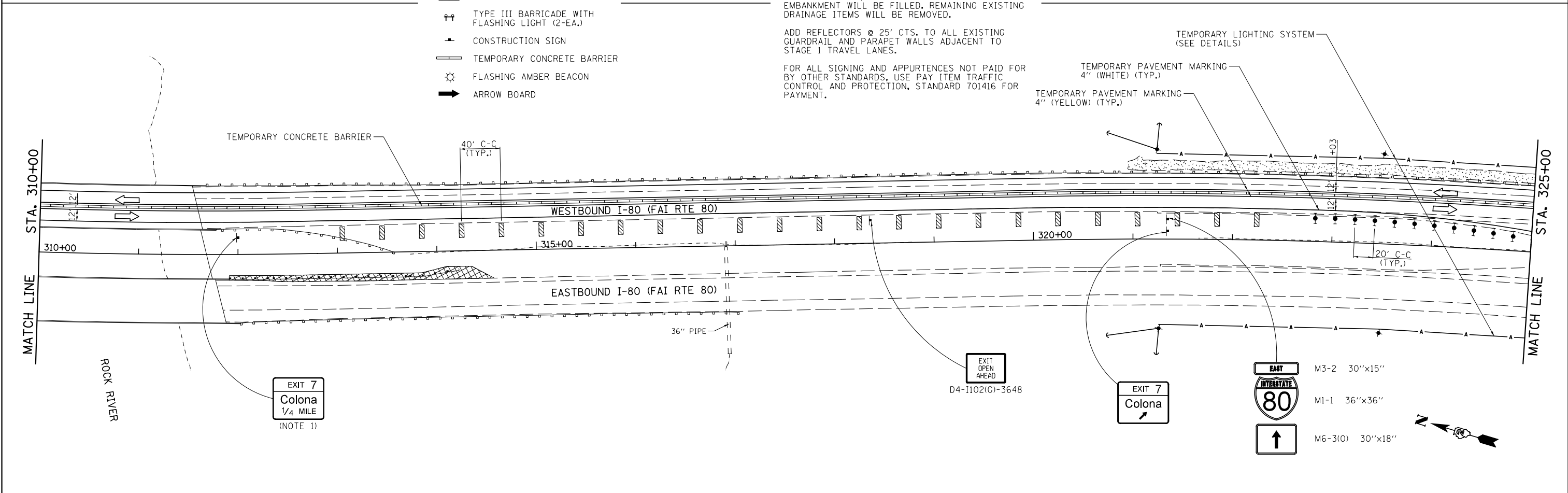
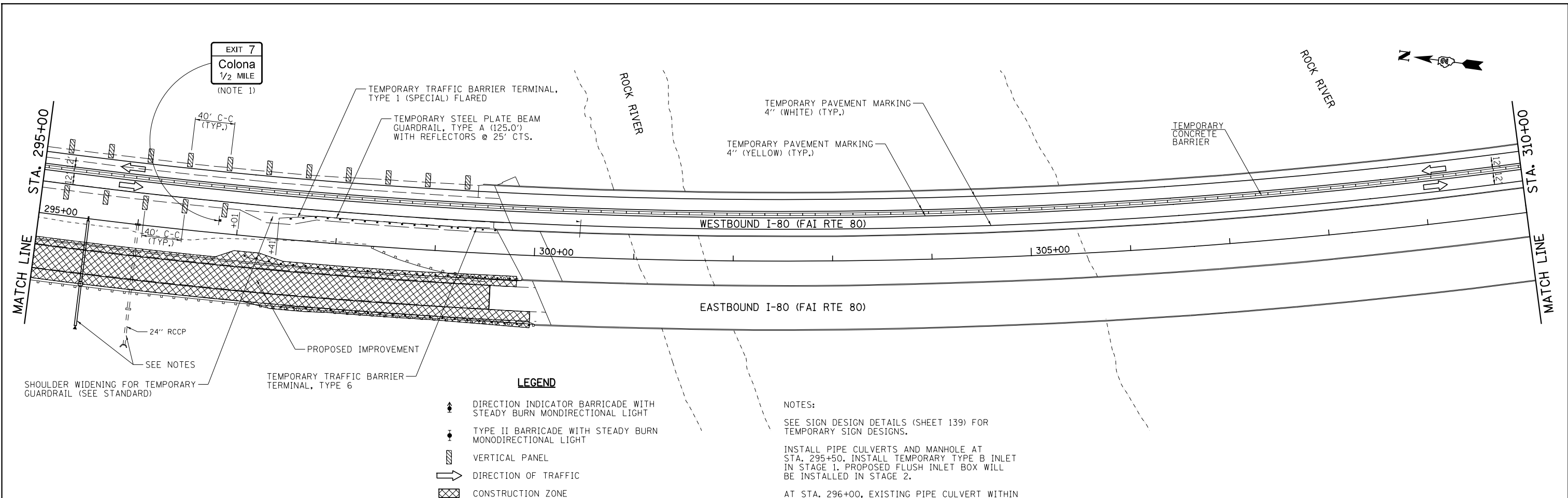
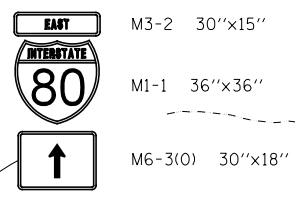
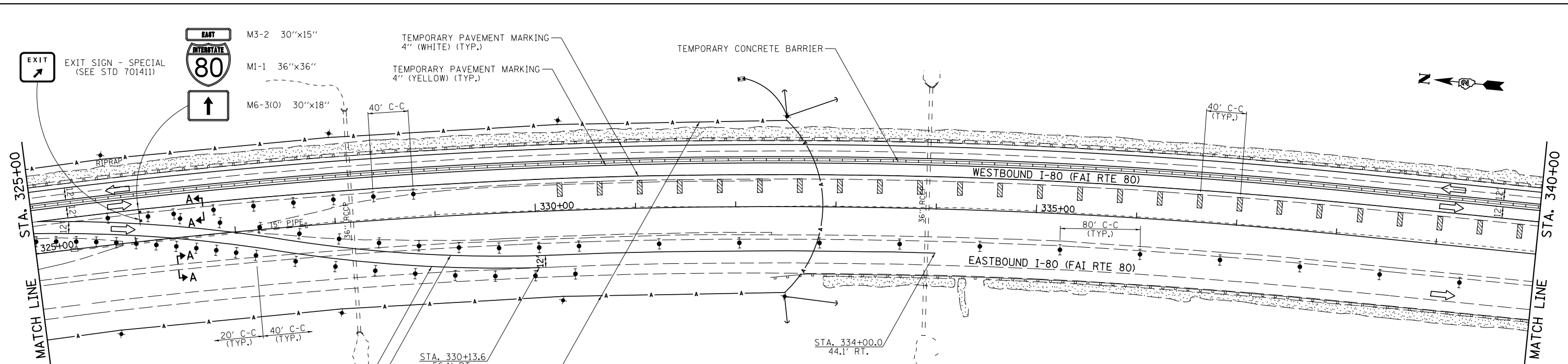


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PLOT SCALE = 100.0000' / in.	CHECKED - DJD	DATE - 12/10/2014	REVISED -		SCALE: 1"=50'	SHEET NO. 3 OF 10 SHEETS	STA. 265+00 TO STA. 295+00	* 37-1BR-1, 81-1VBR & 81-1HBR-1		CONTRACT NO. 64B78		
PLOT DATE = 3/17/2015					ILLINOIS FED. AID PROJECT							

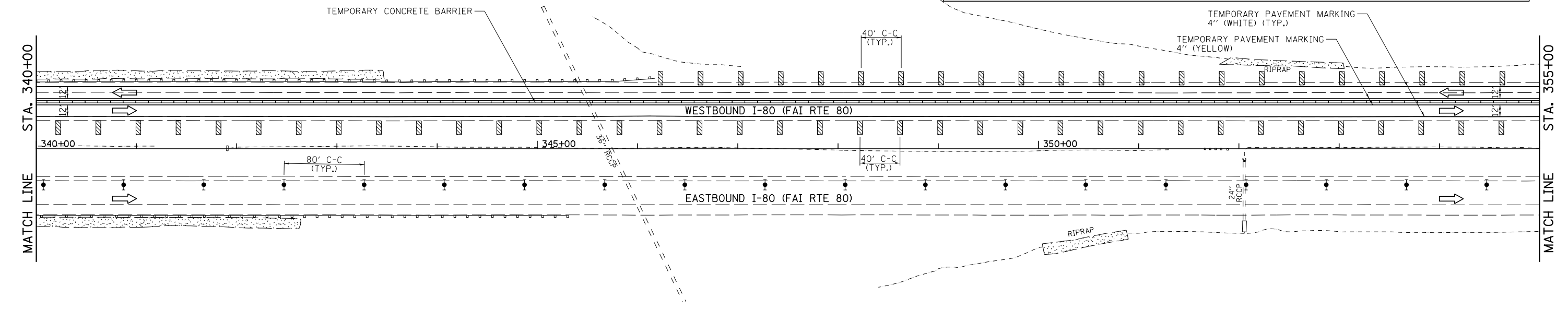
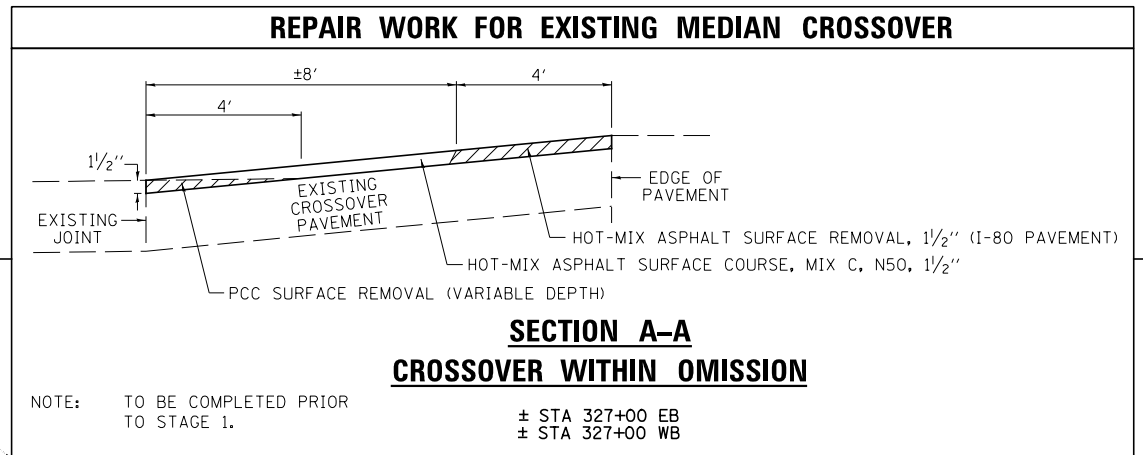


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PLOT SCALE = 100.0000' / in.	CHECKED - DJD	REVISIED -	SCALE: 1"=50'			SHEET NO. 4 OF 10 SHEETS	STA. 295+00 TO STA. 325+00	** ROCK ISLAND / HENRY		CONTRACT NO. 64B78	
PLOT DATE = 3/17/2015	DATE - 12/10/2014	REVISIED -	ILLINOIS FED. AID PROJECT								

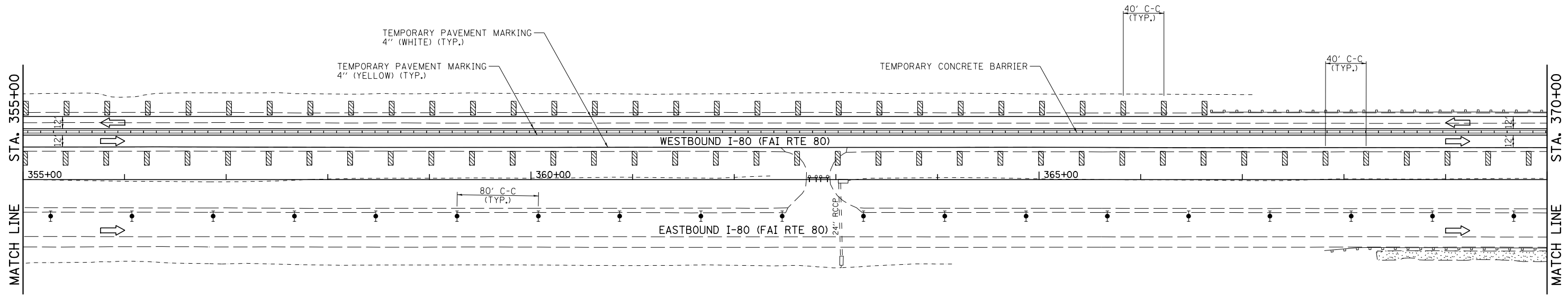


NOTES:
 ADD REFLECTORS @ 25' CTS. TO ALL EXISTING GUARDRAIL AND PARAPET WALLS ADJACENT TO STAGE 1 TRAVEL LANES.
 FOR ALL SIGNING AND APPURTENANCES NOT PAID FOR BY OTHER STANDARDS, USE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT.

- LEGEND**
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
 - TYPE II BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
 - VERTICAL PANEL
 - DIRECTION OF TRAFFIC
 - CONSTRUCTION ZONE
 - TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
 - CONSTRUCTION SIGN
 - TEMPORARY CONCRETE BARRIER
 - FLASHING AMBER BEACON
 - ARROW BOARD

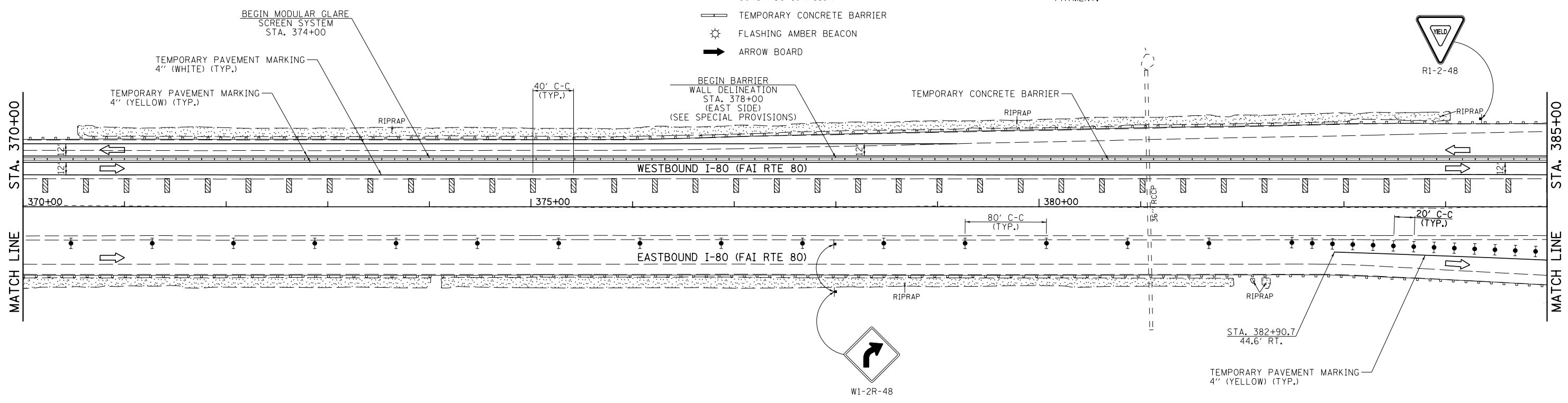


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PLOT SCALE = 100.0000' / in.	CHECKED - DJD	REVISIED -	SCALE: 1"=50'			SHEET NO. 5 OF 10 SHEETS	STA. 325+00 TO STA. 355+00	* 37-1BR-1, 81-1VBR & 81-1HBR-1		CONTRACT NO. 64B78		
PLOT DATE = 3/17/2015	DATE - 12/10/2014	REVISIED -	ILLINOIS FED. AID PROJECT									



- LEGEND**
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
 - TYPE II BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
 - VERTICAL PANEL
 - DIRECTION OF TRAFFIC
 - CONSTRUCTION ZONE
 - TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
 - CONSTRUCTION SIGN
 - TEMPORARY CONCRETE BARRIER
 - FLASHING AMBER BEACON
 - ARROW BOARD

NOTES:
 ADD REFLECTORS @ 25' CTS. TO ALL EXISTING GUARDRAIL AND PARAPET WALLS ADJACENT TO STAGE 1 TRAVEL LANES.
 FOR ALL SIGNING AND APPURTANCES NOT PAID FOR BY OTHER STANDARDS, USE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT.



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

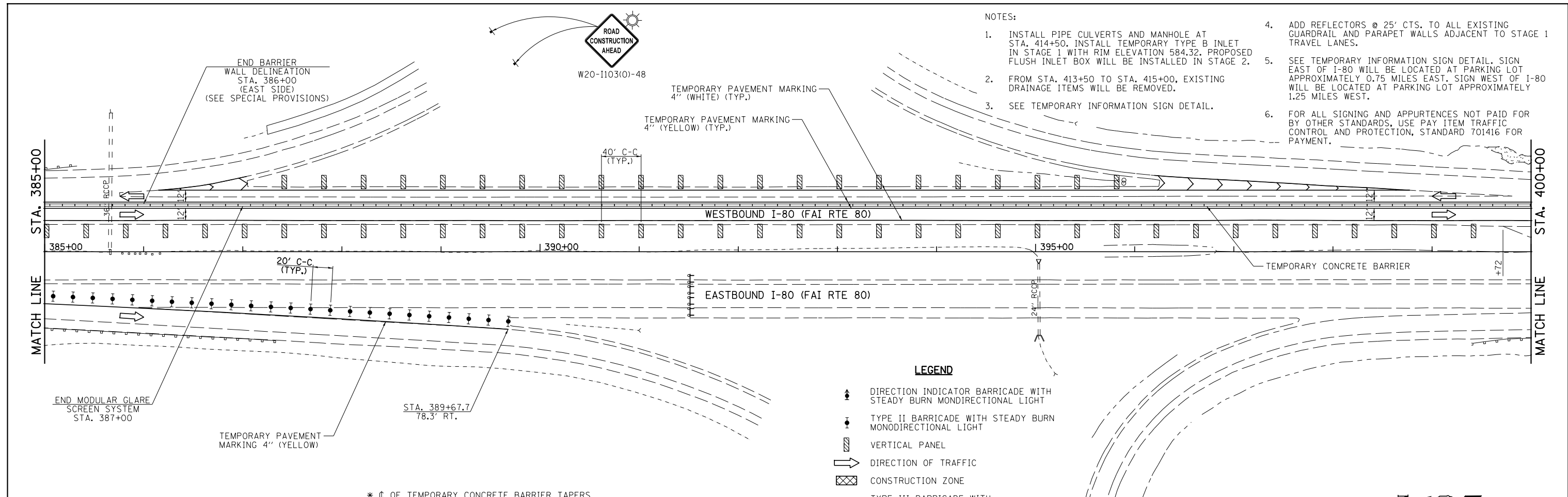
I-80 (F.A.I. RTE. 80), STAGE 1 CONSTRUCTION PLAN

SCALE: 1"=50' SHEET NO. 6 OF 10 SHEETS STA. 355+00 TO STA. 385+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	430	104
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				

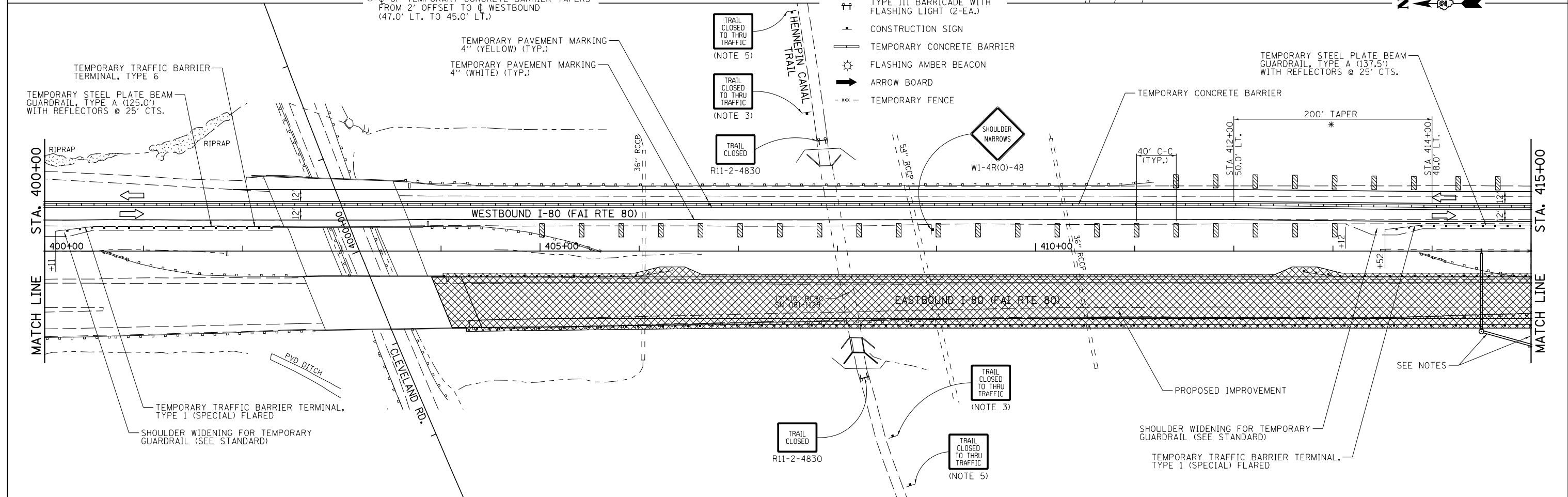
NOTES:

1. INSTALL PIPE CULVERTS AND MANHOLE AT STA. 414+50. INSTALL TEMPORARY TYPE B INLET IN STAGE 1 WITH RIM ELEVATION 584.32. PROPOSED FLUSH INLET BOX WILL BE INSTALLED IN STAGE 2.
2. FROM STA. 413+50 TO STA. 415+00, EXISTING DRAINAGE ITEMS WILL BE REMOVED.
3. SEE TEMPORARY INFORMATION SIGN DETAIL.
4. ADD REFLECTORS @ 25' CTS. TO ALL EXISTING GUARDRAIL AND PARAPET WALLS ADJACENT TO STAGE 1 TRAVEL LANES.
5. SEE TEMPORARY INFORMATION SIGN DETAIL. SIGN EAST OF I-80 WILL BE LOCATED AT PARKING LOT APPROXIMATELY 0.75 MILES EAST. SIGN WEST OF I-80 WILL BE LOCATED AT PARKING LOT APPROXIMATELY 1.25 MILES WEST.
6. FOR ALL SIGNING AND APPURTENANCES NOT PAID FOR BY OTHER STANDARDS, USE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT.



LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE BARRIER
- FLASHING AMBER BEACON
- ARROW BOARD
- TEMPORARY FENCE



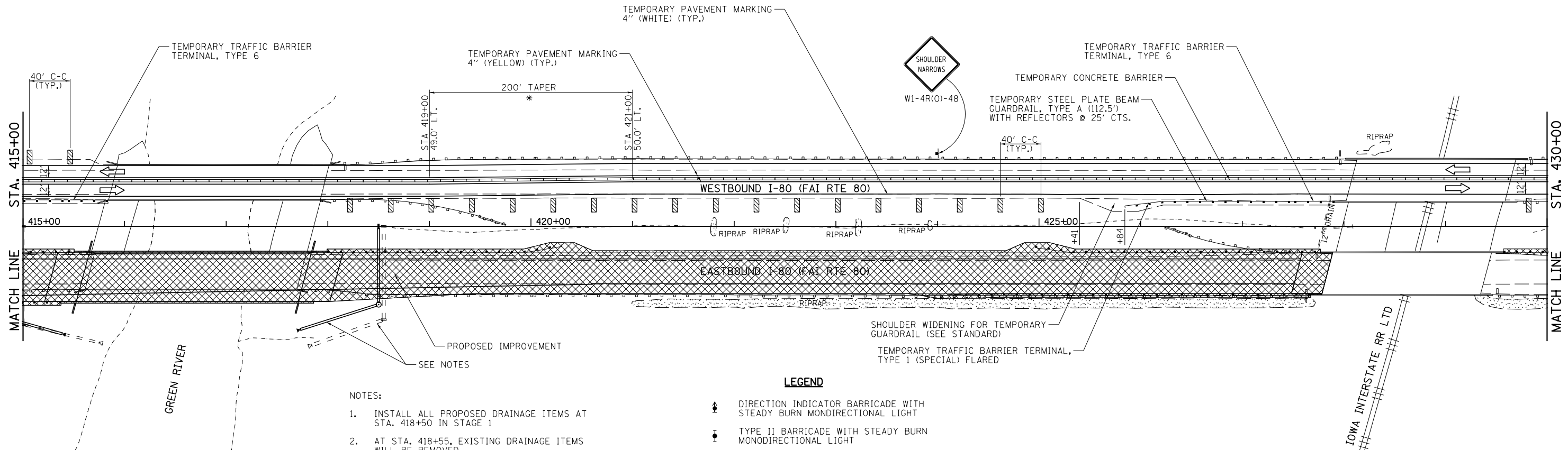
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PLOT DATE = 3/17/2015		DATE - 12/10/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 (F.A.I. RTE. 80), STAGE 1 CONSTRUCTION PLAN

SCALE: 1"=50' SHEET NO. 7 OF 10 SHEETS STA. 385+00 TO STA. 415+00

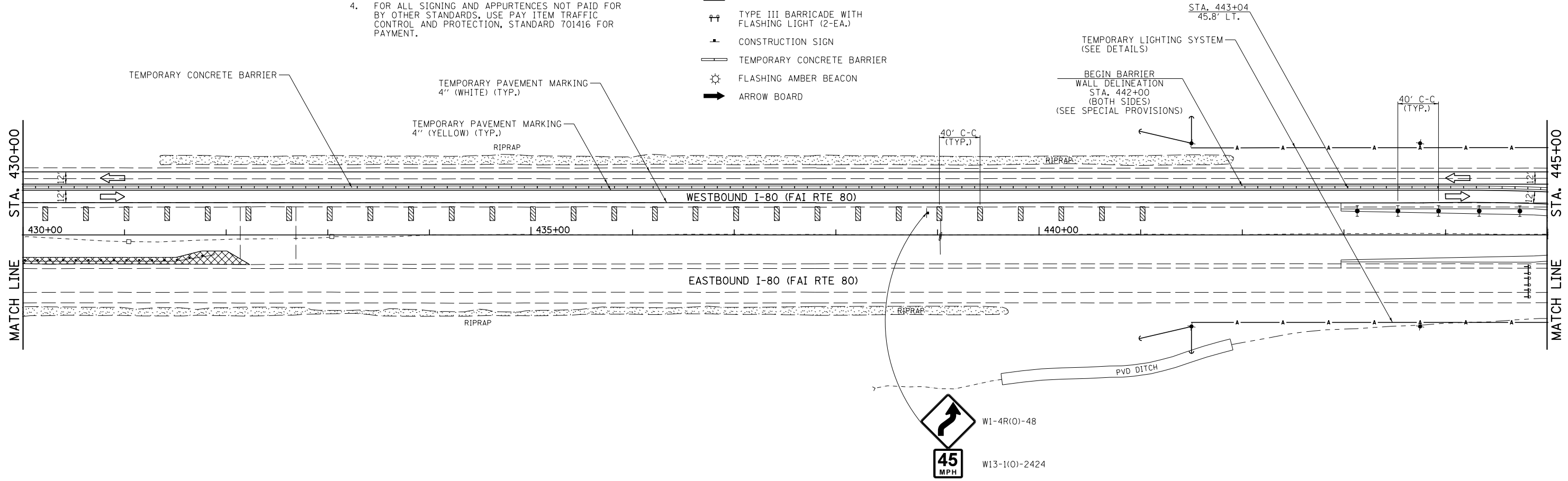
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	430	105
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



- NOTES:
- INSTALL ALL PROPOSED DRAINAGE ITEMS AT STA. 418+50 IN STAGE 1
 - AT STA. 418+55, EXISTING DRAINAGE ITEMS WILL BE REMOVED.
 - ADD REFLECTORS @ 25' CTS. TO ALL EXISTING GUARDRAIL AND PARAPET WALLS ADJACENT TO STAGE 1 TRAVEL LANES.
 - FOR ALL SIGNING AND APPURTENANCES NOT PAID FOR BY OTHER STANDARDS, USE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT.

- LEGEND
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
 - TYPE II BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
 - VERTICAL PANEL
 - DIRECTION OF TRAFFIC
 - CONSTRUCTION ZONE
 - TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
 - CONSTRUCTION SIGN
 - TEMPORARY CONCRETE BARRIER
 - FLASHING AMBER BEACON
 - ARROW BOARD

* C OF TEMPORARY CONCRETE BARRIER TAPERS FROM 2' OFFSET TO C WESTBOUND (47.0' LT. TO 45.0' LT.)



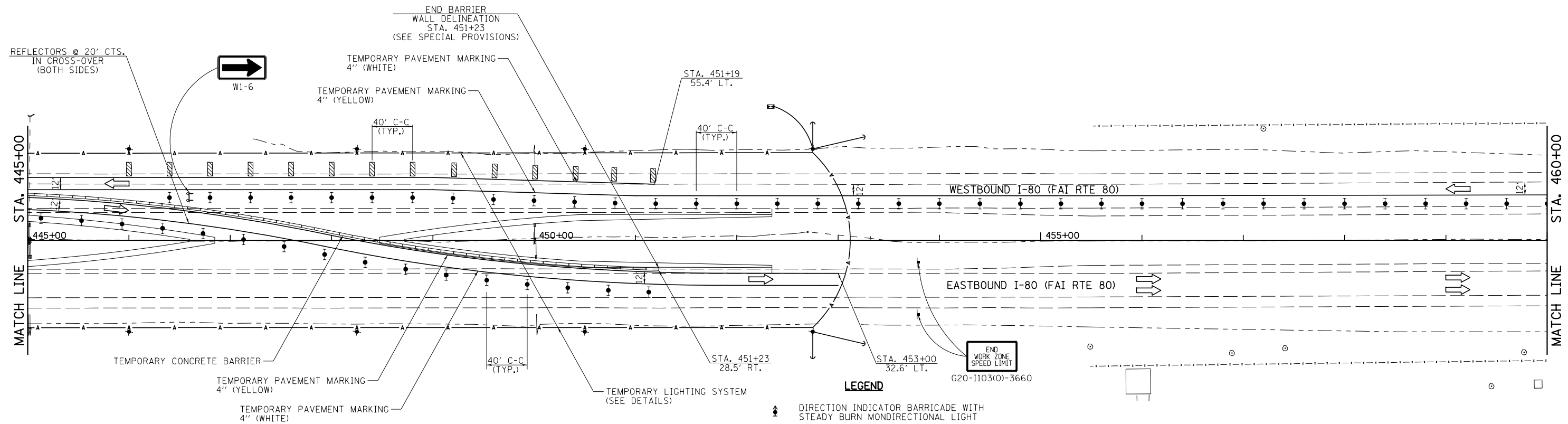
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PLOT DATE = 3/17/2015	DATE - 12/10/2014		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 (F.A.I. RTE. 80), STAGE 1 CONSTRUCTION PLAN

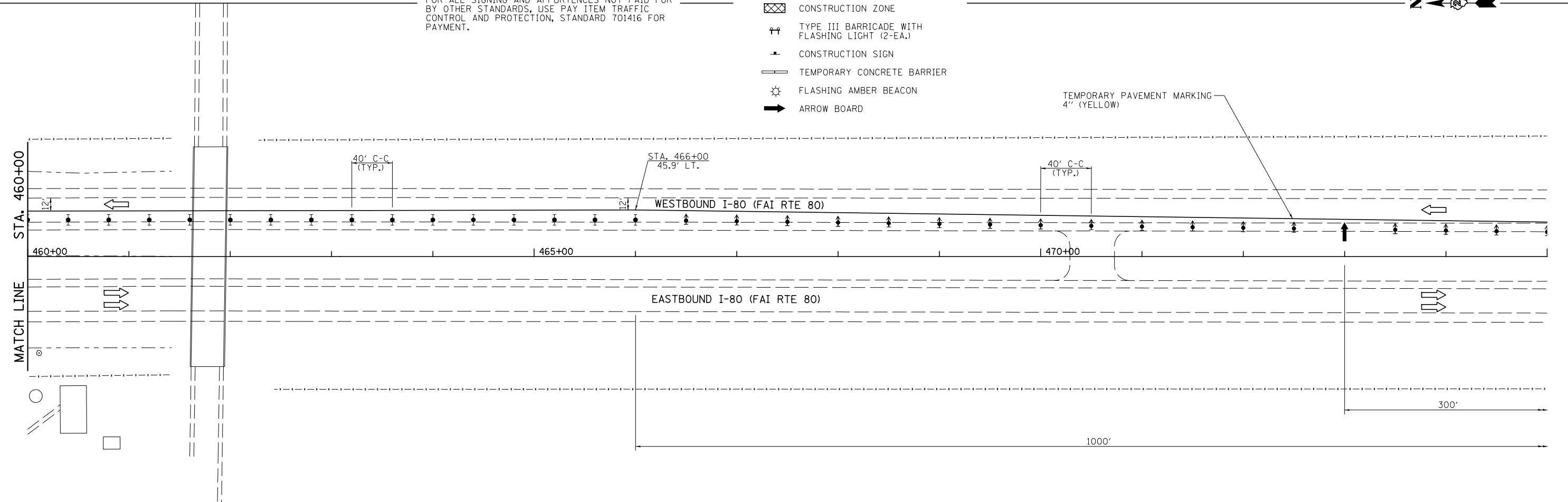
SCALE: 1"=50' SHEET NO. 8 OF 10 SHEETS STA. 415+00 TO STA. 445+00

F.A.I. RTE. 80	SECTION *	COUNTY HENRY	TOTAL SHEETS 430	SHEET NO. 106
* 37-1BR-1, 81-1VBR & 81-1HBR-1				CONTRACT NO. 64B78
ILLINOIS FED. AID PROJECT				



NOTES:
 FOR ALL SIGNING AND APPURTENANCES NOT PAID FOR BY OTHER STANDARDS, USE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT.

- LEGEND**
- ↑ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - ↓ TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - ▨ VERTICAL PANEL
 - DIRECTION OF TRAFFIC
 - ▩ CONSTRUCTION ZONE
 - ↑↑ TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
 - ⊠ CONSTRUCTION SIGN
 - ▬ TEMPORARY CONCRETE BARRIER
 - ⊙ FLASHING AMBER BEACON
 - ➔ ARROW BOARD



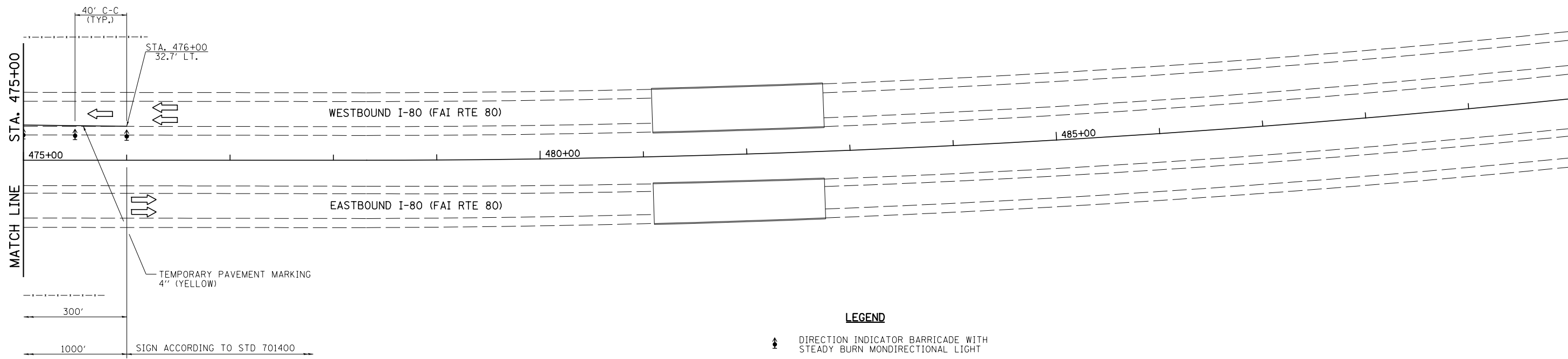
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PLOT DATE = 3/17/2015	DATE - 12/10/2014		REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

I-80 (F.A.I. RTE. 80), STAGE 1 CONSTRUCTION PLAN

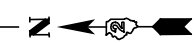
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	430	107
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



NOTES:
 FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, USE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT.

- LEGEND**
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - VERTICAL PANEL
 - DIRECTION OF TRAFFIC
 - CONSTRUCTION ZONE
 - TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
 - CONSTRUCTION SIGN
 - TEMPORARY CONCRETE BARRIER
 - FLASHING AMBER BEACON
 - ARROW BOARD



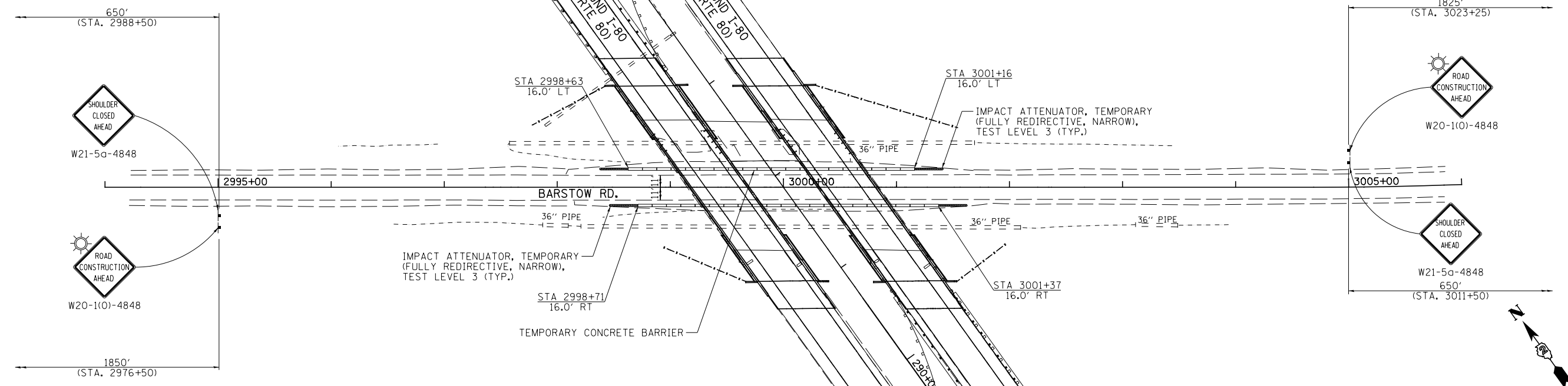
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**












I-80 (F.A.I. RTE. 80), STAGE 1 CONSTRUCTION PLAN

SCALE: 1"=50' SHEET NO. 10 OF 10 SHEETS STA. 445+00 TO STA. 475+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	430	108
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



LEGEND

-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL
-  DIRECTION OF TRAFFIC
-  CONSTRUCTION ZONE
-  TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
-  CONSTRUCTION SIGN
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
-  FLASHING AMBER BEACON
-  ARROW BOARD

NOTES:

1. TEMPORARY CONCRETE BARRIER WILL REMAIN IN PLACE ON BOTH SIDES FOR ENTIRE LENGTH OF PROJECT, INCLUDING OVER WINTER.
2. ANY LANE CLOSURES WILL USE STD 701201 & 701206.
3. BARRIER WALL OFFSETS ARE TO THE CENTERLINE OF THE WALL.
4. BARSTOW RD. PROPOSED IMPROVEMENTS TO BE COMPLETED ONCE BRIDGE RECONSTRUCTION IS COMPLETE.
5. CONTRACTOR WILL ONLY BE ALLOWED TO WORK ON ONE SIDE OF BARSTOW ROAD AT A TIME.
6. FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, USE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT.

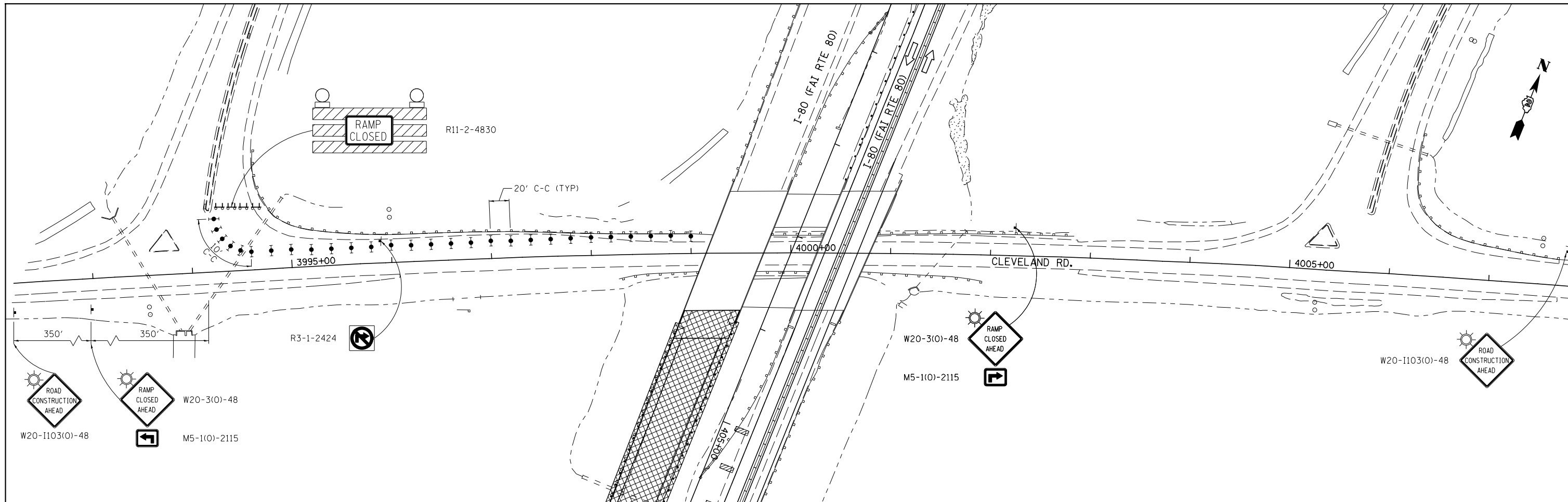
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BARSTOW RD., STAGE 1 & 2 CONSTRUCTION PLAN

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 2994+00 TO STA. 3006+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	ROCK ISLAND	430	109
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE BARRIER
- FLASHING AMBER BEACON
- ARROW BOARD

NOTES:

1. SEE STAGE 1 DETOUR SHEET FOR DETOUR TO EB I-80.
2. EB I-80 RAMP WILL BE RE-OPENED FOR STAGE 2.
3. RAMP CLOSURE SHALL BE DONE IN ACCORDANCE WITH IDOT STD. 701451.
4. FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, USE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT.

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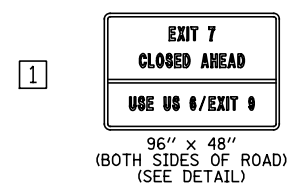
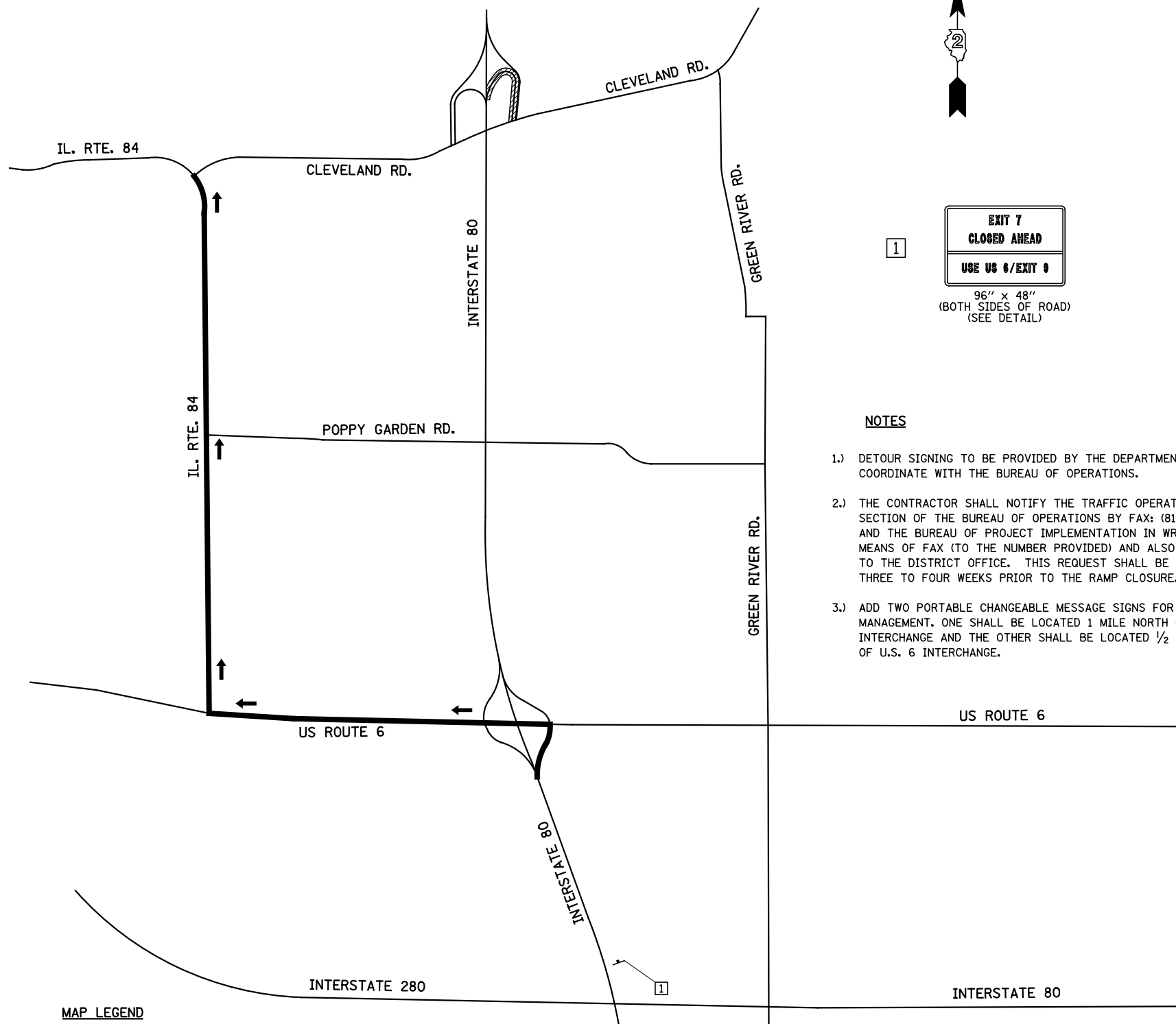
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CLEVELAND RD., STAGE 1 CONSTRUCTION PLAN

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 2994+00 TO STA. 3006+00

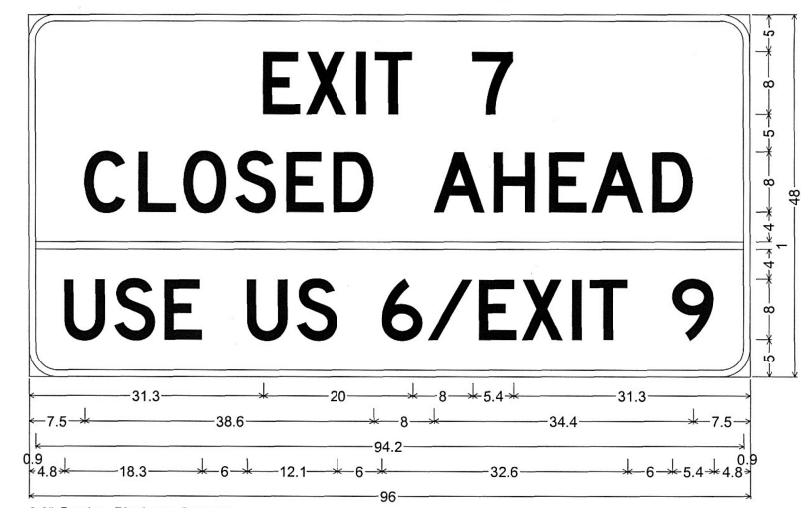
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	ROCK ISLAND	430	110
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				

STAGE 2 DETOUR



NOTES

- 1.) DETOUR SIGNING TO BE PROVIDED BY THE DEPARTMENT. COORDINATE WITH THE BUREAU OF OPERATIONS.
- 2.) THE CONTRACTOR SHALL NOTIFY THE TRAFFIC OPERATIONS SECTION OF THE BUREAU OF OPERATIONS BY FAX: (815) 284-5489 AND THE BUREAU OF PROJECT IMPLEMENTATION IN WRITING BY MEANS OF FAX (TO THE NUMBER PROVIDED) AND ALSO BY LETTER TO THE DISTRICT OFFICE. THIS REQUEST SHALL BE SUBMITTED THREE TO FOUR WEEKS PRIOR TO THE RAMP CLOSURE.
- 3.) ADD TWO PORTABLE CHANGEABLE MESSAGE SIGNS FOR INCIDENT MANAGEMENT. ONE SHALL BE LOCATED 1 MILE NORTH OF I-88 INTERCHANGE AND THE OTHER SHALL BE LOCATED 1/2 MILE SOUTH OF U.S. 6 INTERCHANGE.



0.9" Border, Black on Orange;
 "EXIT 7" D 2K; "CLOSED AHEAD" D 2K; "USE US 6/EXIT 9" D 2K 90% spacing;
 Table of distances between letter and object lefts.

E	X	I	T	7									
31.3	5.7	6.8	2.5	13.0	5.4	31.3							
C	L	O	S	E	D	A	H	E	A	D			
7.5	7.2	6.0	6.9	6.8	6.3	13.4	8.0	7.4	5.6	8.0	5.4	7.5	
0.9	94.2	0.9											
U	S	E	U	S	6	/	E	X	I	T	9		
4.8	6.6	6.7	11.0	6.6	11.5	6.1	6.8	5.7	6.7	2.3	11.0	5.4	4.8

TEMPORARY SIGN DETAIL

- MAP LEGEND**
- SIGN
 - ▨ ROAD CLOSURE LOCATION (CLEVELAND RD. INTERCHANGE / RAMP CLOSURE)
 - DETOUR ROUTE

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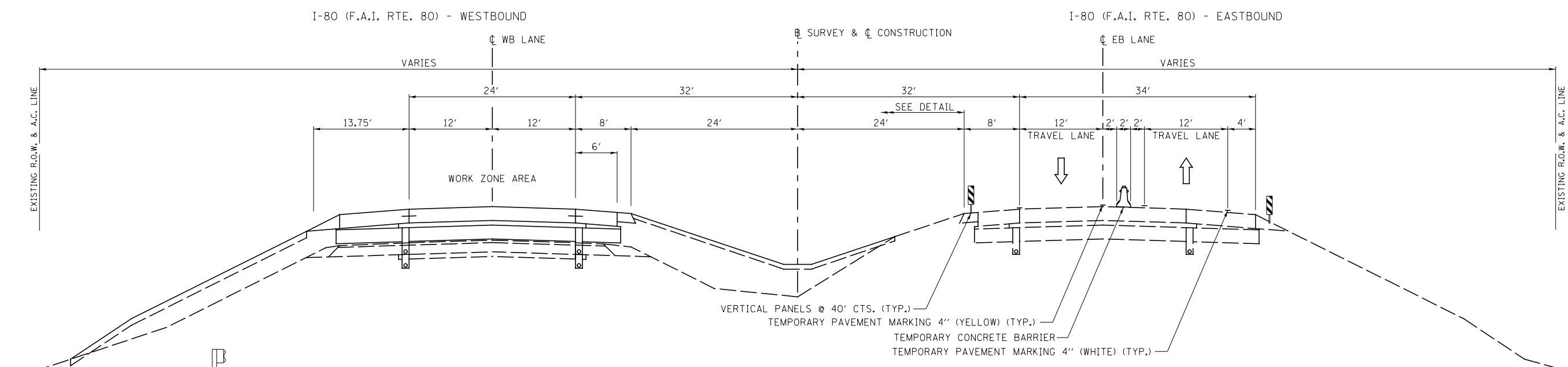
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

INTERSTATE 80 STAGE 2 DETOUR MAP
 & TEMPORARY SIGN DETAIL

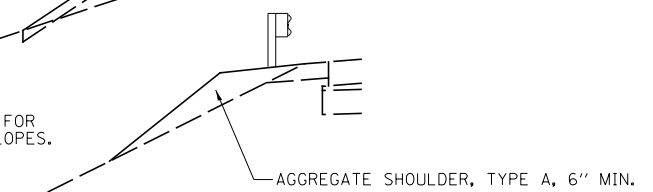
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F.A.I. RTE. 80	SECTION *	COUNTY **	TOTAL SHEETS 430	SHEET NO. 111
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

** ROCK ISLAND / HENRY



NOTE:
SEE STD 630301 FOR
DIMENSIONS & SLOPES.



**SHOULDER WIDENING FOR
TEMPORARY GUARDRAIL DETAIL**

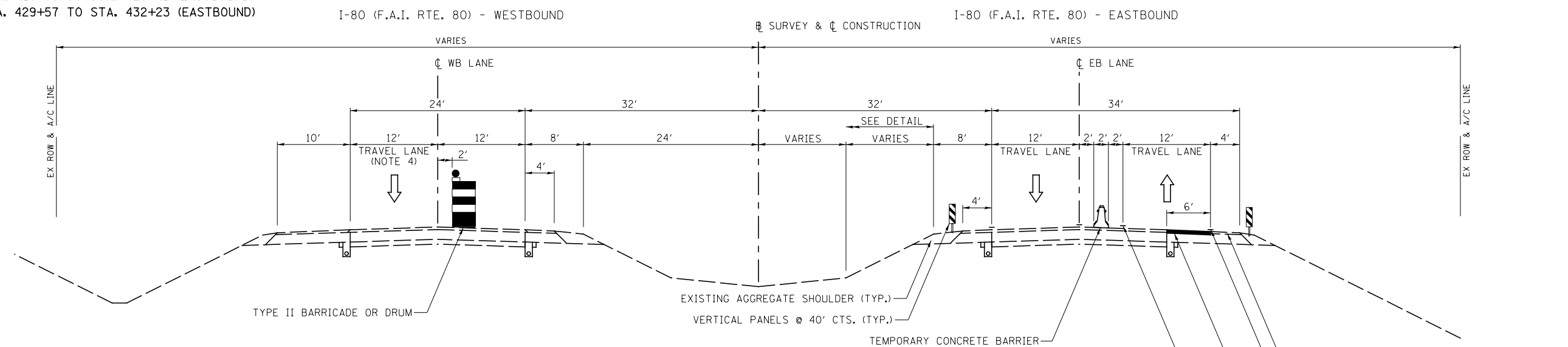
- STA. 277+88 TO STA. 280+49 (EASTBOUND)
- STA. 289+21 TO STA. 291+82 (EASTBOUND)
- STA. 311+91 TO STA. 314+57 (EASTBOUND)
- STA. 404+02 TO STA. 406+64 (EASTBOUND)
- STA. 417+79 TO STA. 420+41 (EASTBOUND)
- STA. 429+57 TO STA. 432+23 (EASTBOUND)

**STAGE 2 MAINLINE TYPICAL SECTION
I-80 (F.A.I. RTE. 80)**

- STA. 272+00.00 TO STA. 276+12.26 (EASTBOUND)
- STA. 277+87.57 TO STA. 286+90.67 (EASTBOUND)
- STA. 288+62.77 TO STA. 299+57.00 (EASTBOUND)
- STA. 404+20.00 TO STA. 415+61.15 (EASTBOUND)
- STA. 417+69.56 TO STA. 427+62.07 (EASTBOUND)

STAGE 2 NOTES:

1. ALL TEMPORARY PAVEMENT MARKING SHALL BE PAINT OR MODIFIED URETHANE.
2. EXISTING WESTBOUND LANES WILL BE USED FOR WESTBOUND ENTRANCE RAMP FROM COLONA INTERCHANGE STA. 331+00.00 TO STA. 387+05.01.
3. THE CONTRACTOR WILL NOT BE ALLOWED TO CONSTRUCT NEW TEMPORARY CROSSOVERS FOR ACCESS WITHIN THE LIMITS OF THE TEMPORARY CONCRETE BARRIER.



**STAGE 2 MAINLINE TYPICAL SECTION
I-80 (F.A.I. RTE. 80)**

- STA. 311+77.75 TO STA. 402+61.59 (EASTBOUND)
- STA. 403+90.26 TO STA. 404+20.00 (EASTBOUND)

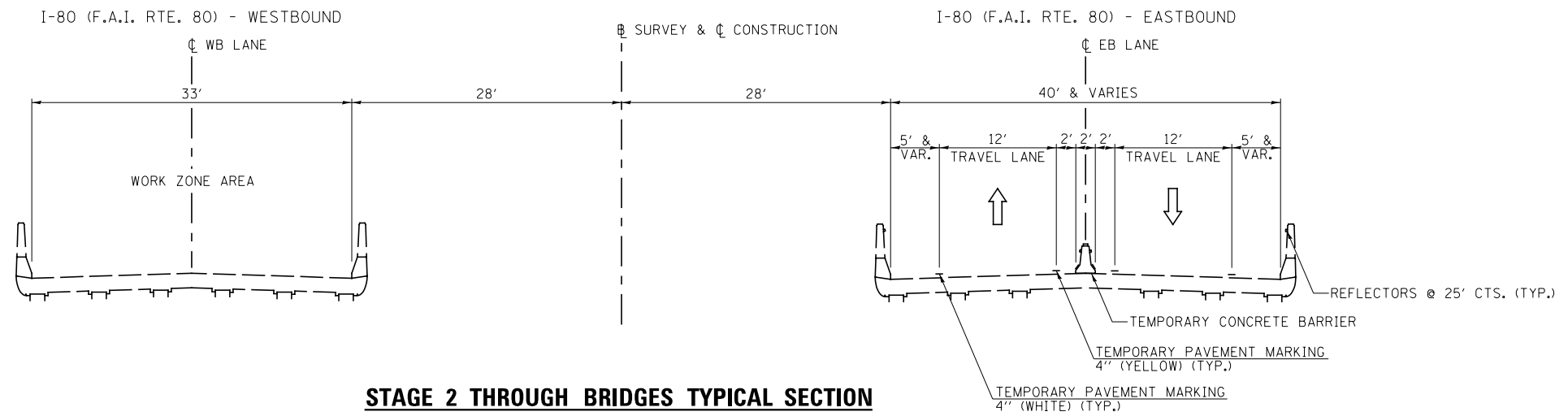
- EXISTING HOT-MIX ASPHALT SHOULDER (TYP.)
- TEMPORARY PAVEMENT MARKING 4" (WHITE) (TYP.)
- HOT-MIX ASPHALT SURFACE REMOVAL 2"
- HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- TEMPORARY PAVEMENT MARKING 4" (YELLOW) (TYP.)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 (F.A.I. RTE. 80), STAGE 2 TYPICAL SECTIONS			
SCALE: N/A	SHEET NO. 1 OF 2 SHEETS	STA. N/A	TO STA. N/A

** ROCK ISLAND / HENRY			
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS
80	*	**	430
* 37-1BR-1, 81-1VBR & 81-1HBR-1			SHEET NO. 112
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B78



STAGE 2 THROUGH BRIDGES TYPICAL SECTION

I-80 (F.A.I. RTE. 80)

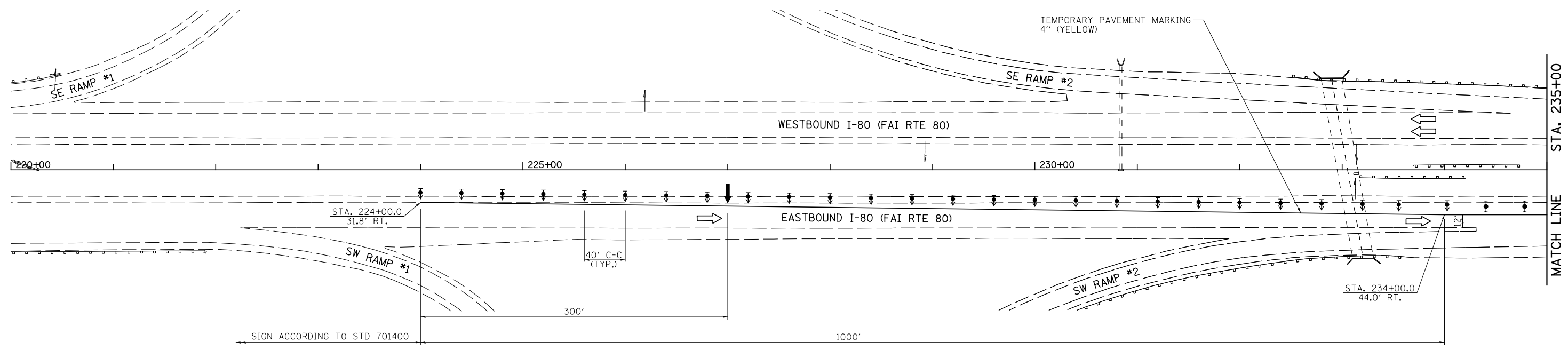
- STA. 275+69.00 TO STA. 278+25.72 (EASTBOUND)
- STA. 286+36.49 TO STA. 289+22.29 (EASTBOUND)
- STA. 300+09.47 TO STA. 311+82.72 (EASTBOUND)
- STA. 402+69.90 TO STA. 404+00.85 (EASTBOUND)
- STA. 415+27.80 TO STA. 418+08.42 (EASTBOUND)
- STA. 427+83.54 TO STA. 429+39.86 (EASTBOUND)

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-80 (F.A.I. RTE. 80), STAGE 2 TYPICAL SECTIONS			
SCALE: N/A	SHEET NO. 2 OF 2 SHEETS	STA. N/A	TO STA. N/A

** ROCK ISLAND / HENRY				
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	**	430	113
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



NOTES: AFTER CONSTRUCTION IS COMPLETE AND TRAFFIC IS BACK TO NORMAL PATTERNS, MEDIAN CROSSOVERS WILL BE CLOSED IN ACCORDANCE WITH THE DETAILS IN THE PLANS.

SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701416 FOR LANE CLOSURE WITH CROSSOVER AND BARRIER.

BARRIER WALL OFFSETS ARE TO THE CENTERLINE OF THE WALL.

- LEGEND**
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - VERTICAL PANEL
 - DIRECTION OF TRAFFIC
 - CONSTRUCTION ZONE
 - TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
 - CONSTRUCTION SIGN
 - TEMPORARY CONCRETE BARRIER
 - FLASHING AMBER BEACON
 - ARROW BOARD

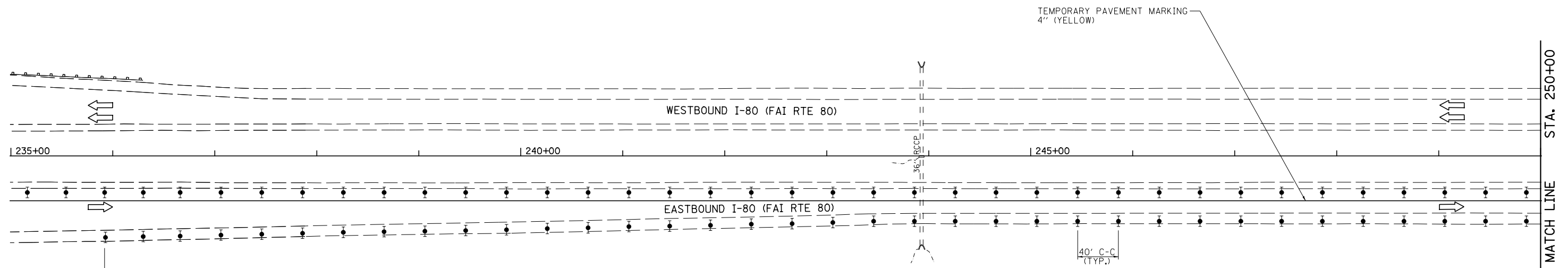
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-80 (F.A.I. RTE. 80), STAGE 2 CONSTRUCTION PLAN

SCALE: 1"=50' SHEET NO. 1 OF 10 SHEETS STA. 220+00 TO STA. 235+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	ROCK ISLAND	430	114
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



1000'

NOTES:

AFTER CONSTRUCTION IS COMPLETE AND TRAFFIC IS BACK TO NORMAL PATTERNS, MEDIAN CROSSOVERS WILL BE CLOSED IN ACCORDANCE WITH THE DETAILS IN THE PLANS.

SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

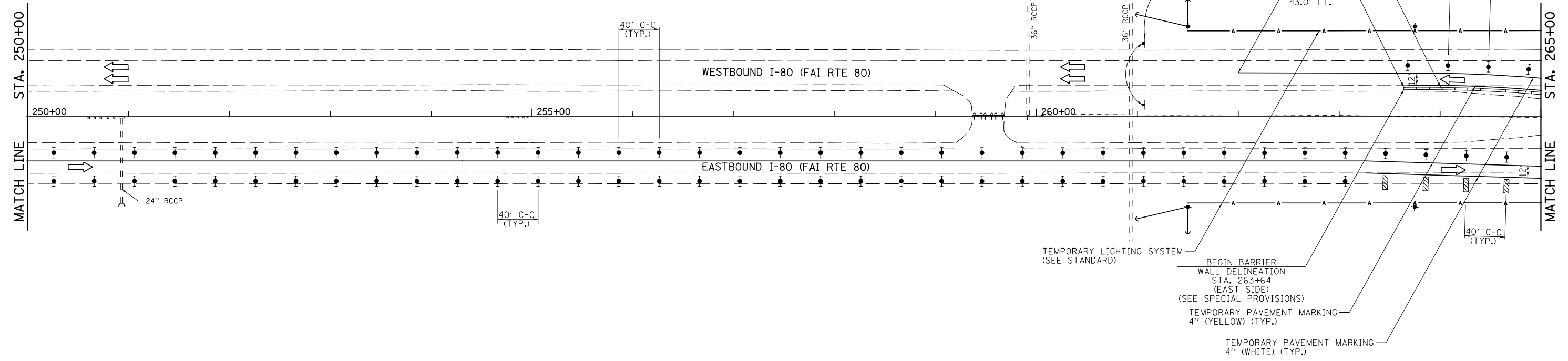
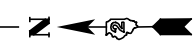
SEE STD 701416 FOR LANE CLOSURE WITH CROSSOVER AND BARRIER.

BARRIER WALL OFFSETS ARE TO THE CENTERLINE OF THE WALL.

FOR ALL SIGNING AND APPURTENANCES NOT PAID FOR BY OTHER STANDARDS, USE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT.

