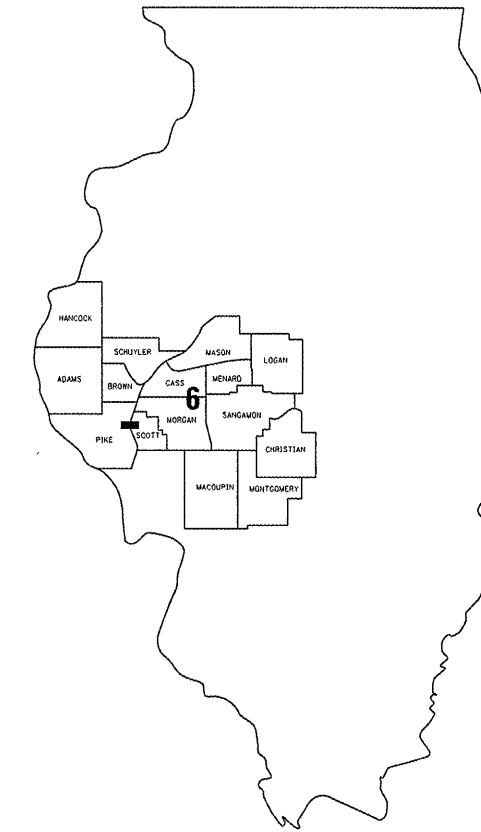


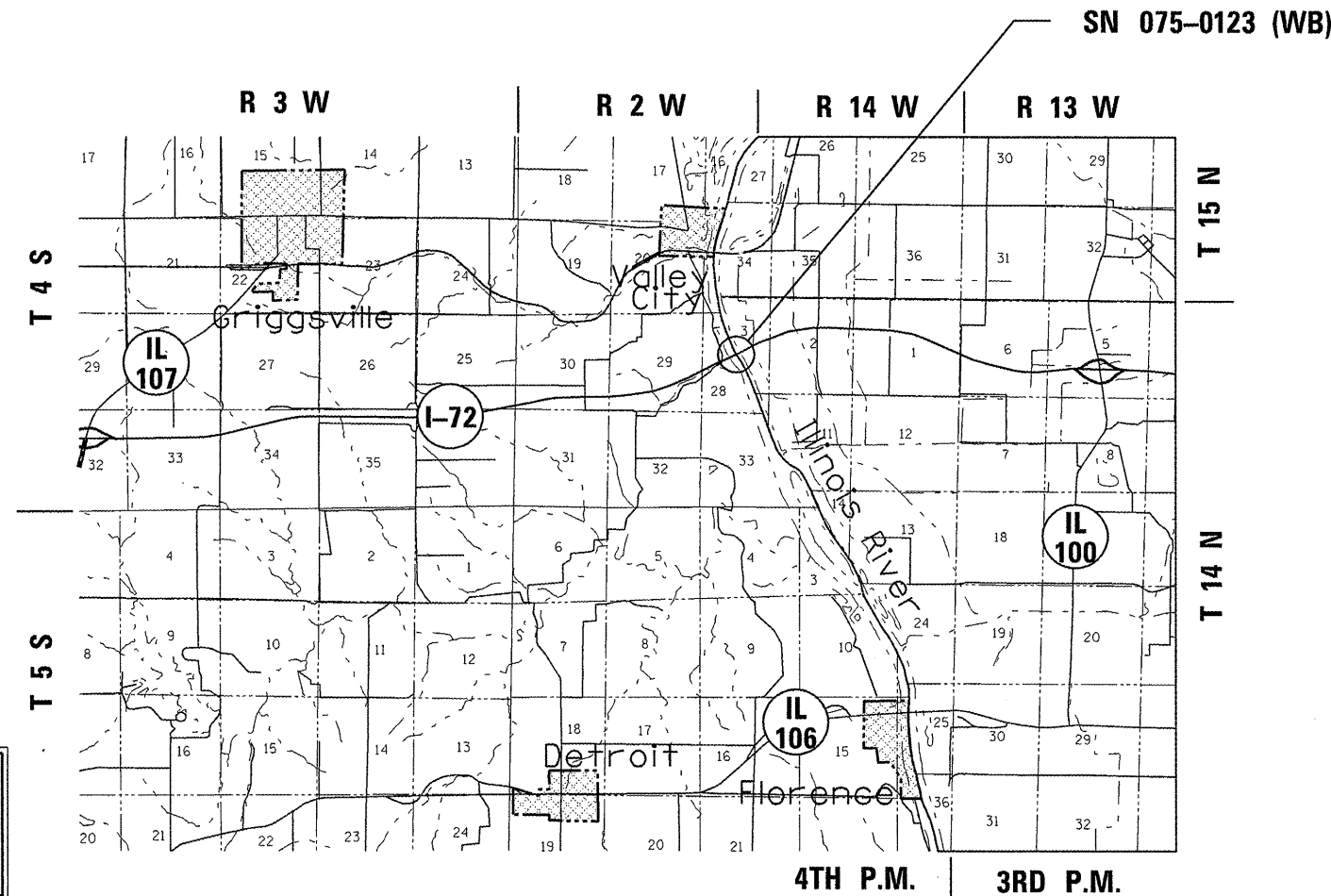
FOR INDEX OF SHEETS AND HIGHWAY
STANDARDS, SEE SHEET 2.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PROPOSED
HIGHWAY PLANS**
FAI ROUTE 72 (I-72)
SECTION (75,86)BJR-1
PIKE COUNTY
C96-096-011 / D96-096-011

CONTRACT: 72E62
SHEET 1 OF 13



LOCATION OF SECTION INDICATED THUS: ■



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

BRIDGE INSPECTION ENGINEER: DAVE COPENBARGER
PHONE: (217) 785-5306

CONTRACT NO. 72E62

NET LTH OF SEC 1,410.00 FT=0.267 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED April 26 20 11

Reginald D. Orbell
DEPUTY DIRECTOR OF HIGHWAYS, REGION FOUR ENGINEER

October 14 20 11

Scott E. Still, P.E.
actng ENGINEER OF DESIGN AND ENVIRONMENT

October 14 20 11

Christine M. Rosler
DIRECTOR, DIVISION OF HIGHWAYS

PRINTED BY AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

1	COVER SHEET
2	INDEX, STANDARDS, & GENERAL NOTES
3	SUMMARY OF QUANTITIES
4	STAGING DETAILS
5-13	BRIDGE PLANS & ELEVATION VIEWS

STANDARDS

- 701101 -02
- 701106 -02
- 701400 -05
- 701402 -08
- 701901 -01
- 704001 -06
- 701406-06

GENERAL NOTES:

PRIOR TO POURING THE NEW CONCRETE JOINTS, 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 EXISTING CONCRETE.

THE DECK SURFACE SHALL HAVE ITS FINAL FINISH TINED ACCORDING TO ARTICLE 420.09(E)(1) OF THE STANDARD SPECIFICATIONS. COST INCLUDED WITH CONCRETE SUPERSTRUCTURE.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS DISTRICT 6	
EXAMINED <u>July 13</u> 20 <u>11</u>	<u>Oil Walker</u> ENGINEER OF OPERATIONS
EXAMINED <u>Aug 2</u> 20 <u>11</u>	<u>Jimmy Furt</u> ENGINEER OF PROJECT IMPLEMENTATION
EXAMINED <u>August 3</u> 20 <u>11</u>	<u>ARMLJ</u> ENGINEER OF PROGRAM DEVELOPMENT

