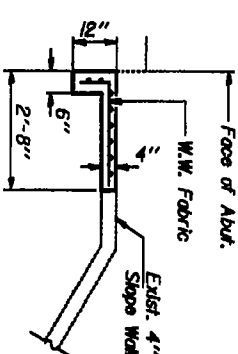
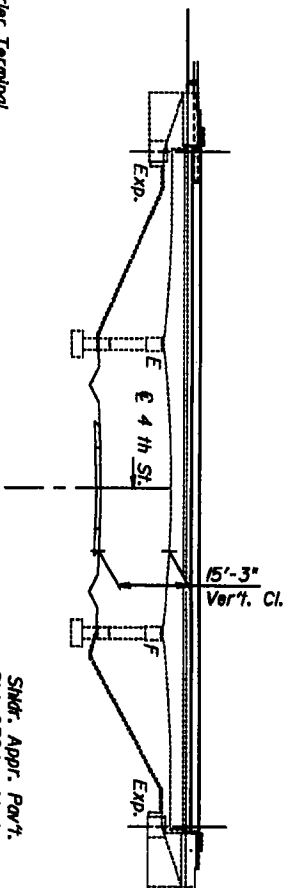


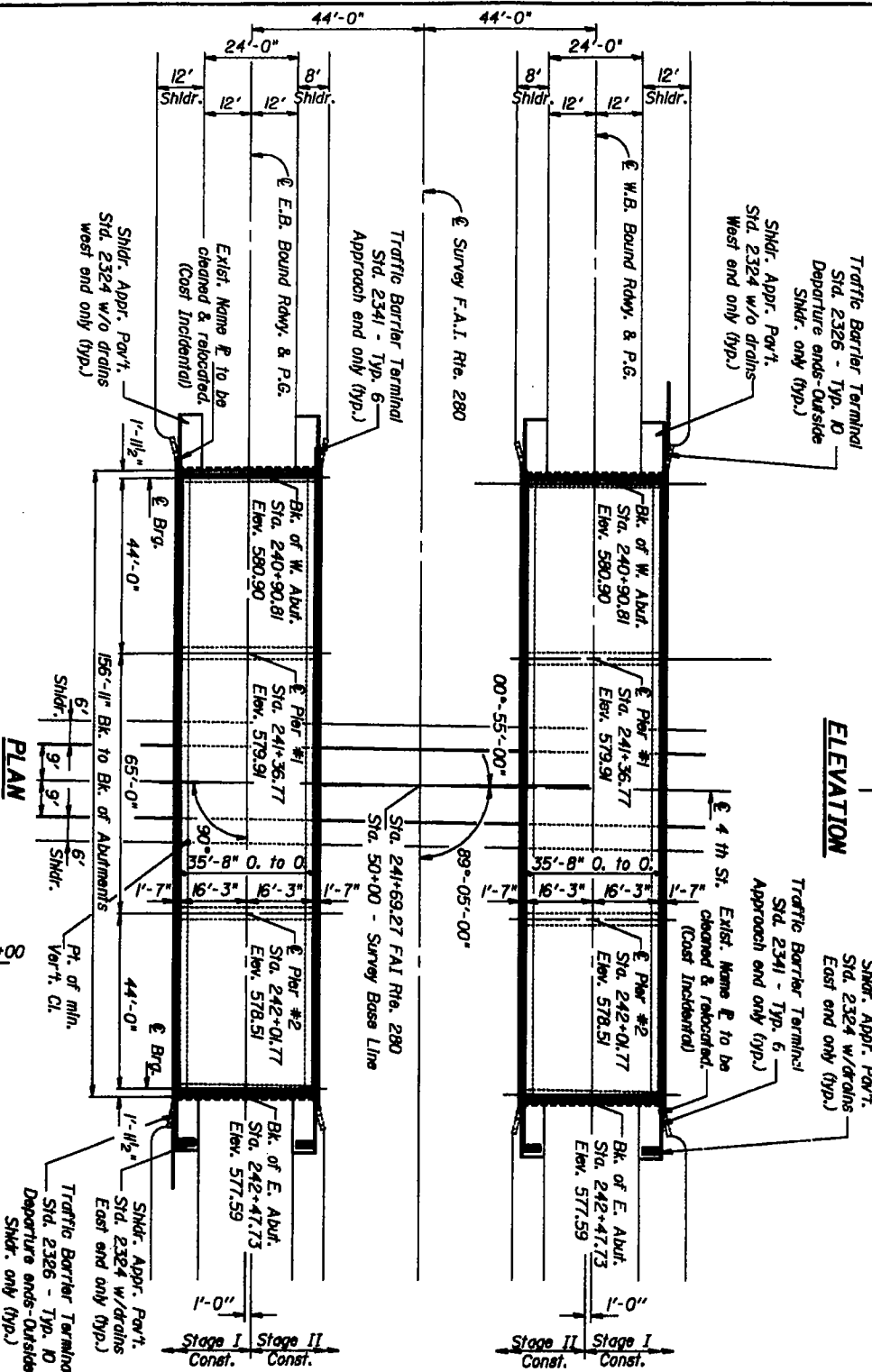
Bench Mark: Stainless Steel Plug in Concrete, @ Median Sta. 225+00, Elev. 579.00.
 Existing Structure, S.N. #081-0020 & #081-0021 are each 156'-11" long by 35'-8" wide.
 Built as F.A.I. Rte. 80 Section 81-1-HB-1 at Sta. 241+59.27 in 1964.

Traffic shall be maintained at all times during the rehabilitation of existing structures.
 The existing aluminum railing shall be salvaged and delivered to District Maintenance.
 Cost is incidental to "Concrete Removal Special".

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION



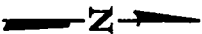
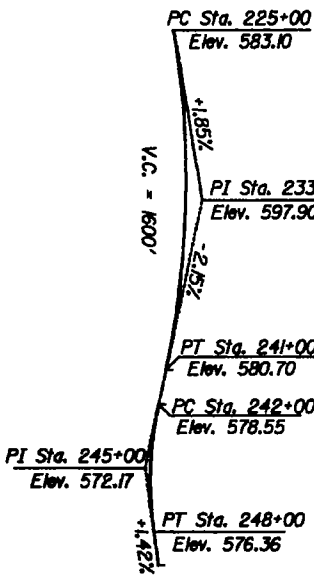
SLOPE WALL DETAIL



DESIGNED David Buckle
 CHECKED Paul W. Smeek
 DRAWN Paul W. Smeek
 CHECKED DB

May 26 1988
 ENGINEER [Signature]
 APPROVED [Signature]
 SUPERVISOR [Signature]

PROFILE GRADE F.A.I. RTE. 280
 (Along E. Roadway)

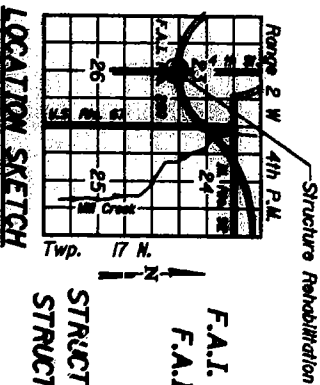


DESIGN SPECIFICATIONS
 AASHTO (983) and applicable Interims (984 thru 986)

LOADING HS 20-44 & AH.

DESIGN STRESSES

FIELD LIMITS
 $f_c = 3500$ psi
 $f_y = 60,000$ psi (min)



GENERAL PLAN
 F.A.I. 280 OVER W. 4TH STREET
 STATION 241+69.27
 ROCK ISLAND COUNTY
 STRUCTURE NUMBER 081-0020 (E.B.)
 STRUCTURE NUMBER 081-0021 (W.B.)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	CU YD.	8		26
Bituminous Concrete Surface Removal	Sq. Yd.	983		983
Concrete Bridge Deck Scarification 1"	Sq. Yd.	983		983
Bridge Deck Latex Concrete Overlay	Sq. Yd.	1065		1065
Preformed Joint Seal 2 1/2"	Ln. Ft.	71		71
Preformed Joint Seal 4"	Ln. Ft.	253		253
Class X Concrete Superstructure	CU YD.	76.6		76.6
Structural Steel	Pounds	9924		9924
Reinforcement Bars	Pounds	800		800
Reinforcement Bars Epoxy Coated	Pounds	13,390		13,390
Concrete Removal Special	CU YD.	67		67
Epoxy Crack Sealing	Ln. Ft.	24		24
Deck Slab Repair (Partial)	Sq. Yd.	96		96
Deck Slab Repair Full Depth Type D	Sq. Yd.	44		44
Joint and Remove Existing Bearings	Each	24		24
Elastomeric Bearing Assembly, Type I	Each	12		12
Elastomeric Bearing Assembly, Type II	Each	12		12

GENERAL NOTES

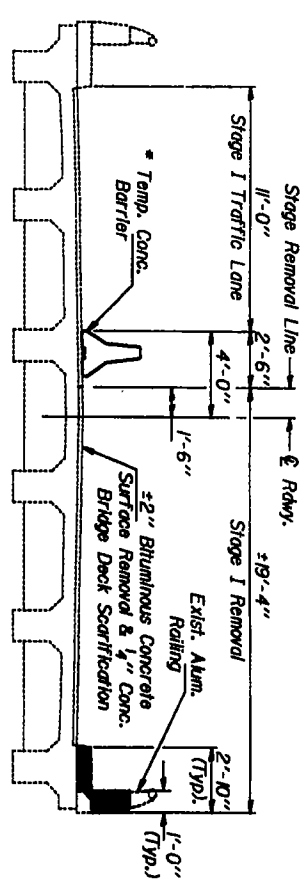
Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42, or M-53 Grade 60.
 Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions 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 the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
 All existing structural steel shall receive one coat of the lead and chrome free alkyd paint system primer and two coats of aluminum paint.
 All new structural steel shall be shop primed with one coat of the lead and chrome free alkyd paint system primer and two coats of aluminum paint.
 All bolted contact surface areas of new structural steel shall be free of paint or loquer.
 Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W-4.0 x 4.0, weighing 58 lbs. per 100 sq. ft.

DATE	BY	NO.	REV.
11/20	11/21	1	33A

SHEET NO. 1
 15 SHEETS

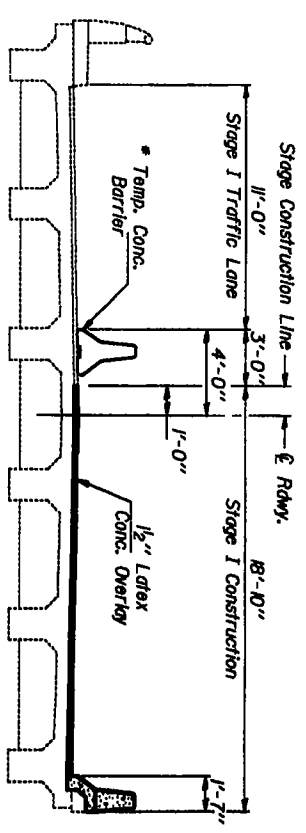
081-0020 & 0021

DATE	BY	CHKD.	NO.
11-28-80	W.B. Lomas	R. Lomas	45
12-1-80	W.B. Lomas	W.B. Lomas	33B

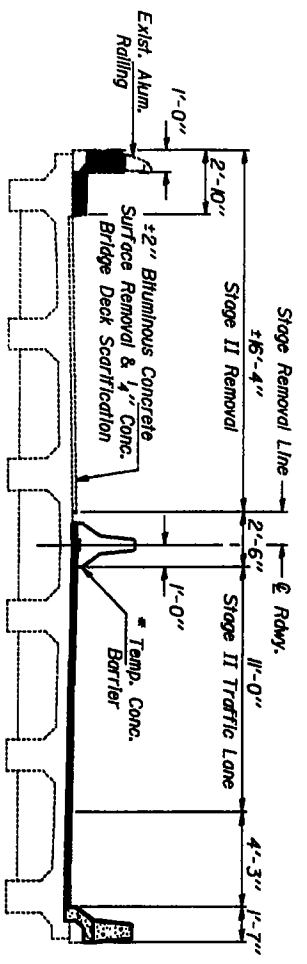


* Pay Item for Temporary Concrete Barrier is Included in the Roadway Plans.

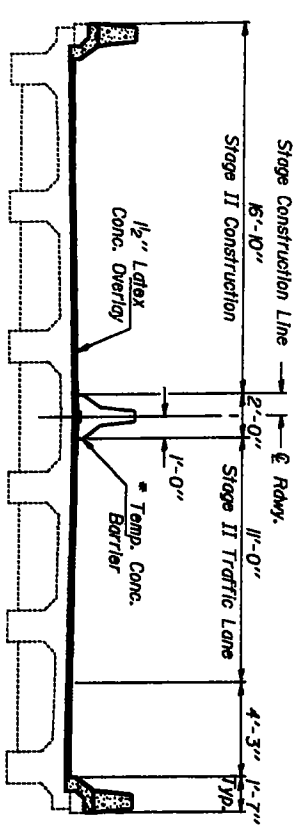
STAGE I REMOVAL



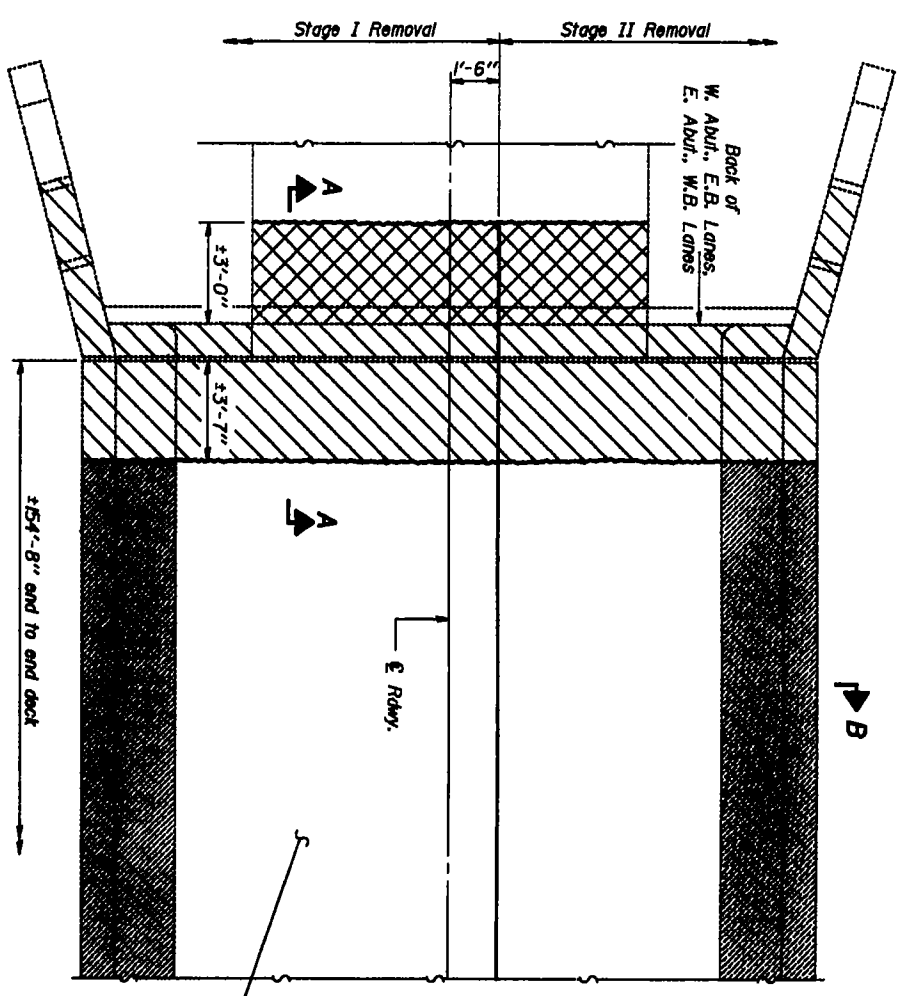
STAGE I CONSTRUCTION



STAGE II REMOVAL



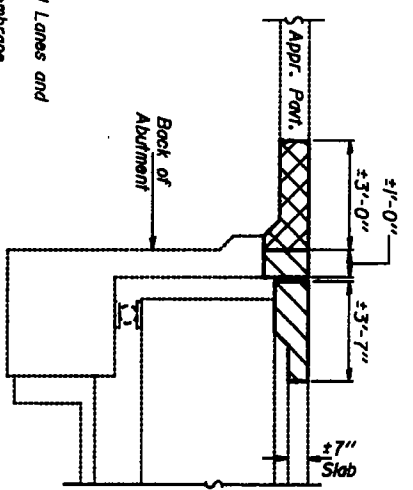
STAGE II CONSTRUCTION



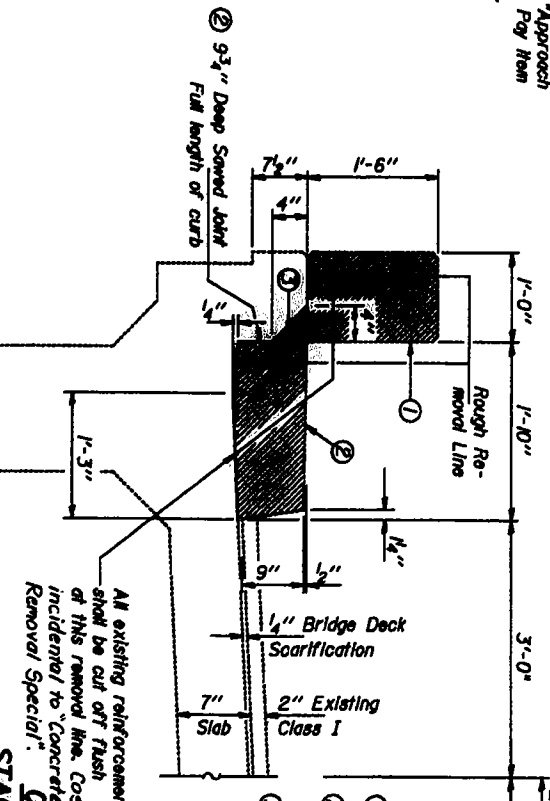
Note: For Removal Details of Abutments, see Sheets 12 & 13 of 15.

PLAN DECK CONCRETE REMOVAL
(Aluminum Roll not shown)

- Shaded areas indicate "Concrete Removal Special".
- Hatched areas indicate "Concrete Removal".
- Cross Hatched areas indicate "Approach Slab Removal & Replacement". Pay Item is Included with Roadway Plans.



SECTION A-A



SECTION B-B

- Parquet & Safety Walk Removal Sequence**
- 1 Remove parquet above safety walk.
 - 2 Saw cut safety walk as shown & remove to rough removal line.
 - 3 Complete removal to finish line with light hammer (45# or less), waterjet or saw cutting.

STAGE CONSTRUCTION DETAILS
F.A.I. RT. 200 SEC. 81-HBY-1
ROCK ISLAND COUNTY
STA. 241+69.27

DESIGNED	David B. Radick
CHECKED	P.S.J.
DRAWN	D. Heister
CHECKED	P.S.J.

EXAMINED	May 26 1988
APPROVED	[Signature]
APPROVED	[Signature]

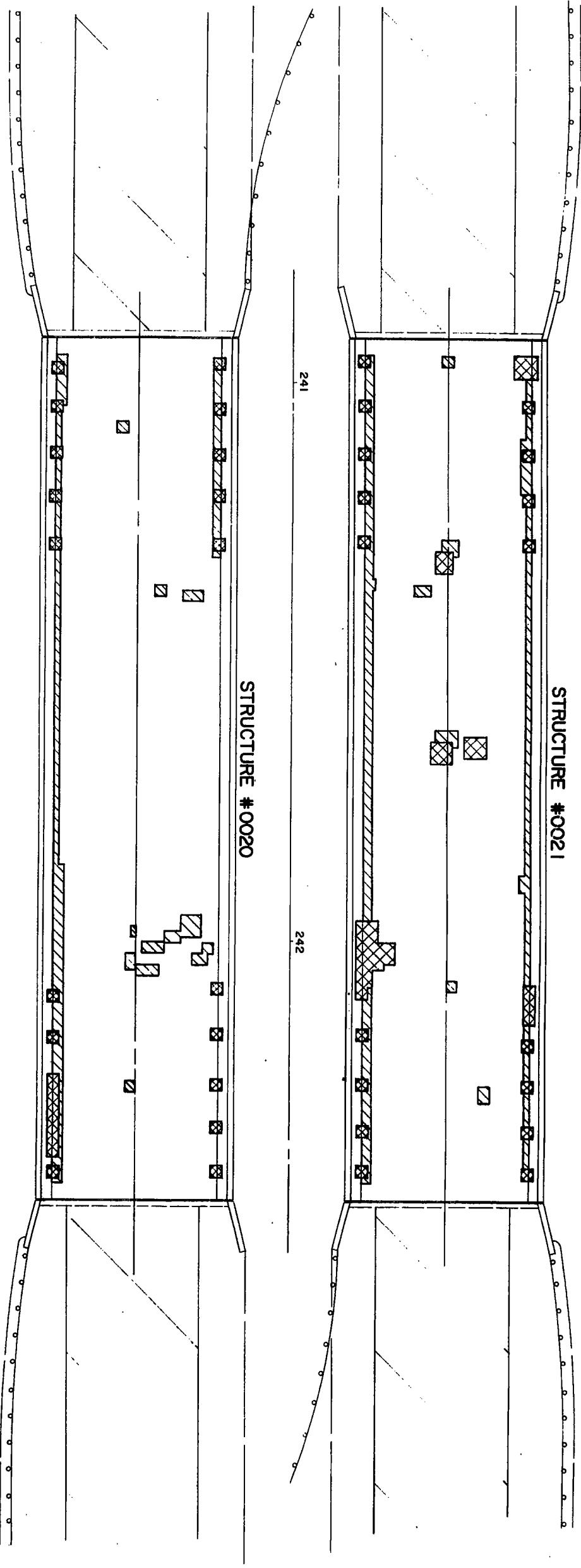
Notes: Cross Sections are Looking East for East Bound Lanes and Looking West for West Bound Lanes.
Cost of removal of the existing waterproofing membrane system is incidental to "Bituminous Concrete Surface Removal".
For details of Temporary Concrete Barrier, see Sheet 4 of 15.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	81-	SECTION	200A	DATE	3/80
PROJECT NAME	1801/64-1	ALIGNED	45	SCALE	3/8"
DATE OF REVISION		POSTED			

SHEET NO. 3
15 SHEETS

LEGEND
 FULL DEPTH TYPE I
 PARTIAL DEPTH



DESIGNED David Bueck
 CHECKED RSJ
 DRAWN Dierbert
 CHECKED P-1 J DB

May 26 1988
 EXAMINED [Signature]
 PASSED [Signature]
 APPROVED [Signature]
 DIRECTOR OF HIGHWAYS

Item	Unit	Quantity
Deck Slab Repair (Partial)	Sq Yds	96
Deck Slab Repair (Full Depth, Type I)	Sq Yds	44

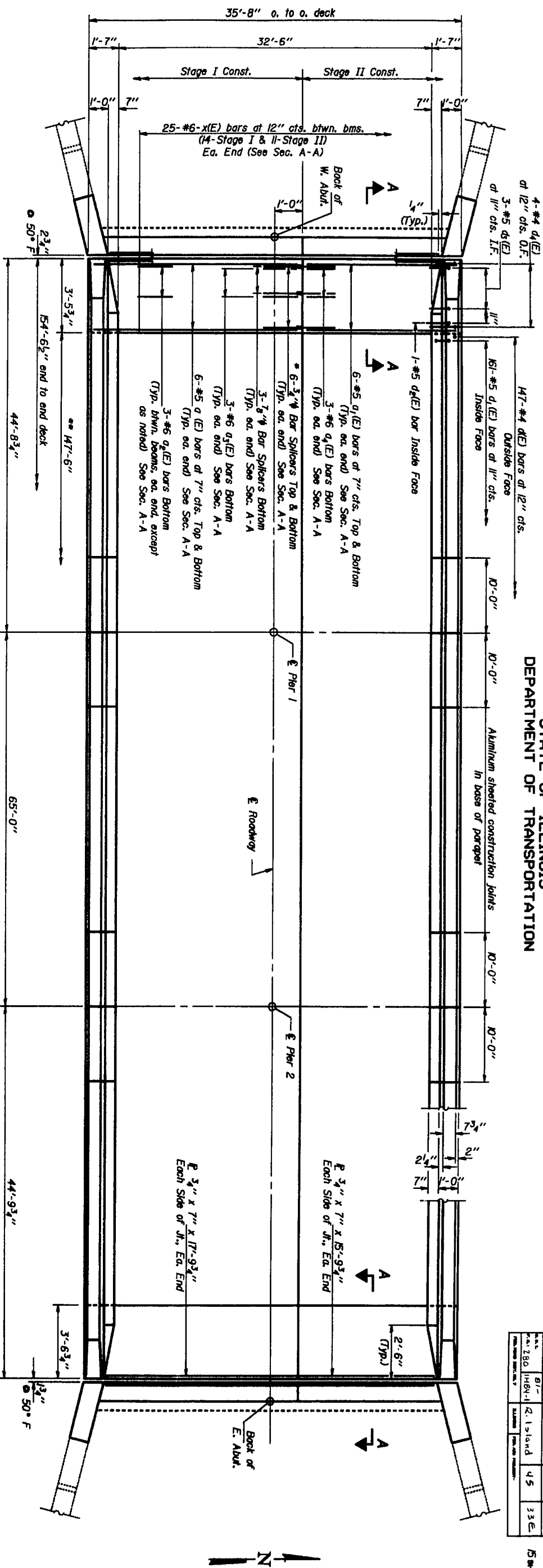
Note: Removal of existing floor drains shall be cost incidental to Deck Slab Repair (Full Depth, Type I).

