

DESIGNER: CLARK JONES
PHONE: (309)671-3452

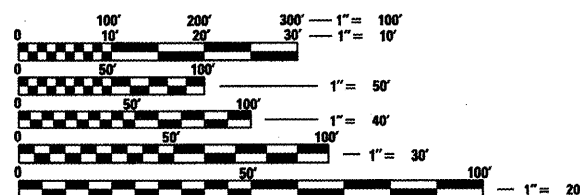
PROJECT ENGINEER: JIM MILLER
PHONE: (309)671-3451

INDEX OF SHEETS:

- 1. COVER SHEET
- 2. COMMITMENTS & GENERAL NOTES
- 3. SUMMARY OF QUANTITIES
- 4-5. TYPICAL SECTIONS
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- 19-20. D4 STANDARDS
- 21-26. REPAIR DETAILS

STANDARDS:

- 606306-03 701602-05
- 630001-09 701901-01
- 701101-02 704001-06
- 701106-02 780001-02
- 701411-07



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
1-800-992-0123
OR 811

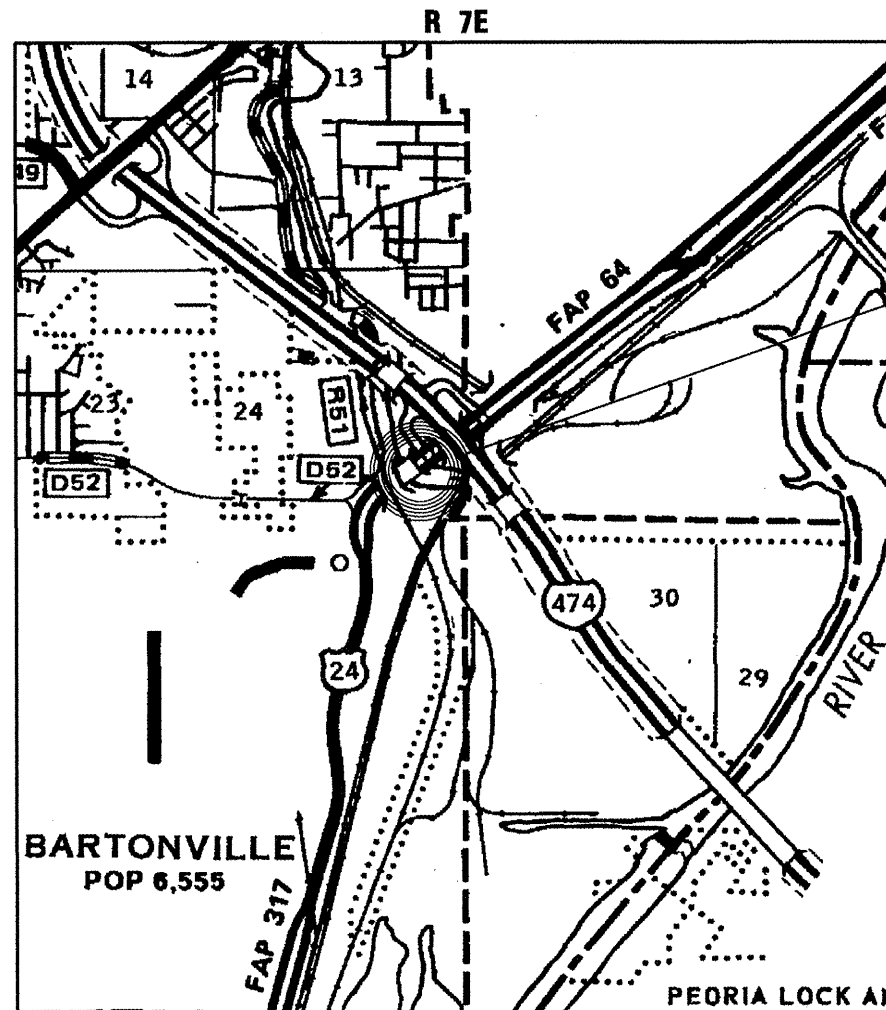
PROJECT ENGINEER- JIM MILLER

CONTRACT NO. 68995 CAT. NO. 034481-00D

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

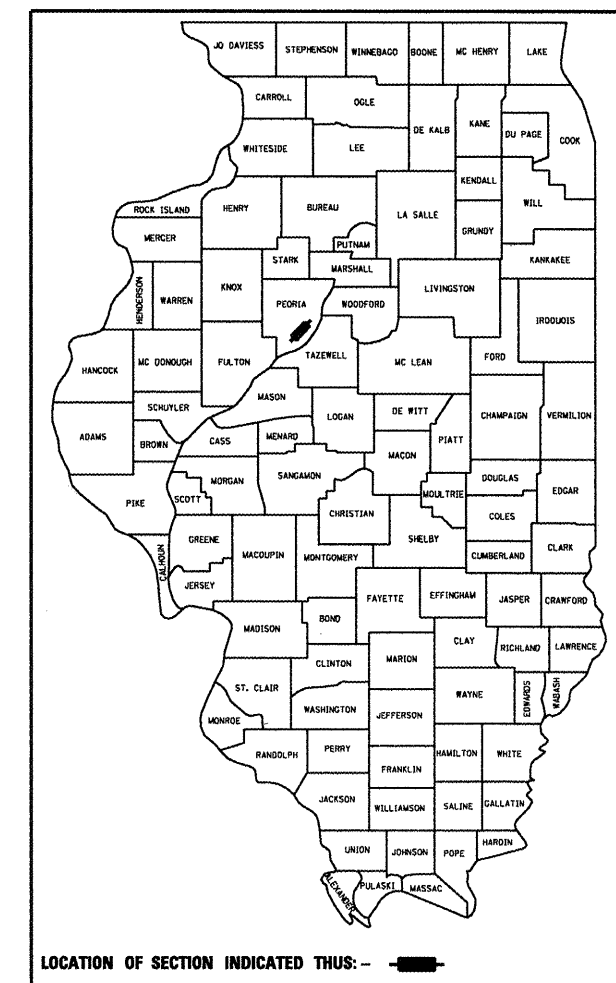
FAP 317 (US 24)
SECTION (48B)I-1
MISC. BRIDGE REPAIRS
PEORIA COUNTY
C-94-118-10



LOCATION MAP

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(48B)I-1	PEORIA	26	1
FED. ROAD DIST. NO. 4	ILLINOIS	CONTRACT NO. 68995		

D-94-061-10



SN.072-0134

PROJECT CONSISTS OF JOINT REPLACEMENT WITH STRIP SEAL, ABUTMENT BACKWALL CONCRETE REPAIR, AND BEARING REPLACEMENT ON EAST END OF STRUCTURE CARRYING US24 OVER KICKAPOO CREEK, (SN. 072-0134) BETWEEN I-474 AND BARTONVILLE.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *Jan 16* 20 *11*

[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

February 4 20 11
Scott E. Stitt P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

February 4 20 11
Christine M. Leedler
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

COMMITMENTS

No commitments have been made for this project.

GENERAL NOTES

Plan Elevations - U.S.G.S. Mean Sea Level Datum
Use one of the following two options.

1. All elevations shown on the plans are established from U.S.G.S. mean sea level datum.
2. All elevations shown refer to U.S.G.S. datum at mean sea level unless otherwise noted.

The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.

Expansion joint plates and attached bars shall be shop painted with the inorganic zinc rich primer.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 1/8" adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. For Type I Elastomeric Bearings, two 1/8" adjusting shims shall be provided for each bearing and placed as detailed.

JOB SPECIFIC NOTES

The Contractor shall verify limits of unsound concrete shown in plans prior to beginning backwall repairs. The perimeter of unsound concrete shall be saw-cut to a depth of one inch. The existing concrete within the saw-cut area shall be removed to an edge of sound concrete and a depth of at least one inch below the inside surface of the existing reinforcement bars. The existing reinforcement bars within the repair shall be cleaned. Damaged or deteriorated reinforcement bars shall be replaced prior to placement of concrete repair.

It may be necessary to remove the existing fiber optic conduit mounted on the outside of the north parapet wall in order to perform a saw-cutting operation on either side of the joint. Cost included with Concrete Removal. Caution must be used to avoid damages to the internal fiber optic circuit. Conduit and mounting must be replaced as found after completion of the joint replacement work. Any damages incurred or replacement materials needed during the completion of this project are the responsibility of the Contractor.

Work on this project shall not begin before July 4, 2011 or at any time that would restrict traffic flow before or during the holiday weekend. The only allowable exception would be the completion of Contract 68632 at this location, in which case, mobilization and pre-stage work for this project could begin as long as normal weekend traffic flow is not inhibited.

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PLOT SCALE = 103.7051' / IN.	CHECKED -	REVISED -	N.Abut. Rehab, Brgs./Jt. Repl.			CONTRACT NO. 68995				
PLOT DATE = 1/7/2011	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
			SCALE: _____			SHEET NO. ___ OF ___ SHEETS	STA. _____ TO STA. _____			

SUMMARY OF QUANTITIES

100% STATE BRIDGE-0014 PEORIA COUNTY

CODE NO.	ITEM	UNIT	URBAN	TOTAL
42001300	PROTECTIVE COAT	SQYD	52	52
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQFT	290	290
50102400	CONCRETE REMOVAL	CUYD	26.2	26.2
50300255	CONCRETE SUPERSTRUCTURE	CUYD	26.2	26.2
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	2710	2710
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	2160	2160
50800515	BAR SPLICERS	EACH	40	40
52000110	PREFORMED JOINT STRIP SEAL	FOOT	136	136
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	19	19
52100520	ANCHOR BOLTS, 1"	EACH	38	38
60624600	CORRUGATED MEDIAN	SQFT	290	290
63300575	REMOVE ^{AND} RE ERECT RAIL ELEMENT OF EXISTING GUARDRAIL	FOOT	12.5	12.5
67100100	MOBILIZATION	LSUM	1	1
70106800	CHANGEABLE MESSAGE SIGN	CALMO	2	2
* 70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	5500	5500
* 70300540	PAVEMENT MARKING TAPE, TYPE III 6"	FOOT	400	400
* 70300560	PAVEMENT MARKING TAPE, TYPE III 12"	FOOT	50	50
70301000	WORKZONE PAVEMENT MARKING REMOVAL	SQFT	1900	1900
70400100	TEMPORARY CONCRETE BARRIER	FOOT	350	350
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	112.5	112.5
* 78005110	PAVEMENT EPOXY MARKING - LINE 4"	FOOT	1000	1000
* 78005130	PAVEMENT EPOXY MARKING - LINE 6"	FOOT	320	320

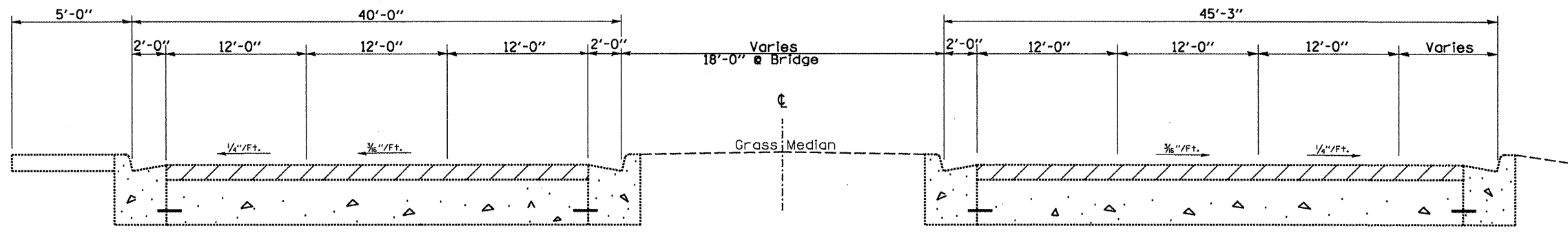
100% STATE BRIDGE-0014 PEORIA COUNTY

CODE NO.	ITEM	UNIT	URBAN	TOTAL
* 78005150	PAVEMENT EPOXY MARKING - LINE 12"	FOOT	50	50
78300100	PAVEMENT MARKING REMOVAL	SQFT	500	500
X4403300	CONCRETE MEDIAN REMOVAL	SQFT	290	290
X5091755	PARAPET RAILING, SPECIAL	FOOT	40	40
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1
* X7200201	WIDTH RESTRICTION SIGNING	LSUM	1	1
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	19	19
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQFT	110.25	110.25
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQFT	19.5	19.5
Z0030240	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	EACH	3	3
Z0030340	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 2	EACH	3	3

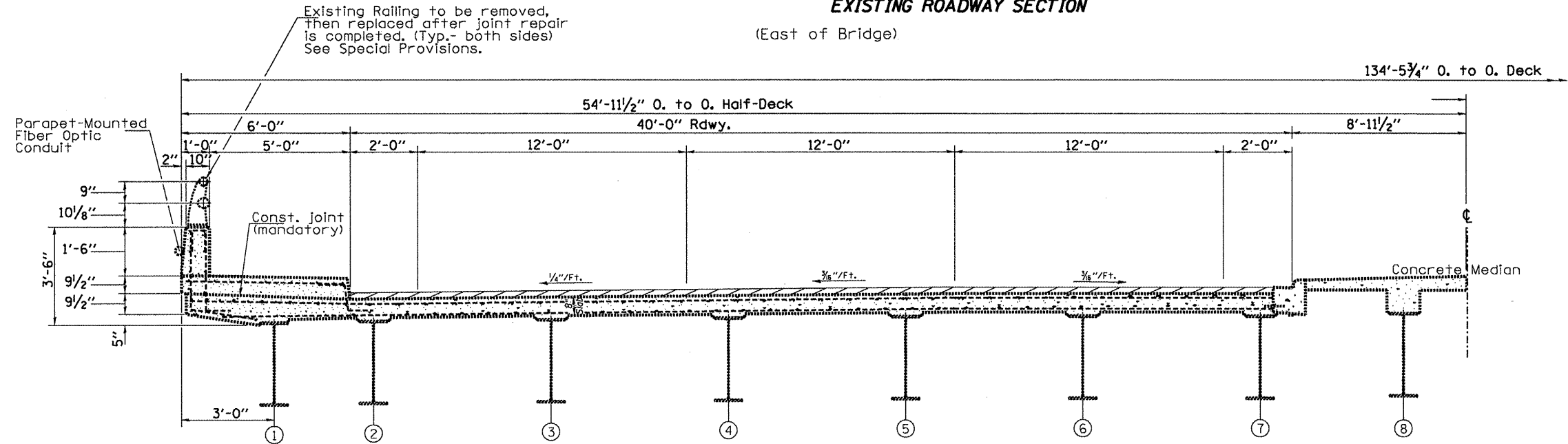
* SPECIALTY ITEM

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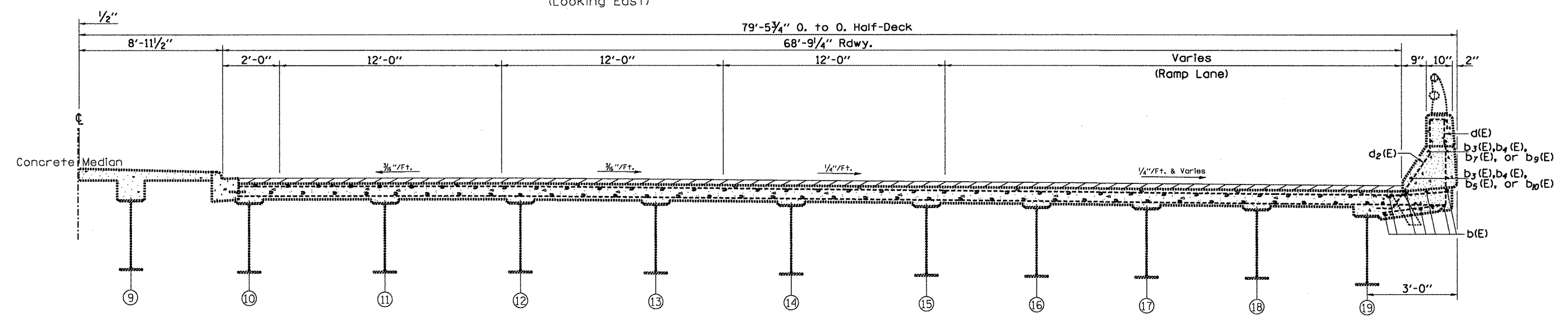
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PLOT SCALE = 103.7851' / IN.	CHECKED -	DRAWN - C JONES	REVISED -	SCALE: _____	SHEET NO. ____ OF ____ SHEETS	N.Abut. Rehab. Brgs./Jt. Repl. CONTRACT NO. 68995				
PLOT DATE = 1/14/2011	DATE = 12/23/2010	REVISED -	REVISED -	ILLINOIS FED. AID PROJECT						



EXISTING ROADWAY SECTION
(East of Bridge)



WB. ROADWAY AT EAST JOINT
(Looking East)



EB. ROADWAY AT EAST JOINT
(Looking East)

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	PLOT DATE = 1/7/2011	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 10/20/2010	REVISED -									

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DESIGNED - I.J.L.	EXAMINED	DATE - February 3, 2011	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	<u>ABUTMENT CONCRETE REPLACEMENT</u> SN 072-0134	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - A.T.H.	PASSED <i>James F. [Signature]</i> ACTING ENGINEER OF STRUCTURAL SERVICES	ILLINOIS FED. AID PROJECT			317	(48B)I-1	Peoria	26	5
DRAWN - Drew Christopher					CONTRACT NO. 68995				
CHECKED - I.J.L. A.T.H.					ILLINOIS FED. AID PROJECT				

SLT-94-001-10

SCHEDULE OF QUANTITIES

PROTECTIVE COAT

LOCATION	SQYD
N. & S. Parapet Walls Repl. Concrete Surface of Concrete Joint Blocks	7.2 44.8
TOTAL	52

MEDIAN REM. PARTIAL DEPTH

LOCATION	SQFT
Sta.187+72 Rt.60.5' to 191+67 Rt.62'	290
TOTAL	290

CONCRETE REMOVAL

LOCATION	CUYD
East Joint	25.2
TOTAL	25.2

CONCRETE SUPERSTRUCTURE

LOCATION	CUYD
East Joint	25.2
TOTAL	25.2

FURNISHING & ERECTING STRUCTURAL STEEL

LOCATION	Pound
East Joint	2710
TOTAL	2710

REINFORCEMENT BARS, EPOXY COATED

LOCATION	Pound
East Joint Replacement	2160
TOTAL	2160

BAR SPLICERS

LOCATION	EACH
East Joint Replacement	40
TOTAL	40

PREFORMED JOINT STRIP SEAL

LOCATION	FOOT
East Joint, Sidewalk, & Parapets	136
TOTAL	136

ELASTOMERIC BEARING ASSEMBLY, TYPE 2

LOCATION	EACH
East Abutment	19
TOTAL	19

ANCHOR BOLTS, 1"

LOCATION	EACH
East Abutment Bearing Mounts	38
TOTAL	38

CORRUGATED MEDIAN

LOCATION	SQFT
Sta.187+72 Rt.60.5' to 191+67 Rt.62'	290
TOTAL	290

REM & RE-ERECT RAIL ELEMENT OF EXISTING GUARDRAIL

LOCATION	FOOT
Face of North Parapet	12.5
TOTAL	12.5

MOBILIZATION

LOCATION	LSUM
Jobsite: SN.072-0134	1
TOTAL	1

CHANGEABLE MESSAGE SIGN

LOCATION	CALMO
Jobsite: SN.072-0134	2
TOTAL	2

PAVMT. MRKG. TAPE, TYPE 3, 4"

LOCATION	FOOT
Jobsite - SN.072-0134	5500
TOTAL	5500

PVMT. MRKG. TAPE, TYPE 3, 6"

LOCATION	FOOT
Jobsite - SN.072-0134	400
TOTAL	400

PVMT. MRKG. TAPE, TYPE 3, 12"

LOCATION	FOOT
Median Intro @ Exit I-474 Ramp	50
TOTAL	50

WORKZONE PVMT. MRKG. REM.

