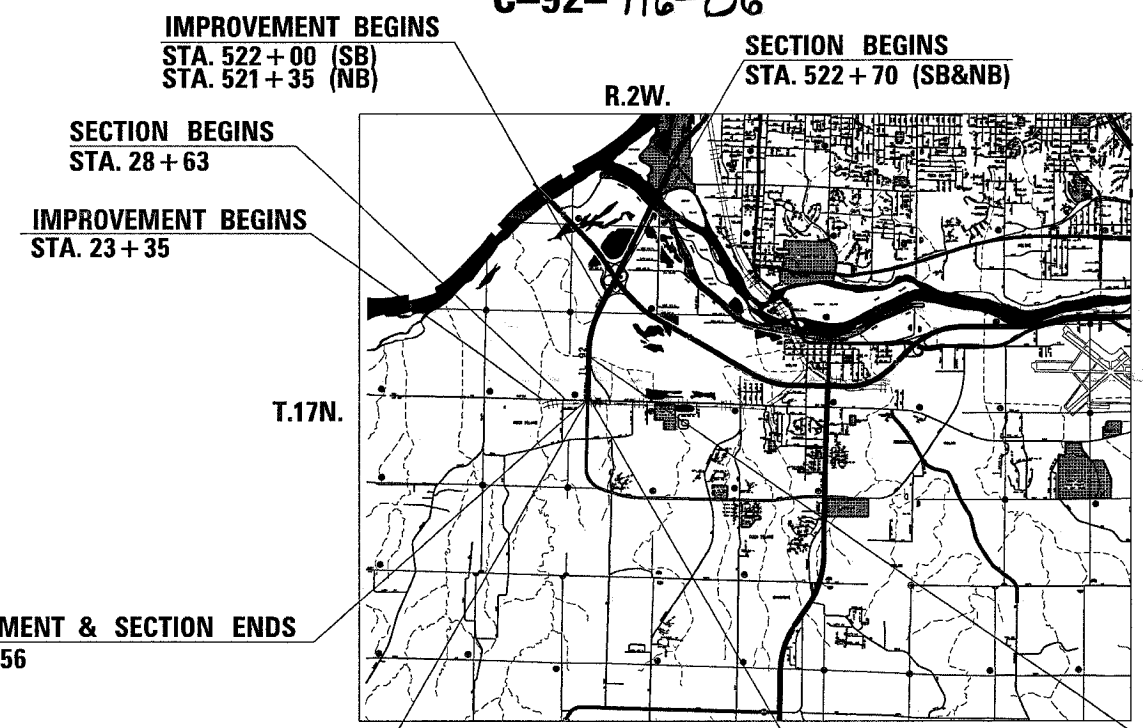


STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

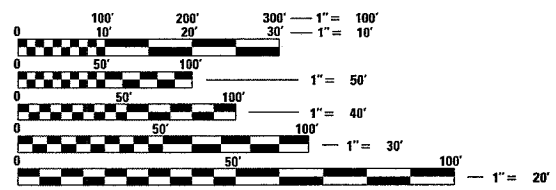
**PROPOSED
 HIGHWAY PLANS**

FAP ROUTE 308 (IL 92)
 SECTION (132,81-1-1)RS-1 & 132B-M
 PROJECT
 ROCK ISLAND COUNTY
 C-92-116-06

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



BLACKHAWK TOWNSHIP SECTION 16, 21



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

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

STRUCTURE NUMBER 081-0091 & 081-0092
 BRIDGE REHABILITATION
 STA. 550+28 - 551+52

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED April 4 20 06
Gene J. Mordas
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 12 20 06
Mike Hine PE
 ENGINEER OF DESIGN AND ENVIRONMENT

May 12 20 06
Milton R. See PE
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

NET LENGTH OF PROJECT=5675 LIN. FT=1.07 MILES
 GROSS LENGTH OF PROJECT=6351 LIN. FT=1.20 MILES

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

CONTRACT NO. 64B16

FAP ROUTE 308 (IL 92) SECTION (132,81-1-1)RS-1 & 132B-M ROCK ISLAND COUNTY

PROJECT ENGINEER: BOB WAGNER (815) 284-5358

SQUAD LEADER: KEITH GENGLER

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		ROCK ISLAND	40	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

INDEX OF SHEETS

- 1 COVER SHEET
- 2 INDEX OF SHEETS
- 2 STATE STANDARDS
- 3-4 SUMMARY OF QUANTITIES
- 5-6 GENERAL NOTES
- 7-11 TYPICAL SECTIONS
- 12 ELEVATIONS FOR DIP CORRECTION
- 13-14 SCHEDULE OF QUANTITIES
- 15 BITUMINOUS SCHEDULE
- 16-17 PATCHING SCHEDULE
- 18-19 HORIZONTAL AND VERTICAL CONTROL SHEETS
- 20-29 BRIDGE PLANS
- 30 SHOULDER REMOVAL DETAIL
- 31 STAGING DETAILS FOR RIGHT TURN LANE RETURN
- 32 DETECTOR LOOP DETAILS
- 33-34 STAGING FOR BRIDGE REHABILITATION
- 35 DETAIL OF BITUMINOUS SHOULDER AT GUARDRAIL
- 36 CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED (17.4a)
- 36 SILICONE JOINT SEAL (CONCRETE DETAILS) (29.4)
- 36 INFORMATIONAL WARNING SIGN (FOR NARROW TRAVEL LANES) (39.4)
- 36 SUBGRADE REPLACEMENT (97.4)
- 37 ROUGH GROOVED SURFACE SIGN (91.2)
- 38 TRAFFIC CONTROL TYPICAL WEAVE (39.1)
- 39-40 TYPICAL PAVEMENT MARKINGS (41.1)

STATE STANDARDS

- 001006 Decimal of an Inch and of a Foot
- 420001 - 06 Pavement Joints
- 420701 - 01 Pavement Fabric
- 442101 - 05 Class B Patches
- 606001 - 02 Concrete Curb Type B and Combination Concrete Curb and Gutter
- 606301 - 02 PC Concrete Islands And Medians
- 642001 Shoulder Rumble Strips
- 701101 - 01 Off-Road Operations, Multilane, 4.5 m (15') Away
- 701106 - 01 Off-Road Operations, Multilane, More Than 4.5 m (15') Away
- 701400 - 02 Approach to Lane Closure, Freeway/Expressway
- 701401 - 03 Lane Closure, Freeway/Expressway
- 701402 - 05 Lane Closure, Freeway/Expressway, with Barrier
- 701426 - 02 Lane Closure, Multilane, Intermittent or Moving Operation, for Speeds > 45 MPH
- 701701 - 04 Urban Lane Closure, Multilane Intersection
- 702001 - 06 Traffic Control Devices
- 704001 - 02 Temporary Concrete Barrier
- 720011 Metal Posts for Signs, Markers & Delineators
- 780001 - 01 Typical Pavement Markings
- 781001 - 02 Typical Applications Raised Reflective Pavement Markers
- 814001 Concrete Handhole
- 886001 Detector Loop Installations
- 886006 Typical Layouts for Detector Loops

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT.
HORIZ.
DATE

DRAWN BY
CHECKED BY

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	*	ROCK ISLAND	40	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QTY	100% STATE	100% STATE
				1000 TOTAL QUANTITY	SFTY-2A SN081-0091 SN081-00
35101400	AGGREGATE BASE COURSE, TYPE B	TON	259	48	211
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	20.14	20.14	
40600300	AGGREGATE (PRIME COAT)	TON	53	53	
40600895	CONSTRUCTING TEST STRIP	EACH	1	1	
40600990	TEMPORARY RAMP	SQ YD	821	821	
44000030	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	5421	5421	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	45	45	
44004250	PAVED SHOULDER REMOVAL	SQ YD	925.6	172.2	753.4
44000910	BITUMINOUS CONCRETE REMOVAL (DECK)	SQ YD	776		776
44200966	CLASS B PATCHES, TYPE I, 10 INCH	SQ YD	5	5	
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	1014	1014	
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	64	64	
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	27	27	
44201294	CLASS B PATCH-EXPANSION JOINT	FOOT	192	192	
44201296	DEFORMED BARS - EXPANSION JOINT	EACH	160	160	
44213100	PAVEMENT FABRIC	SQ YD	91	91	
44213200	SAW CUTS	FOOT	6085	6085	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	687	687	
50102400	CONCRETE REMOVAL	CU YD	21.2		21.2
50300255	CONCRETE SUPERSTRUCTURE	CU YD	20.7		20.7
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	24		24
50300530	FLOOR DRAIN EXTENSION	EACH	32		32
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	14840		14840
50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	24		24
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	2450		2450
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1	
60260100	INLETS TO BE ADJUSTED	EACH	1	1	
60603500	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06	FOOT	45	45	
64200105	SHOULDER RUMBLE STRIP	FOOT	21919	21919	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	
67100100	MOBILIZATION	L SUM	1	1	
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	1	0.5	0.5
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	30	30	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	4943	4943	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4'	FOOT	13336	3840	9496
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	5032	584	4448

* Specialty Item
** SFTY-3N

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

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SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	*	ROCK ISLAND	40	4
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QTY	100% STATE 1000 TOTAL QUANTITY	100% STATE SFTY-2A SN081-0091 SN081-00
70400100	TEMPORARY CONCRETE BARRIER	FOOT	500		500
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	500		500
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	357	357	
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	1485	1485	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	232	232	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	140	140	
* 78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	FOOT	2730	2730	
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	22952	22952	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	149	149	
* 78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	134	134	
78300500	PAINT PAVEMENT MARKING REMOVAL	SQ FT	476		476
* 81400215	HEAVY-DUTY HANDHOLE TO BE ADJUSTED	EACH	2	2	
* 87900205	DRILL EXISTING HEAVY DUTY HANDHOLE	EACH	10	10	
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	810	810	
X0320887	POLYMER CONCRETE	CU FT	13.3		13.3
X0321468	PLUG EXISTING DECK DRAINS	EACH	32		32
X0322121	SHEET WATERPROOFING MEMBRANE SYSTEM	SQ YD	783		783
X0322932	SILICONE JOINT SEALER, 1.5"	FOOT	146		146
X0324885	CONDUIT INSTALLED, 1" DIA., NON-METALLIC	FOOT	380	380	
X0324887	CONDUIT INSTALLED, 2 1/2" DIA., NON-METALLIC	FOOT	48	48	
X4066414	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	TON	1814	1814	
X4066528	POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N90	TON	2825	2759	66
X4066658	POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N90	TON	554	176	378
X4066745	LEVELING BINDER (HAND METHOD), SUPERPAVE, N90	TON	60	60	
X4066915	POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N90	TON	1848	1848	
X4080020	INCIDENTAL BITUMINOUS SURFACING, SUPERPAVE, N50	TON	67	67	
X4402810	ISLAND SURFACE REMOVAL AND REPLACEMENT	SQ FT	30	30	
X6330103	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL, TANGENT	EACH	1		1
Z0002600	BAR SPLICERS	EACH	52		52
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	4		4
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	20		20
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	20		20
Z0017202	DOWEL BARS 1 1/2"	EACH	2220	2220	
Z0028415	GEOTECHNICAL REINFORCEMENT	SQ YD	659	659	
Z0028700	GRANULAR SUBGRADE REPLACEMENT	CU YD	34	34	
** Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2		2
** Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2		2
Z0075300	TIE BARS	EACH	9	9	

* Specialty Item
** SFTY-3N

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

SUMMARY OF QUANTITIES

GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 308 (IL 92)	(132, 81-1-1)RS-1 & 132B-M	Rock Island	40	5
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64B16				

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

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 2A shall be used, except in front of properties where the grass will be mowed, then use Seeding, Class 1. Class 2A shall be used on front slopes and ditch bottoms. Class 4 shall be used behind Type A gutter, on all backslopes and areas behind the backslope, and beyond the toe of front slope on fill sections without ditches. Fertilizer shall be applied to all disturbed areas and incorporated into the seedbed prior to seeding or placement of sod at the rate specified in Sections 250 and 252 of the Standard Specifications. Mulch Method II shall be applied over all seeded areas. Fertilizer Nutrients shall be applied at the rate specified in Sections 250 and 252 of the Standard Specifications. This work will be included in the contract unit price for the items of work causing the disturbance.

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

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

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

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

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

The mandatory saw cuts for pavement patching are:

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

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

The Resident Engineer shall lay out stations for the project using the stations stamped in the roadway and on the plans. Also, separate stationing shall be required for the stamping of stationing in the final surface based on new stationing. Final stationing shall be laid out per the Horizontal and Vertical Control Sheets in the plans.

Install rumble strips in all shoulders in accordance with State Standard 642001. Rumble Strips shall be placed on shoulders on both sides of the pavement.

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

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Binder	Polymer Surface Course	Poly Leveling Binder (Machine Method)
PG:	SBS PG 70-22	SBS PG 70-22	SBS PG 70-22
RAP%: (Max)	0	0	0
Design Air Voids	4.2 @ N90	4.2 @ N90	4.2 @ N90
Mixture Composition (Gradation Mixture)	IL 19.0	IL 9.5 or 12.5	IL 9.5
Friction Aggregate	N/A	D	N/A
20 Year ESAL	10.6	10.6	10.6

Mixture Uses(s):	Shoulders (N50)	Incidental Bituminous	Level Binder (Hand Method)
PG:	PG 58-22	PG 64-22	PG 64-22
RAP%: (Max)	30	15	10
Design Air Voids	3.0 @ N50	4.2 @ N50	4.2 @ N90
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5 or 12.5	IL 9.5
Friction Aggregate	C	N/A	N/A
20 Year ESAL	N/A	N/A	N/A

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

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

One 16d galvanized nail shall be used to toe nail the wood block out to the wood post on all Traffic Barrier Terminal Type I Specials. The cost shall be included in the contract unit price for the specified Bituminous Surface Removal.

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

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

The cost of milling any concrete surface within the Bituminous Surface Removal areas shall be included in the contract unit price for Bituminous Surface Removal (Variable Depth), with no additional cost to the Department.

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

GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 308 (IL 92)	(132, 81-1-1)RS-1 & 132B-M	Rock Island	40	6
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64B16				

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

SBC/Ameritech Telephone Co.

MidAmerican Energy Co.

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

Tie the following
to the existing
concrete pavement

Length, size, and
spacing of Tie Bars

Gutter or Curb & Gutter	Std. 606001	600 mm (24") long No. 20 (No. 6) @ 600 mm (24") centers
PCC Base Course	Std. 353001	600 mm (24") long No. 20 (No. 6) @ 750 mm (30") centers
PCC Pavement	Std. 420101	600 mm (24") long No. 20 (No. 6) @ 750 mm (30") centers

Tie bars to be installed in accordance with the applicable portions of Article 420.10(b) of the Standard Specifications. See Highway Standard 420001 for detail on longitudinal construction joint grouted-in-place tie bar. The cost of the tie bars to be included in the cost of the PCC appurtenance adjacent to the existing pavement.

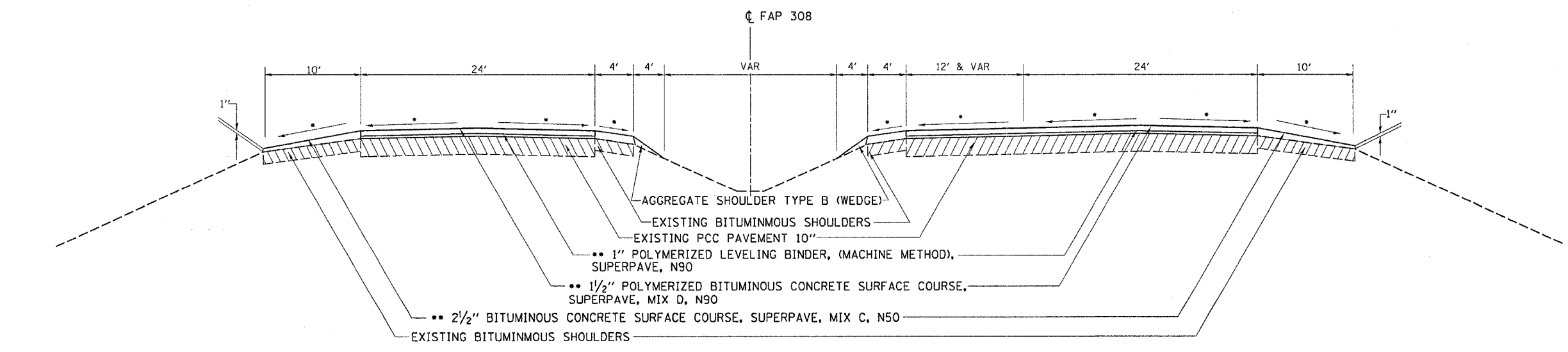
Work on this project could be in progress at the same time as work installing a sanitary sewer and utilities under the outside east shoulder on IL 92 from Andalusia Road to Mill Creek. Work on these projects shall be scheduled to keep interference between all the projects to a minimum. The contractors shall inform each other of progress of the projects and give fair warning to the other contractors when a problem might be encountered.

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

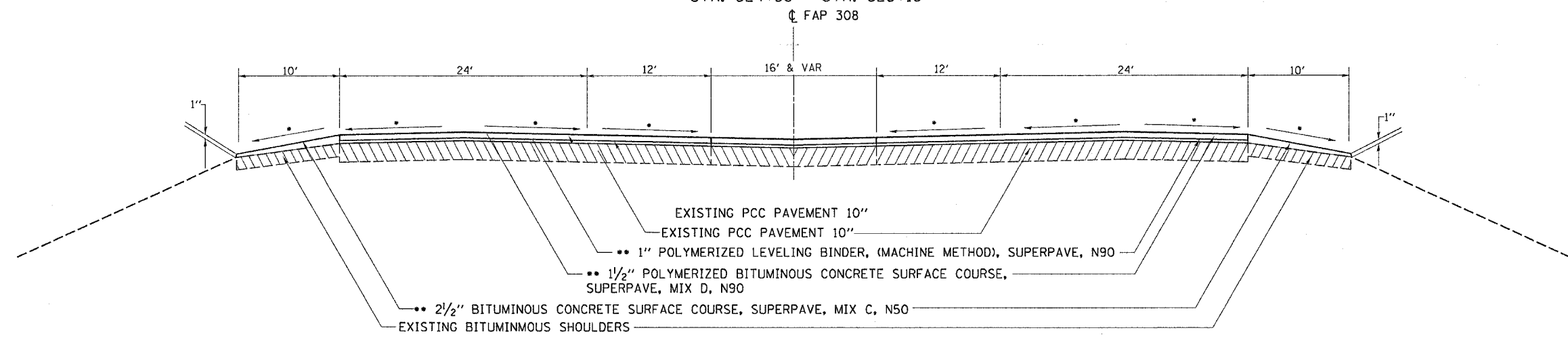
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308		Rock Island	40	7
ROAD S. of I-280		TO ROAD Andalusia		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

IL 92 - CENTENNIAL EXPRESSWAY
 SOUTH BOUND STA. 522+00 - STA. 524+38
 NORTH BOUND STA. 521+35 - STA. 524+38



IL 92 - CENTENNIAL EXPRESSWAY
 STA. 524+38 - STA. 525+18



- MAINTAIN EXISTING CROSS SLOPE, MINIMUM 1/8" / FT
- 112 LBS / SY / IN

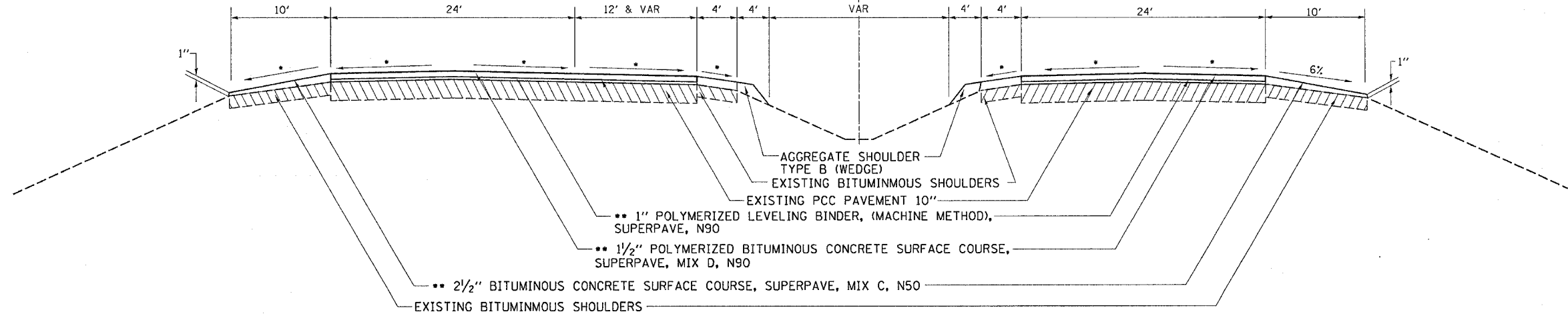
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		Rock Island	40	8
ROAD S. of I-280 TO ROAD Andalusia				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TYPICAL SECTIONS

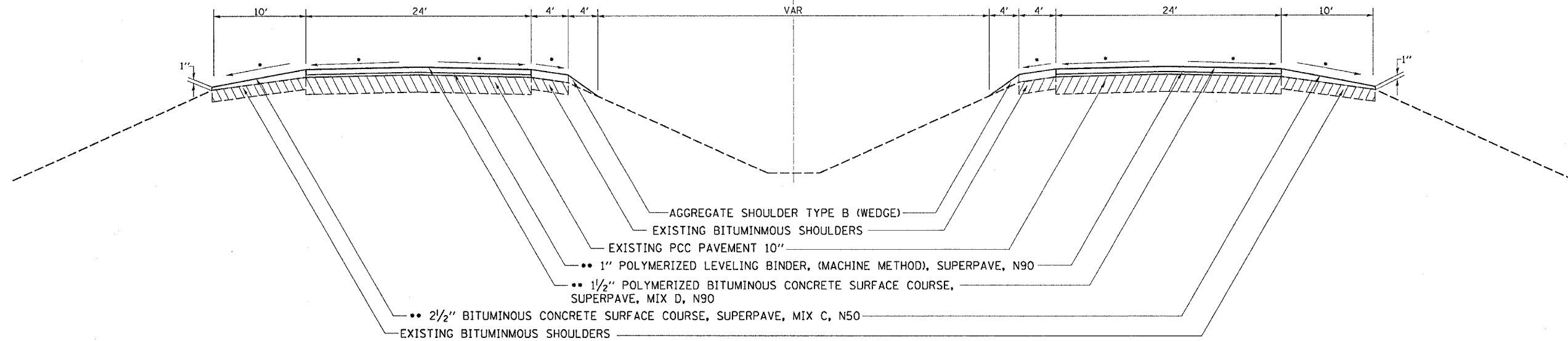
IL 92 - CENTENNIAL EXPRESSWAY
STA. 525+18 - STA. 530+73

