

11-04-2016 LETTING ITEM 058

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	(120) BDR, BJR	SCHUYLER	16	1
		ILLINOIS	CONTRACT NO. 72J35	

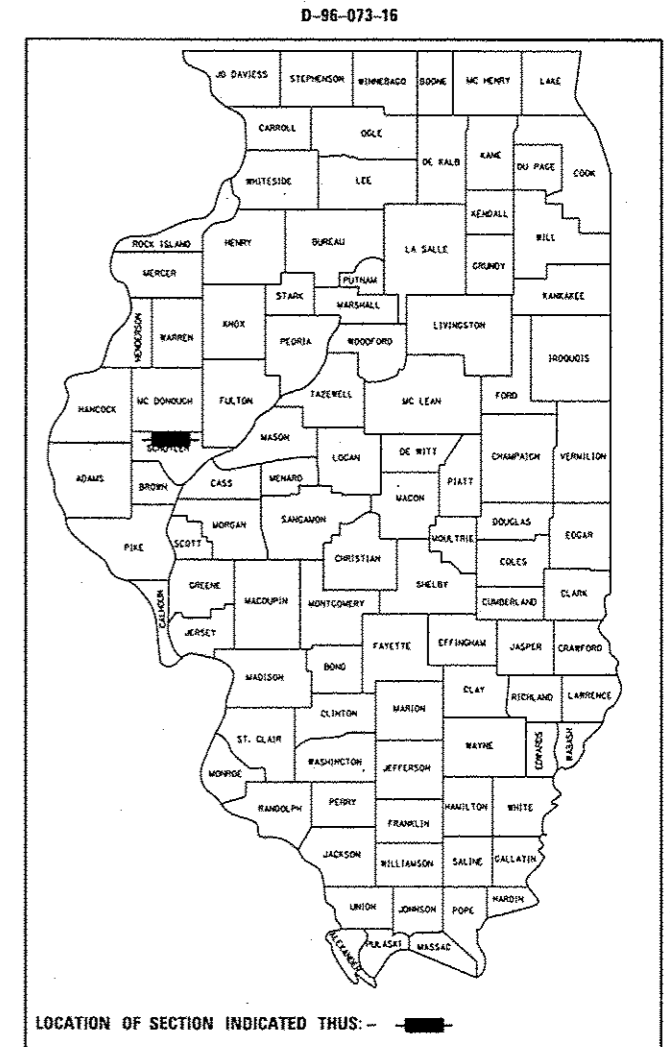
FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROPOSED CONTRACT MAINTENANCE

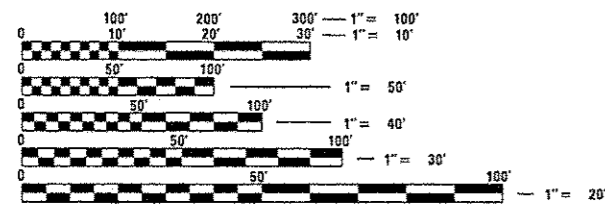
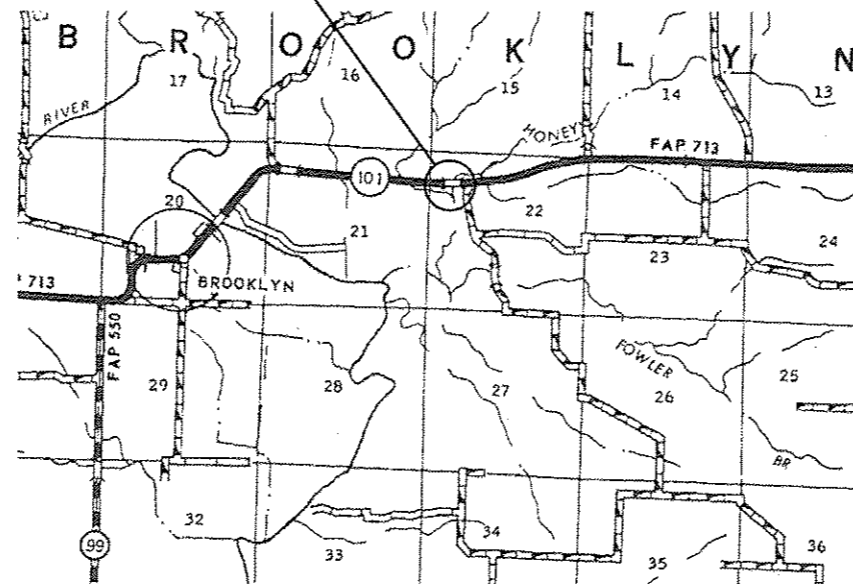
F.A.P. ROUTE 713 (IL 101)
SECTION (120) BDR, BJR

BRIDGE DECK OVERLAY
SCHUYLER

C-96-073-16



PROJECT LOCATION
SN 085-0026
IL 101 OVER HONEY BROOK
2.4 MI EAST OF IL 99



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

BRIDGE MAINTENANCE ENGINEER: BRANDON DUDLEY (217) 785-9290
BRIDGE INSPECTION ENGINEER: DAVE COPENBARGER (217) 785-5306

GROSS LENGTH = 309 FT. = 0.06 MILE
NET LENGTH = 309 FT. = 0.06 MILE

CONTRACT NO. 72J35

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *August 17, 2016*
[Signature] REGION FOUR ENGINEER

Sept 30, 2016
Melvin M. Addis, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

Sept 30, 2016
Chris Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

INDEX OF SHEETS

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9-16	SN 085-0026 BRIDGE PLANS

STANDARDS

000001-06
001001-02
001006
701001-02
701006-05
701201-04
701301-04
701306-03
701321-15
701326-04
701901-05
704001-08
780001-05

GENERAL NOTES:

BASE COURSE WIDENING SHALL BE COMPLETED PRIOR TO STAGING TRAFFIC.

AREAS OF DECK REPAIRS SHOWN ARE ESTIMATED. THE ENGINEER SHALL SHOW ACTUAL LOCATIONS OF DECK REPAIRS ON AS-BUILT PLANS.

PAVEMENT MARKING REMOVAL SCHEDULE					
STA	TO	STA	LOC.	LINE TYPE	PAVT MARK REM (SQ FT)
642+85	-	645+85	LT	SOLID	125
641+00	-	643+10	℄	SOLID/SKIP	110
645+60	-	646+00	℄	SOLID/SKIP	21
646+00	-	647+60	℄	DOUBLE	133
642+65	-	645+95	RT	SOLID	138
TOTAL					527

STRIPING SCHEDULE					
STA	TO	STA	LOC.	LINE TYPE	PAINT PAVT MARK - LINE 5" (FT)
641+00	-	647+60	LT	SOLID	660
641+00	-	646+00	℄	SOLID/SKIP	625
646+00	-	647+60	℄	DOUBLE	320
641+00	-	647+10	RT	SOLID	610
TOTAL					2215

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DISTRICT 6**

EXAMINED August 8th 20 16
[Signature]
ENGINEER OF OPERATIONS

EXAMINED August 22 20 16
[Signature]
ENGINEER OF PROJECT IMPLEMENTATION

EXAMINED August 3 20 16
[Signature]
ENGINEER OF PROGRAM DEVELOPMENT

SHOULDER IMPROVEMENT SCHEDULE							
STA	TO	STA	SIDE	BASE COURSE WIDENING 8" (SQ YD)	PAVED SHLDR REM (SQ YD)	EARTH EX WIDENING (CU YD)	AGG WEDGE SHLDR (TON)
642+91.00	-	643+61.25	RT	54.6	11.7	12.1	3.6
644+77.50	-	645+02.76	RT	6.1	-	1.4	1.2
645+02.76	-	646+00.00	RT	54.0	16.2	12.0	5.1
645+02.76	-	646+00.00	LT	54.0	16.2	12.0	5.1
TOTALS				168.7	44.1	37.5	15.0

MIXTURE USE(S)	HMA BASE CSE WIDENING *	HMA SURFACE CSE
AC/PG	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0 % @ NS0	4.0% @ NS0
MIX COMPOSITION (GRADATION MIXTURE)	IL 19.0	IL 9.5
FRICTION AGGREGATE	N/A	MIX "C"
QUALITY MANAGEMENT	QC/QA	QC/QA
SUBLOT SIZE	N/A	N/A

* BASE COURSE PAY ITEM ALLOWS FOR HMA OR PCC USE.

BUTT JOINT SCHEDULE			
STA	TO	STA	HMA SURF REM (BJ) (SQ YD)
642+91.00	-	643+41.00	169.4
645+50.00	-	646+00.00	177.8
TOTAL			347.2

PAVING SCHEDULE				
STA	TO	STA	BIT MATL (TACK CT) (POUND)	HMA SURF CSE (TON)
642+91.00	-	644+00.60	169	37
644+63.41	-	646+00.00	219	48
TOTALS			388	85

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0-01623-6011
				100% STATE
				BRIDGE
				0014
				RURAL
20200500	EARTH EXCAVATION (WIDENING)	CU YD	38	38
28100805	STONE DUMPED RIPRAP, CLASS A3	TON	15	15
35650300	BASE COURSE WIDENING 8"	SQ YD	169	169
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	388	388
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	348	348
40600990	TEMPORARY RAMP	SQ YD	85	85
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", NSO	TON	85	85
44004250	PAVED SHOULDER REMOVAL	SQ YD	42	42
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	15	15
50102400	CONCRETE REMOVAL	CU YD	12.0	12.0
50300255	CONCRETE SUPERSTRUCTURE	CU YD	13.2	13.2
50300260	BRIDGE DECK GROOVING	SQ YD	200	200
50300300	PROTECTIVE COAT	SQ YD	30	30
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1570	1570

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0-01623-6011
				100% STATE
				BRIDGE
				0014
				RURAL
50800515	BAR SPLICERS	EACH	24	24
52000110	PREFORMED JOINT STRIP SEAL	FOOT	86	86
67100100	MOBILIZATION	L SUM	1	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1
70106700	TEMPORARY RUMBLE STRIPS	EACH	6	6
70106800	CHANGEABLE MESSAGE BOARD	CAL MO	6	6
70300100	SHORT TERM PAVEMENT MARKING	FOOT	56	56
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	17	17
70400100	TEMPORARY CONCRETE BARRIER	FOOT	350	350
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	350	350

