06-13-14 LETTING ITEM 244

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	1
	ILLINOIS	CONTRACT NO. 72G85		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
SPRING ROAD REPAIR

FAP ROUTE 67 (IL 97)
SECTION (107Z) BDR

BRIDGE DECK OVERLAY
SANGAMON COUNTY

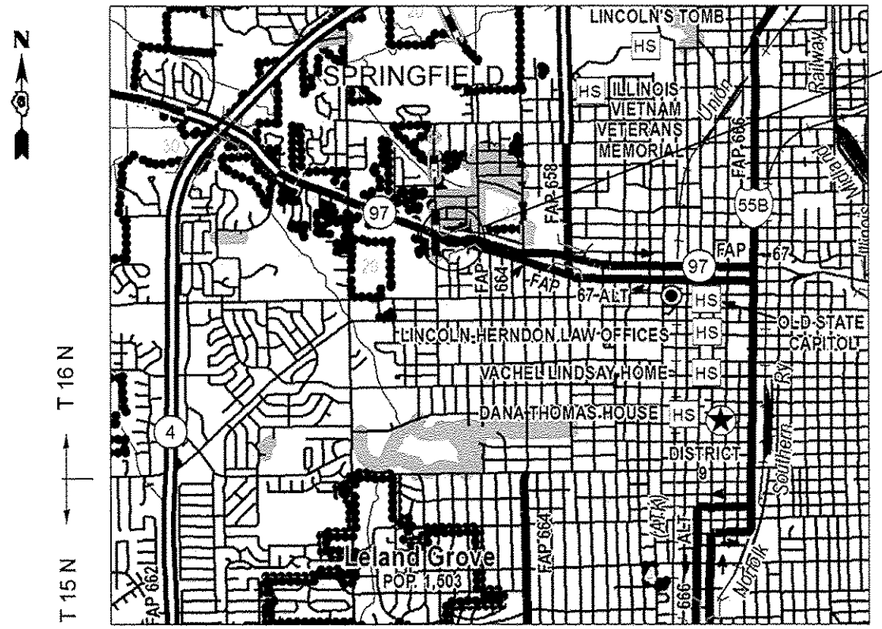
C-96-056-14

FOR INDEX OF SHEETS, SEE SHEET NO. 2

D-96-056-14

LOCATION OF SECTION INDICATED THUS: –

R 5 W



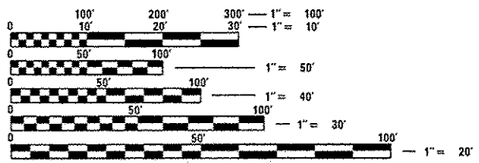
LOCATION MAP

PROJECT LOCATION:
SN 084-0190
(MADISON ST OVER JEFFERSON ST)
STA. 7+78.73 (MADISON ST)

PROJECT LIMITS:
STA. 106+43.00 TO STA. 9+14.00

STATION EQUATION:
STA. 106+79.06 BK =
STA. 6+79.13 AH

F.A.P. ROUTE 67 (IL 97)
ADT (2013) : 13100
HCV = 8.21% MU = 2.48 % SU = 5.73 %
POSTED SPEED LIMIT = 30 MPH



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED April 15 20 14
Roger Z Smith
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
May 9 20 14
John D. Baranzelli, PE, BC
acting ENGINEER OF DESIGN AND ENVIRONMENT
May 9 20 14
Omer Osman, PE, BC
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

GROSS & NET LENGTH = 270.93 FT. = 0.051 MILE

CONTRACT NO. 72G85

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

GENERAL NOTES:

ALL STRUCTURAL STEEL SHALL BE AASHTO M-270 GRADE 36

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.

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

MIXTURE USE(S)	HMA SURFACE CSE
AC/PG	SBS PG 70-22
DESIGN AIR VOIDS	4.0% @ N70
MIX COMPOSITION (GRADATION MIXTURE)	IL - 9.5
FRICTION AGGREGATE	MIX "D"
QUALITY MANAGEMENT	QC/QA

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DISTRICT 6

EXAMINED 03/28 20 14
for Roger L. Driskell
ENGINEER OF OPERATIONS

EXAMINED MARCH 28 20 14
ENGINEER OF PROJECT IMPLEMENTATION

EXAMINED March 27 20 14
2RML1
ENGINEER OF PROGRAM DEVELOPMENT

FILE NAME = O:\OPERATIONS\Bridgeplans.CAD\72G85 - 0640198 overlay\Complete Plans and TC.dgn	USER NAME = dudleybm	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = Apr-09-2014 02:00:19PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STANDARDS, GENERAL NOTES, AND SIGNATURES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	2
		CONTRACT NO. 72G85		
	ILLINOIS FED. AID PROJECT			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN CONSTR. CODE 100% STATE ROADWAY 0014 S. N.
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.5	0.5
40600300	AGGREGATE (PRIME COAT)	TON	2	2
40600985	PORTLAND CEMENT CONDRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	614	614
40600990	TEMPORARY RAMP	SQ YD	123	123
40603540	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	61	61
	POLYMERIZED			
50102400	CONCRETE REMOVAL	CU YD	17	17
50157300	PROTECTIVE SHIELD	SQ YD	65	65
50300255	CONCRETE SUPERSTRUCTURE	CU YD	19	19
50300260	BRIDGE DECK GROOVING	SQ YD	721	721
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	2800	2800
50800515	BAR SPLICERS	EACH	24	24
52000110	PREFORMED JOINT STRIP SEAL	FOOT	123	123
67100100	MOBILIZATION	L SUM	1	1
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	6	6
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	100	100

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN CONSTR. CODE 100% STATE ROADWAY 0014 S. N.
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	34	34
70400100	TEMPORARY CONCRETE BARRIER	FOOT	530	530
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	530	530
70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	1	1
70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	1	1
* 78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	750	750
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	2	2
X6030205	FRAMES AND GRATES TO BE ADJUSTED (SPECIAL)	EACH	1	1
X7010222	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21 (SPECIAL)	L SUM	1	1
X7010228	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601 (SPECIAL)	L SUM	1	1
X7200201	WIDTH RESTRICTION SIGNING	L SUM	1	1
Z0012130	BRIDGE DECK SCARIFICATION, 3/4"	SQ YD	728	728
Z0012164	BRIDGE DECK MICROSILICA CONCRETE OVERLAY, 2-1/2"	SQ YD	728	728
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	2	2
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	43	43

* SPECIALTY ITEM

FILE NAME = O:\OPERATIONS\Bridgeplans.CAD\72G85 - 0340198 overlay\Complete Plans and TC.dgn	USER NAME = dudleybm	DESIGNED -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	DRAWN -	REVISED -
Default	PLOT DATE = Apr-09-2014 02:01:44PM	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	3
		CONTRACT NO. 72G85		
	ILLINOIS	FED. AID PROJECT		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	*	SANGAMON	95	21 A
STA.		TO STA.		
FED. ROAD DIST. NO. 9	ILLINOIS	FED. AID PROJECT		

* 107Z-6.X-5 & 107ZHB-1

P.O.T. 30+99.99

STA 194+55.970 JEFFERSON =
STA 10+00.13 AMOS
N 1,143,844.5920
E 637,384.9620

STA 194+51.670 JEFFERSON =
STA.10+13.14 AMOS
N 1,143,857.6050
E 637,384.7330

POT STA 190+00
N 1,144,004.1540
E 636,957.8220

N 1,143,824.3990
E 637,472.8860

N 1,143,747.4570
E 637,677.1450

N 1,143,683.6260
E 637,885.8730

N 1,143,848.2160
E 637,323.8250

N 1,143,813.0350
E 637,418.0030

N 1,143,754.6860
E 637,499.8720

N 1,143,654.2020
E 637,640.8610

N 1,143,529.4410
E 637,815.9150

N 1,143,590.5740
E 638,022.0020

N 1,143,544.4460
E 637,904.8280

N 1,143,545.5590
E 637,968.7110

N 1,143,583.8620
E 638,023.9890

N 1,143,563.7290
E 638,029.9630

STA 6+79.130

STA 6+90.84 AMOS =
STA 200+37.55 AMOS RAMP
N 1,143,535.4780
E 637,390.3950

POT STA 3+70.59
N 1,143,215.2920
E 637,396.0230

AMOS RAMP (SOUTH E. O. P. LINE)

JEFFERSON ST.

MADISON ST.

CURVE 11
PI Sta 100+06.54
Δ = 14° 59′ 39″ RT
D = 7° 30′ 00″
L = 199.920′
T = 100.535′
R = 763.940′
PC Sta 99+06.01
PT Sta 101+05.93

CURVE 14
PI Sta 197+64.14
Δ = 3° 38′ 12″ LT
D = 0° 50′ 00″
L = 436.393′
T = 218.270′
R = 6,875.390′
PC Sta 195+45.87
PT Sta 199+82.26

CURVE 12
PI Sta 104+94.02
Δ = 52° 00′ 00″ LT
D = 13° 00′ 00″
L = 400.003′
T = 214.963′
R = 440.740′
PC Sta 102+79.06
PT Sta 106+79.06

CURVE 15
PI Sta 206+15.95
Δ = 15° 31′ 25″ LT
D = 12° 13′ 24″
L = 127.000′
T = 63.891′
R = 468.740′
PC Sta 205+52.06
PT Sta 206+79.06

CURVE 3
PI Sta 11+31.00
Δ = 34° 16′ 55″ RT
D = 13° 00′ 01″
L = 263.701′
T = 135.930′
R = 440.726′
PC Sta 9+95.07
PT Sta 12+58.77

STA 7+78.73 MADISON =
STA 202+26.546 JEFFERSON
N 1,143,612.1870
E 638,119.4770

N 1,143,673.7110
E 638,326.8840

N 1,143,670.9060
E 638,586.6540

N 1,143,712.3680
E 638,457.2020

STA 22+51 LINCOLN =
STA 199+90 REYNOLDS
(PROP. ℄)

198+00 REYNOLDS ST.

STA 17+99.39 LINCOLN =
STA 208+44.94 JEFFERSON
N 1,143,431.3450
E 638,710.8300

PC Sta 16+97.08

PI STA 17+99.26

N 1,143,329.1800
E 638,712.3130

P.O.T. STA: 16+97.28

LINCOLN AVE.

CURVE 21
PI Sta 20+03.57
Δ = 2° 48′ 17″ RT
D = 1° 22′ 22″
L = 204.311′
T = 102.176′
R = 4,173.618′
PC Sta 19+01.39
PT Sta 21+05.70

STA 22+35.39 LINCOLN =
STA 199+90 REYNOLDS (PROP. ℄)

STA 22+30.25 LINCOLN =
STA 199+90 REYNOLDS (EXIST. ℄)

94° 46′ 16″

90° 01′ 50″

N 1,143,737.4500
E 638,696.3850

PT Sta 21+05.70

PI STA 20+03.568 LINCOLN =
STA 13+75.551 MADISON
N 1,143,635.2860
E 638,697.8680

PRC Sta 19+01.39

68° 36′ 13″

N 1,143,533.3150
E 638,704.3490

N 1,143,447.5760
E 639,283.9320

N 1,143,357.8840
E 639,563.9680

69° 21′ 45″

180° 46′ 14″

CURVE 20
PI Sta 17+99.26
Δ = 2° 48′ 17″ LT
D = 1° 22′ 22″
L = 204.311′
T = 102.176′
R = 4,173.617′
PC Sta 16+97.08
PT Sta 19+01.39

179° 35′ 02″

N 1,143,234.8630
E 639,384.3570

CURVE 4
PI Sta 26+61.07
Δ = 18° 38′ 17″ LT
D = 2° 30′ 00″
L = 745.516′
T = 376.080′
R = 2,291.811′
PC Sta 22+84.99
PT Sta 30+30.51

STA 22+84.39 MAC ARTHUR =
STA 10+00 REYNOLDS
8+00
℄ REYNOLDS ST.

107° 20′ 28″

MAC ARTHUR BLVD.

PI STA 20+00 MAC ARTHUR =
STA 1+30.89 ON FORWARD TANGENT MADISON
N 1,143,245.1720
E 640,052.9910

90° 00′ 54″

N 1,143,243.1700
E 639,922.1260

89° 47′ 38″

109° 27′ 06″

72° 15′ 55″

STA 17+89.06 MAC ARTHUR =
STA 222+48.42 JEFFERSON
N 1,143,034.2700
E 640,056.9800

180° 00′ 00″

JEFFERSON ST.

N

SCALE IN FEET
100 0 50 100 200

REVISIONS	
NAME	DATE
CGC	06FEB92

ILLINOIS DEPARTMENT OF TRANSPORTATION

ALIGNMENT LAYOUT

SCALE: 100 FT = 1 IN — DRAWN BY CADD

DATE: SEPTEMBER 11, 1991 — CHECKED BY DLB

FILE NAME = \\Central\d6\OPERATIONS\Bridgeplans_CADD\9040190 overlay\staging plans.dgn	USER NAME = shahdn	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = Mar-21-2014 11:35:07AM	DATE -	REVISED -

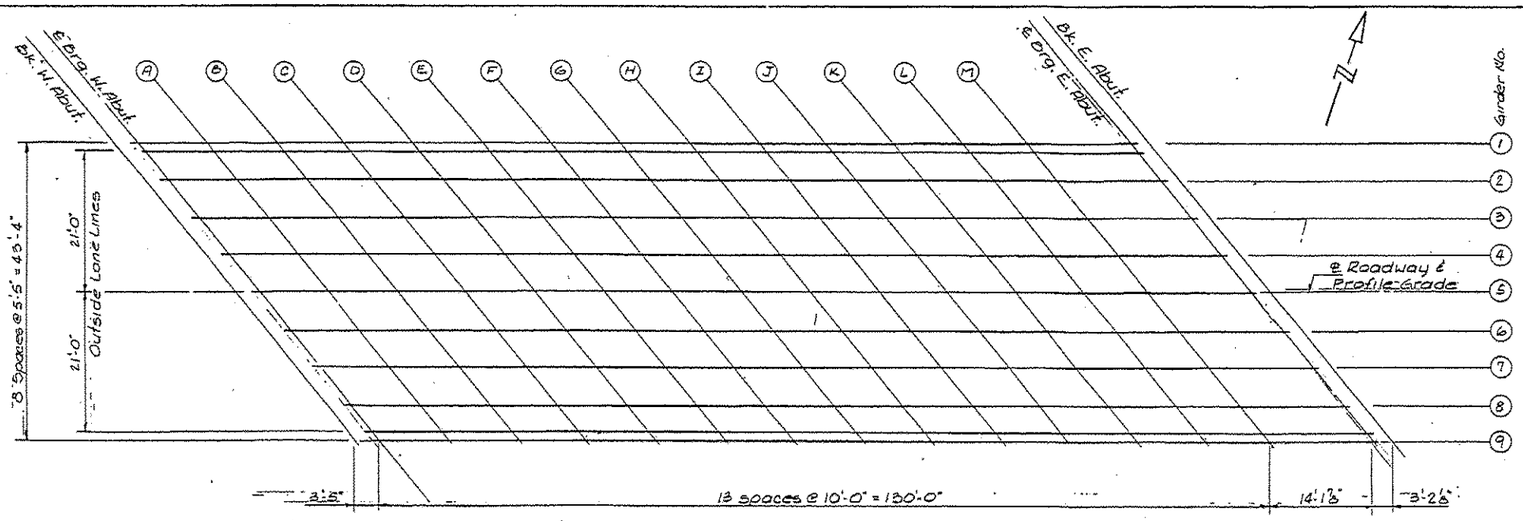
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN DETAILS
(FOR INFORMATION ONLY)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	4
		CONTRACT NO. 72G85		
	ILLINOIS FED. AID PROJECT			

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) HB-2	SANGAMON	23	22
STA.		TO STA.		
F.H.W.A. REG.	ILLINOIS			



GIRDER PLAN

GIRDER 1

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BK.W.ABUT	6+85.890	21.667' LT	589.327	589.327
CBRG.W.ABUT.	6+89.307	21.667' LT	589.363	589.363
A	6+99.307	21.667' LT	589.462	589.595
B	7+09.307	21.667' LT	589.549	589.807
C	7+19.307	21.667' LT	589.626	589.993
D	7+29.307	21.667' LT	589.693	590.149
E	7+39.307	21.667' LT	589.748	590.272
F	7+49.307	21.667' LT	589.793	590.362
G	7+59.307	21.667' LT	589.830	590.417
H	7+69.307	21.667' LT	589.853	590.432
I	7+79.307	21.667' LT	589.866	590.411
J	7+89.307	21.667' LT	589.850	590.337
K	7+99.307	21.667' LT	589.824	590.230
L	8+09.307	21.667' LT	589.788	590.093
M	8+19.307	21.667' LT	589.740	589.926
CBRG.E.ABUT	8+33.463	21.667' LT	589.655	589.655
BK.E.ABUT	8+36.640	21.667' LT	589.633	589.633

