

Bench Work: Stainless steel plug in concrete, & median Sta. 275+00 Elev. 572.90

Existing Structures: (E) #061-0022 & (O) #061-0023 one each 162'-5" long by 35'-5" wide, built as FAI RTE 60, Sec. 61-1-HBY of Sta. 250+98.07 in 1962. Traffic shall remain. Planned during rehabilitation of both structures. The existing aluminum railing shall be salvaged and delivered to District Maintenance. Cast incidental to Concrete Removal Special.

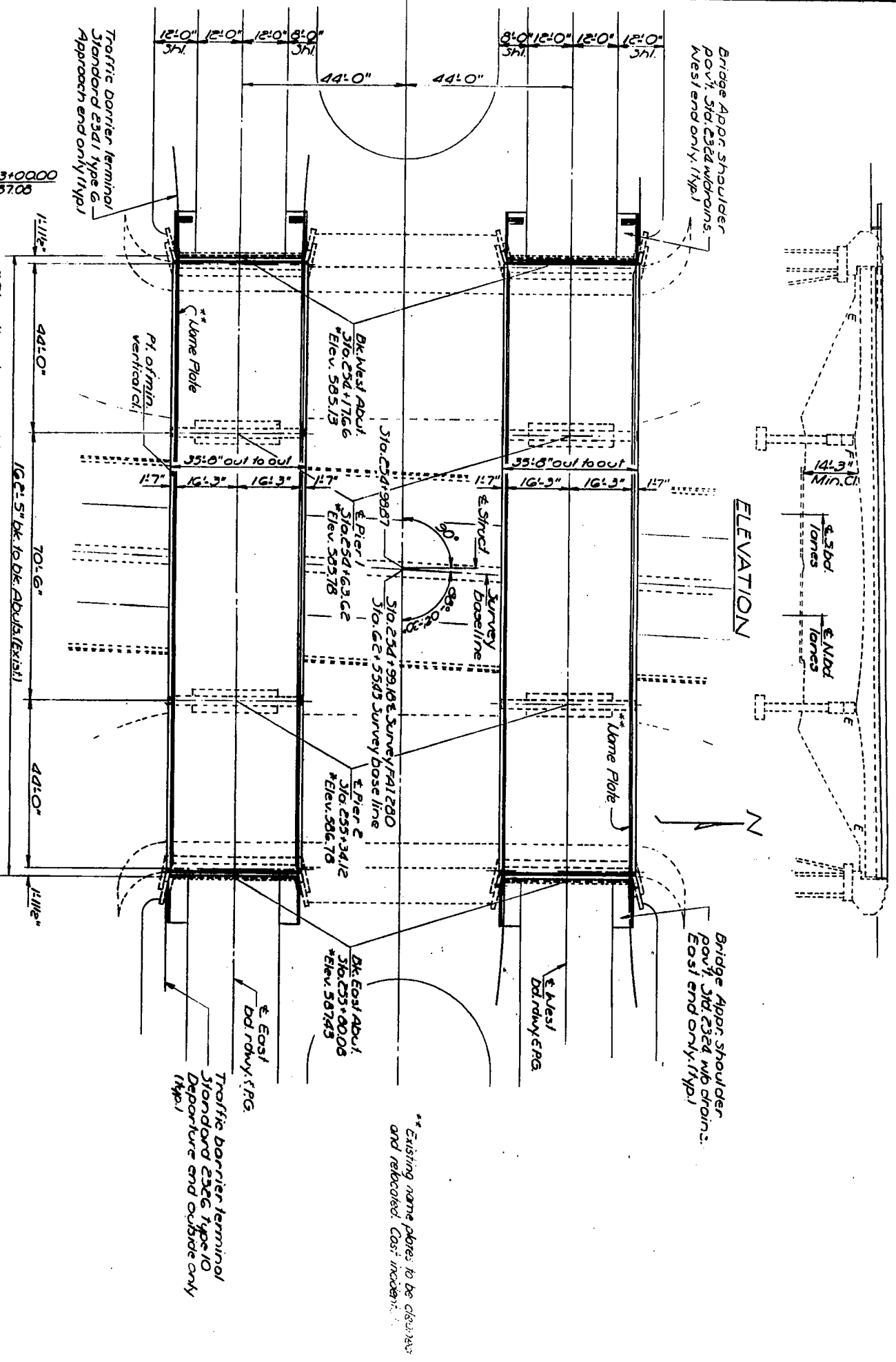
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

081-0022 & 0023

Sheet No. 1	45	34A
Scale	1/4"	1/4"
Sheet No.	45	34A

GENERAL NOTES

Slab wall shall be reinforced with welded wire fabric, 6"x6" W40 x W40, weighing 53 lbs. per 100 sq. ft. 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 normal 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. The Contractor will be paid for the quantity actually furnished of the unit price bid for the work. All existing structural steel shall receive one coat of the lead and chrome free alkyl paint system primer and two coats of aluminum paint. All new structural steel shall receive one coat of the lead and chrome free alkyl paint system primer and two coats of aluminum paint. All bolted contact surface areas of new structural steel shall be free of paint or lacquer.



*Elevation taken at top of prop. later concrete overlay.

*Existing name plates to be cleaned and relocated. Cast incidental.

PROFILE GRADE
FAI RTE. 280
Along & Roadway
Top of Existing Wearing Surf.

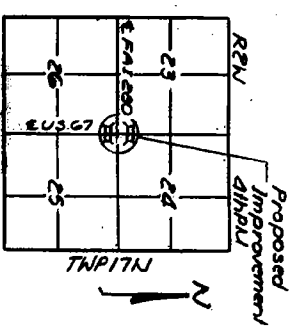
DESIGNED: [Signature]
CHECKED: [Signature]
DRAWN: [Signature]

DESIGN SPECIFICATIONS
AASHTO 1965, 1984 (Incl. 1986 Infrms)
LOADING H20S0-44 & ALT

DESIGN STRESSES
F_c = 3500 psi (Reinfc.)
F_y = 60,000 psi (Structl.)
F_y = 50,000 psi (Structl.)

TOTAL BILL OF MATERIAL

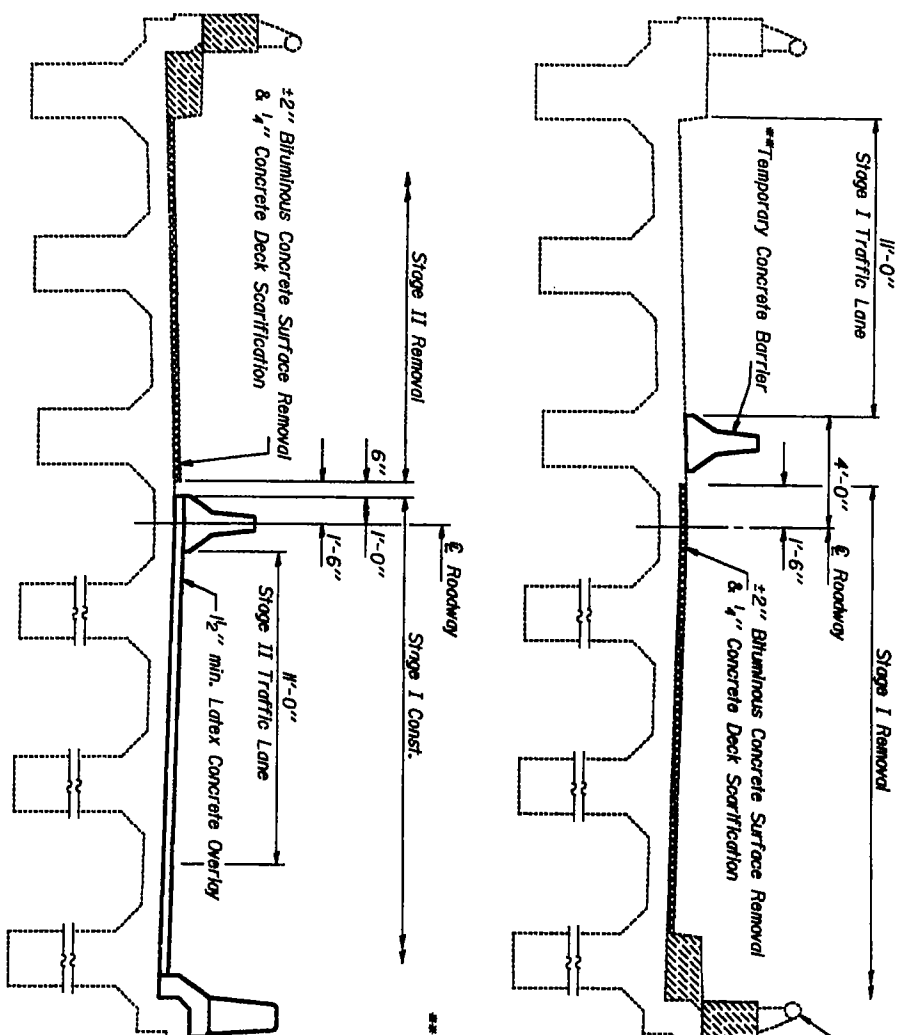
Item	Unit	Super.	Sub.	Total
Concrete Removal	cu. Yd.	18	9	27
Reinforced Steel (2")	Ln. Ft.	71		71
Reinforced Steel (4")	Ln. Ft.	71		71
Class 1 Concrete Superstructure	cu. Yd.	79.5		79.5
Class 2 Concrete Superstructure	cu. Yd.	24		24
Structural Steel	Lb.	1130		1130
Reinforcement Bars	Lb.	820		820
Reinforcement Bars (2")	Lb.	1370		1370
Reinforcement Bars (4")	Lb.	1027		1027
Concrete Bridge Deck (Special)	cu. Yd.	1027		1027
Concrete Bridge Deck (Normal)	cu. Yd.	38		38
Deck Slab Repair (Normal)	cu. Yd.	57		57
Deck Slab Repair (Special)	cu. Yd.	24		24
Reinforced Steel (2")	Ln. Ft.	113		113
Reinforced Steel (4")	Ln. Ft.	43		43
Formwork (Special)	sq. Yd.	24		24
Formwork (Normal)	sq. Yd.	261		261



GENERAL PLAN
FAI RTE. 280 OVER U.S. RTE. 67
FAI RTE. 280 SEC. 61-1-HBY-2
ROCK ISLAND COUNTY
STATION 254+98.87
STRUCTURE NO. 061-0022 (E.A.)
061-0023 (W.B.)

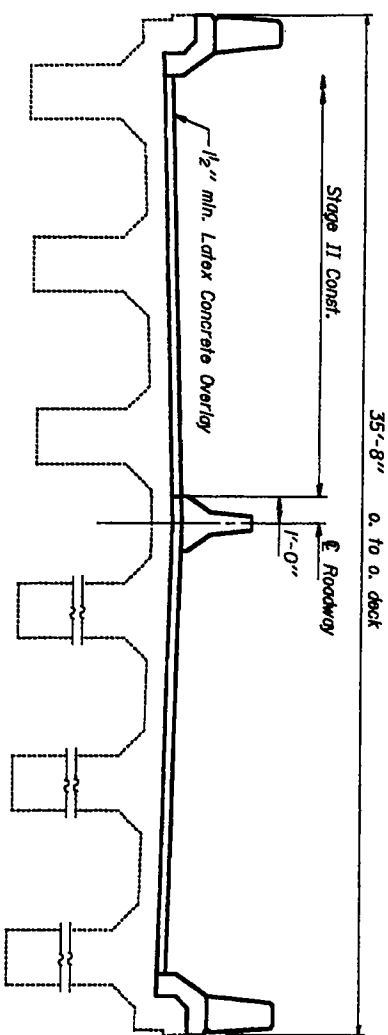
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Cast of Removal of Allgum Rail and delivery to the District is incidental to Concrete Removal Specs.



Temporary Concrete Barrier see Std. 2383 sh. #4 of M. See Roadway Plans for quantities.

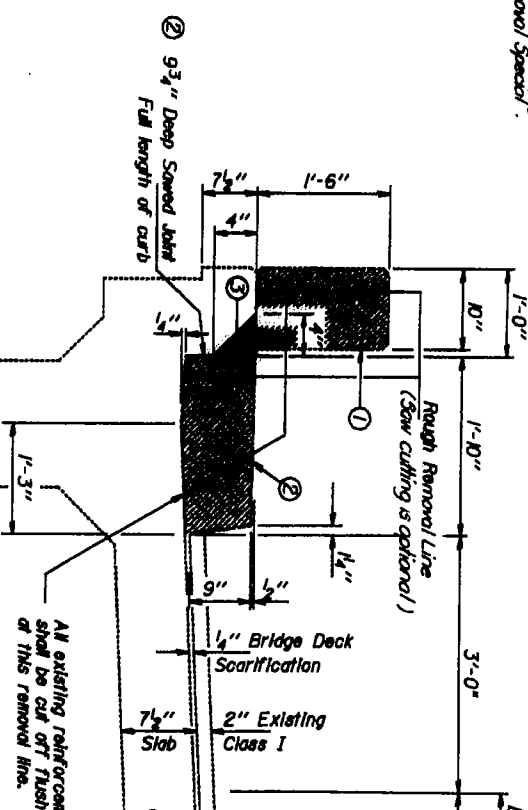
STAGE REMOVAL & CONSTRUCTION
(Looking East E.B.L.)
(Looking West W.B.L.)



DESIGNED: *[Signature]*
CHECKED: *[Signature]*
DRAWN: J.T. Downing
CHECKED: *[Signature]*

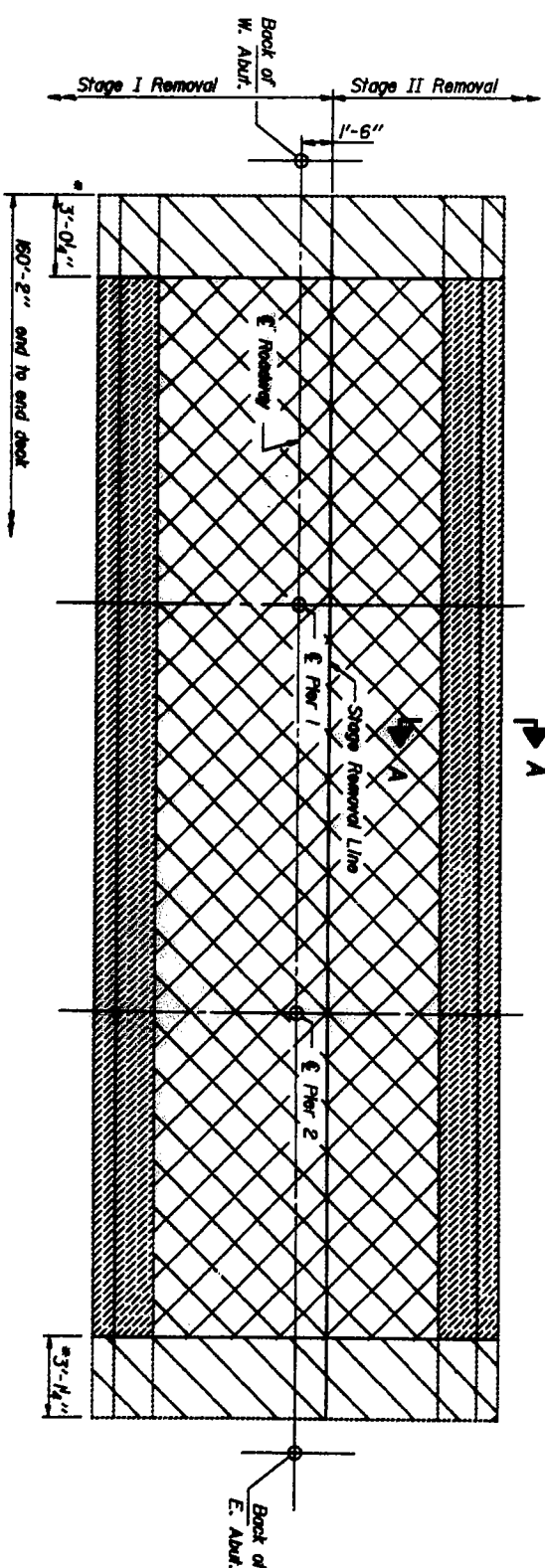
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May 21 1988



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

- All existing reinforcement shall be cut off flush at this removal line.
- Shaded areas indicate "Concrete Removal Spec's", including cutting of existing reinforcement bars in parquet & safety walk.
 - Hatched areas indicate "Concrete Removal".
 - Cross Hatched areas indicate "2" Bituminous Concrete Surface Removal & Concrete Bridge Deck Scarification".



