

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
785	134B-R-2	MADISON	16	1
		ILLINOIS	CONTRACT NO. 76J78	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROPOSED HIGHWAY PLANS

FAP ROUTE 785 (IL 140)
SECTION 134B-R-2

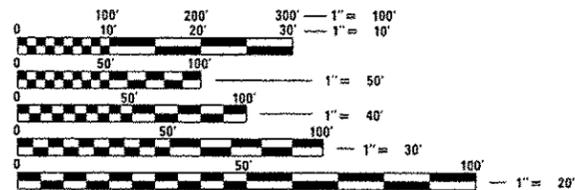
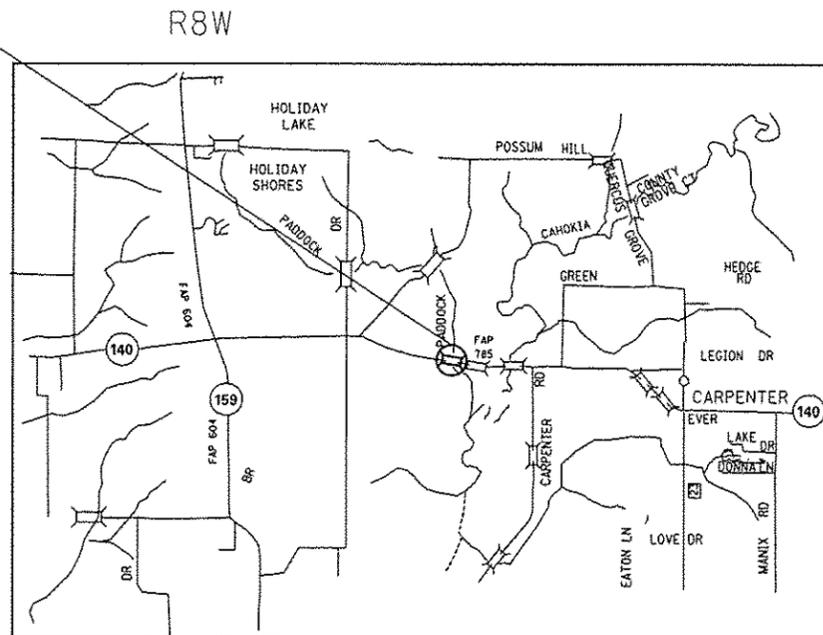
BRIDGE DECK WATERPROOFING & JOINT REPAIR
MADISON COUNTY

C-98-056-16

TRAFFIC DATA

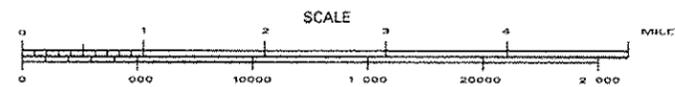
2015 ADT=5500 (ACTUAL)
2017 ADT=5600 (ESTIMATED)
SU=5.0%
MU=5.0%

PROJECT LOCATION
IL 140 OVER PADDOCK CREEK
SN 060-0237
599+86
LATITUDE: 38.859879°
LONGITUDE: -90.102248°



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



GROSS LENGTH = 473.4 FT. = 0.0897 MILE
NET LENGTH = 473.4 FT. = 0.0897 MILE

PROJECT ENGINEER: TIM PADGETT (618) 346-3325
PROJECT MANAGER: MESERET SIMA (618) 346-3141

CONTRACT NO. 76J78



LOCATION OF SECTION INDICATED THIS: - [black rectangle] -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED *December 9, 2016*
Jeffrey C. Kangas
REGIONAL ENGINEER

Jan 27, 2017
Maween M. Addis, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

Jan 27, 2017
Michelle [Signature]
DIRECTOR OF PROGRAM DEVELOPMENT

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OF THE STATE OF ILLINOIS

INDEX OF SHEETS

- 1 COVER
- 2 INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES, & COMMITMENTS
- 3-5 SUMMARY OF QUANTITIES
- 6 TYPICAL SECTIONS
- 7 SCHEDULE OF QUANTITIES
- 8 BUTT JOINT DETAIL AND WIDE LOAD SIGNING
- 9-16 STRUCTURE PLANS

LIST OF STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 701006-05 OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
- 701201-04 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701306-03 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
- 701321-16 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
- 701326-04 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS > 45 MPH
- 701901-06 TRAFFIC CONTROL DEVICES
- 704001-08 TEMPORARY CONCRETE BARRIER
- 780001-05 TYPICAL PAVEMENT MARKINGS
- 781001-04 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

GENERAL NOTES

- 1 ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

UTILITY	ABOVE GROUND	BELOW GROUND
*AMEREN ILLINOIS	X	X
*AT&T ILLINOIS	X	X
*NORTHEAST CENTRAL COUNTY PUBLIC WATER DISTRICT		X
*SOUTHWESTERN ELECTRIC COOPERATIVE, INC.	X	X

MEMBERS OF J.U.L.I.E. CALL TOLL FREE (800) 892-0123 OR 811 AND ARE INDICATED BY *. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.

- 2 THE DEPARTMENT STRONGLY ENCOURAGES THE PRIME CONTRACTOR AND THEIR APPROVED SUB-CONTRACTORS TO HIRE MINORITY, WOMEN AND DISADVANTAGED INDIVIDUALS FROM ITS FEDERALLY FUNDED HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM (HCCTP) TO HELP MEET WORKFORCE AND TRAINEE GOALS. THIS PROGRAM IS TRAINING MINORITIES, WOMEN AND DISADVANTAGED INDIVIDUALS IN HIGHWAY CONSTRUCTION-RELATED SKILLS, E.G., MATH FOR THE TRADES, JOB READINESS, TECHNICAL SKILLS COURSEWORK (CARPENTRY, CONCRETE FLATWORK, BLUEPRINT READING, SITE PLANS, SITE WORK, TOOLS USE, ETC.) AND OSHA 10 HOUR CERTIFICATION, TO PREPARE THEM FOR A CAREER IN THE HIGHWAY CONSTRUCTION TRADES. GRADUATES ARE WELL-TRAINED AND READY TO BECOME PRODUCTIVE ENTRY-LEVEL CONSTRUCTION WORKERS. CONTACT THE DISTRICT 8 EEO OFFICE AT 618-346-3360 AND/OR THE HCCTP COORDINATOR AT 618-874-6528 TO LEARN MORE ABOUT THE PROGRAM AND FOR ASSISTANCE IN MEETING WORKFORCE AND TRAINEE GOALS.
- 3 "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT EACH END OF THE PROJECT PLUS THE INTERSECTING SIDE ROADS AND RAMPS, AND WILL BE CONSIDERED INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE 48" X 48" FLUORESCENT ORANGE.

- 4 ALL AREAS DISTURBED FOR ANY REASON SHALL BE PERMANENTLY SEEDED AS DIRECTED BY THE ENGINEER. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED AT THE CONTRACTOR'S EXPENSE.
- 5 THE CONTRACTOR AND THE ENGINEER SHALL BE AWARE THAT NO SURVEY WAS PERFORMED FOR THIS PROJECT. THE STATIONING, TOPOGRAPHY, AND QUANTITIES SHOWN IN THE PLANS WERE CREATED USING MICROFILM AND FIELD MEASUREMENTS. ALL SHALL BE ASSUMED TO BE APPROXIMATE. THE CONTRACTOR SHALL VERIFY DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 6 THE REMOVAL OF THE EXISTING AGGREGATE SHOULDER AND EARTH EXCAVATION FOR PROPOSED SHOULDER SHALL BE INCLUDED IN THE PAY ITEM PAVED SHOULDER REMOVAL.
- 7 A QUANTITY OF 782 FEET OF TEMPORARY PAVEMENT MARKING LINE-6" YELLOW HAS BEEN INCLUDED IN THE PLANS FOR PAINTING THE BOTTOM 6" OF THE TEMPORARY CONCRETE BARRIER.
- 8 ANY EARTH EXCAVATION WITHIN THE PROJECT LIMITS RESULTING IN SURPLUS MATERIAL SHALL BE PLACED ON ROW WITHIN THE PROJECT LIMITS AND SHALL NOT BE DISPOSED OF OFF-SITE.
- 9 PROPOSED PAVEMENT MARKING SHALL MATCH EXISTING LOCATIONS.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT.

