

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

**PROPOSED
HIGHWAY PLANS**

**FAI ROUTE 80 (I-80)
SECTION (81-1B)M-4**

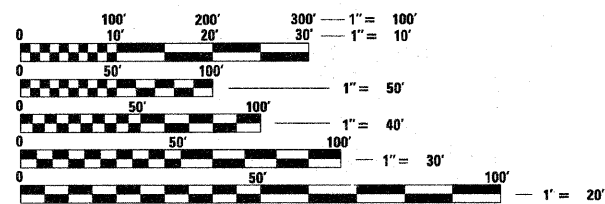
**ROCK ISLAND COUNTY
C-92-192-09**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(81-1B) M-4	ROCK ISLAND	75	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 64F31		

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR STATE STANDARDS, SEE SHEET NO. 2

TRAFFIC VOLUMES:
I-80
CURRENT ADT: 30,300 (2007) 33% TRUCKS

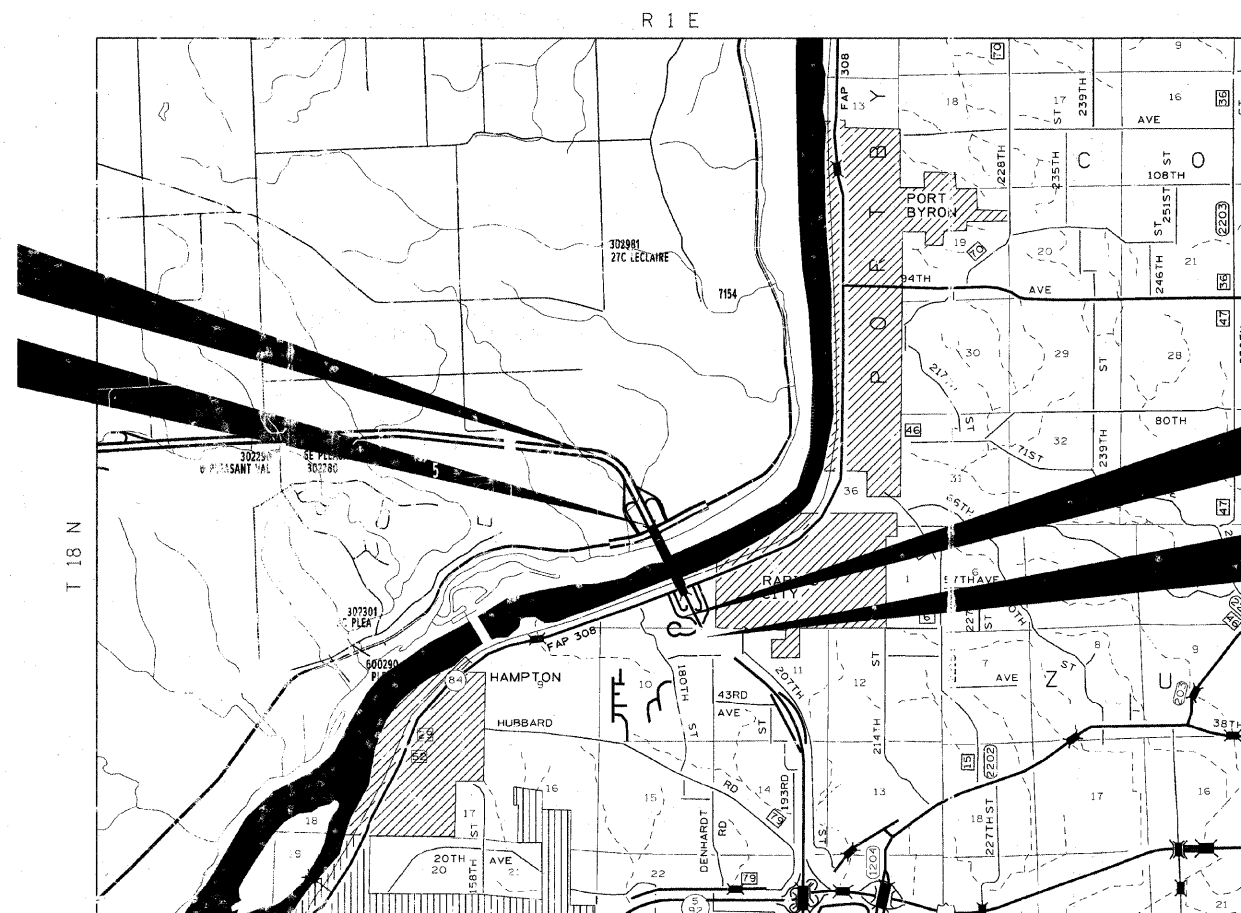
IMPROVEMENT BEGINS STA. 1440 + 00
SECTION BEGINS STA. 16 + 65.99
STA EQUATION = IOWA STA 1497 + 80.00 =
IL STA 16 + 69.53



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

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

PROJECT ENGINEER: REBECCA MARRUFFO
PROJECT MANAGER: ED CONDERMAN (815)-284-5947
HAMPTON TOWNSHIP, SECTION 10, 11, 14
CONTRACT NO. 64F31



NET LENGTH OF IMPROVEMENT = 3,487 FEET = 0.66 MILES
GROSS LENGTH OF IMPROVEMENT = 3,487 FEET = 0.66 MILES



SECTION ENDS STA. 51 + 52.83
IMPROVEMENT ENDS STA. 85 + 50

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

SUBMITTED Sept. 17, 2009

George F. Ryan
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 2, 2009
Charles J. Janssen
ENGINEER OF DESIGN AND ENVIRONMENT

October 2, 2009
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

INDEX OF SHEETS AND STANDARDS

INDEX

1	COVER SHEET
2	INDEX OF SHEETS AND STANDARDS
3 - 4	SUMMARY OF QUANTITIES
5	GENERAL NOTES
6 - 8	TYPICAL SECTIONS
9 - 10	SCHEDULE OF QUANTITIES
11	SEQUENCE OF WORK
12 - 27	STAGING DETAILS
28 - 60	STRUCTURE SHEETS
61 - 63	44" CONCRETE BARRIER WALL - DETAIL
64	STAGING SIGN DETAILS
65	CONCRETE BARRIER TRANSITION
66 - 67	SLIDING PLATE DETAIL STA. 52+86
68	DELINEATION OF CENTER BARRIER (DIST STD 25.4)
	ROAD CLOSED TO OVERSIZED LOADS (DIST STD 40.4)
	TYPICAL MEDIAN CROSSOVER CLOSURE (WITH EMERGENCY OPENING) (DIST STD 87.4)
69	EROSION CONTROL DETAILS FOR SILT FENCE (DIST STD 29.2)
	INFORMATINOAL WARNING SIGN (FOR NAROW TRAVEL LANES) (DIST STD 39.2)
70	TRAFFIC CONTROL & PROTECTION AT TURN BAYS (DIST STD 94.2)
71	TRAFFIC CONTROL TYPICAL WEAVE (DIST STD 39.1)
72 - 74	TYPICAL PAVEMENT MARKINGS (DIST STD 41.1)
75	PAINTING DETAILS (DIST STD 44.1)

STATE STANDARDS

000001-05	Standard Symbols, Abbreviations and Patterns
001001-02	Areas of Reinforcement Bars
001006	Decimal Equivalents of an Inch and of a foot
280001-04	Temporary Erosion Control Systems
635011-02	Reflector Marker and Mounting Details
637006-02	Concrete Barrier 1065 mm (42 in.) Height
638001-02	Glare Screen Blades
701101-02	Off-Road Operations, Multilane, 4.5 m (15') to 600 mm (24") From
701106-02	Off-Road Operations, Multilane, More Than 4.5 m (15') Away
701400-03	Approach to Lane Closure, Freeway/Expressway
701401-05	Lane Closure, Freeway/Expressway
701411-05	Lane Closure, Multilane, at Entrance or Exit Ramp, for Speeds \geq 45
701416-06	Lane Closure, Freeway/Expressway, with Crossover and Barrier
701426-03	Lane Closure, Multilane, Intermittent or Moving Operation, for
701451	Ramp Closure Freeway/Expressway
701901-01	Traffic Control Devices
704001-05	Temporary Concrete Barrier
780001-02	Typical Pavement Markings
781001-03	Typical Applications Raised Reflective Pavement Markers

SUMMARY OF QUANTITIES

PAY CODE #	LONG DESCRIPTION	UNITS	QUANTITIES	100% STATE	
				ROADWAY J000	BRIDGE SFTY-2A
25100630	EROSION CONTROL BLANKET	SQ YD	45.00	45.00	
28000400	PERIMETER EROSION BARRIER	FOOT	150.00	150.00	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	374.00	374.00	
48203005	HOT-MIX ASPHALT SHOULDERS, 2"	SQ YD	374.00	374.00	
50102400	CONCRETE REMOVAL	CU YD	427.20		427.20
50104650	SLOPE WALL REMOVAL	SQ YD	11.70		11.70
50157300	PROTECTIVE SHIELD	SQ YD	6,123.00		6,123.00
50300255	CONCRETE SUPERSTRUCTURE	CU YD	611.60		611.60
50300260	BRIDGE DECK GROOVING	SQ YD	1,479.00		1,479.00
50300300	PROTECTIVE COAT	SQ YD	2,224.00		2,224.00
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1.00		1.00
50500505	STUD SHEAR CONNECTORS	EACH	4,312.00		4,312.00
50501110	STRUCTURAL STEEL REMOVAL	POUND	155,620.00		155,620.00
50501130	STRUCTURAL STEEL REPAIR	POUND	211,520.00		211,520.00
50606701	CLEANING AND PAINTING STRUCTURAL STEEL, LOCATION 1	L SUM	1.00		1.00
50800105	REINFORCEMENT BARS	POUND	10,108.00	10,108.00	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	167,320.00		167,320.00
51100100	SLOPE WALL 4 INCH	SQ YD	11.70		11.70
52000110	PREFORMED JOINT STRIP SEAL	FOOT	1,636.00		1,636.00
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE 1	EACH	100.00		100.00
59200100	BRIDGE WASHING	EACH	1.00		1.00
63700275	CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT	FOOT	1,398.00	1,398.00	
63700805	CONCRETE BARRIER TRANSITION	FOOT	20.00	20.00	
63801205	TEMPORARY MODULAR GLARE SCREEN	FOOT	1,200.00	1,200.00	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	16.00		16.00
67100100	MODILIZATION	L SUM	1.00		1.00
70100205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	EACH	5.00	5.00	
70100410	TRAFFIC CONTROL AND PROTECTION, STANDARD 701416	EACH	1.00	1.00	
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	1.00	1.00	
70100820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451	L SUM	1.00	1.00	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	172.00	172.00	

• SPECIALITY ITEMS

FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw\work\FWIDOT\CUSHMANBW\d0149192\d0149192-9409-sht:schedule.dgn		DRAWN -	REVISED -			80	(81-16) M-4	ROCK ISLAND	75	3	
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 64F31					
PLOT DATE = Thu Sep 17 13:13:51 2009		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SUMMARY OF QUANTITIES

PAY CODE #	LONG DESCRIPTION	UNITS	QUANTITIES	100% STATE	
				ROADWAY	BRIDGE
				J000	SFTY-2A
70300625	TEMPORARY PAINT PAVEMENT MARKING LINE 4"	FOOT	41,420.00	41,420.00	
70300635	TEMPORARY PAINT PAVEMENT MARKING LINE 6"	FOOT	96.00	96.00	
70300645	TEMPORARY PAINT PAVEMENT MARKING LINE 12"	FOOT	492.00	492.00	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	18,162.00	18,162.00	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	6,245.00		6,245.00
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,618.00		1,618.00
70400600	RELOCATE TEMPORARY CONCRETE BARRIER (STATE OWNED)	FOOT	2,581.00	2,581.00	
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	20,272.00	20,272.00	
* 78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	4,094.00	4,094.00	
* 78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	4,079.00	4,079.00	
* 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	1,333.00	1,333.00	
* 78008310	POLYUREA PAVEMENT MARKING TYPE II - LINE 4"	FOOT	13,932.00	13,932.00	
* 78008330	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"	FOOT	1,742.00	1,742.00	
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	86.00	86.00	
* 78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	339.00	339.00	
* 78200200	BIDIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	222.00	222.00	
* 78300100	PAVEMENT MARKING REMOVAL	SQ FT	7,000.00	7,000.00	
Z0021400	EXPANSION JOINT (SPECIAL)	FOOT	233.00		233.00
* Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1.00	1.00	
Z0031300	JACKING AND CRIBBING	L SUM	1.00		1.00
Z0073500	TEMPORARY SUPPORT SYSTEM	L SUM	1.00		1.00
XX002866	CONCRETE BARRIER WALL (SPECIAL)	CU YD	84.00	84.00	
XX004656	EMBANKMENT	CU YD	6.30		6.30
X0321781	MECHANICAL SPLICE	EACH	10,228.00		10,228.00
* X0323644	PAVEMENT MARKING GROOVING	FOOT	15,674.00	15,674.00	
* X0325194	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3, SPECIAL	EACH	1.00	1.00	
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	11.60	11.60	
X0325939	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3, SPECIAL	EACH	1.00	1.00	
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1.00	1.00	
X0326720	MECHANICAL TREATMENT OF WELDS	EACH	828.00		828.00
X0326721	FIELD WELDING OF STIFFENERS	EACH	828.00		828.00
X0326719	FALCON PROTECTION	EACH	28.00		28.00

* SPECIALITY ITEMS

FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -
c:\pwork\PW\DOT\CUSHMANBW\0149192\029409-sht-schedule.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(81-1B) M-4	ROCK ISLAND	75	4
CONTRACT NO. 64F31				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 4 or 2A shall be used. Class 2A shall be used on front slopes and ditch bottoms. Class 4 shall be used on all backslopes and areas behind the backslope, and beyond the toe of front slope on fill sections without ditches. This work will be included in the contract unit price per Square Yard for SLOPE WALL 4".

Fertilizer shall be applied to all disturbed areas and incorporated into the seedbed prior to seeding or placement of sod at the rate specified in Sections 250 and 252 of the Standard Specifications. This work shall be included in the cost of SLOPE WALL 4".

Mulch Method II shall be applied over all seeded areas. This shall be included in the cost of the SLOPE WALL 4".

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Top Shoulder	Bottom Shoulder
PG:	PG 58-22	PG 58-22
Design Air Voids	3 @ N90	2 @ N90
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	BAM
Friction Aggregate	D	N/A
20 Year ESAL	N/A	N/A
Mix Unit Weight	112 lbs/sy/in	

Bituminous and Aggregate prime coat shall be placed in accordance with Section 406 of the Standard Specifications. The cost of the prime coats shall be included in the contract unit price per Square Yard for HOT-MIX ASPHALT SHOULDERS, 6".

This structure will retain the same number 081-0011.

The contractor shall submit four copies of the required shop drawings for review and approval to the Bureau of Bridges and Structures, 2300 South Dirksen Parkway, Springfield, IL 62764. After approval of initial submittal, the contractor shall submit one set of shop drawings to Dave Lippert, Engineer of Materials, 126 East Ash Street, Springfield, IL 62704, and eight (8) sets of shop drawings to be distributed to:

- District 2 District Engineer (1)
- Fabricator (1)
- Contractor (2)
- Resident Engineer (2)
- District 2 Bureau of Materials (2)

At bridge expansion joints, if temporary expansion joint bulkheads are attached to adjacent deck slabs or abutments for support, the Contractor shall cut the attachments as soon as the concrete has set to prevent joint damage due to horizontal contraction or expansion.

The Contractor shall sandblast the top of the beams upon removal of the bridge deck. This work will be included in the cost of removing the bridge deck.

Work on this project will be in progress at the same time as work on the adjacent I-80 roadway reconstruction project and I-74 bridge and pavement repairs. Work on these projects shall be scheduled to keep interference between all the projects to a minimum. The contractors shall inform each other of progress of the projects and give fair warning to the other contractors when a problem might be encountered.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123. The following listed utilities located within the project limits or immediately adjacent to the project construction limits are members of JULIE:

AT&T Communications	MidAmerican Energy Co.
Frontier/Citizens	McLeod USA
Mediacom	City of East Moline
Lightcore	Iowa Network Services, Inc.
Rapids City Village Office	

Following are the known utilities located within the project limits or immediately adjacent to the project construction limits which are not members of JULIE and should be notified individually by the contractor:

Mr. Kyle Lorenz
 IDOT – District 2
 819 Depot Avenue
 Dixon, IL 61021
 Ph. 815/284-5469

The Contractor shall not use the Iowa Ramp Infields for any project activity.

The Contractor shall not use the IL 84 Ramp Infields for any project activities without prior written approval by the District Construction Engineer.

The Contractor shall replace the median crossover (Sta. 82+50) closure components (posts, cable, panels) to that shown in the District Two Standard 98.4, TYPICAL MEDIAN CROSSOVER CLOSURE. This work shall be included in the various traffic control pay items and no additional compensation will be allowed.

Partial depth saw cuts on face of barrier wall(s) shall be 1 inch in depth. This work shall be included in the various barrier wall pay items.

Temporary Concrete Barrier Wall shall not be pinned to new continuously reinforced concrete pavement without prior written approval of the Engineer.

Temporary Impact Attenuators shall not be anchored to the new continuously reinforced concrete pavement without prior written approval of the Engineer.

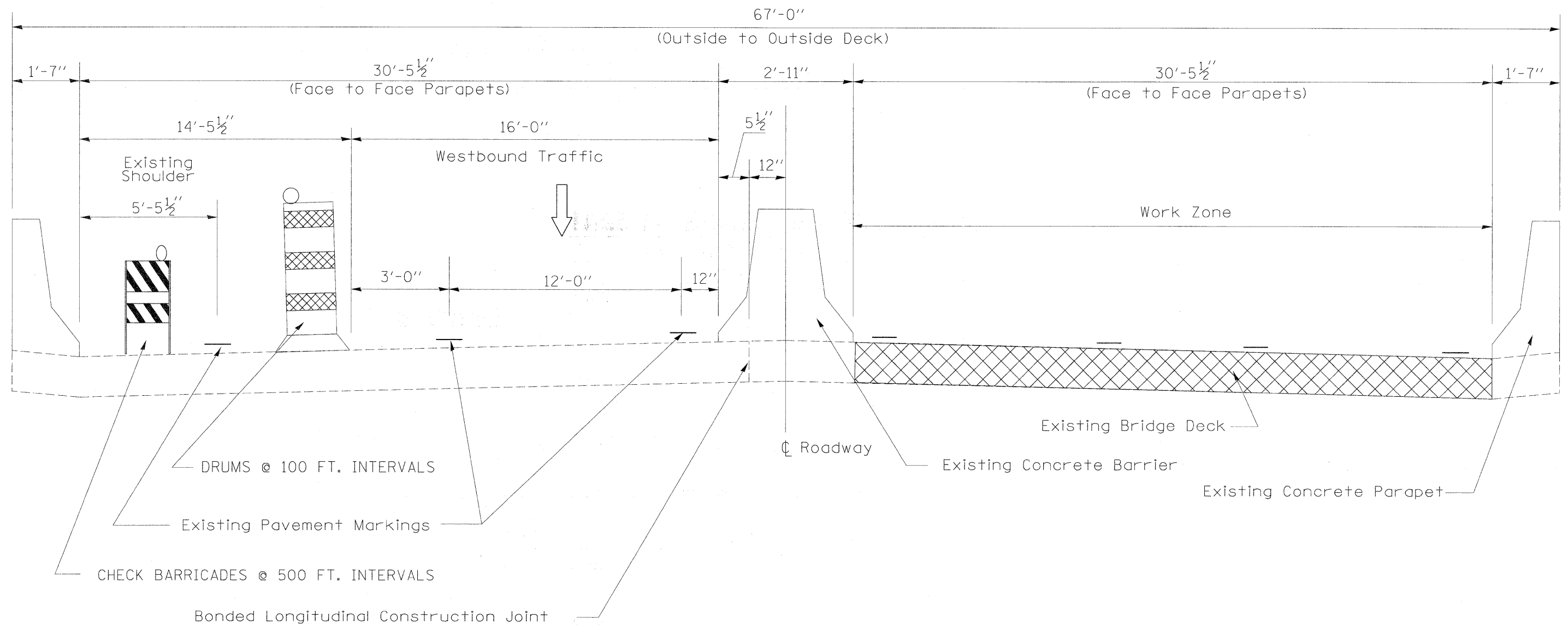
FILE NAME = 64F31.GN.DOCX	USER NAME =	DESIGNED - Engineering Systems	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN -	CHECKED -	REVISED -			FAI 80	(81-1B)M-4	Rock Island	75	5	
	PLOT SCALE =	DATE - 9/8/2009 9:51 AM	REVISED -			(I-80)			CONTRACT NO. 64F31		
	PLOT DATE = 9/17/2009 9:51 AM	DATE - 9/8/2009 9:19 AM	REVISED -						ILLINOIS	FED. AID PROJECT	
SCALE: SHEET NO. OF SHEETS STA. TO STA.											

STAGE I – BRIDGE SECTION TYPICAL

(Looking from Iowa to Illinois)

WESTBOUND

EASTBOUND



Note: Dimensions with Pavement Markings are center-to-center

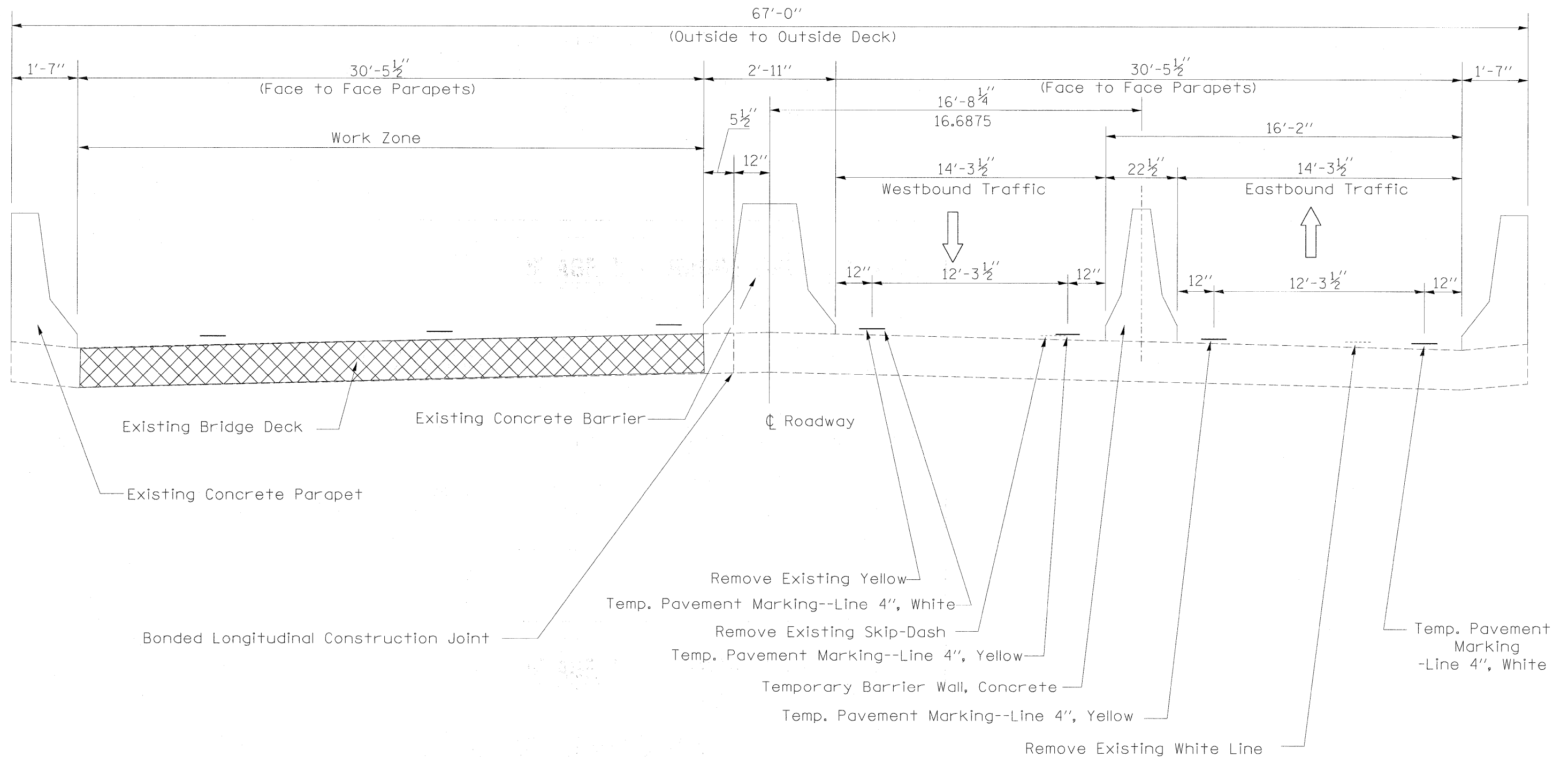
FILE NAME =	USER NAME = cushmanbw	DESIGNED - EEC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGING TYPICAL				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\dot\cushmanbw\d0149192\d014891typ.dgn		DRAWN - EEC	REVISED -		80	(81-1 B) M-4	ROCK ISLAND	75	6				
		CHECKED -	REVISED -						CONTRACT NO. 64F31				
		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

STAGE II – BRIDGE SECTION TYPICAL

(Looking from Iowa to Illinois)

WESTBOUND

EASTBOUND



Note: Dimensions with Pavement Markings are center-to-center

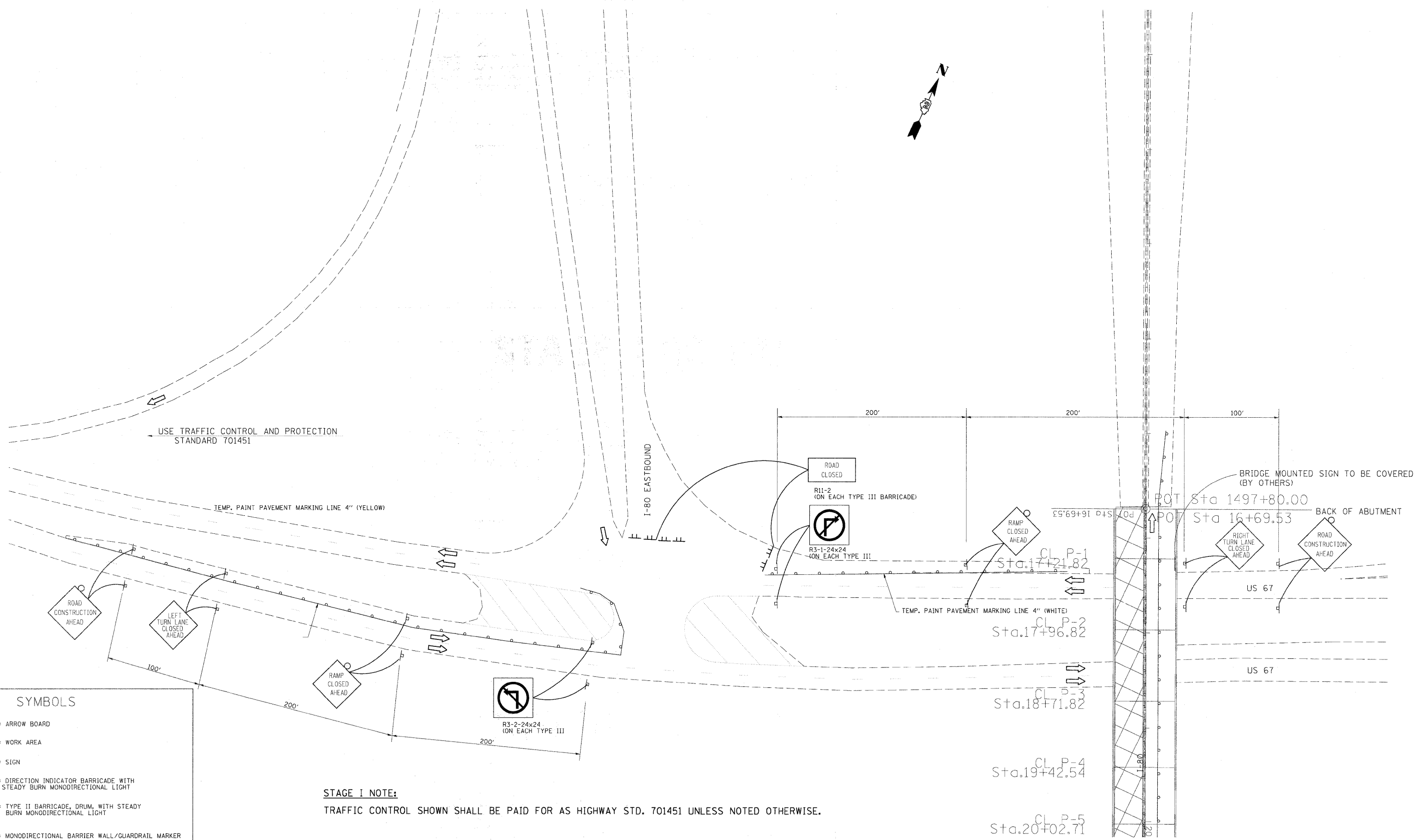
FILE NAME =	USER NAME = cushmanbw	DESIGNED - EEC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGING TYPICAL				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\pwwork\cushmanbw\d0149192\d0149192.dgn		DRAWN - EEC	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	80	(81-1 B) M-4	ROCK ISLAND	75	7
		PLOT SCALE = 100.0000' / 1"	CHECKED -		REVISED -									
		PLOT DATE = Thu Sep 17 09:13:53 2009	DATE -		REVISED -									
										CONTRACT NO. 64F31				
										ILLINOIS FED. AID PROJECT				

SCHEDULE OF QUANTITIES

25100630	EROSION CONTROL BLANKET								
	SQ YD	LOCATION							
	45.00	16 + 69	to	17 + 20	SLOPE WALL - STATE OF IOWA				
	45.00	TOTAL							
28000400	PERIMETER EROSION BARRIER								
	FOOT	LOCATION							
	150.00	16 + 69	to	17 + 20	SLOPE WALL - STATE OF IOWA				
	150.00	TOTAL							
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"								
	SQ YD	LOCATION							
	373.33	1492 + 00	to	1497 + 60	REMARKS 6' wide, see special provision				
	373.33	TOTAL							
48203005	HOT-MIX ASPHALT SHOULDERS, 2"								
	SQ YD	LOCATION							
	373.33	1492 + 00	to	1497 + 60	REMARKS SEE GENERAL NOTES FOR MIX DESIGN				
	373.33	TOTAL							
50800105	REINFORCEMENT BARS								
	POUNDS	LOCATION							
	10108.00	1492 + 00		1497 + 60	REMARKS State of IOWA barrier wall				
	10,108.00	TOTAL							
63700275	CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT								
	FOOT	LOCATION							
	1397.50	STAGE THREE 51 + 72		65 + 69.50	REMARKS				
	1,397.50	TOTAL							
63700805	CONCRETE BARRIER TRANSITION								
	FOOT	LOCATION							
	20.00	STAGE THREE 51 + 52		51 + 72.00	REMARKS				
	20.00	TOTAL							
63801205	TEMPORARY MODULAR GLARE SCREEN								
	FOOT	LOCATION							
	600.00	STAGE TWO 1494 + 00		18 + 89.53	REMARKS IOWA STA 1497+80 = IL STA 16+69.53				
	600.00	82 + 00		88 + 00					
	1,200	TOTAL							
70300625	TEMPORARY PAINT PAVEMENT MARKING LINE 4"								
	EQOI	LOCATION							
		EASTBOUND							
	2225.00	1453 + 00	to	1475 + 25	REMARKS Stage I - Yellow inside				
	1025.00	75 + 25	to	85 + 50	Stage I - White CL				
	770.00	77 + 80	to	85 + 50	Stage I - White outside				
	770.00	77 + 80	to	85 + 50	Stage I - Yellow inside				
	1320.00	77 + 80	to	91 + 00	Stage I - Yellow, Scenic overlook ramp				
	1440.00	1483 + 00	to	1497 + 40	Stage II - Yellow inside				
	601.00	55 + 39	to	61 + 40	Stage II - White outside				
	1026.00	75 + 24	to	85 + 50	Stage II - White CL				
	770.00	77 + 80	to	85 + 50	Stage II - White outside				
	770.00	77 + 80	to	85 + 50	Stage II - Yellow inside				
	1320.00	77 + 80	to	91 + 00	Stage II - Yellow, Scenic overlook ramp				
	7311.00	1483 + 00	to	75 + 00	Stage III - Yellow inside				
	19348.00	Sub-Totd							
		WESTBOUND							
	2872.00	1497 + 00	to	44 + 61	Stage I - White outside				
	3538.00	47 + 62	to	83 + 00	Stage I - Yellow inside				
	1618.00	77 + 82	to	94 + 00	Stage I - White outside				
	1425.00	61 + 65	to	75 + 90	Stage II - White outside				
	2135.00	61 + 65	to	83 + 00	Stage II - Yellow inside				
	1618.00	77 + 82	to	94 + 00	Stage II - White outside				
	6891.00	1491 + 20	to	79 + 00	Stage III - Yellow inside				
	20097.00	Sub-Totd							
		MISC							
	600.00	US 67 Eastbound			Stage I - Yellow				
	300.00	US 67 Westbound			Stage I - White				
	550.00	IL 84 Eastbound			Stage II - White				
	525.00	IL 84 Westbound			Stage II - Yellow				
	1975.00	Sub-Totd							
	41,420.0	TOTAL							

70300635	TEMPORARY PAINT PAVEMENT MARKING LINE 6"								
	EQOI	LOCATION							REMARKS
		EASTBOUND							
	96.50	51 + 53	to	55 + 39	Stage II - Turkey tracks, 2' long, 6' between - White				
	96.50	TOTAL							
70300645	TEMPORARY PAINT PAVEMENT MARKING LINE 12"								REMARKS
	EQOI	LOCATION							
		WESTBOUND							
	163.93	63 + 50	to	73 + 20	Stage I - Diagonals, 16.9' long, 100' between - White				
	163.93	63 + 50	to	73 + 20	Stage II - Diagonals, 16.9' long, 100' between - White				
	163.93	63 + 50	to	73 + 20	Stage III - Diagonals, 16.9' long, 100' between - White				
	491.79	TOTAL							
70400100	TEMPORARY CONCRETE BARRIER								REMARKS
	EQOI	LOCATION							
		STAGE ONE							
	507.5	1491 + 93		1497 + 00	IN STATE OF IOWA				
	80.0	1497 + 00		1497 + 80	IN STATE OF IOWA				
	400.0	47 + 50		51 + 50	ILLINOIS				
	748.0	51 + 50		59 + 00	ILLINOIS				
	652.0	59 + 00		65 + 52	ILLINOIS				
	2,387.5	Sub-Totd							
		STAGE TWO							
	175.0	1496 + 05		1497 + 80	IN STATE OF IOWA				
	32.5	16 + 69		17 + 00	ON BRIDGE				
	3,452.0	17 + 00		51 + 52	ON BRIDGE				
	198.0	51 + 52		53 + 50	ILLINOIS				
	6,245.0	TOTAL							
70400200	RELOCATE TEMPORARY CONCRETE BARRIER								REMARKS
	EQOI	LOCATION							
		STAGE TWO							
	587.5	1491 + 80		1497 + 00	IN STATE OF IOWA				
	80.0	1497 + 00		1497 + 80	IN STATE OF IOWA				
	950.0	53 + 50		62 + 00	ILLINOIS				
	1,617.5	TOTAL							
70400600	RELOCATE TEMPORARY CONCRETE BARRIER (STATE OWNED)								REMARKS
	EQOI	LOCATION							
		STAGE ONE							
	515.5	1491 + 88		1497 + 00	DELIVER TO STATE OF IOWA				
	77.5	1497 + 00		1497 + 80	DELIVER TO STATE OF IOWA				
	75.0				ON BRIDGE				
	62.5				ON BRIDGE				
	400.0	47 + 50		51 + 52	ILLINOIS ABUTMENT ON BRIDGE				
	1,450.0	51 + 52		66 + 02	ILLINOIS				
	2,580.5	TOTAL							
78008210	POLYUREA PAVEMENT MARKING TYPE I • LINE 4"								REMARKS
	EQOI	LOCATION							
		EASTBOUND							
	5780.00	1440 + 00	to	1497 + 80	Left edge line - Yellow				
	2505.00	1440 + 00	to	1465 + 05	Right edge line - White				
	1731.00	1474 + 00	to	1491 + 31	Right edge line - White				
	1467.00	51 + 53	to	66 + 20	Left edge line - Yellow				
	821.00	57 + 99	to	66 + 20	Right edge line - White				
	1930.00	66 + 20	to	85 + 50	Left edge line - Yellow				
	163.00	66 + 20	to	67 + 83	Right edge line - White				
	14397.00	Sub-Totd							
		WESTBOUND							
	780.00	1490 + 00	to	1497 + 80	Left edge line - Yellow				
	182.00	1490 + 00	to	1491 + 82	Right edge line - White				
	1467.00	51 + 53	to	66 + 20	Left edge line - Yellow				
	368.00	62 + 52	to	66 + 20	Right edge line - White				
	1930.00	66 + 20	to	85 + 50	Left edge line - Yellow				
	697.00	66 + 20	to	73 + 17	Right edge line - White				
	451.00	80 + 99	to	85 + 50	Right edge line - White				
	5875.00	Sub-Totd							
	20,272.0	TOTAL							

STAGE I (IOWA)



SYMBOLS	
	= ARROW BOARD
	= WORK AREA
	= SIGN
	= DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	= TYPE II BARRICADE, DRUM, WITH STEADY BURN MONODIRECTIONAL LIGHT
	= MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
	= IMPACT ATTENUATOR

STAGE I NOTE:
 TRAFFIC CONTROL SHOWN SHALL BE PAID FOR AS HIGHWAY STD. 701451 UNLESS NOTED OTHERWISE.

FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -
c:\pwwork\pwwork\cushmanbw\d0149166\d0149166\stg-A.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STAGE I (IOWA)

SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	F.A.I. RTE. 80	SECTION (81-1B) M-4	COUNTY ROCK ISLAND	TOTAL SHEETS 75	SHEET NO. 12
			CONTRACT NO. 64F31				
			ILLINOIS FED. AID PROJECT				

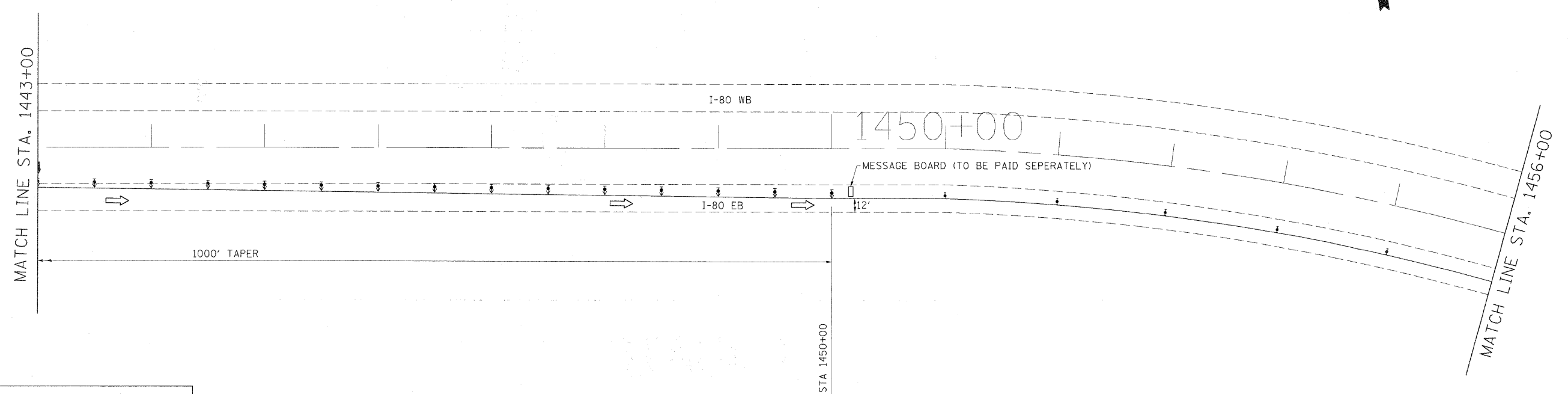
STAGE I



SYMBOLS	
	= ARROW BOARD
	= WORK AREA
	= SIGN
	= DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	= TYPE II BARRICADE, DRUM, WITH STEADY BURN MONODIRECTIONAL LIGHT
	= MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
	= IMPACT ATTENUATOR

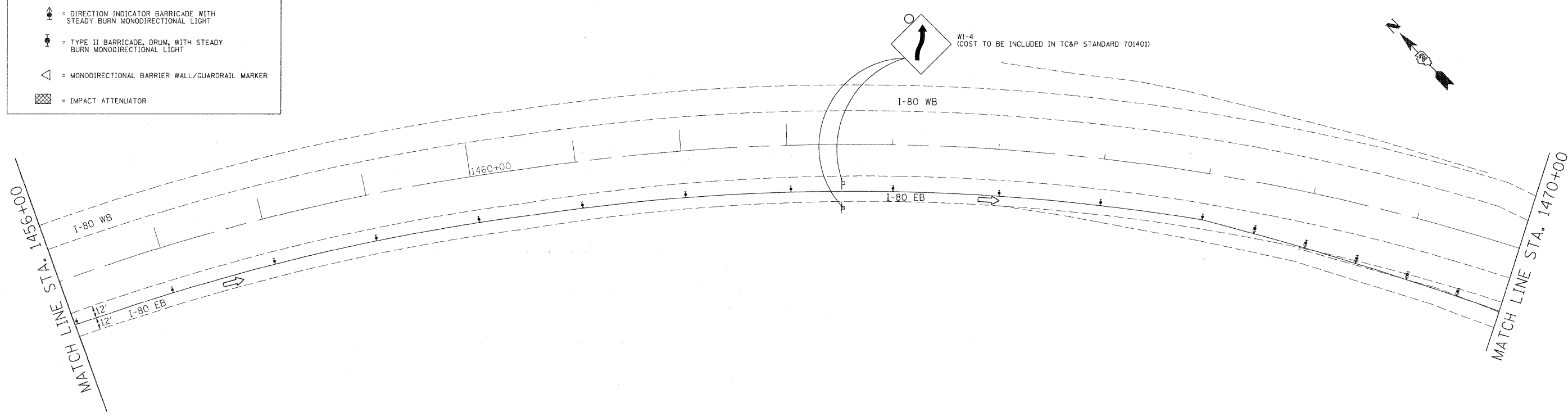
FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\p\work\pwr\do\cushmanbw\14166\14166.dgn	1409a1g-A.dgn	DRAWN -	REVISED -		80	(81-1B) M-4	ROCK ISLAND	75	13				
PLOT SCALE = 50.0000" / IN.	CHECKED -	REVISED -	CONTRACT NO. 64F31										
PLOT DATE = Thu Sep 17 09:16:12 2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT										
SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.								

STAGE I



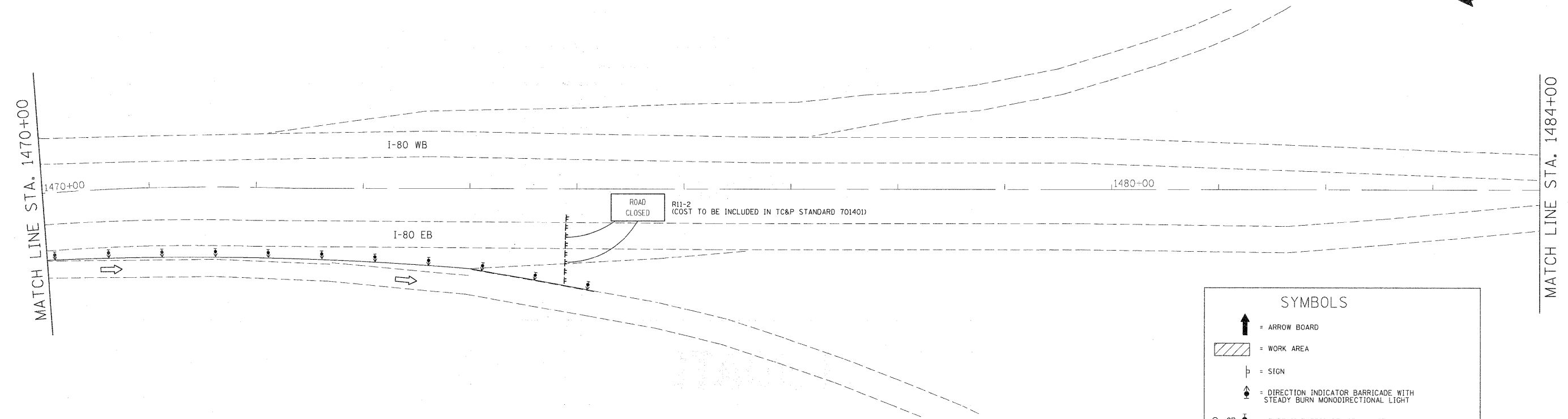
SYMBOLS

- = ARROW BOARD
- = WORK AREA
- = SIGN
- = DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- = TYPE II BARRICADE, DRUM, WITH STEADY BURN MONODIRECTIONAL LIGHT
- = MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- = IMPACT ATTENUATOR



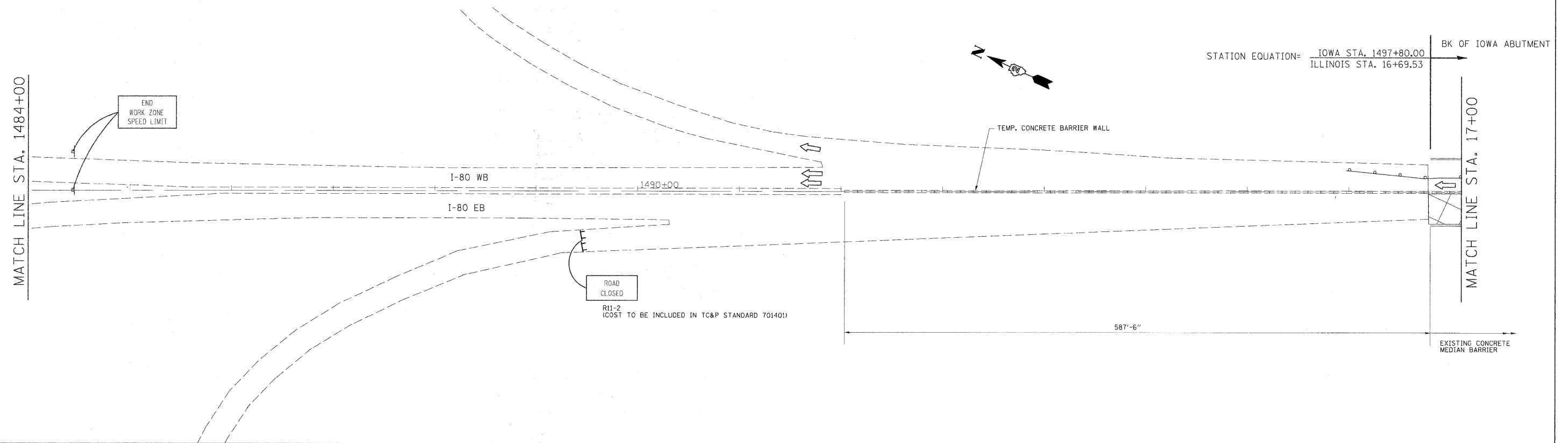
FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pwork\cushmanbw\0149166\d0149166\0149166.dgn	409stg-Addn	DRAWN -	REVISED -		80	(81-1B) M-4	ROCK ISLAND	75	14				
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 64F31								
	PLOT DATE = Thu Sep 17 09:16:22 2009	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.				

STAGE I



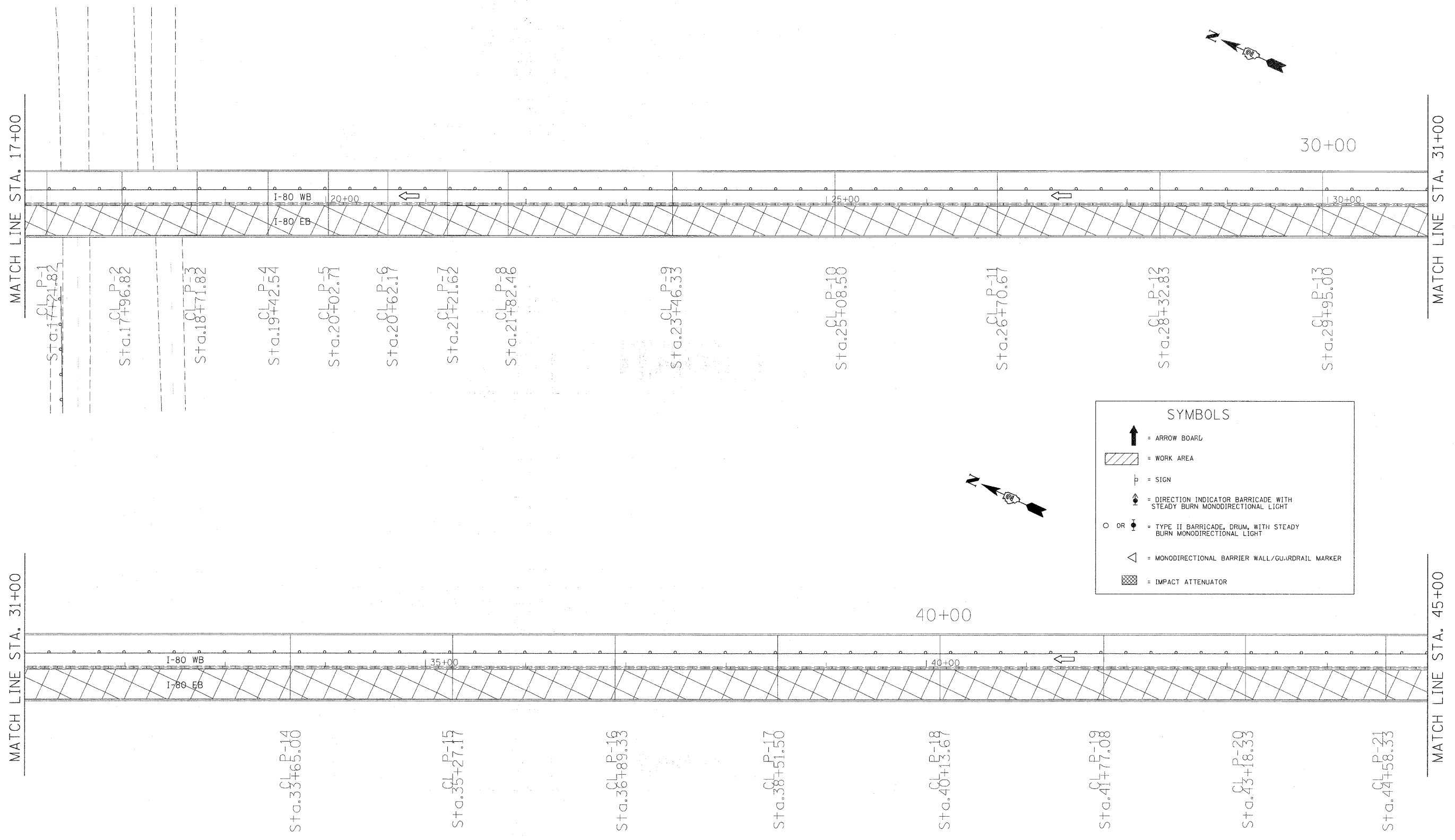
SYMBOLS

- = ARROW BOARD
- = WORK AREA
- = SIGN
- = DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- = TYPE II BARRICADE, DRUM, WITH STEADY BURN MONODIRECTIONAL LIGHT
- = MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- = IMPACT ATTENUATOR



FILE NAME =	USER NAME = cushmenbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
c:\pwork\pwork\cushmenbw\d0149166\d0149166.dgn	429stg-f.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	80	(81-1B) M-4	ROCK ISLAND	75	15
		PLOT SCALE = 50.0000' / IN.	CHECKED -									CONTRACT NO. 64F31			
		PLOT DATE = Thu Sep 17 09:16:32 2009	DATE -									ILLINOIS FED. AID PROJECT			

STAGE I



MATCH LINE STA. 17+00

MATCH LINE STA. 31+00

MATCH LINE STA. 31+00

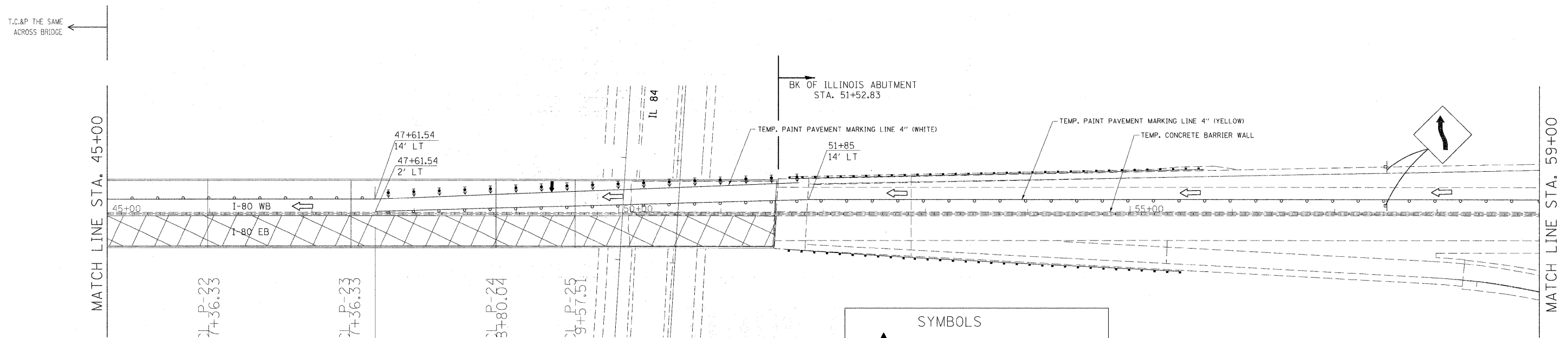
MATCH LINE STA. 45+00

SYMBOLS

- = ARROW BOARD
- = WORK AREA
- = SIGN
- = DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- = TYPE II BARRICADE, DRUM, WITH STEADY BURN MONODIRECTIONAL LIGHT
- = MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- = IMPACT ATTENUATOR

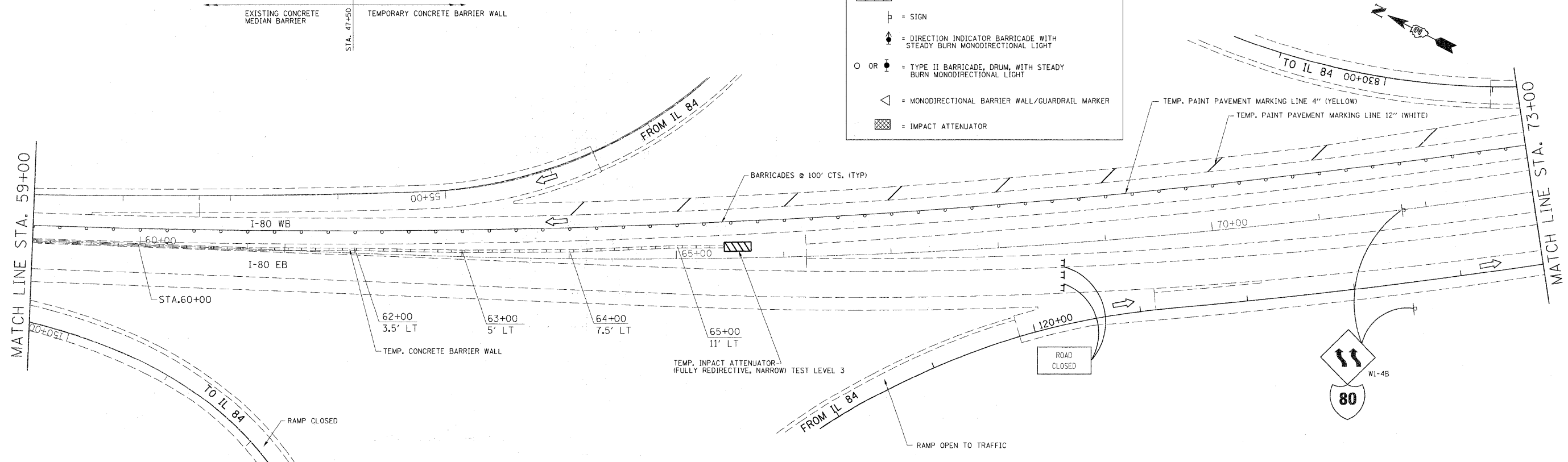
FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\cushmanbw\d8149166\d8149166\stg1.rdg	DRAWN -	REVISED -	80					(81-1B) M-4	ROCK ISLAND	75	16	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64F31									
PLOT DATE = Thu Sep 17 09:16:47 2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			

STAGE I



SYMBOLS

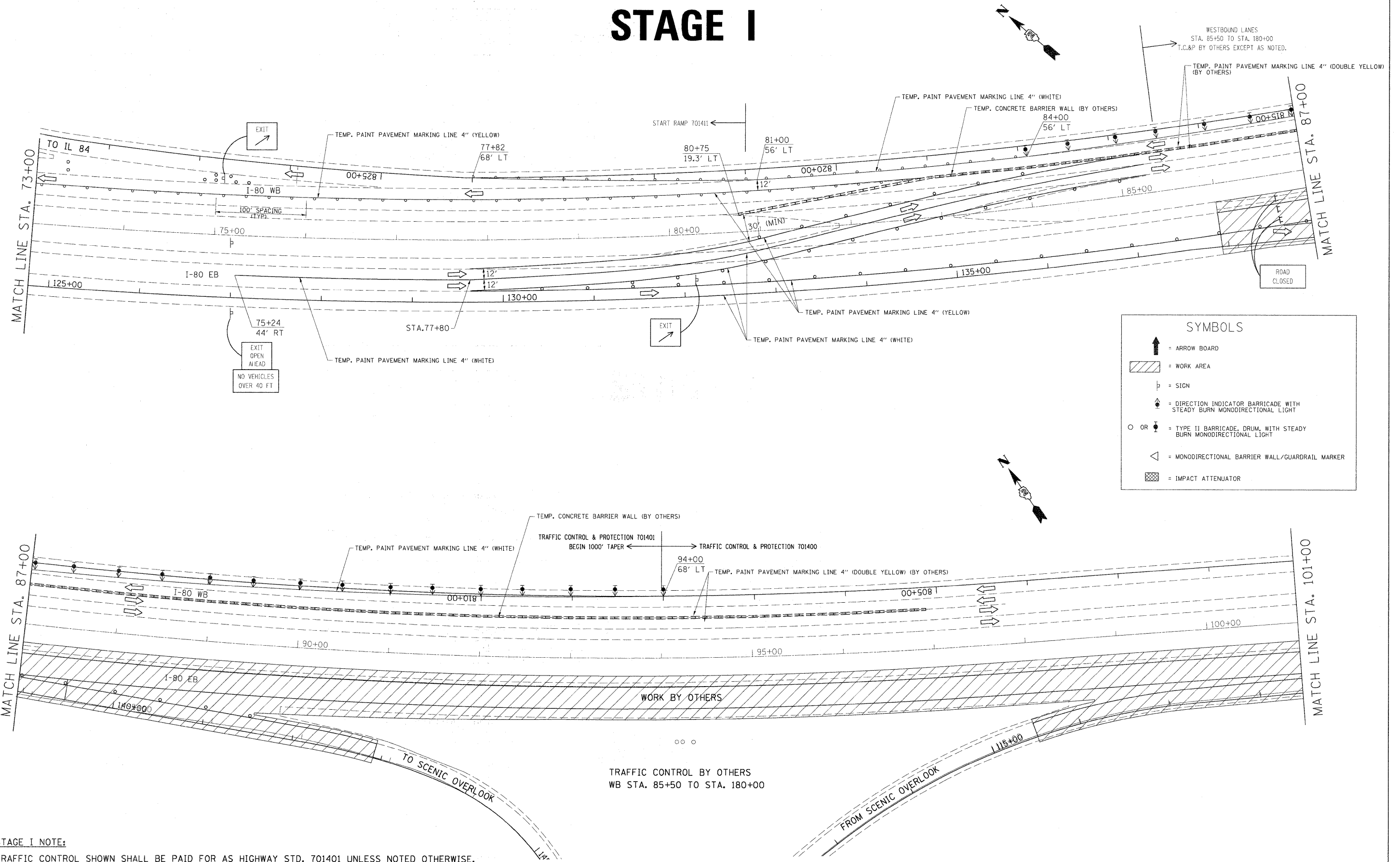
- = ARROW BOARD
- = WORK AREA
- = SIGN
- = DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- OR = TYPE II BARRICADE, DRUM, WITH STEADY BURN MONODIRECTIONAL LIGHT
- = MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- = IMPACT ATTENUATOR



STAGE I NOTE:
 TRAFFIC CONTROL SHOWN SHALL BE PAID FOR AS HIGHWAY STD. 701401 UNLESS NOTED OTHERWISE.

FILE NAME =	USER NAME = cushmenbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
ct:\pw_work\pwsdot\cushmenbw\d08149166\d08149166	429stg-A.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	80	(81-1B) M-4	ROCK ISLAND	75	17
	PLDT SCALE = 50.0000' / IN.	CHECKED -	REVISED -									CONTRACT NO. 64F31			
	PLDT DATE = Thu Sep 17 09:17:40 2009	DATE -	REVISED -									ILLINOIS FED. AID PROJECT			

STAGE I

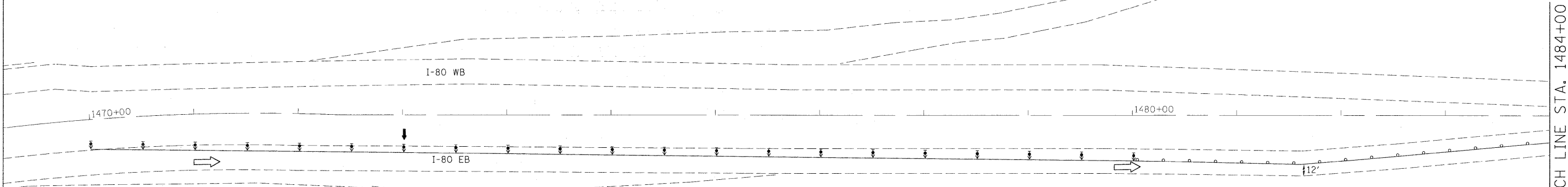


STAGE I NOTE:

TRAFFIC CONTROL SHOWN SHALL BE PAID FOR AS HIGHWAY STD. 701401 UNLESS NOTED OTHERWISE.

FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
o:\pe_work\pws\dot\cushmanbw\d0149166\d0149166.stg	48%stg-A.dgn	DRAWN -	REVISED -		80	(81-1B) M-4	ROCK ISLAND	75	18				
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 64F31				
	PLOT DATE = Thu Sep 17 09:17:53 2009	DATE -	REVISED -						ILLINOIS FED. AID PROJECT				

STAGE II



TRAFFIC CONTROL & PROTECTION 701400

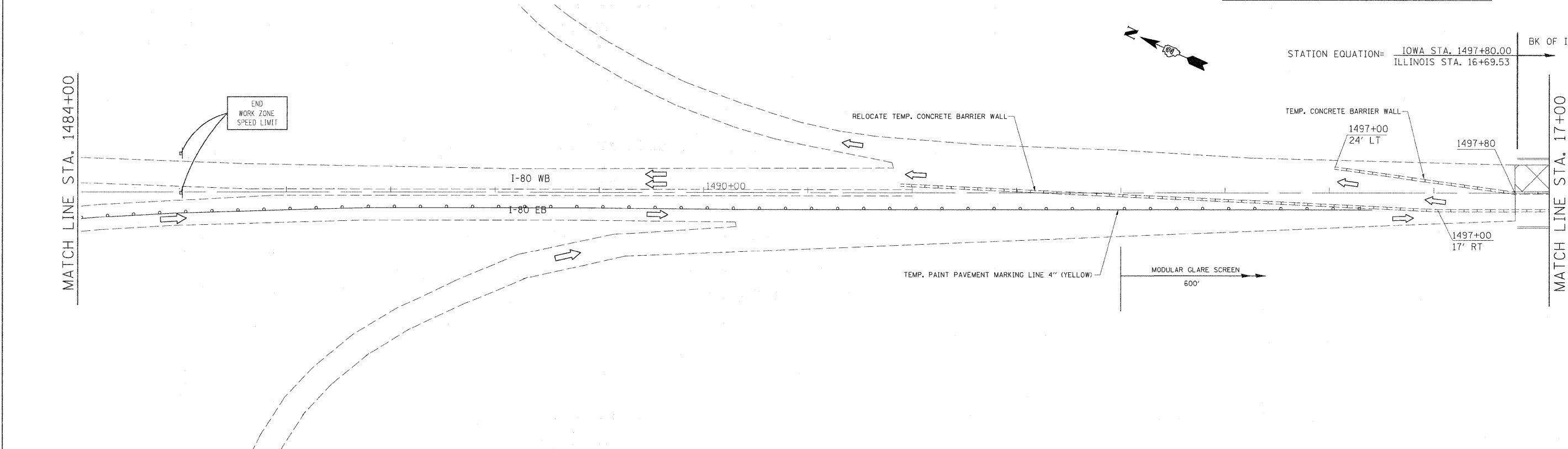
TRAFFIC CONTROL & PROTECTION 701416

SYMBOLS

- = ARROW BOARD
- = WORK AREA
- = SIGN
- = DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- = TYPE II BARRICADE, DRUM, WITH STEADY BURN MONODIRECTIONAL LIGHT
- = MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- = IMPACT ATTENUATOR

MATCH LINE STA. 1484+00

END WORK ZONE SPEED LIMIT



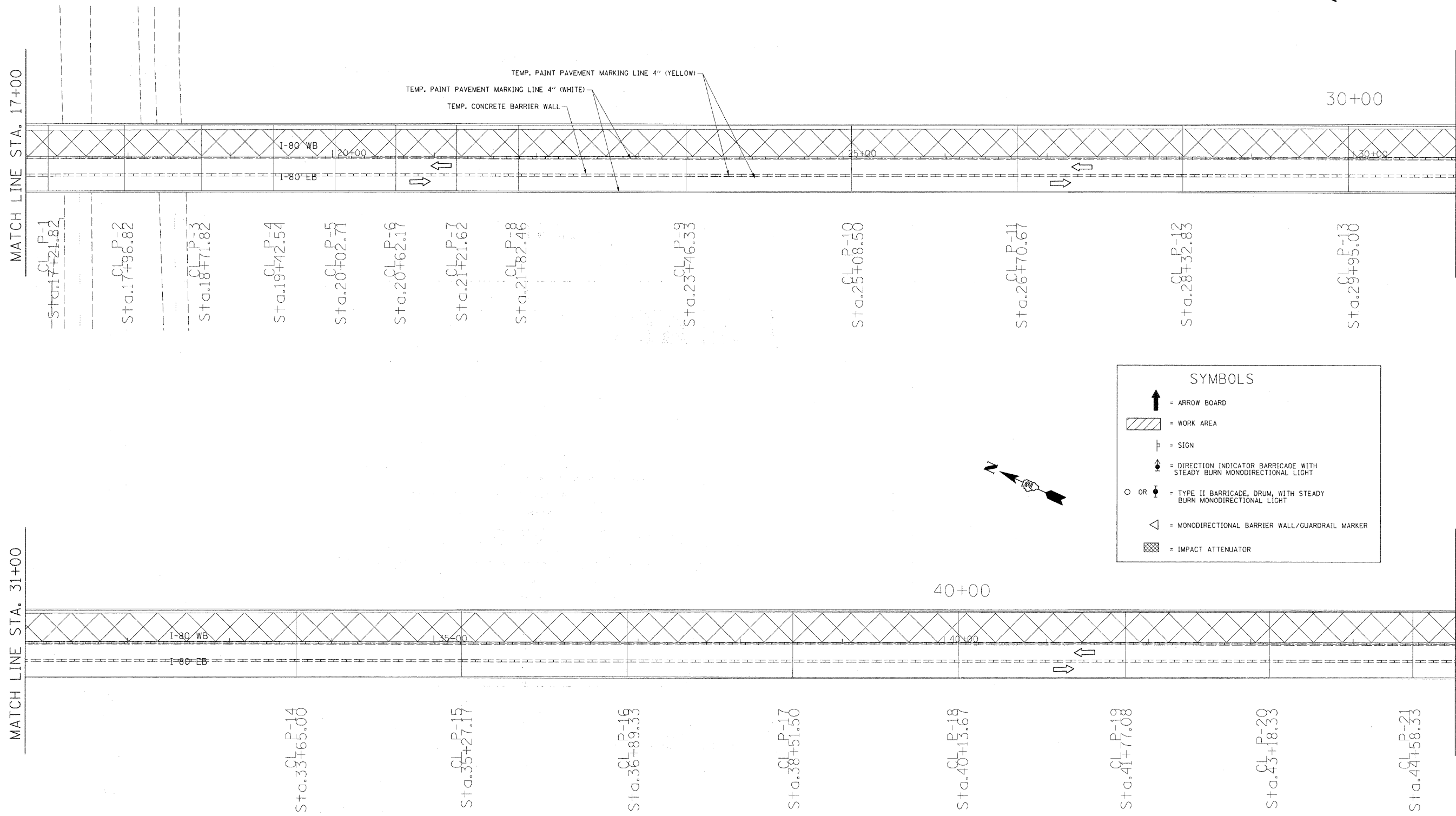
STATION EQUATION = $\frac{\text{IOWA STA. } 1497+80.00}{\text{ILLINOIS STA. } 16+69.53}$

BK OF IOWA ABUTMENT

MATCH LINE STA. 17+00

FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pe_work\pwwork\cushmanbw\2009\1497+80\1497+80.dgn	42% sgr Adgn	DRAWN -	REVISED -		80	(81-1B) M-4	ROCK ISLAND	75	19				
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	REVISED -		CONTRACT NO. 64F31								
PLOT DATE = Thu Sep 17 09:18:13 2009	DATE -	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT								
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.				

