

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*595	5HBR	ROCK ISLAND	139	1

(IL 5)

143

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

FAP ROUTE 595 (IL 5)  
SECTION 5HBR  
PROJECT ACNHF-0595(031)  
ROCK ISLAND COUNTY  
BRIDGE REPLACEMENT  
C-92-145-06



D-92-082-03



FOR INDEX OF SHEETS, SEE SHEET NO.

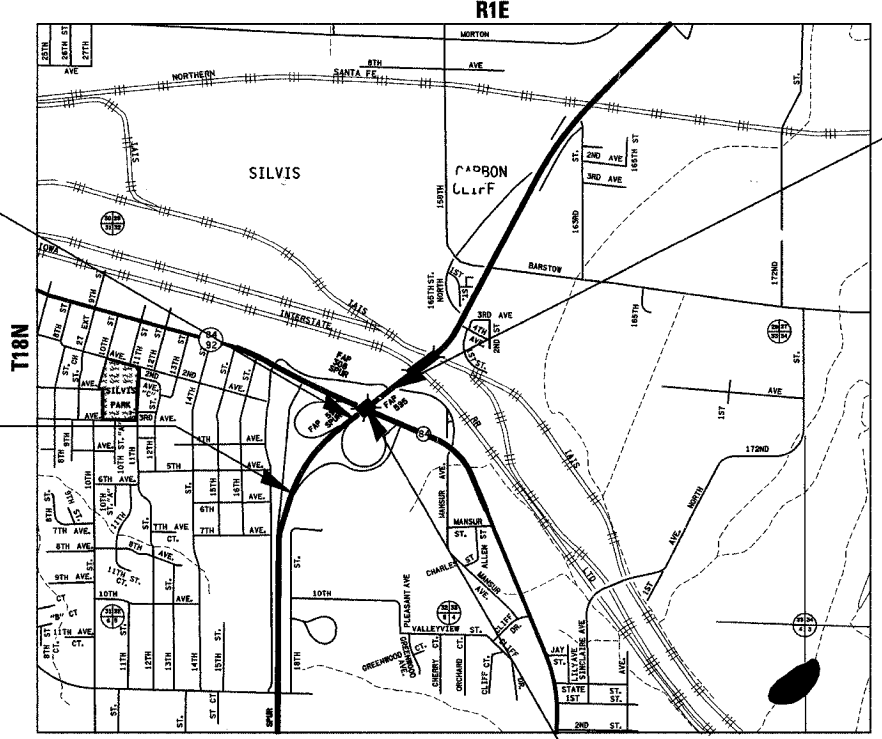
PROJECT ENGINEER: MASOOD AHMAD (815)284-5353

SQUAD LEADER: TRACI HELFRICH (815) 284-5932

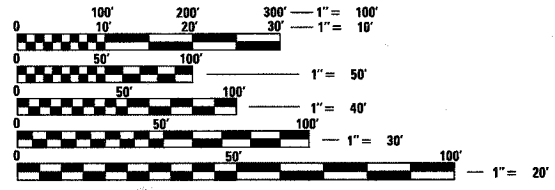
SECTION BEGINS  
STA 621+00

IMPROVEMENT BEGINS  
STA 604+70.36

SECTION AND  
IMPROVEMENT ENDS  
STA 632+08.2



IL RTE 5 BRIDGE OVER IL RTE 84  
EXISTING SN 081-0093  
PROPOSED SN 081-0169  
STA 623+65.69



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

HAMPTON TOWNSHIP, SECTIONS 32 & 33  
CONTRACT NO. 64931

GROSS LENGTH OF PROJECT = 1108.2 LIN. FT. = 0.21 MI.  
NET LENGTH = 1108.2 LIN. FT. = 0.21 MI.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED 08/23 2007

*Steve F. Brown*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 12, 2007  
*Eric E. Hovell*  
ENGINEER OF DESIGN AND ENVIRONMENT

October 12, 2007  
*Milton R. Seena P.E.*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS  
REGION 2 - DISTRICT 2 - DIXON IL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*595	5HBR	ROCK ISLAND	139	2
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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- 001006 DECIMAL OF AN INCH AND A FOOT
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- 420001-06 PAVEMENT JOINTS
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- 420401-05 BRIDGE APPROACH PAVEMENT
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- 421001-01 BAR REINFORCEMENT FOR CRC PAVEMENT
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- 482011-02 HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING
  
- 515001-02 NAME PLATE FOR BRIDGES
- 542301-01 PRECAST REINFORCED CONCRETE FLARED END SECTION
- 542546 FLUSH INLET BOX FOR MEDIAN
- 601001-01 SUB-SURFACE DRAINS
- 601101 CONCRETE HEADWALL FOR PIPE DRAIN
- 602101-01 DRAINAGE STRUCTURES TYPES 1, 2 & 3
- 602301-01 INLET - TYPE A
- 602701-01 MANHOLE STEPS
- 604001-02 FRAME AND LIDS, TYPE 1
- 604071-03 FRAME AND GRATE, TYPE 20
- 606001-03 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 609001-03 BRIDGE APPROACH SHOULDER PAVEMENT AND DRAIN
- 609006-03 BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
- 630001-07 STEEL PLATE BEAM GUARDRAIL
- 630201-04 PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- 630301-04 SHOULDER WIDENING FOR TYPE 1 (SPECIAL GUARDRAIL TERMINALS
- 631011-03 TRAFFIC BARRIER TERMINAL, TYPE 2
- 631031-06 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635001 DELINEATORS
- 635006-02 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-01 REFLECTOR MARKER AND MOUNTING DETAILS
- 637001-02 CONCRETE BARRIER DOUBLE FACE, 815MM (32IN) HEIGHT
- 667101 PERMANENT SURVEY MARKERS
- 701400-02 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701401-03 LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701402-05 LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
- 701406-04 LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
- 701411-03 LANE CLOSURE, MULTILANE AT ENTRANCE OR EXIT RAMP FOR SPEEDS >45 MPH
- 701416-05 LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH CROSSOVER AND BARRIER
- 701901 TRAFFIC CONTROL DEVICES
- 704001-03 TEMPORARY CONCRETE BARRIER
- 720011 METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
- 728001 TELESCOPING STEEL SIGN SUPPORT
- 729001 APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS AND MARKERS)
- 780001-01 TYPICAL PAVEMENT MARKINGS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**FAP ROUTE 595 (IL 5)**

**SECTION 5HBR**

**ROCK ISLAND COUNTY**

SCALE: VERT. \_\_\_\_\_ DRAWN BY \_\_\_\_\_

          HORIZ. \_\_\_\_\_ CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_

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 PLOT SCALE = 50.0000 / IN.  
 USER NAME = ccorral109g

# GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 595 (IL 5/IL 92)	5HBR	Rock Island	139	3
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64931				

The final top 100 mm (four inches) of soil in any right-of-way area disturbed by the Contractor must be capable of supporting vegetation. The soil must be from the A horizon (zero to 2' deep) of soil profiles of local soils.

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 4 or 2A shall be used, except in front of properties where the grass will be mowed, then use Seeding, Class 1. Class 2A shall be used on front slopes and ditch bottoms. Class 4 shall be used behind Type A gutter, on all backslopes and areas behind the backslope, and beyond the toe of front slope on fill sections without ditches. **(Include the following sentence ONLY if seeding is less than 0.2 Hectares (0.5 Ac.))** This work will be included in the contract unit price per Cubic Meter (Cubic Yard) for EARTH EXCAVATION.

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 EARTH EXCAVATION.

Mulch Method II shall be applied over all seeded areas. This shall be included in the cost of the EARTH EXCAVATION.

Previously pugmilled stockpiles of "Type A" older than 1 month will not be approved for use until a moisture check is run to verify moisture content. Material shipped to projects without being tested will not be accepted.

The subgrade on this project, exclusive of rock cut areas is scheduled to be improved to a 300 mm (12") depth according to Mechanistic Pavement Design. The areas scheduled to be improved to a depth greater than 300 mm (12") are estimated based on the original geotechnical investigation. The subgrade shall be processed in accordance with Article 301.03 of the Standard Specifications before the engineer shall determine the limits and the additional thickness of improvement required, if any. Any additional undercutting required after this evaluation shall be paid for as EARTH EXCAVATION.

Except for the top 75 mm (3"), all aggregate bases and subbases 300 mm (12") in thickness shall be constructed of aggregate gradation CA-2. If the specified thickness exceeds 300 mm (12"), the bases or subbases shall be constructed of topsize 150 mm (6") breaker-run crushed stone with 70% to 90% by weight, passing the 4" sieve and 15% to 40% by weight, passing the 50 mm (2") size sieve, except for the top 75 mm (3"). The breaker-run crushed stone shall be reasonably uniformly graded from coarse to fine and be taken from a quarry ledge capable of producing Class "D" quality aggregate. The top 75 mm (3") shall be gradation CA-6 or CA-10 regardless of thickness. The water necessary to achieve compaction in all but the top 75 mm (3") layer may be added after the subbase or base course is placed on the grade.

All embankment constructed of cohesive soil shall be constructed with not more than 110% of optimum moisture content, determined by the standard proctor test. Cohesive soil shall be defined as any soil which contains greater than 10% particles by weight passing the 75 µm (#200 sieve). The 110% of optimum moisture limit may be waived in free-draining granular material when approved by the Engineer.

Closed expansion joints on jointed pavements shall be re-established during the patching operations. Class B Patches - when the pavement requires patching at the location of the expansion joint, a new joint should be established using a dowelled expansion patch as shown on Highway Standard 442101. When the joint is closed, but does not require patching, an expansion joint may be formed by sawing the pavement and filling the saw cut with a preformed expansion joint filler meeting the requirements of Section 1051 of the Standard Specifications as shown on Standard 420001.

When laying out for patching, the minimum distance between new patches (saw cut to saw cut) shall be 4.6 m (15 feet). When patch spacing is less than 4.6 m (15 feet), the pavement between patches shall also be removed and replaced.

All mandatory joint sealing for Class A, Class B, and Class B (Hinge Jointed) patches as shown on the plans will not be measured for payment. Optional sawing of the joint for the sealant reservoir will not be measured for payment.

For all concrete patching that will not be resurfaced, the concrete shall be struck off flush with the existing pavement surface at each end of the patch.

The Engineer reserves the right to check all patches for smoothness by the use of a 10' rolling straight edge set to a 3/16" tolerance in the wheel paths. Any patch areas higher than 3/16" must be ground smooth with an approved grinding device consisting of multiple saws. The use of bushhammer or other impact devices will not be permitted. Any patch with depressions greater than 3/16" shall be repaired in a manner approved by the Engineer.

The mandatory saw cuts for pavement patching are:

**Class A Patch:** Cut two transverse saw cuts at each end of the patch; one full depth and one partial depth. The longitudinal edges of the patch shall be cut full depth. When the patch is adjacent to a pcc shoulder, two saw cuts along the shoulder will be required.

**Class B Patch:** Cut two transverse saw cuts outlining the patch and one transverse pressure relief saw cut. The longitudinal edges of the patch shall be cut full depth. When the patch is adjacent to a pcc shoulder, two saw cuts along the shoulder will be required.

The mandatory saw cuts will be paid for at the contract unit price per Meter (Foot) for SAW CUTS.

The minimum patch dimension for full-depth patches will be 1.2 m (four feet) and half-lane width. Half-lane patches shall be confined to the outside edges of the pavement.

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Surface	Level Binder	Top Shoulder	Bottom Shoulder
PG:	64-22	64-22	58-22	58-22
Design Air Voids	4.2 @ N70	4.2 @ N70	3.0 @ N50	2.0 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5 or 12.5	IL 9.5 or 12.5	BAM
Friction Aggregate	D	N/A	C/D	N/A
20 Year ESAL	5.0		N/A	N/A

The Contractor will be required to furnish 140 mm (5 1/2") high brass stencils as approved by the Engineer and install stationing at 250' intervals. Stationing shall be placed on both lanes of 2-lane highways and on the outside lanes in both directions on 4-lane highways. The stations shall be placed 150 mm (6") inside the pavement marking edge so they can be read from the shoulder. This work will be included in the cost of the final pavement surface.

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 metric ton (ton) for LEVELING BINDER (MACHINE METHOD) of the type specified.

The new number for this structure will be 081-0169.

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 62706, 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 curb is required on the bridge approach pavement as shown on Standard 420401.

Reflector Markers Type B shall be installed on the top of bridge parapet walls. The markers shall be according to Standard 635011 and the color and spacing according to Standard 635006, except the minimum is 2 per side.

# GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 595 (IL 5/IL 92)	5HBR	Rock Island	139	4
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64931				

The Contractor shall install 450 mm (18") diameter formed openings in the Concrete Median Surface, spaced at intervals no greater than 75 m (250 feet), and/or as directed by the Engineer. All existing pavement surfaces or other existing obstructions beneath these openings shall be removed by the Contractor. After the median is in place, core each opening down 1.2 m (4') and fill with dirt. All costs incurred shall be included in the contract unit price per Square Meter (Square Foot) for P.C. CONCRETE MEDIAN SURFACE, 100 mm (4 INCH).

The excavated materials from earth excavation widening, grading and shaping ditches, and excavating and grading shoulders shall be used to build up the shoulder throughout the job to conform with the typical sections and shoulder widening for terminals as shown on the plans.

The millings from Hot-Mix Asphalt Surface Removal shall be used to build up the existing shoulders, as shown on the typical sections and/or as directed by the Engineer. The shoulder shall be rolled and compacted as directed by the Engineer. Excess grindings or large chunks shall be disposed of by the Contractor. No grindings will be allowed on the foreslopes. The cost shall be included in the contract unit price for the HOT-MIX ASPHALT SURFACE REMOVAL specified.

Embankment quantities for the construction of the Traffic Barrier Terminals as shown in the plans are included in quantities for Earth Excavation.

The Contractor shall supply the Resident Engineer with the manufacturer's installation requirements for the type of Steel Plate Beam Guardrail Terminal Type 1 Special (Tangent) or Steel Plate Beam Guardrail Terminal Type I Special (Flared).

One 16d galvanized nail shall be used to toe nail the wood block out to the wood post on all Traffic Barrier Terminal Type I Specials.

Delineators shall be installed as shown in Standard 635001, except that the post shall be rotated 180° and only metal-backed delineators shall be permitted.

Delineators shall be placed at the ends of approach guardrail terminal sections, and at each headwall or end section of AR Culverts. This work will be paid for at the contract unit price each for DELINEATORS.

Pavement Marking shall be done according to Standard 780001, except as follows:

1. All words, such as ONLY, shall be 2.4 m (8 feet) high.
2. All non-freeway arrows shall be the large size.
3. The distance between yellow no-passing lines shall be 200 mm (8"), not 180 mm (7") as shown in the detail of Typical Lane and Edge Lines.

PERMANENT SURVEY MARKERS, TYPE II, shall be set at intervals of 1.6 Km (1 mile) or as directed by the Engineer. Bridge or culvert projects shall have one survey marker placed near the structure. Estimated: 4 Each.

Permanent Survey Markers, Type II shall be cast-in-place as shown on Highway Standard 667101.

The Contractor shall submit to the Engineer a description of location, elevation, and coordinates for each permanent survey marker. The Engineer shall submit this information to the Survey Crew.

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  
Citizens  
Mediacom  
Village of Carbon Cliff

MidAmerican Energy Co.  
McLeod USA  
MCI World Com  
City of Silvis

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 - Dist. 2  
819 Depot Avenue  
Dixon, IL 61021  
Ph. 815/284-5469

The applicable portions of Article 105.07 of the Standard Specification shall apply except for the following: The Contractor shall be responsible to locate the vertical depths of the underground utilities which may interfere with construction operations. This work will not be measured or paid for separately, but shall be considered as included in the unit bid price for the item of construction involved.

Per SB 699 (90 day utility relocation law), once right-of-way is clear to award the project, a notice will be sent to the utility companies instructing them to have their facilities relocated within 90 days. Estimated date relocation complete = Letting Date + 135 days.

Tie bars shall be installed to tie PCC appurtenance to adjacent existing concrete pavement.

Tie the following to the existing concrete pavement		Length, size, and spacing of Tie Bars
Gutter or Curb & Gutter	Std. 606001	600 mm (24") long No. 20 (No. 6) @ 600 mm (24") centers
PCC Base Course	Std. 353001	600 mm (24") long No. 20 (No. 6) @ 750 mm (30") centers
PCC Pavement	Std. 420101	600 mm (24") long No. 20 (No. 6) @ 750 mm (30") centers

Tie bars to be installed in accordance with the applicable portions of Article 420.05(b) of the Standard Specifications. See Highway Standard 420001 for detail on longitudinal construction joint grouted-in-place tie bar. The cost of the tie bars to be included in the cost of the PCC appurtenance adjacent to the existing pavement.

CADD data will be available to Contractors and Consultants working on this project. This information will be provided upon request as MicroStation CADD files and Geopak coordinate geometry files ONLY. If data is required in other formats it will be your responsibility to make these conversions. If any discrepancy or inconsistency arises between the electronic data and the information on the hard copy, the information on the hard copy should be used. Contact the District's Project Engineer to request these files.

It shall be the Contractor's responsibility to contact the municipality to determine approved methods of utility structure adjustment. Utility structures may include, but are not limited to, manholes, water valves, handholes, etc. All materials and work necessary to complete adjustments per municipality requirements shall be considered included in the cost of the associated adjustment pay item.

The excess millings from the Hot-Mix Asphalt Surface Removal, 2" shall be taken to the Silvis Maintenance Yard. Contact Trisha Thompson, Field Engineer, by email at Thompson.Trisha@illinois.gov, prior to transporting the materials to get the exact location. The cost of transporting the millings shall be included in the contract unit price for HOT-MIX ASPHALT SURFACE REMOVAL, 2".

Removal of the existing pipe underdrains shall be included in the cost of PAVEMENT REMOVAL.

Program #5  
(Arch. Size)  
Enlarge  
200%  
Enlarge 107%

# SUMMARY OF QUANTITIES

CONTINUAL NO. 64931				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*595	5HR	ROCKISLAND	139	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
*(IL 5)				

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	URBAN			BRIDGE X271-2A 80% FED 20% STATE
				IL 92/IL 5 J000 80% FED 20% STATE	IL 84 J000 80% FED 20% STATE		
20200100	EARTH EXCAVATION	CU YD	2855	325	2530		
20400800	FURNISHED EXCAVATION	CU YD	385	385			
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	1,910			1,910	
28000400	PERIMETER EROSION BARRIER	FOOT	1000	1000			
28000500	INLET AND PIPE PROTECTION	EACH	5	5			
28100107	STONE RIPRAP, CLASS A4	SQ YD	223	217	6		
28100208	STONE RIPRAP, CLASS A4 (SPECIAL)	TON	2792	2792			
28200200	FILTER FABRIC	SQ YD	223	217	6		
31100910	SUB-BASE GRANULAR MATERIAL, TYPE A, 12"	SQ YD	9370	5651	3719		
31200100	STABILIZED SUB-BASE 4"	SQ YD	2638		2638		
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	238	238			
40600990	TEMPORARY RAMP	SQ YD	40	40			
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX 'C', N50	TON	266	124	142		
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N50	TON	56	56			
40603340	HOT MIX ASPHALT SURFACE COURSE, MIX 'D' N 70	TON	466	466			
42000301	PORTLAND CEMENT CONCRETE PAVEMENT 8' (JOINTED)	SQ YD	2143	2143			
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	684	684			
42001200	PAVEMENT FABRIC	SQ YD	4780	4780			
42001300	PROTECTIVE COAT	SQ YD	3693	1287	2406		
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PPC)	SQ YD	2404	2404			
42100100	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 8'	SQ YD	2406		2406		
42100700	PAVEMENT REINFORCEMENT 8'	SQ YD	2406		2406		
44000100	PAVEMENT REMOVAL	SQ YD	4523	2145	2378		
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	4426	4426			
44000300	CURB REMOVAL	FOOT	160	160			
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1799	1104	695		
44001900	CONCRETE BARRIER REMOVAL	FOOT	201	201			
44002020	CONCRETE MEDIAN SURFACE REMOVAL	SQ FT	18875	13880	4995		
44004250	PAVED SHOULDER REMOVAL	SQ YD	1418	488	930		
44200934	CLASS B PATCHES, TYPE II, 8 INCH	SQ YD	171	171			
44200942	CLASS B PATCHES, TYPE III, 8 INCH	SQ YD	44	44			
44200944	CLASS B PATCHES, TYPE IV, 8 INCH	SQ YD	189	189			
44213200	SAW CUTS	FOOT	1335	1335			

• SPECIALTY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. DATE  
HORIZ.

DRAWN BY  
CHECKED BY

PLOT DATE = Thu Sep 28 14:28:18 2007  
FILE NAME = c:\projects\2006293\486289pl.dgn  
PLOT SCALE = 50.0000 / IN.  
USER NAME = ccs11193

# SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	SHEETS	NO.
#595	SHBR	ROCKISLAND	139	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

\*(IL 5)

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	IL 92/IL 5 J000 80% FED 20% STATE	IL 84 J000 80% FED 20% STATE	BRIDGE X271-2A 80% FED 20% STATE
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	2186	1044	1142	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1			1
50157300	PROTECTIVE SHIELD	SQ YD	3474	2243		1231
50200100	STRUCTURE EXCAVATION	CU YD	2396			2396
50200400	ROCK EXCAVATION FOR STRUCTURES	CU YD	103.5			103.5
50300225	CONCRETE STRUCTURES	CU YD	1,699.2			1,699.2
50300255	CONCRETE SUPERSTRUCTURES	CU YD	391.8			391.8
50300260	BRIDGE DECK GROOVING	SQ YD	1375			1375
50300300	PROTECTIVE COAT	SQ YD	1559			1559
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1			1
50500505	STUD SHEAR CONNECTORS	EACH	5631			5631
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	649,380			649,380
50800515	BAR SPLICERS	EACH	892			892
51100100	SLOPE WALL 4 INCH	SQ YD	120			120
51500100	NAME PLATES	EACH	1			1
51603000	DRILLED SHAFT IN SOIL	CU YD	250			250
51604000	DRILLED SHAFT IN ROCK	CU YD	435			435
52000110	PREFORMED JOINT STRIP SEAL	FOOT	214			214
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	28			28
52100520	ANCHOR BOLTS, 1"	EACH	56			56
54200217	PIPE CULVERTS, CLASS D, TYPE 1, 12"	FOOT	33	33		
52100530	ANCHOR BOLTS, 1 1/4"	EACH	28			28
5421A018	PIPE CULVERTS, CLASS A, TYPE 1 18" (TEMPORARY)	FOOT	49	49		
54215547	METAL END SECTIONS 12"	EACH	2	2		
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	1	1		
55037800	STORM SEWERS TO BE CLEANED 12"	FOOT	164	164		
55100500	STORM SEWER REMOVAL 12"	FOOT	63	63		
58700300	CONCRETE SEALER	SQ FT	8165			8165
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	941			941
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	3		3	
60107600	PIPE UNDERDRAINS 4"	FOOT	1234		1234	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	288			288
60238630	INLETS, TYPE A, WITH SPECIAL FRAME, OPEN LID	EACH	2	2		
60247160	DRAINAGE STRUCTURES, TYPE 1 WITH TWO TYPE 20 FRAMES AND GRATES	EACH	5	5		
60255800	MANHOLES TO BE ADJUSTED WITH TYPE I FRAME, CLOSED LID	EACH	1	1		

• NON-PARTICIPATING

• SPECIALTY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT.  
DATE:      HORIZ.

DRAWN BY  
CHECKED BY

PLOT DATE = Thu Sep 28 14:50:18 2007  
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# SUMMARY OF QUANTITIES

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*595	5HBR	ROCKISLAND	139	7
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\* (IL 5)

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	IL 92/IL 5 J000 80% FED 20% STATE	IL 84 J000 80% FED 20% STATE	BRIDGE X271-2A 80% FED 20% STATE	
60260100	INLETS TO BE ADJUSTED	EACH	1		1		
60265100	INLETS TO BE RECONSTRUCTED WITH NEW FRAME AND GRATE, SPECIAL	EACH	1	1			
60500070	REMOVING MANHOLES TO MAINTAIN FLOW	EACH	3	3			
60500090	REMOVING INLETS TO MAINTAIN FLOW	EACH	5	5			
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	181		181		
6060521	COMBINATION CONCRETE CURB AND GUTTER, TYPE M- 2.24	FOOT	234		234		
60611600	COMBINATION CONCRETE CURB AND GUTTER, (SPECIAL)	FOOT	280		280		
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	4509		4509		
63000000	STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	425	25	400		
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3	3			
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	3	1	2		
63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	1	1			
63100169	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED)	EACH	3	1	2		
63200310	GUARDRAIL REMOVAL	FOOT	713	370	343		
63500105	DELINEATORS	EACH	9	7	2		
63700255	CONCRETE BARRIER, DOUBLE FACE, 32 INCH HEIGHT	FOOT	2375			2,375	
63700805	CONCRETE BARRIER TRANSITION	FOOT	56			56	
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	4	2	2		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAJMO	14	14			
67100100	MOBILIZATION	L SUM	1				
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	1	1			
70100410	TRAFFIC CONTROL AND PROTECTION, STANDARD 701416	EACH	1	1			
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	7	7			
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1			
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1			
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1590	1590			
70300200	TEMPORARY PAVEMENT MARKING	FOOT	18754	17017	1737		
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	22573	20152	2421		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	14299	12914	1385		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2900	2200	700		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	5550	3550	2000		
78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4'	FOOT	16309	14572	1737		
78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8'	FOOT	2445	2445			

\* SPECIALTY ITEMS

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REVISIONS		
NAME	DATE	
		ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT.  
DATE

HORIZ.

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CHECKED BY

# SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
+595	5HBR	ROCKISLAND	139	8
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

\*(IL 5)

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	IL 92/IL 5 J000 80% FED 20% STATE	IL 84 J000 80% FED 20% STATE	BRIDGE X271-2A 80% FED 20% STATE	
78200410	GUARDRAIL MARKERS, TYPE A	EACH	20	12	8		
78200520	BARRIER WALL MARKERS, TYPE B	EACH	114	114			
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	2	2		
78300100	PAVEMENT MARKING REMOVAL	SQ FT	1912	1912			
81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	185			185	
X0321100	GEOTEXTILE RETAINING WALL	SQ FT	1362			1362	
X0300136	BRIDGE APPROACH SHOULDER REMOVAL	SQ YD	396	396			
X0320547	REMOVE AND REINSTALL END SECTION	EACH	1	1			
X0323830	DRAINAGE SCUPPERS, DS-11	EACH	2			2	
X0696000	BRIDGE DRAINAGE SYSTEM	L SUM	1			1	
X0712400	TEMPORARY PAVEMENT	SQ YD	760	760			
X0919000	TEMPORARY PAVEMENT REMOVAL	SQ YD	760	760			
X6060500	CORRUGATED MEDIAN REMOVAL	SQ FT	338	338			
Z0074600	TRAINERS	Hour	500	500			
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
Z0017100	DOWEL BARS	EACH	540	540			
Z0028415	GEOTECHNICAL REINFORCEMENT	SQ YD	404	404			
Z0028700	GRANULAR SUBGRADE REPLACEMENT	CU YD	70	70			
Z0029999	IMPACT ATTENUATOR REMOVAL	EACH	2	2			
Z0030020	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2		2		
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	5	1	4		
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	5	1	4		
Z0065752	SLOTTED DRAIN WITH 6" SLOT	FOOT	200	200			
Z0075300	TIE BARS	EACH	68	68			
B2005214	TREE, MALUS SUTYZAM (SUGAR TYME CRAB APPLE) 1-3/4" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	24	24			
X0325075	OSTERBERG LOAD CELL TEST	EACH	1			1	

\* SPECIALTY ITEMS  
# Y080

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REVISIONS		
NAME	DATE	
		ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. \_\_\_\_\_  
DATE: HORIZ. \_\_\_\_\_

DRAWN BY \_\_\_\_\_  
CHECKED BY \_\_\_\_\_



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

# TYPICAL SECTION

## IL 5/L 92 MEDIAN REMOVAL AREA

STA 604+70.36 TO 606+84.94

IL 5

STA 606+84.94 TO 618+32.6

IL 5

PORTLAND CEMENT CONCRETE PAVEMENT, 8" (JOINTED)

SUBBASE GRANULAR MATERIAL, TYPE A - 12"

STA 618+32.6 TO 621+00

IL 5

6'

16'

VAR.

24'

VAR.

24'

10"

EXISTING BITUMINOUS SHOULDERS

EXISTING CONCRETE RAMP

GORE AREA

EXISTING CONCRETE PAVEMENT

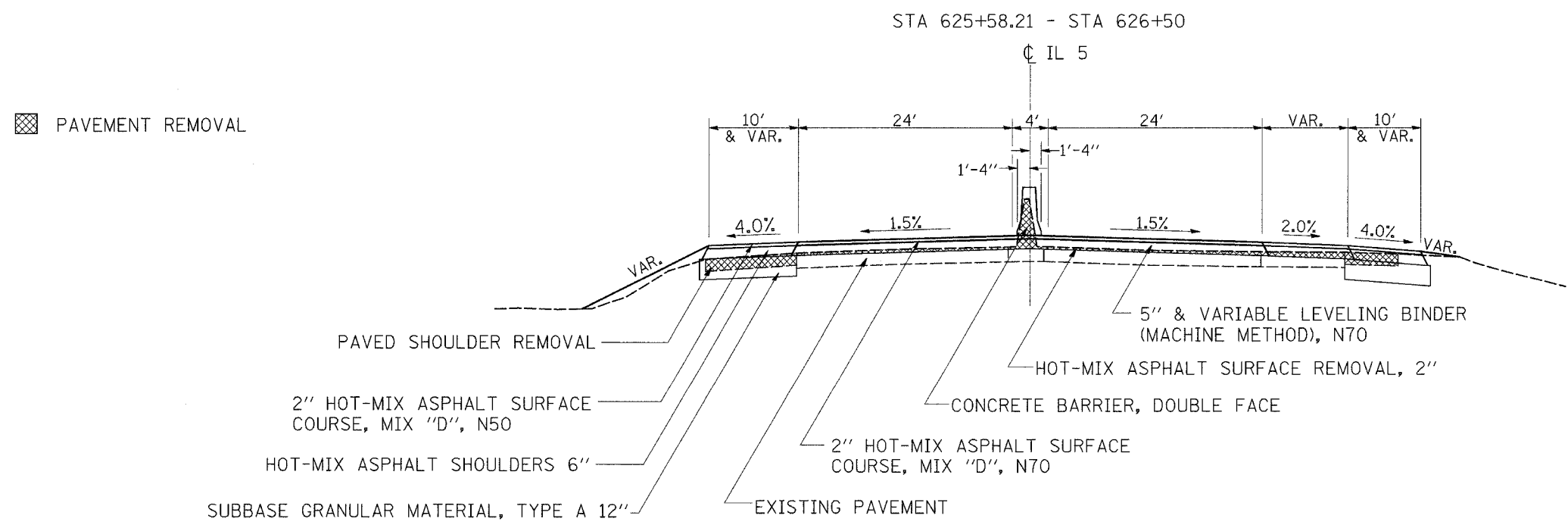
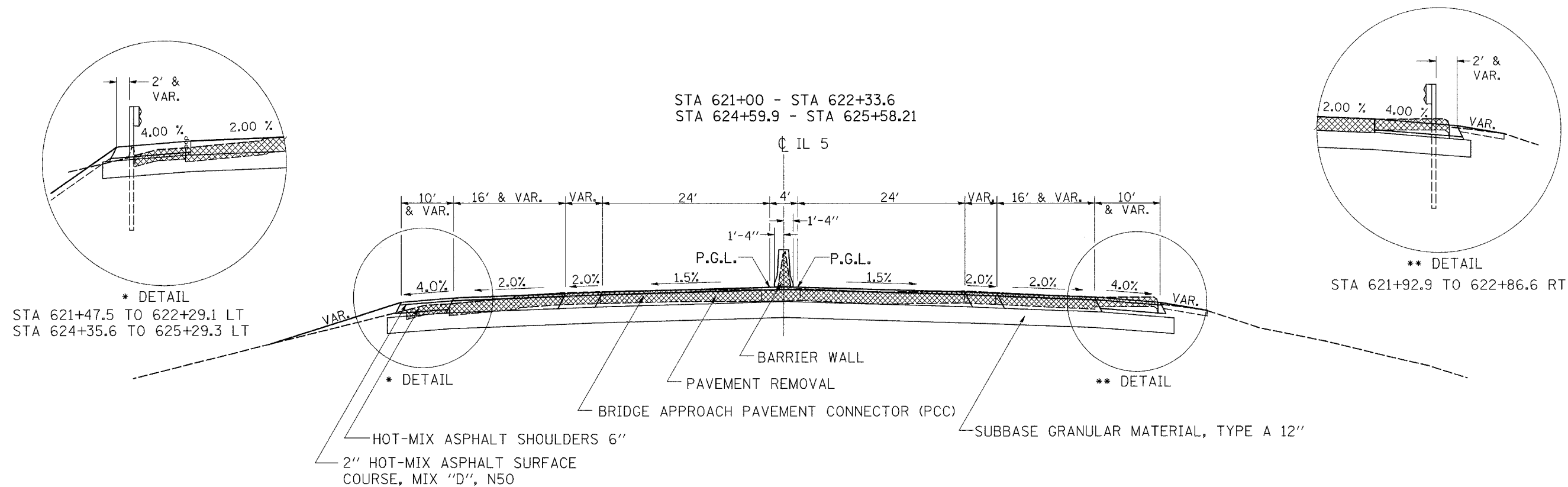
EXISTING BITUMINOUS SHOULDERS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	10
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

# PROPOSED STRUCTURE

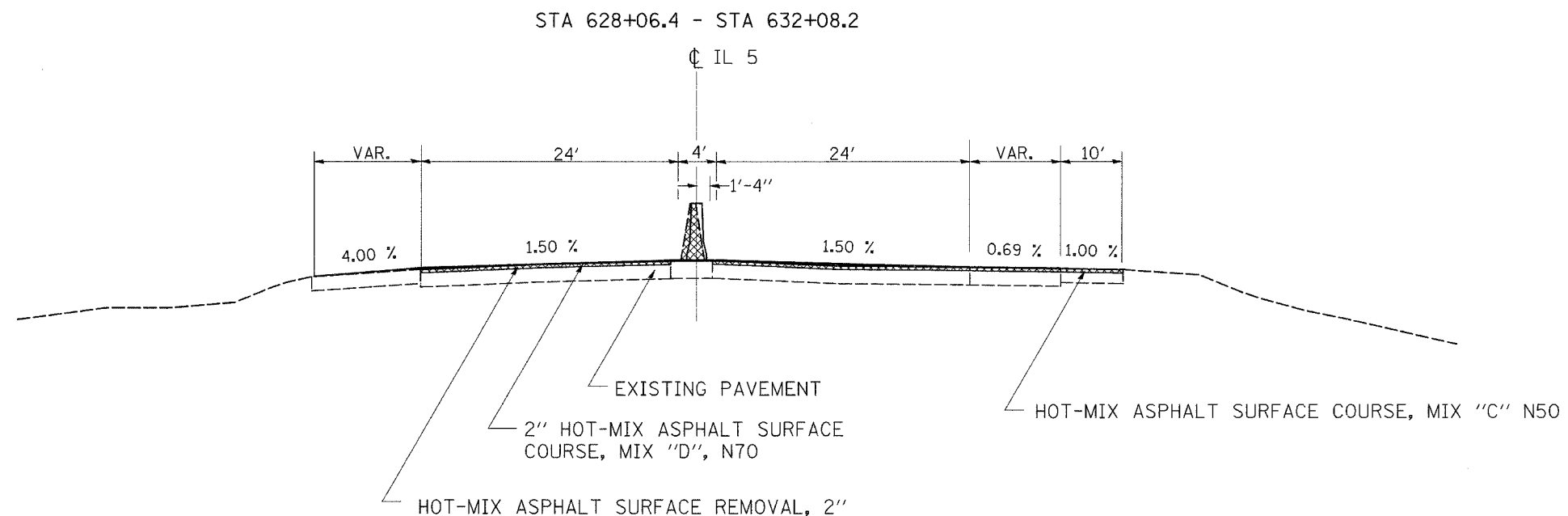
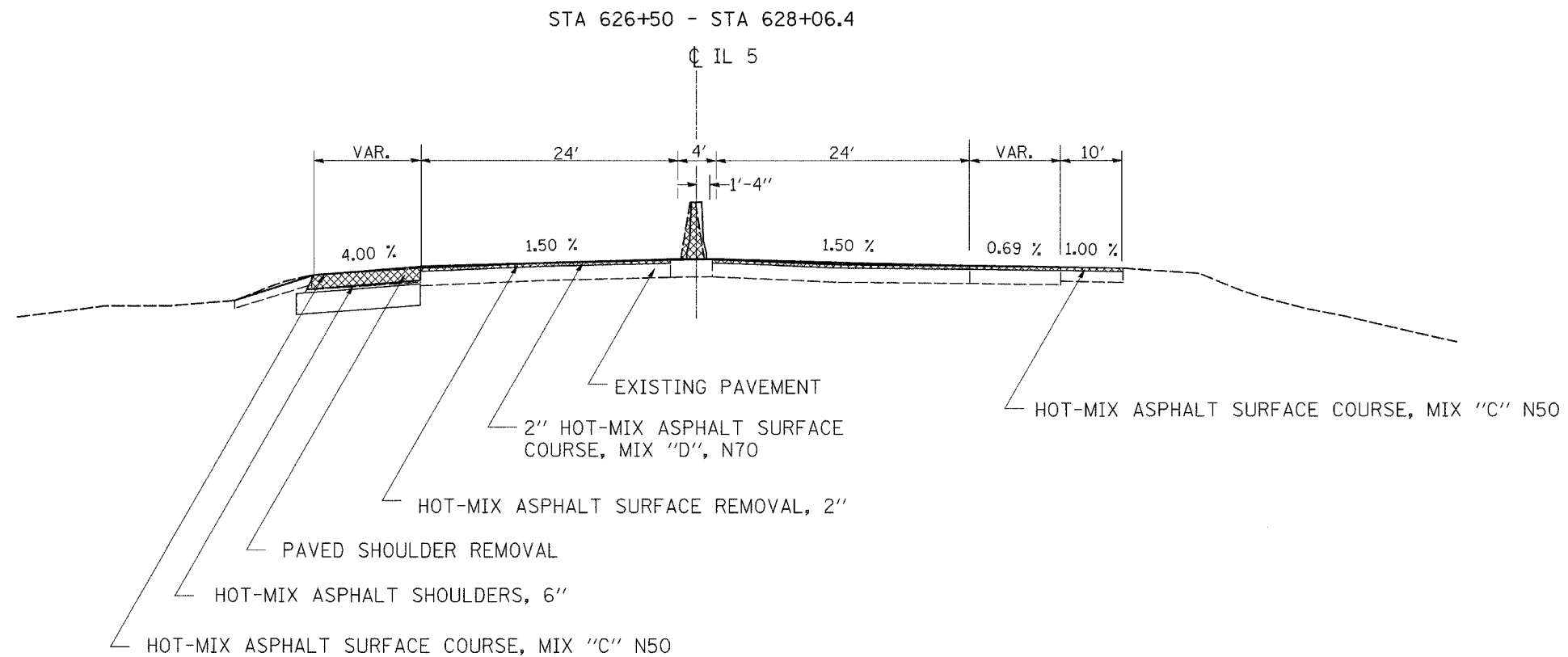
## SN 081-0169

### (IL 92/L 5 OVER IL 84)



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	SHBR	ROCK ISLAND	139	11
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

# PROPOSED STRUCTURE SN 081-0169 (IL 92/L 5 OVER IL 84)



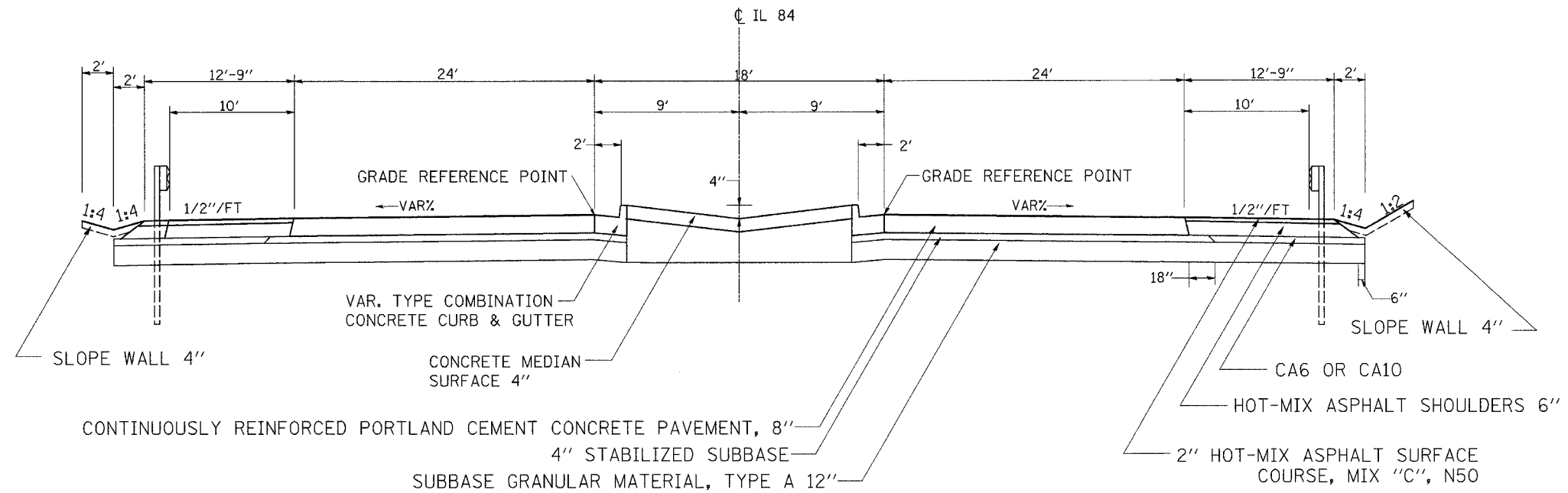
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595	5HBR	ROCK ISLAND	139	12
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

# PROPOSED STRUCTURE

## SN 081-0169

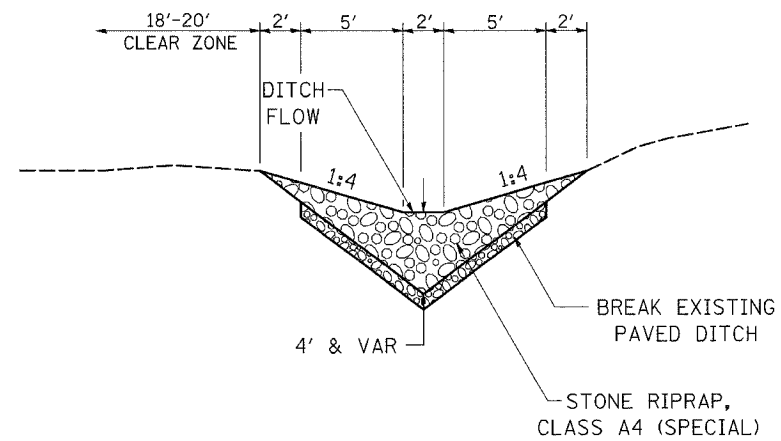
### (IL 92/L 5 OVER IL 84)

STA 136+42.5 - STA 139+89.8



#### STONE DITCH DETAIL RAMP BD

STA 7+48.83 TO 16+07.5 RT



# SCHEDULE OF QUANTITIES

CONTRACT NO. 64931

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*595	5HBR	ROCK ISLAND	139 13
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

\*(IL 5)

28200200 <b>FILTER FABRIC</b>					31100910 <b>SUB BASE GRANULAR MATERIAL, TYPE A, 12"</b>																																																																																																																																																																																																																																																														
SQ YD	LOCATION	OFFSET	REMARKS		SQ YD	LOCATION	OFFSET	REMARKS																																																																																																																																																																																																																																																											
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center;">366</td> <td style="text-align: left;">621+00.0</td> <td style="text-align: center;">TO</td> <td style="text-align: left;">622+45.0</td> <td style="text-align: center;">LT</td> </tr> <tr> <td style="text-align: center;">27</td> <td style="text-align: left;"><b>SUBTOTAL</b></td> <td></td> <td></td> <td></td> <td style="text-align: center;">404</td> <td style="text-align: left;">621+00.0</td> <td style="text-align: center;">TO</td> <td style="text-align: left;">622+58.0</td> <td style="text-align: center;">LT</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">71</td> <td style="text-align: left;">621+00.0</td> <td style="text-align: center;">TO</td> <td style="text-align: left;">622+60.2</td> <td style="text-align: center;">LT</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">445</td> <td style="text-align: left;">621+00.0</td> <td style="text-align: center;">TO</td> <td 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style="text-align: left;">624+34.8</td> <td style="text-align: center;">TO</td> <td style="text-align: left;">628+06.4</td> <td style="text-align: center;">LT</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">71</td> <td style="text-align: left;">624+39.8</td> <td style="text-align: center;">TO</td> <td style="text-align: left;">625+58.2</td> <td style="text-align: center;">LT</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">286</td> <td style="text-align: left;">624+44.5</td> <td style="text-align: center;">TO</td> <td style="text-align: left;">625+58.2</td> <td style="text-align: center;">LT</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">44</td> <td style="text-align: left;">624+57.6</td> <td style="text-align: center;">TO</td> <td style="text-align: left;">625+58.2</td> <td style="text-align: center;">RT</td> </tr> <tr> <td></td> 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92										7	611+09.0				2143	606+84.9	TO	618+32.6		10	614+09.0				367	618+00.0	TO	622+34.4	LT	10	617+10.0				366	621+00.0	TO	622+45.0	LT	27	<b>SUBTOTAL</b>				404	621+00.0	TO	622+58.0	LT						71	621+00.0	TO	622+60.2	LT						445	621+00.0	TO	622+73.3	RT						93	621+00.0	TO	622+75.0	RT						282	621+00.0	TO	622+82.5	RT						169	621+00.0	TO	622+87.4	RT						517	624+34.8	TO	628+06.4	LT						71	624+39.8	TO	625+58.2	LT						286	624+44.5	TO	625+58.2	LT						44	624+57.6	TO	625+58.2	RT						245	624+59.8	TO	625+58.2	RT						108	624+72.8	TO	625+58.2	RT						50	624+79.7	TO	625+58.2	RT						5651	<b>SUBTOTAL</b>										IL 84									644	135+38.6	TO	139+89.8	RT						670	136+42.5	TO	140+05.9	LT						1480	136+42.5	TO	139+89.8	LT						926	136+42.5	TO	139+89.8	RT						3719	<b>SUBTOTAL</b>									9370	<b>TOTAL</b>			
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10	617+10.0				366	621+00.0	TO	622+45.0	LT																																																																																																																																																																																																																																																										
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					517	624+34.8	TO	628+06.4	LT																																																																																																																																																																																																																																																										
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					644	135+38.6	TO	139+89.8	RT																																																																																																																																																																																																																																																										
					670	136+42.5	TO	140+05.9	LT																																																																																																																																																																																																																																																										
					1480	136+42.5	TO	139+89.8	LT																																																																																																																																																																																																																																																										
					926	136+42.5	TO	139+89.8	RT																																																																																																																																																																																																																																																										
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					9370	<b>TOTAL</b>																																																																																																																																																																																																																																																													

28100107 <b>STONE RIPRAP, CLASS A4</b>					31200100 <b>STABILIZED SUB-BASE 4"</b>																																																																
SQ YD	LOCATION	OFFSET	REMARKS		SQ YD	LOCATION	OFFSET	REMARKS																																																													
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28100208 <b>STONE RIPRAP, CLASS A4 (SPECIAL)</b>					40600635 <b>LEVELING BINDER (MACHINE METHOD), N 70</b>																																																																										
TON	LOCATION	OFFSET	REMARKS		TON	LOCATION	OFFSET	REMARKS																																																																							
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9	625+58.2	TO	626+50.0	CL	9	625+58.2	TO	626+50.0	CL																																																																						
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238	<b>TOTAL</b>				238	<b>TOTAL</b>																																																																									

20200100 <b>EARTH EXCAVATION</b>				
CU YD	LOCATION	OFFSET	REMARKS	
IL 5/IL 92				
325	620+50.0	TO	628+50.0	
325	<b>SUBTOTAL</b>			
IL 84				
2530	135+00.0	TO	141+50.0	
2530	<b>SUBTOTAL</b>			
2855	<b>TOTAL</b>			

20400800 <b>FURNISHED EXCAVATION</b>				
CU YD	LOCATION	OFFSET	REMARKS	
Ramp CA				
385	10+50.0	TO	12+75.0	
385	<b>TOTAL</b>			

28000400 <b>PERIMETER EROSION BARRIER</b>				
FOOT	LOCATION	OFFSET	REMARKS	
TO BE USED AS NEEDED				
1000	<b>TOTAL</b>			

28000500 <b>INLET AND PIPE PROTECTION</b>				
EACH	LOCATION	OFFSET	REMARKS	
IL 5/IL 92				
1	604+09.9	CL		
1	608+09.0	CL		
1	611+09.0	CL		
1	614+09.6	CL		
1	617+10.6	CL		
5	<b>TOTAL</b>			

28100107 <b>STONE RIPRAP, CLASS A4</b>				
SQ YD	LOCATION	OFFSET	REMARKS	
IL 5/IL 92				
7	611+09.0	RT	5' x 12'	
10	614+09.0	RT	UNDER END SECTION 5' x 18'	
10	617+10.0	RT	UNDER END SECTION 5' x 18'	
27	<b>SUBTOTAL</b>			
RAMP BD				
190	3+21.5	TO	7+48.3	RT
190	<b>SUBTOTAL</b>		4' WIDE	
IL 84				
2	134+14.0	LT	4' X 4' AT ENDS OF CONCRETE HEADWALL FOR PIPE DRAINS	
2	139+75.0	RT	4' X 4' AT ENDS OF CONCRETE HEADWALL FOR PIPE DRAINS	
2	141+05.9	LT	4' X 4' AT ENDS OF CONCRETE HEADWALL FOR PIPE DRAINS	
6	<b>SUBTOTAL</b>			
223	<b>TOTAL</b>			

28100208 <b>STONE RIPRAP, CLASS A4 (SPECIAL)</b>				
TON	LOCATION	OFFSET	REMARKS	
RAMP BD				
2792	7+48.3	TO	16+07.5	RT
2792	<b>TOTAL</b>		BREAK-UP PAVED DITCH TO BE USED AS RIPRAP	

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
SCALE:	VERT. DATE	HORIZ. DATE
		DRAWN BY
		CHECKED BY

PLOT DATE = Thu Aug 23 17:05:09 2007  
 FILE NAME = c:\p\proj\5228203\862801.dgn  
 USER NAME = corrallog

# SCHEDULE OF QUANTITIES

F.A.P. RTE. #595	SECTION 5HBR	COUNTY ROCKISLAND	TOTAL SHEETS 139	SHEET NO. 14
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

\*IL 5

**40600990 TEMPORARY RAMP**

SQ YD	LOCATION	OFFSET	REMARKS
IL 5/IL 92			
20	632+08.2	LT	
20	632+08.2	RT	
<b>40</b>	<b>TOTAL</b>		

**42001300 PROTECTIVE COAT**

SQ YD	LOCATION	OFFSET	REMARKS
IL 5/IL 92			
890	621+00.0	TO 622+82.5	RT MAINLINE, MEDIAN, AND RAMP
397	624+39.8	TO 625+58.2	RT MAINLINE, MEDIAN, AND RAMP
1287	SUBTOTAL		
IL 84			
2406	136+42.5	TO 139+89.8	MAINLINE AND RAMPS
2406	SUBTOTAL		
<b>3693</b>	<b>TOTAL</b>		

**40603310 HOT MIX ASPHALT SURFACE COURSE, MIX "C" N50**

TON	LOCATION	OFFSET	REMARKS
IL 5/IL 92			
56	624+34.8	TO 628+06.4	LT SHOULDER
68	624+79.7	TO 632+33.8	RT SHOULDER
124	SUBTOTAL		
IL 84			
69	135+38.6	TO 139+89.8	RT SHOULDER
73	136+42.5	TO 140+05.9	LT SHOULDER
142	SUBTOTAL		
<b>266</b>	<b>TOTAL</b>		

**42001420 BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)**

SQ YD	LOCATION	OFFSET	REMARKS
IL 5/IL 92			
356	621+00.0	TO 622+45.0	LT RAMP
404	621+00.0	TO 622+58.0	LT MAINLINE
71	621+00.0	TO 622+60.2	CL MEDIAN
445	621+00.0	TO 622+73.3	RT MAINLINE
93	621+00.0	TO 622+75.0	RT GORE
282	621+00.0	TO 622+82.5	RT RAMP
71	624+39.8	TO 625+58.2	LT RAMP
286	624+44.5	TO 625+58.2	LT MAINLINE
44	624+57.6	TO 625+58.2	CL MEDIAN
245	624+59.8	TO 625+58.2	RT MAINLINE
108	624+72.8	TO 625+58.2	RT RAMP
2404	TOTAL		

**40603335 HOT MIX ASPHALT SURFACE COURSE, MIX "D" N50**

TON	LOCATION	OFFSET	REMARKS
IL 5/IL 92			
38	618+00.0	TO 622+34.4	LT SHOULDER
18	621+00.0	TO 622+87.4	RT SHOULDER
<b>56</b>	<b>TOTAL</b>		

**42100100 CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 8"**

SQ YD	LOCATION	OFFSET	REMARKS
IL 84			
1480	136+42.5	TO 139+89.8	LT MAINLINE & RAMP
926	136+42.5	TO 139+89.8	RT MAINLINE
2406	TOTAL		

**40603340 HOT MIX ASPHALT SURFACE COURSE, MIX "D" N 70**

TON	LOCATION	OFFSET	REMARKS
IL 5/IL 92			
27	625+58.2	TO 626+50.0	LT MAINLINE
5	625+58.2	TO 626+50.0	CL MEDIAN
27	625+58.2	TO 626+50.0	RT MAINLINE
12	625+58.2	TO 626+50.0	RT RAMP
169	626+50.0	TO 632+10.4	LT MAINLINE
28	626+50.0	TO 632+17.2	CL MEDIAN
171	626+50.0	TO 632+24.0	RT MAINLINE
27	626+50.0	TO 630+46.3	RT RAMP
466	TOTAL		

**42100700 PAVEMENT REINFORCEMENT 8"**

SQ YD	LOCATION	OFFSET	REMARKS
IL 84			
1480	136+42.5	TO 139+89.8	LT MAINLINE & RAMP
926	136+42.5	TO 139+89.8	RT MAINLINE
2406	TOTAL		

**42000301 PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)**

SQ YD	LOCATION	OFFSET	REMARKS
IL 5/IL 92			
2143	606+84.9	TO 618+32.6	CL MEDIAN

**42001165 BRIDGE APPROACH PAVEMENT**

SQ YD	LOCATION	OFFSET	REMARKS
IL 5/IL 92			
364	622+59.0	TO 622+90.2	
320	624+26.2	TO 624+59.1	
<b>684</b>	<b>TOTAL</b>		

**42001200 PAVEMENT FABRIC**

SQ YD	LOCATION	OFFSET	REMARKS
IL 5/IL 92			
2143	606+84.9	TO 618+32.6	CL MEDIAN
356	621+00.0	TO 622+45.0	LT RAMP
404	621+00.0	TO 622+58.0	LT MAINLINE
71	621+00.0	TO 622+60.2	CL MEDIAN
445	621+00.0	TO 622+73.3	RT MAINLINE
93	621+00.0	TO 622+75.0	RT GORE
282	621+00.0	TO 622+82.5	RT RAMP
71	624+39.8	TO 625+58.2	LT RAMP
286	624+44.5	TO 625+58.2	LT MAINLINE
44	624+57.6	TO 625+58.2	CL MEDIAN
245	624+59.8	TO 625+58.2	RT MAINLINE
108	624+72.8	TO 625+58.2	RT RAMP
4547	TOTAL		

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCALE: VERT. HORIZ. DATE DRAWN BY CHECKED BY



# SCHEDULE OF QUANTITIES

CONTRACT NO. 64931

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#595	5HBR	ROCKISLAND	139	16
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\*(IL 5)

ITEM NO.	DESCRIPTION	UNIT	LOCATION	OFFSET	REMARKS
54213657	<b>PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"</b>	EACH			
			IL 5/IL 92		
		1	617+10.0	62.5' RT	
		<b>1</b>	<b>TOTAL</b>		
54215547	<b>METAL END SECTIONS 12"</b>	EACH			
			IL 5		
		1	622+34.6	60' LT	
		1	622+82.4	60' RT	
		<b>2</b>	<b>TOTAL</b>		
55037800	<b>STORM SEWERS TO BE CLEANED 12"</b>	FOOT			
			IL 5/IL 92		
		71	605+09.9	RT	
		93	608+09.0	RT	
		<b>164</b>	<b>TOTAL</b>		
55100500	<b>STORM SEWER REMOVAL 12"</b>	FOOT			
			IL 5/IL 92		
		12	605+09.9	CL	
		16	608+09.0	CL	
		12	611+09.0	CL	
		14	614+09.6	CL	
		9	617+10.6	CL	
		<b>63</b>	<b>TOTAL</b>		
60100060	<b>CONCRETE HEADWALL FOR PIPE DRAINS</b>	EACH			
		1	137+14.0	LT	72.5'
		1	139+75.0	RT	51.7'
		1	141+05.9	LT	78'
		<b>3</b>	<b>TOTAL</b>		
60107600	<b>PIPE UNDERDRAINS 4"</b>	FOOT			
			IL 84		
		451	135+38.6 TO 139+89.9	RT	
		463	136+42.5 TO 141+05.9	LT	
		84	136+50.0	AR	
		28	137+14.0	LT	
		80	138+00.0	AR	
		103	139+75.0	AR	
		25	141+05.9	LT	
		<b>1234</b>	<b>TOTAL</b>		
60238630	<b>INLETS, TYPE A, WITH SPECIAL FRAME, OPEN LID</b>	EACH			
			IL 5/IL 92		
		1	622+34.6	LT	
		1	622+82.4	RT	
		<b>2</b>	<b>TOTAL</b>		
60247160	<b>DRAINAGE STRUCTURES, TYPE 1 WITH TWO TYPE 20 FRAMES AND GRATE</b>	EACH			
			IL 5/IL 92		
		1	605+09.9	CL	STAGE 2
		1	608+09.0	CL	STAGE 2
		1	611+09.5	CL	STAGE 2
		1	614+09.6	CL	STAGE 2
		1	617+10.0	CL	STAGE 2
		<b>5</b>	<b>TOTAL</b>		
60255800	<b>MANHOLES TO BE ADJUSTED WITH NEW TYPE I FRAME, CLOSED LID</b>	EACH			
			RAMP AD		
		1	15+80.7	RT	
		<b>1</b>	<b>TOTAL</b>		
60260100	<b>INLETS TO BE ADJUSTED</b>	EACH			
			IL 84		
		1	137+16.5		
		<b>1</b>	<b>TOTAL</b>		
60265108	<b>INLETS TO BE RECONSTRUCTED WITH NEW FRAME AND GRATE, SPECIAL</b>	EACH			
			RAMP AD		
		1	15+89.7	RT	
		<b>1</b>	<b>TOTAL</b>		
60500070	<b>REMOVING MANHOLES TO MAINTAIN FLOW</b>	EACH			
			IL 5/IL 92		
		1	605+09.9	CL	STAGE 2
		1	611+09.5	CL	STAGE 2
		1	617+10.0	CL	STAGE 2
		<b>3</b>	<b>TOTAL</b>		
60500090	<b>REMOVING INLETS TO MAINTAIN FLOW</b>	EACH			
			IL 5/IL 92		
		1	605+09.9	8' LT	STAGE 2
		1	608+09.0	8' LT	STAGE 2
		1	611+09.5	8' LT	STAGE 2
		1	614+09.6	8' LT	STAGE 2
		1	617+10.0	8' LT	STAGE 2
		<b>5</b>	<b>TOTAL</b>		
60605000	<b>COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24</b>	FOOT			
			IL 84		
		181	137+71.1 TO 138+61.3		MEDIAN
		<b>181</b>	<b>TOTAL</b>		
60608521	<b>COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24</b>	FOOT			
			IL 84		
		117	136+90.6 TO 137+49.2		MEDIAN
		117	138+83.2 TO 139+41.8		MEDIAN
		<b>234</b>	<b>TOTAL</b>		
60611600	<b>COMBINATION CONCRETE CURB AND GUTTER, (SPECIAL)</b>	FOOT			
			IL 84		
		96	136+42.5 TO 136+90.6		TAPER 9" TO 2" CURB
		44	137+49.2 TO 137+71.1		TAPER 2" TO 6" CURB
		44	138+61.3 TO 138+83.2		TAPER 6" TO 2" CURB
		96	139+41.8 TO 139+89.8		TAPER 2" TO 9" CURB
		<b>280</b>	<b>TOTAL</b>		

PLOT DATE = Thu Aug 23 17:05:13 2007  
 PLOT SCALE = 8X/8.5X  
 USER NAME = c:\m\llog

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	

SCALE: VERT. DATE      HORIZ. DATE      DRAWN BY      CHECKED BY







# SCHEDULE OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*595	5HBR	ROCKISLAND	139	19
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\*(IL 5)

70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	LOCATION	TO	OFFSET	REMARKS
		250	618+59.0	TO	621+34.0	
		450	625+62.2	TO	630+37.2	
		2050	610+16.1	TO	630+37.2	
		750	619+29.6	TO	626+79.0	
	3500	SUBTOTAL				
			IL 84			
		350	135+92.8	TO	139+42.9	STAGE 4A FROM 3B
		300	137+28.2	TO	140+28.2	STAGE 4A FROM 3B
		350	135+80.1	TO	139+30.1	STAGE 3B FROM 3A
		300	137+05.3	TO	140+05.3	STAGE 3B FROM 3A
		350	135+80.1	TO	139+30.1	STAGE 4B FROM 4A
		350	137+05.3	TO	140+55.3	STAGE 4B FROM 4A
	2000	SUBTOTAL				
	5500	TOTAL				

78008210	POLYUREA PAVEMENT MARKING, TYPE I - LINE 4"	FOOT	LOCATION	TO	OFFSET	REMARKS
		5476	804+70.0	TO	632+08.2	YELLOW CENTERLINE
		5476	804+70.4	TO	632+08.2	WHITE EDGELINES
		1369	804+70.4	TO	632+08.2	WHITE SKIPDASH
	12320	SUBTOTAL				
		157	80+42.7	TO	66+89.6	WHITE SKIPDASH
		250	52+50.0	TO	55+00.0	YELLOW EDGELINE
		543	55+00.0	TO	60+42.7	WHITE EDGELINES
		1002	9+92.6	TO	19+94.2	WHITE EDGELINES
		134	9+92.6	TO	15+29.8	WHITE SKIPDASH
		167	18+27.5	TO	19+94.2	YELLOW EDGELINE
	2252	SUBTOTAL				
		451	135+38.6	TO	139+89.9	WHITE EDGELINES
		54	136+42.5	TO	138+57.5	WHITE SKIPDASH
		174	136+42.5	TO	139+89.9	WHITE SKIPDASH
		363	136+42.5	TO	140+05.9	WHITE EDGELINES
		695	136+42.5	TO	139+89.9	YELLOW EDGELINE
	1737	SUBTOTAL				
	16309	TOTAL				

78008240	POLYUREA PAVEMENT MARKING, TYPE I - LINE 8"	FOOT	LOCATION	TO	OFFSET	REMARKS
		1585	52+50.0	TO	60+42.7	WHITE EDGELINE
		595	15+29.8	TO	18+27.5	WHITE EDGELINE
		264	138+57.7	TO	139+89.8	WHITE EDGELINE
	2445	TOTAL				

78200410	GUARDRAIL MARKERS, TYPE A	EACH	LOCATION	TO	OFFSET	REMARKS
		4	621+47.5	TO	622+29.1	MONODIRECTIONAL SILVER
		4	621+92.9	TO	622+88.8	MONODIRECTIONAL SILVER
		4	624+35.6	TO	625+29.3	MONODIRECTIONAL SILVER
	12	SUBTOTAL				
		4	135+72.6	TO	138+35.1	MONODIRECTIONAL SILVER
		4	138+21.7	TO	140+71.7	MONODIRECTIONAL SILVER
	8	SUBTOTAL				
	20	TOTAL				