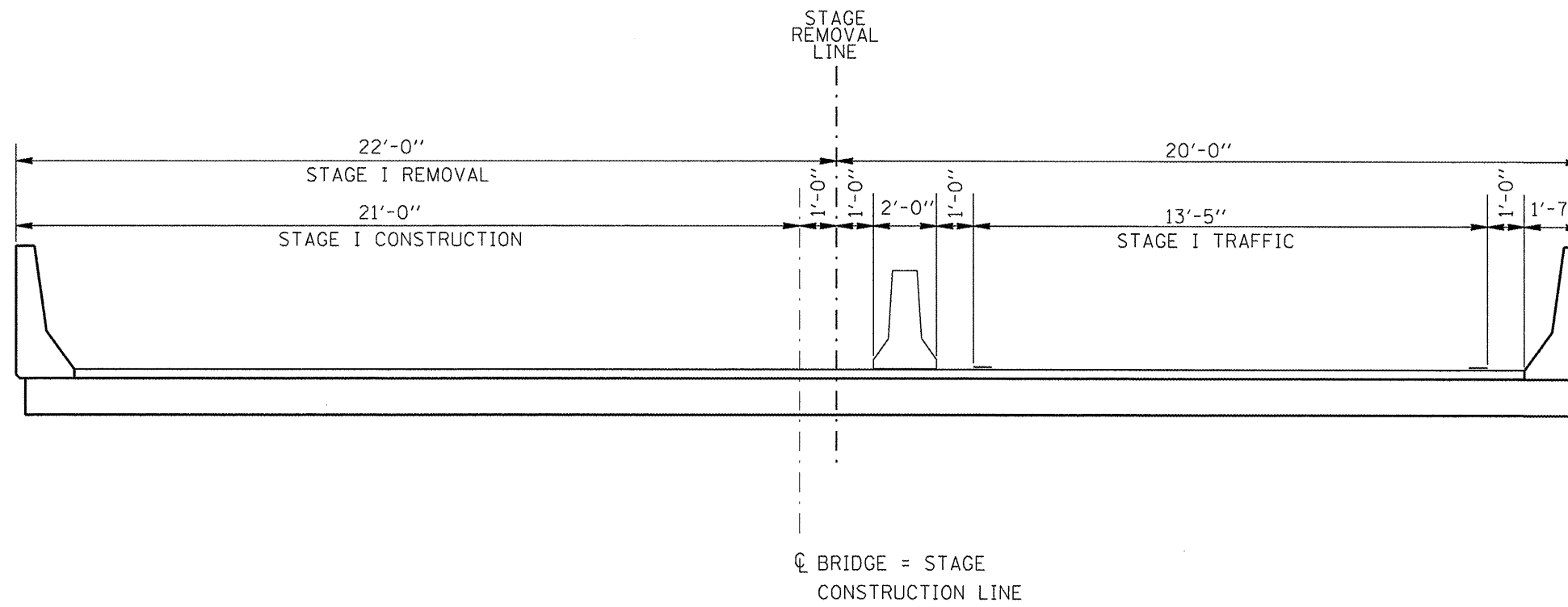
INDEX, STDS, & GENERAL NOTES
FAI 72 (I-72)
SECTION (75,86)BJR-1
PIKE COUNTY

S U M M A R Y O F Q U A N T I T I E S

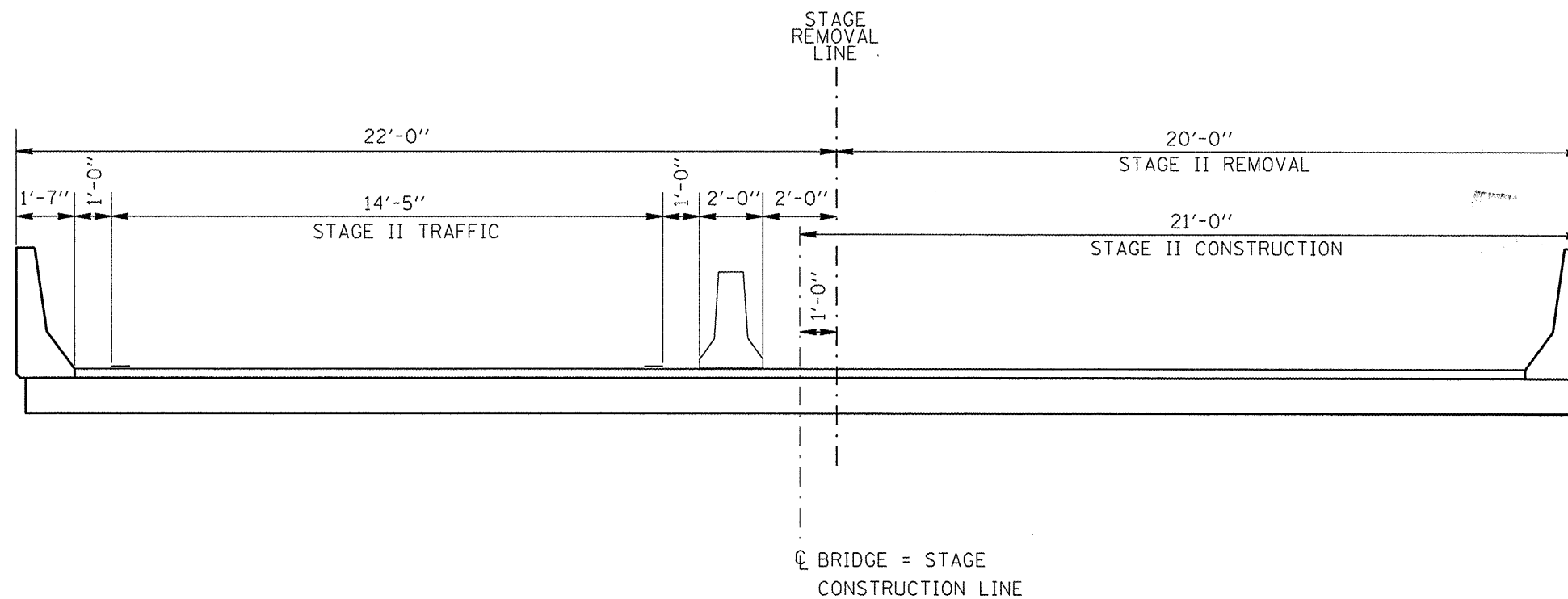
CODE NO.	ITEM	UNIT	100% STATE
			0014
			TOTAL QTY
50102400	CONCRETE REMOVAL	CU. YD.	39.3
50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	33.4
50800205	REINFORCEMENT BARS - EPOXY COATED	POUND	3410
50800515	BAR SPLICERS	EACH	56
* X7200201	WIDTH RESTRICTION SIGNING	L SUM	1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	84
67100100	MOBILIZATION	L SUM	1
X7010208	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402 (SPECIAL)	EACH	1
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	3
Z0034393	MODULAR EXPANSION JOINT, 9"	FOOT	84
Z0034398	MODULAR EXPANSION JOINT, 15"	FOOT	84
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	3
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	270
70400100	TEMPORARY CONCRETE BARRIER	FDDT	2125
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FDDT	2125
78300100	PAVEMENT MARKING REMOVAL	SQ FT	3600
* X7800620	URETHANE PAVEMENT MARKING-LINE 5"	FDDT	7769
* 70300100	SHORT TERM PAVEMENT MARKING	FDDT	648

* SPECIALTY ITEM

QUANTITIES
FAI 72 (I-72)
SECTION (75,86)BJR-1
PIKE COUNTY

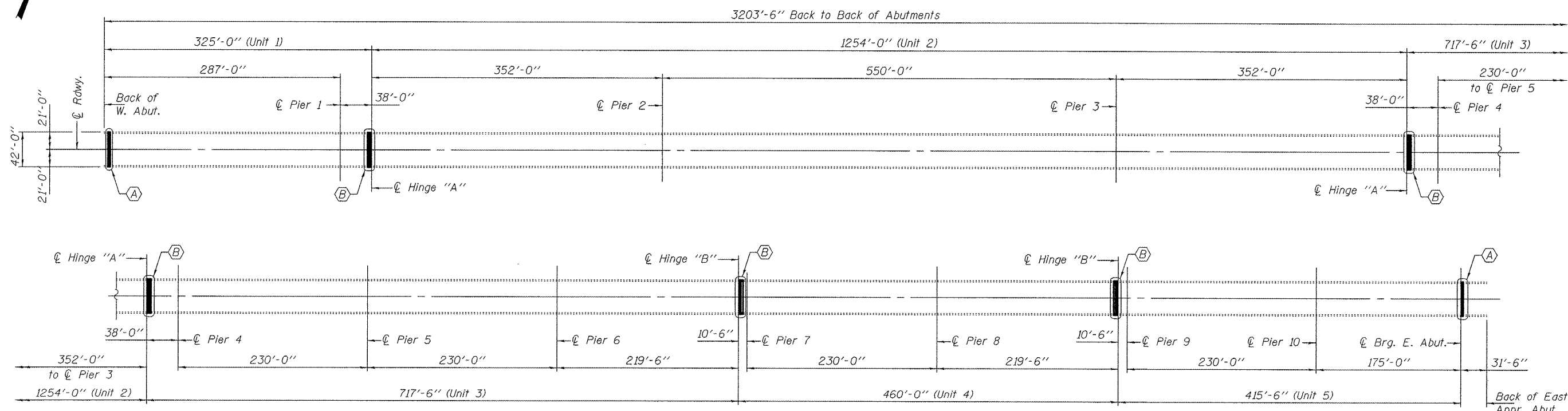
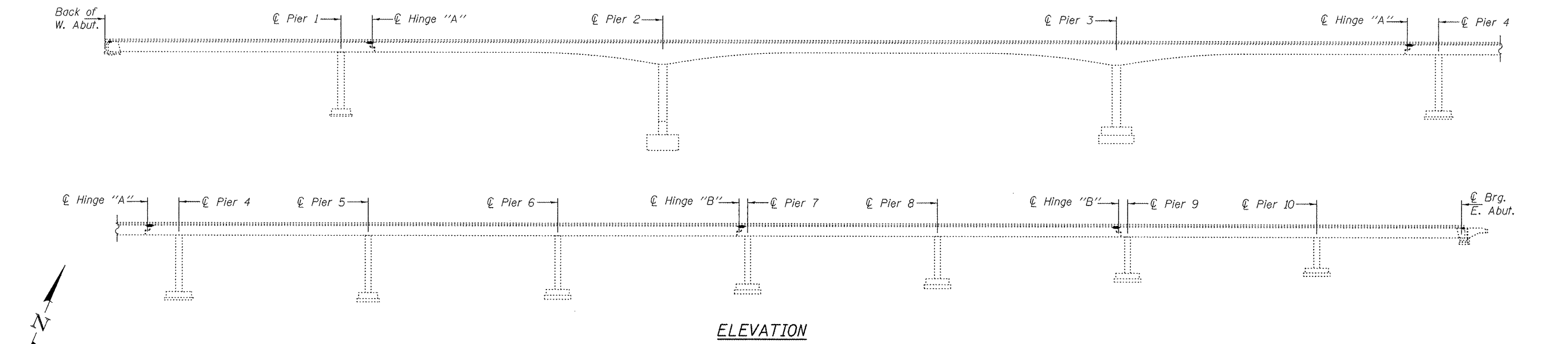


STAGE I CONSTRUCTION
(LOOKING IN DIRECTION OF TRAFFIC)



STAGE II CONSTRUCTION
(LOOKING IN DIRECTION OF TRAFFIC)

STAGING DETAILS
FAI 72 (I-72)-1
SECTION (75,86)BJR
PIKE COUNTY



- (A) - Replace Existing Expansion Joint with Preformed Joint Strip Seal.
- (B) - Replace Existing Expansion Joint with Modular Expansion Joint.

