

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

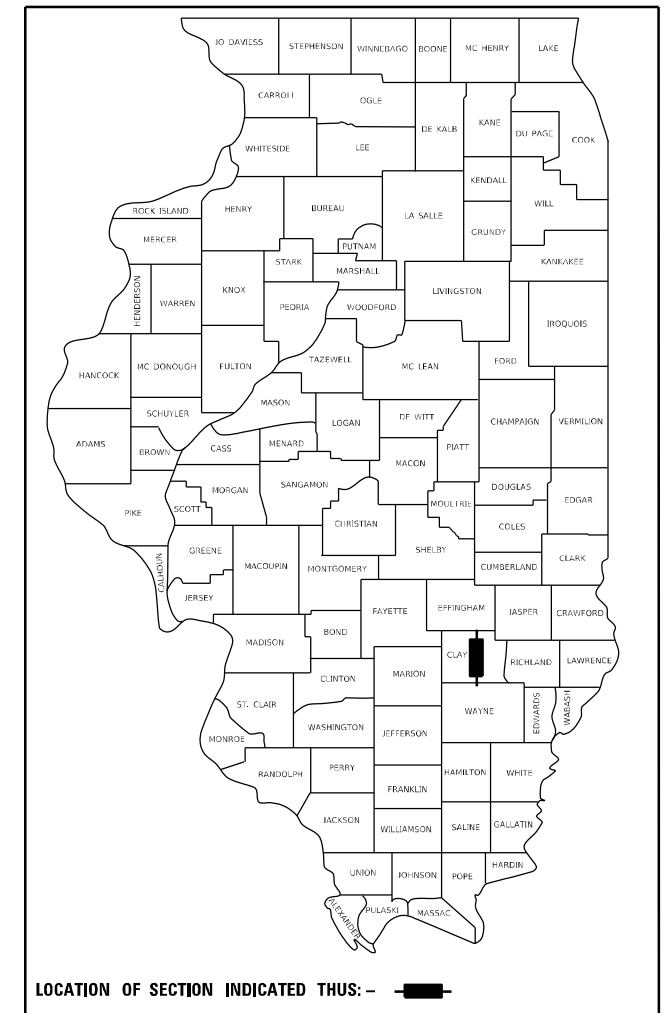
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	D7 BRIDGE REPAIRS 2021-1	CLAY	14	1
		ILLINOIS	CONTRACT NO. 74946	

FOR INDEX OF SHEETS, SEE SHEET NO. 2
ADT 1800 (2016)

PROPOSED
HIGHWAY PLANS

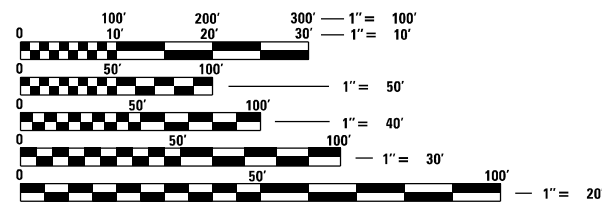
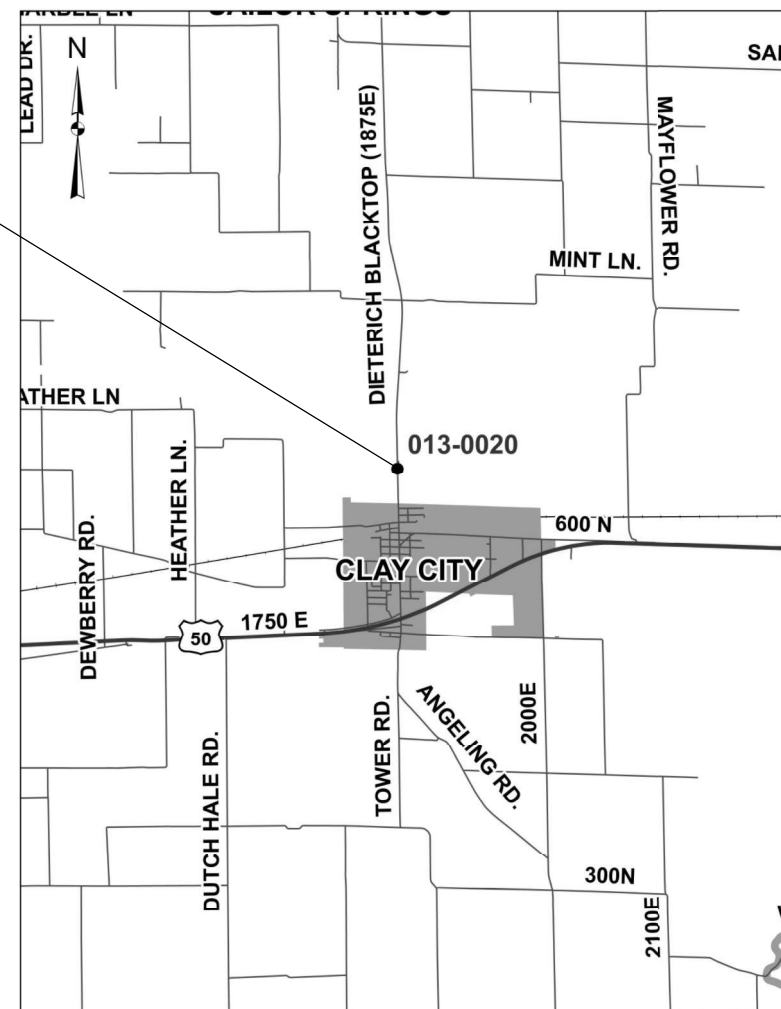
FAP ROUTE 828
SECTION D7 BRIDGE REPAIRS 2021-1
PROJECT STP-UXNC(595)
BRIDGE JOINT REPLACEMENT/REPAIR
CLAY COUNTY

D-97-022-20



C-97-022-20

STRUCTURE # 013-0020
STA. 1337 + 63.50
TO
STA. 1344 + 52.75



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 EXCAVATORS
1-800-892-0123
OR 811

PROJECT ENGINEER: BRIAN LEWIS
PROJECT MANAGER: MYRA OLTMAN

CONTRACT NO. 74946

GROSS LENGTH = 689.25 FT. = 0.13 MILE
NET LENGTH = 689.25 FT. = 0.13 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED December 11, 2020

John P. Meyer
REGIONAL ENGINEER

January 29, 2021
Scott A. Elk
ENGINEER OF DESIGN AND ENVIRONMENT

January 29, 2021
James J. ...
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GENERAL NOTES

THE WORK INCLUDED IN THIS SECTION CONSISTS OF BRIDGE JOINT REPLACEMENT AND REPAIR ON STRUCTURE #013-0020 LITTLE WABASH RIVER OVERFLOW ON FAP ROUTE 828 (DIETERICH - CLAY CITY BLACKTOP) LOCATED 0.8 MILE NORTH OF CLAY CITY. THE PROJECT INCLUDES BRIDGE JOINT REPLACEMENT, PARAPET WALL REPAIRS AND ANY OTHER WORK NECESSARY TO COMPLETE THIS SECTION.

INDEX OF SHEETS

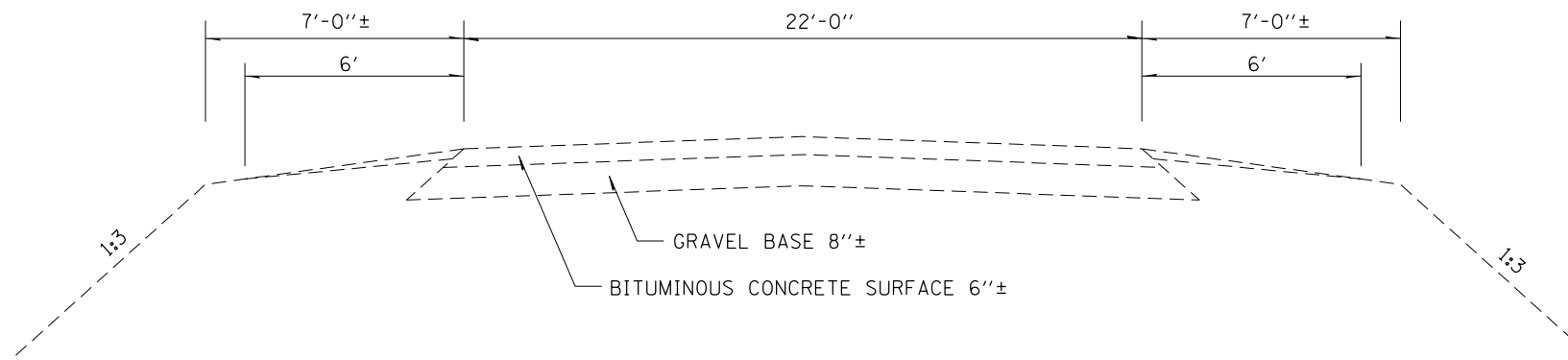
SHEET NO.	TITLE
1	COVER SHEET
2	GENERAL NOTES, INDEX OF SHEETS
3	SUMMARY OF QUANTITIES
4	TYPICAL SECTIONS
5	PLAN SHEET
6-7	STAGE CONSTRUCTION DETAILS
8-14	STRUCTURE REPAIR DETAILS

THE FOLLOWING STANDARDS ARE A PART OF THESE PLANS AND ARE INCLUDED FOLLOWING THE LAST NUMBERED SHEET OF THE PLANS.