PLAN - DECK SCARIFICATION & CONCRETE REMOVAL

(Showing E.B.L., W.B.L. similar)

Cast of Bituminous Concrete Surface Removal in this area incidental to Concrete Removal.

STAGE CONSTRUCTION
EAL RT. AND SEC. R-HRY-2
DECK ISLAND QUANTITY
SLABING 234-2807

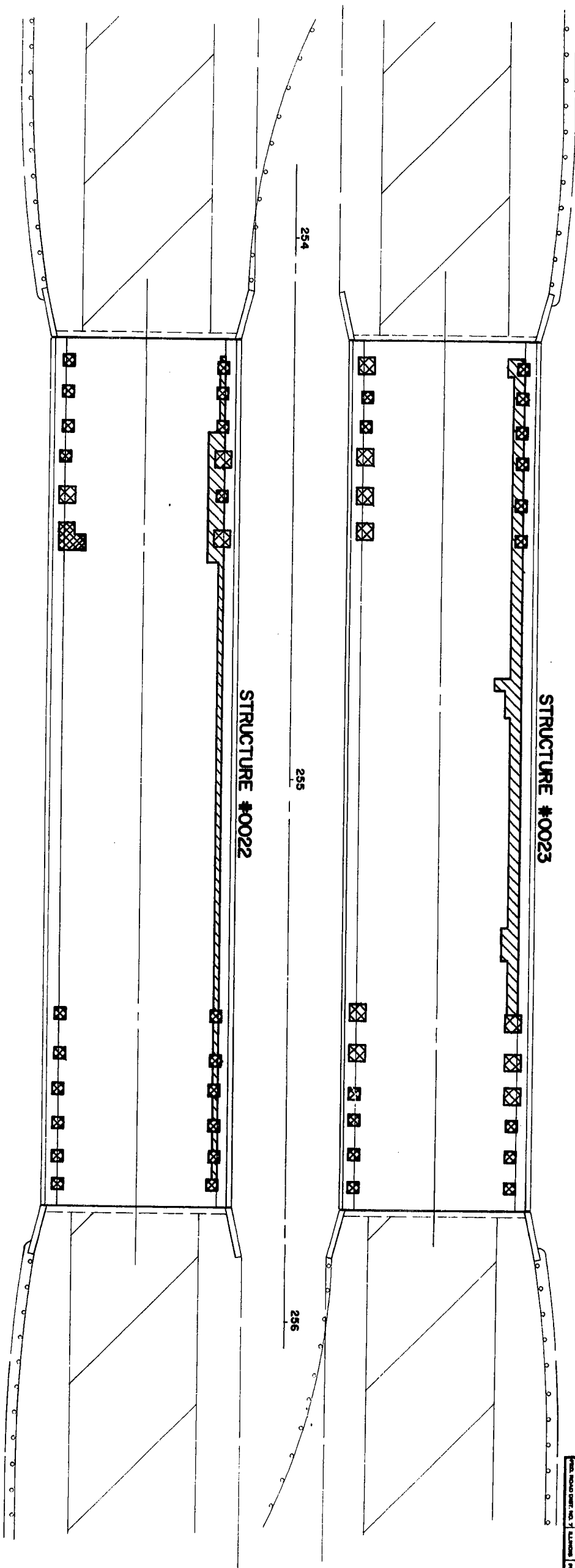
Sheet No.	2
Scale	AS SHOWN
Project No.	45
Sheet No.	345
Project Name	14 SHEETS



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

01/1487-2

ROUTE NO.	SEC.	COUNTY	TOWNSHIP	RANGE
FAI 280	4	ROCK ISLAND	45	34C
SHEET NO. 3 OF 14 SHEETS				

Sheet No. 3
14 Sheets



-  Deck Slab Repair - (Full Depth, Type 1)
-  Deck Slab Repair - (Partial)

Note: Existing drains and adjacent bad concrete to be eliminated. Find for as Deck Slab Repair - (Full Depth, Type 1).



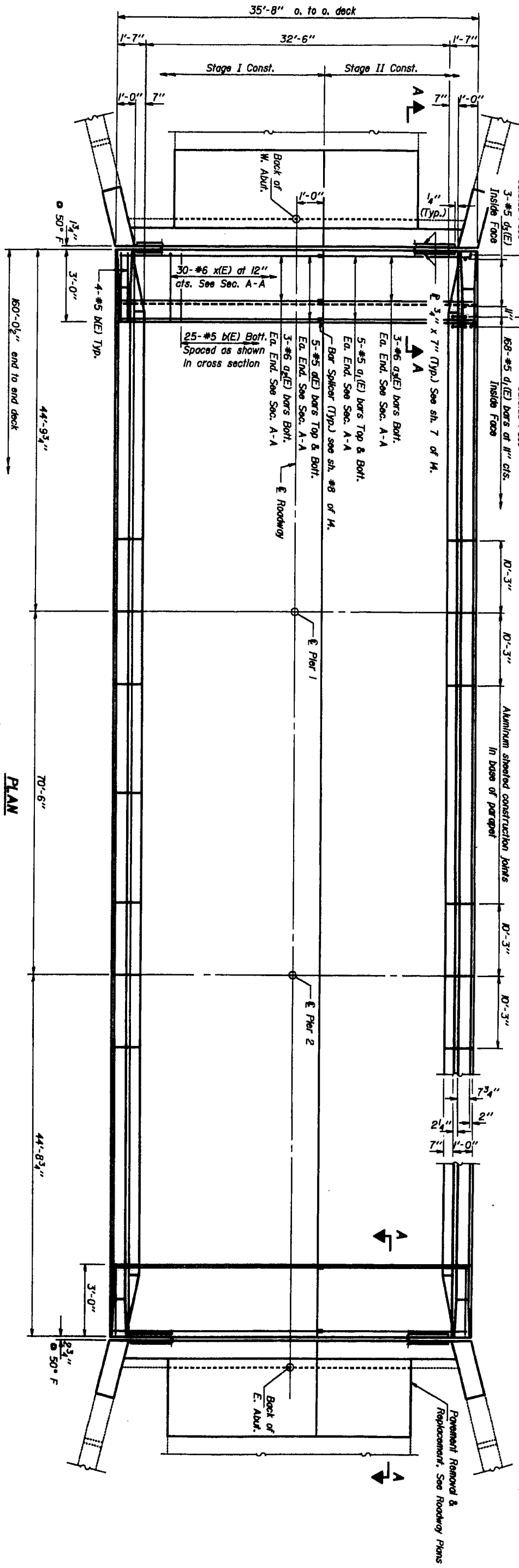
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CHECKED: *[Signature]*
DRAWN: *[Signature]*
CHECKED: *[Signature]*

EXAMINED: *[Signature]* May 25 1984
PASSED: *[Signature]*
APPROVED: *[Signature]*

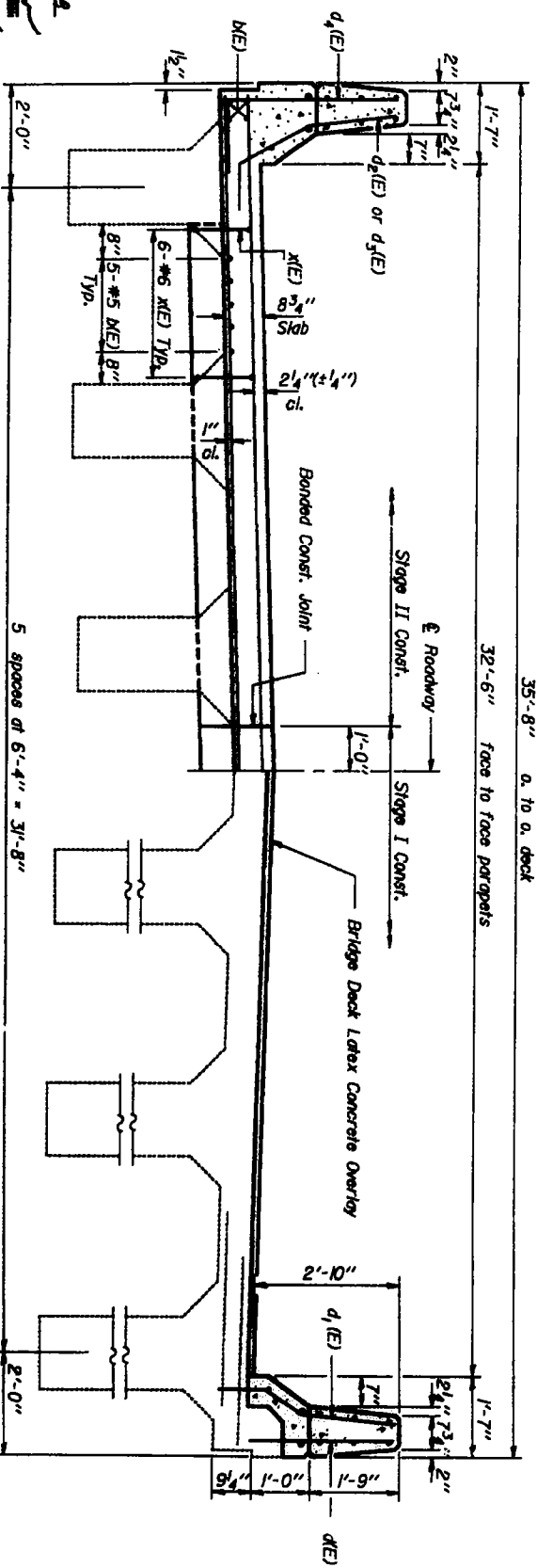
DECK SLAB REPAIR
FAI RT. 280 SEC. 8THBY-2
ROCK ISLAND COUNTY
SIZ. 254+98.87

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Sheet No.	45	34E	SHEETS
Project No.	MD-2	Rock Island	
Scale	As Shown		



PLAN
(Showing E.B.L., W.B.L. similar)



CROSS SECTION
(Looking East E.B.L.)
(Looking West W.B.L.)

Notes: See sheet #2 & 6 of H for superstructure details and B.M. of Material.
Reinforcement bars designated (E) shall be epoxy coated.
Bar splices lapped with d(E) & d(E) bars shall be tied with double the number of ties normally used.

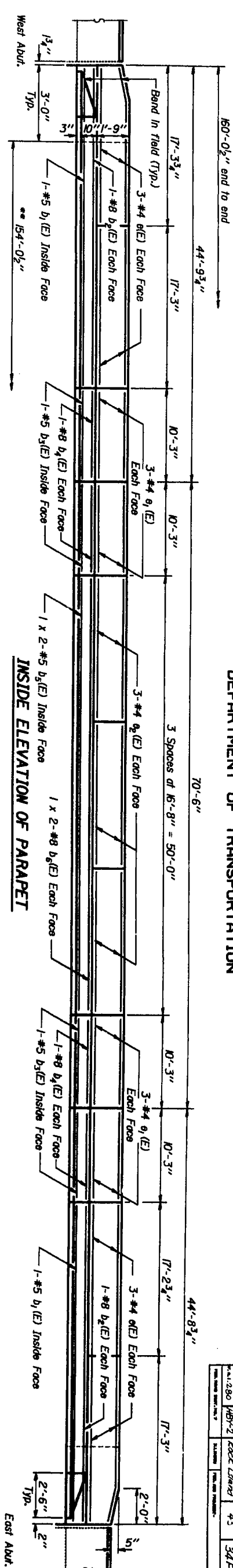
DESIGNED: *[Signature]*
CHECKED: *[Signature]*
DRAWN: J.T. Downing
CHECKED: *[Signature]*
S-1-0 12-1-83

SUPERSTRUCTURE
E.A.L. RT. 200 SEC. 01-NBY-2
ROCK ISLAND COUNTY
STATION 254+98.07

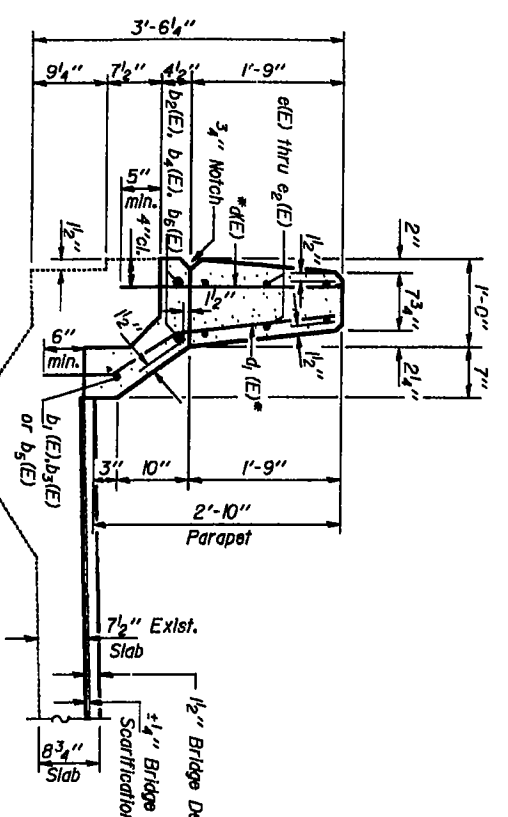
Notes: Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

STATE OF ILLINOIS
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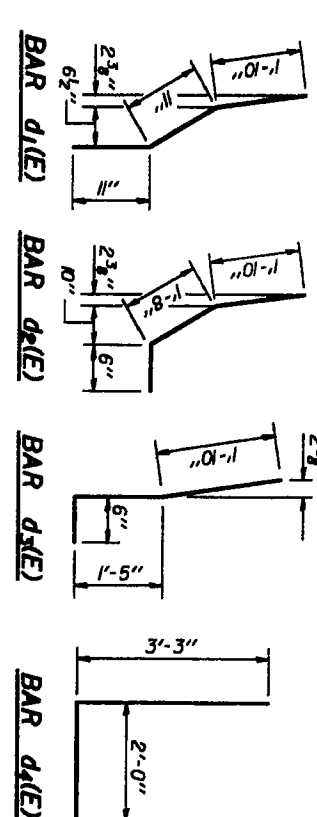
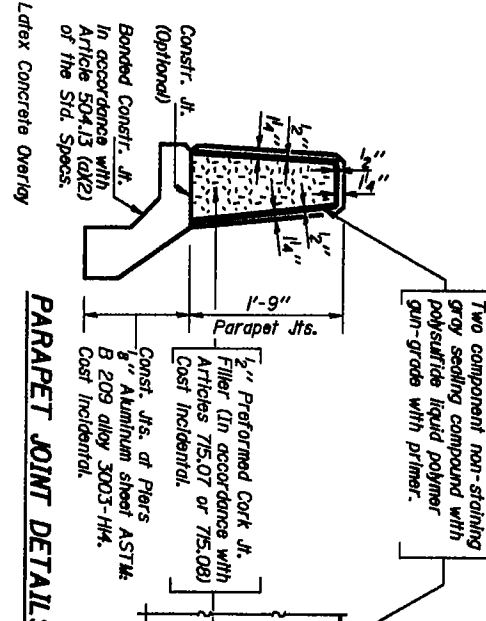
Sheet No.	6
Project No.	14
Sheet Title	REINFORCING
Scale	AS SHOWN
Drawn By	J.M.
Checked By	J.M.
Date	12-1-83



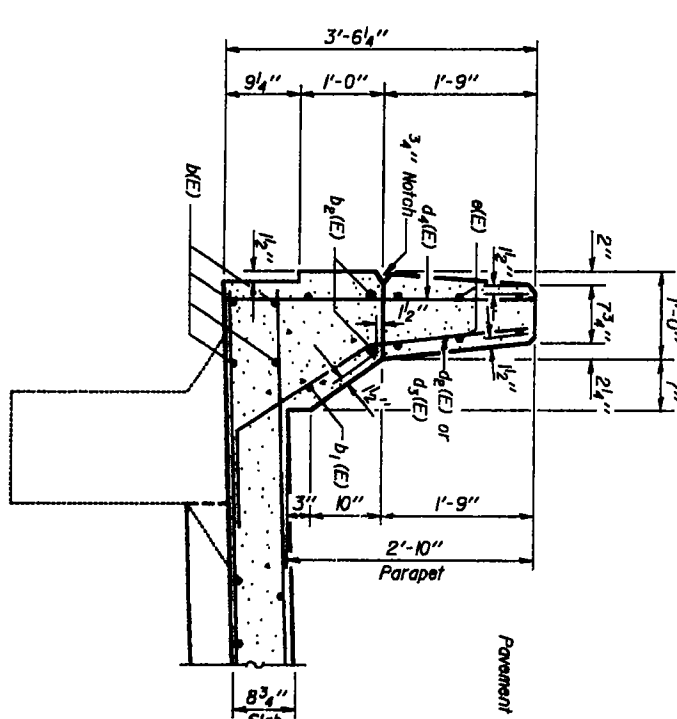
Limits of Concrete Removal Special.