MIXTURE USE	POLY SURFACE	Shoulder (STAGE CONST)
AC/PG	SBS 76-22	PG 64-22
RAP % (MAX)	SEE SPECIAL PROVISION	SEE SPECIAL PROVISION
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @Ndes=70
MIX COMPOSITION (Gradation)	IL 9.5	IL 19.0
FRICITION AGG	MIXTURE "D"	MIXTURE "B"
QUALITY MGMT PROGRAM	QC/QA	QC/QA

PLAN QUANTITIES FOR HMA SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN (59.8 KG/SQ M/25 MM THICKNESS).

COMMITMENTS

NONE

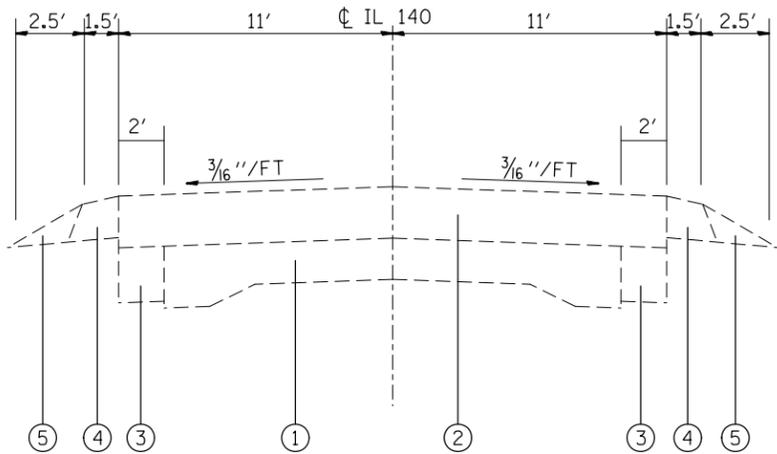
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Default		DATE	REVISED			CONTRACT NO. 76J78		ILLINOIS FED. AID PROJECT			
						SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	100% STATE	CONSTR. CODE
					BRIDGE 0014 S. N. 060-0237
67100100	MOBILIZATION	LSUM	1		1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1		1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	LSUM	1		1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	LSUM	1		1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	LSUM	1		1
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1		1
70106700	TEMPORARY RUMBLE STRIPS	EACH	12		12
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2		2
70300100	SHORT TERM PAVEMENT MARKING	FOOT	133		133
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	44		44
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	948		948
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	748		748
70400100	TEMPORARY CONCRETE BARRIER	FOOT	374		374
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	374		374

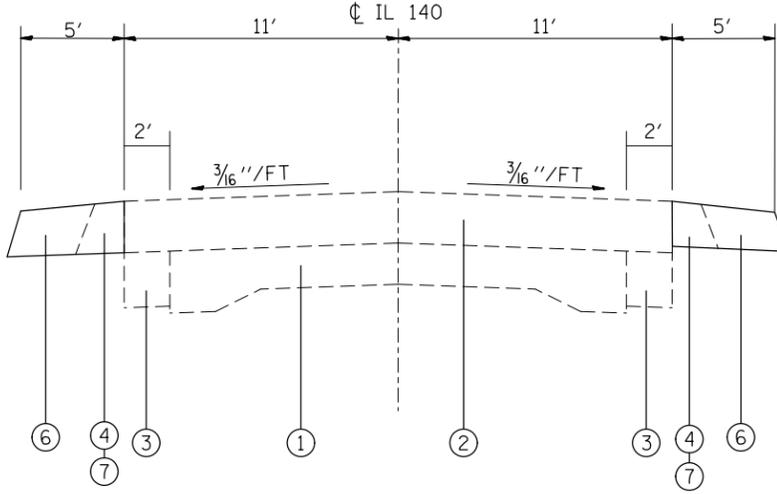
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FILE NAME =	USER NAME = simam	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLT DATE = 12/23/2016	DATE -	REVISED -			SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.					
						ILLINOIS FED. AID PROJECT					

TYPICAL SECTION



EXISTING TYPICAL SECTION
 STA. 597+49.3 TO STA. 599+09.3
 STA. 600+62.7 TO STA. 602+27.7



PROPOSED TYPICAL SECTION
 STA. 597+49.3 TO STA. 599+24.3
 STA. 600+62.7 TO STA. 602+27.7

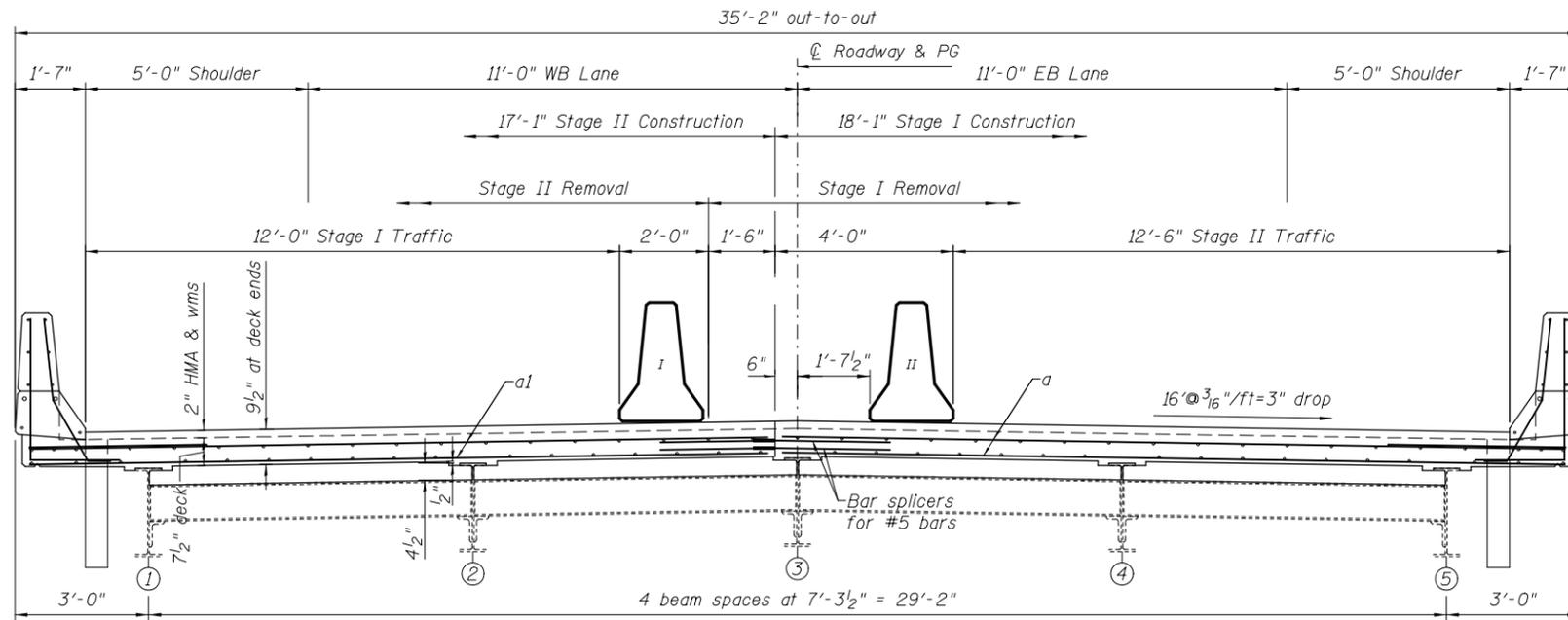
NOTE

BETWEEN STA. 599+09.3 AND STA. 599+24.3 AS WELL AS BETWEEN STA. 600+47.7 AND 600+62.7, THE CONTRACTOR SHALL FEATHER SHOULDER MIX FOR AN APPROXIMATE 2.5' WIDE X 15' LONG AREA TO COVER THE EXISTING CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT FOR RIDEABILITY IN ALL FOUR QUADRANTS. COST INCLUDED WITH HOT-MIX ASPHALT SHOULDERS, 8"