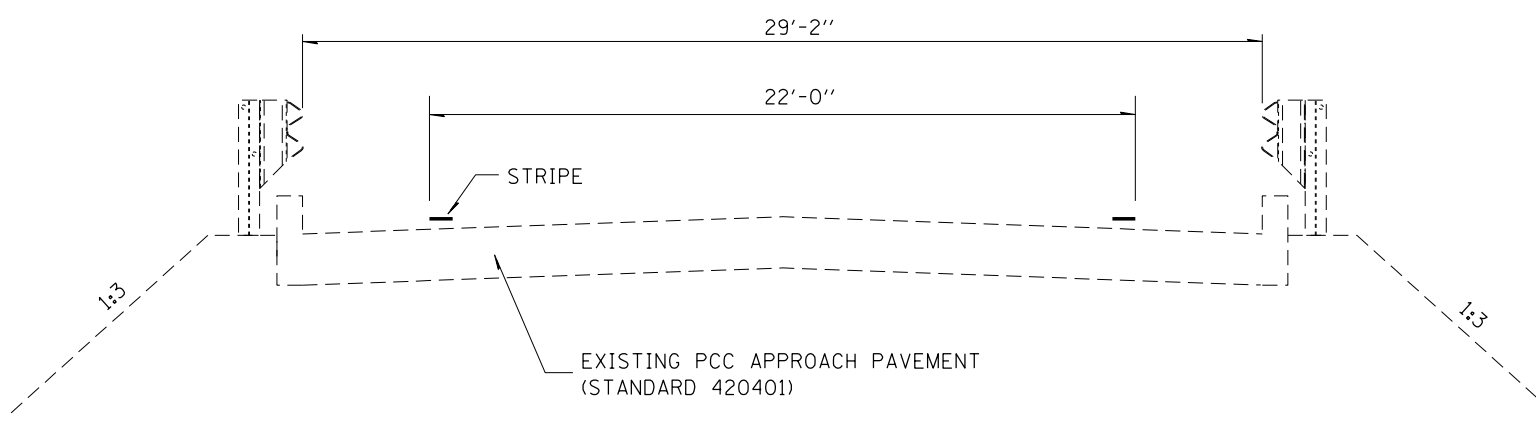
000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EC
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701321-18	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

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USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES, INDEX OF SHEETS AND HIGHWAY STANDARDS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN -	REVISED -	828				D7 BRIDGE REPAIRS 2021-1	CLAY	14	2	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		CONTRACT NO. 74946				
PLOT DATE = 12/10/2020	DATE -	REVISED -		ILLINOIS FED. AID PROJECT						



EXISTING ROADWAY TYPICAL SECTION



APPROACH PAVEMENT TYPICAL SECTION

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PLOT DATE = 12/10/2020	DATE -	REVISED -

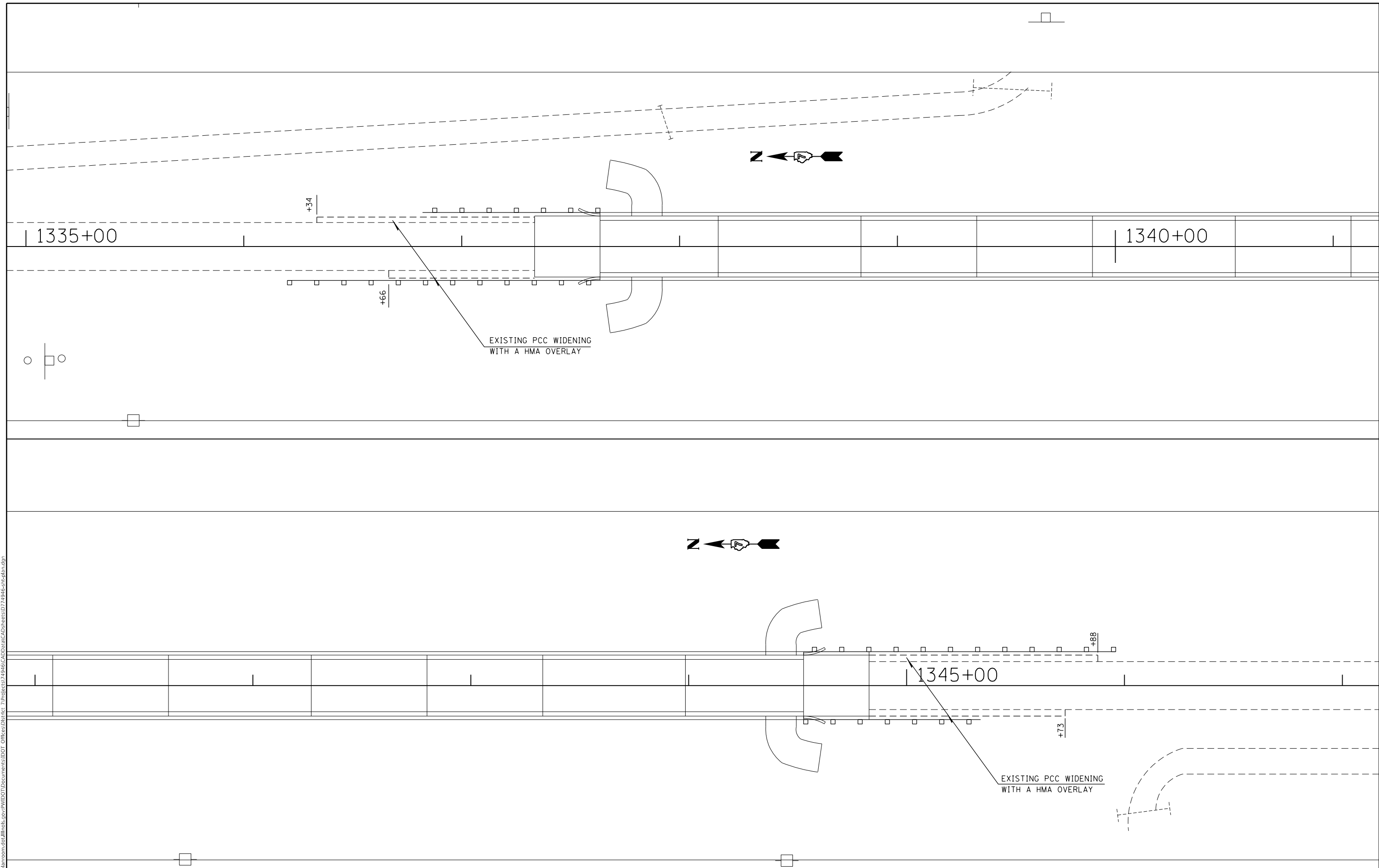
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	D7 BRIDGE REPAIRS 2021-1	CLAY	14	4
CONTRACT NO. 74946				
ILLINOIS FED. AID PROJECT				

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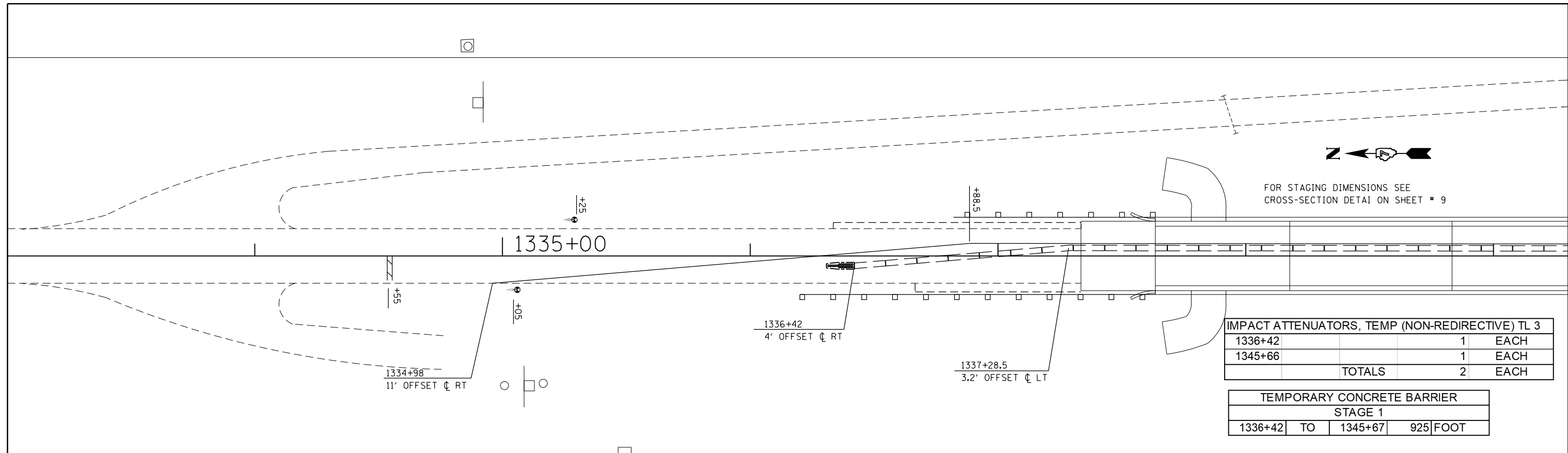
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET
 STRUCTURE #013-0020 - LITTLE WABASH RIVER OVERFLOW**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	D7 BRIDGE REPAIRS 2021-1	CLAY	14	5
CONTRACT NO. 74946				
ILLINOIS FED. AID PROJECT				

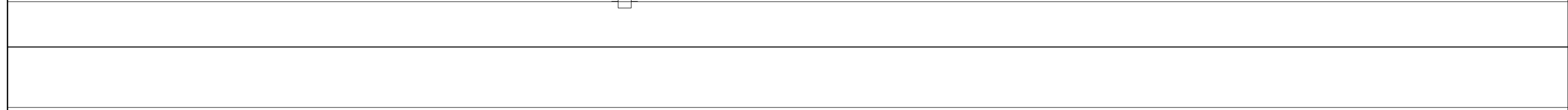
SCALE: SHEET OF SHEETS STA. TO STA.

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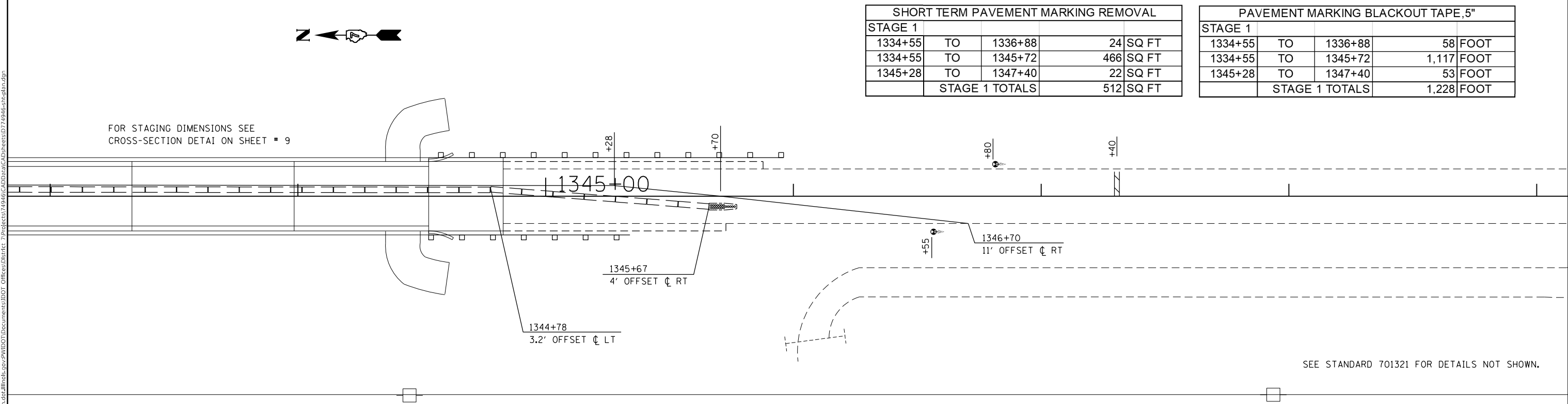
IMPACT ATTENUATORS, TEMP (NON-REDIRECTIVE) TL 3			
1336+42		1	EACH
1345+66		1	EACH
TOTALS		2	EACH

TEMPORARY CONCRETE BARRIER			
STAGE 1			
1336+42	TO	1345+67	925 FOOT



SHORT TERM PAVEMENT MARKING REMOVAL				
STAGE 1				
1334+55	TO	1336+88	24	SQ FT
1334+55	TO	1345+72	466	SQ FT
1345+28	TO	1347+40	22	SQ FT
STAGE 1 TOTALS			512	SQ FT

PAVEMENT MARKING BLACKOUT TAPE, 5"				
STAGE 1				
1334+55	TO	1336+88	58	FOOT
1334+55	TO	1345+72	1,117	FOOT
1345+28	TO	1347+40	53	FOOT
STAGE 1 TOTALS			1,228	FOOT



SEE STANDARD 701321 FOR DETAILS NOT SHOWN.

