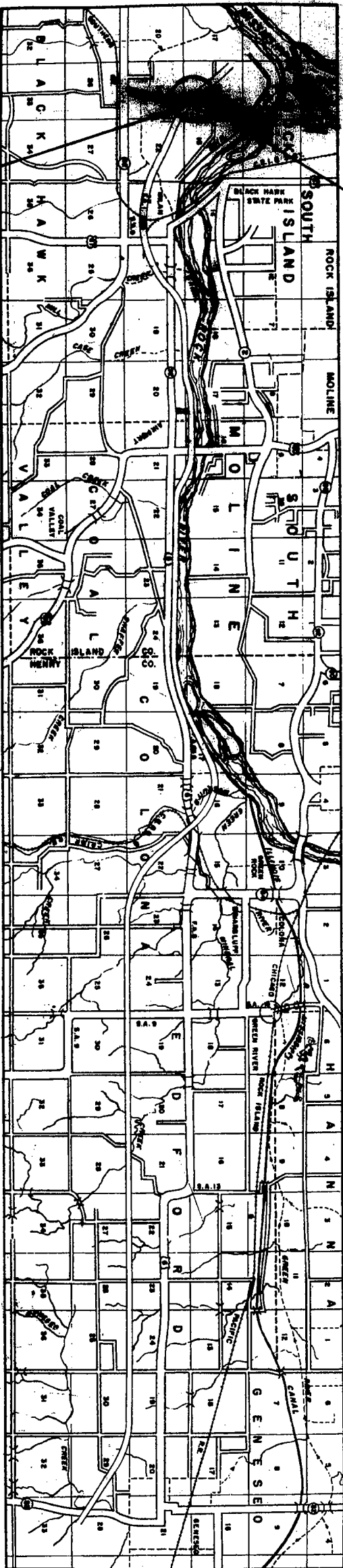


1. TITLE SHEET
2. GENERAL NOTES, BONNINGS AND QUANTITIES
3. SITE PLAN
4. GENERAL PLAN AND ELEVATION
5. FILE DETAILS
6. APARTMENTS A AND D
7. APARTMENTS B AND C
8. PIERS 1, 2, 3, 4 AND 5
9. PIER 6 AND 8
10. SUPERSTRUCTURE - SLAB DETAILS
11. SUPERSTRUCTURE - BEAM DETAILS
12. SUPERSTRUCTURE - COLUMN DETAILS
13. BEARINGS AND STRUTTING - BEAM DETAILS
14. PLAN OF EXISTING AND PROPOSED HIGHWAYS DETAILS
15. 15A. MANHOLE AND INLET DETAILS
16. CURB DETAILS
17. CURB DETAILS
18. CURB DETAILS
19. CURB DETAILS
20. CURB DETAILS
21. CURB DETAILS
22. CURB DETAILS
23. CURB DETAILS
24. CURB DETAILS
25. CURB DETAILS
26. CURB DETAILS
27. CURB DETAILS
28. CURB DETAILS
29. CURB DETAILS
30. CURB DETAILS

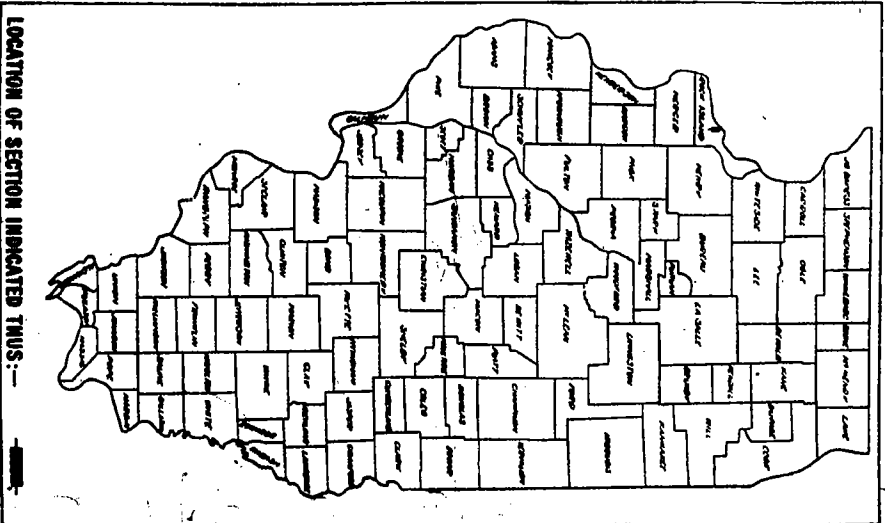
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY
INTERCHANGE STRUCTURES
FA.I. ROUTE 280 SECTION 81-IHB
PROJECT I-280-6(20)1
ROCK ISLAND COUNTY



SECTION 81-IHB
 OF THE TOWN OF ROCK ISLAND
 AND THE CITY OF MOLINE
 ILLINOIS
 SHOWING THE LOCATION OF
 THE PROPOSED INTERCHANGE
 STRUCTURES AND THE
 EXISTING AND PROPOSED
 HIGHWAYS.

ROAD CLASSIFICATION
 280-1-79 ON F.A.I. 200
 280-1-80 ON S.W. APPROX. 1A.
 ENTIRE SECTION INSPECTED AND APPROVED AS TO POLICY.
 DATE _____
 DISTRICT ENGINEER _____

SECTION	81-IHB	COUNTY	ROCK ISLAND	SHEET	26
TOTAL SHEETS	30				



LOCATION OF SECTION INDICATED THUS--

PLANS FOR STRUCTURES EXAMINED
 ENGINEER OF BRIDGE & TRAFFIC STRUCTURES
 DATE _____

STATE OF ILLINOIS
 DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
 BUREAU OF BRIDGE & TRAFFIC STRUCTURES
 ENGINEER
 DATE _____

DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS
 APPROVED
 DISTRICT ENGINEER
 DATE _____

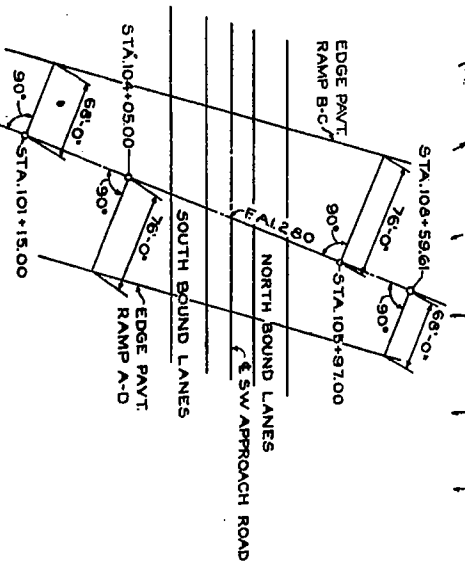
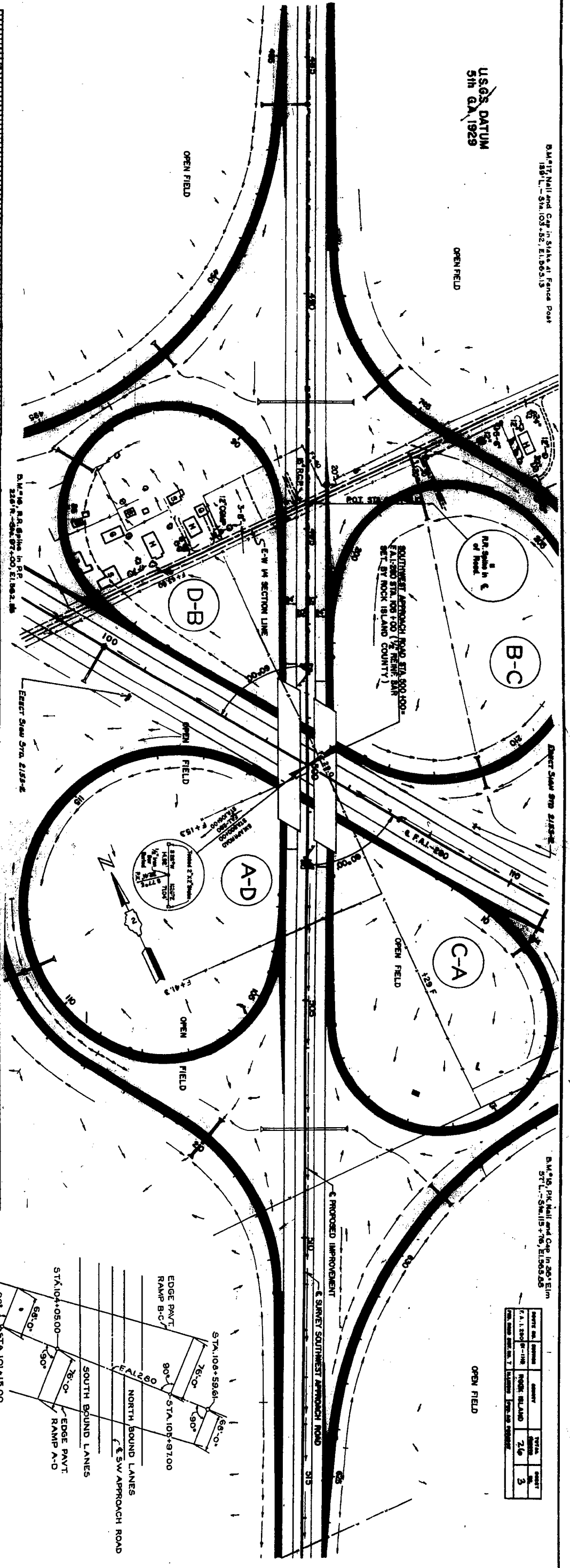


B.M. 177, Nell and Cap in State at Fence Post
 1891 L. Sta. 105+52, El. 156.513

USGS DATUM
 5th Ed. 1929

B.M. 10, P.K. Nell and Cap in 200' Elm
 571 L. Sta. 115+76, El. 156.505

Sheet No.	Sheet	Sheet	Sheet
1	2	3	4



DIAGRAMMATIC LAYOUT
 NO SCALE

PI. 497+20
 EL. 585.55
 V.C. +800'
 X = 1.180'

PI. 510+00
 EL. 572.25
 V.C. +500'
 X = 1.169'

STATION 498+04 TO 499+21
 BORROW EXCAVATION: 2788 CU. YDS.
 EMBANKMENT 29,089 CU. YDS.