DECK REPAIRS
 EAST RIVER ST. N.-118Y-1
 ROCK ISLAND COUNTY
 STA. 21+61.27

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

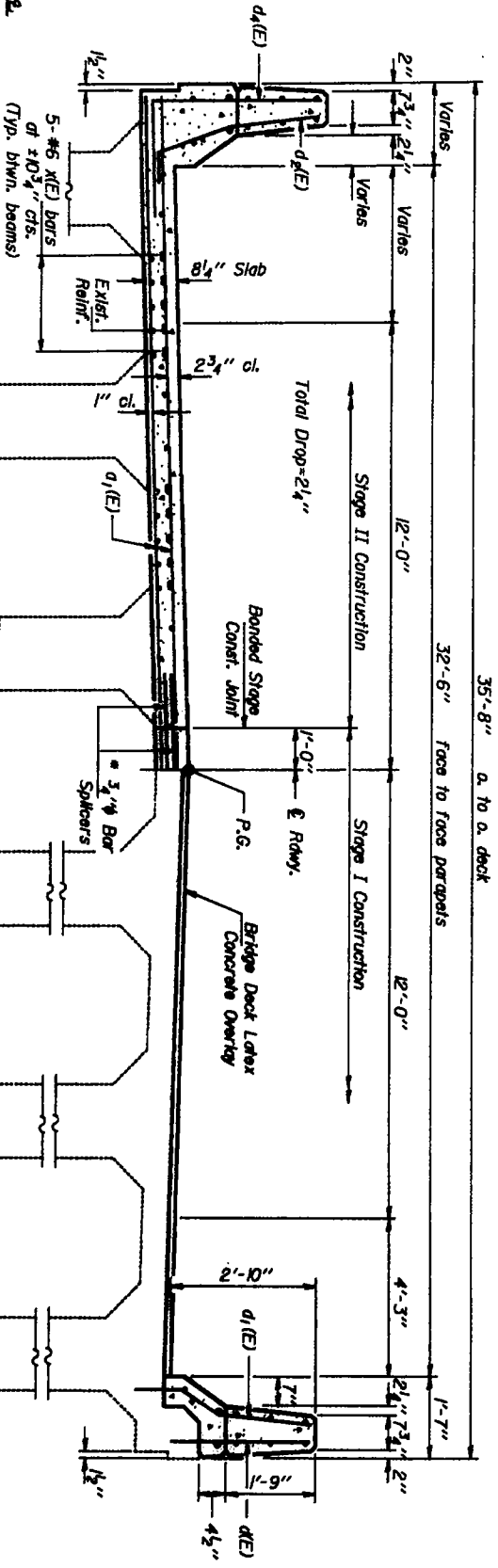
PROJECT NO.	1280	CONTRACT NO.	1280
DISTRICT	1B	SECTION	45
COUNTY	Rock Island	SHEET NO.	33E
DATE		JOB SHEETS	

SHEET NO. 5
10 SHEETS



* Bar Splicers lapped with d(E) and q(E) bars shall be tied with double the number of ties normally used.

** Limits of Concrete Removal Specialist



Notes: See Sheets 7 & 8 of 15 for Superstructure Details Section A-A, and Bill of Material. Reinforcement bars designated (E) shall be epoxy coated.
For Bar Splicer Details, see Sheet 9 of 15. Existing longitudinal reinforcement in the deck and the remaining portion of the Safety Walk shall be cleaned, strengthened, and incorporated into the new construction.

DESIGNED	David Buschik	DATE	May 26 1982
CHECKED	PSJ	APPROVED	Ray J. [Signature]
DRAWN	Dierbert	SCALE	AS SHOWN
CHECKED	DB	DATE	12-1-83

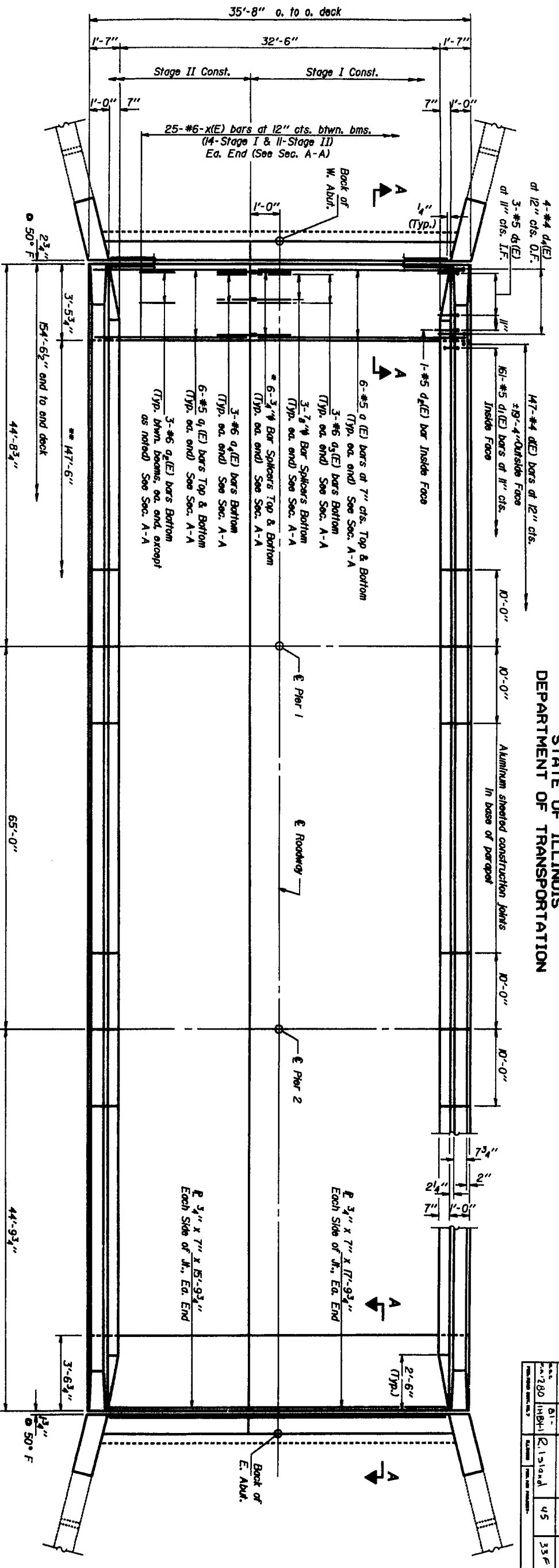
**CROSS SECTION
(Looking East)**

**SUPERSTRUCTURE E.B. LANES
F.A.I. RT. 200 SEC. 21-NBY-1
ROCK ISLAND COUNTY
STATION 24+69.27**

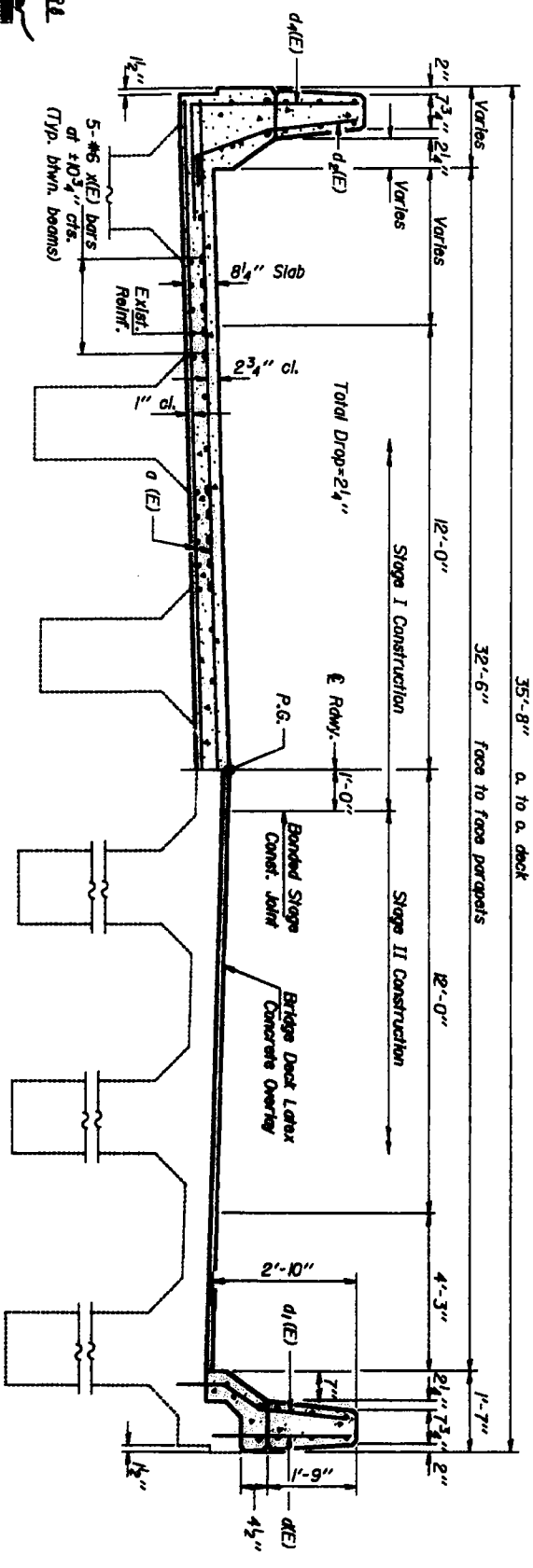
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	81-	SECTION	200	SHEET NO.	6
DATE	11/81	SCALE	1/4" = 1'-0"	DATE	4/5
PROJECT NAME	S-1-0		DATE	12-1-83	

15 SHEETS



PLAN



CROSS SECTION
(Looking East)

* Bar Splitters lapped with a (E) and q(E) bars shall be tied with double the number of ties normally used.

** Limits of Concrete Removal Special

DESIGNED	David Boudak
CHECKED	P.J.S.
DRAWN	Dierdorf
CHECKED	D.B.
	P.J.S.

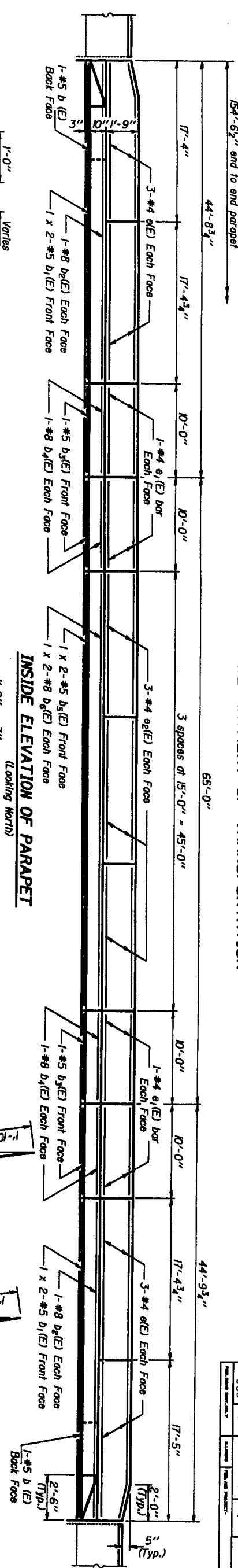
APPROVED	May 26 1988
DESIGNED	David Boudak
CHECKED	P.J.S.
DRAWN	Dierdorf
CHECKED	D.B.
	P.J.S.

Notes: See Sheets 7 & 8 of 15 for Superstructure Details. Section A-A, and Bill of Material. Reinforcement bars designated (E) shall be epoxy coated. For Bar Splitter Details, see Sheet 9 of 15. Existing longitudinal reinforcement in the deck and the remaining portion of the Safety Walk shall be cleaned, straightened, and incorporated into the new construction.

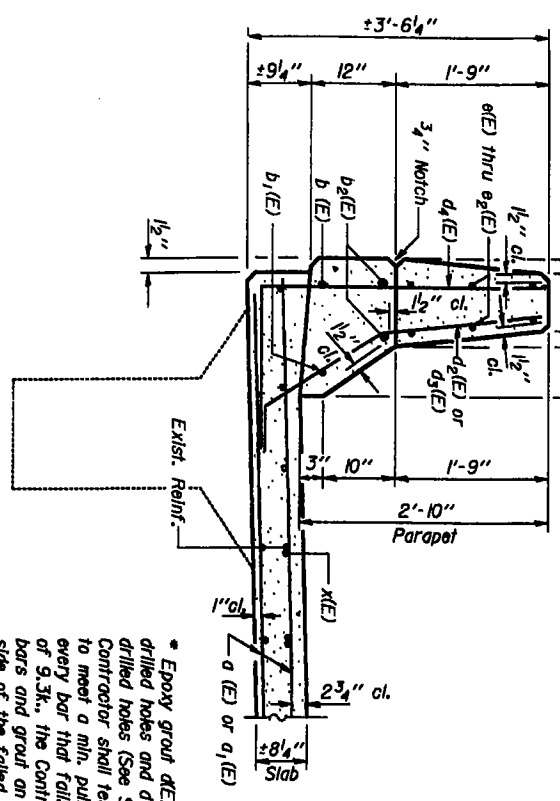
SUPERSTRUCTURE W.B. LANES
F.A.I. RT. 200 SEC. 81-NBT-1
ROCK ISLAND COUNTY
STATION 241+69.27

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	ST-1	SECTION	ISLAND	DATE	4/5
DRAWN BY	DAVID BEUSCH	CHECKED BY	DAVID BEUSCH	DATE	3/5/83
SCALE	AS SHOWN	PROJECT NO.	ST-1	SHEET NO.	7
					13 SHEETS

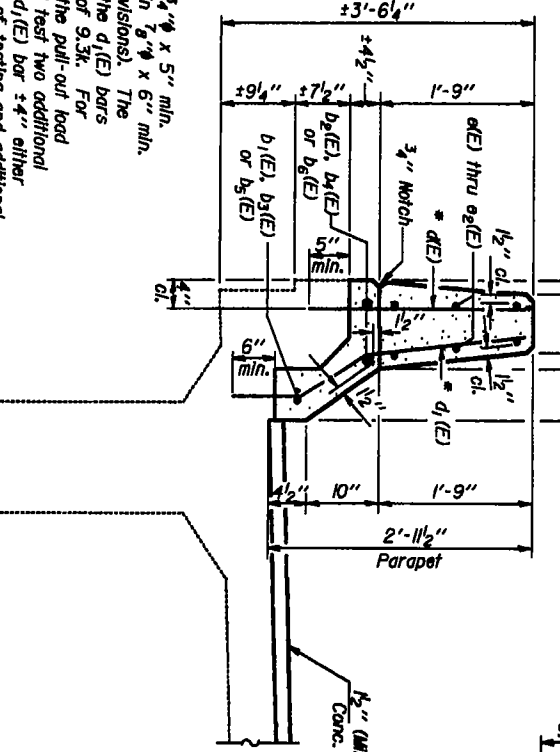


MIN. BAR LAPS
#5 bars = 2'-2"
#8 bars = 4'-6"

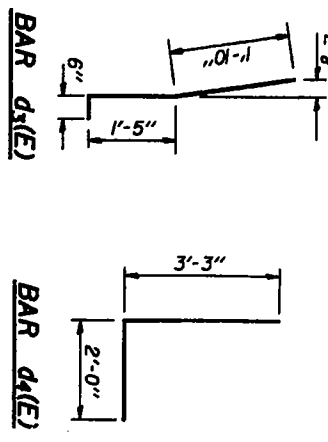
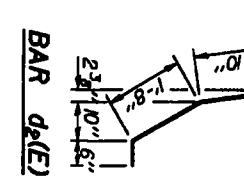
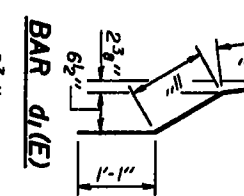
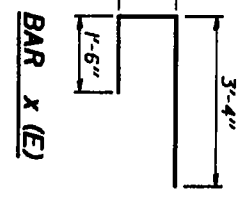


SECTION THRU PARAPET
At end of deck

* Epoxy grout d(E) bars in 3/4" x 5" min. drilled holes and d(E) bars in 7/8" x 6" min. drilled holes (See Special Provisions). The Contractor shall test 10% of the d(E) bars to meet a min. pull-out load of 9.3k. For every bar that fails to meet the pull-out load of 9.3k., the Contractor shall test two additional bars and grout an additional d(E) bar 4" either side of the failed bar. Cost of testing and additional bars shall be incidental to "Reinforcement Bars Epoxy Coated".



INSIDE ELEVATION OF PARAPET
(Looking North)



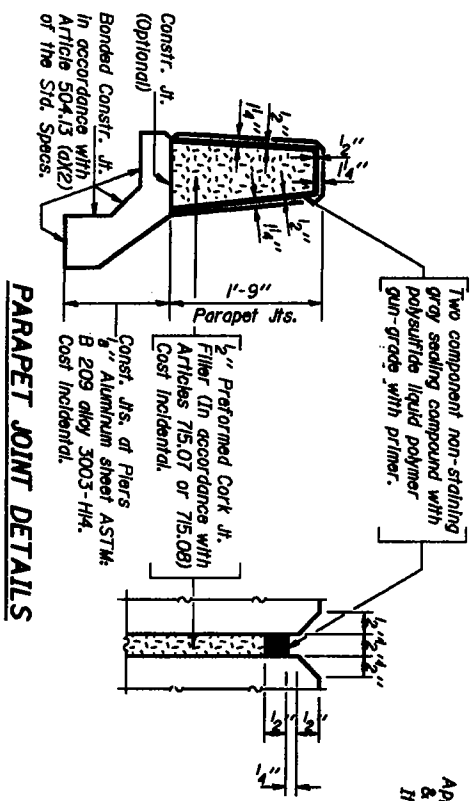
TWO SUPERSTRUCTURES
BILL OF MATERIAL

Bar	No.	Size	Length	Shores
d(E)	48	#5	8'-6"	
d(E)	48	#5	8'-6"	
d(E)	48	#6	4'-8"	
d(E)	12	#6	3'-2"	
d(E)	12	#6	1'-2"	
b(E)	8	#5	3'-3"	
b(E)	8	#5	8'-6"	
b(E)	8	#8	34'-6"	
b(E)	8	#5	9'-9"	
b(E)	8	#8	9'-9"	
b(E)	8	#5	23'-6"	
b(E)	8	#8	24'-9"	
d(E)	588	#4	2'-9"	
d(E)	644	#5	3'-10"	
d(E)	8	#5	4'-0"	
d(E)	24	#5	3'-9"	
d(E)	32	#4	5'-3"	
d(E)	96	#4	17'-1"	
d(E)	96	#4	9'-9"	
d(E)	72	#4	14'-9"	
x(E)	100	#5	5'-7"	

Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.