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	DRAWN -	REVISED -
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PLOT DATE = 12/10/2020	DATE -	REVISED -

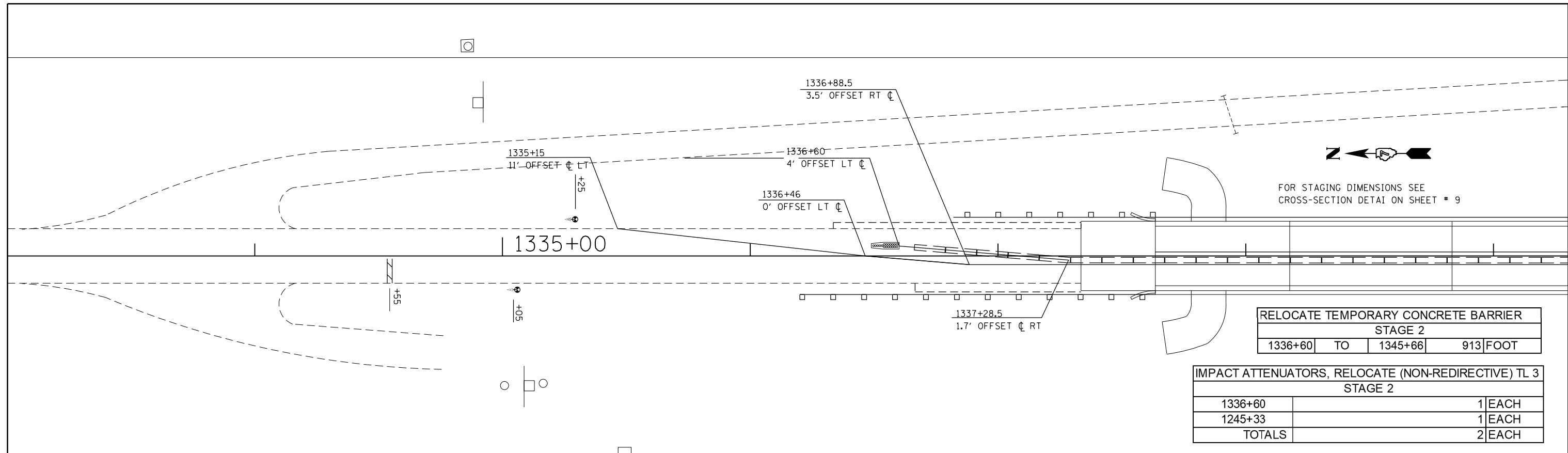
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 1 CONSTRUCTION
STRUCTURE #013-0020 - LITTLE WABASH RIVER OVERFLOW

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	D7 BRIDGE REPAIRS 2021-1	CLAY	14	6
				CONTRACT NO. 74946
ILLINOIS FED. AID PROJECT				

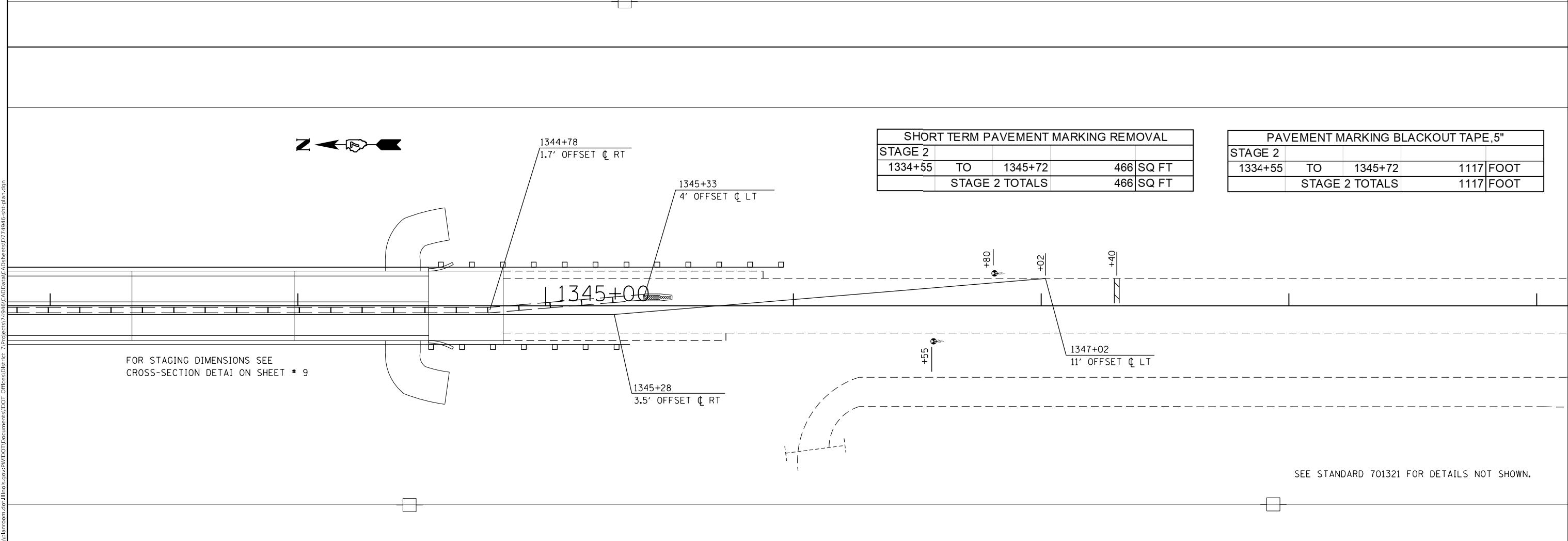
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 OFFICE: \\blm\c:\pub\baronm.dwg
 DATE: 12/10/2020



FOR STAGING DIMENSIONS SEE CROSS-SECTION DETAIL ON SHEET # 9

RELOCATE TEMPORARY CONCRETE BARRIER			
STAGE 2			
1336+60	TO	1345+66	913 FOOT

IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE) TL 3		
STAGE 2		
1336+60		1 EACH
1245+33		1 EACH
TOTALS		2 EACH



FOR STAGING DIMENSIONS SEE CROSS-SECTION DETAIL ON SHEET # 9

SHORT TERM PAVEMENT MARKING REMOVAL			
STAGE 2			
1334+55	TO	1345+72	466 SQ FT
STAGE 2 TOTALS			466 SQ FT

PAVEMENT MARKING BLACKOUT TAPE, 5"			
STAGE 2			
1334+55	TO	1345+72	1117 FOOT
STAGE 2 TOTALS			1117 FOOT

SEE STANDARD 701321 FOR DETAILS NOT SHOWN.

USER NAME = steffemk PLOT SCALE = 100.0000' / in. PLOT DATE = 12/10/2020	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 2 CONSTRUCTION STRUCTURE #013-0020 - LITTLE WABASH RIVER OVERFLOW				F.A.P. RTE. 828 SECTION D7 BRIDGE REPAIRS 2021-1	COUNTY CLAY	TOTAL SHEETS 14 SHEET NO. 7
	CHECKED - DATE -	REVISED - REVISED -		SCALE:	SHEET OF SHEETS STA. TO STA.	CONTRACT NO. 74946 ILLINOIS FED. AID PROJECT				

EXISTING STRUCTURE:

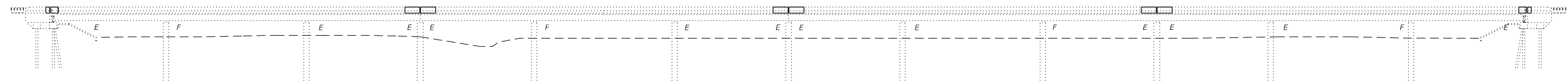
Existing Structure No. 013-0020 built in 1952 as F.A. Rte. 160 Sec. 107B,F at Sta 1341+08.12 consists of a 4 unit, 12 span reinforced concrete deck on steel WF beams supported on spill-thru, pile supported abutments and open pile bent piers, measuring 689'-3" back to back of abutments and 28'-0" out to out of deck.

One lane of traffic to be maintained using stage construction.

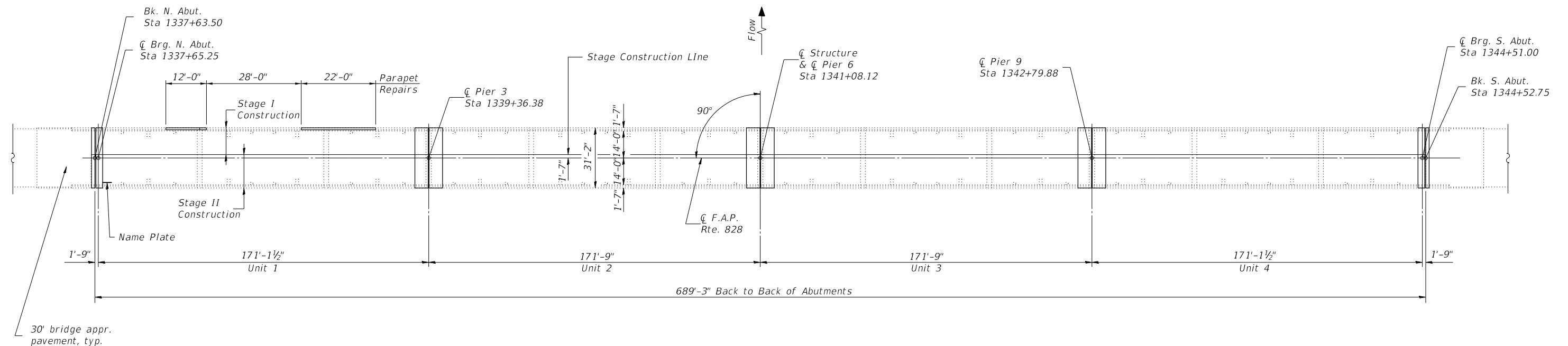
SALVAGE: No salvage

INDEX OF SHEETS

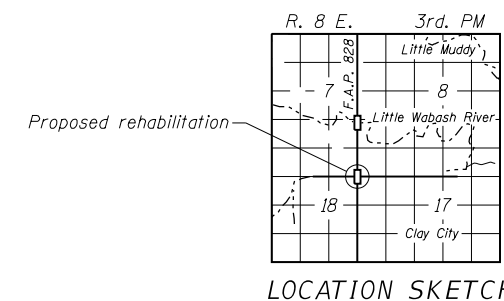
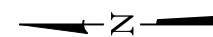
1. General Plan and Elevation
2. General Notes and Bill of Material
3. Expansion Joint Replacement Details
4. Expansion Joint Replacement Details
5. Prefomed Joint Strip Seal
6. Parapet Repair Details
7. Bar Splicer Assembly and Mechanical Splicer Details