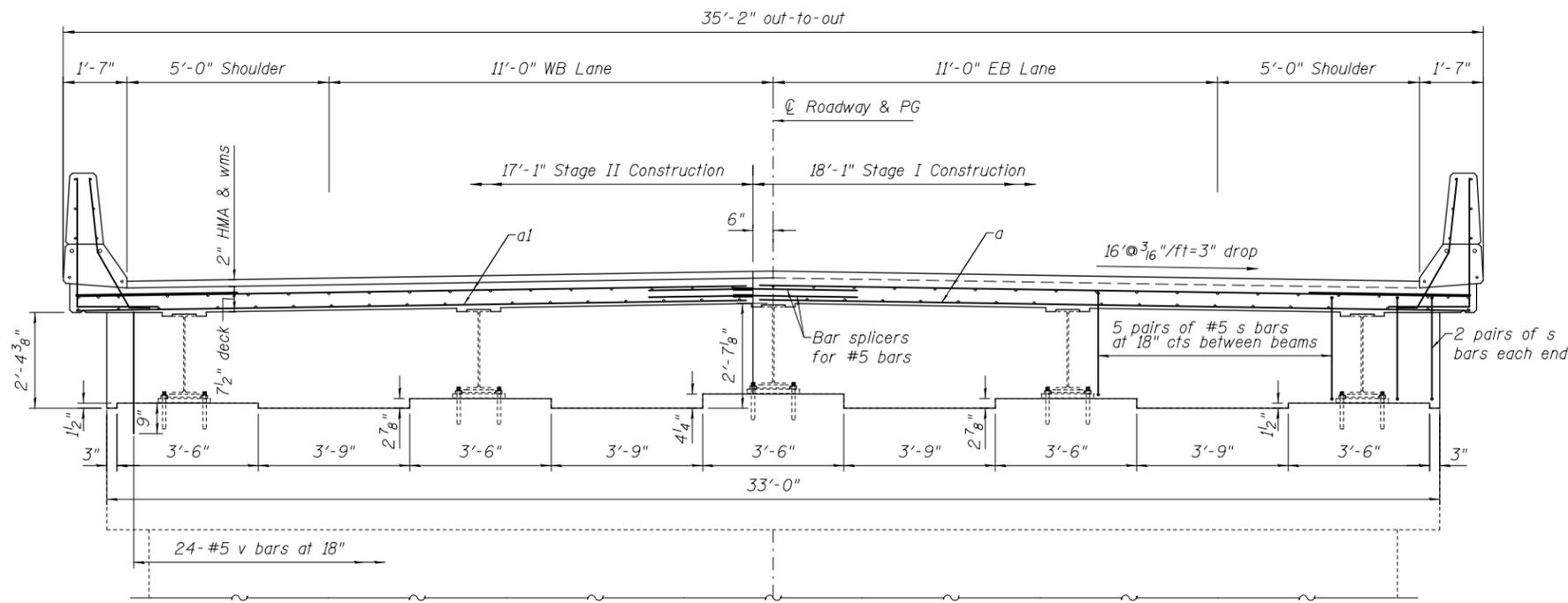
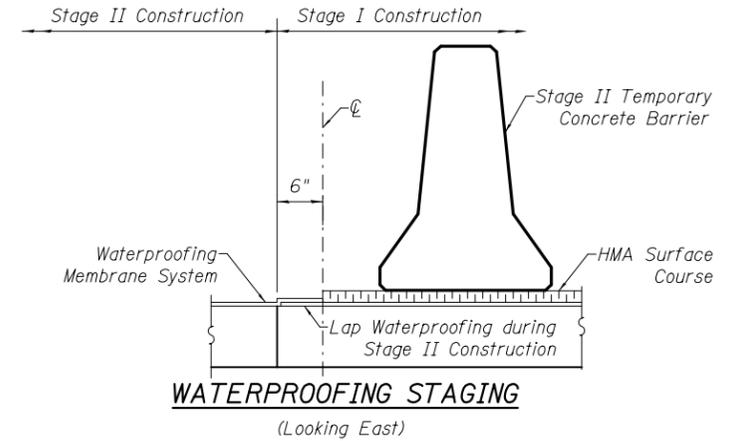
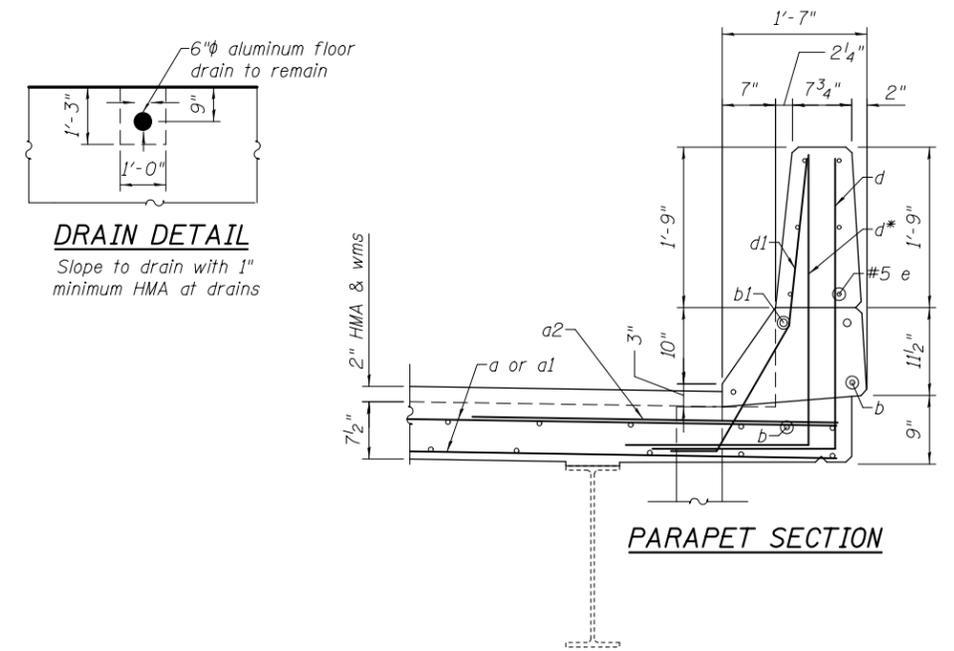
LEGEND

- ① EXISTING PCC PAVEMENT, 18' WIDE (9'-6"-9')
- ② EXISTING HMA OVERLAY (8" TO 8 1/2")
- ③ EXISTING PCC WIDENING (8" THICK)
- ④ EXISTING BITUMINOUS SHOULDER (6")
- ⑤ EXISTING AGGREGATE SHOULDERS, TYPE A (6")
- ⑥ PROPOSED HOT-MIX ASPHALT SHOULDER 8"
- ⑦ PAVED SHOULDER REMOVAL

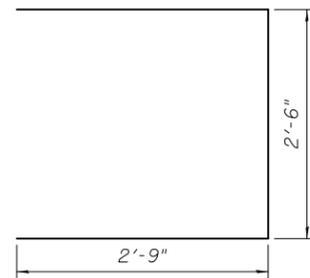
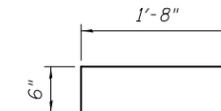
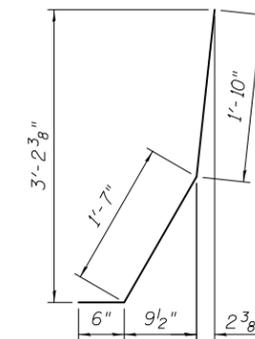
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Default					DATE -	REVISED -	SCALE:	SHEET 1	OF 1	SHEETS	STA.	TO STA.
										CONTRACT NO. 76J78		