NORTH LANE LINE

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BK.W.ABUT	6+86.430	21.000' LT	589.355	589.355
CBRG.W.ABUT.	6+89.847	21.000' LT	589.389	589.389
A	6+99.847	21.000' LT	589.486	589.619
B	7+09.847	21.000' LT	589.573	589.831
C	7+19.847	21.000' LT	589.649	590.016
D	7+29.847	21.000' LT	589.714	590.170
E	7+39.847	21.000' LT	589.769	590.293
F	7+49.847	21.000' LT	589.812	590.381
G	7+59.847	21.000' LT	589.845	590.432
H	7+69.847	21.000' LT	589.869	590.448
I	7+79.847	21.000' LT	589.878	590.423
J	7+89.847	21.000' LT	589.862	590.349
K	7+99.847	21.000' LT	589.836	590.242
L	8+09.847	21.000' LT	589.798	590.103
M	8+19.847	21.000' LT	589.750	589.936
CBRG.E.ABUT	8+34.003	21.000' LT	589.664	589.664
BK.E.ABUT	8+37.180	21.000' LT	589.642	589.642

GIRDER 2

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BK.W.ABUT	6+90.276	16.250' LT	589.540	589.540
CBRG.W.ABUT.	6+93.693	16.250' LT	589.573	589.573
A	7+03.693	16.250' LT	589.660	589.793
B	7+13.693	16.250' LT	589.736	589.994
C	7+23.693	16.250' LT	589.802	590.169
D	7+33.693	16.250' LT	589.857	590.313
E	7+43.693	16.250' LT	589.901	590.425
F	7+53.693	16.250' LT	589.937	590.506
G	7+63.693	16.250' LT	589.959	590.546
H	7+73.693	16.250' LT	589.972	590.551
I	7+83.693	16.250' LT	589.968	590.513
J	7+93.693	16.250' LT	589.948	590.435
K	8+03.693	16.250' LT	589.918	590.324
L	8+13.693	16.250' LT	589.876	590.181
M	8+23.693	16.250' LT	589.824	590.010
CBRG.E.ABUT	8+37.849	16.250' LT	589.732	589.732
BK.E.ABUT	8+41.026	16.250' LT	589.709	589.709

GIRDER 3

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BK.W.ABUT	6+94.662	10.833' LT	589.747	589.747
CBRG.W.ABUT.	6+98.079	10.833' LT	589.775	589.775
A	7+08.079	10.833' LT	589.851	589.984
B	7+18.079	10.833' LT	589.916	590.174
C	7+28.079	10.833' LT	589.970	590.337
D	7+38.079	10.833' LT	590.014	590.470
E	7+48.079	10.833' LT	590.048	590.572
F	7+58.079	10.833' LT	590.069	590.638
G	7+68.079	10.833' LT	590.082	590.669
H	7+78.079	10.833' LT	590.083	590.662
I	7+88.079	10.833' LT	590.069	590.614
J	7+98.079	10.833' LT	590.044	590.531
K	8+08.079	10.833' LT	590.009	590.418
L	8+18.079	10.833' LT	589.963	590.268
M	8+28.079	10.833' LT	589.906	590.092
CBRG.E.ABUT	8+42.235	10.833' LT	589.807	589.807
BK.E.ABUT	8+45.412	10.833' LT	589.782	589.782

GIRDER 4

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BK.W.ABUT	6+89.049	5.417' LT	589.944	589.944
CBRG.W.ABUT.	7+02.466	5.417' LT	589.969	589.969
A	7+12.466	5.417' LT	590.033	590.166
B	7+22.466	5.417' LT	590.087	590.345
C	7+32.466	5.417' LT	590.130	590.497
D	7+42.466	5.417' LT	590.163	590.619
E	7+52.466	5.417' LT	590.185	590.709
F	7+62.466	5.417' LT	590.196	590.765
G	7+72.466	5.417' LT	590.196	590.783
H	7+82.466	5.417' LT	590.187	590.766
I	7+92.466	5.417' LT	590.168	590.713
J	8+02.466	5.417' LT	590.139	590.626
K	8+12.466	5.417' LT	590.099	590.505
L	8+22.466	5.417' LT	590.048	590.353
M	8+32.466	5.417' LT	589.987	590.173
CBRG.E.ABUT	8+46.622	5.417' LT	589.881	589.881
BK.E.ABUT	8+49.799	5.417' LT	589.855	589.855

GIRDER 5

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BK.W.ABUT	7+03.435	0.000'	590.134	590.134
CBRG.W.ABUT.	7+06.852	0.000'	590.155	590.155
A	7+16.852	0.000'	590.208	590.341
B	7+26.852	0.000'	590.250	590.508
C	7+36.852	0.000'	590.282	590.649
D	7+46.852	0.000'	590.304	590.760
E	7+56.852	0.000'	590.315	590.839
F	7+66.852	0.000'	590.314	590.883
G	7+76.852	0.000'	590.303	590.890
H	7+86.852	0.000'	590.288	590.867
I	7+96.852	0.000'	590.265	590.810
J	8+06.852	0.000'	590.231	590.718
K	8+16.852	0.000'	590.186	590.592
L	8+26.852	0.000'	590.130	590.435
M	8+36.852	0.000'	590.064	590.250
CBRG.E.ABUT	8+51.008	0.000'	589.953	589.953
BK.E.ABUT	8+54.185	0.000'	589.925	589.925

GIRDER 6

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BK.W.ABUT	7+07.821	5.417' RT	590.203	590.203
CBRG.W.ABUT.	7+11.238	5.417' RT	590.215	590.215
A	7+21.238	5.417' RT	590.242	590.375
B	7+31.238	5.417' RT	590.259	590.517
C	7+41.238	5.417' RT	590.265	590.632
D	7+51.238	5.417' RT	590.260	590.716
E	7+61.238	5.417' RT	590.245	590.769
F	7+71.238	5.417' RT	590.219	590.788
G	7+81.238	5.417' RT	590.189	590.776
H	7+91.238	5.417' RT	590.171	590.750
I	8+01.238	5.417' RT	590.143	590.688
J	8+11.238	5.417' RT	590.104	590.591
K	8+21.238	5.417' RT	590.055	590.461
L	8+31.238	5.417' RT	589.995	590.300
M	8+41.238	5.417' RT	589.924	590.110
CBRG.E.ABUT	8+55.394	5.417' RT	589.806	589.806
BK.E.ABUT	8+58.571	5.417' RT	589.776	589.776

GIRDER 7

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BK.W.ABUT	7+12.208	10.833' RT	590.251	590.251
CBRG.W.ABUT.	7+15.625	10.833' RT	590.254	590.254
A	7+25.625	10.833' RT	590.256	590.389
B	7+35.625	10.833' RT	590.246	590.504
C	7+45.625	10.833' RT	590.227	590.594
D	7+55.625	10.833' RT	590.196	590.652
E	7+65.625	10.833' RT	590.156	590.680
F	7+75.625	10.833' RT	590.104	590.673
G	7+85.625	10.833' RT	590.073	590.660
H	7+95.625	10.833' RT	590.051	590.630
I	8+05.625	10.833' RT	590.018	590.563
J	8+15.625	10.833' RT	589.975	590.462
K	8+25.625	10.833' RT	589.921	590.327
L	8+35.625	10.833' RT	589.856	590.161
M	8+45.625	10.833' RT	589.781	589.967
CBRG.E.ABUT	8+59.781	10.833' RT	589.656	589.656
BK.E.ABUT	8+62.958	10.833' RT	589.625	589.625

GIRDER 8

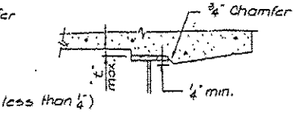
LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BK.W.ABUT	7+16.594	16.250' RT	590.279	590.279
CBRG.W.ABUT.	7+20.011	16.250' RT	590.273	590.273
A	7+30.011	16.250' RT	590.249	590.382
B	7+40.011	16.250' RT	590.214	590.472
C	7+50.011	16.250' RT	590.168	590.535
D	7+60.011	16.250' RT	590.112	590.568
E	7+70.011	16.250' RT	590.045	590.569
F	7+80.011	16.250' RT	589.973	590.542
G	7+90.011	16.250' RT	589.957	590.544
H	8+00.011	16.250' RT	589.930	590.509
I	8+10.011	16.250' RT	589.893	590.438
J	8+20.011	16.250' RT	589.844	590.331
K	8+30.011	16.250' RT	589.786	590.192
L	8+40.011	16.250' RT	589.716	590.021
M	8+50.011	16.250' RT	589.636	589.822
CBRG.E.ABUT	8+64.167	16.250' RT	589.506	589.506
BK.E.ABUT	8+67.344	16.250' RT	589.476	589.476

SOUTH LANE LINE

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BK.W.ABUT	7+20.440	21.000' RT	590.285	590.285
CBRG.W.ABUT.	7+23.857	21.000' RT	590.273	590.273
A	7+33.857	21.000' RT	590.226	590.359
B	7+43.857	21.000' RT	590.169	590.427
C	7+53.857	21.000' RT	590.100	590.467
D	7+63.857	21.000' RT	590.021	590.477
E	7+73.857	21.000' RT	589.932	590.456
F	7+83.857	21.000' RT	589.833	590.442
G	7+93.857	21.000' RT	589.723	590.440
H	8+03.857	21.000' RT	589.822	590.401
I	8+13.857	21.000' RT	589.780	590.325
J	8+23.857	21.000' RT	589.728	590.215
K	8+33.857	21.000' RT	589.665	590.071
L	8+43.857	21.000' RT	589.592	589.897
M	8+53.857	21.000' RT	589.507	589.693
CBRG.E.ABUT	8+68.013	21.000' RT	589.374	589.374
BK.E.ABUT	8+71.190	21.000' RT	589.344	589.344

GIRDER 9

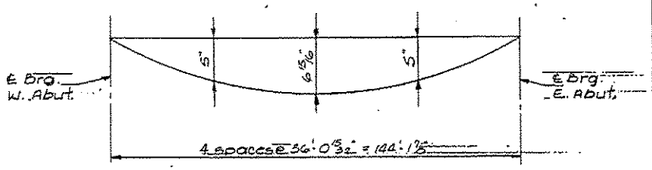
LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BK.W.ABUT	7+20.980	21.667' RT	590.286	590.286
CBRG.W.ABUT.	7+24.397	21.667' RT	590.270	590.270
A	7+34.397	21.667' RT	590.220	590.353
B	7+44.397	21.667' RT	590.160	590.418
C	7+54.397	21.667' RT	590.088	590.455
D	7+64.397	21.667' RT	590.005	590.461
E	7+74.397	21.667' RT	589.913	590.437
F	7+84.397	21.667' RT	589.850	590.428
G	7+94.397	21.667' RT	589.838	590.425
H	8+04.397	21.667' RT	589.807	590.386
I	8+14.397	21.667' RT	589.765	590.310
J	8+24.397	21.667' RT	589.712	590.199
K	8+34.397	21.667' RT	589.648	590.054
L	8+44.397	21.667' RT	589.574	589.879
M	8+54.397	21.667' RT	589.490	589.676
CBRG.E.ABUT	8+68.553	21.667' RT	589.356	589.356
BK.E.ABUT	8+71.730	21.667' RT	589.326	589.326



At Minimum Fillet — At Maximum Fillet

METHOD OF DETERMINING FILLET HEIGHTS "t"

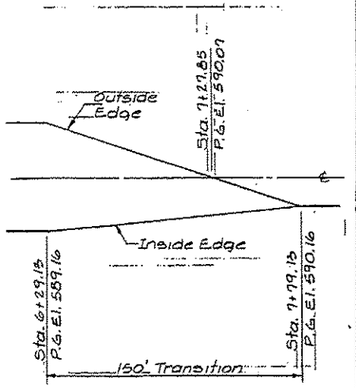
After all Structural Steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown at left. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals fillet heights "t" above top flange of the girders.



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

Note: The above deflections are not to be used in the field if the Engineer is working from the Theoretical Grade Elevations Adjusted for Dead Load Deflection.



SUPERELEVATION TRANSITION SKETCH

TOP OF SLAB ELEVATIONS
BRIDGE OVER JEFFERSON STREET
CITY OF SPRINGFIELD
F.A.P. ROUTE 67 (MADISON STREET)
SECTION 107 Z HB-2
SANGAMON COUNTY
STATION 7+78.81
STRUCTURE NO. 084-0190

FILE NAME = \\Central\d6\OPERATIONS\Bridgeplans.CAD\084\084198 overlay\staging plans.dgn	USER NAME = shehdm	DESIGNED -	REVISED -
	PLOT SCALE = 48.0000 ' / in.	DRAWN -	REVISED -
Default	PLOT DATE = Mar-21-2014 11:35:09AM	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN DETAILS
(FOR INFORMATION ONLY)

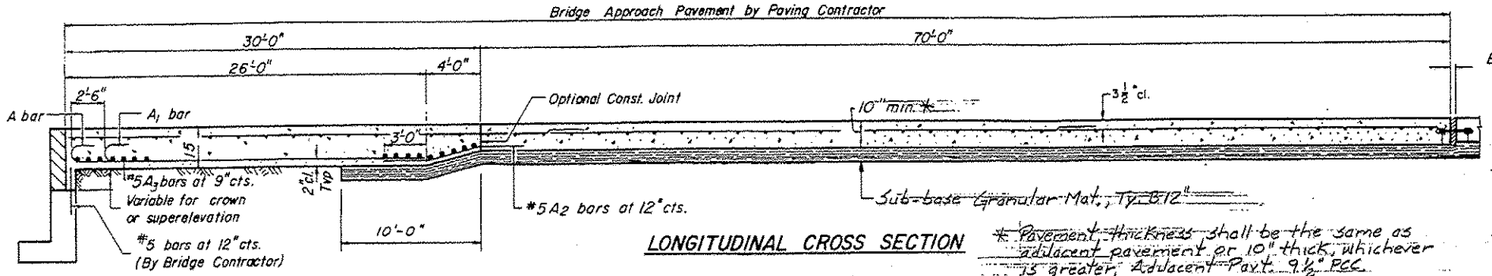
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	5
		CONTRACT NO. 72G85		
	ILLINOIS FED. AID PROJECT			

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	*	SANGAMON	168	102
STA.		TO STA.		
F.H.W.A. REG.		ILLINOIS		

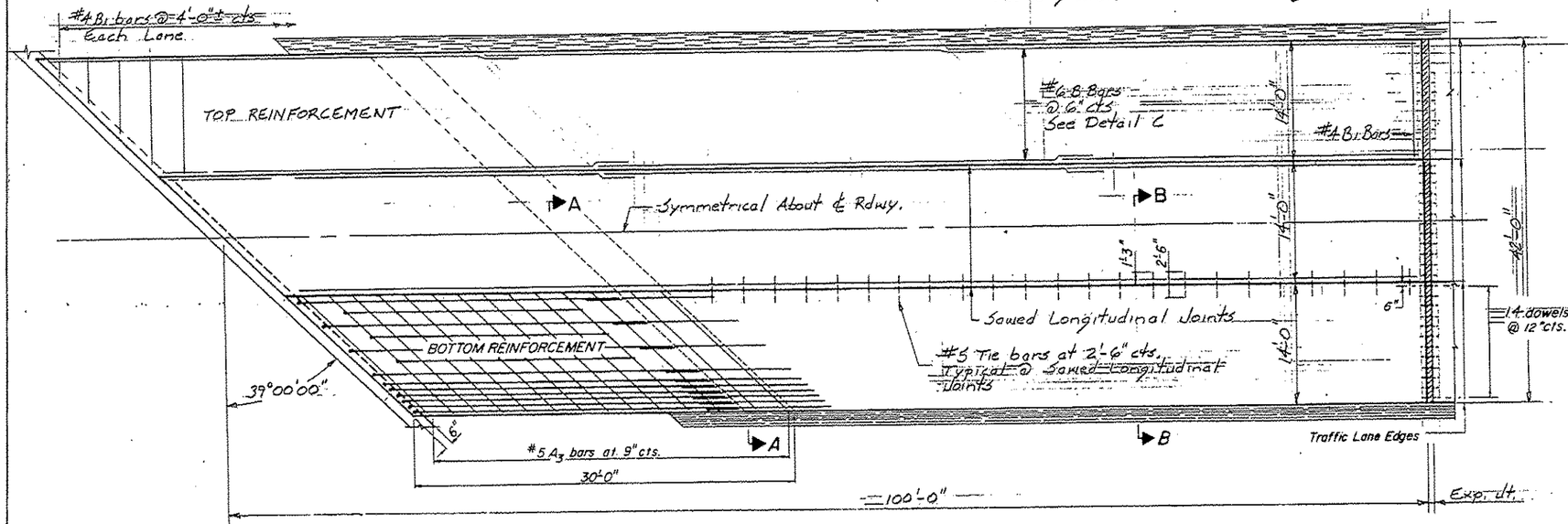
* Sec 107 8-7-X-6

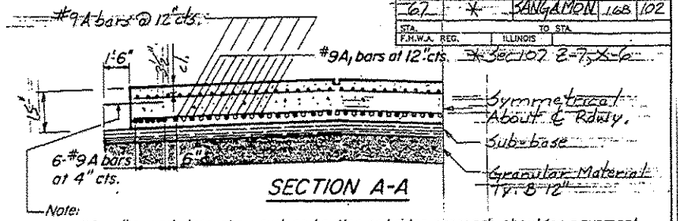
Bridge Approach Pavement by Paving Contractor



LONGITUDINAL CROSS SECTION

* Pavement Thickness shall be the same as adjacent pavement or 10" thick, whichever is greater. Adjacent Pavt. 9½" PCC.