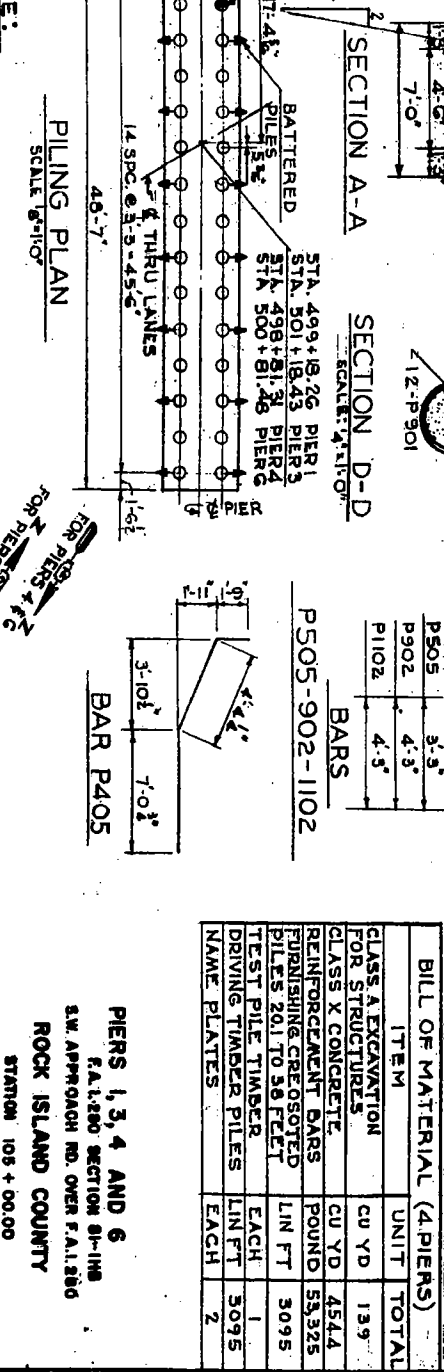
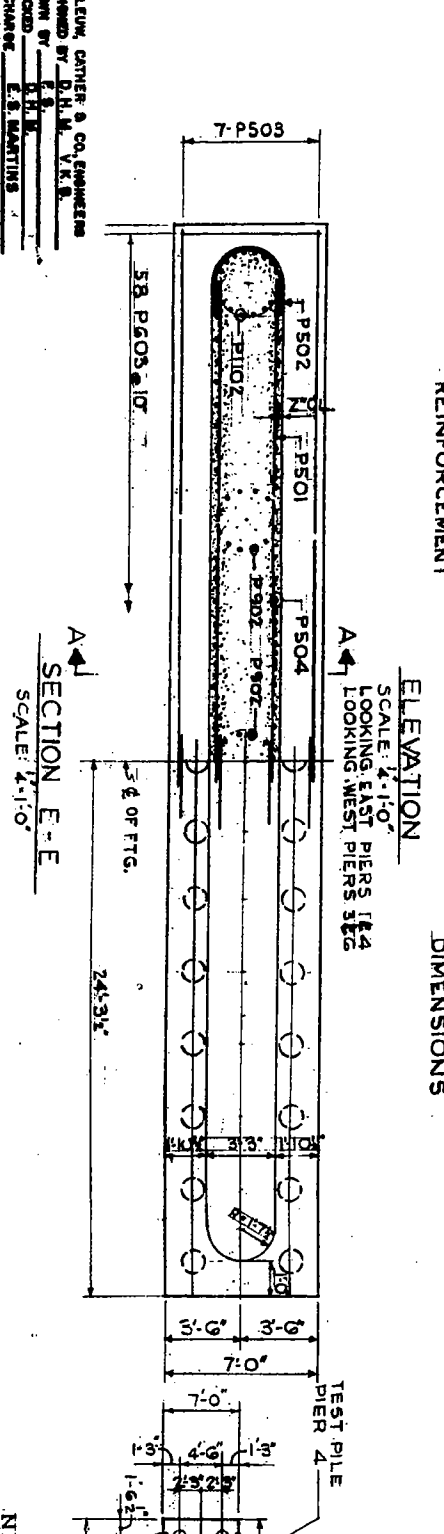
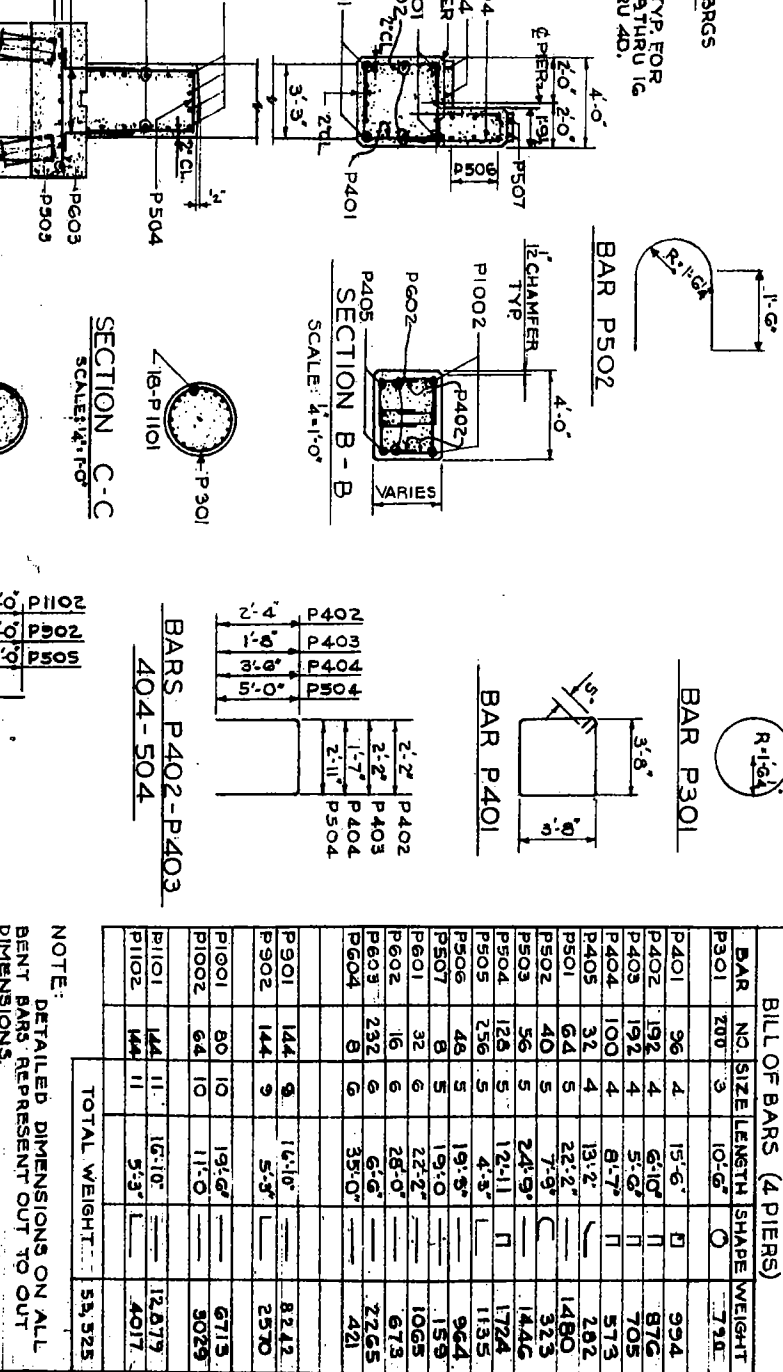
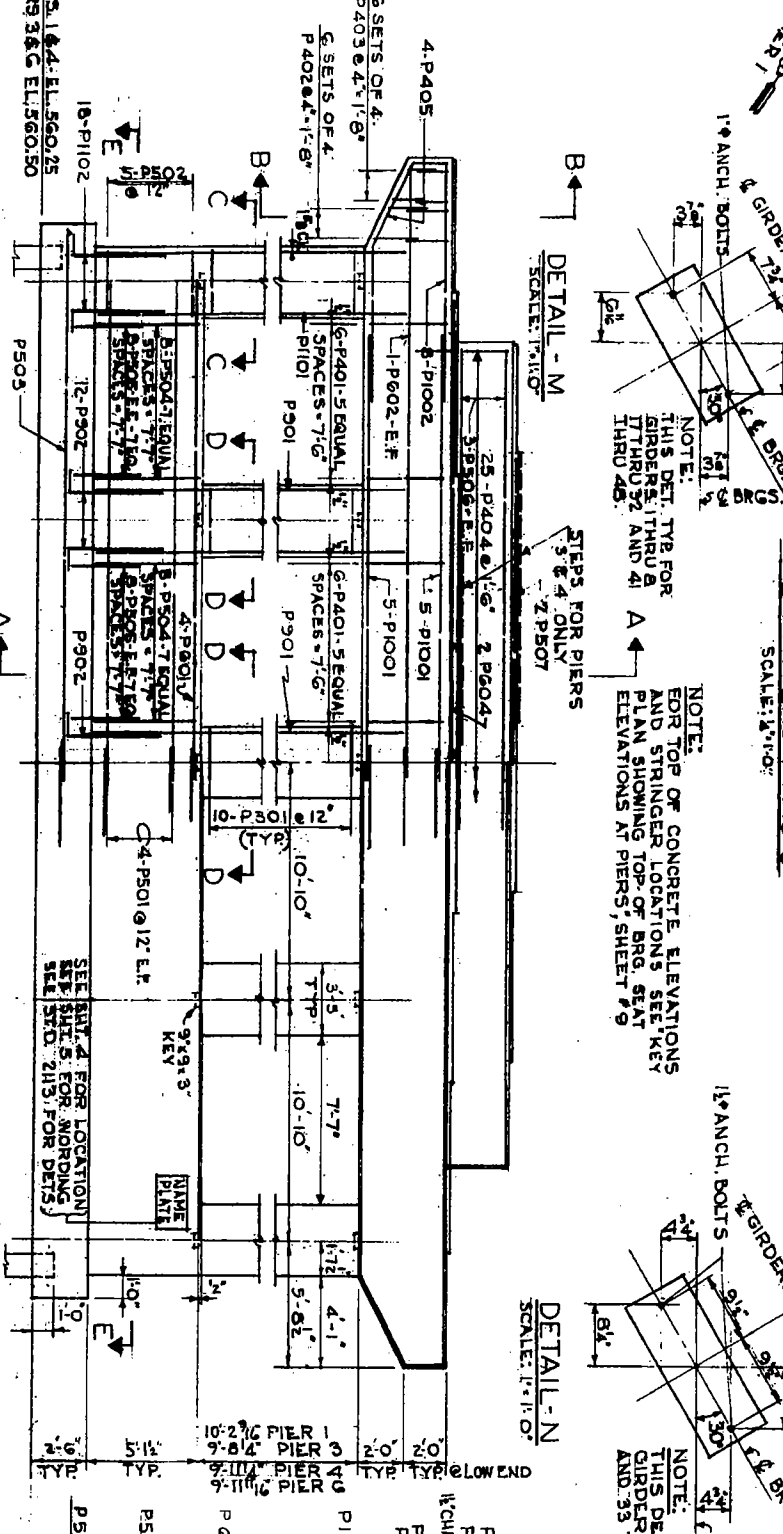
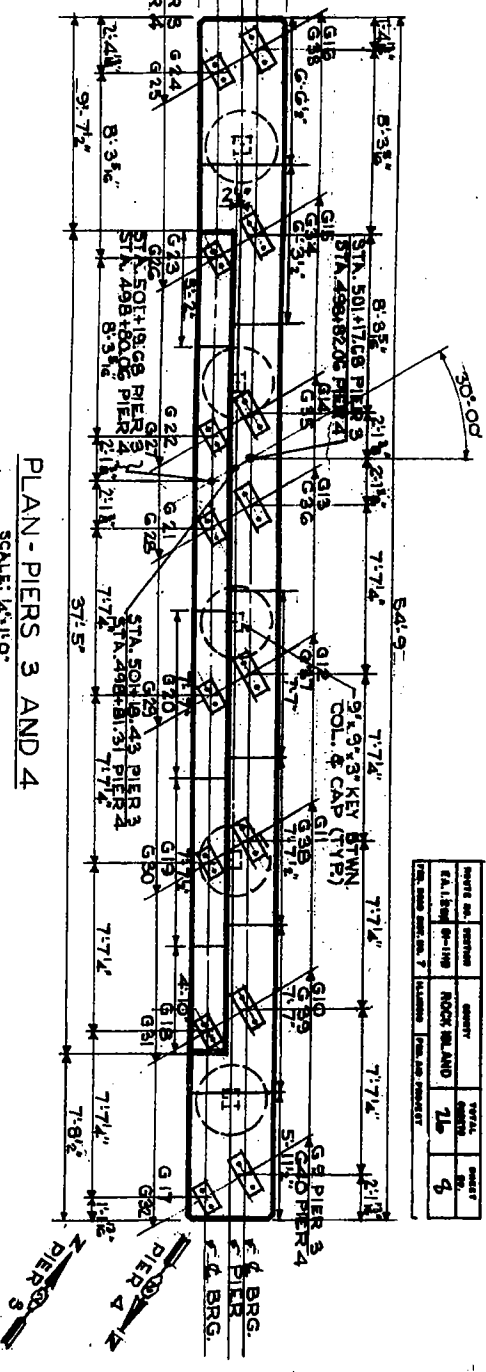
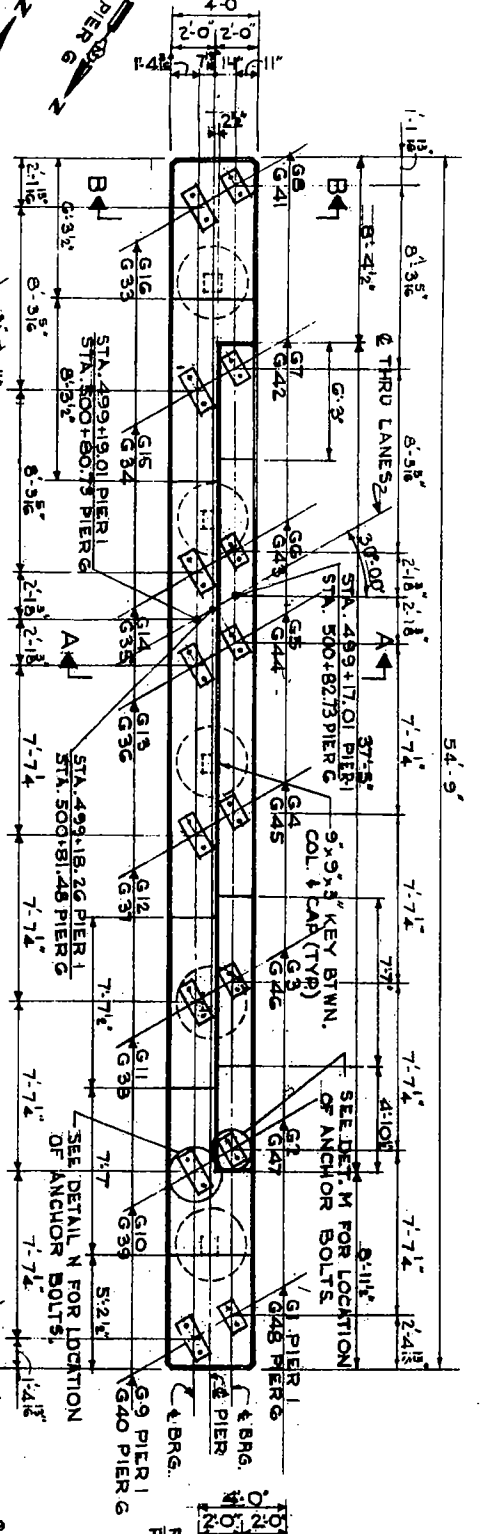
STATION 499+67 TO 504+28
 BORROW EXCAVATION 47,198 CU. YDS.
 EMBANKMENT 36,304 CU. YDS.

SITE PLAN

F.A.I. 280 SECTION 81-118
 S.W. APPROACH RD. OVER F.A.I. 280
 ROCK ISLAND COUNTY
 STATION 108+00.00

BE LEMUS, ORRNER & CO. ENGINEERS
 DESIGNED BY L. A. L.
 CHECKED BY L. A. L.
 IN CHARGE R. F. HARTUNG
 APPROVED L. A. L. (S.E.)

JOB NO. 838



PIER NO.	PIER TYPE	TOTAL WEIGHT	NO. OF BARS
1	PIER	8242	96
3	PIER	2570	192
4	PIER	6715	192
6	PIER	3029	100
TOTAL WEIGHT: 55,525			

BAR NO.	SIZE	LENGTH	SHAPE	WEIGHT
P301	280	3	10-6"	790
P401	36	4	15-6"	934
P402	192	4	6-10"	876
P403	192	4	5-6"	705
P404	100	4	8-7"	573
P405	32	4	23-2"	282
P501	64	5	12-2"	1480
P502	40	5	7-9"	325
P503	56	5	24-9"	1446
P504	126	5	12-11"	1724
P505	256	5	4-3"	1135
P506	48	5	19-5"	964
P507	8	5	19-0"	159
P601	32	6	22-2"	1065
P602	16	6	28-0"	675
P603	232	6	6-6"	2265
P604	8	6	35-0"	421
P901	144	9	12-10"	8242
P902	144	9	5-3"	2570
P1001	80	10	19-6"	6715
P1002	64	10	11-0"	3029
P1101	144	11	16-10"	12,079
P1102	144	11	5-3"	4017
TOTAL WEIGHT: 55,525				