ABUTMENT CROSS SECTION
(Looking East)



PIER CROSS SECTION
(Looking East)



BAR d
* 2 bars at each end of parapet at abutments

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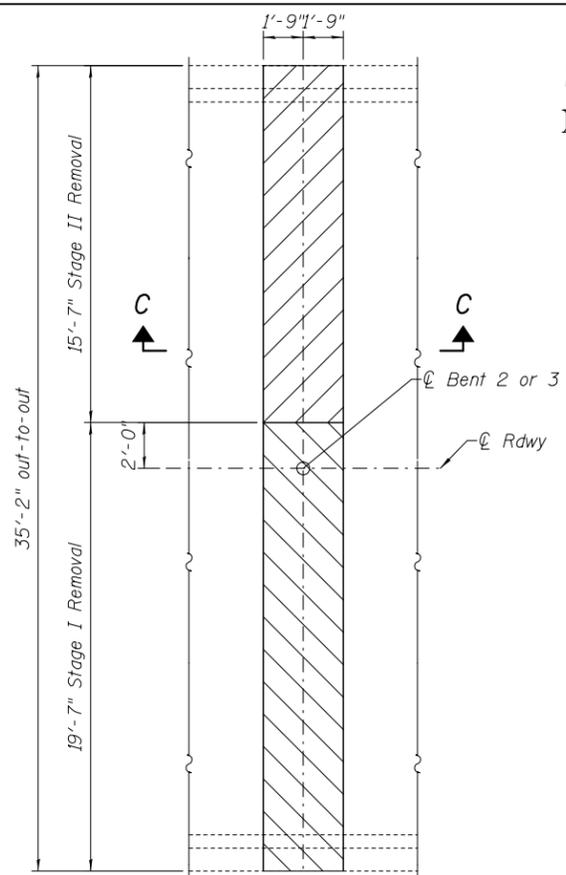
DESIGNED - J. Uehle	EXAMINED	DATE - MARCH 3, 2017
CHECKED - V. Veitz	ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - J. Uehle	PASSED	REVISED
CHECKED - V. Veitz	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

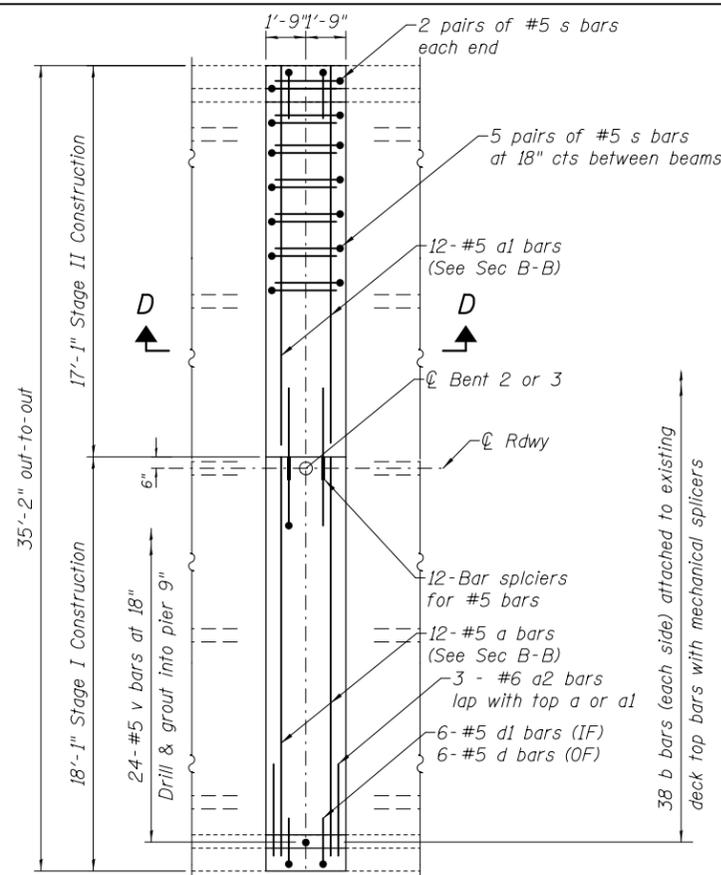
CROSS SECTION
060-0237

SHEET NO. 2 OF 8 SHEETS

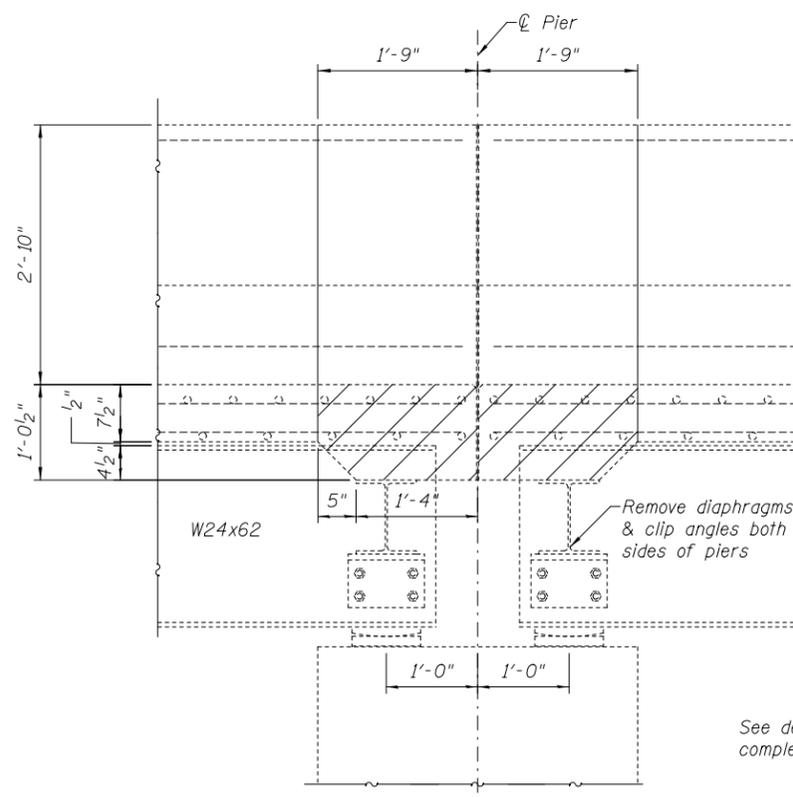
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785	134B-R-2	MADISON	16	10
CONTRACT NO. 76J78				
ILLINOIS FED. AID PROJECT				