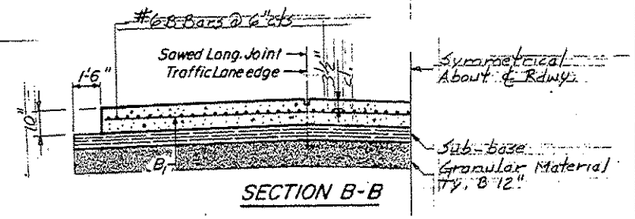


SECTION A-A

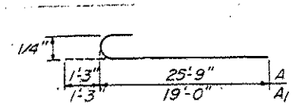
Note:

When the road plans show curb and gutter or bridge approach shoulder pavement adjacent to approach slabs, the tie bars shall be as specified on the appropriate standard. The cost of these tie bars will be included in the contract unit price for the adjacent item.

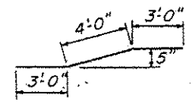
Transitions for curb and gutter shall be as shown on the plans.



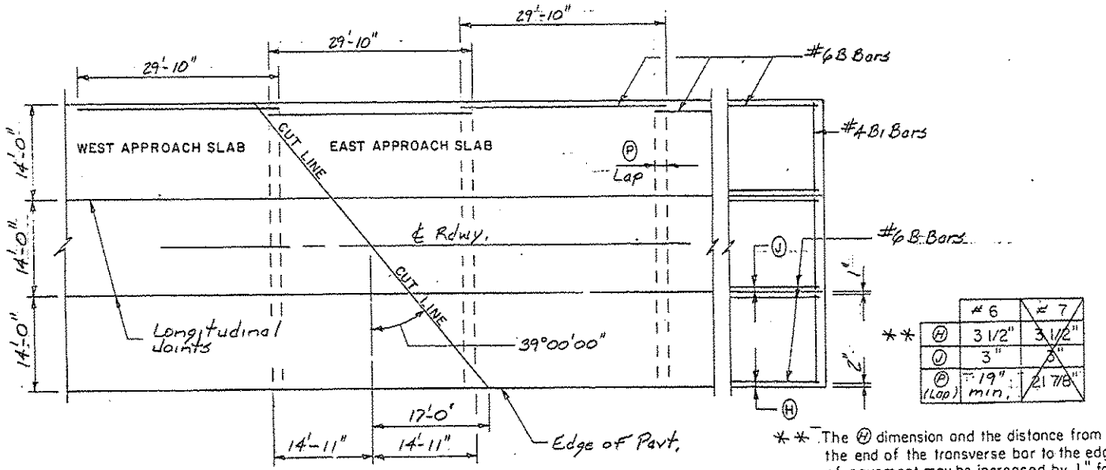
SECTION B-B



BARS A&A1



BAR A2



DETAIL C - TOP OF SLAB BAR ARRANGEMENT & CUTTING DIAGRAM

	# 6	# 7
Ⓗ	3 1/2"	3 1/2"
Ⓙ	3"	3"
Ⓟ (Lap)	19" min.	21 7/8"

** The Ⓗ dimension and the distance from the end of the transverse bar to the edge of pavement may be increased by 1" for slipform paving.

TOTAL BILL OF MATERIAL
EAST & WEST APPROACH SLABS

BAR	NO.	SIZE	LENGTH	SHAPE
A (E)	104	#9	27'-0"	
A1 (E)	78	#9	20'-3"	
A2 (E)	104	#5	10'-0"	
A3 (E)	240	#5	12'-6"	
B (E)	588	#6	29'-10"	
B1 (E)	156	#4	13'-9"	
REINFORCEMENT BARS (EPOXY COATED)			Pounds	48,160
Slab Area			Sq. Yds.	933

GENERAL NOTES

With the approval of the Engineer the contractor will be permitted to reduce the paving widths by substituting a Keyed Longitudinal Construction Joint with tie bars in lieu of the Specified Sawed Longitudinal Joint.

When Bridge Approach Pavement is constructed adjacent to flexible pavement, the expansion joint and dowel bars are not required.

Pavement joints shall be as detailed on Standard 2323.

The Contractor at his option may place the subbase monolithic with the bridge approach pavement. When this option is used, the subbase may be constructed to the same width as the pavement, and the reinforcement shall be in accordance to the total pavement and subbase thickness.

The cost of tie bars, expansion joint and sub-base shall be included in the cost of Bridge Approach Pavement.

The sub-base shall be of the same material and thickness as under adjacent pavement. When sub-base is not required under adjacent pavement, the sub-base shall be either 6" granular or 4" stabilized material.

BRIDGE APPROACH PAVEMENT SPECIAL

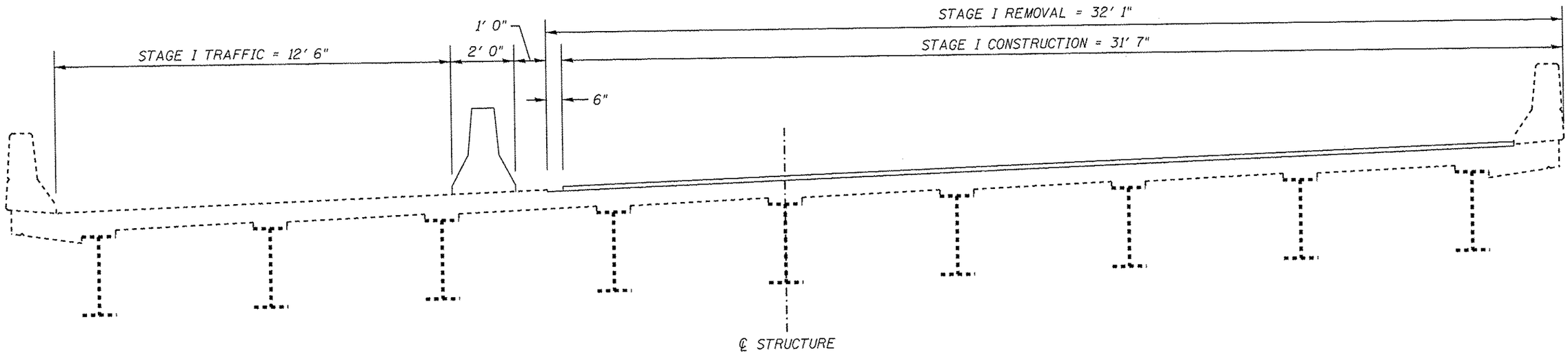
FILE NAME =	USER NAME = shahdm	DESIGNED -	REVISED -
\\Central\d6\OPERATIONS\Bridgeplans_CAD\20140190 overlay\staging plans.dgn		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = Mar-21-2014 11:35:18AM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

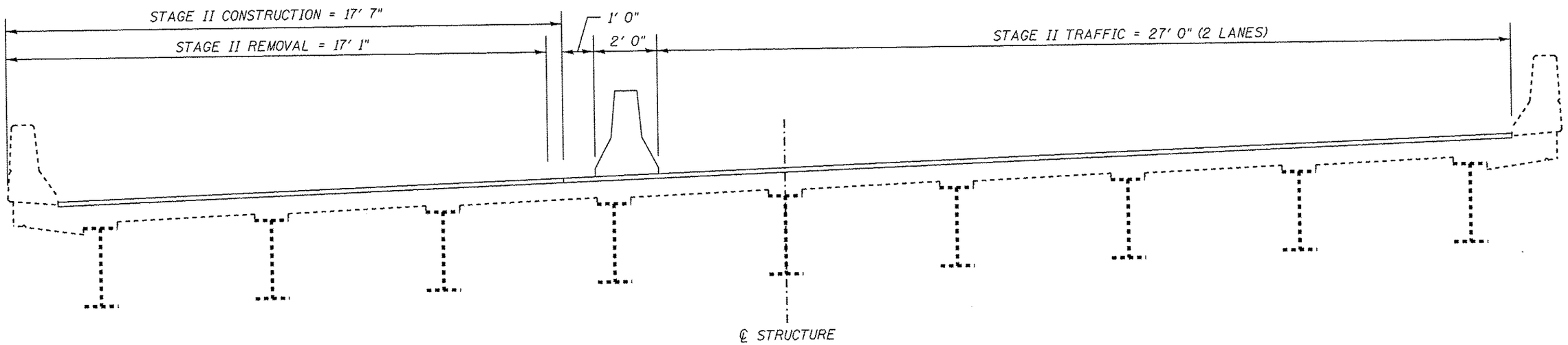
EXISTING PLAN DETAILS
(FOR INFORMATION ONLY)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	6
		CONTRACT NO. 72G85		
	ILLINOIS	FED. AID PROJECT		



STAGE I CROSS SECTION (LOOKING EAST)



STAGE II CROSS SECTION (LOOKING EAST)

FILE NAME = O:\OPERATIONS\Bridgeplans.CAD\72G85 - 8340198 overlay\Complete Plans and TC.dgn	USER NAME = dudleybm	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = Apr-09-2014 02:02:58PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC STAGING DETAIL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(1072) BDR	SANGAMON	23	7
		CONTRACT NO. 72G85		
		ILLINOIS FED. AID PROJECT		

STA. 194+51.67 JEFFERSON =
STA. 10+13.14 AMOS

STA 194+55.970 JEFFERSON =
STA 10+00.13 AMOS

N

STA 7+78.73 MADISON =
STA 202+26.546 JEFFERSON

JEFFERSON ST

MADISON ST

AMOS RAMP

STA 6+90.84 AMOS =
STA 200+37.55 AMOS RAMP

STATION EQUATION:
STA. 106+79.06 BK =
STA. 6+79.13 AH

MADISON ST BRIDGE OVER JEFFERSON ST
WORK AREA
SN 084-0190

SELINGER ST.

AMOS ROAD

NOTE: NOT DRAWN TO SCALE

FILE NAME = O:\OPERATIONS\Bridgeplans.CAD\72G85 - 0340198 overlay\Complete Plans and TC.dgn	USER NAME = dudleybm	DESIGNED DMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION 72G85 (107Z) BDR SANGAMON	OVERVIEW OF PROJECT AREA	F.A.P. RTE. 67	SECTION (107Z) BDR	COUNTY SANGAMON	TOTAL SHEETS 23	SHEET NO. 8
	PLOT SCALE = 40.0000 ' / in.	DRAWN - DMS	REVISED -						CONTRACT NO. 72G85	
Default	PLOT DATE = Apr-09-2014 02:03:09PM	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				ILLINOIS FED. AID PROJECT	
		DATE -	REVISED -							

MATCH LINE STA. 8+11.00

MATCH LINE STA. 102+77.00

DETOUR

① NO TURN ON RED — R10-11

② RIGHT LANE CLOSED AHEAD — W20-5R(0)-48

③ ROAD CONSTRUCTION AHEAD — W20-I103(0)-48

CONCRETE BARRIER

MATCH LINE STA. 105+06

℄ AMOS AVE.

R3-2-2424

AMOS RAMP

ROAD CLOSED

R11-2

R3-1-2424

STA 6+90.84 AMOS =
STA 200+37.55 AMOS RAMP

STA 194+55.970 JEFFERSON =
STA 10+00.13 AMOS

NOTE:

LEGEND AND NOTES FOR STAGE I TRAFFIC CONTROL ON NEXT SHEET.

N

DETOUR AHEAD

SELINGER ST.
OIL & CHIP

ROAD CLOSED AHEAD

W20-3(0)-48

M5-1(0)-2115

ROAD CONSTRUCTION AHEAD

W20-I103(0)-48

XX'-X"

W12-I102(0)-48

ROAD CLOSED AHEAD

W20-3(0)-48

M5-1(0)-2115

DETOUR

JEFFERSON ST

MADISON ST.

W21-1(0)-48

W21-1(0)-48

MATCH LINE STA. 8+11.00

MATCH LINE STA. 102+77.00

FILE NAME = O:\OPERATIONS\Bridgeplans_CAD\72G85 - 8340198 overlay\Complete Plans and TC.dgn	USER NAME = dudleybm	DESIGNED - DMS	REVISED -
		DRAWN - DMS	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = Apr-09-2014 02:03:19PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I TRAFFIC CONTROL DETAIL

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

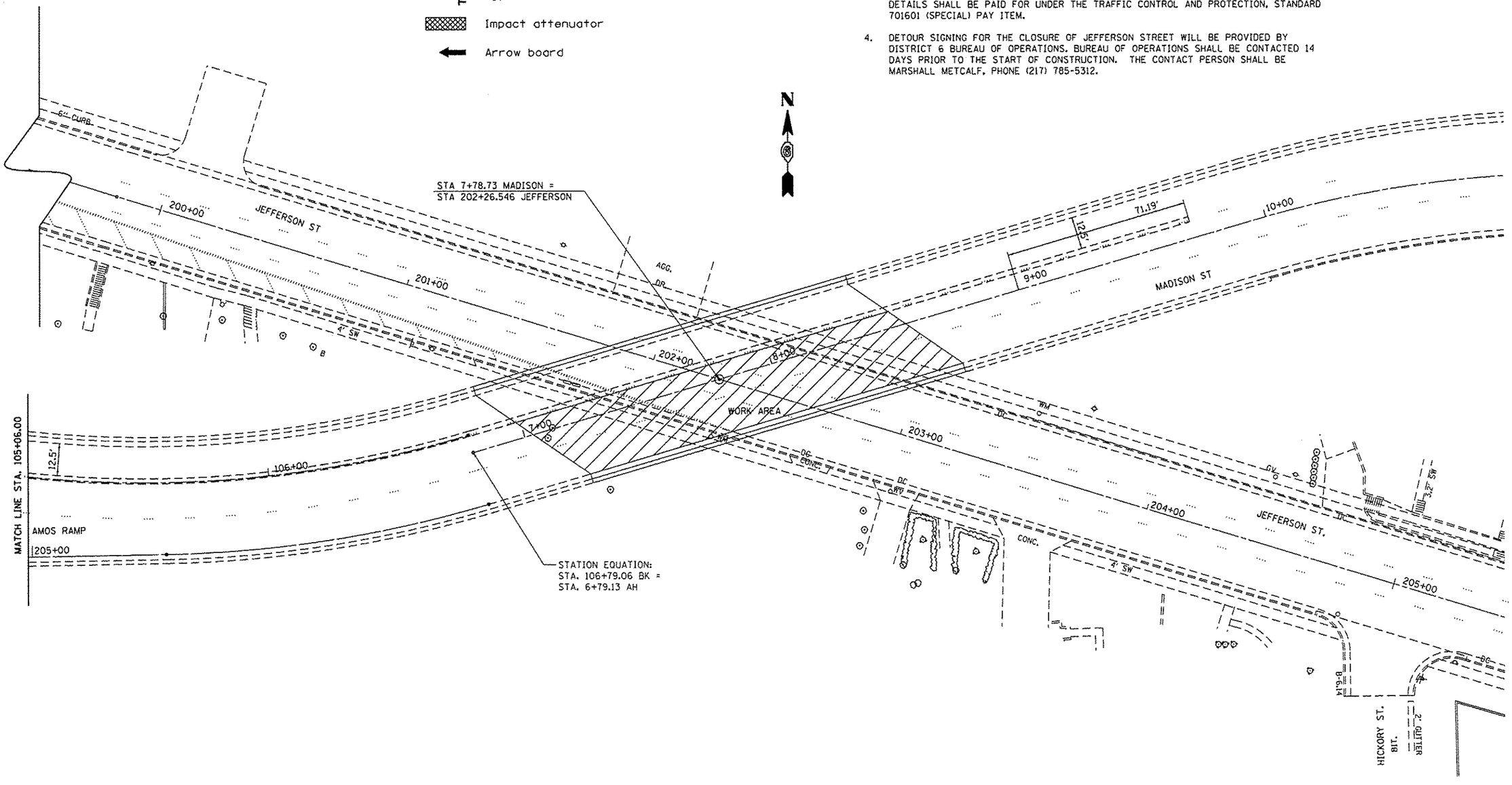
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	9
		CONTRACT NO. 72G85		
	ILLINOIS FED. AID PROJECT			

LEGEND

- Drum with steady burning bi-directional light
- Temporary concrete barrier
- Work area
- Sign
- Type III barricade
- Impact attenuator
- Arrow board

NOTES:

1. DURING ALL HYDROSCARIFICATION OPERATIONS, THE CONTRACTOR SHALL CLOSE JEFFERSON STREET AT LINCOLN STREET AS SHOWN ON THE TRAFFIC CONTROL DETAIL ON SHEET #13 . CLOSURE OF JEFFERSON STREET SHALL ONLY BE PERMITTED FROM 7:00 PM TO 6:00 AM.
2. DURING STAGE I, TRAFFIC DRIVING NORTH ON AMOS AVENUE SHALL BE ALLOWED TO TURN RIGHT ON MADISON STREET ON GREEN LIGHT ONLY. "NO RIGHT TURN" SIGNS SHALL BE COVERED UP AND "NO TURN ON RED" SIGNS SHALL BE INSTALLED TEMPORARILY AT AMOS AVENUE AND MADISON STREET INTERSECTION FOR NORTHBOUND TRAFFIC TURNING RIGHT ON MADISON STREET.
3. ALL TRAFFIC CONTROL ITEMS SHOWN ON THE STAGE I AND STAGE II TRAFFIC CONTROL DETAILS SHALL BE PAID FOR UNDER THE TRAFFIC CONTROL AND PROTECTION, STANDARD 701601 (SPECIAL) PAY ITEM.
4. DETOUR SIGNING FOR THE CLOSURE OF JEFFERSON STREET WILL BE PROVIDED BY DISTRICT 6 BUREAU OF OPERATIONS. BUREAU OF OPERATIONS SHALL BE CONTACTED 14 DAYS PRIOR TO THE START OF CONSTRUCTION. THE CONTACT PERSON SHALL BE MARSHALL METCALF, PHONE (217) 785-5312.



