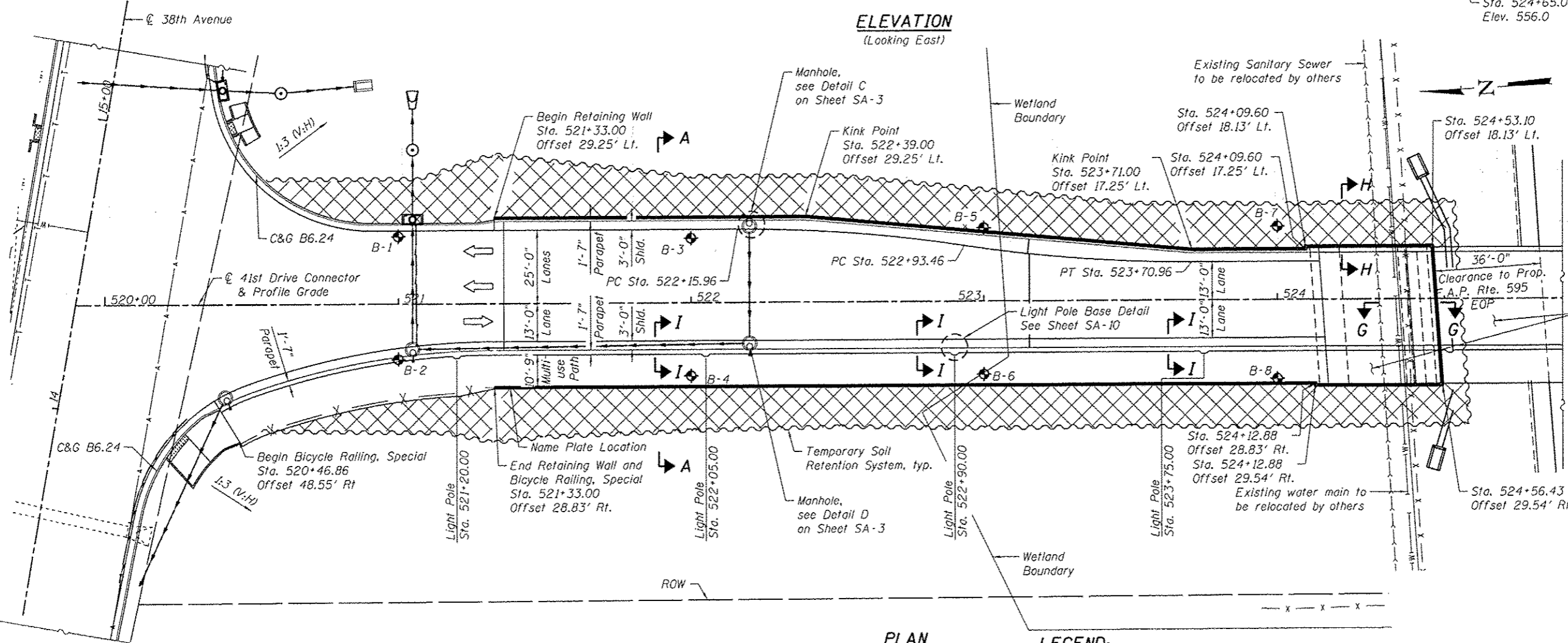
f'c = 3,500 psi  
fy = 60,000 psi (Reinforcement)

**PRECAST UNITS**

f'c = 4,500 psi (Precast Face Panels)

**NOTES:**

- For Sections A-A & G-G see Sheet SA-3. For Section H-H & I-I see Sheet SA-10.
- Offsets are measured from the centerline of 41st Drive Connector to the front face of wall.
- Ashlar stone formliner to be used on MSE wall panels.



**PLAN**

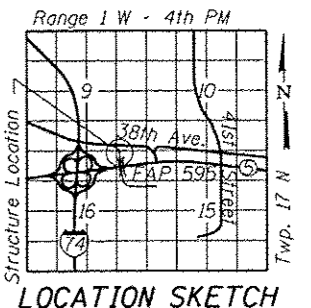
**LEGEND:**

- Soil Boring
- Removal and Disposal of Unsuitable Materials. Rockfill is to be placed up to the top of existing ground or bottom of MSE Wall leveling pad, whichever is lower. See Roadway plans for Removal and Disposal of Unsuitable Materials and Rock Fill quantities.

**APPROVED**  
For Structural Adequacy Only

*Joseph J. Hosanna Jr.*  
Engineer of Bridges & Structures

\* Cross hatching not shown under roadway and path for clarity.



**LOCATION SKETCH**

**GENERAL PLAN & ELEVATION**  
F.A.P. RTE. 595 - SEC. (142-1)R-1 AND 142-1)B  
ROCK ISLAND COUNTY  
STATION 521+33.00 TO 524+56.43  
STRUCTURE NO. 081-7002

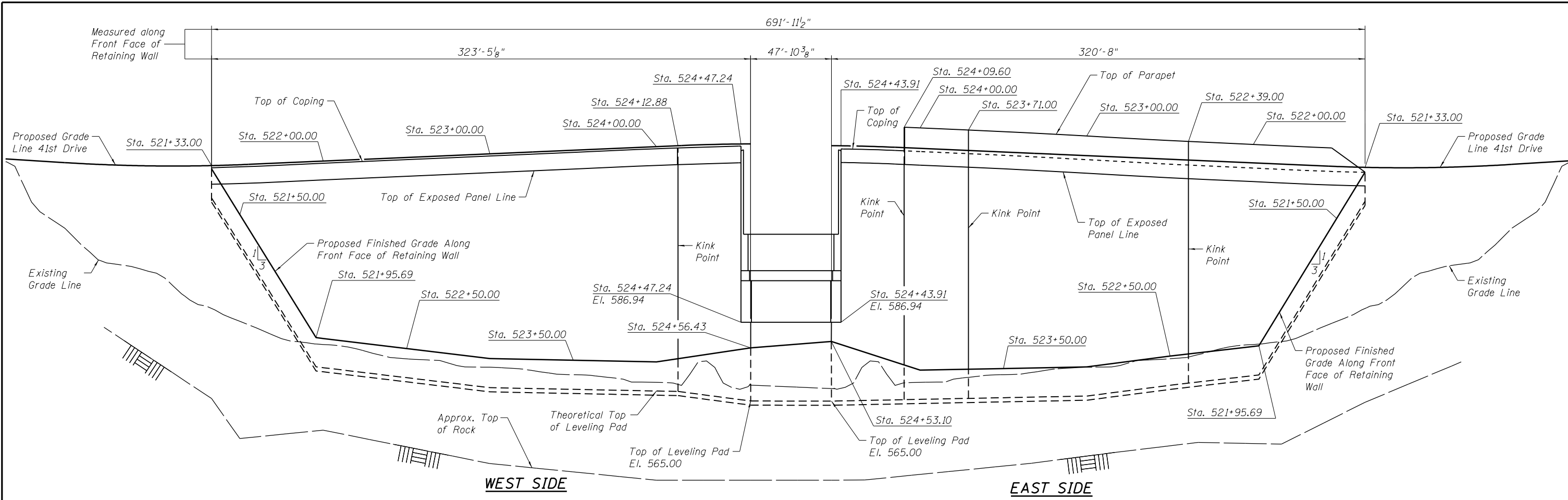


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	CHECKED - BWS	REVISD -
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PLOT DATE = 3/21/2013	CHECKED - JJH	REVISD -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SHEET NO. SA-1 OF SA-16 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R-1 AND 142-1)B	ROCK ISLAND	507	327
				CONTRACT NO. 64884
ILLINOIS FED. AID PROJECT				



UNFOLDED ELEVATION VIEW

TEMPORARY SOIL RETENTION SYSTEM

Station	North MSE Wall (SN 081-7002)				Temporary Soil Retention System (TSRS)		
	Top of Parapet or Coping	PGL	Top of Exposed Panel Line	*Proposed Finished Grade	Existing Grade	Approx. Top of Rock	Approx. Height of TSRS (ft)
521+33.00	593.47	593.53	591.48	593.41	575.6	565.8	9.8
521+50.00				587.86	574.5	561.0	13.5
521+95.69				573.10			
522+00.00	594.01	594.06	592.02	573.00	572.0	562.0	10.0
522+50.00				571.80	570.6	560.0	10.6
523+00.00	594.88	594.93	592.89	570.60	569.4	558.0	11.4
523+50.00				570.40	568.0	557.0	11.0
524+00.00	595.75	595.80	593.76	570.20	567.4	556.0	11.4
524+12.88	595.86	595.88	593.87	570.58	567.4	556.0	11.4
524+47.24	596.08	596.11	594.08	571.61	567.2	556.0	11.2
524+56.43	588.94		586.94	571.88	568.5	556.0	12.5
524+53.10	588.94		586.94	572.65	568.5	556.0	12.5
524+43.91	595.85	596.11	593.85	571.91	567.0	556.0	11.0
524+09.60	598.34		593.63	569.16	567.5	556.0	11.5
524+00.00	598.25	595.80	593.54	569.20	567.8	556.0	11.8
523+71.00	598.00		593.29	569.32			
523+50.00				569.39	568.9	557.0	11.9
523+00.00	597.28	594.93	592.57	569.54	569.5	558.0	11.5
522+50.00				570.88	570.7	559.3	11.4
522+39.00	596.62		591.92	571.14			
522+00.00	596.27	594.06	591.57	572.05	572.4	560.5	11.9
521+95.69				572.13			
521+50.00				587.40	576.2	560.3	15.9
521+33.00	593.49	593.53	591.03	593.42	578.1	565.3	12.8

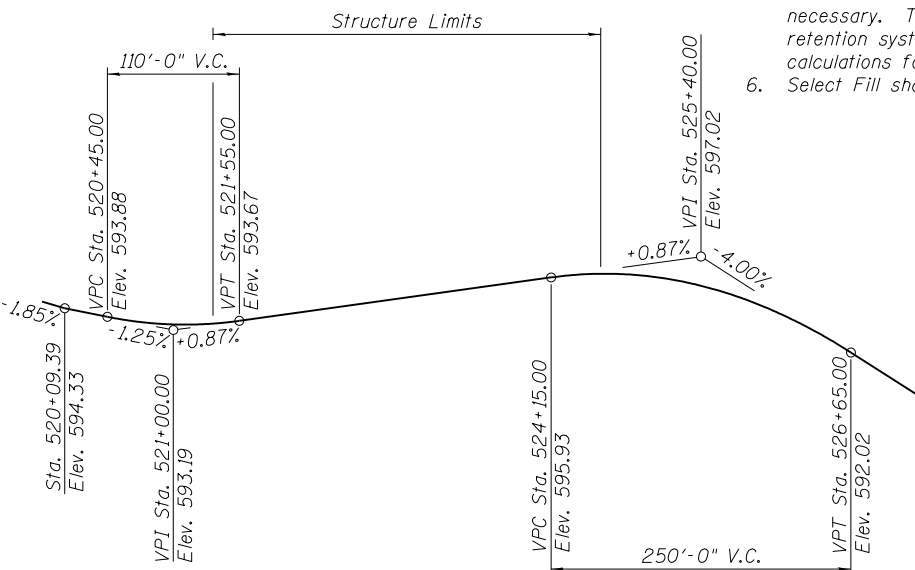
\* Along front face of Retaining Wall

GENERAL NOTES:

- Reinforcement bars designated (E) shall be epoxy coated.
- Ashlar stone form liner shall be used on MSE wall panels.
- Stations and offsets are measured from centerline of 41st Drive Connector to the front face of the MSE wall panels.
- Slipforming of the parapet is prohibited.
- 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.
- Select Fill shall be a free draining material.

INDEX OF SHEETS

- SA-1 General Plan & Elevation
- SA-2 Unfolded Elevation & General Notes
- SA-3 Sections
- SA-4 East Moment Slab Plan & Elevation (1 of 2)
- SA-5 East Moment Slab Plan & Elevation (2 of 2)
- SA-6 West Moment Slab Extension Plan & Elevation
- SA-7 West and Multi-Use Path Moment Slabs (1 of 2)
- SA-8 West and Multi-Use Path Moment Slabs (2 of 2)
- SA-9 Details-1
- SA-10 Details-2
- SA-11 Details-3
- SA-12 Bicycle Railing
- SA-13 Bicycle Railing, Special
- SA-14 Soil Boring Logs 1
- SA-15 Soil Boring Logs 2
- SA-16 Soil Boring Logs 3



PROFILE  
(Along 41st Drive Connector)

STATION 521+33.00 to 524+56.43  
BUILT 20\_\_ BY  
STATE OF ILLINOIS  
SEC (142-1)R-1 AND 142-1)B  
LOADING HL93  
STRUCTURE NO. 081-7002

NAME PLATE  
See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Superstructure	Cu. Yd.	424.5
Protective Coat	Sq. Yd.	499
Reinforcement Bars, Epoxy Coated	Pound	53,970
Bicycle Railing	Foot	285
Parapet Railing	Foot	352
Name Plates	Each	1
Conduit Embedded In Structure, 2" Dia., Pvc	Foot	794
Junction Box, Stainless Steel, Embedded In Structure, 12" X 10" X 6"	Each	1
Bicycle Railing, Special	Foot	90
Breakaway Device, Transformer Base, Special	Each	3
Mechanically Stabilized Earth Retaining Wall	Sq Ft	15,837
Temporary Soil Retention System	Sq Ft	8,093

N:\PROJECTS\081-7002\CONTRACT\1\Design\Structure\CAD\Retaining Wall\_081-7002\081-7002\_02\_Unfolded Elevation and General Notes.dgn



USER NAME = rdonley	DESIGNED - APD	REVISED -
	CHECKED - BWS	REVISED -
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PLOT DATE = 3/12/2013	CHECKED - BWS	REVISED -

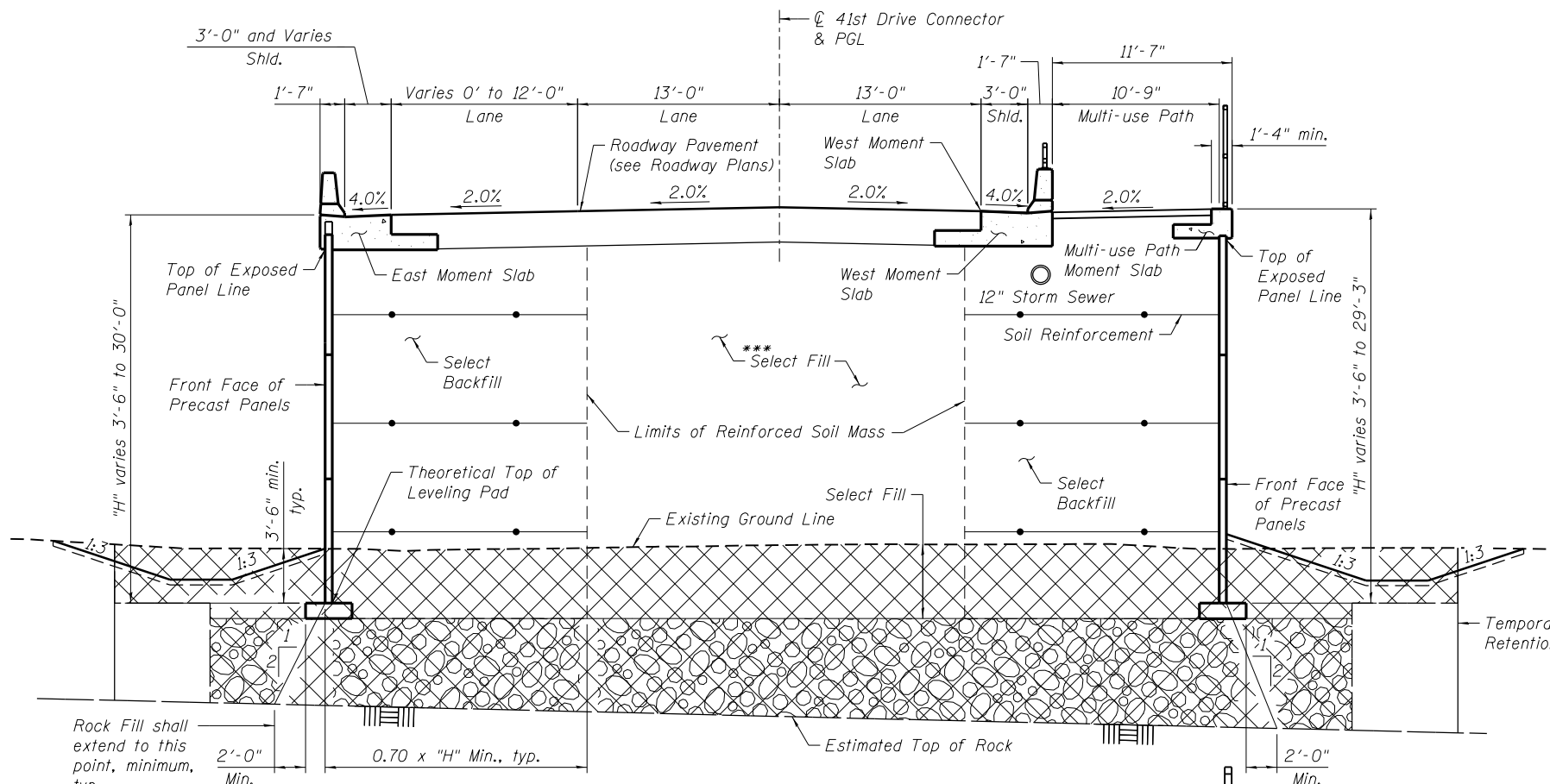
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

UNFOLDED ELEVATION & GENERAL NOTES  
STRUCTURE NO. 081-7002

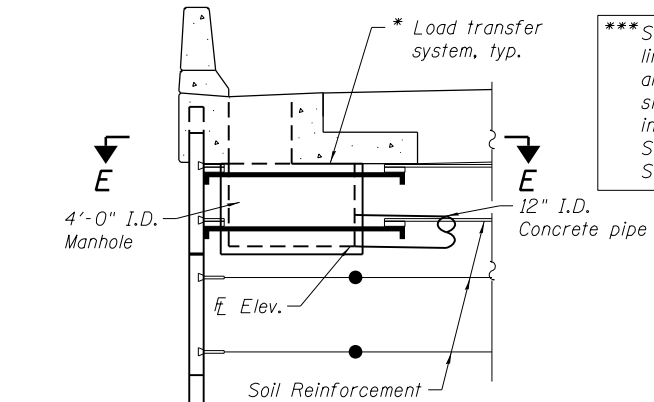
SHEET NO. SA-2 OF SA-16 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R-1 AND 142-1)B	ROCK ISLAND	507	328
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B84	

N:\PROJECTS\081-0176\CONTRACT\1\Design\Structure\CAD\Retaining Wall 081-7002\081-7002\_03 Sections\_Revise.dgn



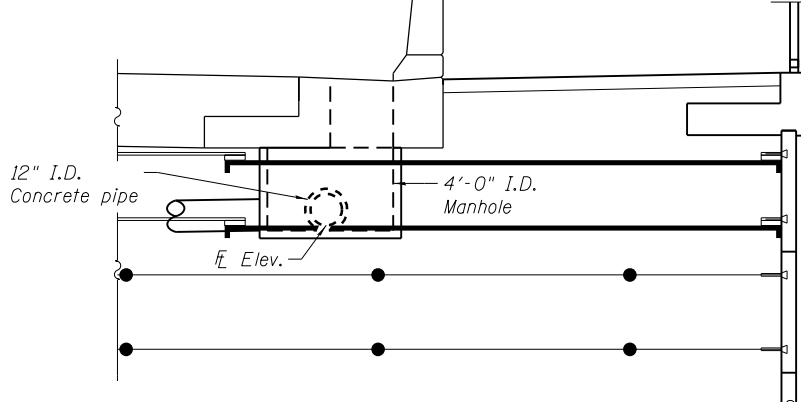
**SECTION A-A**



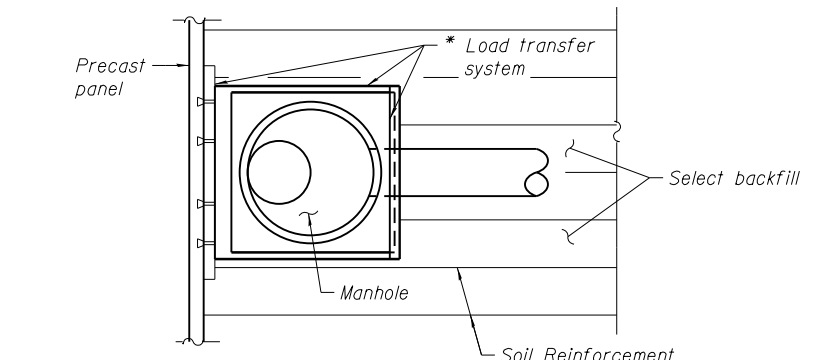
**DETAIL C**

\*\*\*Select Fill to be placed between limits of reinforced soil mass in area where MSE Wall is on both sides of roadway. Cost to be included with cost of Mechanically Stabilized Earth Retaining Wall. See Roadway Plans for details.

\* M.S.E. supplier to design load transfer system to accommodate concrete pipe and manhole.



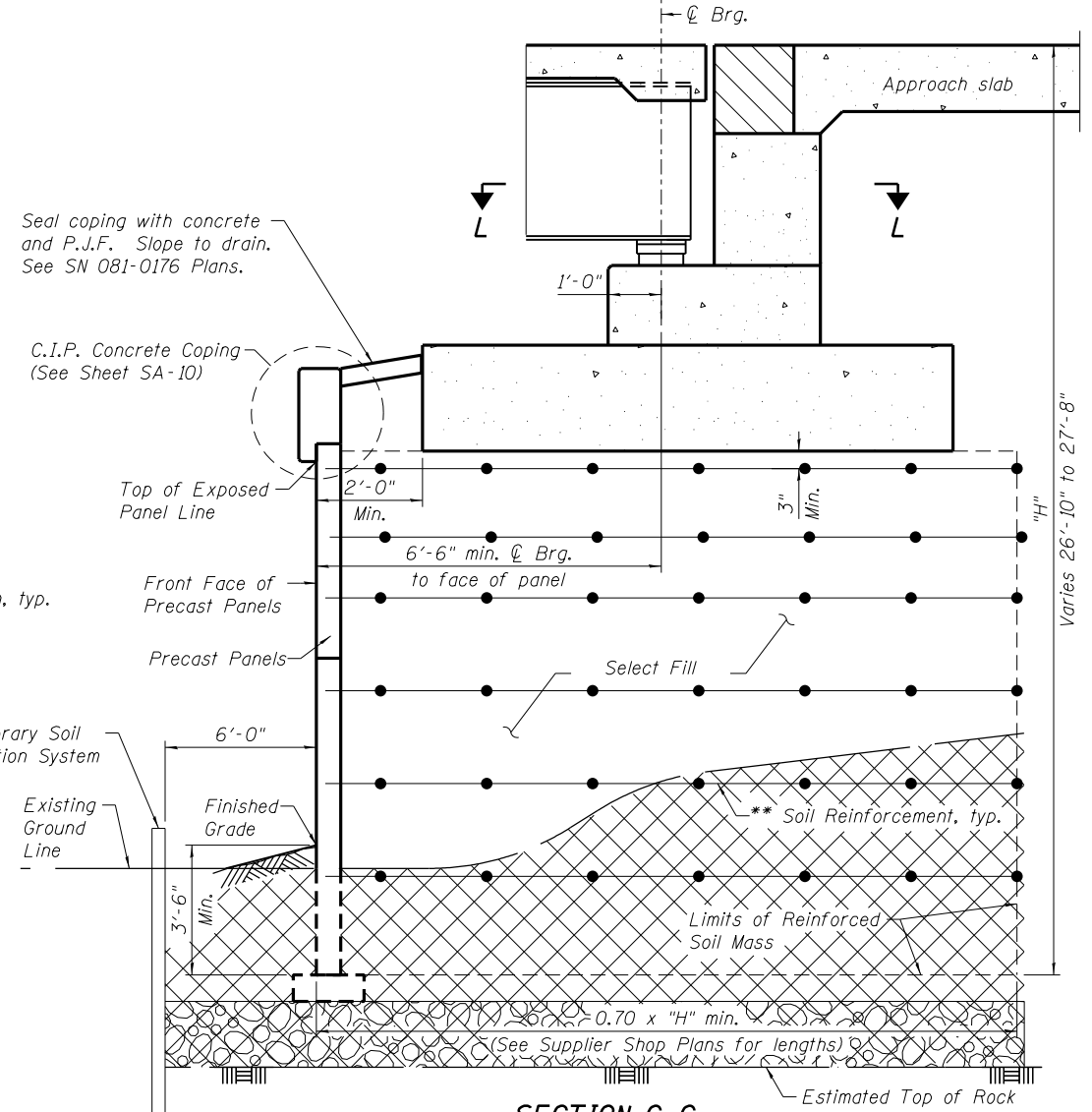
**DETAIL D**



**SECTION E-E**

**LEGEND:**

- Removal and Disposal of Unsuitable Materials  
See Roadway plans for Removal of Unsuitable Materials quantity.
- Rock Fill  
See Roadway plans for Rock Fill quantity.  
Rock Fill is to be placed up to the top of existing ground or bottom of MSE Wall leveling pad, whichever is lower.
- Geotextile fabric.  
Cost included in Mechanically Stabilized Earth Retaining Wall

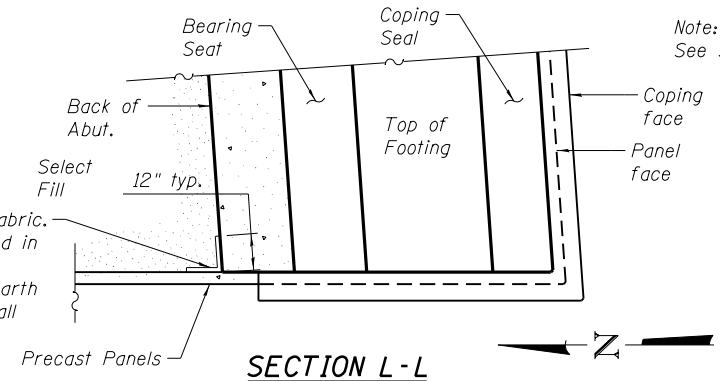


**SECTION G-G**

(Typical wall section thru abutment)

\*\* The M.S.E. Wall supplier's internal stability design shall account for the footing's bearing pressure surcharge of 3 ksf and horizontal sliding force of 1.6 kips/ft. of abutment.

Note: See Structure No. 081-0176 Plans for abutment details.



**SECTION L-L**

(at corner of MSE wall)



USER NAME = bsauter	DESIGNED - APD	REVISED -
PLOT SCALE = 10:1 (0.000000) '1' / 'in.	CHECKED - BWS	REVISED -
PLOT DATE = 5/7/2013	DRAWN - RD	REVISED -
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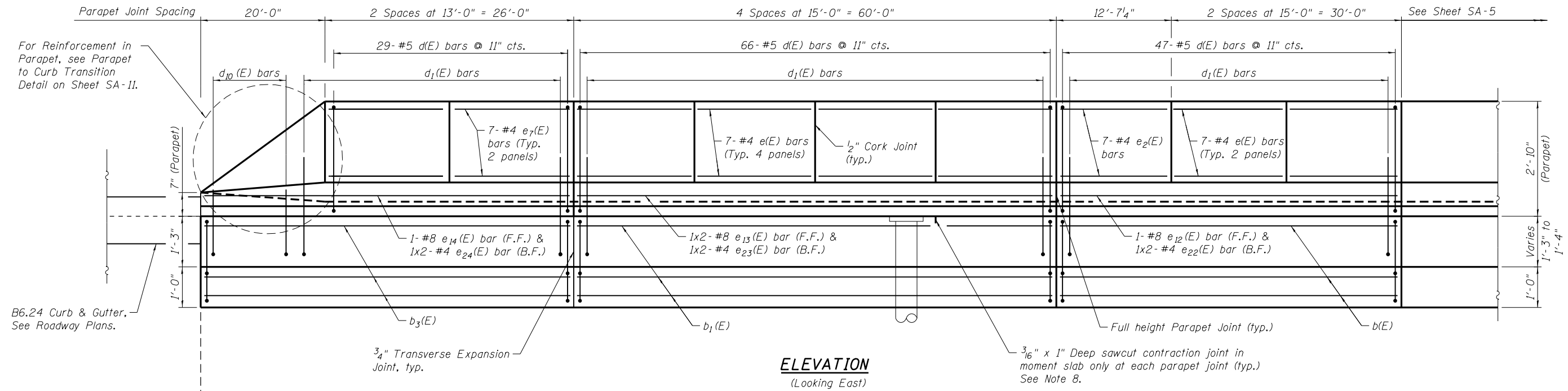
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SECTIONS  
STRUCTURE NO. 081-7002**  
SHEET NO. SA-3 OF SA-16 SHEETS

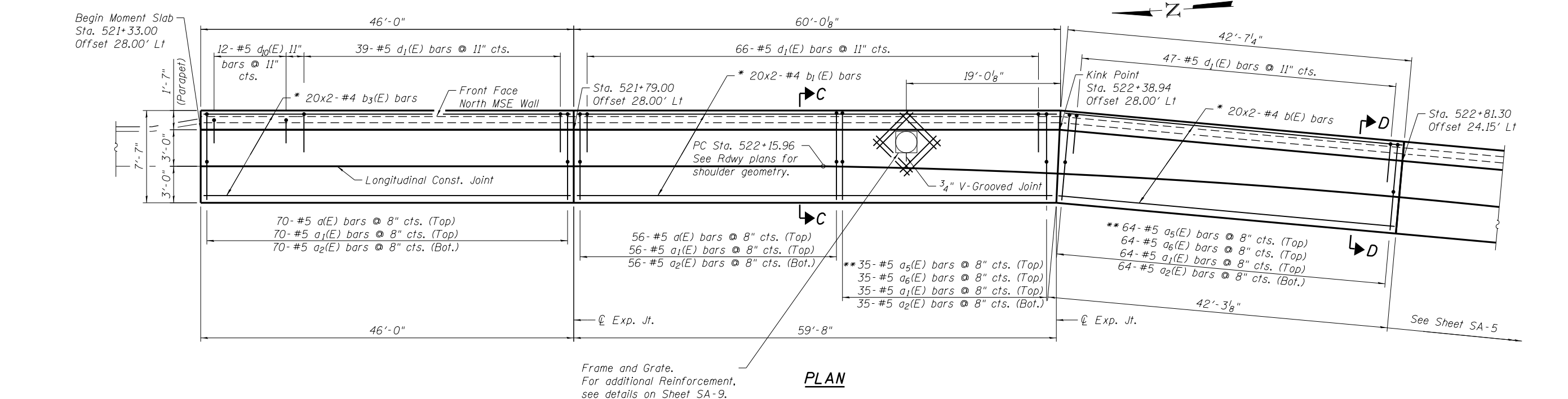
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R-1 AND 142-1)B	ROCK ISLAND	507	329
				CONTRACT NO. 64B84

ILLINOIS FED. AID PROJECT

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**ELEVATION**  
(Looking East)



**PLAN**

\* See cross section for placement.  
\*\* Field cut to fit as required.

**MIN. BAR LAP**  
#4 bar = 2'-11"  
#8 bar = 6'-9"

- NOTES:**
1. Bars indicated thus 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.
  2. E.S. = Each Side, F.F. = Front Face & B.F. = Back Face
  3. Offsets are to front face of parapet.
  4. For sections C-C and D-D, see Sheet SA-9.
  5. For Bar Bending Diagrams and Bill of Materials, see Sheet SA-11.
  6. For Parapet Joint details, see Sheet SA-9.
  7. Bend b(E) and b2(E) bars in field to match curve.
  8. For Transverse Contraction Joint details, see Sheet SA-10.
  9. For Expansion Joint details, see Sheet SA-9.



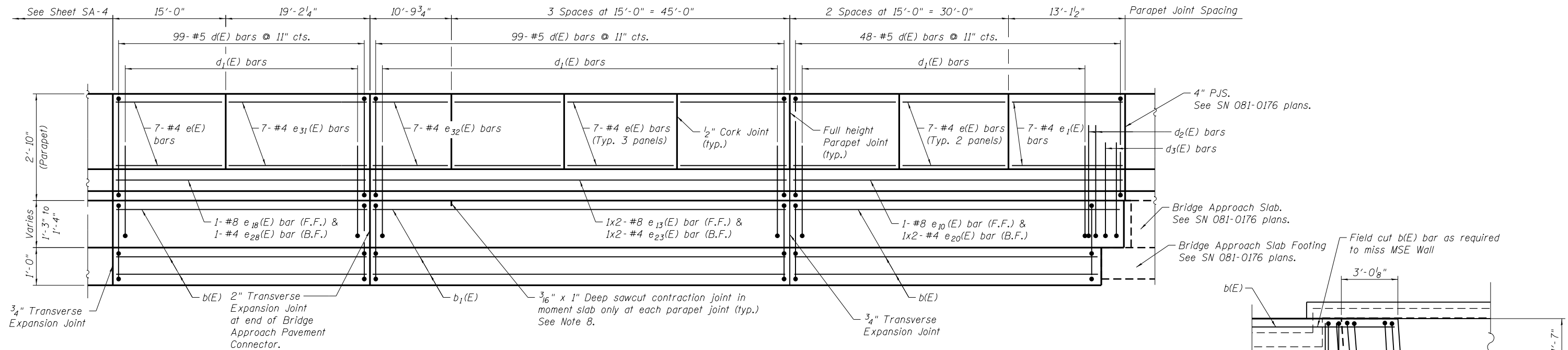
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	CHECKED - BWS	REVISED -
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PLOT DATE = 3/11/2013	CHECKED - BWS	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

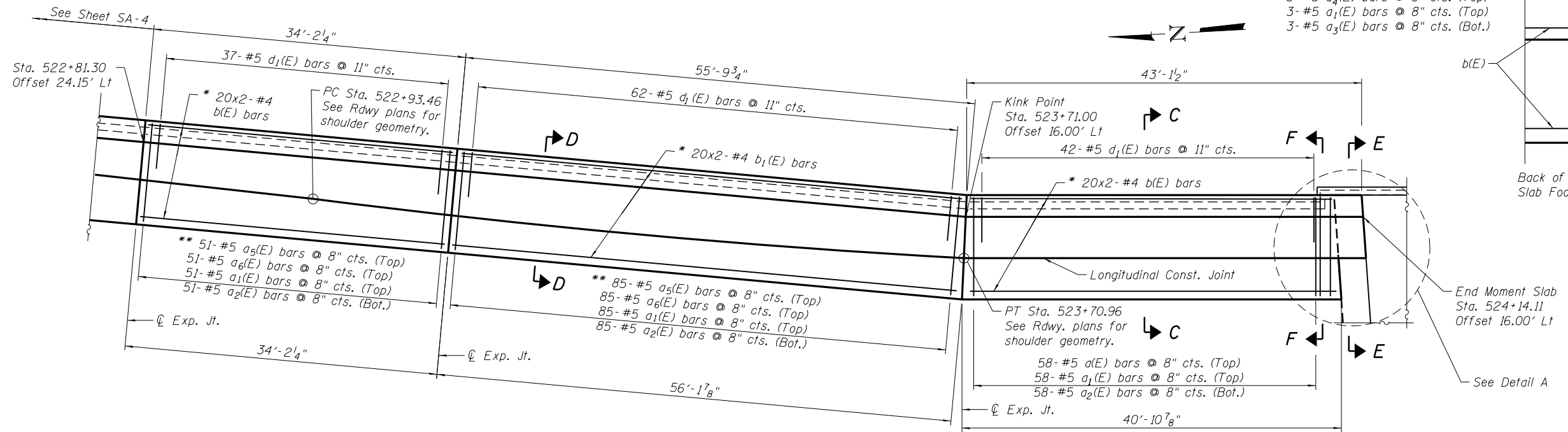
**EAST MOMENT SLAB PLAN & ELEVATION (1 OF 2)**  
**STRUCTURE NO. 081-7002**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R-1 AND 142-1HB	ROCK ISLAND	507	330
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B84	

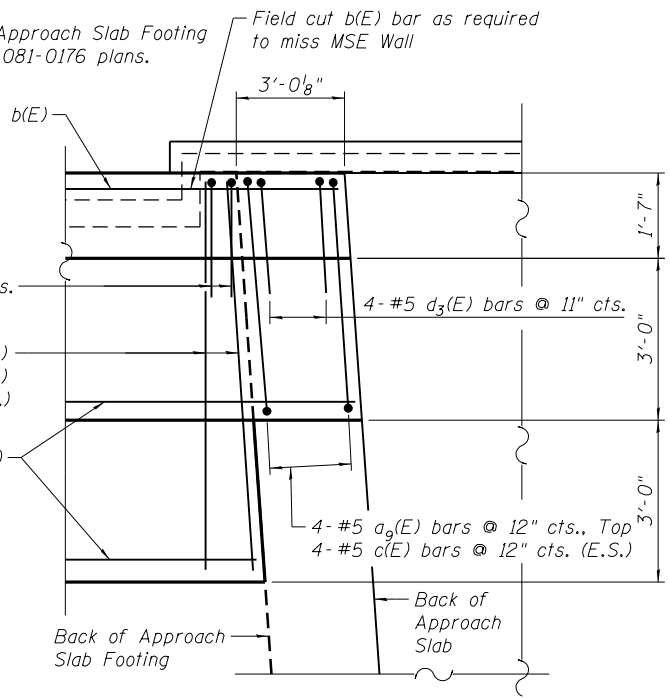
SHEET NO. SA-4 OF SA-16 SHEETS



**ELEVATION**  
(Looking East)



**PLAN**



**DETAIL A**

\* See cross section for placement.  
\*\* Field cut to fit as required.

**MIN. BAR LAP**  
#4 bar = 2'-11"  
#8 bar = 6'-9"

**NOTES:**

1. Bars indicated thus 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.
2. E.S. = Each Side, F.F. = Front Face, B.F. = Back Face, E.S. = Each Side.
3. Offsets are to front face of parapet.
4. For sections C-C, D-D, E-E & F-F, see Sheet SA-9.
5. For Bar Bending Diagrams and Bill of Materials, see Sheet SA-11.
6. For Parapet Joint details, see Sheet SA-9.
7. Bend b1(E) bars in field to match curve.
8. For Transverse Contraction Joint details, see Sheet SA-10.
9. For Expansion Joint details, see Sheet SA-9.

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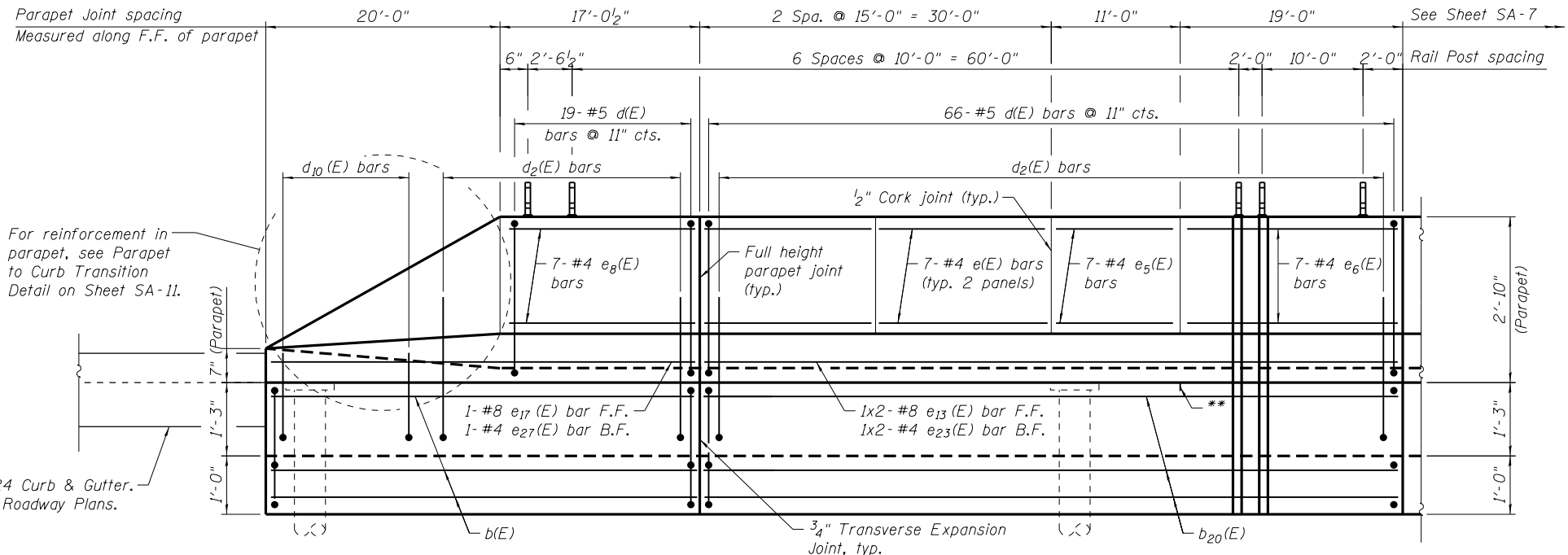
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PLOT DATE = 3/11/2013	DRAWN - RD	REVISED -
	CHECKED - BWS	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**EAST MOMENT SLAB PLAN & ELEVATION (2 OF 2)**  
**STRUCTURE NO. 081-7002**

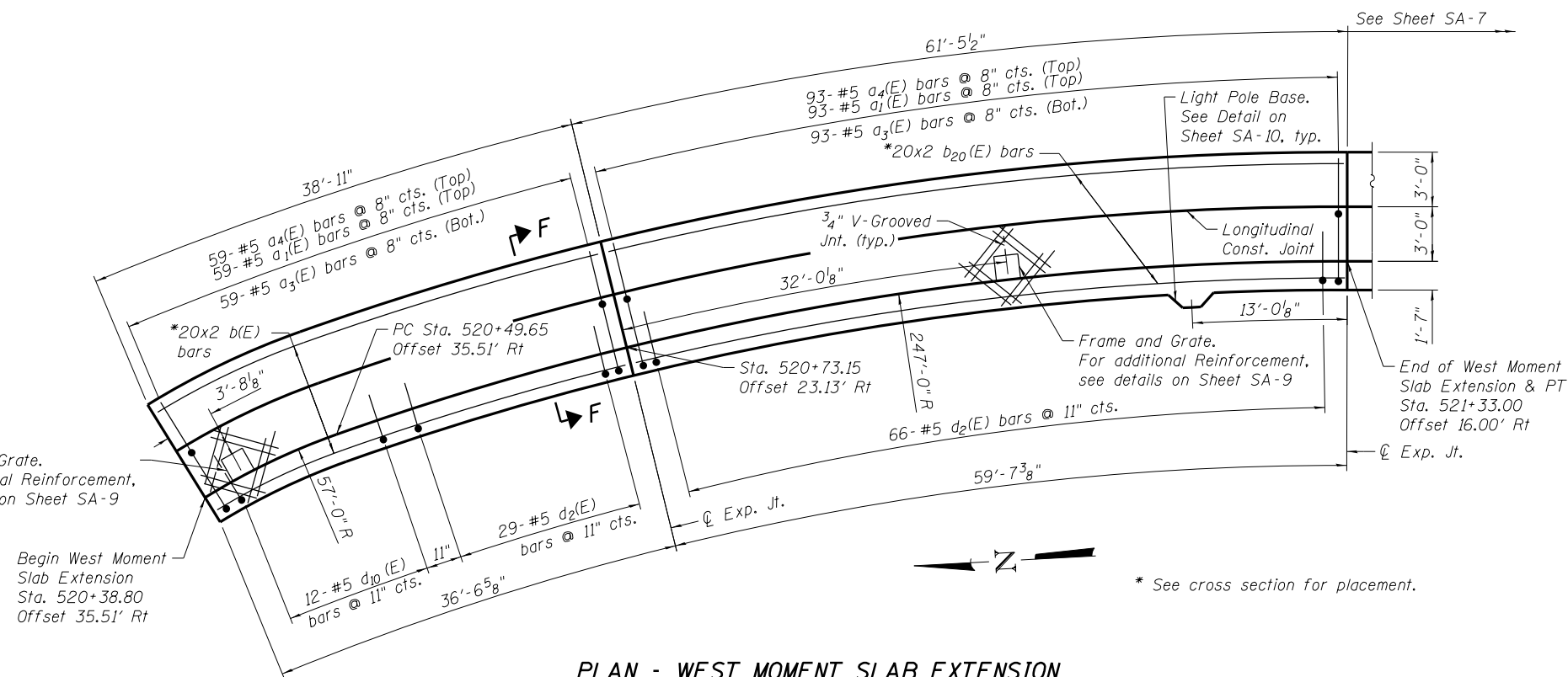
SHEET NO. SA-5 OF SA-16 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R-1 AND 142-1HB	ROCK ISLAND	507	331
CONTRACT NO. 64B84			ILLINOIS FED. AID PROJECT	



**ELEVATION - WEST MOMENT SLAB EXTENSION**

\*\* 3/16" x 1" Deep sawcut contraction joint in moment slab only at each parapet joint (typ.) See Note 8.



**PLAN - WEST MOMENT SLAB EXTENSION**

\* See cross section for placement.

**NOTES:**

1. Bars indicated thus 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.
2. F.F. = Front Face & B.F. = Back Face.
3. Offsets are from  $\phi$  41st Drive Connector to front face of parapet.
4. For section F-F, see Sheet SA-9.
5. For bar bending diagrams & Bill of Materials see Sheet SA-11.
6. Bend b(E), b20(E), e(E), e5(E), e6(E), e8(E), e13(E), e17(E), e23(E), and e27(E) bars in field to match curve.
7. For parapet joint details, see Sheet SA-9.
8. For Transverse Contraction Joint details, see Sheet SA-10.
9. For Expansion Joint details, see Sheet SA-9.

**MIN. BAR LAP**

- #4 bar = 2'-11"
- #8 bar = 6'-9"

N:\PROJECTS\033333\CONTRACT\_1\Design\Structure\1\CAD\Retaining Wall\081-7002\081-7002\_06.West\_Moment\_Slab-0.dgn



USER NAME = mteng	DESIGNED - APD	REVISED -
PLOT SCALE = 1/4" = 1' / in.	CHECKED - BWS	REVISED -
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

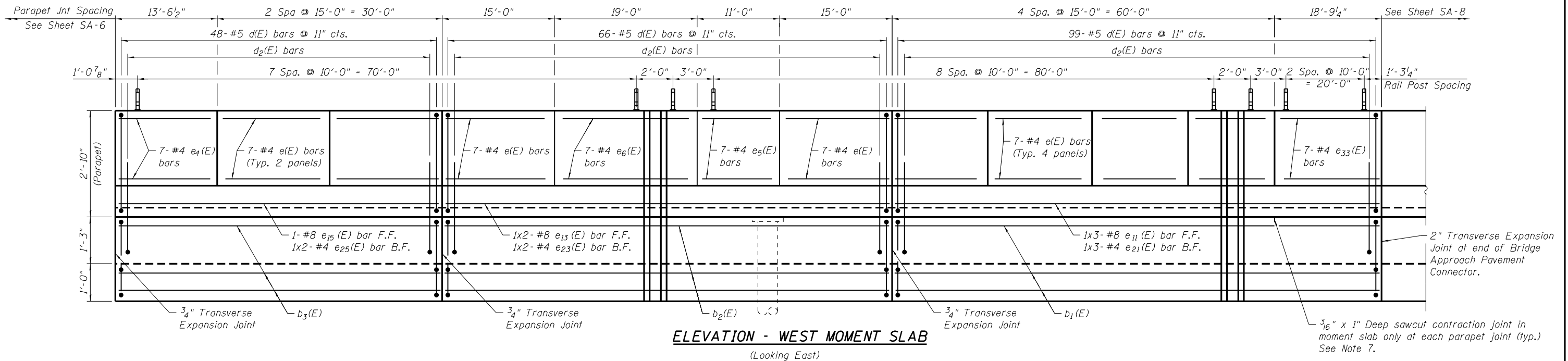
**WEST MOMENT SLAB EXTENSION PLAN & ELEVATION  
STRUCTURE NO. 081-7002**

SHEET NO. SA-6 OF SA-16 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R-1 AND 142-1HB	ROCK ISLAND	507	332
				CONTRACT NO. 64B84

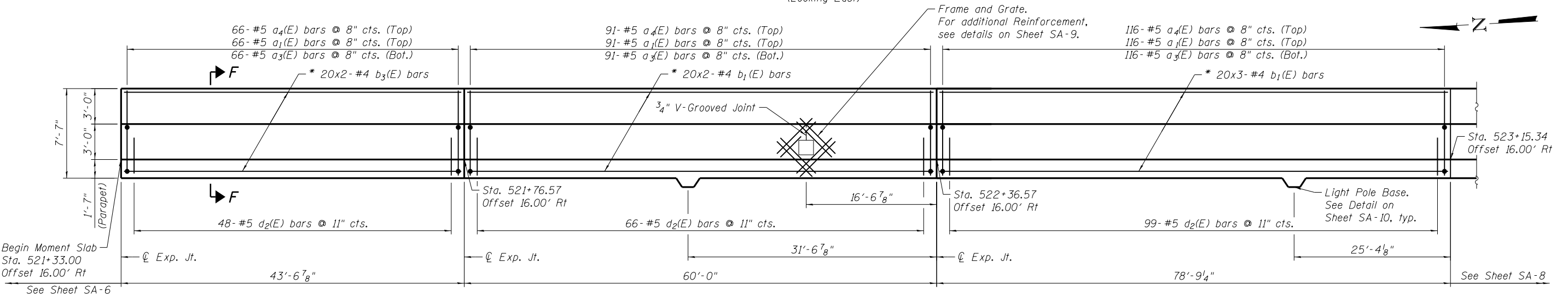
ILLINOIS FED. AID PROJECT



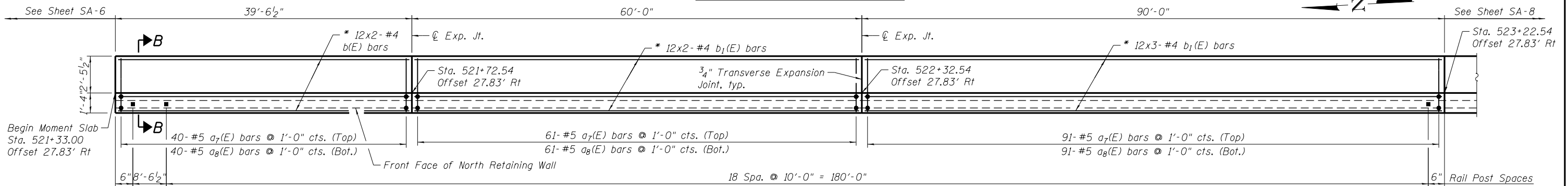


**ELEVATION - WEST MOMENT SLAB**

(Looking East)



**PLAN - WEST MOMENT SLAB**



**PLAN - MULTI-USE PATH MOMENT SLAB**

**NOTES:**

1. Bars indicated thus 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.
2. F.F. = Front Face & B.F. = Back Face.
3. Offsets are to front face of parapet.
4. For sections B-B and F-F, see Sheet SA-9.
5. For Bar Bending Diagrams and Bill of Materials, see Sheet SA-11.
6. For Parapet Joint details, see Sheet SA-9.
7. For Transverse Contraction Joint details, see Sheet SA-10.
8. For Expansion Joint details, see Sheet SA-9.

\* See cross section for placement.

\*\* Field cut to fit as required.

**MIN. BAR LAP**

- #4 bar = 2'-11"
- #8 bar = 6'-9"

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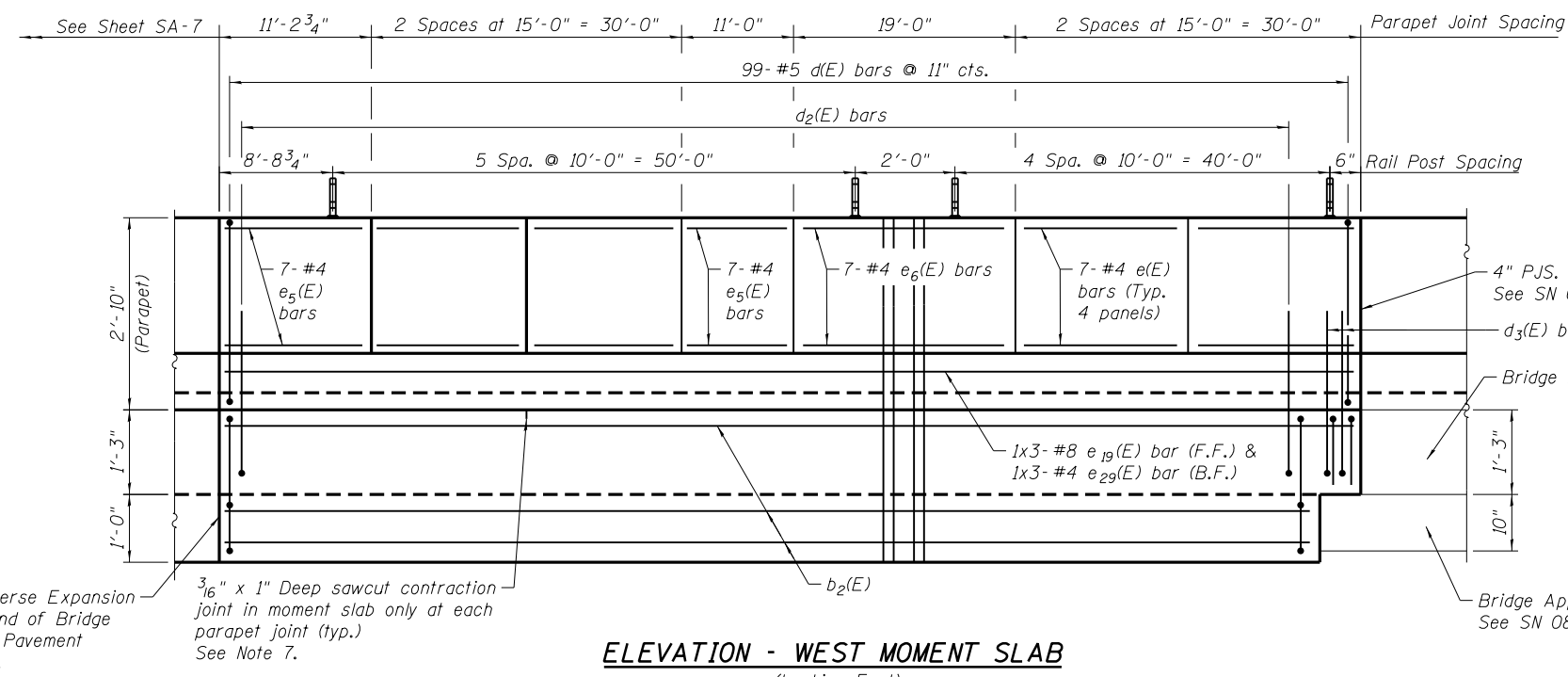
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**WEST AND MULTI-USE PATH MOMENT SLABS (1 of 2)  
STRUCTURE NO. 081-7002**

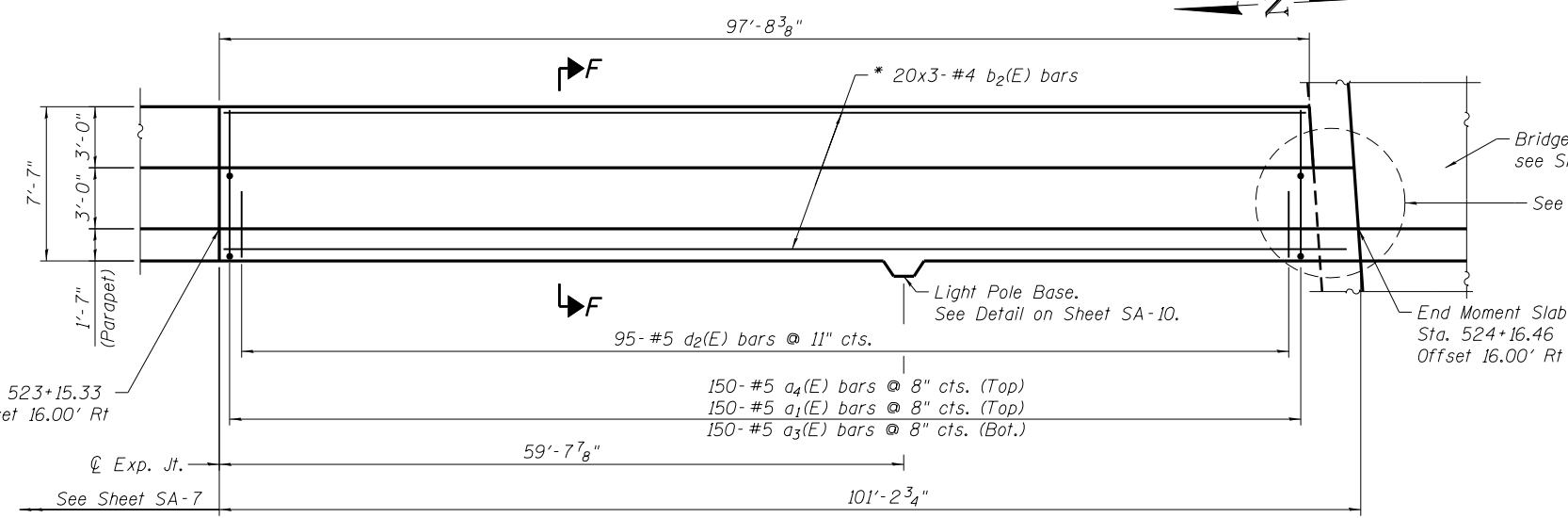
SHEET NO. SA-7 OF SA-16 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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				CONTRACT NO. 64B84
ILLINOIS FED. AID PROJECT				

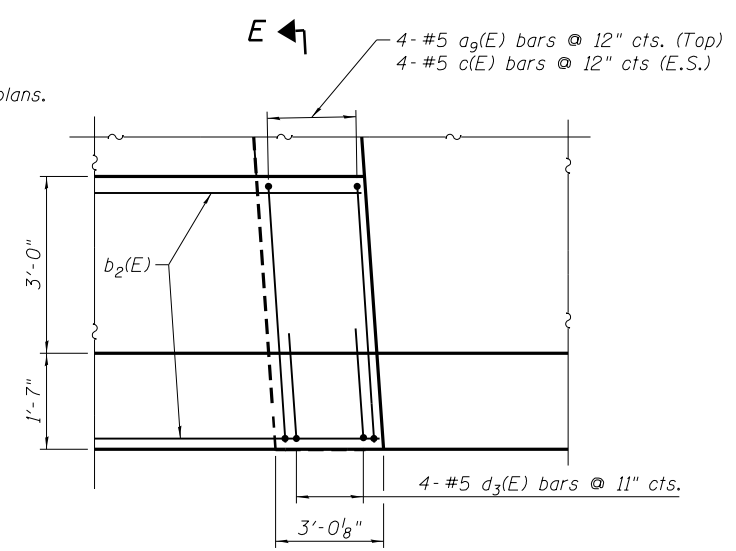


**ELEVATION - WEST MOMENT SLAB**  
(Looking East)

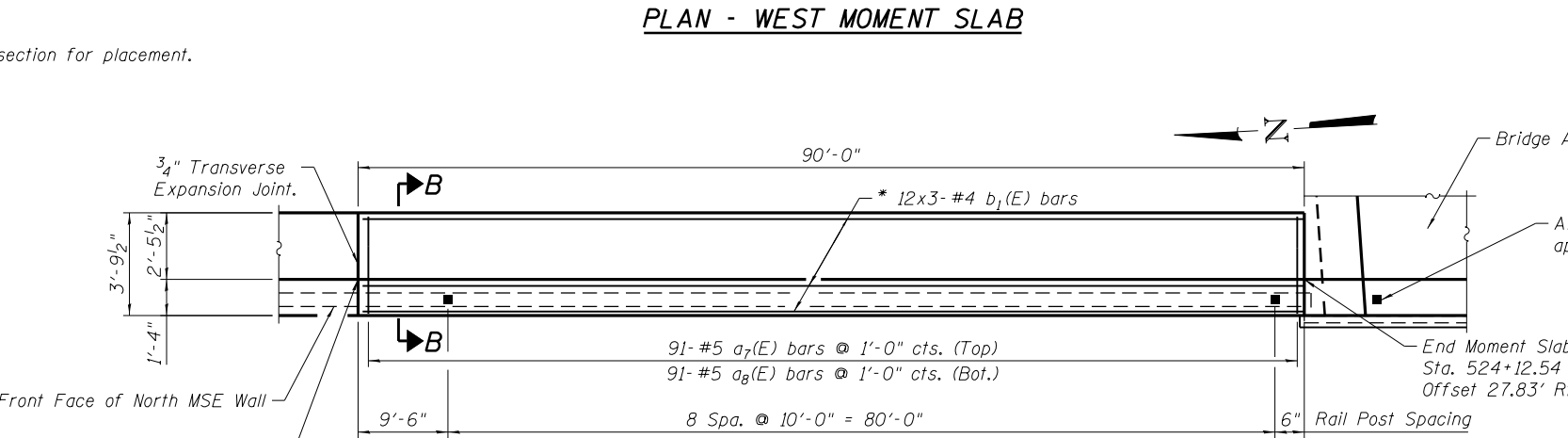
**MIN. BAR LAP**  
#4 bar = 2'-11"  
#8 bar = 6'-9"



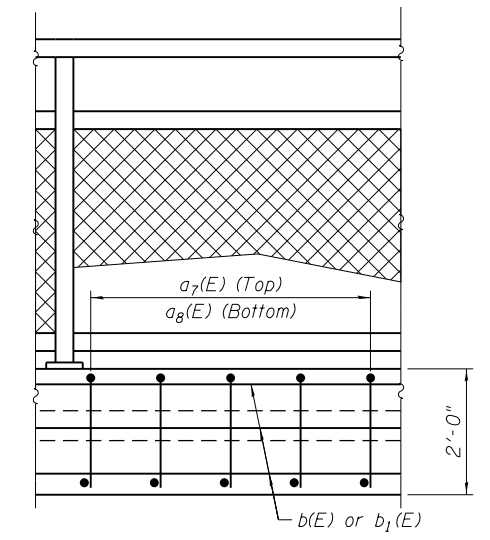
**PLAN - WEST MOMENT SLAB**



**DETAIL A**



**PLAN - MULTI-USE PATH MOMENT SLAB**



**TYPICAL ELEVATION - MULTI-USE PATH MOMENT SLAB**

**NOTES:**

1. Bars indicated thus 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.
2. F.F. = Front Face, B.F. = Back Face, E.S. = Each Side.
3. Offsets are to front face of parapet.
4. For sections B-B, E-E and F-F, see Sheet SA-9.
5. For Bar Bending Diagrams and Bill of Materials, see Sheet SA-11.
6. For Parapet Joint details, see Sheet SA-9.
7. For Transverse Contraction Joint details, see Sheet SA-10.
8. For Expansion Joint details, see Sheet SA-9.