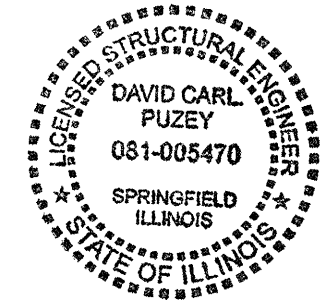
GENERAL NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.
 Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
 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 shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
 Expansion joints shall be fabricated and installed according to the manufacturer's recommendations and as approved by the Engineer.
 Expansion joints shall be fabricated to conform to the existing cross slopes of the bridge.

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.
 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.
 Modular expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	39.3
Concrete Superstructure	Cu. Yd.	33.4
Reinforcement Bars, Epoxy Coated	Pound	3410
Bar Splicers	Each	56
Modular Expansion Joint, 9"	Foot	84
Modular Expansion Joint, 15"	Foot	84
Preformed Joint Strip Seal	Foot	84



Expires: November 30, 2012

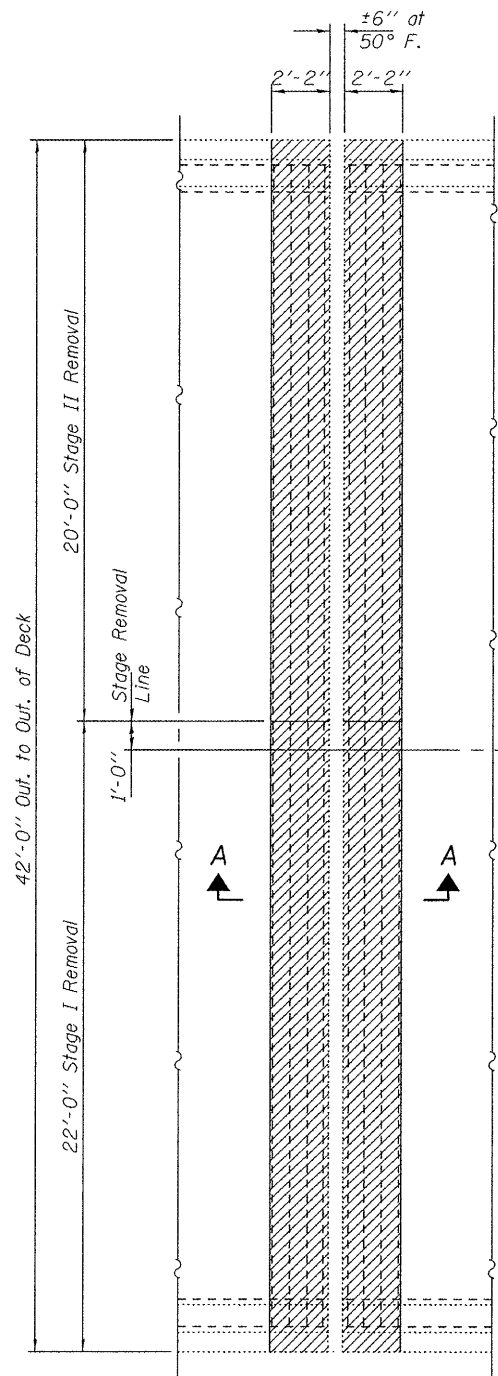
DESIGNED - [Signature]	EXAMINED - [Signature]	DATE - OCTOBER 7, 2011
CHECKED - [Signature]	PASSED - [Signature]	
DRAWN - [Signature]		
CHECKED - [Signature]		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

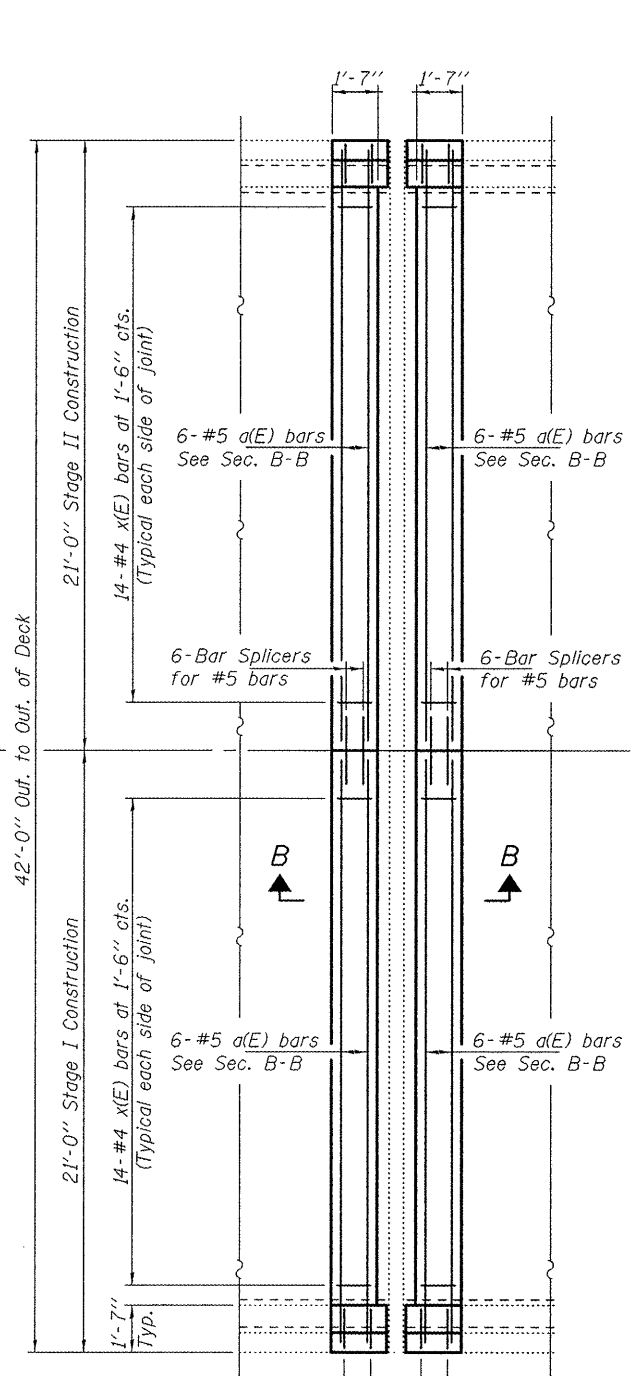
**GENERAL PLAN & ELEVATION
I-72 OVER ILLINOIS RIVER
SN 075-0123 (W.B.)**

SHEET NO. 1 OF 9 SHEETS

F.A.J. RTE. 72	SECTION (75.86)BJR-1	COUNTY PIKE	TOTAL SHEETS 13	SHEET NO. 5
CONTRACT NO. T2E62				
ILLINOIS FED. AID PROJECT				



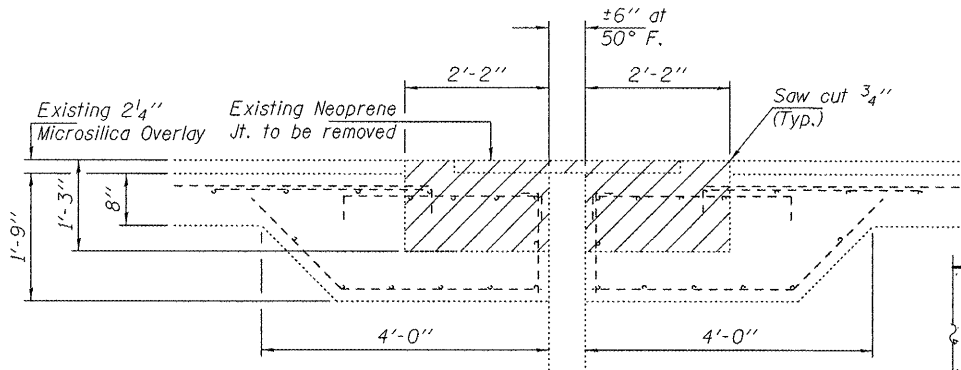
REMOVAL PLAN AT HINGE "A"



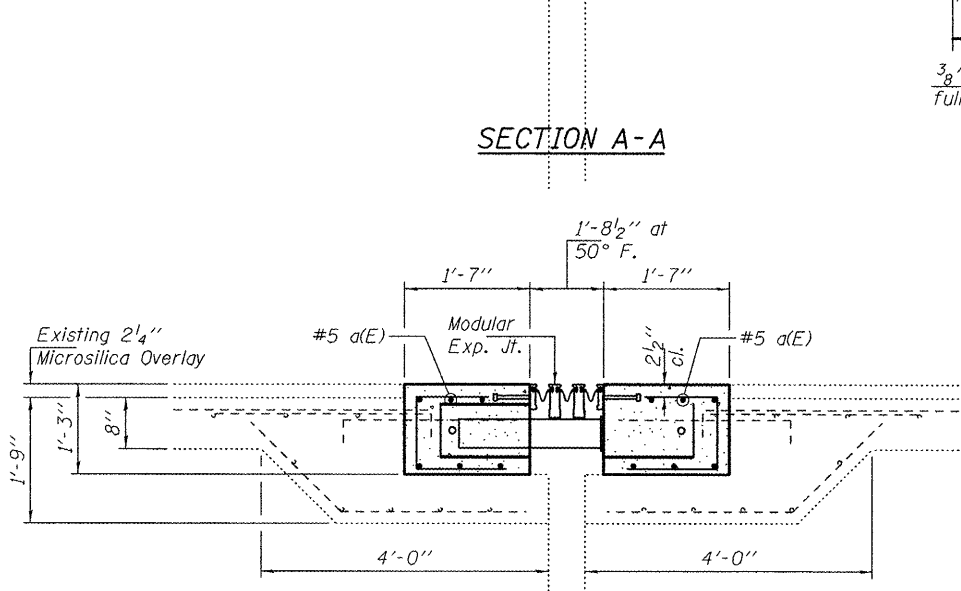
CONCRETE PLAN AT HINGE "A"