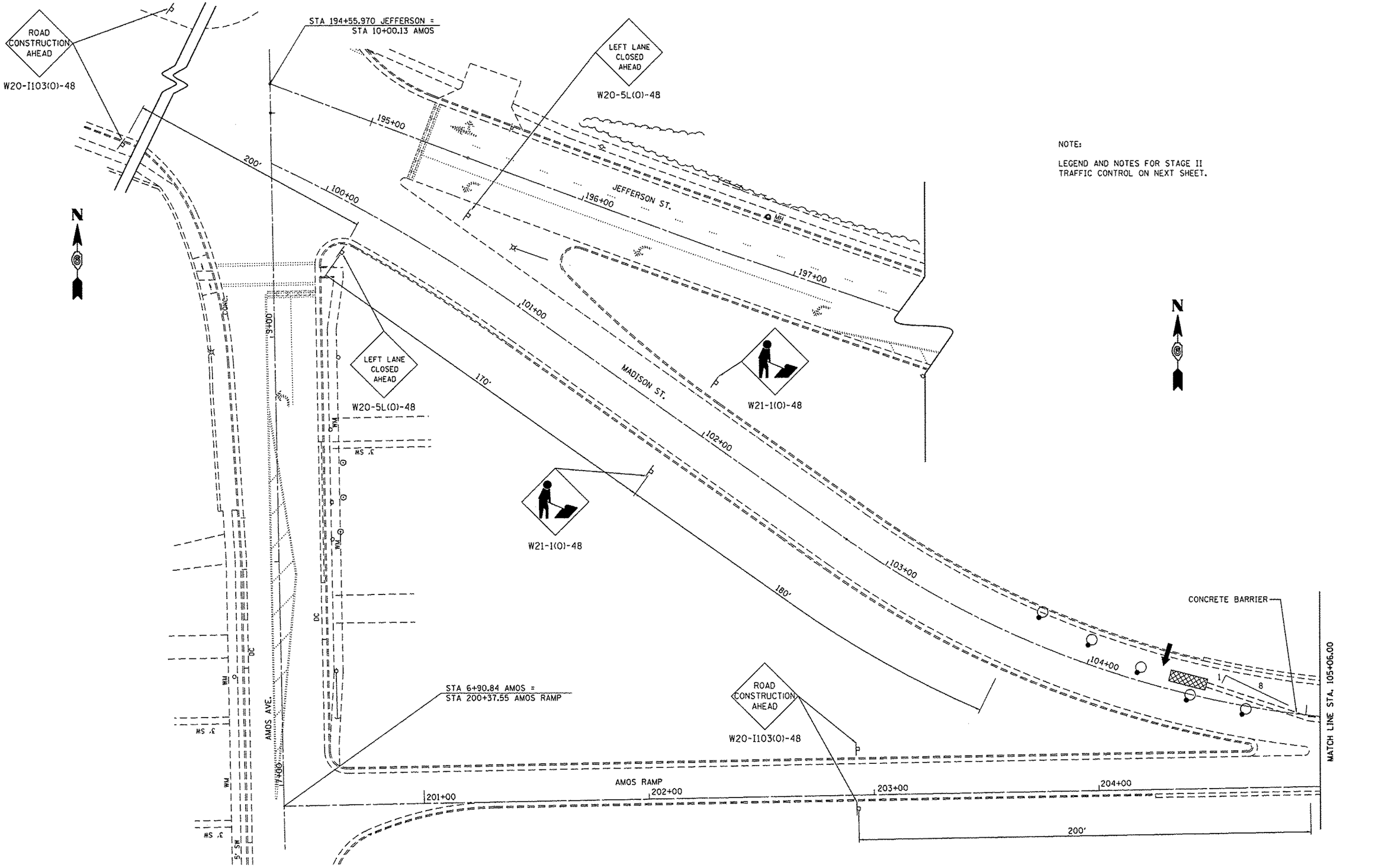
FILE NAME = D:\OPERATIONS\Bridgeplans.CAD\72G85 - 08421R0 overlay\Complete Plans and TC.dgn	USER NAME = dudleybm	DESIGNED - DMS	REVISED -
		DRAWN - DMS	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = Apr-09-2014 02:03:29PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I TRAFFIC CONTROL DETAIL

SCALE: | SHEET 2 OF 2 SHEETS | STA. ..... TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	10
		CONTRACT NO. 72G85		
	ILLINOIS FED. AID PROJECT			



NOTE:

LEGEND AND NOTES FOR STAGE II TRAFFIC CONTROL ON NEXT SHEET.

FILE NAME = O:\OPERATIONS\Bridgeplans_CAD\72G85 - 0340198 overlay\Complete Plans and TC.dgn	USER NAME = dudleybm	DESIGNED - DMS	REVISED -
		DRAWN - DMS	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = Apr-09-2014 02:03:42PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II TRAFFIC CONTROL DETAIL

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

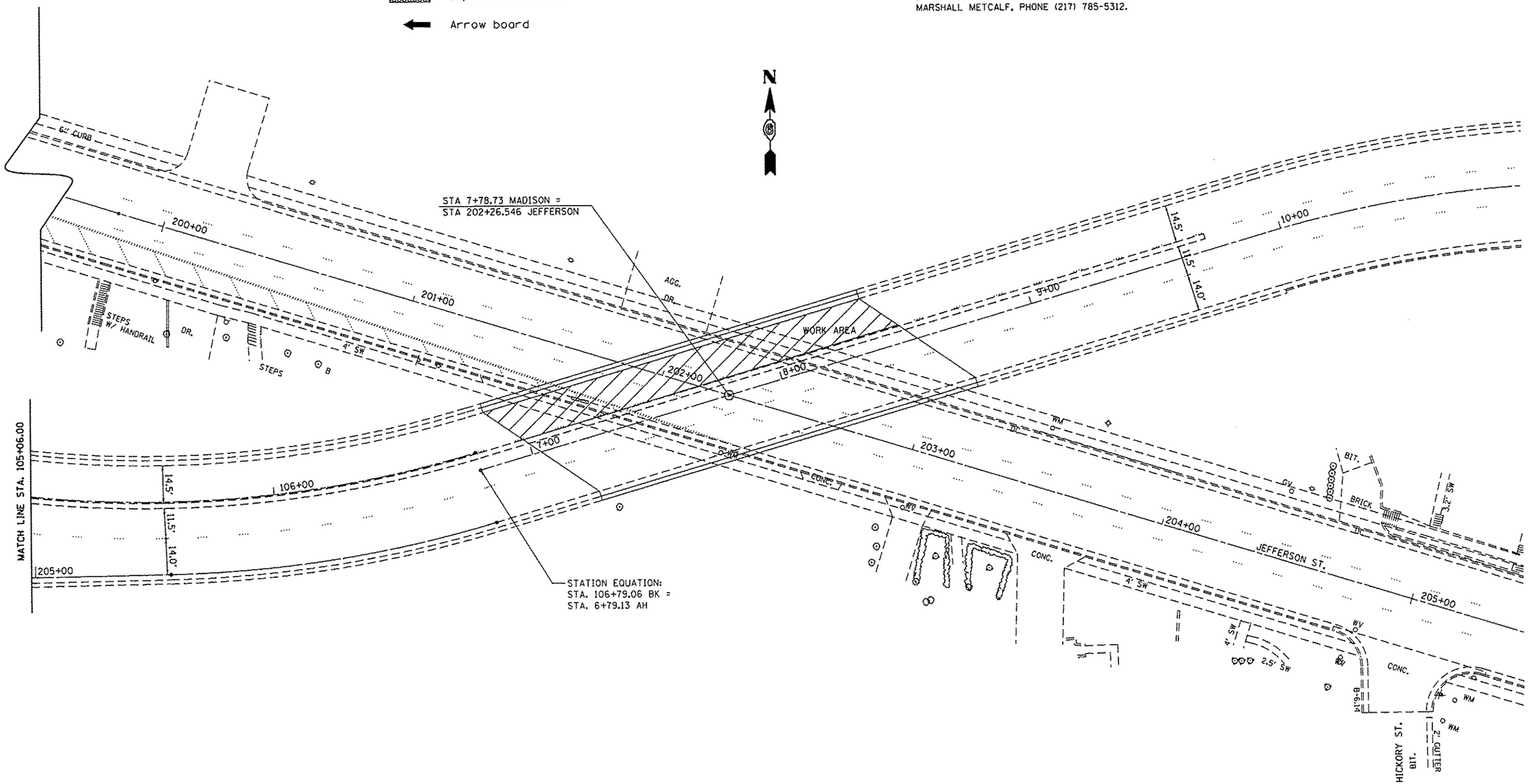
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	11
		CONTRACT NO. 72G85		
		ILLINOIS FED. AID PROJECT		

LEGEND

- Drum with steady burning bi-directional light
- Temporary concrete barrier
- Work area
- Sign
- Type III barricade
- Impact attenuator
- Arrow board

NOTES:

1. DURING ALL HYDROSCARIFICATION OPERATIONS, THE CONTRACTOR SHALL CLOSE JEFFERSON STREET AT LINCOLN STREET AS SHOWN ON THE TRAFFIC CONTROL DETAIL ON SHEET #13 . CLOSURE OF JEFFERSON STREET SHALL ONLY BE PERMITTED FROM 7:00 PM TO 6:00 AM.
2. ALL TRAFFIC CONTROL ITEMS SHOWN ON THE STAGE I AND STAGE II TRAFFIC CONTROL DETAILS SHALL BE PAID FOR UNDER THE TRAFFIC CONTROL AND PROTECTION, STANDARD 701601 (SPECIAL) PAY ITEM.
3. DETOUR SIGNING FOR THE CLOSURE OF JEFFERSON STREET WILL BE PROVIDED BY DISTRICT 6 BUREAU OF OPERATIONS. BUREAU OF OPERATIONS SHALL BE CONTACTED 14 DAYS PRIOR TO THE START OF CONSTRUCTION. THE CONTACT PERSON SHALL BE MARSHALL METCALF, PHONE (217) 785-5312.



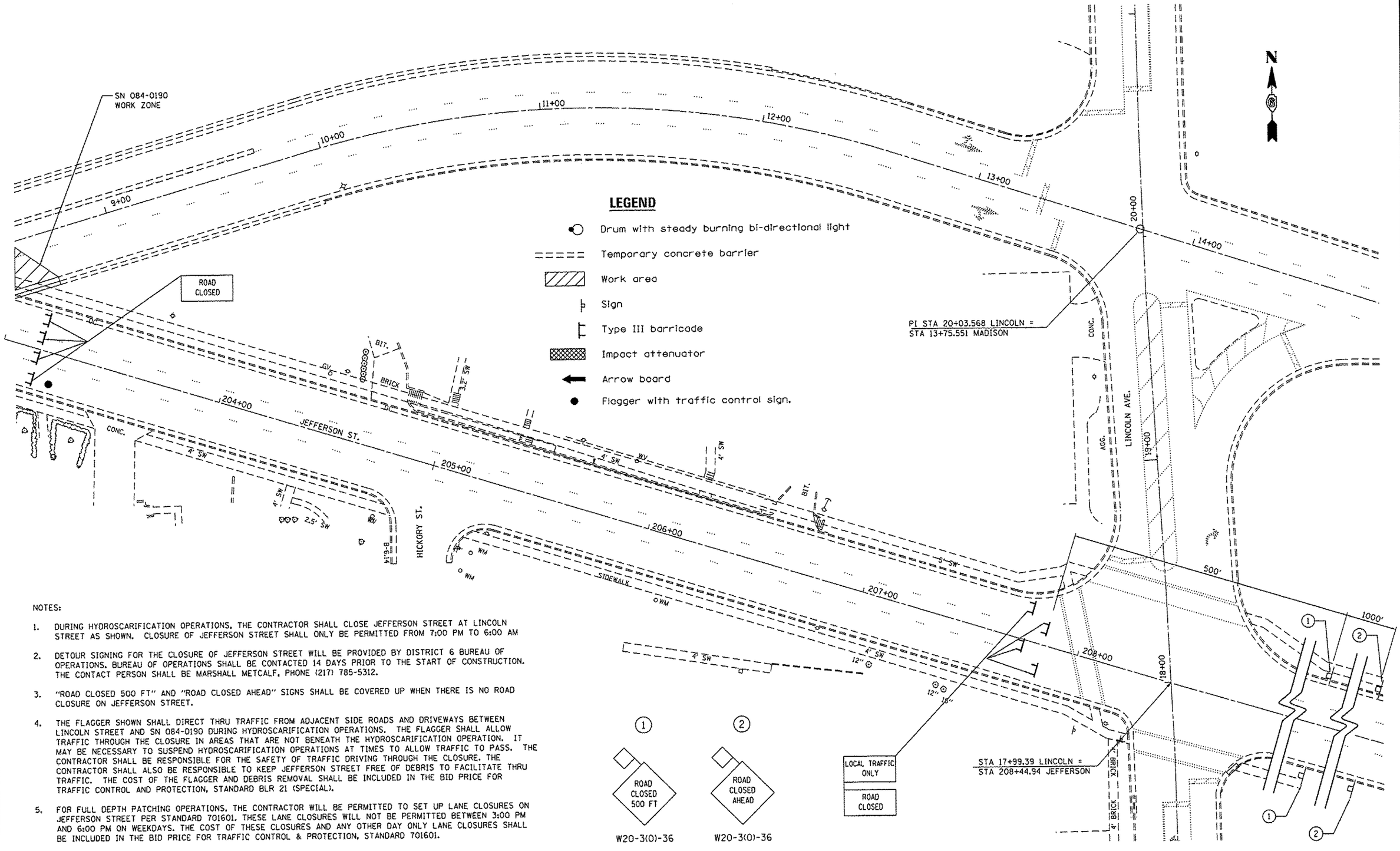
FILE NAME = D:\OPERATIONS\Bridgeplans.CAD\72G85 - 0340198 overlay\Complete Plans and TC.dgn	USER NAME = dudleybm	DESIGNED - DMS	REVISED -
		DRAWN - DMS	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = Apr-29-2014 02:03:49PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II TRAFFIC CONTROL DETAIL

SCALE: | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	12
		CONTRACT NO. 72G85		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- Drum with steady burning bi-directional light
- Temporary concrete barrier
- Work area
- Sign
- Type III barricade
- Impact attenuator
- Arrow board
- Flagger with traffic control sign.

