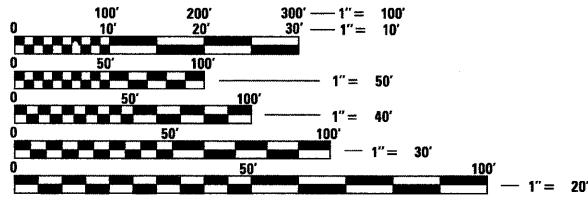
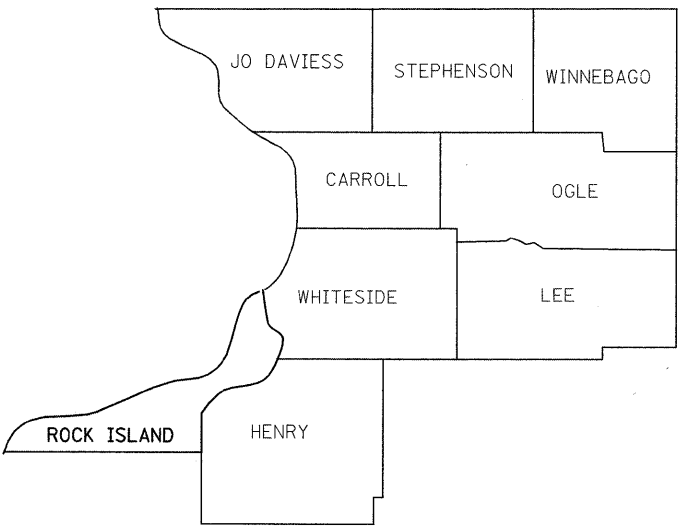


INDEX OF SHEETS

- 1. Cover Sheet
- 2. Summary of Quantities
- 3. General Notes & Standards
- 4. Location Maps
- 5. Traffic Control Plan
- 6. -11. Existing Bridge Plans Structure 081-0107
- 12. -19B. Existing Bridge Plans Structure 081-0108
- 20. -24. Existing Bridge Plans Structure 081-0131
- 25. -28. Existing Bridge Plans Structure 081-0122 & 0123
- 29. -32. Existing Bridge Plans Structure 081-0128 & 0129
- 33. -40. Existing Bridge Plans Structure 081-0134 & 0135

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PROPOSED
HIGHWAY PLANS**

FAI ROUTES 74 & 88 (I-74 & I-88)
SECTION D2 BRIDGE PAINTING 2008-1
ROCK ISLAND COUNTY
C-92-027-08



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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

DISTRICT 2 BRIDGE MAINTENANCE ENGINEER: MAHMOUD ETEMADI 815/284-5393
DISTRICT 2 BRIDGE PAINT TECHNICIAN: DAN LINK 815/284-5416

CONTRACT NO. 64D89

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	••	ROCK ISLAND	42	1
FED. ROAD DIST. NO. -	ILLINOIS	CONTRACT NO. 64D89		

D-92-025-08



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED 1-25 2008
George F. Ryan
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
March 21, 2008
Eric E. Hansen
INTERIM ENGINEER OF DESIGN AND ENVIRONMENT
March 21, 2008
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

SUMMARY OF QUANTITIES

SFTY 2A
100% STATE

paycode	description	unit	total quantity	paint only	maintenance
50600600	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1		1
50600700	CLEANING AND PAINTING STEEL BRIDGE NO. 2	L SUM	1		1
50600800	CLEANING AND PAINTING STEEL BRIDGE NO. 3	L SUM	1		1
50600900	CLEANING AND PAINTING STEEL BRIDGE NO. 4	L SUM	1		1
50601000	CLEANING AND PAINTING STEEL BRIDGE NO. 5	L SUM	1		1
50601100	CLEANING AND PAINTING STEEL BRIDGE NO. 6	L SUM	1		1
50601200	CLEANING AND PAINTING STEEL BRIDGE NO. 7	L SUM	1		1
50601300	CLEANING AND PAINTING STEEL BRIDGE NO. 8	L SUM	1		1
50601400	CLEANING AND PAINTING STEEL BRIDGE NO. 9	L SUM	1		1
50606401	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO.1	L SUM	1		1
50606402	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO.2	L SUM	1		1
50606403	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO.3	L SUM	1		1
50606404	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO.4	L SUM	1		1
50606405	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO.5	L SUM	1		1
50606406	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO.6	L SUM	1		1
50606407	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO.7	L SUM	1		1
50606408	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO.8	L SUM	1		1
50606409	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO.9	L SUM	1		1
67100100	MOBILIZATION	L SUM	1	0.4	0.6
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	12		12
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1		1
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	6		6
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	7500		7500
70300500	PAVEMENT MARKING TAPE, TYPE III	FOOT	22500		22500
70400100	TEMPORARY CONCRETE BARRIER	FOOT	300		300
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	5700		5700
20030150	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	EACH	1		1
20030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	11		11
X5067501	BRIDGE CLEANING AND PAINTING WARRANTY NUMBER 1	L SUM	1		1
X5067502	BRIDGE CLEANING AND PAINTING WARRANTY NUMBER 2	L SUM	1		1
X5067503	BRIDGE CLEANING AND PAINTING WARRANTY NUMBER 3	L SUM	1		1

* FAI ROUTES 74 & 88
** D2 BRIDGE PAINTING 2008-1

GENERAL NOTES

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 4 or 2A shall be used, except in front of properties where the grass will be mowed, then, use Seeding, Class 1. Class 2A shall be used on front slopes and ditch bottoms. Class 4 shall be used behind Type A gutter, on all backslopes and areas behind the backslope, and beyond the toe of front slope on fill sections without ditches. This work will be included in the contract unit price per Cubic Meter (Cubic Yard) for MOBILIZATION.

Fertilizer shall be applied to all disturbed areas and incorporated into the seedbed prior to seeding or placement of sod at the rate specified in Sections 250 and 252 of the Standard Specifications. This work shall be included in the cost of MOBILIZATION.

Mulch Method II shall be applied over all seeded areas. This shall be included in the cost of the MOBILIZATION

Location 1 will be paid for as the Lump Sum total for Cleaning and Painting Steel Bridge No. 1.

Location 2 will be paid for as the Lump Sum total for Cleaning and Painting Steel Bridge No. 2.

Location 3 will be paid for as the Lump Sum total for Cleaning and Painting Steel Bridge No. 3.

Location 4 will be paid for as the Lump Sum total for Cleaning and Painting Steel Bridge No. 4 and 5.

Location 5 will be paid for as the Lump Sum total for Cleaning and Painting Steel Bridge No. 6 and 7.

Location 6 will be paid for as the Lump Sum total for Cleaning and Painting Steel Bridge No. 8 and 9.

SSPC QP1 AND SSPC QP2 PAINTING CONTRACTOR CERTIFICATION WILL BE REQUIRED FOR THIS CONTRACT.

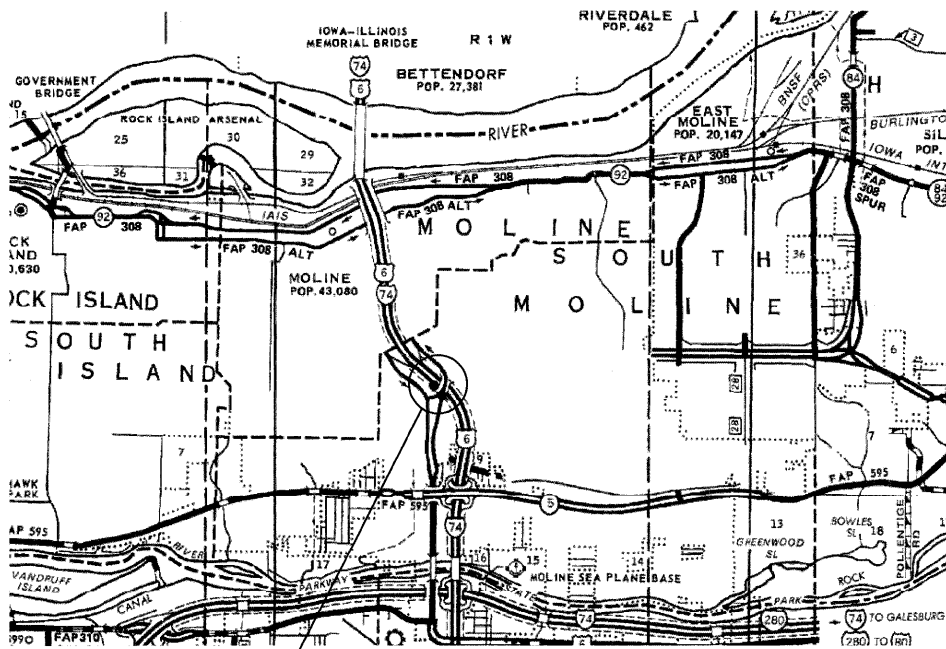
STANDARDS

- 701006-02 Off-Road Operations, 2L, 2W, 4.5 m (15') to 600 mm (24") From Pavement Edge
- 701400-02 Approach to Lane Closure, Freeway/Expressway
- 701402-06 Lane Closure, Freeway/Expressway, with Barrier
- 701406-04 Lane Closure, Freeway/Expressway, Day Operations Only
- 701411-04 Lane Closure, Multilane, at Entrance or Exit Ramp, for Speeds > 45 MPH
- 720001 Sign Panel Mounting Details
- 701901 Traffic Control Devices
- 720011 Metal Posts for Signs, Markers and Delineators
- 728001 Telescoping Steel Sign Support
- 729001 Applications of Types A and B Metal Posts (For Signs & Markers)

* FAI ROUTES 74 & 88
** D2 BRIDGE PAINTING 2008-1

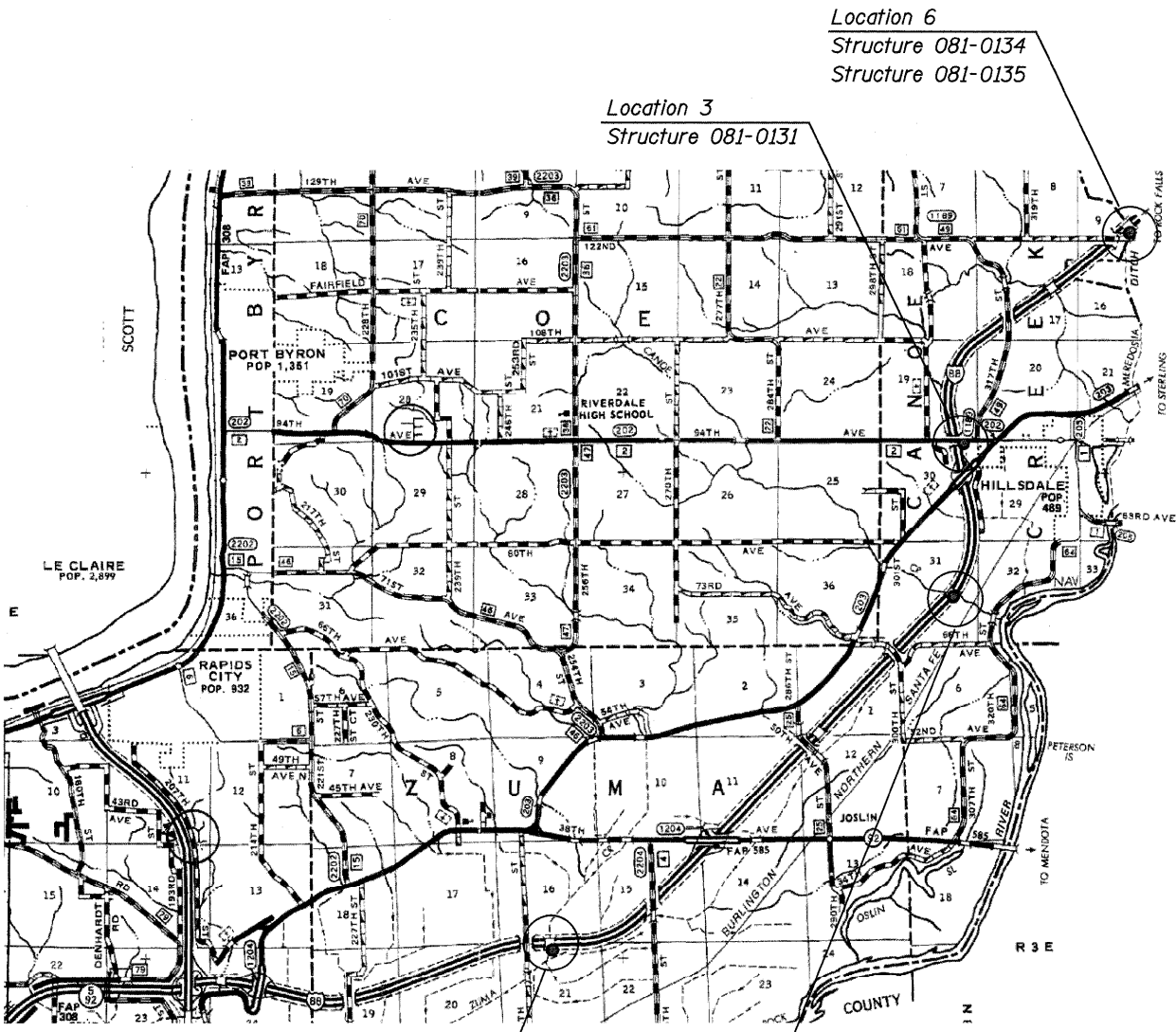
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		DRAWN - ____	REVISED - ____			•	••	ROCK ISLAND	40	3
	PLOT SCALE = 50.0000' / IN.	CHECKED - ____	REVISED - ____			CONTRACT NO. 64D89				
	PLOT DATE = Thu Feb 28 07:41:40 2008	DATE - ____	REVISED - ____			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				
	SCALE: _____ SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____									

LOCATION MAPS



Location 1
Structure 081-0107

Location 2
Structure 081-0108



Location 3
Structure 081-0131

Location 4
Structure 081-0122
Structure 081-0123

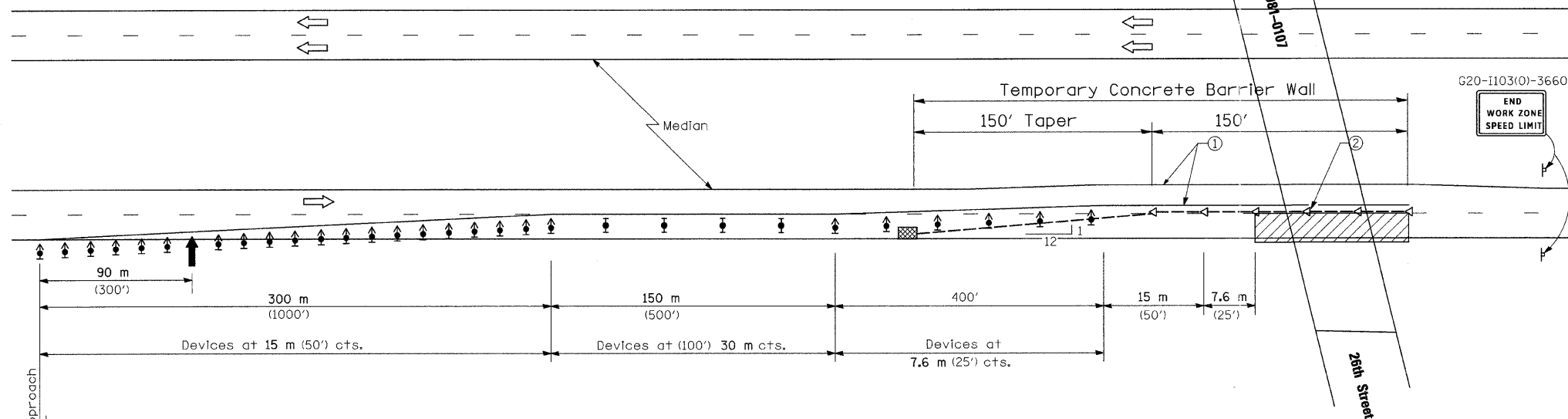
Location 5
Structure 081-0128
Structure 081-0129

Location 6
Structure 081-0134
Structure 081-0135

* FAI ROUTES 74 & 88
** D2 BRIDGE PAINTING 2008-1

Traffic Control Plan

Location 1 Shown. Use same layout for Locations 2 & 3.



Relocate Temporary Concrete Barrier

Location 1	26th Street/I-74	900 Feet
Temporary Storage		1200 Feet
Location 2	27th Street/I-74	1200 Feet
Temporary Storage		1200 Feet
Location 3	Port Byron Road/I-88	1200 Feet
Total		5700 Feet

Temporary Concrete Barrier

Location 1	26th Street/I-74	300 Feet
Total		300 Feet

Traffic Control & Protection 701411

		Each
Location 1	26th Street/I-74 (SB)	2
Location 2	27th Street/I-74 (SB)	2
Location 3	Port Byron/I-88 (EB)	2
Total		6 Each

Impact Attenuators, Temporary

Location 1	26th Street/I-74	1 Each
		1 Each

Impact Attenuators, Relocate

Location 1	26th Street/I-74	3 Each
Location 2	27th Street/I-74	4 Each
Location 3	Port Byron Road/I-88	4 Each
		11 Each

Pavement Marking Tape Type III

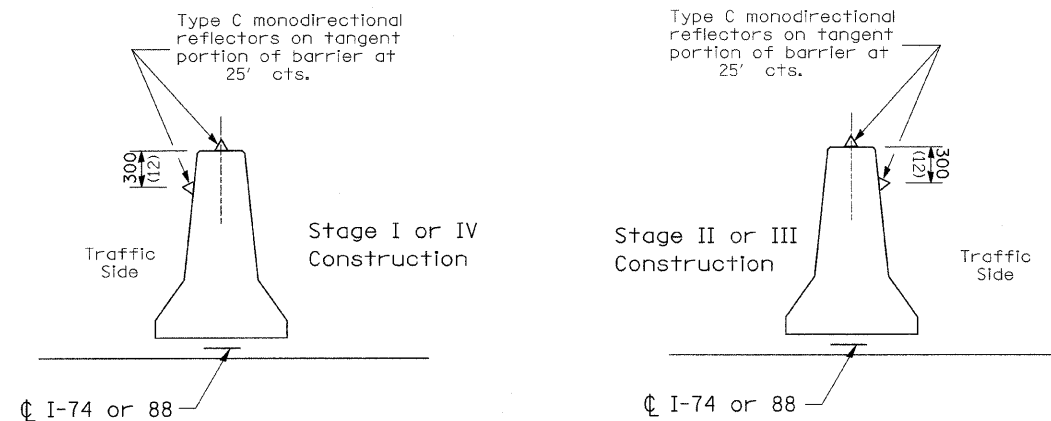
Location 1	26th Street/I-74	7500 Feet
Location 2	27th Street/I-74	7500 Feet
Location 3	Port Byron Road/I-88	7500 Feet
		22500 Feet

SYMBOLS

- ↑ Arrow board
- ▨ Work area
- ⬆ Sign
- ⬆ Direction indicator barricade with steady burn monodirectional light
- ⬆ Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- Temporary concrete barrier
- ◁ Type C Monodirectional reflector
- Vertical panel with steady burn monodirectional light.
- ▨ Impact attenuator

- ① ReflectORIZED temporary pavement marking tape shall be placed throughout the taper and along-side the work area. The edge line shall be white for right lane closure and yellow for left lane closures.
- ② Vertical panels at 7.6 m (25') centers with steady burning monodirectional lights.

All dimensions are in millimeters (inches) unless otherwise shown.



DETAIL A

(BARRIER WALL REFLECTORS)

Traffic Control Plan
26th Street over I-74
Various Routes Section D2 Bridge Painting 2008-1
Rock Island County
Structure No. 081-0107

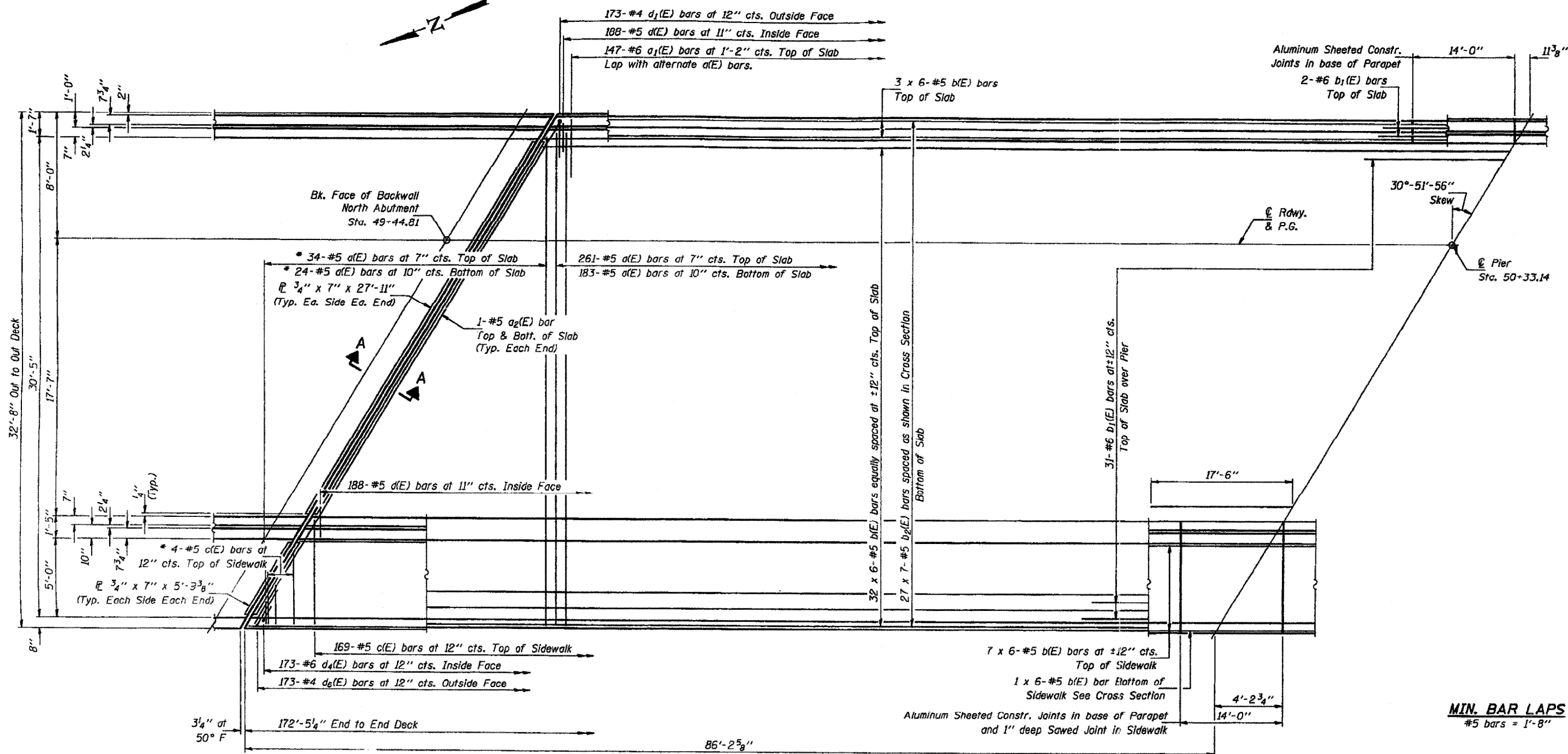
* FAI ROUTES 74 & 88
** D2 BRIDGE PAINTING 2008-1

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	PLOT DATE = Thu Feb 28 07:42:27 2008	DATE -	REVISED -									
						SCALE: _____	SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____	CONTRACT NO. 64089			
						FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT						



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* Order d(E) and c(E) bars full length.
Cut to fit skew and use remainder of bars
in opposite end.



PLAN

Notes: See sheets #11, #12 & #13 of 19 for Superstructure
Details and Bill of Material.
Reinforcement bars designated (E) shall be epoxy
coated.
Bars indicated thus 20 x 5 etc. means 20
of bars with 3 lengths per line.

FOR INFORMATION ONLY

LOCATION 1 Structure Number 081-0107

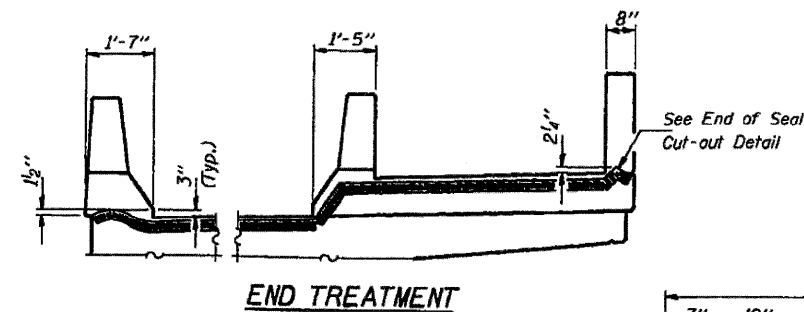
DESIGNED *Chris Elwell*
CHECKED *Wanda Wilson*
DRAWN *John F. Schneller Jr.*
CHECKED *CVE GHA*

Nov 20 1990
EXAMINED *Greg J. Kasper*
PASSED *Ralph E. Anderson*
APPROVED
DIRECTOR OF HIGHWAYS

SUPERSTRUCTURE
F.A.I. RT. 74 SEC. 81-IHB-4
ROCK ISLAND COUNTY
STA. 359+28.44

* FAI ROUTES 74 & 88
** D2 BRIDGE PAINTING 2008-1

FILE NAME =	USER NAME = linkd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		EXISTING BRIDGE PLANS		F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\PAINTING\64089\paint2008-1.dgn		DRAWN -	REVISED -					*	**	ROCK ISLAND	40	7
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -					CONTRACT NO. 64089				
PLOT DATE = Tue Jan 29 14:35:57 2008		DATE -	REVISED -					FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				
				SCALE:		SHEET NO.	OF	SHEETS	STA.	TO STA.		

[illegible]

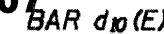
See End of Seal
Cut-out Detail

Diagram of a decorative window or screen with dimensions: 4 inches wide, 4 inches high (minimum), and a central diamond pattern with a $\frac{3}{16}$ inch opening and a $\frac{1}{4}$ inch side opening.

Technical drawing of a tapered shaft. The shaft has a 60-degree taper. The left end has a 1/2 inch hole and a 2 inch diameter. The length of the tapered section is 10 inches. The distance from the right end of the tapered section to the slit is 6 feet 9 1/2 inches. The shaft has a 3/4 inch radius at the right end.