SUPERSTRUCTURE DETAILS
F.A.I. RT. 200 SEC. 91-HBY-1
ROCK ISLAND COUNTY
STA. 241+69.27

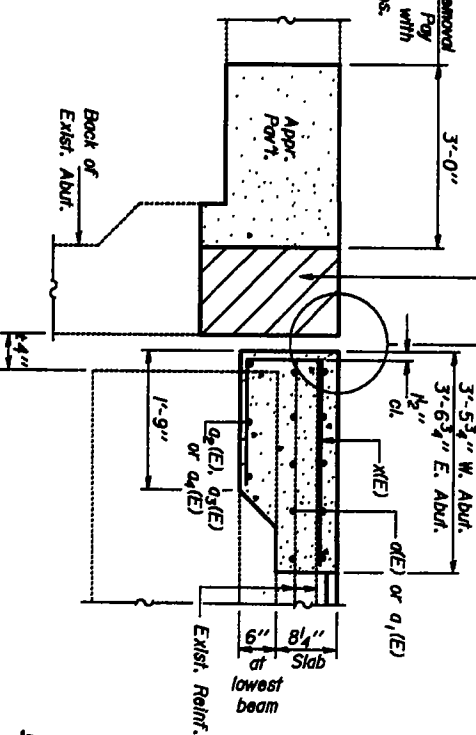
PARAPET JOINT DETAILS



SECTION THRU PARAPET
At Midspan

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

SECTION A-A

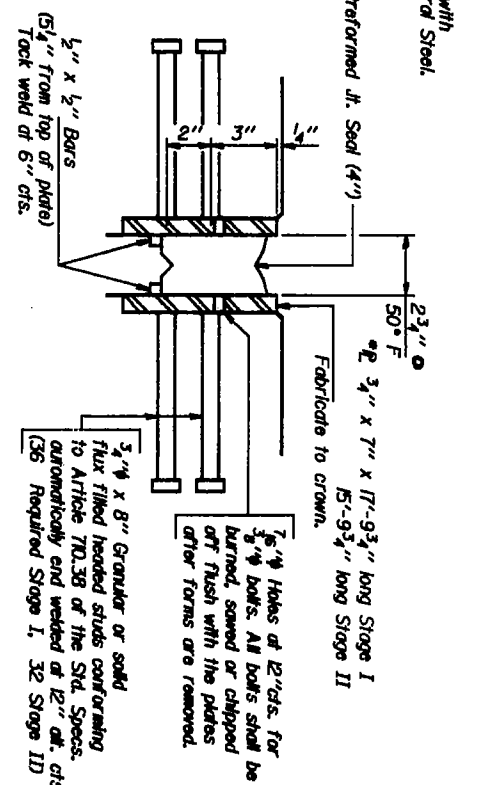
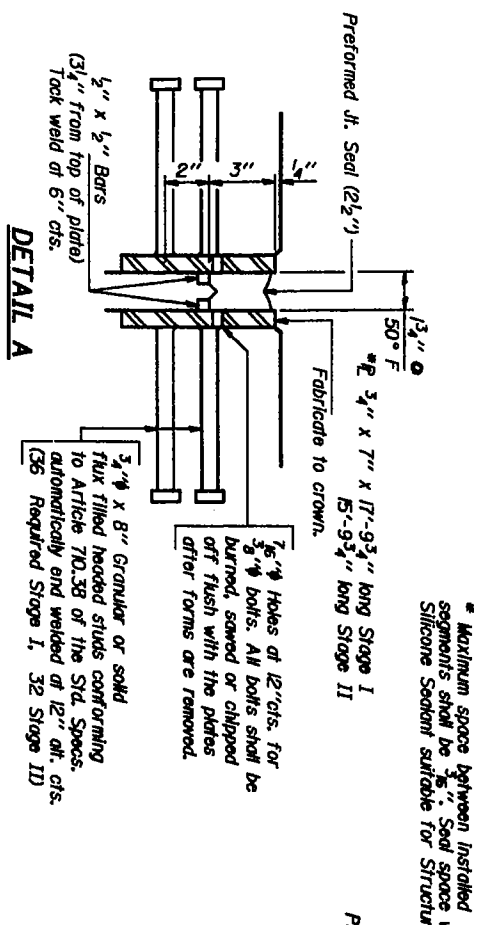


DESIGNED	David Beusch	EXAMINED	May 22 1983
CHECKED	Paul J. Johnson	DRAWN	David Beusch
CHECKED	David Beusch	APPROVED	David Beusch
DRAWN	David Beusch		
CHECKED	David Beusch		
S-I-D	12-1-83		

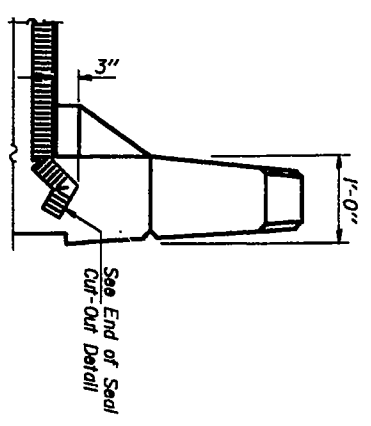
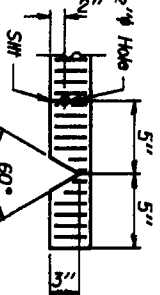
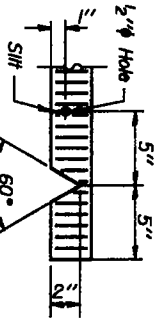
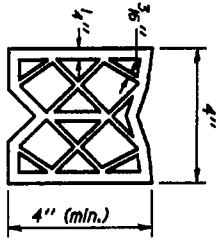
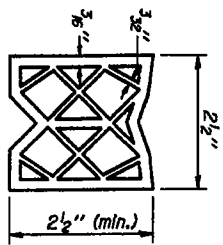
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DATE	BY	CHKD	APP'D
11-28-01	RS	R.1310-04	45
15 SHEETS			354

SHEET NO. 8
15 SHEETS

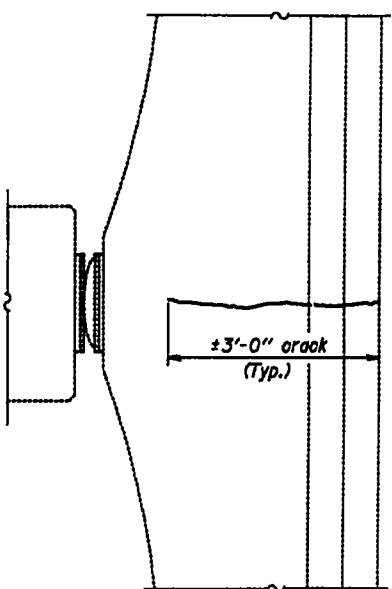


Note: After fabrication, all surfaces of the steel plates shall be given one shop coat of paint specified for Structural Steel.



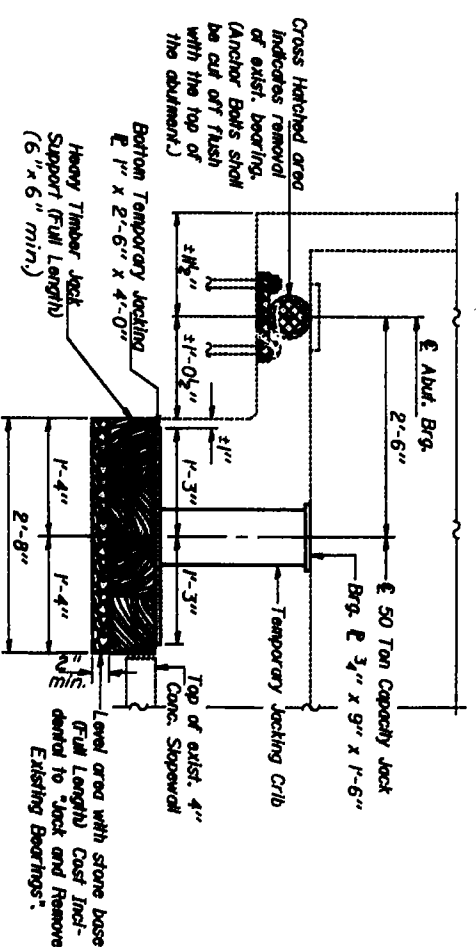
TYPICAL END OF SEAL TREATMENT

DESIGNED	David B. Buckle	DATE	11/28
CHECKED	AS	DRAWN	Dierbert
CHECKED	DB	APPROVED	[Signature]



FACIA GIRDER REPAIR AT PIERS

Cracks to be repaired by epoxy injection.
Billed as "Epoxy Crack Sealing".
(24 Lin. Ft.)



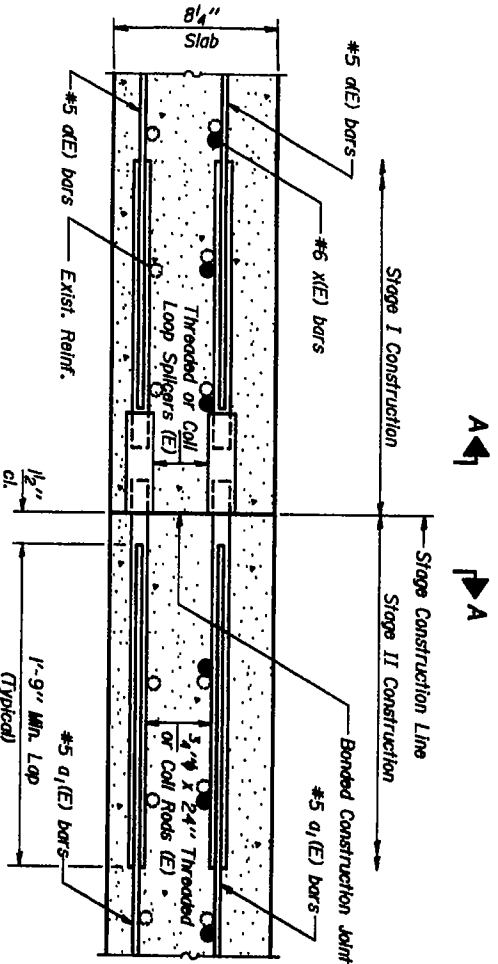
JACK & REMOVE EXISTING BEARING

Notes: Leaking, cribbing, and bearing replacement shall occur under Stage Construction. The maximum end load reaction per bearing at each abutment is 65.5 kips. A 2'-8" x 35'-8" portion of the existing 4" Concrete Slope Wall shall be removed to place Heavy Timber Jack Support. After new bearings are in place, the removed portion of the 4" Concrete Slope Wall is to be replaced. See Sheet 1 of 15 for details. Cost incidental to "Jack and Remove Existing Bearings". Each beam shall be raised 8" max.

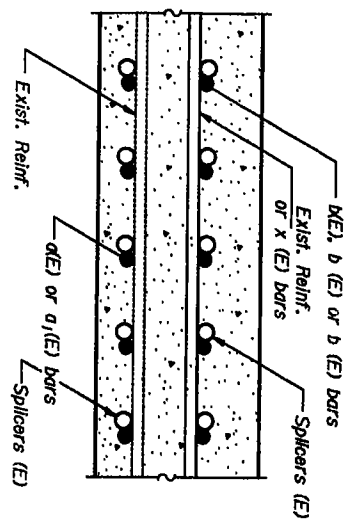
SUPERSTRUCTURE DETAILS
F.A.L. RT. 200 SEC. 81-HBY-1
ROCK ISLAND COUNTY
STA. 241+69.27

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	290	DATE	12-31-87
SHEET NO.	9	TOTAL SHEETS	15



SECTION THRU SLAB

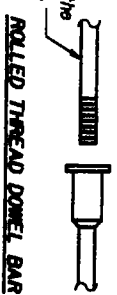


SECTION A-A

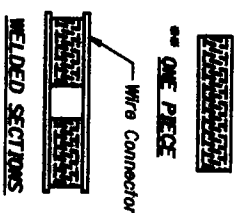
SPLICER DETAILS
(No. Req'd. 48)

Cost Incidental to Reinforcement Bars (Epoxy Coated).

The diameter of this part of Splicer is the same as the diameter of the bar spliced.



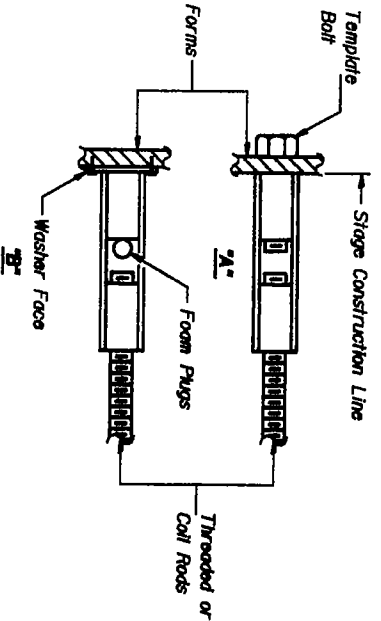
ROLLED THREAD DONUT BAR



WELDED SECTIONS

SPLICER ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

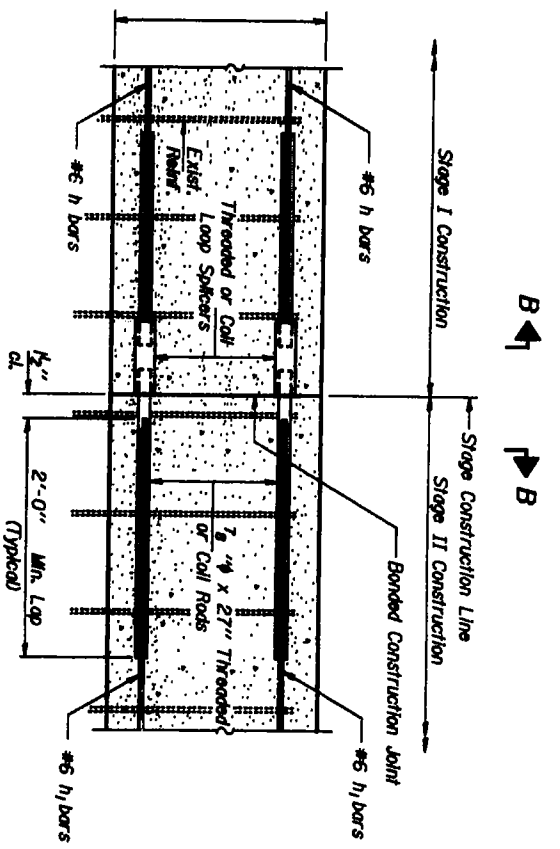
"A" : Set splicer by means of a template bar.
"B" : Set splicer by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.

NOTES

Steel Splicer (Coupler) assembly shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Steel Splicer rods shall be of minimum 60 ksi yield strength, threaded or coated full length and have effective tensile stress area equal to or greater than that of the lapped reinforcement bars.
All reinforcement bars shall be lapped and tied to the splicer rods.
Splicer (coupler) assembly in the slab shall be epoxy coated in accordance with the requirements for reinforcement bars.
Other systems of splicer 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 splicer (coupler) assembly satisfies the following requirements:
① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_s$
② Minimum "Pull-out" Strength = $1.25 \times f_{saw} \times A_s$
Where f_y = Yield strength of lapped reinforcement bars in ksi.
 f_{saw} = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_s = Tensile stress area of lapped reinforcement bars.
 A_s = 28 day concrete

Typical Splicer (Coupler) Assembly Sizes:

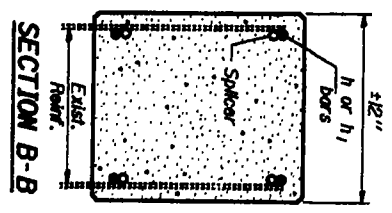
In Slabs	#5 bar lap with 3/4" Splicer (Coupler) x 2'-0"	Minimum Capacity = 230 kips-tension Minimum Pull-out Strength = 9.2 kips-tension
In Slabs	#6 bar lap with 7/8" Splicer (Coupler) x 2'-3"	Minimum Capacity = 331 kips-tension Minimum Pull-out Strength = 13.3 kips-tension
In Sub-Structure	#6 bar lap with 7/8" Splicer (Coupler) x 2'-3"	Minimum Capacity = 331 kips-tension Minimum Pull-out Strength = 13.3 kips-tension



SECTION THRU ABUTMENTS
No epoxy coating required.

SPLICER DETAILS
(No. Req'd. 5)

Cost Incidental to Reinforcement Bars.



SECTION B-B

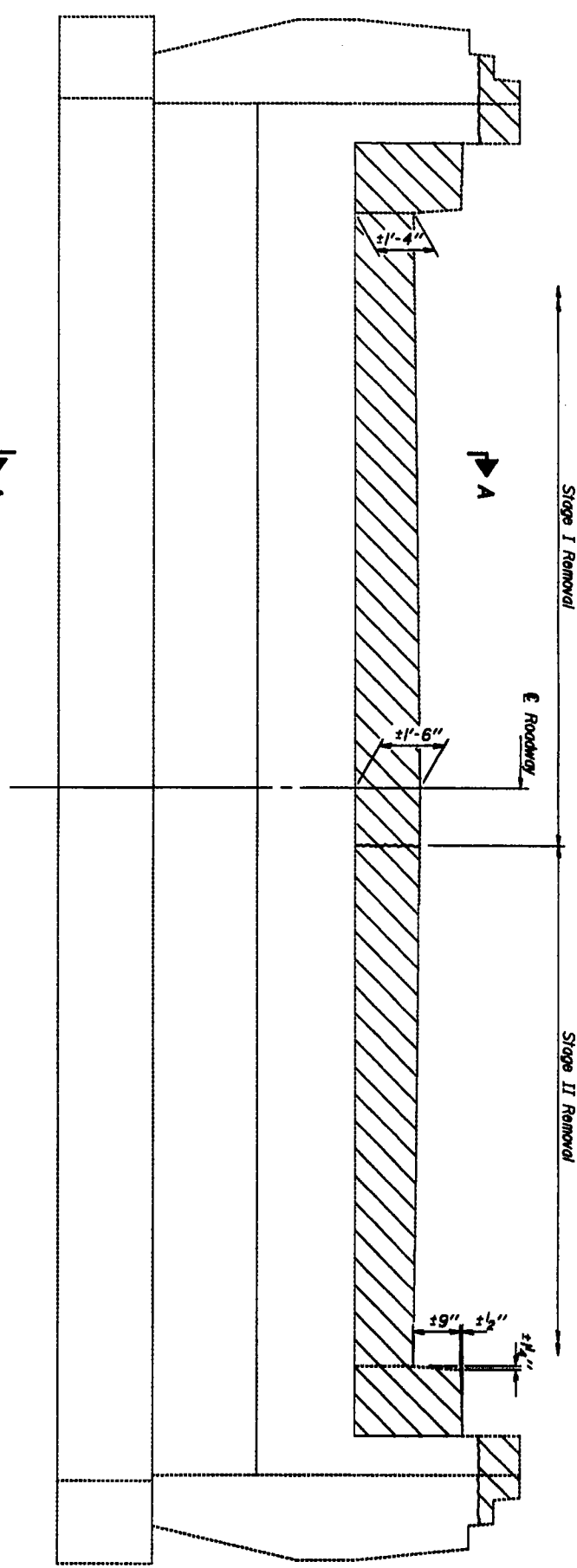
DESIGNED	David Baskich	DATE	12-26-88
CHECKED	P.S.J.	APPROVED	David Baskich
DRAWN	Dierdorf	APPROVED	David Baskich
CHECKED	D.B.	DATE	12-31-87

BAR SPLICER (COUPLER) DETAILS
AT STAGE CONSTRUCTION
F.A.I. RT. 200 SEC. 8-NBY-1
ROCK ISLAND COUNTY
STA. 241+69.27

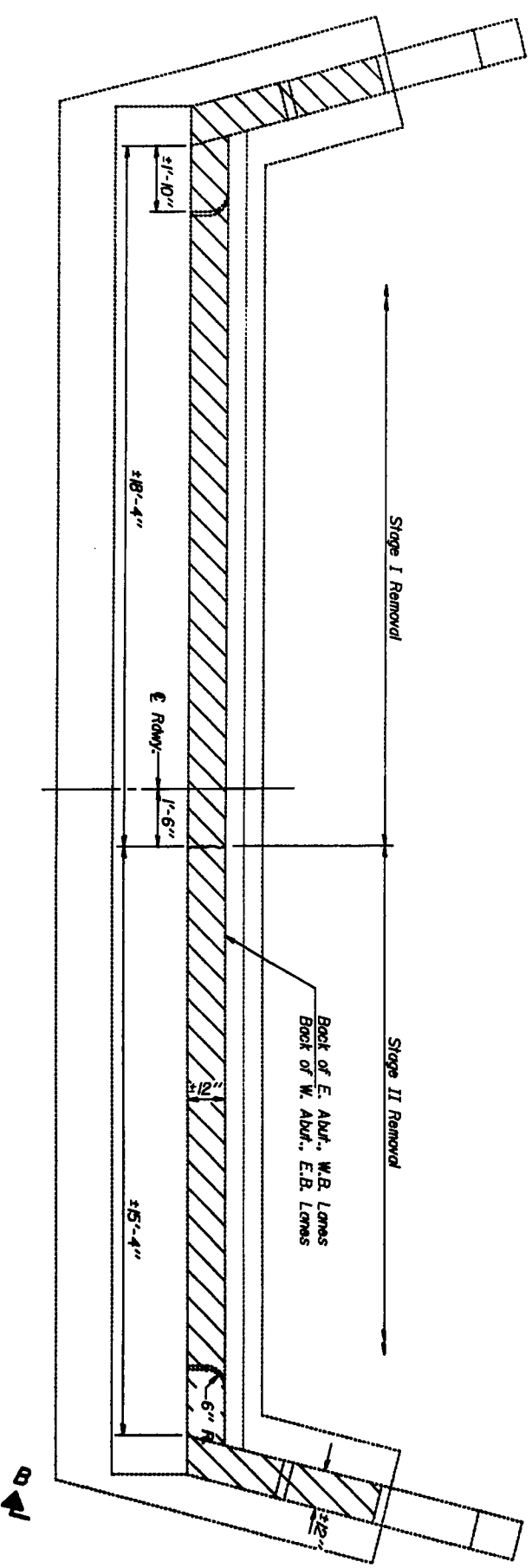
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Stage I Removal

Stage II Removal



ELEVATION



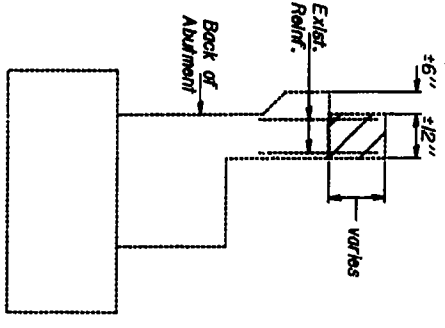
PLAN

Notes: Hatched areas indicate Concrete Removal.
Existing vertical reinforcement in Abutment wall extending into new construction areas shall be cleaned, straightened, and incorporated into new construction. Existing reinforcement in wingwalls shall be cut off flush and covered with 2" of Cement Mortar. Coat incidental.

DESIGNED	David Boudick
CHECKED	RSJ
DRAWN	Dierdorf
CHECKED	DB

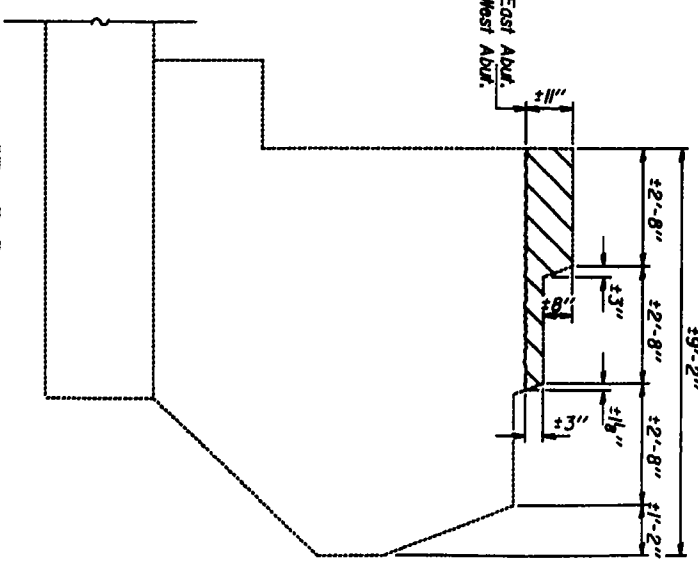
Nov 26 1988
Approved: [Signature]
[Signature]
[Signature]

DATE	8-11	SCALE	3/8" = 1'-0"	SHEET NO.	13
PROJECT	2. Island	DATE	4/5	SHEET	33M
CONTRACT	118M-1	DESIGNER		SHEETS	15 SHEETS



SECTION A-A

Removal Elev. ±579.67 East Abut.
±582.95 West Abut.