LOCATION	SQFT
Jobsite - SN.072-0134	1900
TOTAL	1900

TEMP. CONC. BARRIER

LOCATION	FOOT
EB. Traffic Control	225
WB. Traffic Control	125
TOTAL	350

RELOCATE TEMP. CONC. BARRIER

LOCATION	FOOT
EB. Traffic Control	112.5
TOTAL	112.5

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PLOT SCALE = 1/8" = 1'-0" / IN.		DRAWN - C JONES		SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____		N.Abut. Rehab. Brgs./Jt. Repl.		CONTRACT NO. 68995 ILLINOIS FED. AID PROJECT		
PLOT DATE = 1/14/2011		CHECKED -								
		DATE = 12/28/2010								
		REVISED -								
		REVISED -								
		REVISED -								

SCHEDULE OF QUANTITIES

EPOXY PVMT. MRKG.-LINE 4"

LOCATION	FOOT
Jobsite - SN.072-0134	1000
TOTAL	1000

EPOXY PVMT. MRKG.-LINE 6"

LOCATION	FOOT
Jobsite - SN.072-0134	320
TOTAL	320

EPOXY PVMT. MRKG.-LINE 12"

LOCATION	FOOT
Median Intro @ I-474 Exit Ramp	50
TOTAL	50

PVMT. MRKG. REMOVAL

LOCATION	SQFT
Jobsite - SN.072-0134	500
TOTAL	500

CONCRETE MEDIAN REMOVAL

LOCATION	SQFT
Jobsite - SN.072-0134	290
TOTAL	290

PARAPET RAILING, SPECIAL

LOCATION	FOOT
North Parapet	40
TOTAL	40

TRAFFIC CONTROL & PROT. SPECIAL

LOCATION	LSUM
Jobsite - SN.072-0134	1
TOTAL	1

WIDTH RESTRICTION SIGNING

LOCATION	LSUM
Jobsite - SN.072-0134	1
TOTAL	1

JACK & REMOVE EXIST. BRGS.

LOCATION	EACH
East Joint	19
TOTAL	19

STRUCT. REP. OF CONC. =< 5" DEPTH

LOCATION	SQFT
East Abutment	110.25
TOTAL	110.25

STRUCT. REP. OF CONC. > 5" DEPTH

LOCATION	SQFT
East Abutment	19.5
TOTAL	19.5

IMPACT ATTENUATORS, TEMP.

(NRD, TEST LEVEL 2

LOCATION	EACH
Jobsite - SN.072-0134	3
TOTAL	3

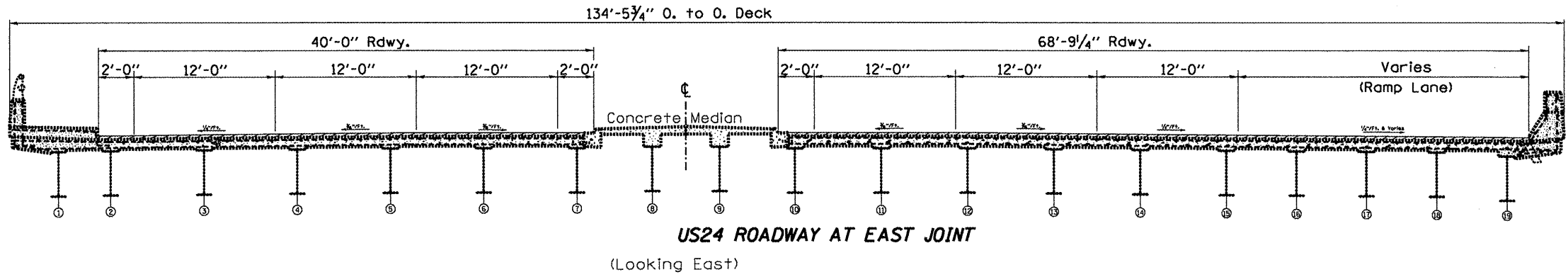
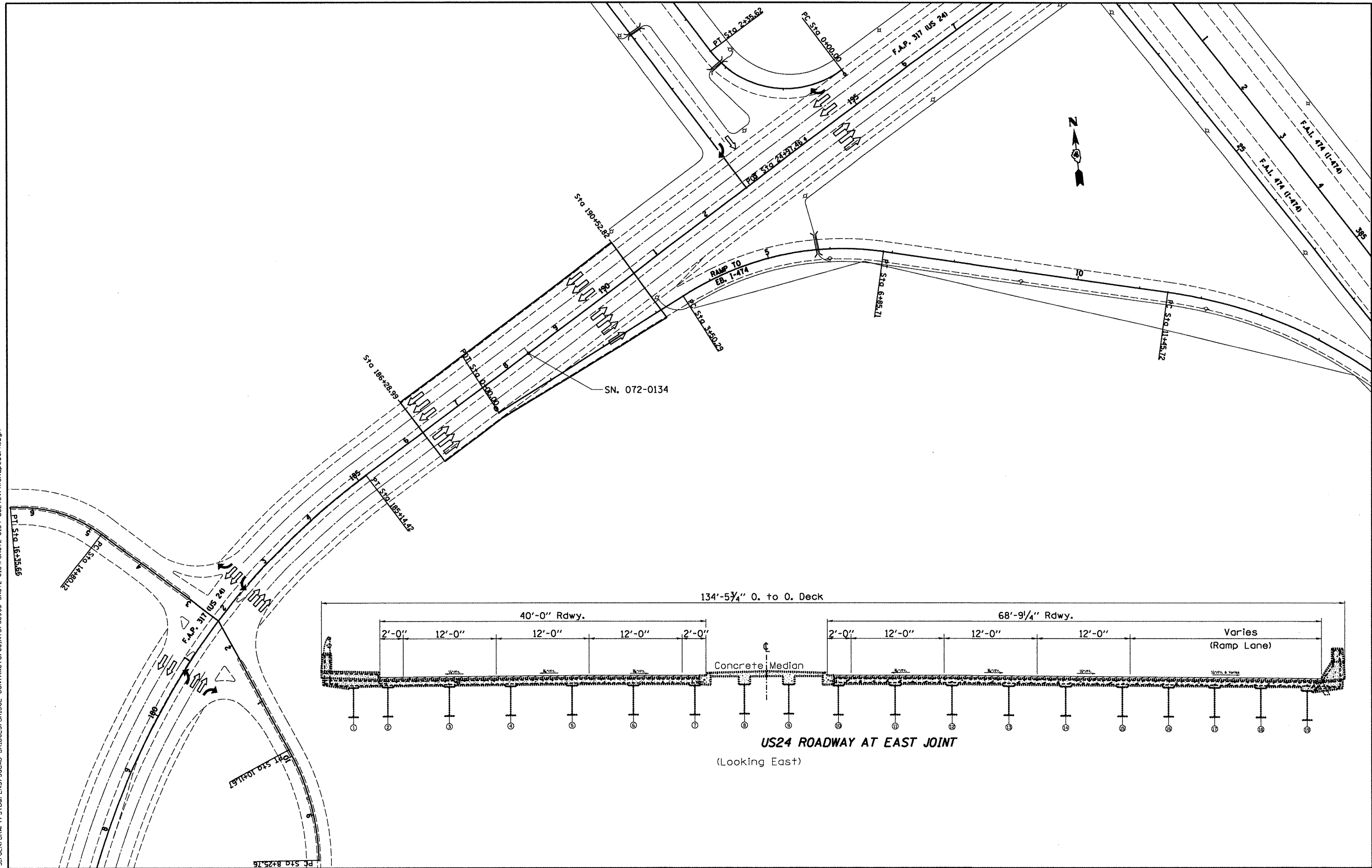
IMPACT ATTENUATORS, RELOCATE

(NRD, TEST LEVEL 2

LOCATION	EACH
Jobsite - SN.072-0134	3
TOTAL	3

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	PLOT SCALE = 183.7051' / IN.	DRAWN - C JONES	REVISED - -----			N.Abut. Rehab. Brgs./Jt. Repl.	CONTRACT NO. 68995		ILLINOIS FED. AID PROJECT			
	PLOT DATE = 1/10/2011	CHECKED - ----	REVISED - -----			SCALE: -----	SHEET NO. -- OF -- SHEETS	STA. ----- TO STA. -----				
		DATE - 12/28/2010	REVISED - -----									



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FILE NAME = SN072-0134 US24vrKicakapooCrk.dgn
 USER NAME = jonesc

DESIGNED - C JONES
 DRAWN - C JONES
 CHECKED -
 DATE -

REVISIONS:
 REVISION NO. | DATE | REVISION
 1 | |
 2 | |
 3 | |
 4 | |
 5 | |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL LAYOUT
 STRUCTURE NO. 072-0134**

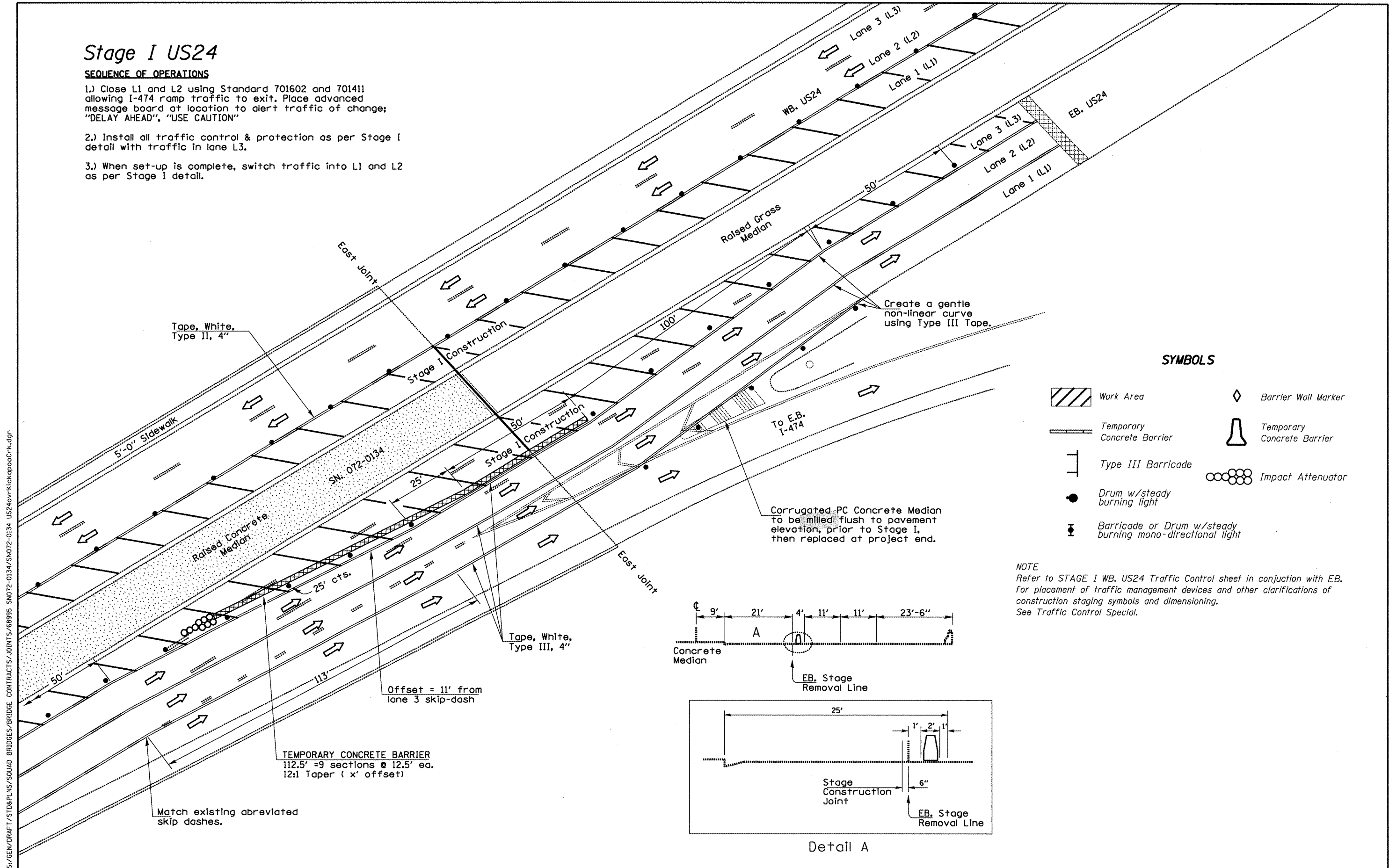
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F.A.P. RTE. 317	SECTION (488)I-1	COUNTY PEORIA	TOTAL SHEETS 26	SHEET NO. 8
N.Abut. Rehab. Brgs./Jt. Repl.			CONTRACT NO. 68995	
ILLINOIS FED. AID PROJECT				









Stage I US24

SEQUENCE OF OPERATIONS

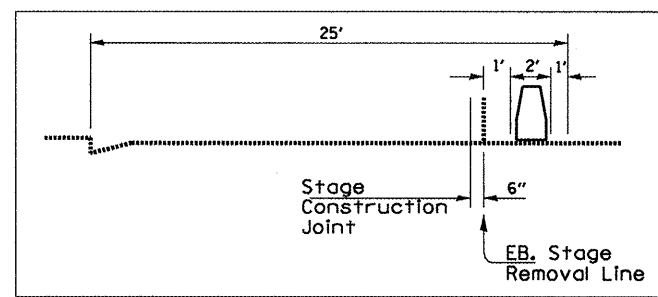
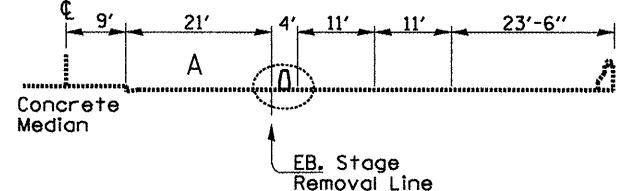
- 1.) Close L1 and L2 using Standard 701602 and 701411 allowing I-474 ramp traffic to exit. Place advanced message board at location to alert traffic of change; "DELAY AHEAD", "USE CAUTION"
- 2.) Install all traffic control & protection as per Stage I detail with traffic in lane L3.
- 3.) When set-up is complete, switch traffic into L1 and L2 as per Stage I detail.



SYMBOLS

-  Work Area
-  Barrier Wall Marker
-  Temporary Concrete Barrier
-  Temporary Concrete Barrier
-  Type III Barricade
-  Impact Attenuator
-  Drum w/ steady burning light
-  Barricade or Drum w/ steady burning mono-directional light

NOTE
Refer to STAGE I WB. US24 Traffic Control sheet in conjunction with EB. for placement of traffic management devices and other clarifications of construction staging symbols and dimensioning. See Traffic Control Special.



Detail A

S:\GEN\DRAW\STD&PLNS\SQUAD BRIDGES\BRIDGE CONTRACTS\JOINTS\68995 SN072-0134\SN072-0134 US24vrvKickapooCrk.dgn

FILE NAME = SN072-0134 US24vrvKickapooCrk.dgn	USER NAME = jonesoc	DESIGNED - D HOFFMAN	REVISED -
		DRAWN - C JONES	REVISED -
		CHECKED -	REVISED -
		DATE - 12/30/2010	REVISED -
PLOT SCALE = 1/83.7051" / IN.			
PLOT DATE = 1/14/2011			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

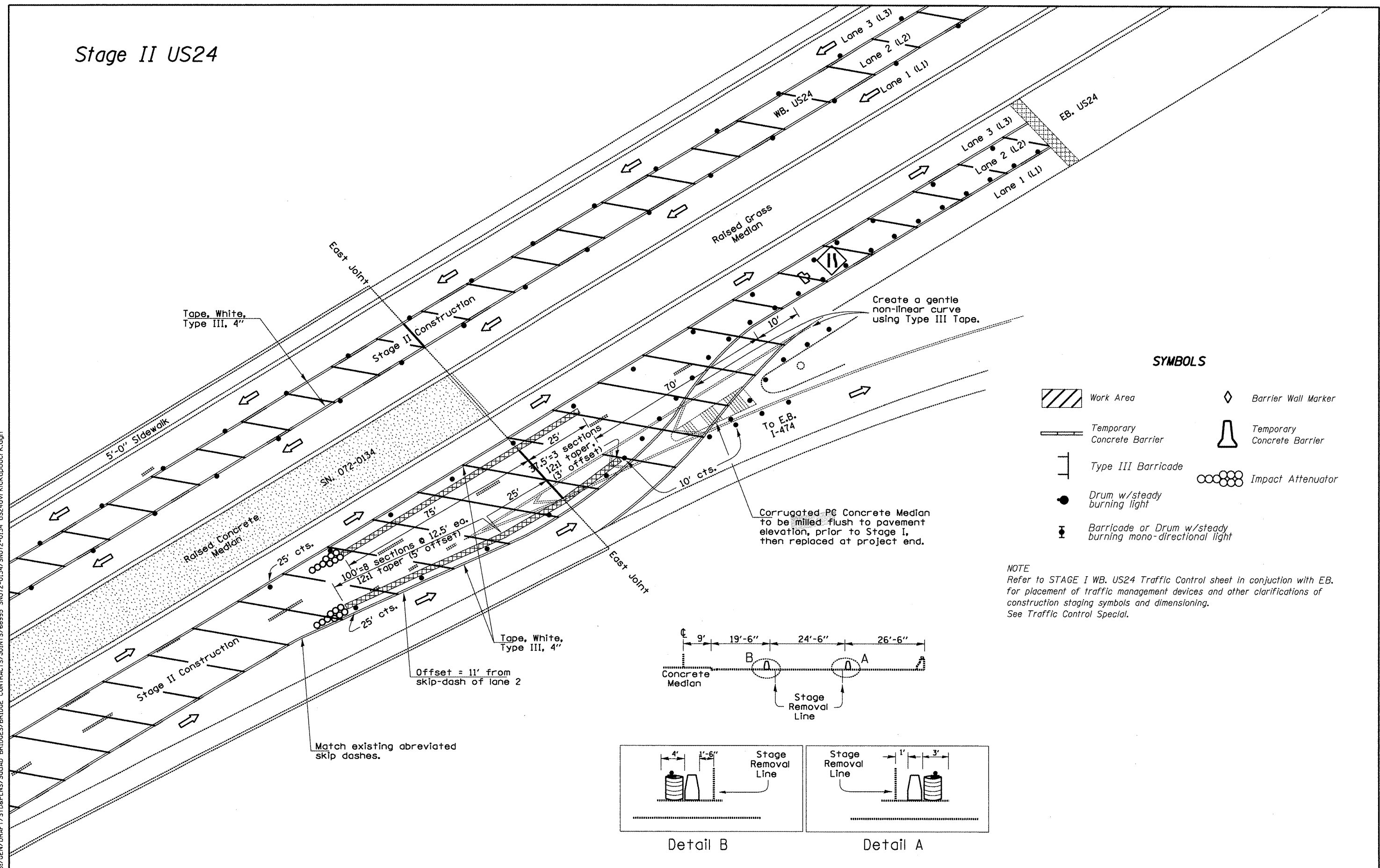
**TRAFFIC CONTROL
STRUCTURE NO. 072-0134**

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






F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(48B)I-1	PEORIA	26	9
N.Abut. Rehab. Brgs./Jt. Repl.		CONTRACT NO. 68995		
ILLINOIS FED. AID PROJECT				

Stage II US24

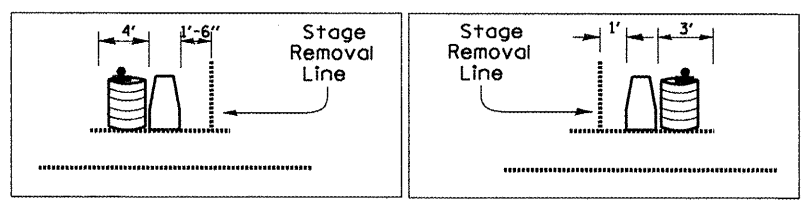
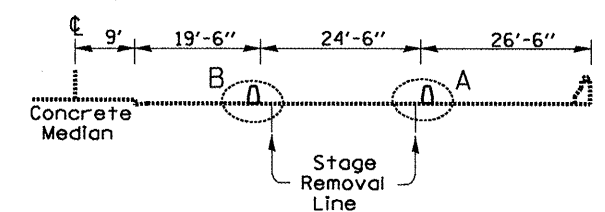
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SYMBOLS

-  Work Area
-  Temporary Concrete Barrier
-  Type III Barricade
-  Drum w/steady burning light
-  Barricade or Drum w/steady burning mono-directional light
-  Barrier Wall Marker
-  Temporary Concrete Barrier
-  Impact Attenuator

NOTE
Refer to STAGE I WB, US24 Traffic Control sheet in conjunction with EB, for placement of traffic management devices and other clarifications of construction staging symbols and dimensioning. See Traffic Control Special.