Note:
 Hatched areas indicate concrete sections to be removed and replaced. Perimeters of concrete removal areas shall be saw cut 3/4" prior to the removal of concrete.
 The Modular Expansion Joint at Hinge "A" shall have a total movement capability of 15 1/2".
 See sheet 4 of 9 for Parapet Details & d1(E) bars.
 In reference to Article 520.04 of the Standard Specifications, the expansion length handled by Hinge "A" located adjacent to Pier 1 is 790 feet. The expansion length handled by Hinge "A" located adjacent to Pier 4 is 986 feet.

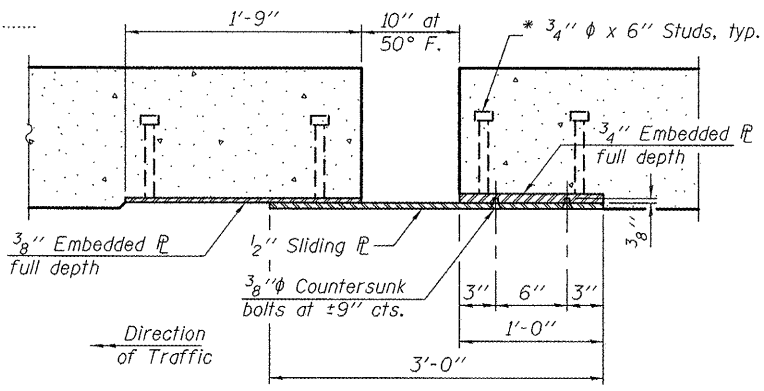
* Dimension for Modular Expansion Joint at 50°F.



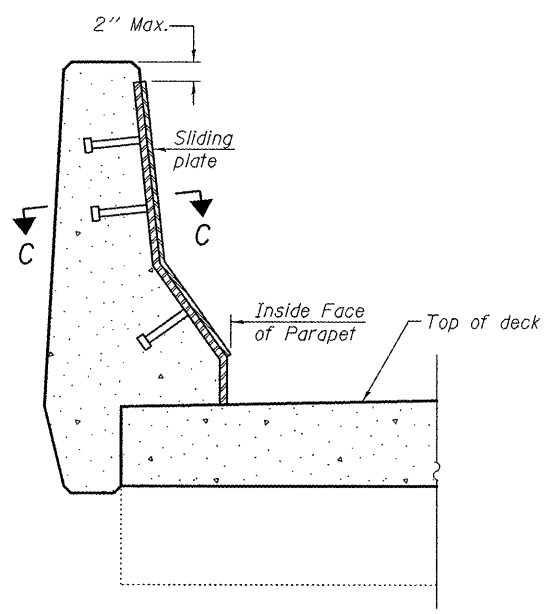
SECTION A-A



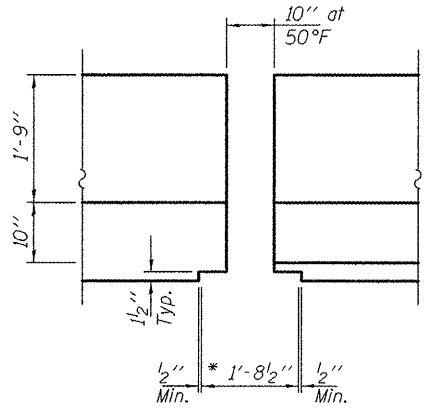
SECTION B-B



SECTION C-C

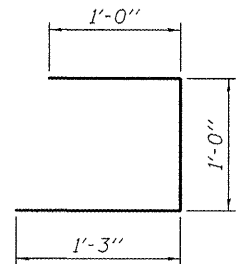


SECTION THRU PARAPET (at Modular Joints)



PARAPET ELEVATION

(Sliding plates not shown for clarity)
 Cost of sliding plates are included in the Modular Expansion Joint pay item.



BAR x(E)

HINGE "A" BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	48	#5	20'-2"	—
d(E)	24	#4	2'-9"	—
d1(E)	24	#5	6'-1"	⊔
x(E)	112	#4	3'-3"	⊔
Concrete Removal			Cu. Yd.	17.5
Concrete Superstructure			Cu. Yd.	14.0
Reinforcement Bars, Epoxy Coated			Pound	1450
Modular Expansion Joint, 16"			Foot	84

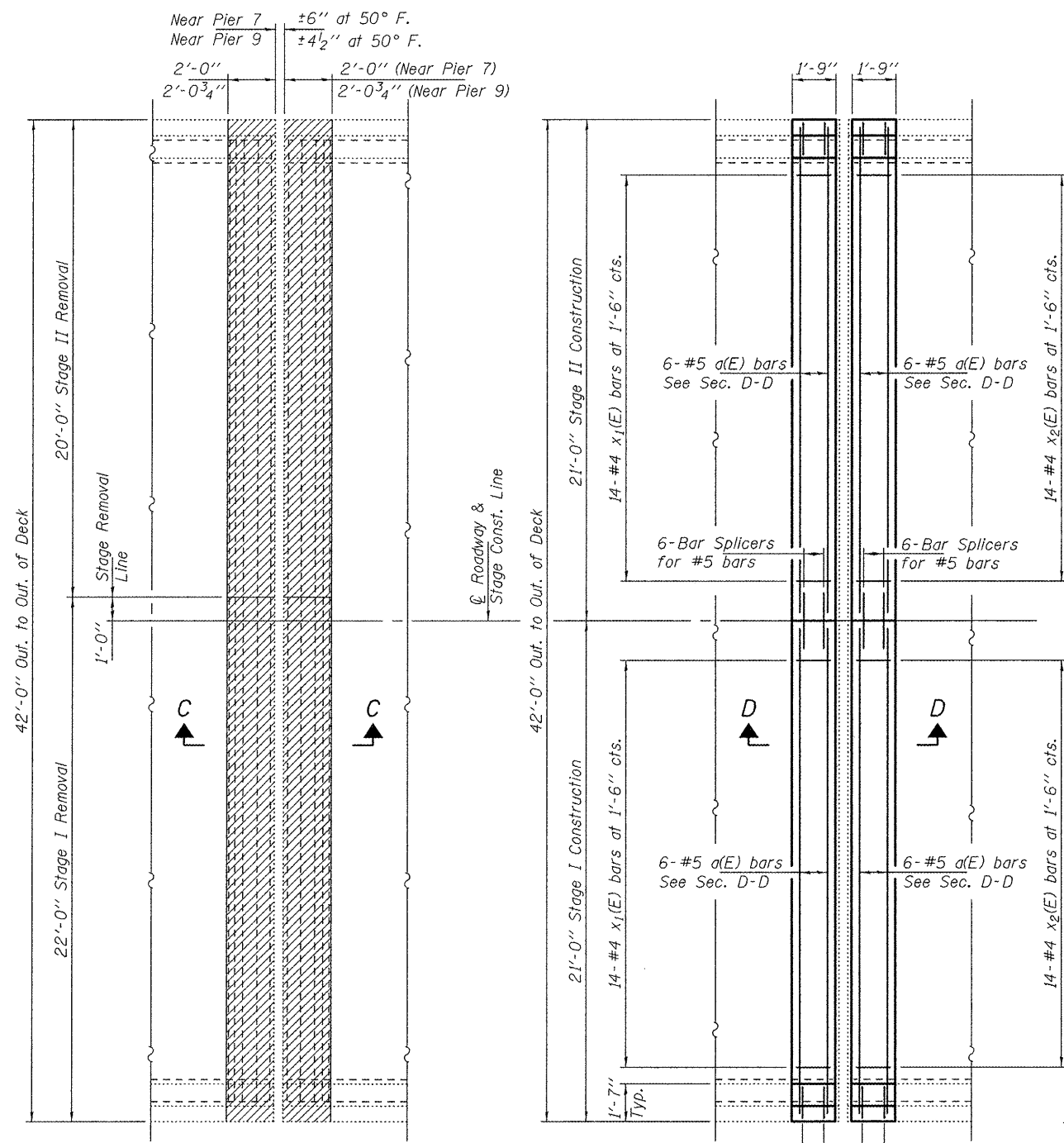
DESIGNED - MKC
 CHECKED - GGE
 DRAWN - Kyle M. Steffen
 CHECKED - MKC GGE

EXAMINED - *James F. Jaffe*
 ACTING ENGINEER OF STRUCTURAL SERVICES
 PASSED - *Carl P. ...*
 ACTING ENGINEER OF BRIDGES AND STRUCTURES
 DATE - OCTOBER 7, 2011