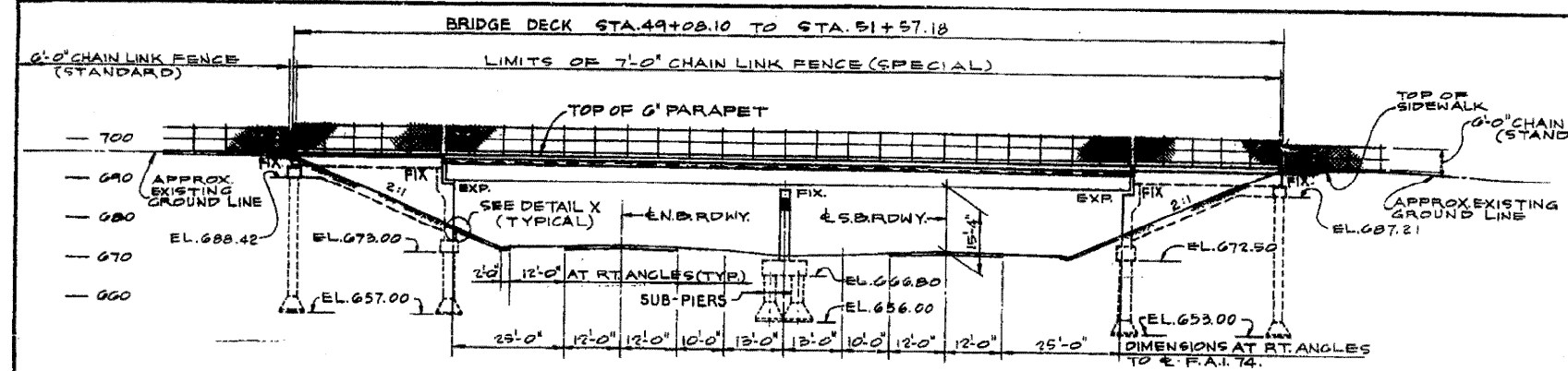
SECTION THRU WEST SIDEWALK

LOCATION 1 Structure Number 081-0107

 $BAR_{du}(E)$

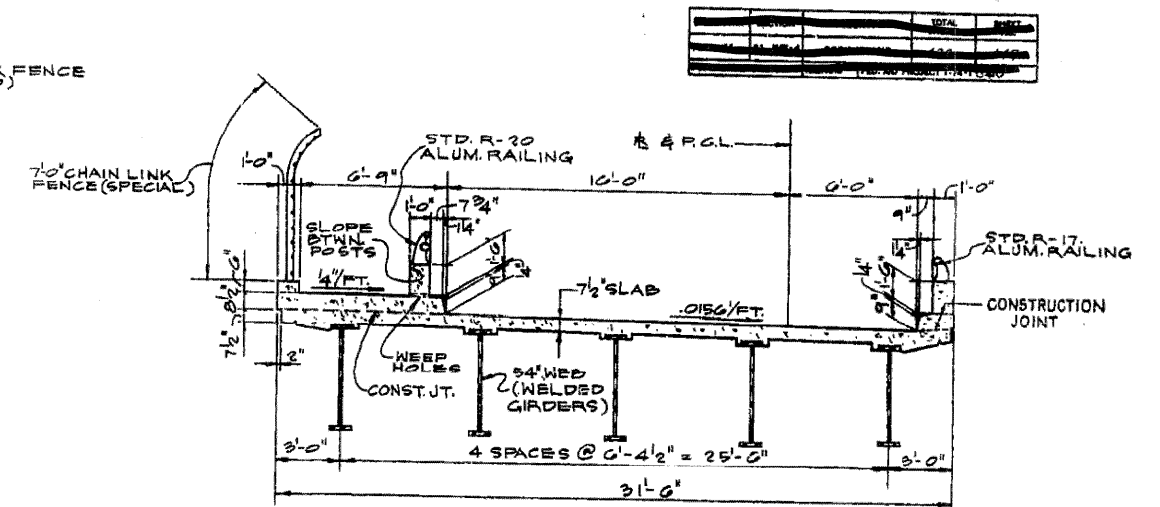
Bar	No.	Size	Length	Shape
$\alpha(E)$	502	#5	31'-6"	—
$\alpha_1(E)$	147	#6	4'-0"	—
$\alpha_2(E)$	4	#5	37'-4"	—
$\alpha_{10}(E)$	8	#5	2'-0"	—
$b(E)$	258	#5	30'-1"	—
$b_1(E)$	33	#6	35'-0"	—
$b_2(E)$	189	#5	26'-0"	—
$c(E)$	173	#5	6'-7"	—
$\alpha(E)$	376	#5	2'-7"	┐
$\alpha_1(E)$	173	#4	4'-0"	┐
$\alpha_4(E)$	173	#4	4'-5"	┐
$\alpha_5(E)$	173	#4	3'-9"	┐
$\alpha_6(E)$	173	#4	4'-5"	┐
$\alpha_9(E)$	376	#5	3'-0"	┐
$\alpha_{10}(E)$	346	#4	3'-0"	┐
$\alpha_{11}(E)$	38	#4	1'-10 1/2"	┐
$\alpha_{12}(E)$	38	#4	1'-10 1/2"	┐
$\alpha(E)$	96	#4	17'-9"	—
$\alpha_1(E)$	36	#4	13'-9"	—
$\alpha_2(E)$	16	#8	38'-6"	—
$\alpha_3(E)$	8	#8	13'-9"	—
$\alpha_4(E)$	18	#5	25'-9"	—
$\alpha_5(E)$	6	#5	13'-9"	—
$\alpha_{11}(E)$	24	#4	16'-10"	—
$\alpha_{12}(E)$	24	#4	18'-9"	—
Reinforcement Bars (Epoxy Coated)			Lbs.	43,765
Class X Concrete Superstructure			Cu. Yds.	217.0

FILE NAME =	USER NAME = lmkdj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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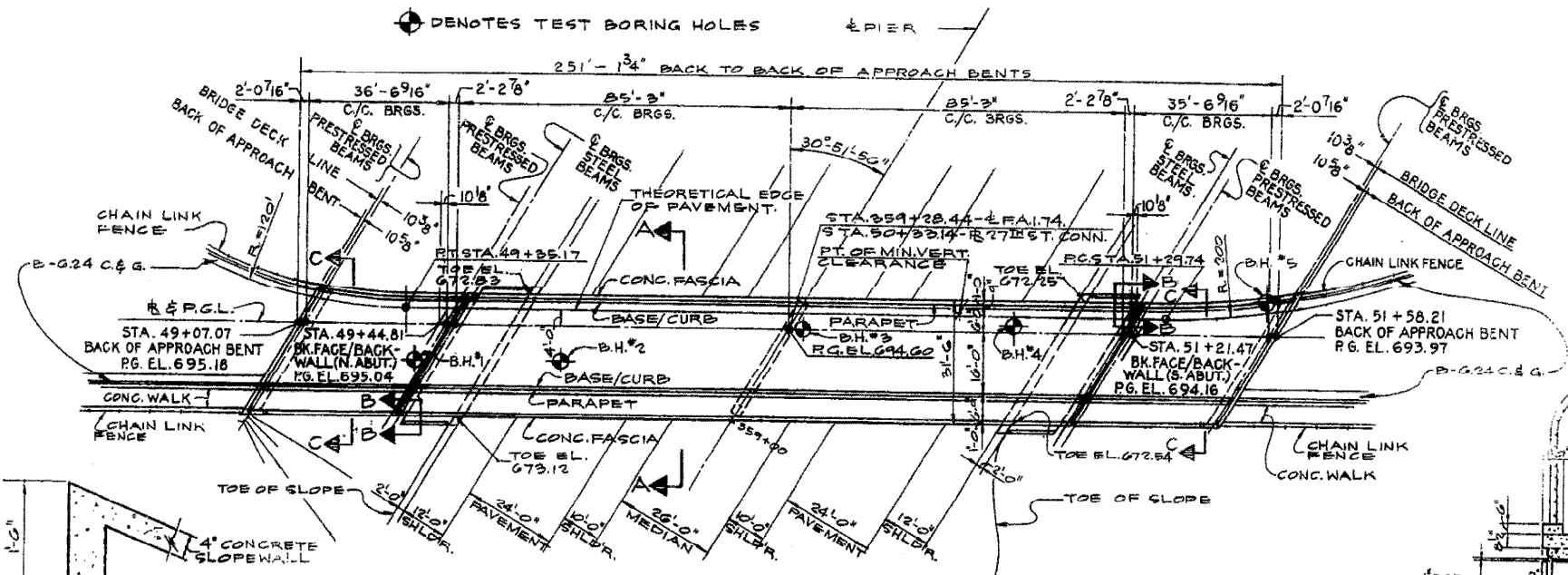


BENCH MARKS
 A-13: BRASS CAP IN CONC. MON.
 STA. 360+40 E.F.A.I. 74-200' RT.
 ELEV. 693.10
 A-14: BRASS CAP IN CONC. MON.
 STA. 370+50 E.F.A.I. 74-310' LT.
 ELEV. 695.08

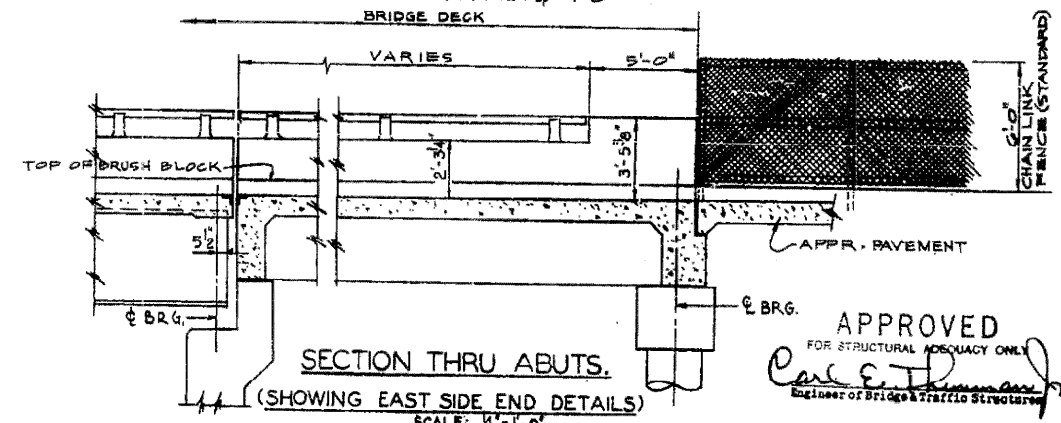
WEST ELEVATION
 SCALE: 1"=20'-0"



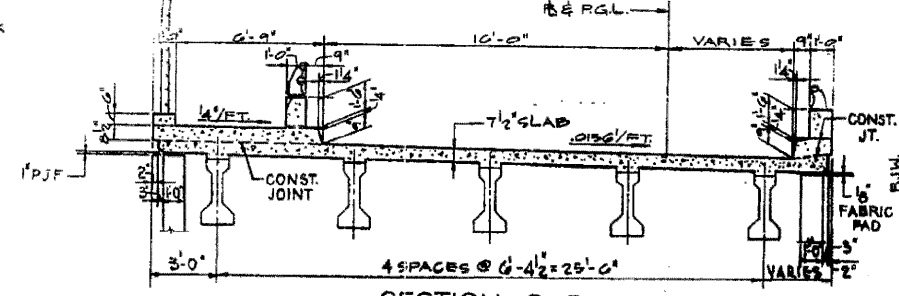
SECTION A-A
 SCALE: 1/4"=1'-0"



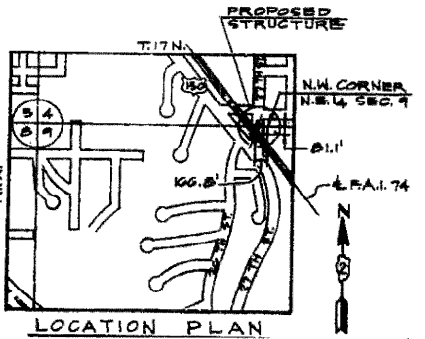
PLAN
 SCALE: 1"=20'-0"



SECTION THRU ABUTS.
 (SHOWING EAST SIDE END DETAILS)
 SCALE: 1/4"=1'-0"

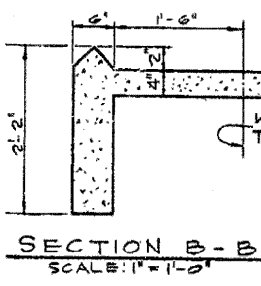


SECTION C-C
 SCALE: 1/4"=1'-0"

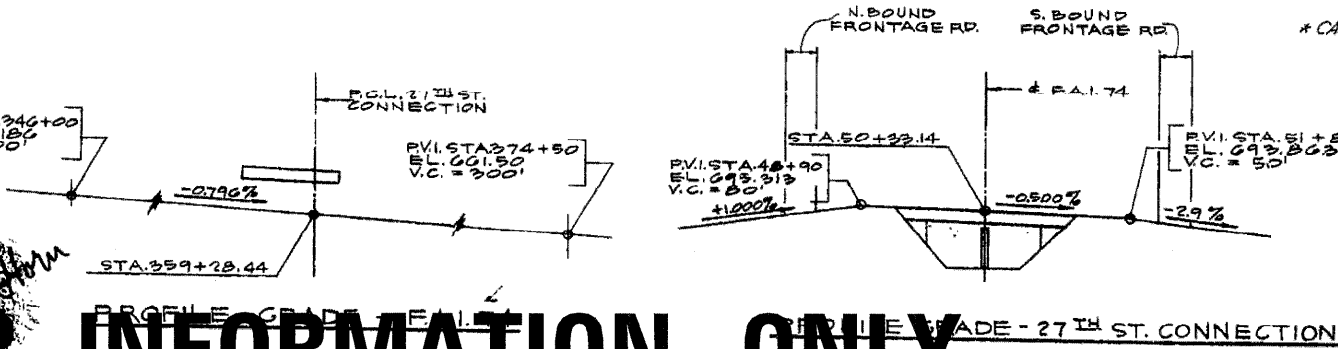


LOCATION PLAN

DETAIL X
 SCALE: 1"=1'-0"



SECTION B-B
 SCALE: 1"=1'-0"



* CALCULATED QUANT. - 173,005 cu. yd. TOTAL BILL OF MATERIAL (BRIDGE ONLY)

ITEM	UNIT	SUPER STRUCTURE	SUB-STRUCTURE	TOTAL
CLASS A EXCAVATION FOR STRUCTURES	CU. YD.		325	325
FURNISHING AND ERECTING PRECAST, PRE-STRESSED CONCRETE I BEAMS, 36"	LIN. FT.	369		369
CLASS X CONCRETE	CU. YD.	311.9	261.1	573.0
PROTECTIVE COAT	SQ. YD.	941		941
FURNISHING AND ERECTING STRUCTURAL STEEL	L. SUM	0.1		0.1
REINFORCEMENT BARS	POUND	72,370	10,540	121,910
SUB-PIER SHAFTS	CU. FT.		2,615.0	2,615.0
NAME PLATES	EACH		2	2
SLOPE WALL (4-INCH)	SQ. YD.		150	150
ALUMINUM RAILING	LIN. FT.	390		390
CHAIN LINK FENCE (SPECIAL)	LIN. FT.	240		240
PERMANENT BENCH MARKS, TYPE I	EACH			200
BRIDGE SEAT SEALANT	LUMP SUM		0.3	0.3
ALUMINUM RAILING, TYPE L	LIN. FT.	290		290

DESIGN NOTES:
 LOADING-HS 20-44 & ALT. +25' FT. FUTURE W.S.
 f_c = 1400 PSI. CAST IN PLACE CONCRETE, EXCEPT SLAB.
 f_c = 1200 PSI. CAST IN PLACE CONCRETE, SLAB ONLY.
 f_c = 5000 PSI. PRECAST PRESTRESSED UNITS.
 f_c = 4000 PSI.
 f_s = 248,000 PSI. (STRANDS 7/16")
 f_s = 173,000 PSI.
 f_s = 20,000 PSI. REINFORCING & STRUCT. STEEL.
 V = 75 PSI. ALLOWABLE SHEAR IN FOOTING.
 n = 10 FOR CAST-IN PLACE CONCRETE.
 ALLOWABLE LL DEFLECTION -
 1/250 (NON-COMPOSITE) 1/300 (COMPOSITE)

GENERAL PLAN & ELEVATION
 F.A.I. 74-SECTION 81-MB-4
 F.A.I. 74 UNDER 27TH STREET CONNECTION
 ROCK ISLAND COUNTY

* FAI ROUTES 74 & 88
 ** D2 BRIDGE PAINTING 2008-1

DE LEUW, CATHAR & COMPANY ENGINEERS
 DESIGNED BY: E.S. MARTINS
 DRAWN BY: G. ALLEMAN
 CHECKED: E.S. MARTINS
 IN CHARGE: E.S. MARTINS
 APPROVED: W.G. HORN

FOR INFORMATION ONLY
 LOCATION 1 Structure Number 081-0107

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS

FILE NAME =	USER NAME = linkd	DESIGNED -	REVISED -
PLANTING\64089\point2008-1.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

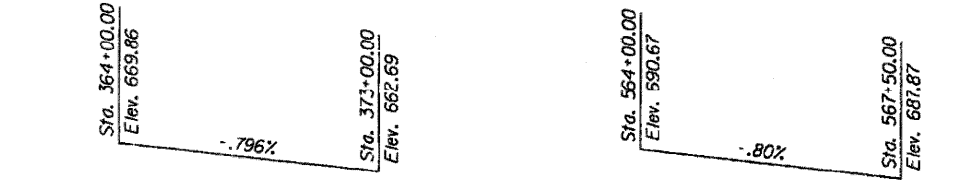
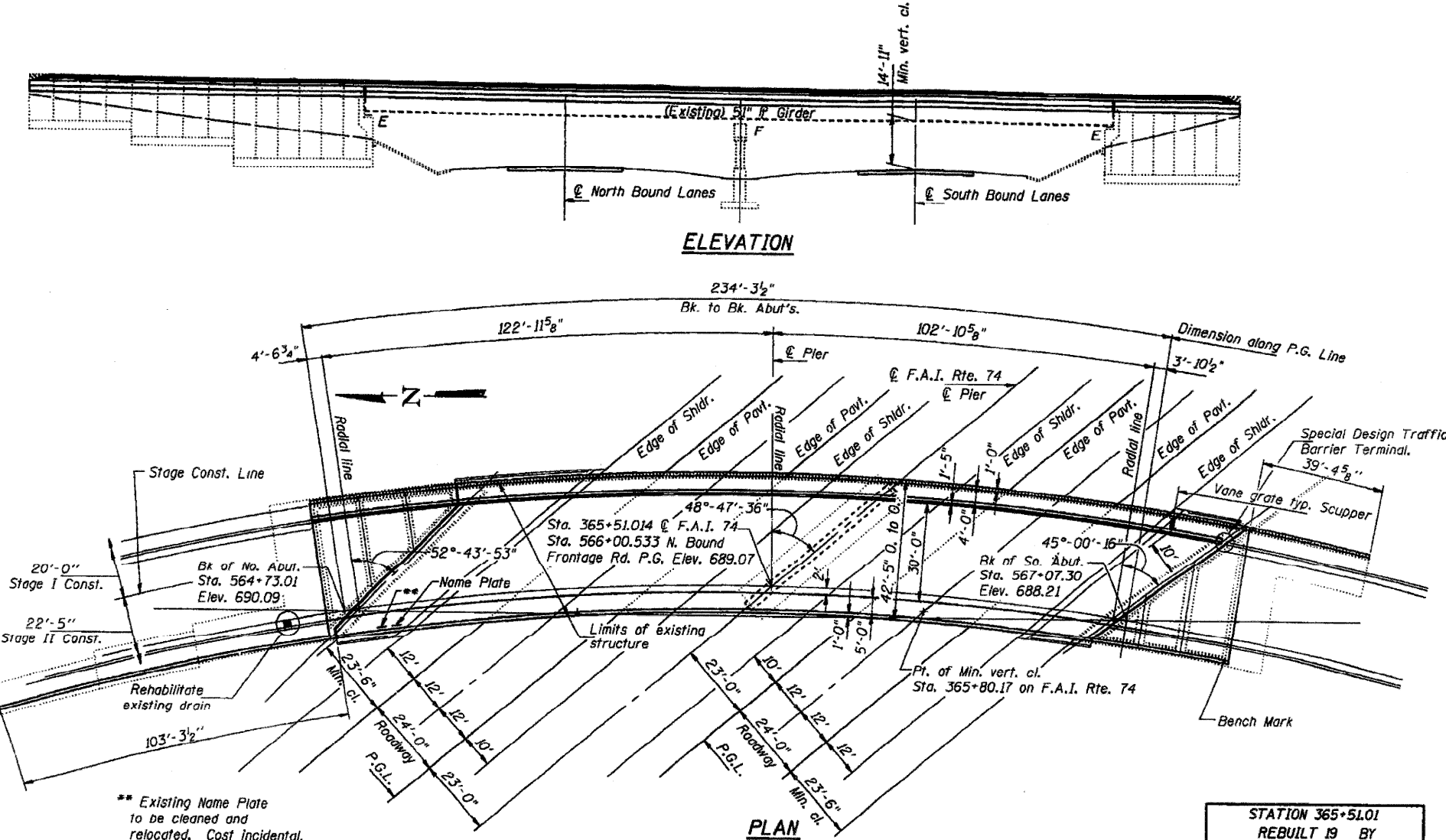
SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	ROCK ISLAND	40	10
CONTRACT NO. 64089				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Station 360+48.00, Elevation 693.101, located approximately 200' right of F.A.I. 74, Station 360+48.00, Elevation 693.101.

Existing Structure: Built in 1971 as F.A.I. Route 74, Section 81-IHB-5, S.N. #081-0108. It is a 2 span continuous, curved plate girder structure with a 7 1/2" R.C. Slab, supported on R.C. vaulted abutments and a four column grade separation Pier. The contractor shall remove and replace the existing R.C. deck, and reuse substructure units and steel, utilizing stage construction.



CURVE DATA
Δ = 65°-01'-54"
D = 7°-30'-00"
T = 486.98'
L = 867.09'
E = 142.02'
R = 763.94'
S.E. = 0.05'/'
P.C. Sta. 559+81.07
P.T. Sta. 568+48.16

STATION 365+51.01
REBUILT BY
STATE OF ILLINOIS
F.A.I. RT. 74 SEC. 81-IHB-5
PROJECT IR-74-1(82)
LOADING HS20
STR. NO. 081-0108

NAME PLATE
(See Std. 2113)

DESIGN SPECIFICATIONS
AASHTO (1989) and Seismic Retrofitting
Guidelines for Highway Bridges.
LOADING HS 20-44
Allow 25 #/sq. ft. for future wearing surface.

DESIGN STRESSES
FIELD UNITS
f_c = 3,500 psi
f_y = 60,000 psi (Reinf.)
f_s = 20,000 psi (Exist. Structural Steel)
f_y = 36,000 psi (New Structural Steel)

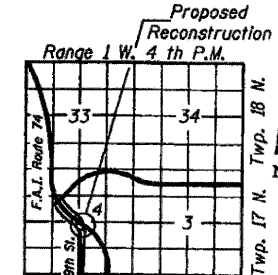
GENERAL NOTES

All existing structural steel shall be cleaned by Method A.
The three coat lead and chromate free alkyl paint system shall be used for field painting of existing structural steel. The color of the final finish coat shall be Munsell Standard 7.5G 4/8 Interstate Green.
The three coat lead and chromate free alkyl paint system shall be used for shop and field painting of new structural steel. The color of the final finish coat shall be Munsell Standard 7.5G 4/8 Interstate Green.
Field welding of construction accessories will not be permitted to the bottom flange of 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. 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 top surfaces of the abutments and the front face of the backwalls shall receive Bridge Seal Sealer Treatment. Estimated quantity = 1100 Sq. Ft.
The Contractor will be required to mark, on top of the concrete deck, the locations of the top flange of all the steel girders, prior to any removal of the bridge concrete deck. Saw cutting directly over the top of the girder flanges is not permitted.
The concrete, for bridge floors finished in accordance with Article 503.15 of the Standard Specifications, shall be placed and compacted parallel to the skew in uniform increments along centerline of the bridge. The finishing machine, when required, shall be set parallel to the skew for striking off and screeding the concrete.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.		12	12
Removal of Existing Concrete Deck	Each	1		1
Class X Concrete Superstructure	Cu. Yd.	459.3		459.3
Protective Coat	Sq. Yd.	649		649
Elastomeric Bearing Assembly, Type I	Each	12		12
Structural Steel	Pound	1930		1930
Aluminum Railing, Type L	Lin. Ft.	370		370
Cleaning and Painting Steel Bridge	L.S.	1		1
Reinforcement Bars, Epoxy Coated	Pound	112210	1160	113370
Name Plates	Each	1		1
Bridge Seal Sealer	L.S.		76	76
Drainage Scuppers	Each	1		1
Jack & Remove Existing Bearings	Each	12		12
Neoprene Expansion Joint 2"	Lin. Ft.	129		129
Formed Concrete Repair (Depth Less Than or Equal to 5")	Sq. Ft.		325	325
Pedestrian Railing	Lin. Ft.	318		318
Parapet Railing	Lin. Ft.	273		273

* Quantity is for parapets and sidewalks only.
** Includes slab over vaulted abutments.



GENERAL PLAN
19 th. STREET OVER
F.A.I. ROUTE 74
SECTION 81-IHB-5
ROCK ISLAND COUNTY
STATION 365+51.01
STRUCTURE NUMBER 081-0108

* FAI ROUTES 74 & 88
** D2 BRIDGE PAINTING 2008-1

FOR INFORMATION ONLY
LOCATION 2 Structure Number 081-0108

FILE NAME = P:\PAINTING\64089\paint2008-1.dgn	USER NAME = linkdj	DESIGNED -	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISD -			*	**	ROCK ISLAND	40	12
		CHECKED -	REVISD -							CONTRACT NO. 64089
		PLOT SCALE = 50,0000' / IN.			SCALE:					
		PLOT DATE = Tue Jan 29 14:36:06 2008				SHEET NO.	OF	SHEETS	STA.	TO STA.
										FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT

[illegible]

SUPERSTRUCTURE
F.A.I. RT. 74 SEC. 81-1HB-5
ROCK ISLAND COUNTY
STA. 365+51.01

DEC 27 1990

EXAMINED *Greg J. Kaspar*
ENGINEER OF BRIDGE DESIGN

PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED _____
DIRECTOR OF HIGHWAYS

FILE NAME = P:\PAINTING\64D89\paint2008-1.dgn	USER NAME = lmkd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						•	••	ROCK ISLAND	40	13
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -						CONTRACT NO. 64D89				
	PLOT DATE = Tue Jan 29 14:36:07 2008	DATE -	REVISED -										
										SCALE:	SHEET NO.	OF	SHEETS

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

~~SHEET NO. 3~~
~~27 SHEETS~~



10"

2'-4" Parapet Jts.

1'-9" Parapet Jts.

12"

Top of Sidewalk

Const. Jt.

Const. Jt. (Optional)

Bonded Const. Jt. (Mandatory)

Two component non-staining gray sealing compound with polysulfide liquid polymer gun-grade with primer.

1/2" Preformed Cork Jt. Filler (In accordance with Articles 715.07 or 715.08) Cost incidental.

Const. Jts. at Piers

1/2" Aluminum sheet ASTM: B 209 alloy 3003-H14. Cost incidental.

10"

1'-9" Parapet Jts.

12"

Top of Sidewalk

Const. Jt.

Bonded Const. Jt. (Mandatory)

Two component non-staining gray sealing compound with polysulfide liquid polymer gun-grade with primer.

1/2" Preformed Cork Jt. Filler (In accordance with Articles 715.07 or 715.08) Cost incidental.

Const. Jts. at Piers

1/2" Aluminum sheet ASTM: B 209 alloy 3003-H14. Cost incidental.