CL FAP 308



IL 92 - CENTENNIAL EXPRESSWAY
STA. 530+73 TO STA. 571+95

CL FAP 308



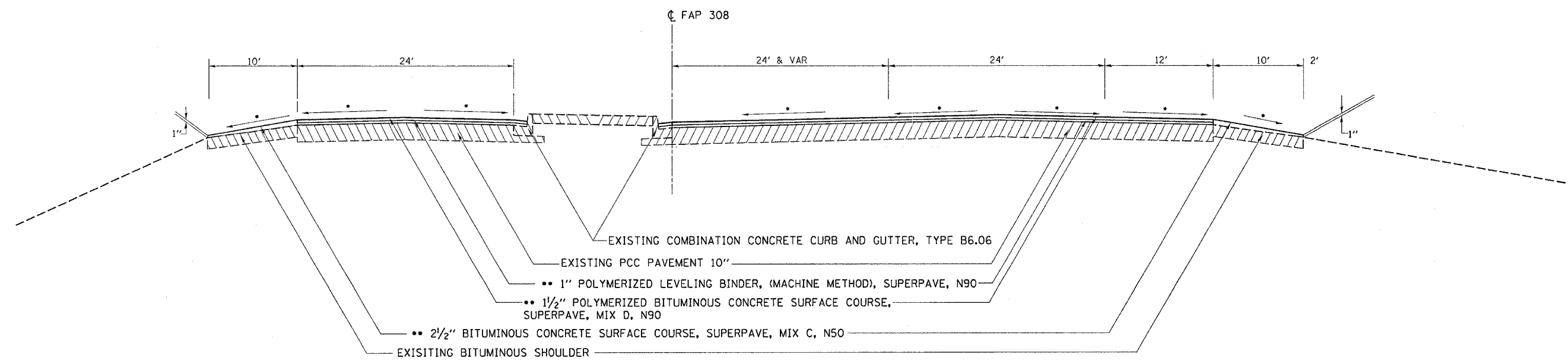
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- 112 LBS / SY / IN

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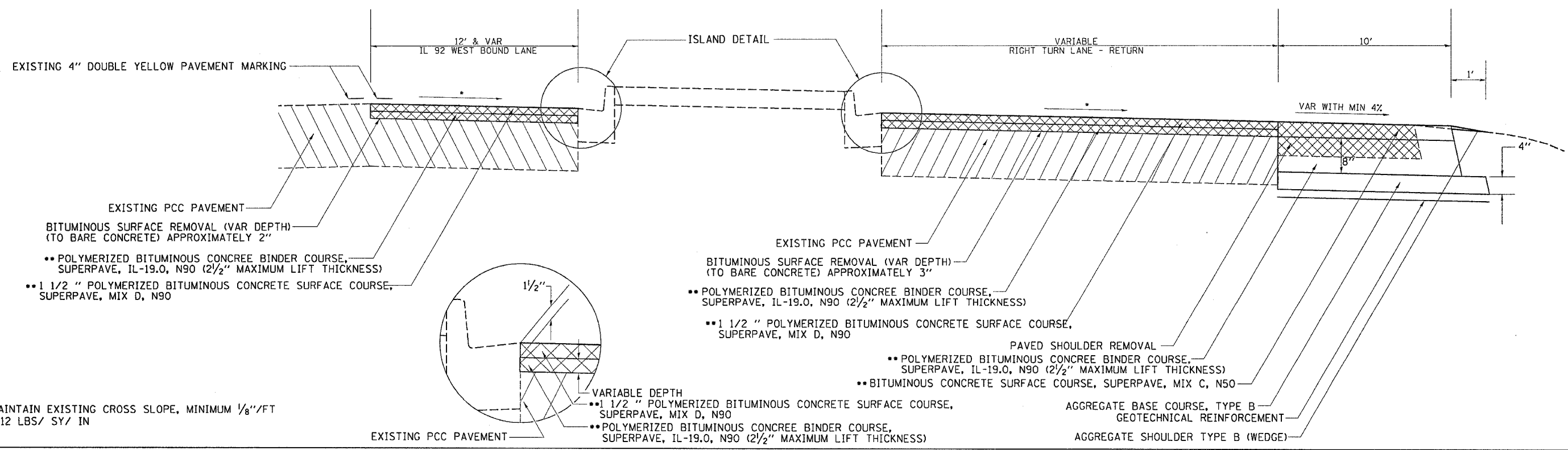
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308		Rock Island	40	9
ROAD S. of I-280		TO ROAD Andalusia		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

IL 92 - CENTENNIAL EXPRESSWAY
STA. 571+95 - STA. 576+15



IL 92 AT RIGHT TURN LANE ISLAND
(LOOKING WEST)

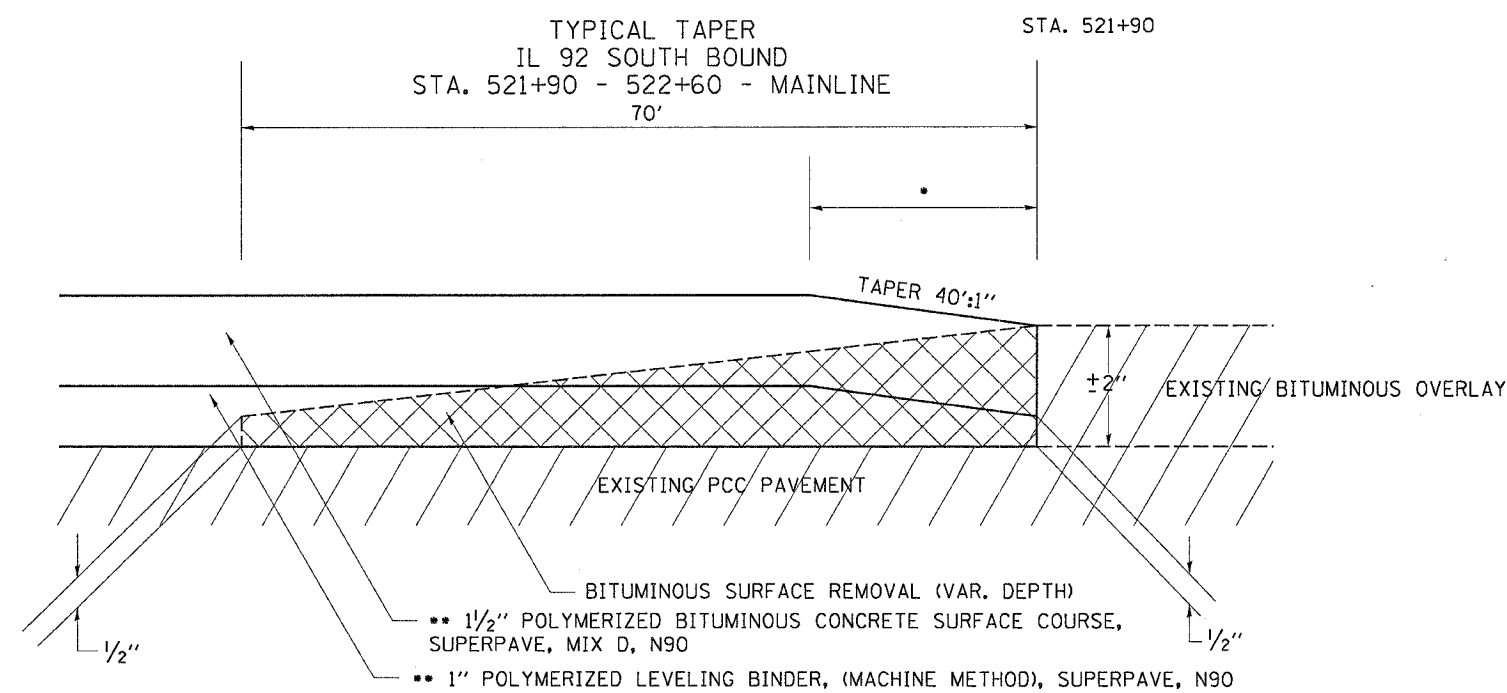
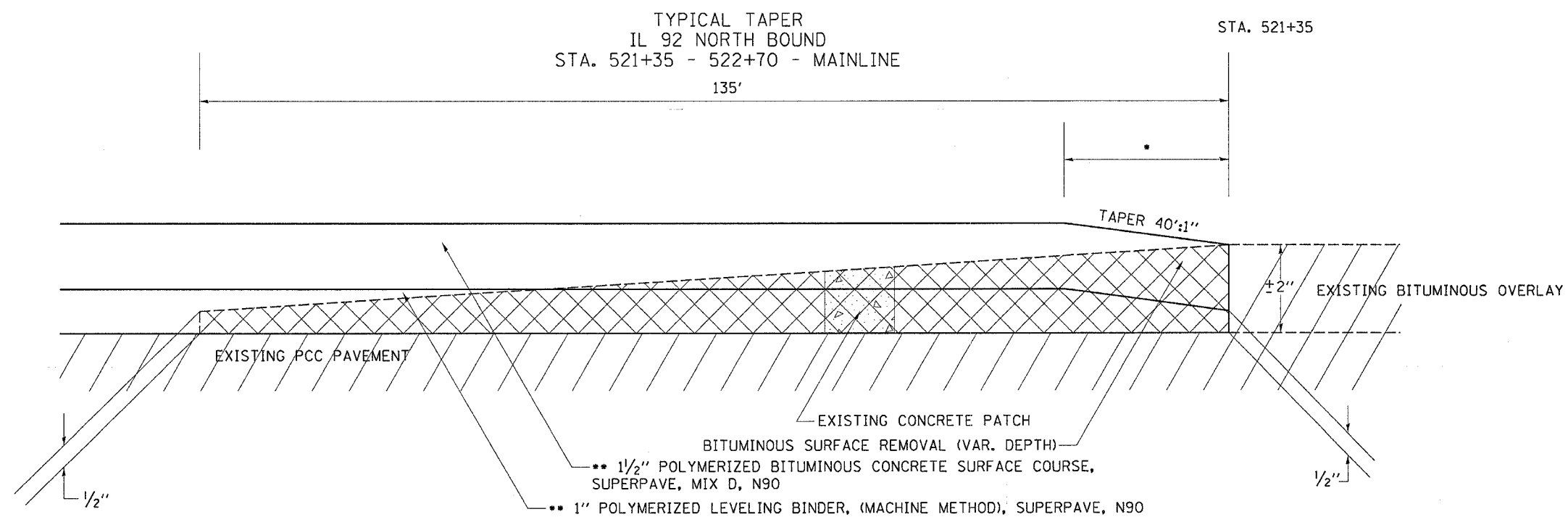


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- MAINTAIN EXISTING CROSS SLOPE, MINIMUM 1/8" / FT
- 112 LBS / SY / IN

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		ROCK ISLAND	40	10
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

TYPICAL TAPER



* ADJUST LENGTH TO TAPER LEVELING BINDER AND SURFACE COURSE AT 40'/INCH RATE TO MATCH NEW 2 1/2" BITUMINOUS OVERLAY WITH OVERLAY THICKNESS.

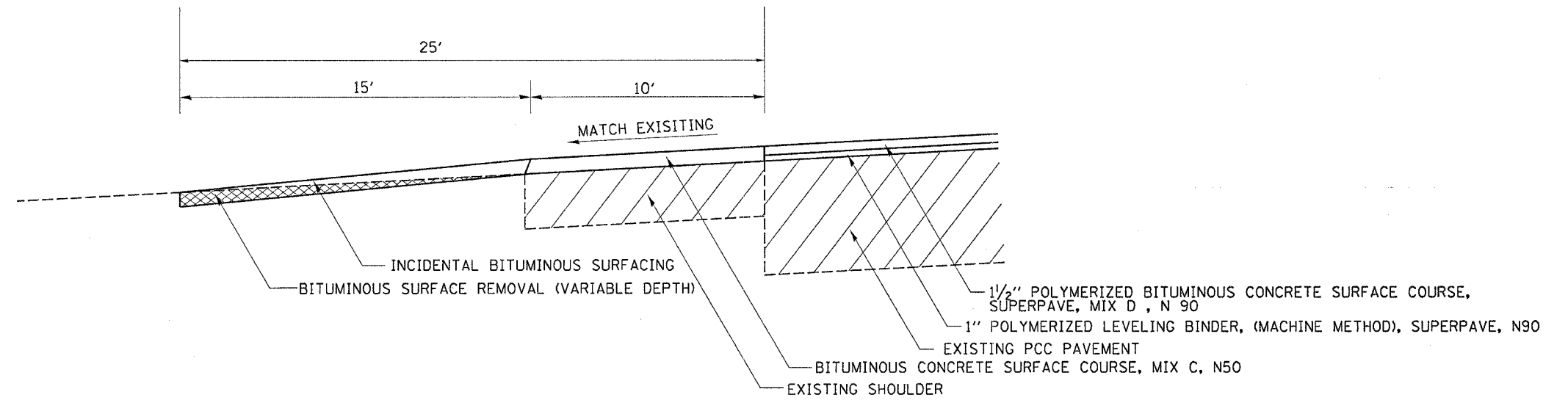
** 112 LBS/ SY/ IN

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
30B		ROCK ISLAND	40	11
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL TAPER

SIDEROAD TAPER
STA. 524+78 LT & RT



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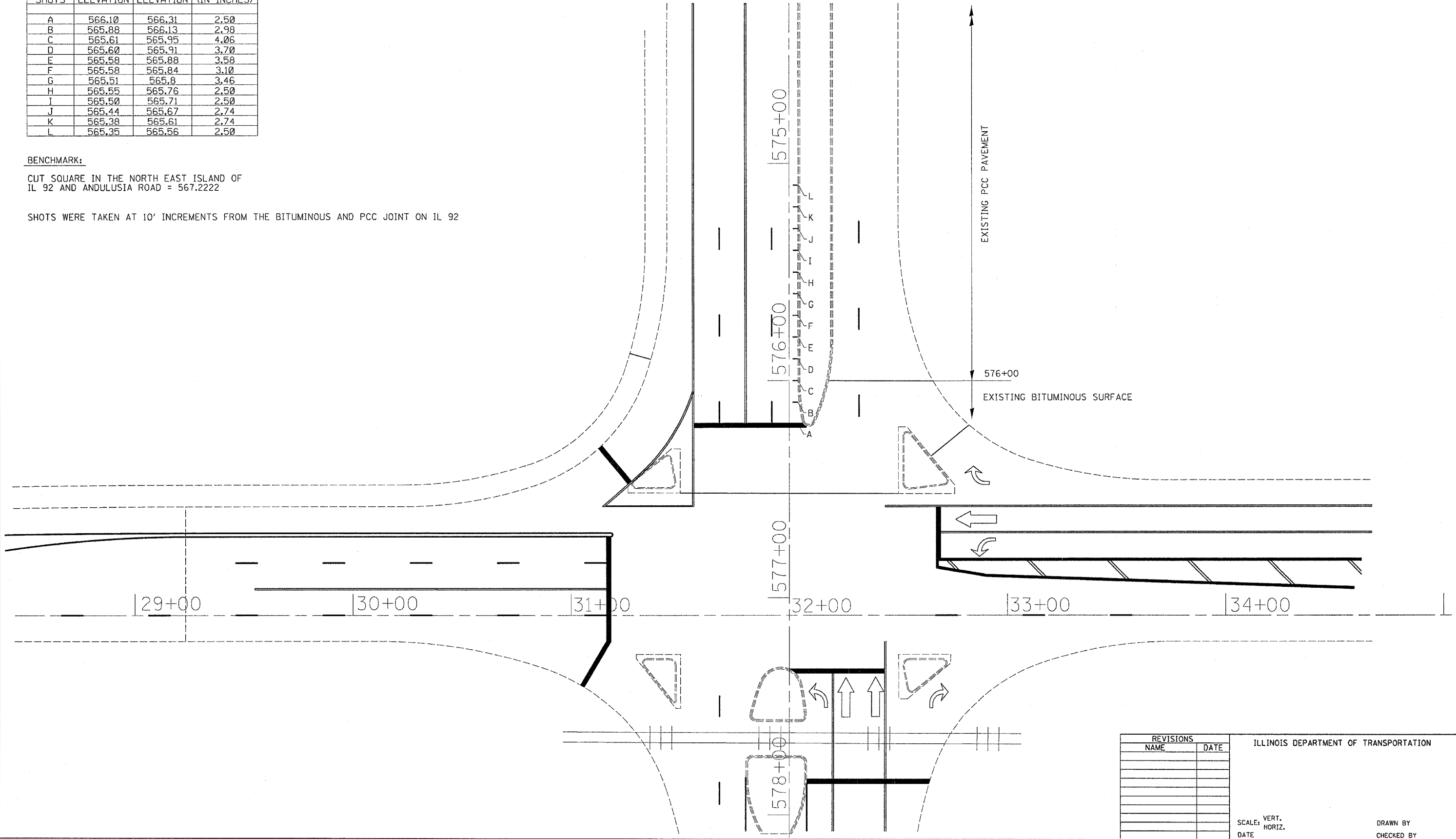
ELEVATIONS FOR DIP CORRECTION

SHOTS	EXISTING ELEVATION	PROPOSED ELEVATION	DIFFERENCE BETWEEN EXISTING TO PROPOSED (IN INCHES)
A	566.10	566.31	2.50
B	565.88	566.13	2.98
C	565.61	565.95	4.06
D	565.60	565.91	3.70
E	565.58	565.88	3.58
F	565.58	565.84	3.10
G	565.51	565.8	3.46
H	565.55	565.76	2.50
I	565.50	565.71	2.50
J	565.44	565.67	2.74
K	565.38	565.61	2.74
L	565.35	565.56	2.50

BENCHMARK:

CUT SQUARE IN THE NORTH EAST ISLAND OF IL 92 AND ANDULUSIA ROAD = 567.2222

SHOTS WERE TAKEN AT 10' INCREMENTS FROM THE BITUMINOUS AND PCC JOINT ON IL 92



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. _____
 HORIZ. _____

DATE _____

DRAWN BY _____
 CHECKED BY _____

PLOT DATE = Tue Apr 04 08:30:22 2005
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SCHEDULE OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		ROCK ISLAND	40	14
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

87900205	DRILL EXISTING HEAVY DUTY HANDHOLE		
	EACH LOCATION	REMARKS	
	9 576+20	NW QUAD OF INTERSECTION	
	1 NW Quad, Raised Island	See Detector Loop Detail Sheet	
	10 TOTAL		
88600600	DETECTOR LOOP REPLACEMENT		
	FOOT LOCATION	REMARKS	
	405 576+10	20'x6' (4)	
	405 575+80	20'x6' (4)	
	810 TOTAL		
X0324885	CONDUIT INSTALLED, 1" DIA., NON-METALLIC		
	FOOT LOCATION	REMARKS	
	380 NW Quad of Intersection	Outside Rt Turn Lane Shldr (8 runs)	
	380 TOTAL		
X0324887	CONDUIT INSTALLED, 2 1/2" DIA., NON-METALLIC		
	FOOT LOCATION	REMARKS	
	48 NW Quad of Intersection	See Detector Loop Detail Sheet	
	48 TOTAL		
X4402810	ISLAND SURFACE REMOVAL AND REPLACEMENT		
	SQ FT LOCATION	REMARKS	
	30 NW Quad, Raised Island	See Detector Loop Detail Sheet	
	30 TOTAL		
X6330103	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL, TANGENT		
	EACH LOCATION	REMARKS	
	1 551+87 - 552+37 LT	SOUTHBOUND	
	1 TOTAL		
Z0028415	GEOTECHNICAL REINFORCEMENT		
	SQ YD LOCATION	REMARKS	
	171.1 North and Southbound Patches	Directed by Engineer	
	188.2 NW Quad of Intersection	Below Shldr in Return	
	300 Bridge Shoulder Runaround	Directed by Engineer	
	659.3 TOTAL		
Z0028700	GRANULAR SUBGRADE REPLACEMENT		
	CUYD LOCATION	REMARKS	
	34 North and Southbound Patches	Directed by Engineer	
	34 TOTAL		
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3		
	EACH LOCATION	REMARKS	
	1 549+20 RT	SOUTHBOUND-ST 1	
	1 552+58 LT	NORTHBOUND-ST 1	
	2 TOTAL		
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3		
	EACH LOCATION	REMARKS	
	1 549+20 RT	SOUTHBOUND-ST 2	
	1 552+58 LT	NORTHBOUND-ST 2	
	2 TOTAL		

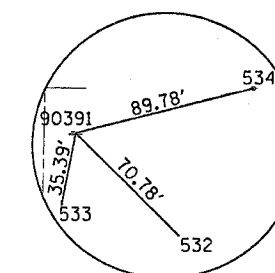
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REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCALE: VERT. DRAWN BY HORIZ. CHECKED BY DATE

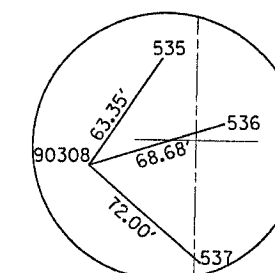
HORIZONTAL VERTICAL CONTROL SHEETS

HORIZONTAL CONTROL POINTS

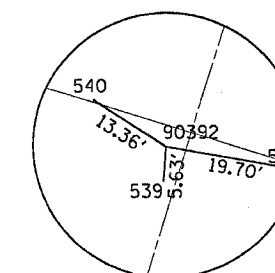
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
20	1740545.2890	2172156.7350	564.5760	IL92	1318+94.90	0.0521' LT	POT, PIN
26	1746056.1390	2173081.7410	566.9800	IL92	1375+65.13	0.0000'	POT, PIN
29	1739633.3690	2172140.4100	568.2720	IL92	1314+88.19	505.3637' RT	POT, PIN
90301	1737867.3410	2171273.6900	598.5080	IL92	1306+62.37	2289.9231' RT	PHOTO CONTROL H. & V., PIN
90303	1739607.8290	2171311.8860	566.7120	IL92	1306+62.49	549.0161' RT	PHOTO CONTROL H. & V., PK NAIL
90304	1739583.9160	2172841.8020	569.2200	IL92	1314+88.19	887.2155' RT	PHOTO CONTROL H. & V., PK NAIL
90308	1742638.2250	2172142.7690	566.1880	IL92	1339+87.23	52.0235' LT	GPS CONTROL POINT, PK NAIL
90313	1745689.3200	2173027.4580	565.1780	IL92	1372+12.55	114.8414' RT	GPS CONTROL POINT, PIN
90329	1747265.2500	2173132.0310	564.8640	IL92	1386+70.00	493.7047' LT	GPS CONTROL POINT, PIN
90330	1747345.4320	2173722.3000	587.6530	IL92	1390+04.78	0.9897' LT	GPS CONTROL POINT, PIN
90391	1740327.9000	2172168.2850	565.9460	IL92	1316+77.75	15.4438' RT	GPS CONTROL POINT, CHISELED "X"
90392	1744622.5510	2172450.5140	561.6960	IL92	1359+96.78	3.1149' LT	GPS CONTROL POINT, PIN



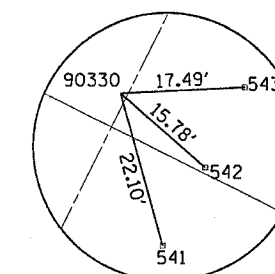
HORIZONTAL CONTROL POINT 90391



HORIZONTAL CONTROL POINT 90308



HORIZONTAL CONTROL POINT 90392



HORIZONTAL CONTROL POINT 90330

SURVEY WORK POINTS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
100	1758496.2510	2179235.6910	562.5150	IL92	1516+96.57	494.0777' LT	TOPO SURVEY POINT, NAIL