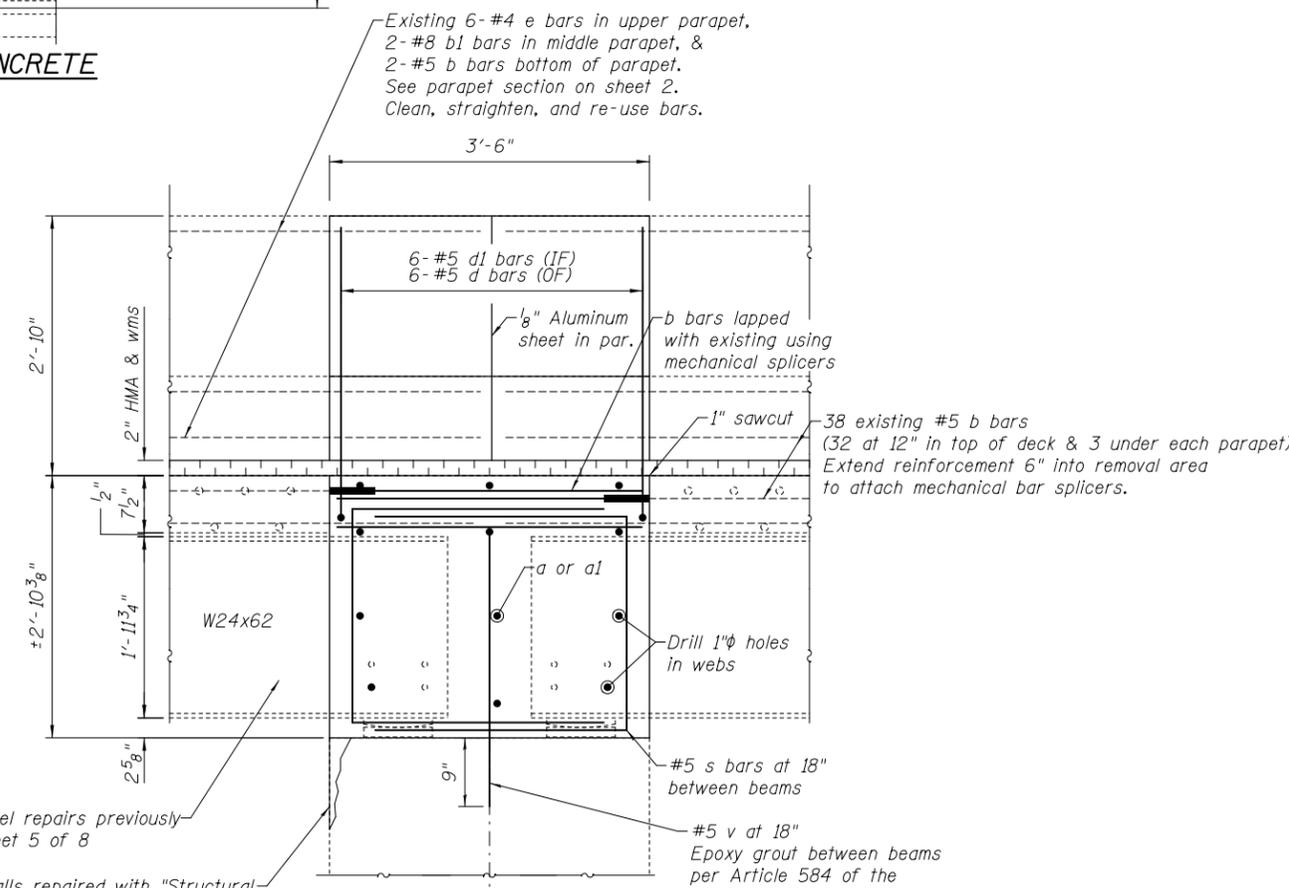
PIER JOINT REMOVAL



PIER JOINT CONCRETE



SEC C-C
(Looking N.)



SEC D-D
(Looking N.)

See sheet 2 of 8 for bar bending diagrams.

**BOTH PIERS
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
a	24	#5	17'-8"	—	
a1	24	#5	16'-8"	—	
a2	12	#6	4'-0"	—	
d	24	#5	5'-2"	J	
d1	24	#5	3'-11"	J	
b	152	#5	2'-6"	—	
s	96	#5	8'-0"	⊔	
v	48	#5	3'-0"	—	
Reinforcement Bars, Epoxy Coated				Pound	2510
Concrete Removal				Cu. Yds.	9.9
Concrete Superstructure				Cu. Yds.	26.4

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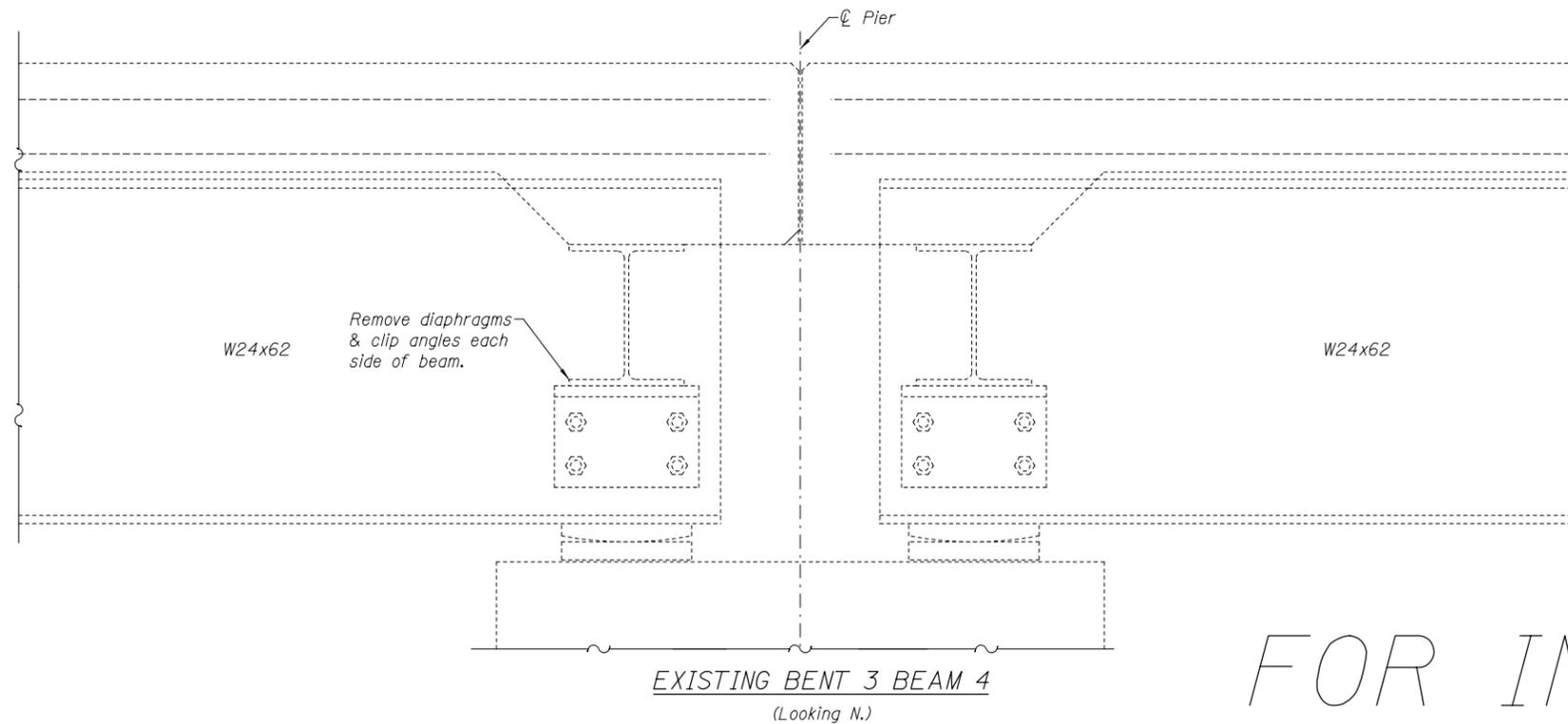
DESIGNED - J. Uehle	EXAMINED	DATE - MARCH 3, 2017
CHECKED - V. Veitz	ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - J. Uehle	PASSED	REVISED
CHECKED - V. Veitz	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER DETAILS
060-0237**

SHEET NO. 4 OF 8 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
785	134B-R-2	MADISON	16	12
CONTRACT NO. 76J78				
ILLINOIS FED. AID PROJECT				