PARAPET JOINT DETAILS

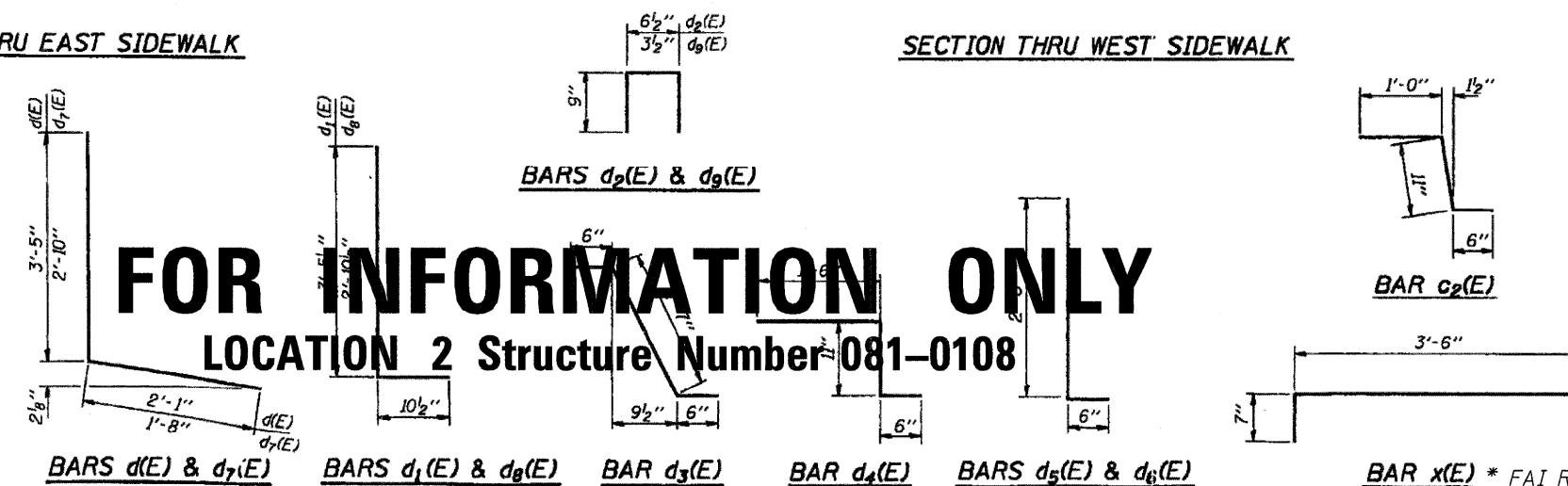
* FAI ROUTES 74 & 88
** D2 BRIDGE PAINTING 2008-1

FILE NAME =	USER NAME = linkdj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS					F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\PAINTING\64D89\paint2008-1.dgn		DRAWN -	REVISED -							*	**	ROCK ISLAND	40	14
PLOT SCALE = 50.0000 ' / IN.		CHECKED -	REVISED -		CONTRACT NO. 64D89									
PLOT DATE = Tue Jan 29 14:36:08 2008		DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

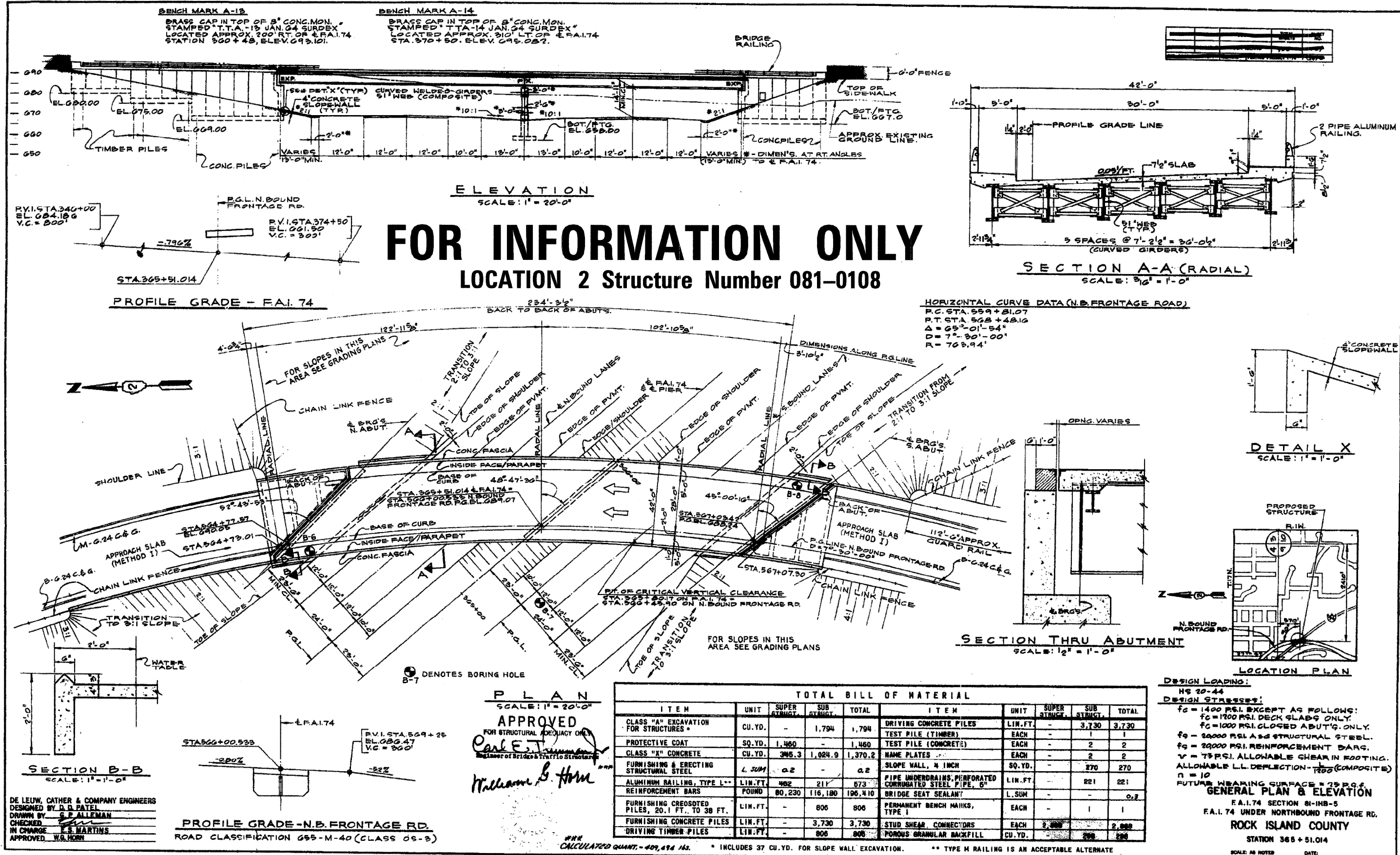
COUNTY _____ SHEET NO. _____
 OF _____

Bar	No.	Size	Length	Shape
a(E)	998	#5	21'-11"	—
a ₁ (E)	713	#5	21'-4"	—
a ₂ (E)	2	#5	26'-0"	—
a ₃ (E)	2	#5	28'-3"	—
a ₄ (E)	29	#5	19'-2"	—
a ₅ (E)	22	#5	23'-7"	—
a ₆ (E)	15	#5	23'-0"	—
a ₇ (E)	2	#5	31'-2"	—
a ₈ (E)	2	#5	31'-0"	—
a ₉ (E)	31	#5	25'-0"	—
a ₁₀ (E)	22	#5	24'-5"	—
a ₁₁ (E)	43	#5	22'-11"	—
a ₁₂ (E)	8	#5	2'-0"	—
a ₁₃ (E)	554	#6	4'-6"	—
b(E)	368	#5	30'-4"	—
b ₁ (E)	126	#6	26'-3"	—
b ₂ (E)	342	#5	27'-2"	—
b ₃ (E)	135	#5	27'-10"	—
c(E)	236	#5	4'-9"	—
c ₁ (E)	231	#5	5'-9"	—
c ₂ (E)	230	#5	2'-5"	—
c ₃ (E)	2	#5	6'-10"	—
d(E)	236	#4	5'-6"	—
d ₁ (E)	236	#6	4'-4"	—
d ₂ (E)	100	#4	2'-0"	—
d ₃ (E)	249	#5	2'-7"	—
d ₄ (E)	229	#5	2'-11"	—
d ₅ (E)	249	#5	3'-0"	—
d ₆ (E)	229	#4	3'-0"	—
d ₇ (E)	226	#4	4'-6"	—
d ₈ (E)	226	#6	3'-9"	—
d ₉ (E)	50	#4	1'-9"	—
e(E)	72	#4	17'-8"	—
e ₁ (E)	36	#4	20'-9"	—
e ₂ (E)	90	#4	16'-10"	—
e ₃ (E)	6	#4	10'-10"	—
e ₄ (E)	30	#4	15'-11"	—
e ₅ (E)	8	#8	30'-2"	—
e ₆ (E)	4	#8	20'-9"	—
e ₇ (E)	6	#8	29'-5"	—
e ₈ (E)	8	#5	28'-5"	—
e ₉ (E)	4	#5	20'-9"	—
e ₁₀ (E)	6	#5	27'-10"	—
f(E)	62	#5	4'-1"	—
Reinforcement Bars (Fmaxy Contd)			Lbs.	91910
Class X Concrete Superstructure			Cu. Yds.	357.0

SUPERSTRUCTURE DETAILS
F.A.I. RT. 74 SEC. 81-1HB-5
ROCK ISLAND COUNTY
S 74 & 88 STA. 365+51.01



DESIGNED BY <i>Michael R. Fink</i>	DEC 27 1970
CHECKED <i>Robert J. Lee</i>	EXAMINED <i>Joseph J. Hagan</i> ENGINEER OF BRIDGE DESIGN
DRAWN <i>Paul Summer</i>	PASSED <i>Ralph E. Anderson</i> ENGINEER OF BRIDGES AND STRUCTURES
CHECKED <i>Paul Summer</i>	APPROVED _____ DIRECTOR OF HIGHWAYS



FOR INFORMATION ONLY
LOCATION 2 Structure Number 081-0108

DE LEUW, CATHAR & COMPANY ENGINEERS
DESIGNED BY D. D. PATEL
DRAWN BY S. P. ALLEMAN
CHECKED E. S. MARTINS
IN CHARGE W. S. HORN
APPROVED W. S. HORN

PLAN
SCALE: 1" = 20'-0"
APPROVED
FOR STRUCTURAL AGENCY ONLY
William S. Horn
Engineer of Bridge & Traffic Structures

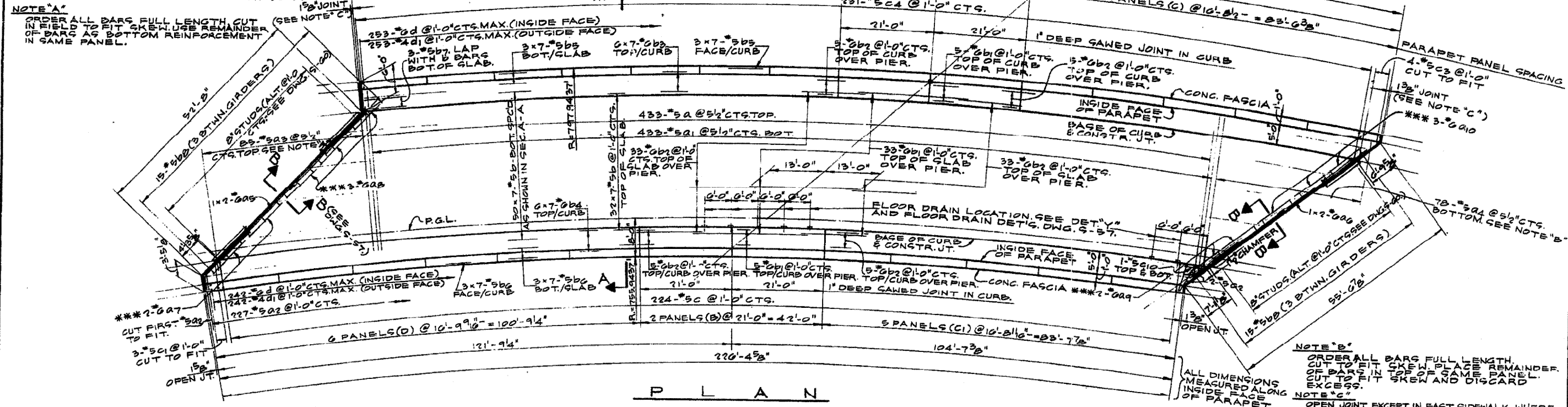
TOTAL BILL OF MATERIAL									
ITEM	UNIT	SUPER	SUB	TOTAL	ITEM	UNIT	SUPER	SUB	TOTAL
CLASS "A" EXCAVATION FOR STRUCTURES *	CU. YD.	-	1,794	1,794	DRIVING CONCRETE PILES	LIN. FT.	-	3,730	3,730
PROTECTIVE COAT	SQ. YD.	1,460	-	1,460	TEST PILE (TIMBER)	EACH	-	1	1
CLASS "X" CONCRETE	CU. YD.	345.3	1,024.9	1,370.2	TEST PILE (CONCRETE)	EACH	-	2	2
FURNISHING & ERECTING STRUCTURAL STEEL	L. SUM	0.2	-	0.2	NAME PLATES	EACH	-	2	2
ALUMINUM RAILING, TYPE L--	LIN. FT.	462	211	673	SLOPE WALL, 4 INCH	SQ. YD.	-	270	270
REINFORCEMENT BARS	POUND	80,230	116,180	196,410	PIPE UNDERDRAINS, PERFORATED CORRUGATED STEEL PIPE, 6"	LIN. FT.	-	221	221
FURNISHING CREOSOTED PILES, 20.1 FT. TO 38 FT.	LIN. FT.	-	806	806	BRIDGE SEAT SEALANT	L. SUM	-	-	0.2
FURNISHING CONCRETE PILES	LIN. FT.	-	3,730	3,730	PERMANENT BENCH MARKS, TYPE 1	EACH	-	1	1
DRIVING TIMBER PILES	LIN. FT.	-	806	806	STUD SHEAR CONNECTORS	EACH	2,000	-	2,000
					POROUS GRANULAR BACKFILL	CU. YD.	-	200	200

DESIGN LOADING:
HS 20-44
DESIGN STRESSES:
fc = 1400 PSI. EXCEPT AS FOLLOWS:
fc = 1700 PSI. DECK SLABS ONLY.
fc = 1000 PSI. CLOSED ABUT'S. ONLY.
fs = 20000 PSI. AS STRUCTURAL STEEL.
fs = 20000 PSI. REINFORCEMENT BARS.
v = 73 PSI. ALLOWABLE SHEAR IN FOOTING.
ALLOWABLE LL DEFLECTION = 1/200 (COMPOSITE)
n = 10
FUTURE WEARING SURFACE = 75 PSI.
GENERAL PLAN & ELEVATION
F.A.I. 74 SECTION 8-INB-5
F.A.I. 74 UNDER NORTHBOUND FRONTAGE RD.
ROCK ISLAND COUNTY
STATION 365+51.014
SCALE: AS NOTED DATE:

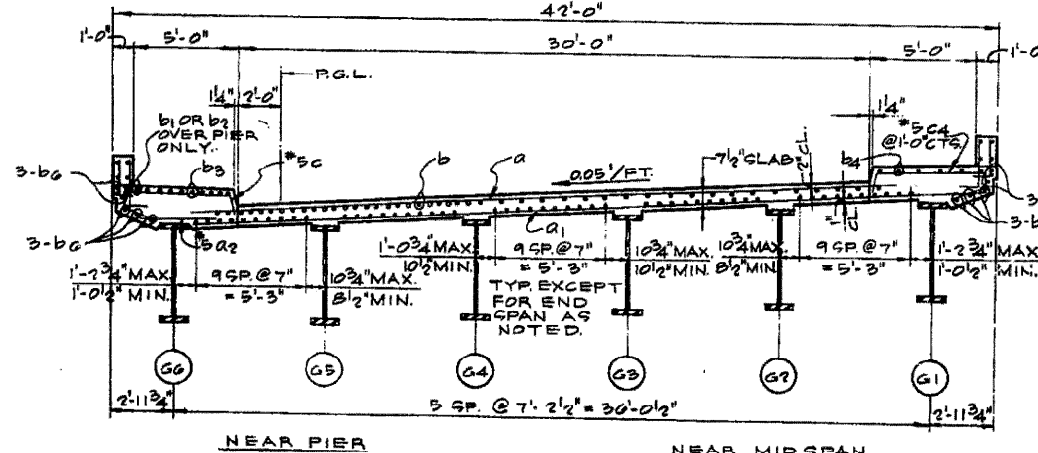
***ONE BAR BETWEEN EACH PAIR OF GIRDERS.

NOTE:
BARS INDICATED THUS 3x7-#5 ETC. ALL DIMEN'S. INDICATES 3 LINES OF BARS WITH 7 LENGTHS PER LINE. MIN. BAR LAPS = 24 DIA. ALL HORIZONTAL DIMENSIONS ARE AT 50° F.

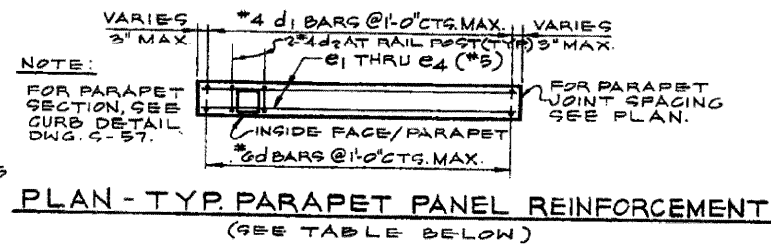
NOTE "A"
ORDER ALL BARS FULL LENGTH CUT IN FIELD TO FIT SKEW. USE REMAINDER OF BARS AS BOTTOM REINFORCEMENT IN SAME PANEL.



PLAN



SECTION A-A



PLAN - TYP. PARAPET PANEL REINFORCEMENT (SEE TABLE BELOW)

PANEL	NO. OF PANELS	NO. OF BARS EACH PANEL
A	7	17
B	2	22
C	5	18
D	0	18

*-DENOTES BAR TO BE BENT IN FIELD TO FIT ALIGNMENT.

BAR NO.	SIZE	LENGTH	SHAPE	BAR NO.	SIZE	LENGTH	SHAPE
433	5	33'-0"	---	42	5	34'-0"	---
433	5	37'-2"	---	42	5	33'-0"	---
227	5	5'-3"	---	3	5	3'-3"	---
25	5	31'-9"	---	30	5	1'-4"	---
78	5	37'-0"	---				
2	0	29'-0"	---	224	5	3'-9"	---
2	0	25'-8"	---	3	5	7'-0"	---
2	0	11'-7"	---	2	5	0'-4"	---
3	0	11'-1"	---	3	5	0'-10"	---
2	0	9'-11"	---	231	5	3'-9"	---
3	0	9'-9"	---	2	5	3'-0"	---
				495	0	3'-4"	---
				495	4	2'-0"	---
				100	4	2'-3"	---
874	5	34'-0"	---	28	5	15'-4"	---
43	0	20'-0"	---	10	5	20'-8"	---
80	0	15'-0"	---	40	5	10'-4"	---
42	0	34'-8"	---	24	5	10'-5"	---
42	0	34'-0"	---				

*-DENOTES BAR TO BE BENT IN FIELD TO FIT ALIGNMENT.

ITEM	UNIT	QUANTITY
CLASS X CONCRETE	CU. YD.	345.3
REINFORCEMENT BARS	POUND	80230
PROTECTIVE COAT ***	SQ. YD.	1460

***-INCLUDES PROTECTIVE COAT ON ABUTMENTS & RETAINING STRUCTURES.

DECK SLAB PLAN

F.A.I. 74-SECTION 81-11B-5

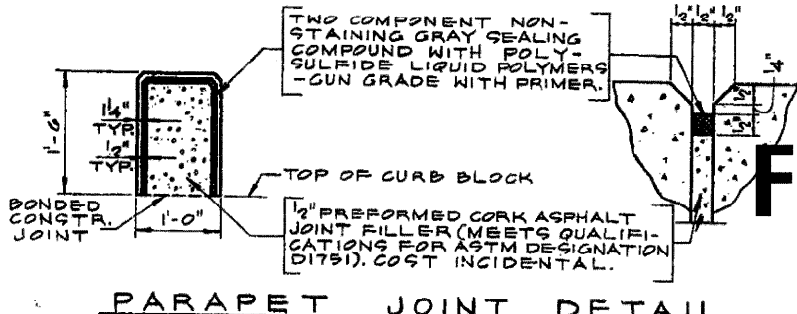
F.A.I. 74 UNDER NORTHBOUND FRONTAGE RD.

ROCK ISLAND COUNTY

STATION 365 + 51.014

SCALE: AS NOTED DATE:

DE LEUW, CATHER & COMPANY ENGINEERS
DESIGNED BY L.S. KRIZ
DRAWN BY G.E. ALLEMAN
CHECKED BY J.S. MARTIN
IN CHARGE E.S. MARTIN
APPROVED W.G. HORN



PARAPET JOINT DETAIL

FOR INFORMATION ONLY

LOCATION 2 Structure Number 081-0108

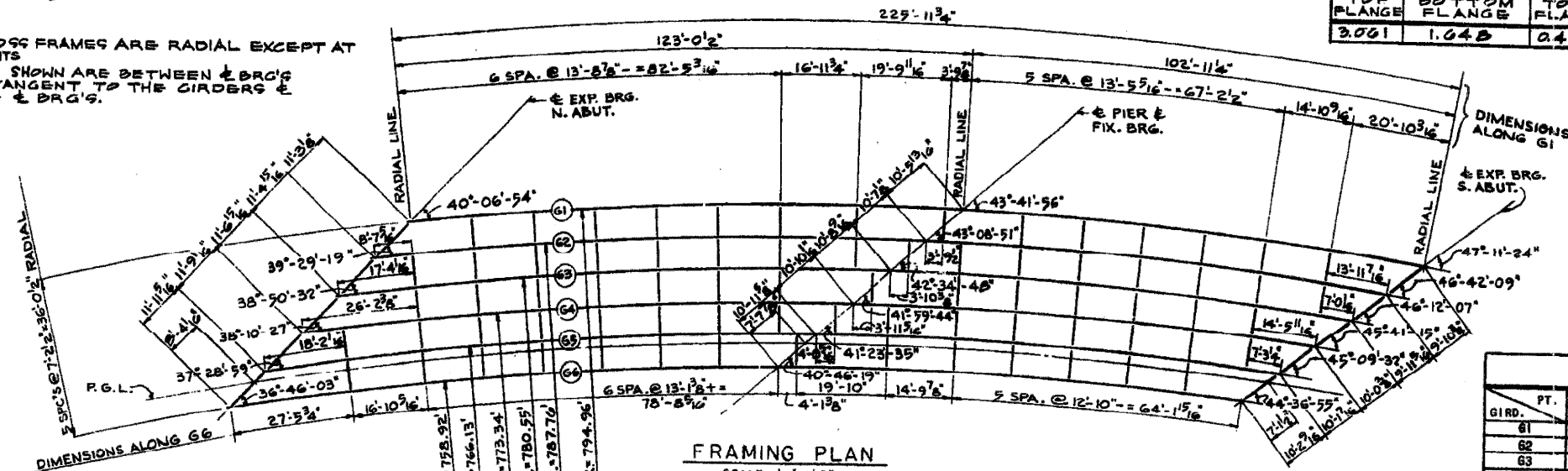
BAR d & d1 BAR C & C4 BAR d2 BAR C10

** D2 BRIDGE PAINTING 2008-1

FOR INFORMATION ONLY

LOCATION 2 Structure Number 081-0108

NOTES:
ALL CROSS FRAMES ARE RADIAL EXCEPT AT ABUTMENTS
ANGLES SHOWN ARE BETWEEN & BRG'S AND A TANGENT TO THE GIRDERS & AT THE & BRG'S.



FRAMING PLAN
SCALE: 1/8" = 1'-0"

MAX. FLANGE STRESS DUE TO TOTAL TORSION					
0.4 SPAN 1-2		PIER		0.6 SPAN 2-3	
TOP FLANGE	BOTTOM FLANGE	TOP FLANGE	BOTTOM FLANGE	TOP FLANGE	BOTTOM FLANGE
3.061	1.048	0.414	0.414	1.904	1.269

TABLE OF MOMENTS AND REACTIONS, INTERIOR GIRDERS					
LOADING	MOMENTS (FT-KIPS)			REACTIONS (KIPS)	
	0.4 SPAN 1-2	PIER	0.6 SPAN 2-3	BEARING 1 (N. ABUT.)	BEARING 2 (S. ABUT.)
DEAD LOAD	1028	-2136	642	46.4	162.3
S.D.L.	167	-276	84	7.1	22.1
LIVE LOAD	965	-1044	819	42.5	77.8
IMPACT	200	-219	180	8.5	16.3
TOTAL COMPOSITE	1362	-	1083	-	-
TOTAL STEEL	1028	-3675	642	104.5	278.5

TABLE OF PROPERTIES INTERIOR GIRDERS			
LOCATION	SPAN 1-2	PIER 2	SPAN 2-3
STEEL SECTION			
1s	20828	64582	23896
Sts	938	2296	811
Sbs	1375	2296	1021
COMPOSITE SECTION			
1c	71824	-	57128
Stc	5670	-	5797
Sbc	1746	-	1328

TOP OF WEB ELEVATION*					
GIRD.	PT.	& BRG. N. ABUT.	& NORTH SPLICE	& PIER	& SOUTH SPLICE
G1	10.480	9.781	9.474	9.226	8.083
G2	10.126	9.451	9.172	8.872	8.374
G3	9.835	9.154	8.872	8.575	8.067
G4	9.546	8.858	8.574	8.274	7.762
G5	9.259	8.565	8.278	7.975	7.457
G6	8.935	8.234	7.944	7.644	7.131

* ADD TO +680.000 TO OBTAIN TOP OF WEB ELEVATION

TABLE 1				
GIRDER LINE	DIMENSIONS (ALONG & GIRDER)			
	A	B	C	D
G1	225'-11 1/2"	123'-0 1/2"	102'-11 1/2"	W'-3 1/2"
G2	225'-10"	122'-11 1/2"	102'-10 1/2"	W'-2 1/2"
G3	225'-9 1/2"	122'-10 1/2"	102'-9 1/2"	W'-1 1/2"
G4	225'-9"	122'-10 1/2"	102'-9 1/2"	W'-1 1/2"
G5	225'-9 1/2"	122'-11 1/2"	102'-10 1/2"	W'-2 1/2"
G6	225'-11 1/2"	123'-0 1/2"	102'-11 1/2"	W'-3 1/2"
GIRDER LINE	DIMENSIONS (ALONG & GIRDERS)			
	E	F	G	H
G1	4'-2 1/2"	103'-2 1/2"	70'-4 3/4"	29'-2 1/2"
G2	4'-1 1/2"	87'-4 3/4"	65'-4 3/4"	111'-0 1/2"
G3	4'-1 1/2"	87'-4 3/4"	65'-3 1/2"	111'-0 1/2"
G4	4'-1 1/2"	87'-4 3/4"	65'-3 1/2"	111'-0 1/2"
G5	4'-1 1/2"	87'-4 3/4"	65'-3 1/2"	111'-0 1/2"
G6	4'-2 1/2"	98'-9 7/8"	70'-4 3/4"	29'-2 1/2"

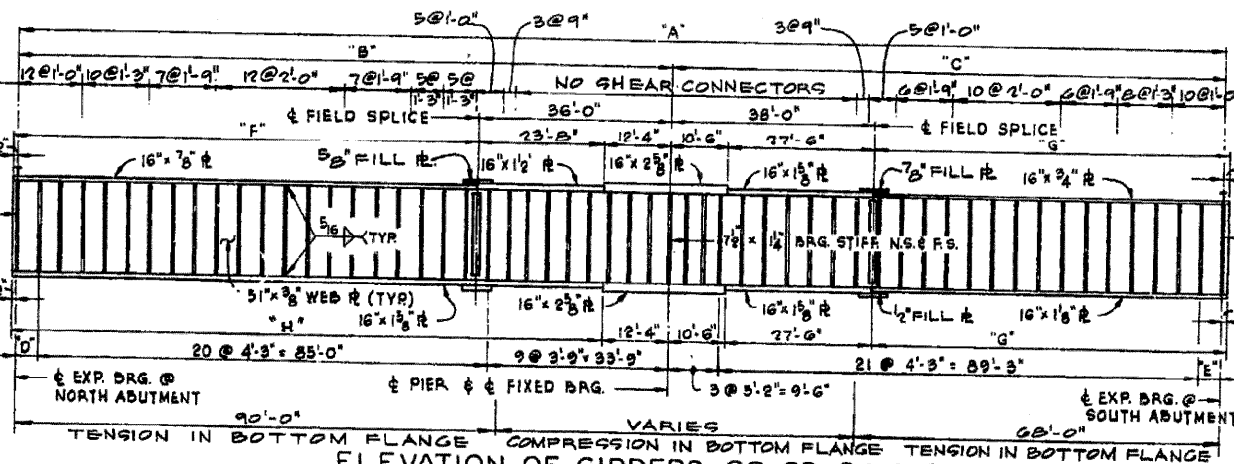
BILL OF MATERIAL**		
ITEM	UNIT	QUANTITY
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	398,800
STUD SHEAR CONNECTORS	EACH	7888

** INCLUDES ALL SUPERSTRUCTURE STRUCTURAL STEEL EXCEPT BEARINGS AND EXPANSION DEVICES.

SHEAR CONNECTOR SPACING
SEE DETAIL DWG. S-59
SPACE STUDS TO MISS BOLTS ON SPLICE PLATE.

7/8" x 3/4" BRG. STIFF.
N.S. & F.S.

STIFFENER SPACING, SEE BRG.
& INTERMEDIATE STIFF DETAILS
DWG. S-59.