78200520	BARRIER WALL MARKERS, TYPE B	EACH	LOCATION	TO	OFFSET	REMARKS
		104	604+70.4	TO	630+37.2	MONODIRECTIONAL AMBER
		5	622+29.1	TO	624+35.6	MONODIRECTIONAL CLEAR
		5	622+88.6	TO	624+83.4	MONODIRECTIONAL CLEAR
	114	TOTAL				

78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	LOCATION	TO	OFFSET	REMARKS
		1	621+92.9			RT
		1	625+29.3			LT
	2	SUBTOTAL				
		1	135+72.6			RT
		1	140+71.7			LT
	2	SUBTOTAL				
	4	TOTAL				

78300100	PAVEMENT MARKING REMOVAL	SQ FT	LOCATION	TO	OFFSET	REMARKS
		167	615+80.0	TO	620+80.0	RT
		391	615+80.0	TO	627+53.0	RT
		52	619+25.0	TO	619+80.0	LT
		270	619+50.0	TO	627+60.0	LT
		92	627+60.0	TO	630+37.2	LT
		100	614+00.0	TO	617+00.0	LT
		129	616+62.0	TO	620+48.0	LT
		350	617+00.0	TO	627+50.0	LT
		300	619+00.0	TO	628+00.0	LT
	61	TEMP RAMP				
	1912	TOTAL				

X0300138	BRIDGE APPROACH SHOULDER REMOVAL	SQ YD	LOCATION	TO	OFFSET	REMARKS
		105	621+00.0	TO	622+05.3	LT
		144	621+00.0	TO	622+80.6	RT
		87	624+38.1	TO	625+58.2	LT
		59	624+83.5	TO	625+58.2	RT
	396	TOTAL				

X0320547	REMOVE AND REINSTALL END SECTION	EACH	LOCATION	TO	OFFSET	REMARKS
		1	614+09.0			64' RT
	1	TOTAL				

X0712400	TEMPORARY PAVEMENT	SQ YD	LOCATION	TO	OFFSET	REMARKS
		2	611+09.5			3'X4.3' @ DRAINAGE STRUCTURES
		2	614+09.6			3'X4.3' @ DRAINAGE STRUCTURES
		2	617+10.0			3'X4.3' @ DRAINAGE STRUCTURES
	5	SUBTOTAL				
		275	18+26.0	TO	19+70.0	
			RAMP AD			
		479	52+50.0	TO		MAINLINE
			RAMP CA			
	754	SUBTOTAL				
	758	TOTAL				

X0919000	TEMPORARY PAVEMENT REMOVAL	SQ YD	LOCATION	TO	OFFSET	REMARKS
		2	611+09.5			3'X4.3' @ DRAINAGE STRUCTURES
		2	614+09.6			3'X4.3' @ DRAINAGE STRUCTURES
		2	617+10.0			3'X4.3' @ DRAINAGE STRUCTURES
	5	SUBTOTAL				
		275	18+26.0	TO	19+70.0	
			RAMP AD			
		479	52+50.0	TO		MAINLINE
			RAMP CA			
	754	SUBTOTAL				
	758	TOTAL				

X6060500	CORRUGATED MEDIAN REMOVAL	SQ FT	LOCATION	TO	OFFSET	REMARKS
		338	617+82.8	TO	618+32.6	
	338	TOTAL				

Z0029999	IMPACT ATTENUATORS REMOVAL	EACH	LOCATION	TO	OFFSET	REMARKS
		1	604+71.5			
		1	618+58.3			
	2	TOTAL				

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCALE: VERT. HORIZ. DATE

# SCHEDULE OF QUANTITIES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	5HBR	ROCKISLAND	139	19A
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\*(IL 5)

Z0030020 IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2				REMARKS
EACH	LOCATION	OFFSET		
	IL 84			
1	137+62.9			
1	138+69.4			
2	TOTAL			

Z0030250 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3				REMARKS
EACH	LOCATION	OFFSET		
	IL 5/IL 92			
1	627+29.0	4.53' LT		STAGE 3
1	SUBTOTAL			
	IL 84			
1	135+92.8	30.6' RT		STAGE 3A
1	140+28.2	28.6' LT		STAGE 3A
1	135+80.1	21.2' RT		STAGE 3B ABSORB 350 REQUIRED
1	140+55.3	21.2' LT		STAGE 3B ABSORB 350 REQUIRED
4	SUBTOTAL			
5	TOTAL			

Z0030350 IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3				REMARKS
EACH	LOCATION	OFFSET		
	IL 5/IL 92			
1	619+29.6	4.24' RT		STAGE 4
	IL 84			
1	135+92.8	30.6' RT		STAGE 4A FROM 3A
1	140+28.2	28.6' LT		STAGE 4A FROM 3A
1	135+80.1	21.2' RT		STAGE 4B FROM 3B
1	140+55.3	21.2' RT		STAGE 4B FROM 3B
4	SUBTOTAL			
5	TOTAL			

Z0065752 SLOTTED DRAIN WITH 6" SLOT				REMARKS
FOOT	LOCATION	OFFSET		
	IL 5/IL 92			
100	621+34.6	LT	622+34.6	TO
100	621+82.4	RT	622+82.4	TO
200	TOTAL			

PLOT DATE = Thu, Sep 28 14:28:10 2006  
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 PLOT SCALE = 50.0000 / IN.  
 USER NAME = coetallong

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCALE: VERT. HORIZ. DATE
DRAWN BY		CHECKED BY

# PATCHING SCHEDULE

CONTRACT NO. 64931				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*595	5HBR	ROCKISLAND	139	20
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
*(IL 5)				

## CLASS B PATCHING

12 FEET LANE WIDTH

STATION	REMARKS	LENGTH OF PATCH		AREA OF PATCHES								SAW CUTS (3W+?L) (foot)	DOWEL BARS (each)	TIE BARS (each)	PAVEMENT FABRIC (yd <sup>2</sup> )	GEOTECHNICAL REINFORCEMENT		GRAN SUB-GRADE REPLACEMENT	
		LT LANE (foot)	RT LANE (foot)	TYPE 1		TYPE 2		TYPE 3		TYPE 4						LT LANE (yd <sup>2</sup> )	RT LANE (yd <sup>2</sup> )	LT LANE (yd <sup>3</sup> )	RT LANE (yd <sup>3</sup> )
				LT LANE (yd <sup>2</sup> )	RT LANE (yd <sup>2</sup> )	LT LANE (yd <sup>2</sup> )	RT LANE (yd <sup>2</sup> )	LT LANE (yd <sup>2</sup> )	RT LANE (yd <sup>2</sup> )	LT LANE (yd <sup>2</sup> )	RT LANE (yd <sup>2</sup> )								
+ 00																			
605 + 29	WB	25								33.3		61	20	12	33.3	33.3		5.6	
605 + 68	WB		40								53.3	76	20	19	53.3		53.3	8.9	
607 + 12	WB		6				8.0					42	20				8.0	1.3	
607 + 65	WB		6				8.0					42	20				8.0	1.3	
607 + 93	WB		6				8.0					42	20				8.0	1.3	
608 + 45	WB		6				8.0					42	20				8.0	1.3	
608 + 51	WB	6			8.0							42	20			8.0		1.3	
608 + 69	WB		6				8.0					42	20				8.0	1.3	
608 + 79	WB	6			8.0							42	20			8.0		1.3	
608 + 97	WB		6				8.0					42	20				8.0	1.3	
611 + 96	WB		6				8.0					42	20				8.0	1.3	
612 + 55	WB		18						24.0			54	20		24.0		24.0	4.0	
614 + 29	EB		6				8.0					42	20				8.0	1.3	
614 + 32	WB		22								29.3	58	20	10	29.3		29.3	4.9	
614 + 64	WB	6	6		8.0	8.0						78	40			8.0	8.0	1.3	
614 + 70	EB	6	6		8.0	8.0						78	40			8.0	8.0	1.3	
615 + 66	WB		6				8.0					42	20				8.0	1.3	
615 + 93	EB	55								73.3		91	20	27	73.3	73.3		12.2	
616 + 7	WB	15						20.0				51	20		20.0	20.0		3.3	
616 + 85	EB	6			8.0							42	20			8.0		1.3	
617 + 42	EB	8			10.7							44	20			10.7		1.8	
618 + 26	WB		6				8.0					42	20				8.0	1.3	
618 + 36	EB	6			8.0							42	20			8.0		1.3	
629 + 24	EB	6	6		8.0							78	40			8.0		1.3	
629 + 24	WB	6	6		8.0							78	40			8.0		1.3	
<b>SUB-TOTALS</b>					<b>75</b>	<b>96</b>	<b>20</b>	<b>24</b>	<b>107</b>	<b>83</b>					<b>201</b>	<b>203</b>	<b>34</b>	<b>36</b>	
<b>TOTALS</b>					<b>171</b>		<b>44</b>		<b>190</b>		<b>1335</b>	<b>540</b>	<b>68</b>		<b>233</b>	<b>404</b>		<b>70</b>	

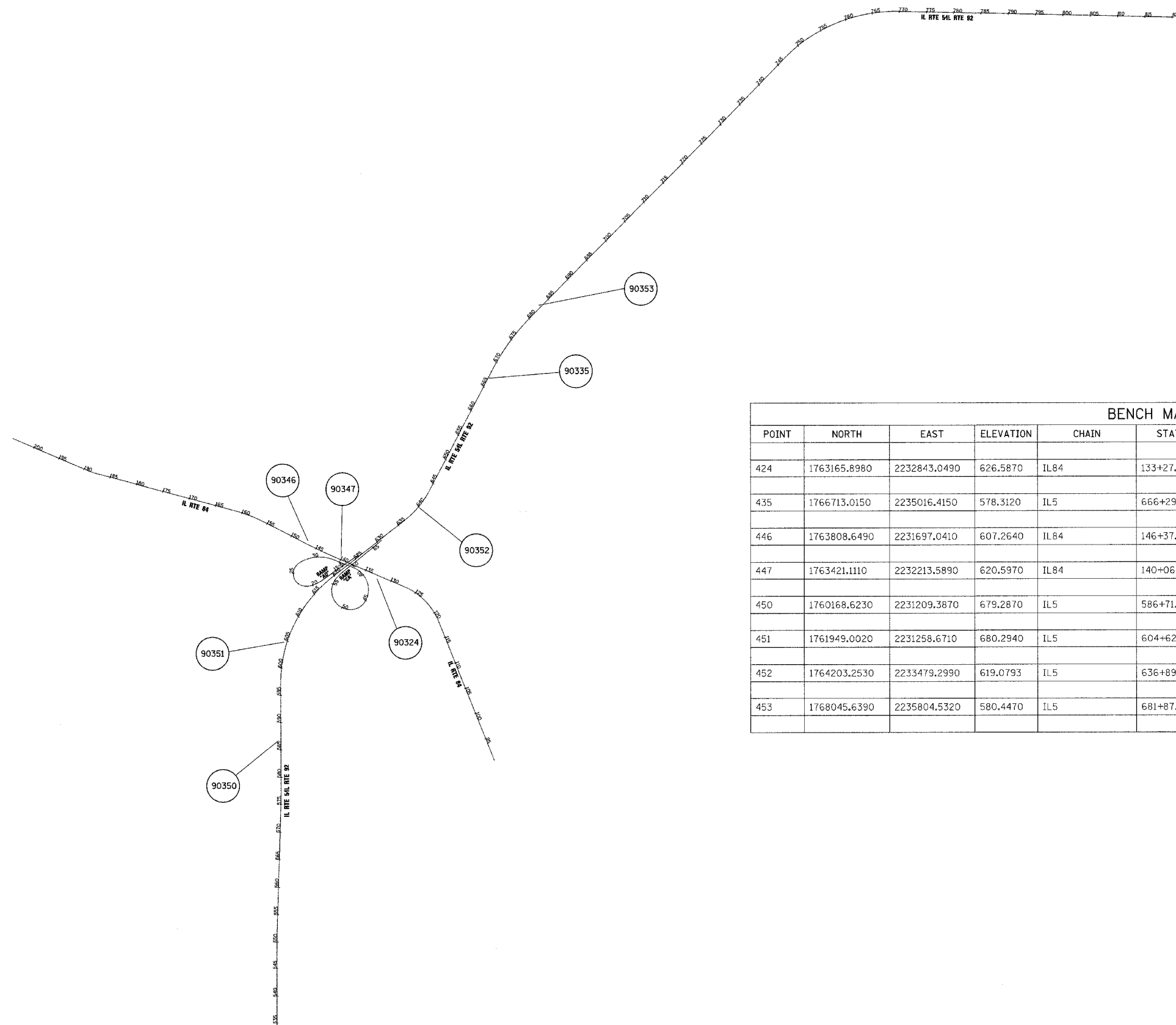
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 USER NAME = costallog

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCALE: VERT. HORIZ. DATE
DRAWN BY		CHECKED BY

## PATCHING SCHEDULE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*595	5HBR	ROCK ISLAND	139	21
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\*(IL 5/IL 92)



BENCH MARKS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
424	1763165.8980	2232843.0490	626.5870	IL84	133+27.2228	58.4721' LT	FOUNDATION, BOLT
435	1766713.0150	2235016.4150	578.3120	IL5	666+29.2722	99.1253' RT	R.O.W. MARKER, TOP
446	1763808.6490	2231697.0410	607.2640	IL84	146+37.4090	64.0364' RT	POWER POLE WITH LIGHT, BOLT
447	1763421.1110	2232213.5890	620.5970	IL84	140+06.2677	72.0135' LT	FOUNDATION, BOLT
450	1760168.6230	2231209.3870	679.2870	IL5	586+71.6729	57.5755' RT	GPS CONTROL POINT, PIN
451	1761949.0020	2231258.6710	680.2940	IL5	604+62.9045	1.0227' LT	SIGN FOUNDATION, BOLT
452	1764203.2530	2233479.2990	619.0793	IL5	636+89.4432	37.1771' RT	WALL, DISK
453	1768045.6390	2235804.5320	580.4470	IL5	681+87.8351	40.4385' LT	RAILROAD SIG. FOUNDATION, BOLT

PLOT DATE = Wed Aug 22 13:44:28 2007  
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 PLOT SCALE = 1/8" = 1' / IN.  
 USER NAME = gonssad

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<b>FAP ROUTE 595 (IL 5/IL 92)</b> <b>SECTION 5HBR</b> <b>ROCK ISLAND COUNTY</b>  SCALE: VERT. _____ HORIZ. _____ DATE _____
DRAWN BY _____		CHECKED BY _____
DATE _____		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#595	5HBR	ROCK ISLAND	139	22

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

\*(IL5/IL92)

Chain IL5 contains:  
1100 CUR 250 CUR 260 CUR 270 CUR 280 CUR 290 CUR 300 1176

Beginning chain IL5 description

Point 1100 N 1,754,944.9037 E 2,231,072.5537 Sta 534+46.8720

Course from 1100 to PC 250 359° 52' 47.9441" Dist 1,034.7371'

Curve Data

Curve 250  
 P.I. Station 549+77.0455 N 1,756,475.0738 E 2,231,069.3485  
 Delta = 1° 59' 54.7637" (RT)  
 Degree = 0° 12' 06.1773"  
 Tangent = 495.4364'  
 Length = 990.7723'  
 Radius = 28,404.1931'  
 External = 4,3205'  
 Long Chord = 990.7221'  
 Mid. Ord. = 4.3198'  
 P.C. Station 544+81.6091 N 1,755,979.6385 E 2,231,070.3863  
 P.T. Station 554+72.3814 N 1,756,970.2439 E 2,231,085.5892  
 C.C. N 1,756,039.1358 E 2,259,474.5171

Course from PT 250 to PC 260 1° 52' 42.7078" Dist 1,613.4869'

Curve Data

Curve 260  
 P.I. Station 575+61.0511 N 1,759,057.7911 E 2,231,154.0572  
 Delta = 1° 59' 39.7146" (LT)  
 Degree = 0° 12' 35.5449"  
 Tangent = 475.1829'  
 Length = 950.2698'  
 Radius = 27,300.1400'  
 External = 4,1352'  
 Long Chord = 950.2218'  
 Mid. Ord. = 4.1345'  
 P.C. Station 570+85.8682 N 1,758,582.8636 E 2,231,138.4804  
 P.T. Station 580+36.1380 N 1,759,532.9730 E 2,231,153.0965  
 C.C. N 1,759,477.7802 E 2,203,853.0123

Course from PT 260 to PC 270 359° 53' 02.9932" Dist 1,683.6866'

Curve Data

Curve 270  
 P.I. Station 609+15.7479 N 1,762,412.5770 E 2,231,147.2748  
 Delta = 51° 52' 35.2857" (RT)  
 Degree = 2° 19' 49.0802"  
 Tangent = 1,195.9232'  
 Length = 2,226.1712'  
 Radius = 2,458.7297'  
 External = 275.4218'  
 Long Chord = 2,150.9065'  
 Mid. Ord. = 247.6774'  
 P.C. Station 597+19.8246 N 1,761,216.6562 E 2,231,149.6926  
 P.T. Station 619+45.9958 N 1,763,152.7915 E 2,232,086.5910  
 C.C. N 1,761,221.6270 E 2,233,608.4173

Course from PT 270 to PC 280 51° 45' 38.2789" Dist 1,716.2712'

Curve Data

Curve 280  
 P.I. Station 640+15.0780 N 1,764,433.4462 E 2,233,711.7139  
 Delta = 24° 08' 20.4545" (LT)  
 Degree = 3° 28' 20.8973"  
 Tangent = 352.8110'  
 Length = 695.1537'  
 Radius = 1,650.0000'  
 External = 37.2983'  
 Long Chord = 690.0239'  
 Mid. Ord. = 36.4736'  
 P.C. Station 636+62.2670 N 1,764,215.0745 E 2,233,434.6049  
 P.T. Station 643+57.4207 N 1,764,746.0469 E 2,233,875.2878  
 C.C. N 1,765,511.0370 E 2,232,413.3404

Course from PT 280 to PC 290 27° 37' 17.8244" Dist 2,520.2883'

Curve Data

Curve 290  
 P.I. Station 674+45.6719 N 1,767,482.3261 E 2,235,307.0948  
 Delta = 16° 54' 33.3664" (RT)  
 Degree = 1° 29' 58.1580"  
 Tangent = 567.9623'  
 Length = 1,127.6692'  
 Radius = 3,821.0220'  
 External = 41.9809'  
 Long Chord = 1,123.5813'  
 Mid. Ord. = 41.5246'  
 P.C. Station 668+77.7090 N 1,766,979.0946 E 2,235,043.7700  
 P.T. Station 680+05.3782 N 1,767,887.2113 E 2,235,705.4036  
 C.C. N 1,765,207.5528 E 2,238,429.3052

Course from PT 290 to PC 300 44° 31' 51.908" Dist 6,651.1064'

Curve Data

Curve 300  
 P.I. Station 758+94.7784 N 1,773,511.3478 E 2,241,238.1900  
 Delta = 46° 45' 16.2257" (RT)  
 Degree = 2° 00' 00.3542"  
 Tangent = 1,238.2939'  
 Length = 2,337.6104'  
 Radius = 2,864.6481'  
 External = 256.1820'  
 Long Chord = 2,273.2902'  
 Mid. Ord. = 235.1526'  
 P.C. Station 746+56.4845 N 1,772,628.6021 E 2,240,369.7823  
 P.T. Station 769+94.0949 N 1,773,483.5698 E 2,242,476.1723  
 C.C. N 1,770,619.6426 E 2,242,411.9112

Course from PT 300 to 1176 91° 17' 07.4165" Dist 5,039.1820'

Point 1176 N 1,773,370.5285 E 2,247,514.0862 Sta 820+33.2769

Ending chain IL5 description

Chain IL84 contains:  
50 CUR 200 CUR 210 CUR 220 CUR 230 55

Beginning chain IL84 description

Point 50 N 1,759,807.7403 E 2,235,058.9118 Sta 90+74.9326

COURSE FROM 50 TO PC 200 338° 15' 14.5175" DIST 2,733.2845'

Curve Data

Curve 200  
 P.I. Station 122+84.8904 N 1,762,789.2635 E 2,233,869.6479  
 Delta = 45° 02' 31.1001" (LT)  
 Degree = 4° 59' 02.3109"  
 Tangent = 476.6733'  
 Length = 903.7359'  
 Radius = 1,149.6000'  
 External = 94.9070'  
 Long Chord = 880.6437'  
 Mid. Ord. = 87.6693'  
 P.C. Station 118+08.2171 N 1,762,346.5124 E 2,234,046.2516  
 P.T. Station 127+11.9530 N 1,762,977.1373 E 2,233,431.5602  
 C.C. N 1,761,920.5947 E 2,232,978.4621

COURSE FROM PT 200 TO PC 210 293° 12' 43.4174" DIST 1,285.7143'

Curve Data

Curve 210  
 P.I. Station 144+38.0015 N 1,763,657.4341 E 2,231,845.2311  
 Delta = 4° 05' 48.0782" (RT)  
 Degree = 0° 27' 55.3597"  
 Tangent = 440.3342'  
 Length = 880.2932'  
 Radius = 12,311.6726'  
 External = 7.8719'  
 Long Chord = 880.1057'  
 Mid. Ord. = 7.8669'  
 P.C. Station 139+97.6673 N 1,763,483.8828 E 2,232,249.9213  
 P.T. Station 148+77.9605 N 1,763,859.4529 E 2,231,453.9734  
 C.C. N 1,774,798.9550 E 2,237,102.3870

COURSE FROM PT 210 TO PC 220 297° 18' 31.4956" DIST 651.3806'

Curve Data

Curve 220  
 P.I. Station 158+37.6367 N 1,764,299.7382 E 2,230,601.2558  
 Delta = 12° 14' 48.3473" (LT)  
 Degree = 1° 59' 37.3567"  
 Tangent = 308.2956'  
 Length = 614.2421'  
 Radius = 2,873.8269'  
 External = 16.4892'  
 Long Chord = 613.0736'  
 Mid. Ord. = 16.3951'  
 P.C. Station 155+29.3411 N 1,764,158.2967 E 2,230,875.1910  
 P.T. Station 161+43.5832 N 1,764,379.8560 E 2,230,303.5524  
 C.C. N 1,761,604.7659 E 2,229,556.7216

COURSE FROM PT 220 TO PC 230 285° 03' 45.1484" DIST 2,613.0626'

Curve Data

Curve 230  
 P.I. Station 188+34.8211 N 1,765,079.2367 E 2,227,704.7781  
 Delta = 8° 09' 28.9496" (RT)  
 Degree = 5° 13' 35.8467"  
 Tangent = 78.1752'  
 Length = 156.0862'  
 Radius = 1,096.2292'  
 External = 2.7839'  
 Long Chord = 155.9544'  
 Mid. Ord. = 2.7769'  
 P.C. Station 187+56.6458 N 1,765,058.9210 E 2,227,780.2675  
 P.T. Station 189+12.7321 N 1,765,110.0590 E 2,227,632.9355  
 C.C. N 1,766,117.4868 E 2,228,065.1481

COURSE FROM PT 230 TO 55 293° 13' 14.0799" DIST 1,512.6757'

Point 55 N 1,765,706.4648 E 2,226,242.7960 Sta 204+25.4078

Ending chain IL84 description

Chain ADCA contains:  
50080 CUR ADCA-1 CUR ADCA-2 CUR ADCA-3 CUR ADCA-4 CUR ADCA-5 CUR ADCA-6 CUR AD-CA-7 CUR ADCA-8 CUR ADCA-9 50081

Beginning chain ADCA description

Point 50080 N 1,763,565.7690 E 2,232,566.4000 Sta 10+00.0000

COURSE FROM 50080 TO PC ADCA-1 234° 46' 43.6594" DIST 810.7439'

Curve Data

Curve ADCA-1  
 P.I. Station 19+02.9848 N 1,763,044.9863 E 2,231,828.7233  
 Delta = 15° 00' 48.7354" (RT)  
 Degree = 8° 11' 06.4009"  
 Tangent = 92.2409'  
 Length = 183.4250'  
 Radius = 700.0000'  
 External = 6.0513'  
 Long Chord = 182.9006'  
 Mid. Ord. = 5.9994'  
 P.C. Station 18+10.7439 N 1,763,098.1848 E 2,231,904.0777  
 P.T. Station 19+94.1689 N 1,763,013.1241 E 2,231,742.1601  
 C.C. N 1,763,670.0369 E 2,231,500.3634

Curve Data

Curve ADCA-2  
 P.I. Station 20+76.3909 N 1,762,984.7227 E 2,231,664.9992  
 Delta = 27° 11' 22.4991" (RT)  
 Degree = 16° 51' 06.1195"  
 Tangent = 82.2219'  
 Length = 161.3462'  
 Radius = 340.0000'  
 External = 9.8006'  
 Long Chord = 159.8366'  
 Mid. Ord. = 9.5260'  
 P.C. Station 19+94.1689 N 1,763,013.1241 E 2,231,742.1601  
 P.T. Station 21+55.5151 N 1,762,994.7173 E 2,231,583.3869  
 C.C. N 1,763,332.1960 E 2,231,624.7160

Curve Data

Curve ADCA-3  
 P.I. Station 26+12.5556 N 1,763,050.2733 E 2,231,129.7356  
 Delta = 126° 34' 24.5022" (RT)  
 Degree = 24° 54' 40.3505"  
 Tangent = 457.0405'  
 Length = 508.0985'  
 Radius = 230.0000'  
 External = 281.6503'  
 Long Chord = 410.9030'  
 Mid. Ord. = 126.6091'  
 P.C. Station 21+55.5151 N 1,762,994.7173 E 2,231,583.3869  
 P.T. Station 26+63.6136 N 1,763,381.4945 E 2,231,444.6619  
 C.C. N 1,763,223.0117 E 2,231,611.3448

Curve Data

Curve ADCA-4  
 P.I. Station 27+27.1945 N 1,763,427.5721 E 2,231,486.4726  
 Delta = 19° 14' 45.1200" (RT)  
 Degree = 15° 16' 43.9483"  
 Tangent = 63.5809'  
 Length = 125.9639'  
 Radius = 375.0000'  
 External = 5.3519'  
 Long Chord = 125.3725'  
 Mid. Ord. = 5.2765'  
 P.C. Station 26+63.6136 N 1,763,381.4945 E 2,231,444.6619  
 P.T. Station 27+89.5775 N 1,763,456.6336 E 2,231,545.0232  
 C.C. N 1,763,123.0987 E 2,231,716.4276

Curve Data

Curve ADCA-5  
 P.I. Station 31+06.3167 N 1,763,601.4082 E 2,231,826.7394  
 Delta = 49° 18' 51.3131" (RT)  
 Degree = 8° 18' 13.4502"  
 Tangent = 316.7392'  
 Length = 593.8803'  
 Radius = 690.0000'  
 External = 69.2257'  
 Long Chord = 575.7183'  
 Mid. Ord. = 62.9138'  
 P.C. Station 27+89.5775 N 1,763,456.6336 E 2,231,545.0232  
 P.T. Station 33+83.4578 N 1,763,482.1638 E 2,232,120.1751  
 C.C. N 1,762,842.9294 E 2,231,860.4073

Curve Data

Curve ADCA-6  
 P.I. Station 42+22.4585 N 1,763,166.3010 E 2,232,897.4477  
 Delta = 91° 21' 48.6860" (RT)  
 Degree = 13° 19' 28.5596"  
 Tangent = 440.3569'  
 Length = 685.6756'  
 Radius = 430.0000'  
 External = 185.4788'  
 Long Chord = 615.3045'  
 Mid. Ord. = 129.5895'  
 P.C. Station 37+82.1016 N 1,763,332.0844 E 2,232,489.4894  
 P.T. Station 44+67.7772 N 1,762,762.4031 E 2,232,722.0037  
 C.C. N 1,762,933.7209 E 2,232,327.6051

ADCA chain description continued:

Curve Data

Curve ADCA-7  
 P.I. Station 46+82.3143 N 1,762,565.6284 E 2,232,636.5292  
 Delta = 67° 40' 40.9540" (RT)  
 Degree = 17° 54' 17.7525"  
 Tangent = 214.5371'  
 Length = 377.9855'  
 Radius = 320.0000'  
 External = 65.2612'  
 Long Chord = 356.3913'  
 Mid. Ord. = 54.2063'  
 P.C. Station 44+67.7772 N 1,762,762.4031 E 2,232,722.0037  
 P.T. Station 48+45.7627 N 1,762,569.9607 E 2,232,422.0359  
 C.C. N 1,762,889.8954 E 2,232,428.4978

Curve Data

Curve ADCA-8  
 P.I. Station 55+44.1113 N 1,762,584.0627 E 2,231,723.8296  
 Delta = 127° 35' 32.4654" (RT)  
 Degree = 16° 48' 15.1278"  
 Tangent = 698.3486'  
 Length = 765.3611'  
 Radius = 343.6880'  
 External = 434.6514'  
 Long Chord = 616.7337'  
 Mid. Ord. = 191.9272'  
 P.C. Station 48+45.7627 N 1,762,569.9607 E 2,232,422.0359  
 P.T. Station 56+11.238 N 1,763,128.6983 E 2,232,160.9370  
 C.C. N 1,762,913.5786 E 2,232,428.9761

Curve Data

Curve ADCA-9  
 P.I. Station 56+89.5893 N 1,763,189.8928 E 2,232,210.0497  
 Delta = 11° 51' 59.8966" (RT)  
 Degree = 7° 35' 19.8426"  
 Tangent = 78.4654'  
 Length = 156.3695'  
 Radius = 755.0000'  
 External = 4.0664'  
 Long Chord = 156.0902'  
 Mid. Ord. = 4.0446'  
 P.C. Station 56+11.238 N 1,763,128.6983 E 2,232,160.9370  
 P.T. Station 57+67.4933 N 1,763,239.8802 E 2,232,270.6966  
 C.C. N 1,762,656.1320 E 2,232,749.7545

COURSE FROM PT ADCA-9 TO 50081 50° 36' 57.8311" DIST 936.4990'

Point 50081 N 1,763,833.9018 E 2,232,994.5274 Sta 67+03.9924

Ending chain ADCA description

CURVE POINT NUMBERS

CHAIN	CURVE	PI	CC	PC	PT
IL5	250	250	251	252	253
IL5	260	260	261	262	263
IL5	270	270	271	272	273
IL5	280	280	281	282	283
IL5	290	290	291	292	293
IL5	300	300	301	302	303

CURVE POINT NUMBERS

CHAIN	CURVE	PI	CC	PC	PT
IL84	200	200	201	202	203
IL84	210	210	211	212	213
IL84	220	220	221	222	223
IL84	230	230	231	232	233

CURVE POINT NUMBERS

CHAIN	CURVE	PI	CC	PC	PT
ADCA	ADCA-1	DCA-1	1	2	3
ADCA	ADCA-2	DCA-2	1	2	3
ADCA	ADCA-3	DCA-3	1	2	3
ADCA	ADCA-4	DCA-4	1	2	3
ADCA	ADCA-5	DCA-5	1	2	3
ADCA	ADCA-6	DCA-6	1	2	3
ADCA	ADCA-7	DCA-7	1	2	3
ADCA	ADCA-8	DCA-8	1	2	3
ADCA	ADCA-9	DCA-9	1	2	3

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP ROUTE 595 (IL5/IL92)  
 SECTION 5HBR  
 ROCK ISLAND COUNTY

SCALE: VERT. DATE: HORIZ. DATE:  
 DRAWN BY: CHECKED BY:

HORIZONTAL & VERTICAL CONTROL

PLOT DATE = Wed Aug 22 13:44:29 2007  
 FILE NAME = c:\projects\62052031\62052031.dwg  
 PLOT SCALE = 1/8"=1'-0"  
 USER NAME = dmsidd

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•595	5HBR	ROCK ISLAND	139	23
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

•(IL5/IL92)

REFERENCE TIES

POINT	CHAIN	STATION	OFFSET	DESCRIPTION
511	IL84	147+38.5938	134.8735' RT	POWER POLE WITH LIGHT
512	IL84	148+33.4134	113.6484' RT	POWER POLE WITH TRANSFORMER
513	IL84	146+32.9092	171.9859' RT	POWER POLE WITH TRANSFORMER
514	IL84	140+53.6012	49.6592' RT	STREET - SIGN
515	IL84	140+15.4738	51.8826' RT	DROP INLET PERIMETER, CORNER
516	IL84	140+06.2621	71.9936' LT	FOUNDATION, BOLT
518	IL84	133+27.2630	58.4697' LT	FOUNDATION, BOLT
519	IL84	132+64.7400	52.061' RT	SIGN
520	IL84	131+81.8059	128.9981' LT	SIGN
530	IL5	681+94.0732	71.1667' RT	POWER POLE
531	IL5	681+36.5577	93.2341' LT	POWER POLE
532	IL5	681+87.8246	40.4577' LT	RAILROAD SIG. FOUNDATION, BOLT
533	IL5	665+40.8061	81.5499' LT	POWER POLE
534	IL5	667+07.6461	78.0987' LT	POWER POLE
535	IL5	666+83.1282	81.3353' LT	FENCE CORNER, CHAIN LINK
536	IL5	603+67.2906	51.0819' LT	SIGN
537	IL5	604+94.7522	0.1003' LT	GUARDRAIL STEEL PLATE BEAM, END
538	IL5	604+40.6673	0.3052' LT	GUARDRAIL STEEL PLATE BEAM, END
539	IL5	640+04.1683	9.812' LT	TREE DECIDUOUS
540	IL5	640+25.5625	128.9723' RT	POWER POLE
541	IL5	640+45.9284	32.9476' RT	DROP INLET PERIMETER, CORNER
542	IL5	586+90.5082	50.4187' LT	SIGN
543	IL5	586+49.5742	142.4476' LT	POWER POLE WITH TRANSFORMER
544	IL5	586+71.6709	57.5655' RT	GPS CONTROL POINT, PIN

HORIZONTAL CONTROL POINTS

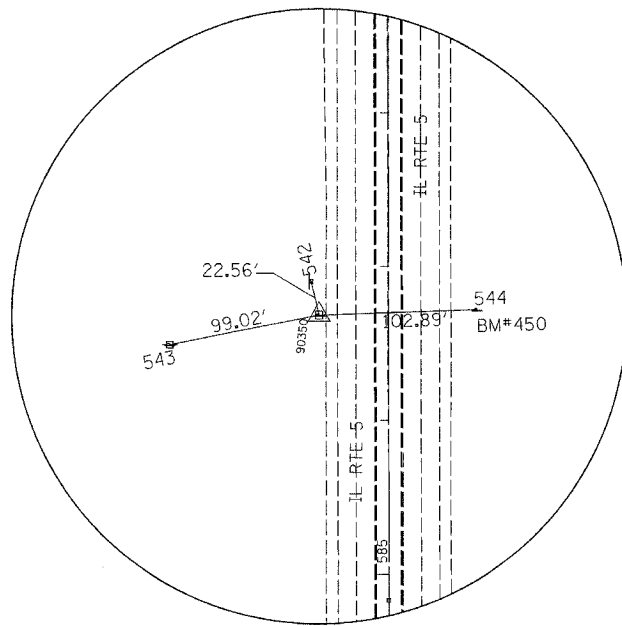
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
90324	1763132.0980	2232913.7610	623.9280	IL84	132+48.9130	61.666' LT	PHOTO CONTROL H. & V., PIN
90335	1766795.4820	2234906.1740	580.3010	IL5	666+51.2292	36.7856' LT	PHOTO CONTROL H. & V.
90346	1763831.0040	2231646.5120	604.3870	IL84	146+92.8950	61.6717' RT	PHOTO CONTROL H. & V., PIN
90347	1763520.4650	2232260.4390	616.5700	IL84	140+02.4340	37.7654' RT	PHOTO CONTROL H. & V., PIN
90350	1760165.2900	2231106.5500	679.5940	IL5	586+68.5478	45.2681' LT	PHOTO CONTROL H. & V.
90351	1761968.9510	2231209.8010	676.6470	IL5	604+67.4117	53.6105' LT	PHOTO CONTROL H. & V.
90352	1764424.8010	2233700.5030	609.3580	IL5	639+96.3123	34.2494' RT	PHOTO CONTROL H. & V.
90353	1768130.1890	2235880.0520	577.6680	IL5	683+01.0701	45.8967' LT	PHOTO CONTROL H. & V.

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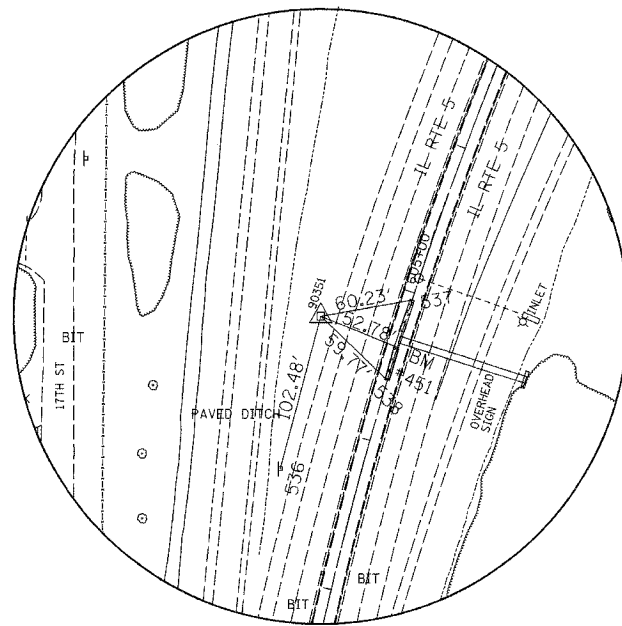


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

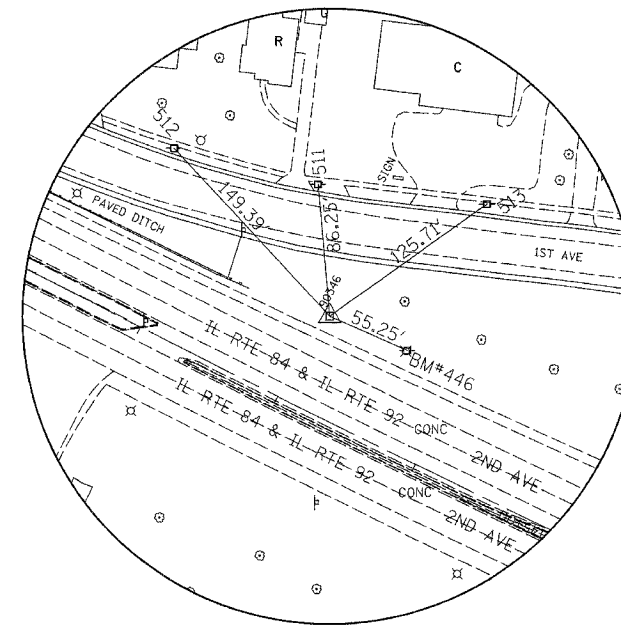
\*(IL5/IL92)



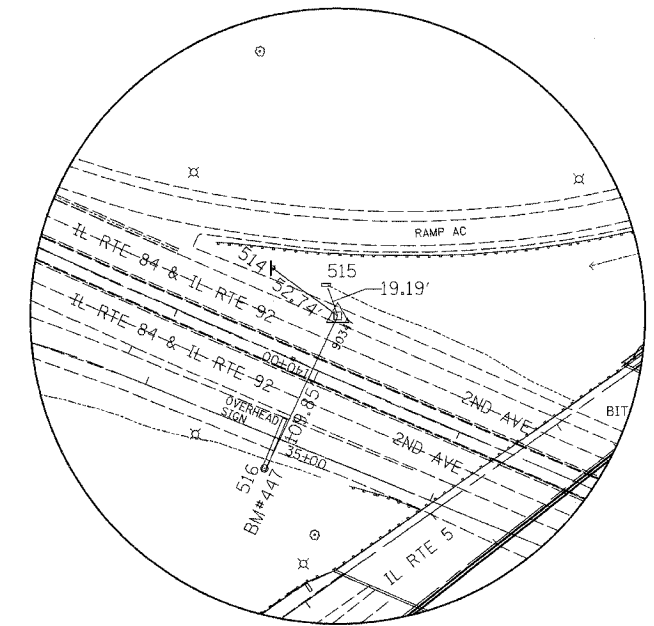
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POINT No. 90350



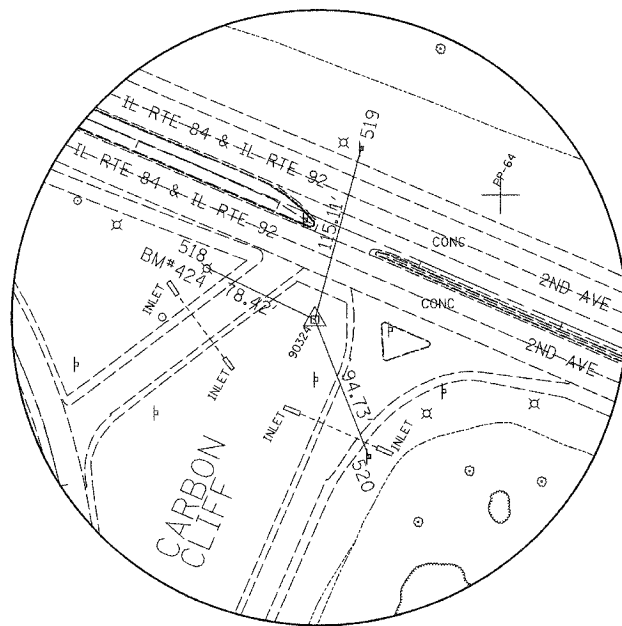
HORIZONTAL CONTROL  
POINT No. 90351



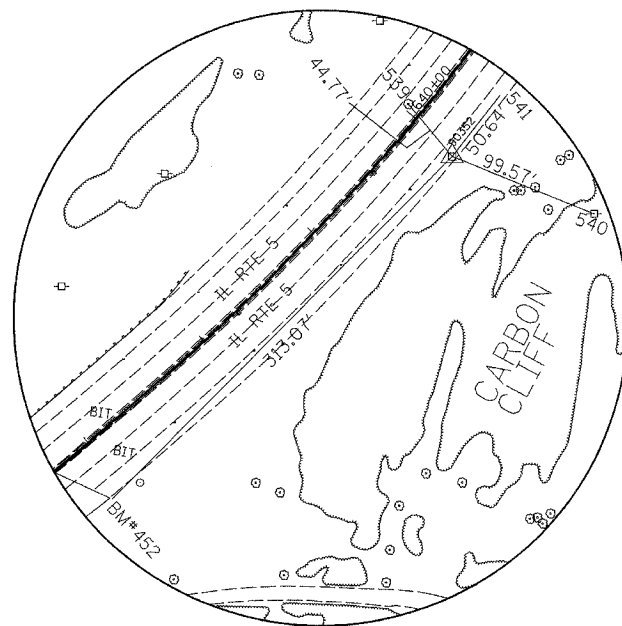
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POINT No. 90346



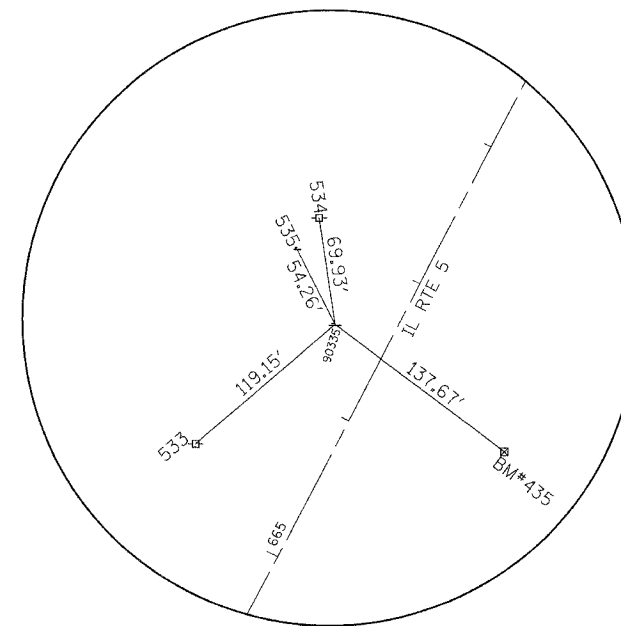
HORIZONTAL CONTROL  
POINT No. 90347



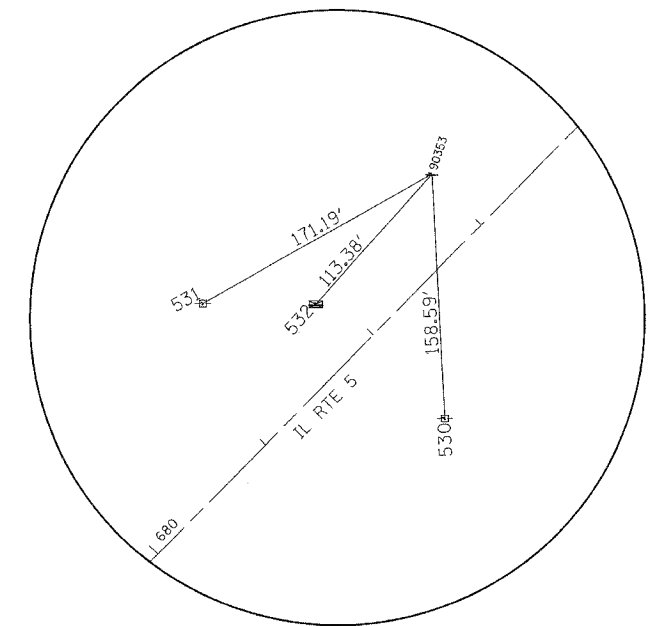
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POINT No. 90324



HORIZONTAL CONTROL  
POINT No. 90352



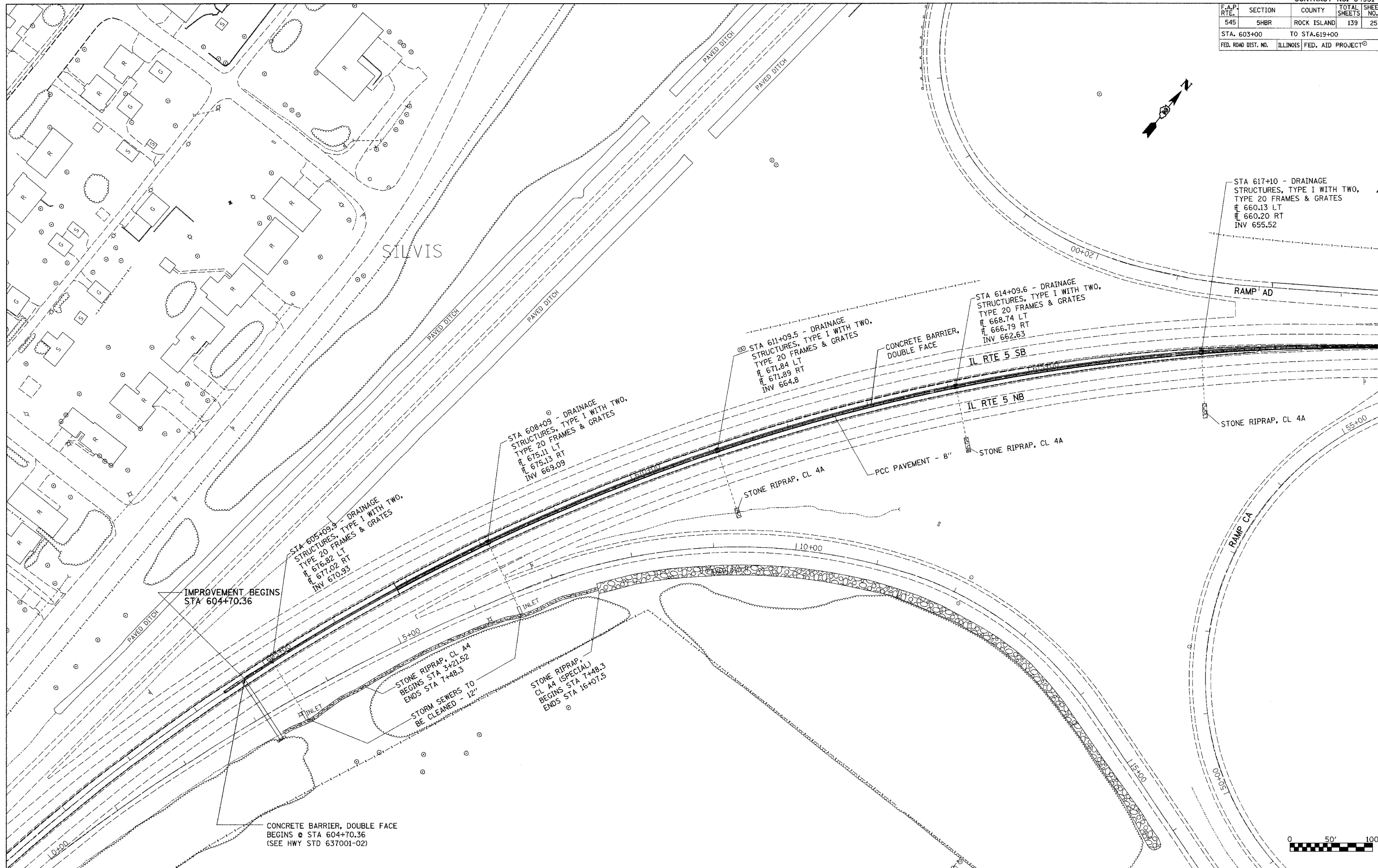
HORIZONTAL CONTROL  
POINT No. 90335



HORIZONTAL CONTROL  
POINT No. 90353

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 USER NAME = dmschd

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
545	5HBR	ROCK ISLAND	139	25
STA. 603+00		TO STA. 619+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



STA 617+10 - DRAINAGE STRUCTURES, TYPE I WITH TWO, TYPE 20 FRAMES & GRATES  
 ELEV 660.13 LT  
 ELEV 660.20 RT  
 INV 655.52

STA 614+09.6 - DRAINAGE STRUCTURES, TYPE I WITH TWO, TYPE 20 FRAMES & GRATES  
 ELEV 668.74 LT  
 ELEV 666.79 RT  
 INV 662.63

STA 611+09.5 - DRAINAGE STRUCTURES, TYPE I WITH TWO, TYPE 20 FRAMES & GRATES  
 ELEV 671.84 LT  
 ELEV 671.89 RT  
 INV 664.8

STA 608+09 - DRAINAGE STRUCTURES, TYPE I WITH TWO, TYPE 20 FRAMES & GRATES  
 ELEV 675.11 LT  
 ELEV 675.13 RT  
 INV 669.09

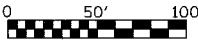
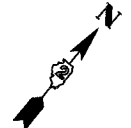
STA 605+09.3 - DRAINAGE STRUCTURES, TYPE I WITH TWO, TYPE 20 FRAMES & GRATES  
 ELEV 676.82 LT  
 ELEV 677.02 RT  
 INV 670.93

IMPROVEMENT BEGINS STA 604+70.36

STONE RIPRAP, CL. A4 BEGINS STA 3+21.52 ENDS STA 7+48.3  
 STORM SEWERS TO BE CLEANED - 12"

STONE RIPRAP, CL. A4 (SPECIAL) BEGINS STA 7+48.3 ENDS STA 16+07.5

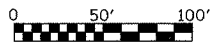
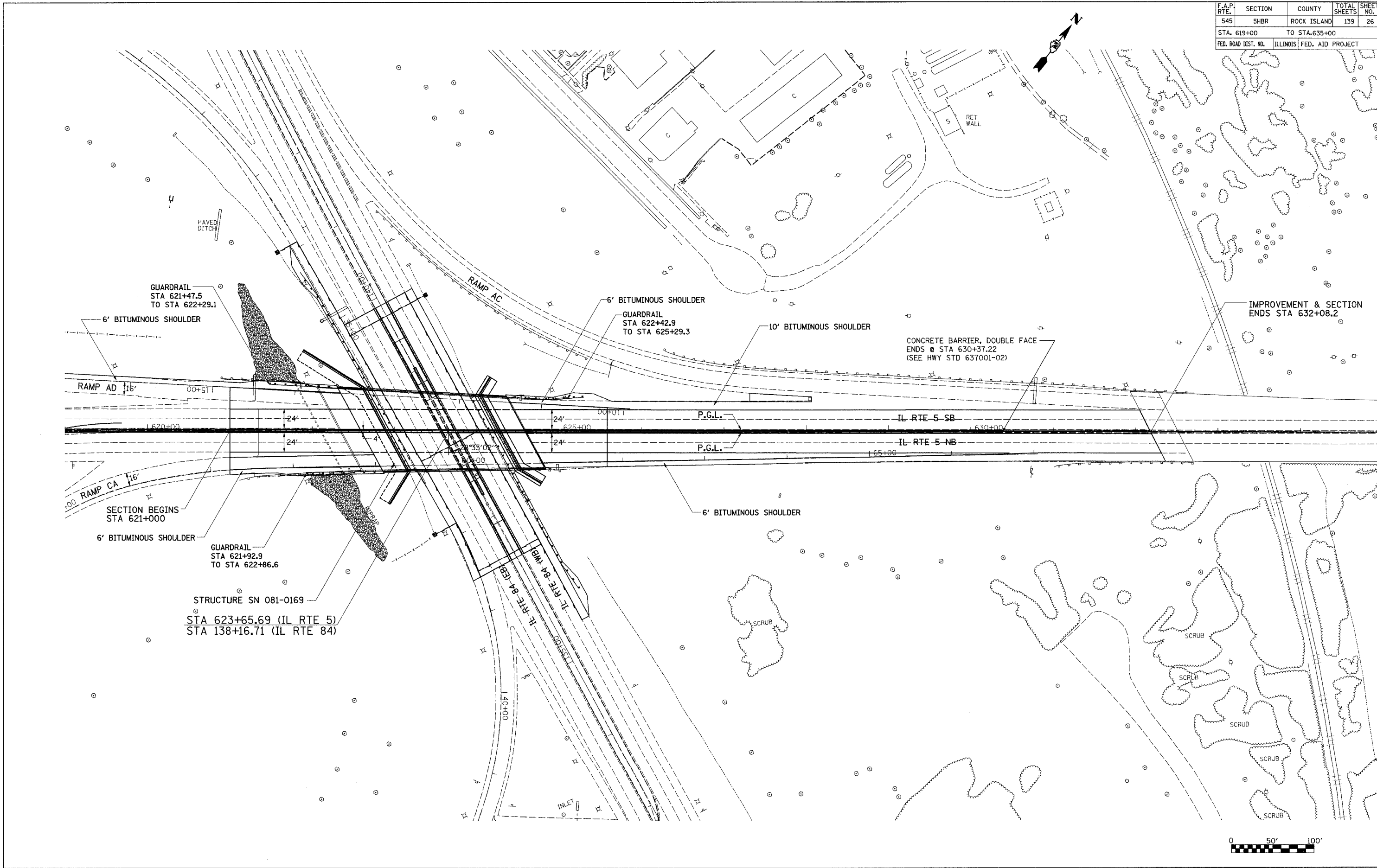
CONCRETE BARRIER, DOUBLE FACE BEGINS @ STA 604+70.36 (SEE HWY STD 637001-02)



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 USER NAME = dmsidd

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
545	5HBR	ROCK ISLAND	139	26

STA. 619+00 TO STA. 635+00  
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



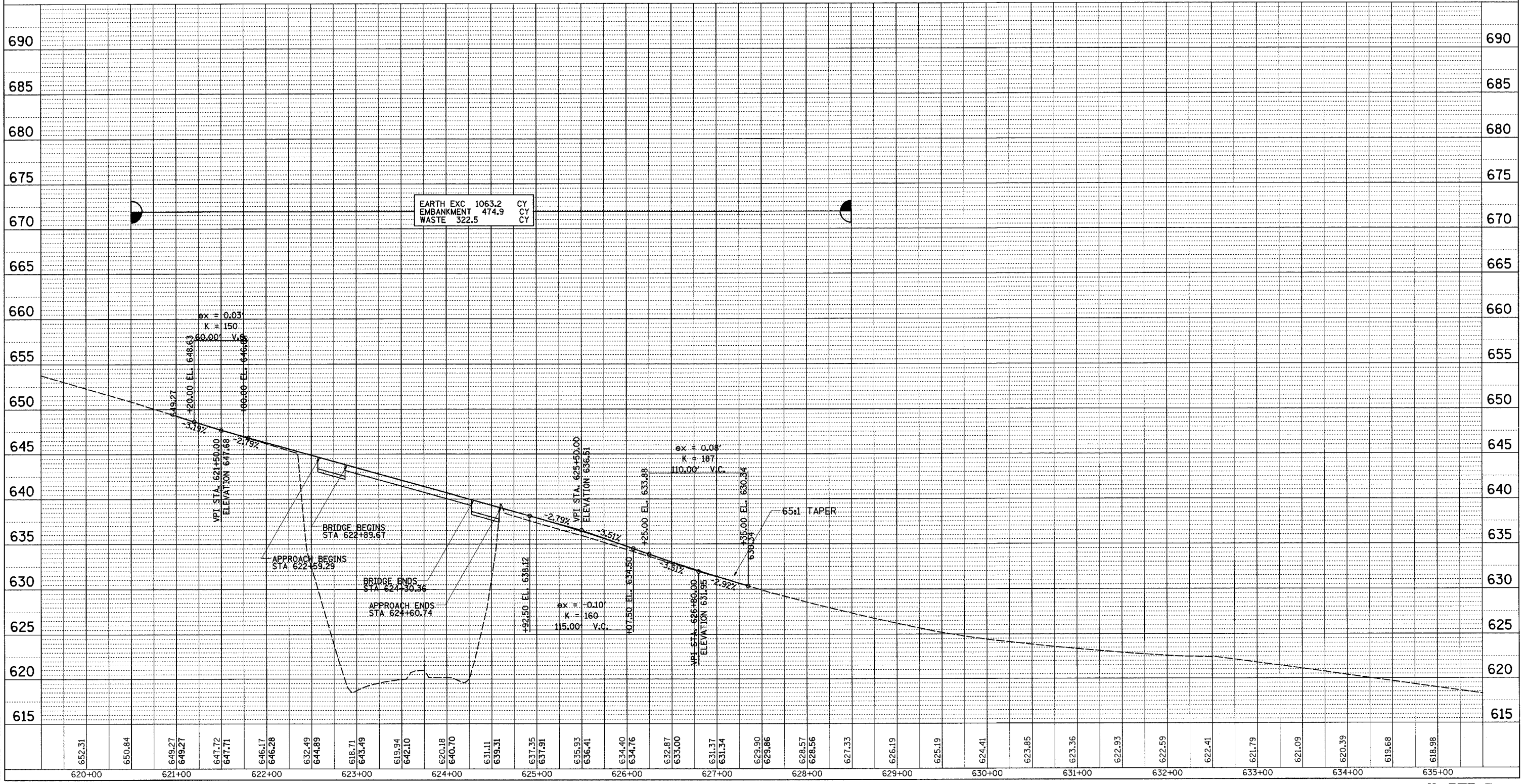
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	27
STA. 620+00		TO STA. 635+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	RT. OF WAY CHECKED		
	CAUD FILE NAME		

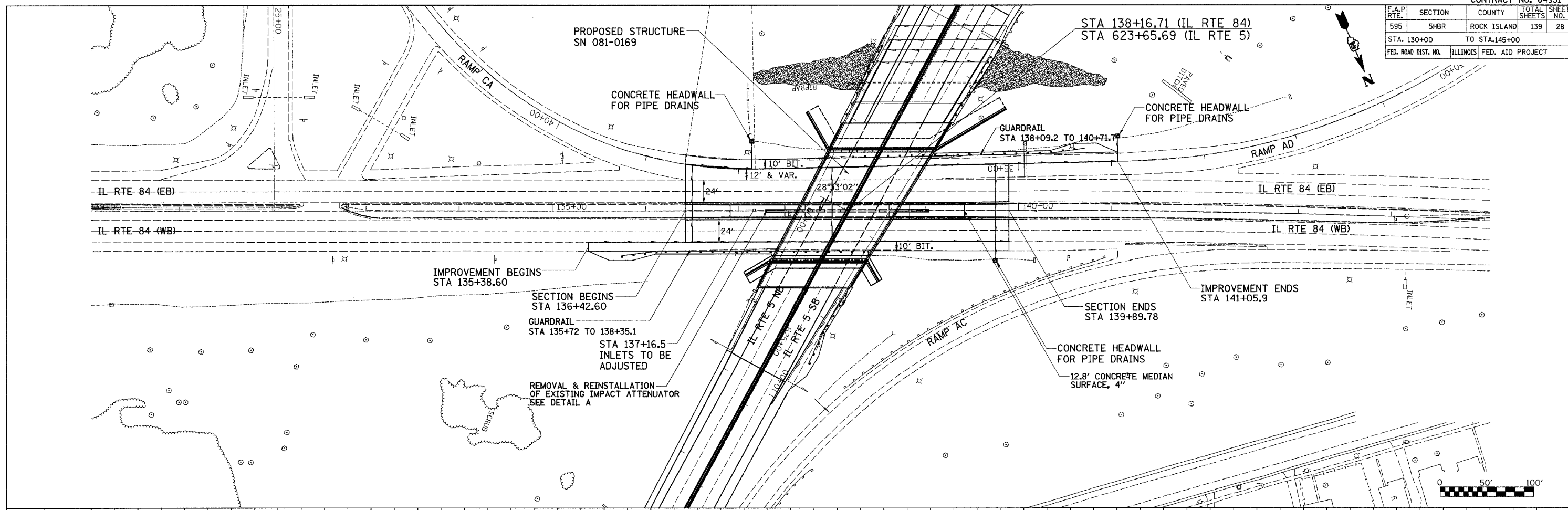
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NOTE BOOK NO.	PLOTTED		
	RT. OF WAY CHECKED		
	STRUCTURE NOTATIONS OK'D		

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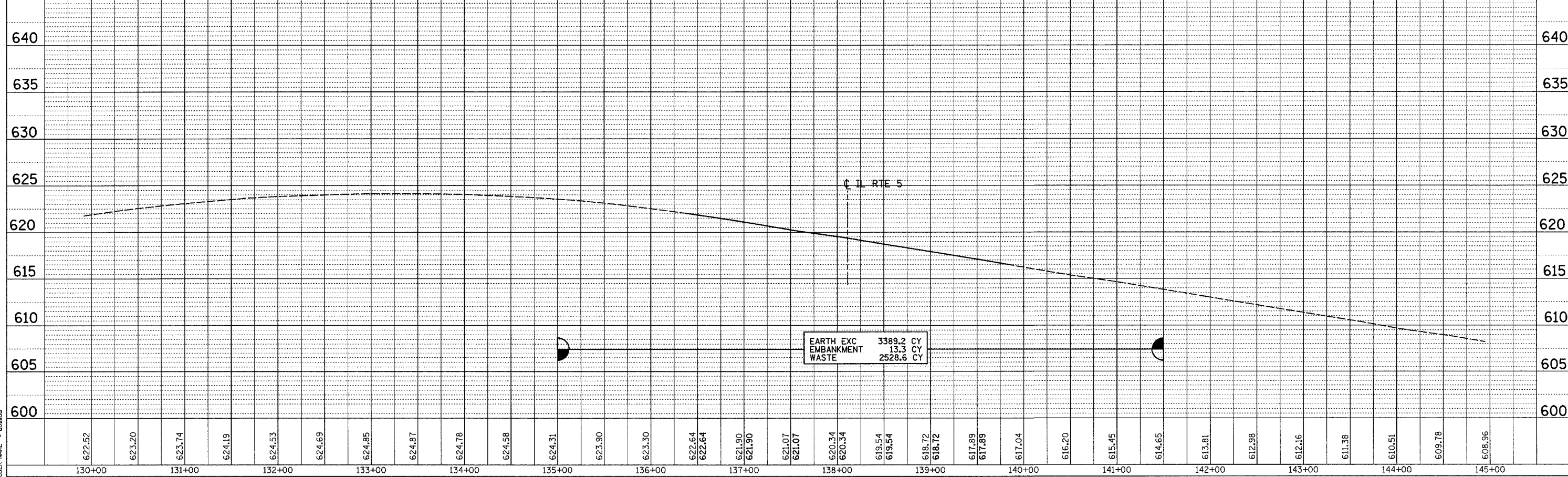


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	28
STA. 130+00		TO STA. 145+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	DATE	BY
SUBMITTED		
NOTED		
APPROVED		
CAD FILE NAME		



PROFILE	DATE	BY
SUBMITTED		
NOTED		
APPROVED		
STRUCTURE INFORMATION		

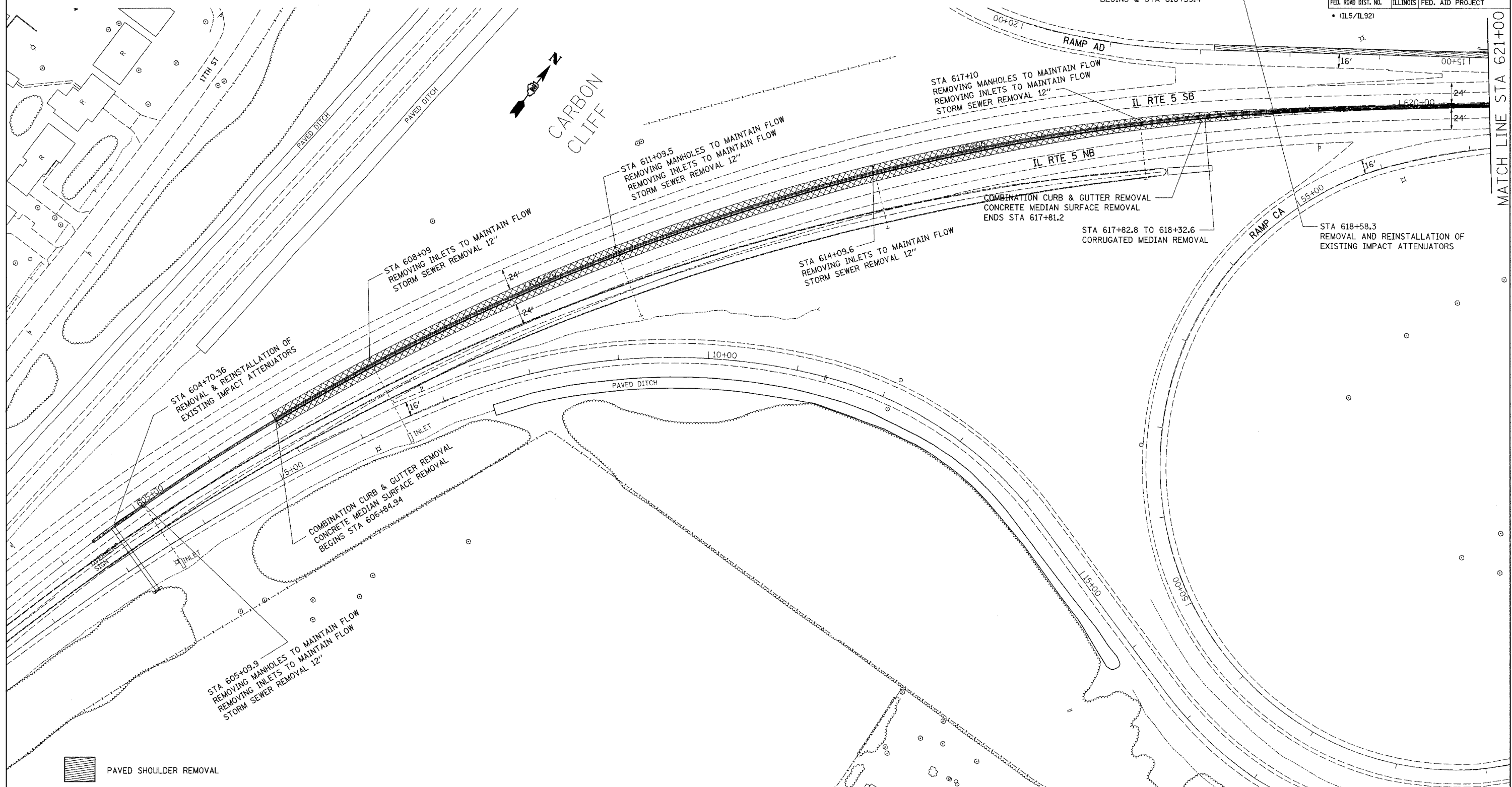






PLOT DATE = Wed Aug 22 13:44:57 2007  
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 USER NAME = dcaand

# IL RTE 5 REMOVAL

CONTRACT NO. 64931

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	29
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• (IL5/IL92)				



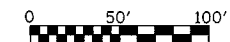
-  PAVED SHOULDER REMOVAL
-  PAVEMENT REMOVAL
-  REMOVAL OF CURB & GUTTER (B9.24) AND 4" RAISED MEDIAN
-  MILLING & RESURFACING

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**FAP ROUTE 595 (IL5/IL92)**  
**SECTION 5HBR**  
**ROCK ISLAND COUNTY**

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_

DATE \_\_\_\_\_ DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_



PLOT DATE = Wed Aug 22 13:47:12 2007  
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 USER NAME = gregg

## IL RTE 5 REMOVAL

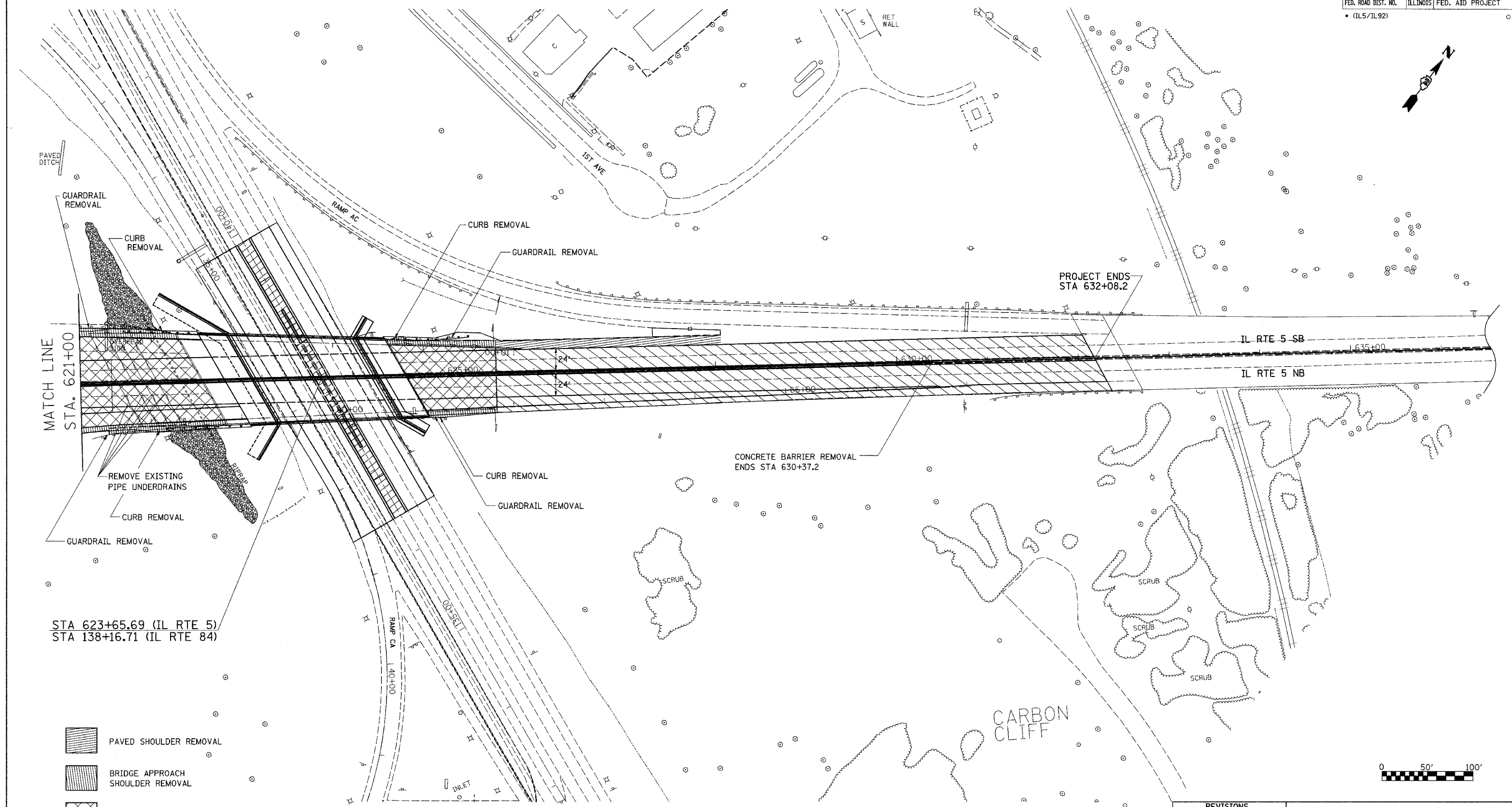
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	30

STA. TO STA.

