01—19—2024 LETTING ITEM 037

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

D-97-061-22

 RTE.
 SECTION
 COUNTY
 SHEETS
 NO.

 823
 D7 BRIDGE REPAIRS 2024-11
 WAYNE
 17
 1

 ILLINOIS CONTRACT NO. 74B40

FOR INDEX OF SHEETS, SEE SHEET NO. 2

ADT (2022) = 2650

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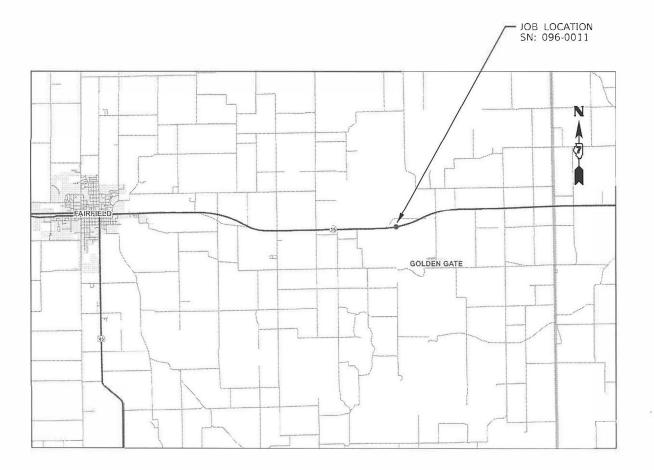
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PROPOSED HIGHWAY PLANS

FAP ROUTE 823 (IL 15)
SECTION D7 BRIDGE REPAIRS 2024–11
PROJECT NHPP–R692(793)
BRIDGE REPAIRS
WAYNE COUNTY

C-97-109-22



LENGTH = 83.84 FT. = 0.016 MILE

PROJECT MANAGER – MATT BOWER

PROJECT ENGINEER - KYLE PRICE

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.

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS

CONTRACT NO. 74B40

1-800-892-0123 OR 811 TO DAYESS STEPHENSON VINNVERAGO BOOKE MC HEARY LAKE

CARROLL

OCC SLAME

WHENCER

HENRY

MENCER

MENCE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED SEPTEMBER 20

PREGIONAL ENGINEER

December 8, 2023

ENGINEER OF DESIGN AND ENVIRONMENT

December 8, 2023

DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV. - MS

INDEX OF SHEETS

- 1 PLAN SHEET
- 2 GENERAL NOTES, INDEX, STANDARDS
- 3 SUMMARY OF QUANTITIES
- 4 SCHEDULE OF QUANTITES
- 5 TYPICAL SECTIONS
- 6-9 PLAN VIEWS
- 10-17 BRIDGE DETAILS

CTD NO	DECCRIPTION
STD. NO.	DESCRIPTION

000001 -	00	CTANDADD	CVMDOLC	ARREVIATIONS	A NID DATTEDNIC

001001 - 02 AREAS OF REINFORCEMENT BARS

001006 DECIMAL OF AN INCH AND OF A FOOT

420001 - 10 PAVEMENT JOINTS

701001 - 02 OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY

701006 - 05 OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT

701201 - 05 EDGE LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH

701321 - 18 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER

701901 - 09 TRAFFIC CONTROL DEVICES

704001 - 08 TEMPORARY CONCRETE BARRIER
780001 - 05 TYPICAL PAVEMENT MARKINGS

782006 - 01 GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE:

					F.A.P, RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
GENERAL	NOTES	AND IN	DEX (OF SHEETS	823	D7 BRIDGE REPAIRS 2024-	1 WAYNE	17	2
					1		CONTRAC	T NO. 7	4B40
SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED	AID PROJECT		

REV. - MS

GENERAL NOTES

THIS PROJECT IS LOCATED ON FAP ROUTE 823 (ILL 15) IN WAYNE COUNTY, AT A STREAM LOCATED ONE MILE WEST OF COUNTY HIGHWAY THREE. THE WORK INCLUDED IN SECTION D7 BRIDGE REPAIRS 2024-11 CONSISTS OF BRIDGE DECK OVERLAY, BRIDGE JOINT REPLACEMENT/REPAIR AND ANY OTHER WORK NECESSARY TO COMPLETE THE SECTION.

PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIAL. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR WILL BE PAID FOR THE QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

THE EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH STAGE I & II OF STANDARD 701321 SHALL BE COVERED WITH PAVEMENT MARKING BLACKOUT TAPE, 5".

80% FED 20% STATE

	CLIMANA DV OF OLIMNITITIES			CONSTR	RUCTION TYPE CODE		CUMMADY OF QUANTITIES			CONS	TRUCTION TYPE CODE
	SUMMARY OF QUANTITIES		TOTAL	0059			SUMMARY OF QUANTITIES	T	TOTAL	0059	
CODE NO	ITEM	UNIT	OUANTITIES			CODE NO	ITEM	UNIT	OUANTITIES		
0102400	CONCRETE REMOVAL	CU YD	12.4	12.4		70107025	CHANGEABLE MESSAGE SIGN	CAL DA	28	28	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	11.4	11.4		70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	290	290	
50300260	BRIDGE DECK GROOVING	SO YD	232	232		70400100	TEMPORARY CONCRETE BARRIER	FOOT	300	300	
50300300	PROTECTIVE COAT	SO YD	266	266		70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	12	12	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1580	1580		70400200	RELOCATE TEMPORARY CONCRETE BARRIER	F00T	300	300	
50800515	BAR SPLICERS	EACH	28	28		70600250	IMPACT ATTENUATORS, TEMPORARY (NON-	EACH	2	2	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	69	69			REDIRECTIVE), TEST LEVEL 3				
						70600350	IMPACT ATTENUATORS, RELOCATE (NON-	EACH	2	2	
67100100	MOBILIZATION	L SUM	1	1			REDIRECTIVE), TEST LEVEL 3				
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD	EACH	1	1		* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	188	188	
	701321										
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD	L SUM	1	1		Z0012110	BRIDGE DECK FLY ASH OR GGBF SLAG CONCRETE OVERLAY, 2 1/4"	SO YD	235	235	
	701201		-	-							
						Z0012142	BRIDGE DECK SCARIFICATION 2 1/4"	SQ YD	235	235	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1		70016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SO YD	7	7	
70106700	TEMPORARY RUMBLE STRIPS	EACH	6	6		20010001	Dec. dens net min me an		'	<u>'</u>	
						Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SO YD	9	9	
70107005	PAVEMENT MARKING BLACKOUT TAPE, 5"	FOOT	696	696							

DEL: Default - NAME: gustifidet par l

USER NAME = Mona Steffen	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -
PLOT DATE = 9/28/2023	DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

		A.I.I. I. I	F.A.P, RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
SUMMARY OF QUANTITIES							D7 BRIDGE REPAIRS 2024-11	WAYNE	17	3
								CONTRACT	NO. 74	4B40
SCALE:	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		