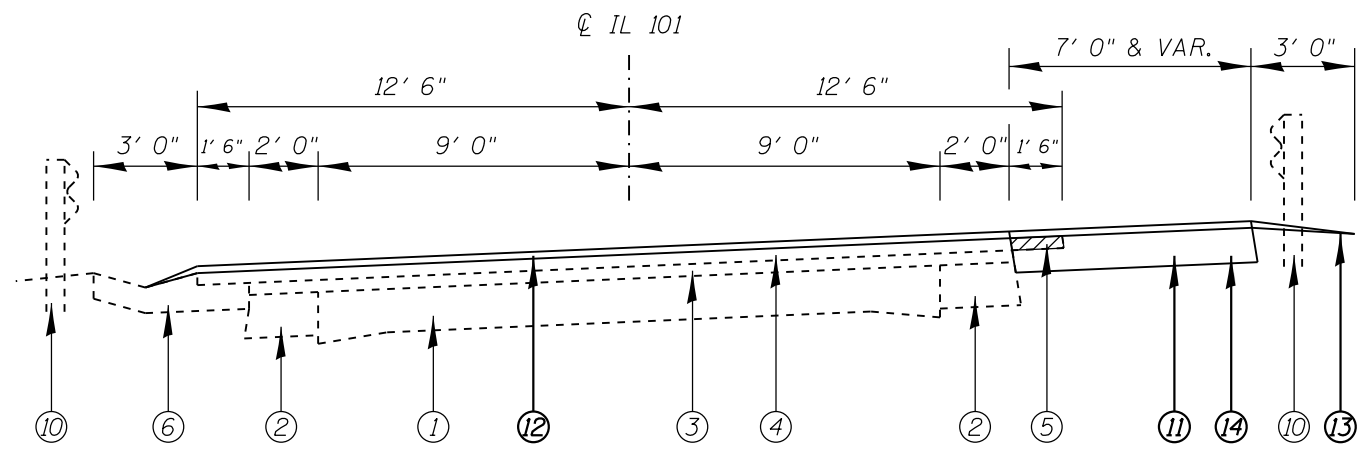
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	8/24/2016	-	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

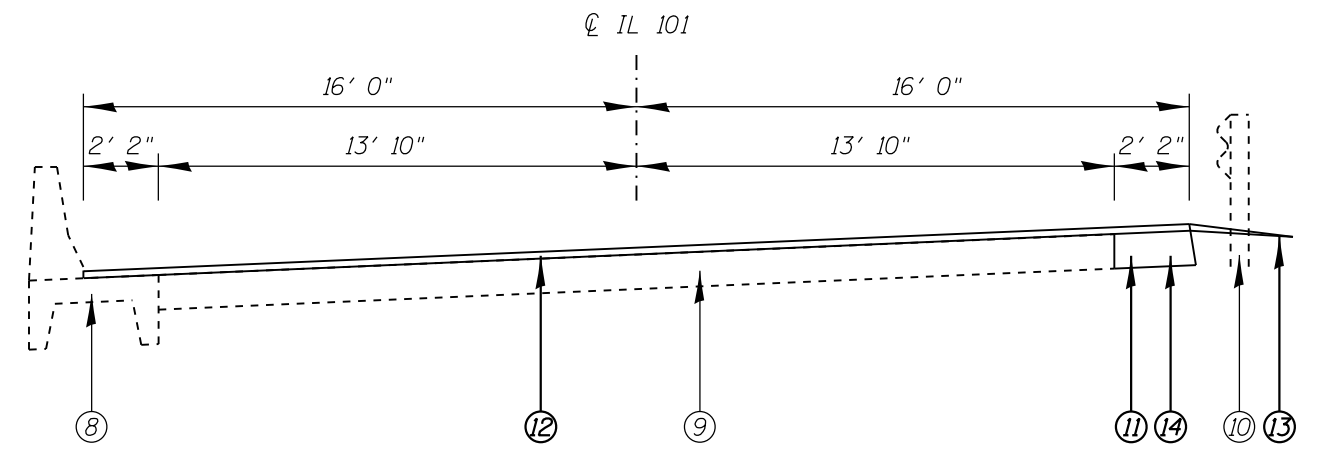
SUMMARY OF QUANTITIES

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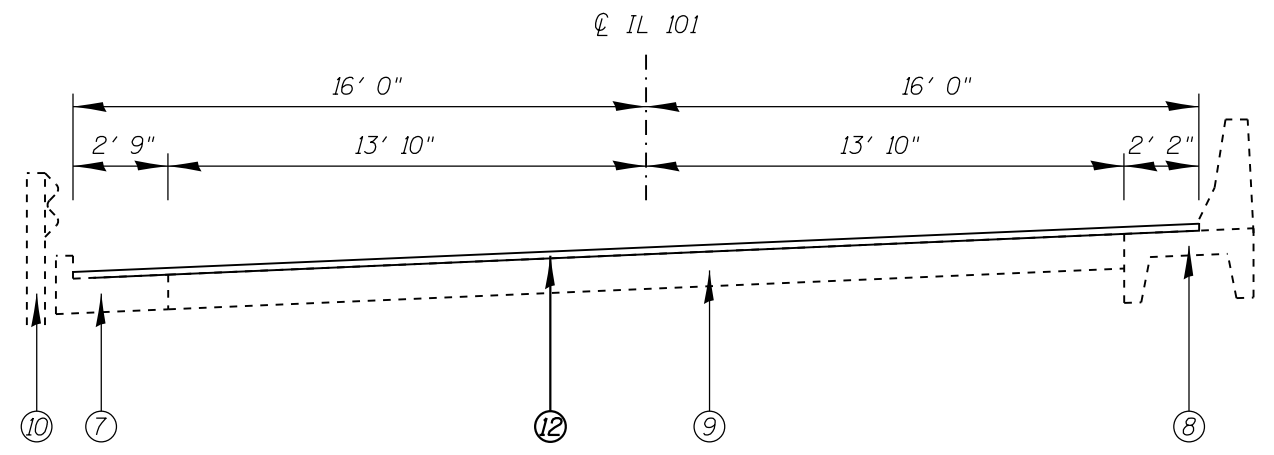
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713	(120) BDR. SJR	SCHUYLER	16	3
			CONTRACT NO. 72J35	
ILLINOIS FED. AID PROJECT				