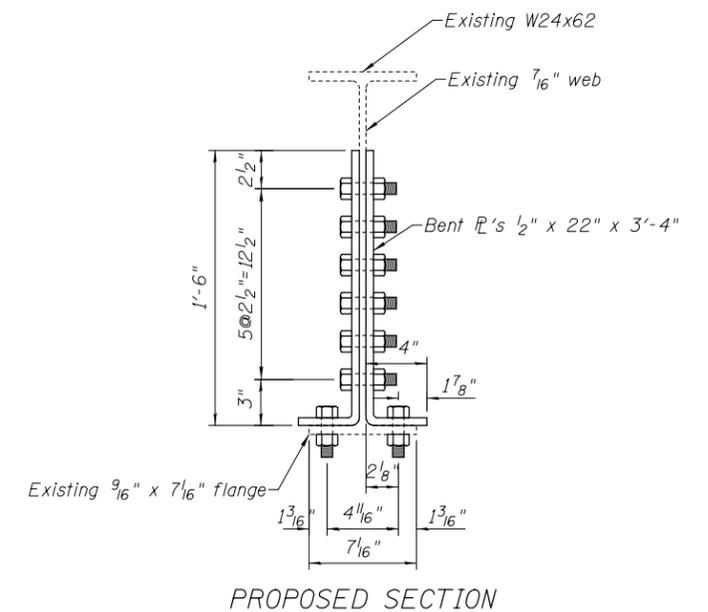
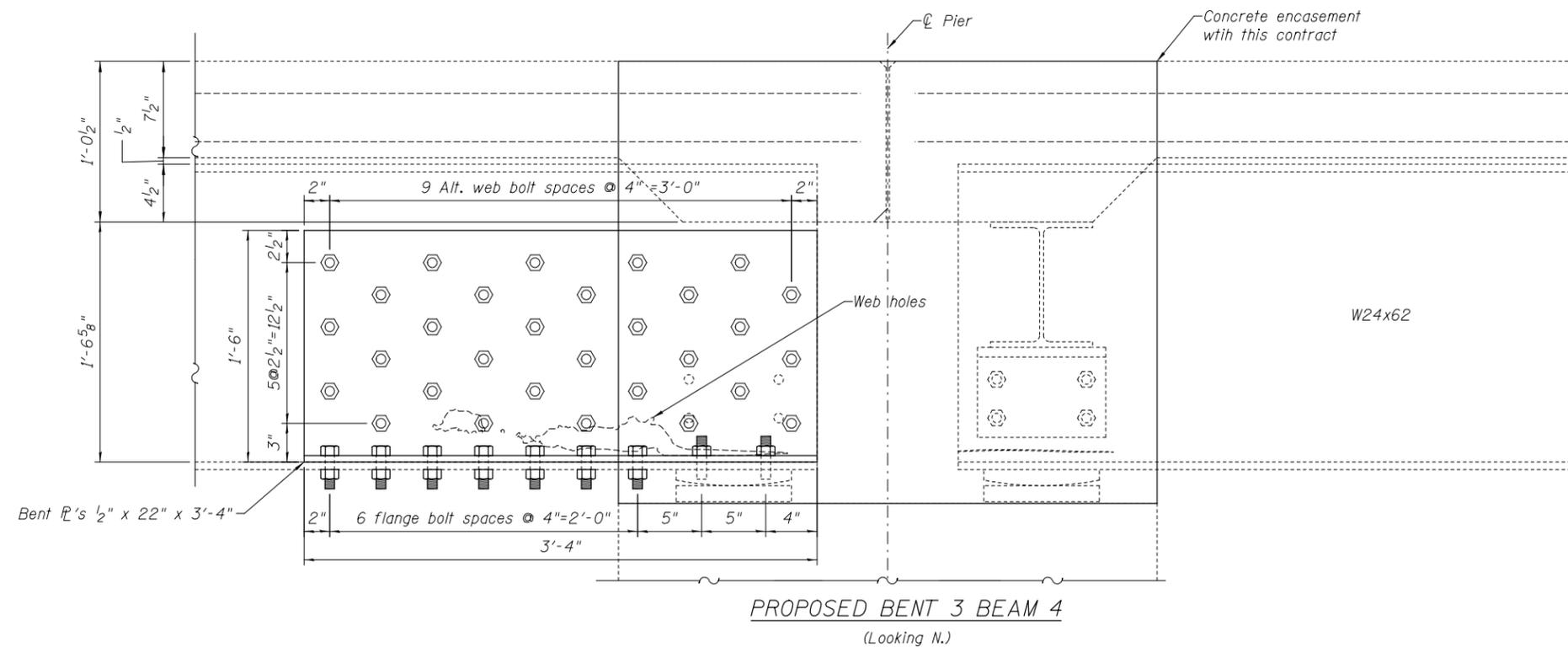


NOTES

The bent plates are Grade 36. Each plate weighs 125 lbs.
 All bolts are 3/4" ϕ H.S. bolts.
 The 2 locations over the bearings shall be drilled and tapped, with threaded studs and nuts.

FOR INFORMATION ONLY

These repairs were previously installed by IDOT on 12-2-16, and are not part of this contract.



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DESIGNED - J. Uehle	EXAMINED	DATE - MARCH 3, 2017
CHECKED - V. Veitz	ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - J. Uehle	PASSED	REVISED
CHECKED - V. Veitz	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

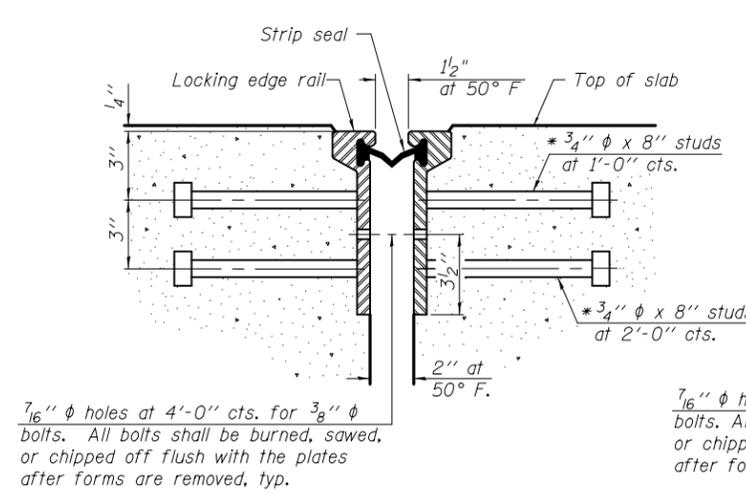
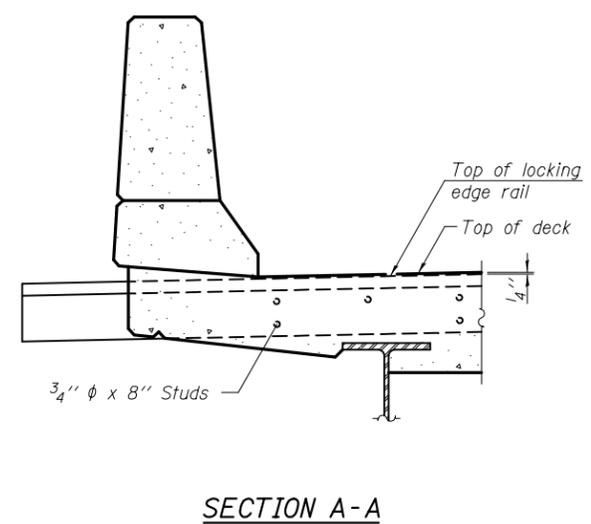
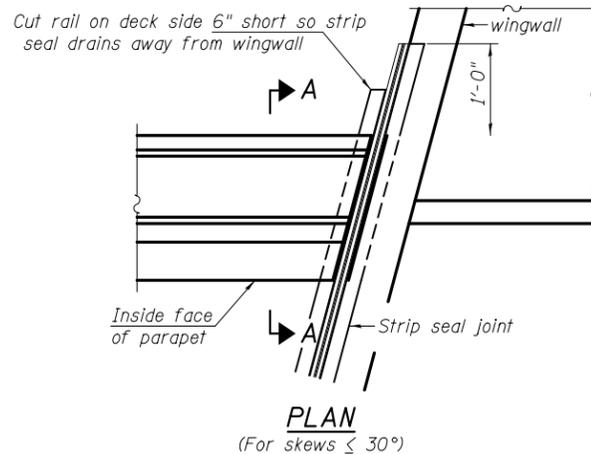
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FOR INFORMATION ONLY - BEAM END REPAIRS BY IDOT
060-0237**