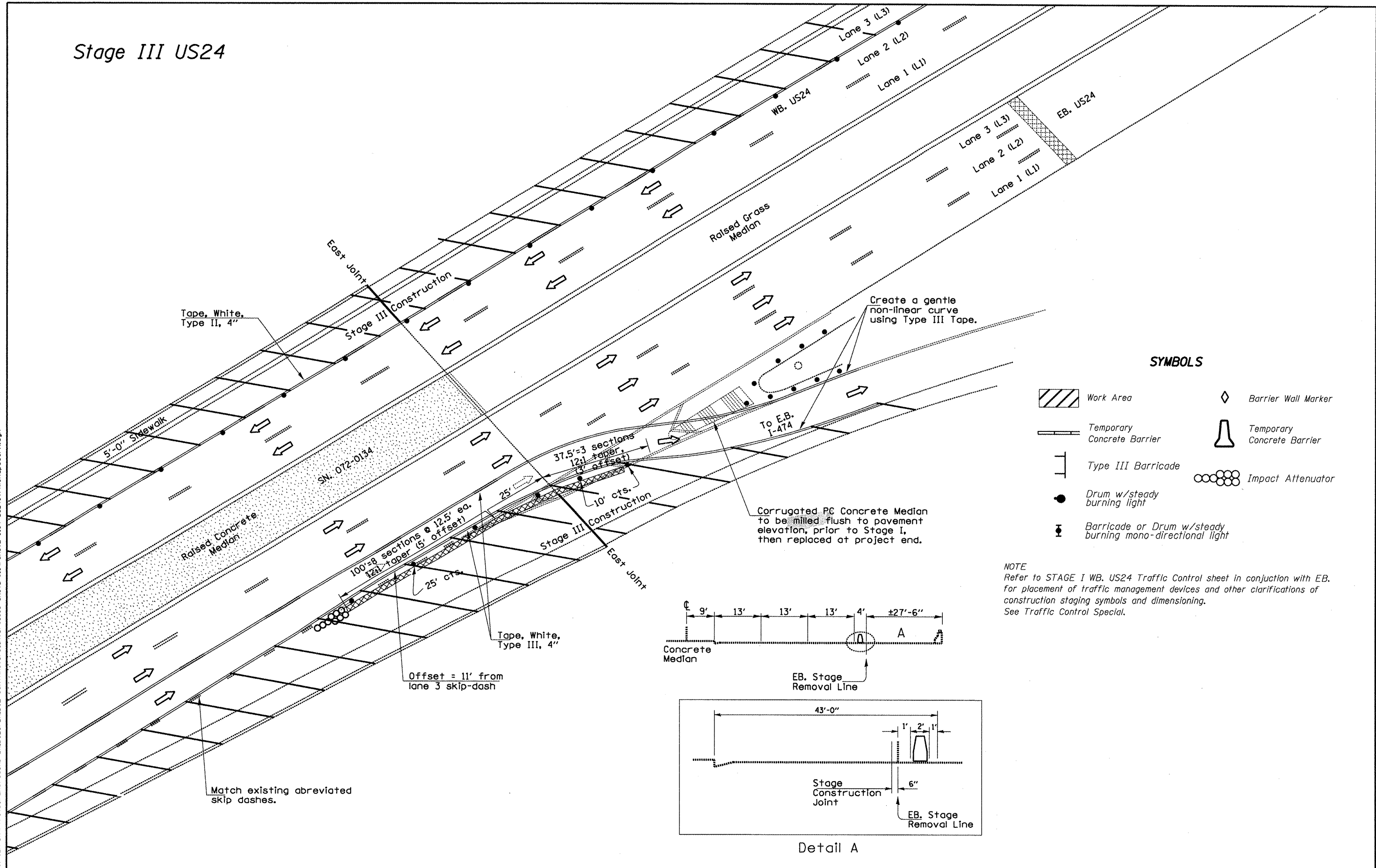
Detail B

Detail A









FILE NAME = SN072-0134 US24ovrKiccapooCrk.dgn	USER NAME = jonesce	DESIGNED - D HOFFMAN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL STRUCTURE NO. 072-0134	F.A.P. RTE. 317	SECTION (48B)I-1	COUNTY PEORIA	TOTAL SHEETS 26	SHEET NO. 10
PLOT SCALE = 1/83.7891" / IN.	CHECKED -	DATE - 12/30/2010	REVISOR -	SCALE: _____	SHEET NO. _____ OF _____ SHEETS	N.Abut. Rehab, Brgs./Jt. Repl.		CONTRACT NO. 68995		
PLOT DATE = 1/14/2011				ILLINOIS FED. AID PROJECT						

Stage III US24

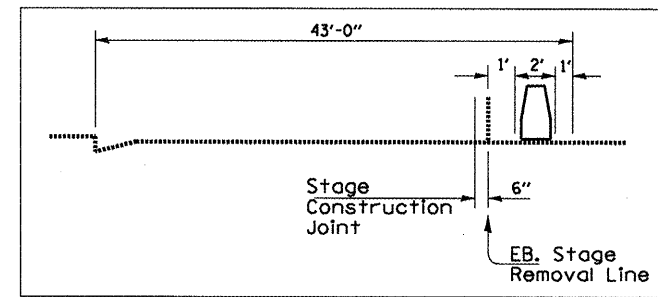
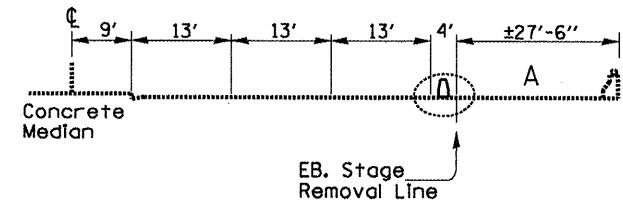
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SYMBOLS

-  Work Area
-  Temporary Concrete Barrier
-  Type III Barricade
-  Drum w/steady burning light
-  Barricade or Drum w/steady burning mono-directional light
-  Barrier Wall Marker
-  Temporary Concrete Barrier
-  Impact Attenuator

NOTE
Refer to STAGE I WB. US24 Traffic Control sheet in conjunction with EB. for placement of traffic management devices and other clarifications of construction staging symbols and dimensioning. See Traffic Control Special.



Detail A

FILE NAME = SN072-0134 US24vrrKickapooCrk.dgn	USER NAME = jonesce	DESIGNED - D HOFFMAN	REVISED -
		DRAWN - C JONES	REVISED -
		CHECKED -	REVISED -
		DATE - 12/30/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL
STRUCTURE NO. 072-0134**

SCALE: _____ SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____

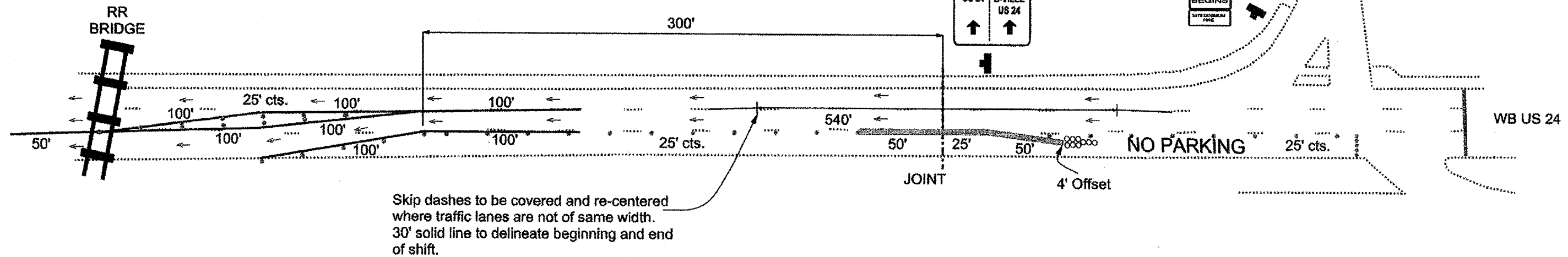
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(48B)1-1	PEORIA	26	11
N.Abut. Rehab. Brgs./Jt. Repl.		CONTRACT NO. 68995		
(ILLINOIS) FED. AID PROJECT				

Stage 1- Westbound US 24

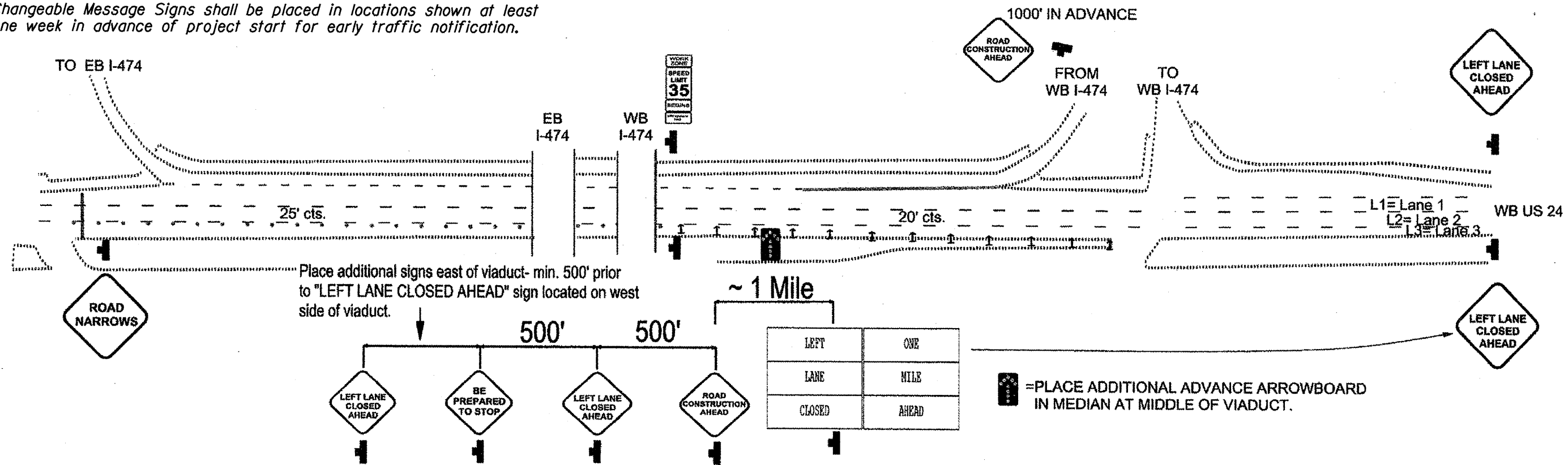
General Notes

- Pavement Marking Tape Type III-4" White- 870 ft
- Pavement Marking Tape Type III-6" Black- 60 ft
- Work Zone Pavement Marking Removal- 290 sq ft
- Temporary Concrete Barrier-125 ft
- Attenuator - Test Level 2 NRD- 1
- Changeable Message Board-1
- Arrow Board- 2

Delineation devices shall be lit with mono-directional lights at centers shown.
 Type III 6" Black Tape shall be acceptable for temporarily covering conflicting markings.
 Traffic control shall be as shown and shall be paid as TRAFFIC CONTROL AND PROTECTION (SPECIAL) unless covered by specific pay items.



NOTES:
 Changeable Message Signs shall be placed in locations shown at least one week in advance of project start for early traffic notification.



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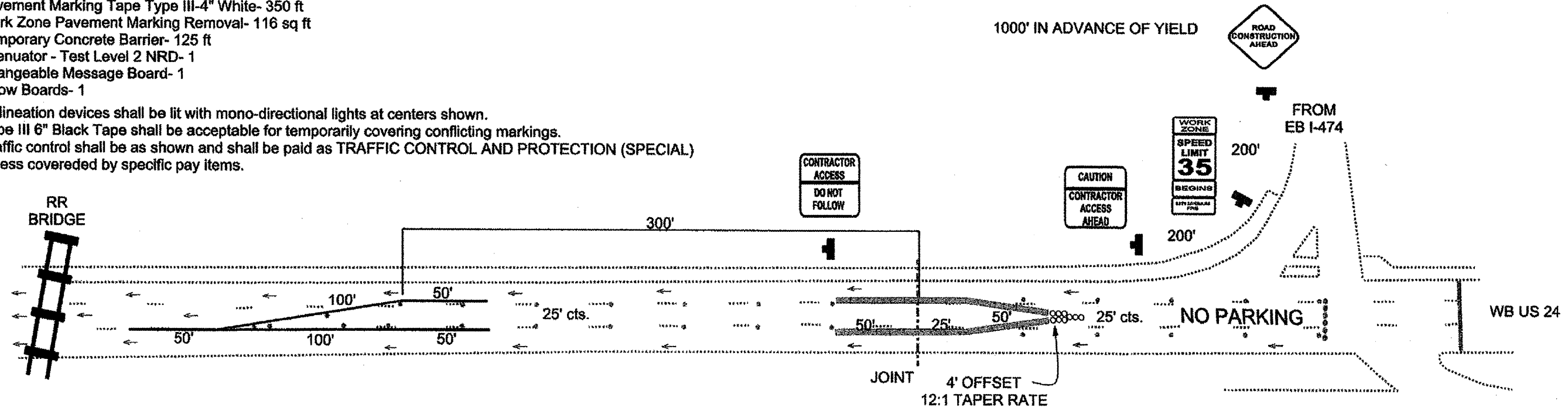
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PLOT SCALE = 1/83.7051" / IN.	CHECKED -	DATE - 12/30/2010	REVISED -		SCALE: _____	SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____	CONTRACT NO. 68995				
PLOT DATE = 1/11/2011	DATE -	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT							

Stage 2- Westbound US 24

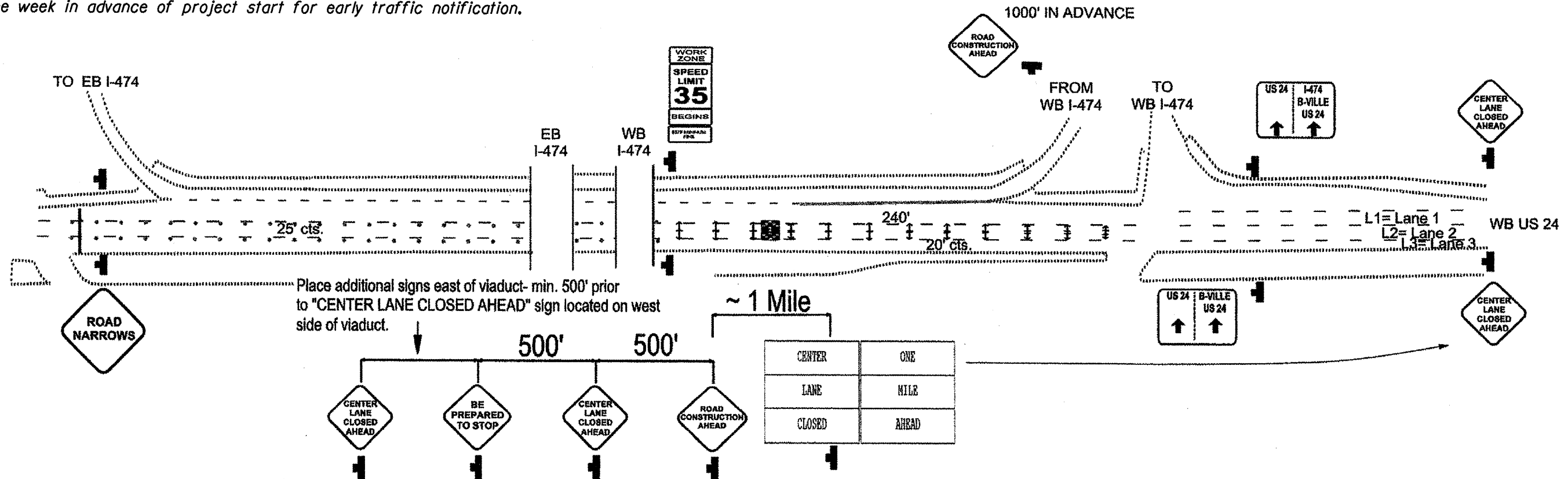
General Notes

- Pavement Marking Tape Type III-4" White- 350 ft
- Work Zone Pavement Marking Removal- 116 sq ft
- Temporary Concrete Barrier- 125 ft
- Attenuator - Test Level 2 NRD- 1
- Changeable Message Board- 1
- Arrow Boards- 1

Delineation devices shall be lit with mono-directional lights at centers shown.
 Type III 6" Black Tape shall be acceptable for temporarily covering conflicting markings.
 Traffic control shall be as shown and shall be paid as TRAFFIC CONTROL AND PROTECTION (SPECIAL) unless covered by specific pay items.



NOTES:
 Changeable Message Signs shall be placed in locations shown at least one week in advance of project start for early traffic notification.