ELEVATION



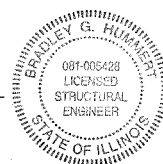
PLAN



LOCATION SKETCH

GENERAL PLAN & ELEVATION
MONTROSE-CLAY CITY ROAD OVER
LITTLE WABASH RIVER OVERFLOW
F.A.P. ROUTE 828
SECTION D7 BRIDGE REPAIRS 2021-1
CLAY COUNTY
STATION 1341+08.12
STRUCTURE NO. 013-0020

Bradley G. Hummert Date: 12/30/20
 Bradley G. Hummert, P.E., S.E.
 Licensed Structural Engineer in Illinois
 License #081-005428
 Expires: November 30, 2022

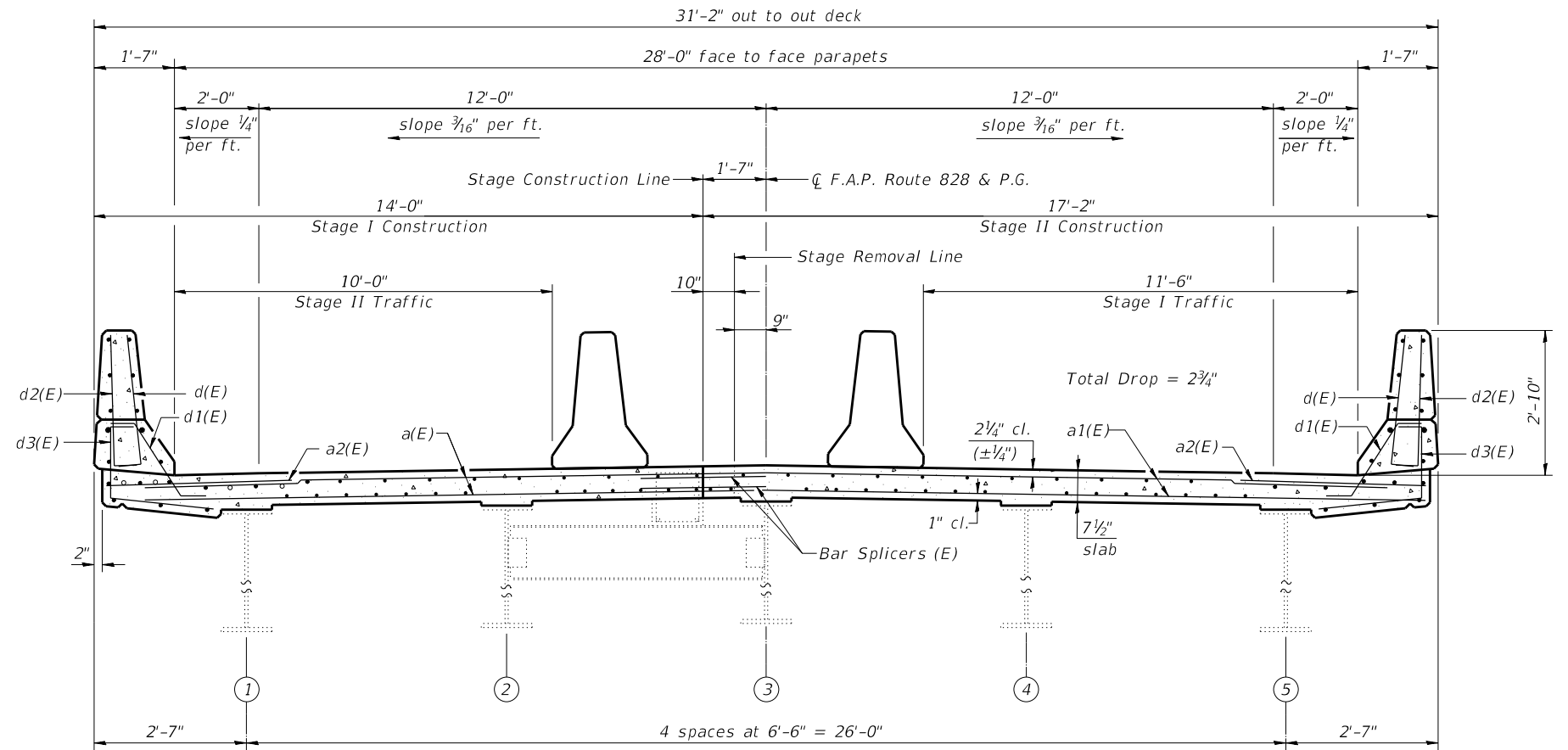


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PLOT DATE = 12/30/2020			ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION

SCALE: SHEET 1 OF 7 SHEETS STA. TO STA.



CROSS SECTION

(Looking South)

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.

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.

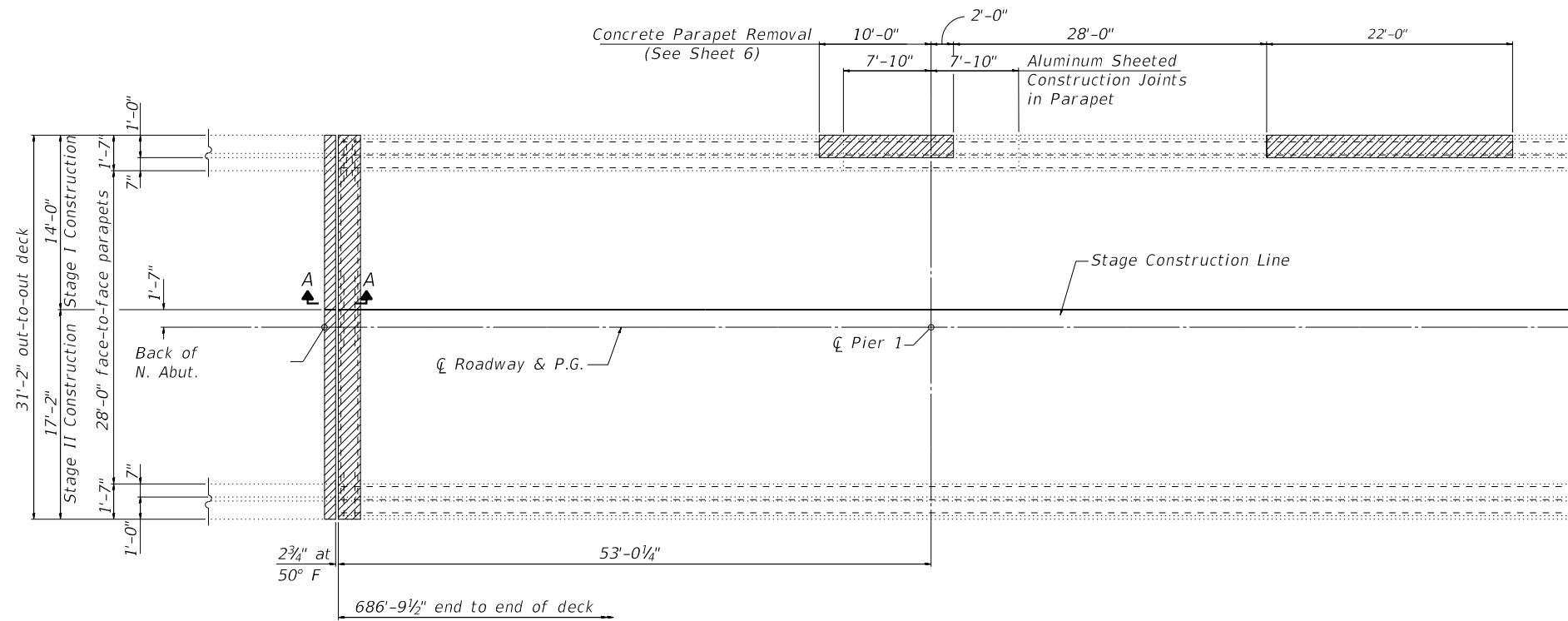
Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

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.

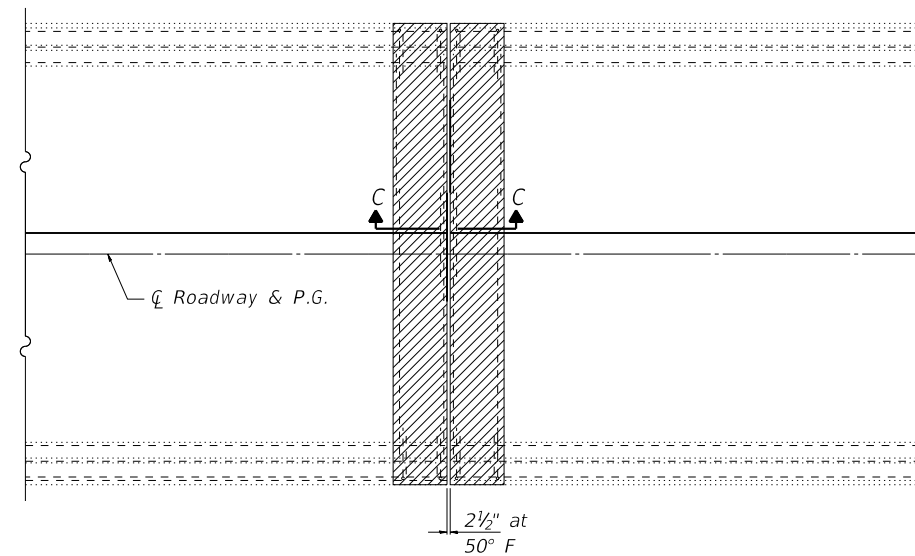
Protective Coat to be applied to areas of new concrete only.