* Epoxy grout d₁(E) bars in 3/4" x 5" min. drilled holes and d₂(E) bars in 3/4" x 6" min. drilled holes. See Special Provisions. The contractor shall fasten 10% of the d₁(E) bars in the front face of the new parapet (7 bars min. each side of bridge) to meet a min. certified pull out load of 9.3k. For every bar that fails to meet the pull out load of 9.3k, the contractor shall fasten two additional bars and regrout an additional d₁(E) bar ±4" either side of the failed bar. Cost of testing and additional bars shall be incidental to Reinforcement Bars Epoxy Grout.



Hatched area to be poured after superstructure overlay has been poured. Quantity included with Class X Concrete Superstructure.



SECTION THRU PARAPET (At End of Deck)

DESIGNED: *[Signature]* 12-1-83

CHECKED: *[Signature]*

DRAWN: J.T. Downing

APPROVED: *[Signature]*

S-I-D 12-1-83

SECTION A-A

*** Existing reinforcement extending into the removal area shall be cleaned, stripped and incorporated into the new construction. Cost is incidental.

TWO SUPERSTRUCTURES

BILL OF MATERIAL

Bar	No.	Size	Length	Shores
e ₁ (E)	40	#5	17'-6"	
e ₂ (E)	40	#5	17'-6"	
d ₁ (E)	12	#6	14'-0"	
d ₂ (E)	12	#6	14'-0"	
b ₁ (E)	132	#5	2'-9"	
b ₂ (E)	8	#5	34'-3"	
b ₁ (E)	16	#8	34'-3"	
b ₂ (E)	16	#5	10'-0"	
b ₁ (E)	32	#8	10'-0"	
b ₂ (E)	8	#5	25'-8"	
b ₁ (E)	16	#8	27'-0"	
d ₁ (E)	66	#4	2'-5"	
d ₂ (E)	672	#5	3'-8"	
d ₁ (E)	24	#5	4'-0"	
d ₂ (E)	24	#5	3'-9"	
d ₁ (E)	24	#4	5'-3"	
d ₂ (E)	24	#4	5'-3"	
e ₁ (E)	96	#4	17'-0"	
e ₂ (E)	96	#4	10'-0"	
d ₁ (E)	72	#4	15'-4"	
d ₂ (E)	72	#4	15'-4"	
b ₁ (E)	120	#6	5'-0"	
Reinforcement Bars			Lbs.	13780
Class X Concrete			Cu. Yd.	79.5
Superstructure			Cu. Yd.	79.5
Bridge Deck Lateral Concrete Overlay			Sq. Yd.	113
Concrete Removal Special			Cu. Yd.	63

Reinforcement bars designated (E) shall be epoxy coated.

SUPERSTRUCTURE DETAILS

F.A.I. RT. 200 SEC. B-I-N-B-I-2

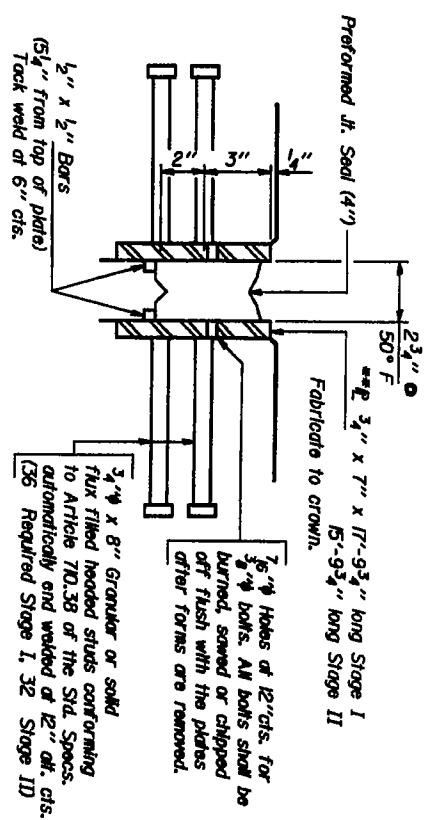
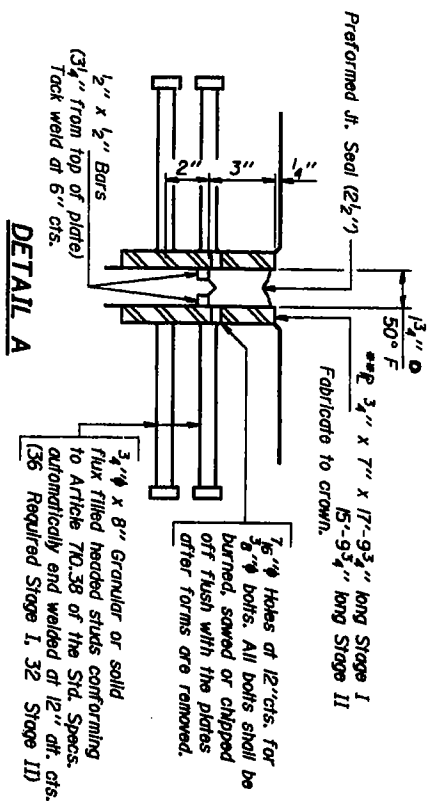
ROCK ISLAND COUNTY

STATION 254+58.87

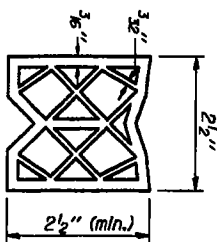
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	11-280	SECTION	Rock Island	DATE	45
DRAWN BY	J.T. Downing	CHECKED BY	J.T. Downing	SCALE	3/4" = 1'-0"
DATE	5/28/88	BY	J.T. Downing	NO.	346

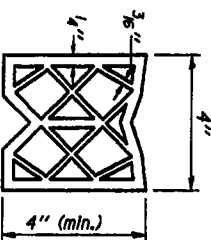
SHEET NO. 7
14 SHEETS



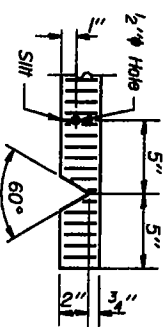
** Maximum space between installed segments shall be 3/8". Seal space with Silicone Sealant suitable for Structural Steel.



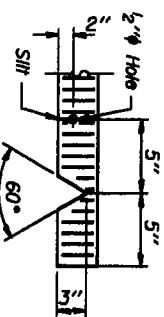
PREFORMED JOINT SEAL (2 1/2")



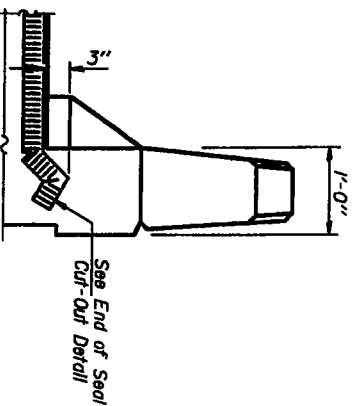
PREFORMED JOINT SEAL (4")



SEAL CUT-OUT (2 1/2")

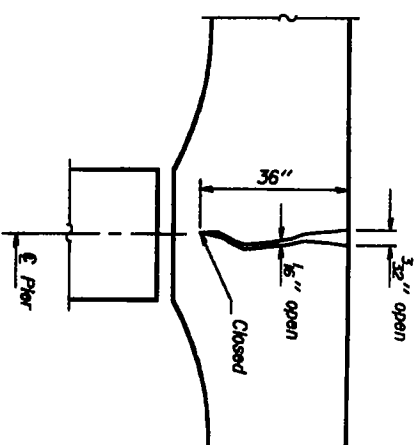


SEAL CUT-OUT (4")



TYPICAL END OF SEAL TREATMENT

DESIGNED	Byron Perreault	DATE	May 28, 1988
CHECKED	Byron Perreault	APPROVED	J.T. Downing
DRAWN	J.T. Downing	APPROVED	J.T. Downing
CHECKED	J.T. Downing	APPROVED	J.T. Downing

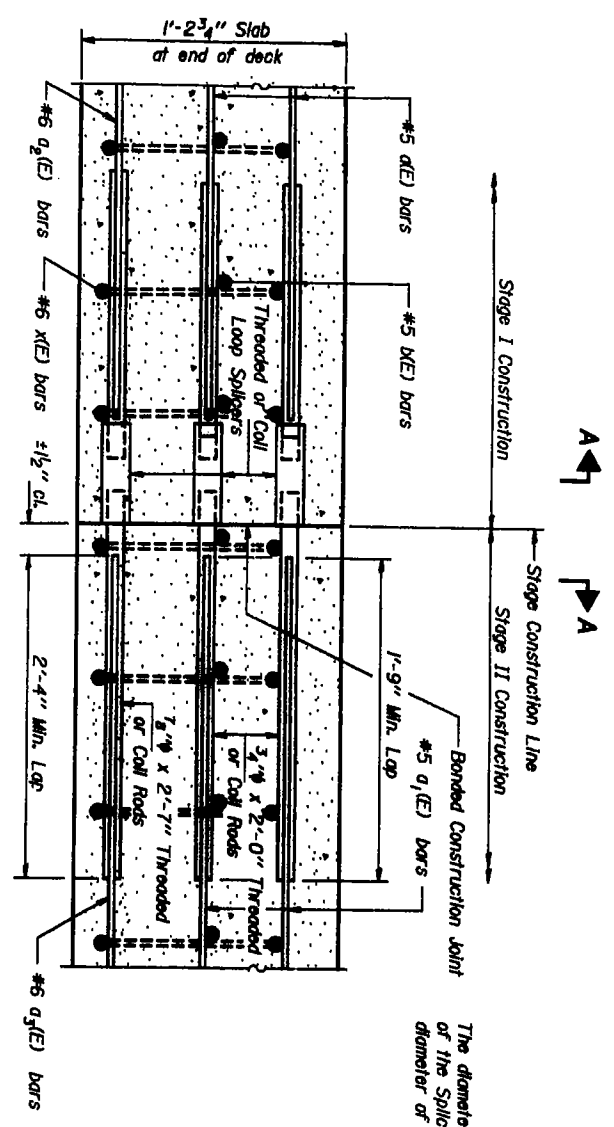


EPOXY CRACK SEALING
(Typical of Fascia Girders)

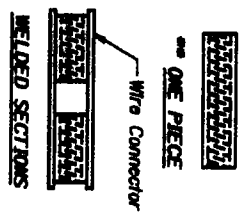
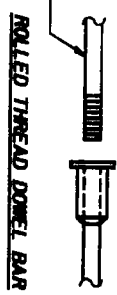
EXPANSION JOINT DETAILS
E.A.I. RT. 200 SEC. B1-NBY-2
ROCK ISLAND COUNTY
STATION 254+98.87

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

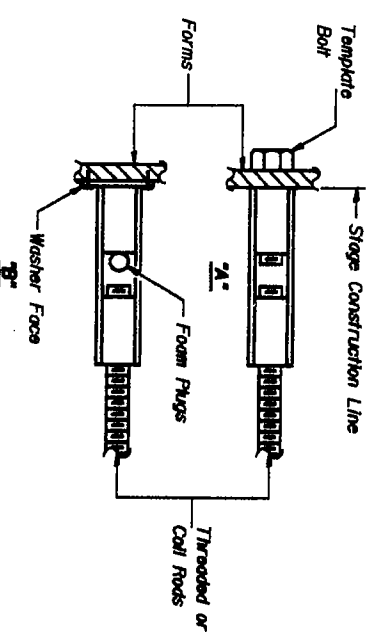
PROJECT NO.	DATE	SCALE	SHEET NO.
12-1-83	5/25/88	AS SHOWN	14
PROJECT TITLE			14 SHEETS
DRAWN BY			
CHECKED BY			
APPROVED BY			



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



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

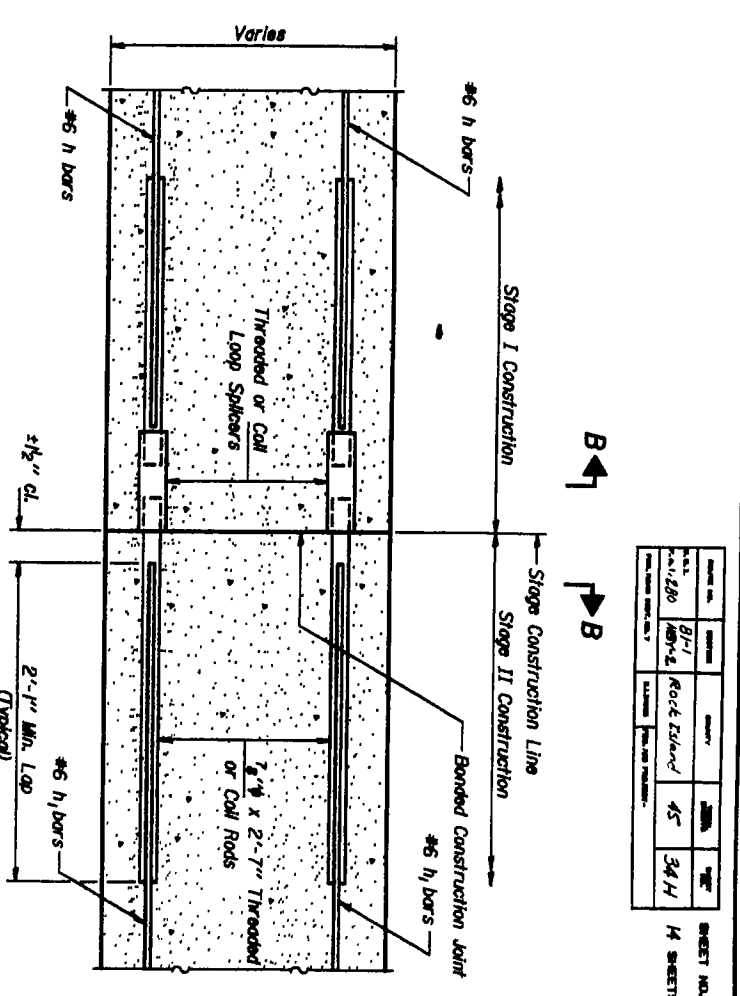


INSTALLATION AND SETTING METHODS
A: Set splicer by means of a Template Bar.
B: Set splicer by nailing to wood forms or cementing to steel forms.
(E) Indicates epoxy coating.

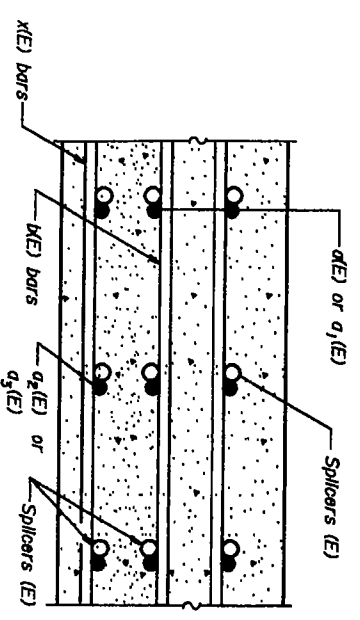
NOTES

- 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 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:
 - Minimum Capacity (Tension in kips) = $1.25 \times T_y \times A_1$
 - Minimum Pull-out Strength (Tension in kips) = $1.25 \times f_{t,allow} \times A_1$
 Where T_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{t,allow}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_1 = Tensile stress area of lapped reinforcement bars.
 Typical Splicer (Coupler) Assembly Sizes:

In Slabs - #5 bar lap with 3/4\" Splicer (Coupler) x 2'-0\" Splicer Rods	Minimum Capacity = 230 kips-tension
In Slab & #6 bar lap with 7/8\" Splicer (Coupler) x 2'-7\" Splicer Rods	Minimum Pull-out Strength = 9.2 kips-tension
Hatched Block: #6 bar lap with 1\" Splicer (Coupler) x 2'-7\" Splicer Rods	Minimum Capacity = 331 kips-tension
	Minimum Pull-out Strength = 13.3 kips-tension

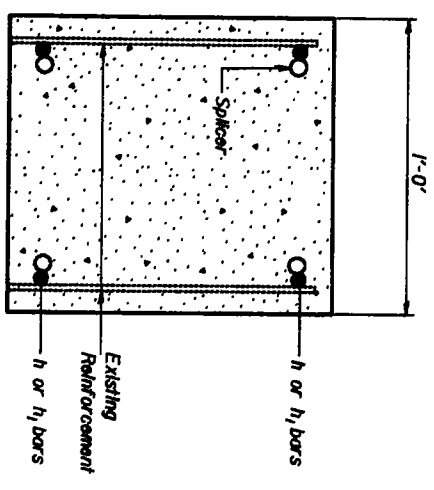


SECTION THRU ABUTMENT HATCHED BLOCK
No epoxy coating required.