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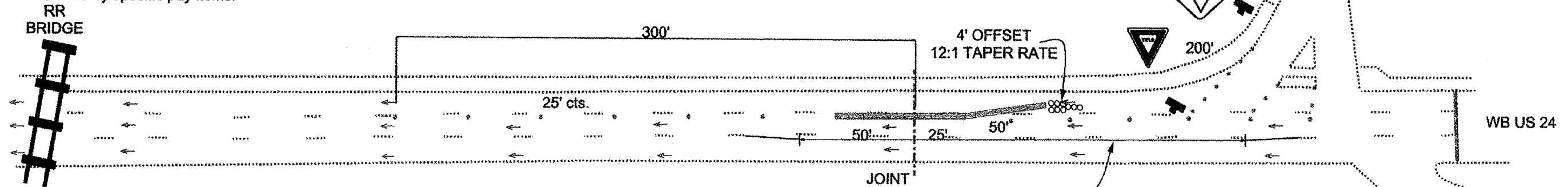
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PLOT SCALE = 1/32" = 1' IN.	CHECKED -	DATE = 12/30/2010	REVISED -			N.Abut. Rehab. Brgs./Jt. Repl. CONTRACT NO. 68995				
PLOT DATE = 1/11/2011	DATE = 12/30/2010	REVISED -	ILLINOIS FED. AID PROJECT							
SCALE: _____ SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____										

Stage 3- Westbound US 24

General Notes

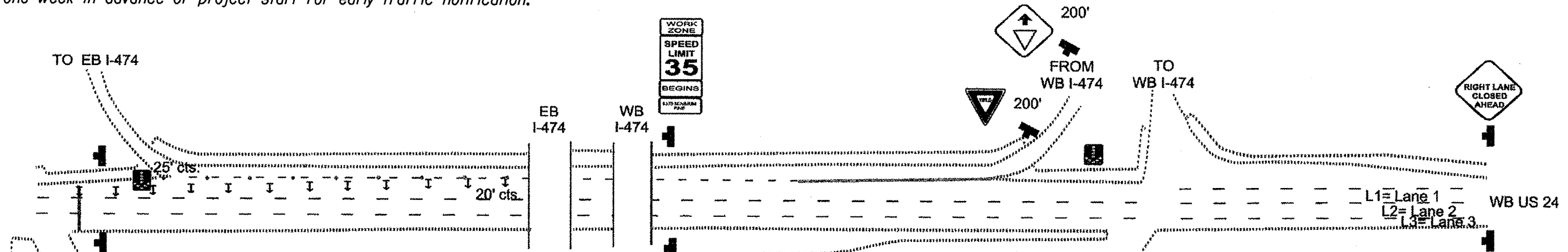
- Pavement Marking Tape Type III-4" White- 130 ft
- Pavement Marking Tape Type III-6" Black- 70 ft
- Work Zone Pavement Marking Removal- 66 sq ft
- Temporary Concrete Barrier-125 ft
- Attenuator - Test Level 2 NRD- 1
- Changeable Message Board-1
- Arrow Board- 2

Delineation devices shall be lit with mono-directional lights at centers shown.
 Type III 6" Black Tape shall be acceptable for temporarily covering conflicting markings.
 Traffic control shall be as shown and shall be paid as TRAFFIC CONTROL AND PROTECTION (SPECIAL) unless covered by specific pay items.

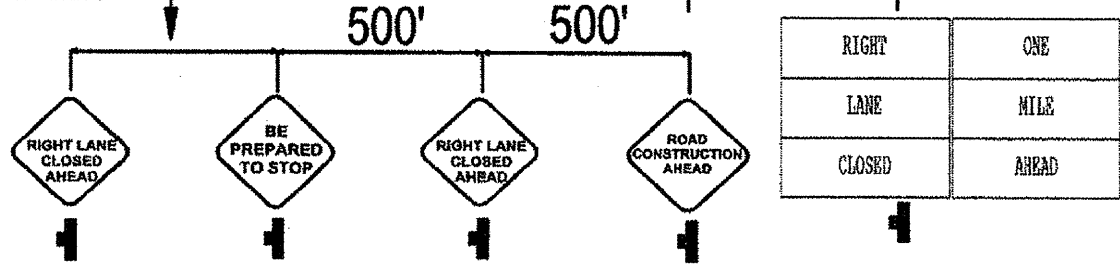


Skip dashes to be covered and re-centered where traffic lanes are not of same width.
 30' solid line to delineate beginning and end of shift.

NOTES:
 Changeable Message Signs shall be placed in locations shown at least one week in advance of project start for early traffic notification.



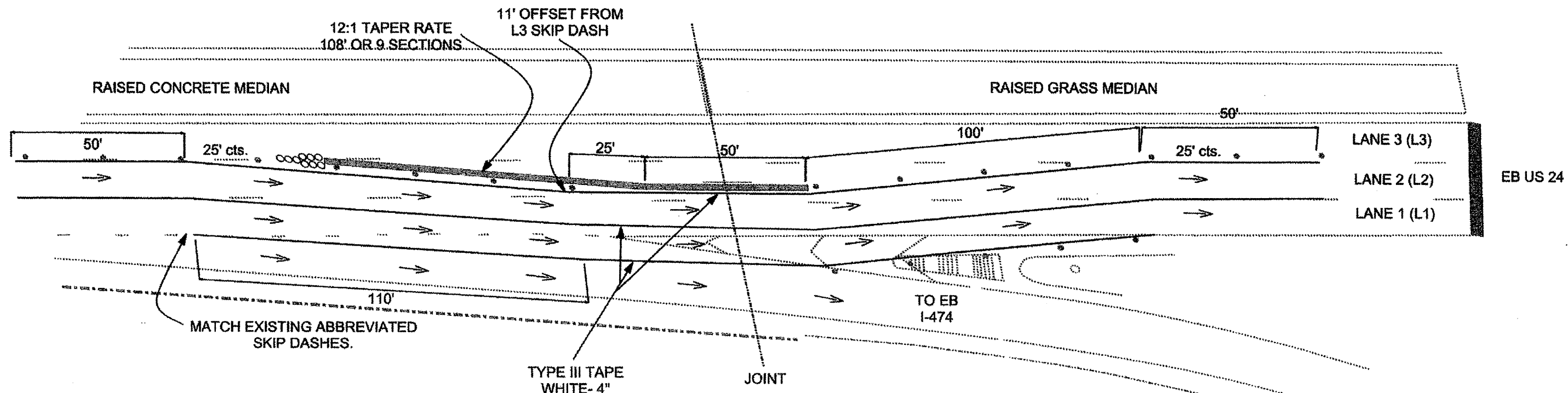
Place additional signs east of viaduct- min. 500' prior to "RIGHT LANE CLOSED AHEAD" sign located on west side of viaduct.



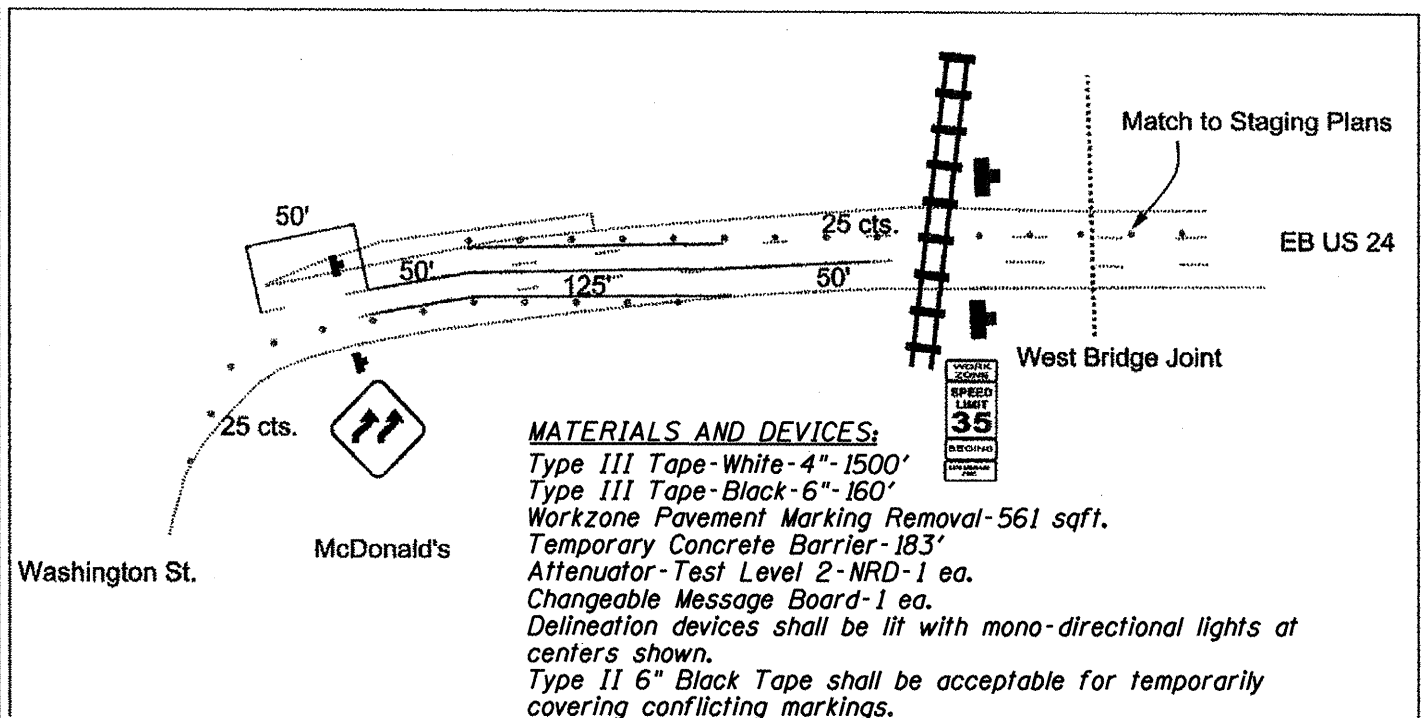
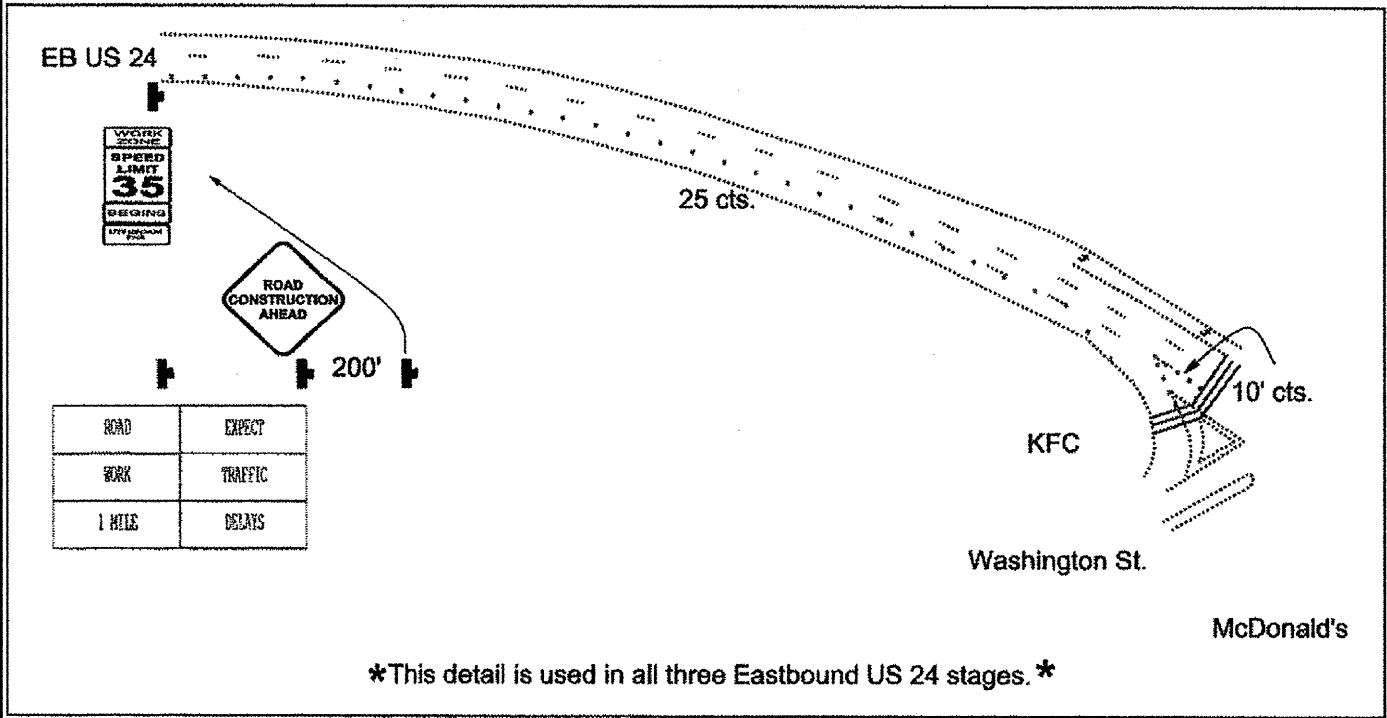
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FILE NAME = SN072-0134 US24vrvkicakpooCk.dgn	USER NAME = jonesoe	DESIGNED - D. HOFFMAN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL STRUCTURE NO. 072-0134	F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO. 317 (488)I-1 PEORIA 26 14
PLOT SCALE = 1/83.7851" / IN.	DRAWN - D. HOFFMAN	CHECKED -	REVISED -			N.Abut. Rehab. Brgs./Jt. Repl. CONTRACT NO. 68995
PLOT DATE = 1/11/2011	DATE - 12/30/2010	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT
SCALE: _____ SHEET NO. ____ OF _____ SHEETS STA. _____ TO STA. _____						

Stage 1- Eastbound US 24



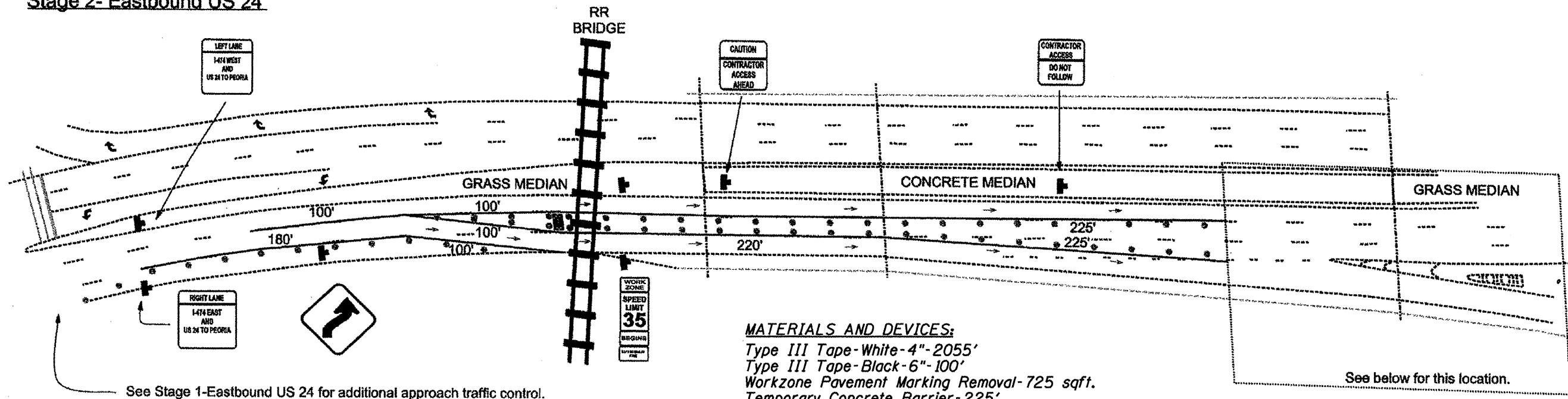
NOTES:
Changeable Message Signs shall be placed in locations shown at least one week in advance of project start for early traffic notifications.



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	PLOT DATE = 1/14/2011	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 12/30/2010	REVISED -									

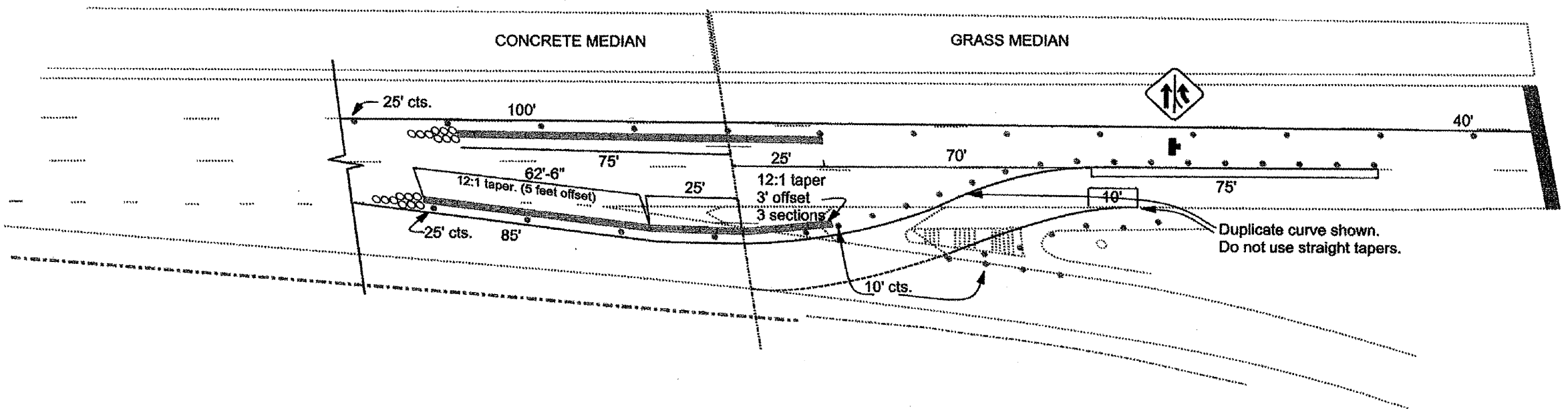
Stage 2- Eastbound US 24



- MATERIALS AND DEVICES:**
 Type III Tape-White-4"-2055'
 Type III Tape-Black-6"-100'
 Workzone Pavement Marking Removal-725 sqft.
 Temporary Concrete Barrier-225'
 Attenuator-Test Level 2-NRD-2 ea.
 Changeable Message Board-1 ea.
 Arrow Board-1 ea.

NOTES:
 Changeable Message Signs shall be placed in locations shown at least one week in advance of project start for early traffic notification.

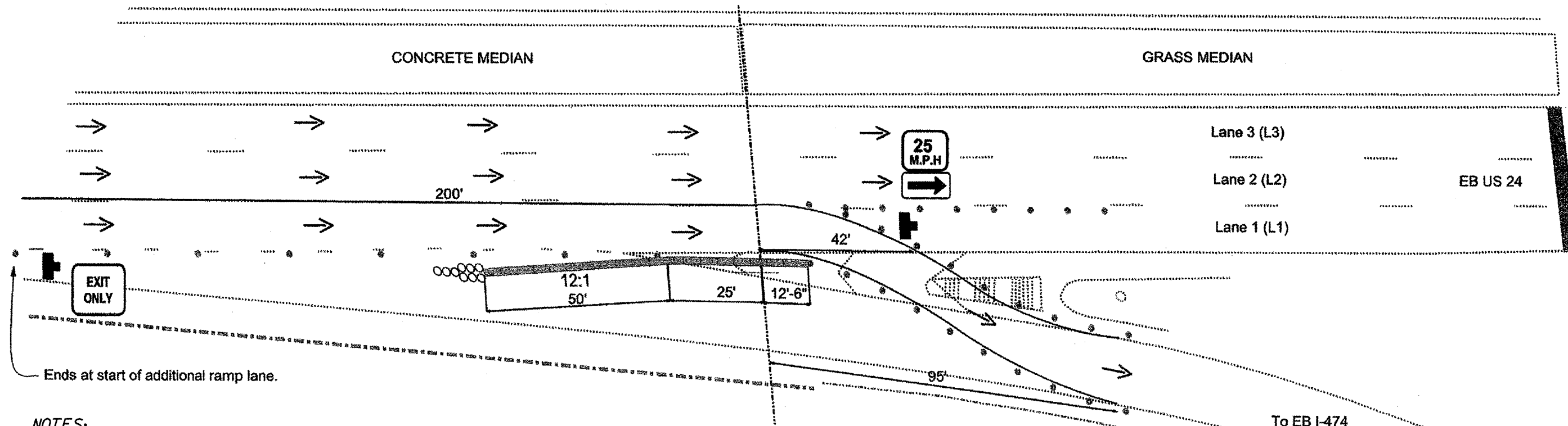
Delineation devices shall be lit with mono-directional lights at centers shown.
 Type II 6" Black Tape shall be acceptable for temporarily covering conflicting markings.
 Traffic control shall be as shown and shall be paid for as Traffic Control and Protection (Special) unless covered by specific pay items.