MODEL: Default

USER NAME = Mona.Steffen	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -	
PLOT DATE = 9/28/2023	DATE -	REVISED -	
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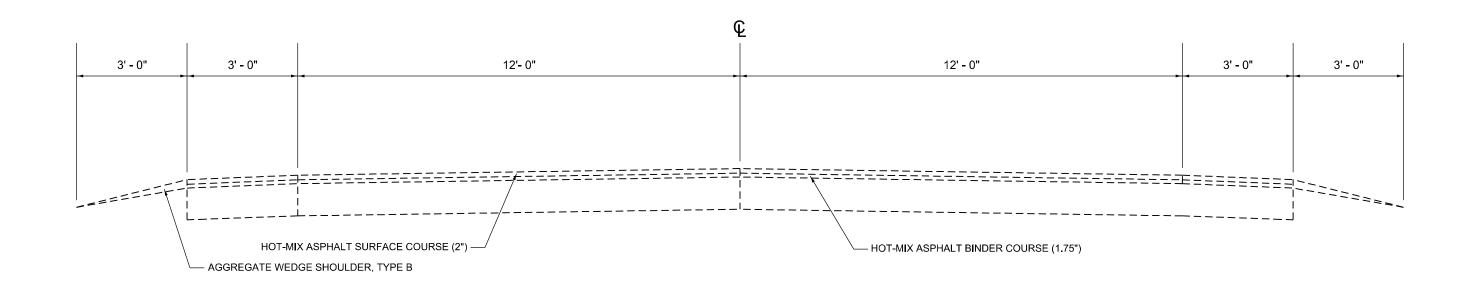
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

	F.A.P, RTE	SEC	TION		COUNTY	TOTAL SHEETS	SHEET NO.					
	SCHEDULE OF QUANTITIES							PAIRS 2	024-11	WAYNE	17	4
										CONTRACT	NO. 74	1B40
SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT						

STATION	TO	STATION	LOCATION	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	PINNING TEMPORARY CONCRETE BARRIER	NOTES
				70400100	70400200	70600250	70600350	70400125	
				FT	FT	FT	EACH	EACH	
449+26		452+30	CL	300.0		2		6	STAGE 1 (24 PCS)
-									
449+26		452+30	CL		300.0		2	6	STAGE 2 (24 PCS)
		TOTA	LS	300.0	300.0	2	2	12	_

STATION	TO	STATION	LOCATION	PAVEMENT MARKING BLACKOUT TAPE, 5"	SHORT TERM PAVEMENT MARKING REMOVAL	PAINT PAVEMENT MARKING - LINE 4"	TEMPORARY RUMBLE STRIPS	TEMPORARY BRIDGE TRAFFIC SIGNALS	
				70107005	70300150	78001110	70106700	70106500	
				FT	SQ FT	FT	EACH	EACH	
447+42.00		450+36.00	CENTERLINE	80	33				SKIPS
451+20.00		454+18.00	CENTERLINE	80	33				SKIPS
449+44.00		452+12.00	EOP LT	268	112				STAGE 1
449+44.00		452+12.00	EOP RT	268	112				STAGE 2
			EAST END				3		
			WEST END				3		
450+36.00		451+20.00	CENTERLINE			20.0		1	SKIPS
450+36.00		451+20.00	EOP LT			84.0			
450+36.00		451+20.00	EOP RT			84.0			
			TOTALS	696	290	188	6	1	