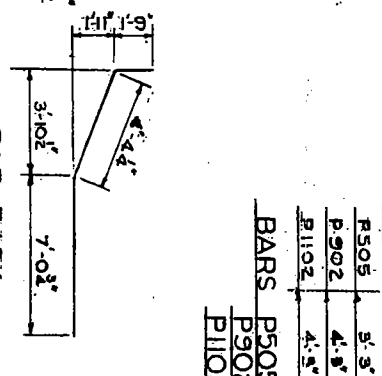
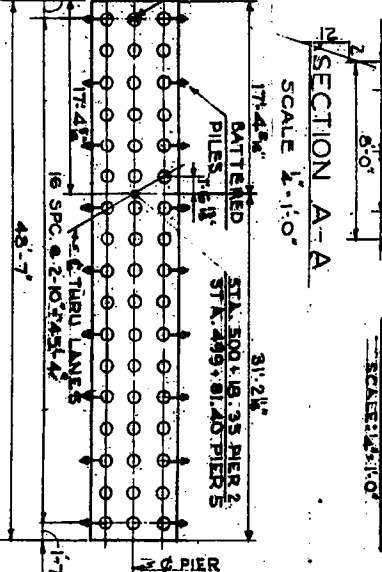
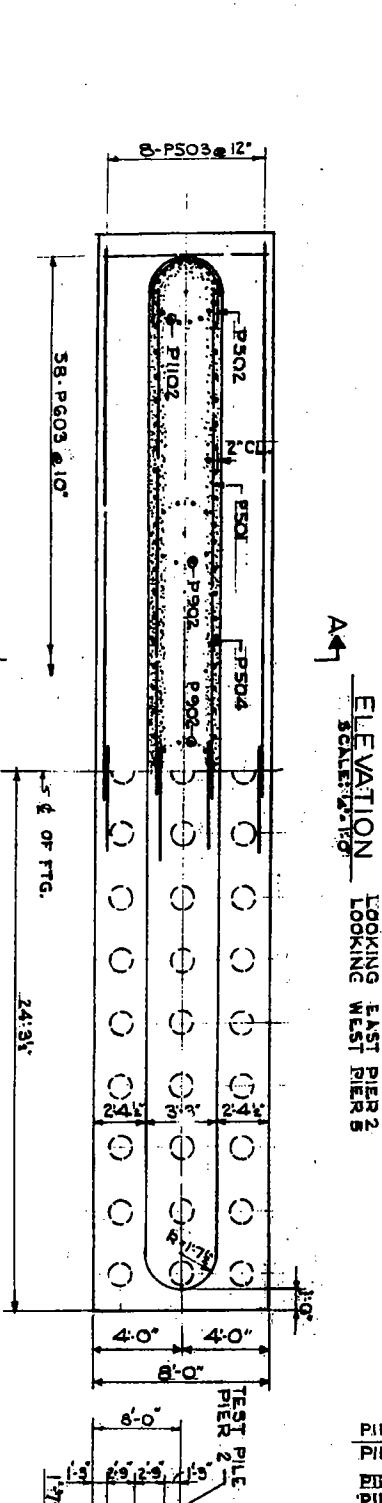
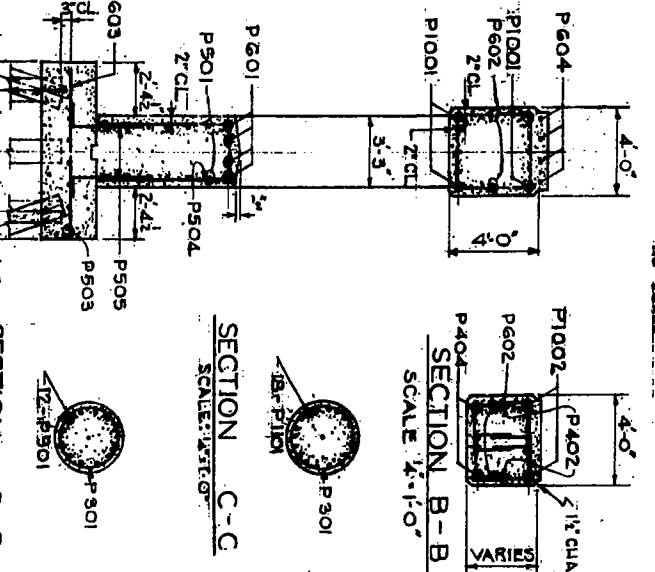
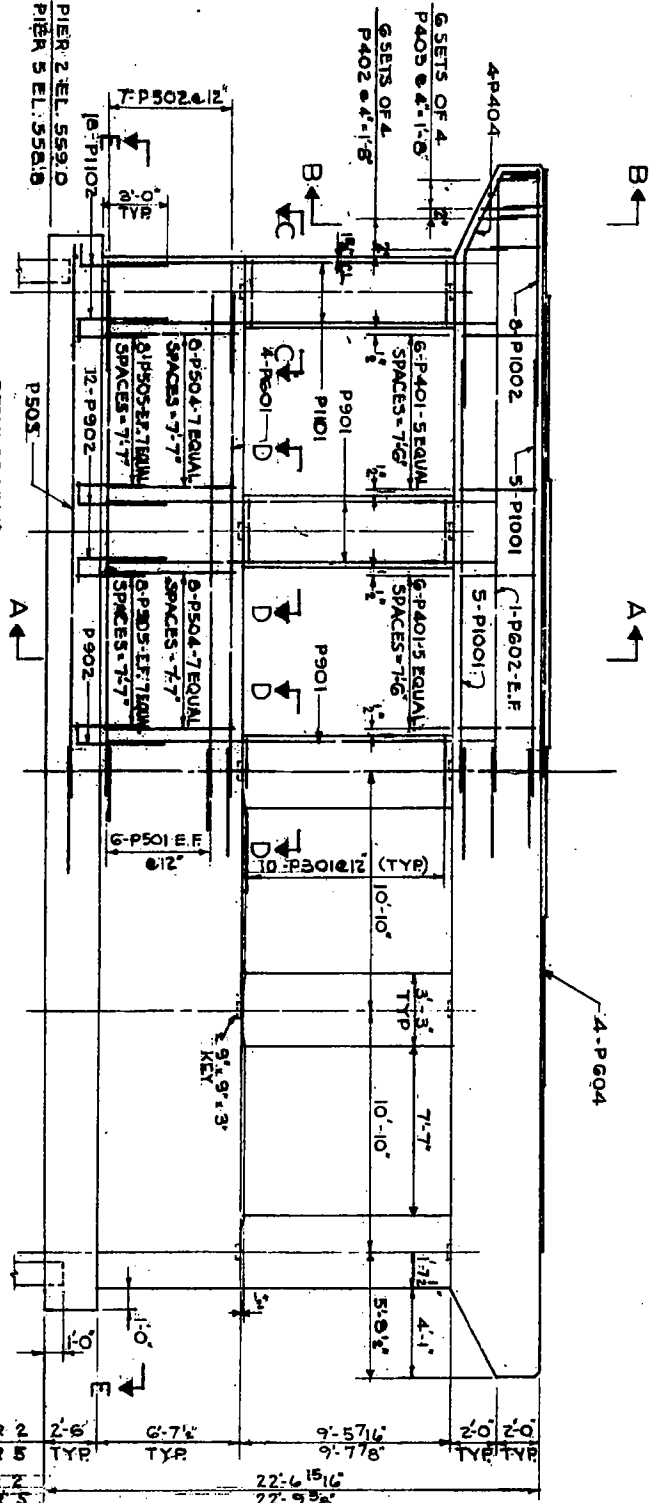
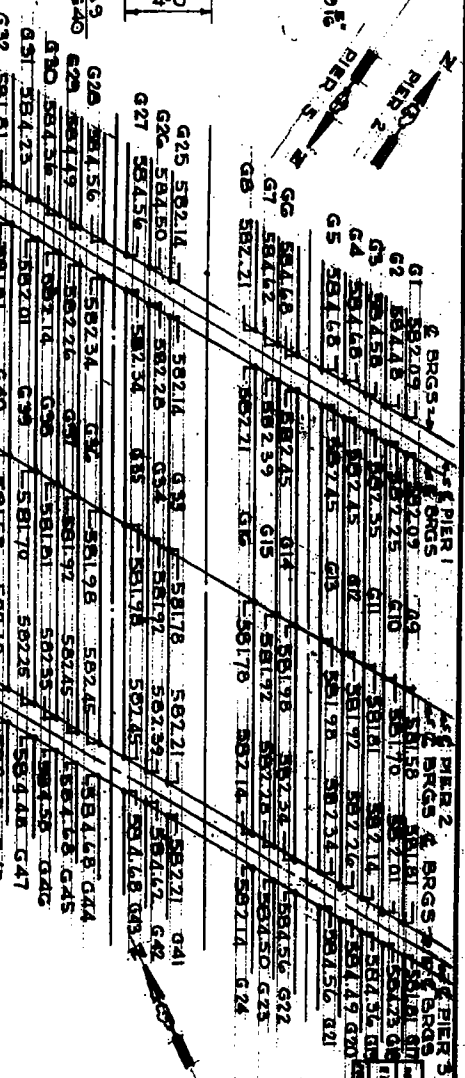
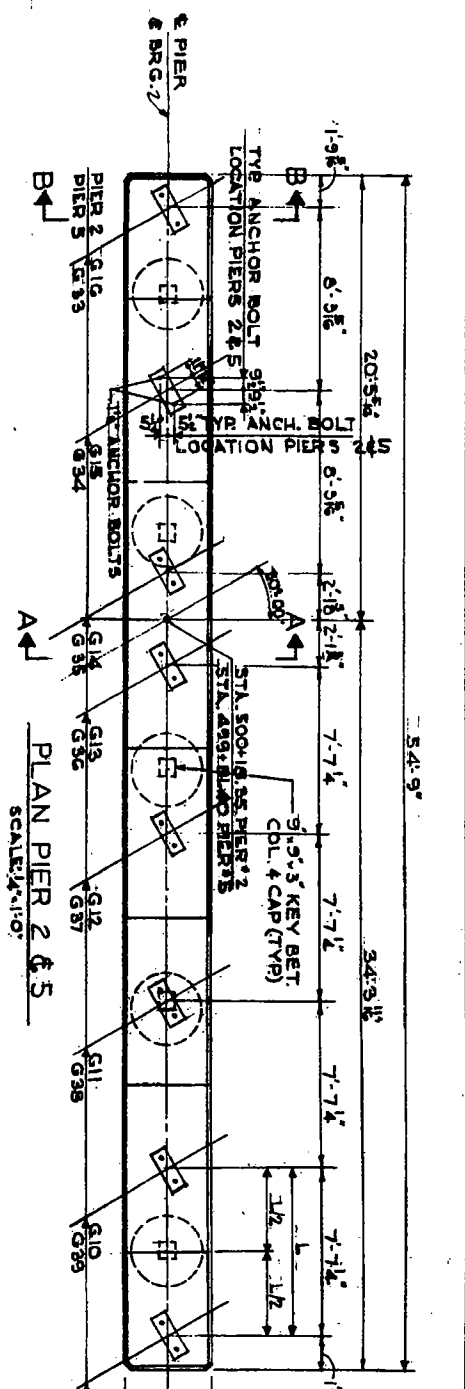
ITEM	UNIT	TOTAL
CLASS A EXCAVATION	CU YD	139
CLASS X CONCRETE	CU YD	4544
REINFORCEMENT BARS	POUND	55,325
FINISHING CRESTED PILES 201 TO 50 FEET	LIN FT	3095
TEST PILE TIMBER	EACH	1
DRIVING TIMBER PILES	LIN FT	3095
NAME PLATES	EACH	2

LEWIS, GATNER & CO. ENGINEERS
 ENGINEERED BY: D. H. LEWIS, V. K. B. GATNER
 CHECKED BY: E. S. MARTINS
 IN CHARGE: E. S. MARTINS
 APPROVED: L. N. NIAN
 JOB NO. 853

PIERS 1, 3, 4 AND 6
 F.A.I. 1930 SECTION 81-118
 S.W. APPROACH NO. OVER F.A.I. 1860
 ROCK ISLAND COUNTY
 STATION 108 + 00.00
 SCALE AS SHOWN

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

NOTE: ALL PILES ARE CRESTED PILES. SEE SHEET 4 FOR PILE CAPS AND FOR LENGTHS. SEE SHEET 4 FOR PILES 1, 3, 4 AND 6.



KEY PLAN SHOWING TOP OF BRG. SEAT ELEV. AT PIERS
NO SCALE

BAR NO.	SIZE	LENGTH	SHAPE	WEIGHT
P401	48	4	15-6"	497
P402	96	4	6-10"	438
P403	96	4	5-6"	353
P404	16	4	15-2"	141
P501	48	5	22-2"	1141
P502	28	5	7-9"	227
P503	32	5	24-5"	876
P504	64	5	15-10"	1081
P505	128	5	4-3"	588
P601	16	6	22-2"	533
P602	8	6	26-0"	336
P603	116	6	7-6"	1307
P604	8	6	35-8"	424
P901	72	9	17-10"	4346
P902	72	9	5-5"	1205
P903	40	10	19-6"	3356
P904	32	10	11-0"	1515
P905	72	11	17-10"	4622
P902	72	11	5-9"	2009
TOTAL WEIGHT				27565

ITEM	UNIT	TOTAL
CLASS A EXCAVATION	CU YD	15.5
FOR STRUCTURES	CU YD	23.8
CLASS B CONCRETE	CU YD	27,565
REINFORCEMENT BARS	POUND	27,565
FURNISHING GREASOTED PILES 201 TO 36 FEET	LIN FT	2721
TEST PILE TIMBER	EACH	1
DRIVING TIMBER PILES	LIN FT	2721

DE LEWIS, CURRIER & CO. ENGINEERS
DESIGNED BY D. H. M. S. E. E. E.
CHECKED BY J. H. M.
IN CHARGE E. S. BARTON
APPROVED L. N. NAW

SECTION E-E
SCALE 1/2"=1'-0"

ELEVATION
LOOKING EAST PIER 2
SCALE 1/2"=1'-0"

SECTION A-A
SCALE 1/2"=1'-0"

SECTION B-B
SCALE 1/4"=1'-0"

SECTION C-C
SCALE 1/2"=1'-0"

SECTION D-D
SCALE 1/2"=1'-0"