SECTION A-A
SPLICER DETAILS
(No. Required = 52)

Cost Incidental to Reinforcement Bars (Epoxy Coated).



SECTION B-B
SPLICER DETAILS
(No. Required = 6)

Cost Incidental to Reinforcement Bars.

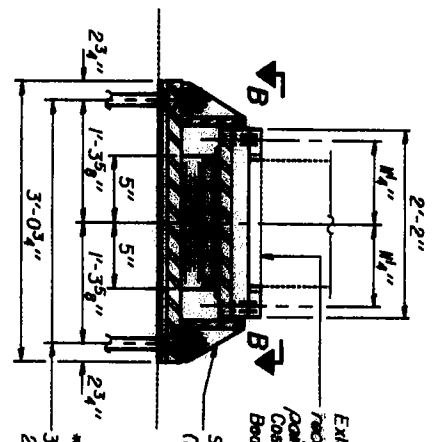
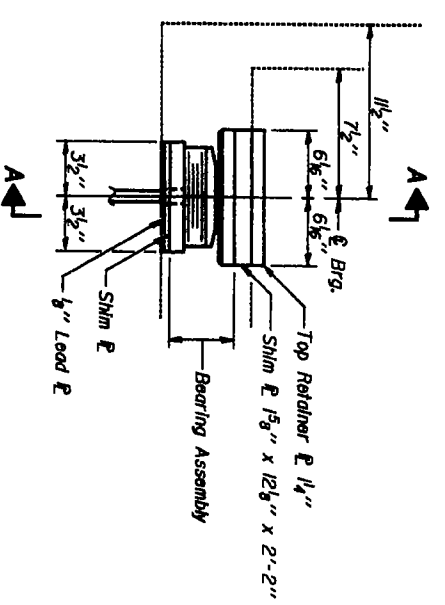
DESIGNED: *John T. Downling*
CHECKED: *John T. Downling*
DRAWN: *J.T. Downling*
DATE: *12-1-83*

EXAMINED: *John T. Downling*
DATE: *May 25 1988*
APPROVED: *John T. Downling*

BAR SPLICER (COUPLER) DETAILS
AT STAGE CONSTRUCTION
F.A.I. RT. 280 SEC. 2-NBY-2
ROCK ISLAND COUNTY
STA. 254+98.87

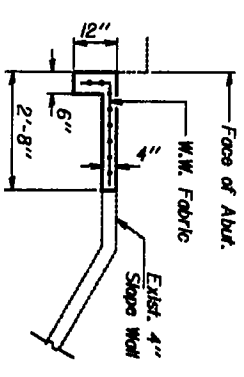
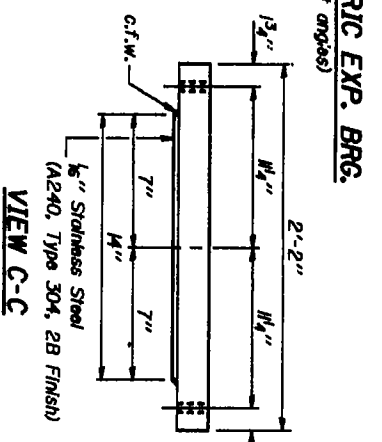
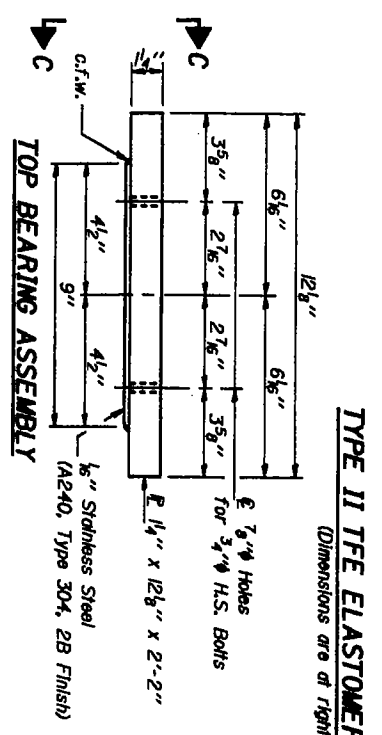
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Sheet No.	21-1	Sheet	45	Scale	3/4" = 1'-0"
Project No.	10792	Project	Rock Island	Sheet No.	14
Revision		Revision		Revision	



Existing $1\frac{1}{4}$ " ϕ shall be cleaned by Method I and shall receive one coat of primer and chromate free alkyd paint system primer and two coats of aluminum paint. Cost shall be incidental to Elastomeric Bearing Assembly, Type II.

* Note: For anchor bolt installation details see sheet #10 of 14.

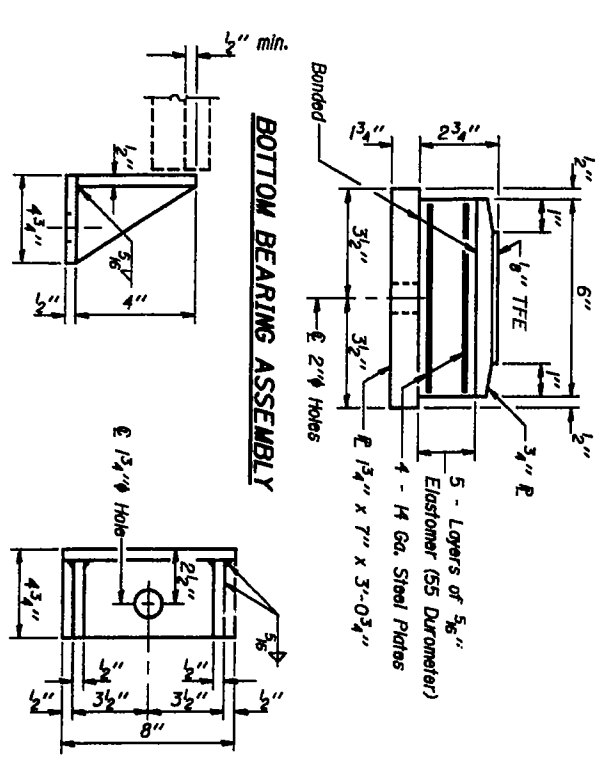
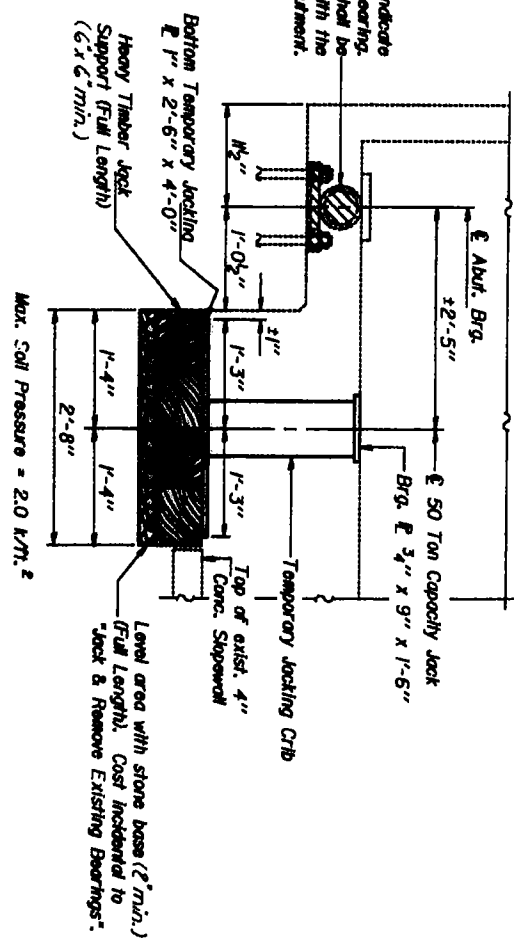


Notes: Jacking, cribbing, and bearing replacement shall occur under Stage Construction with a maximum lift of $\frac{1}{2}$ ".

JACK AND REMOVE EXISTING BEARING

Notes: Jacking, cribbing, and bearing replacement shall occur under Stage Construction with a maximum lift of $\frac{1}{2}$ ".

The maximum dead load reaction per bearing at each abutment is 20.0 kips. A $2'-8"$ x $35'-8"$ portion of the existing 4" Concrete Slab shall be removed to place Heavy Timber Jack Support. After new bearings are in place, the removed portion of the 4" Conc. Slab shall be replaced. See Detail. Cost incidental to "Jack & Remove Existing Bearings".



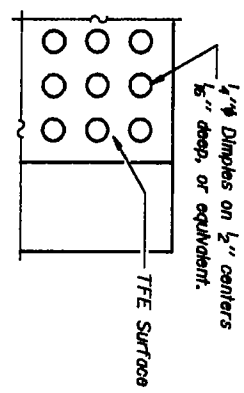
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

DESIGNED: *Anthony J. ...*
CHECKED: *Lydia S. ...*
DRAWN: L.T. Downing
CHECKED: *R. ...*

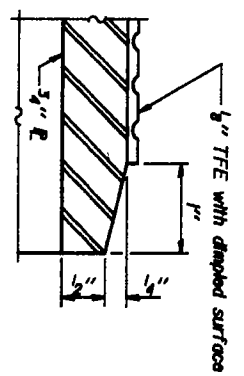
DESIGNED: *Lydia S. ...*
CHECKED: *Lydia S. ...*
DRAWN: *Lydia S. ...*
CHECKED: *Lydia S. ...*

May 25 1988

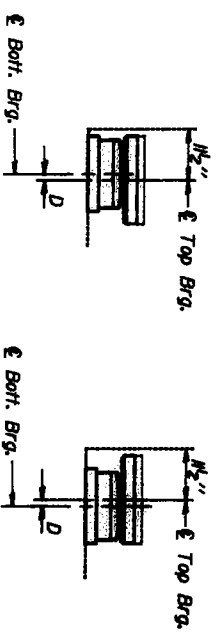
PLAN-TFE SURFACE



SECTION THRU TFE

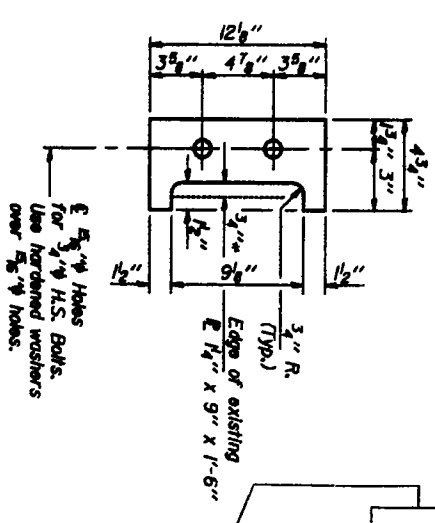


Note: The $\frac{1}{2}$ " TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces. Bonding of $\frac{1}{2}$ " TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

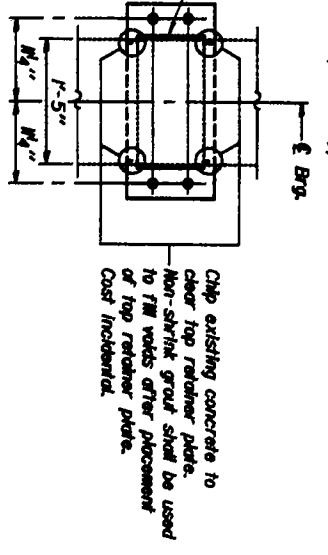


Setting Anchor Bolts at Exp. Brg. $D = \frac{1}{8}$ " per each 100° of expansion for every 15° temp. change from the normal temp. of 50°F.

TOP RETAINER PLATE



SECTION B-B



BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	24

BEARING DETAILS
F.A.I. RT. 200 SEC. 9-NBY-2
ROCK ISLAND COUNTY
STA. 294+98.87

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 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.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A593, Grade 126 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 C881, Type I, Grade 1 and of a Class suitable for the temperature of 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 in accordance with 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 conforming to ASTM A307.
 2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or in accordance with the manufacturer's recommendation after beams or girders have been erected and adjusted.

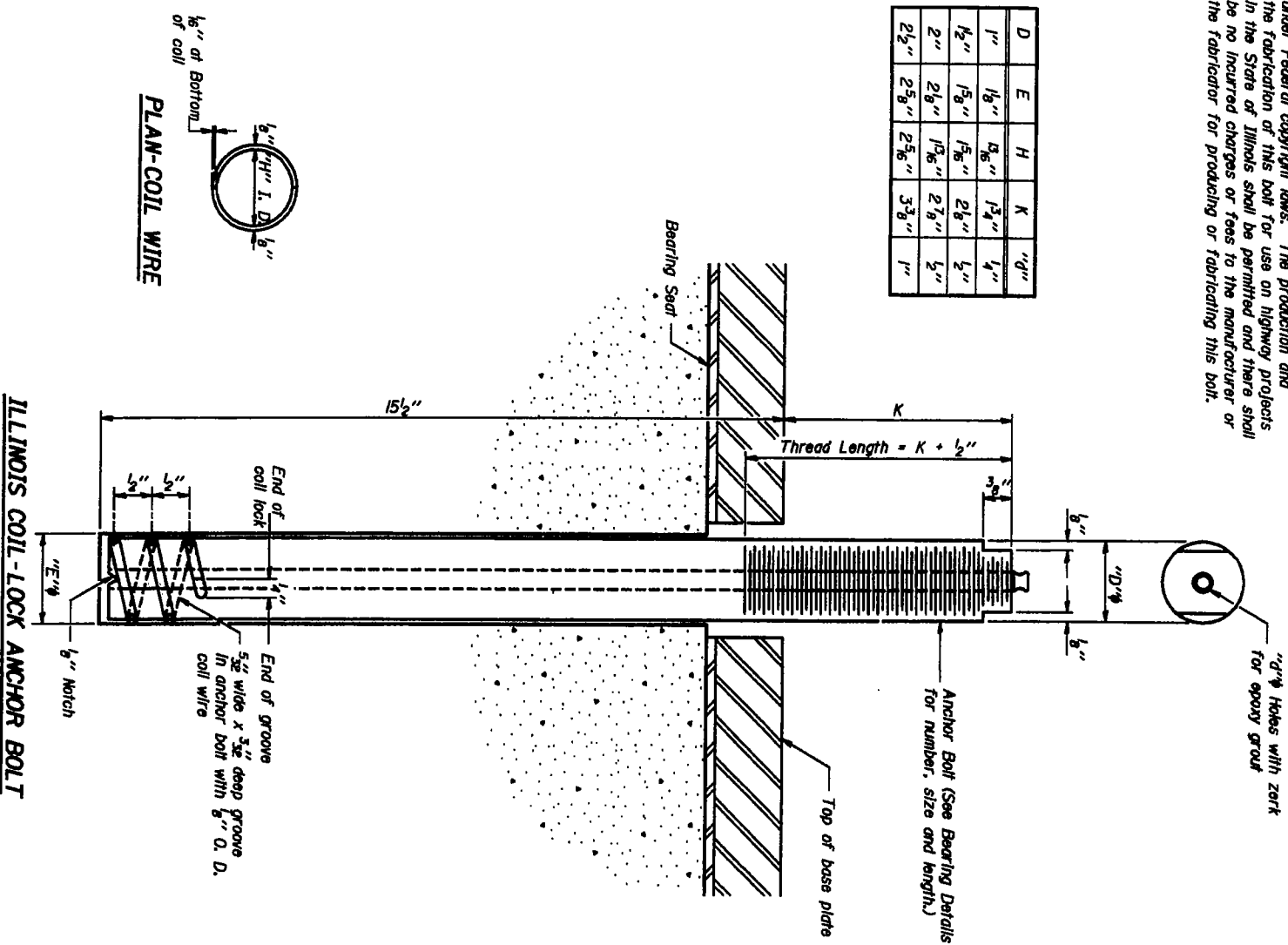
Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

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".