EXISTING TYPICAL SECTION

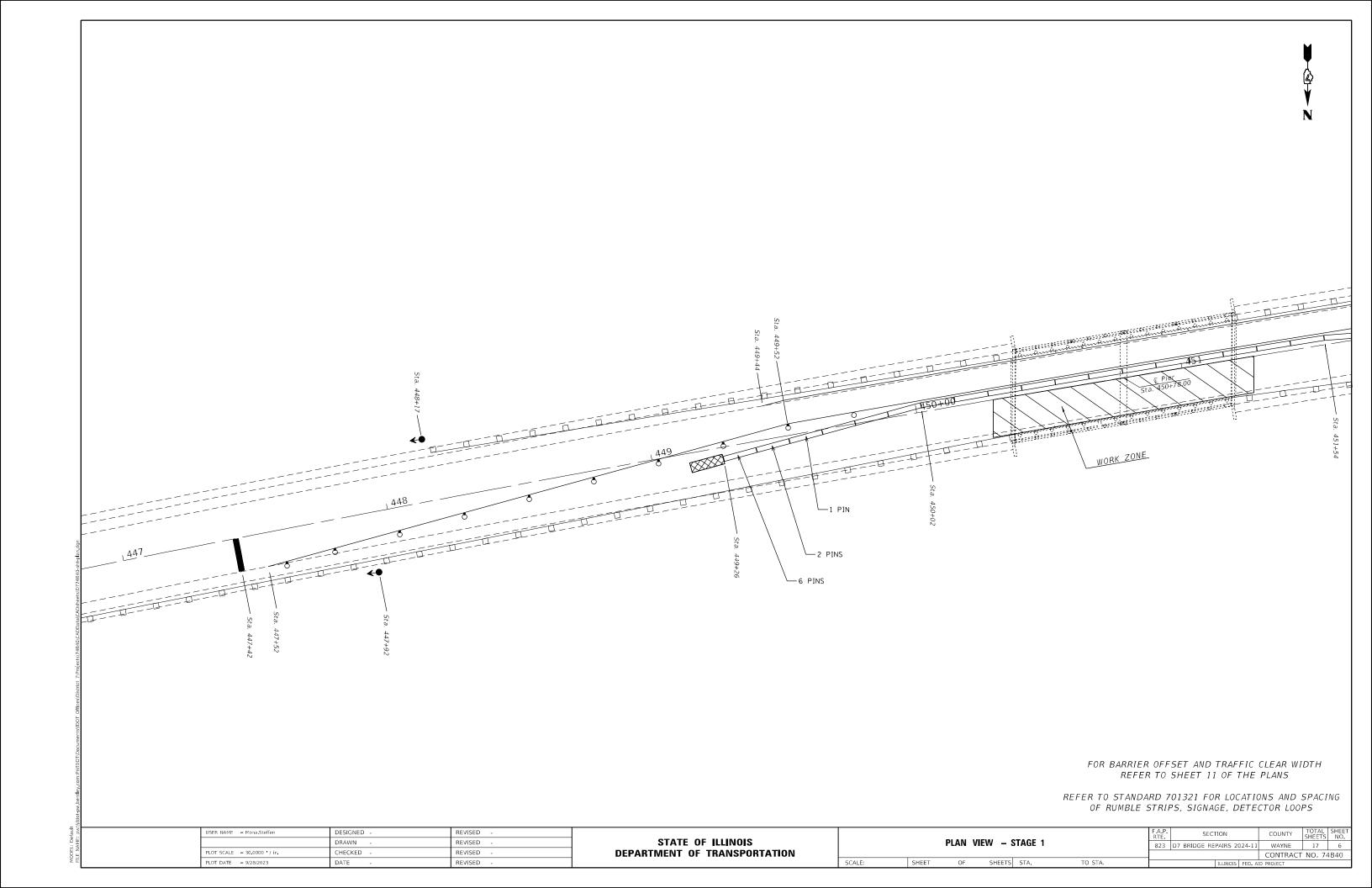


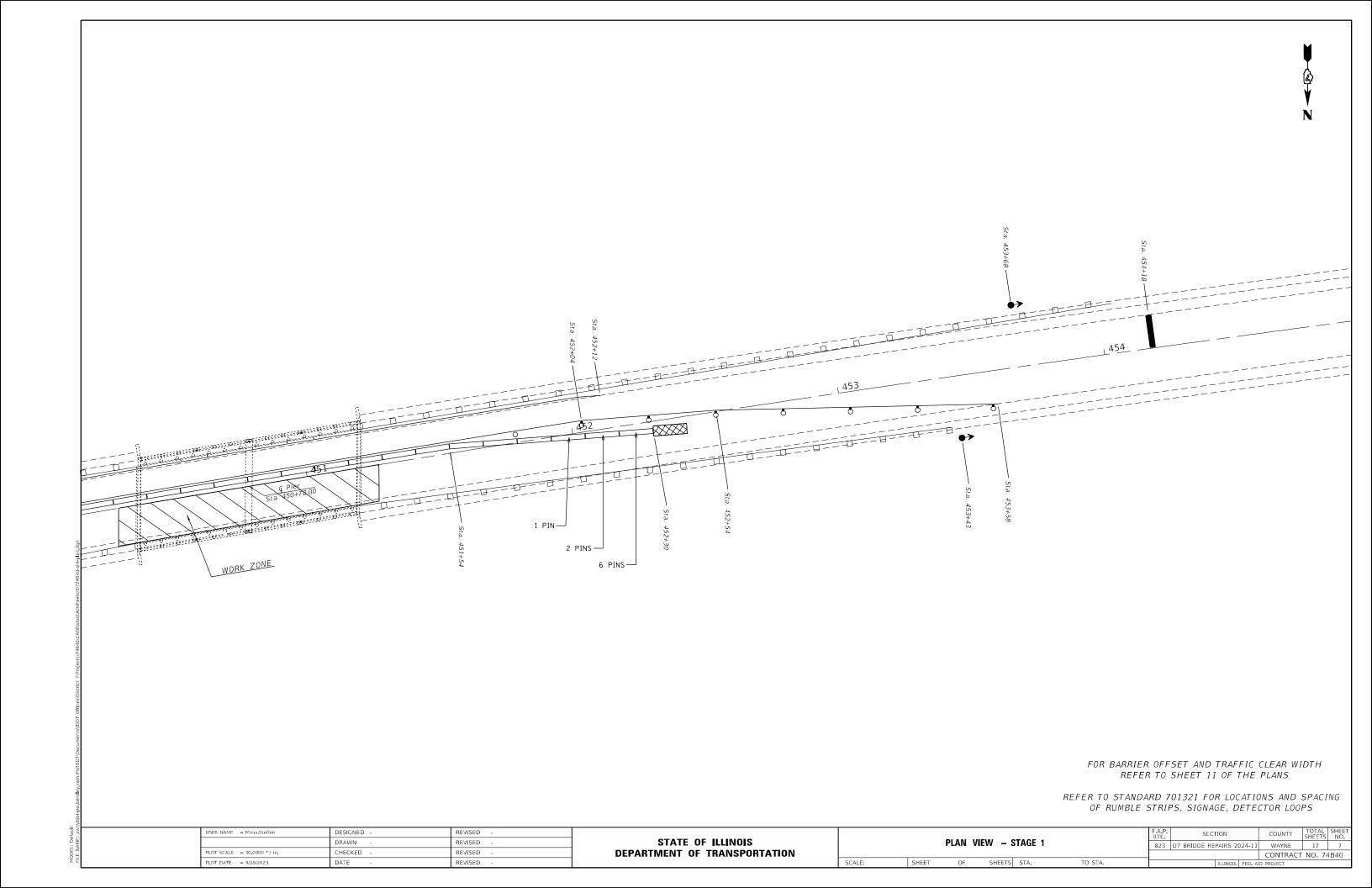
STA. 447+00.00 TO STA. 450+36.00

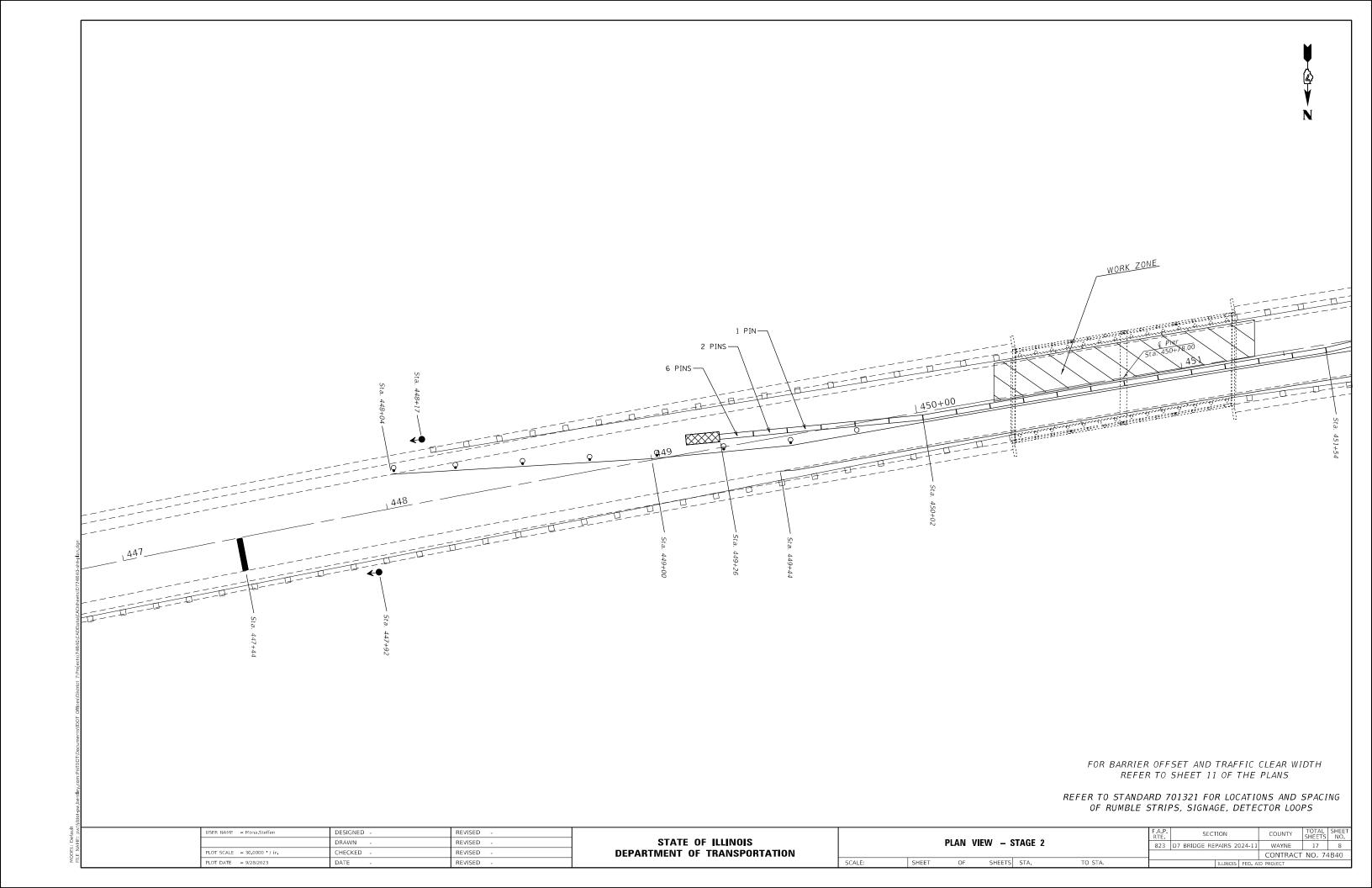
STA. 451+20.00 TO STA. 454+00.00