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE BARRIER
- FLASHING AMBER BEACON
- ARROW BOARD



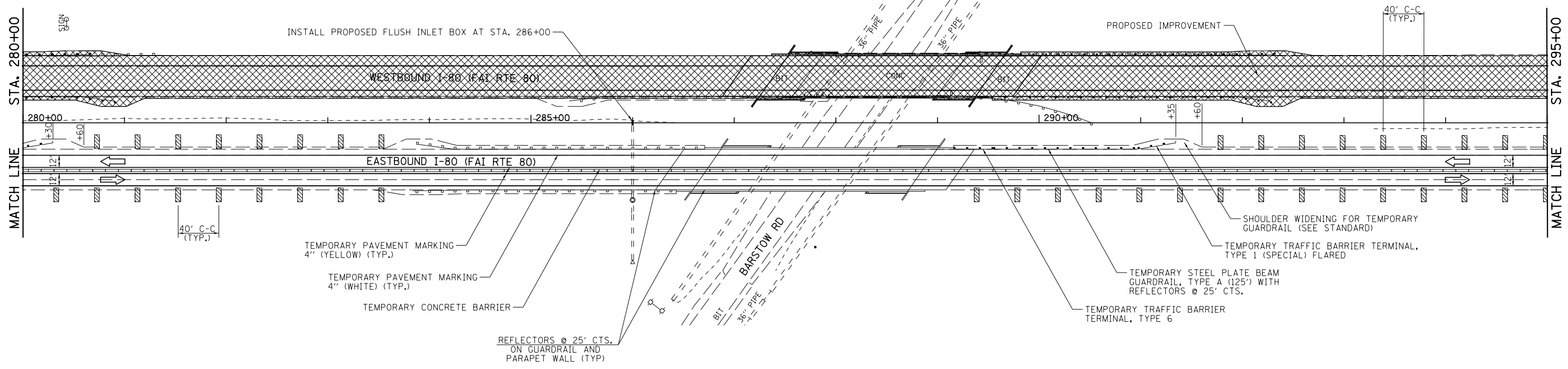
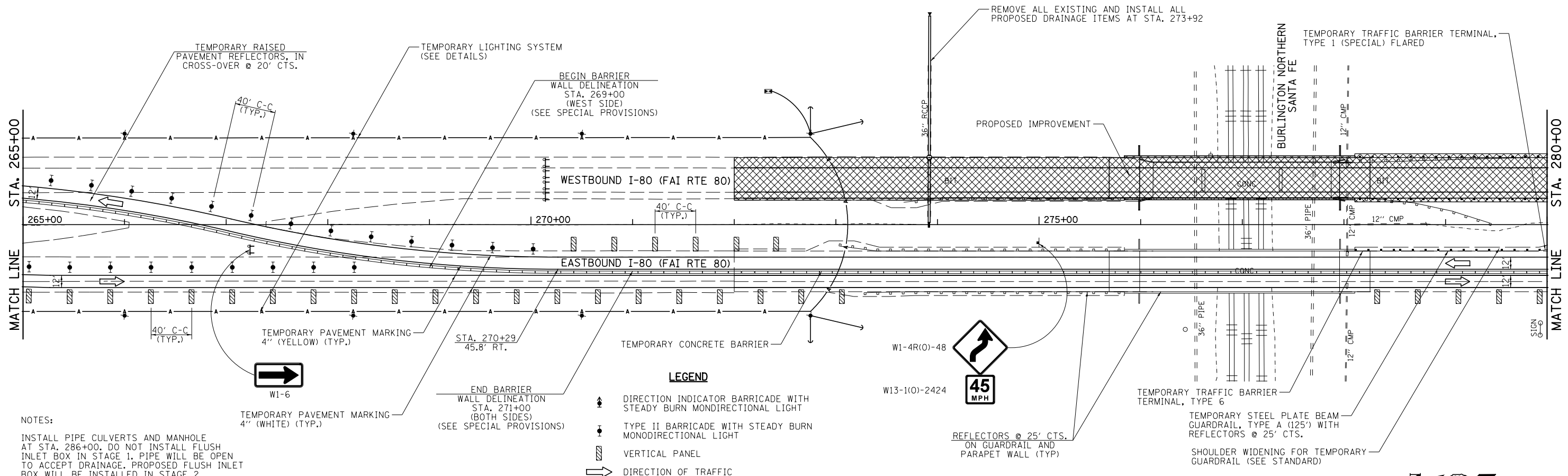
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-80 (F.A.I. RTE. 80), STAGE 2 CONSTRUCTION PLAN

SCALE: 1"=50' SHEET NO. 2 OF 10 SHEETS STA. 235+00 TO STA. 265+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	ROCK ISLAND	430	115
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



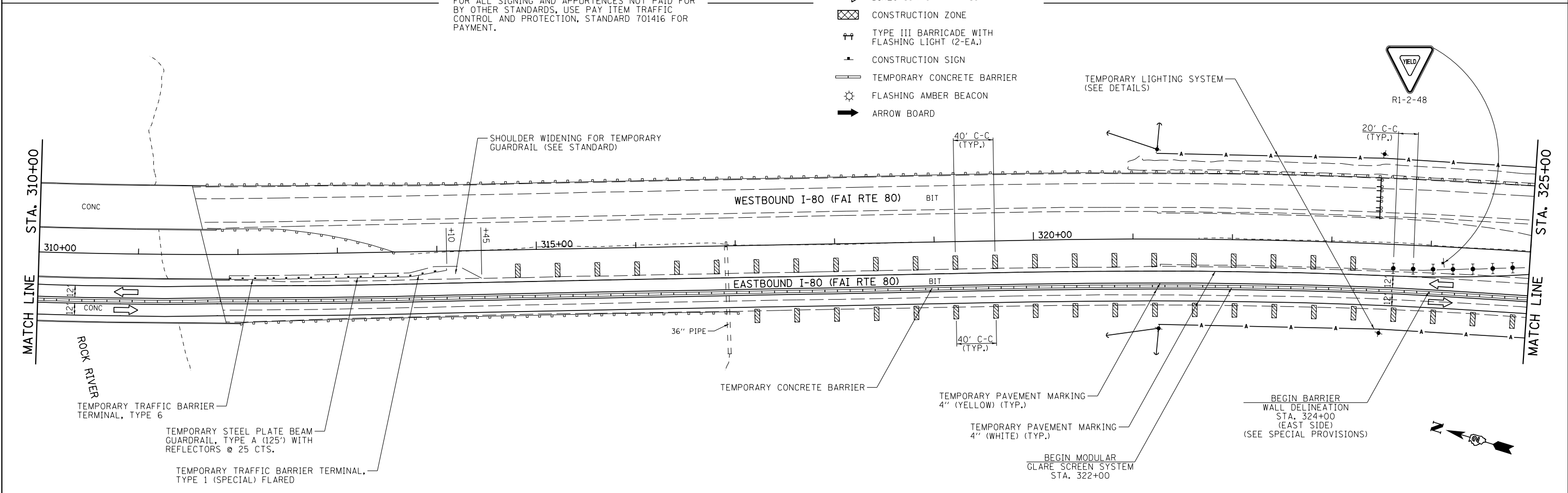
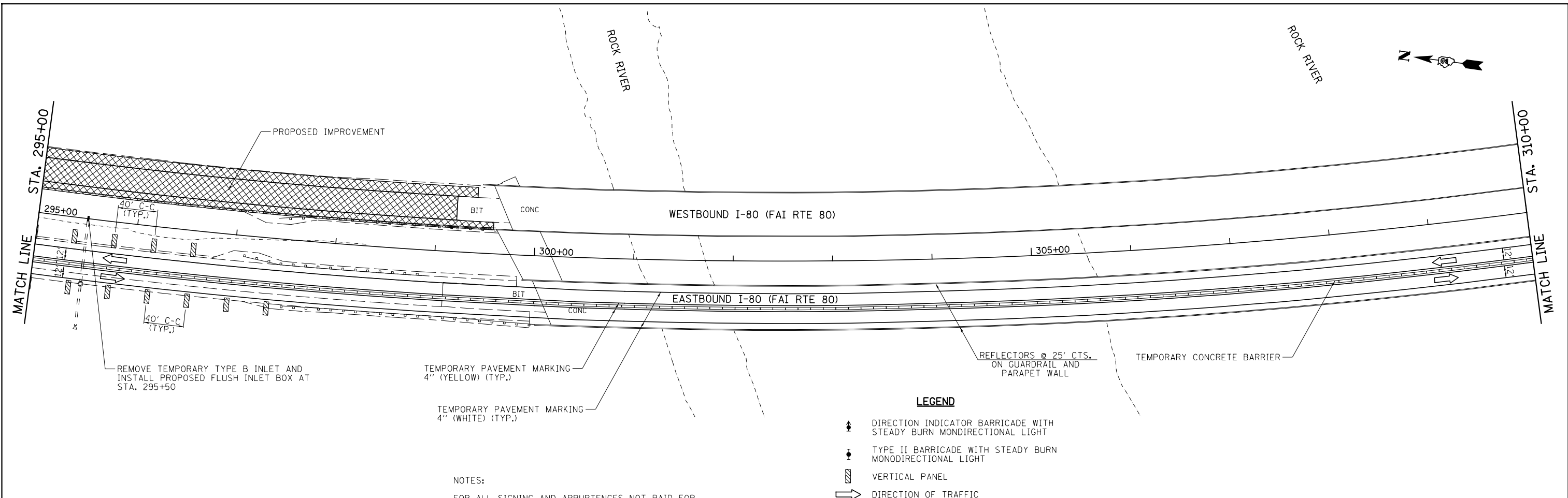
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PLOT DATE = 3/17/2015		DATE - 12/10/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

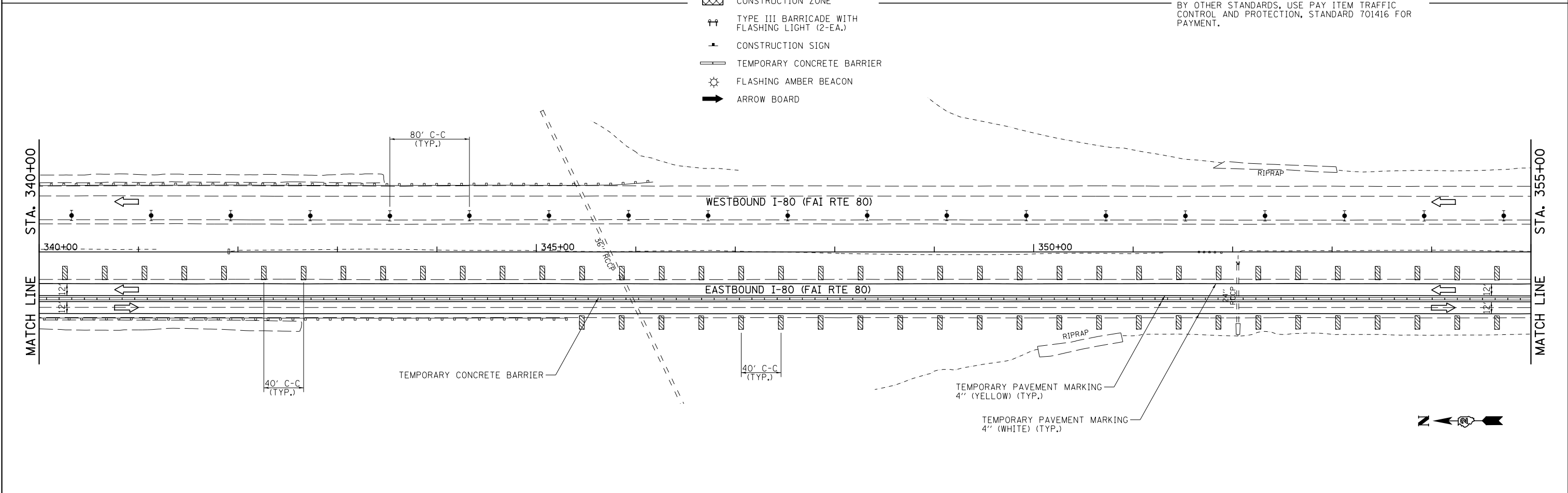
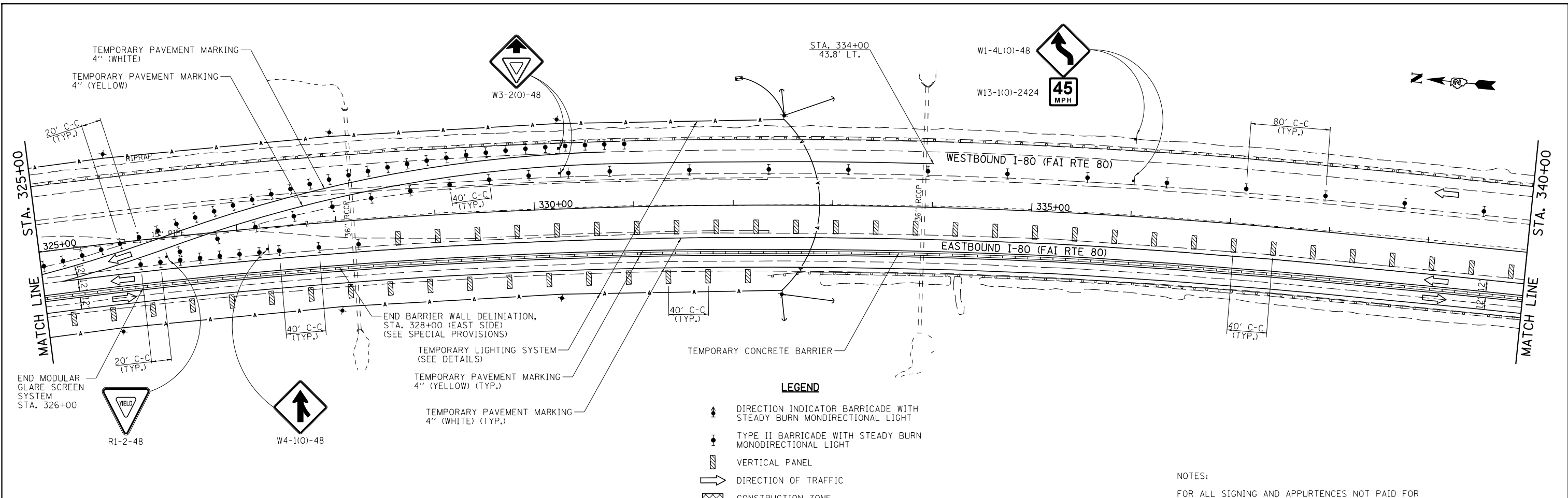
I-80 (F.A.I. RTE. 80), STAGE 2 CONSTRUCTION PLAN

SCALE: 1"=50' SHEET NO. 3 OF 10 SHEETS STA. 265+00 TO STA. 295+00

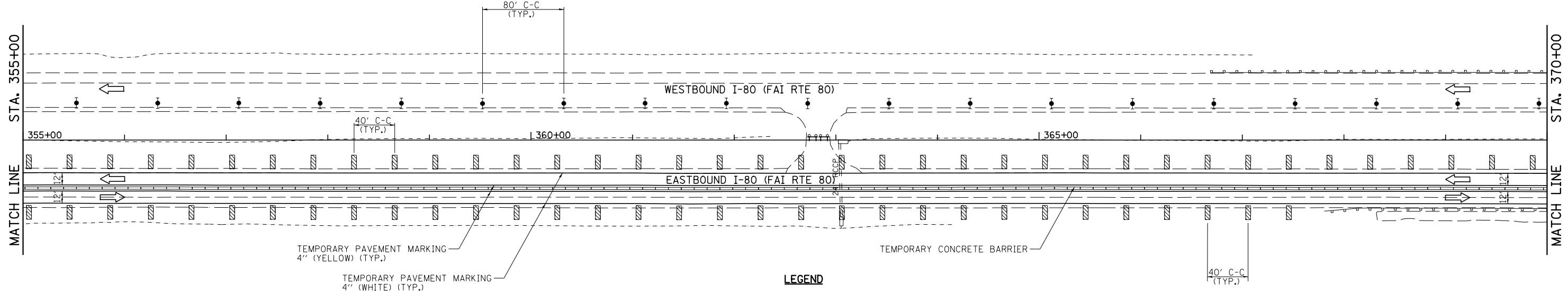
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	ROCK ISLAND	430	116
* 37-1BR-1, 81-1VBR & 81-1HBR-1		CONTRACT NO. 64B78		
ILLINOIS FED. AID PROJECT				



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PLOT SCALE = 100.0000' / in.	CHECKED - DJD	REVISIED -	REVISIED -			* 37-1BR-1, 81-1VBR & 81-1HBR-1	CONTRACT NO. 64B78			
PLOT DATE = 3/17/2015	DATE - 12/10/2014	REVISIED -	REVISIED -			ILLINOIS FED. AID PROJECT				
SCALE: 1"=50'						SHEET NO. 4 OF 10 SHEETS	STA. 295+00 TO STA. 325+00			

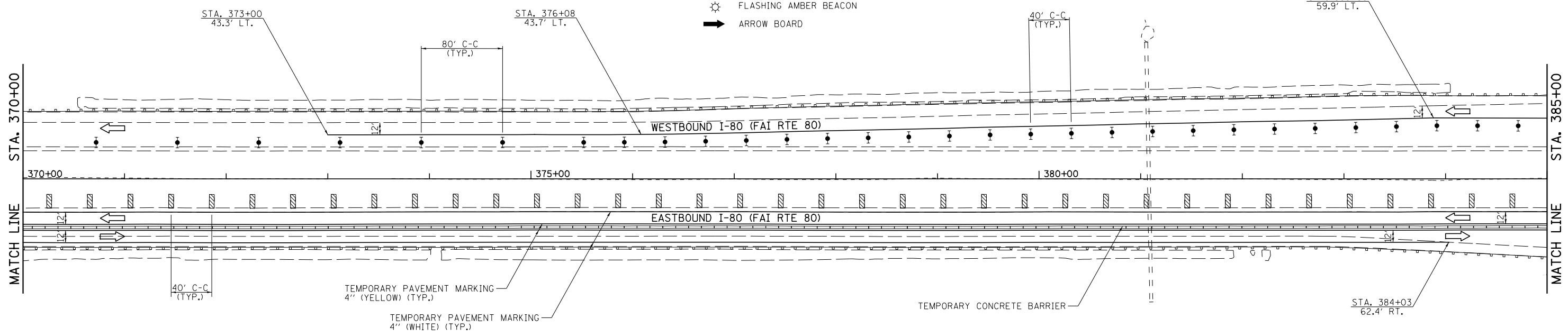
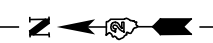


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PLOT SCALE = 100.0000' / in.	CHECKED - DJD	REVISIED -	REVISIED -		SCALE: 1"=50'	SHEET NO. 5 OF 10 SHEETS	STA. 325+00 TO STA. 355+00	* 37-1BR-1, 81-1VBR & 81-1HBR-1		CONTRACT NO. 64B78		
PLOT DATE = 3/17/2015	DATE - 12/10/2014	REVISIED -	REVISIED -		ILLINOIS FED. AID PROJECT							



- LEGEND**
- ▲ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
 - TYPE II BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
 - ▨ VERTICAL PANEL
 - ➡ DIRECTION OF TRAFFIC
 - ▩ CONSTRUCTION ZONE
 - ⚡ TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
 - ⚠ CONSTRUCTION SIGN
 - ▬ TEMPORARY CONCRETE BARRIER
 - ⚡ FLASHING AMBER BEACON
 - ➡ ARROW BOARD

NOTES:
 FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, USE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT.



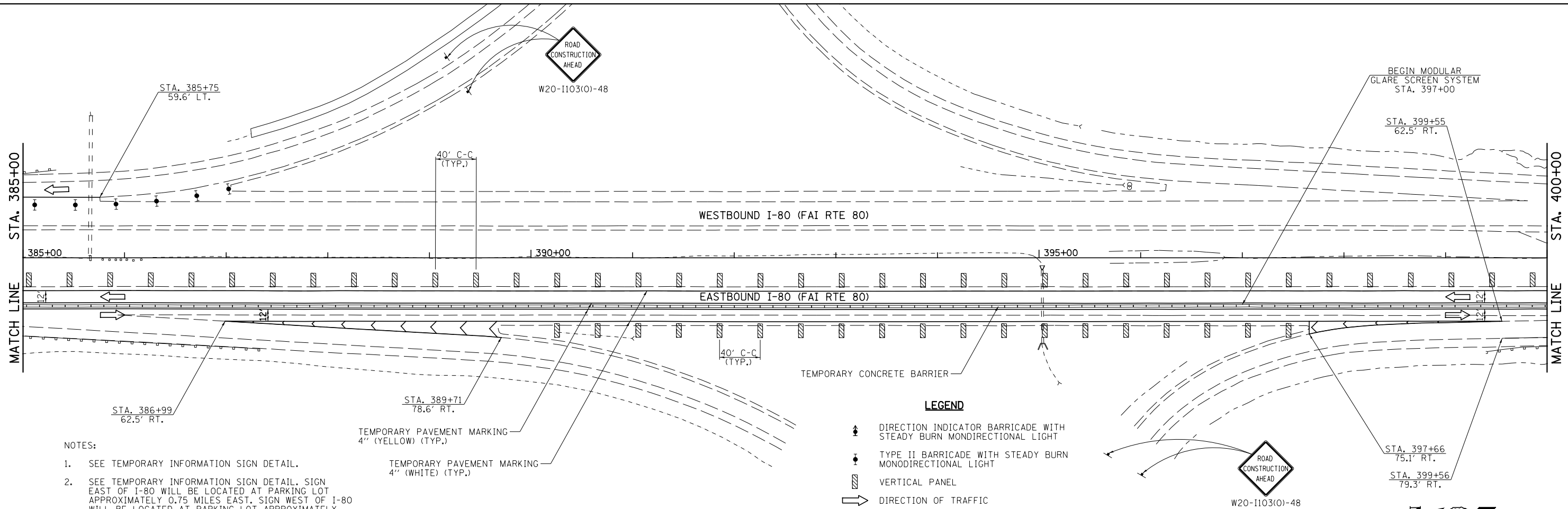
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

I-80 (F.A.I. RTE. 80), STAGE 2 CONSTRUCTION PLAN

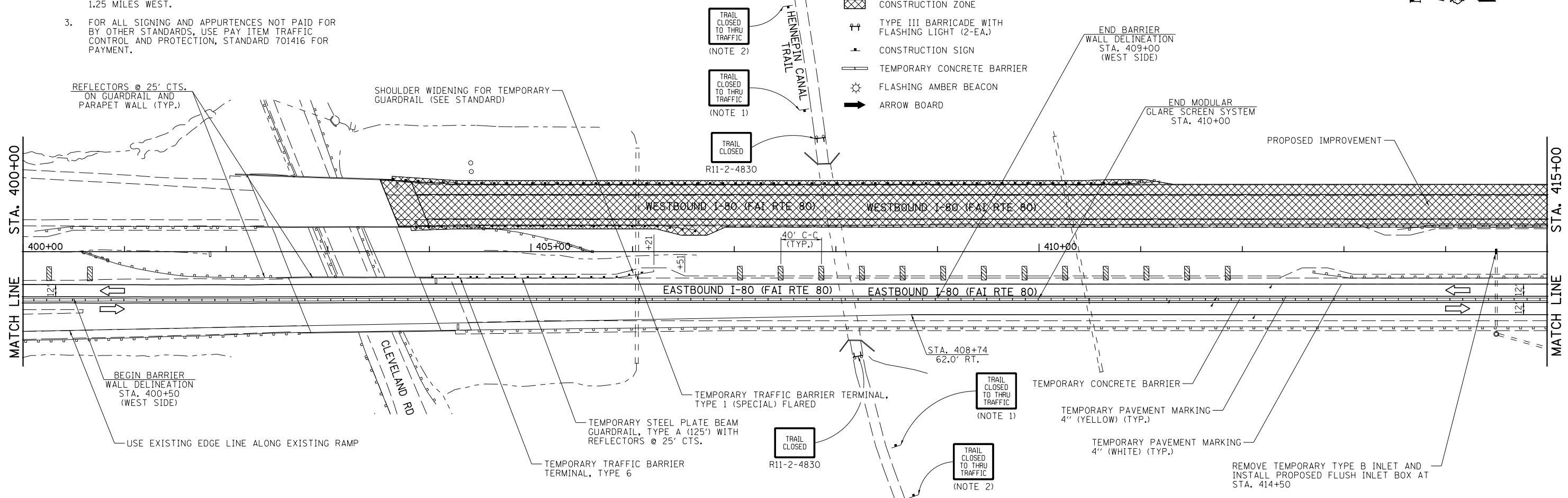
SCALE: 1"=50' SHEET NO. 6 OF 10 SHEETS STA. 355+00 TO STA. 385+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	430	119
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



- NOTES:
- SEE TEMPORARY INFORMATION SIGN DETAIL.
 - SEE TEMPORARY INFORMATION SIGN DETAIL. SIGN EAST OF I-80 WILL BE LOCATED AT PARKING LOT APPROXIMATELY 0.75 MILES EAST. SIGN WEST OF I-80 WILL BE LOCATED AT PARKING LOT APPROXIMATELY 1.25 MILES WEST.
 - FOR ALL SIGNING AND APPURTENANCES NOT PAID FOR BY OTHER STANDARDS, USE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT.

- LEGEND**
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
 - TYPE II BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
 - VERTICAL PANEL
 - DIRECTION OF TRAFFIC
 - CONSTRUCTION ZONE
 - TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
 - CONSTRUCTION SIGN
 - TEMPORARY CONCRETE BARRIER
 - FLASHING AMBER BEACON
 - ARROW BOARD



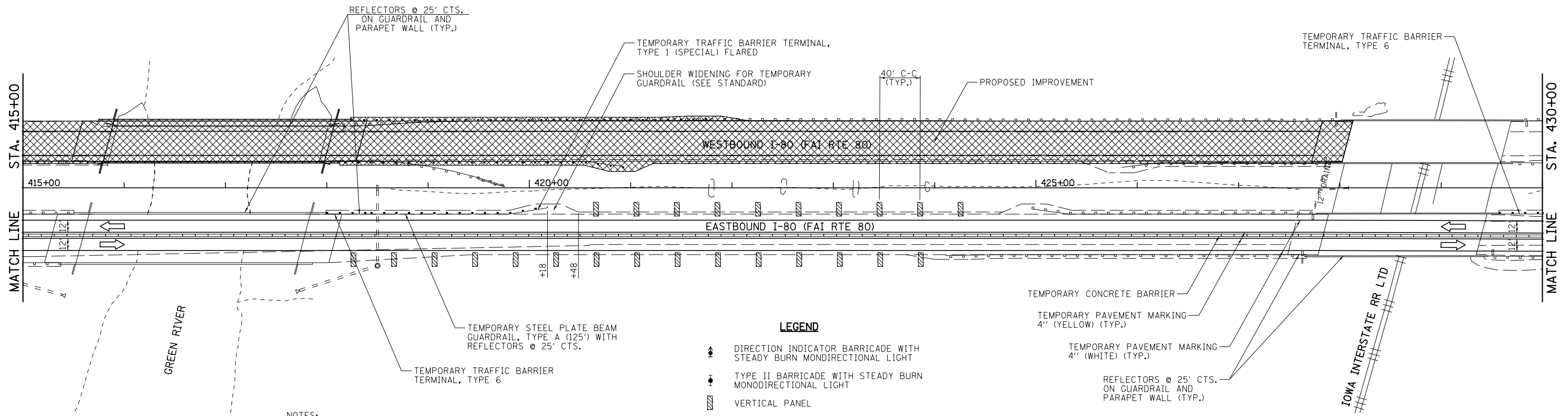
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-80 (F.A.I. RTE. 80), STAGE 2 CONSTRUCTION PLAN

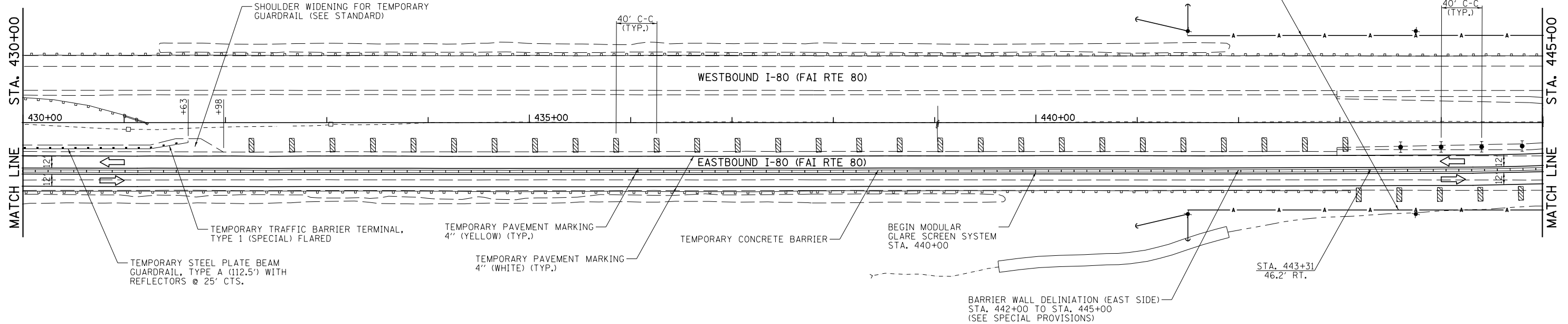
SCALE: 1"=50' SHEET NO. 7 OF 10 SHEETS STA. 385+00 TO STA. 415+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	430	120
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



NOTES:
 FOR ALL SIGNING AND APPURTENANCES NOT PAID FOR BY OTHER STANDARDS, USE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT.

- LEGEND**
- ↑ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - ↓ TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - ▨ VERTICAL PANEL
 - DIRECTION OF TRAFFIC
 - ▩ CONSTRUCTION ZONE
 - ↑↑ TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
 - ⊙ CONSTRUCTION SIGN
 - ▬ TEMPORARY CONCRETE BARRIER
 - ⚡ FLASHING AMBER BEACON
 - ➡ ARROW BOARD



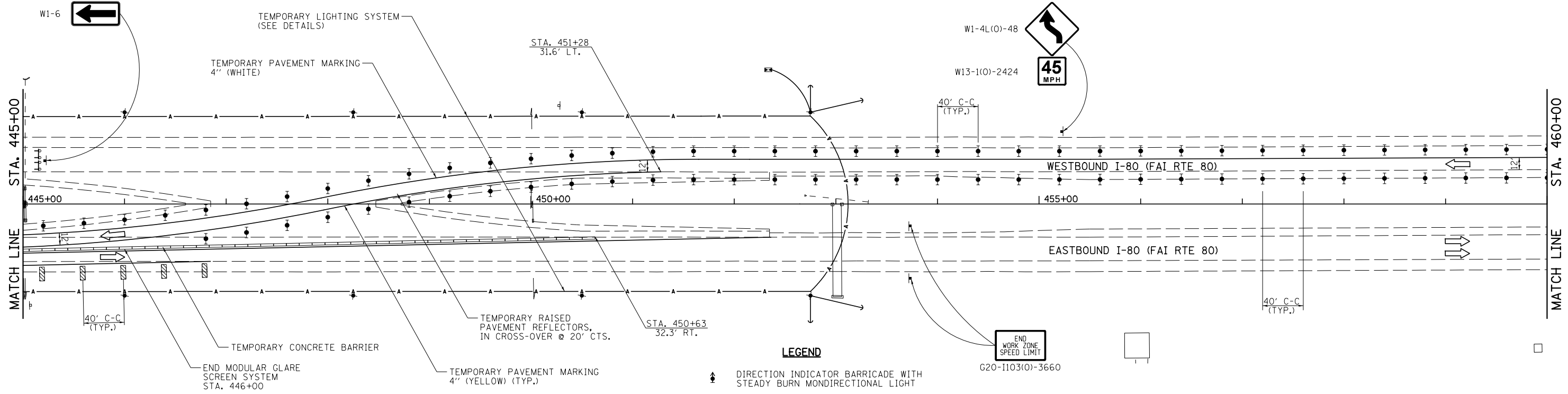
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

I-80 (F.A.I. RTE. 80), STAGE 2 CONSTRUCTION PLAN

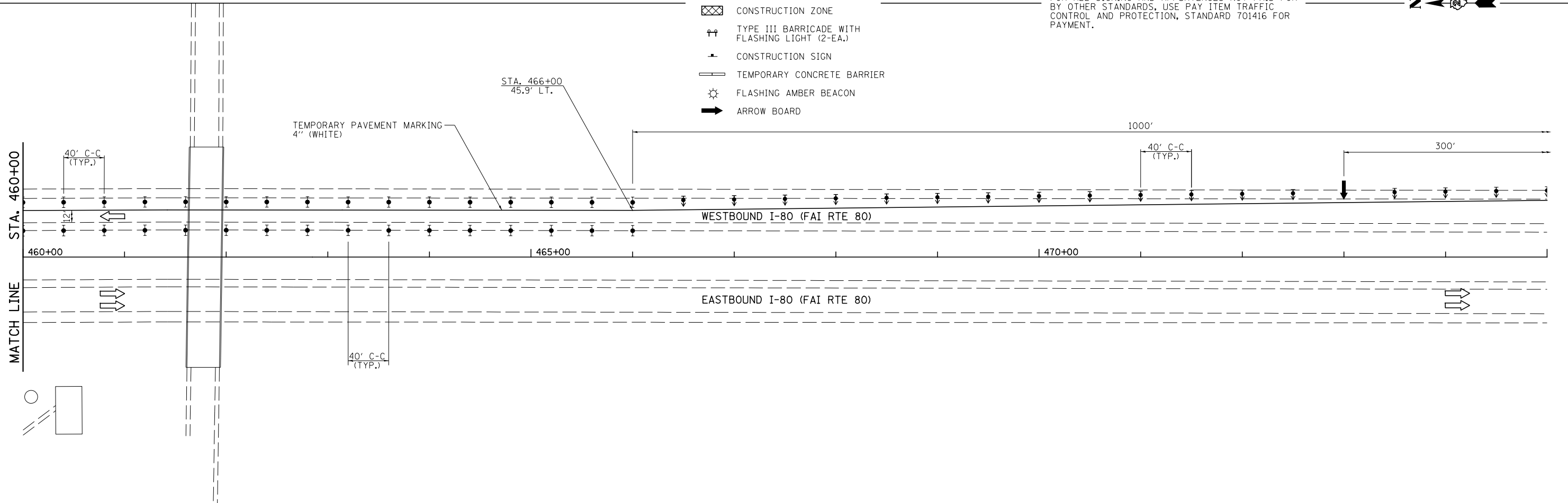
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	430	121
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



- LEGEND**
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
 - TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - VERTICAL PANEL
 - DIRECTION OF TRAFFIC
 - CONSTRUCTION ZONE
 - TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
 - CONSTRUCTION SIGN
 - TEMPORARY CONCRETE BARRIER
 - FLASHING AMBER BEACON
 - ARROW BOARD

NOTES:
 FOR ALL SIGNING AND APPURTENANCES NOT PAID FOR BY OTHER STANDARDS, USE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT.

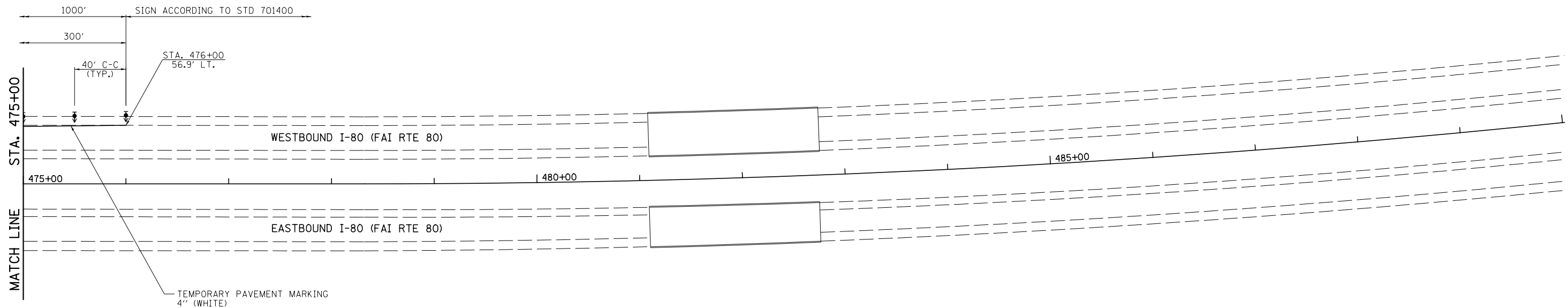


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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

I-80 (F.A.I. RTE. 80), STAGE 2 CONSTRUCTION PLAN
 SCALE: 1"=50' SHEET NO. 9 OF 10 SHEETS STA. 445+00 TO STA. 475+00

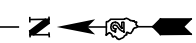
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	430	122
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



NOTES:
FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, USE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT.

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE BARRIER
- FLASHING AMBER BEACON
- ARROW BOARD



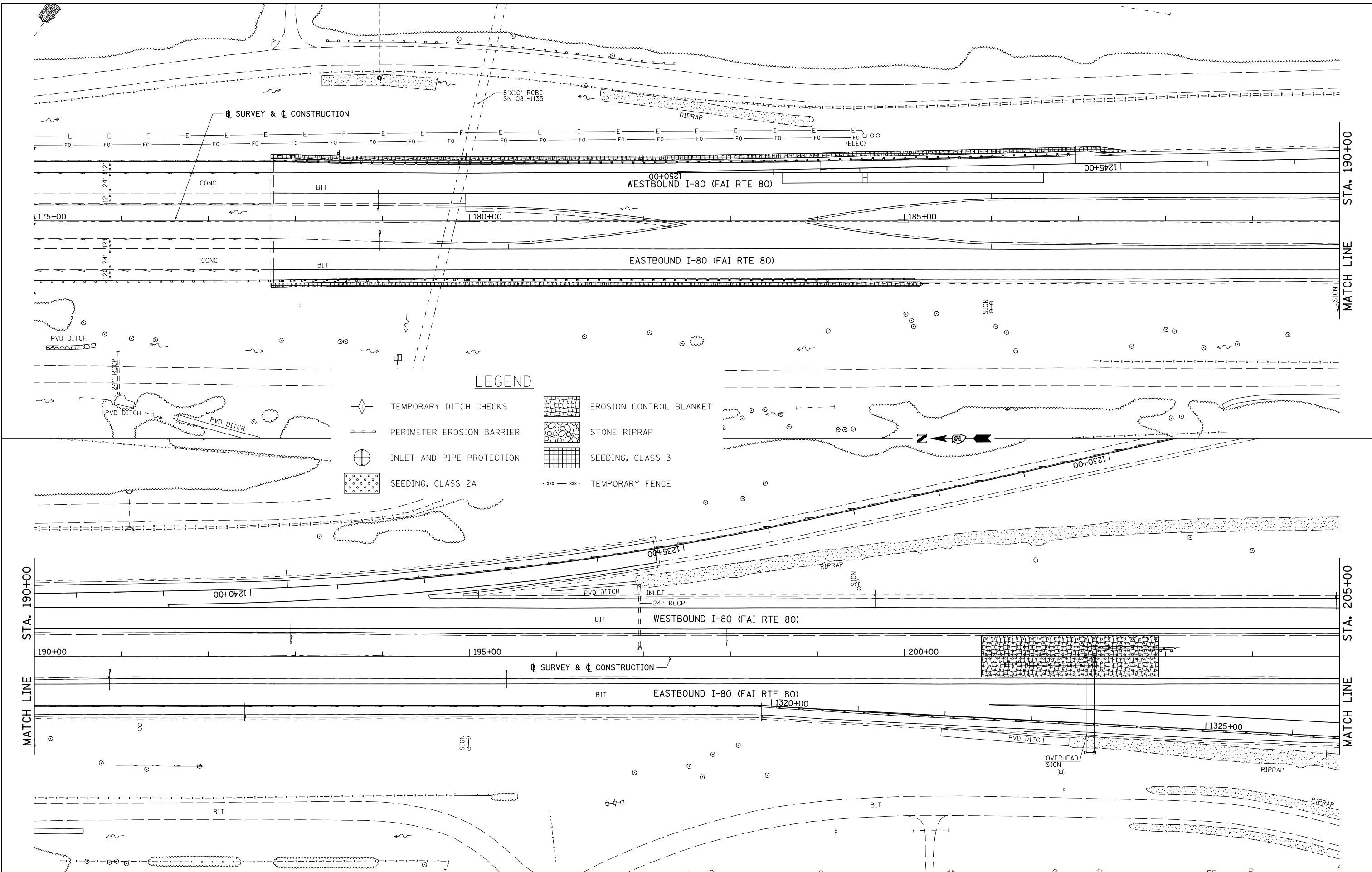
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-80 (F.A.I. RTE. 80), STAGE 2 CONSTRUCTION PLAN

SCALE: 1"=50' SHEET NO. 10 OF 10 SHEETS STA. 445+00 TO STA. 475+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	430	123
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



LEGEND

- ◆ TEMPORARY DITCH CHECKS
- PERIMETER EROSION BARRIER
- ⊕ INLET AND PIPE PROTECTION
- ▣ SEEDING, CLASS 2A
- ▣ EROSION CONTROL BLANKET
- ▣ STONE RIPRAP
- ▣ SEEDING, CLASS 3
- TEMPORARY FENCE

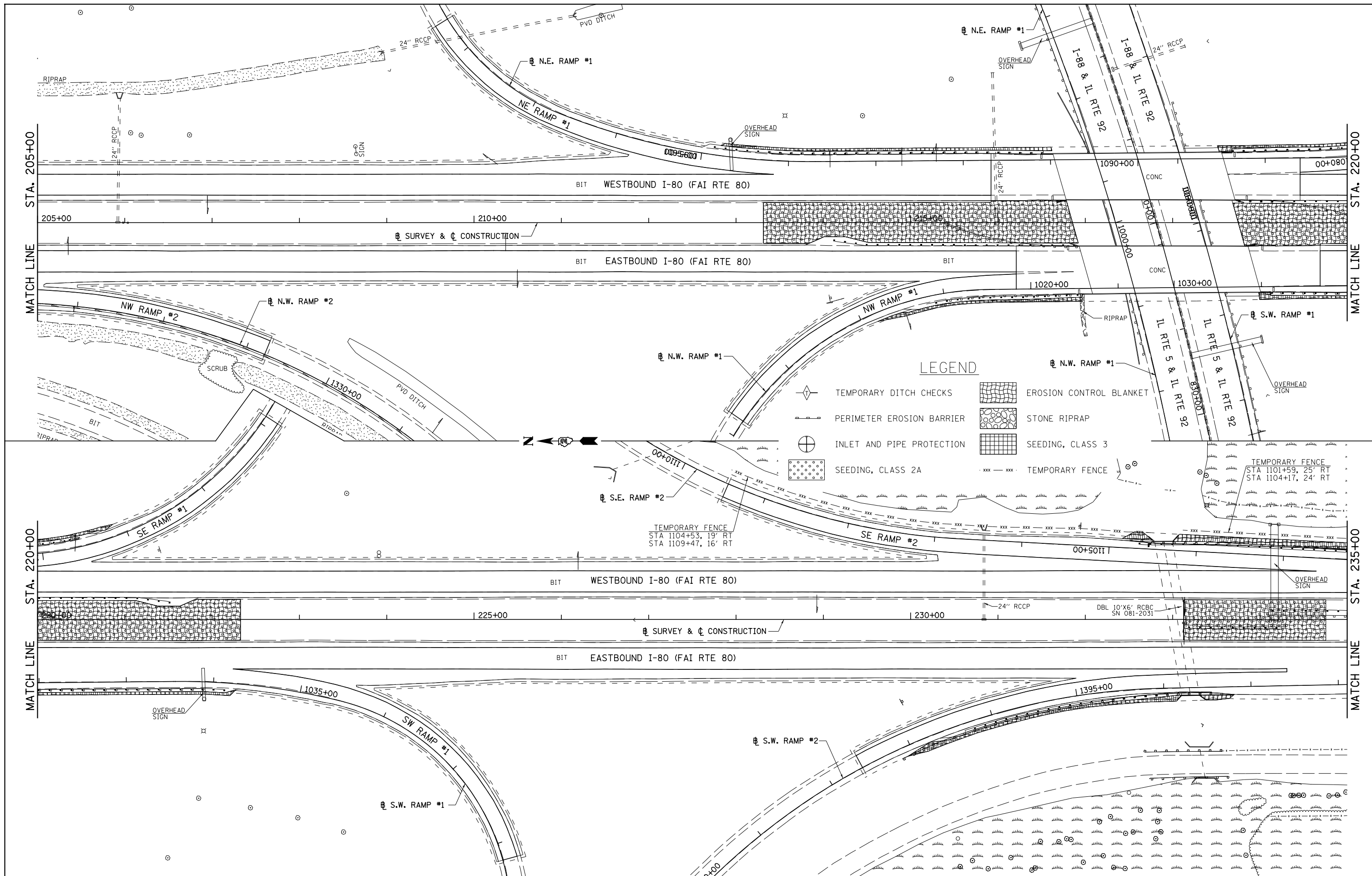
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-80 (F.A.I. RTE. 80)
DRAINAGE & EROSION CONTROL PLANS**

SCALE: 1"=50' SHEET NO. 1 OF 7 SHEETS STA. 175+00 TO STA. 205+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	ROCK ISLAND	430	124
* 37-1BR-1, 81-1VBR & 81-1HBR-1		CONTRACT NO. 64B78		
ILLINOIS FED. AID PROJECT				



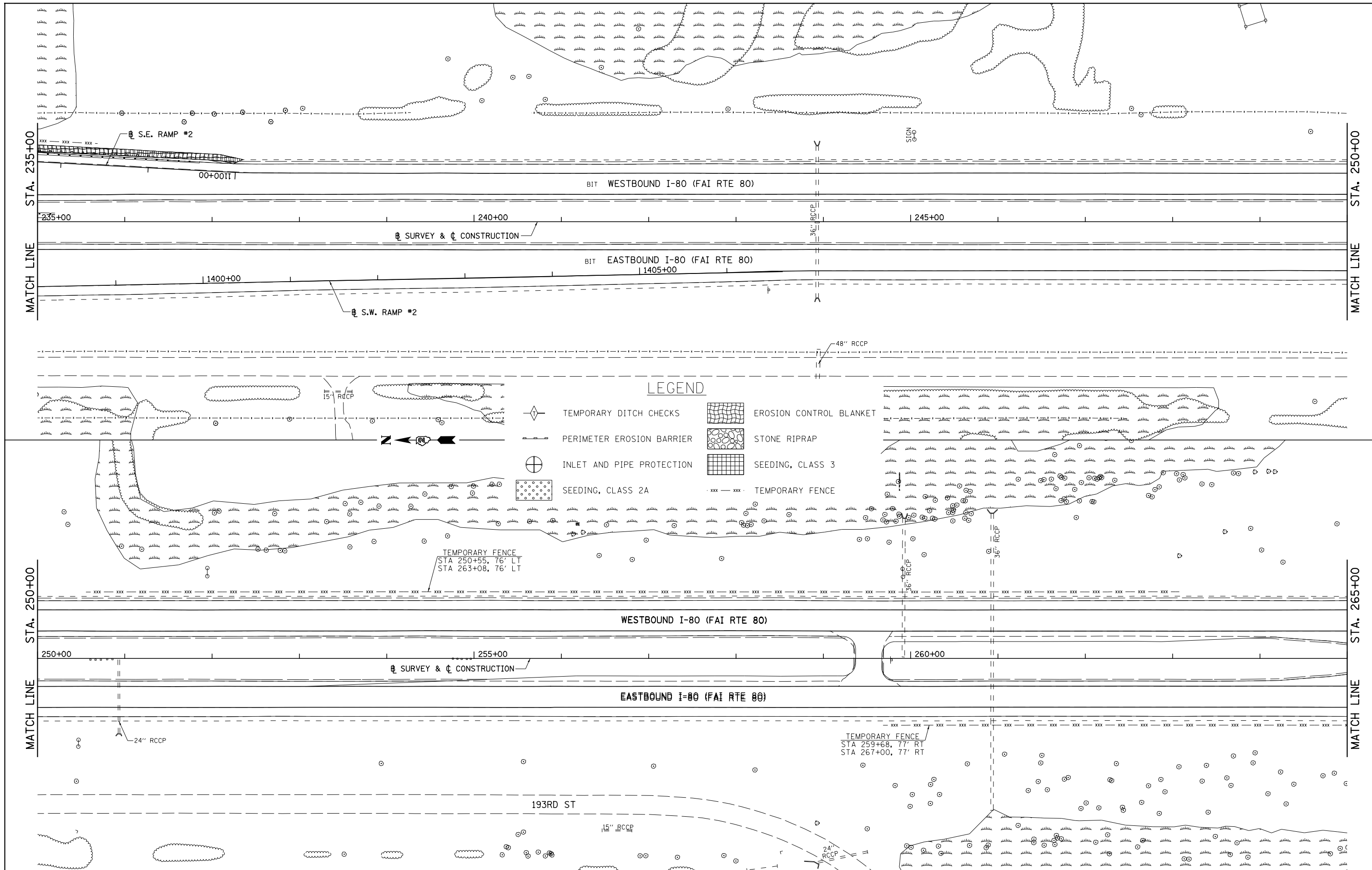
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PLOT DATE = 3/17/2015		DATE - 12/10/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-80 (F.A.I. RTE. 80)
DRAINAGE & EROSION CONTROL PLANS**

SCALE: 1"=50' SHEET NO. 2 OF 7 SHEETS STA. 205+00 TO STA. 235+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	ROCK ISLAND	430	125
* 37-1BR-1, 81-1VBR & 81-1HBR-1		CONTRACT NO. 64B78		
ILLINOIS FED. AID PROJECT				



LEGEND

- TEMPORARY DITCH CHECKS
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION
- SEEDING, CLASS 2A
- SEEDING, CLASS 3
- TEMPORARY FENCE
- EROSION CONTROL BLANKET
- STONE RIPRAP

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 PLOT DATE = 3/17/2015

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 CHECKED - DJD
 DATE - 12/10/2014

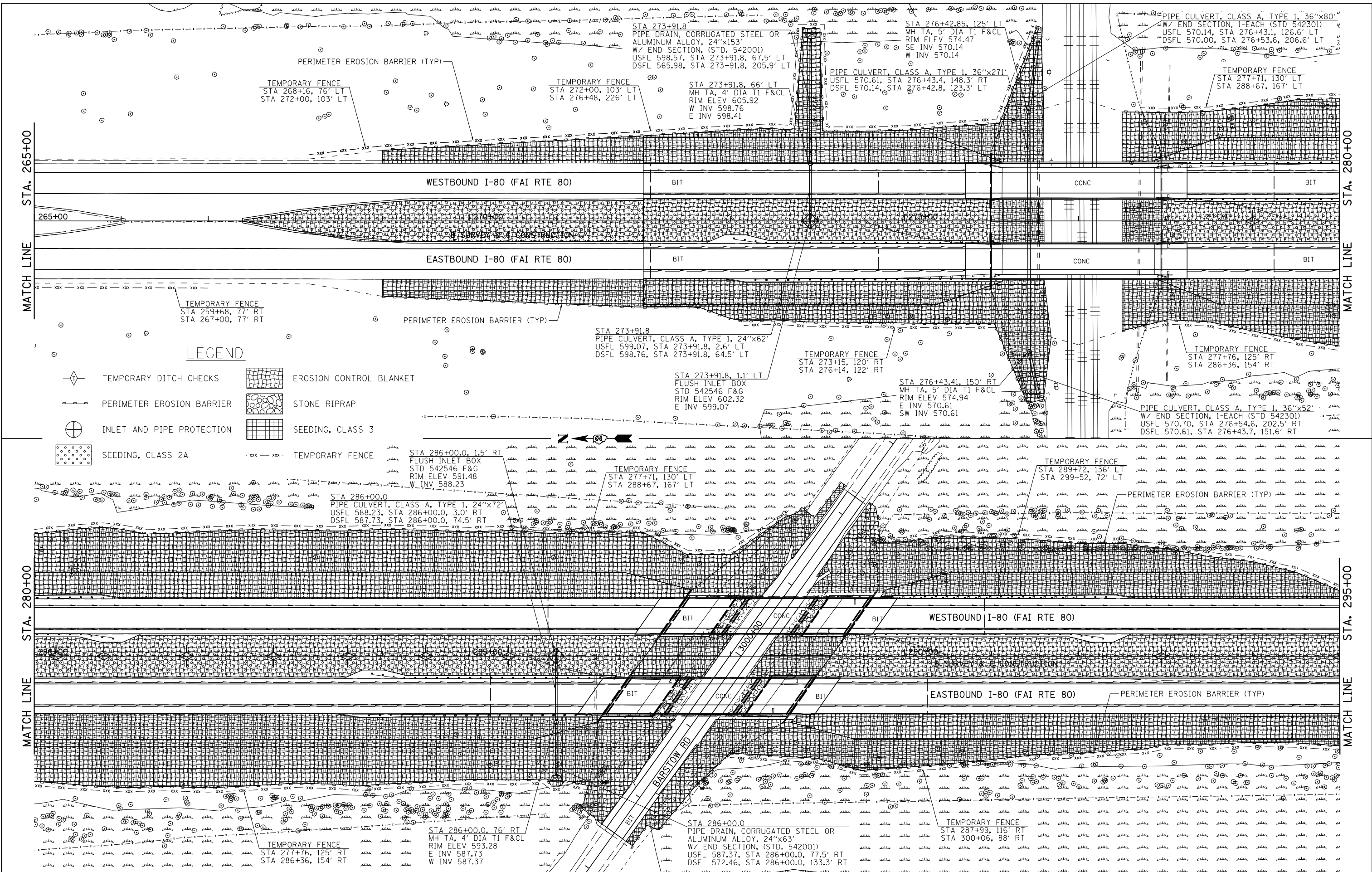
REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**I-80 (F.A.I. RTE. 80)
 DRAINAGE & EROSION CONTROL PLANS**

SCALE: 1"=50' SHEET NO. 3 OF 7 SHEETS STA. 235+00 TO STA. 265+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	ROCK ISLAND	430	126
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



LEGEND

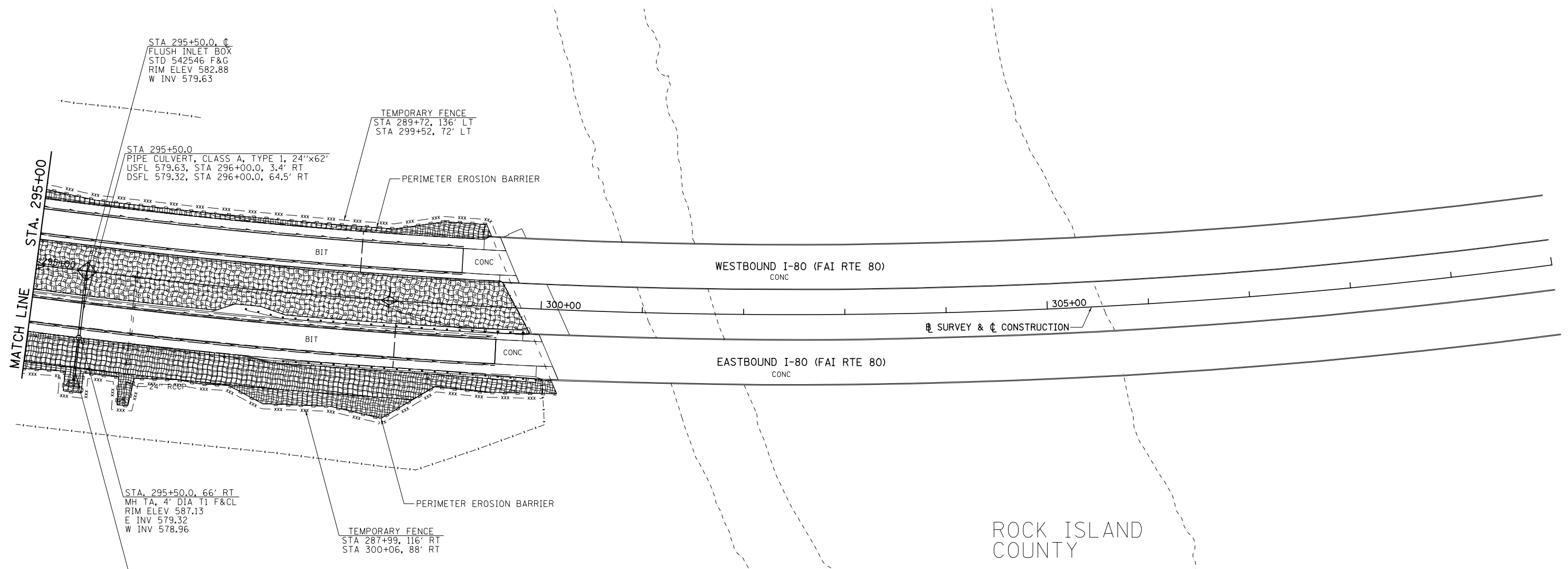
- TEMPORARY DITCH CHECKS
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION
- SEEDING, CLASS 2A
- EROSION CONTROL BLANKET
- STONE RIPRAP
- SEEDING, CLASS 3
- TEMPORARY FENCE

FILE NAME =	USER NAME = bdecreane	DESIGNED - BJW	REVISED -
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		CHECKED - DJD	REVISED -
		DATE - 12/10/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-80 (F.A.I. RTE. 80)	
DRAINAGE & EROSION CONTROL PLANS	
SCALE: 1"=50'	SHEET NO. 4 OF 7 SHEETS
STA. 265+00	TO STA. 295+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	ROCK ISLAND	430	127
* 37-1BR-1, 81-1VRB & 81-1HRB-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



- TEMPORARY DITCH CHECKS
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION
- SEEDING, CLASS 2A
- EROSION CONTROL BLANKET
- STONE RIPRAP
- SEEDING, CLASS 3
- TEMPORARY FENCE

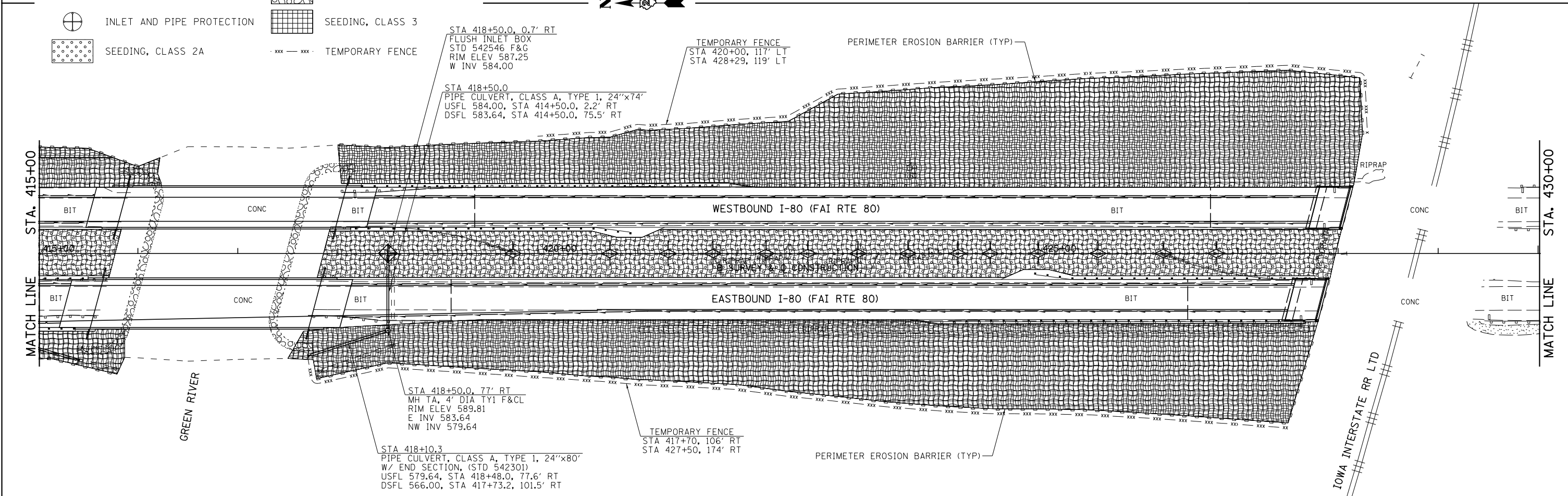
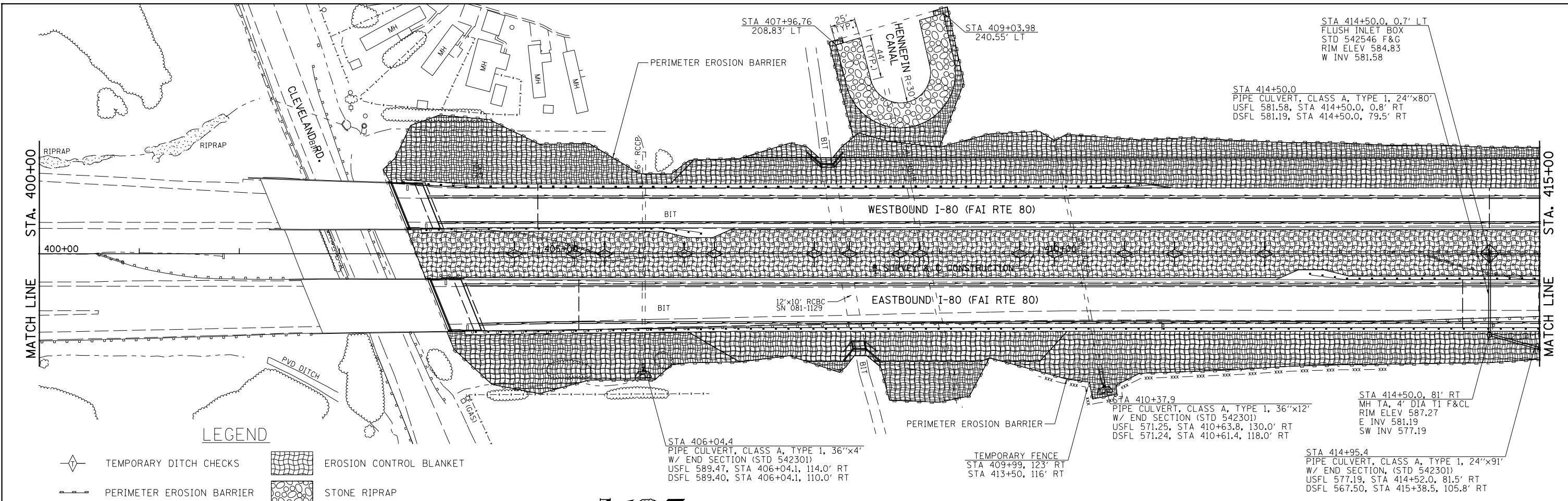
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		DATE - 12/10/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-80 (F.A.I. RTE. 80)
DRAINAGE & EROSION CONTROL PLANS**

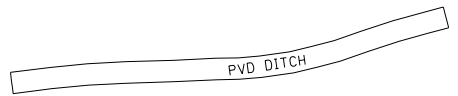
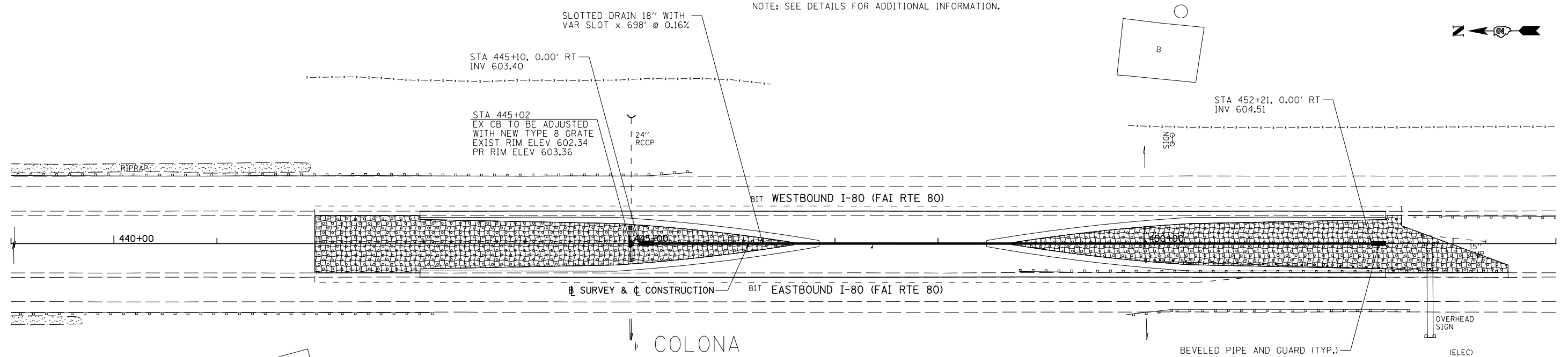
SCALE: 1"=50' SHEET NO. 5 OF 7 SHEETS STA. 295+00 TO STA. 325+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	ROCK ISLAND	430	128
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



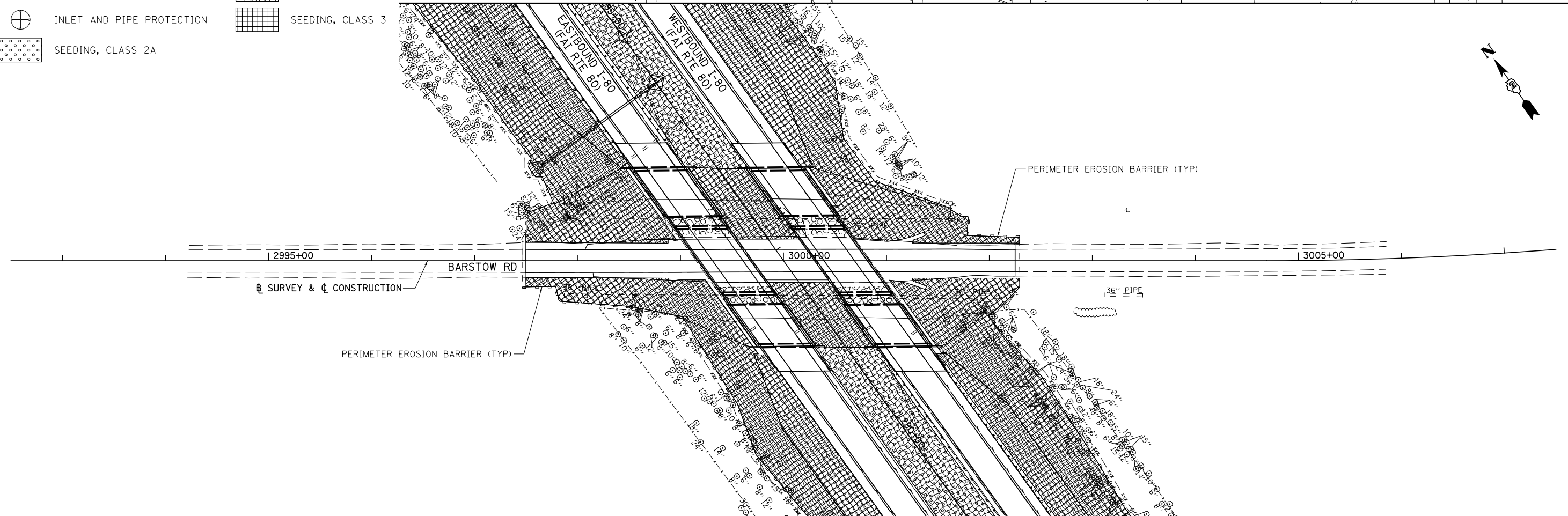
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PLOT SCALE = 100.0000' / 1" =	CHECKED - DJD	REVISIED -	REVISIED -			* 37-1BR-1, 81-1VBR & 81-1HR-1	CONTRACT NO. 64B78			
PLOT DATE = 3/17/2015	DATE - 12/10/2014	REVISIED -	REVISIED -			ILLINOIS FED. AID PROJECT				
SCALE: 1"=50'		SHEET NO. 6 OF 7 SHEETS				STA. 400+00 TO STA. 430+00				

NOTE: SEE DETAILS FOR ADDITIONAL INFORMATION.

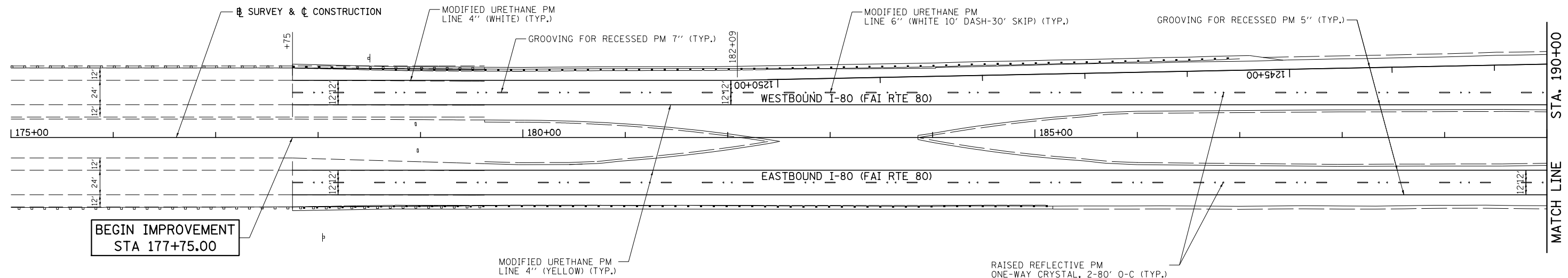


LEGEND

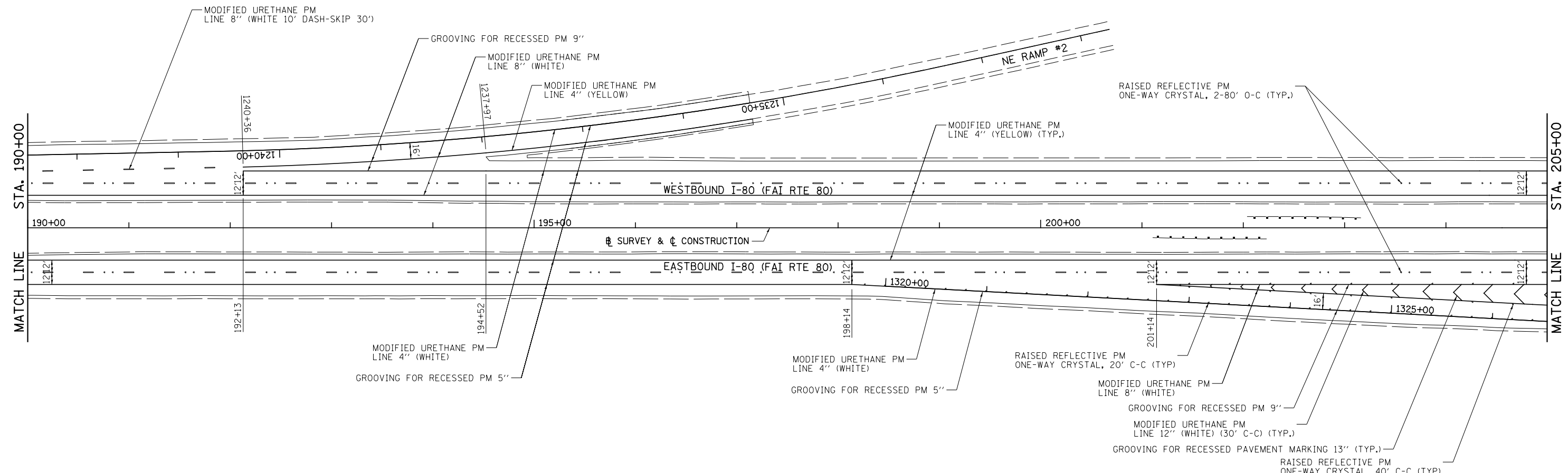
- TEMPORARY DITCH CHECKS
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION
- SEEDING, CLASS 2A
- EROSION CONTROL BLANKET
- STONE RIPRAP
- SEEDING, CLASS 3



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PLOT SCALE = 100.0000' / in.	CHECKED - DJD	REVISIED -	SCALE: 1"=50'			SHEET NO. 7 OF 7 SHEETS	STA. N/A	TO STA. N/A	* 37-1BR-1, 81-1VBR & 81-1HBR-1		
PLOT DATE = 3/17/2015	DATE - 12/10/2014	REVISIED -	CONTRACT NO. 64B78								
ILLINOIS FED. AID PROJECT											



**BEGIN IMPROVEMENT
STA 177+75.00**

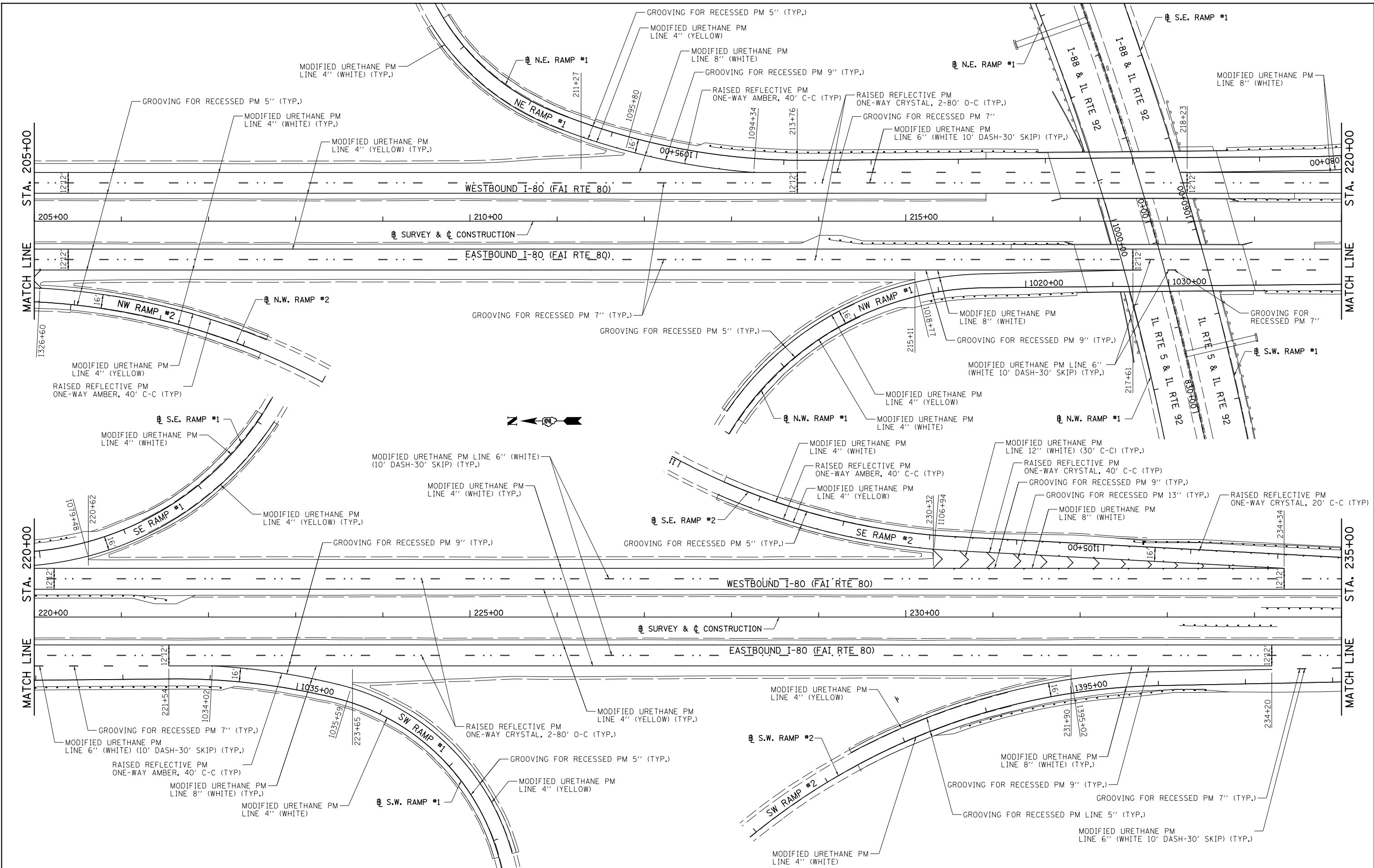


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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-80 (F.A.I. RTE. 80) PAVEMENT MARKING & SIGNING PLAN			
SCALE: 1"=50'	SHEET NO. 1 OF 10 SHEETS	STA. 175+00 TO STA. 205+00	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	ROCK ISLAND	430	131
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				

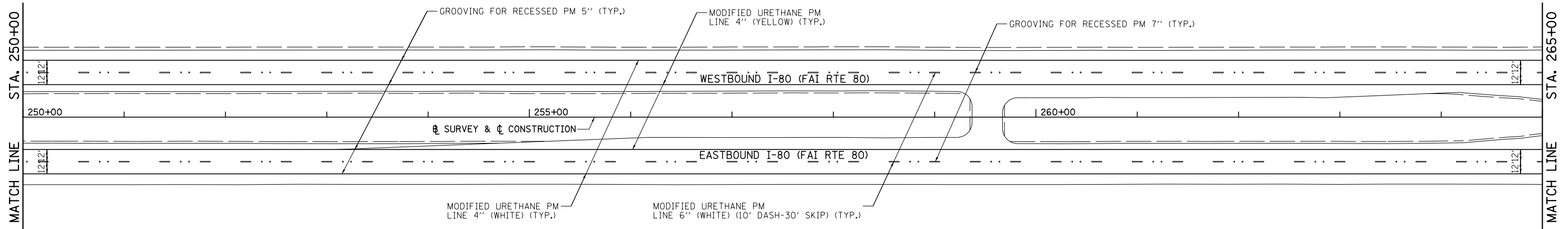
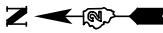
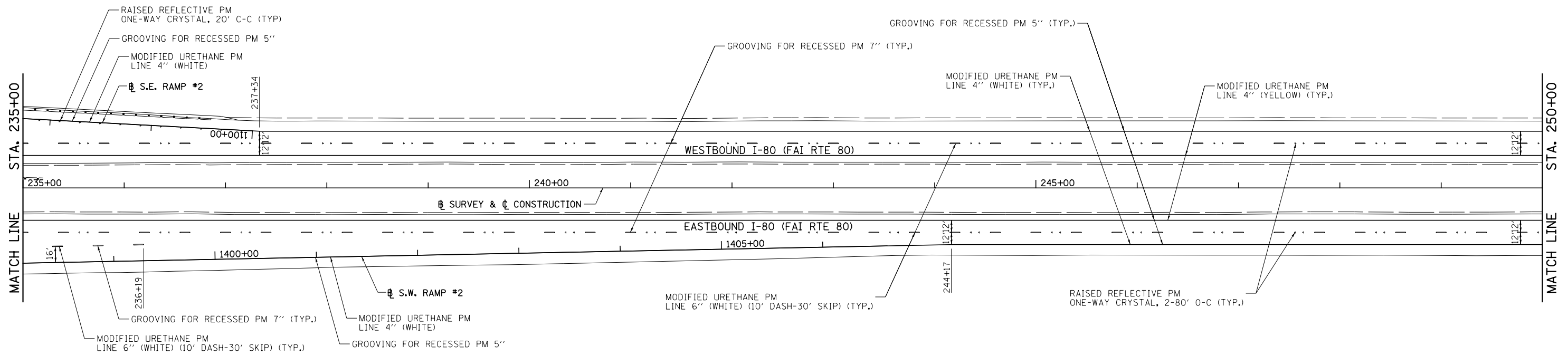


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PLOT DATE = 3/17/2015		DATE - 12/10/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-80 (F.A.I. RTE. 80) PAVEMENT MARKING & SIGNING PLAN			
SCALE: 1"=50'	SHEET NO. 2 OF 10 SHEETS	STA. 205+00	TO STA. 235+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	ROCK ISLAND	430	132
* 37-1BR-1, 81-1VBR & 81-1HBR-1		CONTRACT NO. 64B78		
ILLINOIS FED. AID PROJECT				

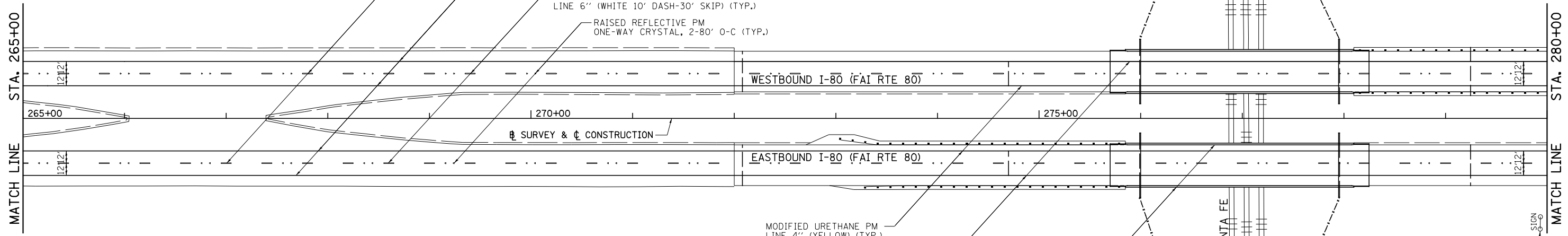


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	PLOT DATE = 3/17/2015	DATE - 12/10/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-80 (F.A.I. RTE. 80) PAVEMENT MARKING & SIGNING PLAN			
SCALE: 1"=50'	SHEET NO. 3 OF 10 SHEETS	STA. 235+00	TO STA. 265+00

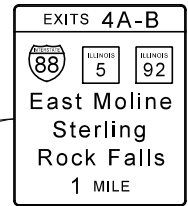
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	ROCK ISLAND	430	133
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



SIGN PANEL NOTES:

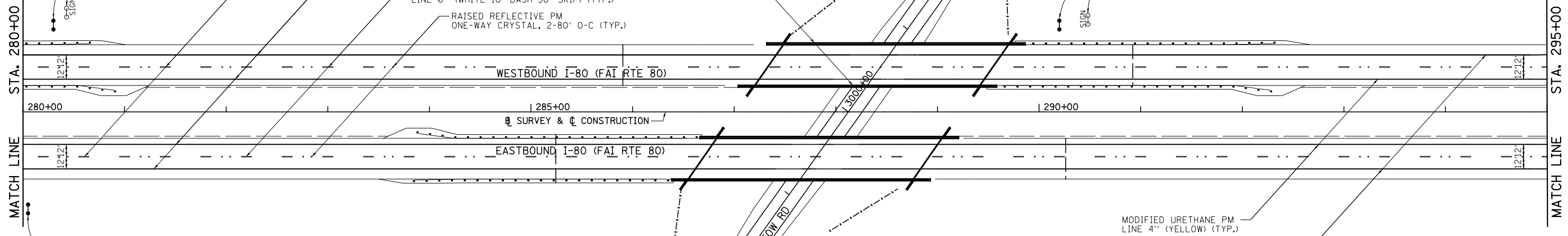
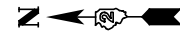
1. THE CONTRACTOR SHALL SCHEDULE HIS OPERATIONS SO THAT THE NEW SIGN PANELS ARE ERECTED WITHIN 24 HOURS OF REMOVAL OF THE EXISTING SIGN PANEL.
2. CONTACT TRAFFIC OPERATIONS ABOUT BREAKAWAY SIGN POST FOUNDATION DESIGN IF FIELD CONDITIONS DO NOT MEET DESIGN CONDITIONS.