NOTES:

1. DURING HYDROSCARIFICATION OPERATIONS, THE CONTRACTOR SHALL CLOSE JEFFERSON STREET AT LINCOLN STREET AS SHOWN. CLOSURE OF JEFFERSON STREET SHALL ONLY BE PERMITTED FROM 7:00 PM TO 6:00 AM
2. DETOUR SIGNING FOR THE CLOSURE OF JEFFERSON STREET WILL BE PROVIDED BY DISTRICT 6 BUREAU OF OPERATIONS. BUREAU OF OPERATIONS SHALL BE CONTACTED 14 DAYS PRIOR TO THE START OF CONSTRUCTION. THE CONTACT PERSON SHALL BE MARSHALL METCALF, PHONE (217) 785-5312.
3. "ROAD CLOSED 500 FT" AND "ROAD CLOSED AHEAD" SIGNS SHALL BE COVERED UP WHEN THERE IS NO ROAD CLOSURE ON JEFFERSON STREET.
4. THE FLAGGER SHOWN SHALL DIRECT THRU TRAFFIC FROM ADJACENT SIDE ROADS AND DRIVEWAYS BETWEEN LINCOLN STREET AND SN 084-0190 DURING HYDROSCARIFICATION OPERATIONS. THE FLAGGER SHALL ALLOW TRAFFIC THROUGH THE CLOSURE IN AREAS THAT ARE NOT BENEATH THE HYDROSCARIFICATION OPERATION. IT MAY BE NECESSARY TO SUSPEND HYDROSCARIFICATION OPERATIONS AT TIMES TO ALLOW TRAFFIC TO PASS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF TRAFFIC DRIVING THROUGH THE CLOSURE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE TO KEEP JEFFERSON STREET FREE OF DEBRIS TO FACILITATE THRU TRAFFIC. THE COST OF THE FLAGGER AND DEBRIS REMOVAL SHALL BE INCLUDED IN THE BID PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21 (SPECIAL).
5. FOR FULL DEPTH PATCHING OPERATIONS, THE CONTRACTOR WILL BE PERMITTED TO SET UP LANE CLOSURES ON JEFFERSON STREET PER STANDARD 701601. THESE LANE CLOSURES WILL NOT BE PERMITTED BETWEEN 3:00 PM AND 6:00 PM ON WEEKDAYS. THE COST OF THESE CLOSURES AND ANY OTHER DAY ONLY LANE CLOSURES SHALL BE INCLUDED IN THE BID PRICE FOR TRAFFIC CONTROL & PROTECTION, STANDARD 701601.

W20-3(0)-36 W20-3(0)-36

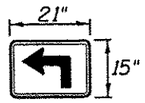
FILE NAME = D:\OPERATIONS\Bridgeplans_CAD\72G85 - 0840198 overlay\Complete Plans and TC.dgn	USER NAME = dudleybm	DESIGNED - DMS	REVISED -
		DRAWN - DMS	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = Apr-09-2014 02:03:57PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

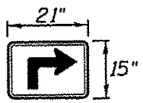
ROAD CLOSURE STAGE I & STAGE II
TRAFFIC CONTROL DETAIL

SCALE: | SHEET 2 OF 2 SHEETS | STA. | TO STA.

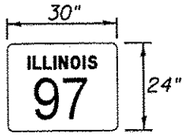
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	13
		CONTRACT NO. 72G85		
	ILLINOIS FED. AID PROJECT			



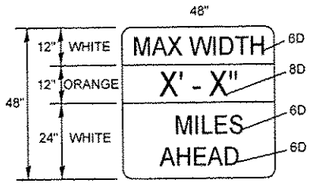
M5-1 (O)(L)



M5-1 (O)(R)



M1-1 100



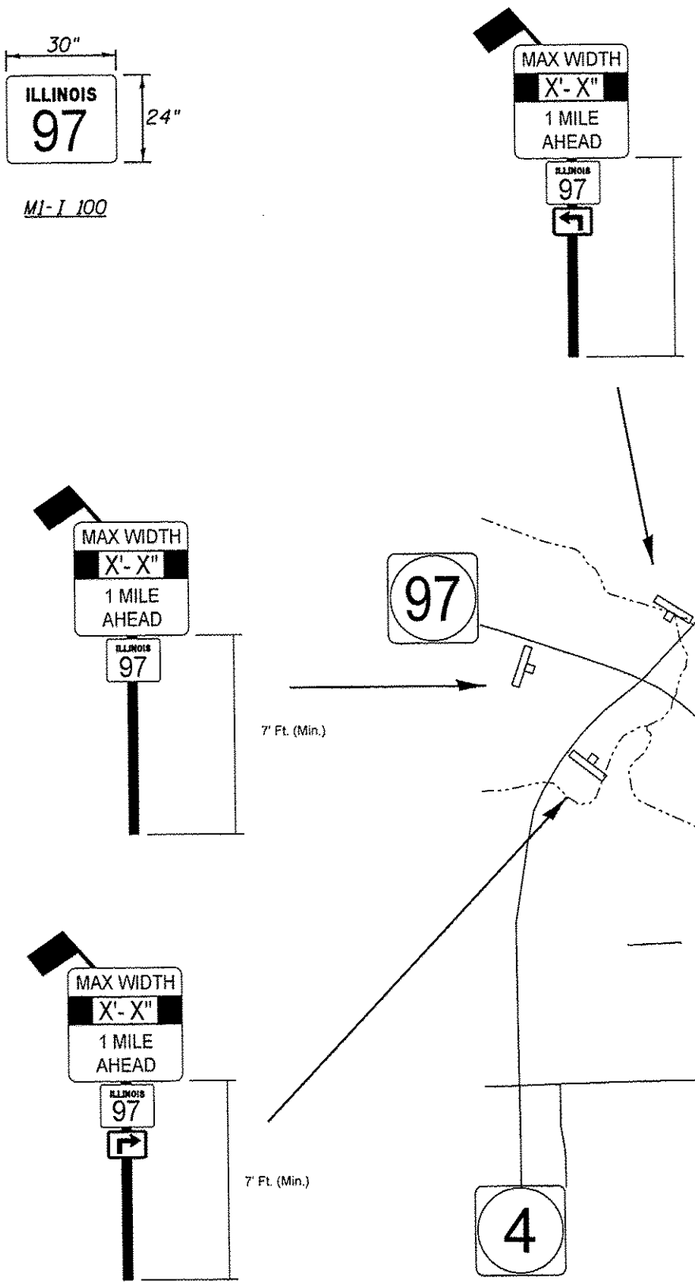
W12-1 103 (48)

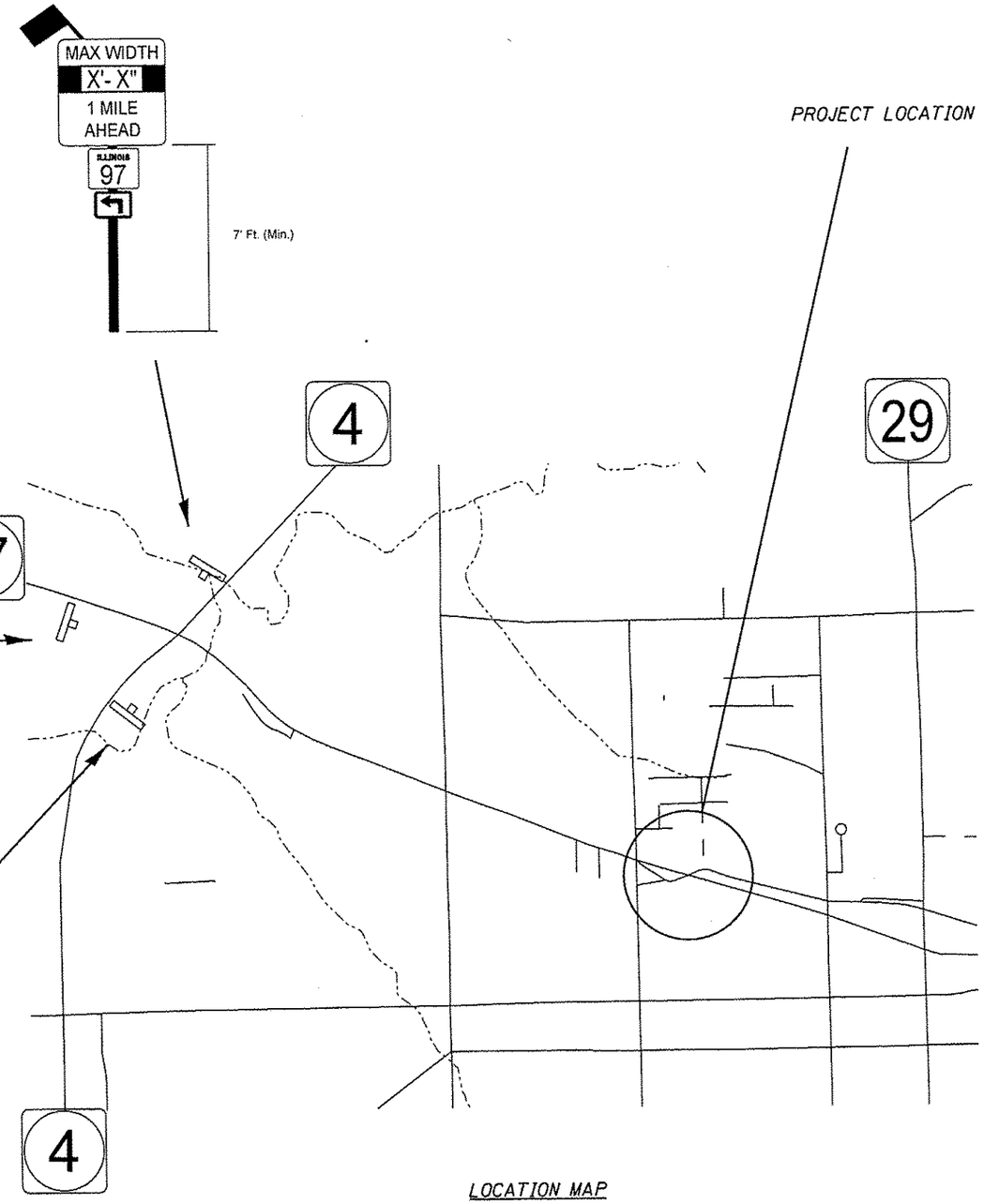
NOTES:

ALL SIGNS SHOWN IN THIS DETAIL SHALL BE PLACED +/- 500' FROM THE INTESECTION OF IL 97 AND IL 4 AND AT THE DIRECTION OF THE ENGINEER.

THE WIDTH RESTRICTION SIGNING PAY ITEM SHALL INCLUDE ALL SIGNING DETAILED ON THIS SHEET AS WELL AS ALL WIDTH RESTRICTION SIGNING SHOWN ON THE TRAFFIC CONTROL DETAIL SHEETS.

WIDTH RESTRICTION SIGNING WILL ONLY BE REQUIRED FOR STAGE I CONSTRUCTION.





LOCATION MAP

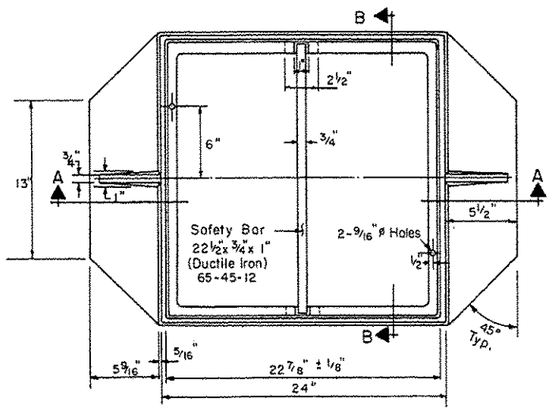
FILE NAME = D:\OPERATIONS\Bridgeplans_CAD\72G85 - 0940198 overlay\Complete Plans and TC.dgn	USER NAME = dudleybm	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = Apr-09-2014 02:04:09PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

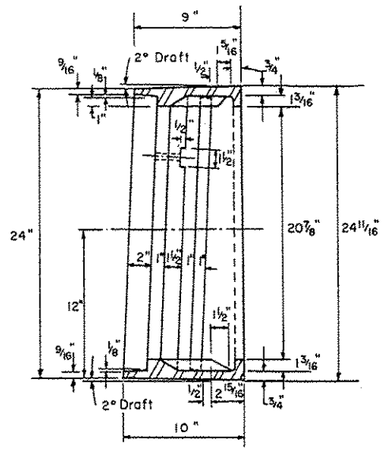
WIDTH RESTRICTION SIGNING DETAIL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	14
		CONTRACT NO. 72G85		
	ILLINOIS FED. AID PROJECT			



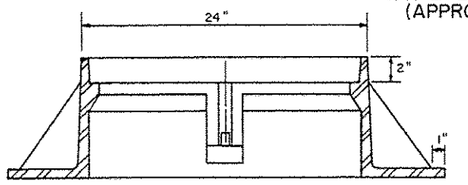
TOP VIEW



SECTION B-B

FRAME

WT. 272 LBS.
(APPROX.)

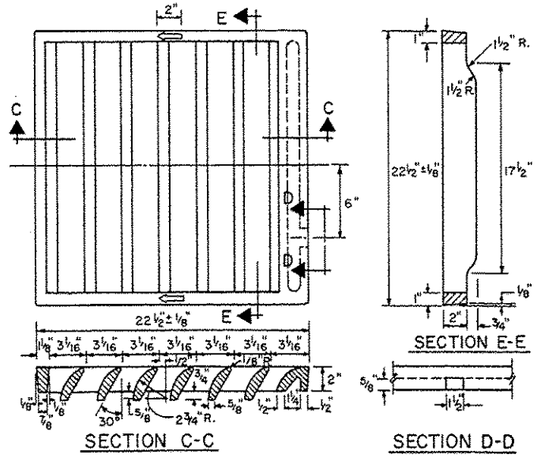


SECTION A-A

DESIGN NOTE

The Type 20 Frame and Grate should be used at nonsag locations of concrete barrier wall or nonpedestrian areas of combination concrete curb and gutter.

Design Notes will not appear in the contract plans.



SECTION C-C

SECTION E-E

SECTION D-D

GENERAL NOTES

The frame and grate may be made of either gray iron or ductile iron conforming to the Standard Specifications. Ductile iron casting shall be Grade 60-40-18 and shall be proof loaded in accordance with Federal Specification RR-F-621b, Section 3.8. The proof load shall be 25,000 lbs. on a 9" x 9" cast block.

The notch in the grate and the 9/16"ø holes in the frame are for the field insertion of one galvanized 1/2"ø bolt and nut. The bolt and nut shall be placed, as directed by the Engineer, to provide for correct replacement of the grate during maintenance operations.

CAST GRATE

WT. 160 LBS.
(APPROX.)

Illinois Department of Transportation

PASSED Aug. 1 20 1979
D E Denning
Engineer of Design-Operations

APPROVED Aug. 20 1979
Thomas B Bright
Engineer of Design

ISSUED 8-20-79

FRAME AND GRATE , TYPE 20

STANDARD 2385

NOTES:

THIS WORK SHALL CONSIST OF FABRICATING AND INSTALLING A STEEL RISER RING THAT WILL MOUNT SNUG INSIDE THE EXISTING FRAME AND ACCEPT THE EXISTING GRATE. THE HEIGHT OF THE RISER SHALL BE SUCH THAT THE TOP OF GRATE ELEVATION IS 1/4" BELOW FINISH GRADE.

SEE SHEET 16 FOR FRAME AND GRATE TO BE ADJUSTED LOCATION.

ALL STEEL SHALL BE AASHTO M270 GRADE 36. THE ADJUSTMENT RING SHALL BE GALVANIZED.

THE EXISTING FRAME AND GRATE DETAILS ARE PROVIDED FOR INFORMATION ONLY. 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.

SHOP PLANS FOR PROPOSED ADJUSTING RING SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO FABRICATION.

THE CONTRACTOR SHALL ENSURE THAT NO DAMAGE IS DONE TO THE EXISTING GRATE TO BE REUSED.

THE COST OF ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO REMOVE THE EXISTING GRATE, CLEAN THE EXISTING FRAME, INSTALL ADJUSTMENT RING, AND REINSTALL THE GRATE IS INCLUDED IN THE COST PER UNIT EACH FOR FRAMES AND GRATES TO BE ADJUSTED (SPECIAL).