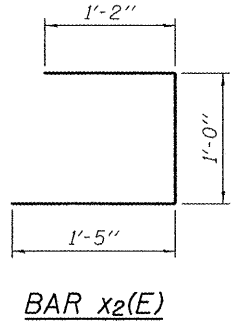
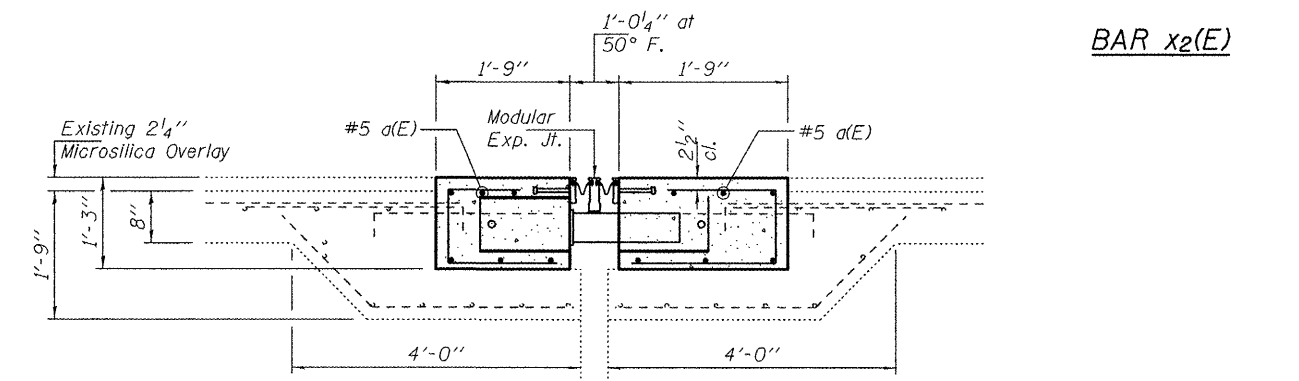
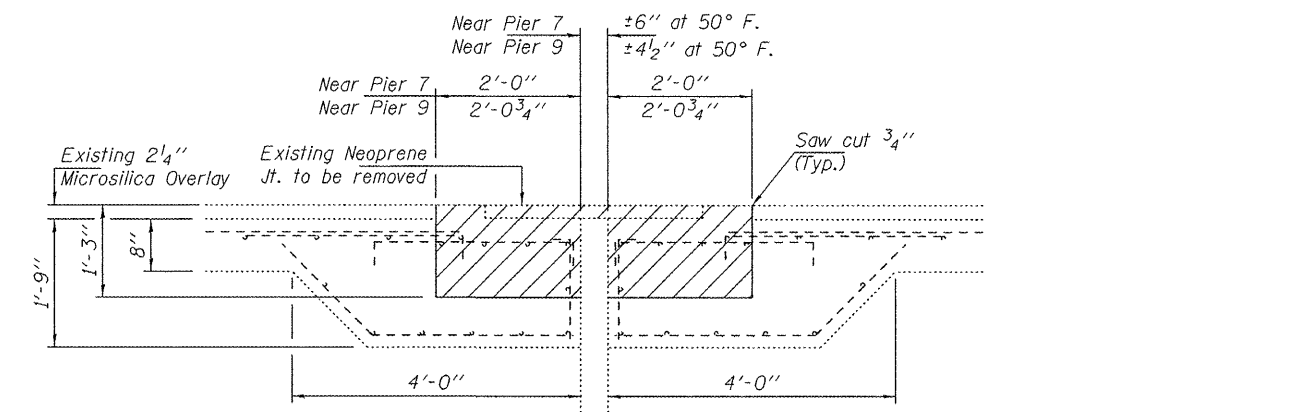
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

JOINT REMOVAL & REPLACEMENT DETAILS AT HINGE "A"
 SN 075-0123 (W.B.)
 SHEET NO. 2 OF 9 SHEETS

F.A.I. RTE. 72 SECTION (75.86)JR-1 COUNTY PIKE TOTAL SHEETS 13 SHEET NO. 6 CONTRACT NO. 72E62 ILLINOIS FED. AID PROJECT

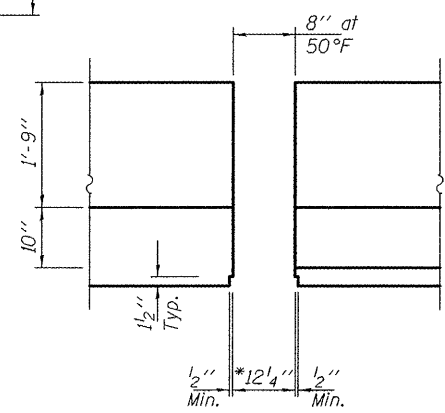


Note:
 Hatched areas indicate concrete sections to be removed and replaced. Perimeters of concrete removal areas shall be saw cut 3/4" prior to the removal of concrete.
 The Modular Expansion Joint at Hinge "B" shall have a total movement capability of 9 1/4".
 See sheet 4 of 9 for Parapet Details & d1(E) bars.
 In reference to Article 520.04 of the Standard Specifications, the expansion length handled by Hinge "B" located adjacent to Pier 7 is 589 feet. The expansion length handled by Hinge "B" located adjacent to Pier 9 is 438 feet.

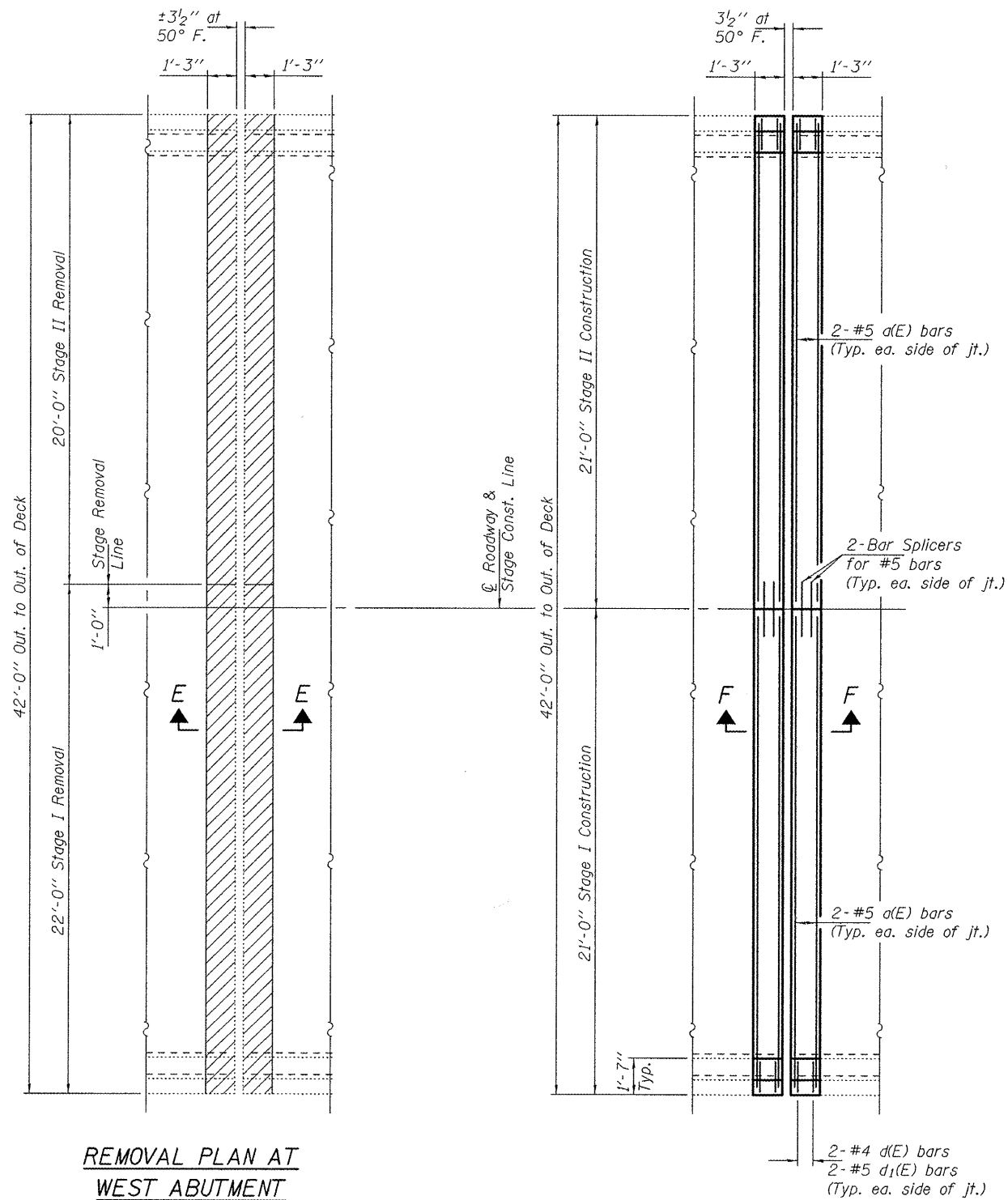


HINGE "B" BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	48	#5	20'-2"	—
d(E)	24	#4	2'-9"	—
d1(E)	24	#5	6'-1"	⊔
x2(E)	56	#4	3'-7"	⊔
Concrete Removal			Cu. Yd.	17.8
Concrete Superstructure			Cu. Yd.	15.4
Reinforcement Bars, Epoxy Coated			Pound	1480
Modular Expansion Joint, 10'			Foot	84