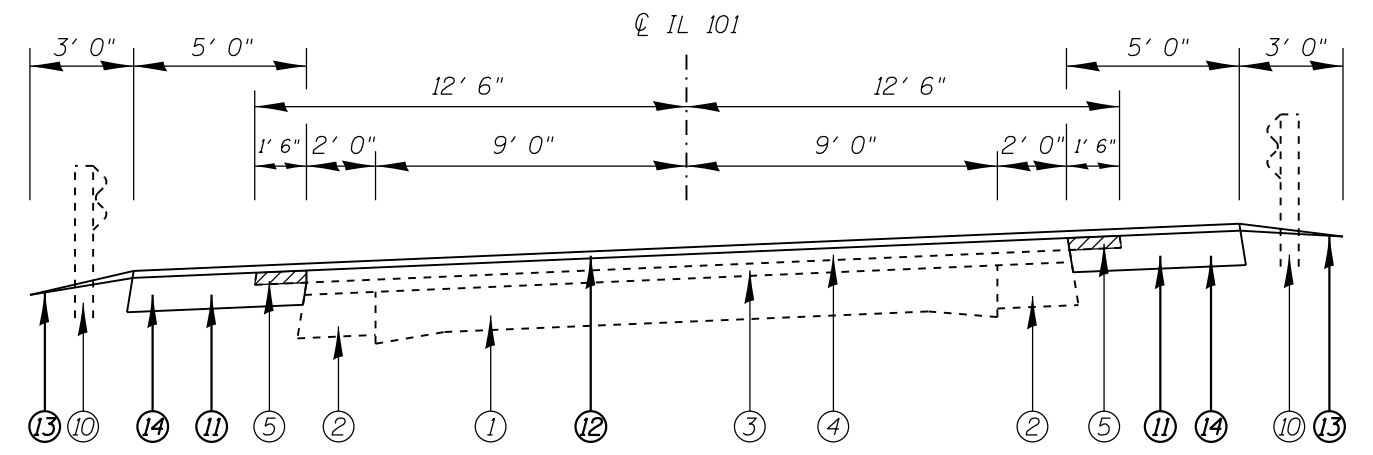
STA 642+91.00 TO STA 643+61.25



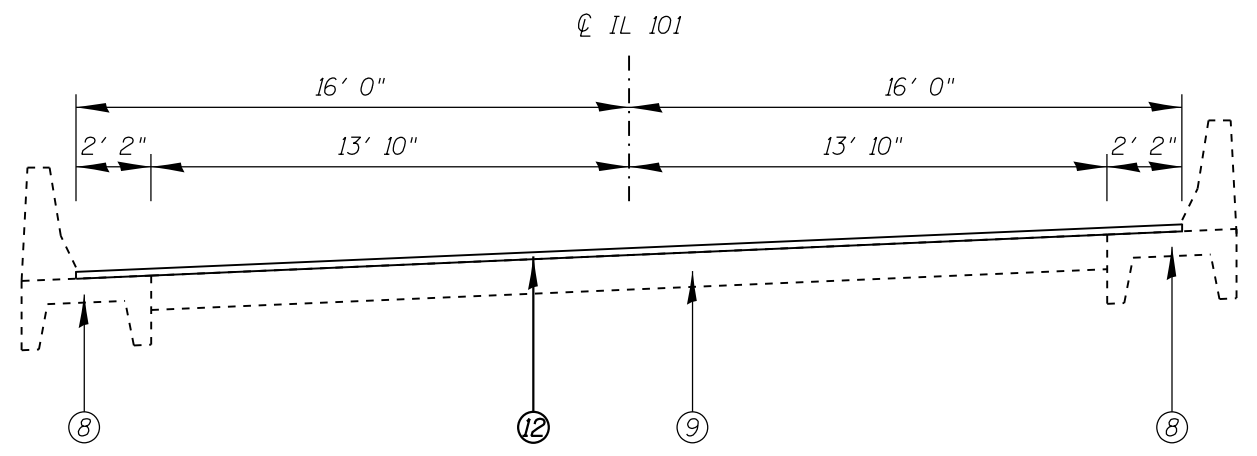
STA 644+77.50 TO STA 645+02.76



STA 643+61.25 TO STA 643+85.50



STA 645+02.76 TO STA 646+00.00

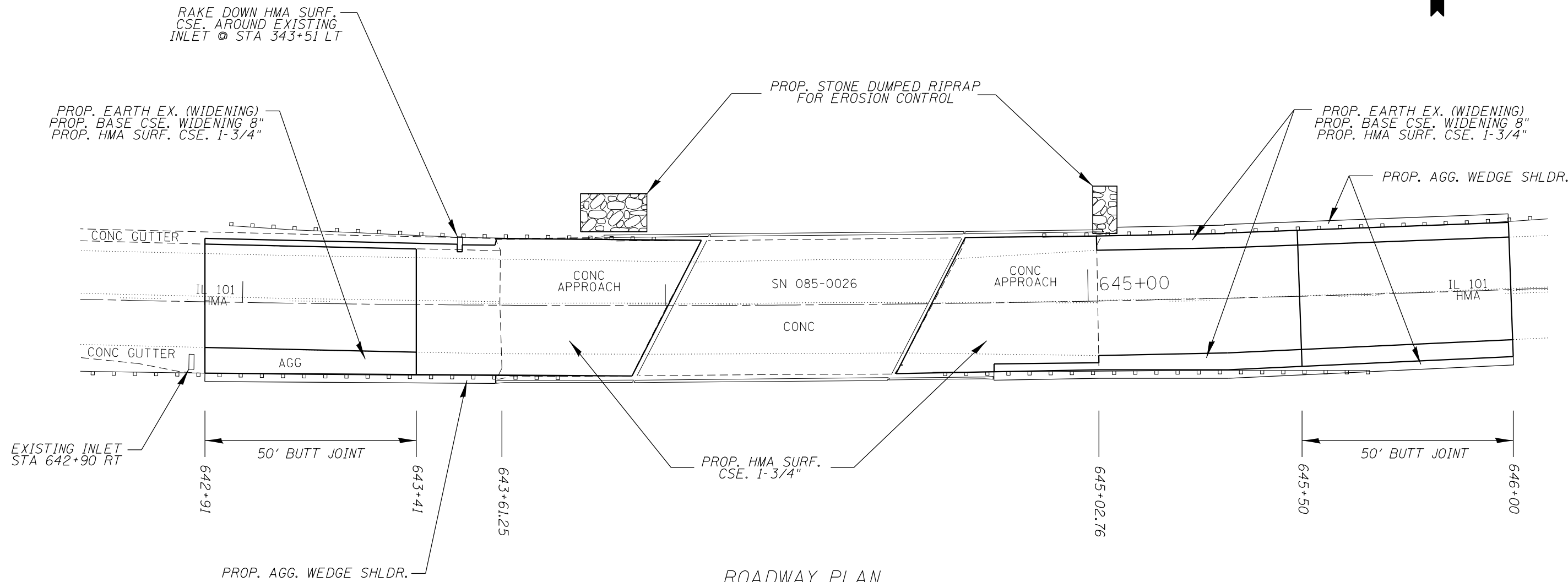


STA 643+85.50 TO STA 644+00.60
BRIDGE WORK = STA 644+00.60 TO STA 644+63.41
STA 644+63.41 TO STA 644+77.50

- ① EXISTING PCC PAVEMENT
- ② EXISTING HMA WIDENING
- ③ EXISTING HMA OVERLAY, 3"
- ④ EXISTING HMA OVERLAY, 2-1/2"
- ⑤ EXISTING HMA SAFETY SHOULDER, TBR*
- ⑥ EXISTING PCC GUTTER, SPECIAL
- ⑦ EXISTING PCC CURB AND GUTTER
- ⑧ EXISTING PRECAST REINF. CONC. SHLDR. BEAM
- ⑨ EXISTING PCC APPROACH PAVEMENT
- ⑩ EXISTING STEEL PLATE BEAM GUARDRAIL
- ⑪ PROPOSED BASE CSE. WIDENING, 8"
- ⑫ PROPOSED HMA SURF. CSE, 1-3/4"
- ⑬ PROPOSED AGG. WEDGE SHLDR.
- ⑭ PROPOSED EARTH EX. (WIDENING)

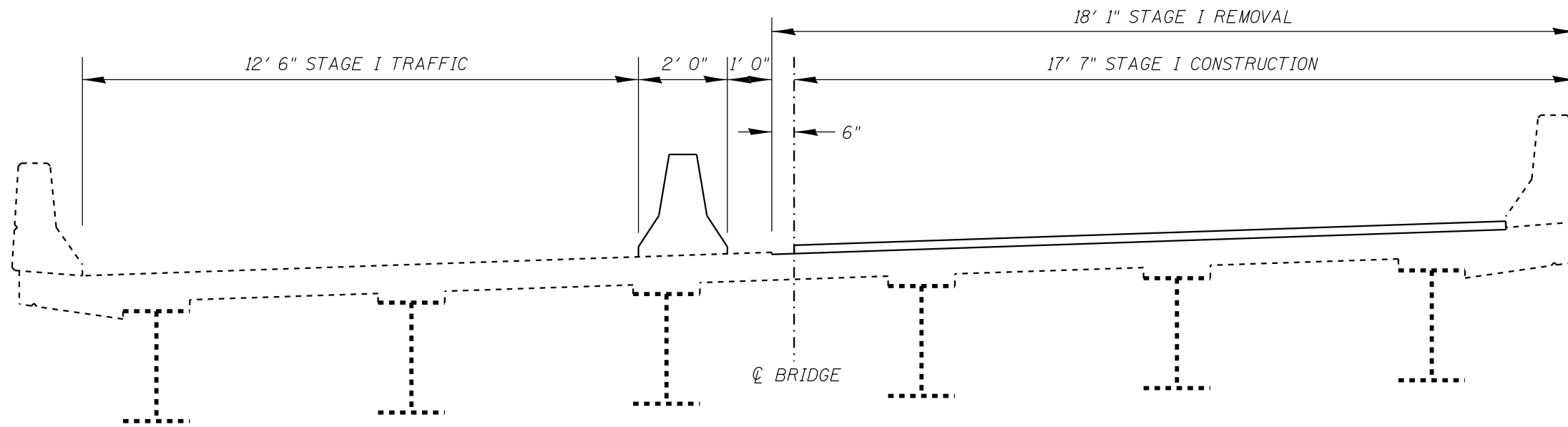
EXIST. CURVE 417
PI STA. = 642+99.84
 $\Delta = 8^\circ 46' 00''$ (LT)
D = 1° 00' 00"
R = 5,729.70'
T = 439.20'
L = 876.69'
E = 16.81'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 638+60.64
P.T. STA. = 647+37.33

* EXISTING TYPICAL SECTIONS SHOW 22' PAVEMENT, BUT FIELD MEASUREMENTS WERE ±25' WIDE. THE DISCREPANCY IS ASSUMED TO BE DUE TO THE PRESENCE OF SAFETY SHOULDERS. IF EXCAVATION REVEALS ACCEPTABLE HMA BASE COURSE WIDENING MATERIAL BENEATH THE SAFETY SHOULDERS, THE ENGINEER MAY ELECT TO LEAVE THEM IN PLACE AND REDUCE THE WIDTH OF EXCAVATION ACCORDINGLY.

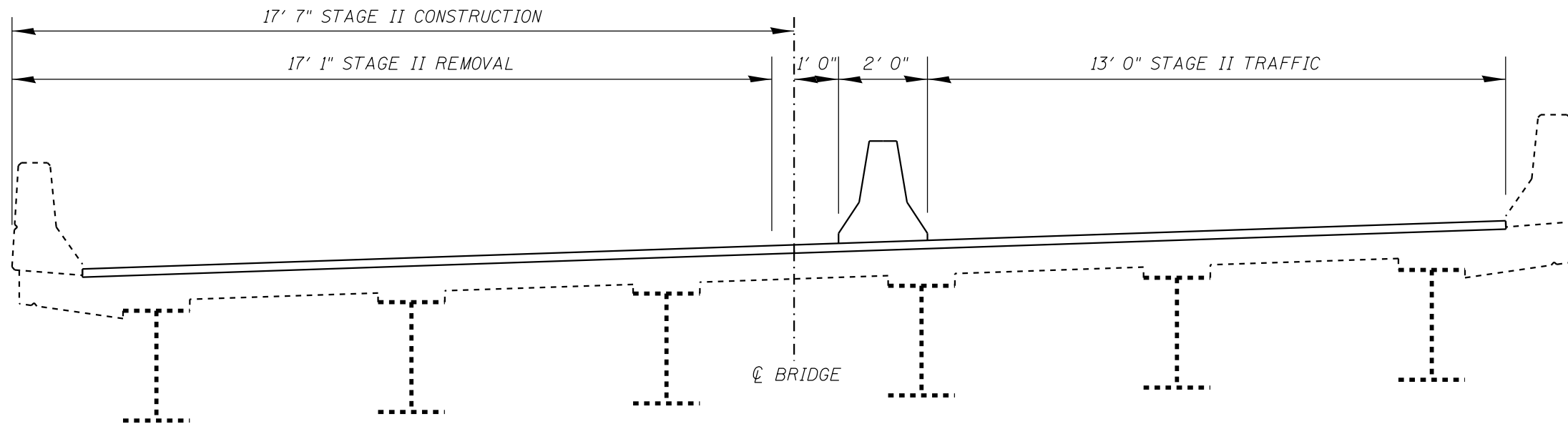


ROADWAY PLAN

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	PLOT DATE = 8/24/2016	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



STAGE I CROSS SECTION (LOOKING EAST)



STAGE II CROSS SECTION (LOOKING EAST)

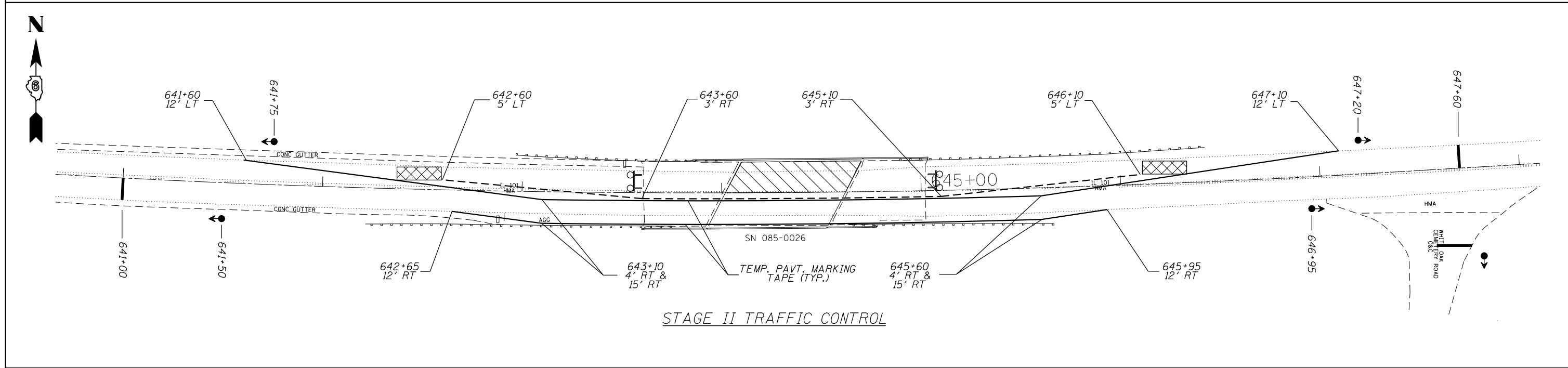
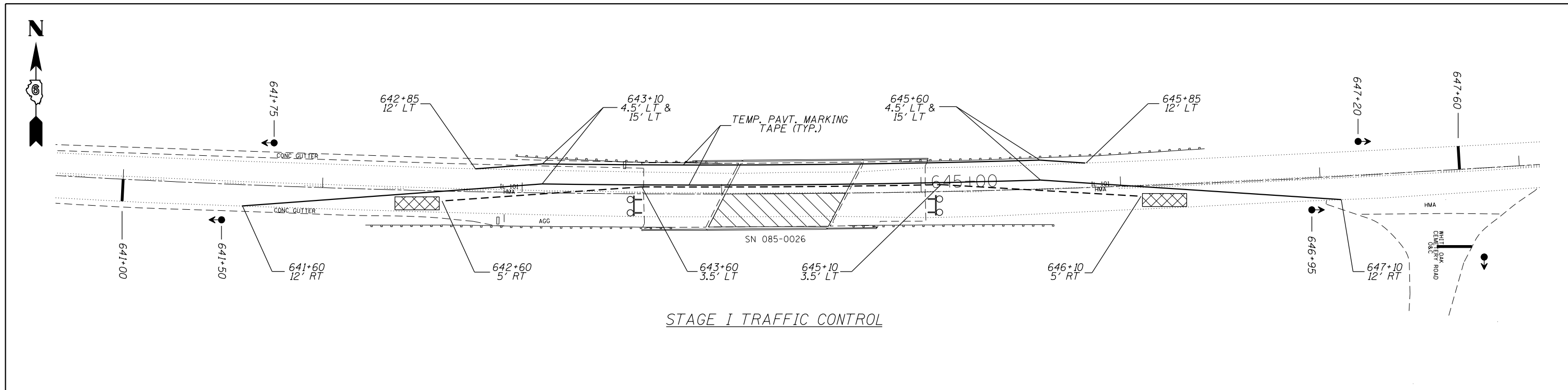
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	PLOT DATE = 8/24/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION






STAGING PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	(120) BDR, BJR	SCHUYLER	16	7
CONTRACT NO. 72J35			ILLINOIS FED. AID PROJECT	



SYMBOLS

-  WORK AREA
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR
-  TRAFFIC SIGNAL
-  TYPE III BARRICADE WITH FLASHING LIGHTS

TRAFFIC CONTROL NOTES:

1. TRAFFIC CONTROL DEVICES NOT SHOWN IN THIS DETAIL SHALL BE PER STANDARD 701321. DEVICES AND TEMPORARY PAVEMENT MARKINGS SHOWN IN THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, STANDARD 701321. IMPACT ATTENUATORS, TEMPORARY RUMBLE STRIPS, AND TEMPORARY CONCRETE BARRIER SHALL BE PAID SEPARATELY.
2. TEMPORARY CONCRETE BARRIER OFFSETS GIVEN IN THIS DETAIL REFER TO THE EDGE OF THE BARRIER NEAREST TO LIVE TRAFFIC.

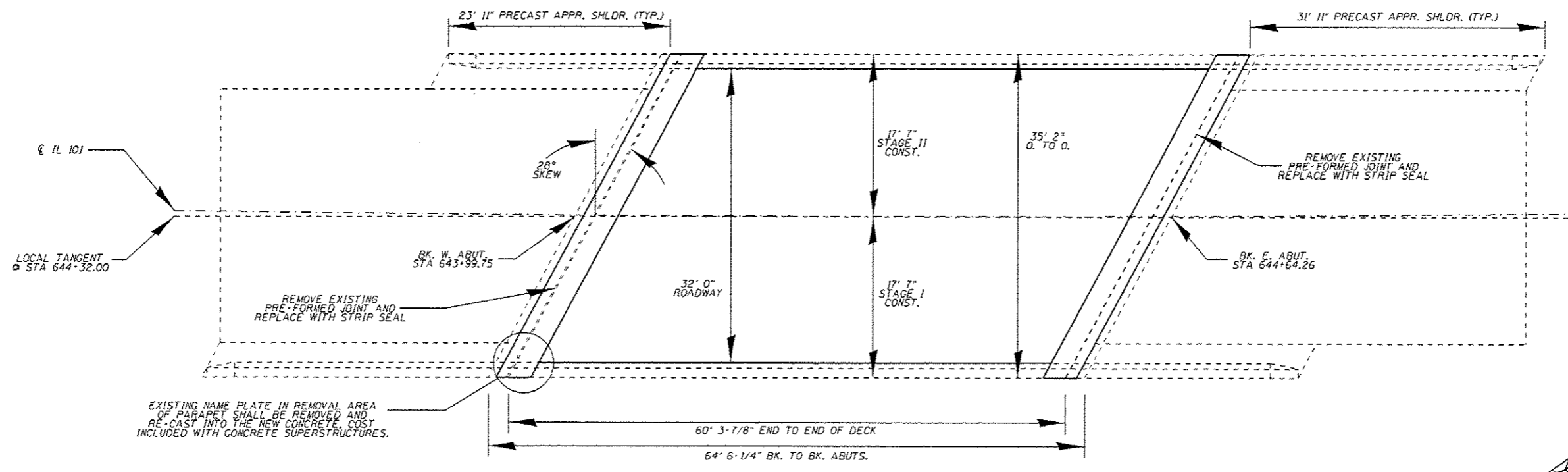
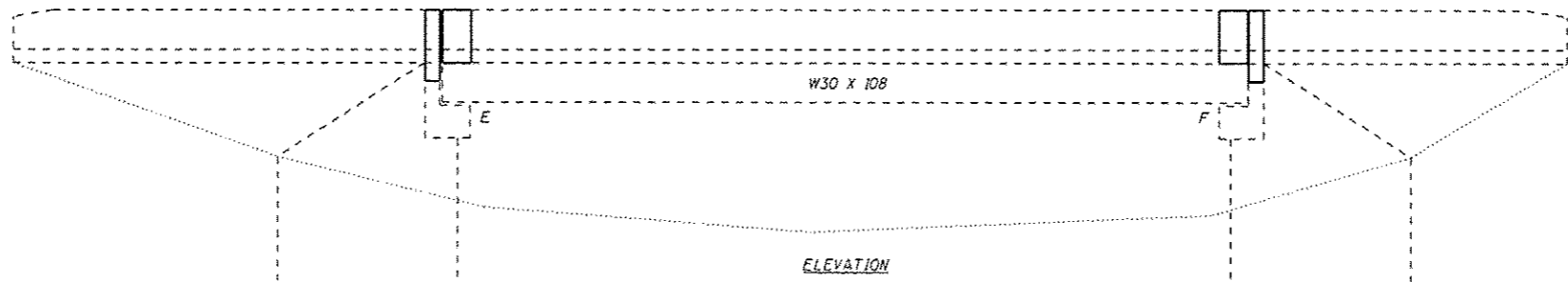
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	PLOT DATE = 8/24/2016	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	(120) BDR, BJR	SCHUYLER	16	8
CONTRACT NO. 72J35				
ILLINOIS FED. AID PROJECT				



*David Carl Puzey 9/20/16
Expires 11/30/18*

GENERAL NOTES:

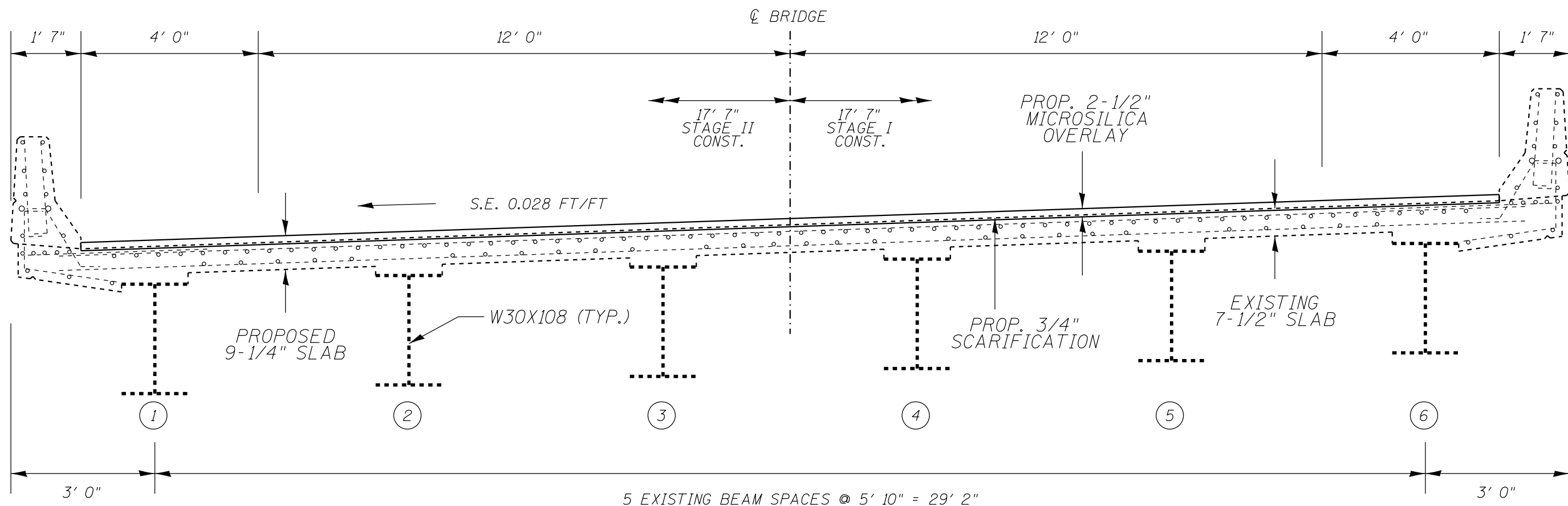
- ALL STRUCTURAL STEEL SHALL BE AASHTO M-270 GRADE 36, UNLESS OTHERWISE NOTED.
- REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
- PRIOR TO POURING THE NEW CONCRETE DECK, ALL HEAVY OR LOOSE MILL SCALE AND OTHER LOOSE OR POTENTIALLY DETRIMENTAL FOREIGN MATERIAL SHALL BE REMOVED FROM THE SURFACES 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 CONCRETE REMOVAL.
- 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 THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- 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.
- NO FULL DEPTH DECK REPAIRS ARE ANTICIPATED. THE QUANTITY FOR DECK SLAB REPAIR (FULL DEPTH, TYPE I) IS INCLUDED AS A PRECAUTION IN CASE HYDRO-SCARIFICATION REVEALS THE NEED FOR FULL DEPTH REPAIRS. THE ENGINEER SHALL SHOW ANY ACTUAL LOCATIONS OF FULL DEPTH REPAIRS ON AS-BUILT PLANS.
- THE ABUTMENT SURFACE IN THE AREAS OF EXPANSION JOINT REPLACEMENT SHALL HAVE A TINED FINISH AS PER ARTICLE 420.0916(XI) OF THE STANDARD SPECIFICATIONS, COST INCLUDED WITH CONCRETE SUPERSTRUCTURE. THE DECK SURFACE IN THE AREAS OF EXPANSION JOINT REPLACEMENT SHALL BE GROOVED WITH THE DECK OVERLAY PER ARTICLE 503.1616(X3) OF THE STANDARD SPECIFICATIONS AND SHALL BE PAID AT THE BID PRICE PER SQUARE YARD FOR "BRIDGE DECK GROOVING."
- PROTECTIVE COAT SHALL ONLY BE APPLIED TO THE DECK AND PARAPETS ADJACENT TO THE PROPOSED EXPANSION JOINTS AND NOT THE MICROSILICA OVERLAY.