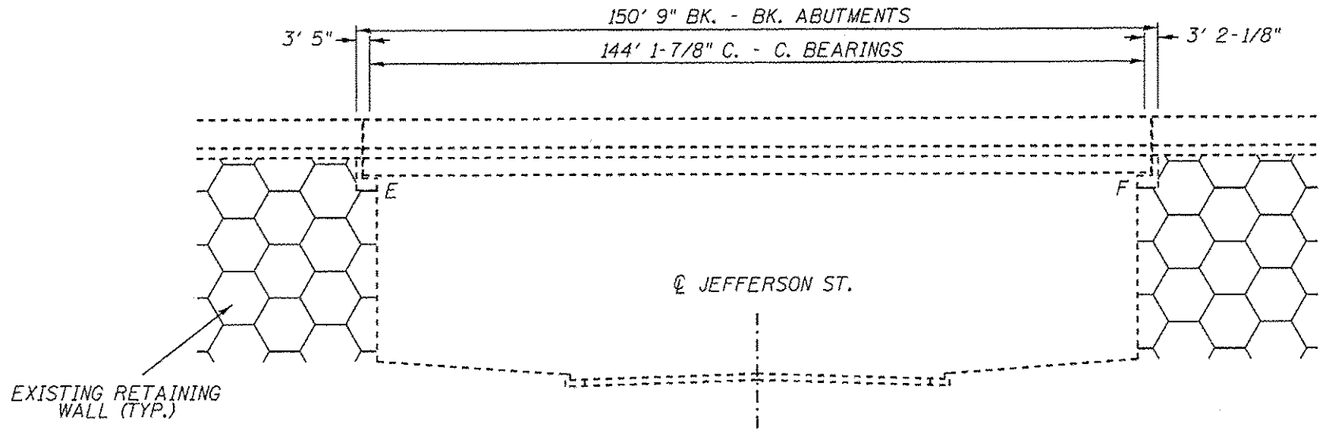
FILE NAME = \\Central\d6\OPERATIONS\8-ridgeplans.CADD\8040198 overlay\staging plans.dgn	USER NAME = shahdn	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = Mar-21-2014 11:35:18AM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

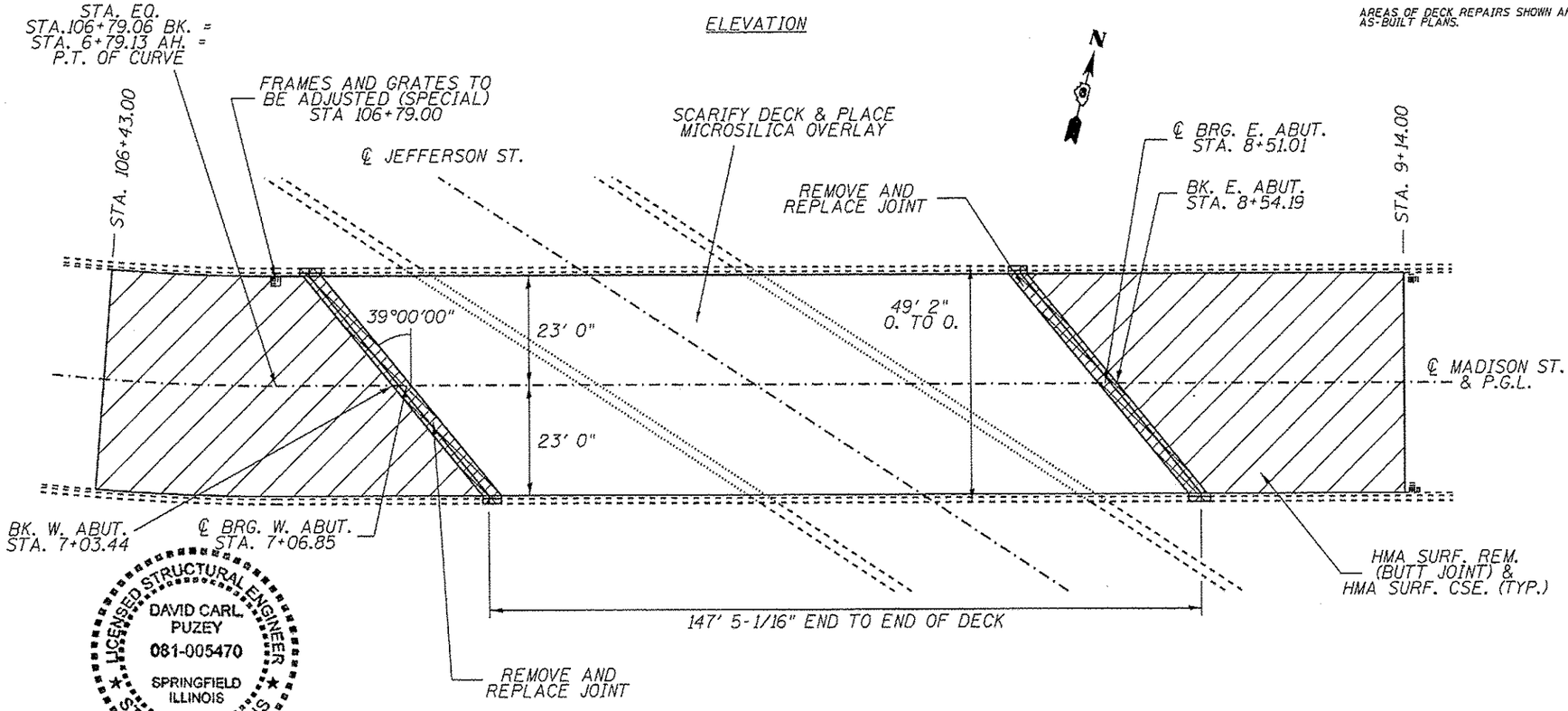
FRAMES AND GRATES TO BE ADJUSTED (SPECIAL)

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

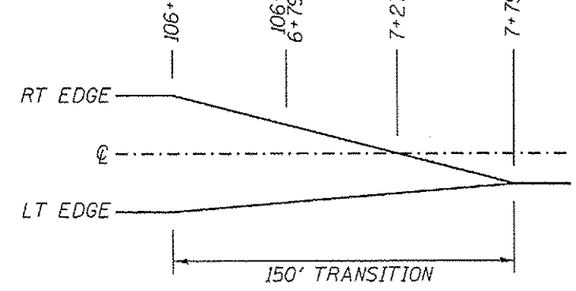
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	15
		CONTRACT NO. 72G85		
	ILLINOIS FED. AID PROJECT			



ELEVATION



PLAN



SUPERELEVATION TRANSITION SKETCH

STA.	LT SE	RT SE
106+29.06	-3.85%	3.85%
106+79.06 = 6+79.13	-3.23%	1.90%
7+27.85	-2.63%	0.00%
7+79.13	-2.00%	-2.00%

SUPERELEVATION TRANSITION TABLE

"+" = SLOPING TOWARD ℄
"-" = SLOPING AWAY FROM ℄

TOTAL BILL OF MATERIAL (BRIDGE WORK)

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	17
Protective Shield	Sq. Yd.	65
Concrete Superstructure	Cu. Yd.	19
Bridge Deck Grooving	Sq. Yd.	721
Reinforcement Bars, Epoxy Coated	Pound	2800
Bar Splicers	Each	24
Preformed Joint Strip Seal	Foot	123
Bridge Deck Scarification, 3/4"	Sq. Yd.	728
Bridge Deck Microsilica Concrete Overlay, 2-1/2"	Sq. Yd.	728
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	43

GENERAL NOTES:

ALL STRUCTURAL STEEL SHALL BE AASHTO M-270 GRADE 36

PROTECTIVE SHIELD SHALL BE ERECTED PER SECTION 501.03 OF THE STANDARD SPECIFICATIONS. PROTECTIVE SHIELD WILL ONLY BE REQUIRED BENEATH DECK JOINTS IN ORDER TO PROTECT VEHICLES AND PEDESTRIANS DURING JOINT REMOVAL OPERATIONS.

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.

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

LICENSED STRUCTURAL ENGINEER
DAVID CARL PUZEY
081-005470
SPRINGFIELD ILLINOIS
STATE OF ILLINOIS

5/9/14
Expires 11/30/14

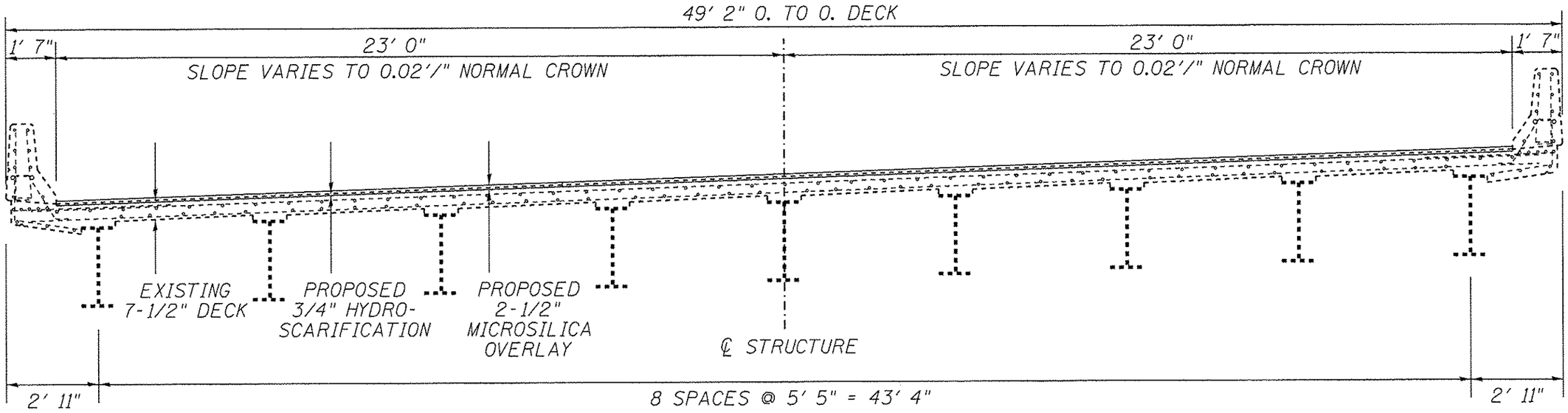
FILE NAME = O:\OPERATIONS\Bridgeplans_CAD\72G85 - 084-0190 overlay\Complete Plans and TC.dgn	USER NAME = dudleybm	DESIGNED - BMD	REVISED -
		DRAWN - BMD	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - DAC	REVISED -
Default	PLOT DATE = Apr-09-2014_02:04:18PM	DATE - 3-2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

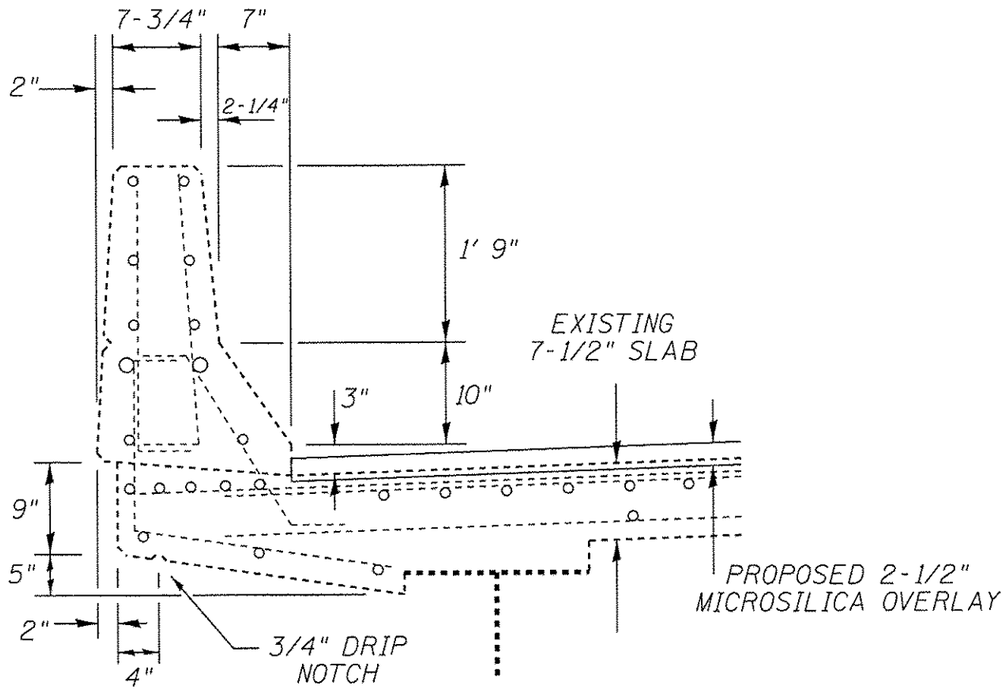
BRIDGE PLAN AND ELEVATION
SN 084-0190

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(10TZ) BDR	SANGAMON	23	16
		CONTRACT NO. 72G85		
	ILLINOIS FED. AID PROJECT			



EXISTING CROSS SECTION (LOOKING EAST)



TYPICAL PARAPET CROSS SECTION

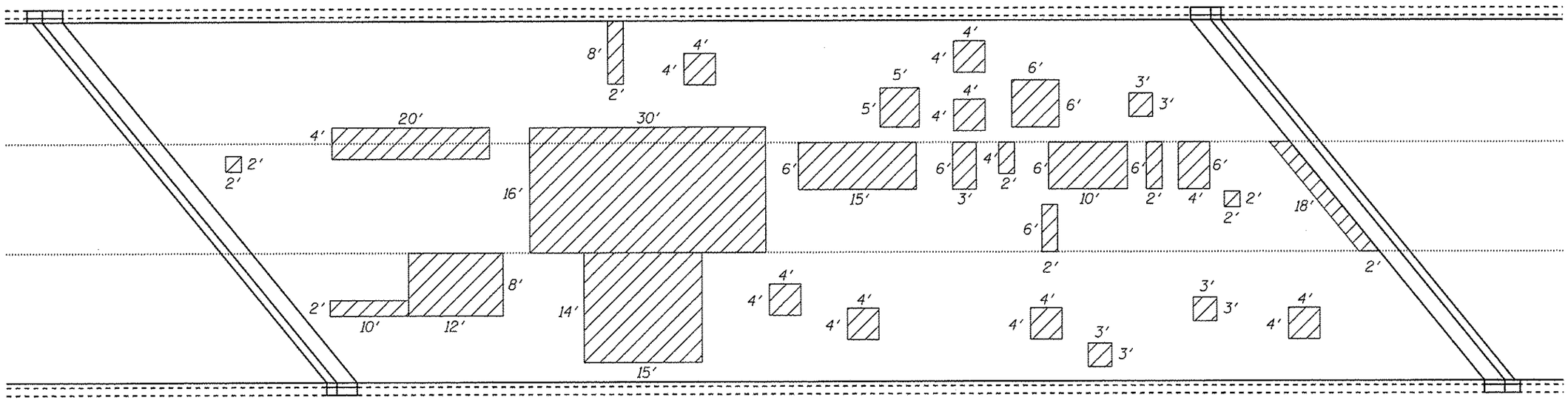
FILE NAME =	USER NAME = dudleybm	DESIGNED -	REVISED -
O:\OPERATIONS\Bridgeplans_CAD\72G85 - 0240198 overlay\Complete Plans and TC.dgn		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = Apr-09-2014 02:04:29PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

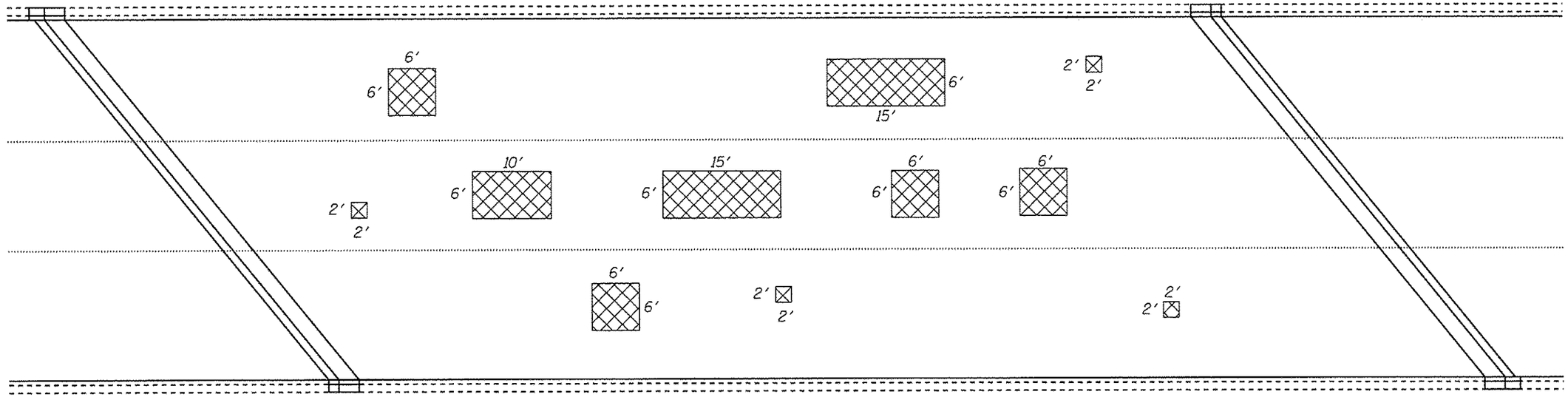
EXISTING BRIDGE CROSS SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	17
		CONTRACT NO. 72G85		
	ILLINOIS FED. AID PROJECT			