ELEVATION OF GIRDERS G2, G3, G4, & G5
SCALE: 1/8" = 1'-0" HORIZ., 1/4" = 1'-0" VERT.
FOR DIMENSIONS NOT GIVEN SEE TABLE 1

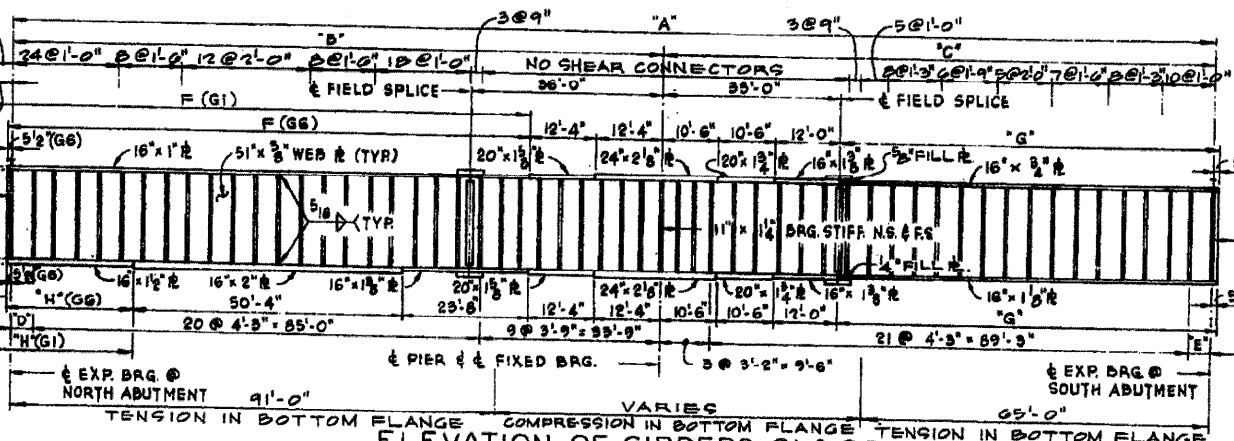
SHEAR CONNECTOR SPACING
SEE DETAIL DWG. S-59
SPACE STUDS TO MISS BOLTS ON SPLICE PLATE

ADDITIONAL GIRDER OVERHANG
(FOR GIRDER G1 ONLY)

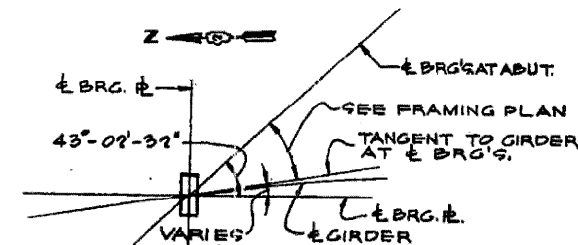
ADDITIONAL INTERMEDIATE STIFF.
(FOR GIRDER G1 ONLY)

STIFFENER SPACING, SEE BRG.
& INTERMEDIATE STIFF DETAILS
DWG. S-59.

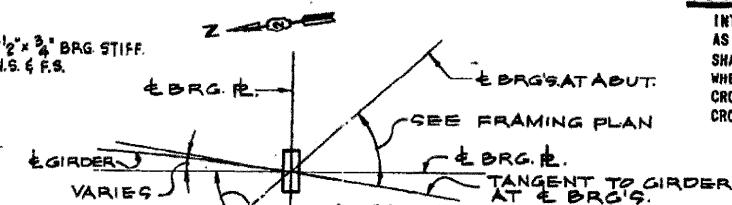
DE LEUW, CATHY & COMPANY ENGINEERS
DESIGNED BY: L.B. KUBZ
DRAWN BY: R. MILLER & J.N. LESLIE
CHECKED: J. S. MARTIN
IN CHARGE: J. S. MARTIN
APPROVED: W.G. HORN



ELEVATION OF GIRDERS G1 & G6
SCALE: 1/8" = 1'-0" HORIZ., 1/4" = 1'-0" VERT.
FOR DIMENSIONS NOT GIVEN, SEE TABLE 1



ORIENTATION OF BEARINGS (NORTH ABUT.)



ORIENTATION OF BEARINGS (SOUTH ABUT.)

LEGEND

- SDL - SUPERIMPOSED DEAD LOAD ACTING ON COMPOSITE SECTION.
- 1s - MOMENT OF INERTIA OF STEEL SECTION.
- Sts - SECTION MODULUS AT TOP OF STEEL SECTION.
- Sbs - SECTION MODULUS AT BOTTOM OF STEEL SECTION.
- 1c - MOMENT OF INERTIA OF COMPOSITE SECTION (WITH 7/8" SLAB)
- Stc - SECTION MODULUS AT TOP OF STEEL, COMPOSITE SECTION.
- Sbc - SECTION MODULUS AT BOTTOM OF STEEL, COMPOSITE SECTION.
- NS - NEAR SIDE.
- FS - FAR SIDE.

NOTE "A"

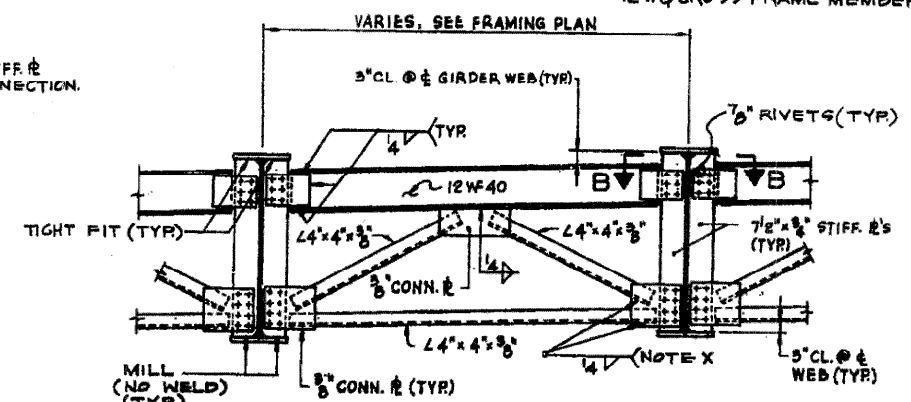
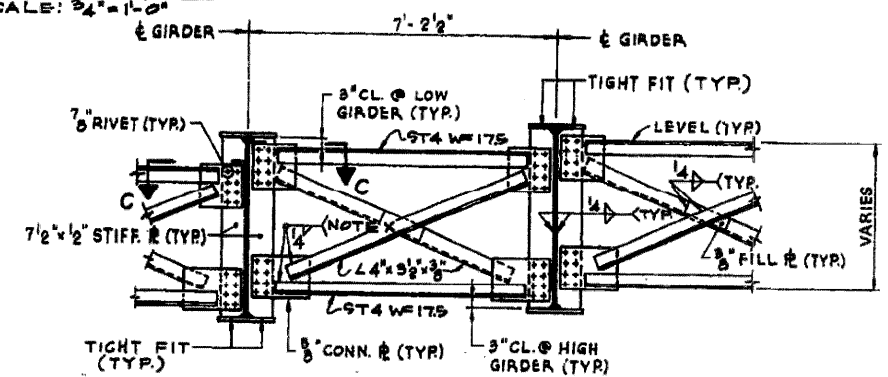
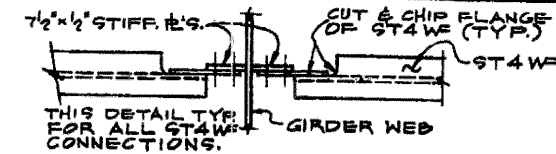
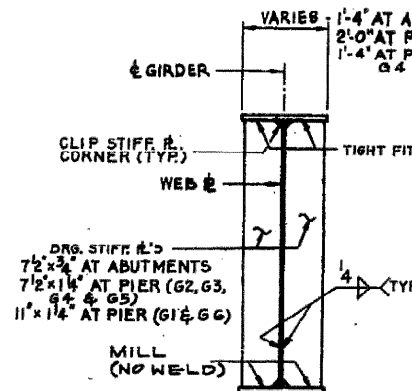
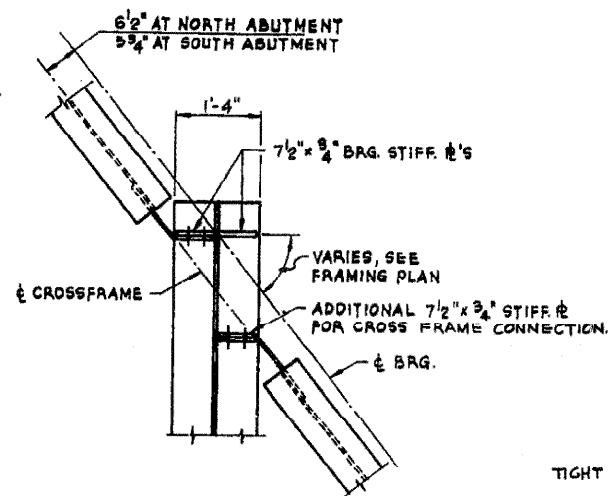
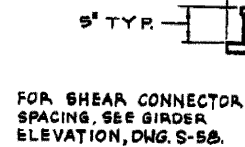
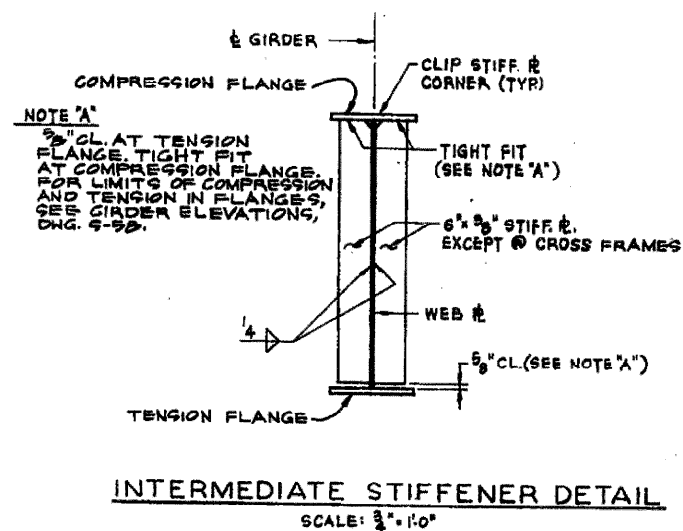
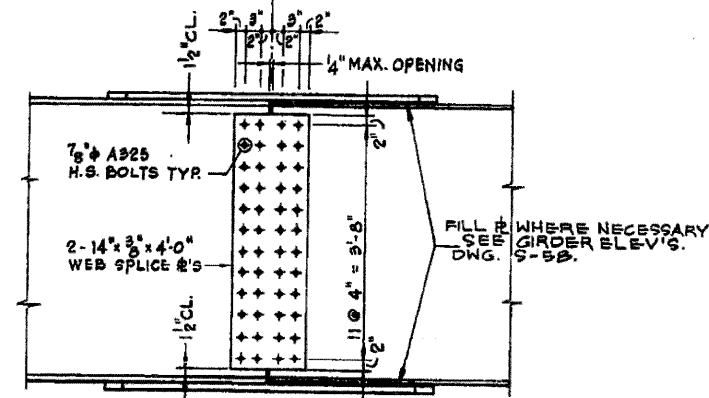
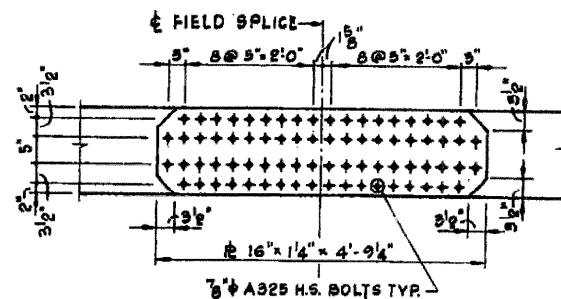
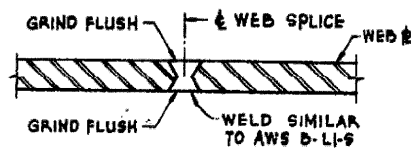
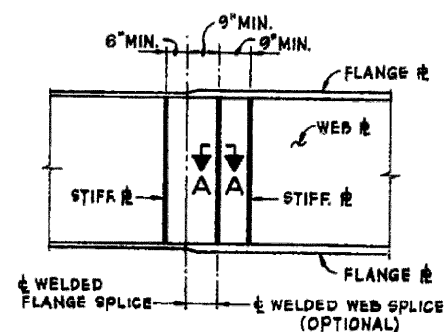
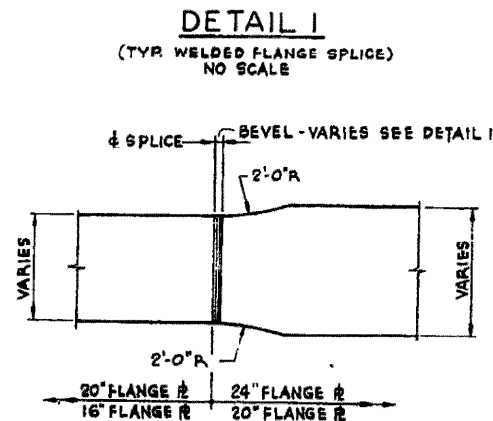
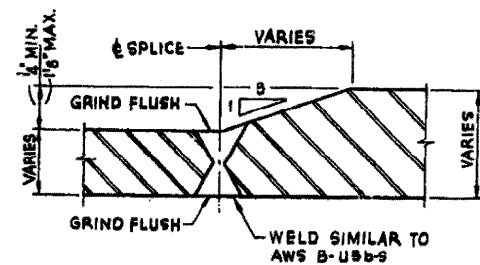
INTERMEDIATE CROSS FRAME STIFFENER PLATES SHALL BE PLACED AS SHOWN ON THE FRAMING PLAN. INTERMEDIATE STIFFENERS SHALL BE SPACED AS SHOWN ON GIRDER ELEVATIONS EXCEPT THAT WHEN AN INTERMEDIATE STIFFENER FALLS CLOSER THAN 6" TO A CROSS FRAME STIFFENER IT SHALL BE PLACED 6" FROM THE CROSS FRAME STIFFENER.

FRAMING PLAN
F.A.I. 74 - SECTION 81-110-5
F.A.I. 74 UNDER NORTHBOUND FRONTAGE RD.

ROCK ISLAND COUNTY
STATION 365+51.04

** FAI ROUTES 74 & 88
D2 BRIDGE PAINTING 2008-1

FILE NAME = PAINTING\64089\paint2008-1.dgn	USER NAME = linkdj	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS SCALE: SHEET NO. OF SHEETS STA. TO STA.	F.A.I. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO. CONTRACT NO. 64089
---	--------------------	--	--	---	--	---



UTMENTS
RA (G1 & G6)
ER (G2, G3,
G5)

END CROSS FRAME DETAIL

SCALE: 1" = 7'-0"

6 BRGS.
N. ABUT.

6 BRGS.
S. ABUT.

L * SPAN 1

L * SPAN 2

11 SP'S @ 10'-0" = 110'-0"

VARIES

9 SP'S @ 10'-0" = 90'-0"

VARIES

5 FIELD
SPLICE

5 BRGS
PIER

5 FIELD
SPLICE

GIRDER NO.	L * SPAN 1 11 SP'S @ 10'-0" = 110'-0"											L * SPAN 2 9 SP'S @ 10'-0" = 90'-0"														
G 1	-	1'	1'6"	2'0"	3'	3'6"	3'6"	2'4"	2'4"	1'3'4"	1'6"	1'	7'6"	-	-	1'6"	1'6"	5'6"	7'6"	5'6"	1'5'6"	1'16"	1'16"	1'5'6"	3'0"	-
G 2	-	3'4"	1'9"	2'8"	2'6"	2'4"	2'15'6"	2'2"	2'16"	1'11'6"	1'12"	1'16"	7'6"	-	-	1'8"	-	3'16"	7'16"	1'16"	1'11'6"	1'0"	1'5'6"	3'4"	1'2"	-
G 3	-	3'4"	1'7'6"	1'16"	2'5'6"	2'2"	2'16"	2'3'16"	1'0"	1'9'6"	1'8"	7'8"	3'0"	-	-	1'16"	-	3'16"	5'16"	3'0"	9'16"	3'4"	3'4"	1'11'6"	7'6"	-
G 4	-	3'4"	1'13'6"	1'0"	2'14"	2'16"	2'2'6"	2'3'6"	1'11'6"	1'2"	1'16"	1'16"	3'0"	-	-	1'16"	-	3'16"	5'16"	3'0"	1'2"	1'11'6"	1'11'6"	9'16"	3'0"	-
G 5	-	1'5'6"	1'7'6"	2'16"	2'3'6"	2'9'6"	2'16"	2'14"	1'11'6"	1'9'6"	1'16"	3'0"	-	-	1'8"	-	3'16"	3'0"	5'16"	1'11'6"	1'11'6"	3'4"	3'4"	1'11'6"	7'6"	-
G 6	-	1'16"	1'13'6"	2'0"	2'11'6"	2'0"	2'16"	2'3'6"	2'16"	1'11'6"	1'12"	1'16"	7'6"	-	-	1'8"	-	3'16"	1'4"	1'16"	1'11'6"	1'5'6"	1'16"	1'11'6"	9'16"	-

CAMBER DIAGRAM
(SHOWS CAMBER NECESSARY TO COMPENSATE FOR
TOTAL DEAD LOAD DEFLECTION DUE TO STEEL & CONG.)

* SEE TABLE B DWG. S-57

NOTE: WORK THIS SHEET WITH DWG. S-5B. * FAI ROUTES 74 & 88
** D2 BRIDGE PAINTING 2008-1

DE LEUW, CATHAR & COMPANY ENGINEERS
DESIGNED BY L.B. KRIZ
DRAWN BY J.N. LEBLIE
CHECKED E. S. MARTINS
IN CHARGE E. S. MARTINS
APPROVED W.G. HORN

FOR INFORMATION ONLY
LOCATION 2 Structure Number 081-0108

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	ROCK ISLAND	40	19
		CONTRACT NO. 64D89		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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PLOT DATE = Tue Jan 29 14:36:15 2008

DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

REVISED	-
REVISED	-
REVISED	-
REVISED	-

	STAT
	DEPARTMENT

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

	SCALE:	SH

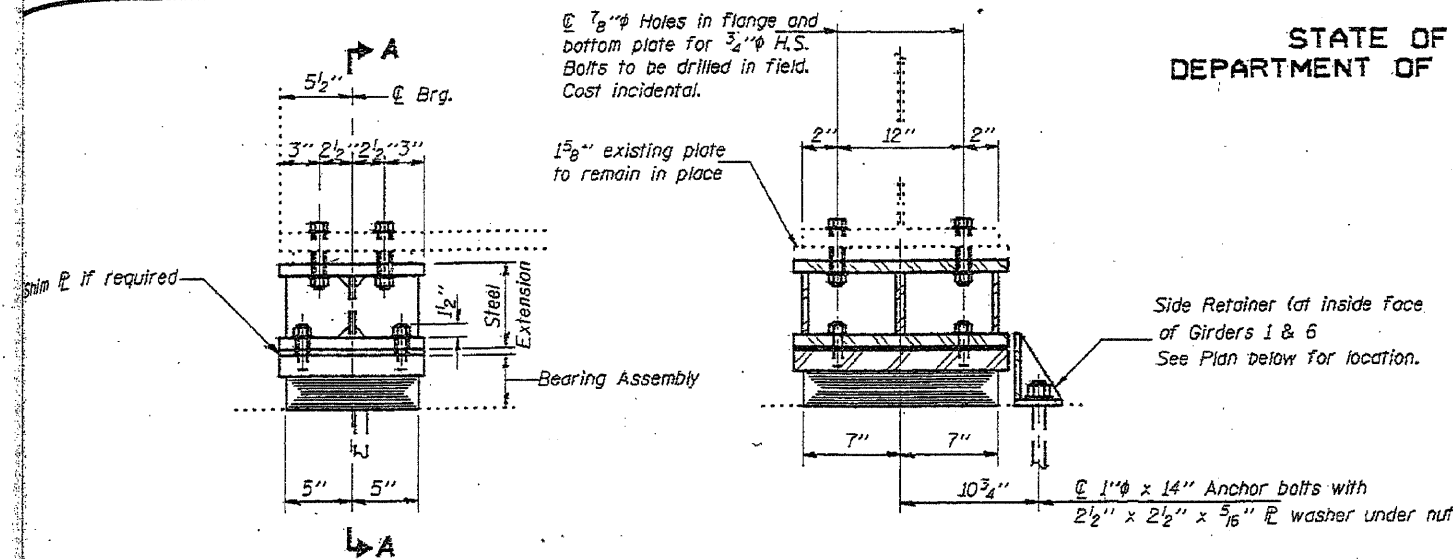
EXISTING BRIDGE PLAN			
SHEET NO.	OF	SHEETS	STA.

IS	F.
	R
TO STA.	FE

A. FE.	SECTION		CO
*	**		ROCK
			CO
D. ROAD DIST. NO.	ILLINOIS	FED. AID PROJ.	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

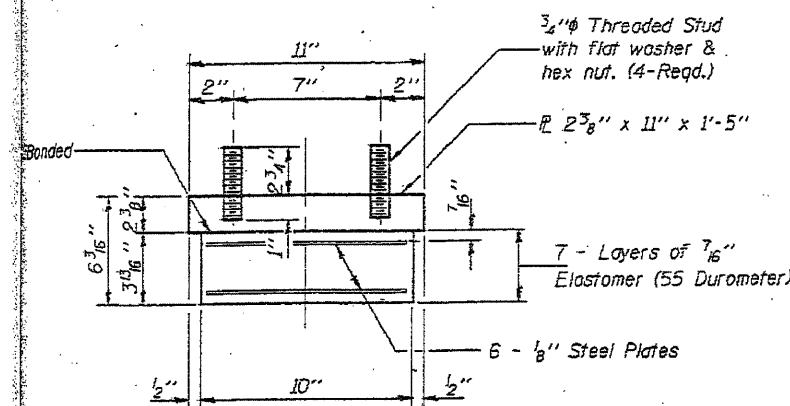
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74 S. 22	D-2 BRIDGE FOOTING-1	ROCK ISLAND	42	19A
FED. ROAD DIST. NO. 7	BRIDGE	FED. AID PROJECT		



ELEVATION AT NORTH ABUTMENT

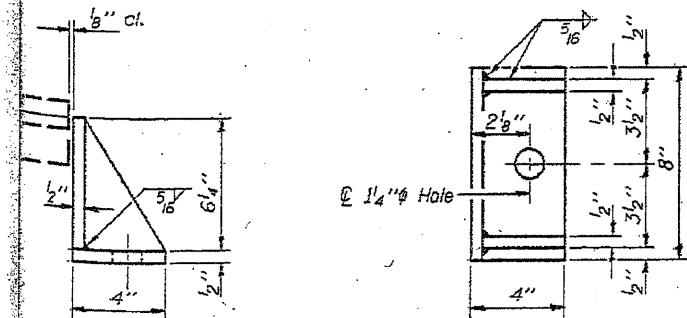
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



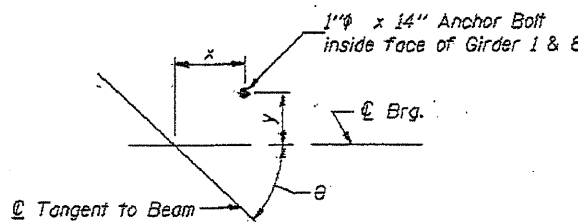
BEARING ASSEMBLY

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



SIDE RETAINER

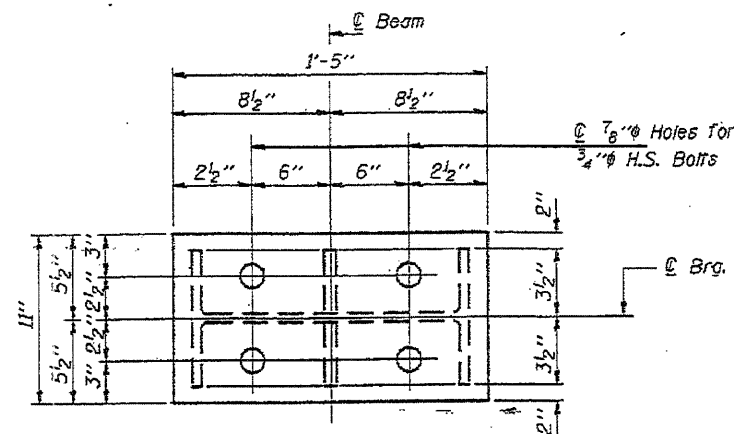
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



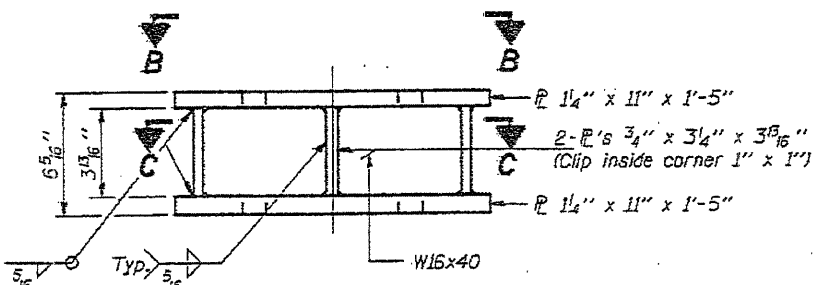
PLAN

For anchor bolt installation details see sheet 26 of 27. For dimensions and angles see table below.

Girders	1	6
θ	40°-06'-54"	36°-46'-03"
x	6 7/8"	6 3/8"
y	8 1/4"	8 5/8"

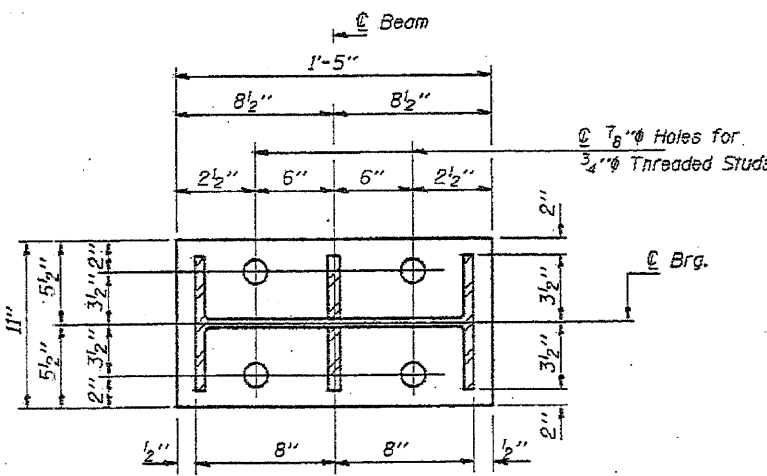


VIEW B-B



STEEL EXTENSION

Equivalent welded plates will be allowed in lieu of the W16x40 section.



SECTION C-C

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	6
Jack and Remove Existing Bearings	Each	6

Notes: See sheet 25 of 27 for Jack and Remove Existing Bearing Procedure. Existing anchor bolts which are not under side retainer shall be covered with a 2" thick layer of cement mortar. Cost is incidental to "Jack and Remove Existing Bearings".

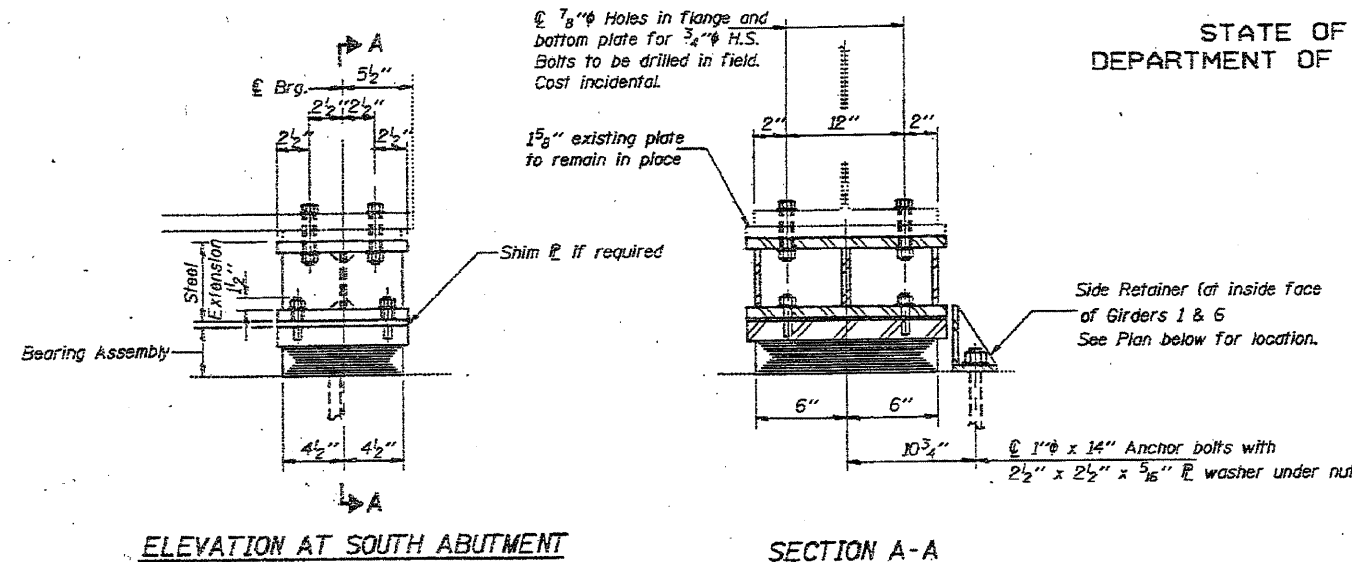
FOR INFORMATION
ONLY
LOCATION 2 SN. 081-0108

AS REVISED 4-21-92 D.A.B.
STRUCTURAL STEEL AND
NORTH ABUTMENT BEARING DETAILS
F.A.I. RT. 74 SEC. 81-1HB-5
ROCK ISLAND COUNTY
STA. 365+51.01

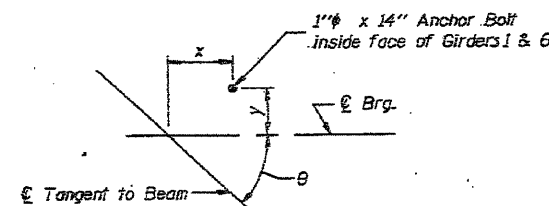
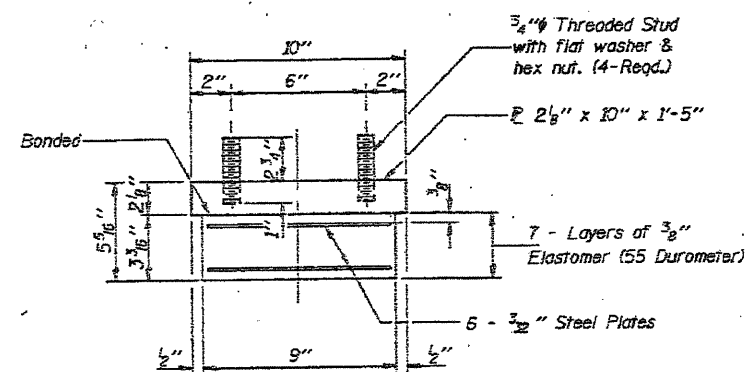
December 27 1990
EXAMINED [Signature]
PASSED [Signature]
APPROVED [Signature]
Paul Summer
MSA
12-1-83

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SHEET NO.	COUNTY	DATE	BY
F.A.I. 74	88	ROCK ISLAND	42	198
DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY	



TYPE I ELASTOMERIC EXP. BRG.