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

(IL5/IL92)

# IL RTE 5 REMOVAL








MATCH LINE  
STA. 621+00

PROJECT ENDS  
STA 632+08.2

IL RTE 5 SB

IL RTE 5 NB

STA 623+65.69 (IL RTE 5)  
STA 138+16.71 (IL RTE 84)

-  PAVED SHOULDER REMOVAL
-  BRIDGE APPROACH SHOULDER REMOVAL
-  PAVEMENT REMOVAL
-  COMBINATION CURB & GUTTER REMOVAL  
CONCRETE MEDIAN SURFACE REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL, 2"



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**FAP ROUTE 595 (IL5/IL92)**  
**SECTION 5HBR**  
**ROCK ISLAND COUNTY**

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_

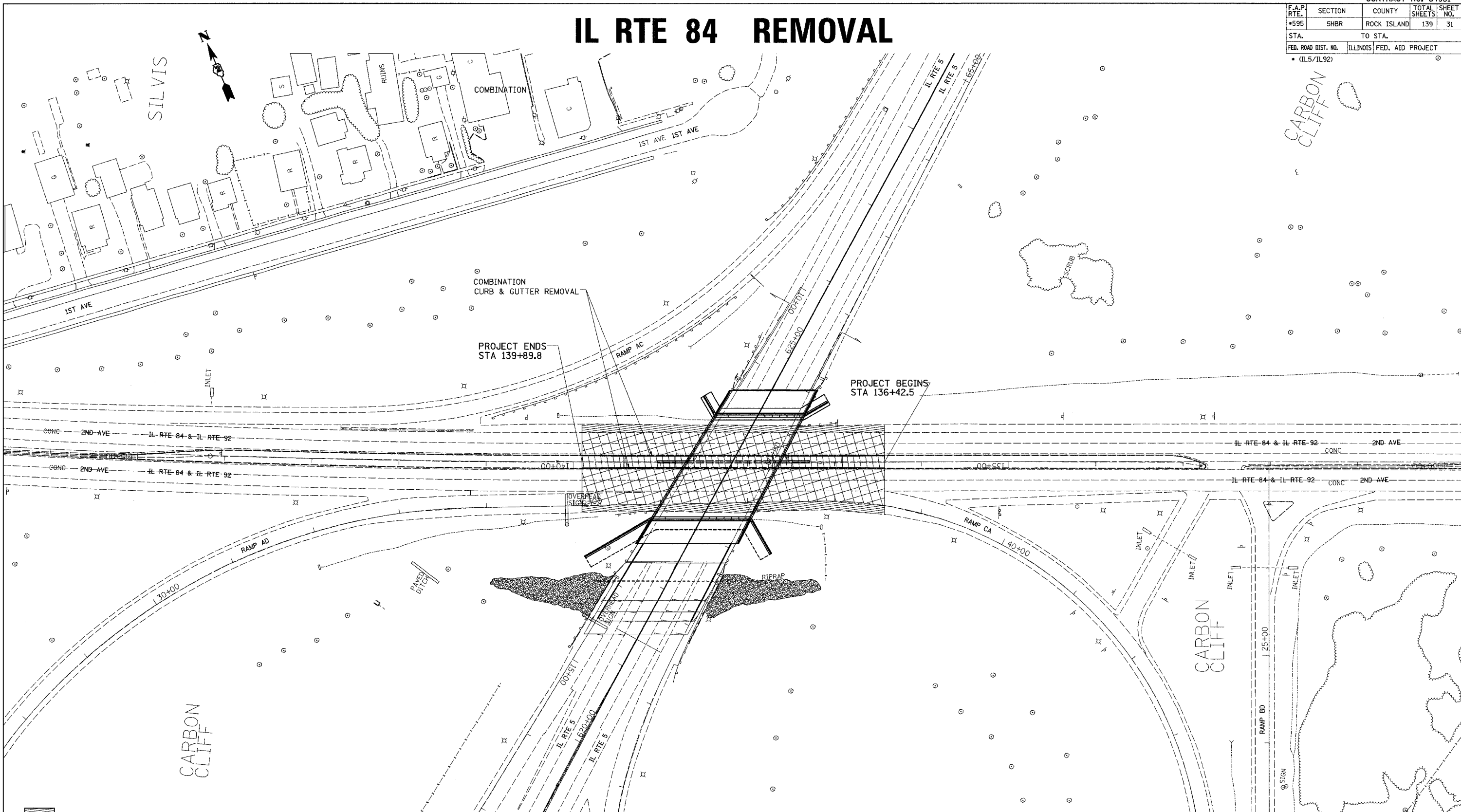
DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_




## IL RTE 5 REMOVAL

PLOT DATE = Wed Aug 22 13:47:13 2007  
 FILE NAME = c:\puro\puro\595\20070823\680203-rem.dgn  
 USER = gcr  
 USER NAME = gcr

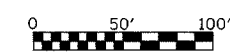
# IL RTE 84 REMOVAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*595	5HBR	ROCK ISLAND	139	31
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		• (IL5/IL92)		



-  PAVED SHOULDER REMOVAL
-  PAVEMENT REMOVAL
-  CONCRETE MEDIAN SURFACE REMOVAL

PLOT DATE = Wed Aug 22 15:17:08 2007  
 FILE NAME = I:\2007\64931\20070822\139+89.8.dwg  
 PLOT SCALE = 5/8"=1'-0" / IN.  
 USER NAME = dmsidd



REVISIONS	
NAME	DATE

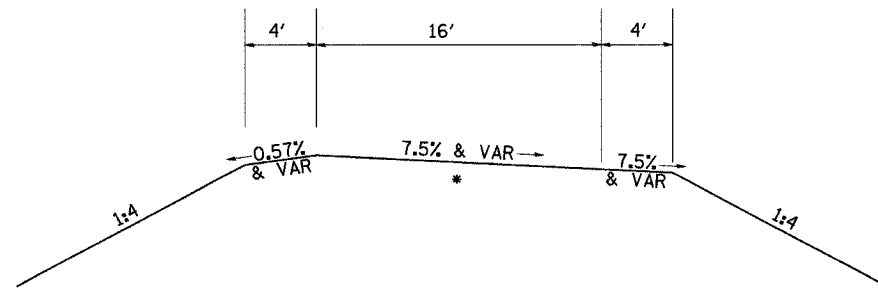
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**FAP ROUTE 595 (IL5/IL92)**  
**SECTION 5HBR**  
**ROCK ISLAND COUNTY**  
 SCALE: VERT. \_\_\_\_\_  
 DATE \_\_\_\_\_ HORIZ. \_\_\_\_\_  
 DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	32
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

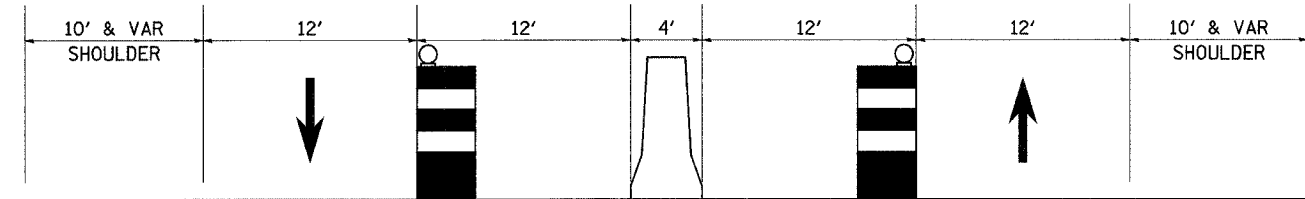
# STAGING TYPICALS

STAGE 1 & 4  
TEMPORARY RAMP CA

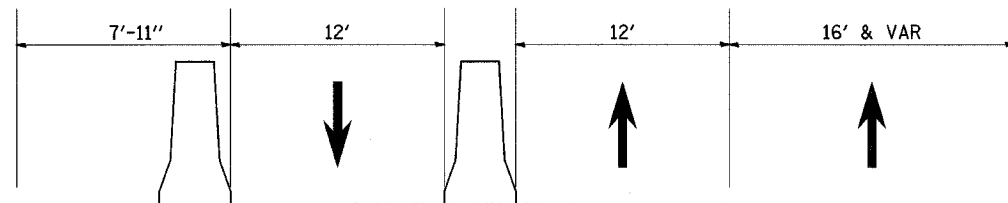


\* TEMPORARY PAVEMENT - SEE SPECIAL PROVISIONS

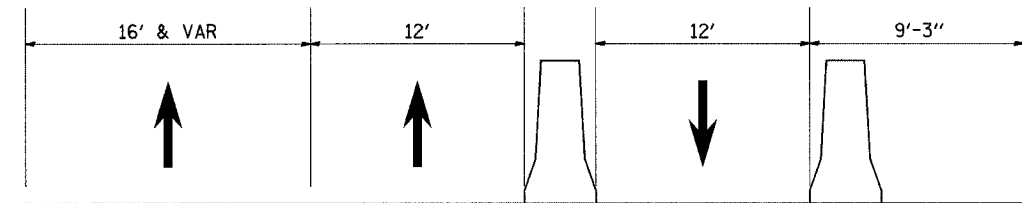
STAGE 2



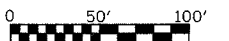
STAGE 3



STAGE 4

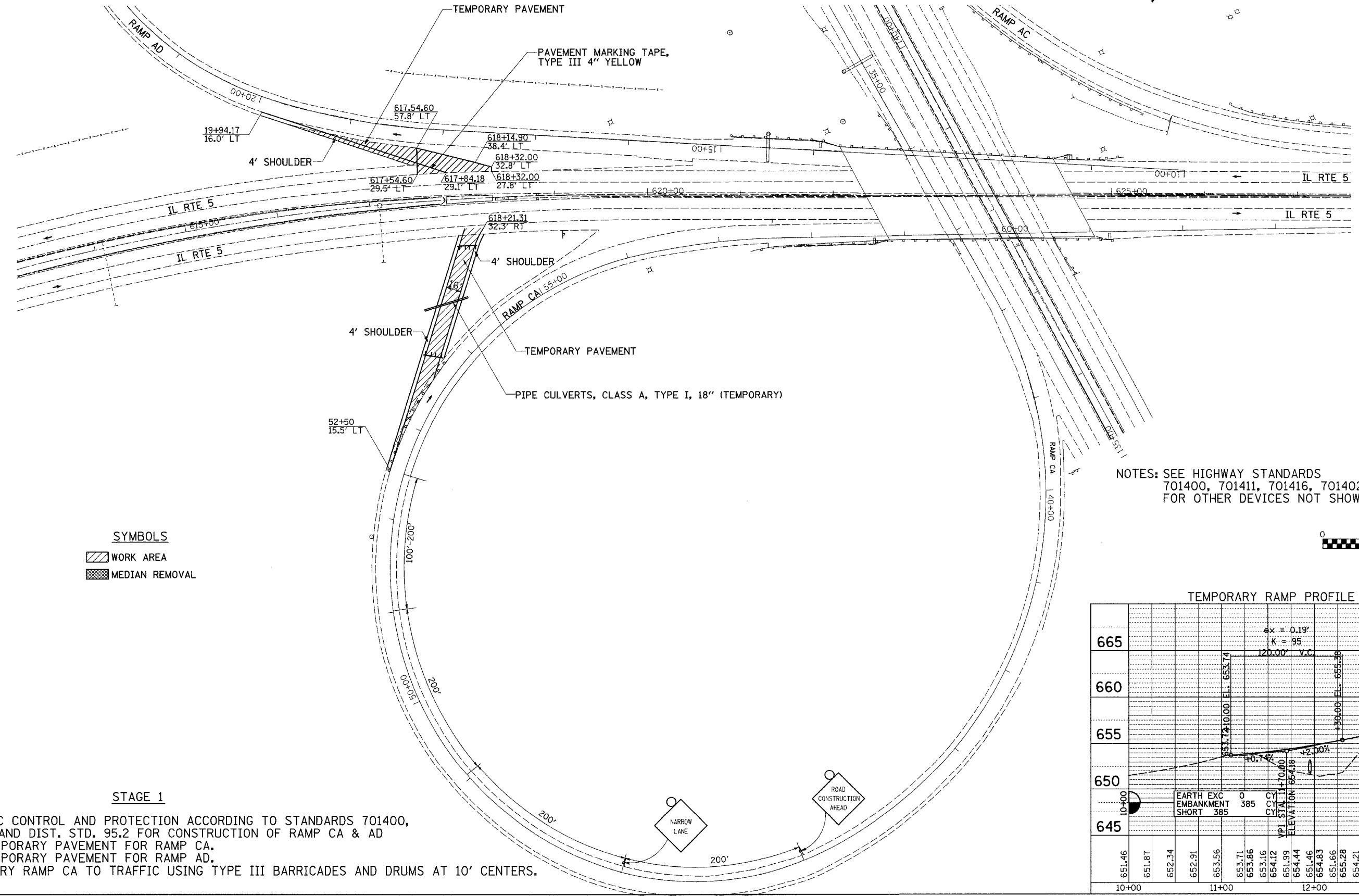
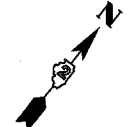


PLOT DATE = Thu Sep 28 14:55:01 2007  
 FILE NAME = I:\Projects\2007\595\5HBR\595\_5HBR\_032.dgn  
 PLOT SCALE = 5/8"=1'-0"  
 USER NAME = costello



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	33
STA. 613+00		TO STA. 627+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

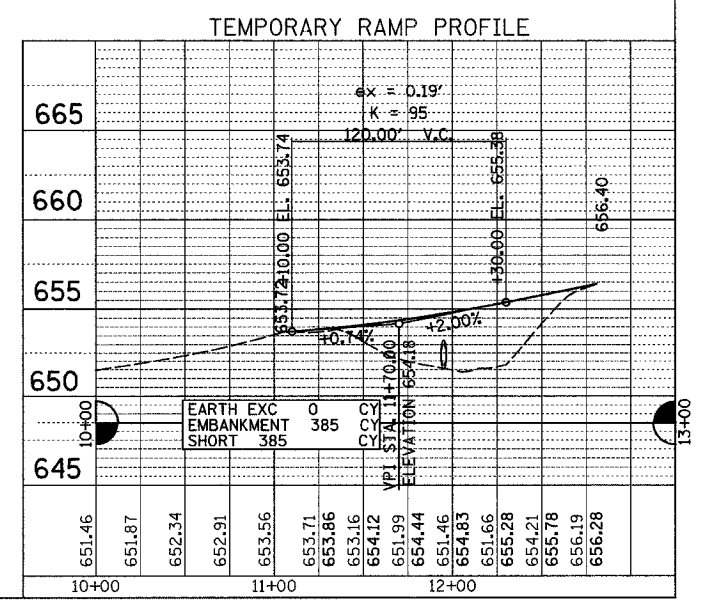
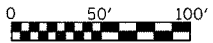
# STAGE 1



**SYMBOLS**

	WORK AREA
	MEDIAN REMOVAL

NOTES: SEE HIGHWAY STANDARDS 701400, 701411, 701416, 701402, 702001 FOR OTHER DEVICES NOT SHOWN



PLOT DATE = Thu Sep 28 14:50:57 2007  
 FILE NAME = \\c:\p\2008\2008\64931\stage1.dgn  
 PLOT SCALE = 50.000000 / IN.  
 USER NAME = constallog

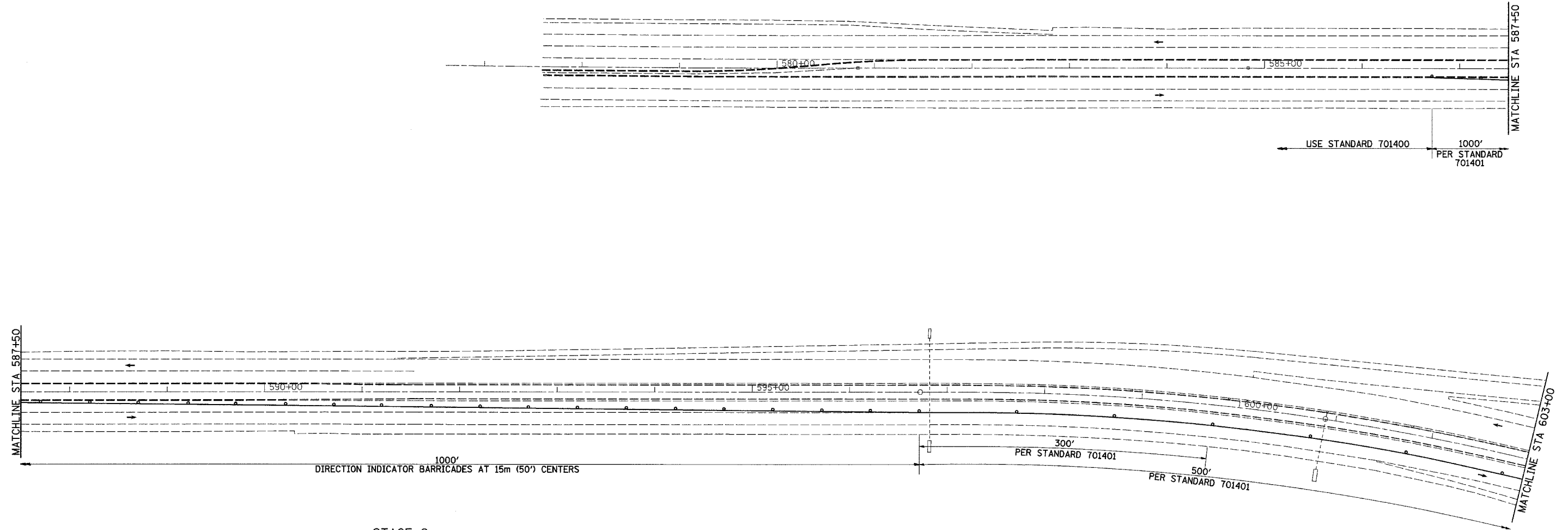
**STAGE 1**

1. SET UP TRAFFIC CONTROL AND PROTECTION ACCORDING TO STANDARDS 701400, 701401, 701411 AND DIST. STD. 95.2 FOR CONSTRUCTION OF RAMP CA & AD
2. CONSTRUCT TEMPORARY PAVEMENT FOR RAMP CA.
3. CONSTRUCT TEMPORARY PAVEMENT FOR RAMP AD.
4. CLOSE TEMPORARY RAMP CA TO TRAFFIC USING TYPE III BARRICADES AND DRUMS AT 10' CENTERS.

**STAGE 1 DETAIL**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	34
STA. 577+00		TO STA. 603+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

# STAGE 2



## STAGE 2

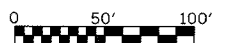
1. SET UP TRAFFIC CONTROL AND PROTECTION ACCORDING TO STANDARDS 701406 FOR CONCRETE BARRIER WALL REMOVAL AND RELOCATION 701401 FOR CONCRETE SURFACE REMOVAL AND COMBINATION CURB & GUTTER REMOVAL
2. REMOVE MEDIAN SURFACE, COMBINATION CURB AND GUTTER AND CONCRETE BARRIER WALL.
3. REMOVE MANHOLES, ADJUST INLETS, AND ADD DRAINAGE STRUCTURES AT LOCATIONS INDICATED IN THE SCHEDULE OF QUANTITIES AND PLAN SHEETS.
4. CONSTRUCT PAVEMENT AT MEDIAN REMOVAL LOCATION AND TEMPORARY PAVEMENT AT DRAINAGE STRUCTURE LOCATIONS.
5. PLACE CONCRETE BARRIER, DOUBLE FACE FROM STA 604+70.4 TO STA 610+16.1.
6. PLACE TEMPORARY BARRIER WALL FROM STA 610+16.1 TO STA 630+37.22.

### SYMBOLS

- WORK AREA
- MEDIAN REMOVAL

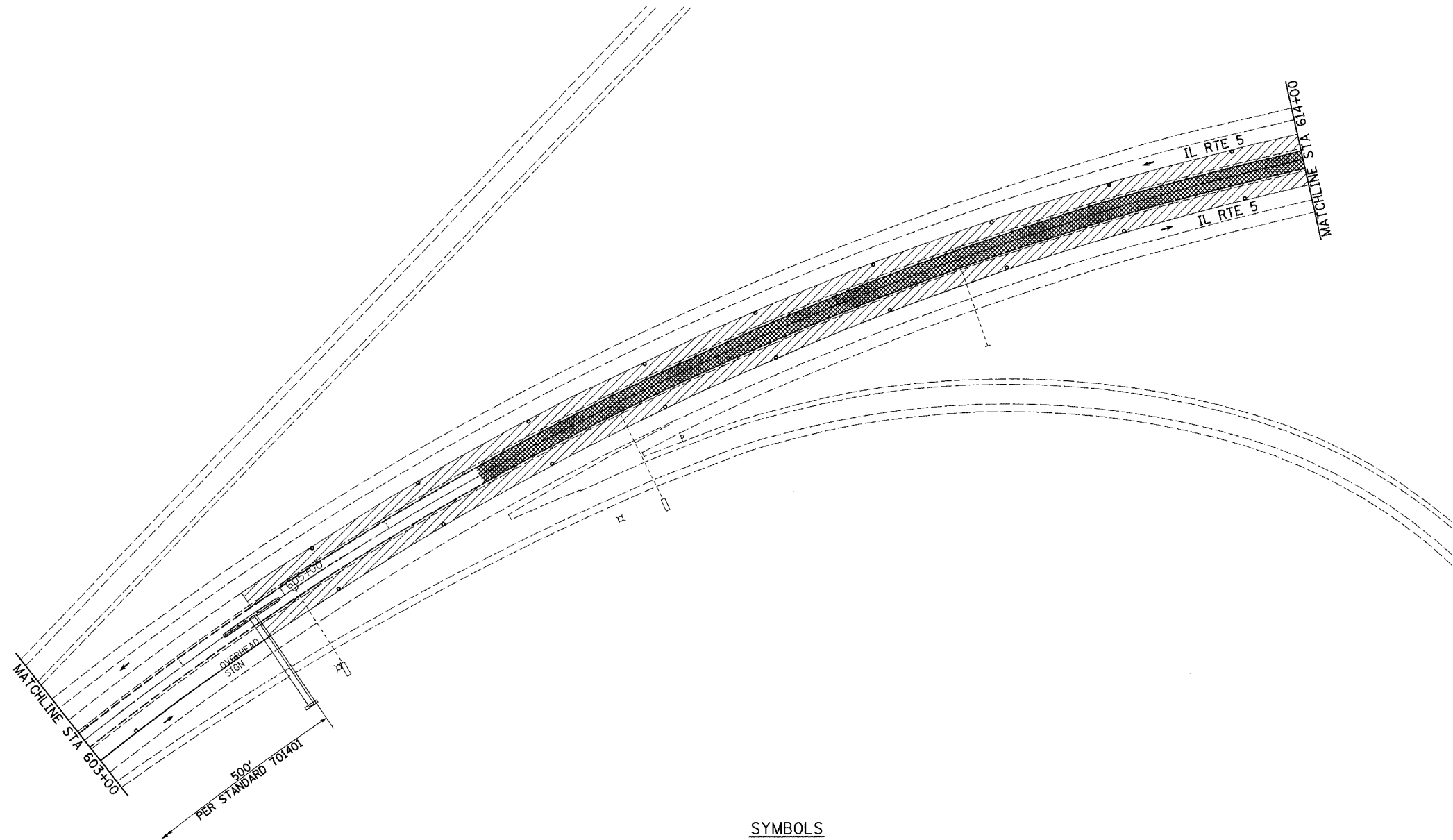
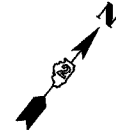
NOTES: SEE HIGHWAY STANDARDS 701400, 701406, 701401, 702001 FOR OTHER DEVICES NOT SHOWN

PLOT DATE = Thu, Sep 20 14:32:57, 2007  
 FILE NAME = c:\p\projects\2007\20070920\64931\stage2\stage2.dgn  
 PLOT SCALE = 5000000 / 1 IN.  
 USER NAME = c:\users\ltopg





F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	35
STA. 603+00		TO STA. 614+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

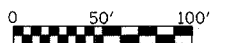
# STAGE 2



### SYMBOLS

-  WORK AREA
-  MEDIAN REMOVAL

NOTES: SEE HIGHWAY STANDARDS  
701400, 701406, 701401, 702001  
FOR OTHER DEVICES NOT SHOWN



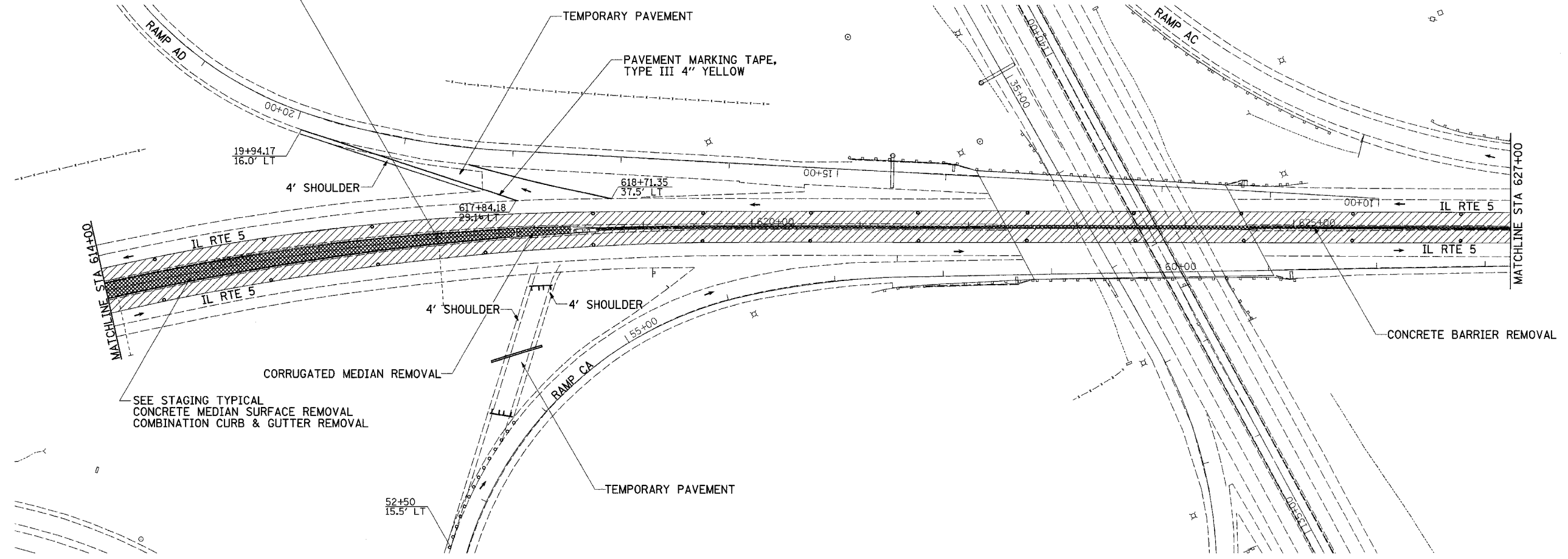
PLOT DATE = Thu Sep 28 14:50:57 2006  
FILE NAME = c:\pwworkspace\64931\stage2.dgn  
PLOT SCALE = 1/8"=1'-0"  
USER NAME = const1099

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	36
STA. 614+00		TO STA. 627+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

# STAGE 2



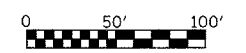
1 EACH DRAINAGE STRUCTURES, TYPE 1 WITH TWO TYPE 20 FRAMES AND GRATES  
 1 EACH REMOVING MANHOLES  
 1 EACH INLETS TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE 8' LT



SEE STAGING TYPICAL  
 CONCRETE MEDIAN SURFACE REMOVAL  
 COMBINATION CURB & GUTTER REMOVAL

**SYMBOLS**  
 [Hatched Box] WORK AREA  
 [Cross-hatched Box] MEDIAN REMOVAL

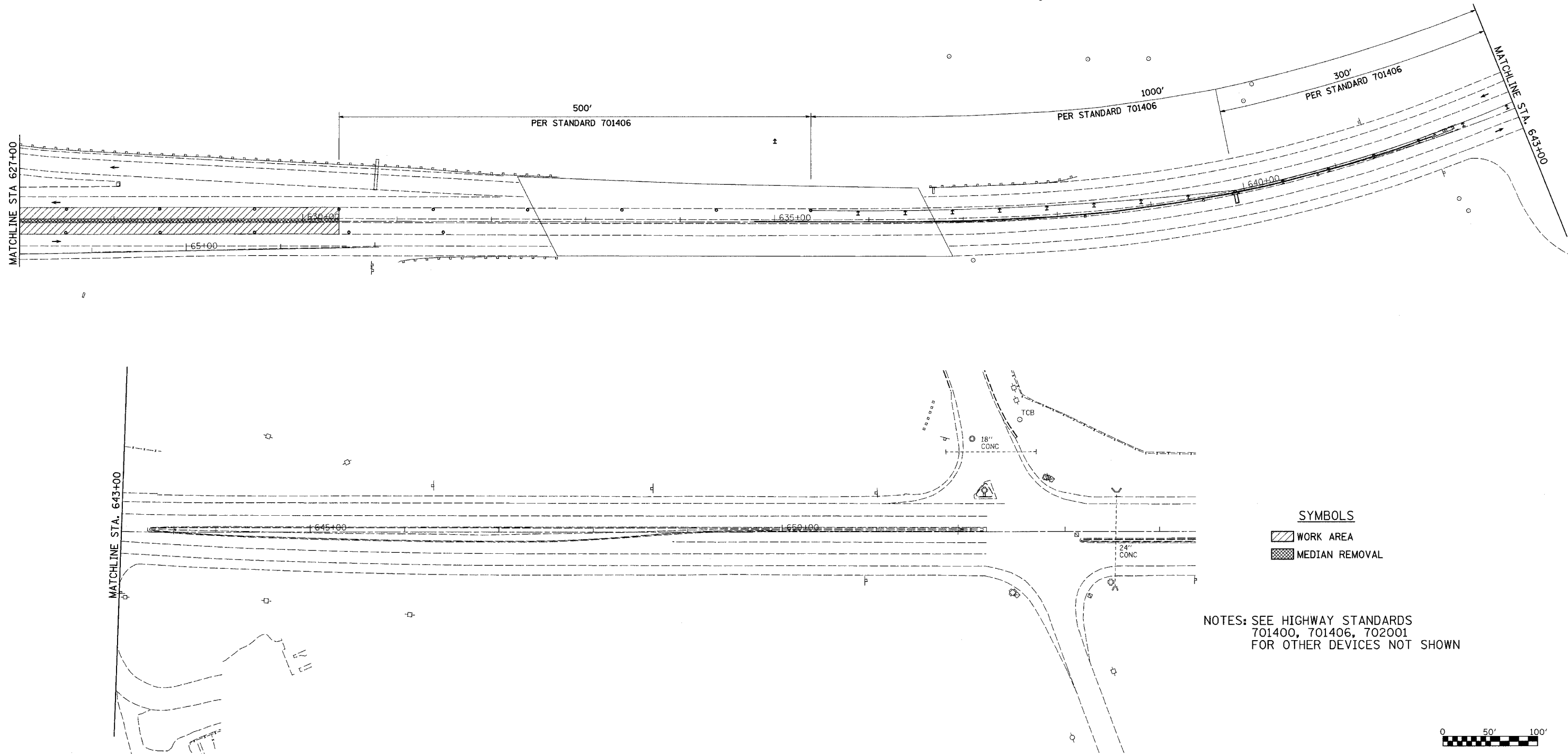
NOTES: SEE HIGHWAY STANDARDS  
 701400, 701406, 701401, 702001  
 FOR OTHER DEVICES NOT SHOWN





PLOT DATE = Thu, Sep 28 14:22:58, 2006  
 FILE NAME = c:\pcc\cadd\2006\09\28\64931\2.dgn  
 PLOT SCALE = 50.0000 / IN.  
 USER NAME = costal\opg

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	37
STA. 627+00		TO STA. 643+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

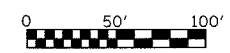
# STAGE 2



### SYMBOLS

-  WORK AREA
-  MEDIAN REMOVAL

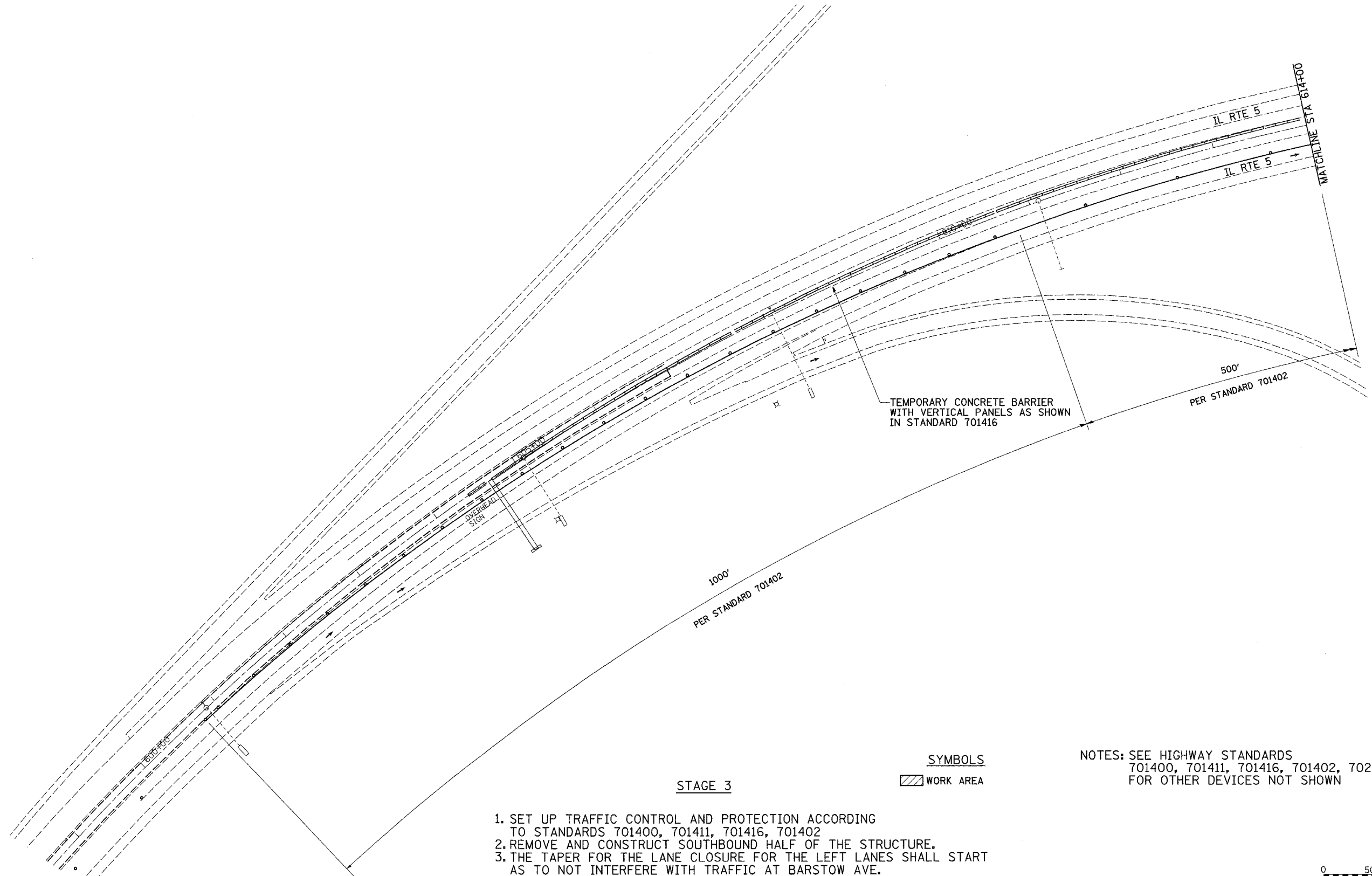
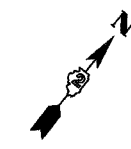
NOTES: SEE HIGHWAY STANDARDS  
701400, 701406, 702001  
FOR OTHER DEVICES NOT SHOWN



PLOT DATE = Thu Sep 28 14:52:58 2007  
FILE NAME = c:\p\2007\20070928\2007092803\080203p1n2.dgn  
PLOT SCALE = 50.00000 / 1 IN.  
USER NAME = coxstallp

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	SHBR	ROCK ISLAND	139	38
STA. 603+00		TO STA. 614+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

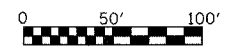
# STAGE 3



**SYMBOLS**  
 WORK AREA

NOTES: SEE HIGHWAY STANDARDS  
 701400, 701411, 701416, 701402, 702001  
 FOR OTHER DEVICES NOT SHOWN

1. SET UP TRAFFIC CONTROL AND PROTECTION ACCORDING TO STANDARDS 701400, 701411, 701416, 701402
2. REMOVE AND CONSTRUCT SOUTHBOUND HALF OF THE STRUCTURE.
3. THE TAPER FOR THE LANE CLOSURE FOR THE LEFT LANES SHALL START AS TO NOT INTERFERE WITH TRAFFIC AT BARSTOW AVE.

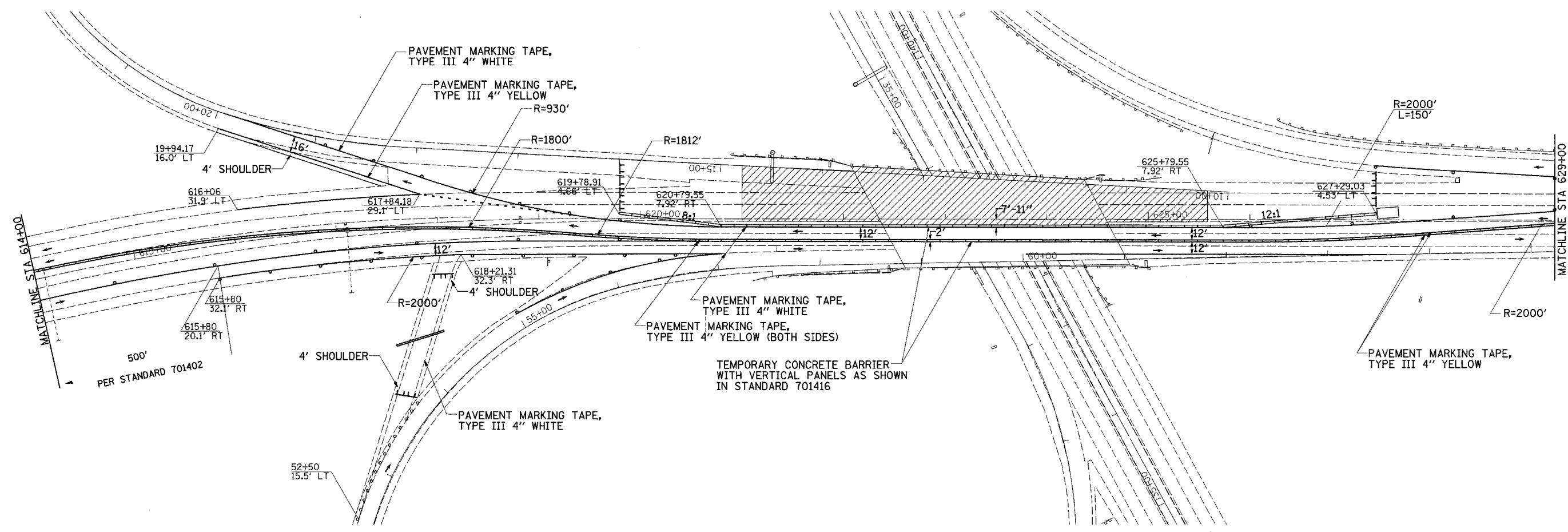
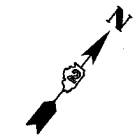


**STAGE 3 DETAIL**

PLOT DATE = Thu Sep 28 14:50:58 2007  
 FILE NAME = c:\p\proj\64931\stage3\stage3.dgn  
 PLOT SCALE = 50.0000' / IN.  
 USER NAME = costallog

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	SHBR	ROCK ISLAND	139	39
STA. 614+00		TO STA. 629+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

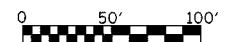
# STAGE 3



### SYMBOLS

WORK AREA

NOTES: SEE HIGHWAY STANDARDS  
701400, 701411, 701416, 701402, 702001  
FOR OTHER DEVICES NOT SHOWN



### STAGE 3 DETAIL

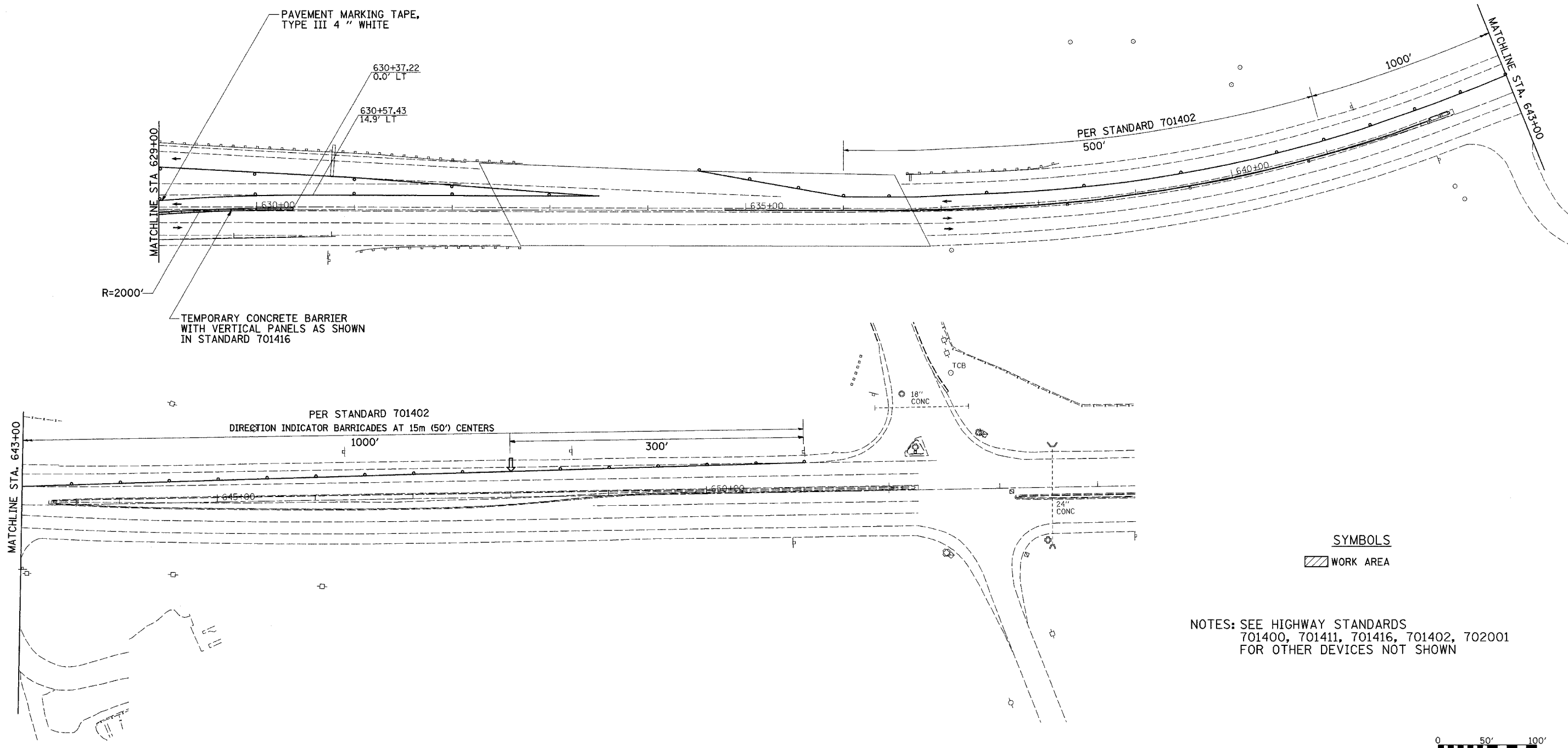
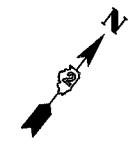
PLOT DATE = Thu Sep 28 14:32:58 2007  
FILE NAME = g:\pwork\proj\64931\stage3\stage3.dgn  
USER NAME = cconalltopg



# STAGE 3

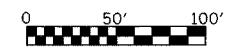
CONTRACT NO. 64931

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	40
STA. 629+00		TO STA. 643+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



**SYMBOLS**  
 WORK AREA

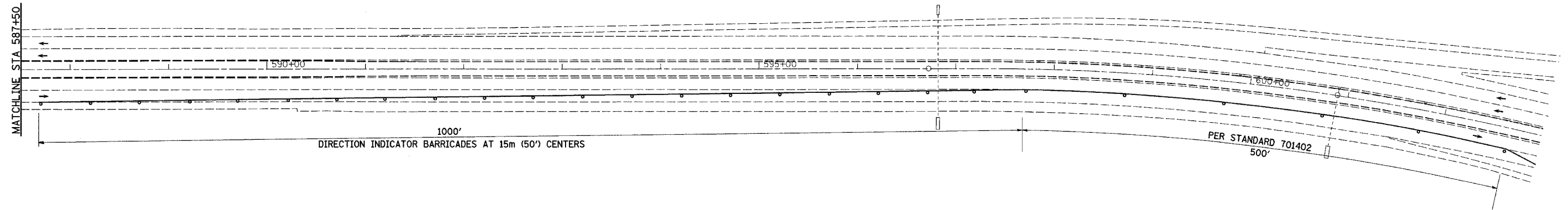
NOTES: SEE HIGHWAY STANDARDS  
 701400, 701411, 701416, 701402, 702001  
 FOR OTHER DEVICES NOT SHOWN



PLOT DATE = Thu, Sep 28 14:52:59 2006  
 FILE NAME = c:\pwworkspace\102802831\dwg\102802831.dwg  
 PLOT SCALE = 1/8" = 1'-0"  
 USER NAME = c:\pwworkspace\102802831\dwg\102802831.dwg

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	41
STA. 577+00		TO STA. 603+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

# STAGE 4



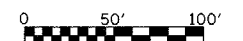
### STAGE 3

1. SET UP TRAFFIC CONTROL AND PROTECTION ACCORDING TO STANDARDS 701400, 701411, 701416, 701402
2. PLACE TEMPORARY BARRIER WALL FROM STA 610+16.1 TO STA 630+37.22
3. REMOVE AND CONSTRUCT SOUTHBOUND HALF OF THE STRUCTURE.

#### SYMBOLS

WORK AREA

NOTES: SEE HIGHWAY STANDARDS  
701400, 701411, 701416, 701402, 702001  
FOR OTHER DEVICES NOT SHOWN

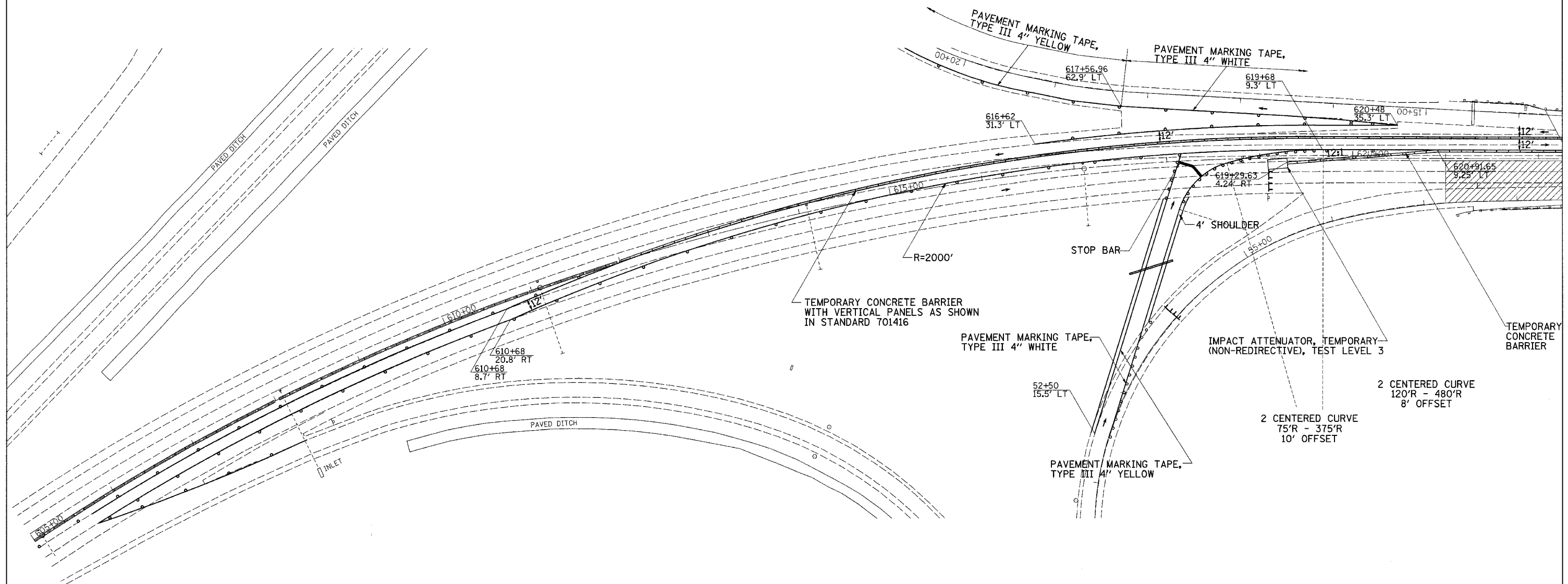
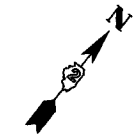


### STAGE 3 DETAIL

PLOT DATE = Thu, Sep 28, 14:55:01, 2007  
 FILE NAME = J:\N\2007\20070928\64931\64931\_41.dgn  
 PLOT SCALE = 50.0000 / 1 IN.  
 USER NAME = costellojg

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	42
STA. 605+00		TO STA. 622+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

# STAGE 4



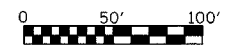
### STAGE 4

1. SET UP TRAFFIC CONTROL AND PROTECTION ACCORDING TO STANDARDS 701400, 701411, 701416, 701401
2. RELOCATE TEMPORARY CONCRETE BARRIER STA 610+16.1 TO STA 630+37.22
3. REMOVE AND CONSTRUCT NORTHBOUND HALF OF THE STRUCTURE.

#### SYMBOLS

- WORK AREA
- MEDIAN REMOVAL

NOTES: SEE TRAFFIC CONTROL DETAIL 701400, 701411, 701416, 701402, 702001 FOR OTHER DEVICES NOT SHOWN

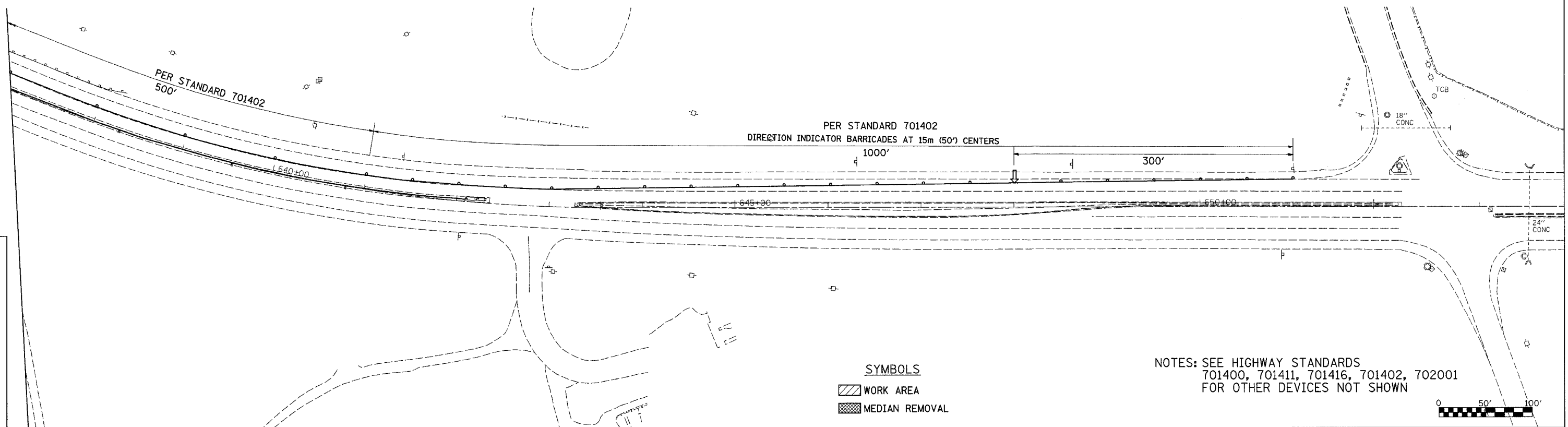
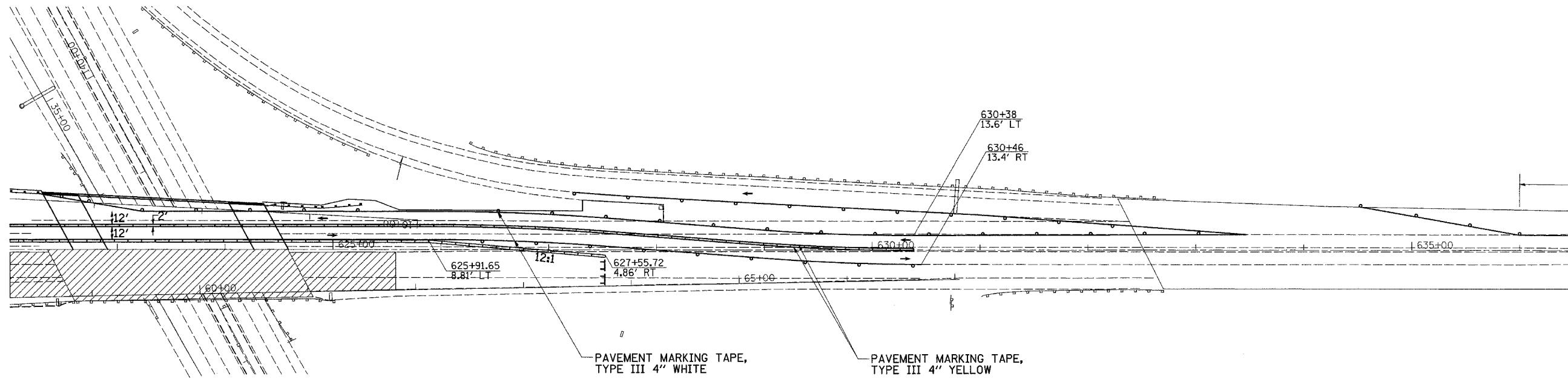
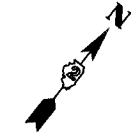


### STAGE 4 DETAIL

PLOT DATE = Thu Sep 28 14:52:29 2006  
 FILE NAME = c:\p06\0609\060928\060928.dgn  
 PLOT SCALE = 50.000000 / IN.  
 USER NAME = costallop9

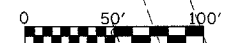
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	43
STA. 620+00		TO STA. 636+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

# STAGE 4



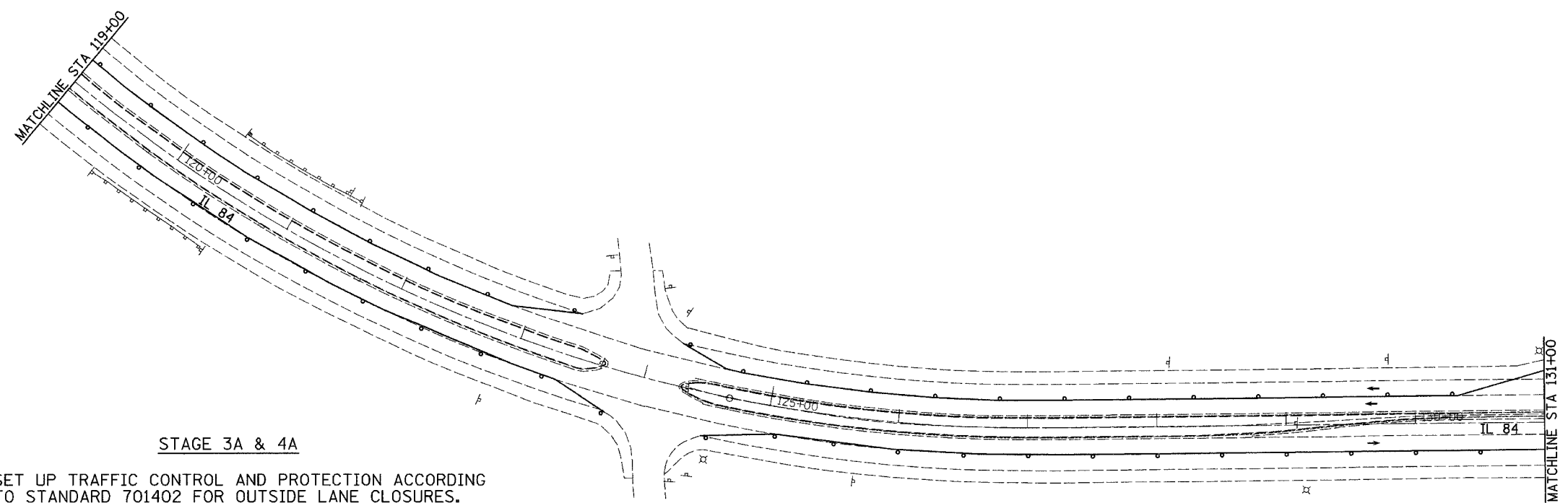
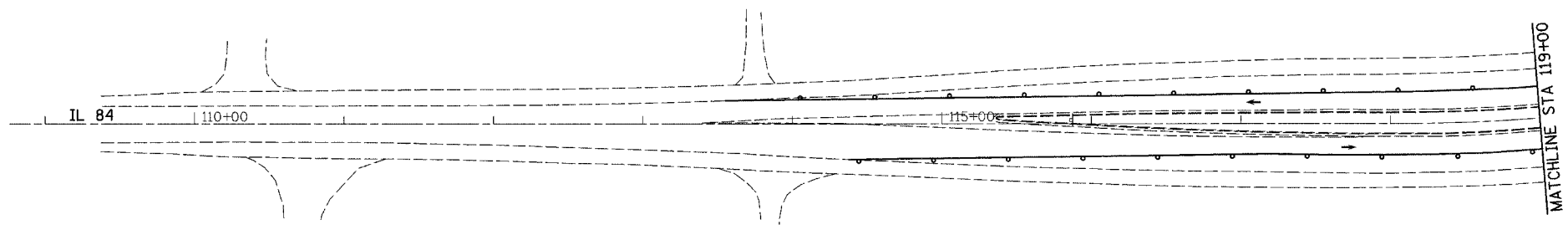
PLOT DATE = Thu, Sep 28, 14:55:55 2006  
 FILE NAME = I:\2006\64931\64931.dgn  
 PLOT SCALE = 5/8" = 1'-0"  
 USER NAME = cswelling

NOTES: SEE HIGHWAY STANDARDS  
 701400, 701411, 701416, 701402, 702001  
 FOR OTHER DEVICES NOT SHOWN



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	44
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

# STAGE 3A & 4A

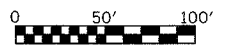


STAGE 3A & 4A

1. SET UP TRAFFIC CONTROL AND PROTECTION ACCORDING TO STANDARD 701402 FOR OUTSIDE LANE CLOSURES.
2. THE TRAFFIC CONTROL SHALL BE SET UP AS TO ONLY HAVE ONE LANE OPEN TO TRAFFIC IN EACH DIRECTION AND SHALL BEGIN AT THE EXISTING TWO LANE SECTION OF IL 84.

**SYMBOLS**  
 WORK AREA

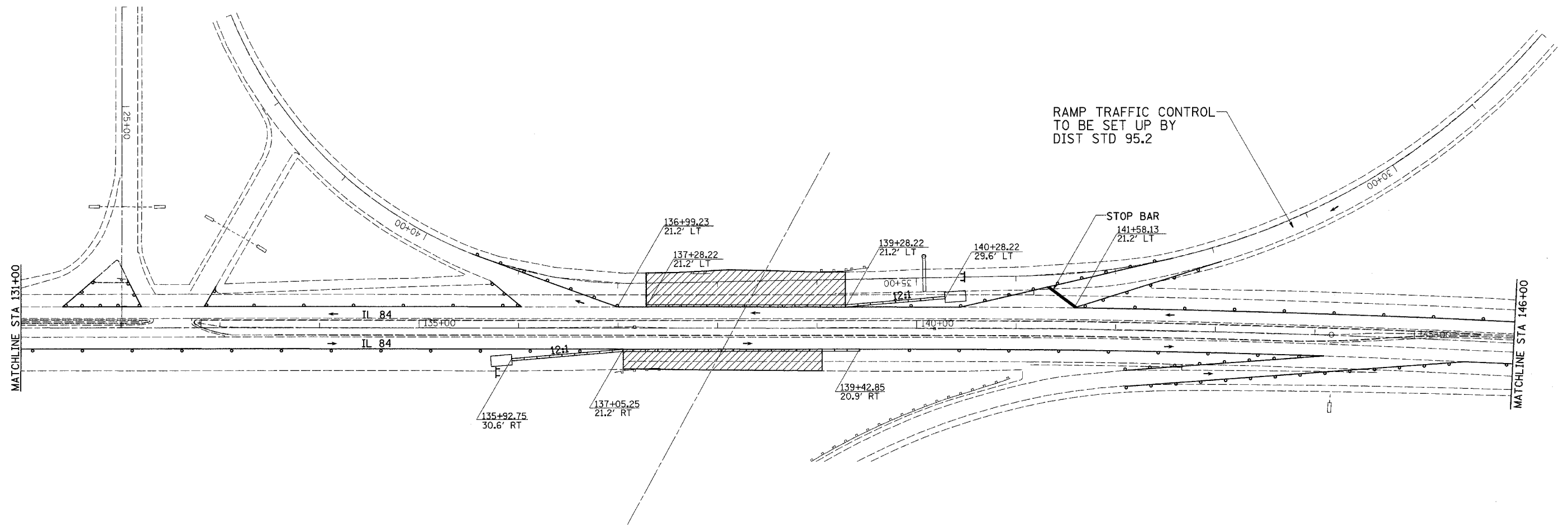
NOTES: SEE TRAFFIC CONTROL DETAIL AND SEE HIGHWAY STANDARDS 701400, 701402, 702001 DISTRICT STANDARD 95.2 FOR OTHER DEVICES NOT SHOWN



PLOT DATE = Thu Sep 28 14:32:05 2007  
 FILE NAME = c:\p\projects\2007\082207\p1.mxd  
 PLOT SCALE = 1/8" = 100'  
 USER NAME = corvaltopg

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	45
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

# STAGE 3A & 4A

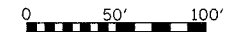


RAMP TRAFFIC CONTROL  
TO BE SET UP BY  
DIST STD 95.2

STOP BAR

**SYMBOLS**  
[Hatched Box] WORK AREA

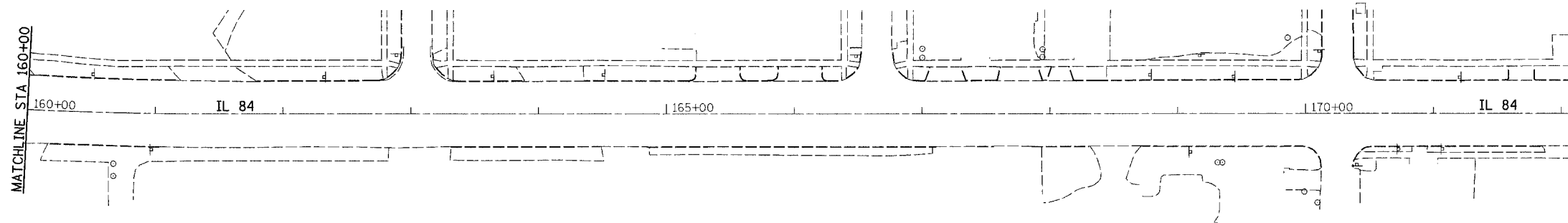
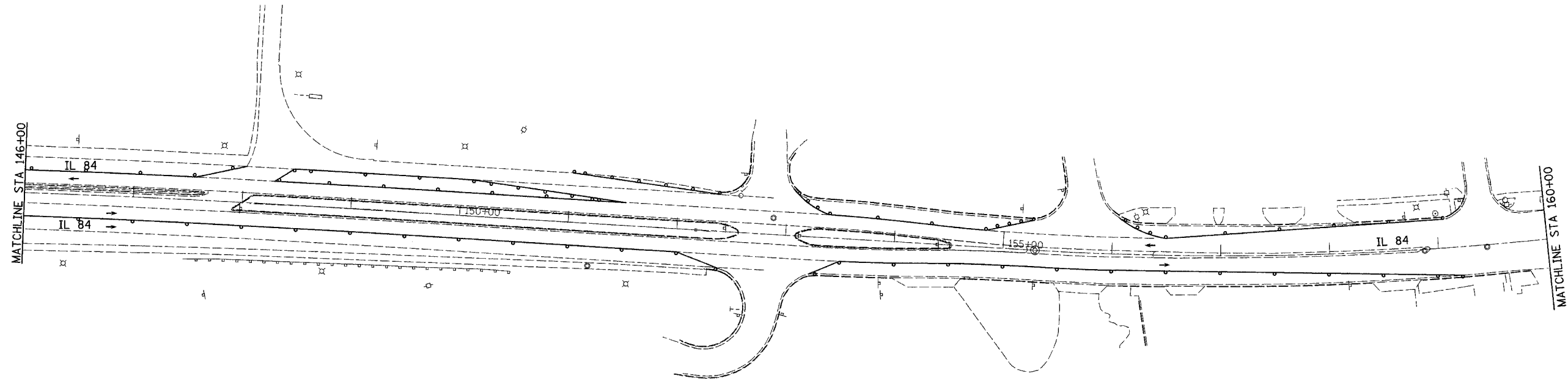
NOTES: SEE TRAFFIC CONTROL DETAIL AND  
SEE HIGHWAY STANDARDS  
701400, 701402, 702001  
DISTRICT STANDARD 95.2  
FOR OTHER DEVICES NOT SHOWN




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PLOT SCALE = 50.0000 / IN.  
USER NAME = coxwllong

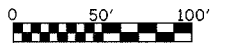
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	46
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

# STAGE 3A & 4A



**SYMBOLS**  
 WORK AREA

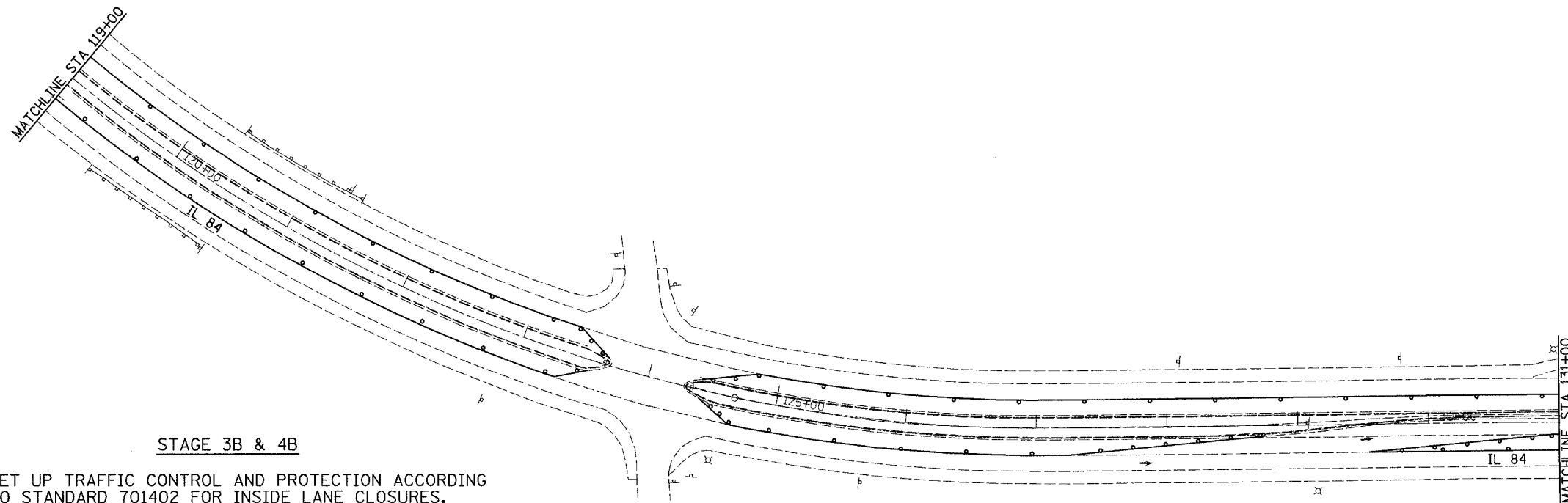
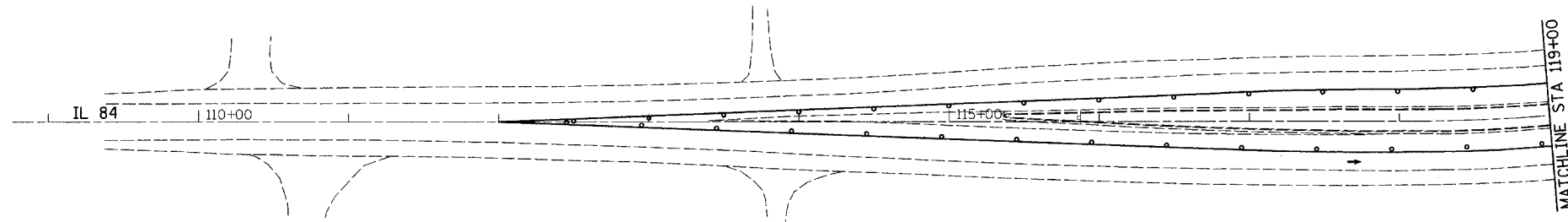
NOTES: SEE TRAFFIC CONTROL DETAIL AND  
 SEE HIGHWAY STANDARDS  
 701400, 701402, 702001  
 DISTRICT STANDARD 94.2 & 95.2  
 FOR OTHER DEVICES NOT SHOWN



PLOT DATE = Thu, Sep 28, 14:53:09, 2007  
 FILE NAME = c:\p00000\14288283\14288283\14288283.dgn  
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 USER NAME = costelloj

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	47
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

# STAGE 3B & 4B



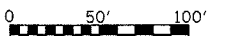
STAGE 3B & 4B

1. SET UP TRAFFIC CONTROL AND PROTECTION ACCORDING TO STANDARD 701402 FOR INSIDE LANE CLOSURES.
2. THE TRAFFIC CONTROL SHALL BE SET UP AS TO ONLY HAVE ONE LANE OPEN TO TRAFFIC IN EACH DIRECTION AND SHALL BEGIN AT THE EXISTING TWO LANE SECTION OF IL 84.

**SYMBOLS**

WORK AREA

NOTES: SEE TRAFFIC CONTROL DETAIL AND SEE HIGHWAY STANDARDS 701400, 701402, 702001 DISTRICT STANDARD 94.2 & 95.2 FOR OTHER DEVICES NOT SHOWN



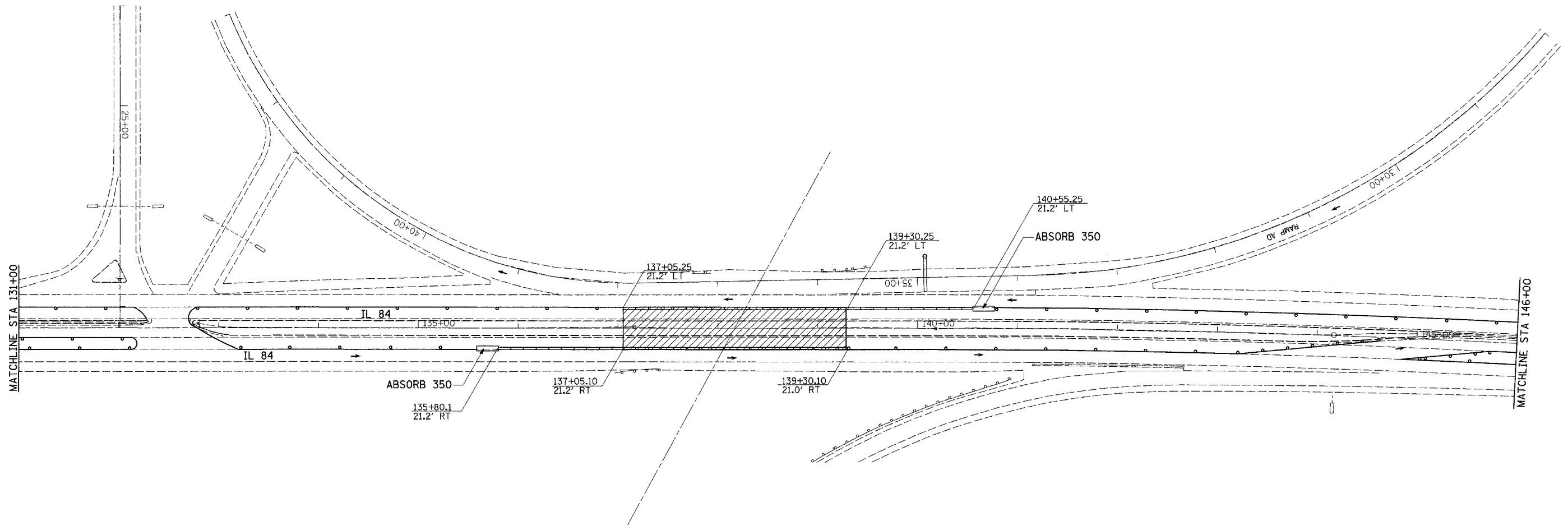
STAGE 3B & 4B DETAIL

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 USER NAME = constallp



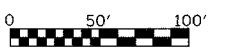
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HBR	ROCK ISLAND	139	48
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

# STAGE 3B & 4B



**SYMBOLS**  
 WORK AREA

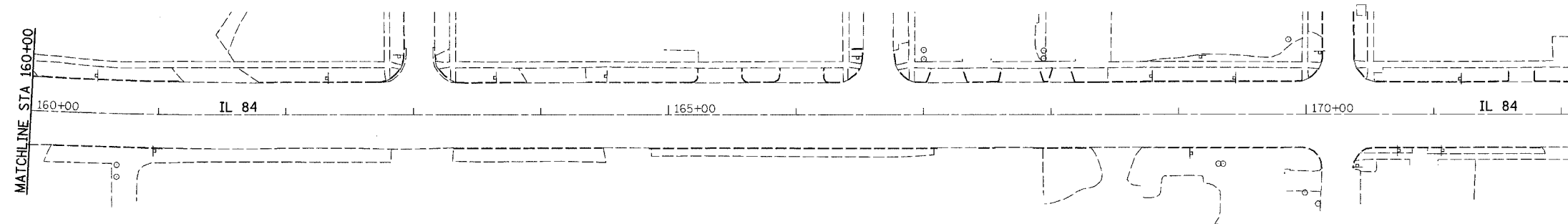
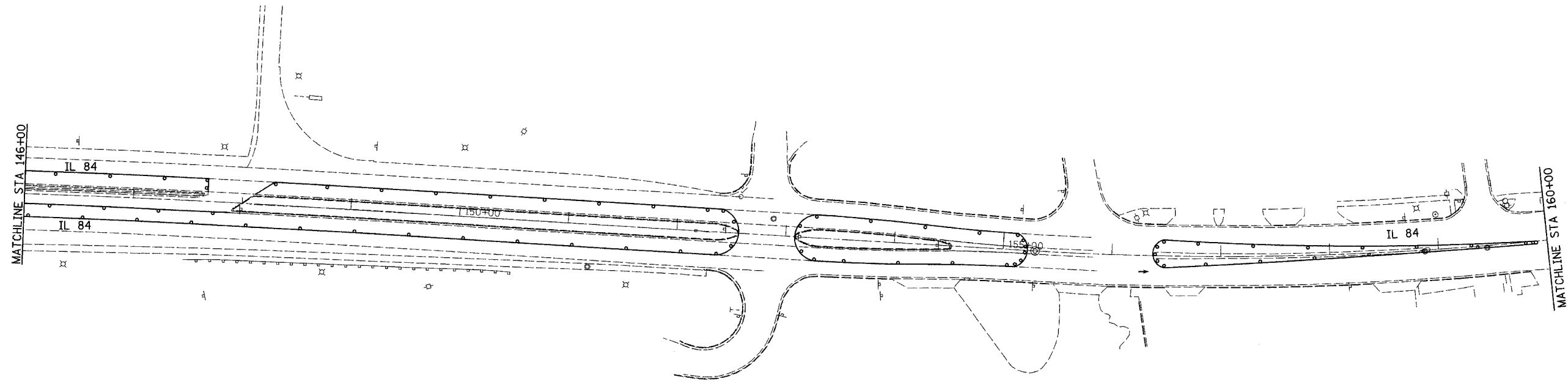
NOTES: SEE TRAFFIC CONTROL DETAIL AND  
 SEE HIGHWAY STANDARDS  
 701400, 701402, 702001  
 DISTRICT STANDARD 94.2 & 95.2  
 FOR OTHER DEVICES NOT SHOWN




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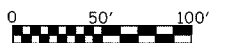
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595	5HBR	ROCK ISLAND	139	49
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

# STAGE 3B & 4B



**SYMBOLS**  
 WORK AREA

NOTES: SEE TRAFFIC CONTROL DETAIL AND  
 SEE HIGHWAY STANDARDS  
 701400, 701402, 702001  
 DISTRICT STANDARD 94.2 & 95.2  
 FOR OTHER DEVICES NOT SHOWN



PLOT DATE = Thu Sep 28 14:53:08 2006  
 FILE NAME = c:\00000000\00000000.dgn  
 PLOT SCALE = 500.0000 / IN.  
 USER NAME = costallog

# PAVEMENT ELEVATIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*595	5HBR	ROCKISLAND	139	50
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\* (IL 5)

## PAVEMENT ELEVATIONS FOR IL 84

STATION	EDGE OF RAMP LEFT	INSIDE EDGE OF PAVEMENT LEFT	INSIDE EDGE OF PAVEMENT RIGHT	EDGE OF RAMP RIGHT
136+50	622.05	622.63	622.63	622.33
136+75	621.77	622.26	622.27	621.98
137+00	621.49	621.88	621.9	621.63
137+25	621.1	621.49	621.49	621.27
137+50	620.72	621.1	621.07	620.9
137+75	620.34	620.71	620.71	620.52
138+00	619.95	620.32	620.34	620.13
138+25	619.53	619.93	619.94	619.71
138+50	619.1	619.54	619.54	619.29
138+75	618.69	619.14	619.13	618.89
139+00	618.28	618.73	618.72	618.48
139+25	617.87	618.32	618.31	618.05
139+50	617.45	617.91	617.89	617.62

PLOT DATE = Wed Aug 22 13:42:54 2007  
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 USER NAME = dmsadd

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT.  
 HORIZ.  
 DATE

DRAWN BY  
 CHECKED BY

## PAVEMENT ELEVATIONS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	LENG.	SHEETS	SHEET NO. 1 33 SHEETS
F.A.P. 595	5HBR	Rock Island	139	51	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #64931

Bench Mark: Brass plug on NE corner of R.R. structure, Sta. 636+89.44, Offset ±37'-2" Rt., Elev. 619.08

Existing Structure: S.N. 081-0093 was built in 1966 as F.A.S. Route 205, Section 5HB, at station 390+67.79. Significant repairs that included vertical realignment of piers were performed in 1986. The existing four span structure consists of continuous wide flange beams supported on pile bent abutments and multi-column piers. The structure is 227'-8" back to back of abutments. The structure width varies from ±102'-3" to ±85'-4" out to out. The existing structure will be replaced. Stage construction will be utilized to maintain two lanes of traffic at all times.

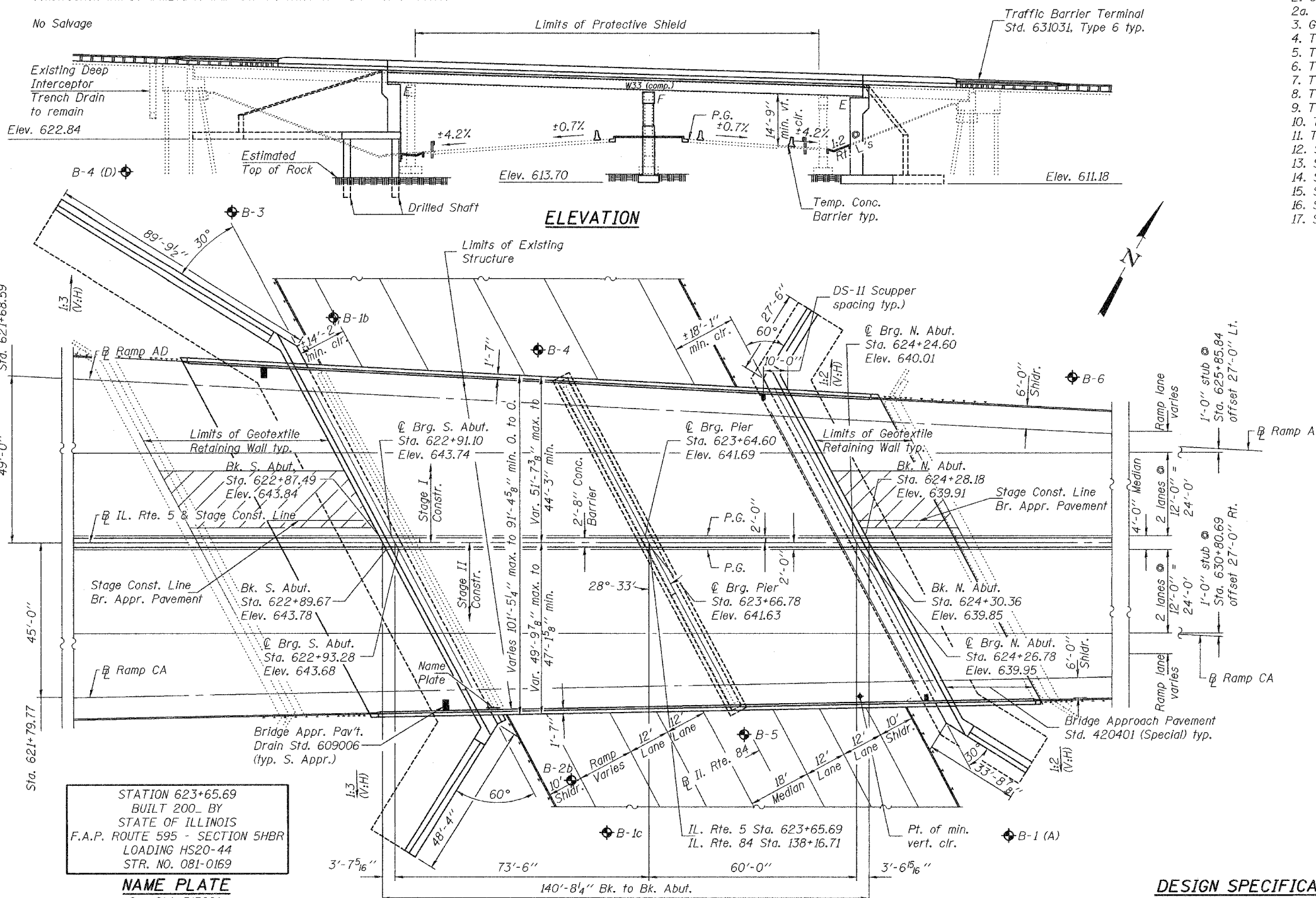
No Salvage

INDEX OF SHEETS

1. General Plan
2. General Data & Stage Construction Details
- 2a. Footing Layout
3. Geotextile Retaining Wall
4. Temporary Concrete Barrier
5. Top of Slab Elevations
6. Top of Slab Elevations
7. Top of Slab Elevations
8. Top of Slab Elevations
9. Top of Slab Elevations
10. Top of Slab Elevations - South Approach
11. Top of Slab Elevations - North Approach
12. Superstructure - Top Reinforcement
13. Superstructure - Bottom Reinforcement
14. Superstructure - Cross Sections
15. Superstructure Details
16. Superstructure Details
17. Strip Seal Expansion Joint
18. Drainage Scupper - DS-II
19. Framing Plan
20. Structural Steel Details
21. Structural Steel Details
22. Bearing Details
23. South Abutment
24. South Abutment Elevation
25. South Abutment - Footing Plan
26. South Abutment Details
27. South Abutment Details
28. North Abutment Plan
29. North Abutment Elevation
30. North Abutment Details
31. Pier
32. Pier Details
- 32a. Concrete Parapet Slipforming Option
33. Bar Splicer Assembly Details

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		1,910	1,910
Protective Shield	Sq. Yd.			1231
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.	2,396		2,396
Rock Excavation for Structures	Cu. Yd.		103.5	103.5
Concrete Structures	Cu. Yd.		1699.2	1699.2
Concrete Superstructure	Cu. Yd.	391.8		391.8
Bridge Deck Grooving	Sq. Yd.	1,375		1,375
Protective Coat	Sq. Yd.	1,559		1,559
Furnishing and Erecting Structural Steel	L. Sum	1.0		1.0
Stud Shear Connectors	Each	5,631		5,631
Reinforcement Bars, Epoxy Coated	Pound	105,980	543,400	649,380
Bar Splicers	Each	475	417	892
Slope Wall 4 Inch	Sq. Yd.			120
Name Plates	Each	1		1
Drilled Shaft in Soil	Cu. Yd.		250	250
Drilled Shaft in Rock	Cu. Yd.		435	435
Elastomeric Bearing Assembly Type I	Each	28		28
Concrete Sealer	Sq. Ft.		8,165	8,165
Geocomposite Wall Drain	Sq. Yd.		941	941
Pipe Underdrains for Structures 4"	Foot		288	288
Geotextile Retaining Wall	Sq. Ft.		1,362	1,362
Preformed Joint Strip Seal	Foot	214		214
Drainage Scuppers, DS-II	Each		2	2
Bridge Drainage System	L. Sum			1
Osterberg Load Cell Test	Each		1	1
Anchor Bolts 1"	Each			56
Anchor Bolts 1/4"	Each			28
Conduit Embedded in Structure, 2" Dia., PVC	Feet	185		185



STATION 623+65.69  
BUILT 200\_ BY  
STATE OF ILLINOIS  
F.A.P. ROUTE 595 - SECTION 5HBR  
LOADING HS20-44  
STR. NO. 081-0169  
**NAME PLATE**  
See Std. 515001

DESIGNED *Danny H. Coletta*  
CHECKED *W.D. Collins*  
DRAWN *W.D. Collins*  
CHECKED *DNC / OEH*

October 5, 2007  
EXAMINED *Thomas J. ...*  
PASSED *Ralph ...*  
ENGINEER OF BRIDGE DESIGN  
ENGINEER OF BRIDGES AND STRUCTURES



EXPIRES 11-30-2008

PLAN

**LOADING HS20-44**  
Allow 50#/sq. ft. for future wearing surface.  
North Abutment active equivalent fluid soil weight = 40 lb./ft.<sup>3</sup>  
South Abutment active equivalent fluid soil weight = 100 lb./ft.<sup>3</sup>  
(except lower half of SW wing = 120 lb./ft.<sup>3</sup>)

DESIGN SPECIFICATIONS  
2002 AASHTO

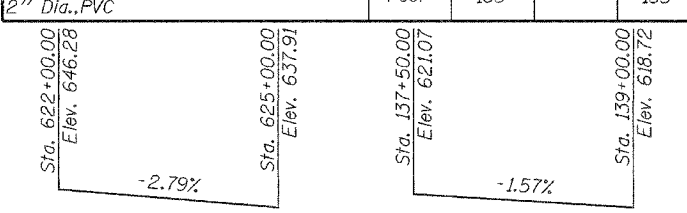
DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (reinforcement)  
 $f_y = 50,000$  psi (M270 Grade 50)

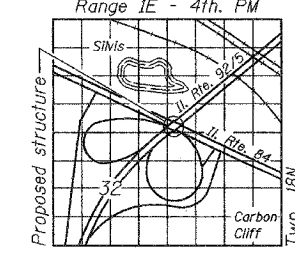
SEISMIC DATA

Seismic Performance Category (SPC) = A  
Bedrock Acceleration Coefficient (A) = 0.04g  
Site Coefficient (S) = 1.0



PROFILE GRADE

PROFILE GRADE



LOCATION SKETCH

**GENERAL PLAN**  
**IL. RTE. 5 OVER IL. RTE. 84**  
**N.F.A.P. RTE. 595 - SECTION 5HBR**  
**ROCK ISLAND COUNTY**  
**STATION 623+65.69**  
**S.N. 081-0169**

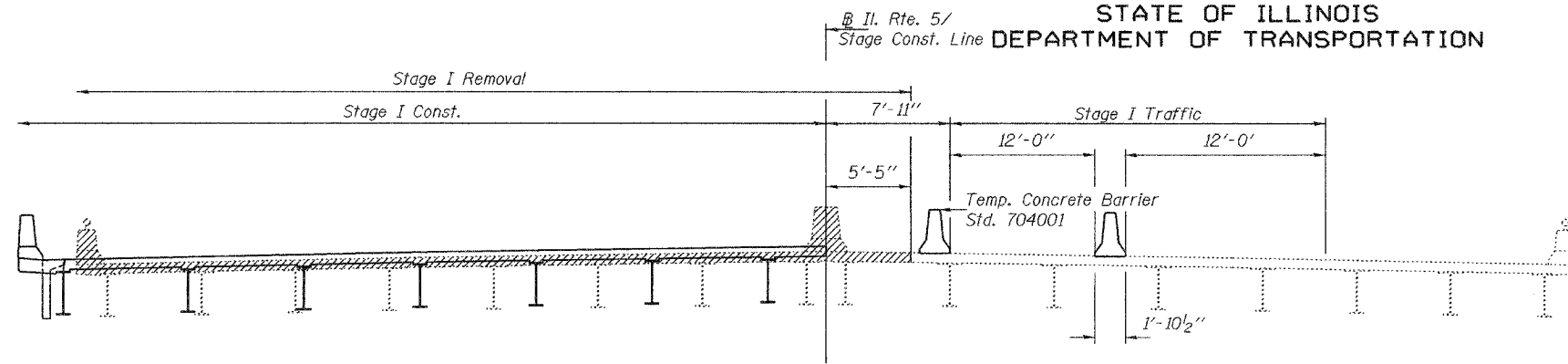
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATES	SHEET NO.	SHEET NO. 2
F.A.P. 595	5HBR	Rock Island	139	52	33 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #64931

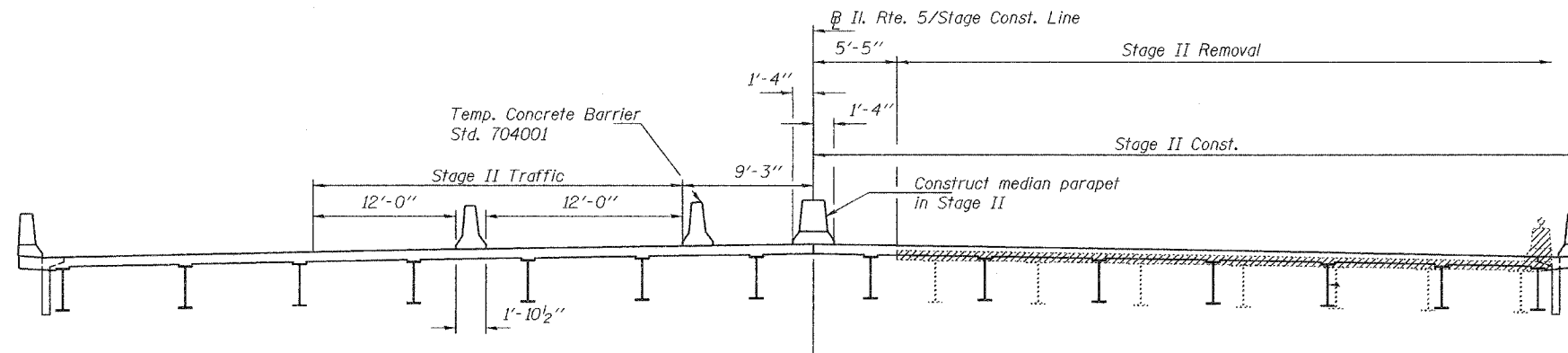
**GENERAL NOTES**

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts.  
Bolts  $\frac{7}{8}$  in.  $\phi$ , holes  $\frac{15}{16}$  in.  $\phi$  unless otherwise stated.  
Calculated weight of Structural Steel = 275,340 lbs. (Gr. 50) 25,730 lbs. (Gr. 36)  
No field welding is permitted except as specified in the contract documents.  
Reinforcement bars shall conform to the requirements of ASTM A 705 Gr 60 (IL Modified). See Special Provisions  
Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.  
Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of  $\frac{1}{8}$  inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.  
Concrete Sealer shall be applied to the designated areas of the abutments and pier.  
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.  
The inorganic zinc rich primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Blue, Munsell No. 10B 3/6.  
See special provision for "Cleaning and Painting New Metal Structures."  
Reinforcement bars designated (E) shall be epoxy coated.  
Removal of existing bituminous coated aggregate slopewall is included in cost of "Removal of Existing Structures".  
Excavation behind the existing abutment walls shall be performed and the existing abutments shall be sawcut at the stage removal line before removing the existing superstructure to ensure that the remaining portion of the existing abutments will not be prematurely damaged.



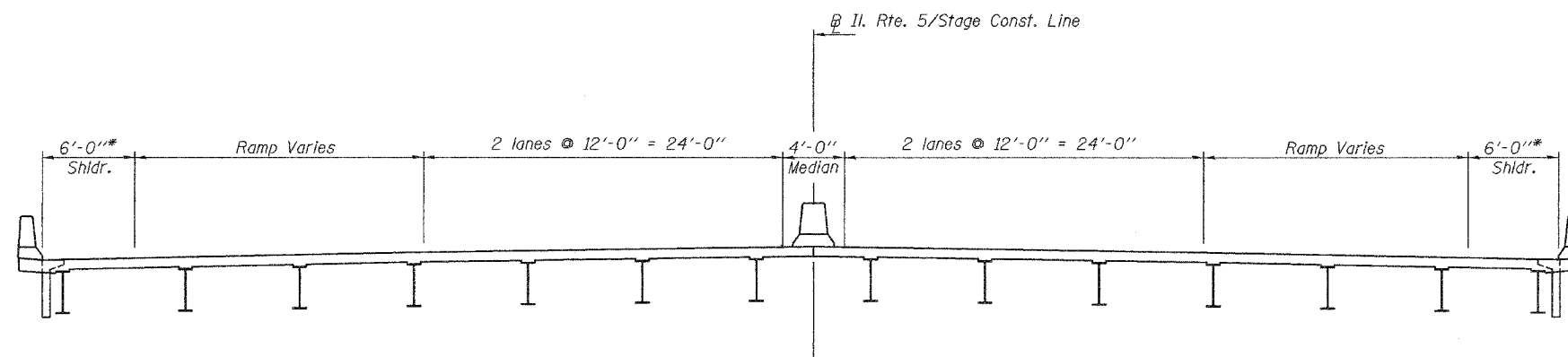
**STAGE I REMOVAL & CONSTRUCTION CROSS SECTION**

(Looking North)  
(Horiz. Dimensions @ Rt. L's to @ IL. 5 unless noted otherwise)



**STAGE II REMOVAL & CONSTRUCTION CROSS SECTION**

(Looking North)  
(Horiz. Dimensions @ Rt. L's to @ IL. 5 unless noted otherwise)

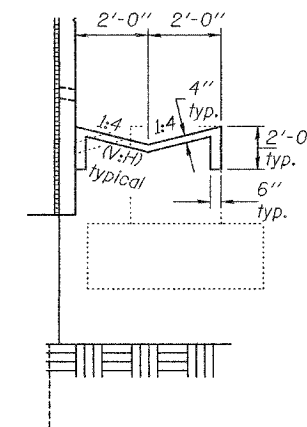


**FINAL CONSTRUCTION CROSS SECTION**

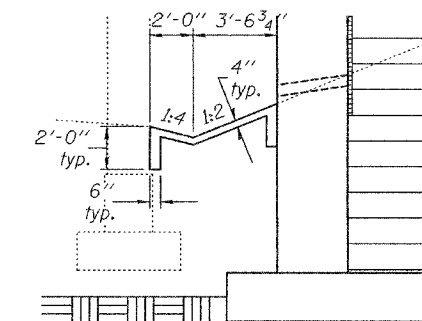
(Looking North)  
(Horiz. Dimensions @ Rt. L's to @ IL. 5 unless noted otherwise)

\*At right L's to back of parapet.

Note: See roadway plans for quantity of temporary concrete barrier.



**SLOPE WALL**  
(South Abutment)



**SLOPE WALL**  
(North Abutment)

**GENERAL DATA & STAGE CONSTRUCTION DETAILS**

**IL. RTE. 5 OVER IL. RTE. 84**  
**F.A.P. RTE. 595 - SECTION 5HBR**  
**ROCK ISLAND COUNTY**  
**STATION 623+65.69**  
**S.N. 081-0169**

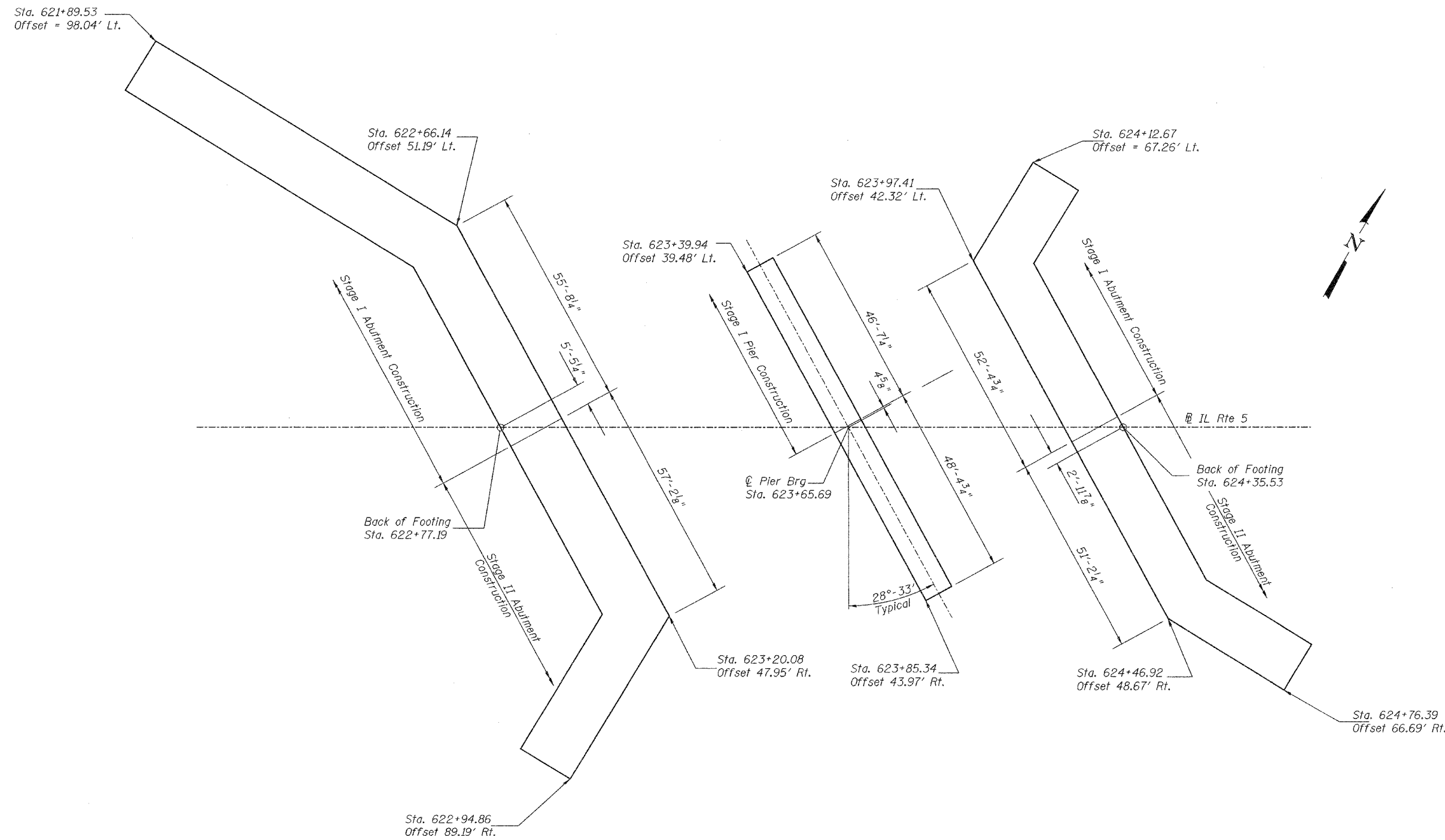
DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

EXAMINED	October 5, 2007
PASSED	Thomas J. Demagala ENGINEER OF BRIDGE DESIGN
	Ralph E. Curkum ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 595	5HBR	Rock Island	139	52a
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 2a  
33 SHEETS  
Contract #64931



FOOTING LAYOUT

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W. D. Collins
CHECKED	DHC / CEH

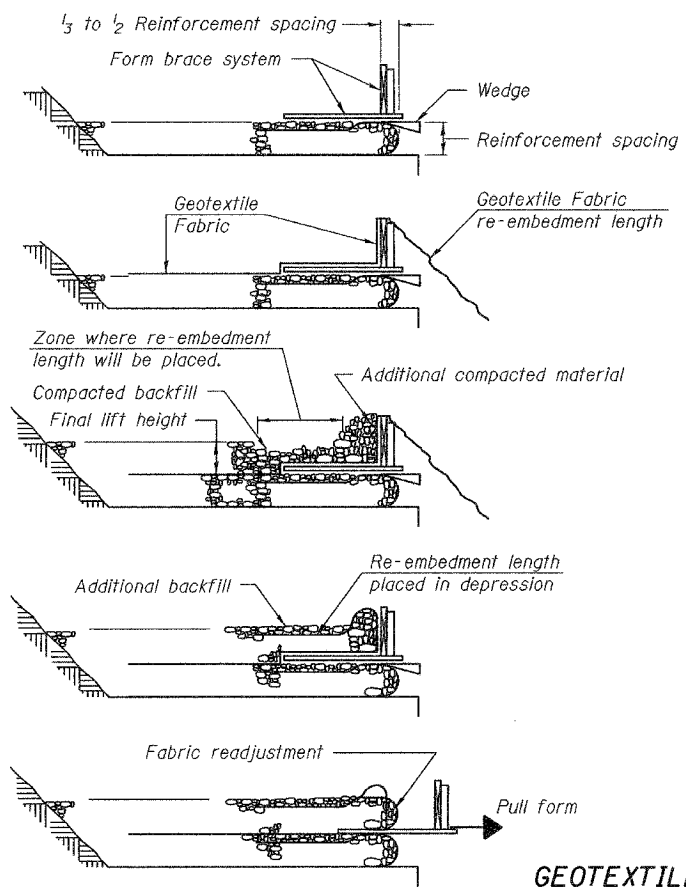
October 5, 2007  
 EXAMINED *Thomas J. Damagala*  
 ENGINEER OF BRIDGE DESIGN  
 PASSED *Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

FOOTING LAYOUT  
IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3
F.A.P. 595	5HBR	Rock Island	139	53	33 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

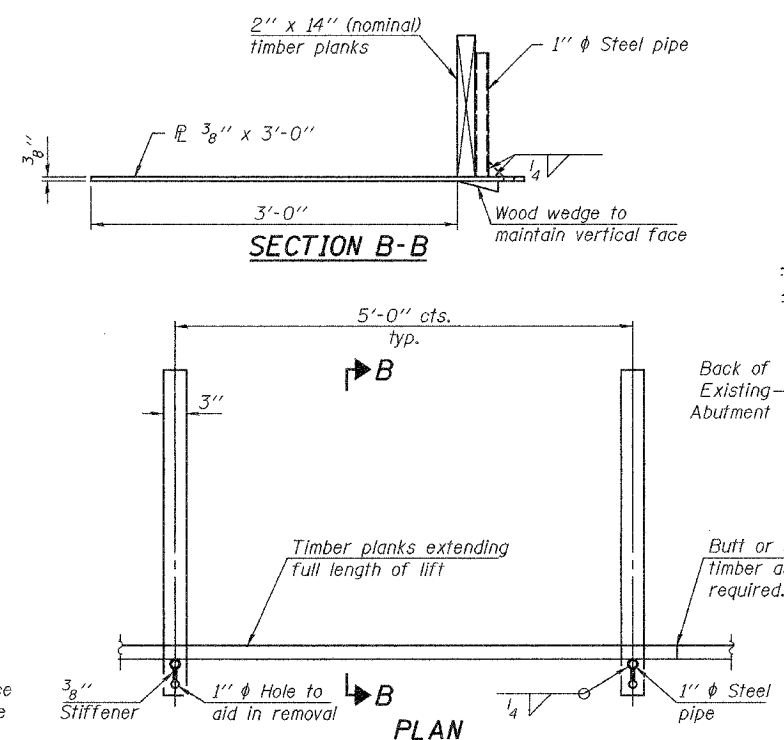
Contract #64931



- Place form brace system on completed reinforcement level; back from the finished fabric face a distance of  $\frac{1}{3}$  to  $\frac{1}{2}$  the reinforcement spacing.
- Position fabric so that the required re-embedment length extends over the top of the form brace and the design reinforcement width is placed with no slack against the previous level.
- Compact backfill material in lifts to final lift height, create (+3') depression in zone where re-embedment length will be located and place additional height of compacted material against form brace.
- Fold fabric re-embedment length back over form brace into zone where depression was made in backfill and place additional compacted backfill, (+3') to embed fabric and bring to final lift height.
- Pull form brace outward allowing fabric face to slightly readjust to form tight round face and level with plan reinforcement spacing.

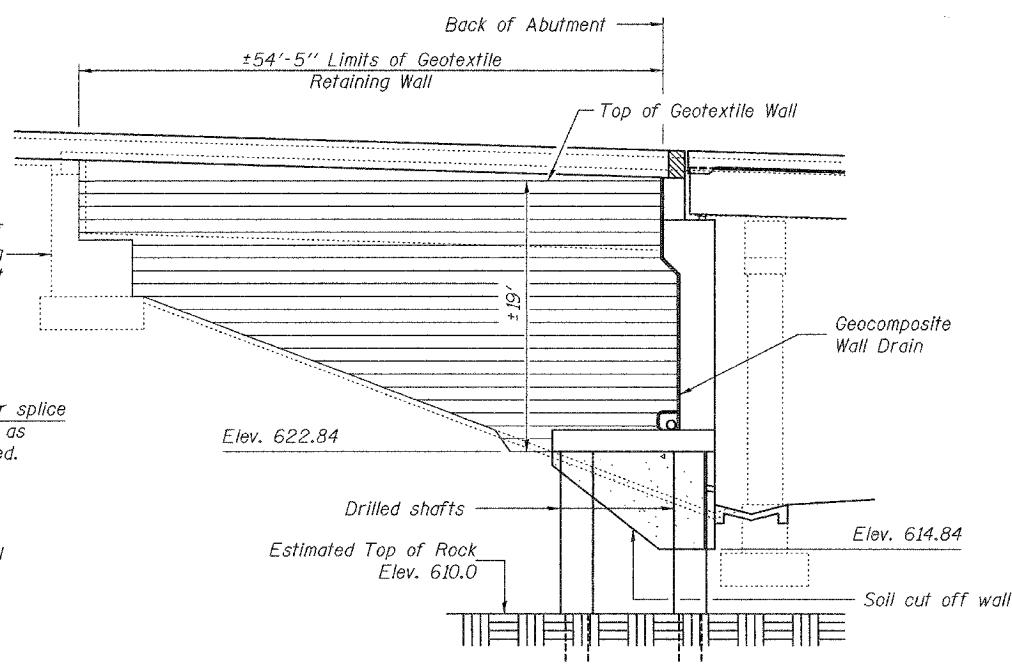
**GEOTEXTILE WALL  
CONSTRUCTION PROCEDURE**

Notes: The geotextile fabric shall have a minimum allowable tensile strength (T min.) of 84 lb./in. as determined by the procedure stated in the Special Provisions. The computations supporting the determination of (T min.) shall be submitted to the engineer for approval.

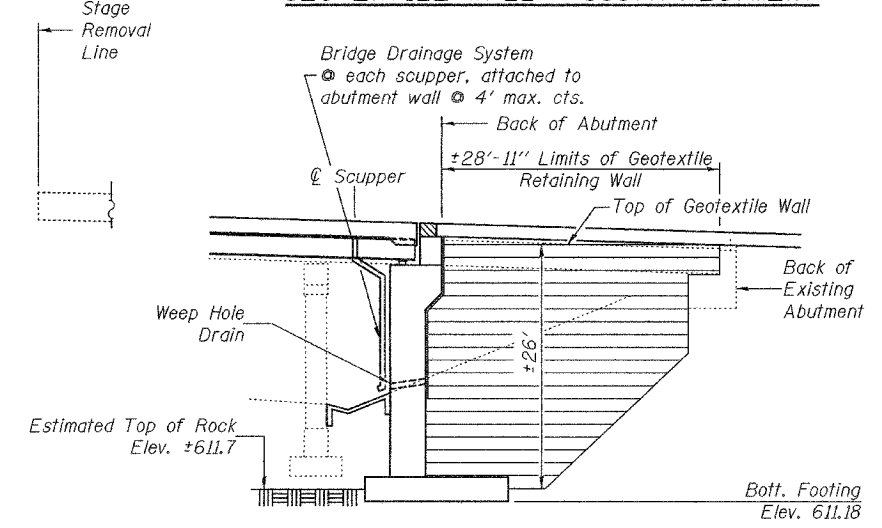


**REMOVABLE FORM BRACE DETAIL**

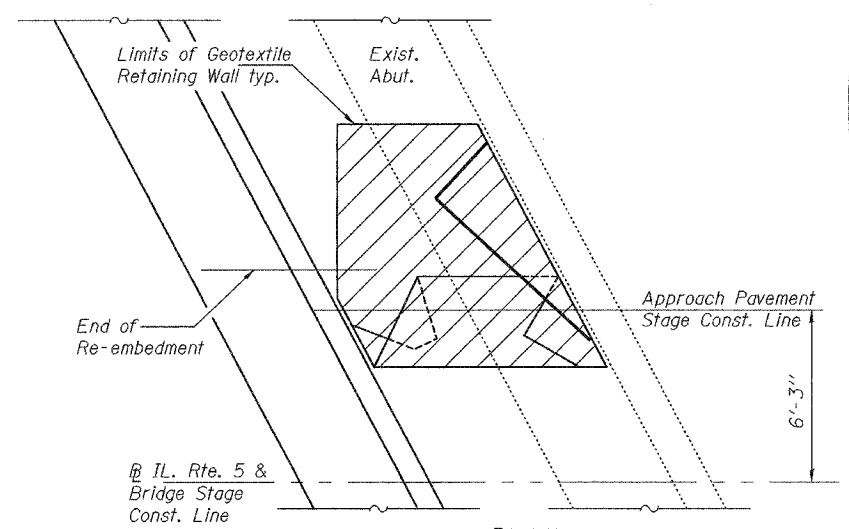
The temporary form brace detail is provided as a guide. The contractor is responsible for the design and performance of the form system used.



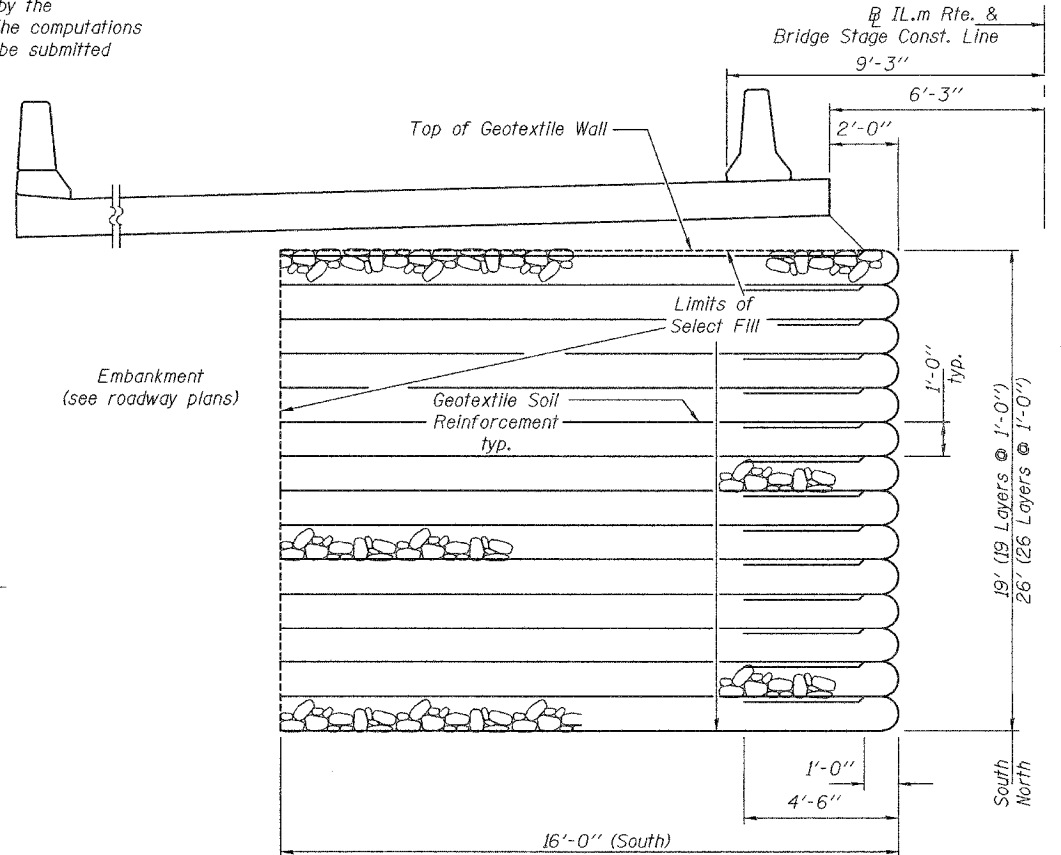
**GEOTEXTILE WALL - SOUTH ABUTMENT**



**GEOTEXTILE WALL - NORTH ABUTMENT**



**PLAN**  
(North Abutment shown,  
South Abutment similar)



**GEOTEXTILE WALL - TYPICAL SECTION**  
(Looking North)

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Geotextile Retaining Wall	Sq. Ft.	1362
Bridge Drainage System	L.S.	1

**GEOTEXTILE RETAINING WALL  
IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169**

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

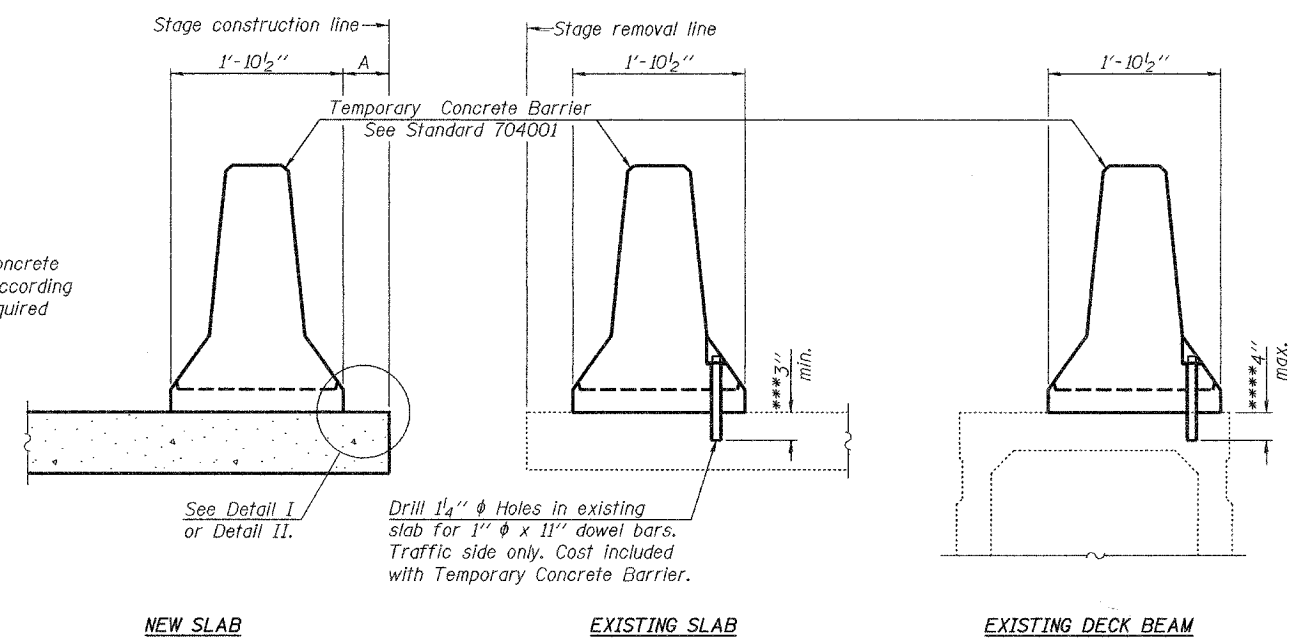
October 5, 2007  
EXAMINED *Thomas J. Domagala*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGE DESIGN  
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATES	SHEET	SHEET NO. 4 33 SHEETS
F.A.P. 595	5HBR	Rock Island	139	54	
FED. ROAD DIST. NO. 7	BILLINGS	FED. AID PROJECT			

Contract #64931

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



NEW SLAB                      EXISTING SLAB                      EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

NOTES

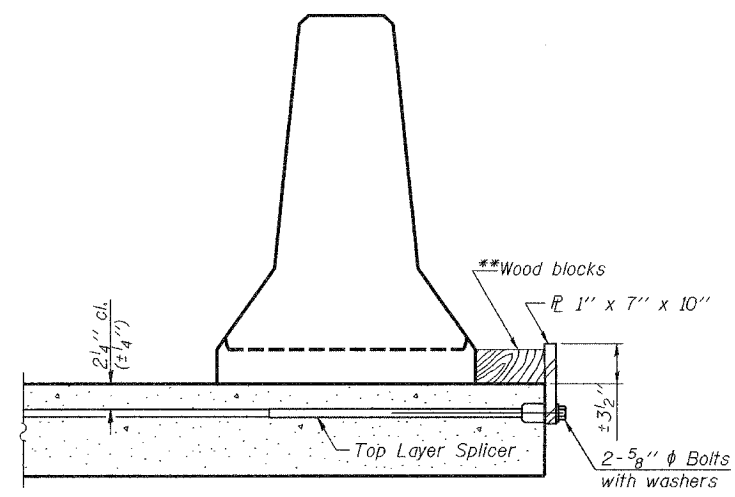
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1"x7"x10" steel  $\bar{L}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

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

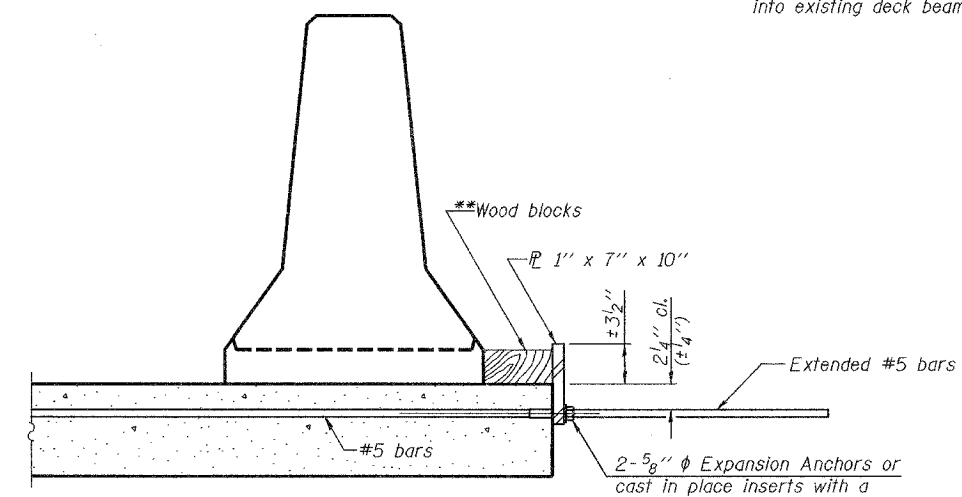
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

\*\*\*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.

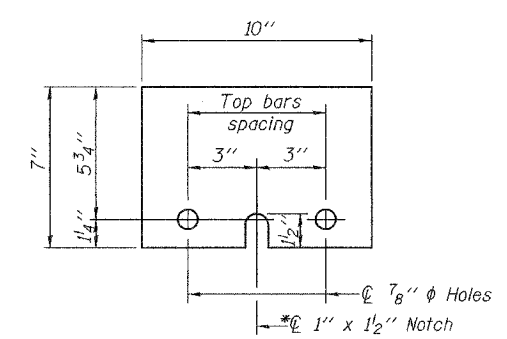
\*\*\*\*If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER  $\bar{L}$  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 Dewey H. Coultas	October 5, 2007
CHECKED Chad E. Hodel	EXAMINED <i>Thomas J. Domagala</i> ENGINEER OF BRIDGE DESIGN
DRAWN W.D. Collins	PASSED <i>Ralph E. Anderson</i> ENGINEER OF BRIDGES AND STRUCTURES
CHECKED D.H.C./C.E.H.	

R-27                      9-3-07

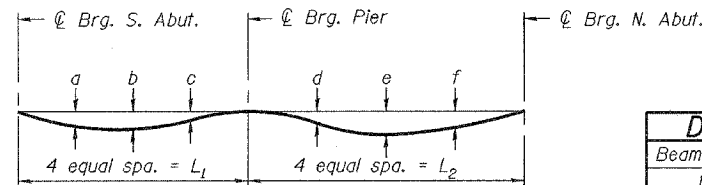
TEMPORARY CONCRETE BARRIER  
FOR STAGE CONSTRUCTION  
IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 595	5HBR	Rock Island	139	55
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

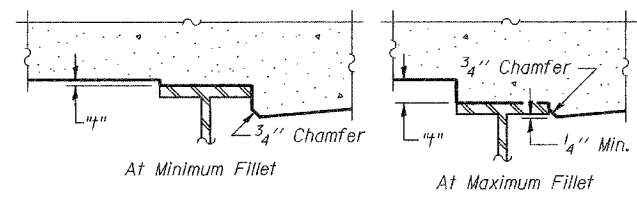
Contract #64931



DEAD LOAD DEFLECTION DIAGRAM DIMENSIONS								
Beam No.	a	b	c	d	e	f	L <sub>1</sub>	L <sub>2</sub>
1	7/8"	1/8"	5/8"	0	1/4"	1/4"	75'-9 3/8"	61'-10 1/4"
2	7/8"	1/8"	5/8"	1/8"	1/8"	1/8"	74'-7 1/4"	60'-10 3/4"
3-13	7/8"	1/8"	5/8"	0"	1/4"	1/4"	73'-6"	60'-0"
14	3/4"	7/8"	1/2"	0	1/4"	1/4"	72'-8 3/4"	59'-4 3/8"

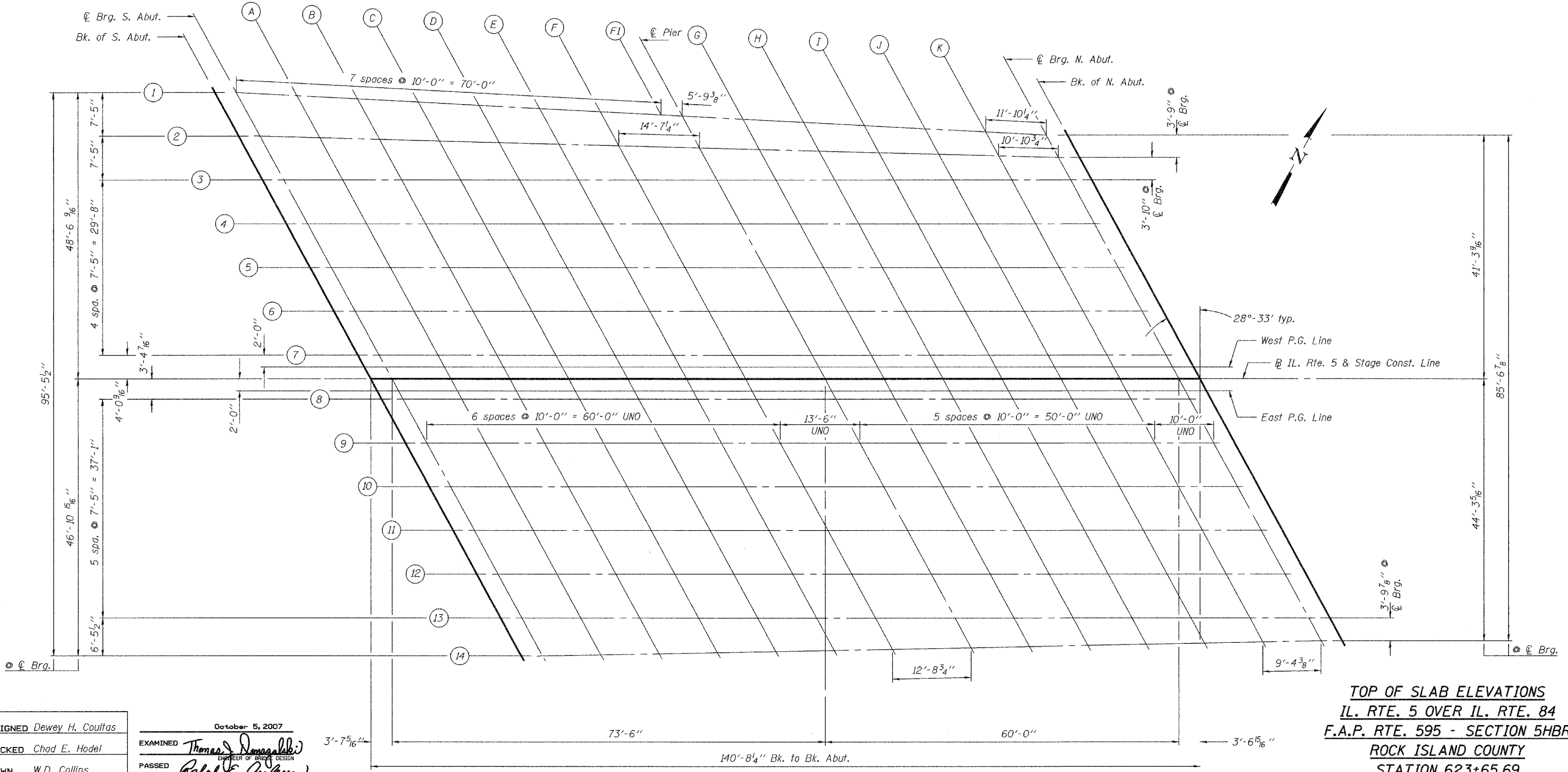
**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)  
Note:  
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 6 thru 9 of 33, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**



DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

October 5, 2007  
EXAMINED *Thomas J. Demagala*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGE DESIGN  
ENGINEER OF BRIDGES AND STRUCTURES

E-S 10-22-04

**TOP OF SLAB ELEVATIONS**  
**IL. RTE. 5 OVER IL. RTE. 84**  
**F.A.P. RTE. 595 - SECTION 5HBR**  
**ROCK ISLAND COUNTY**  
**STATION 623+65.69**  
**S.N. 081-0169**

**PLAN**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 595	5HBR	Rock Island	139	56
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract #64931

SHEET NO. 6  
33 SHEETS

**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut	62262.06	-48.74	643.734	643.734
Cl. Brg. S. Abut.	62265.78	-48.55	643.634	643.634
A	62275.76	-48.02	643.366	643.409
B	62285.75	-47.49	643.098	643.174
C	62295.73	-46.97	642.830	642.922
D	62305.72	-46.44	642.562	642.651
E	62315.71	-45.91	642.294	642.363
F	62325.69	-45.39	642.025	642.065
F1	62335.68	-44.86	641.757	641.768
Cl. Brg. Pier	62341.45	-44.56	641.602	641.602
G	62351.43	-44.03	641.334	641.333
H	62361.42	-43.50	641.066	641.075
I	62371.41	-42.98	640.798	640.817
J	62381.39	-42.45	640.530	640.553
K	62391.38	-41.92	640.262	640.278
Cl. Brg. N. Abut.	62403.22	-41.30	639.944	639.944
Bk. of N. Abut	62406.90	-41.10	639.845	639.845

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut	62266.15	-41.23	643.770	643.770
Cl. Brg. S. Abut.	62269.81	-41.13	643.670	643.670
A	62279.81	-40.87	643.396	643.442
B	62289.80	-40.60	643.122	643.204
C	62299.80	-40.34	642.849	642.947
D	62309.80	-40.07	642.575	642.670
E	62319.79	-39.81	642.302	642.376
F	62329.79	-39.54	642.028	642.070
Cl. Brg. Pier	62344.39	-39.16	641.629	641.629
G	62354.38	-38.89	641.355	641.348
H	62364.38	-38.63	641.081	641.079
I	62374.37	-38.36	640.808	640.813
J	62384.37	-38.10	640.534	640.543
K	62394.37	-37.84	640.260	640.267
Cl. Brg. N. Abut.	62405.26	-37.55	639.962	639.962
Bk. of N. Abut	62408.89	-37.45	639.863	639.863

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	62270.24	-33.71	643.81	643.81
Cl. Brg. S. Abut.	62273.85	-33.71	643.71	643.71
A	62283.85	-33.71	643.43	643.47
B	62293.85	-33.71	643.15	643.22
C	62303.85	-33.71	642.87	642.95
D	62313.85	-33.71	642.59	642.68
E	62323.85	-33.71	642.31	642.37
F	62333.85	-33.71	642.03	642.07
Cl. Brg. Pier	62347.35	-33.71	641.65	641.65
G	62357.35	-33.71	641.38	641.38
H	62367.35	-33.71	641.10	641.10
I	62377.35	-33.71	640.82	640.84
J	62387.35	-33.71	640.54	640.56
K	62397.35	-33.71	640.26	640.27
Cl. Brg. N. Abut.	62407.35	-33.71	639.98	639.98
Bk. of N. Abut.	62410.92	-33.71	639.88	639.88

**BEAM 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	62274.27	-26.3	643.84	643.84
Cl. Brg. S. Abut.	62277.88	-26.3	643.74	643.74
A	62287.88	-26.3	643.46	643.50
B	62297.88	-26.3	643.18	643.26
C	62307.88	-26.3	642.90	642.99
D	62317.88	-26.3	642.63	642.71
E	62327.88	-26.3	642.35	642.41
F	62337.88	-26.3	642.07	642.11
Cl. Brg. Pier	62351.38	-26.3	641.69	641.69
G	62361.38	-26.3	641.41	641.41
H	62371.38	-26.3	641.13	641.14
I	62381.38	-26.3	640.85	640.87
J	62391.38	-26.3	640.57	640.60
K	62401.38	-26.3	640.30	640.31
Cl. Brg. N. Abut.	62411.38	-26.3	640.02	640.02
Bk. of N. Abut.	62414.96	-26.3	639.92	639.92

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

October 5, 2007  
 EXAMINED *Thomas J. Domagala*  
 ENGINEER OF BRIDGE DESIGN  
 PASSED *Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

E-S

10-22-04

**TOP OF SLAB ELEVATIONS**  
**IL. RTE. 5 OVER IL. RTE. 84**  
**F.A.P. RTE. 595 - SECTION 5HBR**  
**ROCK ISLAND COUNTY**  
**STATION 623+65.69**  
**S.N. 081-0169**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 595	5HBR	Rock Island	139	57
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract #64931

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	62278.31	-18.88	643.84	643.84
Cl. Brg. S. Abut.	62281.92	-18.88	643.74	643.74
A	62291.92	-18.88	643.46	643.50
B	62301.92	-18.88	643.18	643.26
C	62311.92	-18.88	642.90	642.99
D	62321.92	-18.88	642.63	642.71
E	62331.92	-18.88	642.35	642.41
F	62341.92	-18.88	642.07	642.11
Cl. Brg. Pier	62355.42	-18.88	641.69	641.69
G	62365.42	-18.88	641.41	641.41
H	62375.42	-18.88	641.13	641.14
I	62385.42	-18.88	640.85	640.87
J	62395.42	-18.88	640.57	640.60
K	62405.42	-18.88	640.30	640.31
Cl. Brg. N. Abut.	62415.42	-18.88	640.02	640.02
Bk. of N. Abut.	62418.99	-18.88	639.92	639.92

**BEAM 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	62282.34	-11.46	643.84	643.84
Cl. Brg. S. Abut.	62285.95	-11.46	643.74	643.74
A	62295.95	-11.46	643.46	643.50
B	62305.95	-11.46	643.18	643.26
C	62315.95	-11.46	642.90	642.99
D	62325.95	-11.46	642.62	642.71
E	62335.95	-11.46	642.34	642.41
F	62345.95	-11.46	642.07	642.10
Cl. Brg. Pier	62359.45	-11.46	641.69	641.69
G	62369.45	-11.46	641.41	641.41
H	62379.45	-11.46	641.13	641.14
I	62389.45	-11.46	640.85	640.87
J	62399.45	-11.46	640.57	640.59
K	62409.45	-11.46	640.29	640.31
Cl. Brg. N. Abut.	62419.45	-11.46	640.02	640.02
Bk. of N. Abut.	62423.03	-11.46	639.92	639.92

**BEAM 7**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	62286.38	-4.05	643.84	643.84
Cl. Brg. S. Abut.	62289.99	-4.05	643.74	643.74
A	62299.99	-4.05	643.46	643.50
B	62309.99	-4.05	643.18	643.26
C	62319.99	-4.05	642.90	642.99
D	62329.99	-4.05	642.62	642.71
E	62339.99	-4.05	642.34	642.41
F	62349.99	-4.05	642.06	642.10
Cl. Brg. Pier	62363.49	-4.05	641.69	641.69
G	62373.49	-4.05	641.41	641.41
H	62383.49	-4.05	641.13	641.14
I	62393.49	-4.05	640.85	640.87
J	62403.49	-4.05	640.57	640.59
K	62413.49	-4.05	640.29	640.31
Cl. Brg. N. Abut.	62423.49	-4.05	640.01	640.01
Bk. of N. Abut.	62427.07	-4.05	639.91	639.91

**West P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	62287.49	-2	643.84	643.84
Cl. Brg. S. Abut.	62291.1	-2	643.74	643.74
A	62301.1	-2	643.46	643.50
B	62311.1	-2	643.18	643.26
C	62321.1	-2	642.90	642.99
D	62331.1	-2	642.62	642.71
E	62341.1	-2	642.34	642.41
F	62351.1	-2	642.06	642.10
Cl. Brg. Pier	62364.6	-2	641.69	641.69
G	62374.6	-2	641.41	641.41
H	62384.6	-2	641.13	641.14
I	62394.6	-2	640.85	640.87
J	62404.6	-2	640.57	640.59
K	62414.6	-2	640.29	640.31
Cl. Brg. N. Abut.	62424.6	-2	640.01	640.01
Bk. of N. Abut.	62428.18	-2	639.91	639.91

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

October 5, 2007  
 EXAMINED *Thomas J. Damagala*  
 ENGINEER OF BRIDGE DESIGN  
 PASSED *Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

E-S

10-22-04

**TOP OF SLAB ELEVATIONS**  
**IL. RTE. 5 OVER IL. RTE. 84**  
**F.A.P. RTE. 595 - SECTION 5HBR**  
**ROCK ISLAND COUNTY**  
**STATION 623+65.69**  
**S.N. 081-0169**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DISTRICT	SHEET	SHEET NO. 8 33 SHEETS
F.A.P. 595	5HBR	Rock Island	139	58	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #64931

STAGE CONSTRUCTION LINE &  
BASELINE IL. RTE. 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	62288.58	0	643.84	643.84
Cl. Brg. S. Abut.	62292.19	0	643.74	643.74
A	62302.19	0	643.46	643.50
B	62312.19	0	643.18	643.25
C	62322.19	0	642.90	642.99
D	62332.19	0	642.62	642.71
E	62342.19	0	642.34	642.41
F	62352.19	0	642.06	642.10
Cl. Brg. Pier	62365.69	0	641.69	641.69
G	62375.69	0	641.41	641.41
H	62385.69	0	641.13	641.14
I	62395.69	0	640.85	640.87
J	62405.69	0	640.57	640.59
K	62415.69	0	640.29	640.31
Cl. Brg. N. Abut.	62425.69	0	640.01	640.01
Bk. of N. Abut.	62429.27	0	639.91	639.91

EAST P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	62289.67	2	643.78	643.78
Cl. Brg. S. Abut.	62293.28	2	643.68	643.68
A	62303.28	2	643.40	643.44
B	62313.28	2	643.12	643.19
C	62323.28	2	642.84	642.93
D	62333.28	2	642.56	642.65
E	62343.28	2	642.28	642.35
F	62353.28	2	642.00	642.04
Cl. Brg. Pier	62366.78	2	641.63	641.63
G	62376.78	2	641.35	641.35
H	62386.78	2	641.07	641.08
I	62396.78	2	640.79	640.81
J	62406.78	2	640.51	640.53
K	62416.78	2	640.23	640.25
Cl. Brg. N. Abut.	62426.78	2	639.95	639.95
Bk. of N. Abut.	62430.36	2	639.85	639.85

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	62290.41	3.37	643.74	643.74
Cl. Brg. S. Abut.	62294.02	3.37	643.64	643.64
A	62304.02	3.37	643.36	643.40
B	62314.02	3.37	643.08	643.15
C	62324.02	3.37	642.80	642.89
D	62334.02	3.37	642.52	642.61
E	62344.02	3.37	642.24	642.30
F	62354.02	3.37	641.96	642.00
Cl. Brg. Pier	62367.52	3.37	641.59	641.59
G	62377.52	3.37	641.31	641.31
H	62387.52	3.37	641.03	641.03
I	62397.52	3.37	640.75	640.77
J	62407.52	3.37	640.47	640.49
K	62417.52	3.37	640.19	640.20
Cl. Brg. N. Abut.	62427.52	3.37	639.91	639.91
Bk. of N. Abut.	62431.1	3.37	639.81	639.81

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	62294.45	10.79	643.51	643.51
Cl. Brg. S. Abut.	62298.06	10.79	643.41	643.41
A	62308.06	10.79	643.13	643.17
B	62318.06	10.79	642.85	642.93
C	62328.06	10.79	642.58	642.66
D	62338.06	10.79	642.30	642.38
E	62348.06	10.79	642.02	642.08
F	62358.06	10.79	641.74	641.78
Cl. Brg. Pier	62371.56	10.79	641.36	641.36
G	62381.56	10.79	641.08	641.08
H	62391.56	10.79	640.80	640.81
I	62401.56	10.79	640.52	640.55
J	62411.56	10.79	640.25	640.27
K	62421.56	10.79	639.97	639.98
Cl. Brg. N. Abut.	62431.56	10.79	639.69	639.69
Bk. of N. Abut.	62435.14	10.79	639.59	639.59

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

October 5, 2007
EXAMINED <i>Thomas J. Demagala</i> ENGINEER OF BRIDGE DESIGN
PASSED <i>Ralph E. Anderson</i> ENGINEER OF BRIDGES AND STRUCTURES

E-S

10-22-04

TOP OF SLAB ELEVATIONS  
IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 595	SECTION 5HBR	COUNTY Rock Island	TOTAL SHEETS 139	SHEET 59
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 9  
33 SHEETS

Contract #64931

**BEAM 10**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	62298.48	18.2	643.29	643.29
Cl. Brg. S. Abut.	62302.09	18.2	643.19	643.19
A	62312.09	18.2	642.91	642.95
B	62322.09	18.2	642.63	642.71
C	62332.09	18.2	642.35	642.44
D	62342.09	18.2	642.07	642.16
E	62352.09	18.2	641.79	641.86
F	62362.09	18.2	641.51	641.55
Cl. Brg. Pier	62375.59	18.2	641.14	641.14
G	62385.59	18.2	640.86	640.86
H	62395.59	18.2	640.58	640.59
I	62405.59	18.2	640.30	640.32
J	62415.59	18.2	640.02	640.04
K	62425.59	18.2	639.74	639.76
Cl. Brg. N. Abut.	62435.59	18.2	639.46	639.46
Bk. of N. Abut.	62439.17	18.2	639.36	639.36

**BEAM 11**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	62302.52	25.62	643.07	643.07
Cl. Brg. S. Abut.	62306.13	25.62	642.96	642.96
A	62316.13	25.62	642.69	642.73
B	62326.13	25.62	642.41	642.48
C	62336.13	25.62	642.13	642.21
D	62346.13	25.62	641.85	641.94
E	62356.13	25.62	641.57	641.63
F	62366.13	25.62	641.29	641.33
Cl. Brg. Pier	62379.63	25.62	640.91	640.91
G	62389.63	25.62	640.64	640.64
H	62399.63	25.62	640.36	640.36
I	62409.63	25.62	640.08	640.10
J	62419.63	25.62	639.80	639.82
K	62429.63	25.62	639.52	639.53
Cl. Brg. N. Abut.	62439.63	25.62	639.24	639.24
Bk. of N. Abut.	62443.21	25.62	639.14	639.14

**BEAM 12**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	62306.55	33.04	642.81	642.81
Cl. Brg. S. Abut.	62310.16	33.04	642.71	642.71
A	62320.16	33.04	642.43	642.47
B	62330.16	33.04	642.15	642.22
C	62340.16	33.04	641.87	641.95
D	62350.16	33.04	641.59	641.68
E	62360.16	33.04	641.31	641.37
F	62370.16	33.04	641.03	641.07
Cl. Brg. Pier	62383.66	33.04	640.66	640.66
G	62393.66	33.04	640.38	640.38
H	62403.66	33.04	640.10	640.10
I	62413.66	33.04	639.82	639.84
J	62423.66	33.04	639.54	639.56
K	62433.66	33.04	639.26	639.27
Cl. Brg. N. Abut.	62443.66	33.04	638.98	638.98
Bk. of N. Abut.	62447.24	33.04	638.88	638.88

**BEAM 13**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	62310.59	40.45	642.55	642.55
Cl. Brg. S. Abut.	62314.2	40.45	642.44	642.44
A	62324.2	40.45	642.17	642.21
B	62334.2	40.45	641.89	641.96
C	62344.2	40.45	641.61	641.69
D	62354.2	40.45	641.33	641.42
E	62364.2	40.45	641.05	641.11
F	62374.2	40.45	640.77	640.81
Cl. Brg. Pier	62387.7	40.45	640.39	640.39
G	62397.7	40.45	640.12	640.12
H	62407.7	40.45	639.84	639.84
I	62417.7	40.45	639.56	639.58
J	62427.7	40.45	639.28	639.30
K	62437.7	40.45	639.00	639.01
Cl. Brg. N. Abut.	62447.7	40.45	638.72	638.72
Bk. of N. Abut.	62451.28	40.45	638.62	638.62

**BEAM 14**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut	62314.14	46.98	642.316	642.316
Cl. Brg. S. Abut.	62317.71	46.91	642.218	642.218
A	62327.71	46.71	641.943	641.980
B	62337.71	46.51	641.668	641.732
C	62347.71	46.31	641.393	641.470
D	62357.71	46.11	641.118	641.190
E	62367.70	45.91	640.843	640.896
F	62377.70	45.71	640.568	640.595
Cl. Brg. Pier	62390.42	45.46	640.218	640.218
G	62400.42	45.26	639.943	639.942
H	62410.42	45.06	639.668	639.676
I	62420.42	44.86	639.393	639.410
J	62430.42	44.66	639.118	639.137
K	62440.41	44.46	638.843	638.855
Cl. Brg. N. Abut.	62449.78	44.28	638.586	638.586
Bk. of N. Abut	62453.32	44.21	638.488	638.488

TOP OF SLAB ELEVATIONS  
IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

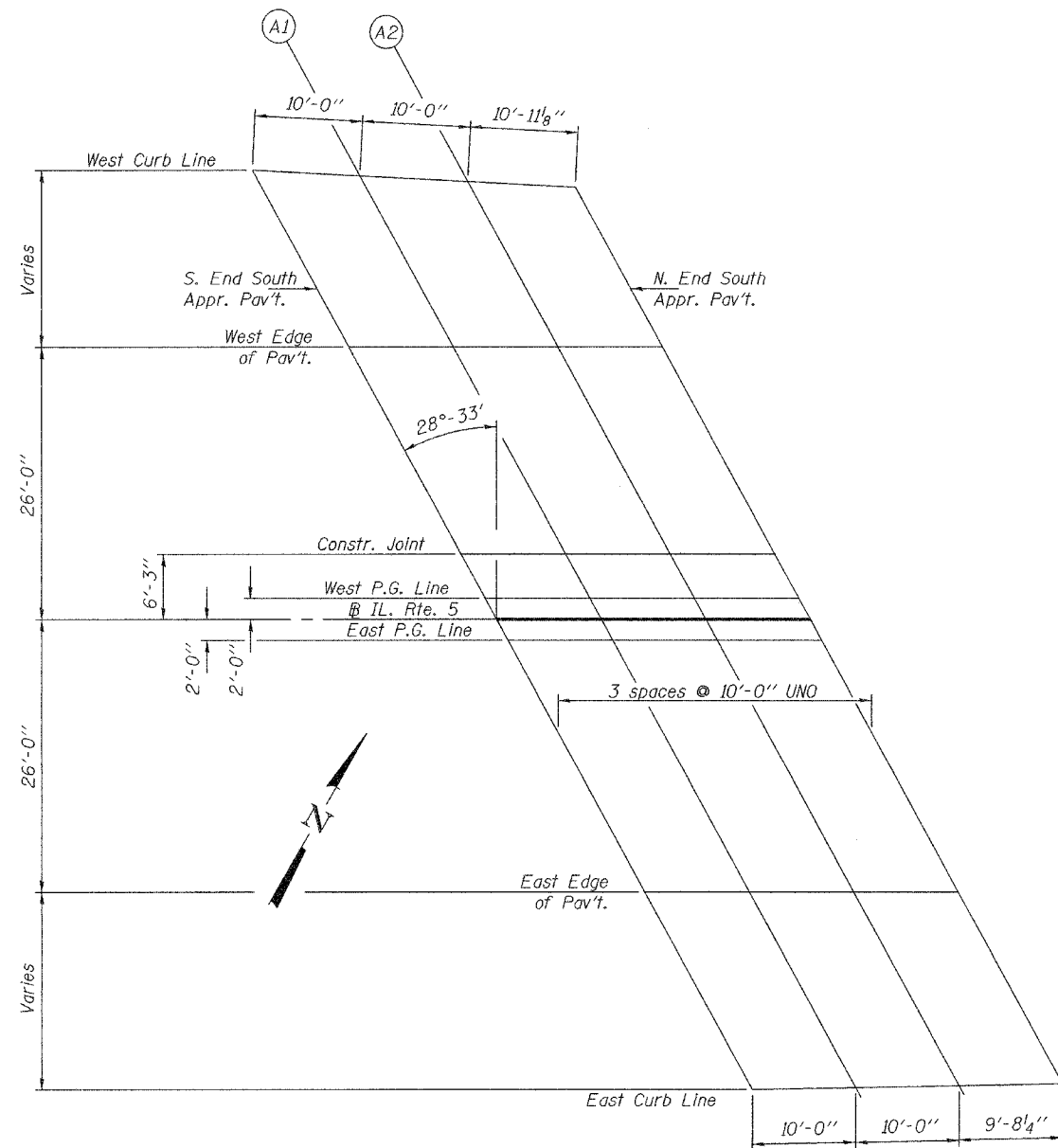
October 5, 2007  
 EXAMINED *Thomas J. Damagala*  
 ENGINEER OF BRIDGE DESIGN  
 PASSED *Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

E-S 10-22-04

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATES	SHEET NO.	SHEET NO. 10 33 SHEETS
F.A.P. 595	5HBR	Rock Island	139	60	
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT			

Contract #64931



PLAN

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Pav't.	622+31.01	-51.72	644.54
A1	622+41.00	-51.19	644.27
A2	622+50.98	-50.66	644.00
N. End S. Appr. Pav't.	622+61.90	-50.09	643.71

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Pav't.	622+45.00	-26.00	644.66
A1	622+55.00	-26.00	644.39
A2	622+65.00	-26.00	644.11
N. End S. Appr. Pav't.	622+75.00	-26.00	643.83

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Pav't.	622+55.75	-6.25	644.66
A1	622+65.75	-6.25	644.38
A2	622+75.75	-6.25	644.10
N. End S. Appr. Pav't.	622+85.75	-6.25	643.82

WEST PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Pav't.	622+58.06	-2.00	644.66
A1	622+68.06	-2.00	644.38
A2	622+78.06	-2.00	644.10
N. End S. Appr. Pav't.	622+88.06	-2.00	643.82

BASELINE IL. RTE. 5

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Pav't.	622+59.15	0.00	644.66
A1	622+69.15	0.00	644.38
A2	622+79.15	0.00	644.10
N. End S. Appr. Pav't.	622+89.15	0.00	643.82

EAST PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Pav't.	622+60.24	2.00	644.60
A1	622+70.24	2.00	644.32
A2	622+80.24	2.00	644.04
N. End S. Appr. Pav't.	622+90.24	2.00	643.76

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Pav't.	622+73.29	26.00	643.88
A1	622+83.29	26.00	643.60
A2	622+93.29	26.00	643.32
N. End S. Appr. Pav't.	623+03.29	26.00	643.04

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Pav't.	622+85.75	48.88	643.07
A1	622+95.75	48.68	642.79
A2	623+05.75	48.48	642.52
N. End S. Appr. Pav't.	623+15.43	48.29	642.25

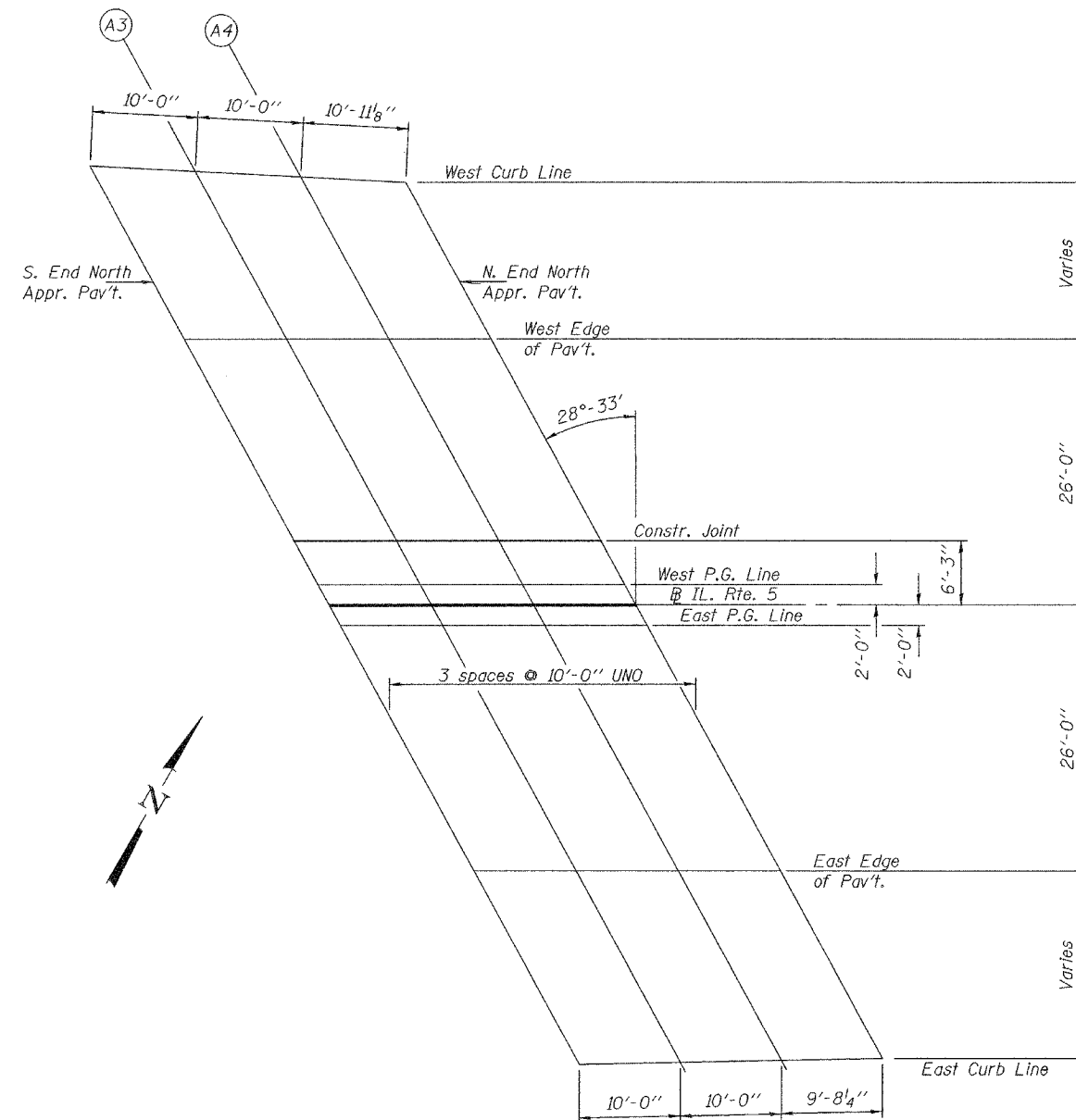
DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

EXAMINED	Thomas J. Damagala ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

October 5, 2007

TOP OF SOUTH APPROACH  
SLAB ELEVATIONS  
IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PLAN

DESIGNED Dewey H. Coultas  
CHECKED Chad E. Hodel  
DRAWN W.D. Collins  
CHECKED D.H.C./C.E.H.

October 5, 2007  
EXAMINED *Thomas J. Damgalabi*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Pav't.	624+05.57	-42.51	639.85
A3	624+15.55	-41.98	639.59
A4	624+25.54	-41.45	639.32
N. End N. Appr. Pav't.	624+36.45	-40.88	639.03

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Pav't.	624+25.30	-6.25	639.93
A3	624+35.30	-6.25	639.65
A4	624+45.30	-6.25	639.37
N. End N. Appr. Pav't.	624+55.30	-6.25	639.09

BASELINE IL. RTE. 5

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Pav't.	624+28.70	0.00	639.93
A3	624+38.70	0.00	639.65
A4	624+48.70	0.00	639.37
N. End N. Appr. Pav't.	624+58.70	0.00	639.09

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Pav't.	624+42.84	26.00	639.14
A3	624+52.84	26.00	638.87
A4	624+62.84	26.00	638.59
N. End N. Appr. Pav't.	624+72.84	26.00	638.31

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Pav't.	624+14.55	-26.00	639.93
A3	624+24.55	-26.00	639.66
A4	624+34.55	-26.00	639.38
N. End N. Appr. Pav't.	624+44.55	-26.00	639.10

WEST PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Pav't.	624+27.61	-2.00	639.93
A3	624+37.61	-2.00	639.65
A4	624+47.61	-2.00	639.37
N. End N. Appr. Pav't.	624+57.61	-2.00	639.09

EAST PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Pav't.	624+29.78	2.00	639.87
A3	624+39.78	2.00	639.59
A4	624+49.78	2.00	639.31
N. End N. Appr. Pav't.	624+59.78	2.00	639.03

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Pav't.	624+53.47	45.54	638.46
A3	624+63.47	45.34	638.18
A4	624+73.47	45.14	637.91
N. End N. Appr. Pav't.	624+83.15	44.94	637.64

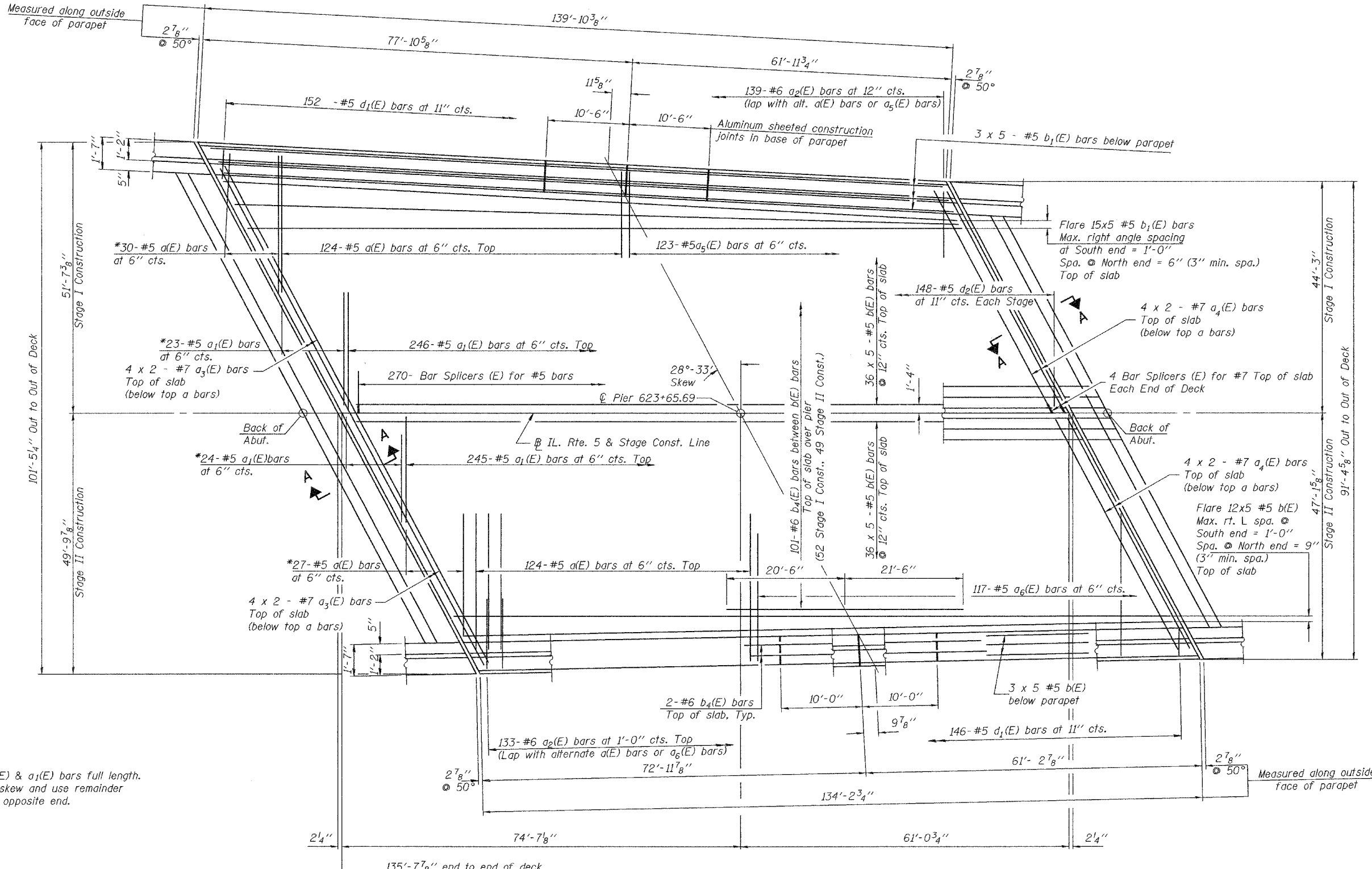
TOP OF NORTH APPROACH  
SLAB ELEVATIONS  
IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 595	5HBR	Rock Island	139	62
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract #64931

SHEET NO. 12  
33 SHEETS



\* Order a(E) & a<sub>1</sub>(E) bars full length.  
Cut to fit skew and use remainder  
of bars in opposite end.

**MIN. BAR LAPS**  
#5 = 1'-8"  
#7 = 4'-10"

**PLAN - TOP REINFORCEMENT**  
(Dimensions are at Rt. L's to  $\phi$  roadway  
unless noted otherwise)

Notes:  
See Sheets 15 & 16 of 33 for superstructure details,  
parapet reinforcement and Bill of Material.  
Bars indicated thus 20 x 3-#5 etc. indicates  
20 lines of bars with 3 lengths per line.  
See Sheet 16 of 33 for Section A-A.

**SUPERSTRUCTURE**  
**IL. RTE. 5 OVER IL. RTE. 84**  
**F.A.P. RTE. 595 - SECTION 5HBR**  
**ROCK ISLAND COUNTY**  
**STATION 623+65.69**  
**S.N. 081-0169**

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

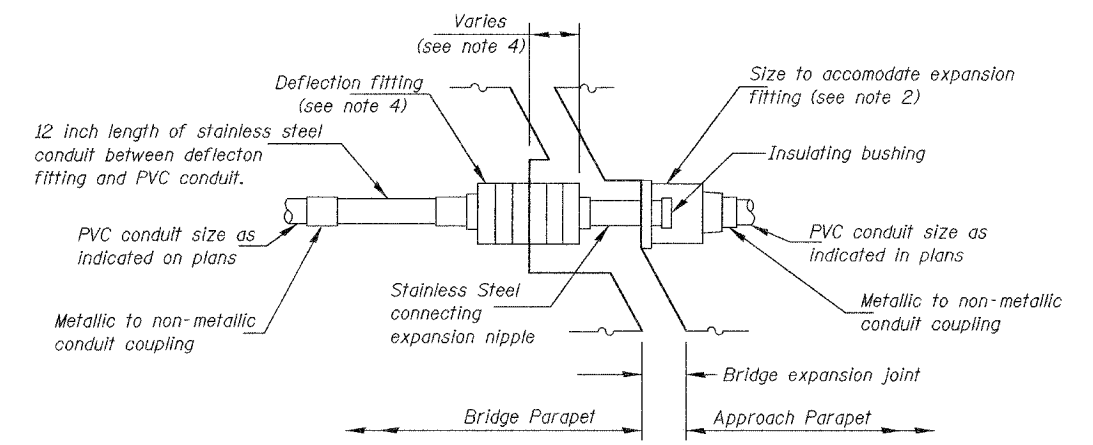
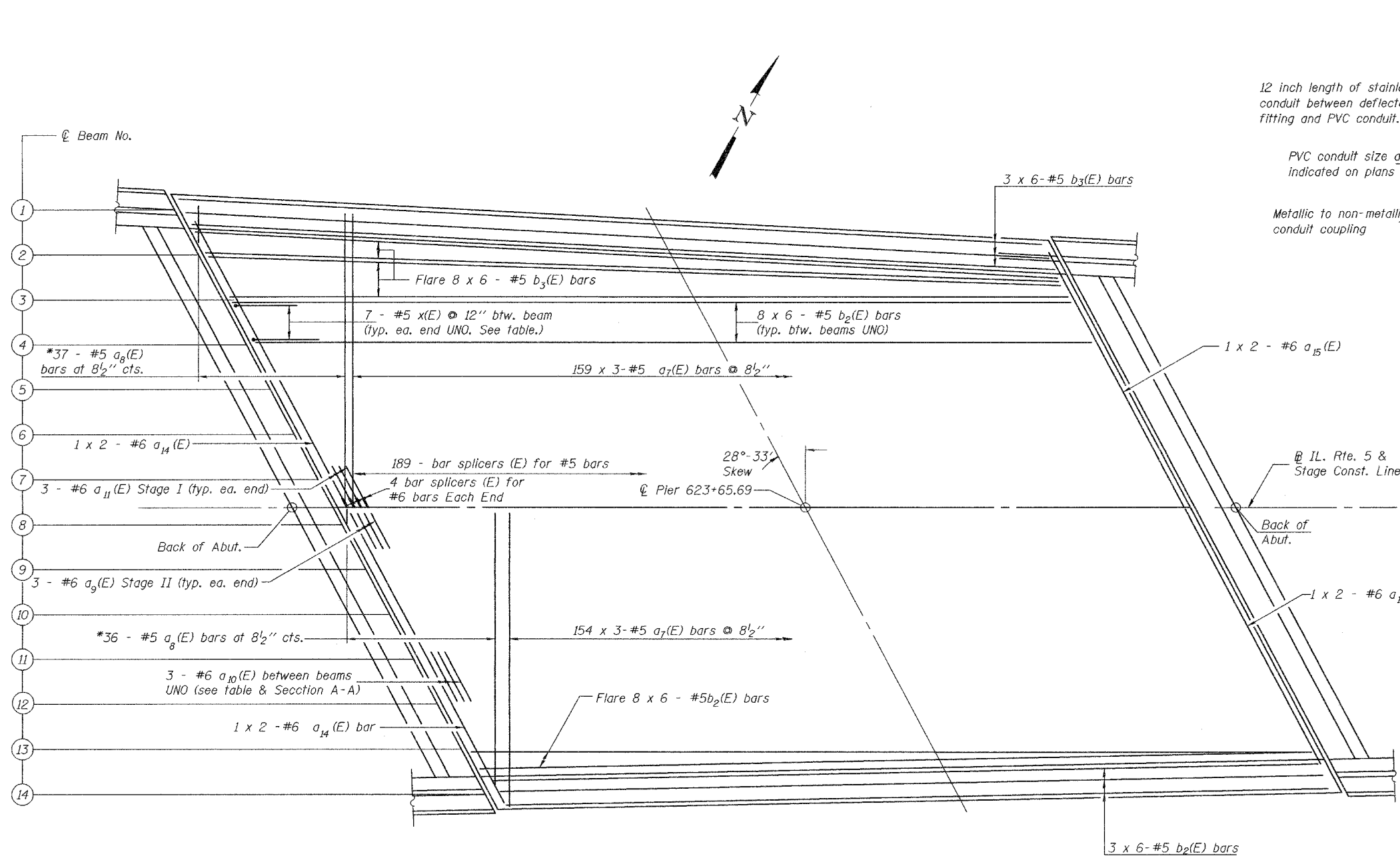
October 5, 2007  
EXAMINED *Thomas J. Domagalicki*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 595	5HBR	Rock Island	139	63
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract #64931



**CONDUIT EXPANSION/  
DEFLECTION COUPLING DETAIL**

**Notes:**

1. The Contractor shall install a conduit expansion / deflection coupling at the joints in the concrete parapet base on the west side of the bridge capable of accepting the longitudinal movement. The coupling shall be made of stainless steel and subject to approval by the Engineer. The cost of the coupling shall be included with Conduit Embedded in Structure, 2"  $\phi$  PVC.
2. The barrel in the expansion fitting shall be fully embedded in the concrete on one side of the expansion joint.
3. Conduit bends and radii shall be according to the Standard Specifications.
4. A cavity opening, if required, shall be 3" larger diameter than the deflection sleeve diameter and a maximum depth of half of the deflection sleeve length. The deflection fitting will be center in the opening and embedded in the concrete only up to the deflection fitting center.
5. Expansion/Deflection Coupling shall accommodate an expansion range of 4".
6. All metallic parts shall be stainless steel.

\* Order  $a_8(E)$  bars full length.  
Cut to fit skew and use remainder of bars in opposite end.

**MIN. BAR LAPS**  
#5 = 1'-8"  
#6 = 2'-7"

Note: Parapet not shown for clarity.

**PLAN - BOTTOM REINFORCEMENT**

Location	"a" bars Bottom of Slab at End of Deck		No. x(E) bars at End of Deck	
	S. Abut.	N. Abut.	S. Abut.	N. Abut.
Beam 1-2		$a_{13}(E)$		3
Beam 2-3		$a_{12}(E)$		3
Beam 13-14	$a_{15}(E)$	$a_{12}(E)$	6	3

Notes:  
Work this sheet with sheet 12 of 33.

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

October 5, 2007  
 EXAMINED *Thomas J. Donagabadi*  
 ENGINEER OF BRIDGE DESIGN  
 PASSED *Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

**SUPERSTRUCTURE**  
**IL. RTE. 5 OVER IL. RTE. 84**  
**F.A.P. RTE. 595 - SECTION 5HBR**  
**ROCK ISLAND COUNTY**  
**STATION 623+65.69**  
**S.N. 081-0169**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

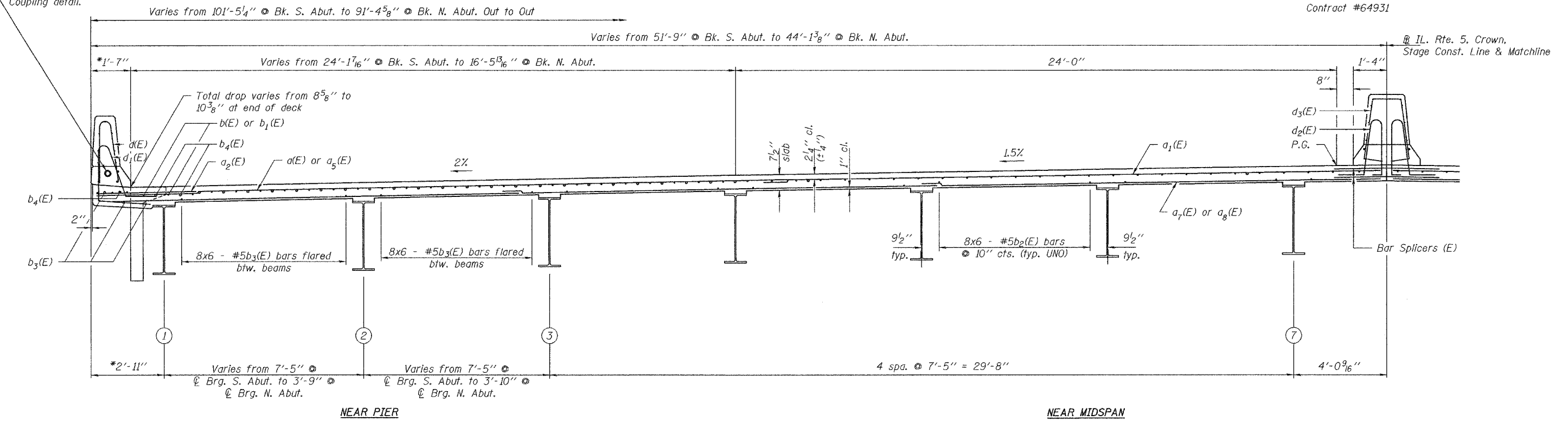
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 595	5HBR	Rock Island	140	64
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 14

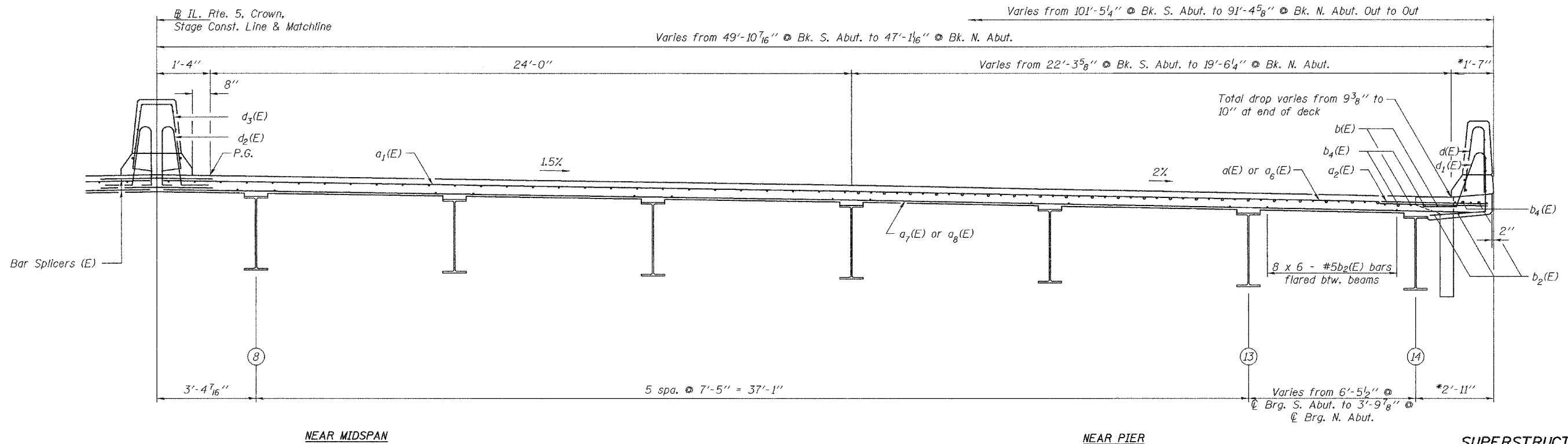
33 SHEETS

Contract #64931

Conduit embedded in structure, 2" Dia., PVC, west parapet only. See sheet 13 of 33 for Conduit Expansion/Deflection Coupling detail.



\*At right angle to back of parapet.



CROSS SECTION

(Looking North)  
(Horiz. Dimensions @ Rt. L's to IL. 5 unless noted otherwise)

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

EXAMINED	Thomas J. Donagalli ENGINEER OF BRIDGE DESIGN
PASSED	Ronald E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

October 5, 2007

NEAR PIER

Notes:

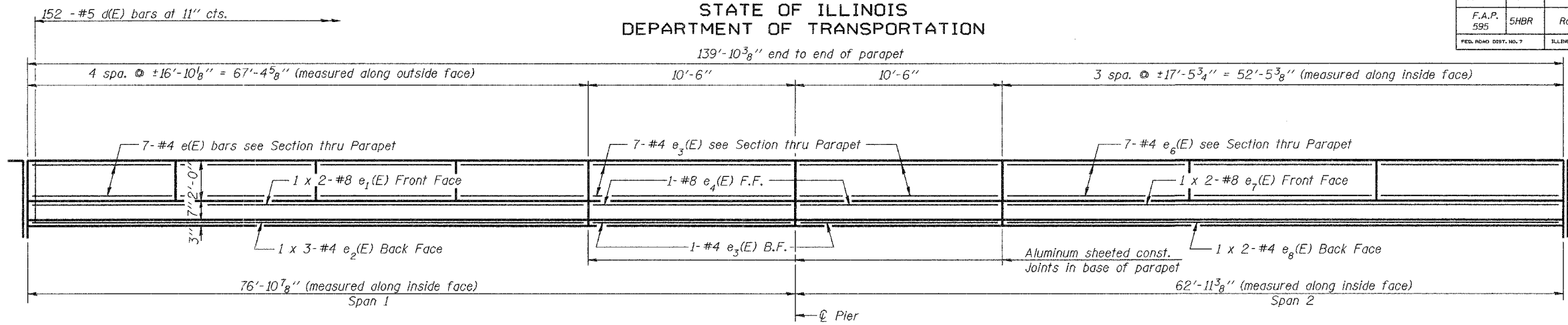
See Sheet 15 and 16 of 33 for superstructure details, parapet reinforcement, and Bill of Material.  
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

**SUPERSTRUCTURE**  
**IL. RTE. 5 OVER IL. RTE. 84**  
**F.A.P. RTE. 595 - SECTION 5HBR**  
**ROCK ISLAND COUNTY**  
**STATION 623+65.69**  
**S.N. 081-0169**

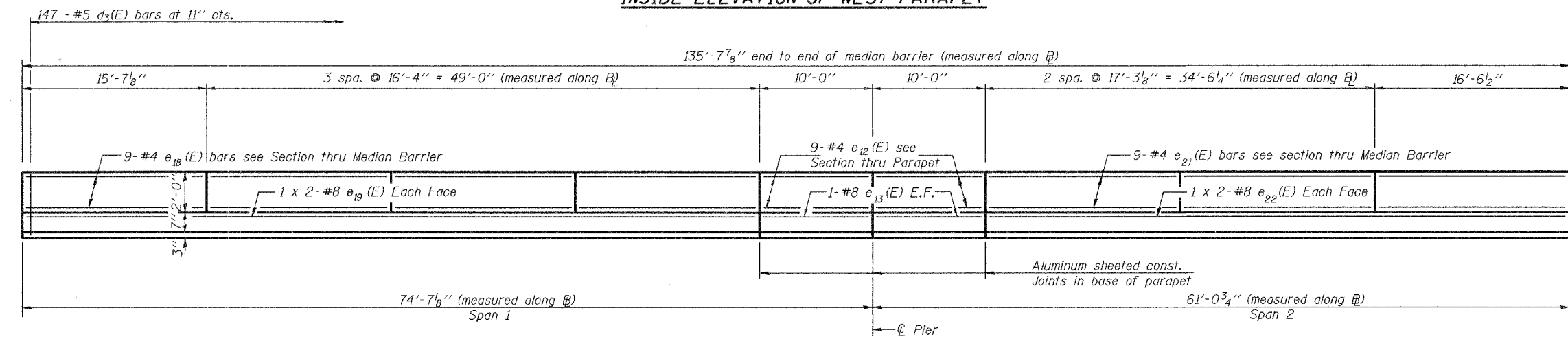
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	JOB NO.	SHEET	SHEET NO. 15 33 SHEETS
F.A.P. 595	5HBR	Rock Island	139	65	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #64931



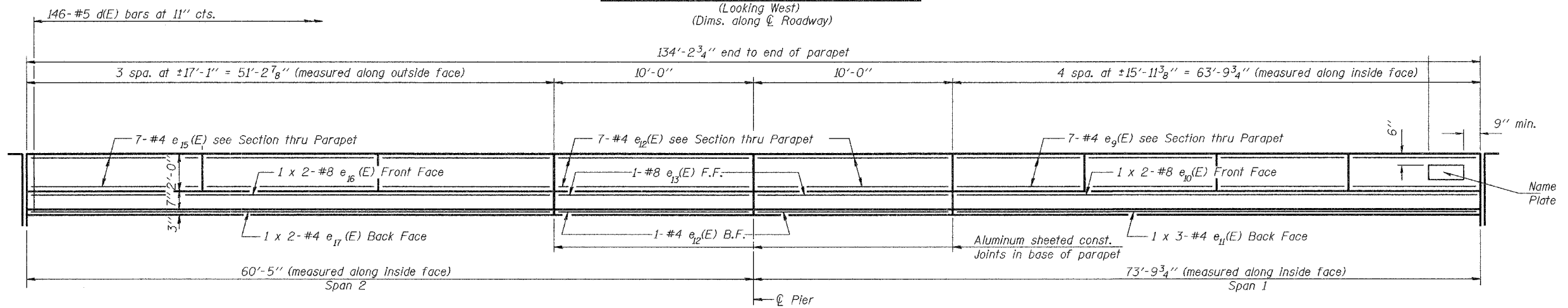
INSIDE ELEVATION OF WEST PARAPET



Note: Cut horizontal bars in upper parapet on short side of end panels to fit.

**BAR LAPS**  
#4 = 1'-4"  
#8 = 3'-5"

INSIDE ELEVATION MEDIAN BARRIER



INSIDE ELEVATION OF EAST PARAPET

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

October 5, 2007  
EXAMINED *Thomas J. Duggan*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

S-2-D 10-22-04

**SUPERSTRUCTURE DETAILS**  
IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 595	SECTION 5HBR	COUNTY Rock Island	SHEET 139	SHEET 66	SHEET NO. 16 33 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

Contract #64931

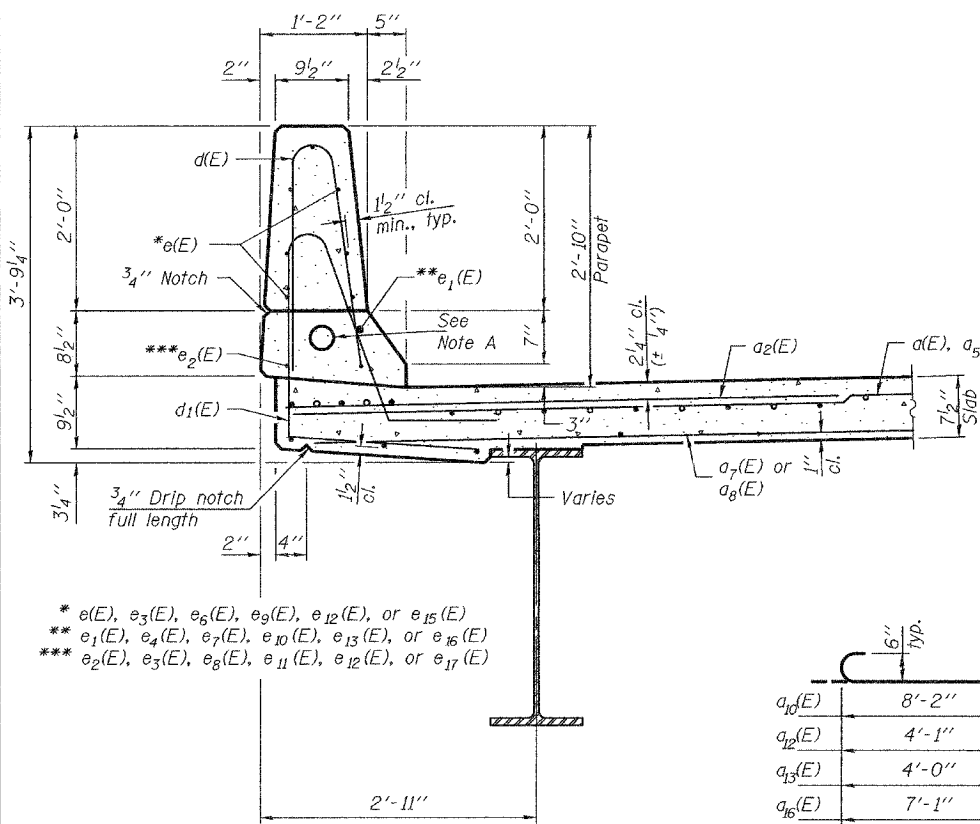
Note A: Conduit embedded in structure, 2" Dia., PVC, west side only.  
Provide minimum clearance of 1" to reinforcement bars and locate to miss locking rail of expansion joint.

Hatched area to be poured after superstructure forms have been removed.  
Quantity of concrete included with Concrete Superstructure.

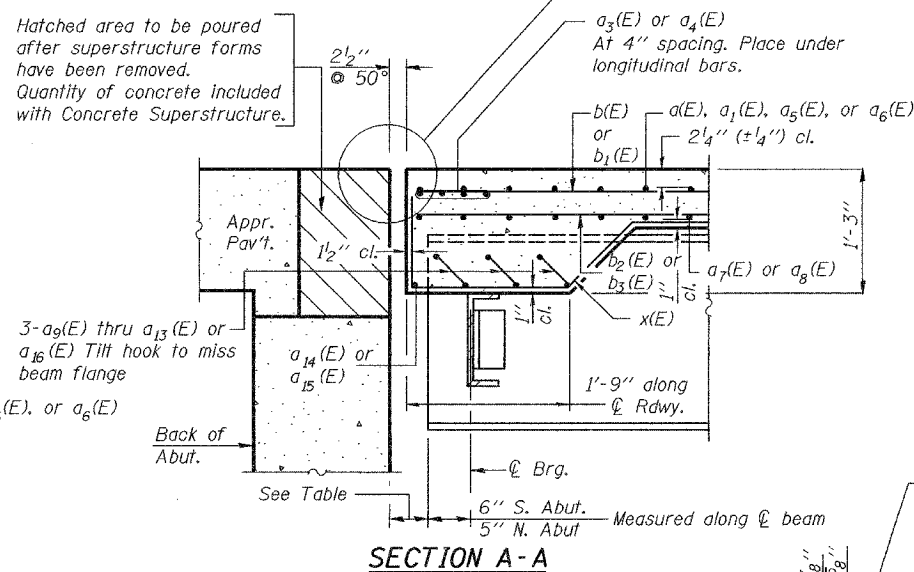
For details of expansion joint See sheet 17 of 33.

END OF BEAM TO BACK WALL

Beam	S. Abut.	N. Abut.
1	10 1/2"	11 3/8"
2	10 1/4"	10 1/8"
3-13	10"	10 5/8"
14	9 7/8"	10 5/8"

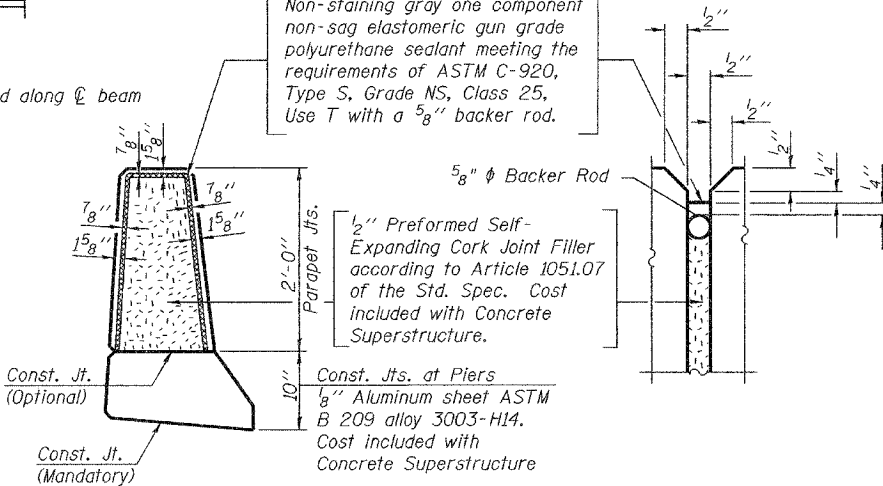


SECTION THRU PARAPET  
(Dims. are at Rt. L to bk. of parapet)

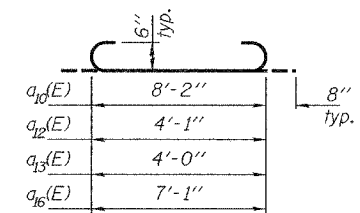


SECTION A-A

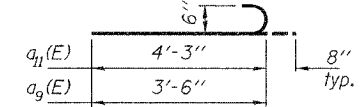
Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25, Use T with a 5/8" backer rod.



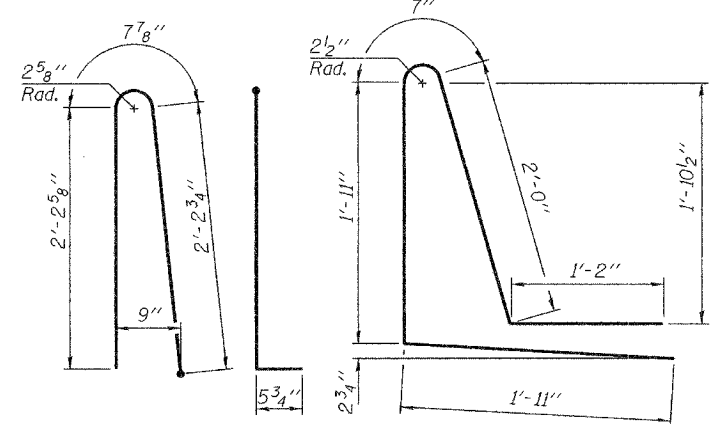
PARAPET JOINT DETAILS  
(Median Barrier Joint Details similar)



BAR a10,12,13,16(E)

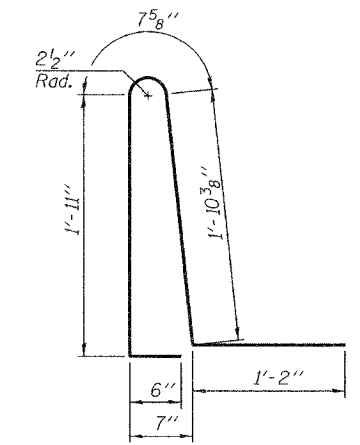


BAR a9,11(E)

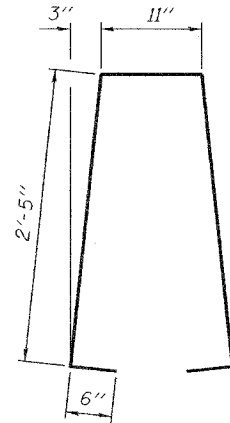


BAR d(E)

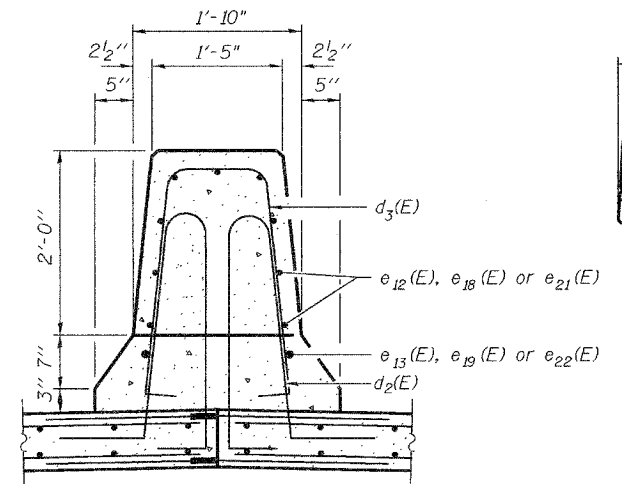
BAR d1(E)



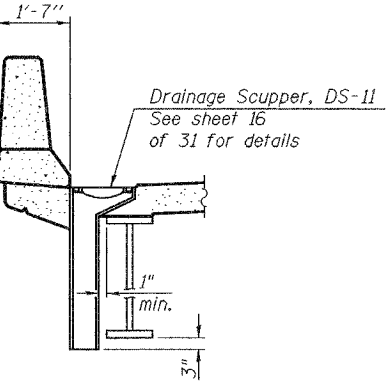
BAR d2(E)



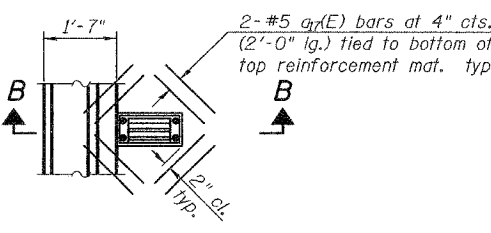
BAR d3(E)



SECTION THRU MEDIAN BARRIER



SECTION B-B



PLAN

SUPERSTRUCTURE  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	305	#5	28'-0"	—
a1(E)	538	#5	23'-6"	—
a2(E)	272	#6	6'-0"	—
a3(E)	16	#7	31'-7"	—
a4(E)	16	#7	29'-0"	—
a5(E)	123	#5	25'-3"	—
a6(E)	117	#5	26'-3"	—
a7(E)	939	#5	17'-8"	—
a8(E)	73	#5	48'-0"	—
a9(E)	6	#6	4'-2"	—
a10(E)	54	#6	9'-6"	—
a11(E)	6	#6	4'-11"	—
a12(E)	6	#6	5'-5"	—
a13(E)	3	#6	5'-4"	—
a14(E)	4	#6	28'-9"	—
a15(E)	4	#6	26'-4"	—
a16(E)	3	#6	8'-5"	—
a17(E)	16	#5	2'-0"	—
b(E)	435	#5	28'-6"	—
b1(E)	90	#5	29'-3"	—
b2(E)	546	#5	24'-0"	—
b3(E)	114	#5	24'-8"	—
b4(E)	105	#6	42'-0"	—
d(E)	298	#5	5'-7"	—
d1(E)	298	#5	7'-7"	—
d2(E)	296	#5	6'-1"	—
d3(E)	147	#5	6'-9"	—
e(E)	28	#4	16'-4"	—
e1(E)	2	#8	35'-3"	—
e2(E)	3	#4	23'-3"	—
e3(E)	16	#4	10'-2"	—
e4(E)	2	#8	10'-2"	—
e5(E)	21	#4	17'-1"	—
e6(E)	2	#8	27'-10"	—
e7(E)	2	#4	26'-10"	—
e8(E)	28	#4	15'-8"	—
e9(E)	2	#8	33'-6"	—
e10(E)	3	#4	22'-1"	—
e11(E)	34	#4	9'-8"	—
e12(E)	6	#8	9'-8"	—
e13(E)	21	#4	16'-10"	—
e14(E)	2	#8	27'-3"	—
e15(E)	2	#4	26'-2"	—
e16(E)	36	#4	16'-0"	—
e17(E)	4	#8	34'-3"	—
e18(E)	27	#4	17'-0"	—
e19(E)	4	#8	27'-6"	—
e20(E)	4	#8	27'-6"	—
x(E)	169	#5	5'-11"	—
Reinforcement Bars, Epoxy Coated	Pound		105,980	
Concrete Superstructure	Cu. Yds.		391.8	

Bars indicated thus 1 x 2 - #5 etc. indicates 1 line of bars with 2 lengths per line.

SUPERSTRUCTURE DETAILS  
IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169

DESIGNED Dewey H. Coultas  
CHECKED Chad E. Hodel  
DRAWN W.D. Collins  
CHECKED D.H.C./C.E.H.

October 5, 2007  
EXAMINED Thomas J. Demagalibi  
PASSED Ralph E. Anderson

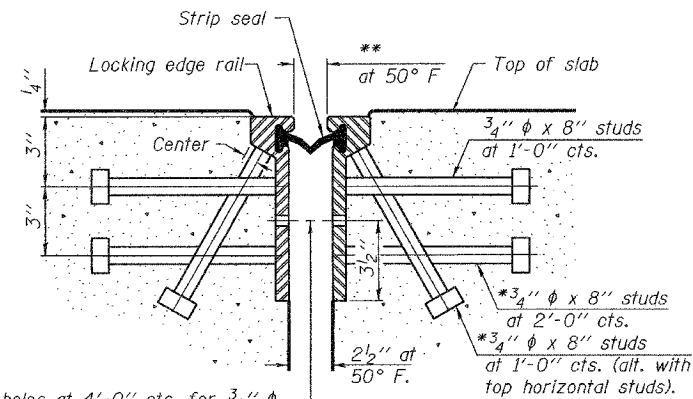
S-2-D 10-22-04

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 595	5HBR	Rock Island	139	67
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

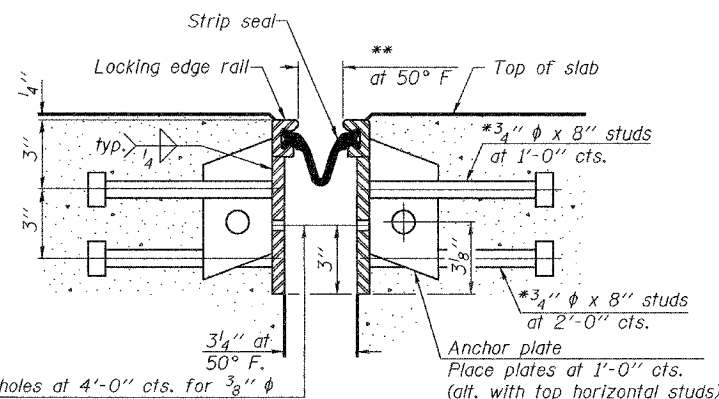
Contract #64931

\*Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.  
\*\*When joint is fixed, dimension is set at 1 1/2".



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

SECTION THRU  
ROLLED RAIL JOINT



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

SECTION THRU  
WELDED RAIL JOINT

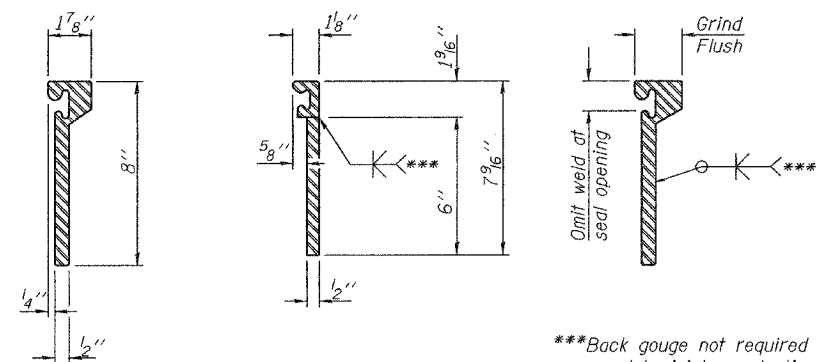
Notes:

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.

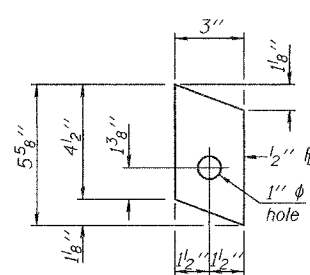


ROLLED  
(EXTRUDED) RAIL    WELDED RAIL

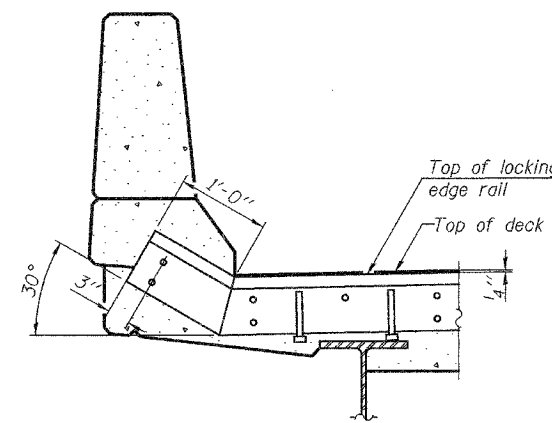
LOCKING EDGE  
RAIL SPLICE

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

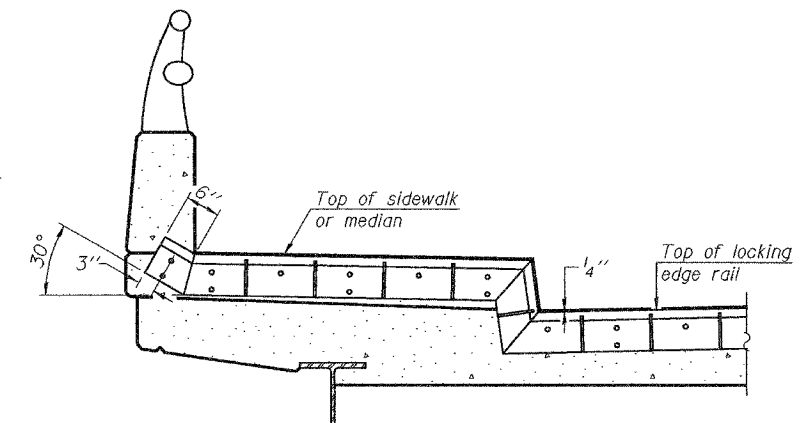
\*\*\*Back gouge not required if complete joint penetration is verified by mock-up.



ANCHOR PLATE  
(for welded rail)



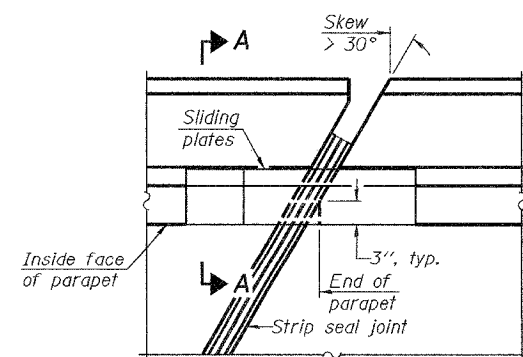
AT PARAPET



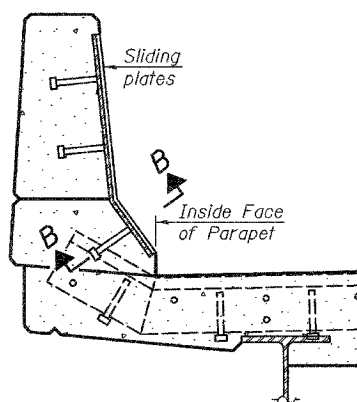
AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

LOCKING EDGE RAILS



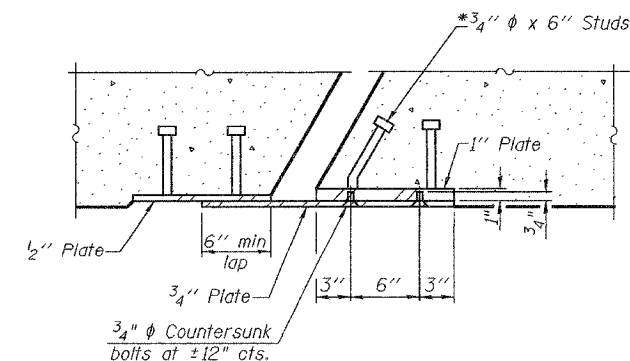
PLAN



SECTION A-A

POINT BLOCK DETAILS  
(for skews > 30°)

TYPICAL END TREATMENTS



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	214

STRIP SEAL EXPANSION JOINT  
IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

October 5, 2007	
EXAMINED	Thomas J. Demagalli ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

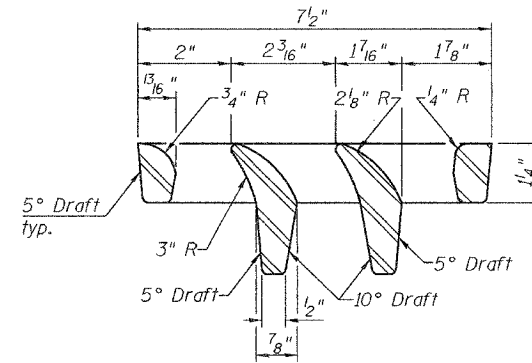
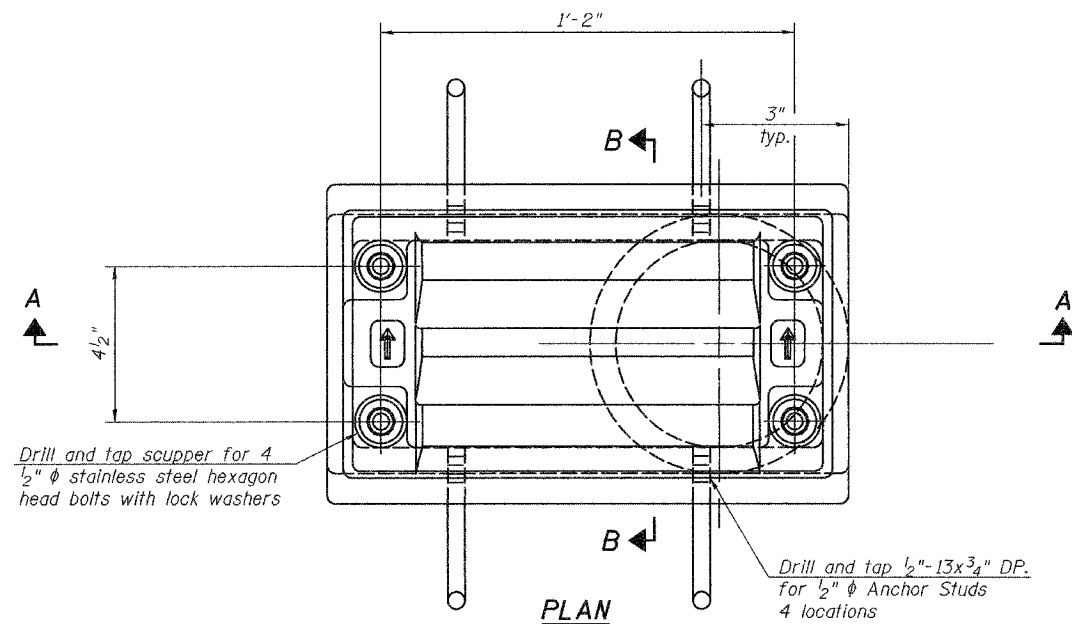
EJ-SSJ      9-3-07

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

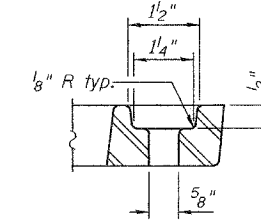
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 595	5HBR	Rock Island	139	68
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 18  
33 SHEETS

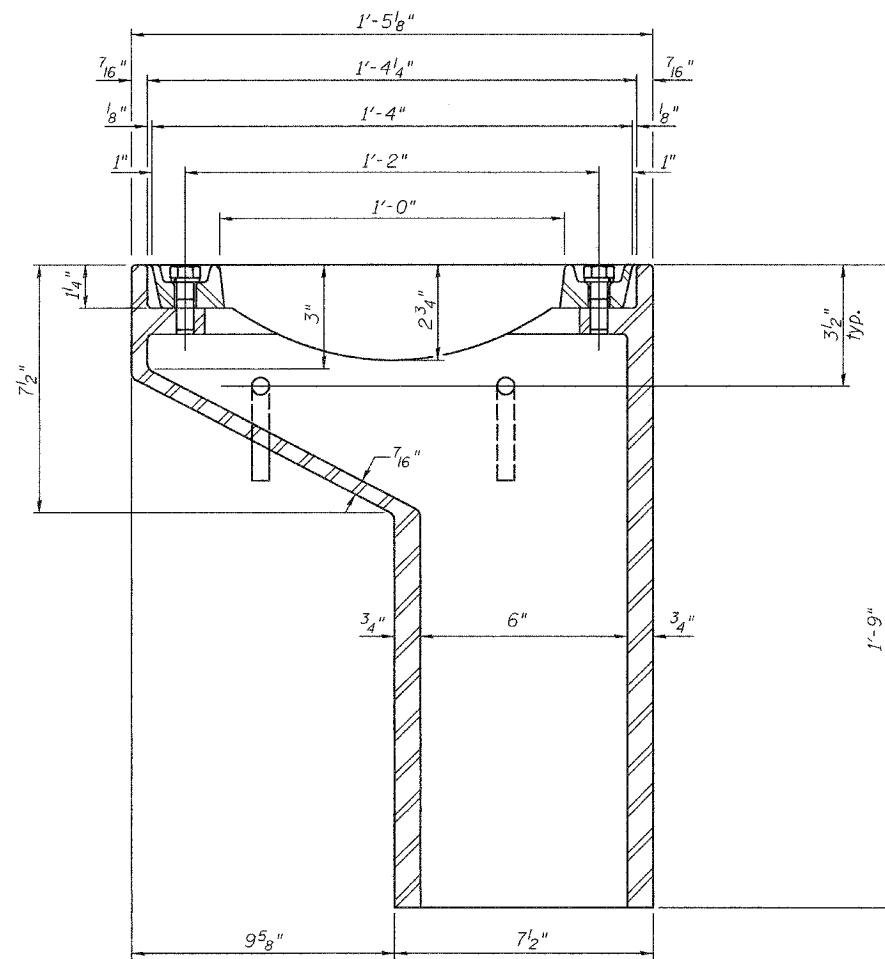
Contract #64931



VANE GRATE DETAIL

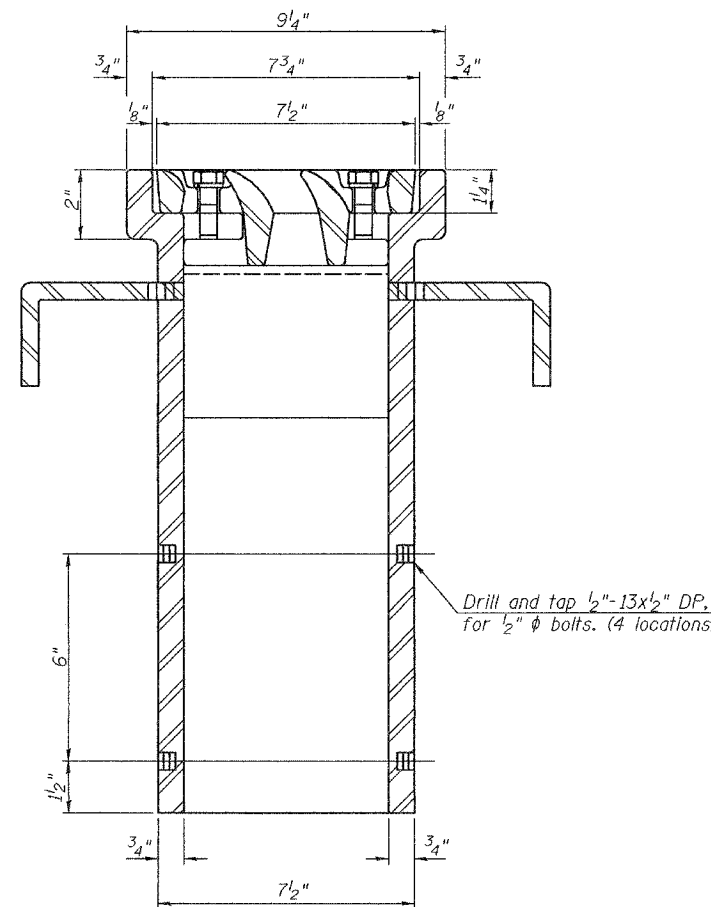


BOLT HOLE DETAIL



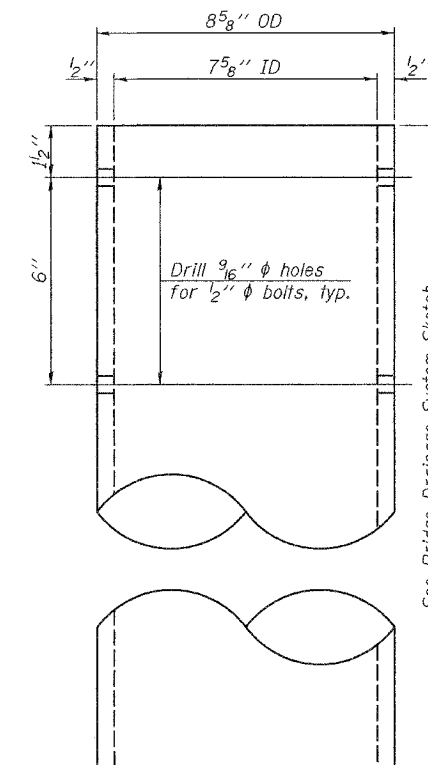
SECTION A-A

See sheet of for scupper location relative to parapet.



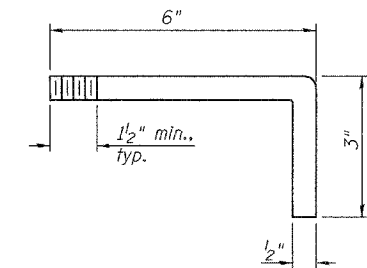
SECTION B-B

Drill and tap 1/2"-13x1/2" DP. for 1/2"  $\phi$  bolts. (4 locations)



DOWNSPOUT

See Bridge Drainage System Sketch Sheet 3 of 33.



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	2

DRAINAGE SCUPPER - DS-11  
IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

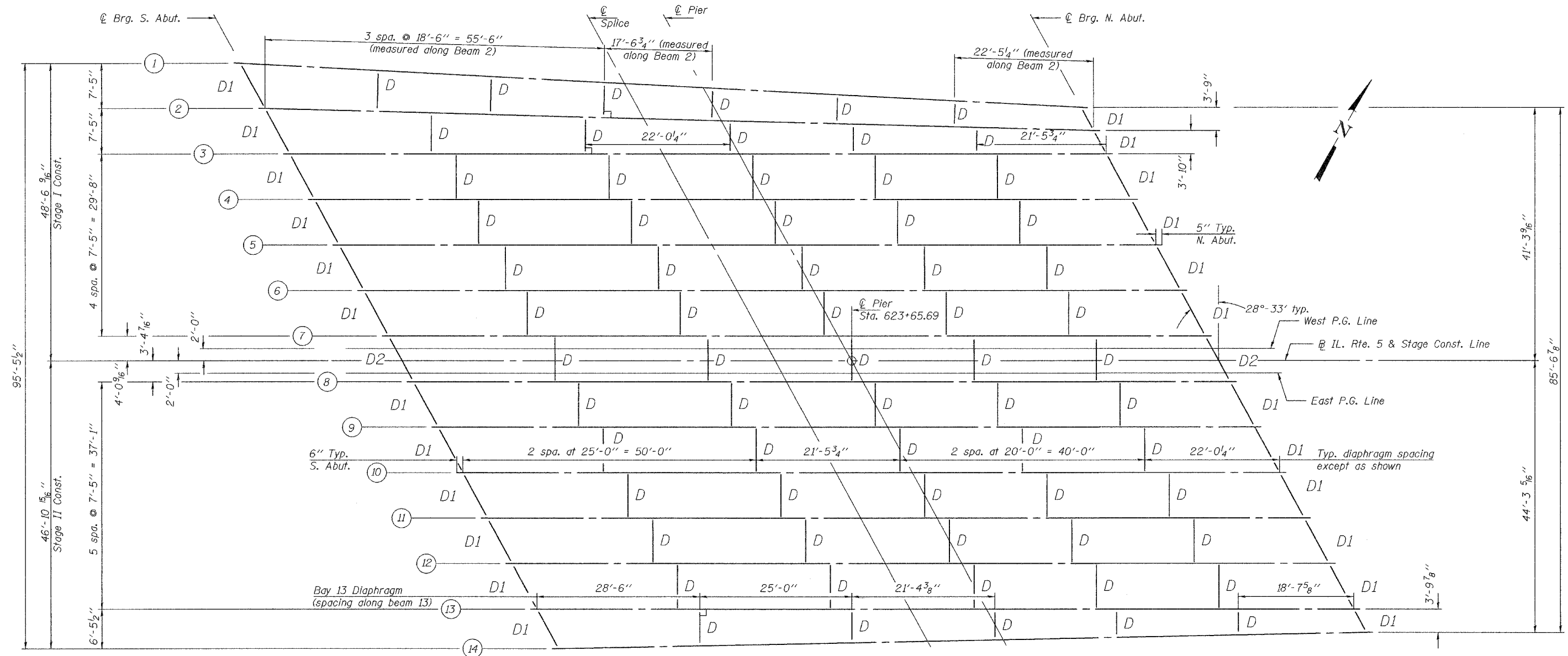
October 5, 2007  
EXAMINED *Thomas J. Damgalabi*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

DS-11 9-3-07

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 19
F.A.P. 595	5HBR	Rock Island	139	69	33 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #64931



**FRAMING PLAN**  
(All beams W33 x 141 NTR)

Notes: Dimensions are at Rt. L's to  $\bar{B}$  unless noted otherwise.  
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.  
The wide flange beams shall conform to the requirements of AASHTO M270, Gr. 50.  
All interior diaphragms shall be designated D unless noted otherwise.  
D diaphragms between non parallel beams shall be oriented perpendicular to the beam closest to  $\bar{B}$  of the roadway.  
Work this sheet with sheets 20 and 21 of 33.  
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

EXAMINED	Thomas J. Romagnoli ENGINEER OF BRIDGE DESIGN
PASSED	Ralph V. Anderson ENGINEER OF BRIDGES AND STRUCTURES

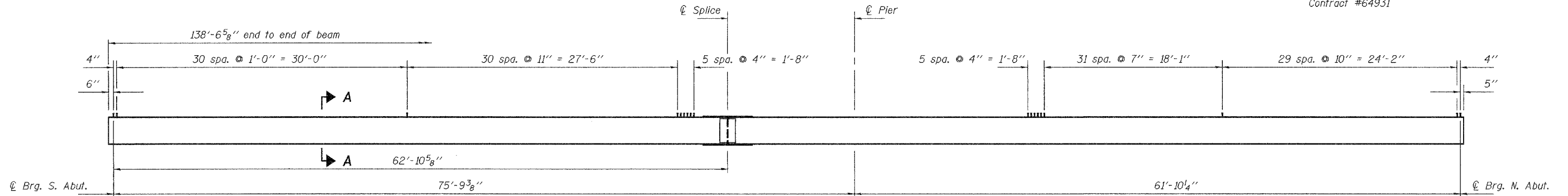
October 5, 2007

**FRAMING PLAN**  
**IL. RTE. 5 OVER IL. RTE. 84**  
**F.A.P. RTE. 595 - SECTION 5HBR**  
**ROCK ISLAND COUNTY**  
**STATION 623+65.69**  
**S.N. 081-0169**

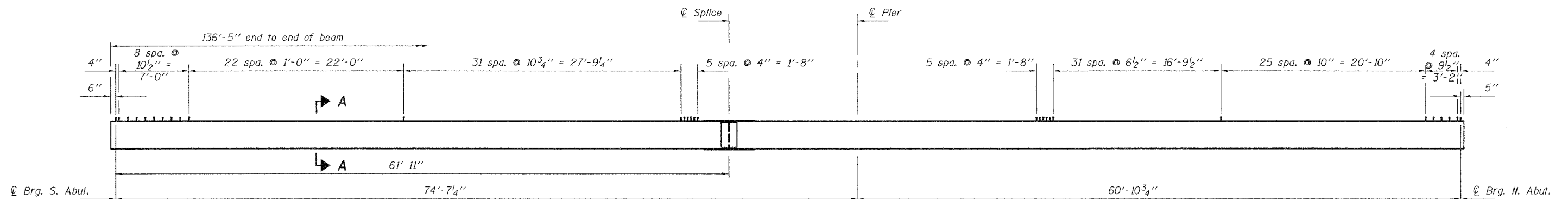
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 595	SECTION 5HBR	COUNTY Rock Island	TOTAL SHEETS 139	SHEET NO. 70	SHEET NO. 20 33 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

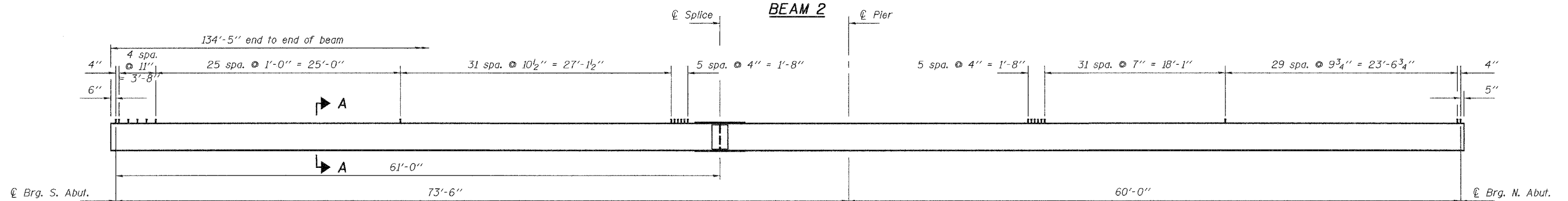
Contract #64931



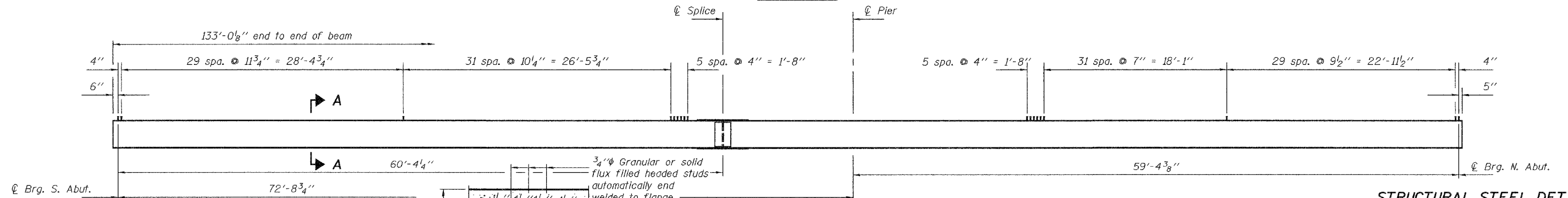
BEAM 1



BEAM 2

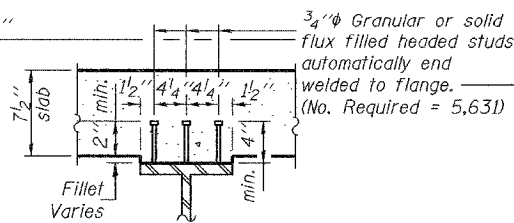


BEAM 3-13



BEAM 14

BEAM ELEVATION



SECTION A-A

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

October 5, 2007  
 EXAMINED *Thomas J. Damagala*  
 ENGINEER OF BRIDGES  
 PASSED *Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

STRUCTURAL STEEL DETAILS  
 IL. RTE. 5 OVER IL. RTE. 84  
 F.A.P. RTE. 595 - SECTION 5HBR  
 ROCK ISLAND COUNTY  
 STATION 623+65.69  
 S.N. 081-0169



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 595	5HBR	Rock Island	139	71
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract #64931

SHEET NO. 21  
33 SHEETS

	0.4 Sp. 1	Pier	0.6 Sp. 2
$I_s$	(in <sup>4</sup> ) 7450	7450	7450
$I_c$ (n)	(in <sup>4</sup> ) 19447		19447
$I_c$ (3n)	(in <sup>4</sup> ) 14357		14357
$S_s$	(in <sup>3</sup> ) 448	448	448
$S_c$ (n)	(in <sup>3</sup> ) 647		647
$S_c$ (3n)	(in <sup>3</sup> ) 587		587
$\rho$	(k/ft.) 0.870	1.361	0.870
$M\phi$	(k) 365.9	725.4	177.9
$s\phi$	(k/ft.) 0.491		0.491
$M_s\phi$	(k) 225.7		119.5
$M\phi$	(k) 600.6	304.3	461.0
$M$ (Imp)	(k) 151.3	79.4	124.6
$s_3[M\phi + M(\text{Imp})]$	(k) 1253	640	976
$M_a$	(k) 2398	1774	1655
$M_u$	(k) 2576	-	2687
$f_s\phi$ non-comp (k.s.i.)	9.8	19.4	4.8
$f_s\phi$ (comp) (k.s.i.)	4.6		2.4
$f_s s_3(\phi + \text{Imp})$ (k.s.i.)	23.2	17.1	18.1
$f_s$ (Overload) (k.s.i.)	37.7	36.6	25.3
$f_s$ (Total) (k.s.i.)	-	47.5	-
VR	(k) 56.0	-	56.5

\* Compact, Braced Section \*\* Non-Compact Section

	S. Abut.	Pier	N. Abut.
$R\phi$	(k) 40.1	112.8	28.7
$R\phi$	(k) 41.4	51.9	39.8
Imp.	(k) 10.4	13.5	10.8
$R$ (Total)	(k) 91.9	178.2	79.3

$I_s$  and  $S_s$  are the moment of inertia and section modulus of the steel section used in computing  $f_s$  (Total & Overload).

$I_c$  (n) and  $S_c$  (n) are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.

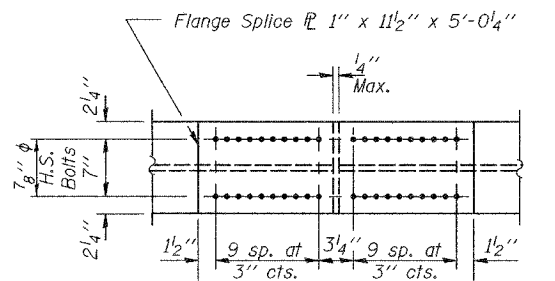
$I_c$  (3n) and  $S_c$  (3n) are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads.

VR is the maximum Live Load + Impact shear range in span.

$M_a$  (Applied Moment) =  $1.3[M\phi + M_s\phi + s_3(M\phi + M(\text{Imp}))]$ .  
The Plastic Moment capacity ( $M_u$ ) is computed according to AASHTO 10.48.1 and 10.50.1.1.

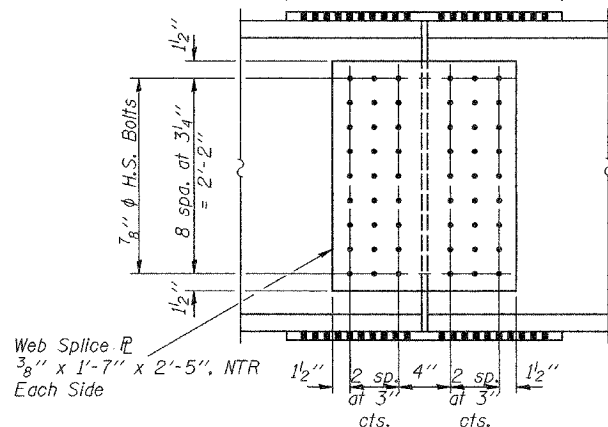
$f_s$  (Overload) is the sum of the stresses due to  $M\phi + M_s\phi + s_3(M\phi + M(\text{Imp}))$ .

$f_s$  (Total) (Non-compact section) is the sum of the stresses due to  $1.3[M\phi + M_s\phi + s_3(M\phi + M(\text{Imp}))]$ .



TOP & BOTTOM FLANGE PLATE

Location	℄ S. Abut.	℄ Splice	℄ Pier	℄ N. Abut.
Bm. 1	642.97	641.23	640.90	639.28
Bm. 2	643.00	641.26	640.92	639.30
Bm. 3	643.04	641.29	640.95	639.31
Bm. 4	643.07	641.32	640.98	639.35
Bm. 5	643.08	641.32	640.98	639.35
Bm. 6	643.07	641.32	640.98	639.35
Bm. 7	643.07	641.32	640.98	639.35
Bm. 8	642.97	641.22	640.88	639.25
Bm. 9	642.75	640.99	640.65	639.02
Bm. 10	642.52	640.77	640.43	638.80
Bm. 11	642.30	640.55	640.21	638.57
Bm. 12	642.04	640.29	639.95	638.31
Bm. 13	641.78	640.03	639.69	638.05
Bm. 14	641.55	639.84	639.51	637.92

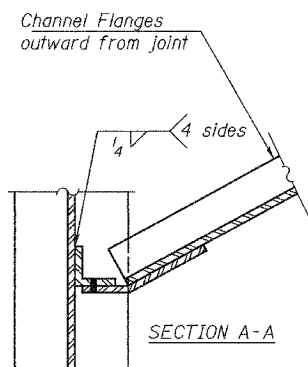


WEB PLATE

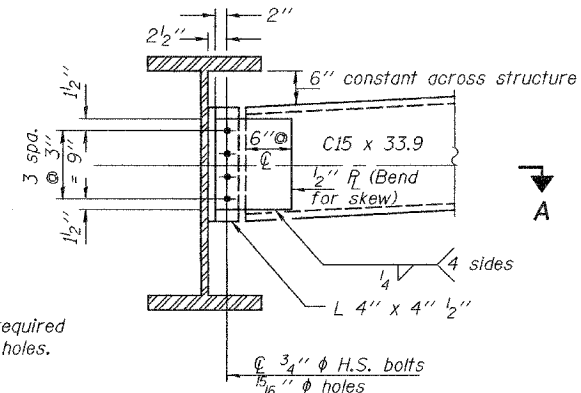
DETAIL OF SPLICE

(14 Required)  
All splice plates shall be AASHTO M270, Grade 50

Note "A": Use  $1\frac{3}{16}$ " x  $1\frac{7}{8}$ " slotted holes in connection angles at West side of Beam 8 except at Pier. Provide  $\frac{5}{16}$ " plate washers for slotted holes. The bolts for slotted holes in angles at Beam 8 shall only be finger tightened prior to the deck pour for Stage II Construction. The bolts shall be fully tightened after completion of the deck pour for Stage II Construction. Detail slots such that bolts are at top of slots prior to Stage II deck pour.



SECTION A-A

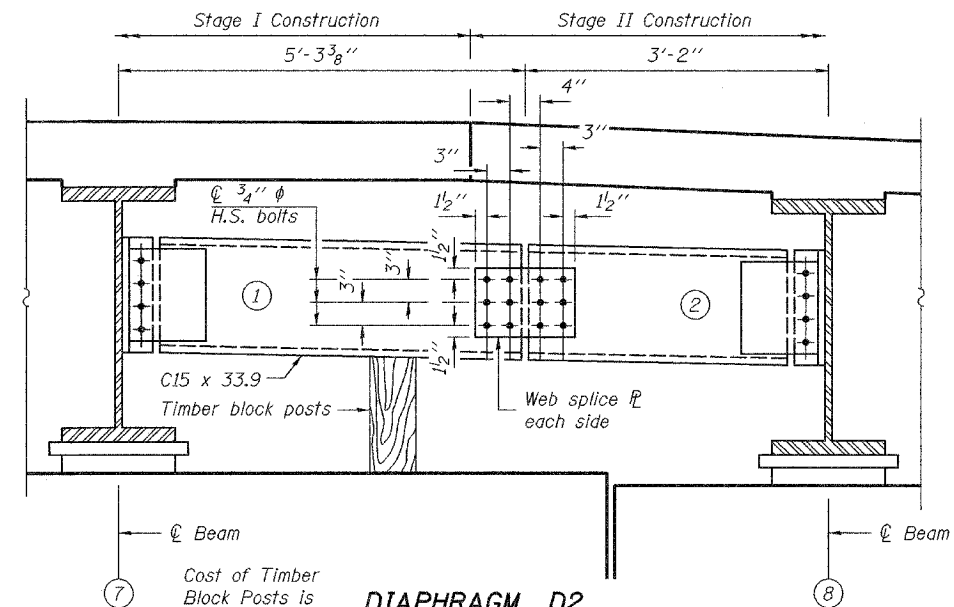


DIAPHRAGM D1

(24 Required)

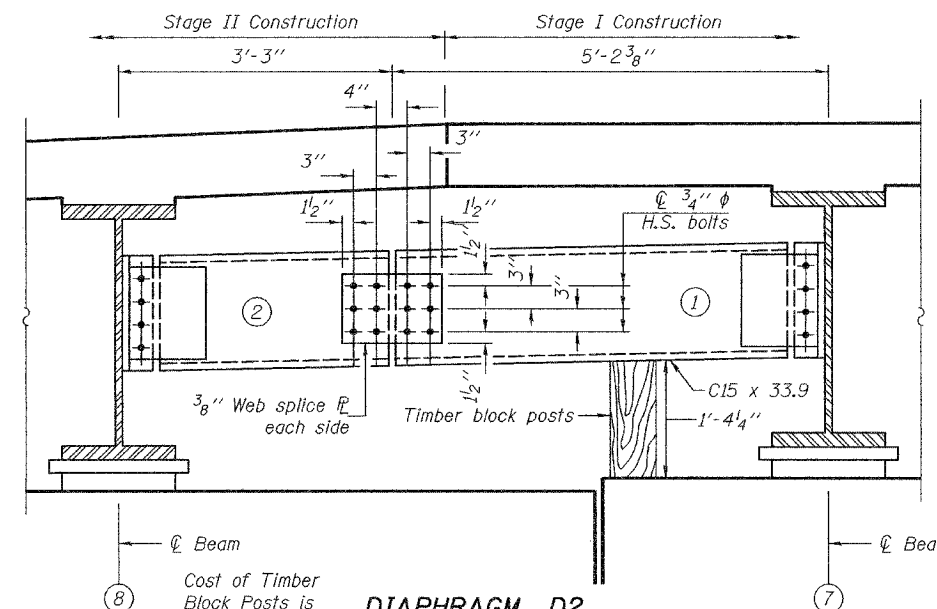
Note:  
Two hardened washers required for each set of oversized holes.

\*\*\*A C12 x 30 channel is permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.



DIAPHRAGM D2

North Abut.  
(Looking North)



DIAPHRAGM D2

South Abut.  
(Looking South)

END DIAPHRAGM STAGE CONSTRUCTION SEQUENCE

- 1) Order Diaphragm in two sections.
- 2) Attach section ① of Diaphragm to Beam.
- 3) Place Timber Block Posts between section ① of diaphragm and abutment bearing section.
- 4) Attach section ② of diaphragm to both Beam and section ① of diaphragm during Stage II Construction with splice plates.
- 5) Remove Timber Block Posts.

STRUCTURAL STEEL DETAILS  
IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

EXAMINED	Thomas J. Demagali
PASSED	Ralph E. Anderson

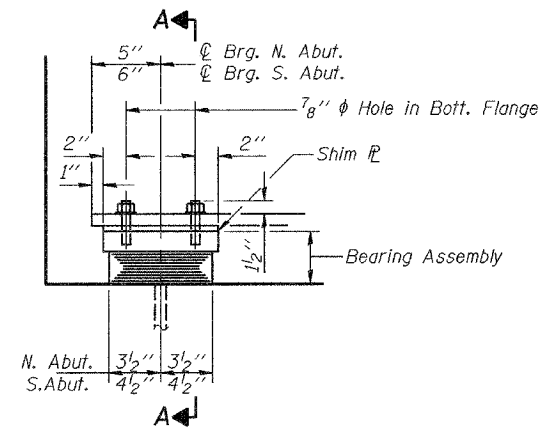
October 5, 2007

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

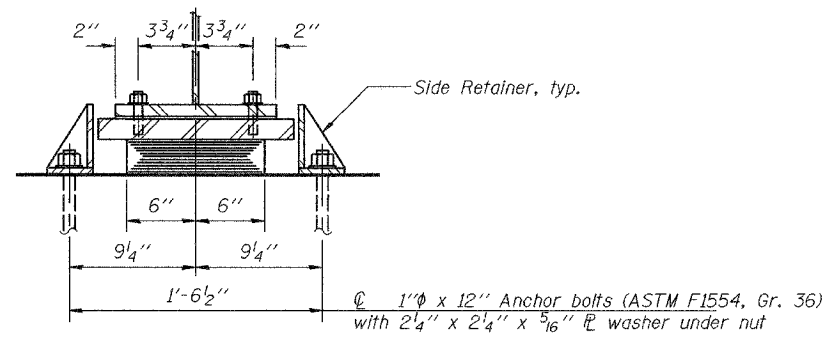
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 595	5HBR	Rock Island	139	72
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract #64931

SHEET NO. 22  
33 SHEETS

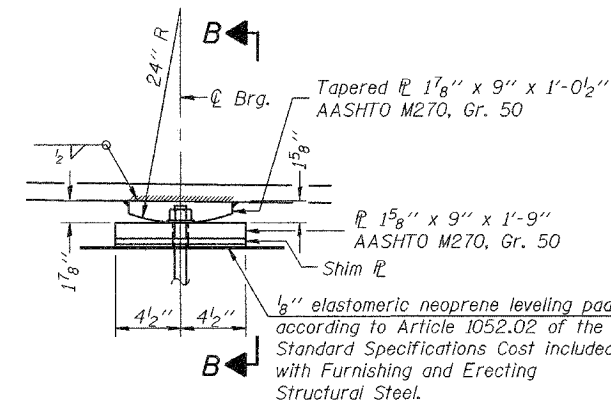


ELEVATION AT ABUT.

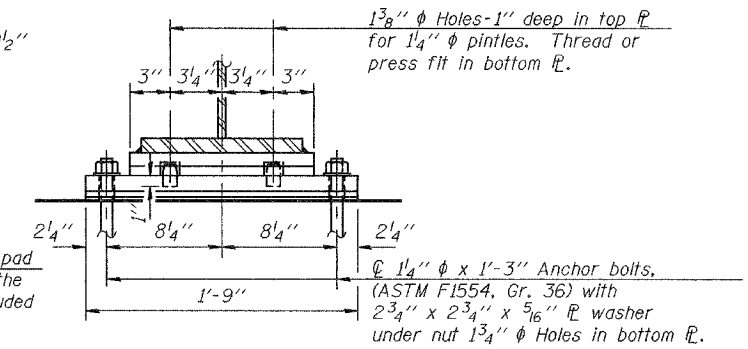


SECTION A-A

TYPE I ELASTOMERIC EXP. BRG. AT ABUTMENTS

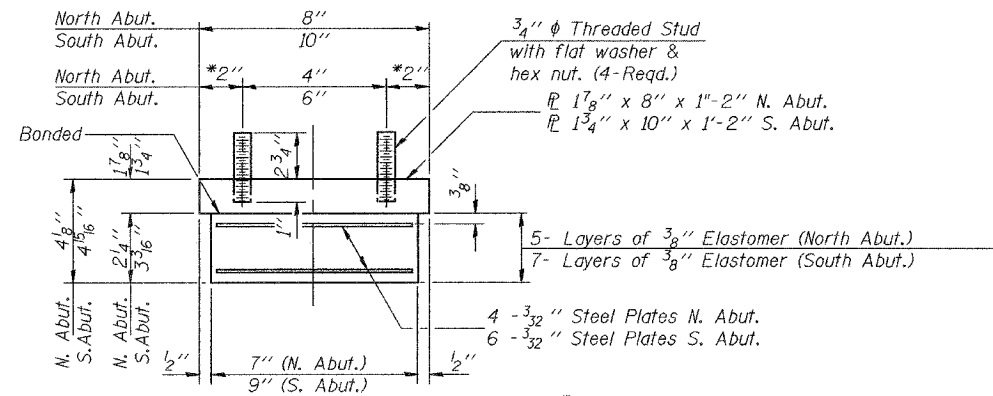


ELEVATION AT PIER  
(Looking West)



SECTION B-B

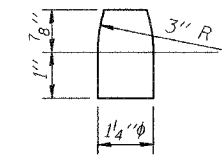
FIXED BEARING AT PIER



BEARING ASSEMBLY

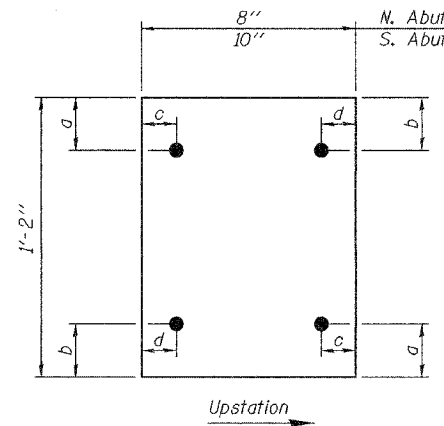
\*Beams 3-13 only. See Detail this sheet for other beams.

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



PINTLE  
(M270, Grade 50)

BEAM	S. ABUT.	PIER	N. ABUT.
1	-	-	-
2	7/16	5/16	1/4
3	-	5/8	3/8
4	7/16	-	-
5	7/16	-	-
6	7/16	-	-
7	7/16	-	-
8	-	-	-
9	-	-	-
10	-	-	-
11	-	-	-
12	-	-	-
13	-	-	-
14	-	-	-



TOP BEARING PLATE DETAIL

LOCATION	a	b	c	d
Beam 1 North Abut.	3 1/8"	3 3/8"	2 3/16"	1 13/16"
Beam 2 North Abut.	3 3/16"	3 5/16"	2 1/8"	1 7/8"
Beam 14 North Abut.	3 5/16"	3 3/16"	1 5/16"	2 1/16"
Beam 1 South Abut.	3 1/16"	3 7/16"	2 3/16"	1 13/16"
Beam 2 South Abut.	3 3/16"	3 5/16"	2 1/8"	1 7/8"
Beam 14 South Abut.	3 5/16"	3 3/16"	1 5/16"	2 1/16"
Beam 3-13, typ.	3 1/4"	3 1/4"	2"	2"

TOP BEARING PLATE STUD LAYOUT

Note: All 7/8" φ holes in bottom flange for bearing studs are orthogonal to the beam.

Notes:

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

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

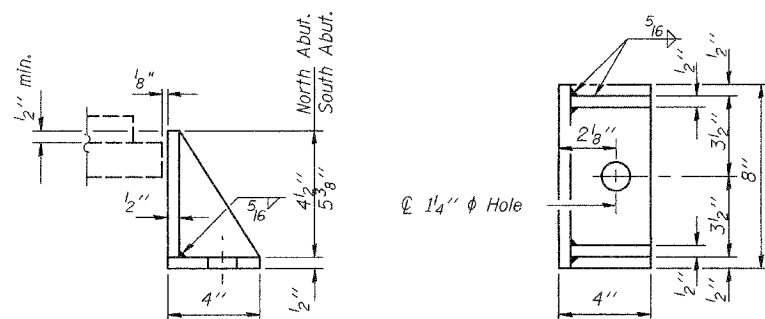
Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.

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

Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



SIDE RETAINER

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

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

October 5, 2007	
EXAMINED	Thomas J. Donagabbi
PASSED	Ralph E. Anderson

I-2-E1

10-22-04

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	28
Anchor Bolts 1" φ	Each	56
Anchor Bolts 1 1/4" φ	Each	28

BEARING DETAILS

IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

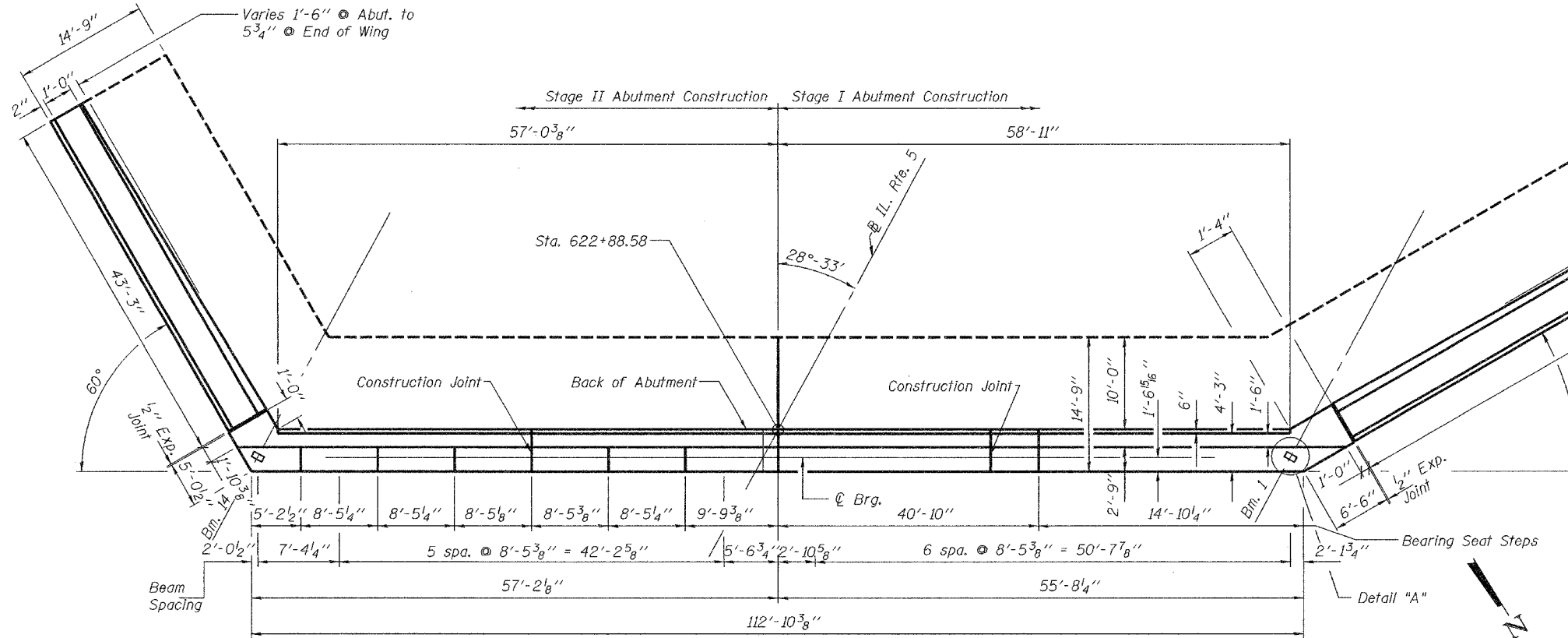
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 595	5HBR	Rock Island	140	73
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 23  
33 SHEETS

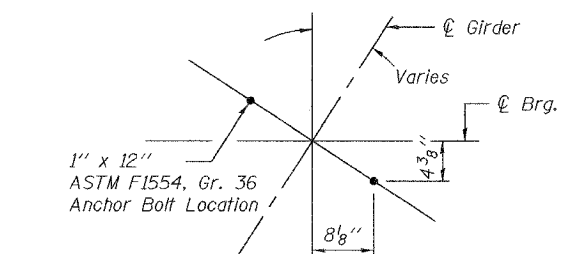
Notes:  
Space reinforcement in cap to miss anchor bolts.  
Pour steps monolithically with cap.  
All exposed edges shall have 3/4" chamfer.

Contract #64931

Varies 1'-6" @ Abut. to 6 1/8" @ End of Wing

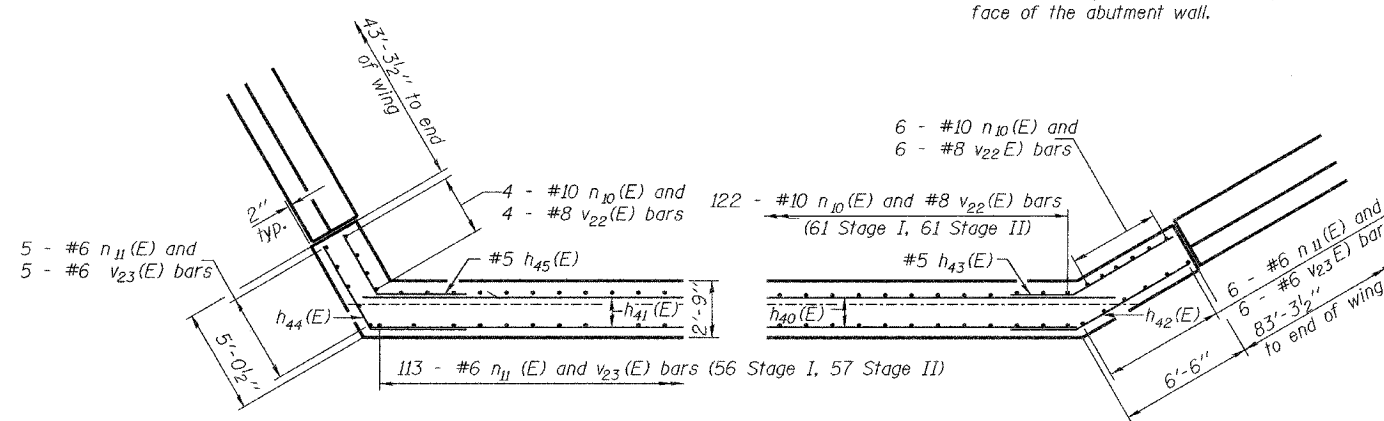


PLAN



DETAIL A

Note:  
Concrete Sealer shall be applied to the inside vertical face of the back wall, the horizontal area of the bearing seats, and the exposed vertical face of the abutment wall.



SECTION A-A

SECTION B-B

See Sheet 24 of 33 for Section locations.

BEARING SEAT ELEVATIONS

Location	S. Abut.
Bm. 1	639.78
Bm. 2	639.78
Bm. 3	639.85
Bm. 4	639.85
Bm. 5	639.85
Bm. 6	639.85
Bm. 7	639.85
Bm. 8	639.78
Bm. 9	639.56
Bm. 10	639.33
Bm. 11	639.11
Bm. 12	638.85
Bm. 13	638.59
Bm. 14	638.36

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

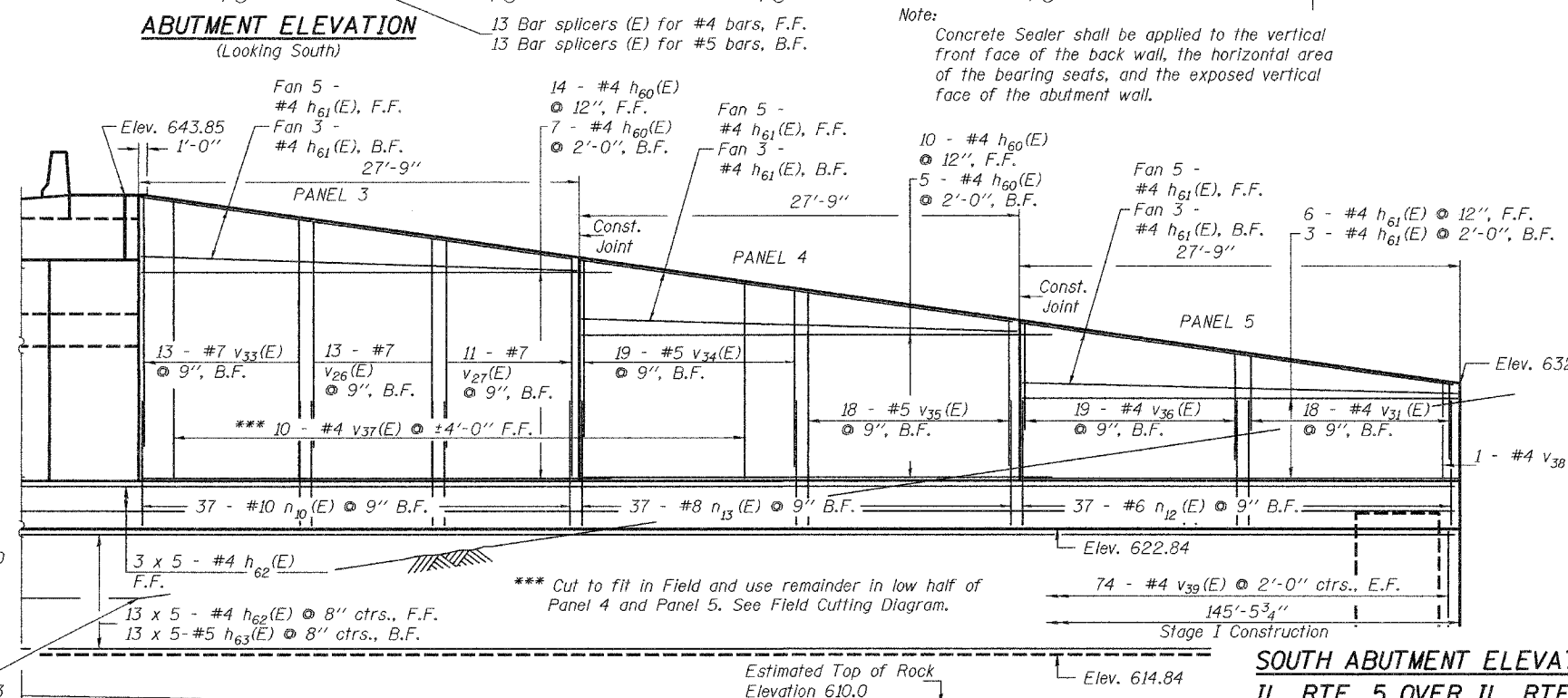
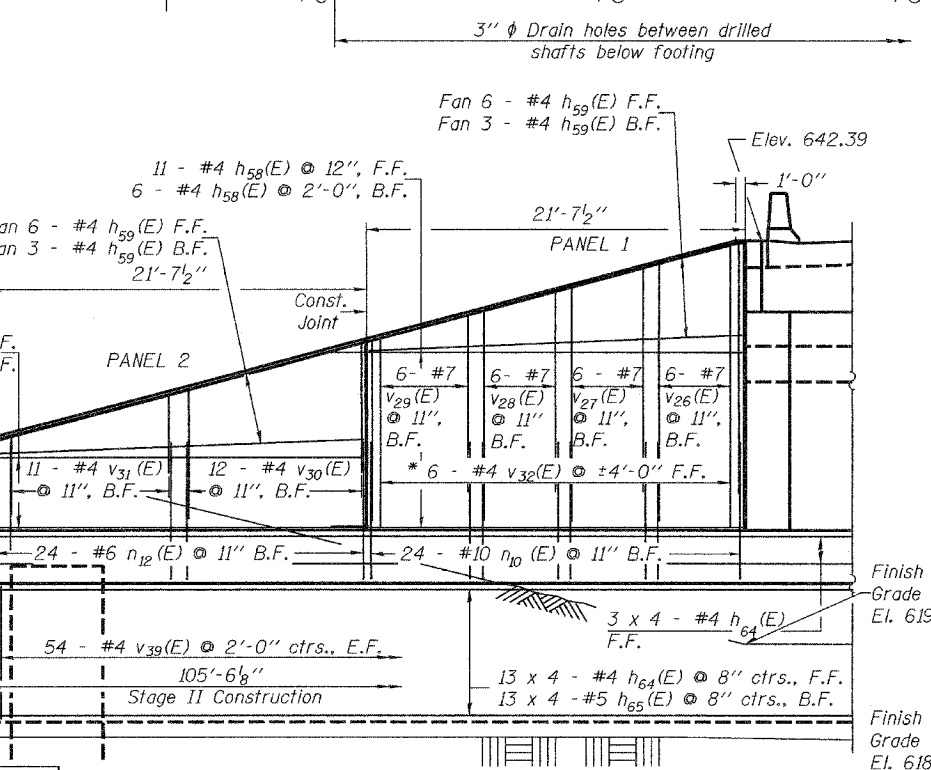
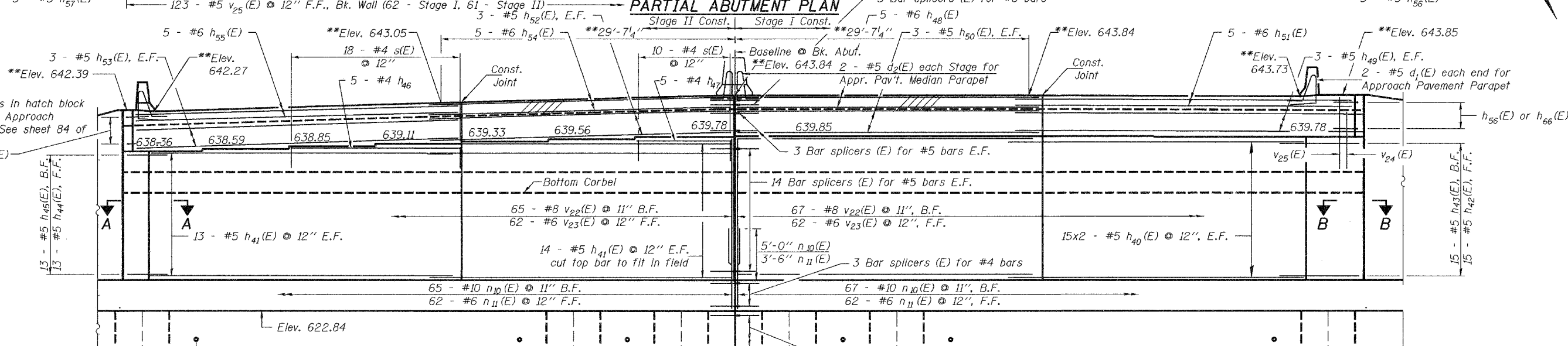
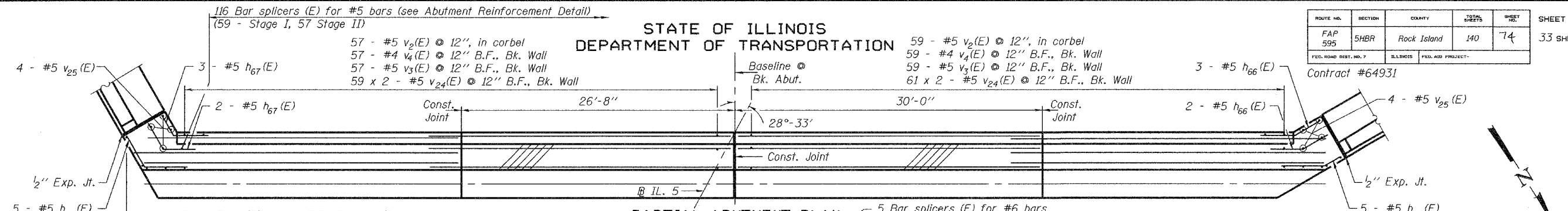
EXAMINED	Thomas J. Damagala
PASSED	Ralph E. Anderson

October 5, 2007

SOUTH ABUTMENT  
IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 24
FAP 595	5HBR	Rock Island	140	74	33 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-	



DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

October 5, 2007  
 EXAMINED *Thomas J. Damagalki*  
 ENGINEER OF BRIDGES AND STRUCTURES  
 PASSED *Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

**WINGWALL ELEVATION**  
 (Looking South East)  
 (Wings Projected Flat)

Note: Bend  $h_{62}(E)$  thru  $h_{65}(E)$  in field to fit at corners.

**WINGWALL ELEVATION**  
 (Looking South West)  
 (Wings Projected Flat)

**MIN. BAR LAP**  
 #4 bar = 1'-8"  
 #5 bar = 2'-2"  
 #6 bar = 2'-7"  
 #7 bar = 3'-5"  
 #8 bar = 4'-6"

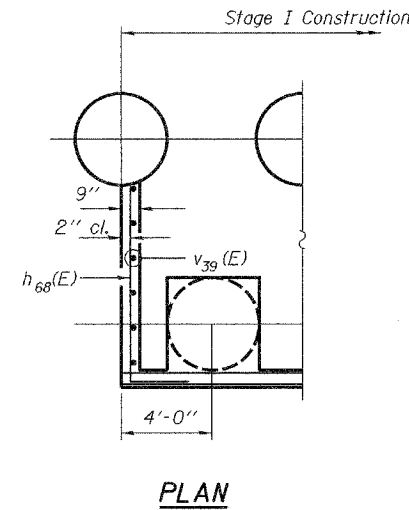
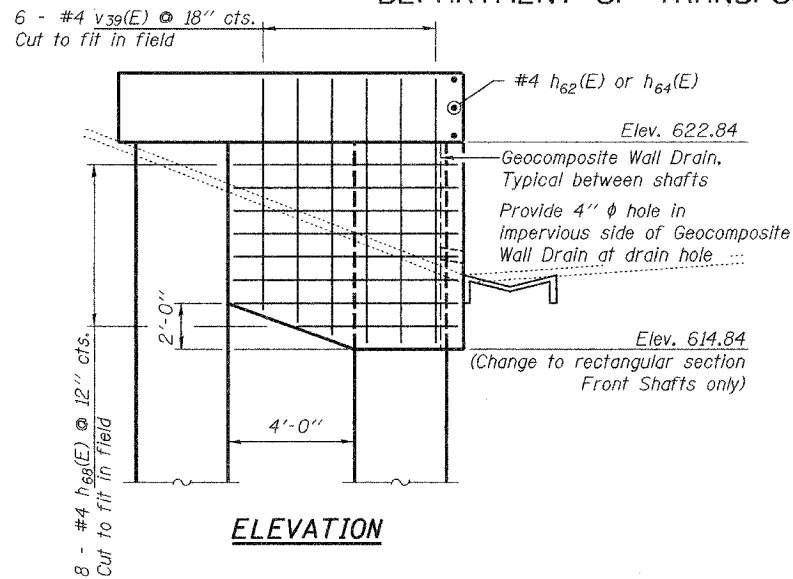
**SOUTH ABUTMENT ELEVATION**  
 IL. RTE. 5 OVER IL. RTE. 84  
 F.A.P. RTE. 595 - SECTION 5HBR  
 ROCK ISLAND COUNTY  
 STATION 623+65.69  
 S.N. 081-0169

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 595	5HBR	Rock Island	139	75
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 25  
33 SHEETS  
Contract #64931

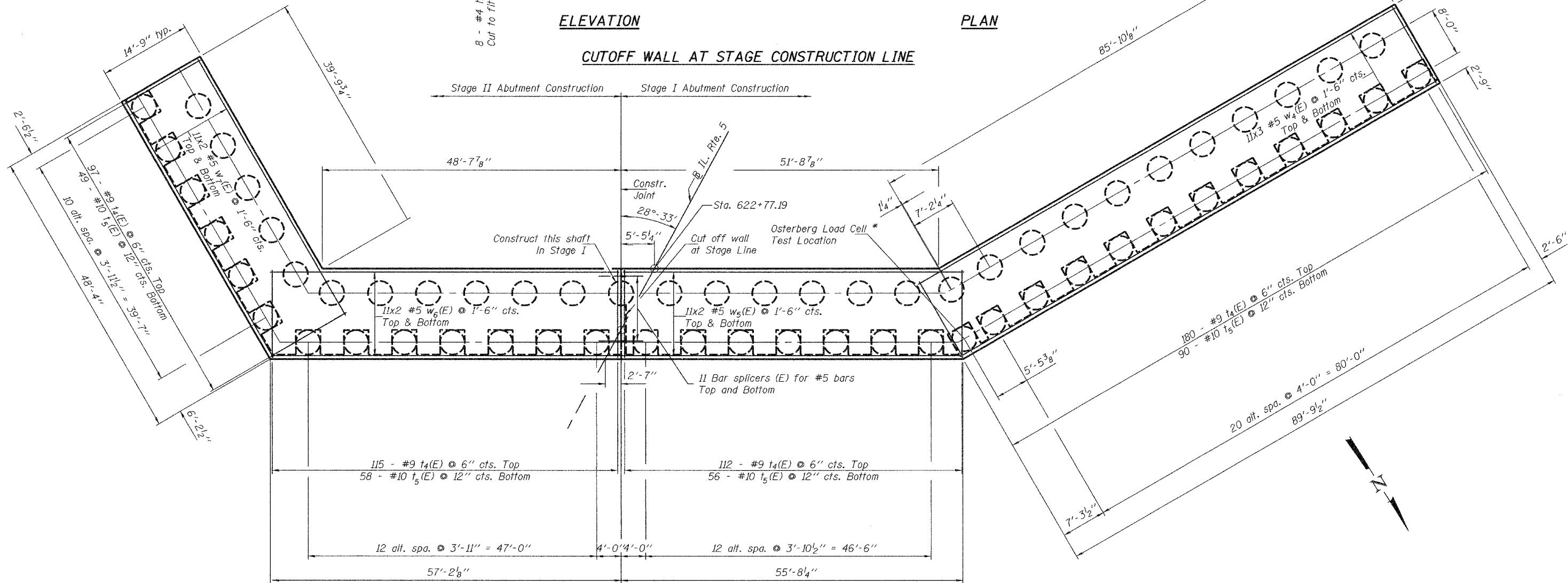
Notes:  
Where the mat of footing reinforcement for the wingwalls intersects the mat of footing reinforcement for the abutment, the mat of reinforcement for the wingwalls shall be tied inside the mat of reinforcement for the abutment.



ELEVATION

PLAN

CUTOFF WALL AT STAGE CONSTRUCTION LINE



FOOTING PLAN  
(Drilled Shafts)

\*The Osterberg Cell (O-Cell) shall have a minimum capacity of 1600 kips in each direction.

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

EXAMINED	Thomas J. Damagala ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

October 5, 2007

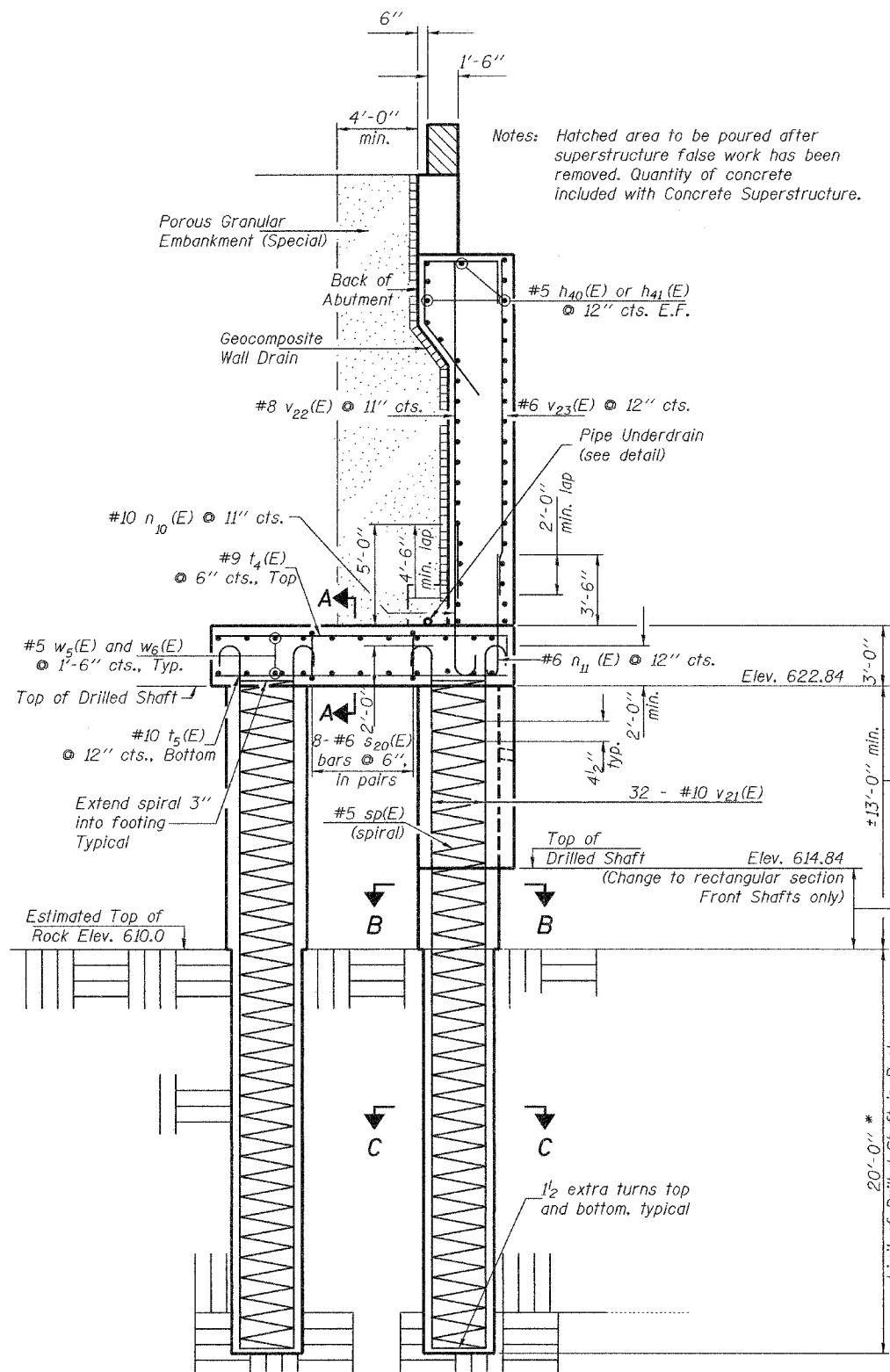
**SOUTH ABUTMENT - FOOTING PLAN**  
**IL. RTE. 5 OVER IL. RTE. 84**  
**F.A.P. RTE. 595 - SECTION 5HBR**  
**ROCK ISLAND COUNTY**  
**STATION 623+65.69**  
**S.N. 081-0169**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

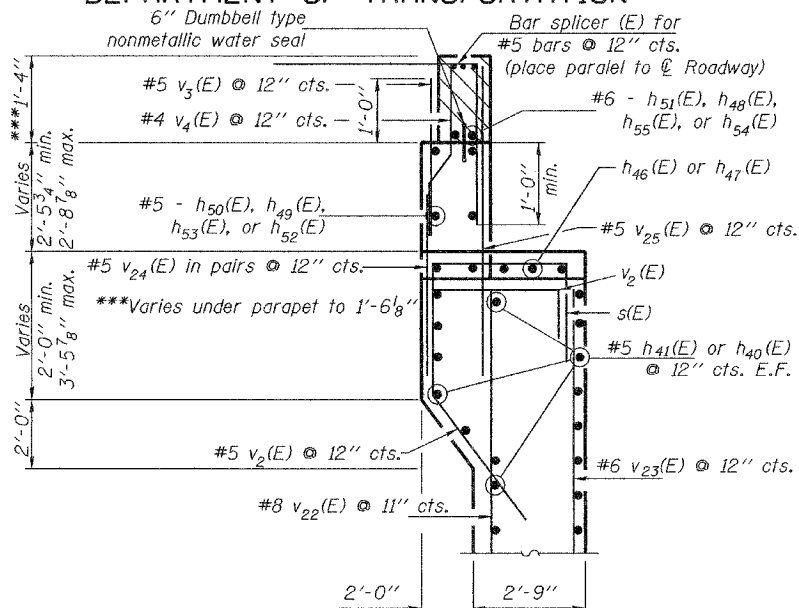
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 595	5HBR	Rock Island	139	76
FED. ROAD DIST. NO. 7	B.LINES	FED. AID PROJECT		

SHEET NO. 26  
33 SHEETS

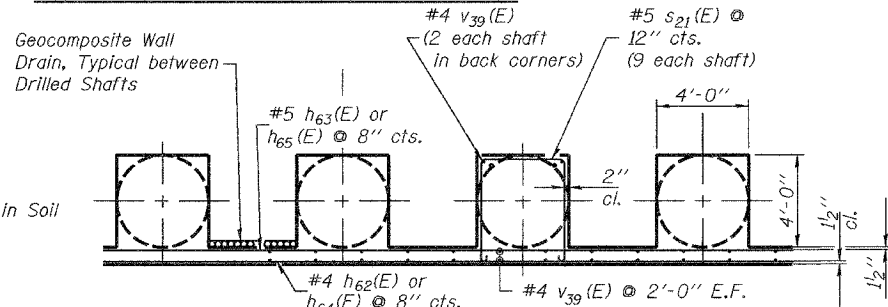
Contract #64931



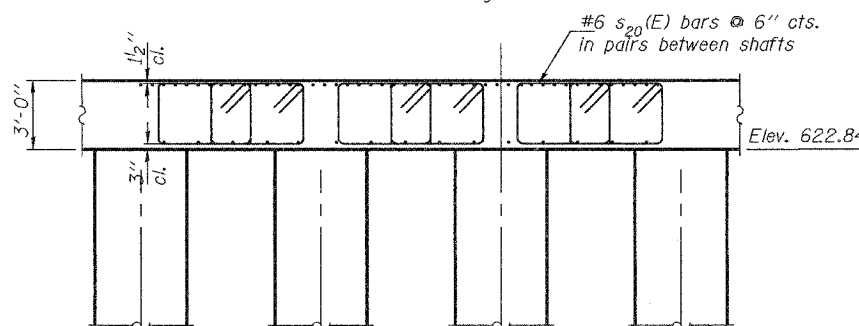
SECTION THRU ABUTMENT



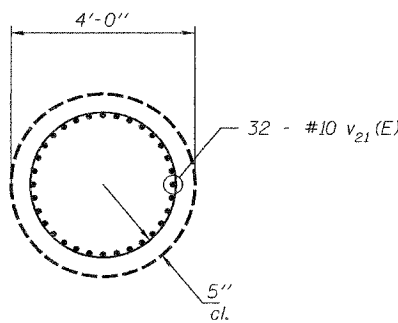
ABUTMENT REINFORCEMENT DETAIL



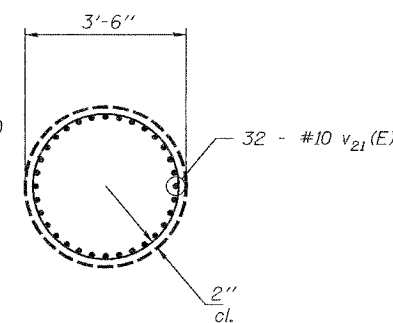
PARTIAL PLAN VIEW OF CUTOFF WALL  
(Below Footing)



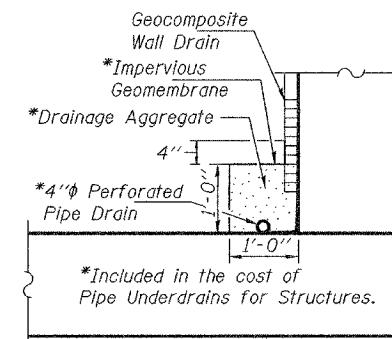
SECTION A-A



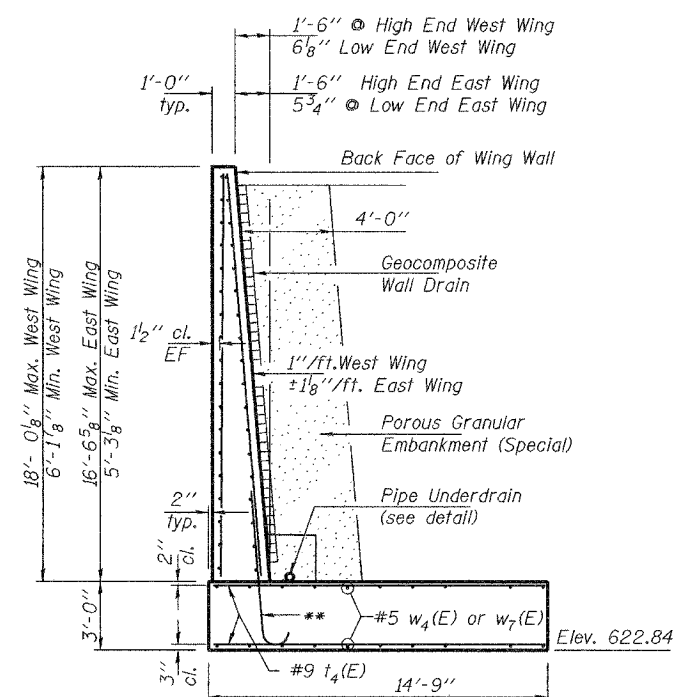
SECTION B-B



SECTION C-C



PIPE UNDERDRAIN



SECTION THRU WINGWALL  
(Drilled shafts not shown for clarity)

\*\* #10 n10(E), #6 n12(E) or #8 n13(E)  
(see Wing Wall Elevations for stem reinforcement)

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

EXAMINED	Thomas J. Damagala
PASSED	Ralph E. Anderson

\*Drilled shafts shall be drilled through shale and terminate in the underlying sandstone. Any shaft excavation(s) not reaching sandstone within the 20 ft. plan embedment into rock shall be extended so that the shaft(s) will bear in sandstone.

**SOUTH ABUTMENT DETAILS**  
IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169

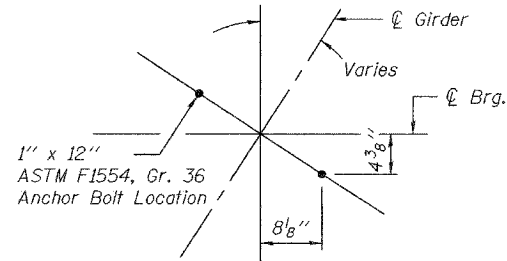


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Contract #64931

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	NO.
F.A.P. 595	5HBR	Rock Island	139	78	33 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Notes:  
Work this sheet with Sheets 29 & 30 of 33.  
Where the mat of footing reinforcement for the wingwalls intersects the mat of footing reinforcement for the abutment, the mat of reinforcement for the wingwalls shall be tied inside the mat of reinforcement for the abutment.

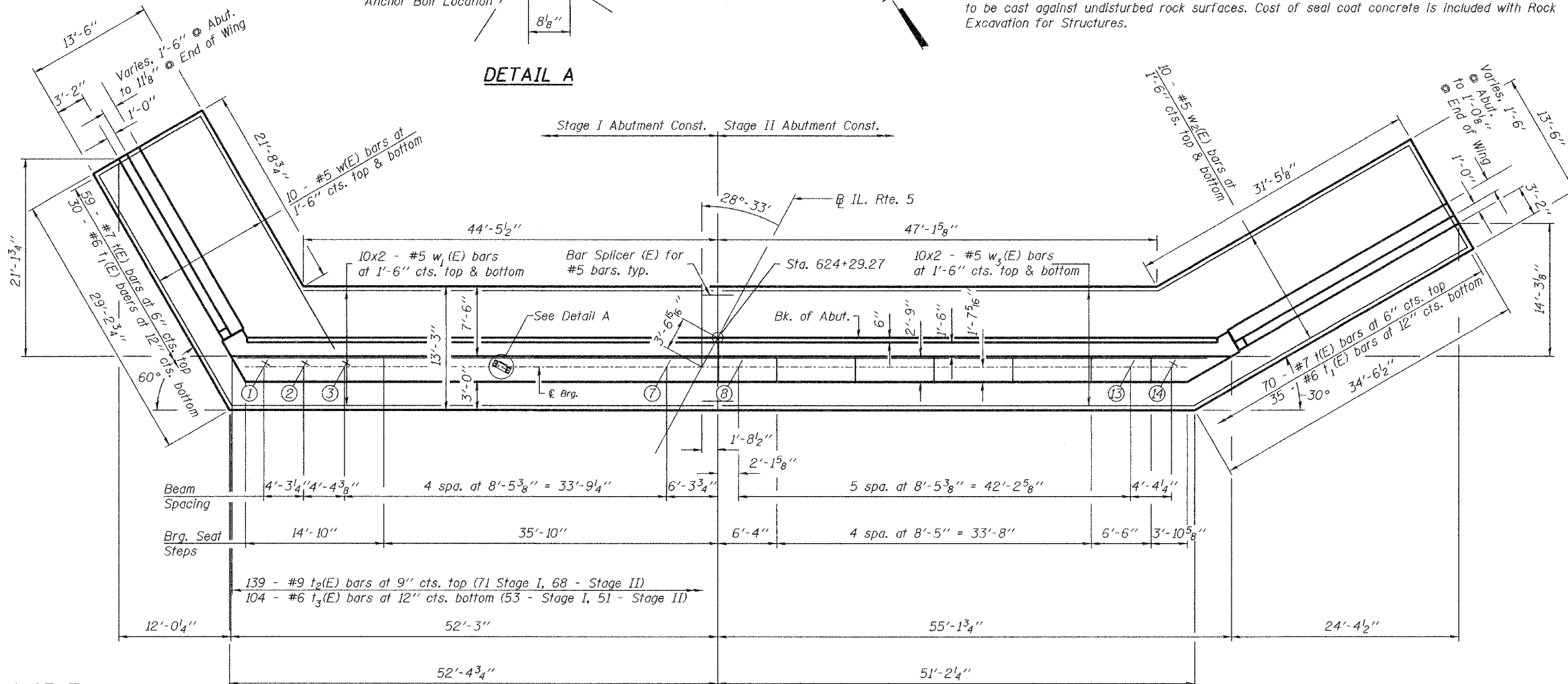


Note: The bottom of the proposed footing elevation shall be adjusted to ensure a minimum embedment of 6 in. below the bottom of existing Pier 3 footing. The footing excavation shall be undercut by 6 in. and immediately filled with 6\" seal coat concrete to prevent degradation of the exposed foundation material surface. The rock excavation shall be made with near-vertical sides at the plan dimensions to allow the sides and base of the embedded portion of the footing to be cast against undisturbed rock surfaces. Cost of seal coat concrete is included with Rock Excavation for Structures.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	46	#5	24'-5"	
h <sub>1</sub> (E)	48	#5	29'-8"	
h <sub>2</sub> (E)	84	#5	27'-4"	
h <sub>3</sub> (E)	21	#5	8'-9"	
h <sub>4</sub> (E)	21	#5	7'-9"	
h <sub>5</sub> (E)	3	#5	9'-1"	
h <sub>6</sub> (E)	23	#5	7'-3"	
h <sub>7</sub> (E)	3	#5	9'-7"	
h <sub>8</sub> (E)	5	#4	9'-9"	
h <sub>10</sub> (E)	5	#4	14'-5"	
h <sub>13</sub> (E)	6	#5	24'-5"	
h <sub>14</sub> (E)	12	#5	29'-8"	
h <sub>15</sub> (E)	6	#5	27'-4"	
h <sub>16</sub> (E)	5	#6	24'-10"	
h <sub>17</sub> (E)	10	#6	29'-8"	
h <sub>18</sub> (E)	5	#6	27'-9"	
h <sub>19</sub> (E)	23	#5	5'-10"	
h <sub>20</sub> (E)	39	#4	22'-1"	
h <sub>21</sub> (E)	2	#4	23'-10"	
h <sub>22</sub> (E)	40	#4	26'-10"	
h <sub>23</sub> (E)	2	#4	27'-5"	
n(E)	146	#10	10'-0"	
n <sub>1</sub> (E)	124	#6	6'-3"	
n <sub>2</sub> (E)	99	#9	9'-10"	
s(E)	27	#4	8'-5"	
t(E)	129	#7	13'-2"	
t <sub>1</sub> (E)	65	#6	13'-2"	
t <sub>2</sub> (E)	139	#9	12'-11"	
t <sub>3</sub> (E)	104	#6	12'-11"	
v(E)	146	#7	18'-1"	
v <sub>1</sub> (E)	124	#6	20'-3"	
v <sub>2</sub> (E)	102	#5	12'-10"	
v <sub>3</sub> (E)	105	#5	2'-0"	
v <sub>4</sub> (E)	105	#4	3'-7"	
v <sub>5</sub> (E)	204	#5	4'-0"	
v <sub>6</sub> (E)	108	#5	5'-0"	
v <sub>7</sub> (E)	17	#5	7'-7"	
v <sub>8</sub> (E)	10	#7	15'-5"	
v <sub>9</sub> (E)	10	#7	17'-7"	
v <sub>10</sub> (E)	10	#7	19'-11"	
v <sub>11</sub> (E)	10	#7	22'-3"	
v <sub>12</sub> (E)	5	#7	23'-1"	
v <sub>13</sub> (E)	16	#7	15'-11"	
v <sub>14</sub> (E)	16	#7	18'-5"	
v <sub>15</sub> (E)	16	#7	20'-10"	
v <sub>16</sub> (E)	6	#7	21'-8"	
v <sub>17</sub> (E)	30	#4	13'-7"	
w(E)	20	#5	28'-10"	
w <sub>1</sub> (E)	20	#5	34'-2"	
w <sub>2</sub> (E)	40	#5	27'-3"	
w <sub>3</sub> (E)	40	#5	26'-8"	
Concrete Structures	Cu. Yd.		584.7	
Reinforcement Bars, Epoxy Coated	Pound		52,780	
Rock Excavation for Structures	Cu. Yd.		77.1	
Structure Excavation	Cu. Yd.		1173	
Concrete Sealer	Sq. Ft.		2,136	

NORTH ABUTMENT PLAN  
IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169

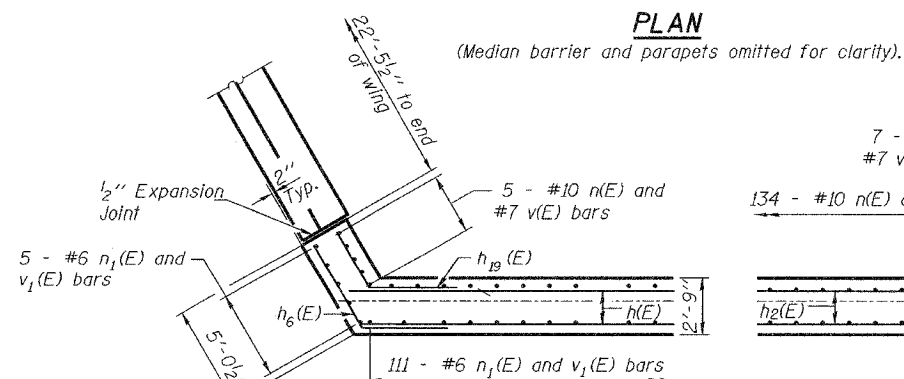


BEARING SEAT ELEVATIONS

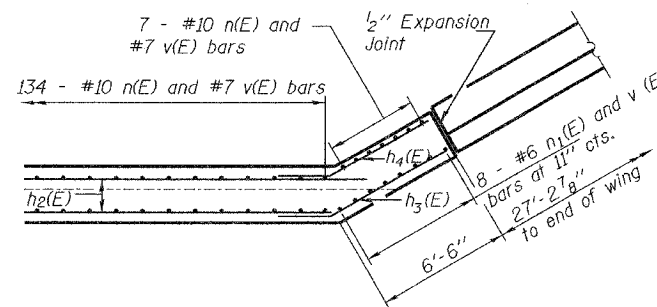
Location	N. Abut.
Bm. 1	636.16
Bm. 2	636.16
Bm. 3	636.16
Bm. 4	636.23
Bm. 5	636.23
Bm. 6	636.23
Bm. 7	636.23
Bm. 8	636.13
Bm. 9	635.90
Bm. 10	635.68
Bm. 11	635.45
Bm. 12	635.19
Bm. 13	634.93
Bm. 14	634.80

DESIGNED Dewey H. Coultas  
CHECKED Chad E. Hodel  
DRAWN W.D. Collins  
CHECKED D.H.C./C.E.H.

October 5, 2007  
EXAMINED *Thomas J. Demagala*  
PASSED *Ralph E. Anderson*



SECTION A-A



SECTION B-B

See Sheet 29 of 33 for Section locations.

Note: Concrete Sealer shall be applied to the vertical front face of the back wall, the horizontal area of the bearing seats, and the exposed vertical face of the abutment wall. See sheet 27 of 33 for Expansion Joint and Construction Joint Details.



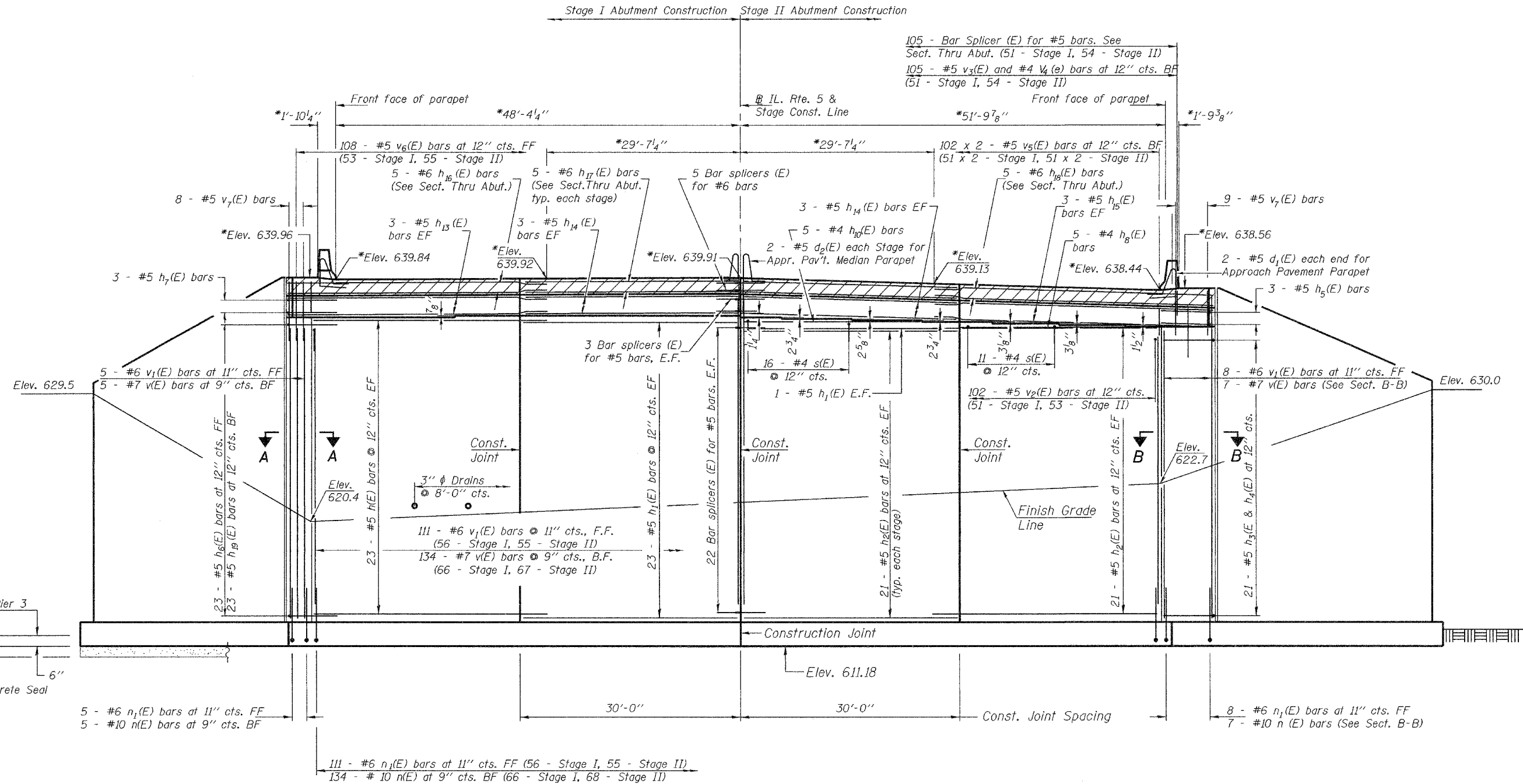
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET NO.
F.A.P. 595	5HBR	Rock Island	139	79
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract #64931

SHEET NO. 29  
33 SHEETS

Notes:  
Work this sheet with sheets 28 and 30 of 33.  
EF = Each Face  
FF = Front Face  
BF = Back Face



\*Dimensions and elevations are at back of abutment.

**ELEVATION**  
(Looking North)

Note:  $d_1(E)$  and  $d_2(E)$  bars in hatch block included with Bridge Approach Pavement (Special).

**MIN. BAR LAP**  
#4 bar = 1'-8"  
#5 bar = 2'-2"  
#6 bar = 2'-7"  
#7 bar = 3'-5"

**NORTH ABUTMENT ELEVATION**  
**IL. RTE. 5 OVER IL. RTE. 84**  
**F.A.P. RTE. 595 - SECTION 5HBR**  
**ROCK ISLAND COUNTY**  
**STATION 623+65.69**  
**S.N. 081-0169**

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

October 5, 2007  
EXAMINED *Thomas J. Donagabadi*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

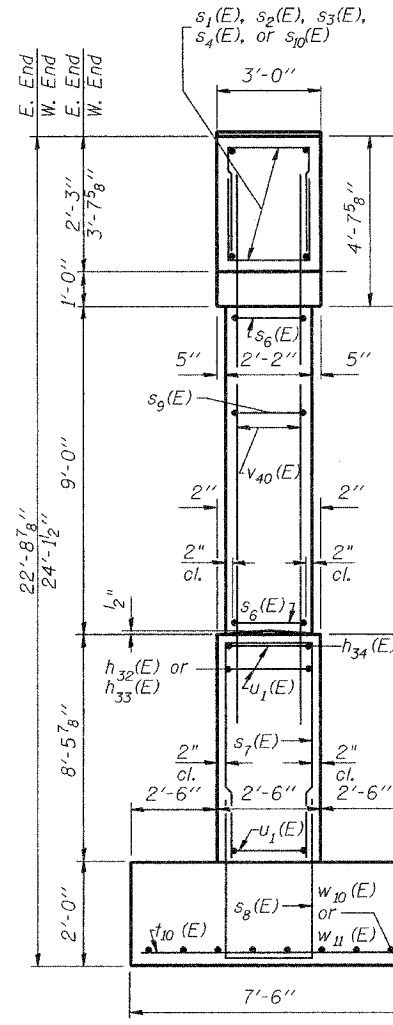
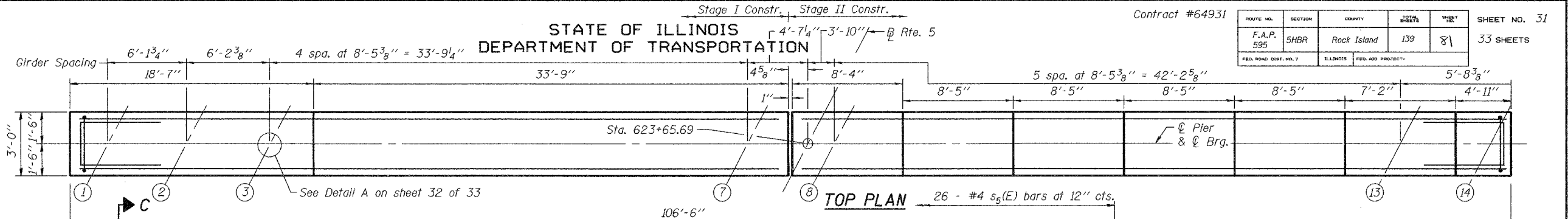


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Contract #64931

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
F.A.P. 595	5HBR	Rock Island	139	81
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		33 SHEETS

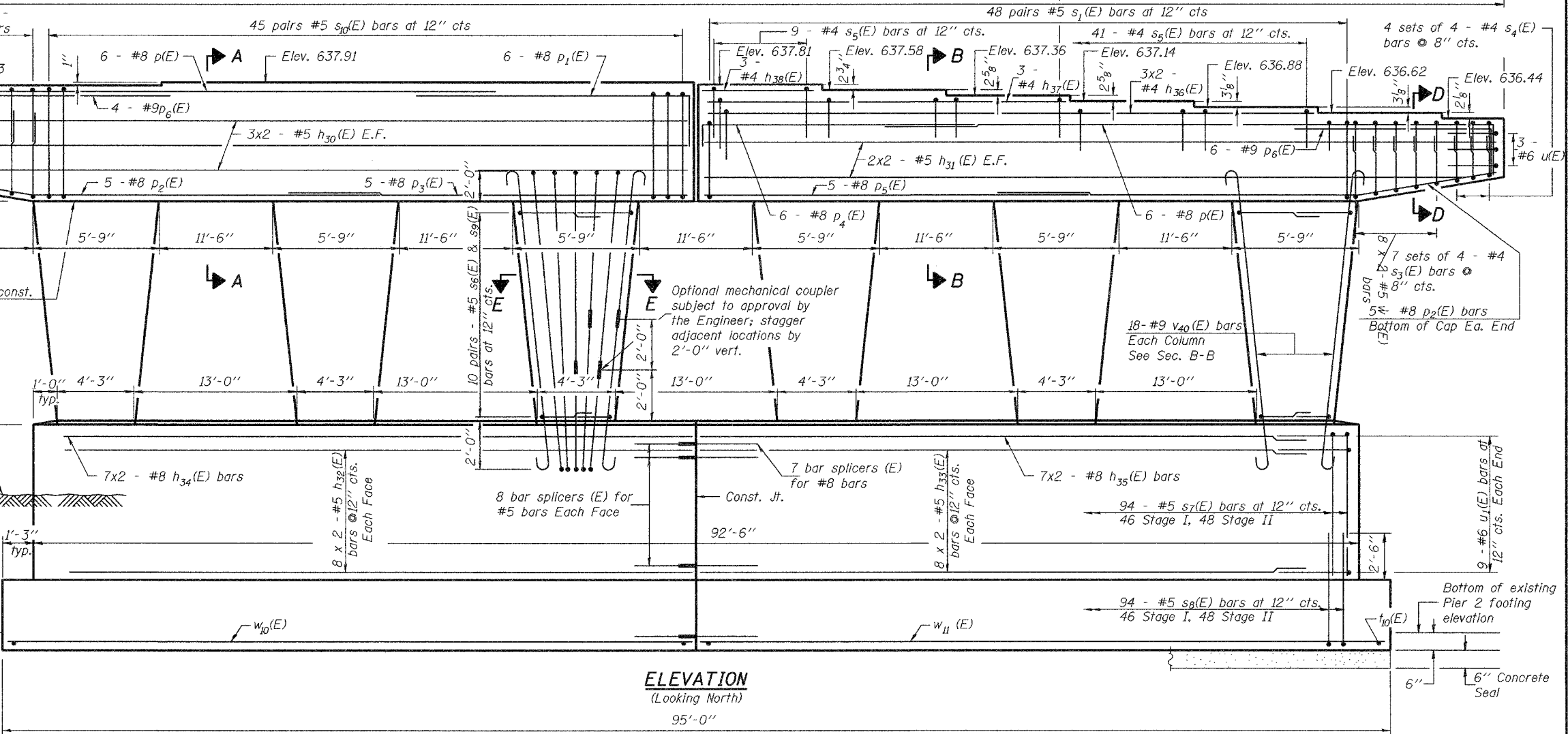
Notes:  
Space reinforcement in cap to miss anchor bolts.  
Pour steps monolithically with cap.  
All exposed edges shall have 3/4" chamfer.



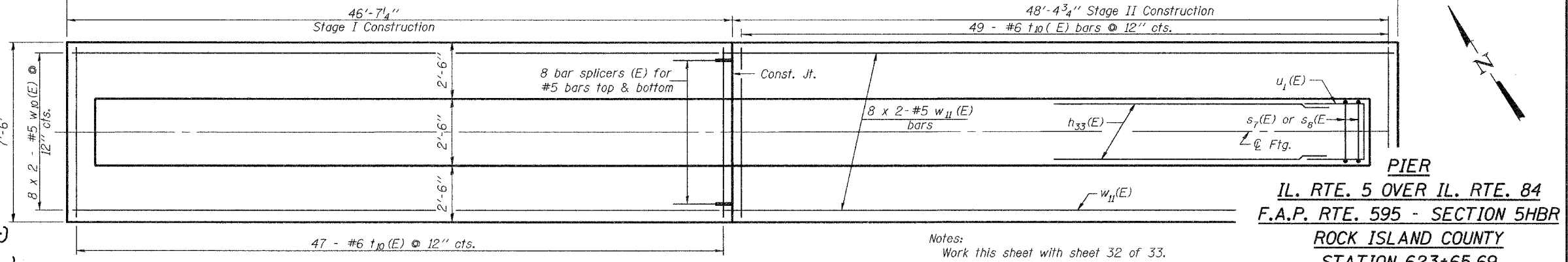
END VIEW

Maximum Applied Bearing Pressure = 4.8 ksf

Note: The bottom of the proposed footing elevation shall be adjusted to ensure a minimum embedment of 6 in. below the bottom of existing Pier 2 footing. The footing excavation shall be undercut by 6 in. and immediately filled with 6" seal coat concrete to prevent degradation of the exposed foundation material surface. The rock excavation shall be made with near-vertical sides at the plan dimensions to allow the sides and base of the embedded portion of the footing to be cast against undisturbed rock surfaces. Cost of seal coat concrete is included with Rock Excavation for Structures.



ELEVATION  
(Looking North)



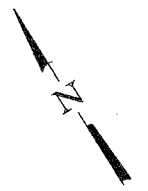
FOOTING PLAN

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

October 5, 2007  
EXAMINED *Thomas J. Damagall*  
PASSED *Ralph E. Anderson*

Notes:  
Work this sheet with sheet 32 of 33.  
Concrete sealer shall be applied to all exposed surfaces above the finished grade line.

IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169

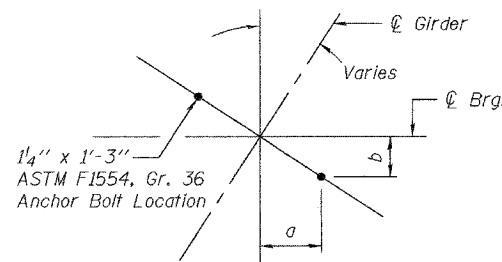
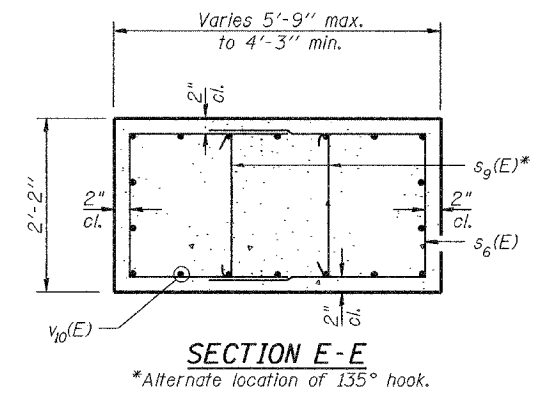
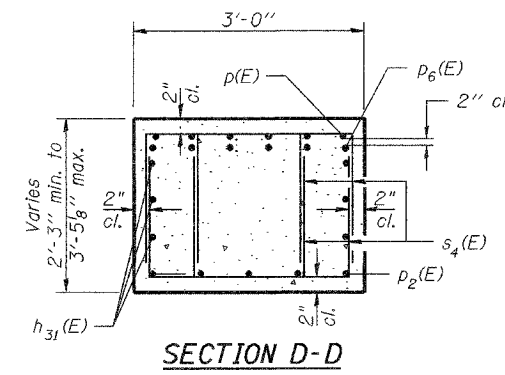
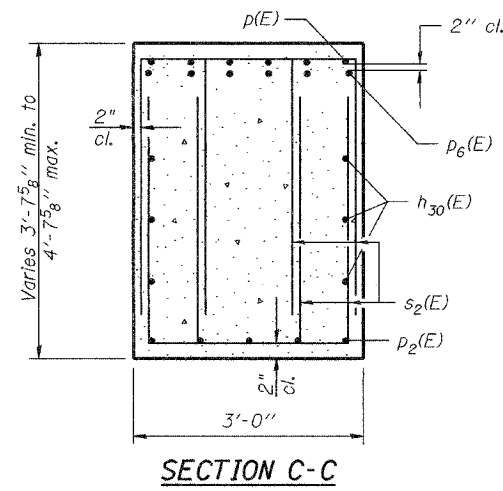
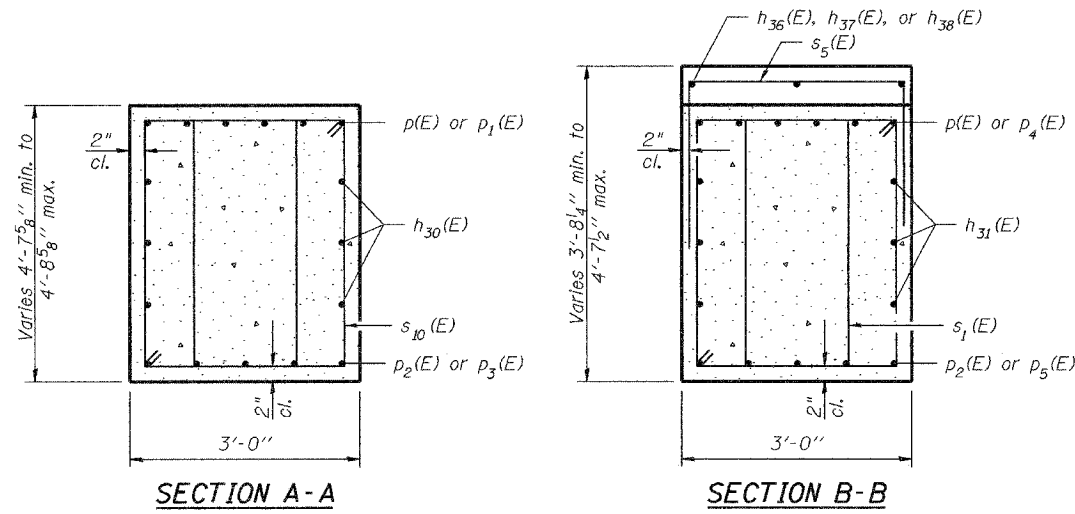


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 595	5HBR	Rock Island	139	82
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

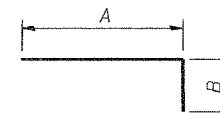
Contract #64931

SHEET NO. 32  
33 SHEETS

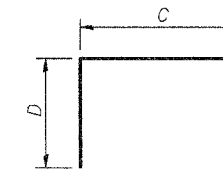


DETAIL A

Bar	a	b
Girder 1	7"	4 3/8"
Girder 2	7 1/8"	4 1/8"
Girder 3 thru 13	7 1/4"	1'-4"
Girder 14	7 3/8"	1'-7"



p(E) BARS



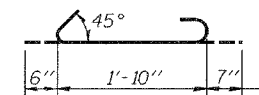
s BARS

A & B DIMENSIONS

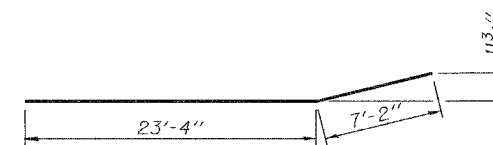
Bar	A	B
p(E)	39'-2"	1'-4"
p1(E)	19'-2"	1'-4"
p4(E)	20'-11"	1'-4"
p6(E)	13'-6"	1'-7"

C & D DIMENSIONS

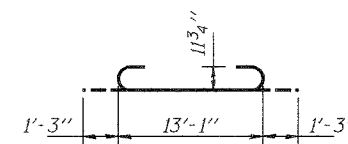
Bar	C	D
s2(E)	2'-8"	3'-3"
s3(E)	2'-8"	2'-4"
s4(E)	2'-8"	1'-11"
s5(E)	2'-8"	2'-2"
s6(E)	1'-10"	3'-9"
s7(E)	2'-2"	8'-0"
s8(E)	2'-2"	4'-3"



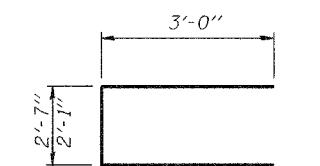
BAR s9(E)



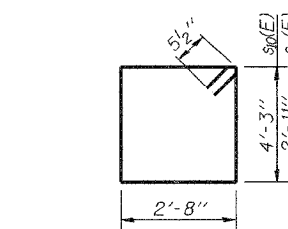
BAR p2(E)



BAR v40(E)



BAR u(E) & u1(E)



BAR s10(E) & s1(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h30(E)	12	#5	27'-1"	
h31(E)	8	#5	28'-0"	
h32(E)	32	#5	23'-7"	
h33(E)	32	#5	24'-6"	
h34(E)	14	#8	24'-11"	
h35(E)	14	#8	25'-10"	
h36(E)	6	#4	21'-8"	
h37(E)	3	#4	24'-10"	
h38(E)	3	#4	8'-0"	
p(E)	12	#8	40'-6"	
p1(E)	6	#8	20'-6"	
p2(E)	10	#8	30'-6"	
p3(E)	5	#8	28'-0"	
p4(E)	6	#8	22'-3"	
p5(E)	5	#8	29'-9"	
p6(E)	10	#9	15'-1"	
s2(E)	90	#5	14'-9"	
s1(E)	96	#5	12'-1"	
s2(E)	32	#5	9'-2"	
s3(E)	28	#4	7'-4"	
s4(E)	16	#4	6'-6"	
s5(E)	76	#4	7'-0"	
s6(E)	120	#5	9'-4"	
s7(E)	94	#5	18'-2"	
s8(E)	94	#5	10'-8"	
s9(E)	120	#5	2'-11"	
s10(E)	96	#6	7'-2"	
u(E)	7	#6	8'-7"	
u1(E)	18	#6	8'-1"	
v40(E)	108	#9	15'-7"	
w10(E)	16	#5	24'-0"	
w11(E)	16	#5	24'-11"	
Structure Excavation		Cu. Yd.	150	
Concrete Structures		Cu. Yd.	197.6	
Reinforcement Bars, Epoxy Coated		Pound	24,010	
Rock Excavation For Structures		Cu. Yd.	26.4	
Concrete Sealer		Sq. Ft.	2888	

PIER DETAILS

IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

October 5, 2007
EXAMINED <i>Thomas J. Damagala</i>
PASSED <i>Ralph E. Anderson</i>

MIN. BAR LAP

- #4 = 1'-8"
- #5 = 2'-2"
- #7 = 3'-5"
- #8 = 4'-6"

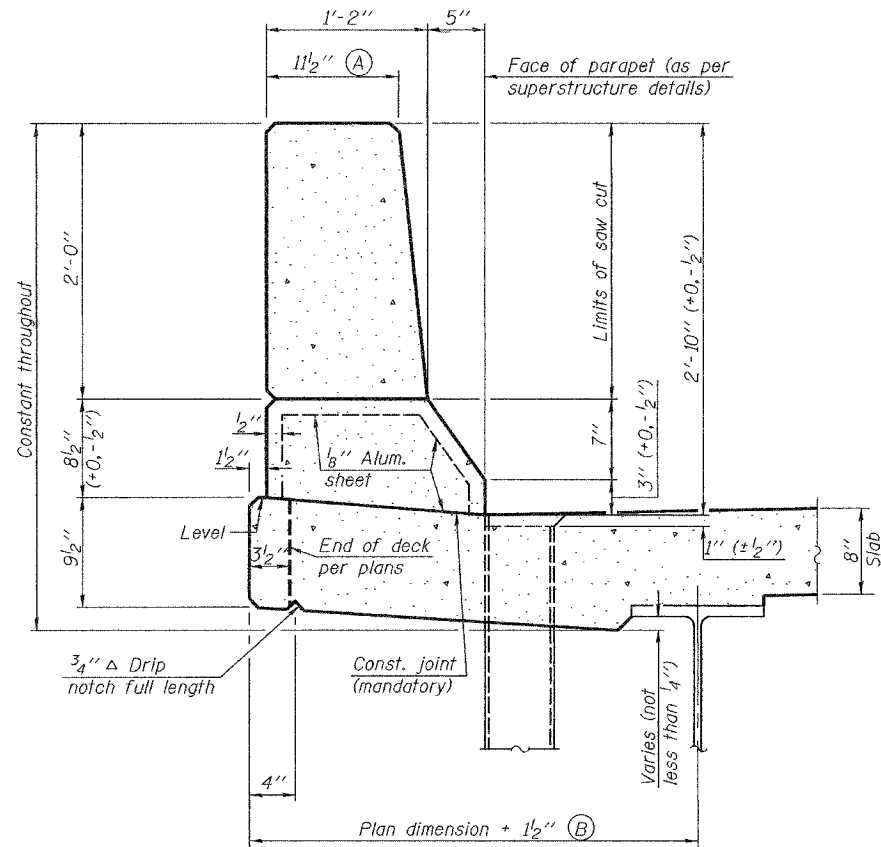
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 595	5HBR	Rock Island	139	82a
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

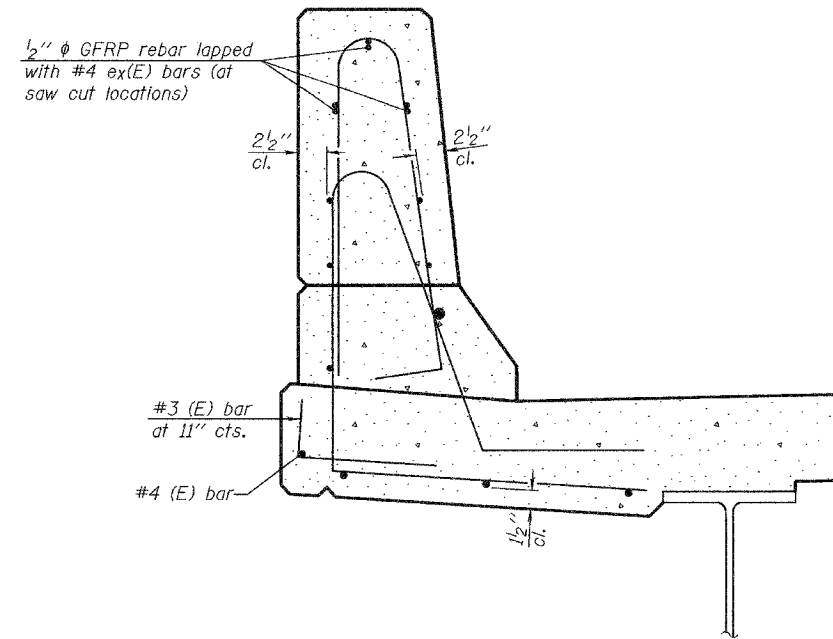
SHEET NO. 32a

33 SHEETS

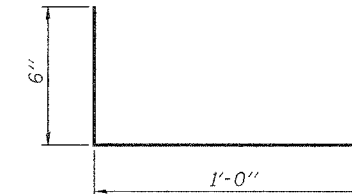
Contract #64931



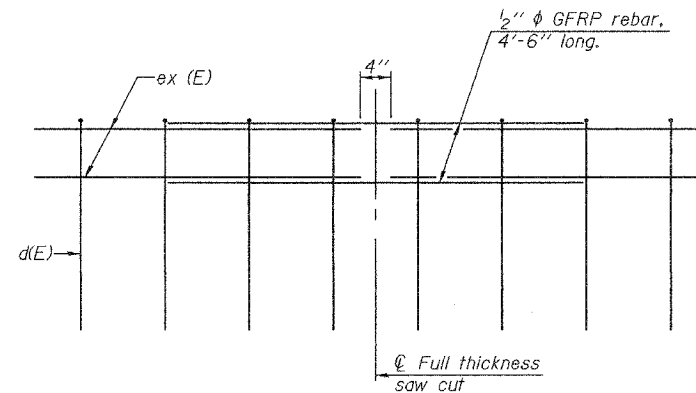
**SECTION**  
(Showing dimensions)



**SECTION**  
(Showing reinforcement clearances for slip forming and additional reinforcement bars)



**#3 (E) BAR**



**GFRP REBAR STIFFENING DETAIL**

(Place as shown in parapet section at each parapet joint location.)

**CONCRETE PARAPET SLIPFORMING OPTION**

IL. RTE. 5 OVER IL. RTE. 84  
F.A.P. RTE. 595 - SECTION 5HBR  
ROCK ISLAND COUNTY  
STATION 623+65.69  
S.N. 081-0169

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W. D. Collins
CHECKED	DHC / CEH

EXAMINED	October 5, 2007	Thomas J. Damagala
PASSED		Ralph E. Anderson

SFP-34 9-3-07

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 595	5HBR	Rock Island	139	33
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 33  
33 SHEETS

Contract #64931

**NOTES**

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

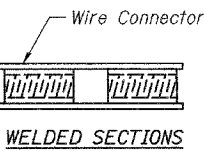
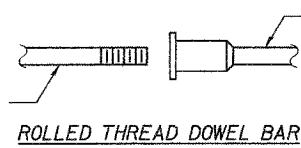
- ① Minimum Capacity =  $1.25 \times f_y \times A_t$   
(Tension in kips)
- ② Minimum \*Pull-out Strength =  $0.66 \times f_y \times A_t$   
(Tension in kips)

Where  $f_y$  = Yield strength of lapped reinforcement bars in ksi.

$A_t$  = Tensile stress area of lapped reinforcement bars.

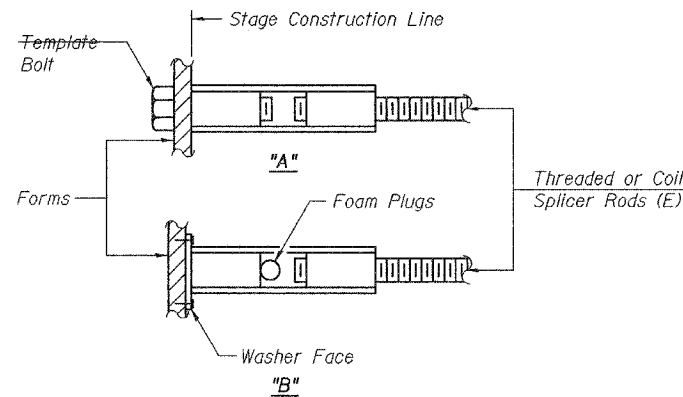
\* = 28 day concrete

The diameter of this part is equal or larger than the diameter of bar spliced.



**BAR SPLICER ASSEMBLY ALTERNATIVES**

\*\* Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



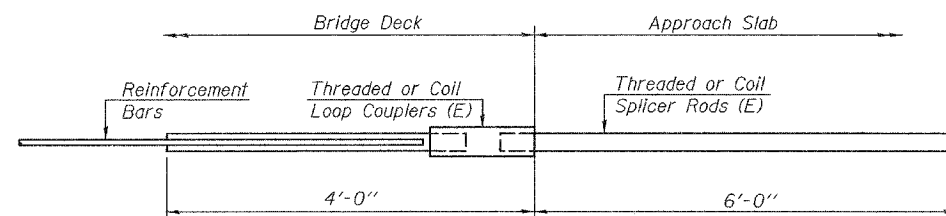
**INSTALLATION AND SETTING METHODS**

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

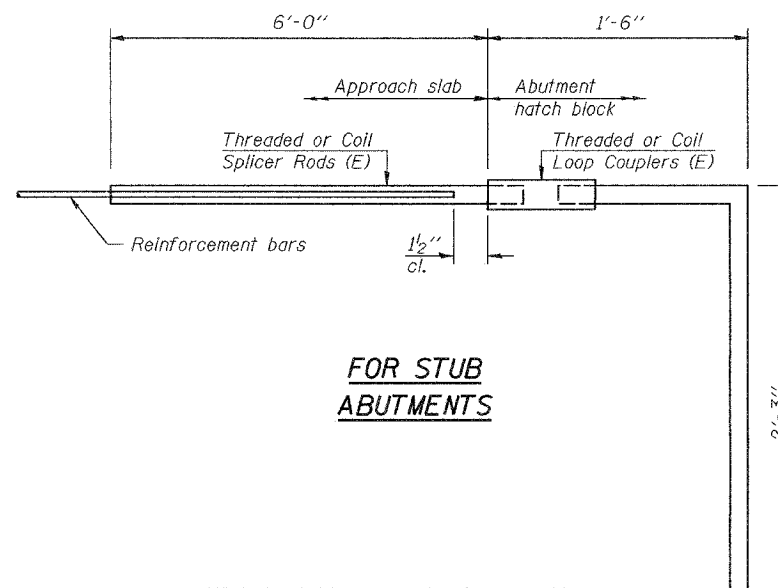
(E) : Indicates epoxy coating.

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



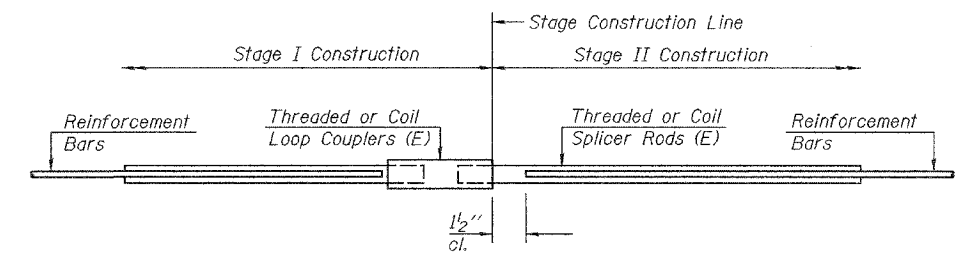
**FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



**FOR STUB ABUTMENTS**

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 221



**STANDARD**

Bar Size	No. Assemblies Required	Location
#5	459	Deck
#6	8	Deck
#7	8	Deck
#4	16	S. Abut.
#5	69	S. Abut.
#6	5	S. Abut.
#5	70	N. Abut.
#6	5	N. Abut.
#5	24	Pier
#8	7	Pier

**BAR SPLICER ASSEMBLY DETAILS**

IL. RTE. 5 OVER IL. RTE. 84

F.A.P. RTE. 595 - SECTION 5HBR

ROCK ISLAND COUNTY

STATION 623+65.69

S.N. 081-0169

DESIGNED	Dewey H. Coultas
CHECKED	Chad E. Hodel
DRAWN	W.D. Collins
CHECKED	D.H.C./C.E.H.

EXAMINED	October 5, 2007	Thomas J. Damagala
PASSED		Ralph E. Anderson

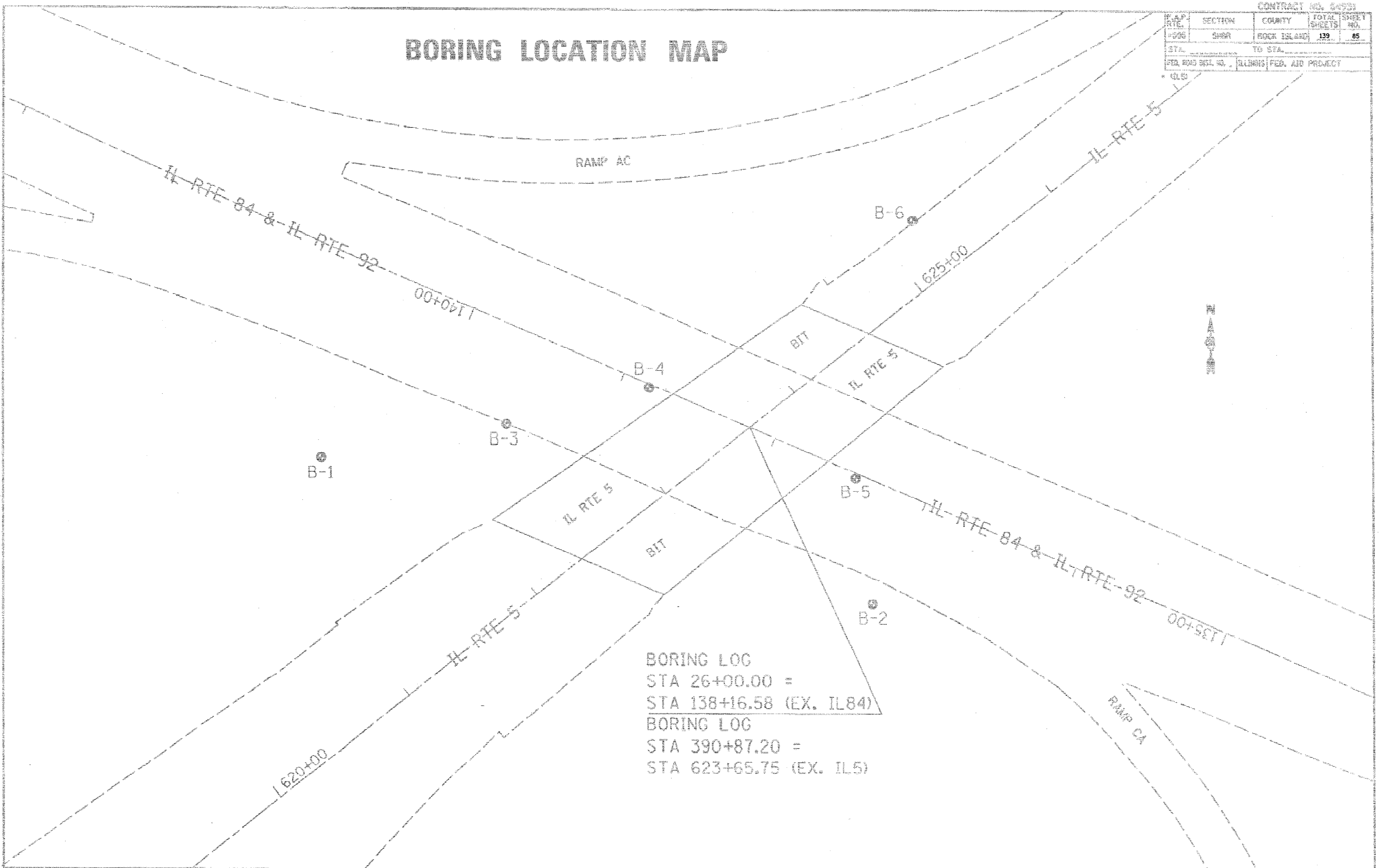
BSD-1

11-1-06



# BORING LOCATION MAP

CONTRACT NO. 5022				
MAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RTE	5000	ROCK ISLAND	139	85
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



BORING LOG  
 STA 26+00.00 =  
 STA 138+16.58 (EX. IL84)  
 BORING LOG  
 STA 390+87.20 =  
 STA 623+65.75 (EX. IL5)

PLANNING & CONSTRUCTION  
 1000 N. WASHINGTON ST.  
 DECATUR, ILL. 62521





# SOIL BORING - ROCK CORE LOG

CONTRACT NO. 64931

F.A.P. (REV.)	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-595	540R	ROCK ISLAND	139	87
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT _____		

\* (L5)



Illinois Department of Transportation  
Division of Highways  
8101

## SOIL BORING LOG

Page 1 of 1

Date 7/8/05

ROUTE FAP 308 DESCRIPTION P92-082-03 John Deere Road over IL 84, 3.25 m. W. of I-80 LOGGED BY W. Garza  
SECTION 5 HD LOCATION Hampton Twp. - 32NE, SEC. , TWP. 18N, RNG. 1E  
COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.	DEPTH	DESCRIPTION	U.C.S.	M.O.S.	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:
Station	(ft)		(tsf)	(%)	ft	ft	First Encounter
BORING NO.							Upon Completion
Station							After Hrs.
		VERY SOFT brown dry SANDY LOAM	0.0				
	614.50	MEDIUM dark gray SHALEY CLAY					
	613.00						
		VERY DENSE dark gray SHALE					
	609.50	Borehole continued with rock coring.					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Buige, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, form 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
8101

## ROCK CORE LOG

Page 1 of 1

Date 7/8/05

ROUTE FAP 308 DESCRIPTION P92-082-03 John Deere Road over IL 84, 3.25 m. W. of I-80 LOGGED BY W. Garza  
SECTION 5 HB LOCATION Hampton Twp. - 32NE, SEC. , TWP. 18N, RNG. 1E  
COUNTY Rock Island CORING METHOD \_\_\_\_\_

STRUCT. NO.	DEPTH	DESCRIPTION	RECOVERY	RECOVERY	RECOVERY	STRENGTH
Station	(ft)		(%)	(%)	(min/ft)	(tsf)
BORING NO.						
Station						
		Shale: light gray, fragile and fissile, therefore lacking testable segments.	100	67	2	
	604.50	Shale: as above - 40% recovery suggests a balance composed of soft sand may have been washed out.	40	0	5	
	589.50	FAIR gray SHALE Shale: light to dark gray with "poker-chip" laminations.	100	0	3	
	594.50	End of Boring				

Color pictures of the cores \_\_\_\_\_  
Cores will be stored for examination until \_\_\_\_\_  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)  
BBS, form 138 (Rev. 8-99)

# SOIL BORING - ROCK CORE LOG

CONTRACT NO. 64931				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
+505	5HR	ROCK ISLAND	139	88
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* GL5				



## SOIL BORING LOG

Page 1 of 1

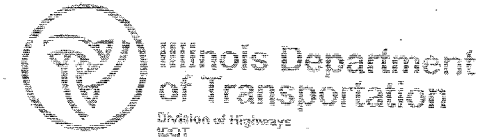
Date 7/15/05

ROUTE FAP 308 DESCRIPTION P92-082-03 John Deere Road over IL 84, 3.25 m. W. of I-80 LOGGED BY W. Garza  
 SECTION 5 HR LOCATION Hampton Twp. - 32NE, SEC., TWP. 18N, R1G. 1E  
 COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. Station	DEPT H	BLWS S	UCS Qu	MOIST Y	Surface Water Elev. _____ ft	
					Stream Bed Elev. _____ ft	
BORING NO. <u>B-4</u> Station <u>25+34</u> Offset <u>2.00ft RL of CL</u> Ground Surface Elev. <u>619.4</u> ft	(ft)	(16")	(tsf)	(%)	Groundwater Elev.:	
					First Encounter _____ ft	
					Upon Completion _____ ft	
					After _____ Hrs. _____ ft	
Concrete Median SOFT brown SILTY CLAY LOAM			0.4 P	15		
LOOSE gray SHALE	616.90	6 3 0		16		
DENSE gray SHALE	615.40	7 13 18				
DENSE gray SHALE	612.90	10 16 31				
VERY DENSE gray SHALE	610.40	22 32 34				
Borehole continued with rock coring.	607.90					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Buige, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)



## ROCK CORE LOG

Page 1 of 1

Date 7/15/05

ROUTE FAP 308 DESCRIPTION P92-082-03 John Deere Road over IL 84, 3.25 m. W. of I-80 LOGGED BY W. Garza  
 SECTION 5 HR LOCATION Hampton Twp. - 32NE, SEC., TWP. 18N, R1G. 1E  
 COUNTY Rock Island CORING METHOD \_\_\_\_\_

STRUCT. NO. Station	CORING BARREL TYPE & SIZE	DEPTH H	RECOVERY Y	R.Q.D. D.	CORE TI ME	STRENGTH H
BORING NO. <u>B-4</u> Station <u>25+34</u> Offset <u>2.00ft RL of CL</u> Ground Surface Elev. <u>619.4</u> ft	Core Diameter <u>1.5</u> in Top of Rock Elev. <u>616.90</u> ft Begin Core Elev. <u>607.90</u> ft					
Shale: light to dark gray, thin to blocky laminations with no testable segments due to friable nature of core.		1	100	10	5	
Shale: as above, dark gray and thinly laminated with no testable segments.		2	100	0	3.2	
Shale: light gray with blocky structure to 594.2 Sandstone: banded tan-light gray, fine grained and speckled, to elevation 592.9 T.S.F.: 12.9 - 596.5 to 596.1		3	90	20	5	12.9
Sandstone: banded tan-light gray, fine grained and speckled. T.S.F. 8.1 - 590.5 to 590.0		4	100	47	1	8.1

End of Boring  
 Color pictures of the cores \_\_\_\_\_  
 Cores will be stored for examination until \_\_\_\_\_  
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2338)

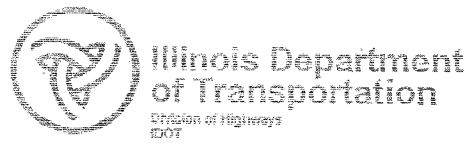
BBS, form 138 (Rev. 8-99)

This form is for use only on projects funded by the Illinois Department of Transportation. It is not to be used for any other purpose.

# SOIL BORING -- ROCK CORE LOG

CONTRACT NO. 6493

F.A.P. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	5HB	ROCK ISLAND	139	89
STA. _____ TO STA. _____		FED. AID PROJ. NO. _____ ILLINOIS FED. AID PROJECT _____		



## SOIL BORING LOG

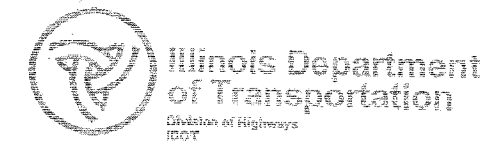
Page 1 of 1

Date 7/19/05

ROUTE FAP 308 DESCRIPTION P92-082-03 John Deere Road over IL 84, 3.25 m. W. of I-80 LOGGED BY W. Garza  
 SECTION 5 HB LOCATION Hampton Twp. - 32NE, SEC. , TWP. 18N, RNG. 1E  
 COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. Station	DEPTH TH	BLOW S	UCS Qu	MOIST T	Surface Water Elev. _____ ft	
					(ft)	(ft)
BORING NO. Station Offset	DEPTH TH	BLOW S	UCS Qu	MOIST T	Groundwater Elev.: _____ ft	
					(ft)	(ft)
Ground Surface Elev. _____ ft					First Encounter _____ ft	Upon Completion _____ ft
					After _____ Hrs. _____ ft	
VERY STIFF blue green SILTY CLAY	14	9	2.3	20		
HARD tan CLAY TILL - top 12" - STIFF dark gray, slightly moist SHALEY CLAY	5	5	4.3	16		
HARD black gray SHALE	12	18	5.3	11		
VERY STIFF dark gray "poker chip" SHALE	11	19	3.7	12		
As above	14	26	3.1	11		
As above	15	26	2.7	10		
As above	26	74/5*	2.7	9		
Borehole continued with rock coring.						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Buige, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
 BBS, form 137 (Rev. 8-99)



## ROCK CORE LOG

Page 1 of 1

Date 7/19/05

ROUTE FAP 308 DESCRIPTION P92-082-03 John Deere Road over IL 84, 3.25 m. W. of I-80 LOGGED BY W. Garza  
 SECTION 5 HB LOCATION Hampton Twp. - 32NE, SEC. , TWP. 18N, RNG. 1E  
 COUNTY Rock Island CORING METHOD \_\_\_\_\_

STRUCT. NO. Station	CORING BARREL TYPE & SIZE	DEPTH TH	CORRE RE	RECOVER Y	R - C - D	CORE T I M E	S T R E N G T H
BORING NO. Station Offset	Core Diameter _____ in	Top of Rock Elev. _____ ft	Begin Core Elev. _____ ft				
Ground Surface Elev. _____ ft							
Shale: dark gray, with blocky laminations to 600.6, turning to "poker chip" laminations to 597.9, no testable segments due to fissile nature of core.	1.5	614.90	602.90	1	100	58	4.2
Shale: to 596.9, dark gray with "poker chip" laminations. Sandstone: to 592.9, banded light gray-tan, fine grained with occasional shaley inclusion; lower 10 inches washed out.	1.5	597.90	592.90	2	63	0	1.4
Sandstone: to 592.4, as above. Shale: light gray, blocky laminations to 589.9, balance washed out possibly due to presence of soft porous sand.	1.5	592.90	589.90	3	60	0	3.6
Shale: gray, to dark gray with blocky laminations to 585.9, balance presumably washed out, as described above.	1.5	587.90	582.90	4	40	0	1.4
End of Boring Color pictures of the cores _____ Cores will be stored for examination until _____ The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938) BBS, form 138 (Rev. 8-99)							

# SOIL BORING - ROCK CORE LOG

CONTRACT NO. 6071				
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
5 HE	ROCK ISLAND	139	90	
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT _____		



## SOIL BORING LOG

Page 1 of 1

ROUTE FAP 308 DESCRIPTION P92-082-03 John Deere Road over IL 84, 3.25 m. W. of I-80 LOGGED BY W. Garza  
 SECTION 5 HE LOCATION Hampton Twp. - 32NE, SEC. TWP. 18N, RNG. 1E  
 COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. Station	DEPTH ft	BULGE S	SHEAR S	PENETROMETER P	MOISTURE (%)	Surface Water Elev. _____ ft		Stream Bed Elev. _____ ft	
						ft	(ft)	ft	(ft)
BORING NO. <u>B-6</u> Station <u>392+44</u> Offset <u>38.00ft Lt Med CL</u> Ground Surface Elev. <u>637.5</u> ft	(ft)	(%)	(%)	(tsf)	(%)	ft	(ft)	(ft)	(%)
crumbly, tan-brown SANDY LOAM					5	MEDIUM mottled tan-green, SILTY LOAM TILL		2	15
							4	0.8	
	635.00						6	P	
STIFF olive-green SILTY LOAM		3			20	VERY STIFF brown, tan-gray SHALEY CLAY		6	22
		8	1.0				9	3.5	
	633.50						12	S	
VERY STIFF mottled black, tan, green SILTY CLAY LOAM		5			13	VERY STIFF gray-black SHALEY CLAY		5	21
		4	2.5				9	2.4	
	631.00						11	S	
STIFF, as above		5			15	VERY STIFF gray black SHALE		7	13
		4	1.3				15	3.4	
	628.50						26	S	
STIFF mottled rust, tan and brown SILT		3			17	HARD gray-black "poker chip" SHALE		15	12
		6	1.3				16	4.5	
	626.00						21	P	
As above		3			18	As above		22	
		6	1.3				60/6"		
	623.50					Borehole continued with rock coring.			
STIFF gray-green CLAY LOAM		3			23				
		6	1.6						
	621.00								
VERY STIFF tan, as above, 2" recov - due to timber intrusive		7			19				
		6	2.4						
	618.50								
		8							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T205)  
 BBS, from 137 (Rev. 8-99)



## ROCK CORE LOG

Page 1 of 1

ROUTE FAP 308 DESCRIPTION P92-082-03 John Deere Road over IL 84, 3.25 m. W. of I-80 LOGGED BY W. Garza  
 SECTION 5 HE LOCATION Hampton Twp. - 32NE, SEC. TWP. 18N, RNG. 1E  
 COUNTY Rock Island CORING METHOD \_\_\_\_\_

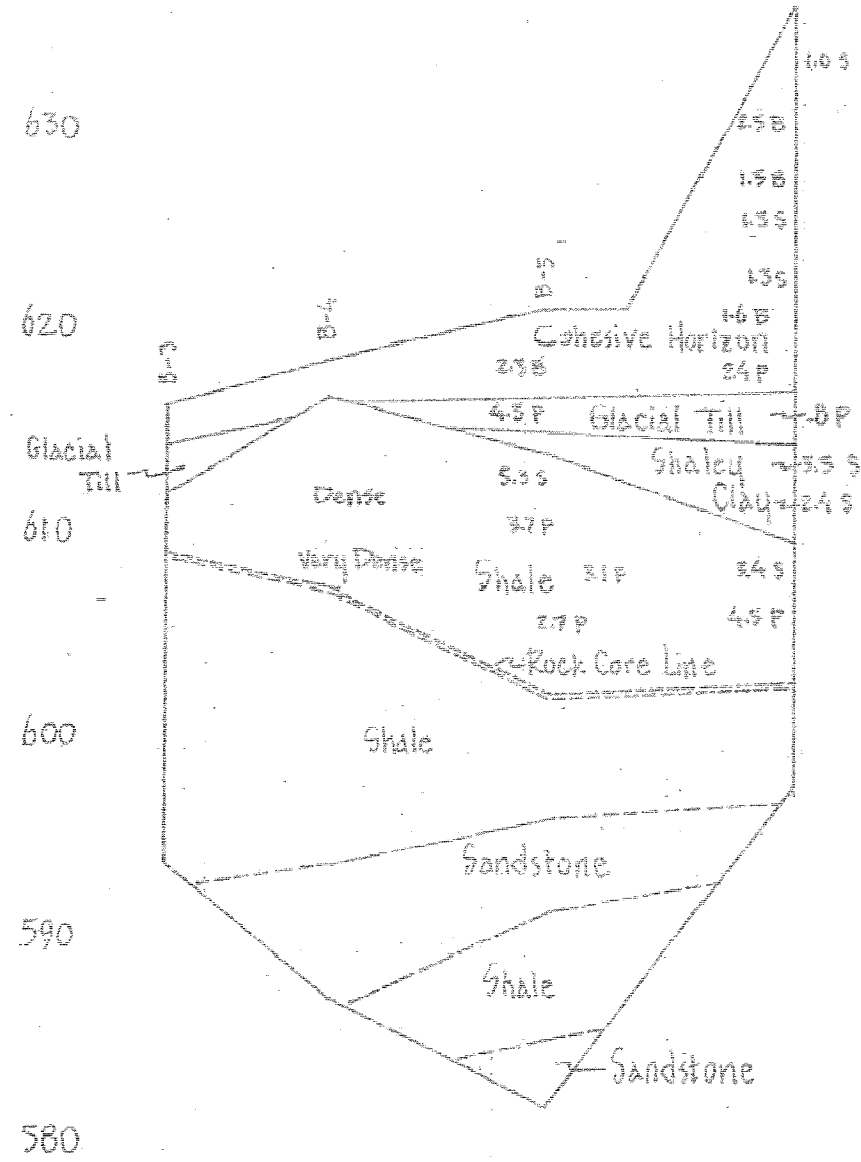
STRUCT. NO. Station	CORING BARREL TYPE & SIZE	DEPTH ft	CORE ft	RECOVERY (%)	R.Q.D. (%)	CORE TI ME (min)	S T R E N G T H (tsf)
BORING NO. <u>B-6</u> Station <u>392+44</u> Offset <u>38.00ft Lt Med CL</u> Ground Surface Elev. <u>637.5</u> ft	Core Diameter <u>1.5</u> in Top of Rock Elev. <u>611.00</u> ft Begin Core Elev. <u>603.50</u> ft	(ft)	(ft)	(%)	(%)	(min)	(tsf)
Shale: dark gray, with "poker chip" laminations throughout.			1	87	85	3.6	
		30					
End of Boring		598.50					
		40					
		50					

Color pictures of the cores \_\_\_\_\_  
 Cores will be stored for examination until \_\_\_\_\_  
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)  
 BBS, form 138 (Rev. 8-99)

BBS, form 137 (Rev. 8-99)  
 BBS, form 138 (Rev. 8-99)

# SOIL BORING - ROCK CORE LOG

CONTRACT NO. 64931				
F.A.D. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4900	540K	ROCK ISLAND	139	91
STA.		TO STA.		
FED. ROAD DIST. NO.	BUILDING	FED. AID PROJECT		
* (1.5)				



John Deere Rd, over ILB4 e Silvris  
 FAS 205  
 Section 5HB  
 Rock Island Co.

Scale: 1 in. = 100 ft.

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# SOIL BORING - ROCK CORE LOG

CONTRACT NO. 64931				
FAP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	58B	ROCK ISLAND	139	92
STA.		TO STA.		
PER. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



## ROCK CORE LOG

Page 1 of 2

Date 10/24/06

ROUTE FAP 308 DESCRIPTION P92-082-03 John Deere Road over IL 84 LOGGED BY W. Garza

SECTION 5 HB LOCATION Hampton Twp. - 32 NE, SEC. , TWP. 18N, RNG. 1E

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

STRUCT. NO. Station	CORING BARREL TYPE & SIZE Core Diameter _____ in Top of Rock Elev. _____ ft Begin Core Elev. _____ ft	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.O.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
BORING NO. <u>B-1b</u> Station <u>25+00</u> Offset <u>50.00ft Rr Cl</u> Ground Surface Elev. <u>618.0</u> ft							
Shale: Black and laminated, Qu by pocket penetrometer: 1.2 to 2.2 Ls.f. to 597.0; 4.5+ Ls.f. to 595.0							
		595.00	1	100	0	4	
Shale: As above, Qu by pocket penetrometer: 1.7 Ls.f. to 594.0; 4.5+ Ls.f. to 592.0 Sandstone: Gray, fine to medium grained, tenacious, extending from 592.0 to end of core.							
		590.00	2	100	0	1.6	
Sandstone: As above Qu by compressive strength: 567.3 to 586.8							
		590.00	3	100	35	0.4	25.2
Sandstone: As above Qu by compressive strength: 582.1 to 581.6 (Sample was cracked and patched with capping compound)							
		585.00	4	100	52	1.2	36.8
End of Boring							
		580.00					

Color pictures of the cores \_\_\_\_\_  
Cores will be stored for examination until \_\_\_\_\_

The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)



## ROCK CORE LOG

Page 2 of 2

Date 10/24/06

ROUTE FAP 308 DESCRIPTION P92-082-03 John Deere Road over IL 84 LOGGED BY W. Garza

SECTION 5 HB LOCATION Hampton Twp. - 32 NE, SEC. , TWP. 18N, RNG. 1E

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

STRUCT. NO. Station	CORING BARREL TYPE & SIZE Core Diameter _____ in Top of Rock Elev. _____ ft Begin Core Elev. _____ ft	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.O.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
BORING NO. <u>B-1b</u> Station <u>25+00</u> Offset <u>50.00ft Rr Cl</u> Ground Surface Elev. <u>618.0</u> ft							
Sandstone: As above to 577.0 Shale: 577.0 to 575.0, gray-brown, Qu by pocket penetrometer: 4.5+ Ls.f. to end of core. Qu by compressive strength: 577.5 to 577.0							
		575.00	5	100	67	2	194.0
Shale: Light gray-brown, Qu by pocket penetrometer: 4.5+ Ls.f. throughout. Qu by compressive strength: 571.7 to 571.3							
		575.00	6	100	45	2.0	512.8
Shale: Black, laminated, Qu by pocket penetrometer: 4.5+ Ls.f. throughout.							
		579.00	7	100	05	3.4	
End of Boring							
		585.00					

Color pictures of the cores \_\_\_\_\_  
Cores will be stored for examination until \_\_\_\_\_

The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

# SOIL BORING - ROCK CORE LOG

CONTRACT NO. 64931	
SECTION	COUNTY
5 HB	ROCK ISLAND
TOTAL SHEETS	SHEET NO.
139	93
STA.	TO STA.
FED. ROAD DIST. NO.	FED. AID PROJECT



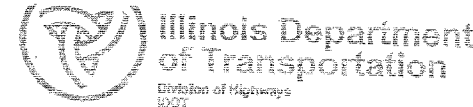
## ROCK CORE LOG

Page 1 of 2  
Date 10/25/06

ROUTE FAP 308 DESCRIPTION P82-082-03 John Deere Road over IL 84 LOGGED BY W. Garza  
 SECTION 5 HB LOCATION Hampton Twp. - 32 NE, SEC., TWP. 18N, RNG. 1E  
 COUNTY Rock Island CORING METHOD \_\_\_\_\_

STRUCT. NO. Station	CORING BARREL TYPE & SIZE	DEPTH (ft)	CORRE (#)	RECOVER (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)	DESCRIPTION
B-2b 26+50 52.00ft RL CL Ground Surface Elev. 620.1 ft	1.5 in	600.10	600.10					Shale: Black, laminated, Qu by pocket penetrometer: 4.5+ t.s.f. to 598.1 Sandstone: Gray, well cemented, fine to medium grained. Qu by compressive strength: 595.9 to 595.5
		595.10		100	8	1	214.3	
		592.10		100	72	0.6	157.4	Sandstone: As above with some bedding visible. Qu by compressive strength: 592.1 to 590.9
		590.10		70	7	2	94.3	Sandstone: As above, presumably soft and washed out to 588.6, otherwise medium grained, bedded and tenacious. Qu by compressive strength: 586.6 to 586.3
		585.10		40	0	0.6		Sandstone: Presumably fragile and mostly washed out.
		580.10						

Color pictures of the cores \_\_\_\_\_  
 Cores will be stored for examination until \_\_\_\_\_  
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)  
 BBS, form 138 (Rev. 8-99)



## ROCK CORE LOG

Page 2 of 2  
Date 10/25/06

ROUTE FAP 308 DESCRIPTION P82-082-03 John Deere Road over IL 84 LOGGED BY W. Garza  
 SECTION 5 HB LOCATION Hampton Twp. - 32 NE, SEC., TWP. 18N, RNG. 1E  
 COUNTY Rock Island CORING METHOD \_\_\_\_\_

STRUCT. NO. Station	CORING BARREL TYPE & SIZE	DEPTH (ft)	CORRE (#)	RECOVER (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)	DESCRIPTION
B-2b 26+50 52.00ft RL CL Ground Surface Elev. 620.1 ft	1.5 in	600.10	600.10					Sandstone: Becoming argillaceous to 578.1, then turning to ... Shale: Dark gray, intermittently hard and soft banded to 575.1
		575.10		80	0	3.4		
		572.6		90	36	3.8		Shale: Dark gray and laminated, Qu by pocket penetrometer: 2.2 to 2.8 t.s.f. to 572.6; 3.0 to 4.5+ t.s.f. to 570.1
		570.10		95	38	2.4		Shale: As above, with minimal laminations visible. Qu by pocket penetrometer: 4.5+ t.s.f. throughout.
		565.10						End of Boring

Color pictures of the cores \_\_\_\_\_  
 Cores will be stored for examination until \_\_\_\_\_  
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)  
 BBS, form 138 (Rev. 8-99)

PRINT THIS FORM ON 20# WEIGHTED, 50%  
 OLEFIN AND 25% POLYESTER RECYCLED  
 PAPER STOCK. A RECYCLED PAPER  
 PRODUCT. 8-99





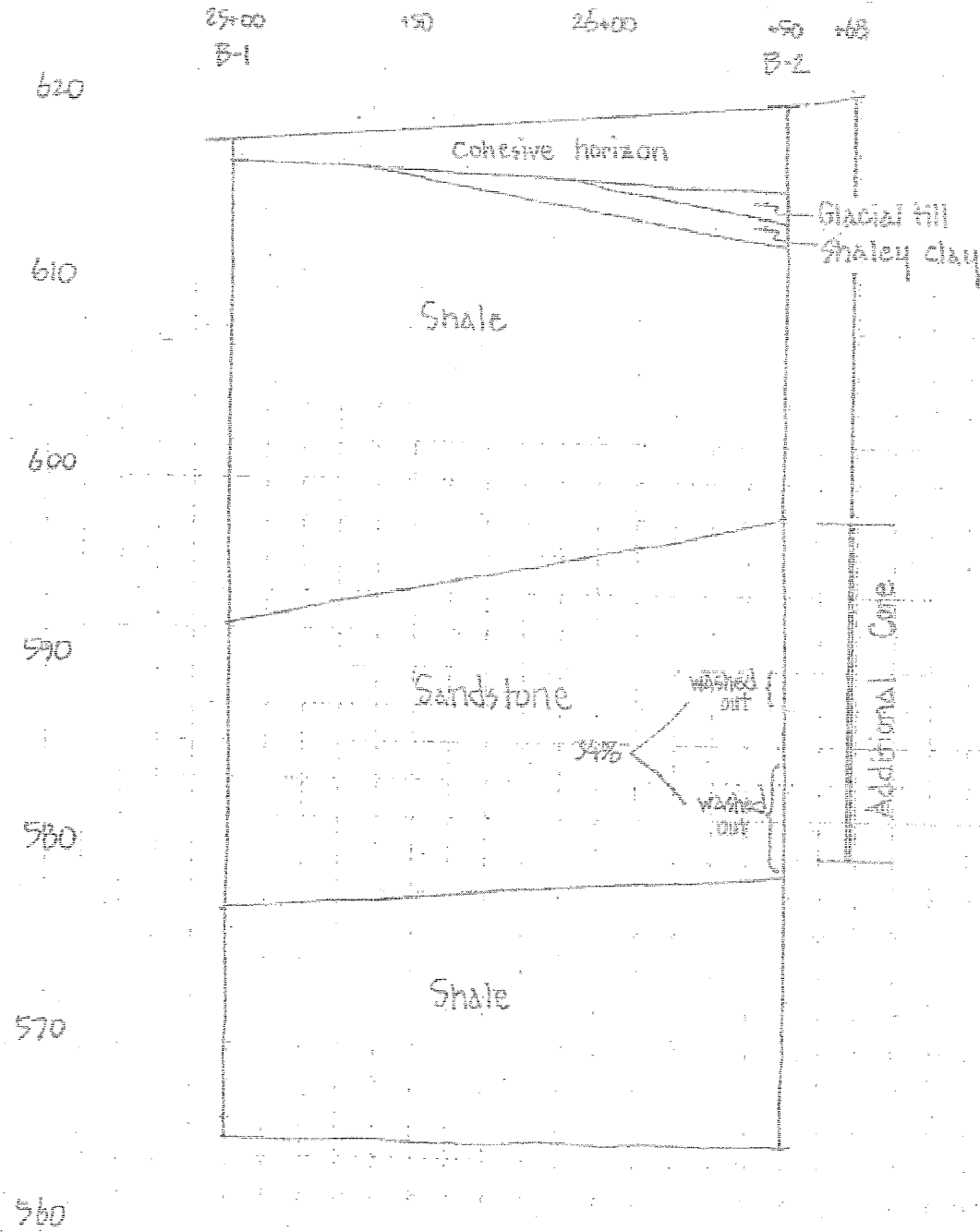
# SOIL BORING - ROCK CORE LOG

CONTRACT NO. 64931

FAP DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	54B	ROCK ISLAND	139	95
STA.		TO STA.		
FED. ROAD DIST. NO.	STATE	FED. AID PROJECT		

• 4LS

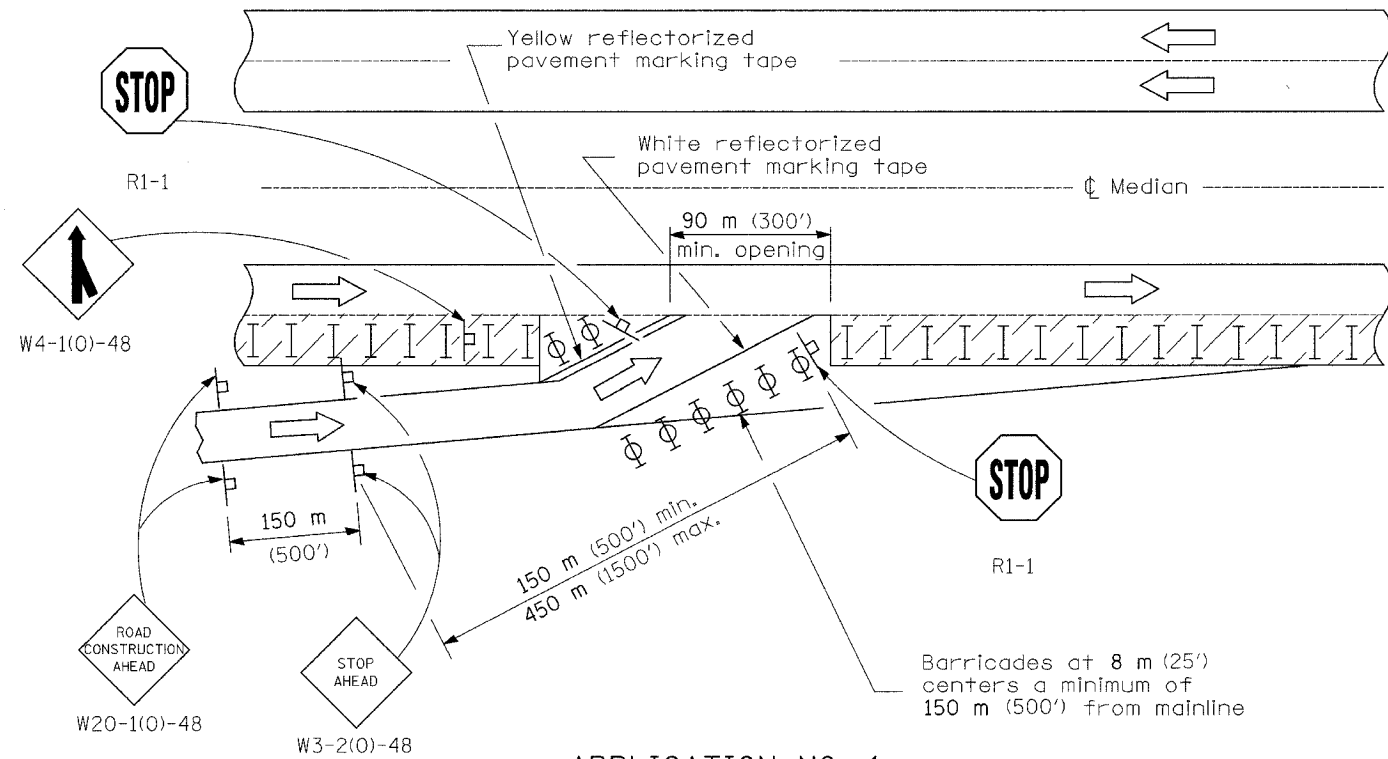
FAP 308 - Silvis Overhead  
 Section 54B  
 Rock Island Co.



ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED  
 DATE 08-14-01 BY 60322/UC/STP  
 FOR RELEASE UNDER E.O. 13526

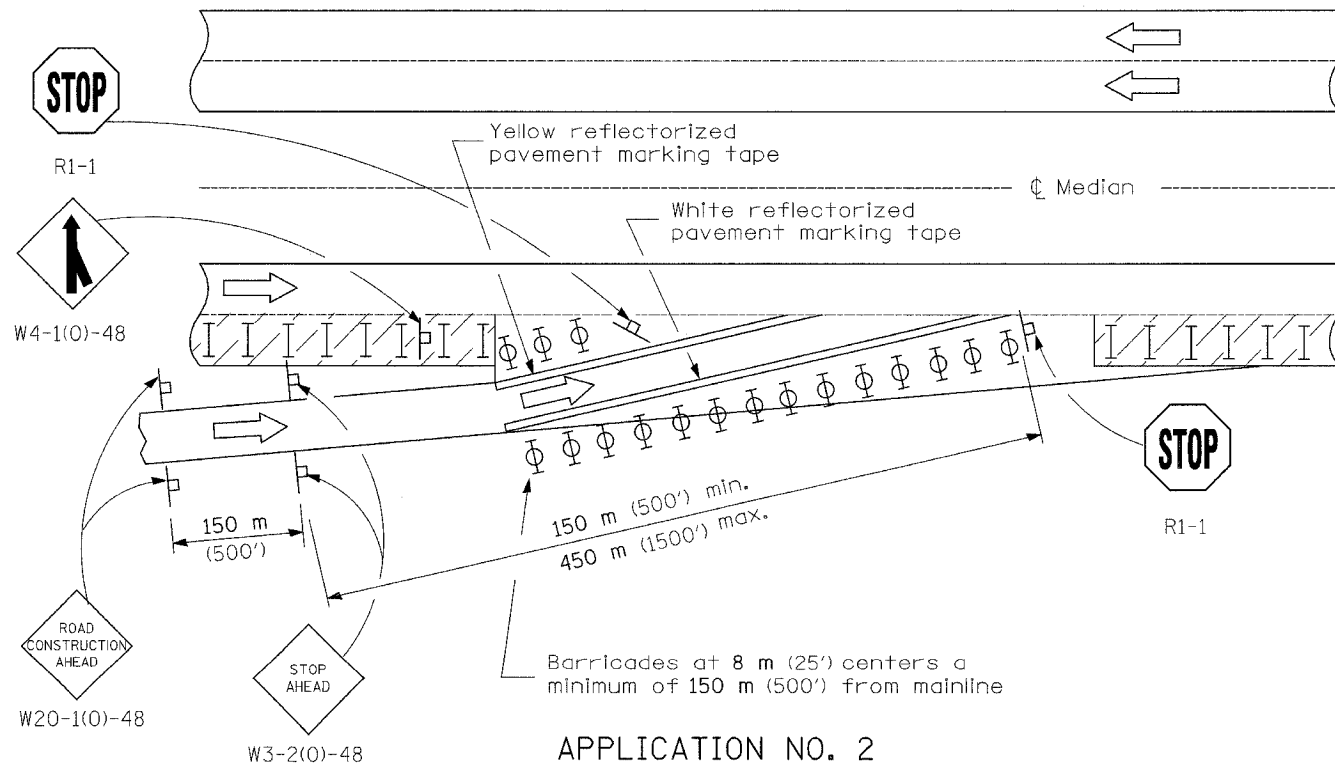
# TRAFFIC CONTROL DETAIL

CONTRACT NO. 64931			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
595	5HBR	ROCK ISLAND	139
STA.		TO STA.	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	



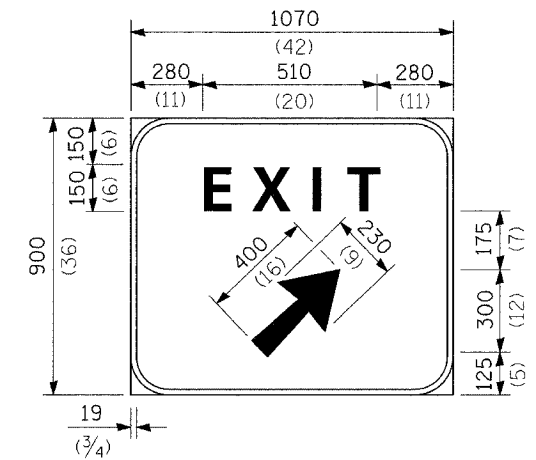
**APPLICATION NO. 1**

Application No. 1 depicts a modified entrance ramp. This method shall be utilized whenever existing entrance tapers cannot be retained due to the close proximity of the work zone. The entrance location may be shifted, with the approval of the Engineer, to perform work in the entrance area. Application No. 2 shall be put into effect as soon as possible.



**APPLICATION NO. 2**

Application No. 2 depicts a shortening of the normal entrance ramp. This method shall be used whenever the existing geometrics can be retained. Consideration should be given to the entering motorists' line of sight, through, between, or over the delineation devices.



Background - Green  
Border and legend - White  
"D" size letters

EXIT SIGN - SPECIAL

**DETAIL A**

(To be utilized where distance between the two rows of channelizing devices is 1.8 m (6') in width.)

**SYMBOLS**

- Work area
- Sign
- Type II barricades or drums with steady burning monodirectional light
- Type II barricades or drums
- Drums with steady burning monodirectional light

**GENERAL NOTES**

This Standard is used where, at any time any vehicle, equipment, workers or their activities require a lane closure in close proximity of an exit or entrance ramp and supplements other traffic control Standards for lane closures.

These applications also apply when work is being performed in the left lanes and the ramps enter and exit on the left. Under these conditions, the Exit sign arrow and the Side road symbol sign shall be changed.

Cones may be utilized during daylight operations, at one half the spacing or drums/barricades.

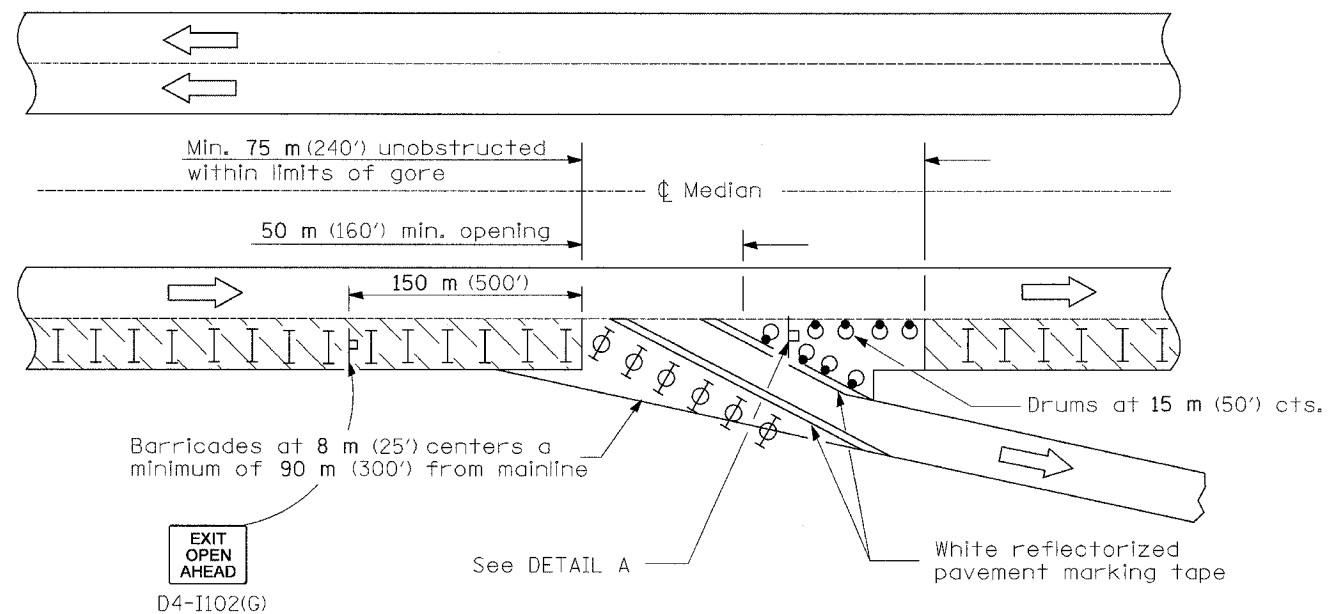
All dimensions are in millimeters (inches) unless otherwise shown.

**LANE CLOSURE, MULTILANE,  
AT ENTRANCE OR EXIT RAMP,  
FOR SPEEDS ≥ 45 MPH**

(Sheet 1 of 2)

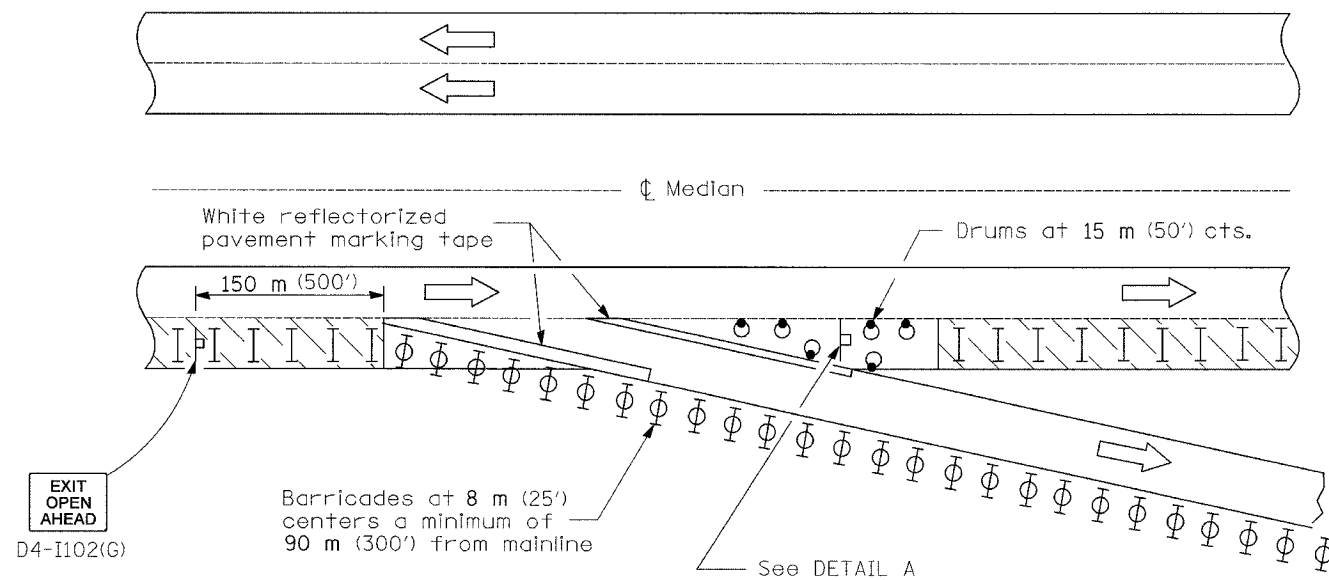
# TRAFFIC CONTROL DETAIL

CONTRACT NO. 64931			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
595	SHBR	ROCK ISLAND	139 97
STA.		TO STA.	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	



## APPLICATION NO. 3

Application No. 3 depicts a modified exit ramp. The channelizing devices shall provide a clearly defined path for the exiting motorists. The minimum dimensions shown shall be increased as soon as the progress of the work will permit. The open portion of the ramp may be shifted, with the approval of the Engineer, to perform work in stages on the area adjacent to the ramp exit. Application No. 4 shall be put into effect as soon as possible.



## APPLICATION NO. 4

Application No. 4 depicts an extension of the normal exit ramp. This method shall be used whenever existing geometrics can be retained. Consideration should be given to the exiting motorist's line of sight through, between or over the delineation devices.

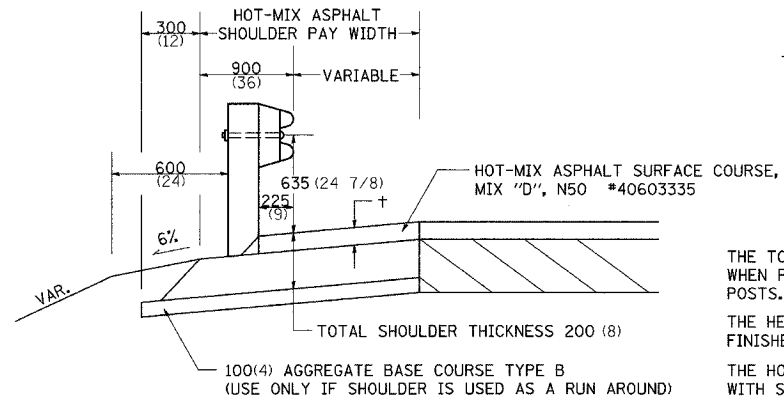
All dimensions are in millimeters (inches) unless otherwise shown.

LANE CLOSURE, MULTILANE,  
AT ENTRANCE OR EXIT RAMP,  
FOR SPEEDS  $\geq$  45 MPH

(Sheet 2 of 2)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*595	5HR	ROCKISLAND	139	98
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
*CL 5/IL 92)				

# DETAIL OF HOT-MIX ASPHALT SHOULDER AT GUARD RAIL



† = SEE TYPICAL SECTIONS FOR THICKNESS

### GENERAL NOTES

THE TOP LIFT SHALL NOT BE PLACED BEHIND THE GUARDRAIL POSTS. WHEN PLACING THE TOP LIFT THE RAIL MUST BE REMOVED FROM THE POSTS. THE POST SHALL NOT BE REMOVED.

THE HEIGHT OF THE GUARD RAIL SHALL BE SET 525 (21) FROM THE FINISHED SURFACE.

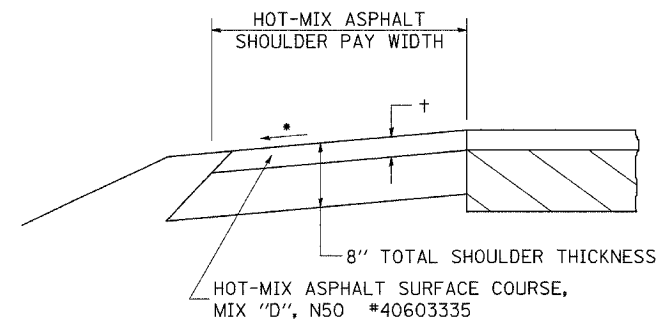
THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIXTURE "D", N50. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIXTURE "D", N50 AND SQUARE METER (SQUARE YARD) FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED. THE REMOVAL & REINSTALLATION OF THE GUARDRAIL WILL BE INCLUDED IN THE COST OF THE HOT-MIX ASPHALT SURFACE COURSE, MIXTURE "D", N50.

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

## DETAIL OF HOT-MIX ASPHALT SHOULDER AT GUARD RAIL 23.4

REVISED 10-06-06

# HOT-MIX ASPHALT SHOULDER



† = SEE TYPICAL SECTIONS FOR THICKNESS

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

### GENERAL NOTES

THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 \*40603335. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 \*40603335 AND SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED.

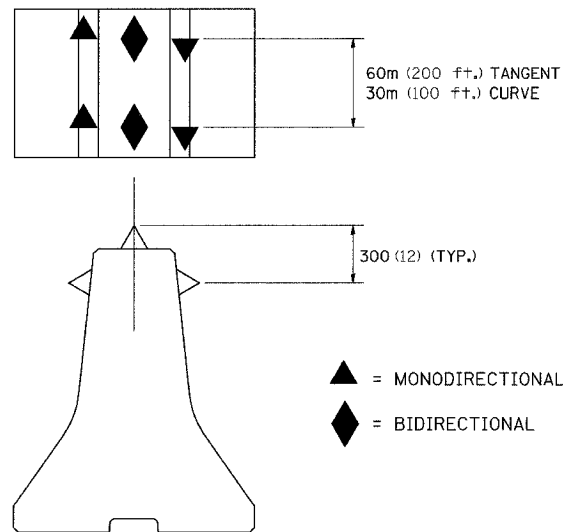
USE HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 \*40603335. WHEN RESURFACING EXISTING HOT-MIX ASPHALT SHOULDERS. THE THICKNESS IS SHOWN ON THE TYPICAL SECTIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 \*40603335. REMOVAL OF MATERIAL FOR PLACEMENT OF THE HOT-MIX ASPHALT SHOULDER TO BE PAID FOR IN UNITS FOR EXCAVATING AND GRADING EXISTING SHOULDERS OR IN CUBIC YARDS FOR EARTH EXCAVATION OR EARTH EXCAVATION WIDENING.

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

## HOT-MIX ASPHALT SHOULDER 23.4a

REVISED 10-06-06

# 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.

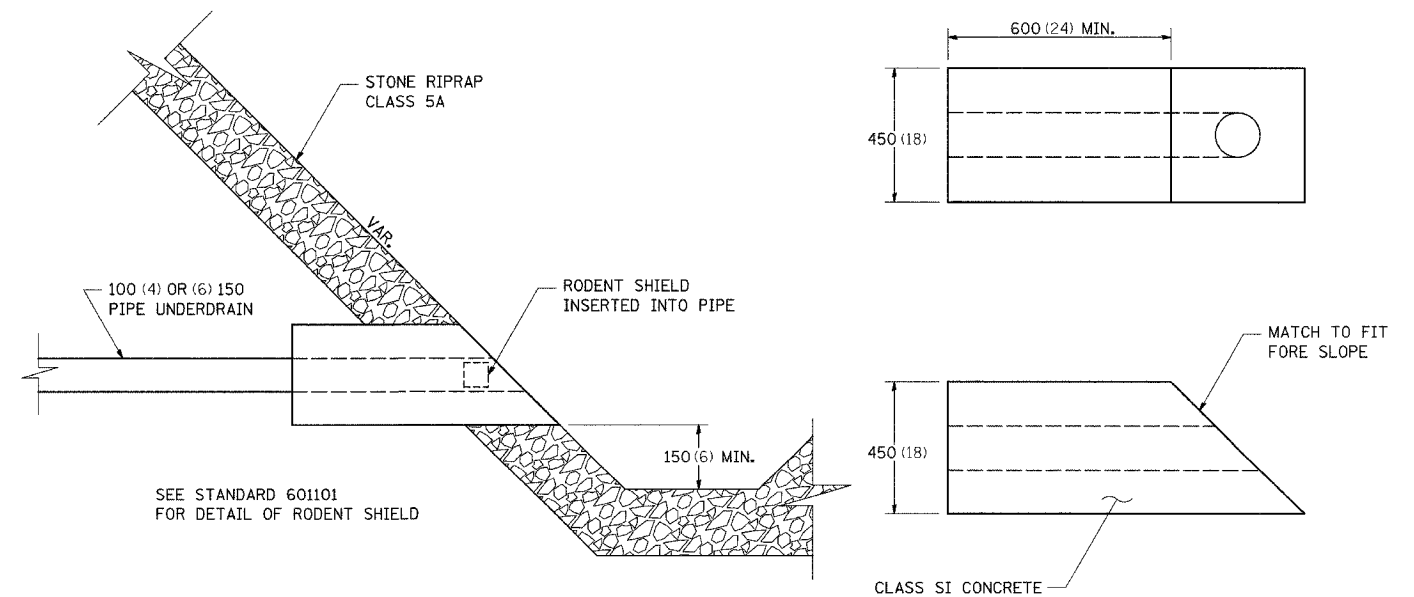
### NOTES

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

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

REVISED 10-10-06

# CONCRETE HEADWALLS FOR PIPE DRAINS



SEE STANDARD 601101 FOR DETAIL OF RODENT SHIELD

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

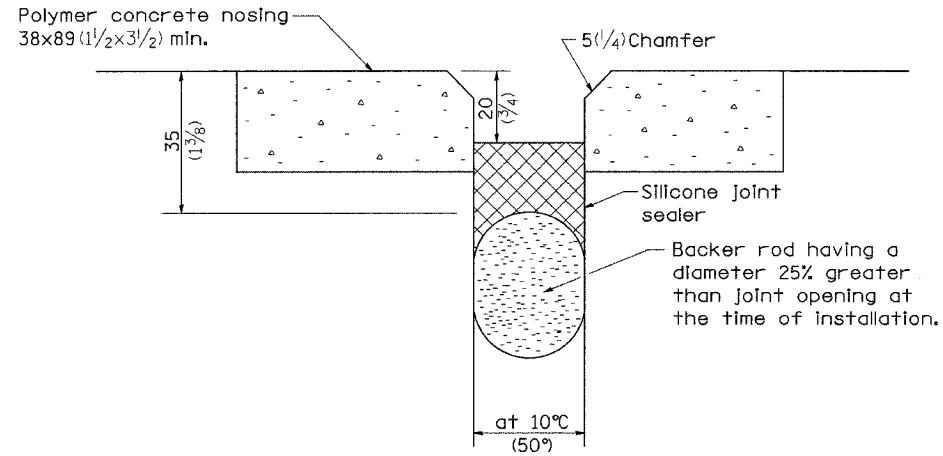
## CONCRETE HEADWALLS FOR PIPE DRAINS 27.4

REVISED 10-15-04

PLOT DATE = Wed Aug 22 13:42:49 2007  
FILE NAME = c:\pwork\p258583\080803.dwg  
SCALE = 1/8" = 1'-0"  
REFERENCE = NREF

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*595	SHBR	ROCKISLAND	139	99
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
*(IL 5/IL 92)				

# SILICONE JOINT SEAL (CONCRETE DETAILS)

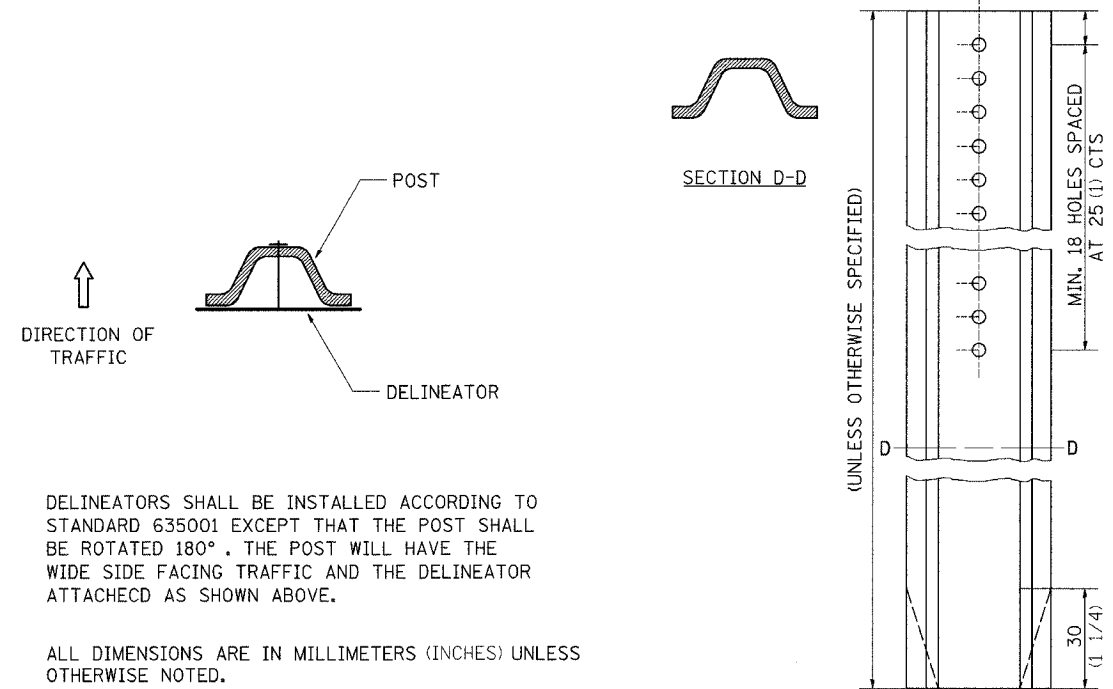


ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

**SILICONE JOINT SEAL (CONCRETE DETAILS) 29.4**

REVISED 5-1-96

# DELINEATOR AND POST ORIENTATION



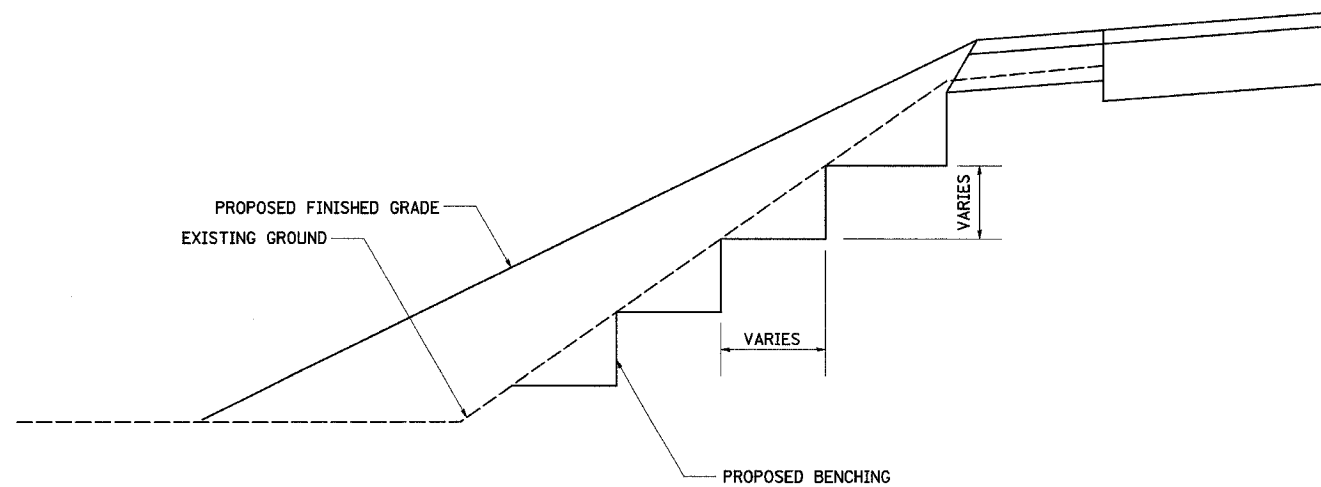
DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHED AS SHOWN ABOVE.

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

**DELINEATOR AND POST ORIENTATION 37.4**

REVISED 1-31-00

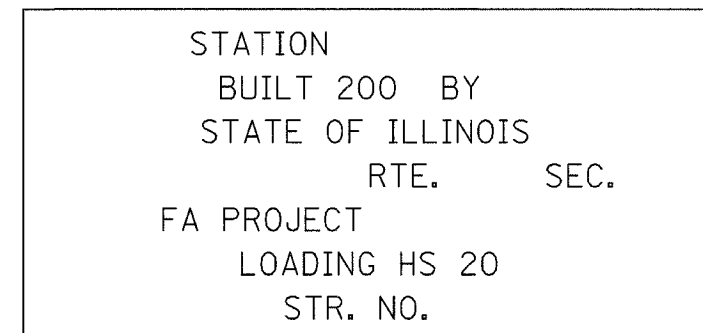
# TYPICAL BENCHING ON EXISTING EMBANKMENT



**TYPICAL BENCHING ON EXISTING EMBANKMENT 50.4**

REVISED 2-22-06

# LETTERING FOR NAME PLATE



SEE STD. 515001

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

**LETTERING FOR NAME PLATE 89.4**

REVISED 10-15-04

PLOT DATE = Wed Aug 22 13:42:49 2007  
 FILE NAME = c:\p\projects\628283\628283.dgn  
 PLOT SCALE = 1:1  
 REFERENCE = REF