PARTIAL DEPTH PATCHING PLAN



FULL DEPTH PATCHING PLAN

DELAMINATED AREAS FOUND DURING DECK SURVEY

ANTICIPATED FULL DEPTH REPAIR AREAS

DECK SURVEY PERFORMED 2-28-2014

PARTIAL DEPTH REPAIR (FOR INFORMATION ONLY) = 152.2 SY
FULL DEPTH, TYPE I = 1.8 SY
FULL DEPTH, TYPE II = 42.7 SY

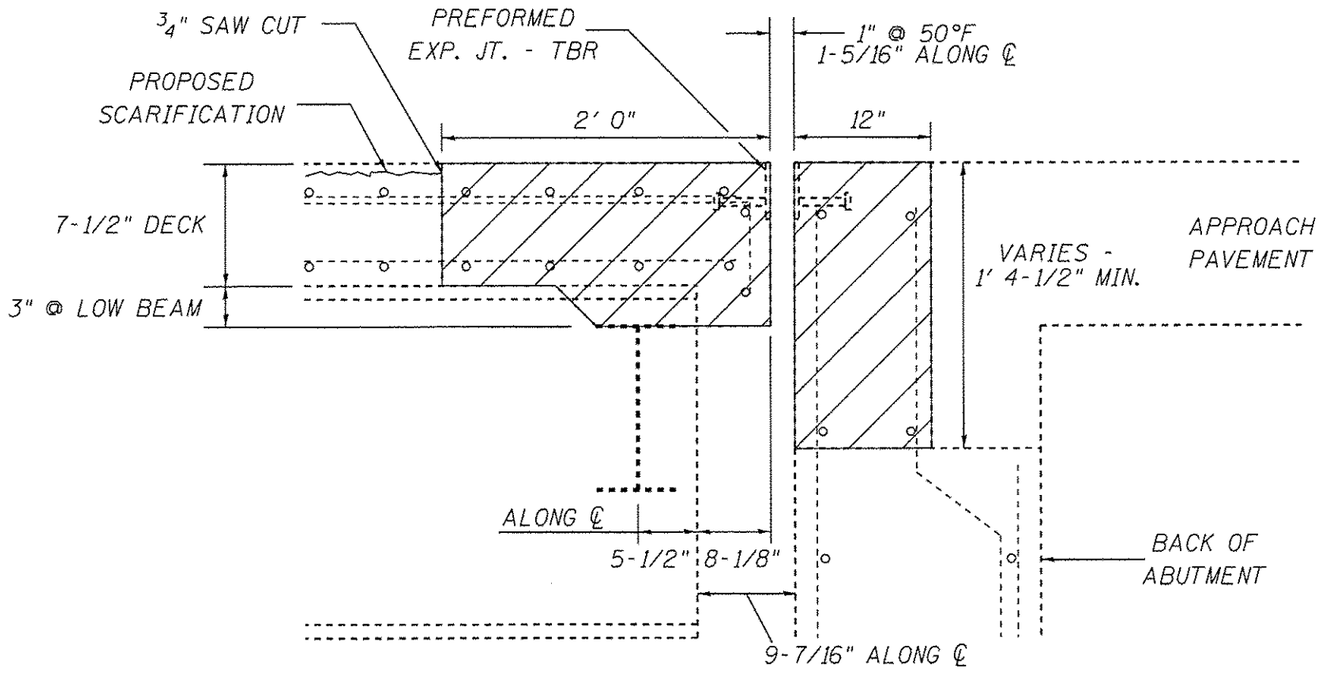
FILE NAME = D:\OPERATIONS\Bridgeplans_CAD\72G85 - 0340190 overlay\Complete Plans and TC.dgn	USER NAME = dudleybm	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = Apr-09-2014 02:04:38PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PATCHING DETAIL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	18
		CONTRACT NO. 72G85		
		ILLINOIS FED. AID PROJECT		



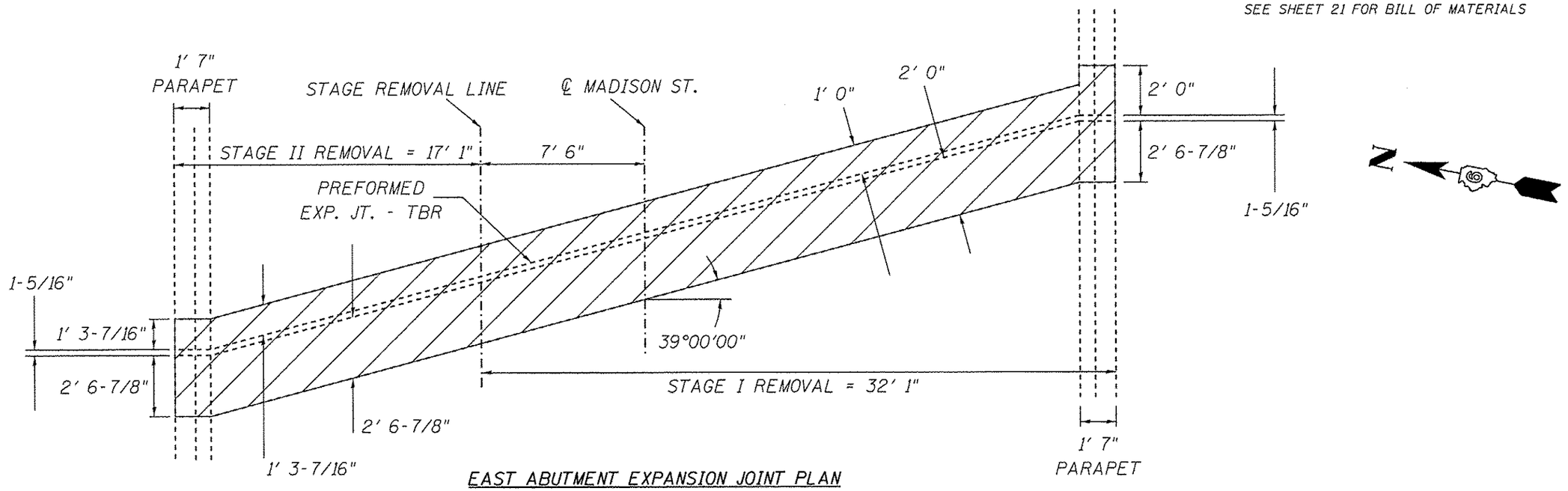
EAST ABUTMENT EXPANSION JOINT CROSS SECTION
(HORIZ. DIM. @ RIGHT ANGLES TO JOINT)

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

SEE SHEET 21 FOR BILL OF MATERIALS



EAST ABUTMENT EXPANSION JOINT PLAN

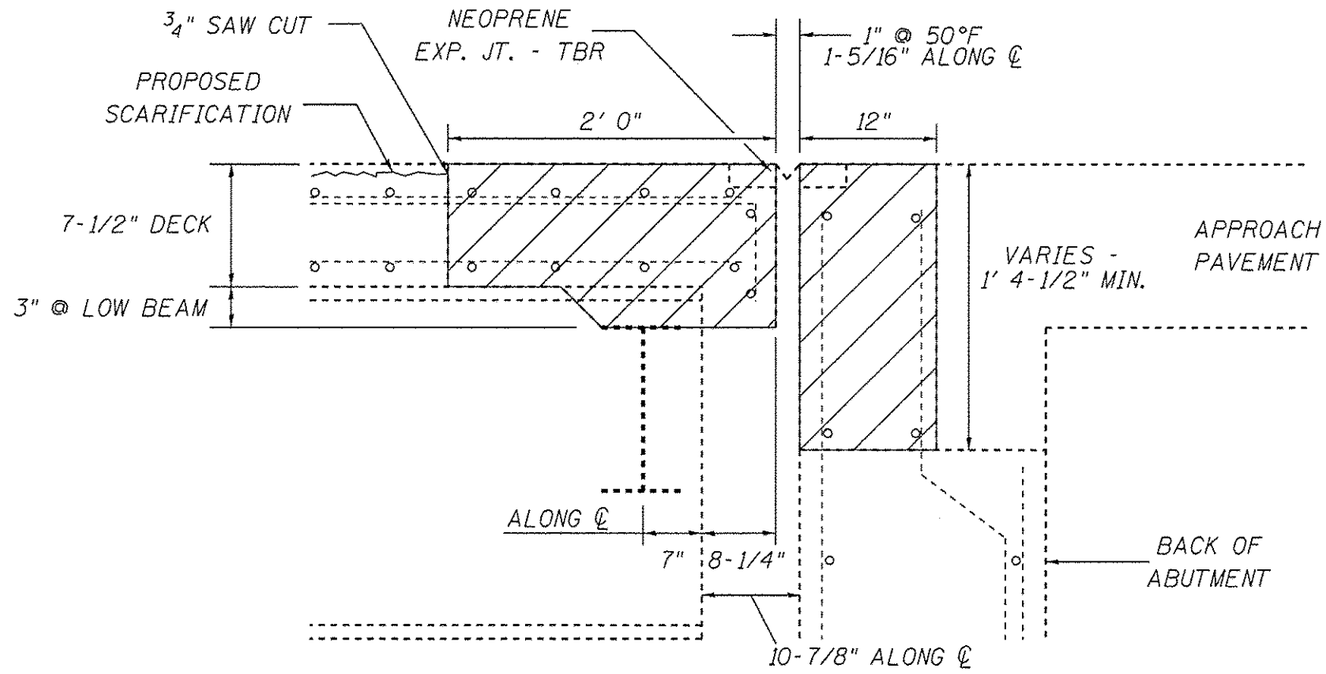
FILE NAME = O:\OPERATIONS\Bridgeplans_CAD\72G85 - 0840198 overlay\Complete Plans and TC.dgn	USER NAME = dudleybm	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = Apr-09-2014 02:04:46PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT JOINT REMOVAL DETAIL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	19
		CONTRACT NO. 72G85		
	ILLINOIS FED. AID PROJECT			



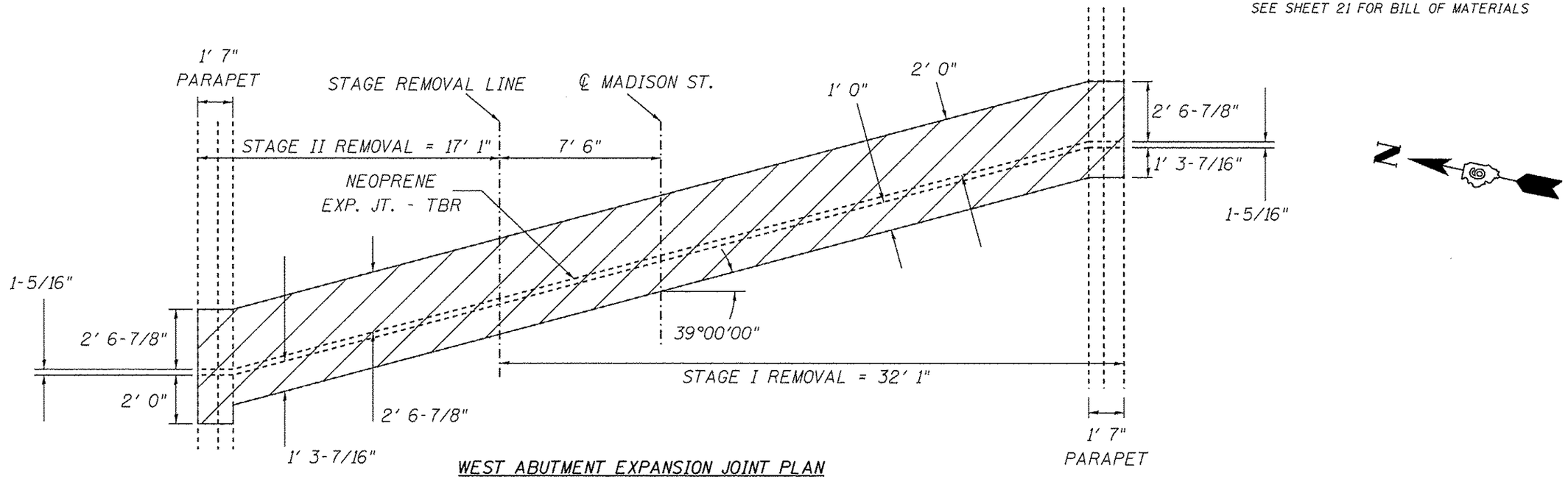
WEST ABUTMENT EXPANSION JOINT CROSS SECTION
(HORIZ. DIM. @ RIGHT ANGLES TO JOINT)

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

SEE SHEET 21 FOR BILL OF MATERIALS



WEST ABUTMENT EXPANSION JOINT PLAN

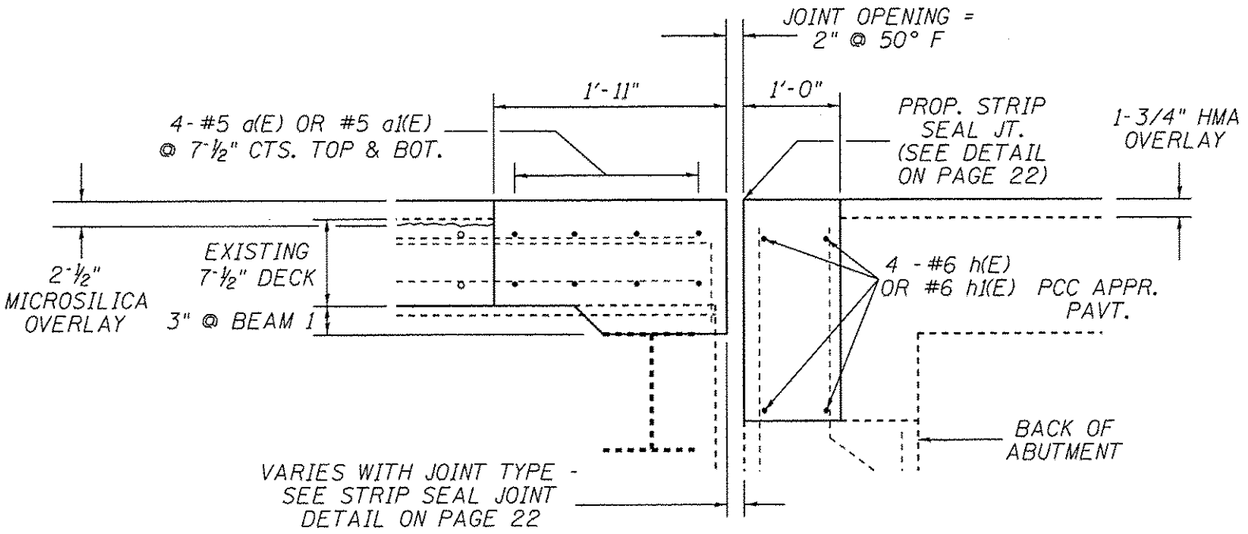
FILE NAME = D:\OPERATIONS\Bridgeplans_CAD\72G85 - 0340198 overlay\Complete Plans and TC.dgn	USER NAME = dudleybm	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = Apr-09-2014 02:04:54PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

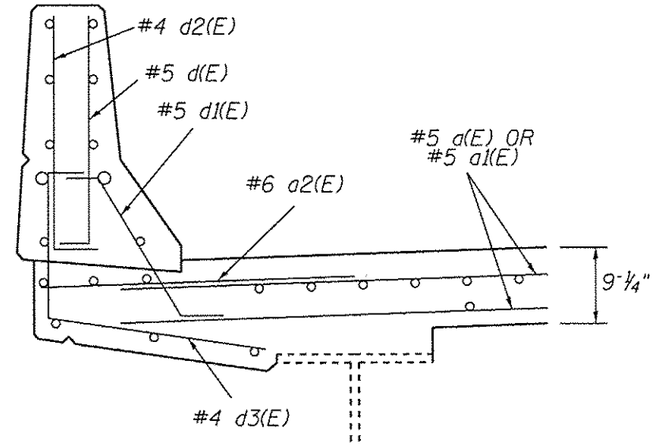
WEST ABUTMENT JOINT REMOVAL DETAIL

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

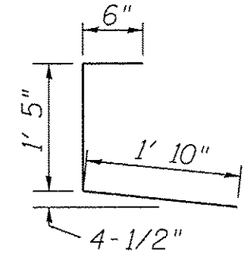
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	20
		CONTRACT NO. 72G85		
	ILLINOIS FED. AID PROJECT			



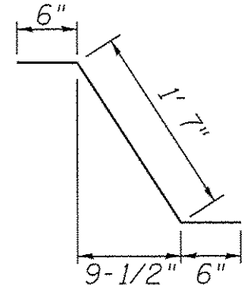
TYPICAL JOINT CROSS SECTION
(HORIZ. DIM. @ RIGHT ANGLES TO JOINT)