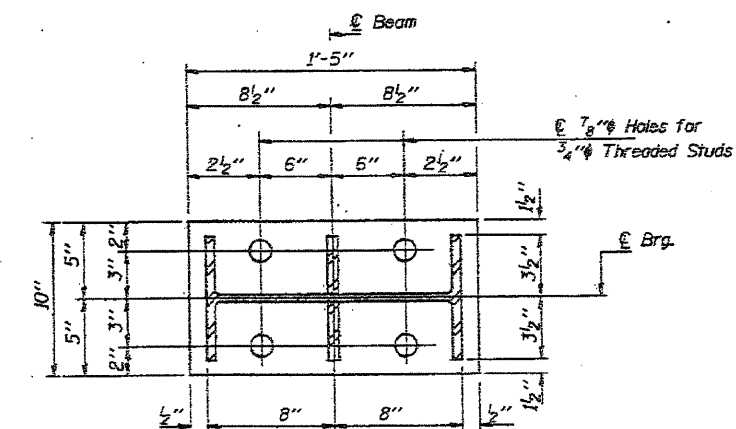
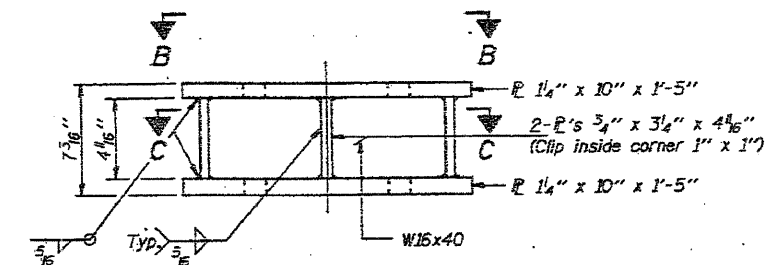
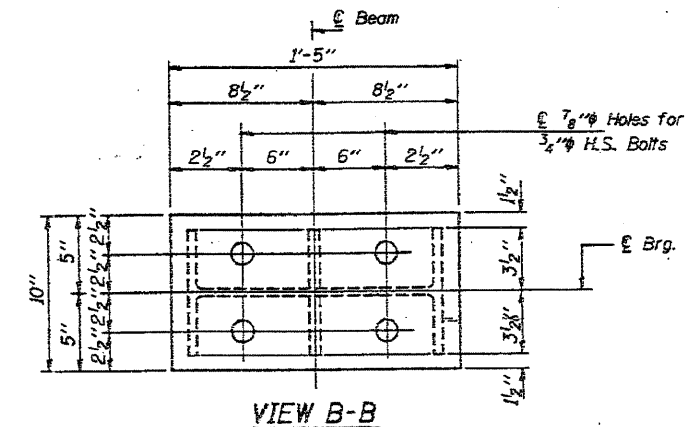


For anchor bolt installation details see sheet 26 of 27.
For dimensions and angles see table below.

Girders	1	6
θ	47°-11'-24"	44°-36'-55"
x	7 1/8"	7 1/2"
y	7 1/4"	7 3/8"

JACK AND REMOVE EXISTING BEARING PROCEDURE

- 1.) The Contractor shall submit for approval by the Engineer, plans for jacking prior to commencing any work at the bearings. Dead Load = 25.0 K at each beam without concrete deck.
- 2.) During each stage of construction, jacking and removing existing bearings shall be done after deck removal is completed and before the new deck is poured.
- 3.) Three beams may be lifted at one time.
- 4.) Jacking shall be limited to a maximum of 1/8" lift.
- 5.) The existing anchor bolts shall be removed by cutting off flush with the bridge seat. The rockers and bottom plates may be removed by cutting the pintles, leaving the existing top plate intact. The bottom flange area of the beam and existing top plate shall be cleaned and painted as required and as specified for structural steel prior to placing the new bearings.
- 6.) The new bearings and steel extensions shall be placed and the jacks shall be lowered before the new deck is poured.

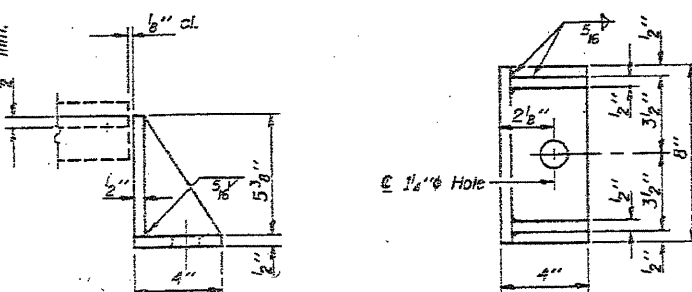


BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	6
Jack and Remove Existing Bearings	Each	6

FOR INFORMATION ONLY

LOCATION 2 SN.081-0108 SOUTH ABUTMENT BEARING DETAILS
F.A.I. RT. 74 SEC. 81-1HB-5
ROCK ISLAND COUNTY
STA. 365+51.01

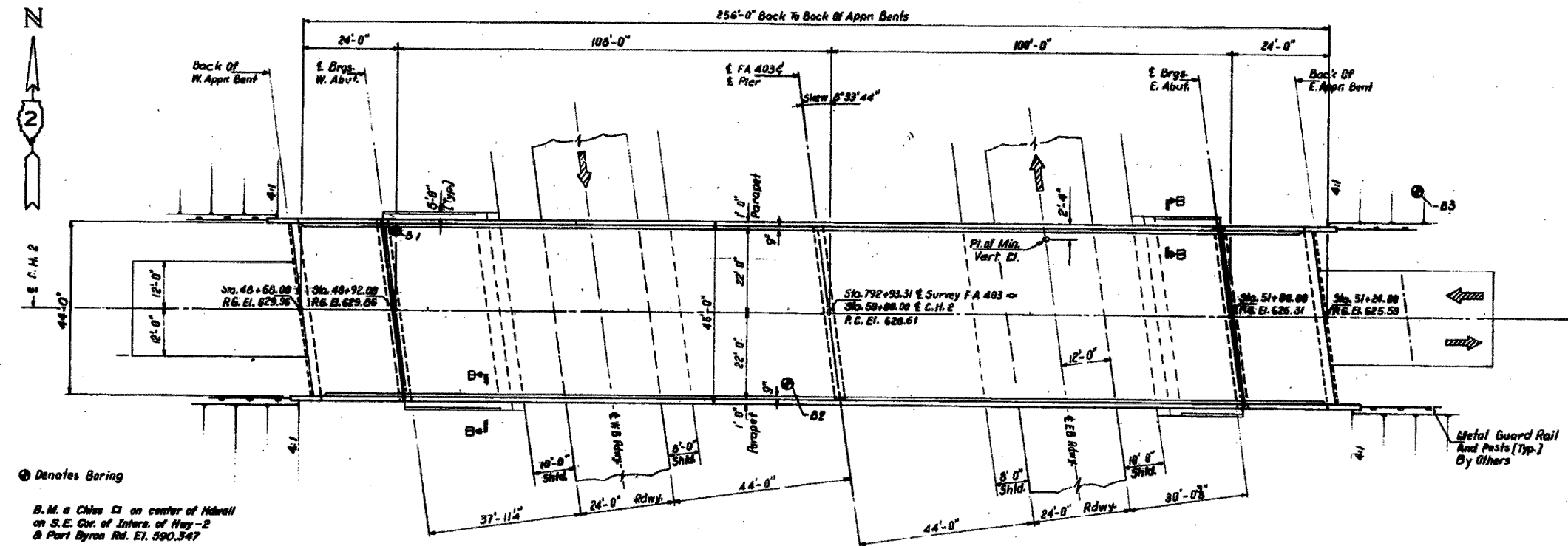


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CHECKED BY: [Signature]
DRAWN BY: [Signature]
CHECKED BY: [Signature]

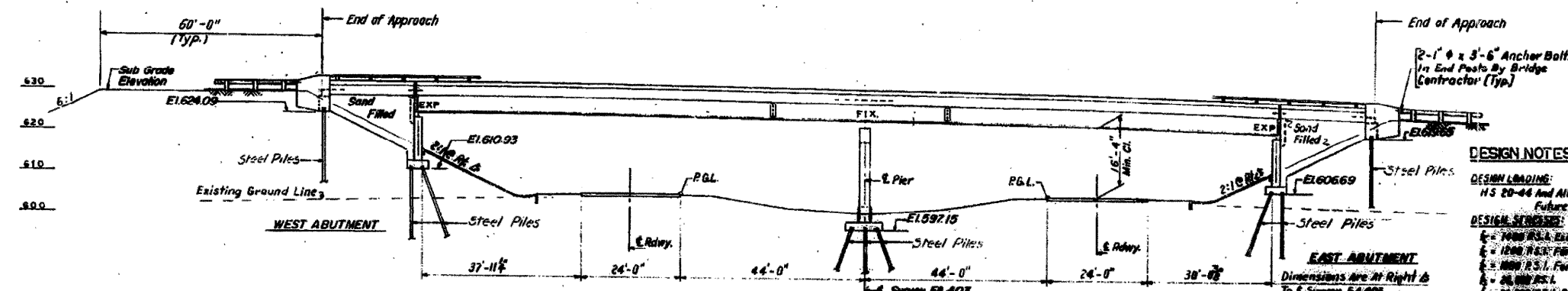
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PASSED BY: [Signature]
APPROVED BY: [Signature]

DATE: DEC 27 1990

1-2-E1 12-1-83



PLAN



ELEVATION

STATION 792+93.31
BUILT BY
STATE OF ILLINOIS
FA 403 SECTION 161-1NB-7
FA PROJ. ESRF-403-1(6)
LOADING HS 20

NAME PLATE
SEE STD. 2113

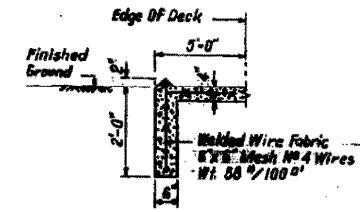
DESIGN NOTES

DESIGN LOADING:
HS 20-44 And Allowance For 25 R.S.F.
Future Wearing Surface
DESIGN STRENGTH:
E = 1,000 R.S.F. Except As Follows:
E = 1,000 R.S.F. For Back Slab.
E = 1,000 R.S.F. For Cais. in Contact With Earth.
E = 20,000 R.S.F. Structural Steel.
E = 20,000 R.S.F. Reinforcement Steel.
v = 75 R.S.F. Allowable Shear in Footings.
n = 10
Allowable Live Load Deflection =
L/1200 (Continuous)
DESIGN SPECIFICATIONS: AASHTO 1973As Applicable

TOTAL BILL OF MATERIAL

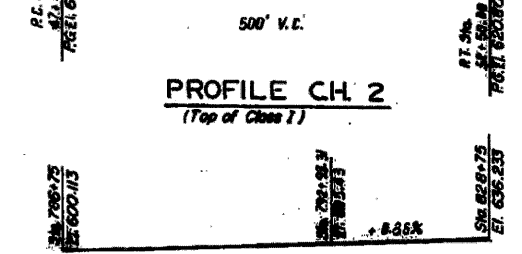
ITEM	UNIT	SUP. STRUCT.	SUB. STRUCT.	TOTAL
STRUCTURE EXCAVATION	CU. YDS.	-	115	115
PROTECTIVE COAT	SQ. YDS.	182	-	182
CLASS "X" CONCRETE	CU. YDS.	394.5	290.7	685.20
STRUCTURAL STEEL	L. 500	0.00	-	0.00
ALUMINUM RAILING	LIN. FT.	801	-	801
REINFORCEMENT BARS	LBS.	97,480	37,200	134,680
STUD BARS CONNECTORS	EACH	2,000	-	2,000
STEEL PILES 10" x 42	LIN. FT.	-	9,290	9,290
TEST PILES 10" x 42	EACH	-	3	3
NAME PLATES	EACH	-	1	1
SLOPE WALLS (6")	SQ. YDS.	-	378	378
BIT. CONC. SURFACE COURSE CL. 1	TONS	85	-	85
WATERPROOFING MEMBRANE SYS.	SQ. YDS.	1203	-	1,203
SAND BACKFILL	CU. YDS.	-	408	408
PREFORMED JT. SEALER 4"	LIN. FT.	90.0	-	90.0
PERMANENT SURVEY MARKS TYPE 1	EACH	1	-	1

* CALCULATED WEIGHT OF STRUCTURAL STEEL = 324,390



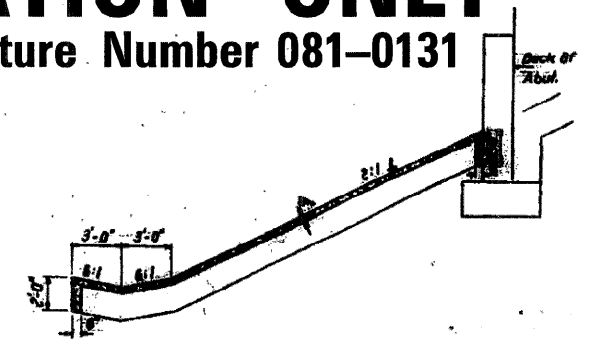
SECTION B-B

FOR INFORMATION ONLY
LOCATION 3 Structure Number 081-0131

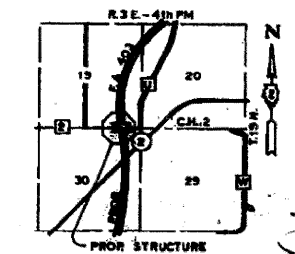


PROFILE CH 2
(Top of Class 1)

PROFILE FA 403 ALONG E. SURVEY



SECTION THRU SLOPEWALL AT ABUT.



LOCATION MAP

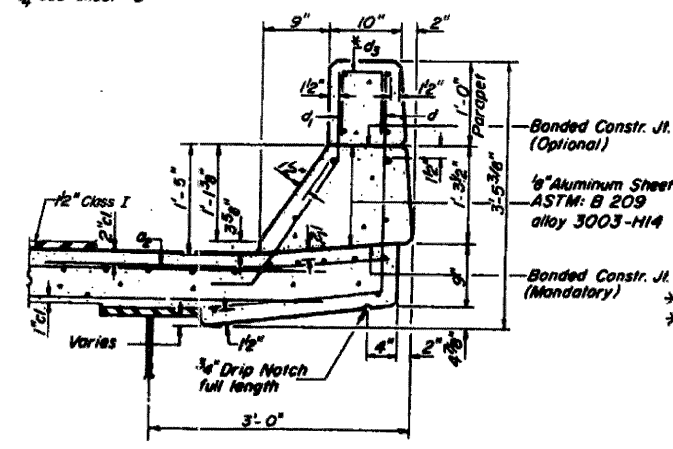
GENERAL PLAN & ELEVATION

FA 403 SECTION 161-1NB-7
FA 403 UNDER C.H. 2
ROCK ISLAND COUNTY
STATION 792+93.31

APPROVED
[Signature]

* FAI ROUTES 74 & 88
** D2 BRIDGE PAINTING 2008-1

Bars indicated thus 2
indicates 20 lines of
lengths per line
Min bar lops = 24 dia



BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
a	233	#5	45'-10"	~
a ₁	564	#5	44'-0"	~
a ₂	500	#6	4'-0"	~
b	840	#5	27'-3"	~
b ₁	48	#6	48'-0"	~
b ₂	12	#8	31'-8"	~
b ₃	12	#8	29'-1"	~
b ₄	16	#5	23'-8"	~
b ₅	12	#5	28'-7"	~
b ₆	8	#9	17'-2"	~
b ₇	8	#5	17'-2"	~
c	420	#4	4'-9"	J
c ₁	420	#5	3'-7"	J
Reinforcement Bars			Lbs.	75,340
Class X Concrete			Cu. Yds.	2802
Structural Steel			Lbs.	322,400
Protective Coat			Sq. Yds.	152
Bituminous Concrete Surface Course Class I			Tons	45
Waterproofing Membrane System			Sq. Yds.	989
Preformed Joint Sealer			Lin. Ft.	90.0

**** Parapet Reinforcement and Close Concrete are billed on sheet #5**

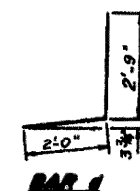
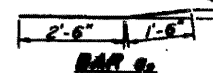
DECK DETAILS
FA 403 SECTION 161-1HB-7
FA 403 UNDER C. H. 2
ROCK ISLAND COUNTY
STATION 792+93.31

BAR 61. * FAI ROUTES 74 & 88
** D2 BRIDGE PAINTING 2008-1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	••	ROCK ISLAND	40	21
		CONTRACT NO. 64D8		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

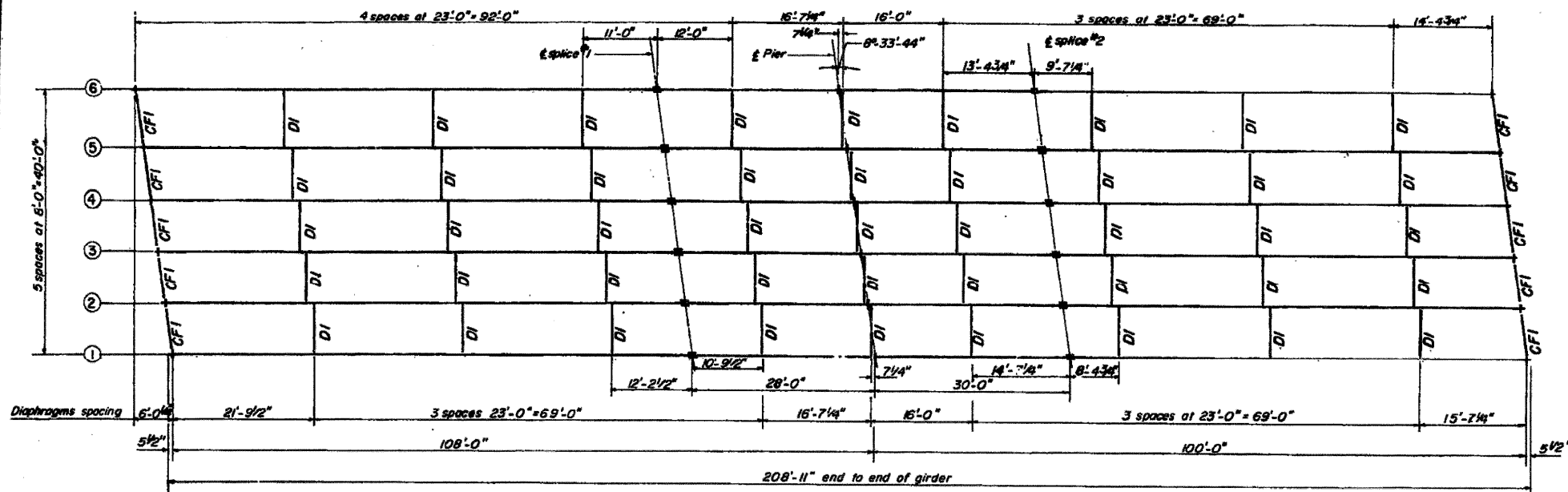
FOR INFORMATION ONLY

LOCATION 3 Structure Number 081-0131

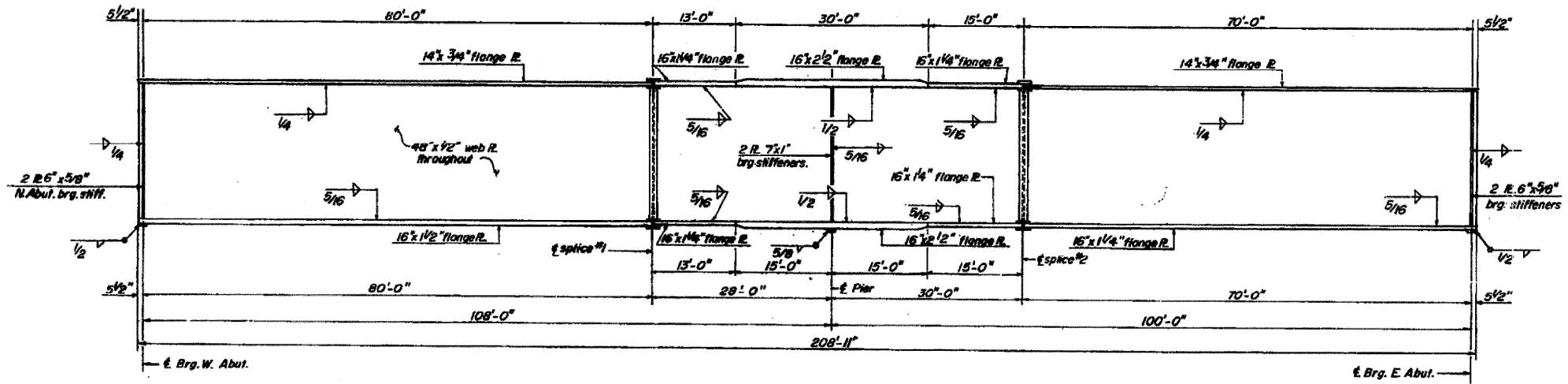


DESIGNED	P.B.
CHECKED	B.T.M.
DRAWN	A.M.
CHECKED	B.T.M.

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		DRAWN -	REVISED -						•	••	ROCK ISLAND	40	21
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 64D8								
	PLOT DATE = Tue Jan 29 14:36:18 2008	DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		



FRAMING PLAN
Scale: 3/32" = 1'-0"



GIRDER ELEVATION
Scale: Horiz. 3/32" = 1'-0"
Vert. 1/2" = 1'-0"

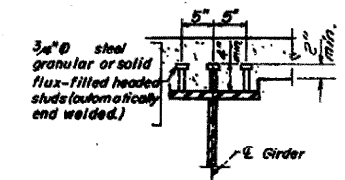
NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR PERMIT	10/1/08	DK
2	FOR CONSTRUCTION	10/1/08	DK

(Composite in Positive Moment Areas only)

INTERIOR GIRDER MOMENT TABLE			
	0.4 Span 1	Pier	0.4 Span 2
I_s (in ⁴)	23,599.0	55,654	23,599
I_c (in ⁴)	63,598	—	63,598
S_s (in ³)	1196.6	2100.2	1196.6
S_c (in ³)	1617.4	—	1617.4
R (k/ft)	1.057	1.23	1.057
M_R (ft-k)	774.5	1785	553.1
$f_s R$ (ksi)	2.77	10.20	5.55
$S R$ (k/ft)	0.431	0.431	0.431
$M_s R$ (ft-k)	380.0	558.0	294.0
$M_L + Imp.$ (ft-k)	1192.1	1038.5	1130.8
Total (ft-k)	1572.1	1596.5	1424.8
$f_s L$ (ksi)	166	9.12	10.57
$f_s Total$ (ksi)	19.43	19.32	16.12
VR (ft)	59.6	—	61.1

INTERIOR GIRDER REACTION TABLE			
	Abutment 1	Pier	Abutment 2
$R_L + S_R$ (k)	58.8	204.8	50.6
$R_L + Imp.$ (k)	62.5	100.9	62.5
$R Total$ (k)	121.3	3057	113.1

I_s and S_s are the moment of inertia and section modulus of the steel section.
 I_c and S_c are the moment of inertia and section modulus of the composite section used in computing f_s .
VR is the maximum $L + Impact$ shear range in span.



SECTION A-A
NO. REQ'D = 2088

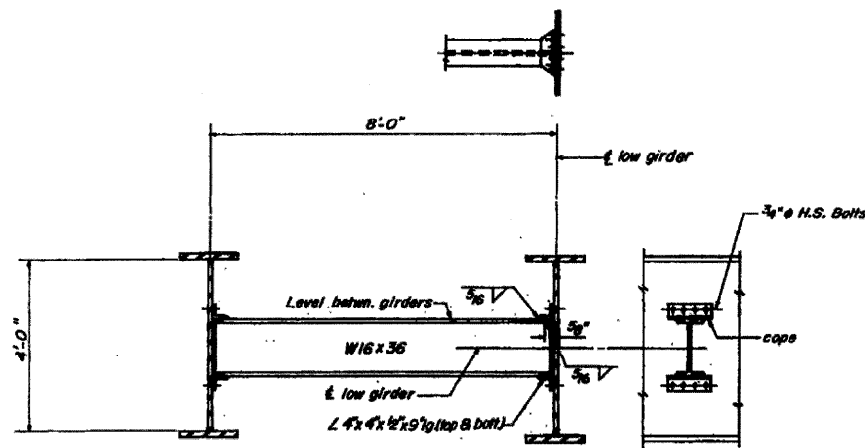
FOR INFORMATION ONLY

LOCATION 3 Structure Number 081-0131

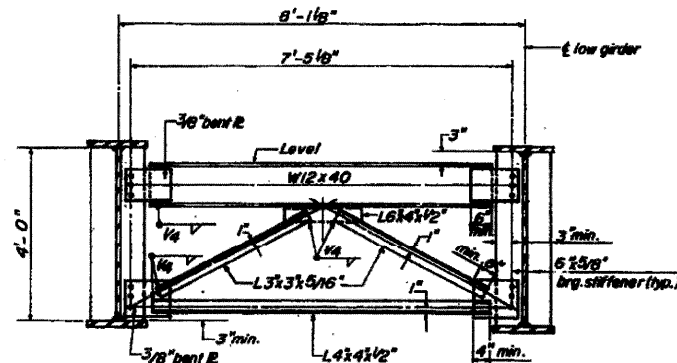
DESIGNED	DK
CHECKED	P.B.
DRAWN	A.M.
CHECKED	P.B.