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

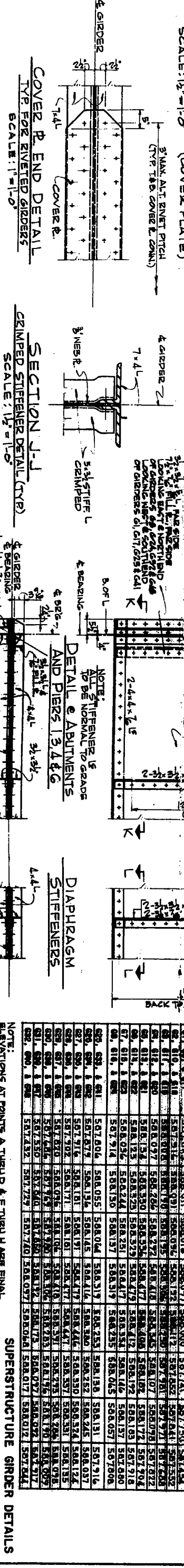
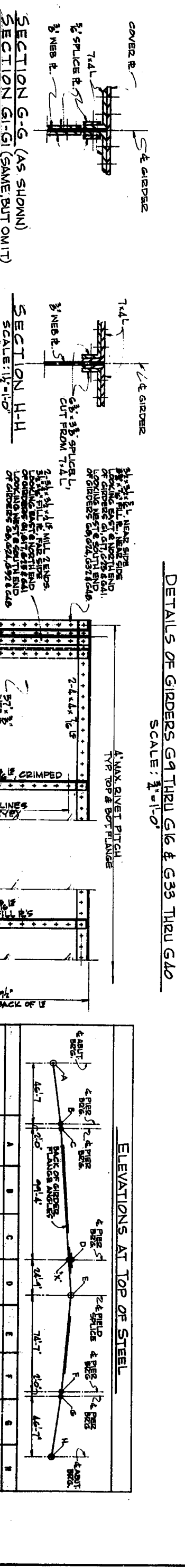
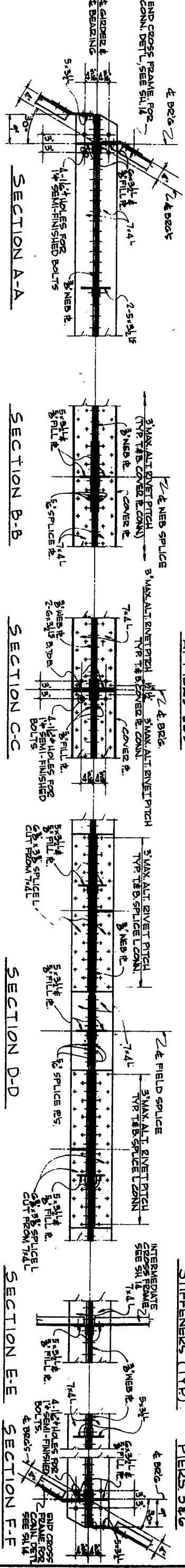
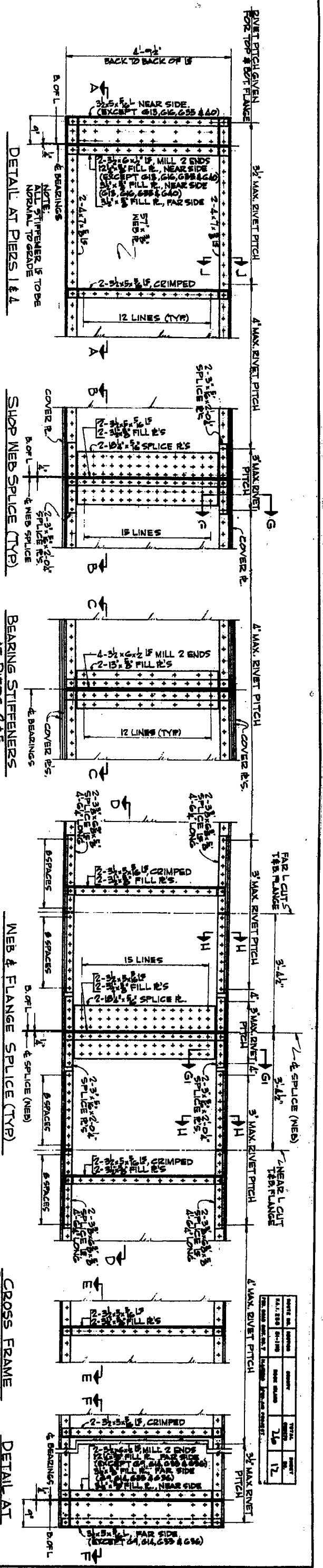
PIERS 2 AND 5
FALEGO SECTION 81-118
S.W. APPROACH RD. OVER FALEGO
ROCK ISLAND COUNTY
STATION 108 + 00.00

NOTE: DETAILED DIMENSIONS ON ALL BENT BARS REPRESENT 'OUT TO OUT' DIMENSIONS

SCALE AS SHOWN

DATE

NO. 669



ELEVATIONS AT TOP OF STEEL

Station	A	B	C	D	E	F	G	H
61. 00. 0.00	507.848	508.011	508.016	508.077	508.090	507.741	507.750	507.454
62. 00. 0.00	507.812	507.975	507.980	508.041	508.054	507.705	507.714	507.418
63. 00. 0.00	507.776	507.939	507.944	508.005	508.018	507.669	507.678	507.382
64. 00. 0.00	507.740	507.903	507.908	507.969	507.982	507.633	507.642	507.346
65. 00. 0.00	507.704	507.867	507.872	507.933	507.946	507.597	507.606	507.310
66. 00. 0.00	507.668	507.831	507.836	507.897	507.910	507.561	507.570	507.274
67. 00. 0.00	507.632	507.795	507.800	507.861	507.874	507.525	507.534	507.238
68. 00. 0.00	507.596	507.759	507.764	507.825	507.838	507.489	507.498	507.202
69. 00. 0.00	507.560	507.723	507.728	507.789	507.802	507.453	507.462	507.166
70. 00. 0.00	507.524	507.687	507.692	507.753	507.766	507.417	507.426	507.130
71. 00. 0.00	507.488	507.651	507.656	507.717	507.730	507.381	507.390	507.094
72. 00. 0.00	507.452	507.615	507.620	507.681	507.694	507.345	507.354	507.058
73. 00. 0.00	507.416	507.579	507.584	507.645	507.658	507.309	507.318	507.022
74. 00. 0.00	507.380	507.543	507.548	507.609	507.622	507.273	507.282	507.000
75. 00. 0.00	507.344	507.507	507.512	507.573	507.586	507.237	507.246	507.000
76. 00. 0.00	507.308	507.471	507.476	507.537	507.550	507.201	507.210	507.000
77. 00. 0.00	507.272	507.435	507.440	507.501	507.514	507.165	507.174	507.000
78. 00. 0.00	507.236	507.399	507.404	507.465	507.478	507.129	507.138	507.000
79. 00. 0.00	507.200	507.363	507.368	507.429	507.442	507.093	507.102	507.000
80. 00. 0.00	507.164	507.327	507.332	507.393	507.406	507.057	507.066	507.000
81. 00. 0.00	507.128	507.291	507.296	507.357	507.370	507.021	507.030	507.000
82. 00. 0.00	507.092	507.255	507.260	507.321	507.334	506.985	506.994	507.000

COVER PLATE END DETAIL
SCALE: 1"=1'-0"

SECTION G-G (AS SHOWN)
SECTION G-G (SAME BUT OMIT COVER PLATE)
SCALE: 1/2"=1'-0"

SECTION H-H
SCALE: 1/2"=1'-0"

SECTION I-I
SCALE: 1/2"=1'-0"

SECTION J-J
CRIMPED STIFFENER DETAIL (TYP)
SCALE: 1/2"=1'-0"

SECTION K-K
SCALE: 3/4"=1'-0"

SECTION L-L
SCALE: 3/4"=1'-0"

SECTION M-M
SCALE: 3/4"=1'-0"

SECTION N-N
SCALE: 3/4"=1'-0"

SECTION O-O
SCALE: 3/4"=1'-0"

SECTION P-P
SCALE: 3/4"=1'-0"

SECTION Q-Q
SCALE: 3/4"=1'-0"

SECTION R-R
SCALE: 3/4"=1'-0"

SECTION S-S
SCALE: 3/4"=1'-0"

SECTION T-T
SCALE: 3/4"=1'-0"

SECTION U-U
SCALE: 3/4"=1'-0"

SECTION V-V
SCALE: 3/4"=1'-0"

SECTION W-W
SCALE: 3/4"=1'-0"

SECTION X-X
SCALE: 3/4"=1'-0"

SECTION Y-Y
SCALE: 3/4"=1'-0"

SECTION Z-Z
SCALE: 3/4"=1'-0"

DETAILS OF FASCIA GIRDERS G1 THRU G17, G24, G25, G32, G41 & G48
SCALE: 3/4"=1'-0"

DETAILS OF GIRDERS G9 THRU G16 & G33 THRU G40
SCALE: 3/4"=1'-0"

DETAILS AT PIERS 1 & 4

SHOP WEB SPICE (TYP)

BEARING STIFFENERS AT PIERS 2 & 5

WEB & FLANGE SPICE (TYP)

CROSS FRAME STIFFENERS (TYP)

DETAIL AT PIERS 3 & 6

DIAPHRAGM STIFFENERS

NOTE:
ELEVATIONS AT POINTS A THRU H ARE FINAL.
ELEVATIONS AT POINTS I THRU S ARE TO BE USED FOR THE SUPERSTRUCTURE GIRDER DETAILS.
ELEVATIONS AT POINTS T THRU Z ARE TO BE USED FOR THE FOUNDATION DETAILS.
ELEVATIONS AT POINTS A THRU H ARE TO BE USED FOR THE FOUNDATION DETAILS.
ELEVATIONS AT POINTS I THRU S ARE TO BE USED FOR THE FOUNDATION DETAILS.
ELEVATIONS AT POINTS T THRU Z ARE TO BE USED FOR THE FOUNDATION DETAILS.

DE LEUW, CARTER & CO. ENGINEERS
DESIGNED BY W.E.S.
CHECKED BY J.M.B.
IN CHARGE, E.A. MARTINS
APPROVED L.M. NIAN

ROCK ISLAND COUNTY
STATION 105+00.00

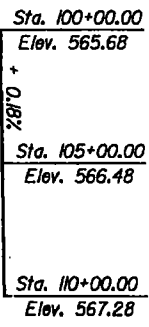
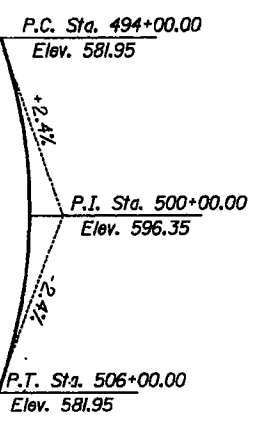
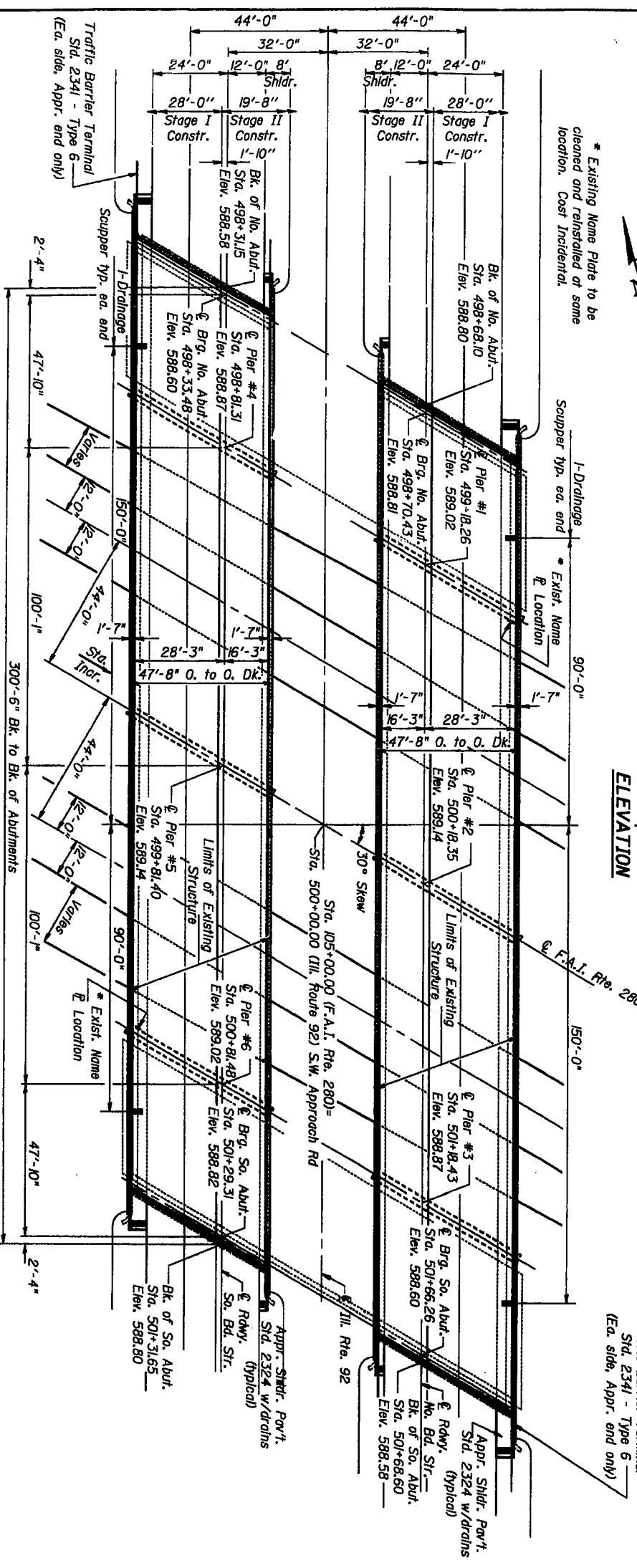
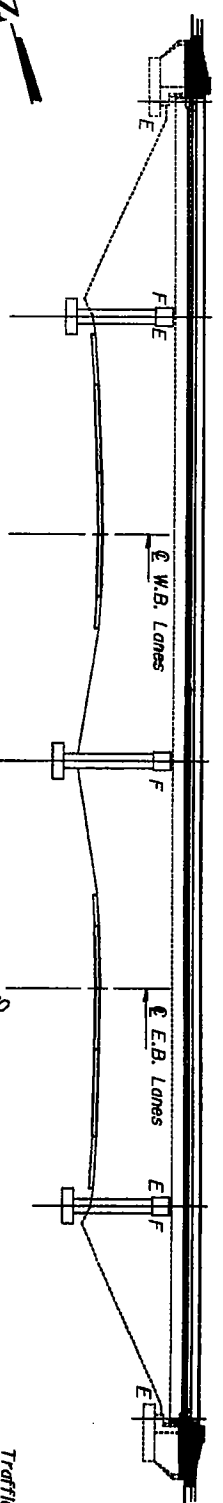
Bench Mark: B.M. Stainless Steel Plug in Concrete, 675' L.T. - Sta. 495+00, Elev. 565.33

Existing Structures: No. 081-0070 (S.B.) No. 081-0071 (N.B.), Built as F.A.I. 280, Section 81-1-1B of Sta. 105+00.00 in 1963. Superstructure consists of a 2 Span Plate Girder and 2 Spans Wide Flange with Plate Girder Fascias. Replace safety walk, bearings, expansion joints, close longitudinal J., partial & full depth deck replacement.