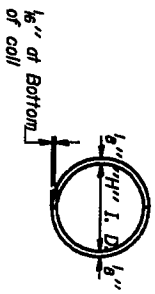
Anchor bolts, nuts and washers shall be completely coated by either the hot-dipped process conforming with AASHTO M232 or the mechanical plating method conforming to ASTM B695, Class 50. Zinc coated nuts shall be tapped oversize in accordance with the requirements of AASHTO M291 and shall meet the supplementary requirements S11 thru S12.1 of the same specifications for fabricant and testing.

Sheet No.	1 of 2	Scale	As Shown	Sheet No.	1 of 2
Project No.	100-1-200	Section	Anchor Bolt	Sheet No.	1 of 2
Revision	REV-2	Location	East Island	Sheet No.	1 of 2
Drawn	J.T. Downing	Date	4/25/88	Sheet No.	1 of 2
Checked	J.T. Downing	Scale	3/4" = 1'	Sheet No.	1 of 2
Approved	J.T. Downing	Project	Rock Island County	Sheet No.	1 of 2

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



PLAN-COIL WIRE



ILLINOIS COIL-LOCK ANCHOR BOLT

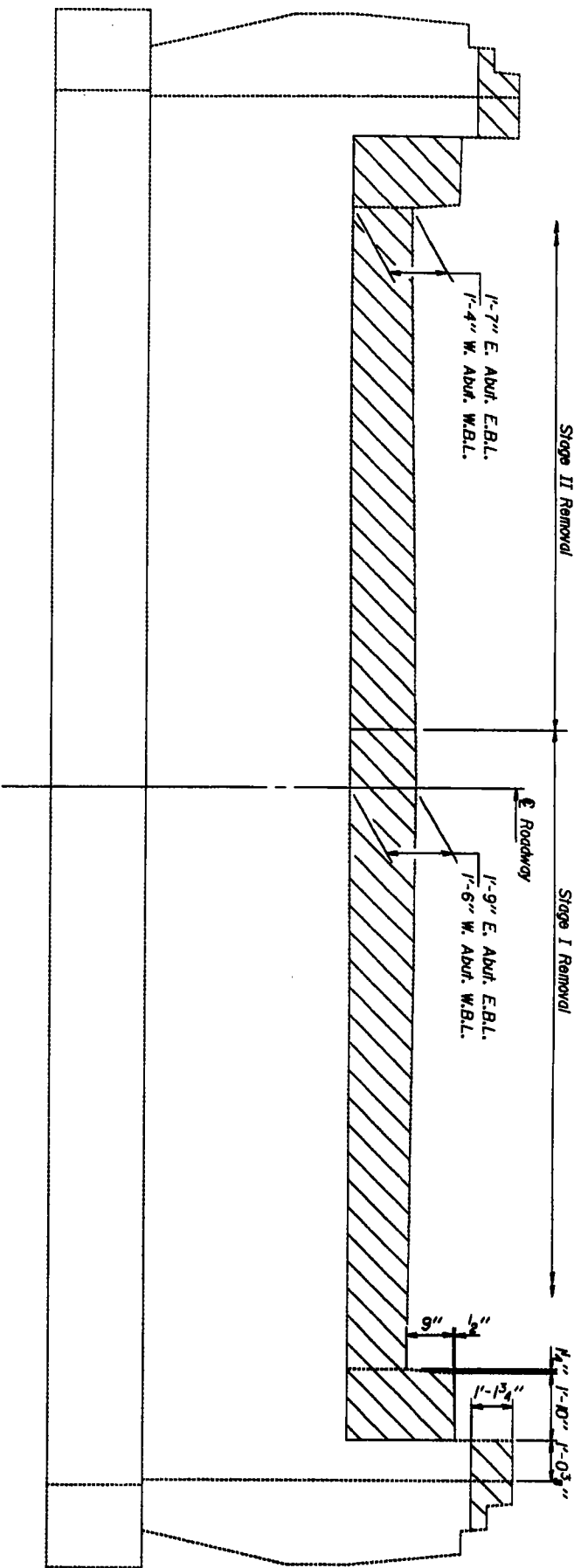
DESIGNED: J.T. Downing
CHECKED: J.T. Downing
DRAWN: J.T. Downing
APPROVED: J.T. Downing
DATE: May 25, 1988
PROJECT: Rock Island County
SHEET NO. 1 OF 2

ANCHOR BOLT DETAILS
FOR BEARINGS
F.A.I. RT. 200 SEC. 81-NBY-2
ROCK ISLAND COUNTY
STA. 254+98.87

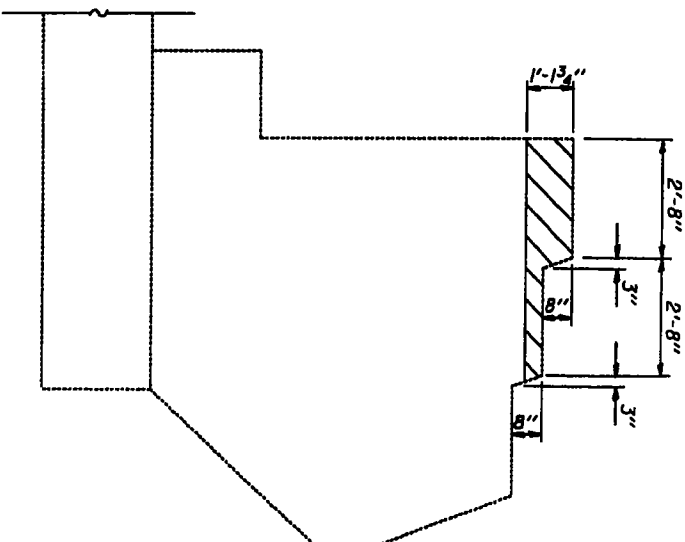
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Stage II Removal

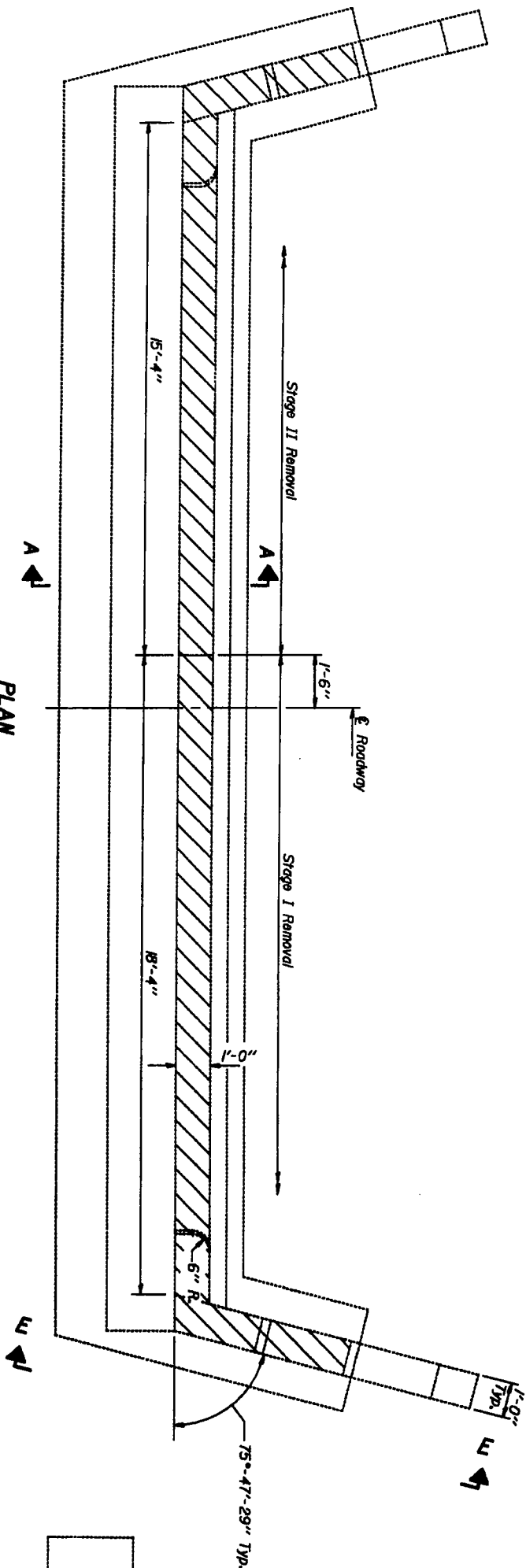
Stage I Removal



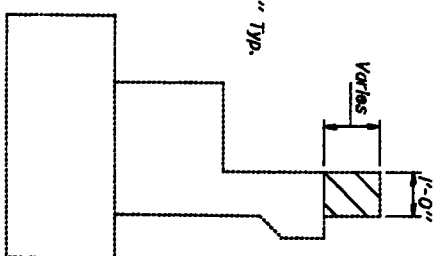
ELEVATION
(E. Abut. E.B.L., Looking East)
(W. Abut. W.B.L., Looking West)



VIEW E-E



PLAN



SECTION A-A

TWO ABUTMENTS
BILL OF MATERIAL

Type	Unit	Quantity
Concrete Removal	CU Yd.	4.5

EAST ABUTMENT, E.B.L.
WEST ABUTMENT, W.B.L.
CONCRETE REMOVAL
E.A.I. NO. 200 SEC. 2 MAY-2
ROCK ISLAND COUNTY
STATION 241+80.07

DESIGNED: *Henry J. ...*
CHECKED: *Angela ...*
DRAWN: J.T. Downing
CHECKED: *...*

MAY 25 1981
DESIGNED: *...*
CHECKED: *...*
DRAWN: *...*
CHECKED: *...*

Notes: Existing reinforcement extending into removal areas shall be cleaned, straightened and incorporated into the new construction.

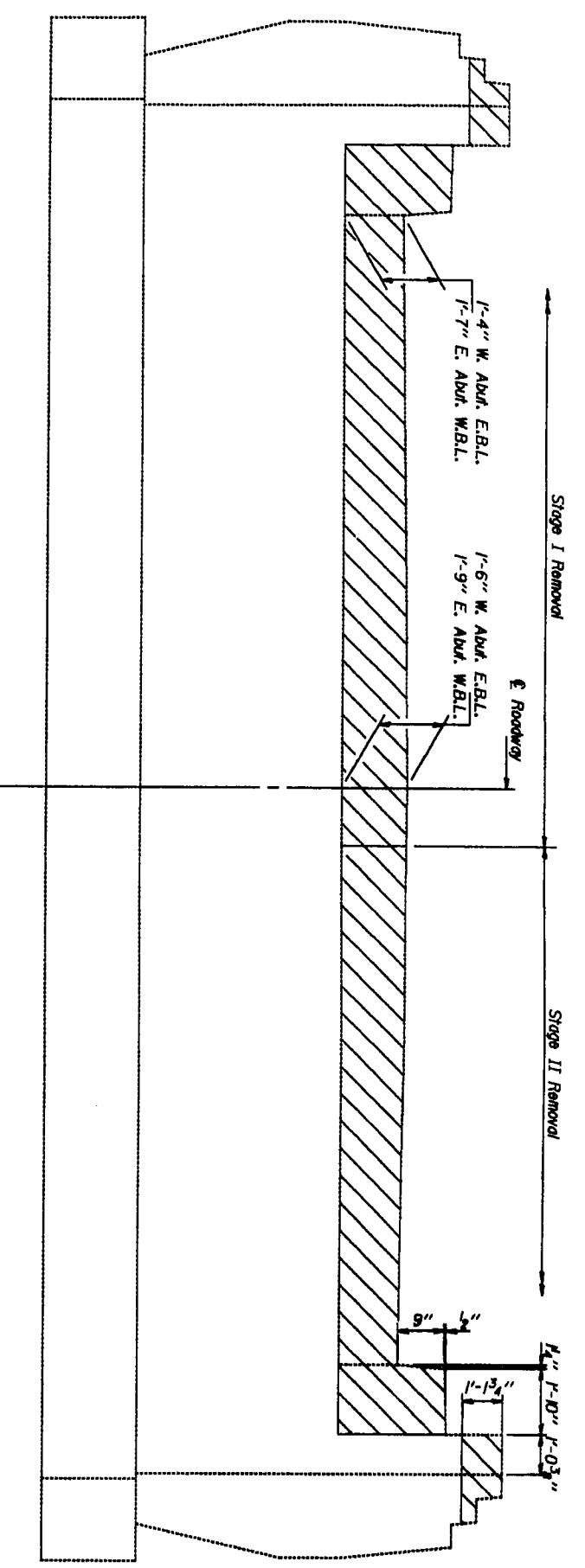
NO.	DATE	BY	REVISION
1	5/20/81	J.T.D.	ISSUED FOR BIDDING
2	5/21/81	J.T.D.	REVISED

SHEET NO. 11
14 SHEETS

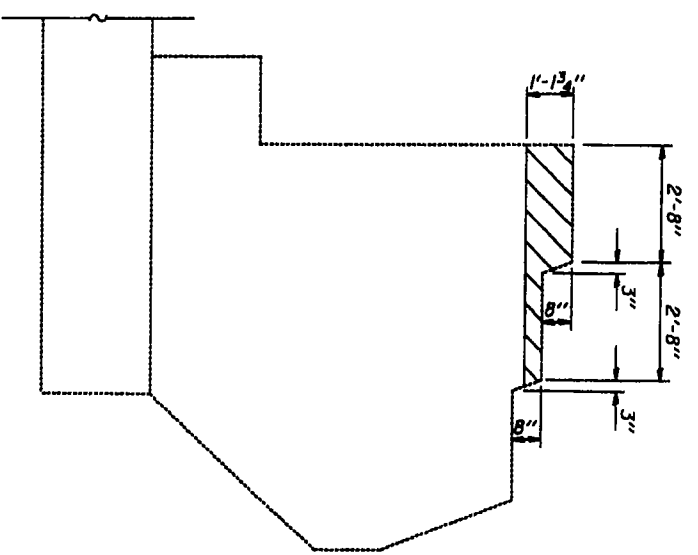
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DATE	BY	NO.	REV.
5/25/88	J.T.D.	1	1
5/25/88	J.T.D.	2	1
5/25/88	J.T.D.	3	1
5/25/88	J.T.D.	4	1
5/25/88	J.T.D.	5	1

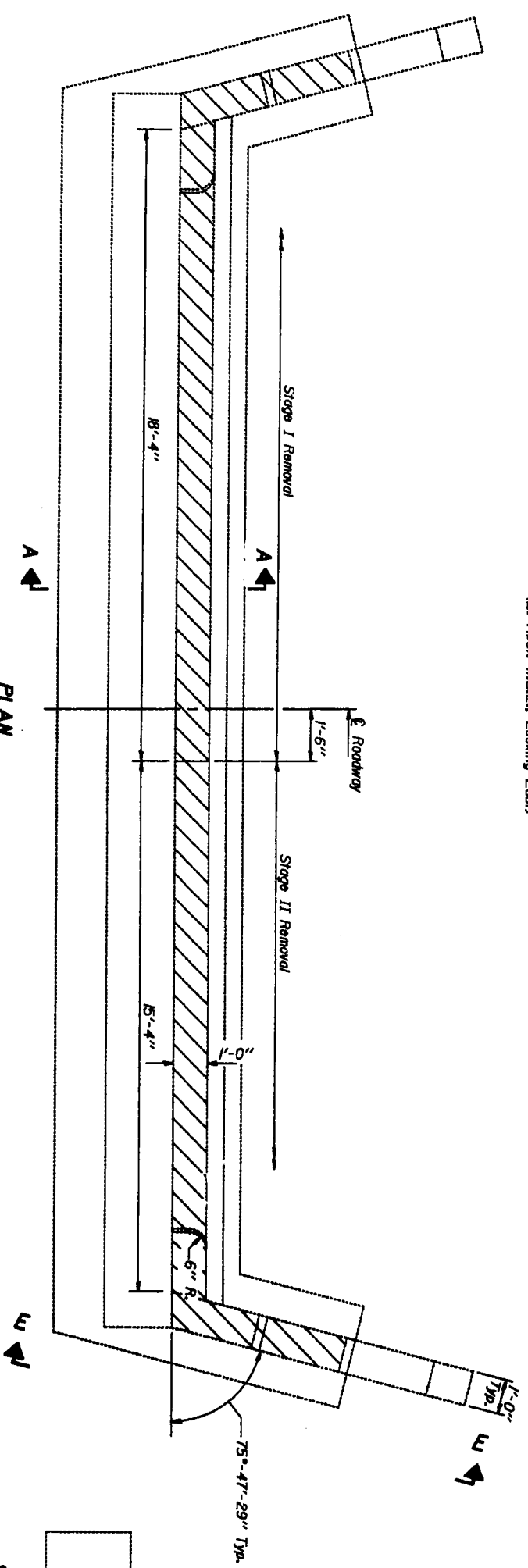
SHEET NO. 12
14 SHEETS



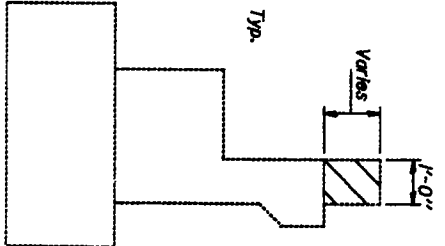
ELEVATION
(W. Abut. E.B.L., Looking West)
(E. Abut. W.B.L., Looking East)



VIEW E-E



PLAN



SECTION A-A

**TWO ABUTMENTS
BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
CONCRETE REMOVAL	CU. YD.	4.5

Notes:
Existing reinforcement extending into removal areas shall be cleaned, straightened and incorporated into the new construction.