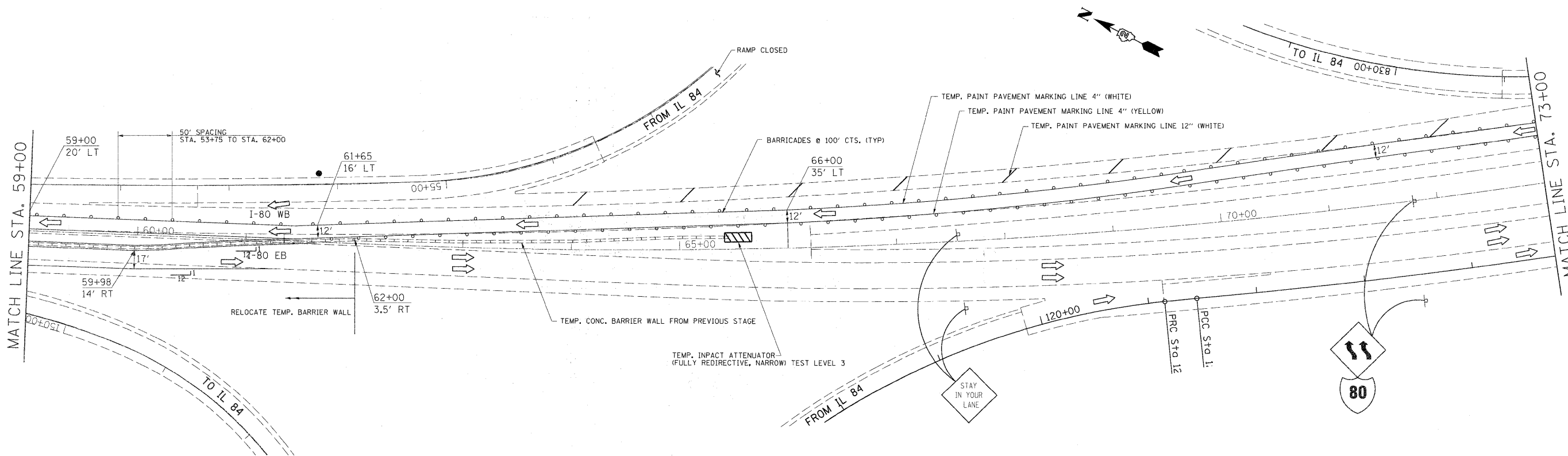
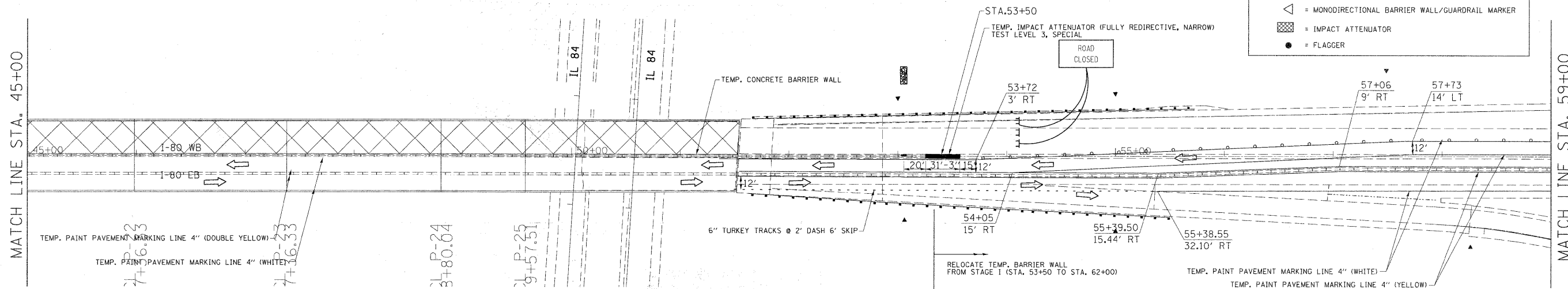
STAGE II



FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\pwwork\cushmanbw\d0149166\d0149166\stg-A.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -			80	(B1-1B) M-4	ROCK ISLAND	75	20	
	PLOT DATE = Thu Sep 17 09:18:23 2009	CHECKED -	REVISED -			CONTRACT NO. 64F31					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET NO. OF SHEETS		STA.	TO STA.		

STAGE II

SYMBOLS	
	= ARROW BOARD
	= WORK AREA
	= SIGN
	= DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	= TYPE II BARRICADE, DRUM, WITH STEADY BURN MONODIRECTIONAL LIGHT
	= MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
	= IMPACT ATTENUATOR
	= FLAGGER

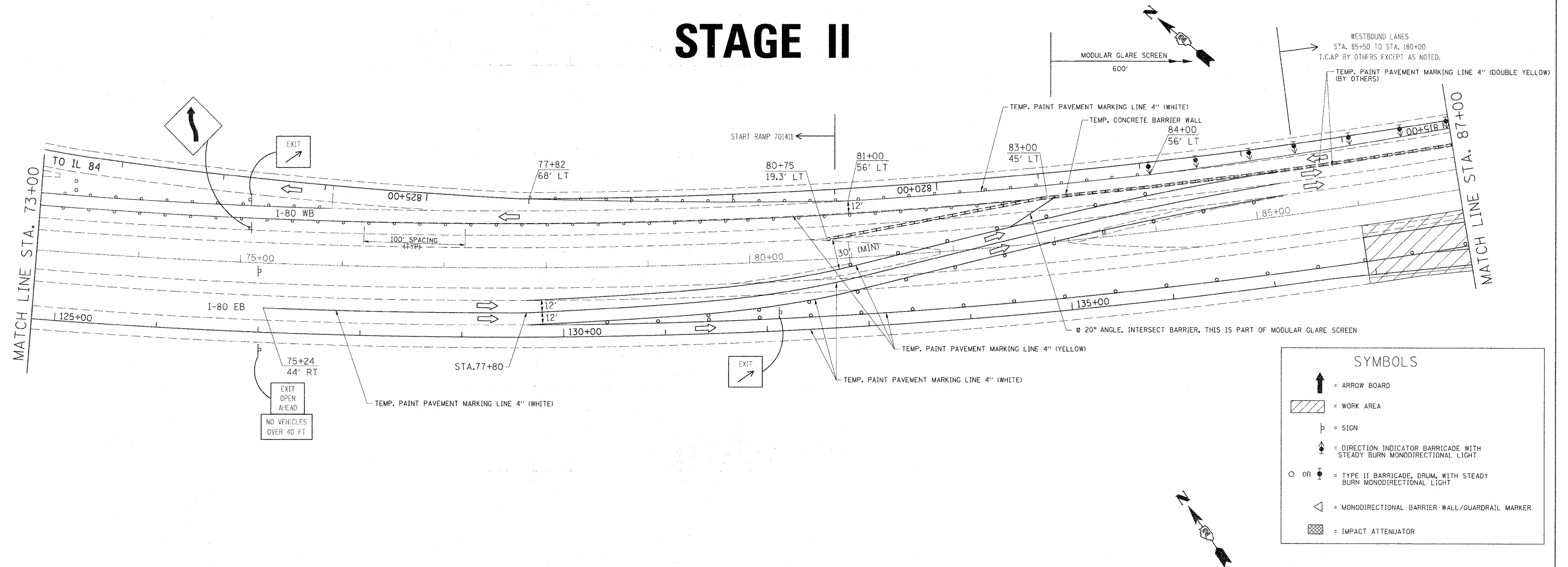


STAGE II NOTE:

TRAFFIC CONTROL SHOWN SHALL BE PAID FOR AS HIGHWAY STD. 701416 UNLESS NOTED OTHERWISE.

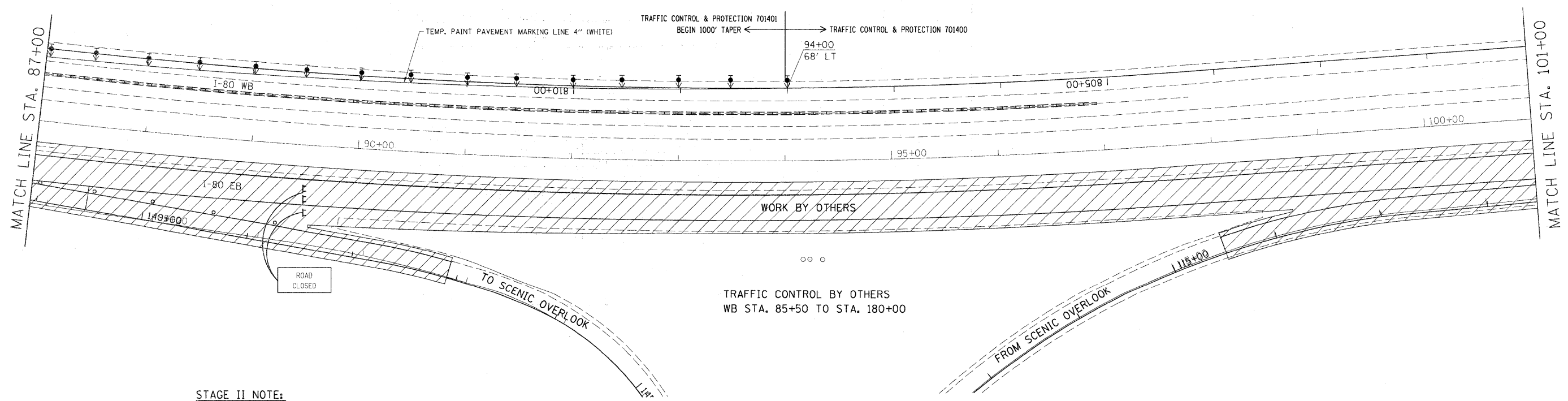
FILE NAME =	USER NAME = cushmanbw	DESIGNED =	REVISED =	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\cushmanbw\d0149186\d0149186.dgn	429stg-A.dgn	DRAWN =	REVISED =			80	(81-1B) M-4	ROCK ISLAND	75	21	
		CHECKED =	REVISED =			CONTRACT NO. 64F31					
		DATE = Thu Sep 17 09:18:35 2009	REVISED =			ILLINOIS FED. AID PROJECT					
				SCALE:	SHEET NO. OF SHEETS	STA. TO STA.					

STAGE II



SYMBOLS

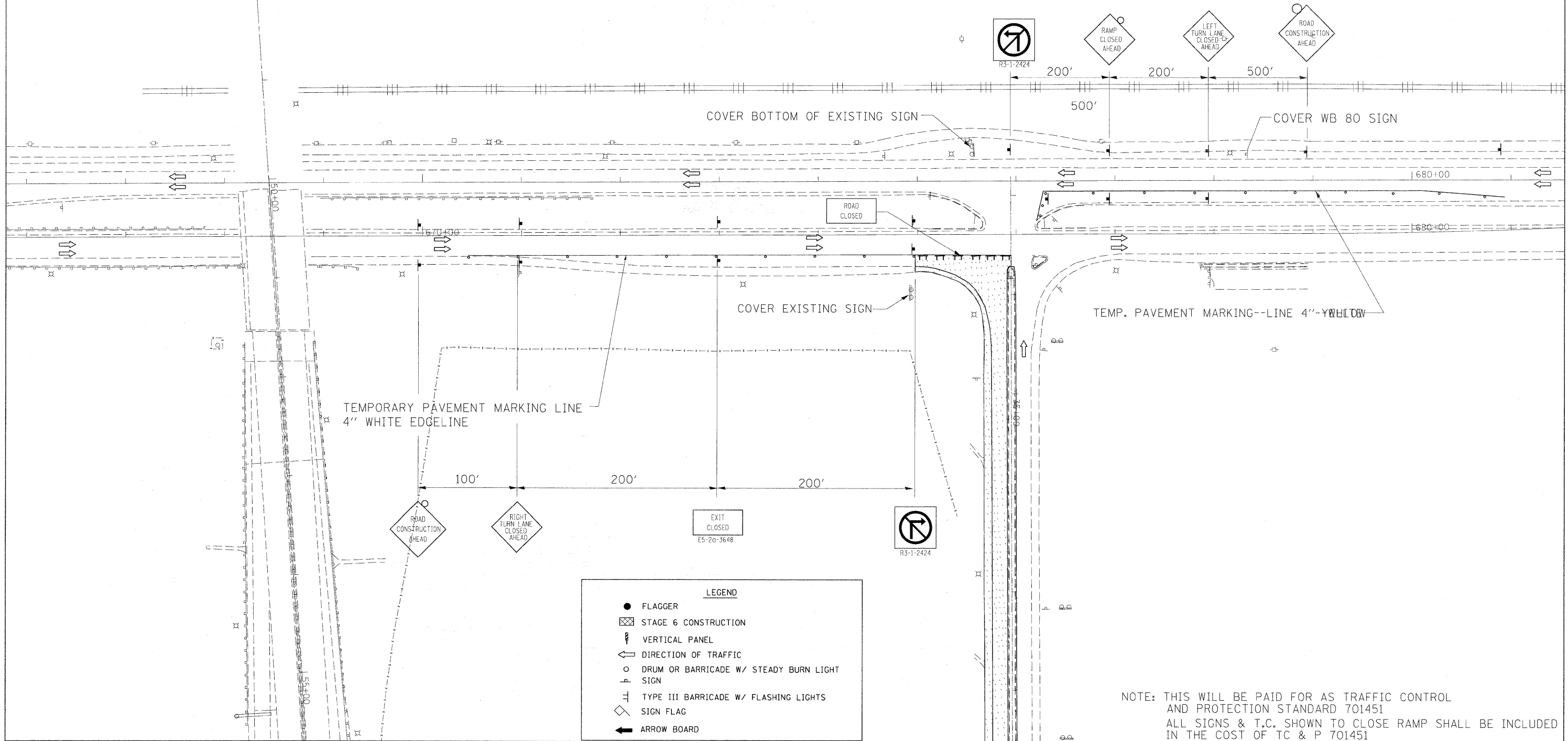
- = ARROW BOARD
- = WORK AREA
- = SIGN
- = DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- = TYPE II BARRICADE, DRUM, WITH STEADY BURN MONODIRECTIONAL LIGHT
- = MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- = IMPACT ATTENUATOR



STAGE II NOTE:
 TRAFFIC CONTROL SHOWN SHALL BE PAID FOR AS HIGHWAY STD. 701416 UNLESS NOTED OTHERWISE.

FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\p_w\work\pwidat\cushmanbw\d2149166\d2149166\stg-Adjn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -			80	(81-1B) M-4	ROCK ISLAND	75	22	
PLOT DATE = Thu Sep 17 09:18:49 2009	DATE	CHECKED -	REVISED -			CONTRACT NO. 64F31					
						ILLINOIS FED. AID PROJECT					
SCALE:						SHEET NO. OF SHEETS		STA. TO STA.			

STAGE II

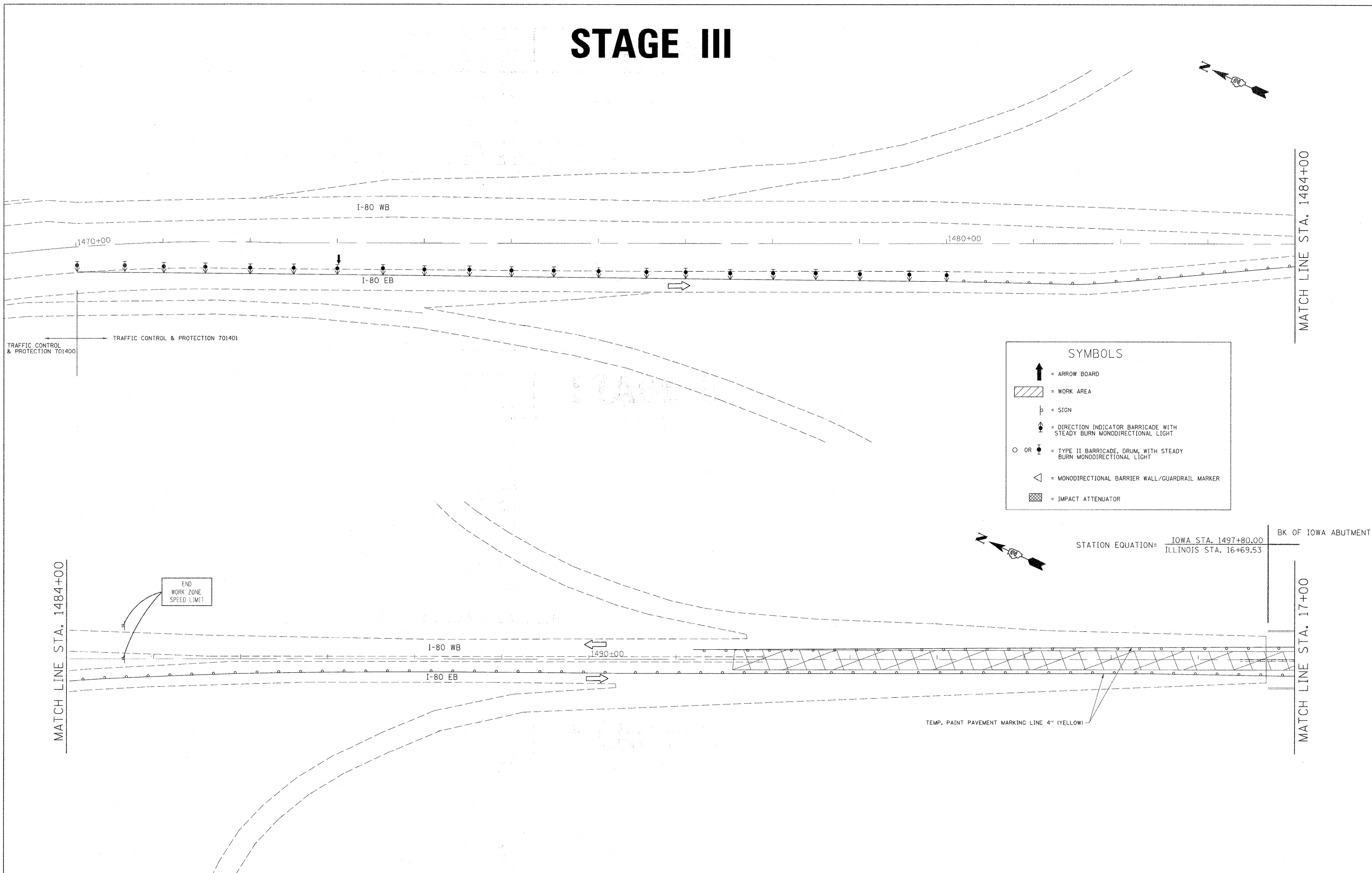


LEGEND	
●	FLAGGER
⊠	STAGE 6 CONSTRUCTION
⌄	VERTICAL PANEL
⇄	DIRECTION OF TRAFFIC
○	DRUM OR BARRICADE W/ STEADY BURN LIGHT SIGN
⊥	TYPE III BARRICADE W/ FLASHING LIGHTS
◇	SIGN FLAG
➡	ARROW BOARD

NOTE: THIS WILL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION STANDARD 701451
 ALL SIGNS & T.C. SHOWN TO CLOSE RAMP SHALL BE INCLUDED IN THE COST OF TC & P 701451

FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\cushmanbw\d0149166\d0149166\stg-A.dgn	DRAWN -	REVISED -	80			(81-1B) M-4	ROCK ISLAND	75	23	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64F31							
PLOT DATE = Thu Sep 17 09:19:01 2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
SCALE:		SHEET NO. OF SHEETS STA. TO STA.								

STAGE III



SYMBOLS

- = ARROW BOARD
- = WORK AREA
- = SIGN
- = DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- = TYPE II BARRICADE, DRUM, WITH STEADY BURN MONODIRECTIONAL LIGHT
- = MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- = IMPACT ATTENUATOR

STATION EQUATION = $\frac{\text{IOWA STA. } 1497+80.00}{\text{ILLINOIS STA. } 16+69.53}$

BK OF IOWA ABUTMENT

FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -
at\pwwork\pwwsdat\cushmanbw\00149166\00489stg-A.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

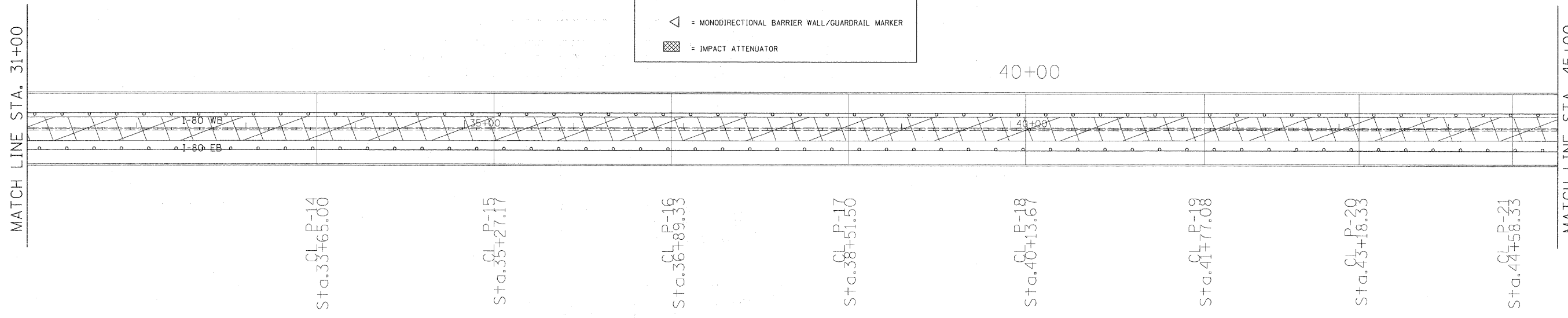
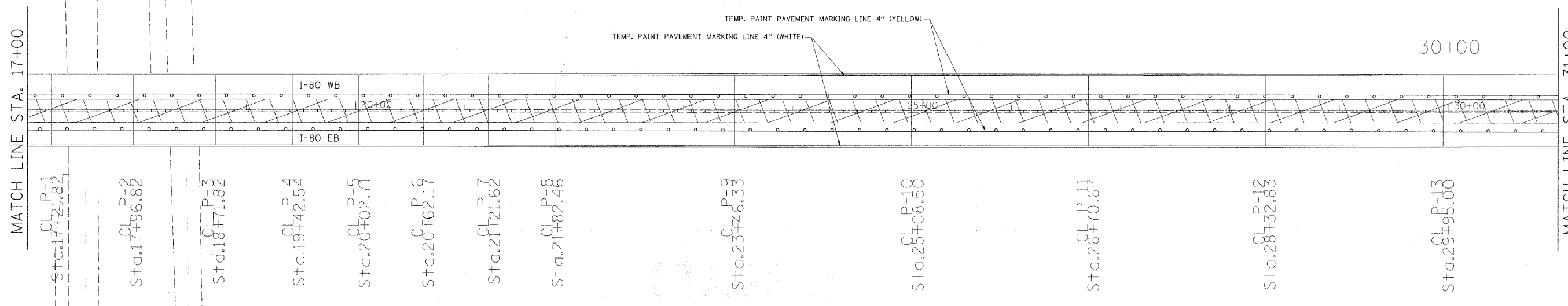
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE III

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

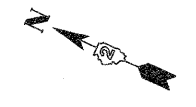
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(81-1B) M-4	ROCK ISLAND	75	24
CONTRACT NO. 64F31				
ILLINOIS FED. AID PROJECT				

STAGE III



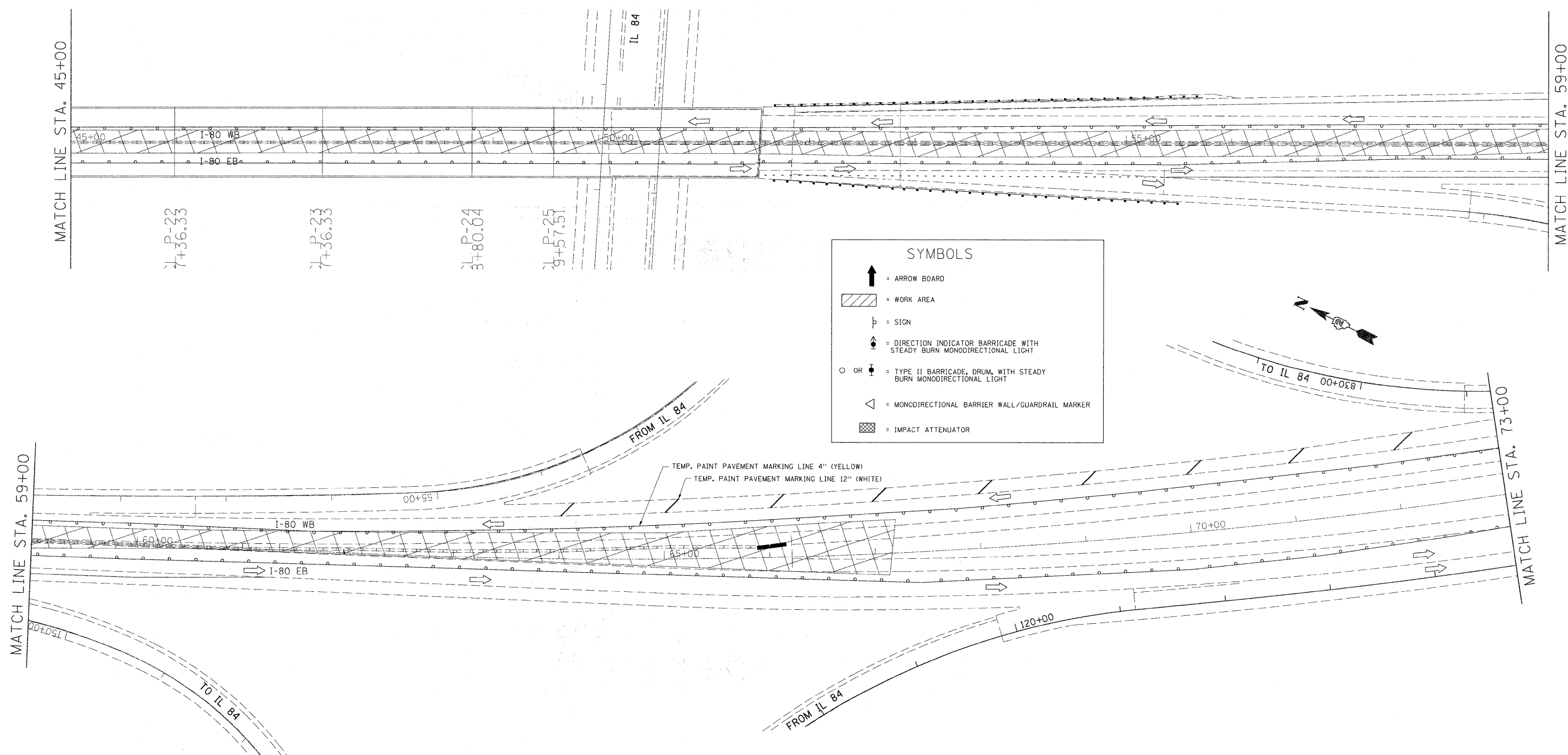
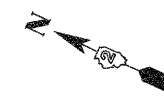
SYMBOLS

- = ARROW BOARD
- = WORK AREA
- = SIGN
- = DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- = TYPE II BARRICADE, DRUM, WITH STEADY BURN MONODIRECTIONAL LIGHT
- = MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- = IMPACT ATTENUATOR



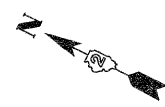
FILE NAME =	USER NAME = cushmenbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE III			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\cushmenbw\d0149166\d0149166\stg-A.dgn					DRAWN -	REVISED -	80	(81-1B) M-4	ROCK ISLAND	75	25	
PLOT SCALE = 50.0000' / IN.					CHECKED -	REVISED -	CONTRACT NO. 64F31					
PLOT DATE = Thu Sep 17 09:19:30 2009					DATE -	REVISED -	SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

STAGE III



SYMBOLS

- = ARROW BOARD
- = WORK AREA
- = SIGN
- = DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- OR = TYPE II BARRICADE, DRUM, WITH STEADY BURN MONODIRECTIONAL LIGHT
- = MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- = IMPACT ATTENUATOR



FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -
c:\pwork\pwork\custmanbw\d0149166\d0149166\stg-A.dgn		DRAWN -	REVISED -
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = Thu Sep 17 09:19:42 2009	DATE -	REVISED -

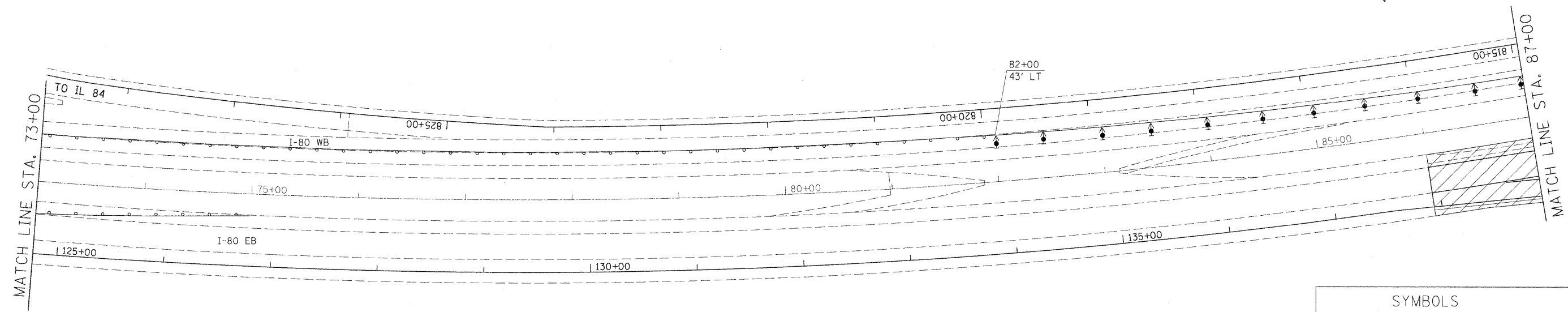
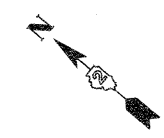
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE III

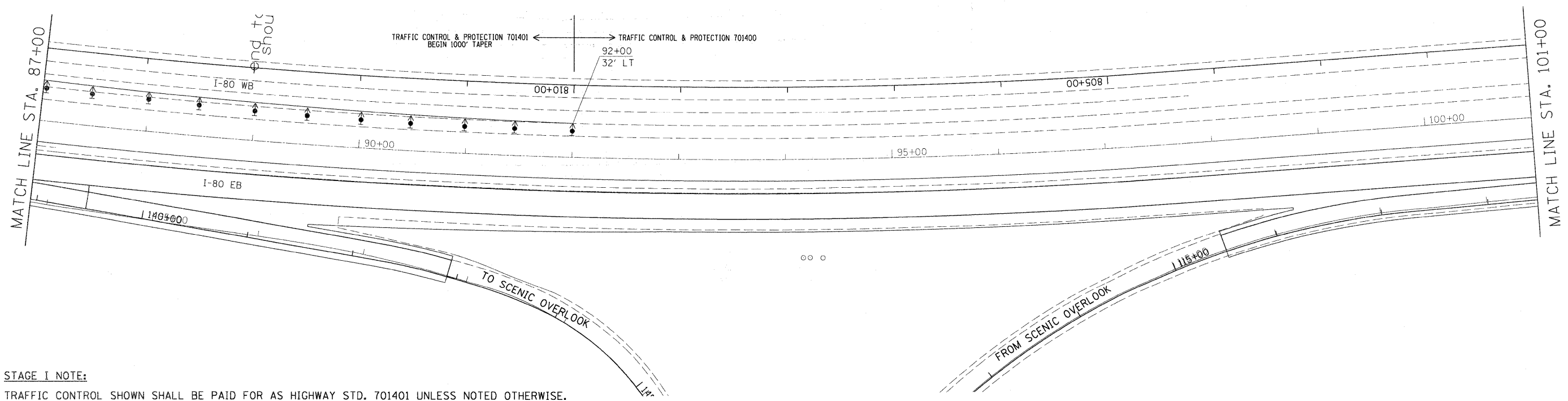
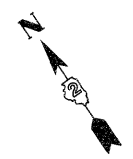
SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
--------	-----------	----	--------	------	---------

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(81-1B) M-4	ROCK ISLAND	75	26
CONTRACT NO. 64F31				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

STAGE III



SYMBOLS	
	= ARROW BOARD
	= WORK AREA
	= SIGN
	= DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	= TYPE II BARRICADE, DRUM, WITH STEADY BURN MONODIRECTIONAL LIGHT
	= MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
	= IMPACT ATTENUATOR



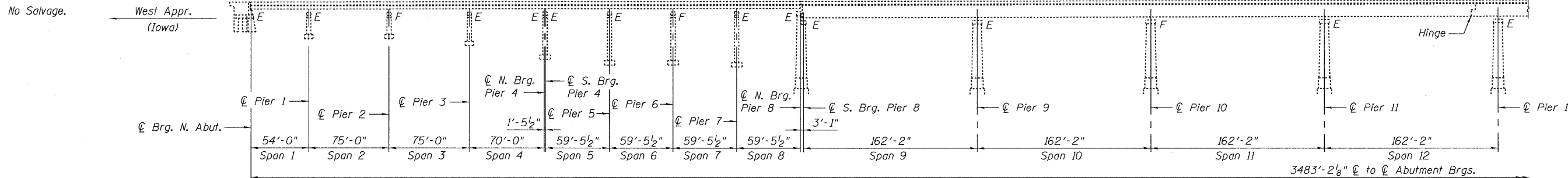
STAGE I NOTE:
 TRAFFIC CONTROL SHOWN SHALL BE PAID FOR AS HIGHWAY STD. 701401 UNLESS NOTED OTHERWISE.

FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE III				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw\work\pwidot\cushmanbw\d0149166\d0149166\stg-Adgn		DRAWN -	REVISED -		80	(81-1B) M-4	ROCK ISLAND	75	27				
PLOT SCALE = 50:0000 1/4 IN.		CHECKED -	REVISED -		CONTRACT NO. 64F31								
PLOT DATE = Thu Sep 17 09:54:54 2009		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

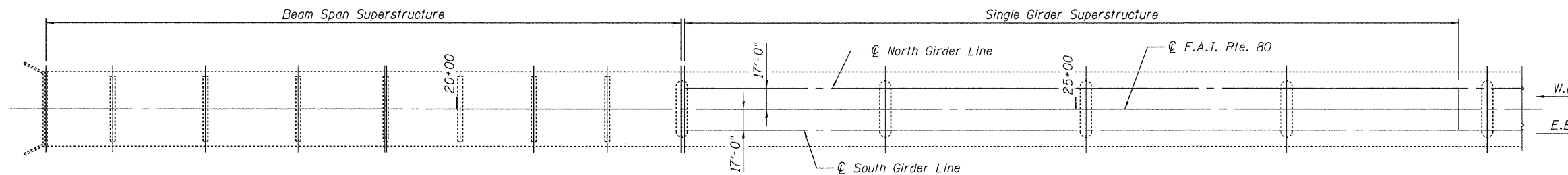
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Bench Mark: Brass Monument in top center of concrete headwall approx. 150 ft. east of I-80 and 10 ft.+ north of north edge of concrete pavement of ramp on north side Route 67. Elev. 100.00

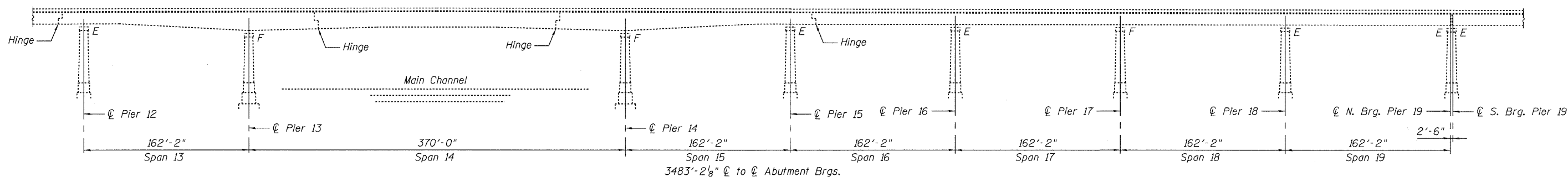
Existing Structure: The existing structure was originally built in 1966 with 12 approach spans and 16 main spans. The steel main spans consist of a two girder system with floorbeams and stringers in which the reinforced concrete deck is composite in the positive moment regions of the stringers. The approaches consist of steel multi-girder spans. The structure is supported by concrete abutments and piers founded on rock.



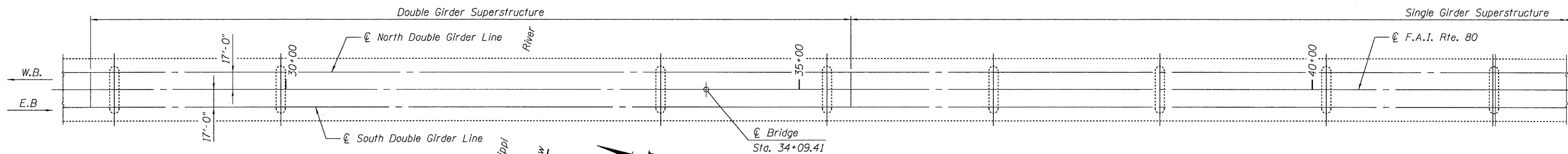
PART ELEVATION



PART PLAN



PART ELEVATION



PART PLAN

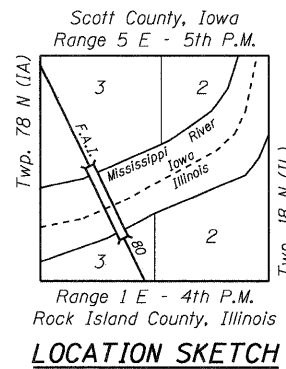
Note: For Index of Sheets, see Sheet No. 2 of 33.



David W. Petermeier, 9/18/09

DAVID W. PETERMEIER
EDWARDSVILLE, ILLINOIS
ILLINOIS LICENSED STRUCTURAL
ENGINEER NO. 081-005642
EXPIRES 11/30/2010

Proposed Improvements:
Replacement of cantilever floorbeam brackets at all stringer relief joint locations, as well as additional locations as designated in the plans. Locations include the brackets on both the eastbound and westbound sides of the bridge. In addition, the ends of stringers supported at these locations will be cut and new end sections will be spliced on. The concrete deck will be removed and replaced as required to accommodate work. Preformed joint seal will be removed and replaced as required. The existing finger joints will be cut and reinstalled.



GENERAL PLAN AND ELEVATION - 1
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011

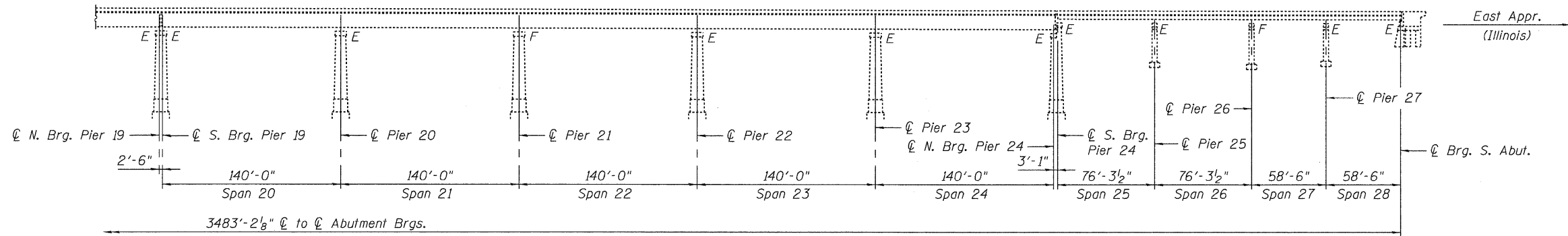
DESIGNED	YSS
CHECKED	DWP
DRAWN	PRC
CHECKED	YSS

09/17/09

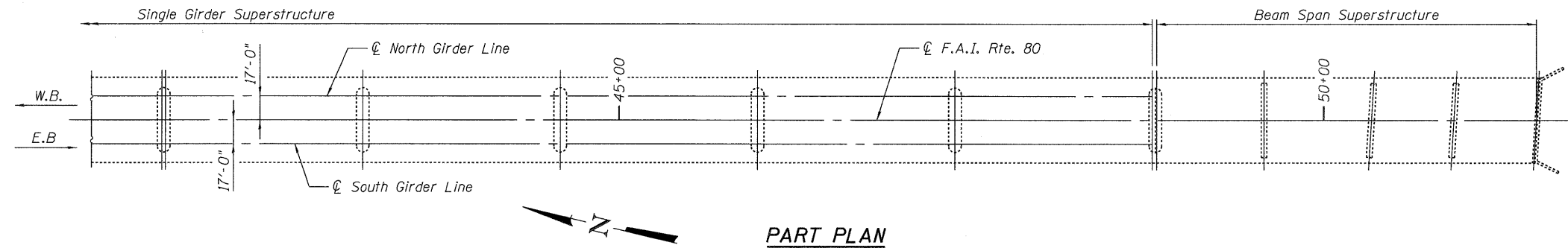


SHEET NO. 1 33 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	80	(81-1B)M-4	ROCK ISLAND	75	28
SN 081-0011			CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PART ELEVATION



PART PLAN

INDEX OF SHEETS

- 1 General Plan and Elevation - 1
- 2 General Plan and Elevation - 2
- 3 General Notes and Bill of Material
- 4 Typical Stage Construction Cross Sections
- 5 Temporary Concrete Barrier for Stage Construction
- 6 Repair and Replacement Items - 1
- 7 Repair and Replacement Items - 2
- 8 Cantilever Floorbeam Replacement - Single Girder Spans
- 9 Cantilever Floorbeam Replacement - Double Girder Spans
- 10 Slab/Stringer Temporary Support Conceptual Details
- 11 Stringer End Repair Details - 1
- 12 Stringer End Repair Details - 2
- 13 Stringer End Repair Details - 3
- 14 Stringer End Repair Details - 4
- 15 Stringer End Repair Details - 5
- 16 Elastomeric Bearing Assembly
- 17 Miscellaneous Steel Repair Details - 1
- 18 Miscellaneous Steel Repair Details - 2
- 19 Miscellaneous Steel Repair Details - 3
- 20 Miscellaneous Steel Repair Details - 4
- 21 Miscellaneous Steel Repair Details - 5
- 22 Partial Deck Removal and Replacement at Expansion Dams
- 23 Partial Deck Removal and Replacement at Expansion Dams Pier 8 and 24
- 24 Partial Deck Removal and Replacement at Hinge 14
- 25 Partial Deck Removal and Replacement at Relief Joints - 1
- 26 Partial Deck Removal and Replacement at Relief Joints - 2
- 27 Concrete Median Details
- 28 Light Standard Support and Miscellaneous Concrete Details
- 29 Expansion Dam Repair and Replacement
- 30 Performed Joint Strip Seal
- 31 Slope Wall Repair Details
- 32 Concrete Repair Details
- 33 Field Welding of Stiffeners

GENERAL PLAN AND ELEVATION - 2
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011

DESIGNED	YSS
CHECKED	DWP
DRAWN	PRC
CHECKED	YSS

09/17/09



SHEET NO. 2	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	80	(81-1B)M-4	ROCK ISLAND	75	29
33 SHEETS	SN 081-0011		CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts.
Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.

Calculated weight of Structural Steel for Furnishing and Erecting Structural Steel = 208,350 lbs. of Grade 50 and 56,360 lbs. of Grade 36.

Calculated weight of Structural Steel for Structural Steel Repair = 211,510 lbs. of Grade 36 and 10 lbs. of Bronze.

All structural steel shall conform to M270 Grade 36, unless otherwise noted.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions

Reinforcement bars designated (E) shall be epoxy coated.

No field welding is permitted except as specified in the contract documents.

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

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

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

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

Design drawings and shop drawings from original construction and major rehabilitation performed in 1995 will be made available to the Contractor.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8. See Special Provision for "Cleaning and Painting New Metal Structures".

Existing structural steel that will be in contact with new structural steel and existing structural steel adjacent to field welding and mechanical treatment of welds shall be cleaned and painted prior to erection as required by the Special Provision, "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

All contact surfaces of connection angles and plates for cantilever floorbeam section to be replaced and splices plates for stringer end replacement shall be treated as primary connections.

Joints shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

Cost of removal and re-installation of all members necessary to complete the work as detailed on the plans shall be included with Structural Steel Repair.

The steel beams which are part of the temporary slab support system currently installed over Stringer 7 at FB3 on Span 12 and at FB6 on Span 18 are to be removed and returned to the District. The beams and other appurtenant materials should be delivered to the District Day Labor at 505 North MacArthur Blvd., Springfield, IL 62702 between the hours of 8 am and 2 pm. Mr. Rick Brunette should be notified prior to the delivery of the beam at 217-782-7416. The beams shall not be cut for transport. The Contractor shall be responsible for providing the crane to unload the beams. Cost included with Concrete Removal.

SARs Notes:

The Contractor is advised that the existing structure contains members that are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures. An Existing Structure Information Package is available upon request as noted in the Special Provisions.

The Contractor shall submit Structural Assessment Report(s) as required for the Contractor's Means and Methods of Construction. See Special Provision.

The Contractor shall retain the services of an engineering firm, prequalified in the IDOT consultant selection category of Highway Bridges Advance Typical, for preparation of the Structural Assessment Report(s). Contractor's pre-approval shall not be applicable for this project. See Special Provision.

Current Ratings on File for Existing Structure

Inventory: HS 0.0 (for closed outside lane in each direction)

Operating: HS 0.0 (for closed outside lane in each direction)

Live Load Restriction: Legal Load Only (for inside lane in each direction)

Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Rating and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment. The above zero capacity Inventory and Operating Ratings are for the outside lanes in each direction due to cracking and deterioration of the cantilever floorbeams and Stringers 1, 2, 7 and 8. As noted, the inside lanes are currently restricted to legal loads only.

The SSPC QP1 Painting Contractor Certification is required for this contract.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specification for Highway Bridges

2007 AASHTO LRFD Bridge Design Specifications with 2009 Interims (Fatigue only)

LOADING HS25-44

LOADING HL-93 (Fatigue only)

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

DESIGN STRESSES

NEW CONSTRUCTION

$f'_c = 3,500$ psi

$f_y = 60,000$ psi (Reinforcement)

$f_y = 36,000$ psi (M270 Grade 36, Structural Steel)

$f_y = 50,000$ psi (M270 Grade 50, Cantilever Floorbeam)

EXISTING CONSTRUCTION

$f'_c = 3,500$ psi

$f_y = 60,000$ psi (Reinforcement)

$f_y = 36,000$ psi (M270 Grade 36, Structural Steel)

$f_y = 50,000$ psi (M270 Grade 50, Structural Steel)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	427.2	---	427.2
Slope Wall Removal	Sq. Yd.	---	11.7	11.7
Protective Shield	Sq. Yd.	6123	---	6123
Concrete Superstructure	Cu. Yd.	611.6	---	611.6
Bridge Deck Grooving	Sq. Yd.	1479	---	1479
Protective Coat	Sq. Yd.	2224	---	2224
Furnishing and Erecting Structural Steel	L. Sum	1	---	1
Stud Shear Connectors	Each	4312	---	4312
Structural Steel Removal	Pound	155,620	---	155,620
Structural Steel Repair	Pound	211,520	---	211,520
Cleaning and Painting Structural Steel, Location 1	L. Sum	1	---	1
Reinforcement Bars, Epoxy Coated	Pound	167,320	---	167,320
Slope Wall 4 inch	Sq. Yd.	---	11.7	11.7
Preformed Joint Strip Seal	Foot	1636	---	1636
Elastomeric Bearing Assembly, Type 1	Each	100	---	100
Expansion Joint (Special)	Foot	233	---	233
Jacking and Cribbing	L. Sum	1	---	1
Temporary Support System	L. Sum	1	---	1
Embankment	Cu. Yd.	---	6.3	6.3
Mechanical Splice	Each	10,228	---	10,228
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	---	11.6	11.6
Mechanical Treatment of Steel Welds	Each	828	---	828
Field Welding of Stiffeners	Each	828	---	828

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) (in⁴ and in³).

M_D : Un-factored moment due to dead load (kip-ft.).

M_L : Un-factored live load moment (kip-ft.).

M_I : Un-factored moment due to impact (kip-ft.).

M_o : Factored design moment (kip-ft.).

$1.3 [M_D + \frac{5}{3} (M_L + M_I)]$

f_s (Overload): Sum of stresses as computed from the moments below (ksi).

$M_D + \frac{5}{3} (M_L + M_I)$

f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).

$1.3 [M_D + \frac{5}{3} (M_L + M_I)]$

	At Support
I_s	(in ⁴) 51058
S_s	(in ³) 1514
M_D	(k) 659
M_L	(k) 545
M_I	(k) 163
$5/3 [M_L + M_I]$	(k) 1180
M_o	(k) 2391
f_s	(ksi) 5.2
f_s $5/3 [M_L + M_I]$	(ksi) 9.4
f_s (Overload)	(ksi) 14.6
f_s (Total)	(ksi) 9.0

	At Support
V_D	(k) 69
V_L	(k) 79
V_I	(k) 23
V_{Total}	(k) 311

* partially braced section

Note:

Moment and shear shown are for cantilever floorbeam at single girder spans.

**GENERAL NOTES AND
BILL OF MATERIAL
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011**

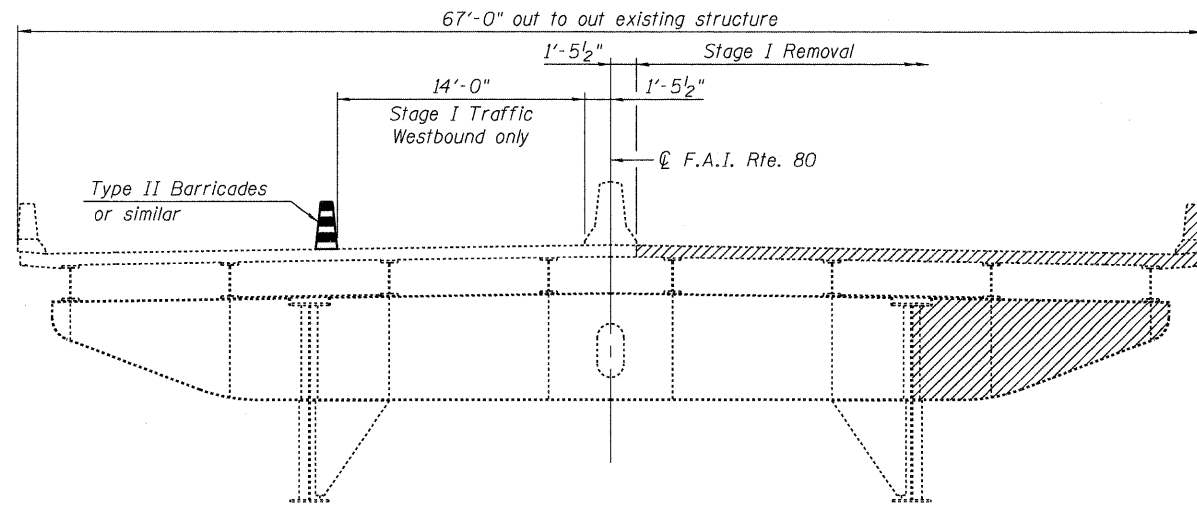
DESIGNED	YSS
CHECKED	DWP
DRAWN	PRC
CHECKED	YSS

09/17/09



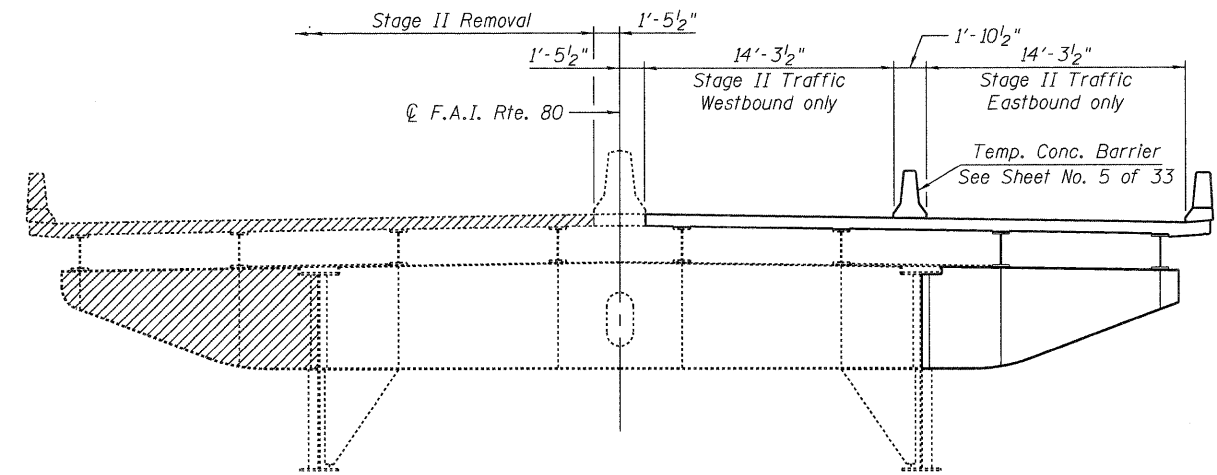
SHEET NO. 3	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	80	(81-1B)M-4	ROCK ISLAND	75	30
33 SHEETS	SN 081-0011		CONTRACT NO. 64F31		
	FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STAGE I REMOVAL

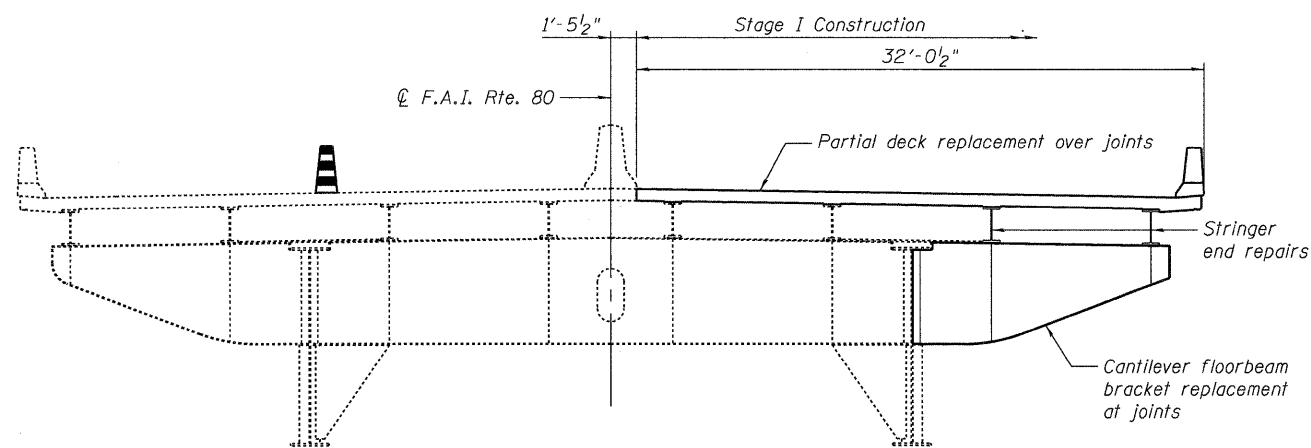
(Looking Upstation)



STAGE II REMOVAL

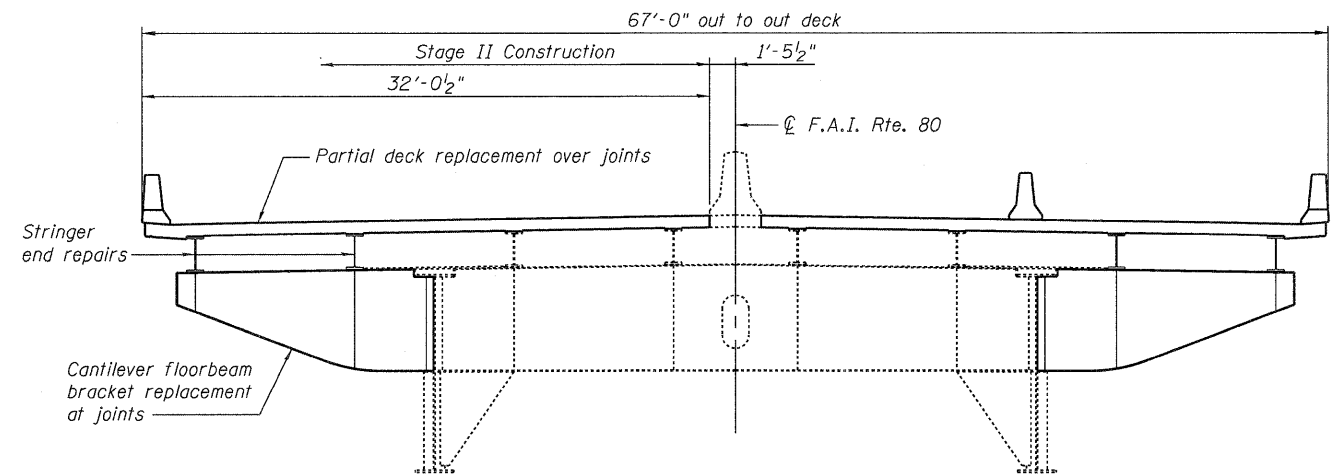
(Looking Upstation)

Note: Cross section of single girder span shown, double girder span similar.



STAGE I CONSTRUCTION

(Looking Upstation)



STAGE II CONSTRUCTION

(Looking Upstation)

STAGE CONSTRUCTION

Stage I:

1. Place Type II barricades or similar to carry one 14'-0" lane in the westbound direction on the East half of the bridge.
2. Remove part of deck joint and concrete deck at locations per Sheet Nos. 6 and 7 of 33.
3. Install temporary support for concrete decks and stringer end repairs. See Sheet No. 10 of 33 for conceptual details.
4. Remove stringer ends and cantilever floorbeam brackets.
5. Install cantilever floorbeam brackets and stringer ends.
6. Perform miscellaneous steel repairs and remove temporary supports.
7. Install deck joints and construct partial concrete deck.

Stage II:

1. Place temporary barrier to carry 14'-3 1/2" lanes in the westbound and eastbound direction on the west half of the bridge.
2. Remove part of deck joint and concrete deck at locations per Sheet Nos. 6 and 7 of 33.
3. Install temporary support for concrete decks and stringer end repairs. See Sheet No. 10 of 33 for conceptual details.
4. Remove stringer ends and cantilever floorbeam brackets.
5. Install cantilever floorbeam brackets and stringer ends.
6. Perform miscellaneous steel repairs and remove temporary supports.
7. Install deck joints and construct partial concrete deck.

Note:

Construction of concrete median shown on Sheet No. 27 of 33 shall be coordinated with Department personnel.

**TYPICAL STAGE CONSTRUCTION
CROSS SECTIONS
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-001**

DESIGNED	YSS
CHECKED	DWP
DRAWN	PRC
CHECKED	YSS

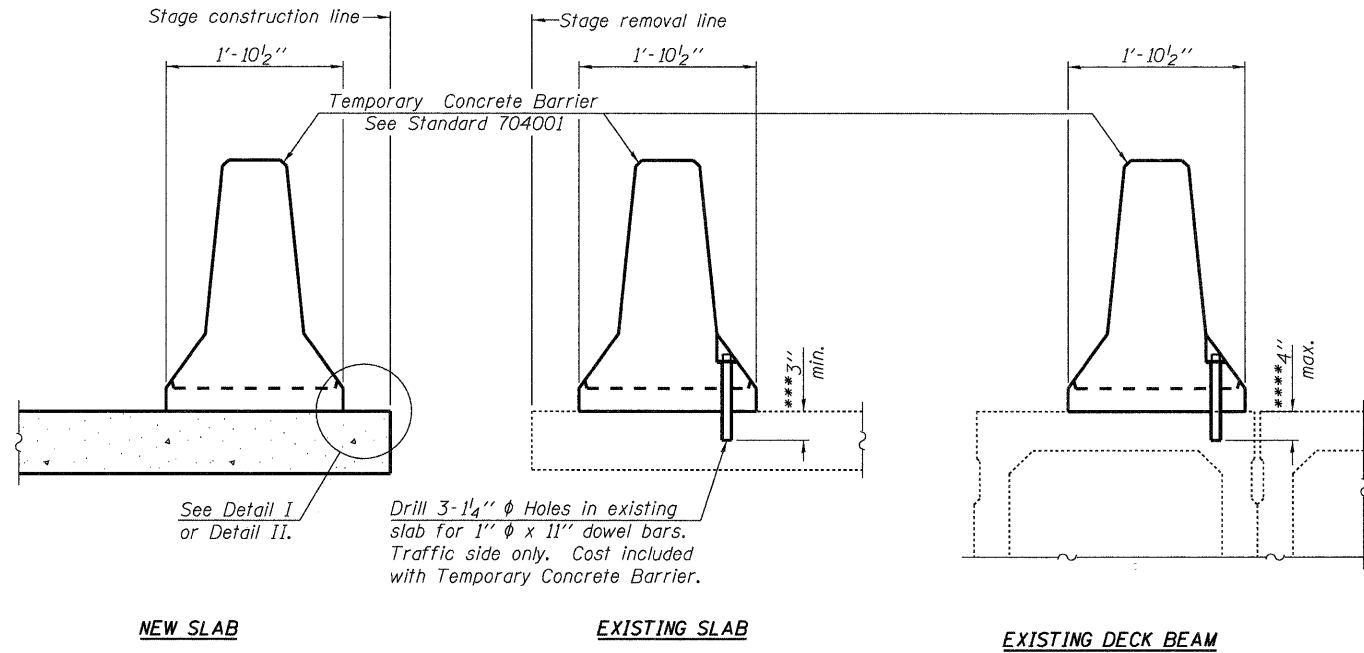
09/17/09



SHEET NO. 4 33 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	80	(81-1B)M-4	ROCK ISLAND	75	31
SN 081-0011			CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Anchored every 4th barrier to the slab as per details shown on this sheet.



SECTIONS THRU SLAB OR DECK BEAM

NOTES

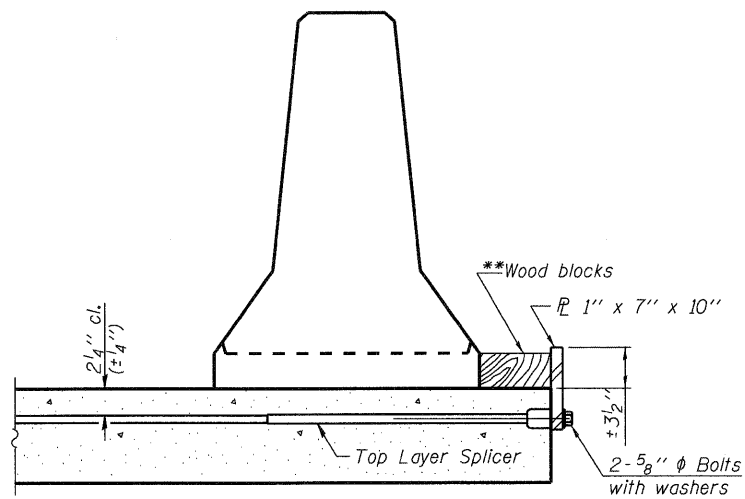
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

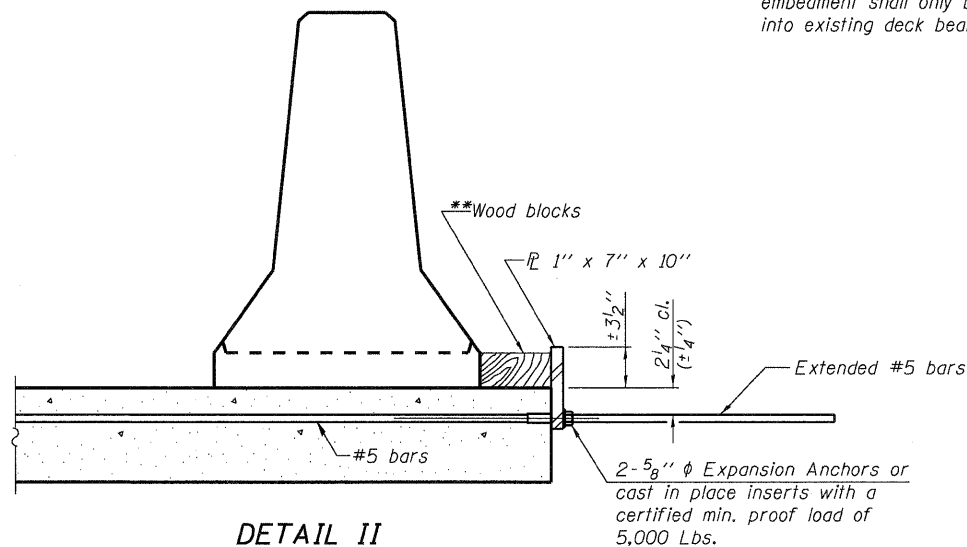
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

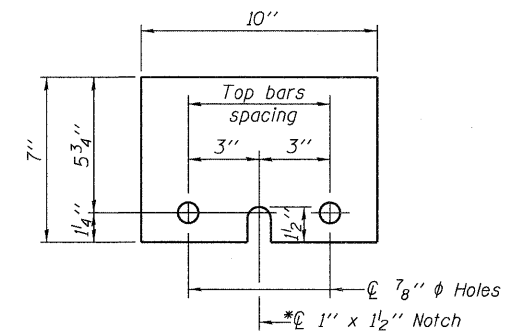
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER PL 1' x 7' x 10"

* Required only with Detail II

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

DESIGNED	YSS
CHECKED	DWP
DRAWN	PRC
CHECKED	YSS

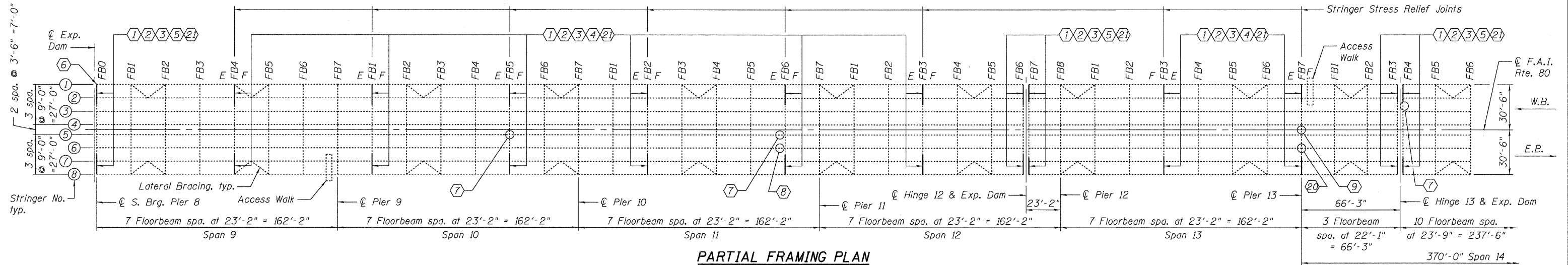
09/17/09



**TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011**

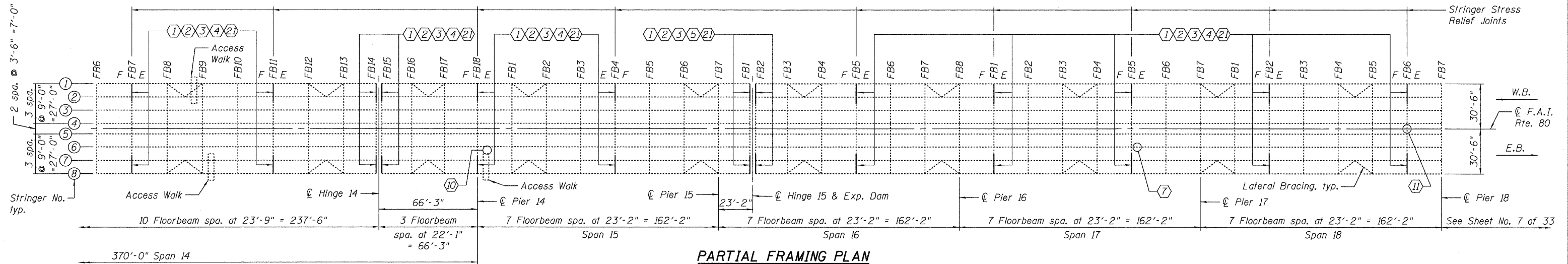
SHEET NO. 5 33 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	80	(81-1B)M-4	ROCK ISLAND	75	32
SN 081-0011			CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PARTIAL FRAMING PLAN

Note: Girders, lateral bracing between girders and inspection walkway not shown for clarity.



PARTIAL FRAMING PLAN

Note: Girders, lateral bracing between girders and inspection walkway not shown for clarity.

REPAIR LEGEND

- ① Cantilever Floorbeam replacement - See Sheet Nos. 8 and 9 of 33
- ② Cut existing end of Stringer (lines 1-2 & 7-8) and splice in new end section - See Sheet Nos. 11 thru 15 of 33
- ③ Remove and replace concrete deck as required - See Sheet Nos. 22 thru 26 of 33
- ④ Remove and replace Relief Joint Preformed Joint Strip Seal - See Sheet No. 30 of 33
- ⑤ Cut existing Expansion Dam (Finger \bar{L} Joint) and reinstall - See Sheet No. 29 of 33
- ⑥ Pier 8 Cap Repair - See Sheet No. 32 of 33
- ⑦ Missing Fastener Replacement - See Sheet No. 21 of 33
- ⑧ Structural Steel Repair A - See Sheet No. 17 of 33
- ⑨ Structural Steel Repair B - See Sheet No. 18 of 33
- ⑩ Tack Weld Removal - See Sheet No. 21 of 33
- ⑪ Structural Steel Repair C - See Sheet No. 19 of 33
- ⑫ Structural Steel Repair D - See Sheet No. 19 of 33
- ⑬ Structural Steel Repair E - See Sheet No. 20 of 33
- ⑭ Structural Steel Repair F - See Sheet No. 20 of 33
- ⑮ Structural Steel Repair G - See Sheet No. 18 of 33
- ⑯ Pier 19 Concrete Repair - See Sheet No. 32 of 33
- ⑰ Structural Steel Repair H - See Sheet No. 18 of 33
- ⑱ Slope Wall Repair at North Abutment - See Sheet No. 31 of 33
- ⑲ Median Barrier Concrete Repair - See Sheet No. 27 of 33
- ⑳ Structural Steel Repair I - See Sheet No. 21 of 33
- ㉑ Protective Shield - See Sheet No. 7 of 33

Note: For field welding of stiffeners, see Sheet No. 33 of 33.

Note:
For location of Repair Items 12 to 19,
see Sheet No. 7 of 33.

**REPAIR AND REPLACEMENT
ITEMS - 1
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011**

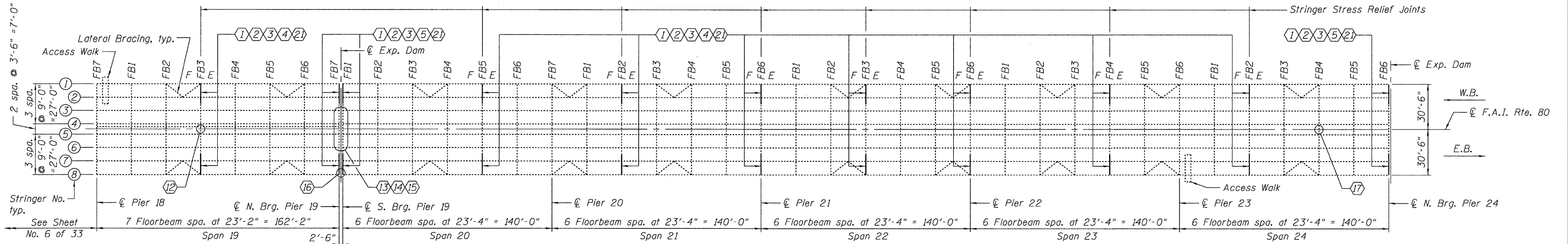
DESIGNED	YSS
CHECKED	DWP
DRAWN	PRC
CHECKED	YSS



09/17/09

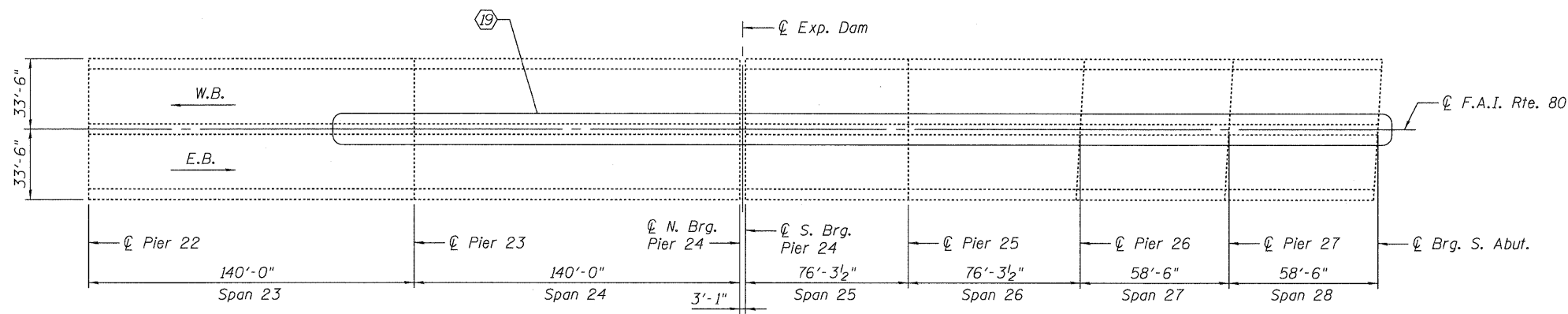
SHEET NO. 6 33 SHEETS	F.A.I. RTE. 80	SECTION (81-1B)M-4	COUNTY ROCK ISLAND	TOTAL SHEETS 45	SHEET NO. 33
	SN 081-0011		CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



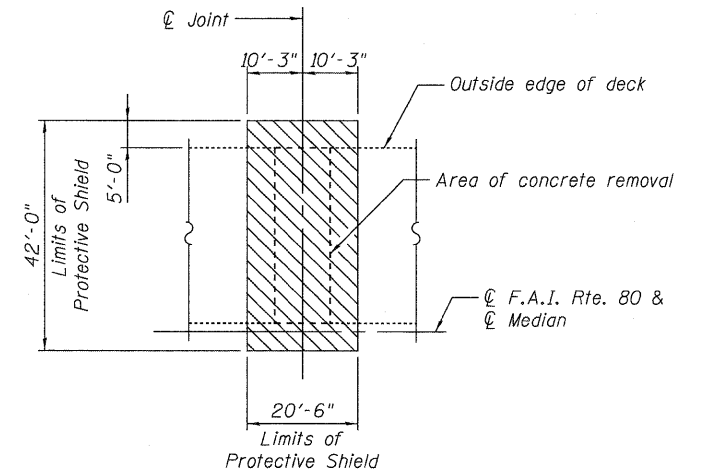
PARTIAL FRAMING PLAN

Note: Girders, lateral bracing between girders and inspection walkway not shown for clarity.



PARTIAL DECK PLAN

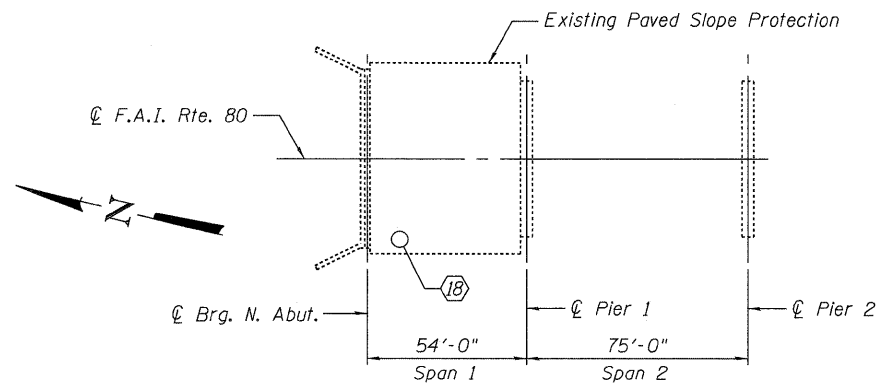
East Approach - Illinois side



DETAIL OF PROTECTIVE SHIELD

Note:
For locations see Repair Item No. 21 on Sheet No. 6 of 33.

Note:
For description of work see Repair Legend on Sheet No. 6 of 33.



PARTIAL PLAN

West Approach - Iowa side

DESIGNED	YSS
CHECKED	DWP
DRAWN	PRC
CHECKED	YSS

09/17/09

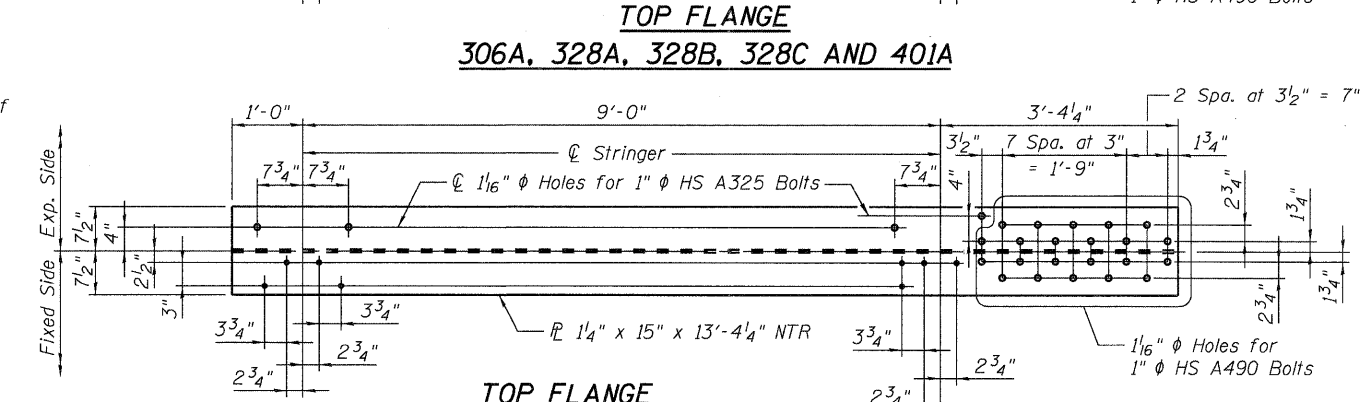
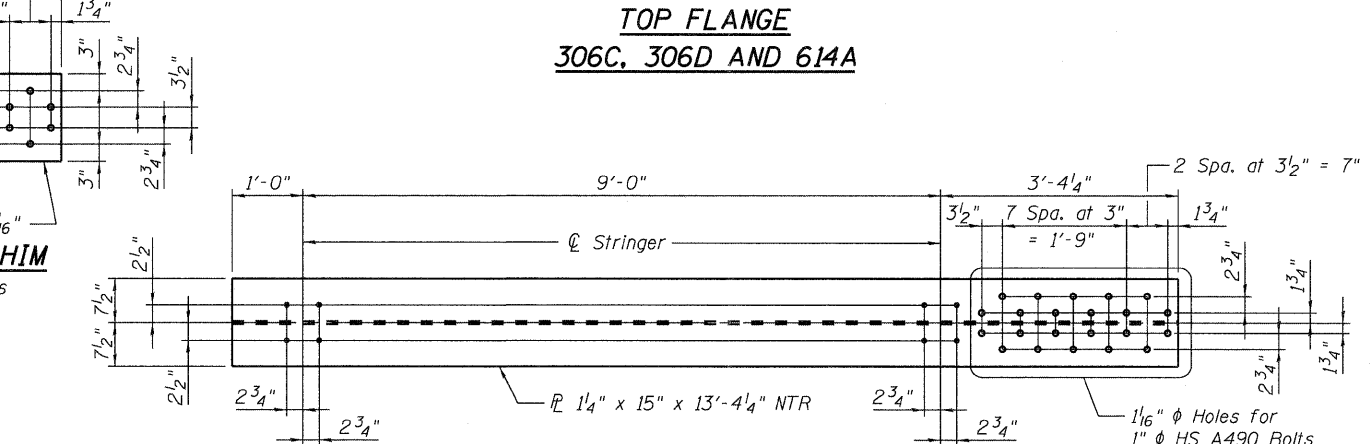
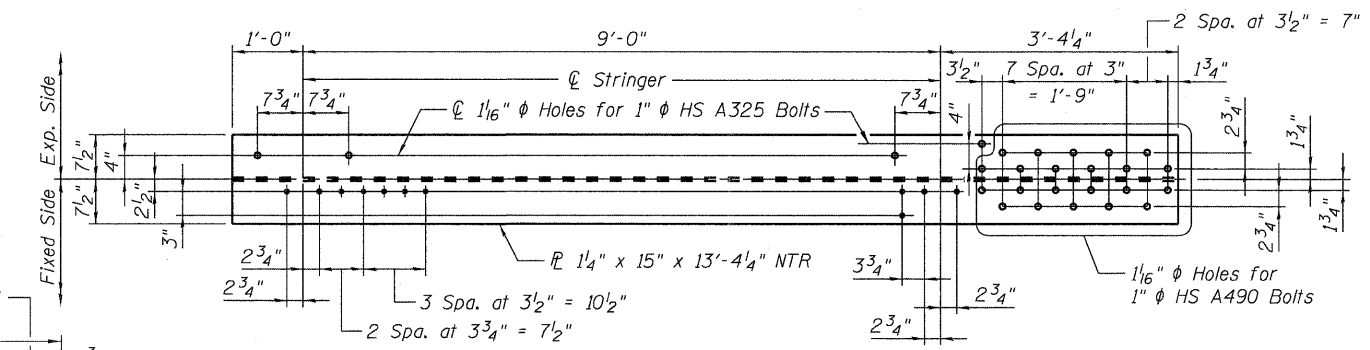
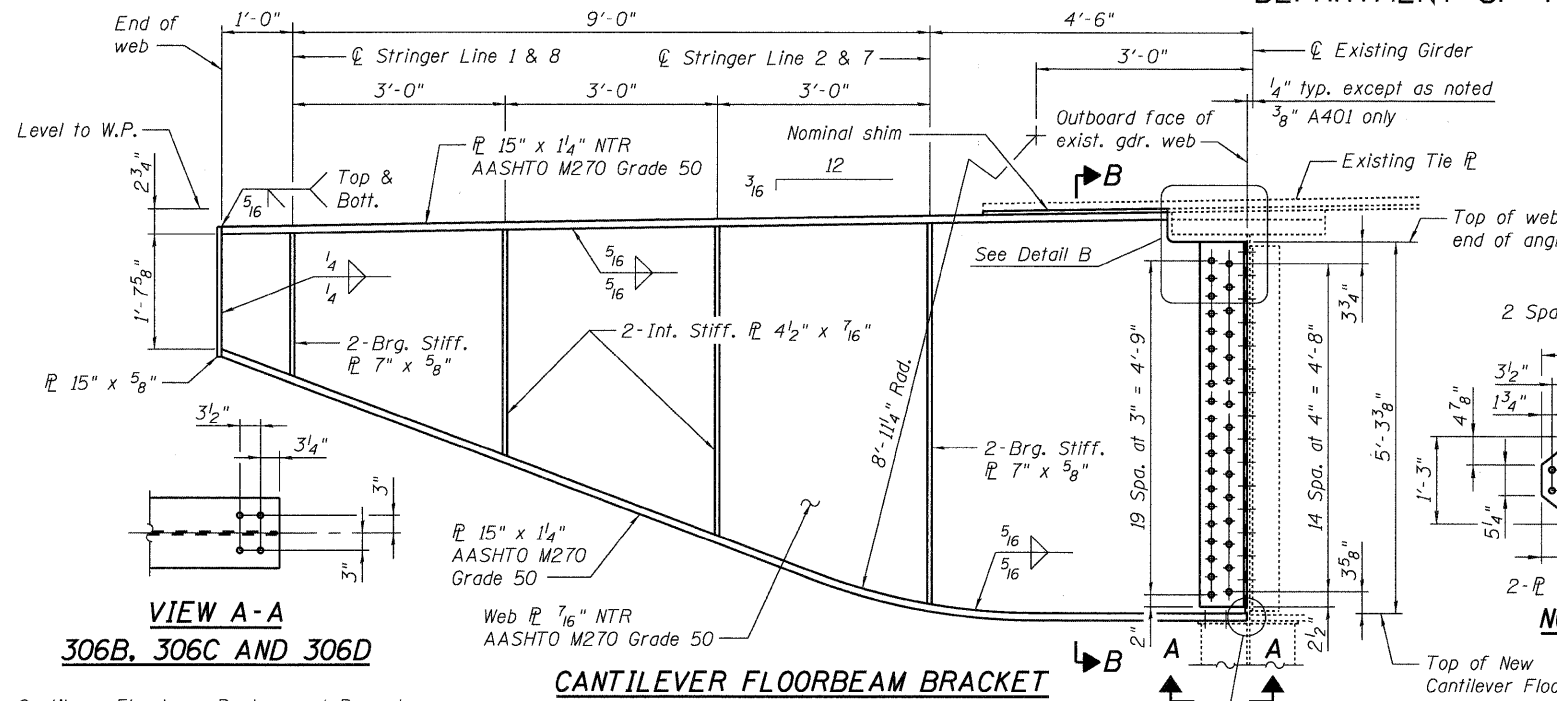


**REPAIR AND REPLACEMENT
ITEMS - 2
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011**

SHEET NO. 7 33 SHEETS	F.A.I. RTE. 80	SECTION (81-1B)M-4	COUNTY ROCK ISLAND	TOTAL SHEETS 75	SHEET NO. 34
	SN 081-0011		CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Note:
Load carrying components designated "NTR" shall conform to the supplemental requirement for Notch Toughness, Zone 2 for Fractural Critical Members.



Cantilever Floorbeam Replacement Procedure

- 1) Remove existing girder web fasteners of the first connection angle one at a time, ream existing hole in girder and inboard connection angle to 1 1/16" diameter, and install a new 1" diameter H.S. A490 bolt with the threaded length on the outboard side of the girder and with the nut finger tight.
- 2) Remove existing cantilever floorbeam by removing fasteners in the outstanding leg of the web connection angles and the top and bottom flanges. The existing tie plate may remain connected to the interior floorbeam.
- 3) Remove finger tightened nuts on new 1" diameter H.S. A490 bolts and remove existing connection angle while ensuring that the shank of the new bolts remains in place.
- 4) Clean and paint existing steel in area behind and adjacent to the new connection angle. Protect the threaded ends of the new bolts to prevent damage and or painting of the bolt threads.
- 5) Install new connection angle and fully tighten nuts for girder web connection.
- 6) Repeat Steps 1, 3 and 4 for the second connection angle.
- 7) Install new cantilever floorbeam and finger tighten nuts for top and bottom flange connections. Maintain support of the new cantilever floorbeam until the entire connection has been completed.
- 8) Install second new connection angle and finger tighten nuts for girder web connection.
- 9) Install bolts in cantilever floorbeam web connection with finger tightened nuts.
- 10) Ensure mill to bear condition for cantilever floorbeam bottom flange to girder web, then fully tighten all newly installed bolts.

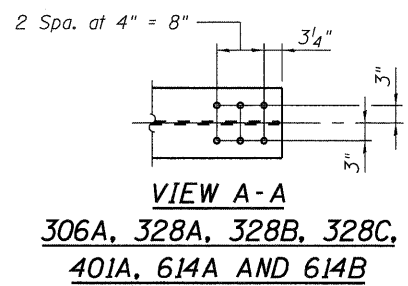
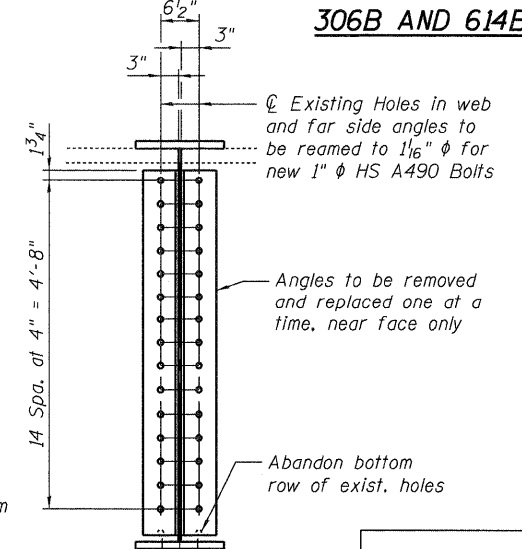
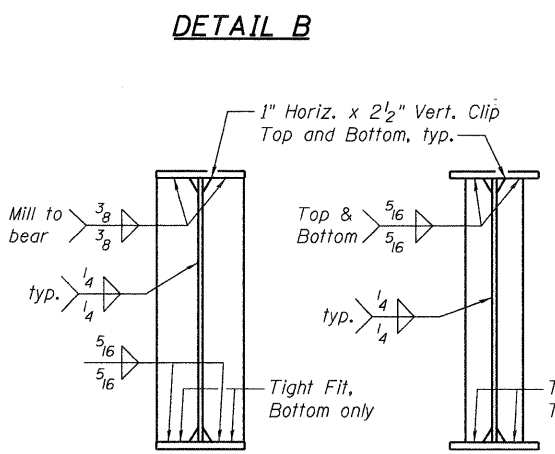
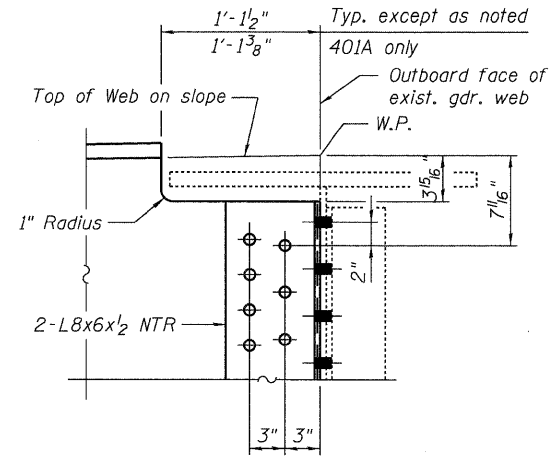


TABLE OF FLOORBEAMS

MARK NO.	SPAN	FLRBM NO.	QUANTITY**
306A	20	FB1	2
		FB5	2
		FB2	2
		FB3	2
		FB5	2
306B	17	FB1	2
		FB5	2
		FB2	2
		FB6	2
		FB3	2
		FB5	2
		FB2	2
306C	19	FB4	2
		FB3	2
306D	22	FB3	2
328A	9	FB0	2
328B	19	FB7	2
328C	24	FB6	2
401A	12	FB6	2
		FB2	2
614A	22	FB6	2
614B	21	FB6	2

**Includes one on Eastbound and one on Westbound side of bridge.
For FLRBM NO., see Sheet Nos. 6 and 7 of 33.



Notes:
1 1/16" Holes for 7/8" HS A325 Bolts unless otherwise noted.
Structural steel shall be AASHTO M270 Grade 36, except as noted.
Reference to cantilever floorbeam mark numbers are from 1965 original shop drawings.
All cantilever floorbeams shall be set normal to profile grade, except for vertical floorbeam at Pier 8 and Pier 24.
For cantilever floorbeam moment and shear tables, see Sheet No. 3 of 33.
Cost of removal of existing cantilever floorbeams shall be included in Structural Steel Removal.
Cost of new cantilever floorbeam shall be included in Furnishing and Erecting Structural Steel.

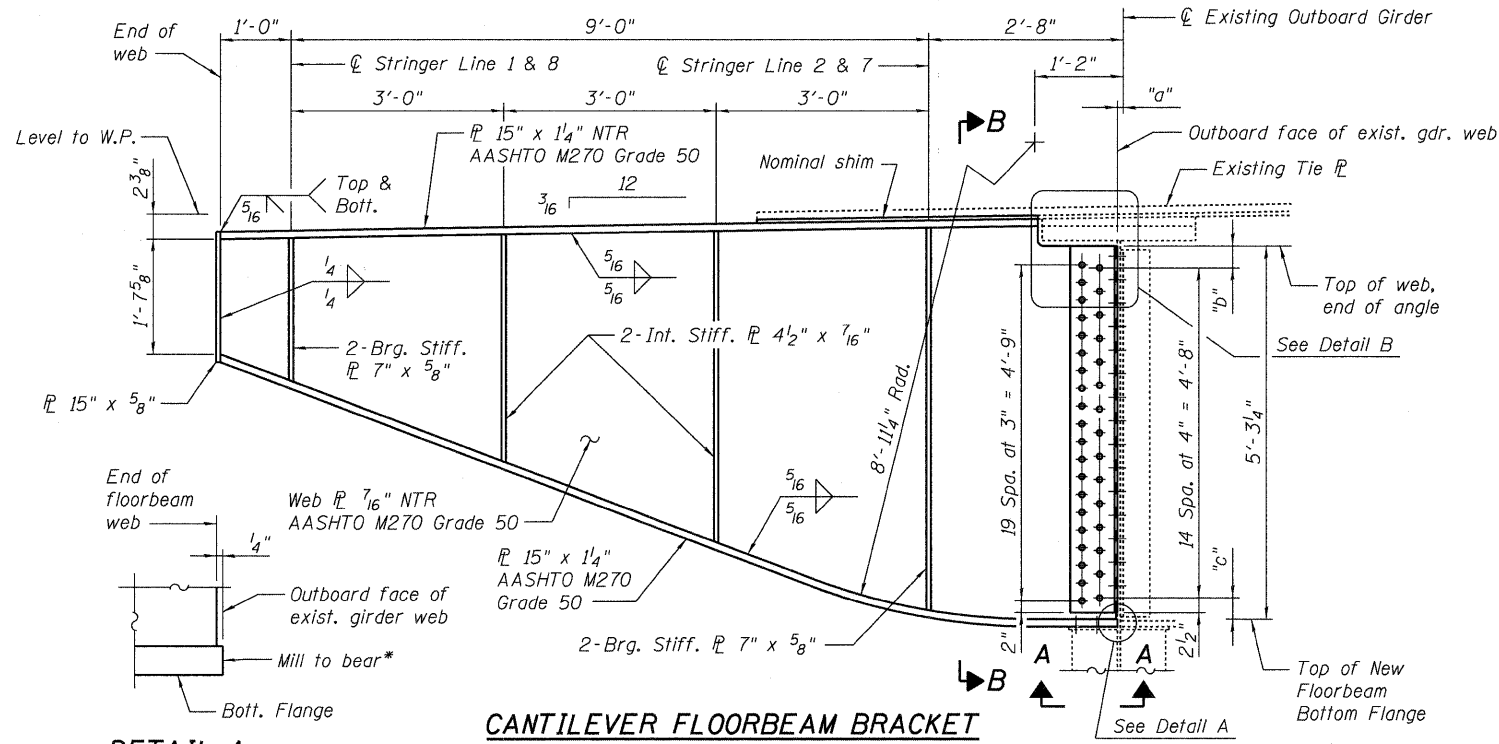
CANTILEVER FLOORBEAM REPLACEMENT
SINGLE GIRDER SPANS
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011

DESIGNED YSS
CHECKED ACK
DRAWN PRC
CHECKED YSS
09/17/09



SHEET NO. 8 33 SHEETS	F.A.I. RTE. 80	SECTION (81-1B)M-4	COUNTY ROCK ISLAND	TOTAL SHEETS 75	SHEET NO. 35
	SN 081-0011		CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

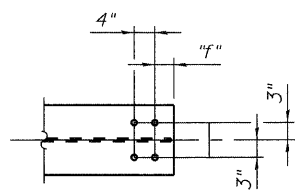


CANTILEVER FLOORBEAM BRACKET

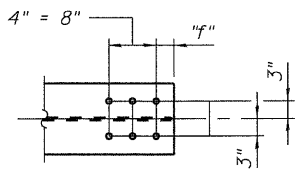
Note:
Load carrying components designated "NTR" shall conform to the supplemental requirement for Notch Toughness, Zone 2 for Fractural Critical Members.

DETAIL A

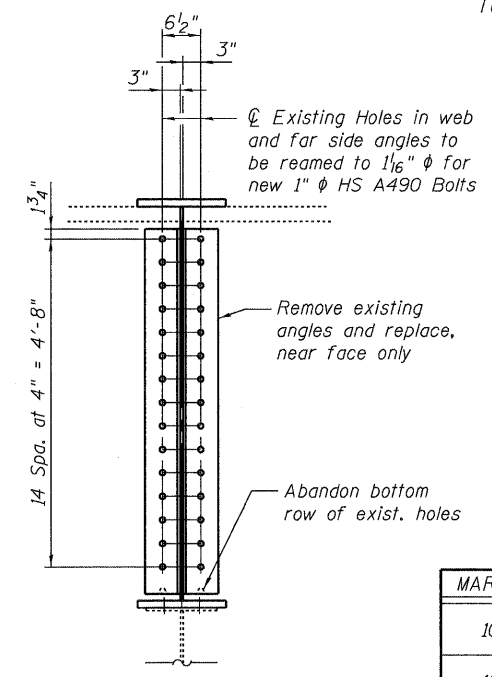
* Edge of flange shall fit within 10/1000" for a minimum 75% of the bearing area.



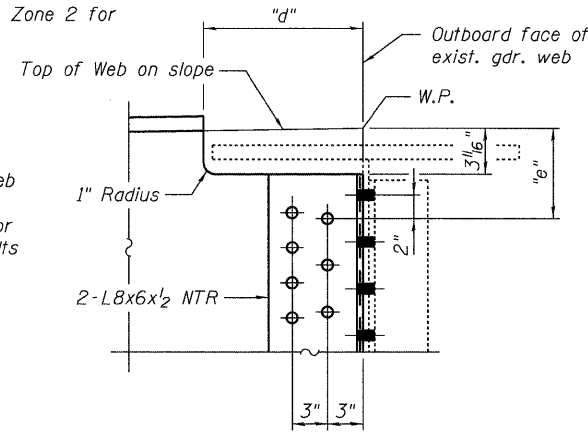
VIEW A-A
1014A, 1014B, 1014C,
1014D, 1014F AND 1014G



VIEW A-A
1014E



SECTION B-B

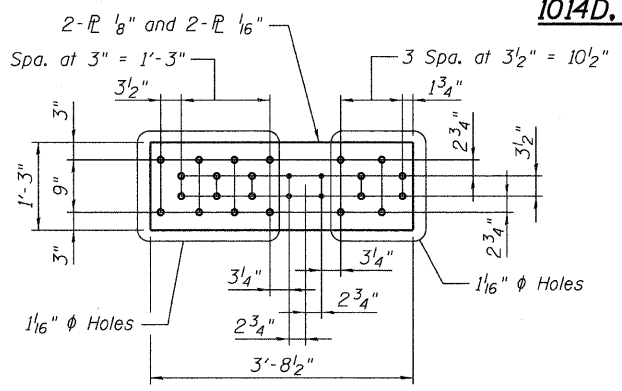
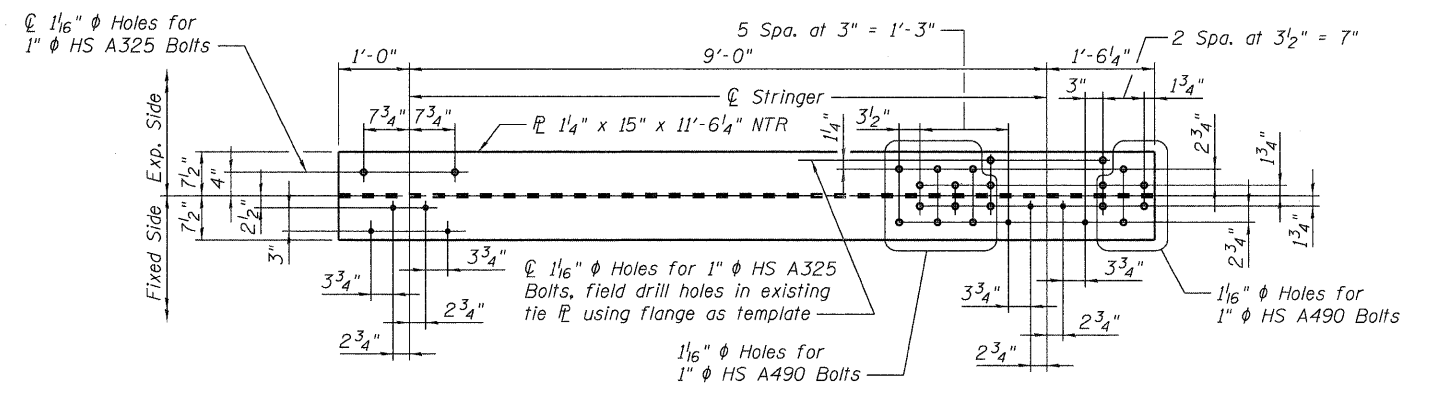
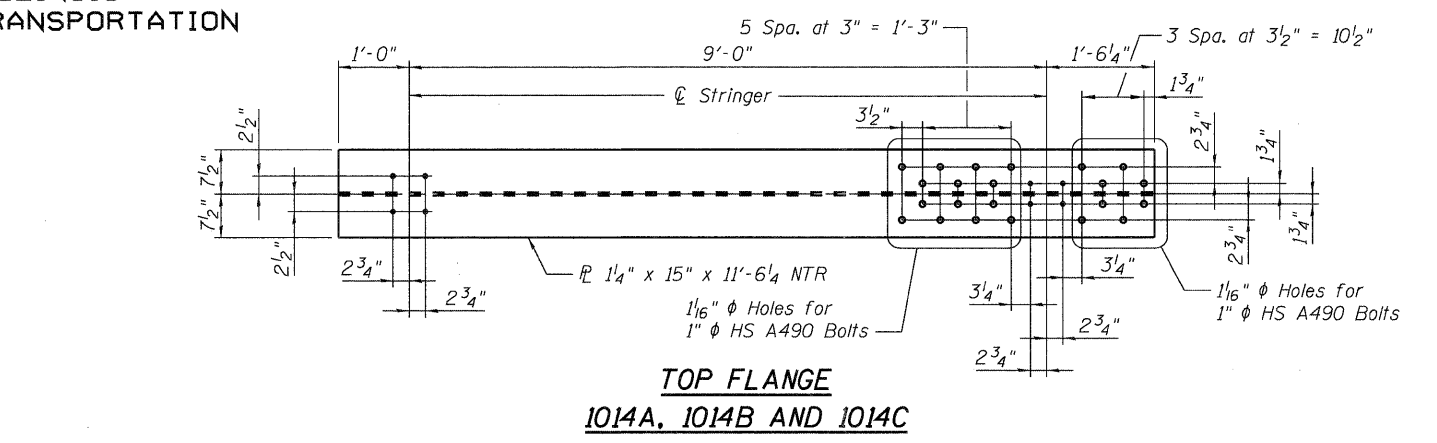


DETAIL B

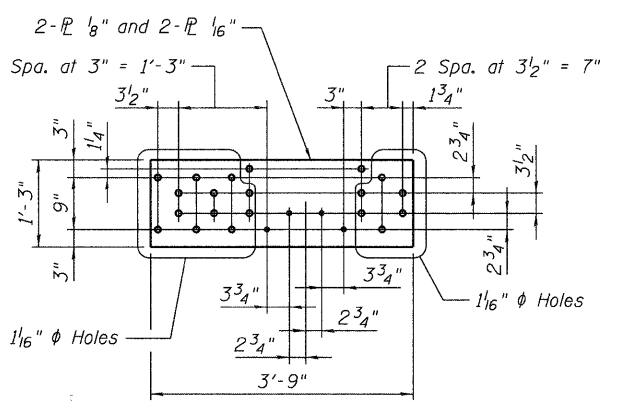
TABLE OF FLOORBEAMS

MARK NO.	SPAN	FLRBM NO.	QUANTITY**
1014A	12	FB7	2
	16	FB1	2
1014B	14	FB3	2
	14	FB15	2
1014C	14	FB4	2
	14	FB14	2
1014D	13	FB3	2
	15	FB4	2
1014E	13	FB7	2
	14	FB18	2
1014F	14	FB7	2
1014G	14	FB11	2

**Includes one on Eastbound and one on Westbound side of bridge.
For FLRBM NO., see Sheet No. 6 of 33.



NOMINAL SHIM AT
1014A, 1014B AND 1014C



NOMINAL SHIM AT
1014D, 1014E, 1014F AND 1014G

TABLE OF DIMENSIONS

MARK NO.	"a"	"b"	"c"	"d"	"e"	"f"
1014A	1/4"	4"	3 1/4"	1'-1 1/2"	7 1/16"	3 1/4"
1014B	7/16"	4"	3 1/4"	1'-1 5/16"	7 1/16"	3 1/16"
1014C	7/16"	3 3/4"	3 1/2"	1'-1 5/16"	7 1/16"	3 1/16"
1014D	5/16"	4"	3 1/4"	1'-1 7/16"	7 1/16"	3 3/16"
1014E	7/16"	4"	3 1/4"	1'-1 5/16"	7 1/16"	3 1/16"
1014F	3/8"	3 3/4"	3 1/2"	1'-1 3/8"	7 1/16"	3 1/8"
1014G	3/8"	3 3/4"	3 1/2"	1'-1 3/8"	7 1/16"	3 1/8"

Notes:
1 1/16" ϕ Holes for 7/8" ϕ HS A325 Bolts unless otherwise noted.
Structural steel shall be AASHTO M270 Grade 36, except as noted.
Reference to cantilever floorbeam mark numbers are from 1965 original shop drawings.
All cantilever floorbeams shall be set normal to profile grade.
For cantilever floorbeam moment and shear tables, see Sheet No. 3 of 33.
For stiffener welding details, see Sheet No. 8 of 33.
Cost of removal of existing cantilever floorbeams shall be included in Structural Steel Removal.
Cost of new cantilever floorbeam shall be included in Furnishing and Erecting Structural Steel.

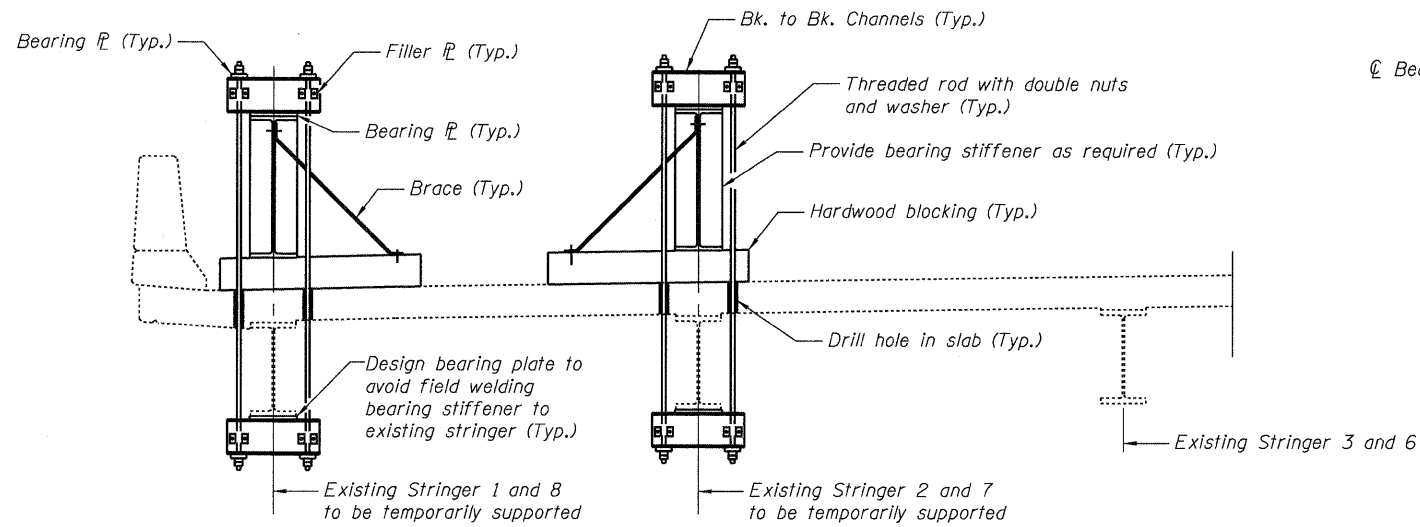
CANTILEVER FLOORBEAM REPLACEMENT
DOUBLE GIRDER SPANS
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011

DESIGNED YSS
CHECKED ACK
DRAWN PRC
CHECKED YSS
09/17/09

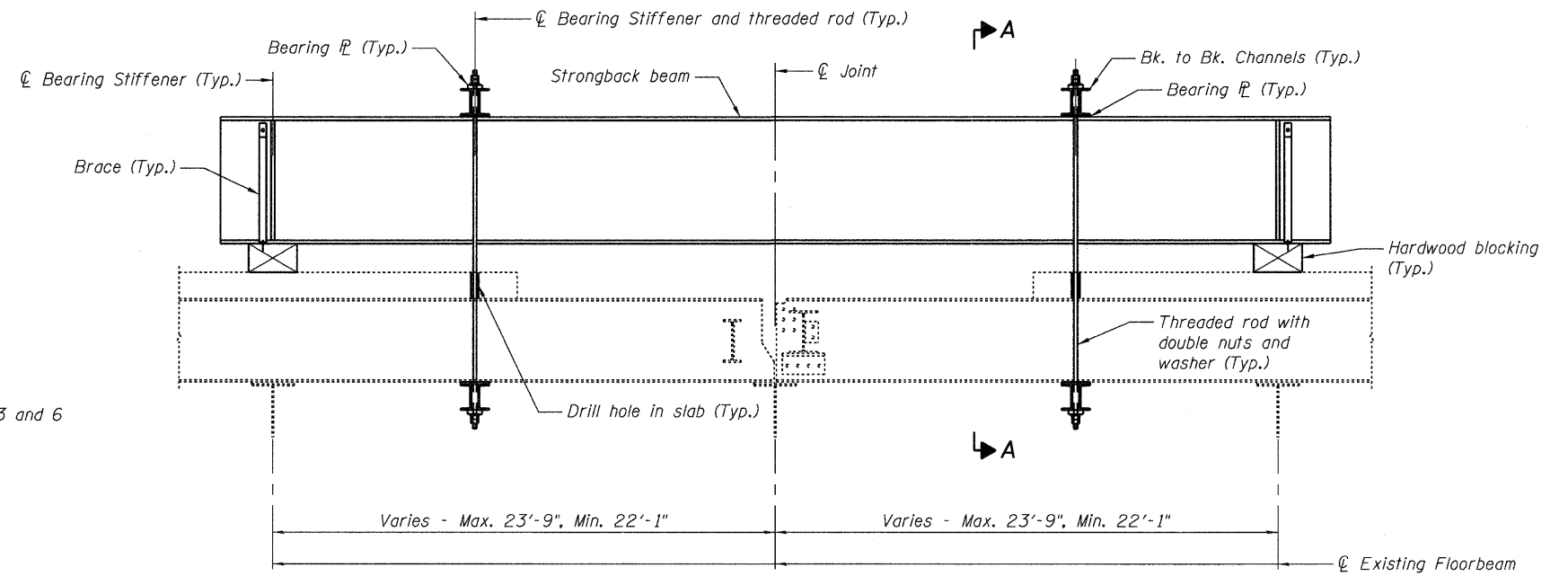


SHEET NO. 9 33 SHEETS	F.A.I. RTE. 80	SECTION (81-1B)M-4	COUNTY ROCK ISLAND	TOTAL SHEETS 75	SHEET NO. 36
	SN 081-0011		CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

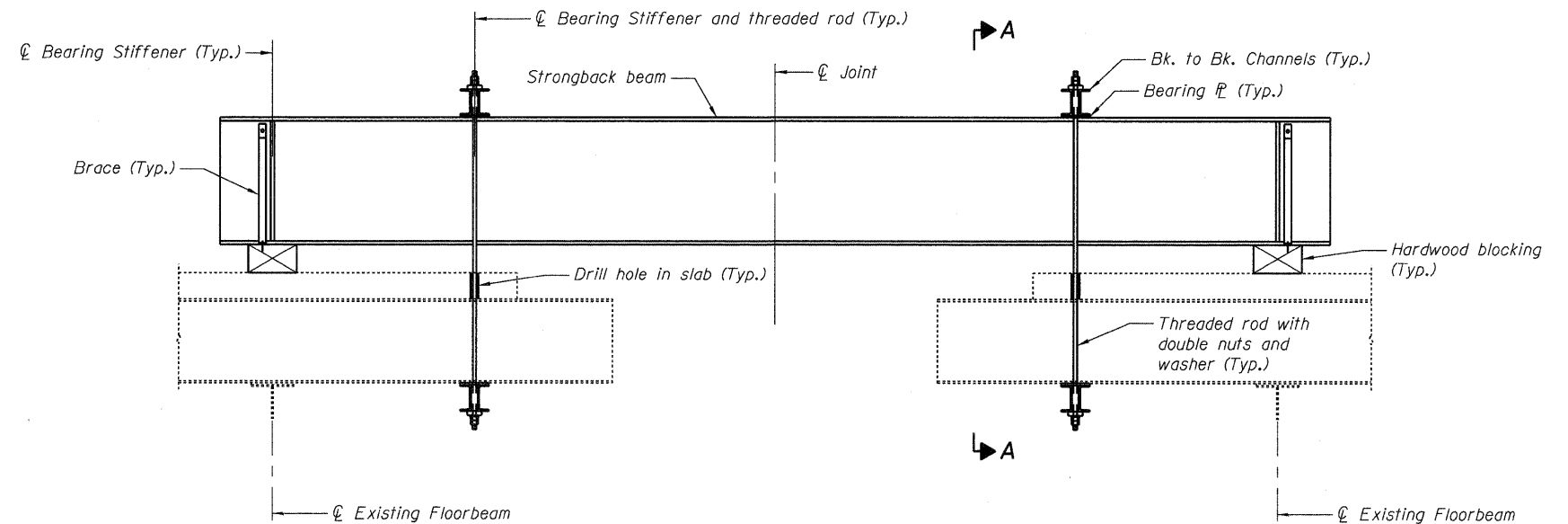
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION A-A



SUGGESTED SLAB/STRINGER TEMPORARY SUPPORT - STRINGER LINES 1, 2, 7 AND 8
TYPICAL ELEVATION



SUGGESTED SLAB/STRINGER TEMPORARY SUPPORT - STRINGER LINES 1, 2, 7 AND 8
REMOVAL ELEVATION

(Partial slab, stringer ends and cantilever floorbeam removed)

Notes:
The Contractor shall submit design of the Temporary Support System for approval by the Engineer prior to commencing any work as specified in the Special Provision "Structural Assessment Reports for Contractor's Means and Methods" and "Temporary Support System".
Dead load = 17k at each stringer end (service load).
Cost of Slab/Stringer Support System shall be included in Temporary Support System.

SLAB/STRINGER TEMPORARY
SUPPORT CONCEPTUAL DETAILS
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011

DESIGNED	YSS
CHECKED	DWP
DRAWN	PRC
CHECKED	YSS

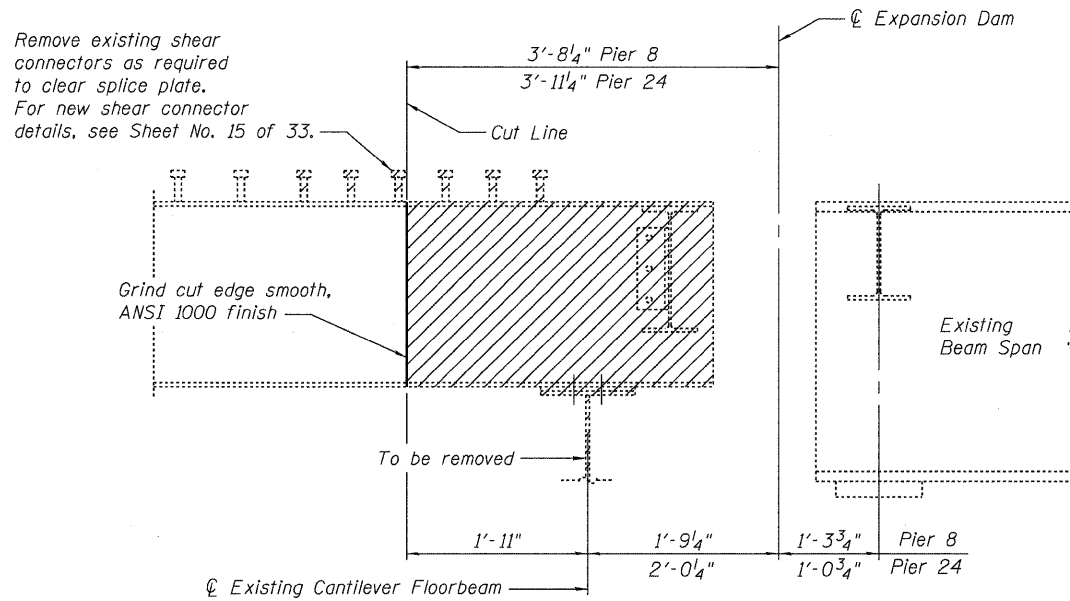
09/17/09



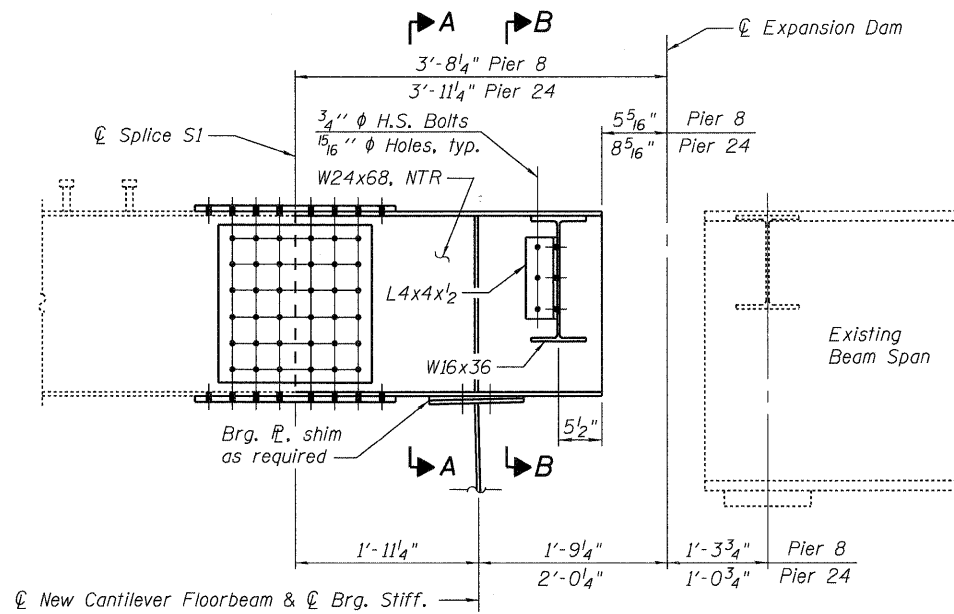
SHEET NO. 10 33 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	80	(81-1B)M-4	ROCK ISLAND	75	37
	SN 081-0011		CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

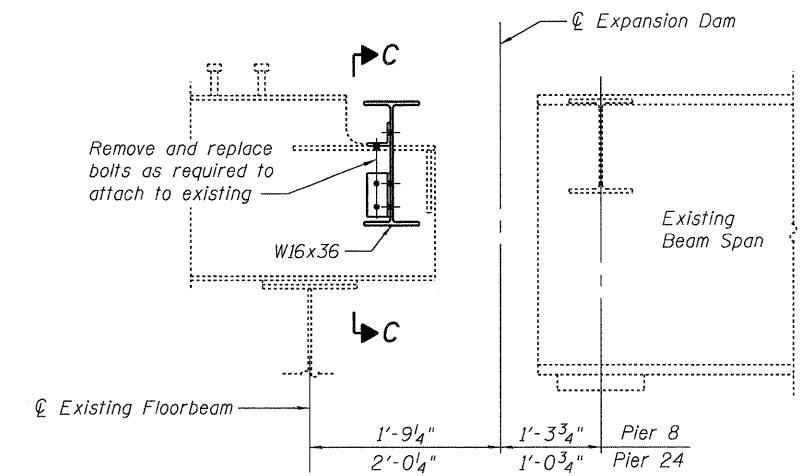
Note: Expansion Dams not shown for clarity.



**STRINGER END REPAIR AT EXPANSION DAM
PIER 8 AND 24 - STRINGER LINES 1 AND 8
TYPICAL REMOVAL ELEVATION**



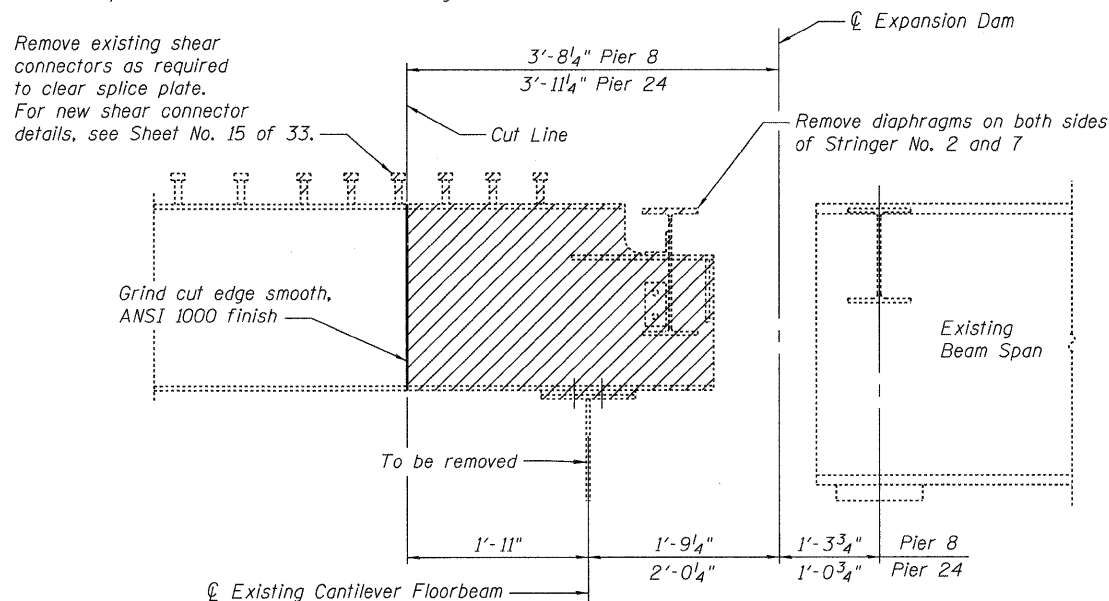
**STRINGER END REPAIR AT EXPANSION DAM
PIER 8 AND 24 - STRINGER LINES 1, 2, 7 AND 8
TYPICAL ELEVATION**



**DIAPHRAGM CONNECTION AT EXPANSION DAM
PIER 8 AND 24 - STRINGER LINES 3 AND 6**

Note:

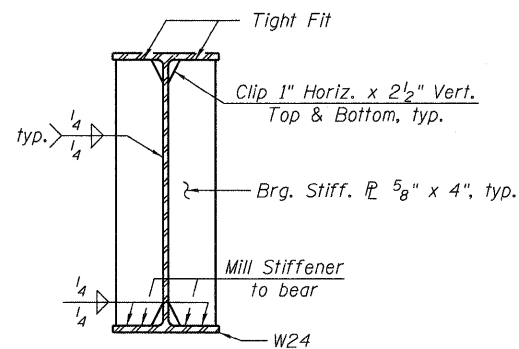
Remaining exposed shear connectors damaged as a result of construction shall be replaced, at the contractor's expense to the satisfaction of the engineer.



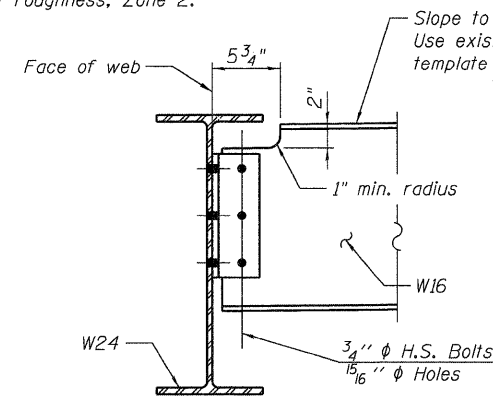
**STRINGER END REPAIR AT EXPANSION DAM
PIER 8 AND 24 - STRINGER LINES 2 AND 7
TYPICAL REMOVAL ELEVATION**

Note:

Load carrying components designated "NTR" shall conform to the supplemental requirement for Notch Toughness, Zone 2.

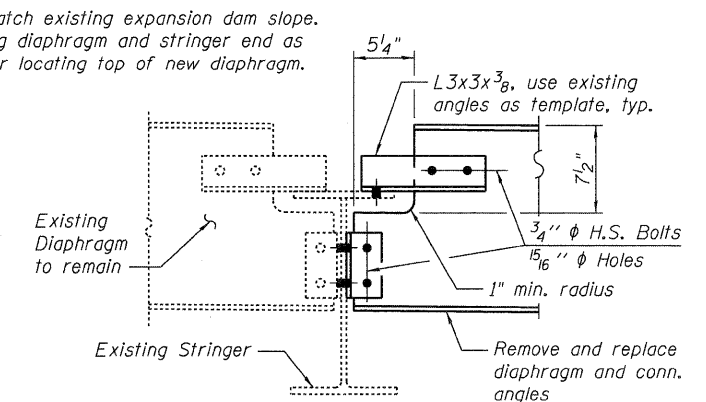


SECTION A-A



SECTION B-B

Stringer No. 1 & 8 shown,
Stringer No. 2 & 7 similar

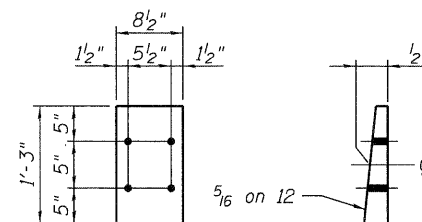


SECTION C-C

BILL OF MATERIAL

Item	Unit	Total*
Structural Steel Repair	Pound	209,500

* For all stringer end repairs.



BEARING P

Notes:

For General Notes, see Sheet No. 3 of 33.
For Splice details, see Sheet No. 14 of 33.
For deck removal, see Sheet No. 23 of 33.
For Expansion Dam details, see Sheet No. 29 of 33.
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.

STRINGER END REPAIR DETAILS - 1

**I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011**

DESIGNED	YSS
CHECKED	ACK
DRAWN	PRC
CHECKED	YSS

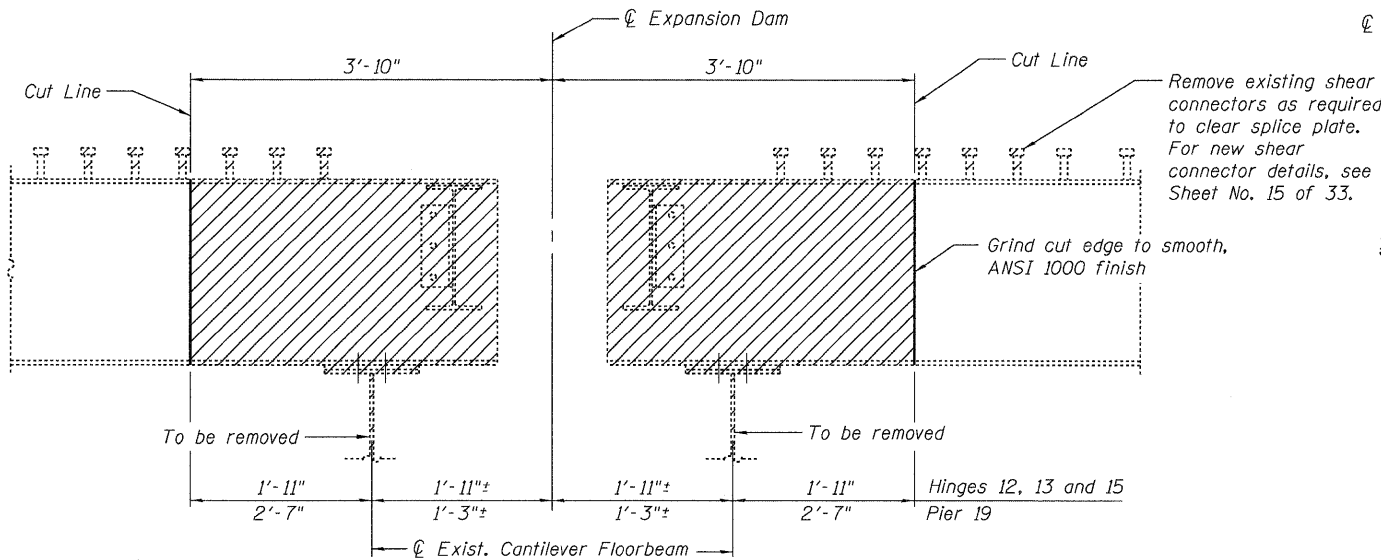


09/17/09

SHEET NO. 11 33 SHEETS	F.A.I. RTE. 80	SECTION (81-1B)M-4	COUNTY ROCK ISLAND	TOTAL SHEETS 75	SHEET NO. 38
	SN 081-0011		CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

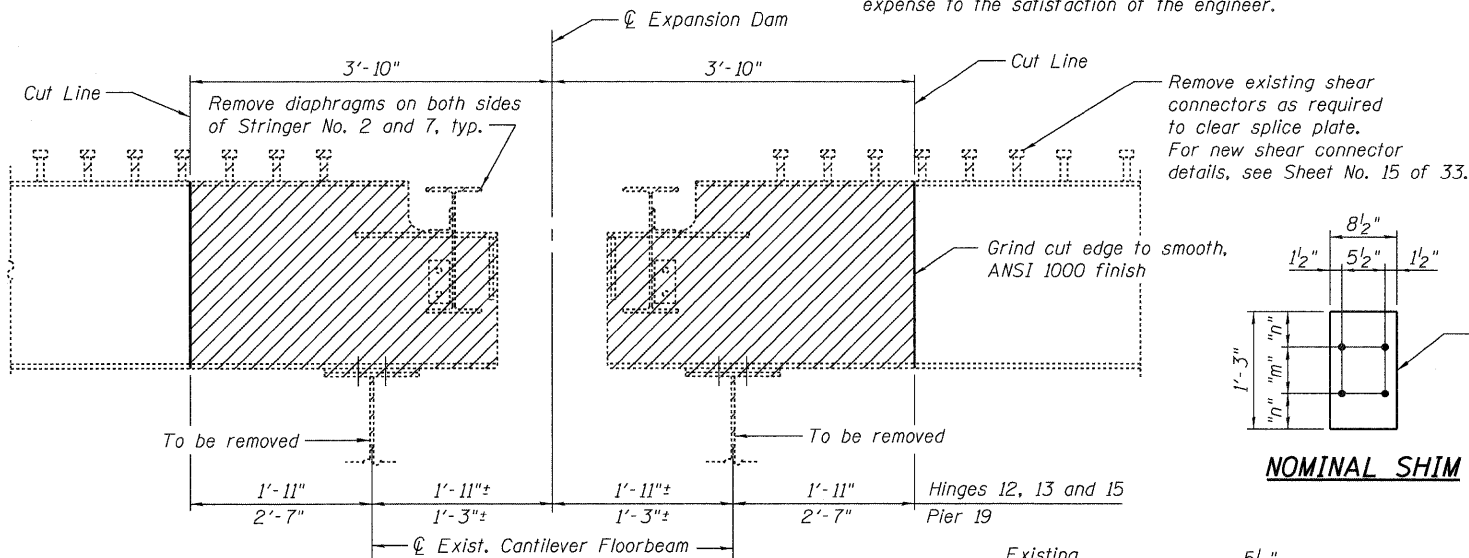
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Note: Expansion Dams not shown for clarity.



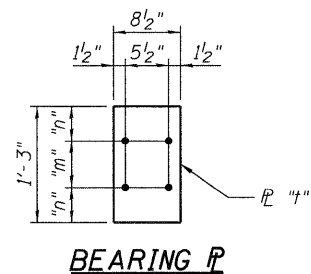
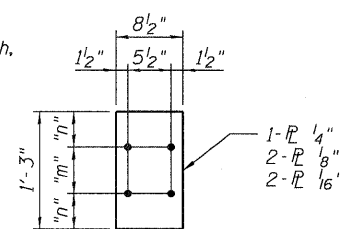
**STRINGER END REPAIR AT EXPANSION DAM
HINGES 12, 13, 15 AND AT PIER 19
STRINGER LINES 1 AND 8 - TYPICAL REMOVAL ELEVATION**

Note:
Remaining exposed shear connectors damaged as a result of construction shall be replaced, at the contractor's expense to the satisfaction of the engineer.

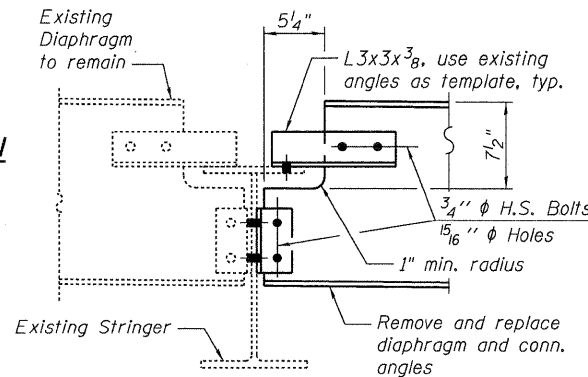


**STRINGER END REPAIR AT EXPANSION DAM
HINGES 12, 13, 15 AND AT PIER 19
STRINGER LINES 2 AND 7 - TYPICAL REMOVAL ELEVATION**

NOMINAL SHIM

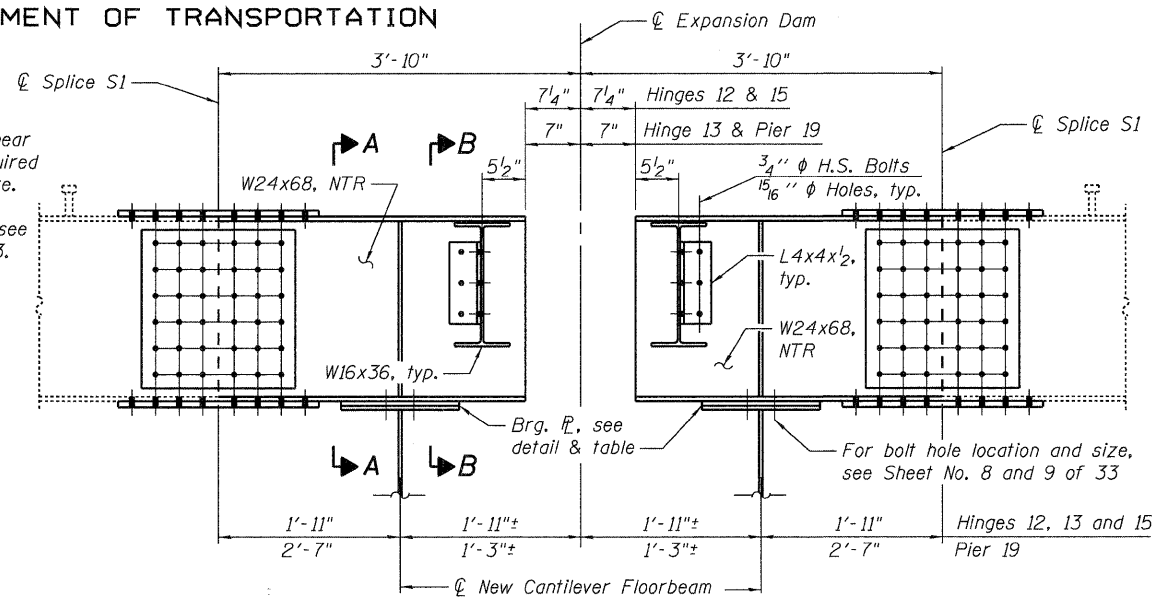


BEARING PLATE



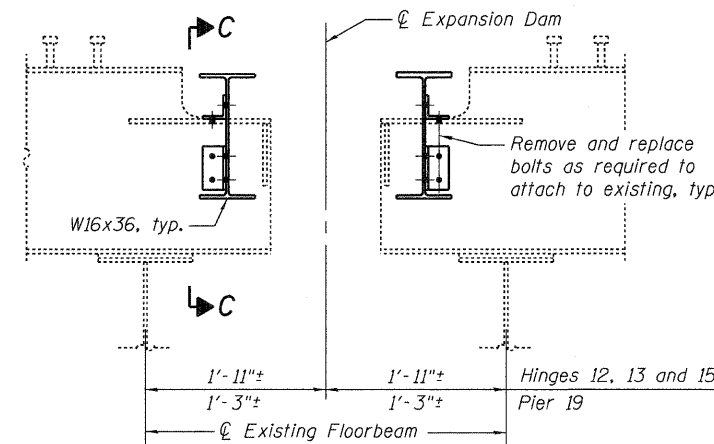
SECTION C-C

Note:
See Sheet No. 20 of 33 for structural steel repair F for additional repair at Pier 19.



**STRINGER END REPAIR AT EXPANSION DAM
HINGES 12, 13, 15 AND AT PIER 19
STRINGER LINES 1, 2, 7 AND 8 - TYPICAL ELEVATION**

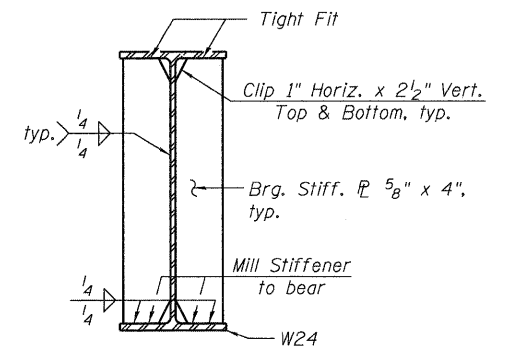
Note:
Load carrying components designated "NTR" shall conform to the supplemental requirement for Notch Toughness, Zone 2.



**DIAPHRAGM CONNECTION AT EXPANSION DAM
HINGES 12, 13, 15 AND AT PIER 19
STRINGER LINES 3 AND 6**

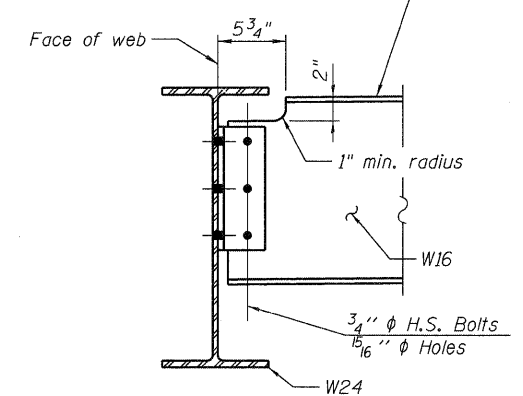
TABLE OF BEARING PLATES

LOCATION	GDR. SPAN	STRINGER NO.	"m"	"n"	"t"	NOMINAL SHIM
Hinge 12 & 15	Single	1 & 8	5"	5"	---	Req'd.
	Single	2 & 7	5"	5"	1/2"	---
	Double	1 & 8	5"	5"	1 1/4"	Req'd.
Hinge 13	Double	2 & 7	3 1/2"	5 3/4"	1/4"	---
	Double	1 & 8	5"	5"	1 1/4"	Req'd.
Pier 19	Single	1 & 8	5"	5"	1/2"	---
	Single	2 & 7	5"	5"	1/2"	---



SECTION A-A

Slope to match existing expansion dam slope. Use existing diaphragm and stringer end as template for locating top of new diaphragm.



SECTION B-B

Stringer No. 1 & 8 shown, Stringer No. 2 & 7 similar

Notes:
For General Notes, see Sheet No. 3 of 33.
For Bill of Material, see Sheet No. 11 of 33.
For Splice details, see Sheet No. 14 of 33.
For deck removal, see Sheet No. 22 of 33.
For Expansion Dam details, see Sheet No. 29 of 33.
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.

**STRINGER END REPAIR DETAILS - 2
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011**

DESIGNED	YSS
CHECKED	ACK
DRAWN	PRC
CHECKED	YSS



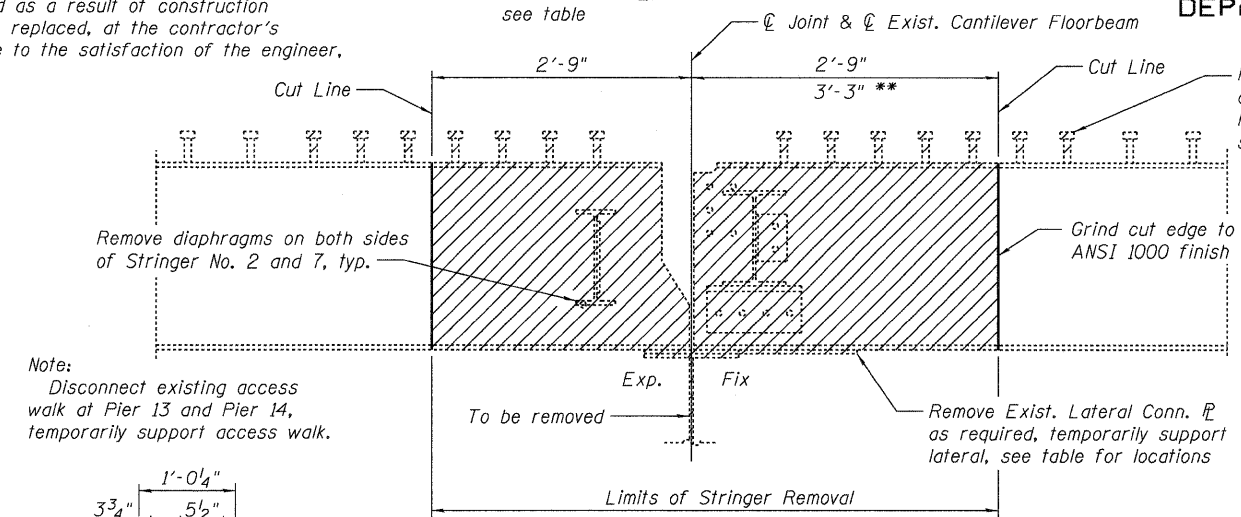
09/17/09

SHEET NO. 12 33 SHEETS	F.A.I. RTE. 80	SECTION (81-1B)M-4	COUNTY ROCK ISLAND	TOTAL SHEETS 75	SHEET NO. 39
	SN 081-0011		CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

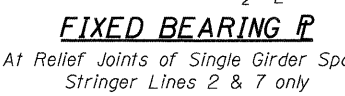
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Note:
Remaining exposed shear connectors damaged as a result of construction shall be replaced, at the contractor's expense to the satisfaction of the engineer, typ.

** For location with Lateral Conn. \bar{P} , see table

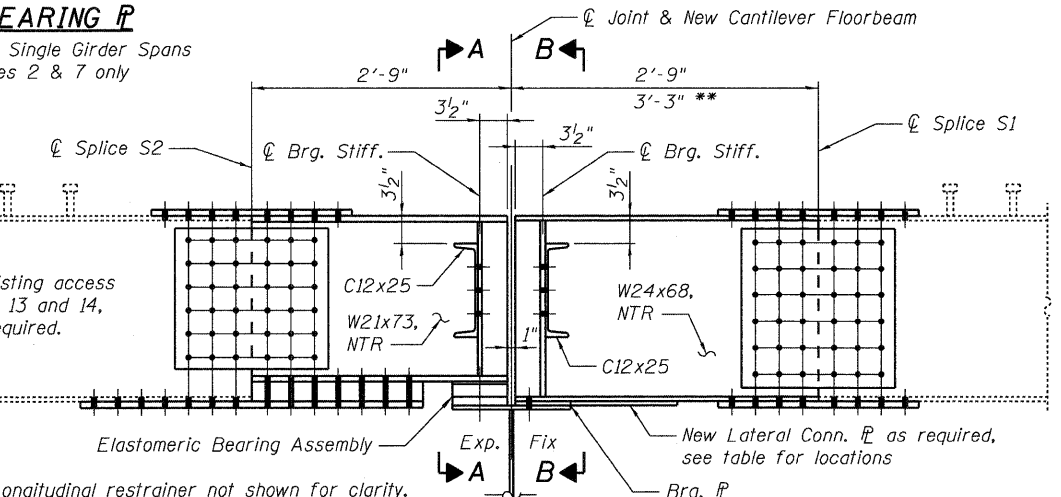


**STRINGER END REPAIR AT RELIEF JOINT
STRINGER LINES 1, 2, 7 AND 8
TYPICAL REMOVAL ELEVATION**



FIXED BEARING \bar{P}
At Relief Joints of Single Girder Spans
Stringer Lines 2 & 7 only

Note:
Reattach existing access walk at Pier 13 and 14, modify as required.

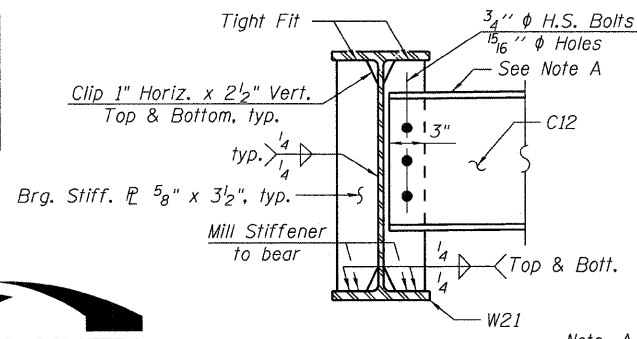


**STRINGER END REPAIR AT RELIEF JOINT
STRINGER LINES 1, 2, 7 AND 8
TYPICAL ELEVATION**
25 relief joints

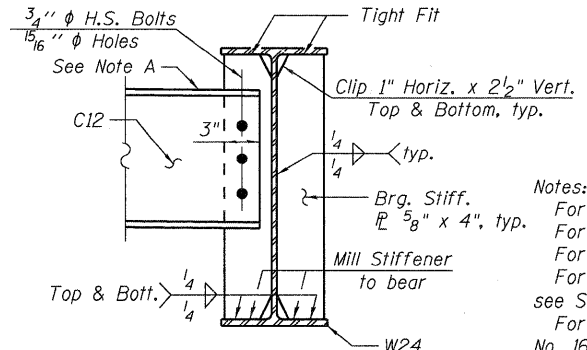
**TABLE OF
LATERAL CONN. \bar{P} LOCATIONS
AT RELIEF JOINTS**

SPAN	FLRBM NO.	STRINGER NO.
9	FB4	1 & 8
19	FB3	1 & 8
22	FB3	1 & 8
22	FB6	1 & 8

DESIGNED	YSS
CHECKED	ACK
DRAWN	PRC
CHECKED	YSS



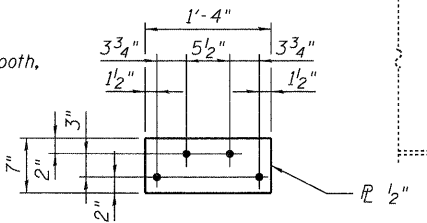
SECTION A-A
Stringer No. 1 & 8 shown,
Stringer No. 2 & 7 similar



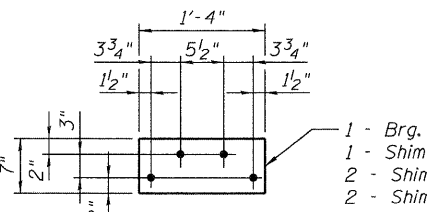
SECTION B-B
Stringer No. 1 & 8 shown,
Stringer No. 2 & 7 similar

Note: A:
Slope to match existing floorbeam slope

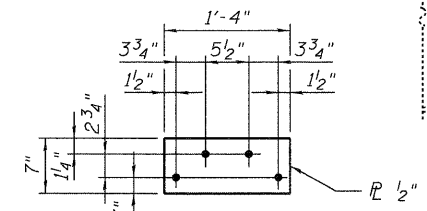
Remove existing shear connectors as required to clear splice plate. For new shear connector details, see Sheet No. 15 of 33.



FIXED BEARING \bar{P}
At Relief Joints of Single Girder Spans
Stringer Lines 1 & 8 only

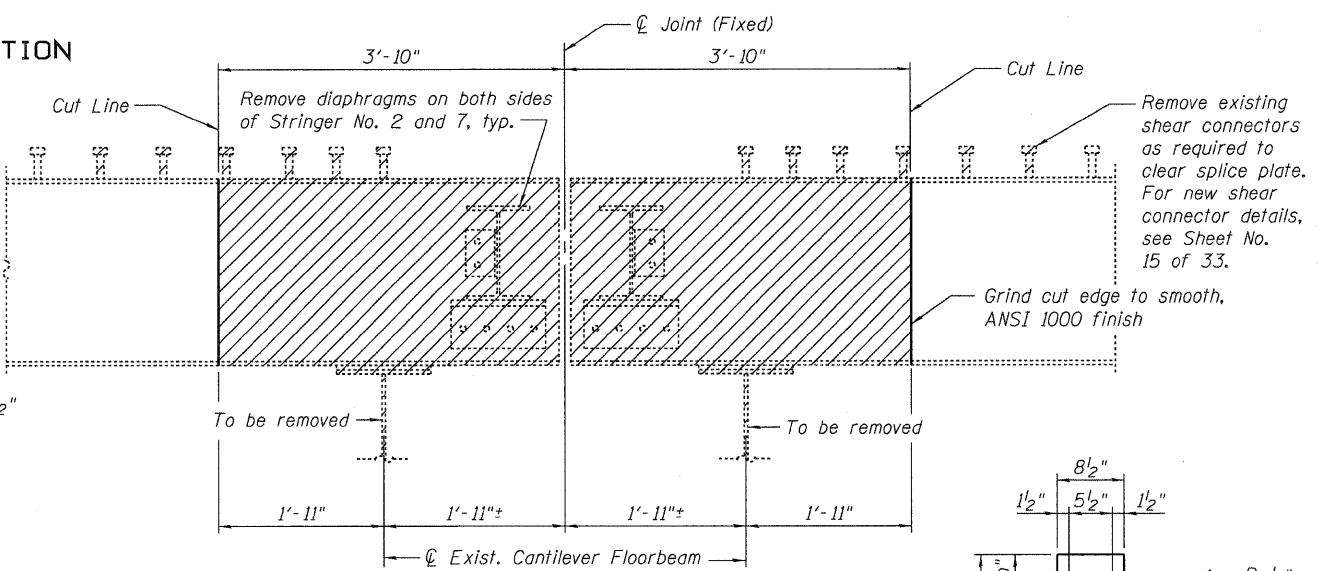


**FIXED BEARING \bar{P}
AND NOMINAL SHIM**
At Relief Joints of Double Girder Spans
Stringer Lines 1 & 8 only

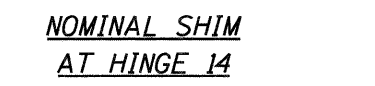


FIXED BEARING \bar{P}
At Relief Joints of Double Girder Spans
Stringer Lines 2 & 7 only

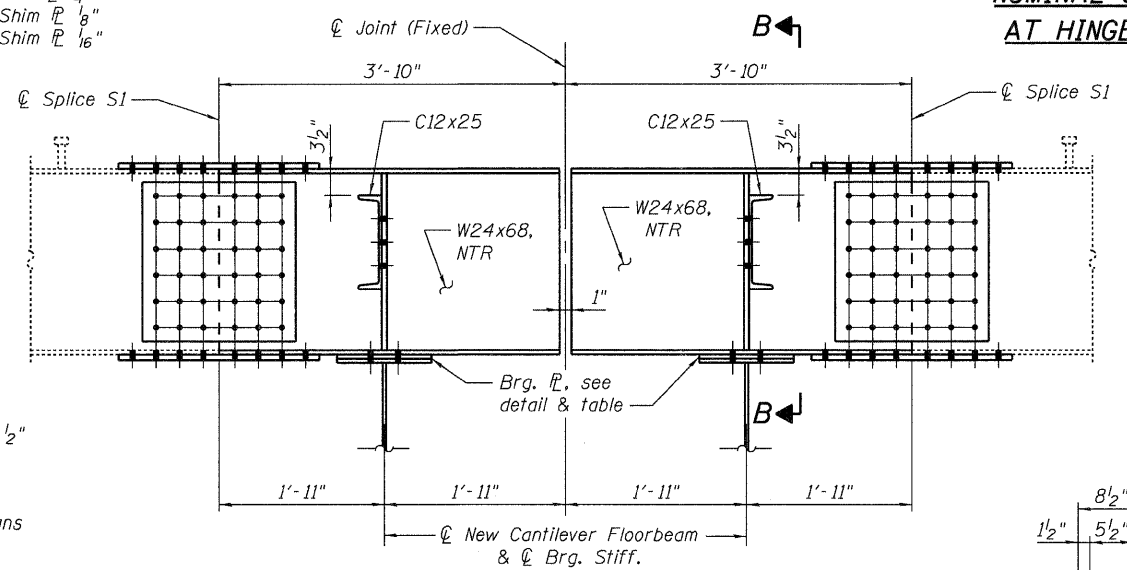
Note:
Load carrying components designated "NTR" shall conform to the supplemental requirement for Notch Toughness, Zone 2.



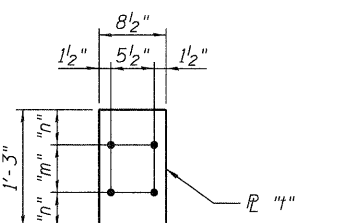
**STRINGER END REPAIR AT HINGE 14
STRINGER LINES 1, 2, 7 AND 8
TYPICAL REMOVAL ELEVATION**



**NOMINAL SHIM
AT HINGE 14**



**STRINGER END REPAIR AT HINGE 14
STRINGER LINES 1, 2, 7 AND 8
TYPICAL ELEVATION**



**BEARING \bar{P}
AT HINGE 14**

TABLE OF BEARING \bar{P} 's AT HINGE 14

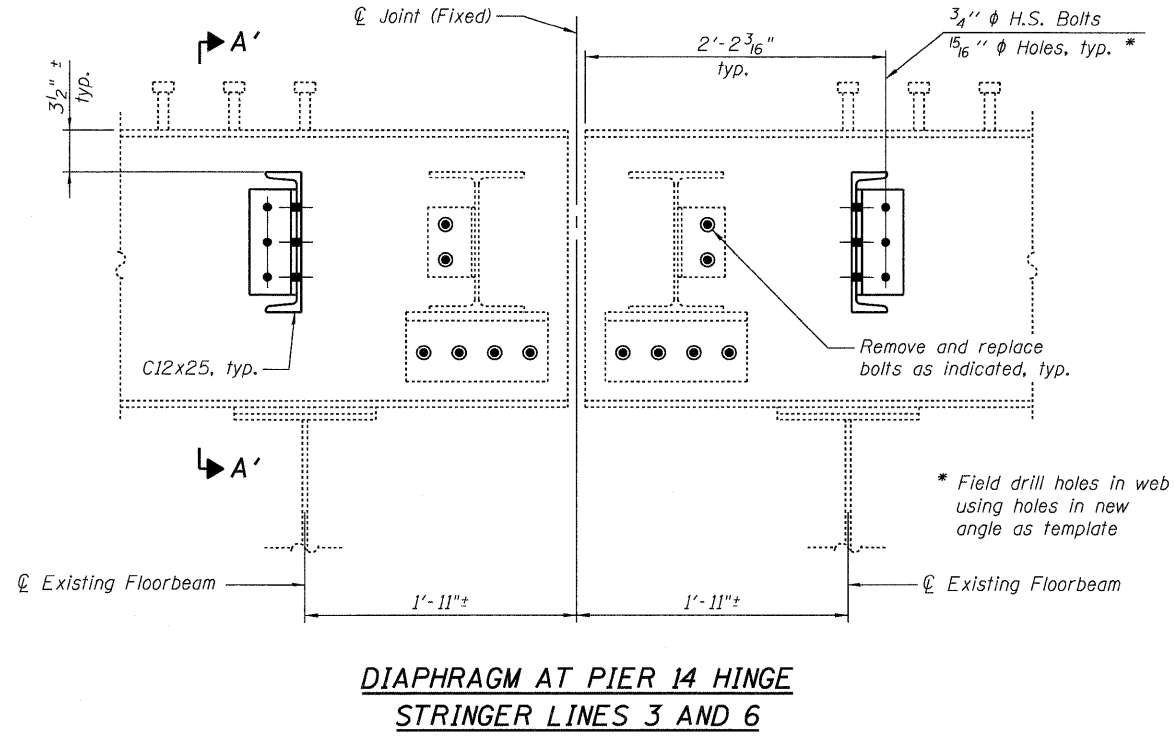
LOCATION	STRINGER NO.	"m"	"n"	"t"	NOMINAL SHIM
Hinge 14	1 & 8	5"	5"	1 1/4"	Req'd.
	2 & 7	3 1/2"	5 3/4"	1/4"	---

Notes:
For General Notes, see Sheet No. 3 of 33.
For Bill of Material, see Sheet No. 11 of 33.
For Splice details, see Sheet No. 14 of 33.
For diaphragm connection at stringer No. 3 and 6, see Sheet No. 14 of 33.
For Elastomeric Bearing Assembly details, see Sheet No. 16 of 33.
For deck removal, see Sheet No. 24 thru 26 of 33.
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.

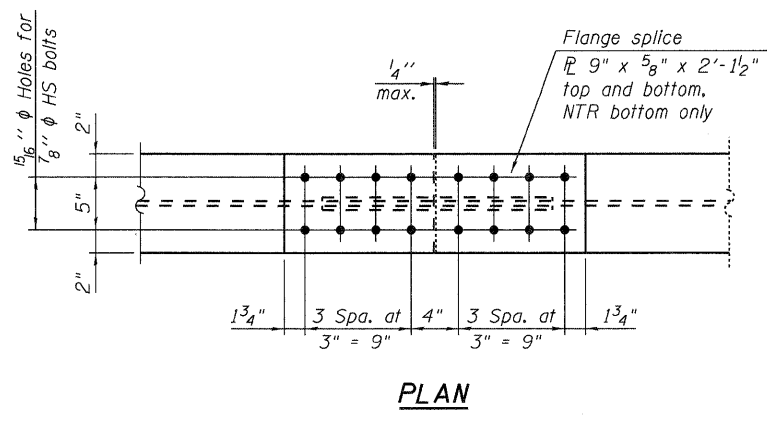
**STRINGER END REPAIR DETAILS - 3
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011**

SHEET NO. 13 33 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	80	(81-1BM-4)	ROCK ISLAND	75	40
	SN 081-0011		CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

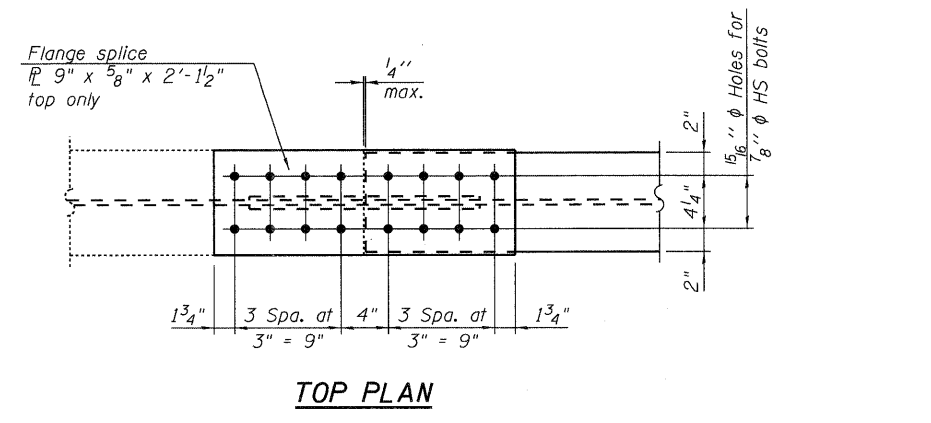
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



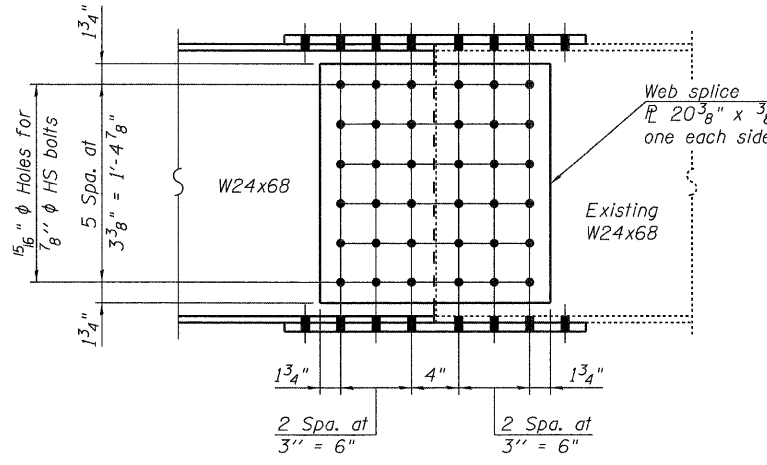
**DIAPHRAGM AT PIER 14 HINGE
STRINGER LINES 3 AND 6**



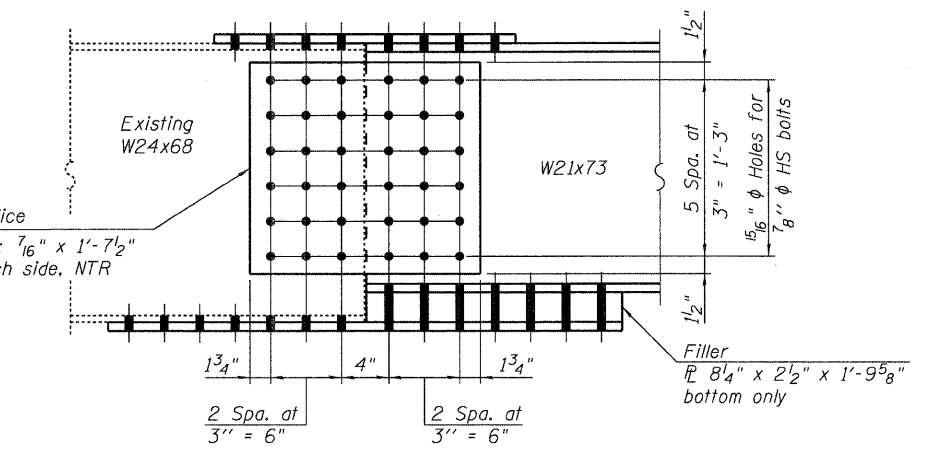
PLAN



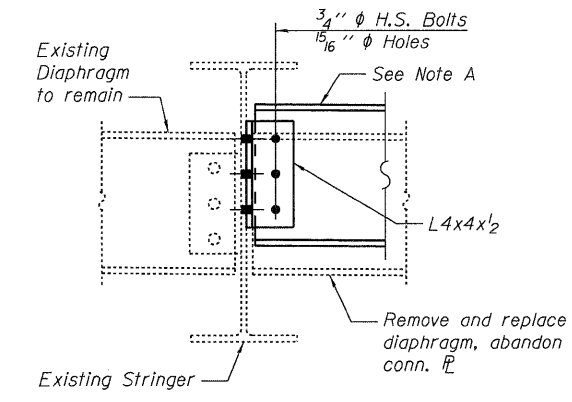
TOP PLAN



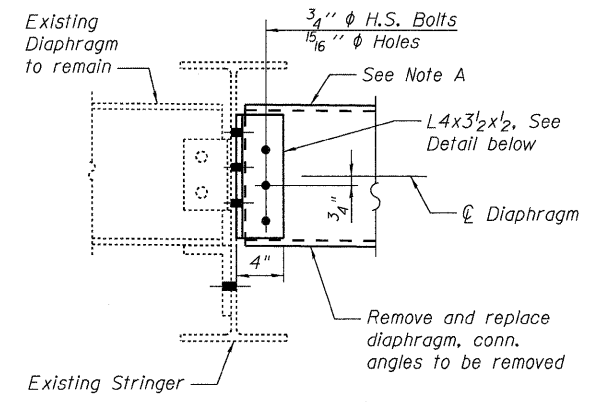
ELEVATION



ELEVATION



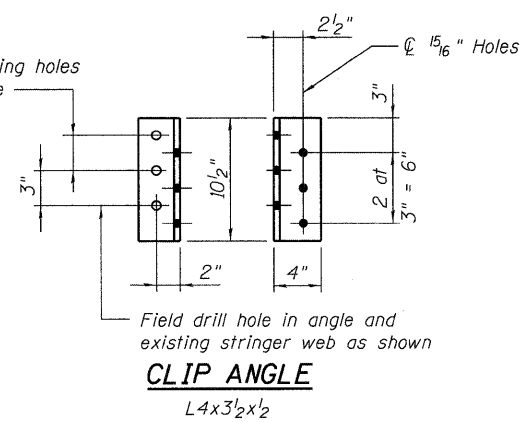
**SECTION A-A
Shown**
**SECTION A'-A'
Similar**



SECTION B-B

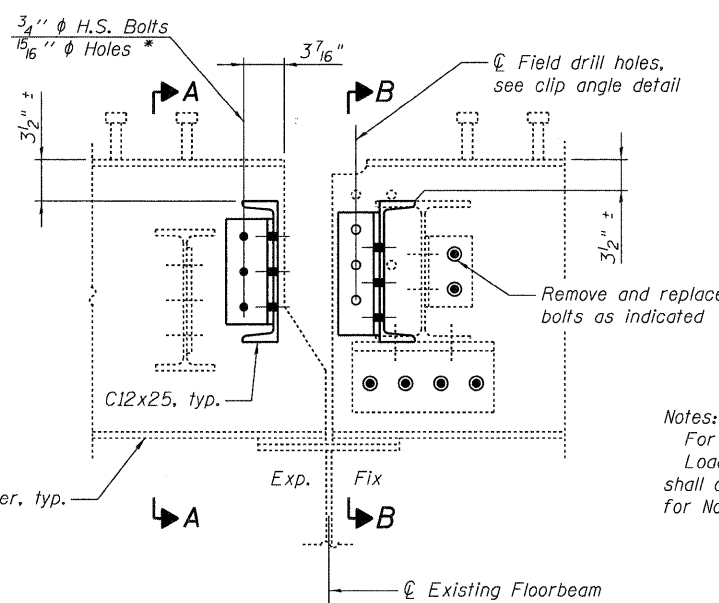
Note A:
Slope to match existing
floorbeam slope

Field drill holes using existing holes
in stringer web as template

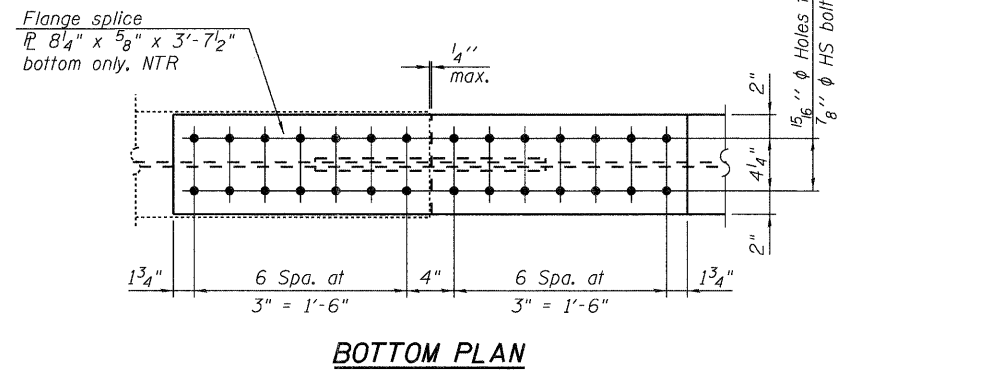


CLIP ANGLE
L4x3 1/2 x 1/2

SPLICE S1 DETAIL
148 Required



**DIAPHRAGM CONNECTION AT RELIEF JOINT
STRINGER LINES 3 AND 6**



SPLICE S2 DETAIL
100 Required

Notes:
For Bill of Material, see Sheet No. 11 of 33.
Load carrying components designated "NTR"
shall conform to the supplemental requirement
for Notch Toughness, Zone 2.

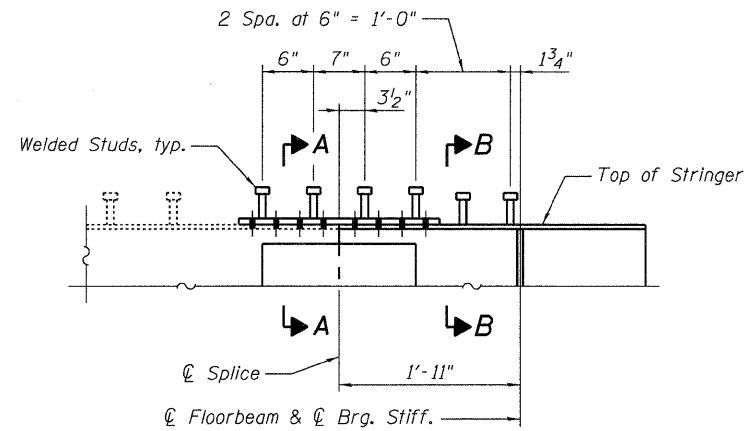
STRINGER END REPAIR DETAILS - 4
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011

DESIGNED	YSS
CHECKED	ACK
DRAWN	PRC
CHECKED	YSS
09/17/09	

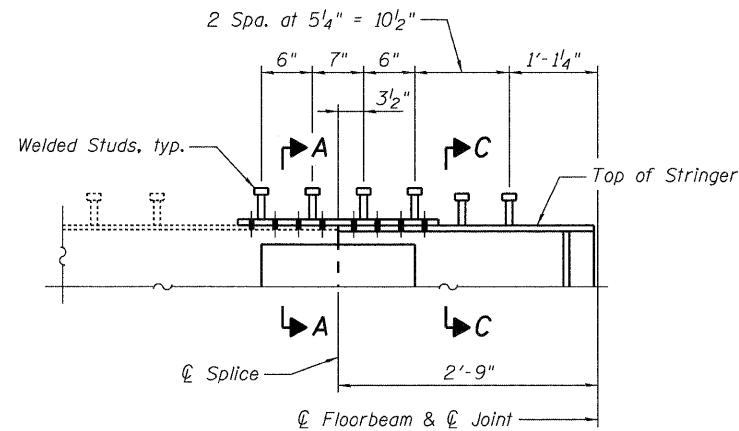


SHEET NO. 14 33 SHEETS	F.A.I. RTE. 80	SECTION (81-1B)M-4	COUNTY ROCK ISLAND	TOTAL SHEETS 75	SHEET NO. 41
	SN 081-0011		CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

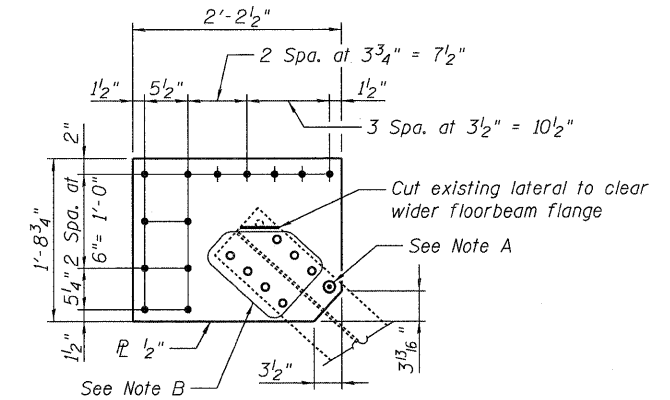
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



**ELEVATION SHEAR CONNECTORS FOR
STRINGER END LINES 1, 2, 7 AND 8
AT HINGES 12, 13, 14, 15 AND AT PIERS 8 & 24**
18 Studs required per stringer end



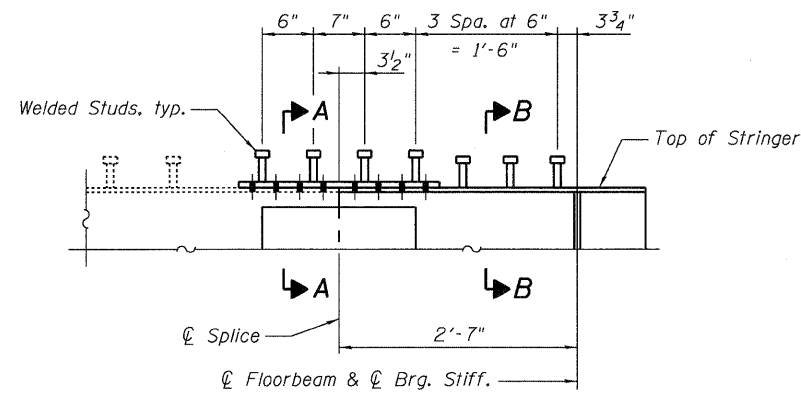
**ELEVATION SHEAR CONNECTORS FOR
STRINGER END LINES 1, 2, 7 AND 8
AT RELIEF JOINT EXPANSION SIDE**
16 Studs required per stringer end



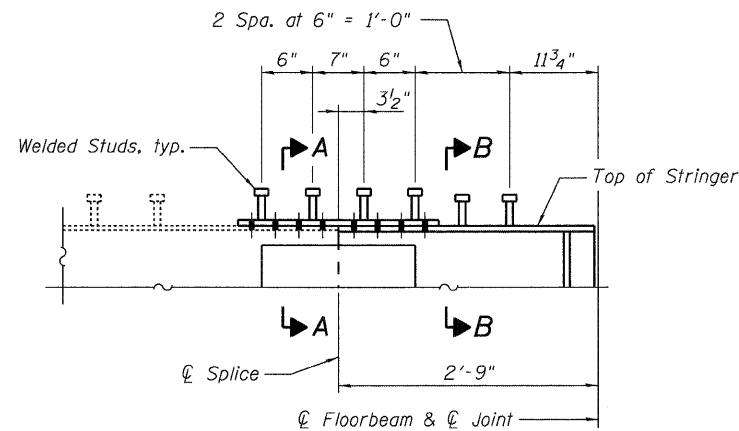
LATERAL CONNECTOR P
At Spans 9, 19 and 22
No. Req'd. 8

Note A:
Field drill hole maintaining a minimum
of 1/2" from the edge of steel.

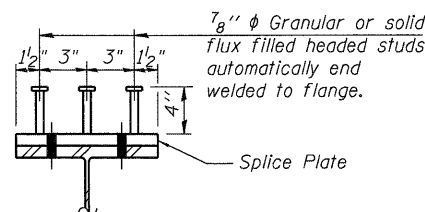
Note B:
Field drill holes using existing holes
in lateral as template. Remainder of
holes may be shop drilled.



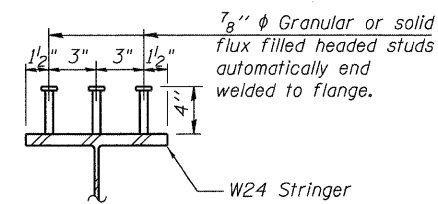
**ELEVATION SHEAR CONNECTORS FOR
STRINGER END LINES 1, 2, 7 AND 8
AT PIER 19**
21 Studs required per stringer end



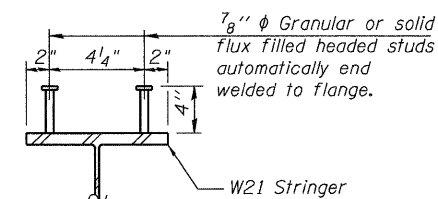
**ELEVATION SHEAR CONNECTORS FOR
STRINGER END LINES 1, 2, 7 AND 8
AT RELIEF JOINT FIXED SIDE**
Stringer lines 1 and 8 without lateral
18 Studs required per stringer end



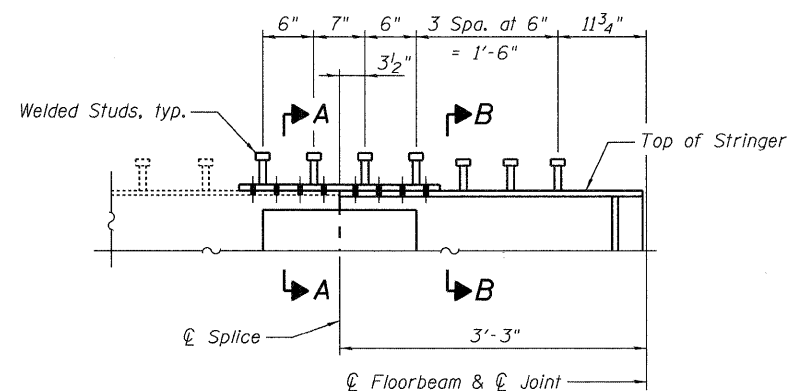
SECTION A-A



SECTION B-B



SECTION C-C



**SHEAR CONNECTORS FOR
STRINGER END LINES 1 AND 8
AT RELIEF JOINT FIXED SIDE WITH LATERAL**
21 Studs required per stringer end

**TABLE OF SHEAR
CONNECTOR QUANTITIES**

LOCATION	NO. STUDS
Pier 8	72
Hinge 12	144
Hinge 13	144
Hinge 14	144
Hinge 15	144
Pier 19	168
Pier 24	72
Relief Jt. Exp.	1600
Relief Jt. Fix	1656
Relief Jt. Fix*	168

*with Lateral connection

Notes:
1 5/16" ϕ Holes unless noted otherwise.
For Bill of Material, see Sheet No. 11 of 33.

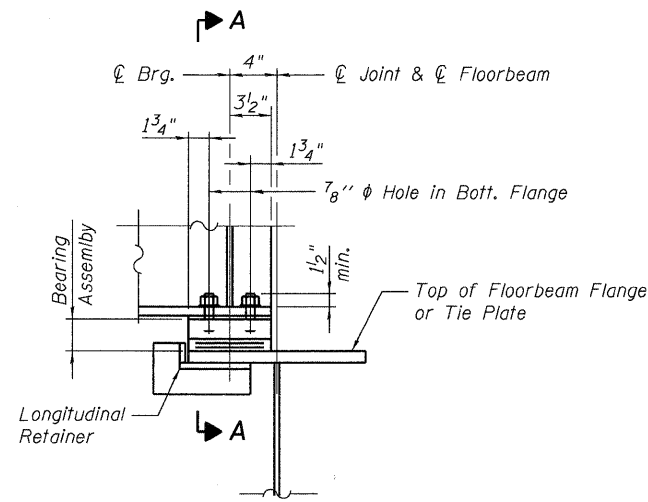
STRINGER END REPAIR DETAILS - 5
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011

DESIGNED	YSS
CHECKED	ACK
DRAWN	PRC
CHECKED	YSS
09/17/09	



SHEET NO. 15 33 SHEETS	F.A.I. RTE. 80	SECTION (81-1B)M-4	COUNTY ROCK ISLAND	TOTAL SHEETS 75	SHEET NO. 42
	SN 081-0011		CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

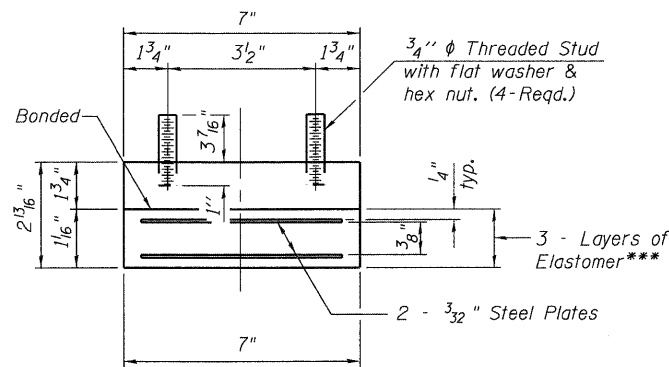


ELEVATION AT RELIEF JOINT

Adjacent stringer and fixed bearing not shown for clarity.

TABLE OF FILL P's

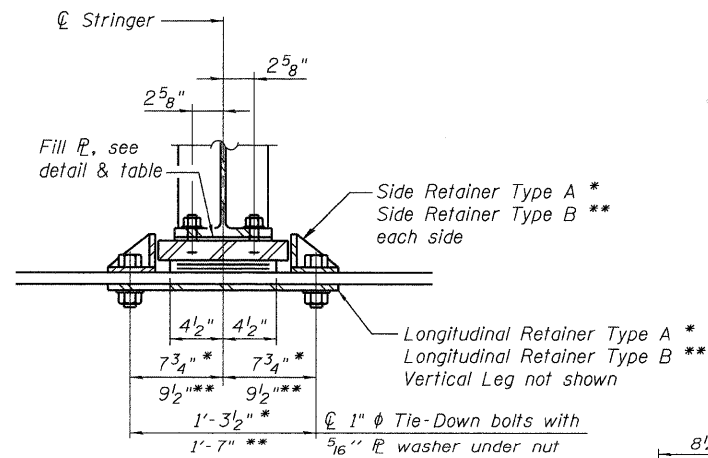
LOCATION	GDR. SPAN	STRINGER NO.	"#"	NOMINAL SHIM
Relief Joint Exp. Side	Single	1, 2, 7 & 8	3/16"	---
	Double	1 & 8	5/16"	Req'd.
	Double	2 & 7	3/16"	---



SIDE VIEW

*** Elastomer shall have a specified shear modulus equal to 0.175ksi. The measured shear modulus shall lie within 15% of the specified value. Elastomer with minimum low-temperature Grade 3 is required.

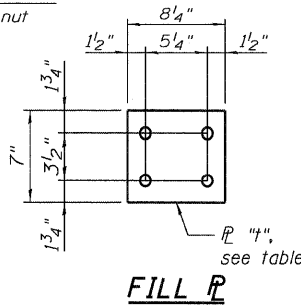
Note:
Shim plates shall not be placed under Bearing Assembly.



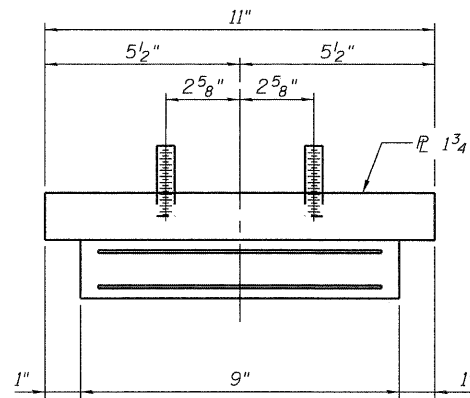
SECTION A-A

* Stringer Lines 1 and 8 - All Girder Spans
** Stringer Lines 2 and 7 - Double Girder Spans only

TYPE I ELASTOMERIC EXP. BRG.



FILL P

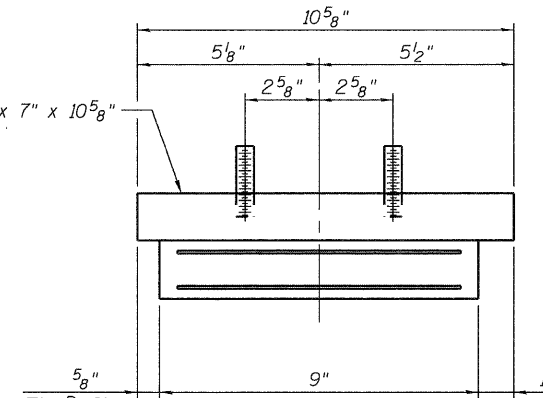


ELEVATION

Stringer Lines 1 and 8 - All Girder Spans
Stringer Lines 2 and 7 - Double Girder Spans only

BEARING ASSEMBLY DETAILS

Note: Not to scale.

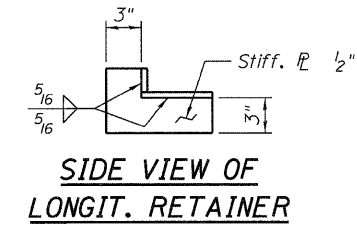


ELEVATION

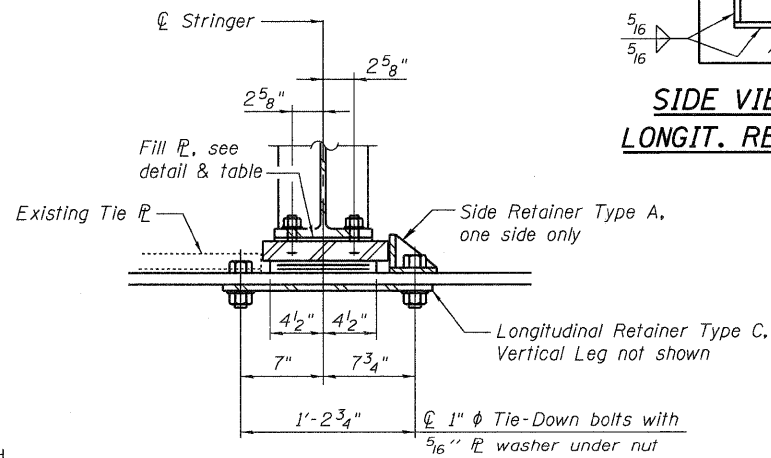
Stringer Lines 2 and 7 - Single Girder Spans only

SIDE RETAINER - TYPE B

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

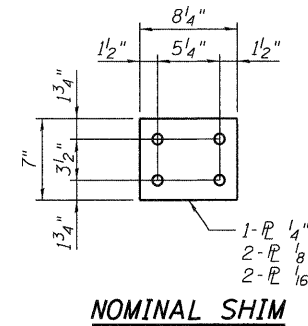


SIDE VIEW OF LONGIT. RETAINER



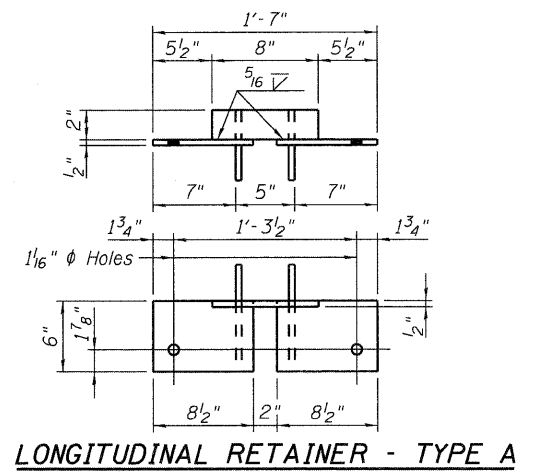
SECTION A-A

Stringer Lines 2 and 7 - Single Girder Spans only

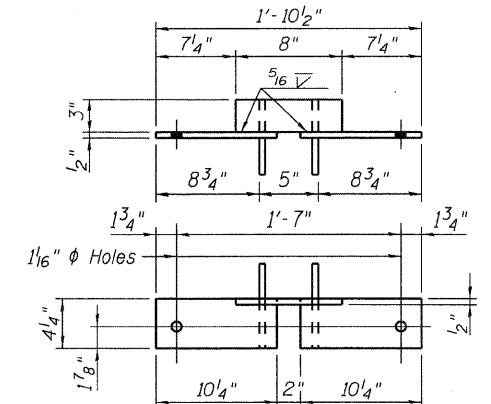


NOMINAL SHIM

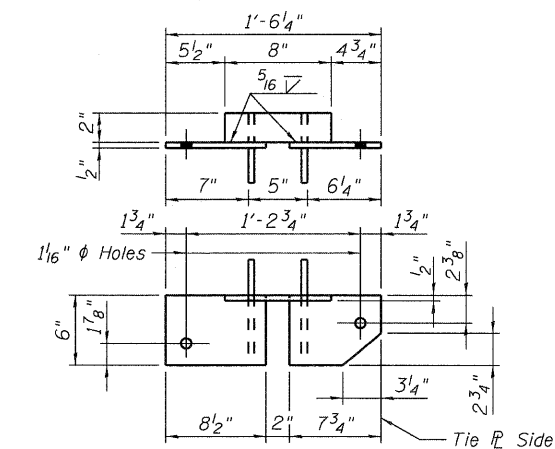
Notes:
Side and longitudinal retainers and steel plates required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



LONGITUDINAL RETAINER - TYPE A



LONGITUDINAL RETAINER - TYPE B



LONGITUDINAL RETAINER - TYPE C

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	100

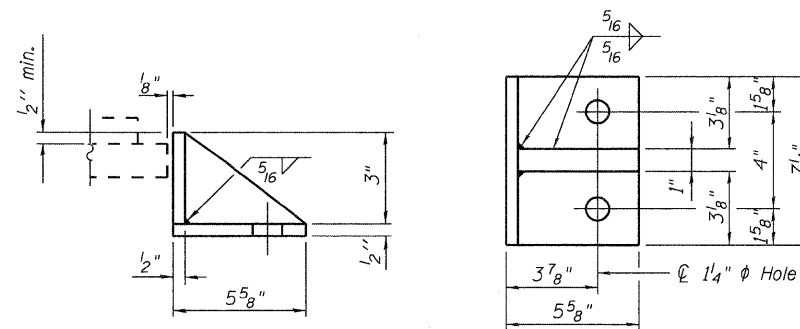
**ELASTOMERIC BEARING ASSEMBLY
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011**

DESIGNED	YSS
CHECKED	ACK
DRAWN	PRC
CHECKED	YSS
09/17/09	



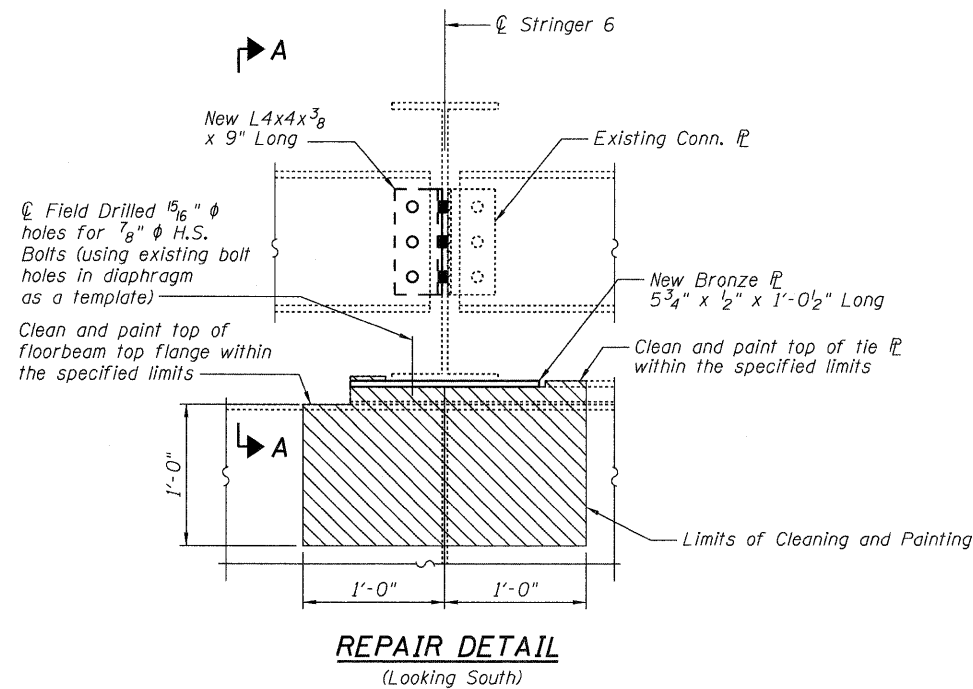
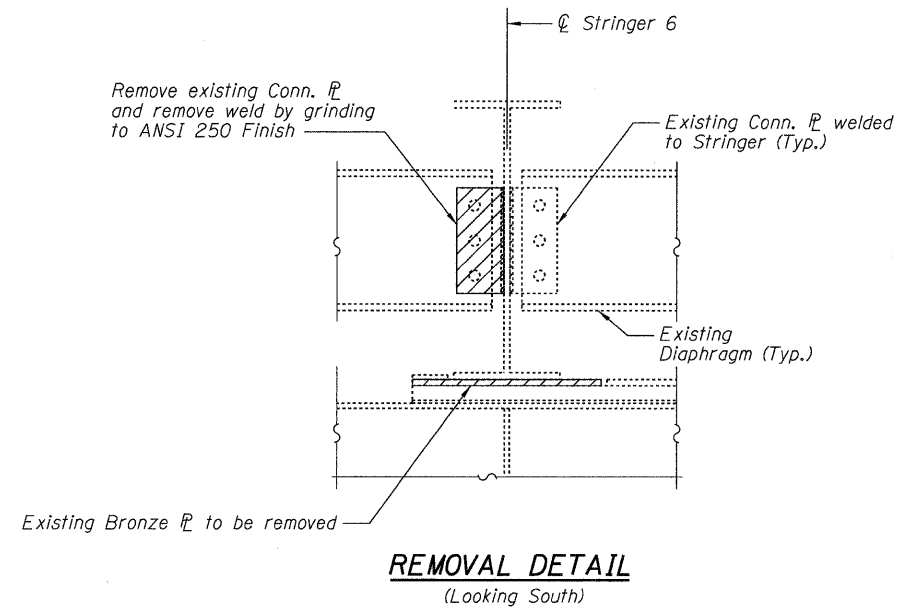
SIDE RETAINER - TYPE A

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

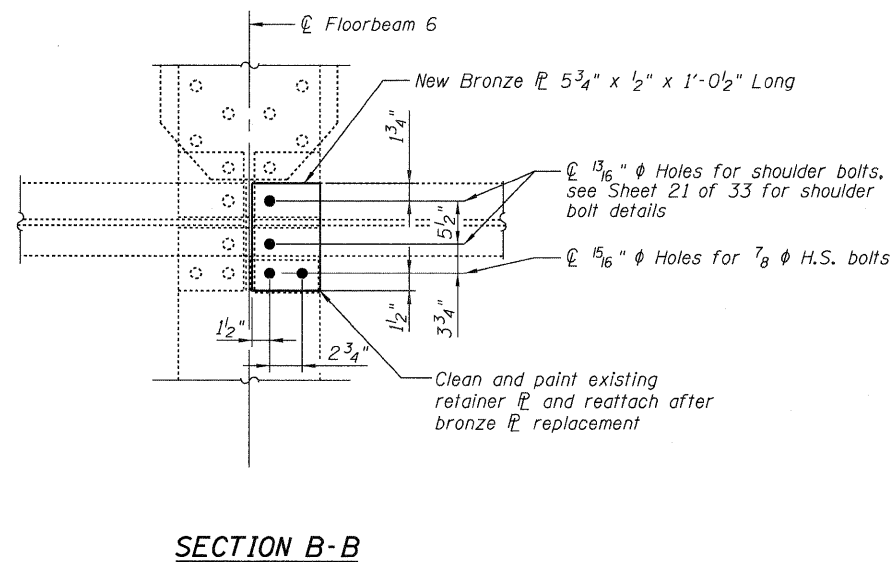
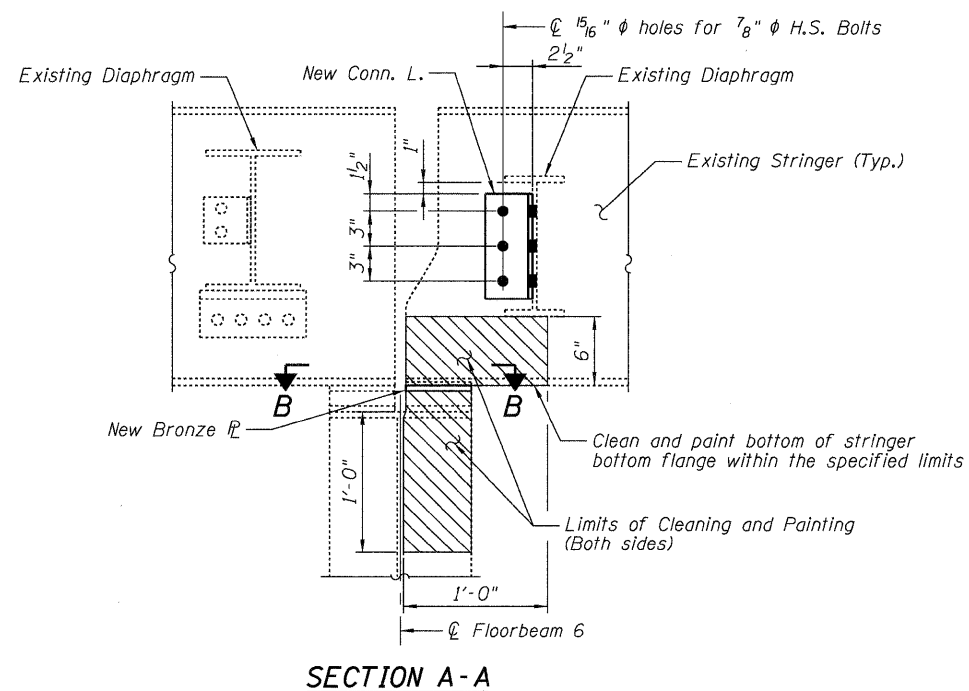


SHEET NO. 16 33 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	80	(81-1B)M-4	ROCK ISLAND	75	43
FED. ROAD DIST. NO. 7 ILLINOIS			CONTRACT NO. 64F31		
FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STRUCTURAL STEEL REPAIR A
SPAN 11, STRINGER 6 AT FLOORBEAM 6



Notes:
The Contractor shall submit Temporary Jacking Details to the Engineer for approval prior to bronze plate replacement. The stringer service level dead load reaction is 17 kips. Cost of Temporary Jacking shall be included in Jacking and Cribbing.
The bronze plate shall conform to ASTM B22. Cost of bronze plate is included with the cost for Structural Steel Repair.
Coordinate Structural Steel Repair A with cantilever floorbeam replacement and stringer end repair. See Sheets 8 and 13 of 33 for details.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	30
Cleaning and Painting Structural Steel, Location 1	L. Sum	1
Jacking and Cribbing	L. Sum	1

MISCELLANEOUS STEEL
REPAIR DETAILS - 1
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011

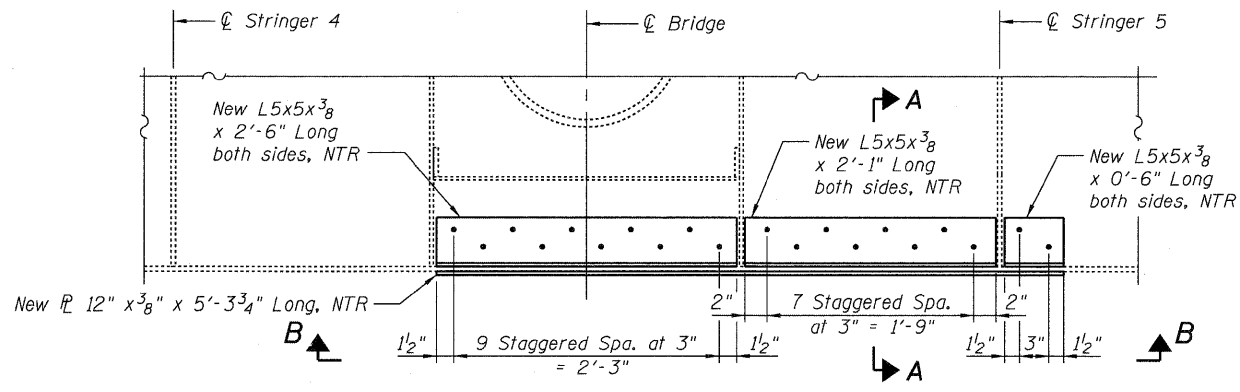
DESIGNED	RLM
CHECKED	DWP
DRAWN	AEC
CHECKED	RLM



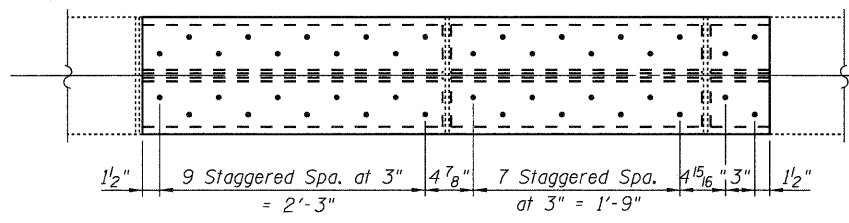
09/17/09

SHEET NO. 17	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	80	(81-1B)M-4	ROCK ISLAND	75	44
33 SHEETS	SN 081-0011		CONTRACT NO. 64F31		
	FED. ROAD DIST. NO. 7 ILLINOIS		FED. AID PROJECT		

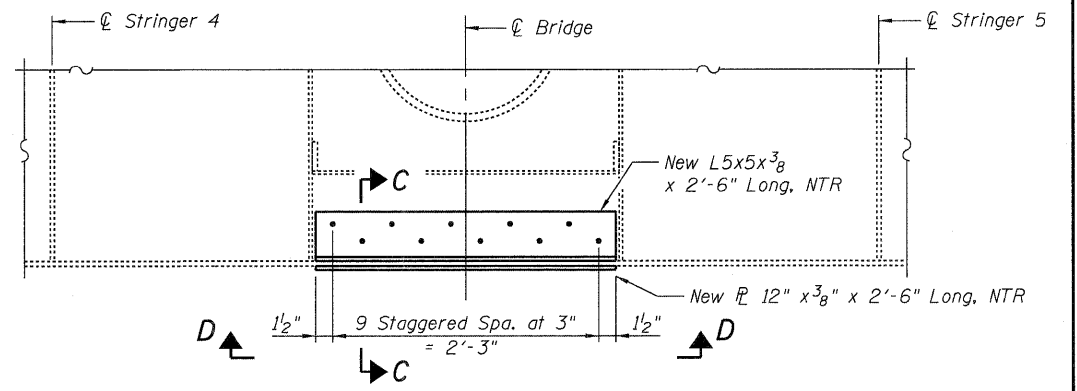
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



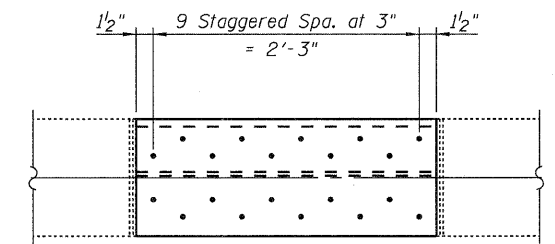
STRUCTURAL STEEL REPAIR B
SPANS 13 AND 14, FLOORBEAM 7
(Looking South)



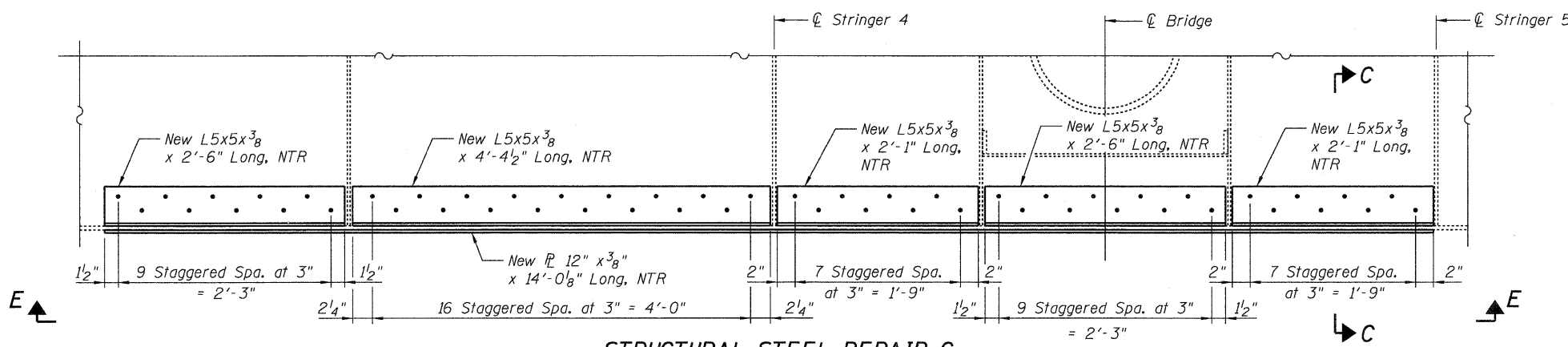
VIEW B-B



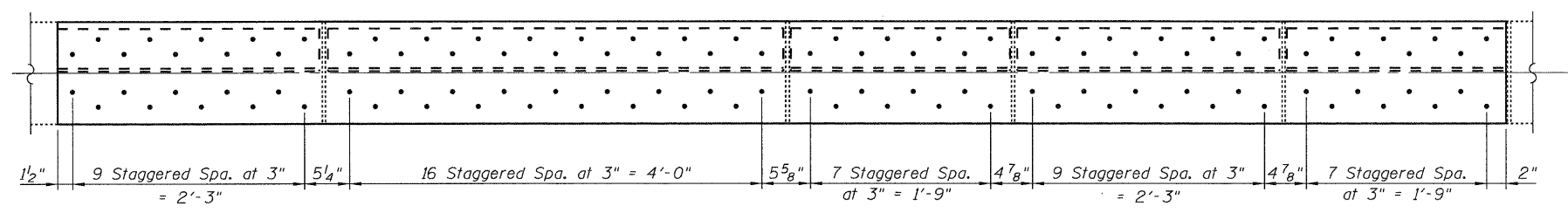
STRUCTURAL STEEL REPAIR H
SPAN 24, FLOORBEAM 4
(Looking South)



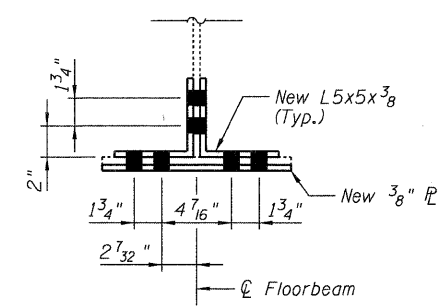
VIEW D-D



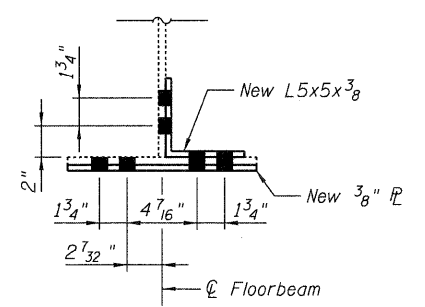
STRUCTURAL STEEL REPAIR G
SPAN 20, FLOORBEAM 1
(Looking South)



VIEW E-E



SECTION A-A



SECTION C-C

Note:
Gaps between the existing steel and the new steel angles and/or cover plates shall be sealed with an approval polyurethane sealant. The sealant shall be compatible with the proposed paint system and shall be submitted to the Engineer for approval prior to use. All costs associated with the installation of the sealant shall be included with the cost for Structural Steel Repair.

Notes:
Grind heels of angles as required for installation.
Field drill holes in existing floorbeams and new plates using new angles as templates.
Load carrying components designated "NTR" shall conform to the supplemental requirement for Notch Toughness, Zone 2.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	870

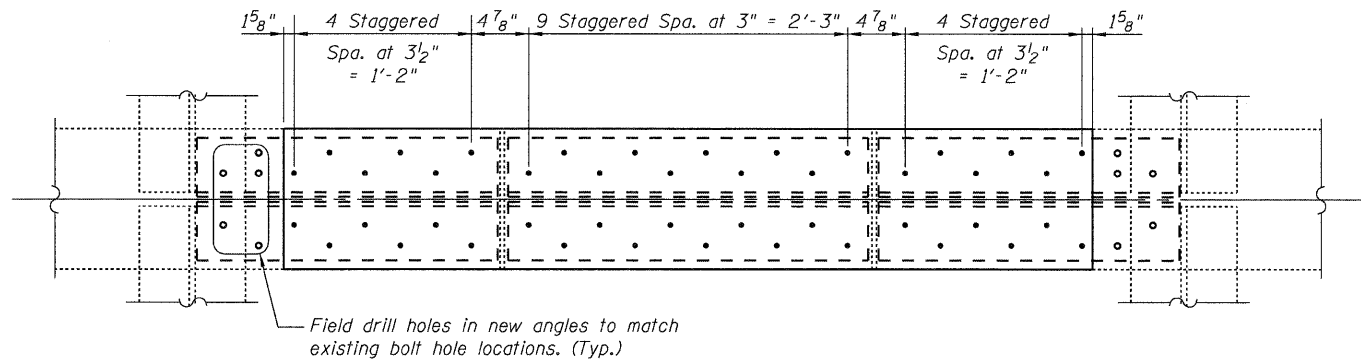
MISCELLANEOUS STEEL REPAIR DETAILS - 2
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011

DESIGNED	RLM
CHECKED	DWP
DRAWN	AEC
CHECKED	RLM
09/17/09	



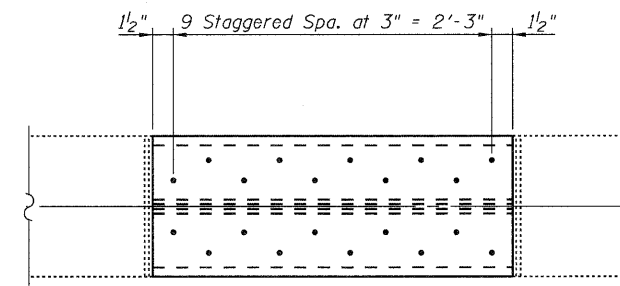
SHEET NO. 18	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	80	(81-1B)M-4	ROCK ISLAND	75	45
33 SHEETS	SN 081-0011		CONTRACT NO. 64F31		
	FED. ROAD DIST. NO. 7 ILLINOIS		FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



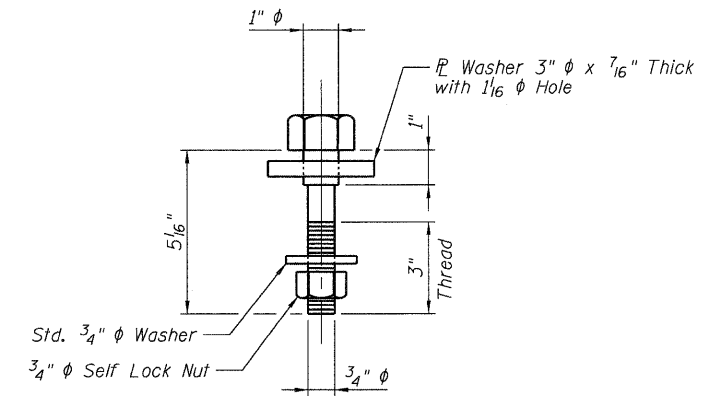
VIEW B-B

Note:
Stringer base plates not shown for clarity.

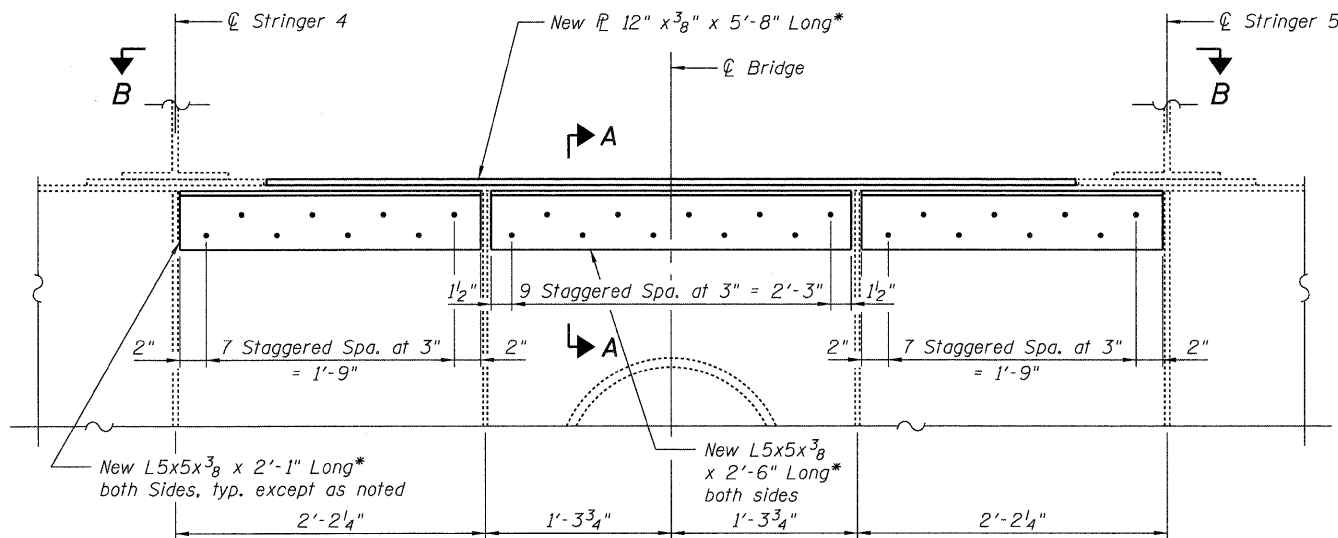


VIEW C-C

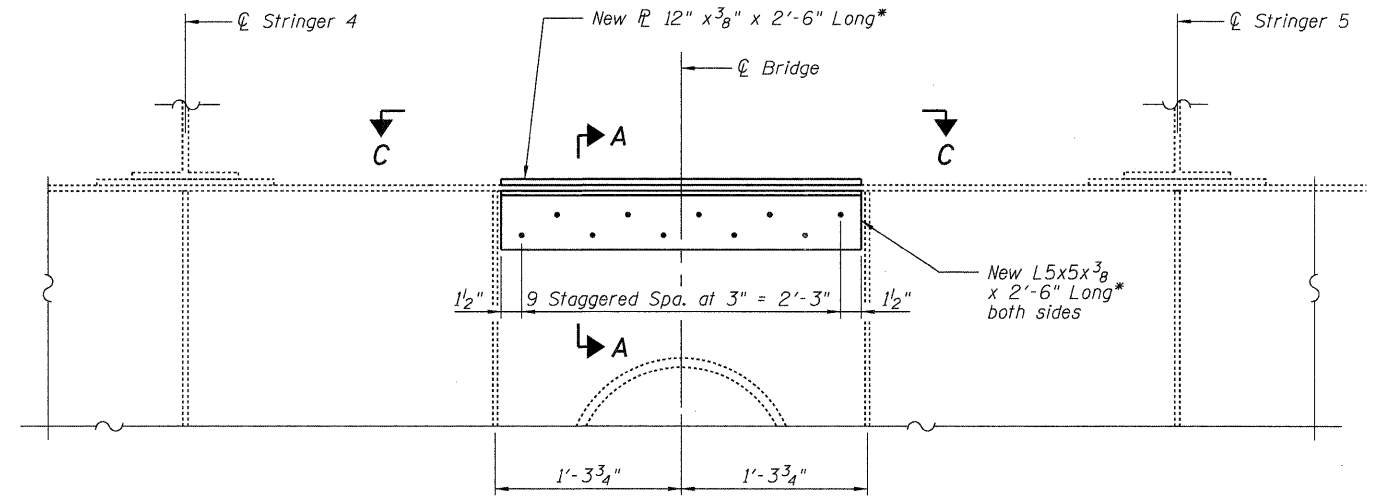
Note:
Gaps between the existing steel and the new steel angles and/or cover plates shall be sealed with an approval polyurethane sealant. The sealant shall be compatible with the proposed paint system and shall be submitted to the Engineer for approval prior to use. All costs associated with the installation of the sealant shall be included with the cost for Structural Steel Repair.



NEW SHOULDER BOLTS TO ACCOMODATE REPAIR ANGLE AT EXPANSION SIDE STRINGER CONNECTIONS AT SPAN 18, FLOORBEAM 6
(2 Required)



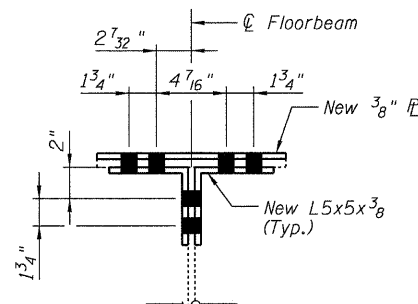
STRUCTURAL STEEL REPAIR C
SPAN 18, FLOORBEAM 6
(Looking South)



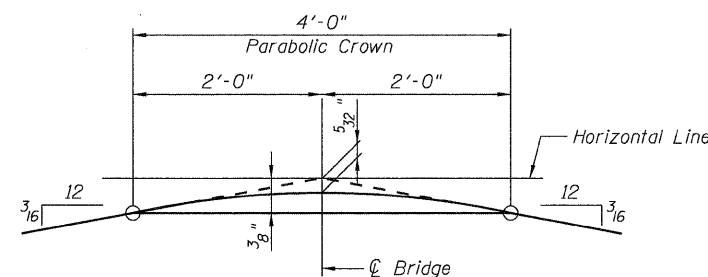
STRUCTURAL STEEL REPAIR D
SPAN 19, FLOORBEAM 3
(Looking South)

Notes:
Grind heels of angles as required for installation.
Field drill holes in existing floorbeams and new plates using new angles as templates.

* Fabricate new plates and angles for top flange repairs to match existing top flange profile. See Floorbeam Top Flange Profile detail.



SECTION A-A



FLOORBEAM TOP FLANGE PROFILE

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	450

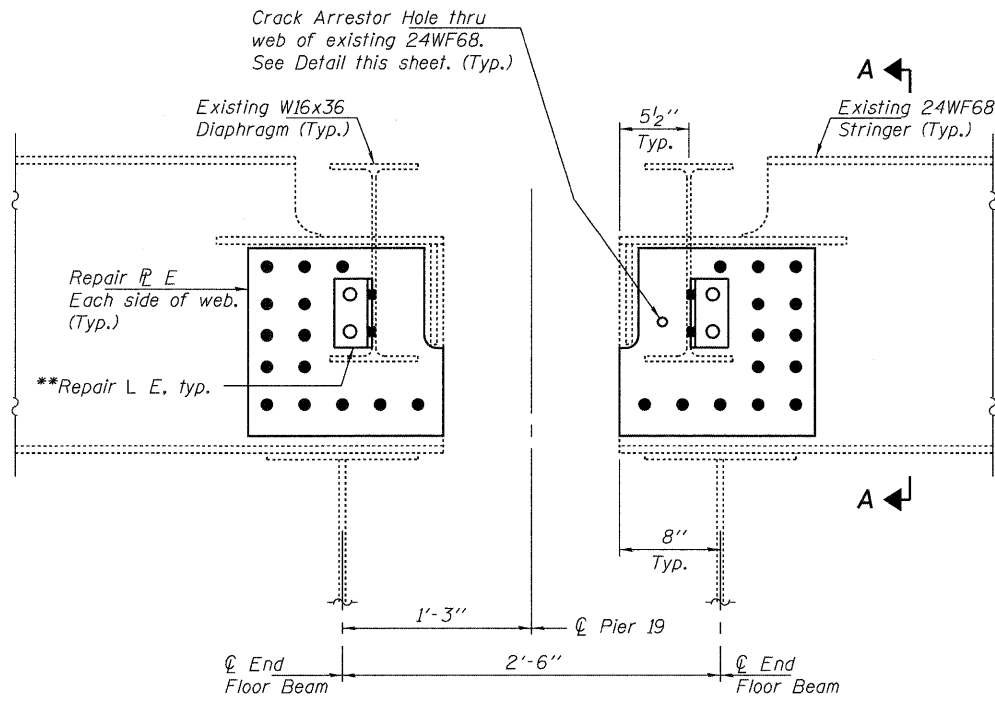
MISCELLANEOUS STEEL REPAIR DETAILS - 3
I-80 OVER MISSISSIPPI RIVER
STRUCTURE NO. 081-0011

DESIGNED RLM
CHECKED DWP
DRAWN AEC
CHECKED RLM
09/17/09



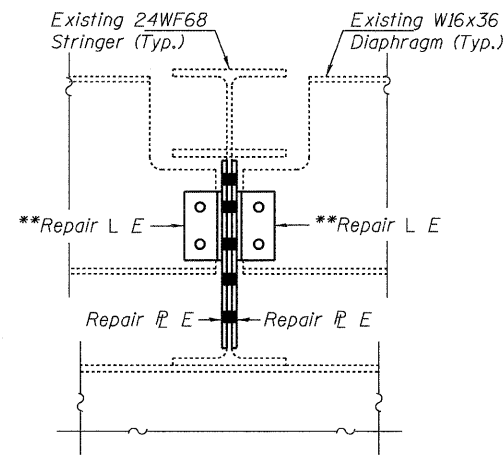
SHEET NO.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
19	80	(81-1B)M-4	ROCK ISLAND	75	46
33 SHEETS			SN 081-0011 CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



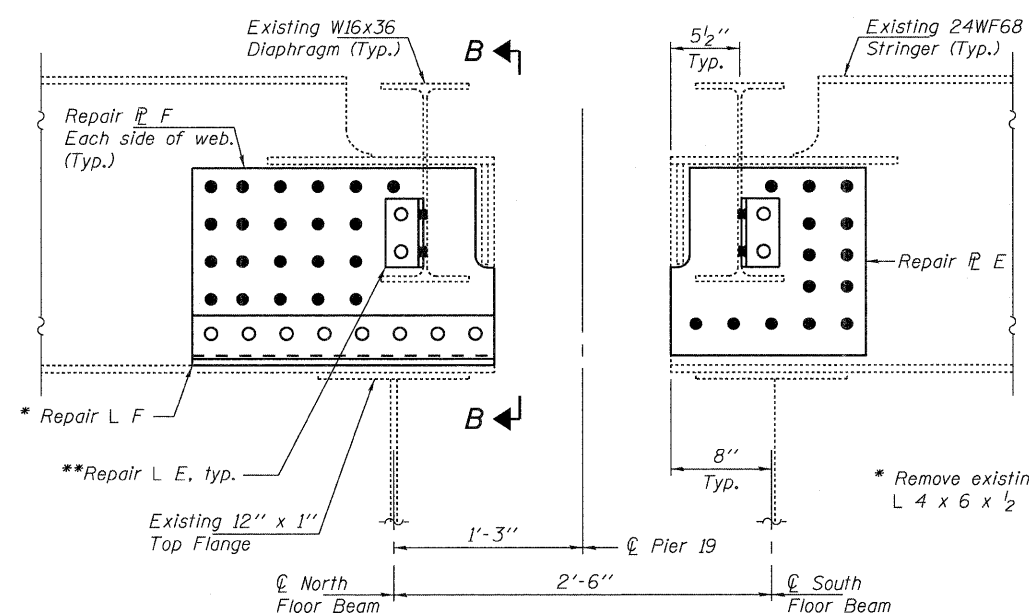
STRUCTURAL STEEL REPAIR E

Typical Stringers 3 thru 6 except North side of Stringer 4 (See Repair F)



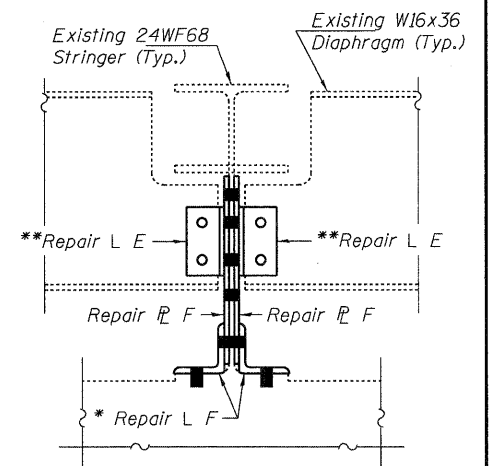
SECTION A-A

** Remove existing L 3 x 3 x 3/8



STRUCTURAL STEEL REPAIR F

Looking East at Stringer 4

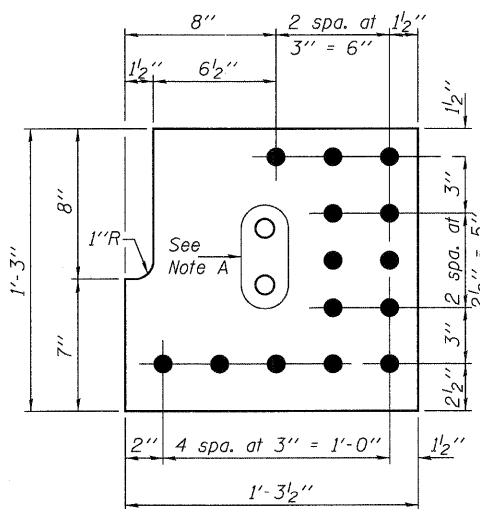


SECTION B-B

* Remove existing L 4 x 6 x 1/2

Note A:
Field drill holes using existing holes as template.
Remainder of holes may be shop or field drilled.

Note:
Gaps between the existing steel and the new steel angles and/or repair plates shall be sealed with an approval polyurethane sealant. The sealant shall be compatible with the proposed paint system and shall be submitted to the Engineer for approval prior to use. All costs associated with the installation of the sealant shall be included with the cost for Structural Steel Repair.

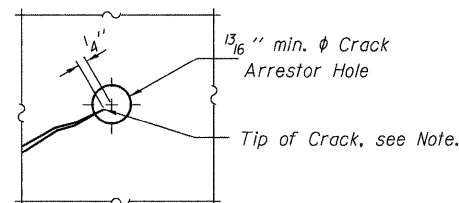


REPAIR P E

P 3/8" x 1'-3" x 1'-3 1/2" (14 Required)

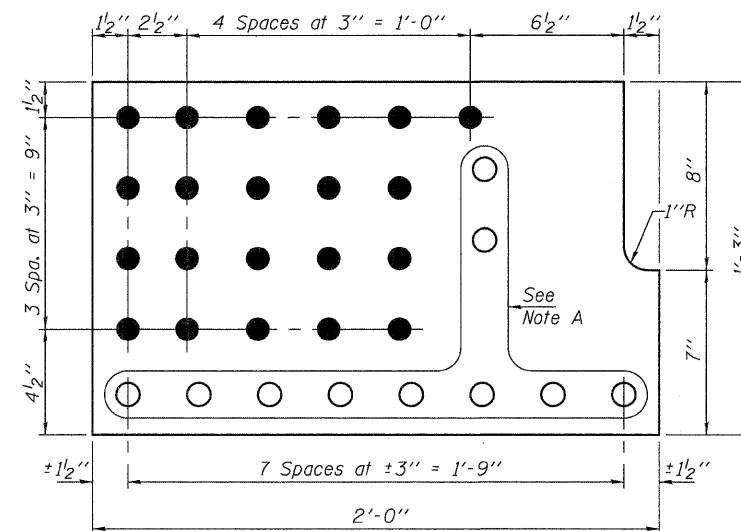
REPAIR ANGLE E

L 3 x 3 x 3/8 x 0'-5 1/2" (16 Req'd)
All Holes to be field drilled.



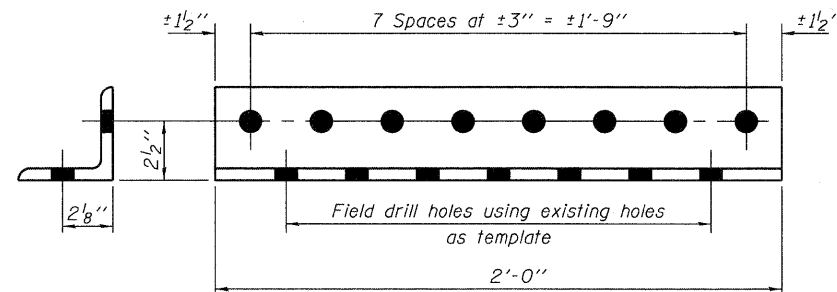
CRACK ARRESTOR HOLE DETAIL

Note: Locate crack tip using liquid dye penetrant or magnetic particle testing. Drill 1 3/16" min. diameter crack arrestor hole at the crack tip. After crack arrestor hole has been drilled, dye penetrant or magnetic particle testing shall be used to verify that the drilled hole has captured the crack tip. Cost shall be included with Structural Steel Repair.



REPAIR P F

P 3/8" x 1'-3" x 2'-0" (2 Required)



REPAIR ANGLE F

L 4 x 4 x 1/2 x 2'-0" (2 Req'd)
All Holes to be field drilled.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	660

MISCELLANEOUS STEEL REPAIR DETAILS - 4

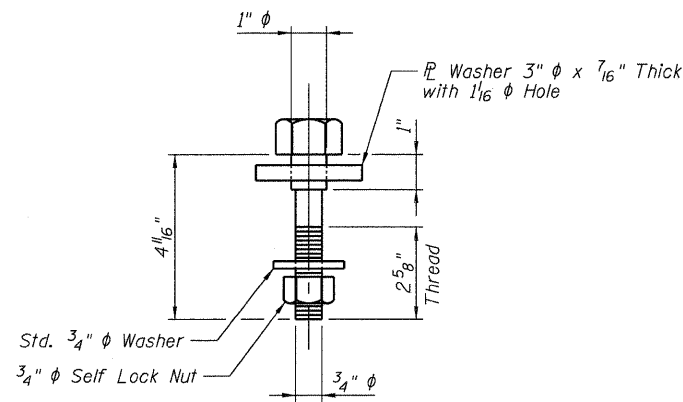
**I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011**

DESIGNED	IDOT
CHECKED	IDOT
DRAWN	IDOT
CHECKED	IDOT

09/17/09

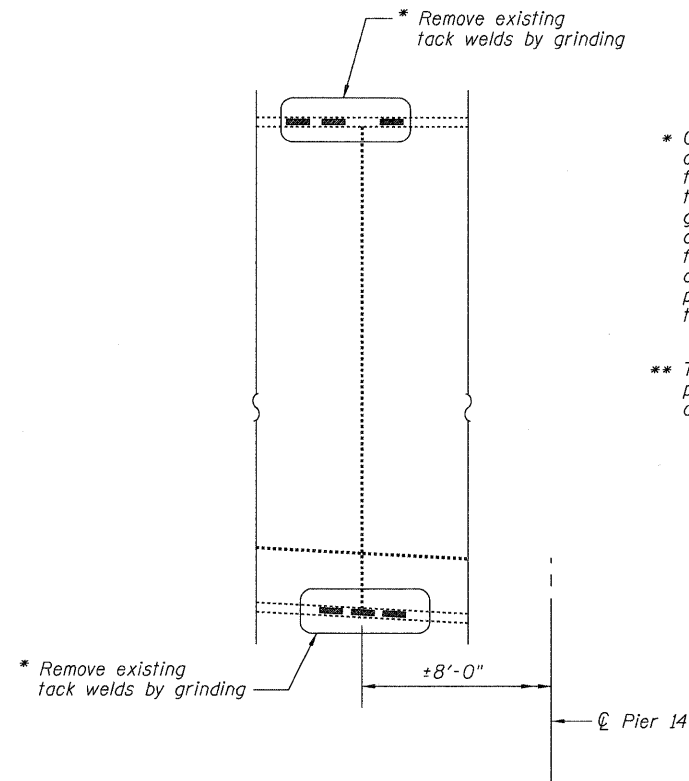
SHEET NO. 20 33 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	80	(81-1B)M-4	ROCK ISLAND	75	47
	SN 081-0011		CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SHOULDER BOLT DETAIL

Note:
Install shoulder bolts with 1/16" gap between bolt head and plate washer.

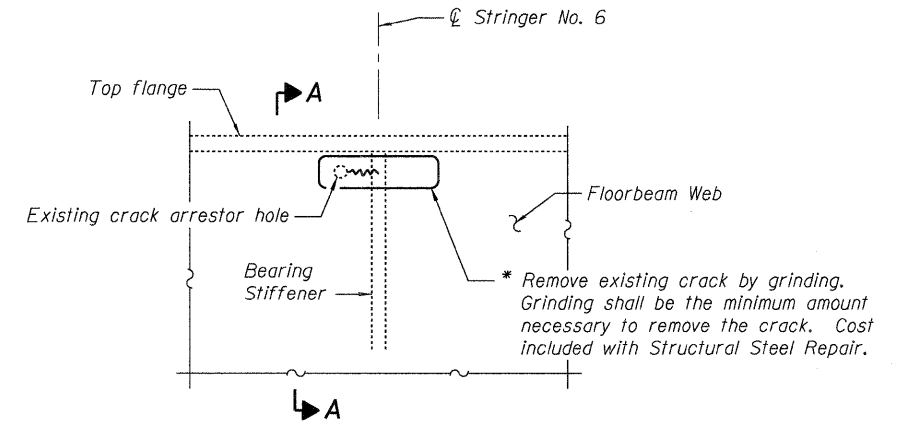


**TACK WELD REMOVAL
SPAN 15, INSIDE SOUTH GIRDER**

(Looking West)

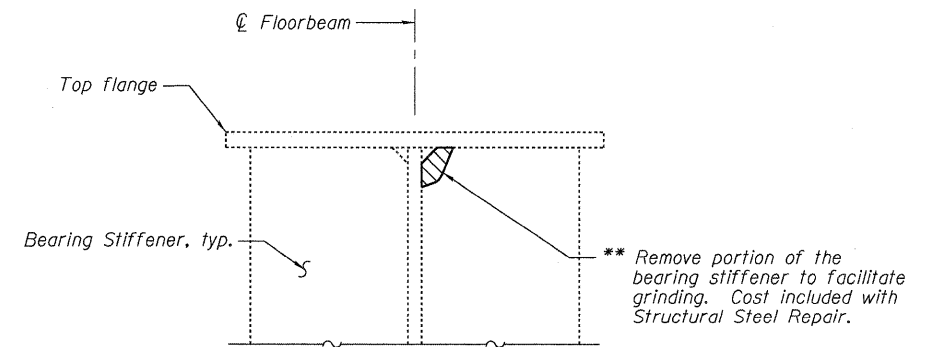
* Grinding shall be done parallel to the longitudinal axis of the member. Ground surfaces shall be inspected for cracks using dye penetrant or magnetic particle testing. Any cracks that can not be removed by grinding approximately 1/4" deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. Ground surfaces shall be spot cleaned and painted with an aluminum epoxy mastic primer followed by a final coat to match the color of the existing beam.

** The Contractor shall submit limits of removal and procedure for approval to the Engineer prior to commencing work.



**STRUCTURAL STEEL REPAIR I
PIER 13, FLOORBEAM 7**

Looking South



SECTION A-A

Note:
Coordinate Structural Steel Repair I with field welding of stiffeners, see Sheet No. 33 of 33 for details.

MISSING FASTENER REPLACEMENT

SPAN	MEMBER	LOCATION	REQUIRED NO. BOLTS	BOLT LENGTH	THREAD LENGTH
10	Stringer 5 at Floorbeam 5	Stringer to floorbeam connection / fixed side of relief joint	2	2 5/16"	1 1/2"
11	Stringer 5 at Floorbeam 6	Stringer to floorbeam connection / expansion side of relief joint	2	See Shoulder Bolt Detail	
14	Floorbeam 4 at Inside North Girder	Floorbeam bottom flange to girder connection	1	2 5/16"	1 1/2"
17	Stringer 6 at Floorbeam 5	Stringer to floorbeam connection / expansion side of relief joint	1	See Shoulder Bolt Detail	

Note:
Missing fasteners shall be replaced with 7/8" φ H.S. bolts unless noted otherwise.

Note:
All costs associated with replacing missing fasteners and removing tack welds shall be included with the cost for Structural Steel Repair.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	10

**MISCELLANEOUS STEEL
REPAIR DETAILS - 5
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011**

DESIGNED	RLM
CHECKED	DWP
DRAWN	AEC
CHECKED	RLM

09/17/09



SHEET NO.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	80	(81-1B)M-4	ROCK ISLAND	75	48
33 SHEETS		SN 081-0011			CONTRACT NO. 64F31
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
* d(E)	208	#5	21'-3"	—
** d ₁ (E)	160	#5	20'-6"	—
d ₂ (E)	96	#6	6'-0"	—
d ₃ (E)	16	#5	2'-0"	—
b(E)	800	#5	3'-3"	—
d(E)	96	#5	3'-0"	┘
d ₁ (E)	96	#5	2'-7"	┘
d ₂ (E)	96	#4	3'-0"	┘
d ₃ (E)	96	#4	3'-11"	┘
e(E)	96	#4	4'-2"	—
e ₁ (E)	32	#8	4'-2"	—
e ₂ (E)	32	#5	4'-2"	—
x(E)	492	#6	4'-11"	┘
Reinforcement Bars, Epoxy Coated	Pound		17,040	
Concrete Removal Superstructure	Cu. Yd.		48.6	
Mechanical Splice	Each		1328	

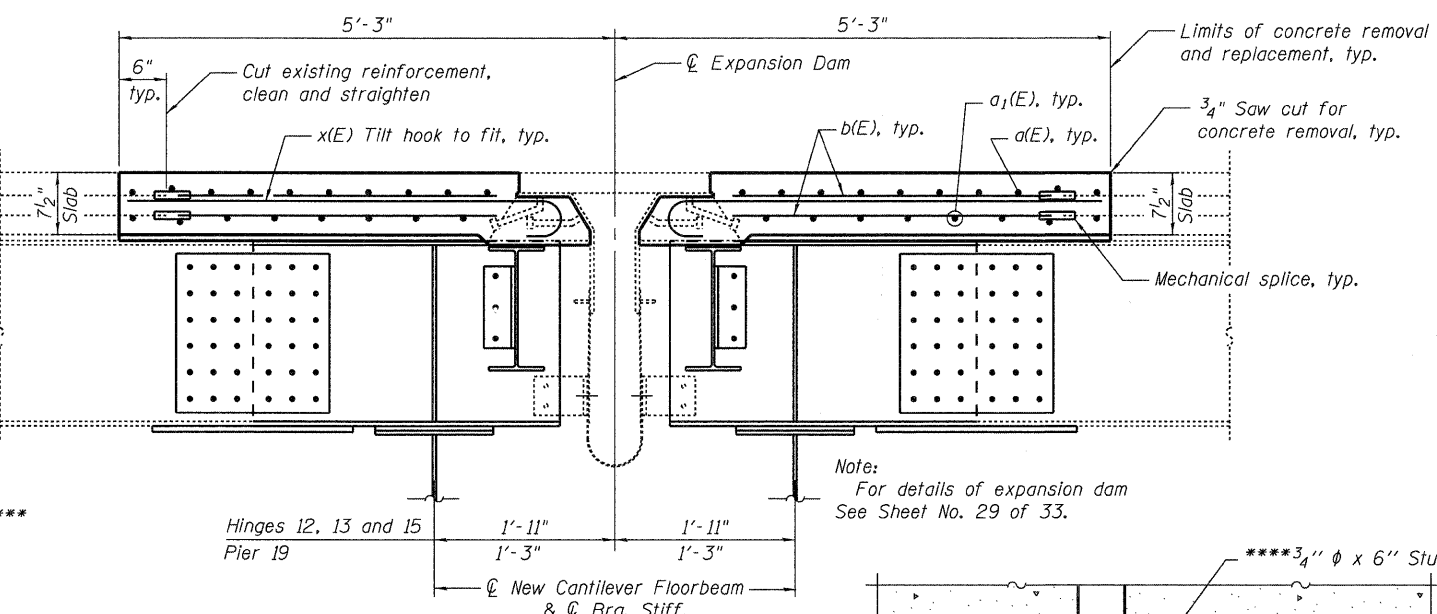
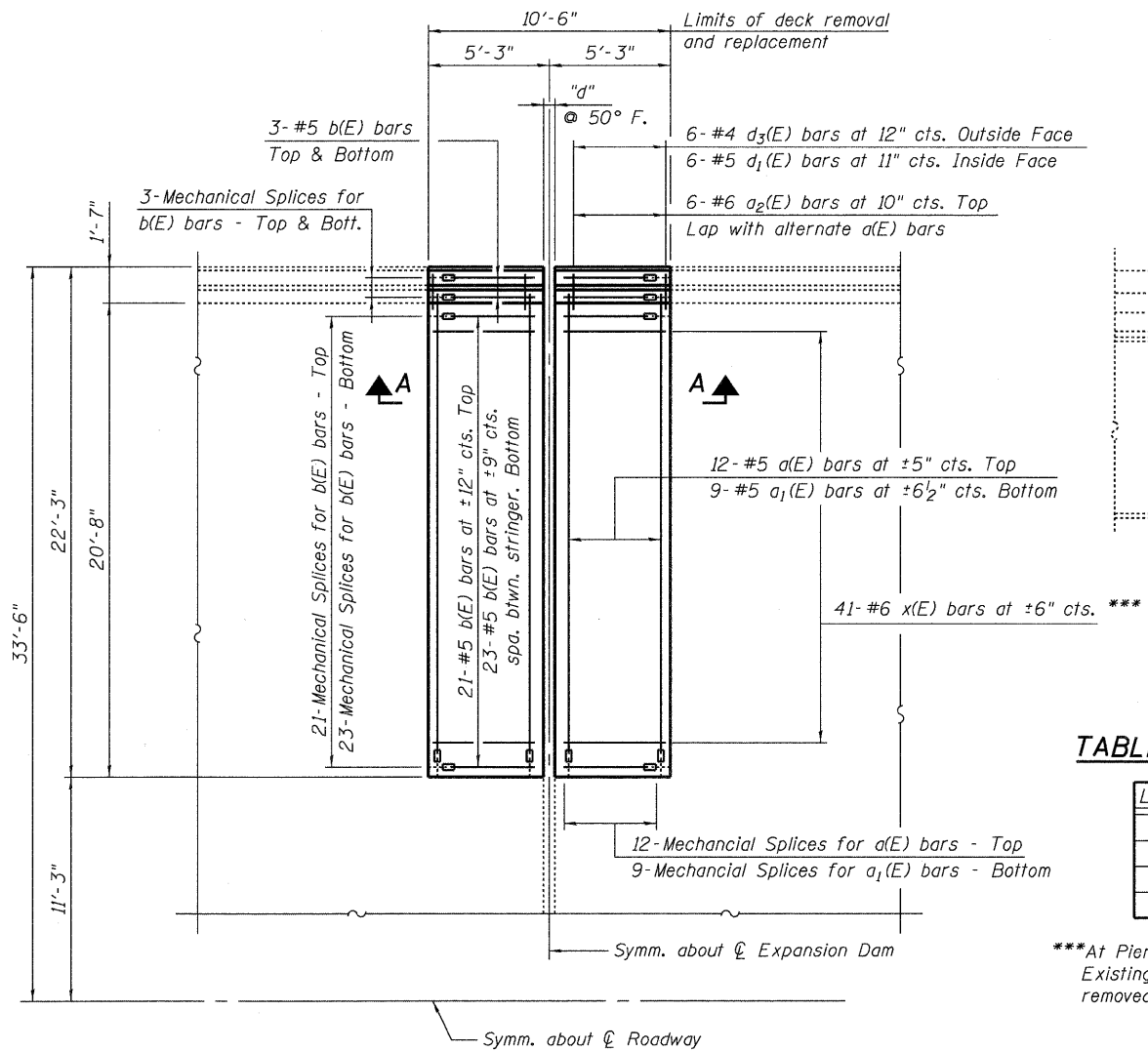
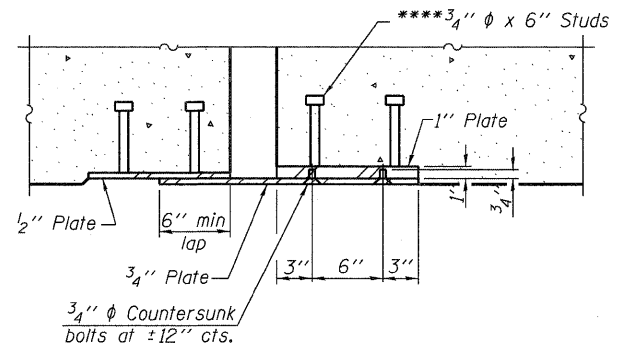


TABLE OF DIMENSIONS

LOCATION	"d"
Hinge 12	6"
Hinge 13	5 1/4"
Hinge 15	6"
Pier 19	6 3/4"

***At Pier Hinges 12, 13 and 15 only.
Existing #6 hooked bars shall be removed.

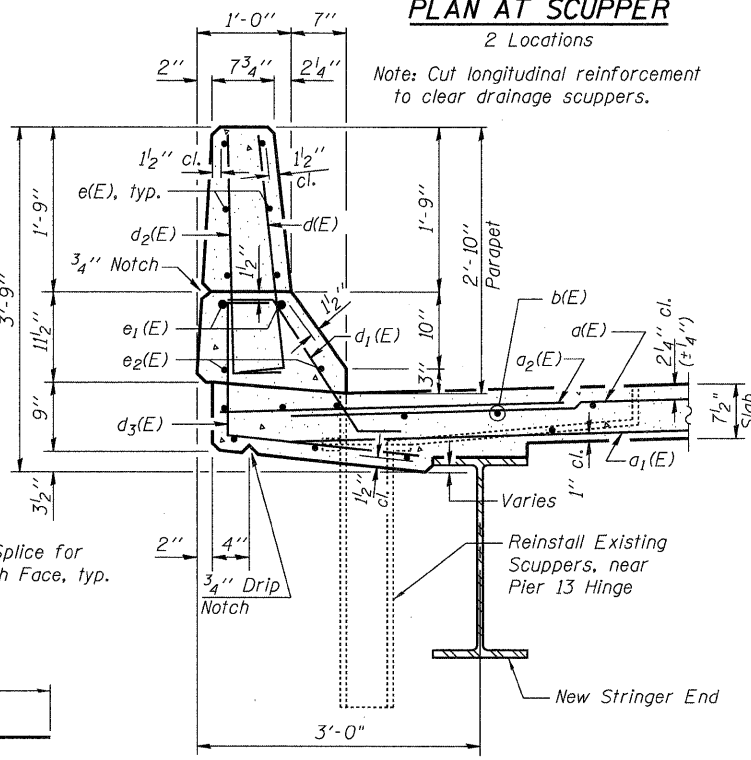
Note:
For details of expansion dam
See Sheet No. 29 of 33.



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

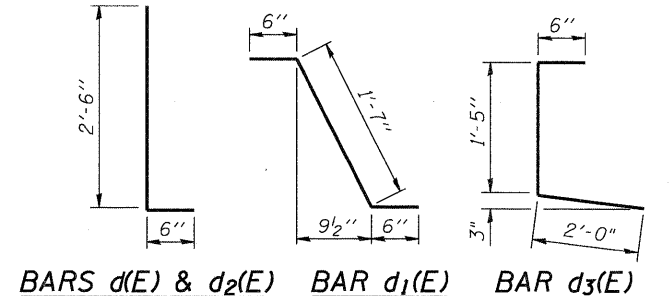
PLAN AT SCUPPER

2 Locations
Note: Cut longitudinal reinforcement to clear drainage scuppers.



SECTION THRU PARAPET AT JOINT

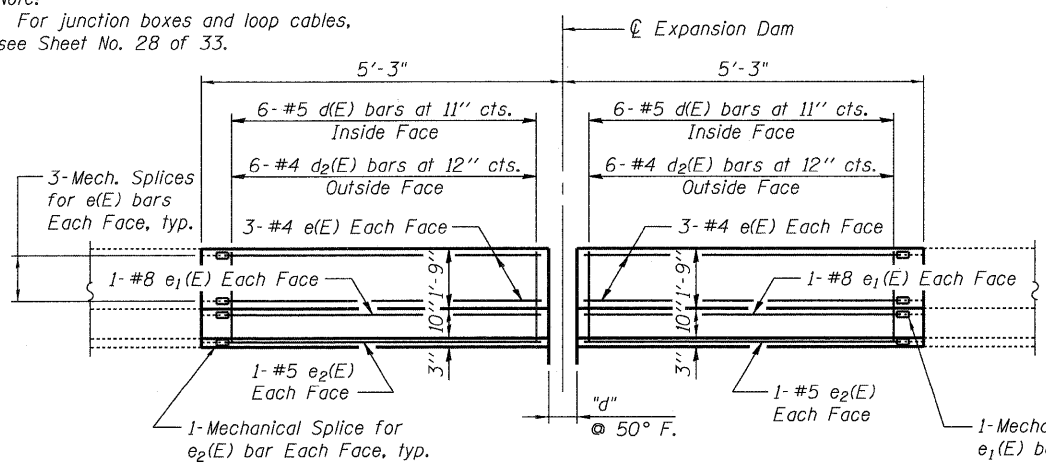
Note:
Cost of sliding plate assembly at the parapets shall be included with Expansion Joint (Special).
Sliding plate assembly shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.



PARTIAL DECK REMOVAL AND REPLACEMENT AT EXPANSION DAMS I-80 OVER MISSISSIPPI RIVER STRUCTURE NO. 081-0011

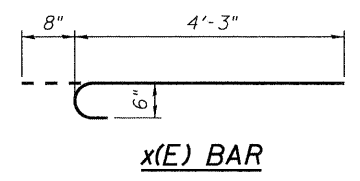
PARTIAL DECK PLAN AT EXPANSION DAM FOR PIER HINGES 12, 13, 15 AND AT PIER 19

Note:
For junction boxes and loop cables, see Sheet No. 28 of 33.



INSIDE ELEVATION OF PARAPET

DESIGNED	YSS
CHECKED	DWP
DRAWN	PRC
CHECKED	YSS



SECTION THRU PARAPET Showing Scupper

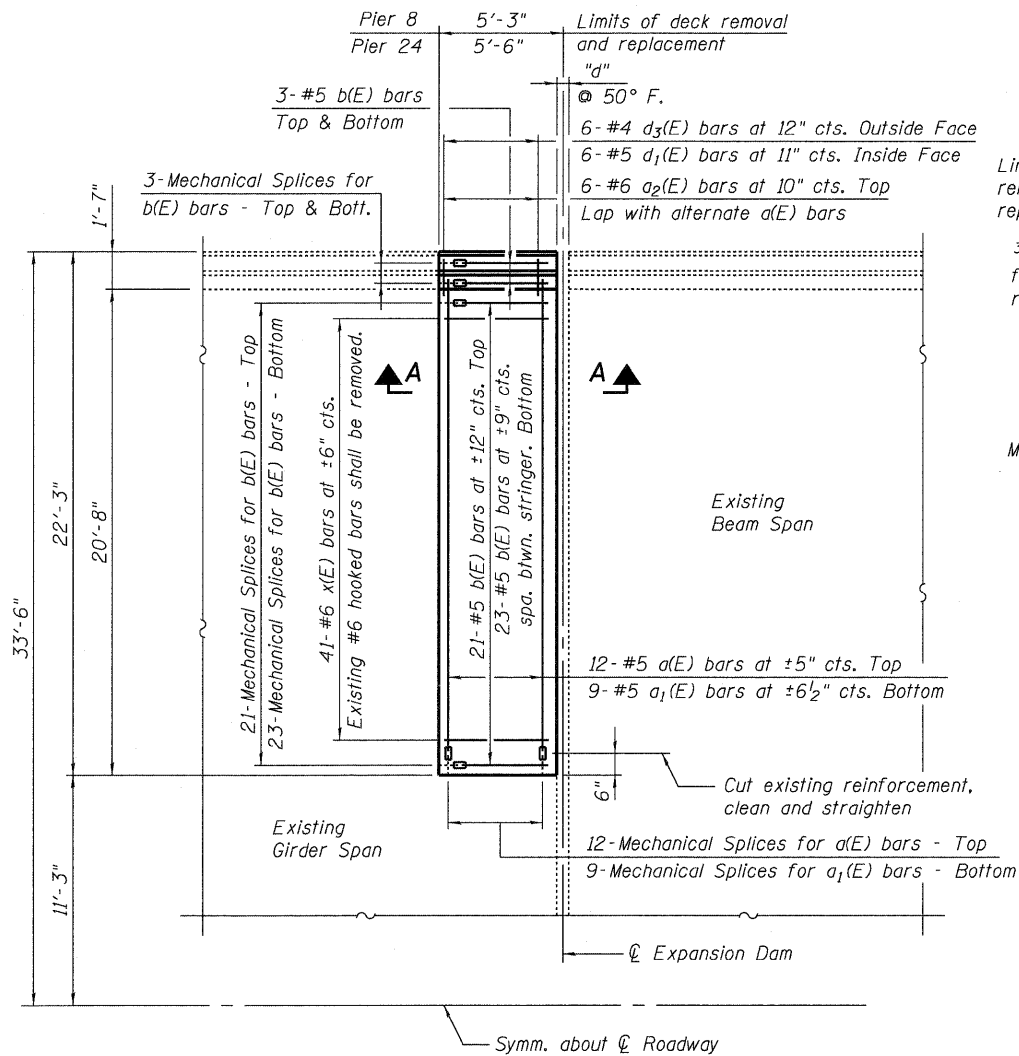
SHEET NO. 22 33 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	80	(81-1B)M-4	ROCK ISLAND	75	49
		SN 081-0011	CONTRACT NO. 64F31		
		FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	

09/17/09

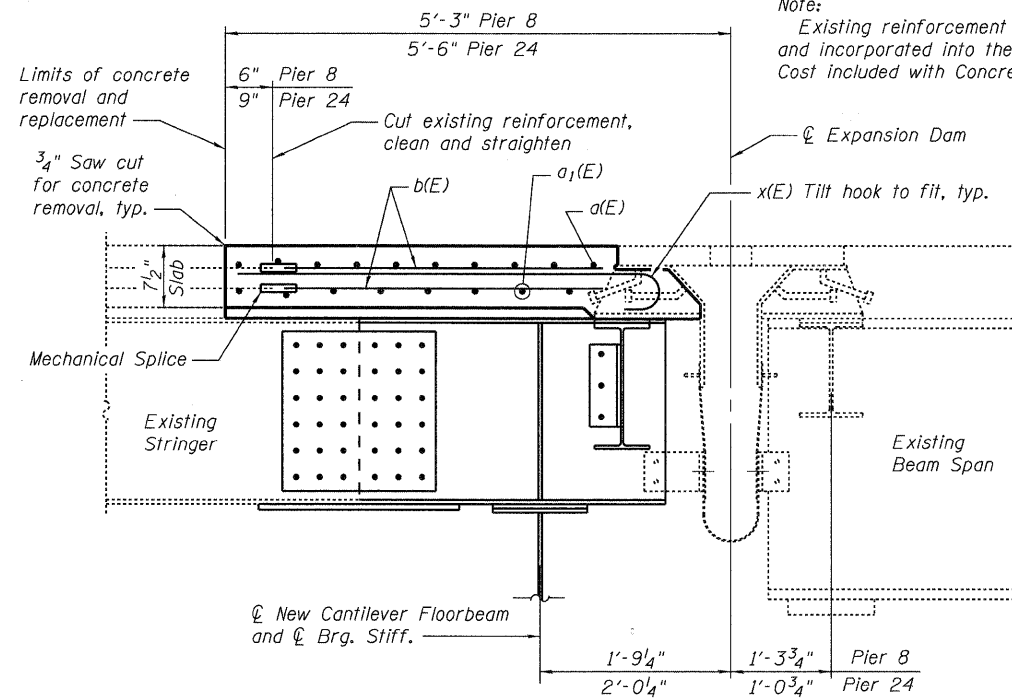
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	52	#5	21'-3"	—
a ₁ (E)	40	#5	20'-6"	—
a ₂ (E)	24	#6	6'-0"	—
b(E)	200	#5	3'-3"	—
d(E)	24	#5	3'-0"	┘
d ₁ (E)	24	#5	2'-7"	┘
d ₂ (E)	24	#4	3'-0"	┘
d ₃ (E)	24	#4	3'-11"	┘
e(E)	24	#4	4'-2"	—
e ₁ (E)	8	#8	4'-2"	—
e ₂ (E)	8	#5	4'-2"	—
x(E)	164	#6	4'-11"	┘
Reinforcement Bars, Epoxy Coated		Pound	4560	
Concrete Removal		Cu. Yd.	12.3	
Concrete Superstructure		Cu. Yd.	12.3	
Mechanical Splice		Each	332	

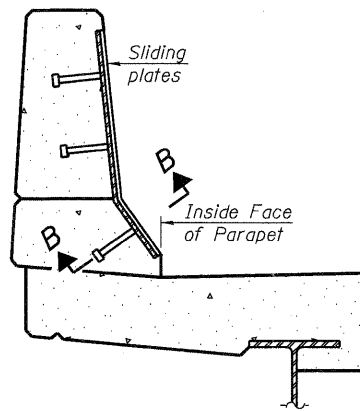


**PARTIAL DECK PLAN AT EXPANSION DAM
FOR PIER 8 AND 24**



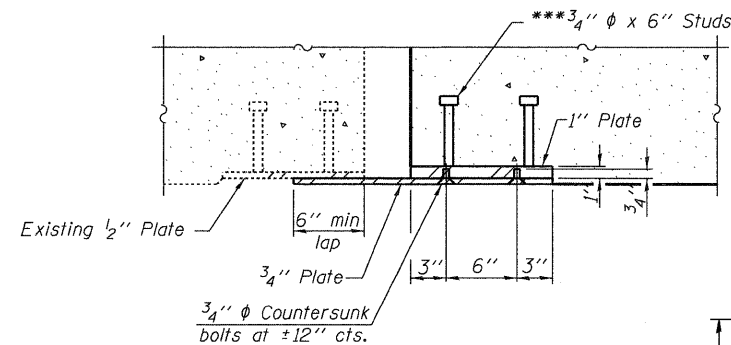
SECTION A-A

Note:
For details of expansion dam,
See Sheet No. 29 of 33.



**SECTION THRU
PARAPET AT JOINT**

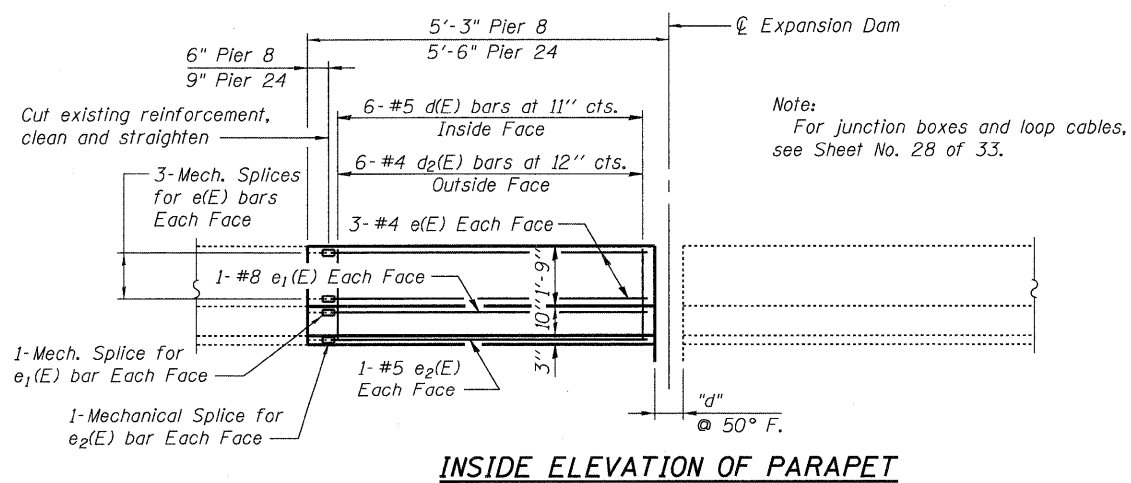
Note:
Cost of sliding plate assembly at the parapets
shall be included with Expansion Joint (Special).
Sliding plate assembly shall be galvanized after
fabrication according to Article 520.03 of the
Standard Specifications.



SECTION B-B

Pier 8 shown, Pier 24 similar

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



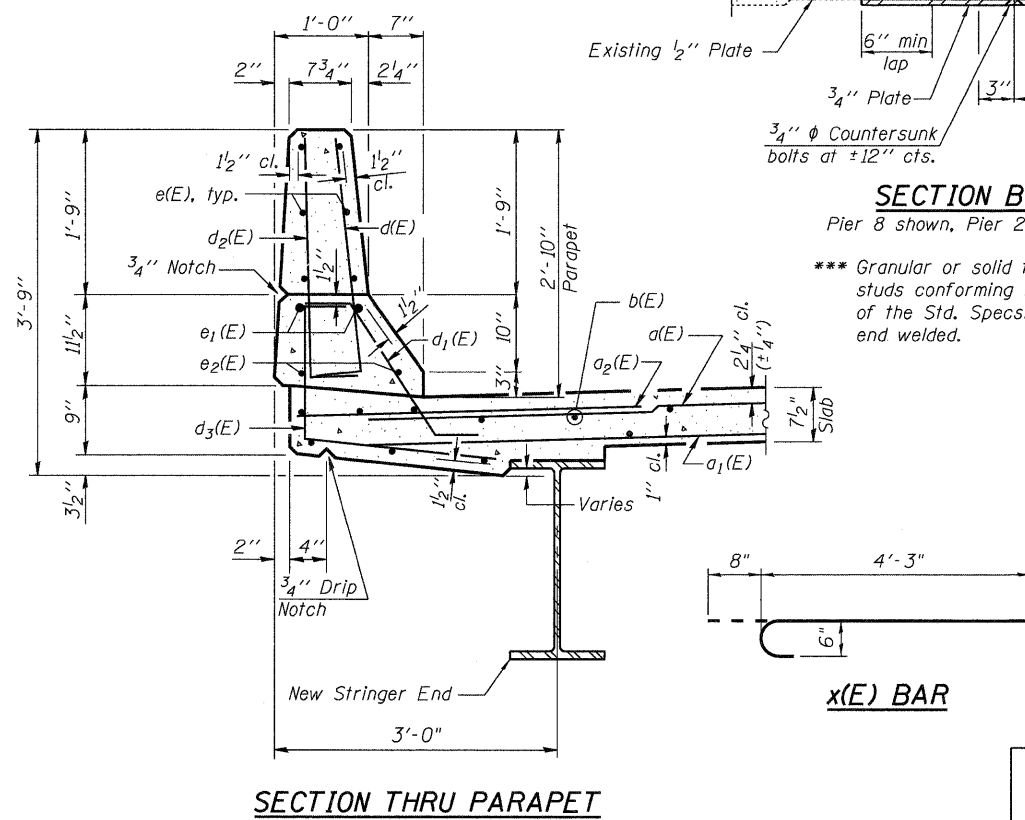
INSIDE ELEVATION OF PARAPET

DESIGNED	YSS
CHECKED	DWP
DRAWN	PRC
CHECKED	YSS

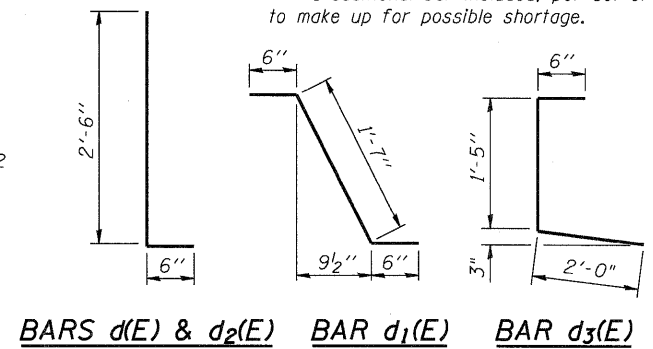


TABLE OF DIMENSIONS

LOCATION	"d"
Pier 8	6"
Pier 24	6 3/4"



SECTION THRU PARAPET



**PARTIAL DECK REMOVAL AND
REPLACEMENT AT EXPANSION DAMS PIER 8 AND 24
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011**

SHEET NO. 23 33 SHEETS	F.A.I. RTE. 80	SECTION (81-1B)M-4	COUNTY ROCK ISLAND	TOTAL SHEETS 75	SHEET NO. 50
	SN 081-0011		CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

09/17/09

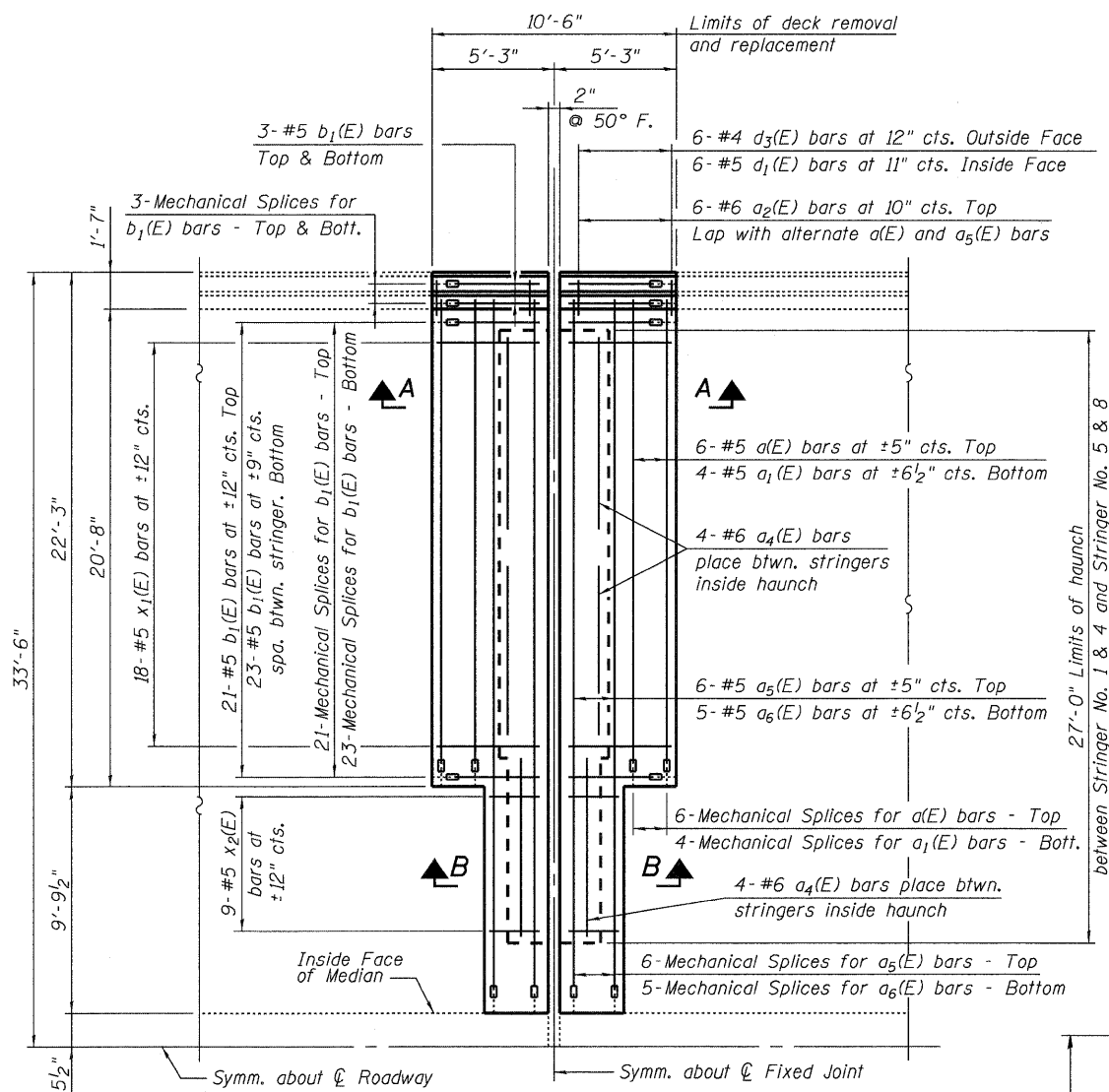
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Note:
For details of preformed joint strip seal,
See Sheet No. 30 of 33.

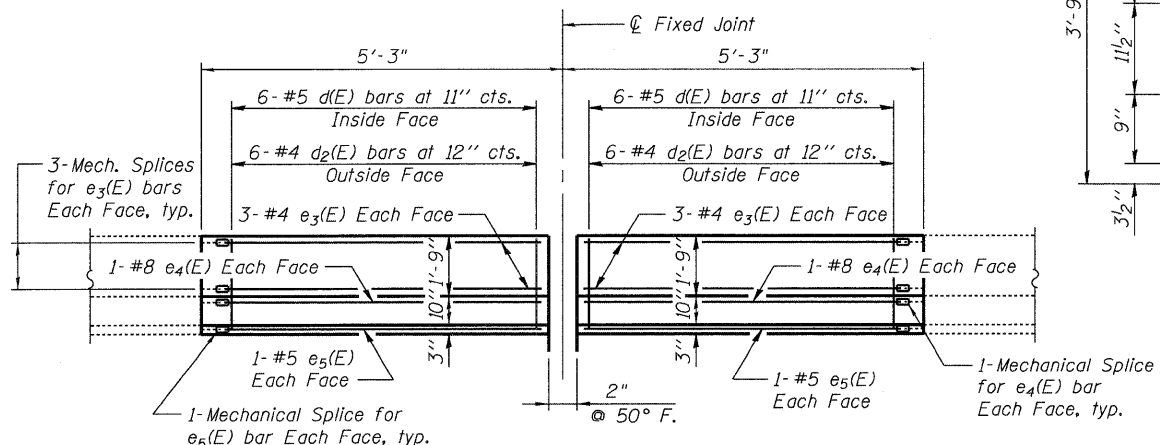
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
* d(E)	28	#5	21'-3"	—
** a ₁ (E)	20	#5	20'-6"	—
a ₂ (E)	24	#6	6'-0"	—
a ₃ (E)	16	#5	2'-0"	—
a ₄ (E)	48	#6	10'-1"	⌋
* a ₅ (E)	28	#5	31'-1"	—
*** a ₆ (E)	24	#5	30'-4"	—
b ₁ (E)	200	#5	4'-5"	—
d(E)	24	#5	3'-0"	⌋
d ₁ (E)	24	#5	2'-7"	⌋
d ₂ (E)	24	#4	3'-0"	⌋
d ₃ (E)	24	#4	3'-11"	⌋
e ₃ (E)	24	#4	4'-5"	—
e ₄ (E)	8	#8	4'-5"	—
e ₅ (E)	8	#5	4'-5"	—
x ₁ (E)	72	#5	6'-1"	⌋
x ₂ (E)	36	#5	3'-9"	⌋
Reinforcement Bars, Epoxy Coated		Pound	5670	
Concrete Removal		Cu. Yd.	15.7	
Concrete Superstructure		Cu. Yd.	19.0	
Mechanical Splice		Each	340	

Notes:
Reinforcement bars designated (E) shall be epoxy coated.
* 1 additional bar included, per set of 6, to make up for possible shortage.
** 1 additional bar included, per set of 4, to make up for possible shortage.
*** 1 additional bar included per set of 5, to make up for possible shortage.



PARTIAL DECK PLAN AT FIXED JOINT FOR HINGE 14

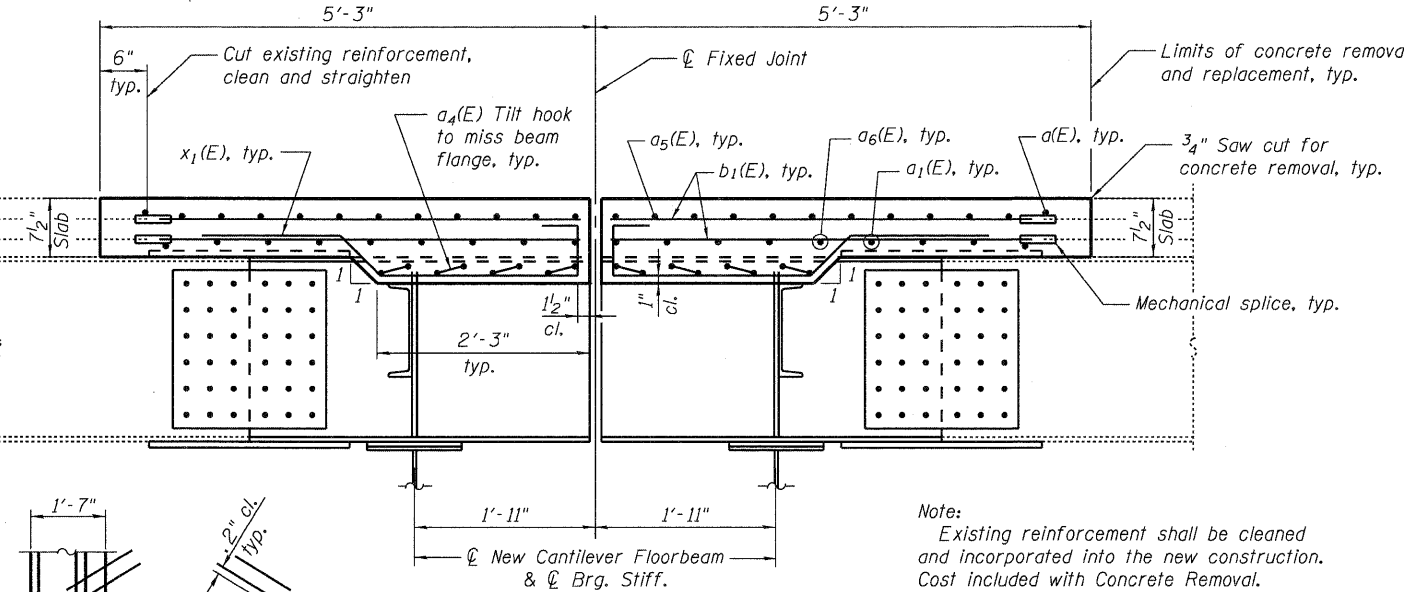


INSIDE ELEVATION OF PARAPET

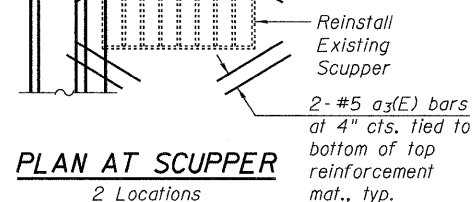
DESIGNED	YSS
CHECKED	DWP
DRAWN	PRC
CHECKED	YSS



Note:
Remove and replace conduit runs in parapet.
Cost included with Concrete Superstructure.

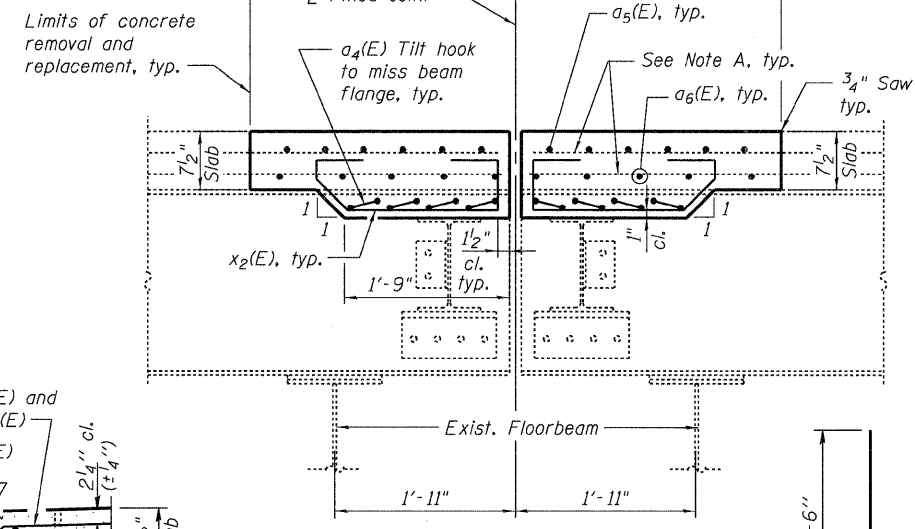


SECTION A-A



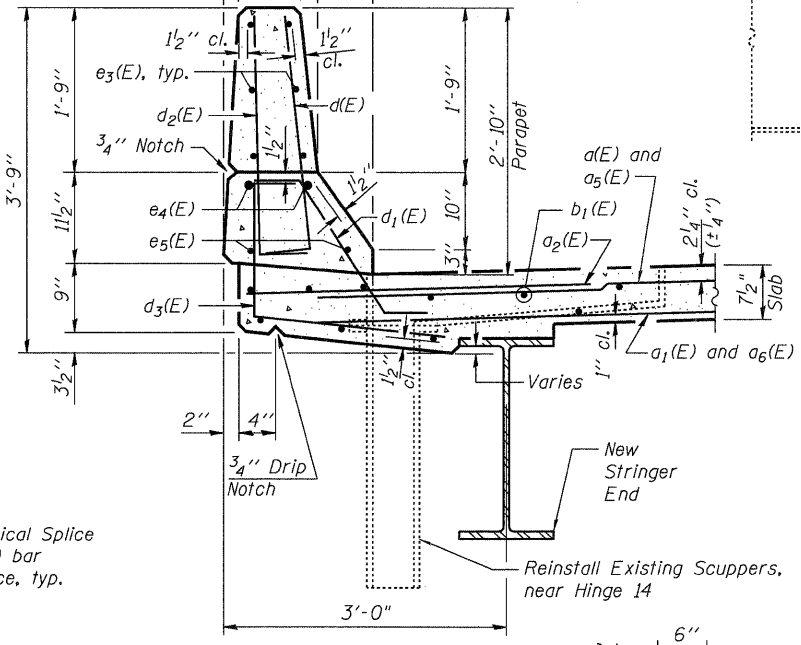
PLAN AT SCUPPER

Note: Cut longitudinal reinforcement to clear drainage scuppers.



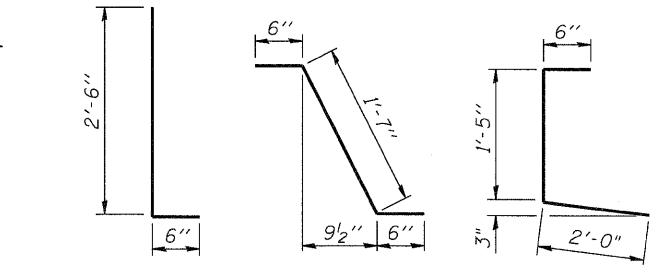
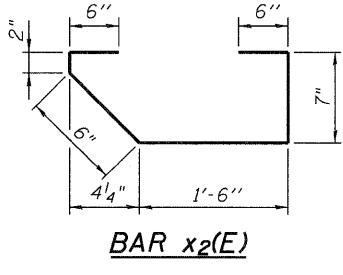
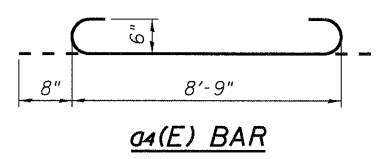
SECTION B-B

Note A:
Existing longitudinal slab reinforcement to remain in place, clean, straighten and incorporate into repair



SECTION THRU PARAPET

Showing Scupper

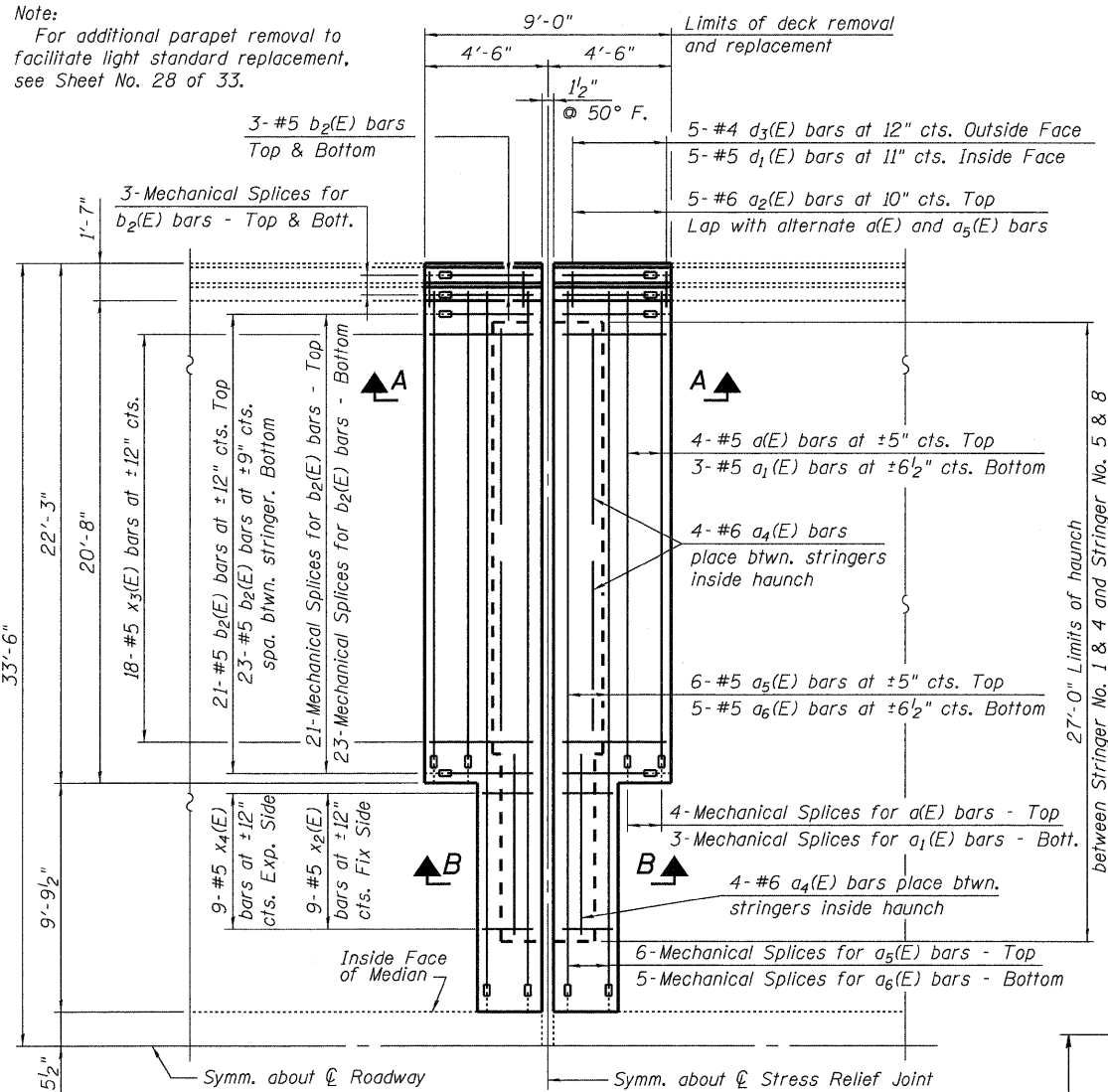


PARTIAL DECK REMOVAL AND REPLACEMENT AT HINGE 14 I-80 OVER MISSISSIPPI RIVER STRUCTURE NO. 081-0011

SHEET NO. 24 33 SHEETS	F.A.I. RTE. 80	SECTION (81-1B)M-4	COUNTY ROCK ISLAND	TOTAL SHEETS 75	SHEET NO. 51
	SN 081-0011		CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

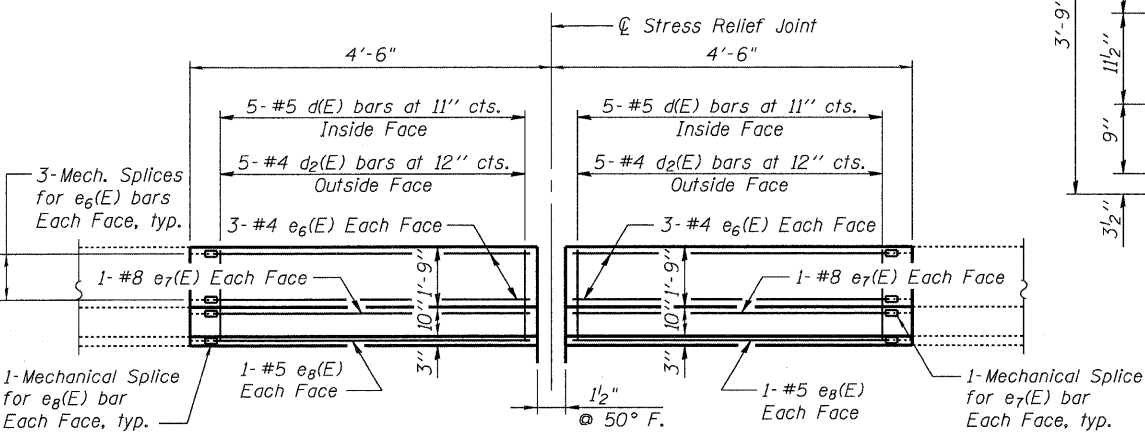
09/17/09

Note:
For additional parapet removal to facilitate light standard replacement, see Sheet No. 28 of 33.



PARTIAL DECK PLAN AT STRESS RELIEF JOINT

21 Locations, except for locations shown on Sheet No. 26 of 33.



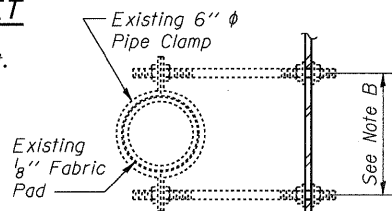
INSIDE ELEVATION OF PARAPET

Note:
Remove and replace conduit runs in parapet. Cost included with Concrete Superstructure.

DESIGNED	YSS
CHECKED	DWP
DRAWN	PRC
CHECKED	YSS



09/17/09

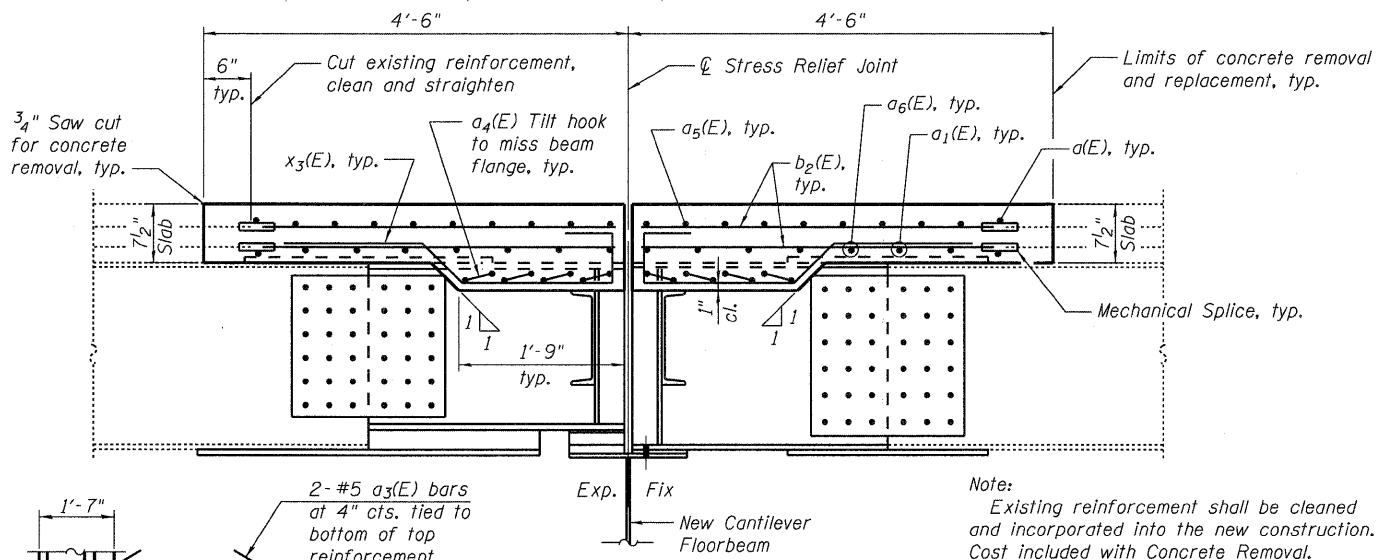


SECTION C-C

Note B: Dimension as required by Pipe Clamp

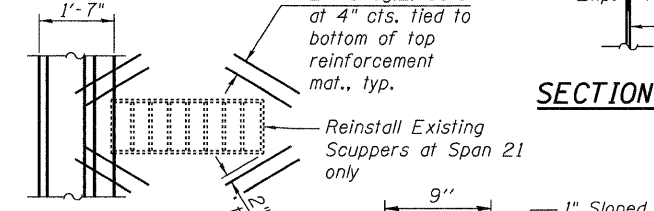
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

Note:
For details of preformed joint strip seal, See No. sheet 30 of 33.



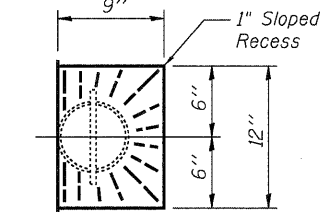
SECTION A-A

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

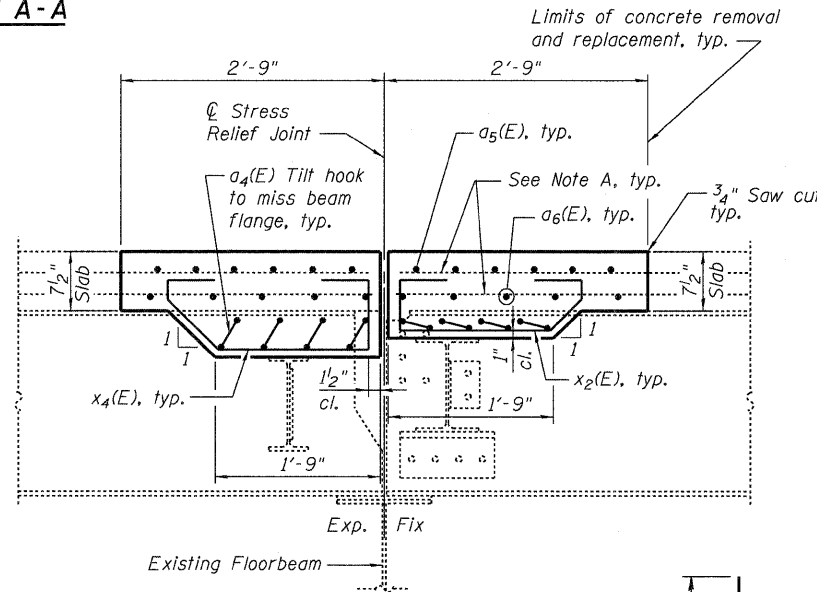


PLAN AT SCUPPER

2 Locations
Note: Cut longitudinal reinforcement to clear drainage scuppers.

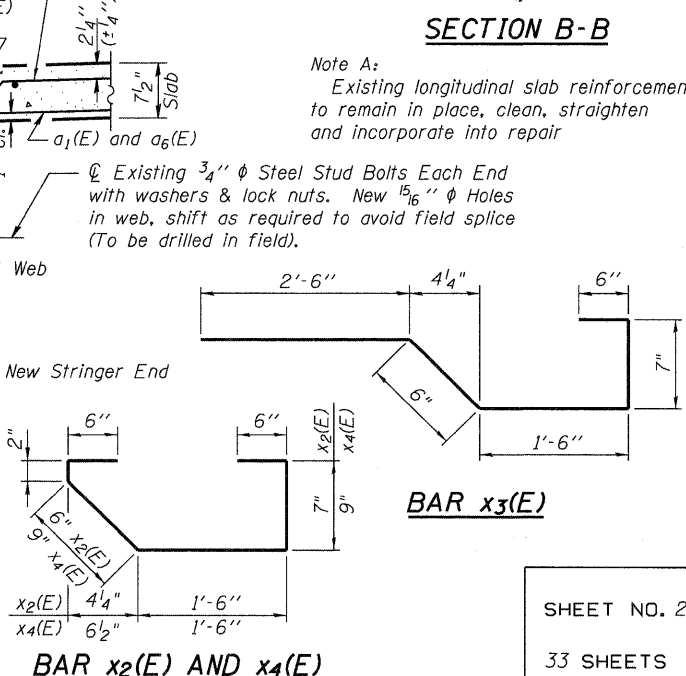


DRAIN RECESS

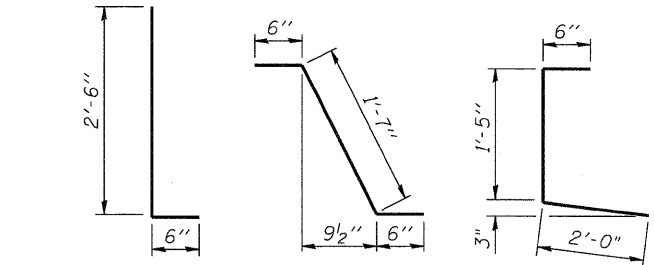


SECTION B-B

Note A:
Existing longitudinal slab reinforcement to remain in place, clean, straighten and incorporate into repair



BARS d(E) & d2(E) BAR d1(E) BAR d3(E)



PARTIAL DECK REMOVAL AND REPLACEMENT AT RELIEF JOINTS - 1 I-80 OVER MISSISSIPPI RIVER STRUCTURE NO. 081-0011

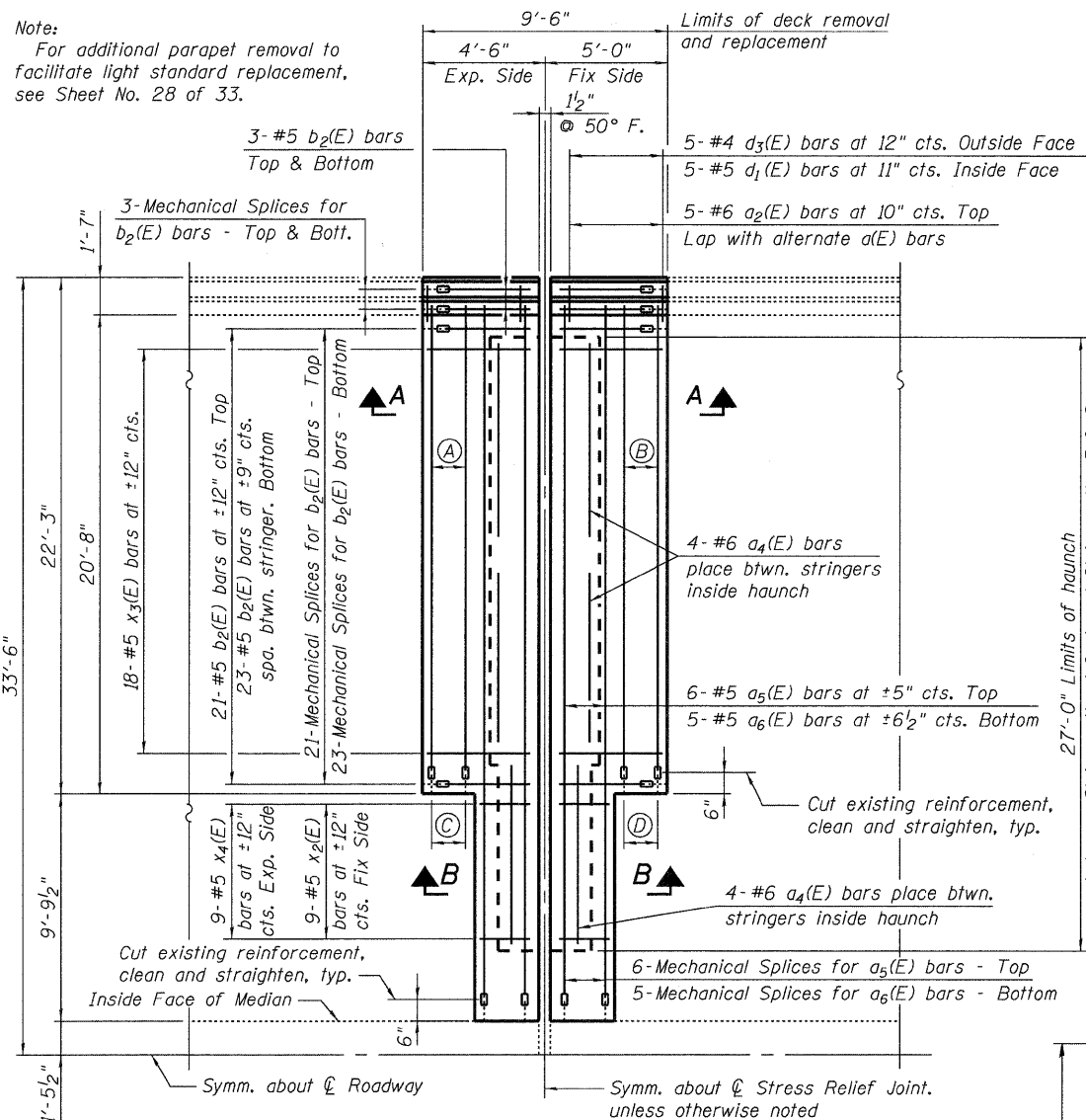
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
* a(E)	420	#5	21'-3"	—
** a1(E)	336	#5	20'-6"	—
a2(E)	420	#6	6'-0"	—
a3(E)	16	#5	2'-0"	—
a4(E)	1008	#6	10'-1"	—
*** a5(E)	588	#5	31'-1"	—
**** a6(E)	504	#5	30'-4"	—
b2(E)	4200	#5	3'-8"	—
d(E)	420	#5	3'-0"	—
d1(E)	420	#5	2'-7"	—
d2(E)	420	#4	3'-0"	—
d3(E)	420	#4	3'-11"	—
e6(E)	504	#4	3'-8"	—
e7(E)	168	#8	3'-8"	—
e8(E)	168	#5	3'-8"	—
x2(E)	378	#5	3'-9"	—
x3(E)	1512	#5	5'-7"	—
x4(E)	378	#5	4'-2"	—
Reinforcement Bars, Epoxy Coated		Pound	106,490	
Concrete Removal		Cu. Yd.	289.3	
Concrete Superstructure		Cu. Yd.	354.7	
Mechanical Splice		Each	6888	

Notes:
Reinforcement bars designated (E) shall be epoxy coated.
* 1 additional bar included, per set of 4, to make up for possible shortage.
** 1 additional bar included, per set of 3, to make up for possible shortage.
*** 1 additional bar included per set of 6, to make up for possible shortage.
**** 1 additional bar included per set of 5, to make up for possible shortage.

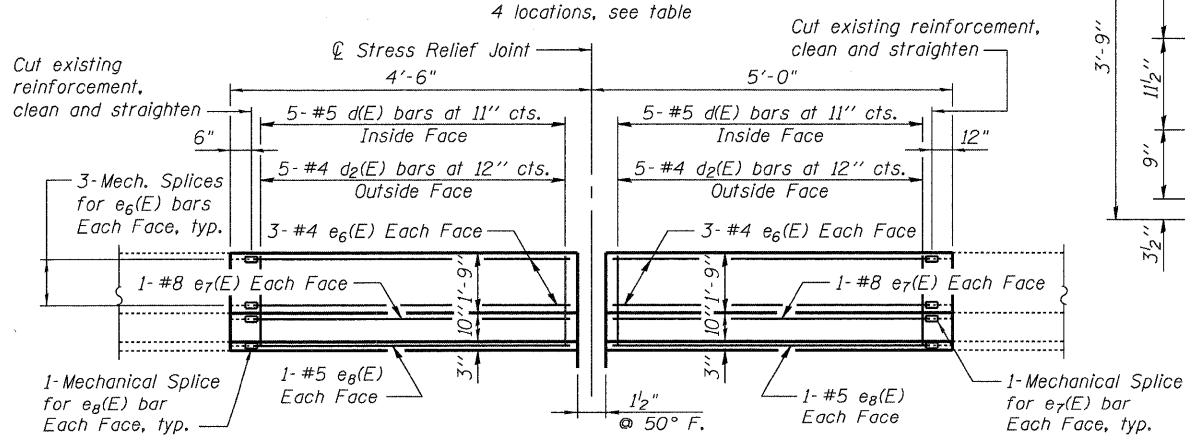
SHEET NO. 25	F.A.I. RTE. 80	SECTION (81-1B)M-4	COUNTY ROCK ISLAND	TOTAL SHEETS 75	SHEET NO. 52
33 SHEETS	SN 081-0011		CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

Note:
For additional parapet removal to facilitate light standard replacement, see Sheet No. 28 of 33.



PARTIAL DECK PLAN AT STRESS RELIEF JOINT

4 locations, see table



INSIDE ELEVATION OF PARAPET

Note:
Remove and replace conduit runs in parapet.
Cost included with Concrete Superstructure.

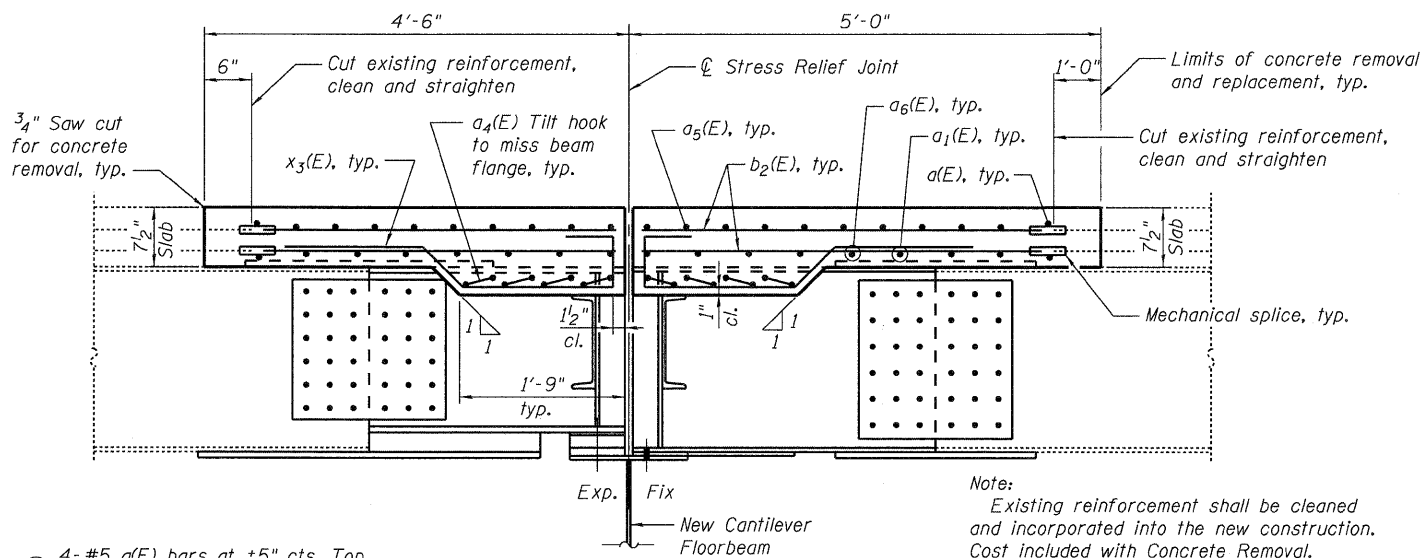
TABLE OF LOCATIONS

SPAN	FLRBM. NO.
9	FB4
19	FB3
22	FB3
	FB6

Note: For floorbeam locations, see Sheet Nos. 6 and 7 of 33.

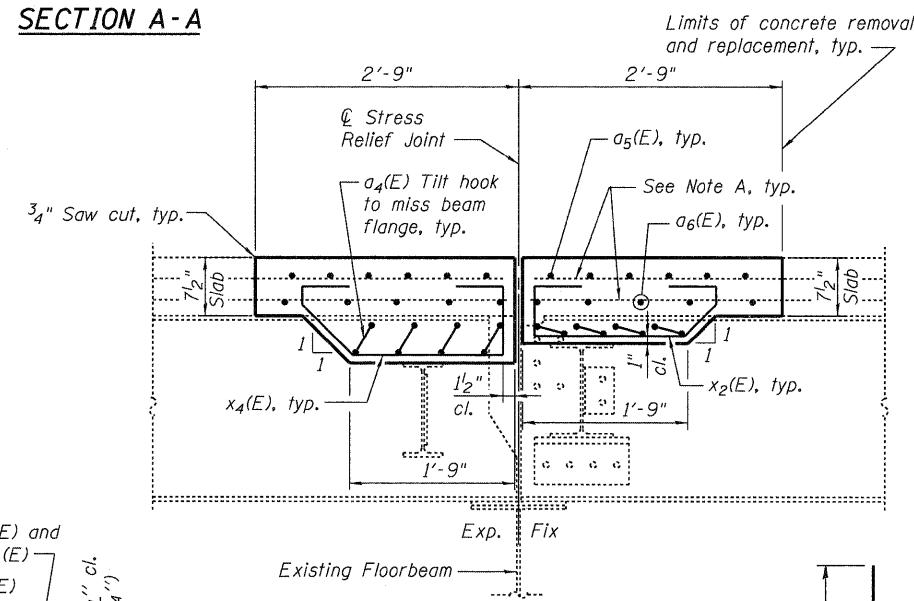
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

Note:
For details of preformed joint strip seal, see No. sheet 30 of 33.



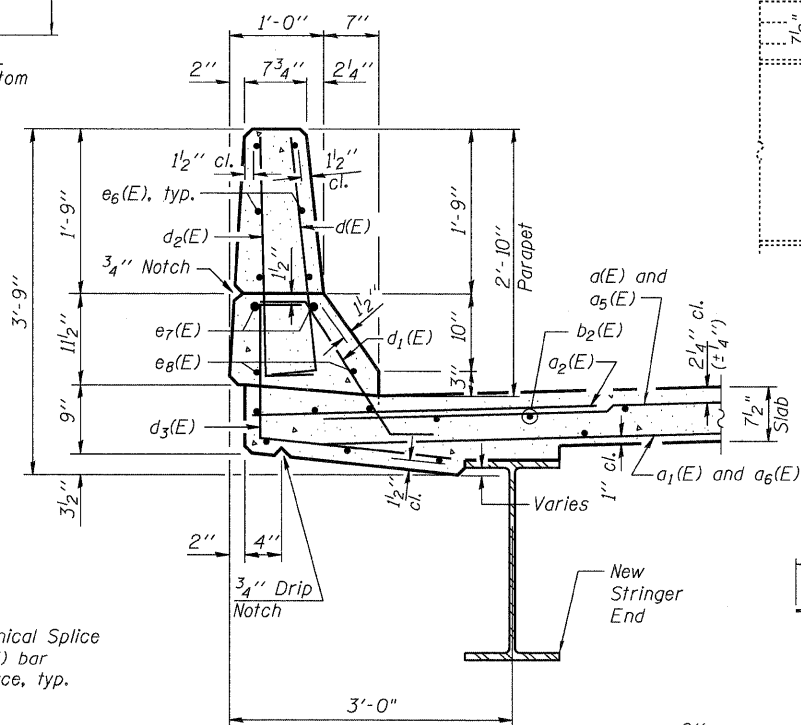
SECTION A-A

- (A) 4-#5 a(E) bars at ±5" cts. Top
- 3-#5 a1(E) bars at ±6 1/2" cts. Bottom
- (B) 5-#5 a(E) bars at ±5" cts. Top
- 4-#5 a1(E) bars at ±6 1/2" cts. Bottom
- (C) 4-Mechanical Splices for a(E) bars - Top
- 3-Mechanical Splices for a1(E) bars - Bottom
- (D) 5-Mechanical Splices for a(E) bars - Top
- 4-Mechanical Splices for a1(E) bars - Bottom

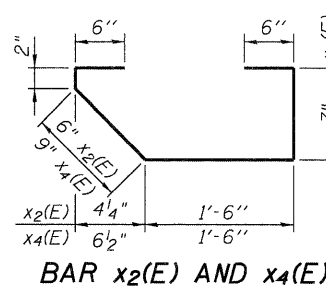
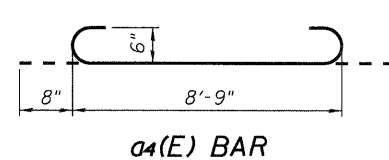


SECTION B-B

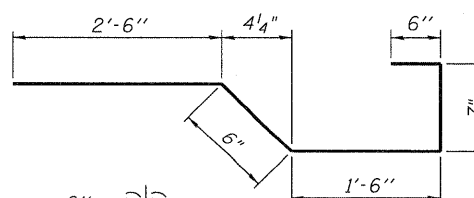
Note A:
Existing longitudinal slab reinforcement to remain in place, clean, straighten and incorporate into repair



SECTION THRU PARAPET



BAR x3(E)



BARS d(E) & d2(E) BAR d1(E) BAR d3(E)

PARTIAL DECK REMOVAL AND REPLACEMENT AT RELIEF JOINTS - 2 I-80 OVER MISSISSIPPI RIVER STRUCTURE NO. 081-0011

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
* d(E)	88	#5	21'-3"	—
** a1(E)	72	#5	20'-6"	—
a2(E)	80	#6	6'-0"	—
a4(E)	192	#6	10'-1"	—
*** a5(E)	112	#5	31'-1"	—
**** a6(E)	96	#5	30'-4"	—
b2(E)	800	#5	3'-8"	—
d(E)	80	#5	3'-0"	—
d1(E)	80	#5	2'-7"	—
d2(E)	80	#4	3'-0"	—
d3(E)	80	#4	3'-11"	—
e6(E)	96	#4	3'-8"	—
e7(E)	32	#8	3'-8"	—
e8(E)	32	#5	3'-8"	—
x2(E)	72	#5	3'-9"	—
x3(E)	288	#5	5'-7"	—
x4(E)	72	#5	4'-2"	—
Reinforcement Bars, Epoxy Coated	Pound		20,630	
Concrete Removal	Cu. Yd.		57.7	
Concrete Superstructure	Cu. Yd.		70.1	
Mechanical Splice	Each		1328	

Notes:
Reinforcement bars designated (E) shall be epoxy coated.
* 2 additional bars included, per set of 9, to make up for possible shortage.
** 2 additional bars included, per set of 7, to make up for possible shortage.
*** 1 additional bar included per set of 6, to make up for possible shortage.
**** 1 additional bar included per set of 5, to make up for possible shortage.

DESIGNED	YSS
CHECKED	DWP
DRAWN	PRC
CHECKED	YSS



09/17/09

SHEET NO.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26	80	(81-1B)M-4	ROCK ISLAND	75	53
33 SHEETS		SN 081-0011	CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

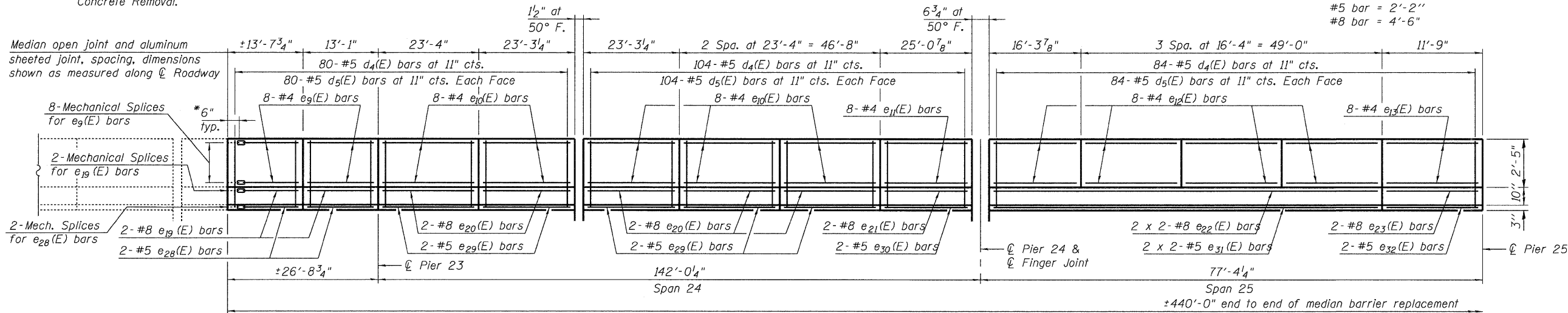
MINIMUM BAR LAP

(Median Barrier)
#5 bar = 2'-2"
#8 bar = 4'-6"

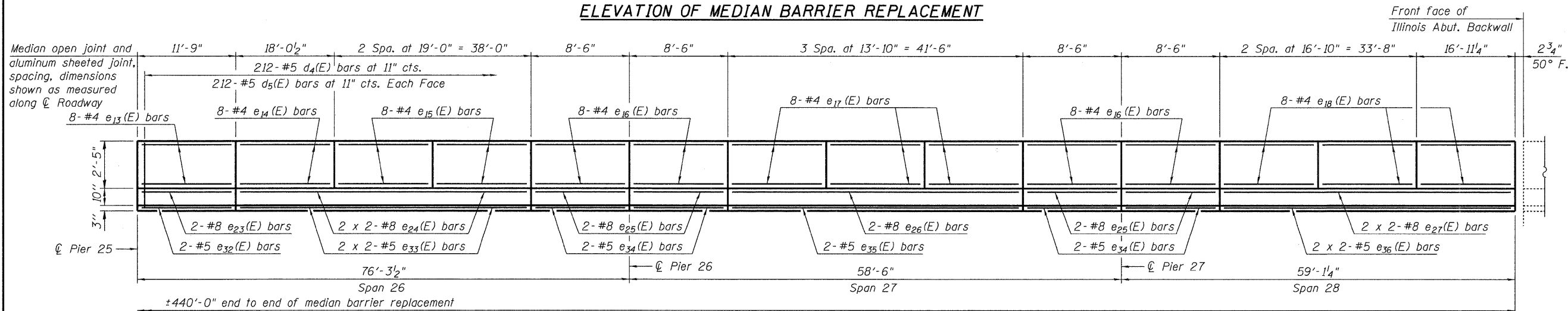
SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d ₄ (E)	480	#5	8'-0"	□
d ₅ (E)	960	#5	2'-9"	▲
e ₉ (E)	16	#4	12'-10"	—
e ₁₀ (E)	40	#4	23'-0"	—
e ₁₁ (E)	8	#4	24'-9"	—
e ₁₂ (E)	32	#4	16'-0"	—
e ₁₃ (E)	16	#4	11'-6"	—
e ₁₄ (E)	8	#4	17'-9"	—
e ₁₅ (E)	16	#4	18'-9"	—
e ₁₆ (E)	32	#4	8'-3"	—
e ₁₇ (E)	24	#4	13'-7"	—
e ₁₈ (E)	24	#4	16'-8"	—
e ₁₉ (E)	4	#8	12'-10"	—
e ₂₀ (E)	10	#8	23'-0"	—
e ₂₁ (E)	2	#8	24'-9"	—
e ₂₂ (E)	4	#8	35'-0"	—
e ₂₃ (E)	4	#8	11'-6"	—
e ₂₄ (E)	4	#8	31'-3"	—
e ₂₅ (E)	8	#8	8'-3"	—
e ₂₆ (E)	2	#8	41'-3"	—
e ₂₇ (E)	4	#8	27'-6"	—
e ₂₈ (E)	4	#5	12'-10"	—
e ₂₉ (E)	10	#5	23'-0"	—
e ₃₀ (E)	2	#5	24'-9"	—
e ₃₁ (E)	4	#5	33'-9"	—
e ₃₂ (E)	4	#5	11'-6"	—
e ₃₃ (E)	4	#5	30'-0"	—
e ₃₄ (E)	8	#5	8'-3"	—
e ₃₅ (E)	2	#5	41'-3"	—
e ₃₆ (E)	4	#5	26'-3"	—
Reinforcement Bars, Epoxy Coated		Pound	12,400	
Concrete Superstructure		Cu. Yd.	103.3	
Mechanical Splice		Each	12	

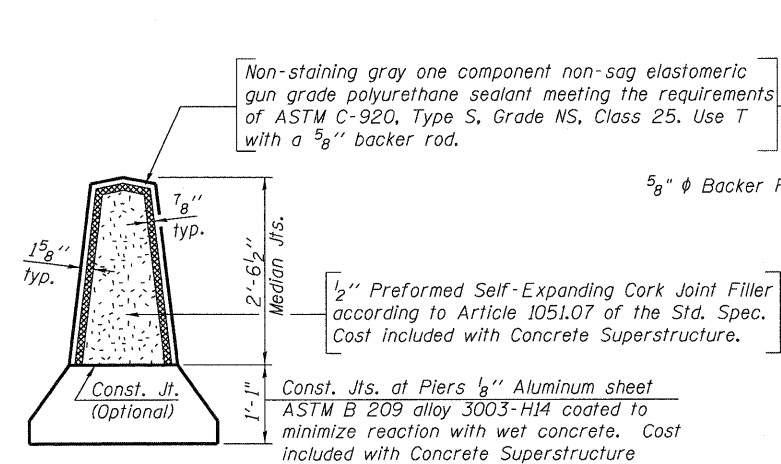
* Cut existing median barrier reinforcement, clean and straighten. Cost included with Concrete Removal.



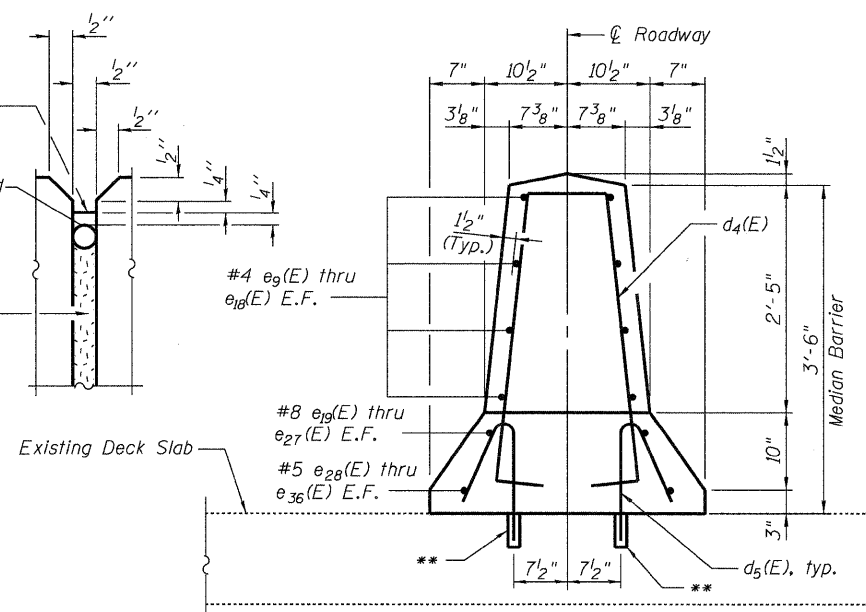
ELEVATION OF MEDIAN BARRIER REPLACEMENT



ELEVATION OF MEDIAN BARRIER REPLACEMENT

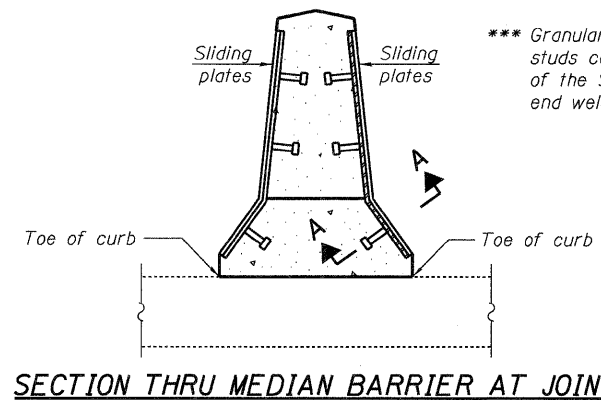


MEDIAN JOINT DETAILS

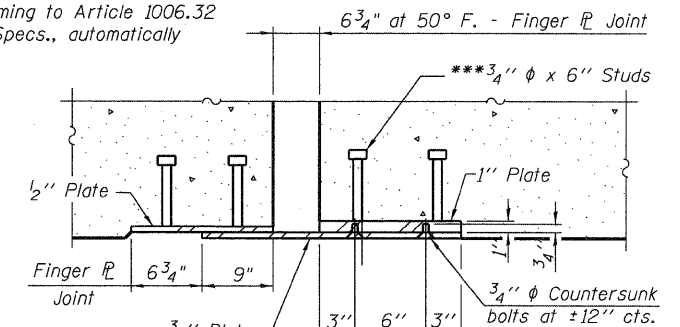


SECTION THRU MEDIAN BARRIER

** Epoxy grout #5 d₅(E) bar according to Article 584 of the Standard Specifications. Maximum depth of hole shall not exceed 6". Cost included with Reinforcement Bars, Epoxy Coated.



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



CONCRETE MEDIAN DETAILS
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011

Notes:
Cost of sliding plate assembly at the finger plate joint shall be included with Expansion Joint (Special).
Sliding plate assembly shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

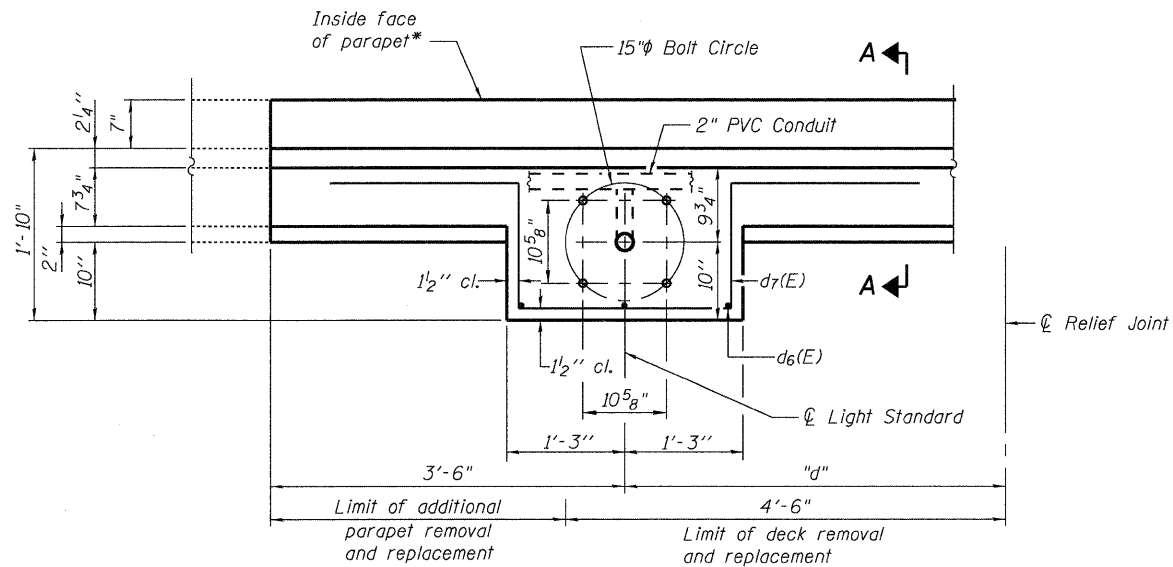
DESIGNED	YSS
CHECKED	DWP
DRAWN	PRC
CHECKED	YSS
09/17/09	



SHEET NO. 27 33 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	80	(81-1B)M-4	ROCK ISLAND	75	54
SN 081-0011			CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* Locations where existing parapet requires additional removal to facilitate light standard replacement care should be taken to clean, strengthen and incorporate existing reinforcement. Cost included with Concrete Removal.



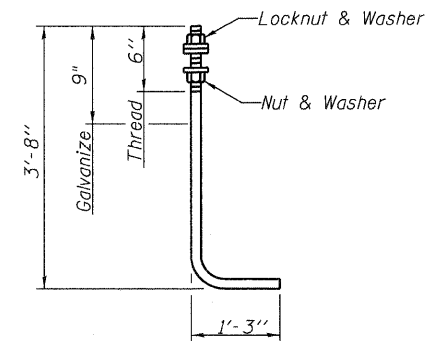
PLAN
LIGHT STANDARD REPLACEMENT

See Table for locations

Note:
For deck removal, see Sheet Nos. 25 and 26 of 33.

TABLE OF DIMENSIONS

SPAN	FLRBM NO.	"d"
9	FB4	± 3'-10" North of Relief Joint
11	FB2	± 4'-10" North of Relief Joint
17	FB5	± 3'-10" South of Relief Joint
19	FB3	± 3'-10" South of Relief Joint
21	FB2	± 4'-0" South of Relief Joint
24	FB2	± 4'-0" South of Relief Joint

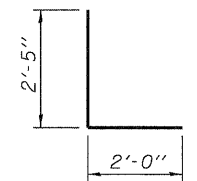


1 1/4" ANCHOR BOLT

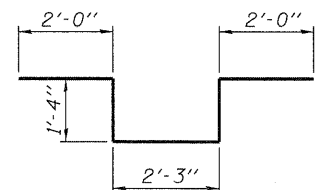
SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
d6(E)	18	#6	4'-5"	L	
d7(E)	30	#6	8'-11"	U	
Reinforcement Bars, Epoxy Coated				Pound	530
Concrete Removal				Cu. Yd.	3.6
Concrete Superstructure				Cu. Yd.	3.6

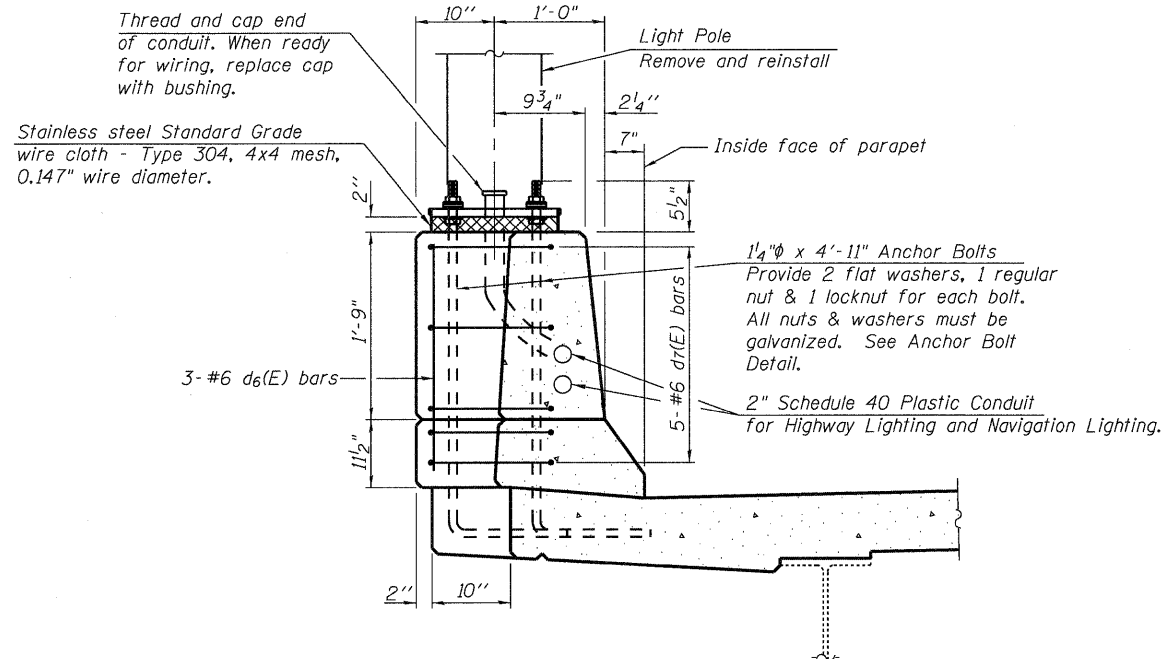
Note:
Reinforcement bars designated (E) shall be epoxy coated.



BAR d6(E)

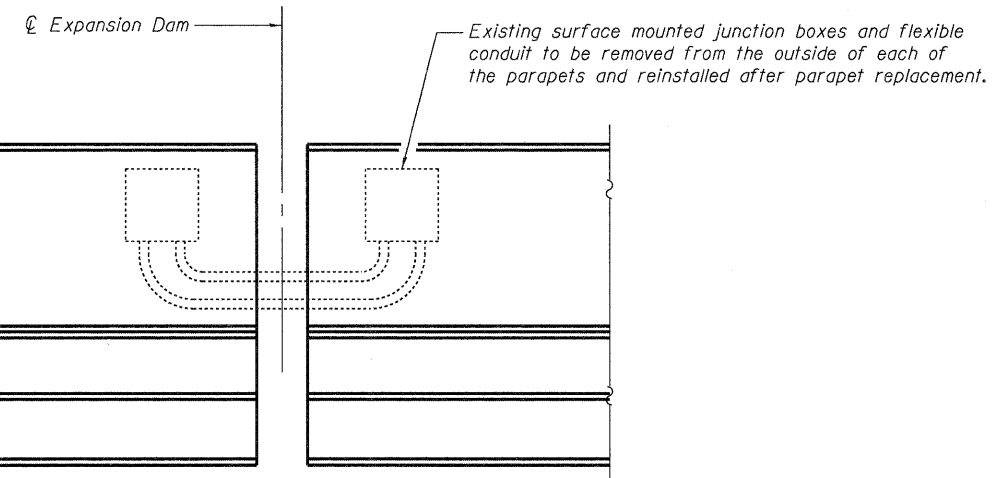


BAR d7(E)



SECTION A-A

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



TYPICAL PARAPET ELEVATION AT EXPANSION DAM
SHOWING JUNCTION BOXES

Notes:
Services carried in conduits shall remain operational during construction.
Damaged or deteriorated conduit shall be called to the attention of the Engineer.
Conduit system damaged as a result of construction operations shall be repaired or replaced, at the Contractor's expense, to the satisfaction of the Engineer.
The cost for removal and replacement of the conduit system shall be included in the cost bid for Concrete Superstructure.

LIGHT STANDARD SUPPORT
AND MISCELLANEOUS CONCRETE DETAILS
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011

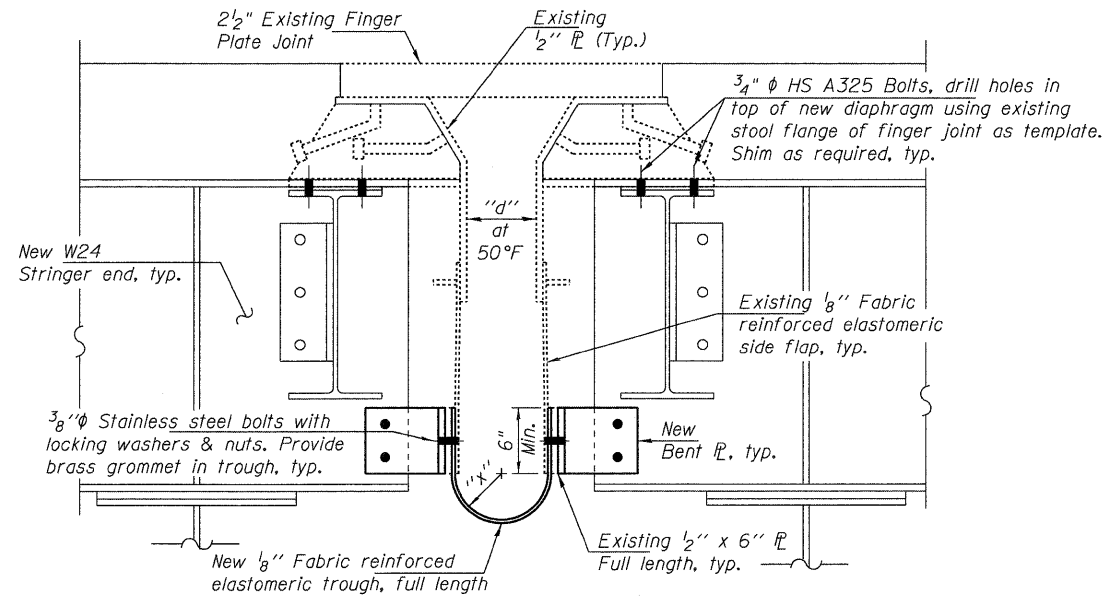
DESIGNED	YSS
CHECKED	DWP
DRAWN	PRC
CHECKED	YSS

09/17/09



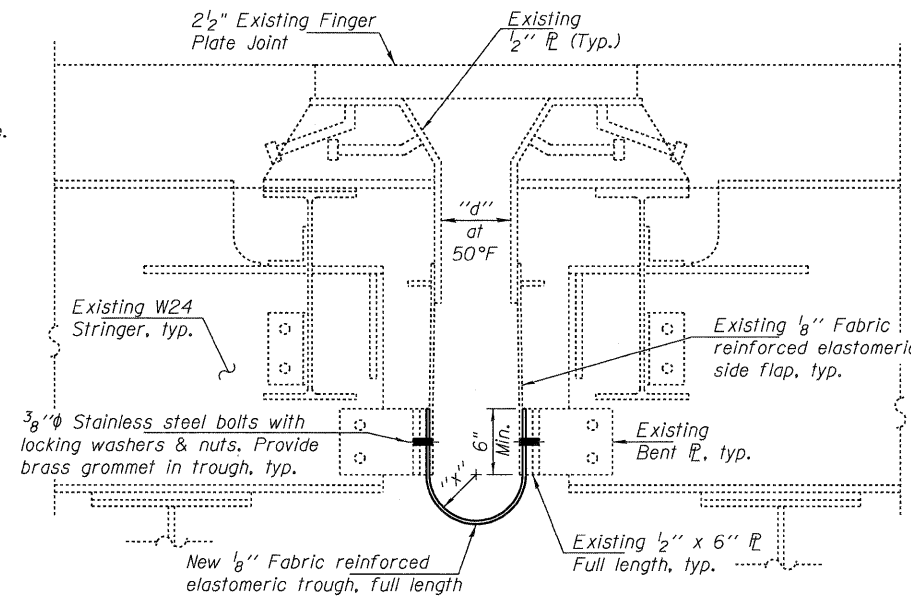
SHEET NO. 28	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	80	(81-1B)M-4	ROCK ISLAND	75	55
33 SHEETS	SN 081-0011		CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



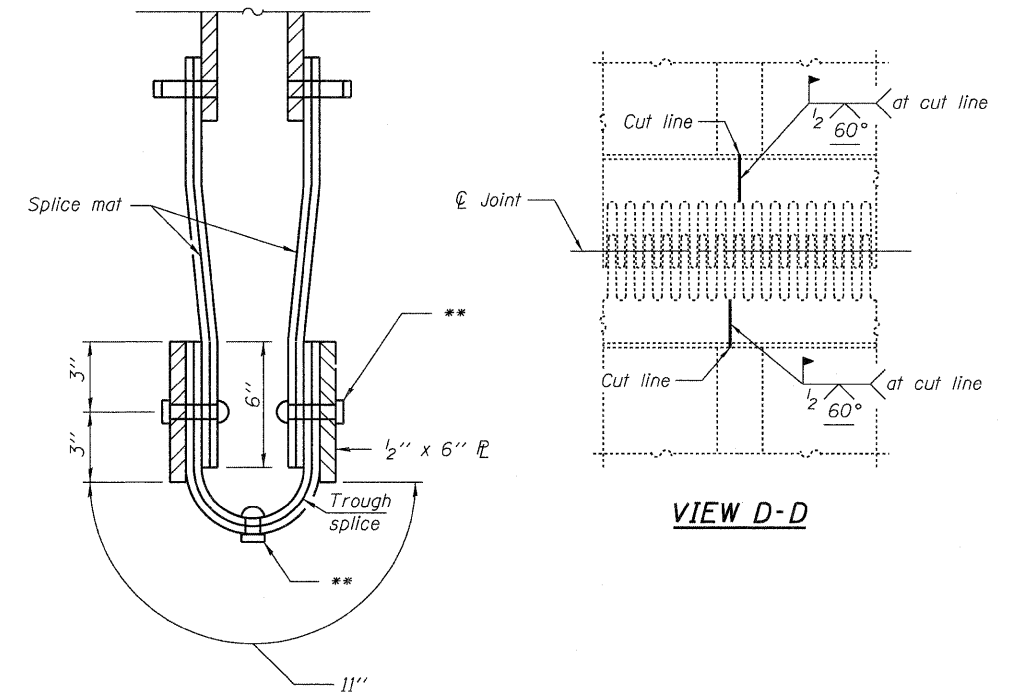
SECTION A-A

EXPANSION DAM AT STRINGER LINES 1, 2, 7 AND 8



SECTION B-B

EXPANSION DAM AT STRINGER LINES 3 THRU 6



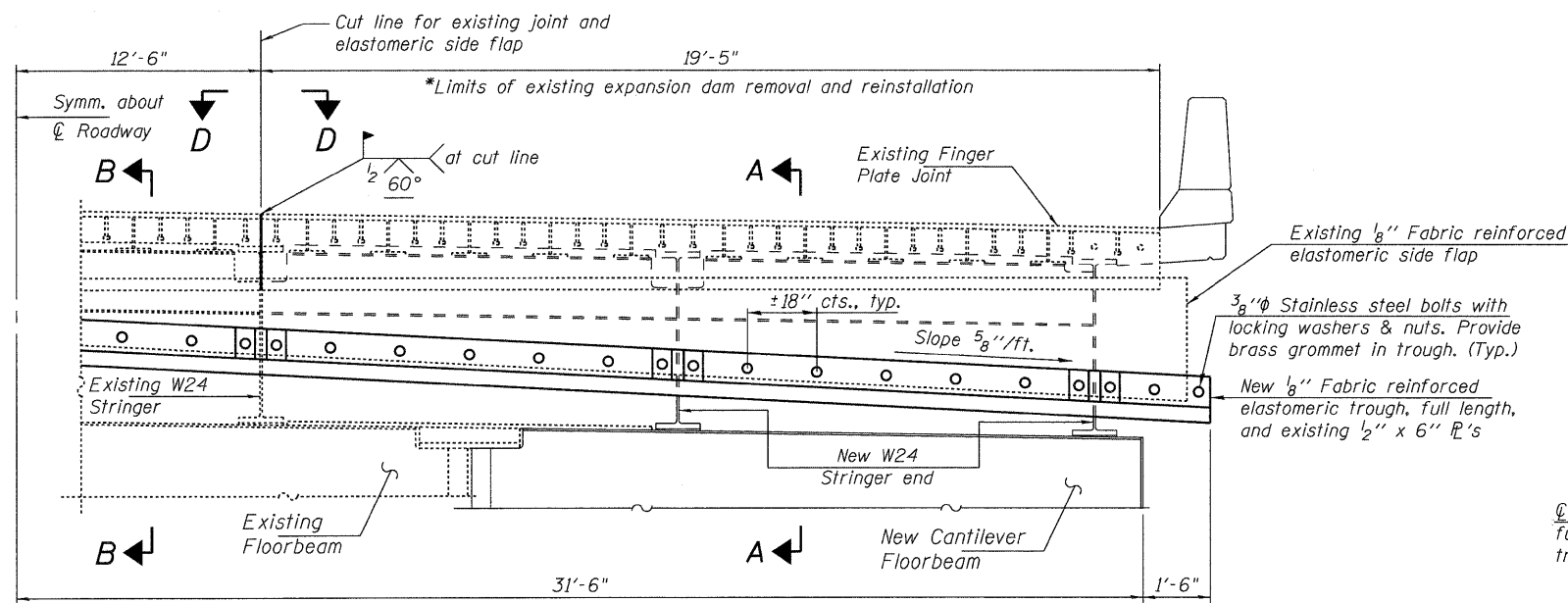
SECTION C-C

TABLE OF DIMENSIONS

LOCATION	"d"	"x"
Pier 8	6"	5"
Hinge 12	6"	5"
Hinge 13	5 1/4"	4 5/8"
Hinge 15	6"	5"
Pier 19	6 3/4"	5 3/8"
Pier 24	6 3/4"	5 3/8"

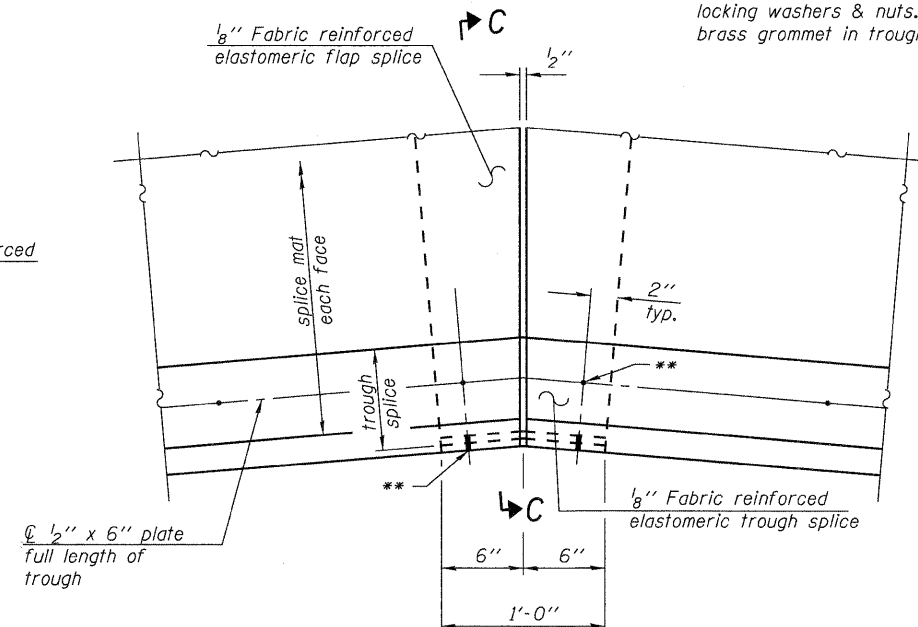
** 3/8" ϕ Stainless Steel bolts with locking washers & nuts. Provide brass grommet in trough.

Note:
Studs damaged as a result of construction shall be replaced, at the contractor's expense to the satisfaction of the engineer.



PART ELEVATION AT EXPANSION DAM SHOWING TROUGH

* Typical both sides of expansion dam except at Pier 8 and 24, girder span side only.



TROUGH SPLICE DETAIL

At centerline of bridge

Note:
Cost of the new full length 1/8" fabric reinforced elastomeric trough shall be included in Expansion Joint (Special).

Note:
Cost of removing, reinstalling and welding existing finger plate shall be included in Expansion Joint (Special).

BILL OF MATERIAL

Item	Unit	Total
Expansion Joint (Special)	Foot	233

EXPANSION DAM REPAIR
AND REPLACEMENT
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011

DESIGNED	YSS
CHECKED	DWP
DRAWN	PRC
CHECKED	YSS
09/17/09	

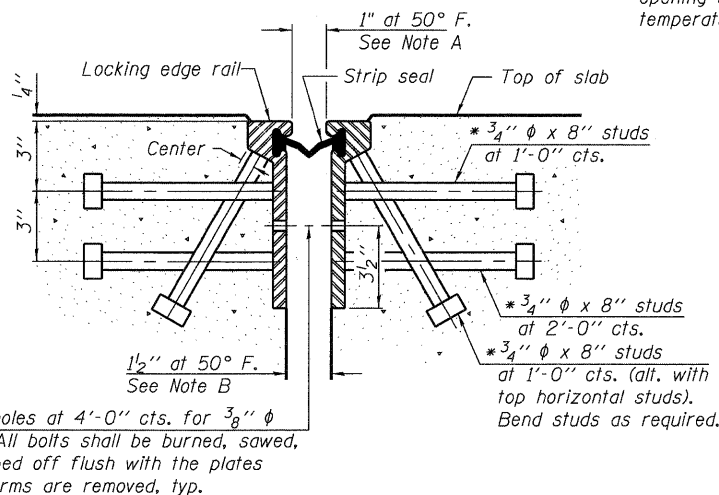


SHEET NO.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
29	80	(81-1B)M-4	ROCK ISLAND	75	56
33 SHEETS		SN 081-0011	CONTRACT NO. 64F31		
		FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

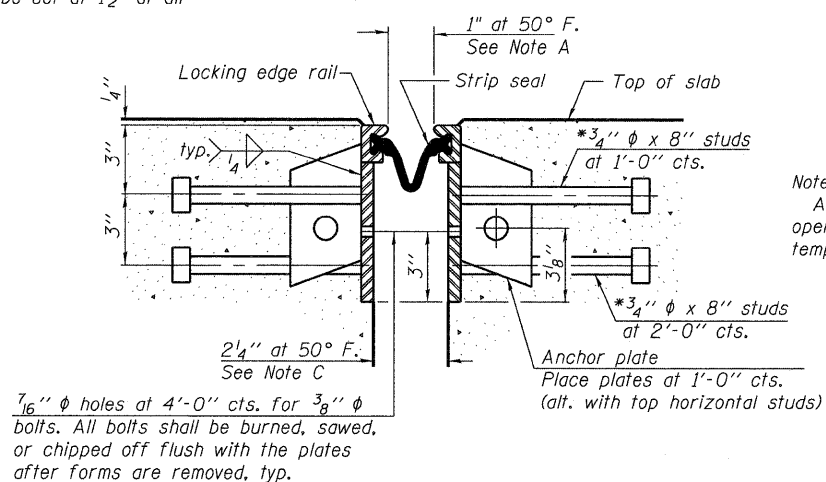
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

Note A:
At Hinge 14, where joint is fixed, opening shall be set at 1 1/2" at all temperatures.



SECTION THRU
ROLLED RAIL JOINT

Note B:
At Hinge 14, where joint is fixed, opening shall be set at 2" at all temperatures.



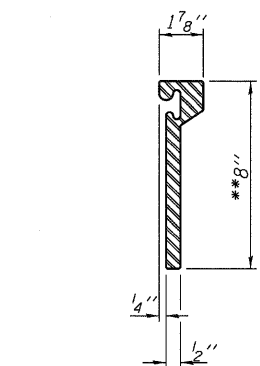
SECTION THRU
WELDED RAIL JOINT

Note C:
At Hinge 14, where joint is fixed, opening shall be set at 2 3/4" at all temperatures.

Notes:

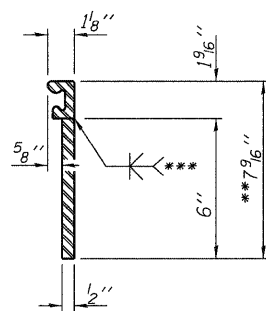
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches. The height and thickness of the Locking Edge Rails shown are minimum dimensions. 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 and stage construction joints.

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.

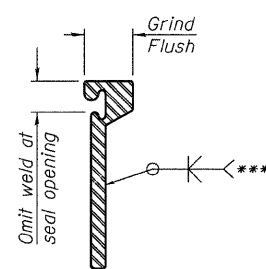


ROLLED
EXTRUDED RAIL

**Trim as required to clear the stringer flange.

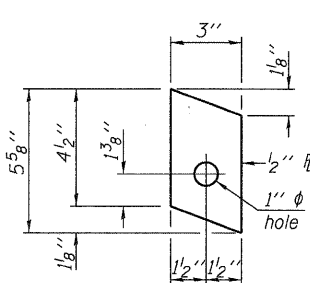


WELDED RAIL

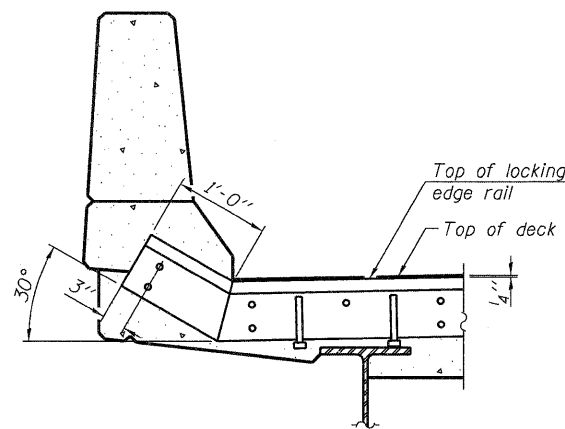


LOCKING EDGE
RAIL SPLICE

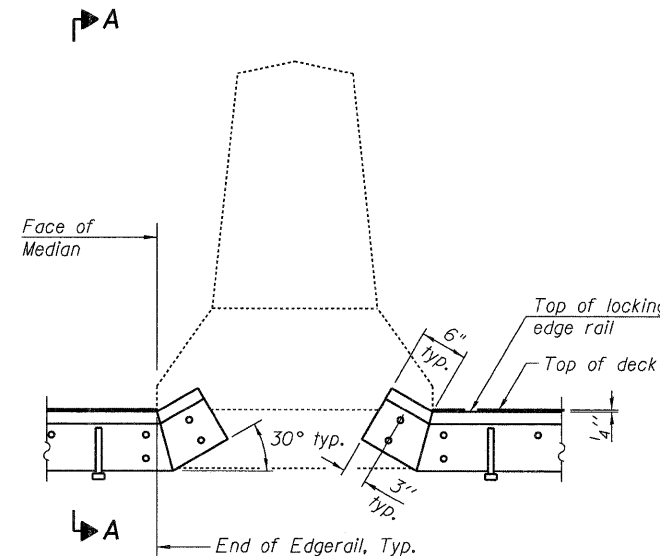
The inside of the locking edge rail groove shall be free of weld residue.



ANCHOR PLATE
(for welded rail)

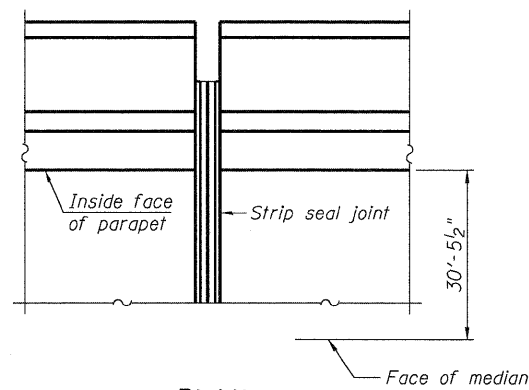


TYPICAL END TREATMENT
AT PARAPET



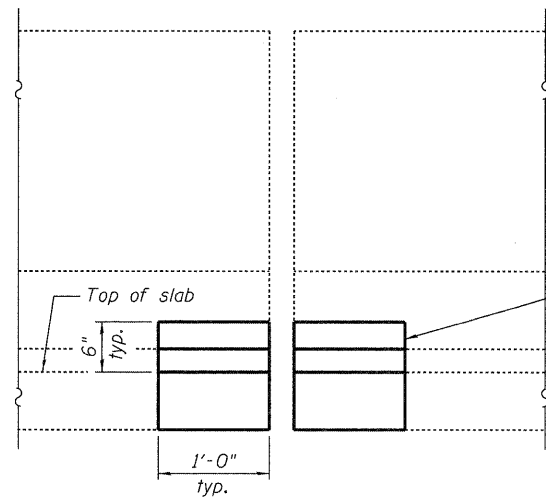
TYPICAL TREATMENT
AT EXISTING MEDIAN

LOCKING EDGE RAILS



PLAN

26 Eastbound
26 Westbound



SECTION A-A

Limit of median and slab concrete removal and repair. Existing median reinforcement to remain, clean and incorporate into repair. Bend reinforcement as required to facilitate installation of the joint. Cost included with Preformed Joint Strip Seal.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	1636

PREFORMED JOINT STRIP SEAL
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011

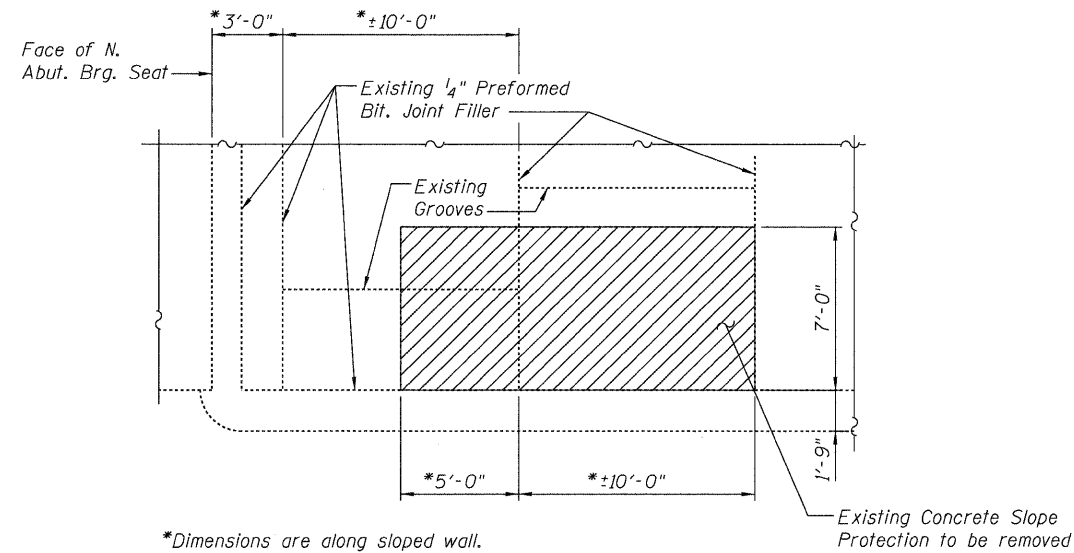
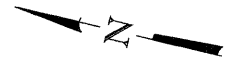
DESIGNED	YSS
CHECKED	DWP
DRAWN	PRC
CHECKED	YSS



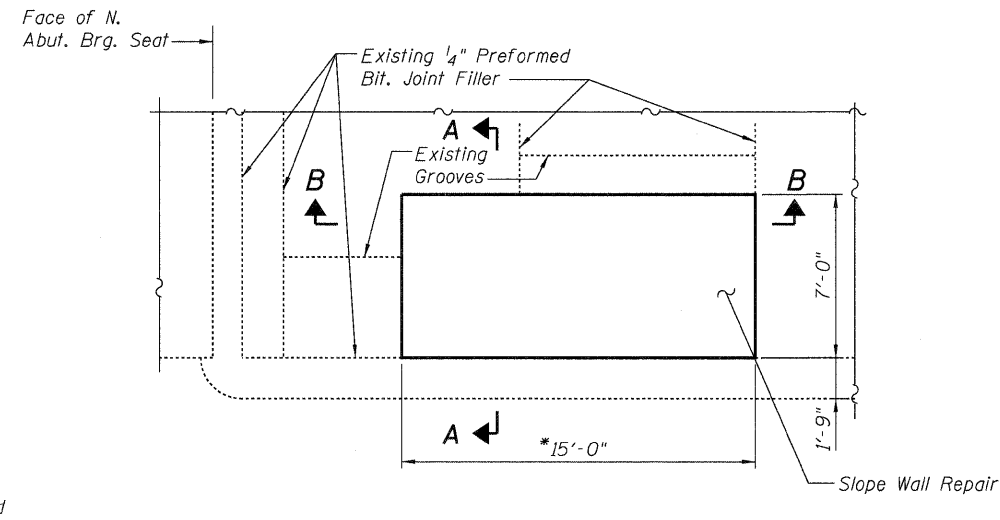
09/17/09

SHEET NO. 30	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
33 SHEETS	80	(81-1B)M-4	ROCK ISLAND	75	57
SN 081-0011			CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

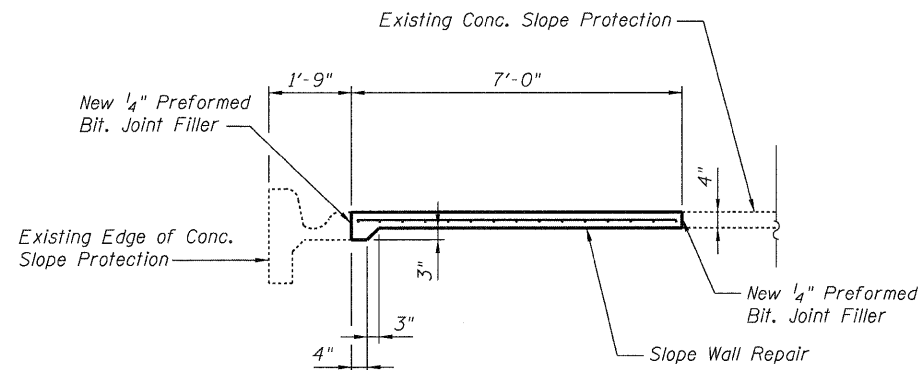


REMOVAL DETAIL

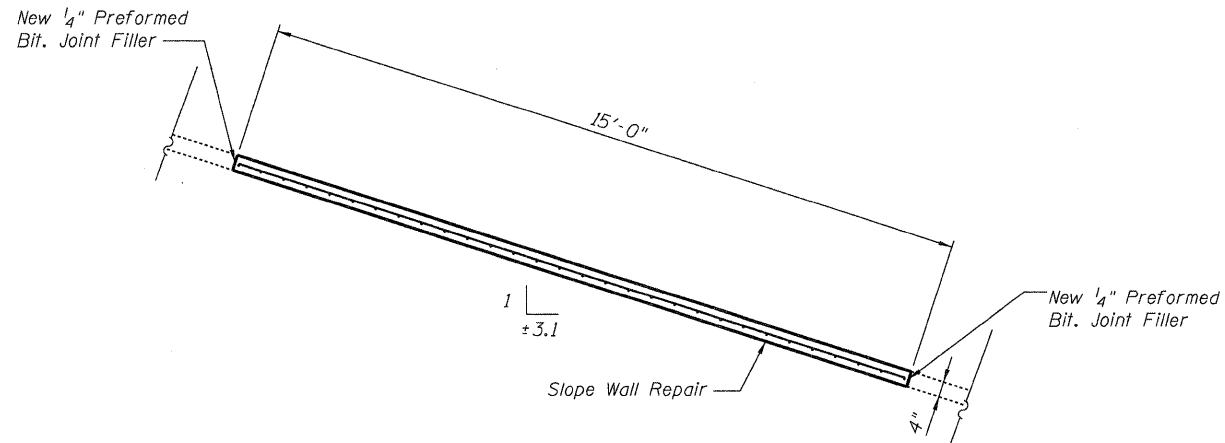


REPAIR DETAIL

SLOPE WALL REPAIR AT NORTH ABUTMENT



SECTION A-A



SECTION B-B

Note:
The existing earth bed below the concrete slope protection to be removed is eroded to a depth of approximately 3'-6". The Contractor shall furnish earth fill satisfactory to the Engineer and repair the earth bed as directed by the Engineer. All work required to repair the earth bed, including furnishing and placing earth fill, shall be paid for at the contract unit price per cubic yard for Embankment.
Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
Cost of the welded wire fabric is included with the cost of Slope Wall 4 inch.

BILL OF MATERIAL

Item	Unit	Total
Slope Wall Removal	Sq. Yd.	11.7
Embankment	Cu. Yd.	6.3
Slope Wall 4 inch	Sq. Yd.	11.7

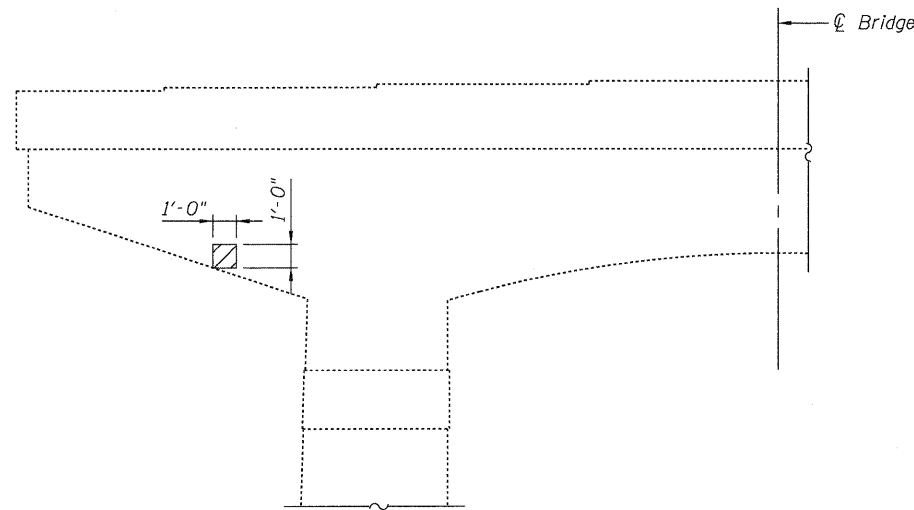
**SLOPE WALL REPAIR DETAILS
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011**

DESIGNED	RLM
CHECKED	DWP
DRAWN	AEC
CHECKED	RLM
09/17/09	

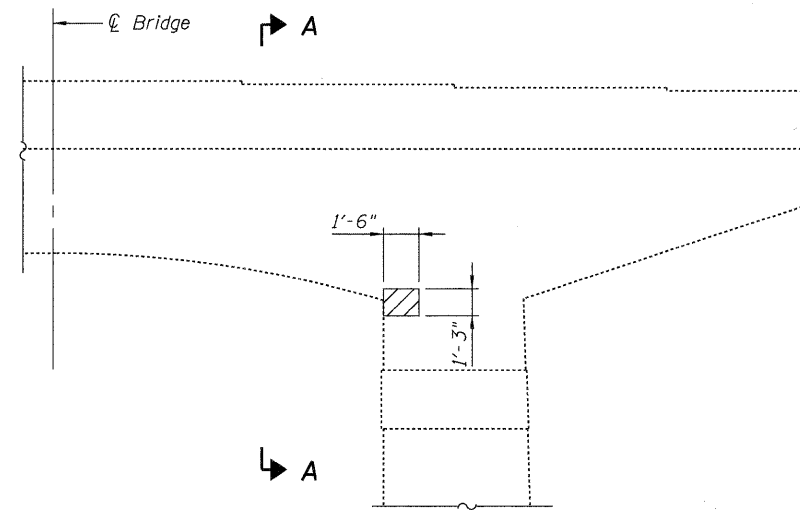


SHEET NO. 31 33 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	80	(81-1B)M-4	ROCK ISLAND	75	58
	SN 081-0011		CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

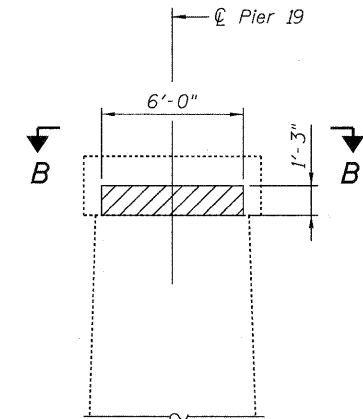
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PARTIAL ELEVATION
(Looking South)



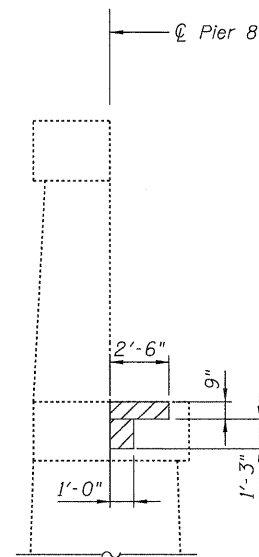
PARTIAL ELEVATION
(Looking North)



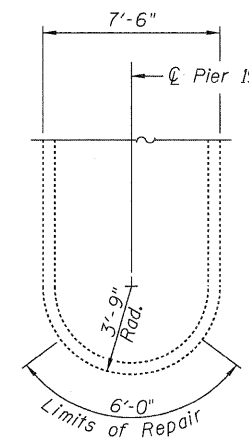
PIER 19 CONCRETE REPAIR
(Looking East)

PIER 8 CONCRETE REPAIR

Note:
Access ladders not shown for clarity. The Contractor may remove and reattach the access ladders to perform the required concrete repairs at his expense.



VIEW A-A



VIEW B-B

LEGEND

Structural Repair of Concrete
(Depth equal to or less than 5")

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	11.6

CONCRETE REPAIR DETAILS
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011

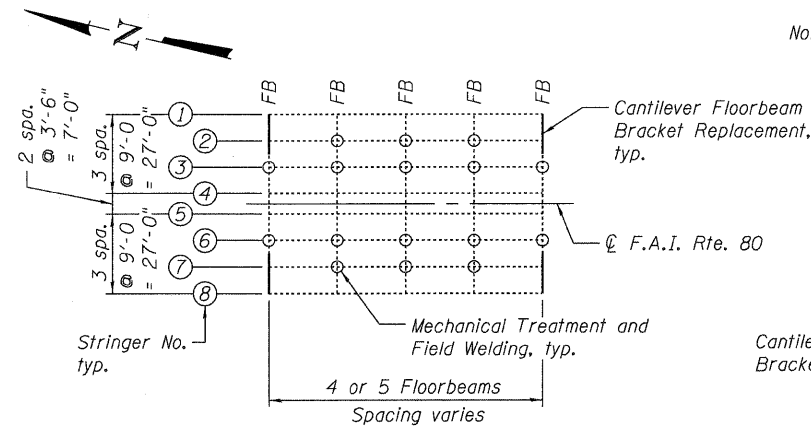
DESIGNED	RLM
CHECKED	DWP
DRAWN	AEC
CHECKED	RLM
09/17/09	



SHEET NO. 32 33 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	80	(81-1B)M-4	ROCK ISLAND	75	59
	SN 081-0011		CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

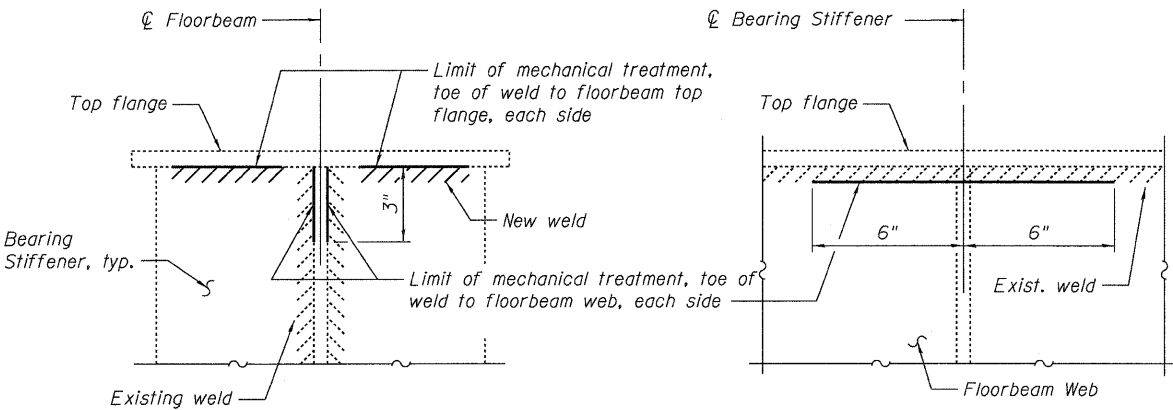
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Note: Cross section of single girder span shown, double girder span similar.



**PARTIAL FRAMING PLAN SHOWING
MECHANICAL TREATMENT AND
FIELD WELDING LOCATIONS**
414 Locations

Note:
Mechanical Treatment and Field Welding at Floorbeams along Stringer lines 2, 3, 6 and 7 as shown.

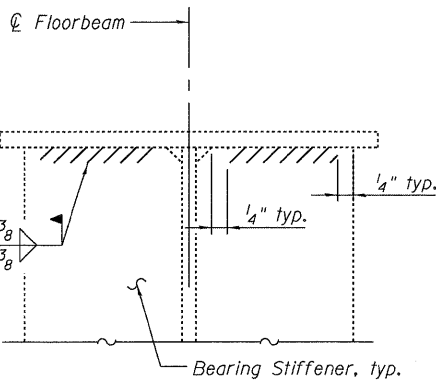


**DETAIL OF MECHANICAL TREATMENT
OF STEEL WELDS**

DESIGNED	YSS
CHECKED	DWP
DRAWN	PRC
CHECKED	YSS



09/17/09



FIELD WELDING DETAIL

Note: Stringer not shown.

TYPICAL SECTION AT EXISTING FLOORBEAM

Looking Upstation

FIELD WELDING NOTES:

Field Welding:

All field welding operations, including cleaning, testing and inspection, shall be performed in accordance with the AASHTO/AWS Bridge Welding Code D 1.5-2008 (BWC) and additional requirements as specified in these notes.

Steel base materials to be welded have been tested and are considered weldable grades of steel. Carbon equivalents for the floorbeam flange and stiffeners average 0.33 and 0.29 respectively. Therefore, the special weld procedure qualification testing and weldability investigation required by Clause 5.4.3 of the BWC are not required to be performed by the Contractor.

All field welding shall be performed by the manual Shielded Metal Arc Welding (SMAW) process. Other welding processes will not be considered for approval. Welding electrodes used to perform the welding shall be E7018-H4R classification. Welding electrode storage and handling on the worksite shall be in accordance with Clause 4.5 of the BWC and shall be constantly monitored and approved by the Contractor's QC Certified Welding Inspector (CWI).

Prior to start of the work, the Contractor shall submit to the Engineer for approval a properly prepared Welding Procedure Specification (WPS). The WPS shall include all information as required by the BWC.

Welder Qualification Tests:

Welders proposed to perform the work shall be qualified for overhead position fillet welds in accordance with BWC requirements. Copies of welder qualification documents shall be reviewed and approved by the Contractor's QC CWI and subsequently provided to the Engineer.

In addition, all welders shall be required to successfully complete a one-time special on-site overhead fillet weld qualification test immediately prior to start of the work. The qualification test shall be a fillet weld T-Test Plate (Option 1) as per Clause 5.23.1.4 of the BWC. Only visual and fillet weld break testing is required. Macroetch testing is not required. On-site welder qualification testing shall be administered by the Contractor's QC CWI. Cost for the additional testing shall be included with the various items of work. No additional compensation will be made to the Contractor for performing these tests.

Cleaning Prior To Welding:

The ends of the stiffeners and the area of the floorbeam flange to be welded shall be prepared by blast cleaning to a near-white condition (SSPC 10). All corrosion and paint shall be removed for at least three (3) inches beyond the limits of the weld zone, with special attention to remove corrosion at the root of the proposed fillet welds.

Surfaces to be welded shall be free of surface rust and meet SSPC-10 condition requirements immediately prior to welding. Should there be a delay between blast cleaning and welding that results in surface flash rusting, blast cleaning of the weld area shall be repeated.

The Contractor's attention is directed to the fact that the existing paint coatings on the structure may contain lead and the work must comply with all applicable federal and state regulations regarding worker safety and environmental hazards for removal of lead-based coatings.

Welding Preheat:

Preheating operations shall be in accordance with Clause 4 of the BWC, except that the minimum preheat and interpass temperature shall be 250 degrees F. The Contractor's QC CWI shall verify and monitor minimum preheat and interpass temperatures.

Weld Quality:

All welds shall be visually inspected and approved by the Contractor's QC CWI.

Weld quality shall meet the requirements of Clause 6.26 of the BWC.

Fillet weld toe undercut shall not exceed 0.010 inches on the floorbeam flange and 1/32 inches on the stiffener.

Non-Destructive Testing (NDT) of Welds:

After visual inspection and approval by the Contractor's QC CWI, all welds shall be 100% inspected by Magnetic Particle Testing (MT). Personnel performing the MT and testing procedures shall be in accordance with Clause 6 of the BWC.

The Contractor's QC CWI shall verify qualifications of the NDT personnel, witness all MT testing and countersign all MT reports. Copies of completed MT reports shall be provided to the Engineer.

Costs for NDT shall be borne by the Contractor and included in the various items of work. No separate payment will be made for NDT.

Quality Control (QC) Inspection:

All phases of the work including cleaning, welding and testing shall be witnessed, inspected and approved by an inspector who is qualified as a Certified Welding Inspector (CWI) by the American Welding Society. Reference Clause 6 of the BWC.

The CWI shall be employed/engaged by the Contractor and costs will be included with the various items of work. No separate payment will be made for inspection costs. Scheduling of QC CWI inspection is the Contractor's responsibility.

Should the Contractor elect to perform work in multiple locations on the structure, a sufficient number of CWI's shall be made available to provide inspection at each work site location. The number of inspectors assigned and work locations shall be approved by the Engineer.

The Contractor's QC CWI shall prepare daily reports, suitable to the Engineer, which document the work inspected and welds approved.

Field Welding of Stiffeners shall be paid for at the contract unit price per each which shall include the required field welding on both sides of an individual bearing stiffener. The contract unit price per each shall include all materials, equipment and labor required for surface preparation, welding, follow-up painting, welder qualification testing, and quality control inspection, including non-destructive testing.

MECHANICAL TREATMENT OF WELD NOTES:

Mechanical treatment of welds shall be performed as specified in the Special Provision "Mechanical Treatment of Steel Welds."

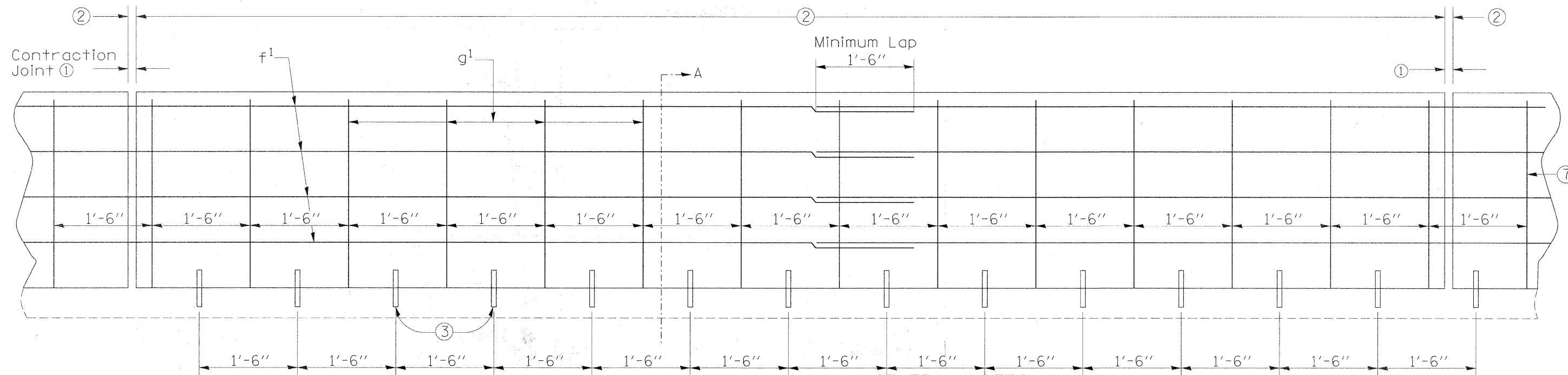
Mechanical Treatment of Steel Welds shall be paid for at the contract unit price per each location. Each location shall include treatment of the new field welds on both sides of an individual bearing stiffener, treatment of the existing vertical welds on both sides of an individual bearing stiffener, and treatment of the existing horizontal weld between the top flange and web of the floorbeam.

BILL OF MATERIAL

Item	Unit	Total
Mechanical Treatment of Steel Welds	Each	828
Field Welding of Stiffeners	Each	828

**FIELD WELDING
OF STIFFENERS
I-80 OVER
MISSISSIPPI RIVER
STRUCTURE NO. 081-0011**

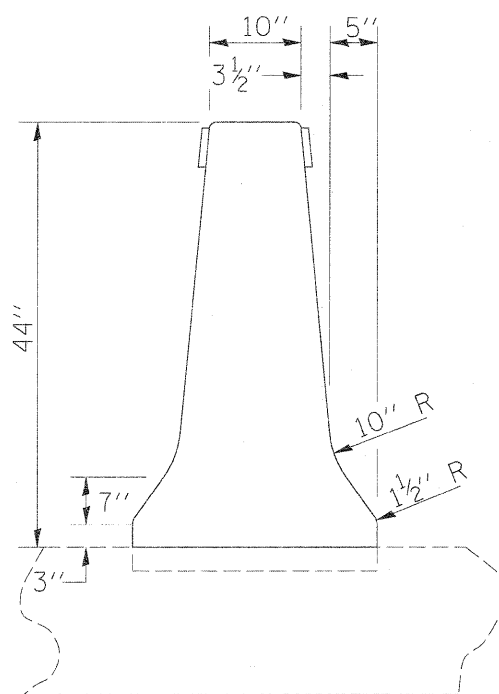
SHEET NO.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
33 SHEETS	80	(81-1B)M-4	ROCK ISLAND	75	60
SN 081-0011			CONTRACT NO. 64F31		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					



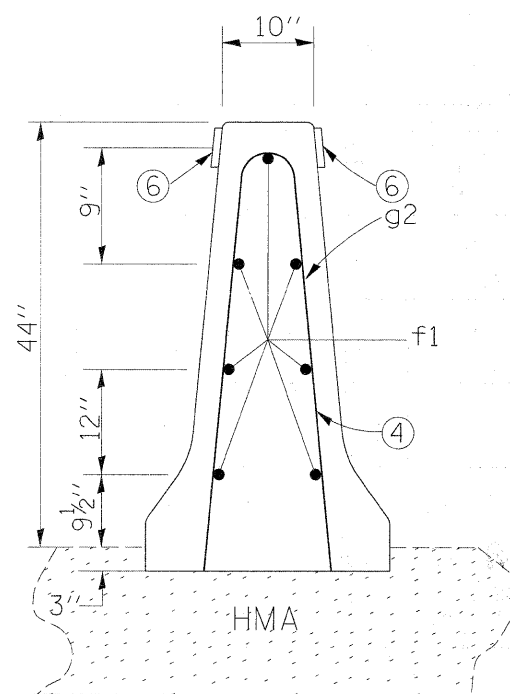
ELEVATION

GENERAL NOTES:

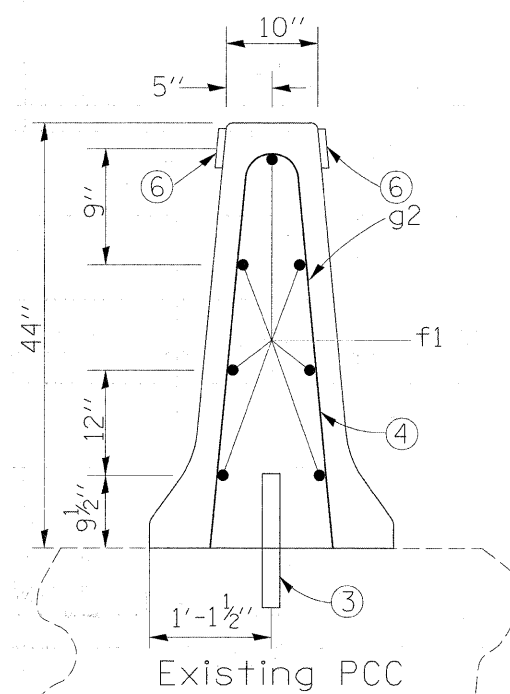
- ① Contraction Joints shall be sawed as indicated hereon. Where abutting sections are placed as separate pours, a butt joint may be used. Longitudinal reinforcement shall be extended in the abutting section a minimum of 1'-6" (spanning the butt joint).
- ② For barrier doveled to PC paved shoulders, match pavement joints. For barrier on HMA, use 20 feet.
- ③ 1 inch diameter deformed bars or sufficient length to ensure 6 inch minimum embedment in rail and supporting surface. Bars shall be either installed in supporting surface when placed or installed in drilled holes using polymer grout or hydraulic cement grout. Dower location may be adjusted 6 inches to avoid bridge approach reinforcement.
- ④ Use minimum cover of 2 inches for rebar.
- ⑤ All exposed corners are to be filleted with a $\frac{3}{4}$ " dressed and beveled strip.
- ⑥ Barrier markers to be spaced at 250 feet increments in areas with continuous lighting, 100 feet increments in areas with non-continuous lighting.
- ⑦ Barrier reinforcement shall be anchored to prevent movement. Each section shall be secured at the front, back, and at 3'-6" minimum intervals. Method of anchorage shall be approved by the Engineer.
- ⑧ This work shall be paid for at the contract unit price per cu yd as Concrete Barrier Wall (Special).



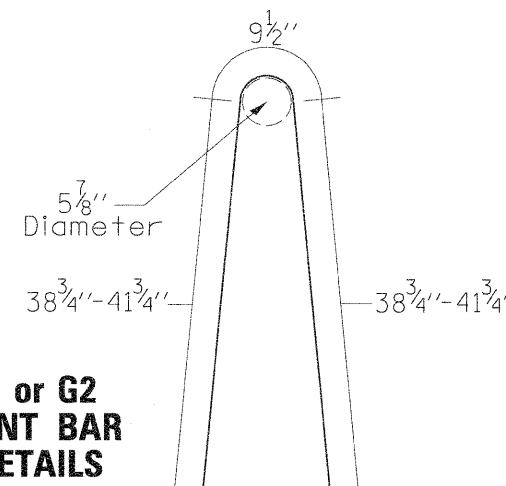
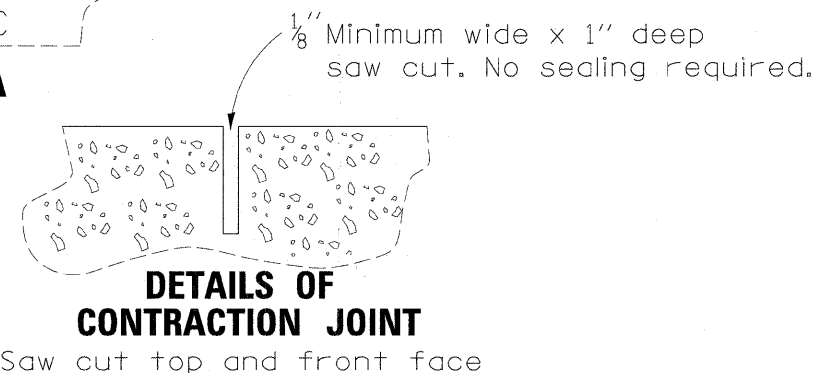
DETAILS OF F-SHAPE BARRIER FACE



SECTION A-A



SECTION A-A

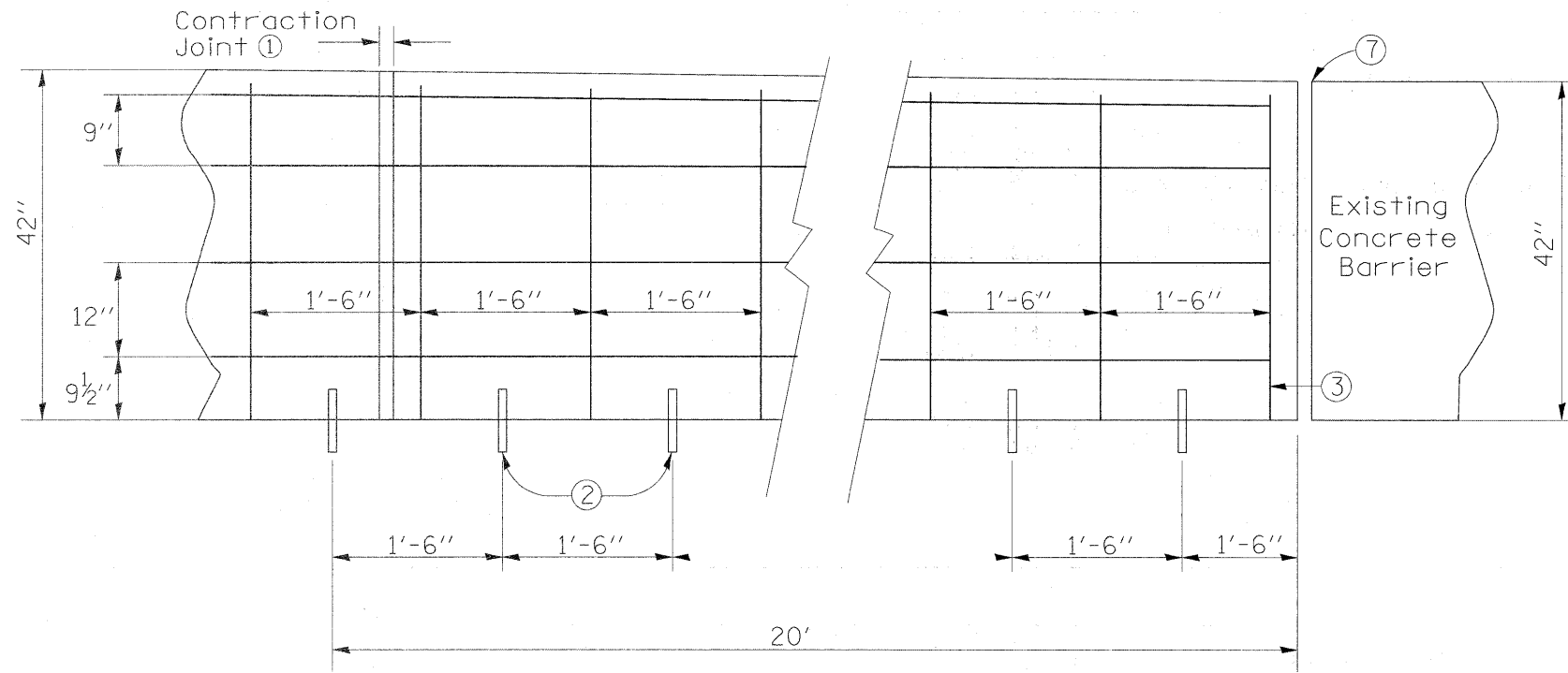


REINFORCING BAR LIST				
Per Section (Approx. 20 feet)				
Mark	Size	Number of Bars	Length	WT. (lbs.)
g1	5	14	7'-3"	107
g2	5	14	7'-9"	113
f1	5	7	19'-6"	141

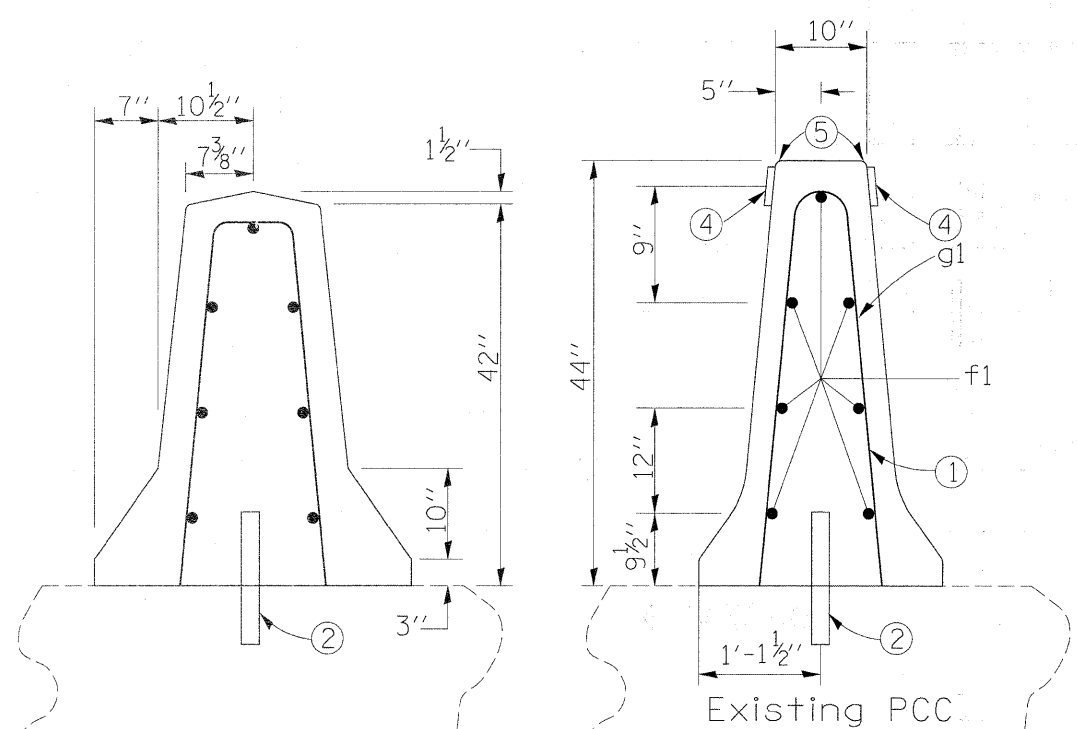
CONCRETE QUANTITIES	
Per Foot	0.15 cy

GENERAL NOTES:

- ① Use minimum cover of 2 inches for rebars.
- ② 1 inch diameter deformed bars or sufficient length to ensure 6 inch minimum embedment in rail and supporting surface. Bars shall be either installed in supporting surface when placed or installed in drilled holes using polymer grout or hydraulic cement grout. Dower location may be adjusted 6 inches to avoid bridge approach reinforcement.
- ③ Barrier reinforcement shall be anchored to prevent movement. Each section shall be secured at the front, back, and at 3'-6" minimum intervals. Method of anchorage shall be approved by the Engineer.
- ④ Barrier Markers
- ⑤ All exposed corners are to be filleted with a $\frac{3}{4}$ " dressed and beveled strip.
- ⑥ Contraction Joints shall be sawed as indicated hereon. Where abutting sections are placed as separate pours, a butt joint may be used. Longitudinal reinforcement shall be extended in the abutting section a minimum of 1'-6" (spanning the butt joint).
- ⑦ Expansion joint. Width of joint shall match the expansion joint between the bridge and bridge approach. Expansion material shall conform to shape of barrier. No sealer is required.
- ⑧ The shape and height of the barrier shall be smoothly transitioned from the existing bridge rail to the new median barrier.
- ⑨ This work shall be paid for at the contract unit price per cu yd as Concrete Barrier Wall (Special).

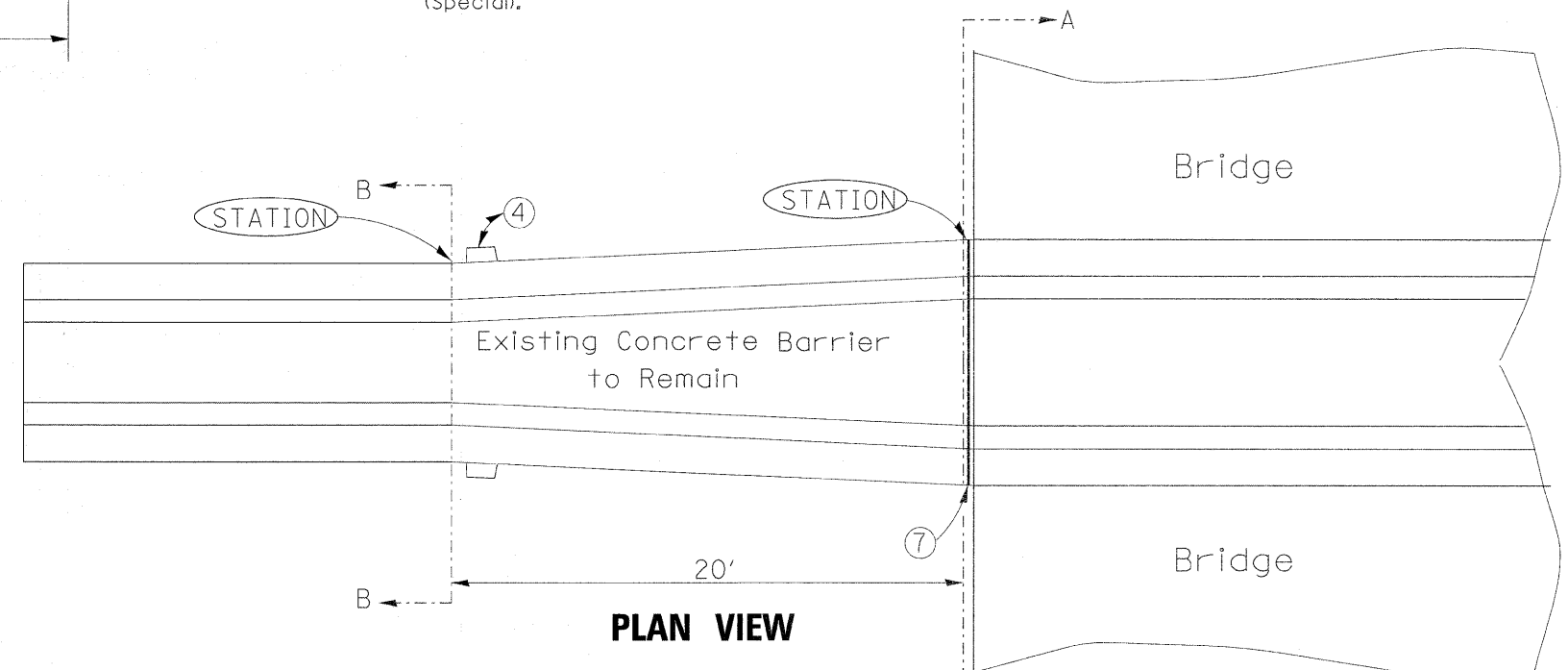


ELEVATION

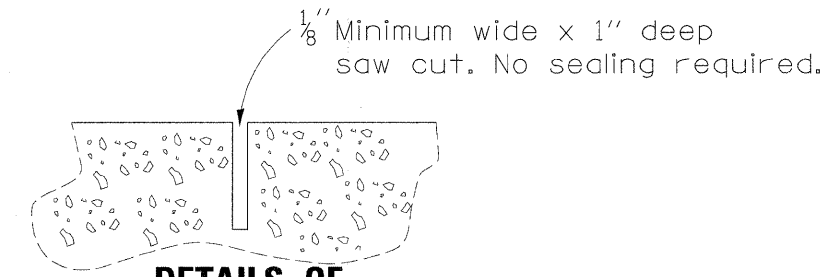


SECTION A-A
Existing Bridge Rail ⑧

SECTION B-B
New Median Barrier ⑧



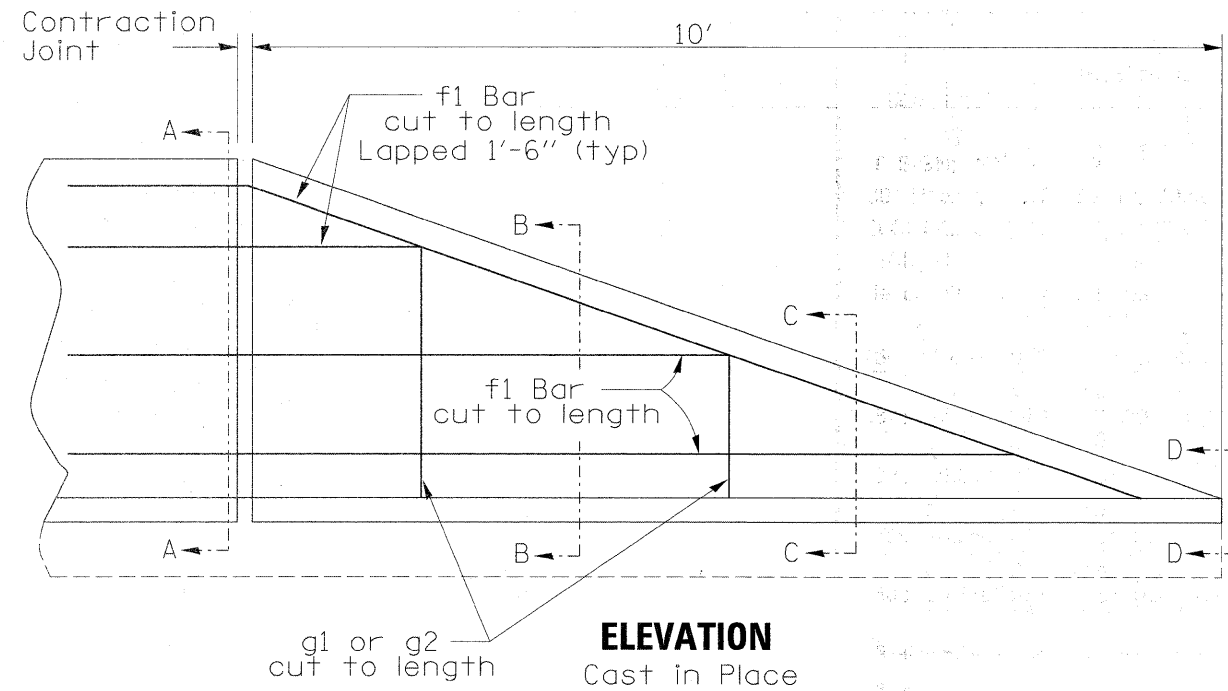
PLAN VIEW



DETAILS OF
CONTRACTION JOINT

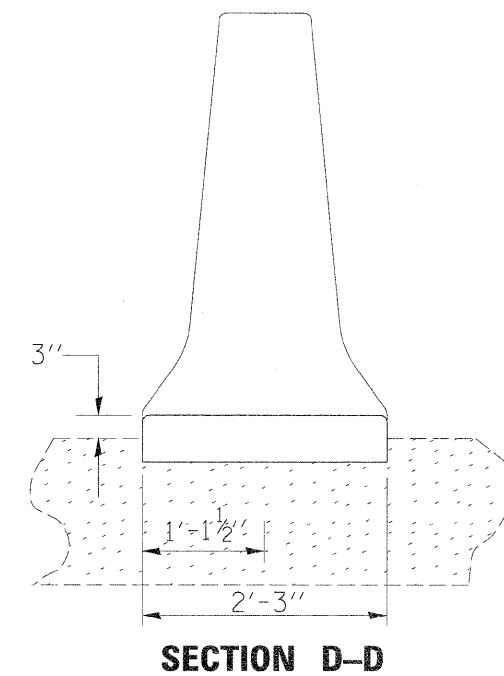
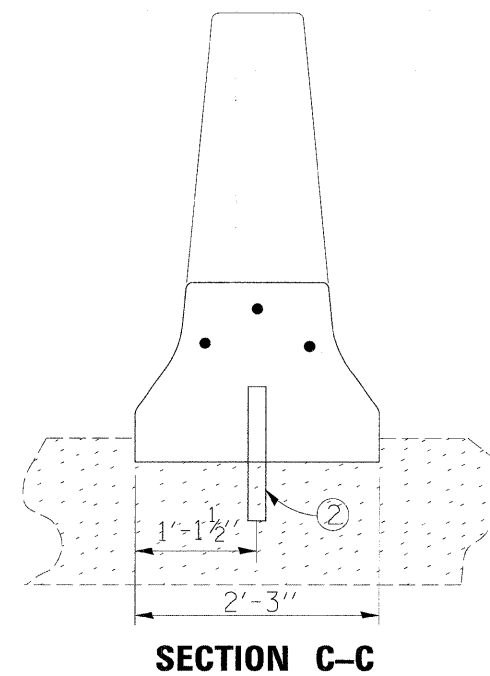
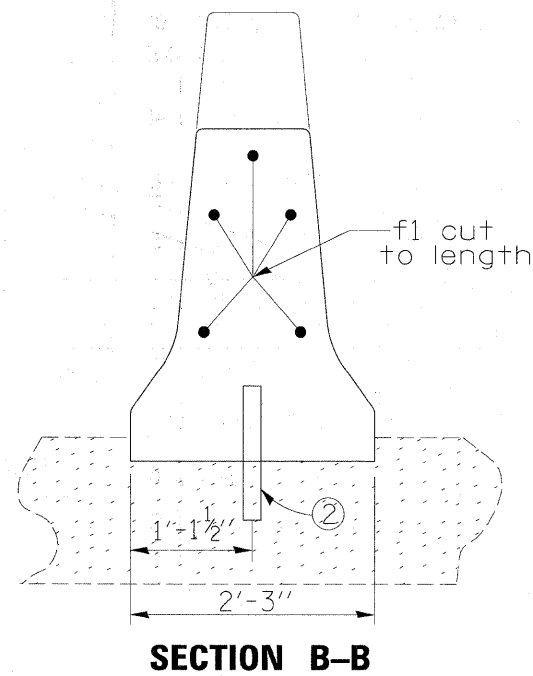
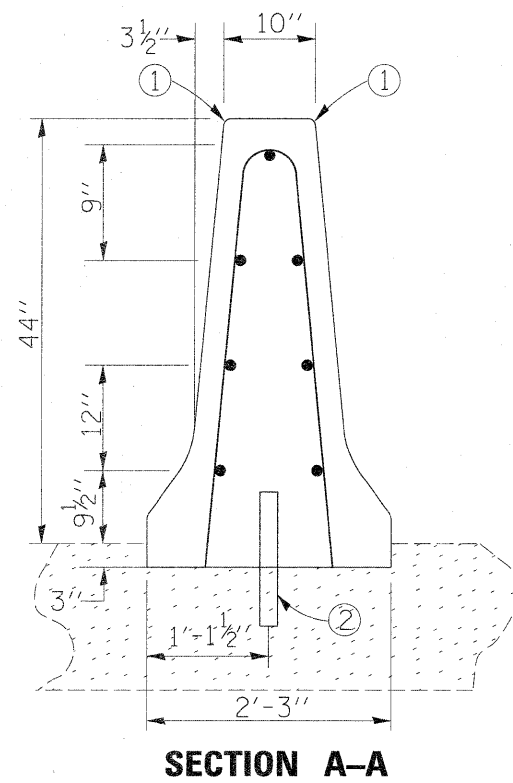
Saw cut top and front face

FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE MEDIAN BARRIER TRANSITION TO EXISTING BRIDGE BARRIER	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\pwwork\cushmanbw\d8149192\d8149192.spl.dgn		DRAWN -	REVISED -			80	(81-1B) M-4	ROCK ISLAND	75	62	
PLOT SCALE = 1/8" = 1'-0"		CHECKED -	REVISED -			CONTRACT NO. 64F31					
PLOT DATE = Thu Sep 17 08:56:24 2009		DATE -	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT				

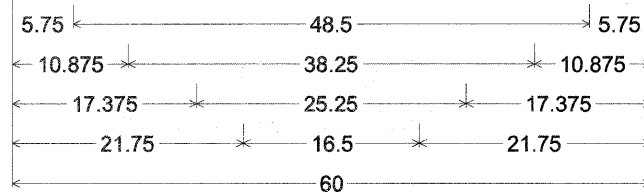


GENERAL NOTES:

- ① All exposed corners are to be filleted with a $\frac{3}{4}$ " dressed and beveled strip.
- ② 1 inch diameter deformed bars or sufficient length to ensure 6 inch minimum embedment in rail and supporting surface. Bars shall be either installed in supporting surface when placed or installed in drilled holes using polymer grout or hydraulic cement grout. Dower location may be adjusted 6 inches to avoid bridge approach reinforcement.
- ③ This work shall be paid for at the contract unit price per cu yd as Concrete Barrier Wall (Special).

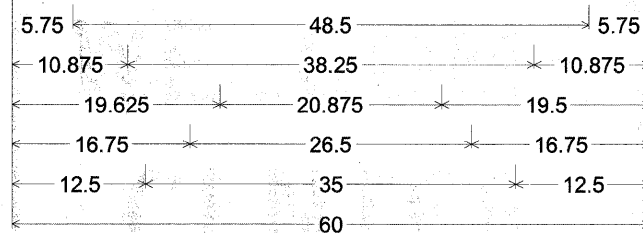


FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE MEDIAN BARRIER TAPERED END SECTION				F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\cushmanbw\d0149192\d0149192.dgn	48%sp1.dgn	DRAWN -	REVISED -						80	(81-1B) M-4	ROCK ISLAND	75	63
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 64F31								
	PLOT DATE = Thu Sep 17 08:55:36 2009	DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	



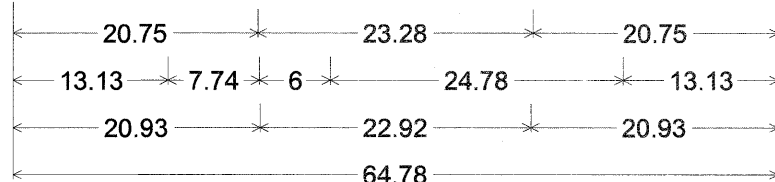
EXIT SIGN;
 6.000" Radius, 1.250" Border, White on Green;
 [WELCOME] D; [CENTER] D; [EXIT] E Mod;
 Arrow Custom - 20.250" 45°;
 Table of letter and object lefts.

W	E	L	C	O	M	E
5.750	14.250	20.625	27.000	33.875	41.375	49.375
C	E	N	T	E	R	
10.875	17.750	24.125	31.000	37.375	43.750	
E	X	I	T			
17.375	24.875	33.500	36.750			
↗						
21.750						



EXIT SIGN;
 6.000" Radius, 1.250" Border, White on Green;
 [WELCOME] D; [CENTER] D; [EXIT] D; [OPEN] D;
 [AHEAD] D;
 Table of letter and object lefts.

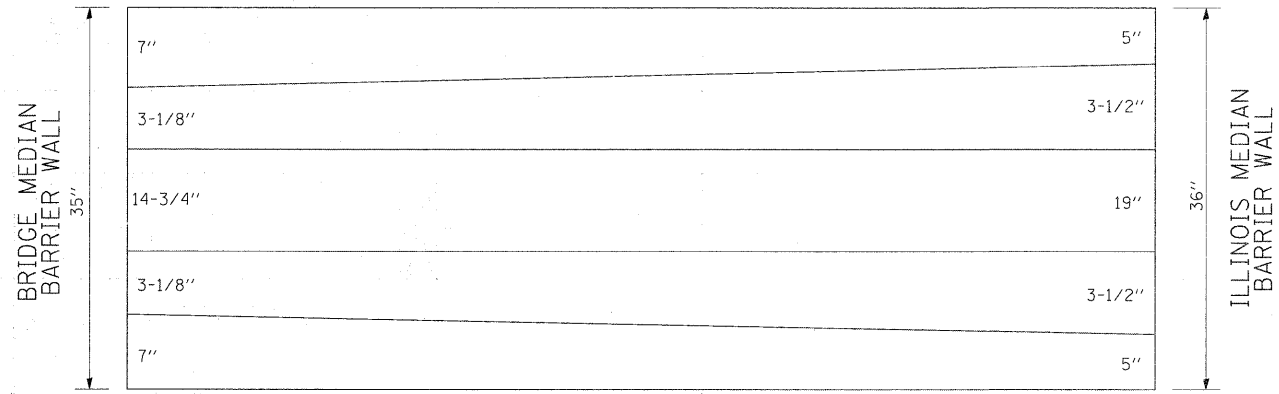
W	E	L	C	O	M	E
5.750	14.250	20.625	27.000	33.875	41.375	49.375
C	E	N	T	E	R	
10.875	17.750	24.125	31.000	37.375	43.750	
E	X	I	T			
19.625	26.000	32.875	35.625			
O	P	E	N			
16.750	24.250	31.500	37.875			
A	H	E	A	D		
12.500	20.750	28.000	33.875	42.125		



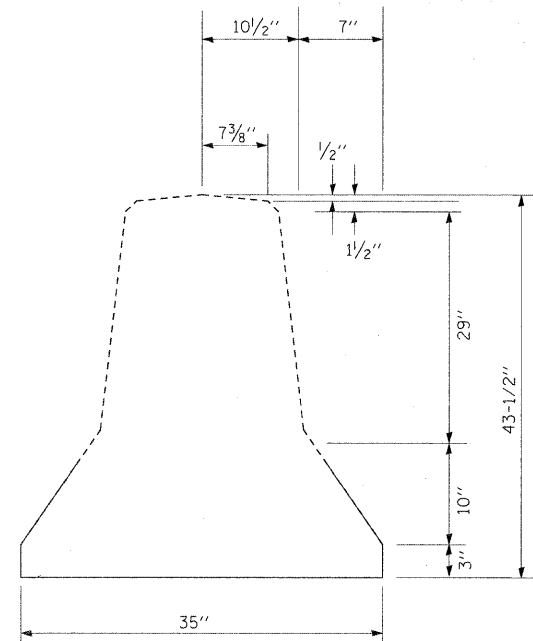
48.00" across sides 3.75" Radius, 1.00" Border, 0.63" Indent, Black on Orange;
 [STAY] E Mod 2K; [IN YOUR] E Mod 2K;
 [LANE] E Mod 2K;
 Table of letter and object lefts.

S	T	A	Y		
20.75	26.51	31.43	37.97		
I	N	Y	O	U	R
13.13	16.01	26.87	33.77	40.25	46.79
L	A	N	E		
20.93	25.73	32.87	39.41		

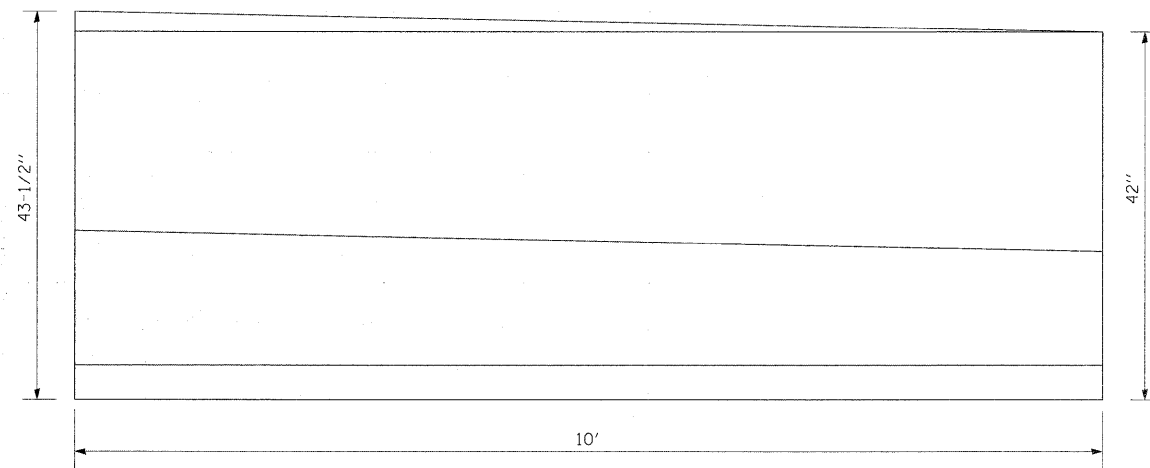
NOTE: ANCHORING SHALL BE DONE USING TIE BARS AS SHOWN IN STANDARD 736006.
 COST INCLUDED IN THE PAY ITEM "CONCRETE BARRIER TRANSITION".
 ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.



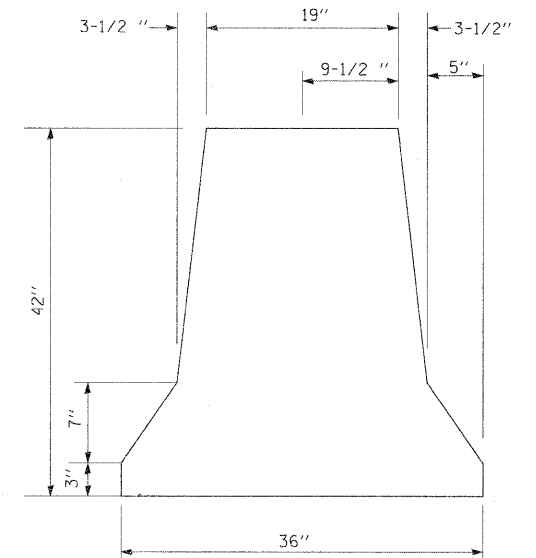
PLAN VIEW



END VIEW

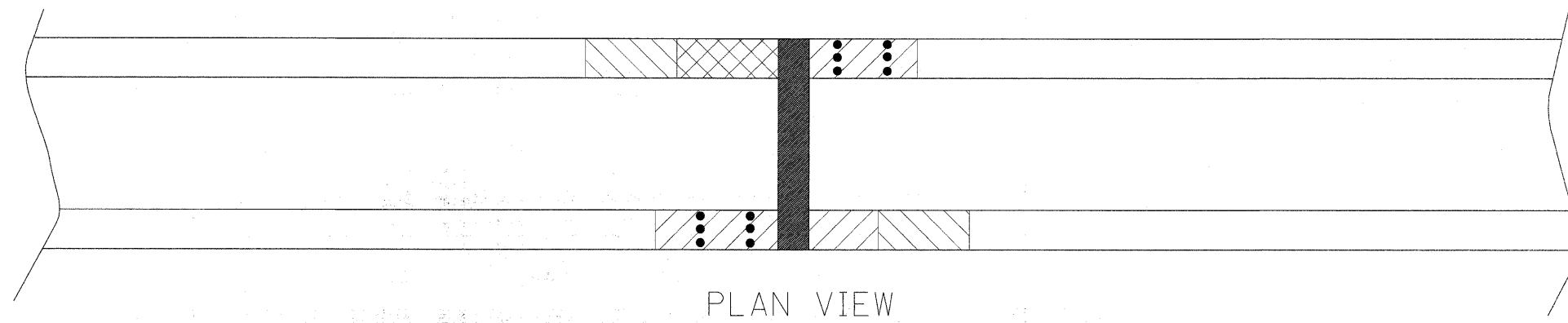
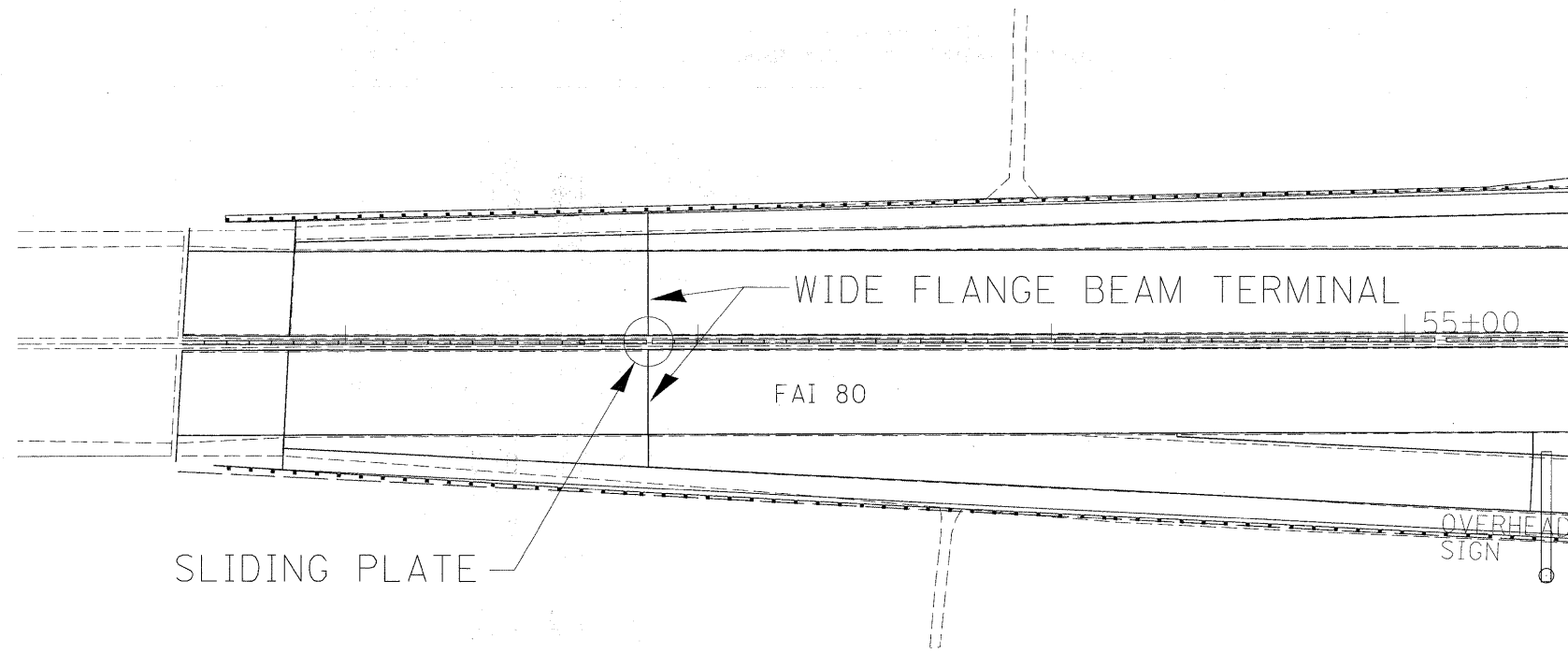


ELEVATION VIEW

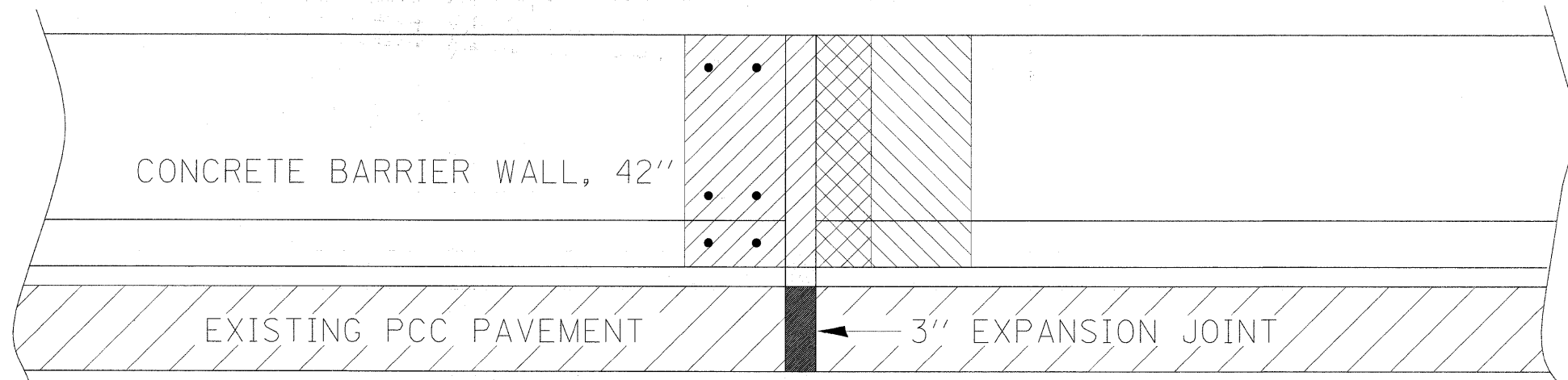


ILLINOIS MEDIAN
END VIEW

FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE BARRIER TRANSITION	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\cushmanbw\d0149192\d0149192.dgn	PLLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -			80	(81-1B) M-4	ROCK ISLAND	75	65	
	PLDT DATE = Thu Sep 17 09:02:06 2009	CHECKED -	REVISED -			CONTRACT NO. 64933					
		DATE -	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

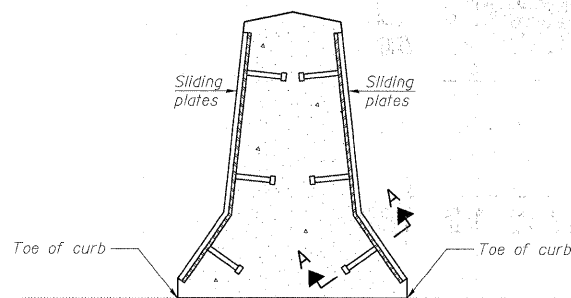


PLAN VIEW

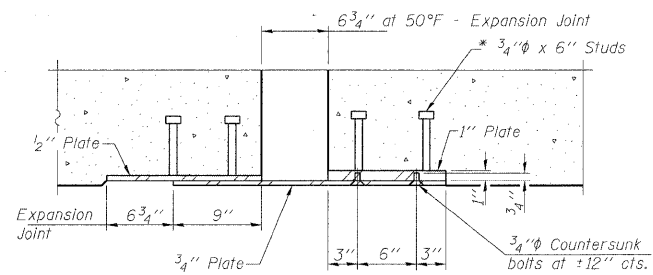


ELEVATION VIEW
DIRECTION OF TRAFFIC →

FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SLIDING PLATE DETAIL STA. 52 + 86				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwork\pwork\dot\cushmanbw\08149192\d8427sp1.dgn		DRAWN -	REVISED -						80	(81-1B) M-4	ROCK ISLAND	75	66
		CHECKED -	REVISED -		CONTRACT NO. 64F31								
		DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	



**SECTION THRU MEDIAN BARRIER AT JOINT
STA. 52+86**



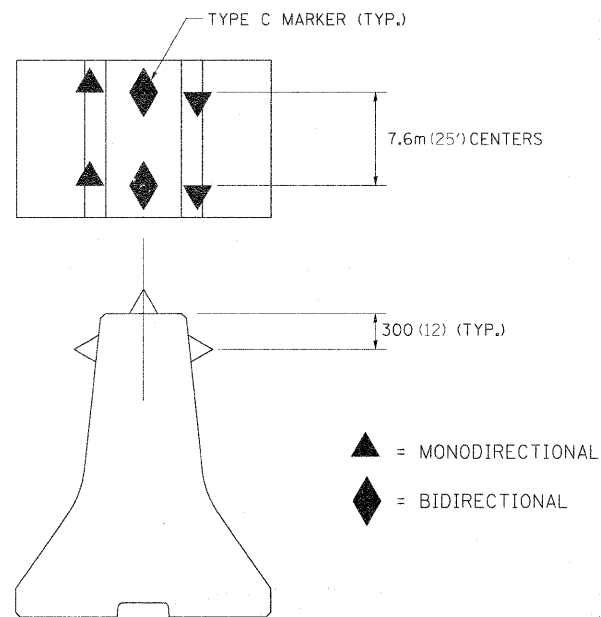
SECTION A-A

Note:
Cost of sliding plate assembly at the expansion joint shall be included in cost of "J" CONCRETE BARRIER, DOUBLEFACE, 42" HEIGHT. Sliding plate assembly shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

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

FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SLIDING PLATE DETAIL, STA. 52 + 86	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw\work\pw\do\cushmanbw\d0149192\d09429\sp1.dgn		DRAWN -	REVISED -			80	(81-1B) M-4	ROCK ISLAND	75	67	
PLOT SCALE = 50.0000 / / IN.		CHECKED -	REVISED -			CONTRACT NO. 64F31					
PLOT DATE = Thu Sep 17 08:56:38 2009		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
SCALE:						SHEET NO. OF SHEETS STA. TO STA.					

DELINEATION OF CENTER BARRIER OF TWO-LANE TWO WAY OPERATION



DESIGNER NOTE:

Use this with Traffic Control and Protection Standard 701416 when using concrete barrier vs. flexible delineators as the barrier on centerline.

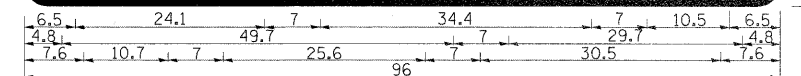
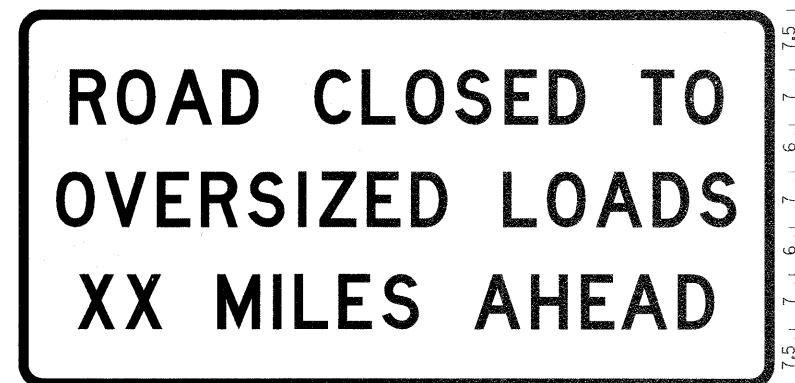
NOTES

1. All reflectors are to be amber in color and meet the specifications of Section 1097 of the Standard Specifications for Road and Bridge Construction.
2. All reflectors are to be installed in accordance with Section 782 of the Standard Specifications for Road and Bridge Construction.
3. On Interstates do not use the panels mounted on top of the barriers as shown on Standard 701416.
4. The cost of the reflectors will be included in the contract unit price per meter (foot) for Temporary Concrete Barrier.
5. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 1-08-08

DELINEATION OF CENTER BARRIER OF TWO-LANE TWO WAY OPERATION 25.4

ROAD CLOSED TO OVERSIZED LOADS



Permit Loads - Loads Over 13 Feet; 3.0" Radius, 1.3" Border, Black on Orange; [ROAD CLOSED TO] D; [OVERSIZED LOADS] D; [XX MILES AHEAD] D; Table of letter and object lefts.

R	O	A	D	C	L	O	S	E	D	T	O		
6.5	12.5	18.7	25.9	37.6	43.6	49.2	55.4	61.8	67.3	79.0	84.6		
O	V	E	R	S	I	Z	E	D	L	O	A	D	S
4.8	11.0	17.6	23.1	29.2	35.5	38.2	44.3	49.8	61.5	67.1	73.3	80.5	86.5
X	X	M	I	L	E	S	A	H	E	A	D		
7.6	13.6	25.3	32.3	35.1	40.6	46.2	57.9	66.1	71.4	76.8	83.7		

All work to furnish and install these signs shall be included in the cost of the Traffic Control Standards and shall not be paid for separately.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 1-9-08

ROAD CLOSED TO OVERSIZED LOADS 40.4

TYPICAL MEDIAN CROSSOVER CLOSURE (WITH EMERGENCY OPENING)

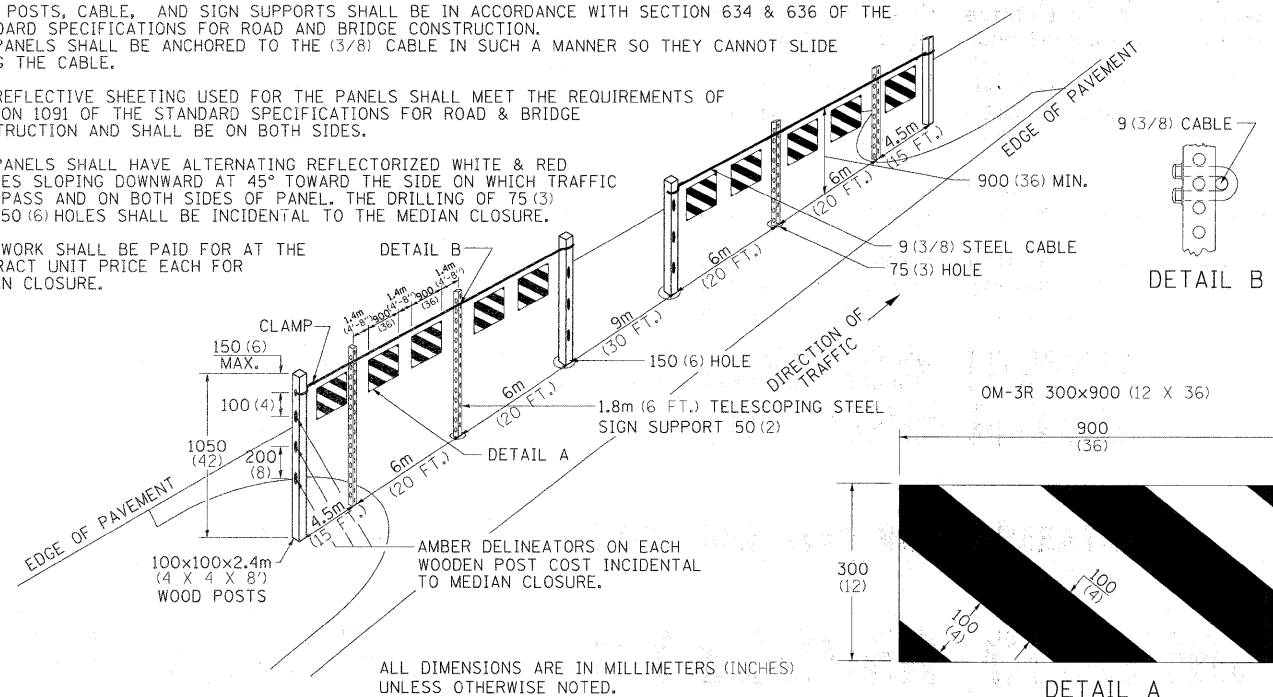
GENERAL NOTES

WOOD POSTS, CABLE, AND SIGN SUPPORTS SHALL BE IN ACCORDANCE WITH SECTION 634 & 636 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. THE PANELS SHALL BE ANCHORED TO THE (3/8) CABLE IN SUCH A MANNER SO THEY CANNOT SLIDE ALONG THE CABLE.

THE REFLECTIVE SHEETING USED FOR THE PANELS SHALL MEET THE REQUIREMENTS OF SECTION 1091 OF THE STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION AND SHALL BE ON BOTH SIDES.

ALL PANELS SHALL HAVE ALTERNATING REFLECTORIZED WHITE & RED STRIPES SLOPING DOWNWARD AT 45° TOWARD THE SIDE ON WHICH TRAFFIC WILL PASS AND ON BOTH SIDES OF PANEL. THE DRILLING OF 75 (3) AND 150 (6) HOLES SHALL BE INCIDENTAL TO THE MEDIAN CLOSURE.

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR MEDIAN CLOSURE.



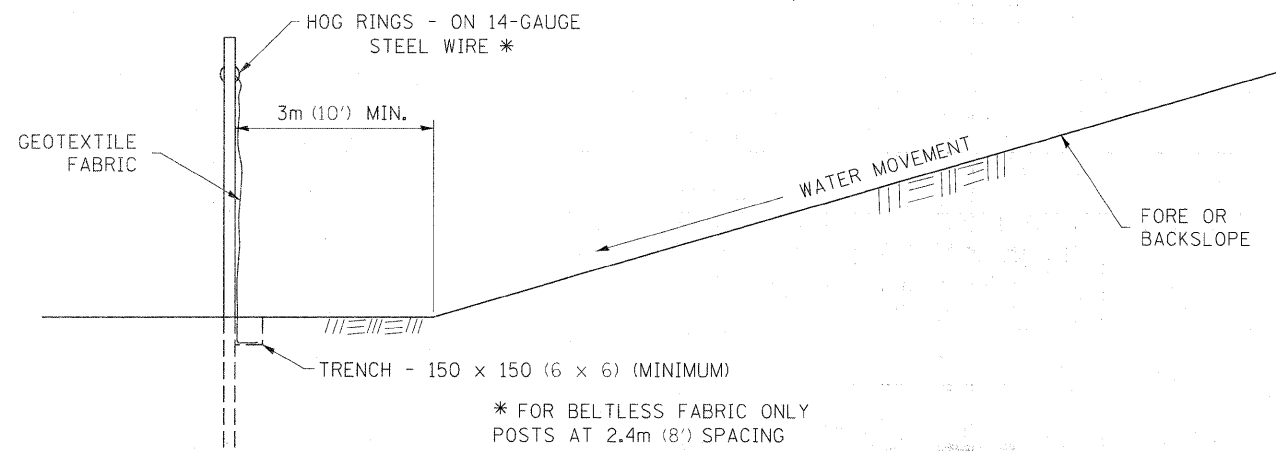
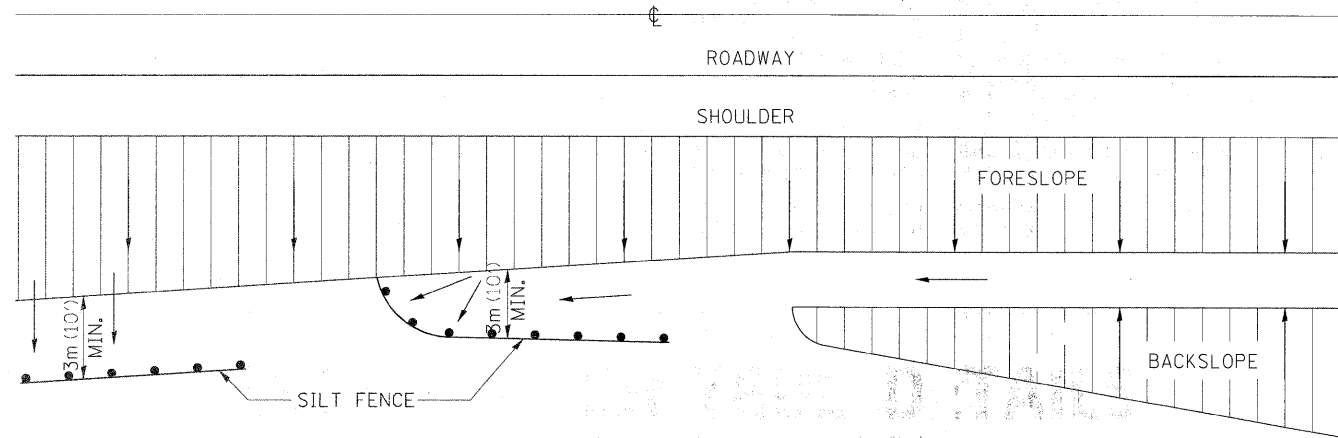
REVISED - 1-24-07

TYPICAL MEDIAN CROSSOVER CLOSURE (WITH EMERGENCY OPENING) 87.4

REVISED -	REGION 2 / DISTRICT 2 STANDARD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -		80	(81-1B) M-4	ROCK ISLAND	75	68
REVISED -		CONTRACT NO. 64F31				
REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SCALE: 50:2000 1" IN SHEET NO. OF SHEETS STA. TO STA. PLOT DATE = Thu Sep 17 09:56:51 2009

EROSION CONTROL DETAILS FOR SILT FENCE

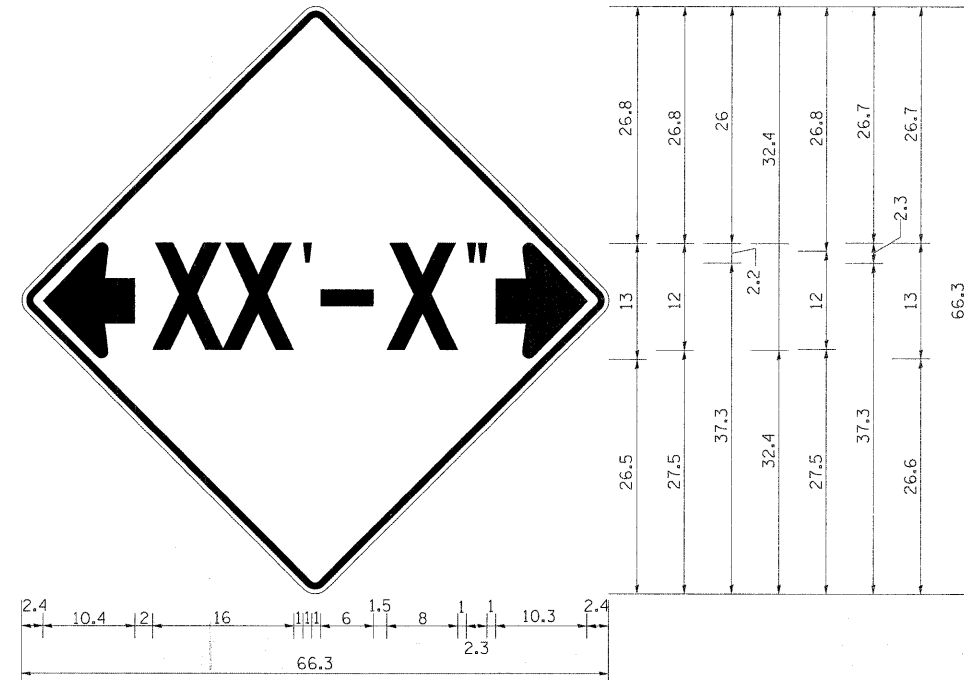


DETAILS OF SILT FENCE

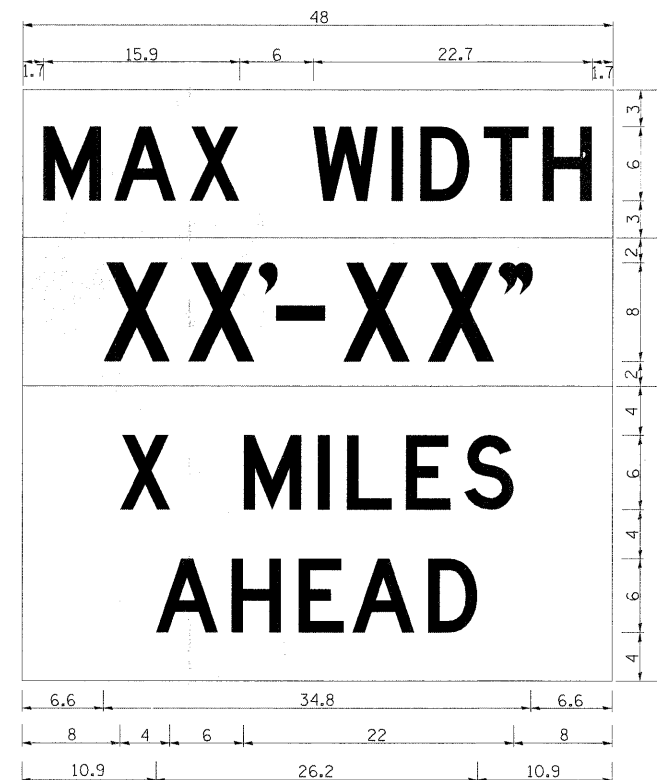
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 10-22-01

INFORMATIONAL WARNING SIGN (FOR NARROW TRAVEL LANES)



NOTES
 W12-2 - Horizontal Clearance Sign
 48.0" across sides, 1.9" Radius,
 0.8" Border, 0.5" Indent, Black on
 Orange; Standard Arrow Custom
 10.4" X 8.1" 180° Black 11 Inch
 D Series Lettering; Standard Arrow
 Custom 10.4" X 8.1" 0°



W12-I103 (Width is 80);
 No border, Black on White;
 [MAX WIDTH] D;

 No border, Black on Orange;
 [XX'-XX''] D;

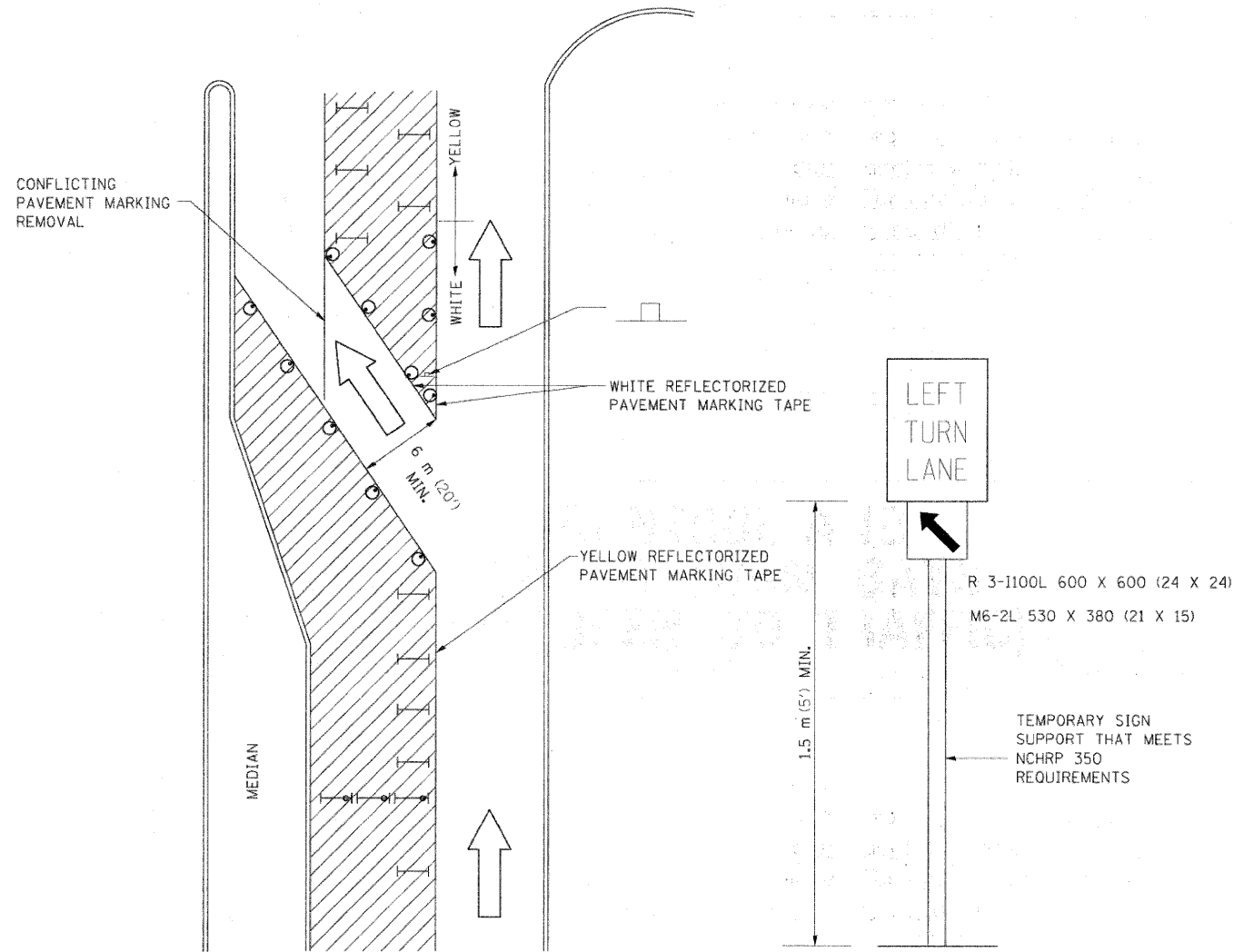
 No border, Black on White;
 [X MILES] D; [AHEAD] D;

All work to furnish and install these signs shall be included in the cost of the Traffic Control Standards and shall not be paid for separately.


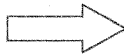




ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED -	REGION 2 / DISTRICT 2 STANDARD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -		80	(81-1B) M-4	ROCK ISLAND	75	69
REVISED -		CONTRACT NO. 64F31				
REVISED -		SCALE: 50:2000 1" = 40'	SHEET NO.	OF	SHEETS	STA.
		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

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



LEGEND

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

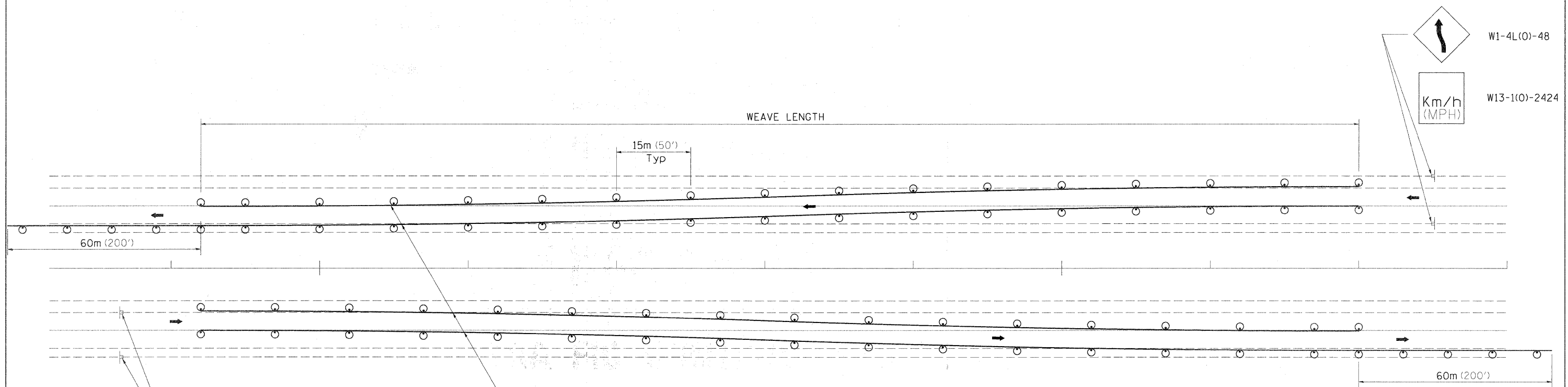
GENERAL NOTES

- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 710 (28) IN HEIGHT.
- STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS WILL BE MONODIRECTIONAL.
- REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
- THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 600 X 600 (24 X 24) AND M6-2R 530 X 380 (21 X 15) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
- TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.
- ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

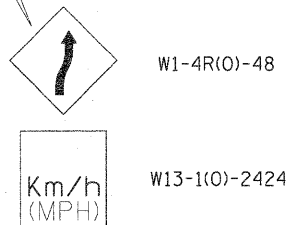
REVISED - 10-15-04

REVISED -	REGION 2 / DISTRICT 2 STANDARD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -		80	(81-1B) M-4	ROCK ISLAND	75	70
REVISED -		CONTRACT NO. 64F31				
REVISED -		SCALE: 50:0000 1/4" = 1'	SHEET NO.	OF	SHEETS	STA.
		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

TRAFFIC CONTROL TYPICAL WEAVE



Temporary Pavement Marking required if Typical Weave is used for 14 days or more.



LEGEND

- ⊙ DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- ⊞ SIGN ON PERMANENT MOUNT

DESIGNER NOTE:

1. USE ON LONG 4-LANE PROJECTS WHERE THE CONTRACTOR MAY CHANGE A PORTION OF THE WORK TO THE OPPOSITE LANE.
2. USE WHERE THE PROJECT IS ADJACENT TO ANOTHER AND THE CONTRACTOR COULD BE WORKING ON DIFFERENT LANES.
3. TEMPORARY PAVEMENT MARKING SHALL BE USED WHEN TYPICAL WEAVE IS USED FOR 14 DAYS OR MORE.
4. TRAFFIC CONTROL TYPICAL WEAVE SHALL BE INCLUDED IN THE COST OF THE SPECIFIC TRAFFIC CONTROL STANDARDS OF ITEMS.

STANDARD WEAVE CONDITIONS FOR DIFFERENT SPEED LIMITS

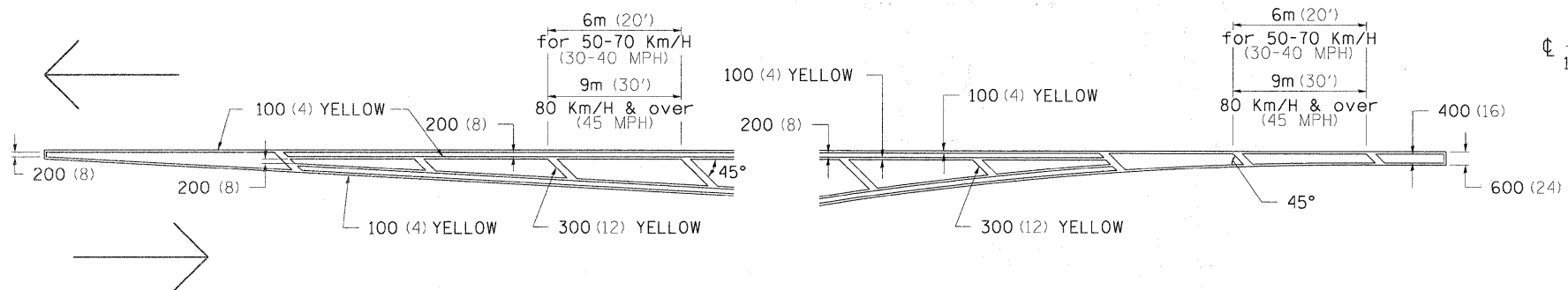
POSTED SPEED LIMIT	ADVISORY SPEED LIMIT	WEAVE LENGTH
110 Km/h (65 MPH)	80 Km/h (45 MPH)	240m (780 FT.)
90 Km/h (55 MPH)	60 Km/h (35 MPH)	200m (660 FT.)
80 Km/h (45 MPH)	40 Km/h (25 MPH)	165m (540 FT.)

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

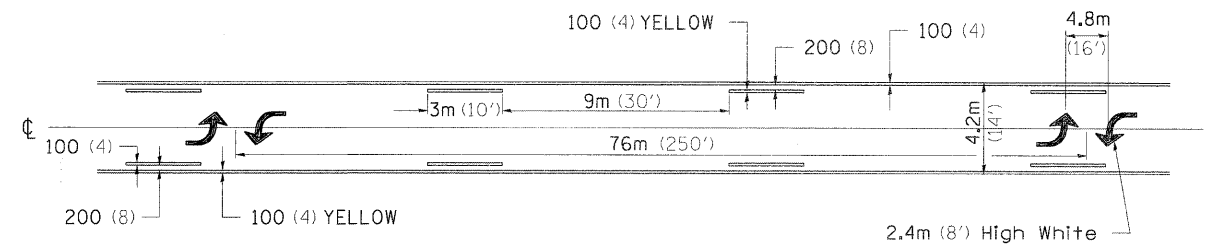
FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED - 5-30-91	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw\work\pwsdot\cushmanbw\d0149192\d0149192.dgn	489apl.dgn	DRAWN -	REVISED -						80	(81-1B) M-4	ROCK ISLAND	75	71
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	REVISED -		CONTRACT NO. 64F31								
PLOT DATE = Thu Sep 17 08:57:31 2009	DATE -	REVISED -	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

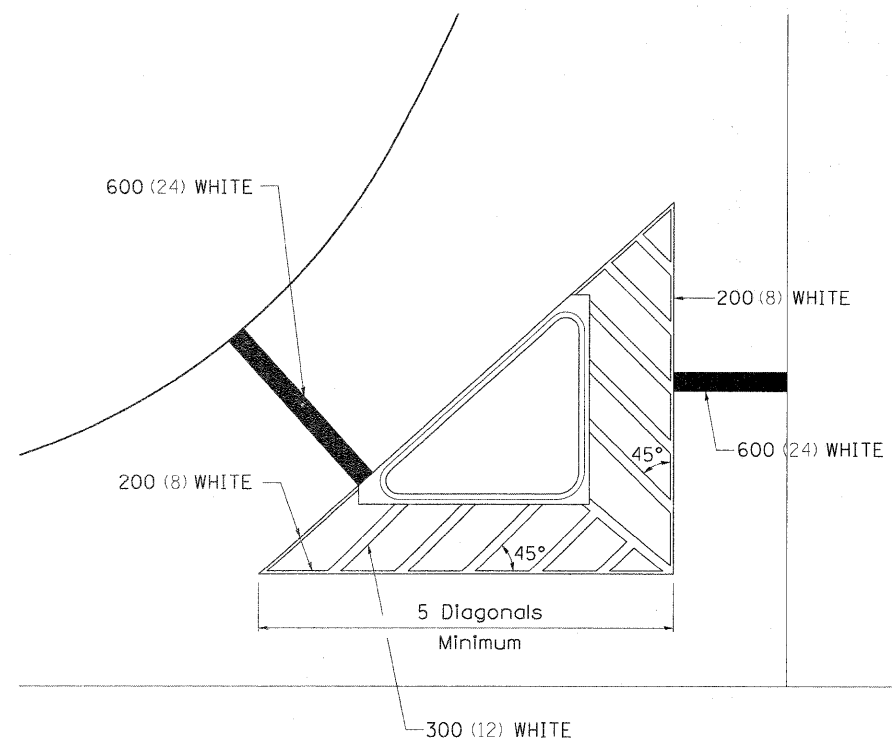


MEDIAN PAVEMENT MARKING

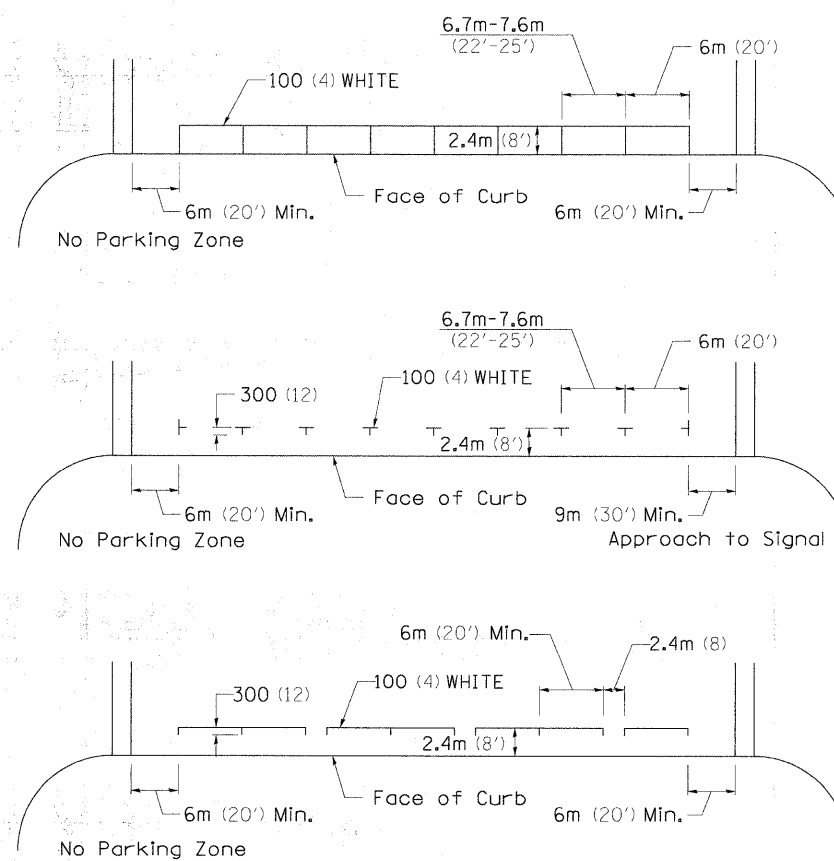


•• ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH

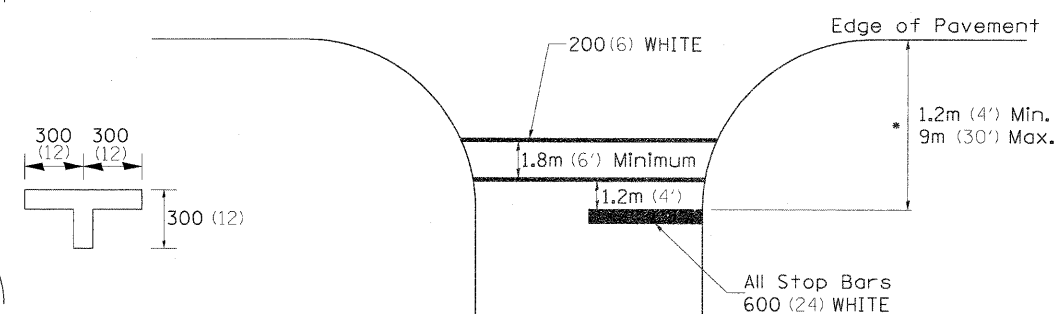


TYPICAL PARKING SPACING



STANDARD CROSSWALK MARKING

See Schedules for Locations

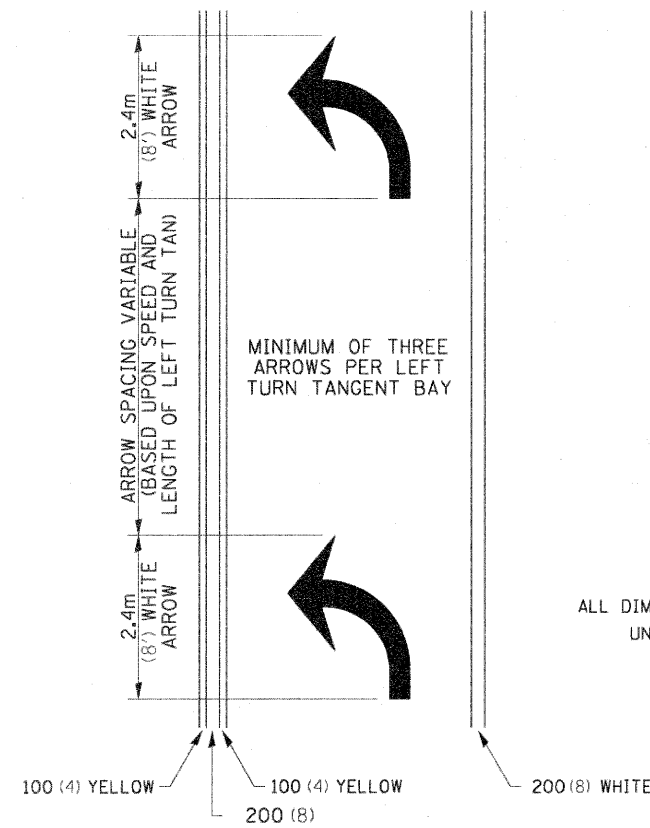


* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pwork\data\cushmanbw\d0149192\d0149192.dgn		DRAWN -	REVISED -		80	(81-1B) M-4	ROCK ISLAND	75	72				
PLOT SCALE = 50.0000 / IN.		CHECKED -	REVISED -		CONTRACT NO. 64F31				FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
PLOT DATE = Thu Sep 17 08:57:45 2009		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.				

TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT

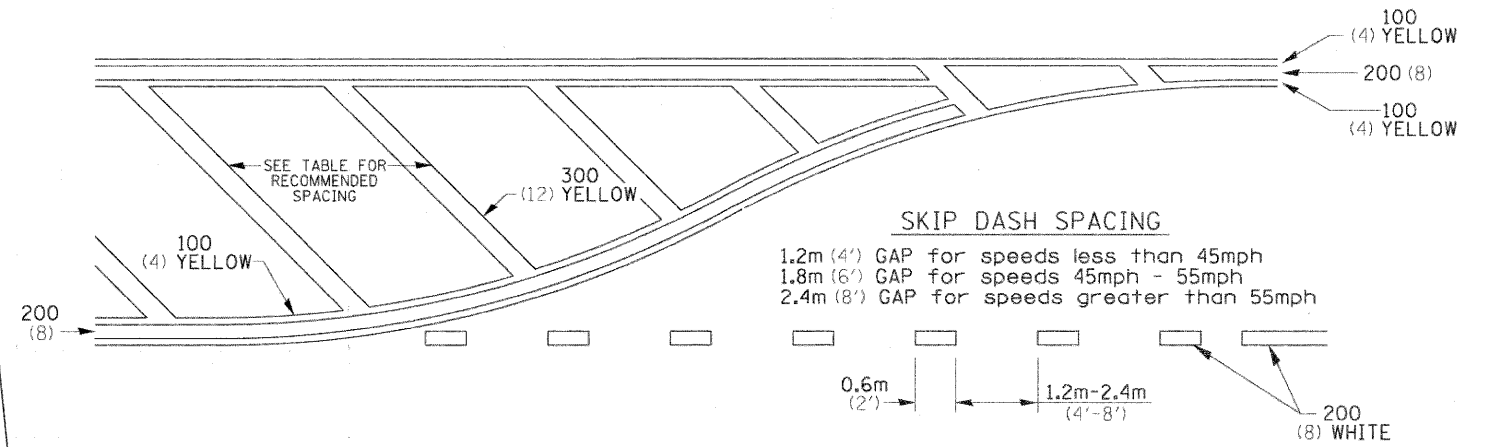


- ◀ ONE-WAY AMBER MARKER
- △ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

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

12.2m
6 at (40') O.C.
APPROACH SIDE ONLY

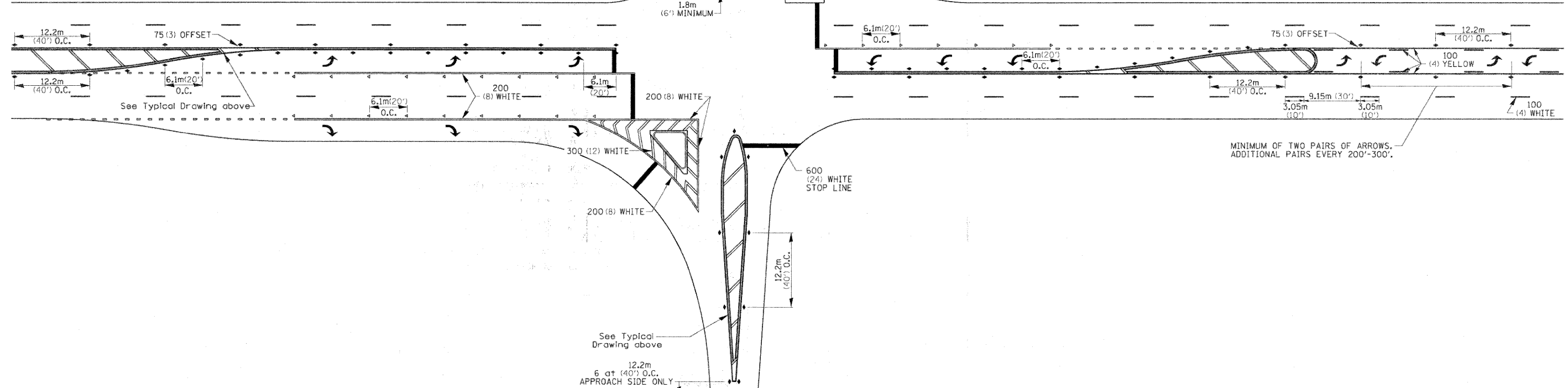
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

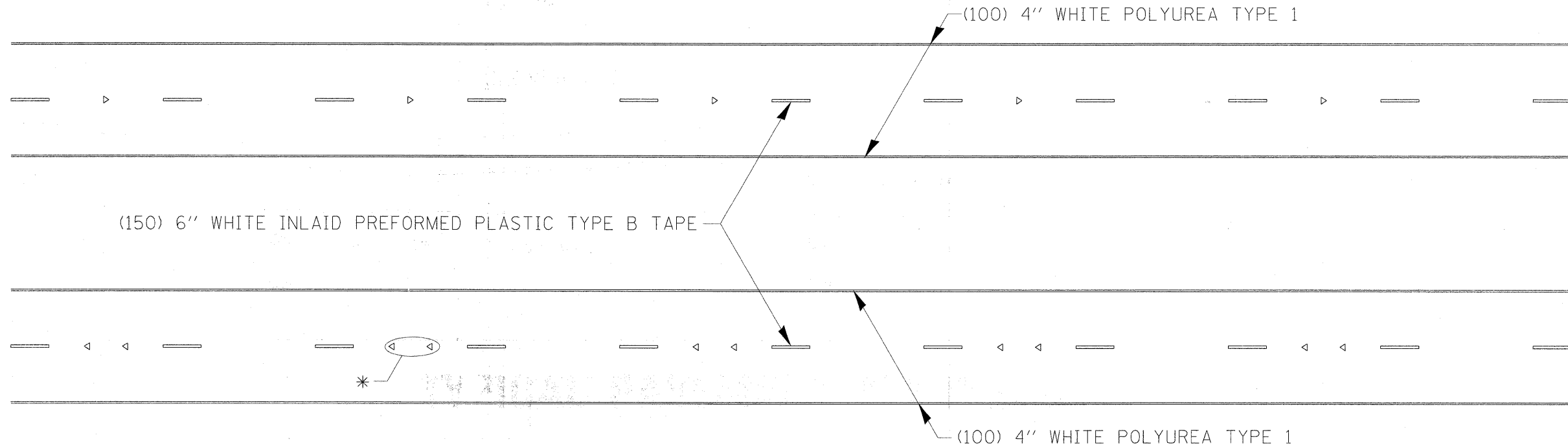
Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

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.



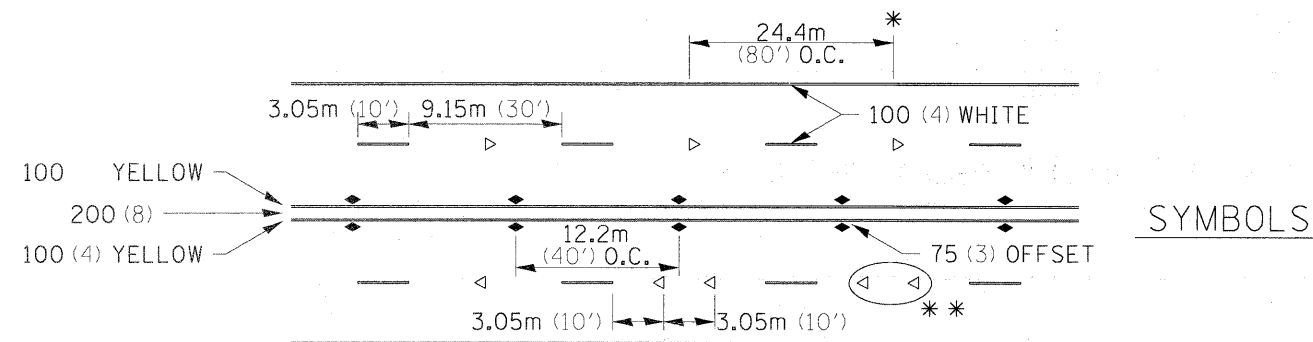
FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pav\pav\cushmanbw\ad0149192\ad0149192.dgn	DRAWN -	REVISED -	80			(61-1B) M-4	ROCK ISLAND	75	73	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64F31							
PLOT DATE = Thu Sep 17 08:57:58 2009	DATE -	REVISED -	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

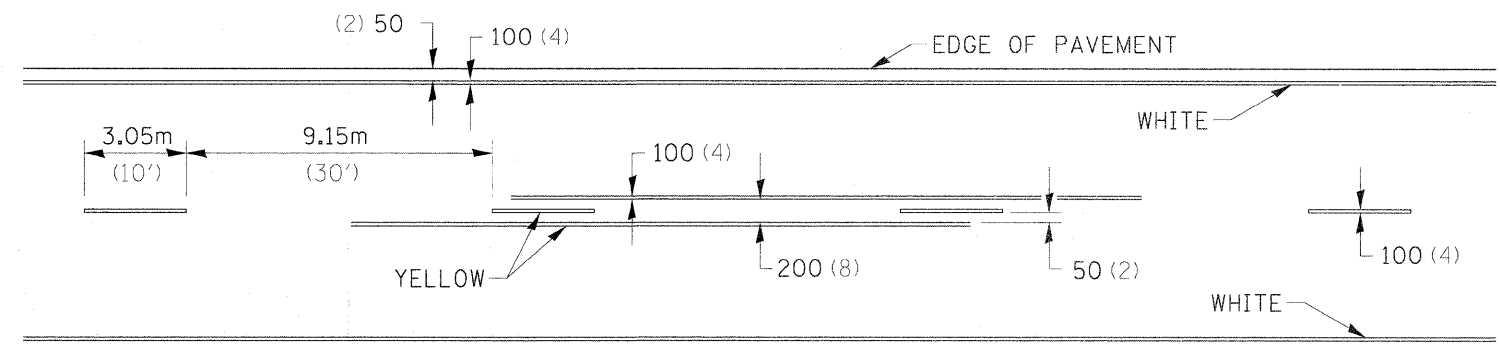


* REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15Km/H (10MPH) LOWER THAN POSTED SPEEDS.

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

MULTI-LANE / UNDIVIDED

TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES



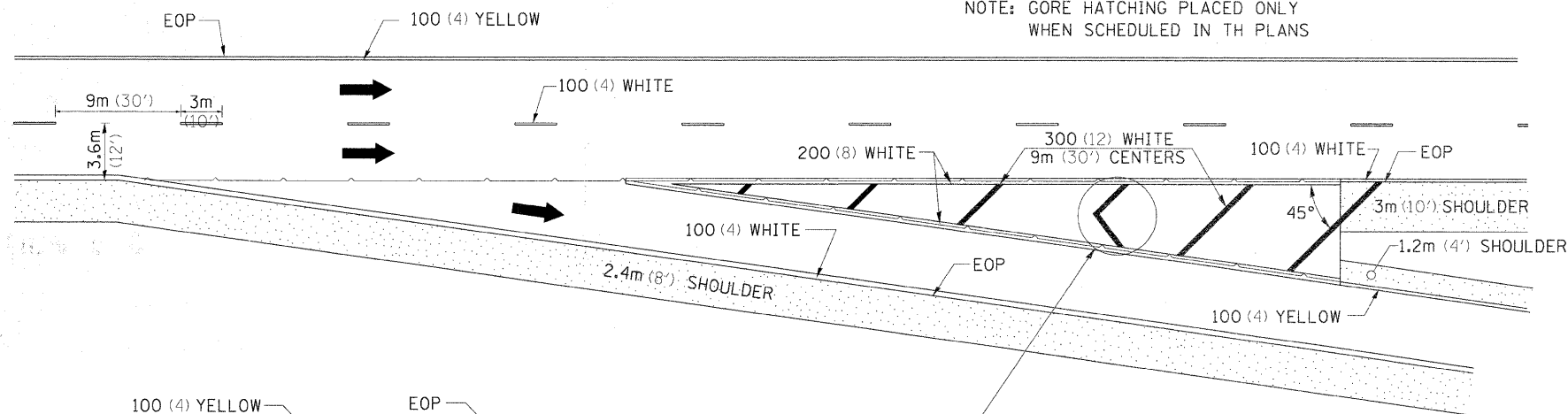
SYMBOLS

FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pwwork\pwwork\cushmanbw\d0149192\d0149192.dgn		DRAWN -	REVISED -			80	(81-1B) M-4	ROCK ISLAND	75	74
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 64F31				
PLOT DATE = Thu Sep 17 08:58:12 2009		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO. OF SHEETS	STA. TO STA.				

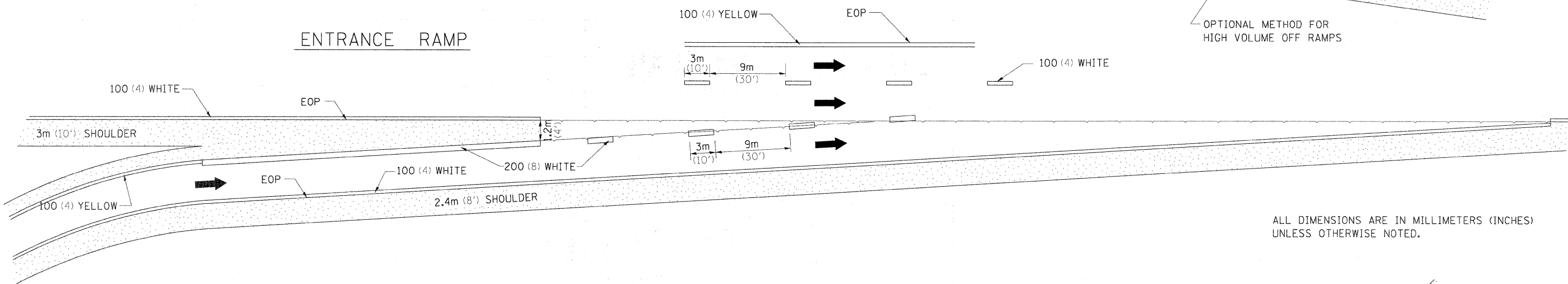
PAINING DETAILS

EXIT RAMP

NOTE: GORE HATCHING PLACED ONLY WHEN SCHEDULED IN TH PLANS

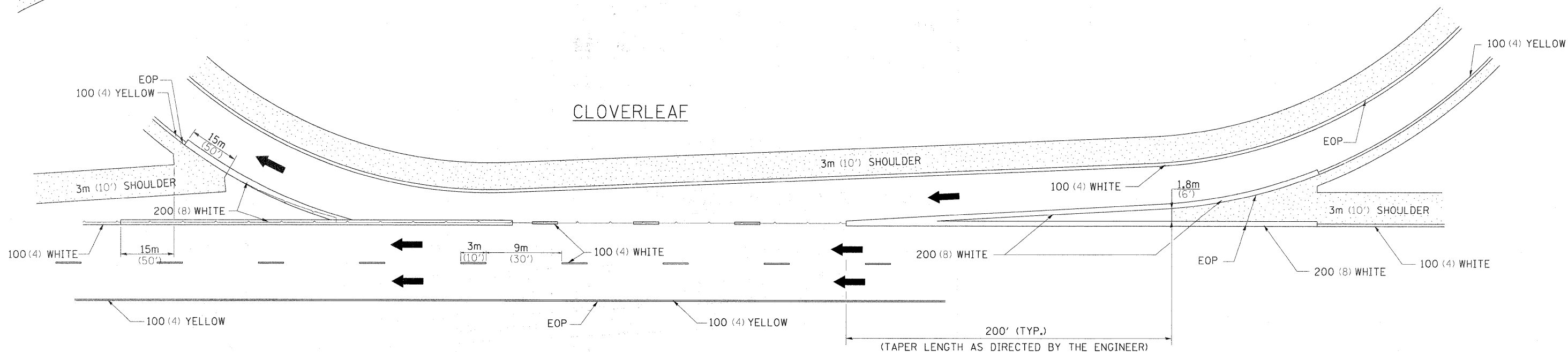


ENTRANCE RAMP



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

CLOVERLEAF



FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED - 5-27-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
ct:\pwork\px\dot\cushmanbw\d0149192\d0149192.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	80	(81-1B) M-4	ROCK ISLAND	75	75
		CHECKED -	REVISED -						CONTRACT NO. 64F31						
		PLLOT DATE = Thu Sep 17 08:58:26 2009	DATE -		REVISED -					ILLINOIS FED. AID PROJECT					