The contractor shall salvage the existing aluminum handrails and deliver them to the District's Maintenance Yard. Cost shall be incidental to Concrete Removal. (Special)

Traffic shall be maintained at all times utilizing stage construction.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DESIGN SPECIFICATIONS

LOADING: HS 20-44 & A18

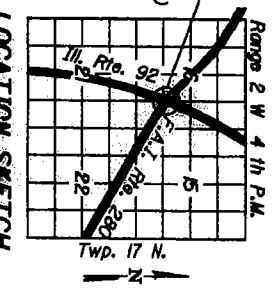
DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi

$f'_s = 60,000$ psi (New Struct. Steel M-42)

$f'_s = 50,000$ psi (New Struct. Steel M-223)



GENERAL PLAN

ILL. ROUTE 92 OVER F.A.I.-280

F.A.I.-280 SECTION 81-1-1B

ROCK ISLAND COUNTY

STATION 105+00.00

STRUCTURE NUMBER 081-0070 (S.B.)

STRUCTURE NUMBER 081-0071 (N.B.)

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts $\frac{3}{4}$ " open holes $\frac{5}{8}$ " unless otherwise noted.

Tightening and inspection of all high strength bolt connections shall conform to the requirements of the latest issue of the Specification for Structural Joints using A325 (MS-A) or A490 (MS-B) bolts for slip-critical connections. Except tightening method using f_{t-c} calibrated wrench is not allowed.

Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.

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. If 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.

Expansion bolts shall consist of approved expansion anchors, providing minimum certified proof load = 4,080 lbs., and $\frac{3}{4}$ " x 12" hooked bolts. The structural steel bearing plates of the Elastic Modulus Bearing Assembly shall conform to the requirements of AASHTO M 223 Grade 50.

The three coat lead and chromate free alkyd paint system shall be used for field painting of Existing Structural Steel. The color of the final finish coat shall be Interstate Green.

The three coat lead and chromate free alkyd paint system shall be used for shop and field painting of New Structural Steel. The color of the final finish coat shall be Interstate Green.

The existing structural steel shall be cleaned by Method I.

The approximate weight of existing structural steel to be painted is 565,000 lbs.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	140		140
Drainage Scuppers	Each	4		4
Formed Joint Seal (2 1/2")	Ln. Ft.	28		28
Formed Joint Seal (4")	Ln. Ft.	220		220
Class X Concrete Superstructure	Cu. Yd.	248.6		248.6
Elastomeric Bar Assembly, Type I	Each	64		64
Reinforcement Bars	Pounds	3,550		3,550
Reinforcement Bars (Epoxy Coated)	Pounds	44,000		44,000
Bituminous Concrete Surface Removal	Sq. Yd.	2,347		2,347
Deck Stud Repair (Partial)	Sq. Yd.	76		76
Deck Stud Repair (Full Depth, Type J)	Sq. Yd.	81		81
Deck Stud Repair (Full Depth, Type II)	Sq. Yd.	23		23
Structural Steel	Pounds	36,720		36,720
Bridge Deck Latex Concrete Overlay	Sq. Yd.	2,500		2,500
Bridge Deck Scarification (1/2")	Sq. Yd.	2,347		2,347
Protective Coat	Sq. Yd.	524		524
Expansion Bolts (3/4")	Each	72		72
Repair Concrete Structures	Sq. Ft.	2,03		2,03
Jack & Remove Existing Bearings	Each	64		64
Cleaning & Painting Steel Bridge	L.S.	2		2
Concrete Removal (Special)	Cu. Yd.	115		115

Scale	1" = 20'
Sheet No.	22 SHEETS
Project No.	081-0070
Section	SECTION 81-1-1B
Station	105+00.00
Structure No.	081-0070 (S.B.)
Structure No.	081-0071 (N.B.)

DESIGNED: [Signature]

CHECKED: [Signature]

DRAWN: [Signature]

DATE: May 24, 1982




EXAMINED: [Signature]

APPROVED: [Signature]

DATE: May 24, 1982

* The Profile Grade elevations on the structures are top of the 1/2" Latex Concrete Overlay.

LEGEND

-  FULL DEPTH TYPE I (ESTIMATED QUANTITY OF 181 SQ YDS)
-  FULL DEPTH TYPE II (ESTIMATED QUANTITY OF 23 SQ YDS)
-  PARTIAL DEPTH (ESTIMATED QUANTITY OF 76 SQ YDS)

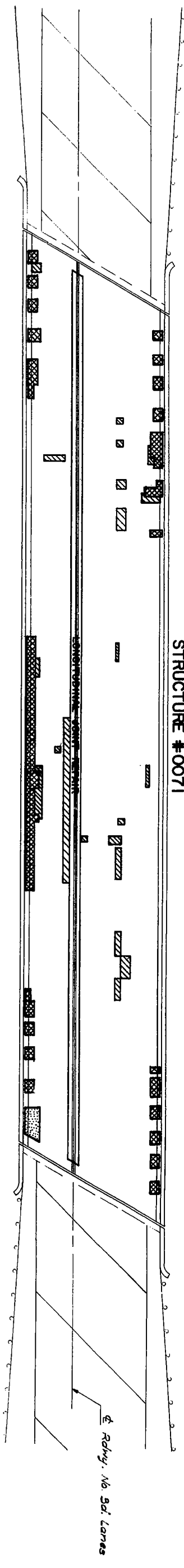
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

*181-181-1-181-2RS

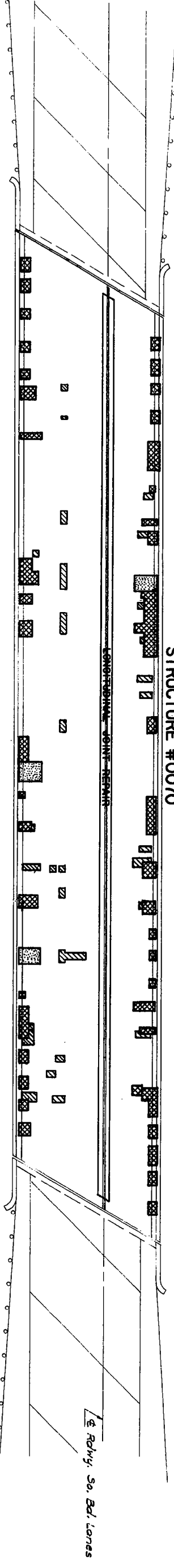
ROUTE NO.	SEC.	QUANT.	TOTAL	SHEET
FAI 280	*	ROCK	475	37C
TOTAL		181 AND	475	37C
TOTAL		181 AND	475	37C

SHEET NO. 3
22 SHEETS

STRUCTURE #0071



STRUCTURE #0070



DESIGNED *[Signature]*
CHECKED *[Signature]*
DRAWN *[Signature]*
CHECKED *[Signature]*

EXAMINED *[Signature]* May 24, 1988
PASSED *[Signature]*
APPROVED *[Signature]*
DIRECTOR OF HIGHWAYS

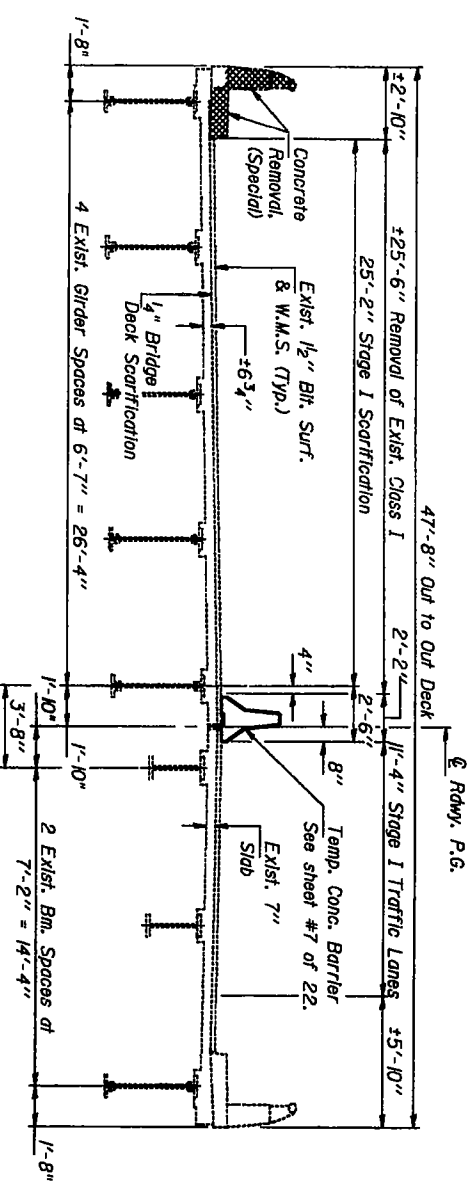
ROUTE 92 BRIDGE OVER FAI 280
STRUCTURE NO. SR 0070 - NB 0071

SUPERSTRUCTURE REPAIR
FAI RT 280 SEC. 81-148Y
ROCK ISLAND COUNTY
STA. 105+00.00

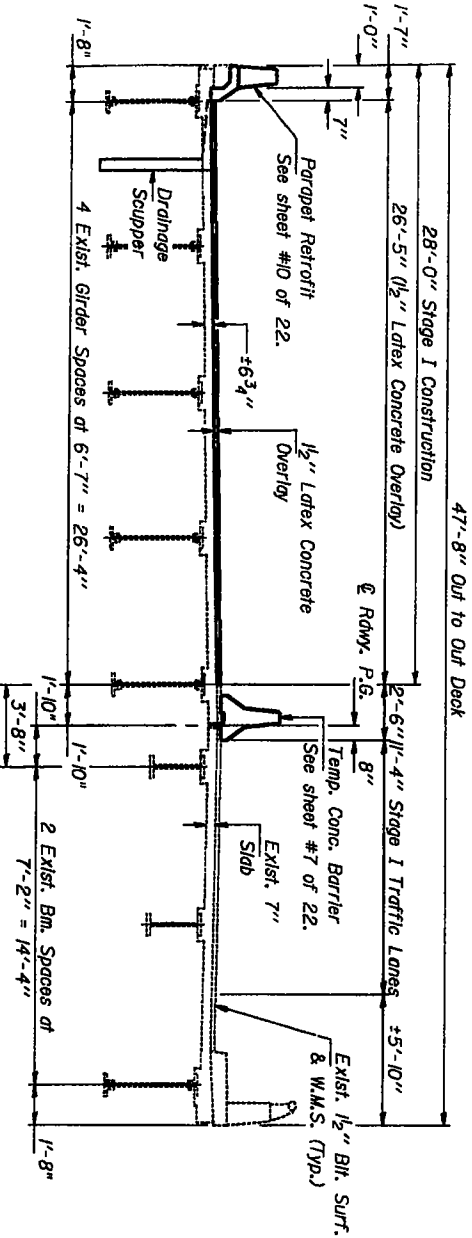
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I SCARIFICATION SEQUENCE

1. Concrete Removal. See sheet #10 of 22 for Parquet and Safety Walk Removal Sequence.
2. Removal of Existing 1/2" Bit. Surface and Waterproofing Membrane System.
3. Stage I Scarification.

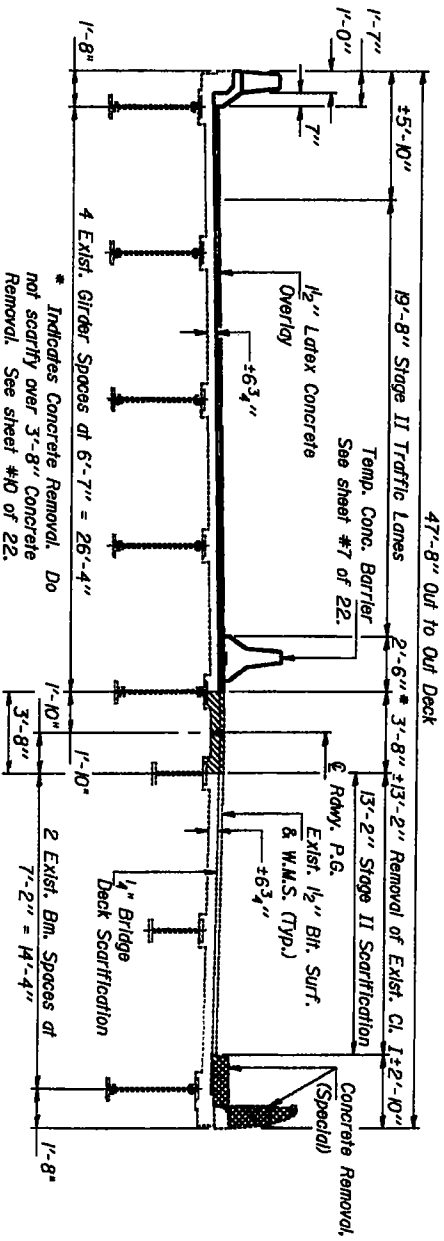


STAGE I SCARIFICATION

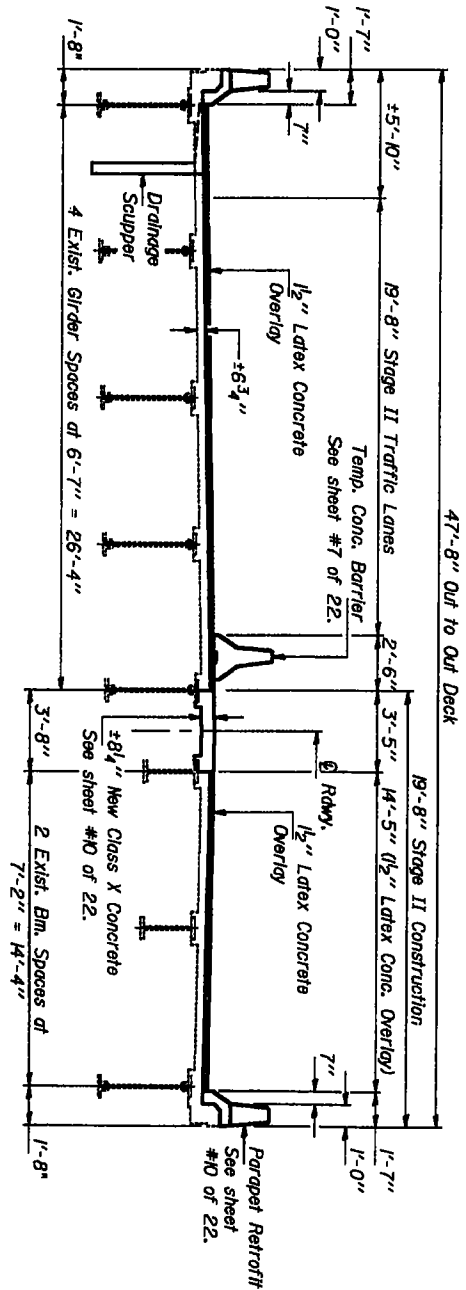


STAGE I CONSTRUCTION

- STAGE II SCARIFICATION SEQUENCE
1. Concrete Removal. See sheet #10 of 22 for Parquet and Safety Walk Removal Sequence.
 2. Removal of Existing 1/2" Bit. Surface and Waterproofing Membrane System.
 3. Stage II Scarification.



STAGE II SCARIFICATION



STAGE II CONSTRUCTION

Notes:

- Hatched area indicates "Concrete Removal".
- Cross Hatched area indicates "Concrete Removal (Special)".
- For quantity of "Temporary Concrete Barrier", See Roadway Plans.
- All views are looking north for North Bound Structure, and looking south for South Bound Structure.
- Exist. long. & trans. reinforcement in the deck and the remaining portion of the safety walk shall be cleaned, strengthened and incorporated into new construction. Cost incidental to "Concrete Removal".
- Removal of existing Handrail shall be incidental to "Concrete Removal (Special)".
- Removal of existing Class I in the hatched area shall be incidental to "Concrete Removal".

DATE	BY	CHECKED	DATE	BY
5-1-2000	1/HER	1/HER	4-5	5TD
SHEET NO. 4				
22 SHEETS				

DESIGNED: *[Signature]*
 CHECKED: *[Signature]*
 DRAWN: John R. Schaller, Jr.
 CHECKED: *[Signature]*

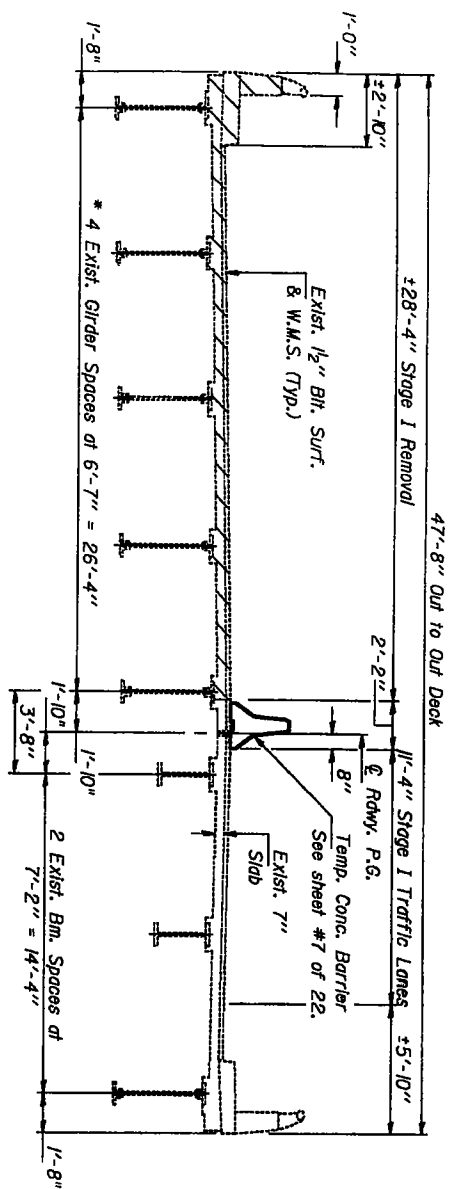
EXAMINED: *[Signature]*
 PREPARED: *[Signature]*
 APPROVED: *[Signature]*
 DIRECTOR OF HIGHWAYS

May 24, 1988

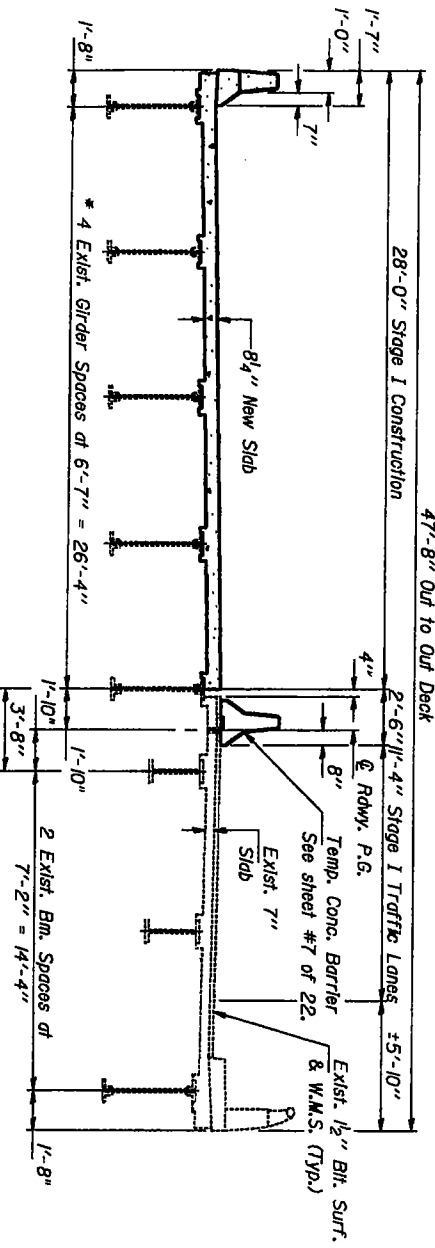
STAGE CONSTRUCTION DETAILS
 AT MIDSPAN
 F.A.I. RT. 280 SEC. 81-HBY
 ROCK ISLAND COUNTY
 STA. 05+00.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
1280	81-148X	ROCK ISLAND	45	37E
SHEET NO. 5 22 SHEETS				

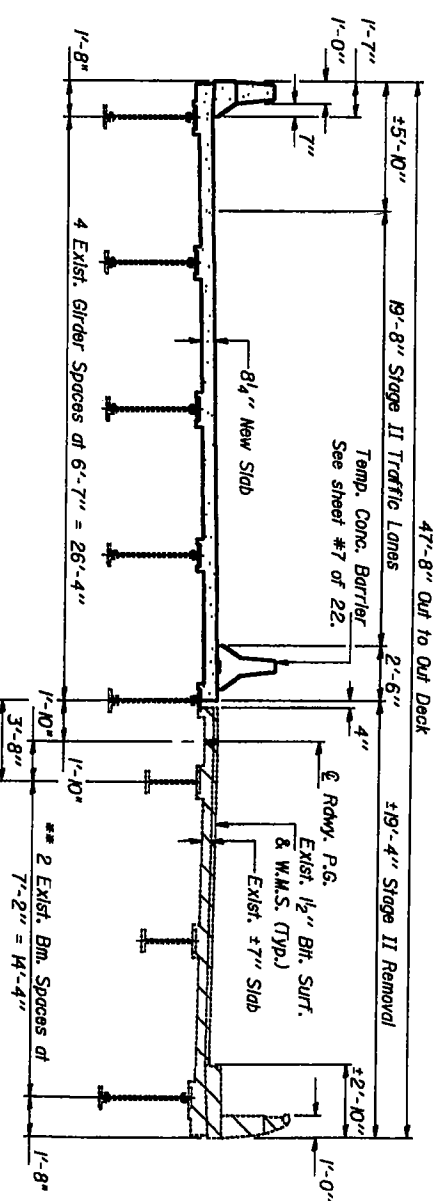


STAGE I REMOVAL

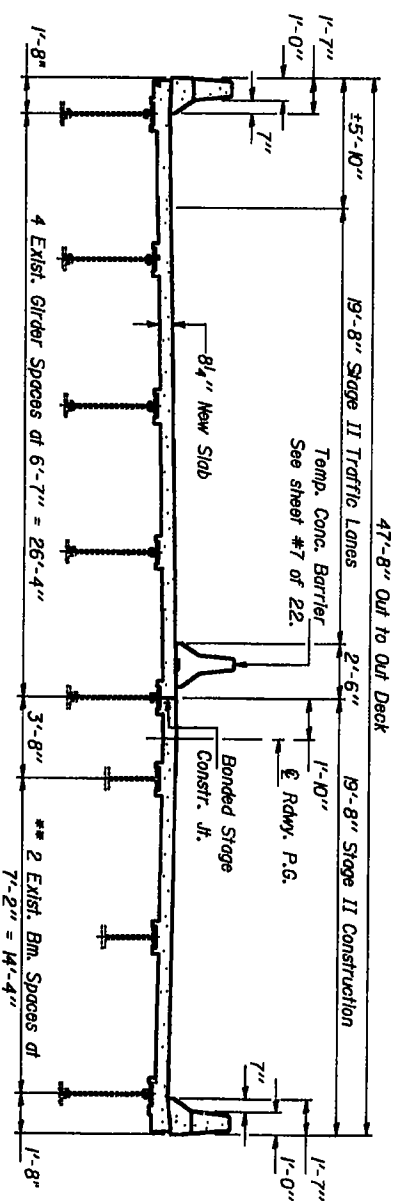


STAGE I CONSTRUCTION

* Stage I "Jack and Remove Existing Bearings" and Installation of new bearings.



STAGE II REMOVAL



STAGE II CONSTRUCTION

** Stage II "Jack and Remove Existing Bearings" and Installation of new bearings.

Notes:

- Hatched area indicates "Concrete Removal".
- For quantity of "Temporary Concrete Barrier", See Roadway Plans.
- All views are looking south for North Bound Structure, and looking north for South Bound Structure.
- Exist. long. & trans. reinforcement in the deck and the remaining portion of the safety walk shall be cleaned, straightened and incorporated into new construction. Cost incidental to "Concrete Removal".
- Removal of existing Handrail shall be incidental to "Concrete Removal, Spaciad".
- Removal of existing Class I in the hatched area shall be incidental to "Concrete Removal".

DESIGNED BY: *[Signature]*
CHECKED BY: *[Signature]*
DRAWN BY: John R. Schellinger, Jr.
CHECKED BY: *[Signature]*

EXPANDED BY: *[Signature]*
PASSED BY: *[Signature]*
APPROVED BY: *[Signature]*
DATE: May 24, 1988

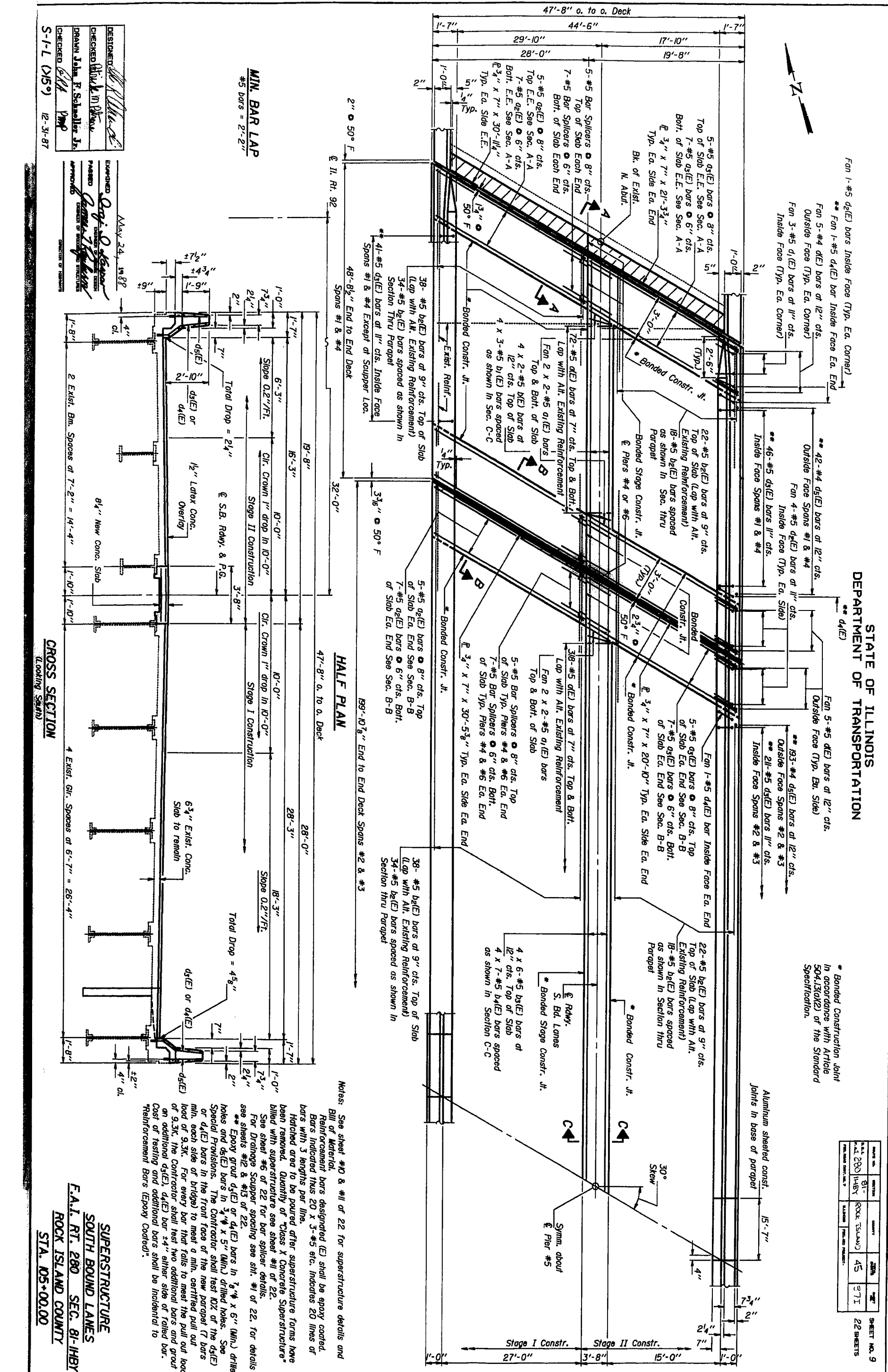
STAGE CONSTRUCTION DETAILS AT
ABUTMENTS & PIERS #1, #3, #4 & #6
F.A.I. RT. 280 SEC. 81-148X
ROCK ISLAND COUNTY
STA. 05+00.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DATE	DESCRIPTION	BY	CHKD
12-31-87	REVISED	MM	MM
12-31-87	REVISED	MM	MM
12-31-87	REVISED	MM	MM

SHEET NO. 9
22 SHEETS

* Bonded Construction Joint
in accordance with Article
504.13(a)(2) of the Standard
Specification.