TOTAL BILL OF MATERIAL

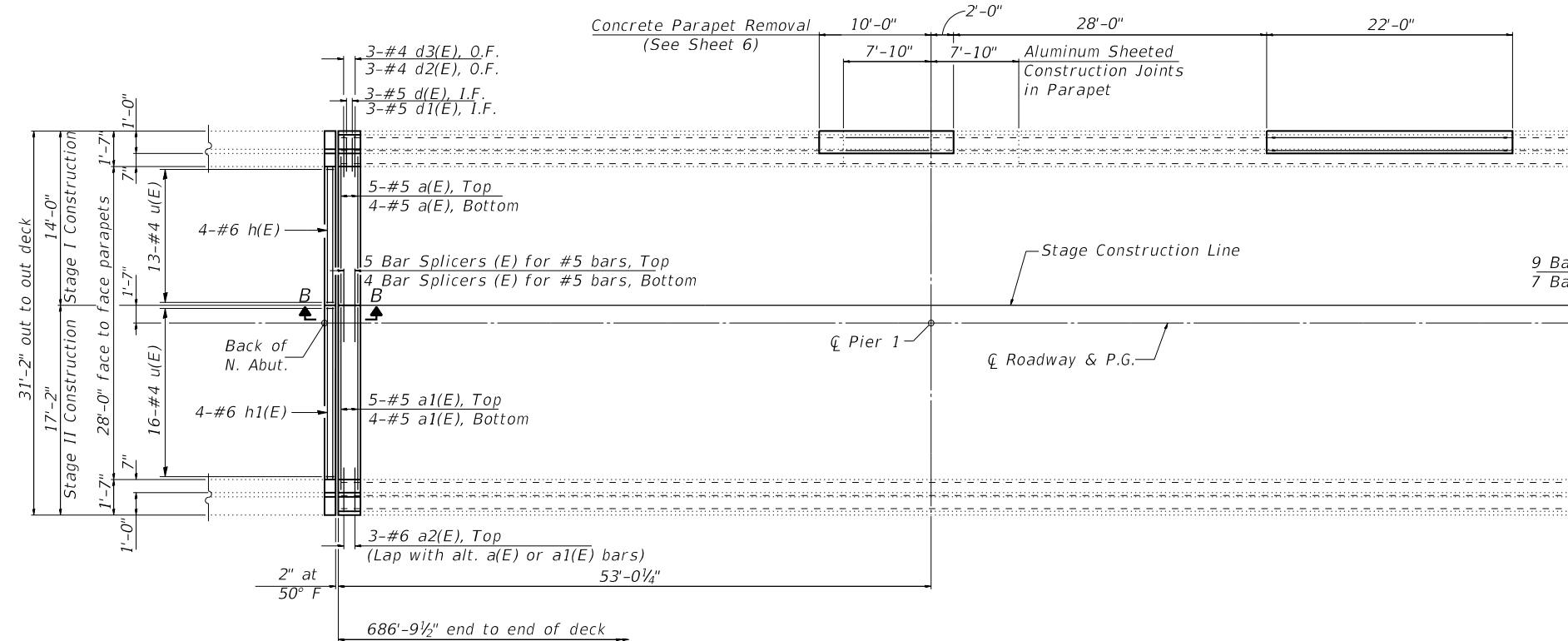
ITEM	UNIT	QUANTITY
Protective Coat	Sq Yd	127
Concrete Removal	Cu Yd	37.2
Concrete Superstructure	Cu Yd	37.2
Reinforcement Bars, Epoxy Coated	Pound	6,190
Preformed Joint Strip Seal	Foot	150
Bar Splicers	Each	122
Mechanical Splicers	Each	12



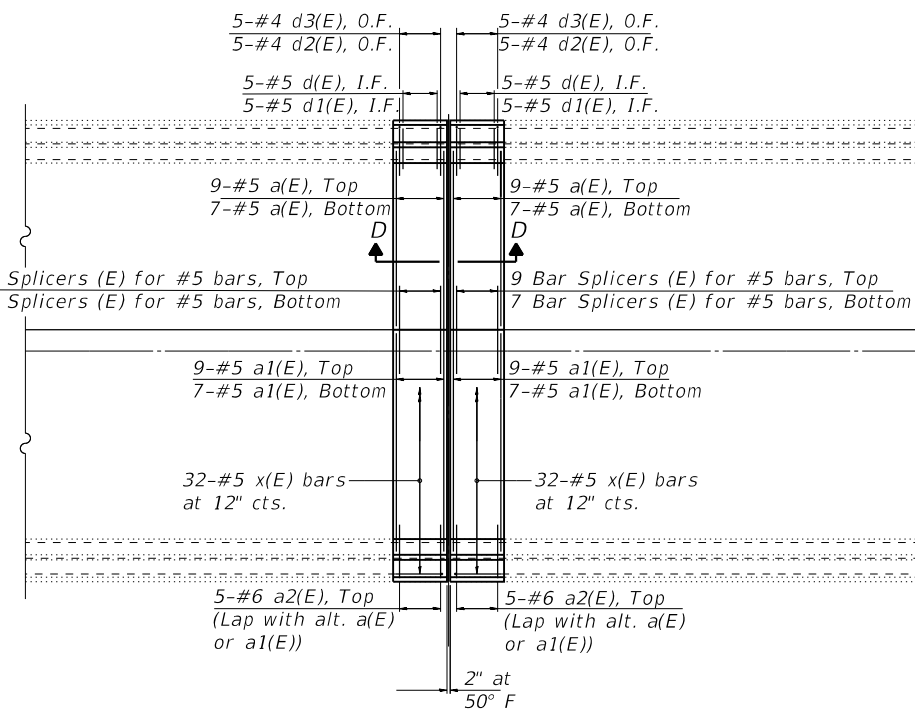
CONCRETE REMOVAL PLAN
NORTH ABUTMENT
 (SOUTH ABUTMENT SIMILAR)



CONCRETE REMOVAL PLAN
PIERS NO. 3, 6 & 9



CONCRETE REPLACEMENT PLAN
NORTH ABUTMENT
 (SOUTH ABUTMENT SIMILAR)



CONCRETE REPLACEMENT PLAN
PIERS NO. 3, 6 & 9

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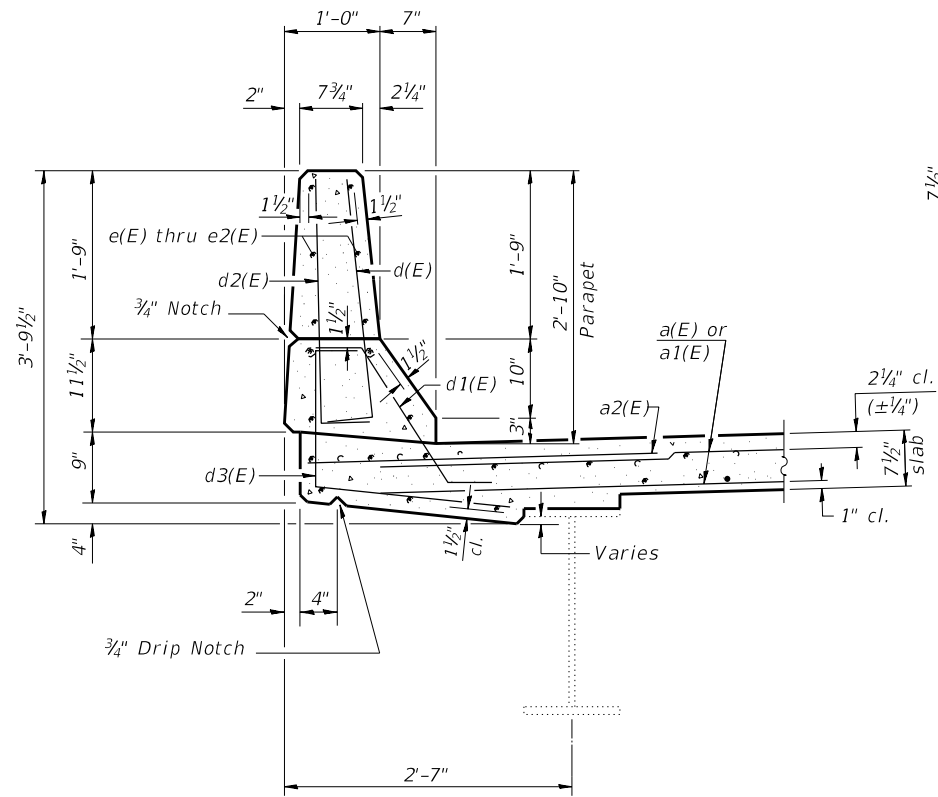
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

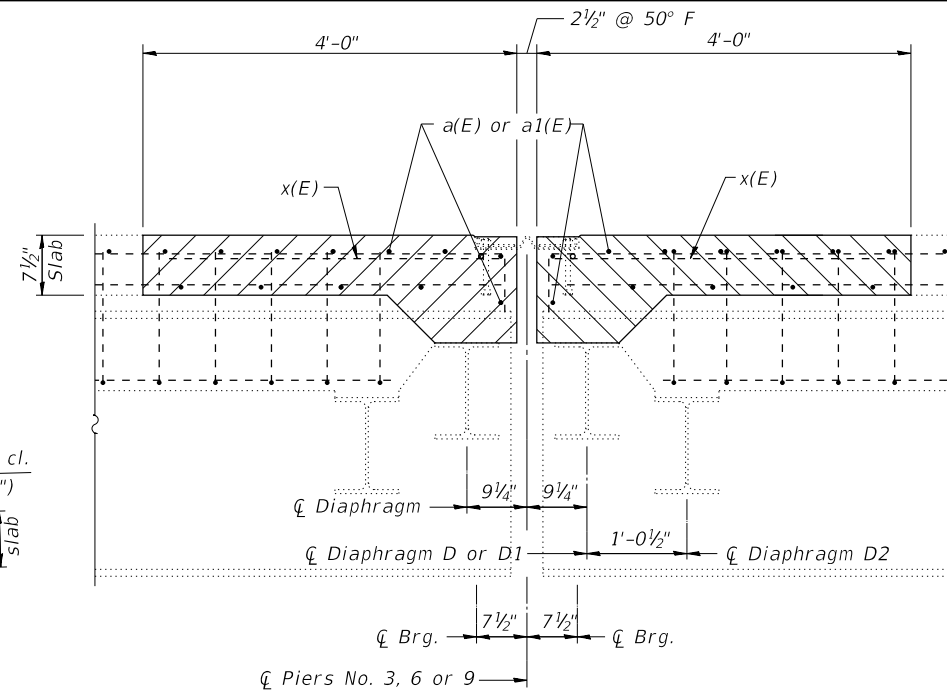
EXPANSION JOINT REPLACEMENT DETAILS
STRUCTURE NO. 013-0020

SCALE: SHEET 3 OF 7 SHEETS STA. TO STA.