STRUCTURAL STEEL
FA 403 SECTION 161-IHB 7
FA 403 UNDER CH 2
ROCK ISLAND COUNTY
STATION 792+9331

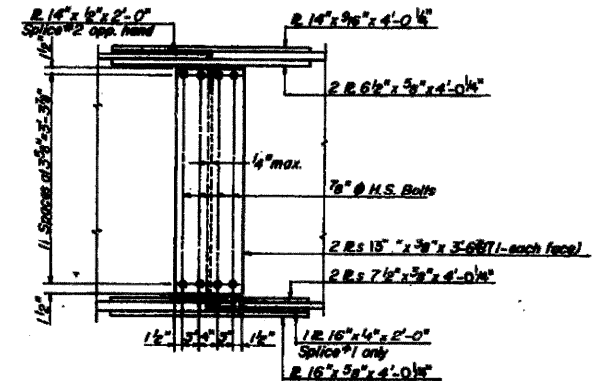
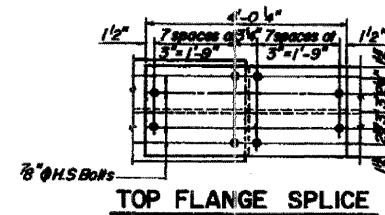
* FAI ROUTES 74 & 88
** D2 BRIDGE PAINTING 2008-1



TYPICAL INTERIOR DIAPHRAGM-DI
No. Req'd: 45



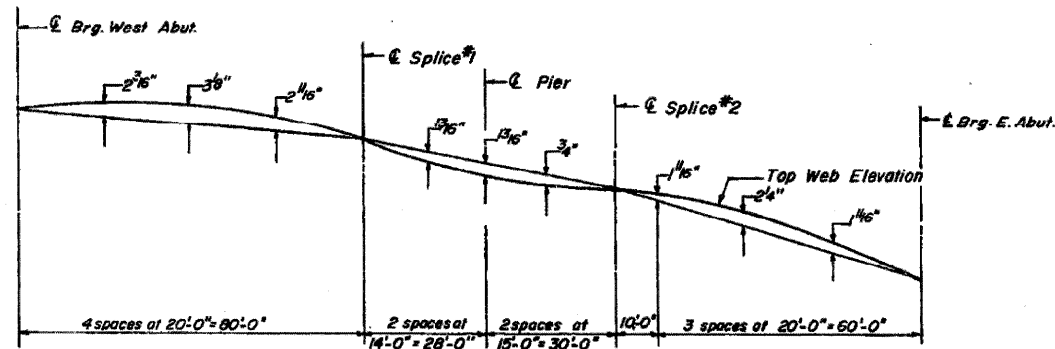
TYPICAL END CROSS FRAME - CF 1
No. Req'd: 10



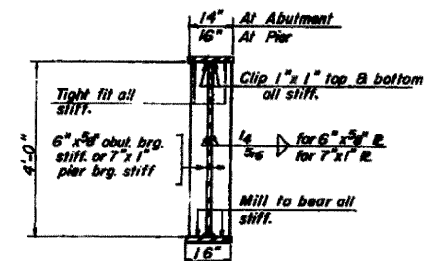
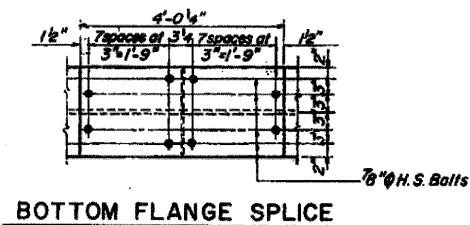
DETAIL OF SPICE
(SPICE #1 SHOWN, SPICE #2 SIMILAR EXCEPT AS NOTED.)

FOR INFORMATION ONLY

LOCATION 3 Structure Number 081-0131



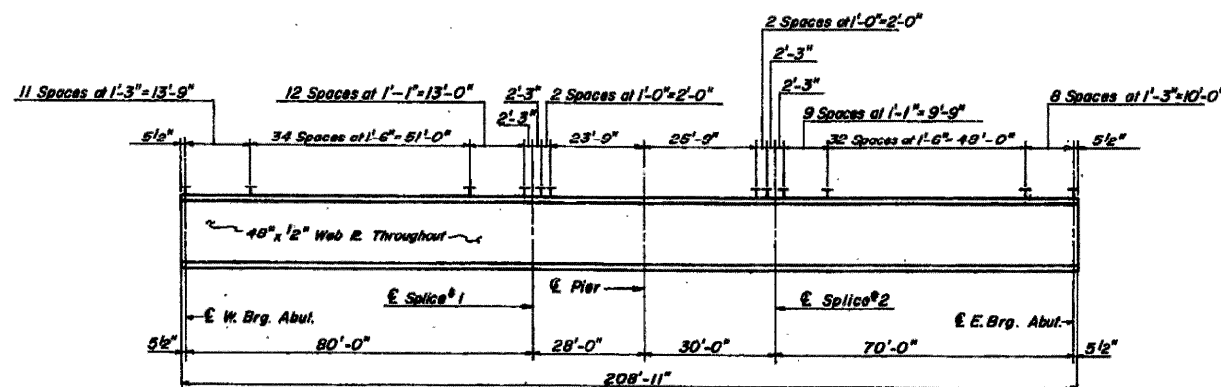
CAMBER DIAGRAM
Camber for Dead Loads and Curvature of Roadway.



TYPICAL SECTION
BRG. STIFFENER

* TOP OF WEB ELEVATIONS				
LOCATION	E. BRG. W. ABUT.	E. Splice #1	E. Splice #2	E. BRG. E. ABUT.
Girder #1	628.594	627.752	626.679	624.976
Girder #2	628.767	627.935	626.873	625.178
Girder #3	628.699	628.078	627.023	625.337
Girder #4	628.906	628.095	627.048	625.371
Girder #5	628.788	627.988	626.948	625.281
Girder #6	628.627	627.839	626.804	625.140

* For Fabrication only



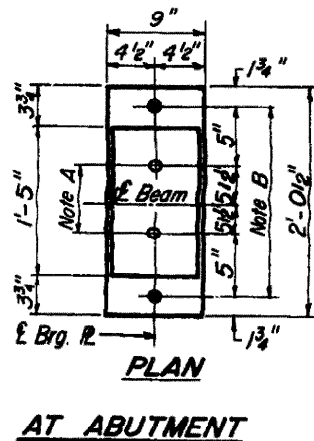
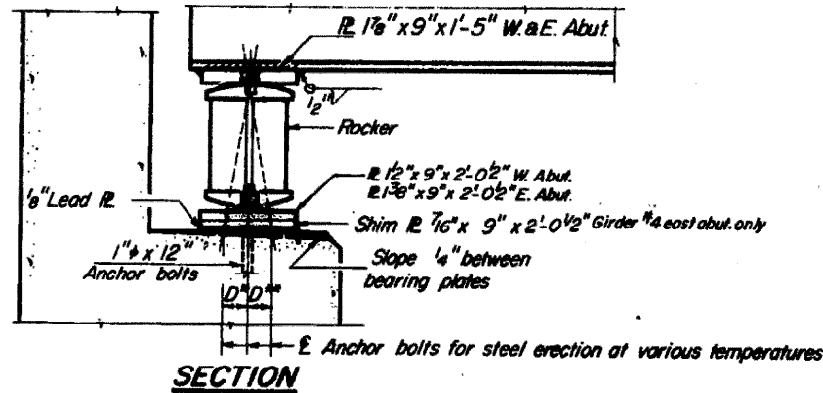
SHEAR CONNECTORS SPACING

DESIGNED	B.T.M.
CHECKED	P.B.
DRAWN	A.S.
CHECKED	D.M.P.

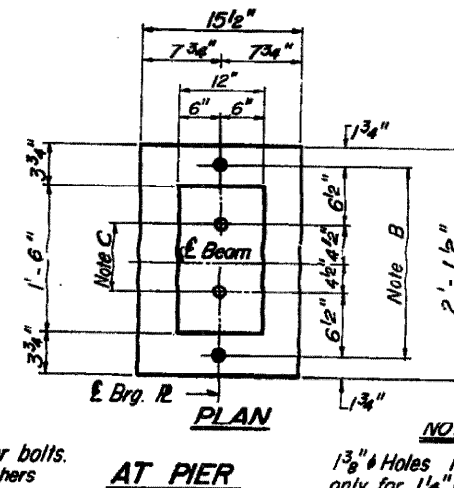
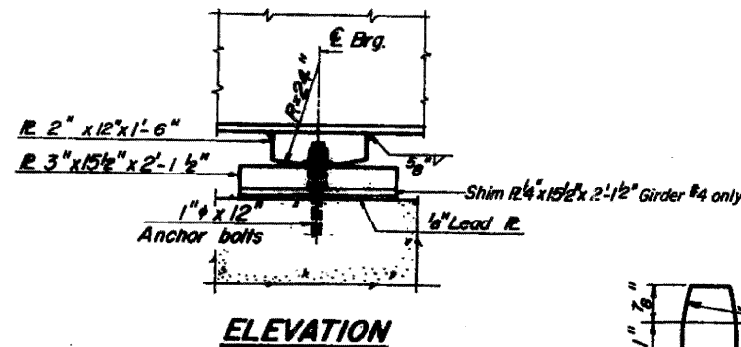
STRUCTURAL STEEL
FA 403 SECTION 161-IH8 7
FA 403 UNDER CH 2
ROCK ISLAND COUNTY
STATION 792+93.31

* FAI ROUTES 74 & 88
** D2 BRIDGE PAINTING 2008-1

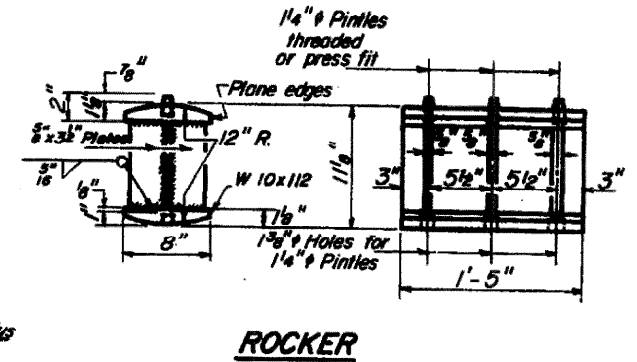
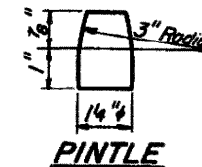
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		DRAWN -	REVISED -					.	..	ROCK ISLAND	40	23
		CHECKED -	REVISED -									
		DATE -	REVISED -									
PLOT SCALE = 50,0000' / IN.	PLOT DATE = Tue Jan 29 14:36:21 2008					SCALE:	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 64D89	



NOTE A
1 3/8" Holes - 1" deep in top R.
for pintles. Thread or press fit
pintles into bottom R.



NOTE B
1 1/2" Holes for 1" anchor bolts.
16 x 2 1/2" x 2 1/2" R. Washers
under nut.

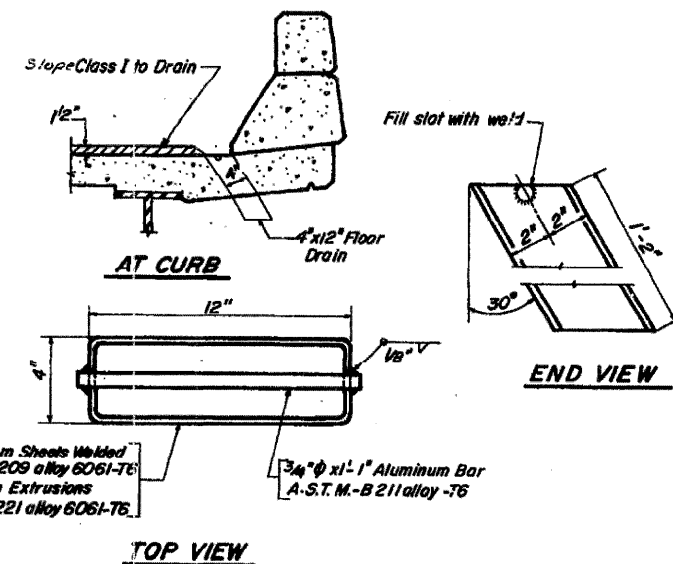


Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\pm 1/8$ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 5" adjusting shims, or the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.

NOTES ON SETTING OF ANCHOR BOLTS AT EXP. BRGS.

- a) D^* (Side of brg. away from fixed brg.)
 $D^* = 1/8$ " per each 100' of expansion for every 15° fall below the normal temp. of 50°F.
 D^{**} (Side of brg. toward fixed brg.)
 $D^{**} = 1/8$ " per each 100' of expansion for every 15° rise above the normal temp. of 50°F.
- b) After beams have been erected and dimensions D^* or D^{**} determined, holes shall be drilled and anchor bolts shall be grouted in place. All fixed anchor bolts may be built into the masonry.

BEARING ASSEMBLY DETAILS



FLOOR DRAINS

* FAI ROUTES 74 & 88 STATION 792+93.31
** D2 BRIDGE PAINTING 2008-1

DESIGNED	B.T.M.
CHECKED	P.B.
DRAWN	A.M.
CHECKED	D.M.P.

FOR INFORMATION ONLY

LOCATION 3 Structure Number 081-0131

BEARINGS
FA 403 SECTION 161- 1HB-7
FA 403 UNDER C.H. 2
ROCK ISLAND COUNTY

FILE NAME = P:\PAINTING\64D89\paint2008-1.dgn	USER NAME = linkdj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS	SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -											ROCK ISLAND	40	24
		CHECKED -	REVISED -											CONTRACT NO. 64D89		
		DATE -	REVISED -											ILLINOIS FED. AID PROJECT		

FOR INFORMATION ONLY

LOCATION 4 Structure Numbers 081-0122 & 0123

GENERAL NOTES:

- Reinforcement bars shall be lapped 24 diameters unless otherwise shown.
- Field connections shall be bolted using high strength bolts. Bolts $\frac{3}{4}$ " ϕ , open holes $1\frac{1}{8}$ " ϕ , unless otherwise noted.
- The basic lead Silico Chromate paint system shall be used for shop and field painting of structural steel.
- Field welding of construction accessories will not be permitted to the bottom or 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.
- Anchor bolts shall be set before bolting diaphragms over supports.
- Slope wall shall be reinforced with welded wire fabric 6" x 6" mesh weighing 58# per 100 sq.ft.

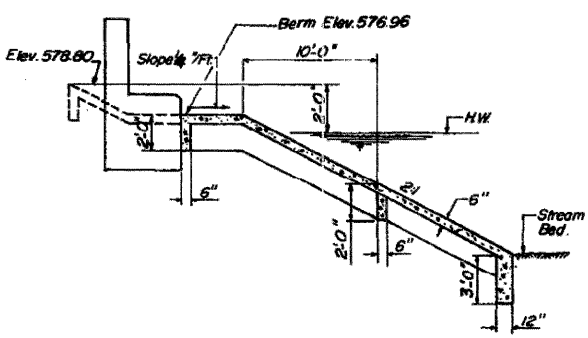
- The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.
- The contractor shall drive two steel test piles in a permanent location, one each of the Abut. 'A' and Abut. 'D' as directed by the engineer before ordering the remainder of the piles.
- Layout of slope walls may be varied in the field to suit ground conditions as directed by the engineer.
- The concrete rail section above the mandatory const. joint at the top of the slab shall be constructed of class X concrete, except the aggregates shall conform to the requirements of normal concrete.
- Protective coat shall not be applied to surfaces to which waterproofing membrane is applied.

The main load carrying member components subject to the Supplemental Requirements for Notch Toughness are the flanges, webs, and splice plates of the steel girders or wide flange beams. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\pm \frac{1}{8}$ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two $\frac{1}{8}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER STRUCT.	SUB STRUCT.	TOTAL
Protective coat	Sq. Yds	122	—	122
Class X Concrete	Cu Yds	203.6	182	385.6
Structural Steel	L. Sum	0.11	—	0.11
Aluminum Railing	Lin. Ft	308	—	308
Reinforcement bars	Lbs.	44,740	15,380	60,120
Stud Shear connectors	Each	2988	—	2988
Steel Piles HP8 x 36	Lin. Ft	—	714	714
Test Piles HP8 x 36	Each	—	2	2
Name Plates	Each	1	—	1
Slope Wall (6')	Sq. Yds	—	877	877
Bit. Conc. Surface course, Class I	Tons	56.0	—	56.0
Waterproofing Mem. System	Sq. Yds	670	—	670
Preformed Jt. Sealer 2 $\frac{1}{2}$ "	Lin. Ft.	84	—	84
Permanent Bench Mark	Each	1	—	1

* Calculated weight of structural steel = 183,080 Lbs.



TYPICAL SECTION THRU SLOPE WALL

STATION 428 + 77.00
BUILT BY
STATE OF ILLINOIS
FA 403 SECTION 161-1B-1
FA PROJ. EBRF-403-1(T)
LOADING HS 20

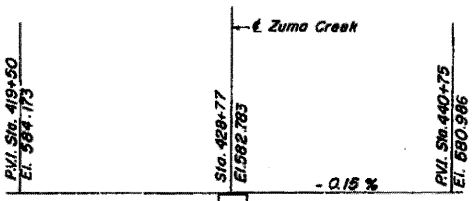
NAME PLATE
SEE STD. 2113

LOCATION MAP

WATERWAY INFORMATION
Drainage Area 7680 Acres
Character Hilly
Proposed Opening 450 Sq. Ft.
Proposed Opening 450 Sq. Ft.
Bottom Channel El. 565.7
Q (50) 2600 c.f.s.

NOTES:

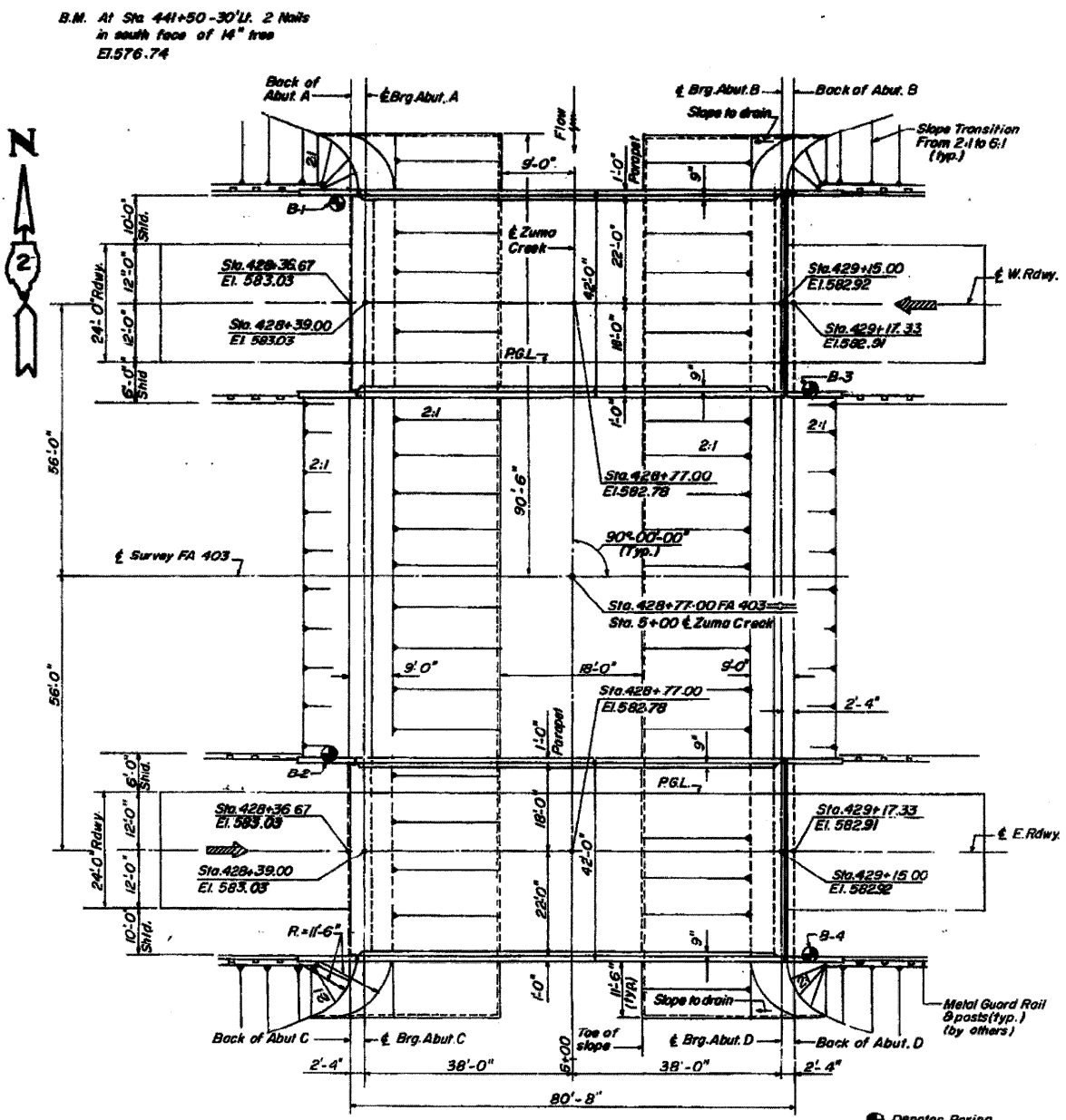
- DESIGN LOADING:**
HS 20-44 And Allowance For 25 PSF Future Wearing Surface
- DESIGN STRESSES:**
fc = 1400 P.S.I. Except As follows:
fc = 1200 P.S.I. For Deck Slab
fc = 1000 P.S.I. For Conc. In Contact With Earth
fs = 27,000 P.S.I. - (AASHTO M223) Grade 50
fs = 20,000 P.S.I. Reinforcement Steel
v = 75 P.S.I. Allowable Shear in Footings
fs = 50,000 p.s.i. (Structural Steel) AASHTO M183
n = 7.0
Allowable Live Load Deflection = L/1200 (Composite)
DESIGN SPECIFICATIONS: AASHTO 1969 As Applicable



PROFILE FA 403 ALONG PROFILE GRADE LINE

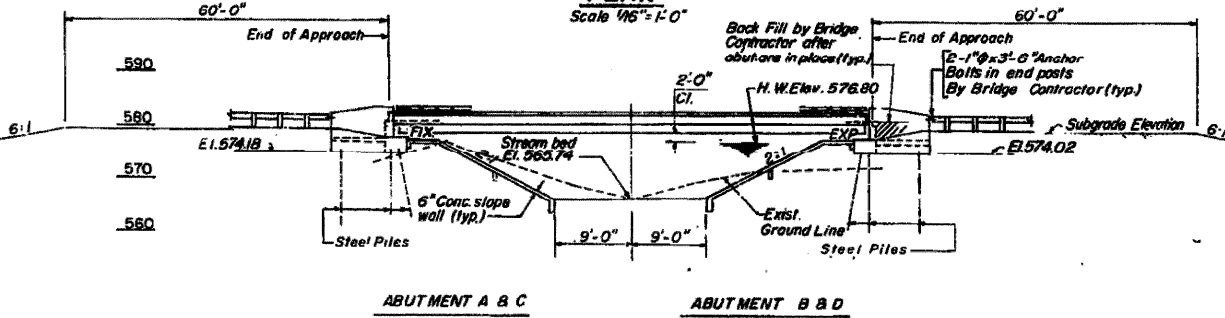
GENERAL PLAN & ELEVATION

FA 403 SECTION 161-1B-1
FA 403 OVER ZUMA CREEK
ROCK ISLAND COUNTY
STATION 428 + 77.00
* FAI ROUTES 74 & 88
** D2 BRIDGE PAINTING 2008-1



PLAN

Scale: 1/8" = 1'-0"

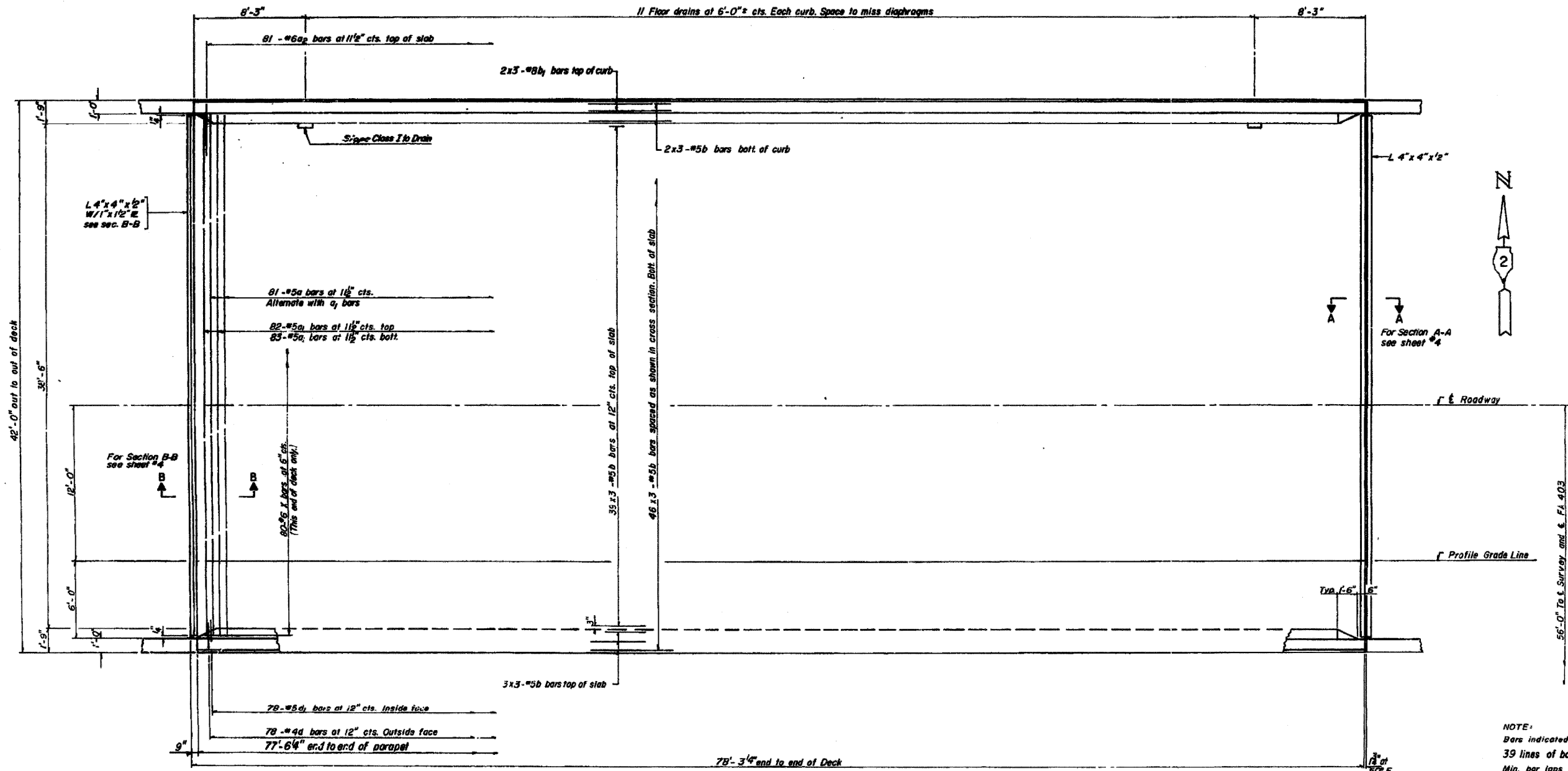


ELEVATION

Scale: 1/16" = 1'-0"

DESIGNED	D.N.
CHECKED	H.S.
DRAWN	A.M.
CHECKED	H.S.

DESIGNED	PK
CHECKED	PK
DRAWN	GG
CHECKED	DMP



DECK PLAN
(WEST BOUND SHOWN)
(EAST BOUND SIMILAR)

Note: Work this sheet with sheet No. 4

NOTE:
Bars indicated thus 39 x 3 #5 etc. indicates
39 lines of bars with 3 lengths per line.
Min. bar laps = 24 dia.
Parapet Reinforcement and Class X Concrete
are billed on sheet No. 5.

DESIGNED	PK
CHECKED	PK
DRAWN	GG
CHECKED	DMP

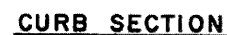
FOR INFORMATION ONLY

LOCATION 4 Structure Numbers 081-0122 & 0123

DECK SLAB
FA 403 SECTION 161-1B-1
FA 403 OVER ZUMA CREEK
ROCK ISLAND COUNTY
STATION 428 + 77.00

* FAI ROUTES 74 & 88
** D2 BRIDGE PAINTING 2008-1

FILE NAME =	USER NAME = linkdj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\PAINTING\64089\paint2008-1.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	ROCK ISLAND	40	26
		CHECKED -	REVISED -								CONTRACT NO. 64089		
		DATE -	REVISED -								FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT



Cost of Drains
shall be incidental to Class X Concrete

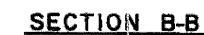


BILL OF MATERIAL

*Note: Bill of Material for one bridge only.
Material for two Bridges required*

- * Weight of bearing assemblies with lead plates and anchor bolts are included in Structural Steel.
- * Parapet Reinforcement and Class X Concrete are billed on sheet No.5

Note: Work this Sheet with Sheet No. 3



Looking East W. Bd. Roadway
Looking West E. Bd. Roadway



Looking West E. Bd. Roadway

FOR INFORMATION ONLY

LOCATION 4 Structure Numbers 081-0122 & 0123

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING BRIDGE PLANS

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
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* FAI ROUTES 74 & 88
** D2 BRIDGE PAINTING 2008-1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	ROCK ISLAND	40	27
		CONTRACT NO. 64D8		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DECK DETAILS
FA 403 SECTION 161-1B-1
FA 403 OVER ZUMA CREEK
ROCK ISLAND COUNTY
STATION 428 + 77.00
COR 9-25-72 LS

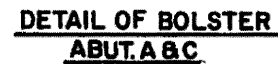
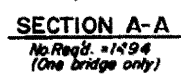
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USER NAME = linkdj
PLOT SCALE = 50.0000 ' / IN.
PLOT DATE = Tue Jan 29 14:36:26 2008

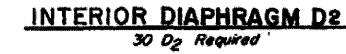
DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

REVISED	-
REVISED	-
REVISED	-
REVISED	-

8-0123



DETAIL OF PINTLE



I_s and S_s are the moment of inertia and section modulus of the steel section.
 I_c and S_c are the moment of inertia and section modulus of the composite section used in computing f_v .
 V_R is the maximum $\pm$ impact shear range in span.