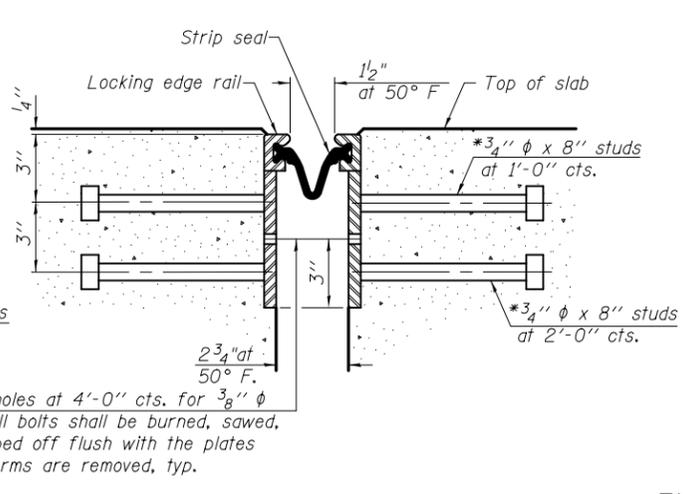
SHEET NO. 5 OF 8 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
785	134B-R-2	MADISON	16	13
CONTRACT NO. 76J78				

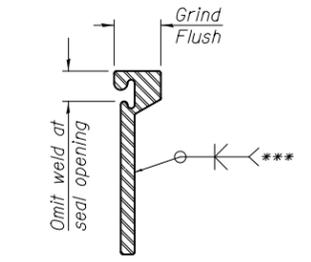
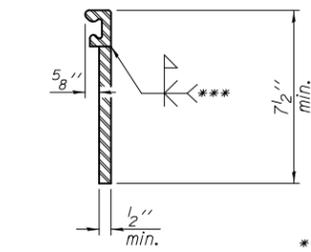
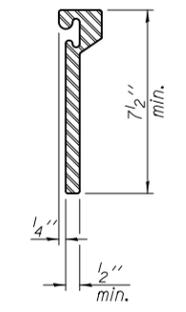
ILLINOIS FED. AID PROJECT



SECTION THRU ROLLED RAIL JOINT



SECTION THRU WELDED RAIL JOINT



*** Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAIL SPLICE
The inside of the locking edge rail groove shall be free of weld residue.
Rolled rail shown, welded rail similar.

LOCKING EDGE RAILS

Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.
The manufacturer's recommended installation methods shall be followed.
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications. Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.
Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	74.5

EJ-SSJ (MODIFIED)

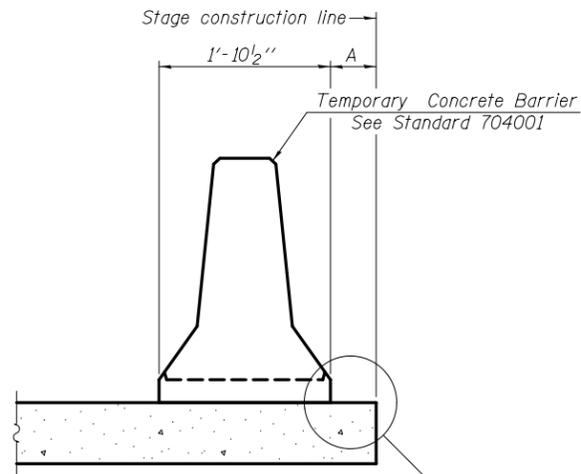
DESIGNED - J. Uehle	EXAMINED	DATE - MARCH 3, 2017
CHECKED - V. Veitz	ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - J. Uehle	PASSED	REVISED
CHECKED - V. Veitz	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL
060-0237**

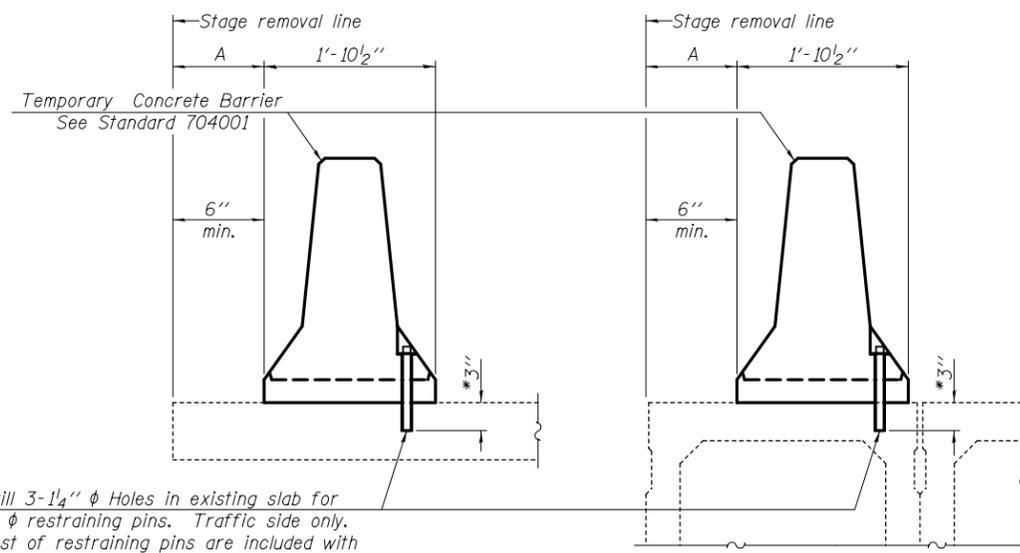
SHEET NO. 6 OF 8 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
785	134B-R-2	MADISON	16	14
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ILLINOIS FED. AID PROJECT				



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1". See Detail I, II or III

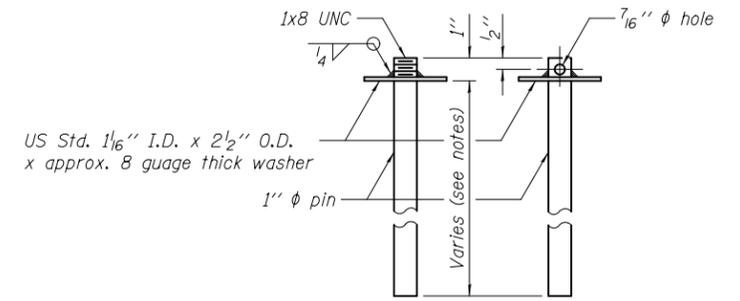
NEW SLAB OR NEW DECK BEAM



Drill 3-1/4" ϕ Holes in existing slab for 1" ϕ restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