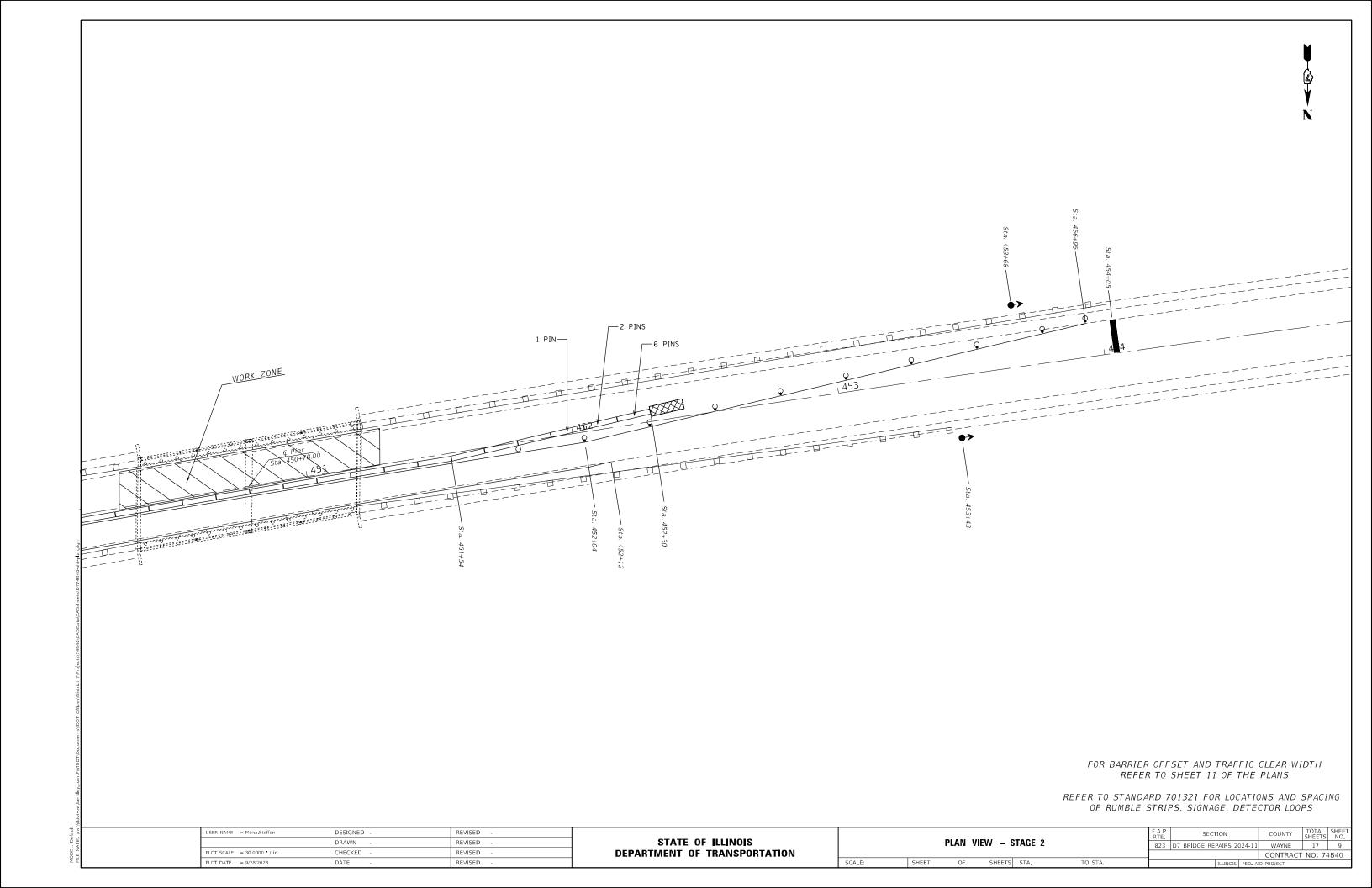
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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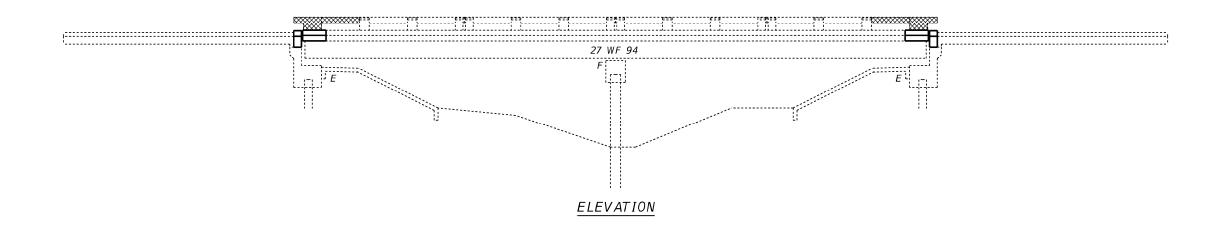