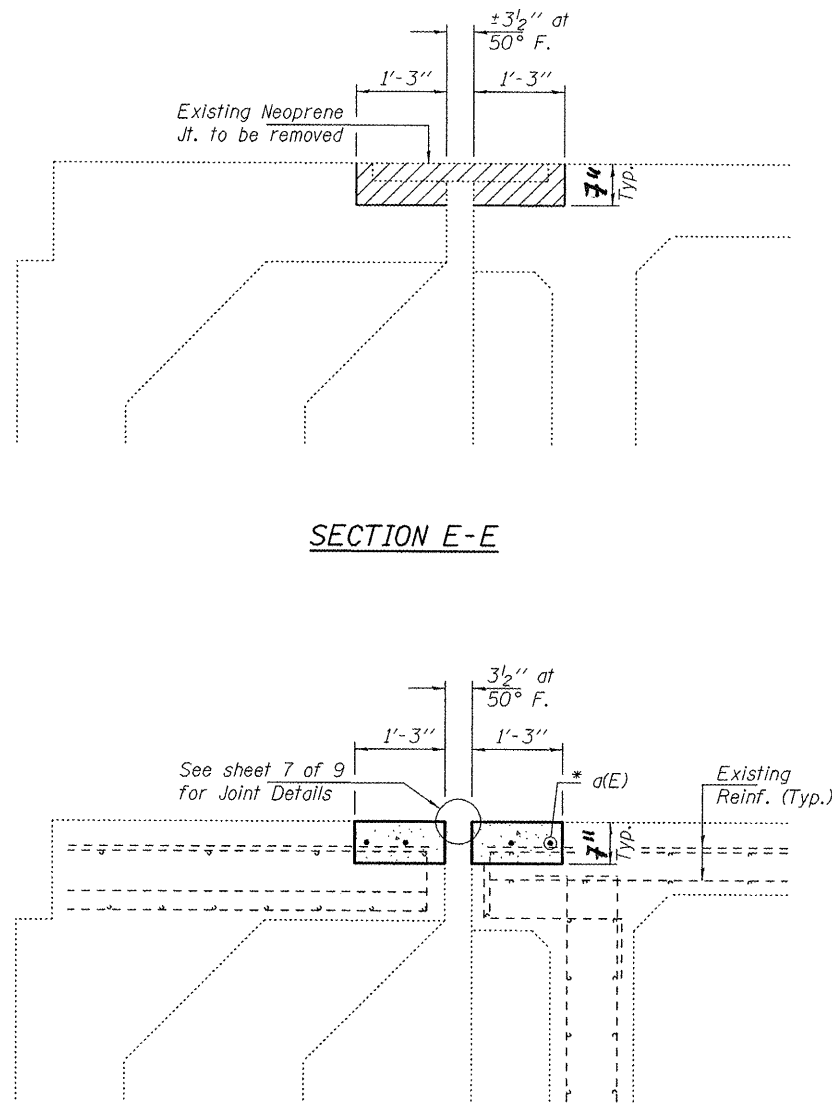
* Dimension for Modular Expansion Joint at 50°F.



REMOVAL PLAN AT WEST ABUTMENT

REPLACEMENT PLAN AT WEST ABUTMENT

Notes:
 Hatched areas indicate concrete sections to be removed and replaced.
 Perimeters of concrete removal areas shall be saw cut 3/4" prior to the removal of concrete.
 Extreme care shall be exercised in the removal of concrete due to the shallow slab depth from the web of the box girder out to the parapet.
 See sheet 4 of 9 for Parapet Details & d1(E) bars.



SECTION E-E

SECTION F-F

* The d(E) bar closest to the expansion joint shall be placed a minimum of 5" away from the edge of the joint opening.

WEST ABUTMENT BILL OF MATERIAL

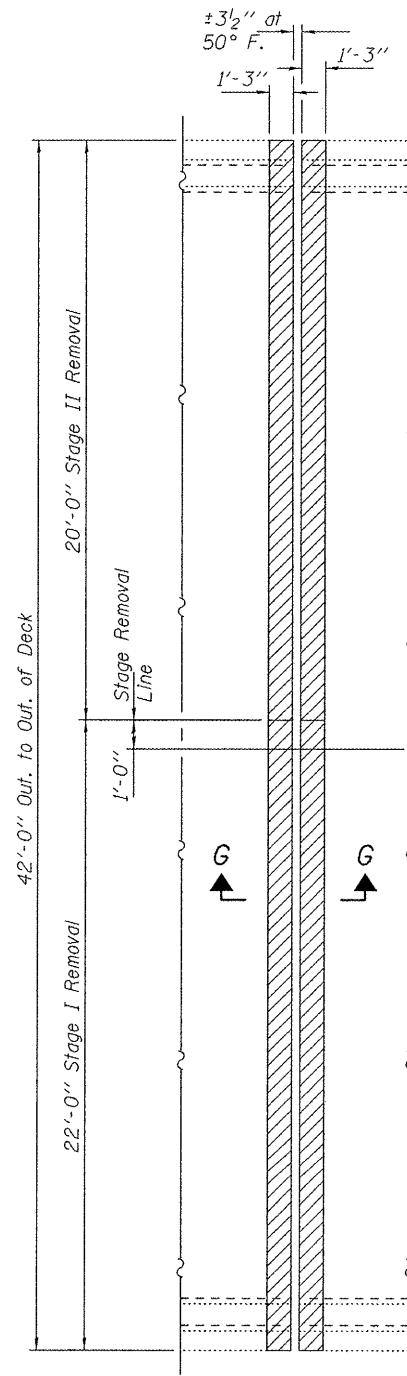
Bar	No.	Size	Length	Shape
d(E)	8	#5	20'-2"	—
d(E)	8	#4	2'-9"	—
d1(E)	8	#5	6'-1"	⊥
Concrete Removal			Cu. Yd.	2.0
Concrete Superstructure			Cu. Yd.	2.0
Reinforcement Bars, Epoxy Coated			Pound	240

DESIGNED - MKC	EXAMINED - <i>James F. Jaffe</i> ACTING ENGINEER OF STRUCTURAL SERVICES	DATE - OCTOBER 7, 2011
CHECKED - GGE	PASSED - <i>Carl R. ...</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	
DRAWN - Kyle M. Steffen		
CHECKED - MKC GGE		

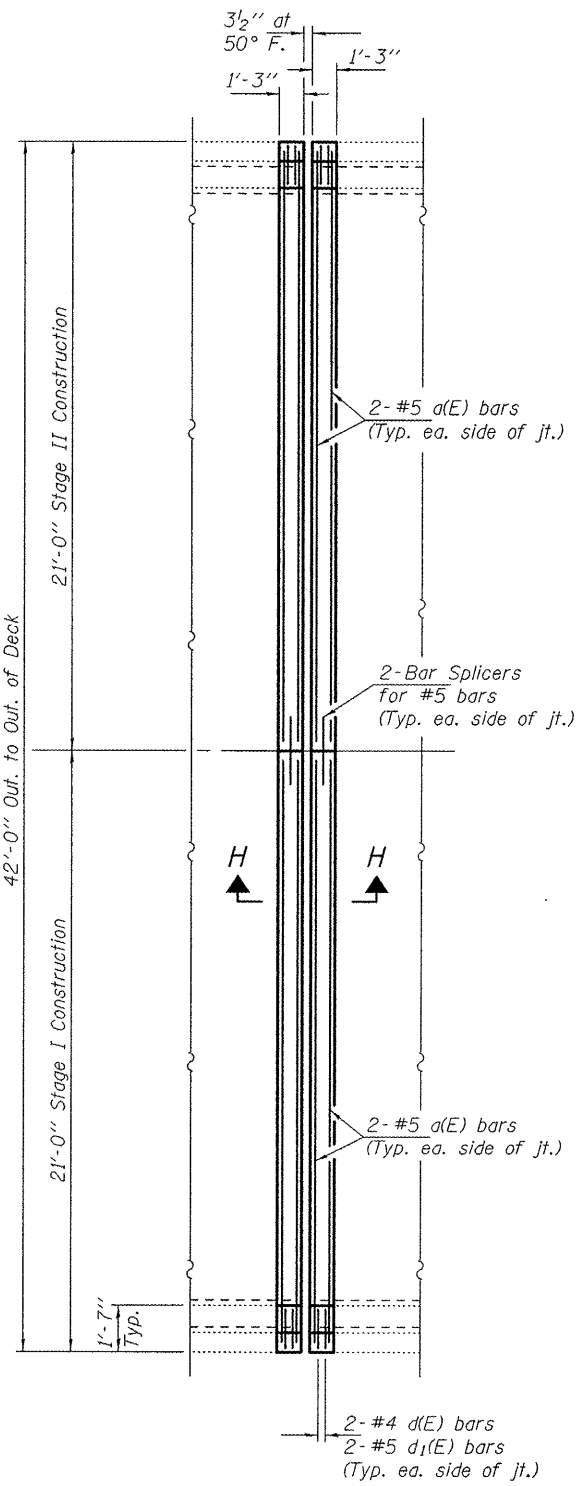
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

JOINT REMOVAL & REPLACEMENT DETAILS AT WEST ABUTMENT SN 075-0123 (W.B.)