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PLOT DATE = 3/11/2013

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REVISED -

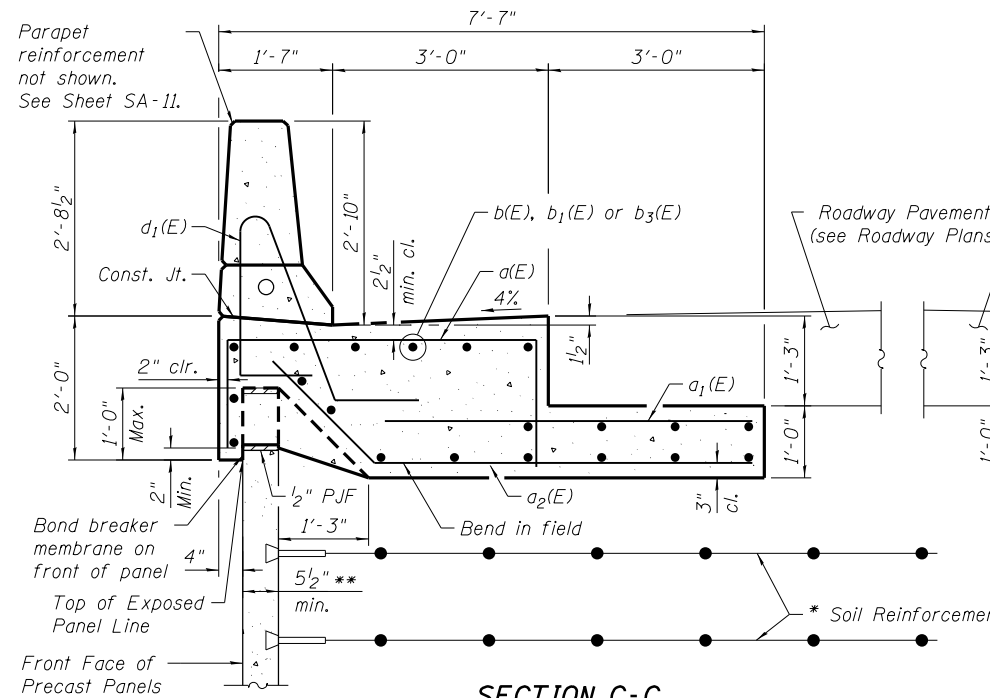
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**WEST AND MULTI-USE PATH MOMENT SLABS (2 of 2)**  
**STRUCTURE NO. 081-7002**

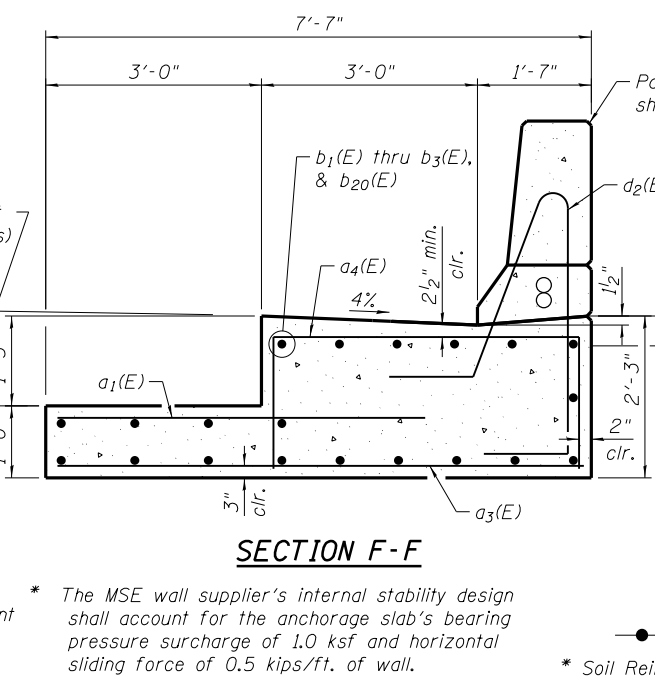
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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				CONTRACT NO. 64B84

SHEET NO. SA-8 OF SA-16 SHEETS

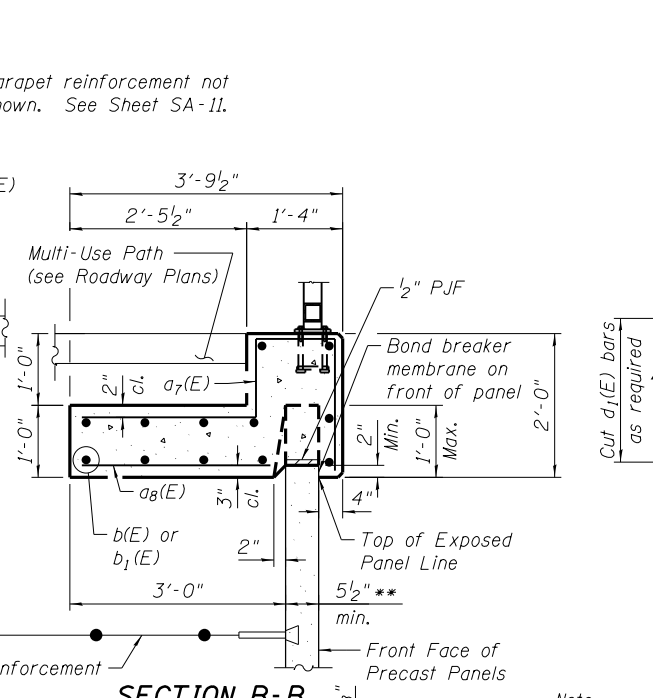
ILLINOIS FED. AID PROJECT



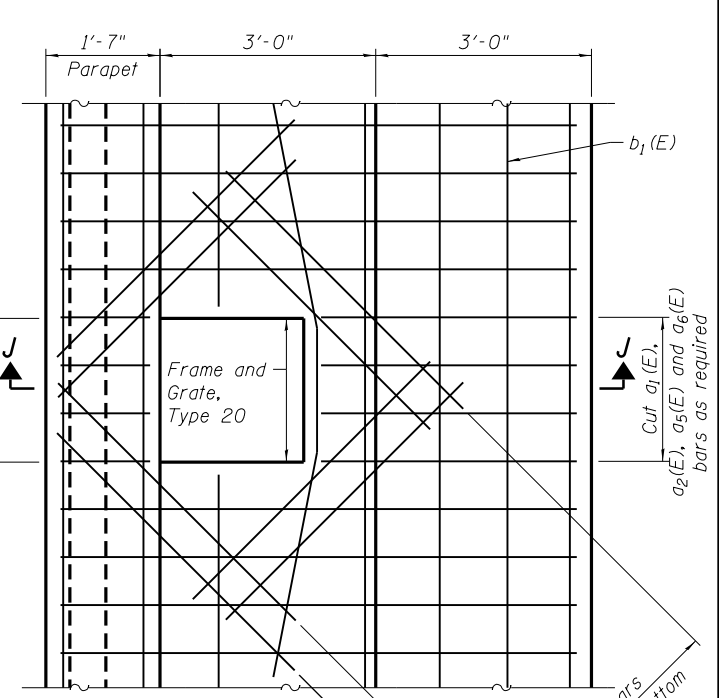
**SECTION C-C**



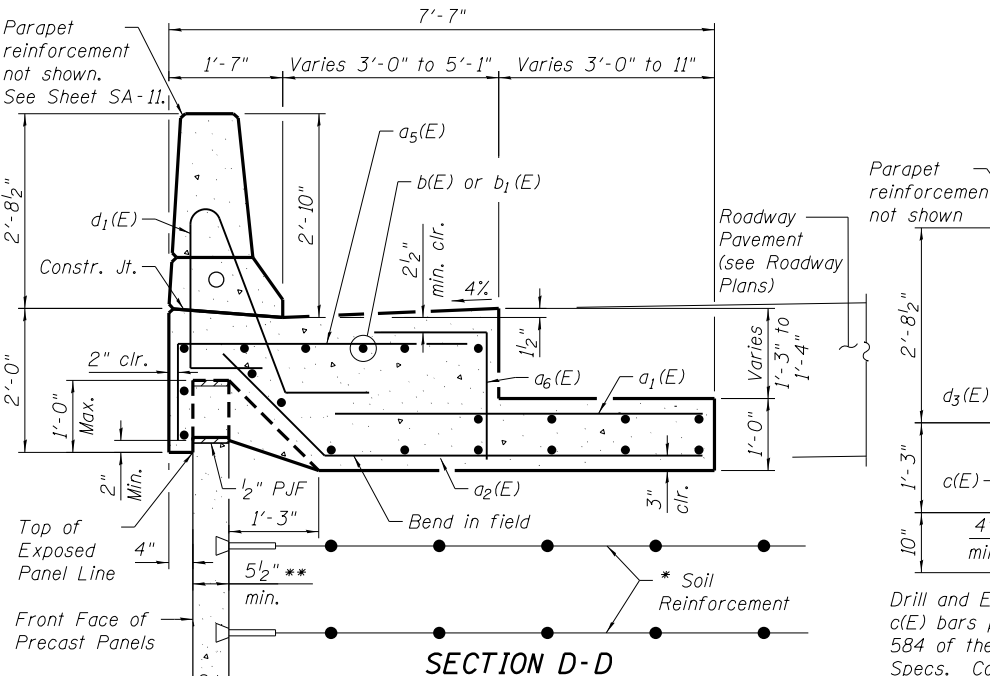
**SECTION F-F**



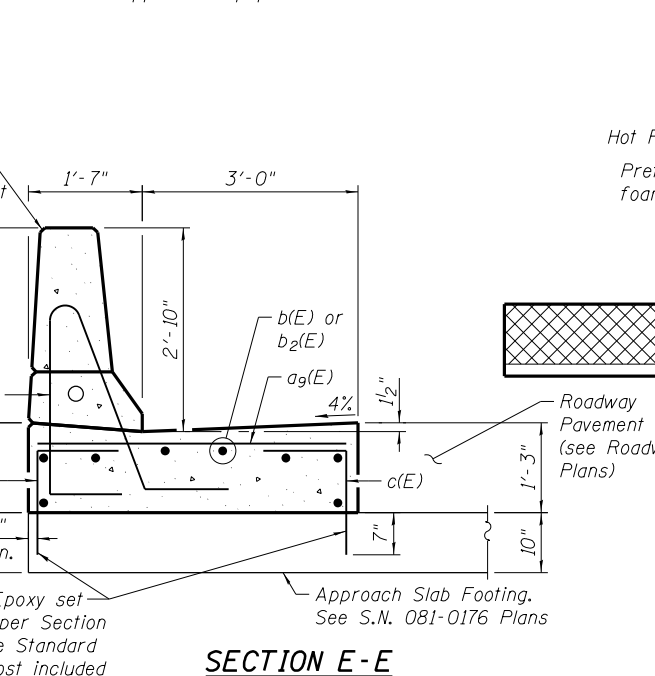
**SECTION B-B**



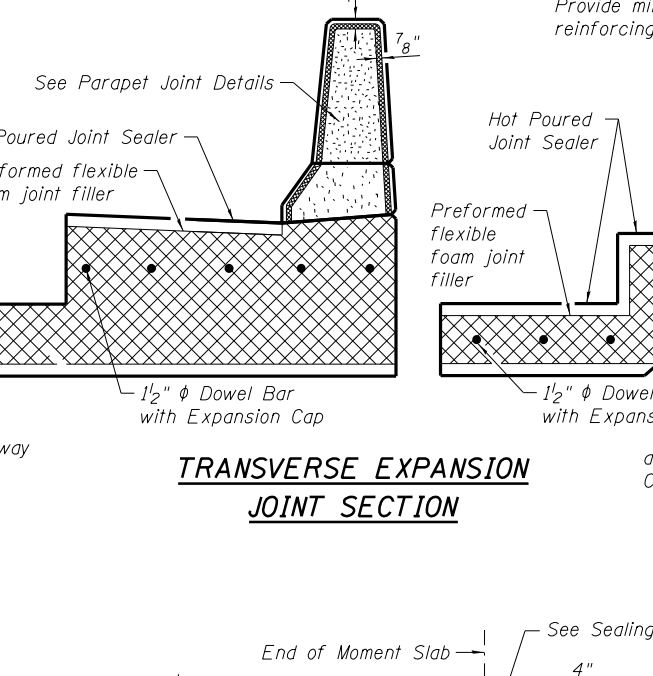
**MOMENT SLAB AT MAN HOLE**



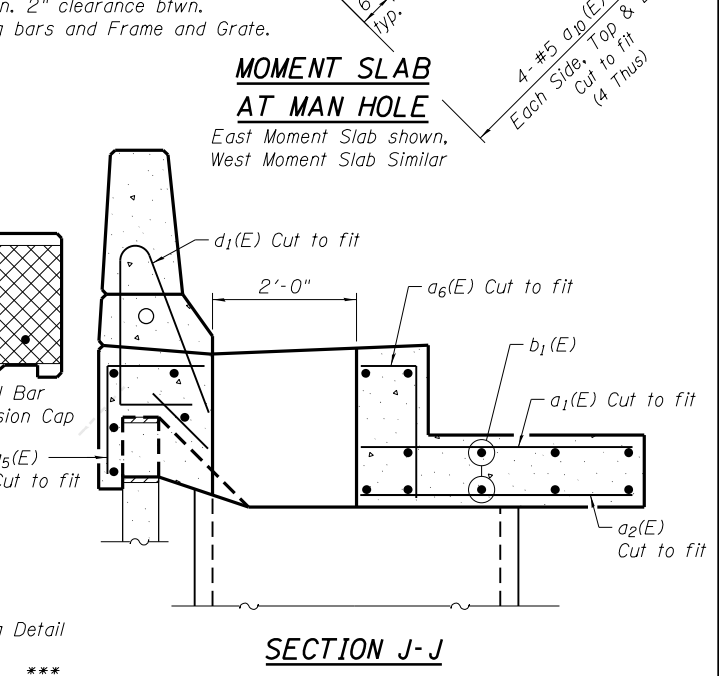
**SECTION D-D**



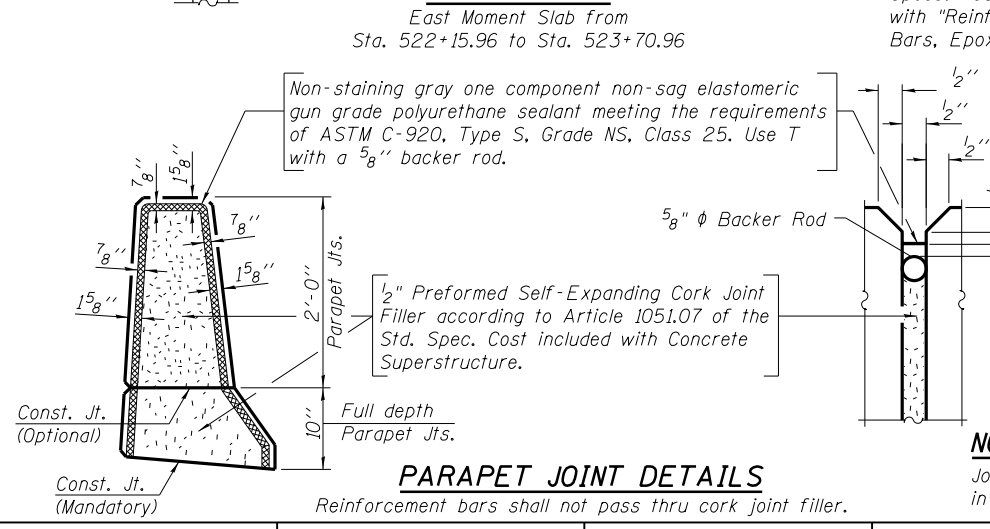
**SECTION E-E**



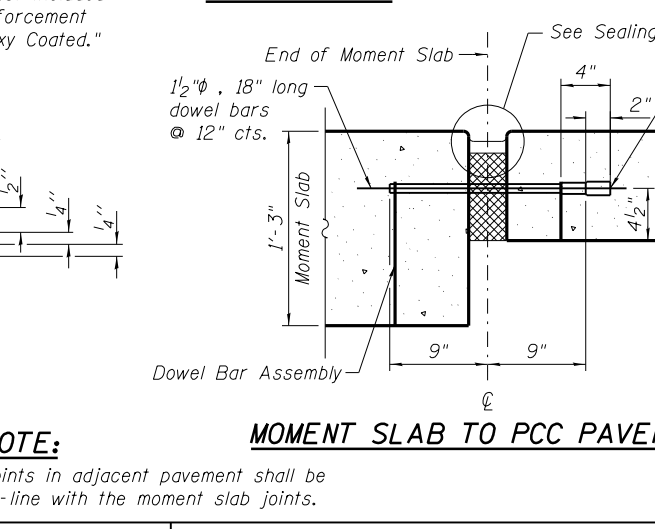
**TRANSVERSE EXPANSION JOINT SECTION**



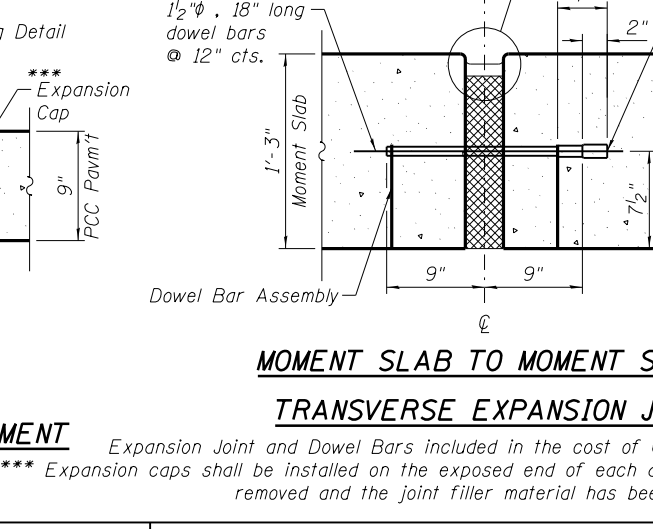
**SECTION J-J**



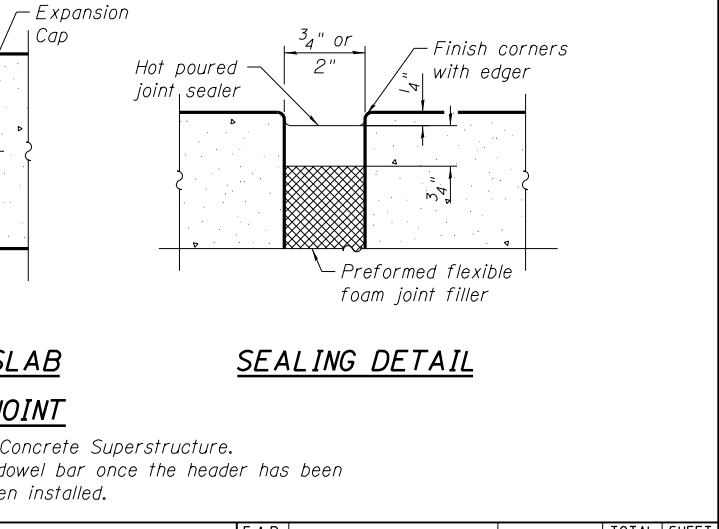
**PARAPET JOINT DETAILS**



**MOMENT SLAB TO PCC PAVEMENT**



**MOMENT SLAB TO MOMENT SLAB TRANSVERSE EXPANSION JOINT**



**SEALING DETAIL**

\* The MSE wall supplier's internal stability design shall account for the anchorage slab's bearing pressure surcharge of 1.0 ksf and horizontal sliding force of 0.5 kips/ft. of wall.  
\*\* See suppliers shop plans for thickness.

Note: Provide min. 2" clearance b/w reinforcing bars and Frame and Grate.

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

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

**NOTE:** Joints in adjacent pavement shall be in-line with the moment slab joints.

Expansion Joint and Dowel Bars included in the cost of Concrete Superstructure.  
\*\*\* Expansion caps shall be installed on the exposed end of each dowel bar once the header has been removed and the joint filler material has been installed.

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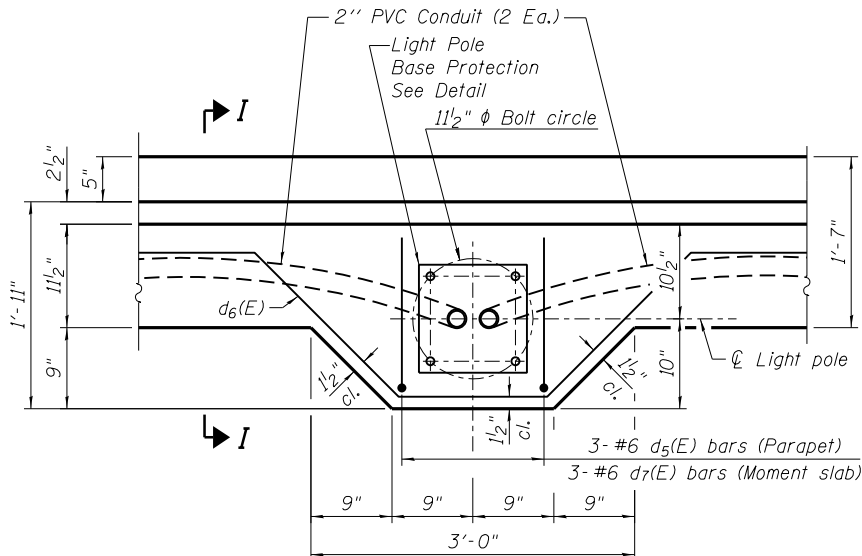
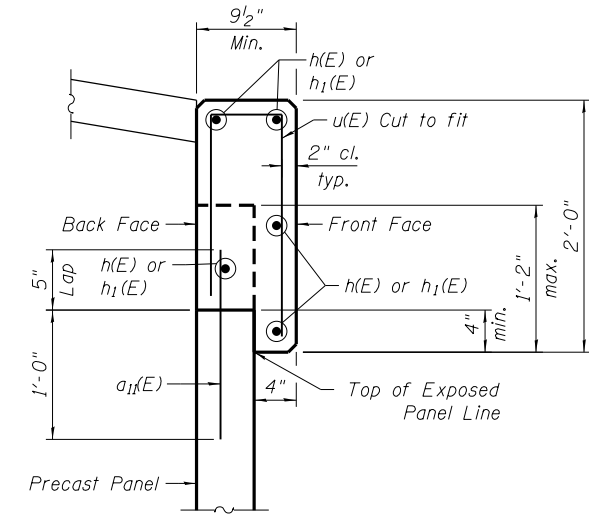
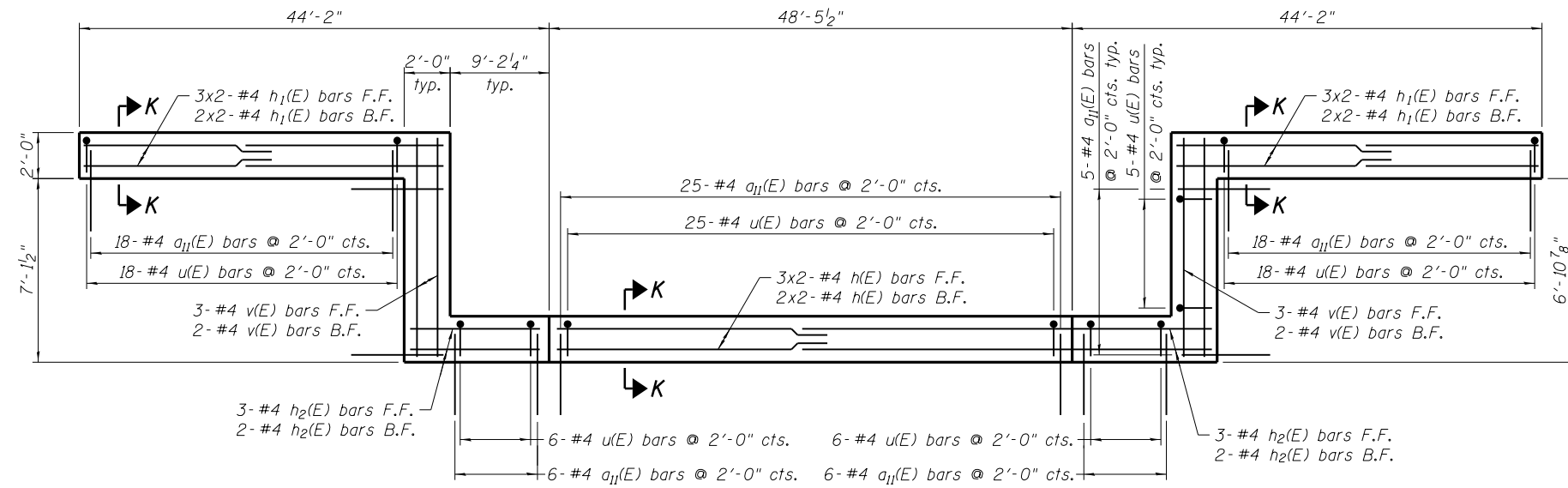
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	CHECKED - BWS	REVISED -
PLOT SCALE = 2x8 1/4" = 1"	DRAWN - RD	REVISED -
PLOT DATE = 3/11/2013	CHECKED - BWS	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

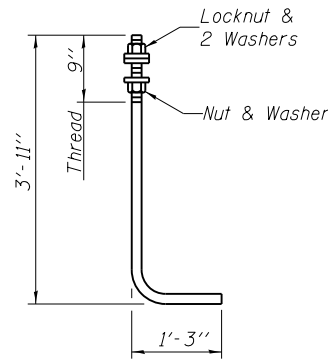
**DETAILS - 1 STRUCTURE NO. 081-7002**

SHEET NO. SA-9 OF SA-16 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R-1 AND 142-1)B	ROCK ISLAND	507	335
CONTRACT NO. 64B84			ILLINOIS FED. AID PROJECT	



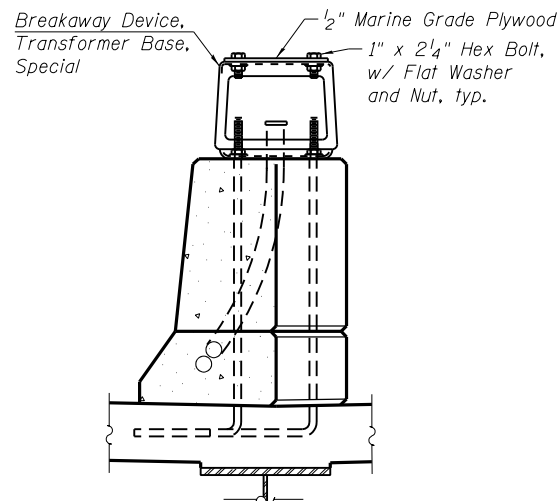
**COPING DETAIL**  
Unfolded Elevation View



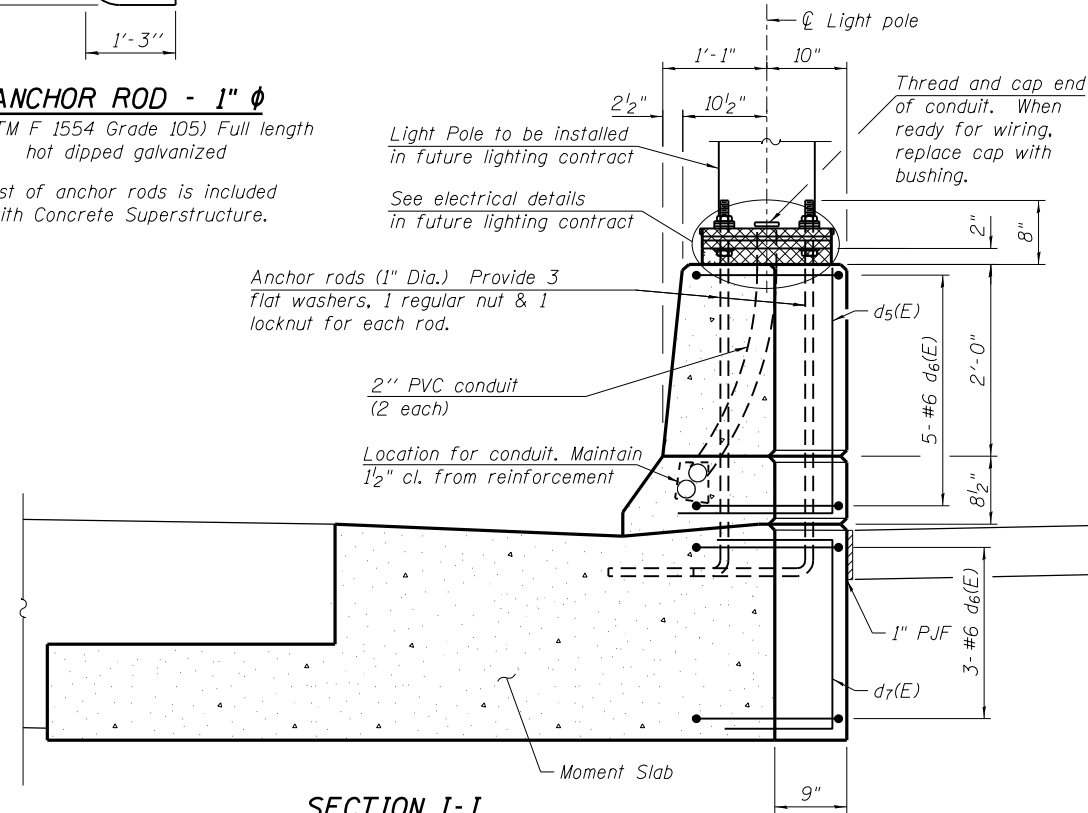
**ANCHOR ROD - 1" φ**  
(ASTM F 1554 Grade 105) Full length hot dipped galvanized  
Cost of anchor rods is included with Concrete Superstructure.

**NOTES:**

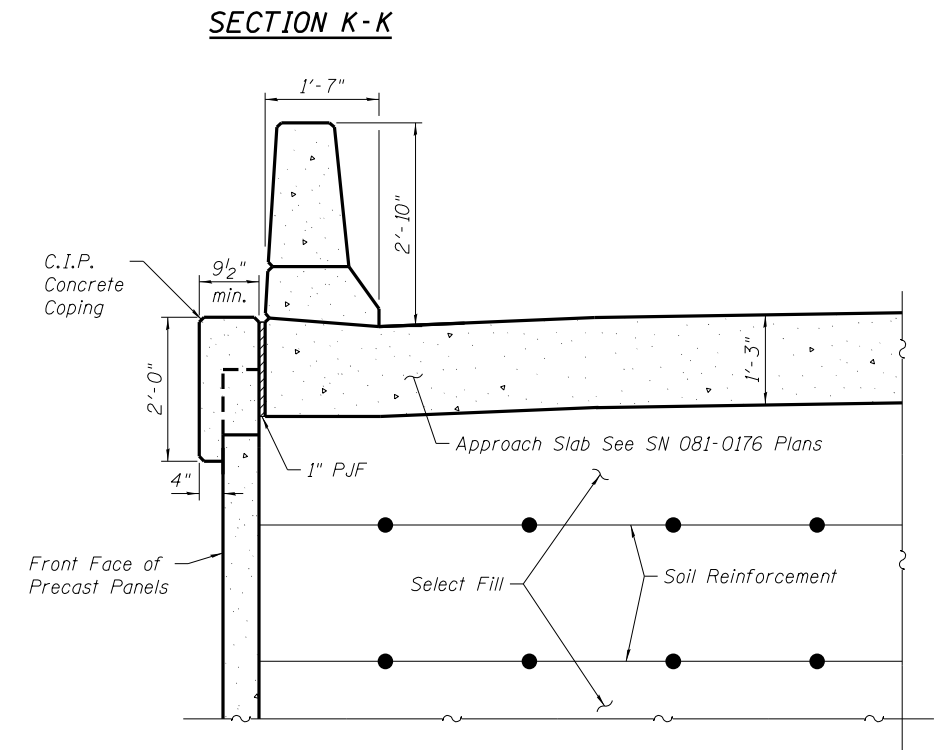
1. Concrete and Reinforcing Steel for Coping are included in the cost of Mechanically Stabilized Earth Retaining Wall.
2. For bar details see Sheet SA-11.
3. F.F. = Front Face, B.F. = Back Face



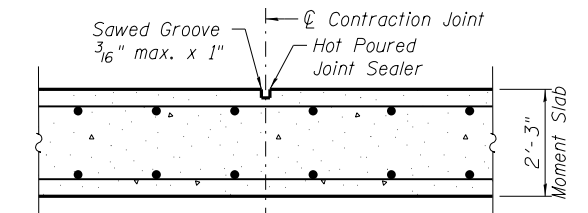
**LIGHT POLE BASE PROTECTION DETAIL**  
(3 Thus)  
Not placed at Sta. 522+90



**SECTION I-I**  
(West Moment Slab only)



**SECTION H-H**



**TRANSVERSE CONTRACTION JOINT**  
See Art. 420.05(c) of Standard Specifications

Note:  
Joints in the adjacent pavement shall be in-line with the moment slab joints.

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USER NAME = mteng	DESIGNED - APD	REVISED -
PLOT SCALE = 2x0 5/8 '1' / 1"	CHECKED - BWS	REVISED -
PLOT DATE = 3/11/2013	DRAWN - RD	REVISED -
	CHECKED - BWS	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DETAILS - 2**  
**STRUCTURE NO. 081-7002**

SHEET NO. SA-10 OF SA-16 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R-1 AND 142-1HB	ROCK ISLAND	507	336
CONTRACT NO. 64B84				

ILLINOIS FED. AID PROJECT

**NOTES:**

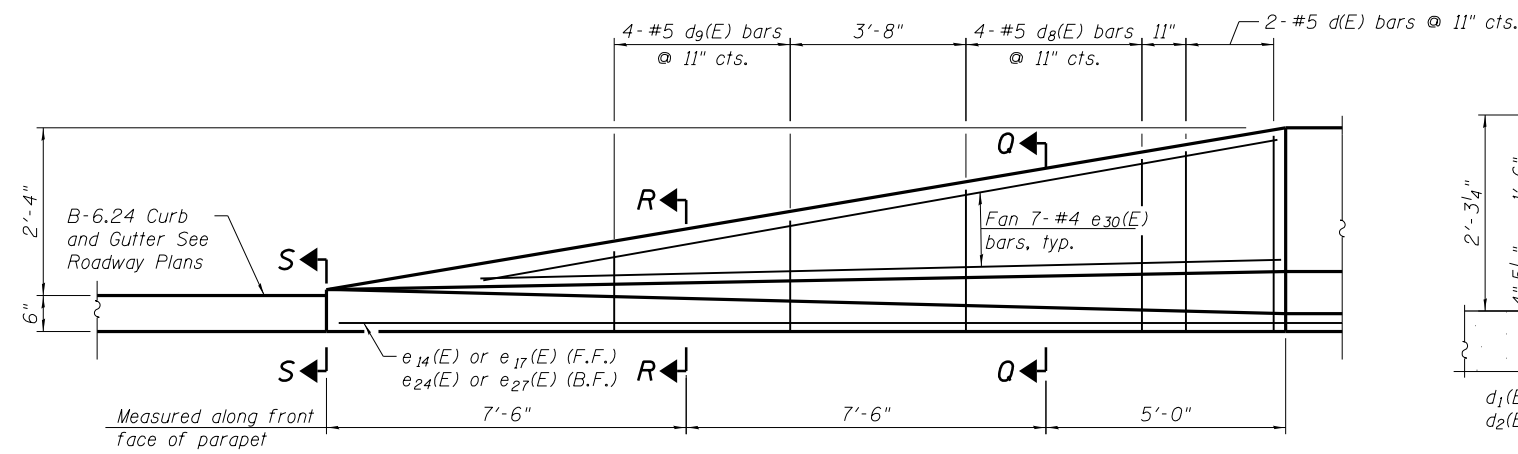
1. Cut  $e_{30}(E)$  bars as needed to alleviate congestion near end of parapet.
2. See Sheets SA-4 & SA-6 for  $d_1(E)$ ,  $d_2(E)$ , and  $d_{10}(E)$  spacing.
3. Protective Coat is applied to top of exposed moment slabs, top & inside vertical faces of parapets and top of exposed multi-use path moment slab.

**BILL OF MATERIAL**

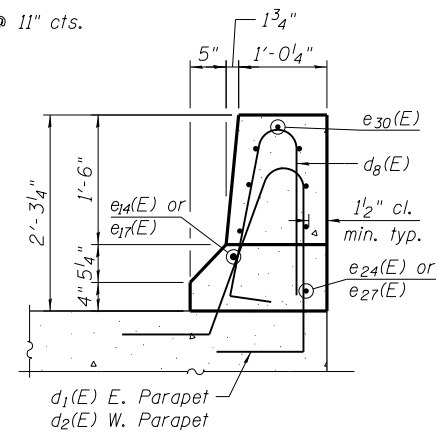
Bar	No.	Size	Length	Shape
$a_1(E)$	184	# 5	7'-6"	┌
$a_2(E)$	997	# 5	4'-10"	┌
$a_3(E)$	419	# 5	7'-3"	┌
$a_4(E)$	578	# 5	7'-9"	┌
$a_5(E)$	235	# 5	7'-9"	┌
$a_6(E)$	235	# 5	4'-8"	┌
$a_7(E)$	283	# 5	6'-1"	┌
$a_8(E)$	283	# 5	2'-8"	┌
$a_9(E)$	8	# 5	4'-3"	┌
$a_{10}(E)$	64	# 5	4'-8"	┌
$b(E)$	184	# 4	22'-11"	┌
$b_1(E)$	276	# 4	31'-10"	┌
$b_2(E)$	60	# 4	35'-8"	┌
$b_3(E)$	80	# 4	24'-4"	┌
$b_{20}(E)$	40	# 4	32'-1"	┌
$c(E)$	16	# 5	2'-6"	┌
$d(E)$	785	# 5	5'-7"	┌
$d_1(E)$	293	# 5	7'-6"	┌
$d_2(E)$	405	# 5	8'-11"	┌
$d_3(E)$	8	# 5	7'-11"	┌
$d_5(E)$	12	# 6	4'-5"	┌
$d_6(E)$	32	# 6	9'-8"	┌
$d_7(E)$	12	# 6	5'-9"	┌
$d_8(E)$	8	# 5	4'-8"	┌
$d_9(E)$	8	# 5	3'-5"	┌
$d_{10}(E)$	24	# 5	7'-3"	┌
$e(E)$	182	# 4	14'-8"	┌
$e_1(E)$	7	# 4	12'-9"	┌
$e_2(E)$	7	# 4	12'-3"	┌
$e_4(E)$	7	# 4	13'-2"	┌
$e_5(E)$	28	# 4	10'-8"	┌
$e_6(E)$	21	# 4	18'-8"	┌
$e_7(E)$	14	# 4	12'-8"	┌
$e_8(E)$	7	# 4	16'-8"	┌
$e_{10}(E)$	1	# 8	42'-9"	┌
$e_{11}(E)$	3	# 8	30'-7"	┌
$e_{12}(E)$	1	# 8	42'-3"	┌
$e_{13}(E)$	8	# 8	33'-3"	┌
$e_{14}(E)$	1	# 8	45'-8"	┌
$e_{15}(E)$	1	# 8	43'-2"	┌
$e_{17}(E)$	1	# 8	36'-2"	┌
$e_{18}(E)$	1	# 8	33'-10"	┌
$e_{19}(E)$	3	# 8	38'-2"	┌
$e_{20}(E)$	2	# 4	22'-11"	┌
$e_{21}(E)$	3	# 4	28'-0"	┌
$e_{22}(E)$	2	# 4	22'-8"	┌
$e_{23}(E)$	8	# 4	31'-4"	┌
$e_{24}(E)$	2	# 4	24'-4"	┌
$e_{25}(E)$	2	# 4	23'-1"	┌
$e_{27}(E)$	1	# 4	36'-2"	┌
$e_{28}(E)$	1	# 4	33'-10"	┌
$e_{29}(E)$	3	# 4	35'-8"	┌
$e_{30}(E)$	14	# 4	19'-8"	┌
$e_{31}(E)$	7	# 4	18'-10"	┌
$e_{32}(E)$	7	# 4	10'-5"	┌
$e_{33}(E)$	7	# 4	18'-5"	┌
Concrete Superstructure		Cu. Yd.	424.5	
Protective Coat		Sq. Yd.	499	
Reinforcement Bars, Epoxy Coated		Pound	53,970	

**BILL OF MATERIAL - COPING**  
(For information only)

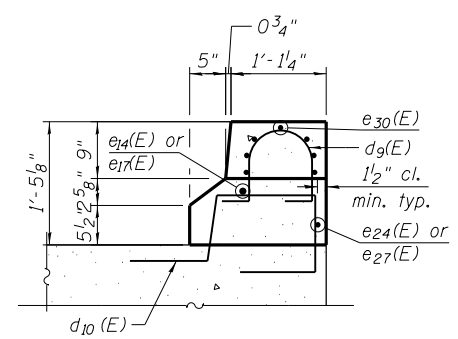
Bar	No.	Size	Length	Shape
$a_{11}(E)$	77	# 4	1'-6"	┌
$h(E)$	10	# 4	25'-7"	┌
$h_1(E)$	20	# 4	18'-7"	┌
$h_2(E)$	10	# 4	11'-2"	┌
$u(E)$	83	# 4	3'-5"	┌
$v(E)$	10	# 4	6'-7"	┌



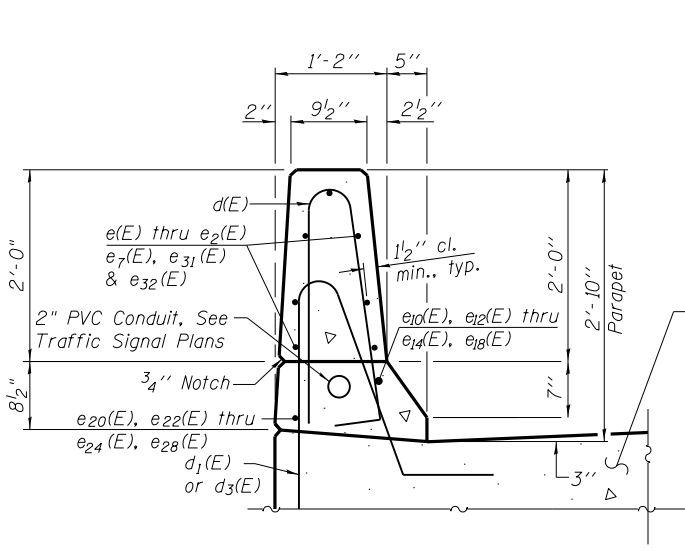
**PARAPET TRANSITION DETAIL**  
(Looking at Front Face of Parapet)



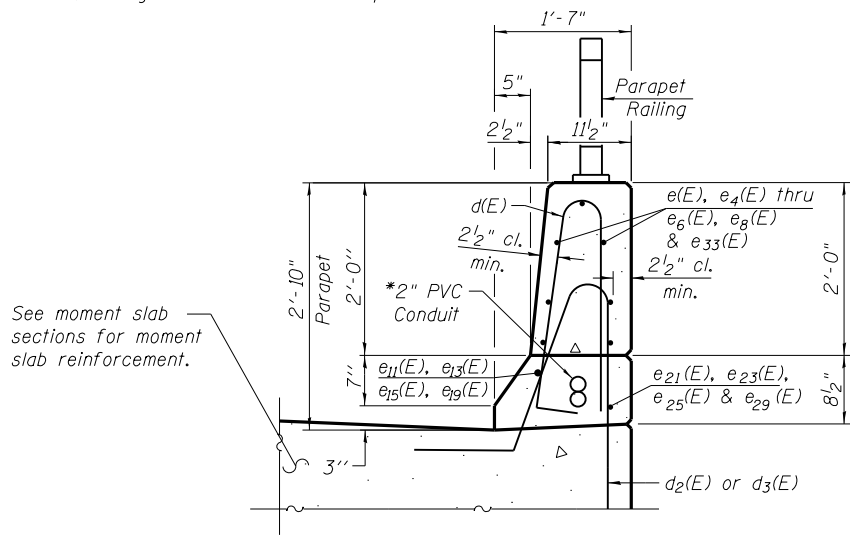
**SECTION Q-Q**



**SECTION R-R**

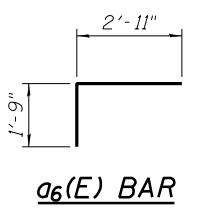
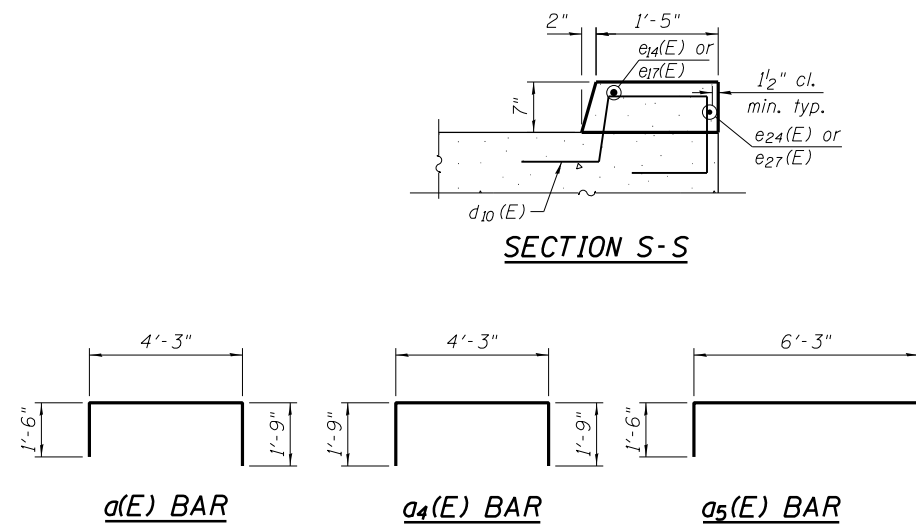


**SECTION THRU EAST MOMENT SLAB PARAPET**

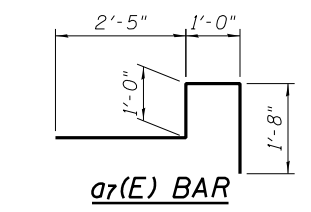


**SECTION THRU WEST MOMENT SLAB PARAPET**

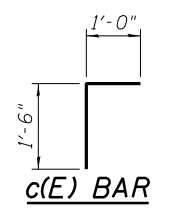
\* Conduit Embedded in Structure, 2" Dia., PVC (2 Ea.)



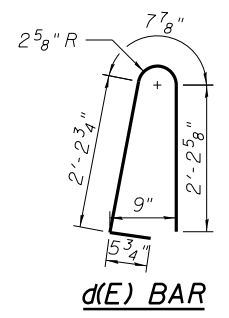
**a6(E) BAR**



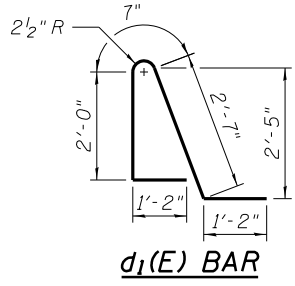
**a7(E) BAR**



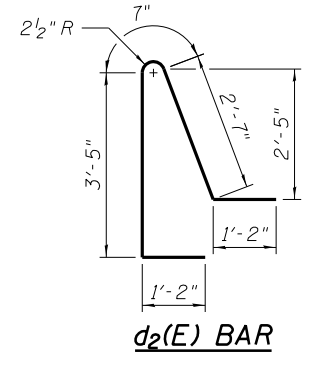
**c(E) BAR**



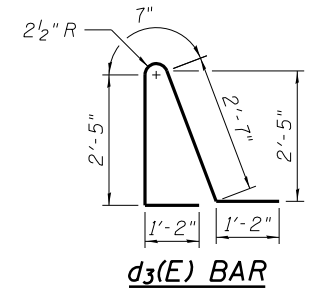
**d(E) BAR**



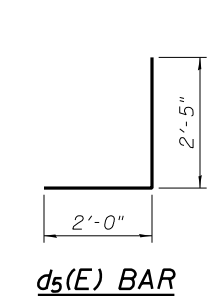
**d1(E) BAR**



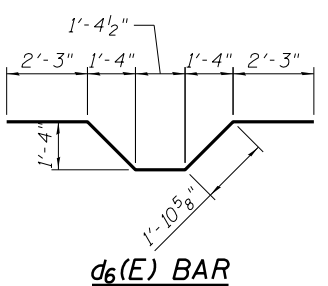
**d2(E) BAR**



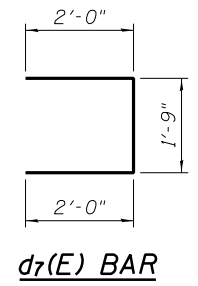
**d3(E) BAR**



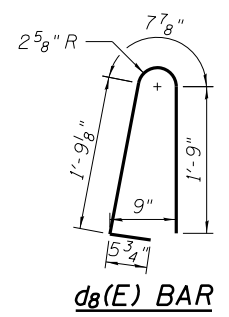
**d5(E) BAR**



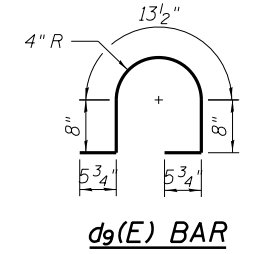
**d6(E) BAR**



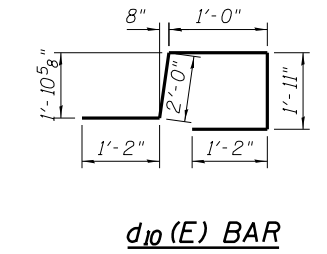
**d7(E) BAR**



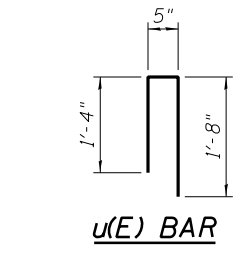
**d8(E) BAR**



**d9(E) BAR**



**d10(E) BAR**



**u(E) BAR**

N:\PROJECTS\081-7002\CONTRACT\1\Design\Structure\CAD\Retaining Wall\_081-7002\081-7002\_11\_Details-3.dgn



USER NAME = mteng  
PLOT SCALE = 2/8" 1" = 10'  
PLOT DATE = 3/11/2013

DESIGNED - APD  
CHECKED - BWS  
DRAWN - RD  
CHECKED - BWS

REVISED -  
REVISED -  
REVISED -  
REVISED -

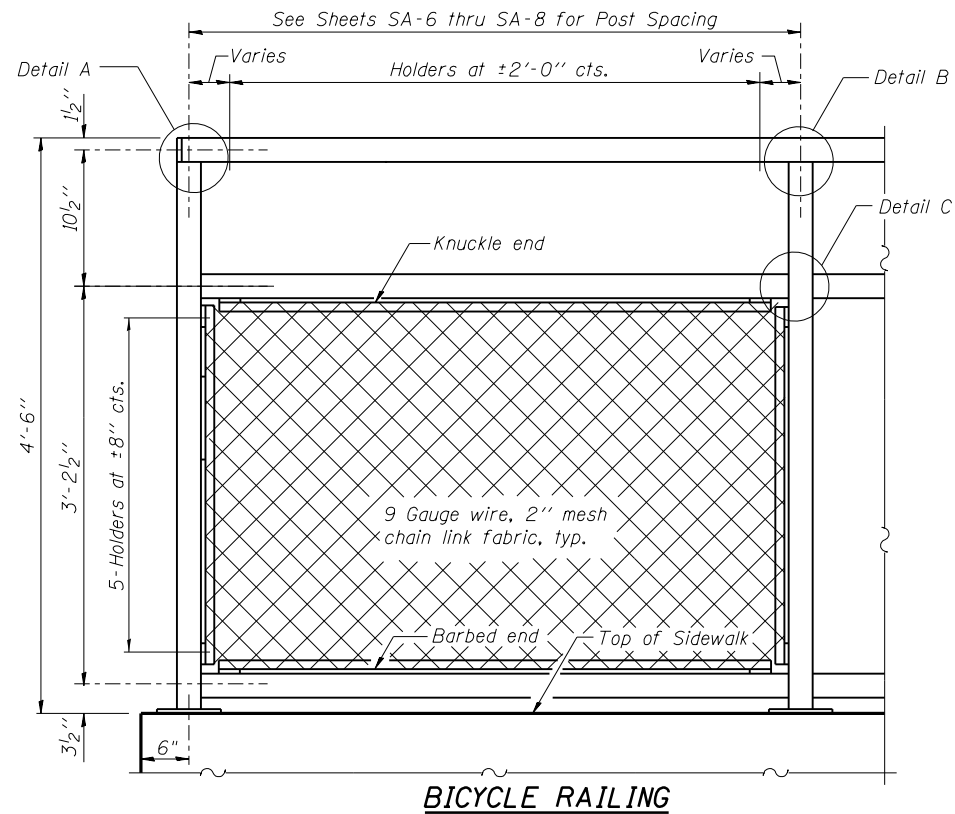
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAILS - 3  
STRUCTURE NO. 081-7002**

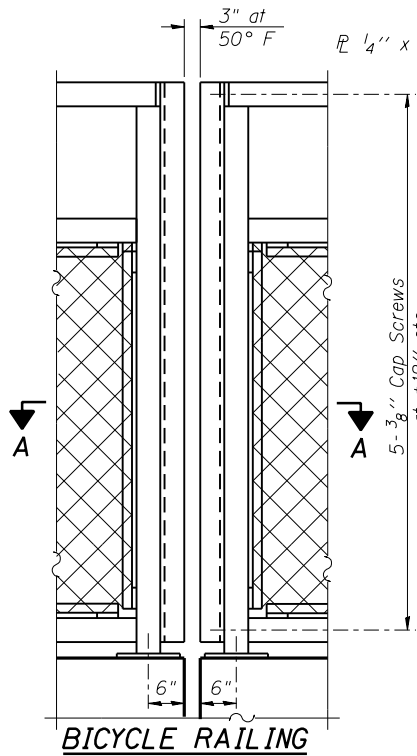
SHEET NO. SA-11 OF SA-16 SHEETS

F.A.P. RT. SECTION COUNTY TOTAL SHEETS SHEET NO.  
595 (142-1)R-1 AND 142-1)B ROCK ISLAND 507 337  
CONTRACT NO. 64884

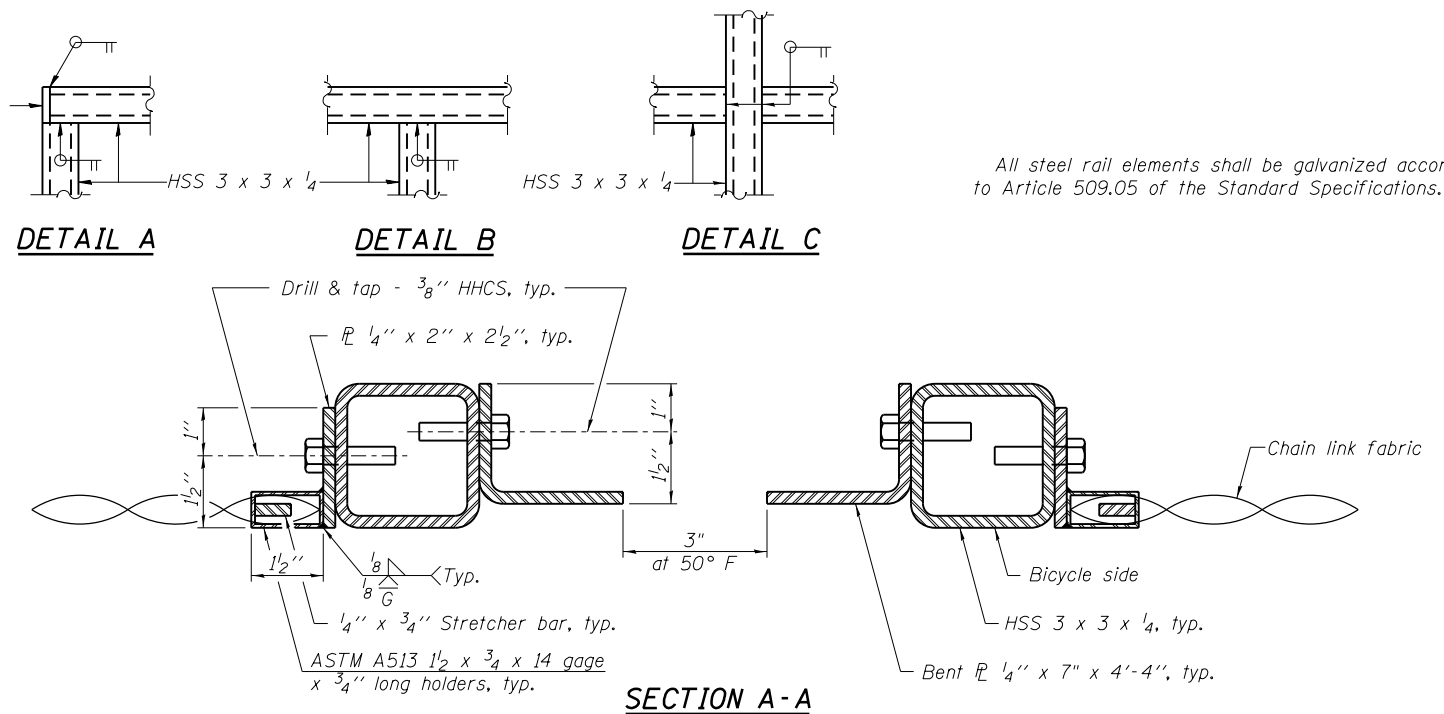
ILLINOIS FED. AID PROJECT



**BICYCLE RAILING**

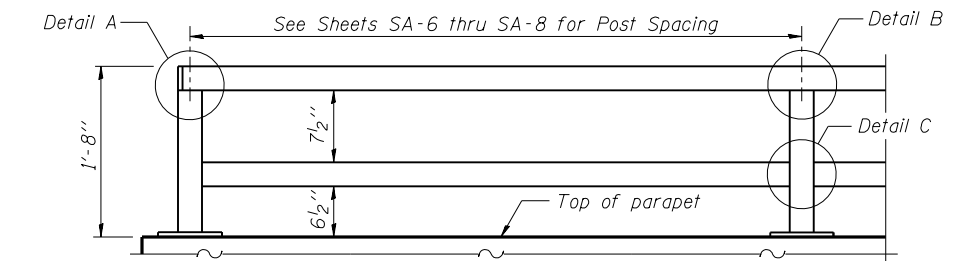


**BICYCLE RAILING**

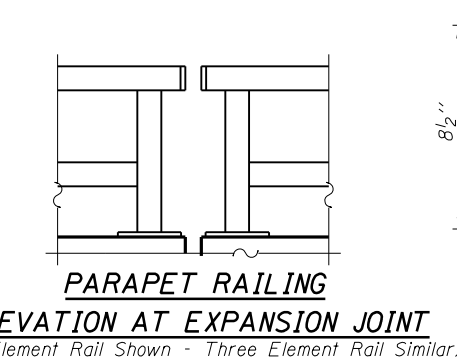


All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

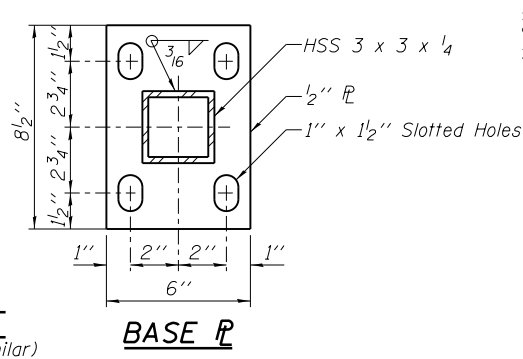
**SECTION A-A**



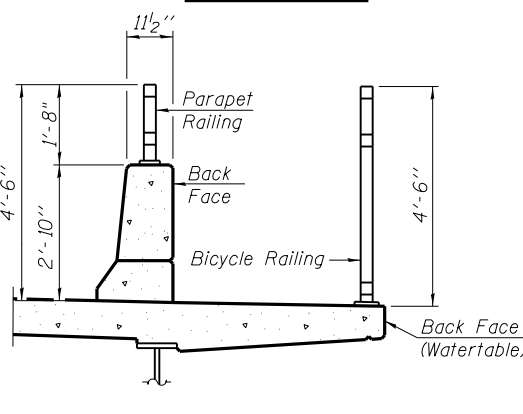
**PARAPET RAILING  
ELEVATION**  
(Inside Face of Two Element Rail)



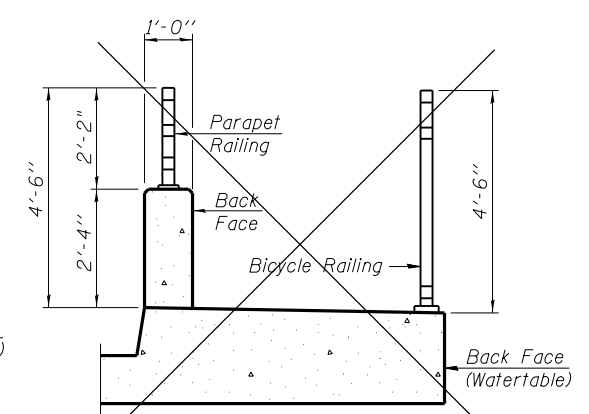
**PARAPET RAILING  
ELEVATION AT EXPANSION JOINT**  
(Two Element Rail Shown - Three Element Rail Similar)



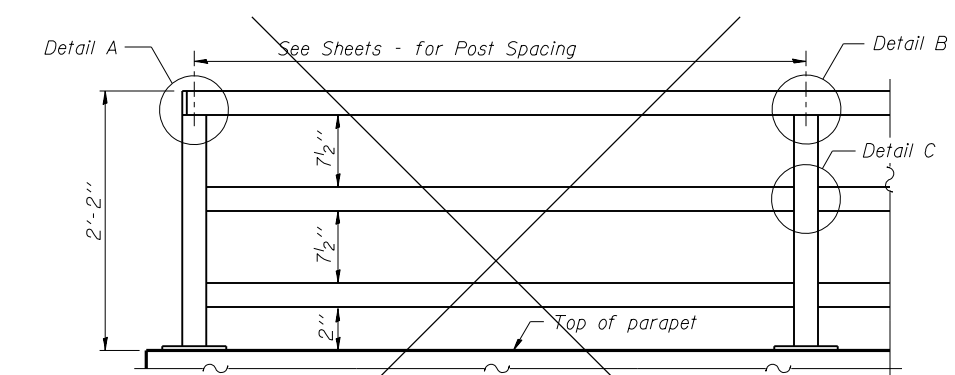
**BASE PLATE**



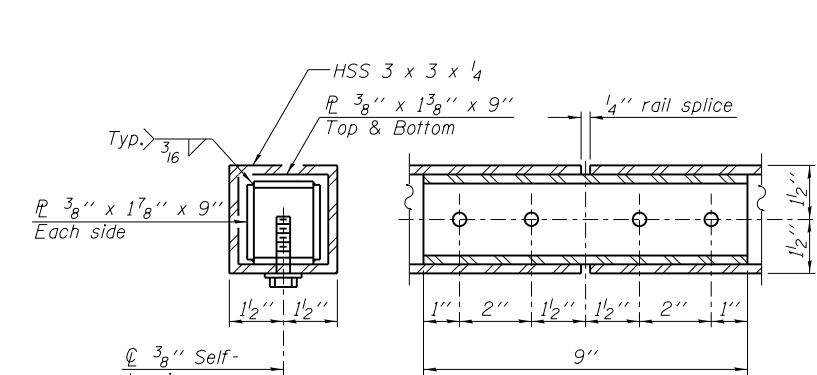
**SECTION THRU DECK**



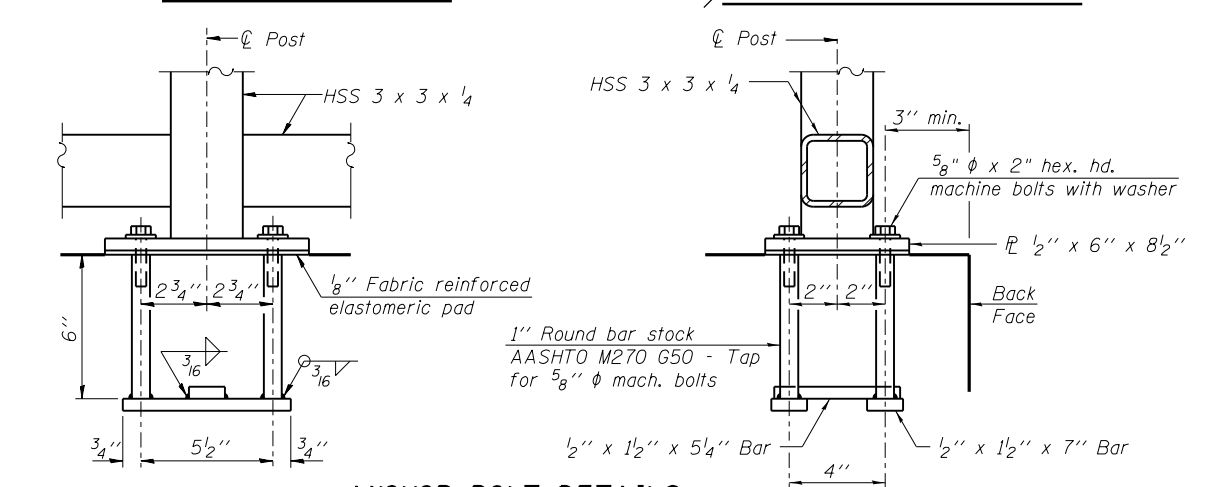
**SECTION THRU SIDEWALK**



**PARAPET RAILING  
ELEVATION**  
(Inside Face of Three Element Rail)



**RAIL SPLICE**



**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.

**BILL OF MATERIAL**

Item	Unit	Quantity
Bicycle Railing	Foot	285
Parapet Railing	Foot	352

N:\PROJ\00033333\CONTRACT\1\Design\Structure\CAD\Retaining Wall\_081-7002\081-7002.12 Bicycle Railing.dgn  
 CONSULTING ENGINEERS  
 6001 North Central Expressway  
 Suite 402 Chicago, Illinois 60656  
 Tel: 773-774-4000  
 Fax: 773-774-4014  
 Email: info@clorba.com

R-29 1-27-12 (10'-0" Maximum Post Spacing)

USER NAME = mteng	DESIGNED - APD	REVISED -
PLOT SCALE = 0 1/2" = 1'-0"	CHECKED - BWS	REVISED -
PLOT DATE = 3/11/2013	DRAWN - RD	REVISED -
	CHECKED - BWS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BICYCLE RAILING  
STRUCTURE NO. 081-7002**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R-1 AND 142-1)B	ROCK ISLAND	507	338
				CONTRACT NO. 64B84

SHEET NO. SA-12 OF SA-16 SHEETS ILLINOIS FED. AID PROJECT





**Illinois Department of Transportation**  
Division of Highway  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1

081-7002 Proposed MSE Wall @ John Deere Road, along south side of 38th Avenue, 400' W. of 35th Street

Date 9/19/12

ROUTE FAP 595 DESCRIPTION LOGGED BY W. Garza

SECTION (142-1) R-1 & 142-1HB LOCATION SEC., TWP., RNG.

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 081-7002  
Station 521+00  
BORING NO. B-1  
Station 521+00  
Offset 23.00ft Lt Cl  
Ground Surface Elev. 581.4 ft

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft  
Groundwater Elev.:  
First Encounter None ft  
Upon Completion Dry ft  
After \_\_\_\_\_ Hrs. \_\_\_\_\_ ft

SOIL DESCRIPTION	DEPTH (ft)	BULGE (ft)	S-SHEAR (tsf)	P-PENETROMETER (blows)
DRY light brown LOAM				
HARD light brown SILTY CLAY LOAM	579.40	8	4.5	12
	577.90	10	P	
HARD light gray SILTY LOAM		7	5.5	14
	575.40	10	S	
HARD light brown SILTY CLAY LOAM		6	4.6	16
	572.90	8	S	
VERY STIFF light brown SILTY CLAY LOAM		4	3.5	19
	570.40	9	B	
STIFF light brown LOAM		4	1.8	20
	567.90	6	B	
End of Boring				

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, from 137 (Rev. 8-99)



**Illinois Department of Transportation**  
Division of Highway  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1

081-7002 Proposed MSE Wall @ John Deere Road, along south side of 38th Avenue, 400' W. of 35th Street

Date 9/20/12

ROUTE FAP 595 DESCRIPTION LOGGED BY W. Garza

SECTION (142-1) R-1 & 142-1HB LOCATION SEC., TWP., RNG.

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 081-7002  
Station 521+00  
BORING NO. B-2  
Station 521+00  
Offset 19.00ft Rt Cl  
Ground Surface Elev. 580.3 ft

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft  
Groundwater Elev.:  
First Encounter None ft  
Upon Completion Dry ft  
After \_\_\_\_\_ Hrs. \_\_\_\_\_ ft

SOIL DESCRIPTION	DEPTH (ft)	BULGE (ft)	S-SHEAR (tsf)	P-PENETROMETER (blows)
DRY brown SILTY CLAY LOAM				
DRY brown SILTY LOAM	578.30	4	0.9	12
	576.80	7	P	
VERY STIFF brown SILTY CLAY LOAM		4	3.9	15
	574.30	7	S	
STIFF brown SILTY CLAY LOAM		5	1.8	21
	571.80	7	B	
VERY STIFF brown SILTY CLAY LOAM		3	2.5	21
	569.30	8	B	
STIFF light brown SILTY CLAY LOAM		5	1.9	19
	566.80	9	B	
End of Boring				

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, from 137 (Rev. 8-99)



**Illinois Department of Transportation**  
Division of Highway  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1

081-7002 Proposed MSE Wall @ John Deere Road, along south side of 38th Avenue, 400' W. of 35th Street

Date 9/20/12

ROUTE FAP 595 DESCRIPTION LOGGED BY W. Garza

SECTION (142-1) R-1 & 142-1HB LOCATION SEC., TWP., RNG.

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 081-7002  
Station 522+00  
BORING NO. B-3  
Station 522+00  
Offset 22.00ft Lt Cl  
Ground Surface Elev. 572.2 ft

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft  
Groundwater Elev.:  
First Encounter 557.7 ft  
Upon Completion 557.7 ft  
After \_\_\_\_\_ Hrs. \_\_\_\_\_ ft

SOIL DESCRIPTION	DEPTH (ft)	BULGE (ft)	S-SHEAR (tsf)	P-PENETROMETER (blows)
DRY black SILTY CLAY LOAM				23
VERY STIFF dark gray SILTY LOAM	570.20	5	3.5	15
	568.70	6	P	
HARD dark gray SILTY LOAM		4	4.4	17
	566.20	5	S	
MEDIUM light gray LOAM		1	0.7	25
	563.70	3	B	
SOFT light gray LOAM		1	0.3	31
	560.70	2	B	
VERY STIFF black/dark gray SHALE		20	3.3	20
	558.70	19	S	
VERY DENSE gray SHALE with COAL lens		100	PEN	
End of Boring	556.20			

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, from 137 (Rev. 8-99)

N:\PROJECTS\033933\033933\CONTRACT\1\Design\Structure\1\CAD\Retaining\_Wall\_081-7002\081-7002\_14\_Soil\_Boring\_Logs.dgn



USER NAME = mteng  
PLOT SCALE = 0.2" = 1'-0"  
PLOT DATE = 3/11/2013

DESIGNED - APD	REVISED -
CHECKED - BWS	REVISED -
DRAWN - RD	REVISED -
CHECKED - BWS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 1  
STRUCTURE NO. 081-7002

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R-1 AND 142-1HB	ROCK ISLAND	507	340
CONTRACT NO.			64B84	
ILLINOIS FED. AID PROJECT				

SHEET NO. SA-14 OF SA-16 SHEETS





**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1

081-7002 Proposed MSE Wall @ John Deere Road, along south side of 38th Avenue, 400' W. of 35th Street  
Date 9/20/12

ROUTE FAP 595 DESCRIPTION LOGGED BY W. Garza

SECTION (142-1) R-1 & 142-1HB LOCATION SEC. TWP. RNG.

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 081-7002  
Station 522+00  
BORING NO. B-4  
Station 522+00  
Offset 25.00ft Rt CL  
Ground Surface Elev. 572.3 ft

Surface Water Elev. _____ ft	Stream Bed Elev. _____ ft
Groundwater Elev.: First Encounter _____ ft	None ft
Upon Completion _____ ft	Dry ft
After _____ Hrs.	_____ ft

SOIL DESCRIPTION	DEPTH (ft)	BULGE (ft)	SHEAR (tsf)	PENETROMETER (blows)
DRY brown SILTY CLAY LOAM	17			
VERY STIFF dark gray SILTY LOAM	570.30 - 568.80	4/4/4	2.8	15
HARD brown SILTY CLAY LOAM	568.80 - 566.30	4/6/6	5.9	15
SOFT light gray SANDY LOAM	566.30 - 563.30	1/1/2	0.3	24
VERY DENSE light gray SANDSTONE	563.30 - 561.30	2/15/85		9
VERY DENSE light gray SANDSTONE	561.30 - 558.80	100/7 PEN		
End of Boring	558.80			

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, from 137 (Rev. 8-99)



**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1

081-7002 Proposed MSE Wall @ John Deere Road, along south side of 38th Avenue, 400' W. of 35th Street  
Date 9/24/12

ROUTE FAP 595 DESCRIPTION LOGGED BY W. Garza

SECTION (142-1) R-1 & 142-1HB LOCATION SEC. TWP. RNG.

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 081-7002  
Station 523+00  
BORING NO. B-5  
Station 523+00  
Offset 25.00ft Lt CL  
Ground Surface Elev. 569.5 ft

Surface Water Elev. _____ ft	Stream Bed Elev. _____ ft
Groundwater Elev.: First Encounter _____ ft	None ft
Upon Completion _____ ft	Dry ft
After _____ Hrs.	_____ ft

SOIL DESCRIPTION	DEPTH (ft)	BULGE (ft)	SHEAR (tsf)	PENETROMETER (blows)
DRY light brown SILTY CLAY LOAM	16			
VERY STIFF dark brown SILTY CLAY LOAM	567.50 - 566.00	2/3/4	2.6	18
STIFF dark gray SILTY CLAY LOAM	566.00 - 563.50	4/3/4	1.9	22
MEDIUM gray CLAY LOAM	563.50 - 561.00	2/2/2	0.7	44
VERY SOFT gray SILTY LOAM with SAND lens	561.00 - 558.00	0/0/1	0.1	38
VERY DENSE gray SHALE	558.00 - 555.00	34/100/8 PEN		
End of Boring	555.00			

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, from 137 (Rev. 8-99)



**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1

081-7002 Proposed MSE Wall @ John Deere Road, along south side of 38th Avenue, 400' W. of 35th Street  
Date 9/24/12

ROUTE FAP 595 DESCRIPTION LOGGED BY W. Garza

SECTION (142-1) R-1 & 142-1HB LOCATION SEC. TWP. RNG.

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 081-7002  
Station 523+00  
BORING NO. B-6  
Station 523+00  
Offset 25.00ft Rt CL  
Ground Surface Elev. 569.3 ft

Surface Water Elev. _____ ft	Stream Bed Elev. _____ ft
Groundwater Elev.: First Encounter _____ ft	None ft
Upon Completion _____ ft	Dry ft
After _____ Hrs.	_____ ft

SOIL DESCRIPTION	DEPTH (ft)	BULGE (ft)	SHEAR (tsf)	PENETROMETER (blows)
VERY STIFF light brown SILTY CLAY LOAM	18	3.3		
HARD dark brown SILTY CLAY LOAM	567.30 - 565.80	3/3/5	4.2	19
STIFF gray SILTY CLAY LOAM	565.80 - 563.30	3/3/4	1.5	21
MEDIUM gray CLAY LOAM with 5% ORGANICS	563.30 - 560.80	2/2/2	0.7	43
STIFF tan LOAM with SILT lens	560.80 - 557.80	0/2/5	1.0	28
VERY DENSE gray SHALE	557.80 - 555.80	40/100/7 PEN		
End of Boring	555.80			

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, from 137 (Rev. 8-99)

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	CHECKED - BWS	REVISED -
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PLOT DATE = 3/11/2013	CHECKED - BWS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS 2  
STRUCTURE NO. 081-7002**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R-1 AND 142-1HB	ROCK ISLAND	507	341
CONTRACT NO. 64B84				

SHEET NO. SA-15 OF SA-16 SHEETS

ILLINOIS FED. AID PROJECT



**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1

081-7002 Proposed MSE Wall @ John Deere Road, along south side of 38th Avenue, 400' W. of 35th Street

Date 9/25/12

ROUTE FAP 595 DESCRIPTION \_\_\_\_\_ LOGGED BY W. Garza

SECTION (142-1) R-1 & 142-1HB LOCATION SEC. TWP. RNG.