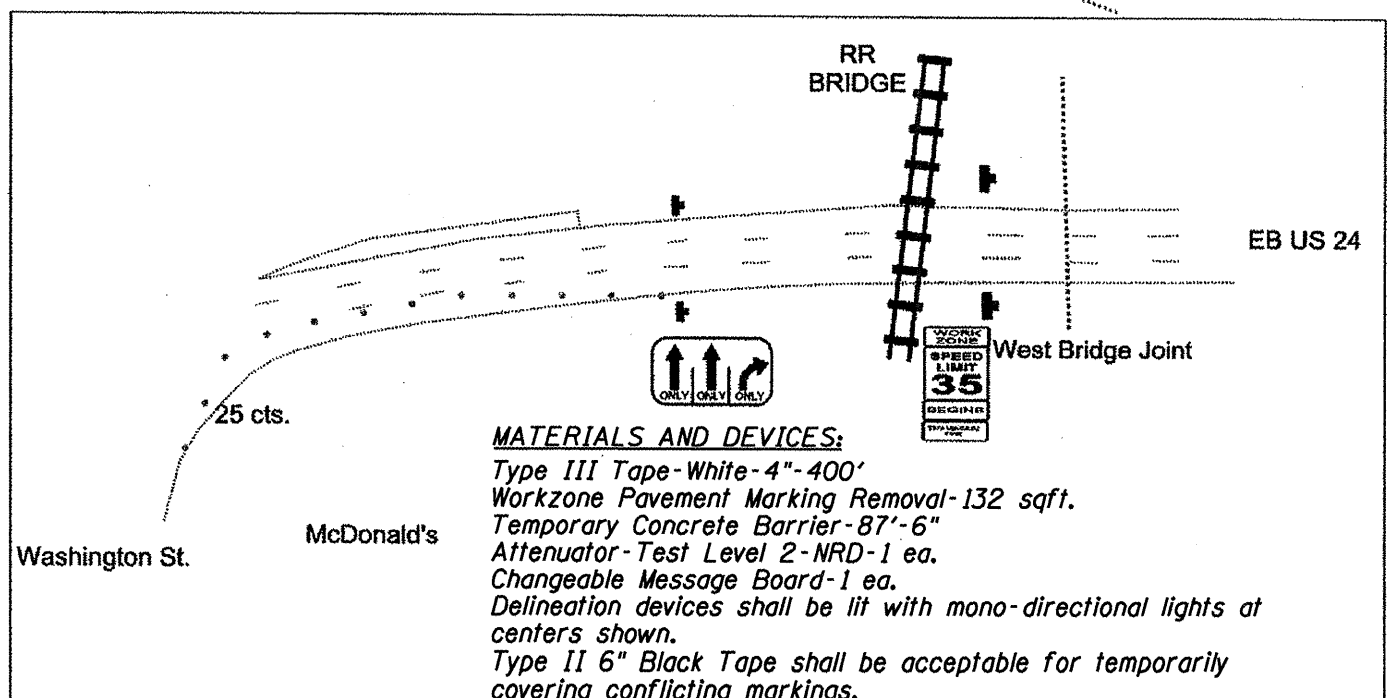
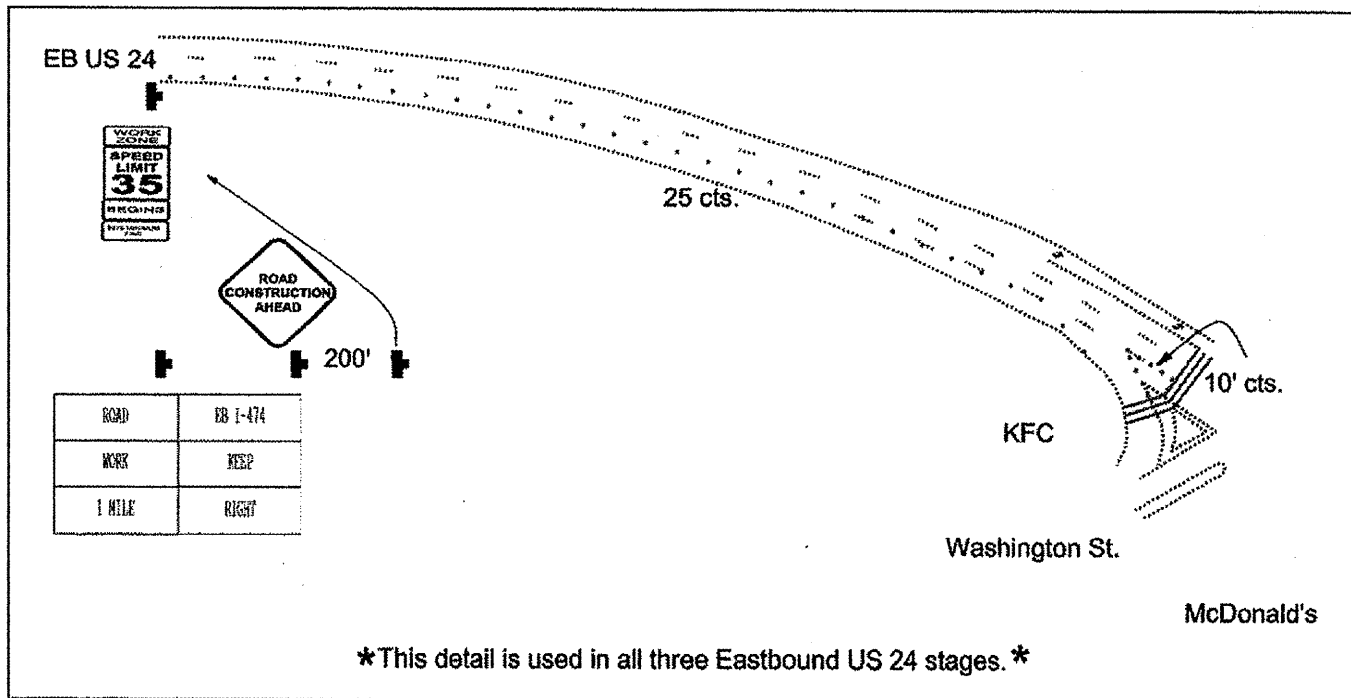
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PLOT SCALE = 1/8" = 1'-0"	CHECKED -	DRAWN - D. HOFFMAN	REVISED -		SCALE: _____	SHEET NO. ___ OF ___ SHEETS	STA. _____ TO STA. _____	N.Abut. Rehab, Brgs./Jt. Repl.		CONTRACT NO. 68995		
PLOT DATE = 1/11/2011	DATE - 12/30/2010	REVISOR -	REVISOR -		ILLINOIS FED. AID PROJECT							

Stage 3- Eastbound US 24



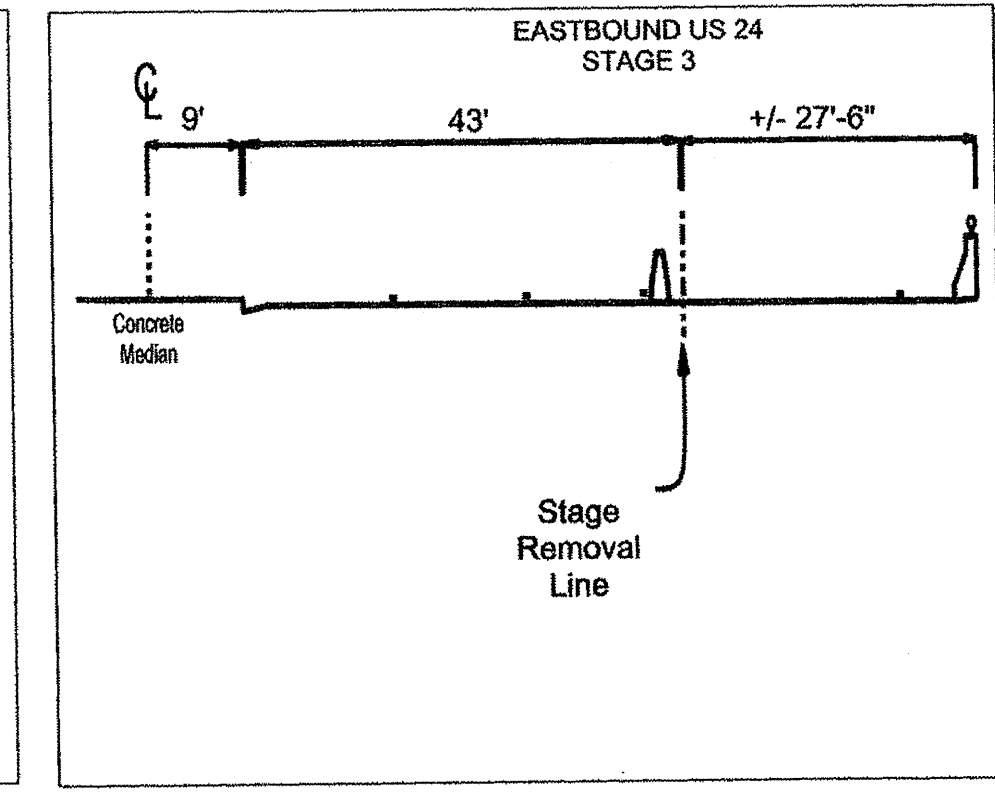
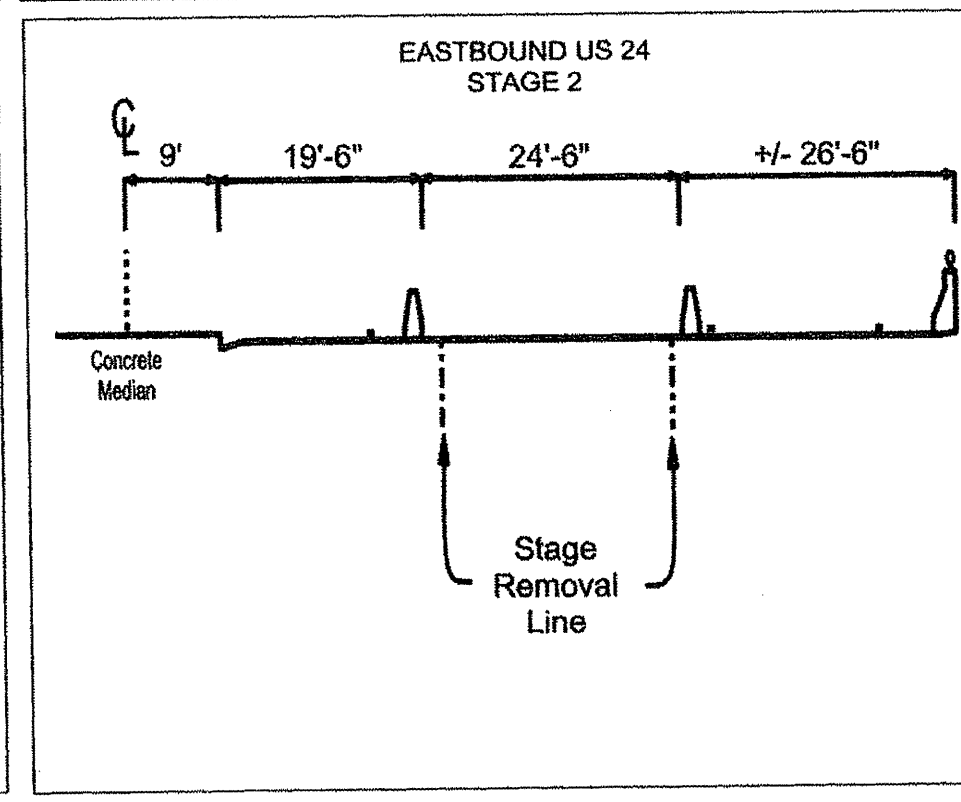
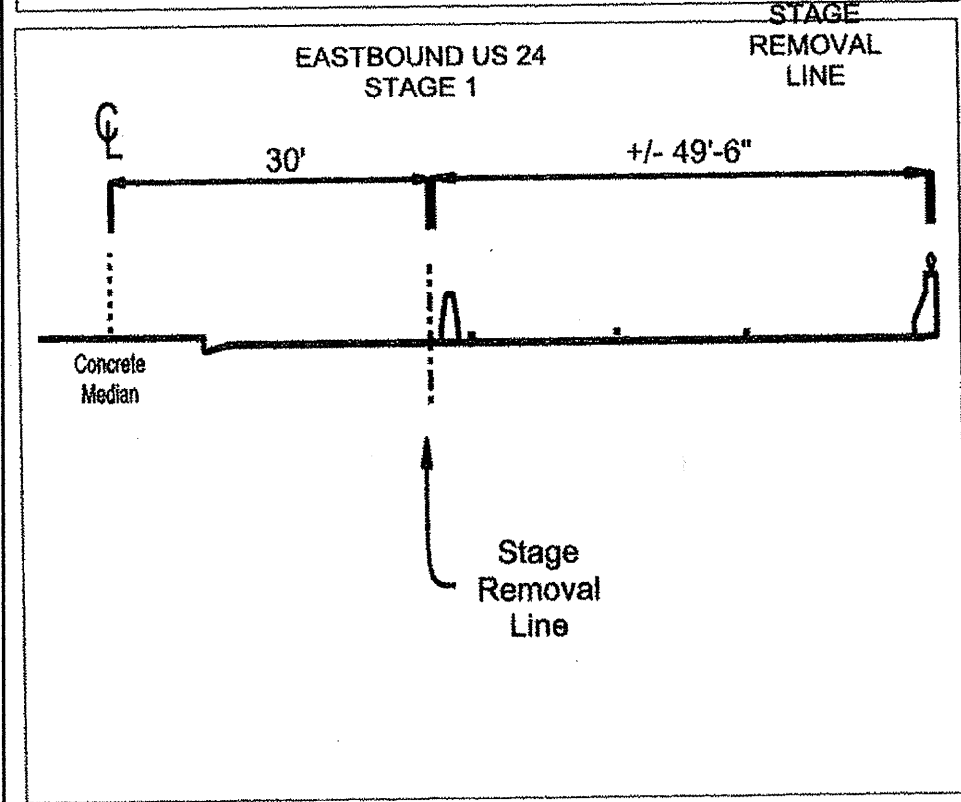
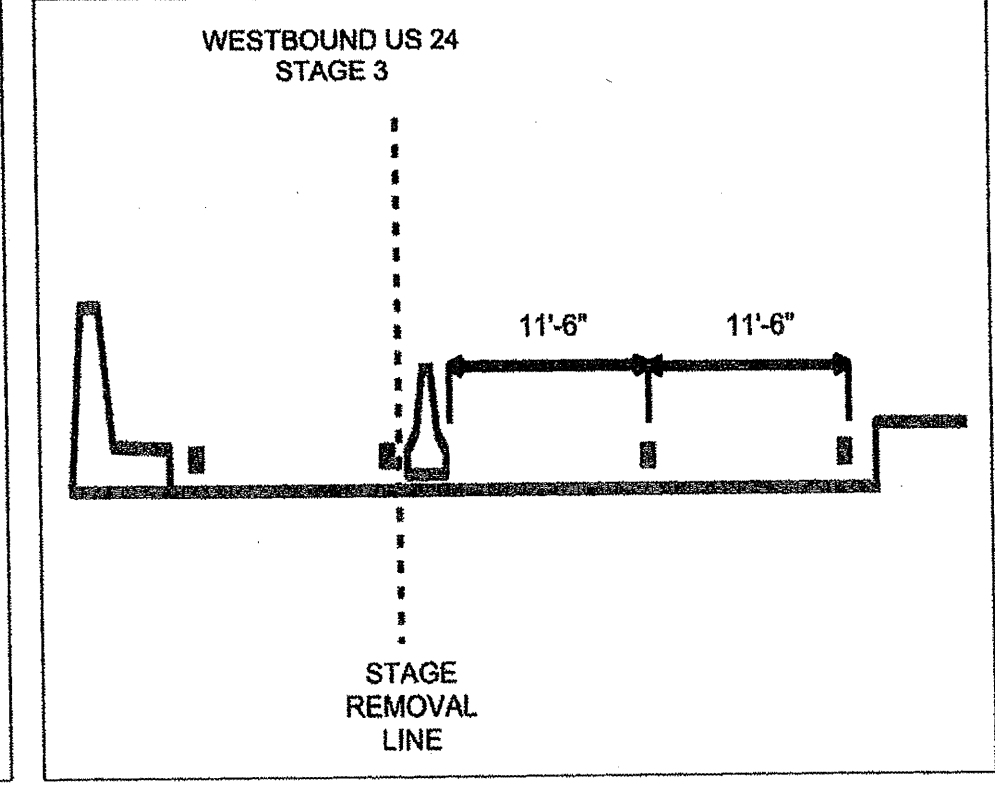
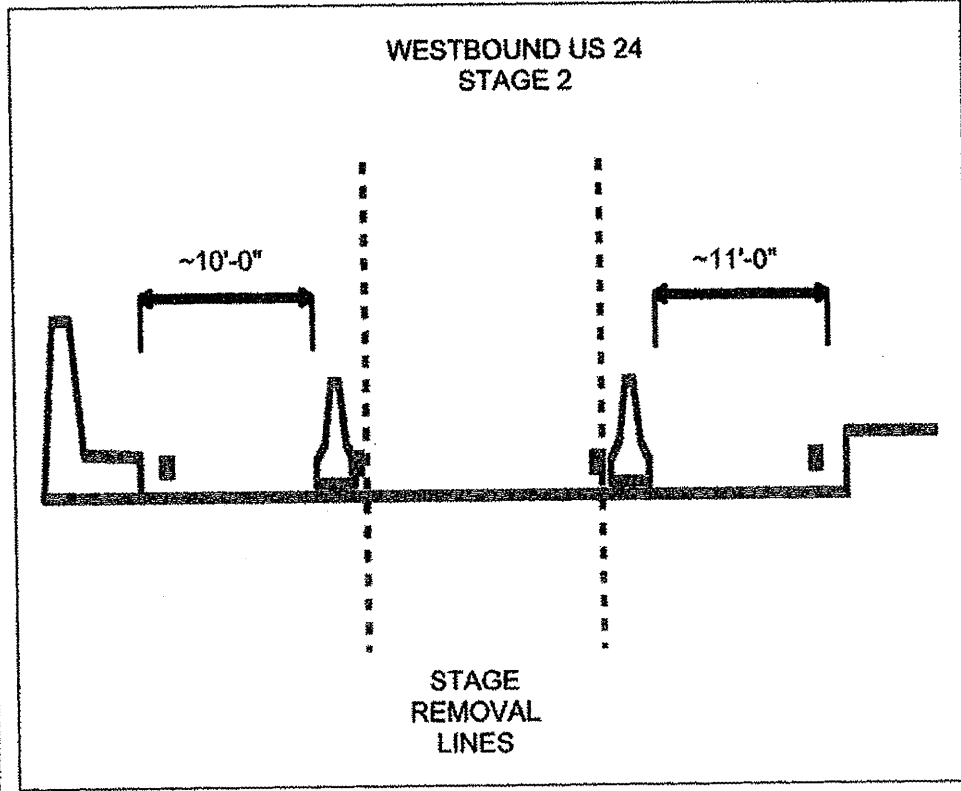
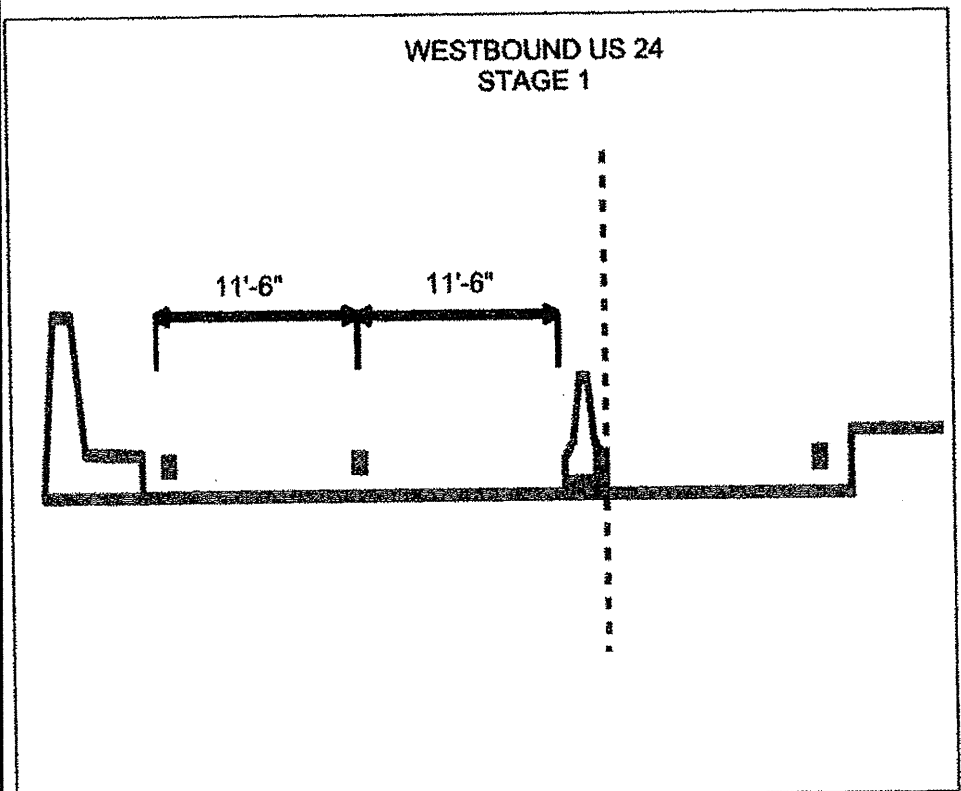
NOTES:
 Changeable Message Signs shall be placed in locations shown at least one week in advance of project start for early traffic notification.