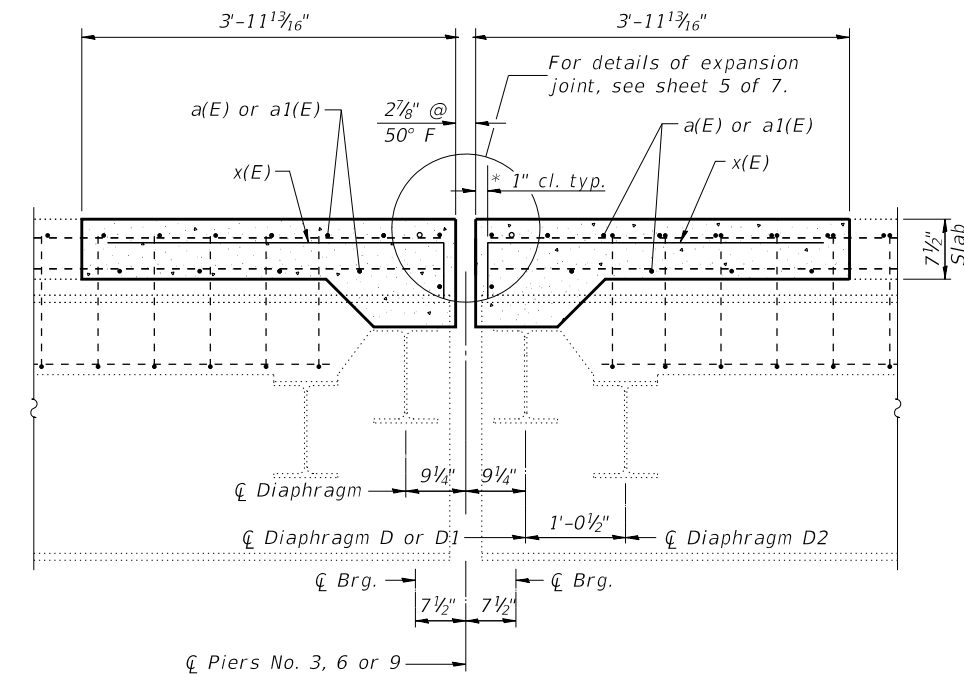
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CONTRACT NO. 74946				
ILLINOIS FED. AID PROJECT				



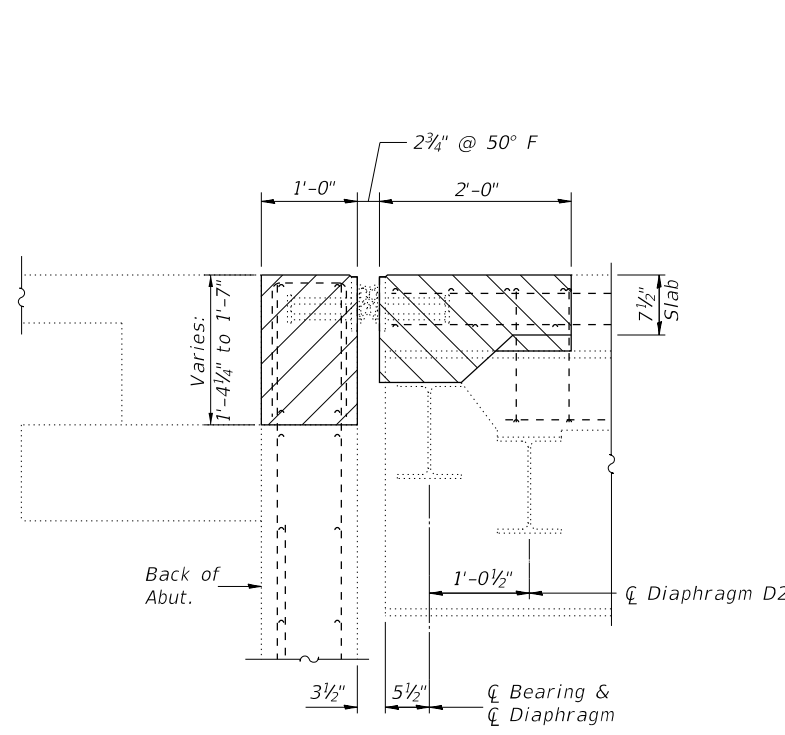
SECTION THRU PARAPET



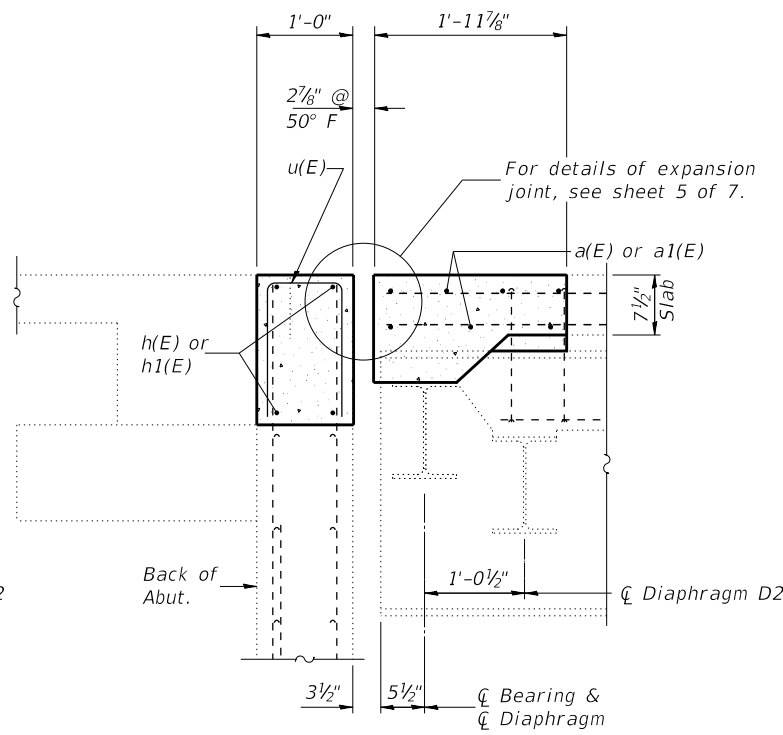
SECTION C-C



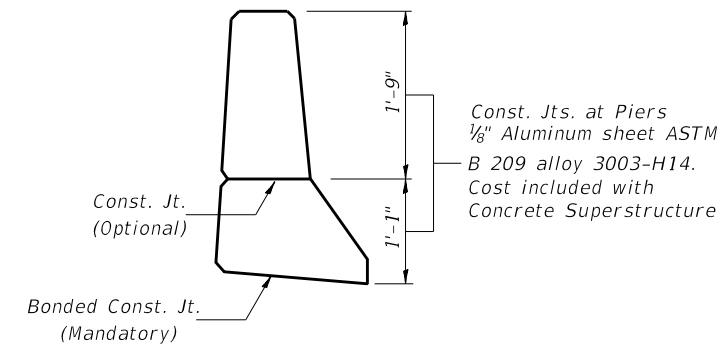
SECTION D-D



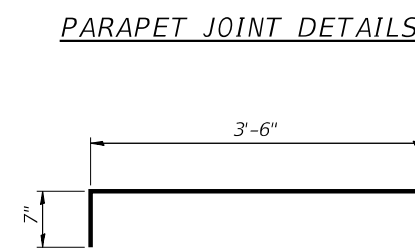
SECTION A-A



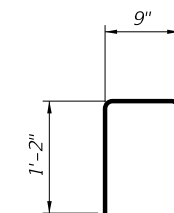
SECTION B-B



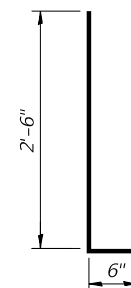
PARAPET JOINT DETAILS



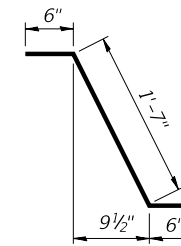
BAR x(E)



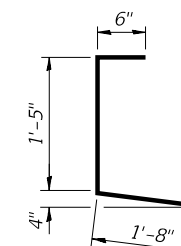
BAR u(E)



BARS d(E) & d2(E)



BAR d1(E)

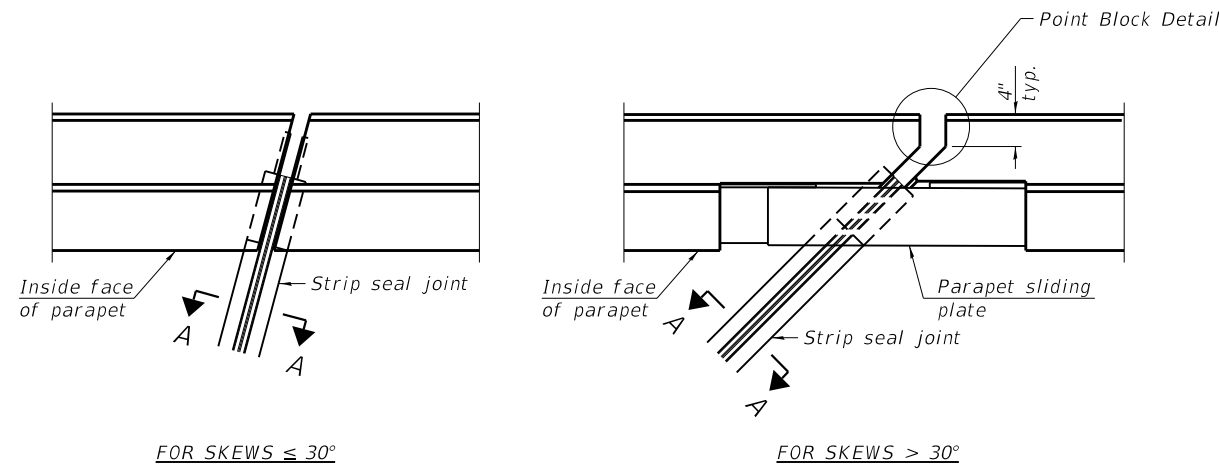


BAR d3(E)

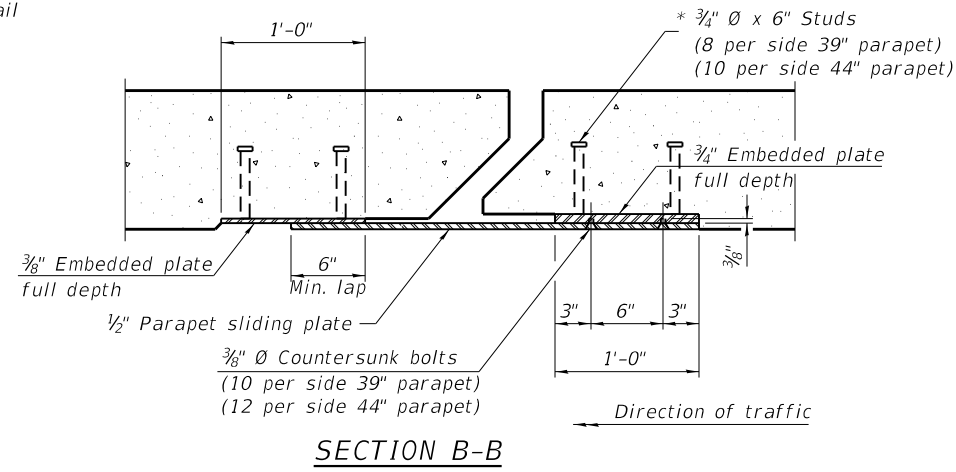
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	114	#5	13'-6"	—
a1(E)	114	#5	16'-6"	—
a2(E)	72	#6	4'-0"	—
d(E)	72	#5	3'-0"	—
d1(E)	72	#5	2'-7"	—
d2(E)	72	#4	3'-0"	—
d3(E)	72	#4	3'-7"	—
h(E)	8	#6	12'-2"	—
h1(E)	8	#6	15'-4"	—
u(E)	58	#4	3'-1"	U
x(E)	192	#5	4'-1"	—
Concrete Removal		Cu Yd		35.5
Concrete Superstructure		Cu Yd		35.5
Reinforcement Bars, Epoxy Coated		Pound		6,070
Bar Splicers		Each		122

Reinforcement bars designated (E) shall be epoxy coated.



PLAN AT PARAPET



SECTION B-B

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 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 and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

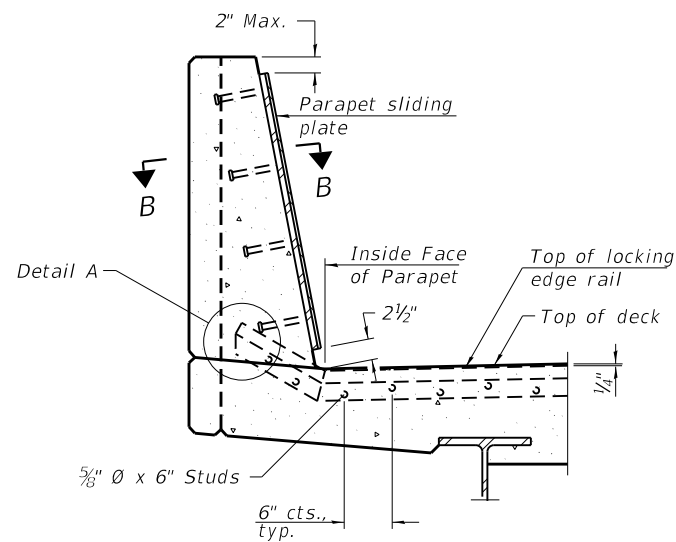
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be 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 rail splice detail.

Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

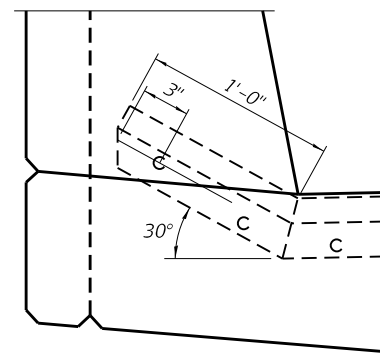
39" constant slope barrier shown, 44" constant slope barrier similar as noted.

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 a different locking edge rail, dimensional adjustments 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 length of the bridge approach slab.

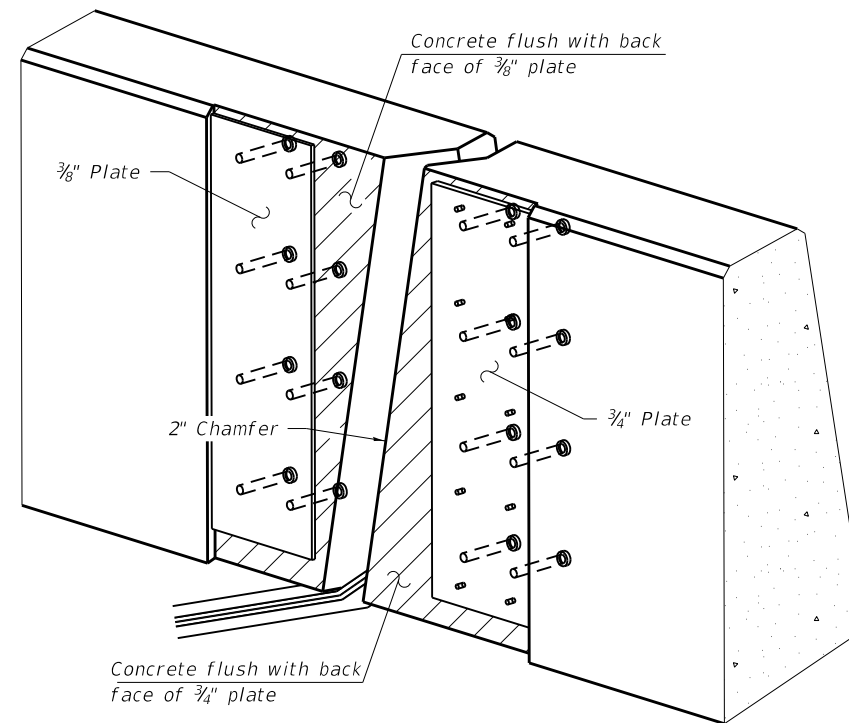


SECTION AT PARAPET

(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)

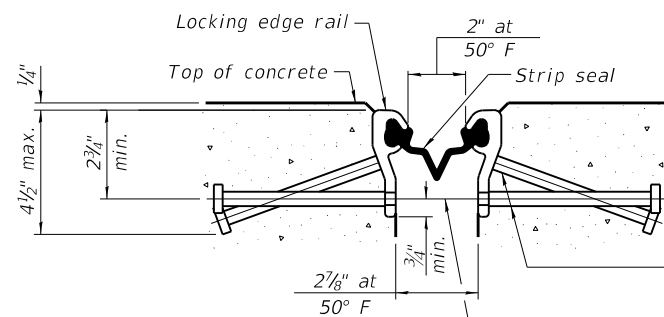


DETAIL A



TRIMETRIC VIEW

(Showing embedded plates only)



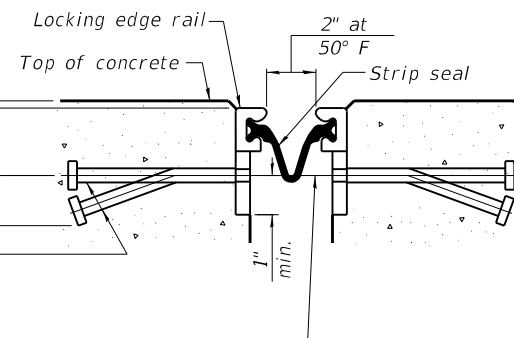
SHOWING ROLLED RAIL JOINT

* 5/8" ϕ x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

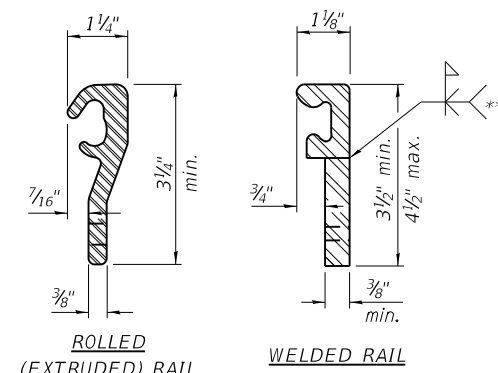
3/8" ϕ threaded rods in 7/16" ϕ holes at $\pm 4'-0"$ cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

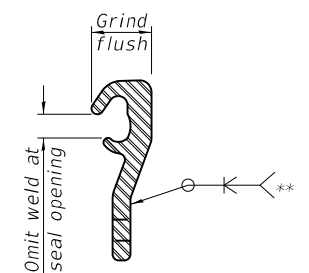


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

** 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.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	150

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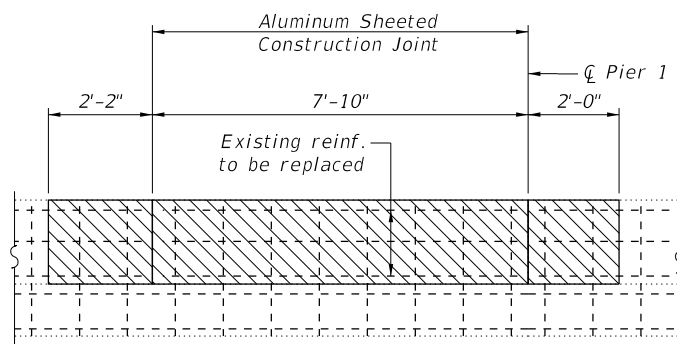
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HMG ENGINEERS, INC. 9360 HOLY CROSS LANE BREESE, ILLINOIS 62230 (618) 526-9611	DRAWN -	REVISOR -
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PLOT DATE = 12/30/2020		

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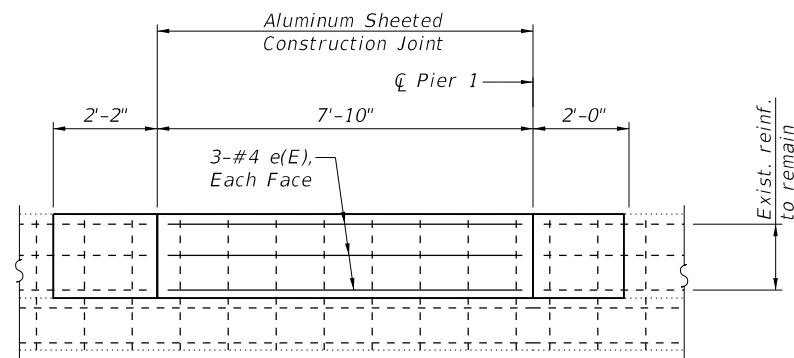
PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 013-0020

SCALE: SHEET 5 OF 7 SHEETS STA. TO STA.

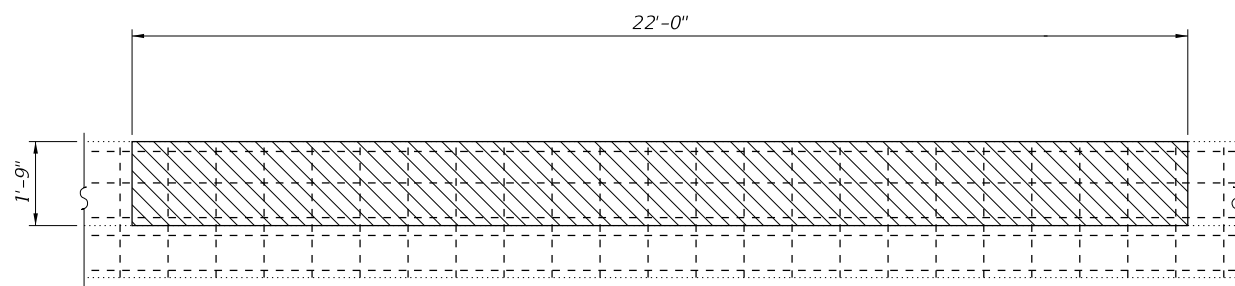
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CONTRACT NO. 74946				
ILLINOIS FED. AID PROJECT				



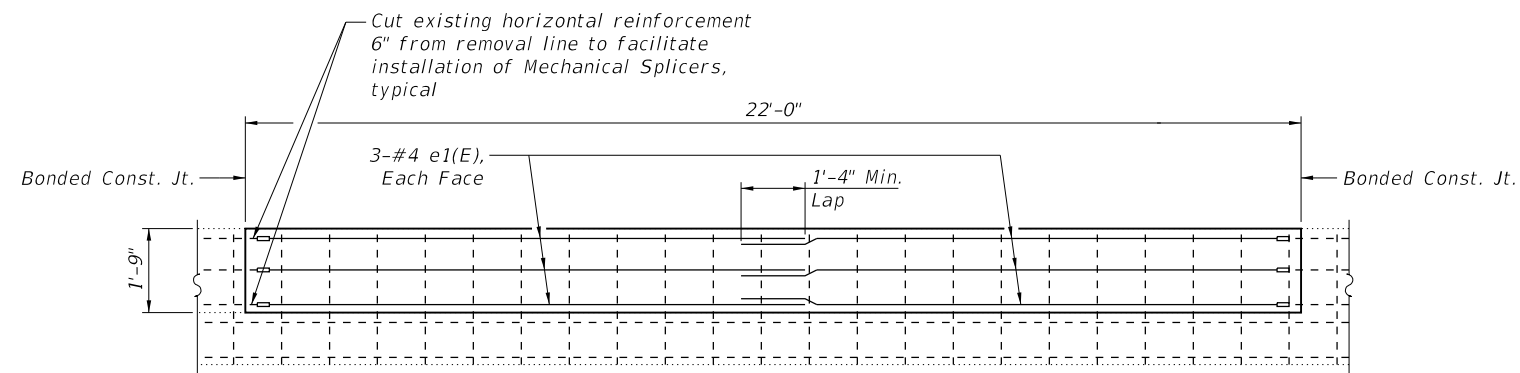
EAST PARAPET ELEVATION - UNIT 1
CONCRETE REMOVAL
 (Inside Elevation looking East)
 Hatched area indicates removal



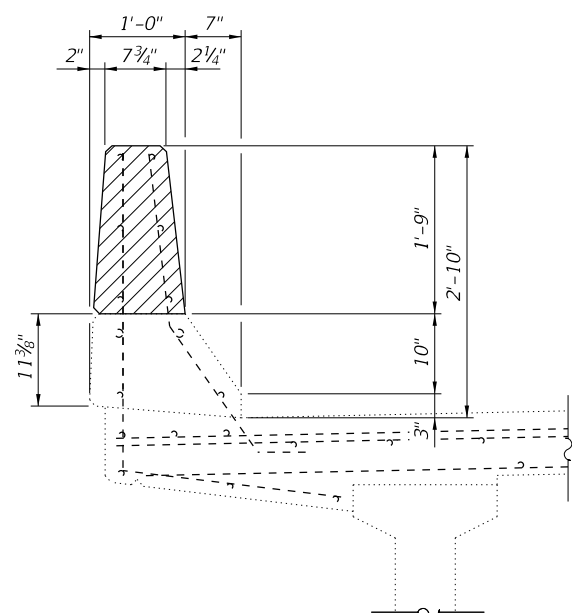
EAST PARAPET ELEVATION - UNIT 1
SUPERSTRUCTURE CONCRETE
 (Inside Elevation looking East)



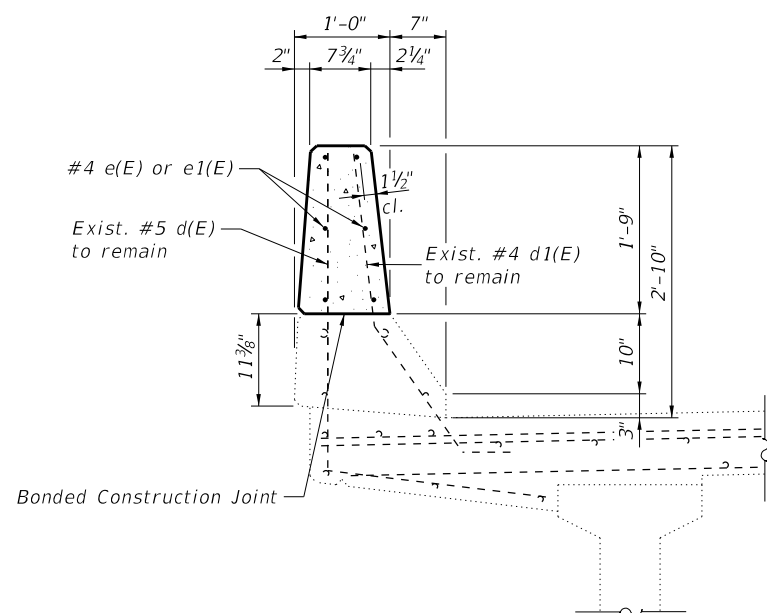
EAST PARAPET ELEVATION - UNIT 1
SUPERSTRUCTURE CONCRETE
 (Inside Elevation looking East)
 Hatched area indicates removal



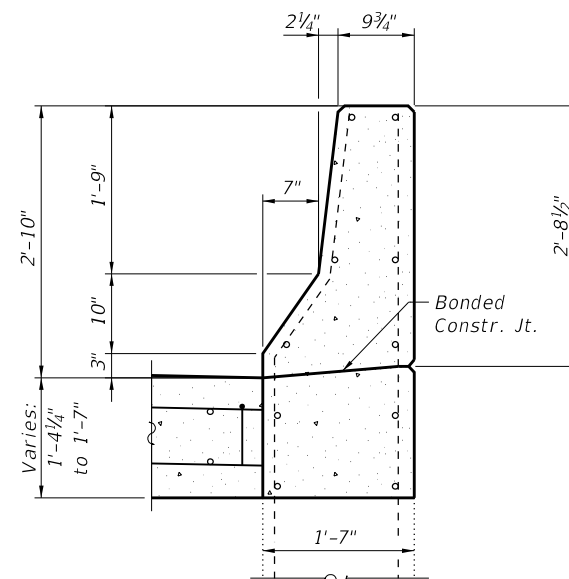
EAST PARAPET ELEVATION - UNIT 1
SUPERSTRUCTURE CONCRETE
 (Inside Elevation looking East)



SECTION THRU PARAPET
CONCRETE REMOVAL
 Hatched area indicates removal
 (Areas of Parapet Removal only)



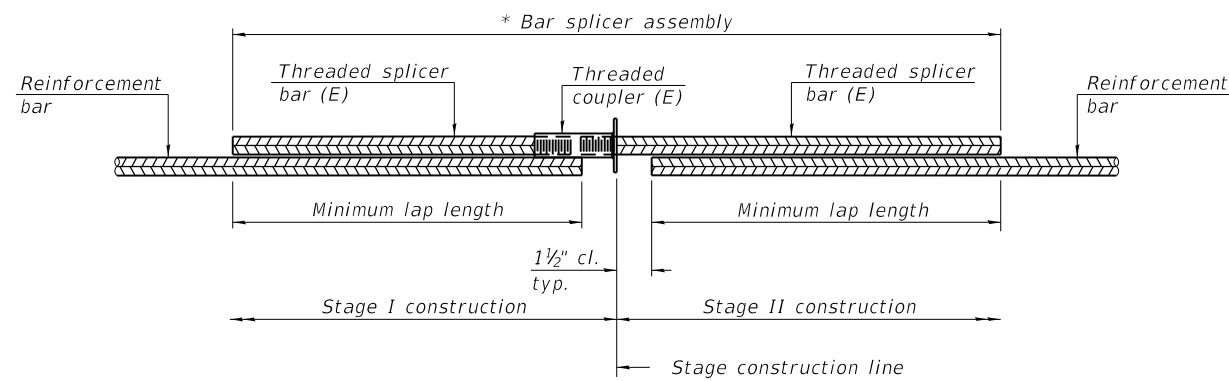
SECTION THRU PARAPET
 (Areas of Parapet Removal only)



SECTION THRU WING WALL

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
e(E)	6	#4	7'-7"	—
e1(E)	12	#4	11'-3"	—
Concrete Removal			Cu Yd	1.7
Concrete Superstructure			Cu Yd	1.7
Reinforcement Bars, Epoxy Coated			Pound	120
Mechanical Splicers			Each	12

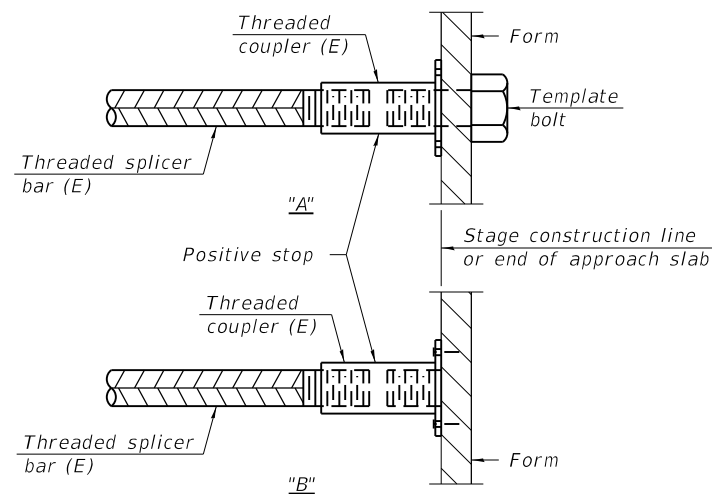


STANDARD BAR SPLICER ASSEMBLY PLAN
 (All components shall be provided from one supplier)

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

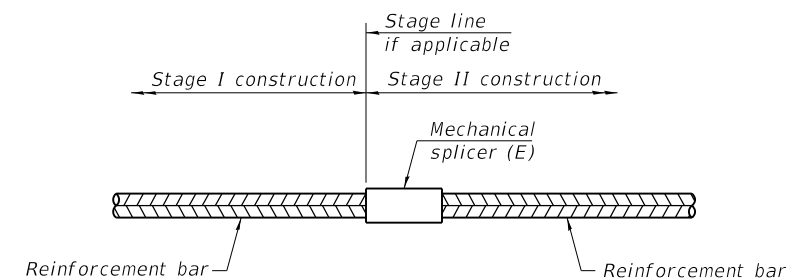
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Expansion Joints	#5	114	3'-3"
Abutments	#6	8	3'-10"



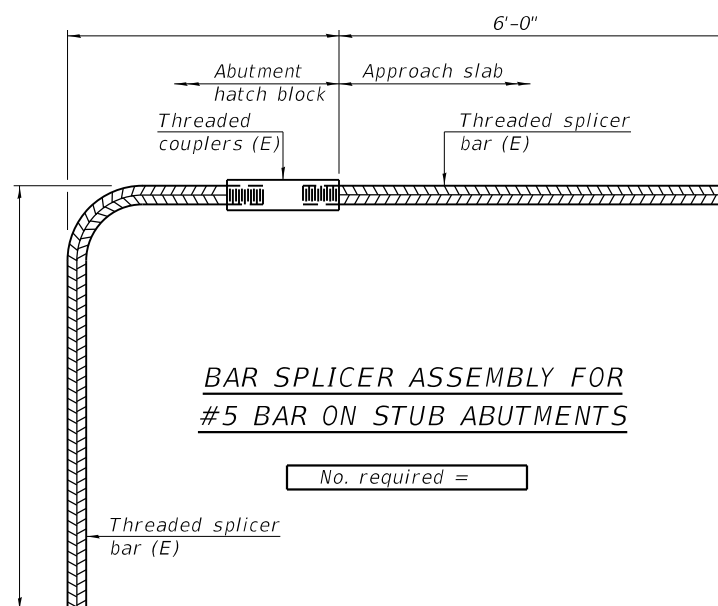
INSTALLATION AND SETTING METHODS

"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
Parapet	#4	12



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

1-1-2020

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PLOT DATE = 12/28/2020		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 013-0020

SCALE: SHEET 7 OF 7 SHEETS STA. TO STA.

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	D7 BRIDGE REPAIRS 2021-1	CLAY	14	14
ILLINOIS			FED. AID PROJECT	