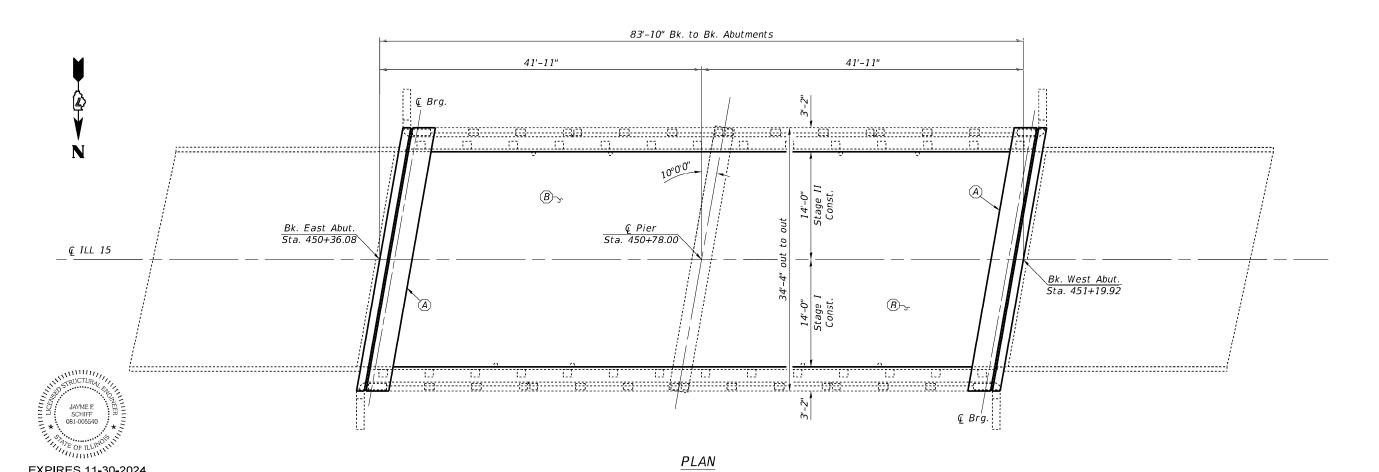






EXISTING STRUCTURE: SN 096-0011 carries ILL 15 over a creek in Wayne County. The two span, steel beam structure was built in 1955. The proposed project consists of replacement of the expansion joints with new strip seals, full depth deck patching, scarification, concrete overlay, & partial removal of old concrete bridge rail.





(A) – Remove Existing Joints and Construct Strip Seal Expansion Joint (B) – Bridge Deck Scarification 21/4", Deck Patching, & Bridge Deck Fly Ash

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

or GGBF Slag Concrete Overlay 21/4"

MODEL: Derault FILE NAME: pw:\\ildot-pw

STAGE CONSTRUCTION DETAIL Looking West

GENERAL NOTES

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction 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 scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Reinforcement Bars designated (E) shall be epoxy coated.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal operations shall be replaced with an approved bar splicer or anchorage system. Cost included with CONCRETE REMOVAL.

Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50 °F.

Removal and reinstallation of the steel bridge rail sections and support posts at both abutments will be necessary for construction of the expansion joints and parapet repair. The existing steel bridge rail sections and support posts shall be reused. New post support anchor assemblies, as detailed in the plans, are to be provided and installed for the replacement of the steel bridge rail sections. This work and all materials shall be included in the contract unit price for CONCRETE SUPERSTRUCTURE.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

Protective Coat to be applied to areas of new concrete only, including bridge deck concrete overlav.

Areas of deck repairs shown are estimated. The Engineer shall show actual locations of deck repairs on as-built plans.

Full depth deck slab repairs performed in the exterior bays of the bridge deck (between the parapet walls and the first interior beams) shall be limited to individual lengths no greater than 10'. In these portions of the deck, repair areas longer than 10' shall be divided into segments not greater than 10' in length, and the segments shall be poured in alternating sequence. Subsequent segments repaired in sequence shall not be removed until 72 hours shall have elapsed from the end of the previous, adjacent pour, and the adjacent pour shall have attained a minimum modulus of rupture of 650psi.

TOTAL BILL OF MATERIAL

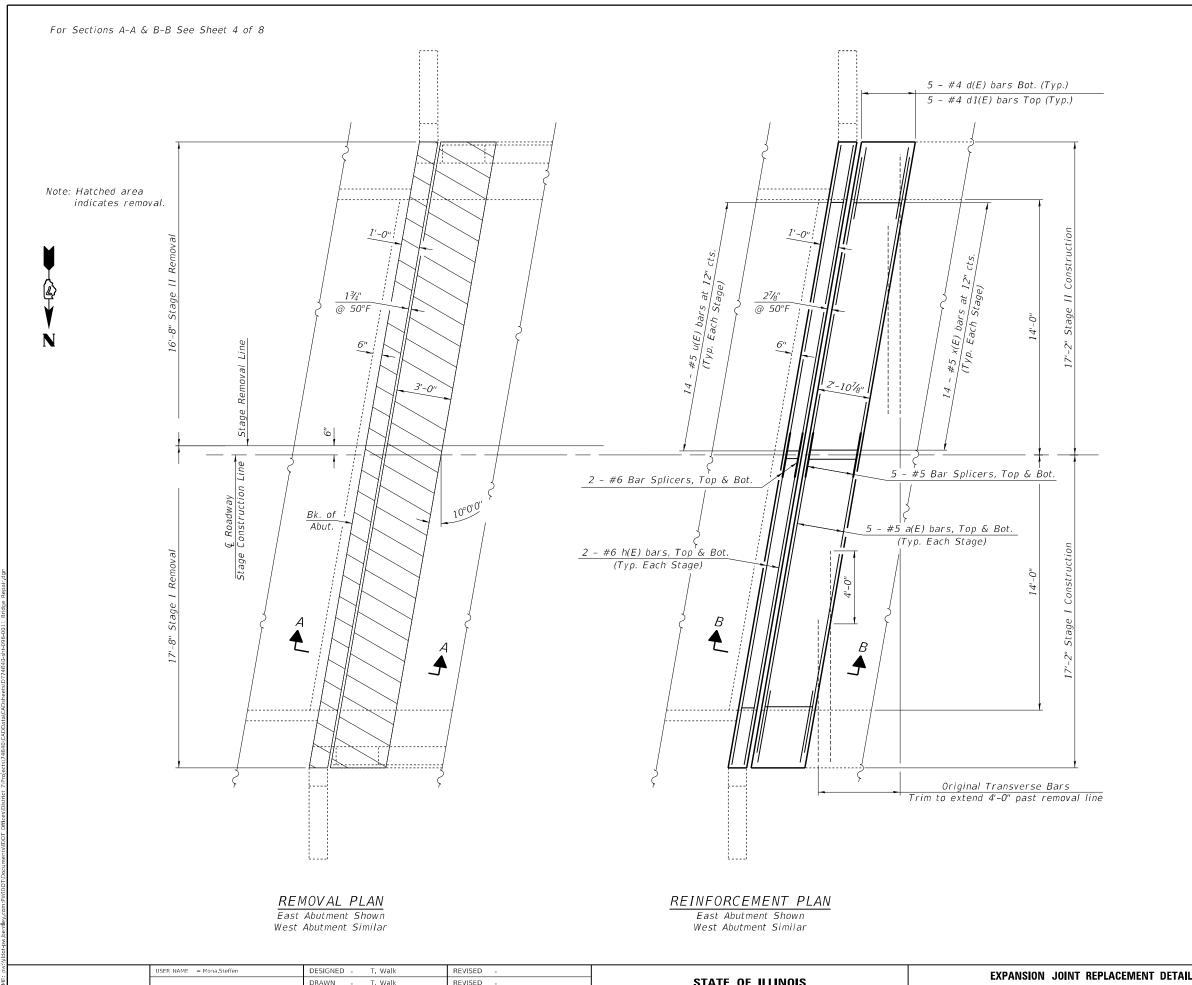
ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	12.4
Concrete Superstructure	Cu. Yd.	11.4
Reinforcement Bars, Epoxy Coated	Pound	1,580
Bar Splicers	Each	28
Bridge Deck Scarification, 2½"	Sq. Yd.	235
Bridge Deck Fly Ash or GGBF Slag Concrete Overlay, 21/4"	Sq. Yd.	235
Bridge Deck Grooving	Sq. Yd.	232
Preformed Joint Strip Seal	Foot	69
Protective Coat	Sq. Yd.	266
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	7.0
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	9.0

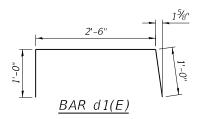
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	DRAWN	-	T. Walk	REVISED -	ı
PLOT SCALE = 100.0000 / in.	CHECKED	-	D. Mack l in	REVISED -	ı
PLOT DATE = 9/28/2023	DATE	-	January 2023	REVISED -	

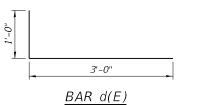
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

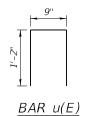
SECTION STAGE CONSTRUCTION, GENERAL NOTES, & BILL OF MATERIALS S.N. 096-0011 SHEET 2 OF 8 SHEETS STA. TO STA.

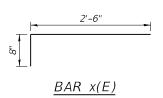
COUNTY 823 D7 BRIDGE REPAIRS 2024-11 WAYNE 17 11 CONTRACT NO. 74B40











BILL OF MATERIAL - TWO ABUTMENTS

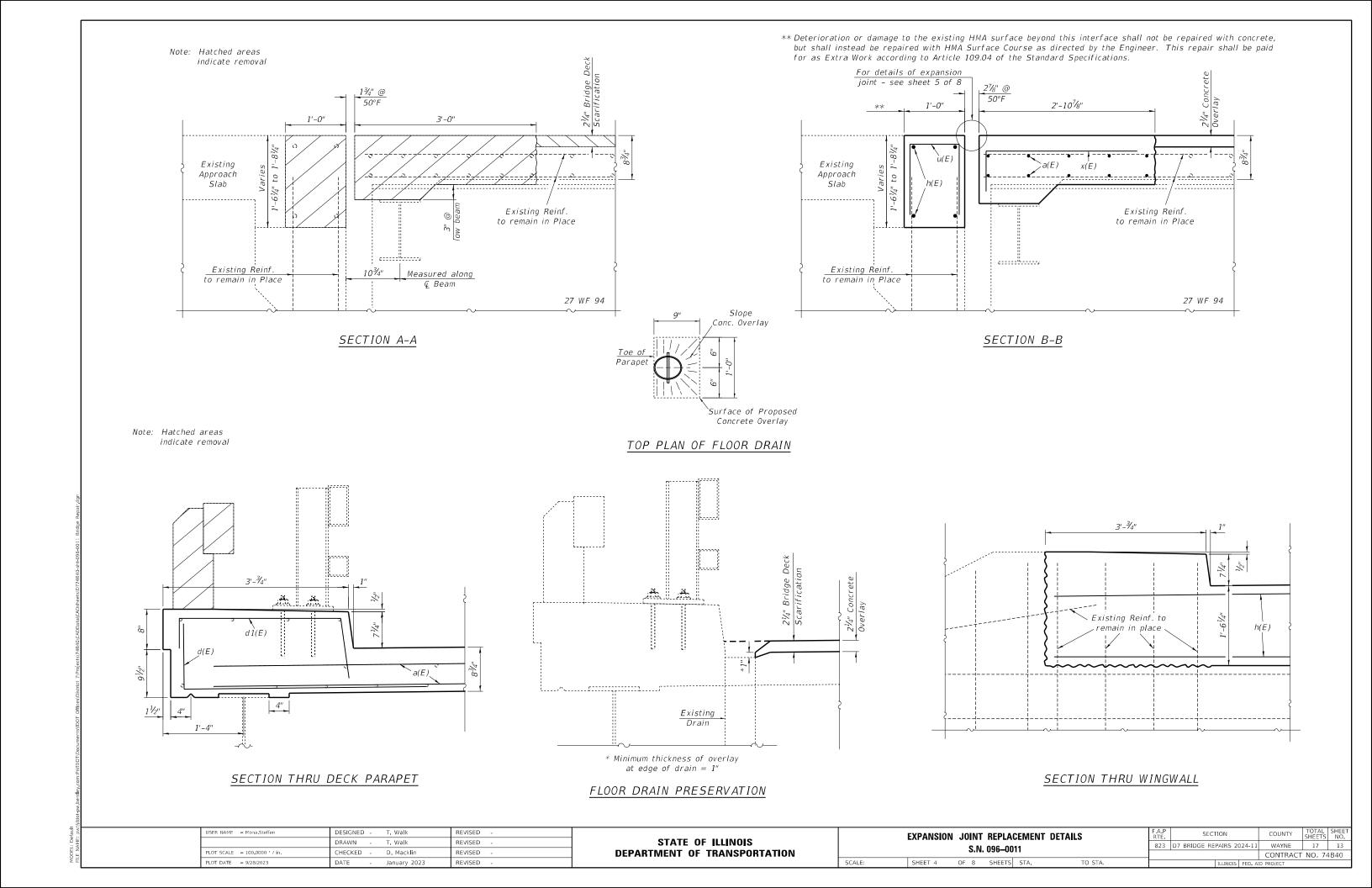
Bar	No.	Size	Length	Shape
a(E)	40 #5		16'-5"	
h(E)	16	#6	17'-1"	
d(E)	20	#4	4'-0"	
d1(E)	20	#4	4'-6"	
u(E)	56	#5	3'-1"	П
x(E)	56	#5	3'-2"	
	ITEM	UNIT	QUANTITY	
Concrete	Remova	1	Cu. Yd.	11.6
Concrete	Superst	ructure	Cu. Yd.	11.4
Reinforce Epoxy Co		Pound	1,580	
Bar Splic	ers	Each	28	

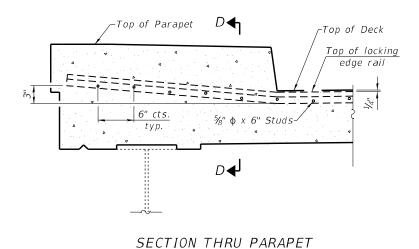
USER NAME = Mona.Steffen	DESIGNED	-	T. Walk	REVISED	-
	DRAWN	-	T. Walk	REVISED	-
PLOT SCALE = 100.0000 / in.	CHECKED	-	D. Mack l in	REVISED	-
PLOT DATE = 9/28/2023	DATE	-	January 2023	REVISED	_

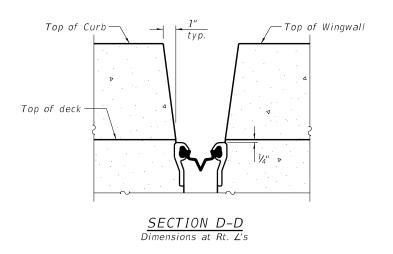
STATE 0	F ILLINOIS
DEPARTMENT OF	TRANSPORTATION

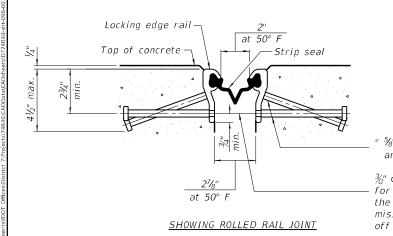
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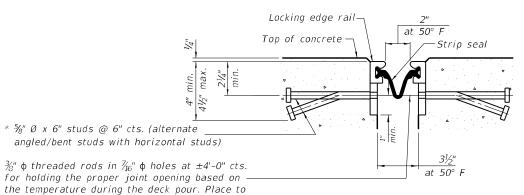
						F.A.P RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
S.N. 096–0011				823	D7 BRIDGE REPAIRS 202	24-11	WAYNE	17	12		
							CONTRACT	NO. 74	1B40		
	SHEET 3	OF 8	SHEETS	STA.	TO STA.		ILLINOIS F	FED. All	D PROJECT		







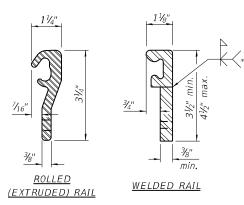




miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set. SHOWING WELDED RAIL JOINT

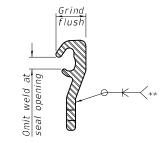
SECTION C-C

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



LOCKING EDGE RAILS

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



The strip seal shall be made continuous and shall have a minimum thickness of $\frac{1}{2}$. 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

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from

manufacturer to manufacturer provided they fit the application

however, will not be allowed. Locking edge rails may exceed the

4½" maximum depth provided the anchorage system is revised

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be $\frac{3}{16}$ " and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use

may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the

a different locking edge rail, dimensional adjustments

length of the bridge approach slab.

and meet the minimum anchorage shown. Flanged edge rails,

according to the manufacturer's recommendation.

The manufacturer's recommended installation methods

rated movement of 4 inches.

shall be followed.

rail splice detail.

LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	69

USER NAME = Mona.Steffen	DESIGNED -	- T. Walk	REVISED -
	DRAWN -	- T. Walk	REVISED -
PLOT SCALE = 100.0000 / in.	CHECKED -	- D. Macklin	REVISED -
PLOT DATE = 9/28/2023	DATE -	- January 2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

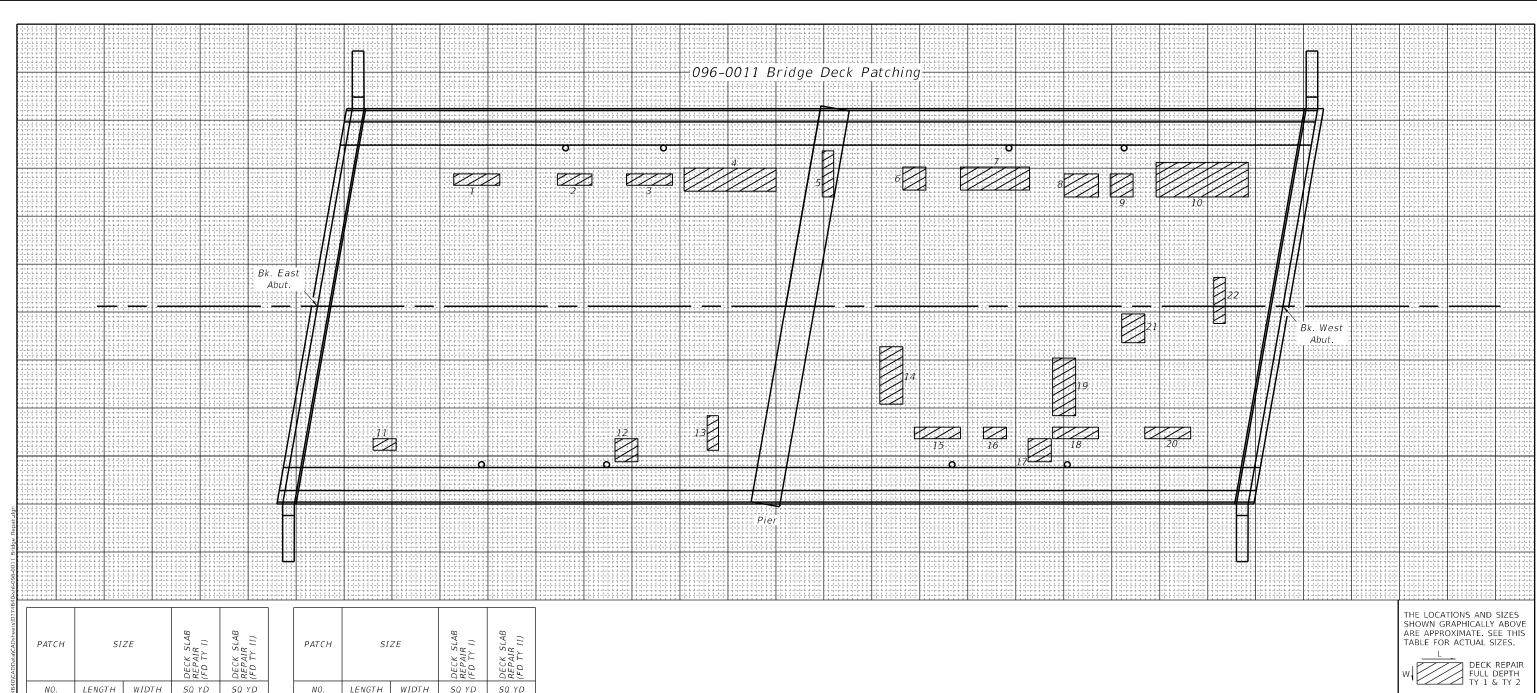
PREFORMED JOINT STRIP SEAL DETAIL
S.N. 096–0011
SHEET 5 OF 8 SHEETS STA.

TO STA.

F.A.P SECTION COUNTY TOTAL SHEET NO.

823 D7 BRIDGE REPAIRS 2024-11 WAYNE 17 14

CONTRACT NO. 74B40



SI	ZE	DECK SLAB REPAIR (FD TY I)	DECK SLAB REPAIR (FD TY II)
LENGTH	WIDTH	SQ YD	SQ YD
4.0	1.0	0.4	
3.0	1.0	0.3	
4.0	1.0	0.4	
8.0	2.0		1.8
1.0	4.0	0.4	
2.0	2.0	0.4	
6.0	2.0		1.3
3.0	2.0		0.7
2.0	2.0	0.4	
8.0	3.0		2.7
2.0	1.0	0.2	
2.0	2.0	0.4	
1.0	3.0	0.3	
2.0	5.0		1.1
4.0	1.0	0.4	
2.0	1.0	0.2	
	LENGTH 4.0 3.0 4.0 8.0 1.0 2.0 6.0 3.0 2.0 1.0 2.0 4.0 4.0 4.0	4.0 1.0 3.0 1.0 4.0 1.0 8.0 2.0 1.0 4.0 2.0 2.0 6.0 2.0 3.0 2.0 2.0 2.0 8.0 3.0 2.0 1.0 2.0 2.0 1.0 3.0 2.0 5.0 4.0 1.0	LENGTH WIDTH SQ YD

PATCH	SI.	ZE	DECK SLAB REPAIR (FD TY I)	DECK SLAB REPAIR (FD TY II)
NO.	LENGTH	WIDTH	SQ YD	SQ YD
17	2.0	2.0	0.4	
18	4.0	1.0	0.4	
19	2.0	5.0		1.1
20	4.0	1.0	0.4	
21	2.0	2.0	0.4	
22	1.0	1.0	0.4	
TOT	AL ROUNDS	7.0	9.0	

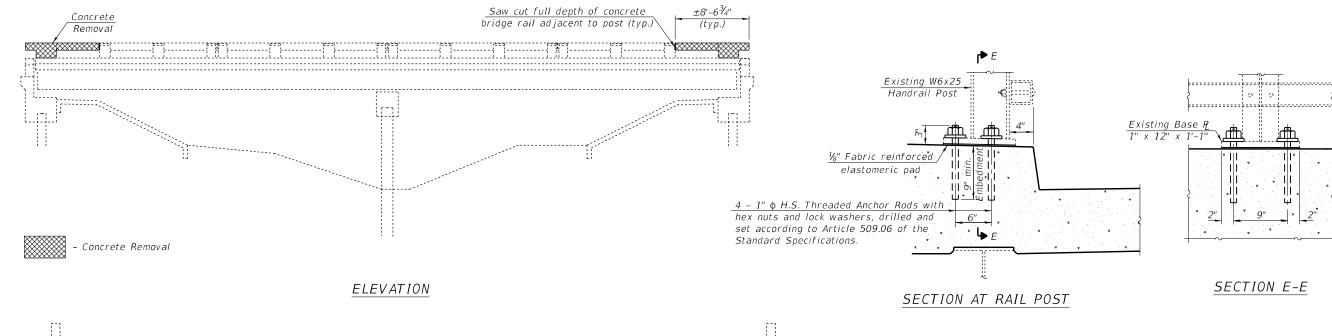
DATE OF SURVEY: 10-19-22 SURVEY BY: DPM & TMW METHOD OF SURVEY: VISUAL

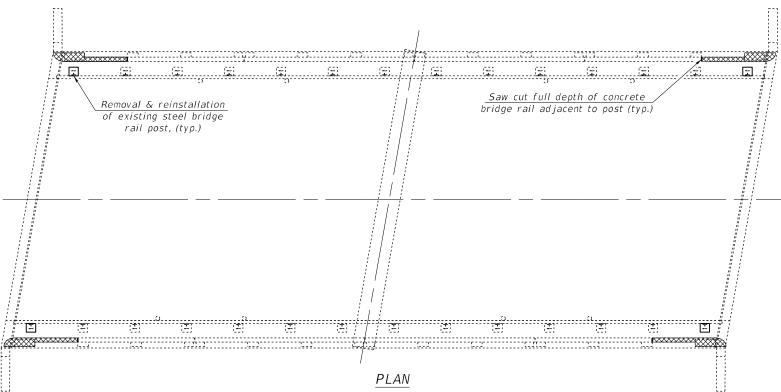
PAY QUANTITIES

DECK SLAB REPAIR (FULL DEPTH TYPE I) 7.0 SQ YD

DECK SLAB REPAIR (FULL DEPTH TYPE II) 9.0 SQ YD

USER NAME = Mona,Steffen	DESIGNED -	T. Walk	REVISED -		BRIDGE DECK PATCHING					SECTION	COUNTY	TOTAL SHEET SHEETS NO.
	DRAWN -	T. Walk	REVISED -	STATE OF ILLINOIS				823 D7	BRIDGE REPAIRS 2024	11 WAYNE	17 15	
PLOT SCALE = 100.0000 / in	CHECKED -	D. Macklin	REVISED -	DEPARTMENT OF TRANSPORTATION	SN. 096–0011						CONTRAC	Γ NO. 74B40
PLOT DATE = 9/28/2023	DATE -	January 2023	REVISED -		SCALE:	SHEET 6	OF 8 SHEETS STA.	TO STA.		ILLINOIS FEI	. AID PROJECT	





BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	0.8

<u>NOTES</u>

Existing concrete bridge rail to be saw cut and permanently removed to the edge of the second post from the end at each corner of the structure. Concrete Removal quantity for this work included with CONCRETE REMOVAL for each abutment.

Removal and reinstallation of the steel bridge rail sections and support posts at both abutments will be necessary for construction of the expansion joints and parapet repair. The existing steel bridge rail sections and support posts shall be reused. New post support anchor assemblies, as detailed in the plans, are to be provided and installed for the replacement of the steel bridge rail sections. This work and all materials shall be included in the contract unit price for CONCRETE SUPERSTRUCTURE.

USER NAME = Mona Steffen	DESIGNED -	T. Walk	REVISED -				BRIDGE	RAII D	DETAILS		F.A.P BTE	SECTION	COUNTY	TOTAL	SHEET
	DRAWN -	T. Walk	REVISED -	STATE OF ILLINOIS							823	D7 BRIDGE REPAIRS 2024-11	WAYNE	17	16
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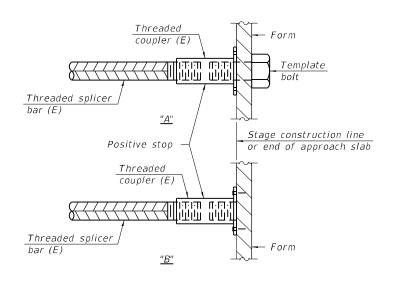
STANDARD BAR SPLICER ASSEMBLY PLAN

(All components shall be provided from one supplier)

Threaded splicer bar length = min. lap length + $1\frac{1}{2}$ " + thread length

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

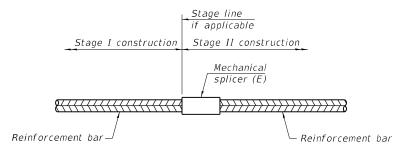
Loc	cation	Bar size	No. assemblies required	Minimum Iap length
E	Deck	#5	20	3'-2"
Abı	ıtment	#6	8	4'-0"



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

Location	Bar size	No. assemblies 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.

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USER NAME = Mona,Steffen	DESIGNED	-	T. Walk	REVISED -
	DRAWN	-	T. Walk	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLIC		MEC 096-00	-	SPLICER	DETAILS		
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