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	PLOT DATE = 1/11/2011	DATE - 12/30/2010	REVISED -		ILLINOIS FED. AID PROJECT							

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FILE NAME = SN072-0134 US24ovrKickeeooCrk.dgn	USER NAME = jonesce	DESIGNED - D. HOFFMAN	REVISED -
		DRAWN - D. HOFFMAN	REVISED -
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	PLOT DATE = 1/7/2011	DATE - 12/30/2010	REVISED -

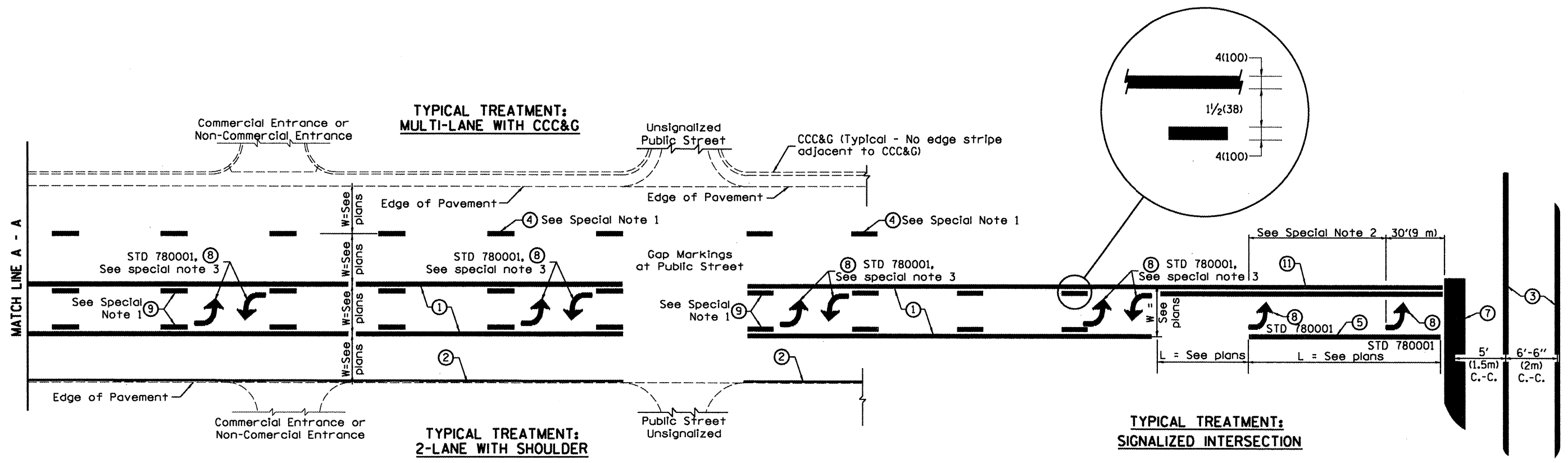
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
STRUCTURE NO. 072-0134

SCALE: _____ SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____

F.A.P. RTE. 317	SECTION (48B)I-1	COUNTY PEORIA	TOTAL SHEETS 26	SHEET NO. 18
N.Abut. Rehab. Brgs./Jt. Repl.			CONTRACT NO. 68995	
ILLINOIS FED. AID PROJECT				

DESIGNER NOTES:
1. Include State Standard 780001 (Typical Pavement Markings)



FLUSH PAVED MEDIAN: TWO-WAY LEFT TURN LANE WITH ONE-WAY LEFT TURN LANE AT SIGNALIZED INTERSECTION

TYPICAL PAVEMENT MARKING LEGEND

- (Note: This is a District Standard Legend. Some elements may not apply to specific project.)
- ① 4(100) Solid (Yellow)
 - ② 4(100) Solid (White)
 - ③ 2-6(150) Crosswalk @ 6'-6" (2m)min C.-C. (White)
2-8(200) Crosswalk @ 6'-6" (2m)min C.-C. (White) (When traffic signals are present.)
 - ④ 6(150) Skip-Dash (White) (See Special Note 1)
 - ⑤ 8(200) Solid (White)
 - ⑥ 12(300) Diagonal (White) (Item ⑥ is shown on Std. 780001)
 - ⑦ 24(600) Stop Bar (White)
 - ⑧ Letters & Arrows (See Std. 780001 and Special Notes 2 & 3)
 - ⑨ 4(100) Skip-Dash (Yellow) (See Special Note 1)
 - ⑩ 12(300) Diagonal (Yellow) (See Table A)
 - ⑪ 4(100) Double Solid (Yellow) (See Table A)

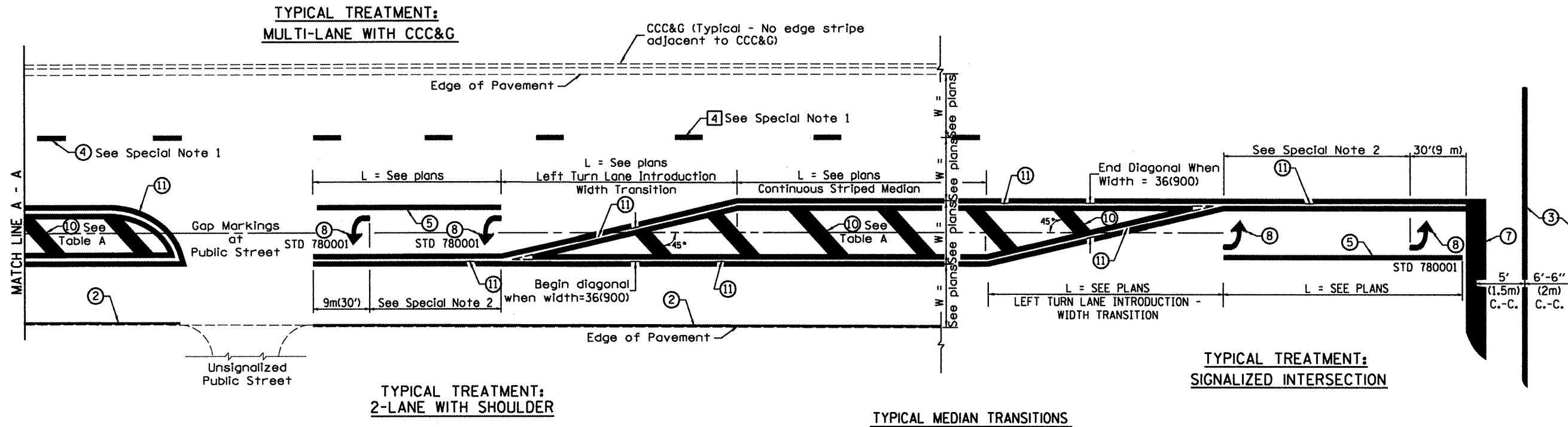
SPECIAL NOTES

1. Skip-Dash markings will be centered between both ends of city blocks and shall be placed in alignment transversely across the pavement.
2. The following shall apply to arrows located in one-way left turn lanes:
 - A. A minimum of two (2) arrows is required.
 - B. The maximum spacing between arrows is 80' (24 m).
 - C. Arrows shall be evenly spaced if three (3) or more are required.
3. The following shall apply to arrow pairs located in two-way left turn lanes:
 - A. A minimum of two (2) arrow pairs is required.
 - B. The maximum spacing between arrow pairs is 200' (61 m).
 - C. Arrow pairs shall be evenly spaced if three (3) or more are required.
 - D. The spacing between Bi Directional Left Turn Arrows is 33' (10 m).

GENERAL NOTES

1. Refer to State Standard 780001 for additional Pavement Markings including letters & arrows.
2. See Plans for Pavement Markings adjacent to curbed islands and medians, and through lane reductions.

01-01-97	REVISED F&Q3 NEW REVISION BOX	I.P.	10-16-06	REVISED TO 2007 SPEC.	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL PAVEMENT MARKINGS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
02-07-97	ADD BI DIRECTIONAL DIMENSION	J.A.					317	(48B)-1	PEORIA	26	19
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.									
08-02	ADD CROSSWALK DIMS. WITH I.S.	M.A.									
						NOT TO SCALE	SHI_1_0E_2		CONTRACT NO. 68995		
							CADD STD. 780001-04		FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT		



TYPICAL TREATMENT:
2-LANE WITH SHOULDER

TYPICAL MEDIAN TRANSITIONS

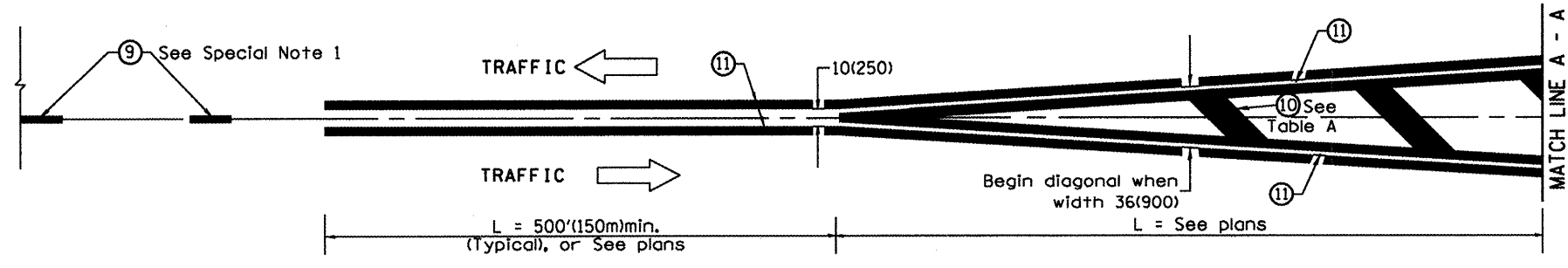
TYPICAL TREATMENT:
SIGNALIZED INTERSECTION

FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE

TABLE A

RECOMMENDED SPACING BETWEEN DIAGONAL LINES

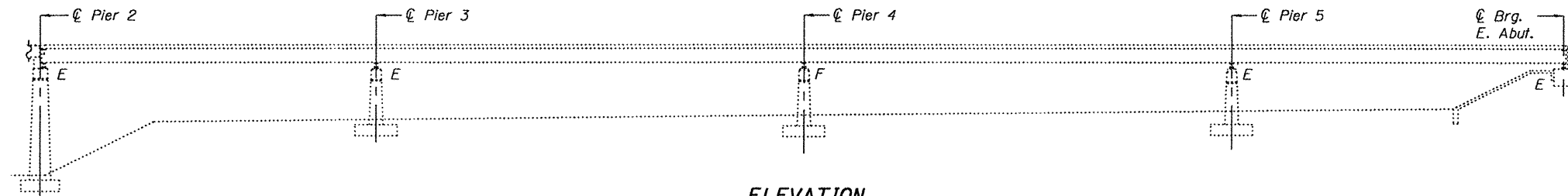
SPEED LIMIT RANGE	INTERSECTION CHANNELIZATION (Includes Width Transitions for Median and Left Turn Lane Introductions)	
	CONTINUOUS	
Less Than 30 mph (50 km/h)	50' (15m)	15' (5m)
30 - 45 mph (50 - 70 km/h)	75' (23m)	20' (6m)
Over 45 mph (70 km/h)	150' (46m)	30' (9m)



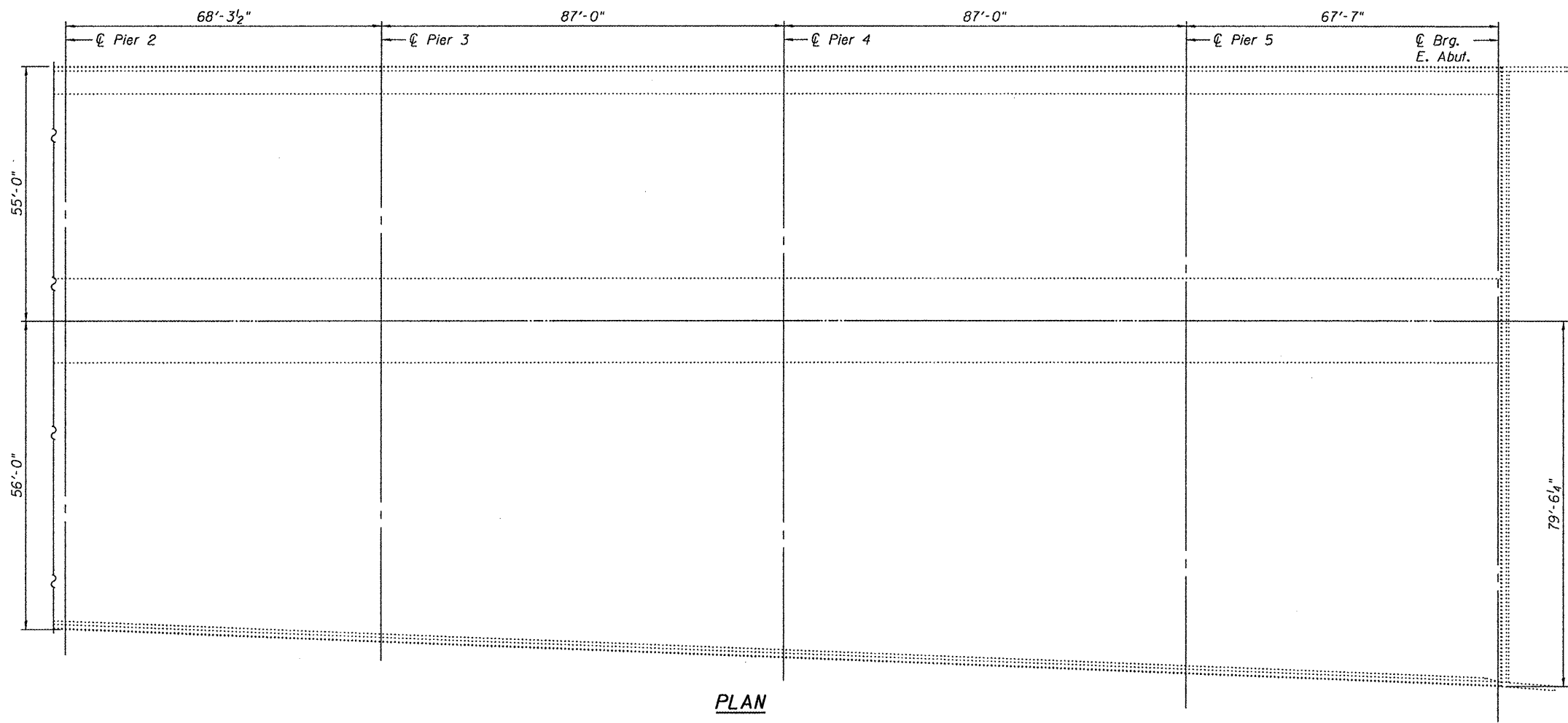
MEDIAN INTRODUCTION - WIDTH TRANSITIONS

All dimensions are in inches (millimeters)
unless otherwise noted.

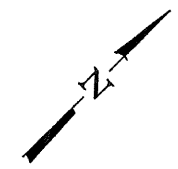
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ELEVATION



PLAN



GENERAL NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.
 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.
 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.
 Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
 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.
 The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructures.
 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.
 Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
 Reinforcement bars designated (E) shall be epoxy coated.
 All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel.
 Cost of removal and re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included with Furnishing and Erecting Structural Steel.