TOTAL BILL OF MATERIAL (085-0026)

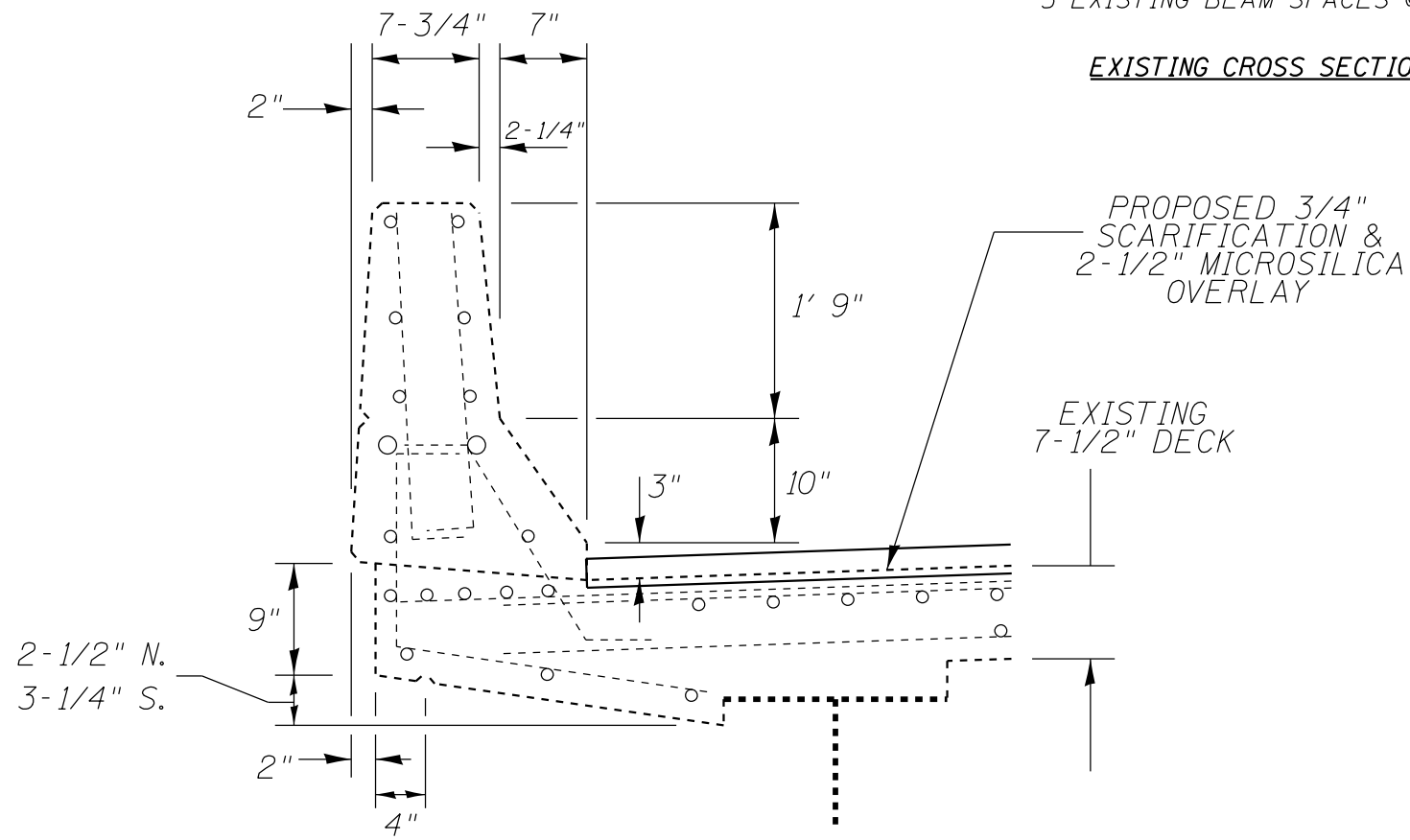
ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	12
Concrete Superstructure	Cu. Yd.	13.2
Bridge Deck Grooving	Sq. Yd.	200
Reinforcement Bars, Epoxy Coated	Pound	1570
Bar Splicers	Each	24
Preformed Joint Strip Seal	Foot	86
Bridge Deck Scarification, 3/4"	Sq. Yd.	198
Bridge Deck Microsilica Concrete Overlay, 2-1/2"	Sq. Yd.	198
Approach Slab Repair (Partial Depth)	Sq. Yd.	15
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	7
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	34
* Protective Coat	Sq. Yd.	30

* See last general note.

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	PLOT SCALE: 1/8" = 1'-0"	CHECKED: DAC	REVISED: -		SCALE:	SHEET 1 OF 8 SHEETS	STA. TO STA.	113	(120) BDR, BJR	SCHUYLER	16	9
	PLOT DATE: 9/24/2016	DATE: -	REVISED: -		CONTRACT NO. 72J35							
ILLINOIS FED. AID PROJECT												



EXISTING CROSS SECTION (LOOKING EAST)

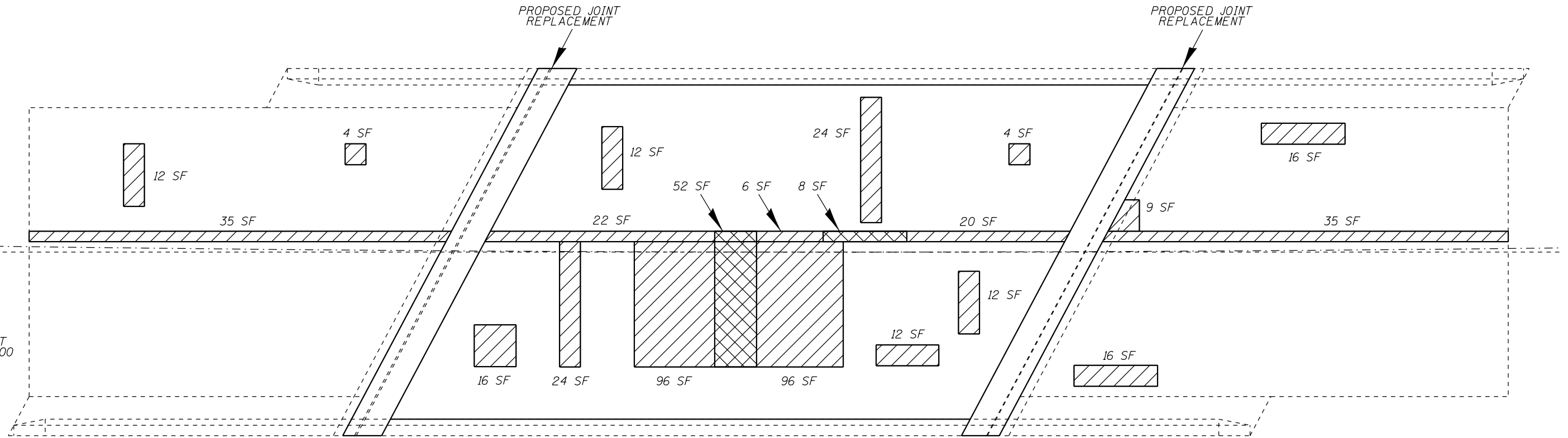


TYPICAL PARAPET CROSS SECTION

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	PLOT DATE = 8/24/2016	DATE -	REVISED -		SCALE:	SHEET 2	OF 8	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	



IL 101
 LOCAL TANGENT
 @ STA 644+32.00



PLAN



PROPOSED PARTIAL DEPTH REPAIRS



ANTICIPATED FULL DEPTH REPAIRS

NOTES:

IDENTIFIED PATCHING LOCATIONS ARE ESTIMATED FROM A DECK SURVEY PERFORMED ON 4/25/2016. THE ANTICIPATED FULL DEPTH REPAIR LOCATIONS INDICATE PORTIONS OF THE DECK THAT HAVE HIGHER POTENTIAL FOR REQUIRING FULL DEPTH REPAIRS. THE CONTRACTOR SHALL NOT PERFORM FULL DEPTH PATCHING ANYWHERE ON THE DECK UNLESS THE SCARIFICATION OPERATIONS REVEAL THE NEED TO DO SO OR UNLESS DIRECTED TO DO SO BY THE ENGINEER. THE PATCHING SURVEY INFORMATION IS INCLUDED FOR INFORMATION ONLY.

PARTIAL DEPTH REPAIR AREAS ON THE APPROACHES SHALL BE PAID FOR AS APPROACH SLAB REPAIR (PARTIAL DEPTH). REPAIRS TO THE BRIDGE DECK SHALL BE PAID ACCORDING TO THE SPECIAL PROVISION FOR DECK SLAB REPAIR.

SLAB REPAIR BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Approach Slab Repair (Partial Depth)	Sq. Yd.	15
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	7

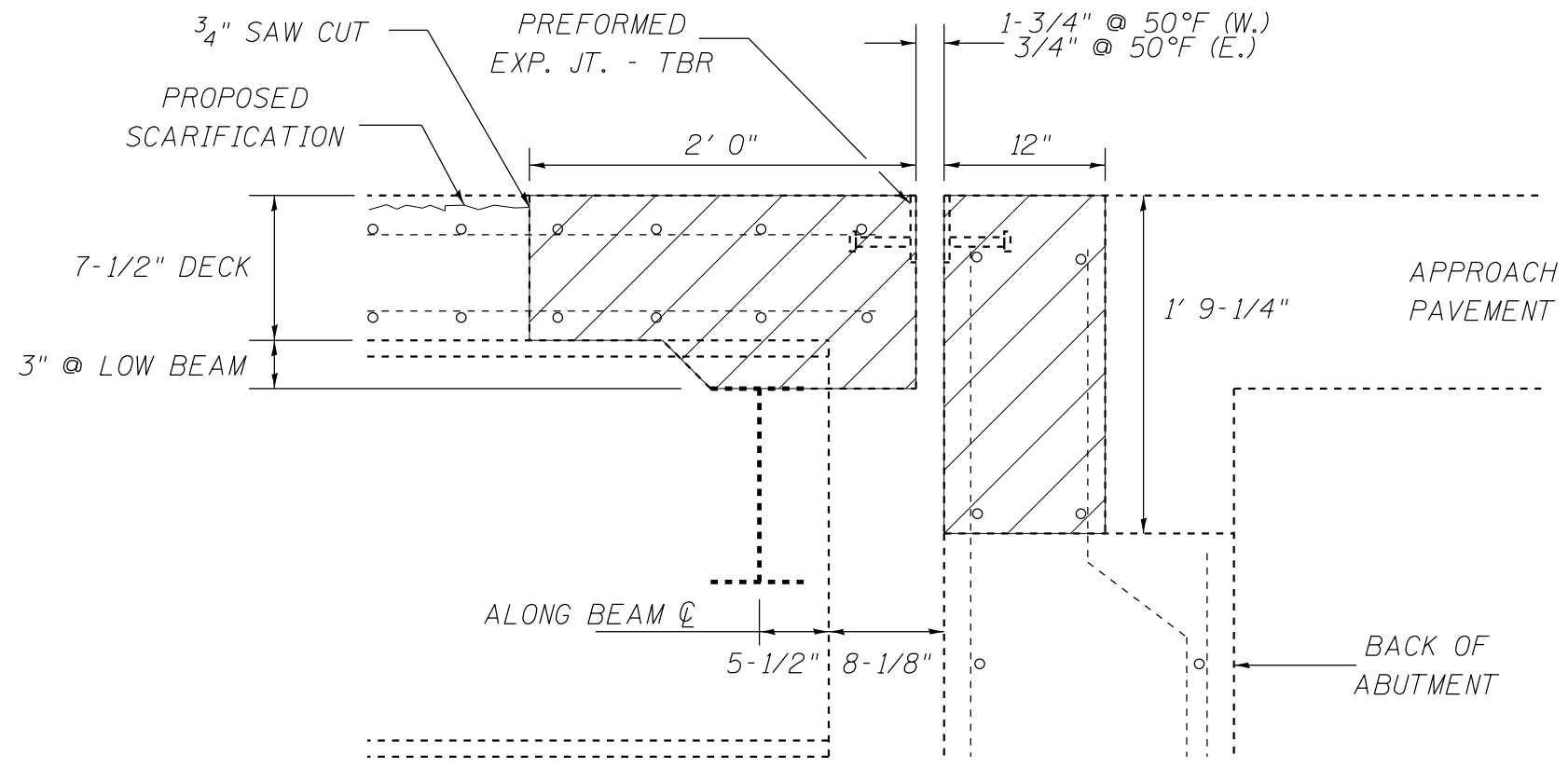
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Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 8/24/2016	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PATCHING PLAN
 SN 085-0026