DESIGNED: *Robert J. Downing*
CHECKED: *Walter J. P. ...*
DRAWN: *J.T. Downing*
CHECKED: *J.P. ...*

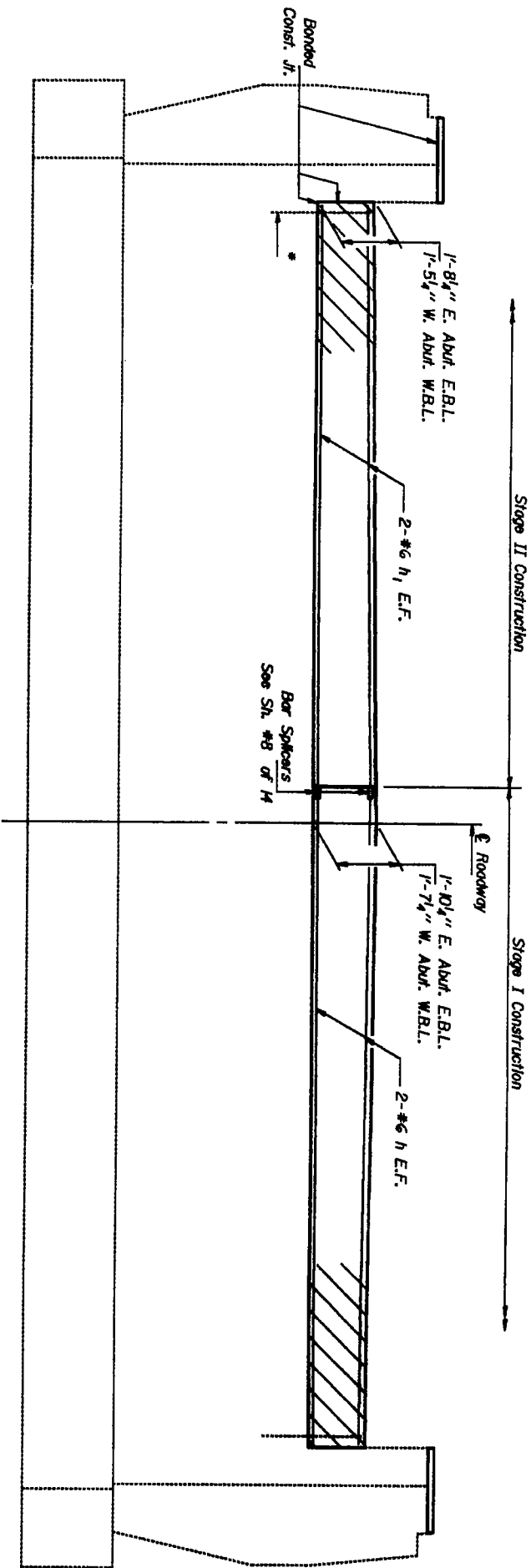
May 25 1988
EXAMINED: *...*
APPROVED: *...*

WEST ABUTMENT, E.B.L.
EAST ABUTMENT, W.B.L.
CONCRETE REMOVAL
F.A.I. RT. 200 SEC. 21-NBY-2
ROCK ISLAND COUNTY
STATEN 251-98.87

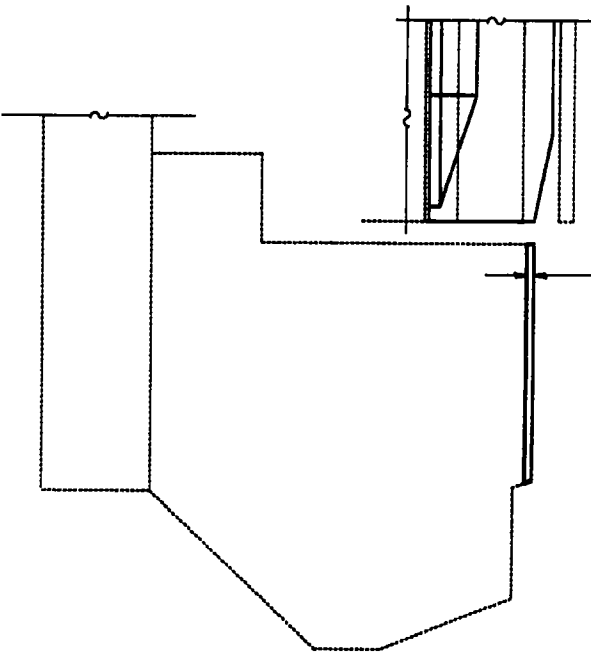
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Stage II Construction

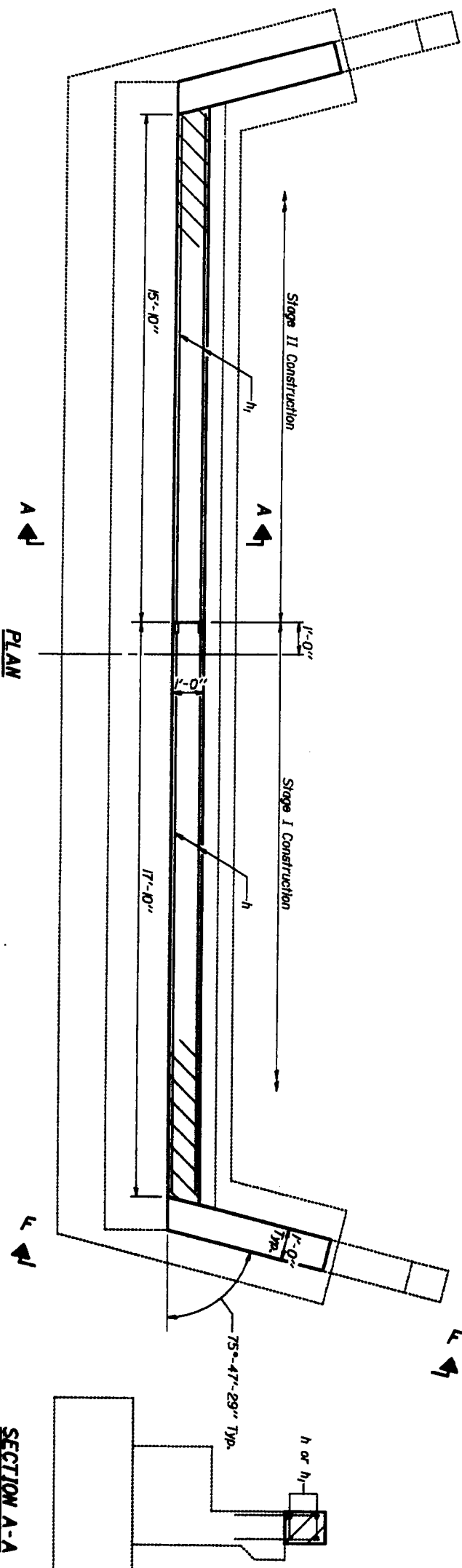
Stage I Construction



ELEVATION
(E. Abut. E.B.L., Looking East)
(W. Abut. W.B.L., Looking West)



VIEW F-F



PLAN

SECTION A-A

**TWO ABUTMENTS
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
h	8	#6	15'-6"	—	
h1	8	#6	15'-6"	—	
Reinforcement Bars (Epoxy Coated)				Lbs.	401

Note: Hatched area to be poured after superstructure overlay. Quantity included with Class 1 Concrete Sparspacer.

* Existing reinforcement extending into new construction shall be cleaned, strengthened and incorporated into the new construction. Remainder of existing reinforcement shall be cut off flush and covered with 2" of cement mortar. Cost incidental.

DESIGNED: *[Signature]*
CHECKED: *[Signature]*
DRAWN: J.T. Downing
CHECKED: *[Signature]*

May 25 1988
COVERED: *[Signature]*
APPROVED: *[Signature]*

EAST ABUTMENT, E.B.L.
WEST ABUTMENT, W.B.L.
E.A.L. RT. END SEC. H-NB-2
ROCK ISLAND COUNTY
STATION 254+98.87

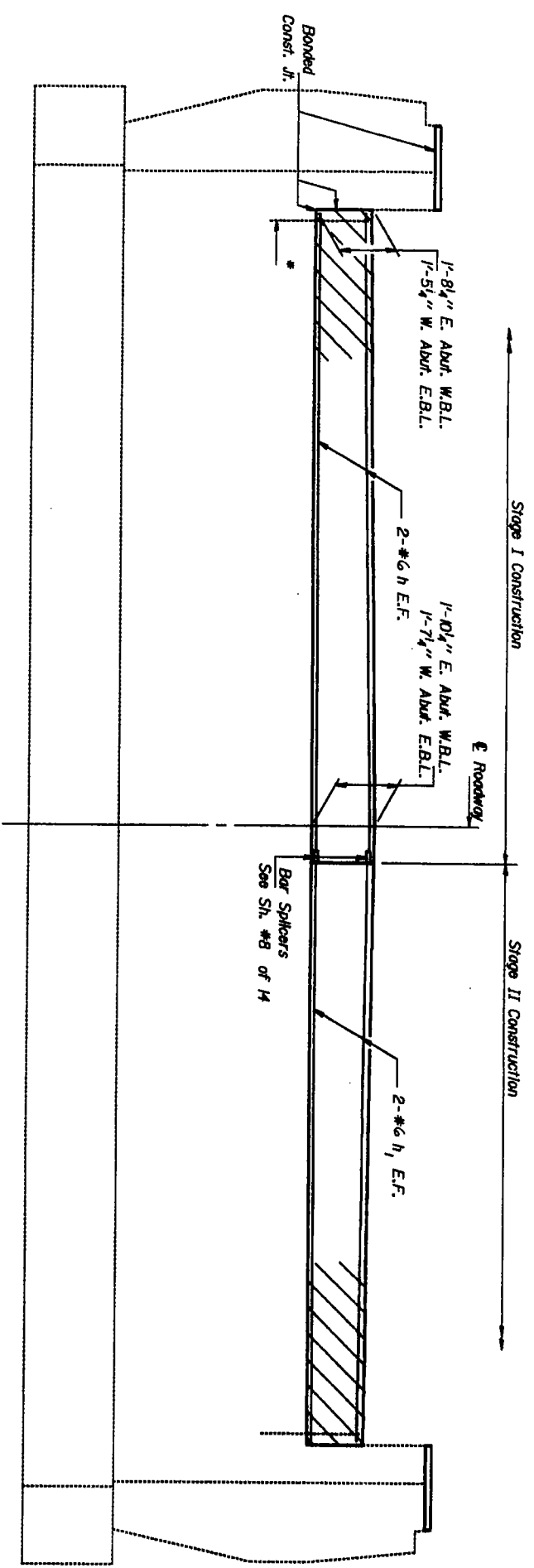
Sheet No.	357	Scale	AS	Date	3/4/88
Project No.	11280	Project	Rock Island	Sheet	14 SHEETS

SHEET NO. 13
14 SHEETS

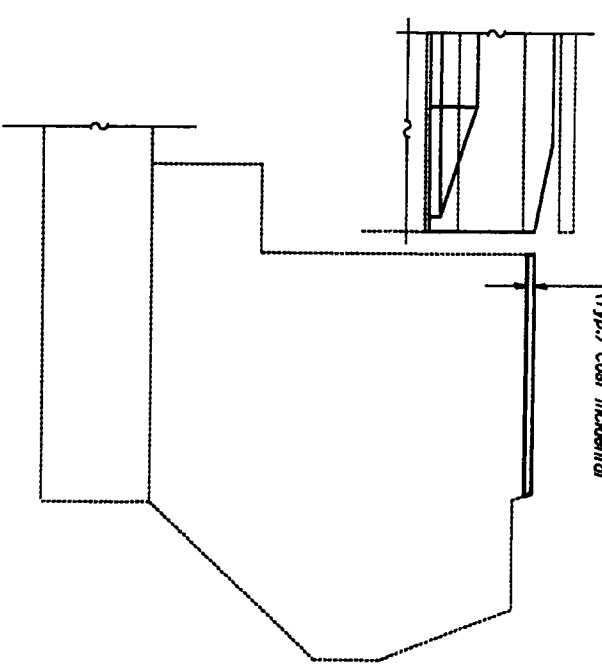
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Project No.	81-1	Sheet No.	45
Contract No.	464-15-1-200	Scale	3/4" = 1'-0"
Revision No.	1	Date	3/4/51

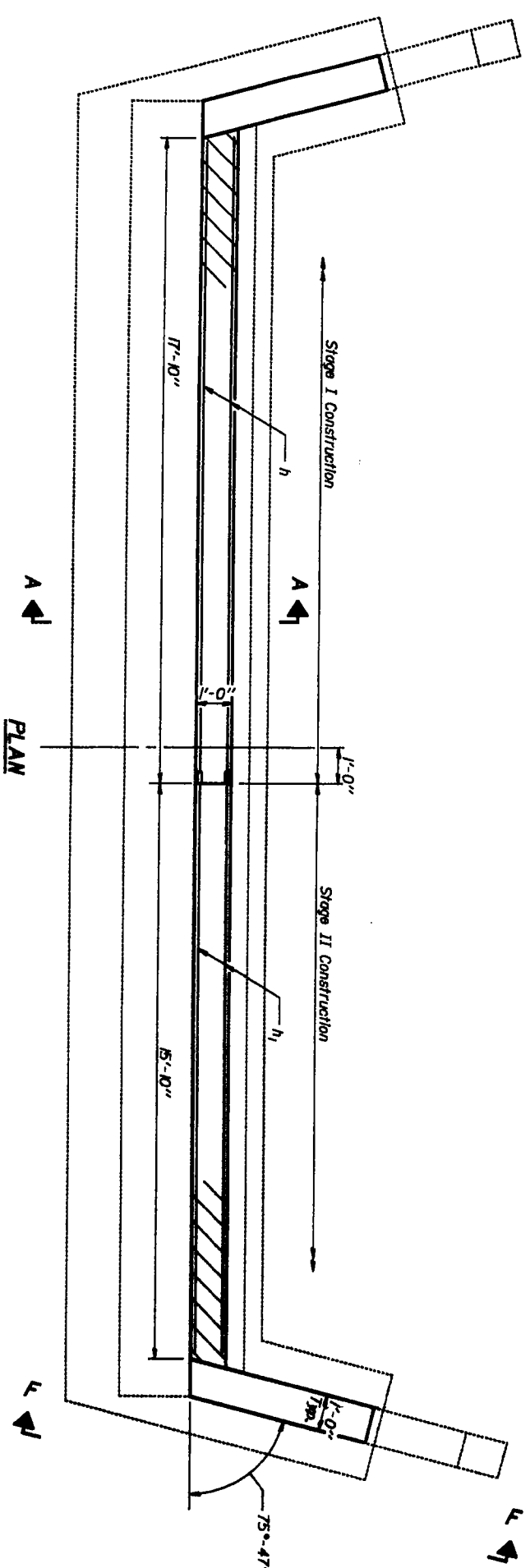
SHEET NO. 14
14 SHEETS



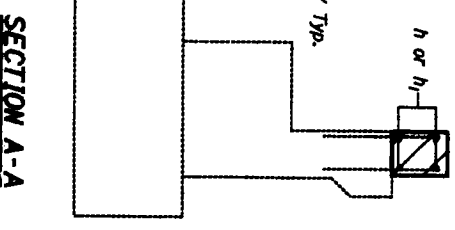
ELEVATION
(W. Abut. E.B.L., Looking West)
(E. Abut. W.B.L., Looking East)



VIEW F-F



PLAN



SECTION A-A

Note: Hatched area to be poured after superstructure overlay has been poured. Quantity included with Class I Concrete Superstructure.