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	26.2
Concrete Superstructure	Cu. Yd.	26.2
Furnishing and Erecting Structural Steel	Pound	2,710
Reinforcement Bars, Epoxy Coated	Pound	2,160
Preformed Joint Strip Seal	Foot	136
Elastomeric Bearing Assembly, Type II	Each	19
Jack and Remove Existing Bearings	Each	19
Anchor Bolts 1"φ	Each	38
Bar Splicers	Each	40
Structural Repair of Concrete (Depth ≤5")	Sq. Ft.	110.25
Structural Repair of Concrete (Depth >5")	Sq. Ft.	19.5



Expires: November 30, 2012

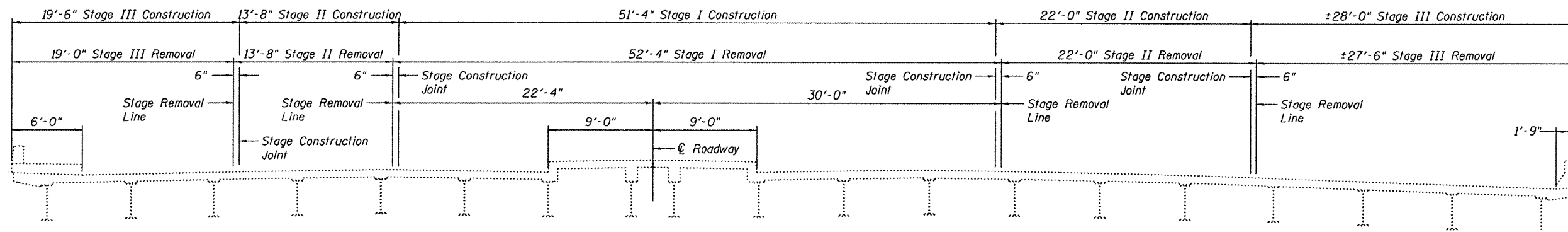
DESIGNED - <i>[Signature]</i>	EXAMINED - <i>[Signature]</i>	DATE - February 3, 2011
CHECKED - <i>[Signature]</i>	PASSED - <i>[Signature]</i>	
DRAWN - <i>[Signature]</i>		
CHECKED - <i>[Signature]</i>		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

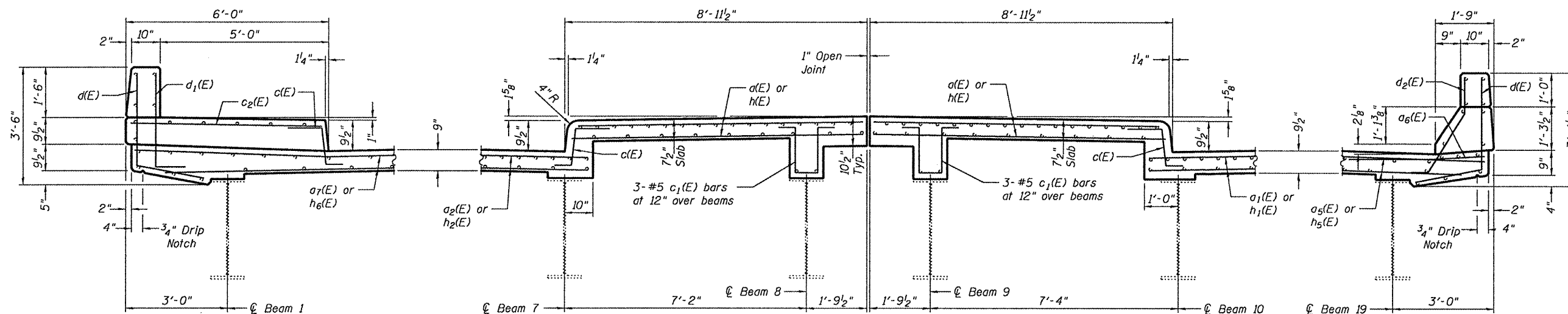
**PLAN AND ELEVATION
SN 072-0134**

F.A.P. RTE. 317	SECTION (48B)1-1	COUNTY Peoria	TOTAL SHEETS 26	SHEET NO. 21
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68995	

SLT-94-001-10



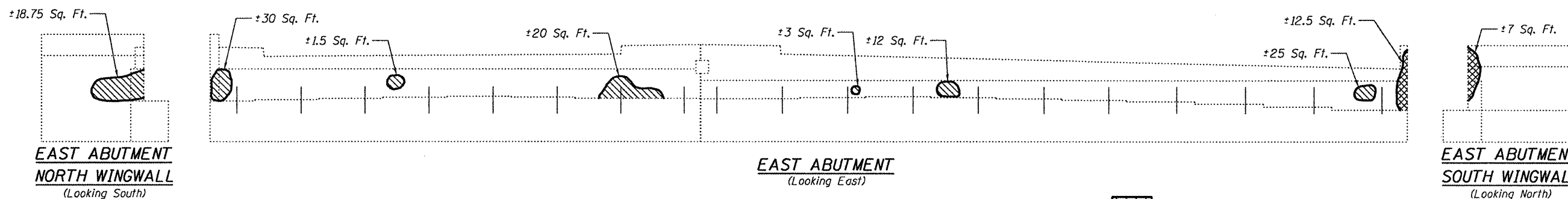
STAGING DECK CROSS-SECTION
(At East Abutment)
(Looking East)



TYPICAL SIDEWALK SECTION ON NORTH SIDE

TYPICAL MEDIAN SECTION

TYPICAL PARAPET SECTION ON SOUTH SIDE



Structural Repair of Concrete (Depth ≤5")
 Structural Repair of Concrete (Depth >5")

DESIGNED - I.J.L.	EXAMINED - <i>James F. [Signature]</i>	DATE - February 3, 2011
CHECKED - A.T.H.	PASSED - <i>Carl [Signature]</i>	
DRAWN - Drew Christopher	ACTING ENGINEER OF BRIDGES AND STRUCTURES	
CHECKED - I.J.L. A.T.H.		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

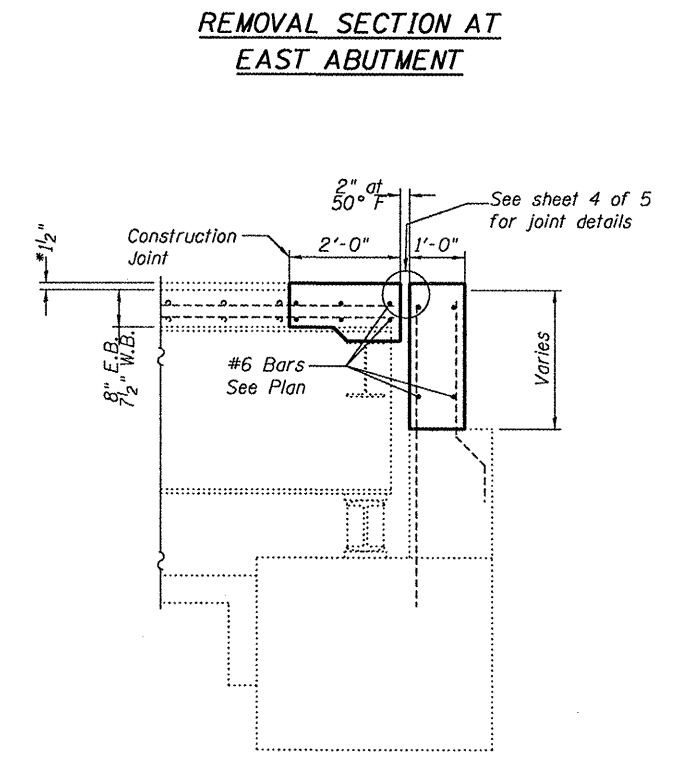
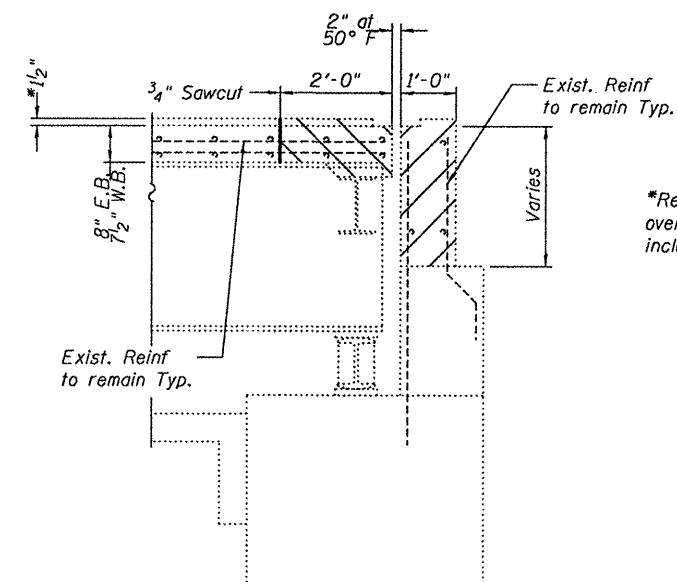
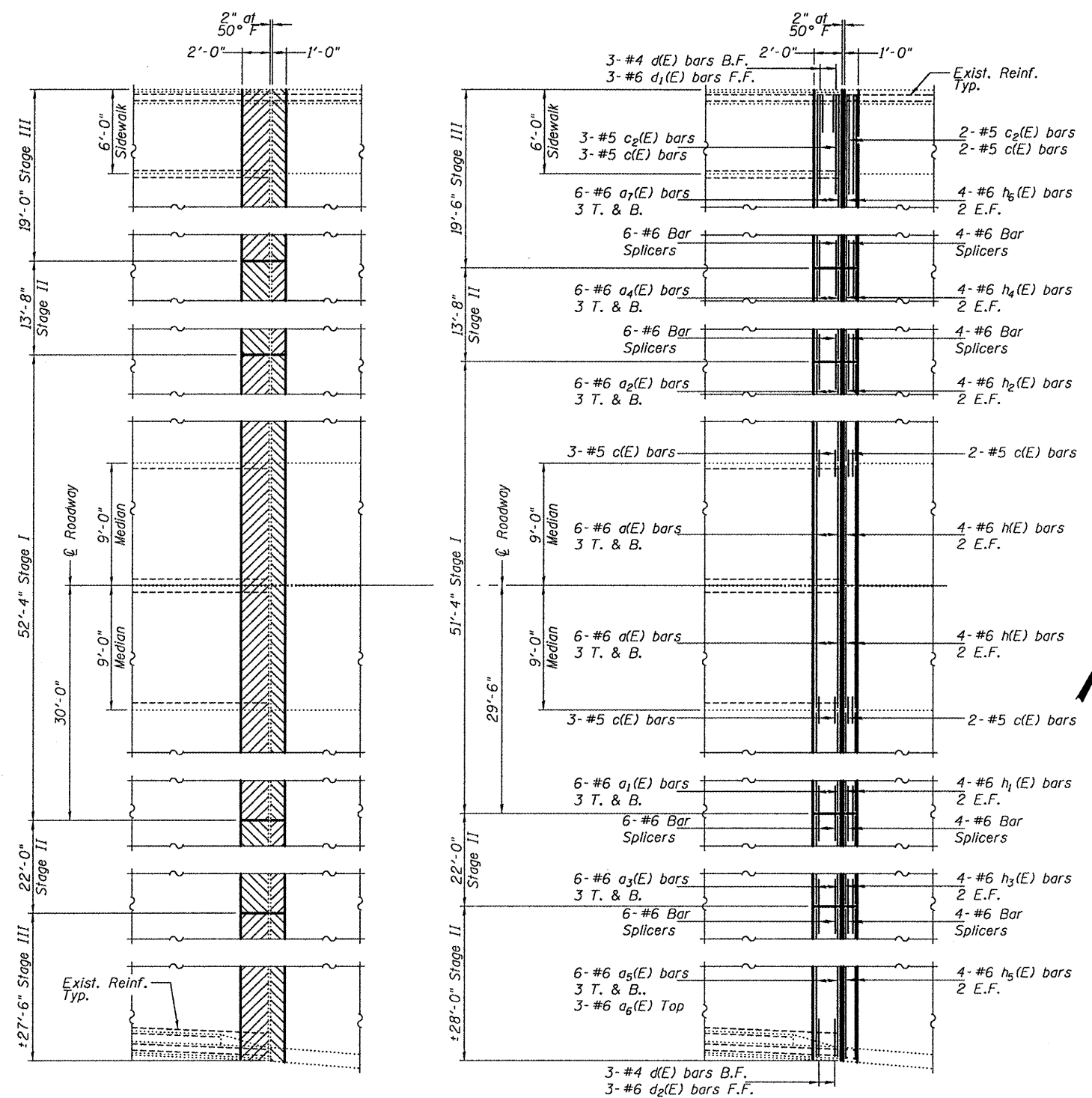
EAST ABUTMENT DETAILS
SN 072-0134

F.A.P. RTE. 317	SECTION (48B)I-1	COUNTY Peoria	TOTAL SHEETS 26	SHEET NO. 22
CONTRACT NO. 68995				

SHEET NO. 2 OF 6 SHEETS

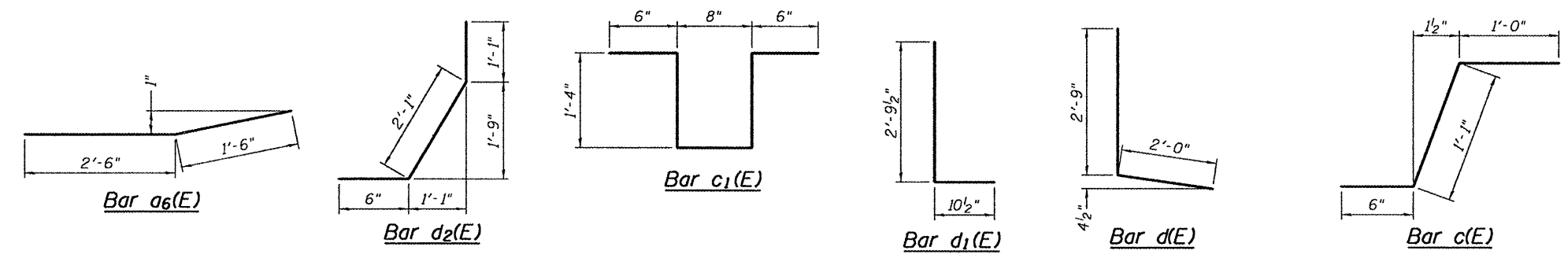
ILLINOIS FED. AID PROJECT

SLT-94-001-10



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	12	#6	8'-6"	—
a1(E)	6	#6	20'-6"	—
a2(E)	6	#6	12'-10"	—
a3(E)	6	#6	21'-9"	—
a4(E)	6	#6	13'-5"	—
a5(E)	6	#6	27'-9"	—
a6(E)	3	#6	4'-0"	—
a7(E)	6	#6	19'-3"	—
c(E)	15	#5	2'-7"	┌
c1(E)	6	#5	4'-4"	┌
c2(E)	5	#5	5'-7"	┌
d(E)	6	#4	4'-9"	┌
d1(E)	3	#6	3'-8"	┌
d2(E)	3	#6	3'-8"	┌
h(E)	8	#6	8'-6"	—
h1(E)	4	#6	20'-6"	—
h2(E)	4	#6	12'-10"	—
h3(E)	4	#6	21'-9"	—
h4(E)	4	#6	13'-5"	—
h5(E)	4	#6	27'-9"	—
h6(E)	4	#6	19'-3"	—
Concrete Removal			Cu. Yd.	26.2
Concrete Superstructure			Cu. Yd.	26.2
Reinforcement Bars, Epoxy Coated			Lbs.	2,160



DESIGNED - I.J.L.
 CHECKED - A.T.H.
 DRAWN - Drew Christopher
 CHECKED - I.J.L. A.T.H.

EXAMINED - *Joan F. [Signature]*
 ACTING ENGINEER OF STRUCTURAL SERVICES

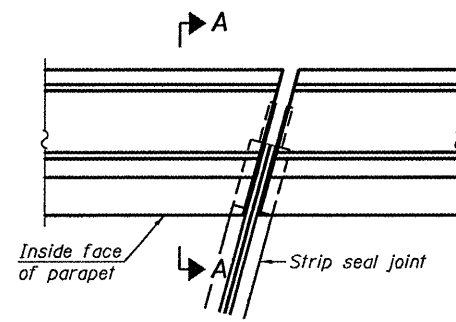
PASSED - *[Signature]*
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - February 3, 2011

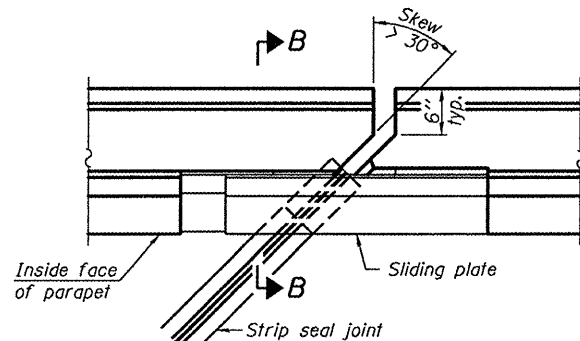
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT DETAILS
SN 072-0134
 SHEET NO. 3 OF 6 SHEETS

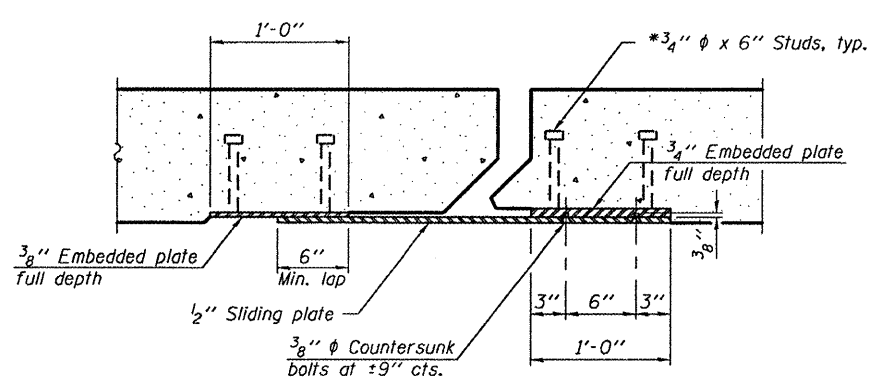
F.A.P. RTE. 317	SECTION (48B)I-1	COUNTY Peoria	TOTAL SHEETS 26	SHEET NO. 23
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68995	



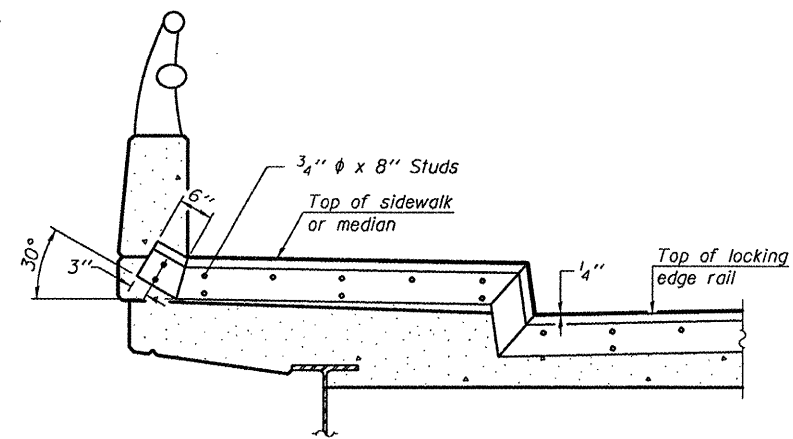
PLAN
(For skews $\leq 30^\circ$)



PLAN
(For skews $> 30^\circ$)
Showing point block

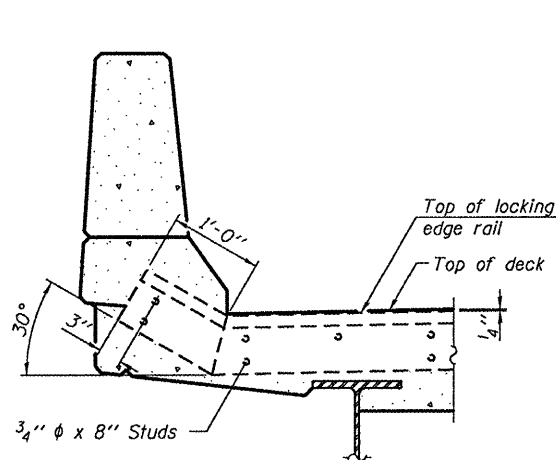


SECTION C-C

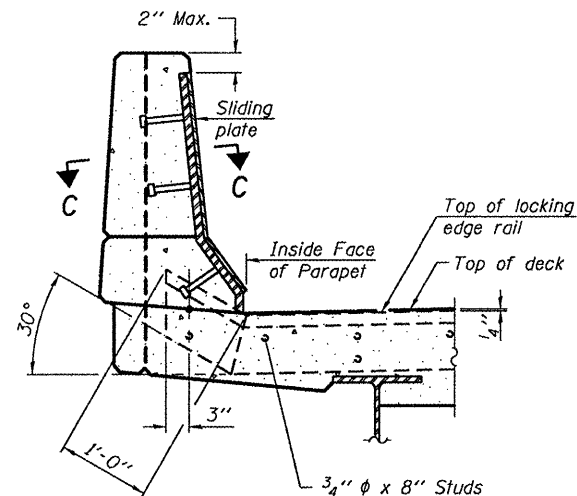


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

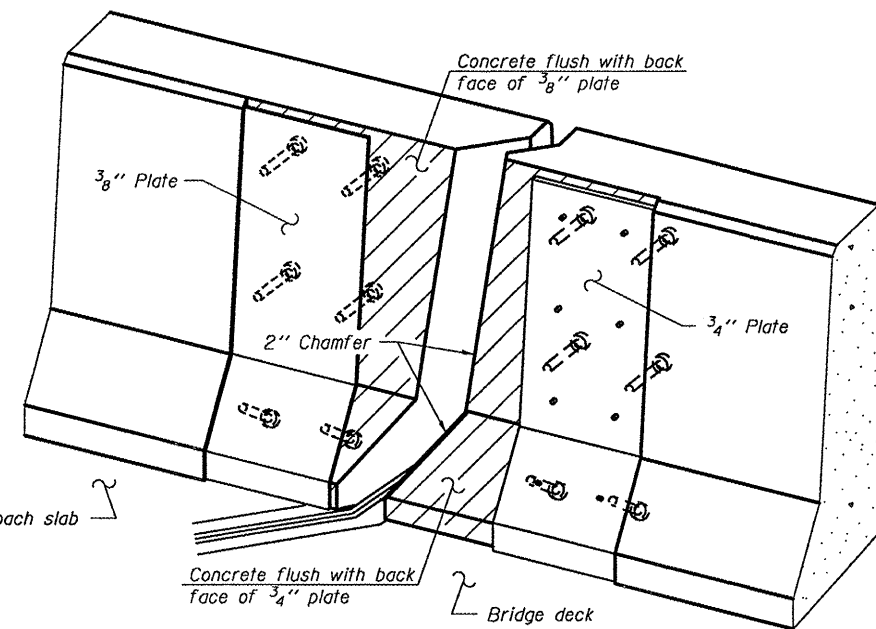
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



SECTION A-A



SECTION B-B



TRIMETRIC VIEW
(Showing back plates only)

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

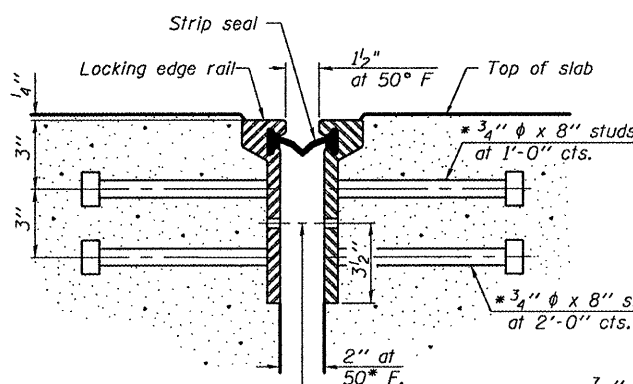
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

The manufacturer's recommended installation methods shall be followed.