EXISTING DECK BEAM

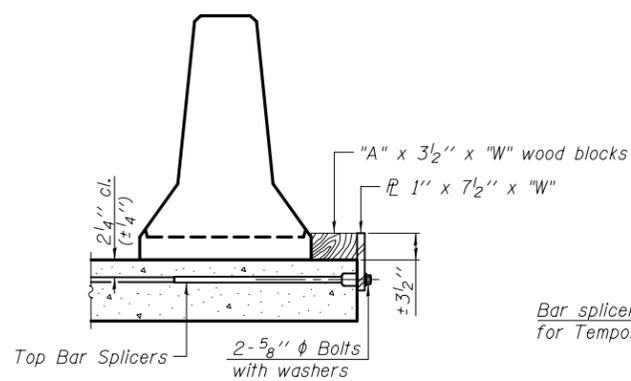


US Std. 1 1/16" I.D. x 2 1/2" O.D. x approx. 8 gauge thick washer

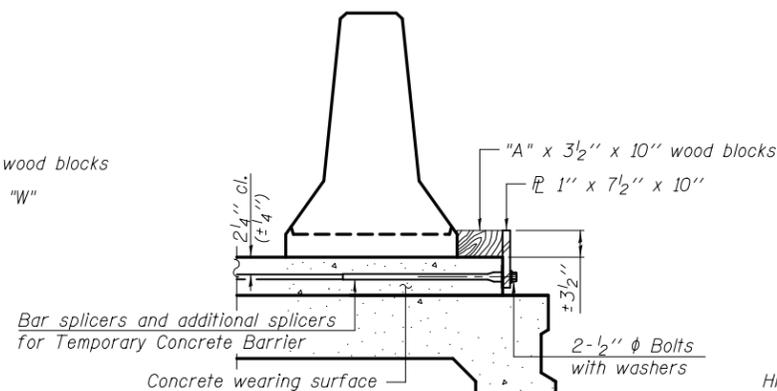
RESTRAINING PIN

* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

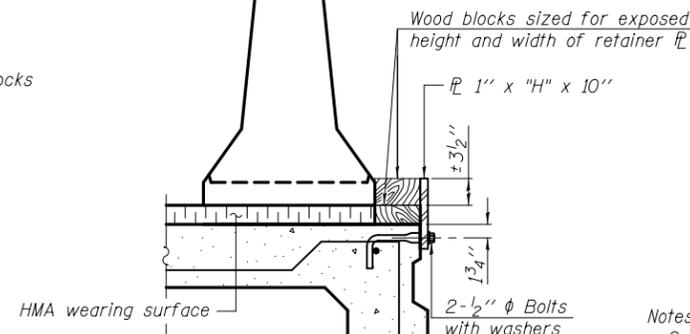
SECTIONS THRU SLAB OR DECK BEAM



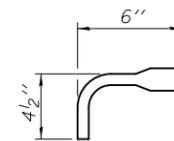
DETAIL I



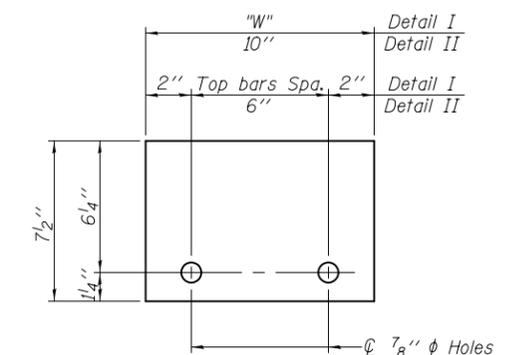
DETAIL II



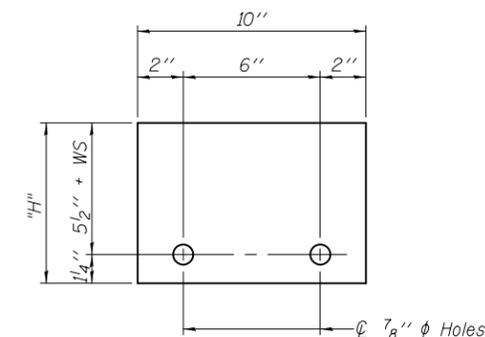
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 7 1/2" x "W"
(Detail I and II)



STEEL RETAINER 1" x "H" x 10"
(Detail III)

Notes:

- Cost of retainer assembly is included with Temporary Concrete Barrier.
- A retainer assembly shall be located at the approximate ϕ of each temporary concrete barrier.
- The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
- When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

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11-22-2016

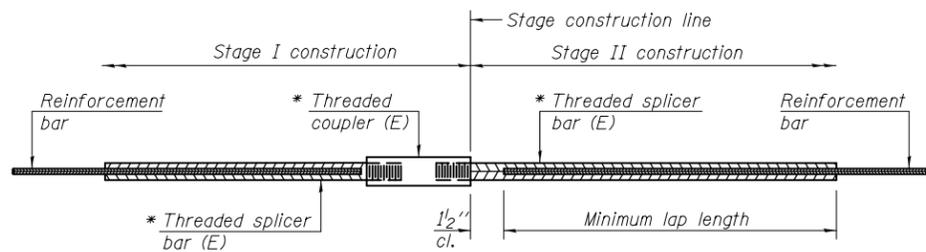
DESIGNED - J. Uehle	EXAMINED	DATE - MARCH 3, 2017
CHECKED - V. Veitz	ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - J. Uehle	PASSED	REVISED
CHECKED - V. Veitz	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
060-0237**

SHEET NO. 7 OF 8 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
785	134B-R-2	MADISON	16	15
CONTRACT NO. 76J78				
ILLINOIS FED. AID PROJECT				



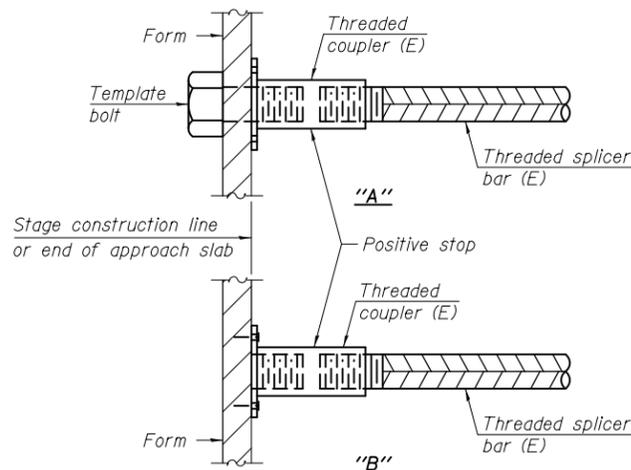
STANDARD BAR SPLICER ASSEMBLY

(48 Required - 24 at abutments & 24 at piers)

Threaded splicer bar length = min. lap length + 1/2" + thread length

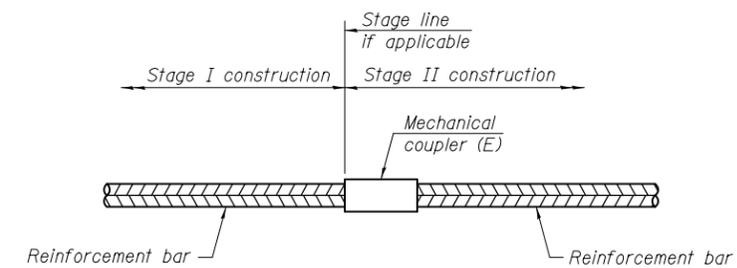
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Abutment mudwall	#6	8	3'-6"
Abutment deck end	#5	16	3'-0"
Piers	#5	24	3'-0"



INSTALLATION AND SETTING METHODS

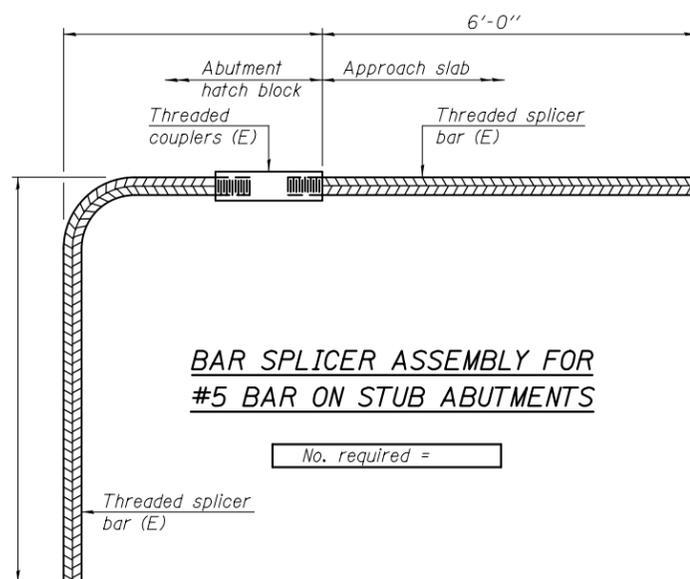
"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

(232 Required at piers)

Location	Bar size	No. assemblies required
b (top of deck)	#5	152



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

11-22-2016

DESIGNED - J. Uehle	EXAMINED	DATE - MARCH 3, 2017
CHECKED - V. Veitz	ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - J. Uehle	PASSED	REVISED
CHECKED - V. Veitz	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 060-0237

SHEET NO. 8 OF 8 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
785	134B-R-2	MADISON	16	16
CONTRACT NO. 76J78				
ILLINOIS FED. AID PROJECT				