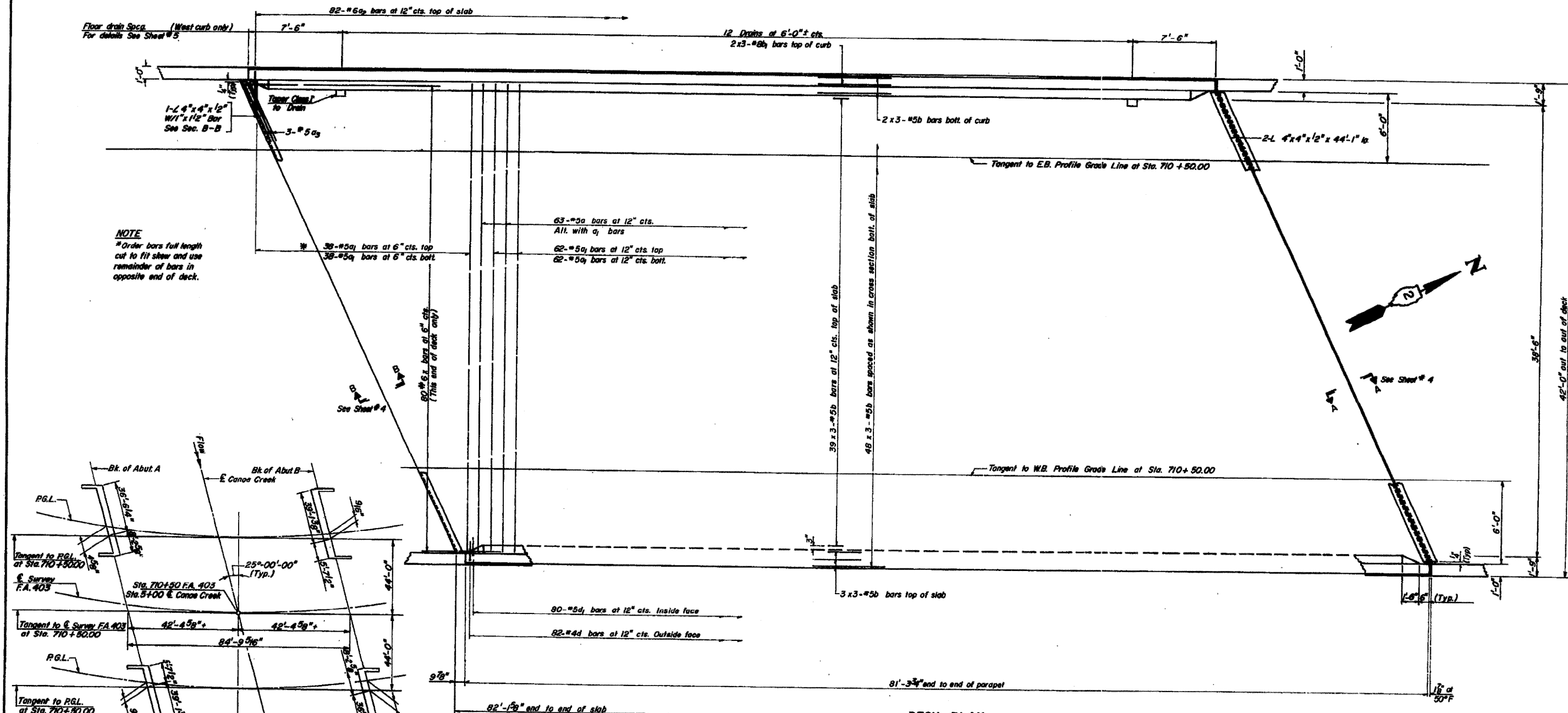


SUPERSTRUCTURE STEEL
FA 403 SECTION 161-1B-1
FA 403 OVER ZUMA CREEK
ROCK ISLAND COUNTY
STATION 328+77.00

* FAI ROUTES 74 & 88

** D2 BRIDGE PAINTING 2008-1

REVISION	DATE	BY	CHKD	APPD



NOTE
*Order bars full length cut to fit skew and use remainder of bars in opposite end of deck.

NOTE:
Bars indicated thus 39 x 3-#5 etc. indicates 39 lines of bars with 3 lengths per line.
Min. bar laps = 24 dia.
Parapet Reinforcement is billed on sheet #5
Work this sheet with sheets #4 & #5
Deck is Parallel to Tangent of E. Survey at Sta. 710+50.00

DECK PLAN
WEST BOUND SHOWN
(EAST BOUND SIMILAR)

FOOTING LAYOUT

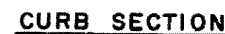
DESIGNED	B.T.M.
CHECKED	H.R.S.
DRAWN	G.G.
CHECKED	A.A.

FOR INFORMATION ONLY **LOCATION 4 Structure Numbers 081-0128 & 0129**

DECK SLAB
FA 403 SECTION 161-1B -2
FA 403 OVER CANOE CREEK
ROCK ISLAND COUNTY
STATION 710 + 50.00

FILE NAME = P:\PAINTING\64089\paint2008-1.dgn	USER NAME = linkdj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS	SCALE: SHEET NO. OF SHEETS STA. TO STA.	F.A. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO. 40 30 CONTRACT NO. 64D89
PLOT SCALE = 50.0000' / IN.	PLOT DATE = Tue Jan 29 14:36:30 2008	DRAWN -	REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

LOCATION 4 Structure Numbers 081-0128 & 0129



Note: Work this Sheet with Sheet No. 3

DESIGNED	B.T.M.
CHECKED	H.R.S.
DRAWN	G.G
CHECKED	A.A

CROSS SECTION
LOOKING AHEAD STATION

BAR X

DECK DETAILS

FA 403 SECTION 161-18-2

FA 403 OVER CANOE CREEK

ROCK ISLAND COUNTY

* FAI ROUTES 74 & 88

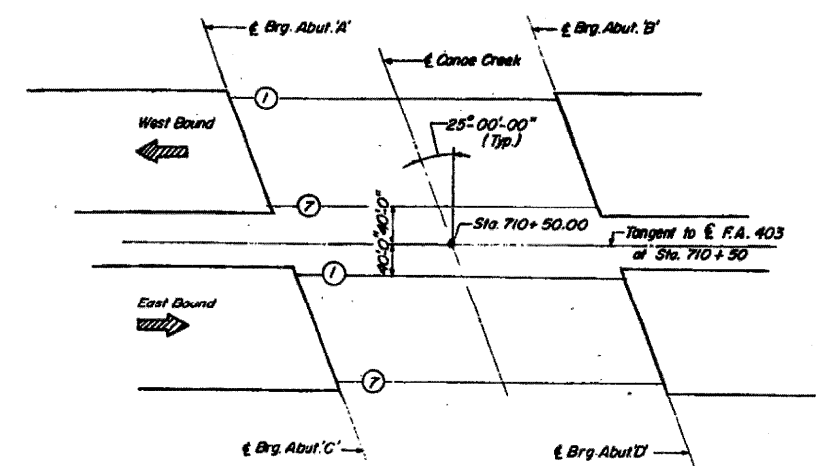
** D2 BRIDGE PAINTING 2008-1

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		DRAWN -	REVISED -						.	..	ROCK ISLAND	40	31
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -		CONTRACT NO. 64089								
	PLOT DATE = Tue Jan 29 14:36:31 2008	DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

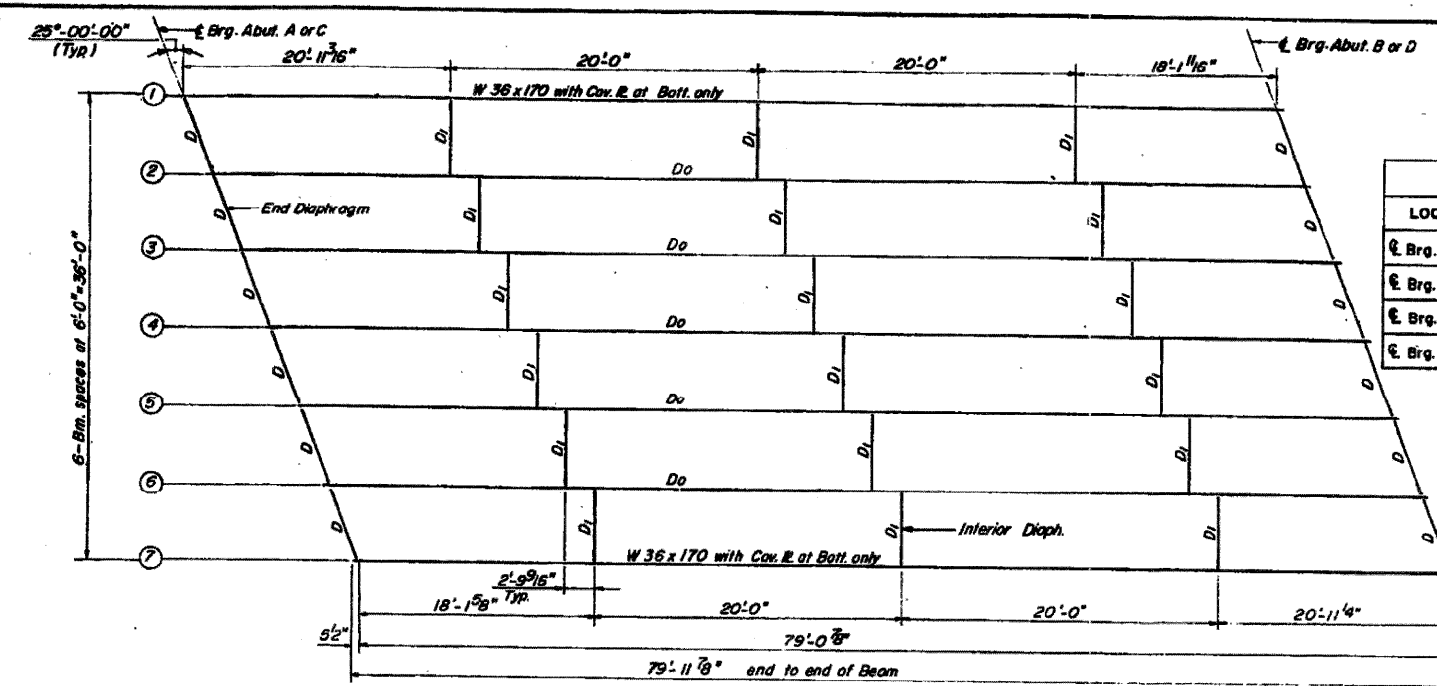
NO.	DATE	BY	CHKD.	APP'D.
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3	08/11/08	AA	AA	AA
4	08/11/08	AA	AA	AA
5	08/11/08	AA	AA	AA
6	08/11/08	AA	AA	AA
7	08/11/08	AA	AA	AA
8	08/11/08	AA	AA	AA
9	08/11/08	AA	AA	AA
10	08/11/08	AA	AA	AA

TOP OF BEAM ELEVATION							
LOCATION	BM. #1	BM. #2	BM. #3	BM. #4	BM. #5	BM. #6	BM. #7
E. Brg. Abut. 'A'	589.74	589.98	590.22	590.46	590.70	590.94	591.18
E. Brg. Abut. 'B'	589.74	589.98	590.22	590.46	590.70	590.94	591.18
E. Brg. Abut. 'C'	590.86	591.10	591.34	591.58	591.82	592.06	592.30
E. Brg. Abut. 'D'	590.86	591.10	591.34	591.58	591.82	592.06	592.30

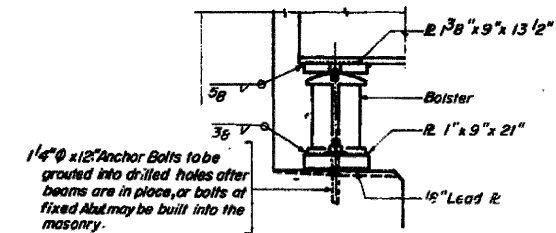
"The main load carrying member components subject to the Supplemental Requirements for Notch Toughness are the flanges, webs, and splice plates of the steel girders or wide flange beams."



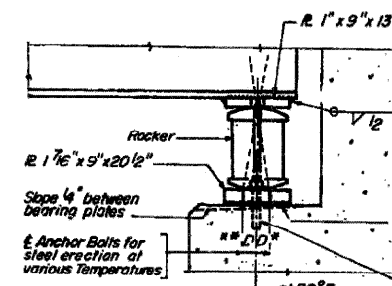
KEY PLAN



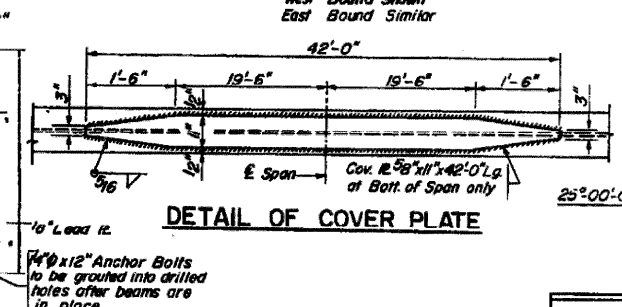
FRAMING PLAN



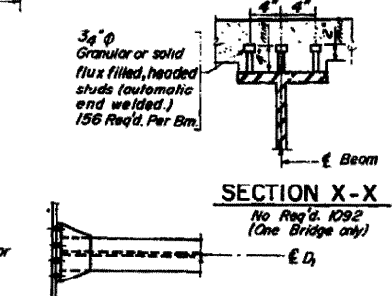
ABUTS. A & C (FIXED)



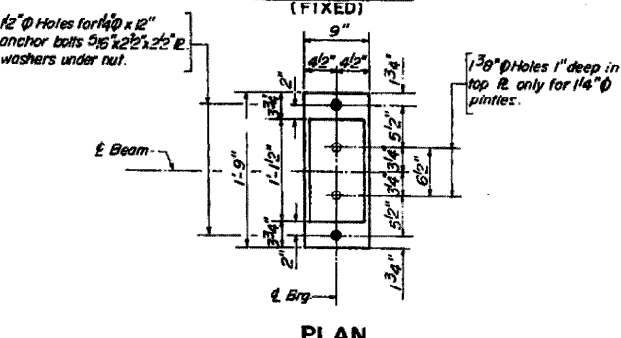
ABUTS. B & D BEARING (EXP.)



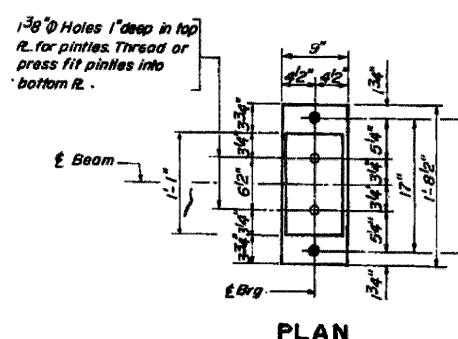
DETAIL OF COVER PLATE



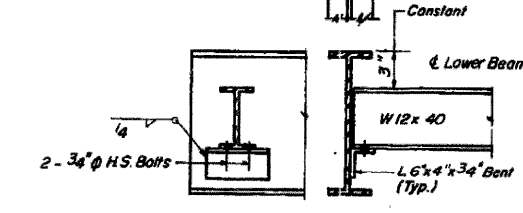
SECTION X-X



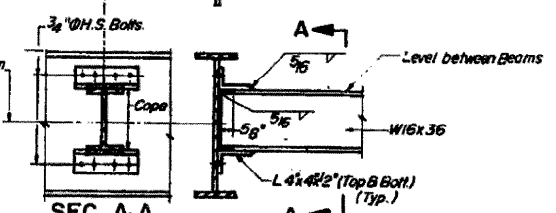
PLAN



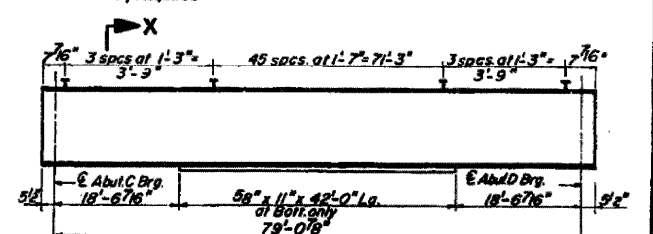
PLAN



END DIAPHRAGM D



INTERIOR DIAPHRAGM D



BEAM ELEVATION

INTERIOR BEAM MOMENT TABLE	
	0.5 Span
Is (in ⁴)	12,559
Ic (in ⁴)	29,587
Ss (in ³)	762
Sc (in ³)	1039
R (in)	0.794
M _R (in-k)	607
Fs (ksi)	9.36
S _R (in)	0.346
Ms (in)	270
M _R +M _s (in-k)	776
Total (in-k)	1046

INTERIOR BEAM REACTION TABLE	
	Abutment
R _B (k)	44.1
R _L +M _s (k)	47.9
R Total (k)	92.0

Is and Ss are the moment of inertia and section modulus of the steel section.
Ic and Sc are the moment of inertia and section modulus of the composite section used in computing fs.
VR is the maximum impact shear range in span.

DESIGNED	H.R.S.
CHECKED	A.A.
DRAWN	A.M.
CHECKED	AA

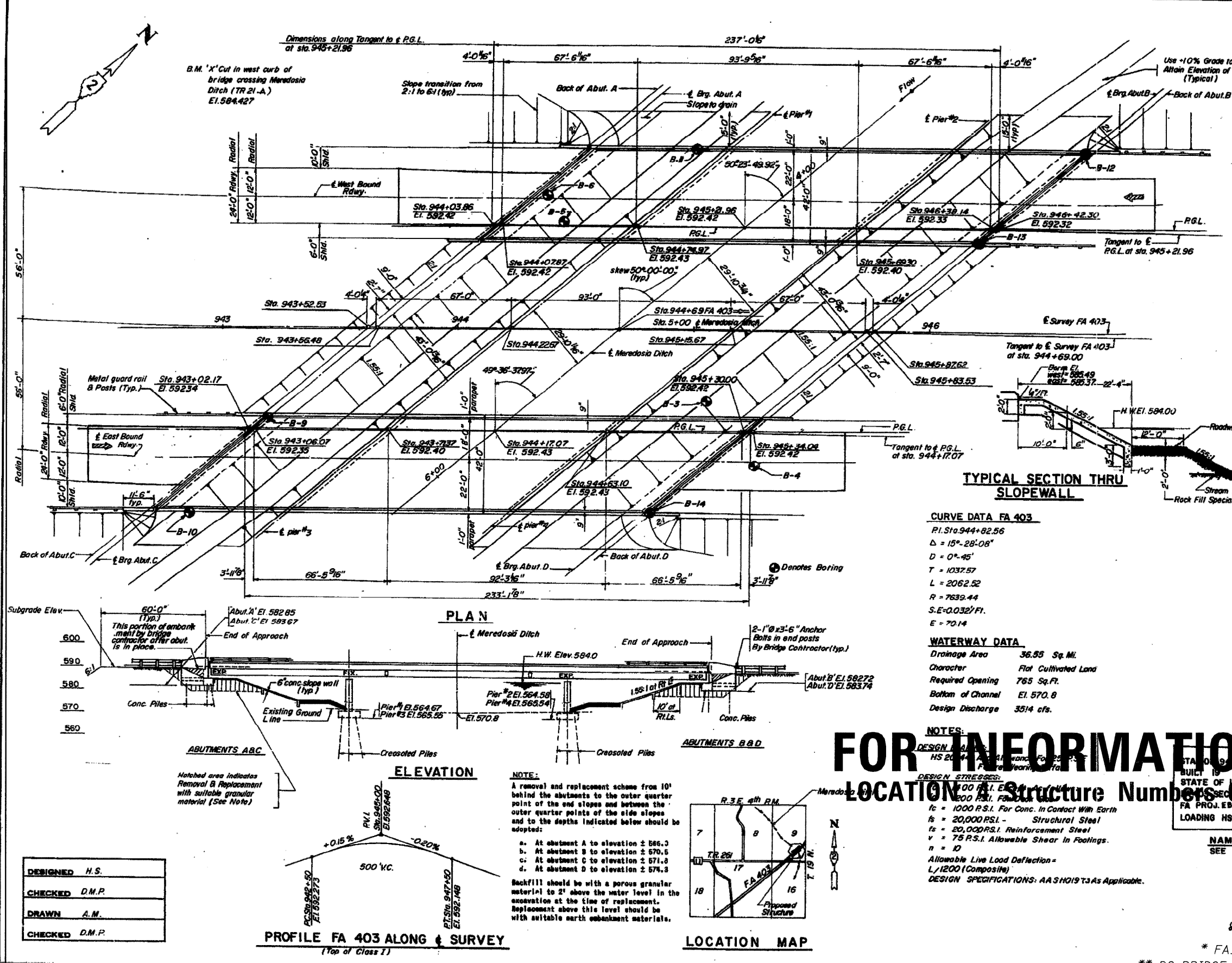
DETAIL OF PINTLE

DETAIL OF ROCKER

FOR INFORMATION ONLY
LOCATION 4 Structure Numbers 081-0128 & 0129

SUPERSTRUCTURE STEEL
FA 403 SECTION 161-1B-2
FA 403 OVER CANOE CREEK
ROCK ISLAND COUNTY
STATION 710+50.00

* FAI ROUTES 74 & 85
** D2 BRIDGE PAINTING 2008-1



GENERAL NOTES

ALL REINFORCEMENT BARS SHALL BE LAPPED 24 DIAMETERS UNLESS OTHERWISE SHOWN. FIELD CORRECTIONS SHALL BE BOLTED USING HIGH STRENGTH BOLTS. BOLTS 3/4" Ø, OPEN HOLES 13/16" Ø, UNLESS OTHERWISE NOTED.

THE BASIC LEAD SILICO CHROMATE PAINT SYSTEM SHALL BE USED FOR SHOP AND FIELD PAINTING OF STRUCTURAL STEEL.

FIELD WELDING OF CONSTRUCTION ACCESSORIES WILL NOT BE PERMITTED TO THE BOTTOM OF 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.

ANCHOR BOLTS SHALL BE SET BEFORE BOLTING DIAPHRAGMS OVER SUPPORTS.

SLOPE WALL SHALL BE REINFORCED WITH WELDED WIRE FABRIC 6" x 6" MESH, WEIGHING 58# PER 100 SQ. FT..

THE EMBANKMENT CONFIGURATION SHOWN SHALL BE THE MINIMUM EMBANKMENT THAT MUST BE CONSTRUCTED PRIOR TO CONSTRUCTION OF THE ABUTMENTS.

THE CONTRACTOR SHALL DRIVE FOUR TIMBER TEST PILES, ONE AT EACH PIER AND FOUR CONCRETE TEST PILES, ONE AT EACH ABUTMENT, IN A PERMANENT LOCATION, AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF THE PILES. The main load carrying member components subject to the Supplemental Requirements for Notch Toughness are the flanges, webs, and splice plates of the steel girders or wide flange beams.

THE CONCRETE RAIL SECTION ABOVE THE MANDATORY CONST. JOINT AT THE TOP OF THE SLAB SHALL BE CONSTRUCTED OF CLASS X CONCRETE, EXCEPT THE AGGREGATES SHALL CONFORM TO THE REQUIREMENTS OF HANDRAIL CONCRETE. PROTECTIVE COAT SHALL NOT BE APPLIED TO SURFACES TO WHICH WATERPROOFING MEMBRANE SYSTEM IS APPLIED.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
STRUCTURE EXCAVATION	CU. YDS.	---	625	625
PROTECTIVE COAT	SQ. YDS.	445	---	445
CLASS "X" CONCRETE	CU. YDS.	591.0	1,049.8	1,640.8
STRUCTURAL STEEL	L. SHK	0.36	---	0.36
ALUMINUM RAILING	LIN. FT.	920	---	920
REINFORCEMENT BARS	LSB.	189,280	23,040	212,320
STUD SHEAR CONNECTORS	EACH	6,300	---	6,300
CREOSOTED PILES (20.1' to 38')	LIN. FT.	---	2,920	2,920
CONCRETE PILES	LIN. FT.	---	2,740	2,740
TEST PILES (CONCRETE)	EACH	---	4	4
TEST PILES (TIMBER)	EACH	---	4	4
SLOPE WALL (6")	SQ. YDS.	1,573	---	1,573
BIT. CONC. SURFACE COURSE CLASS I	TONS	166	---	166
WATERPROOFING MEMBRANE SYSTEM	SQ. YDS.	1,067	---	1,067
NEOPRENE EXP. JOINT 2"	LIN. FT.	124	---	124
NEOPRENE EXP. JOINT 2 1/2"	LIN. FT.	130	---	130
REMOVAL & REPLACEMENT OF GRANULAR MAT'L	CU. YDS.	---	3,000	3,000
METAL SHOES	EACH	---	212	212
CREOSOTED PILES (UP TO 20')	LIN. FT.	---	646	646
PERMANENT B.M. TYPE I	EACH	1	---	1
NAME PLATES	EACH	1	---	1
ROCK FILL SPECIAL	TON	---	2,364	2,364

* CALCULATED PLAN WEIGHT OF STRUCTURAL STEEL = 628,240 LBS.

FOR INFORMATION ONLY

LOCATION MAP

DESIGN SPECIFICATIONS: AA S1019 T3 As Applicable.

DESIGN STRESSES:

- 1000 P.S.I. EMBANKMENT
- 2000 P.S.I. FILL
- 1000 P.S.I. For Conc. In Contact With Earth
- 20,000 P.S.I. - Structural Steel
- 20,000 P.S.I. Reinforcement Steel
- 75 P.S.I. Allowable Shear In Footings.
- n = 10
- Allowable Live Load Deflection = L/1200 (Composite)

DESIGN SPECIFICATIONS: AA S1019 T3 As Applicable.

NAME PLATE

SEE STD 2113

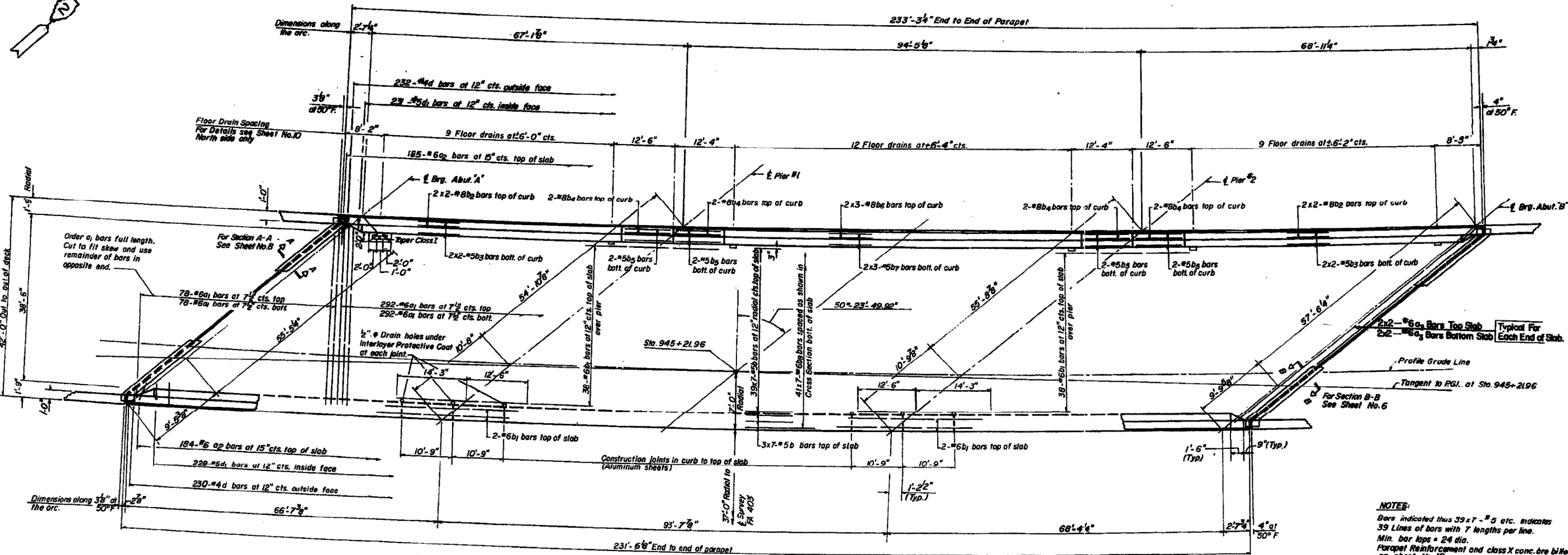
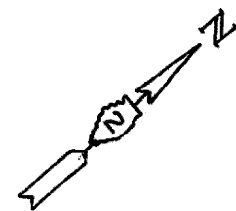
GENERAL PLAN & ELEVATION

FA 403 SECTION 161-1B-4

FA 403 OVER MEREDOSIA DITCH

ROCK ISLAND & WHITE SIDE COUNTY

STATION 944+69.00



DECK PLAN
WEST BOUND ROADWAY

NOTES:
Bars indicated thus 39x7-#5 etc. indicates 39 Lines of bars with 7 lengths per line.
Min. bar lps = 24 dia.
Parapet Reinforcement and class X conc. are billed on sheet No. 10
Work this sheet with sheets No. 6 & 8
Dimensions shown are outside fascia of deck.