**TWO ABUTMENTS
BILL OF MATERIAL**

Bar No.	Size	Length	Stages
h	#6	17'-6"	—
h ₁	#6	15'-6"	—
Reinforcement Bars (Epoxy Coated)			Lbs.
			440

DESIGNED: *William R. ...*
CHECKED: *Charles J. ...*
DRAWN: J.T. Downing
CHECKED: *J.P. ...*

APPROVED: *May 25 1951*
SUPERVISOR: *...*
DISTRICT ENGINEER: *...*

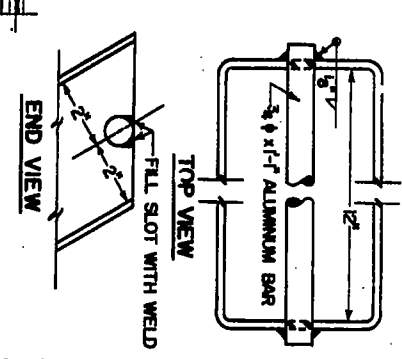
* Existing reinforcement extending into new const. areas shall be cleaned, straightened and incorporated into the new construction. Remainder of existing reinforcement shall be cut off flush and covered with 2" of cement mortar. Cost Incidental.

WEST ABUTMENT, E.B.L.
EAST ABUTMENT, W.B.L.
E.A.I. RT. 200 SEC. R-RBY-2
ROCK ISLAND COUNTY
STATION 46+28.87

SEE HANDDEAL DETAILS FOR SPACING OF POSTS (SHEET NO. B)

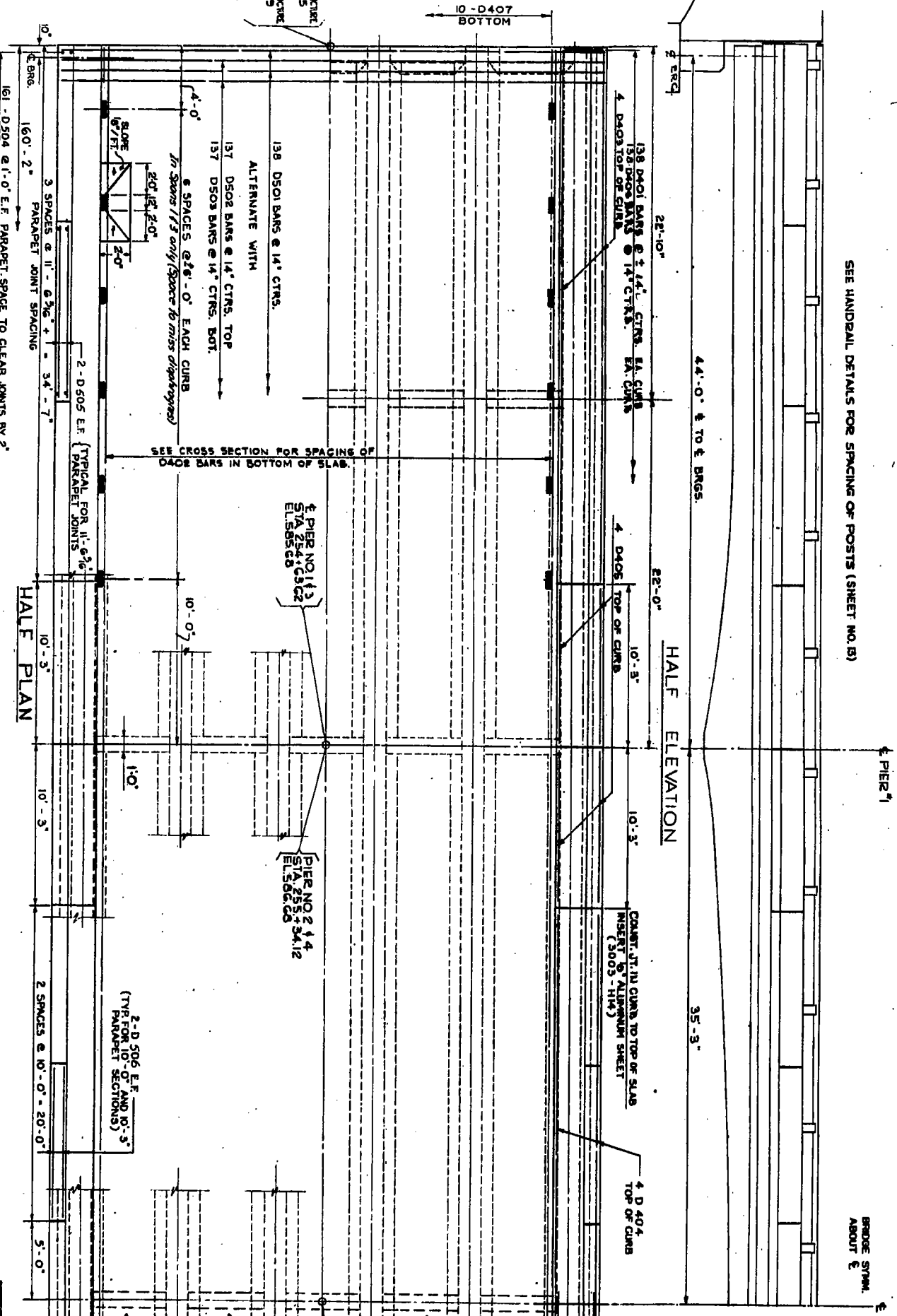
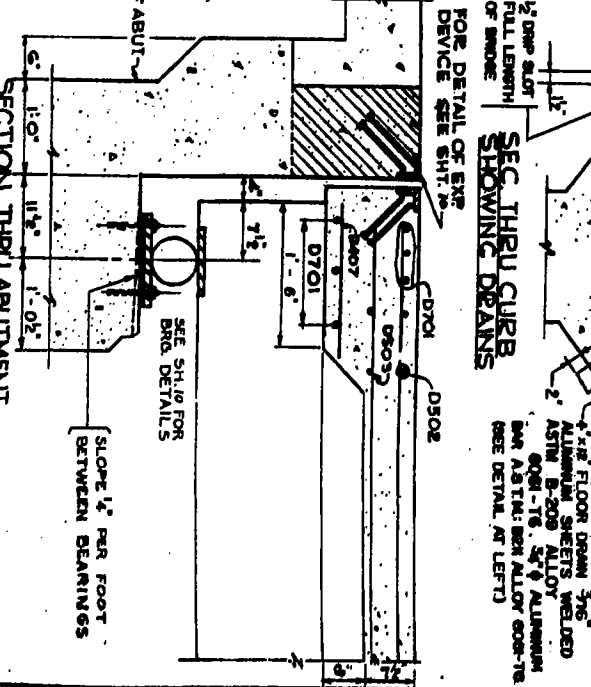
BRIDGE SYMM. ABOUT & PIER 1

DETAIL OF FLOOR DRAINS

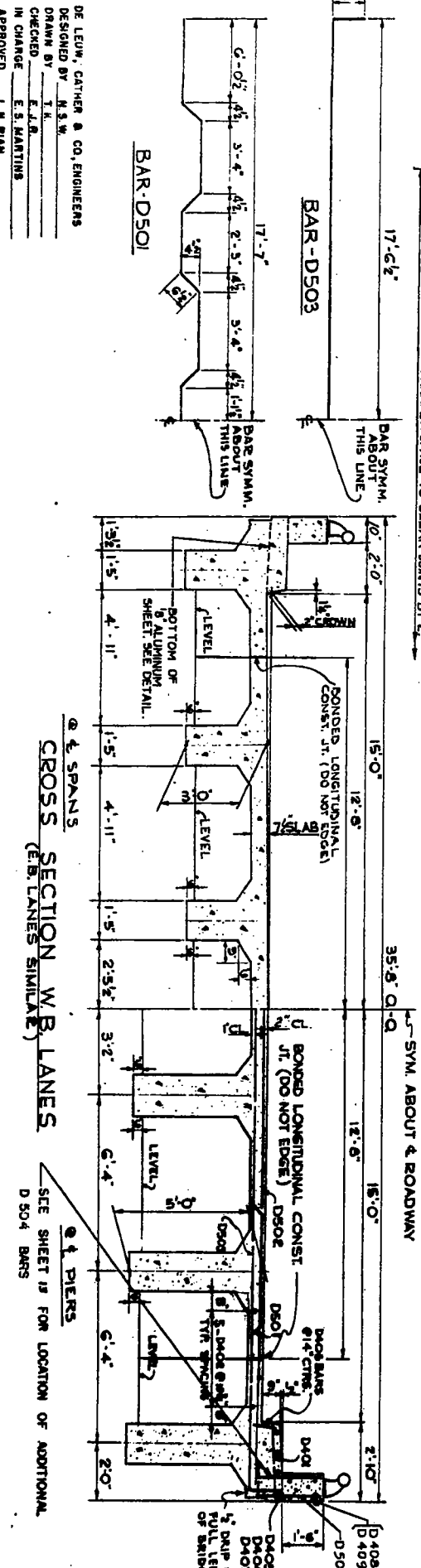


PROJECT NO.	45	SHEET NO.	34-0
DATE		SCALE	

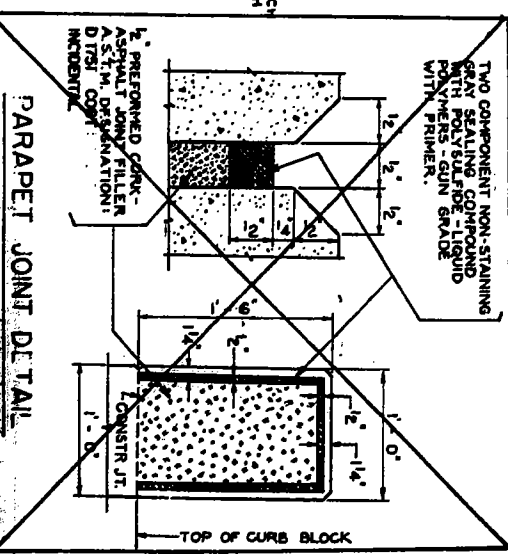
SECTION THROUGH CURB SHOWING DRAINS



HALF PLAN



CROSS SECTION W.B. LANES (E.B. LANES SIMILAR)



PARAPET JOINT DETAIL

LIST OF BARS (2 BRIDGES)

BAR NO.	SIZE	LENGTH	SHAPE	WGT. @
D401	5/8"	4	2-7"	933
D402	3/4"	4	27-9"	5,561
D403	3/2"	4	34-3"	732
D404	3/2"	4	26-0"	556
D405	3/4"	4	10'-0"	428
D406	5/8"	4	1'-2"	430
D407	40	4	1'-6"	40
D505	96	5	11'-0"	1107
D506	144	5	9'-9"	1404
D501	276	5	36'-6"	10,507
D502	276	5	35'-0"	10,002
D503	274	5	37'-3"	10,645
D504	820	5	3'-0"	2,612
D701	24	7	32'-9"	1,606
TOTAL:				46,637

DE LEWIS, GATHER & CO. ENGINEERS
 DESIGNED BY: H.S.M.
 DRAWN BY: T.K.
 CHECKED BY: E.J.B.
 IN CHARGE: E.S. MARTINS
 APPROVED: L.M. NIMM

FA.I., 280 SECTION 81-118-2
 FA.I., 280 OVER U.S. 67
 ROCK ISLAND COUNTY
 STATION 284+98.87

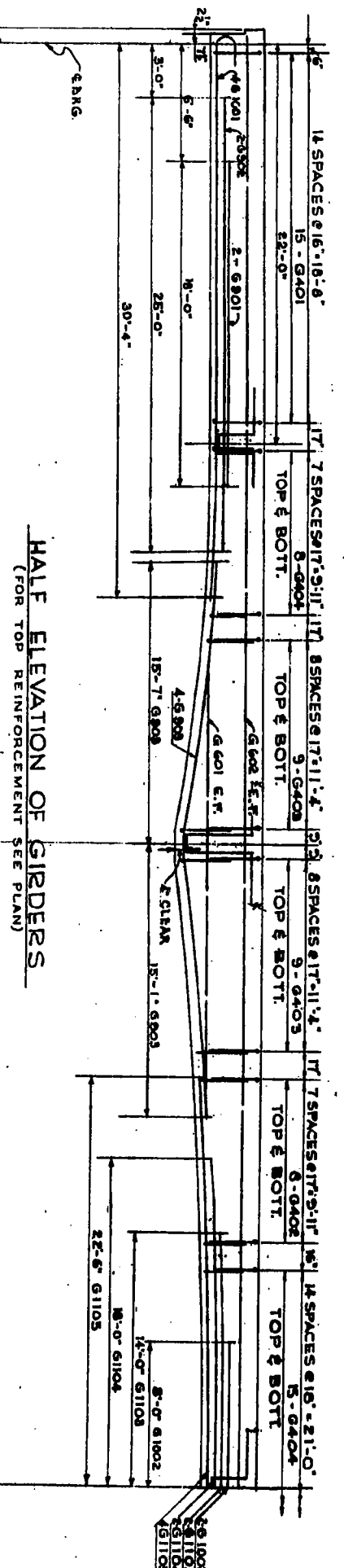
Rev. S106 from 7-10-78. Top of slab reworked from 12'-0" to 12'-2" Class X Conc from 695.4 to 701.7 C&165.
 Reinf. from 161,358 to 162,260 5-B-66 A.S.A.

THEORETICAL GRADE ELEVATIONS & INTERIOR STRINGERS AND AT BASE OF CURB LINES.

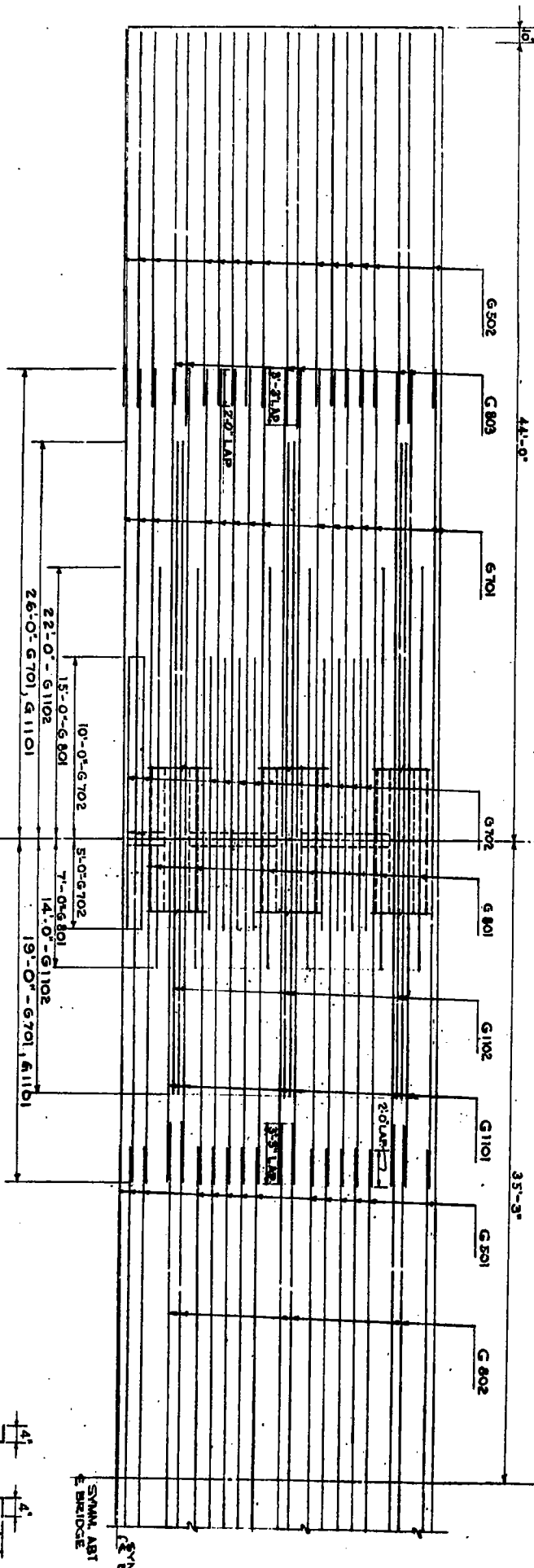
BASE OF CURBS	4.89	4.95	5.02	5.08	5.14	5.20	5.27	5.33	5.39	5.45	5.52	5.62	5.72	5.82	6.02	6.12	6.22	6.32	6.42	6.52	6.58	6.64	6.71	6.77	6.83	6.89	6.95	7.01	7.07	7.13
6-2, 6-6	4.98	5.05	5.11	5.17	5.23	5.30	5.36	5.42	5.48	5.55	5.61	5.71	5.81	5.91	6.01	6.21	6.31	6.41	6.51	6.61	6.67	6.73	6.80	6.86	6.92	6.98	7.04	7.11	7.17	7.23
6-3, 6-4	5.05	5.11	5.18	5.24	5.30	5.36	5.43	5.49	5.55	5.61	5.68	5.78	5.88	5.98	6.08	6.28	6.38	6.48	6.58	6.68	6.74	6.80	6.86	6.92	6.99	7.05	7.11	7.17	7.23	7.29

ADD 580.00 TO ALL TABULATED ELEVATIONS.