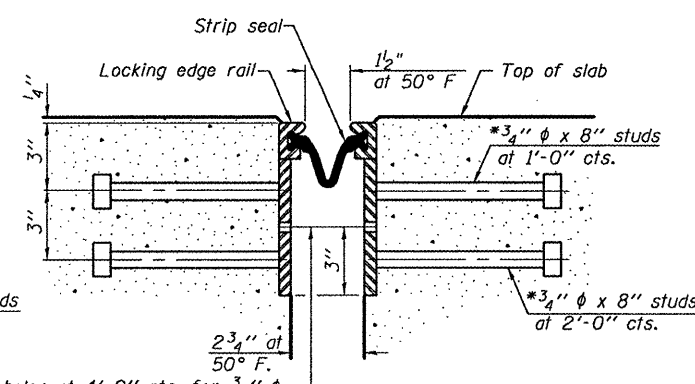
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications. Maximum space between rail segments at stage lines shall be 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.



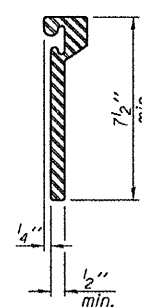
SECTION THRU ROLLED RAIL JOINT



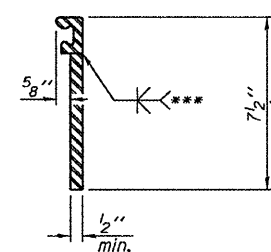
SECTION THRU WELDED RAIL JOINT

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

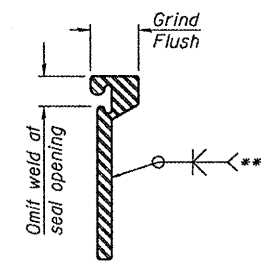
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.



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	136

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

EJ-SSJ

7-1-10

DESIGNED - I.J.L.	EXAMINED - <i>John F. [Signature]</i>
CHECKED - A.T.H.	PASSED - <i>Carl [Signature]</i>
DRAWN - Drew Christopher	
CHECKED - I.J.L. A.T.H.	

DATE - February 3, 2011	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
EAST ABUTMENT JOINT DETAILS	
SN 072-0134	
SHEET NO. 4 OF 6 SHEETS	

DATE - February 3, 2011

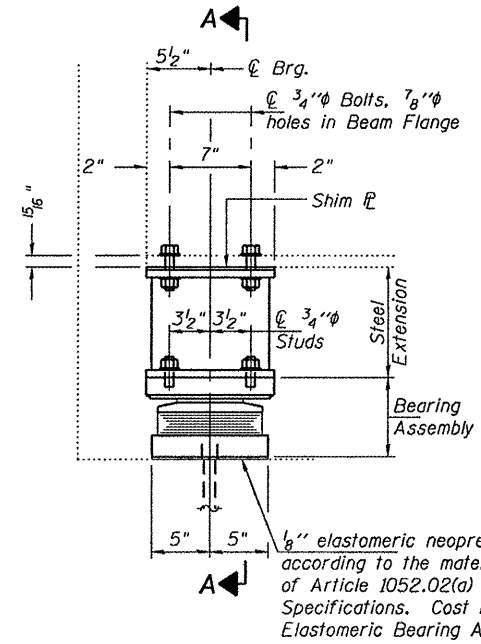
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT JOINT DETAILS
SN 072-0134

SHEET NO. 4 OF 6 SHEETS

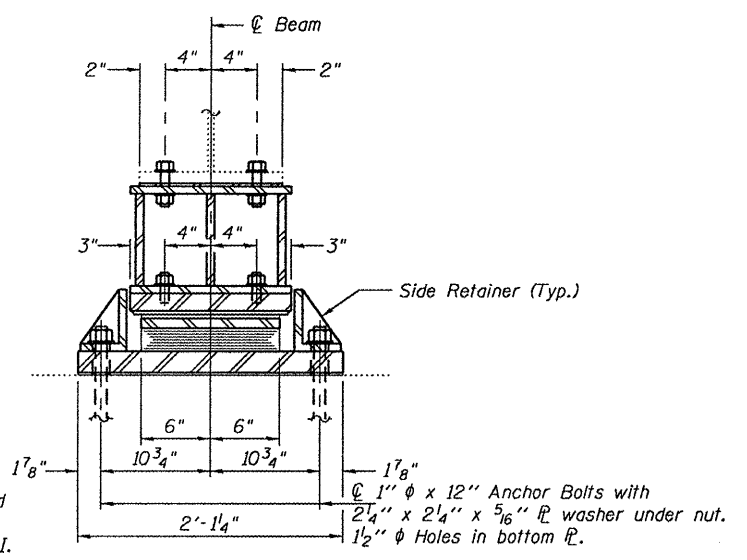
F.A.P. RTE. 317	SECTION (48B)I-1	COUNTY Peoria	TOTAL SHEETS 26	SHEET NO. 24
CONTRACT NO. 68995				
ILLINOIS FED. AID PROJECT				

SLT-94-001-10



ELEVATION AT EAST ABUTMENT

TYPE II TFE ELASTOMERIC EXP. BRG.

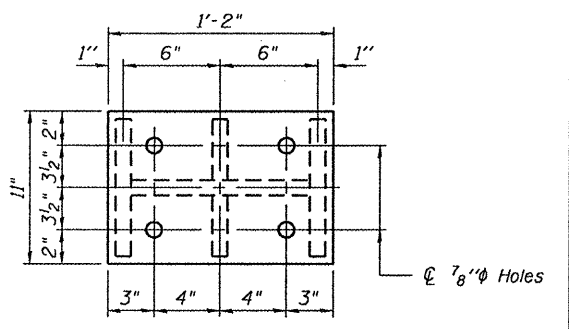


SECTION A-A

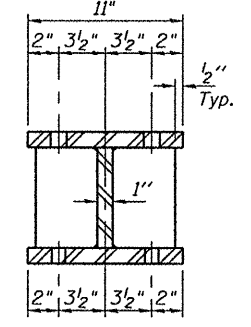
BEAM REACTIONS

R _P	(K)	36.6
R _t	(K)	41.3
Imp.	(K)	10.7
R (Total)	(K)	88.6

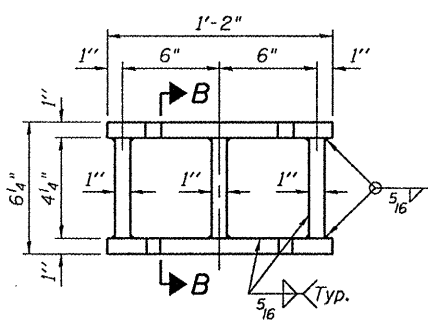
Notes:
 Diaphragm removal and installation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.
 New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel.
 Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Min. jack capacity = 50 Tons.
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (F_y=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Anchor bolts of fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
 Anchor bolts for Type II bearings shall be placed in holes drilled through the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
 Side retainers shall be included in the cost of Elastomeric Bearing Assembly, Type II.
 The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
 Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



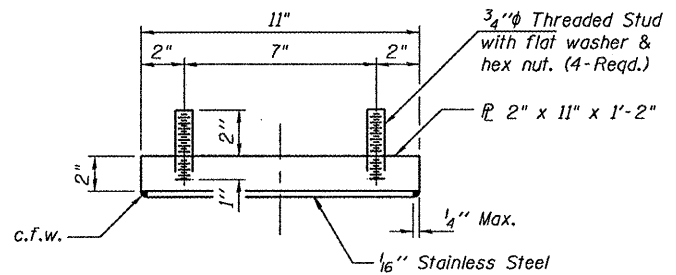
PLAN TOP AND BOTTOM PLATE



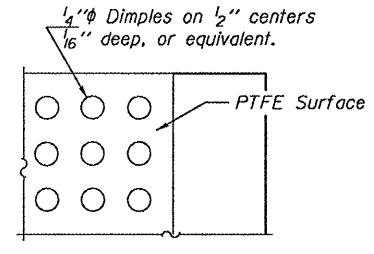
SECTION B-B



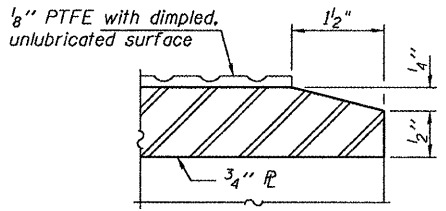
STEEL EXTENSION DETAIL



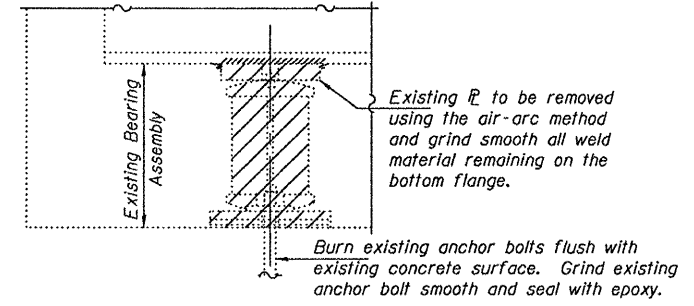
TOP BEARING ASSEMBLY



PLAN-PTFE SURFACE

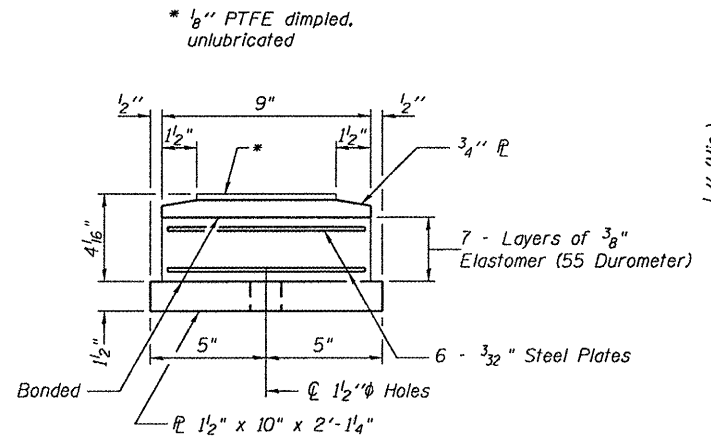


SECTION THRU PTFE

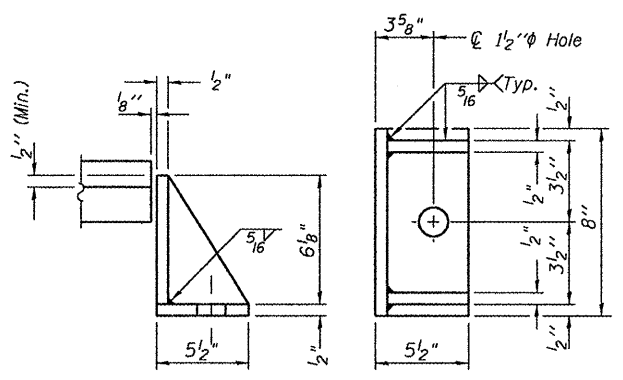


EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings.

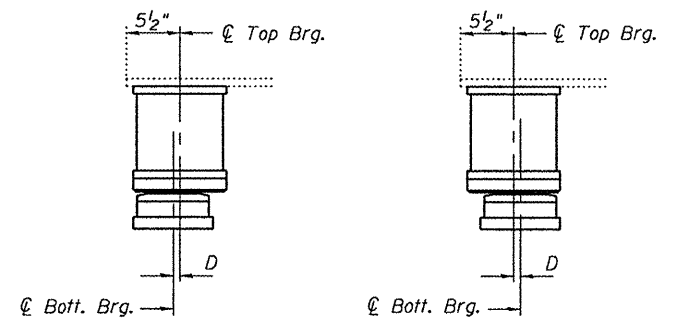


BOTTOM BEARING ASSEMBLY



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



SETTING ANCHOR BOLTS AT EXP. BRG.

BELOW 50° F. (Move bott. brg. away from fixed brg.) ABOVE 50° F. (Move bott. brg. toward fixed brg.)

D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50° F.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	19
Jack and Remove Existing Bearings	Each	19
Furnishing and Erecting Structural Steel	Pound	2,710
Anchor Bolts 1"φ	Each	38

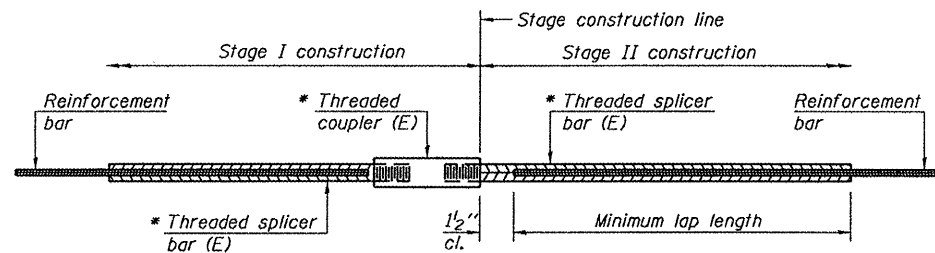
TYII/REPS 12-03-2008

DESIGNED - I.J.L.	EXAMINED - <i>Joan F. J...</i>
CHECKED - A.T.H.	PASSED - <i>Carl...</i>
DRAWN - Drew Christopher	
CHECKED - I.J.L. A.T.H.	

DATE - February 3, 2011	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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EAST ABUTMENT BEARING DETAILS	F.A.P. RTE. 317
SN 072-0134	SECTION (48B)I-1
SHEET NO. 5 OF 6 SHEETS	COUNTY Peoria
	TOTAL SHEETS 26
	SHEET NO. 25
	CONTRACT NO. 68995
	ILLINOIS FED. AID PROJECT

SLT-94-001-10



STANDARD BAR SPLICER ASSEMBLY

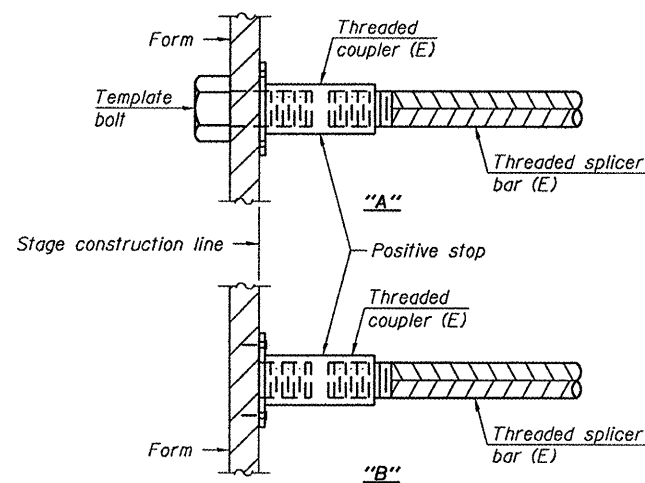
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- 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 + 1/2" + thread length

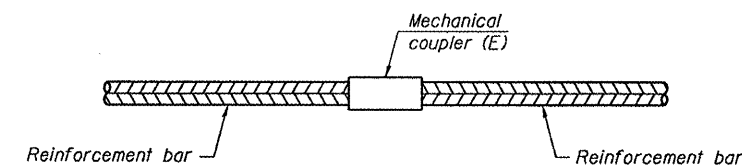
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
E. Abut. (EB)	#6	20	3
E. Abut. (WB)	#6	20	3



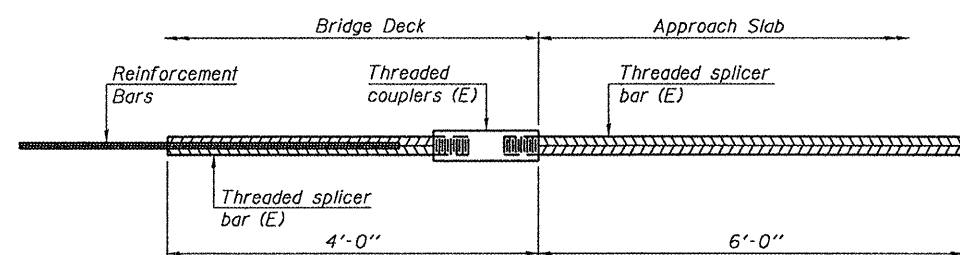
INSTALLATION AND SETTING METHODS

"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.



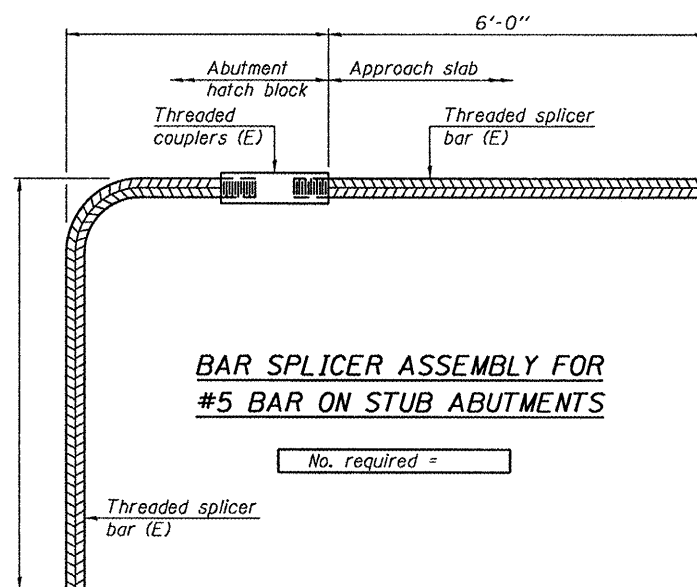
STANDARD MECHANICAL SPLICER

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 - I.J.L.	EXAMINED - <i>James F. J...</i>	DATE - February 3, 2011
CHECKED - A.T.H.	PASSED - <i>Carl...</i>	
DRAWN - Drew Christopher		
CHECKED - I.J.L. A.T.H.		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER DETAILS
SN 072-0134

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(48B)I-1	Peoria	26	26
CONTRACT NO. 68995				
ILLINOIS FED. AID PROJECT				

SHEET NO. 6 OF 6 SHEETS

SLT-94-001-10