FOR INFORMATION ONLY
LOCATION 4 Structure Numbers 081-0134 & 0135

DESIGNED	HRS
CHECKED	AA
DRAWN	GG
CHECKED	A.A.

DECK SLAB
WEST BOUND ROADWAY
FA 403 SECTION 161-1B-4
FA 403 OVER MEREDOSIA DITCH
ROCK ISLAND & WHITE SIDE COUNTY
STATION 944+69.00
REV 9-26-72 L.S.

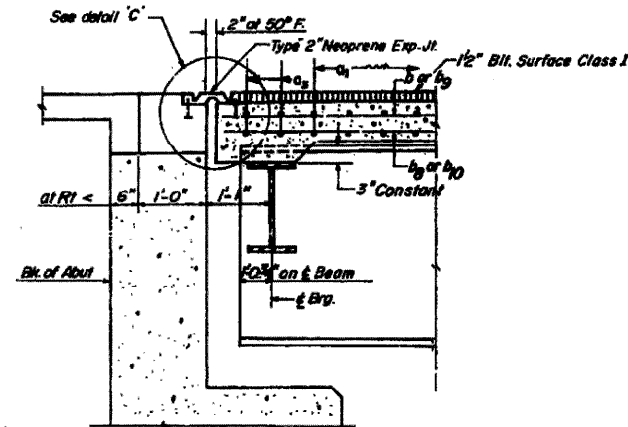
* FAI ROUTES 74 & 88
** D2 BRIDGE PAINTING 2008-1

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		DRAWN -	REVISED -				ILLINOIS FED. AID PROJECT
		CHECKED -	REVISED -				
		DATE -	REVISED -				

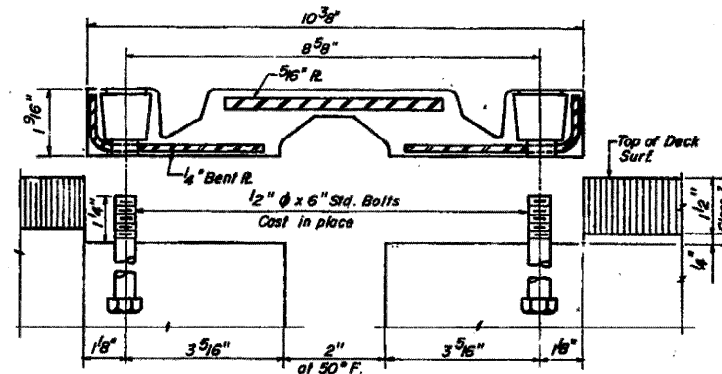


DECK SLAB
EAST BOUND ROADWAY
FA 403 SECTION 161-1B-4
FA 403 OVER MEREDOSIA DITCH
ROCK ISLAND & WHITE SIDE COUNTY
STATION 944+69.00
REV. 9-27-72 L.S.

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		DRAWN -	REVISED -						.	..	ROCK ISLAND	40	36
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -		CONTRACT NO. 64089								
	PLOT DATE = Tue Jan 29 14:36:38 2008	DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		



SECTION A-A



DETAIL 'C'
NEOPRENE EXPANSION
JOINT
(Abut. A & C only)

FOR INFORMATION ONLY LOCATION 4 Structure Numbers 081-0135 & 0134

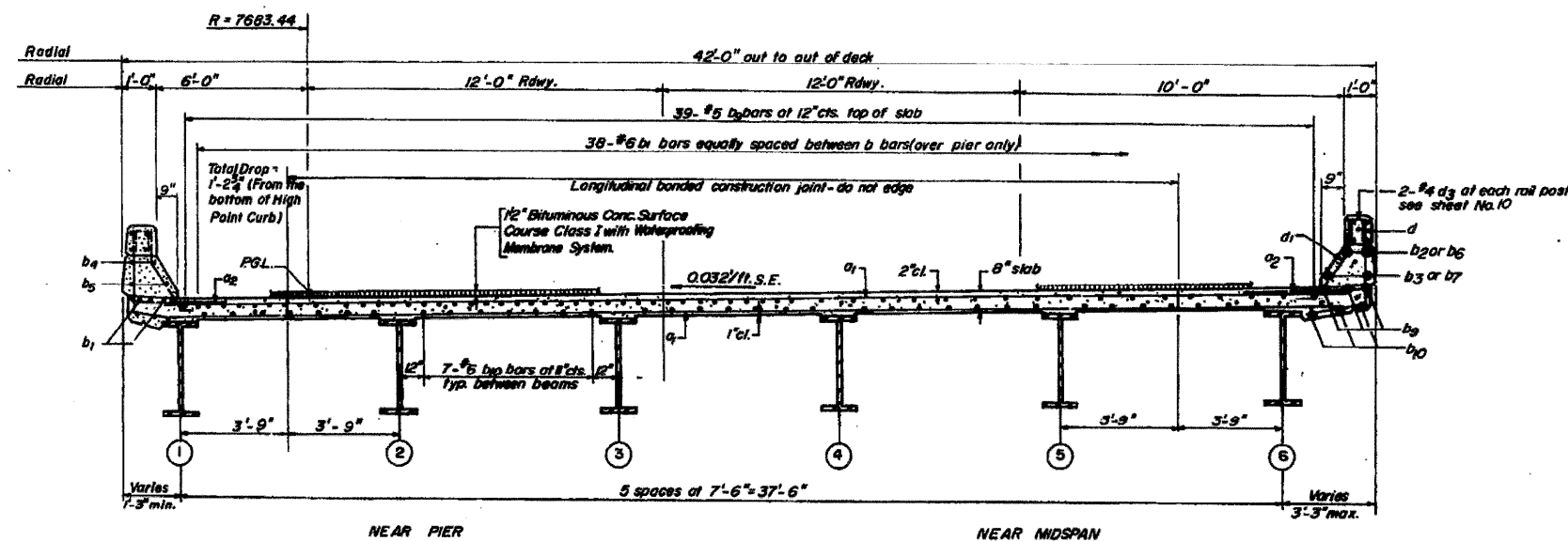
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a1	732	#6	40'-0"	
a2	364	#6	4'-0"	
a3	16	#6	34'-3"	
b1	84	#6	26'-9"	
b2	16	#8	30'-0"	
b3	16	#5	29'-8"	
b4	16	#8	10'-6"	
b5	16	#5	10'-6"	
b6	12	#8	25'-8"	
b7	12	#5	25'-2"	
b8	315	#5	33'-9"	
b9	287	#6	33'-9"	
d	454	#4	4'-7"	
d1	448	#5	3'-8"	
* Reinforcement Bars			Lbs.	82,630
* Class X Concrete			Cu Yds.	245.7
** Structural Steel			Lbs.	311,960
Protective Coat			Sq. Yds.	220
Bituminous Concrete Surface Course Class I			Tons	62
Waterproof Membrane System			Sq. Yds.	973
Neoprene Exp. Jt. 2 1/2"			Lin. Ft.	66
Neoprene Exp. Jt. 2"			Lin. Ft.	63

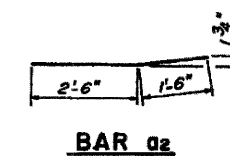
* Parapet Reinforcement and Class X Concrete are drilled on sheet No. 10

** Weights of bearing assemblies with lead plates and anchor bolts are included as Structural Steel.

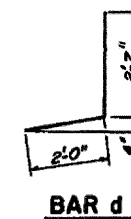
NOTE:
Work this sheet with sheets No. 6 & 7



CROSS SECTION
Looking Ahead Station

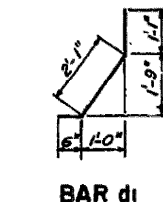


BAR a2



BAR d

NOTE: For Curb Section See Sheet No. 6



BAR d1

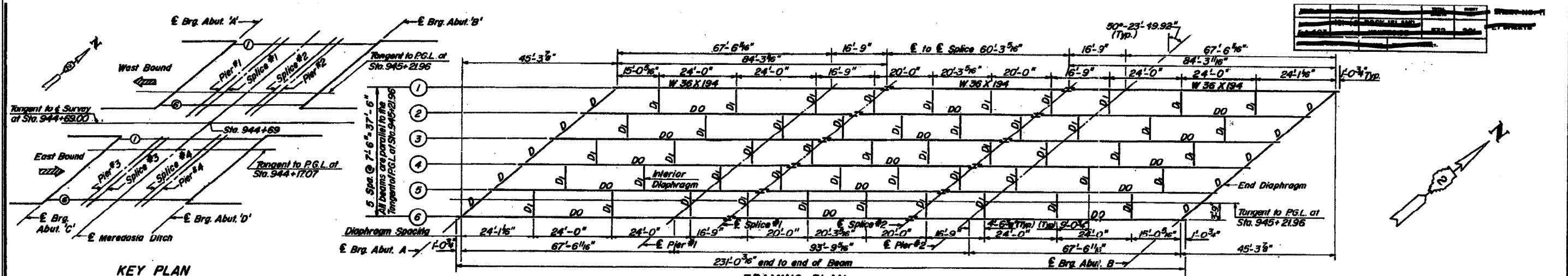
EAST BOUND DECK DETAILS
FA 403 SECTION 161-1B-4
FA 403 OVER MEREDOSIA DITCH
ROCK ISLAND & WHITE SIDE COUNTY

STATION 944+69.00
REV 9-27-77 I C

* FAI ROUTES 74 & 88
** D2 BRIDGE PAINTING 2008-1

DESIGNED	H. R. S.
CHECKED	A. A.
DRAWN	A. M.
CHECKED	A. A.

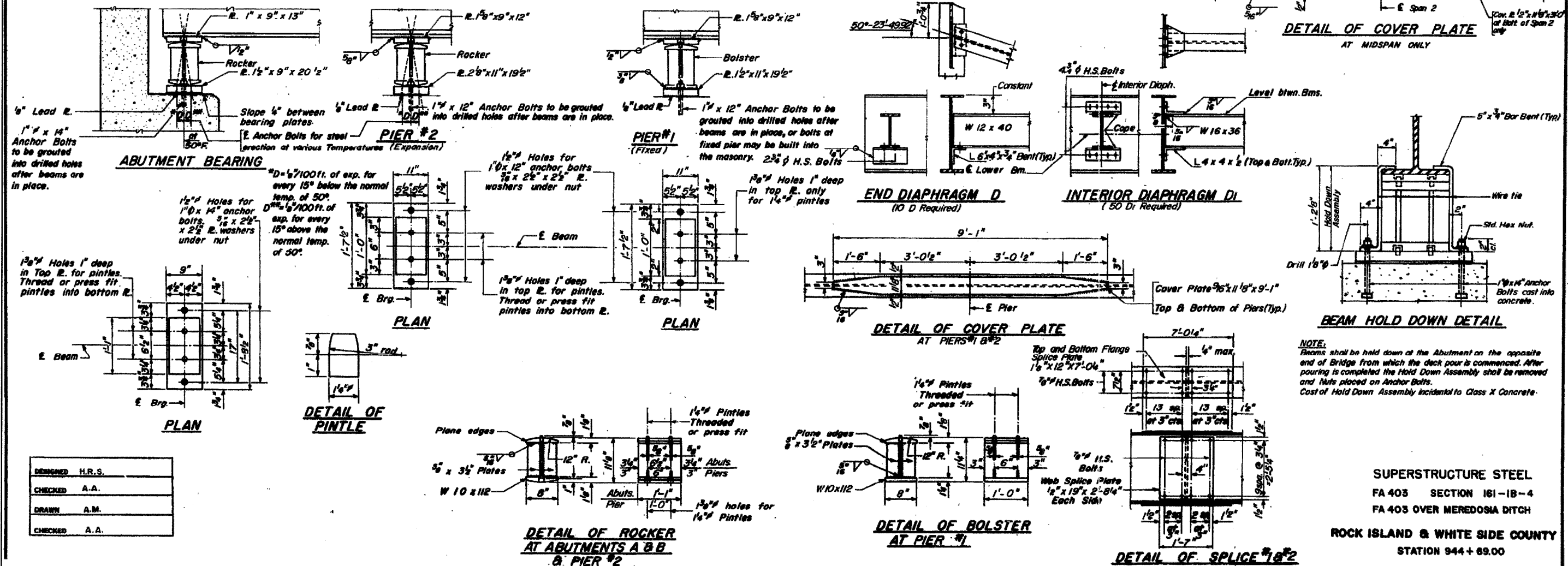
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PA\PAINTING\64089\point2008-1.dgn		DRAWN =	REVISED =					.	..	ROCK ISLAND	40	37
		CHECKED =	REVISED =					CONTRACT NO. 64D89				
		DATE =	REVISED =					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
PLOT SCALE = 50,000' / IN.		PLOT DATE = Tue Jan 29 14:36:39 2008		SCALE:		SHEET NO. OF SHEETS STA. TO STA.						



FOR INFORMATION ONLY

LOCATION 4 Structure Numbers 081-0135 & 0134

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\pm \frac{1}{8}$ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two $\frac{1}{8}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.

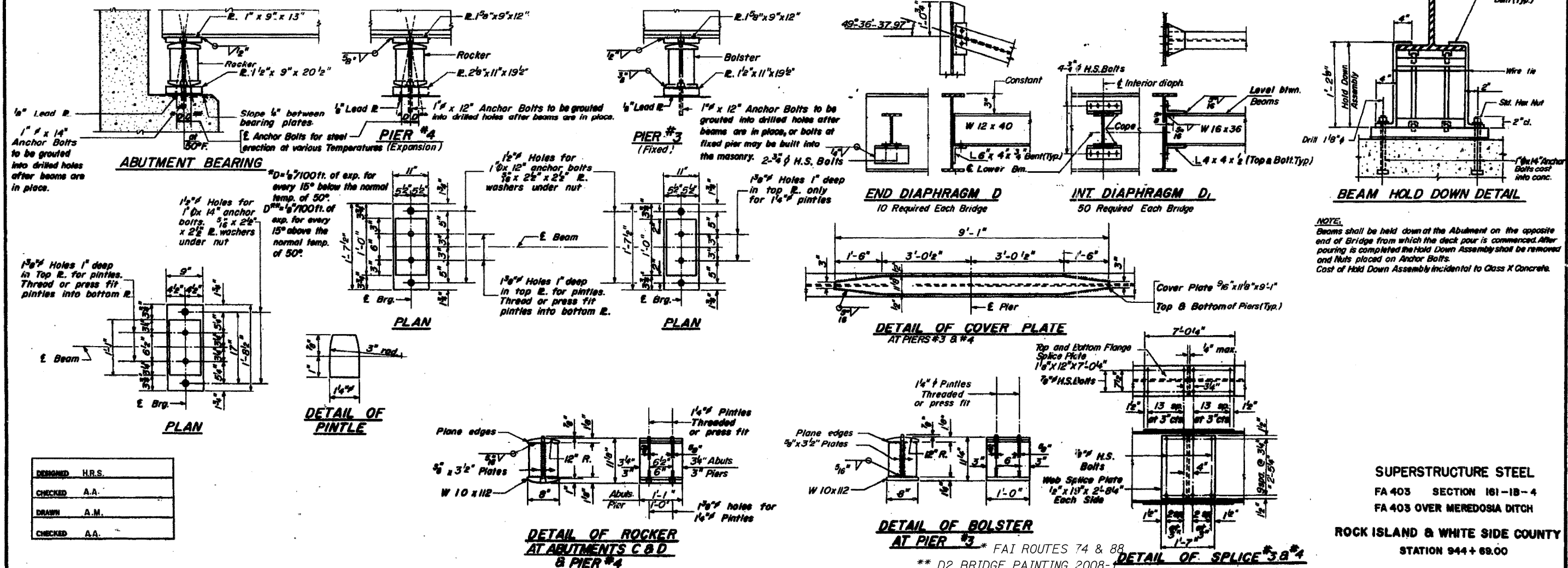
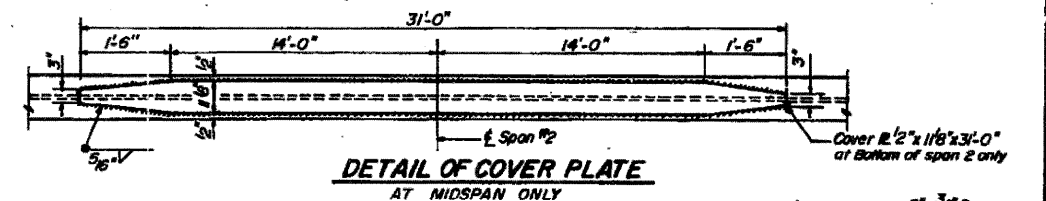
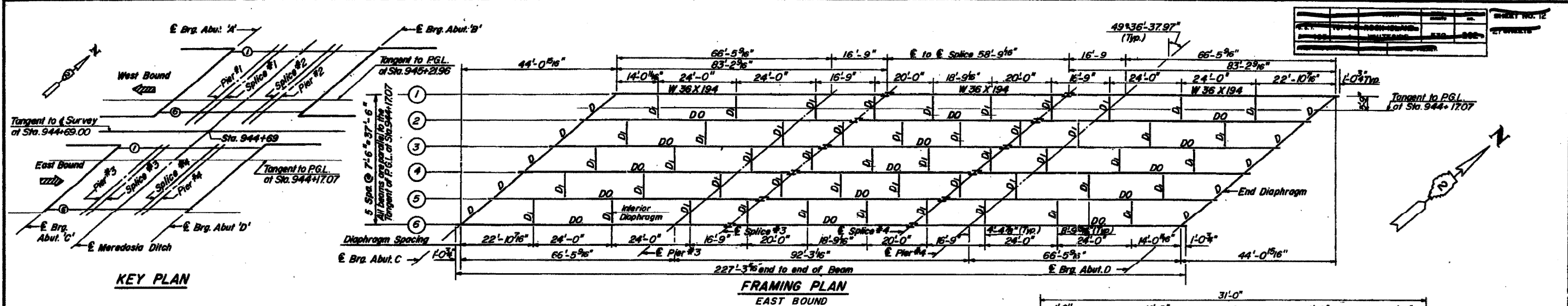


DESIGNED	H.R.S.
CHECKED	A.A.
DRAWN	A.M.
CHECKED	A.A.

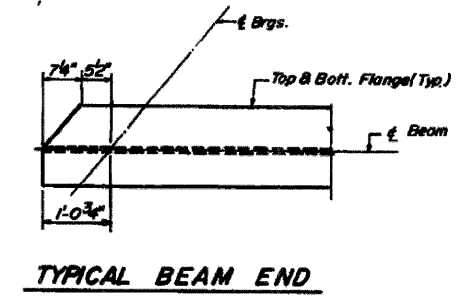
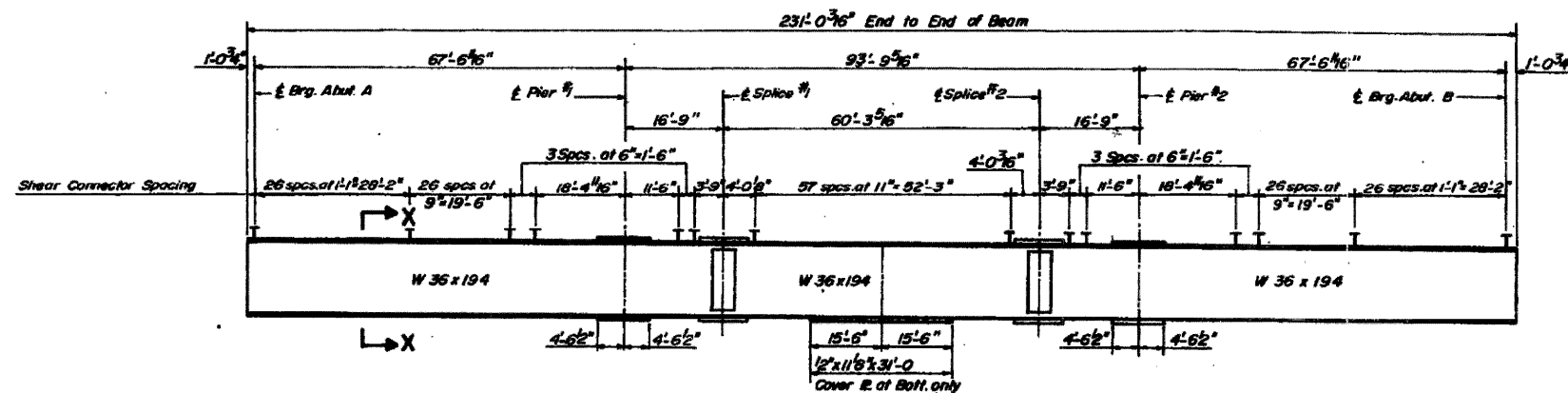
SUPERSTRUCTURE STEEL
 FA 403 SECTION 161-1B-4
 FA 403 OVER MEREDOSIA DITCH
 ROCK ISLAND & WHITE SIDE COUNTY
 STATION 944+69.00

* FAI ROUTES 74 & 88
 ** D2 BRIDGE PAINTING 2008-1

FILE NAME =	USER NAME = linkdj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = Tue Jan 29 14:36:41 2008		DATE -	REVISED -							
					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
								FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

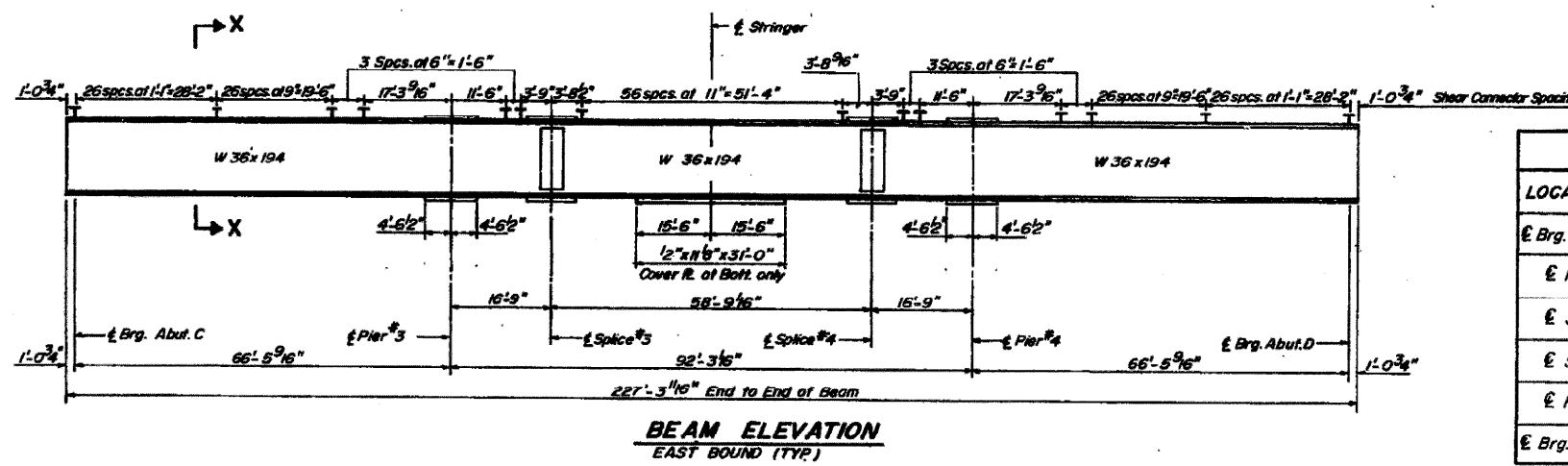


PROJECT NO.	081-0135 & 0134
SECTION	161-1B-4
DATE	08/08/08
DRAWN BY	AS
CHECKED BY	AA
DESIGNED BY	HRS



FOR INFORMATION ONLY

LOCATION 4 Structure Numbers 081-0135 & 0134



WEST BOUND BRIDGE

*TOP OF BEAM ELEVATIONS

LOCATION	BEAM#1	BEAM#2	BEAM#3	BEAM#4	BEAM#5	BEAM#6
E Brg. Abut. A	590.53	590.77	591.01	591.26	591.50	591.74
E Pier 1	590.46	590.71	590.95	591.19	591.44	591.68
E Splice 1	590.45	590.69	590.94	591.18	591.42	591.66
E Splice 2	590.42	590.66	590.91	591.15	591.40	591.64
E Pier 2	590.41	590.66	590.91	591.15	591.40	591.64
E Brg. Abut. B	590.41	590.66	590.91	591.15	591.40	591.65

INTERIOR BEAM MOMENT TABLE

	0.4 Sp. 1 or 3	Pier 1 or 2	0.5 Sp. 2
Is (in)	12103	16393	13835
Ic (in)	28982	—	34169
Ss (in)	663.5	871.9	809.1
Sc (in)	936.5	—	1132.7
Q (k /)	1.00	1.048	1.020
M _Q (k)	276.61	698	421.27
Is _Q (ksi)	5.00	9.61	6.25
S _Q (k /)	47	47	47
Ms _Q (k)	154.6	257.17	259.51
M _U +Imp. (k)	703.7	486.3	818.0
Total (k)	858.3	743.47	1077.51
fs _U (ksi)	11.00	10.23	11.42
fs Total (ksi)	16.0	20.0	17.07
VR (k)	55.0	—	55.5

(Composite in Positive Moment Areas only)

INTERIOR BEAM REACTION TABLE

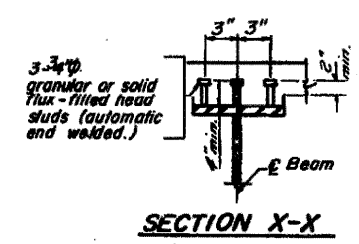
	Abutment	Pier
R _Q (k)	35.8	132.4
R _U +Imp. (k)	58.2	77.0
R Total (k)	94.0	209.4

EAST BOUND BRIDGE

*TOP OF BEAM ELEVATIONS

LOCATION	BEAM#1	BEAM#2	BEAM#3	BEAM#4	BEAM#5	BEAM#6
E Brg. Abut. C	591.36	591.59	591.83	592.06	592.30	592.53
E Pier 3	591.35	591.58	591.82	592.05	592.29	592.52
E Splice 3	591.34	591.58	591.82	592.05	592.29	592.52
E Splice 4	591.36	591.60	591.84	592.07	592.31	592.55
E Pier 4	591.38	591.61	591.85	592.09	592.33	592.56
E Brg. Abut. D	591.43	591.67	591.91	592.15	592.39	592.63

* For Fabrication Only



DESIGNED	H.R.S.
CHECKED	A.A.
DRAWN	A.S.
CHECKED	A.A.

I_s and S_s are the moment of inertia and section modulus of the steel section.

I_c and S_c are the moment of inertia and section modulus of the composite section used in computing I_s.

VR is the maximum U_L + Impact shear range in span.

No. Req'd. 3204 West Bound
3186 East Bound

SUPERSTRUCTURE STEEL

FA 403 SECTION 161-1B-4

FA 403 OVER MEREDOSIA DITCH

ROCK ISLAND & WHITE SIDE COUNTY

STATION 944+69.00

* FAI ROUTES 74 & 88

** D2 BRIDGE PAINTING 2008-1