BENCH MARKS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
408	1742811.0310	2172249.0220	567.4350	IL92	1341+61.94	51.0738' RT	TOP OF WINGWALL, CROSS CUT
430	1747421.4210	2173690.8500	588.4570	IL92	1390+58.80	63.0028' LT	TOP OF WINGWALL, CROSS CUT
490	1737907.7950	2172217.0000	593.4400	IL92	1314+88.19	2231.8816' RT	RCP, CROSS CUT
491	1740203.4880	2172209.8020	567.2220	IL92	1315+54.11	59.2132' RT	TRAFFIC SIGNAL FOUNDATION, CROSS CUT
492	1744612.2430	2172452.4580	562.0230	IL92	1359+87.49	1.7617' RT	DROP BOX, CROSS CUT

REFERENCE TIES

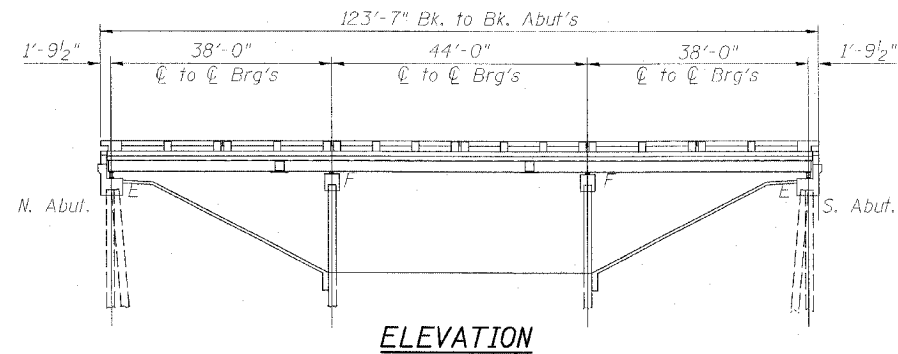
POINT	CHAIN	STATION	OFFSET	DESCRIPTION
532	IL92	1316+28.75	66.52' RT	TRAFFIC SIGNAL CANTILEVER, SHINER
533	IL92	1316+42.89	9.3278' RT	STREET - SIGN, SHINER
534	IL92	1317+01.52	102.0193' RT	POWER POLE, SHINER
535	IL92	1340+39.93	16.8597' LT	GUARDRAIL STEEL PLATE BEAM, SHINER
536	IL92	1340+08.20	13.3805' RT	GUARDPOST, SHINER
537	IL92	1339+40.42	2.6906' RT	GUARDRAIL STEEL PLATE BEAM, SHINER
538	IL92	1359+99.16	16.4403' RT	SHOULDER, SHINER
539	IL92	1359+91.30	1.8361' LT	DROP BOX, CORNER
540	IL92	1360+00.30	15.9974' LT	SHOULDER, SHINER
541	IL92	1389+88.34	13.7854' RT	GUARDPOST, SHINER
542	IL92	1390+00.78	14.2753' RT	GUARDPOST, SHINER
543	IL92	1390+13.32	14.2784' RT	GUARDPOST, SHINER

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

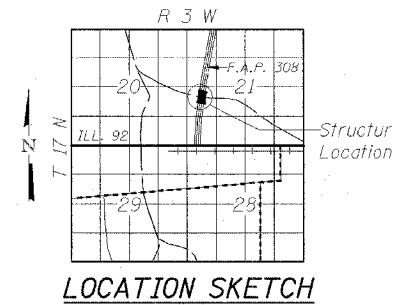
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 USER NAME: mgj11

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
F.A.P. RT. 308		ROCK ISLAND	40	20	
FED. ROAD DIST. NO. 7	ILL. PROJ. NO.	FED. AID PROJECT			

Contract #64816



ELEVATION



TOTAL BILL OF MATERIAL - 2 BRIDGES

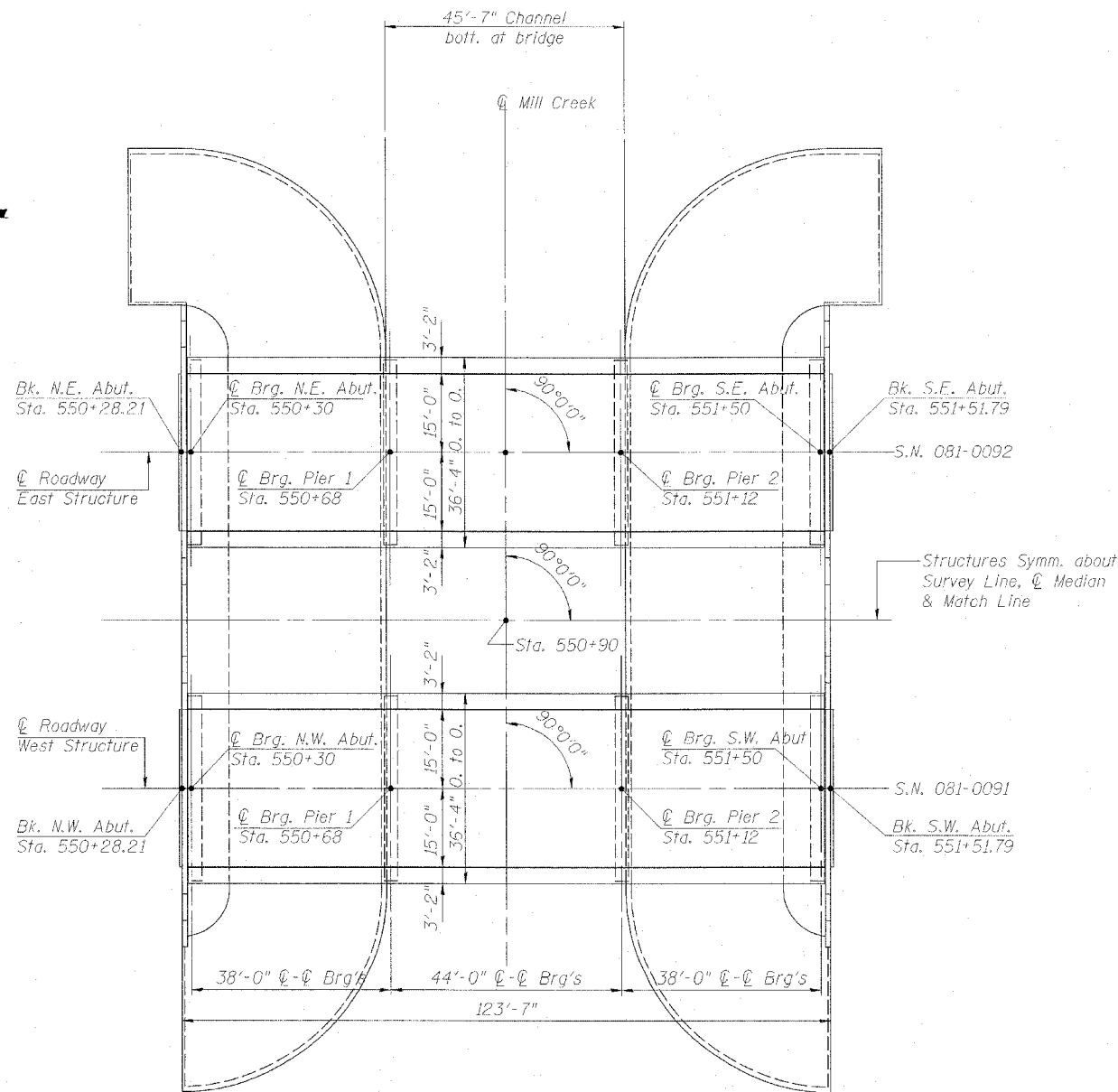
ITEM	UNIT	QUANTITY
Bituminous Concrete Removal (Deck)	Sq Yd	776
Polymerized Bituminous Concrete	Ton	66
Surface Course, Superpave, Mix "D" N90		
Deck Slab Repair (Full Depth, Type 1)	Sq Yd	4
Deck Slab Repair (Full Depth, Type 2)	Sq Yd	20
Deck Slab Repair (Partial)	Sq Yd	20
Concrete Removal	Cu Yd	21.2
Concrete Superstructure	Cu Yd	20.7
Reinforcement Bars, Epoxy Coated	Pound	2450
Bar Splicers	Each	52
Silicone Joint Sealer 1 1/2"	Foot	146
Sheet Waterproofing Membrane System	Sq Yd	783
Jack & Remove Existing Bearings	Each	24
Furnishing and Erecting Structural Steel	Pound	14,840
Elastomeric Bearing Assembly, Type I	Each	24
Floor Drain Extension	Each	32
Plug Existing Deck Drains	Each	32
Polymer Concrete	Cu Ft	13.3

DESIGN STRESSES
FIELD UNITS

(New Construction)
f'c = 3,500 psi
fy = 60,000 psi (reinf.)
fy = 36,000 psi (M270 Grade 36)

GENERAL NOTES

- All new structural steel shall conform to AASHTO Classification M-270 Gr. 36 unless otherwise noted.
- Reinforcement bars shall conform to the requirements of AASHTO M-31, or M-322, Grade 60.
- Prior to pouring the new concrete, all loose rust, loose mill scale, and other loose potentially detrimental foreign material shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering removal of the existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall also be removed from the surfaces of the beams or girders in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04 of the Standard Specifications.
- Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included in the cost of "Concrete Removal".
- Existing longitudinal reinforcement extending into the removed area shall be cleaned, straightened and incorporated into the new construction.
- All new structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M 300, Type I. Cost included with Furnishing and Erecting Structural Steel.
- Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.
- Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 the scope of work; however, the contractor will be paid for the quantity actually furnished at the unit price bid for work.
- The existing structural steel coating contains lead. The contractor should take appropriate precautions to deal with the presence of lead on this project.
- All new fasteners shall be high strength bolts. Holes shall be 1/16" dia. for 3/4" dia. bolts, unless otherwise noted.
- Existing structural steel shall only be cleaned and painted as required by the Special Provision "Cleaning and Painting Adjacent Areas of Existing Steel Structures".
- The deck surface shall have its final finish tined according to Art. 420.11(e)(1) of the Standard Spec's. Cost included with Concrete Superstructure.



PLAN



Structural Engineer
Clark Dietz, Inc.

DATE: 3-31-06
License Expires 11-30-2006

PLAN AND ELEVATION, BILL OF MATERIAL AND GENERAL NOTES

F.A.P. RT. 308
OVER MILL CREEK
ROCK ISLAND COUNTY
STATION 550+90.00
STRUCTURE NO. 081-0091 & 92

CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

Clark Dietz

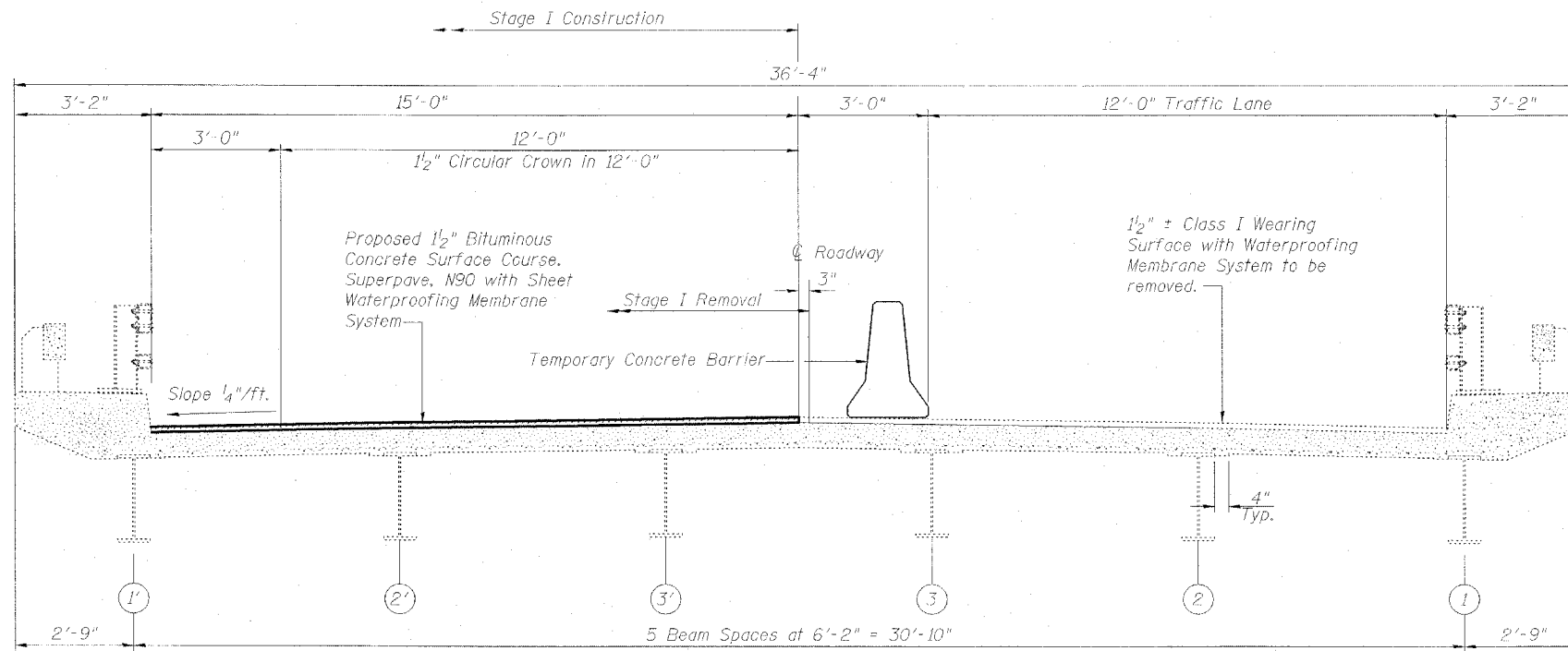
REVISIONS		DRAWING NUMBER
NAME	DATE	
		S-1

NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

DESIGNED BY: M.M. PROJECT NO: 102315
DRAWN BY: MEW DATE: 3/06
CHECKED BY: M.M.
APPROVED BY: S.M.M.
ACTIVITY INITIALS

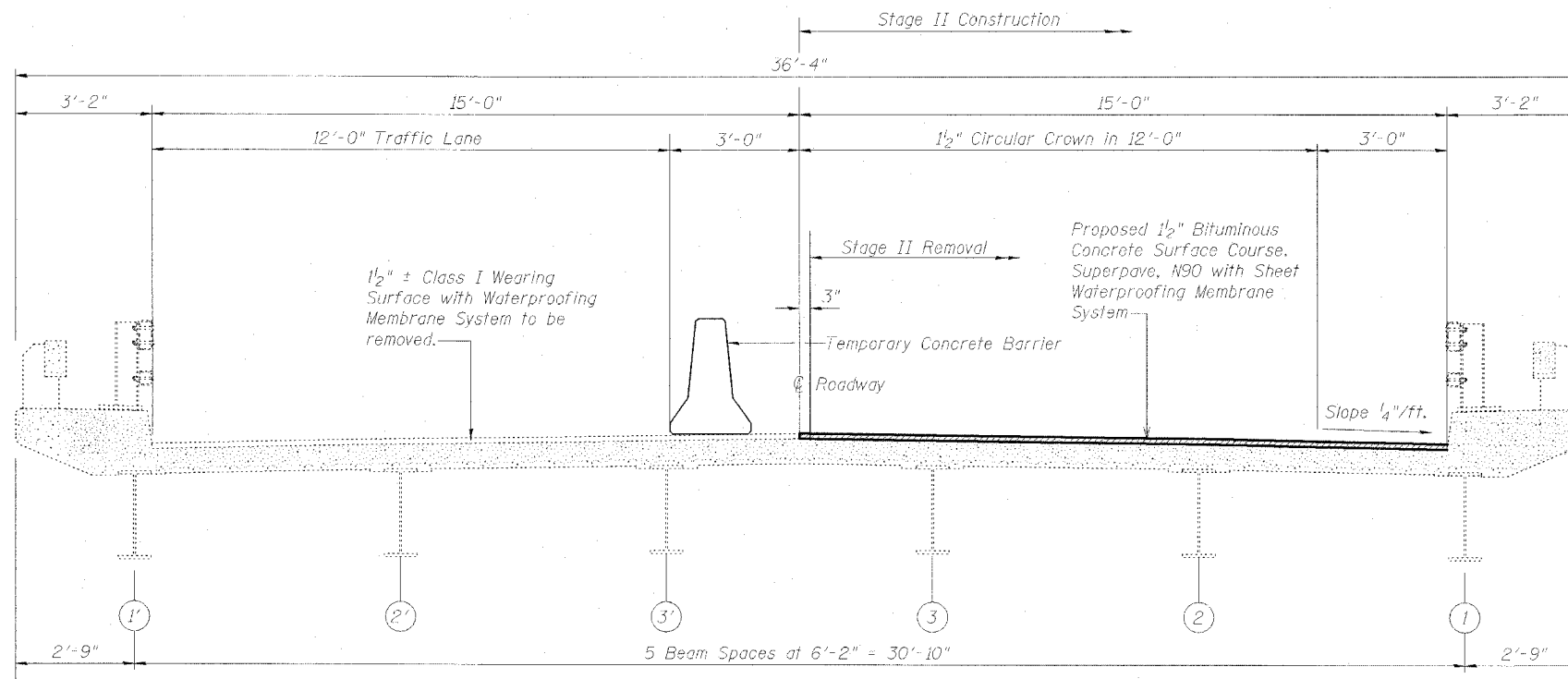
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
F.A.P. RT. 308		ROCK ISLAND	40	21	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 64816



DECK CROSS SECTION - STAGE I

(Looking South SN 081-0091)
(Looking North SN 081-0092)



DECK CROSS SECTION - STAGE II

(Looking South SN 081-0091)
(Looking North SN 081-0092)

STAGE CONSTRUCTION

F.A.P. RT. 308
OVER MILL CREEK
ROCK ISLAND COUNTY
STATION 550+90.00
STRUCTURE NO. 081-0091 & 92



CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

REVISIONS		NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.	DRAWING NUMBER
NAME	DATE		
		DESIGNED BY: M.M. PROJECT NO: 102315	S-2
		DRAWN BY: MEW DATE: 3/06	
		CHECKED BY: M.M.	
		APPROVED BY: S.M.M.	
		ACTIVITY INITIALS	

Contract #64B10

BILL OF MATERIAL - 2 BRIDGES

Bar	No.	Size	Length	Shape
a(E)	40	#5	16'-8"	—
a ₁ (E)	40	#5	15'-8"	—
h(E)	24	#6	14'-10"	—
s(E)	40	#4	6'-4"	└
x(E)	128	#5	2'-11"	└

Item	Unit	Quantity
Concrete Removal	Cu Yd	21.2
Concrete Superstructure	Cu Yd	20.7
Reinforcement Bars, Epoxy Coated	Pound	2,450
Bituminous Concrete Removal (Deck)	Sq Yd	776
Sheet Waterproofing Membrane System	Sq Yd	783
Bit. Conc. Surf. Cse., Superpave, Mix. "D", N90	Ton	66
Polymer Concrete	Cu Ft	13.3
Silicone Joint Sealer	Foot	146
Deck Slab Repair (Partial)	Sq Yd	20
Deck Slab Repair (Full Depth, Type 1)	Sq Yd	4
Deck Slab Repair (Full Depth, Type 2)	Sq Yd	20
Floor Drain Extension	Each	32
Plug Existing Deck Drain	Each	32

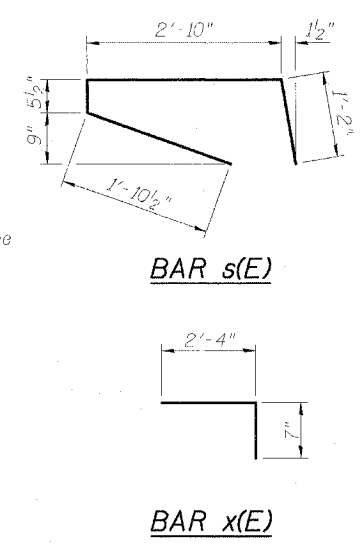
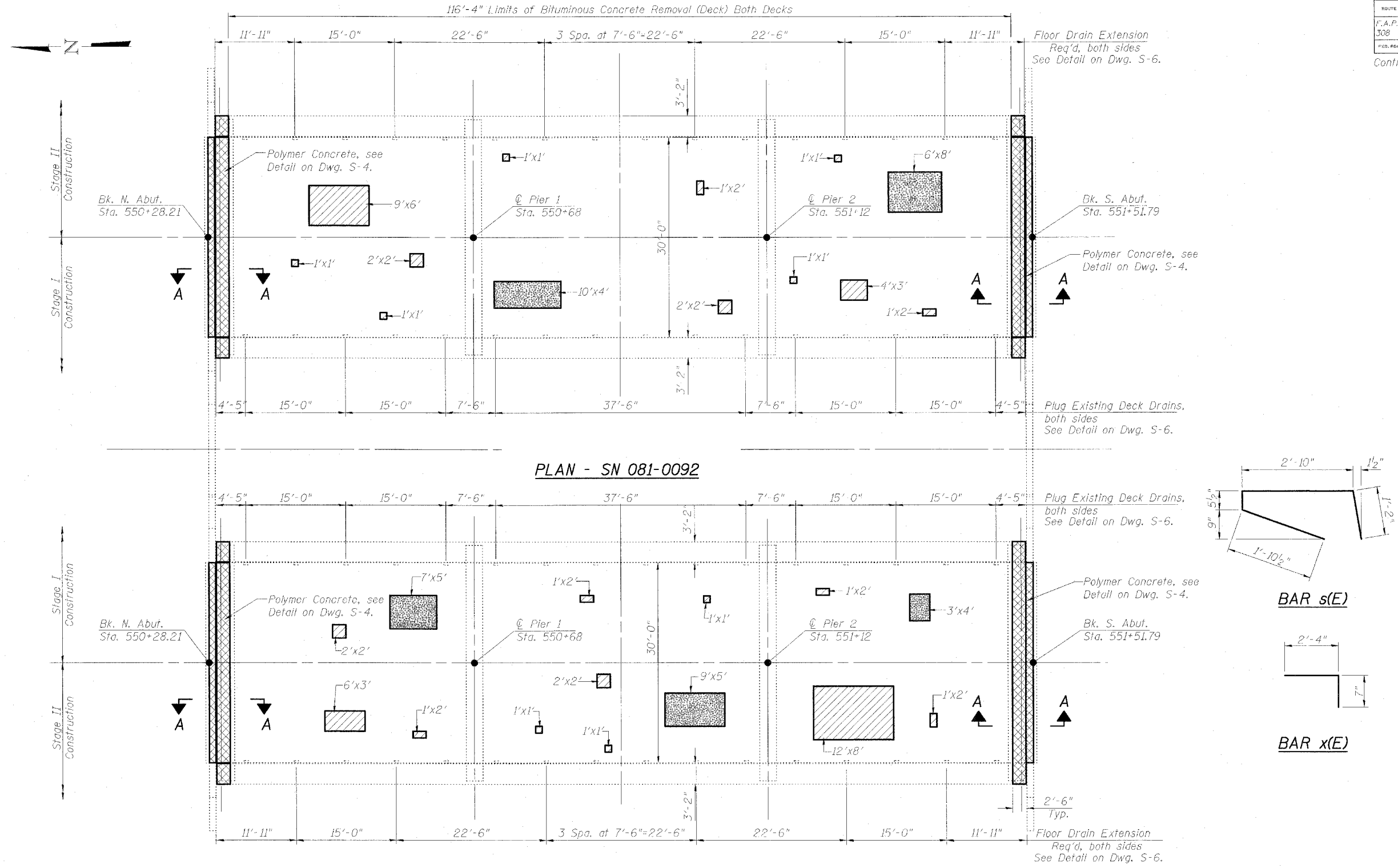
Reinforcement bars designated (E) shall be epoxy coated.
For Section A-A see Dwg. S-4.

DECK REPAIR PLAN

F.A.P. RT. 308
OVER MILL CREEK
ROCK ISLAND COUNTY
STATION 550+90.00
STRUCTURE NO. 081-0091 & 92

CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

REVISIONS		NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SEALING ANY PORTION OF THIS DRAWING.	DRAWING NUMBER
NAME	DATE		
		PROJECT NO: 102315 DATE: 3/05	S-3
DESIGNED BY: M.M.			
DRAWN BY: MEW			
CHECKED BY: M.M.			
APPROVED BY: S.M.M.		INITIALS	



- Concrete Removal
- Deck Slab Repair (Full Depth)
- Deck Slab Repair (Partial Depth)

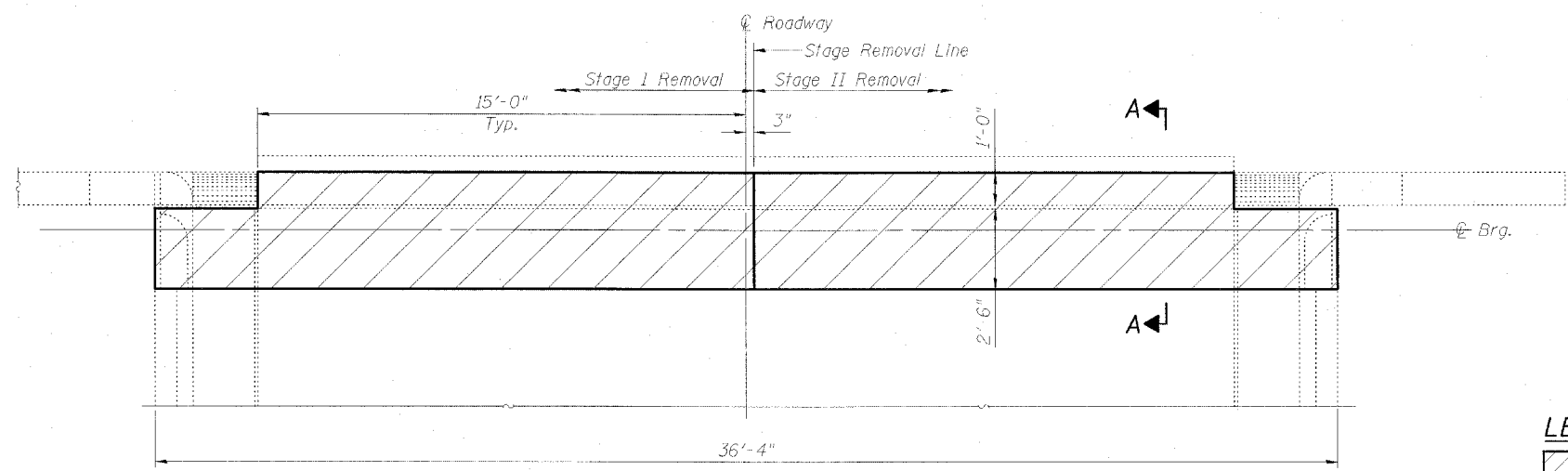
NOTES
The plan quantities for Deck Slab Repair (Partial and Full Depth) are estimated quantities from a deck survey provided by others. The areas shown on the deck repair plans for each structure are potential areas of Deck Slab Repair. The Deck Slab Repair quantities in Bills of Material are included as contingencies to be used as directed by the Engineer during construction. The actual locations and quantity of Deck Slab Repair on all structures shall be determined by the resident engineer in the field after removal of the existing wearing surface. Actual repair locations shall be shown on the as-built plans.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. RT. 308		ROCK ISLAND	40	23
FED. ROAD DIST. NO. 7	BILLINGS	FED. AID PROJECT		

SHEET NO. SHEETS

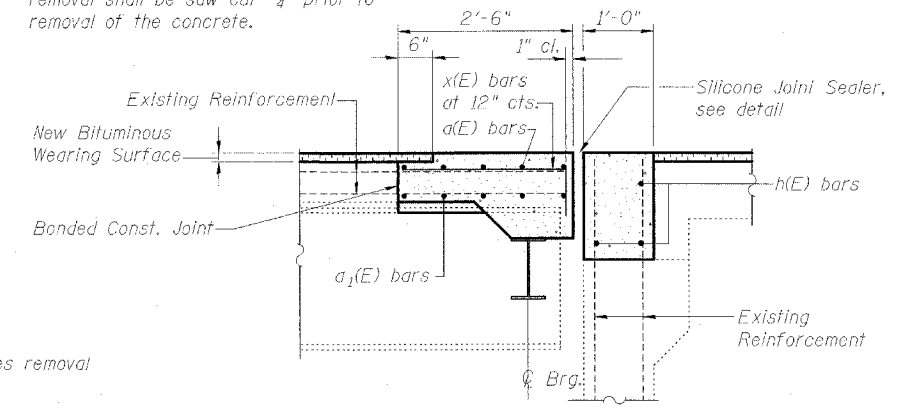
Contract #64816

Perimeters of concrete and bituminous removal shall be saw cut 3/4" prior to removal of the concrete.

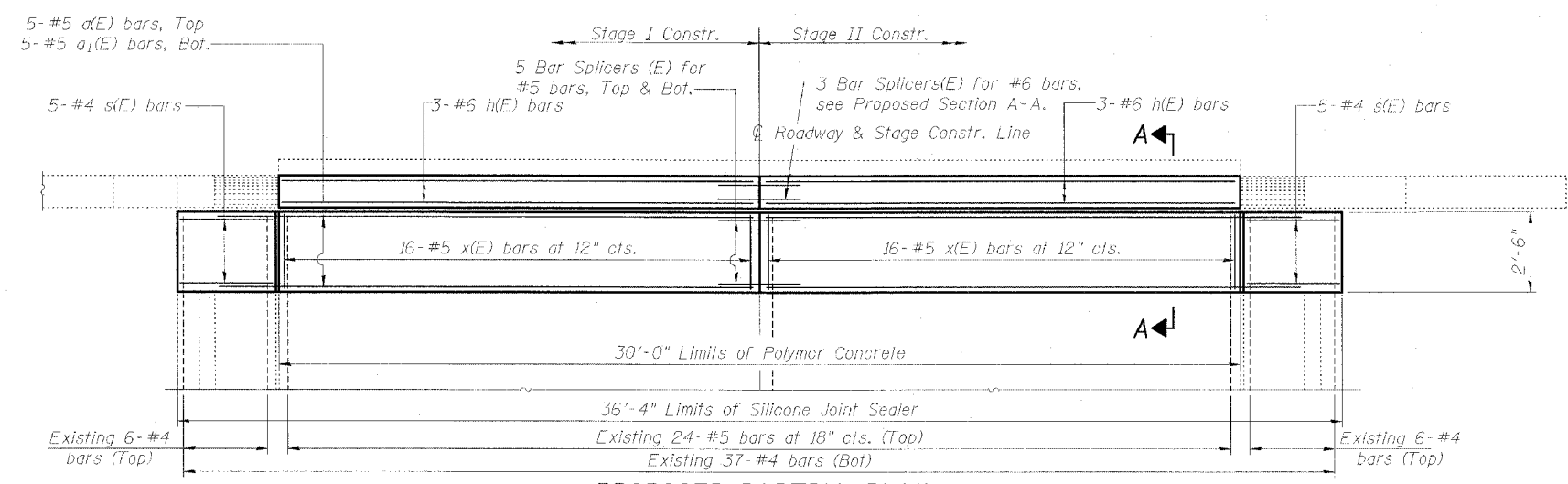


EXISTING PARTIAL PLAN
081-0091 Looking South
081-0092 Looking North

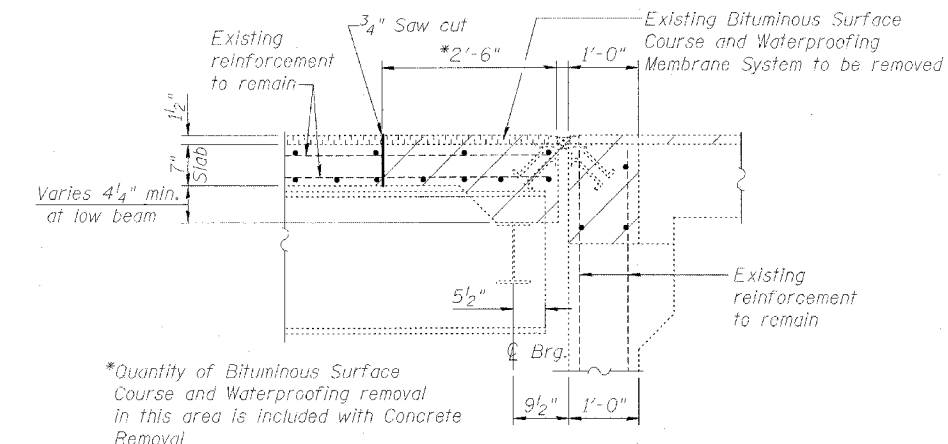
LEGEND
Hatched area indicates removal



PROPOSED SECTION A-A

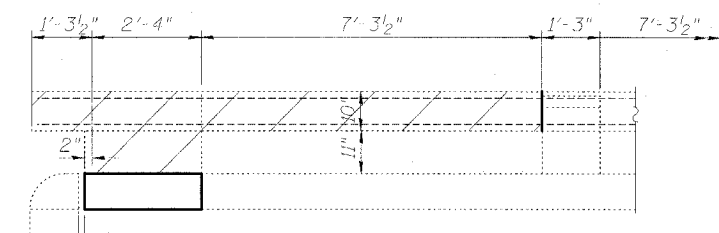


PROPOSED PARTIAL PLAN
081-0091 Looking South
081-0092 Looking North

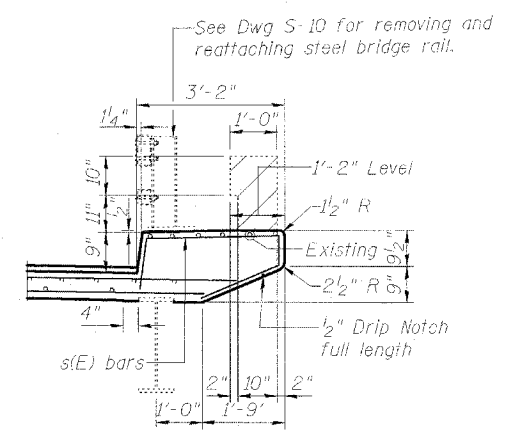


EXISTING SECTION A-A

*Quantity of Bituminous Surface Course and Waterproofing removal in this area is included with Concrete Removal

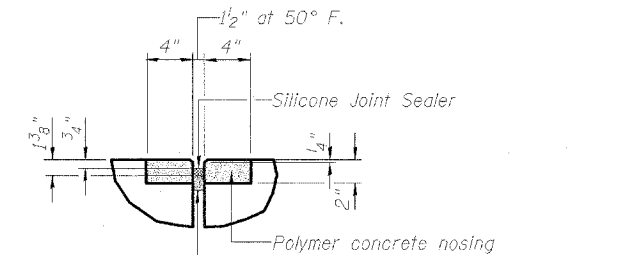


INSIDE ELEVATION OF RAIL

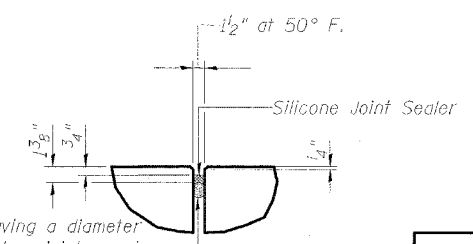


SECTION B-B

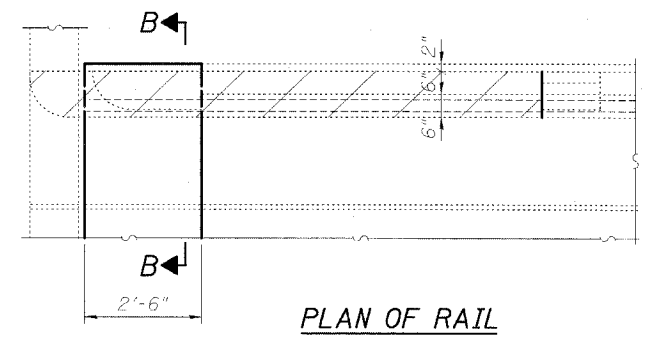
NOTES:
1. Existing reinforcement bars shown are to be cleaned and incorporated into new construction.



SILICONE JOINT SEALER DETAIL



SILICONE JOINT SEALER DETAIL AT CURB FACE AND ACROSS SAFETY WALK



PLAN OF RAIL

SUPERSTRUCTURE DETAILS

F.A.P. RT. 308
OVER MILL CREEK
ROCK ISLAND COUNTY
STATION 550+90.00
STRUCTURE NO. 081-0091 & 92



CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENSHA, WISCONSIN
SPRING GREEN, WISCONSIN

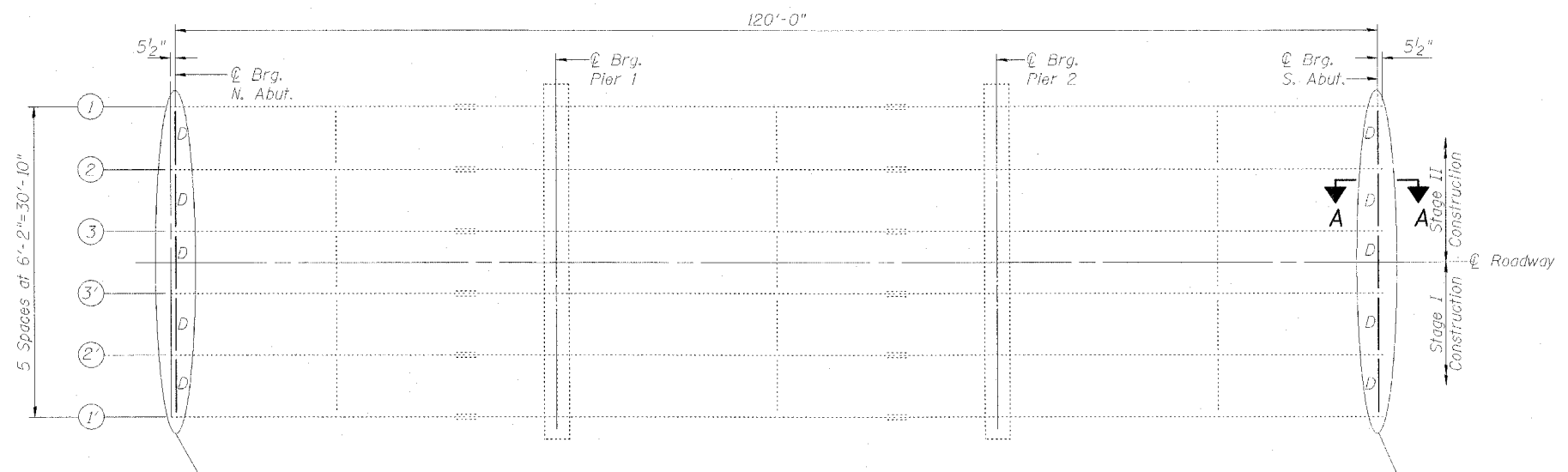
REVISIONS	
NAME	DATE

DESIGNED BY: M.M.	PROJECT NO: 182315	DRAWING NUMBER S-4
DRAWN BY: M.E.W.	DATE: 3/05	
CHECKED BY: M.M.		
APPROVED BY: S.M.M.		
ACTIVITY INITIALS		

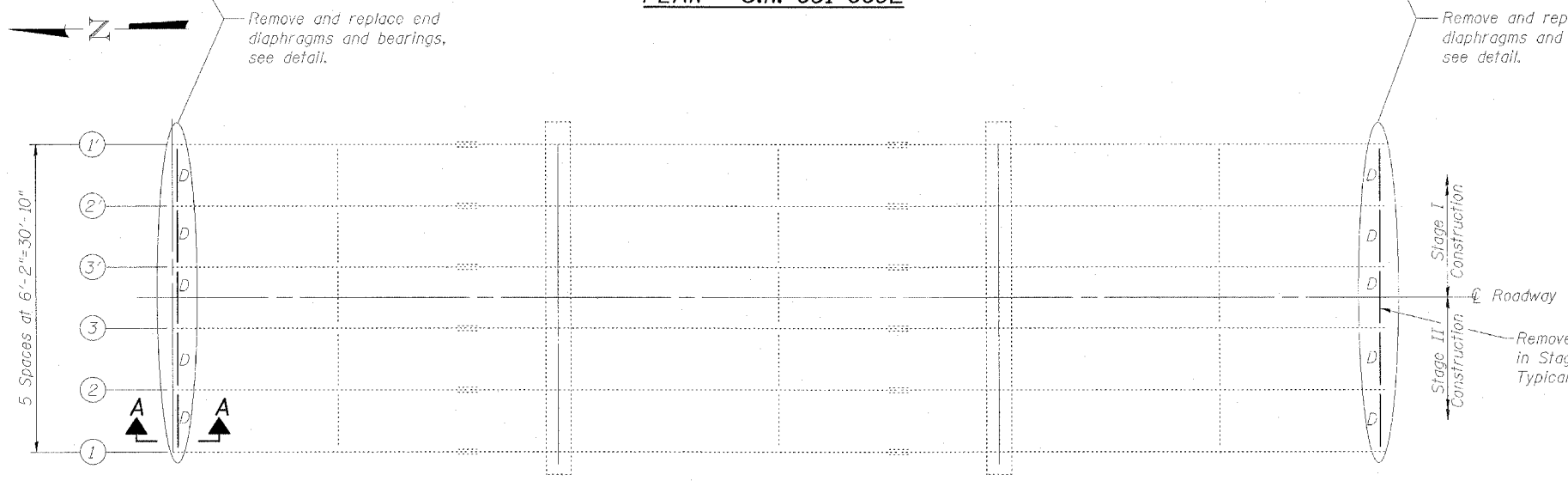
NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

Backer rod having a diameter 25% greater than joint opening at the time of installation

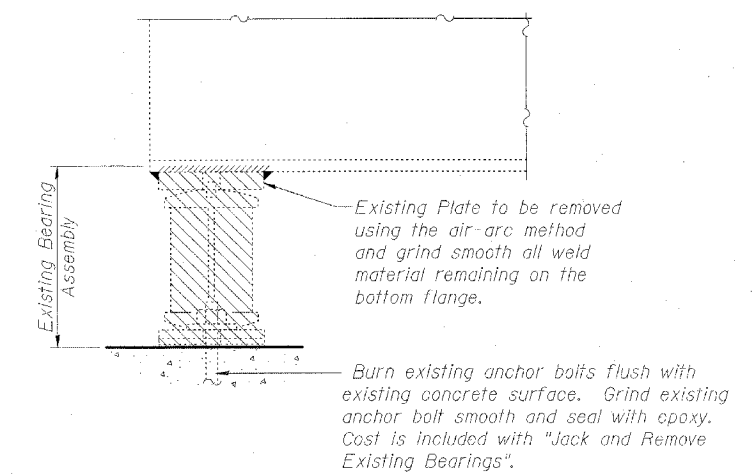
Contract #64B16



PLAN - S.N. 081-0092



PLAN - S.N. 081-0091



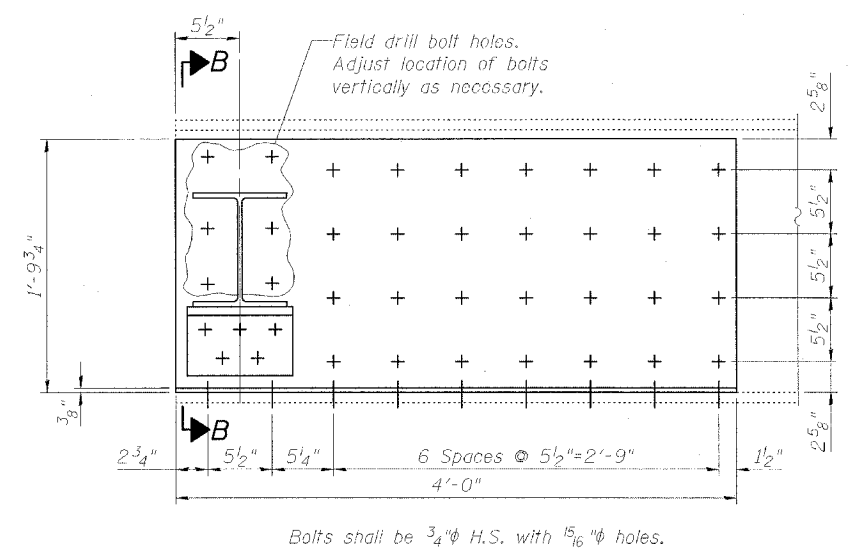
EXISTING BEARING REMOVAL DETAIL

BEAM REACTIONS AT ABUTMENTS

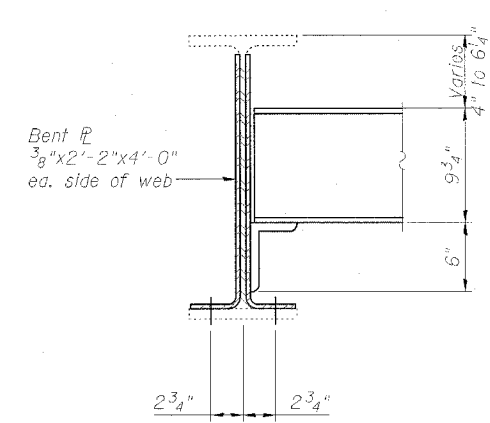
R	15.6
L	28.6
Imp	8.6
Jack Capacity = 26 Ton/Brg.	

BILL OF MATERIAL - 2 BRIDGES

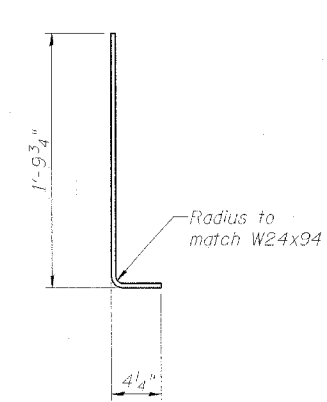
ITEM	UNIT	QUANTITY
Jack and Remove Existing Bearings	Each	24
Furnishing and Erecting Structural Steel	Pound	14,840



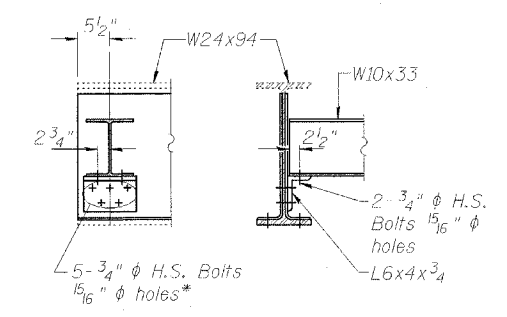
SECTION A-A
(Typ. at ends of each beam)



SECTION B-B



BENT PLATE
3/8"x2'-2"x4'-0"



END DIAPHRAGM D
(10 Req'd ea. structure)

2 Hardened washers shall be required at diaphragm connections.
*Holes and bolts to be in same location as existing. (Field drill)

FRAMING PLANS AND
ROCKER BEARING DETAILS

F.A.P. RT. 308
OVER MILL CREEK
ROCK ISLAND COUNTY
STATION 550+90.00
STRUCTURE NO. 081-0091 & 92

CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

Clark Dietz

REVISIONS		NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.	DRAWING NUMBER
NAME	DATE		

DESIGNED BY: M.M.	PROJECT NO: 102315
DRAWN BY: MEW	DATE: 3/06
CHECKED BY: M.M.	
APPROVED BY: S.M.M.	
ACTIVITY	INITIALS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. RT. 308		ROCK ISLAND	40	25
F.L.O. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. SHEETS

Contract #64810

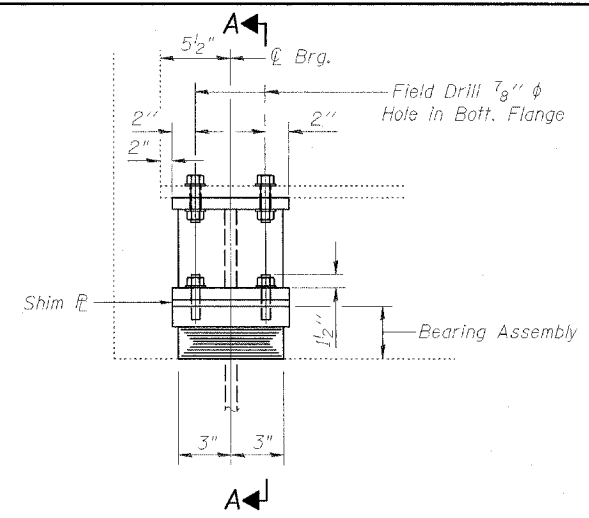
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	24

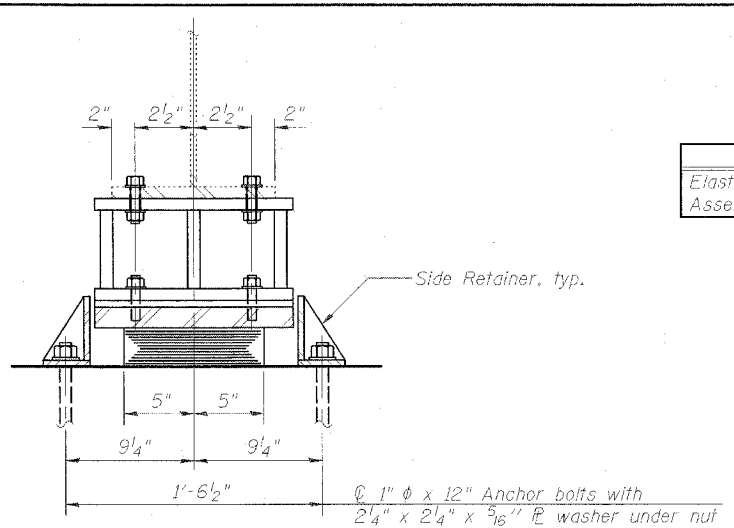
***TABLE OF STOOL HEIGHTS**

SN 081-0091 (IL. 92 SB)		SN 081-0092 (IL. 92 NB)	
North Abutment		North Abutment	
Beam	H	Beam	H
1	10 ⁵ / ₈ "	1	10 ³ / ₄ "
2	10 ¹ / ₄ "	2	10 ⁵ / ₈ "
3	11 ¹ / ₄ "	3	11 ¹ / ₂ "
3'	10 ¹ / ₂ "	3'	11 ¹ / ₂ "
2'	10 ⁵ / ₈ "	2'	10 ¹ / ₄ "
1'	10 ⁵ / ₈ "	1'	10 ⁷ / ₈ "
South Abutment		South Abutment	
Beam	H	Beam	H
1	11 ⁵ / ₈ "	1	10 ⁵ / ₈ "
2	10 ³ / ₈ "	2	10 ¹ / ₂ "
3	11 ¹ / ₄ "	3	11"
3'	11 ¹ / ₄ "	3'	10 ⁵ / ₈ "
2'	10 ⁵ / ₈ "	2'	10"
1'	10 ¹ / ₂ "	1'	10 ³ / ₄ "

*Stool height dimensions are based on field measurements. Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.



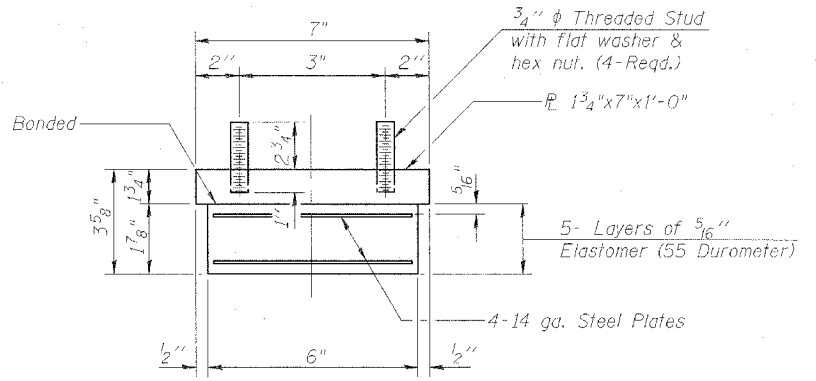
ELEVATION AT ABUT.



SECTION A-A

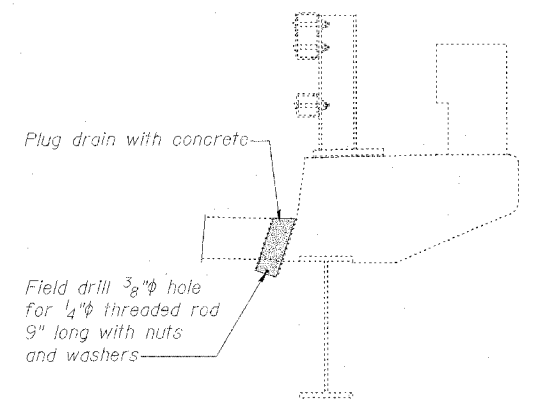
TYPE I ELASTOMERIC EXP. BRG.

Note: See sheet 9 for Anchor Bolt installation.

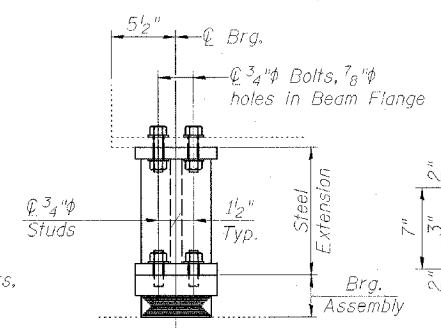


BEARING ASSEMBLY

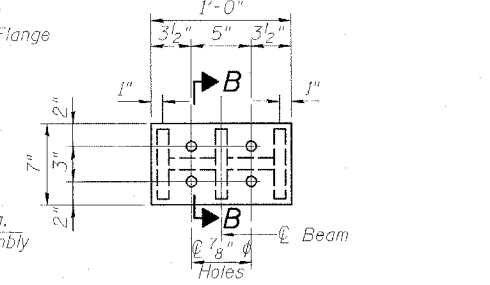
Note: Shim plates shall not be placed under Bearing Assembly.



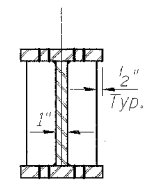
DECK DRAIN PLUG DETAIL
(32 Req'd)



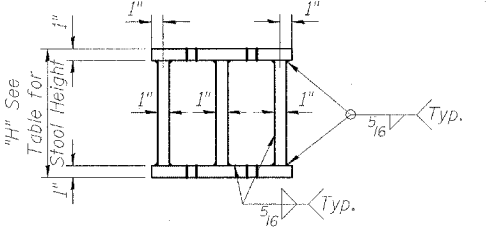
EXTENSION



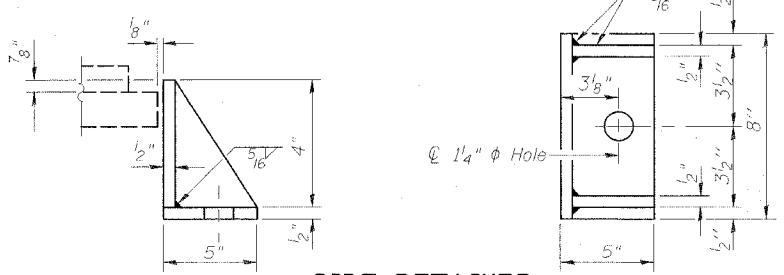
PLAN STEEL EXTENSION



SECTION B-B

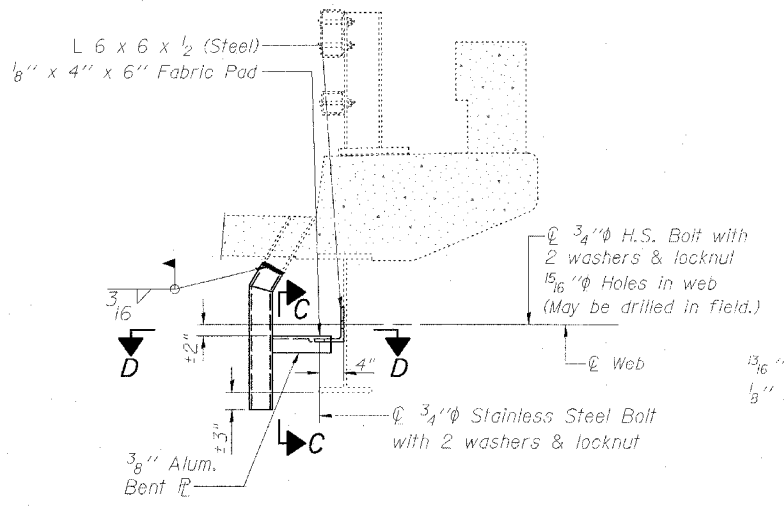


ELEVATION STEEL EXTENSION

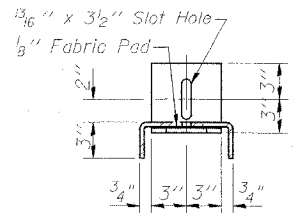


SIDE RETAINER

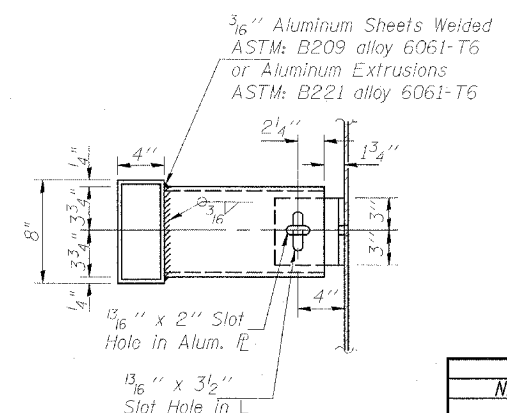
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel.



SECTION AT DRAIN EXTENSION
(32 Req'd)



SECTION C-C



SECTION D-D

BEARING DETAILS AND DRAIN DETAILS

F.A.P. RT. 308
OVER MILL CREEK
ROCK ISLAND COUNTY
STATION 550+90.00
STRUCTURE NO. 081-0091 & 92



CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

REVISIONS	
NAME	DATE

DESIGNED BY: M.M.	PROJECT NO: 1102315
DRAWN BY: MEW	DATE: 3/95
CHECKED BY: M.M.	
APPROVED BY: S.M.M.	
ACTIVITY INITIALS	

DRAWING NUMBER
S-6

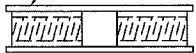
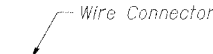
Contract #64816

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

ROLLED THREAD DOWEL BAR



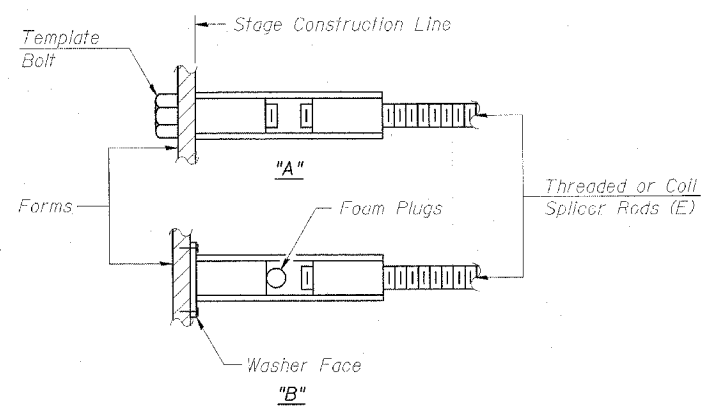
**** ONE PIECE**



WELDED SECTIONS

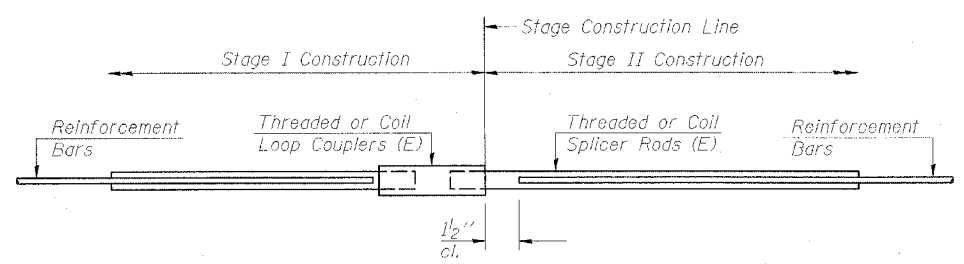
BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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



STANDARD

Bar Size	No. Assemblies Required	Location
#5	40	Deck
#6	12	Abutments

NOTES

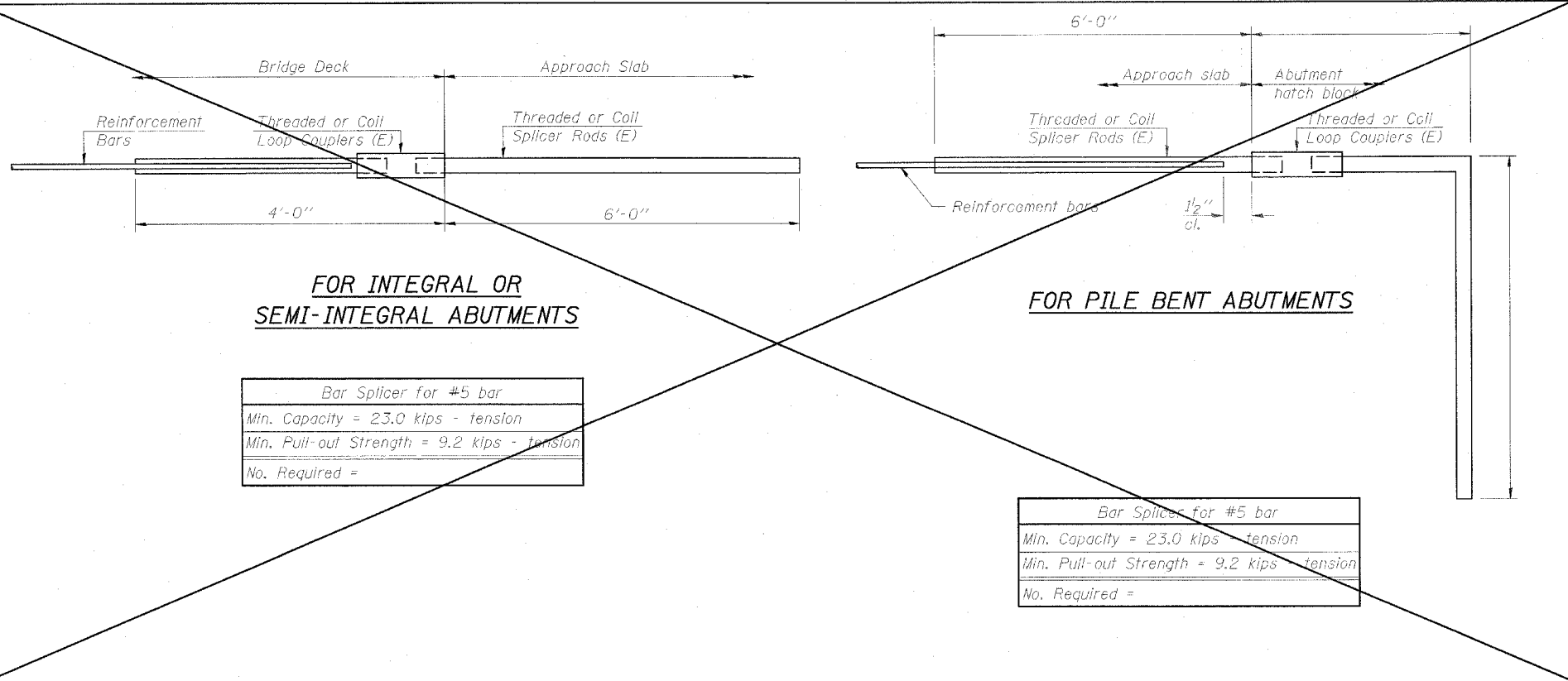
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
- ② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times f_{s,allow} \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{s,allow}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."



FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =

FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =

BAR SPLICER ASSEMBLY DETAILS

F.A.P. RT. 308
 OVER MILL CREEK
 ROCK ISLAND COUNTY
 STATION 550+90.00
 STRUCTURE NO. 081-0091 & 92

CHAMPAIGN, ILLINOIS
 CHICAGO, ILLINOIS
 EVANSVILLE, INDIANA
 INDIANAPOLIS, INDIANA
 KENOSHA, WISCONSIN
 SPRING GREEN, WISCONSIN



REVISIONS	
NAME	DATE

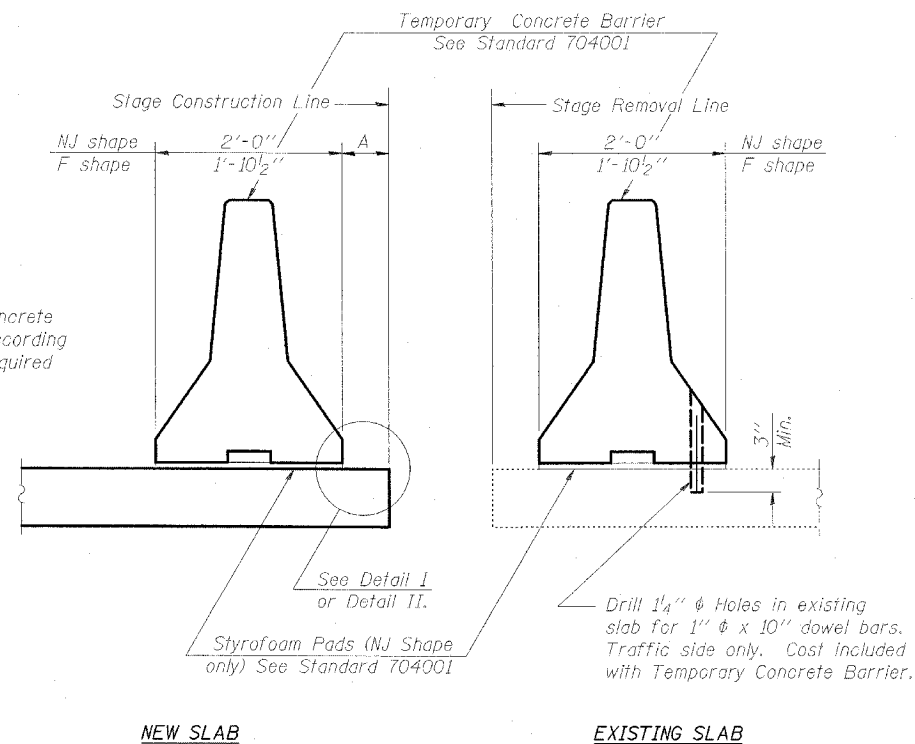
NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

DESIGNED BY: M.M. PROJECT NO: 102315
 DRAWN BY: MEW DATE: 3/06
 CHECKED BY: M.M.
 APPROVED BY: S.M.M.
 ACTIVITY INITIALS

DRAWING NUMBER
S-7

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
F.A.P. RT. 308		ROCK ISLAND	40	27	
FED. ROAD DIST. NO. 7		BLINDERS	FED. AID PROJECT		

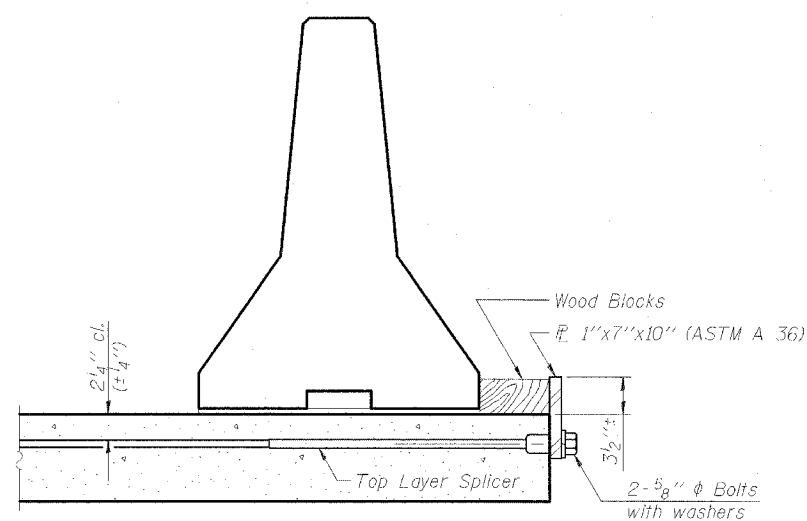
Contract #64B16



SECTIONS THRU SLAB

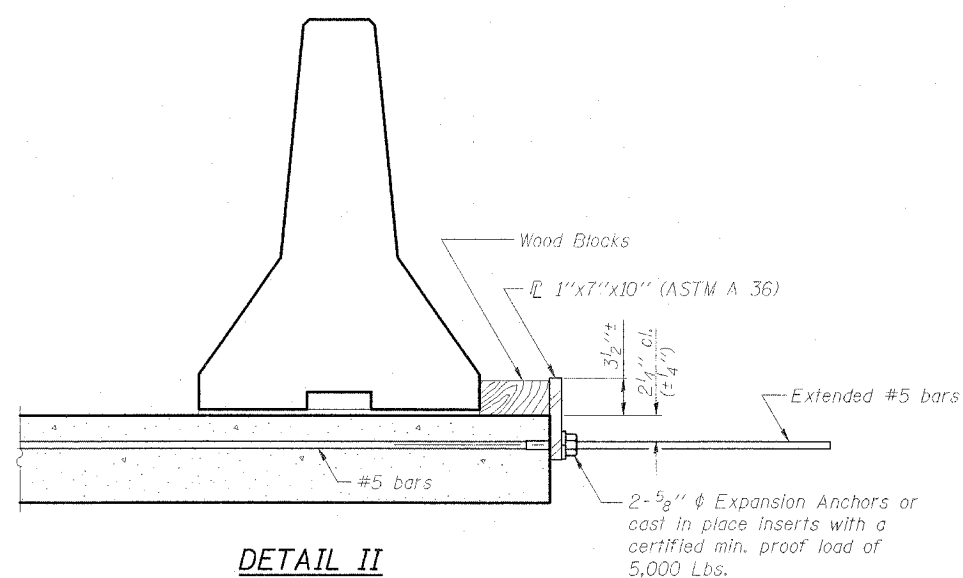
NOTES

- Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{P} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.
- Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{P} to the concrete slab with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier.



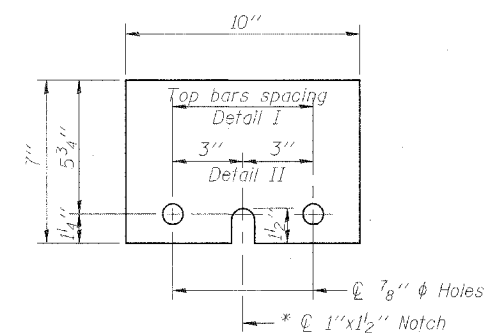
DETAIL I

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



\bar{P} 1"x7"x10"

* Required only with Detail II

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION

F.A.P. RT. 308
OVER MILL CREEK
ROCK ISLAND COUNTY
STATION 550+90.00
STRUCTURE NO. 081-0091 & 92

CHAMPAIGN, ILL. INOIS
CHICAGO, ILL. INOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

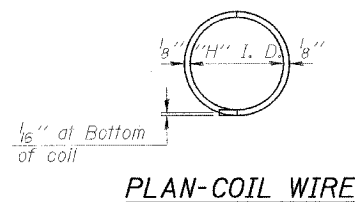
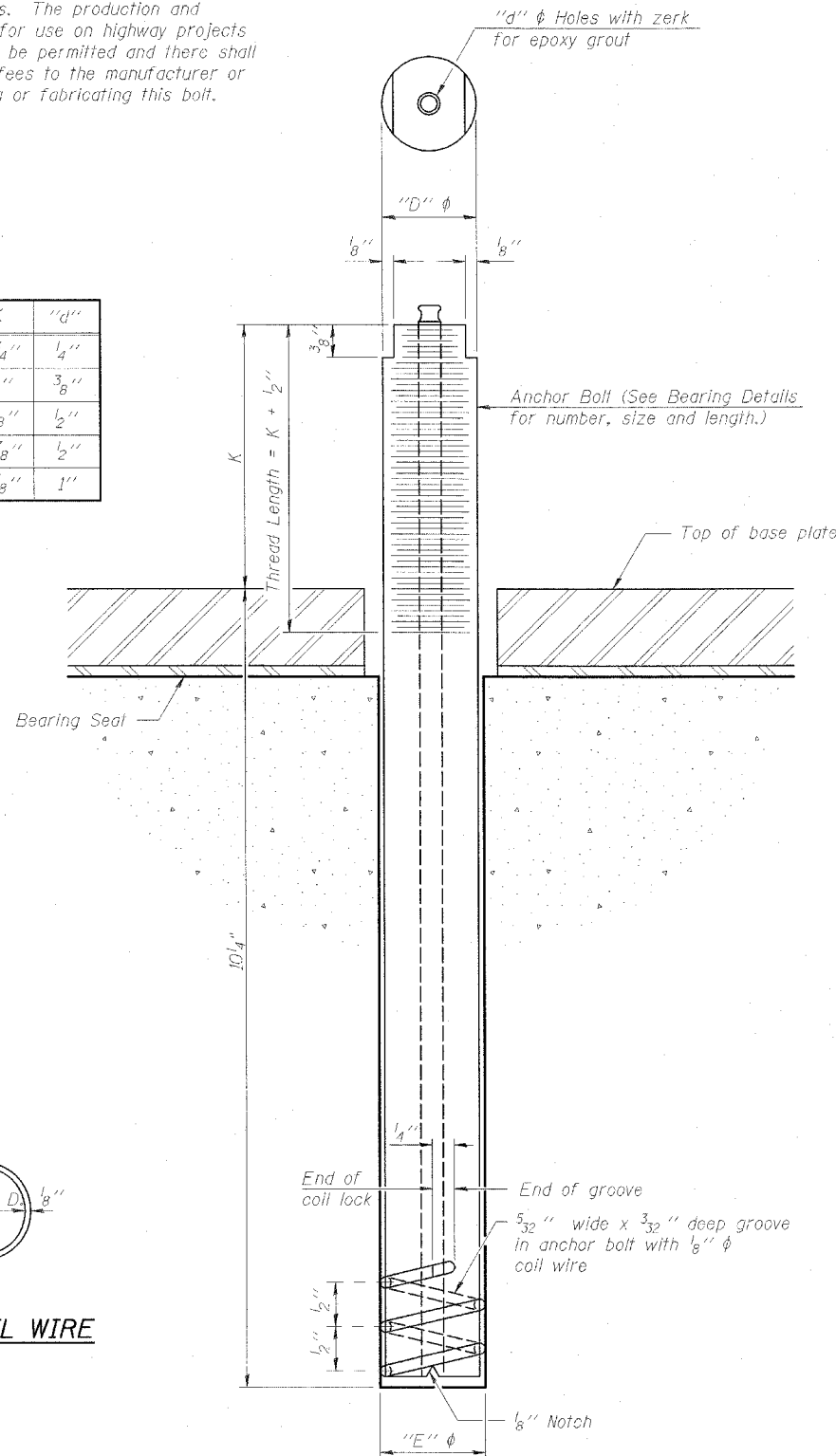
Clark Dietz

REVISIONS		DRAWING NUMBER
NAME	DATE	
		S-8

DESIGNED BY: M.M.	PROJECT NO: 102315
DRAWN BY: MEW	DATE: 3/06
CHECKED BY: M.M.	
APPROVED BY: S.M.M.	
ACTIVITY	INITIALS

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	5/8"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



ILLINOIS COIL-LOCK ANCHOR BOLT

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.
 The coil wire shall be made of any suitable soft steel wire.
 The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
 The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

- The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer of the type specified.
 2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Abutments	A307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.
 Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
 The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.

ANCHOR BOLT DETAILS FOR BEARINGS

F.A.P. RT. 308
 OVER MILL CREEK
 ROCK ISLAND COUNTY
 STATION 550+90.00
 STRUCTURE NO. 081-0091 & 92



CHAMPAIGN, ILLINOIS
 CHICAGO, ILLINOIS
 EVANSVILLE, INDIANA
 INDIANAPOLIS, INDIANA
 KENOSHA, WISCONSIN
 SPRING GREEN, WISCONSIN

REVISIONS	
NAME	DATE

NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

DESIGNED BY: M.M. PROJECT NO: 102315
 DRAWN BY: M.E.W. DATE: 3/86
 CHECKED BY: M.M.
 APPROVED BY: S.M.M.

DRAWING NUMBER
S-9

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
F.A.P. RT. 308	-	ROCK ISLAND	40	29	-
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			SHEETS

Contract # 64B10

NOTES

Nuts for 1" ϕ threaded anchor rods connecting the base plate to the concrete shall be tightened to a snug fit and given an additional $\frac{1}{8}$ turn.

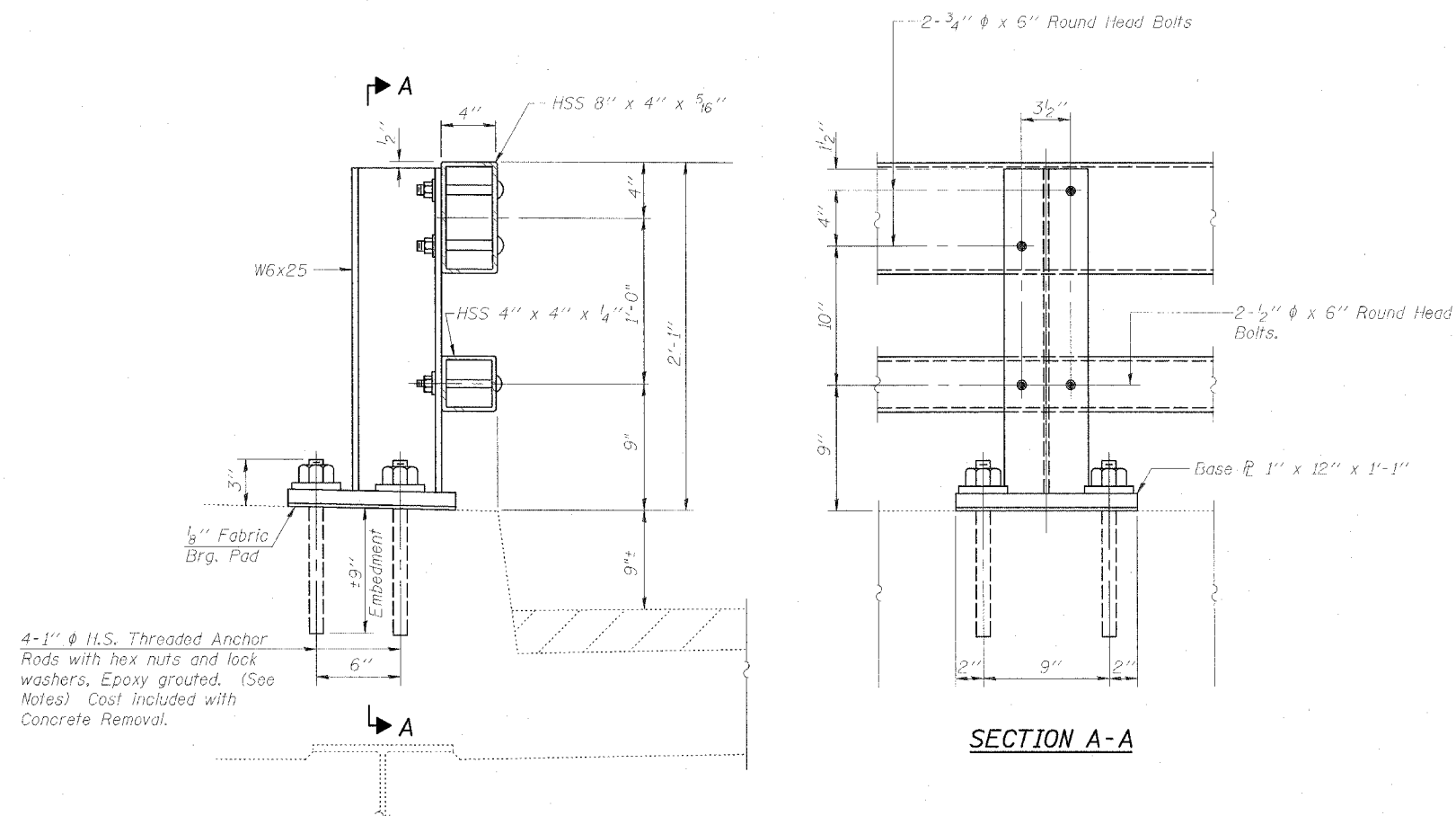
Bolts, cap screws and nuts shall conform to the requirements of ASTM designation A 307 except that threaded rods, nuts and washers shall conform to AASHTO M 164.

All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.

Anchor rods shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. Galvanized rail shall not be painted.

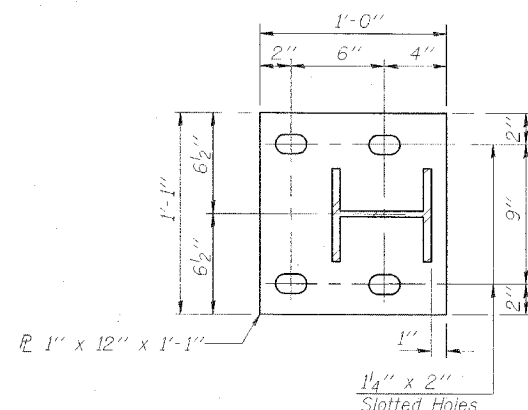
The Contractor shall use the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge shall be sealed with pre-measured amounts of the adhesive chemical.



SECTION AT RAIL POST

Remove and reinstall existing bridge rail to the extent necessary for Concrete Removal. At curb and safety walk sections with new Concrete Superstructure install new anchor rods. Cost included with Concrete Removal.



BASE PLATE DETAIL

STEEL BRIDGE RAIL DETAILS

F.A.P. RT. 308
OVER MILL CREEK
ROCK ISLAND COUNTY
STATION 550+90.00
STRUCTURE NO. 081-0091 & 92



CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

REVISIONS	
NAME	DATE

NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

DESIGNED BY: M.M. PROJECT NO: 102315
DRAWN BY: MEW DATE: 3/06
CHECKED BY: M.M.
APPROVED BY: S.M.M.
ACTIVITY: DETAILS

DRAWING NUMBER

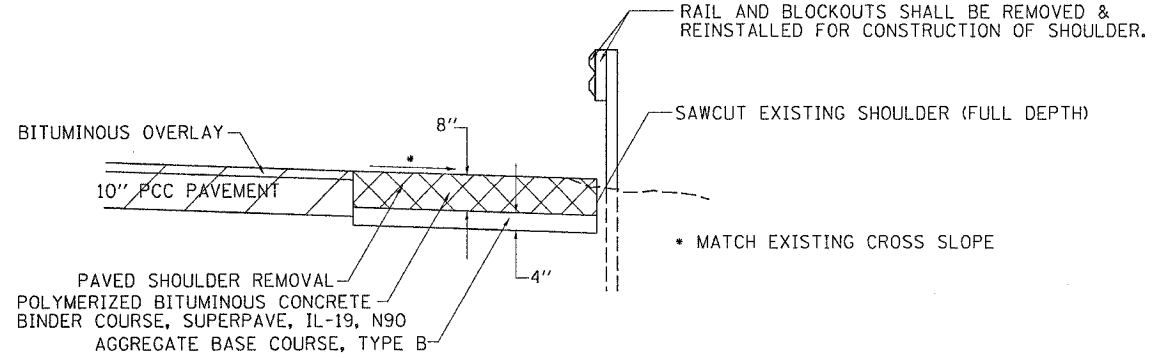
S-10

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		ROCK ISLAND	40	30
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHOULDER REMOVAL DETAIL



SHOULDER DETAIL AT GUARDRAIL



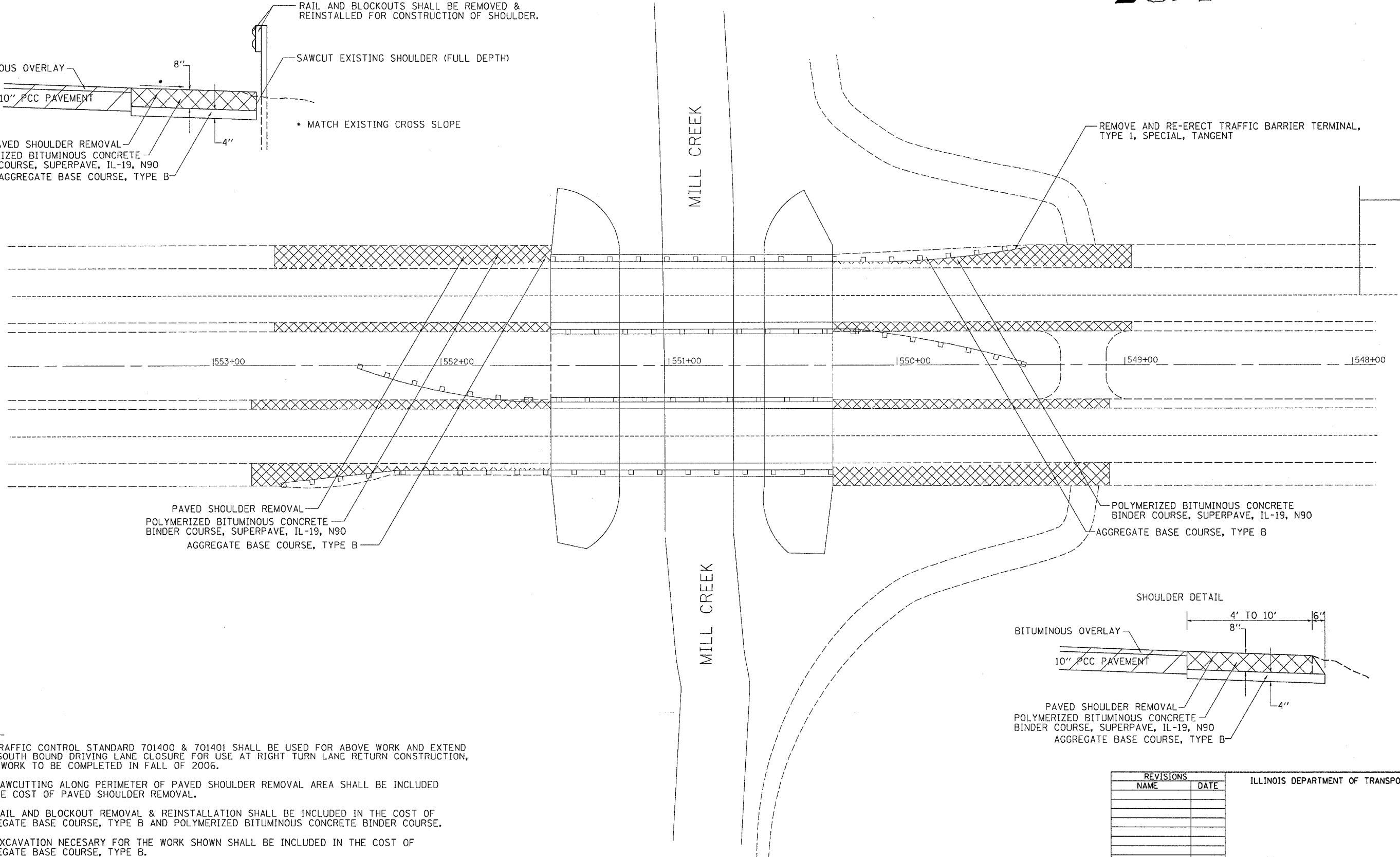
RAIL AND BLOCKOUTS SHALL BE REMOVED & REINSTALLED FOR CONSTRUCTION OF SHOULDER.

SAWCUT EXISTING SHOULDER (FULL DEPTH)

MATCH EXISTING CROSS SLOPE

PAVED SHOULDER REMOVAL
POLYMERIZED BITUMINOUS CONCRETE
BINDER COURSE, SUPERPAVE, IL-19, N90
AGGREGATE BASE COURSE, TYPE B

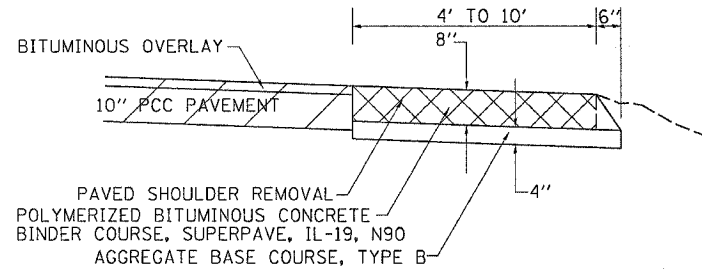
REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL, TANGENT



PAVED SHOULDER REMOVAL
POLYMERIZED BITUMINOUS CONCRETE
BINDER COURSE, SUPERPAVE, IL-19, N90
AGGREGATE BASE COURSE, TYPE B

POLYMERIZED BITUMINOUS CONCRETE
BINDER COURSE, SUPERPAVE, IL-19, N90
AGGREGATE BASE COURSE, TYPE B

SHOULDER DETAIL



NOTE:

1. TRAFFIC CONTROL STANDARD 701400 & 701401 SHALL BE USED FOR ABOVE WORK AND EXTEND THE SOUTH BOUND DRIVING LANE CLOSURE FOR USE AT RIGHT TURN LANE RETURN CONSTRUCTION, THIS WORK TO BE COMPLETED IN FALL OF 2006.
2. SAWCUTTING ALONG PERIMETER OF PAVED SHOULDER REMOVAL AREA SHALL BE INCLUDED IN THE COST OF PAVED SHOULDER REMOVAL.
3. RAIL AND BLOCKOUT REMOVAL & REINSTALLATION SHALL BE INCLUDED IN THE COST OF AGGREGATE BASE COURSE, TYPE B AND POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE.
4. EXCAVATION NECESSARY FOR THE WORK SHOWN SHALL BE INCLUDED IN THE COST OF AGGREGATE BASE COURSE, TYPE B.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. DATE
HORIZ. DATE

DRAWN BY
CHECKED BY

PLOT DATE = Tue Apr 04 08:38:21 2006
FILE NAME = c:\pwork\msta\2287945\4879651.dgn
USER = mgj
USER NAME = mgj

SHOULDER REMOVAL DETAIL

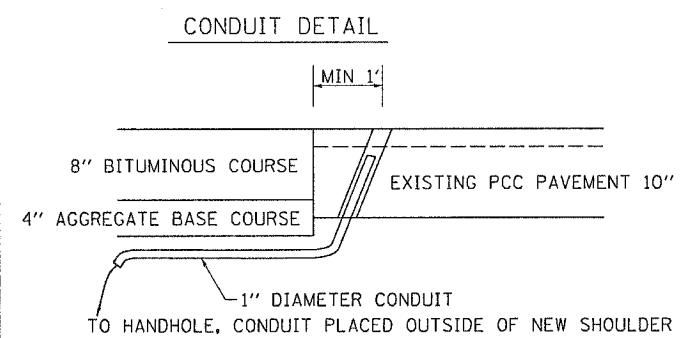
STAGING DETAILS FOR RIGHT TURN LANE RETURN (DAYTIME ONLY)

NOTES:
 THE BITUMINOUS SURFACE REMOVAL (VAR DEPTH); BINDER COURSE; SURFACE COURSE; BITUMINOUS SURFACE, MIX C, 50; TEMPORARY PAVEMENT STRIPING; AND TRAFFIC CONTROL WORK TO INSTALL NEW DETECTOR LOOPS SHALL BE COMPLETED PRIOR TO 2006 WINTER SHUTDOWN.

DETECTOR LOOP LEAD-INS SHALL BE PLACED AS SHOWN ON THE PLANS, IN EXISTING PCC PAVEMENT ONLY.

EXCAVATION NECESSARY FOR THE WORK SHOWN SHALL BE INCLUDED IN THE COST OF AGGREGATE BASE COURSE, TYPE B.

SEE STANDARD 701422 FOR APPROACH



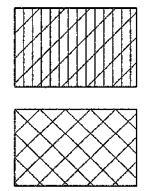
48" X 30" WHITE - R3-8A



24" X 24" WHITE - R2-1100L



21" X 15" ORANGE - M6-2L



PAVED SHOULDER REMOVAL

BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)



TRAFFIC CONTROL LANE MOVEMENT

TRAFFIC CONTROL DEVICE SPACING:
 DRUMS OR BARRICADES AT 20' CENTERS
 CONES AT 10' CENTERS



18" X 24" WHITE - R4-7A

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

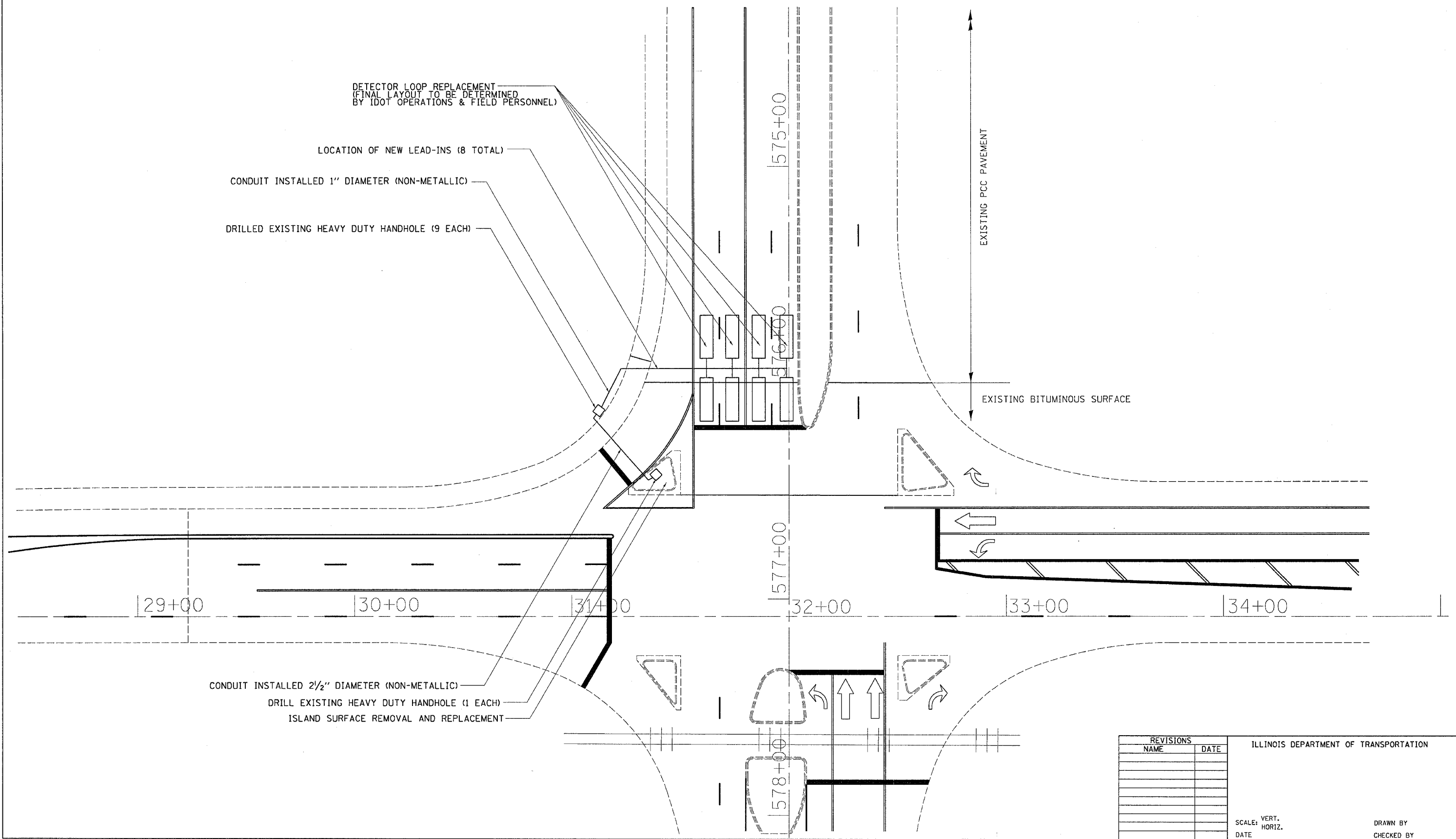
SCALE: VERT.
 HORIZ.
 DATE

DRAWN BY
 CHECKED BY

PLOT DATE: 04 Apr 04 08:21:21 2005
 FILE NAME: 4237765.dwg
 PLOT SCALE: 58.48000 1/16"
 USER NAME: mgj11

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		ROCK ISLAND	40	32
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

DETECTOR LOOP DETAILS



PLOT DATE = TUE 04 08 21 21 2005
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 USER NAME = mgj11

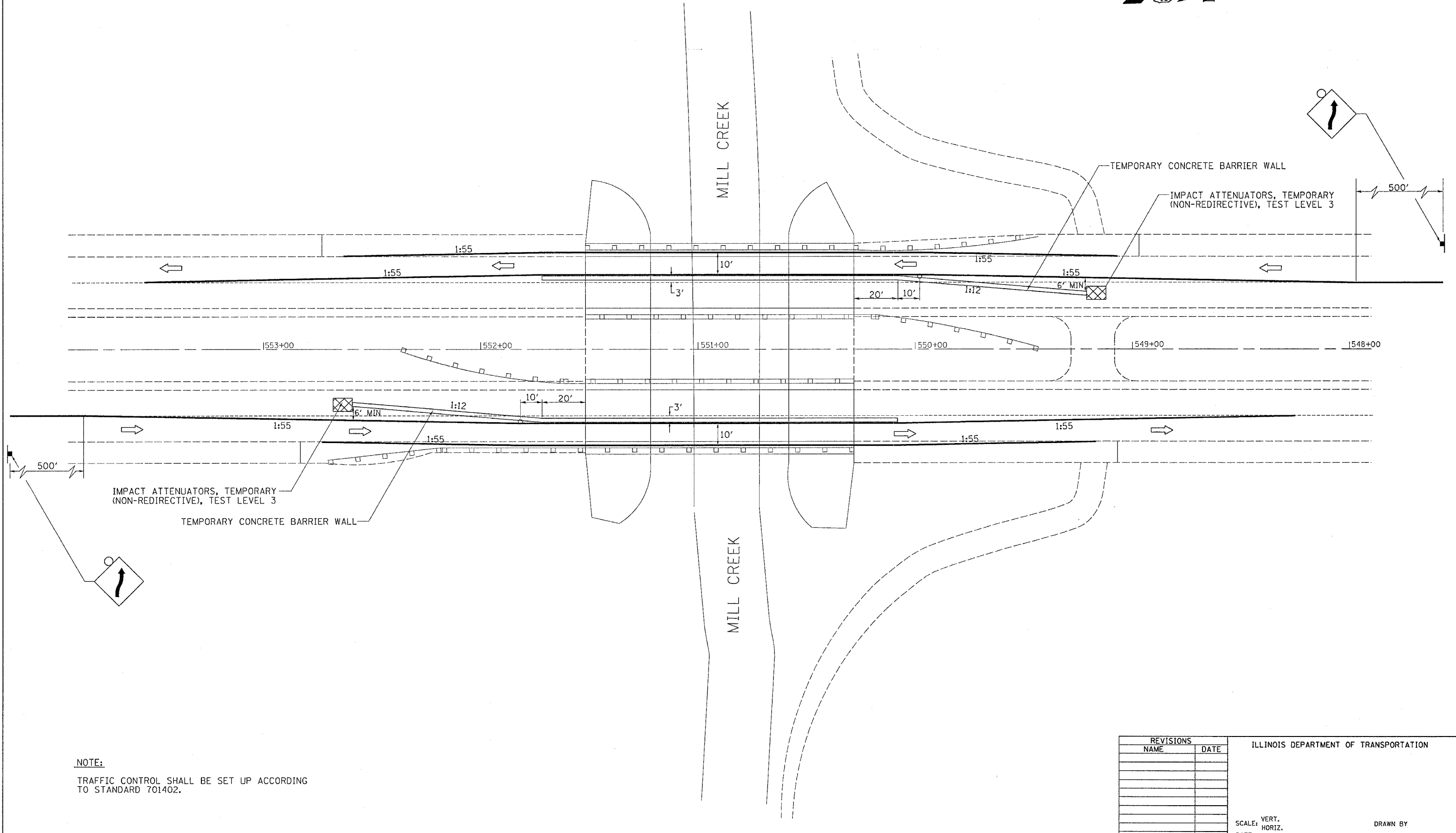
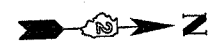
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. _____
 HORIZ. _____
 DATE _____

DRAWN BY _____
 CHECKED BY _____

STAGE 1—BRIDGE REHABILITATION



IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3

TEMPORARY CONCRETE BARRIER WALL

TEMPORARY CONCRETE BARRIER WALL

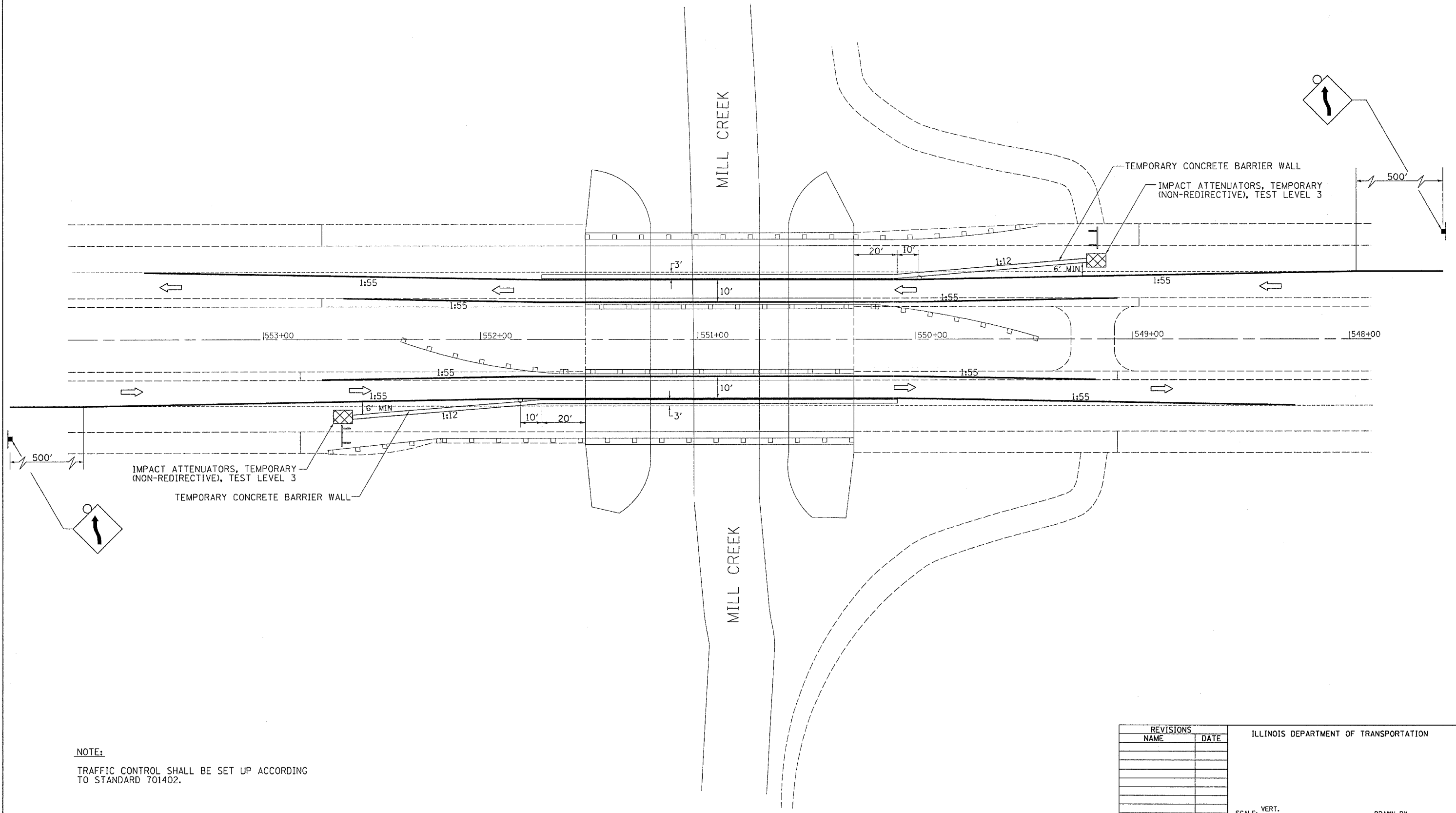
IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3

NOTE:
TRAFFIC CONTROL SHALL BE SET UP ACCORDING TO STANDARD 701402.

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

PLOT DATE = Tue Apr 04 09:20:21 2005
 FILE NAME = \\s207965\csp7965\64b16.dgn
 PLOT SCALE = 28.26000 "/> IN.
 USER NAME = mgj11

STAGE 2—BRIDGE REHABILITATION



IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3

TEMPORARY CONCRETE BARRIER WALL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. DATE
HORIZ.

DRAWN BY
CHECKED BY

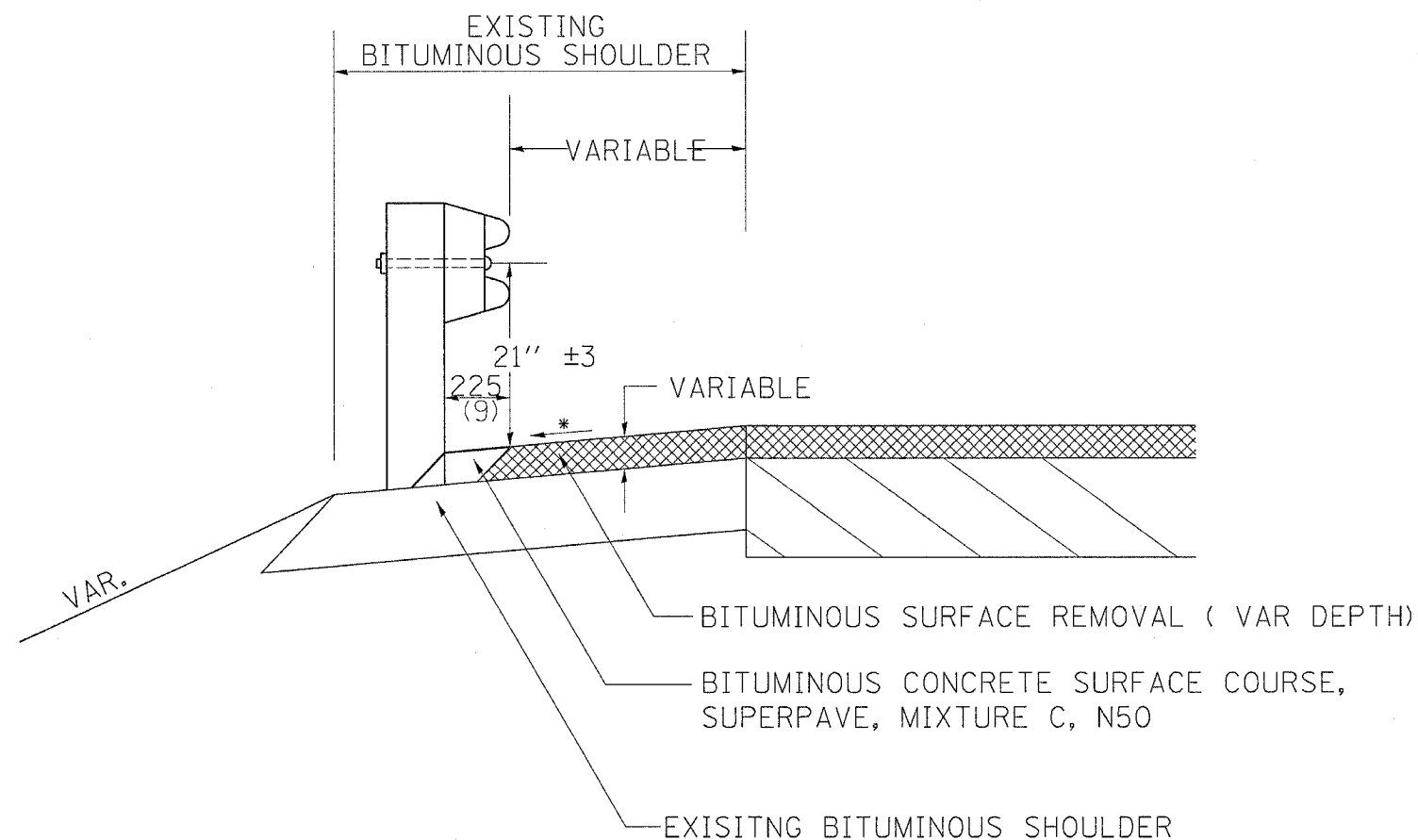
NOTE:

TRAFFIC CONTROL SHALL BE SET UP ACCORDING TO STANDARD 701402.

PLOT DATE: Tue Apr 04 08:28:25 2005
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 PLOT SCALE: 28.80000 7 / IN.
 USER NAME: magjllj

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		ROCK ISLAND	40	35
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DETAIL OF BITUMINOUS SHOULDER AT GUARD RAIL



* VARIABLE, ADJUST SLOPE TO TRANSITION INTO THE EXISTING SHOULDER SLOPE AT THE BRIDGE.

GENERAL NOTES

THE BITUMINOUS SURFACE ON THE SHOULDERS SHALL BE PLACED TO THE FACE OF THE GUARDRAIL POSTS. THE RAIL AND BLOCK OUTS MUST BE REMOVED FROM THE POSTS. THE POSTS SHALL NOT BE REMOVED.

THE HEIGHT OF THE GUARD RAIL SHALL BE SET 21" ± 3 FROM THE FINISHED SURFACE.

THE SHOULDER SHALL BE BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIXTURE C, N50. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIXTURE C, N50. THE REMOVAL & REINSTALLATION OF THE GUARDRAIL WILL BE INCLUDED IN THE COST OF THE BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIXTURE C, N50.

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

PLOT DATE = Tue Apr 04 08:16:09 2005
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 USER NAME = mg111

CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED (DETAILS FOR CURB & GUTTER REPLACEMENT)

CONCRETE CURB AND GUTTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, STANDARD 606001 AND THIS DRAWING.

CLASS SI CONCRETE SHALL BE USED THROUGHOUT. A HOLE 40 (1 1/2) IN DIAMETER AND 225 (9) DEEP SHALL BE DRILLED IN THE EXISTING CONCRETE CURB AS SHOWN. A 32x450 (1 1/4 X 18) SMOOTH DOWEL BAR SHALL BE GROUTED IN THE HOLE LONGITUDINALLY.

JOINTS OF A TYPE SIMILAR TO THAT IN THE UNDERLYING PAVEMENT (EXPANSION OR CONTRACTION) SHALL BE INSTALLED IN THE CONCRETE CURB IN ALIGNMENT WITH THE JOINTS IN THE PAVEMENT.

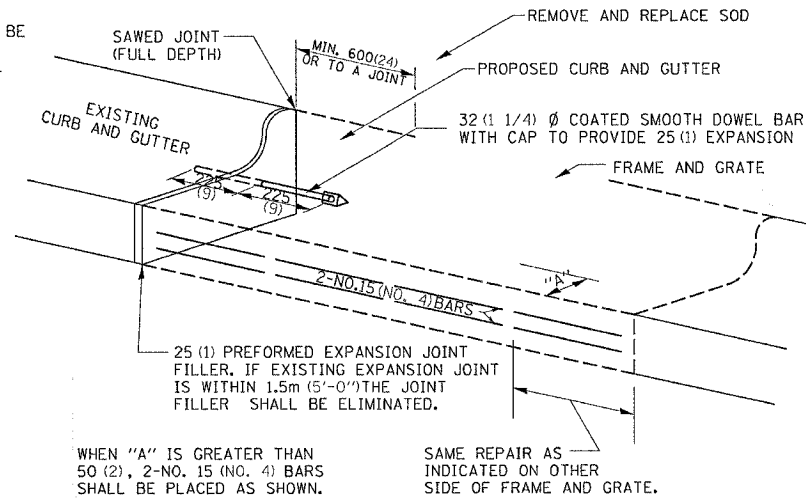
THE PROPOSED CONFIGURATION OF THE CURB AND GUTTER SHALL MATCH THAT REMOVED.

THE LOCATION OF THE DOWEL BAR SHALL BE DETERMINED BY THE ENGINEER.

ALL EXISTING TIE BARS IN EDGE OF PAVEMENT SLAB THRU REPLACEMENT AREA SHALL BE CUT OFF.

THE WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS AND INCLUDES THE REMOVAL AND REPLACEMENT OF SOD, CONCRETE PAVEMENT AND/OR CURB AND GUTTER ADJACENT TO CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED AND SHALL BE INCLUDED IN THE PAY ITEM OF CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED AS SPECIFIED.

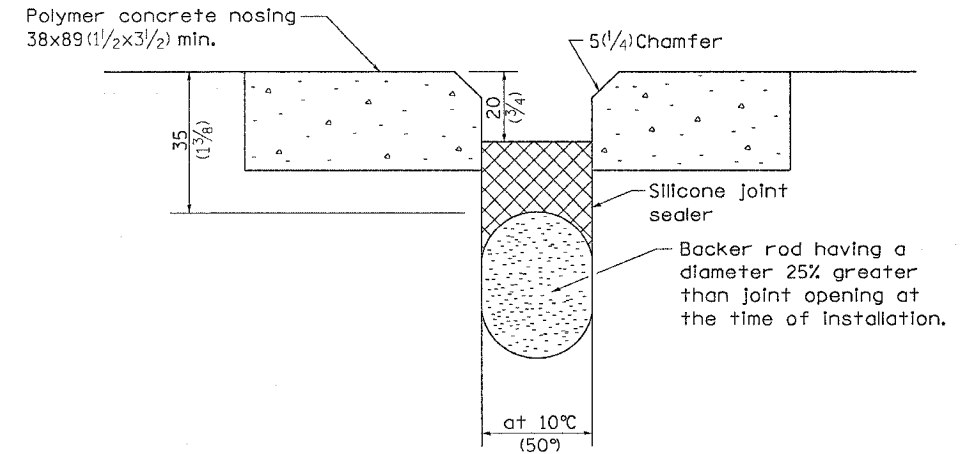
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.



CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED 17.4a

REVISED 5-4-94

SILICONE JOINT SEAL (CONCRETE DETAILS)

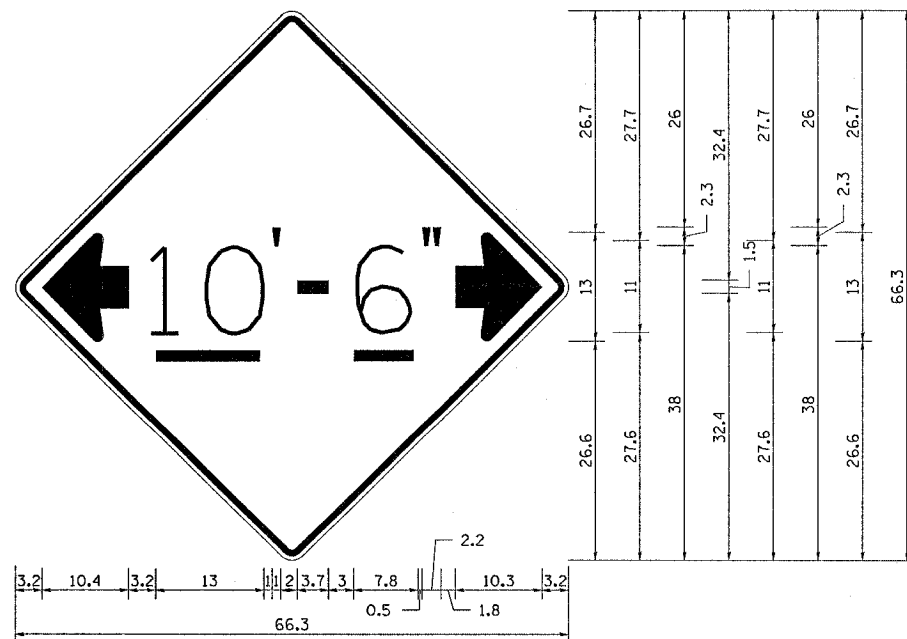


ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

SILICONE JOINT SEAL (CONCRETE DETAILS) 29.4

REVISED 5-1-96

INFORMATIONAL WARNING SIGN (FOR NARROW TRAVEL LANES)



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

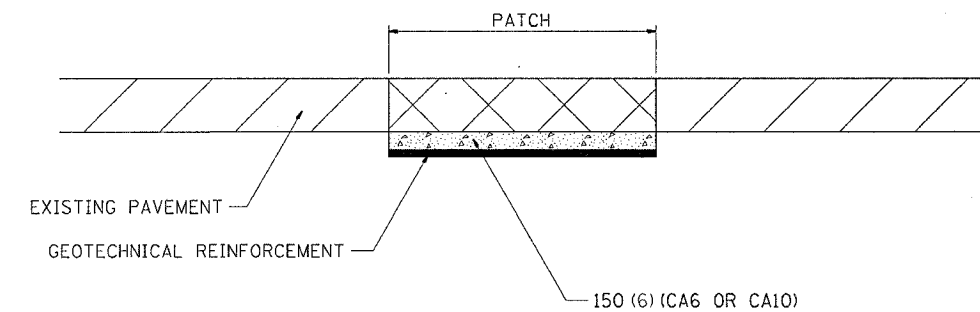
All work to furnish and install these signs shall be included in the cost of the Traffic Control Standards and shall not be paid for separately.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

INFORMATIONAL WARNING SIGN (FOR NARROW TRAVEL LANES) 39.4

REVISED 6-29-05

SUBGRADE REPLACEMENT



NOTES:

The Engineer will determine which patches will require Subgrade Replacement, generally when the Q_u of the Subgrade < 0.3TSF or if patch density is questionable.

UNSTABLE SUBGRADE MATERIAL SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.

This work will be paid for at the contract unit price per m^3 (CU. YD.) for GRANULAR SUBGRADE REPLACEMENT and per m^2 (SQ. YD.) for GEOTECHNICAL REINFORCEMENT.

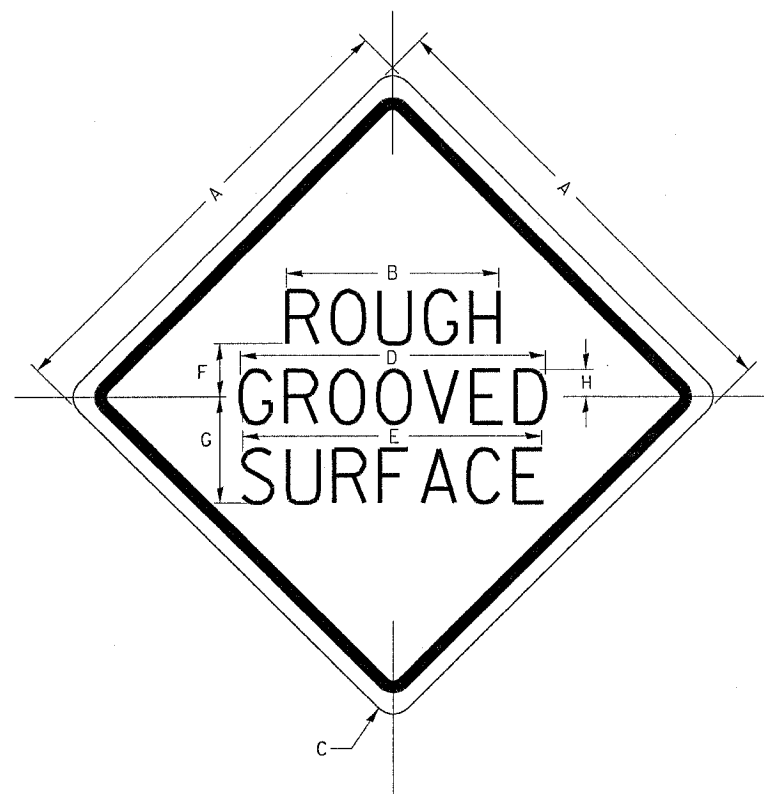
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

SUBGRADE REPLACEMENT 97.4

REVISED 4-23-93

ROUGH GROOVED SURFACE SIGN

ILLINOIS STANDARD W8-I107
SIGN PANEL TYPE 1



COLOR: LEGEND AND BORDER - BLACK NON-REFLECTIVE
 BACKGROUND - ORANGE REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
1200x1200 (48x48)	1200 (48.0)	600 (24.1)	75 (3.0)	850 (34.0)	825 (33.0)	150 (6.0)	325 (13.0)	88 (3.5)

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

ALL DIMENSIONS IN INCHES.

GENERAL NOTES

SIGN PANELS AND FACE MATERIALS SHALL BE ACCORDING TO SECTION 720 OF THE STANDARD SPECIFICATIONS

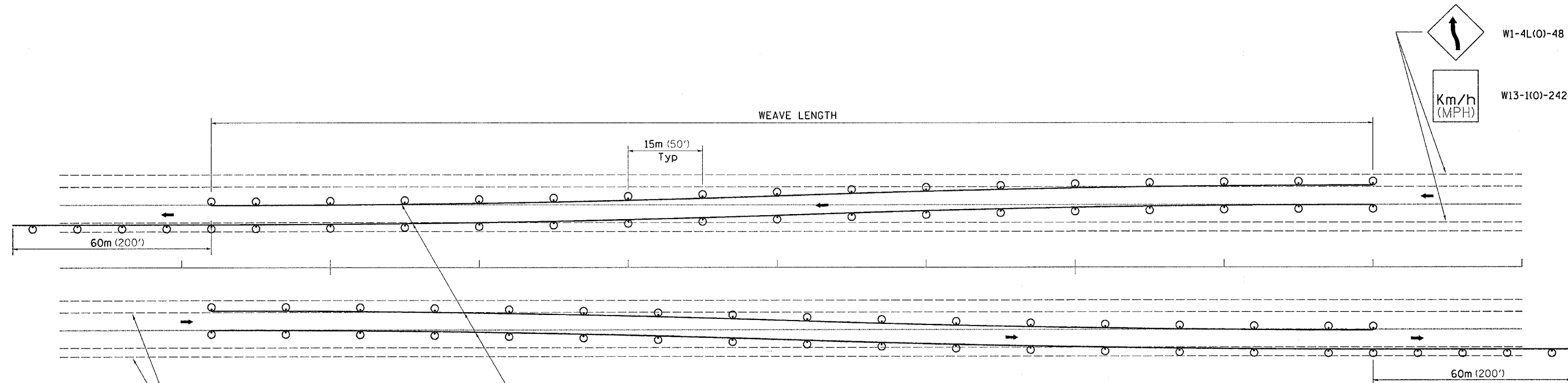
METAL POSTS SHALL BE IN ACCORDANCE WITH STD. 720011.

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

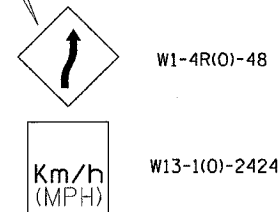
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

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 REFERENCE = SHEET

TRAFFIC CONTROL TYPICAL WEAVE



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



LEGEND

○ DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS

SIGN ON PERMANENT MOUNT

STANDARD WEAVE CONDITIONS FOR DIFFERENT SPEED LIMITS

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

DESIGNER NOTE:

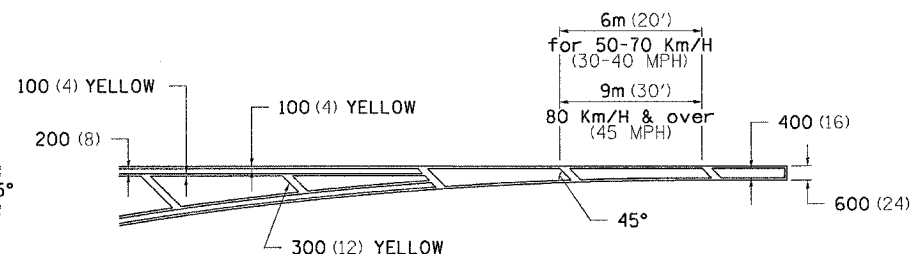
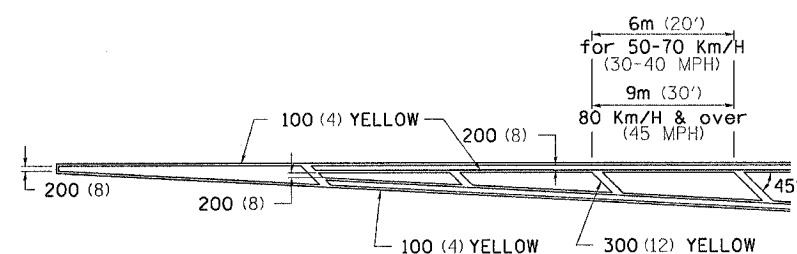
1. USE ON LONG 4-LANE PROJECTS WHERE THE CONTRACTOR MAY CHANGE A PORTION OF THE WORK TO THE OPPOSITE LANE.
2. USE WHERE THE PROJECT IS ADJACENT TO ANOTHER AND THE CONTRACTOR COULD BE WORKING ON DIFFERENT LANES.
3. TEMPORARY PAVEMENT MARKING SHALL BE USED WHEN TYPICAL WEAVE IS USED FOR 14 DAYS OR MORE.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

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

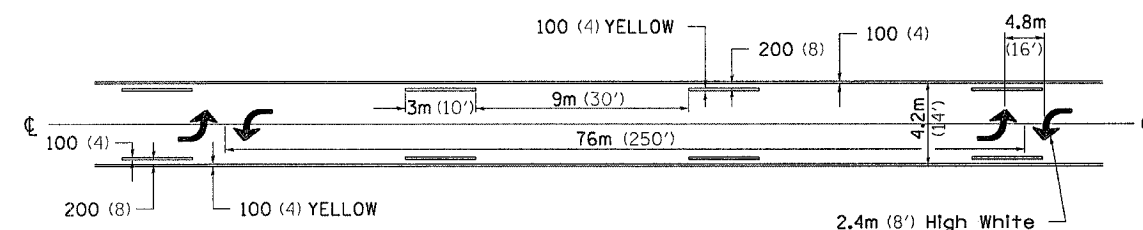
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 REFERENCE = REF#

TYPICAL PAVEMENT MARKINGS

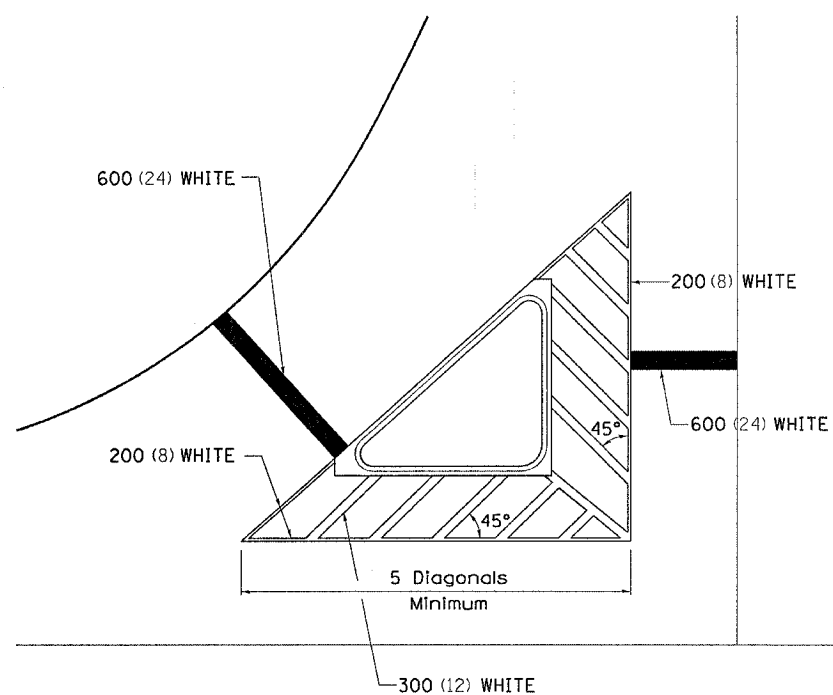
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



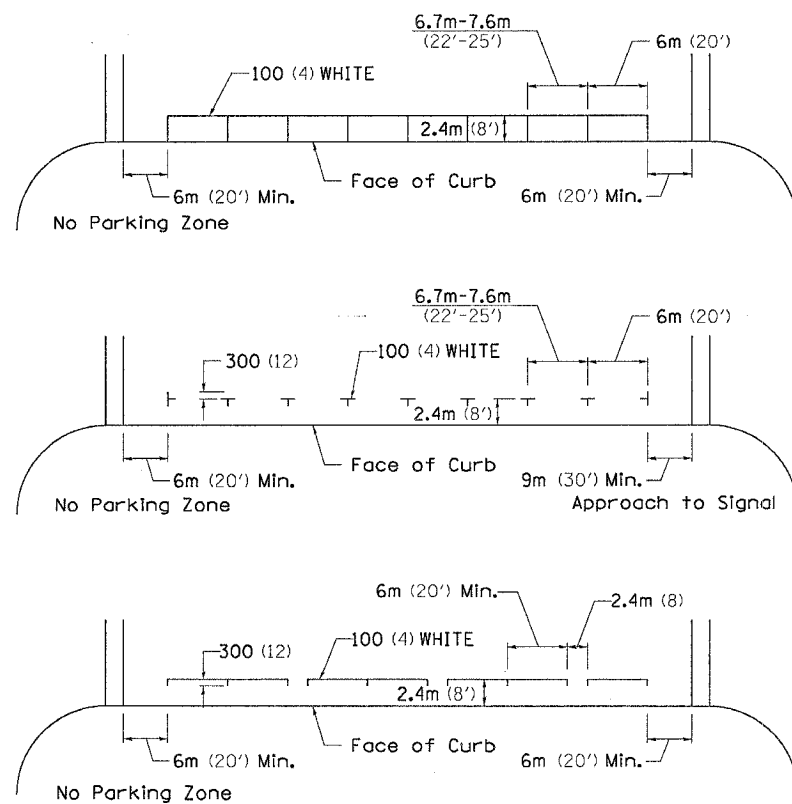
MEDIAN PAVEMENT MARKING



TYPICAL ISLAND
OFFSET SHOULDER WIDTH

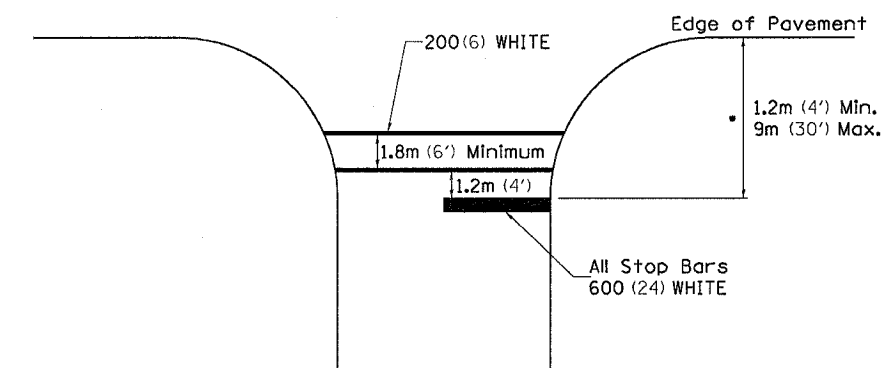


TYPICAL PARKING SPACING



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

STANDARD CROSSWALK MARKING
See Schedules for Locations



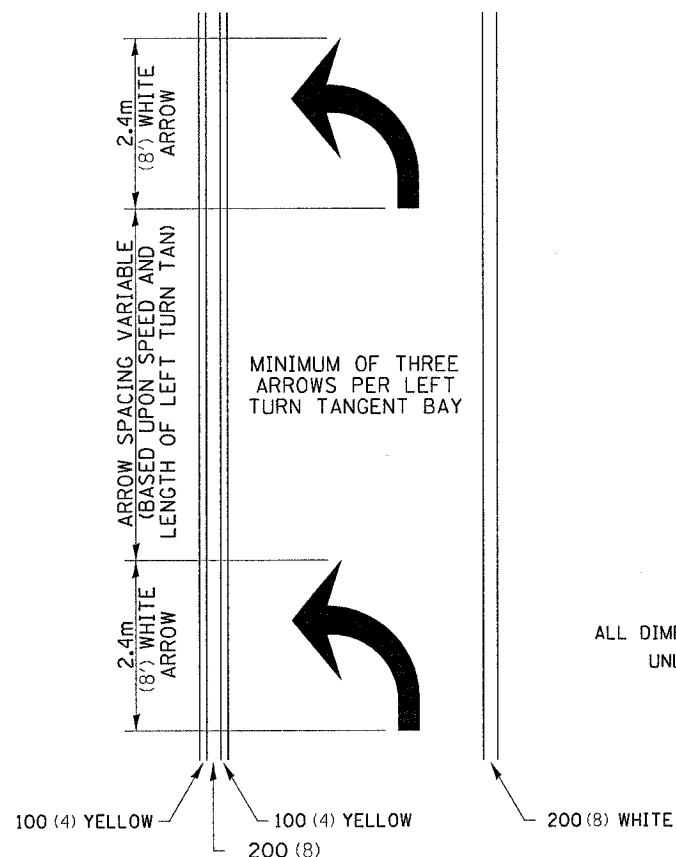
• Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

PLT DATE = Tue Apr 04 08:00:17 2006
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		ROCK ISLAND	40	40
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS

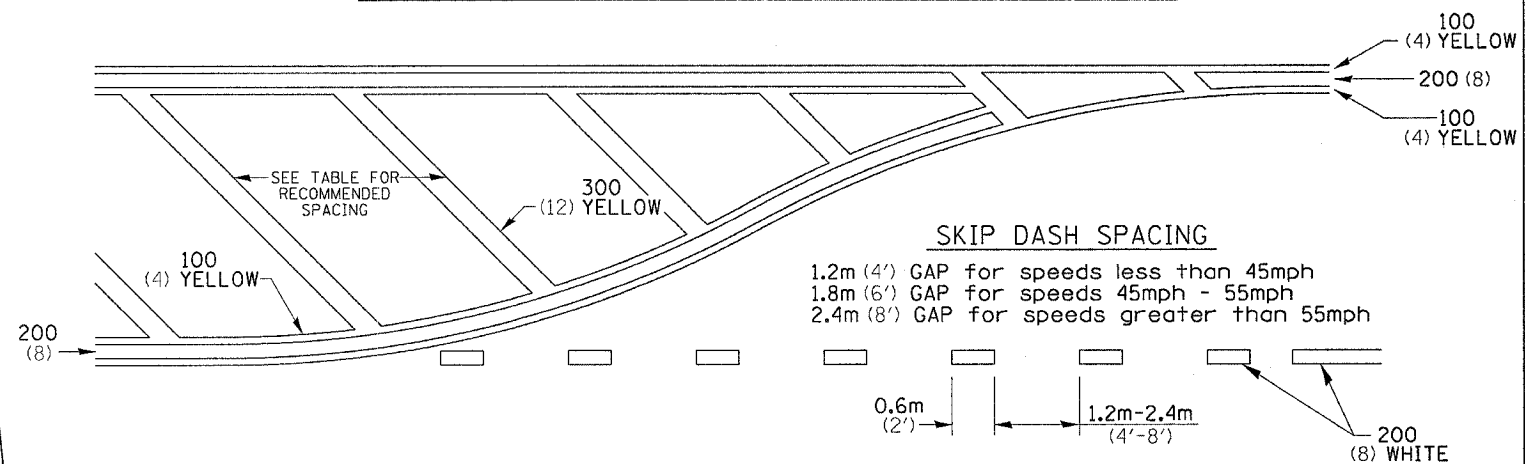
ARROW LAYOUT



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

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

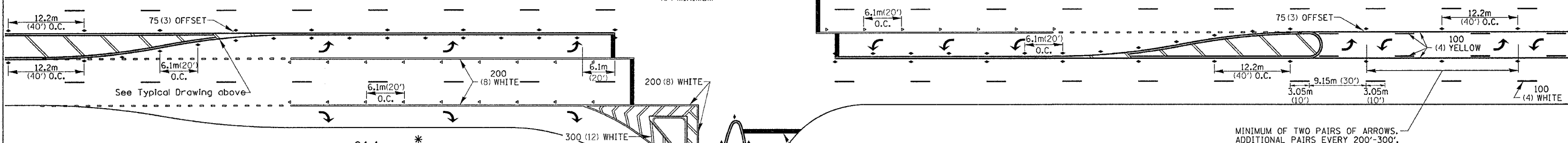
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

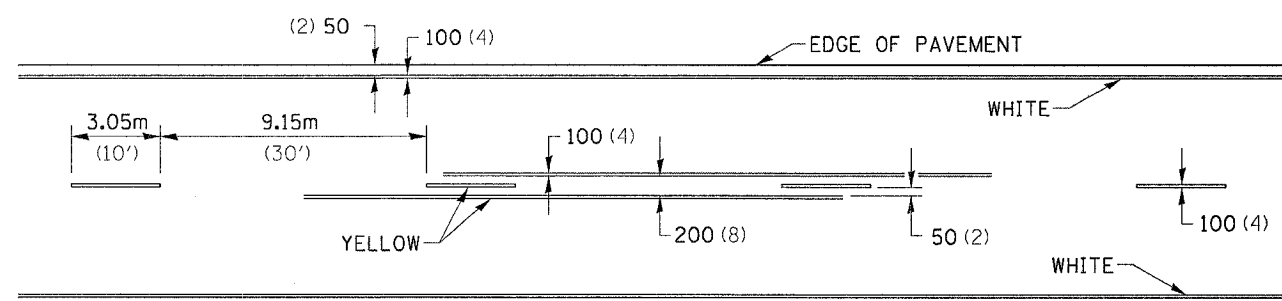
Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

NOTE: if the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



MINIMUM OF TWO PAIRS OF ARROWS. ADDITIONAL PAIRS EVERY 200'-300'.

TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES



SYMBOLS

See Typical Drawing above
12.2m (40') O.C.
6 at (40') O.C. APPROACH SIDE ONLY

- * REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15Km/H (10MPH) LOWER THAN POSTED SPEEDS.
- ** USE DOUBLE MARKERS WHEN ADT ≥ 25,000

MULTI-LANE / UNDIVIDED

PLOT DATE = Tue Aug 04 08:09:17 2009
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