F.A.I. RTE. 72	SECTION (75,86)BJR-1	COUNTY PIKE	TOTAL SHEETS 13	SHEET NO. 9
CONTRACT NO. 72E62			ILLINOIS FED. AID PROJECT	

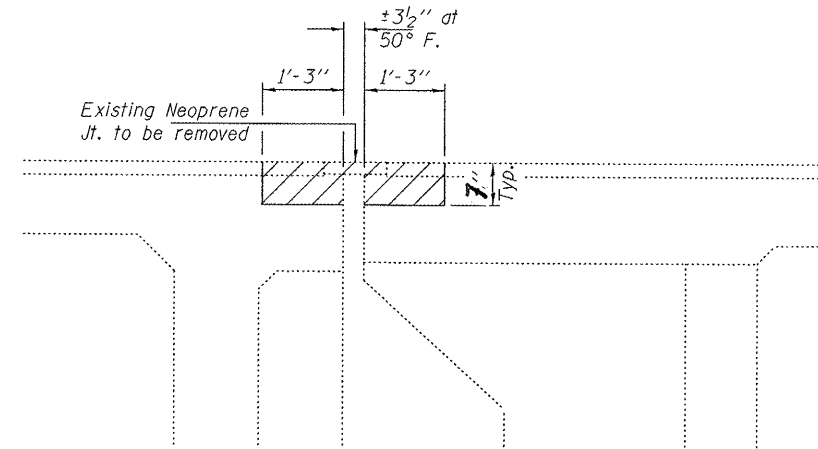


REMOVAL PLAN AT EAST ABUTMENT

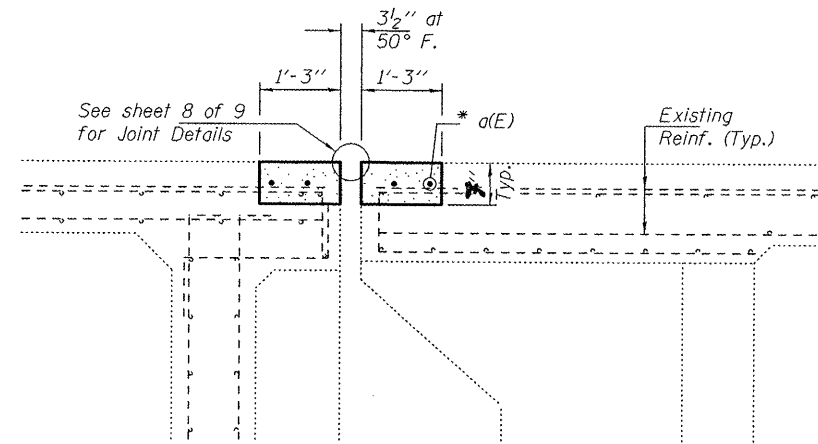


REPLACEMENT PLAN AT EAST ABUTMENT

Notes:
 Hatched areas indicate concrete sections to be removed and replaced. Perimeters of concrete removal areas shall be saw cut $\frac{3}{4}$ " prior to the removal of concrete.
 Extreme care shall be exercised in the removal of concrete due to the shallow slab depth from the web of the box girder out to the parapet. See sheet 4 of 9 for Parapet Details & d₁(E) bars.



SECTION G-G



SECTION H-H

* The d(E) bar closest to the expansion joint shall be placed a minimum of 5" away from the edge of the joint opening.

EAST ABUTMENT BILL OF MATERIAL

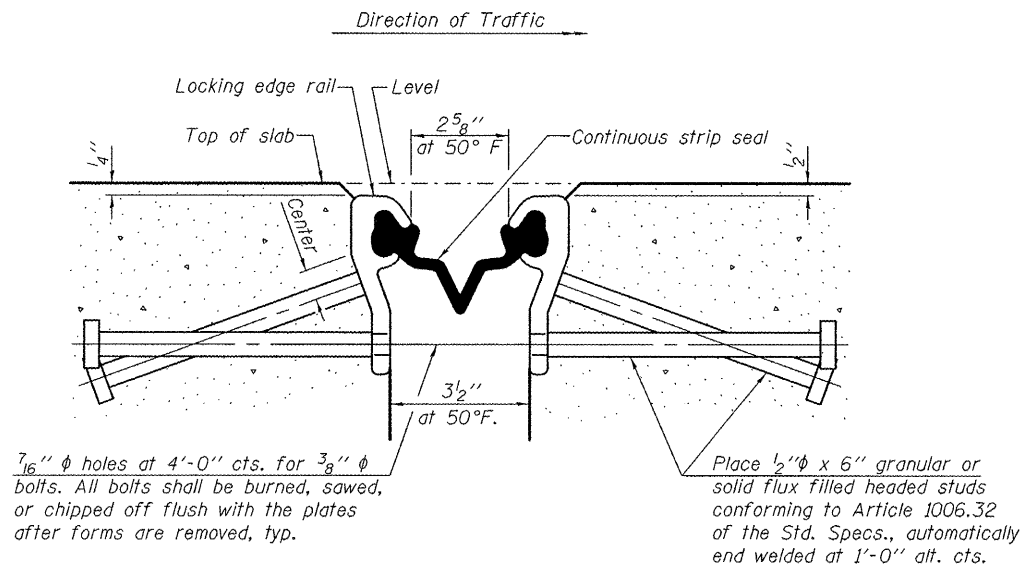
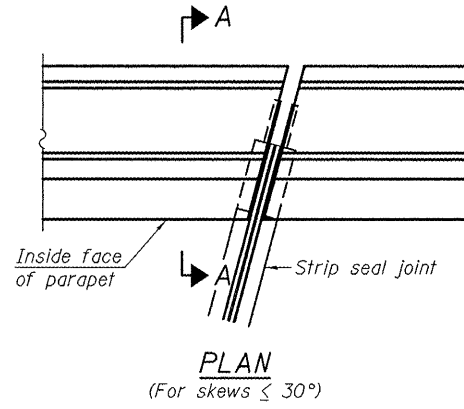
Bar	No.	Size	Length	Shape
d(E)	8	#5	20'-2"	—
d(E)	8	#4	2'-9"	—
d ₁ (E)	8	#5	6'-1"	⊥
Concrete Removal			Cu. Yd.	2.0
Concrete Superstructure			Cu. Yd.	2.0
Reinforcement Bars, Epoxy Coated			Pound	240

DESIGNED - MKC	EXAMINED - <i>James F. Jaffe</i>	DATE - OCTOBER 7, 2011
CHECKED - GGE	PASSED - ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - Kyle M. Steffen		
CHECKED - MKC GGE	PASSED - ACTING ENGINEER OF BRIDGES AND STRUCTURES	

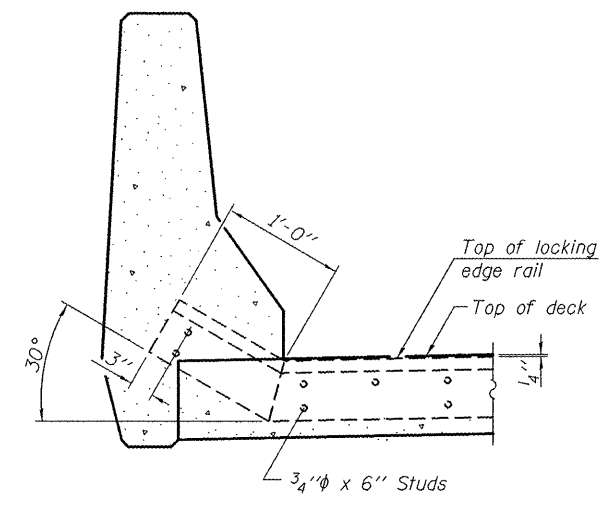
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

JOINT REMOVAL & REPLACEMENT DETAILS AT EAST ABUTMENT SN 075-0123 (W.B.)

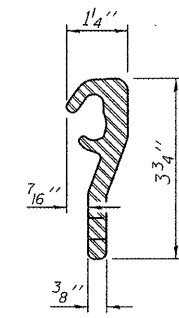
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75,86)BJR-1	PIKE	13	10
CONTRACT NO. 72E62				
ILLINOIS FED. AID PROJECT				



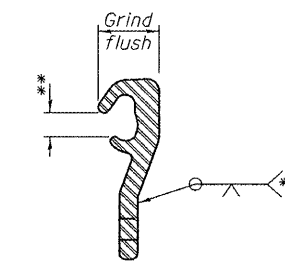
SECTION THRU STRIP SEAL JOINT



SECTION A-A



LOCKING EDGE RAIL



LOCKING EDGE RAIL SPLICE

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 5 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 at stage lines shall be 3/16", sealed with a suitable sealant.

Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.

The inside of the Locking Edge Rail groove shall be free of weld residue.