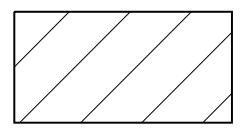
SCALE: SHEET 3 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	(120) BDR, BJR	SCHUYLER	16	11
ILLINOIS FED. AID PROJECT			CONTRACT NO. 72J35	



NOTES:

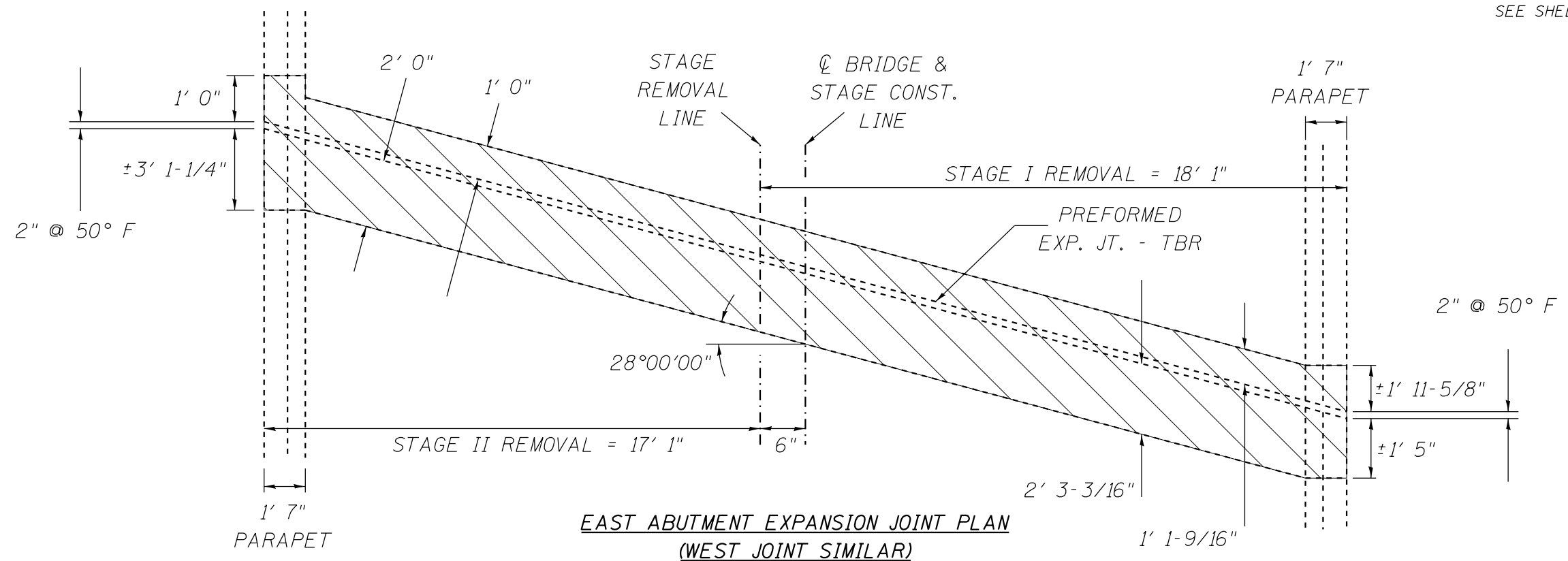
THE EXISTING EXPANSION JOINT SYSTEMS SHALL BE REMOVED COMPLETELY, AS WELL AS ANY FOREIGN MATERIAL THAT HAS ACCUMULATED OR BEEN PLACED IN THE JOINT OPENINGS. THE COST FOR THIS WORK IS INCLUDED IN CONCRETE REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