HALF PLAN

CROSS SECTION

Notes: See sheet #10 & #11 of 22 for superstructure details and Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated. Bars indicated thus 20 x 3-#5 etc. Indicates 20 lines of bars with 3 lengths per line.
Hatched area to be poured after superstructure forms have been removed. Quantity of Class X Concrete Superstructure* billed with superstructure see sheet #11 of 22.
See sheet #6 of 22 for bar splicer details.
For Drainage Scupper spacing see sh. #1 of 22. For details see sheets #12 & #13 of 22.
** Epoxy grout d3(E) or d4(E) bars in 3/4" x 5" (Min.) drilled holes and d3(E) bars in 3/4" x 5" (Min.) drilled holes. See Special Provisions. The Contractor shall test 10% of the d3(E) or d4(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 test two additional bars and grout an additional d3(E), d4(E) bar 3/4" either side of failed bar. Cost of testing and additional bars shall be incidental to "Reinforcement Bars (Epoxy Coated)".

SUPERSTRUCTURE
SOUTH BOUND LANES
F.A.I. RT. 280 SEC. 81-HBY
ROCK ISLAND COUNTY
STA. 105+00.00

DESIGNED BY: [Signature]
CHECKED BY: [Signature]
DRAWN BY: F. Schaller, Jr.
CHECKED BY: [Signature]
S-1-L (1/5/87) 12-31-87

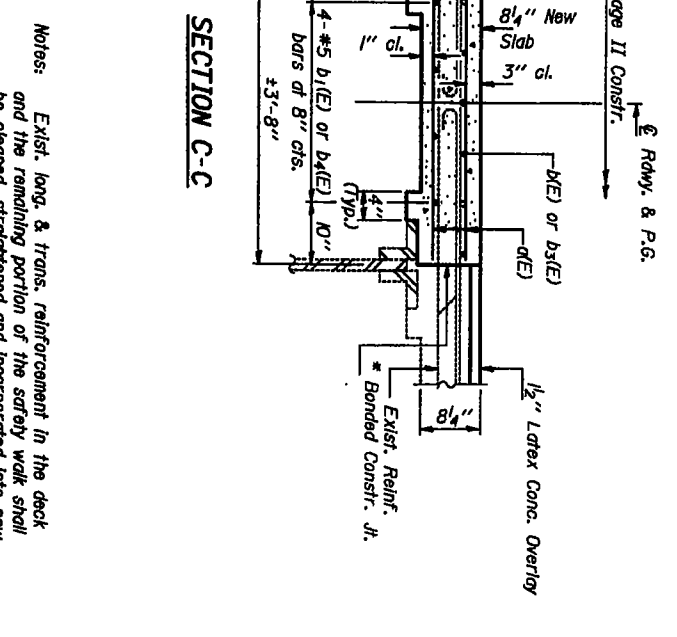
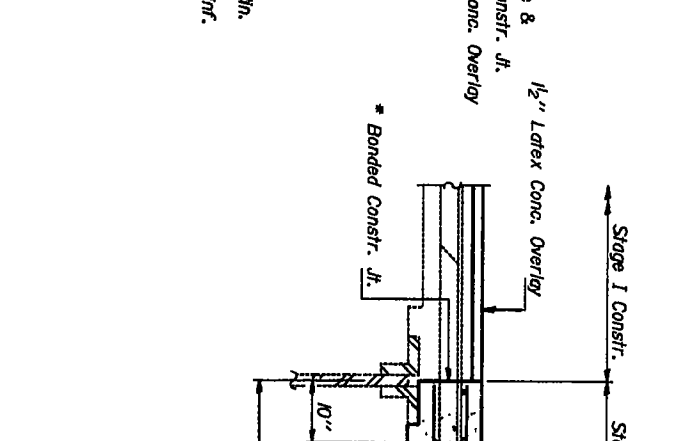
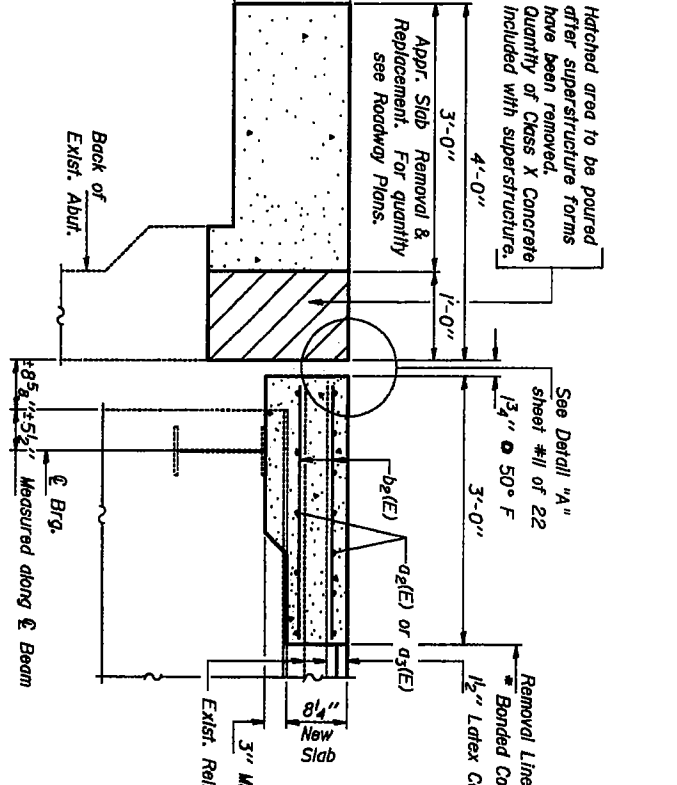
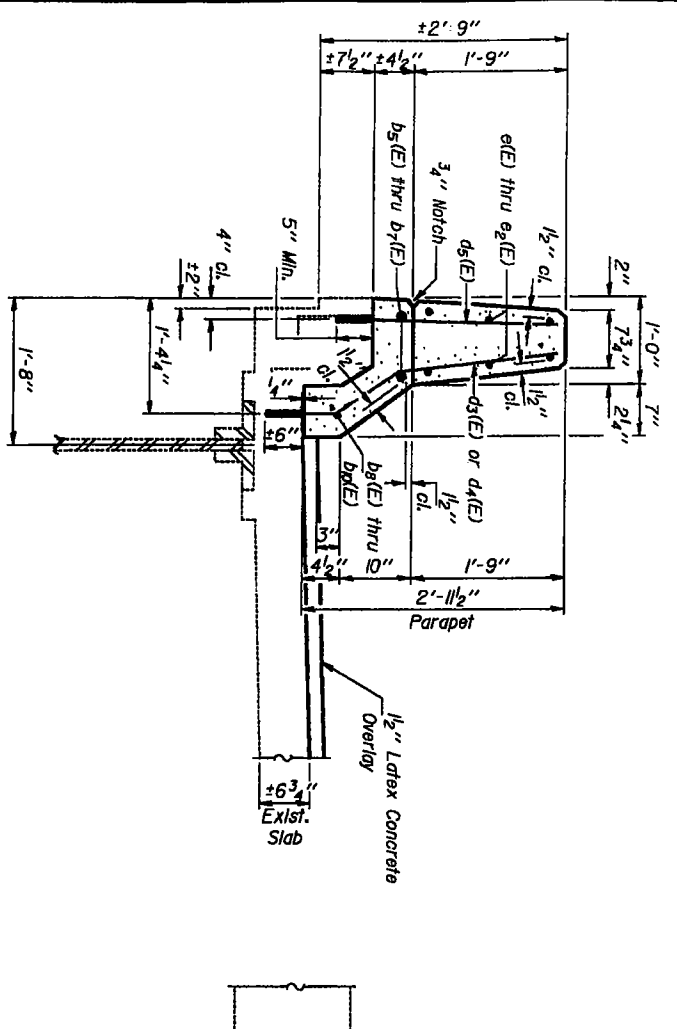
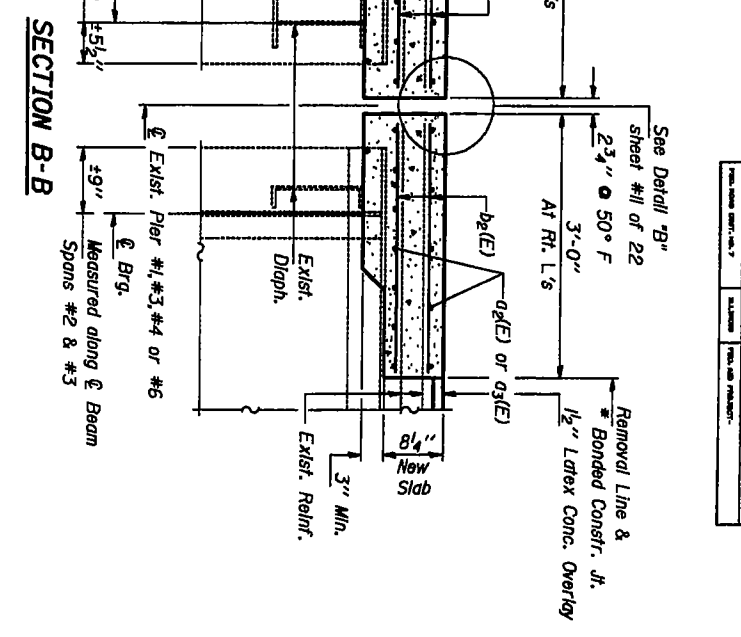
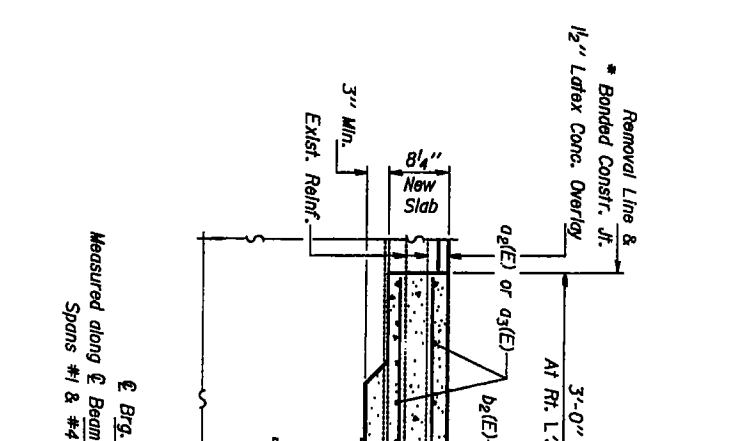
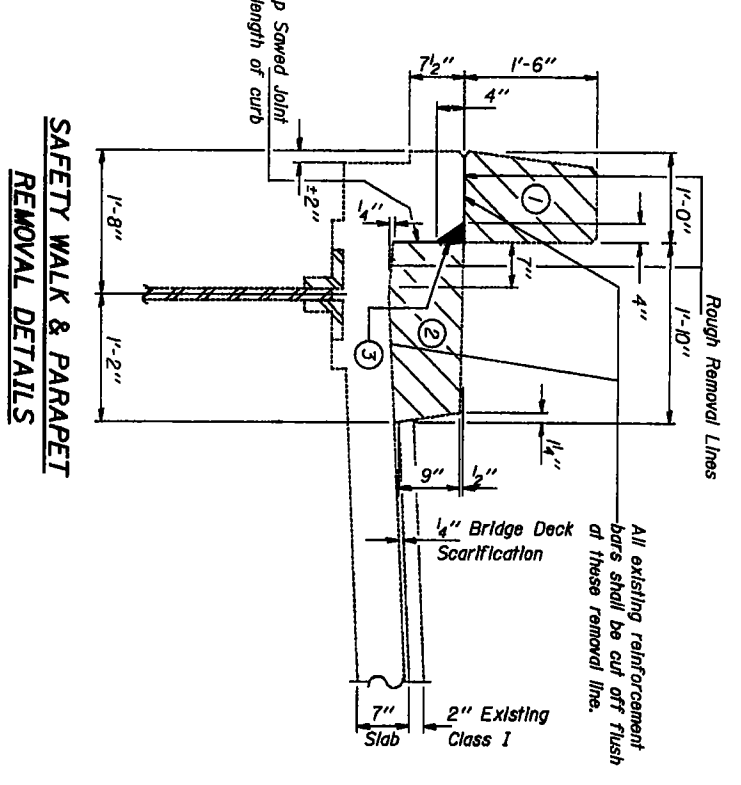
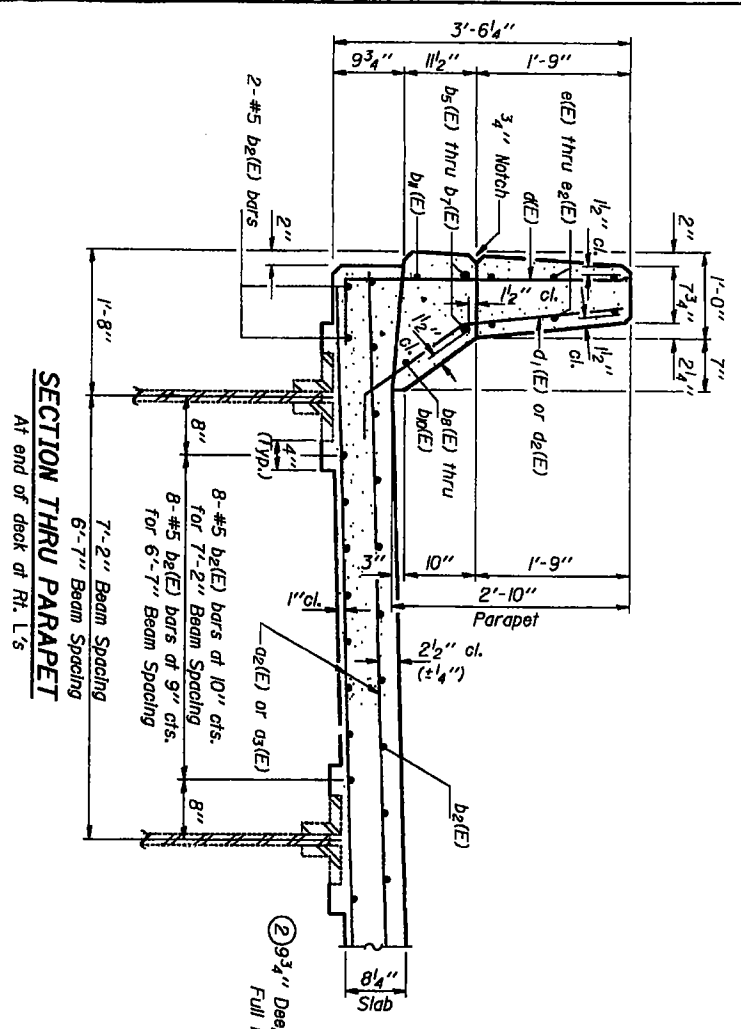
APPROVED BY: [Signature]
DIRECTOR OF TRANSPORTATION

EXAMINED BY: [Signature]
PASSED BY: [Signature]
MAY 24, 1988

MIN. BAR LAP
#5 bars = 2'-2"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Rough Removal Lines



SECTION THRU PARAPET
At Midspan

SECTION A-A

PARAPET & SAFETY WALK
REMOVAL SEQUENCE

SECTION C-C

Epoxy grout d5(E) or d4(E) bars in 3/4" x 5" (Min.) drilled holes and d5(E) bars in 3/4" x 5" (Min.) drilled holes. See Special Provisions. The Contractor shall test 10% of the d5(E) or d4(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 test two additional bars and grout an additional d5(E), d4(E) bar 3/4" either side of failed bar. Cost of testing and additional bars shall be incidental to "Reinforcement Bars (Epoxy Coated)".