When calculating the required joint opening (see Article 520.04 of the Standard Specifications) for the joint at the West Abutment, the expansion length is 287 feet for the joint calculations.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	42

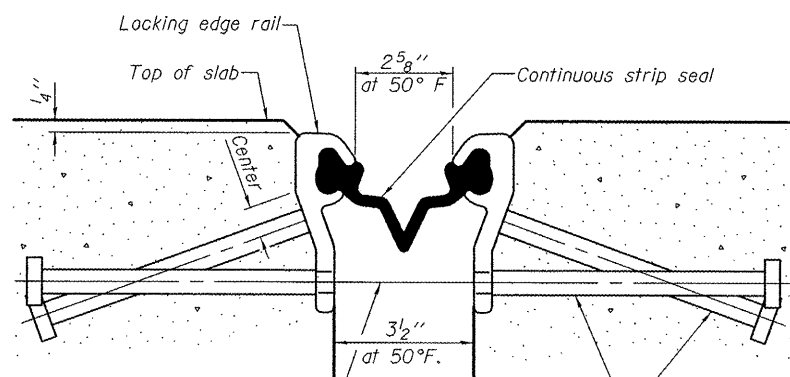
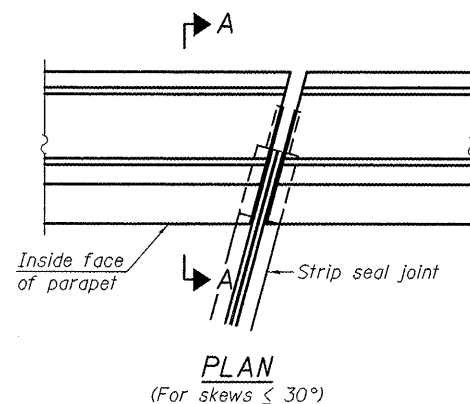
DESIGNED - MKC	EXAMINED	DATE - OCTOBER 7, 2011
CHECKED - GGE	<i>James F. Dill</i> ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - Kyle M. Steffen	PASSED	
CHECKED - MKC GGE	<i>Carl R. ...</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL DETAILS AT WEST ABUTMENT
SN 075-0123 (W.B.)

SHEET NO. 7 OF 9 SHEETS

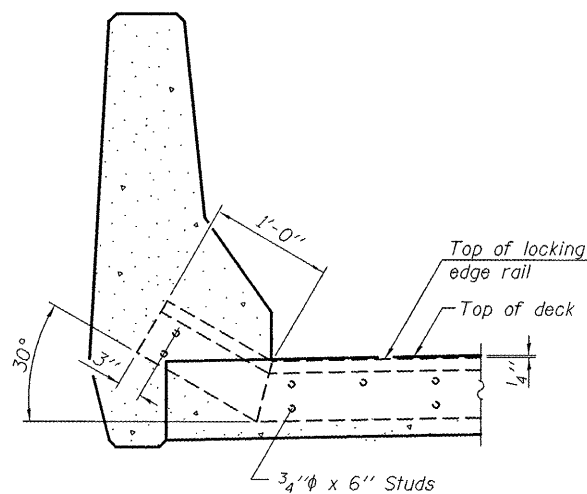
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75,86)BJR-1	PIKE	13	11
CONTRACT NO. 72E62			ILLINOIS FED. AID PROJECT	



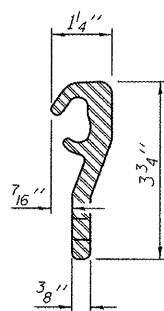
$\frac{7}{16}$ " ϕ holes at 4'-0" cts. for $\frac{3}{8}$ " ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

Place $\frac{1}{2}$ " ϕ x 6" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded at 1'-0" alt. cts.

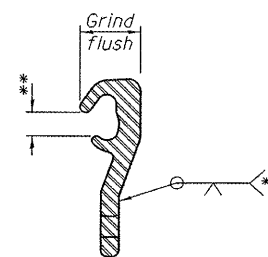
SECTION THRU STRIP SEAL JOINT



SECTION A-A



LOCKING EDGE RAIL



LOCKING EDGE RAIL SPLICE

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 5 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 at stage lines shall be $\frac{3}{16}$ ", sealed with a suitable sealant.

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

The inside of the Locking Edge Rail groove shall be free of weld residue.

When calculating the required joint opening (see Article 520.04 of the Standard Specifications) for the joint at the East Abutment, the expansion length is 290 feet for the joint calculations.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	42

DESIGNED - MKC
CHECKED - GGE
DRAWN - Kyle M. Steffen
CHECKED - MKC GGE

EXAMINED
PASSED
ACTING ENGINEER OF STRUCTURAL SERVICES
ACTING ENGINEER OF BRIDGES AND STRUCTURES

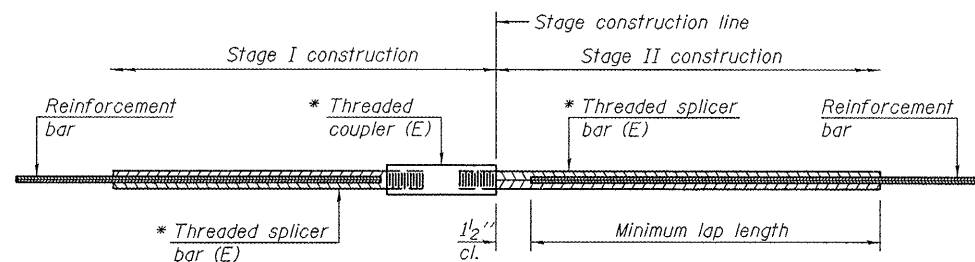
DATE - OCTOBER 7, 2011

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL DETAILS AT EAST ABUTMENT
SN 075-0123 (W.B.)

SHEET NO. 8 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75.86)BJR-1	PIKE	13	12
CONTRACT NO. T2E62				
ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

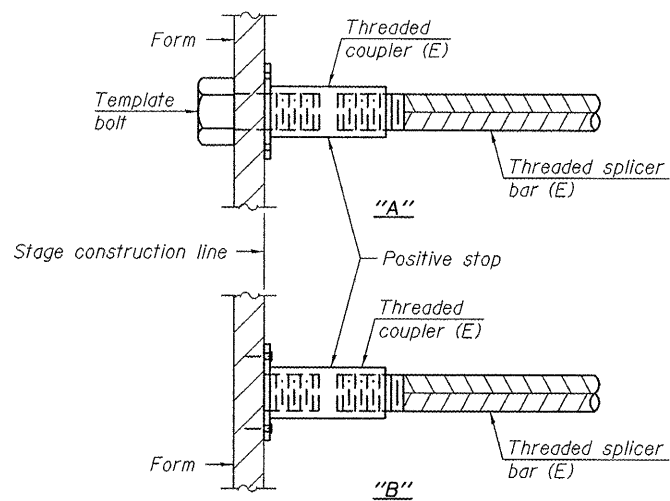
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

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

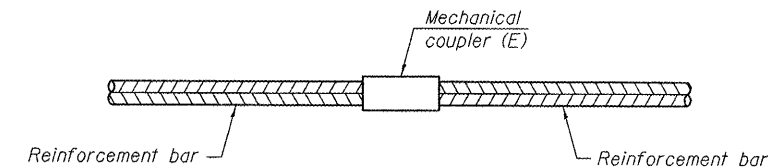
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Hinge "A"	#5	24	3
Hinge "B"	#5	24	3
West Abutment	#5	4	3
East Abutment	#5	4	3



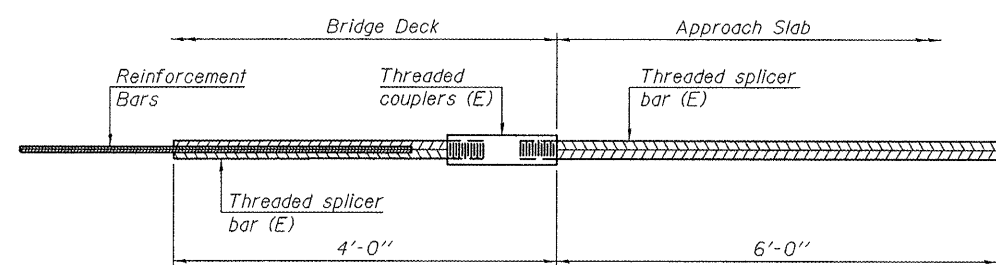
INSTALLATION AND SETTING METHODS

"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.



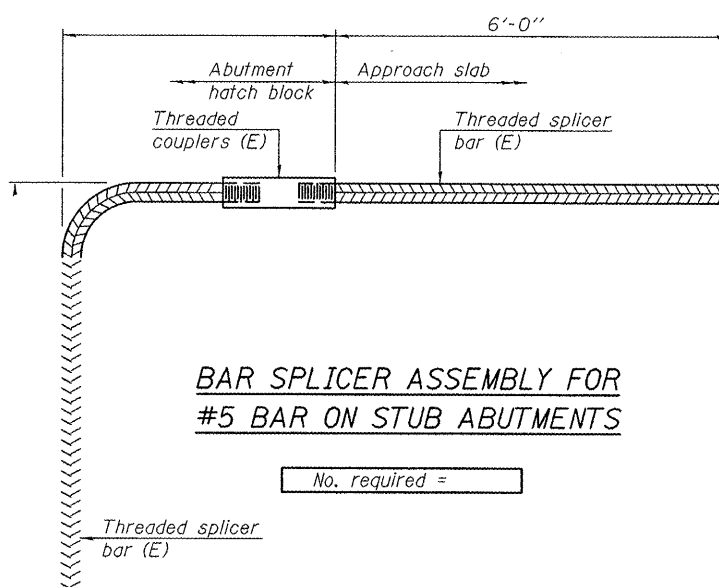
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. 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 special provision for Mechanical Splicers.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1 7-1-10

DESIGNED - MKC	EXAMINED	DATE - OCTOBER 7, 2011
CHECKED - GGE	PASSED	ACTING ENGINEER OF STRUCTURAL SERVICES
DRAWN - Kyle M. Steffen		
CHECKED - MKC GGE	ACTING ENGINEER OF BRIDGES AND STRUCTURES	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
SN 075-0123 (W.B.)

SHEET NO. 9 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75,86)BJR-1	PIKE	13	13
CONTRACT NO. T2E62			ILLINOIS FED. AID PROJECT	