CONCRETE
REMOVAL AREAS

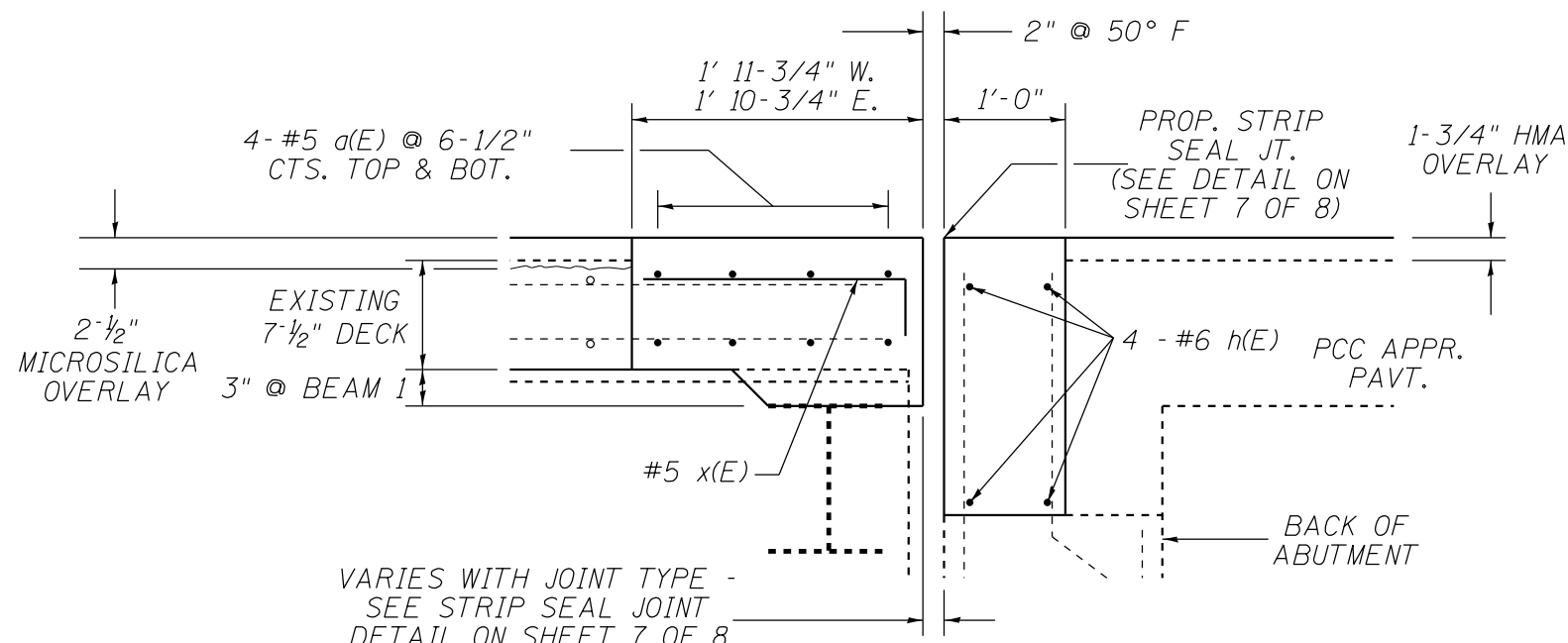
**TYPICAL EXPANSION JOINT CROSS SECTION
(HORIZ. DIM. @ RIGHT ANGLES TO JOINT)**

SEE SHEET 5 OF 8 FOR BILL OF MATERIALS

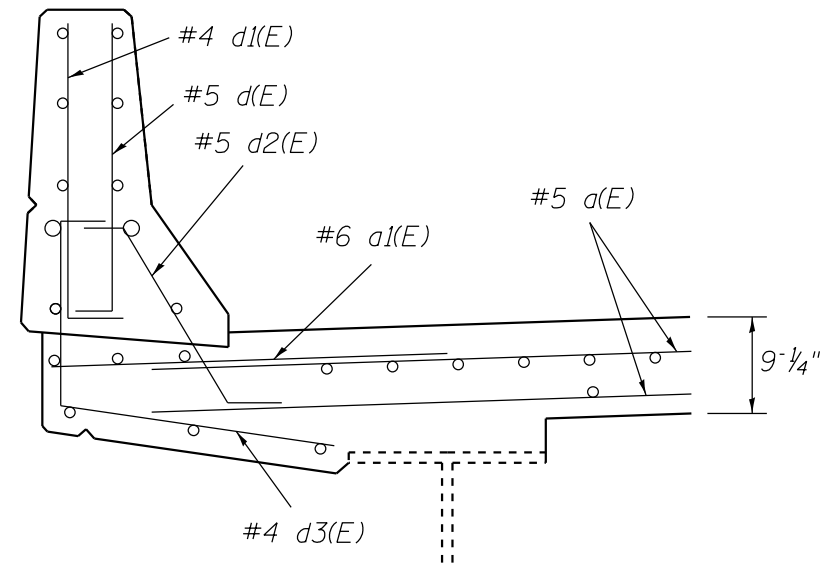


**EAST ABUTMENT EXPANSION JOINT PLAN
(WEST JOINT SIMILAR)**

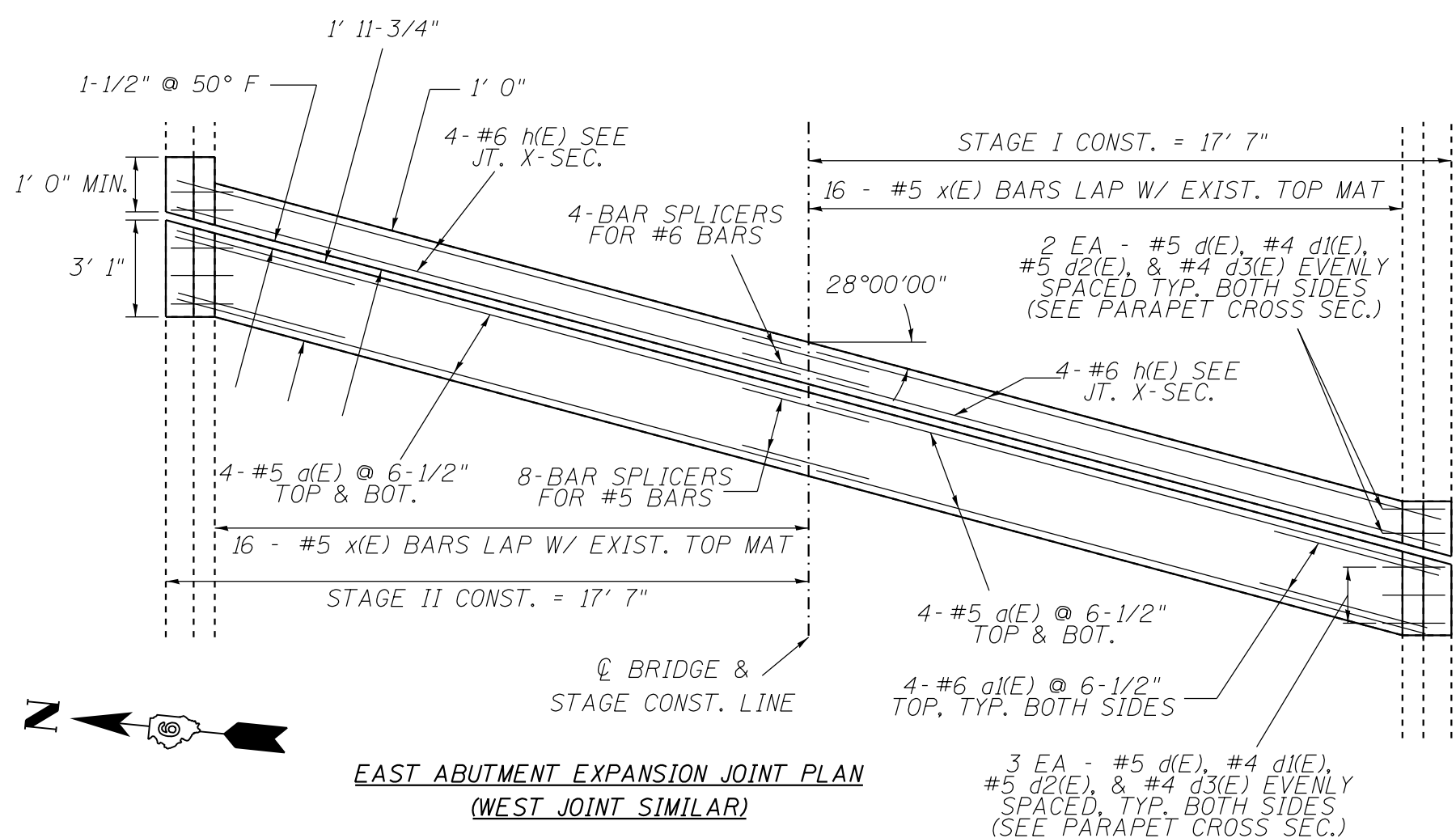
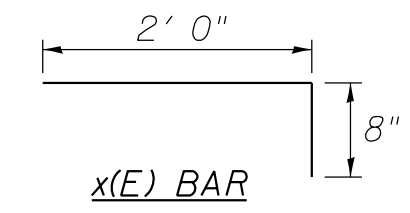
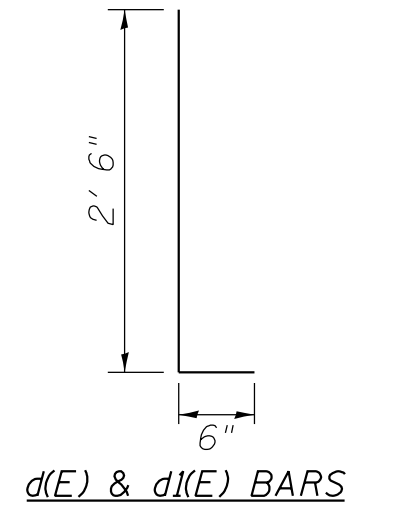
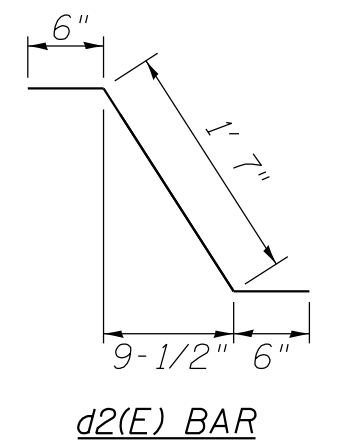
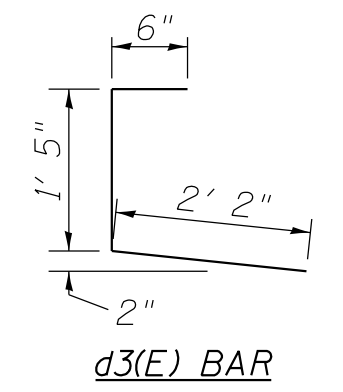
FILE NAME =	USER NAME = dudleybm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JOINT REMOVAL PLAN SN 085-0026			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
D:\OPERATIONS\Bridges\Bridgplans\CAD\72J35 - 0850026 overlay\new plansheet.dgn		DRAWN -	REVISED -		713	(120) BDR, BJR	SCHUYLER	16	12	CONTRACT NO. 72J35		
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -		SCALE:	SHEET 4	OF 8 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		
	PLOT DATE = 8/24/2016	DATE -	REVISED -									



TYPICAL JOINT CROSS SECTION
(HORIZ. DIM. @ RIGHT ANGLES TO JOINT)

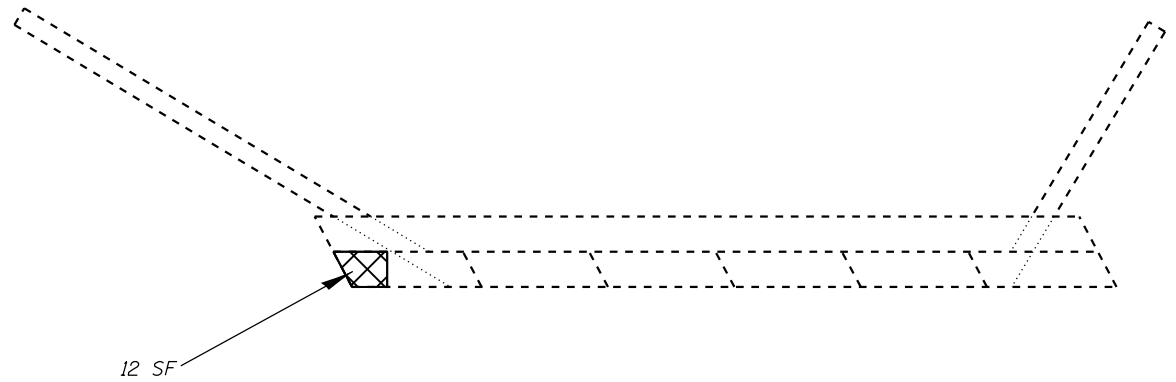


TYPICAL PARAPET CROSS SECTION



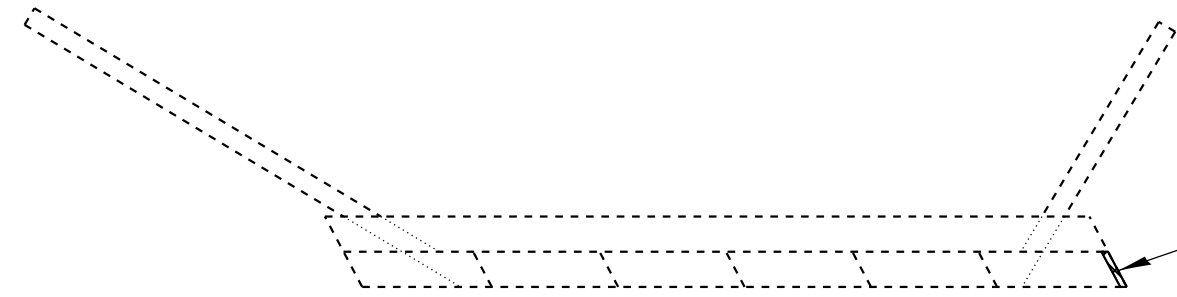
EAST ABUTMENT EXPANSION JOINT PLAN
(WEST JOINT SIMILAR)

BILL OF MATERIAL - 2 JOINTS				
BAR	#	SIZE	LENGTH	SHAPE
d(E)	32	#5	18' 7"	—
d1(E)	16	#6	4' 0"	—
d(E)	20	#5	3' 0"	┌
d1(E)	20	#4	3' 0"	┌
d2(E)	20	#5	2' 7"	┌
d3(E)	20	#4	4' 1"	┌
h(E)	16	#6	19' 5"	—
x(E)	64	#5	2' 8"	┌
REINFORCEMENT BARS (EPOXY COATED)		POUND	1570	
CONC. SUPERSTRUCTURE		CU YD	13.2	
CONC. REMOVAL		CU YD	12.0	
BAR SPLICERS		EACH	24	



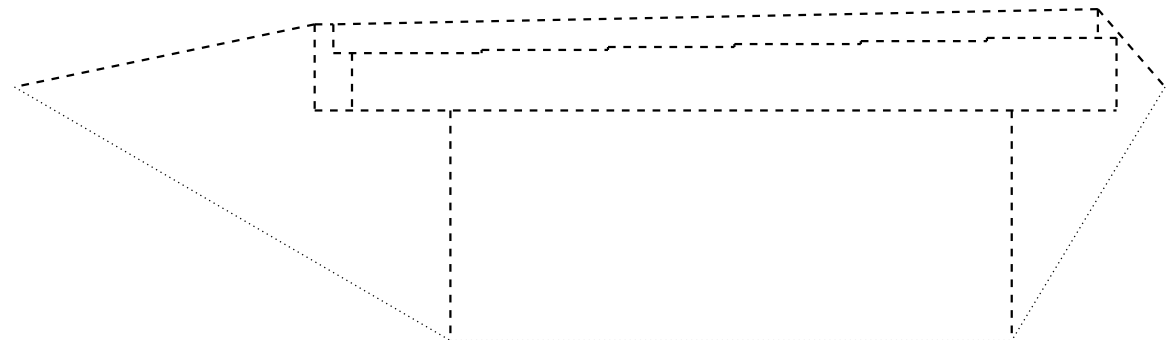
12 SF

EAST ABUTMENT PLAN

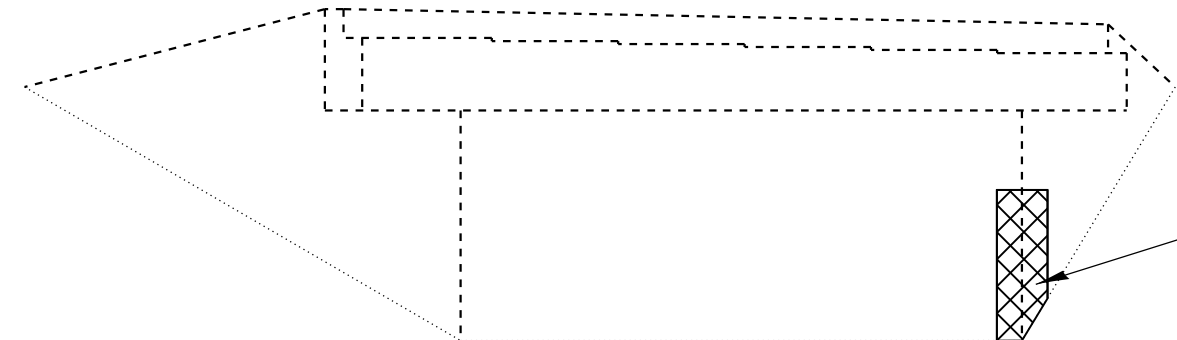


2 SF
ON END

WEST ABUTMENT PLAN

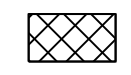


EAST ABUTMENT ELEVATION
(LOOKING EAST)