1. Remove parapet 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° head, waterjet, or saw cut).

Notes:
Exist. long & trans. reinforcement in the deck and the remaining portion of the safety walk shall be cleared, straightened and incorporated into new construction. Cost incidental to "Concrete Removal".
Banded Constr. Joint in accordance with Article 504.130(K)(2) of the Standard Specifications.

SUPERSTRUCTURE DETAILS
F.A.I. RT. 280 SEC. 81-IHBY
ROCK ISLAND COUNTY
STA. 105+00.00

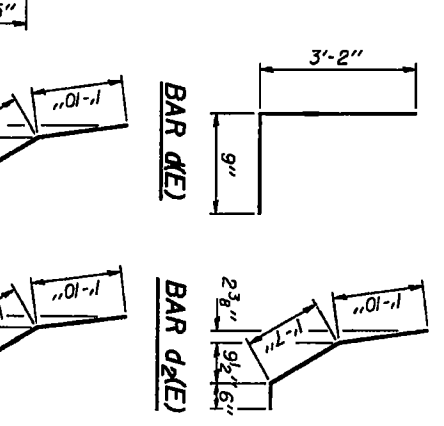
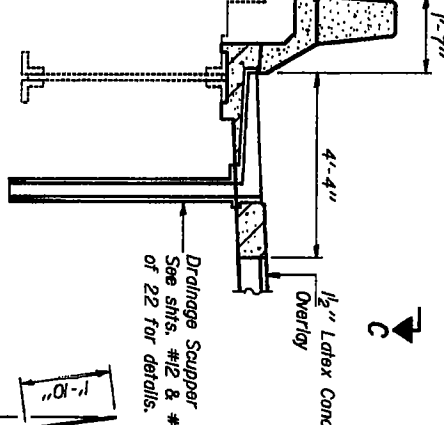
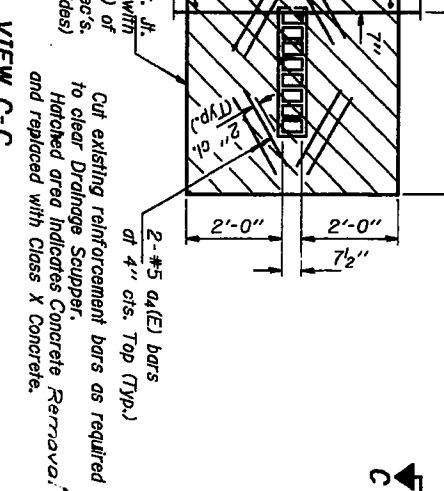
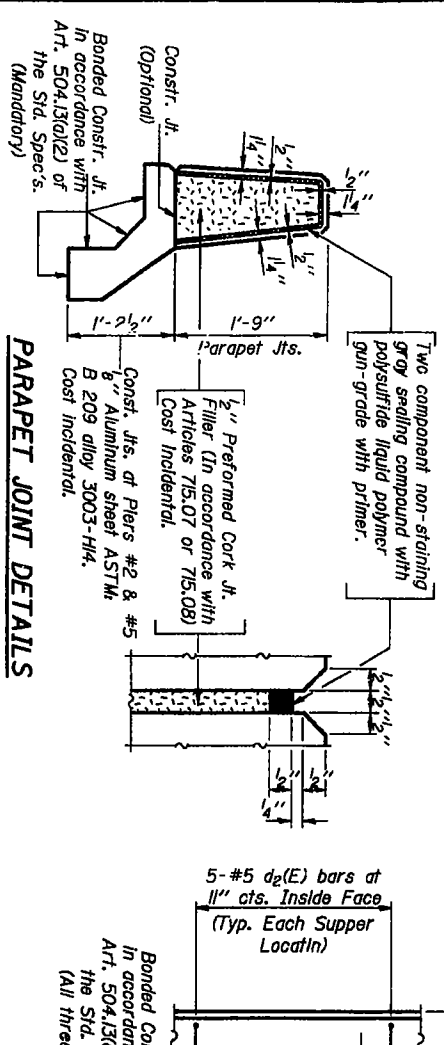
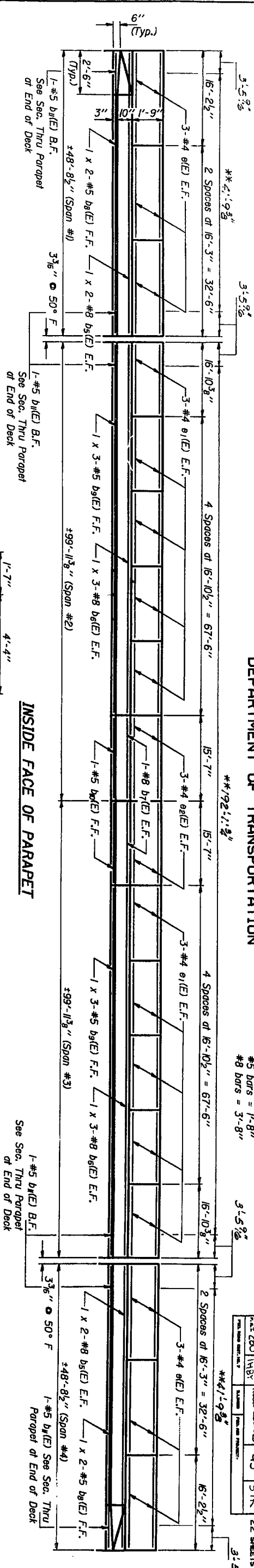
DESIGNED: *[Signature]*
CHECKED: *[Signature]*
DRAWN: John F. Schaller, Jr.
MAY 24, 1988
EXAMINED: *[Signature]*
PREPARED: *[Signature]*
APPROVED: *[Signature]*
SECTION OF DRAWINGS

PROJECT NO.	280	SECTION	81-IHBY	SHEET NO.	10
DATE	11/87	PROJECT	ROCK ISLAND	NO.	45
SCALE		DATE		NO.	373
					22 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MIN. BAR LAPS
#5 bars = 1'-8"
#8 bars = 3'-8"

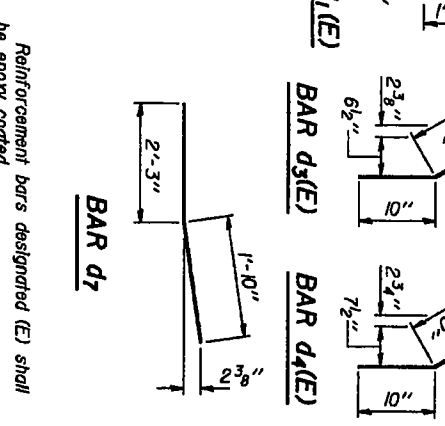
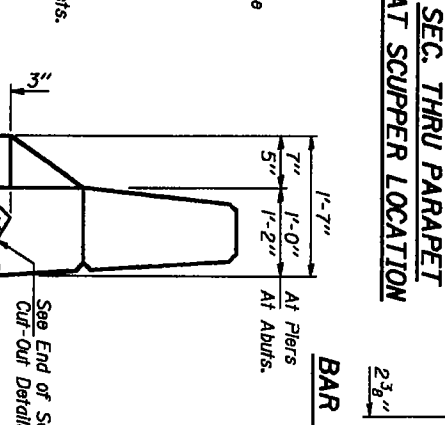
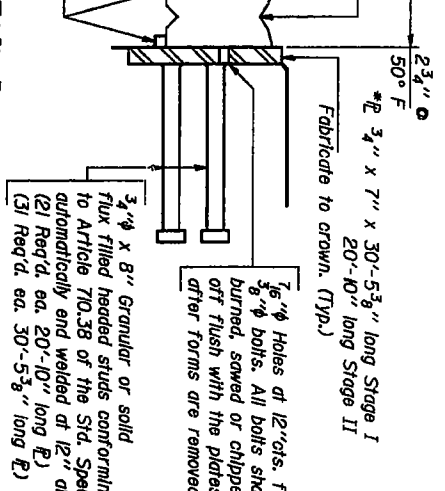
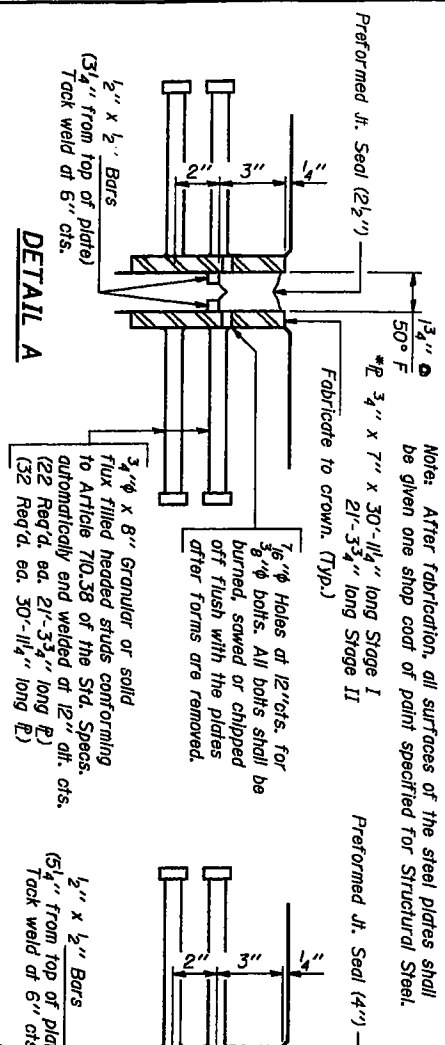
PROJECT NO.	280	SECTION	ISLAND	SHEET NO.	11
DATE	1/28/88	SCALE	AS SHOWN	SHEETS	22
DESIGNED BY	DR. J. F. SCHALLER, JR.	CHECKED BY	DR. J. F. SCHALLER, JR.		



TWO SUPERSTRUCTURES

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d1(E)	1818	#5	3'-5"	
d1(E)	48	#5	2'-10"	
d1(E)	144	#5	3'-7"	
d1(E)	144	#5	22'-3"	
d1(E)	32	#5	2'-0"	
b1(E)	32	#5	25'-4"	
b1(E)	48	#5	17'-8"	
b1(E)	1344	#5	3'-2"	
b1(E)	48	#5	35'-1"	
b1(E)	56	#5	30'-5"	
b1(E)	32	#8	26'-1"	
b1(E)	48	#8	30'-6"	
b1(E)	6	#8	15'-4"	
b1(E)	6	#5	25'-1"	
b1(E)	24	#5	29'-2"	
b1(E)	8	#5	15'-4"	
b1(E)	24	#5	3'-2"	
d1(E)	120	#4	3'-11"	
d1(E)	24	#5	3'-9"	
d1(E)	92	#5	3'-11"	
d1(E)	192	#5	3'-7"	
d1(E)	24	#5	3'-8"	
d1(E)	108	#4	1'-10"	
d1(E)	96	#5	4'-1"	
d1(E)	96	#5	4'-1"	
d1(E)	144	#4	6'-0"	
d1(E)	240	#4	6'-7"	
d1(E)	48	#4	15'-4"	
d1(E)	96	#4	6'-7"	
d1(E)	96	#5	6'-9"	
d1(E)	212	#5	1'-9"	



SUPERSTRUCTURE DETAILS

F.A.I. RT. 280 SEC. 8I-HBY

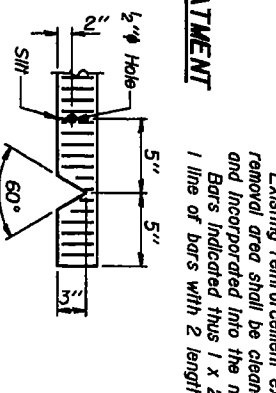
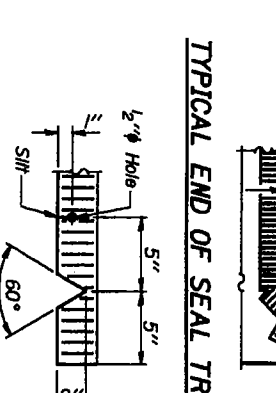
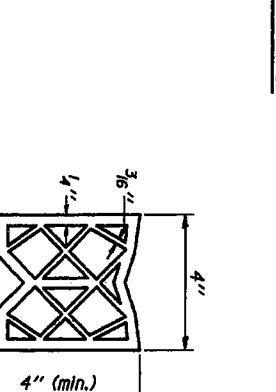
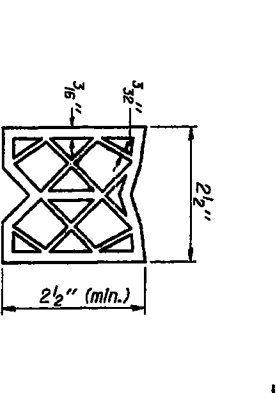
ROCK ISLAND COUNTY

STA. 105+00.00

DESIGNED BY: J. F. Schaller, Jr.
CHECKED BY: J. F. Schaller, Jr.
DRAWN BY: J. F. Schaller, Jr.
CHECKED BY: J. F. Schaller, Jr.

EXAMINED BY: J. F. Schaller, Jr.
APPROVED BY: J. F. Schaller, Jr.

DATE: May 24, 1988



* Maximum space between installed segments shall be 3/16". Seal space with Silicone Sealant Jib for Structural Steel. Furnish in segments of 20'-0" Max. length.

Reinforcement bars designated (E) shall be epoxy coated.
Existing reinforcement extending into the removal area shall be cleaned, straightened, and incorporated into the new construction.
Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.