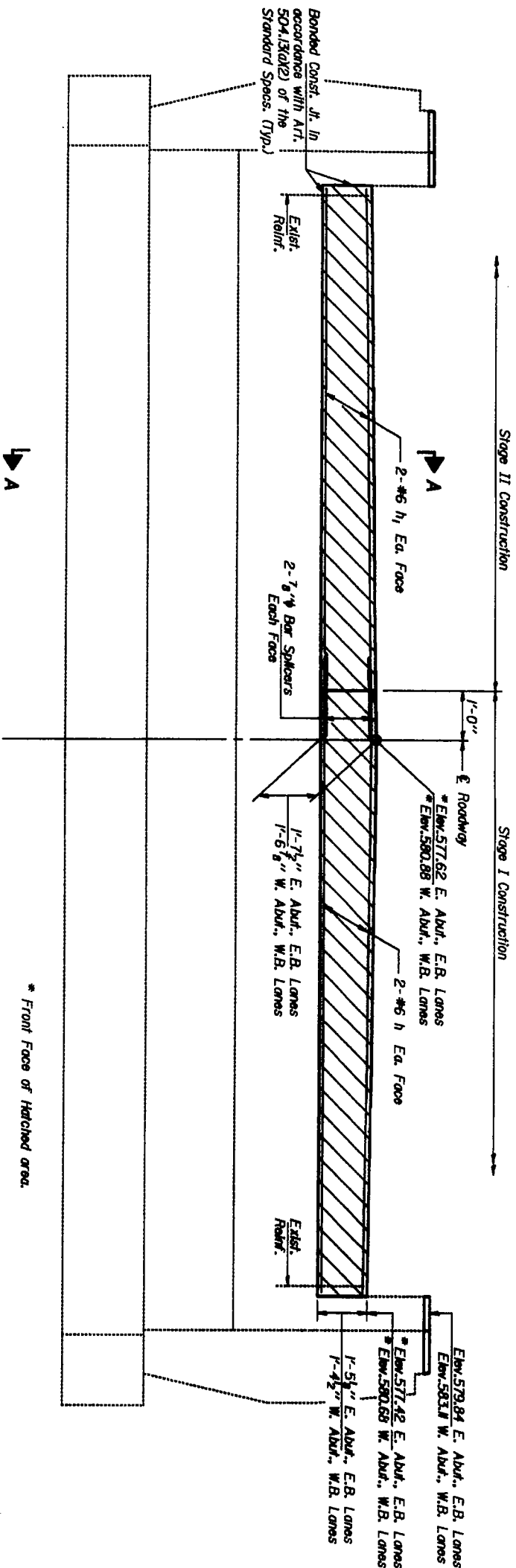


VIEW B-B

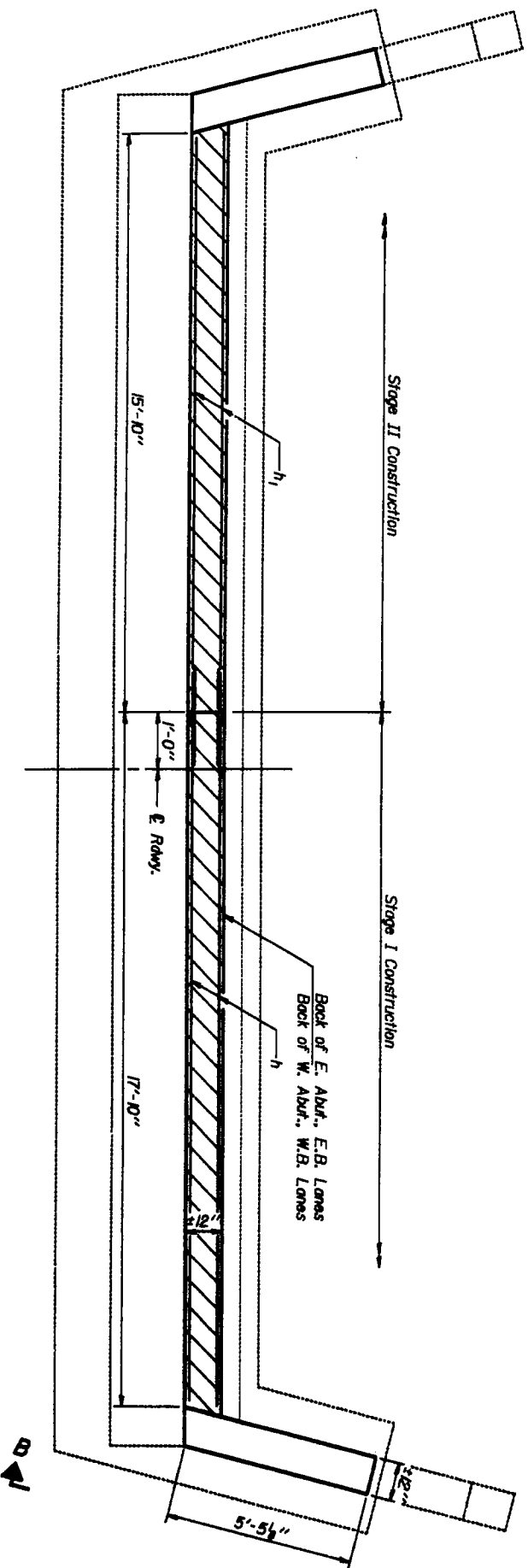
CONCRETE REMOVAL DETAILS AT
EAST ABUTMENT, W.B. LANES
WEST ABUTMENT, E.B. LANES
F.A.I. RT. 200 SEC. 8-NB1-1
ROCK ISLAND COUNTY
STA. 241+69.27

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DATE	BY	CHKD	APP'D
5-1-88	R. L. H. J.	J. S. N.	
PROJECT NO. 1281 (R.N. 1)		SHEET NO. 14	
SHEET NO. 14		OF 15 SHEETS	



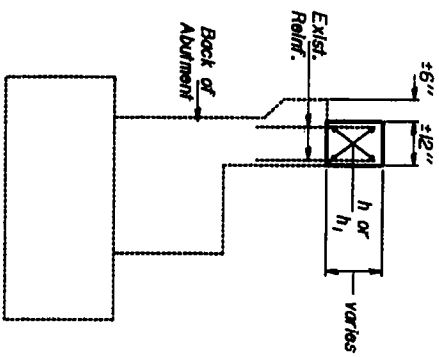
ELEVATION



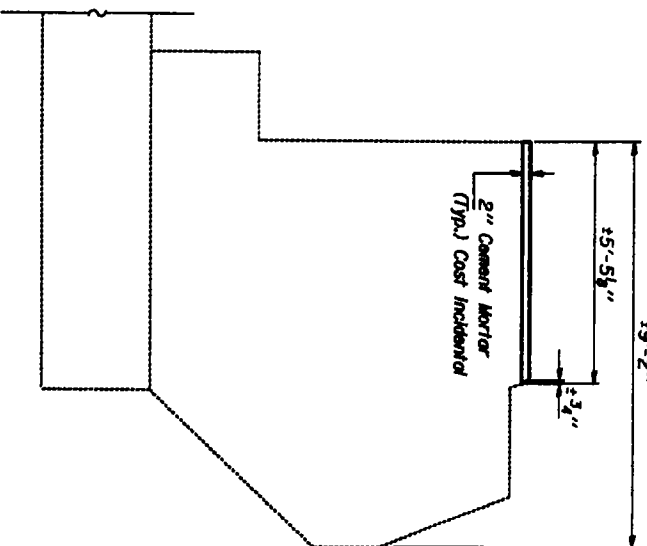
PLAN

Notes: Hatched area to be poured after superstructure formwork has been removed. Quantity of Class X Concrete is included with superstructure.
See Sheet 9 of 15 for Bar Splicer Details.

SECTION A-A



VIEW B-B



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	8	#6	17'-7"	
h ₁	8	#6	15'-7"	
Reinforcement Bars				LBS.
Concrete Removal				CU Yds.
				400
				4

ABUTMENT DETAILS

EAST ABUTMENT, E.B. LANES
WEST ABUTMENT, W.B. LANES
E.A.I. RT. 280 SEC. 8-NBY-1
ROCK ISLAND COUNTY
STA. 24+68.27

DESIGNED David Buckle
CHECKED RS
DRAWN Herbert
CHECKED DB RS

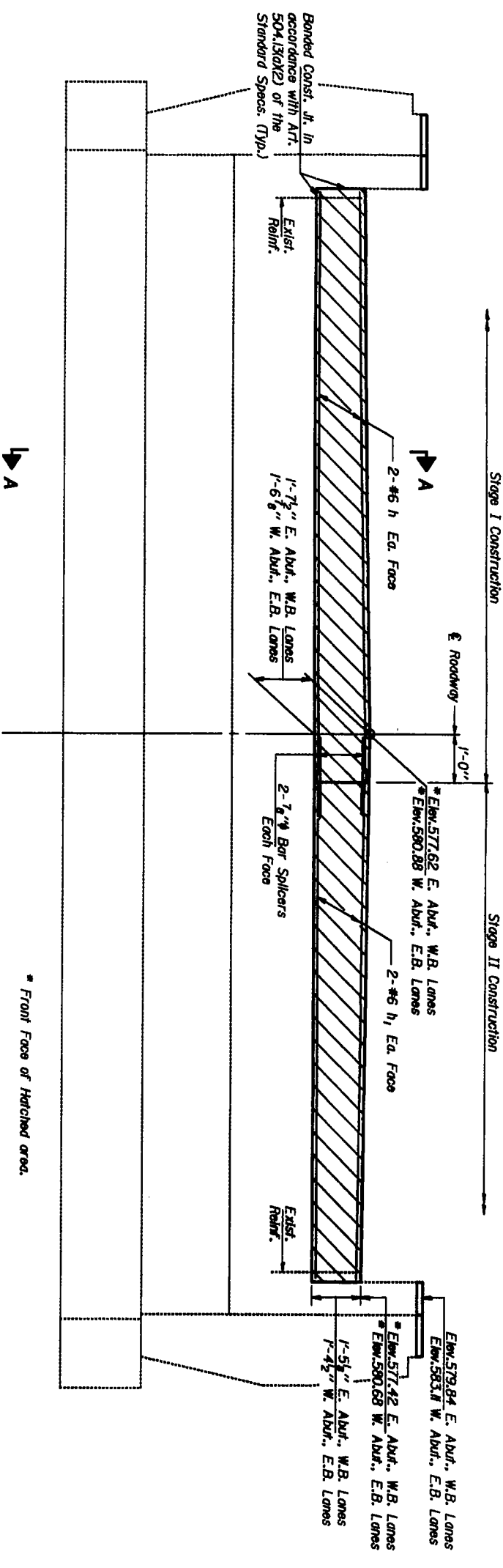
May 26 1988

DESIGNED David Buckle
CHECKED RS
DRAWN Herbert
CHECKED DB RS

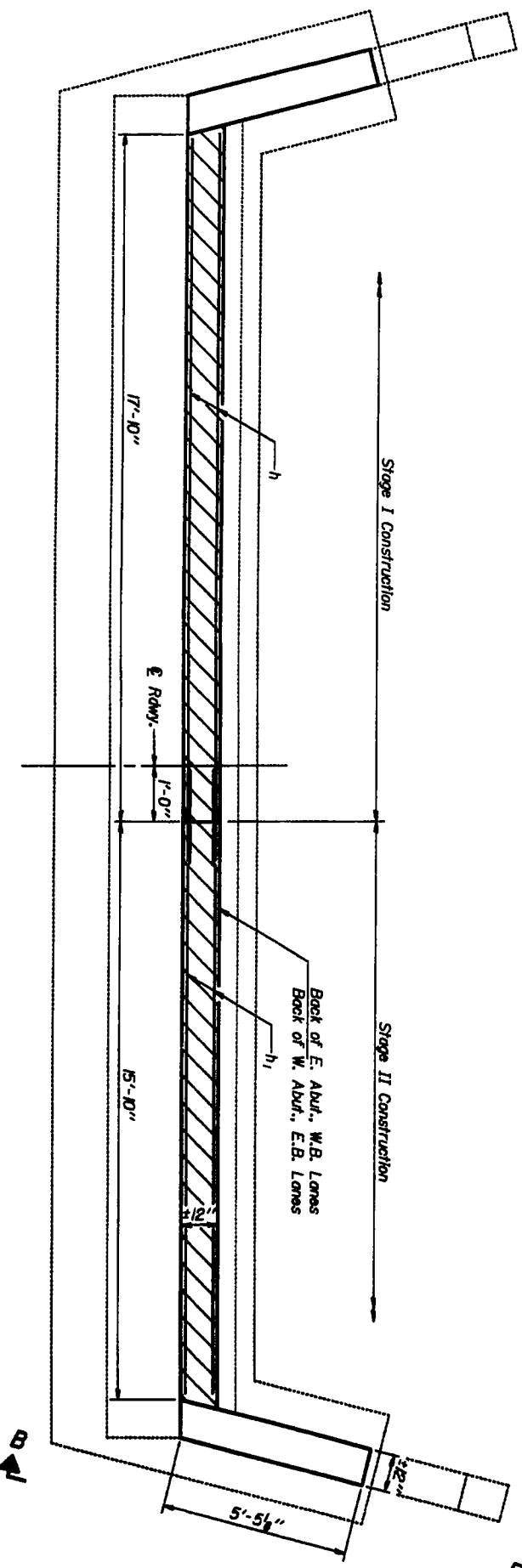
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Scale	Sheet	Job	Sheet No.
1/2" = 1'-0"	R. Island	45	330
Project No.	Sheet No.	Project Name	Sheet Title

SHEET NO. 15
15 SHEETS

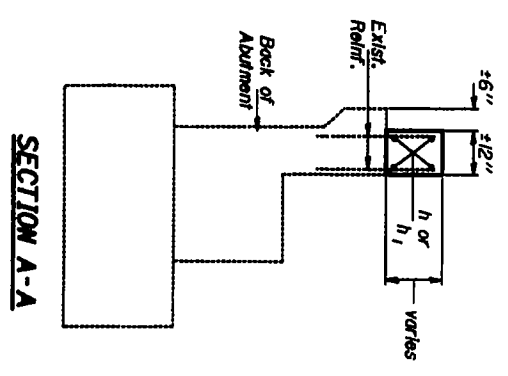


ELEVATION

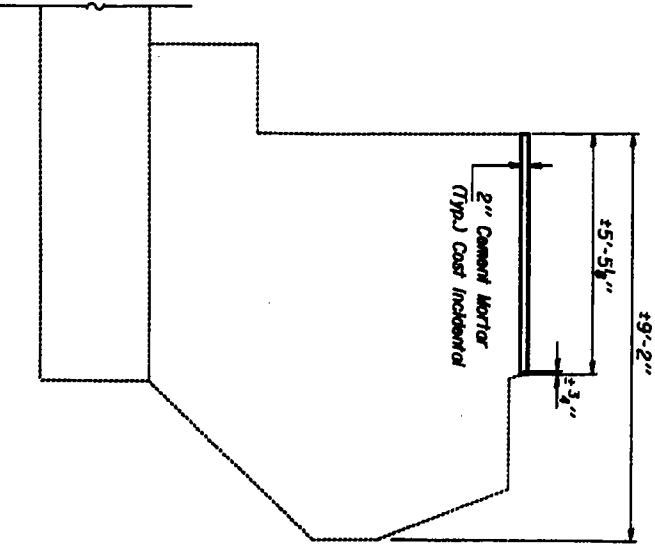


PLAN

Notes: Hatched area to be poured after superstructure formwork has been removed. Quantity of Class X Concrete is included with superstructure.
See Sheet 9 of 15 for Bar Splice Details.



SECTION A-A



VIEW B-B

BILL OF MATERIAL

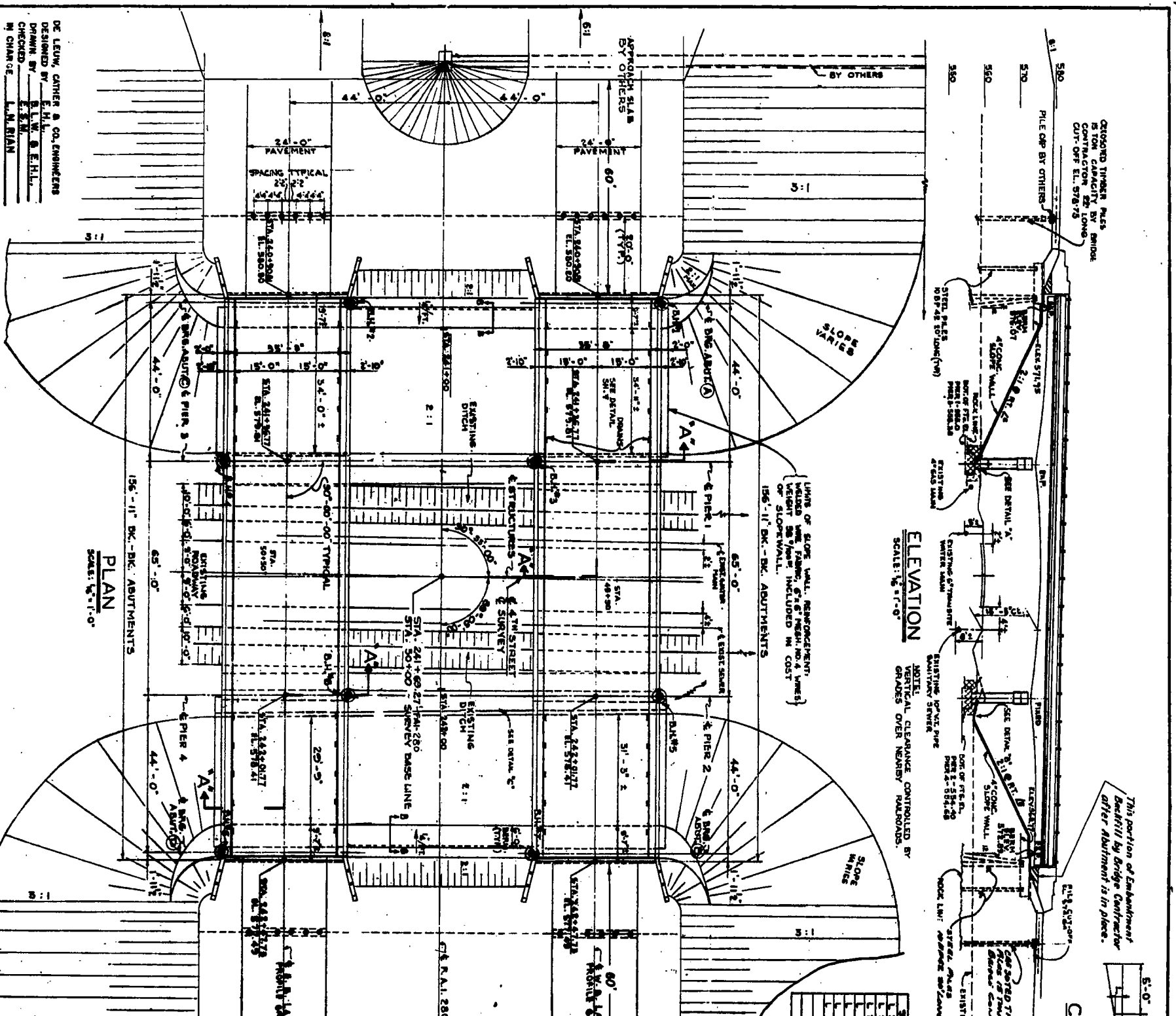
Bar	No.	Size	Length	Shape
h	8	#6	17'-7"	
h1	8	#6	15'-7"	
Reinforcement Bars			Lbs.	400
Concrete Removal			CU Yds.	4

ABUTMENT DETAILS
EAST ABUTMENT, W.B. LANES
WEST ABUTMENT, E.B. LANES
E.A.I. RT. 200 SEC. 81-NBY-1
ROCK ISLAND COUNTY
STA. 241+69.27

DESIGNED David Burkick
CHECKED P.S.J.
DRAWN Herbert
CHECKED P.S.J.
May 21 1982
APPROVED [Signature]
SECTION OF DRAWING

DE LEUW, CANTER & CO. ENGINEERS
 DESIGNED BY E.H.L.
 DRAWN BY E.H.L. & E.H.L.
 CHECKED BY E.H.L.
 IN CHARGE L.N. BIAN

Plan 47-83 100
 Station 241 + 00.00
 Station 241 + 00.00
 Station 241 + 00.00



PLAN
 SCALE: 1/4" = 1'-0"

ELEVATION
 SCALE: 1/4" = 1'-0"

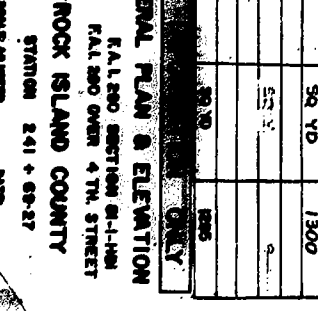
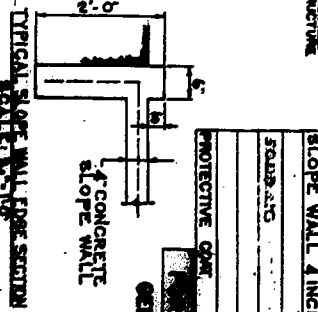
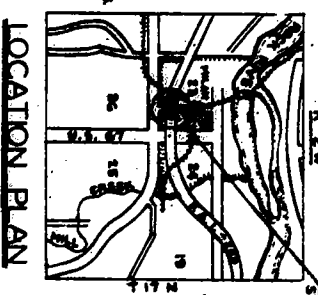
CROWN DIAGRAM

TREE REMOVAL

STATION	GRASS	SHRUBS	TREES
1+00	1.2	4.8	3.6
1+10	1.2	4.8	3.6
1+20	1.2	4.8	3.6
1+30	1.2	4.8	3.6
1+40	1.2	4.8	3.6
1+50	1.2	4.8	3.6
1+60	1.2	4.8	3.6
1+70	1.2	4.8	3.6
1+80	1.2	4.8	3.6
1+90	1.2	4.8	3.6
2+00	1.2	4.8	3.6
TOTAL	12.0	48.0	36.0

DESIGN STRESSES

1-400 R.S.I. SUPERSTRUCTURE
 1,000 R.S.I. SUBSTRUCTURE (CONCRETE WITH DARTMOUTH PILING)
 20,000 R.S.I. STRUCTURAL STEEL A-36
 20,000 R.S.I. STRUCTURAL STEEL A-36
 75 R.S.I. ALLOWABLE STRESS IN STEEL
 10 DESIGN LOADS - H 20 - S16 - 44 & ALT.