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 081-7002 D E L T B U M  
Station 524+00 P L O S O I  
BORING NO. B-7 H S Qu T  
Station 524+00 H S Qu T  
Offset 25.00ft Lt CL Groundwater Elev.:  
Ground Surface Elev. 567.7 ft (ft) (ft) (tsf) (%) First Encounter None ft  
Upon Completion Dry ft  
After Hrs. ft

Soil Description	Depth (ft)	Blow Count (ft)	Penetration (tsf)	Moisture (%)
MEDIUM light brown SILTY CLAY LOAM	0 - 3	0.5	27	P
MEDIUM dark gray SILTY CLAY LOAM	3 - 4	3	37	P
MEDIUM gray CLAY LOAM	4 - 5	2	32	B
SOFT gray CLAY LOAM with 11% ORGANICS	5 - 6	1	61	B
SOFT gray SILTY CLAY with 19% ORGANICS	6 - 10	1	105	B
VERY DENSE gray SHALE	10 - 18	18		
End of Boring	18	32		

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, from 137 (Rev. 8-99)



**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1

081-7002 Proposed MSE Wall @ John Deere Road, along south side of 38th Avenue, 400' W. of 35th Street

Date 10/1/12

ROUTE FAP 595 DESCRIPTION \_\_\_\_\_ LOGGED BY W. Garza

SECTION (142-1) R-1 & 142-1HB LOCATION SEC. TWP. RNG.

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 081-7002 D E L T B U M  
Station 524+00 P L O S O I  
BORING NO. B-8 H S Qu T  
Station 524+00 H S Qu T  
Offset 27.00ft Rt CL Groundwater Elev.:  
Ground Surface Elev. 567.5 ft (ft) (ft) (tsf) (%) First Encounter None ft  
Upon Completion Dry ft  
After Hrs. ft

Soil Description	Depth (ft)	Blow Count (ft)	Penetration (tsf)	Moisture (%)
LOOSE light brown SILTY LOAM	0 - 1		18	
MEDIUM dark gray SILTY CLAY LOAM	1 - 3	1	33	P
MEDIUM dark gray SILTY CLAY LOAM	3 - 5	2	32	B
VERY SOFT light gray CLAY LOAM with 10% ORGANICS	5 - 6	1	67	B
VERY SOFT gray SILTY CLAY with 13% ORGANICS, SHALE lens	6 - 14	0	83	P
VERY DENSE gray weathered SHALE	14 - 24	24		
End of Boring	24	25		

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, from 137 (Rev. 8-99)

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS 3  
STRUCTURE NO. 081-7002**

SHEET NO. SA-16 OF SA-16 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R-1 AND 142-1HB	ROCK ISLAND	507	342
CONTRACT NO. 64B84				

ILLINOIS FED. AID PROJECT



**GENERAL NOTES:**

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Ashlar stone form liner shall be used on MSE wall panels.
3. Stations and offsets are measured from centerline of 41st Drive Connector to the front face of the MSE wall panels.
4. Slipforming at the parapet is prohibited.
5. The select fill chosen for the MSE walls shall be a free draining material.

**INDEX OF SHEETS**

SB-1	General Plan & Elevation
SB-2	General Notes & Total Bill of Material
SB-3	Unfolded Elevation View
SB-4	Sections
SB-5	East Moment Slab Plan & Elevation (1 of 3)
SB-6	East Moment Slab Plan & Elevation (2 of 3)
SB-7	East Moment Slab Plan & Elevation (3 of 3)
SB-8	West Moment Slab Plan & Elevation (1 of 3)
SB-9	West Moment Slab Plan & Elevation (2 of 3)
SB-10	West Moment Slab Plan & Elevation (3 of 3)
SB-11	Multi-Use Path Moment Slab Plan
SB-12	Details-1
SB-13	Details-2
SB-14	Details-3
SB-15	CIP Retaining Wall Details 1
SB-16	CIP Retaining Wall Details 2
SB-17	Bicycle Railing
SB-18	Soil Boring Logs 1
SB-19	Soil Boring Logs 2
SB-20	Soil Boring Logs 3
SB-21	Soil Boring Logs 4

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Concrete Structures	Cu. Yd.	155.1
Concrete Superstructure	Cu. Yd.	542.5
Form Liner Textured Surface	Sq. Ft.	791
Protective Coat	Sq. Yd.	930
Reinforcement Bars, Epoxy Coated	Pound	81,200
Bicycle Railing	Foot	399
Parapet Railing	Foot	351
Name Plates	Each	1
Geocomposite Wall Drain	Sq. Yd.	66
Conduit Embedded in Structure, 2" Dia., PVC	Foot	820
Junction Box, Stainless Steel, Embedded In Structure, 12" X 10" X 6"	Each	1
Breakaway Device, Transformer Base, Special	Each	4
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	14,978
Temporary Soil Retention System	Sq. Ft.	12,719

STATION 526+20.73 TO 532+25.00  
 BUILT 20\_\_ BY  
 STATE OF ILLINOIS  
 F.A.P 595 SEC. (142-1)R-1 AND 142-1HB  
 LOADING HL 93  
 STRUCTURE NO. 081-7003

**NAME PLATE**  
 See Std. 515001

**CURVE A DATA**

$\Delta = 11^\circ 57' 34''$   
 $R = 444.11'$   
 $T = 46.52'$   
 $L = 92.70'$   
 $E = 2.43'$   
 Begin Curve A Sta. 526+65.99 Offset: 17.25' Lt.  
 End Curve A Sta. 527+62.29 Offset: 17.25' Lt.

**CURVE B DATA**

$\Delta = 29^\circ 51' 35''$   
 $R = 440.57'$   
 $T = 117.47'$   
 $L = 229.60'$   
 $E = 15.39'$   
 Begin Curve B Sta. 527+62.29 Offset: 17.25' Lt.  
 End Curve B Sta. 530+02.36 Offset: 23.25' Lt.

**CURVE C DATA**

$\Delta = 27^\circ 40' 14''$   
 $R = 437.75'$   
 $T = 107.81'$   
 $L = 211.41'$   
 $E = 13.08'$   
 Begin Curve C Sta. 530+02.36 Offset: 23.25' Lt.  
 End Curve C Sta. 532+25.00 Offset: 23.25' Lt.

**41ST DRIVE CONNECTOR  
 CURVE DATA**

$\Delta = 96^\circ 59' 51''$   
 $D = 12^\circ 25' 43''$   
 $T = 521.04'$   
 $L = 780.44'$   
 $E = 234.71'$   
 $R = 461.00'$   
 S.E. = N.C.  
 P.C. = Sta. 526+16.56  
 P.T. = Sta. 533+97.00  
 P.I. = Sta. 531+37.60

**CURVE D DATA**

$\Delta = 18^\circ 50' 32''$   
 $R = 169.83'$   
 $T = 28.18'$   
 $L = 55.85'$   
 $E = 2.32'$   
 Begin of Curve D Sta. 527+33.00 Offset: 37.60' Rt.  
 End of Curve D Sta. 527+84.04 Offset: 42.05' Rt.

**CURVE E DATA**

$\Delta = 22^\circ 34' 41''$   
 $R = 504.66'$   
 $T = 100.74'$   
 $L = 198.87'$   
 $E = 9.96'$   
 Begin of Curve E Sta. 528+08.00 Offset: 41.97' Rt.  
 End of Curve E Sta. 529+89.40 Offset: 46.52' Rt.

**CURVE F DATA**

$\Delta = 46^\circ 00' 28''$   
 $R = 54.17'$   
 $T = 23.00'$   
 $L = 43.50'$   
 $E = 4.68'$   
 Begin of Curve E Sta. 529+89.40 Offset: 46.52' Rt.  
 End of Curve E Sta. 530+23.23 Offset: 65.35' Rt.

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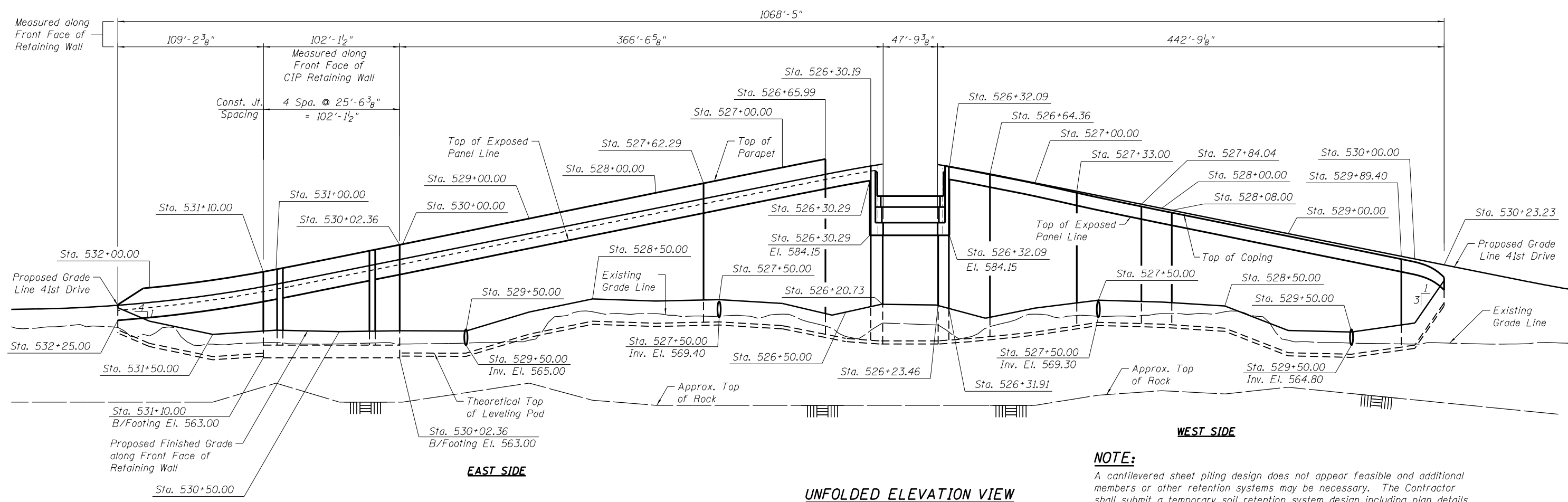
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES & TOTAL BILL OF MATERIAL  
 STRUCTURE NO. 081-7003**

SHEET NO. SB-2 OF SB-21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R-1 and 142-1HB	ROCK ISLAND	507	344
CONTRACT NO. 64B84				
ILLINOIS FED. AID PROJECT				



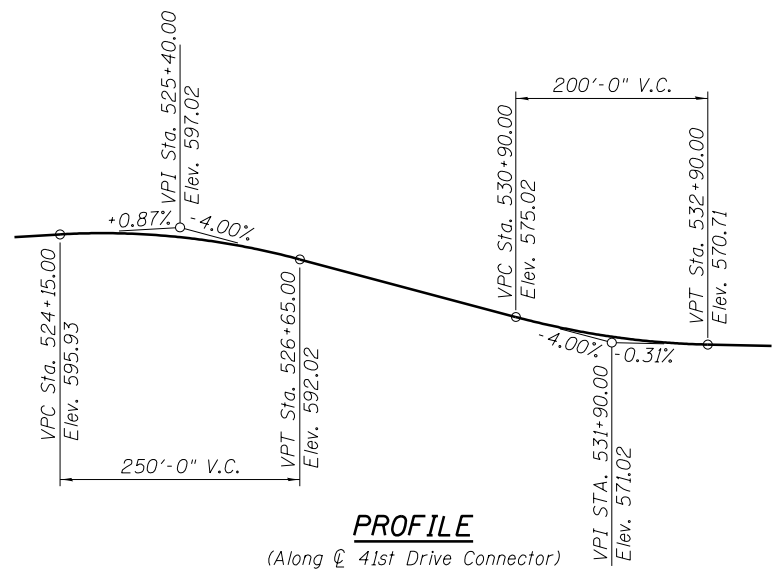
**NOTE:**  
A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

UNFOLDED ELEVATION VIEW

EAST SIDE

WEST SIDE

Station	South MSE Wall (S.N. 081-7003) East Side Elevations				Temporary Soil Retention System (TSRS) Elevations		
	Top of Parapet or Coping	PGL	Top of Exposed Panel Line	*Proposed Finished Grade	Existing Grade	Approx. Top of Rock	Approx. Height of TSRS (ft)
532+25.00	571.38	571.30	568.93	570.92			
532+00.00				568.78	566.3	556.0	10.3
531+50.00				566.69	565.2	556.0	9.2
531+10.00	576.59	573.45	571.88	567.23			
531+00.00	576.96	574.13	572.25	567.36	565.3	559.0	6.3
530+50.00				567.15	565.2	556.0	9.2
530+02.36	580.86	578.03	576.15	567.26			
530+00.00				567.27	565.3	556.0	9.3
529+50.00				567.23	565.8	557.5	8.3
529+00.00	585.00	582.17	580.30	570.24	569.9	559.0	10.9
528+50.00				572.29	569.8	556.3	13.5
528+00.00	589.05	586.22	584.35	571.96	569.6	555.5	14.1
527+62.29	590.58	587.75	585.87	572.13			
527+50.00				572.18	569.8	555.5	14.3
527+00.00	593.07	590.24	588.37	571.58	569.6	555.5	14.1
526+65.99	594.43	591.60	589.73	569.98			
526+50.00				570.21	569.6	555.5	14.1
526+30.29	588.85		584.15	571.35			
526+30.19	595.80		571.08				
526+20.73	586.15	593.60	584.15	571.45			



Station	South MSE Wall (S.N. 081-7003) West Side Elevations				Temporary Soil Retention System (TSRS) Elevations		
	Top of Coping or Moment Slab	PGL	Top of Exposed Panel Line	*Proposed Finished Grade	Existing Grade	Approx. Top of Rock	Approx. Height of TSRS (ft)
526+23.46	586.15	593.51	584.15	571.26			
526+31.91				570.81			
526+32.09	593.26		591.26	571.00			
526+50.00				569.83	568.8	555.5	13.3
526+64.36	591.95	592.05	589.95	569.40			
527+00.00	590.54	590.62	588.54	570.86	568.8	555.5	13.3
527+33.00	589.07	589.30	587.07	571.68			
527+50.00				572.10	568.7	556.3	12.4
527+84.04	586.90	587.26	584.90	571.91			
528+00.00	586.26	586.62	584.26	571.82	569.5	557.0	12.5
528+08.00	585.93	586.30	583.93	571.72			
528+50.00				571.18	569.2	556.5	12.7
529+00.00	582.21	582.62	580.21	567.31	565.0	558.0	7.0
529+50.00				567.07	565.3	557.0	8.3
529+89.40	578.59	579.04	576.59	568.20			
530+00.00	578.14	578.62	576.14	568.50	565.3	556.0	9.3
530+23.23	575.70	577.69	573.70	575.21			

\* Along Front Face of Retaining Wall.

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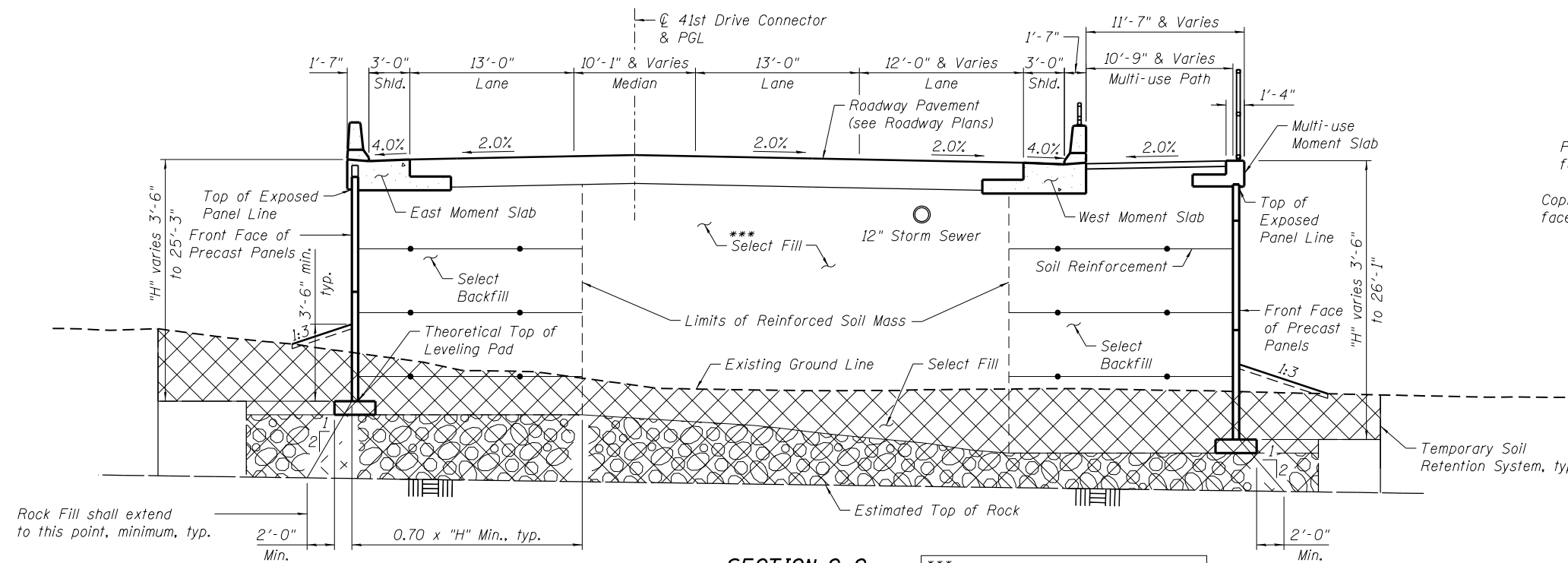


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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

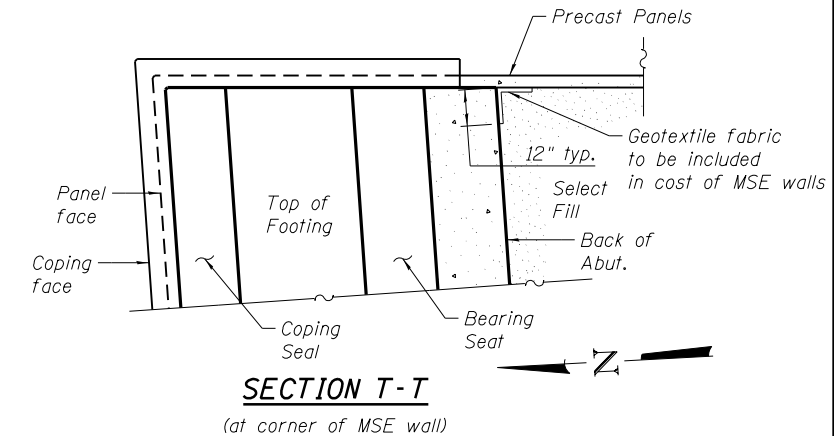
UNFOLDED ELEVATION VIEW  
STRUCTURE NO. 081-7003  
SHEET NO. SB-3 OF SB-21 SHEETS

F.A.P. RTE. 595	SECTION (142-11R-1 and 142-11B)	COUNTY ROCK ISLAND	TOTAL SHEETS 507	SHEET NO. 345
CONTRACT NO. 64B84				ILLINOIS FED. AID PROJECT

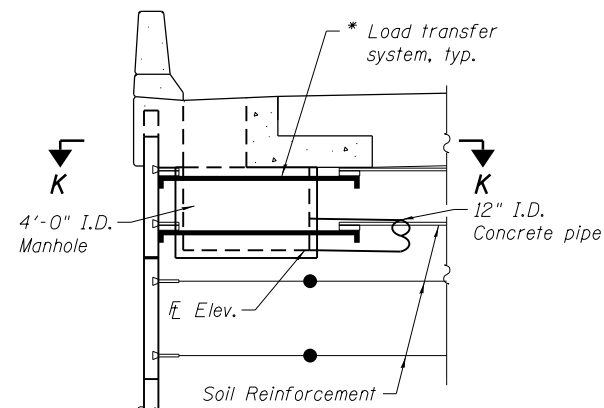


**SECTION G-G**

\*\*\* Select Fill to be placed between limits of reinforced soil mass in area where MSE Wall is on both sides of roadway. Cost to be included with cost of Mechanically Stabilized Earth Retaining Wall. See Roadway Plans for details.

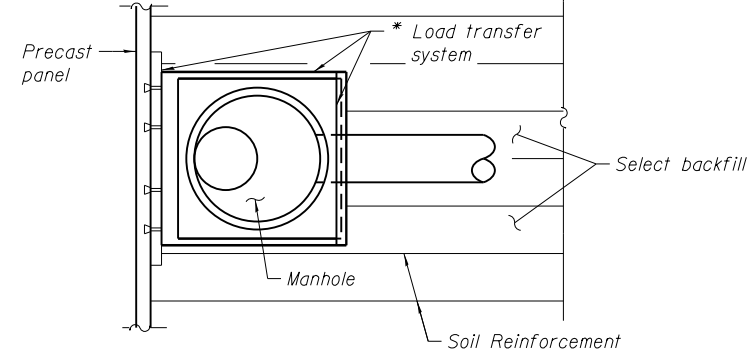


**SECTION T-T**  
(at corner of MSE wall)

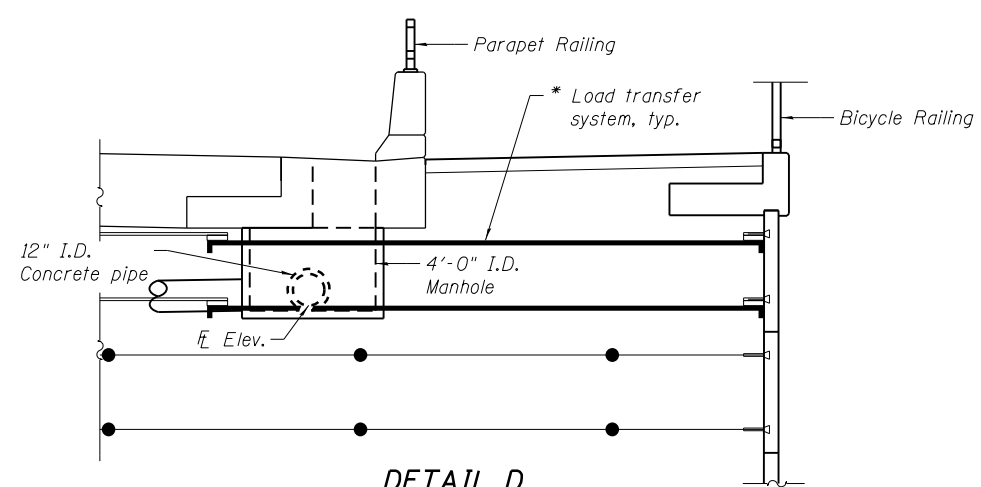


**DETAIL C**

\* M.S.E. supplier to design load transfer system to accommodate concrete pipe and manhole



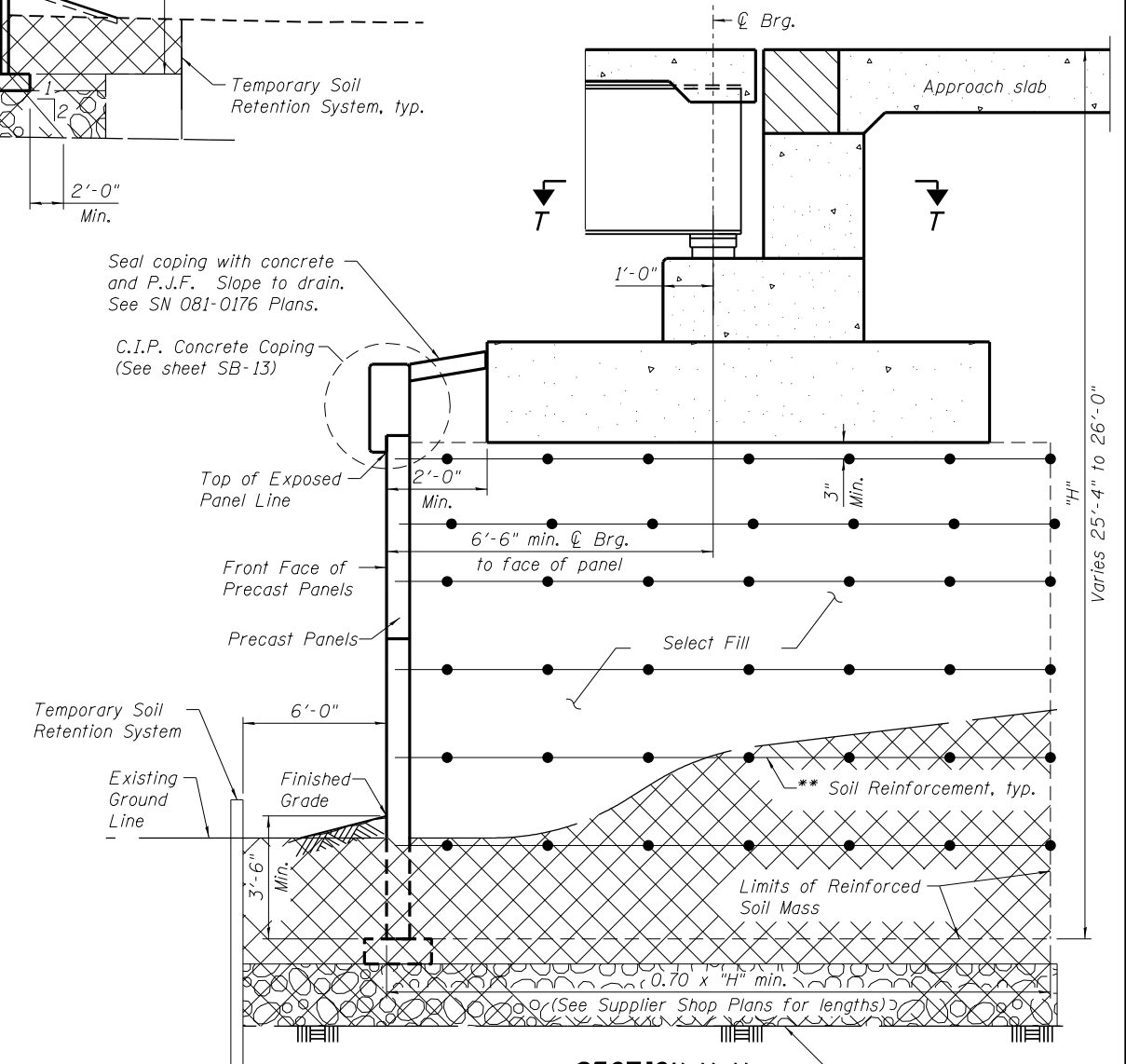
**SECTION K-K**



**DETAIL D**

Seal coping with concrete and P.J.F. Slope to drain. See SN 081-0176 Plans.

C.I.P. Concrete Coping (See sheet SB-13)



**SECTION H-H**

(Typical wall section thru abutment)

\*\* The M.S.E. Wall supplier's internal stability design shall account for the footing's bearing pressure surcharge of 3 ksf and horizontal sliding force of 1.6 kips/ft. of abutment.

Note: See Structure No. 081-0176 Plans for abutment details.

**LEGEND:**

Removal and Disposal of Unsuitable Materials  
See Roadway plans for Removal of Unsuitable Materials quantity.

Rock Fill  
See Roadway plans for Rock Fill quantity. Rock Fill is to be placed up to the top of existing ground or bottom of MSE Wall leveling pad, whichever is lower.

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

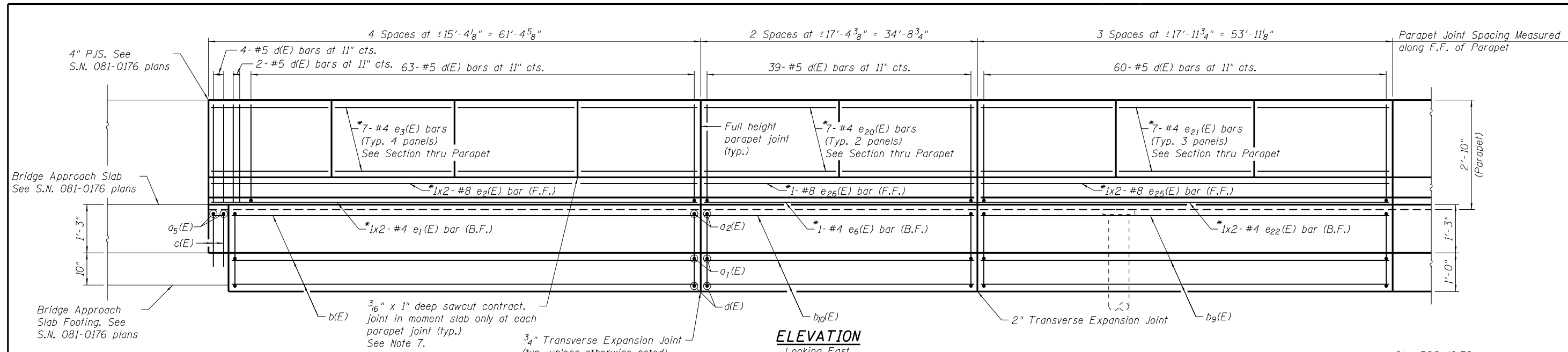
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STRUCTURE NO. 081-7003**

SHEET NO. SB-4 OF SB-21 SHEETS

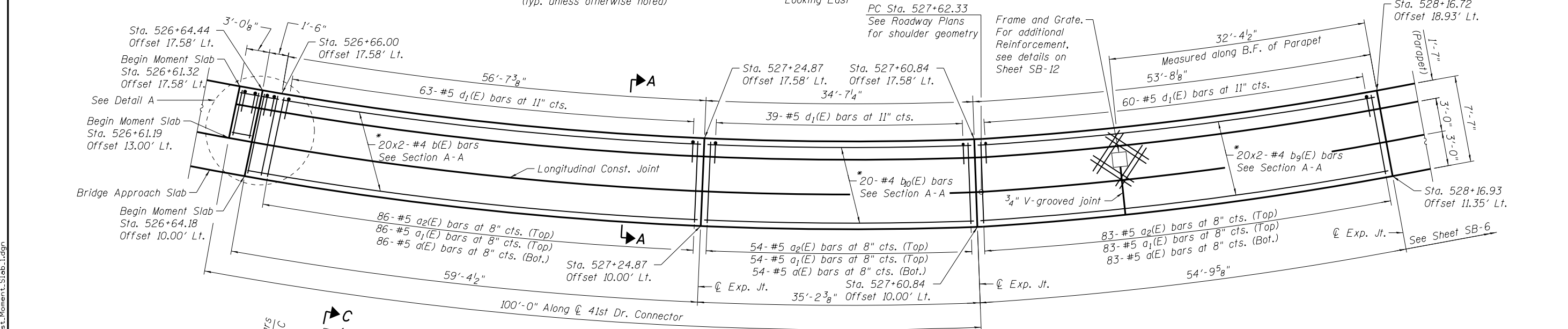
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				CONTRACT NO. 64B84

ILLINOIS FED. AID PROJECT

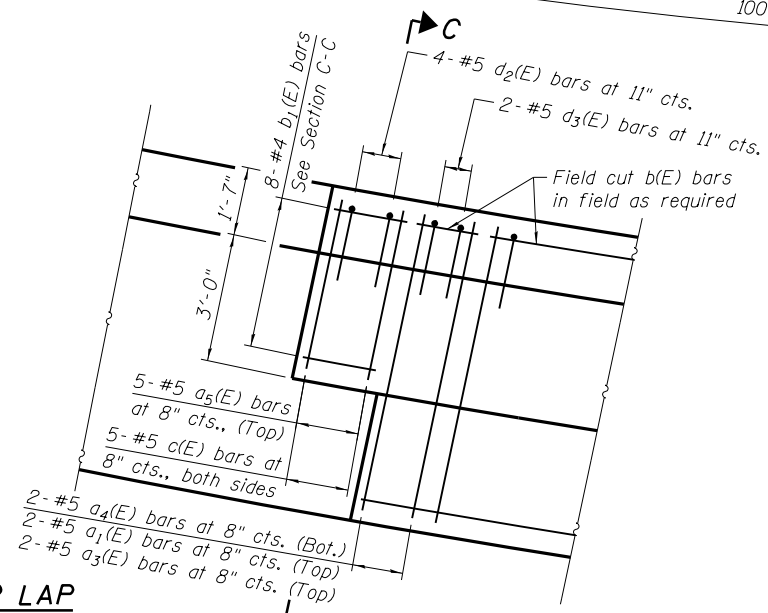
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**ELEVATION**  
Looking East



**PLAN**



**DETAIL A**

**MIN. BAR LAP**  
 #4 bar = 2'-11"  
 #8 bar = 6'-9"

\* Bend and cut in field as required.

**NOTES:**

1. Bars indicated thus 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.
2. F.F. = Front Face & B.F. = Back Face.
3. For Sections A-A & C-C, see Sheet SB-12.
4. For Section thru Parapet, Bar Diagrams and Bill of Materials, see Sheet SB-14.
5. For Parapet Joint details, see Sheet SB-12.
6. For Expansion Joint details, see Sheet SB-12.
7. For Transverse Contraction Joint details, see Sheet SB-13.



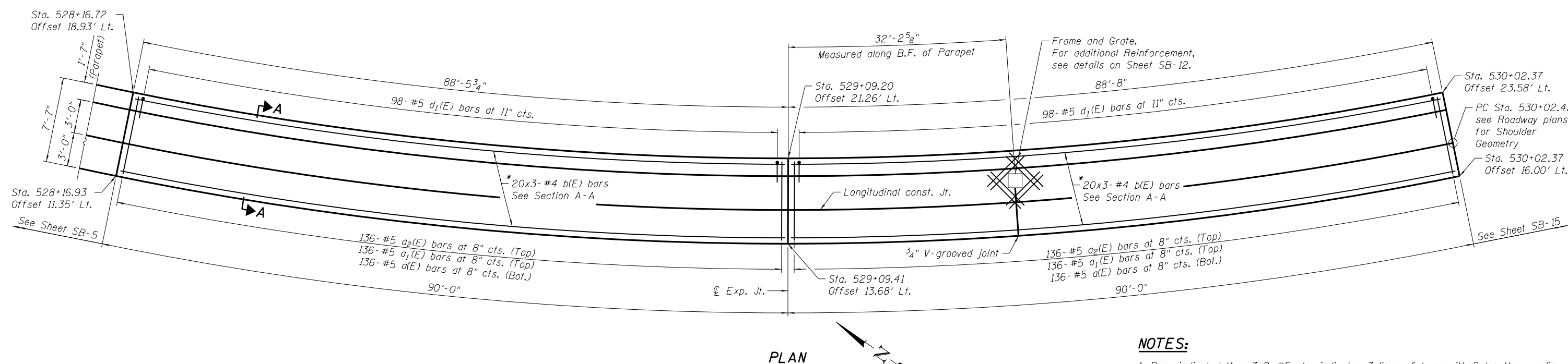
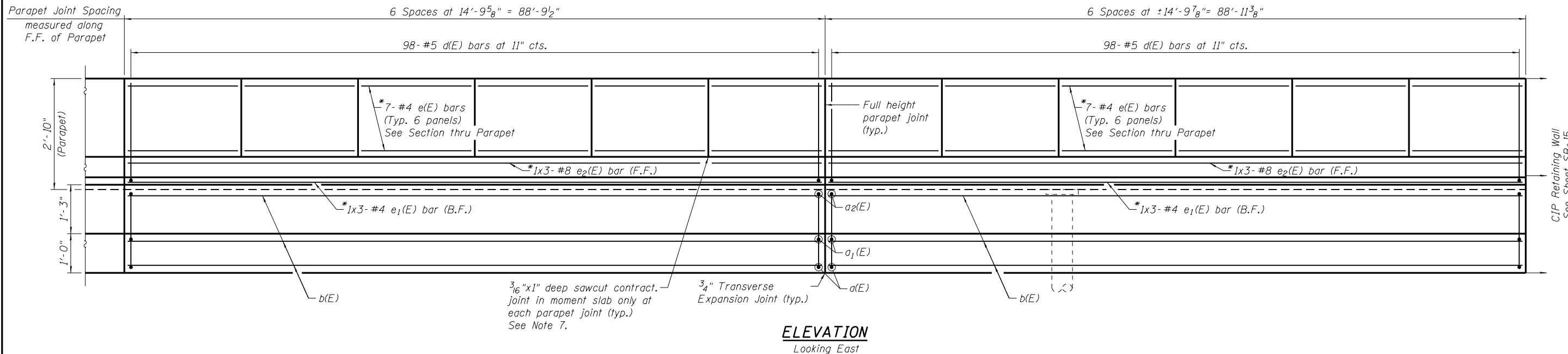
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	CHECKED - BWS	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**EAST MOMENT SLAB PLAN & ELEVATION (1 OF 3)**  
**STRUCTURE NO. 081-7003**

SHEET NO. SB-5 OF SB-21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-11R-1 and 142-11B)	ROCK ISLAND	507	347
CONTRACT NO. 64B84			ILLINOIS FED. AID PROJECT	



**MIN. BAR LAP**

#4 bar = 2'-11"  
#8 bar = 6'-9"

\* Bend and cut in field as required.

**NOTES:**

1. Bars indicated thus 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.
2. F.F. = Front Face & B.F. = Back Face.
3. For Section A-A, see Sheet SB-12.
4. For Section thru Parapet, Bar Diagrams and Bill of Materials, see Sheet SB-14.
5. For Parapet Joint details, see Sheet SB-12.
6. For Expansion Joint details, see Sheet SB-12.
7. For Transverse Contraction Joint details, see Sheet SB-13.

N:\PROJECTS\03333333\CONTRACT\1\Design\Structural\CAD\Retaining Wall 081-7003\081-7003.06.East.Moment.Slab.2.dgn



USER NAME = mteng	DESIGNED - SMY	REVISED -
	CHECKED - BWS	REVISED -
PLOT SCALE = 1/4" = 1' / in.	DRAWN - SRG	REVISED -
PLOT DATE = 3/11/2013	CHECKED - BWS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

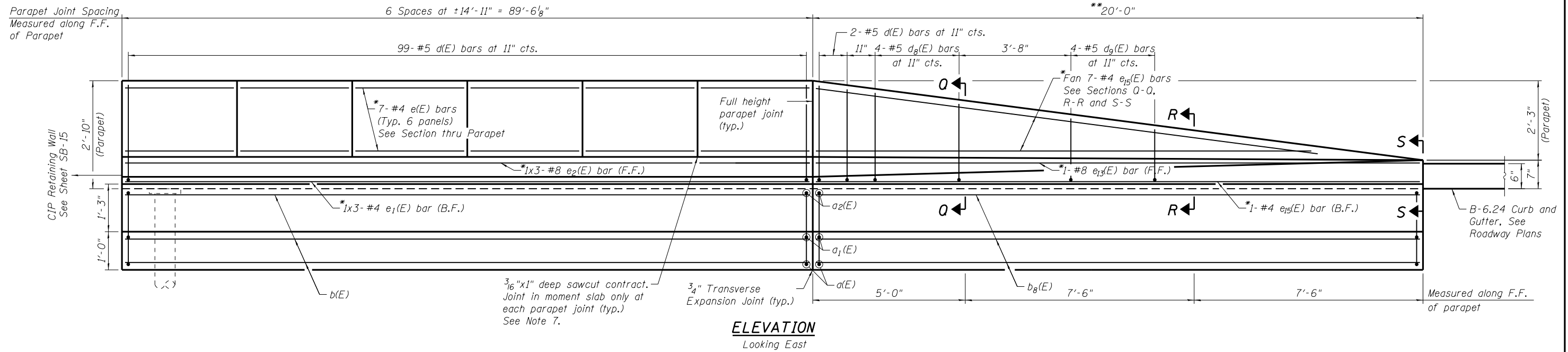
**EAST MOMENT SLAB PLAN & ELEVATION (2 OF 3)  
STRUCTURE NO. 081-7003**

SHEET NO. SB-6 OF SB-21 SHEETS

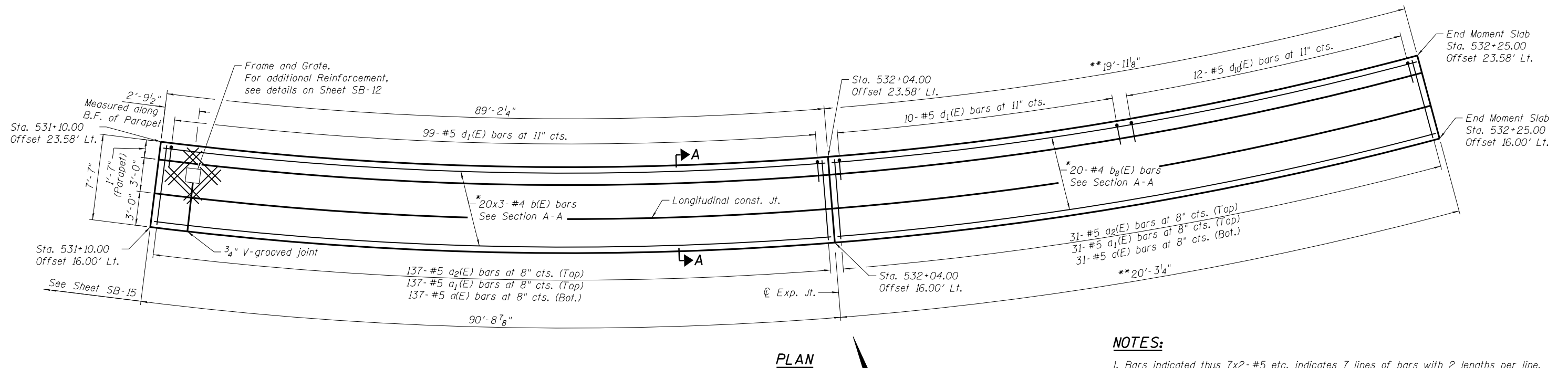
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-11R-1 and 142-11B)	ROCK ISLAND	507	348
CONTRACT NO. 64B84				

ILLINOIS FED. AID PROJECT





**ELEVATION**  
Looking East



**PLAN**

**MIN. BAR LAP**

#4 bar = 2'-11"  
#8 bar = 6'-9"

\* Bend and cut in field as required.

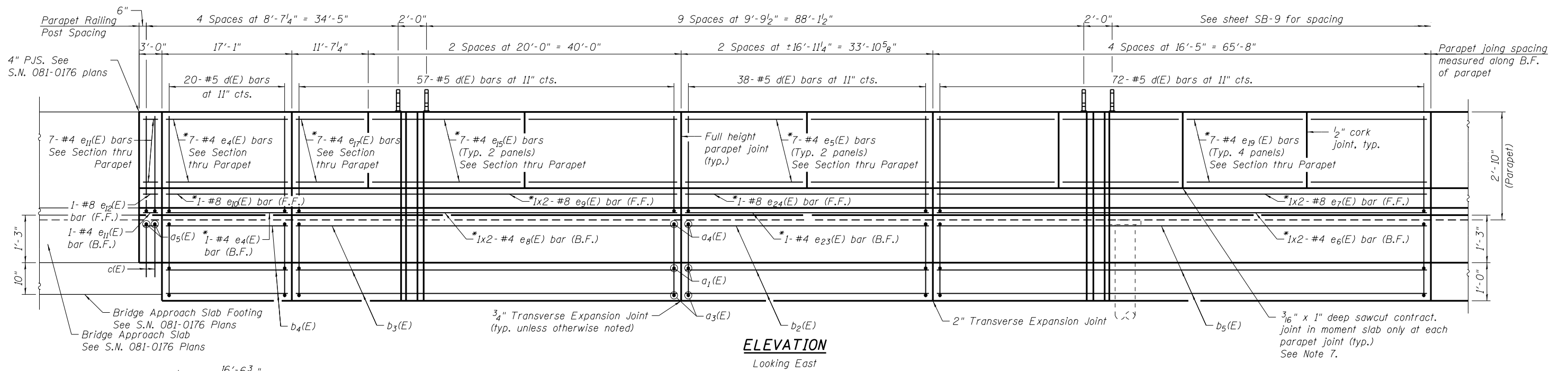
\*\* Drawing is stretched to show reinforcement detailing more clearly.

**NOTES:**

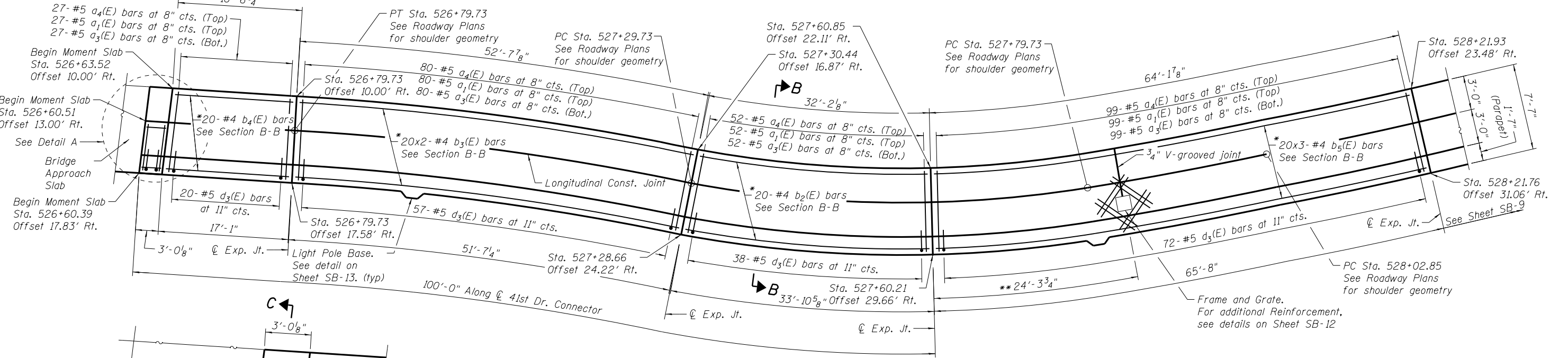
1. Bars indicated thus 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.
2. F.F. = Front Face & B.F. = Back Face.
3. For Section A-A, see Sheet SB-12. For Sections Q-Q, R-R & S-S, see Sheet SB-14.
4. For Section thru Parapet, Bar Diagrams and Bill of Materials, see Sheet SB-14.
5. For Parapet Joint details, see Sheet SB-12.
6. Cut e15(E) bars as needed to alleviate congestion near end of parapet.
7. For Expansion Joint details, see Sheet SB-12.
8. For Transverse Contraction Joint details, see Sheet SB-13.

N:\PROJECTS\030333\CONTRACT\1\Design\Structure\CAD\Retaining Wall\081-7003\081-7003\_07\_East\_Moment\_Slab\_3.dgn

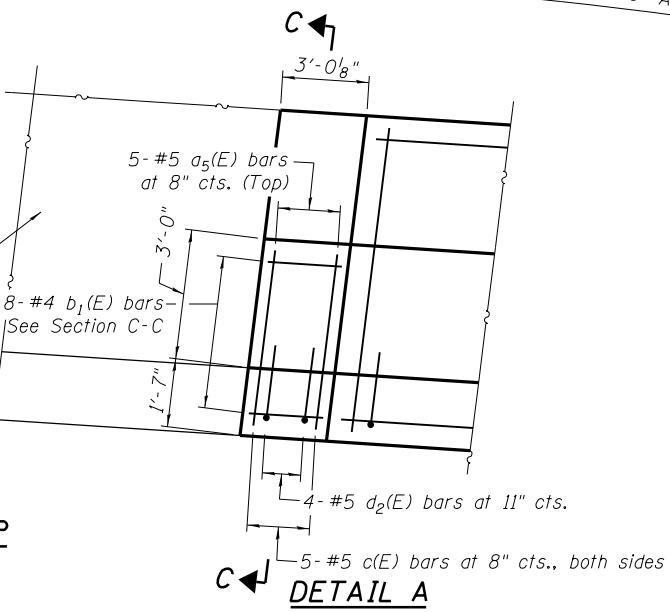
<p>Clorba Group, Inc. CONSULTING ENGINEERS 6501 North Cumberland Avenue Suite 202 Chicago, Illinois 60656 Tel: 773-774-4000 Fax: 773-774-4014 Email: clorba@clorba.com</p>	USER NAME = mteng	DESIGNED - SMY	REVISED -	<p align="center"><b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b></p>	<p align="center"><b>EAST MOMENT SLAB PLAN &amp; ELEVATION (3 OF 3)</b> <b>STRUCTURE NO. 081-7003</b></p>	F.A.P. RTE. = 595	SECTION = (142-11R-1 and 142-11B)	COUNTY = ROCK ISLAND	TOTAL SHEETS = 507	SHEET NO. = 349
	PLOT SCALE = 1/4" = 1'-0"	DRAWN - SRG	REVISED -			CONTRACT NO. = 64B84	ILLINOIS FED. AID PROJECT			
	PLOT DATE = 3/11/2013	CHECKED - BWS	REVISED -			SHEET NO. SB-7 OF SB-21 SHEETS				



**ELEVATION**  
Looking East



**PLAN**



**DETAIL A**

**MIN. BAR LAP**  
#4 bar = 2'-11"  
#8 bar = 6'-9"

\* Bend and cut in field as required.  
\*\*Measured along back face of parapet.

- NOTES:**
1. Bars indicated thus 7x2- #5 etc. indicates 7 lines of bars with 2 lengths per line.
  2. F.F. = Front Face & B.F. = Back Face.
  3. For Sections B-B & C-C, see Sheet SB-12.
  4. For Section thru Parapet, Bar Diagrams and Bill of Materials, see Sheet SB-14.
  5. For Parapet Joint details, see Sheet SB-12.
  6. For Expansion Joint details, see Sheet SB-12.
  7. For Transverse Contraction Joint details, see Sheet SB-13.

N:\PROJECTS\081-7003\CONTRACT\1\Design\Structure\CAD\Retaining Wall 081-7003\081-7003\_08\_West\_Moment\_Slab.dgn  
 081-7003-08-08-001



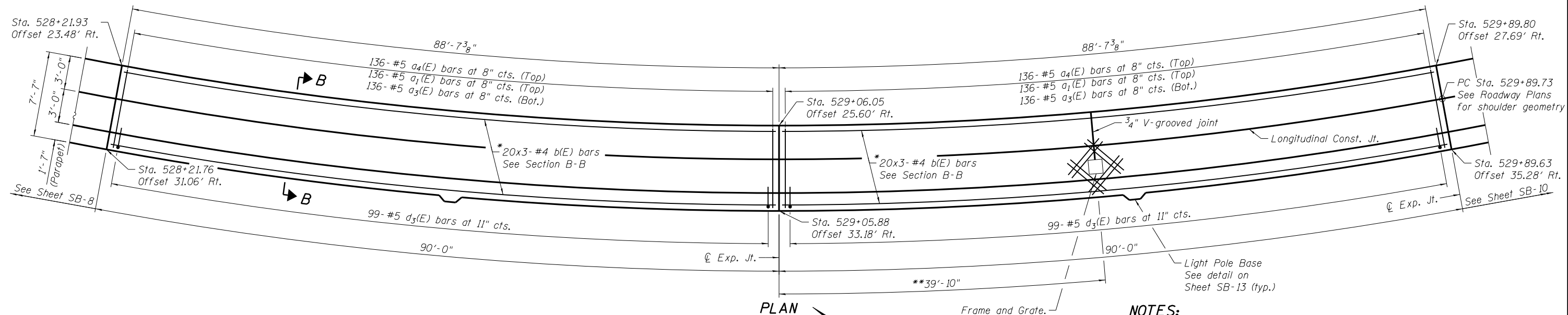
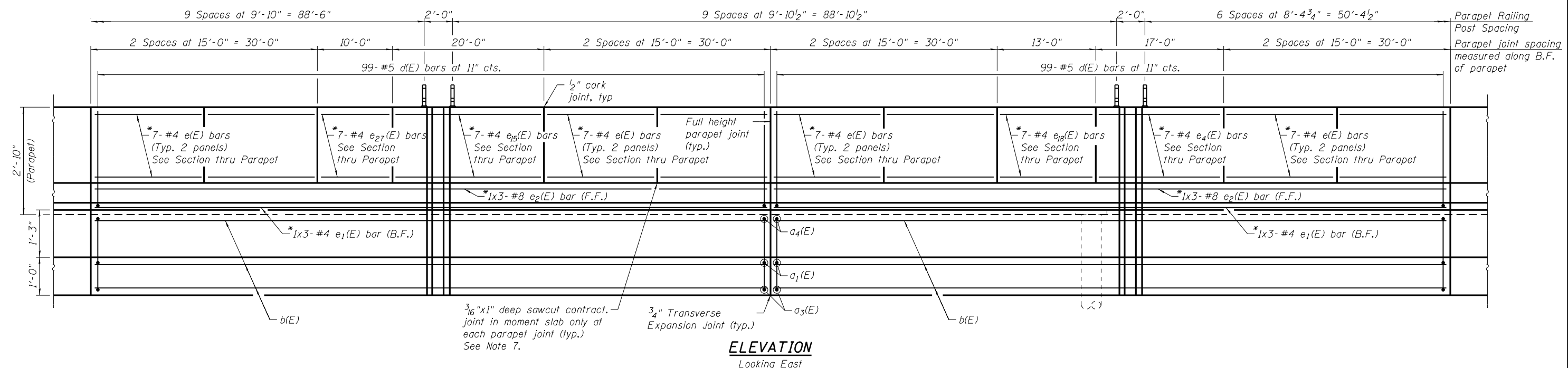
USER NAME = mteng	DESIGNED - SMY	REVISED -
	CHECKED - BWS	REVISED -
PLOT SCALE = 1/4" = 1'-0"	DRAWN - SRG	REVISED -
PLOT DATE = 3/11/2013	CHECKED - BWS	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**WEST MOMENT SLAB PLAN & ELEVATION (1 OF 3)**  
**STRUCTURE NO. 081-7003**

SHEET NO. SB-8 OF SB-21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-11R-1 and 142-11B)	ROCK ISLAND	507	350
CONTRACT NO. 64884			ILLINOIS FED. AID PROJECT	



**MIN. BAR LAP**  
 #4 bar = 2'-11"  
 #8 bar = 6'-9"

\* Bend and cut in field as required.  
 \*\* Measured along back face of parapet.

- NOTES:**
1. Bars indicated thus 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.
  2. F.F. = Front Face & B.F. = Back Face.
  3. For Section B-B, see Sheet SB-12.
  4. For Section thru Parapet, Bar Diagrams and Bill of Materials, see Sheet SB-14.
  5. For Parapet Joint details, see Sheet SB-12.
  6. For Expansion Joint details, see Sheet SB-12.
  7. For Transverse Contraction Joint details, see Sheet SB-13.

N:\PROJECTS\03033333\CONTRACT\1\Design\Structure\1\CAD\Retaining Wall\081-7003\081-7003\_09\_West\_Moment\_Slab\_2.dgn



USER NAME = mteng	DESIGNED - SMY	REVISED -
	CHECKED - BWS	REVISED -
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PLOT DATE = 3/11/2013	CHECKED - BWS	REVISED -

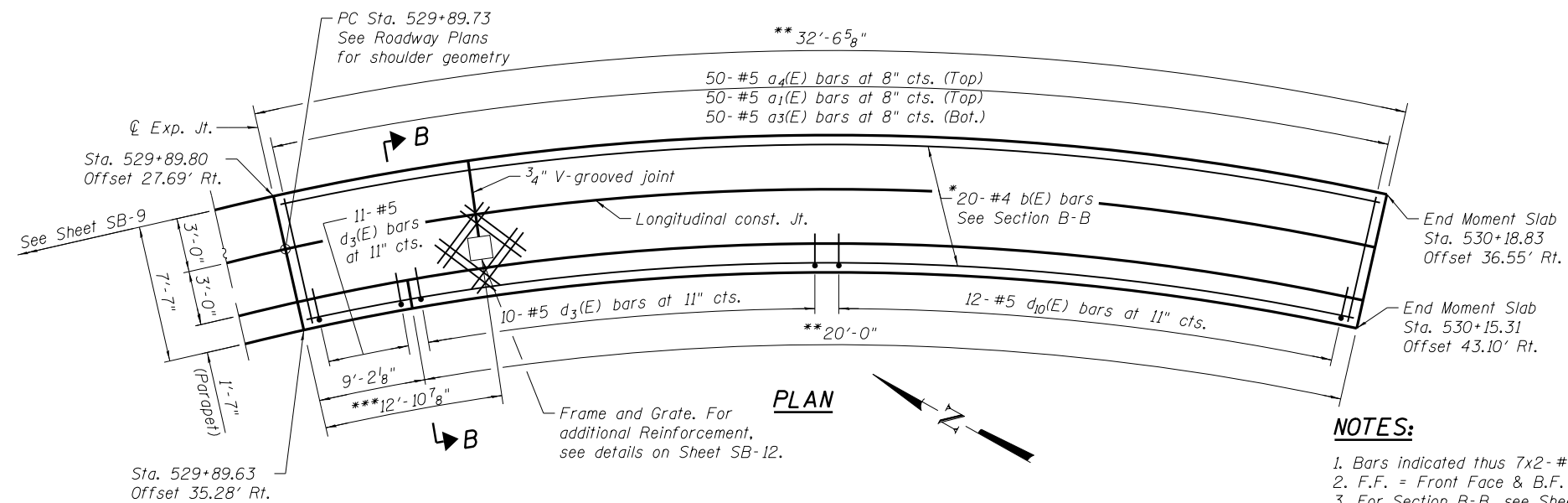
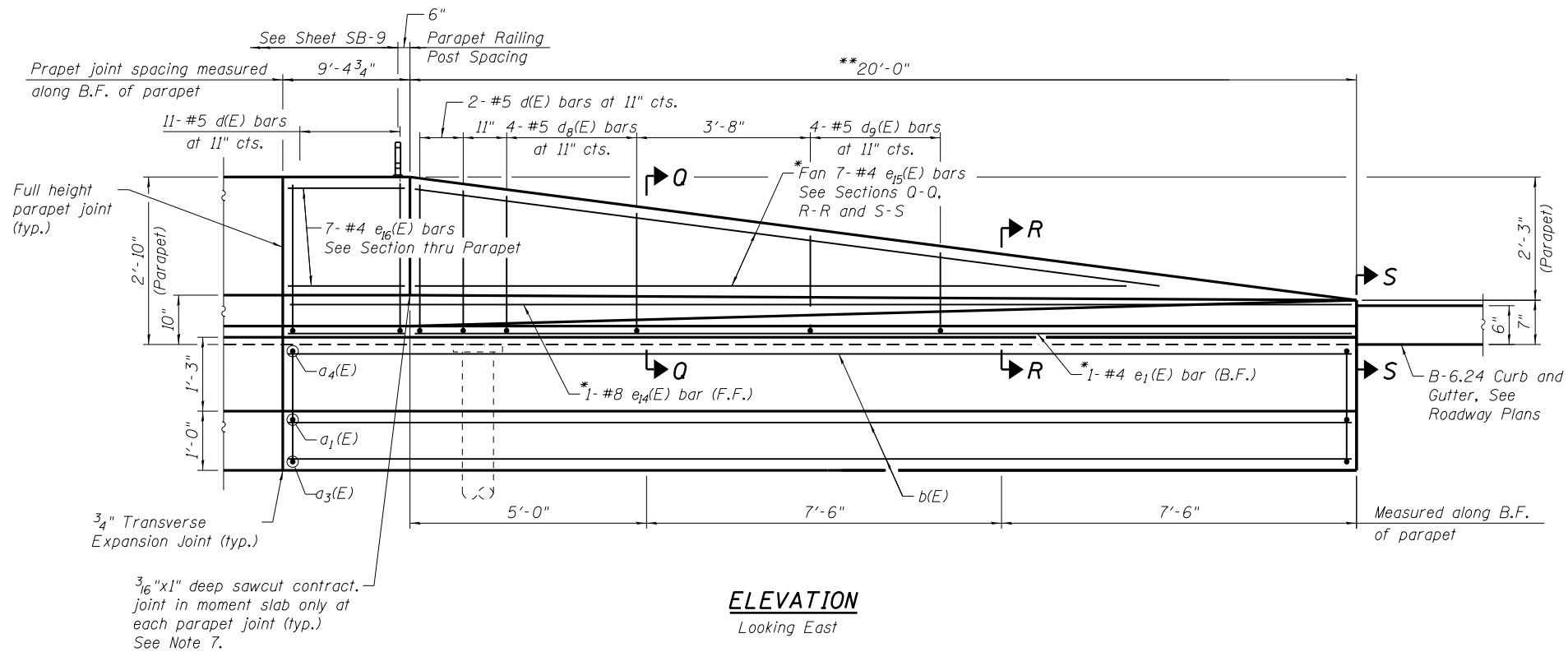
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**WEST MOMENT SLAB PLAN & ELEVATION (2 OF 3)  
 STRUCTURE NO. 081-7003**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-11R-1 and 142-11B)	ROCK ISLAND	507	351
CONTRACT NO. 64B84				

SHEET NO. SB-9 OF SB-21 SHEETS

ILLINOIS FED. AID PROJECT



**NOTES:**

1. Bars indicated thus 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.
2. F.F. = Front Face & B.F. = Back Face.
3. For Section B-B, see Sheet SB-12. For Section Q-Q, R-R & S-S, see Sheet SB-14.
4. For Section thru Parapet, Bar Diagrams and Bill of Materials, see Sheet SB-14.
5. For Parapet Joint details, see Sheet SB-12.
6. Cut e16(E) bars as needed to alleviate congestion near end of parapet.
7. For Expansion Joint details, see Sheet SB-12.
8. For Transverse Contraction Joint details, see Sheet SB-13.

- \* Bend and cut in field as required.
- \*\* Drawing is stretched to show reinforcement detail more clearly.
- \*\*\* Measured along back face of parapet.

**MIN. BAR LAP**

- #4 bar = 2'-11"
- #8 bar = 6'-9"

N:\PROJECTS\00039333\CONTRACT\1\Design\Structure\CAD\Retaining Wall\_081-7003\081-7003.10\_West\_Moment\_Slab\_3.dgn



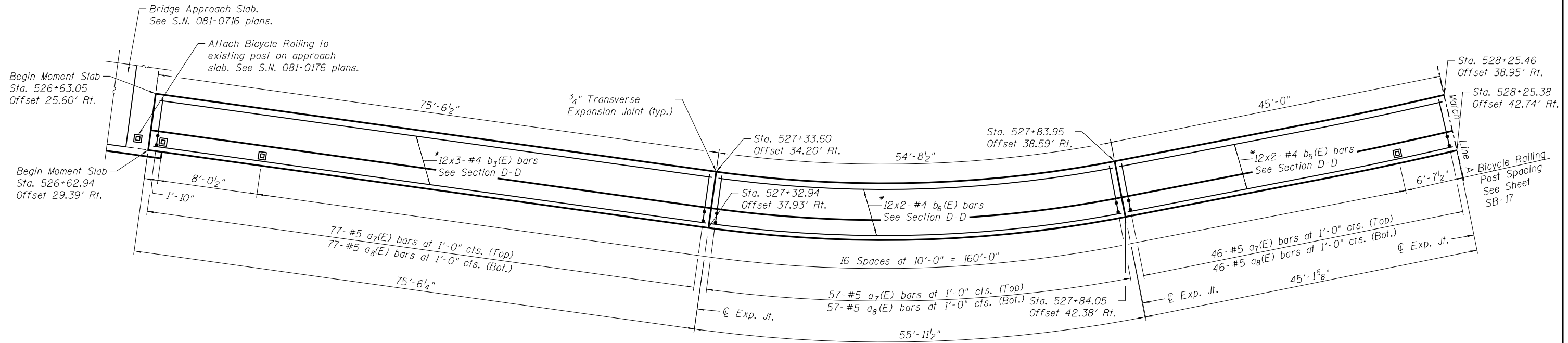
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PLOT DATE = 3/11/2013	CHECKED - BWS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

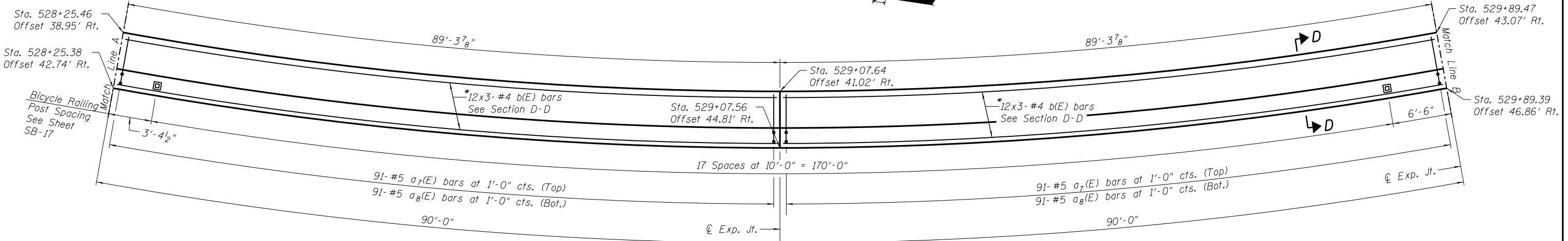
**WEST MOMENT SLAB PLAN & ELEVATION (3 OF 3)  
STRUCTURE NO. 081-7003**

SHEET NO. SB-10 OF SB-21 SHEETS

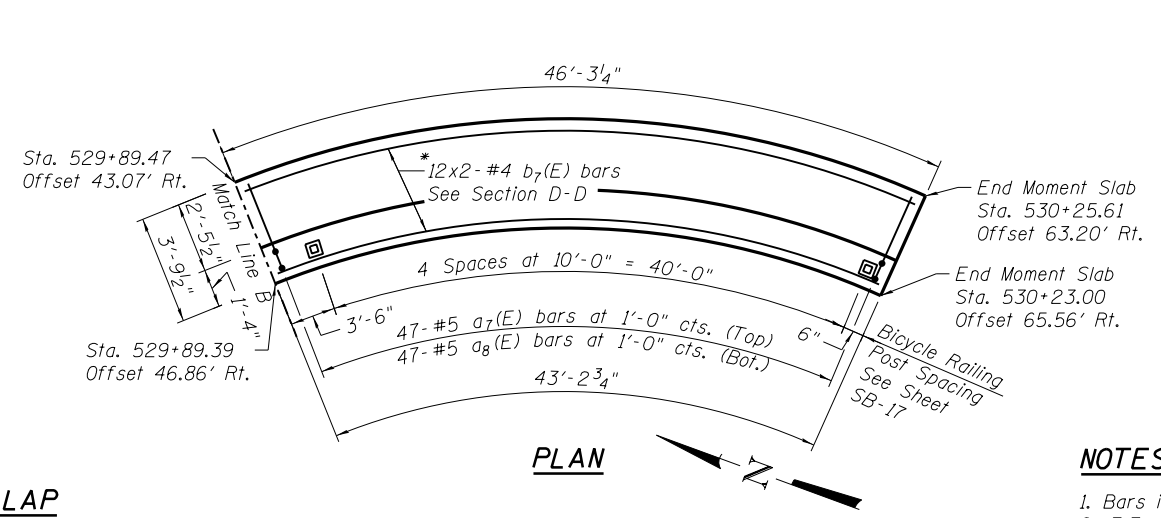
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-11R-1 and 142-11B)	ROCK ISLAND	507	352
CONTRACT NO. 64B84				
ILLINOIS FED. AID PROJECT				



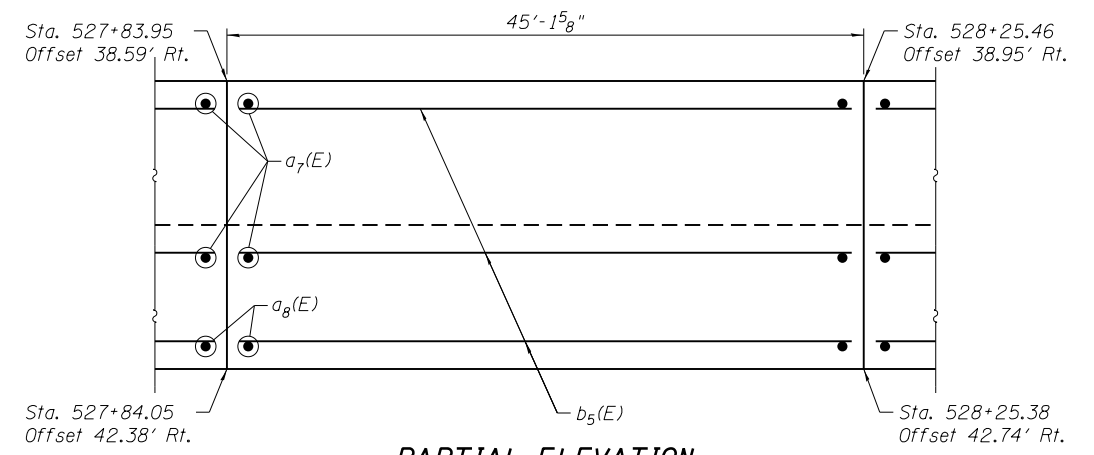
**PLAN**



**PLAN**



**PLAN**



**PARTIAL ELEVATION**

45'-1 5/8" Section Shown  
Typical for full-length of  
Multi-use Moment Slab

**NOTES:**

1. Bars indicated thus 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.
2. F.F. = Front Face & B.F. = Back Face.
3. For Section D-D, see Sheet SB-12.
4. For Bar Diagrams and Bill of Materials, see Sheet SB-14.
5. For Expansion Joint details, see Sheet SB-12.

**MIN. BAR LAP**  
#4 bar = 2'-11"

\* Bend and cut in field as required.