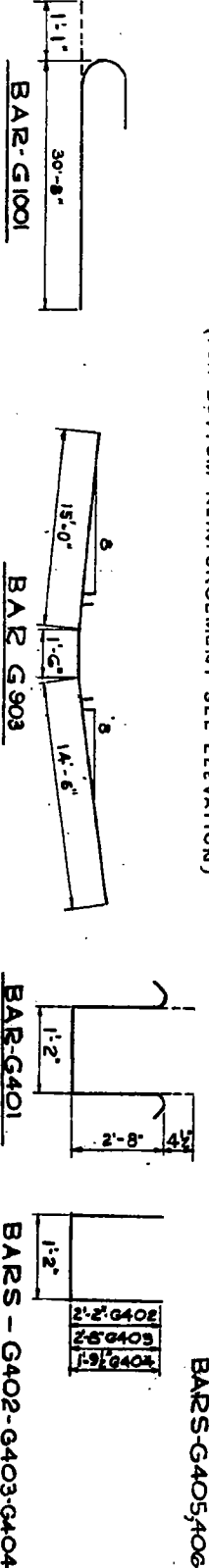
GIRDER ORDINATES (ALL GIRDERS)
GIRDER ORDINATES INCLUDE DEAD LOAD DEFLECTIONS. CONTRACTOR SHALL ALSO ALLOW FOR SETTLEMENT OF FORMS AND SHRINKAGE.



HALF ELEVATION OF GIRDERS
(FOR TOP REINFORCEMENT SEE PLAN)



QUARTER PLAN
SHOWING LONGITUDINAL REINFORCEMENT IN TOP OF SLAB
(FOR BOTTOM REINFORCEMENT SEE ELEVATION)



NOTE: ALL REINFORCEMENT DIMENSIONS ARE CUT TO OUT.

BAR LIST - GIRDERS & DIAPH (2 BRIDGE S)

BAR NO.	NO.	SIZE	LENGTH	WEIGHT	SHAPE
G401	108	7	45'-0"	8834	U
G402	8	8	33'-0"	4333	U
G403	8	8	21'-9"	1745	U
G404	4	8	18'-0"	8838	U
G405	4	8	28'-0"	4980	U
G406	4	8	31'-0"	3887	U
G407	10	10	16'-0"	1652	U
G408	11	11	45'-0"	1476	U
G409	11	11	35'-0"	9181	U
G410	11	11	28'-0"	3570	U
G411	11	11	35'-0"	4292	U
G412	4	11	45'-0"	1476	U
TOTAL				1152	

SECTION THRU DIAPHRAGM



HALF SECTION AT PIER



HALF SECTION AT SPAN 1 OR 3



NO.	DESCRIPTION	AMOUNT	TOTAL	REMARKS
1	ROCK ISLAND	45	54	
2	STATION			

DESIGNED BY: M.S.M.
CHECKED BY: E.J.M.
APPROVED BY: L.N.RIAN

RE LEVIN, CAHNER & CO. ENGINEERS
FALL 1920 SECTION
NOOK ISLAND
STATION

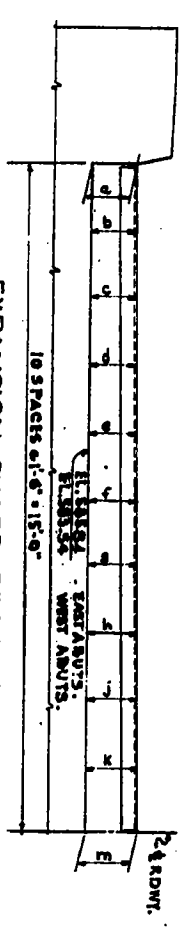
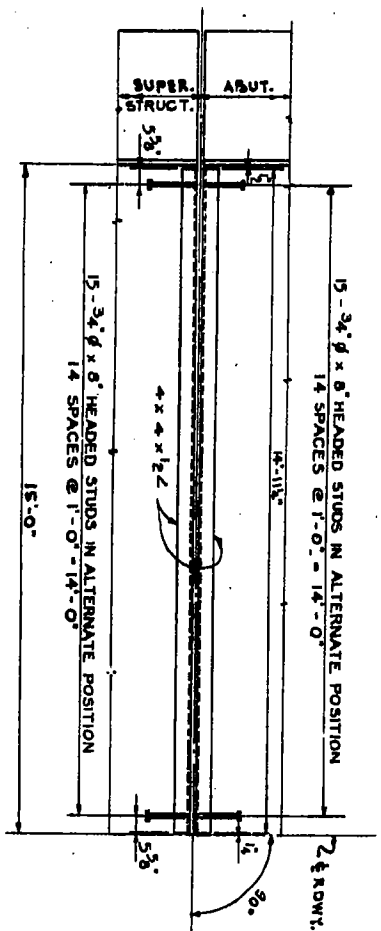
NO.	DATE	BY	REVISION
1	10/15/20	J.M.	ISSUED FOR CONSTRUCTION
2	11/10/20	J.M.	REVISED PER COMMENTS
3	12/15/20	J.M.	REVISED PER COMMENTS

STATION 254 + 98.87
 BUILT 196 BY
 STATE OF ILLINOIS
 E.A.I. RT. 280 SEC. 81-11B-2
 E.A. PROJ. I-280-6(4)4
 LOADING HS-20 8 ALT.

STANDARD NO. 2113-1
 LETTERING FOR NAME PLATE
 FOR LOCATION OF NAME PLATE SEE SH. 8

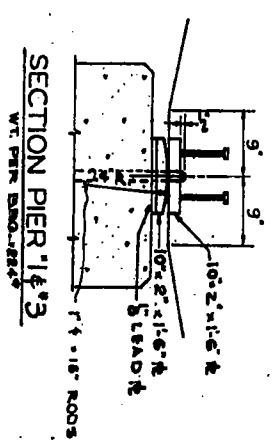
TABLE OF EXPANSION GUARD OFFSETS

WEST ABUT.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	EAST ABUT.
0.0	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0	5.5	6.0	6.5	7.0	7.5	8.0	8.5	9.0	9.5	10.0	10.5

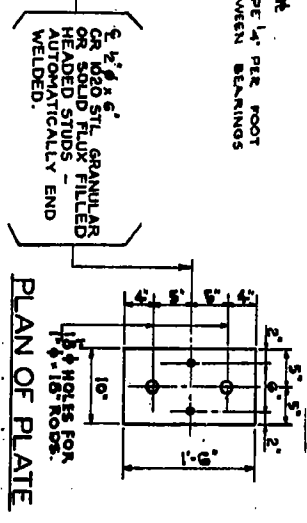


NOTE: THE ROADWAY EXPANSION GUARD SHALL BE FABRICATED TO FIT ROADWAY.

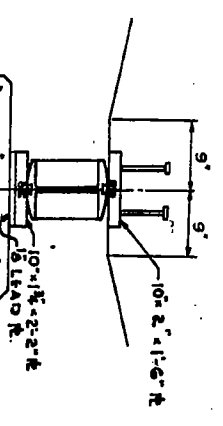
EXPANSION GUARD PROFILE



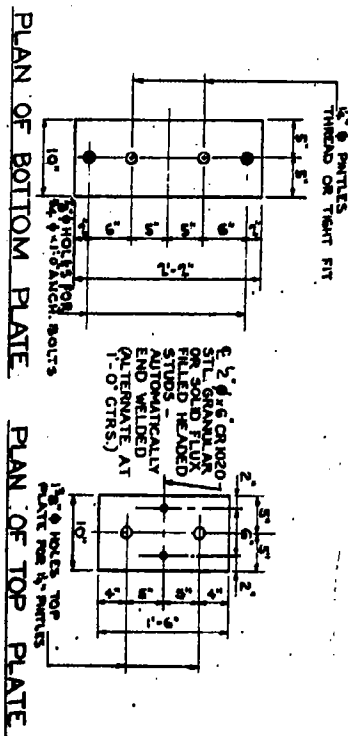
SECTION PIER 1 & 3
 WT. PER DIM. = 1844



PLAN OF PLATE



SECTION PIER 2 & 4
 WT. PER DIM. = 1460



PLAN OF BOTTOM PLATE

PLAN OF TOP PLATE

GUARD ADJUSTING SCHEDULE

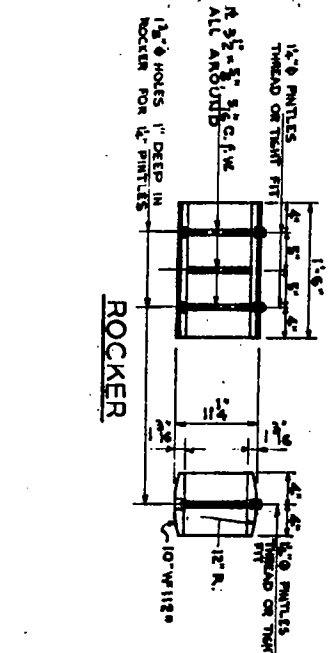
TEMPERATURE	FOR	FOR	FOR	FOR	FOR	FOR	FOR	FOR	FOR
EAST ABUT.	100	110	120	130	140	150	160	170	180
WEST ABUT.	100	110	120	130	140	150	160	170	180

BASED ON 1/2" CLEARANCE AT 30° F. DIMENSIONS SHOWN IN SCHEDULE ARE PARALLEL TO CENTRALLINE OF ROADWAY.

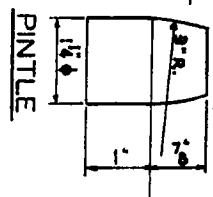
BILL OF MATERIAL - 2 BRIDGES

ITEM	UNIT	QUANTITY
STRUCTURAL STEEL	POUND	17,136

EXPANSION GUARD NOTES:
 SET GENERAL NOTES FOR STRUCTURAL STEEL SHEET NO. 2
 EXPANSION GUARD ASSEMBLY SHALL BE FABRICATED AND DELIVERED TO CONFORM TO THE ROADWAY CROWN AND SLOPE OF GRADE AT THE GUARD THEY SHALL BE ASSEMBLED IN THE SHOP FOR INSPECTION.
 ALL PARTS OF GUARD ASSEMBLY INCLUDING STRAP ANCHORS SHALL BE INCLUDED IN STRUCTURAL STEEL FOR PAYMENT.
GUARD SETTING INSTRUCTIONS:
 ALL DIMENSIONS MARKED "NR" SHOWN ON GUARD DETAILS ARE ASSUMED FOR THE SPACE AT THAT POINT BASED ON AN ASSUMED TEMPERATURE OF 50° F. THE DIMENSION "NR" ALSO INCLUDES A 1" ALLOWANCE FOR POSSIBLE FORWARD MOVEMENT AT THE TOP OF THE ABUTMENT DUE TO EARTH PRESSURE, THIRST OR APPROX. SWAY, ETC. THE DIMENSION WILL INCREASE OR DECREASE APPROXIMATELY 1/8" FOR EACH ° F. DROP OR RISE IN TEMPERATURE FOR WEST ABUTMENT'S 1/16" FOR EAST ABUTMENT'S. AT THE TIME CONCRETE ANCHORING GAMES ON ABUTMENT IS POURED, DIMENSIONS MARKED "NR" SHOULD BE ADJUSTED FOR TEMPERATURE AS IN THE SCHEDULE. TOTAL ESTIMATED WEIGHT OF SUPERSTRUCTURE EXPANSION GUARDS = 3500 POUNDS.

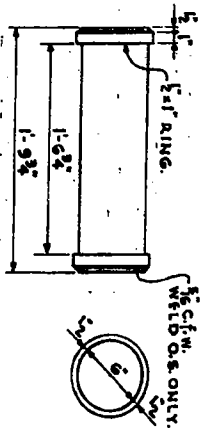
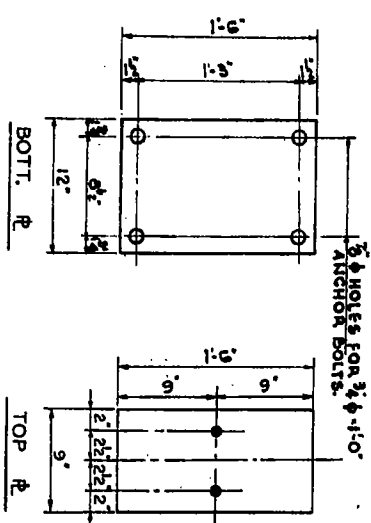


ROCKER



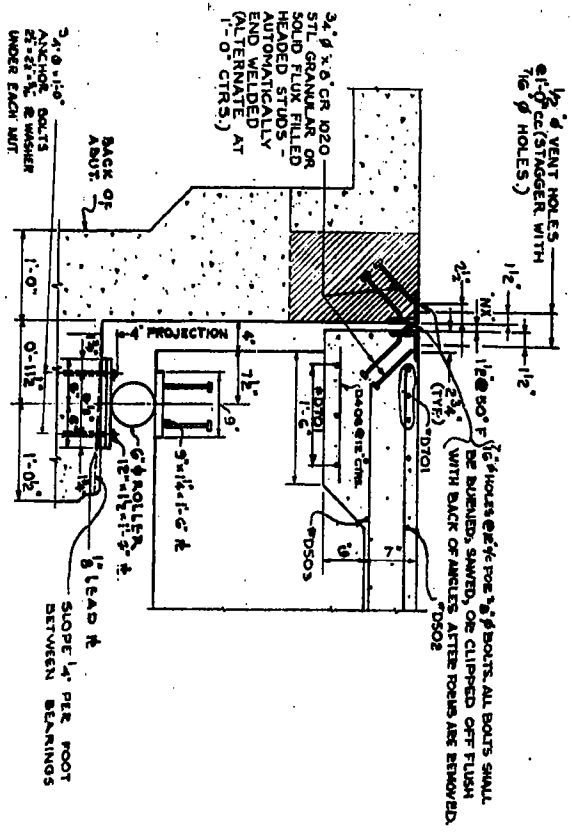
PINTLE

BEARING RIS AT ABUTMENT



ROLLER
 ROLLER MAY BE TURNED FROM SOLID WITHOUT 2" RAD PROJECTION

SECTION THRU ABUTMENT



SECTION THRU ABUTMENT
 WT. PER DIM. = 351

DE LEUW, CATHER & CO., ENGINEERS
 DESIGNED BY E.S.B.
 DRAWN BY A.L.B.
 CHECKED BY F.S.M.
 IN CHARGE E.S. MARTINS
 APPROVED L.N. MAN

FOR INFORMATION - ONLY
 BEARING AND EXPANSION GUARD DETAIL

E.A.I. 280 SECTION 81-11B-2
 E.A.I. 280 OVER U.S. 87
 ROCK ISLAND COUNTY
 STATION 254 + 98.87