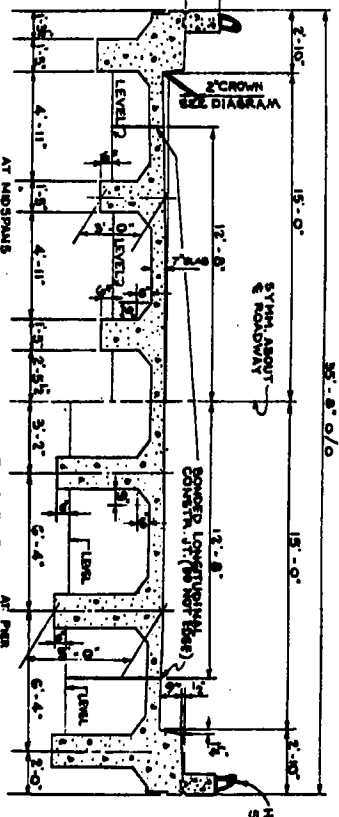
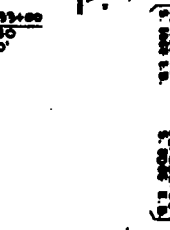
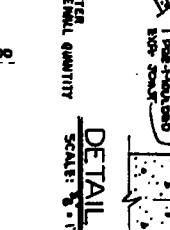
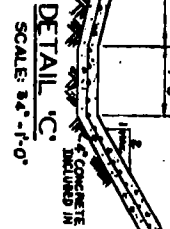
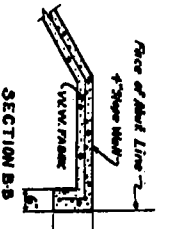


PROFILE GRADE EXISTING - 4TH ST.

PROFILE GRADE F.A.I.-200

BILL OF MATERIAL

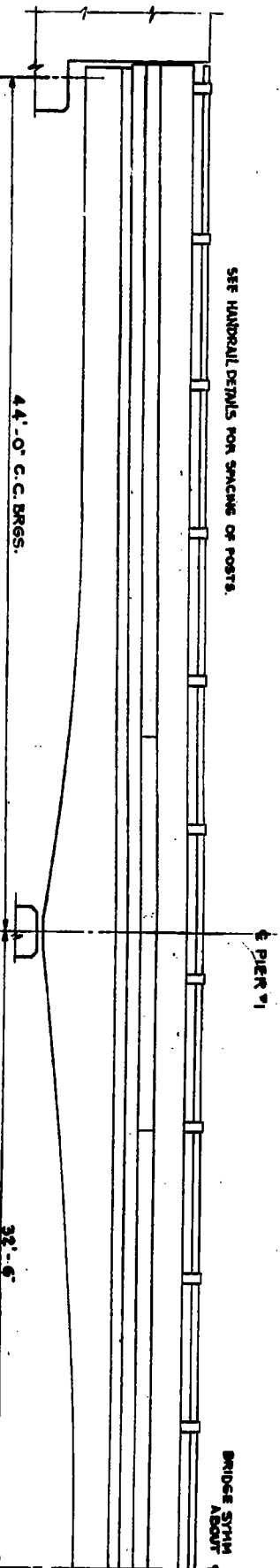
ITEM	UNIT	QUANTITY
FACE REMOVAL (TO 1/2" MIN. DEPTH)	IN DIA	1.0
THREE REMOVAL (TO 1/2" MIN. DEPTH)	IN DIA	8.4
POREDOY EXCAVATION	CU YD	54.867
REINFORCING (EXPOSED PILES 8" DIA)	LN FT	21.6
DRIVING CHERRYWOOD PILES 8" DIA	LN FT	26.4
DRIVING TIMBER PILES	LN FT	480
SLOPE WALL 4 INCH	SQ YD	1300
FOUR-210		9
PROTECTIVE COAT	SQ YD	885



189-101-295

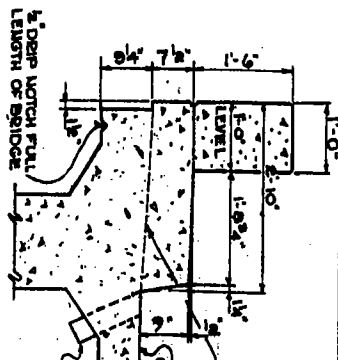
NO.	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
1	...	40
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13
14
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100

SEE HANDBOOK DETAILS FOR SPACING OF POSTS.



HALF ELEVATION

SECTION A-A



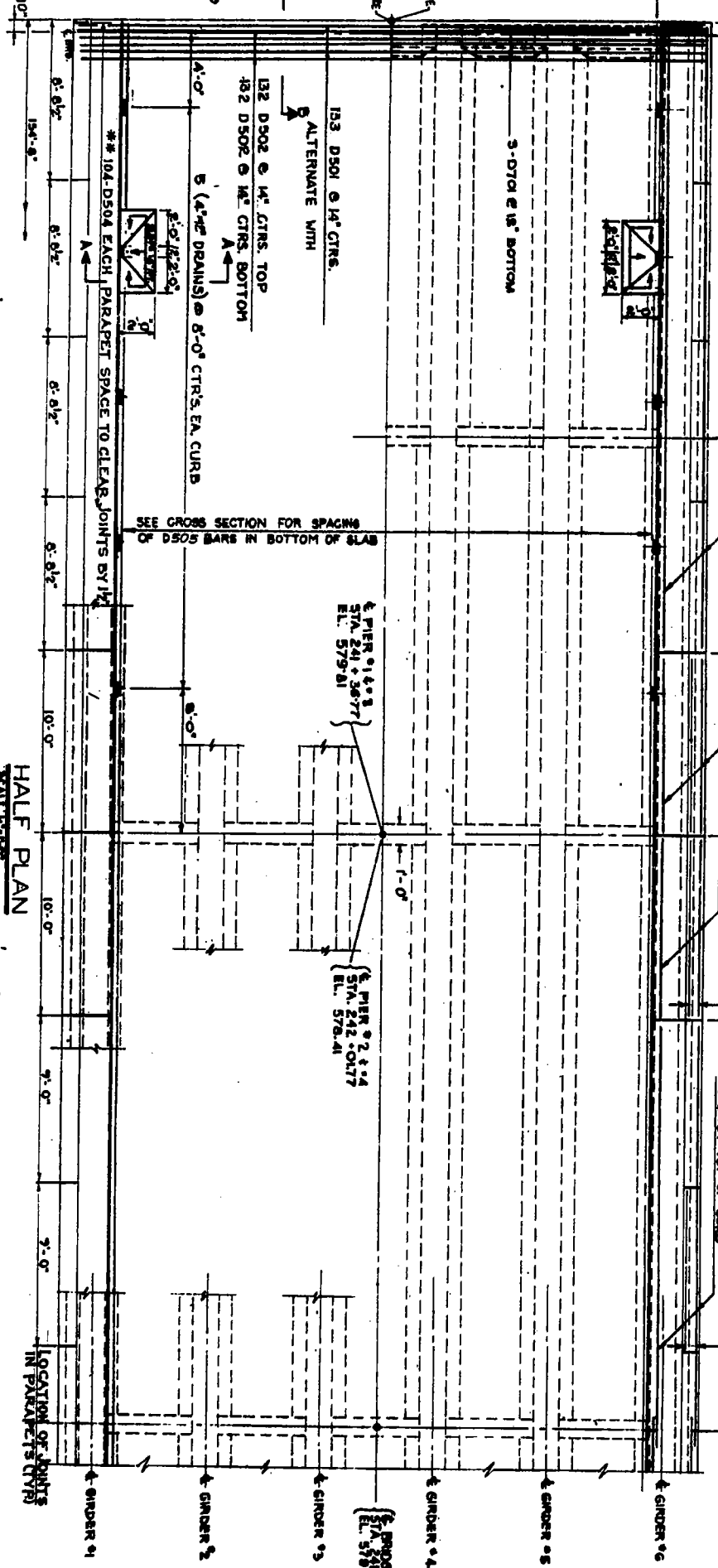
TWO COMPONENT NON-STAINING GRAY SEALING COMPOUND WITH POLYSULFIDE LIQUID POLYMERS - SUN GRADE WITH PRIMER.

3'-0" DIA @ 12" TOP
3'-0" DIA @ 18" BOT

E. END SUPERSTRUCTURE
STA. 242 + 46.50
EL. 577.51

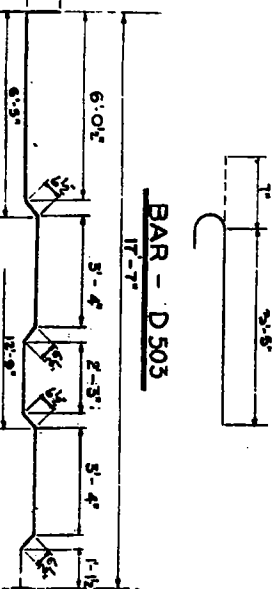
W. END SUPERSTRUCTURE
STA. 240 + 91.94
EL. 580.77

NOTE: 1. SEE SECTION D-504 FOR PARAPET JOINT DETAIL.



HALF PLAN

NOTE: ALL DIMENSIONS ARE OUT TO OUT.

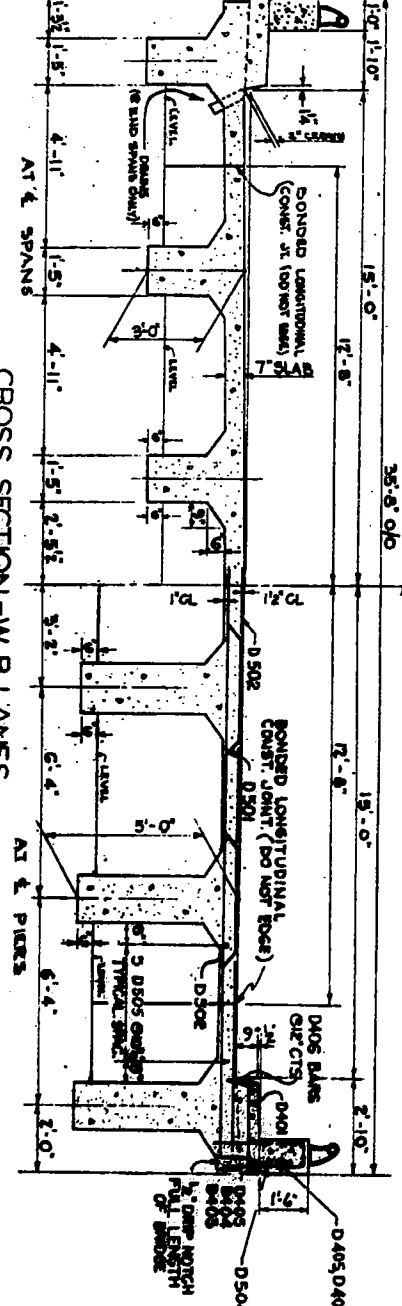


BAR - D503

BAR - D501

DE LEM, CARRER & CO. ENGINEERS
DESIGNED BY: R.A.K.
DRAWN BY: R.A.K.
CHECKED BY: R.A.K.
IN CHARGE: L.B.DUBAI

CROSS SECTION - W.B. LANES



NOTE: GRADE ASSESSMENT WHICH IS TO BE USED IN CLASS X CONCRETE FOR PARAPETS SHALL BE ABSOLUTELY FREE FROM CHERT, FLINT, LIMONITE, LISNITE, AND SOFT SANDSTONE.

NOTE: 2 additional D504 bars to be placed in parapet at each rail post (68 D504's Bridges)

NOTE: Bar D402 not used.

BAR NO.	SIZE	LENGTH	SHAPE	WEIGHT
D401	156	4	2-7"	8.5
D505	500	5	25-9"	8.370
D403	32	4	34-3"	7.33
D404	32	4	23-0"	4.92
D405	160	4	9-9"	10.42
D406	650	4	1'-2"	4.80
D407	124	4	1'-2"	1.84
D408	312	4	8-8"	17.84
D501	266	5	38-10"	10.774
D502	528	5	38-8"	19.344
D503	124	5	41-0"	5.17
D504	584	5	37-9"	35.00
D701	24	7	38-7"	16.04

NOTE: Includes Reinforcement as shown on sheets.

ITEM	UNIT	QUANTITY
CLASS I CONCRETE	CU YD	652.4
REINFORCEMENT BARS	POUND	155,990

SUPERSTRUCTURE - SLAB DETAILS

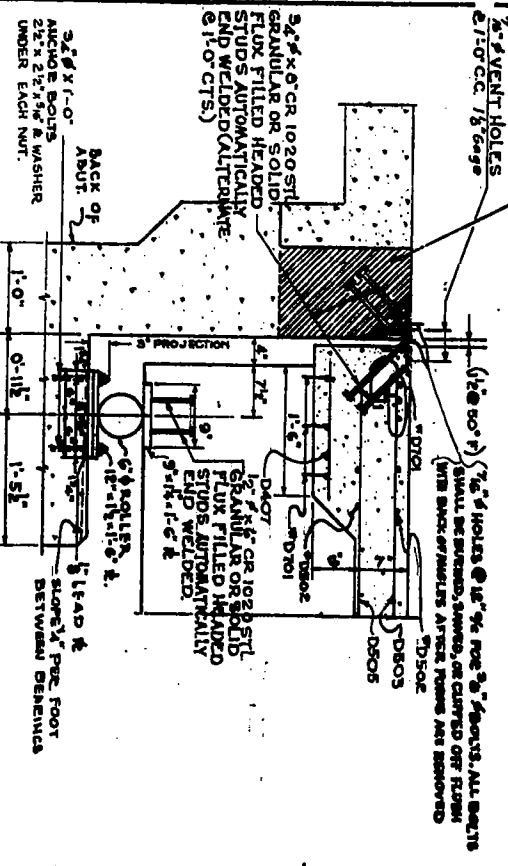
F.A. LEBRON DESIGN GROUP
F.A. LEBRON 4TH STREET
ROCK ISLAND COUNTY
STATION 241 + 98.87

SR-18-118-1-285

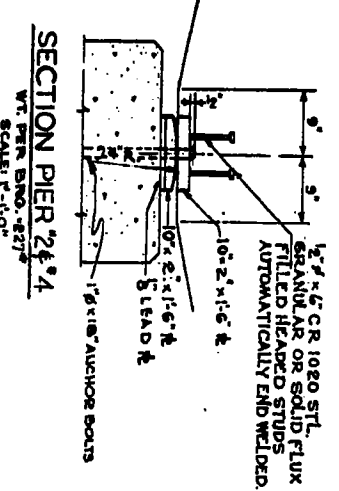
NO.	DESCRIPTION	QUANTITY	TOTAL
1	CONCRETE	45	33.0
2	REINFORCING BARS	45	33.0
3	FORMS	45	33.0
4	BRICKS	45	33.0
5	PAINT	45	33.0
6	OTHER	45	33.0
7	TOTAL	45	33.0

Rev. 10-17-60 Curb Heights R.R.A. Revised 10-17-60 Curb Heights Railway Revised Quantities - DC & CA
Rev. 10-17-60 Parapets R.R.A. Revised 10-17-60 Parapets Railway Revised Quantities - DC & CA

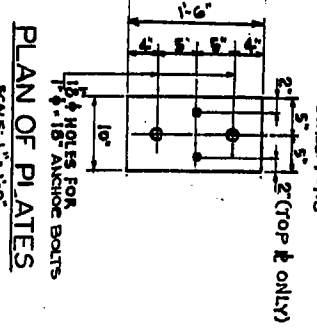
SHADOWED AREA NOT TO BE POURED UNTIL AFTER SUPERSTRUCTURE FABRICATION HAS BEEN COMPLETED. ADJUST JOINT OPENINGS PER SCHEDULE THIS SHEET AT THE TIME THIS CONCRETE IS POURED.



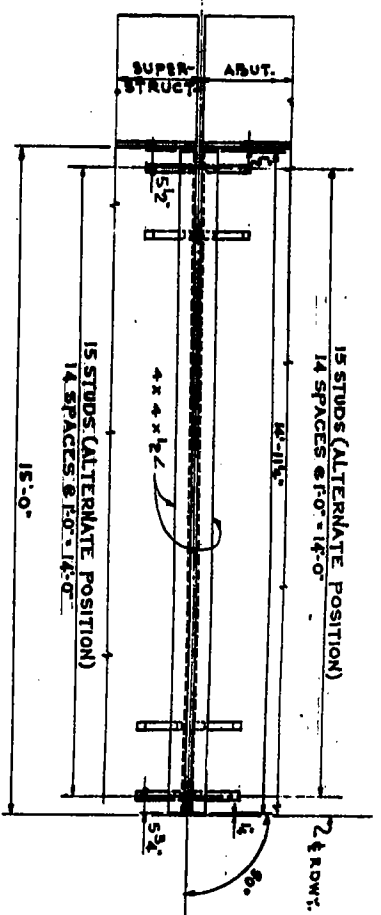
SECTION THRU ABUTMENT
WT. PER BNO. - 3546
SCALE: 1" = 1'-0"



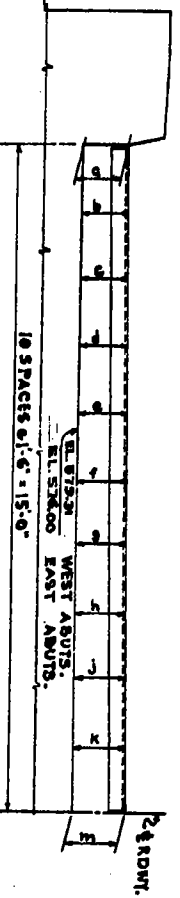
SECTION PIER 2x4
WT. PER BNO. - 277
SCALE: 1" = 1'-0"



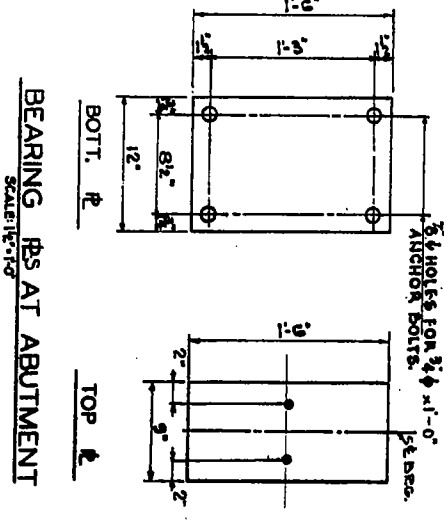
PLAN OF PIATES
SCALE: 1" = 1'-0"



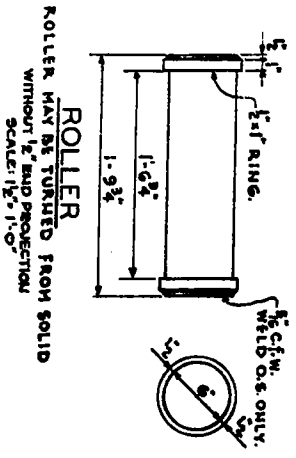
HALF PLAN FOR EXP. GUARD
SYMMETRICAL ABOUT ROADWAY
SCALE: 1/2" = 1'-0"



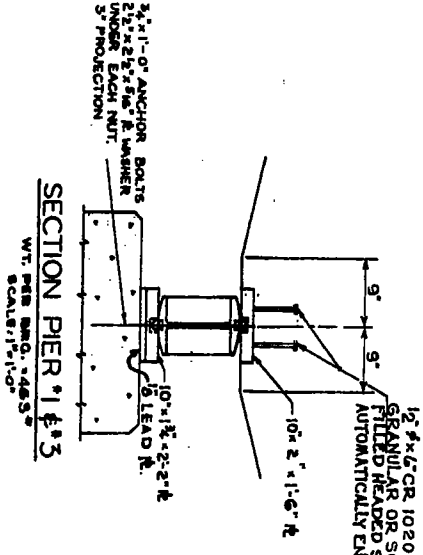
EXPANSION GUARD PROFILE
NOTE: THE ROADWAY EXPANSION GUARD SHALL BE FABRICATED TO FIT ROADWAY.
SCALE: 1/2" = 1'-0"



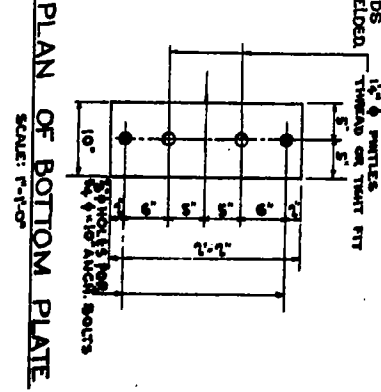
BEARING PIS AT ABUTMENT
SCALE: 1/2" = 1'-0"



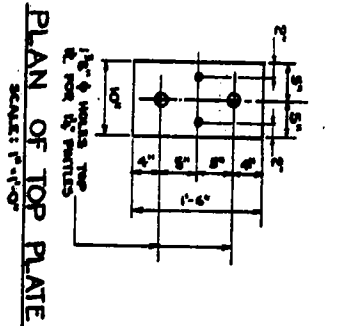
ROLLER
ROLLERS MAY BE TURNED FROM SOLID WITHOUT 1/2\"/>



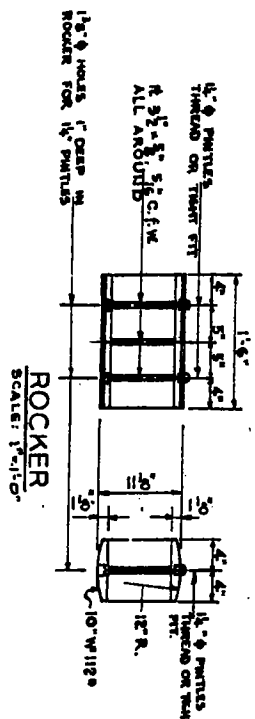
SECTION PIER 1x3
WT. PER BNO. - 1455
SCALE: 1" = 1'-0"



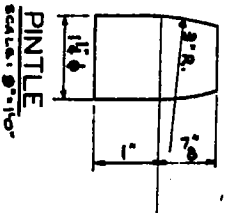
PLAN OF BOTTOM PLATE
SCALE: 1" = 1'-0"



PLAN OF TOP PLATE
SCALE: 1" = 1'-0"



ROCKER
SCALE: 1" = 1'-0"



PIN TIE
SCALE: 3/4" = 1'-0"

EXPANSION GUARD NOTES:
SEE GENERAL NOTES FOR STRUCTURAL STEEL. SHEET NO. 2. EXPANSION GUARD ASSEMBLY SHALL BE FABRICATED AND ERRECTED TO CONFORM TO THE ROADWAY CROWN AND SHAPE OF GRADE AT THE GUARD. THEY SHALL BE ASSEMBLED IN THE SHOP FOR INSPECTION.
ALL PARTS OF GUARD ASSEMBLY INCLUDING STUDS SHALL BE INCLUDED IN STRUCTURAL STEEL FOR PAYMENT.
GUARD SETTING INSTRUCTIONS:
JOINT OPENINGS SHOWN ON GUARD DETAILS ARE BASED ON AN ASSUMED TEMPERATURE OF 50°F. THE OPENINGS ALSO INCLUDE A 1/2" ALLOWANCE FOR POSSIBLE FORWARD MOMENT AT THE TOP OF THE ABUTMENT DUE TO EARTH PRESSURE, TRAFFIC BRUSHING, WIND, ETC. THE OPENINGS WILL DECREASE OR INCREASE APPROXIMATELY 1/2" FOR EACH 10°F DROP OR RISE IN TEMPERATURE FROM EASY ADJUSTERS 1/2" FOR WEST ADJUSTERS.
TOTAL ESTIMATED WEIGHT OF SUPERSTRUCTURE EXPANSION GUARDS - 5456 LBS.

PROJECT NO.	108-1-275
SHEET NO.	108-1-275-2
DATE	NOV 1966
SCALE	AS SHOWN
DESIGNED BY	E.S.M.
CHECKED BY	E.S.M.
IN CHARGE	L.N.B.

STATION 241+69.27
BUILT 196, BY
STATE OF ILLINOIS
F.A.I. RT. 280 SEC. 81-1-HBI
F.A. PROJ. I-280-6(3)
LOADING H20-S16 & ALT.

STANDARD NO. 2113
LETTERING FOR NAME PLATE
(FOR LOCATION SEE SH.5)

WEST ABUT.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	EAST ABUT.									
10'-0"	9'-0"	8'-0"	7'-0"	6'-0"	5'-0"	4'-0"	3'-0"	2'-0"	1'-0"	0'-0"	1'-0"	2'-0"	3'-0"	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"	25'-0"	26'-0"	27'-0"	28'-0"	29'-0"	30'-0"	31'-0"	32'-0"	33'-0"	34'-0"	35'-0"	36'-0"	37'-0"	38'-0"	39'-0"	40'-0"	41'-0"	42'-0"	43'-0"	44'-0"	45'-0"	46'-0"	47'-0"	48'-0"	49'-0"	50'-0"

TEMPERATURE	WEST ABUT.	WEST ABUT. ADJUST.	EAST ABUT.	EAST ABUT. ADJUST.
50°F	0"	0"	0"	0"
40°F	1/4"	1/4"	1/4"	1/4"
30°F	1/2"	1/2"	1/2"	1/2"
20°F	3/4"	3/4"	3/4"	3/4"
10°F	1"	1"	1"	1"
0°F	1 1/4"	1 1/4"	1 1/4"	1 1/4"
-10°F	1 1/2"	1 1/2"	1 1/2"	1 1/2"
-20°F	1 3/4"	1 3/4"	1 3/4"	1 3/4"
-30°F	2"	2"	2"	2"
-40°F	2 1/4"	2 1/4"	2 1/4"	2 1/4"
-50°F	2 1/2"	2 1/2"	2 1/2"	2 1/2"

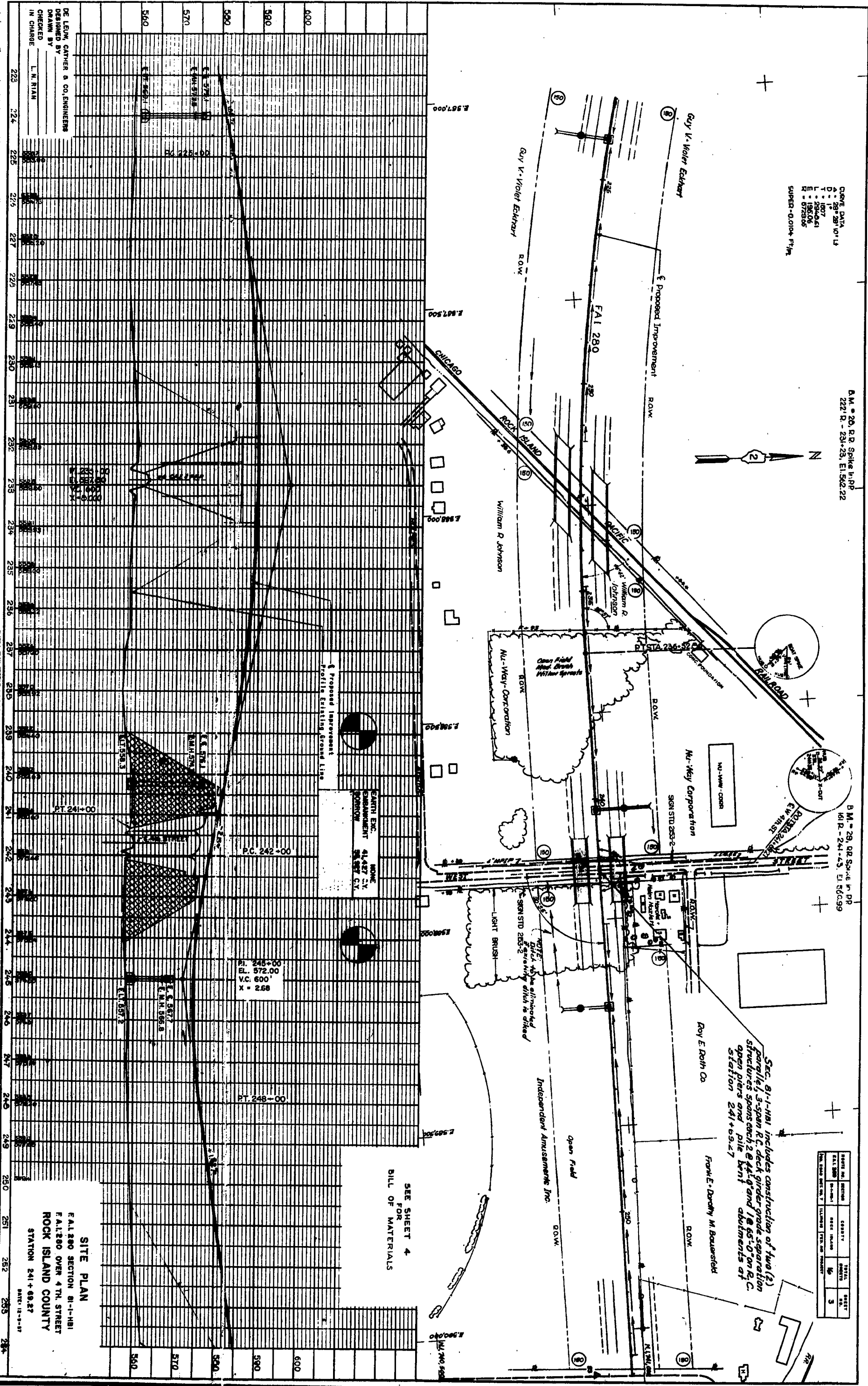
BEARINGS AND EXPANSION GUARD DETAILS
F.A.I. SECTION 61-181
F.A.I. 280 OVER 4TH STREET
ROCK ISLAND COUNTY
STATION 241+69.27
SCALE: AS SHOWN

DE LEW, CATHER & CO., ENGINEERS
DESIGNED BY E.S.M.
DRAWN BY A.L.B.
CHECKED E.S.M.
IN CHARGE L.N.B.
Nov 4-10-66 JBS
Checked by JBS
Checked by JBS

CURVE DATA
 4 - 289+291.01 L
 1 - 1007
 1 - 1560.61
 1 - 1560.61
 1 - 1560.61
 1 - 1560.61
 SUPER-O.0104 FV/M

B.M. 20, R.R. Spike in PP
 2227 R. - 231+23, EL. 52.22

B.M. 29, OR Spike in PP
 161 R. - 241+43, EL. 56.39



Sec. 81-1-NB1 includes construction of two (2) parallel, 3-span R.C. deck girder grade separation structures spans each 2 @ 44'-0" and 1 @ 65'-0" on R.C. open piers and pile bent abutments at station 241+69.27

SEE SHEET 4
 FOR
 BILL OF MATERIALS

SITE PLAN
 F.A.I. 280 SECTION 81-1-NB1
 F.A.I. 280 OVER 4TH STREET
 ROCK ISLAND COUNTY
 STATION 241+69.27
 DATE: 12-11-87

SHEET NO.	SHEET	DATE	BY	CHECKED	APPROVED
1	1				
2	2				
3	3				

DESIGNED BY: DE LEW, CATHIER & CO. ENGINEERS
 DRAWN BY: L.N. RIAN
 CHECKED BY: L.N. RIAN
 IN CHARGE: L.N. RIAN

DATE: 12-11-87

DESIGNED TIMBER PILES
5 TON CAPACITY BY LONG
CONTRACTOR BY LONG
CUT-OFF EL. 576.73

ELEVATION

SCALE: 1/4" = 1'-0"

NOTE: VERTICAL CLEARANCE CONTROLLED BY GRADES OVER NEARBY RAILROADS.

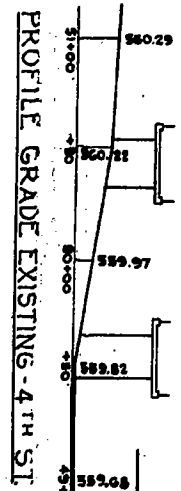
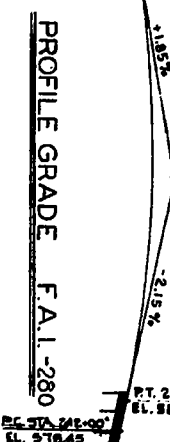
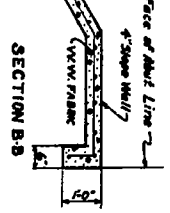
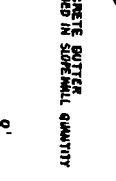
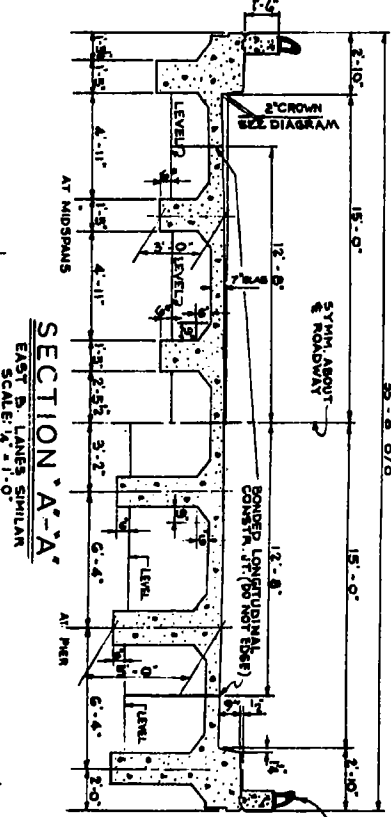
CROWN DIAGRAM



This portion of Embankment backfill by Bridge Contractor after Abutment is in place.

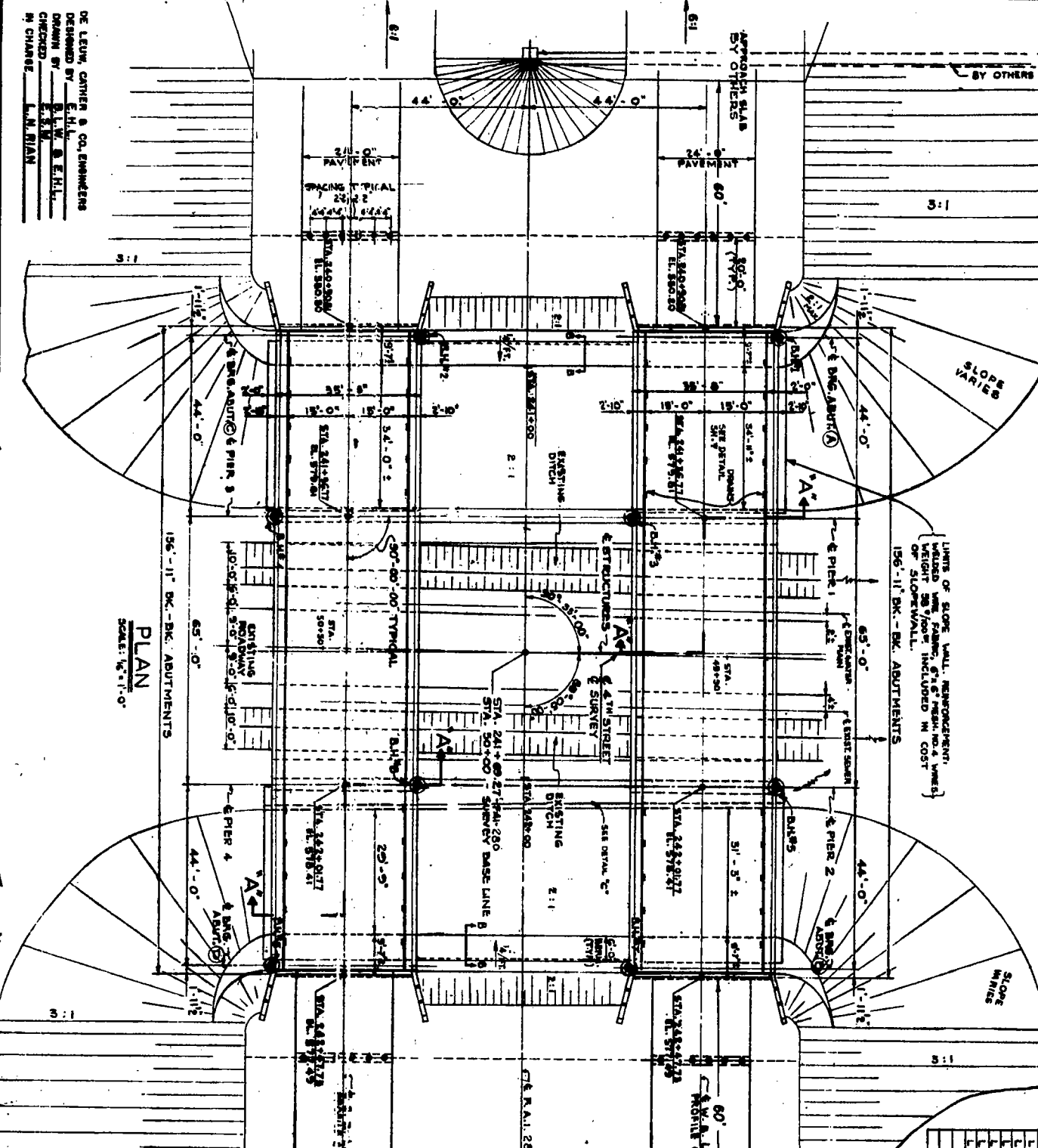
TREE REMOVAL

STATION	SIZE DIA. (INCHES)	REMARKS
L 241+00	12	4.8
L 241+25	10	3.5
L 241+35	10	3.5
L 241+45	10	3.5
L 241+55	10	3.5
L 241+65	10	3.5
L 241+75	10	3.5
L 241+85	10	3.5
L 241+95	10	3.5
TOTAL	100	348.8



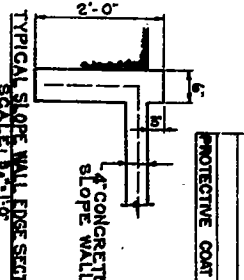
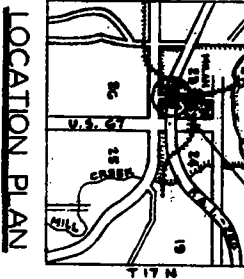
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
TREE REMOVAL (6" TO 12" DIA.)	1 T.O.	100
TREE REMOVAL (12" TO 18" DIA.)	1 T.O.	100
TREE REMOVAL (18" TO 24" DIA.)	1 T.O.	100
CONCRETE	CU YD	55,987
STEEL	LN FT	216
DRIVING TIMBER PILES	LN FT	264
SLOPE WALL 4 INCH	SQ YD	480
ROADWAY	SQ YD	1300
PROTECTIVE COAT	SQ YD	1300



DESIGN STRESSES

F_c = 1,400 P.S.I.
 F_t = 1,000 P.S.I.
 F_v = 20,000 P.S.I.
 F_b = 20,000 P.S.I.
 F_s = 75 P.S.I.
 F_w = 10 P.S.I.
 ALLOWABLE STRESS IN PILE TIP
 DESIGN LOADS - H 20 - 916 - 44 & ALT.

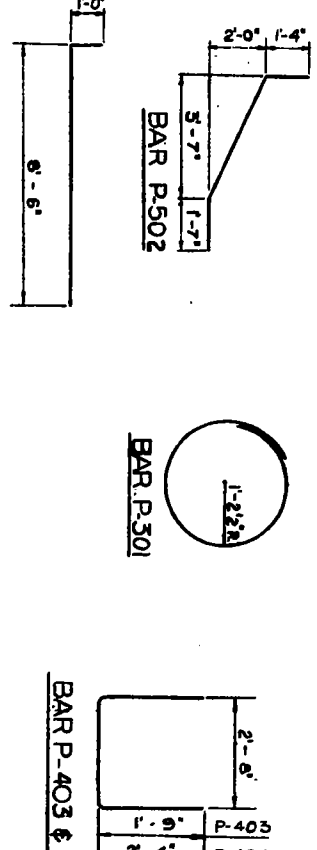
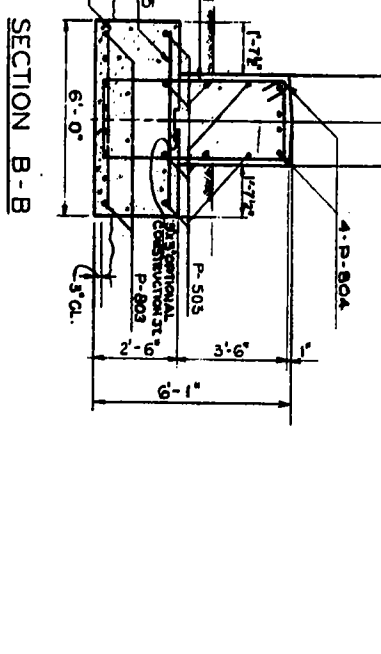
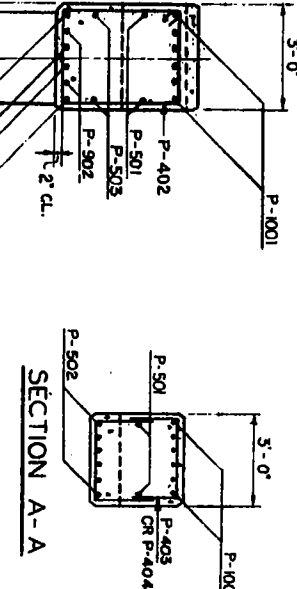
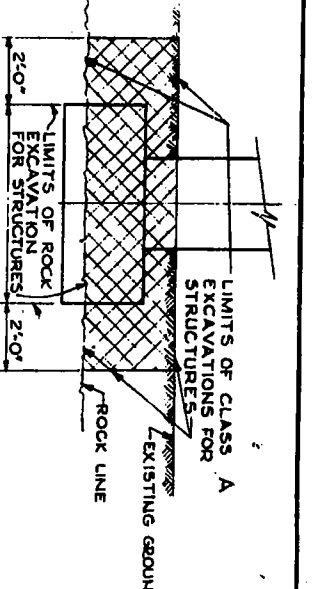
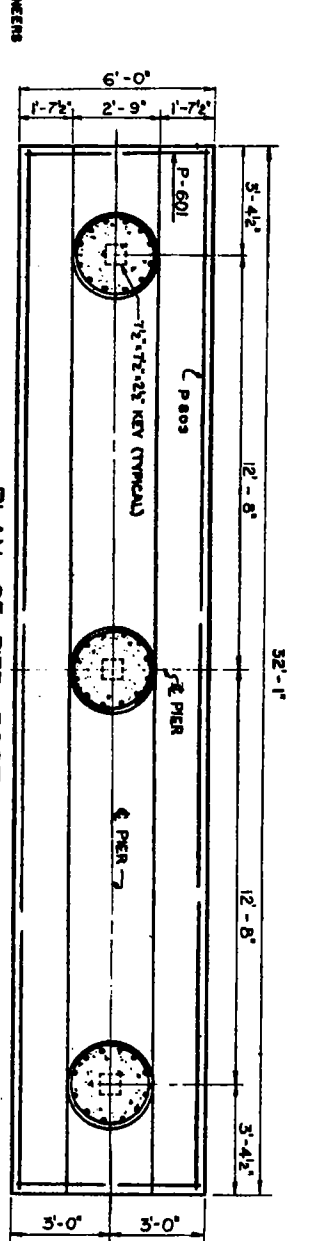
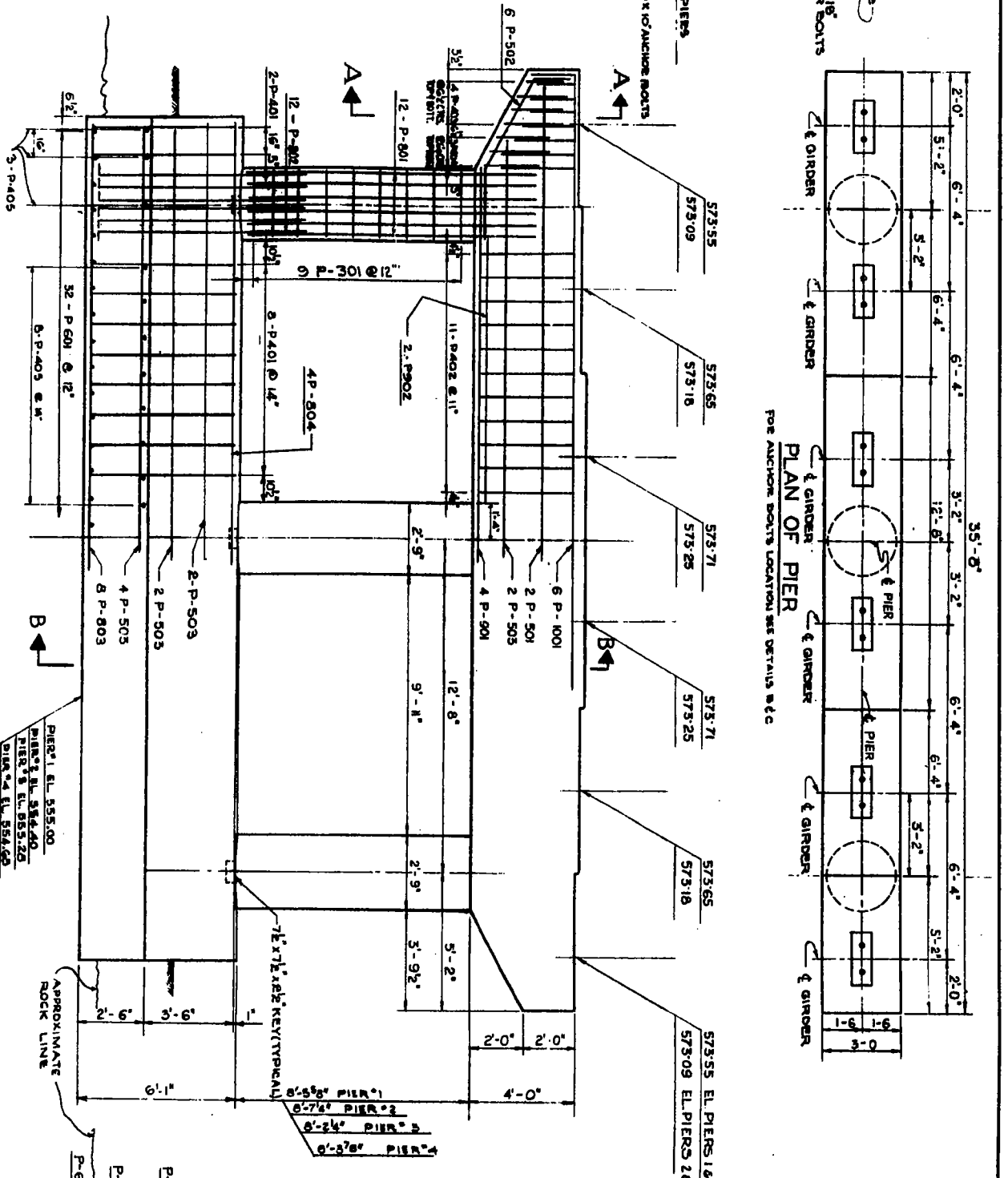
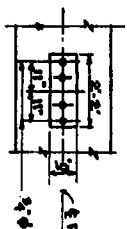
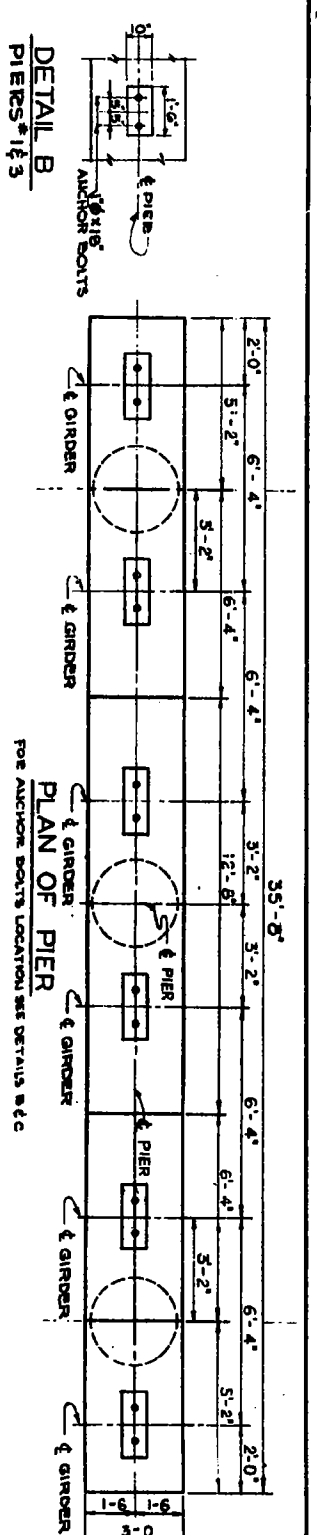


GENERAL PLAN & ELEVATION

F.A.I. 280 SECTION 81-100
F.A.I. 280 OVER 4TH STREET
ROCK ISLAND COUNTY
STATION 241 + 88-27

DE LEIN, CARTER & CO. ENGINEERS
DESIGNED BY E. H. L.
DRAWN BY E. H. L.
CHECKED BY E. H. L.
IN CHARGE L. N. HAN

Rock Island County, Illinois, 1927. Approved for publication by the Board of Supervisors, Rock Island County, Illinois, on the 10th day of July, 1927. Approved for publication by the Board of Supervisors, Rock Island County, Illinois, on the 10th day of July, 1927. Approved for publication by the Board of Supervisors, Rock Island County, Illinois, on the 10th day of July, 1927.



PIER NO.	SECTION	BAR NO.	QUANTITY	UNIT	WEIGHT
P-301	10B	3	3	8'-9"	355
P-401	80	4	4	10'-3"	848
P-402	88	4	4	13'-6"	794
P-403	64	4	4	6'-2"	264
P-404	48	4	4	7'-4"	235
P-501	8	5	5	35'-3"	294
P-502	48	5	5	7'-0"	350
P-503	40	5	5	31'-6"	1914
P-601	128	6	6	5'-6"	1037
P-801	144	8	8	11'-0"	4229
P-802	144	8	8	9'-6"	3655
P-803	32	8	8	31'-6"	2791
P-804	16	8	8	31'-6"	1346
P-901	16	9	9	27'-6"	1494
P-902	16	9	9	10'-0"	544
P-1001	24	10	10	36'-0"	3924
					TOTAL: 23757

NOTE:
DETAILED DIMENSIONS ON ALL BENT BARS REPRESENT OUT-TO-OUT DIMENSIONS.

ITEM	UNIT	QUANTITY
P-402	2'-6"	20
P-401	2'-3"	10

BAR P-401 & 402

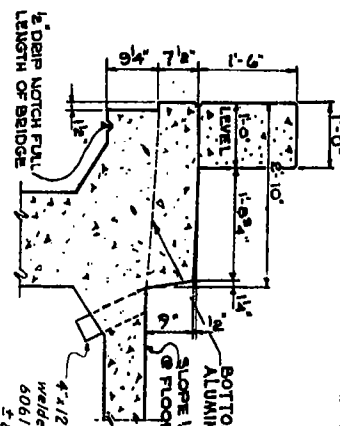
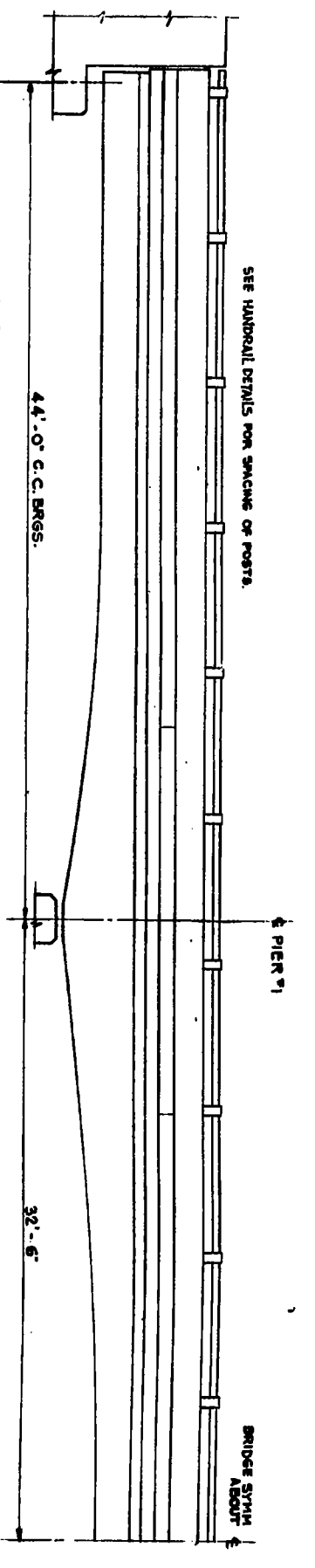
ITEM	UNIT	QUANTITY
CLASS A EXCAVATION REINFORCEMENTS	CU YD	17.8
CLASS B EXCAVATION REINFORCEMENTS	CU YD	6.5
CLASS X CONCRETE	CU YD	200.1
REINFORCEMENT BARS	POUND	23,757

DE LEW, GRIFFIN & CO. ENGINEERS
DESIGNED BY: L. N. G.
DRAWN BY: D. M. B.
CHECKED BY: L. N. G.
IN CHARGE: L. N. G.

PIER DETAILS
F.A.I. 280 SECTION 11-11
F.A.I. 280 OVER 4TH STREET
ROCK ISLAND COUNTY
STATION 241+50.67

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

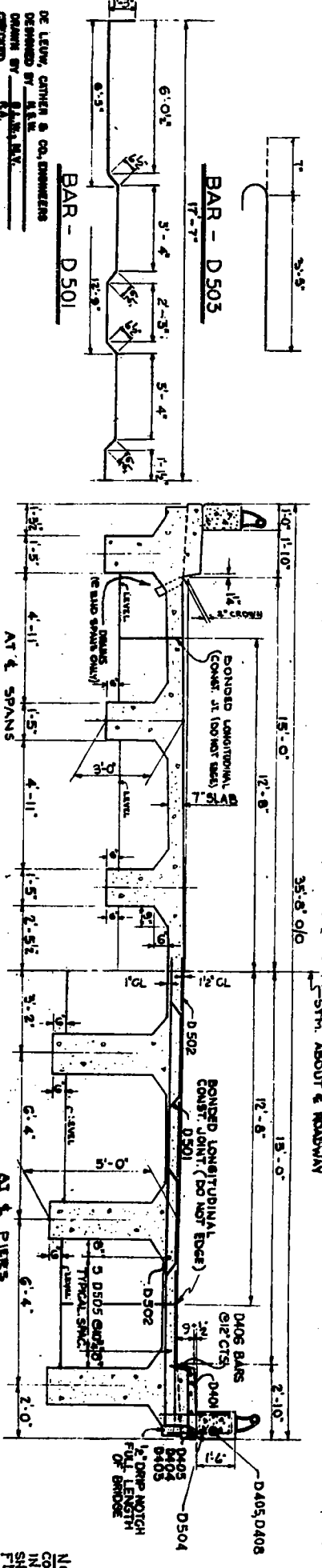
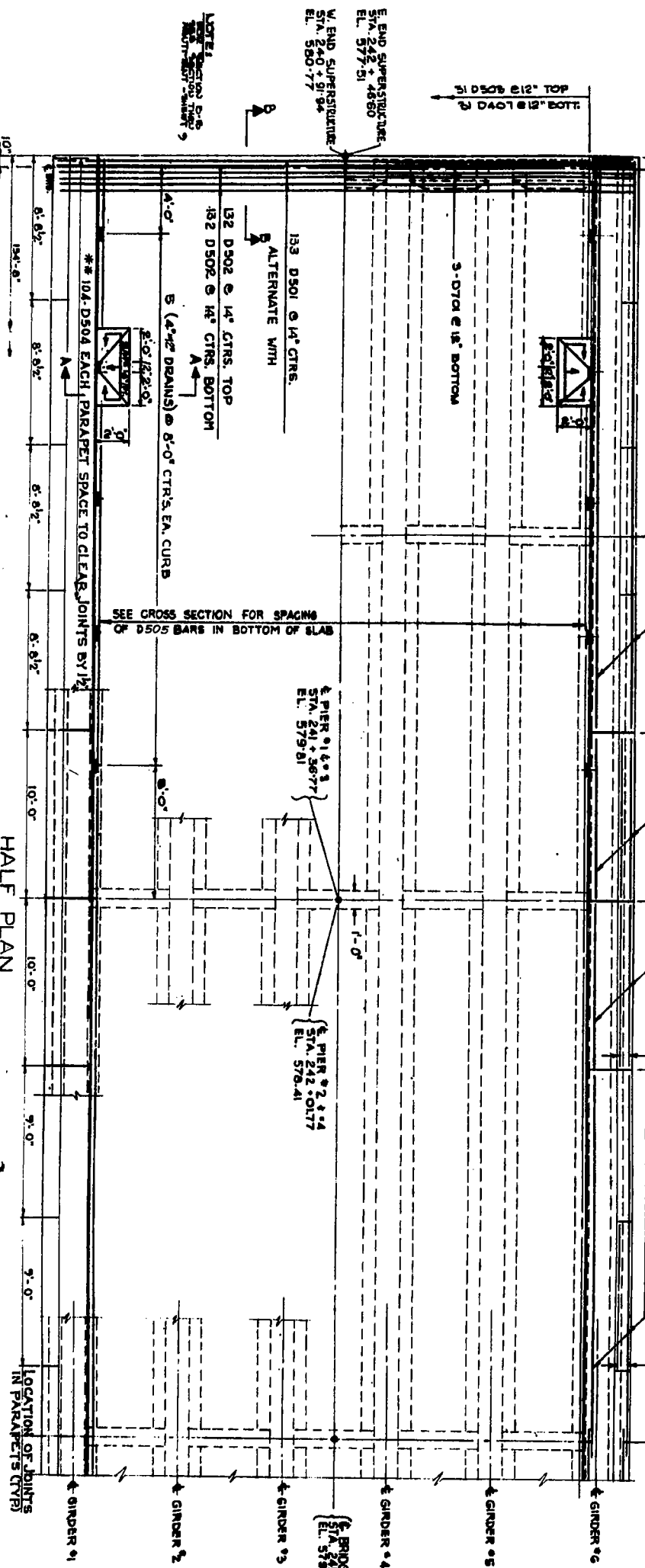
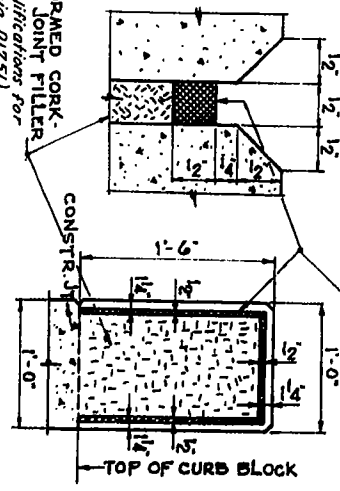
SEE HATCHED DETAILS FOR SPACING OF POSTS.



ITEM NO.	QUANTITY	TOTAL WEIGHT
ALL BARS	16	7

THIS COMPONENT NON-STAINING GRAY SEALING COMPOUND WITH POLYSULFIDE-LIQUID POLYMERS-GUN GRADE WITH PRIMER.

PARAPET JOINT DETAIL



CROSS SECTION - W B LANES

NOTE: COARSE AGGREGATE WHICH IS TO BE USED IN CLASS X CONCRETE FOR PARAPETS SHALL BE ABSOLUTELY FREE FROM CHERT, LIMONITE, LIGNITE, AND SOFT SANDSTONE.

NOTE: Bar D402 not used.

BAR NO.	SIZE	LENGTH	SHAPE	WEIGHT
D401	156	4	2'-7"	389
D505	300	5	28'-9"	8,370
D405	32	4	34'-3"	732
D404	32	4	23'-0"	492
D405	160	4	9'-9"	1042
D406	620	4	1'-2"	483
D407	124	4	8'-8"	124
D501	266	5	38'-10"	1,0774
D502	522	5	38'-2"	15,344
D503	124	5	4'-0"	517
D504	584	5	5'-9"	3,500
D701	24	7	32'-9"	1,606

NOTE: INCLUDES REINFORCEMENT AS SHOWN ON SHEETS

ITEM	UNIT	QUANTITY
CLASS X CONCRETE	CU YD	662.4
REINFORCEMENT BARS	FOUND	156,780

SUPERSTRUCTURE - SLAB DETAILS

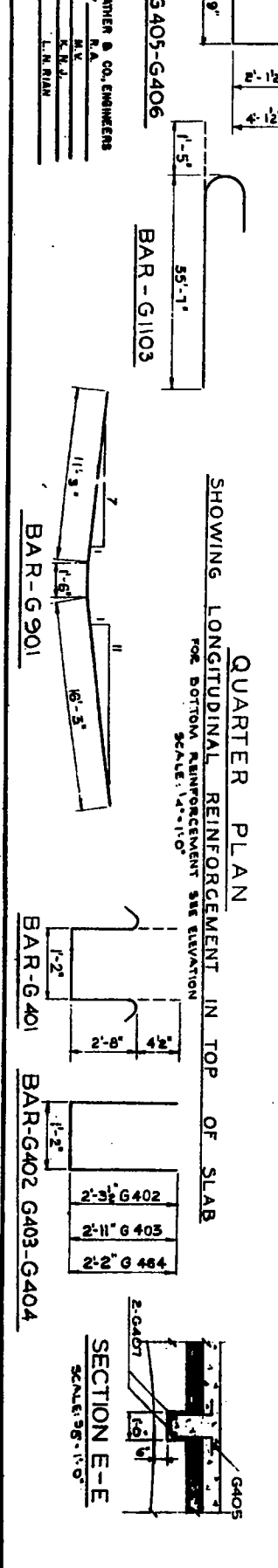
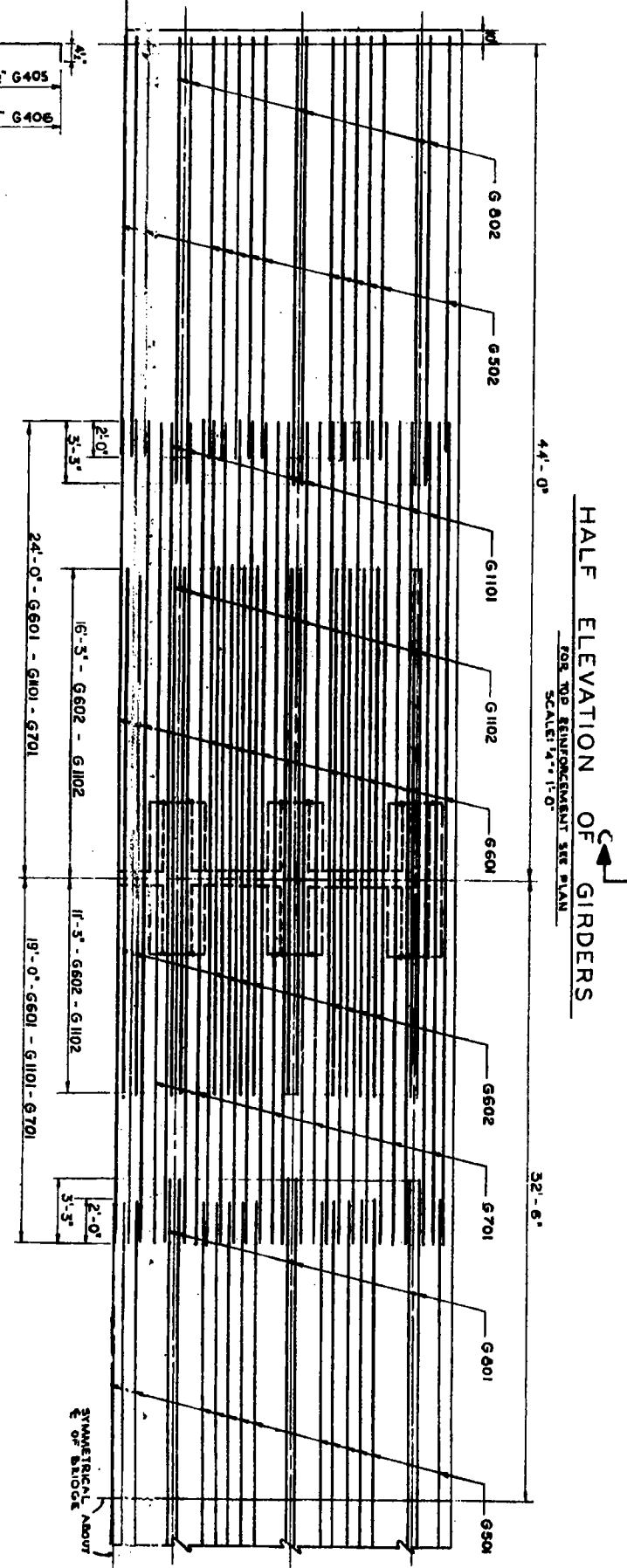
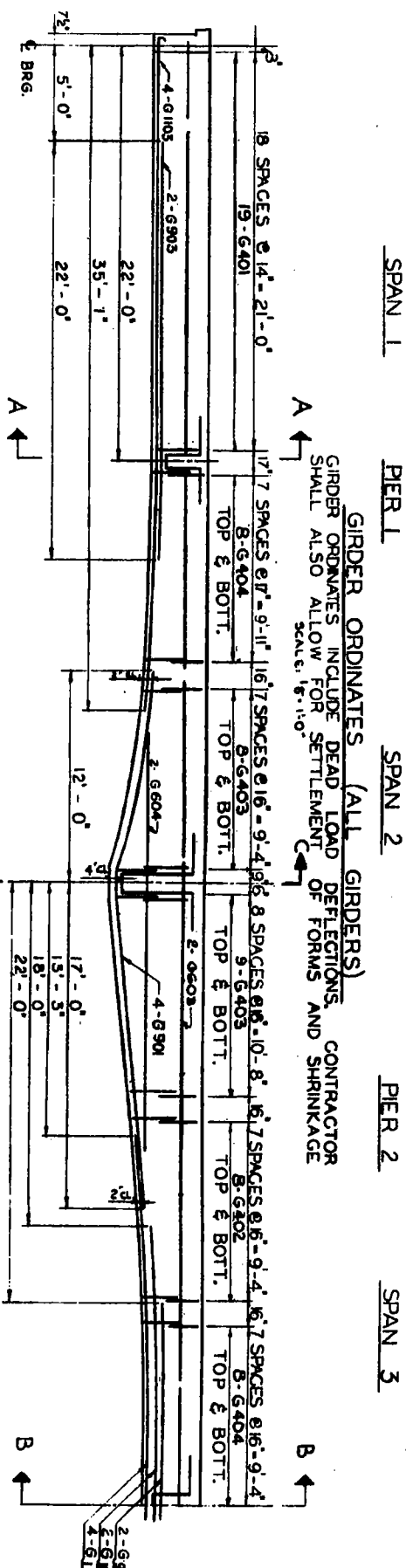
F.A.I. SECTION 84-11H
 FAL 8800R 4TH STREET
 ROCK ISLAND COUNTY
 STATION 241 + 68.87

Rev. 10-17-60 Curb Heights R.R.O. Revised 10-25-60 Reinforcement for Specification T & CS
 DE LEUW, CARMEN & CO. ENGINEERS
 DESIGNED BY: M.E.E.
 DRAWN BY: J.A.M., M.Y.
 CHECKED BY: J.A.M., M.Y.
 IN CHARGE: L.B. BIRD

THEORETICAL GRADE ELEVATIONS & INTERIOR STRINGERS & BASE OF CURB LINES

BASE OF CURB LINES	8059	8049	8040	8030	8021	8012	8002	7993	7984	7974	7964	7950	7936	7922	7908	7894	7880	7866	7852	7839	7825	7815	7804	7794	7784	7774	7760	7741	7723	7704	7685
G 2 & G 5	8048	8039	8030	8020	8011	8002	7992	7983	7973	7963	7953	7939	7925	7911	7897	7883	7869	7855	7841	7828	7814	7804	7794	7784	7774	7760	7741	7723	7704	7685	
G 3 & G 4	8035	8026	8017	8007	7998	7988	7978	7968	7958	7948	7938	7924	7910	7896	7882	7868	7854	7840	7826	7813	7803	7793	7783	7773	7759	7740	7722	7703	7684	7665	

BRG. N. ABUT.	SPAN 1										SPAN 2										SPAN 3										
	0'-4'-0"	4'-4'-0"	8'-4'-0"	12'-4'-0"	16'-4'-0"	20'-4'-0"	24'-4'-0"	28'-4'-0"	32'-4'-0"	36'-4'-0"	0'-6'-0"	6'-6'-0"	12'-6'-0"	18'-6'-0"	24'-6'-0"	30'-6'-0"	36'-6'-0"	42'-6'-0"	48'-6'-0"	54'-6'-0"	0'-4'-0"	4'-4'-0"	8'-4'-0"	12'-4'-0"	16'-4'-0"	20'-4'-0"	24'-4'-0"	28'-4'-0"	32'-4'-0"	36'-4'-0"	40'-4'-0"



BAR LIST - GIRDERS & DIAPHRAGMS

BAR NO.	SIZE	LENGTH	WEIGHT	SHAPE
G 401	4#5	4.56	1.37	2002
G 402	4#4	4.84	1.20	147
G 403	4#5	5.07	1.47	147
G 404	4#5	5.07	1.47	147
G 405	4#5	5.07	1.47	147
G 406	4#5	5.07	1.47	147
G 407	4#5	5.07	1.47	147
G 501	4#5	5.07	1.47	147
G 502	4#5	5.07	1.47	147
G 503	4#5	5.07	1.47	147
G 504	4#5	5.07	1.47	147
G 601	4#5	5.07	1.47	147
G 602	4#5	5.07	1.47	147
G 603	4#5	5.07	1.47	147
G 604	4#5	5.07	1.47	147
G 701	4#5	5.07	1.47	147
G 702	4#5	5.07	1.47	147
G 703	4#5	5.07	1.47	147
G 704	4#5	5.07	1.47	147
G 801	4#5	5.07	1.47	147
G 802	4#5	5.07	1.47	147
G 803	4#5	5.07	1.47	147
G 804	4#5	5.07	1.47	147
TOTAL				

SECTION A-A AT & SPAN 1 OR 3

SECTION B-B AT SPAN 2

SECTION C-C AT PIER

SECTION D-D

SECTION E-E

NOTE: ALL DIMENSIONS ARE OUT TO OUT.

SCALE: AS SHOWN.

REVISIONS:

NO.	DATE	DESCRIPTION
1	10-17-60	Elevations added - DCC

DESIGNED BY: L. N. RIAN
 CHECKED BY: L. N. RIAN
 IN CHARGE: L. N. RIAN

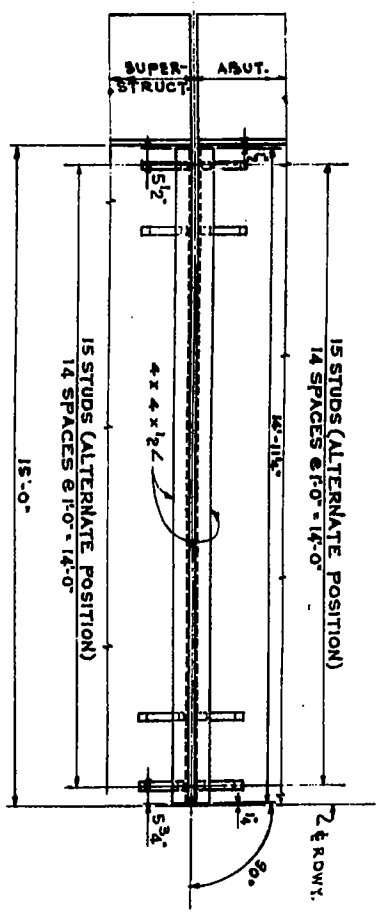
DE LEWIS, GRIFFIN & CO. ENGINEERS
 411 N. 4TH STREET
 ROCK ISLAND, ILL.

STATION: 2+41+88.27

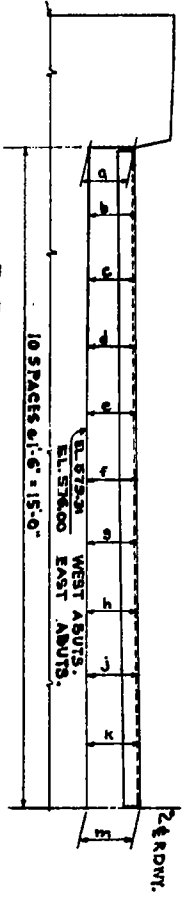
SHEET NO.	SECTION	SHEET	TOTAL SHEETS	DATE
1		1	16	9

STATION 241+69.27
 BUILT 196 BY
 STATE OF ILLINOIS
 FAI. RT. 280 SEC. 81-1-HBI
 FA. PROJ. I-280-6(3)
 LOADING H20-S16 & ALT.

STANDARD NO. 2113
 LETTERING FOR NAME PLATE
 (FOR LOCATION SEE SH. 5)



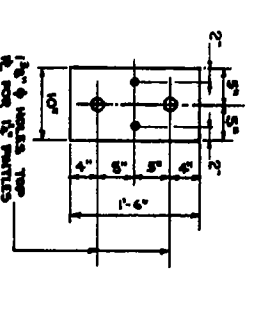
HALF PLAN FOR EXP. GUARD
 SYMMETRICAL ABOUT ROADWAY
 SCALE: 1/2" = 1'-0"



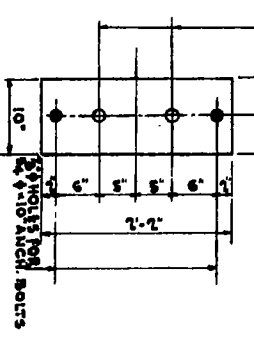
EXPANSION GUARD PROFILE
 NOTE: THE ROADWAY EXPANSION GUARD SHALL BE FABRICATED TO FIT ROADWAY.
 SCALE: 1/2" = 1'-0"

TABLE OF EXPANSION GUARD OFFSETS

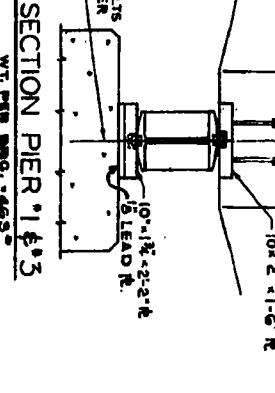
	A	B	C	D	E	F	G	H	I	J	K	L	M
WEST ABUT.	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
EAST ABUT.	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"



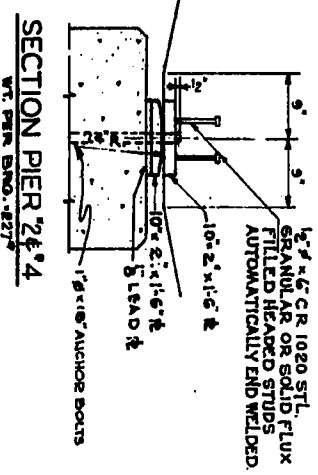
PLAN OF TOP PLATE
 SCALE: 1" = 1'-0"



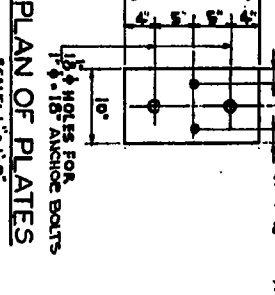
PLAN OF BOTTOM PLATE
 SCALE: 1" = 1'-0"



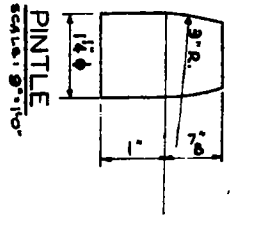
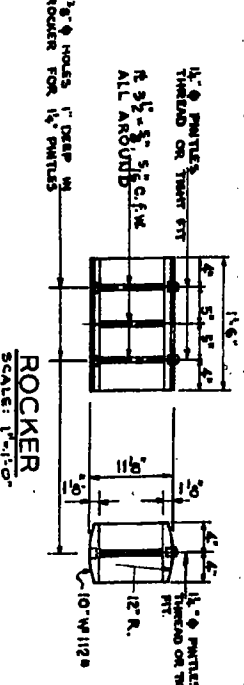
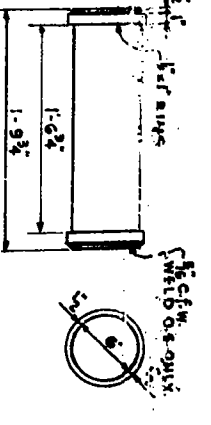
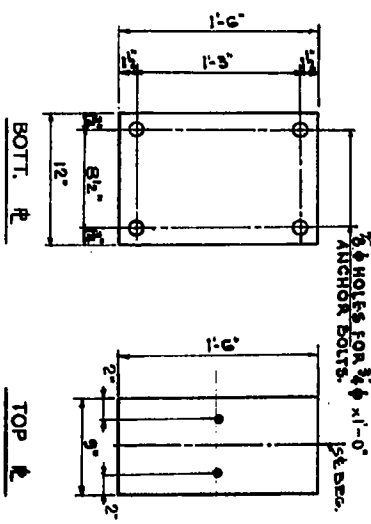
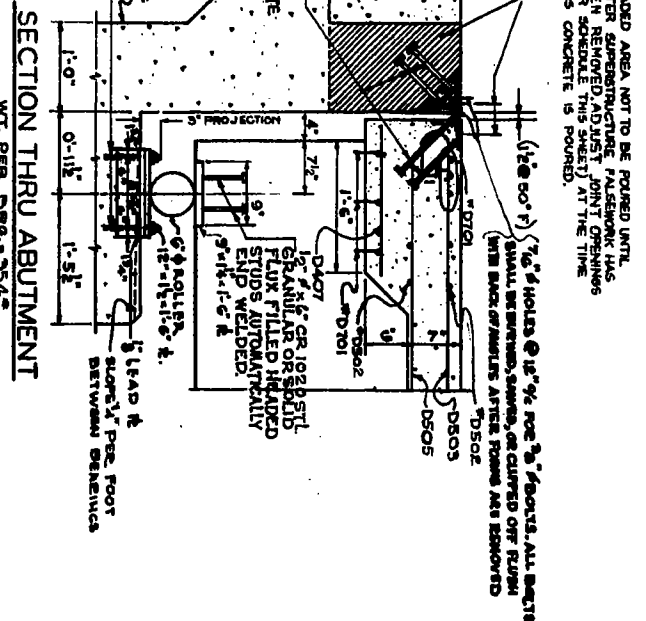
SECTION PIER 2' x 4'
 WT. PER BNO. - 2275
 SCALE: 1" = 1'-0"



SECTION PIER 2' x 4'
 WT. PER BNO. - 2275
 SCALE: 1" = 1'-0"



PLAN OF PLATES
 SCALE: 1" = 1'-0"



EXPANSION GUARD NOTES:
 SEE GENERAL NOTES FOR STRUCTURAL STEEL SHEET NO. 2.
 STRUCTURAL GUARD ASSEMBLY SHALL BE FABRICATED AND
 DELIVERED TO THE ROADWAY CROWN AND
 SLOPE OF GRADE AT THE GUARD. THEY SHALL BE ASSEMBLED
 AT THE SHOP FOR INSPECTION.
 ALL PARTS OF GUARD ASSEMBLY INCLUDING STUDS
 SHALL BE INCLUDED IN STRUCTURAL STEEL FOR PAYMENT.
 GUARD SETTING INSTRUCTIONS:
 JOINT OPENINGS SHOWN ON GUARD DETAILS ARE BASED ON AN
 ASSUMED TEMPERATURE OF 50°F. THE OPENINGS ALSO
 INCLUDE A 1/2" ALLOWANCE FOR POSSIBLE FORWARD MOVEMENT
 AT THE TOP OF THE ABUTMENT DUE TO EARTH PRESSURES, TREAK
 OR APPROACH SLAB, ETC. THE OPENINGS WILL INCREASE OR
 DECREASE APPROXIMATELY 1/32" FOR EACH 10°F DROP OR
 RISE IN TEMPERATURE FOR EAST ABUTMENTS & 1/16" FOR
 WEST ABUTMENTS.

TOTAL ESTIMATED WEIGHT OF SUPERSTRUCTURE EXPANSION
 GUARDS = 3436 LBS.

GUARD ADJUSTING SCHEDULE

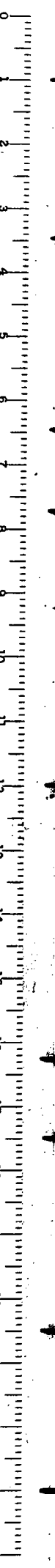
TEMPERATURE	NO. OF 10' x 10' x 10'	NO. OF 10' x 10' x 10'	NO. OF 10' x 10' x 10'	NO. OF 10' x 10' x 10'	NO. OF 10' x 10' x 10'	NO. OF 10' x 10' x 10'	NO. OF 10' x 10' x 10'
WEST ABUT.	1	1	1	1	1	1	1
EAST ABUT.	1	1	1	1	1	1	1

BEARING AND EXPANSION GUARD DETAILS

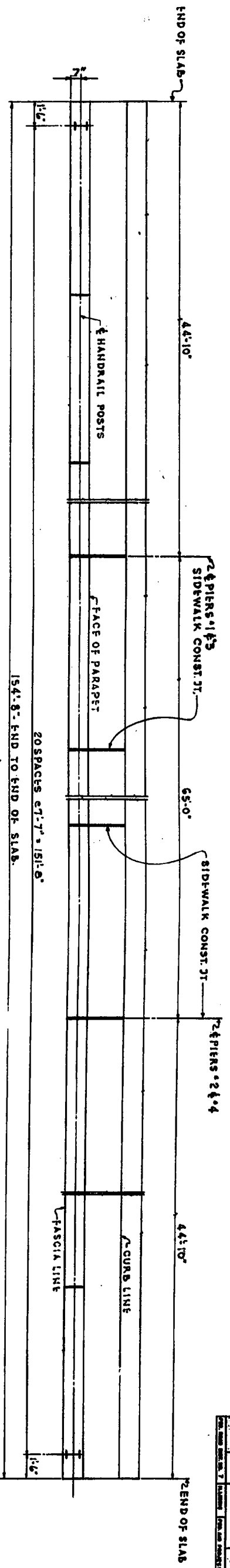
F. A. I. 280 SECTION 81-1-HBI
 F. A. I. 280 OVER 4TH STREET
 ROCK ISLAND COUNTY
 STATION 241+69.27
 SCALE: AS SHOWN
 DATE:

DE. LEWIS, GATHER & CO., ENGINEERS
 DESIGNED BY E. S. W.
 DRAWN BY A. L. B.
 CHECKED BY E. S. W.
 IN CHARGE L. M. H.

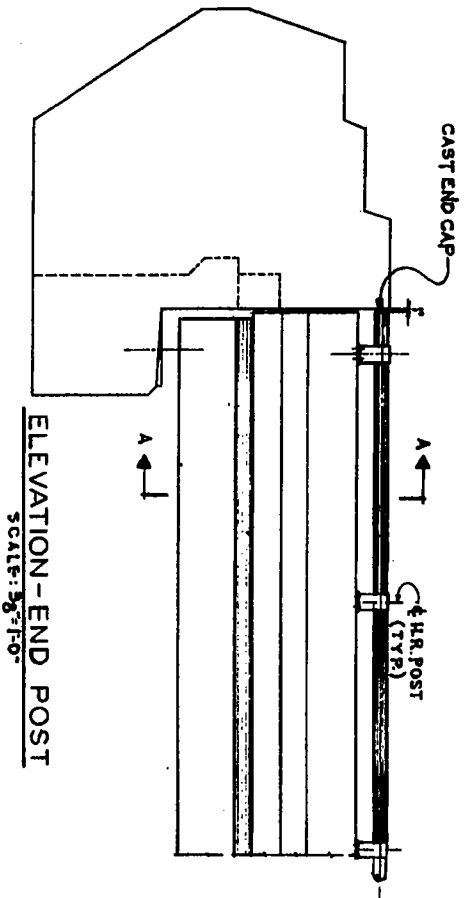
Nov. 4-10-63 105 Changed Assembly drawings to 1/2" x 1'-0" x 1'-0".
 Changed Detail 2002 to 1/2" x 1'-0" x 1'-0".



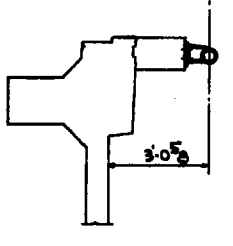
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	AMOUNT
1	ALUMINUM HANDRAIL	1	LINE FT	61.9



154'-8" END TO END OF SLAB.
20 SPACES @ 7'-7 1/2" = 151'-6"
LOCATION PLAN OF HANDRAIL POSTS
NOT TO SCALE.

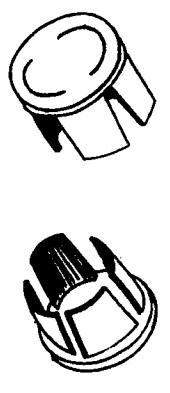


ELEVATION - END POST
SCALE: 3/8"=1'-0"

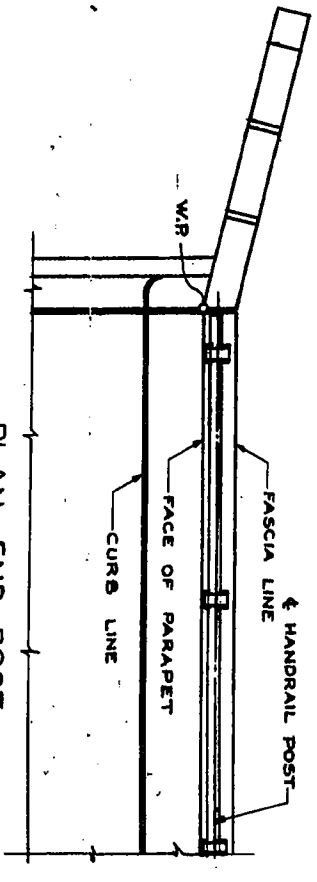


SECTION A-A
SCALE: 3/8"=1'-0"

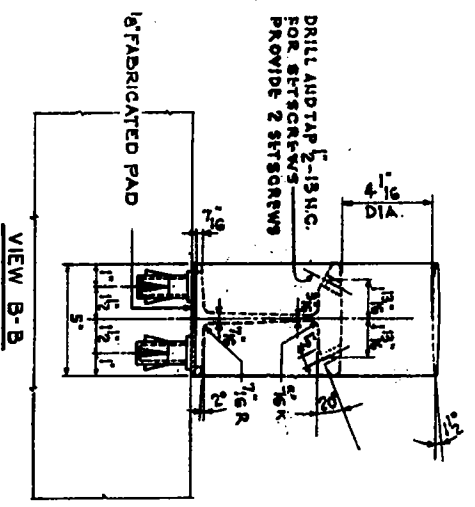
NOTES:
ALL POSTS SHALL BE PLACED NORMAL TO PARAPET
ALL POSTS SHALL BE OF ALUMINUM CONFORMING TO
A.S.T.M. SPECIFICATION B-108 ALLOY 5B-70B-T6.
ALL RAIL TUBING SHALL BE OF ALUMINUM CONFORMING TO
A.S.T.M. SPECIFICATION B-295 ALLOY 6061-T6.
The contract unit price per linear foot for Aluminum Handrail
shall include the furnishing, fabrication, transportation and
erection of all material.
RAIL TUBING MAY SPAN ONE, TWO OR MAXIMUM OF
THREE PANELS.
FOR MATERIAL COMPOSITION OF PREFABRICATED PAD
SEE THE 5'-0" SECTION B-B AND ANCHORAGE,
SET SCREWS SHALL BE OF ALUMINUM CONFORMING TO
A.S.T.M. SPECIFICATION B-211 ALLOY 2024-T4.
Aluminum Handrail shall be measured in linear feet. The length
paid for shall be the overall length along the top longitudinal
rolling member through all posts and gaps.



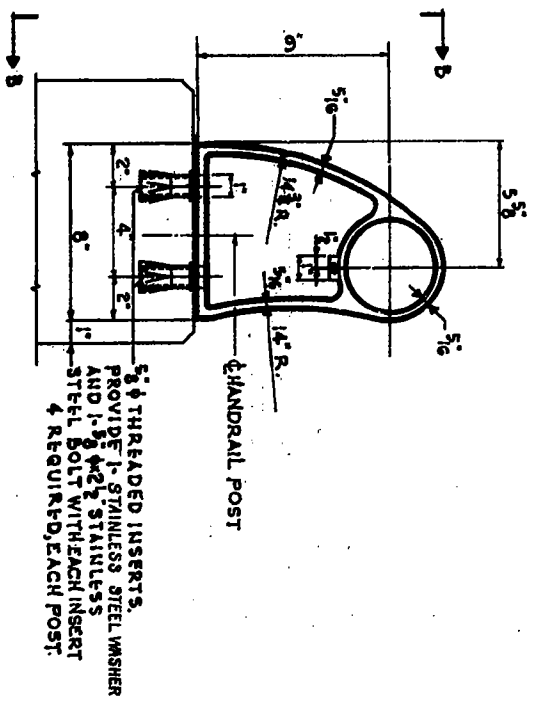
CAST END CAP
DRIVE FIT TYPE
(INCIDENTAL TO ALUMINUM HANDRAIL ITEM)



PLAN - END POST
SCALE: 3/8"=1'-0"



HANDRAIL POST DETAIL
SCALE: 3/4"=1'-0"



5/16" THREADED INSERTS,
PROVIDE 1/2" STAINLESS STEEL WASHER
AND 1/2" STAINLESS
STEEL BOLT WITH EACH INSERT
4 REQUIRED, EACH POST.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
ALUMINUM HANDRAIL	LINE FT	61.9

ALUMINUM HANDRAIL TYPE D
HANDRAIL DETAILS
F.A.L. 500 SECTION B-B-H
F.A.L. 200 OVER 4TH STREET
ROCK ISLAND COUNTY
STATION 241 + 00.27
SCALE AS SHOWN
DATE

DE LEUW, CANNON & CO. ENGINEERS
DESIGNED BY E.H.L.
DRAWN BY F.H.B.
CHECKED BY L.M.D.M.
IN CHARGE L.M.D.M.

Rev 4-10-63 VZS Rev. Notes. Changed Riced Washers to Stainless Steel.