N:\PROJECTS\030333\03\CONTRACT\1\Design\Structure\CAD\Retaining Wall 081-7003\081-7003.11\_MUPPath\_Moment\_Slab.dgn



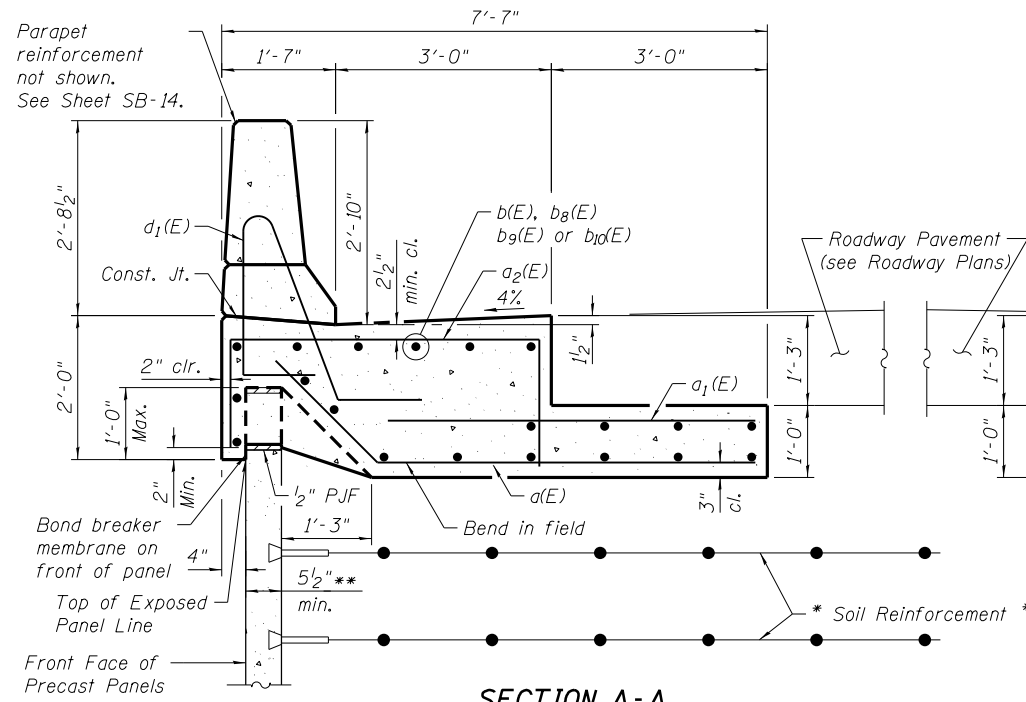
USER NAME = mteng	DESIGNED - SMY	REVISED -
PLOT SCALE = 1/4" = 1' in.	CHECKED - BWS	REVISED -
PLOT DATE = 3/11/2013	DRAWN - SRG	REVISED -
	CHECKED - BWS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

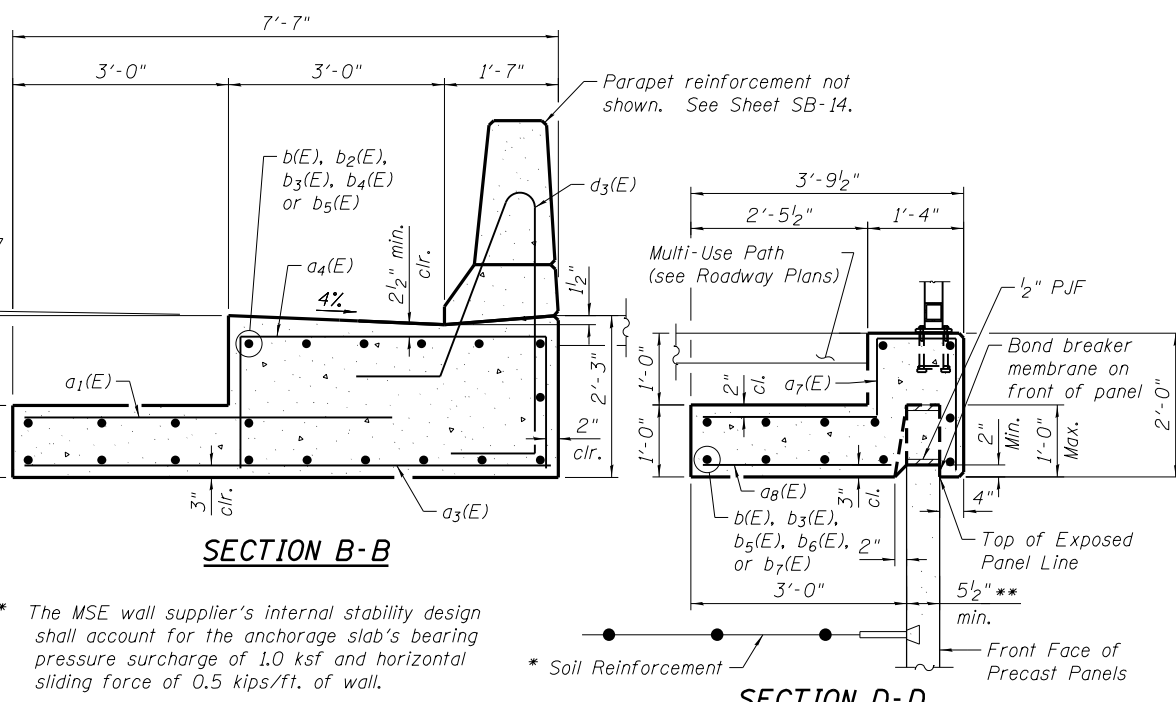
**MULTI-USE PATH MOMENT SLAB PLAN  
STRUCTURE NO. 081-7003**

SHEET NO. SB-11 OF SB-21 SHEETS

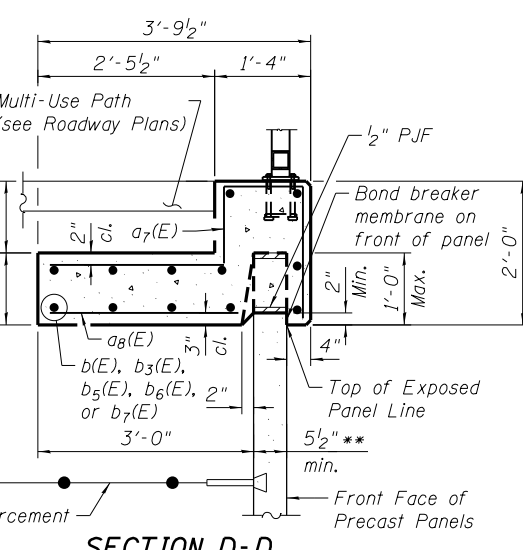
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-11R-1 and 142-11B)	ROCK ISLAND	507	353
CONTRACT NO. 64B84				
ILLINOIS FED. AID PROJECT				



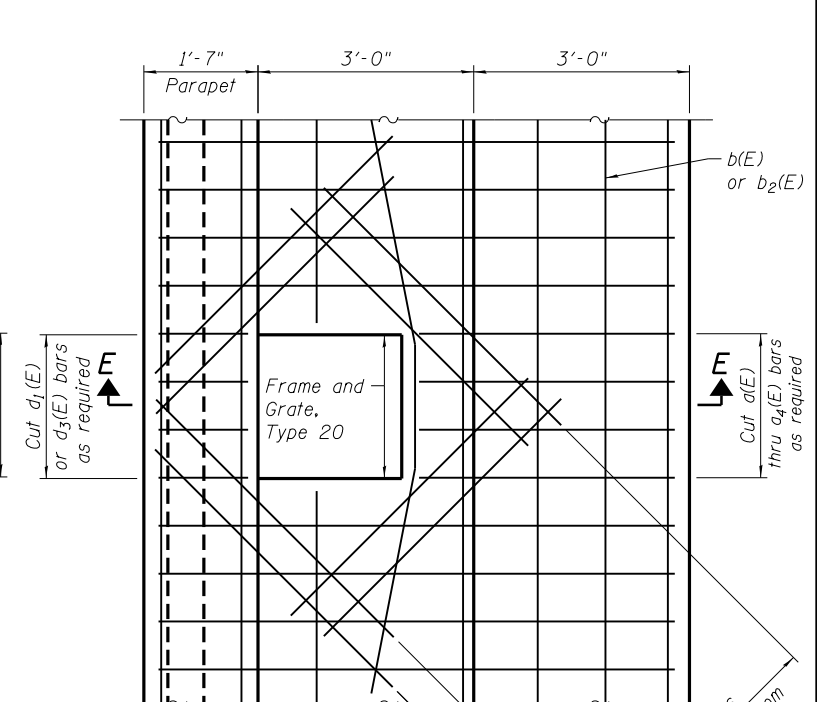
**SECTION A-A**



**SECTION B-B**



**SECTION D-D**



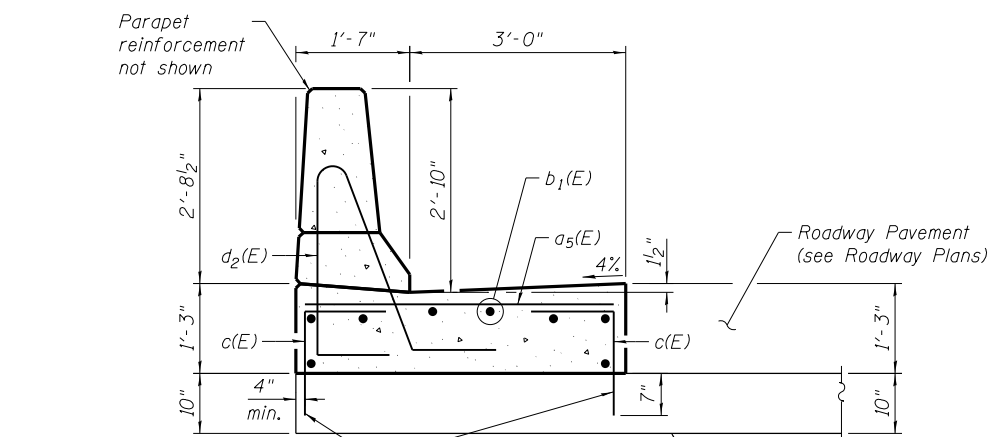
**MOMENT SLAB AT MAN HOLE**

East Moment Slab shown, West Moment Slab Similar without MSE Wall. (6 Thus)

The MSE wall supplier's internal stability design shall account for the anchorage slab's bearing pressure surcharge of 1.0 ksf and horizontal sliding force of 0.5 kips/ft. of wall.

\*\* See suppliers shop plans for thickness.

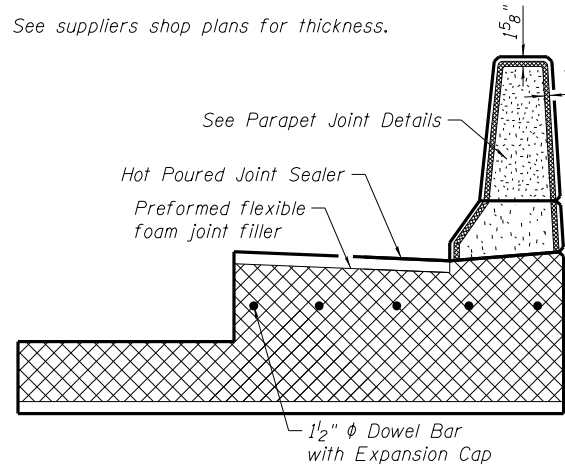
Note: Provide min. 2" clearance btwn. reinforcing bars and Frame and Grate.



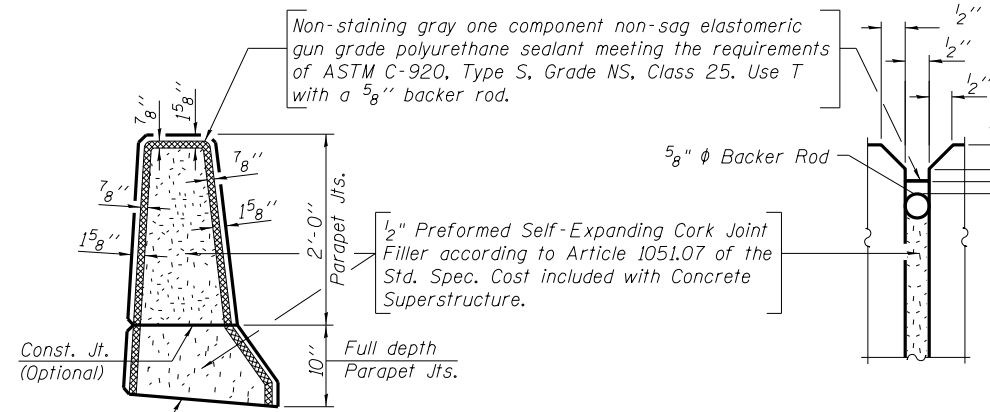
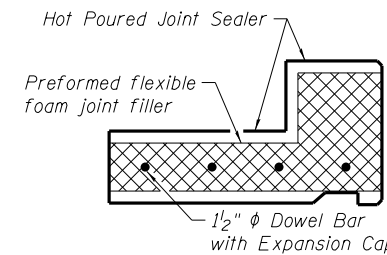
**SECTION C-C**

Drill and Epoxy set c(E) bars per Section 584 of the Standard Specs. Cost included with "Reinforcement Bars, Epoxy Coated."

Approach Slab Footing. See S.N. 081-0176 Plans

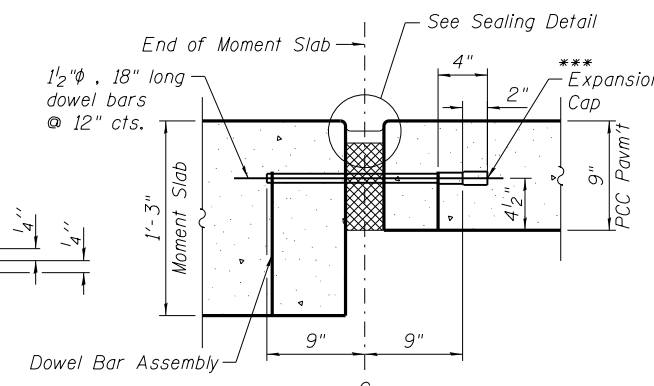


**TRANSVERSE EXPANSION JOINT SECTION**

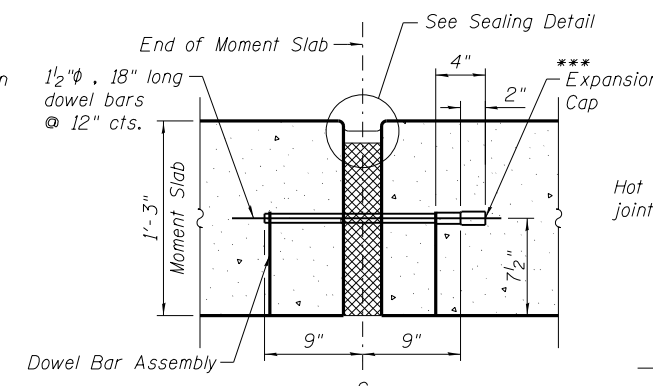


**PARAPET JOINT DETAILS**

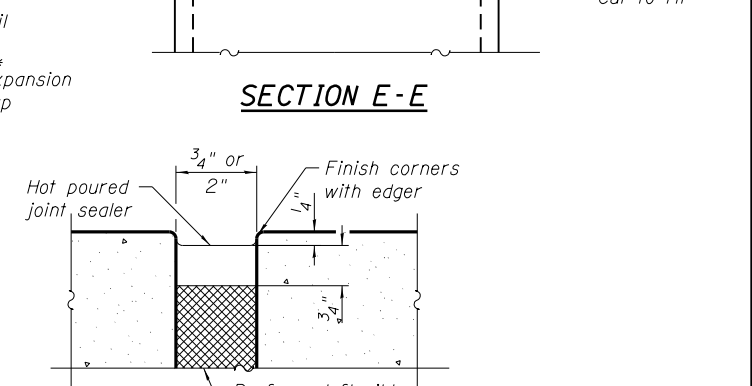
Reinforcement bars shall not pass thru cork joint filler.



**MOMENT SLAB TO PCC PAVEMENT**



**MOMENT SLAB TO MOMENT SLAB TRANSVERSE EXPANSION JOINT**



**SEALING DETAIL**

**NOTE:**

Joints in adjacent pavement shall be in-line with the moment slab joints.

Expansion Joint and Dowel Bars included in the cost of Concrete Superstructure. \*\*\* Expansion caps shall be installed on the exposed end of each dowel bar once the header has been removed and the joint filler material has been installed.

N:\PROJECTS\081-7003\081-7003-12-Details-1.dgn



USER NAME = mteng	DESIGNED - SMY	REVISED -
PLOT SCALE = 2x8 1/4" / 1"	CHECKED - BWS	REVISED -
PLOT DATE = 3/11/2013	DRAWN - RD	REVISED -
	CHECKED - BWS	REVISED -

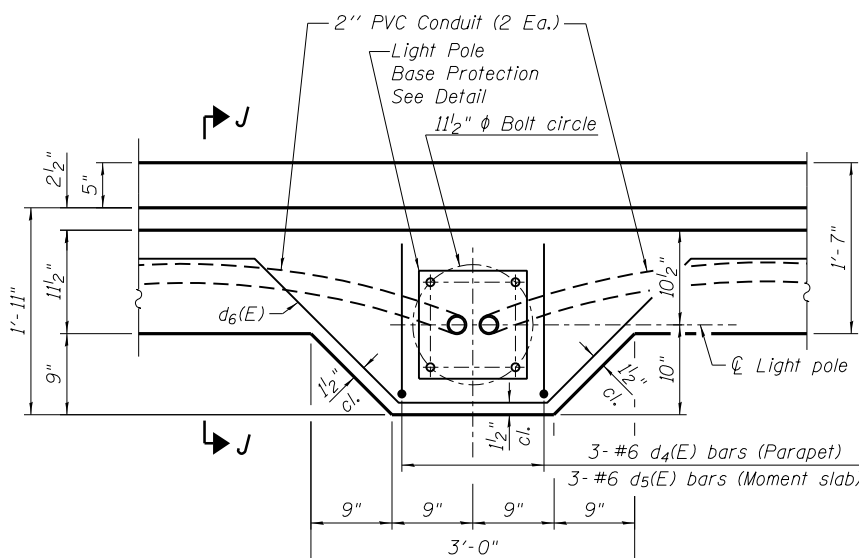
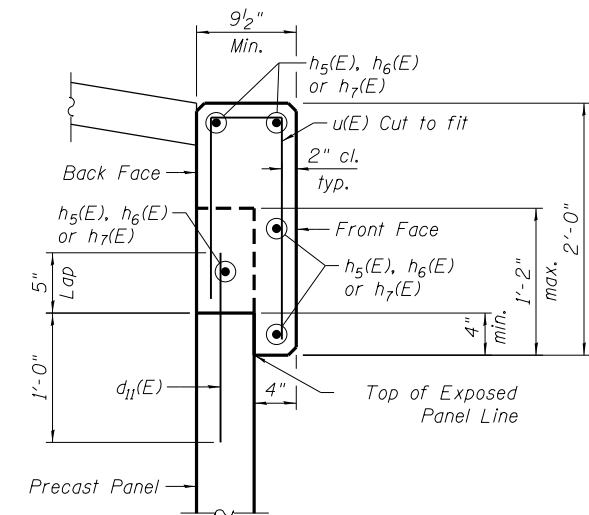
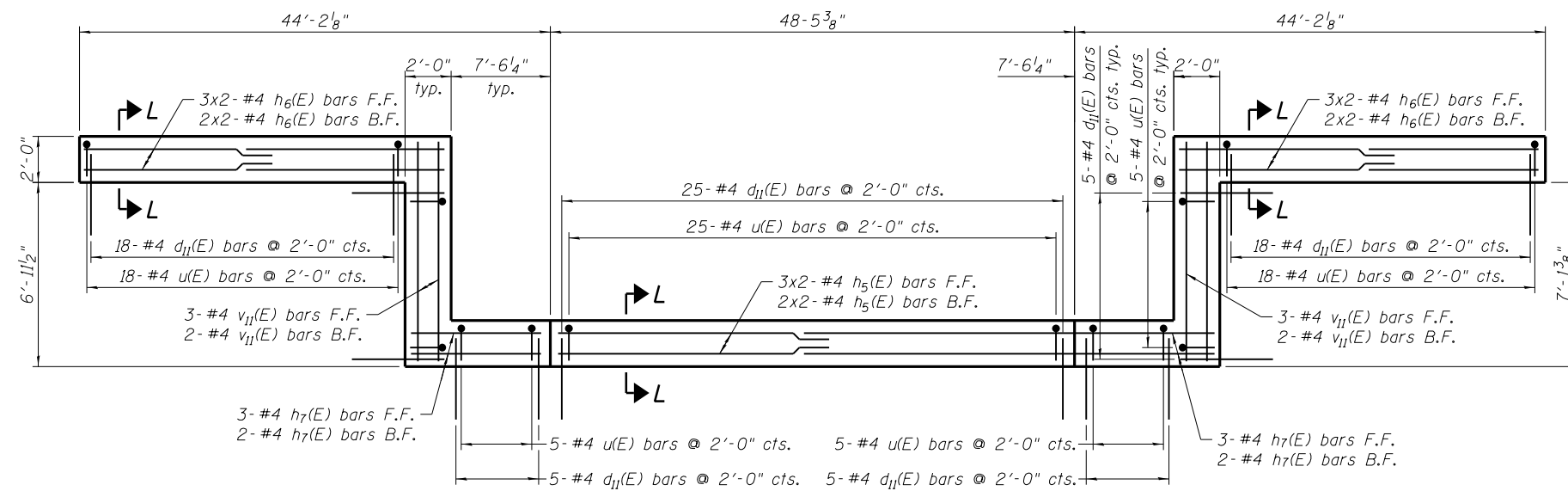
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAILS - 1  
STRUCTURE NO. 081-7003**

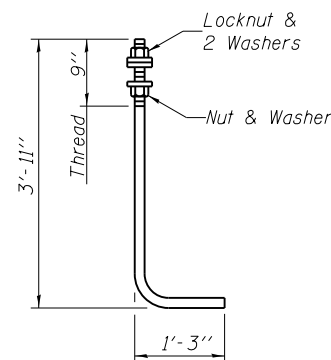
SHEET NO. SB-12 OF SB-21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-11R-1 and 142-11B)	ROCK ISLAND	507	354
CONTRACT NO. 64884				

ILLINOIS FED. AID PROJECT



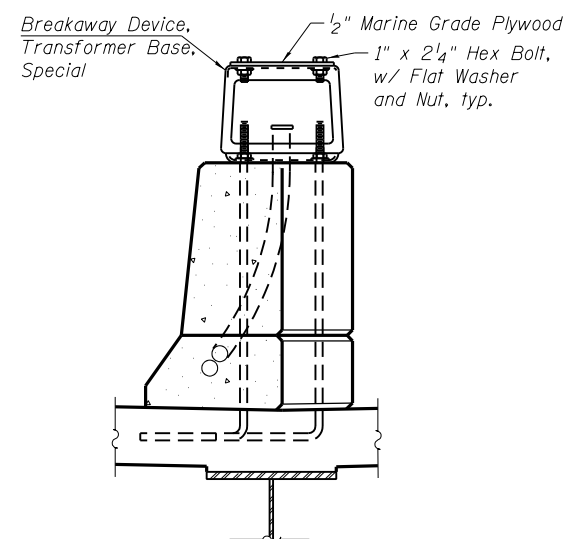
**COPING DETAIL**  
Unfolded Elevation View



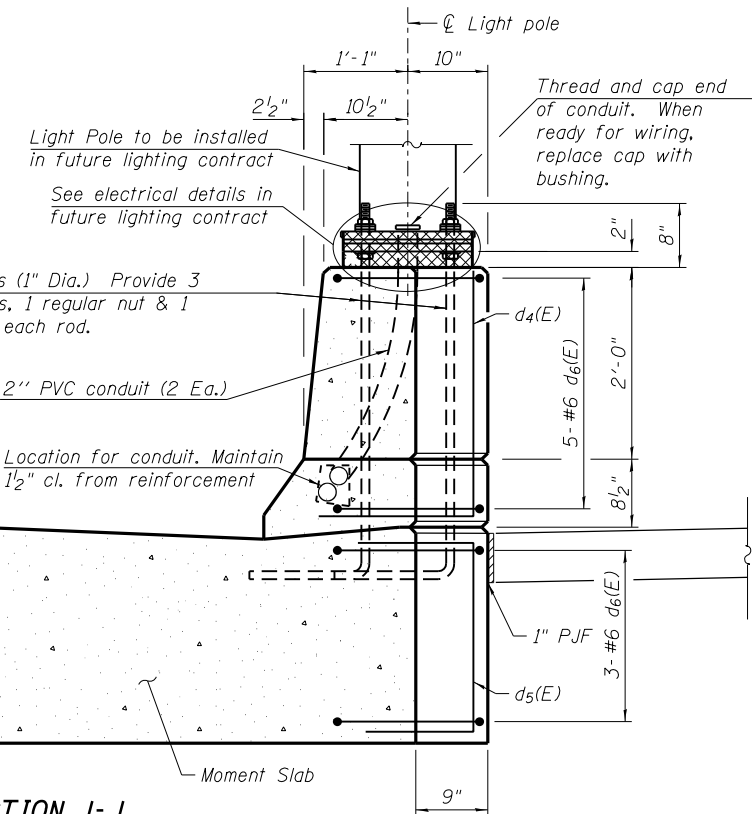
**ANCHOR ROD - 1"  $\phi$**   
(ASTM F 1554 Grade 105) Full length hot dipped galvanized  
Cost of anchor rods is included with Concrete Superstructure.

**NOTES:**

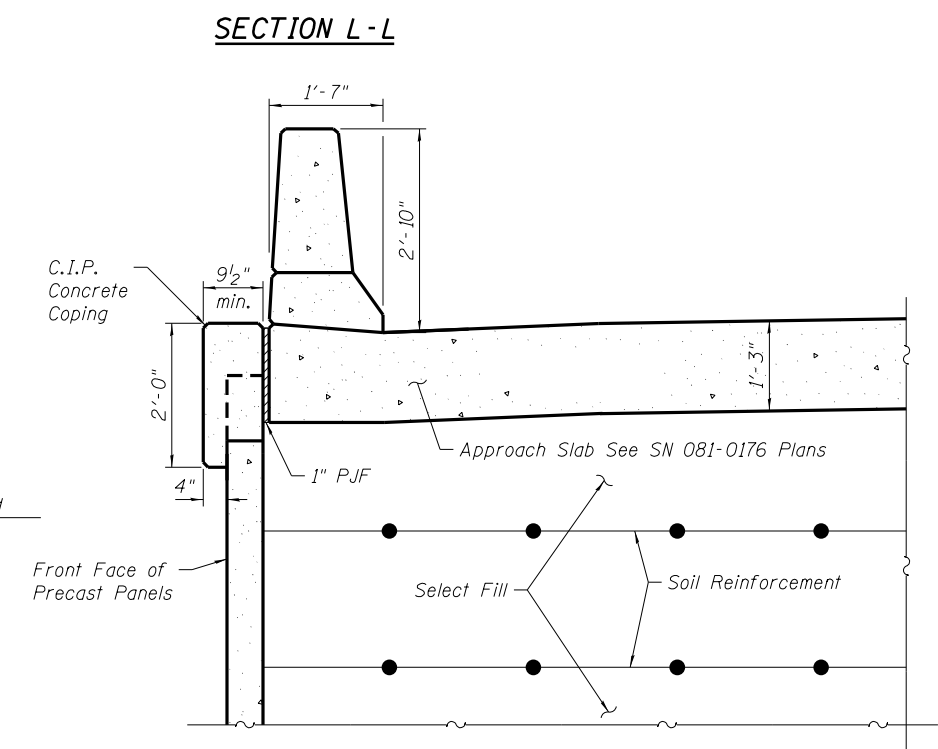
- Concrete and Reinforcing Steel for Coping are included in the cost of Mechanically Stabilized Earth Retaining Wall.
- For bar bending details and Bill of Material, see Sheet SB-14.
- F.F. = Front Face, B.F. = Back Face



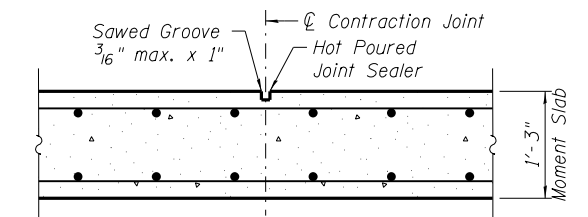
**LIGHT POLE BASE PROTECTION DETAIL**  
(4 Thus)



**SECTION J-J**  
West Moment Slab Only



**SECTION I-I**



**TRANSVERSE CONTRACTION JOINT**

See Art. 420.05(c) of Standard Specifications

Note:  
Joints in the adjacent pavement shall be in-line with the moment slab joints.

I:\PROJECTS\081-7003\CONTRACT\_1\Design\Structure\CAD\Retaining Wall\_081-7003\081-7003.13.Details-2.dgn



USER NAME = mteng	DESIGNED - SMY	REVISED -
PLOT SCALE = 2x0 5/8 '1' / 1"	CHECKED - BWS	REVISED -
PLOT DATE = 3/11/2013	DRAWN - RD	REVISED -
	CHECKED - BWS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DETAILS - 2  
STRUCTURE NO. 081-7003

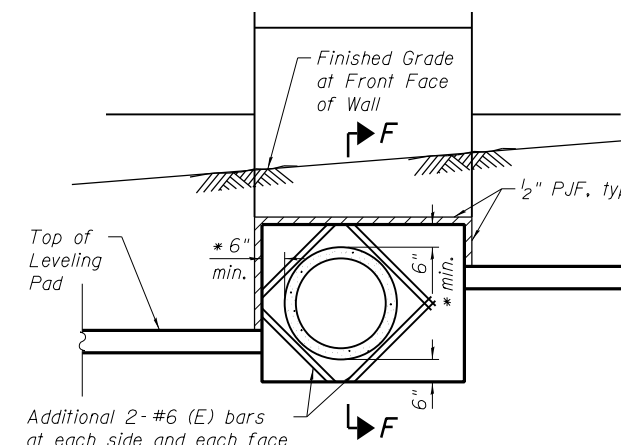
SHEET NO. SB-13 OF SB-21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-11R-1 and 142-11B)	ROCK ISLAND	507	355
CONTRACT NO. 64B84				

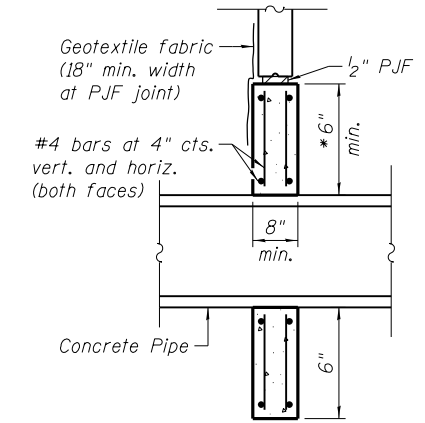
ILLINOIS FED. AID PROJECT

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	663	# 5	7'-3"	—
a1(E)	1245	# 5	4'-10"	—
a2(E)	663	# 5	7'-6"	—
a3(E)	582	# 5	7'-3"	—
a4(E)	582	# 5	7'-9"	—
a5(E)	10	# 5	4'-3"	—
a6(E)	96	# 5	4'-8"	—
a7(E)	409	# 5	6'-1"	—
a8(E)	409	# 5	2'-8"	—
b(E)	432	# 4	32'-1"	—
b1(E)	16	# 4	2'-8"	—
b2(E)	20	# 4	33'-7"	—
b3(E)	76	# 4	27'-2"	—
b4(E)	20	# 4	16'-9"	—
b5(E)	84	# 4	23'-11"	—
b6(E)	24	# 4	29'-4"	—
b7(E)	24	# 4	24'-6"	—
b8(E)	20	# 4	19'-11"	—
b9(E)	40	# 4	28'-9"	—
b10(E)	20	# 4	34'-11"	—
c(E)	20	# 5	2'-6"	—
d(E)	863	# 5	5'-7"	—
d1(E)	467	# 5	7'-6"	—
d2(E)	8	# 5	7'-11"	—
d3(E)	408	# 5	8'-11"	—
d4(E)	12	# 6	4'-5"	—
d5(E)	12	# 6	5'-9"	—
d6(E)	32	# 6	9'-8"	—
d8(E)	8	# 5	4'-8"	—
d9(E)	8	# 5	3'-5"	—
d10(E)	24	# 5	7'-3"	—
e(E)	182	# 4	14'-8"	—
e1(E)	18	# 4	32'-1"	—
e2(E)	17	# 8	34'-7"	—
e3(E)	28	# 4	15'-1"	—
e4(E)	15	# 4	16'-9"	—
e5(E)	14	# 4	16'-7"	—
e6(E)	3	# 4	34'-5"	—
e7(E)	2	# 8	36'-1"	—
e8(E)	2	# 4	27'-2"	—
e9(E)	2	# 8	29'-1"	—
e10(E)	1	# 8	16'-9"	—
e11(E)	8	# 4	2'-8"	—
e12(E)	1	# 8	2'-8"	—
e13(E)	1	# 8	19'-8"	—
e14(E)	1	# 8	29'-1"	—
e15(E)	36	# 4	19'-8"	—
e16(E)	7	# 4	9'-1"	—
e17(E)	7	# 4	11'-4"	—
e18(E)	7	# 4	12'-8"	—
e19(E)	28	# 4	16'-1"	—
e20(E)	14	# 4	17'-1"	—
e21(E)	21	# 4	17'-8"	—
e22(E)	2	# 4	28'-4"	—
e23(E)	1	# 4	33'-7"	—
e24(E)	1	# 8	33'-7"	—
e25(E)	2	# 8	30'-3"	—
e26(E)	1	# 8	34'-5"	—
e27(E)	7	# 4	9'-8"	—
Concrete Superstructure		Cu. Yd.	542.5	
Protective Coat		Sq. Yd.	930	
Reinforcement Bars, Epoxy Coated		Pound	65,140	



**DETAIL B**



**SECTION F-F**

\* Cast-in-place (C.I.P.) panel dimensions to be determined by precast panel supplier. Cost of C.I.P. panels including reinforcement in the C.I.P. panel and geotextile fabric is included in the pay item "Mechanically Stabilized Earth Retaining Wall".

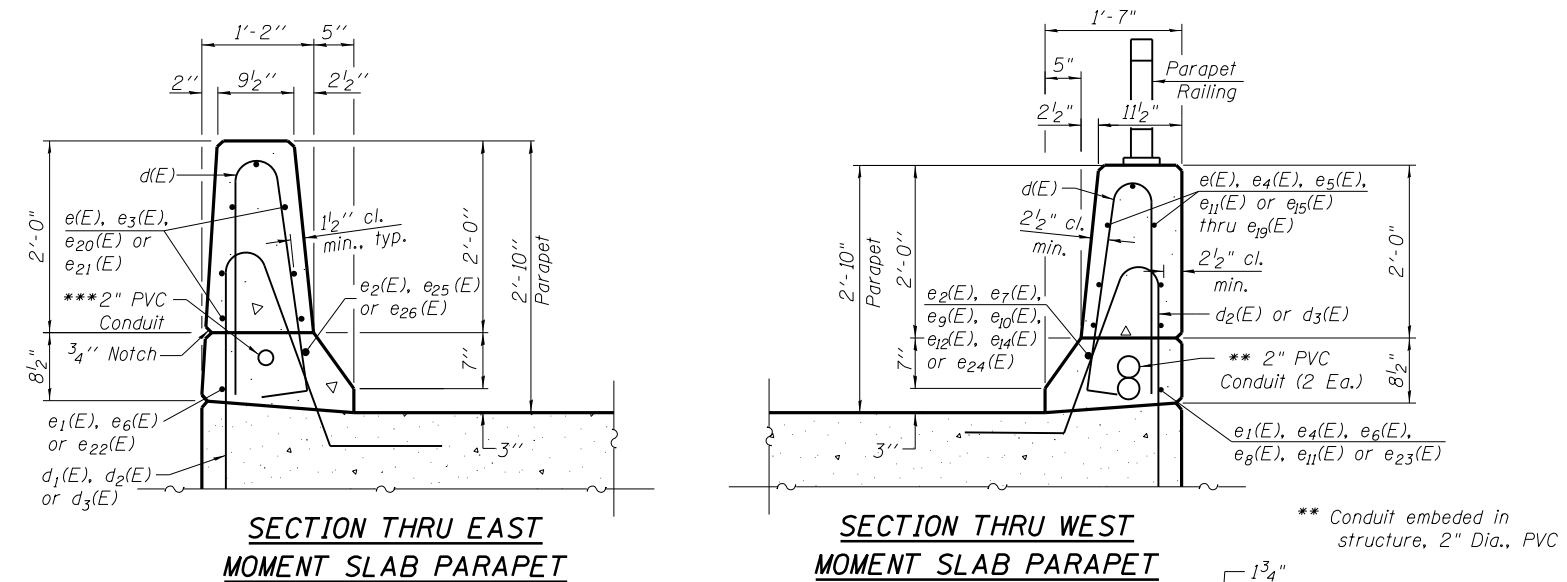
**COPING BILL OF MATERIAL**

(For Information Only)

Bar	No.	Size	Length	Shape
d11(E)	81	# 4	1'-5"	—
h5(E)	10	# 4	25'-7"	—
h6(E)	20	# 4	18'-9"	—
h7(E)	10	# 4	9'-2"	—
u(E)	81	# 4	3'-5"	—
v11(E)	10	# 4	8'-9"	—

**NOTES:**

- See Sheets SB-5 thru SB-10 for d1(E), d2(E), d3(E) & d10(E) spacing.
- Protective Coat is applied to top of exposed moment slabs, top & inside vertical faces of parapets and top of exposed multi-use path moment slab.

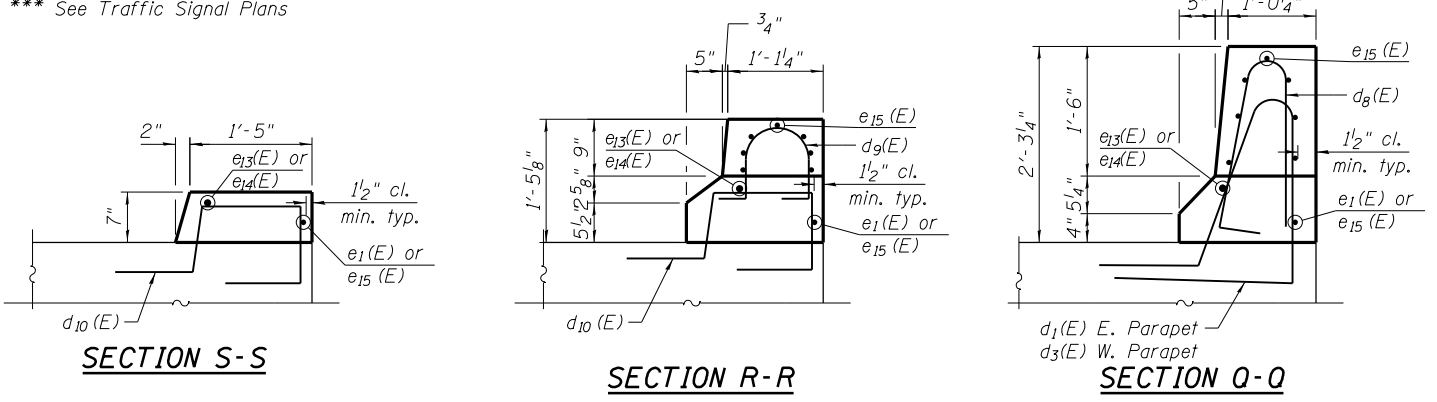


**SECTION THRU EAST MOMENT SLAB PARAPET**

**SECTION THRU WEST MOMENT SLAB PARAPET**

\*\* Conduit embedded in structure, 2" Dia., PVC

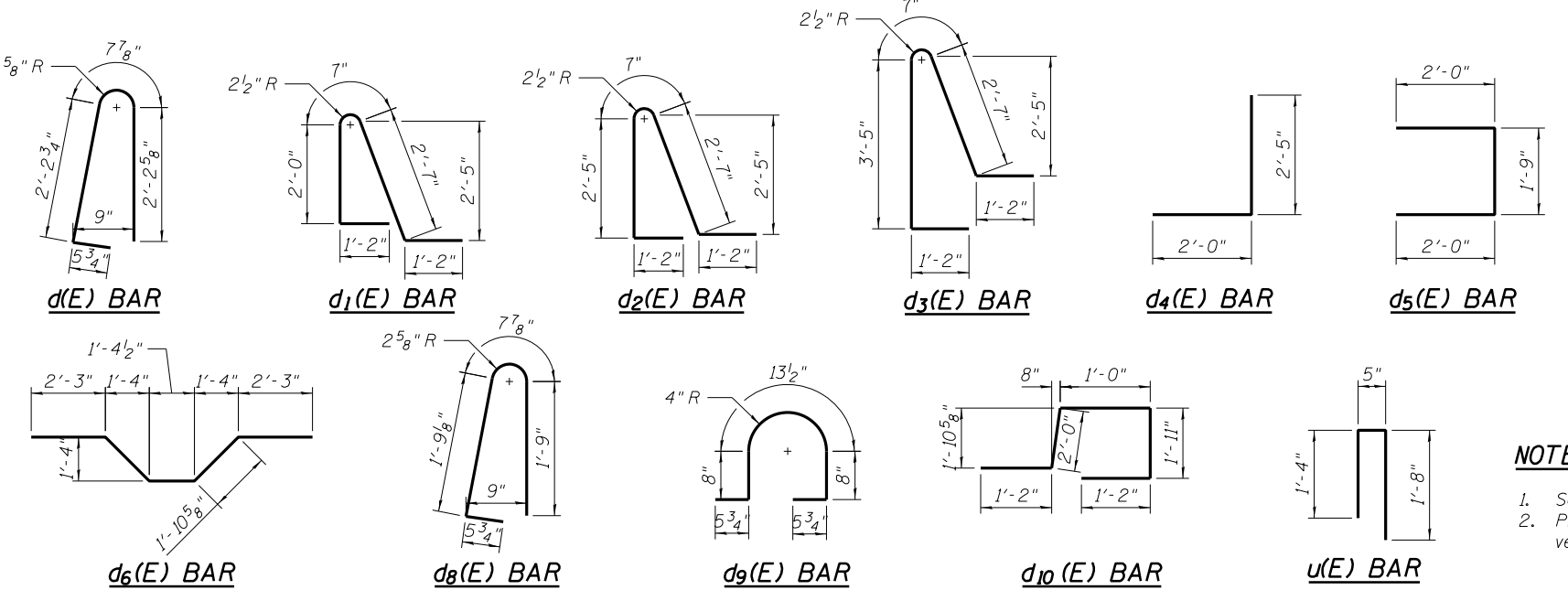
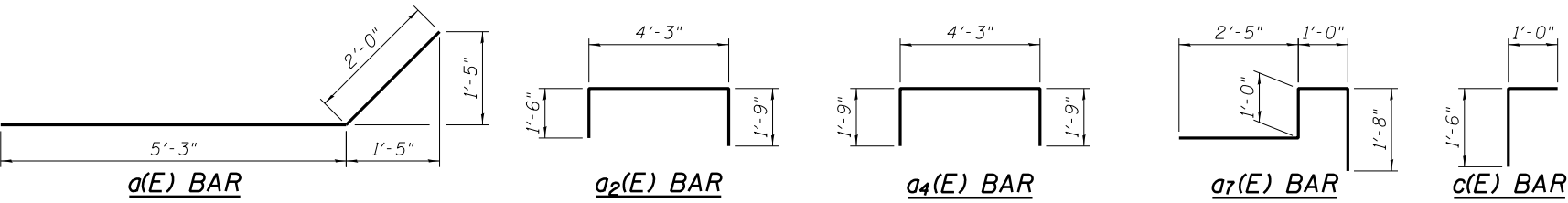
\*\*\* See Traffic Signal Plans



**SECTION S-S**

**SECTION R-R**

**SECTION Q-Q**



N:\PROJECTS\081-7003\CONTRACT\1\Design\Structure\CAD\Retaining Wall\_081-7003\081-7003-14\_Details-3.dgn  
 08/11/2013 10:53:03 AM

**Clorba Group, Inc.**  
 CONSULTING ENGINEERS  
 6501 North Cumberland Avenue  
 Suite 202 Chicago, Illinois 60656  
 Tel: 773-774-0057  
 Fax: 773-774-0114  
 Email: clorba@clorba.com

USER NAME = mteng	DESIGNED - SMY	REVISED -
PLOT SCALE = 2/8" 1" = 10'	CHECKED - BWS	REVISED -
PLOT DATE = 3/11/2013	DRAWN - RD	REVISED -
	CHECKED - BWS	REVISED -

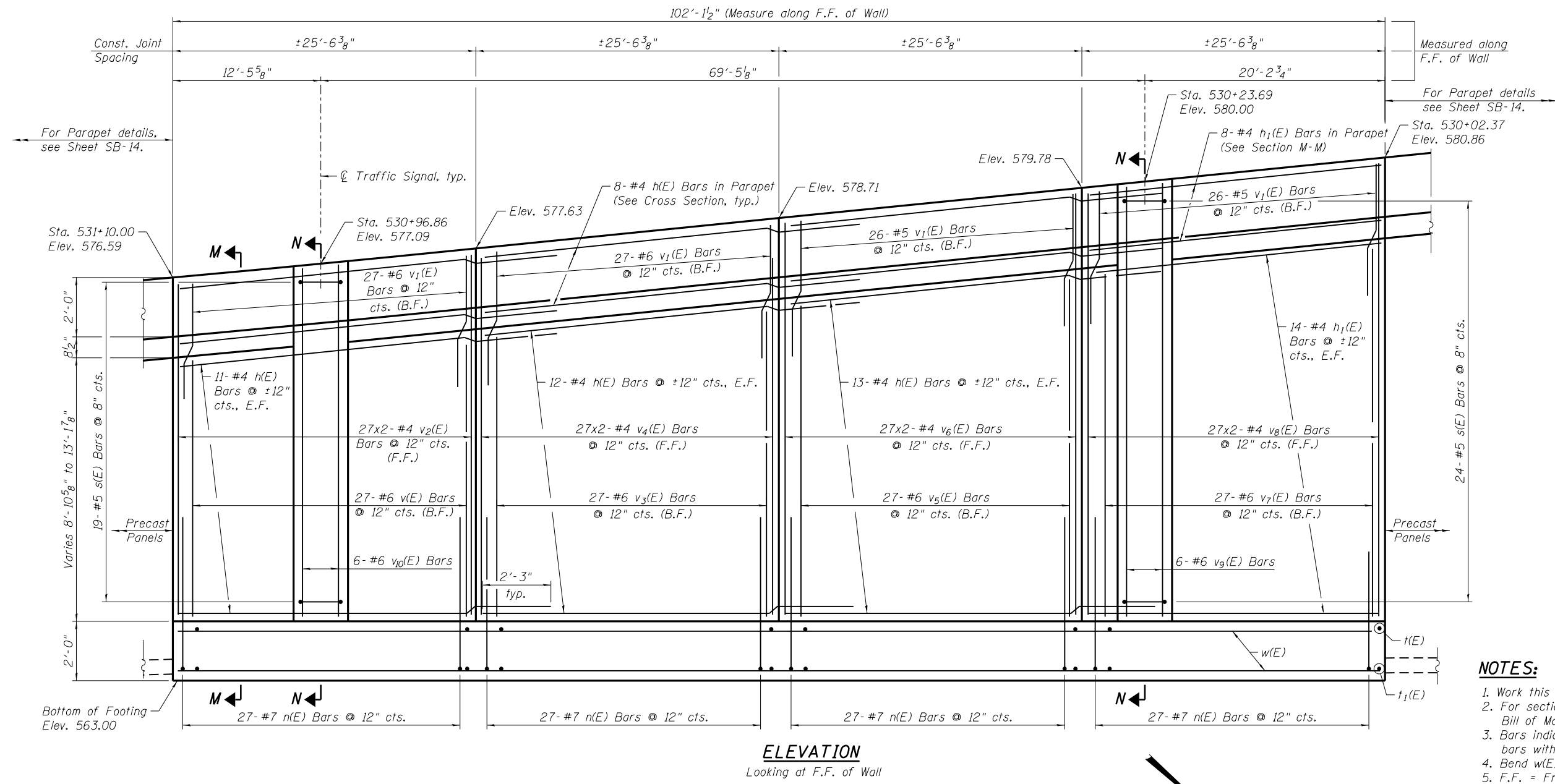
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DETAILS - 3  
 STRUCTURE NO. 081-7003**  
 SHEET NO. SB-14 OF SB-21 SHEETS

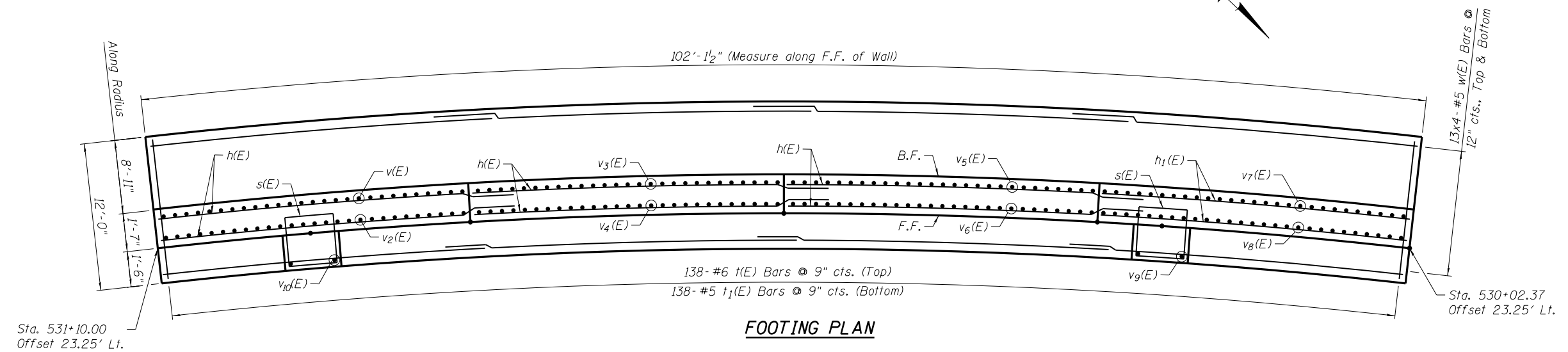
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-11R-1 and 142-11B)	ROCK ISLAND	507	356
				CONTRACT NO. 64B84
ILLINOIS FED. AID PROJECT				



N:\PROJ\0003393.00\CONTRACT\1\Design\Structure\CAD\Retaining Wall\Retaining Wall Details\_1.dgn  
 081-7003\081-7003\15\_CIP\_Retaining Wall Details\_1.dgn



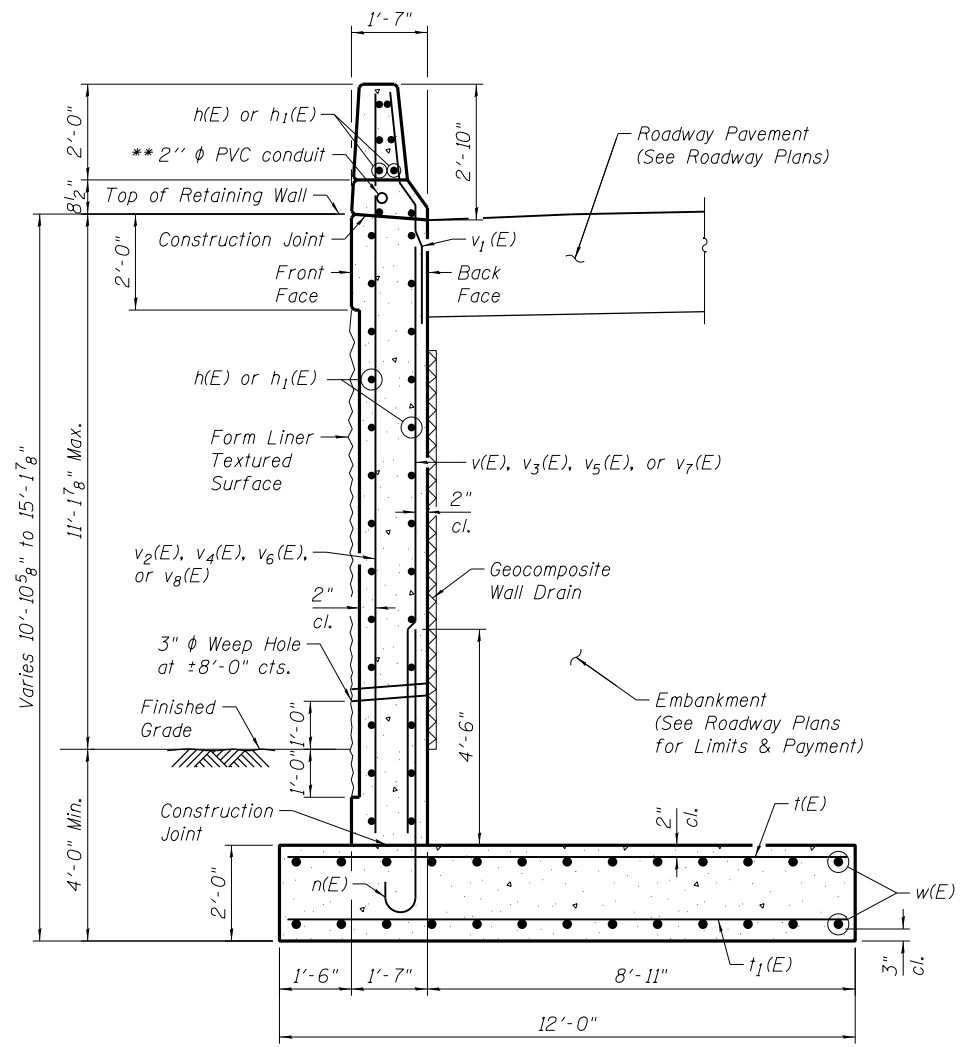
- NOTES:**
1. Work this sheet with Sheet SB-16.
  2. For sections M-M & N-N, Bar Bending Details and Bill of Materials, see Sheet SB-16.
  3. Bars indicated thus 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.
  4. Bend w(E), h(E) and h<sub>1</sub>(E) bars in field to match curve.
  5. F.F. = Front Face & B.F. = Back Face.



**MIN. BAR LAP**  
 #5 bar = 3'-3"  
 #4 bar = 2'-3"

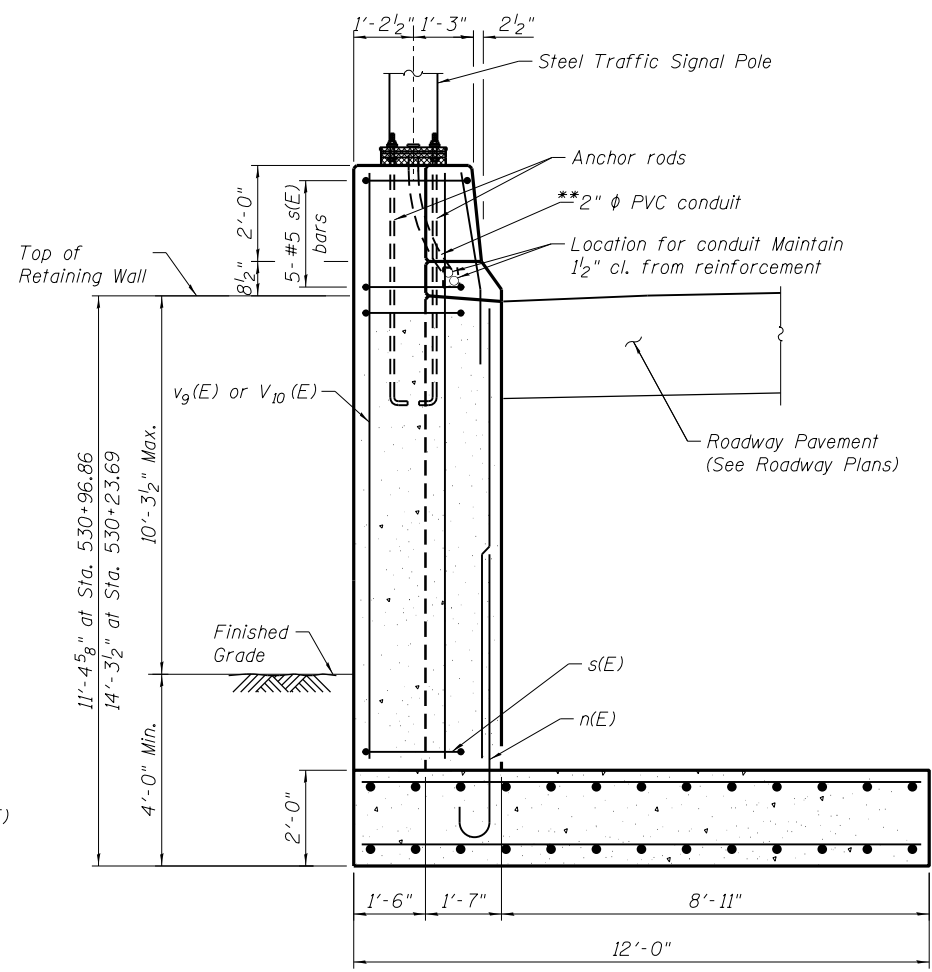
<p> <b>Clorba Group, Inc.</b>          CONSULTING ENGINEERS          6501 North Cumberland Avenue          Suite 202 Chicago, Illinois 60656          Tel: 773-724-4000          Fax: 773-774-4014          Email: clorba@clorba.com       </p>	USER NAME = mteng PLOT SCALE = 1/8" = 1' / in. PLOT DATE = 3/11/2013	DESIGNED - BWS CHECKED - SMY DRAWN - RD CHECKED - BWS	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CIP RETAINING WALL DETAILS 1</b> <b>STRUCTURE NO. 081-7003</b> SHEET NO. SB-15 OF SB-21 SHEETS	F.A.P. RTE. = 595 SECTION = (142-11R-1 and 142-11B) COUNTY = ROCK ISLAND TOTAL SHEETS = 507 SHEET NO. = 357	CONTRACT NO. = 64B84 ILLINOIS FED. AID PROJECT	
						ILLINOIS FED. AID PROJECT		

N:\PROJECTS\0003393\000\CONTRACT\1\Design\Structure\CAD\Retaining Wall\Details\_2.dgn  
 08/17/2003 08:17:00 03/08/17/2003 16:16:16 CIP\_Retaining Wall\_Details\_2.dgn

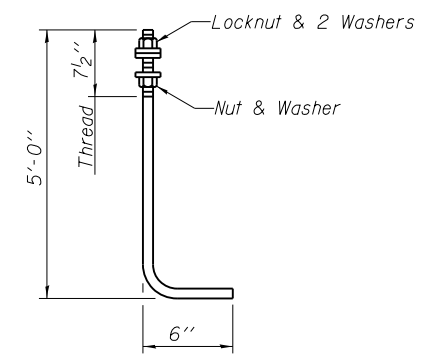


**SECTION M-M**

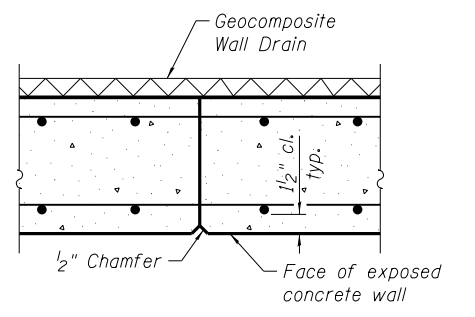
Maximum Applied Bearing Pressure = 4,100 psf  
 Maximum Allowable Bearing Pressure = 7,000 psf



**SECTION N-N**



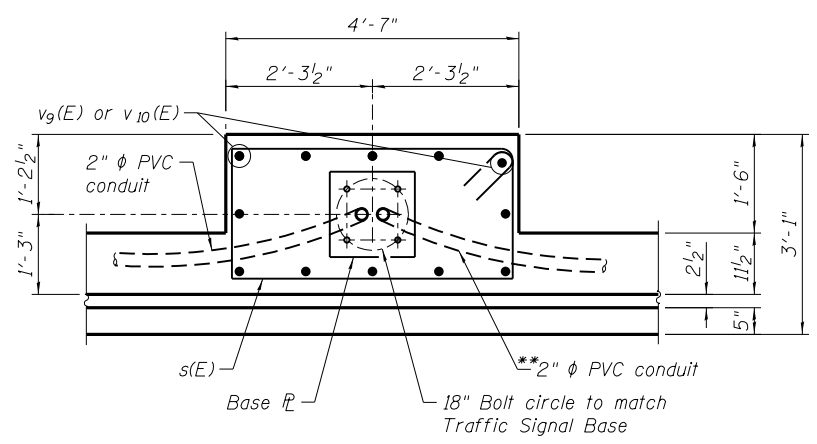
**ANCHOR ROD - 1/2"  $\phi$**   
 (ASTM F 1554 Grade 105) Full length hot dipped galvanized  
 Cost of anchor rods is included with Concrete Structures.



**CONSTRUCTION JOINT**

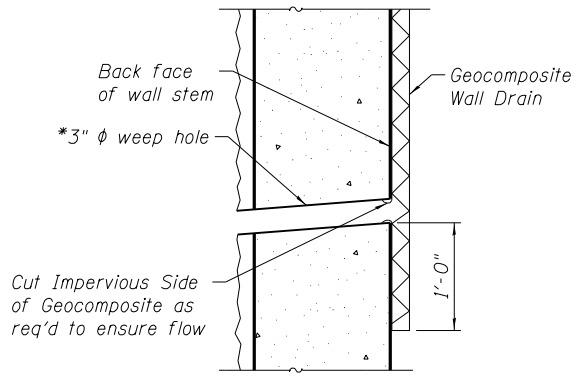
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
$h(E)$	90	# 4	27'-10"	—
$h_1(E)$	34	# 4	25'-2"	—
$n(E)$	108	# 7	7'-1"	—
$s(E)$	44	# 5	13'-7"	—
$t(E)$	138	# 6	11'-6"	—
$t_1(E)$	138	# 5	11'-6"	—
$v(E)$	27	# 6	8'-5"	—
$v_1(E)$	104	# 6	8'-2"	—
$v_2(E)$	54	# 4	7'-4"	—
$v_3(E)$	27	# 6	9'-6"	—
$v_4(E)$	54	# 4	7'-10"	—
$v_5(E)$	27	# 6	10'-7"	—
$v_6(E)$	54	# 4	8'-5"	—
$v_7(E)$	27	# 6	11'-8"	—
$v_8(E)$	54	# 4	8'-11"	—
$v_9(E)$	12	# 6	14'-8"	—
$v_{10}(E)$	12	# 6	11'-9"	—
$w(E)$	104	# 5	27'-11"	—
Concrete Structures		Cu. Yd.	155.1	
Reinforcement Bars, Epoxy Coated		Pound	16,060	
Form Liner Textured Surface		Sq. Ft.	791	
Geocomposite Wall Drain		Sq. Yd.	66	



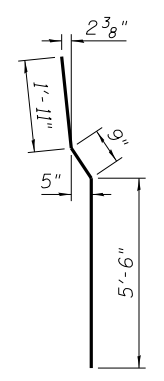
**TRAFFIC SIGNAL BASE DETAIL**

\*\* See Traffic Signal Plans

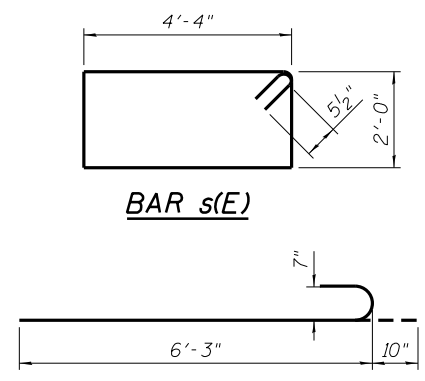


**WEEP HOLE DRAIN DETAIL**

\* Weep hole spacing shall be at  $\pm 8'-0"$  horizontally.



**BAR  $s(E)$**



**BAR  $n(E)$**

**NOTE:**  
 Form Liner to be Ashlar Stone Form Liner to match Form Liner used on MSE Wall panels.



USER NAME = mteng  
 PLOT SCALE = 20x0 "/>

DESIGNED - BWS  
 CHECKED - SMY  
 DRAWN - RD  
 CHECKED - BWS

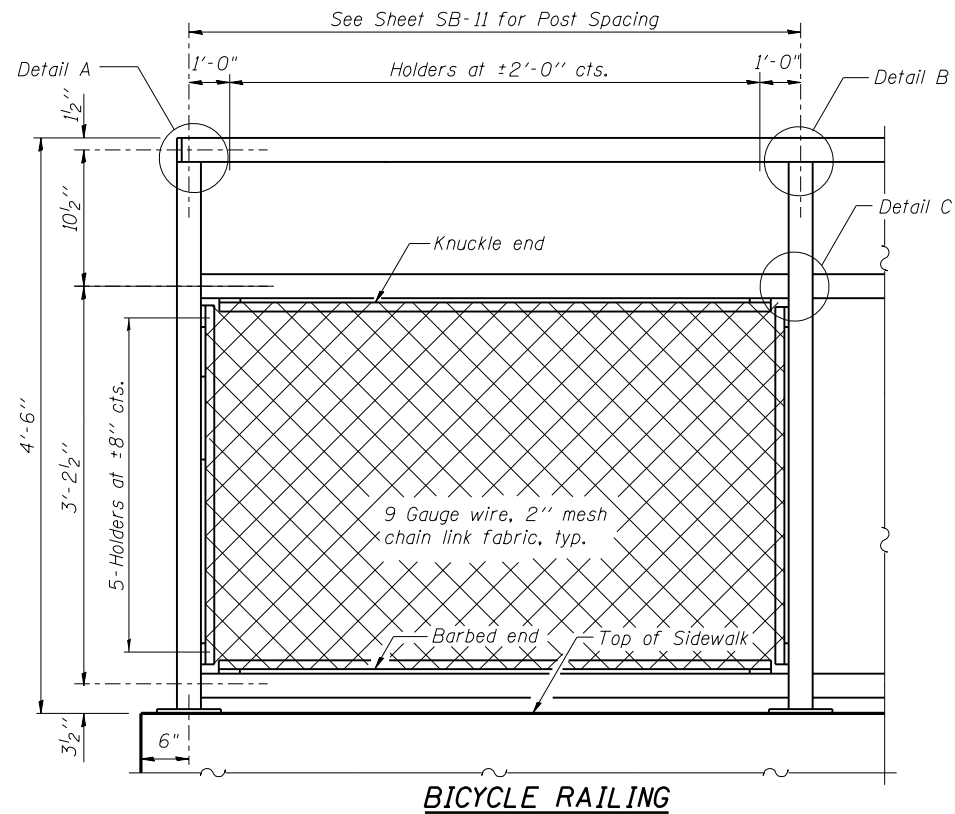
REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

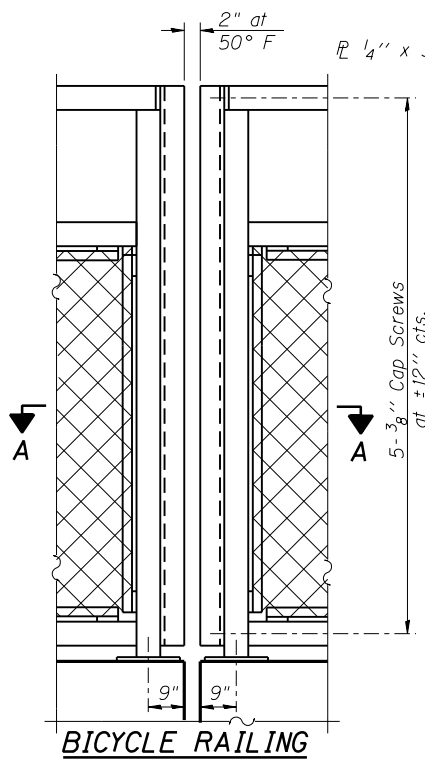
CIP RETAINING WALL DETAILS 2  
 STRUCTURE NO. 081-7003

SHEET NO. SB-16 OF SB-21 SHEETS

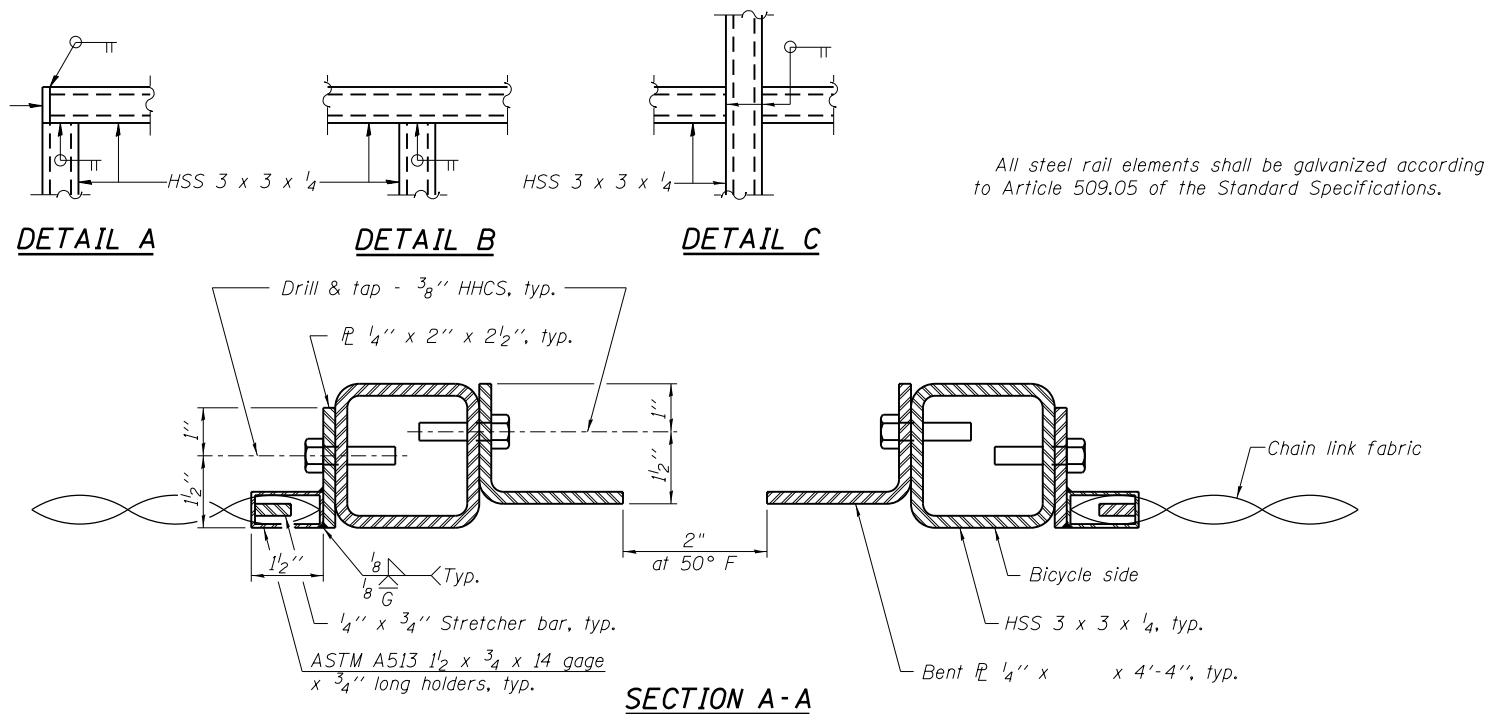
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-11R-1 and 142-11B)	ROCK ISLAND	507	358
				CONTRACT NO. 64B84
ILLINOIS FED. AID PROJECT				



**BICYCLE RAILING**

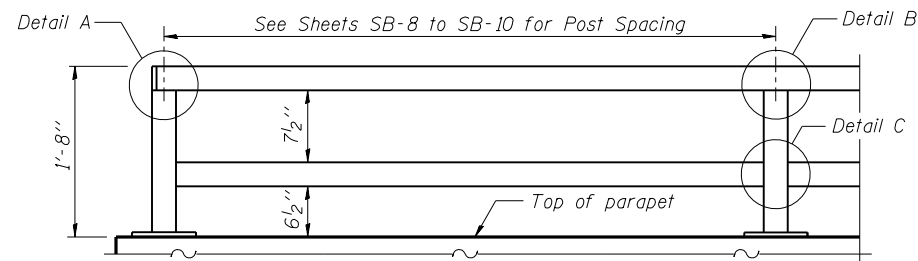


**BICYCLE RAILING**

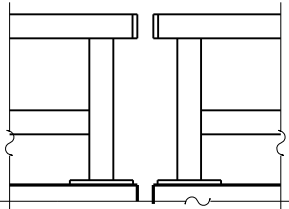


All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

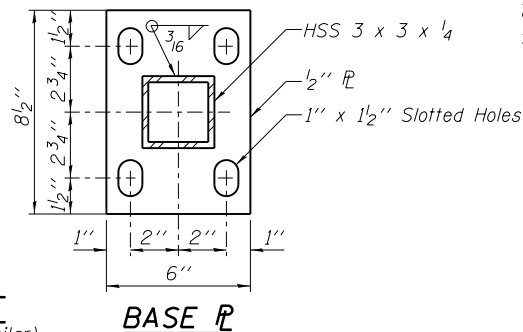
**SECTION A-A**



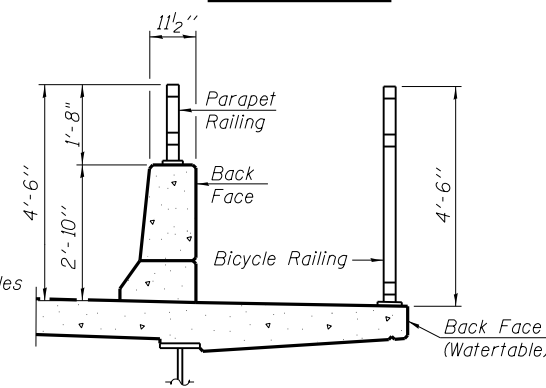
**PARAPET RAILING ELEVATION**  
(Inside Face of Two Element Rail)



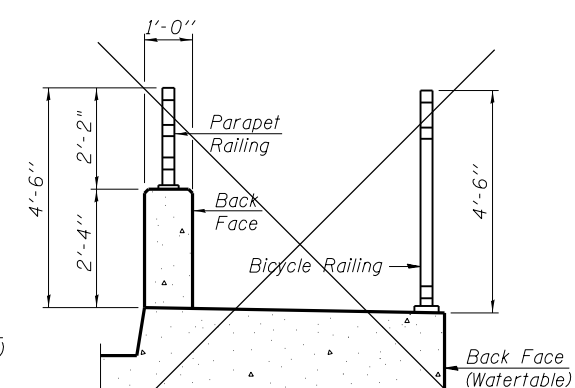
**PARAPET RAILING ELEVATION AT EXPANSION JOINT**  
(Two Element Rail Shown - Three Element Rail Similar)



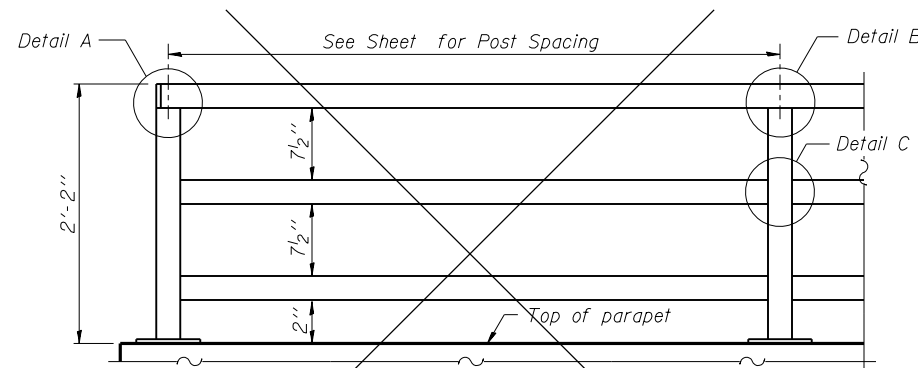
**BASE PLATE**



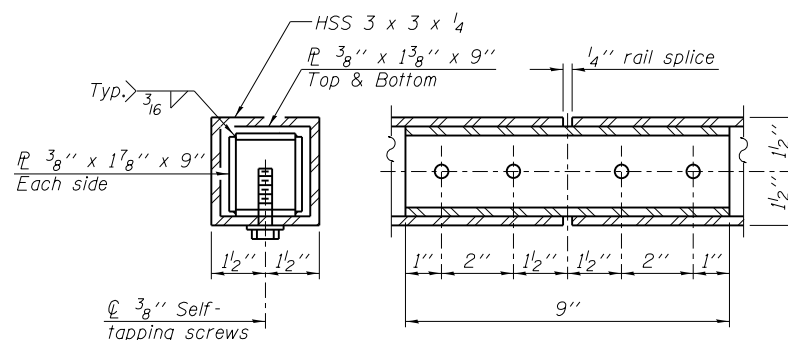
**SECTION THRU DECK**



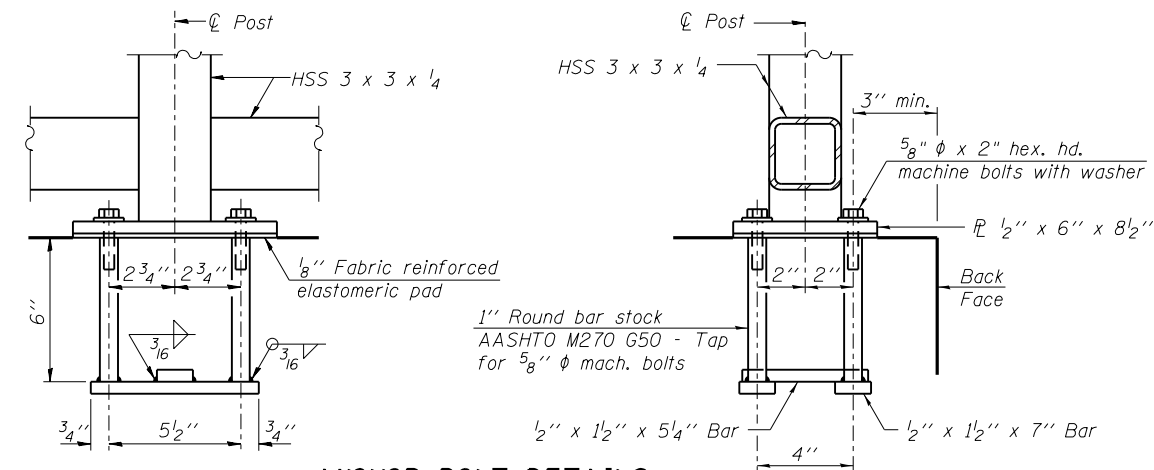
**SECTION THRU SIDEWALK**



**PARAPET RAILING ELEVATION**  
(Inside Face of Three Element Rail)



**RAIL SPLICE**



**ANCHOR BOLT DETAILS**

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

**BILL OF MATERIAL**

Item	Unit	Quantity
Bicycle Railing	Foot	399
Parapet Railing	Foot	351

USER NAME = mteng	DESIGNED - SMY	REVISED -
	CHECKED - BWS	REVISED -
PLOT SCALE = 0 1/2" = 1'-0"	DRAWN - RD	REVISED -
PLOT DATE = 3/11/2013	CHECKED - BWS	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-11R-1 and 142-11B)	ROCK ISLAND	507	359
			CONTRACT NO. 64B84	



**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1

081-7003 Proposed MSE Wall @ John Deere Road, along south side of 38th Avenue, 400' W. of 35th Street

Date 9/28/12

ROUTE FAP 595 DESCRIPTION \_\_\_\_\_ LOGGED BY W. Garza

SECTION (142-1)R-1 & 142-1HB LOCATION SEC., TWP., RNG.

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. Station	BORING NO. Station	Offset Ground Surface Elev.	D E P T H S	B L O W S	U C S Q <sub>u</sub>	M O I S T %	Surface Water Elev.		
							ft	ft	
081-7003 527+00	B-9 527+00	26.00ft Lt CL 569.7							
LOOSE dark gray LOAM							12		
		568.20							
MEDIUM tan fine SAND							10		
		565.70	11 8 5						
MEDIUM light gray SILTY LOAM							30		
		563.70	2 2 3	0.7 B					
MEDIUM light gray SILTY LOAM							49		
		561.20	0 1 2	0.5 B					
SOFT gray SILTY LOAM							42		
		558.70	1 1 2	0.3 B					
SOFT gray SILTY LOAM with 11% ORGANICS							51		
		555.70	0 1 2	0.4 B					
LOOSE gray fine SAND									
		553.20	1 1 5						
VERY DENSE gray weathered SHALE Auger Refusal @ 19'									
		550.70	10 20 37						
End of Boring									
		-20							

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, from 137 (Rev. 8-99)



**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1

081-7003 Proposed MSE Wall @ John Deere Road, along south side of 38th Avenue, 400' W. of 35th Street

Date 9/28/12

ROUTE FAP 595 DESCRIPTION \_\_\_\_\_ LOGGED BY W. Garza

SECTION (142-1)R-1 & 142-1HB LOCATION SEC., TWP., RNG.

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. Station	BORING NO. Station	Offset Ground Surface Elev.	D E P T H S	B L O W S	U C S Q <sub>u</sub>	M O I S T %	Surface Water Elev.		
							ft	ft	
081-7003 527+00	B-10 527+01	21.00ft Rt CL 569.3							
MEDIUM gray LOAM							9		
		567.30		0.5 P					
STIFF tan SILTY CLAY LOAM							22		
		565.80	3 3 3	1.5 P					
MEDIUM light gray SILTY LOAM							32		
		563.30	0 2 2	0.5 B					
MEDIUM light gray SILTY LOAM							34		
		560.80	1 2 0	0.7 B					
SOFT gray SILTY LOAM with 10% ORGANICS							57		
		557.80	0 1 2	0.4 B					
MEDIUM gray clean medium coarse SAND									
		555.80	0 4 6						
MEDIUM gray SANDY GRAVEL Auger Refusal @ 16.5'									
		552.80	10 13 13						
End of Boring									
		-20							

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, from 137 (Rev. 8-99)



**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1

081-7003 Proposed MSE Wall @ John Deere Road, along south side of 38th Avenue, 400' W. of 35th Street

Date 9/28/12

ROUTE FAP 595 DESCRIPTION \_\_\_\_\_ LOGGED BY W. Garza

SECTION (142-1)R-1 & 142-1HB LOCATION SEC., TWP., RNG.

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. Station	BORING NO. Station	Offset Ground Surface Elev.	D E P T H S	B L O W S	U C S Q <sub>u</sub>	M O I S T %	Surface Water Elev.		
							ft	ft	
081-7003 528+00	B-11 528+00	26.00ft Lt CL 570.9							
MEDIUM tan LOAM							11		
		568.50		0.5 P					
VERY STIFF tan LOAM							11		
		566.90	5 5 5	3.2 P					
MEDIUM gray fine SAND									
		564.40	6 9 8						
STIFF gray SILTY LOAM							38		
		562.40	2 3 4	1.1 B					
MEDIUM light gray SILTY LOAM							32		
		559.90	0 2 2	0.6 B					
SOFT gray SILTY LOAM							49		
		556.90	0 0 0	0.3 B					
VERY DENSE gray weathered SHALE									
		554.40	15 0 100/ft						
End of Boring									
		-20							

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, from 137 (Rev. 8-99)

N:\PROJ\0003393\00\CONTRACT\1\Design\Structure\1\CAD\Retaining Wall\081-7003\081-7003.18\_Soil Boring\_Logs.Ldgn



USER NAME = mteng	DESIGNED - SMY	REVISED -
	CHECKED - BWS	REVISED -
PLOT SCALE = 0.1667' / in.	DRAWN - SRG	REVISED -
PLOT DATE = 3/11/2013	CHECKED - BWS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS 1  
STRUCTURE NO. 081-7003**

SHEET NO. SB-18 OF SB-21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R-1 and 142-1HB	ROCK ISLAND	507	360
CONTRACT NO.				64B84
ILLINOIS FED. AID PROJECT				



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1

081-7003 Proposed MSE Wall @ John Deere Road, along south side of 38th Avenue, 400' W. of 35th Street Date 9/28/12

ROUTE FAP 595 DESCRIPTION LOGGED BY W. Garza

SECTION (142-1)R-1 & 142-1HB LOCATION SEC. TWP. RNG.

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 081-7003  
Station 528+00  
BORING NO. B-12  
Station 527+98  
Offset 26.00ft Rt CL  
Ground Surface Elev. 569.7 ft

D	B	U	M
E	L	C	O
P	O	S	I
T	W	Qu	S
H	S		T

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft  
Groundwater Elev.:  
First Encounter 555.2 ft  
Upon Completion 555.2 ft  
After \_\_\_\_\_ Hrs. \_\_\_\_\_ ft

STIFF tan LOAM			1.0	9
			P	
STIFF tan/brown SANDY LOAM	567.70	8		
		16	2.0	7
	566.20	10	P	
MEDIUM gray SILTY LOAM		3		
		4	0.6	23
	563.70	5	P	
SOFT light gray SILTY LOAM		1		
		2	0.3	31
	561.20	3	P	
MEDIUM light gray SILTY LOAM		1		
		1	0.5	26
	558.70	3	B	
VERY SOFT light gray SILTY LOAM with 9% ORGANICS		0		
		1	0.2	59
	555.70	1	P	
top 1" medium SAND		5		
VERY DENSE gray weathered SHALE	553.70	15		
End of Boring		100/4.5"		

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, from 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1

081-7003 Proposed MSE Wall @ John Deere Road, along south side of 38th Avenue, 400' W. of 35th Street Date 9/27/12

ROUTE FAP 595 DESCRIPTION LOGGED BY W. Garza

SECTION (142-1)R-1 & 142-1HB LOCATION SEC. TWP. RNG.

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 081-7003  
Station 529+00  
BORING NO. B-13  
Station 529+20  
Offset 17.00ft Lt CL  
Ground Surface Elev. 565.9 ft

D	B	U	M
E	L	C	O
P	O	S	I
T	W	Qu	S
H	S		T

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft  
Groundwater Elev.:  
First Encounter 558.9 ft  
Upon Completion 558.9 ft  
After \_\_\_\_\_ Hrs. \_\_\_\_\_ ft

SOFT gray SILTY CLAY LOAM	563.90	2		
		1	0.3	26
	562.40	3	P	
SOFT gray SILTY LOAM		1		
		2	0.4	35
	559.40	2	B	
MEDIUM gray clean medium coarse SAND		2		
		5		
	556.90	6		
VERY DENSE light gray weathered SHALE		2		
		8		
	554.90	100/4"		
End of Boring				

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, from 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1

081-7003 Proposed MSE Wall @ John Deere Road, along south side of 38th Avenue, 400' W. of 35th Street Date 9/27/12

ROUTE FAP 595 DESCRIPTION LOGGED BY W. Garza

SECTION (142-1)R-1 & 142-1HB LOCATION SEC. TWP. RNG.

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 081-7003  
Station 529+00  
BORING NO. B-14  
Station 529+06  
Offset 21.00ft Rt CL  
Ground Surface Elev. 565.0 ft

D	B	U	M
E	L	C	O
P	O	S	I
T	W	Qu	S
H	S		T

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft  
Groundwater Elev.:  
First Encounter 558.0 ft  
Upon Completion 558.0 ft  
After \_\_\_\_\_ Hrs. \_\_\_\_\_ ft

MEDIUM brown SILTY CLAY LOAM			0.5	24
			P	
MEDIUM gray SILTY CLAY LOAM	563.00	1		
		1	0.6	24
	561.50	2	P	
SOFT light gray SILTY LOAM		1		
		1	0.3	39
	558.50	3	B	
LOOSE gray clean medium coarse SAND		2		
		3		
	556.00	4		
VERY DENSE gray weathered SHALE		100/7"		
	554.00			
End of Boring				

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, from 137 (Rev. 8-99)

N:\PROJECTS\081-7003\081-7003-19\_Soil\_Boring\_Logs\_2.dgn



USER NAME = mteng  
PLOT SCALE = 0.1667' / in.  
PLOT DATE = 3/11/2013

DESIGNED - SMY  
CHECKED - BWS  
DRAWN - SRG  
CHECKED - BWS

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 2  
STRUCTURE NO. 081-7003

SHEET NO. SB-19 OF SB-21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R-1 and 142-1HB	ROCK ISLAND	507	361
CONTRACT NO. 64B84				

ILLINOIS FED. AID PROJECT



**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1

081-7003 Proposed MSE Wall @ John Deere Road, along south side of 38th Avenue, 400' W. of 35th Street

Date 9/27/12

ROUTE FAP 595 DESCRIPTION LOGGED BY W. Garza

SECTION (142-1)R-1 & 142-1HB LOCATION SEC. TWP. RNG.

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 081-7003  
Station 530+00  
BORING NO. B-15  
Station 530+00  
Offset 20.00ft Lt CL  
Ground Surface Elev. 565.1 ft

DEPTH	BLU	UCS	M	Surface Water Elev.
THS	S	Qu	T	Stream Bed Elev.
(ft)	(/6")	(tsf)	(%)	ft

Groundwater Elev.:  
First Encounter 557.1 ft  
Upon Completion 558.1 ft  
After Hrs. ft

MEDIUM brown LOAM with 9% ORGANICS			0.5	42	
			P		
MEDIUM dark gray SILTY CLAY LOAM	2		0.9	25	
	2		B		
	4				
SOFT gray SILTY LOAM	1		0.3	46	
	1		B		
	3				
SOFT gray LOAM with SAND lens	1		0.3	60	
	1		P		
	6				
VERY DENSE gray weathered SHALE	13				
	20				
	75				
End of Boring					

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 T208)  
BBS, from 137 (Rev. 8-99)



**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1

081-7003 Proposed MSE Wall @ John Deere Road, along south side of 38th Avenue, 400' W. of 35th Street

Date 9/27/12

ROUTE FAP 595 DESCRIPTION LOGGED BY W. Garza

SECTION (142-1)R-1 & 142-1HB LOCATION SEC. TWP. RNG.

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 081-7003  
Station 530+00  
BORING NO. B-16  
Station 530+00  
Offset 25.00ft Rt CL  
Ground Surface Elev. 565.2 ft

DEPTH	BLU	UCS	M	Surface Water Elev.
THS	S	Qu	T	Stream Bed Elev.
(ft)	(/6")	(tsf)	(%)	ft

Groundwater Elev.:  
First Encounter 557.2 ft  
Upon Completion 557.2 ft  
After Hrs. ft

MEDIUM dark gray SILTY CLAY LOAM			0.8	23	
			P		
MEDIUM gray SILTY CLAY LOAM	2		0.5	24	
	3		B		
	4				
MEDIUM gray SILTY LOAM	1		0.7	23	
	2		B		
	3				
VERY SOFT gray LOAM with SAND lens	1		0.2	54	
	4		P		
	7				
VERY DENSE light gray weathered SHALE	10				
	100/8'				
End of Boring					

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 T208)  
BBS, from 137 (Rev. 8-99)



**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1

081-7003 Proposed MSE Wall @ John Deere Road, along south side of 38th Avenue, 400' W. of 35th Street

Date 9/27/12

ROUTE FAP 595 DESCRIPTION LOGGED BY W. Garza

SECTION (142-1)R-1 & 142-1HB LOCATION SEC. TWP. RNG.

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 081-7003  
Station 531+00  
BORING NO. B-17  
Station 531+00  
Offset 19.00ft Lt CL  
Ground Surface Elev. 565.3 ft

DEPTH	BLU	UCS	M	Surface Water Elev.
THS	S	Qu	T	Stream Bed Elev.
(ft)	(/6")	(tsf)	(%)	ft

Groundwater Elev.:  
First Encounter 558.3 ft  
Upon Completion 558.3 ft  
After Hrs. ft

SOFT brown with 29% ORGANICS				117	
MEDIUM gray LOAM with SAND lens	1		0.5	21	
	1		B		
	3				
MEDIUM gray SILTY LOAM	0		0.5	37	
	1		B		
	2				
MEDIUM light gray clean medium coarse SAND	2				
	5				
	6				
Wash VERY DENSE light gray weathered SHALE	5				
	100/8'				
End of Boring					

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 T208)  
BBS, from 137 (Rev. 8-99)

N:\PROJECTS\033333\033333\CONTRACT\1\Design\Structure\1\CAD\Retaining Wall\_081-7003\081-7003\_20\_Soil Boring\_Logs\_3.dgn



USER NAME = mteng  
DESIGNED - SMY  
CHECKED - BWS  
DRAWN - SRG  
PLOT SCALE = 0.1667' / in.  
PLOT DATE = 3/11/2013

DESIGNED - SMY  
CHECKED - BWS  
DRAWN - SRG  
CHECKED - BWS

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 3  
STRUCTURE NO. 081-7003

SHEET NO. SB-20 OF SB-21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R-1 and 142-1HB	ROCK ISLAND	507	362
CONTRACT NO.			64884	

ILLINOIS FED. AID PROJECT



**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1

081-7003 Proposed MSE Wall @ John Deere Road, along south side of 38th Avenue, 400' W. of 35th Street

Date 9/27/12

ROUTE FAP 595 DESCRIPTION \_\_\_\_\_ LOGGED BY W. Garza

SECTION (142-1)R-1 & 142-1HB LOCATION SEC. TWP. RNG.

COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 081-7003 Station 531+00  
BORING NO. B-18 Station 531+00  
Offset 20.00ft R1 CL  
Ground Surface Elev. 555.4 ft (ft) (ft) (ft) (ft)

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft  
Groundwater Elev.:  
First Encounter 558.4 ft  
Upon Completion 559.4 ft  
After \_\_\_\_\_ Hrs. \_\_\_\_\_ ft

DEPTH (ft)	SOIL DESCRIPTION	UCS (tsf)	Failure Mode (B, S, P)	SPT (blows)
563.40	VERY SOFT gray LOAM	1		
561.90		1	0.2 P	27
		1		
	SOFT light gray SILTY LOAM with SAND lens	1		
		1	0.3 B	35
		2		
558.90				
	MEDIUM gray clean medium coarse SAND	1		
		4		
		6		
556.40				
	VERY DENSE gray weathered SHALE	3		
		20		
		100/3		
554.40	End of Boring			

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, from 137 (Rev. 8-99)

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PLOT DATE = 3/11/2013	DRAWN - SRG	REVISED -
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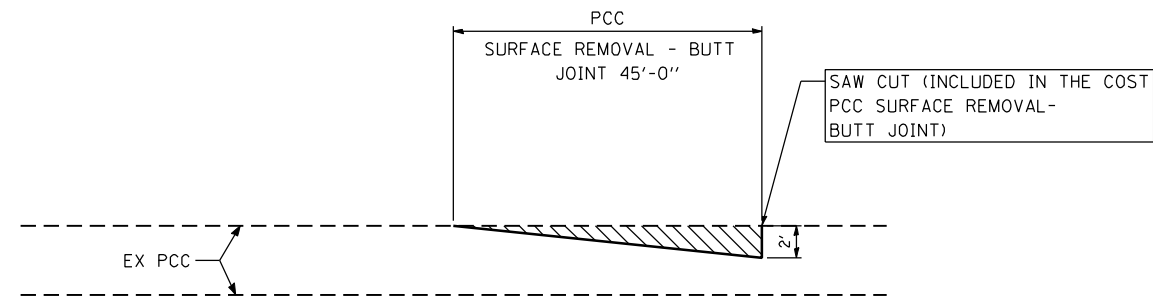
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS 4  
STRUCTURE NO. 081-7003**

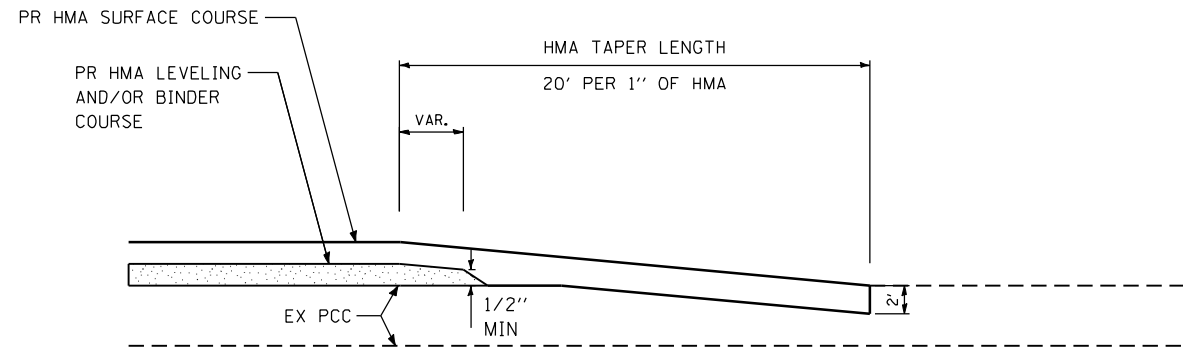
SHEET NO. SB-21 OF SB-21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R-1 and 142-1HB	ROCK ISLAND	507	363
				CONTRACT NO. 64B84

ILLINOIS FED. AID PROJECT



BUTT JOINT DETAIL

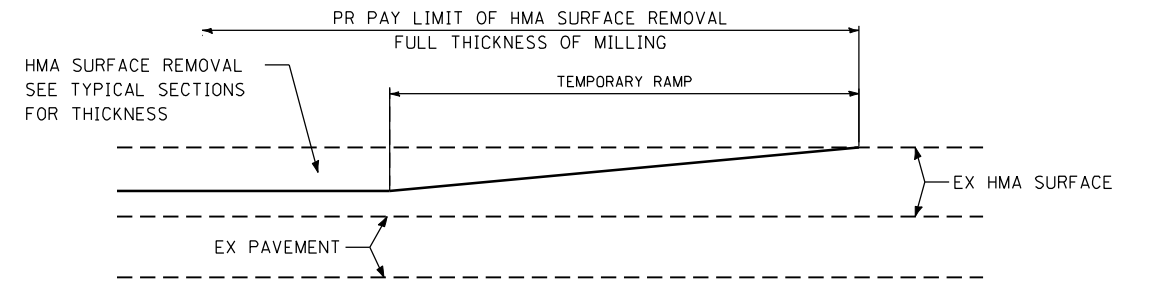


PCC SURFACE REMOVAL - BUTT JOINT DETAIL

NTS

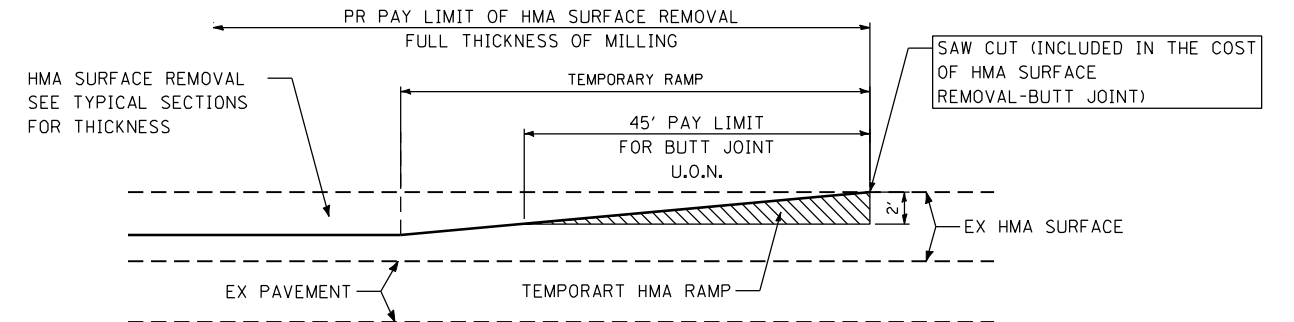
NOTES:

1. THE SURFACE COURSE SHALL BE COMPLETED IMMEDIATELY UPON REMOVAL OF EXISTING PCC SURFACE IF THE ROADWAY IS OPEN TO TRAFFIC.
2. THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".



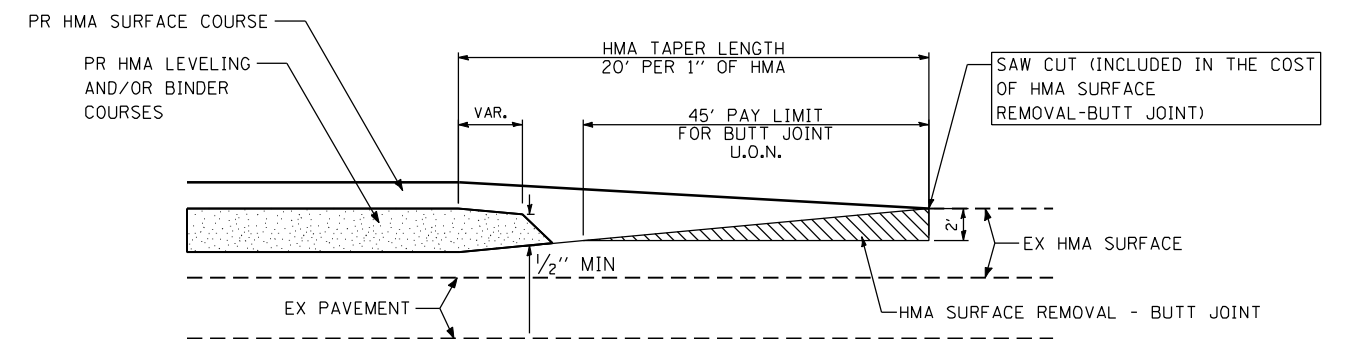
MILLED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1



HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2



BUTT JOINT AND HMA TAPER  
TYPICAL BUTT JOINT AND HMA TAPER  
FOR MILLING AND RESURFACING

NOTES:

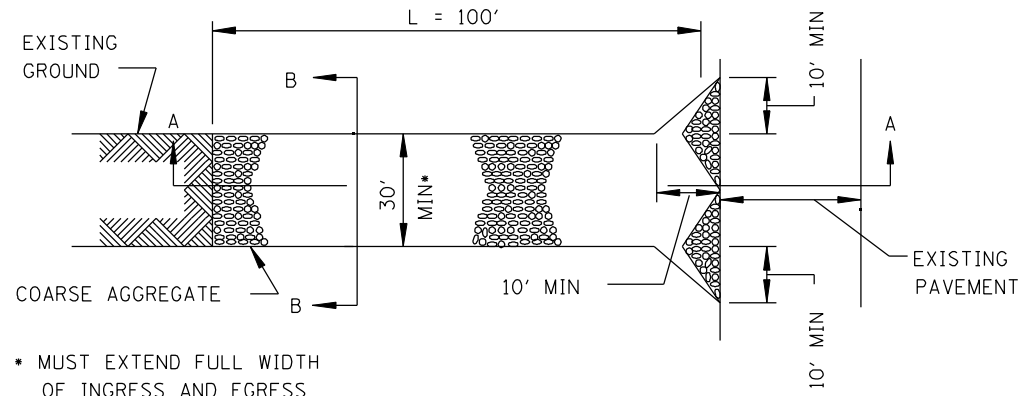
1. THE TEMPORARY RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
2. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
3. TEMPORARY RAMP LENGTH = 40 X SURFACE REMOVAL THICKNESS.
4. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARDS SPECIFICATIONS FOR "HMA SURFACE REMOVAL, BUTT JOINT".
5. THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT".

HMA SURFACE REMOVAL - BUTT JOINT DETAIL

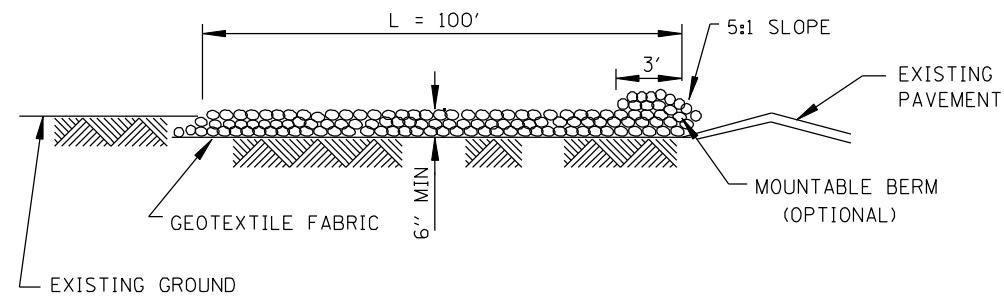
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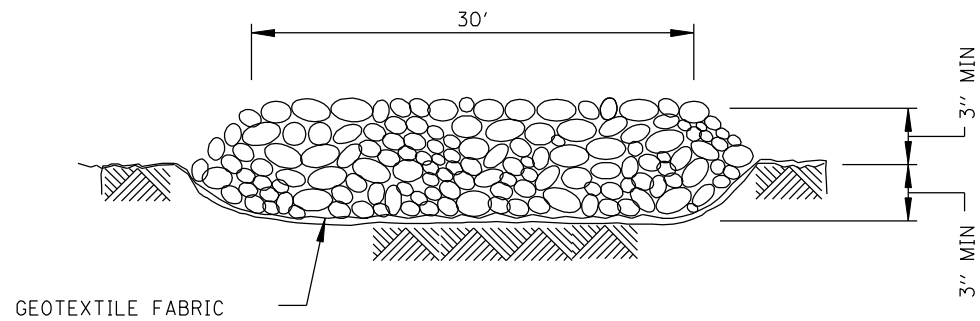




PLAN



SECTION A-A



STABILIZED CONSTRUCTION ENTRANCE DETAIL

NTS

NOTES: SEE SPECIAL PROVISIONS

FILE NAME: c:\projects\080319108\contract\1\design\misc\sheets\0264884-sht-Details1a2.dgn



**Ciorba Group, Inc.**  
CONSULTING ENGINEERS  
5507 North Cumberland Avenue, Suite 402  
Chicago, Illinois 60656  
Tel. 773.776.4009 Fax 773.776.4014

USER NAME = espino	DESIGNED - JAS	REVISED -
	DRAWN - AMD	REVISED -
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PLOT DATE = 3/11/2013	DATE - 3/11/2013	REVISED -

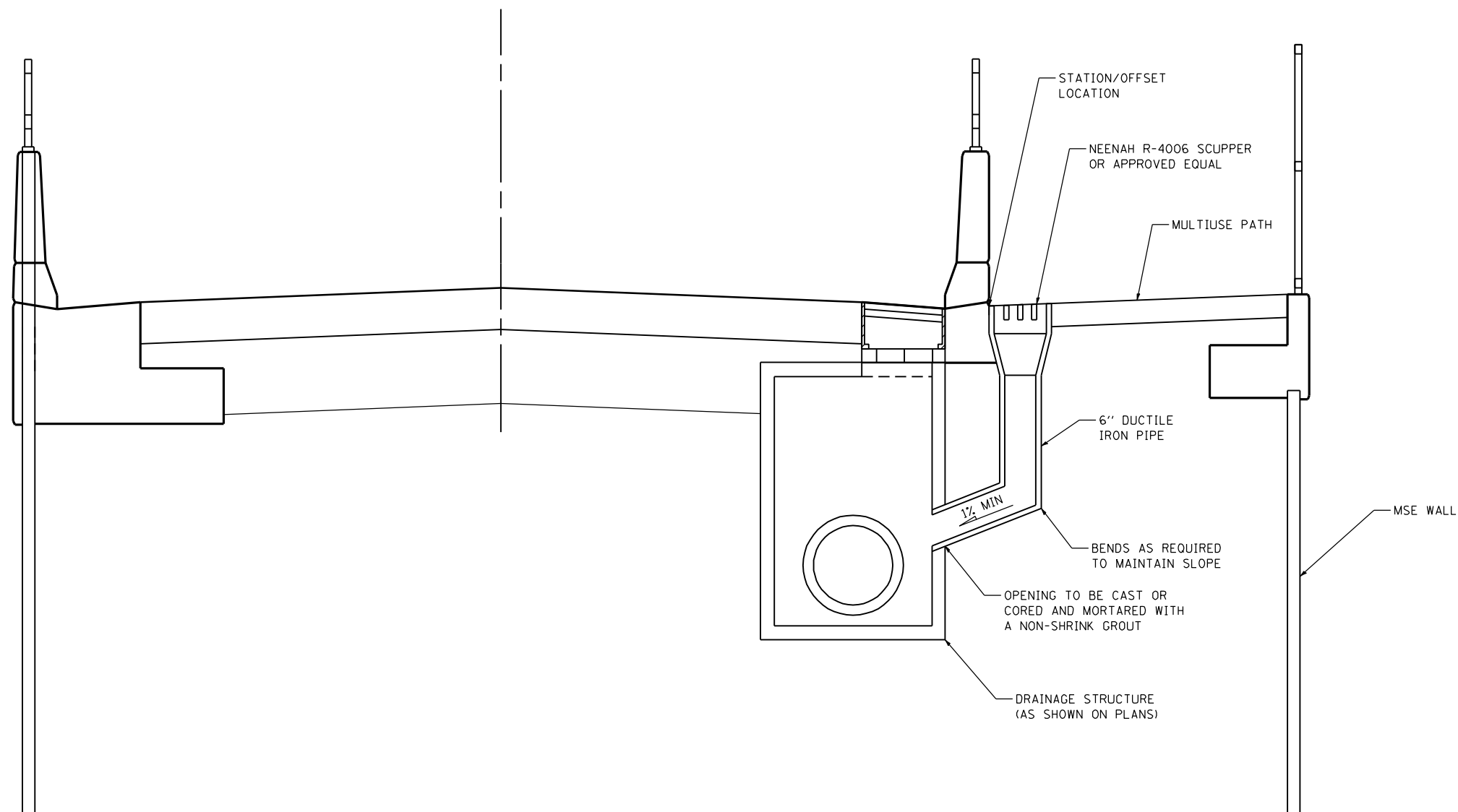
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FAP 595 (JOHN DEERE ROAD)  
DETAILS**

SCALE: N/A SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1HB	ROCK ISLAND	507	365
CONTRACT NO. 64B84				
ILLINOIS FED. AID PROJECT				

41ST DRIVE CONNECTOR



NOTES:

1. SEE STATE AND DISTRICT 2 STANDARDS FOR DRAINAGE STRUCTURE DETAILS.
2. FOR DRAINAGE STRUCTURE AND PIPE INFORMATION SEE DRAINAGE SCHEDULES.
3. THE COST OF 6" DUCTILE IRON PIPE AND BENDS AS REQUIRED SHALL BE INCLUDED IN THE COST OF THIS ITEM.

DRAINAGE SCUPPERS (SPECIAL) DETAIL  
NTS

FILE NAME: c:\p\proj\09031913\09\contract\1\design\misc\sheets\0264884-sht-Details.dgn



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CONSULTING ENGINEERS  
6507 North Cumberland Avenue, Suite 402  
Chicago, Illinois 60656  
Tel. 773.776.4009 Fax 773.776.4014

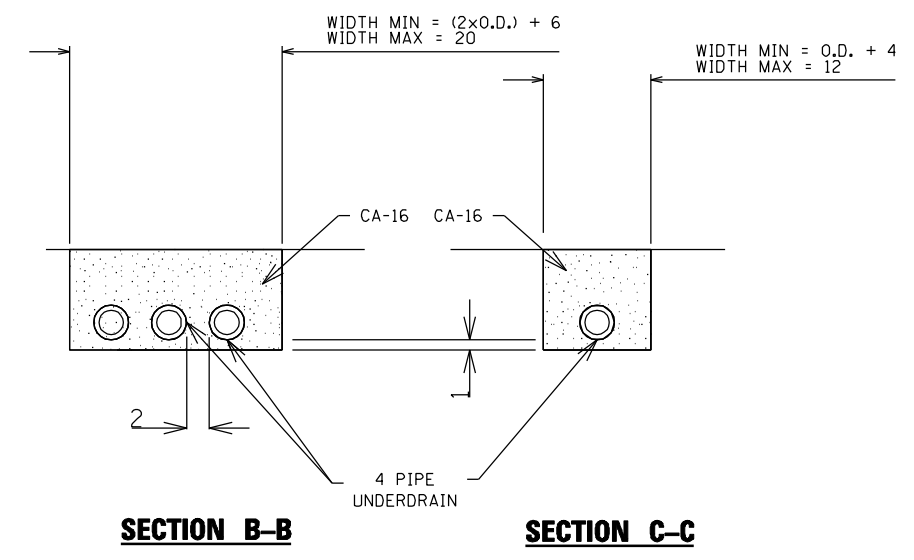
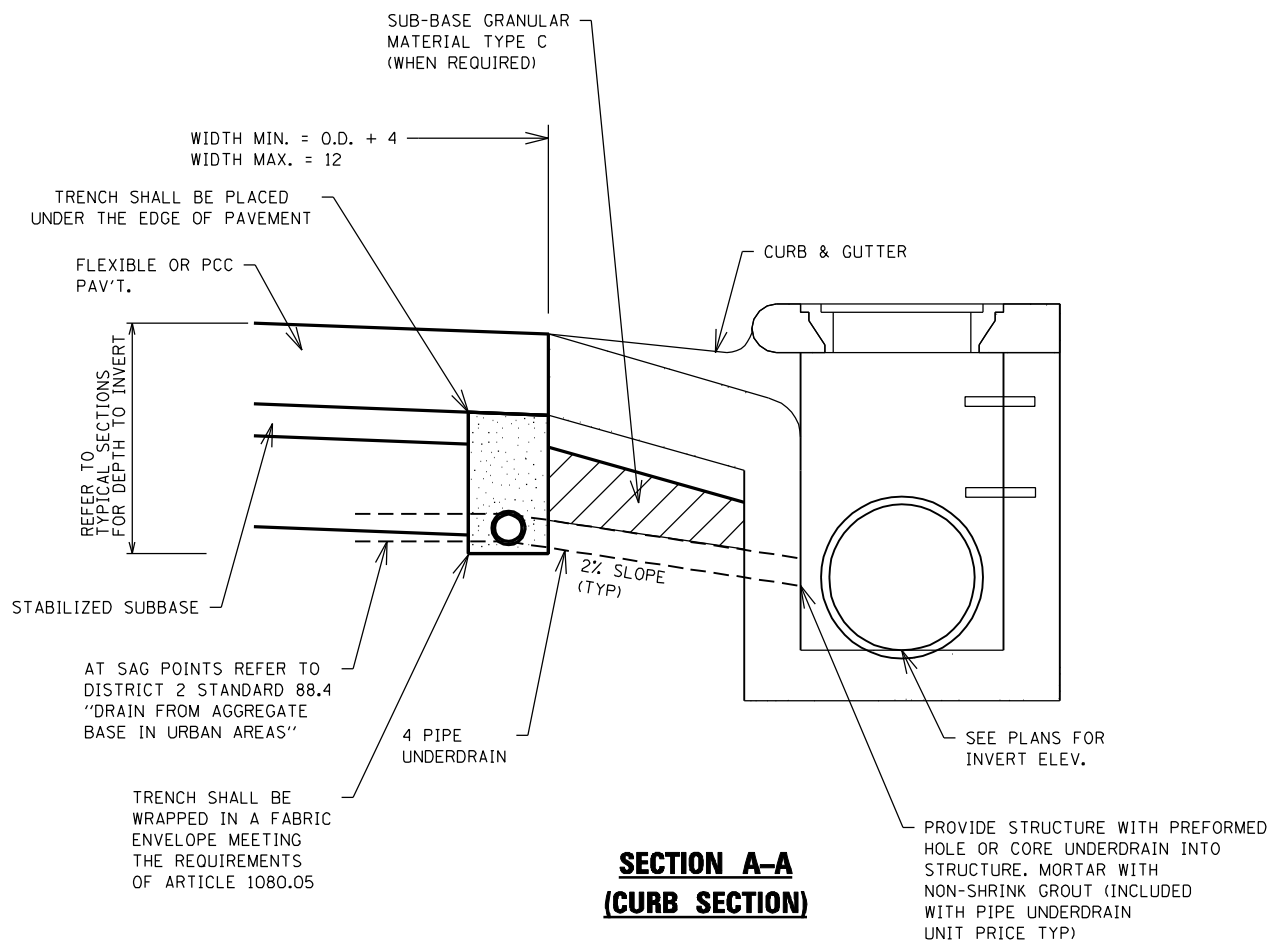
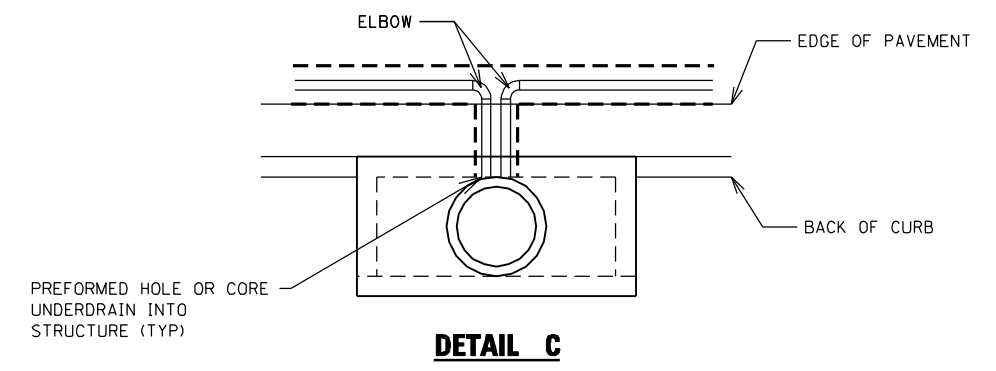
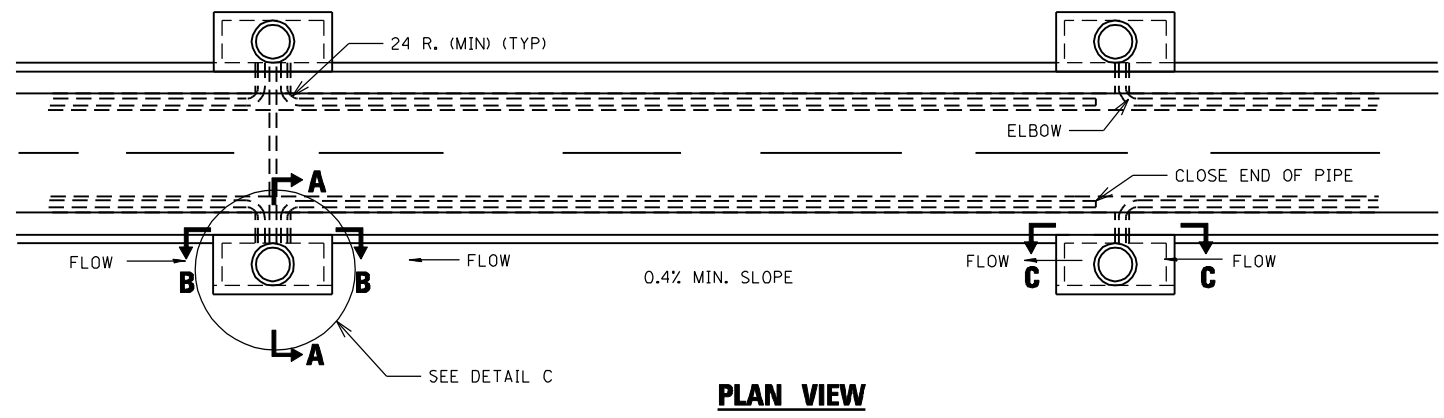
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PLOT DATE = 3/11/2013	DATE - 3/11/2013	REVISED - _____

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FAP 595 (JOHN DEERE ROAD)  
DETAILS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1HB	ROCK ISLAND	507	366
CONTRACT NO. 64B84				
ILLINOIS FED. AID PROJECT				



**NOTES:**

1. THE 24 RADIUS ON THE DRAINAGE FITTING IS ONLY A MINIMUM, LARGER RADII MEETING THE APPROVAL OF THE ENGINEER MAY BE SUBSTITUTED.
2. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

**SUB-SURFACE DRAIN DETAILS  
NTS**

FILE NAME: c:\p\proj\080313\08\contract\1\design\misc\sheets\0264884-ant-Details\04.dgn

**Ciorba Group, Inc.**  
CONSULTING ENGINEERS  
5507 North Cumberland Avenue, Suite 402  
Chicago, Illinois 60656  
Tel. 773.776.4009 Fax 773.776.4014

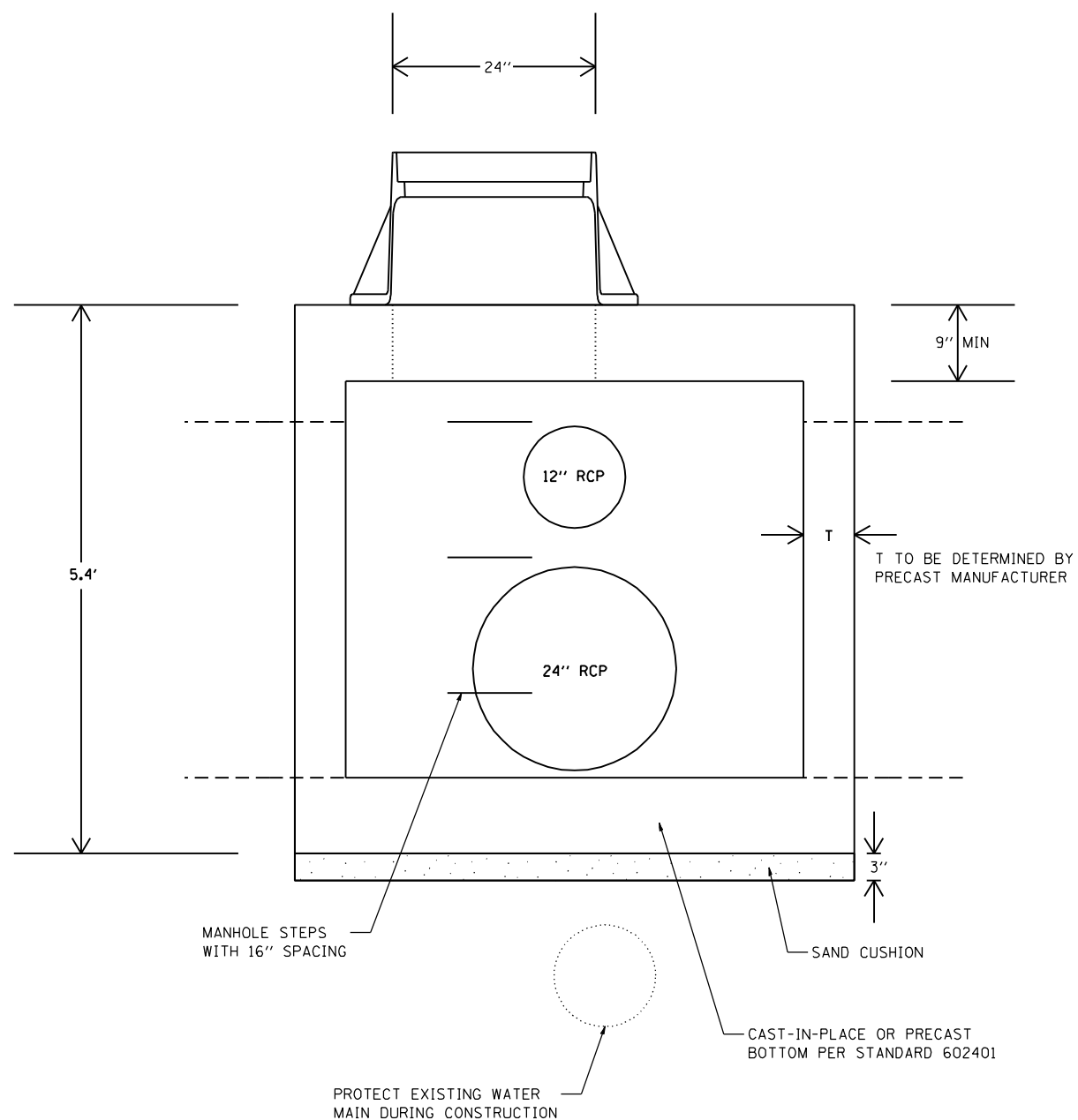
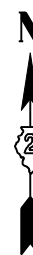
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

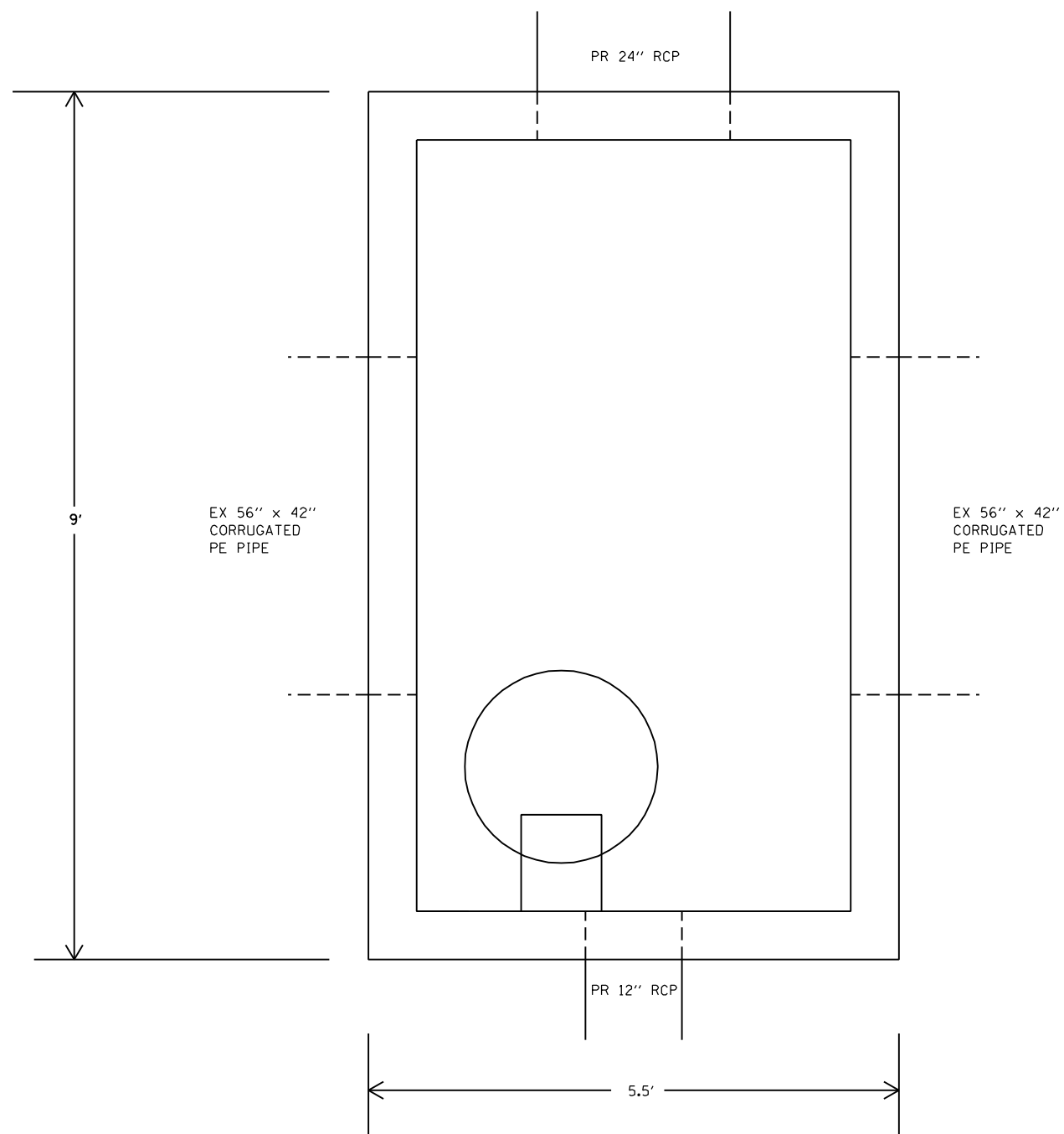
**FAP 595 (JOHN DEERE ROAD)  
DETAILS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	367
CONTRACT NO. 64B84				
ILLINOIS FED. AID PROJECT				



**ELEVATION VIEW**



**PLAN VIEW**

**DRAINAGE STRUCTURE SPECIAL DETAIL**  
NTS

**NOTES:**

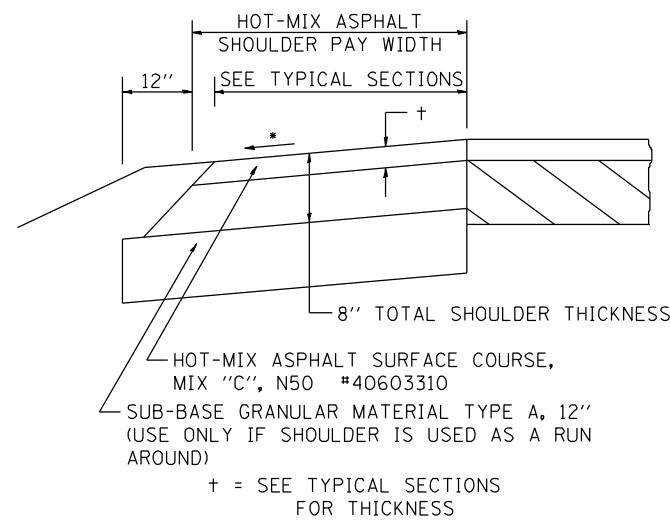
1. SEE DRAINAGE PLANS FOR RIM, PIPE INVERTS, AND TYPE OF FRAME AND LID OR GRATE.
2. THE REMOVAL OF THE EXISTING CORRUGATED PE PIPE REQUIRED TO CONSTRUCT THE STRUCTURE SHALL BE INCLUDED IN THE COST OF THE DRAINAGE STRUCTURE SPECIAL.
3. THE CONNECTION OF THE EXISTING CORRUGATED PE PIPE SHALL BE INCLUDED IN THE COST OF THE DRAINAGE STRUCTURE SPECIAL, INCLUDING FURNISHING AND INSTALLING ADDITIONAL SECTIONS OF PIPE.
4. SEE SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.

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USER NAME = espino	DESIGNED - TJP	REVISED -
	DRAWN - AMD	REVISED -
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PLOT DATE = 3/11/2013	DATE - 3/11/2013	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1HB	ROCK ISLAND	507	368
CONTRACT NO. 64B84				
ILLINOIS FED. AID PROJECT				

# 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.

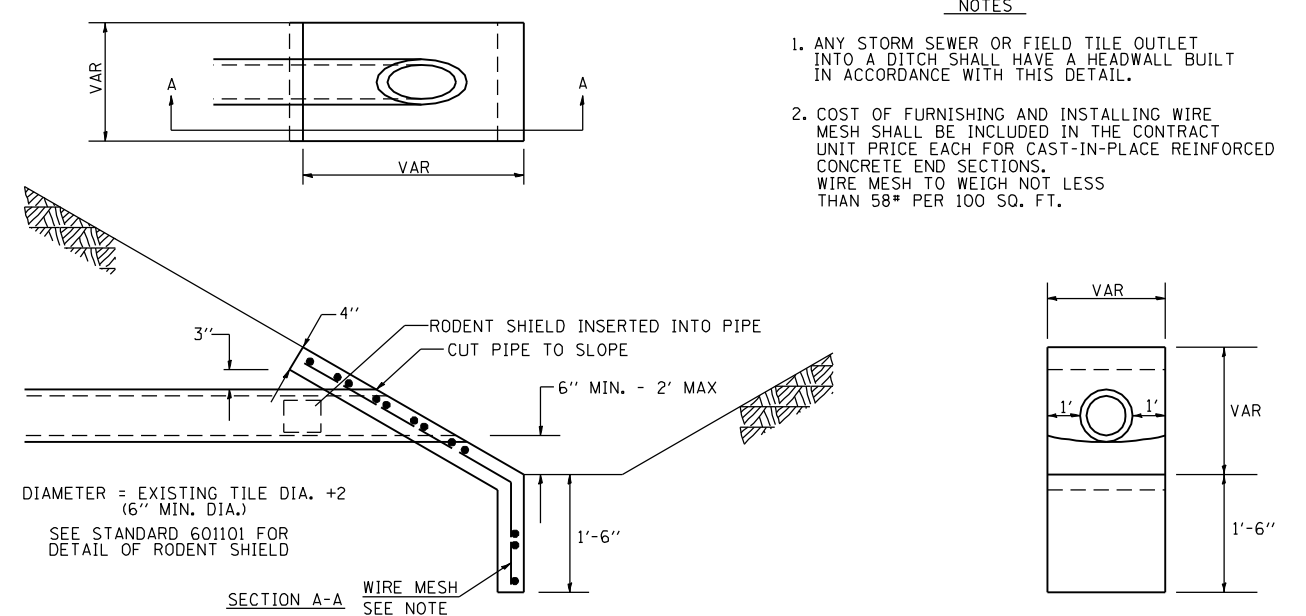
REMOVAL OF MATERIAL FOR PLACEMENT OF THE HOT-MIX ASPHALT SHOULDER TO BE PAID FOR IN UNITS FOR EXCAVATING AND GRADING EXISTING SHOULDERS OR IN CUBIC YARDS FOR EARTH EXCAVATION OR EARTH EXCAVATION WIDENING.

\* 4% WHEN MAINLINE IS ON TANGENT. FOR CROSS SLOPE ON SUPERELEVATION SECTION, SEE HIGHWAY STANDARD 482001 OR 482006.

REVISED - 6-06-11

**HOT-MIX ASPHALT SHOULDER 23.4a**

# CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS



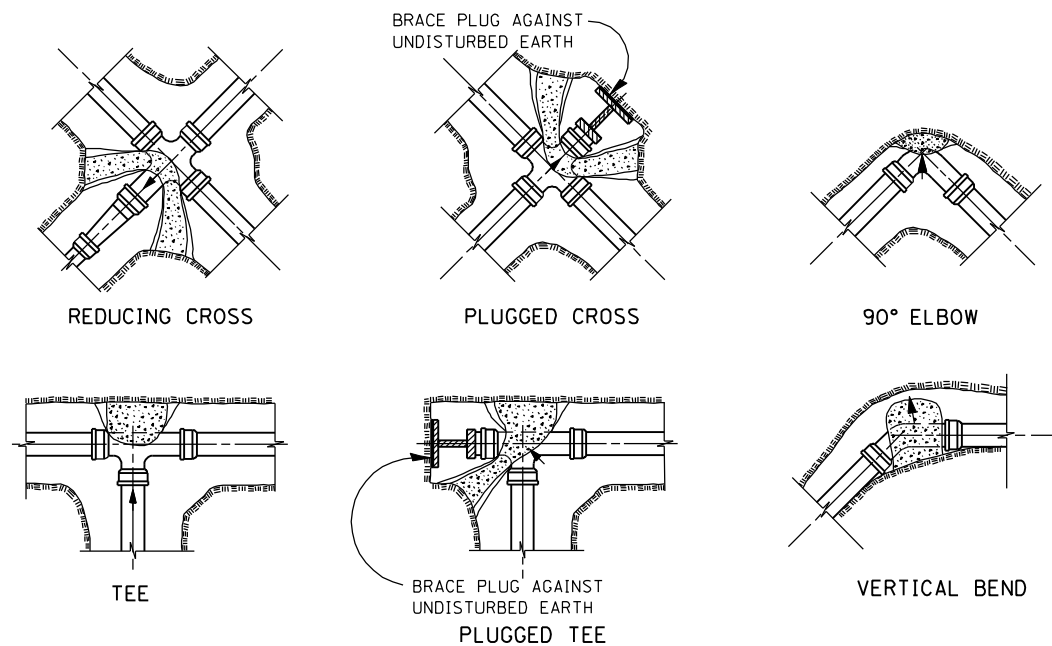
### NOTES

- ANY STORM SEWER OR FIELD TILE OUTLET INTO A DITCH SHALL HAVE A HEADWALL BUILT IN ACCORDANCE WITH THIS DETAIL.
- COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS. WIRE MESH TO WEIGH NOT LESS THAN 58# PER 100 SQ. FT.

REVISED - 9-07-10

**CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 28.4**

# 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.

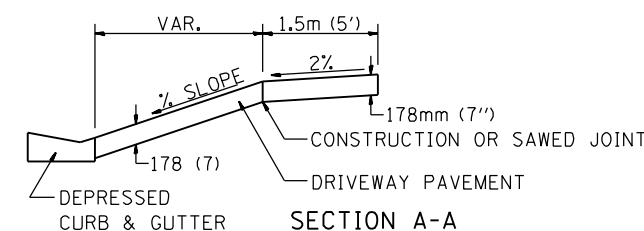
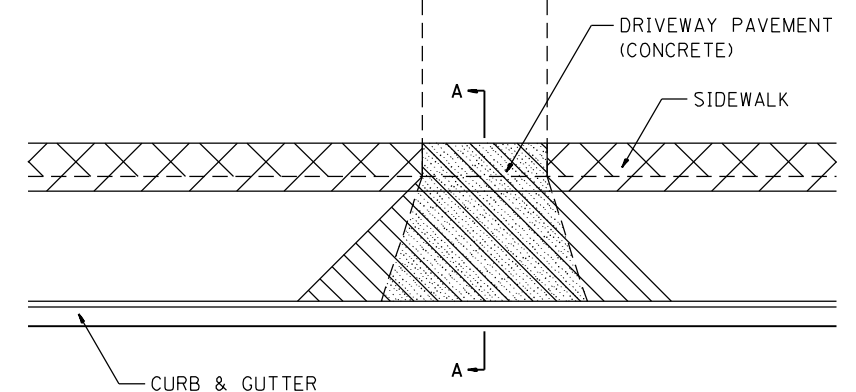
REVISED - 10-20-87

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

**THRUST BLOCK DETAILS 34.4**

# SIDEWALK AND DRIVEWAY PAVEMENT PAY AREAS

- PAY FOR AS**
- SIDEWALK REMOVAL
  - DRIVEWAY PAVEMENT REMOVAL
  - PCC SIDEWALK 127 (5)
  - PCC DRIVEWAY PAVEMENT 178 (7)



FOR DETAILS ON DIMENSIONS AND GRADES, SEE DISTRICT STANDARD 25.1 OR PLANS.

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

REVISED - 10-15-04  
REVISED -  
REVISED -  
REVISED -

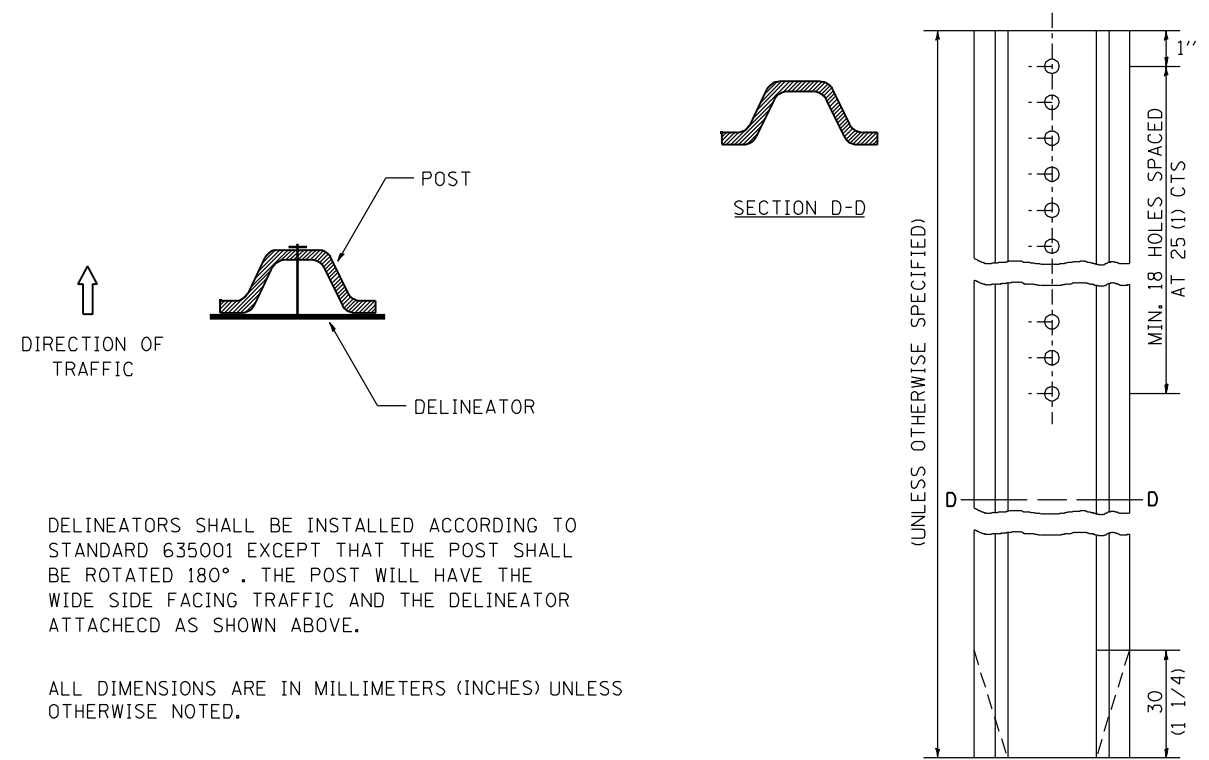
**REGION 2 / DISTRICT 2 STANDARD**

SCALE: 40,000' / IN. SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	369
CONTRACT NO. 64B84				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

**SIDEWALK AND DRIVEWAY PAVEMENT PAY AREAS 35.4**

# DELINEATOR AND POST ORIENTATION



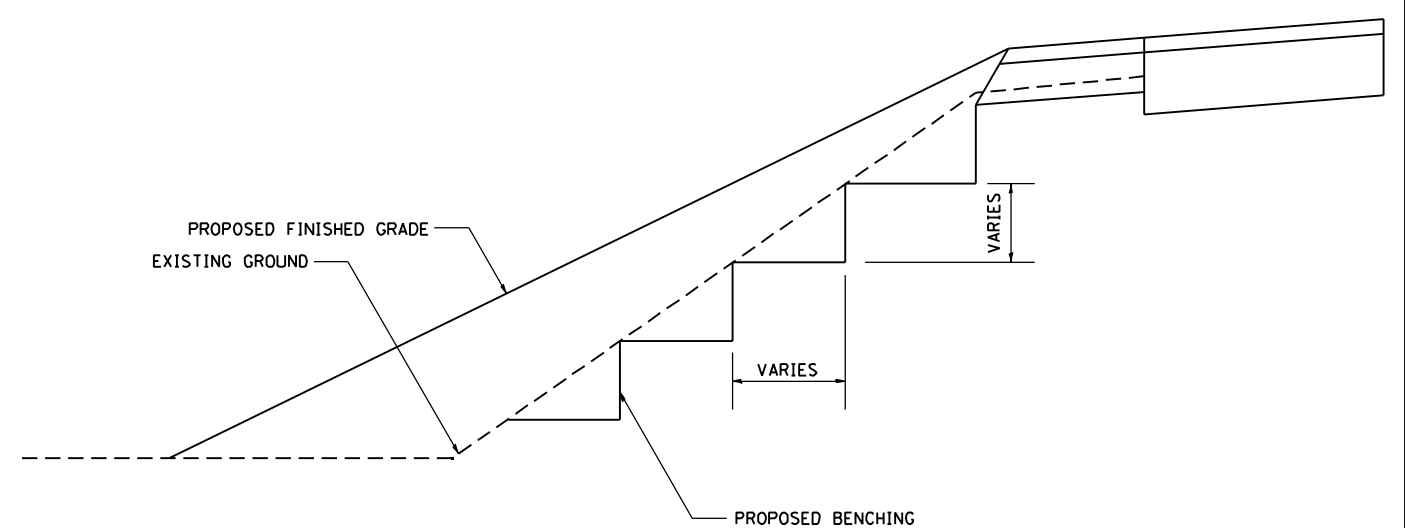
DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHED AS SHOWN ABOVE.

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

REVISED - 11-01-07

## DELINEATOR AND POST ORIENTATION 37.4

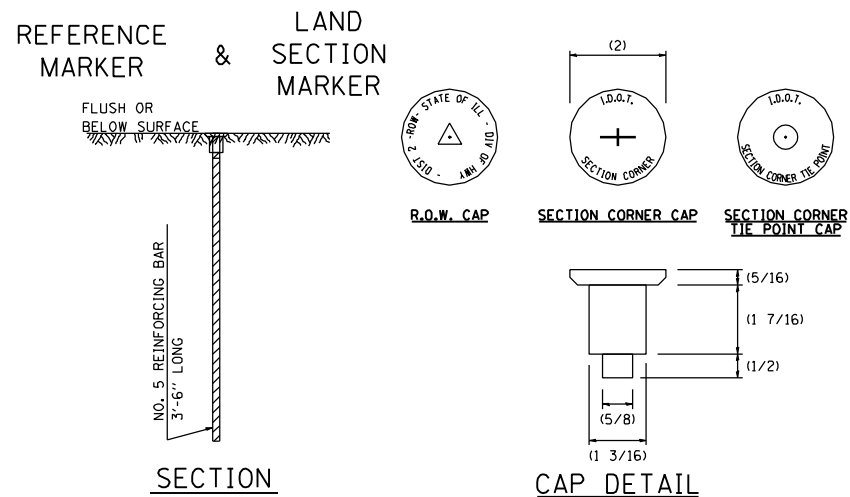
# TYPICAL BENCHING ON EXISTING EMBANKMENT



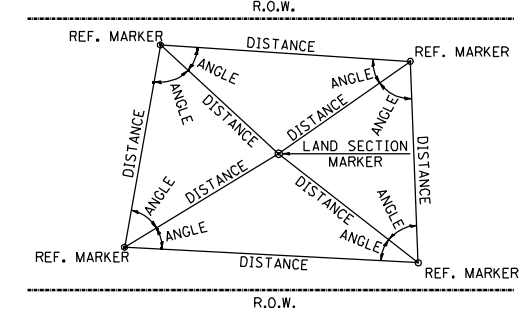
REVISED - 2-22-06

## TYPICAL BENCHING ON EXISTING EMBANKMENT 50.4

# LAND SECTION & REFERENCE MARKERS



### METHOD OF REFERENCING MARKERS



### METHOD OF REFERENCING POINTS

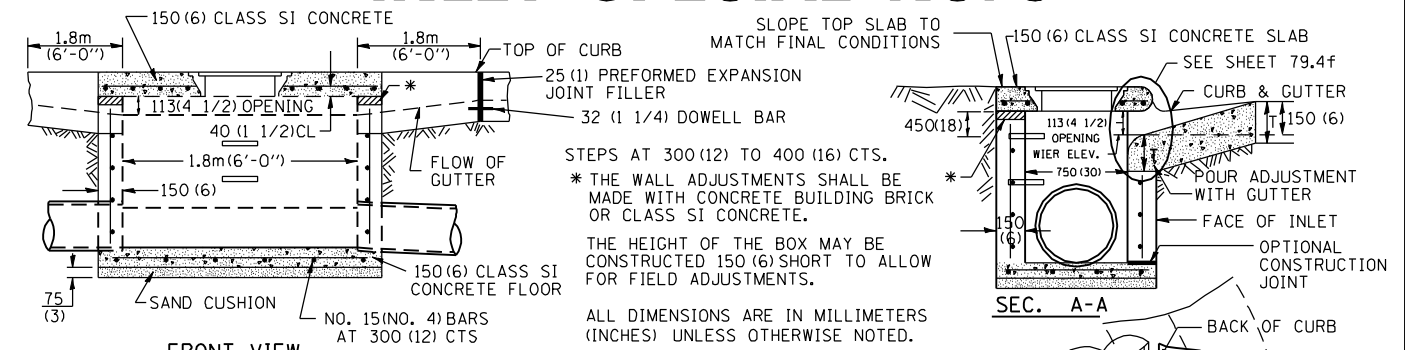
REFERENCE MARKERS SHALL BE USED TO TIE IN PERMANENT LAND SECTION AND 1/4 SECTION CORNERS. WHERE LAND SECTION MARKERS FALL IN THE SHOULDERS OR GRAVEL SURFACES, THE TOP OF THE BAR SHALL BE KEPT 3" BELOW THE SURFACE. LAND SECTION MARKERS LOCATED IN TRAFFIC LANES SHALL BE REPLACED BY CORE DRILL AND RESETTING PIN.

ALUMINUM CAPS SHALL BE PLACED ON TOP OF THE REINFORCING BAR. THERE ARE 3 TYPES OF CAPS, ONE FOR THE RIGHT-OF-WAY CORNERS, ONE FOR THE SECTION CORNERS AND ONE FOR THE SECTION CORNER TIE POINTS. THE CAPS WILL BE SUPPLIED BY THE SURVEYOR WHO IS RESPONSIBLE FOR MONUMENTING CORNERS.

REVISED - 03-05-10

## LAND SECTION & REFERENCE MARKERS 63.4

# INLET SPECIAL NO. 5



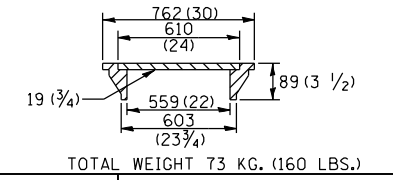
### FRONT VIEW

SEE STANDARD 602701 FOR DETAILS OF STEPS. 25(1) PREFORMED EXPANSION JOINTS AS SHOWN SHALL BE PROVIDED ON EACH SIDE OF INLET. CLASS SI CONCRETE OR PRECAST CONCRETE SHALL BE USED THROUGHOUT. THE SIDE WALLS MAY BE BUILT AS PRECAST SEGMENTAL SECTIONS. REINFORCEMENT FOR INLET SPECIAL NO. 5 SHALL BE ACCORDING TO DISTRICT STANDARD 79.4g

### NOTES

STEPS SHALL BE OMITTED WHEN DEPTH OF INLET IS LESS THAN 1.5 m (5 ft.)  
 THE INLET SHALL BE CAST IN PLACE OR PRECAST.  
 EXCEPT AS NOTED HEREON INLET SPECIAL NO. 5 SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS.  
 THE CONTRACT UNIT PRICE EACH FOR INLET SPECIAL NO. 5 SHALL INCLUDE THE COST OF FURNISHING AND INSTALLING THE FRAME, I.D. REINFORCEMENT BARS, FLOOR AND TOP SLABS, CAST IRON STEPS (IF USED).  
 THE CURB AND GUTTER WILL BE PAID FOR SEPARATELY AND WILL BE MEASURED THROUGH THE INLET.  
 THE CURB AND GUTTER ADJACENT TO AND 1.8m (6 FT.) ON EITHER SIDE OF THE INLET SHALL BE CONSTRUCTED AS SHOWN WITH NO ADDITIONAL COMPENSATION FOR THE TRANSITION.  
 ALL PIPE UNDERDRAIN CONNECTIONS WHEN SPECIFIED SHALL BE DONE IN ACCORDANCE WITH ART. 601 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER (FOOT) FOR PIPE UNDERDRAINS (SPECIAL) OF THE DIAMETER SPECIFIED WHICH PRICE SHALL INCLUDE THE C47 OR CA16 AND THE CONNECTION TO THE INLET.  
 \*\* WHEN INLET IS CONSTRUCTED IN RETURN, THE TOP OF SLAB SHALL CONFORM TO THE RADIUS OF THE RETURN.

### LIGHT WEIGHT MANHOLE CASTING



TOTAL WEIGHT 73 KG. (160 LBS.)

REVISED - 4-4-11

REVISED -

REVISED -

REVISED -

### REGION 2 / DISTRICT 2 STANDARD

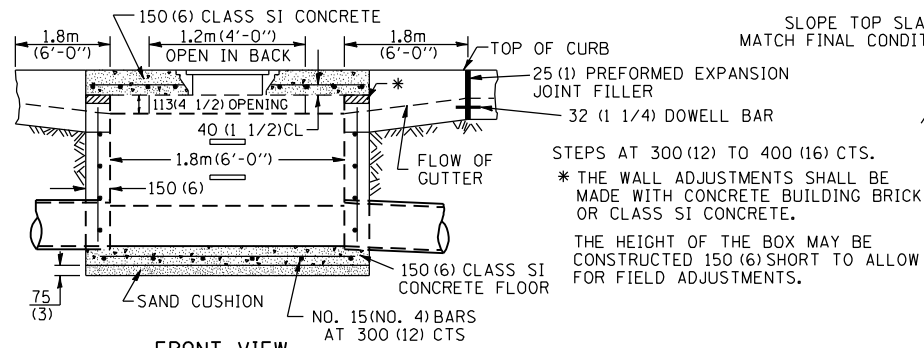
SCALE: 40,0000' / IN. SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1HB	ROCK ISLAND	507	370
CONTRACT NO. 64B84				

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

## INLET SPECIAL NO. 5 79.4b

# INLET SPECIAL NO. 6



FRONT VIEW

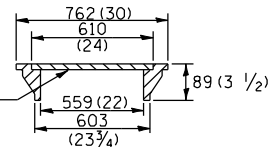
### NOTES

SEE STANDARD 602701 FOR DETAILS OF STEPS. 25 (1) PREFORMED EXPANSION JOINTS AS SHOWN SHALL BE PROVIDED ON EACH SIDE OF INLET. CLASS SI CONCRETE OR PRECAST CONCRETE SHALL BE USED THROUGHOUT. THE SIDE WALLS MAY BE BUILT AS PRECAST SEGMENTAL SECTIONS. REINFORCEMENT FOR INLET SPECIAL NO. 6 SHALL BE ACCORDING TO DISTRICT STANDARD 79.4g

STEPS AT 300 (12) TO 400 (16) CTS. \* THE WALL ADJUSTMENTS SHALL BE MADE WITH CONCRETE BUILDING BRICK OR CLASS SI CONCRETE. THE HEIGHT OF THE BOX MAY BE CONSTRUCTED 150 (6) SHORT TO ALLOW FOR FIELD ADJUSTMENTS.

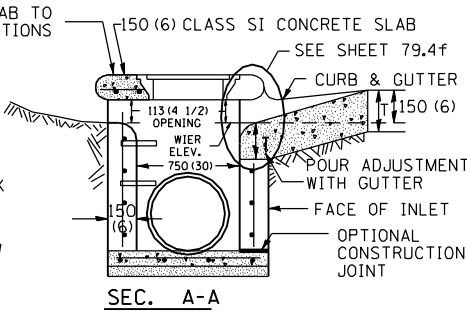
STEPS SHALL BE OMITTED WHEN DEPTH OF INLET IS LESS THAN 1.5 m (5 ft.) THE INLET SHALL BE CAST IN PLACE OR PRECAST. EXCEPT AS NOTED HEREON INLET SPECIAL NO. 6 SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS. THE CONTRACT UNIT PRICE EACH FOR INLET SPECIAL NO. 6 SHALL INCLUDE THE COST OF FURNISHING AND INSTALLING THE FRAME, LID, REINFORCEMENT BARS, FLOOR AND TOP SLABS, CAST IRON STEPS (IF USED), THE CURB AND GUTTER WILL BE PAID FOR SEPARATELY AND WILL BE MEASURED THROUGH THE INLET. THE CURB AND GUTTER ADJACENT TO AND 1.8m (6 FT) ON EITHER SIDE OF THE INLET SHALL BE CONSTRUCTED AS SHOWN WITH NO ADDITIONAL COMPENSATION FOR THE TRANSITION. ALL PIPE UNDERDRAIN CONNECTIONS WHEN SPECIFIED SHALL BE DONE IN ACCORDANCE WITH ART. 601 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER (FOOT) FOR PIPE UNDERDRAINS (SPECIAL) OF THE DIAMETER SPECIFIED WHICH PRICE SHALL INCLUDE THE CA7 OR CA16 AND THE CONNECTION TO THE INLET.

### LIGHT WEIGHT MANHOLE CASTING

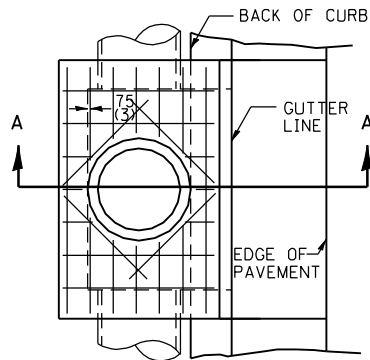


TOTAL WEIGHT 73 KG. (160 LBS.)

REVISED - 4-4-11



SEC. A-A

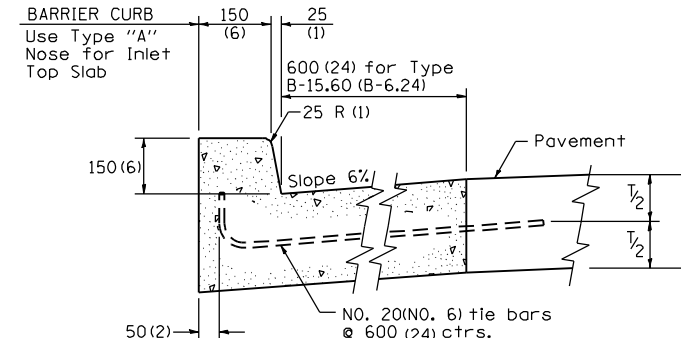


TOP VIEW

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

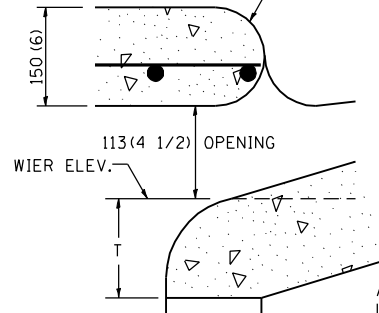
INLET SPECIAL NO. 6 79.4c

# NOSE TYPE FOR INLET TOP SLAB

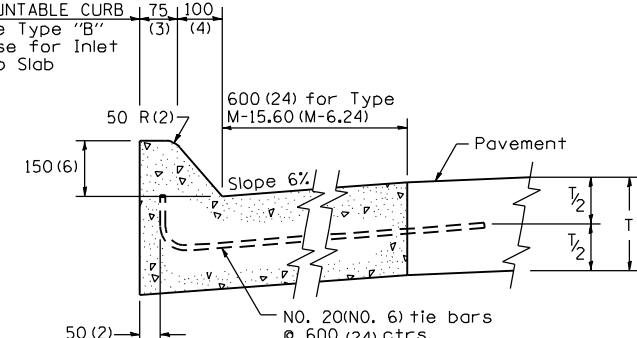


### TYPE "A"

TO BE USED ON EXISTING OR PROPOSED 150 (6) BARRIER CURB

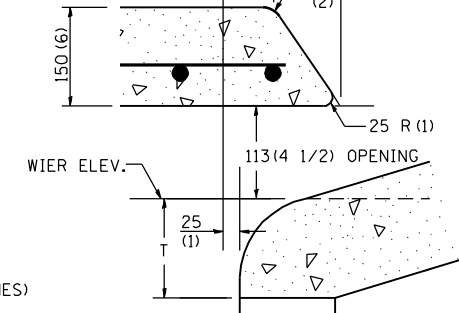


REVISED - 9-29-10



### TYPE "B"

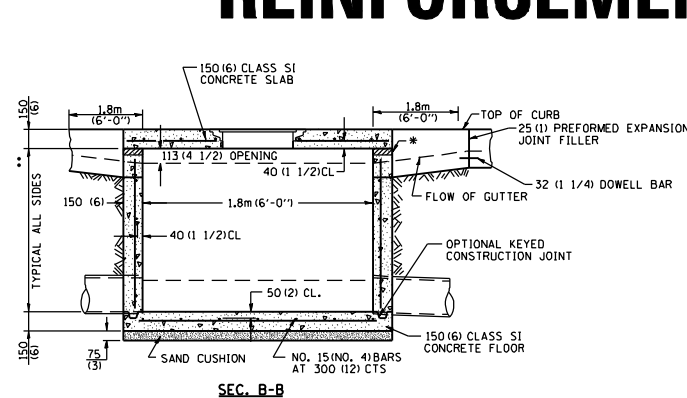
TO BE USED ON PROPOSED 150 (6) MOUNTABLE CURB



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

NOSE TYPE FOR INLET TOP SLAB 79.4f

# INLET SPECIAL NO. 3, 4, 5, 6 REINFORCEMENT DETAIL



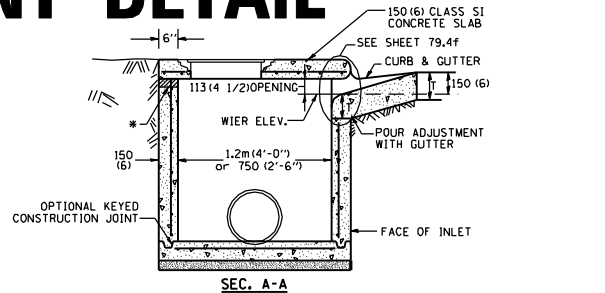
SEC. B-B

\* THE WALL ADJUSTMENTS SHALL BE MADE WITH CONCRETE BUILDING BRICK OR CLASS SI CONCRETE. THE HEIGHT OF THE BOX MAY BE CONSTRUCTED 150(6) SHORT TO ALLOW FOR FIELD ADJUSTMENTS.

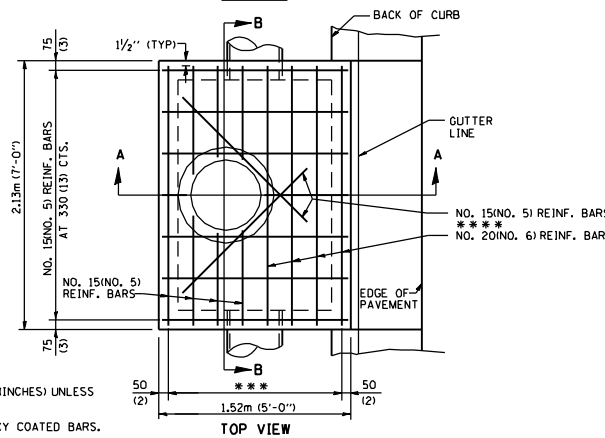
\*\* 1.2m (4'-0") TO 2.4m (8'-0") - NO. 15 (NO. 5) REINF. BARS AT 300 (12) CTS. E.W. 2.4m (8'-0") TO 4.0m (13'-0") - NO. 15 (NO. 5) REINF. BARS AT 250 (10) CTS. E.W. 4.0m (13'-0") TO 4.6m (15'-0") - NO. 15 (NO. 5) REINF. BARS AT 200 (8) CTS. E.W.

\*\*\* 7 SPA. AT 200 mm (8") INLET SPECIAL \* 3, 4 5 SPA. AT 200 mm (8") INLET SPECIAL \* 5, 6 2 REBARS FOR INLET SPECIAL 3 & 4 @ 65" \*\*\* 4 REBARS FOR INLET SPECIAL 5 & 6 @ 24"

REVISED - 4-4-11



SEC. A-A

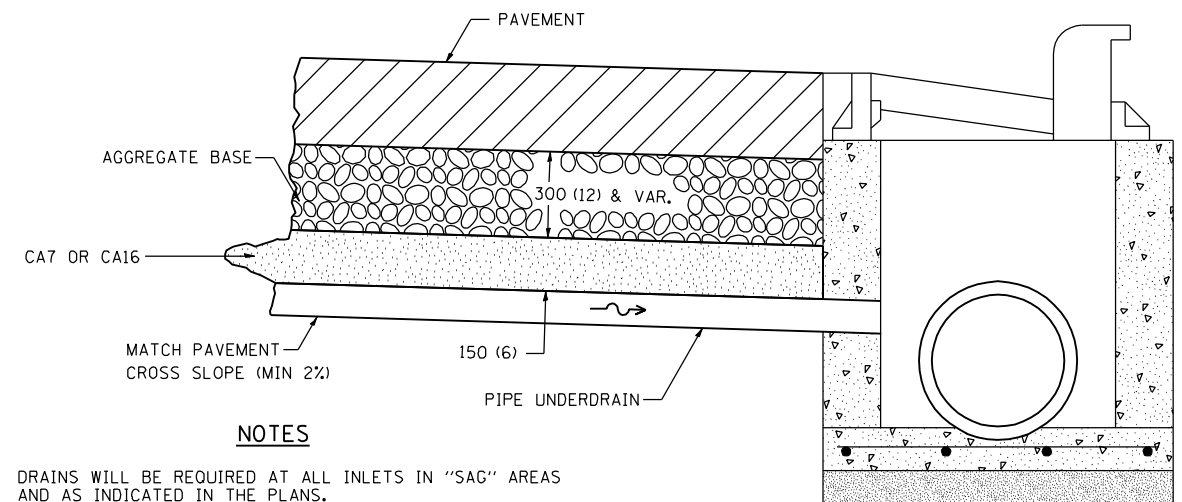


TOP VIEW

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED. TOP SLAB REINFORCEMENT TO BE EPOXY COATED BARS.

INLET SPECIAL NO. 3, 4, 5, 6 REINFORCEMENT DETAIL 79.4g

# DRAIN FOR AGGREGATE BASES IN URBAN AREAS



### NOTES

DRAINS WILL BE REQUIRED AT ALL INLETS IN "SAG" AREAS AND AS INDICATED IN THE PLANS.

THIS WORK SHALL BE COMPLETED ACCORDING TO SECTION 601 OF THE STANDARD SPECIFICATIONS.

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER METER (FOOT) FOR PIPE UNDERDRAINS OF THE DIAMETER SPECIFIED WHICH PRICE SHALL INCLUDE THE CA7 OR CA16 AND THE CONNECTION TO THE INLET.

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

REVISED - 4-4-11

### REGION 2 / DISTRICT 2 STANDARD

REVISED -

SCALE: 40,000 ' / IN SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	371
CONTRACT NO. 64B84				

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

DRAIN FOR AGGREGATE BASES IN URBAN AREAS 88.4

# STOP LINE SIGN FOR TEMPORARY SIGNALS



SIZE: 600(24) x 600(24)

100(4) CAPITAL LETTERS - BLACK

13(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 MILLIMETERS (INCHES)  
UNLESS OTHERWISE NOTED.

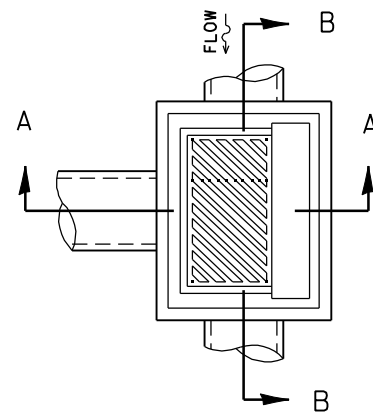
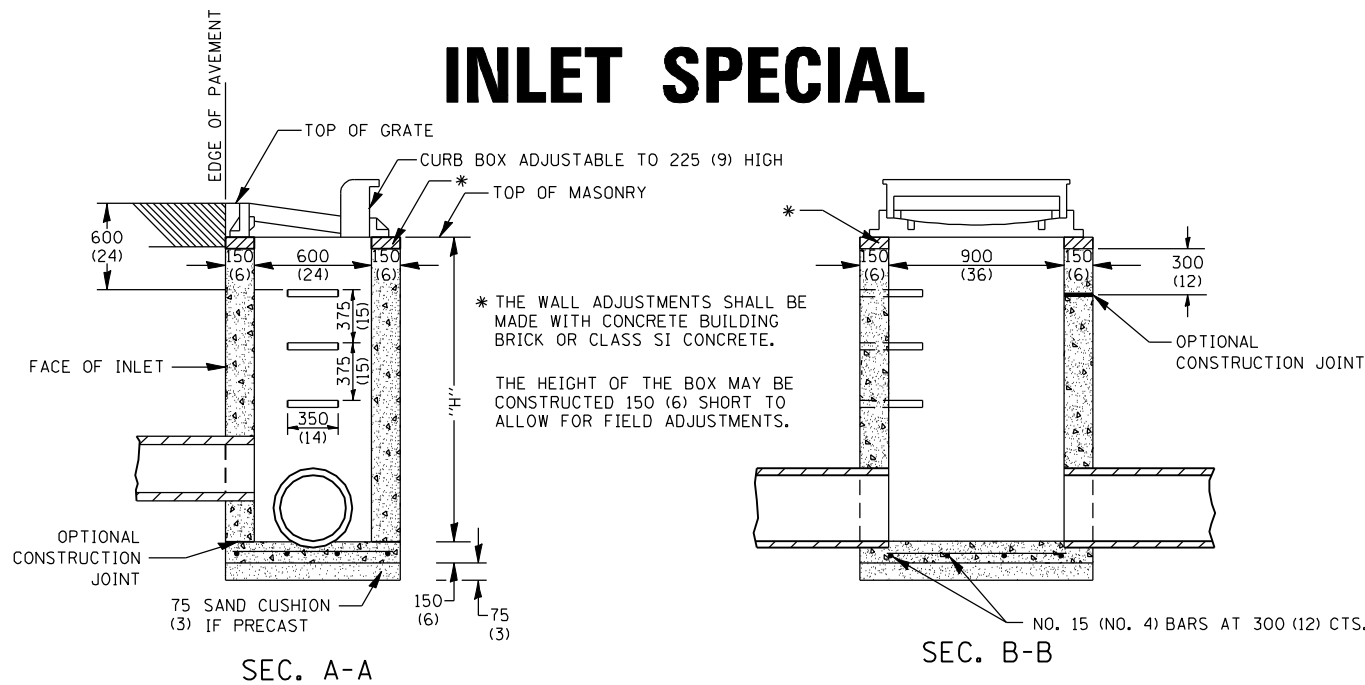
REVISED - 1-22-07

## STOP LINE SIGN FOR TEMPORARY SIGNALS 99.4

REVISED -	<b>REGION 2 / DISTRICT 2 STANDARD</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
REVISED -		595	(142-1)R & 142-1)B	ROCK ISLAND	507	372	
REVISED -						CONTRACT NO. 64B84	
REVISED -		SCALE: 40,000' / IN.	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



# INLET SPECIAL

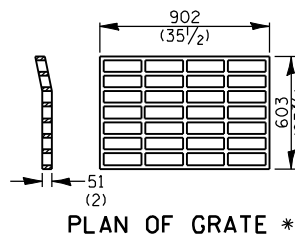


## DETAIL OF FRAME & GRATE

### NOTES

CLASS SI CONCRETE OR PRECAST CONCRETE SHALL BE USED THROUGHOUT. PRECAST CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 504.01 THRU 504.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT CONCRETE STRENGTH SHALL BE 27.5 MPa (4,000 psi) AFTER 28 DAYS.

THE CONTRACT UNIT PRICE EACH FOR INLET SPECIAL SHALL INCLUDE THE COST OF CONSTRUCTING THE INLET BOX, FURNISHING AND INSTALLING THE FRAME AND GRATE, THE CAST IRON STEPS (IF USED), THE PRECAST FLOOR SLABS, SAND CUSHION (WHEN USED) AND REINFORCEMENT BARS.



\* THIS GRATE TO BE USED WITHOUT CURB BOX WHEN INLET IN DRIVEWAY.

### NOTES

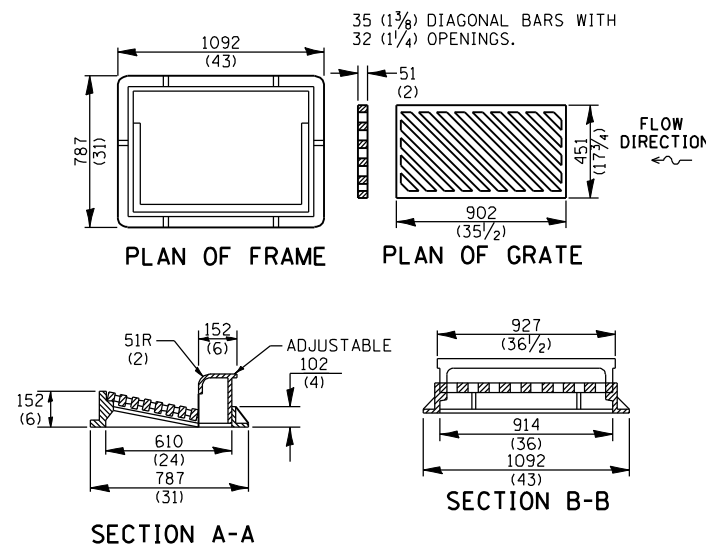
SEE STANDARD 602701 FOR DETAILS OF STEPS.

EXCEPT AS NOTED HEREON INLET SPECIAL SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS.

THE SIDE WALLS MAY BE BUILT AS PRECAST SEGMENTED SECTIONS.

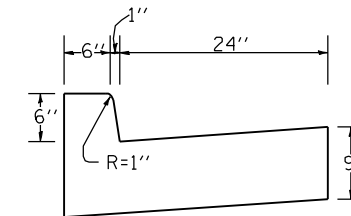
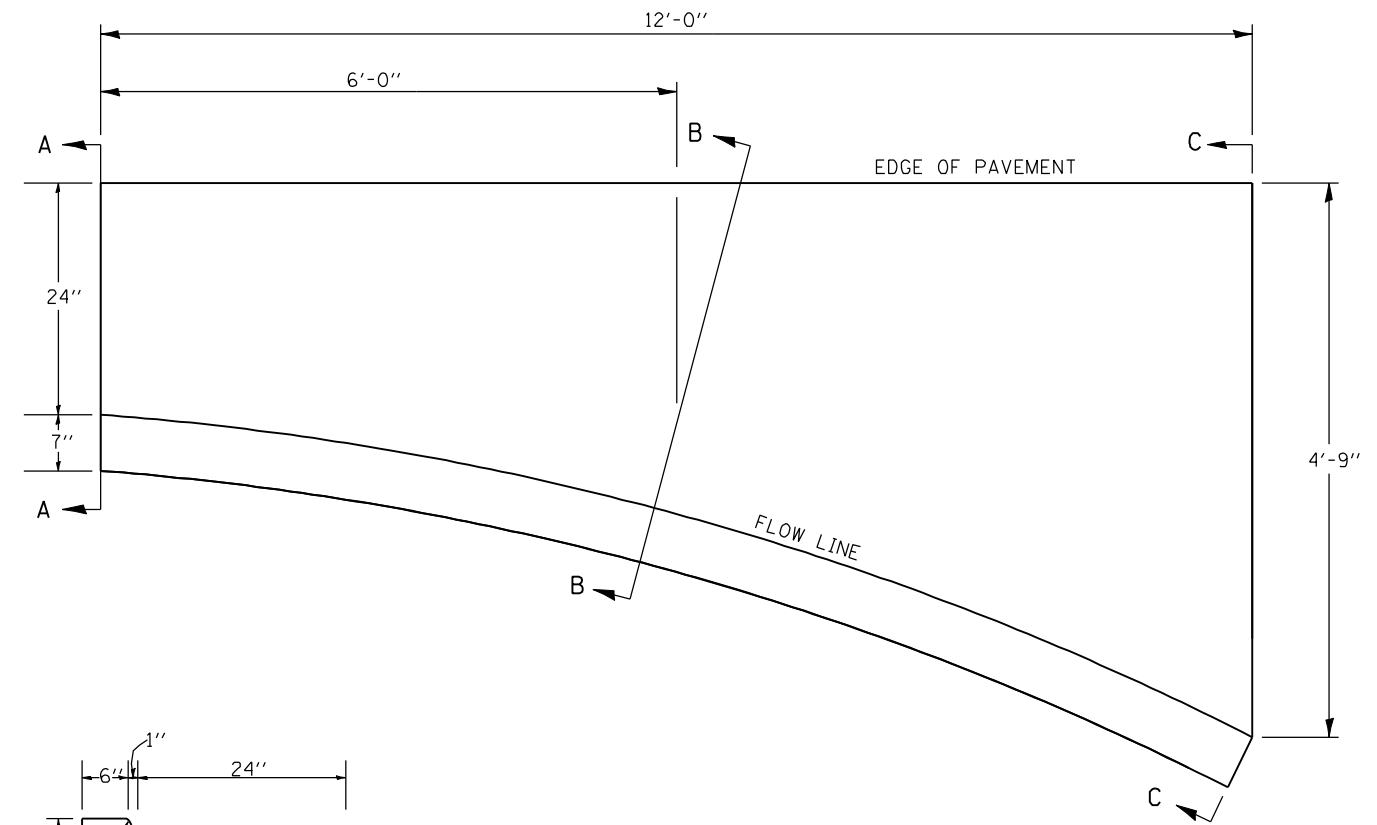
ALL VOIDS AROUND PIPE ENTRANCE, BOTH INSIDE AND OUTSIDE, SHALL BE SEALED WITH MORTAR.

WEIGHT OF CAST IRON FRAME & GRATE = 240 kg (530 lbs.) ± . STEPS SHALL BE OMITTED WHEN DEPTH OF "H" IS LESS THAN 1.5 m (5 ft) .

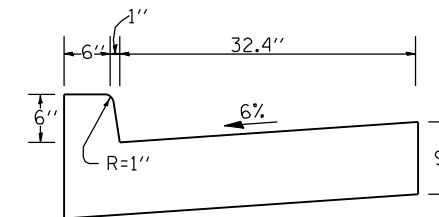


ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

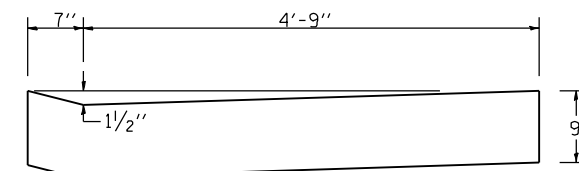
# STANDARD INLET FOR CURB & GUTTER TYPE B-6.24



SECTION A-A



SECTION B-B



SECTION C-C

### NOTES

Class SI Concrete shall be used throughout.

The Curb and Gutter inlet will be paid for at the contract unit price per cubic yard for Class SI Concrete (OUTLETS).

Joints shall be constructed in accordance with the requirements of Article 606.07 of the Standard Specifications.

When curb and gutter is constructed adjacent to flexible pavement, a 1" expansion joint shall be installed at construction joints.

- QUANTITY -  
Section A-A to C-C  
(1.23 Cu. Yds.)  
Class SI Concrete

REVISED - 11-10-94

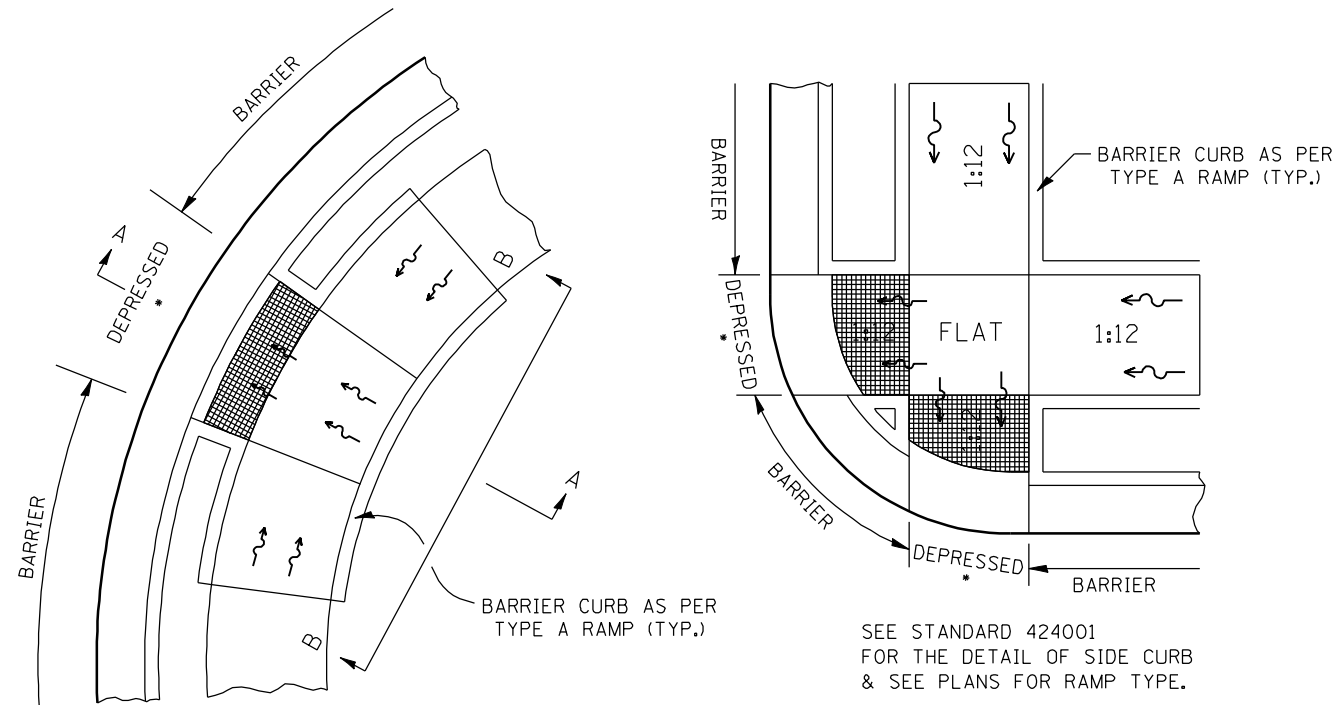
REVISED - 10-10-06  
REVISED -  
REVISED -  
REVISED -

REGION 2 / DISTRICT 2 STANDARD

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

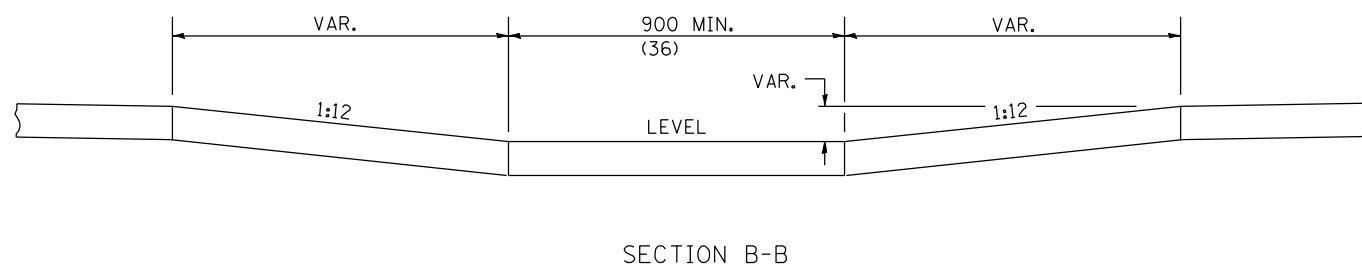
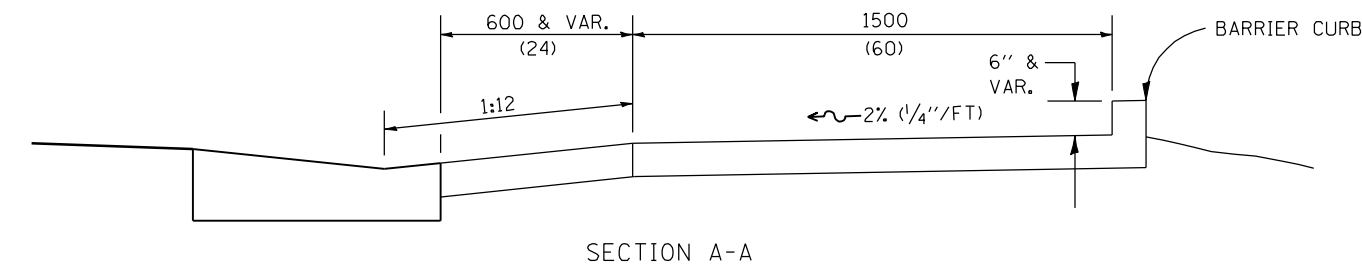
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	373
CONTRACT NO. 64B84				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

# DISABLED RAMP DETAIL FOR TYPE A



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

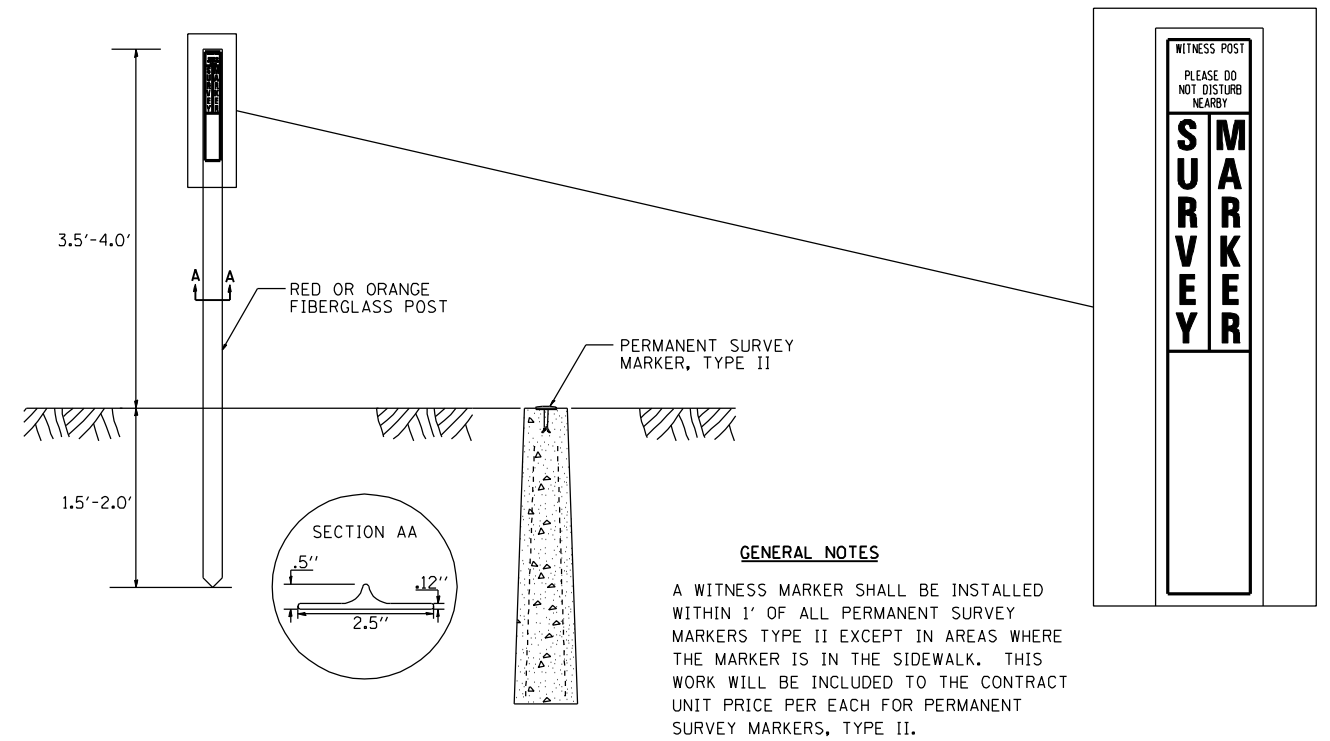
• SEE NOTE BELOW



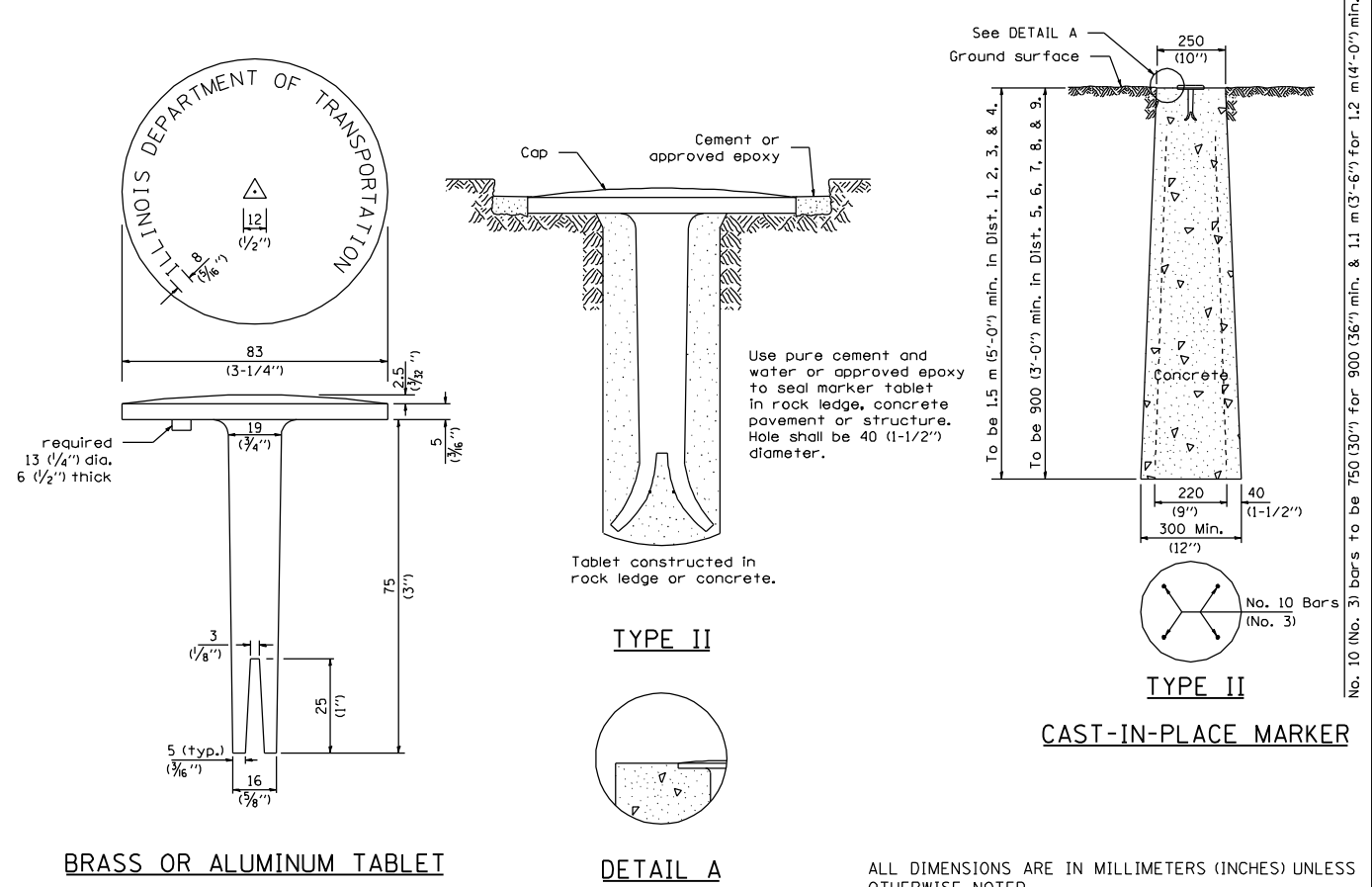
NOTES : THIS DETAIL TO BE USED IN CONJUNCTION WITH STATE STANDARD 424001. THE MAXIMUM ALLOWABLE CROSS SLOPE FOR SIDEWALK IS 2% (1/4"/FT) . THE MAXIMUM ALLOWABLE SIDEWALK GRADE IS 8% (1/2"/FT) . IF SPACE LIMITATIONS PROHIBIT THE USE OF THE 1:12 SLOPE, THEN SLOPES BETWEEN 1:10 ARE 1:12 ARE PERMITTED FOR A MAXIMUM RISE OF 150 (6) . SLOPES 1:8 AND 1:10 ARE ALLOWED FOR A MAXIMUM RISE OF 75 (3) . SLOPES STEEPER THAN 1:8 ARE NOT PERMITTED. THE DEPRESSED CURB IS NOT STANDARD. THE RISE IS 13(1/2) INSTEAD OF 40(1/2) .

REVISED - 10-15-10

# WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



# PERMANENT SURVEY MARKERS, TYPE II



BRASS OR ALUMINUM TABLET

DETAIL A

CAST-IN-PLACE MARKER

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

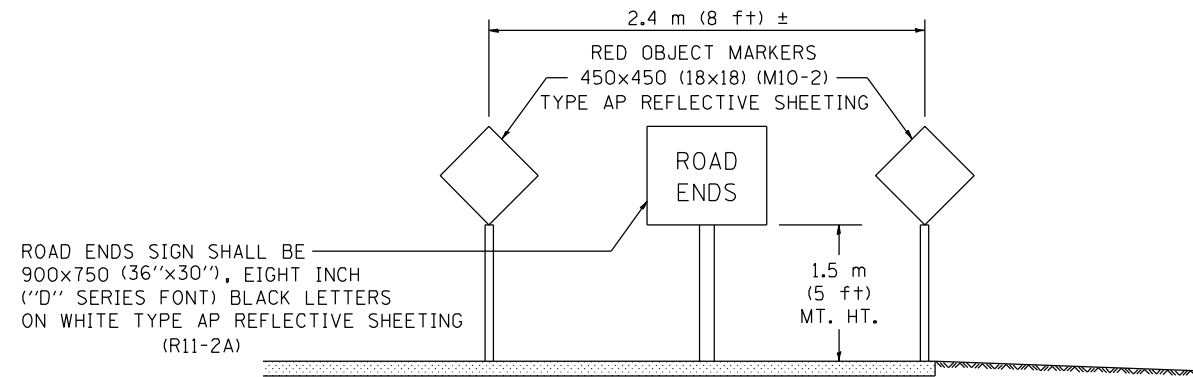
REVISED - 4-4-11	REGION 2 / DISTRICT 2 STANDARD		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -	SCALE: 40,000' / IN	SHEET NO. OF SHEETS	595	(142-1)R & 142-1)B	ROCK ISLAND	507	374
REVISED -	STA. TO STA.	CONTRACT NO. 64B84	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

# TERMINATION OF DEAD END ROADS

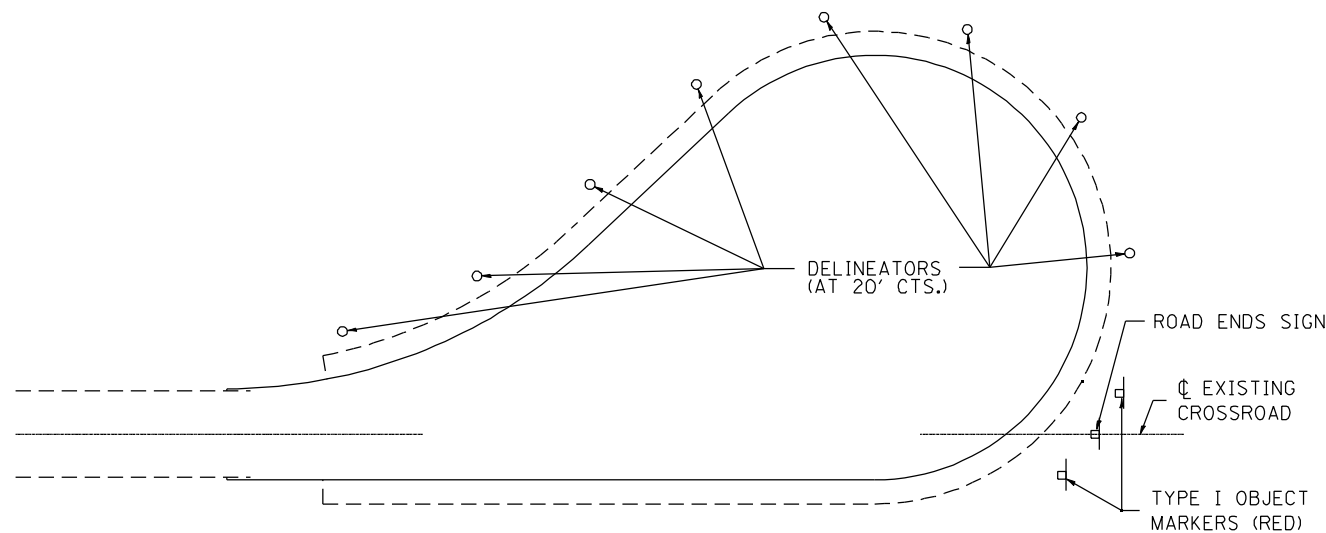
NOTES: A "NO OUTLET" (36"x36" YELLOW) SIGN SHALL BE ERECTED SLIGHTLY BEYOND THE LAST ROAD INTERSECTING THE ROAD WITH NO OUTLET. IF THIS INTERSECTION IS MORE THAN 457 m (1500 FT) FROM TERMINATION POINT, OR IF SIGHT DISTANCE TO THE CLOSURE IS LESS THAN 152 m (500 FT), A ROAD ENDS 152m (500 FT.) (WB-16) SIGN SHALL BE ERECTED 152m (500 FT.) IN ADVANCE OF THE TERMINATION OF THE ROAD. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "TERMINATION OF DEAD END ROADS" WHICH PRICE SHALL INCLUDE ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO INSTALL THE SIGNS AND DELINEATORS.

USE 100x150 (4x6) WOOD POSTS INSTALLED IN ACCORDANCE WITH ARTICLE 730.0 OF STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS. USE APPLICABLE PARTS OF STANDARD 720001 FOR SIGN MOUNTING.

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



TERMINATION SIGNING



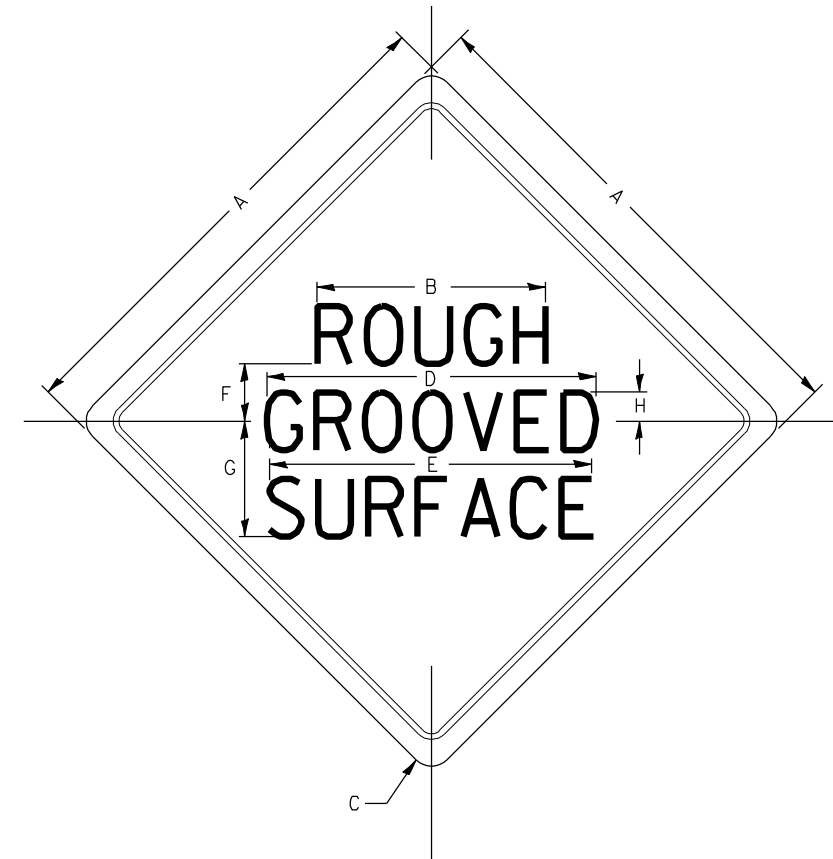
TRAFFIC CONTROL  
TYPICAL CUL-DE-SAC

REVISED - 1-22-07

# 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
1200x1200 (48x48)	1200 (48.0)	600 (24.1)	75 (3.0)	850 (34.0)	825 (33.0)	150 (6.0)	325 (13.0)	88 (3.5)

SIGN SIZE	SERIES LINES			MARGIN	BORDER	BLANK STD.
	1	2	3			
1200x1200 (48x48)	7C	7C	7C	20 (0.8)	30 (1.2)	B4-48D

ALL DIMENSIONS IN INCHES.

### GENERAL NOTES

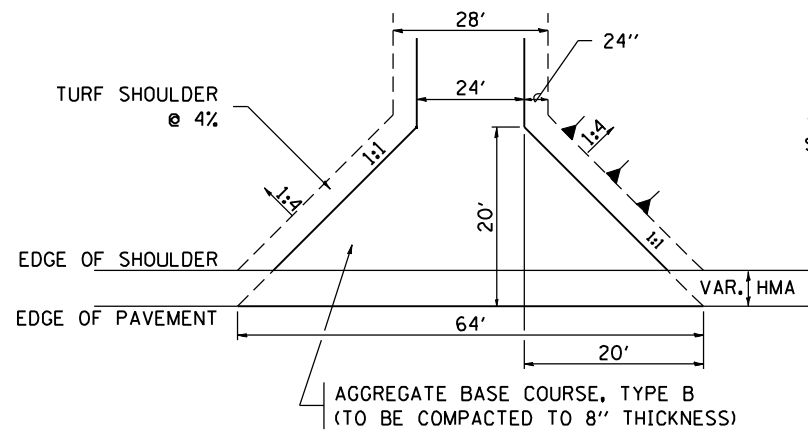
SIGN PANELS AND FACE MATERIALS SHALL BE ACCORDING TO SECTION 720 OF THE STANDARD SPECIFICATIONS  
METAL POSTS SHALL BE IN ACCORDANCE WITH STD. 720011.

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

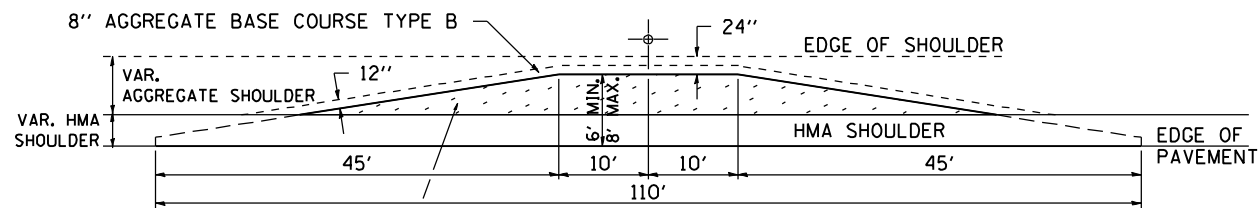
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 1-09-08	REGION 2 / DISTRICT 2 STANDARD			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -				595	(142-1)R & 142-1)B	ROCK ISLAND	507	375
REVISED -				CONTRACT NO. 64B84				
REVISED -	SCALE: 40,0000' / IN	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

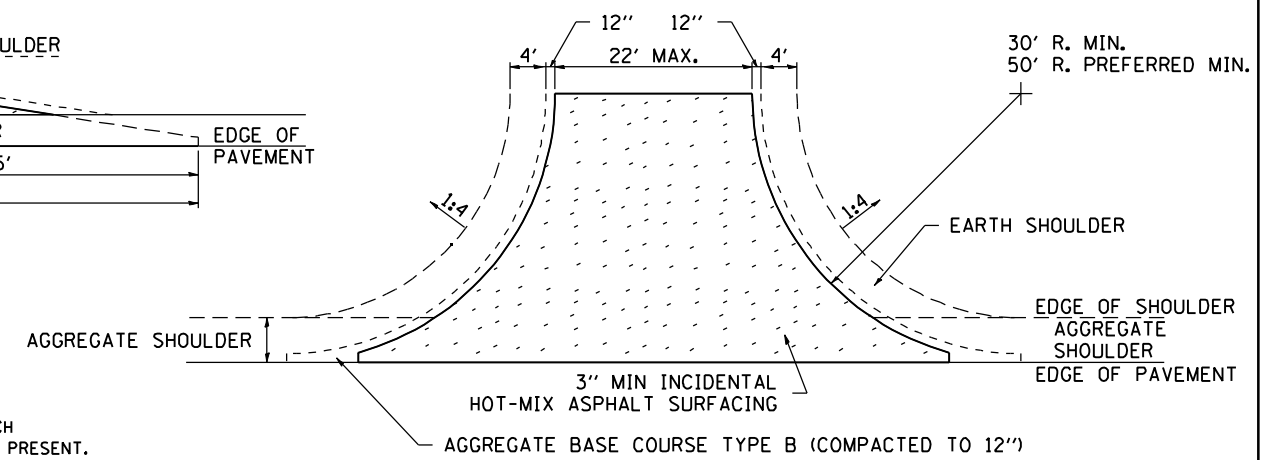
# HOT-MIX ASPHALT APPROACHES AND MAILBOX RETURNS



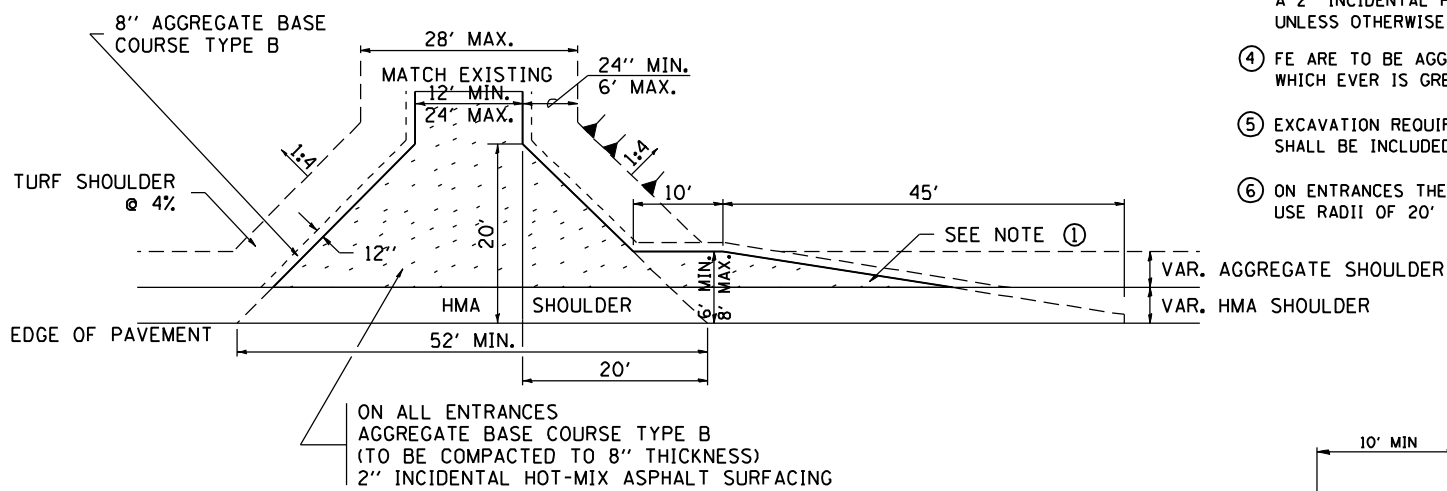
**FIELD ENTRANCE**



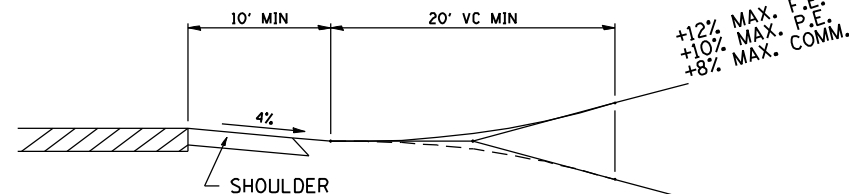
**MAILBOX TURNOUT**



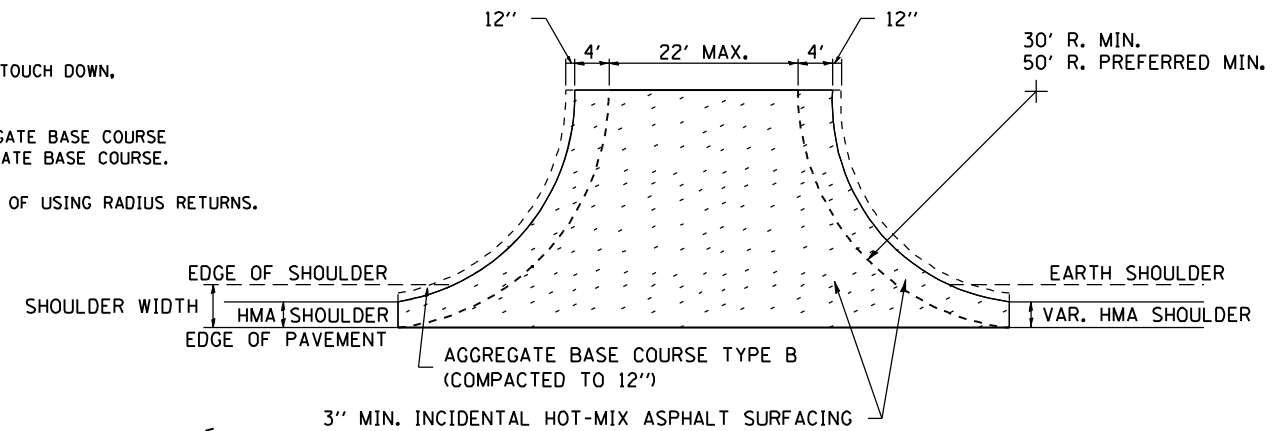
**SIDE ROAD RETURN/EARTH SHOULDER**



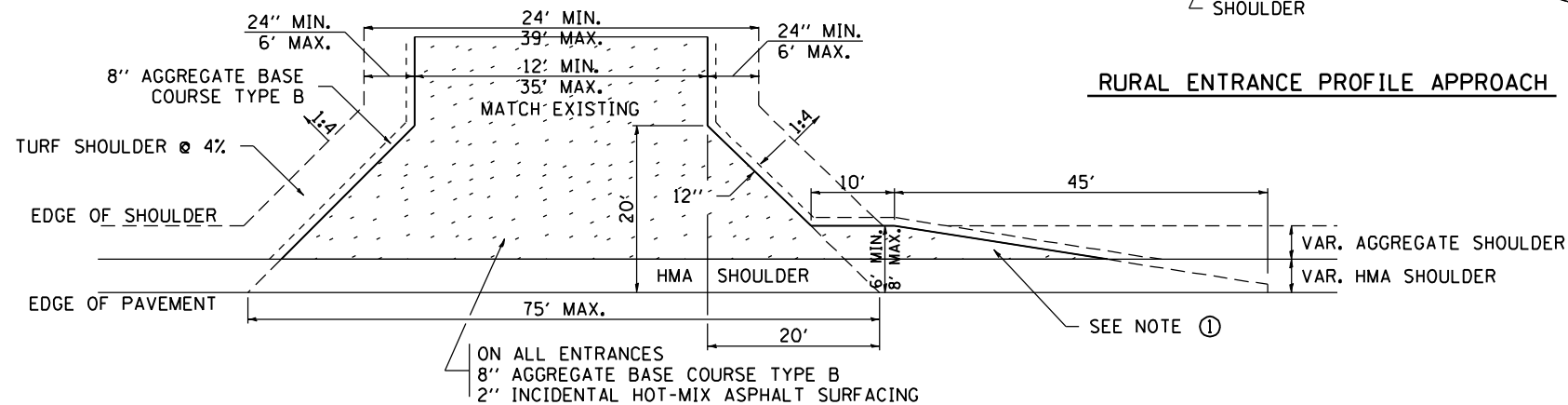
**PRIVATE ENTRANCE**



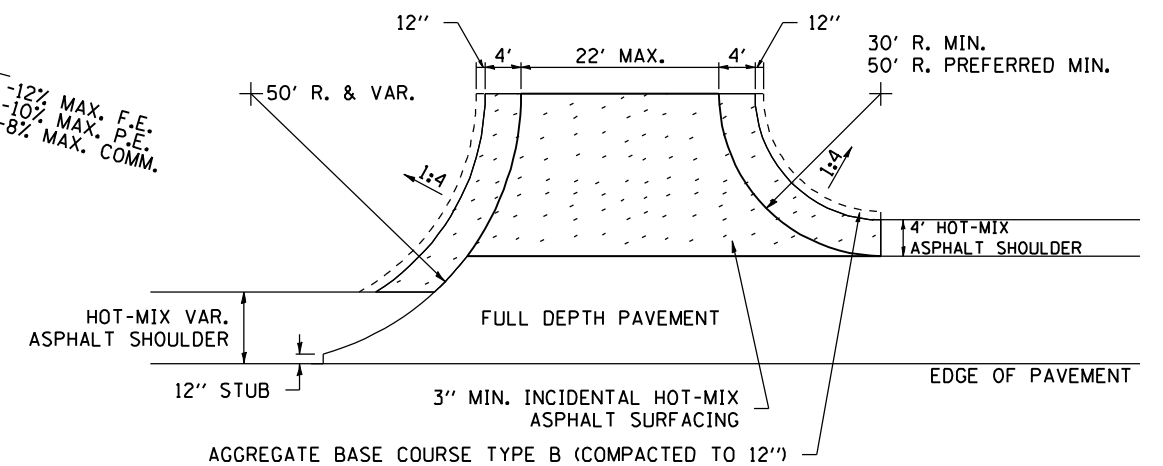
**RURAL ENTRANCE PROFILE APPROACH**



**SIDE ROAD RETURN/HMA SHOULDER**



**COMMERCIAL ENTRANCE**



**SIDE ROAD RETURN WITH RIGHT TURN LANE**

**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 = espino	DESIGNED -	REVISED - 12-07-10
n:\proj\0003393.00\contract.1\design\misc\sheet\0264B84-sht-District2Standards.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

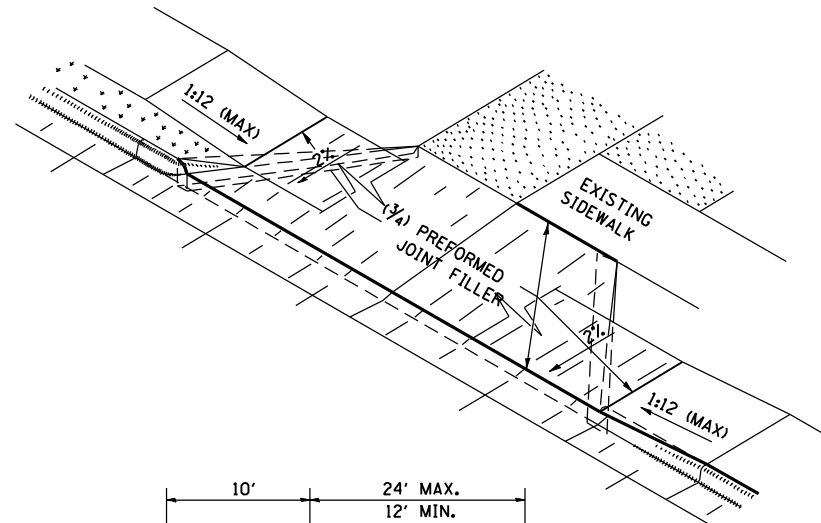
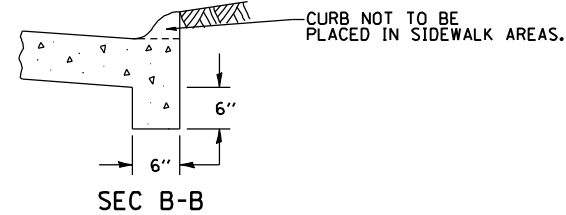
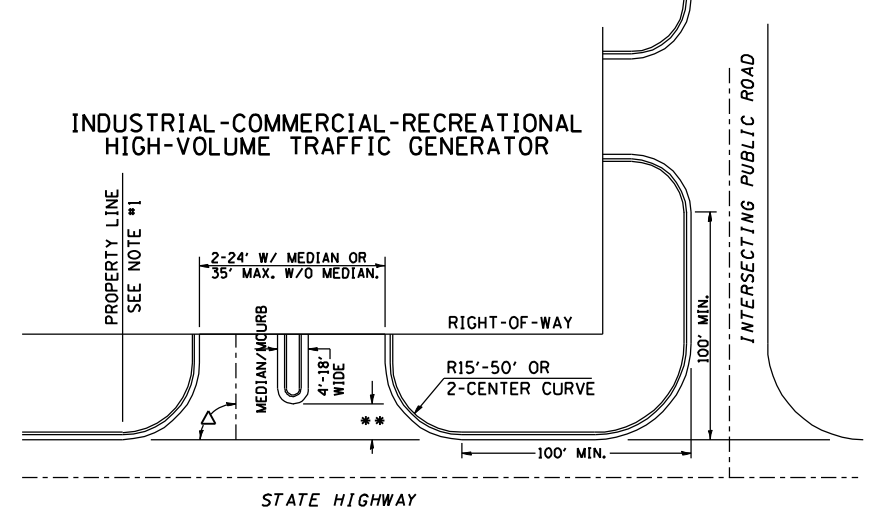
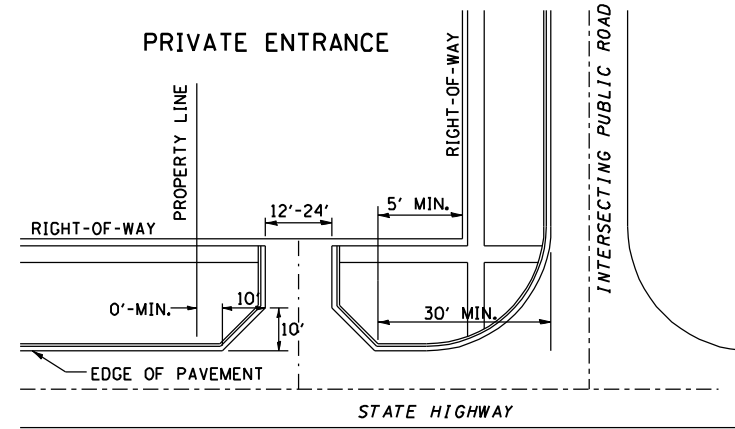
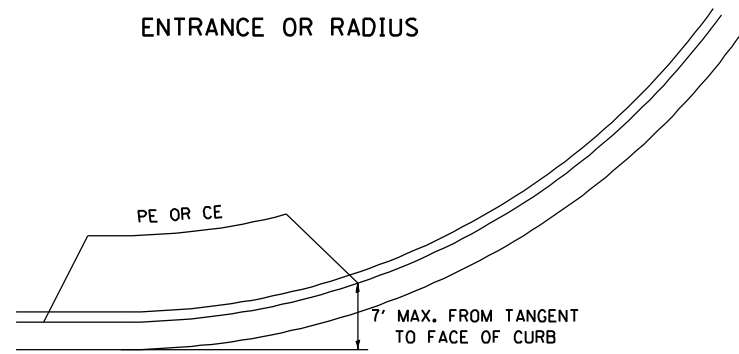
**REGION 2 / DISTRICT 2 STANDARD**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	376
CONTRACT NO. 64B84				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

# ENTRANCE APPROACHES – URBAN AREA

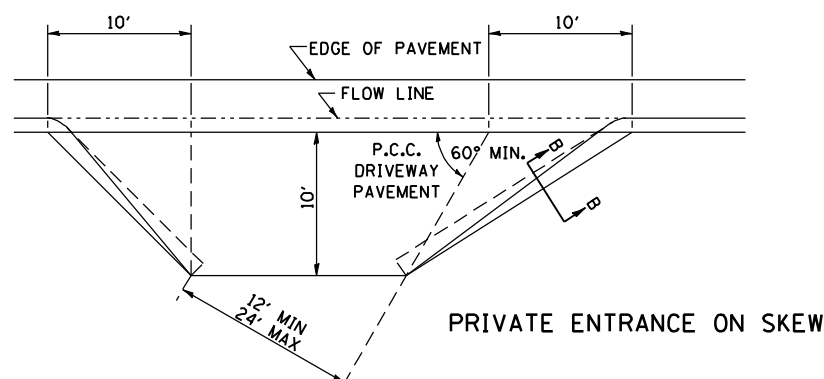
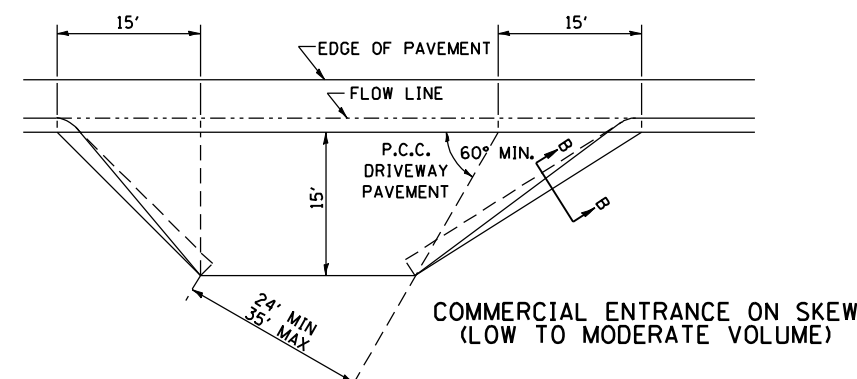
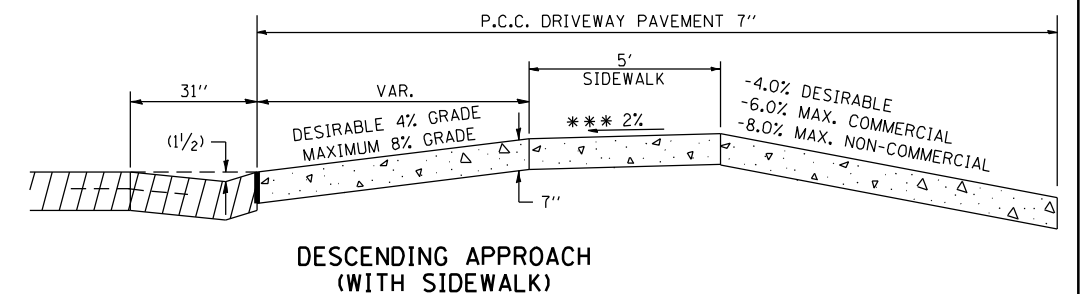
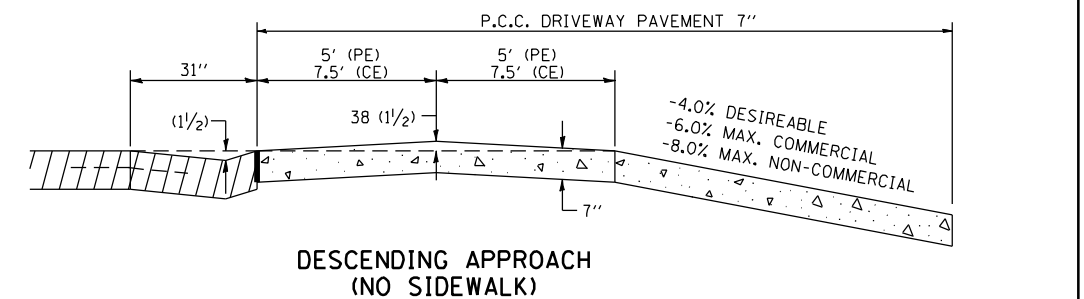
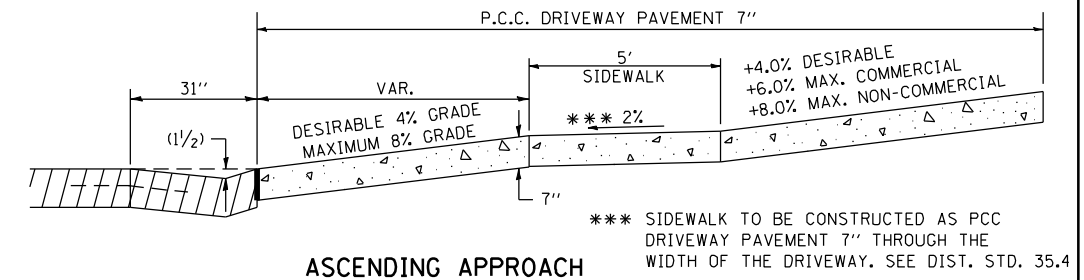
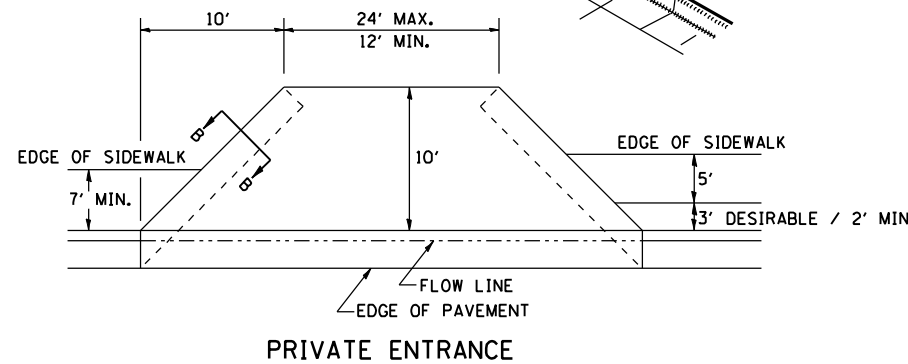
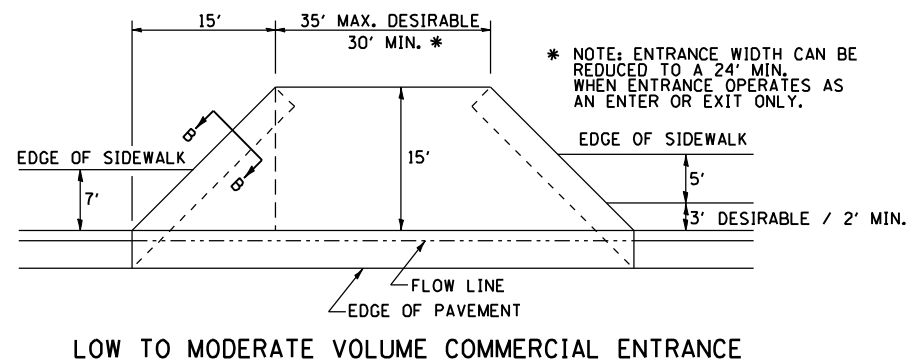
ENTRANCE OR RADIUS



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.



FILE NAME =	USER NAME = espino	DESIGNED -	REVISED - 12-07-10
n:\proj\0003393.00\contract.1\design\misc\sheet\0264B84-sht-District2Standards.dgn		DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 3/11/2013	DATE -	REVISED -

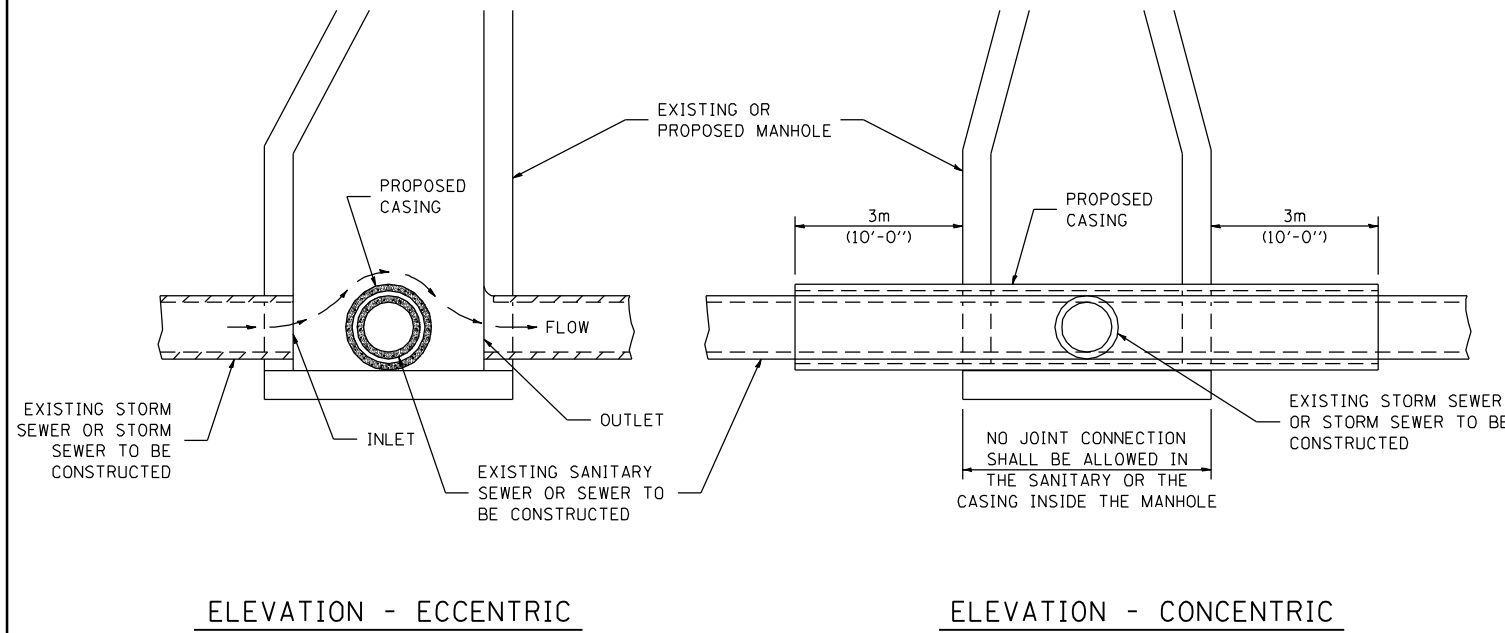
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1JR & 142-1HB)	ROCK ISLAND	507	377
CONTRACT NO. 64B84				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

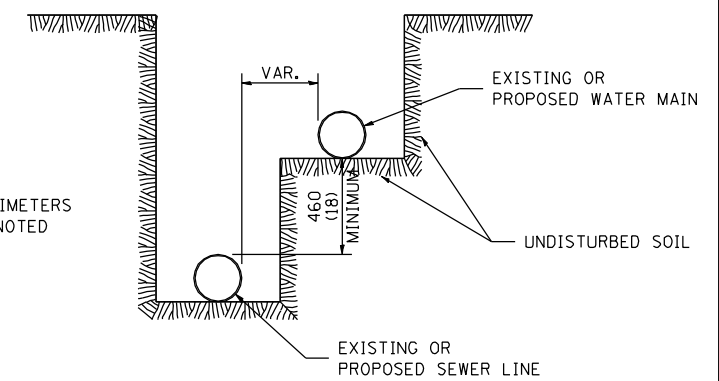
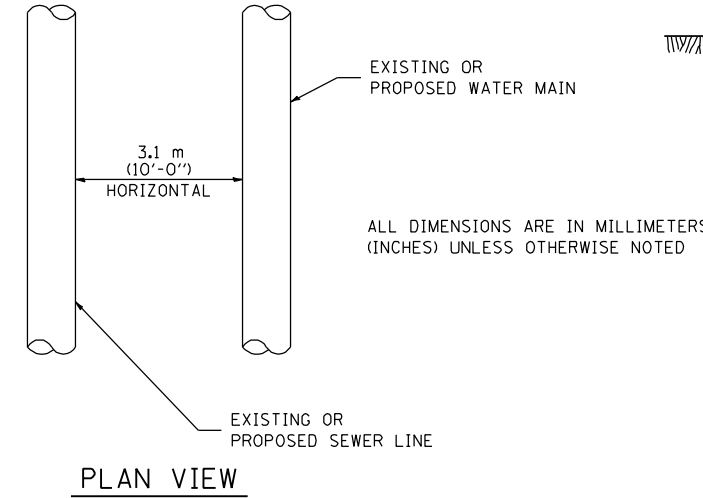
# SEWER AND WATER MAIN CROSSINGS



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 3.1 m (10'-0'') OR MORE FROM EXISTING WATER (OR SEWER) NO SPECIAL CONSTRUCTION REQUIRED.

WHEN PROPOSED SEWER (OR WATER) IS LOCATED LESS THAN 3.1 m (10'-0'') FROM EXISTING WATER (OR SEWER) DETAILS BELOW SHALL APPLY.

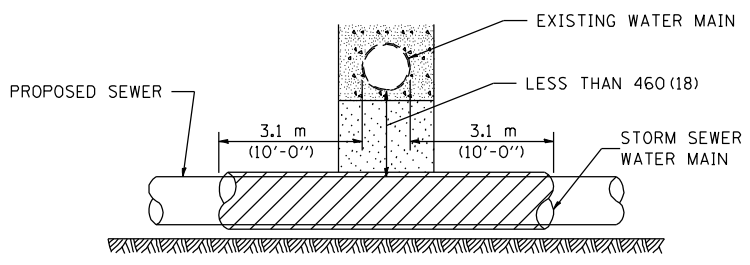


CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 50 (2) LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

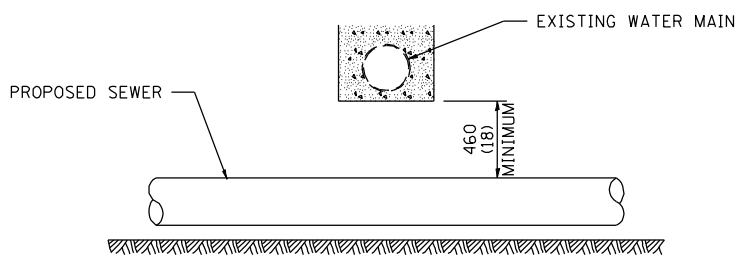
## AT GRADE CROSSING OF SANITARY AND STORM SEWER

ALL DIMENSIONS ARE IN MILLIMETERS (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



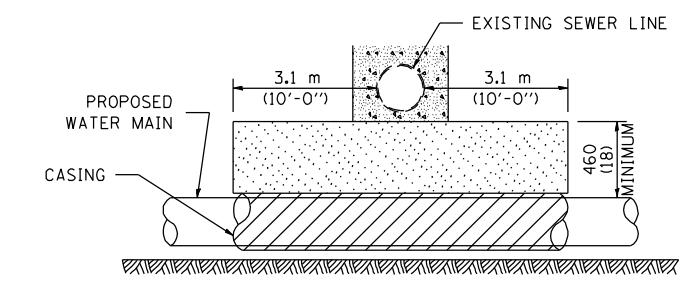
PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH  
MAINTAIN 460 (18) MINIMUM VERTICAL SEPARATION FOR 3.1m (10') HORIZONTALLY



ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

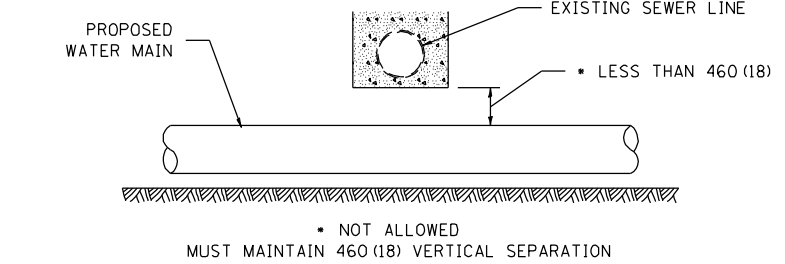
## PROPOSED SEWER LINE BELOW EXISTING WATER MAIN

PROVIDE ADEQUATE SUPPORT FOR EXISTING SEWER LINE TO PREVENT DAMAGE DUE TO SETTLEMENT  
PLACE TRENCH BACKFILL FOR 3.1 m (10') ON EITHER SIDE OF SEWER LINE



CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 50 (2) LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

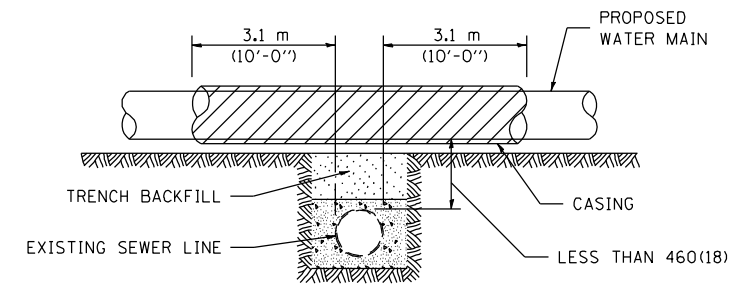
PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH  
MAINTAIN 460 (18) MINIMUM VERTICAL SEPARATION FOR 3.1m (10') HORIZONTALLY



ALL DIMENSIONS ARE IN MILLIMETERS (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

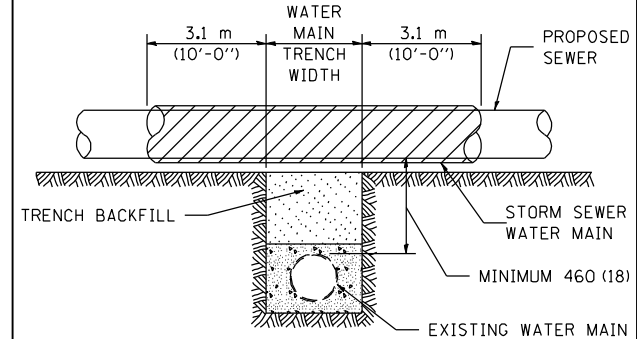


CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 50 (2) LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

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

## EXISTING WATER MAIN BELOW PROPOSED SEWER LINE WITH MINIMUM 460 (18) VERTICAL SEPARATION

FILE NAME =	USER NAME = espino	DESIGNED -	REVISED - 10-15-04
n:\proj\0003393.00\contract\1\design\misc\sheet\0264B84-sht-District2Standard.dgn		DRAWN -	REVISED -
		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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	378
CONTRACT NO. 64B84				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

# TRAFFIC CONTROL FOR TRANSITION AREAS

## CASE 1

SIGNS, DEVICES & FLAGGERS  
ACCORDING TO APPLICABLE  
TRAFFIC CONTROL STANDARDS



G20-I103(0)-3660

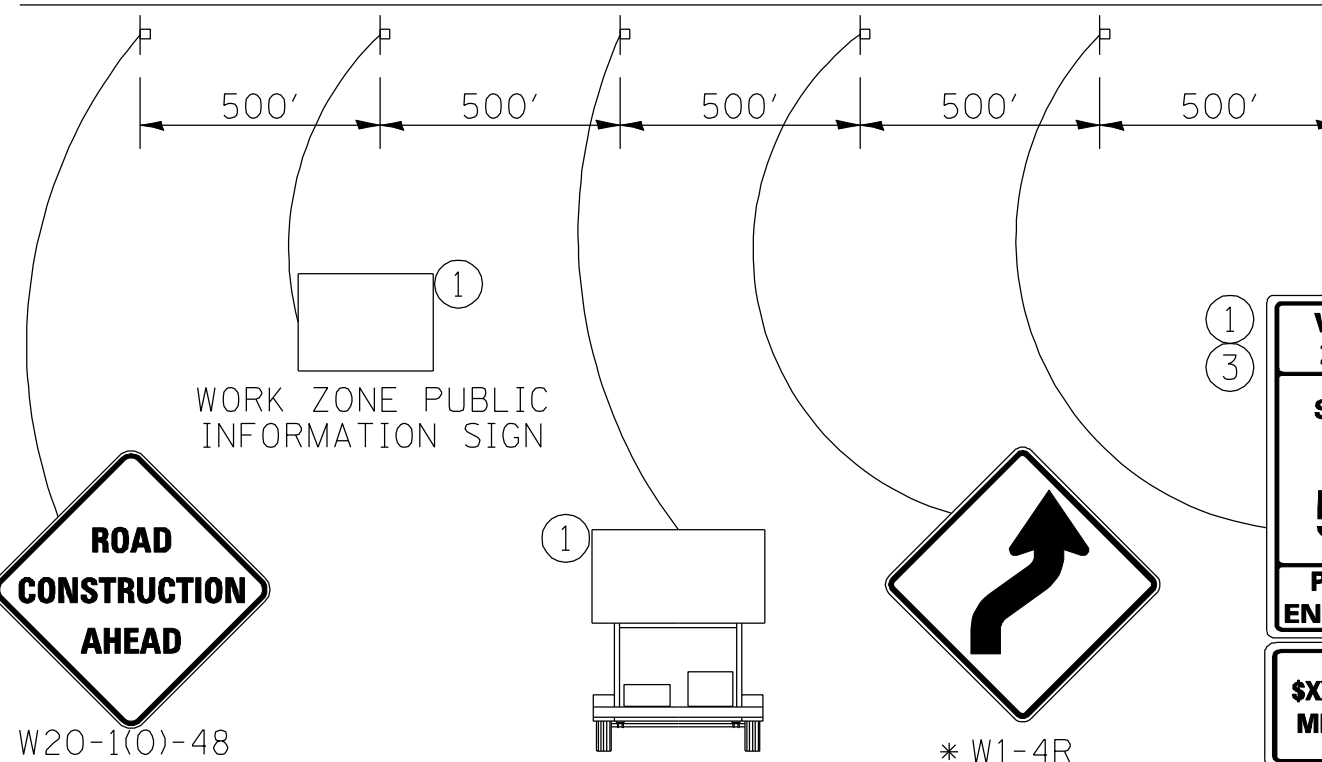
DRUMS OR BARRICADES  
@ 50' CENTERS

L (2)

DRUMS OR BARRICADES  
@ 50' CENTERS

L (2)

SIGNS, DEVICES & FLAGGERS  
ACCORDING TO APPLICABLE  
TRAFFIC CONTROL STANDARDS



### GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION WITH THE APPLICABLE MULTILANE TRAFFIC CONTROL AND PROTECTION STANDARD.

1. If applicable, Use speed limit as shown on applicable multilane Traffic Control and Protection Standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 feet for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

○ DRUMS OR BARRICADES

▨ WORK AREA

NOTE: STANDARDS 701301 AND 701306 SHALL NOT BE USED WITHIN 500 FEET OF THE TRANSITION.

\*DEPENDS ON GEOMETRICS OF THE TRANSITION. MAY SWITCH THE "STAY IN YOUR LANE" AND "WEAVE SIGNS"

FILE NAME =	USER NAME = espino	DESIGNED -	REVISED - 1-16-13	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ni:\proj\0003393.00\contract.1\design\misc\sheeta\0264B84-sht-District2Standards.dgn	DRAWN -	REVISED -	595					(142-1)R & 142-1)B	ROCK ISLAND	507	379	
PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64B84									
PLOT DATE = 3/11/2013	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									

# TRAFFIC CONTROL FOR TRANSITION AREAS

## CASE 2

SIGNS, DEVICES & FLAGGERS  
ACCORDING TO APPLICABLE  
TRAFFIC CONTROL STANDARDS



G20-I103(0)-3660

DRUMS OR BARRICADES  
@ 50' CENTERS

L (2)

SIGNS, DEVICES & FLAGGERS  
ACCORDING TO APPLICABLE  
TRAFFIC CONTROL STANDARDS

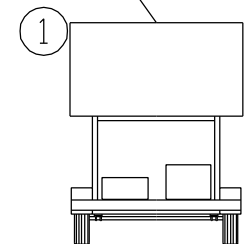
DRUMS OR BARRICADES  
@ 50' CENTERS

L (2)

WORK ZONE PUBLIC  
INFORMATION SIGN



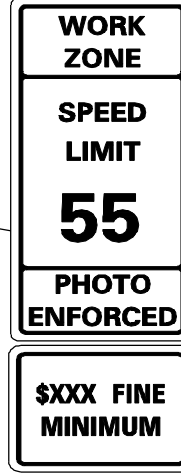
W20-1(0)-48



PORTABLE CHANGEABLE  
MESSAGE SIGN



1  
3



W2-III5(0)-3618

R2-1-3648

R10-19aP-3618

R2-I106-3618



### GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION  
WITH THE APPLICABLE MULTILANE TRAFFIC  
CONTROL AND PROTECTION STANDARD.

1. If applicable, Use speed limit as shown on applicable multilane Traffic Control and Protection Standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 feet for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED  
IN THE COST OF SPECIFIED TRAFFIC CONTROL  
STANDARDS OR ITEMS.

○ DRUMS OR BARRICADES

▨ WORK AREA

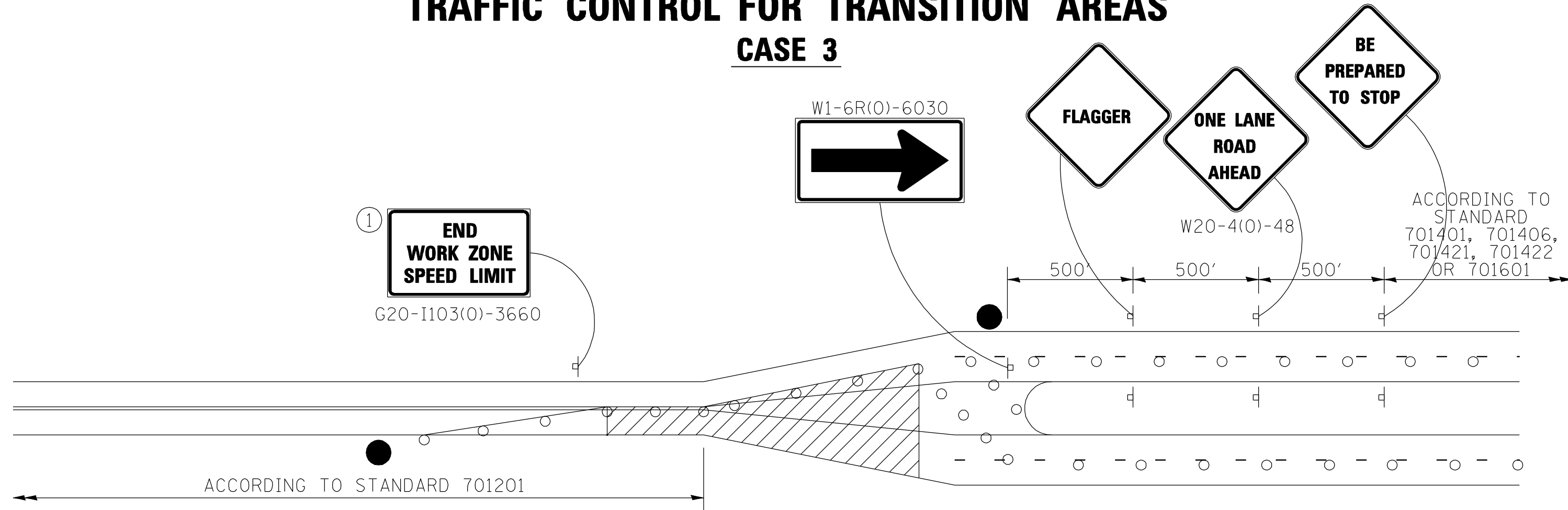
NOTE: STANDARDS 701301 AND 701306  
SHALL NOT BE USED WITHIN 500 FEET  
OF THE TRANSITION.

FILE NAME =	USER NAME = espino	DESIGNED -	REVISED - 1-16-13	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ni:\proj\0003393.00\contract.1\design\misc\sheeta\0264B84-sht-District2Standards.dgn	DRAWN -	REVISED -	595					(142-1)R & 142-1)B	ROCK ISLAND	507	380	
PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64B84									
PLOT DATE = 3/11/2013	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									



# TRAFFIC CONTROL FOR TRANSITION AREAS

## CASE 3



### GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION WITH THE APPLICABLE MULTILANE TRAFFIC CONTROL AND PROTECTION STANDARD.

1. If applicable, Use speed limit as shown on applicable multilane Traffic Control and Protection Standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 feet for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

● FLAGGER WITH TRAFFIC CONTROL SIGN

○ DRUMS OR BARRICADES

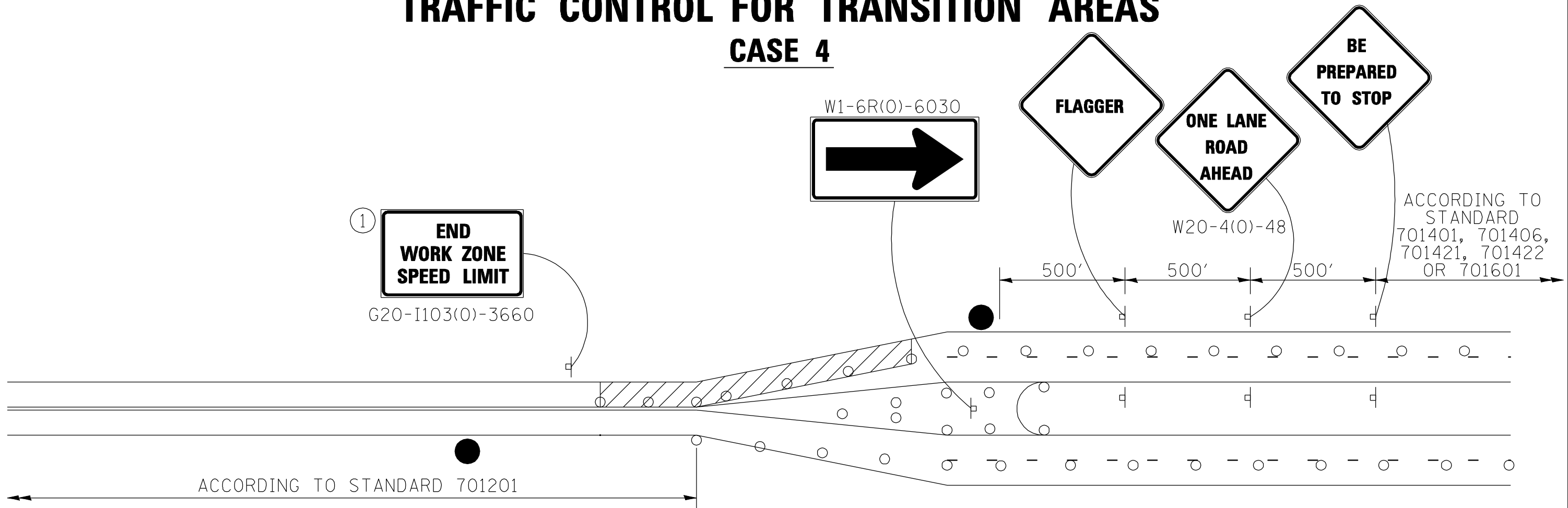
WORK AREA

NOTE: STANDARDS 701301 AND 701306 SHALL NOT BE USED WITHIN 500 FEET OF THE TRANSITION.

FILE NAME =	USER NAME = espino	DESIGNED -	REVISED - 3-05-12	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					595	(142-1)R & 142-1)B	ROCK ISLAND	507	381
		PLOT SCALE = 40.0000' / IN.	CHECKED -		REVISED -						CONTRACT NO. 64B84	
		PLOT DATE = 3/11/2013	DATE -		REVISED -	SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

# TRAFFIC CONTROL FOR TRANSITION AREAS

## CASE 4



### GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION WITH THE APPLICABLE MULTILANE TRAFFIC CONTROL AND PROTECTION STANDARD.

1. If applicable, Use speed limit as shown on applicable multilane Traffic Control and Protection Standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 feet for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

- FLAGGER WITH TRAFFIC CONTROL SIGN
- DRUMS OR BARRICADES
- WORK AREA

NOTE: STANDARDS 701301 AND 701306 SHALL NOT BE USED WITHIN 500 FEET OF THE TRANSITION.

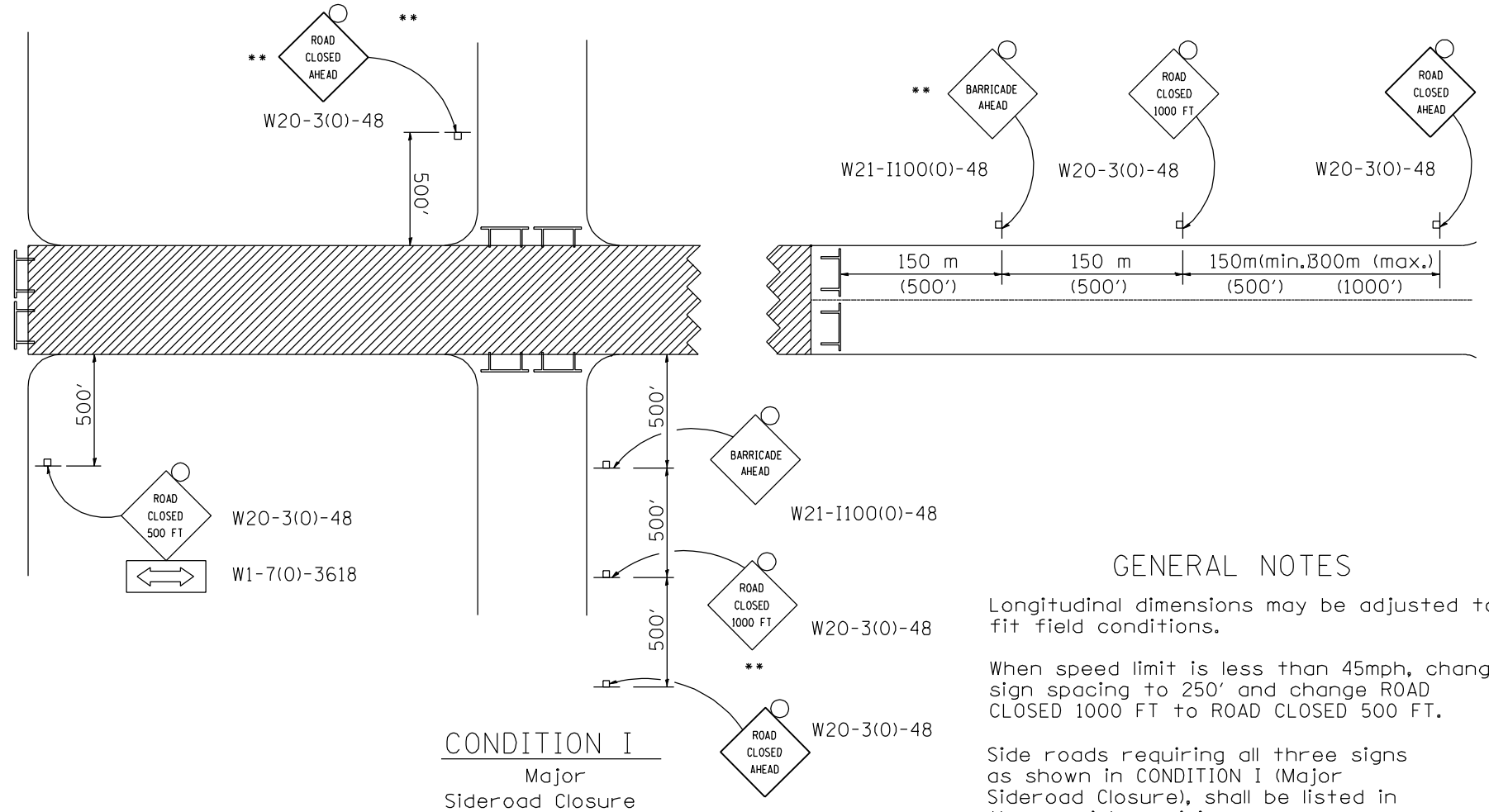
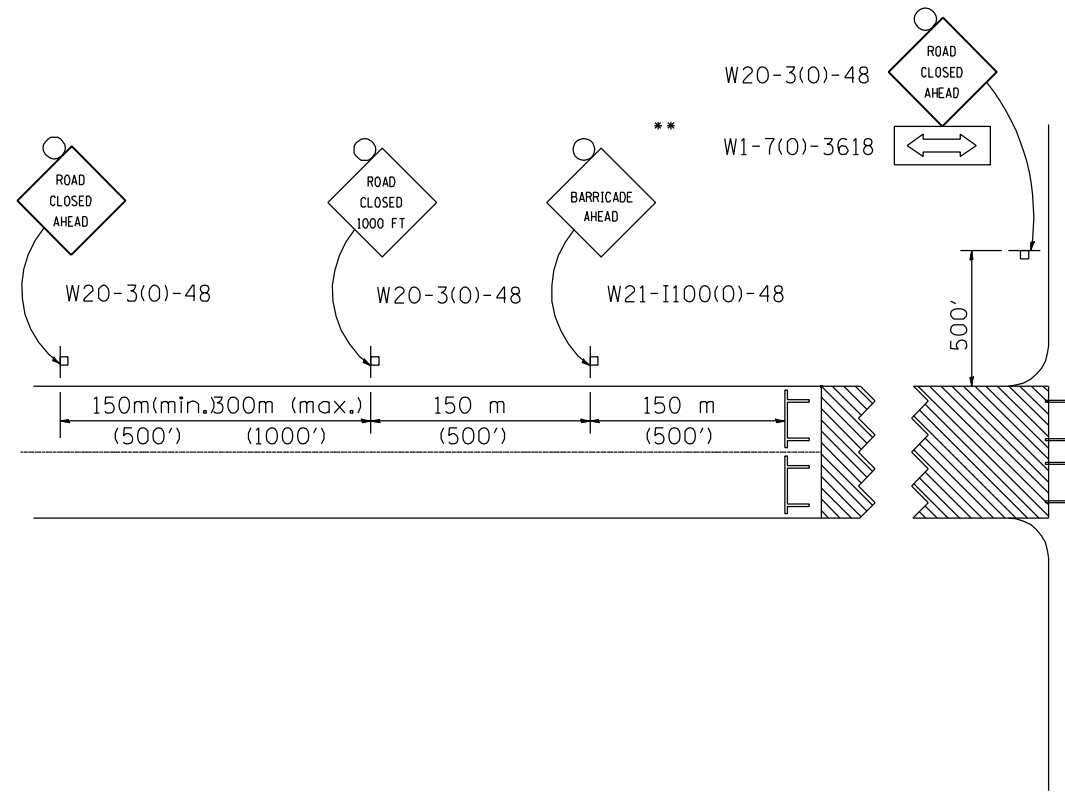
THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

FILE NAME =	USER NAME = espino	DESIGNED -	REVISED - 3-05-12	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					595	(142-1)R & 142-1)B	ROCK ISLAND	507	382
		PLOT SCALE = 40.0000' / IN.	CHECKED -		REVISED -						CONTRACT NO. 64B84	
		PLOT DATE = 3/11/2013	DATE -		REVISED -	SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

# TRAFFIC CONTROL FOR ROAD CLOSURE

## CONDITION II

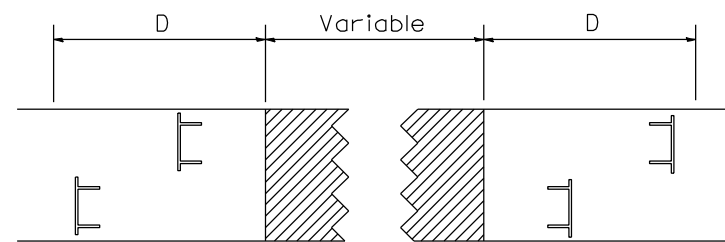
Minor Sideroad Closure



## CONDITION I




Major 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 All Thru Traffic" detail on Highway Standard 701901. If the distance "D" exceeds 600 m (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.

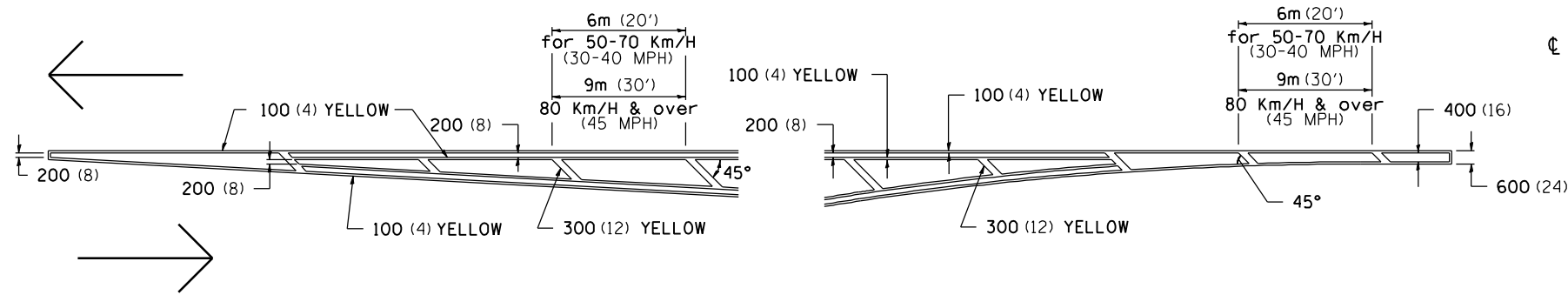
All dimensions are in millimeters (inches) unless otherwise shown.

### TYPICAL APPLICATION FOR ROAD CLOSURE

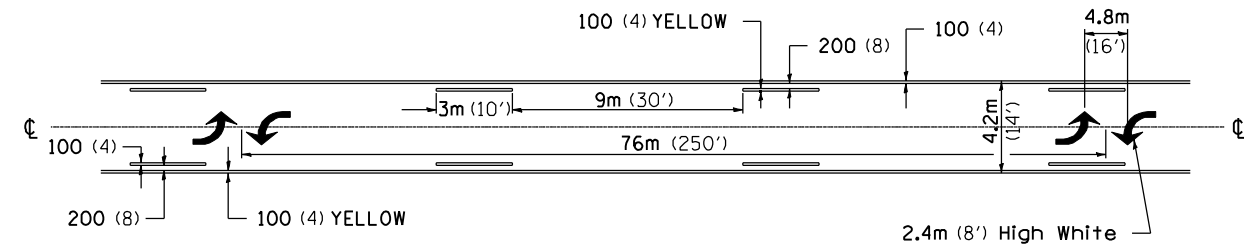
FILE NAME =	USER NAME = espino	DESIGNED -	REVISED - 1-11-08	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
n:\proj\0003393.00\contract\1\design\misc\sheeta\0264884-sht-District2Standards.dgn		DRAWN -	REVISED -		595	(142-1)R & 142-1)B	ROCK ISLAND	507	383				
		PLOT SCALE = 40.0000' / IN.	CHECKED -		REVISED -	CONTRACT NO. 64B84							
		PLOT DATE = 3/11/2013	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

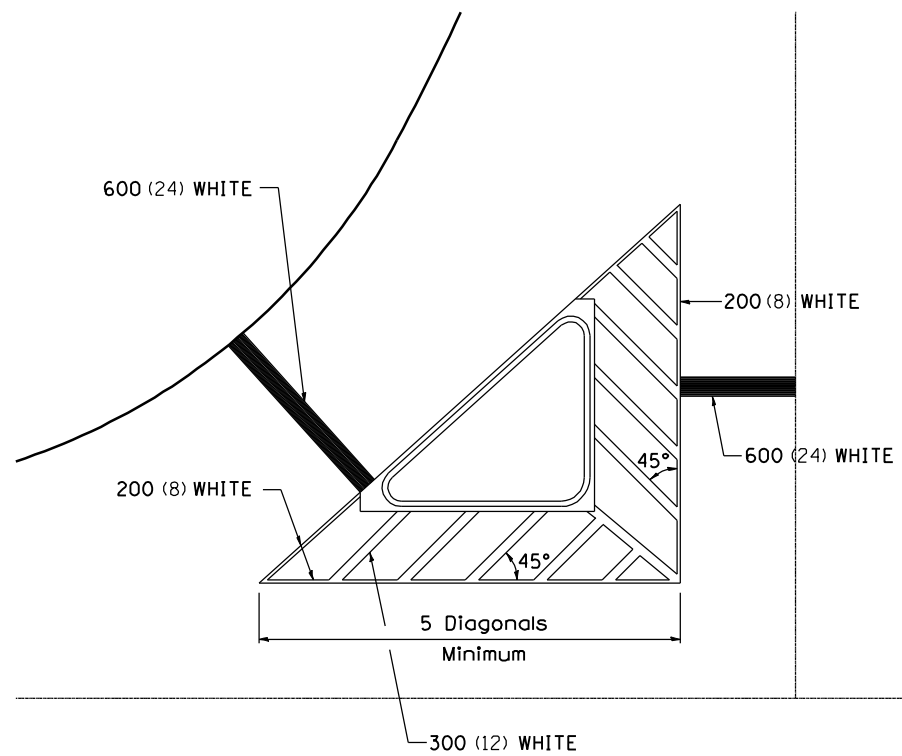


## MEDIAN PAVEMENT MARKING

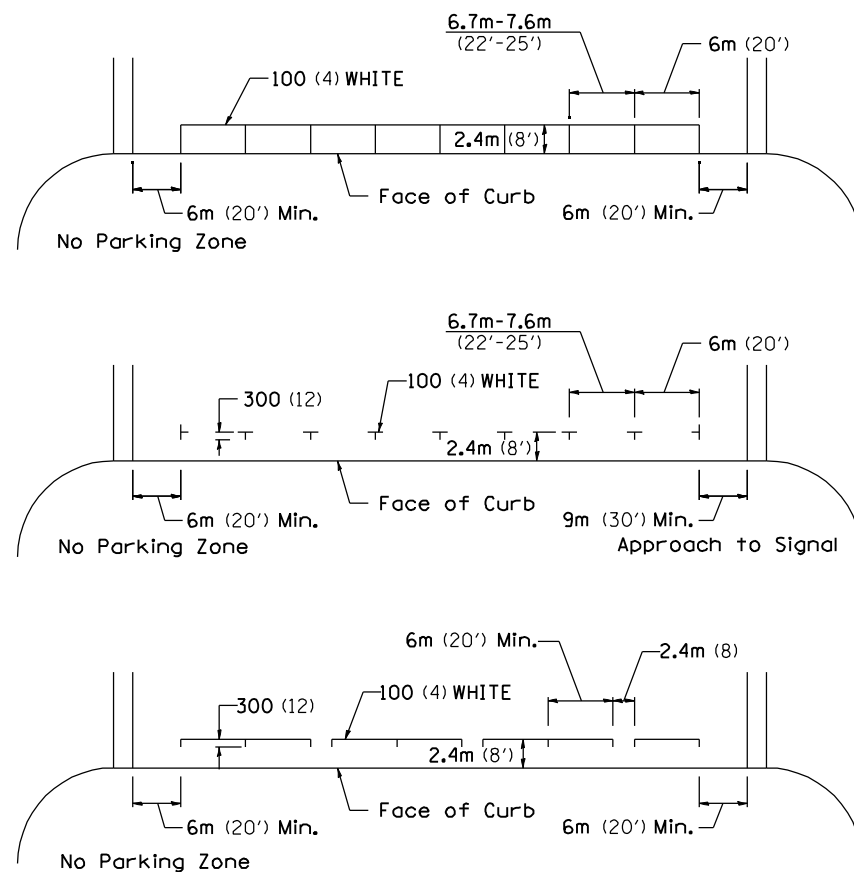


•• ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

## TYPICAL ISLAND OFFSET SHOULDER WIDTH

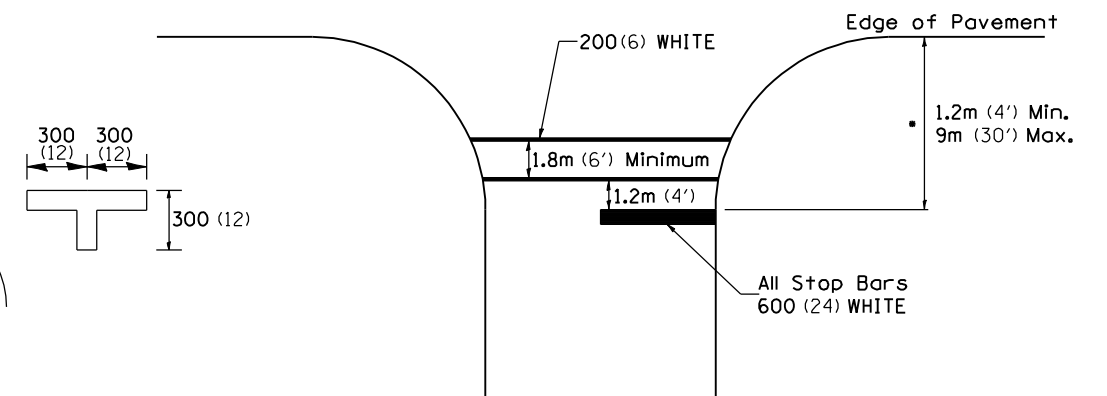


## TYPICAL PARKING SPACING



## STANDARD CROSSWALK MARKING

See Schedules for Locations

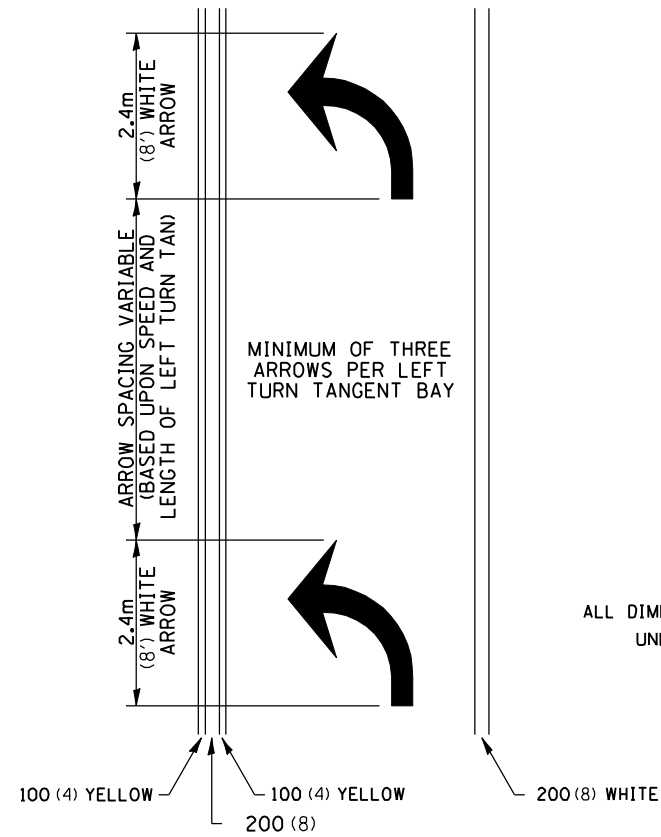


• Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

FILE NAME =	USER NAME = espino	DESIGNED -	REVISED - 4-4-11	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 3/11/2013	CHECKED -	REVISED -		CONTRACT NO. 64B84							
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

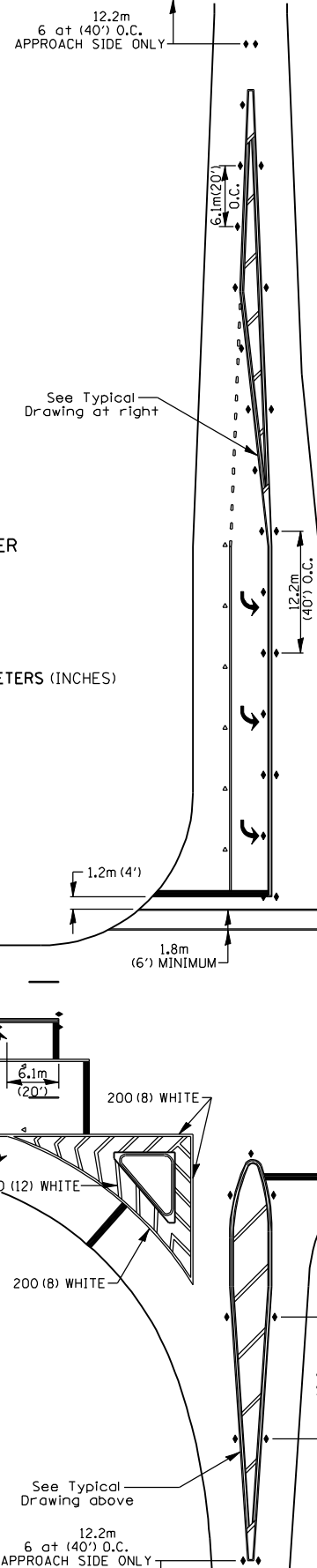
# TYPICAL PAVEMENT MARKINGS

## ARROW LAYOUT

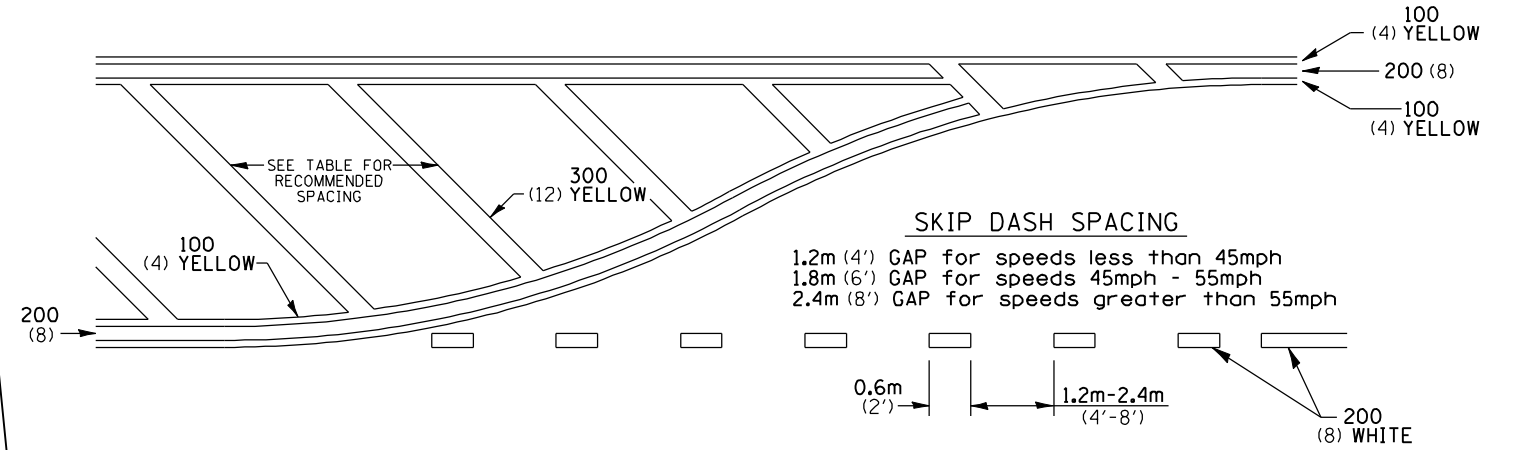


- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

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



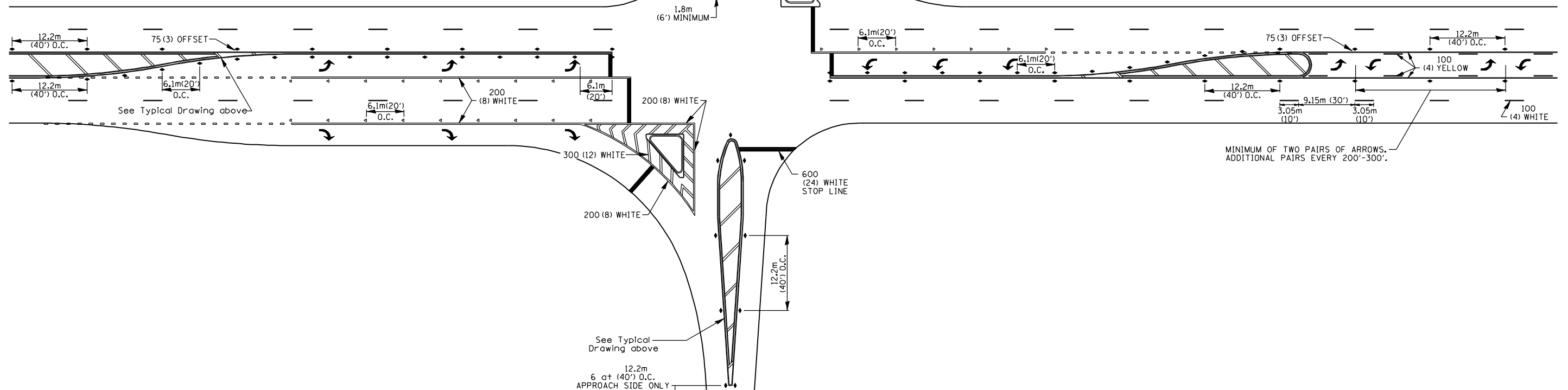
## TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



## RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (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 = espino	DESIGNED -	REVISED - 4-4-11
n:\proj\0003393.00\contract.1\design\misc\sheet\0264B84-sht-District2Standards.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

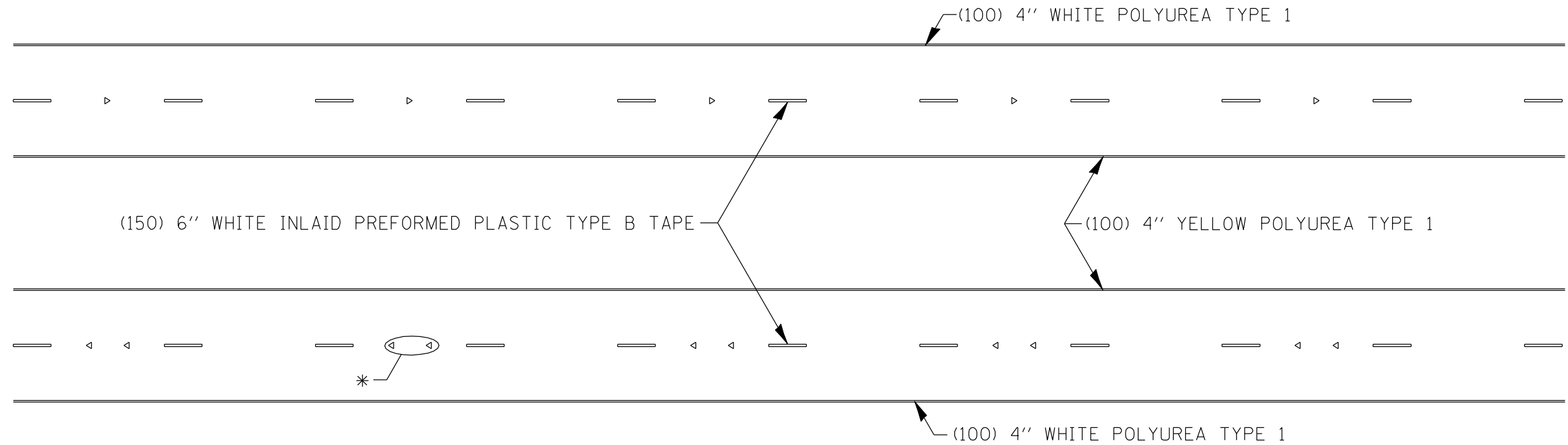
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

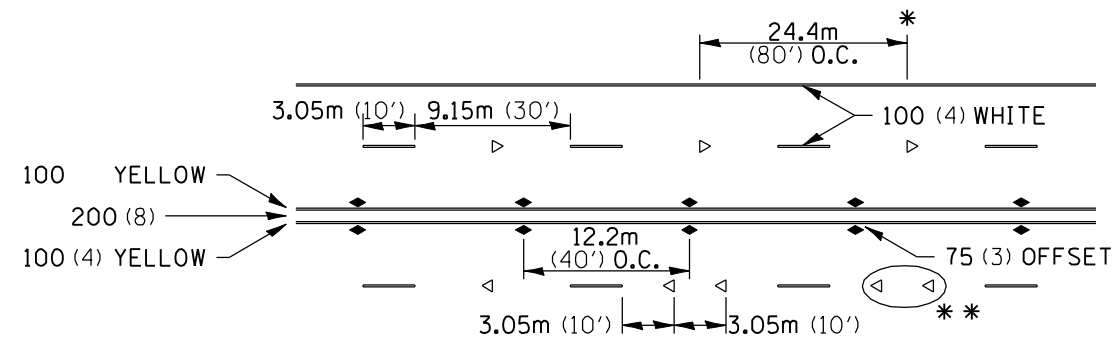
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	385
CONTRACT NO. 64B84				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

# TYPICAL PAVEMENT MARKINGS



\* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.  
USE DOUBLE MARKERS WHEN ADT  $\geq$  25,000.

## MULTI-LANE / DIVIDED



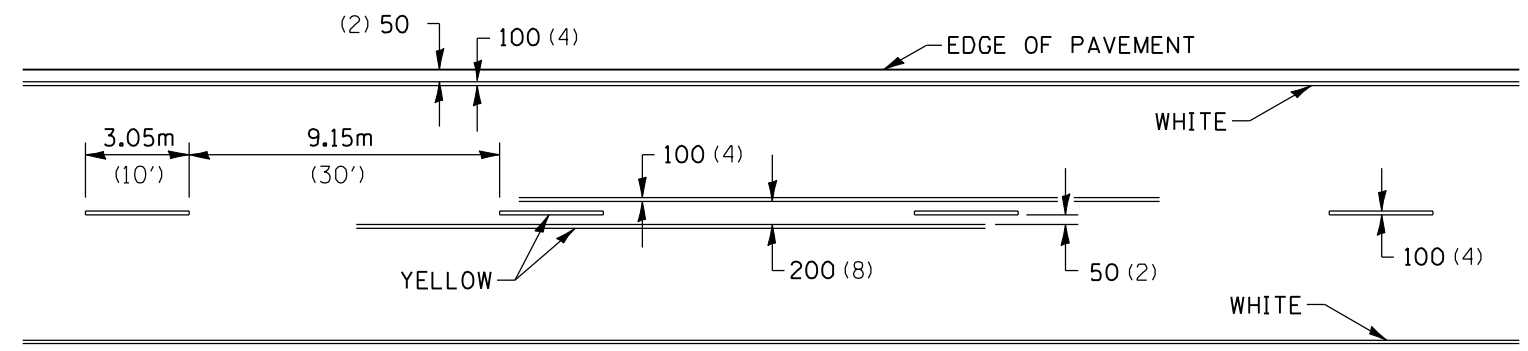
\* REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15km/H (10MPH) LOWER THAN POSTED SPEEDS.

\*\* USE DOUBLE MARKERS WHEN ADT  $\geq$  25,000

## MULTI-LANE / UNDIVIDED

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

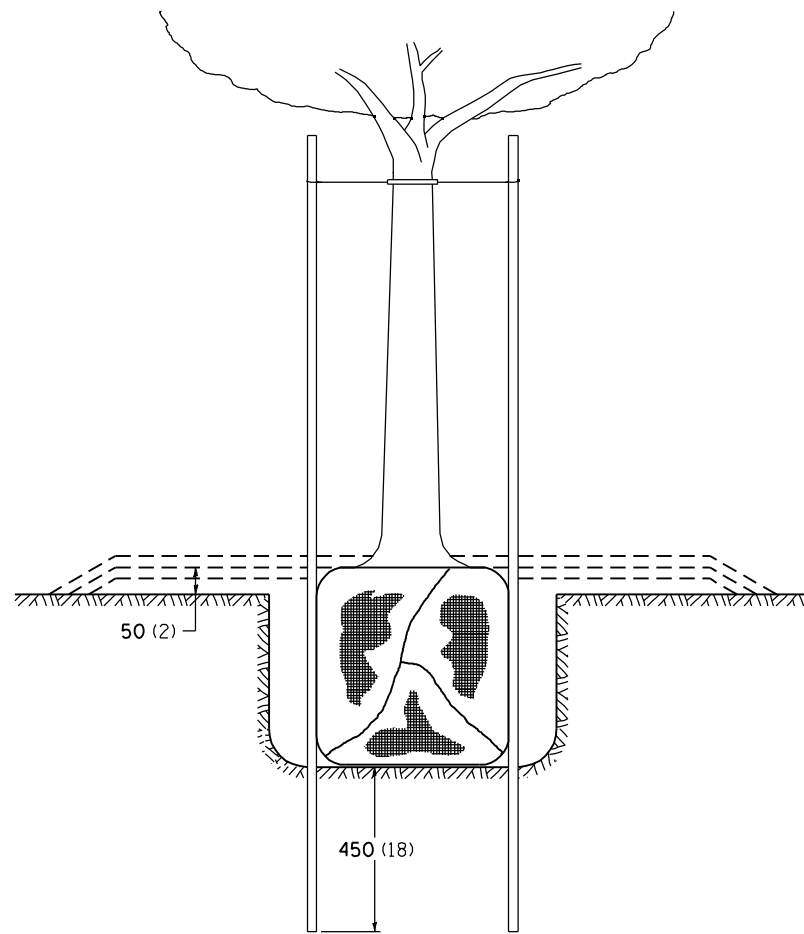
## TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



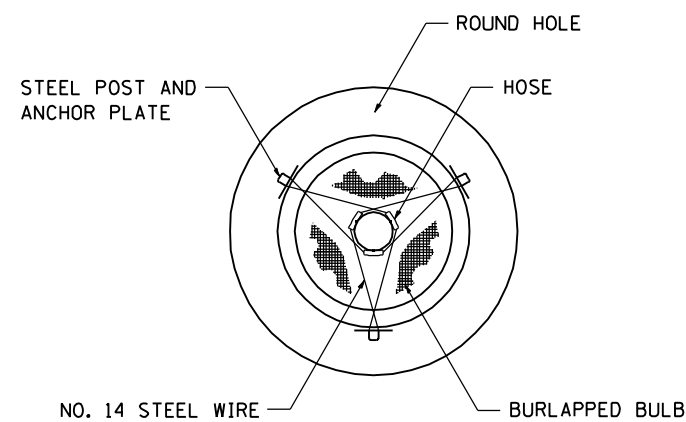
SYMBOLS

FILE NAME =	USER NAME = espino	DESIGNED -	REVISED - 4-4-11	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ni:\proj\0003393.00\contract.1\design\misc\sheeta\0264B84-sht-District2Standards.dgn		DRAWN -	REVISED -					595	(142-1)R & 142-1)B	ROCK ISLAND	507	386
		CHECKED -	REVISED -		CONTRACT NO. 64B84			ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.			

# DETAILS OF PLANTING AND BRACING TREES

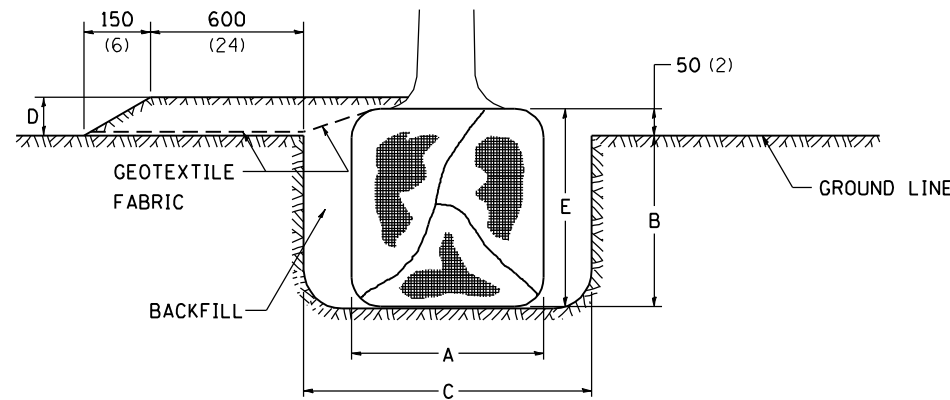


TREES SMALLER THAN 115 (4 1/2) IN DIAMETER

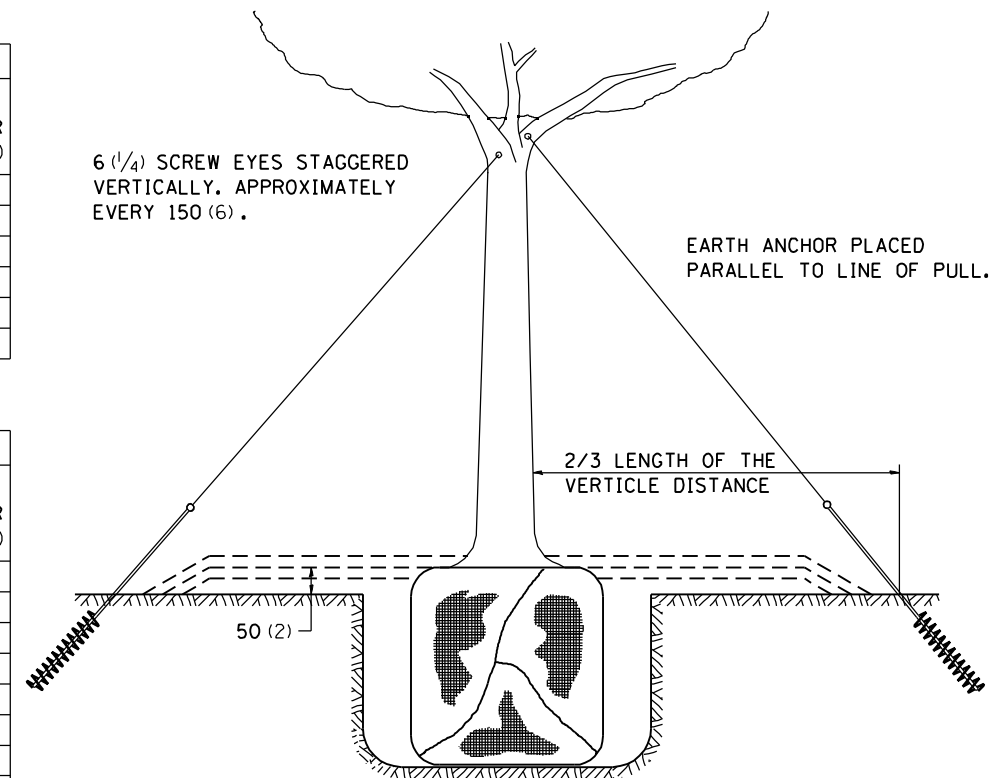


SMALL	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER m <sup>3</sup> (CU. YDS.)
1.5-1.8m (5'-6')	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.5-1.8m (5'-6') BB	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.8-2.0m (6'-7') BB	450 (18)	300 (12)	750 (30)	100 (4)	350 (14)	0.41 (0.54)
2.0-2.4m (7'-8') BB	500 (20)	275 (11)	750 (30)	100 (4)	325 (13)	0.41 (0.54)
2.4-3.0m (8'-10') BB	600 (24)	350 (14)	900 (36)	100 (4)	400 (16)	0.47 (0.61)
3.0-3.6m (10'-12') BB	650 (26)	375 (15)	900 (36)	100 (4)	425 (17)	0.47 (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 m <sup>3</sup> (CU. YDS.)
0-50 (0-2)	500 (20)	275 (11)	900 (36)	100 (4)	325 (13)	0.47 (0.61)
50-65 (2-2 1/2) BB	600 (24)	350 (14)	1200 (48)	100 (4)	400 (16)	0.60 (0.78)
65-75 (2 1/2-3) BB	700 (28)	425 (17)	1200 (48)	100 (4)	475 (19)	0.60 (0.78)
75-90 (3-3 1/2) BB	800 (32)	425 (17)	1500 (60)	100 (4)	475 (19)	0.73 (0.96)
90-100 (3 1/2-4) BB	900 (36)	500 (20)	1500 (60)	100 (4)	550 (22)	0.73 (0.96)
100-115 (4-4 1/2) BB	1000 (40)	550 (22)	1800 (72)	100 (4)	600 (24)	0.89 (1.16)
115-125 (4 1/2-5) BB	1100 (44)	600 (24)	1800 (72)	100 (4)	650 (26)	0.89 (1.16)
125-140 (5-5 1/2) BB	1200 (48)	675 (27)	2100 (84)	100 (4)	725 (29)	1.06 (1.38)



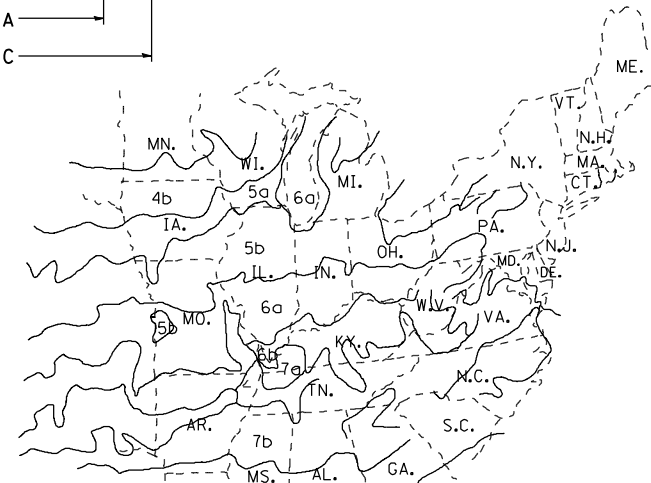
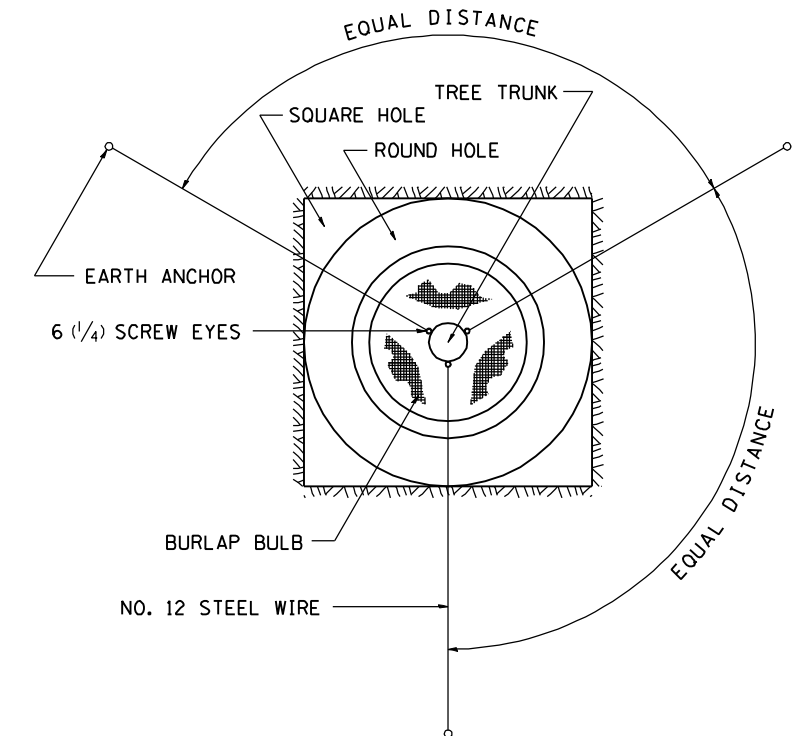
TREES OVER 115 (4 1/2) IN DIAMETER



6 (1/4) SCREW EYES STAGGERED VERTICALLY. APPROXIMATELY EVERY 150 (6).

EARTH ANCHOR PLACED PARALLEL TO LINE OF PULL.

2/3 LENGTH OF THE VERTICLE DISTANCE



PLANT HARDINESS ZONE MAP

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

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

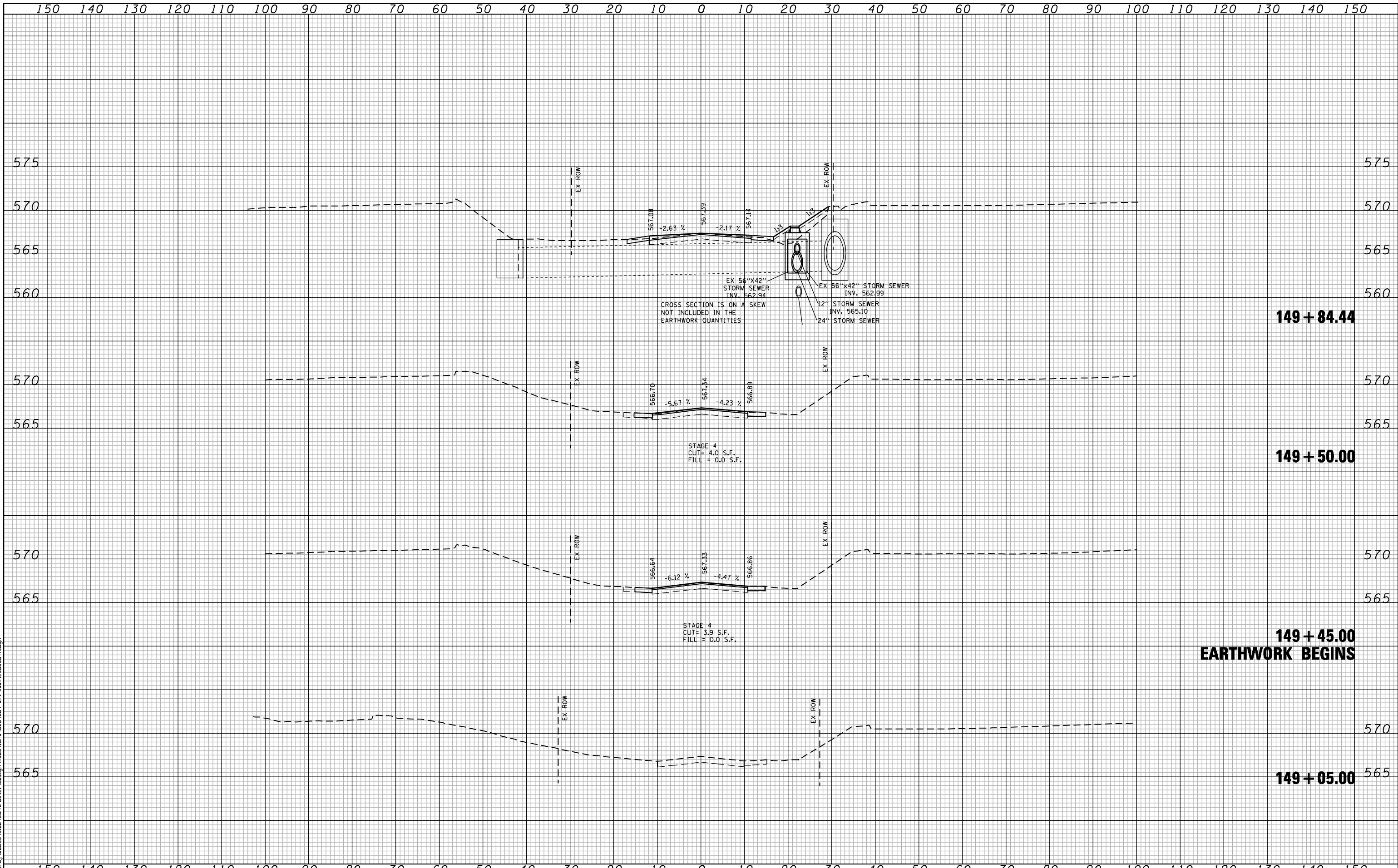
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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	387
CONTRACT NO. 64B84				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



**149 + 84.44**

**149 + 50.00**

**149 + 45.00**  
**EARTHWORK BEGINS**

**149 + 05.00**

FILE NAME: c:\proj\0802193.08\contract\1\design\sections\0264884-sh1-wast-385011.dgn

**CG** Ciorba Group, Inc.  
CONSULTING ENGINEERS  
5507 North Cumberland Avenue, Suite 402  
Chicago, Illinois 60656  
Tel. 773.775.4009 Fax 773.775.4014

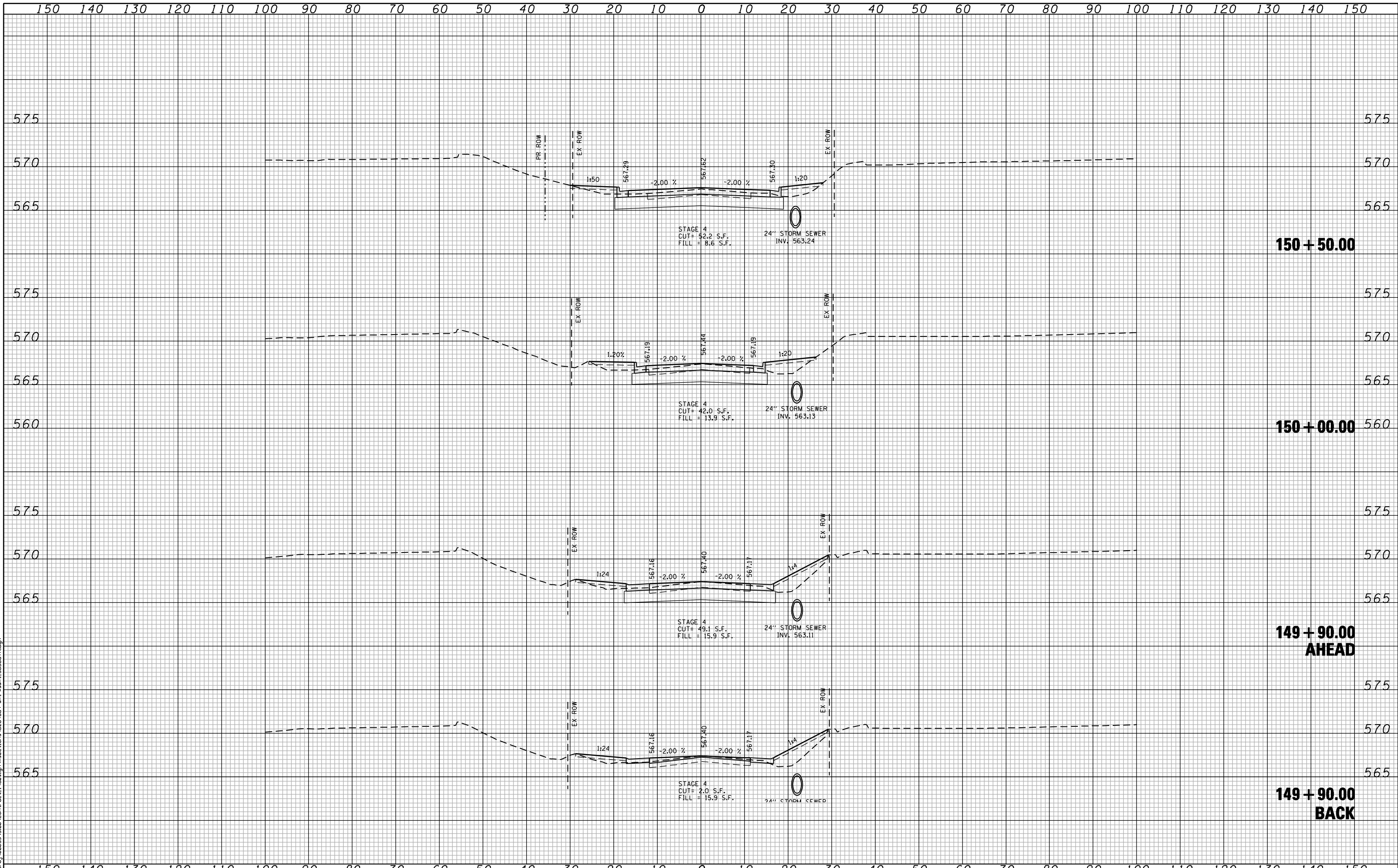
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	DRAWN -	REVISD -
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PLOT DATE = 3/11/2013	DATE - 3/11/2013	REVISD -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>38TH STREET</b>		SCALE:	
<b>CROSS SECTIONS</b>		SHEET NO.	OF SHEETS
		STA. 149+05.00 TO STA. 149+84.44	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	388
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B84	





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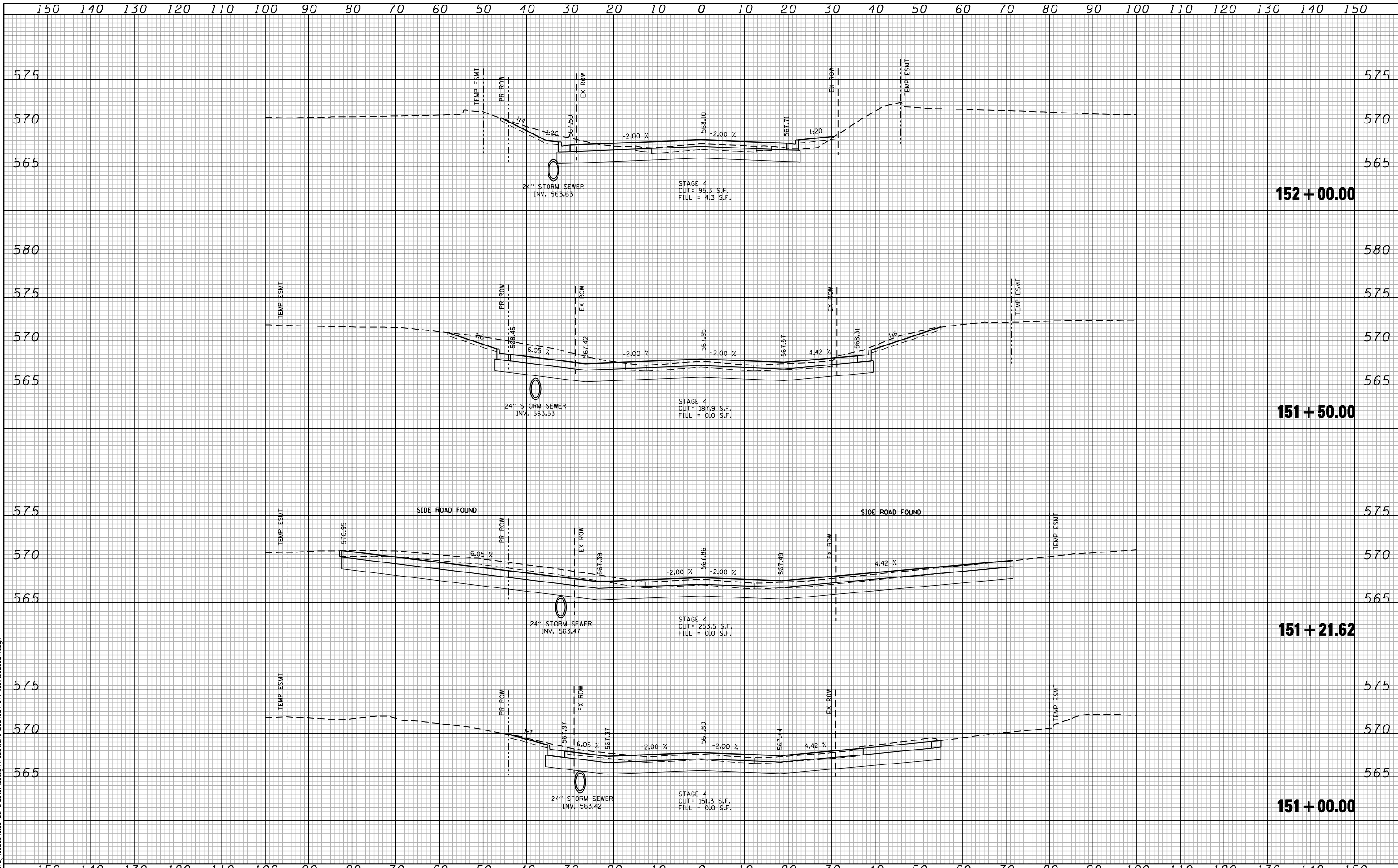
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PLOT DATE = 3/11/2013	CHECKED -	REVISED -
	DATE - 3/11/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**38TH STREET  
CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 149+89.98 TO STA. 150+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	389
CONTRACT NO. 64B84				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				



FILE NAME: c:\proj\0802193.08\contract\1\design\sections\0264884-sh1-wash-385011.dwg

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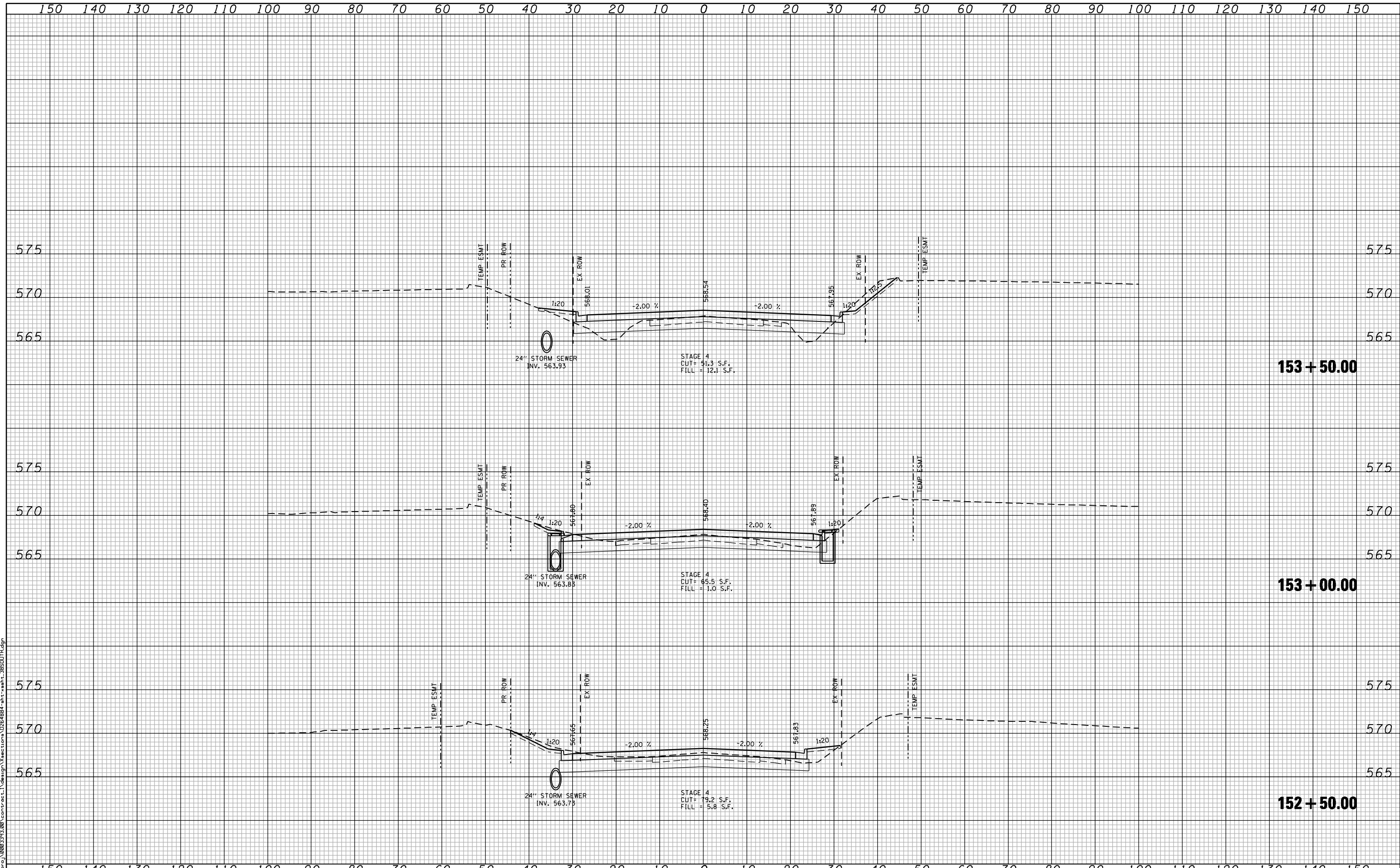
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PLOT DATE = 3/11/2013	CHECKED -	REVISD -
	DATE - 3/11/2013	REVISD -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**38TH STREET  
 CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 151+00.00 TO STA. 152+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	390
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B84	



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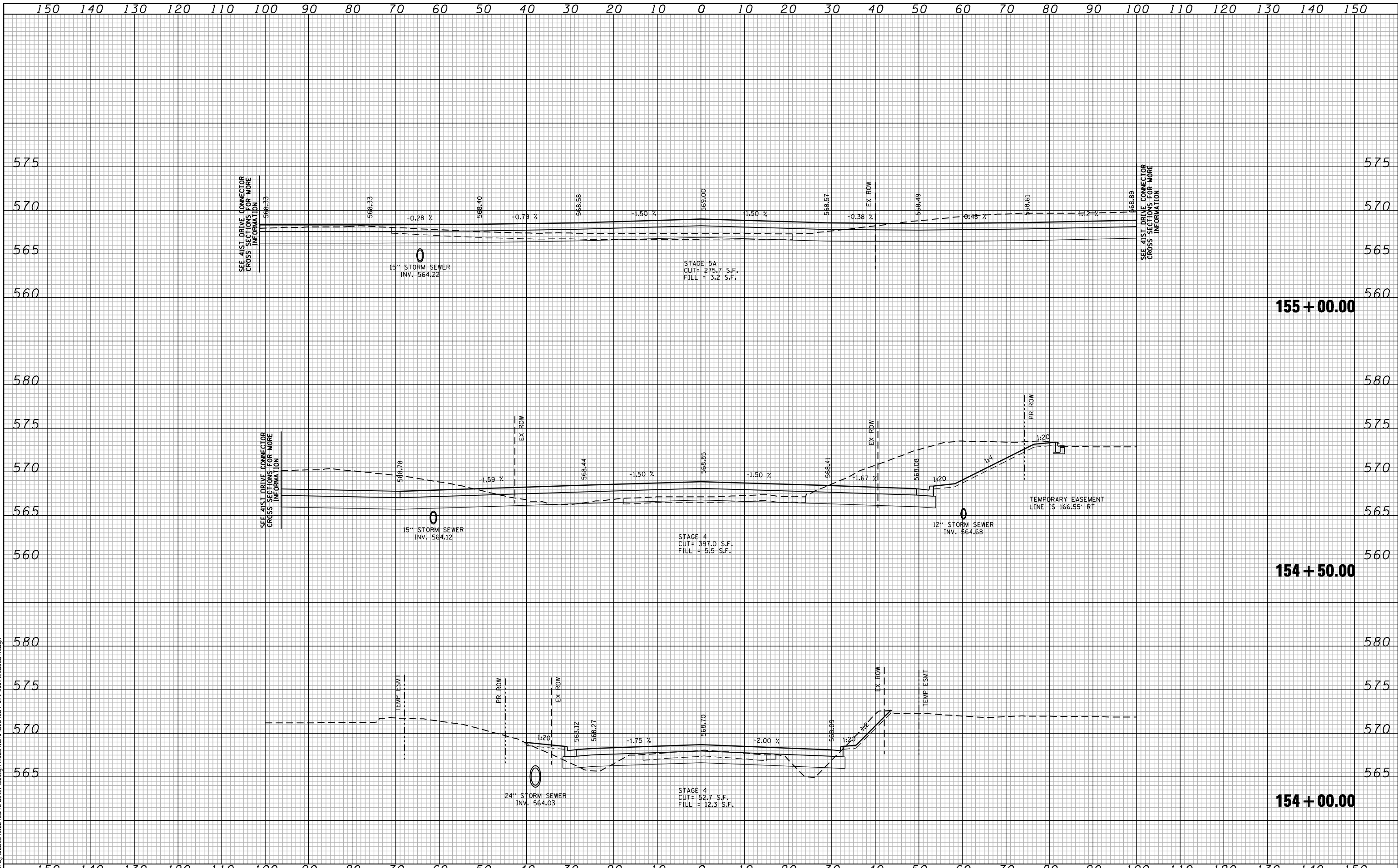
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PLOT DATE = 3/11/2013	CHECKED -	REVISED -
	DATE - 3/11/2013	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**38TH STREET  
 CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 152+50.00 TO STA. 153+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	391
CONTRACT NO. 64B84				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				



FILE NAME : c:\proj\0802\93.08\contract\1\design\sections\0264884-sh1-wash-385011.dwg

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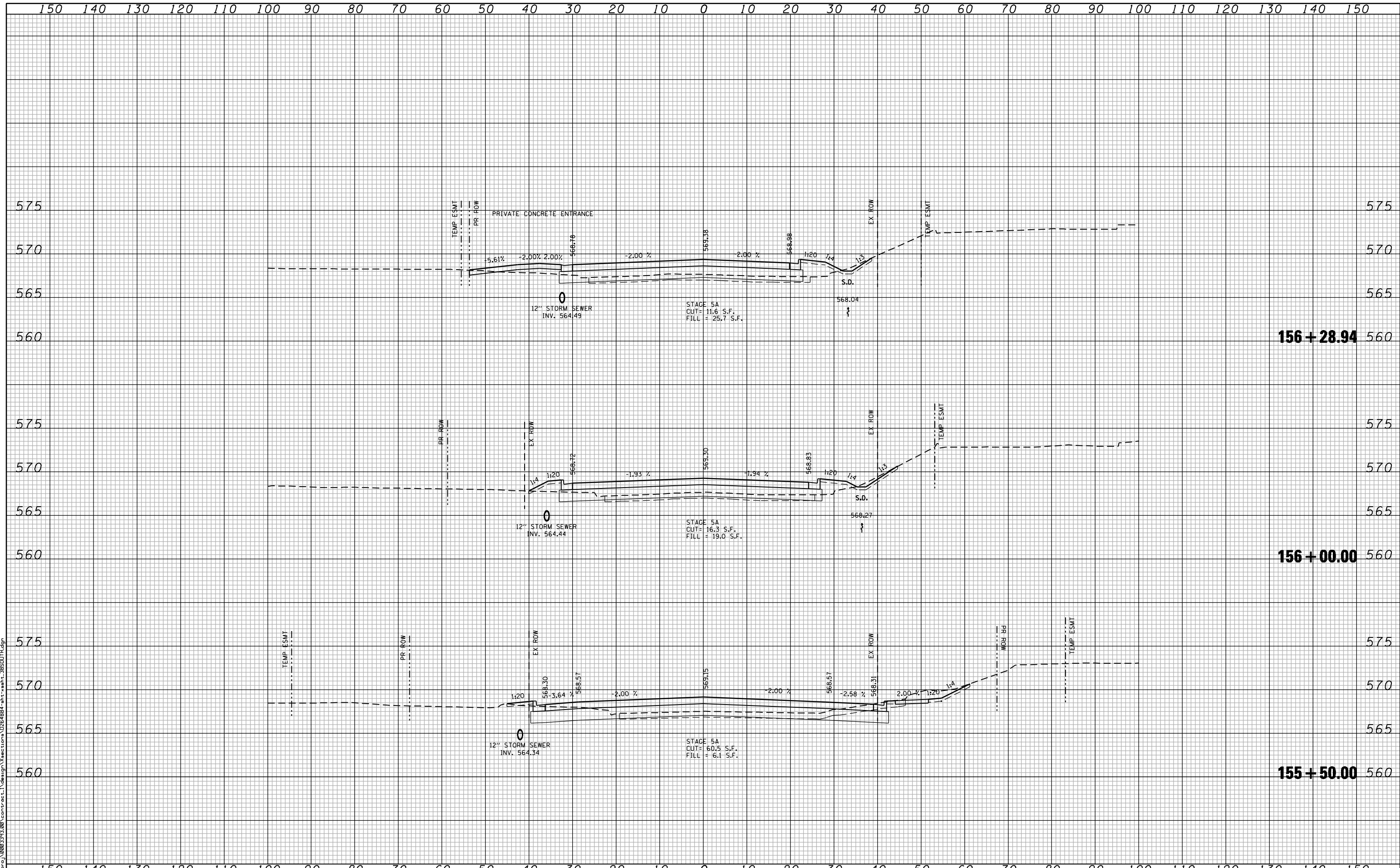
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PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 3/11/2013	CHECKED -	REVISED -
	DATE - 3/11/2013	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**38TH STREET  
 CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 154+00.00 TO STA. 155+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	392
CONTRACT NO. 64884				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



FILE NAME : c:\proj\0802\93.08\contract\1\design\sections\0264884-sh1-wash-385017.dgn

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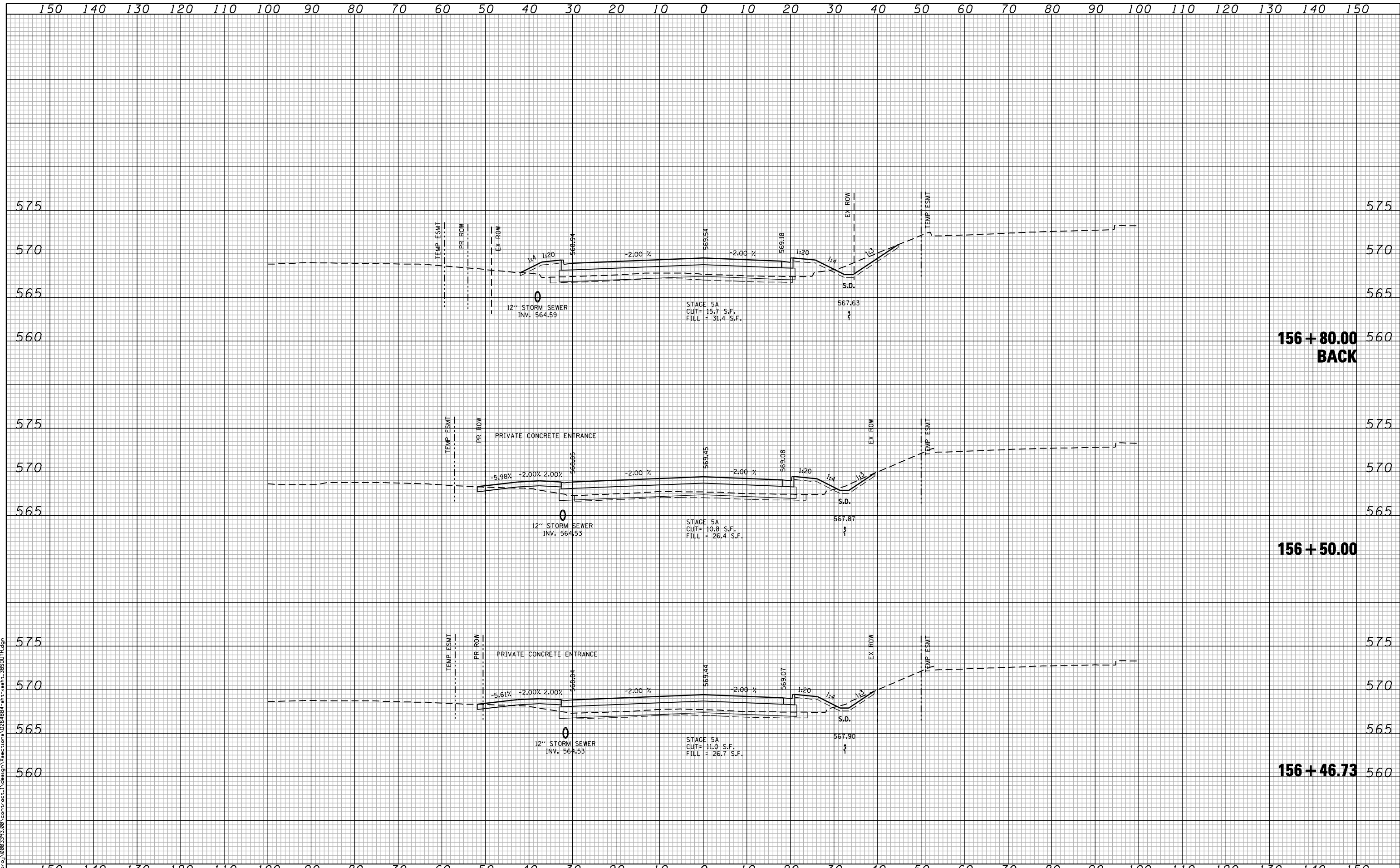
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PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 3/11/2013	CHECKED -	REVISED -
	DATE = 3/11/2013	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**38TH STREET  
 CROSS SECTIONS**

SCALE:	SHEET NO.	OF SHEETS	STA. 155+50.00 TO STA. 156+28.94
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1JR & 142-1HB)	ROCK ISLAND	507	393
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B84	



**156 + 80.00  
BACK**

**156 + 50.00**

**156 + 46.73**

FILE NAME : c:\p\proj\0802193\08\contract\1\design\sections\0264884-sh1-wash-385011.dgn

**CG** Ciorba Group, Inc.  
CONSULTING ENGINEERS  
5507 North Cumberland Avenue, Suite 402  
Chicago, Illinois 60656  
Tel. 773.775.4009 Fax 773.775.4014

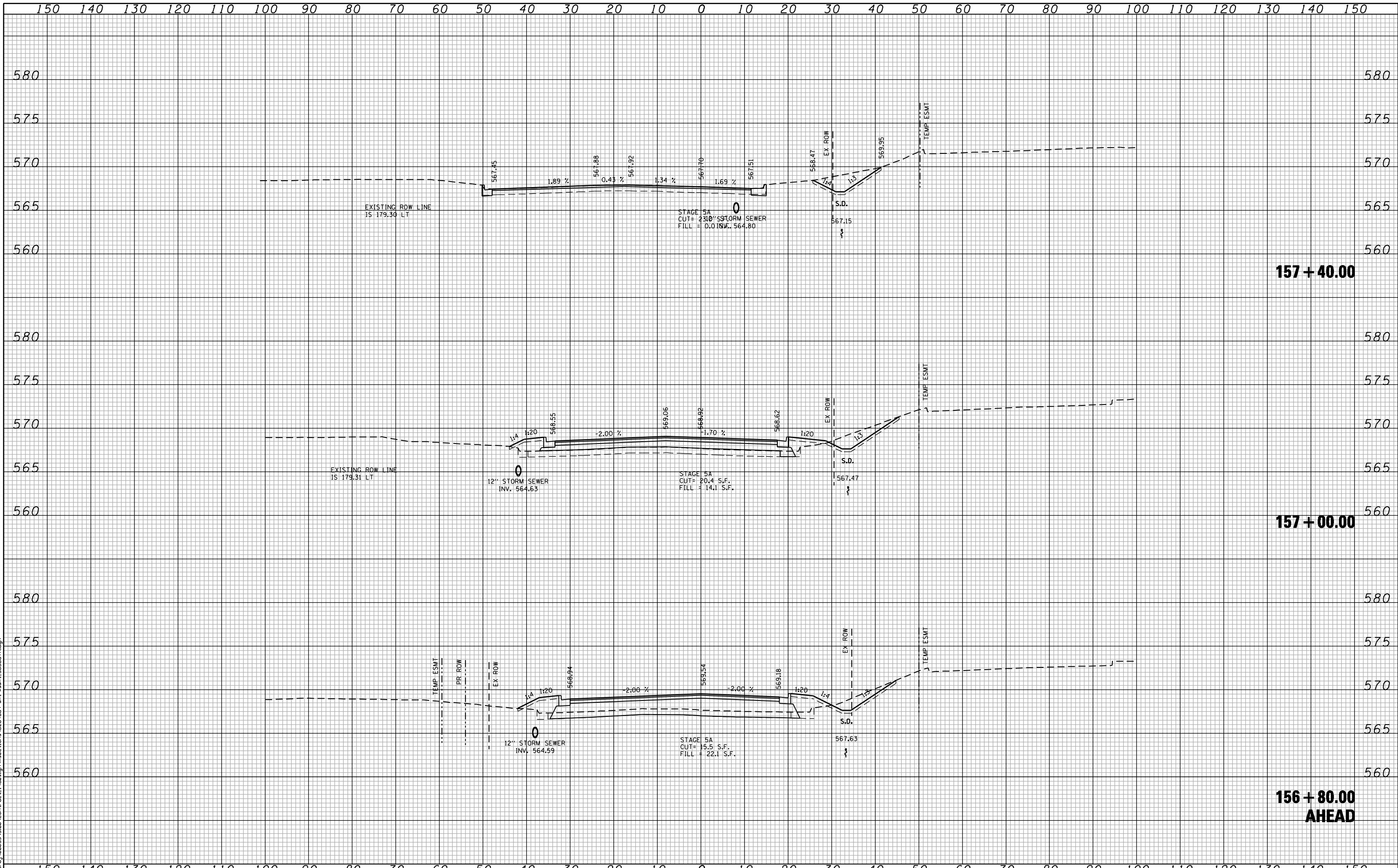
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	DRAWN -	REVISD -
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PLOT DATE = 3/11/2013	DATE - 3/11/2013	REVISD -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**38TH STREET  
CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 156+46.73 TO STA. 156+80.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	394
CONTRACT NO. 64B84				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



**157 + 40.00**

**157 + 00.00**

**156 + 80.00  
AHEAD**

FILE NAME: c:\proj\0802193.00\contract\1\design\sections\0264884-sh1-wash-385017.dgn

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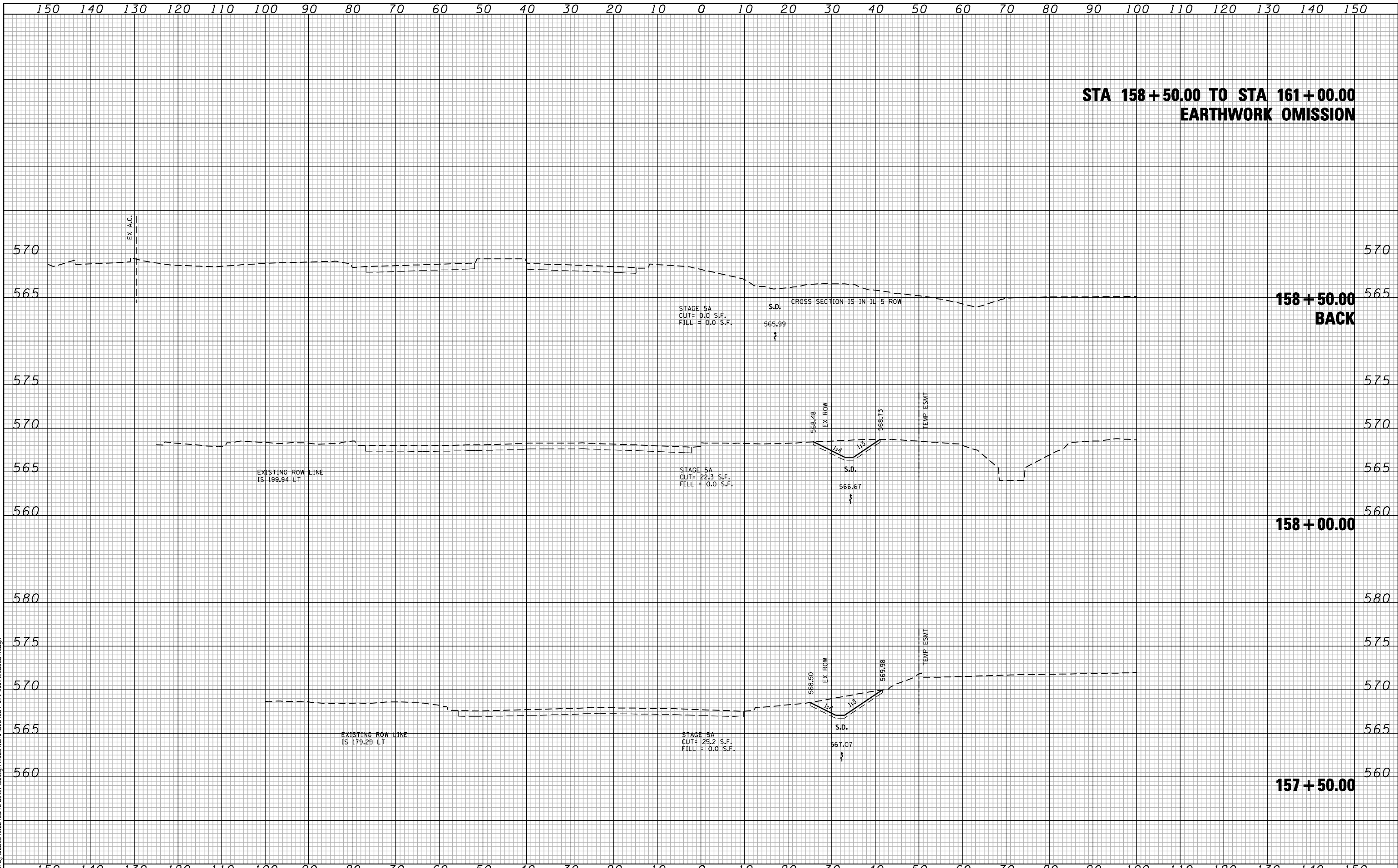
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PLOT DATE = 3/11/2013	DATE - 3/11/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**38TH STREET  
CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 156+80.02 TO STA. 157+40.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	395
CONTRACT NO. 64B84				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



**STA 158+50.00 TO STA 161+00.00  
EARTHWORK OMISSION**

**158+50.00  
BACK**

**158+00.00**

**157+50.00**

STAGE 5A  
CUT= 0.0 S.F.  
FILL = 0.0 S.F.

S.D.  
565.99

CROSS SECTION IS IN IL 5 ROW

EXISTING ROW LINE  
IS 199.94 LT

STAGE 5A  
CUT= 22.3 S.F.  
FILL = 0.0 S.F.

568.48  
EX ROW

568.73

S.D.  
566.67

TEMP ESMT

EXISTING ROW LINE  
IS 179.29 LT

STAGE 5A  
CUT= 25.2 S.F.  
FILL = 0.0 S.F.

568.50  
EX ROW

569.98

S.D.  
567.07

TEMP ESMT

FILE NAME : c:\proj\0802\93.08\contract\1\design\sections\0264884-sh1-wash-385017.dgn

**CG** Ciorba Group, Inc.  
CONSULTING ENGINEERS  
5507 North Cumberland Avenue, Suite 402  
Chicago, Illinois 60656  
Tel. 773.775.4009 Fax 773.775.4014

USER NAME = espino	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 3/11/2013	DATE - 3/11/2013	REVISED -

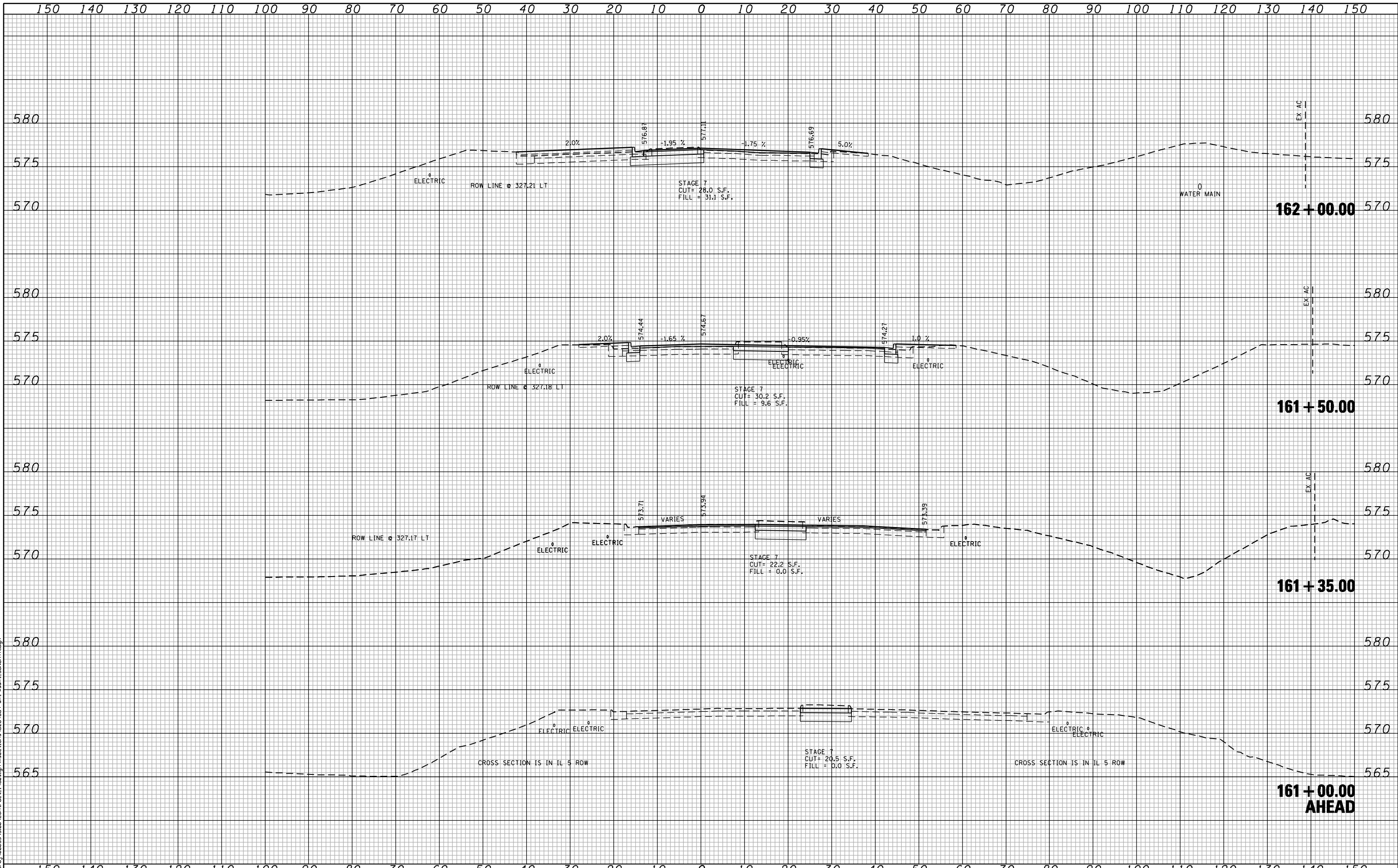
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**38TH STREET  
CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 157+50.00 TO STA. 158+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	396
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B84	





FILE NAME: c:\proj\0802193.08\contract\1\design\sections\0264884-sh1-wash-380RTH.dgn

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 CONSULTING ENGINEERS  
 5507 North Cumberland Avenue, Suite 402  
 Chicago, Illinois 60656  
 Tel. 773.775.4009 Fax 773.775.4014

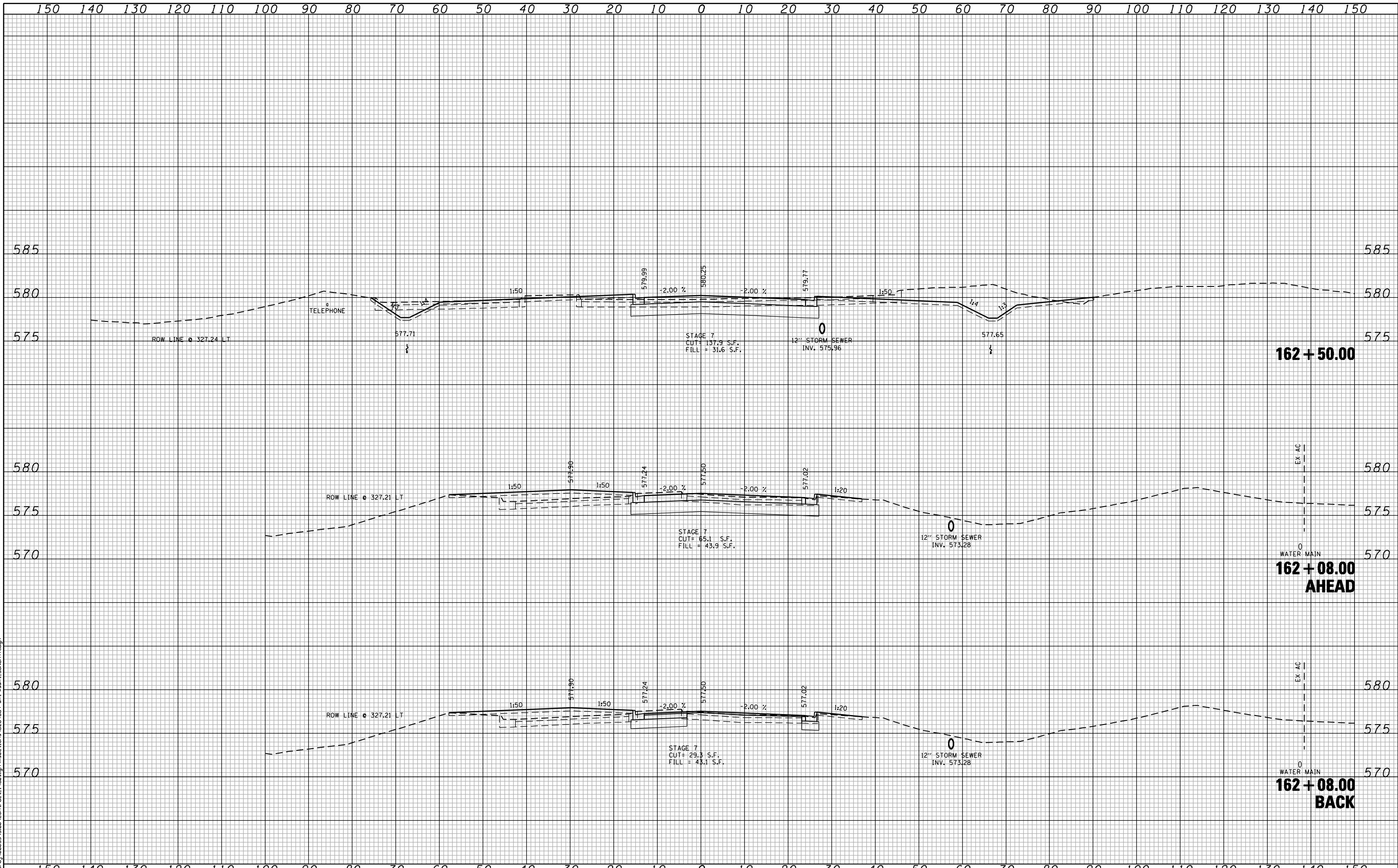
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PLOT DATE = 3/11/2013	CHECKED -	REVISED -
	DATE - 3/11/2013	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**38TH STREET  
 CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 161+00.00 TO STA. 162+00.00

F.A.P. RTE. 595	SECTION (142-1JR & 142-1HB)	COUNTY ROCK ISLAND	TOTAL SHEETS 507	SHEET NO. 397
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B84	



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 CONSULTING ENGINEERS  
 5507 North Cumberland Avenue, Suite 402  
 Chicago, Illinois 60656  
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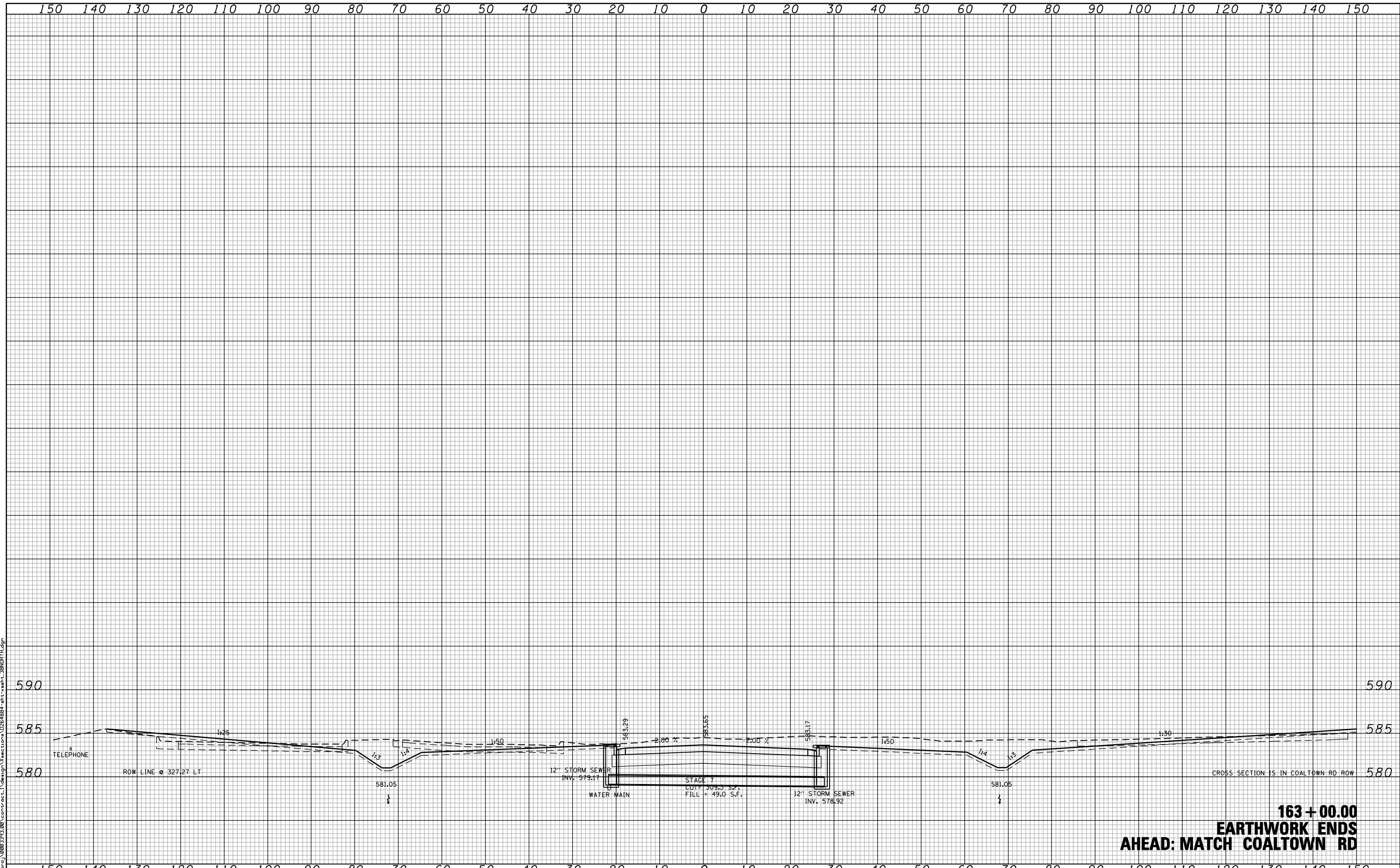
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PLOT DATE = 3/11/2013	CHECKED -	REVISED -
	DATE - 3/11/2013	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**38TH STREET  
 CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 162+07.98 TO STA. 162+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	398
CONTRACT NO. 64B84				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



**163 + 00.00**  
**EARTHWORK ENDS**  
**AHEAD: MATCH COALTOWN RD**

FILE NAME: c:\proj\0802193.08\contract\1\design\sections\0264884-sh1-wash-380DRT1.dgn

**CG**  
**Ciorba Group, Inc.**  
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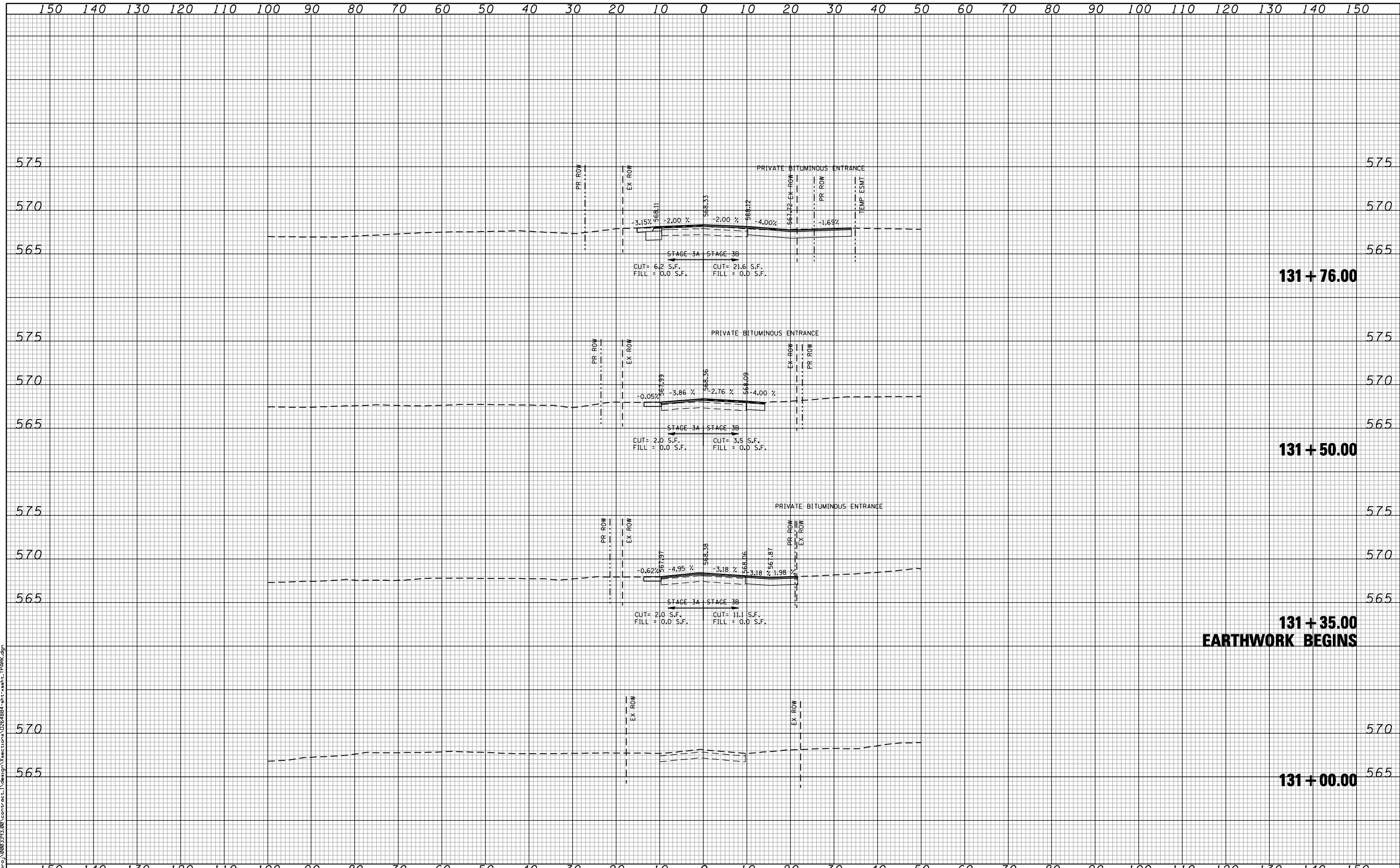
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PLOT DATE = 3/11/2013	DATE - 3/11/2013	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**38TH STREET**  
**CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 163+00.00 TO STA. 163+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	399
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B84	



**131 + 76.00**

**131 + 50.00**

**131 + 35.00**  
**EARTHWORK BEGINS**

**131 + 00.00**

FILE NAME : c:\p\proj\0802\93\08\contract\1\design\sections\0264884-sh1-tasht-TPARK.dgn

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USER NAME = espino	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 28.0000' / IN.	CHECKED -	REVISED -
PLOT DATE = 3/11/2013	DATE - 3/11/2013	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**PROPOSED 40TH AVENUE**  
**CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 131+00.00 TO STA. 131+76.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	(142-1)R & 142-1)B	ROCK ISLAND	507	400
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B84	