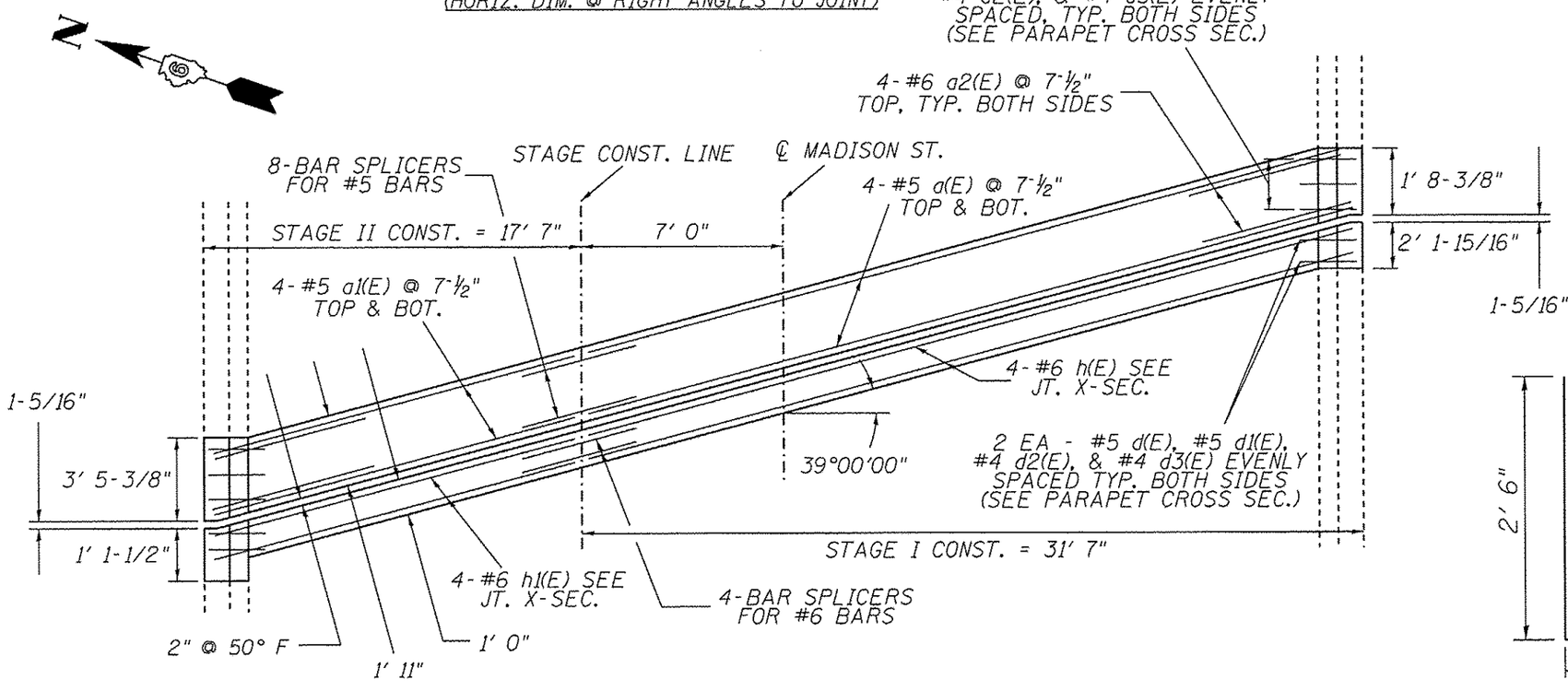
TYPICAL PARAPET CROSS SECTION



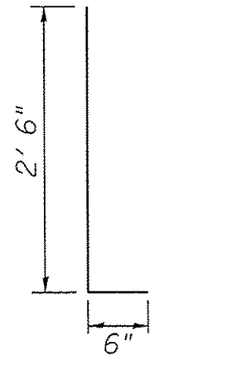
d3(E) BAR



d1(E) BAR



WEST ABUTMENT EXPANSION JOINT PLAN
(EAST JOINT SIMILAR)



d(E) & d2(E) BARS

BILL OF MATERIAL - 2 JOINTS				
BAR	#	SIZE	LENGTH	SHAPE
a(E)	16	#5	39' 7"	
a1(E)	16	#5	21' 7"	
a2(E)	16	#6	4' 0"	
d(E)	20	#5	3' 0"	
d1(E)	20	#5	2' 7"	
d2(E)	20	#4	3' 0"	
d3(E)	20	#4	3' 9"	
h(E)	16	#6	39' 7"	
h1(E)	16	#6	21' 7"	

REINFORCEMENT BARS (EPOXY COATED)	POUND	2800
CONC. SUPERSTRUCTURE	CU YD	18.4
CONC. REMOVAL	CU YD	16.4
BAR SPLICERS	EACH	24

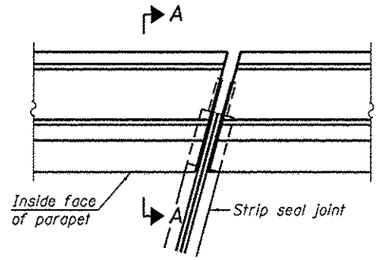
FILE NAME = O:\OPERATIONS\Bridgeplans_CAD\72G85 - 0040190 overlay\Complete Plans and TC.dgn	USER NAME = dudleybm	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 '/ in.	CHECKED -	REVISED -
Default	PLOT DATE = Apr-09-2014 02:05:02PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

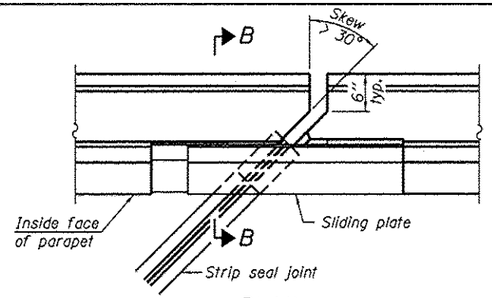
JOINT REPLACEMENT DETAIL

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

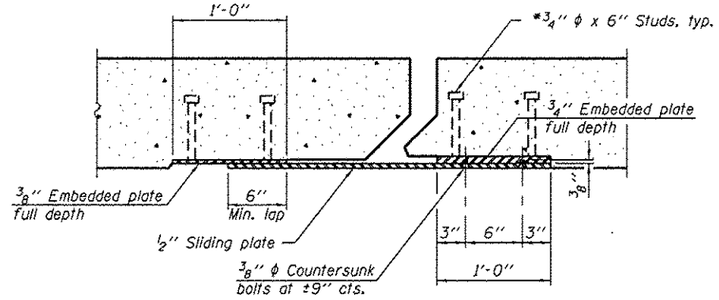
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	21
		CONTRACT NO. 72G85		
	ILLINOIS FED. AID PROJECT			



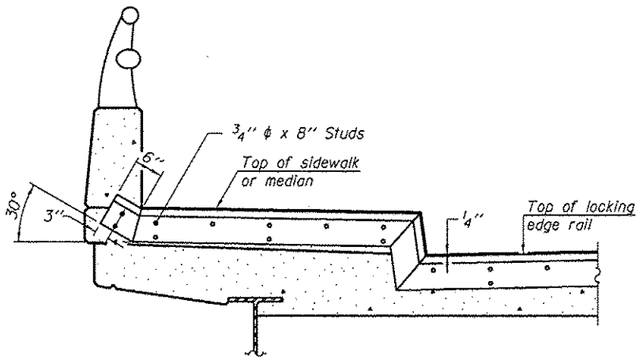
PLAN
(For skews ≤ 30°)



PLAN
(For skews > 30°)
Showing point block

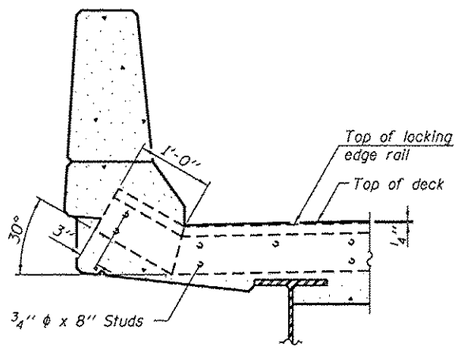


SECTION C-C

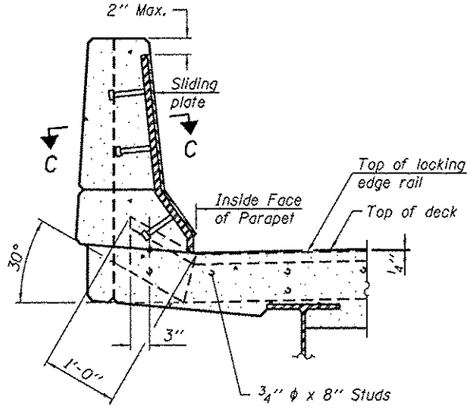


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

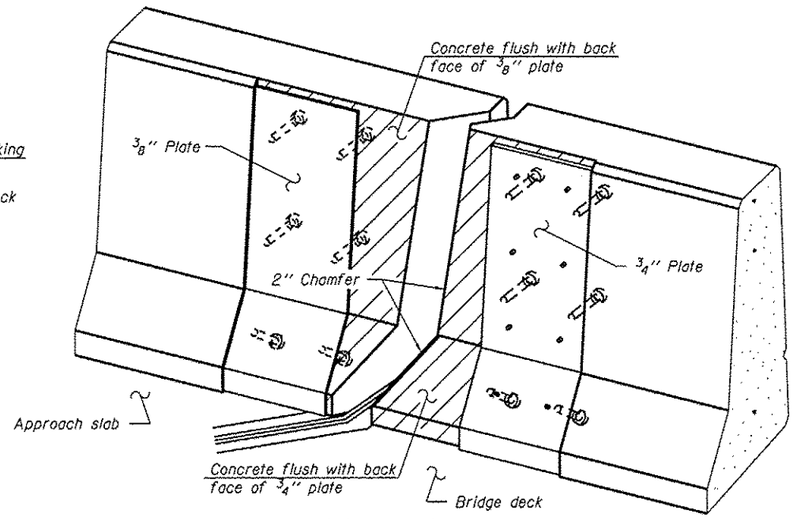
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



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.

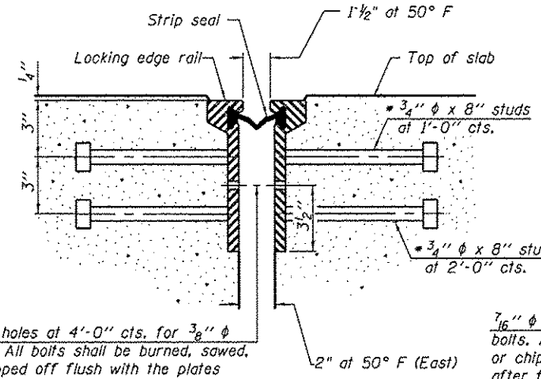
The manufacturer's recommended installation methods shall be followed.

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.

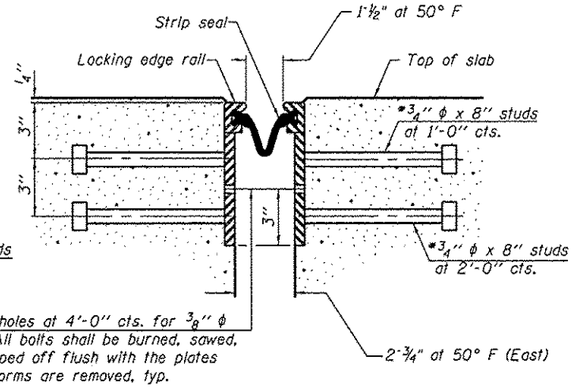
Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

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



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.

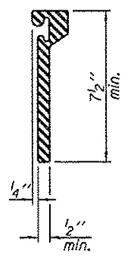
SECTION THRU ROLLED RAIL JOINT



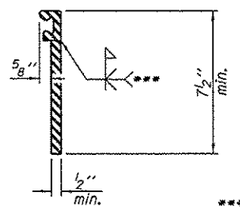
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

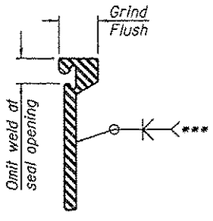
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



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	123

EJ-SSJ 1-27-12

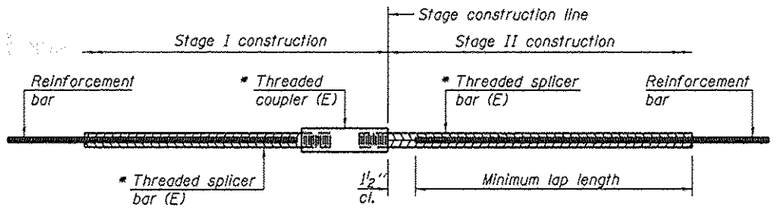
FILE NAME =	USER NAME = dudleybm	DESIGNED -	REVISED -
D:\OPERATIONS\Bridgeplans_CAD\72G85 - 0340198 overlay\Complete Plans and TC.dgn		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = Apr-09-2014 02:05:09PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL DETAIL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(107Z) BDR	SANGAMON	23	22
		CONTRACT NO. 72G85		
	ILLINOIS FED. AID PROJECT			



STANDARD BAR SPLICER ASSEMBLY

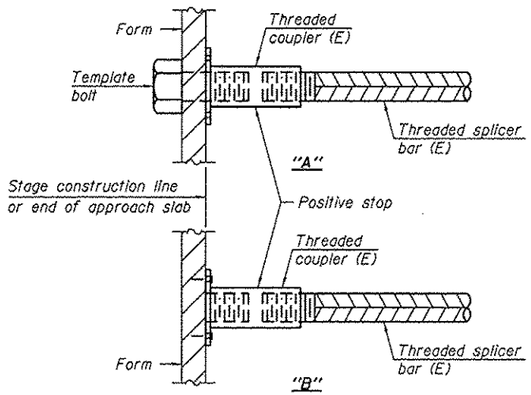
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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, Class C
Table 6: Epoxy bar, Top bar lap, Class C

Threaded splicer bar length = min. lap length + 1½" + thread length

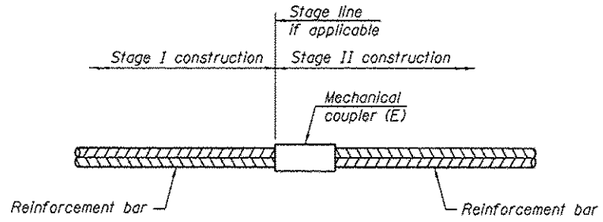
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Abuts. (Appr. Side)	#6	8	3
Abuts. (Deck Side)	#5	16	3



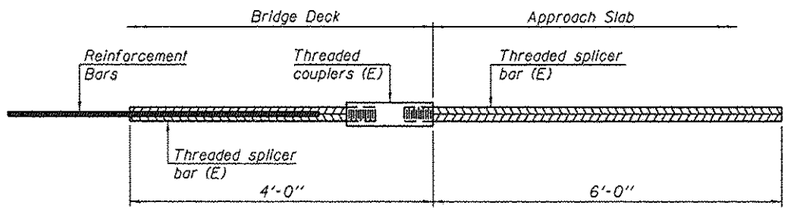
INSTALLATION AND SETTING METHODS

"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.



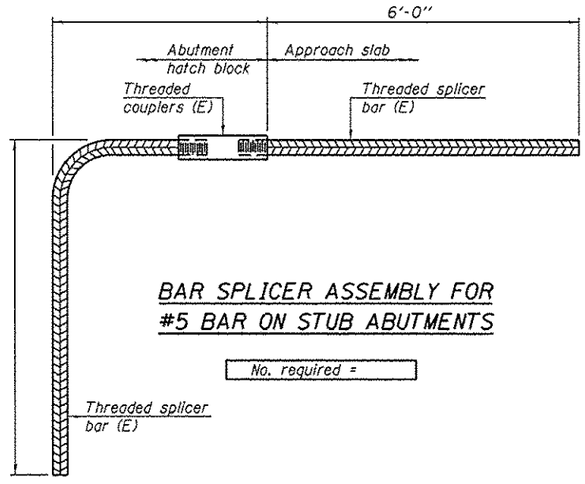
STANDARD MECHANICAL SPLICER

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 approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1 1-27-12

FILE NAME = D:\OPERATIONS\Bridgeplans_CAD\72G85 - 0340198 overlay\Complete Plans and TC.dgn	USER NAME = dudleybm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS	F.A.P. RTE. 67	SECTION (107Z) BDR	COUNTY SANGAMON	TOTAL SHEETS 23	SHEET NO. 23
Default	PLOT SCALE = 40.0000 ' / in.	DRAWN -	REVISED -					CONTRACT NO. 72G85		
	PLOT DATE = Apr-09-2014 02:05:17PM	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -							