

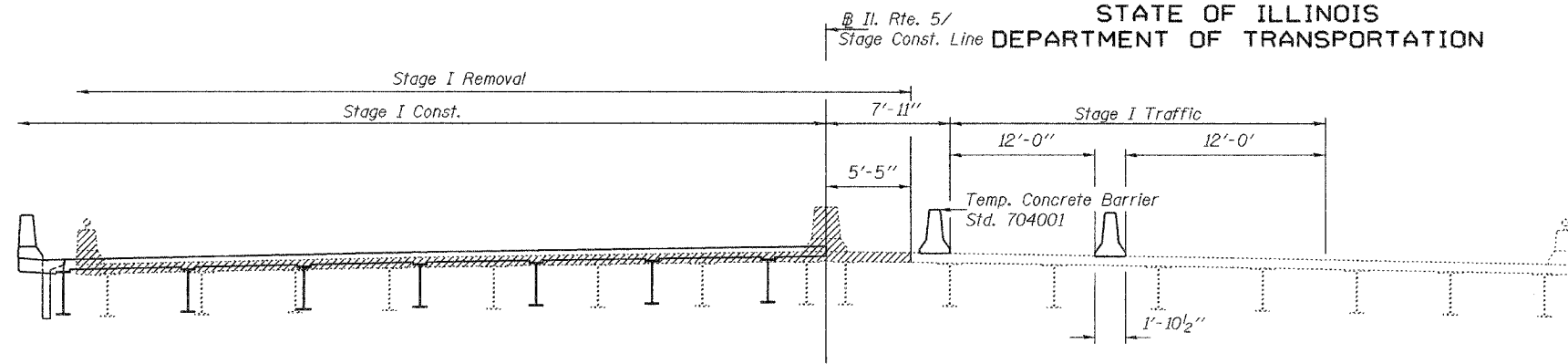
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

Contract #64931

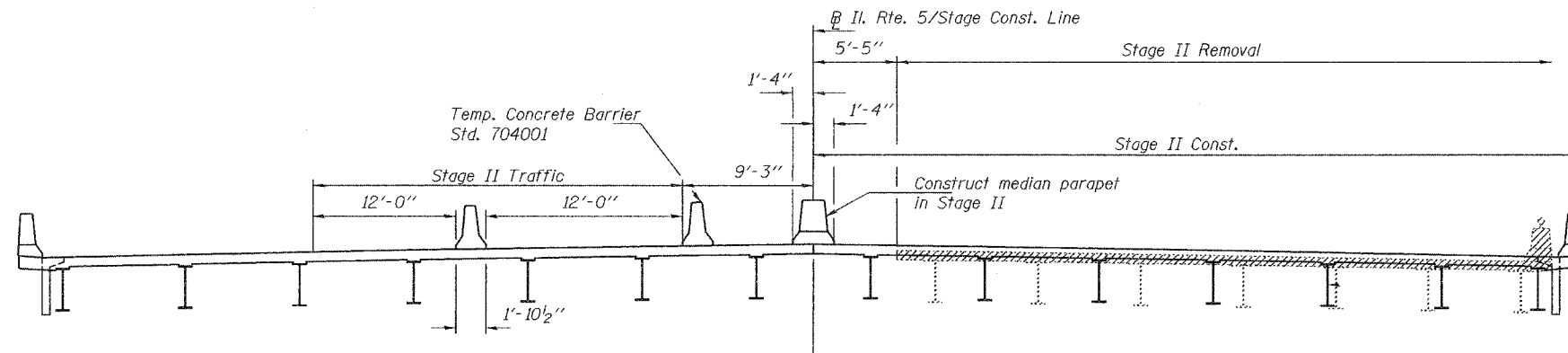
GENERAL NOTES

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



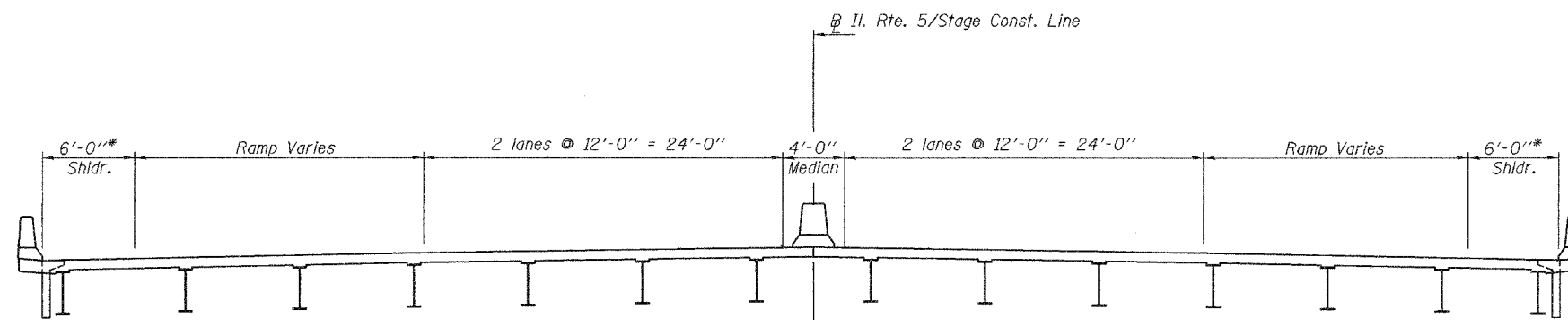
STAGE I REMOVAL & CONSTRUCTION CROSS SECTION

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



STAGE II REMOVAL & CONSTRUCTION CROSS SECTION

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

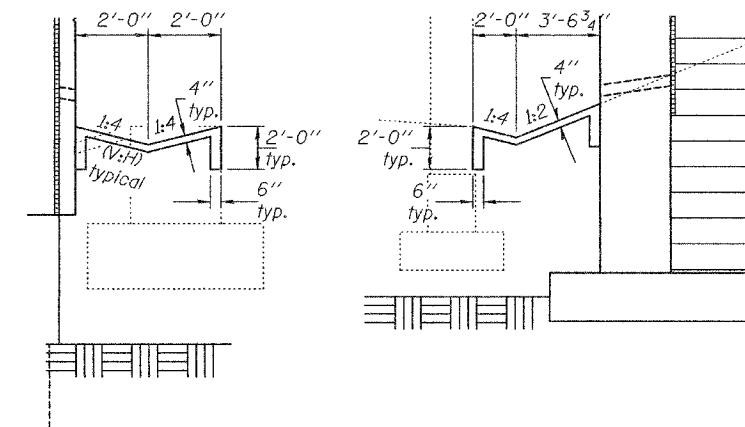


FINAL CONSTRUCTION CROSS SECTION

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

*At right L's to back of parapet.

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



SLOPE WALL
(South Abutment)

SLOPE WALL
(North Abutment)

GENERAL DATA & STAGE CONSTRUCTION DETAILS

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

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

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