REMOVE EXISTING SIGN PANEL
STA. 280+43
REPLACE WITH NEW SIGN PANEL
ON NEW FOUNDATIONS & SUPPORTS
STA. 280+30



Colona	4
Interstate 74	6
Chicago	166

REMOVE EXISTING SIGN PANEL
STA. 279+93



Colona	4
Interstate 74	6
Chicago	166

NEW SIGN PANEL ON NEW
FOUNDATIONS & SUPPORTS
STA. 280+05

RELOCATE EXISTING SIGN PANEL
TO FOUNDATION & SUPPORTS
FROM STA. 290+40 TO STA. 290+20



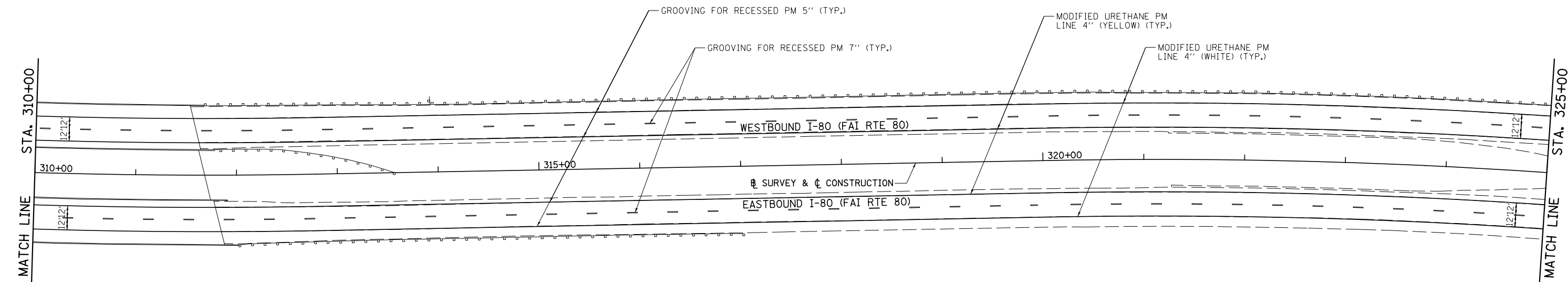
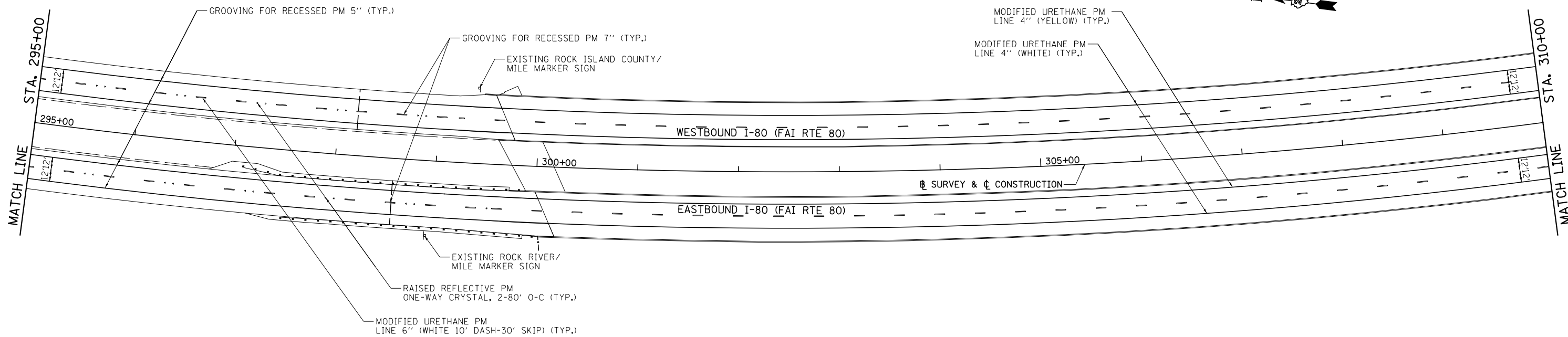
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	PLOT DATE = 3/17/2015	DATE - 12/10/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-80 (F.A.I. RTE. 80)
PAVEMENT MARKING & SIGNING PLAN**

SCALE: 1"=50' SHEET NO. 4 OF 10 SHEETS STA. 265+00 TO STA. 295+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	ROCK ISLAND	430	134
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



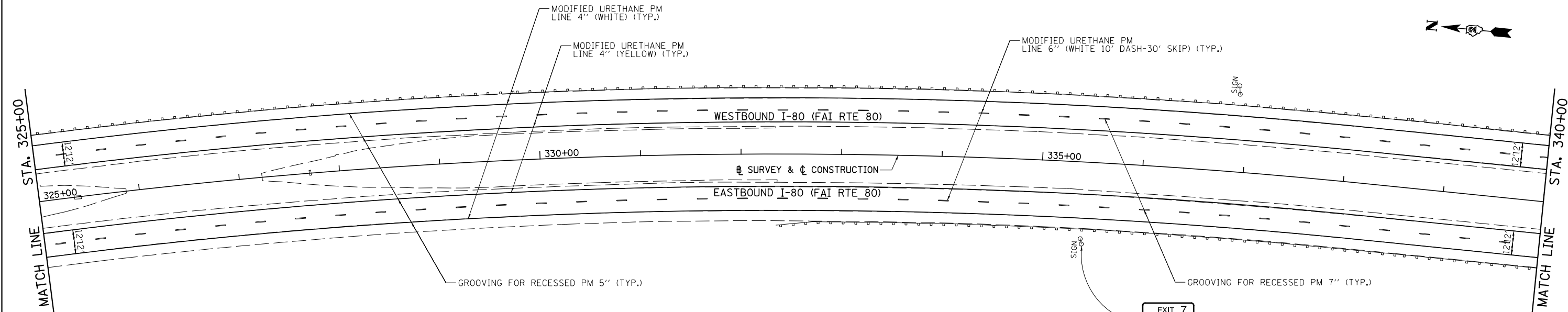
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	PLOT DATE = 3/17/2015	DATE - 12/10/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

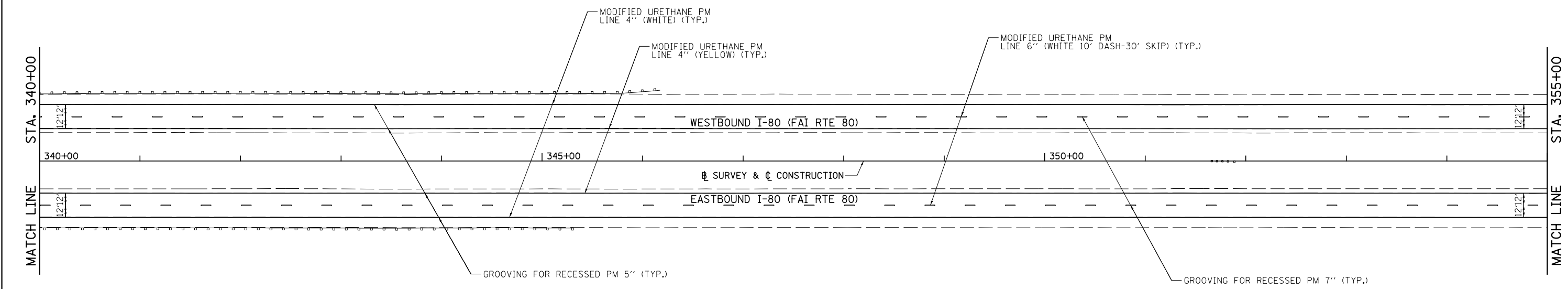
**I-80 (F.A.I. RTE. 80)
PAVEMENT MARKING & SIGNING PLAN**

SCALE: 1"=50' SHEET NO. 5 OF 10 SHEETS STA. 295+00 TO STA. 325+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	ROCK ISLAND	430	135
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



NEW SIGN PANEL ON EXISTING SUPPORTS STA. 335+42



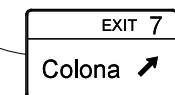
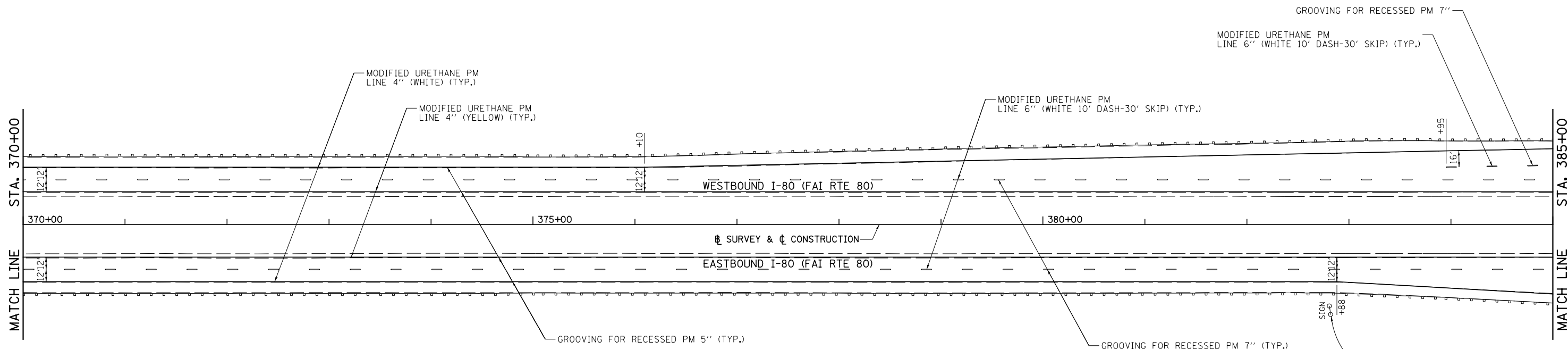
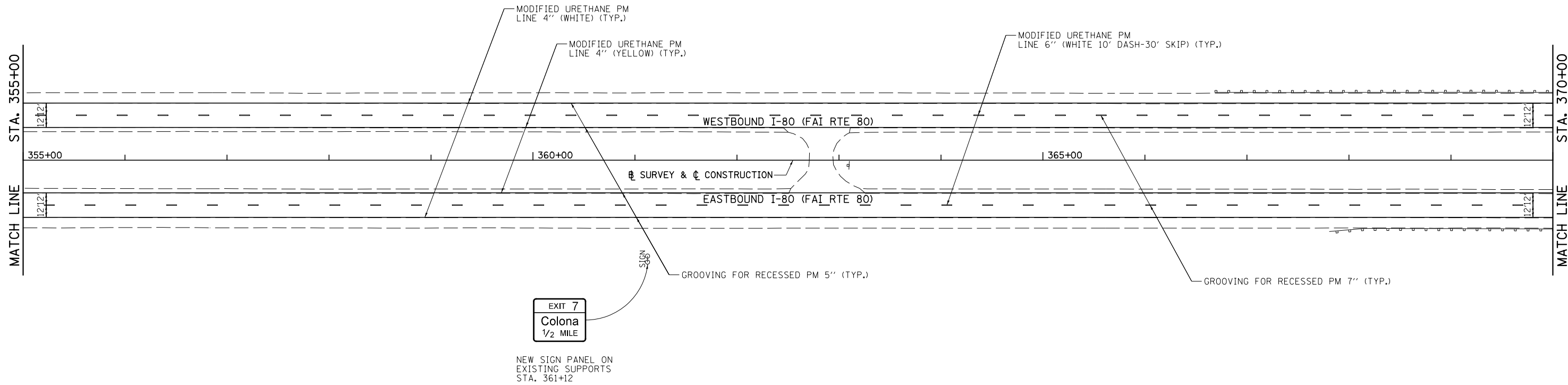
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	PLOT DATE = 3/17/2015	DATE - 12/10/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-80 (F.A.I. RTE. 80)
PAVEMENT MARKING & SIGNING PLAN**

SCALE: 1"=50' SHEET NO. 6 OF 10 SHEETS STA. 325+00 TO STA. 355+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	430	136
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



NEW SIGN PANEL ON EXISTING SUPPORTS STA. 382+81

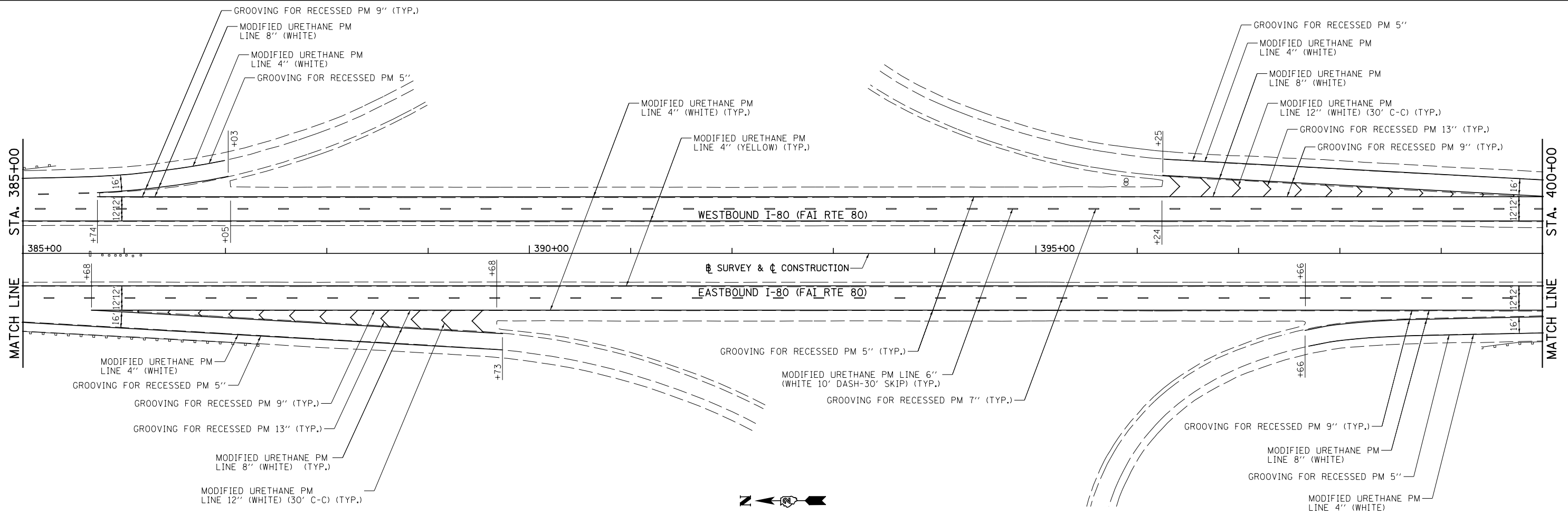
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

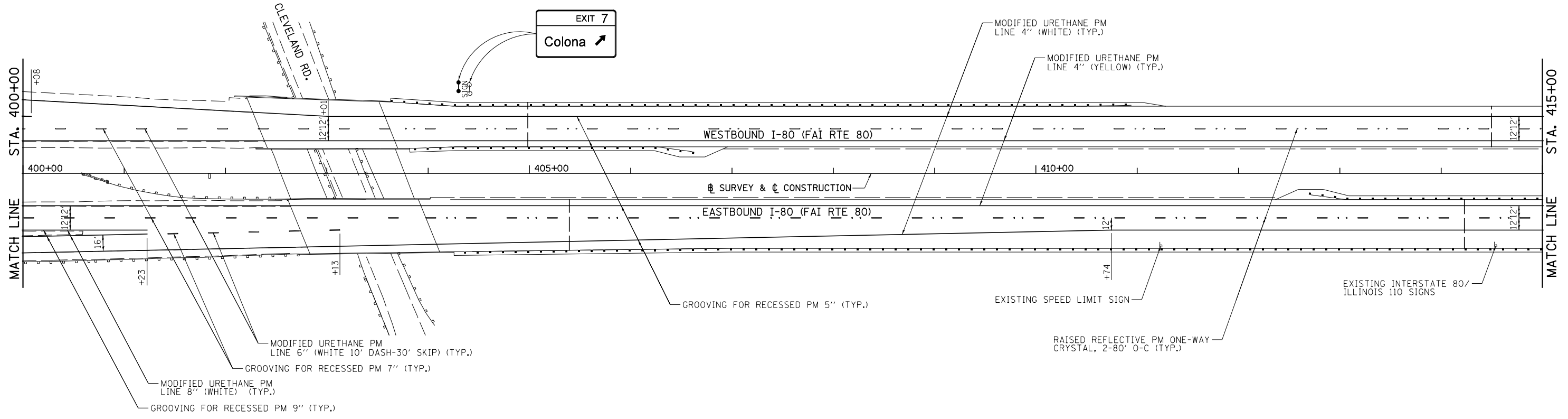
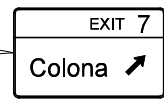
**I-80 (F.A.I. RTE. 80)
PAVEMENT MARKING & SIGNING PLAN**

SCALE: 1"=50' SHEET NO. 7 OF 10 SHEETS STA. 355+00 TO STA. 385+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	430	137
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



REMOVE EXISTING SIGN PANEL
 STA. 404+41
 REPLACE WITH NEW SIGN PANEL
 ON NEW FOUNDATIONS & SUPPORTS
 STA. 404+30



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

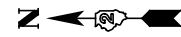
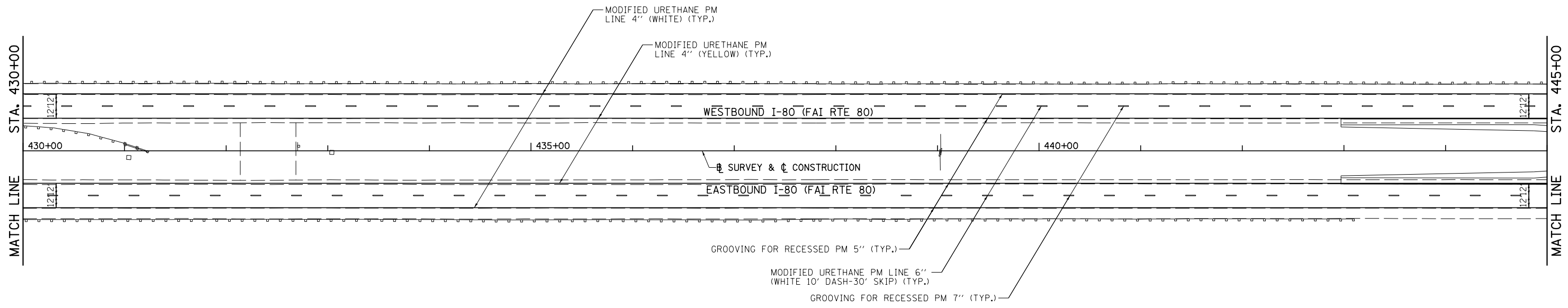
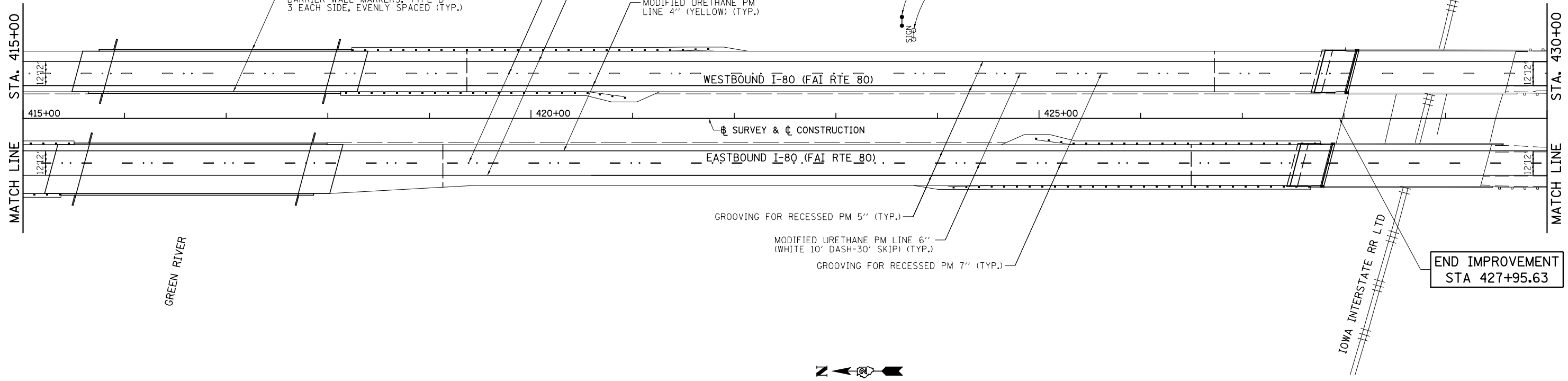
**I-80 (F.A.I. RTE. 80)
 PAVEMENT MARKING & SIGNING PLAN**

SCALE: 1"=50' SHEET NO. 8 OF 10 SHEETS STA. 385+00 TO STA. 415+00

F.A.I. RTE. 80	SECTION *	COUNTY HENRY	TOTAL SHEETS 430	SHEET NO. 138
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				

REMOVE EXISTING SIGN PANEL
 STA. 423+76
 REPLACE WITH NEW SIGN PANEL ON
 NEW FOUNDATIONS & SUPPORTS
 STA. 423+65

EXIT 7
 Colona
 1/2 MILE



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

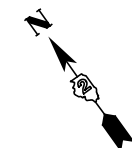
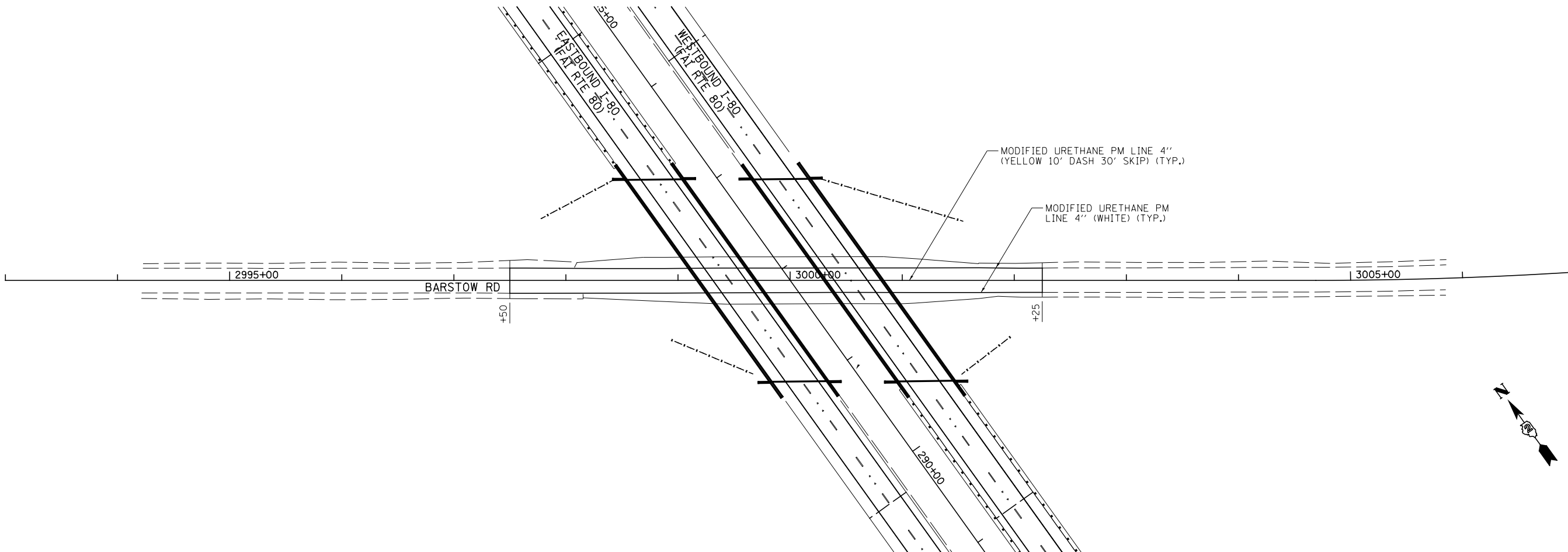
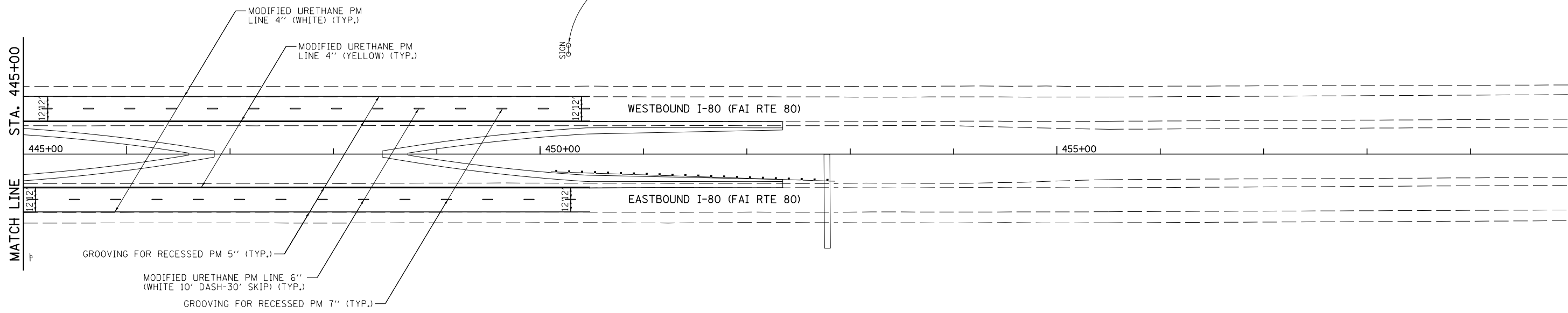
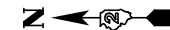
**I-80 (F.A.I. RTE. 80)
 PAVEMENT MARKING & SIGNING PLAN**

SCALE: 1"=50' SHEET NO. 9 OF 10 SHEETS STA. 415+00 TO STA. 445+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	430	139
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				

NEW SIGN PANEL ON
EXISTING SUPPORTS
STA. 450+27

EXIT 7
Colona
1 MILE



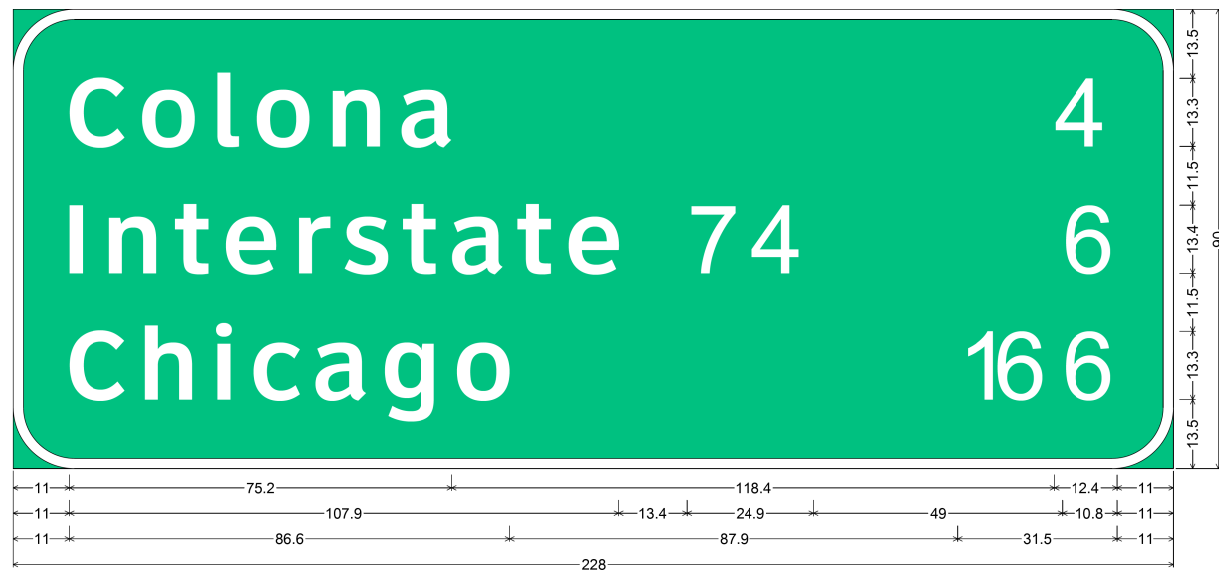
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 (F.A.I. RTE. 80)
PAVEMENT MARKING & SIGNING PLAN

SCALE: 1"=50' SHEET NO. 10 OF 10 SHEETS STA. 445+00 TO STA. 460+00

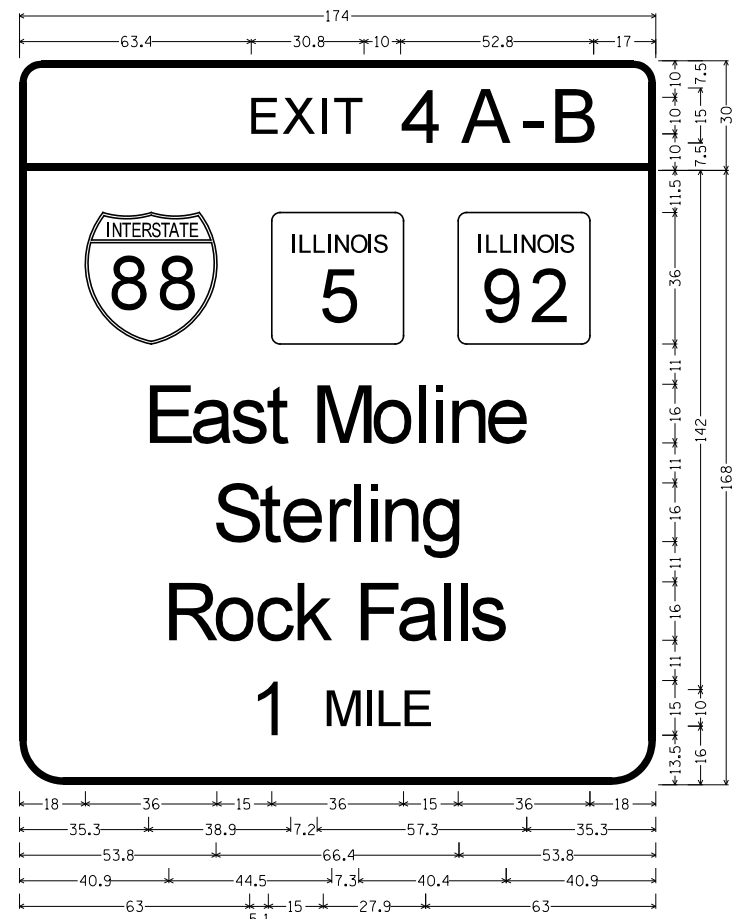
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	430	140
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



12.0" Radius, 2.0" Border, White on Green;
 "Colona" ClearviewHwy-5-W; "Interstate" ClearviewHwy-5-W " 74" E Mod 2K; "Chicago" ClearviewHwy-5-W; "4" E Mod 2K; "6" E Mod 2K; "166" E Mod 2K;
 Table of letter and object lefts.

C	o	l	o	n	a	4						
11.0	25.4	40.2	47.9	62.8	76.2	204.6						
I	n	t	e	r	s	t	a	7	4	6		
11.0	18.8	31.8	41.8	56.1	65.1	76.5	86.3	99.1	109.1	132.3	144.8	206.2
C	h	i	c	a	g	o	1	6	6			
11.0	25.9	39.9	47.3	59.4	73.0	87.2	185.5	192.7	206.2			

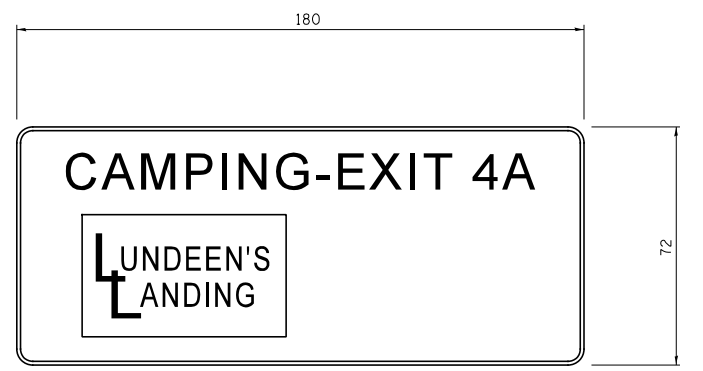
STA. 280 + 05 EB



6.0" Radius, 2.0" Border, White on Green;
 [EXIT] E Mod 2K; [4A-B] E Mod 2K;
 12.0" Radius, 2.0" Border, White on Green;
 [East Moline] ClearviewHwy-5-W-R; [Sterling] ClearviewHwy-5-W-R;
 [Rock Falls] ClearviewHwy-5-W-R; [1] ClearviewHwy-5-W; [MILE] ClearviewHwy-5-W;
 Table of widths and spaces.

E	X	I	T	4	A	-	B													
63.4	7.4	1.4	8.7	2.1	2.0	1.8	7.4	10.0	14.0	2.7	15.1	1.0	5.3	2.6	12.1	17.0				
18.0	36.0	15.0	36.0	15.0	36.0	18.0														
E	a	s	t	M	o	I	l	i	n	e										
35.3	10.9	1.8	9.7	1.3	8.9	1.0	5.3	7.2	13.8	2.2	9.9	2.0	1.8	2.8	1.8	2.6	8.6	2.1	9.7	35.3
S	t	e	r	l	i	n	g													
53.8	11.6	1.4	5.2	0.8	9.7	2.1	5.8	0.9	1.8	2.8	1.8	2.6	8.7	2.0	9.2	53.8				
R	o	c	k	F	a	l	s													
40.9	12.8	0.9	9.9	1.5	9.2	1.5	8.7	7.3	9.9	1.5	9.8	2.1	1.8	2.7	1.8	2.0	8.8	40.9		
1	M	I	L	E																
63.0	5.1	15.0	8.6	2.1	1.3	2.0	5.7	1.4	6.8	63.0										

STA. 280 + 30 WB



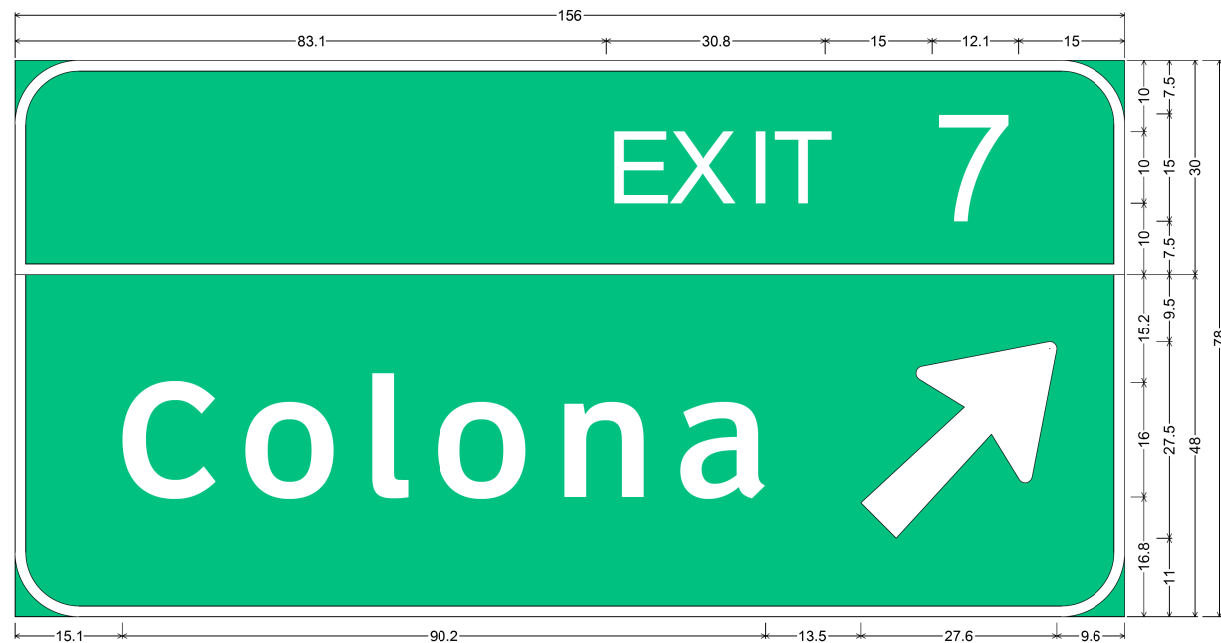
STA. 290 + 20 WB

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PLOT SCALE = 2.000000' / in.		CHECKED - DJD	REVISED -
PLOT DATE = 3/17/2015		DATE - 12/10/2014	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SIGN PANEL DETAILS			
SCALE:	SHEET NO. 1 OF 4 SHEETS	STA.	TO STA.

** ROCK ISLAND / HENRY			
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS
80	*	**	430
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			



9.0" Radius, 1.5" Border, White on Green;
 "EXIT 7" E Mod 2K;
 9.0" Radius, 1.5" Border, White on Green;
 "Colona" ClearviewHwy-5-W; Arrow 160 - 35.0" 45";
 Table of letter and object lefts.

E	X	I	T	7		
83.1	91.9	102.7	106.5	128.9		
C	o	l	o	n	a	
15.1	32.4	50.2	59.4	77.2	93.4	118.8

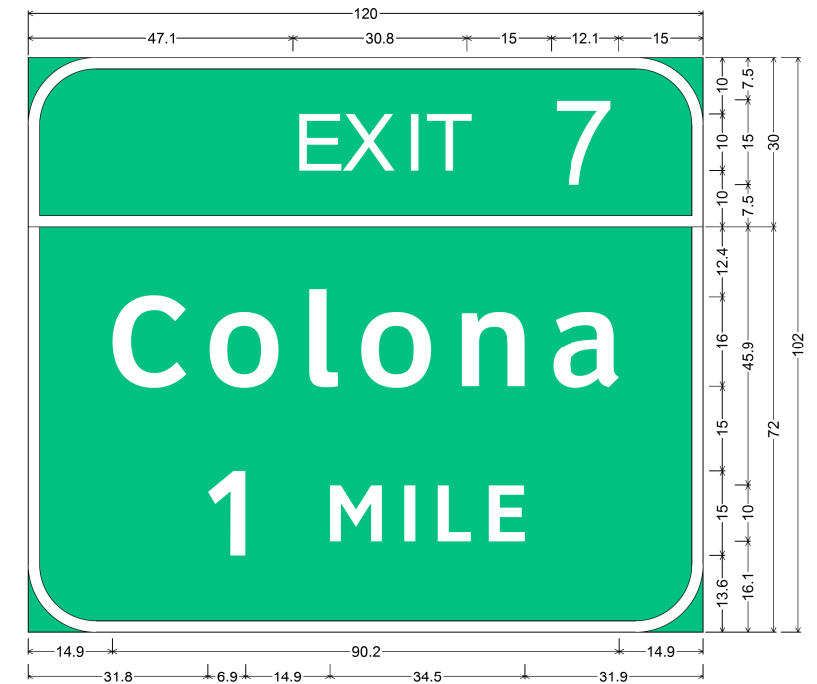
STA. 382 + 81 EB
STA. 404 + 30 WB



12.0" Radius, 2.0" Border, White on Green;
 "EXIT 7" E Mod 2K;
 12.0" Radius, 2.0" Border, White on Green;
 "Colona" ClearviewHwy-5-W; "1/2 MILE" ClearviewHwy-5-W;
 Table of letter and object lefts.

E	X	I	T	7	
47.1	55.9	66.7	70.5	92.8	
C	o	l	o	n	a
14.9	32.2	50.0	59.2	77.0	93.2
1/2	M	I	L	E	
24.4	61.1	74.2	80.2	89.3	

STA. 361 + 12 EB
STA. 423 + 65 WB



12.0" Radius, 2.0" Border, White on Green;
 "EXIT 7" E Mod 2K;
 12.0" Radius, 2.0" Border, White on Green;
 "Colona" ClearviewHwy-5-W; "1 MILE" ClearviewHwy-5-W;
 Table of letter and object lefts.

E	X	I	T	7	
47.1	55.9	66.7	70.5	92.8	
C	o	l	o	n	a
14.9	32.2	50.0	59.2	77.0	93.2
1	M	I	L	E	
31.8	53.6	66.8	72.8	81.8	

STA. 335 + 42 EB
STA. 450 + 27 WB

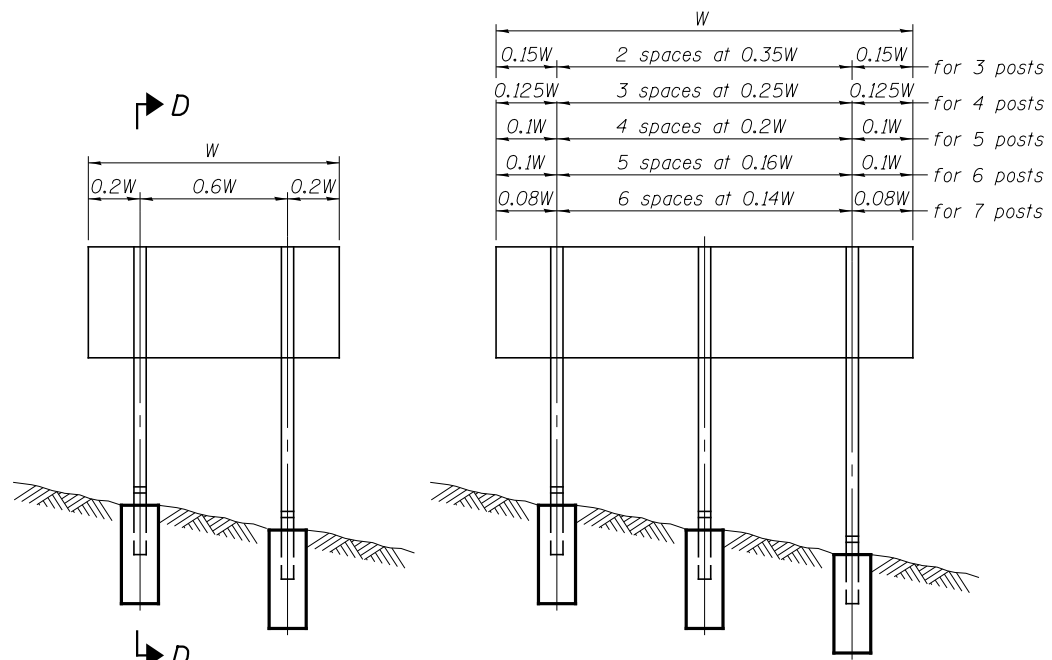
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		CHECKED - DJD	REVISED -
		DATE - 12/10/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGN PANEL DETAILS

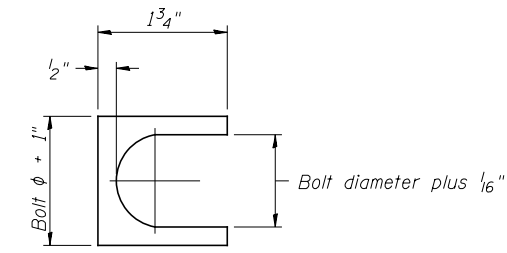
SCALE: SHEET NO. 2 OF 4 SHEETS STA. TO STA.

** ROCK ISLAND / HENRY			
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS
80	*	**	430
* 37-1BR-1, 81-1VBR & 81-1HBR-1			SHEET NO. 142
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B78



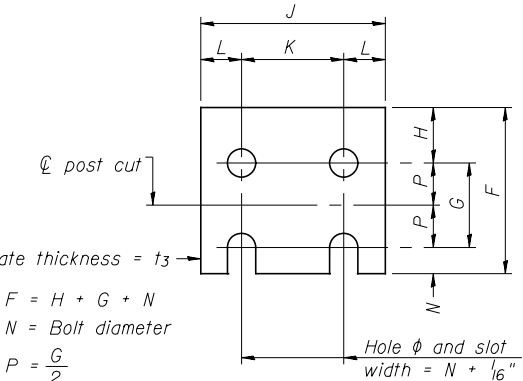
0.15W	2 spaces at 0.35W	0.15W	for 3 posts
0.125W	3 spaces at 0.25W	0.125W	for 4 posts
0.1W	4 spaces at 0.2W	0.1W	for 5 posts
0.1W	5 spaces at 0.16W	0.1W	for 6 posts
0.08W	6 spaces at 0.14W	0.08W	for 7 posts

ELEVATION



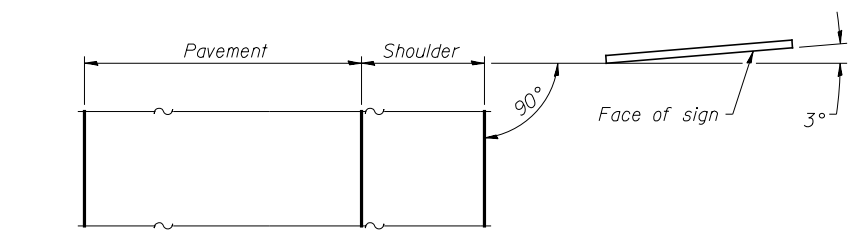
SHIM DETAIL

Furnish two 0.01" thick and two 0.03" thick stainless steel or brass (ASTM B36) shims per post.

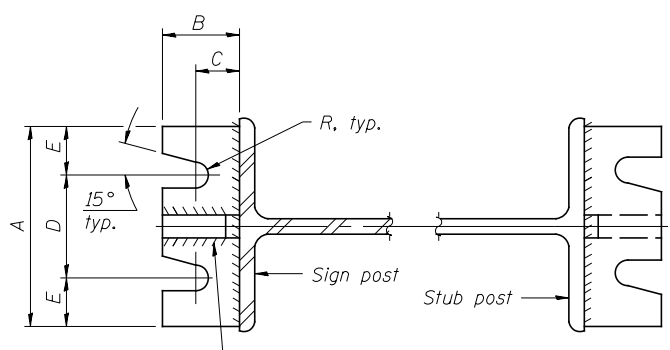


FUSE PLATE DETAIL
(Install with notches down.)

N = Bolt Diameter	G	H
1/2"	2"	1 7/8"
5/8"	2 1/4"	1 3/4"
3/4"	2 1/2"	1 3/8"
7/8"	2 3/4"	1 1/2"
1"	3"	1 5/8"
1 1/8"	3 1/4"	1 3/4"
1 1/4"	3 1/2"	1 7/8"

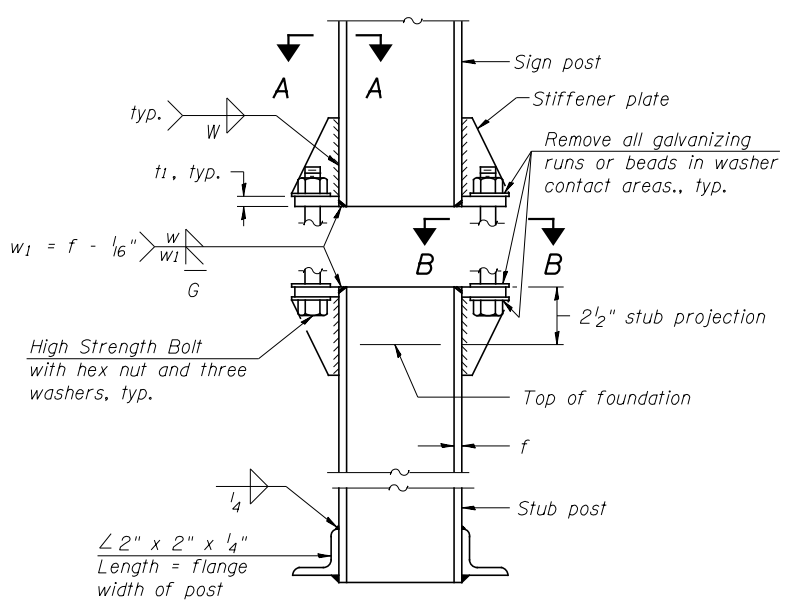


LOCATION SKETCH

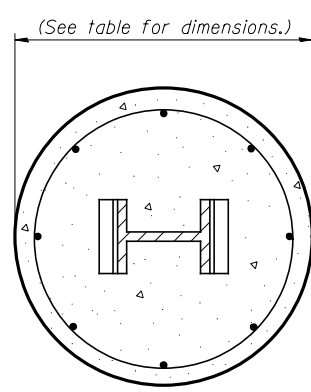


SECTION A-A

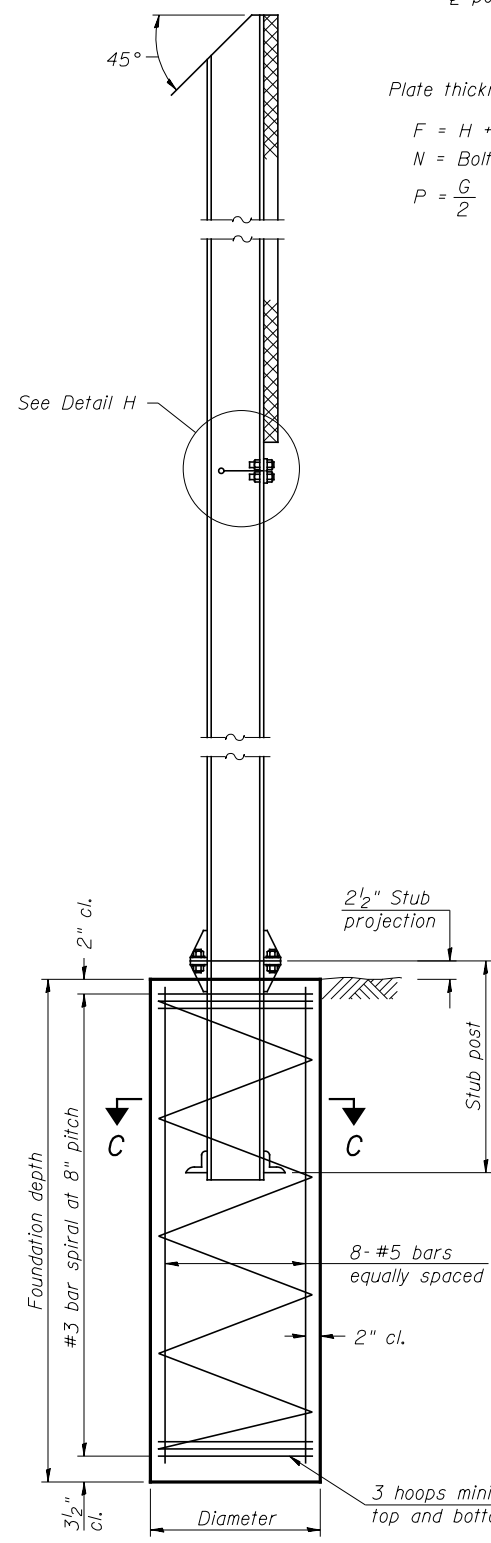
SECTION B-B



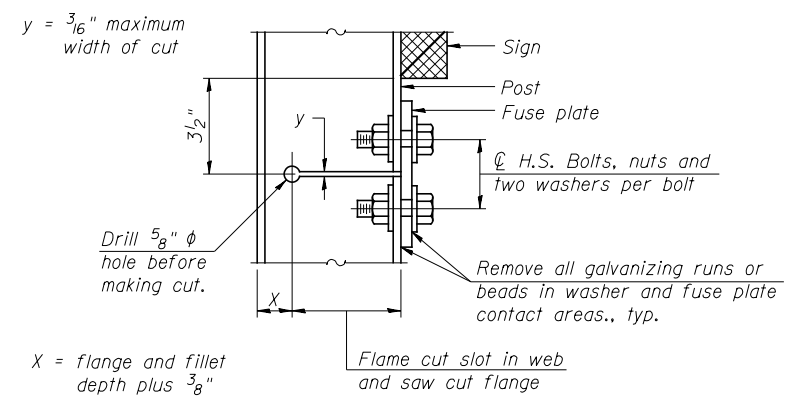
ELEVATION SIGN POST & STUB POST



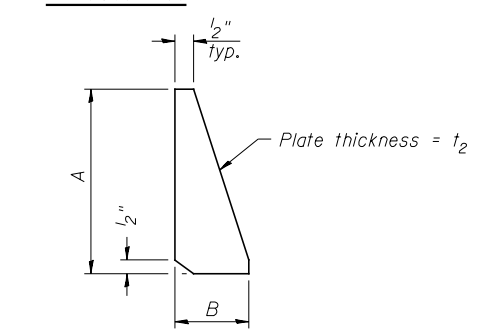
SECTION C-C



SECTION D-D



DETAIL H



STIFFENER PLATE DETAIL
Diameter

GENERAL NOTES

Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article 727.05 and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

LOADING: 80 m.p.h. wind with 30% gust factor, normal to sign.

DESIGN STRESSES:
Structural steel - 20,000 p.s.i.
Reinforcing steel - 20,000 p.s.i.
Concrete - 1,400 p.s.i.
Footing soil pressure - 2,000 p.s.f.

After fabrication, the post, fuse plate and upper 6", min. of the stub post shall be hot-dip galvanized in accordance with AASHTO M111. All bolts, nuts and washers shall be hot-dip galvanized in accordance with AASHTO M232.

Work this sheet with Base Sheet BAW-A-2.

BAW-A-1

6-1-12

(Sheet 1 of 2)

FILE NAME =	USER NAME = bdecreane	DESIGNED - DJD	REVISED -
V:\3369\CADD Sheets\0264878_sht.signpost-detail-3.dgn		DRAWN - RMD	REVISED -
		CHECKED - DJD	REVISED -
		DATE - 12/10/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BREAK-AWAY WIDE FLANGE
STEEL SIGN POST DETAILS**

SCALE: SHEET NO. 2 OF 3 SHEETS STA. TO STA.

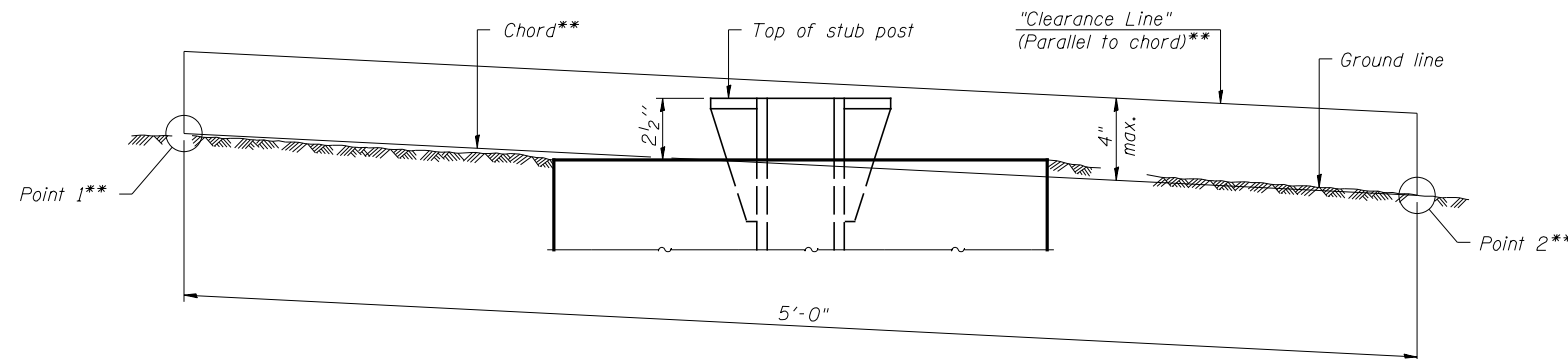
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	**	430	143
*37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

** ROCK ISLAND / HENRY

POST	CONCRETE FOUNDATION TABLE								POST TO STUB POST CONNECTION DATA								FUSE PLATE DATA					
	Foundation			Reinforcement			Stub Post Length	Bolt Size	A	B	C	D	E	t ₁	t ₂	R	W	J	K	L	t ₃	
	Diameter	* Minimum Depth	Concrete (1) cu. yds.)	Vertical Bars Length	Bar Spirals Diameter	Bar Spirals Length																lbs. (2)
W6x9	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-3"	5/8" x 3/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1/2"	1 1/32"	1/4"	4"	2 1/4"	7/8"	1/4"
W6x15	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-6"	5/8" x 3/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1/2"	1 1/32"	1/4"	6"	3 1/2"	1 1/4"	3/8"
W8x18	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-6"	3/4" x 3 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1/2"	1 1/32"	5/16"	5 1/4"	2 3/4"	1 1/4"	3/8"
W10x22	2'-6"	6'-6"	1.18	6'-3"	2'-2 1/2"	105'-0"	92	3'-0"	3/4" x 3 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1/2"	1 1/32"	5/16"	5 3/4"	2 3/4"	1 1/2"	1/2"
W10x26	2'-6"	7'-0"	1.27	6'-9"	2'-2 1/2"	112'-0"	98	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	1 1/32"	3/8"	5 3/4"	2 3/4"	1 1/2"	5/8"
W12x26	2'-6"	7'-9"	1.41	7'-6"	2'-2 1/2"	119'-0"	107	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	1 1/32"	3/8"	6 1/2"	3 1/2"	1 1/2"	5/8"
W14x30	3'-0"	7'-3"	1.90	7'-0"	2'-8 1/2"	145'-0"	113	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	1 1/32"	3/8"	6 3/4"	3 1/2"	1 5/8"	1/2"
W14x38	3'-0"	8'-0"	2.09	7'-9"	2'-8 1/2"	153'-0"	122	3'-6"	1" x 4 1/2"	7 1/2"	3"	1 3/4"	4"	1 3/4"	1 1/4"	3/4"	1 1/32"	3/8"	6 3/4"	3 1/2"	1 5/8"	1/2"
W16x45	3'-0"	8'-6"	2.23	8'-3"	2'-8 1/2"	162'-0"	130	3'-6"	1" x 4 1/2"	7 1/2"	3"	1 3/4"	4"	1 3/4"	1 1/4"	3/4"	1 1/32"	3/8"	7"	3 1/2"	1 3/4"	1/2"

*Dimensional changes required for varying site conditions shall be approved by the Engineer.

POST	FUSE PLATE BOLT SIZE																				
	Sign Height																				
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"	17'-0"	18'-0"	19'-0"	20'-0"	21'-0"	22'-0"	23'-0"	24'-0"
W6x9	1/2" x 1 1/2"	1/2" x 1 1/2"	1/2" x 1 1/2"	1/2" x 1 1/2"	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
W6x15	1/2" x 1 3/4"	1/2" x 1 3/4"	1/2" x 1 3/4"	5/8" x 2"	5/8" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	---	---	---	---	---	---	---	---	---	---	---	---
W8x18	1/2" x 1 3/4"	1/2" x 1 3/4"	1/2" x 1 3/4"	1/2" x 1 3/4"	5/8" x 2"	5/8" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	---	---	---	---	---	---	---	---	---	---	---
W10x22	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2"	5/8" x 2"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	---	---	---	---	---	---	---	
W10x26	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	---	---	---	---	---	---	
W12x26	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	---	---	---	---	---	
W14x30	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2"	5/8" x 2"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	---	---	---	---	
W14x38	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	7/8" x 2 1/2"	7/8" x 2 1/2"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"
W16x45	---	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	7/8" x 2 1/2"	7/8" x 2 1/2"	7/8" x 2 1/2"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"



ELEVATION
GROUND LINE & STUB POST

** For all "Point 1" and "Point 2" locations, "Clearance Line" must be at or above top of stub post.

- ① Quantity includes all concrete necessary for one foundation.
- ② Includes reinforcement bars and spiral hooping for one foundation.

BAW-A-2

6-1-12

(Sheet 2 of 2)

** ROCK ISLAND / HENRY

FILE NAME =	USER NAME = bdecreane	DESIGNED - DJD	REVISED -
V:\3369\CADD Sheets\0264878_sht1.sign\post-detail-4.dgn		DRAWN - RMD	REVISED -
		CHECKED - DJD	REVISED -
		DATE - 12/10/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

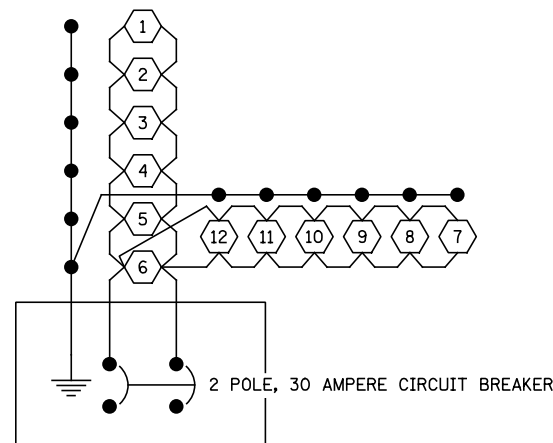
BREAK-AWAY WIDE FLANGE
STEEL SIGN POST TABLES

SCALE: SHEET NO. 3 OF 3 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	**	430	144
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

NOTES:

- POLE HEIGHT SHALL BE INCREASED AS NECESSARY TO MAINTAIN A MINIMUM CLEARANCE OF 20' OF AERIAL CABLE OVER ROADWAY AT ALL TIMES.
- GUYS AND ANCHORS ARE SHOWN AS EXAMPLE AND SHALL BE INSTALLED AS NECESSARY TO THE SATISFACTION OF THE ENGINEER.
- TEMPORARY WOOD PANELS SHALL BE SET BACK MINIMUM OF 30 FT FROM EXISTING EDGE OF PAVEMENT AND OUTSIDE THE CLEAR ZONE.
- TRAFFIC MAY NOT USE MEDIAN CROSSOVERS UNTIL TEMPORARY LIGHTING IS OPERATIONAL.



CONTROL INSTALLATION - PHOTOCELL RELAY WIRING DIAGRAM

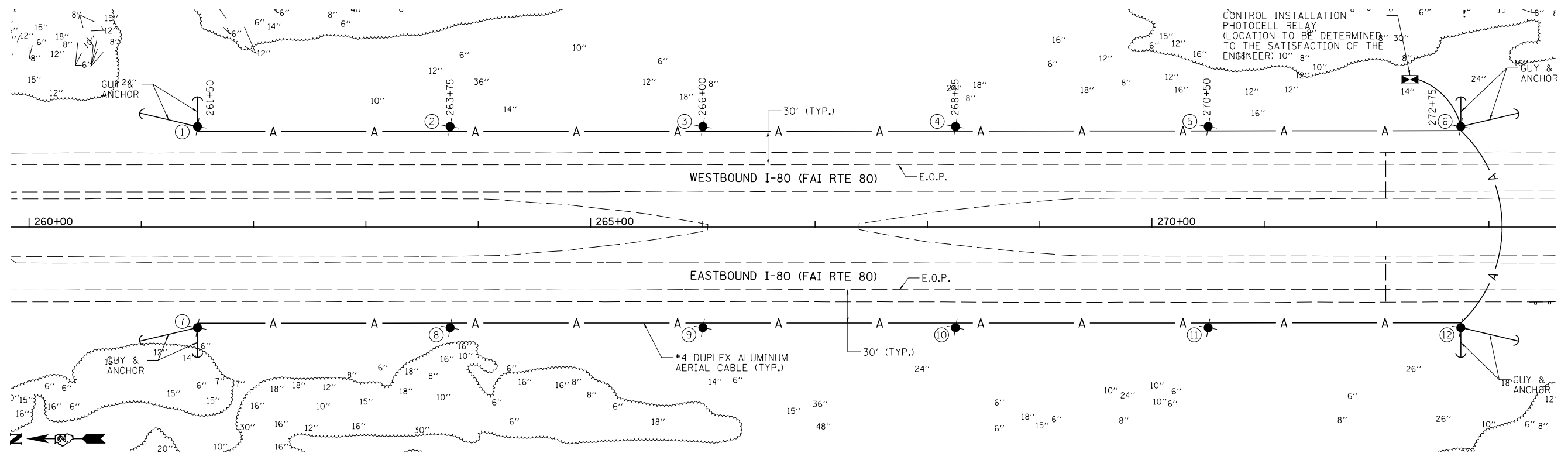
LEGEND

- TEMPORARY LIGHTING UNIT, 50 FT WOOD POLE, CLASS 3 WITH 400W HPS MULTI MOUNT LUMINAIRE.
- AERIAL CABLE, 2-1/C NO. 4 ALUMINUM WITH MESSAGE WIRE.
- TEMPORARY LIGHTING CONTROLLER AND ELECTRIC SERVICE 30A, 240V, 1 PHASE AND 3 WIRE.

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	QUANTITY
* TEMPORARY LIGHTING SYSTEM	L SUM	1

* NOTE: INCLUDES ALL LOCATIONS.



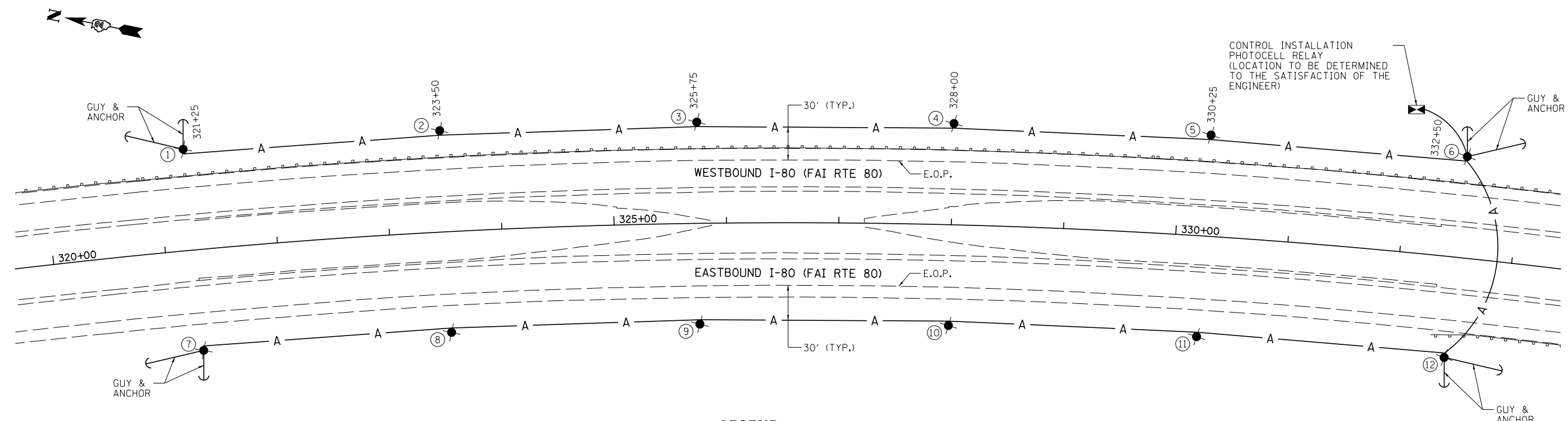
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	PLOT DATE = 3/17/2015	DATE - 12/10/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-80 (F.A.I. RTE. 80)
TEMPORARY LIGHTING SYSTEM DETAILS**

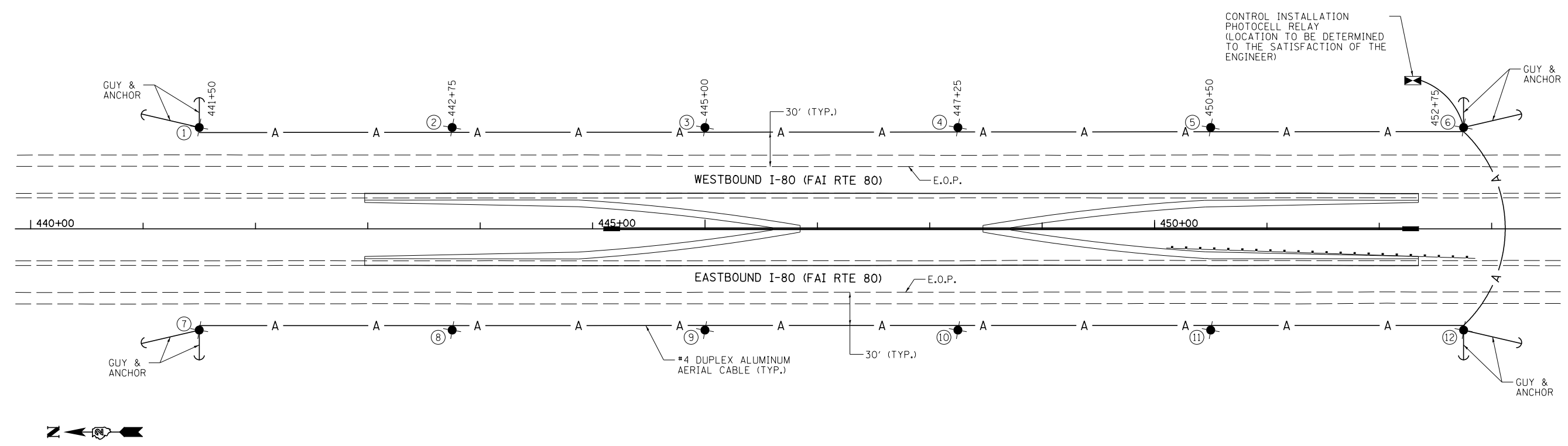
SCALE: N/A SHEET NO. 1 OF 3 SHEETS STA. N/A TO STA. N/A

		** ROCK ISLAND / HENRY	
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS
80	*	**	430
* 37-1BR-1, 81-1VBR & 81-1HBR-1		CONTRACT NO. 64B78	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	



LEGEND

- TEMPORARY LIGHTING UNIT, 50 FT WOOD POLE, CLASS 3 WITH 400W HPS MULTI MOUNT LUMINAIRE.
- A — AERIAL CABLE, 2-1/2 NO. 4 ALUMINUM WITH MESSAGE WIRE.
- ⊠ TEMPORARY LIGHTING CONTROLLER AND ELECTRIC SERVICE 30A, 240V, 1 PHASE AND 3 WIRE.

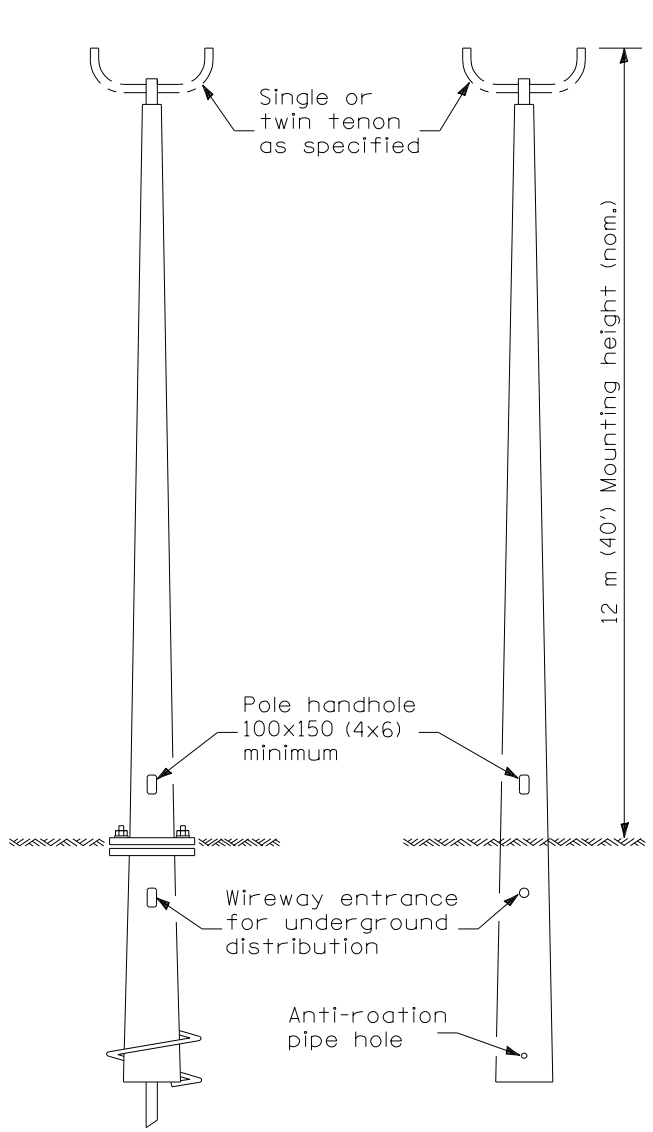


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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

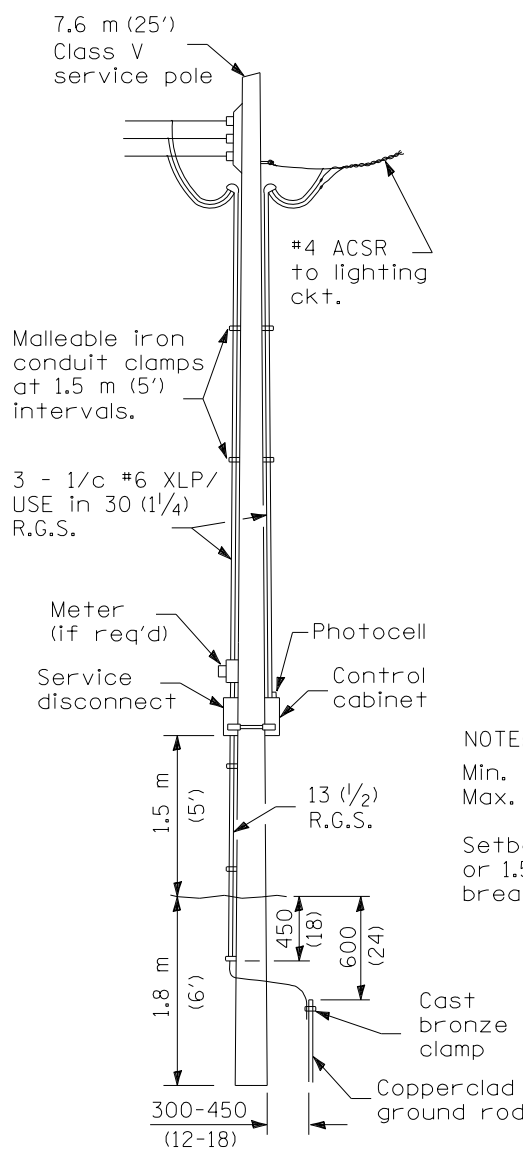
I-80 (F.A.I. RTE. 80) TEMPORARY LIGHTING SYSTEM DETAILS			
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** ROCK ISLAND / HENRY			
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS
80	*	**	430
* 37-1BR-1, 81-1VBR & 81-1HBR-1			CONTRACT NO. 64B78
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

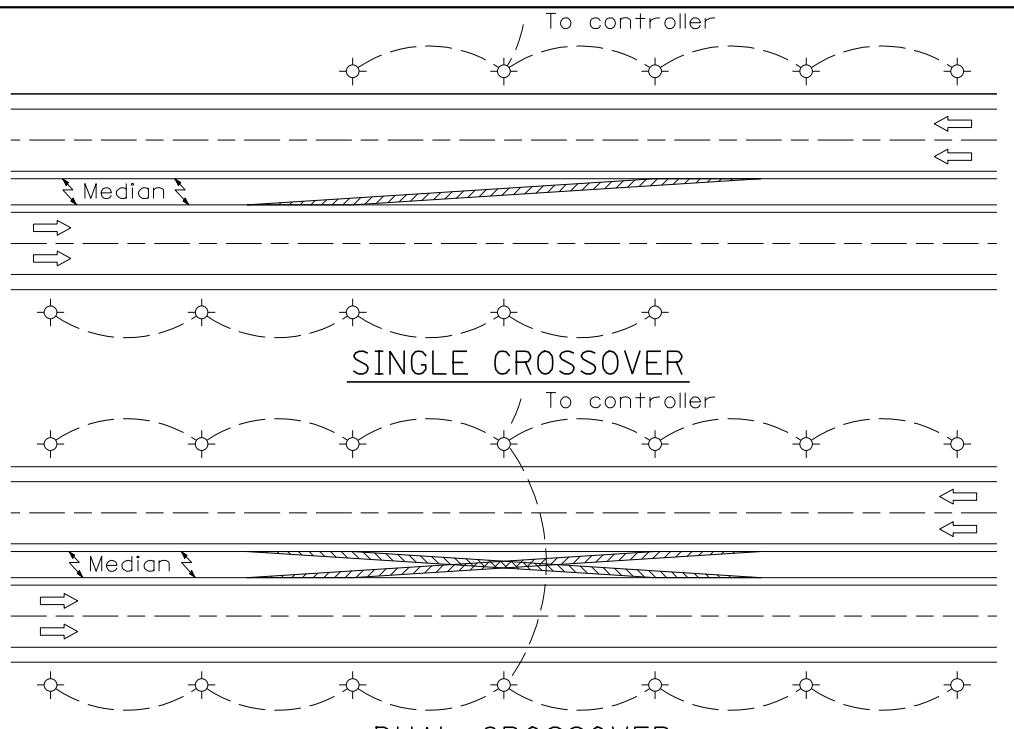


**ANCHOR BASE W/
METAL FOUNDATION** **BUTT BASE**

**POLE, FIBERGLASS
BREAKAWAY TYPE**



**SERVICE
INSTALLATION**



SINGLE CROSSOVER

DUAL CROSSOVER

NOTE:
Min. Pole spacing 60 m (200')
Max. Pole spacing 75 m (250')

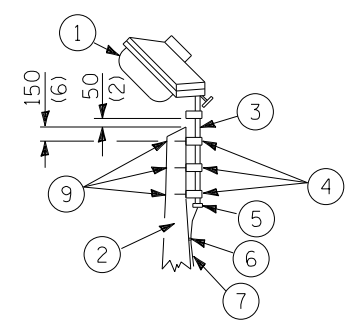
Setback shall be min. 9 m (30')
or 1.5 m (5') back of ditch, unless
breakaway type pole is used.

- ① Luminaire
- ② Wood pole, class 3 or better
- ③ 63 (2 1/2) Galv. steel conduit
- ④ Single offset pole band
- ⑤ Conduit bushing
- ⑥ Cable clamps on 600 (24) centers
- ⑦ 2/c #12 Type USE cable
- ⑧ 25 (1) Galv. steel conduit 3.0 m (10') in length

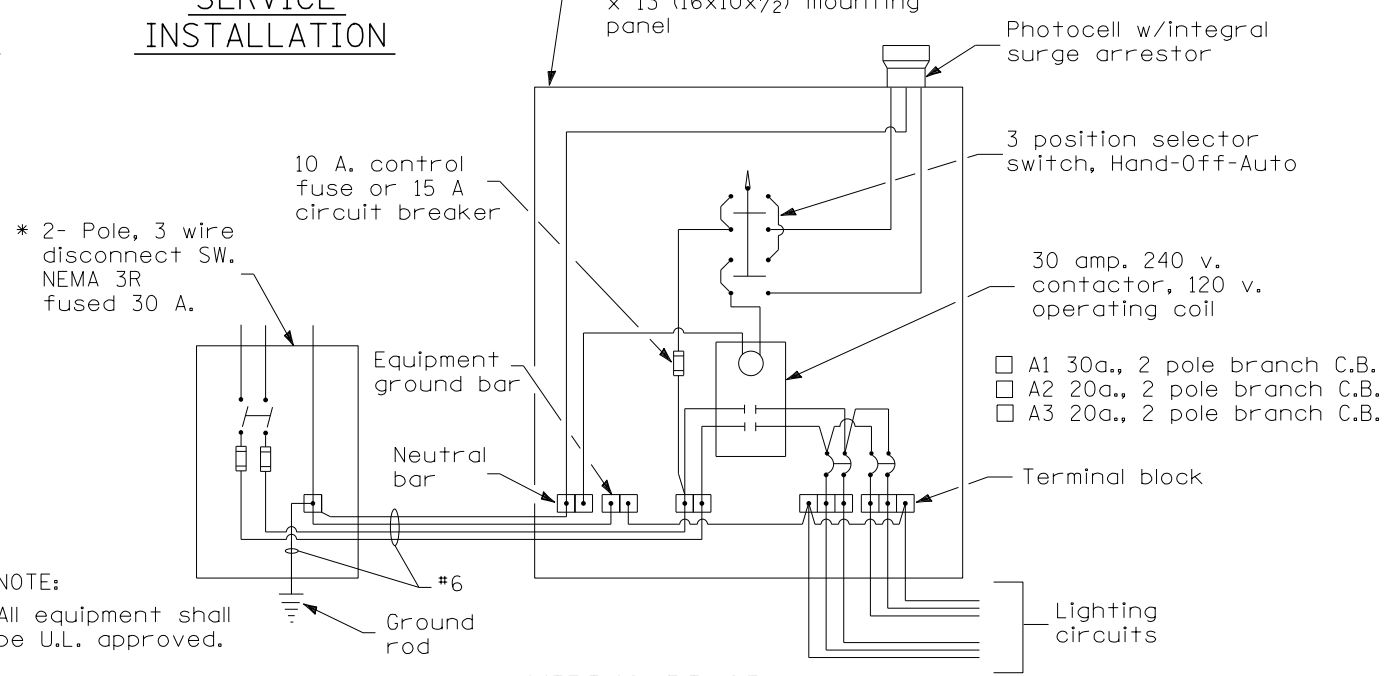
NOTE:
Luminaire(s) shall have a 2-pole inline weatherproof quick disconnect fuse holder.

Luminaire(s) shall be oriented and the mounting angle adjusted as recommended by the Engineer.

Connect luminaire equipment ground to ACSR messenger.



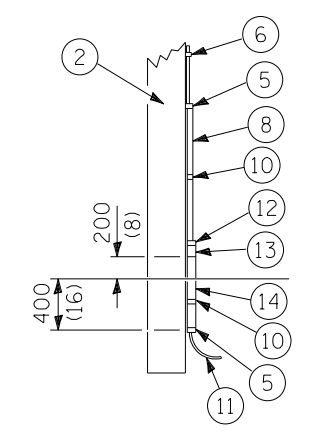
- ⑨ 16 (5/8) Ø hot dipped galvanized bolt with flat washer & locknut (3 req'd)
- ⑩ Conduit clamps on 900 (36) centers
- ⑪ Unit duct
- ⑫ Threaded reducer
- ⑬ "C" Condulet, threaded
- ⑭ 40 (1 1/2) Galv. steel conduit for 1 unit duct or 75 (3) galv. steel conduit for 2 or 3 unit ducts.



WIRING DIAGRAM

NOTE:
All equipment shall be U.L. approved.

* 30 A. or 60 A., dependent upon utility co. rules.



POLE, WOOD

POLE LENGTH	DEPTH IN GROUND
19.8 m (65')	3.6 m (12')
18.0 m (60')	3.0 m (10')
16.8 m (55')	2.7 m (9')
16.0 m (50')	2.4 m (8')
13.7 m (45')	2.1 m (7')
12.0 m (40')	2.0 m (6.5')
10.7 m (35')	1.8 m (6')
9.0 m (30')	1.7 m (5.5')

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

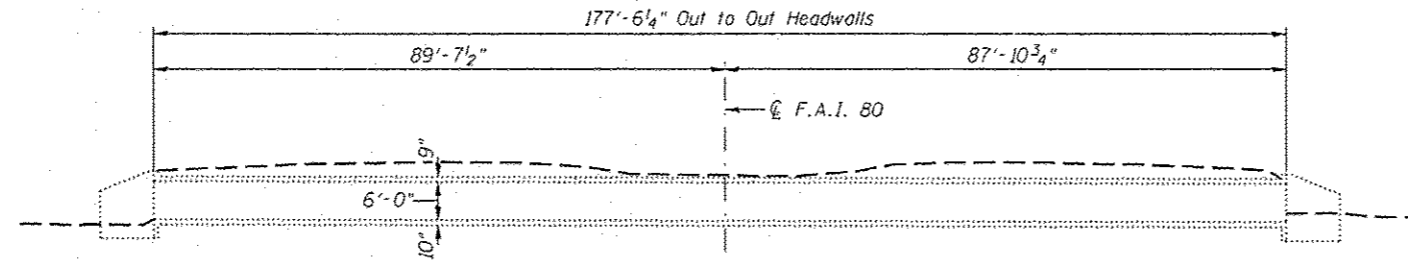
**TEMPORARY
ROADWAY LIGHTING**

GENERAL NOTES

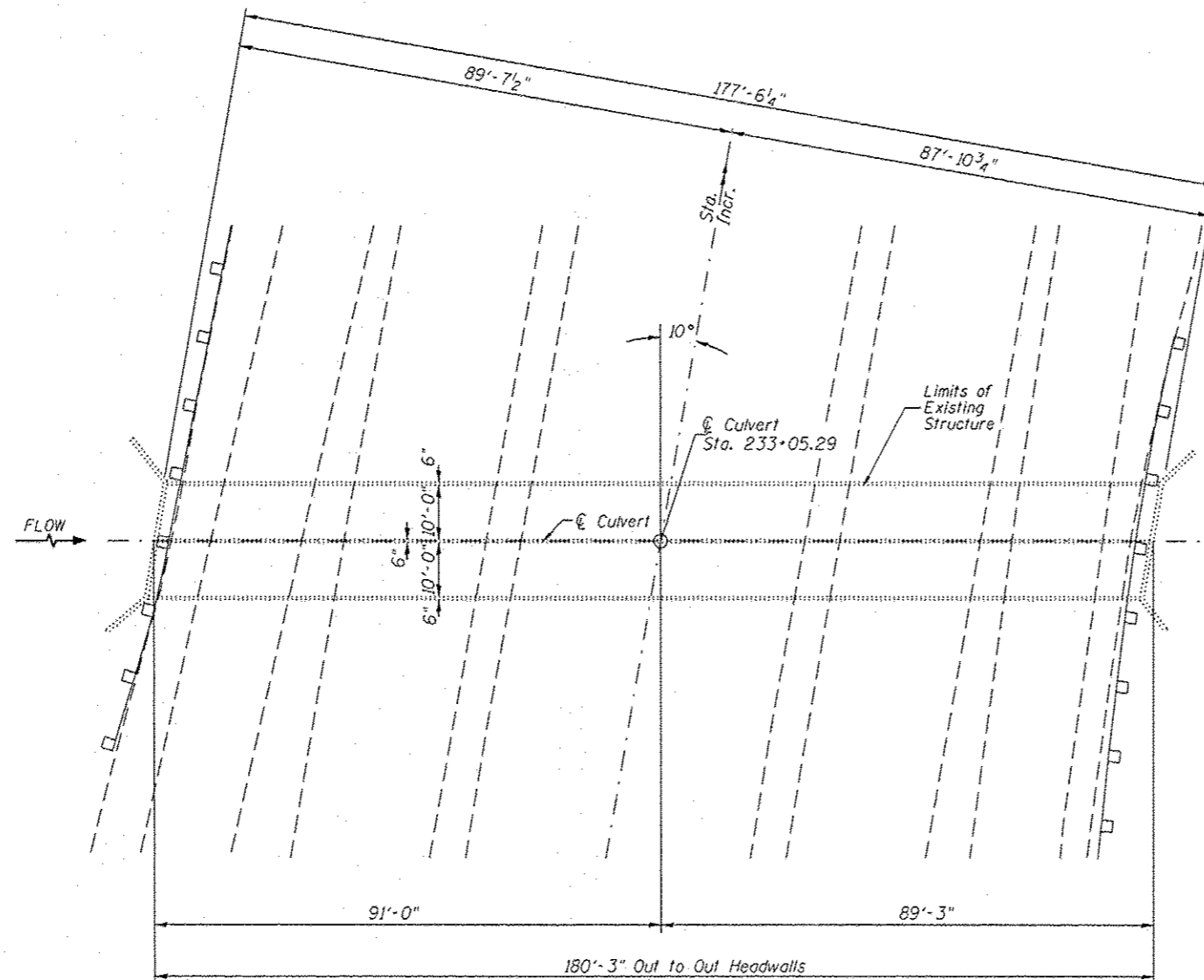
Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall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

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

All removal of debris and sediment in the box culvert shall be paid for as Box Culverts to be Cleaned. See Special Provisions.



LONGITUDINAL SECTION
Dimensions are at Rt. L's to C Roadway



PLAN

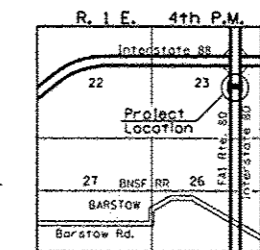
DESIGN STRESSES
FIELD UNITS
f'c = 3,500 p.s.i.
fy = 60,000 p.s.i.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less than 5 in.)	SO FT	77
Box Culverts to be Cleaned	FOOT	362



Lic. Exp. 11/30/16



LOCATION SKETCH

GENERAL PLAN
I-80 OVER UNNAMED STREAM
F.A.I. 80 SECTION 81-IVBR
ROCK ISLAND COUNTY
STATION 233+05.29
STR. NO. 081-2031

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

USER NAME = ctmsom	DESIGNED - CTM	REVISED -
PLOT SCALE = NONE	CHECKED - BAN	REVISED -
PLOT DATE =	DRAWN - CTM	REVISED -
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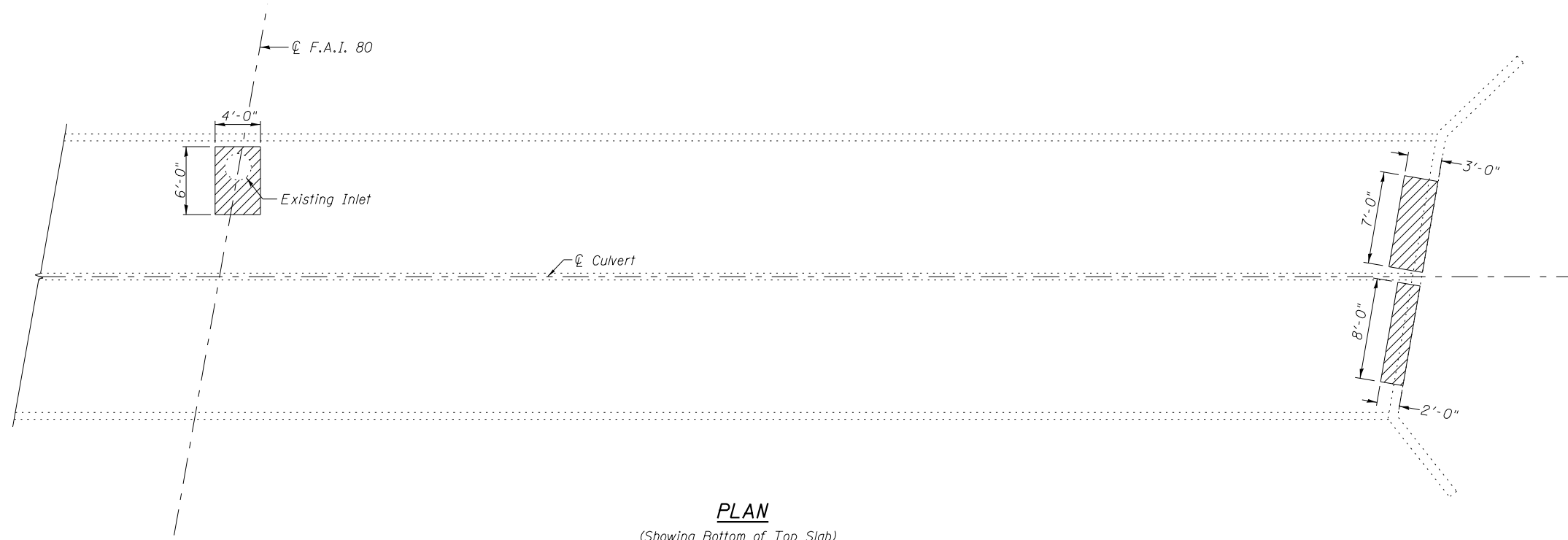
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
S.N 081-2031

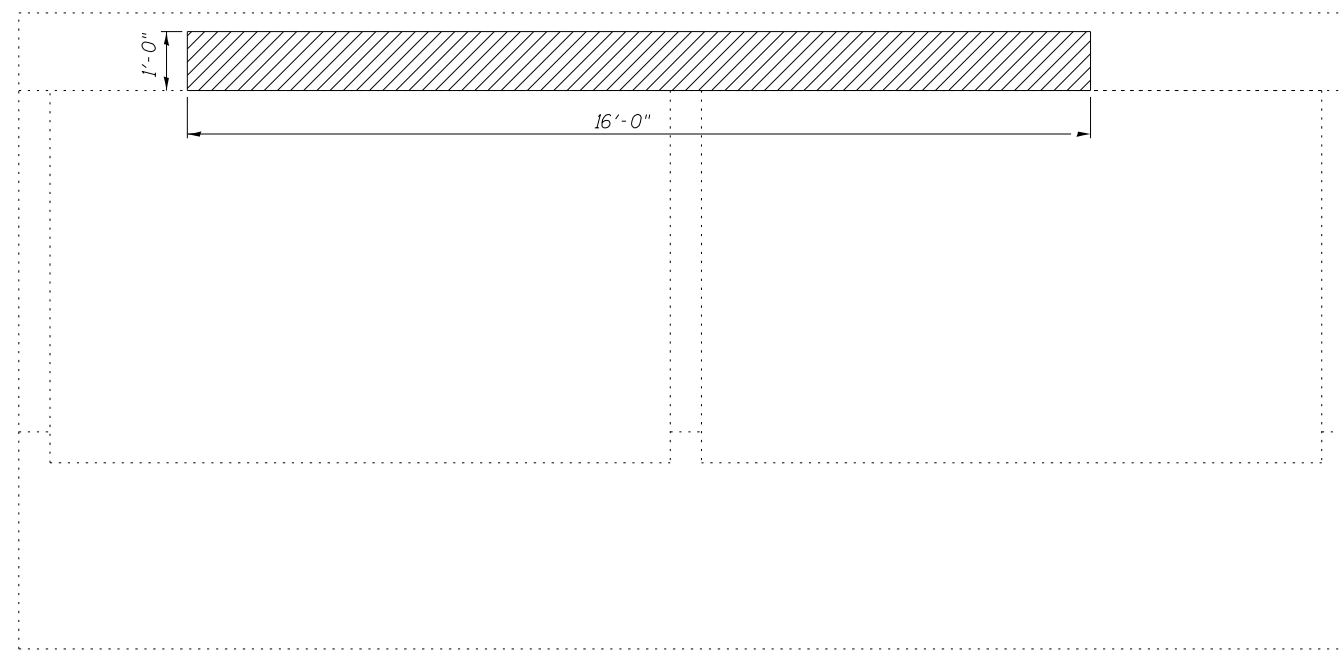
SHEET NO. 1 OF 2 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	81-IVBR	Rock Island	430	148
			CONTRACT NO. 64B78	


ILLINOIS FED. AID PROJECT



PLAN
(Showing Bottom of Top Slab)



WEST END ELEVATION
Dimensions are along Face of Headwall
(Looking East)

LEGEND
 Indicates Area of Structural Repair of Concrete

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

USER NAME = ctmason	DESIGNED - CTM	REVISED -
PLOT SCALE = NONE	CHECKED - BAN	REVISED -
PLOT DATE =	DRAWN - CTM	REVISED -
	CHECKED - BAN	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE REPAIR
S.N 081-2031

SHEET NO. 2 OF 2 SHEETS

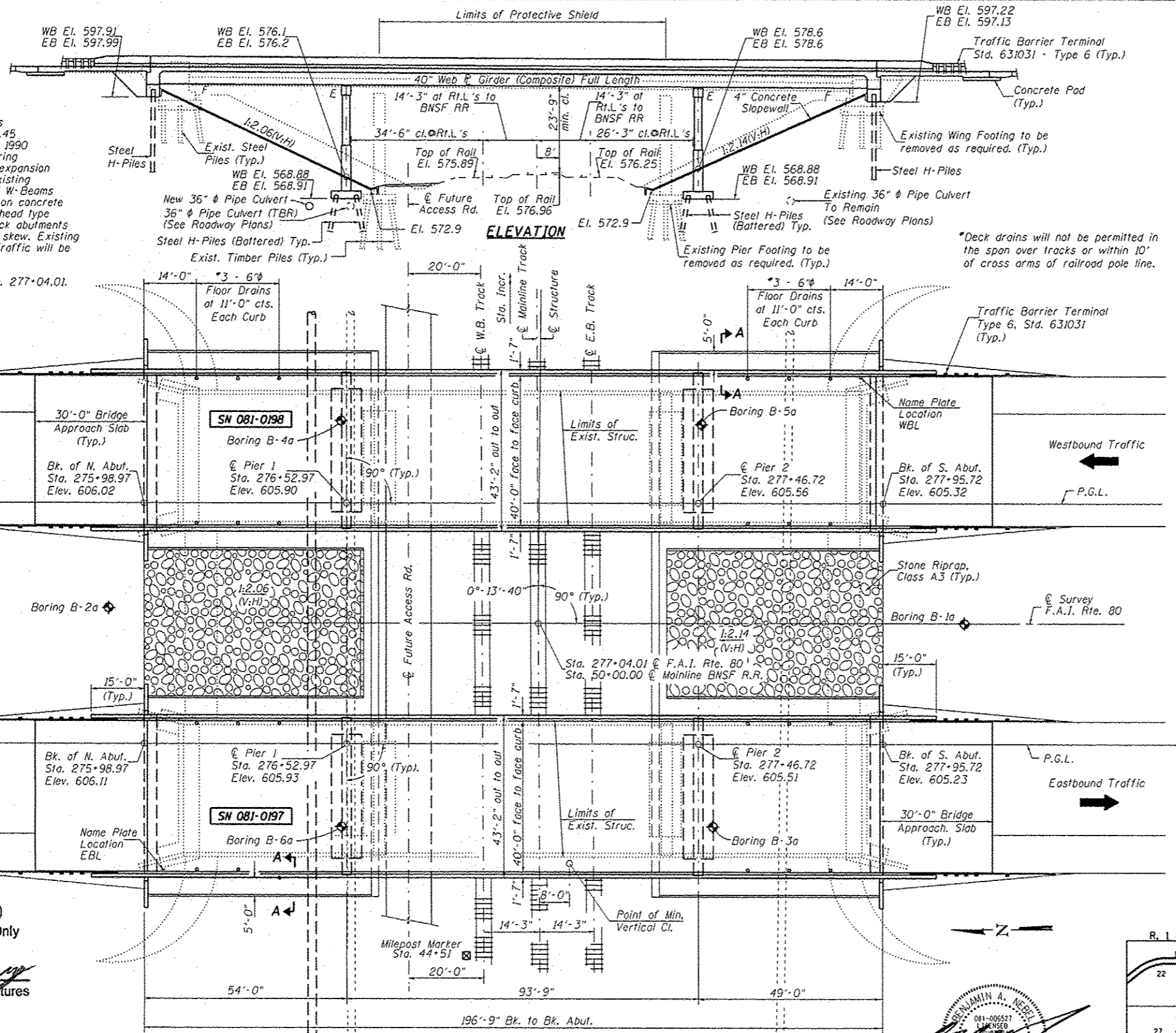
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	81-1VBR	Rock Island	430	149
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B78	

B.M.:
Chiseled "□" NE Corner Bottom Step Wingwall
NB Structure, Sta. 276+00, 64' Lt.
Elev. 605.94

EXISTING STRUCTURE:
SN 081-0014 & SN 081-0015 originally built as
FAI Route 80, Section 81-IVB at Sta. 277+11.45
in 1965. Both structures were rehabilitated in 1990
including deck scarification, deck overlay, bearing
replacement, traffic barrier improvement and expansion
joint replacement as Section 81-IVBIM. The existing
structures consist of 3-span continuous steel W-Beams
with non-composite concrete deck, supported on concrete
pile bent, spill through abutments and hammerhead type
piers. The structures are 180'-11" back to back abutments
and 36'-0" out to out of deck, and 0 degree skew. Existing
structures are to be removed and replaced. Traffic will be
maintained using crossovers.

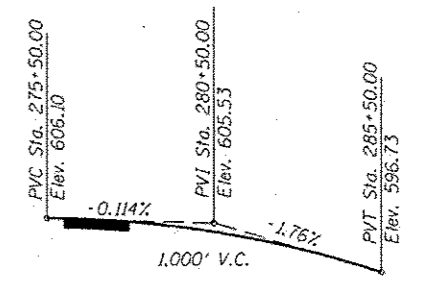
Note: Existing Sta. 277+11.45 = Proposed Sta. 277+04.01.

No Salvage
♦ Indicates Soil Boring Location

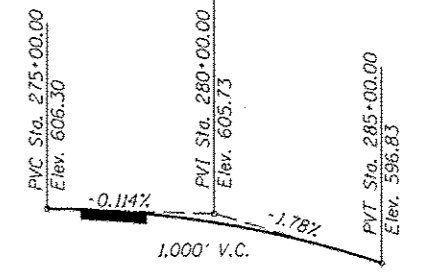


WEST BOUND TRACK (NORTH TRACK)	
Sta. 49+29.1	Elev. 575.91
Sta. 49+93.3	Elev. 575.89
Sta. 50+57.5	Elev. 575.89
Sta. 51+22.8	Elev. 575.84
MAIN LINE TRACK (CENTER TRACK)	
Sta. 48+50.9	Elev. 576.93
Sta. 49+10.4	Elev. 576.95
Sta. 49+69.3	Elev. 576.96
Sta. 50+21.2	Elev. 576.94
Sta. 50+58.9	Elev. 576.94
Sta. 51+21.8	Elev. 576.93
EAST BOUND TRACK (SOUTH TRACK)	
Sta. 49+11.1	Elev. 576.24
Sta. 49+71.4	Elev. 576.25
Sta. 50+17.9	Elev. 576.24
Sta. 50+83.7	Elev. 576.17
Sta. 51+23.5	Elev. 576.21

TOP OF RAIL ELEVATIONS BNSF RR



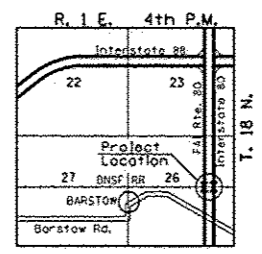
PROFILE GRADE - WBL
(Along median edge of pavement I-80 WBL)



PROFILE GRADE - EBL
(Along median edge of pavement I-80 EBL)

Notes:
See sheet 2 of 36 for Section A-A &
Index of Sheets.

**GENERAL PLAN & ELEVATION
I-80 OVER BNSF RAILROAD
F.A.I. 80 SECTION (81-IVB)BR
ROCK ISLAND COUNTY
STATION 277+04.01
STR. NO. 081-0197 (EB)
STR. NO. 081-0198 (WB)**



LOCATION SKETCH



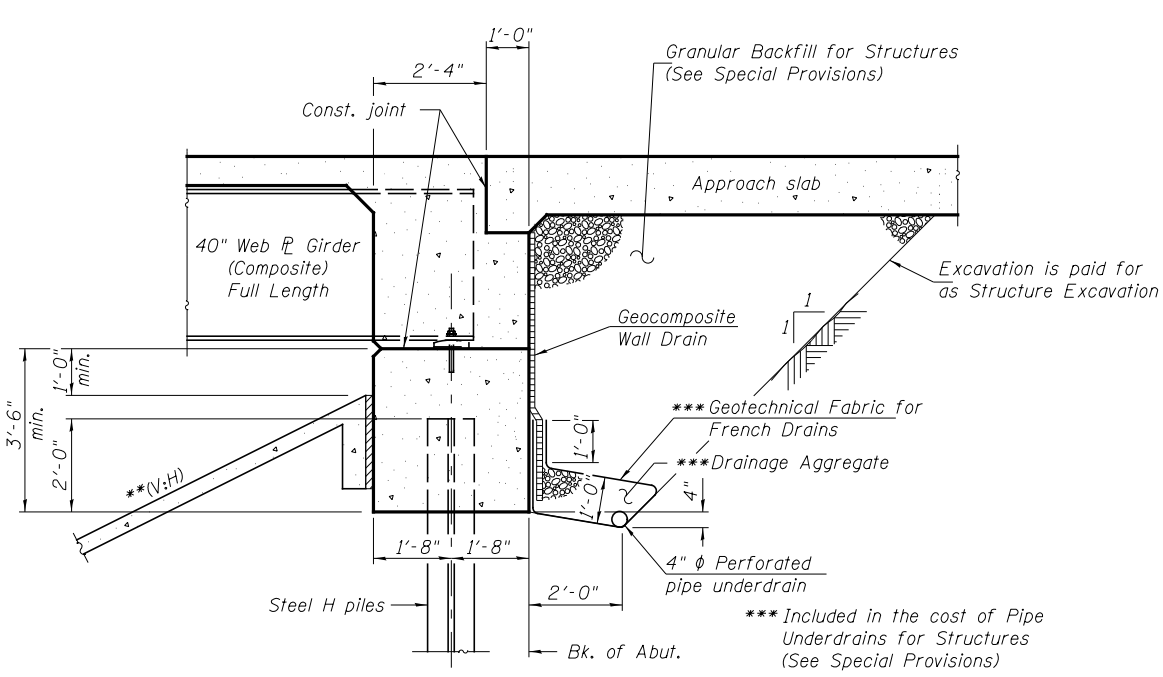
APPROVED
For Structural Adequacy Only
De Carl Kump
Engineer of Bridges & Structures

LOADING HL-93
Allow 50#/sq. ft. future wearing surface.
DESIGN SPECIFICATIONS
2012 AASHTO LRFD Bridge Design
Specifications 6th Edition w/ 2013 Interims

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 p.s.i.
fy = 60,000 p.s.i. (Reinforcement)
fy = 50,000 p.s.i. (M270 Grade 50)

SEISMIC DATA
PLAN
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (Sa1) = 0.062g
Design Spectral Acceleration at 0.2 sec. (Sas) = 0.098g
Soil Site Class = C

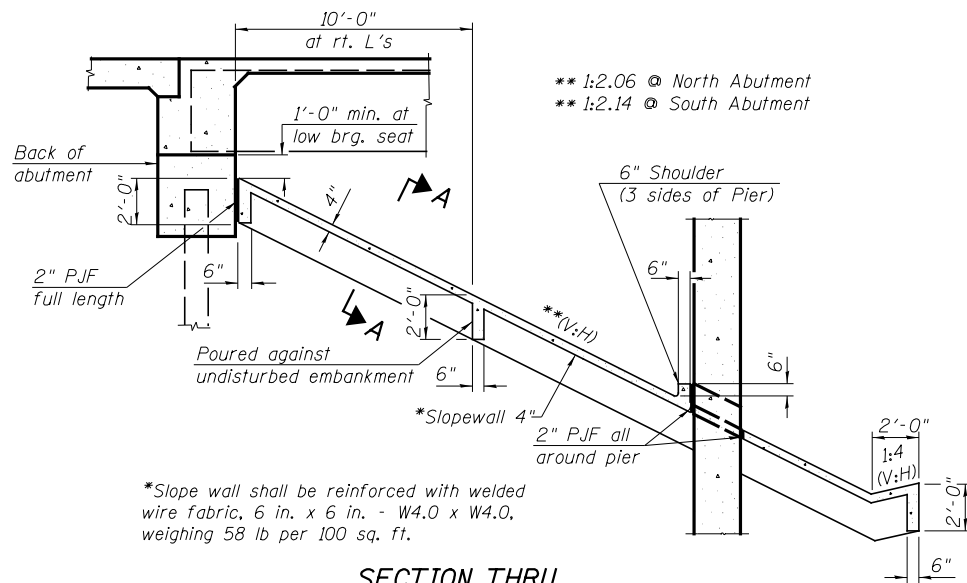
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	PLOT SCALE = NONE	CHECKED - CTM/JOH	REVISED -		CONTRACT NO. 64878	ILLINOIS FED. AID PROJECT			
	PLOT DATE =	DRAWN - TAC/CET	REVISED -						



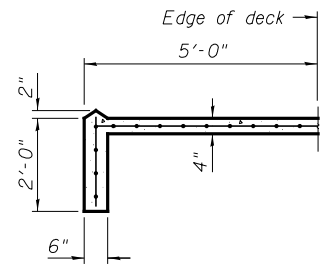
SECTION THRU INTEGRAL ABUTMENT

Note:

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



SECTION THRU CONCRETE SLOPEWALL



SECTION A-A

STATION 277+04.01
BUILT 201 BY
STATE OF ILLINOIS
FAI RT 80 SECTION (81-IVB)BR
LOADING HL-93
STR. NO. 081-0197
NAME PLATE EASTBOUND
(See Std. 515001)

STATION 277+04.01
BUILT 201 BY
STATE OF ILLINOIS
FAI RT 80 SECTION (81-IVB)BR
LOADING HL-93
STR. NO. 081-0198
NAME PLATE WESTBOUND
(See Std. 515001)

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 7/8" φ, holes 15/16" φ, unless otherwise noted.

Calculated weight of Structural Steel = 39,690 lb (AASHTO M270 Gr. 36)
359,240 lb (AASHTO M270 Gr. 50)

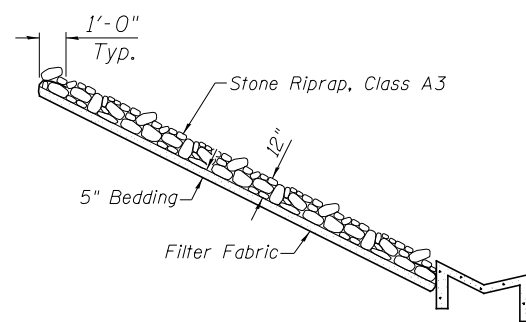
No field welding is permitted except as specified in the contract documents.

Reinforcement bars designated (E) shall be epoxy coated. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

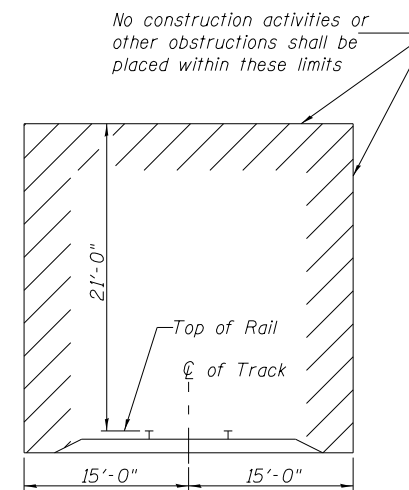
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

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 Interstate Green, Munsell No. 7.5G 4/8.

Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer. (Stone Riprap and Filter Fabric included in Roadway Plans.)



SECTION THRU RIPRAP



MINIMUM CONSTRUCTION CLEARANCE ENVELOPE

INDEX OF SHEETS

SH. #'s	DESCRIPTION
1	General Plan and Elevation
2	General Data
3	Footing Layout
4-7	Top of Slab Elevations
8-11	Top of Approach Slab Elevations
12	Superstructure
13	Superstructure Details
14	Diaphragm Details
15-16	Bridge Approach Slab Details
17	Framing Plan
18-19	Structural Steel Details
20	Bearing Details
21	North Abutment (WB)
22	South Abutment (WB)
23	North Abutment (EB)
24	South Abutment (EB)
25	Pier #1 (WB)
26	Pier #2 (WB)
27	Pier #1 (EB)
28	Pier #2 (EB)
29	HP Pile Details
30	Concrete Parapet Slipforming Option
31-36	Soil Boring Logs

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Granular Backfill for Structures	CU YD	---	310	310
Removal of Existing Structures No. 1	EACH	---	---	1
Removal of Existing Structures No. 2	EACH	---	---	1
Structure Excavation	CU YD	---	1,260	1,260
Concrete Structures	CU YD	---	616.4	616.4
Concrete Superstructure	CU YD	865.8	---	865.8
Bridge Deck Grooving	SQ YD	2,157	---	2,157
Protective Coat	SQ YD	2,697	---	2,697
Furnishing and Erecting Structural Steel	L SUM	0.47	---	0.47
Reinforcement Bars, Epoxy Coated	POUND	219,550	102,980	322,530
Stud Shear Connectors	EACH	10,692	---	10,692
Anchor Bolts, 1"	EACH	---	48	48
Anchor Bolts, 1 1/4"	EACH	---	48	48
Slope Wall 4"	SQ YD	---	1,391	1,391
Slope Wall Removal	SQ YD	---	2,032	2,032
Furnishing Steel Piles HP10x42	FOOT	---	1,050	1,050
Furnishing Steel Piles HP12x53	FOOT	---	936	936
Test Pile Steel HP10x42	EACH	---	4	4
Test Pile Steel HP12x53	EACH	---	4	4
Driving Piles	FOOT	---	1,986	1,986
Name Plates	EACH	2	---	2
Elastomeric Bearing Assembly, Type I	EACH	24	---	24
Pile Shoes	EACH	---	80	80
Geocomposite Wall Drain	SQ YD	---	175	175
Pipe Underdrains For Structures 4"	FOOT	---	303	303
Protective Shield	SQ YD	---	610	610
Floor Drains	EACH	24	---	24
Stone Riprap, Class A3	SQ YD	---	505	505
Filter Fabric	SQ YD	---	505	505

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

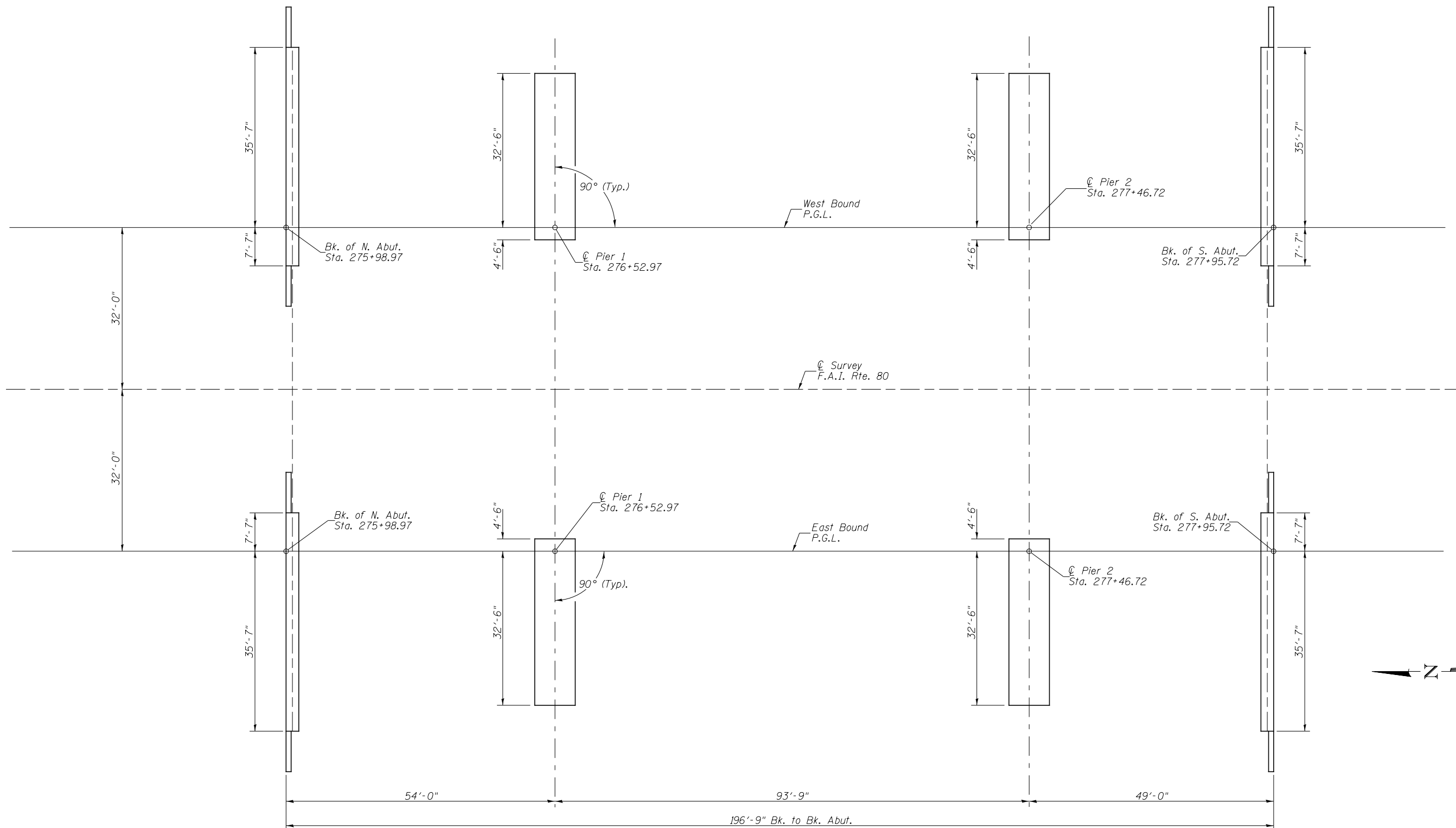
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	CHECKED - CTM/BAN	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL DATA
S.N. 081-0197(EB) & S.N. 081-0198(WB)

SHEET NO. 2 OF 36 SHEETS

F.A.I. RTE. 80	SECTION (81-IVB)BR	COUNTY Rock Island	TOTAL SHEETS 430	SHEET NO. 151
				CONTRACT NO. 64B78
ILLINOIS FED. AID PROJECT				



SUBSTRUCTURE LAYOUT

Hutchison Engineering, Inc.
 Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - JOH	REVISED -
PLOT SCALE = NONE	CHECKED - BAN	REVISED -
PLOT DATE =	DRAWN - TAC/JCW	REVISED -
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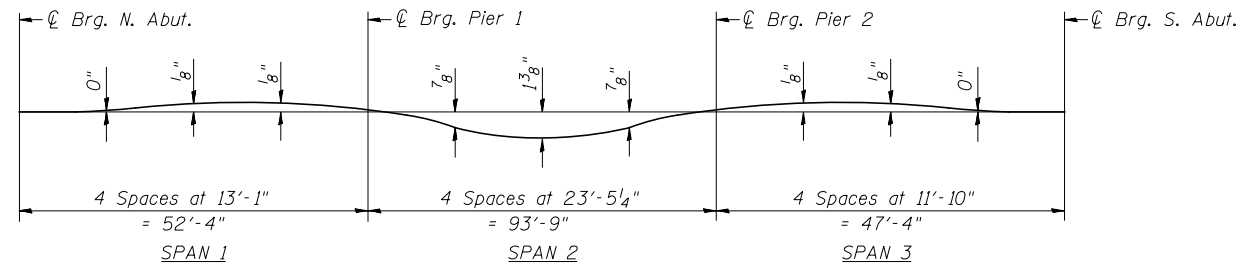
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FOOTING LAYOUT
 S.N 081-0197(EB) & S.N. 081-0198(WB)**

SHEET NO. 3 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(81-1VB)BR	Rock Island	430	152
CONTRACT NO. 64B78				
ILLINOIS FED. AID PROJECT				

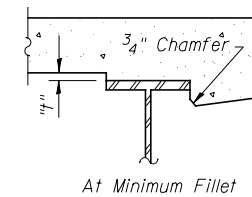
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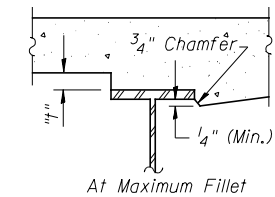
DEAD LOAD DEFLECTION DIAGRAM

(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 in the tables Sheets 5 thru 7 of 36.



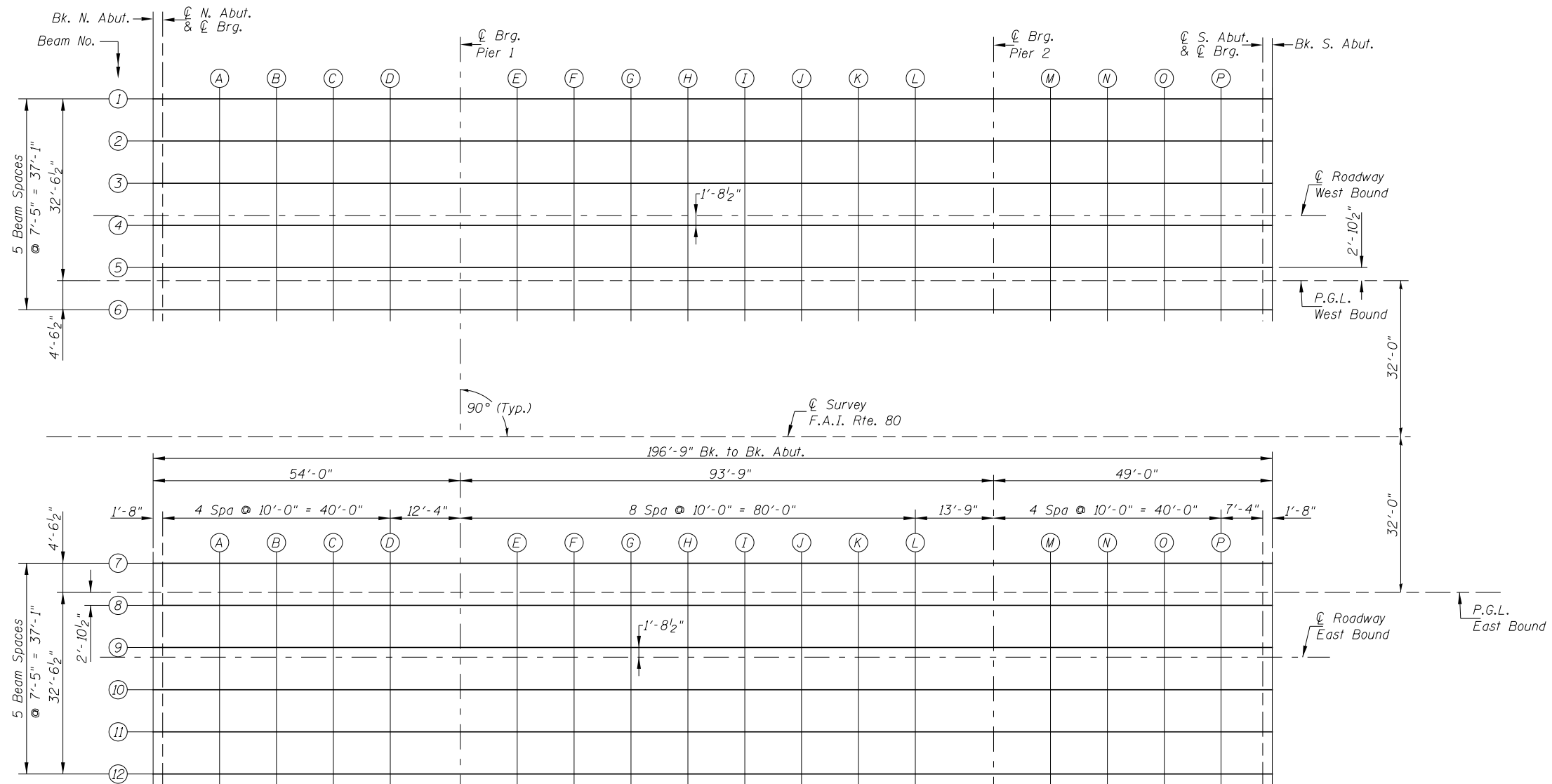
At Minimum Fillet



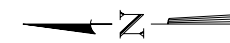
At Maximum Fillet

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 in the tables on Sheets 5 thru 7 of 36, minus slab thickness, equals the fillet height "t" above top flange of beams.

FILLET HEIGHTS



PLAN



Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - BAN	REVISED -
PLOT SCALE = NONE	CHECKED - CTM	REVISED -
PLOT DATE =	DRAWN - CET	REVISED -
	CHECKED - BAN/CTM	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB PLAN
S.N. 081-0197(EB) & S.N. 081-0198(WB)**

SHEET NO. 4 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(81-1VB)BR	Rock Island	430	153
CONTRACT NO. 64B78				
ILLINOIS FED. AID PROJECT				

BEAM 1

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abutment	27598.97	-32.54	605.85	605.85
CL Brg N. Abut.	27600.64	-32.54	605.84	605.84
A	27610.64	-32.54	605.82	605.82
B	27620.64	-32.54	605.80	605.80
C	27630.64	-32.54	605.78	605.77
D	27640.64	-32.54	605.75	605.74
CL Pier 1	27652.97	-32.54	605.72	605.72
E	27662.97	-32.54	605.69	605.71
F	27672.97	-32.54	605.66	605.72
G	27682.97	-32.54	605.62	605.71
H	27692.97	-32.54	605.59	605.70
I	27702.97	-32.54	605.56	605.67
J	27712.97	-32.54	605.52	605.62
K	27722.97	-32.54	605.48	605.55
L	27732.97	-32.54	605.44	605.48
CL Pier 2	27746.72	-32.54	605.38	605.38
M	27756.72	-32.54	605.33	605.32
N	27766.72	-32.54	605.29	605.28
O	27776.72	-32.54	605.24	605.23
P	27786.72	-32.54	605.19	605.19
CL Brg S. Abut.	27794.05	-32.54	605.15	605.15
Bk S. Abutment	27795.72	-32.54	605.15	605.15

BEAM 2

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abutment	27598.97	-25.13	606.00	606.00
CL Brg N. Abut.	27600.64	-25.13	606.00	606.00
A	27610.64	-25.13	605.98	605.98
B	27620.64	-25.13	605.95	605.95
C	27630.64	-25.13	605.93	605.92
D	27640.64	-25.13	605.91	605.90
CL Pier 1	27652.97	-25.13	605.87	605.87
E	27662.97	-25.13	605.84	605.87
F	27672.97	-25.13	605.81	605.87
G	27682.97	-25.13	605.78	605.87
H	27692.97	-25.13	605.75	605.85
I	27702.97	-25.13	605.71	605.82
J	27712.97	-25.13	605.67	605.77
K	27722.97	-25.13	605.63	605.70
L	27732.97	-25.13	605.59	605.63
CL Pier 2	27746.72	-25.13	605.53	605.53
M	27756.72	-25.13	605.49	605.48
N	27766.72	-25.13	605.44	605.43
O	27776.72	-25.13	605.40	605.39
P	27786.72	-25.13	605.35	605.34
CL Brg S. Abut.	27794.05	-25.13	605.31	605.31
Bk S. Abutment	27795.72	-25.13	605.30	605.30

BEAM 3

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abutment	27598.97	-17.71	606.12	606.12
CL Brg N. Abut.	27600.64	-17.71	606.12	606.12
A	27610.64	-17.71	606.10	606.10
B	27620.64	-17.71	606.08	606.07
C	27630.64	-17.71	606.05	606.04
D	27640.64	-17.71	606.03	606.02
CL Pier 1	27652.97	-17.71	605.99	605.99
E	27662.97	-17.71	605.96	605.99
F	27672.97	-17.71	605.93	605.99
G	27682.97	-17.71	605.90	605.99
H	27692.97	-17.71	605.87	605.98
I	27702.97	-17.71	605.83	605.94
J	27712.97	-17.71	605.79	605.89
K	27722.97	-17.71	605.75	605.83
L	27732.97	-17.71	605.71	605.75
CL Pier 2	27746.72	-17.71	605.66	605.66
M	27756.72	-17.71	605.61	605.60
N	27766.72	-17.71	605.56	605.56
O	27776.72	-17.71	605.52	605.51
P	27786.72	-17.71	605.47	605.47
CL Brg S. Abut.	27794.05	-17.71	605.43	605.43
Bk S. Abutment	27795.72	-17.71	605.42	605.42

RDWY (WB)

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abutment	27598.97	-12.00	606.21	606.21
CL Brg N. Abut.	27600.64	-12.00	606.21	606.21
A	27610.64	-12.00	606.19	606.19
B	27620.64	-12.00	606.17	606.16
C	27630.64	-12.00	606.14	606.13
D	27640.64	-12.00	606.12	606.11
CL Pier 1	27652.97	-12.00	606.08	606.08
E	27662.97	-12.00	606.05	606.08
F	27672.97	-12.00	606.02	606.08
G	27682.97	-12.00	605.99	606.08
H	27692.97	-12.00	605.96	606.07
I	27702.97	-12.00	605.92	606.03
J	27712.97	-12.00	605.88	605.98
K	27722.97	-12.00	605.84	605.92
L	27732.97	-12.00	605.80	605.84
CL Pier 2	27746.72	-12.00	605.74	605.74
M	27756.72	-12.00	605.70	605.69
N	27766.72	-12.00	605.65	605.64
O	27776.72	-12.00	605.61	605.60
P	27786.72	-12.00	605.56	605.55
CL Brg S. Abut.	27794.05	-12.00	605.52	605.52
Bk S. Abutment	27795.72	-12.00	605.51	605.51

BEAM 4

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abutment	27598.97	-10.29	606.19	606.19
CL Brg N. Abut.	27600.64	-10.29	606.18	606.18
A	27610.64	-10.29	606.16	606.16
B	27620.64	-10.29	606.14	606.14
C	27630.64	-10.29	606.12	606.11
D	27640.64	-10.29	606.09	606.08
CL Pier 1	27652.97	-10.29	606.06	606.06
E	27662.97	-10.29	606.03	606.05
F	27672.97	-10.29	606.00	606.06
G	27682.97	-10.29	605.96	606.05
H	27692.97	-10.29	605.93	606.04
I	27702.97	-10.29	605.89	606.01
J	27712.97	-10.29	605.86	605.95
K	27722.97	-10.29	605.82	605.89
L	27732.97	-10.29	605.78	605.82
CL Pier 2	27746.72	-10.29	605.72	605.72
M	27756.72	-10.29	605.67	605.66
N	27766.72	-10.29	605.63	605.62
O	27776.72	-10.29	605.59	605.57
P	27786.72	-10.29	605.53	605.53
CL Brg S. Abut.	27794.05	-10.29	605.49	605.49
Bk S. Abutment	27795.72	-10.29	605.48	605.48

BEAM 5

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abutment	27598.97	-2.88	606.07	606.07
CL Brg N. Abut.	27600.64	-2.88	606.07	606.07
A	27610.64	-2.88	606.05	606.04
B	27620.64	-2.88	606.02	606.02
C	27630.64	-2.88	606.00	605.99
D	27640.64	-2.88	605.97	605.96
CL Pier 1	27652.97	-2.88	605.94	605.94
E	27662.97	-2.88	605.91	605.94
F	27672.97	-2.88	605.88	605.94
G	27682.97	-2.88	605.85	605.94
H	27692.97	-2.88	605.81	605.92
I	27702.97	-2.88	605.78	605.89
J	27712.97	-2.88	605.74	605.84
K	27722.97	-2.88	605.70	605.77
L	27732.97	-2.88	605.66	605.70
CL Pier 2	27746.72	-2.88	605.60	605.60
M	27756.72	-2.88	605.56	605.55
N	27766.72	-2.88	605.51	605.50
O	27776.72	-2.88	605.46	605.46
P	27786.72	-2.88	605.41	605.41
CL Brg S. Abut.	27794.05	-2.88	605.38	605.38
Bk S. Abutment	27795.72	-2.88	605.37	605.37

*Measured from WB PG

PGL (WB)

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abutment	27598.97	0.00	606.02	606.02
CL Brg N. Abut.	27600.64	0.00	606.02	606.02
A	27610.64	0.00	606.00	606.00
B	27620.64	0.00	605.98	605.97
C	27630.64	0.00	605.95	605.95
D	27640.64	0.00	605.93	605.92
CL Pier 1	27652.97	0.00	605.90	605.90
E	27662.97	0.00	605.87	605.89
F	27672.97	0.00	605.84	605.89
G	27682.97	0.00	605.80	605.89
H	27692.97	0.00	605.77	605.88
I	27702.97	0.00	605.73	605.84
J	27712.97	0.00	605.70	605.79
K	27722.97	0.00	605.66	605.73
L	27732.97	0.00	605.62	605.65
CL Pier 2	27746.72	0.00	605.56	605.56
M	27756.72	0.00	605.51	605.50
N	27766.72	0.00	605.47	605.46
O	27776.72	0.00	605.42	605.41
P	27786.72	0.00	605.37	605.37
CL Brg S. Abut.	27794.05	0.00	605.33	605.33
Bk S. Abutment	27795.72	0.00	605.32	605.32

BEAM 6

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abutment	27598.97	4.54	605.93	605.93
CL Brg N. Abut.	27600.64	4.54	605.93	605.93
A	27610.64	4.54	605.91	605.91
B	27620.64	4.54	605.88	605.88
C	27630.64	4.54	605.86	605.85
D	27640.64	4.54	605.83	605.83
CL Pier 1	27652.97	4.54	605.80	605.80
E	27662.97	4.54	605.77	605.80
F	27672.97	4.54	605.74	605.80
G	27682.97	4.54	605.71	605.80
H	27692.97	4.54	605.67	605.78
I	27702.97	4.54	605.64	605.75
J	27712.97	4.54	605.60	605.70
K	27722.97	4.54	605.56	605.63
L	27732.97	4.54	605.52	605.56
CL Pier 2	27746.72	4.54	605.46	605.46
M	27756.72	4.54	605.42	605.41
N	27766.72	4.54	605.37	605.36
O	27776.72	4.54	605.32	605.32
P	27786.72	4.54	605.27	605.27
CL Brg S. Abut.	27794.05	4.54	605.24	605.24
Bk S. Abutment	27795.72	4.54	605.23	605.23

BEAM 7

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abutment	27598.97	-4.54	606.01	606.01
CL Brg N. Abut.	27600.64	-4.54	606.01	606.01
A	27610.64	-4.54	605.98	605.98
B	27620.64	-4.54	605.95	605.94
C	27630.64	-4.54	605.91	605.91
D	27640.64	-4.54	605.88	605.87
CL Pier 1	27652.97	-4.54	605.84	605.84
E	27662.97	-4.54	605.80	605.82
F	27672.97	-4.54	605.76	605.82
G	27682.97	-4.54	605.72	605.81
H	27692.97	-4.54	605.68	605.78
I	27702.97	-4.54	605.63	605.74
J	27712.97	-4.54	605.58	605.68
K	27722.97	-4.54	605.54	605.61
L	27732.97	-4.54	605.49	605.53
CL Pier 2	27746.72	-4.54	605.42	605.42
M	27756.72	-4.54	605.36	605.35
N	27766.72	-4.54	605.31	605.30
O	27776.72	-4.54	605.25	605.25
P	27786.72	-4.54	605.19	605.19
CL Brg S. Abut.	27794.05	-4.54	605.15	605.15
Bk S. Abutment	27795.72	-4.54	605.14	605.14

PGL (EB)

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abutment	27598.97	0.00	606.11	606.11
CL Brg N. Abut.	27600.64	0.00	606.10	606.10
A	27610.64	0.00	606.07	606.07
B	27620.64	0.00	606.04	606.04
C	27630.64	0.00	606.01	606.00
D	27640.64	0.00	605.97	605.97
CL Pier 1	27652.97	0.00	605.93	605.93
E	27662.97	0.00	605.89	605.92
F	27672.97	0.00	605.85	605.91
G	27682.97	0.00	605.81	605.90
H	27692.97	0.00	605.77	605.88
I	27702.97	0.00	605.73	605.84
J	27712.97	0.00	605.68	605.78
K	27722.97	0.00	605.63	605.70
L	27732.97	0.00	605.58	605.62
CL Pier 2	27746.72	0.00	605.51	605.51
M	27756.72	0.00	605.46	605.45
N	27766.72	0.00	605.40	605.39
O	27776.72	0.00	605.35	605.34
P	27786.72	0.00	605.29	605.29
CL Brg S. Abut.	27794.05	0.00	605.24	605.24
Bk S. Abutment	27795.72	0.00	605.23	605.23

BEAM 8

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abutment	27598.97	2.88	606.15	606.15
CL Brg N. Abut.	27600.64	2.88	606.15	606.15
A	27610.64	2.88	606.12	606.12
B	27620.64	2.88	606.09	606.08
C	27630.64	2.88	606.05	606.05
D	27640.64	2.88	606.02	606.01
CL Pier 1	27652.97	2.88	605.98	605.98
E	27662.97	2.88	605.94	605.96
F	27672.97	2.88	605.90	605.96
G	27682.97	2.88	605.86	605.95
H	27692.97	2.88	605.81	605.92
I	27702.97	2.88	605.77	605.88
J	27712.97	2.88	605.72	605.82
K	27722.97	2.88	605.68	605.75
L	27732.97	2.88	605.63	605.67
CL Pier 2	27746.72	2.88	605.56	605.56
M	27756.72	2.88	605.50	605.49
N	27766.72	2.88	605.45	605.44
O	27776.72	2.88	605.39	605.39
P	27786.72	2.88	605.33	605.33
CL Brg S. Abut.	27794.05	2.88	605.29	605.29
Bk S. Abutment	27795.72	2.88	605.28	605.28

*Measured from WB PG
 **Measured from EB PG

BEAM 9

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abutment	27598.97	10.29	606.27	606.27
CL Brg N. Abut.	27600.64	10.29	606.26	606.26
A	27610.64	10.29	606.23	606.23
B	27620.64	10.29	606.20	606.20
C	27630.64	10.29	606.17	606.16
D	27640.64	10.29	606.14	606.13
CL Pier 1	27652.97	10.29	606.09	606.09
E	27662.97	10.29	606.05	606.08
F	27672.97	10.29	606.01	606.07
G	27682.97	10.29	605.97	606.06
H	27692.97	10.29	605.93	606.04
I	27702.97	10.29	605.89	606.00
J	27712.97	10.29	605.84	605.94
K	27722.97	10.29	605.79	605.86
L	27732.97	10.29	605.74	605.78
CL Pier 2	27746.72	10.29	605.67	605.67
M	27756.72	10.29	605.62	605.61
N	27766.72	10.29	605.56	605.55
O	27776.72	10.29	605.51	605.50
P	27786.72	10.29	605.45	605.45
CL Brg S. Abut.	27794.05	10.29	605.41	605.41
Bk S. Abutment	27795.72	10.29	605.40	605.40

RDWY (EB)

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abutment	27598.97	12.00	606.29	606.29
CL Brg N. Abut.	27600.64	12.00	606.29	606.29
A	27610.64	12.00	606.26	606.26
B	27620.64	12.00	606.23	606.23
C	27630.64	12.00	606.20	606.19
D	27640.64	12.00	606.16	606.15
CL Pier 1	27652.97	12.00	606.12	606.12
E	27662.97	12.00	606.08	606.11
F	27672.97	12.00	606.04	606.10
G	27682.97	12.00	606.00	606.09
H	27692.97	12.00	605.96	606.07
I	27702.97	12.00	605.91	606.02
J	27712.97	12.00	605.87	605.97
K	27722.97	12.00	605.82	605.89
L	27732.97	12.00	605.77	605.81
CL Pier 2	27746.72	12.00	605.70	605.70
M	27756.72	12.00	605.65	605.64
N	27766.72	12.00	605.59	605.58
O	27776.72	12.00	605.53	605.53
P	27786.72	12.00	605.48	605.47
CL Brg S. Abut.	27794.05	12.00	605.43	605.43
Bk S. Abutment	27795.72	12.00	605.42	605.42

BEAM 10

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abutment	27598.97	17.71	606.20	606.20
CL Brg N. Abut.	27600.64	17.71	606.20	606.20
A	27610.64	17.71	606.17	606.17
B	27620.64	17.71	606.14	606.14
C	27630.64	17.71	606.11	606.10
D	27640.64	17.71	606.07	606.06
CL Pier 1	27652.97	17.71	606.03	606.03
E	27662.97	17.71	605.99	606.02
F	27672.97	17.71	605.95	606.01
G	27682.97	17.71	605.91	606.00
H	27692.97	17.71	605.87	605.98
I	27702.97	17.71	605.82	605.94
J	27712.97	17.71	605.78	605.88
K	27722.97	17.71	605.73	605.80
L	27732.97	17.71	605.68	605.72
CL Pier 2	27746.72	17.71	605.61	605.61
M	27756.72	17.71	605.56	605.55
N	27766.72	17.71	605.50	605.49
O	27776.72	17.71	605.44	605.44
P	27786.72	17.71	605.39	605.38
CL Brg S. Abut.	27794.05	17.71	605.34	605.34
Bk S. Abutment	27795.72	17.71	605.33	605.33

BEAM 11

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abutment	27598.97	25.13	606.08	606.08
CL Brg N. Abut.	27600.64	25.13	606.08	606.08
A	27610.64	25.13	606.05	606.05
B	27620.64	25.13	606.02	606.01
C	27630.64	25.13	605.99	605.98
D	27640.64	25.13	605.95	605.94
CL Pier 1	27652.97	25.13	605.91	605.91
E	27662.97	25.13	605.87	605.90
F	27672.97	25.13	605.83	605.89
G	27682.97	25.13	605.79	605.88
H	27692.97	25.13	605.75	605.86
I	27702.97	25.13	605.70	605.81
J	27712.97	25.13	605.66	605.79
K	27722.97	25.13	605.61	605.75
L	27732.97	25.13	605.56	605.68
CL Pier 2	27746.72	25.13	605.49	605.49
M	27756.72	25.13	605.43	605.42
N	27766.72	25.13	605.38	605.37
O	27776.72	25.13	605.32	605.32
P	27786.72	25.13	605.26	605.26
CL Brg S. Abut.	27794.05	25.13	605.22	605.22
Bk S. Abutment	27795.72	25.13	605.21	605.21

BEAM 12

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abutment	27598.97	32.54	605.93	605.93
CL Brg N. Abut.	27600.64	32.54	605.92	605.92
A	27610.64	32.54	605.89	605.89
B	27620.64	32.54	605.86	605.86
C	27630.64	32.54	605.83	605.82
D	27640.64	32.54	605.80	605.79
CL Pier 1	27652.97	32.54	605.75	605.75
E	27662.97	32.54	605.72	605.74
F	27672.97	32.54	605.68	605.73
G	27682.97	32.54	605.63	605.72
H	27692.97	32.54	605.59	605.70
I	27702.97	32.54	605.55	605.66
J	27712.97	32.54	605.50	605.60
K	27722.97	32.54	605.45	605.53
L	27732.97	32.54	605.40	605.44
CL Pier 2	27746.72	32.54	605.33	605.33
M	27756.72	32.54	605.28	605.27
N	27766.72	32.54	605.23	605.22
O	27776.72	32.54	605.17	605.16
P	27786.72	32.54	605.11	605.11
CL Brg S. Abut.	27794.05	32.54	605.07	605.07
Bk S. Abutment	27795.72	32.54	605.06	605.06

**Measured from EB PG

EAST EDGE OF SHOULDER

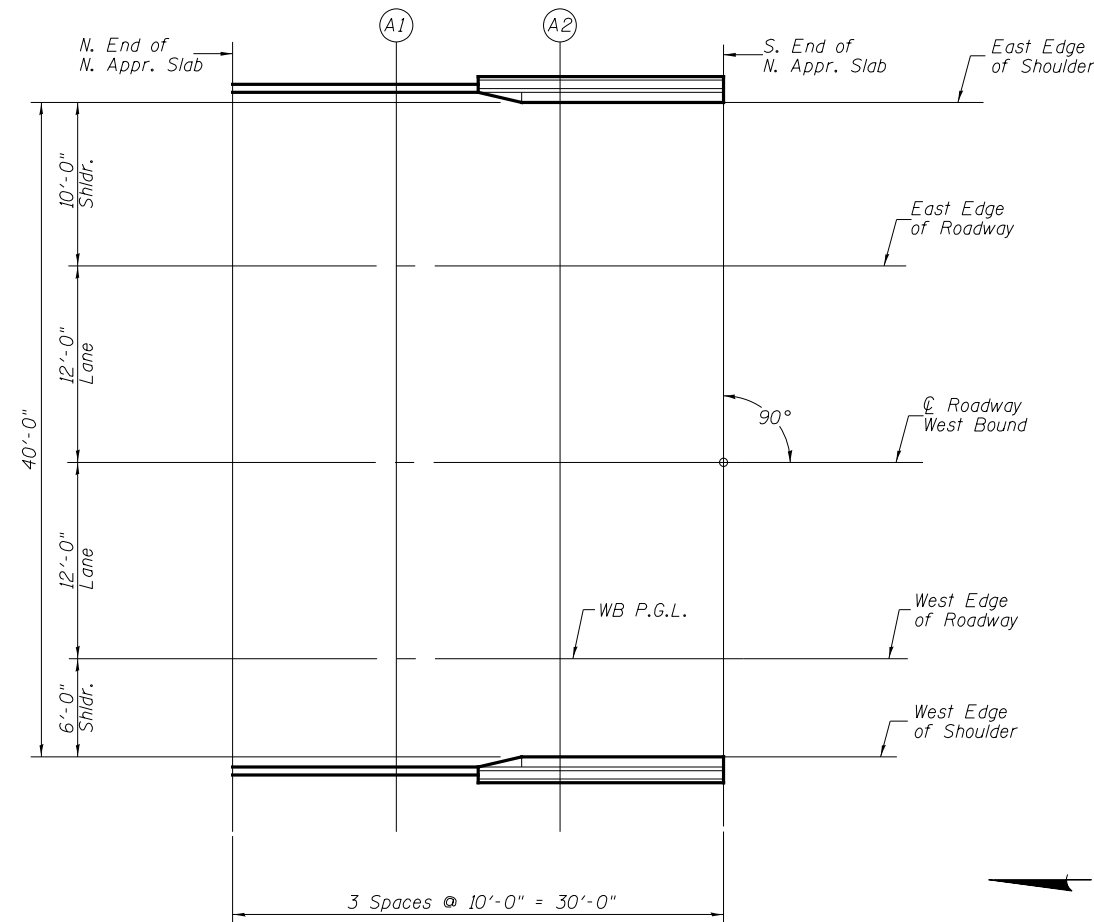
Location	Station	*Offset	Theoretical Grade Elevations
N End of N Appr	27569.97	-34.00	605.87
A1	27579.97	-34.00	605.85
A2	27589.97	-34.00	605.83
S End of N Appr	27599.97	-34.00	605.81

EAST EDGE OF ROADWAY

Location	Station	*Offset	Theoretical Grade Elevations
N End of N Appr	27569.97	-24.00	606.07
A1	27579.97	-24.00	606.06
A2	27589.97	-24.00	606.04
S End of N Appr	27599.97	-24.00	606.02

☉ ROADWAY WEST BOUND

Location	Station	*Offset	Theoretical Grade Elevations
N End of N Appr	27569.97	-12.00	606.26
A1	27579.97	-12.00	606.25
A2	27589.98	-12.00	606.23
S End of N Appr	27599.97	-12.00	606.21



PLAN

WEST EDGE OF ROADWAY/P.G.L. WEST BOUND

Location	Station	*Offset	Theoretical Grade Elevations
N End of N Appr	27569.97	0.00	606.07
A1	27579.97	0.00	606.06
A2	27589.97	0.00	606.04
S End of N Appr	27599.97	0.00	606.02

WEST EDGE OF SHOULDER

Location	Station	*Offset	Theoretical Grade Elevations
N End of N Appr	27569.97	6.00	605.95
A1	27579.97	6.00	605.93
A2	27589.97	6.00	605.92
S End of N Appr	27599.97	6.00	605.90

*Measured from WB PG

EAST EDGE OF SHOULDER

Location	Station	*Offset	Theoretical Grade Elevations
N End of S Appr	27794.72	-34.00	605.12
A3	27804.72	-34.00	605.07
A4	27814.72	-34.00	605.01
S End of S Appr	27824.72	-34.00	604.96

EAST EDGE OF ROADWAY

Location	Station	*Offset	Theoretical Grade Elevations
N End of S Appr	27794.72	-24.00	605.33
A3	27804.72	-24.00	605.28
A4	27814.72	-24.00	605.22
S End of S Appr	27824.72	-24.00	605.17

☉ ROADWAY WEST BOUND

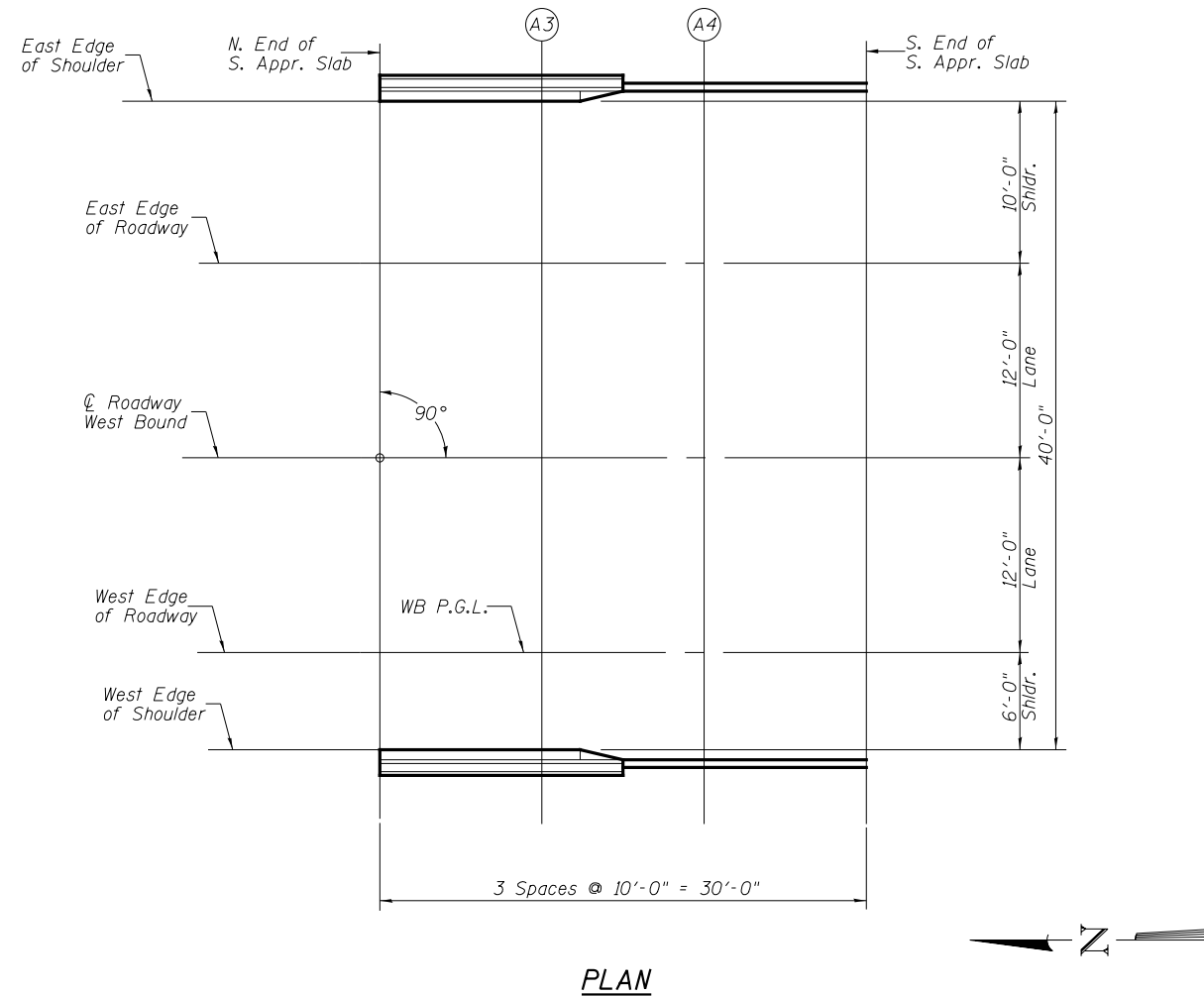
Location	Station	*Offset	Theoretical Grade Elevations
N End of S Appr	27794.72	-12.00	605.52
A3	27804.72	-12.00	605.46
A4	27814.72	-12.00	605.41
S End of S Appr	27824.72	-12.00	605.35

WEST EDGE OF ROADWAY/P.G.L. WEST BOUND

Location	Station	*Offset	Theoretical Grade Elevations
N End of S Appr	27794.72	0.00	605.33
A3	27804.72	0.00	605.28
A4	27814.72	0.00	605.22
S End of S Appr	27824.72	0.00	605.17

WEST EDGE OF SHOULDER

Location	Station	*Offset	Theoretical Grade Elevations
N End of S Appr	27794.72	6.00	605.20
A3	27804.72	6.00	605.15
A4	27814.72	6.00	605.10
S End of S Appr	27824.72	6.00	605.04



*Measured from WB PG

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - BAN	REVISED -
PLOT SCALE = NONE	CHECKED - CTM	REVISED -
PLOT DATE =	DRAWN - CET	REVISED -
	CHECKED - CTM/BAN	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SOUTH APPROACH SLAB ELEVATIONS (WB)
SN 081-0197 (EB) & SN 081-0198 (WB)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(81-1VB)BR	Rock Island	430	158
			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				

SHEET NO. 9 OF 36 SHEETS

EAST EDGE OF SHOULDER

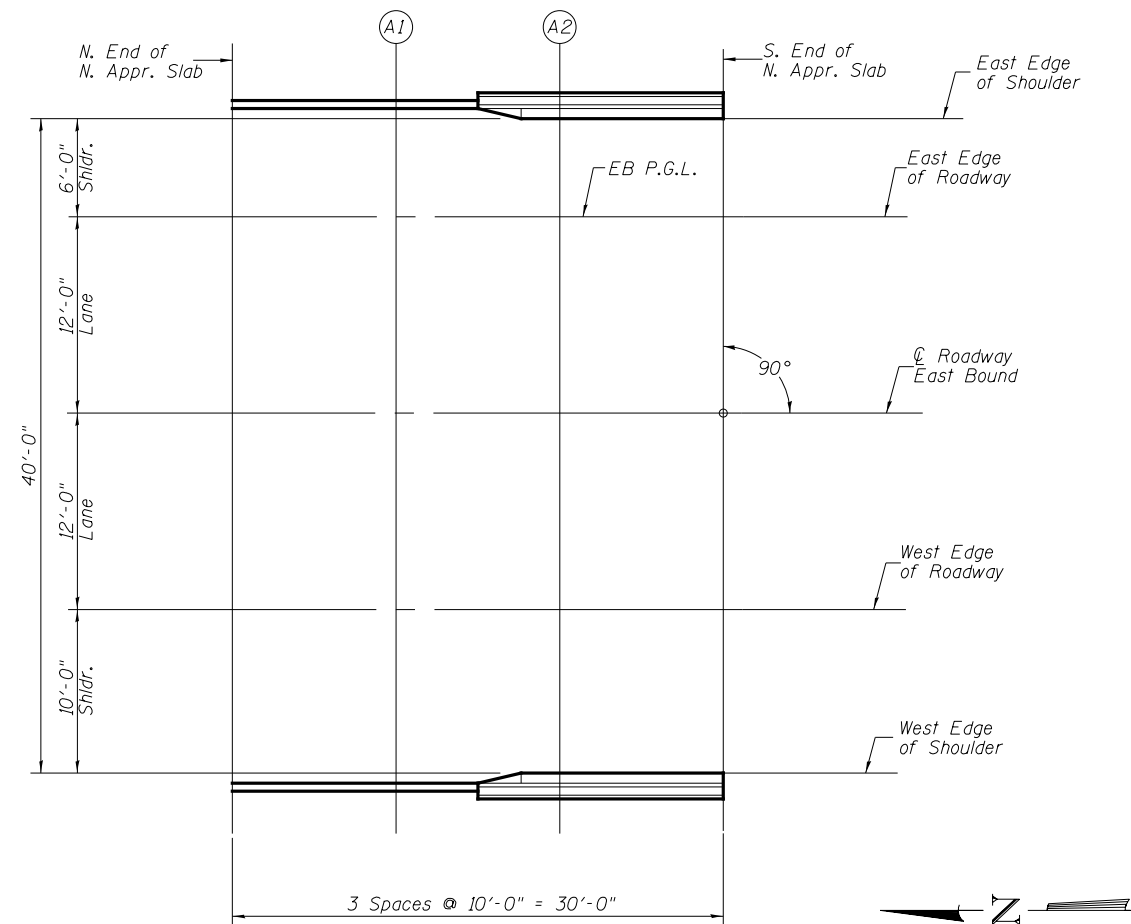
Location	Station	**Offset	Theoretical Grade Elevations
N End of N Appr	27569.97	-6.00	606.05
A1	27579.97	-6.00	606.03
A2	27589.97	-6.00	606.01
S End of N Appr	27599.97	-6.00	605.98

EAST EDGE OF ROADWAY/P.G.L. EAST BOUND

Location	Station	**Offset	Theoretical Grade Elevations
N End of N Appr	27569.97	0.00	606.18
A1	27579.97	0.00	606.16
A2	27589.97	0.00	606.13
S End of N Appr	27599.97	0.00	606.10

☉ ROADWAY EAST BOUND

Location	Station	**Offset	Theoretical Grade Elevations
N End of N Appr	27569.97	12.00	606.37
A1	27579.97	12.00	606.34
A2	27589.97	12.00	606.32
S End of N Appr	27599.97	12.00	606.29



PLAN

WEST EDGE OF ROAD

Location	Station	**Offset	Theoretical Grade Elevations
N End of N Appr	27569.97	24.00	606.18
A1	27579.97	24.00	606.16
A2	27589.97	24.00	606.13
S End of N Appr	27599.97	24.00	606.10

WEST EDGE OF SHOULDER

Location	Station	**Offset	Theoretical Grade Elevations
N End of N Appr	27569.97	34.00	605.97
A1	27579.97	34.00	605.95
A2	27589.97	34.00	605.92
S End of N Appr	27599.97	34.00	605.89

**Measured from EB PG

EAST EDGE OF SHOULDER

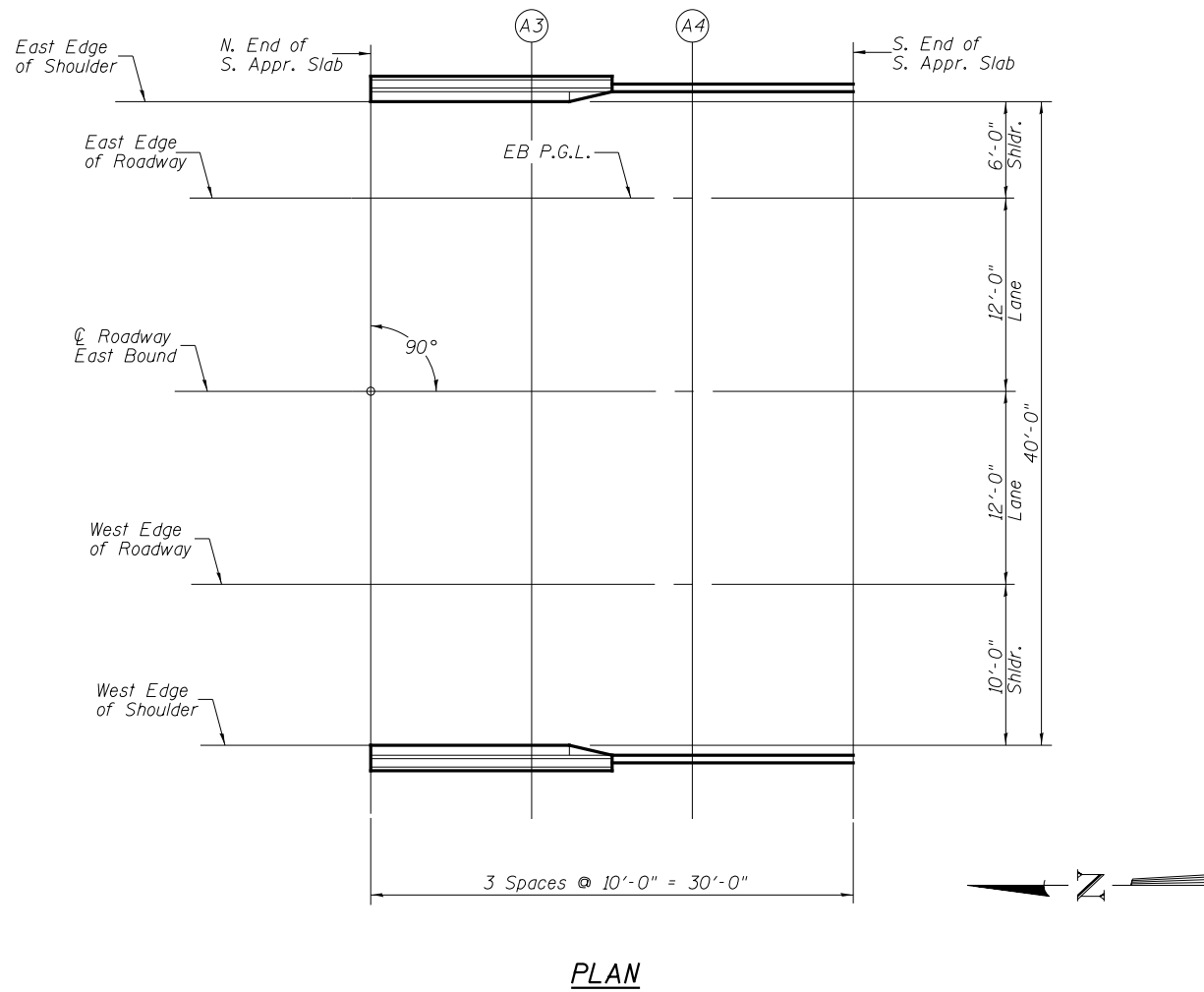
Location	Station	**Offset	Theoretical Grade Elevations
N End of S Appr	27794.72	-6.00	605.12
A3	27804.72	-6.00	605.05
A4	27814.72	-6.00	604.99
S End of S Appr	27824.72	-6.00	604.93

EAST EDGE ROADWAY/P.G.L. EAST BOUND

Location	Station	**Offset	Theoretical Grade Elevations
N End of S Appr	27794.72	0.00	605.24
A3	27804.72	0.00	605.18
A4	27814.72	0.00	605.12
S End of S Appr	27824.72	0.00	605.05

☉ ROADWAY EAST BOUND

Location	Station	**Offset	Theoretical Grade Elevations
N End of S Appr	27794.72	12.00	605.43
A3	27804.72	12.00	605.37
A4	27814.72	12.00	605.30
S End of S Appr	27824.72	12.00	605.24



WEST EDGE OF ROAD

Location	Station	**Offset	Theoretical Grade Elevations
N End of S Appr	27794.72	24.00	605.24
A3	27804.72	24.00	605.18
A4	27814.72	24.00	605.12
S End of S Appr	27824.72	24.00	605.05

WEST EDGE OF SHOULDER

Location	Station	**Offset	Theoretical Grade Elevations
N End of S Appr	27794.72	34.00	605.03
A3	27804.72	34.00	604.97
A4	27814.72	34.00	604.91
S End of S Appr	27824.72	34.00	604.84

**Measured from EB PG

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

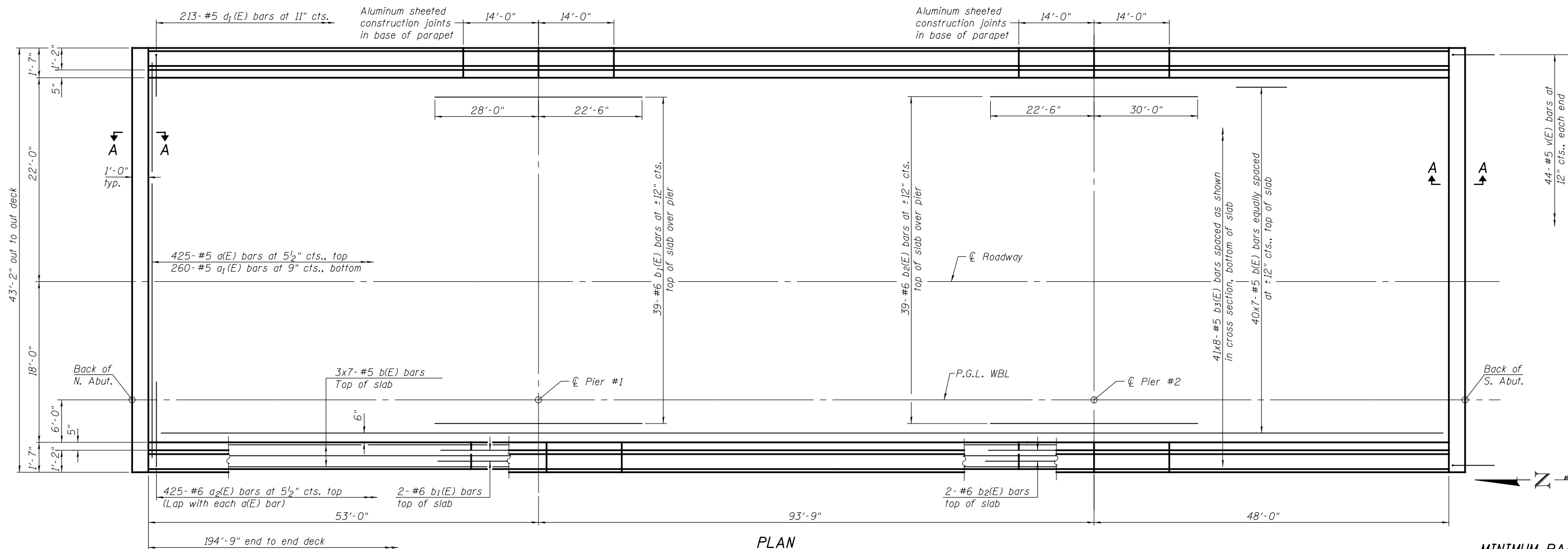
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PLOT DATE =	DRAWN - CET	REVISED -
	CHECKED - CTM/BAN	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SOUTH APPROACH SLAB ELEVATIONS (EB)
SN 081-0197 (EB) & SN 081-0198 (WB)**

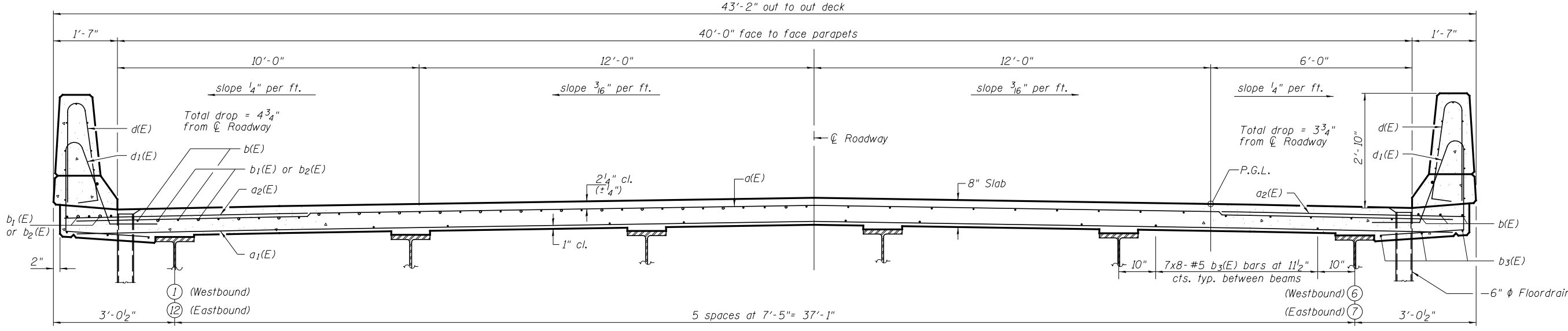
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(81-1VB)BR	Rock Island	430	160
			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				

SHEET NO. 11 OF 36 SHEETS



PLAN
(Westbound Structure Shown, Eastbound Structure Mirrored)

MINIMUM BAR LAP
#5 bar = 2'-7"



NEAR PIER

CROSS SECTION

Westbound Structure Looking South
Eastbound Structure Looking North

NEAR MIDSPAN

Notes:
See Sheet 13 of 36 for superstructure details and Bill of Material.
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 13 of 36 for parapet reinforcement.
See Sheet 14 of 36 for Section A-A and diaphragm details.

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

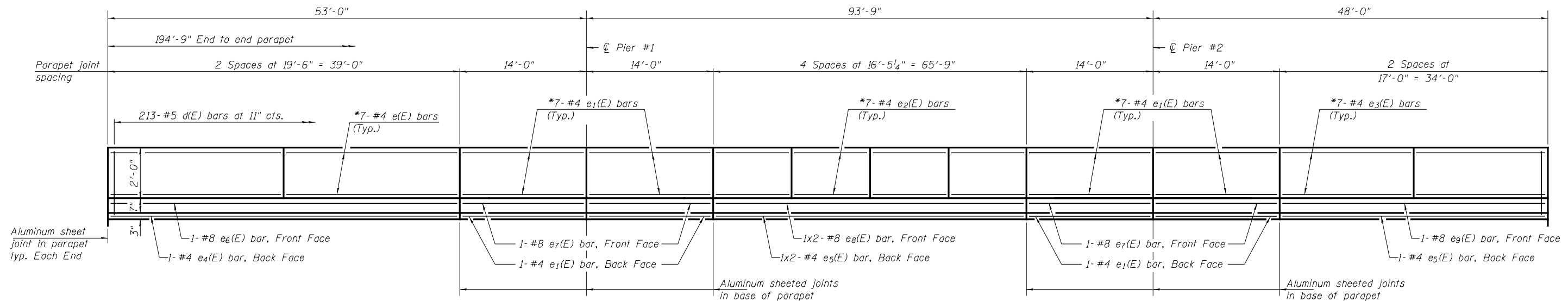
USER NAME =	DESIGNED - BAN	REVISED -
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PLOT DATE =	DRAWN - CET	REVISED -
	CHECKED - CTM/BAN	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
S.N. 081-0197(EB) & S.N. 081-0198(WB)

SHEET NO. 12 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(81-1VB)BR	Rock Island	430	161
CONTRACT NO. 64B78				
ILLINOIS FED. AID PROJECT				



*See Section thru Parapet

MINIMUM BAR LAP

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

INSIDE ELEVATION OF PARAPET

East Parapet of WBL and EBL shown.
 West Parapet of WBL and EBL mirrored.

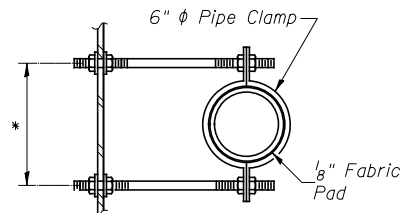
Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25, use T with a 5/8" backer rod.

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

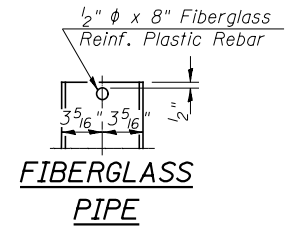
Const. Jts. 1/8" Aluminum sheet ASTM B 209 alloy 3003-H14 coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure

PARAPET JOINT DETAILS

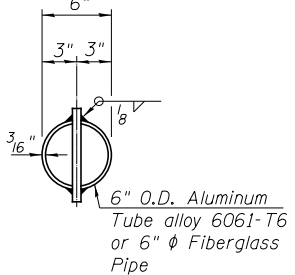
Notes:
 Drains shall be located clear of all diaphragms.
 The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified.
 Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
 Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.



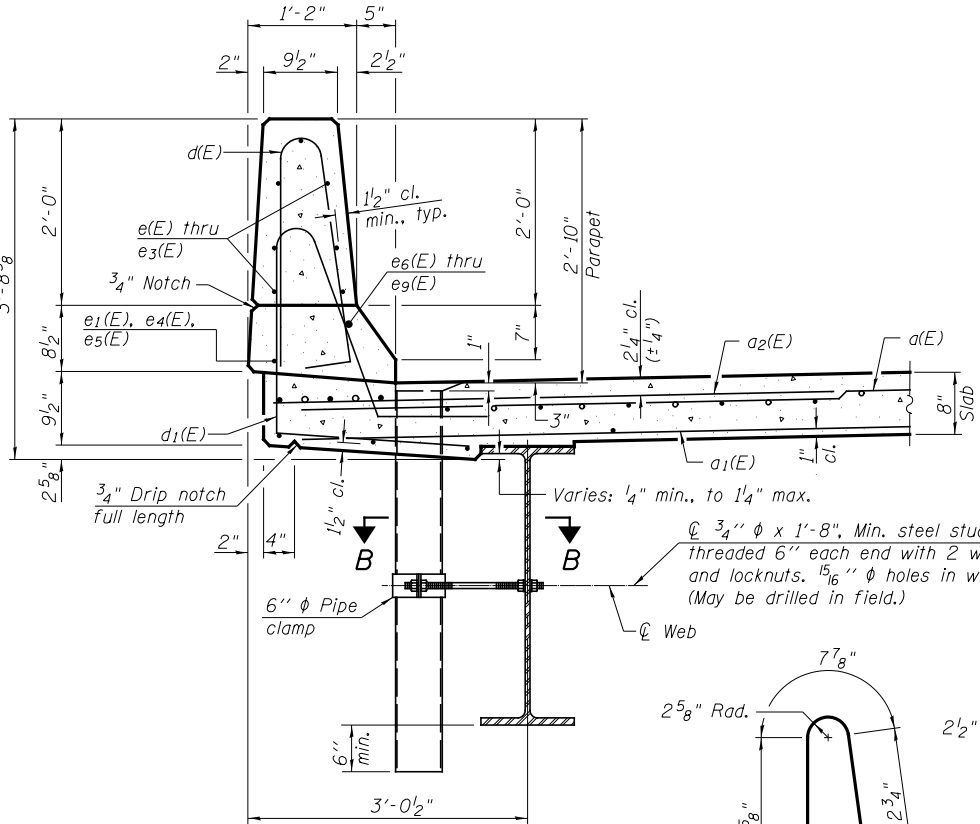
SECTION B-B
 *Dimension as required by Pipe Clamp



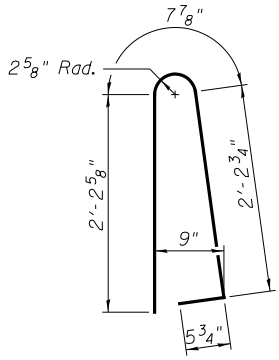
FIBERGLASS PIPE
 1/2" ϕ x 8" Fiberglass Reinf. Plastic Rebar
 3/16" ϕ Alum. Bar ASTM B 211 alloy 6061-T6



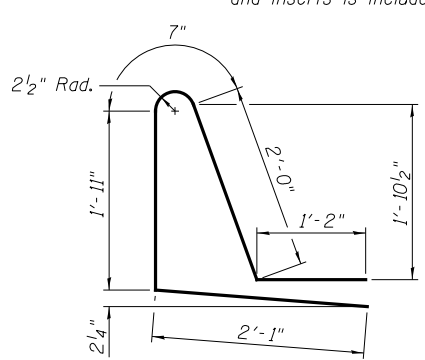
TOP PLAN
 (Showing Aluminum Tube)



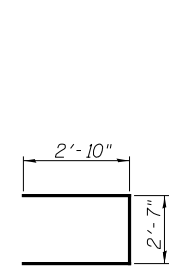
SECTION THRU PARAPET



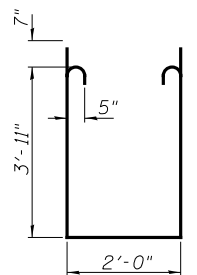
BAR d(E)



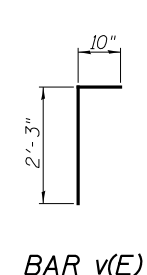
BAR d1(E)



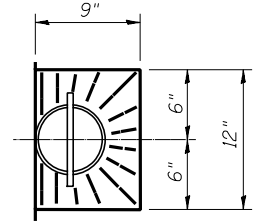
BAR s(E)



BAR s1(E)



BAR v(E)



TOP PLAN

TWO SUPERSTRUCTURES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	850	#5	42'-6"	—
a1(E)	520	#5	41'-6"	—
a2(E)	1,700	#6	6'-6"	—
b(E)	644	#5	30'-0"	—
b1(E)	86	#6	50'-6"	—
b2(E)	86	#6	52'-6"	—
b3(E)	656	#5	26'-7"	—
d(E)	852	#5	5'-7"	—
d1(E)	852	#5	7'-9"	—
e(E)	56	#4	19'-3"	—
e1(E)	128	#4	13'-9"	—
e2(E)	112	#4	16'-2"	—
e3(E)	56	#4	16'-9"	—
e4(E)	4	#4	38'-9"	—
e5(E)	12	#4	33'-9"	—
e6(E)	4	#8	38'-9"	—
e7(E)	16	#8	13'-9"	—
e8(E)	8	#8	35'-4"	—
e9(E)	4	#8	33'-9"	—
m(E)	16	#6	42'-10"	—
m1(E)	60	#6	7'-0"	—
m2(E)	24	#6	2'-8"	—
m3(E)	96	#5	4'-0"	—
s(E)	164	#5	8'-3"	—
s1(E)	164	#5	11'-0"	—
v(E)	176	#5	3'-1"	—
Reinforcement Bars, Epoxy Coated		POUND	152,520	
Concrete Superstructure		CU YD	591.6	

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

Hutchison Engineering, Inc.
 Jacksonville, Peoria & Shorewood, Illinois

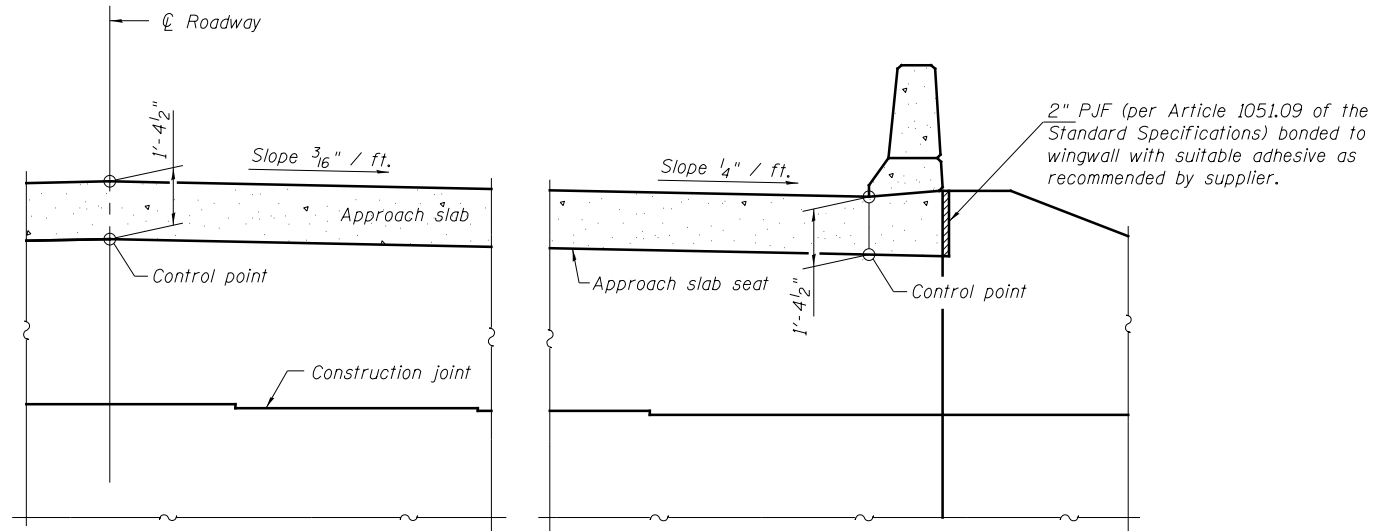
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

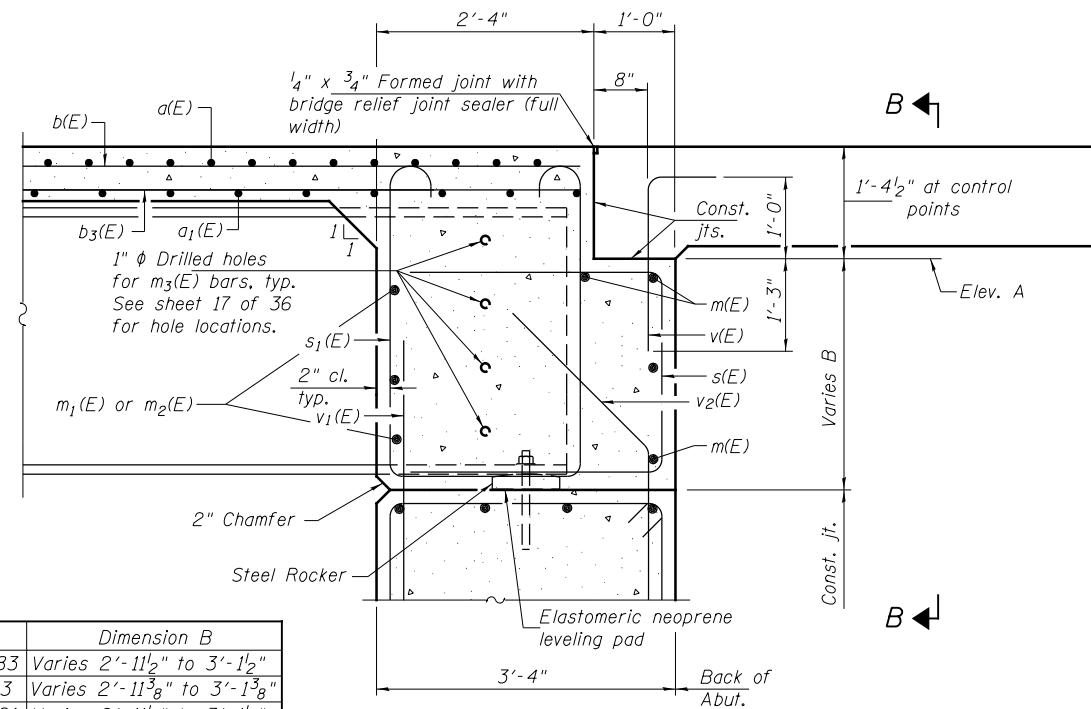
SUPERSTRUCTURE DETAILS
 S.N 081-0197(EB) & S.N. 081-0198(WB)

SHEET NO. 13 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(81-1VB)BR	Rock Island	430	162
			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				

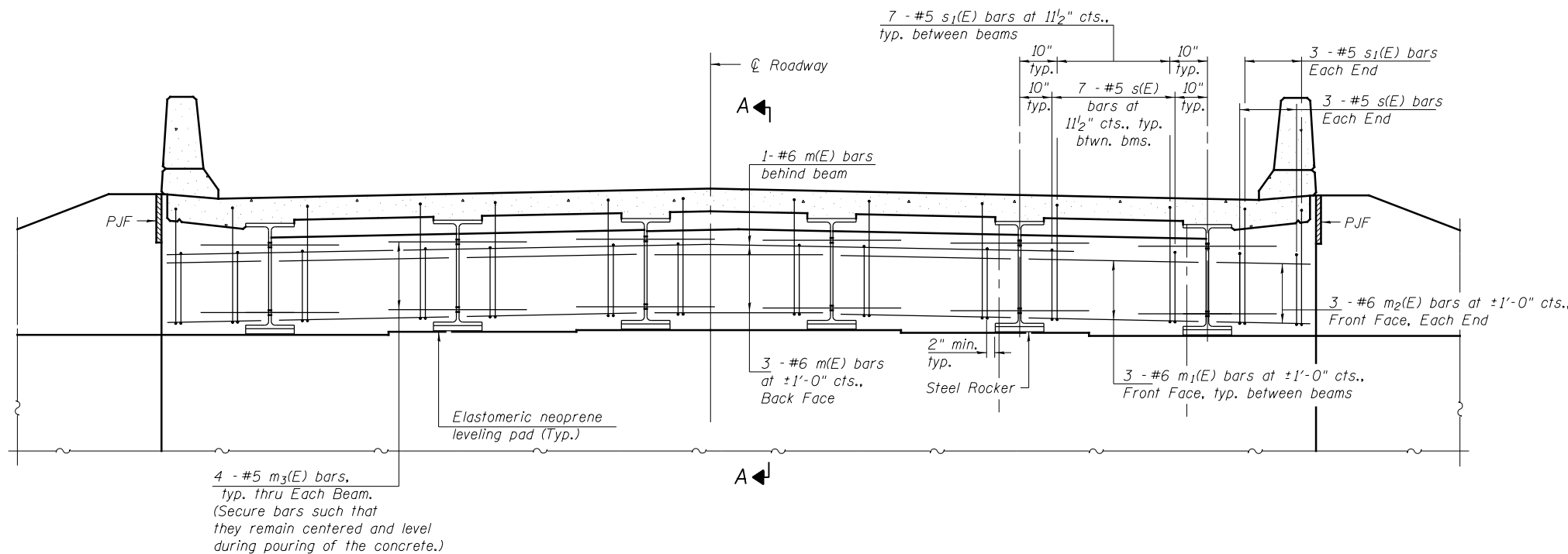


SECTION B-B



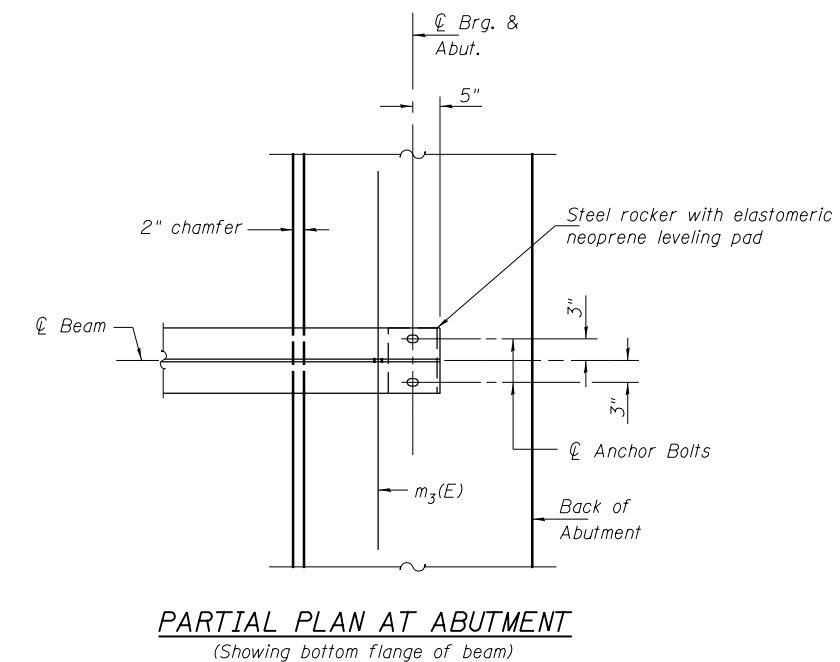
SECTION A-A

Location	Elevation A	Dimension B
WBL, N. Abut.	Varies 604.41 to 604.83	Varies 2'-11 1/2" to 3'-1 1/2"
WBL, S. Abut.	Varies 603.71 to 604.13	Varies 2'-11 3/8" to 3'-1 3/8"
EBL, N. Abut.	Varies 604.49 to 604.91	Varies 2'-11 1/2" to 3'-1 1/2"
EBL, S. Abut.	Varies 603.62 to 604.04	Varies 2'-11 3/8" to 3'-1 3/8"



DIAPHRAGM ELEVATION AT ABUTMENT

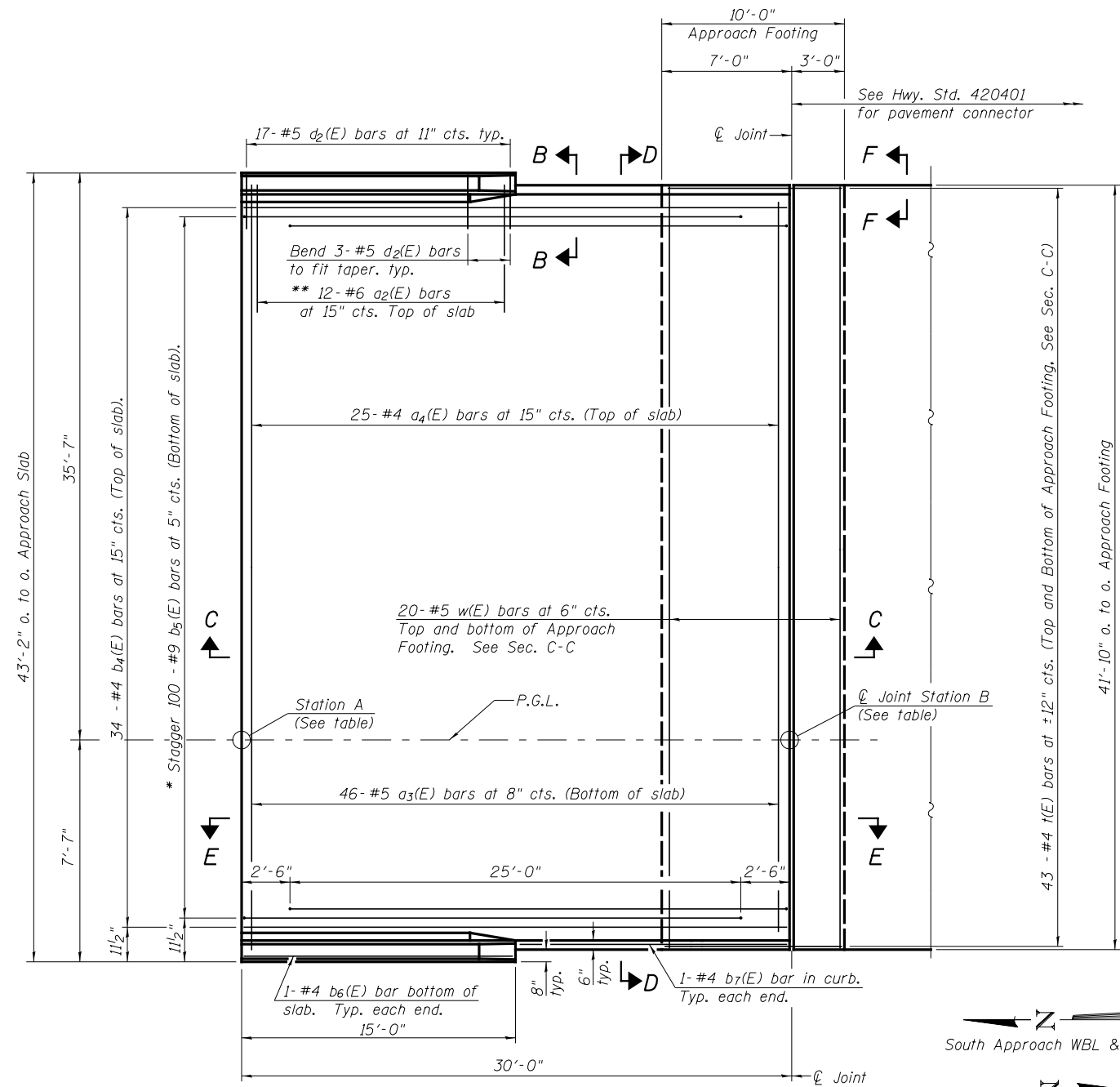
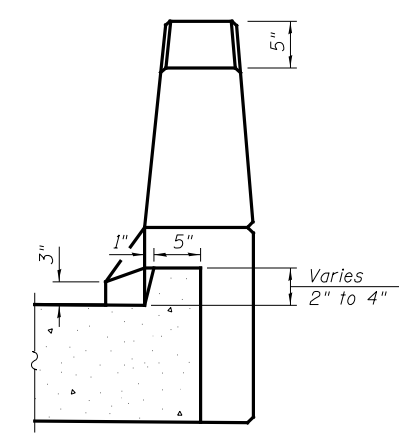
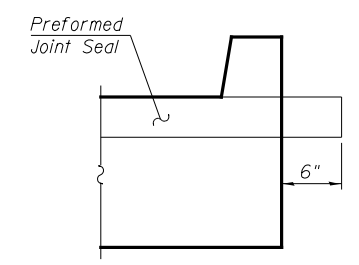
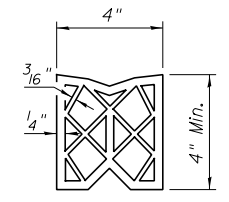
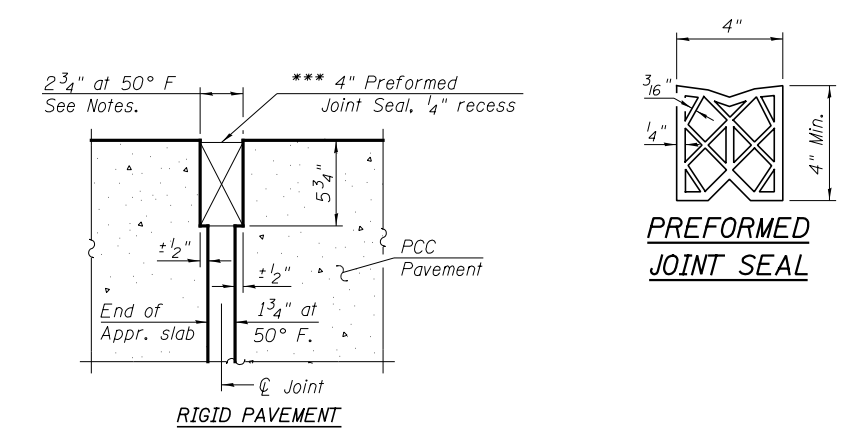
North Abut. (WB) Looking North, South Abut. Mirrored
South Abut. (EB) Looking South, North Abut. Mirrored



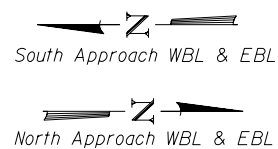
Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 13 of 36.
Concrete in diaphragm is included with Concrete Superstructure on sheet 13 of 36.
See Sheet 13 of 36 for details of bars s(E), s1(E) and v(E).
The approach slab seat shall have a constant slope determined from the control points shown.
See Sheet 20 of 36 for bearing details.

Notes:
 See sheet 16 of 36 for Sections C-C & D-D and View E-E.
 The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1/2" for installation purposes.

*** Cost included with Concrete Superstructure.



PLAN
 WBL S. Approach, (N. Approach mirrored)
 EBL N. Approach, (S. Approach mirrored)
 * Tilt #9 b5(E) bars as required to maintain clearance.
 ** Space between a4(E) bars, typ. each parapet.



VIEW B-B

APPROACH SLAB STATION TABLE

Location	Station A	Station B
WBL, N. Approach	275+99.97	275+69.97
WBL, S. Approach	277+94.72	278+24.72
EBL, N. Approach	275+99.97	275+69.97
EBL, S. Approach	277+94.72	278+24.72

(Sht. 1 of 2)

Hutchison Engineering, Inc.
 Jacksonville, Peoria & Shorewood, Illinois

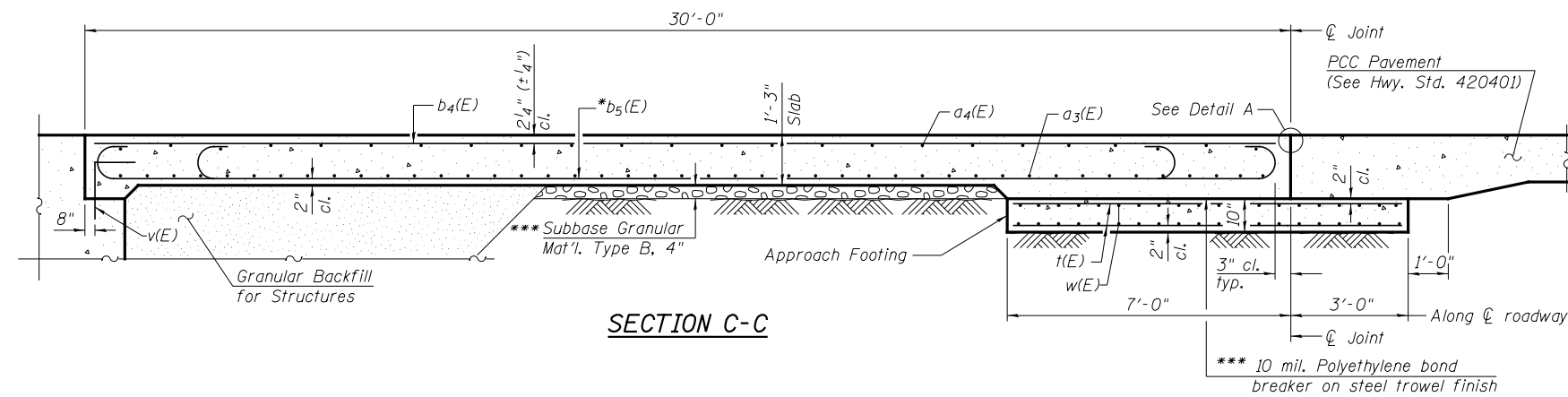
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

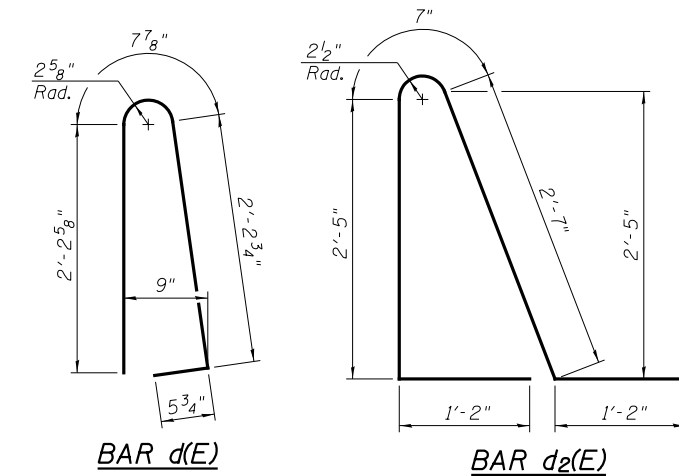
**BRIDGE APPROACH SLAB DETAILS
 S.N. 081-0197(EB) & S.N. 081-0198(WB)**

SHEET NO. 15 OF 36 SHEETS

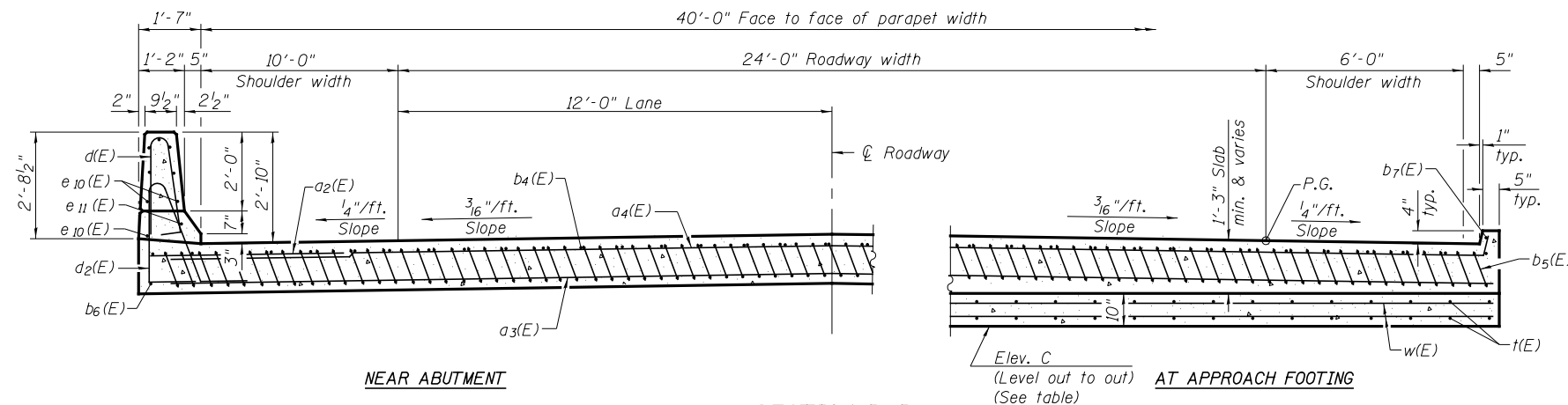
F.A.I. RTE. 80	SECTION (81-1VB)BR	COUNTY Rock Island	TOTAL SHEETS 430	SHEET NO. 164
CONTRACT NO. 64B78				
ILLINOIS FED. AID PROJECT				



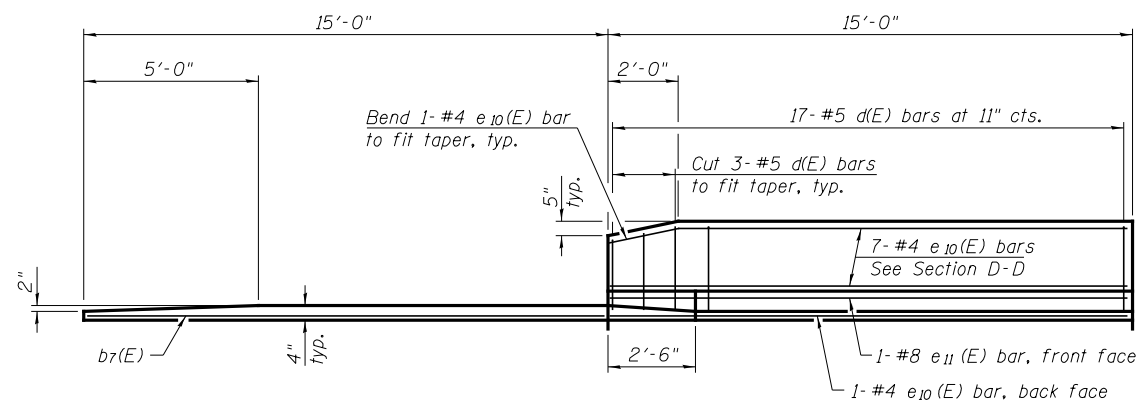
Notes:
 See sheet 15 of 36 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 See sheet 13 of 36 for v(E) bar details.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 See sheet 2 of 36 for Granular Backfill for Structures and drainage treatment details.
 See sheet 13 of 36 for additional parapet details.



* Tilt #9 b5(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.



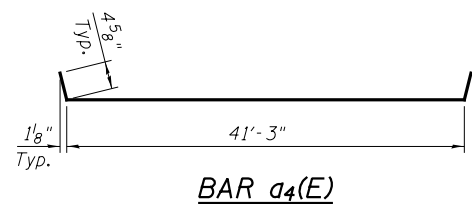
SECTION D-D
 (See Plan for dimensions not shown)



VIEW E-E

APPROACH FOOTING ELEVATIONS

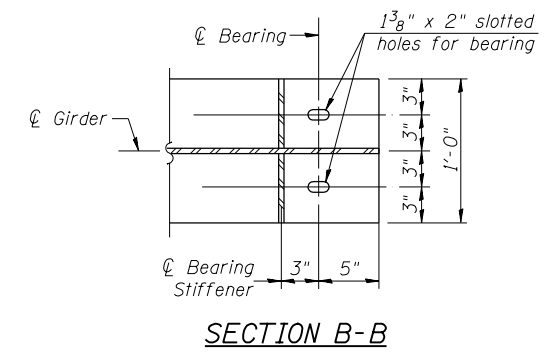
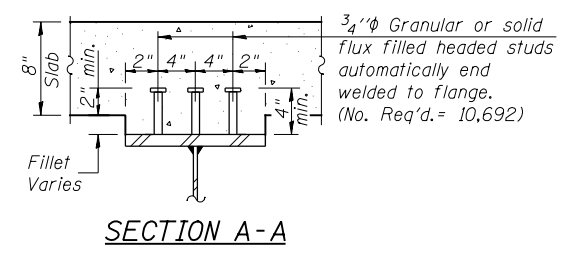
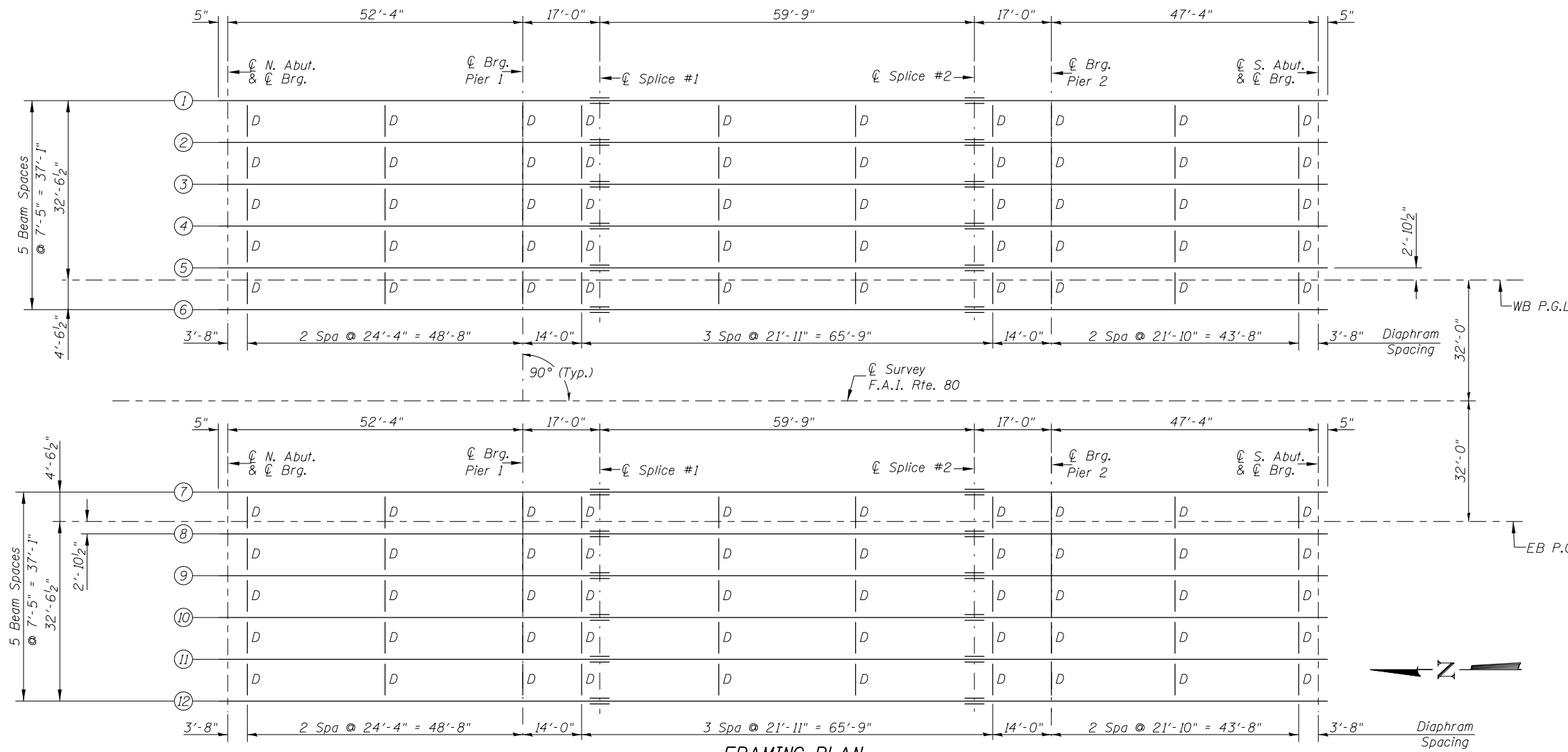
Location	Elevation C
WBL, N. Approach	603.42
WBL, S. Approach	602.52
EBL, N. Approach	603.52
EBL, S. Approach	602.41



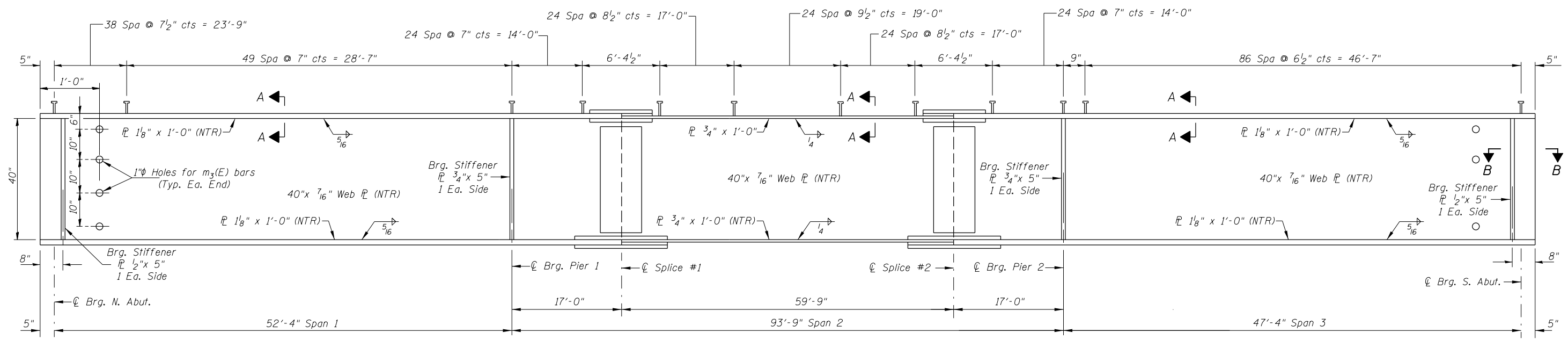
BILL OF MATERIAL
 FOUR APPROACH SLABS

Bar	No.	Size	Length	Shape
a2(E)	96	#6	6'-6"	—
a3(E)	184	#5	41'-6"	—
a4(E)	100	#4	42'-1"	—
b4(E)	136	#4	29'-8"	—
b5(E)	400	#9	29'-9"	—
b6(E)	8	#4	14'-8"	—
b7(E)	8	#4	14'-6"	—
d(E)	136	#5	5'-7"	—
d2(E)	136	#5	7'-11"	—
e10(E)	64	#4	14'-8"	—
e11(E)	8	#8	14'-8"	—
t(E)	344	#4	9'-8"	—
w(E)	160	#5	41'-6"	—
Concrete Superstructure		CU YD	274.2	
Concrete Structures		CU YD	51.6	
Reinforcement Bars, Epoxy Coated		POUND	67,030	

(Sht. 2 of 2)



FRAMING PLAN



GIRDER ELEVATION

All plates and bearing stiffeners shall be AASHTO M270, Grade 50.

Notes:
 Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
 See Sheets 18 & 19 of 36 for Structural Steel Details.

Hutchison Engineering, Inc.
 Jacksonville, Peoria & Shorewood, Illinois

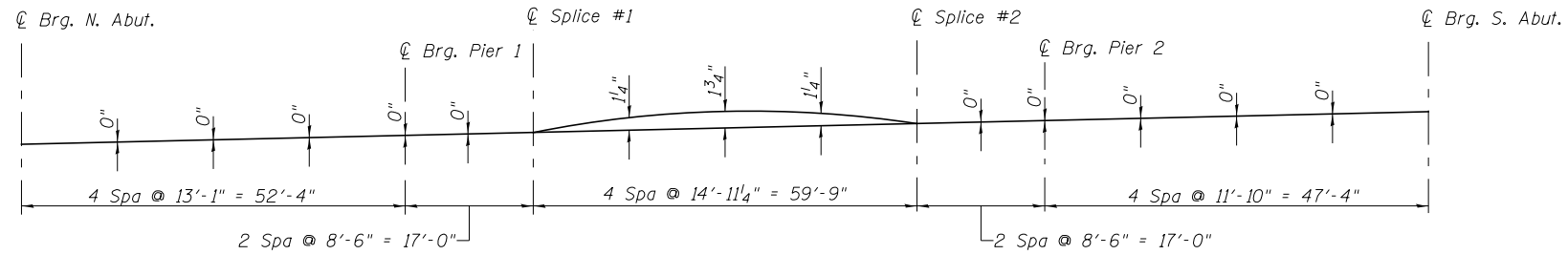
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PLOT SCALE = NONE	CHECKED - CTM	REVISED -
PLOT DATE =	DRAWN - CET	REVISED -
	CHECKED - CTM/BAN	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

FRAMING PLAN
S.N. 081-0197(EB) & S.N. 081-0198(WB)

SHEET NO. 17 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(81-1VB)BR	Rock Island	430	166
			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				

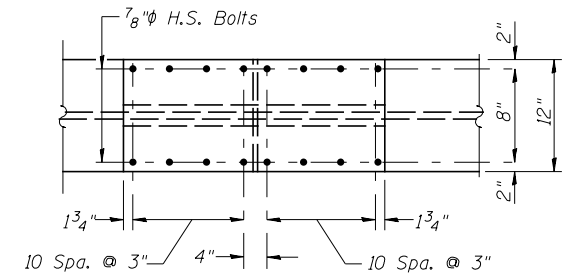


CAMBER DIAGRAM

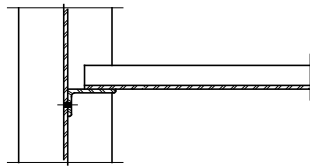
***TOP OF WEB ELEVATIONS**

	WBL Structure						EBL Structure					
	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8	Beam 9	Beam 10	Beam 11	Beam 12
☉ Brg. N. Abut.	605.01	605.17	605.29	605.35	605.23	605.09	605.17	605.31	605.43	605.37	605.25	605.09
☉ Brg. Pier 1	604.88	605.03	605.16	605.22	605.10	604.96	605.00	605.14	605.25	605.19	605.07	604.91
☉ Splice 1	604.83	604.98	605.11	605.17	605.05	604.91	604.94	605.08	605.19	605.13	605.01	604.85
☉ Splice 2	604.61	604.77	604.89	604.95	604.83	604.70	604.67	604.81	604.92	604.86	604.74	604.58
☉ Brg. Pier 2	604.54	604.70	604.82	604.88	604.76	604.63	604.58	604.72	604.83	604.77	604.65	604.49
☉ Brg. S. Abut.	604.32	504.48	604.60	604.66	604.54	604.41	604.32	604.46	604.57	604.51	604.39	604.23

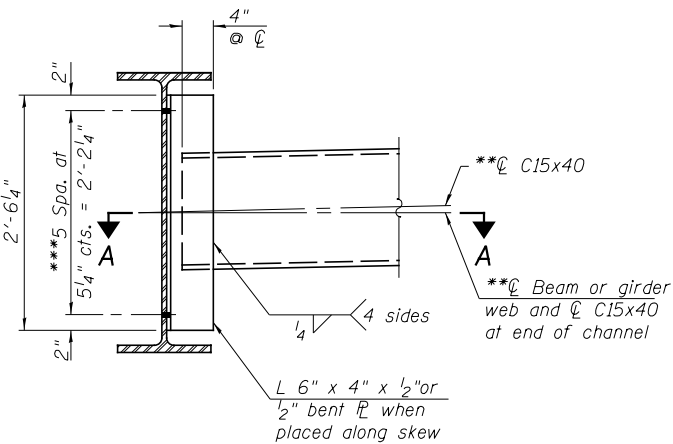
*For fabrication only



FLANGE SPLICE PLATE



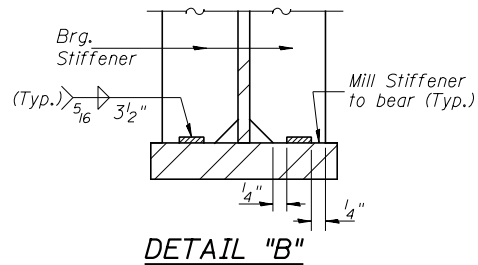
SECTION A-A



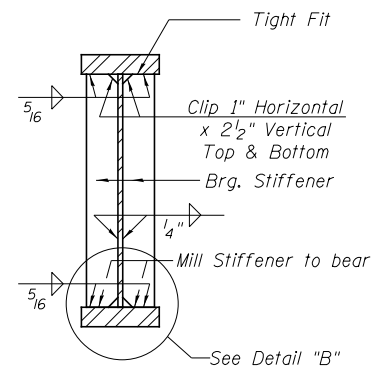
DIAPHRAGM D
(100 Required)

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

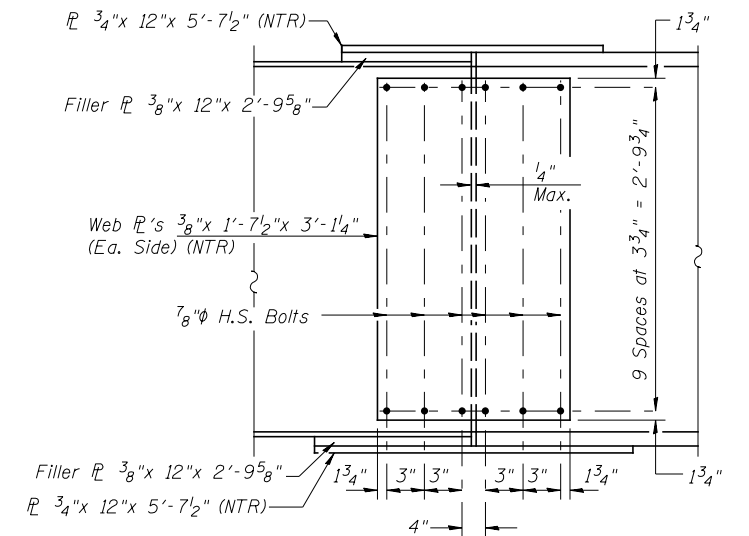
All diaphragms between beams shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods. Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.



DETAIL "B"



SECTION AT ABUTMENT & PIER



ELEVATION

FIELD SPLICE DETAIL

(24 Required)
 All splice plates shall be M270 Grade 50 (NTR).

(Sht. 1 of 2)

Hutchison Engineering, Inc.
 Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - BAN	REVISED -
PLOT SCALE = NONE	CHECKED - CTM	REVISED -
PLOT DATE =	DRAWN - CET	REVISED -
	CHECKED - CTM/BAN	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
S.N. 081-0197(EB) & S.N. 081-0198(WB)

SHEET NO. 18 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(81-1VB)BR	Rock Island	430	167
			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				

INTERIOR GIRDER MOMENT TABLE						
		0.4 Sp. 1	Pier #1	0.5 Sp. 2	Pier #2	0.6 Sp. 3
I_s	(in ⁴)	13752	13752	9807	13752	13752
$I_c(n)$	(in ⁴)	32153	32153	25239	32153	32153
$I_c(3n)$	(in ⁴)	24345	24345	19216	24345	24345
$I_c(cr)$	(in ⁴)	-	17904	-	17904	-
S_s	(in ³)	651	651	473	651	651
$S_c(n)$	(in ³)	864	864	667	864	864
$S_c(3n)$	(in ³)	799	799	614	799	799
$S_c(cr)$	(in ³)	-	721	-	721	-
DC1	(k/')	0.928	0.928	0.890	0.928	0.928
M _{DC1}	(k)	61	609	380	593	28
DC2	(k/')	0.150	0.150	0.150	0.150	0.150
M _{DC2}	(k)	9	101	66	97	4
DW	(k/')	0.371	0.371	0.371	0.371	0.371
M _{DW}	(k)	22	250	163	240	11
$M_{\xi} \cdot IM$	(k)	629	951	811	955	541
M_u (Strength I)	(k)	1221	2927	2221	2894	1003
$\phi_r M_n$	(k)	4539	3025	3323	3023	4539
f_s DC1	(ksi)	1.12	11.23	9.64	10.93	0.52
f_s DC2	(ksi)	0.14	1.52	1.29	1.46	0.06
f_s DW	(ksi)	0.33	3.75	3.19	3.60	0.17
f_s ($\xi + IM$)	(ksi)	8.74	13.21	14.59	13.26	7.51
f_s (Service II)	(ksi)	12.95	33.67	33.08	33.24	10.51
0.95R _n F _{yf}	(ksi)	47.50	47.50	47.50	47.50	47.50
f_s (Total)(Strength I)	(ksi)	-	-	-	-	-
$\phi_r F_n$	(ksi)	-	-	-	-	-
V _r	(k)	50.7	55.7	45.6	56.5	51.1

INTERIOR GIRDER REACTION TABLE					
		N. Abut.	Pier #1	Pier #2	S. Abut.
R _{DC1}	(k)	13.5	78.2	76.5	10.3
R _{DC2}	(k)	2.0	12.9	12.6	1.5
R _{DW}	(k)	4.9	32.0	31.1	3.7
R $\xi \cdot IM$	(k)	70.8	119.4	118.4	68.5
R _{Total}	(k)	91.2	242.5	238.6	84.0

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads (in⁴ and in³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to long-term composite (superimposed) dead loads (in⁴ and in³).
- $I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total -Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in⁴ and in³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- $M_{\xi} \cdot IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\xi} \cdot IM$
- $\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
- f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1} / S_{nc}
- f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 $M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.
- f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 $M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.
- f_s ($\xi + IM$): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
 $M_{\xi} \cdot IM / S_c(n)$ or $M_{\xi} \cdot IM / S_c(cr)$ as applicable.
- f_s (Service II): Sum of stresses as computed below (ksi).
 $f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s (\xi \cdot IM)$
- 0.95R_nF_{yf}: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
 $1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s (\xi \cdot IM)$
- $\phi_r F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
- V_r: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

(Sht. 2 of 2)

Hutchison Engineering, Inc.
 Jacksonville, Peoria & Shorewood, Illinois

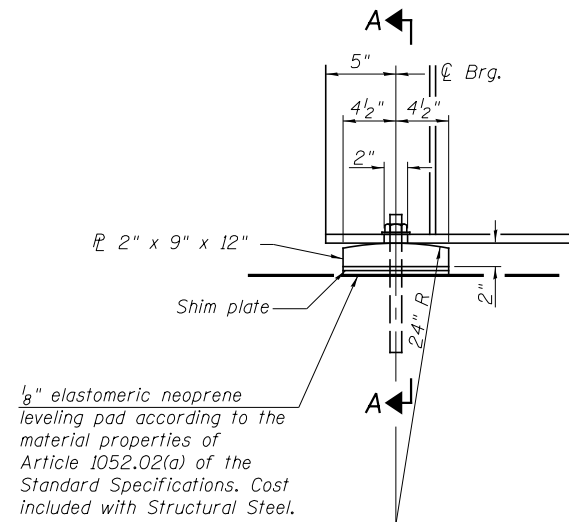
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PLOT SCALE = NONE	CHECKED - CTM	REVISED -
PLOT DATE =	DRAWN - CET	REVISED -
	CHECKED - CTM/BAN	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
 S.N 081-0197(EB) & S.N. 081-0198(WB)

SHEET NO. 19 OF 36 SHEETS

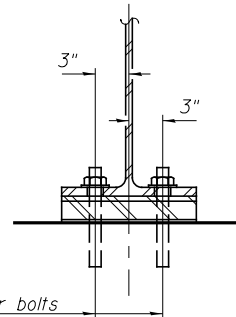
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(81-1VB)BR	Rock Island	430	168
			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



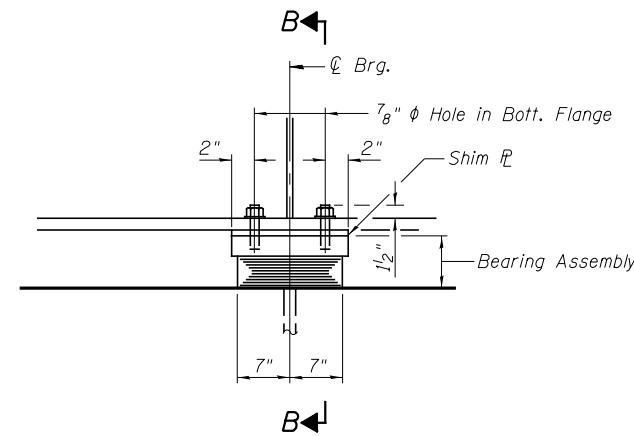
1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.

ELEVATION AT ABUTMENTS

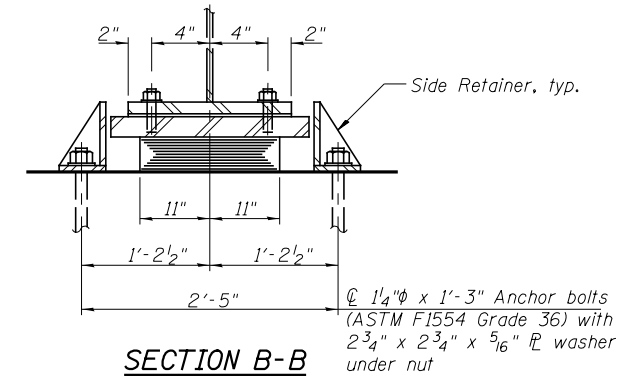
1" x 12" anchor bolts (ASTM F1554, Grade 55) with 2 1/4" x 2 1/4" x 5/16" flat washer under nut. 1 3/8" x 2" slotted hole in flange. 1/2" holes in bearing plate.



SECTION A-A



ELEVATION AT PIER

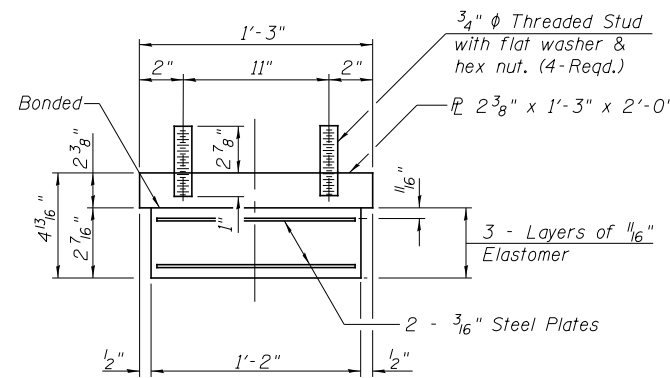


SECTION B-B

1/4" x 1'-3" Anchor bolts (ASTM F1554 Grade 36) with 2 3/4" x 2 3/4" x 5/16" flat washer under nut

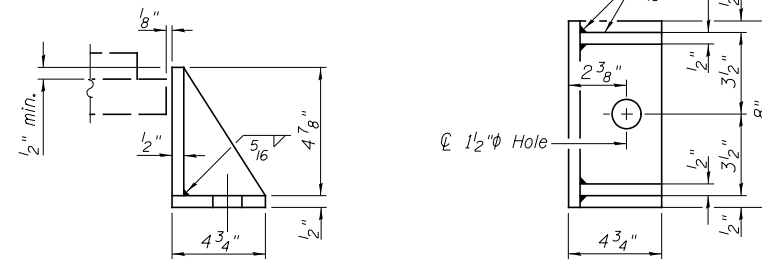
FIXED BEARING
(24 Required)

TYPE I ELASTOMERIC EXP. BRG.
(24 Required)



BEARING ASSEMBLY

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



SIDE RETAINER

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

Notes:

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

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

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

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

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

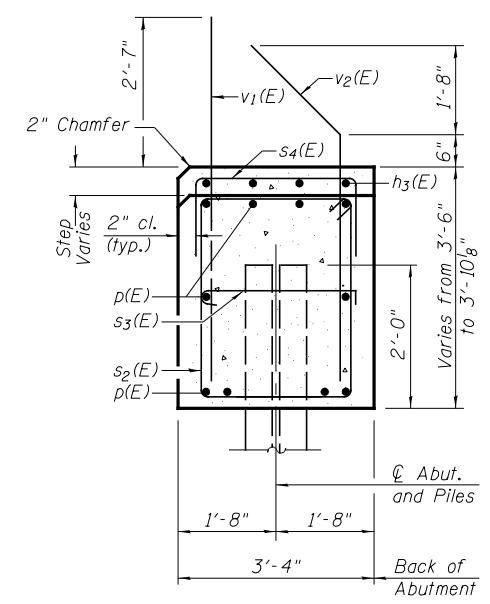
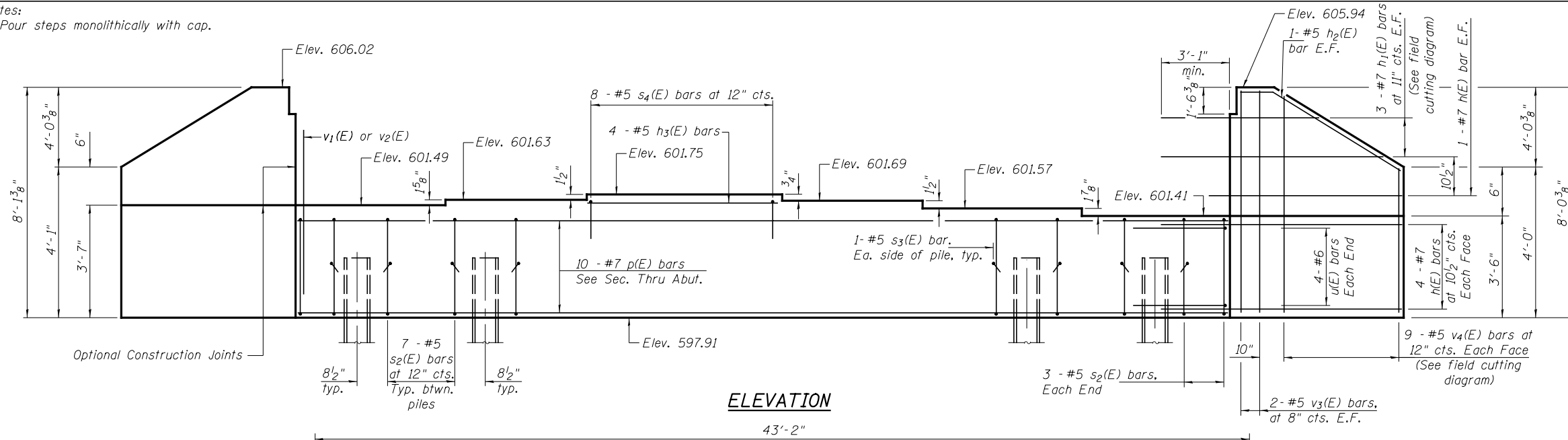
The structural steel bearing plates of the fixed bearings & structural steel plates of the bearing assembly shall conform to the requirements of AASHTO M270 Grade 50.

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.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	EACH	24
Anchor Bolts, 1"	EACH	48
Anchor Bolts, 1/4"	EACH	48

Notes:
Pour steps monolithically with cap.

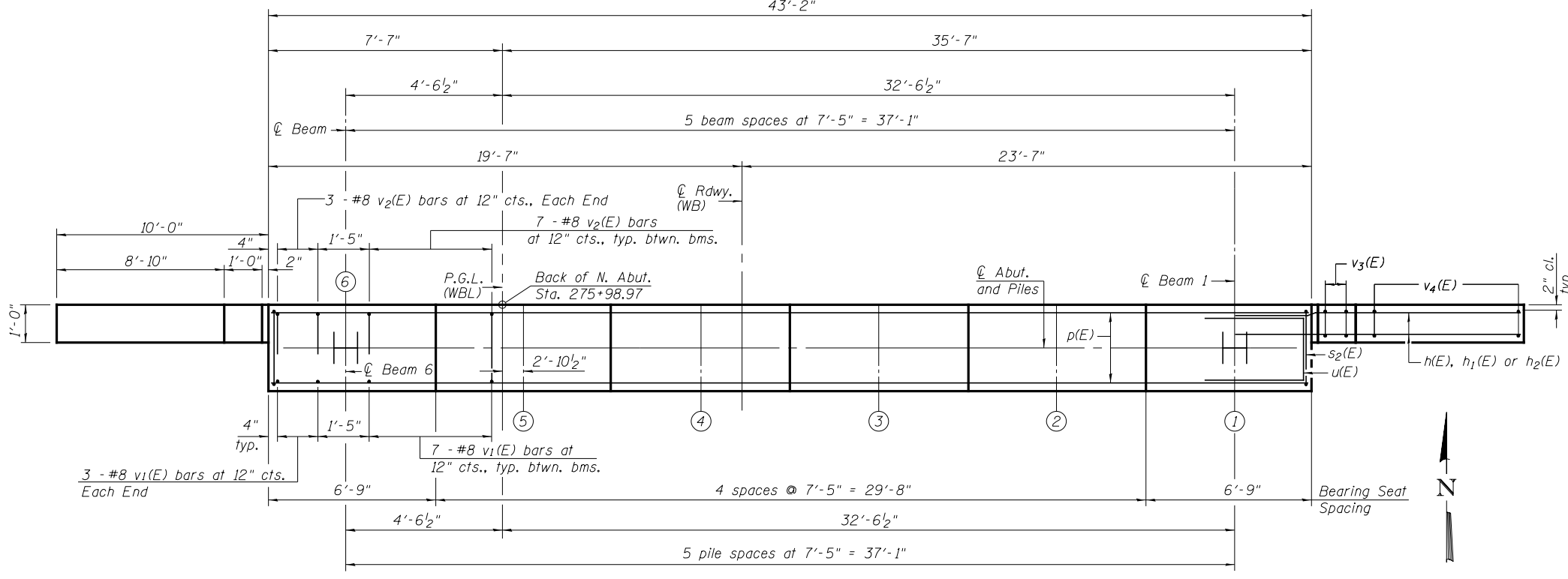


SEC. THRU ABUT.

**NORTH ABUTMENT (WB)
BILL OF MATERIAL**

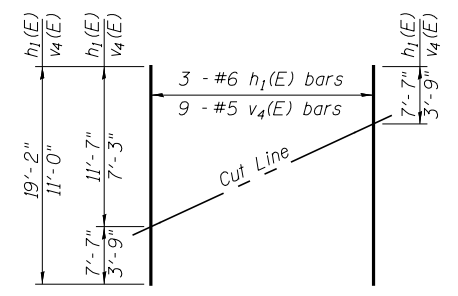
Bar	No.	Size	Length	Shape
h(E)	20	#7	12'-11"	—
h1(E)	6	#7	19'-2"	—
h2(E)	4	#5	10'-3"	—
h3(E)	4	#5	7'-1"	—
p(E)	10	#7	42'-10"	—
s2(E)	41	#5	13'-3"	□
s3(E)	12	#5	4'-0"	↵
s4(E)	8	#5	8'-0"	□
u(E)	8	#6	10'-7"	□
v1(E)	41	#8	5'-11"	—
v2(E)	41	#8	6'-2"	↵
v3(E)	8	#5	7'-8"	—
v4(E)	18	#5	11'-0"	—
Structure Excavation	CU YD	135		
Concrete Structures	CU YD	24.3		
Reinforcement Bars, Epoxy Coated	POUND	4,120		
Furnishing Steel Piles HP 10x42	FOOT	275		
Driving Piles	FOOT	275		
Test Pile Steel HP 10x42	EACH	1		
Pile Shoes	EACH	6		

See sheet 29 of 36 for details of piles.



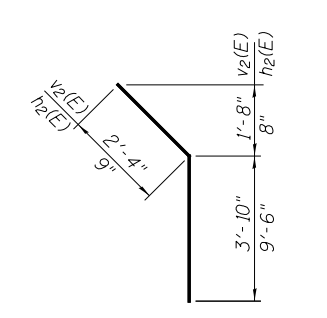
PLAN

PILE DATA
Type: HP 10x42 with Pile Shoes
Nominal Required Bearing: 335^K
Factored Resistance Available: 184^K
Est. Length: 55'
No. Production Piles: 5
No. Test Piles: 1

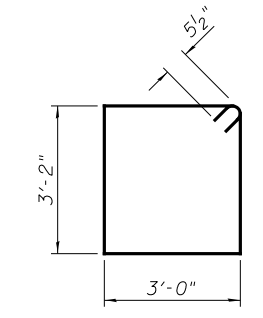


FIELD CUTTING DIAGRAM

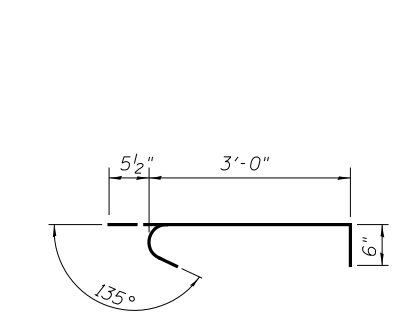
Order h1(E) and v4(E) full length. Cut as shown and use remainder of bars in opposite face.



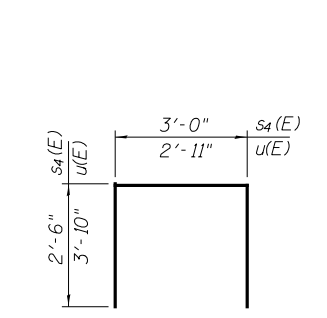
BARS v2(E) & h2(E)



BAR s2(E)



BAR s3(E)



BARS s4(E) & u(E)

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - BAN	REVISED -
PLOT SCALE = NONE	CHECKED - CTM	REVISED -
PLOT DATE =	DRAWN - CET	REVISED -
	CHECKED - CTM/BAN	REVISED -

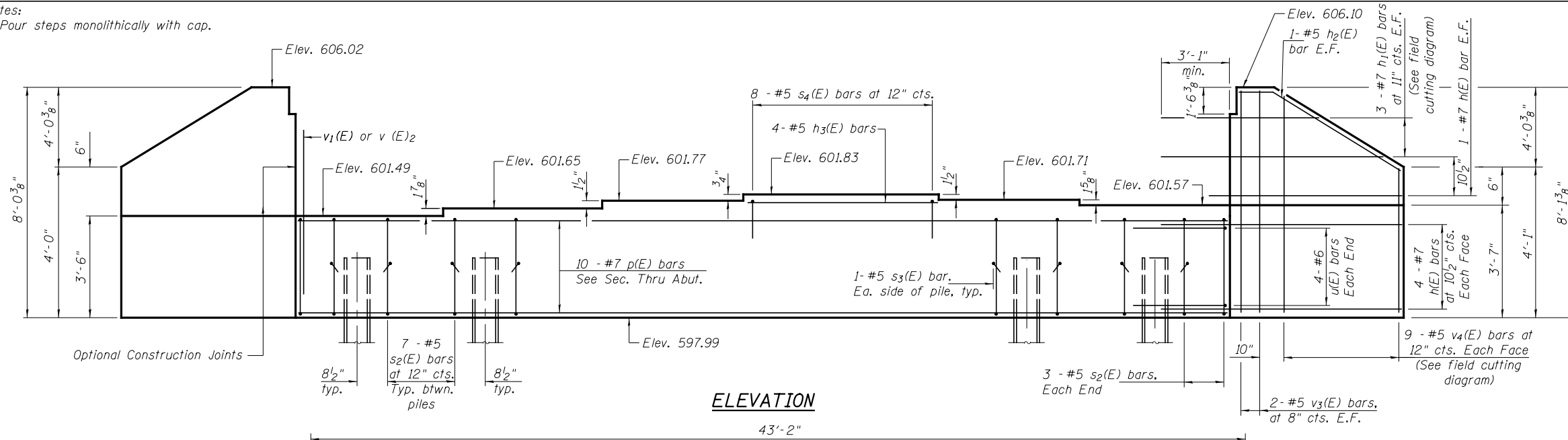
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT (WB)
S.N. 081-0197(EB) & S.N. 081-0198(WB)**

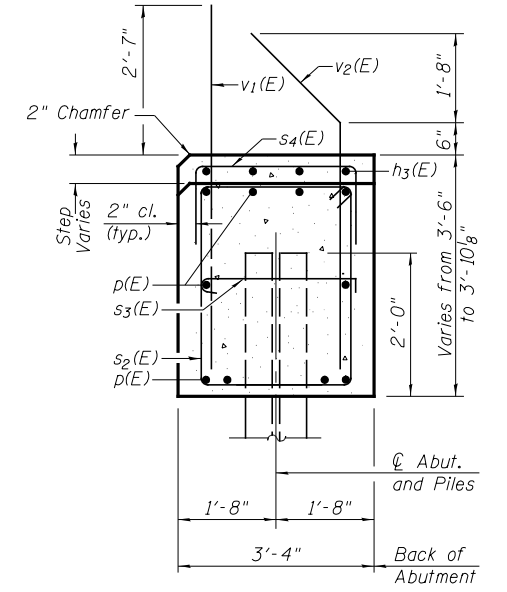
F.A.I. RTE. 80	SECTION (81-1VB)BR	COUNTY Rock Island	TOTAL SHEETS 430	SHEET NO. 170
			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				

SHEET NO. 21 OF 36 SHEETS

Notes:
Pour steps monolithically with cap.



ELEVATION



SEC. THRU ABUT.

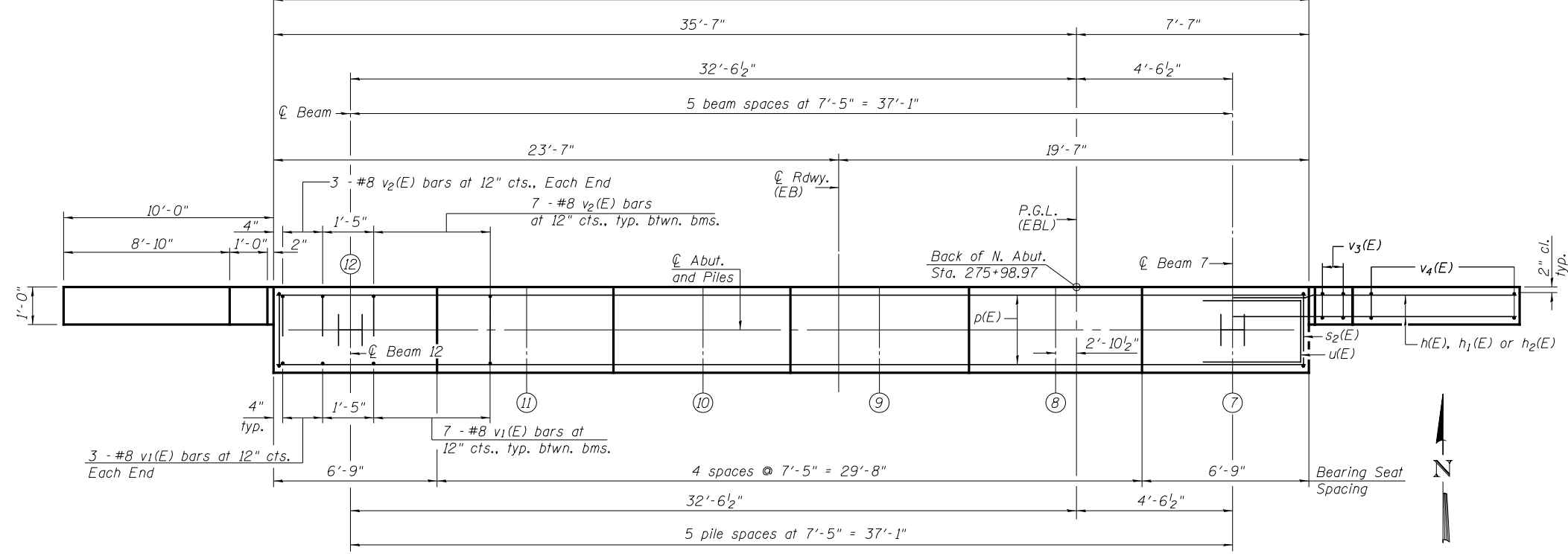
**NORTH ABUTMENT (EB)
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	20	#7	12'-11"	—
h ₁ (E)	6	#7	19'-2"	—
h ₂ (E)	4	#5	10'-3"	—
h ₃ (E)	4	#5	7'-1"	—
p(E)	10	#7	42'-10"	—
s ₂ (E)	41	#5	13'-3"	□
s ₃ (E)	12	#5	4'-0"	┌
s ₄ (E)	8	#5	8'-0"	┌
u(E)	8	#6	10'-7"	┌
v ₁ (E)	41	#8	5'-11"	—
v ₂ (E)	41	#8	6'-2"	—
v ₃ (E)	8	#5	7'-8"	—
v ₄ (E)	18	#5	11'-0"	—
Structure Excavation	CU YD	135		
Concrete Structures	CU YD	24.3		
Reinforcement Bars, Epoxy Coated	POUND	4,120		
Furnishing Steel Piles HP 10x42	FOOT	275		
Driving Piles	FOOT	275		
Test Pile Steel HP 10x42	EACH	1		
Pile Shoes	EACH	6		

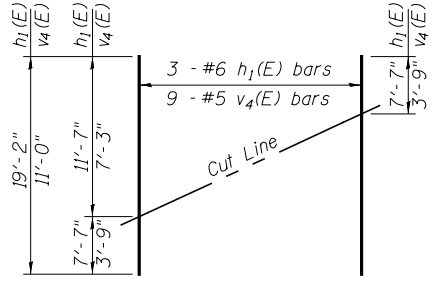
See sheet 29 of 36 for details of piles.

PILE DATA

Type: HP 10x42 with Pile Shoes
Nominal Required Bearing: 335^K
Factored Resistance Available: 184^K
Est. Length: 55'
No. Production Piles: 5
No. Test Piles: 1

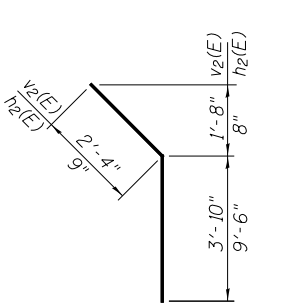


PLAN

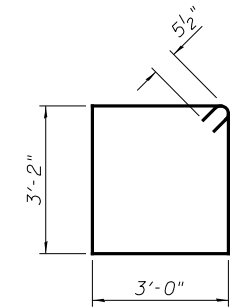


FIELD CUTTING DIAGRAM

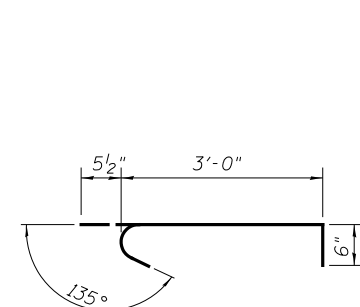
Order h₁(E) and v₄(E) full length. Cut as shown and use remainder of bars in opposite face.



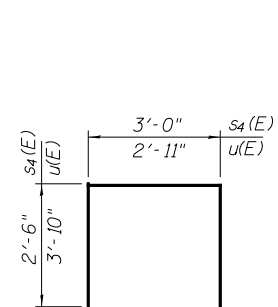
BARS v₂(E) & h₂(E)



BAR s₂(E)



BAR s₃(E)



BARS s₄(E) & u(E)

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - BAN	REVISED -
PLOT SCALE = NONE	CHECKED - CTM	REVISED -
PLOT DATE =	DRAWN - CET	REVISED -
	CHECKED - CTM/BAN	REVISED -

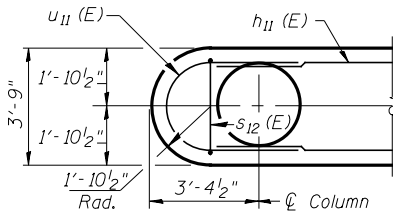
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT (EB)
S.N. 081-0197(EB) & S.N. 081-0198(WB)**

SHEET NO. 23 OF 36 SHEETS

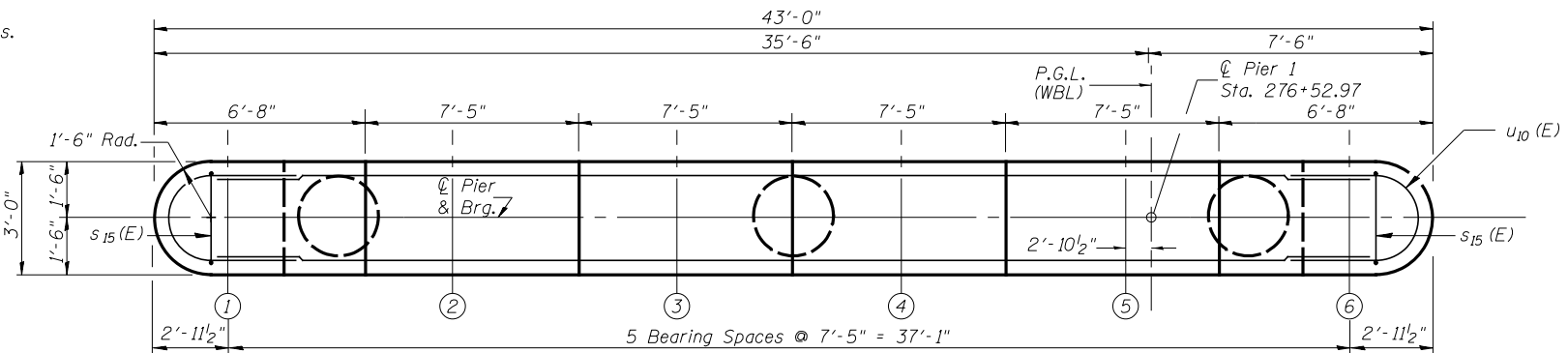
F.A.I. RTE. 80	SECTION (81-1VB)BR	COUNTY Rock Island	TOTAL SHEETS 430	SHEET NO. 172
			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 29 of 36.

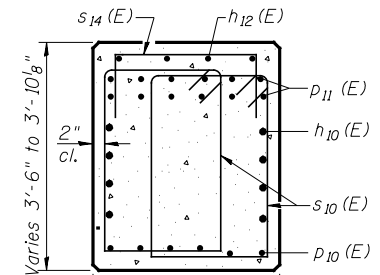


SECTION D-D

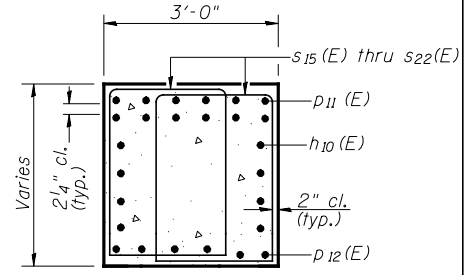
8 Pairs - #5 s15(E) thru s22(E) bars at 7" cts. Each end



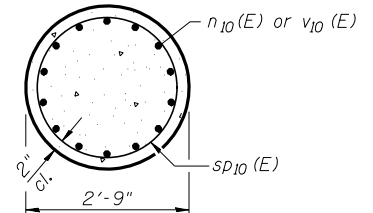
TOP PLAN



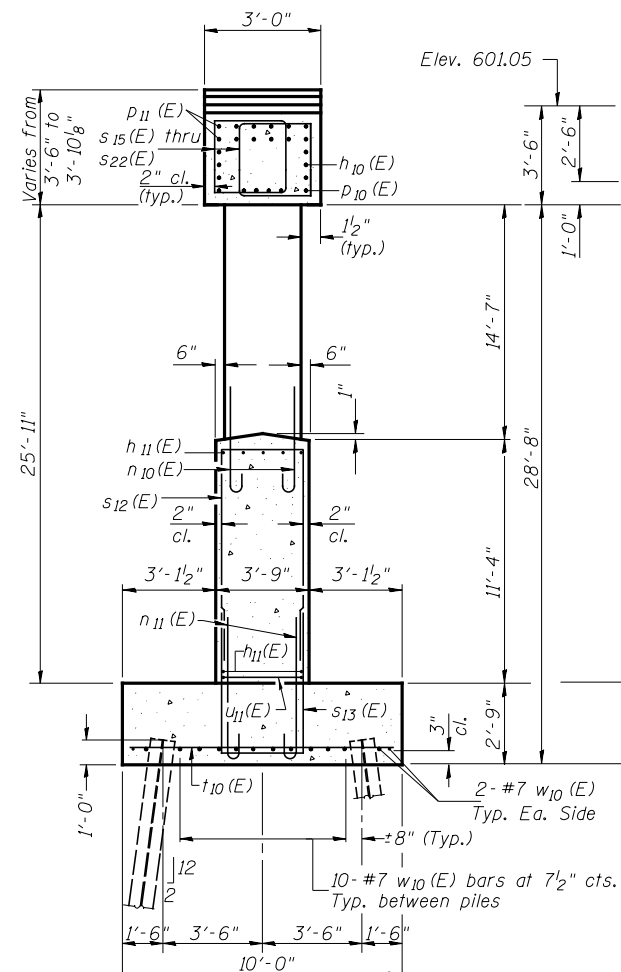
SECTION C-C



SECTION B-B



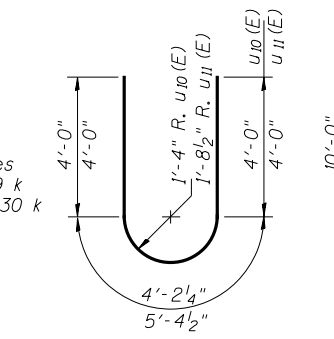
SECTION A-A



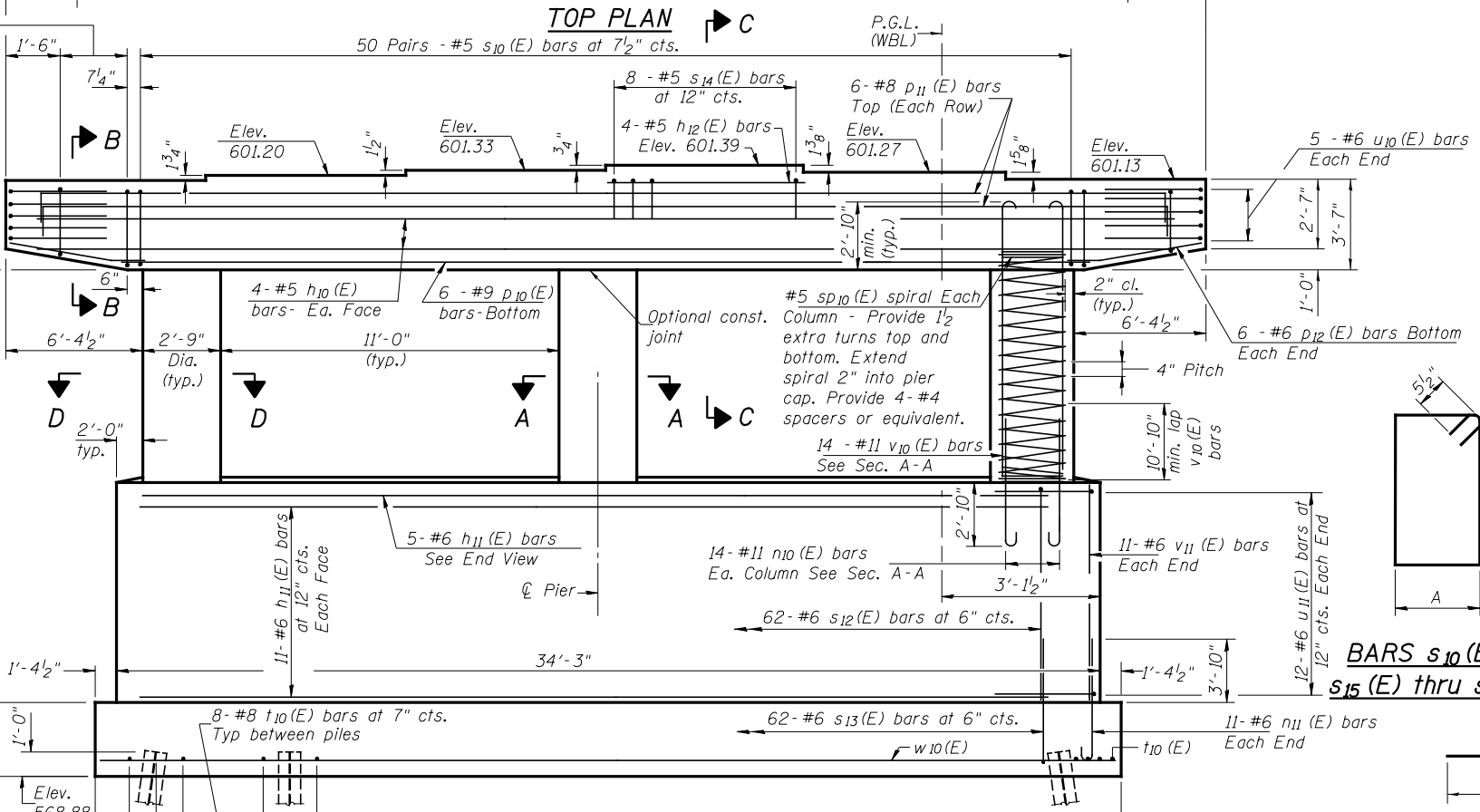
END VIEW

PILE DATA

Type: HP12x53 with Pile Shoes
 Nominal Required Bearing: 419 k
 Factored Resistance Avail.: 230 k
 Est. Length: 16'
 No. Production Piles: 13
 No. Test Piles: 1



BARS u10(E) and u11(E)



ELEVATION (Looking South)

A & B DIMENSIONS

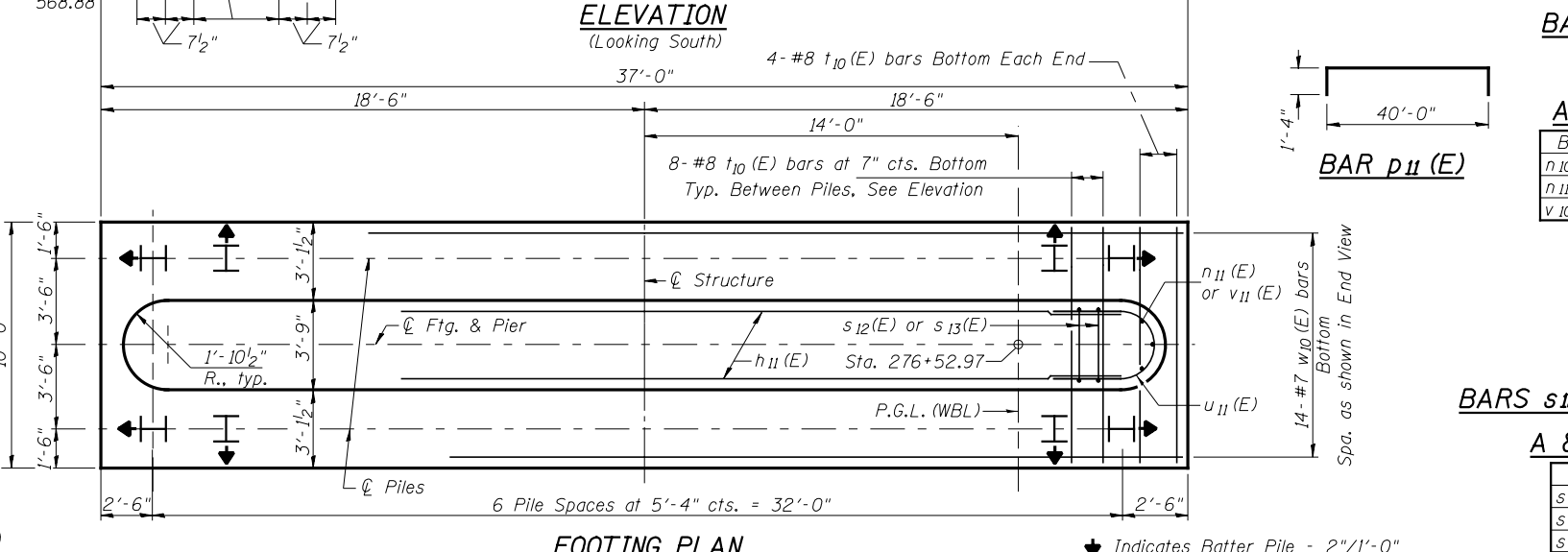
Bar	A	B
s10(E)	1'-10"	3'-2"
s15(E)	1'-10"	2'-5"
s16(E)	1'-10"	2'-6"
s17(E)	1'-10"	2'-7 1/2"
s18(E)	1'-10"	2'-8 1/2"
s19(E)	1'-10"	2'-10"
s20(E)	1'-10"	2'-11"
s21(E)	1'-10"	3'-0"
s22(E)	1'-10"	3'-1 1/2"

BARS n10(E), n11(E) & v10(E)

Bar	A	B	C
n10(E)	13'-8"	1'-7"	1'-2 3/4"
n11(E)	6'-4"	8"	6"
v10(E)	17'-5"	1'-7"	1'-2 3/4"

BARS s12(E), s13(E) & s14(E)

Bar	A	B
s12(E)	3'-5"	11'-2"
s13(E)	3'-5"	6'-4"
s14(E)	2'-8"	2'-6"



FOOTING PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	8	#5	40'-0"	—
h11(E)	27	#6	30'-6"	—
h12(E)	4	#5	7'-1"	—
n10(E)	42	#11	15'-3"	U
n11(E)	22	#6	7'-0"	U
p10(E)	6	#9	31'-3"	—
p11(E)	12	#8	42'-8"	—
p12(E)	12	#6	7'-5"	—
s10(E)	100	#5	10'-11"	□
s12(E)	62	#6	25'-9"	□
s13(E)	62	#6	16'-1"	□
s14(E)	8	#5	7'-8"	□
s15(E)	4	#5	9'-5"	□
s16(E)	4	#5	9'-7"	□
s17(E)	4	#5	9'-10"	□
s18(E)	4	#5	10'-0"	□
s19(E)	4	#5	10'-3"	□
s20(E)	4	#5	10'-5"	□
s21(E)	4	#5	10'-7"	□
s22(E)	4	#5	10'-10"	□
sp10(E)	3	#5	14'-9"	W
t10(E)	56	#8	9'-8"	—
u10(E)	10	#6	12'-3"	—
u11(E)	24	#6	13'-5"	—
v10(E)	42	#11	19'-0"	—
v11(E)	22	#6	11'-2"	—
w10(E)	14	#7	36'-8"	—

Structure Excavation	CU YD	155
Concrete Structures	CU YD	117.0
Reinforcement Bars, Epoxy Coated	POUND	21,680
Furnishing Steel Piles HP12x53	FOOT	208
Driving Piles	FOOT	208
Test Pile Steel HP12x53	EACH	1
Pile Shoes	EACH	14

**Length is height of spiral.

Hutchison Engineering, Inc.
 Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - BAN	REVISED -
PLOT SCALE = NONE	CHECKED - JOH	REVISED -
PLOT DATE =	DRAWN - TAC	REVISED -
	CHECKED - JOH/BAN	REVISED -

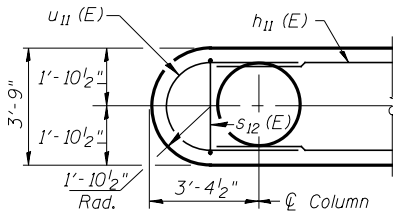
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIER #1 (WB)
 S.N. 081-0197(EB) & S.N. 081-0198(WB)

SHEET NO. 25 OF 36 SHEETS

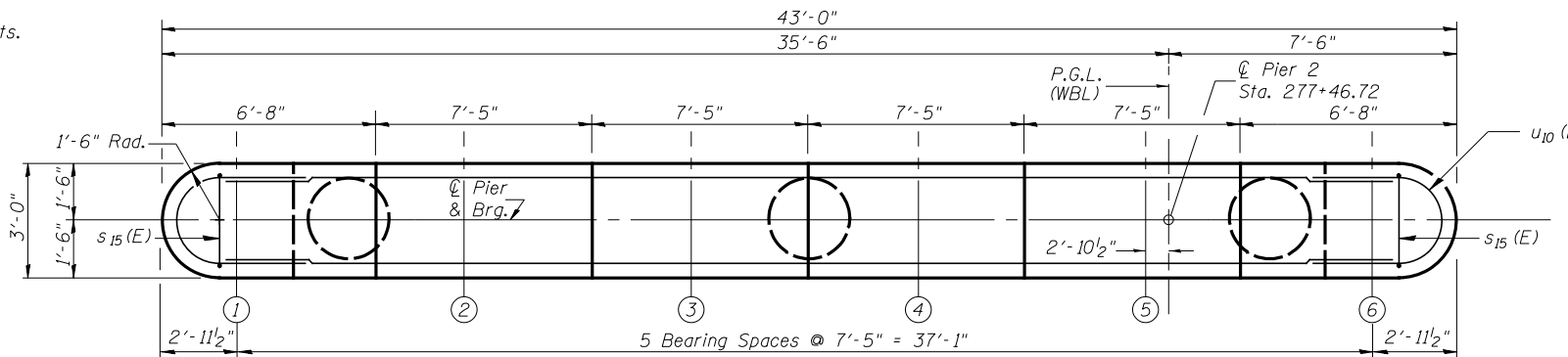
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(81-1VB)BR	Rock Island	430	174
			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 29 of 36.

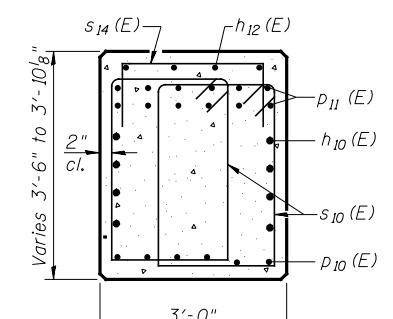


SECTION D-D

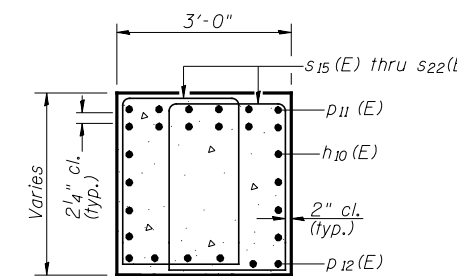
8 Pairs - #5 s15(E) thru s22(E) bars at 7" cts. Each end



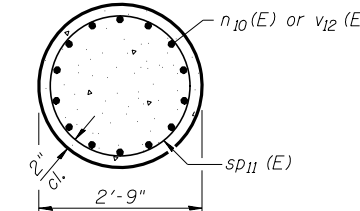
TOP PLAN



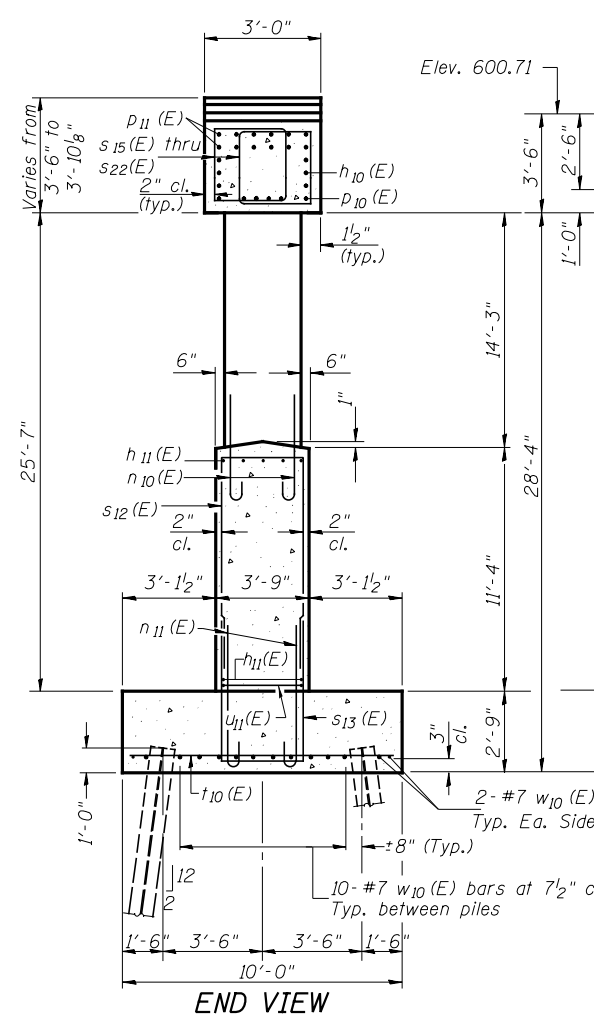
SECTION C-C



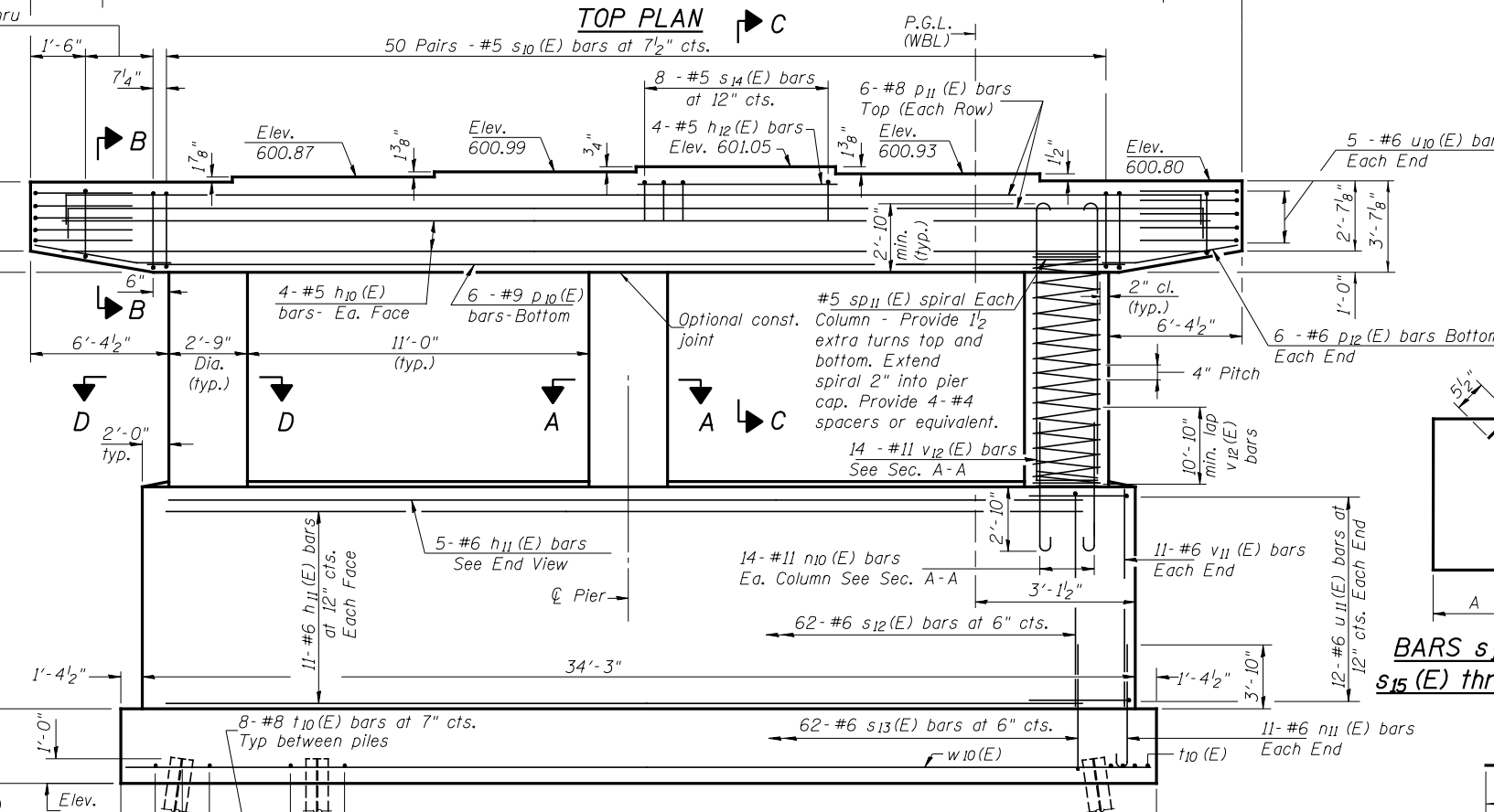
SECTION B-B



SECTION A-A



END VIEW

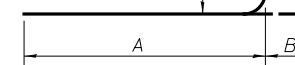


ELEVATION (Looking South)

A & B DIMENSIONS

Bar	A	B
s10(E)	1'-10"	3'-2"
s15(E)	1'-10"	2'-5"
s16(E)	1'-10"	2'-6"
s17(E)	1'-10"	2'-7 1/2"
s18(E)	1'-10"	2'-8 1/2"
s19(E)	1'-10"	2'-10"
s20(E)	1'-10"	2'-11"
s21(E)	1'-10"	3'-0"
s22(E)	1'-10"	3'-1 1/2"

A & B DIMENSIONS

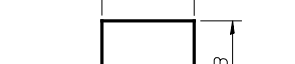


BARS n10(E), n11(E) & v12(E)

A & B DIMENSIONS

Bar	A	B	C
n10(E)	13'-8"	1'-7"	1'-2 3/4"
n11(E)	6'-4"	8"	6"
v12(E)	17'-1"	1'-7"	1'-2 3/4"

A & B DIMENSIONS



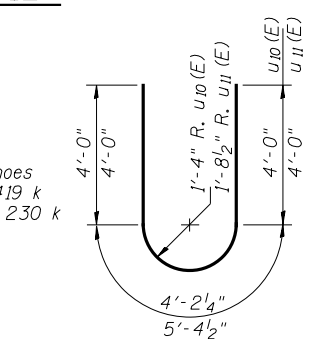
BARS s12(E), s13(E) & s14(E)

A & B DIMENSIONS

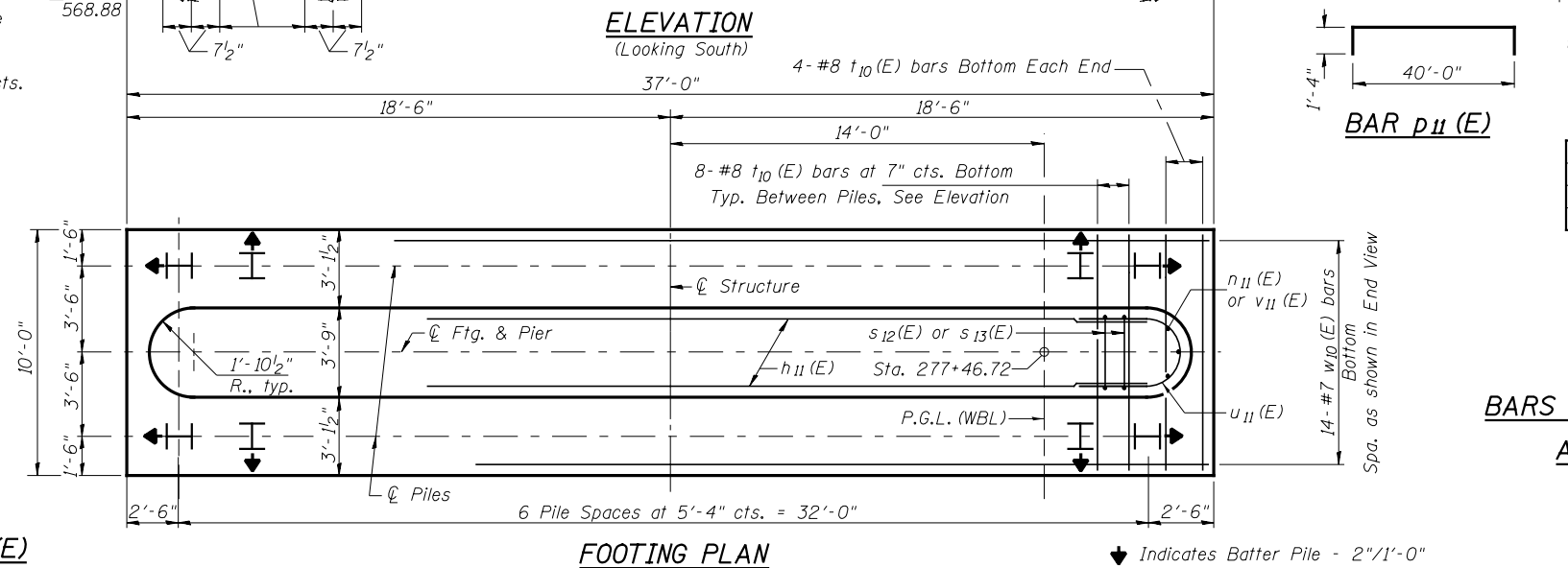
Bar	A	B
s12(E)	3'-5"	11'-2"
s13(E)	3'-5"	6'-4"
s14(E)	2'-8"	2'-6"

PILE DATA

Type: HP12x53 with Pile Shoes
 Nominal Required Bearing: 419 k
 Factored Resistance Avail.: 230 k
 Est. Length: 24'
 No. Production Piles: 13
 No. Test Piles: 1



BARS u10(E) and u11(E)



FOOTING PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	8	#5	40'-0"	—
h11(E)	27	#6	30'-6"	—
h12(E)	4	#5	7'-1"	—
n10(E)	42	#11	15'-3"	U
n11(E)	22	#6	7'-0"	U
p10(E)	6	#9	31'-3"	—
p11(E)	12	#8	42'-8"	—
p12(E)	12	#6	7'-5"	—
s10(E)	100	#5	10'-11"	□
s12(E)	62	#6	25'-9"	□
s13(E)	62	#6	16'-1"	□
s14(E)	8	#5	7'-8"	□
s15(E)	4	#5	9'-5"	□
s16(E)	4	#5	9'-7"	□
s17(E)	4	#5	9'-10"	□
s18(E)	4	#5	10'-0"	□
s19(E)	4	#5	10'-3"	□
s20(E)	4	#5	10'-5"	□
s21(E)	4	#5	10'-7"	□
s22(E)	4	#5	10'-10"	□
sp11(E)	3	#5	14'-5"	W
t10(E)	56	#8	9'-8"	—
u10(E)	10	#6	12'-3"	U
u11(E)	24	#6	13'-5"	U
v11(E)	22	#6	11'-2"	—
v12(E)	42	#11	18'-8"	U
w10(E)	14	#7	36'-8"	—

Structure Excavation	CU YD	205
Concrete Structures	CU YD	116.8
Reinforcement Bars, Epoxy Coated	POUND	21,570
Furnishing Steel Piles HP12x53	FOOT	312
Driving Piles	FOOT	312
Test Pile Steel HP12x53	EACH	1
Pile Shoes	EACH	14

**Length is height of spiral.

Hutchison Engineering, Inc.
 Jacksonville, Peoria & Shorewood, Illinois

USER NAME =
 PLOT SCALE = NONE
 PLOT DATE =

DESIGNED - BAN
 CHECKED - JOH
 DRAWN - TAC
 CHECKED - JOH/BAN

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

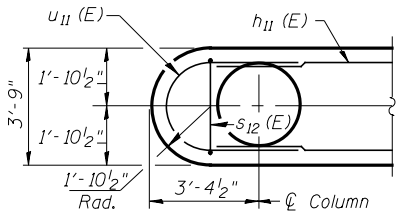
PIER #2 (WB)
 S.N. 081-0197(EB) & S.N. 081-0198(WB)

SHEET NO. 26 OF 36 SHEETS

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(81-1VB)BR	Rock Island	430	175

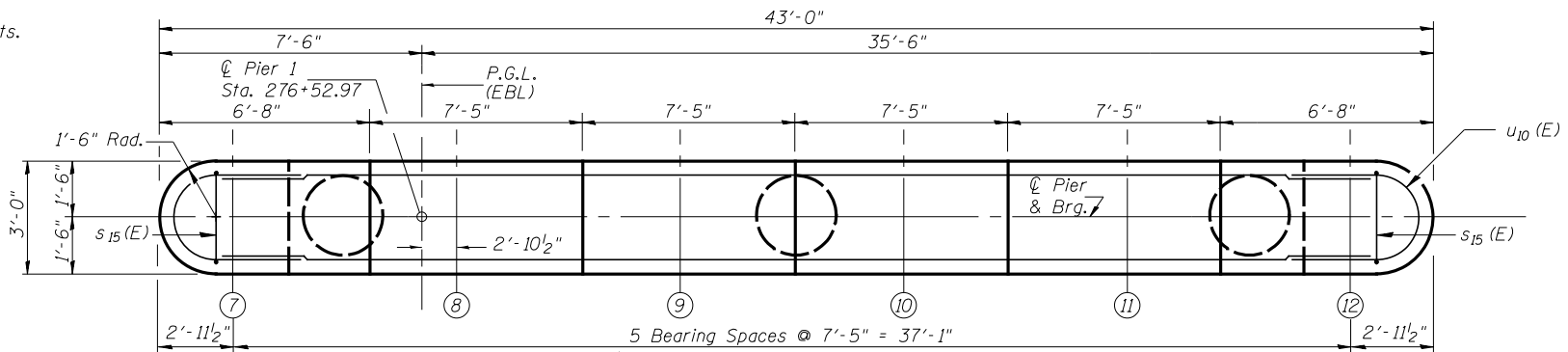
CONTRACT NO. 64B78
 ILLINOIS FED. AID PROJECT

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 29 of 36.

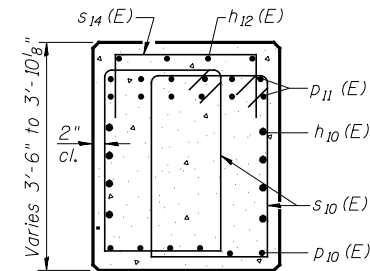


SECTION D-D

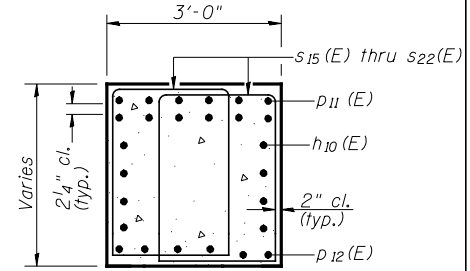
8 Pairs - #5 s15(E) thru s22(E) bars at 7" cts. Each end



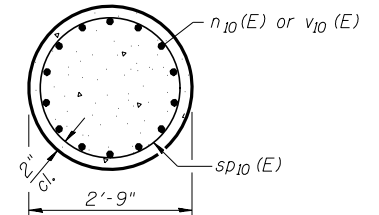
TOP PLAN



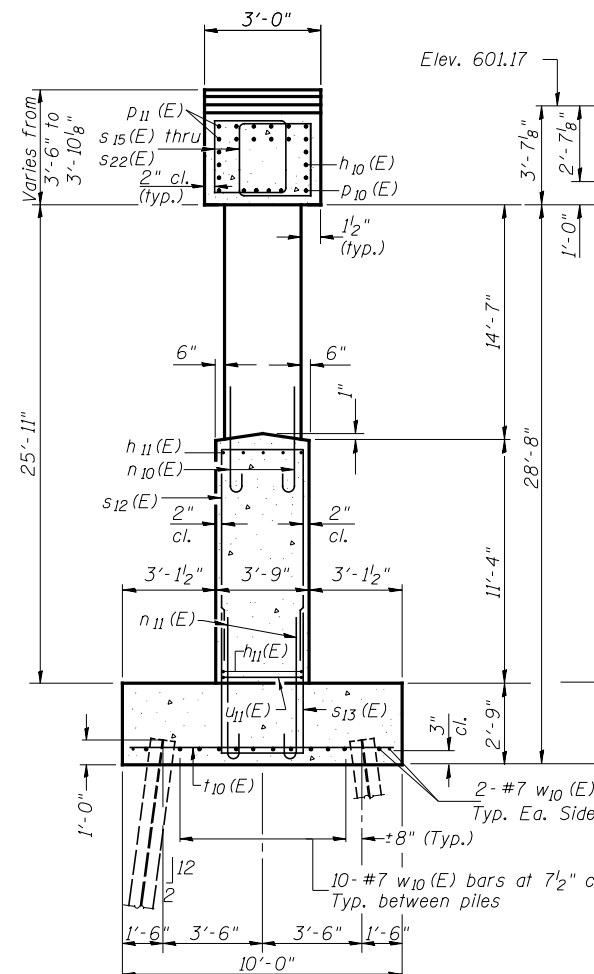
SECTION C-C



SECTION B-B



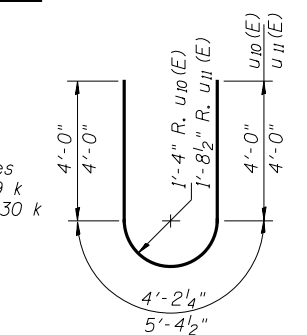
SECTION A-A



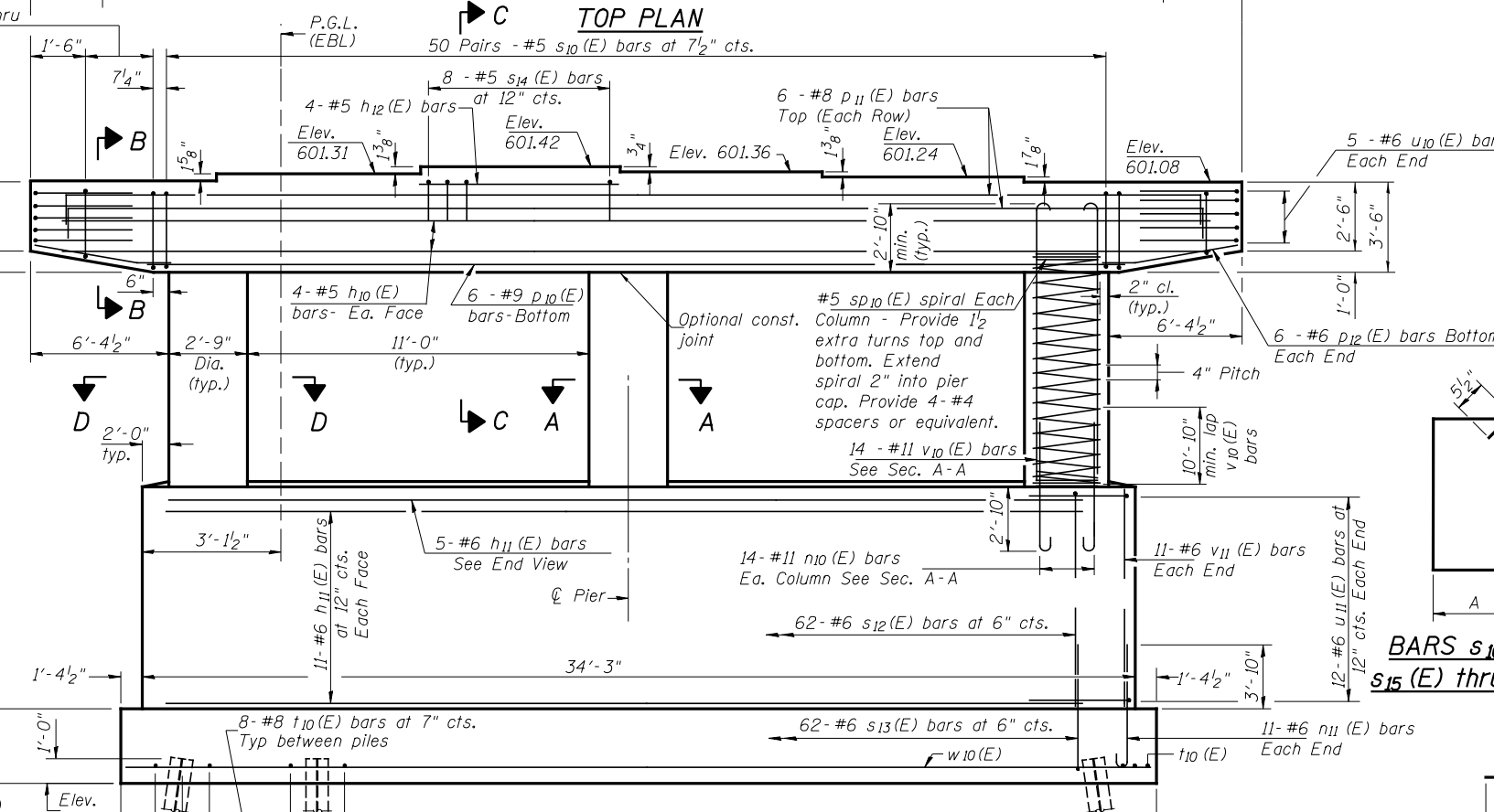
END VIEW

PILE DATA

Type: HP12x53 with Pile Shoes
 Nominal Required Bearing: 419 k
 Factored Resistance Avail.: 230 k
 Est. Length: 15'
 No. Production Piles: 13
 No. Test Piles: 1



BARS u10(E) and u11(E)



ELEVATION (Looking South)

A & B DIMENSIONS

Bar	A	B
s10(E)	1'-10"	3'-2"
s15(E)	1'-10"	2'-5"
s16(E)	1'-10"	2'-6"
s17(E)	1'-10"	2'-7 1/2"
s18(E)	1'-10"	2'-8 1/2"
s19(E)	1'-10"	2'-10"
s20(E)	1'-10"	2'-11"
s21(E)	1'-10"	3'-0"
s22(E)	1'-10"	3'-1 1/2"

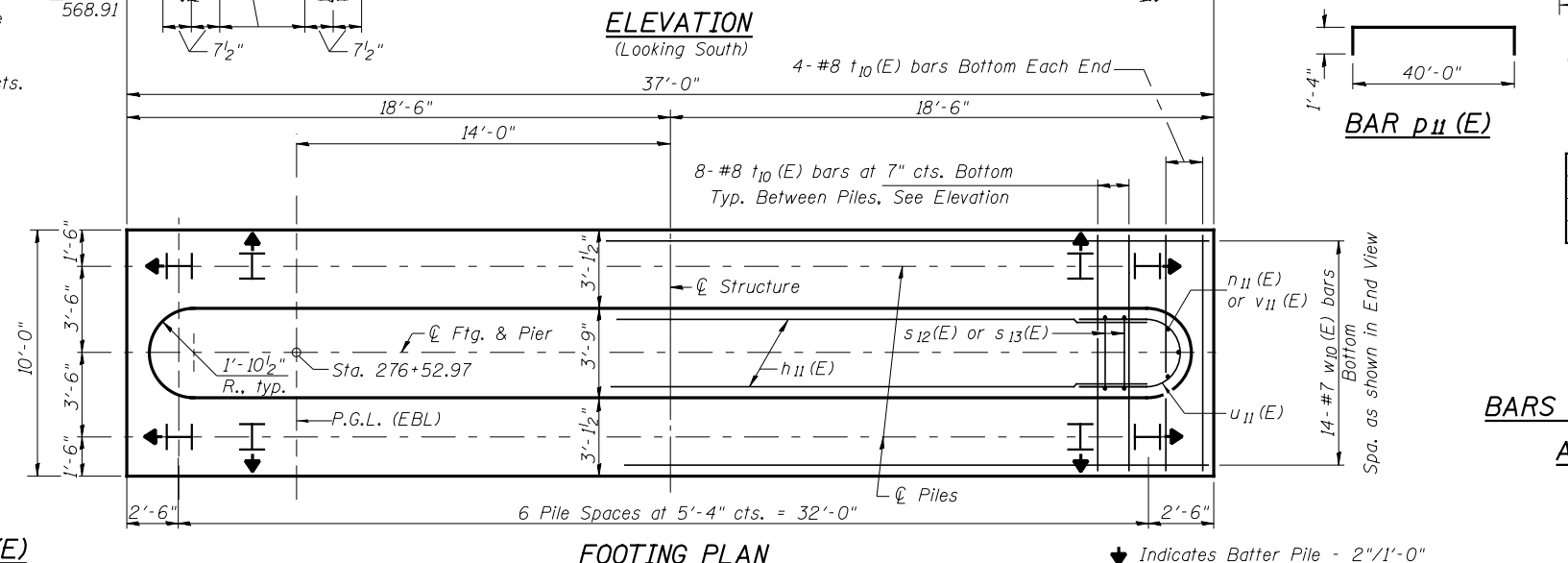
BARS s10(E) & s15(E) thru s22(E)

BARS n10(E), n11(E) & v10(E)

Bar	A	B	C
n10(E)	13'-8"	1'-7"	1'-2 3/4"
n11(E)	6'-4"	8"	6"
v10(E)	17'-5"	1'-7"	1'-2 3/4"

BARS s12(E), s13(E) & s14(E)

Bar	A	B
s12(E)	3'-5"	11'-2"
s13(E)	3'-5"	6'-4"
s14(E)	2'-8"	2'-6"



FOOTING PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	8	#5	40'-0"	—
h11(E)	27	#6	30'-6"	—
h12(E)	4	#5	7'-1"	—
n10(E)	42	#11	15'-3"	U
n11(E)	22	#6	7'-0"	U
p10(E)	6	#9	31'-3"	—
p11(E)	12	#8	42'-8"	—
p12(E)	12	#6	7'-5"	—
s10(E)	100	#5	10'-11"	□
s12(E)	62	#6	25'-9"	□
s13(E)	62	#6	16'-1"	□
s14(E)	8	#5	7'-8"	□
s15(E)	4	#5	9'-5"	□
s16(E)	4	#5	9'-7"	□
s17(E)	4	#5	9'-10"	□
s18(E)	4	#5	10'-0"	□
s19(E)	4	#5	10'-3"	□
s20(E)	4	#5	10'-5"	□
s21(E)	4	#5	10'-7"	□
s22(E)	4	#5	10'-10"	□
sp10(E)	3	#5	14'-9"	W
t10(E)	56	#8	9'-8"	—
u10(E)	10	#6	12'-3"	U
u11(E)	24	#6	13'-5"	U
v10(E)	42	#11	19'-0"	U
v11(E)	22	#6	11'-2"	—
w10(E)	14	#7	36'-8"	—

Structure Excavation	CU YD	155
Concrete Structures	CU YD	117.0
Reinforcement Bars, Epoxy Coated	POUND	21,680
Furnishing Steel Piles HP12x53	FOOT	195
Driving Piles	FOOT	195
Test Pile Steel HP12x53	EACH	1
Pile Shoes	EACH	14

**Length is height of spiral.

Hutchison Engineering, Inc.
 Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - BAN	REVISED -
PLOT SCALE = NONE	CHECKED - JOH	REVISED -
PLOT DATE =	DRAWN - TAC	REVISED -
	CHECKED - JOH/BAN	REVISED -

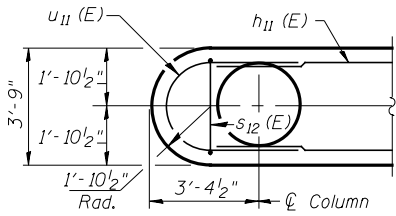
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIER #1 (EB)
 S.N. 081-0197(EB) & S.N. 081-0198(WB)

SHEET NO. 27 OF 36 SHEETS

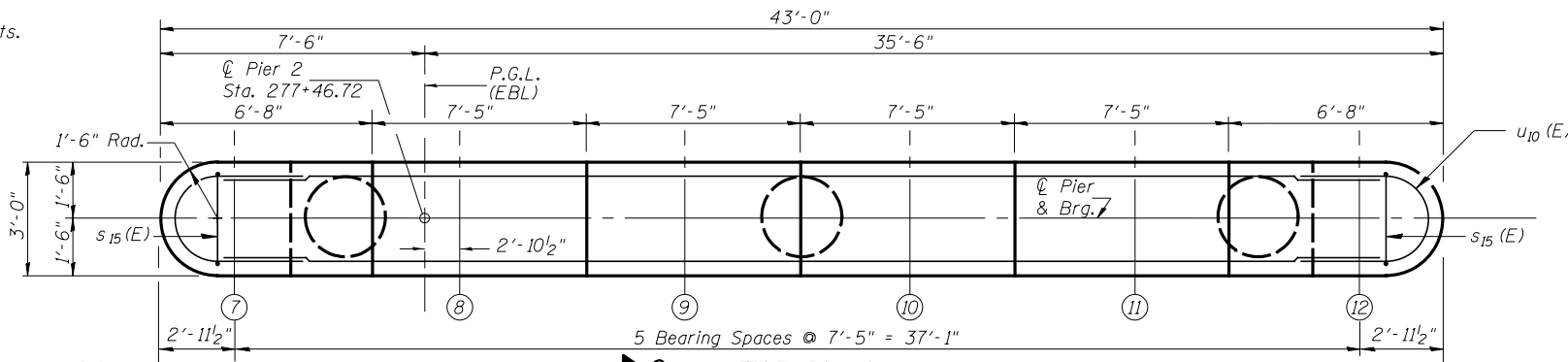
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(81-1VB)BR	Rock Island	430	176
				CONTRACT NO. 64B78
ILLINOIS FED. AID PROJECT				

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 29 of 36.

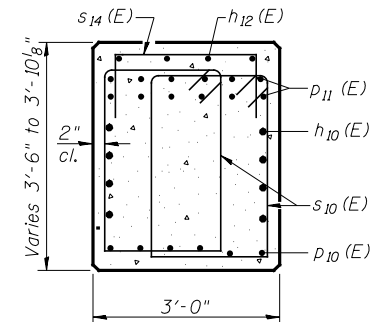


SECTION D-D

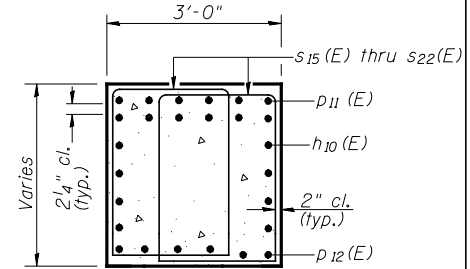
8 Pairs - #5 s15(E) thru s22(E) bars at 7" cts. Each end



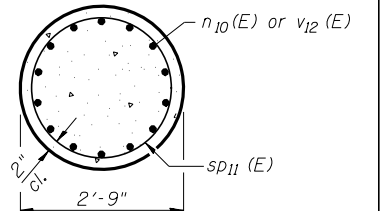
TOP PLAN



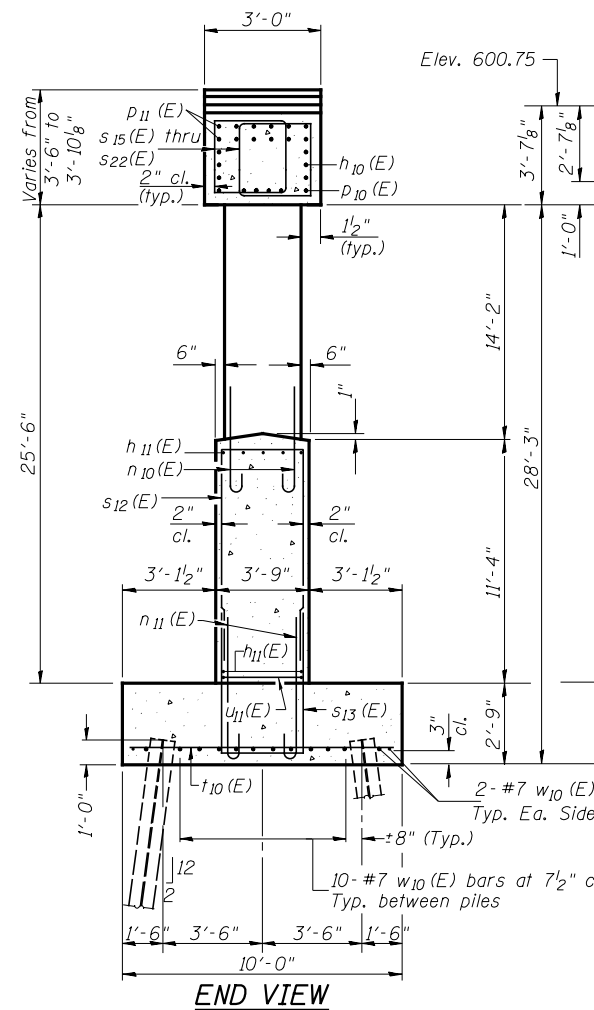
SECTION C-C



SECTION B-B



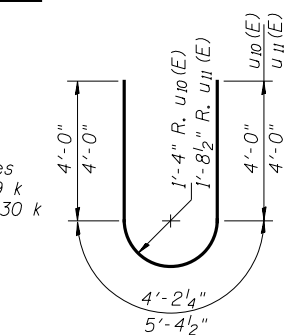
SECTION A-A



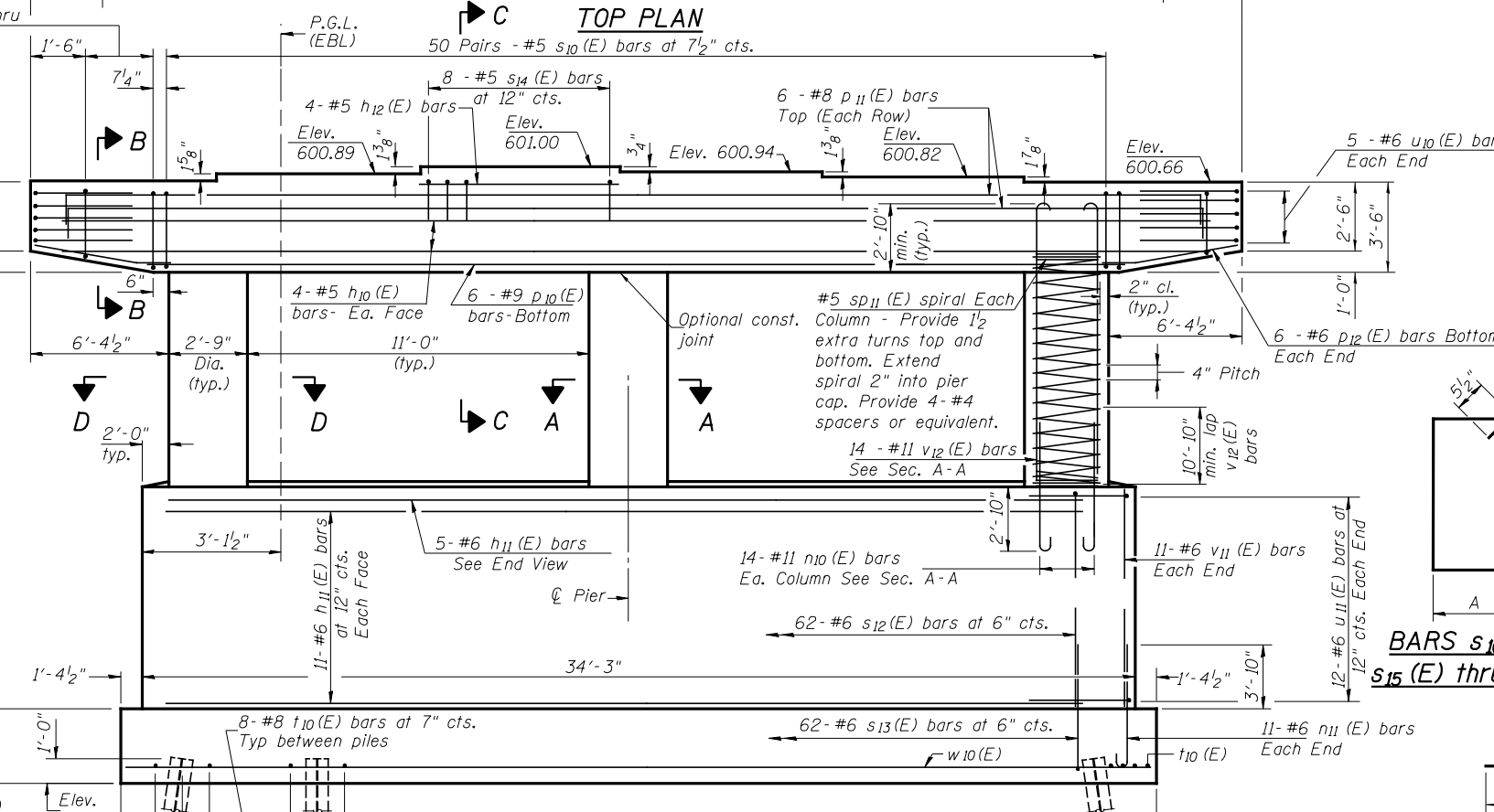
END VIEW

PILE DATA

Type: HP12x53 with Pile Shoes
 Nominal Required Bearing: 419 k
 Factored Resistance Avail.: 230 k
 Est. Length: 17'
 No. Production Piles: 13
 No. Test Piles: 1



BARS u10(E) and u11(E)



ELEVATION (Looking South)

A & B DIMENSIONS

Bar	A	B
s10(E)	1'-10"	3'-2"
s15(E)	1'-10"	2'-5"
s16(E)	1'-10"	2'-6"
s17(E)	1'-10"	2'-7 1/2"
s18(E)	1'-10"	2'-8 1/2"
s19(E)	1'-10"	2'-10"
s20(E)	1'-10"	2'-11"
s21(E)	1'-10"	3'-0"
s22(E)	1'-10"	3'-1 1/2"

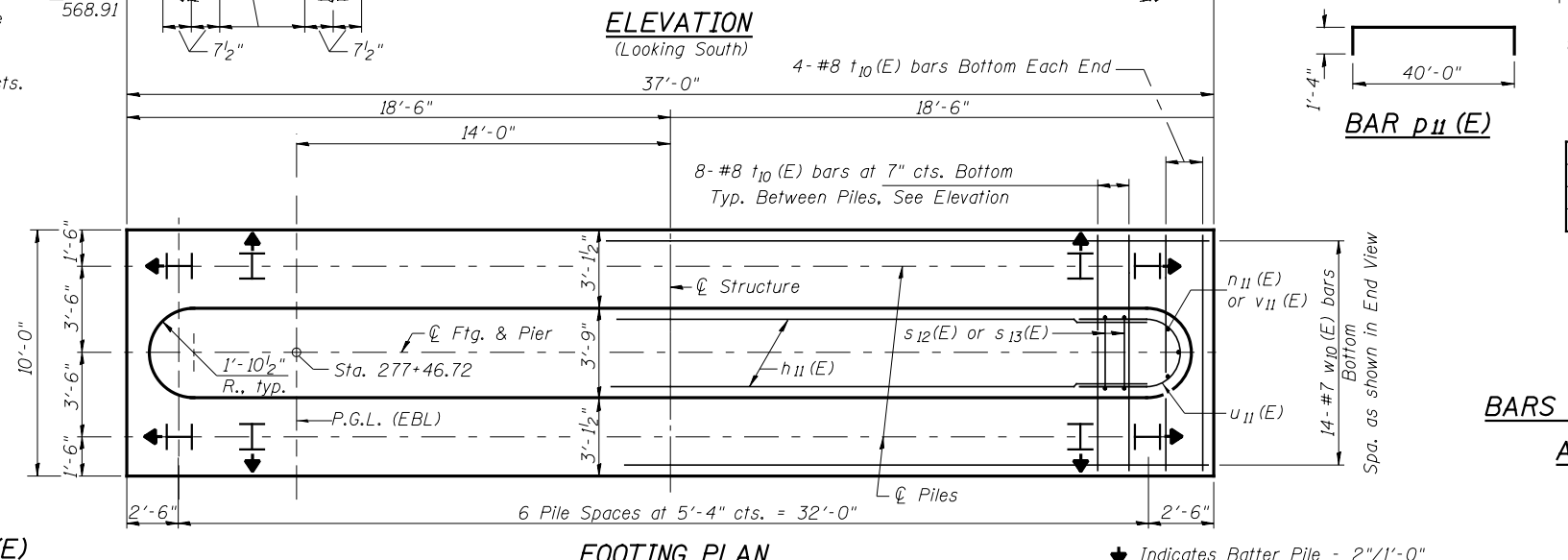
BARS s10(E) & s15(E) thru s22(E)

BARS n10(E), n11(E) & v13(E)

Bar	A	B	C
n10(E)	13'-8"	1'-7"	1'-2 3/4"
n11(E)	6'-4"	8"	6"
v12(E)	17'-1"	1'-7"	1'-2 3/4"

BARS s12(E), s13(E) & s14(E)

Bar	A	B
s12(E)	3'-5"	11'-2"
s13(E)	3'-5"	6'-4"
s14(E)	2'-8"	2'-6"



FOOTING PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	8	#5	40'-0"	—
h11(E)	27	#6	30'-6"	—
h12(E)	4	#5	7'-1"	—
n10(E)	42	#11	15'-3"	U
n11(E)	22	#6	7'-0"	U
p10(E)	6	#9	31'-3"	—
p11(E)	12	#8	42'-8"	—
p12(E)	12	#6	7'-5"	—
s10(E)	100	#5	10'-11"	□
s12(E)	62	#6	25'-9"	□
s13(E)	62	#6	16'-1"	□
s14(E)	8	#5	7'-8"	□
s15(E)	4	#5	9'-5"	□
s16(E)	4	#5	9'-7"	□
s17(E)	4	#5	9'-10"	□
s18(E)	4	#5	10'-0"	□
s19(E)	4	#5	10'-3"	□
s20(E)	4	#5	10'-5"	□
s21(E)	4	#5	10'-7"	□
s22(E)	4	#5	10'-10"	□
sp11(E)	3	#5	14'-5"	W
t10(E)	56	#8	9'-8"	—
u10(E)	10	#6	12'-3"	—
u11(E)	24	#6	13'-5"	—
v11(E)	22	#6	11'-2"	—
v12(E)	42	#11	18'-8"	—
w10(E)	14	#7	36'-8"	—

Structure Excavation	CU YD	205
Concrete Structures	CU YD	116.8
Reinforcement Bars, Epoxy Coated	POUND	21,570
Furnishing Steel Piles HP12x53	FOOT	221
Driving Piles	FOOT	221
Test Pile Steel HP12x53	EACH	1
Pile Shoes	EACH	14

**Length is height of spiral.

Hutchison Engineering, Inc.
 Jacksonville, Peoria & Shorewood, Illinois

USER NAME =
 PLOT SCALE = NONE
 PLOT DATE =

DESIGNED - BAN
 CHECKED - JOH
 DRAWN - TAC
 CHECKED - JOH/BAN

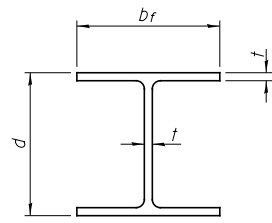
REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIER #2 (EB)
 S.N. 081-0197(EB) & S.N. 081-0198(WB)

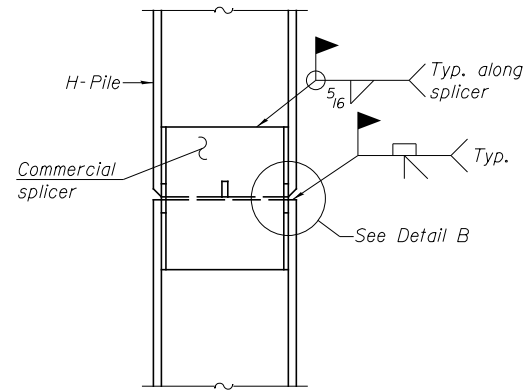
SHEET NO. 28 OF 36 SHEETS

F.A.I. R.T.E. 80
 SECTION (81-1VB)BR
 COUNTY Rock Island
 TOTAL SHEETS 430
 SHEET NO. 177
 CONTRACT NO. 64B78
 ILLINOIS FED. AID PROJECT

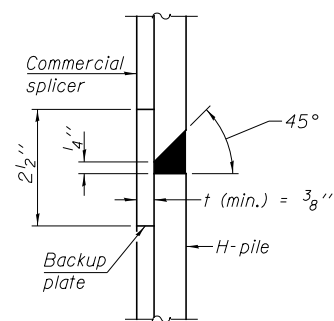


STEEL PILE TABLE

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

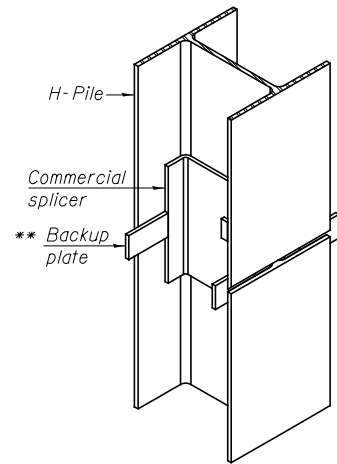


ELEVATION

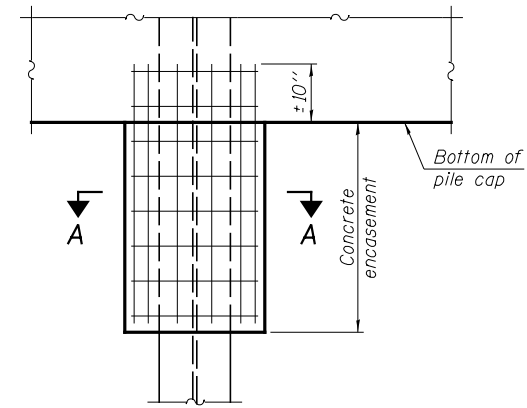


DETAIL "B"

WELDED COMMERCIAL SPLICE

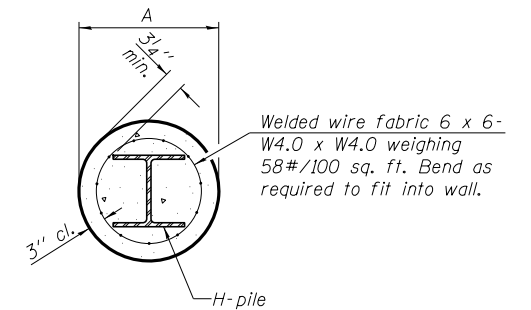


ISOMETRIC VIEW



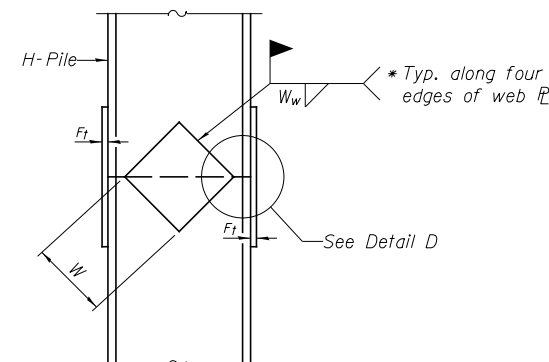
ELEVATION

PILE ENCASEMENT

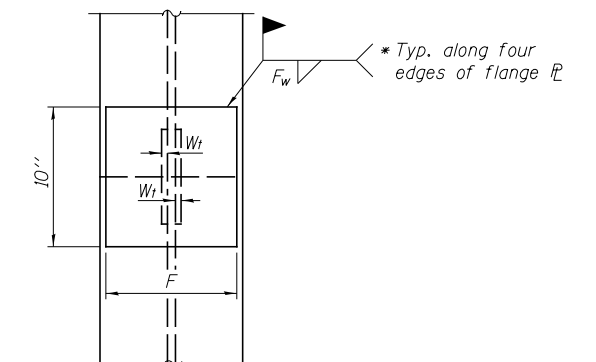


Note:
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A

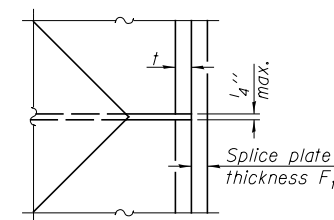


ELEVATION



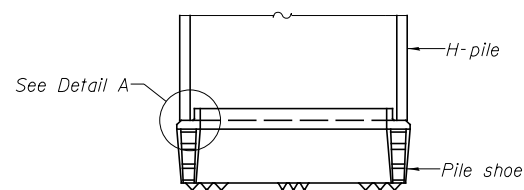
END VIEW

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

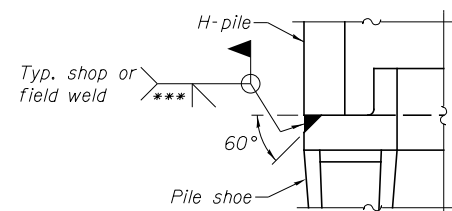


DETAIL D

WELDED PLATE FIELD SPLICE

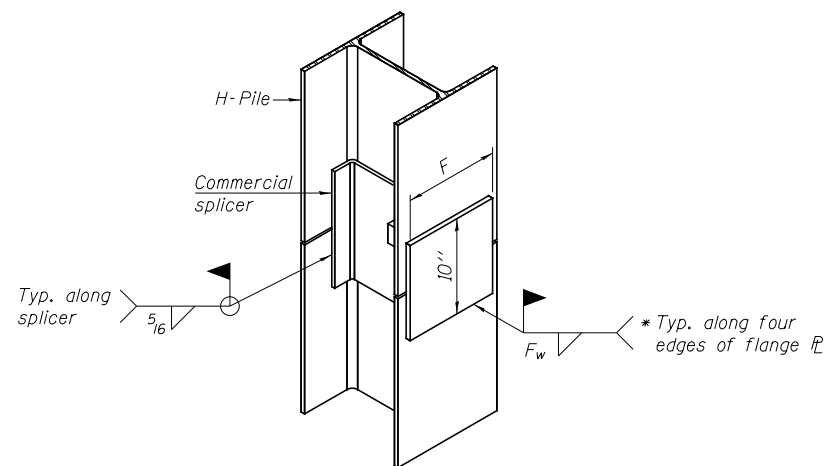


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

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

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

F-HP 1-27-12

Hutchison Engineering, Inc.
Jacksonville & Shorewood, Illinois

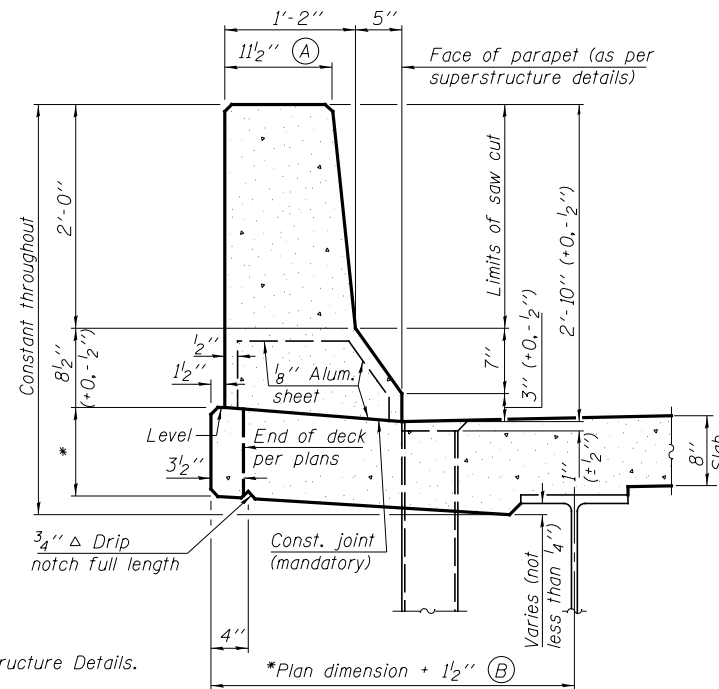
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PLOT SCALE = NONE	CHECKED - CTM	REVISED -
PLOT DATE = 3/19/2015	DRAWN - CET	REVISED -
	CHECKED - CTM/BAN	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
S.N. 081-0197(EB) & S.N. 081-0198(WB)

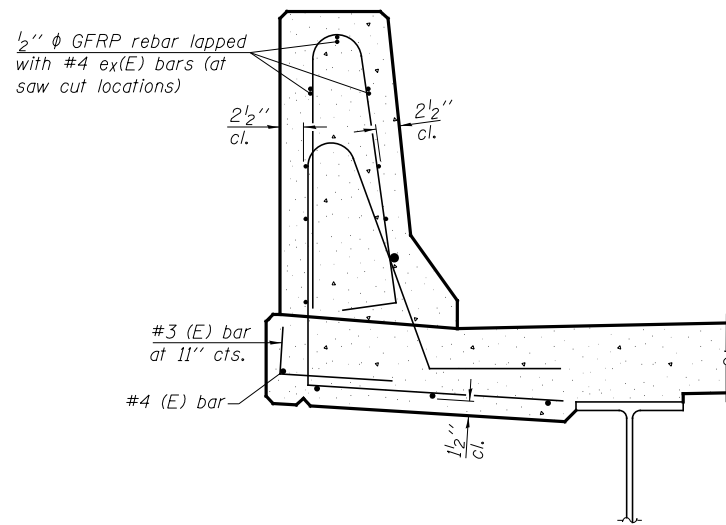
SHEET NO. 29 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(B1-1VBIBR)	Rock Island	430	178
			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				



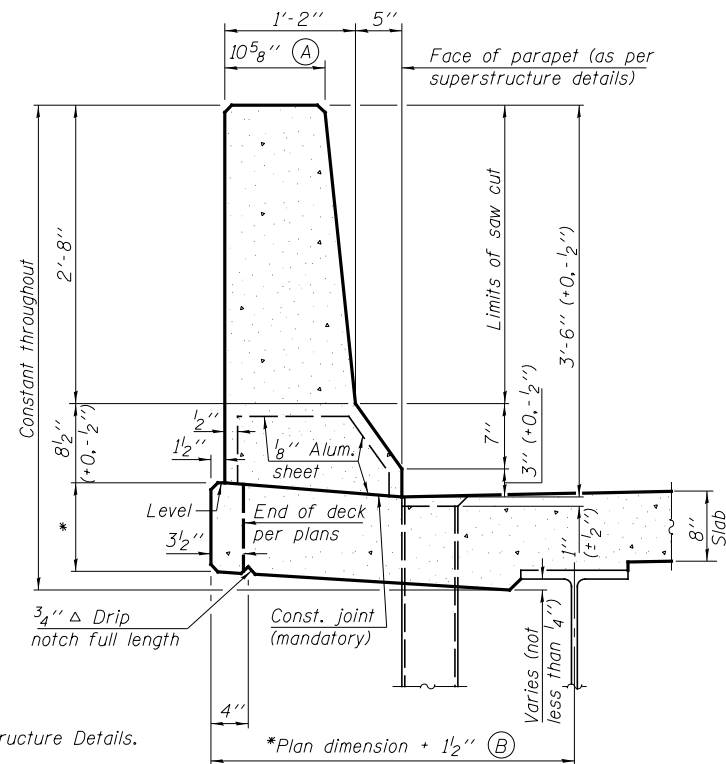
34" F SHAPE PARAPET SECTION
(Showing dimensions)

*See Superstructure Details.



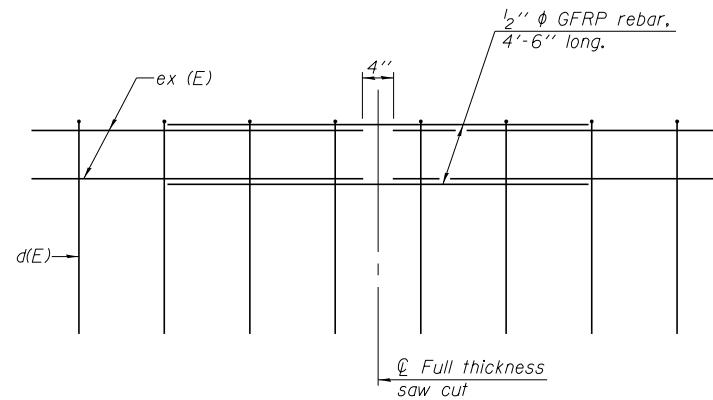
SECTION

(34" parapet shown - 42" parapet similar)
(Showing reinforcement clearances for slip forming and additional reinforcement bars)



42" F SHAPE PARAPET SECTION
(Showing dimensions)

*See Superstructure Details.

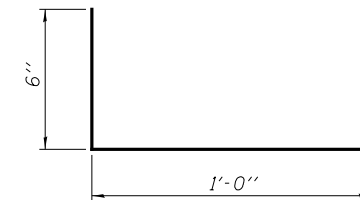


GFRP REBAR STIFFENING DETAIL

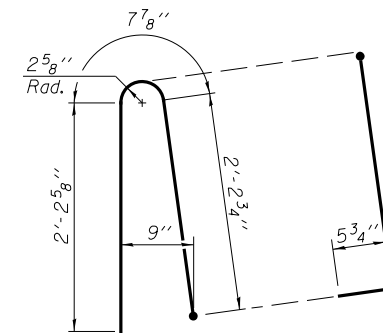
(Place as shown in parapet section at each parapet joint location.)

GENERAL NOTES

All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet. Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler. Steel superstructure shown. Other superstructure types similar.

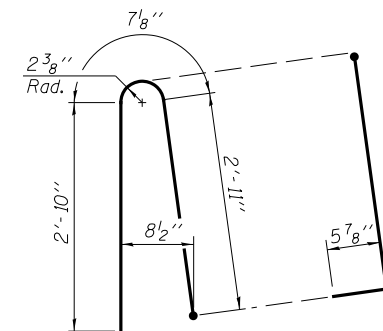


#3 (E) BAR



ALTERNATE BAR d(E)

(For 34" parapet when conduit is present)



ALTERNATE BAR d(E)

(For 42" parapet when conduit is present)

SFP 34-42

8-16-12

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - BAN	REVISED -
PLOT SCALE = NONE	CHECKED - CTM	REVISED -
PLOT DATE =	DRAWN - CET	REVISED -
	CHECKED - CTM/BAN	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
S.N. 081-0197(EB) & S.N. 081-0198(WB)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(81-1VB)BR	Rock Island	430	179
CONTRACT NO. 64B78				
ILLINOIS FED. AID PROJECT				

SHEET NO. 30 OF 36 SHEETS



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Page 1 of 2

Date 7/31/07

ROUTE FAI 80 DESCRIPTION P92-143-05 I-80 Bridge over BNSF R.R., 3 m. E. of East Moline LOGGED BY W. Garza
SECTION 81-1HB-1 and 81-1VB-1 LOCATION Hampton Twp. - 26NE, SEC. , TWP. 18N, RNG. 1E
COUNTY Rock Island DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.	Station	D E P T H	B L O W S	U C S Qu	M O D E S T	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.
		(ft)	(/6")	(tsf)	(%)	ft	ft	ft	ft	ft	ft	ft
MEDIUM brown LOAM				0.5 P	9.0		572.60					
LOOSE brown SAND	601.20		1									
VERY STIFF gray SILTY CLAY LOAM with SAND lens	599.20		3	0.1 P	18.0							
MEDIUM tan SILT	597.20		4									
STIFF gray/tan SILTY LOAM	594.70		10	0.9 S	16.0							
VERY STIFF gray SILT	592.20		13									
VERY STIFF gray SILTY LOAM	589.70		4	1.8 S	17.0							
VERY STIFF gray SILTY LOAM	587.20		7									
MEDIUM gray SILTY LOAM	584.70		3	2.6 S	18.0							
			6									
			10									
			4	2.7 S	20.0							
			6									
			10									
			5	1.0 S	19.0							
			4									
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Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Date 8/9/07

ROUTE FAI 80 DESCRIPTION P92-143-05 I-80 Bridge over BNSF R.R., 3 m. E. of East Moline LOGGED BY W. Garza

SECTION 81-1HB-1 and 81-1VB-1 LOCATION Hampton Twp. - 26NE, SEC. , TWP. 18N, RNG. 1E

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

STRUCT. NO. _____	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M
Station _____	E	L	C	O	Stream Bed Elev. <u>572.60</u> ft	E	L	C	O
	P	L	C	S		P	L	C	S
BORING NO. <u>B-6a</u>	T	W	Qu	S	Groundwater Elev.: _____	H	S	Qu	T
Station <u>276+59</u>	H	S		T	First Encounter <u>574.1</u> ft ▼				
Offset <u>54.00ft Rt CL</u>					Upon Completion _____ ft				
Ground Surface Elev. <u>604.10</u> ft	(ft)	(/6")	(tsf)	(%)	After _____ Hrs. _____ ft	(ft)	(/6")	(tsf)	(%)

DEPTH (ft)	SOIL DESCRIPTION	TESTS	UCS FAILURE MODE	SPT (N)
0	AIR			
581.60	SOFT tan LOAM			
580.10		0.3 P	18.0	
-5				
577.60	STIFF tan SANDY LOAM with SAND lens	3		
		2 4	1.1 P	18.0
575.10	SOFT tan SILT with LIMESTONE fill	2		
		4 12	0.3 P	22.0
-10				
572.60	STIFF gray SILTY LOAM	4		
		4 5	1.4 S	22.0
570.10	VERY STIFF gray/tan SILTY LOAM	2		
		6 9	2.1 S	21.0
-15				
567.60	MEDIUM gray SAND with SILT lens	22		
		13 8	0.5 P	26.0
565.10	STIFF dark gray SILTY CLAY LOAM	0		
		3 6	1.3 B	40.0
-20				

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

BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Date 8/9/07

ROUTE FAI 80 DESCRIPTION P92-143-05 I-80 Bridge over BNSF R.R., 3 m. E. of East Moline LOGGED BY W. Garza

SECTION 81-1HB-1 and 81-1VB-1 LOCATION Hampton Twp. - 26NE, SEC. , TWP. 18N, RNG. 1E

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

STRUCT. NO. _____	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M
Station _____	E	L	C	O	Stream Bed Elev. <u>572.60</u> ft	E	L	C	O
	P	L	C	S		P	L	C	S
BORING NO. <u>B-6a</u>	T	W	Qu	S	Groundwater Elev.: _____	H	S	Qu	T
Station <u>276+59</u>	H	S		T	First Encounter <u>574.1</u> ft ▼				
Offset <u>54.00ft Rt CL</u>					Upon Completion _____ ft				
Ground Surface Elev. <u>604.10</u> ft	(ft)	(/6")	(tsf)	(%)	After _____ Hrs. _____ ft	(ft)	(/6")	(tsf)	(%)

DEPTH (ft)	SOIL DESCRIPTION	TESTS	UCS FAILURE MODE	SPT (N)
562.10	STIFF gray CLAY LOAM	1		
		2 6	1.5 B	24.0
560.10	LOOSE gray clean medium coarse SAND	1		
		2 3		
-45				
557.60	Wash DENSE tan clean medium SAND with medium GRAVEL	2		
		4 6		
		4		
555.10	Wash DENSE tan clean medium SAND with medium GRAVEL	14		
		26		
-50				
552.60	VERY DENSE tan SAND & GRAVEL	3		
		33 57		
549.60	MEDIUM tan clean medium SAND	10		
		12 17		
-55				
547.60	MEDIUM gray SHALE	6		
		8 12		
545.10	MEDIUM gray SHALE	6		
		8 13		
-60				

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

BBS, from 137 (Rev. 8-99)

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - BAN	REVISED -
PLOT SCALE = NONE	CHECKED - CTM	REVISED -
PLOT DATE =	DRAWN - CET	REVISED -
	CHECKED - CTM/BAN	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
S.N. 081-0197(EB) & S.N. 081-0198(WB)

SHEET NO. 36 OF 36 SHEETS

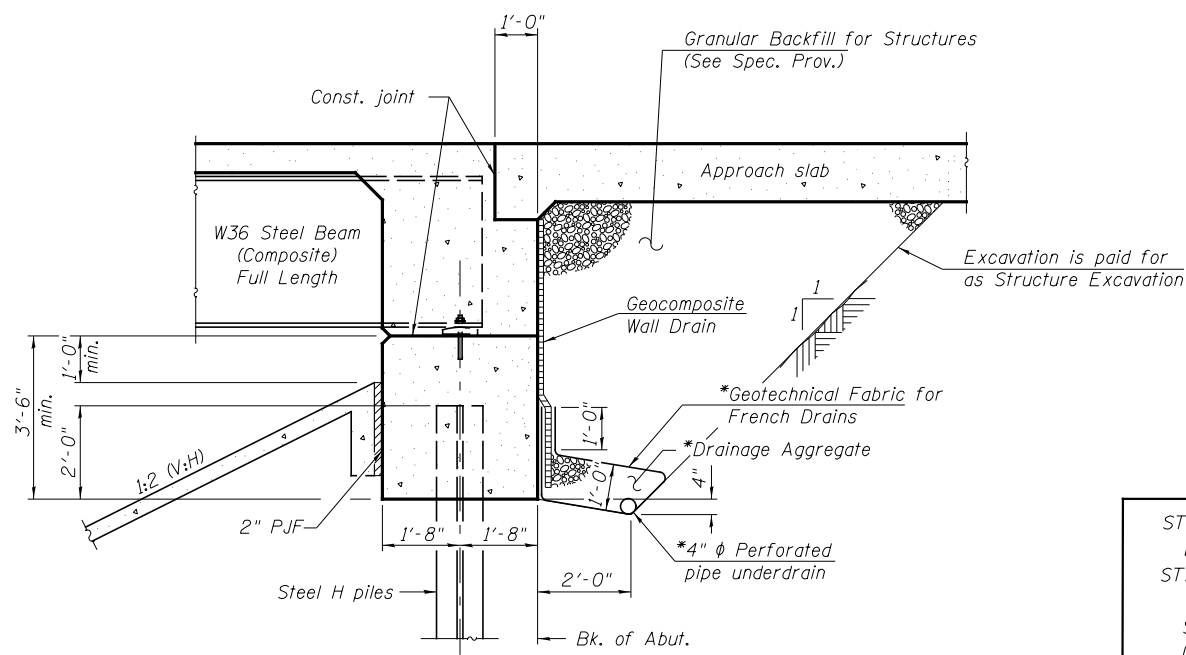
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(81-1VB)BR	Rock Island	430	185
			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				

INDEX OF SHEETS

SH. #'s	DESCRIPTION
1	General Plan and Elevation
2	General Data
3	Footing Layout
4	Top of Slab Elevation Plan
5-7	Top of Slab Elevations
8-11	Top of Approach Slab Elevations
12	WB & EB Superstructure
13	Superstructure Details
14	Diaphragm Details
15-16	Bridge Approach Slab Details
17	Framing Plan
18-19	Structural Steel Details
20	Bearing Details
21	North Abutment (WBL)
22	South Abutment (WBL)
23	North Abutment (EBL)
24	South Abutment (EBL)
25	Pier #1 (WBL)
26	Pier #2 (WBL)
27	Pier #1 (EBL)
28	Pier #2 (EBL)
29	HP Pile Details
30	Concrete Parapet Slipforming Option
31-34	Soil Boring Logs

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Granular Backfill for Structures	CU YD	—	365	365
Removal of Existing Structures No. 3	EACH	—	—	1
Removal of Existing Structures No. 4	EACH	—	—	1
Structure Excavation	CU YD	—	955	955
Concrete Structures	CU YD	—	571.5	571.5
Concrete Superstructure	CU YD	935.7	—	935.7
Bridge Deck Grooving	SQ YD	2,307	—	2,307
Protective Coat	SQ YD	2,916	—	2,916
Furnishing and Erecting Structural Steel	L SUM	0.53	—	0.53
Reinforcement Bars	POUND	—	30,720	30,720
Reinforcement Bars, Epoxy Coated	POUND	234,990	68,170	303,160
Stud Shear Connectors	EACH	12,420	—	12,420
Anchor Bolts, 1"	EACH	96	—	96
Slope Wall 4"	SQ YD	—	1,195	1,195
Slope Wall Removal	SQ YD	—	1,665	1,665
Furnishing Steel Piles HP12x53	FOOT	—	846	846
Driving Piles	FOOT	—	846	846
Test Pile Steel HP12x53	EACH	—	4	4
Drilled Shaft in Soil	CU YD	—	39.1	39.1
Drilled Shaft in Rock	CU YD	—	67.2	67.2
Name Plates	EACH	2	—	2
Geocomposite Wall Drain	SQ YD	—	195	195
Pipe Underdrains For Structures 4"	FOOT	—	362	362
Protective Shield	SQ YD	520	—	520



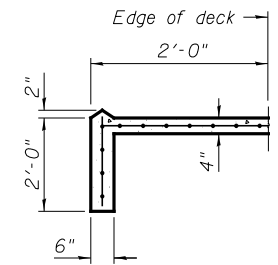
SECTION THRU INTEGRAL ABUTMENT

(Horizontal dimensions @ rt. L's)

*Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

Note:

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



SECTION A-A

STATION 288+12.36
BUILT 201_ BY
STATE OF ILLINOIS
F.A.I. RTE 80
SEC. 81-1HBR-1
LOADING HL-93
STR. NO. 081-0199

NAME PLATE EASTBOUND
(See Std. 515001)

STATION 288+12.36
BUILT 201_ BY
STATE OF ILLINOIS
F.A.I. RTE 80
SEC. 81-1HBR-1
LOADING HL-93
STR. NO. 081-0200

NAME PLATE WESTBOUND
(See Std. 515001)

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 7/8" φ, holes 15/16" φ, unless otherwise noted.

Calculated weight of Structural Steel = 42,970 lb (AASHTO M270 Gr. 36)
= 403,460 lb (AASHTO M270 Gr. 50)

No field welding is permitted except as specified in the contract documents. Reinforcement bars designated (E) shall be epoxy coated.

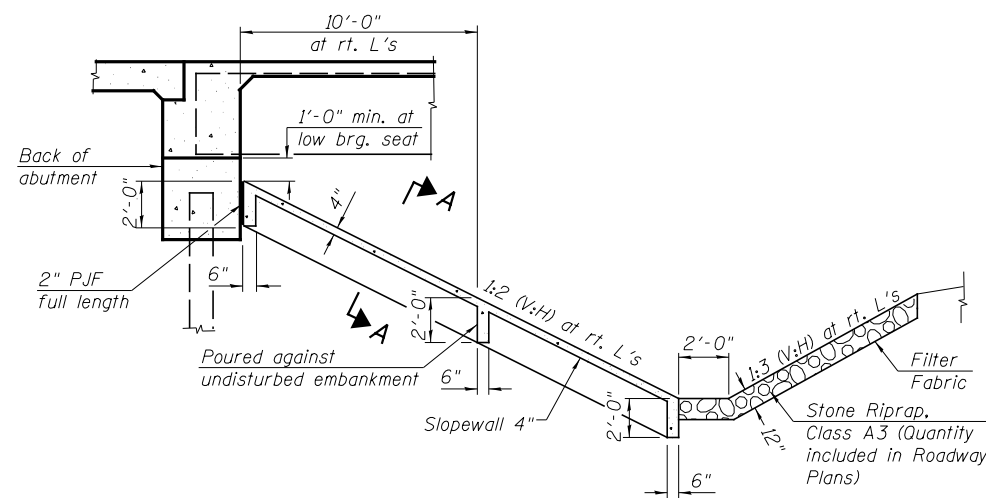
Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

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 Interstate Green, Munsell No. 7.5G 4/8.

Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer. (Stone Riprap and Filter Fabric included in Roadway Plans)

The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.



SECTION THRU CONCRETE SLOPEWALL

Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

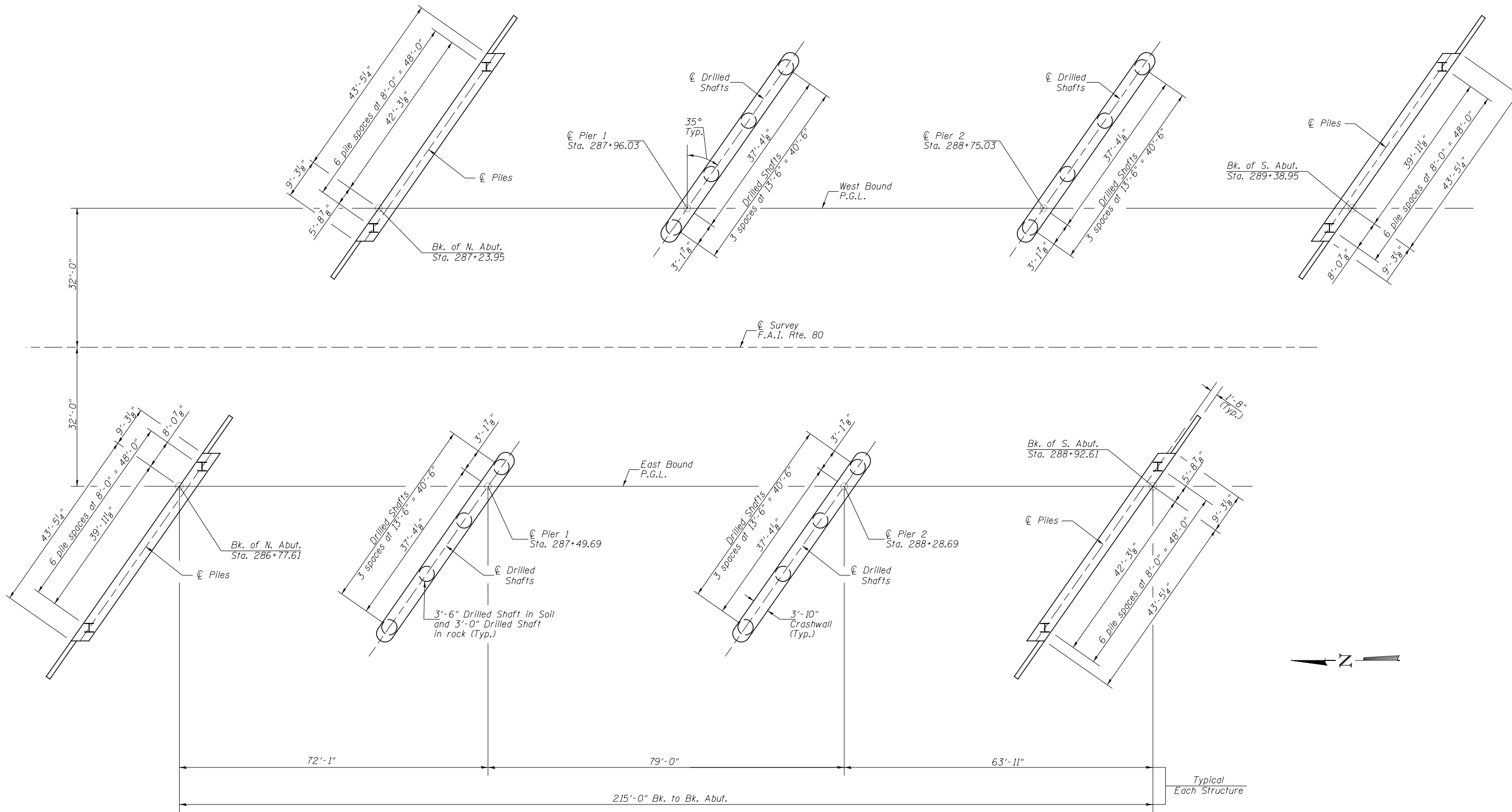
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PLOT SCALE = NONE	CHECKED - BAN	REVISED -
PLOT DATE =	DRAWN - TAC/JCW	REVISED -
	CHECKED - BAN	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL DATA
S.N. 081-0199(EB) & S.N. 081-0200(WB)

F.A.I. RTE. 80	SECTION 81-1HBR-1	COUNTY Rock Island	TOTAL SHEETS 430	SHEET NO. 187
			CONTRACT NO. 64B78	
[ILLINOIS] FED. AID PROJECT				

SHEET NO. 2 OF 34 SHEETS



SUBSTRUCTURE LAYOUT

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - JOH	REVISED -
PLOT SCALE = NONE	CHECKED - BAN	REVISED -
PLOT DATE =	DRAWN - TAC/JCW	REVISED -
	CHECKED - BAN	REVISED -

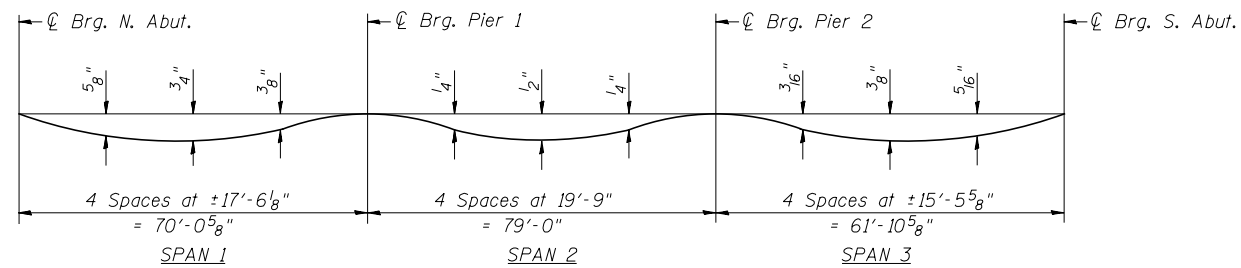
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOOTING LAYOUT
S.N. 081-0199(EB) & S.N. 081-0200(WB)

SHEET NO. 3 OF 34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	81-1HBR-1	Rock Island	430	188
CONTRACT NO. 64B78				

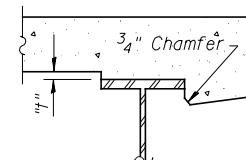
ILLINOIS FED. AID PROJECT



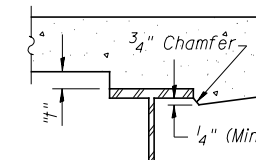
DEAD LOAD DEFLECTION DIAGRAM

(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 in the tables on Sheets 5 thru 7 of 34.



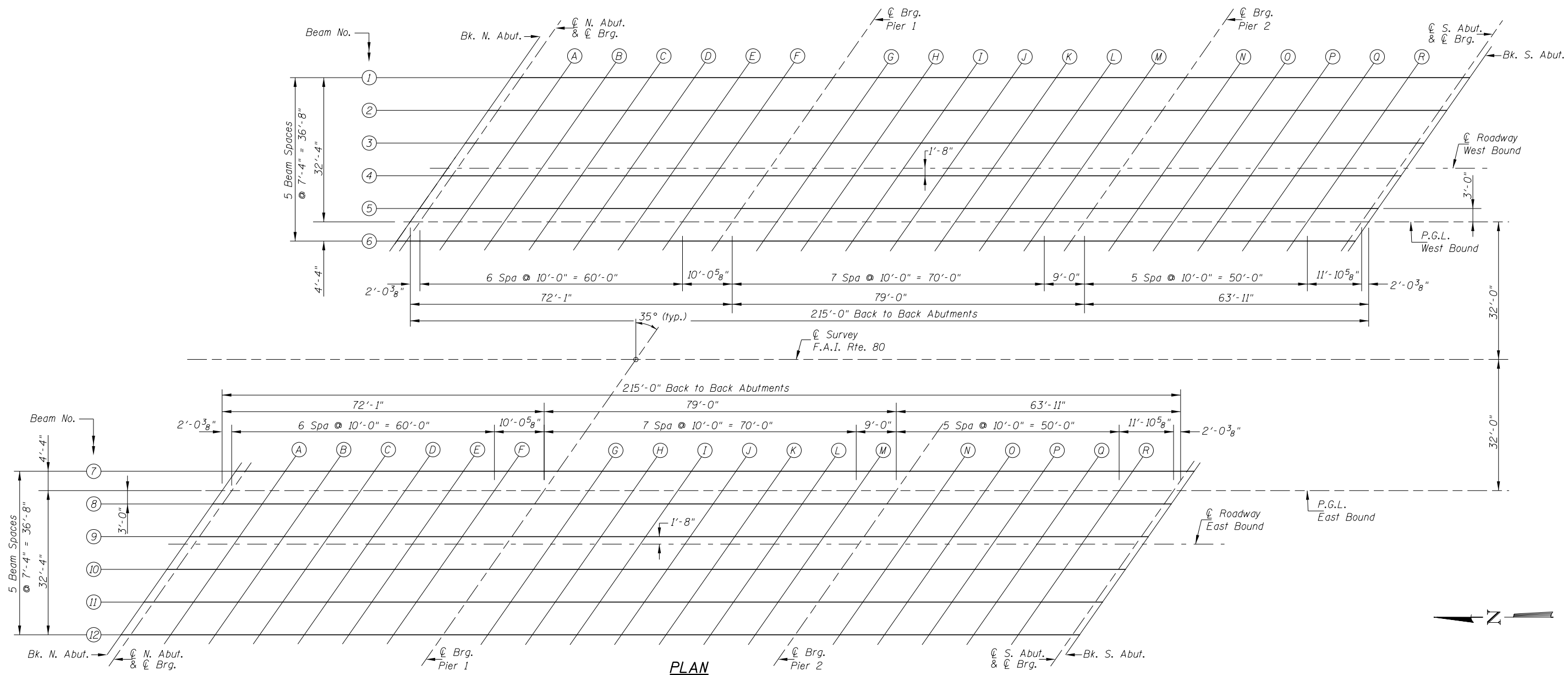
At Minimum Fillet



At Maximum Fillet

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 in the tables on Sheets 5 thru 7 of 34, minus slab thickness, equals the fillet height "t" above top flange of beams.

FILLET HEIGHTS



PLAN

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - JOH	REVISED -
PLOT SCALE = NONE	CHECKED - BAN	REVISED -
PLOT DATE =	DRAWN - JCW	REVISED -
	CHECKED - BAN	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION PLAN
S.N. 081-0199(EB) & S.N. 081-0200(WB)**

SHEET NO. 4 OF 34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	81-1HBR-1	Rock Island	430	189
CONTRACT NO. 64B78				
ILLINOIS FED. AID PROJECT				

BEAM 1

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	28746.59	-32.33	593.43	593.43
CL N. Abut.	28748.62	-32.33	593.40	593.40
A	28758.62	-32.33	593.26	593.29
B	28768.62	-32.33	593.12	593.18
C	28778.62	-32.33	592.99	593.05
D	28788.62	-32.33	592.85	592.91
E	28798.62	-32.33	592.72	592.76
F	28808.62	-32.33	592.59	592.60
CL Pier 1	28818.67	-32.33	592.46	592.46
G	28828.67	-32.33	592.33	592.33
H	28838.67	-32.33	592.20	592.22
I	28848.67	-32.33	592.08	592.11
J	28858.67	-32.33	591.95	592.00
K	28868.67	-32.33	591.83	591.87
L	28878.67	-32.33	591.71	591.74
M	28888.67	-32.33	591.60	591.60
CL Pier 2	28897.67	-32.33	591.49	591.49
N	28907.67	-32.33	591.38	591.38
O	28917.67	-32.33	591.26	591.29
P	28927.67	-32.33	591.15	591.18
Q	28937.67	-32.33	591.04	591.08
R	28947.67	-32.33	590.94	590.96
CL S. Abut.	28959.56	-32.33	590.81	590.81
Bk. S. Abut.	28961.59	-32.33	590.79	590.79

BEAM 2

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	28741.45	-25.00	593.66	593.66
CL N. Abut.	28743.49	-25.00	593.63	593.63
A	28753.49	-25.00	593.49	593.52
B	28763.49	-25.00	593.35	593.40
C	28773.49	-25.00	593.21	593.27
D	28783.49	-25.00	593.07	593.13
E	28793.49	-25.00	592.94	592.98
F	28803.49	-25.00	592.81	592.82
CL Pier 1	28813.53	-25.00	592.68	592.68
G	28823.53	-25.00	592.55	592.55
H	28833.53	-25.00	592.42	592.44
I	28843.53	-25.00	592.29	592.33
J	28853.53	-25.00	592.17	592.21
K	28863.53	-25.00	592.05	592.08
L	28873.53	-25.00	591.93	591.95
M	28883.53	-25.00	591.81	591.82
CL Pier 2	28892.53	-25.00	591.70	591.70
N	28902.53	-25.00	591.59	591.59
O	28912.53	-25.00	591.47	591.50
P	28922.53	-25.00	591.36	591.39
Q	28932.53	-25.00	591.25	591.28
R	28942.53	-25.00	591.14	591.17
CL S. Abut.	28954.42	-25.00	591.02	591.02
Bk. S. Abut.	28956.45	-25.00	591.00	591.00

BEAM 3

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	28736.32	-17.67	593.85	593.85
CL N. Abut.	28738.35	-17.67	593.82	593.82
A	28748.35	-17.67	593.68	593.71
B	28758.35	-17.67	593.54	593.59
C	28768.35	-17.67	593.40	593.46
D	28778.35	-17.67	593.26	593.32
E	28788.35	-17.67	593.13	593.17
F	28798.35	-17.67	593.00	593.01
CL Pier 1	28808.40	-17.67	592.86	592.86
G	28818.40	-17.67	592.73	592.74
H	28828.40	-17.67	592.60	592.63
I	28838.40	-17.67	592.48	592.51
J	28848.40	-17.67	592.35	592.39
K	28858.40	-17.67	592.23	592.27
L	28868.40	-17.67	592.11	592.13
M	28878.40	-17.67	591.99	592.00
CL Pier 2	28887.40	-17.67	591.88	591.88
N	28897.40	-17.67	591.77	591.77
O	28907.40	-17.67	591.65	591.67
P	28917.40	-17.67	591.54	591.57
Q	28927.40	-17.67	591.43	591.46
R	28937.40	-17.67	591.32	591.34
CL S. Abut.	28949.29	-17.67	591.19	591.19
Bk. S. Abut.	28951.32	-17.67	591.17	591.17

RDWY (WB)

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	28732.35	-12.00	594.00	594.00
CL N. Abut.	28734.39	-12.00	593.97	593.97
A	28744.39	-12.00	593.83	593.86
B	28754.39	-12.00	593.68	593.74
C	28764.39	-12.00	593.54	593.61
D	28774.39	-12.00	593.41	593.46
E	28784.39	-12.00	593.27	593.31
F	28794.39	-12.00	593.14	593.15
CL Pier 1	28804.43	-12.00	593.00	593.00
G	28814.43	-12.00	592.87	592.88
H	28824.43	-12.00	592.74	592.76
I	28834.43	-12.00	592.62	592.65
J	28844.43	-12.00	592.49	592.53
K	28854.43	-12.00	592.37	592.40
L	28864.43	-12.00	592.24	592.27
M	28874.43	-12.00	592.12	592.13
CL Pier 2	28883.43	-12.00	592.02	592.02
N	28893.43	-12.00	591.90	591.91
O	28903.43	-12.00	591.79	591.81
P	28913.43	-12.00	591.67	591.70
Q	28923.43	-12.00	591.56	591.59
R	28933.43	-12.00	591.45	591.47
CL S. Abut.	28945.32	-12.00	591.32	591.32
Bk. S. Abut.	28947.35	-12.00	591.30	591.30

BEAM 4

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	28731.18	-10.33	593.99	593.99
CL N. Abut.	28733.22	-10.33	593.96	593.96
A	28743.22	-10.33	593.82	593.85
B	28753.22	-10.33	593.67	593.73
C	28763.22	-10.33	593.53	593.60
D	28773.22	-10.33	593.40	593.45
E	28783.22	-10.33	593.26	593.30
F	28793.22	-10.33	593.13	593.14
CL Pier 1	28803.26	-10.33	592.99	592.99
G	28813.26	-10.33	592.86	592.87
H	28823.26	-10.33	592.73	592.75
I	28833.26	-10.33	592.60	592.64
J	28843.26	-10.33	592.48	592.52
K	28853.26	-10.33	592.36	592.39
L	28863.26	-10.33	592.23	592.26
M	28873.26	-10.33	592.11	592.12
CL Pier 2	28882.26	-10.33	592.01	592.01
N	28892.26	-10.33	591.89	591.90
O	28902.26	-10.33	591.77	591.79
P	28912.26	-10.33	591.66	591.69
Q	28922.26	-10.33	591.55	591.58
R	28932.26	-10.33	591.44	591.46
CL S. Abut.	28944.15	-10.33	591.31	591.31
Bk. S. Abut.	28946.18	-10.33	591.29	591.29

BEAM 5

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	28726.05	-3.00	593.95	593.95
CL N. Abut.	28728.09	-3.00	593.92	593.92
A	28738.09	-3.00	593.77	593.81
B	28748.09	-3.00	593.63	593.69
C	28758.09	-3.00	593.49	593.55
D	28768.09	-3.00	593.35	593.41
E	28778.09	-3.00	593.22	593.25
F	28788.09	-3.00	593.08	593.09
CL Pier 1	28798.13	-3.00	592.95	592.95
G	28808.13	-3.00	592.81	592.82
H	28818.13	-3.00	592.68	592.71
I	28828.13	-3.00	592.56	592.59
J	28838.13	-3.00	592.43	592.47
K	28848.13	-3.00	592.30	592.34
L	28858.13	-3.00	592.18	592.20
M	28868.13	-3.00	592.06	592.07
CL Pier 2	28877.13	-3.00	591.95	591.95
N	28887.13	-3.00	591.83	591.84
O	28897.13	-3.00	591.72	591.74
P	28907.13	-3.00	591.60	591.64
Q	28917.13	-3.00	591.49	591.52
R	28927.13	-3.00	591.38	591.40
CL S. Abut.	28939.02	-3.00	591.25	591.25
Bk. S. Abut.	28941.05	-3.00	591.23	591.23

*Measured from WB PG

PGL (WB)

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	28723.95	0.00	593.93	593.93
CL N. Abut.	28725.98	0.00	593.90	593.90
A	28735.98	0.00	593.76	593.79
B	28745.98	0.00	593.62	593.67
C	28755.98	0.00	593.47	593.54
D	28765.98	0.00	593.33	593.39
E	28775.98	0.00	593.20	593.23
F	28785.98	0.00	593.06	593.08
CL Pier 1	28796.03	0.00	592.93	592.93
G	28806.03	0.00	592.79	592.80
H	28816.03	0.00	592.65	592.69
I	28826.03	0.00	592.54	592.57
J	28836.03	0.00	592.41	592.45
K	28846.03	0.00	592.28	592.32
L	28856.03	0.00	592.16	592.18
M	28866.03	0.00	592.04	592.05
CL Pier 2	28875.03	0.00	591.93	591.93
N	28885.03	0.00	591.81	591.82
O	28895.03	0.00	591.69	591.72
P	28905.03	0.00	591.58	591.61
Q	28915.03	0.00	591.47	591.50
R	28925.03	0.00	591.35	591.38
CL S. Abut.	28936.92	0.00	591.22	591.22
Bk. S. Abut.	28938.95	0.00	591.20	591.20

BEAM 6

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	28720.91	4.33	593.89	593.89
CL N. Abut.	28722.95	4.33	593.86	593.86
A	28732.95	4.33	593.71	593.74
B	28742.95	4.33	593.57	593.62
C	28752.95	4.33	593.43	593.49
D	28762.95	4.33	593.29	593.34
E	28772.95	4.33	593.15	593.19
F	28782.95	4.33	593.01	593.03
CL Pier 1	28793.00	4.33	592.88	592.88
G	28803.00	4.33	592.74	592.75
H	28813.00	4.33	592.61	592.63
I	28823.00	4.33	592.48	592.52
J	28833.00	4.33	592.35	592.40
K	28843.00	4.33	592.22	592.27
L	28853.00	4.33	592.11	592.13
M	28863.00	4.33	591.98	591.99
CL Pier 2	28872.00	4.33	591.88	591.88
N	28882.00	4.33	591.76	591.76
O	28892.00	4.33	591.64	591.66
P	28902.00	4.33	591.52	591.56
Q	28912.00	4.33	591.40	591.44
R	28922.00	4.33	591.30	591.32
CL S. Abut.	28933.88	4.33	591.17	591.17
Bk. S. Abut.	28935.92	4.33	591.15	591.15

BEAM 7

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abut.	28680.64	-4.33	593.79	593.79
CL N. Abut.	28682.68	-4.33	593.76	593.76
A	28692.68	-4.33	593.61	593.64
B	28702.68	-4.33	593.46	593.52
C	28712.68	-4.33	593.32	593.38
D	28722.68	-4.33	593.18	593.23
E	28732.68	-4.33	593.03	593.07
F	28742.68	-4.33	592.89	592.91
CL Pier 1	28752.72	-4.33	592.76	592.76
G	28762.72	-4.33	592.62	592.63
H	28772.72	-4.33	592.48	592.51
I	28782.72	-4.33	592.35	592.39
J	28792.72	-4.33	592.22	592.26
K	28802.72	-4.33	592.09	592.13
L	28812.72	-4.33	591.96	591.99
M	28822.72	-4.33	591.84	591.84
CL Pier 2	28831.72	-4.33	591.72	591.72
N	28841.72	-4.33	591.60	591.61
O	28851.72	-4.33	591.48	591.50
P	28861.72	-4.33	591.36	591.39
Q	28871.72	-4.33	591.24	591.27
R	28881.72	-4.33	591.12	591.14
CL S. Abut.	28893.61	-4.33	590.98	590.98
Bk. S. Abut.	28895.64	-4.33	590.96	590.96

PGL (EB)

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abut.	28677.61	0.00	593.92	593.92
CL N. Abut.	28679.64	0.00	593.89	593.89
A	28689.64	0.00	593.74	593.78
B	28699.64	0.00	593.60	593.65
C	28709.64	0.00	593.45	593.51
D	28719.64	0.00	593.31	593.36
E	28729.64	0.00	593.17	593.20
F	28739.64	0.00	593.03	593.04
CL Pier 1	28749.69	0.00	592.89	592.89
G	28759.69	0.00	592.75	592.76
H	28769.69	0.00	592.62	592.64
I	28779.69	0.00	592.48	592.52
J	28789.69	0.00	592.35	592.39
K	28799.69	0.00	592.22	592.26
L	28809.69	0.00	592.09	592.11
M	28819.69	0.00	591.96	591.97
CL Pier 2	28828.69	0.00	591.85	591.85
N	28838.69	0.00	591.73	591.73
O	28848.69	0.00	591.60	591.63
P	28858.69	0.00	591.48	591.52
Q	28868.69	0.00	591.36	591.40
R	28878.69	0.00	591.25	591.27
CL S. Abut.	28890.57	0.00	591.11	591.11
Bk. S. Abut.	28892.61	0.00	591.08	591.08

BEAM 8

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abut.	28675.51	3.00	594.00	594.00
CL N. Abut.	28677.54	3.00	593.97	593.97
A	28687.54	3.00	593.82	593.85
B	28697.54	3.00	593.68	593.73
C	28707.54	3.00	593.53	593.59
D	28717.54	3.00	593.39	593.44
E	28727.54	3.00	593.24	593.28
F	28737.54	3.00	593.10	593.12
CL Pier 1	28747.59	3.00	592.96	592.96
G	28757.59	3.00	592.83	592.83
H	28767.59	3.00	592.69	592.71
I	28777.59	3.00	592.56	592.59
J	28787.59	3.00	592.42	592.47
K	28797.59	3.00	592.29	592.33
L	28807.59	3.00	592.16	592.19
M	28817.59	3.00	592.04	592.04
CL Pier 2	28826.59	3.00	591.92	591.92
N	28836.59	3.00	591.80	591.81
O	28846.59	3.00	591.68	591.70
P	28856.59	3.00	591.55	591.59
Q	28866.59	3.00	591.44	591.47
R	28876.59	3.00	591.32	591.34
CL S. Abut.	28888.47	3.00	591.18	591.18
Bk. S. Abut.	28890.51	3.00	591.16	591.16

* Measured from WB PG
 ** Measured from EB PG

Hutchison Engineering, Inc.
 Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - JOH	REVISED -
PLOT SCALE = NONE	CHECKED - BAN	REVISED -
PLOT DATE =	DRAWN - JCW	REVISED -
	CHECKED - BAN	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 S.N 081-0199(EB) & S.N.081-0200(WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	81-IHBR-1	Rock Island	430	191
CONTRACT NO. 64B78				
ILLINOIS FED. AID PROJECT				

SHEET NO. 6 OF 34 SHEETS

BEAM 9

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abut.	28670.37	10.33	594.19	594.19
CL N. Abut.	28672.41	10.33	594.16	594.16
A	28682.41	10.33	594.01	594.04
B	28692.41	10.33	593.87	593.92
C	28702.41	10.33	593.72	593.78
D	28712.41	10.33	593.57	593.63
E	28722.41	10.33	593.43	593.47
F	28732.41	10.33	593.29	593.30
CL Pier 1	28742.45	10.33	593.15	593.15
G	28752.45	10.33	593.01	593.02
H	28762.45	10.33	592.88	592.90
I	28772.45	10.33	592.74	592.78
J	28782.45	10.33	592.61	592.65
K	28792.45	10.33	592.48	592.51
L	28802.45	10.33	592.35	592.37
M	28812.45	10.33	592.22	592.22
CL Pier 2	28821.45	10.33	592.10	592.10
N	28831.45	10.33	591.98	591.98
O	28841.45	10.33	591.85	591.88
P	28851.45	10.33	591.73	591.76
Q	28861.45	10.33	591.61	591.64
R	28871.45	10.33	591.49	591.51
CL S. Abut.	28883.34	10.33	591.35	591.35
Bk. S. Abut.	28885.37	10.33	591.33	591.33

RDWY (EB)

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abut.	28669.21	12.00	594.24	594.24
CL N. Abut.	28671.24	12.00	594.21	594.21
A	28681.24	12.00	594.06	594.09
B	28691.24	12.00	593.91	593.96
C	28701.24	12.00	593.76	593.82
D	28711.24	12.00	593.62	593.67
E	28721.24	12.00	593.47	593.51
F	28731.24	12.00	593.33	593.35
CL Pier 1	28741.29	12.00	593.19	593.19
G	28751.29	12.00	593.05	593.06
H	28761.29	12.00	592.92	592.94
I	28771.29	12.00	592.78	592.82
J	28781.29	12.00	592.65	592.69
K	28791.29	12.00	592.52	592.55
L	28801.29	12.00	592.39	592.41
M	28811.29	12.00	592.26	592.27
CL Pier 2	28820.29	12.00	592.14	592.14
N	28830.29	12.00	592.02	592.03
O	28840.29	12.00	591.89	591.92
P	28850.29	12.00	591.77	591.80
Q	28860.29	12.00	591.65	591.68
R	28870.29	12.00	591.53	591.55
CL S. Abut.	28882.17	12.00	591.39	591.39
Bk. S. Abut.	28884.21	12.00	591.37	591.37

BEAM 10

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abut.	28665.24	17.67	594.21	594.21
CL N. Abut.	28667.27	17.67	594.18	594.18
A	28677.27	17.67	594.03	594.06
B	28687.27	17.67	593.88	593.93
C	28697.27	17.67	593.73	593.79
D	28707.27	17.67	593.59	593.64
E	28717.27	17.67	593.44	593.48
F	28727.27	17.67	593.30	593.31
CL Pier 1	28737.32	17.67	593.16	593.16
G	28747.32	17.67	593.02	593.03
H	28757.32	17.67	592.88	592.90
I	28767.32	17.67	592.75	592.78
J	28777.32	17.67	592.61	592.65
K	28787.32	17.67	592.48	592.52
L	28797.32	17.67	592.35	592.37
M	28807.32	17.67	592.22	592.23
CL Pier 2	28816.32	17.67	592.11	592.11
N	28826.32	17.67	591.98	591.99
O	28836.32	17.67	591.85	591.88
P	28846.32	17.67	591.73	591.76
Q	28856.32	17.67	591.61	591.64
R	28866.32	17.67	591.49	591.51
CL S. Abut.	28878.20	17.67	591.35	591.35
Bk. S. Abut.	28880.24	17.67	591.33	591.33

BEAM 11

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abut.	28660.10	25.00	594.17	594.17
CL N. Abut.	28662.14	25.00	594.14	594.14
A	28672.14	25.00	593.98	594.01
B	28682.14	25.00	593.83	593.89
C	28692.14	25.00	593.69	593.75
D	28702.14	25.00	593.54	593.60
E	28712.14	25.00	593.40	593.43
F	28722.14	25.00	593.25	593.27
CL Pier 1	28732.18	25.00	593.11	593.11
G	28742.18	25.00	592.97	592.98
H	28752.18	25.00	592.83	592.85
I	28762.18	25.00	592.70	592.73
J	28772.18	25.00	592.56	592.60
K	28782.18	25.00	592.43	592.47
L	28792.18	25.00	592.30	592.32
M	28802.18	25.00	592.17	592.17
CL Pier 2	28811.18	25.00	592.05	592.05
N	28821.18	25.00	591.92	591.93
O	28831.18	25.00	591.80	591.82
P	28841.18	25.00	591.67	591.71
Q	28851.18	25.00	591.55	591.59
R	28861.18	25.00	591.43	591.45
CL S. Abut.	28873.07	25.00	591.29	591.29
Bk. S. Abut.	28875.10	25.00	591.27	591.27

BEAM 12

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abut.	28654.97	32.33	594.09	594.09
CL N. Abut.	28657.00	32.33	594.06	594.06
A	28667.00	32.33	593.91	593.94
B	28677.00	32.33	593.76	593.81
C	28687.00	32.33	593.61	593.67
D	28697.00	32.33	593.46	593.52
E	28707.00	32.33	593.32	593.35
F	28717.00	32.33	593.17	593.19
CL Pier 1	28727.05	32.33	593.03	593.03
G	28737.05	32.33	592.89	592.90
H	28747.05	32.33	592.75	592.77
I	28757.05	32.33	592.61	592.65
J	28767.05	32.33	592.48	592.52
K	28777.05	32.33	592.34	592.38
L	28787.05	32.33	592.21	592.23
M	28797.05	32.33	592.08	592.09
CL Pier 2	28806.05	32.33	591.96	591.96
N	28816.05	32.33	591.84	591.84
O	28826.05	32.33	591.71	591.73
P	28836.05	32.33	591.59	591.62
Q	28846.05	32.33	591.46	591.50
R	28856.05	32.33	591.34	591.36
CL S. Abut.	28867.93	32.33	591.20	591.20
Bk. S. Abut.	28869.97	32.33	591.17	591.17

**Measured from EB PG

EAST EDGE OF SHOULDER

Location	Station	*Offset	Theoretical Grade Elevations
N End of N Appr	28718.98	-34.00	593.80
A1	28728.98	-34.00	593.65
A2	28738.98	-34.00	593.51
S End of N Appr	28748.98	-34.00	593.36

EAST EDGE OF ROADWAY

Location	Station	*Offset	Theoretical Grade Elevations
N End of N Appr	28711.97	-24.00	594.11
A1	28721.97	-24.00	593.96
A2	28731.97	-24.00	593.82
S End of N Appr	28741.97	-24.00	593.67

☉ ROADWAY WEST BOUND

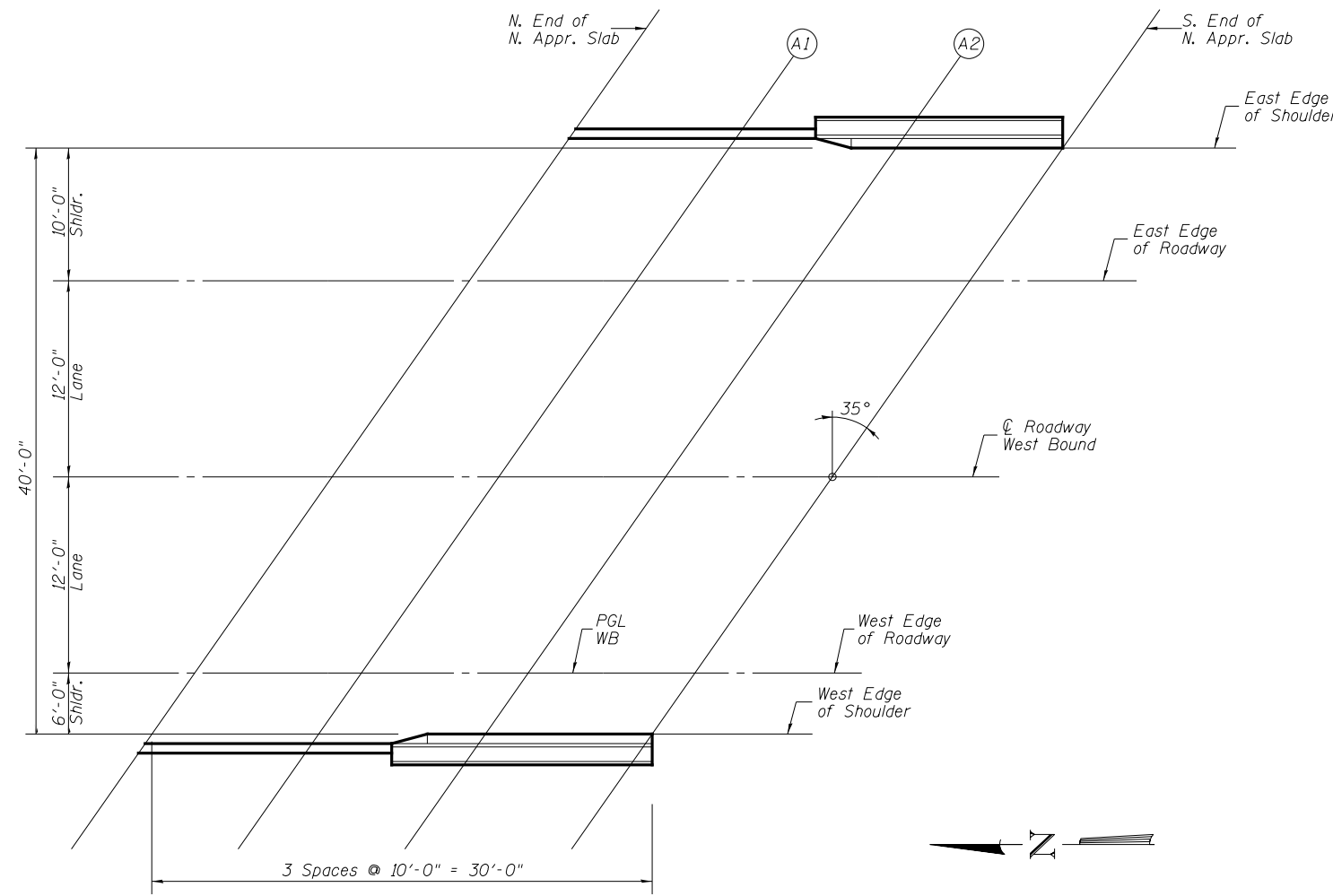
Location	Station	*Offset	Theoretical Grade Elevations
N End of N Appr	28703.57	-12.00	594.42
A1	28713.57	-12.00	594.27
A2	28723.57	-12.00	594.12
S End of N Appr	28733.57	-12.00	593.98

WEST EDGE OF ROADWAY/P.G.L. WEST BOUND

Location	Station	*Offset	Theoretical Grade Elevations
N End of N Appr	28695.17	0.00	594.36
A1	28705.17	0.00	594.21
A2	28715.17	0.00	594.06
S End of N Appr	28725.17	0.00	593.91

WEST EDGE OF SHOULDER

Location	Station	*Offset	Theoretical Grade Elevations
N End of N Appr	28690.97	6.00	594.30
A1	28700.97	6.00	594.15
A2	28710.97	6.00	594.00
S End of N Appr	28720.97	6.00	593.85



PLAN

*Measured from WB PG

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - JOH	REVISED -
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PLOT DATE =	DRAWN - JCW	REVISED -
	CHECKED - BAN	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATIONS (WB)
SN 081-0199 (EB) & SN 081-0200 (WB)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	81-1HBR-1	Rock Island	430	193
CONTRACT NO. 64B78				
ILLINOIS FED. AID PROJECT				

SHEET NO. 8 OF 34 SHEETS

EAST EDGE OF SHOULDER

Location	Station	*Offset	Theoretical Grade Elevations
N End of S Appr	28961.54	-34.00	590.75
A3	28971.54	-34.00	590.65
A4	28981.54	-34.00	590.55
S End of S Appr	28991.54	-34.00	590.45

EAST EDGE OF ROADWAY

Location	Station	*Offset	Theoretical Grade Elevations
N End of S Appr	28954.54	-24.00	591.04
A3	28964.54	-24.00	590.93
A4	28974.54	-24.00	590.83
S End of S Appr	28984.54	-24.00	590.73

☉ ROADWAY WEST BOUND

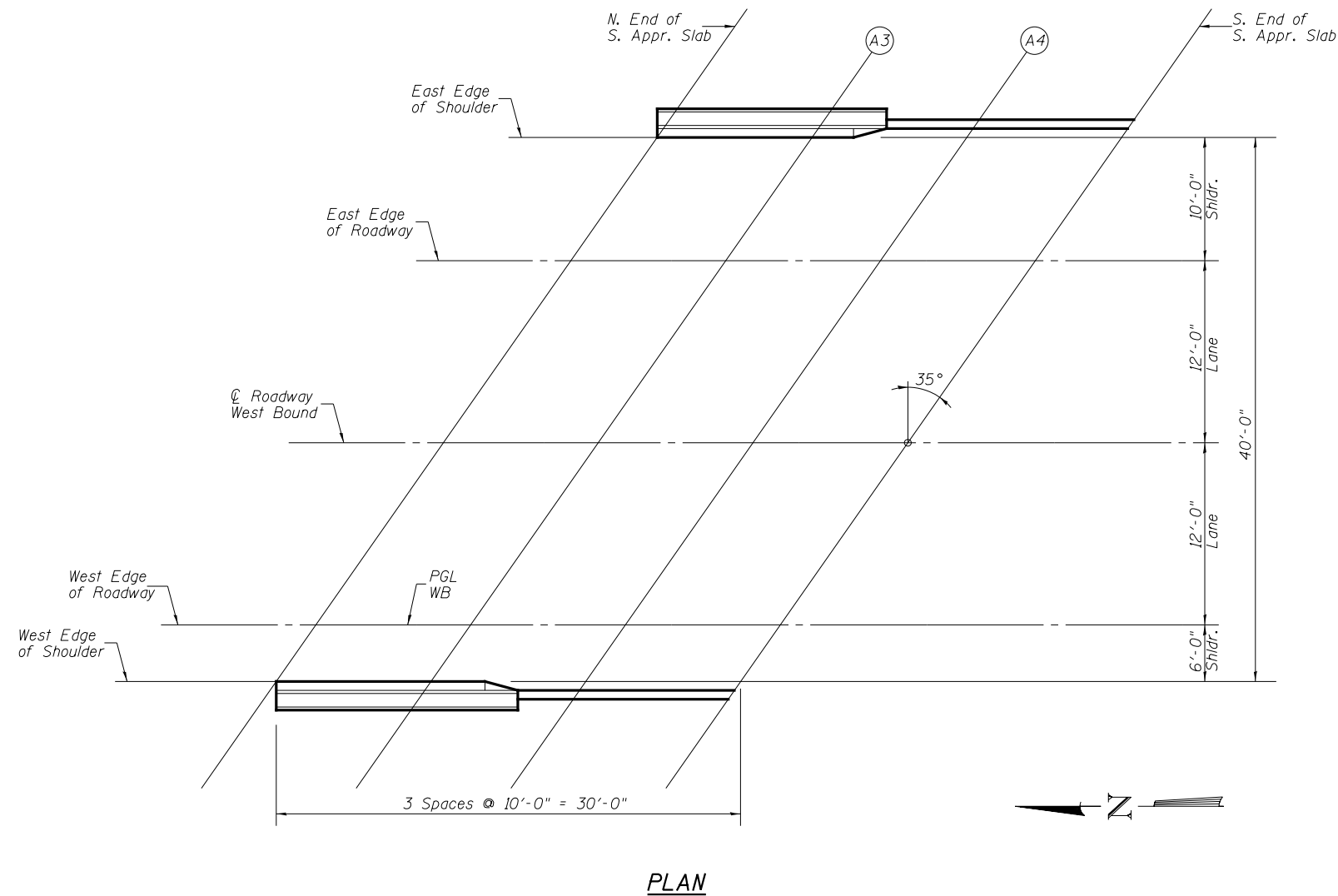
Location	Station	*Offset	Theoretical Grade Elevations
N End of S Appr	28946.13	-12.00	591.31
A3	28956.13	-12.00	591.21
A4	28966.13	-12.00	591.10
S End of S Appr	28976.13	-12.00	591.00

WEST EDGE OF ROADWAY/P.G.L. WEST BOUND

Location	Station	*Offset	Theoretical Grade Elevations
N End of S Appr	28937.73	0.00	591.22
A3	28947.73	0.00	591.11
A4	28957.73	0.00	591.00
S End of S Appr	28967.73	0.00	590.90

WEST EDGE OF SHOULDER

Location	Station	*Offset	Theoretical Grade Elevations
N End of S Appr	28933.53	6.00	591.14
A3	28943.53	6.00	591.03
A4	28953.53	6.00	590.92
S End of S Appr	28963.53	6.00	590.81



*Measured from WB PG

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - JOH	REVISED -
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PLOT DATE =	DRAWN - JCW	REVISED -
	CHECKED - BAN	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SOUTH APPROACH SLAB ELEVATIONS (WB)
SN 081-0199 (EB) & SN 081-0200 (WB)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	81-1HBR-1	Rock Island	430	194
			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				

SHEET NO. 9 OF 34 SHEETS

EAST EDGE OF SHOULDER

Location	Station	**Offset	Theoretical Grade Elevations
N End of N Appr	28653.03	-6.00	594.17
A5	28663.03	-6.00	594.02
A6	28673.03	-6.00	593.87
S End of N Appr	28683.03	-6.00	593.72

EAST EDGE OF ROADWAY/P.G.L. EAST BOUND

Location	Station	**Offset	Theoretical Grade Elevations
N End of N Appr	28648.83	0.00	594.36
A5	28658.83	0.00	594.21
A6	28668.83	0.00	594.05
S End of N Appr	28678.83	0.00	593.90

☉ ROADWAY EAST BOUND

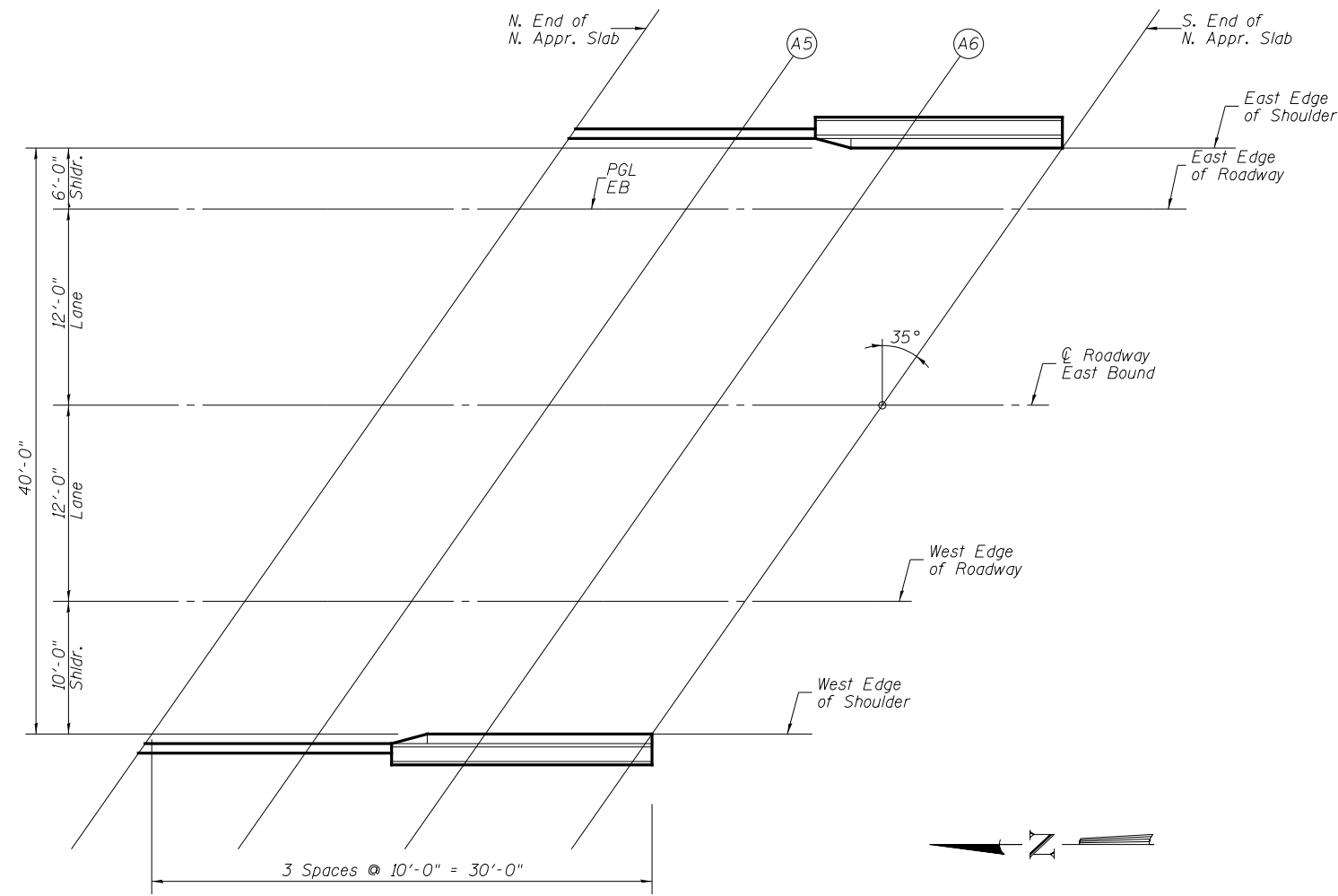
Location	Station	**Offset	Theoretical Grade Elevations
N End of N Appr	28640.43	12.00	594.68
A5	28650.43	12.00	594.52
A6	28660.43	12.00	594.37
S End of N Appr	28670.43	12.00	594.22

WEST EDGE OF ROAD

Location	Station	**Offset	Theoretical Grade Elevations
N End of N Appr	28632.03	24.00	594.62
A5	28642.03	24.00	594.46
A6	28652.03	24.00	594.31
S End of N Appr	28662.03	24.00	594.16

WEST EDGE OF SHOULDER

Location	Station	**Offset	Theoretical Grade Elevations
N End of N Appr	28625.02	34.00	594.52
A5	28635.02	34.00	594.37
A6	28645.02	34.00	594.21
S End of N Appr	28655.02	34.00	594.06



PLAN

**Measured from EB PG

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - JOH	REVISED -
PLOT SCALE = NONE	CHECKED - BAN	REVISED -
PLOT DATE =	DRAWN - JCW	REVISED -
	CHECKED - BAN	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATIONS (EB)
SN 081-0199 (EB) & SN 081-0200 (WB)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	81-1HBR-1	Rock Island	430	195
CONTRACT NO. 64B78				
ILLINOIS FED. AID PROJECT				

SHEET NO. 10 OF 34 SHEETS

EAST EDGE OF SHOULDER

Location	Station	**Offset	Theoretical Grade Elevations
N End of S Appr	28895.59	-6.00	590.93
A7	28905.59	-6.00	590.81
A8	28915.59	-6.00	590.70
S End of S Appr	28925.59	-6.00	590.59

EAST EDGE OF ROADWAY/P.G.L. EAST BOUND

Location	Station	**Offset	Theoretical Grade Elevations
N End of S Appr	28891.39	0.00	591.10
A7	28901.39	0.00	590.98
A8	28911.39	0.00	590.87
S End of S Appr	28921.39	0.00	590.76

☉ ROADWAY EAST BOUND

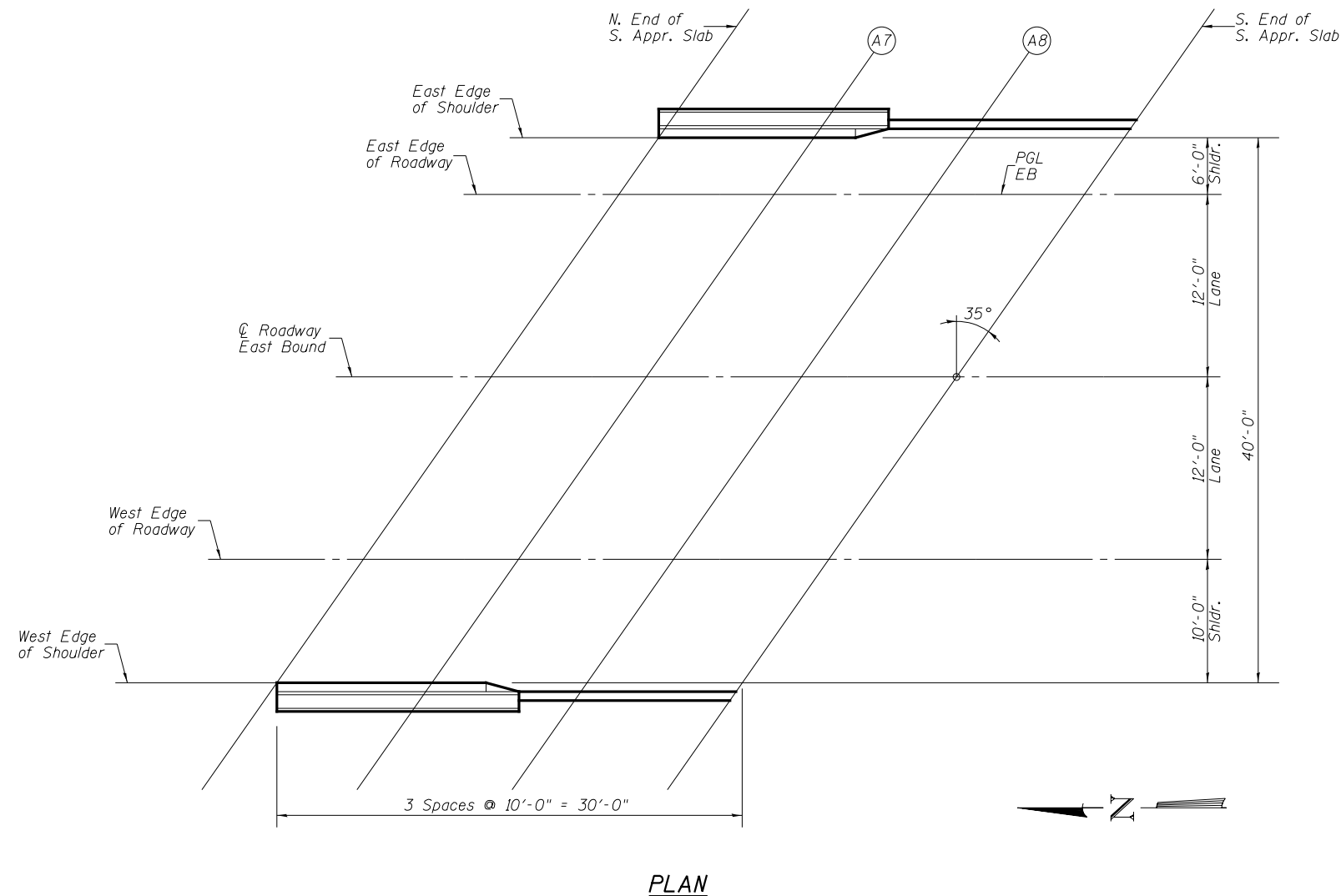
Location	Station	**Offset	Theoretical Grade Elevations
N End of S Appr	28882.99	12.00	591.38
A7	28892.99	12.00	591.27
A8	28902.99	12.00	591.15
S End of S Appr	28912.99	12.00	591.04

WEST EDGE OF ROAD

Location	Station	**Offset	Theoretical Grade Elevations
N End of S Appr	28874.59	24.00	591.29
A7	28884.59	24.00	591.18
A8	28894.59	24.00	591.06
S End of S Appr	28904.59	24.00	590.95

WEST EDGE OF SHOULDER

Location	Station	**Offset	Theoretical Grade Elevations
N End of S Appr	28867.58	34.00	591.17
A7	28877.58	34.00	591.05
A8	28887.58	34.00	590.93
S End of S Appr	28897.58	34.00	590.82



**Measured from EB PG

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - JOH	REVISED -
PLOT SCALE = NONE	CHECKED - BAN	REVISED -
PLOT DATE =	DRAWN - JCW	REVISED -
	CHECKED - BAN	REVISED -

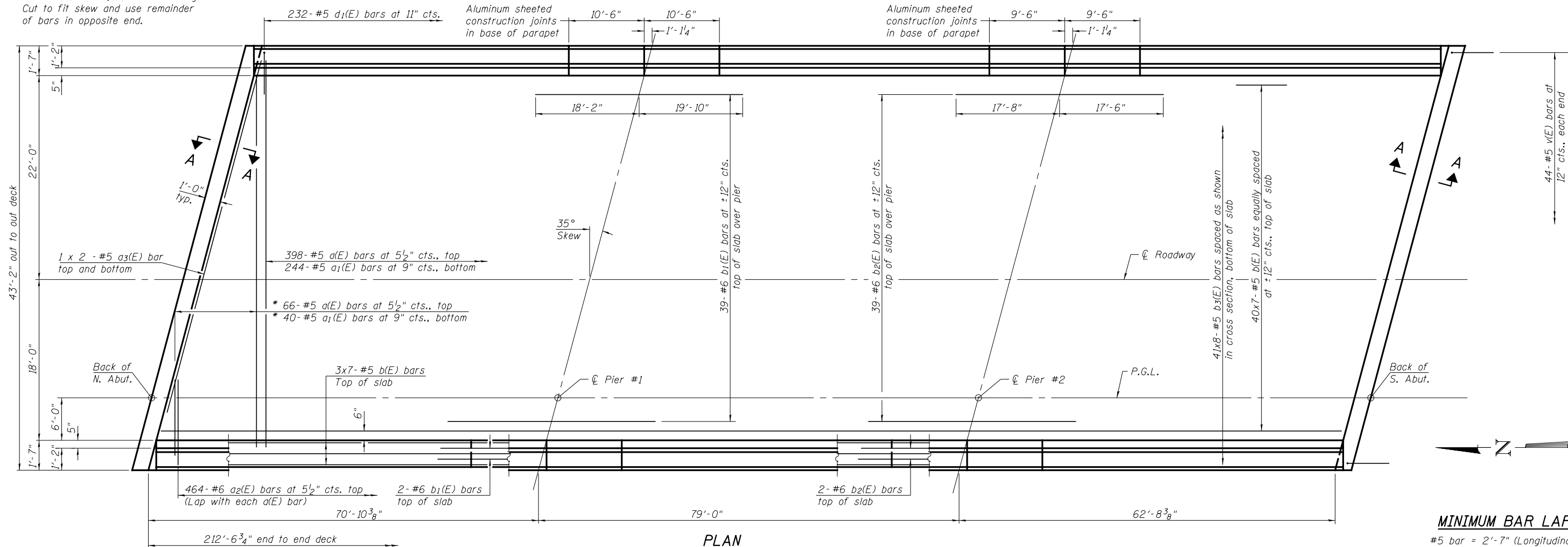
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS (EB)
SN 081-0199 (EB) & SN 081-0200 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	81-1HBR-1	Rock Island	430	196
			CONTRACT NO. 64B78	
ILLINOIS FED. AID PROJECT				

SHEET NO. 11 OF 34 SHEETS

* Order a(E) and a₁(E) bars full length.
Cut to fit skew and use remainder
of bars in opposite end.

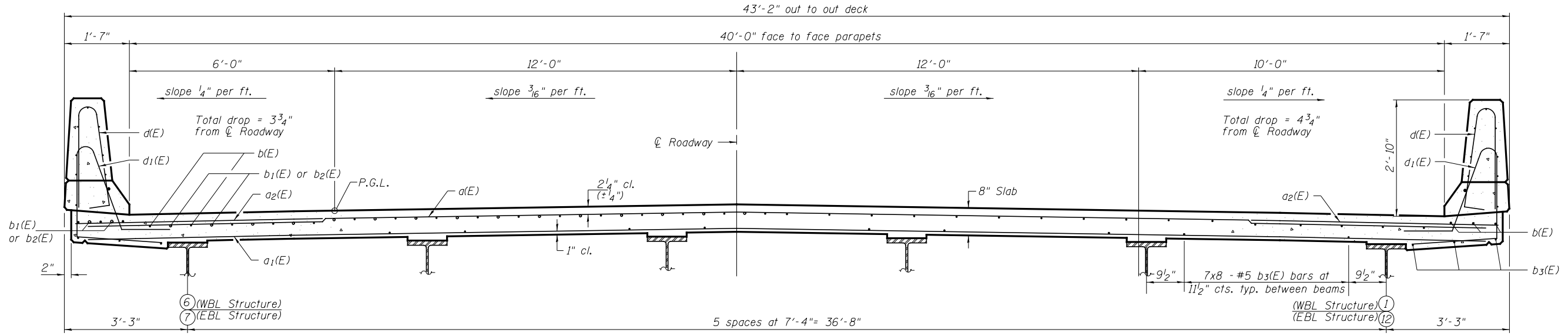


PLAN

(WBL shown, EBL similar)

MINIMUM BAR LAP

#5 bar = 2'-7" (Longitudinal)
#5 bar = 3'-3" (Transverse)



CROSS SECTION

WBL Structure Looking North (in direction of traffic)
EBL Structure Looking South (in direction of traffic)

Notes:
See Sheet 13 of 34 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 13 of 34 for parapet reinforcement.
See Sheet 14 of 34 for Section A-A and Diaphragm Details.

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

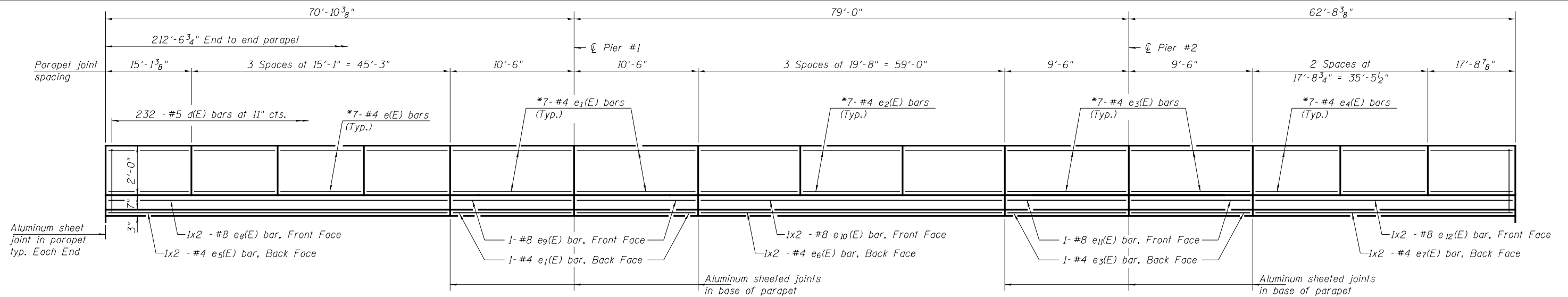
USER NAME =	DESIGNED - JOH	REVISED -
PLOT SCALE = NONE	CHECKED - BAN	REVISED -
PLOT DATE =	DRAWN - JCW	REVISED -
	CHECKED - BAN	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WB & EB SUPERSTRUCTURE
S.N 081-0199(EB) & S.N. 081-0200(WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	81-IHBR-1	Rock Island	430	197
CONTRACT NO. 64B78			ILLINOIS FED. AID PROJECT	

SHEET NO. 12 OF 34 SHEETS



*See Section thru Parapet

MINIMUM BAR LAP

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

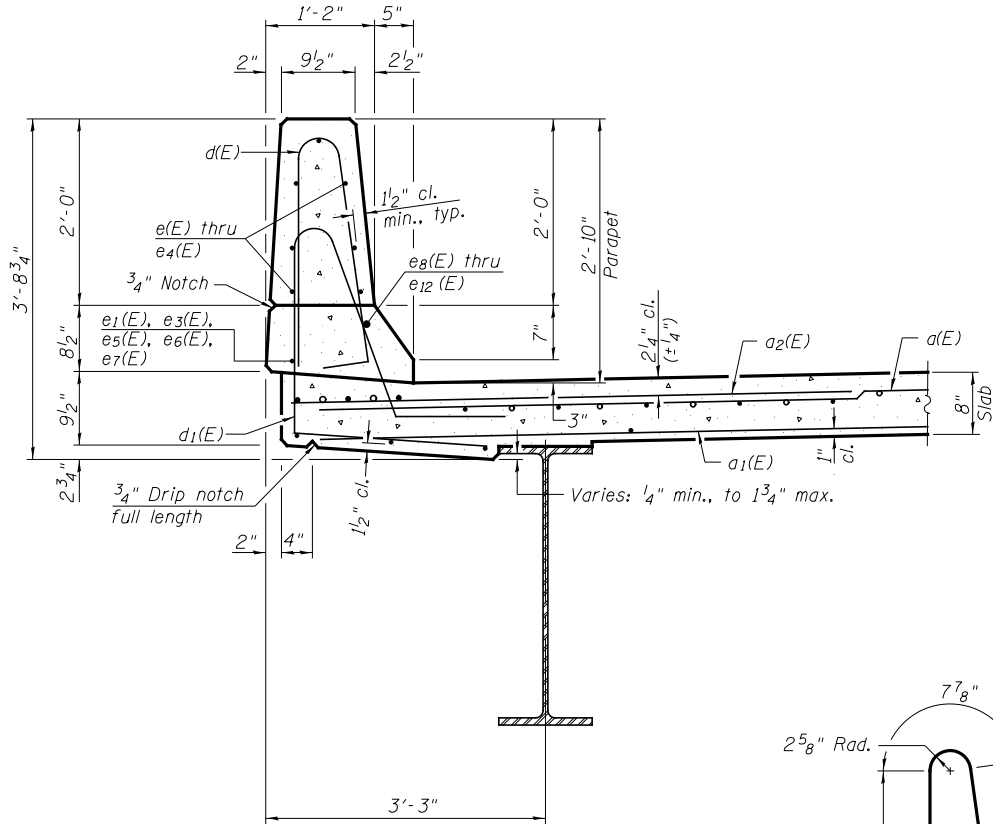
INSIDE ELEVATION OF PARAPET

East Parapet of WBL and EBL shown.
 West Parapet similar by 180° rotation.

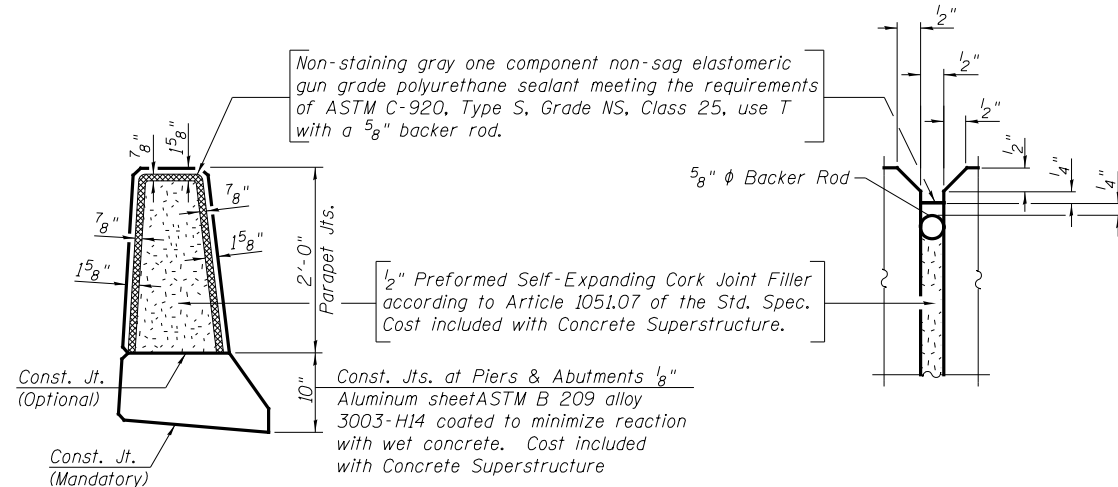
**TWO SUPERSTRUCTURES
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	928	#5	42'-6"	—
a1(E)	568	#5	41'-6"	—
a2(E)	1,856	#6	6'-6"	—
a3(E)	16	#5	27'-10"	—
b(E)	644	#5	32'-7"	—
b1(E)	86	#6	38'-0"	—
b2(E)	86	#6	35'-2"	—
b3(E)	656	#5	28'-10"	—
d(E)	928	#5	5'-7"	⌋
d1(E)	928	#5	7'-11"	⌋
e(E)	112	#4	14'-9"	—
e1(E)	64	#4	10'-2"	—
e2(E)	84	#4	19'-4"	—
e3(E)	64	#4	9'-2"	—
e4(E)	84	#4	17'-5"	—
e5(E)	8	#4	31'-1"	—
e6(E)	8	#4	30'-5"	—
e7(E)	8	#4	27'-6"	—
e8(E)	8	#8	32'-8"	—
e9(E)	8	#8	10'-2"	—
e10(E)	8	#8	32'-0"	—
e11(E)	8	#8	9'-2"	—
e12(E)	8	#8	29'-1"	—
m(E)	32	#6	27'-10"	—
m1(E)	60	#6	8'-7"	—
m2(E)	24	#6	2'-11"	—
m3(E)	72	#5	4'-0"	—
s(E)	164	#5	9'-5"	⌋
s1(E)	164	#5	10'-5"	⌋
v(E)	176	#5	3'-1"	⌋
Reinforcement Bars, Epoxy Coated	Pound		161,800	
Concrete Superstructure	Cu. Yds.		641.2	

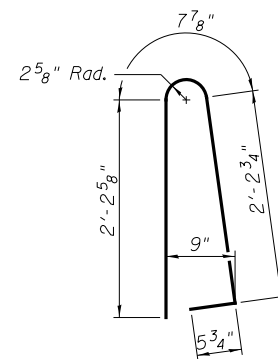
Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.



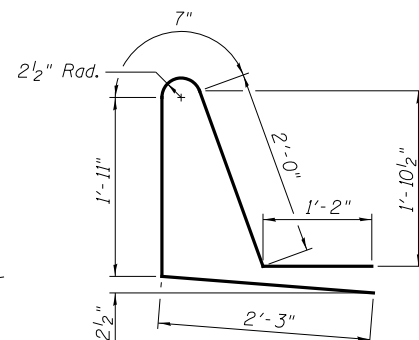
SECTION THRU PARAPET



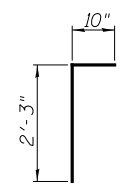
PARAPET JOINT DETAILS



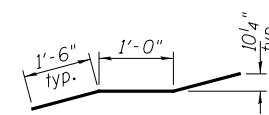
BAR d(E)



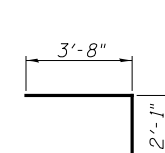
BAR d1(E)



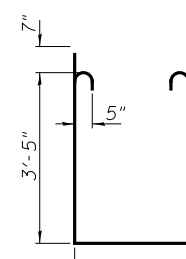
BAR v(E)



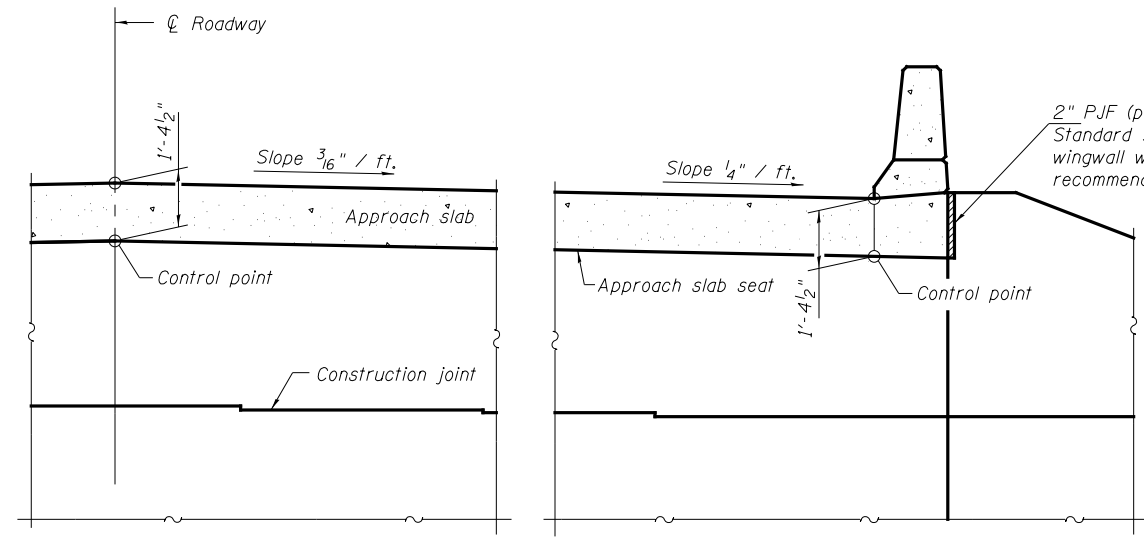
BAR m3(E)



BAR s(E)



BAR s1(E)



SECTION B-B

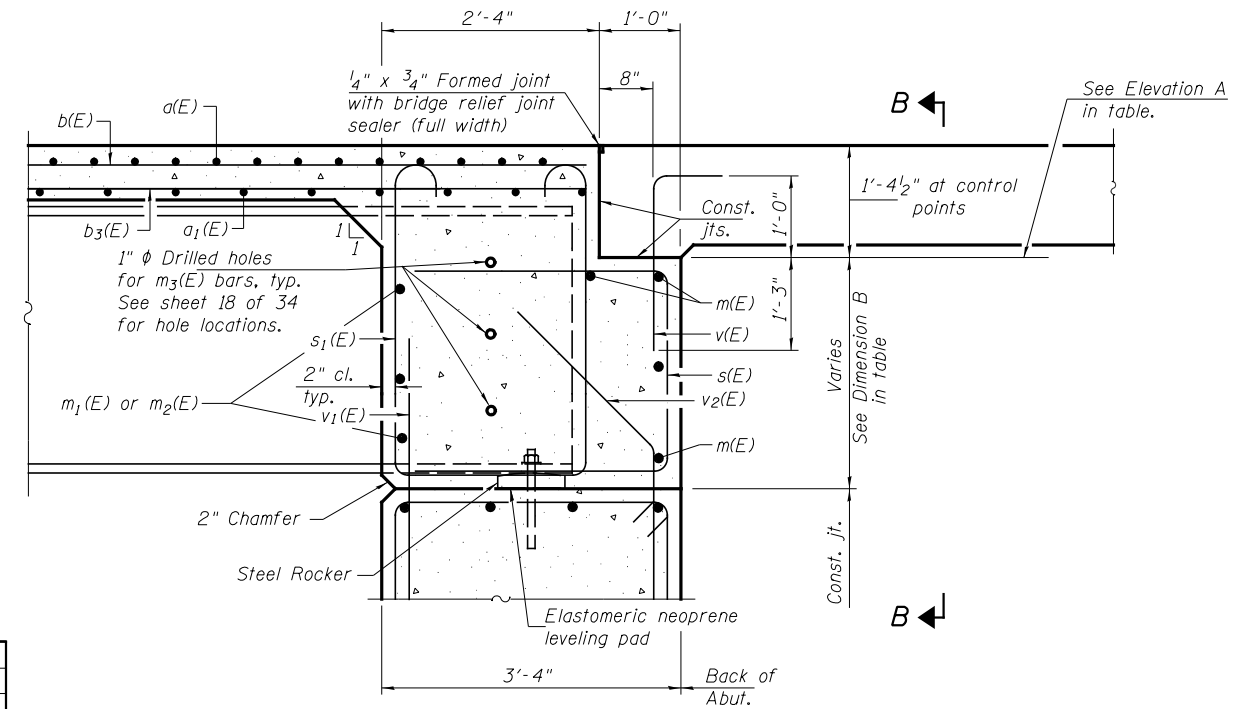
MINIMUM BAR LAP

#6 bar = 3'-4"

Location	Dimension B
N. Abut. (W.B.)	varies from 2'-4 $\frac{1}{4}$ " to 2'-6 $\frac{7}{8}$ "
S. Abut. (W.B.)	varies from 2'-4 $\frac{1}{8}$ " to 2'-6 $\frac{5}{8}$ "
N. Abut. (E.B.)	varies from 2'-5" to 2'-7 $\frac{1}{2}$ "
S. Abut. (E.B.)	varies from 2'-4 $\frac{3}{4}$ " to 2'-7 $\frac{1}{4}$ "

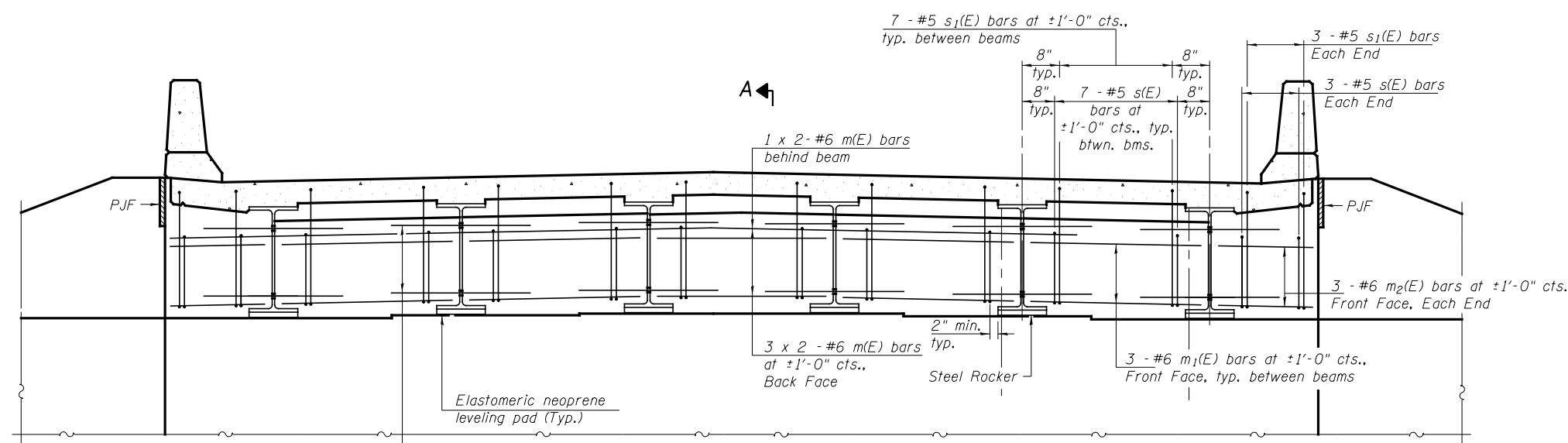
Location	Elevation A at Control Points*		
	E. Curb	℄ Rdwy	W. Curb
N. Abut. (W.B.)	591.98	592.60	592.47
S. Abut. (W.B.)	589.37	589.93	589.76
N. Abut. (E.B.)	592.34	592.84	592.68
S. Abut. (E.B.)	589.55	590.00	589.79

* See Section B-B



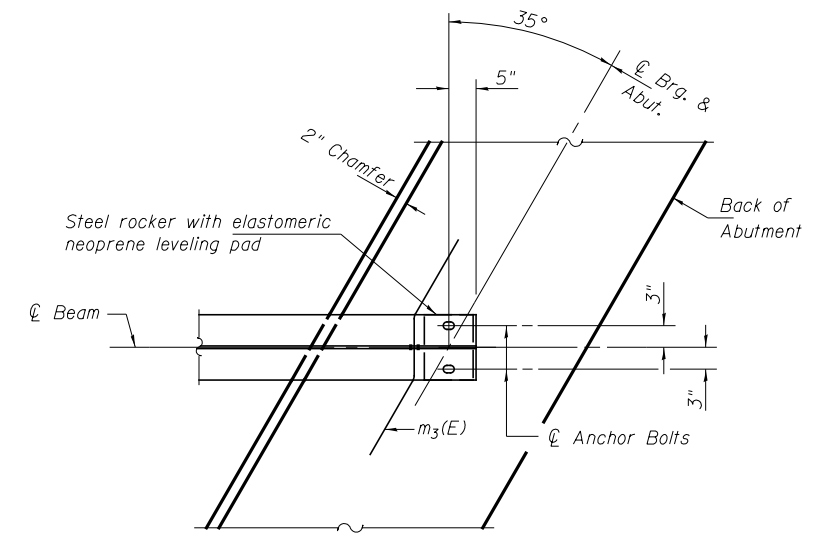
SECTION A-A

(at Rt. L's)



DIAPHRAGM ELEVATION AT ABUTMENT

(N. Abut. (WB) looking North, S. Abut. mirrored)
(S. Abut. (EB) looking South, N. Abut. mirrored)



PARTIAL PLAN AT ABUTMENT

(Showing bottom flange of beam)

- Notes:
- Reinforcement bars in diaphragm are billed with superstructure on sheet 13 of 34.
 - Concrete in diaphragm is included with Concrete Superstructure on sheet 13 of 34.
 - See Sheet 13 of 34 for details of bars s(E), s₁(E) and v(E).
 - The s(E) and s₁(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 - The approach slab seat shall have a constant slope determined from the control points shown.
 - See Sheet 20 of 34 for bearing details.

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - JOH	REVISED -
PLOT SCALE = NONE	CHECKED - BAN	REVISED -
PLOT DATE =	DRAWN - JCW	REVISED -
	CHECKED - BAN	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

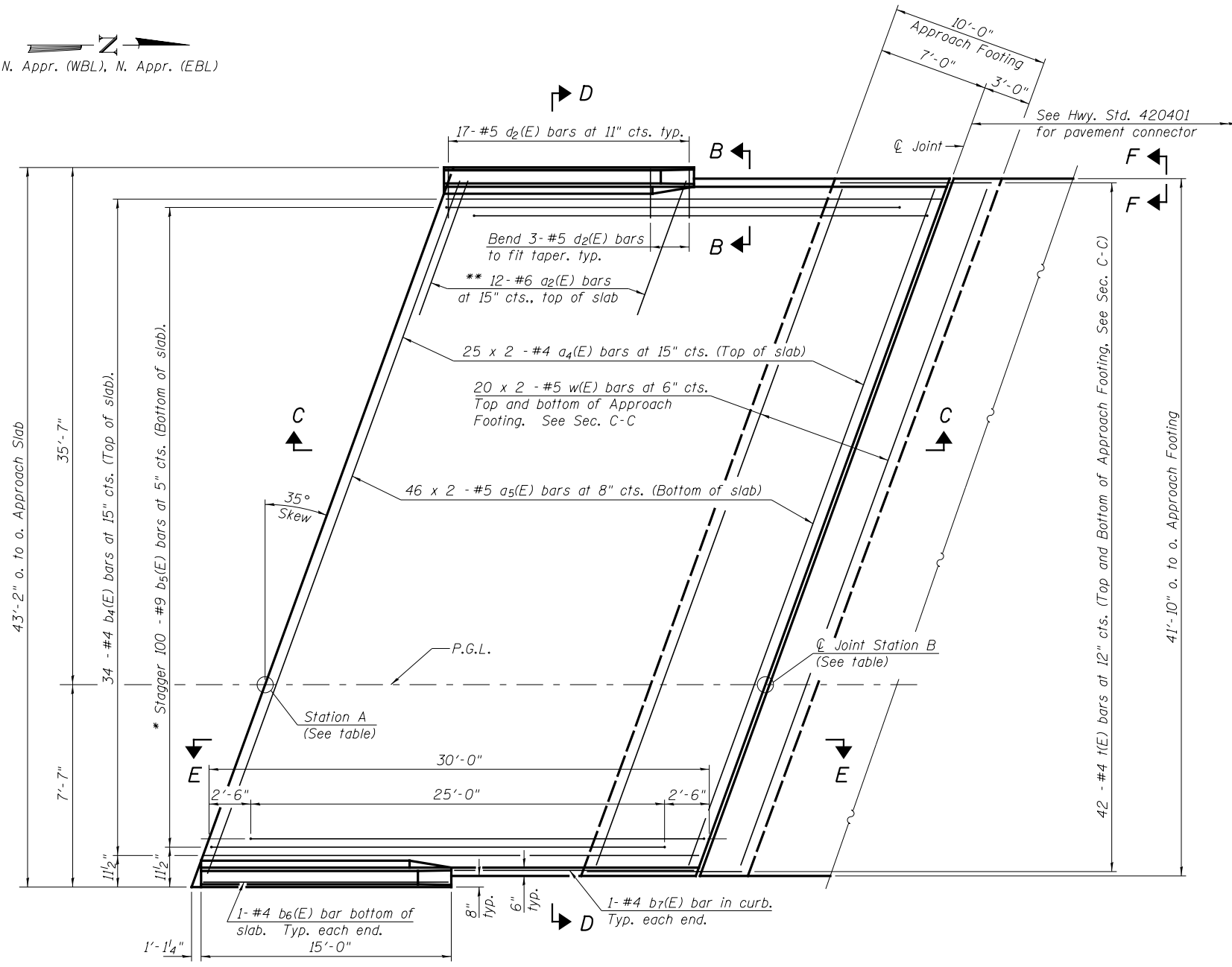
DIAPHRAGM DETAILS
S.N. 081-0199(EB) & S.N. 081-0200(WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	81-1HBR-1	Rock Island	430	199
				CONTRACT NO. 64B78
ILLINOIS FED. AID PROJECT				

SHEET NO. 14 OF 34 SHEETS

S. Appr. (WBL), S. Appr. (EBL)

N. Appr. (WBL), N. Appr. (EBL)



PLAN

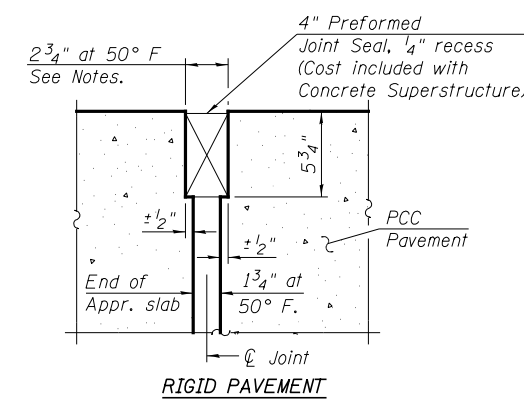
MINIMUM BAR LAP

#5 bar = 2'-7"
#4 bar = 2'-1"

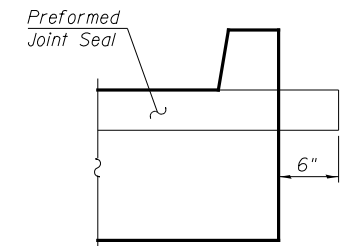
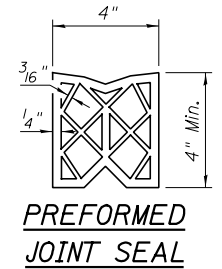
S. Approach (WBL), N. Appr. opposite hand
N. Approach (EBL), S. Appr. opposite hand
* Tilt #9 b5(E) bars as required to maintain clearance.
** Space between a4(E) bars, typ. each parapet.

Notes:

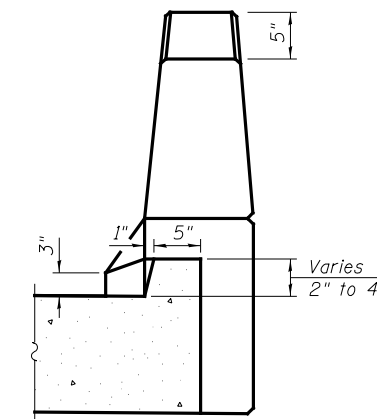
See sheet 16 of 34 for Sections C-C & D-D and View E-E.
a2(E), a4(E) and a5(E) bar spacings measured along ϕ Rdwy.
The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1 1/2" for installation purposes.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



DETAIL A



VIEW F-F



VIEW B-B

APPROACH SLAB STATION TABLE

Location	Station A	Station B
N. Approach (WBL)	287+25.17	286+95.17
S. Approach (WBL)	289+37.73	289+67.73
N. Approach (EBL)	286+78.83	286+48.83
S. Approach (EBL)	288+91.39	289+21.39

(SHEET 1 OF 2)

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

USER NAME =	DESIGNED - JOH	REVISED -
PLOT SCALE = NONE	CHECKED - BAN	REVISED -
PLOT DATE =	DRAWN - JCW	REVISED -
	CHECKED - BAN	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
S.N. 081-0199(EB) & S.N. 081-0200(WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	81-IHBR-1	Rock Island	430	200
CONTRACT NO. 64B78				
ILLINOIS FED. AID PROJECT				

SHEET NO. 15 OF 34 SHEETS