20 SF

WEST ABUTMENT ELEVATION
(LOOKING WEST)



STRUCTURAL REPAIR OF CONCRETE
(DEPTH EQUAL TO OR LESS THAN 5")

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	SQ FT	34

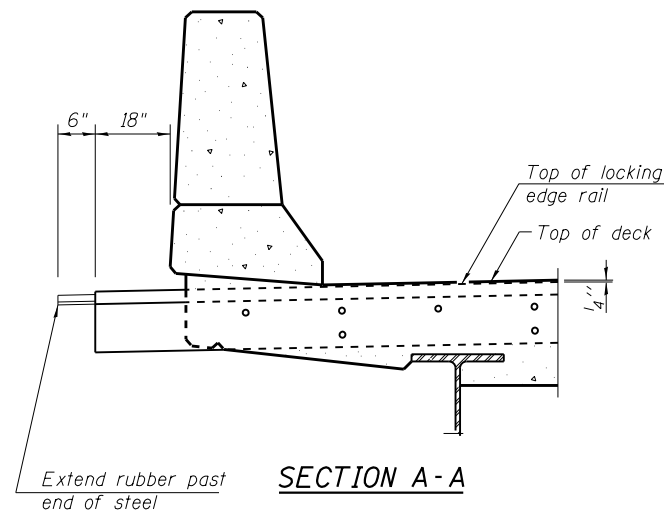
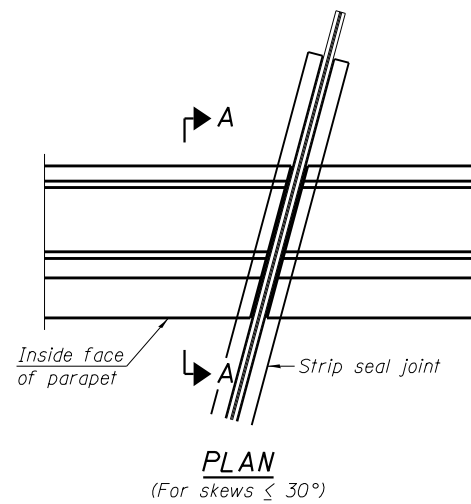
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D:\OPERATIONS\Bridges\Bridgplans\CAD\72J35 - 0850026 overlay\new plansheet.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 8/24/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL REPAIR OF CONCRETE
SN 085-0026

SCALE: SHEET 6 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	(120) BDR, BJR	SCHUYLER	16	14
CONTRACT NO. 72J35			ILLINOIS FED. AID PROJECT	



Notes:

The strip seal shall be made continuous and shall have a minimum thickness of $\frac{1}{4}$ ". 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.

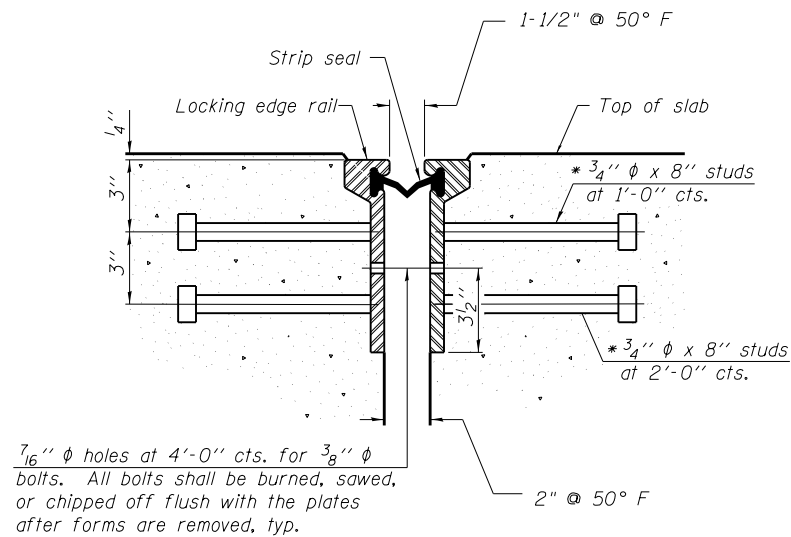
The manufacturer's recommended installation methods shall be followed.

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.

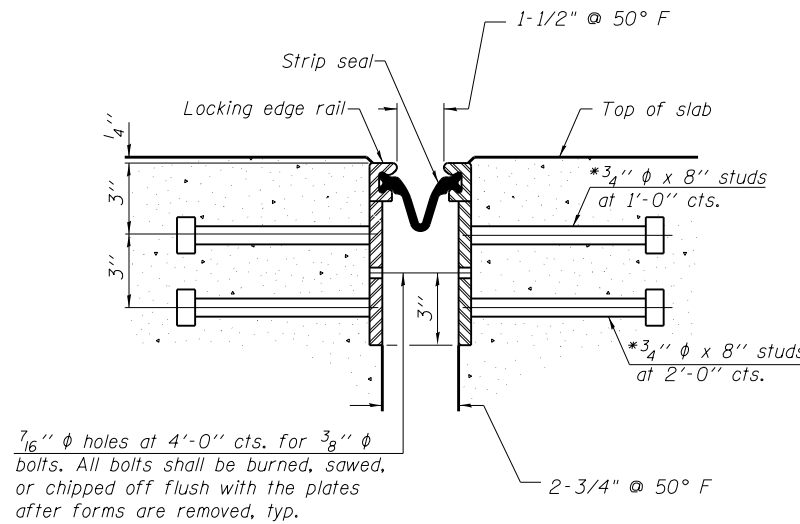
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments shall be $\frac{3}{16}$ ", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

Parapet plates and anchorage studs for skew $> 30^\circ$ included in the cost of Preformed Joint Strip Seal.

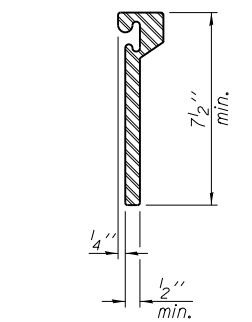


SECTION THRU ROLLED RAIL JOINT

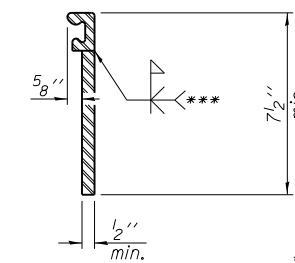


SECTION THRU WELDED RAIL JOINT

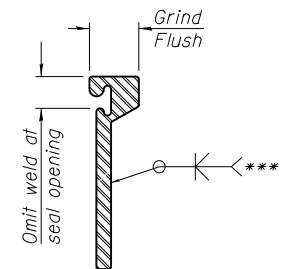
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



ROLLED EXTRUDED RAIL



WELDED RAIL



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

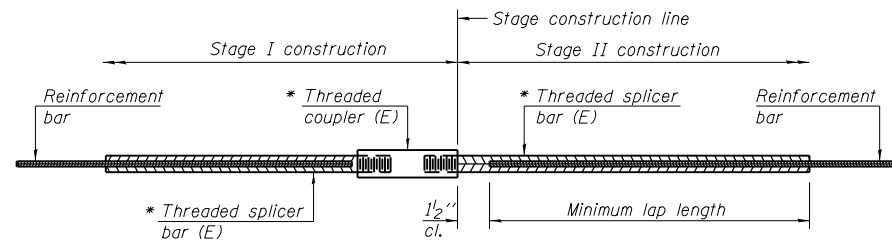
LOCKING EDGE RAIL SPLICE

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

LOCKING EDGE RAILS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	86

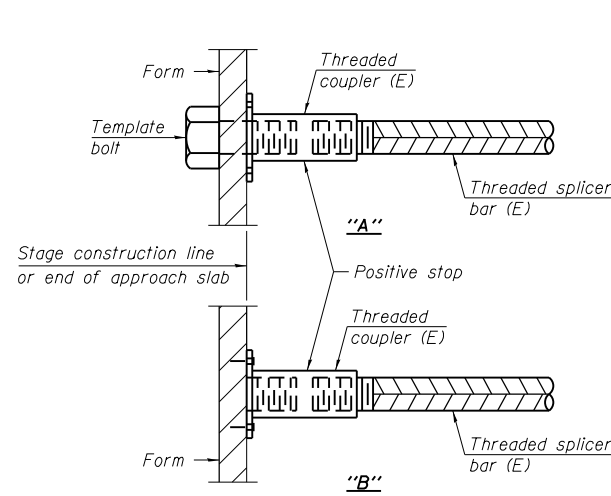


STANDARD BAR SPLICER ASSEMBLY

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

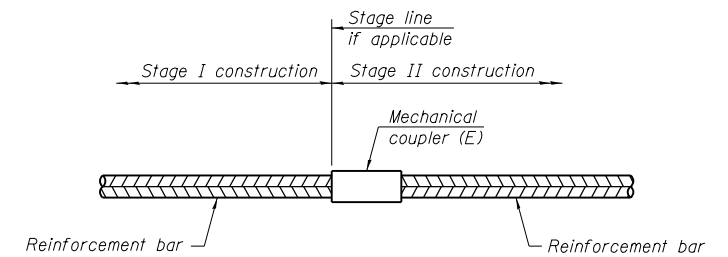
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Joints (Appr. Side)	#6	8	4' 0"
Joints (Deck Side)	#5	16	3' 6"



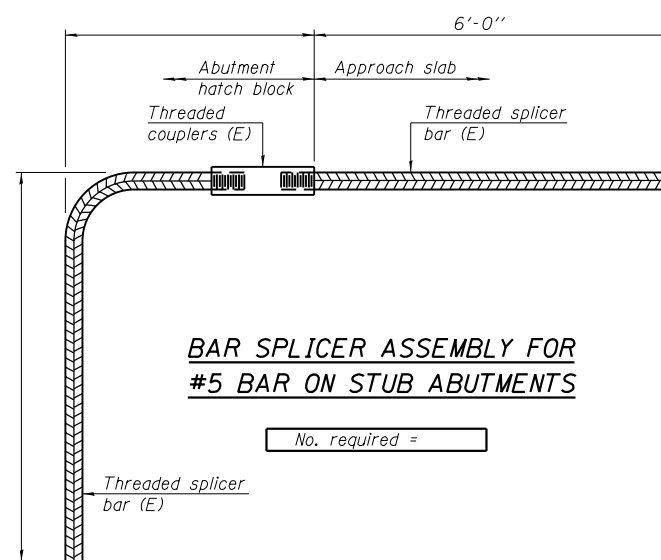
INSTALLATION AND SETTING METHODS

"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



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

6-8-15

FILE NAME =	USER NAME = dudleybm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BAR SPLICERS SN 085-0026	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
D:\OPERATIONS\Bridges\Bridgplans\CAD\72J35 - 0850026 overlay\new plansheet.dgn	DRAWN -	REVISED -	713			(120) BDR, BJR	SCHUYLER	16	16	
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -			CONTRACT NO. 72J35				
	PLOT DATE = 8/24/2016	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
SCALE:		SHEET 8 OF 8 SHEETS		STA.	TO STA.					