

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	101BRR-1	White	28	1
		ILLINOIS	CONTRACT NO. 78C10	

FOR INDEX OF SHEETS, SEE SHEET NO. 3

FOR SUMMARY OF QUANTITIES, SEE SHEETS NO. 4-6

TRAFFIC DATA

SN 097-0062
2026 ADT = 1650
(SU 250, MU 110)

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 328 (US 45)
SECTION 101BRR-1
BRIDGE REPAIRS
WHITE COUNTY

C-99-056-26

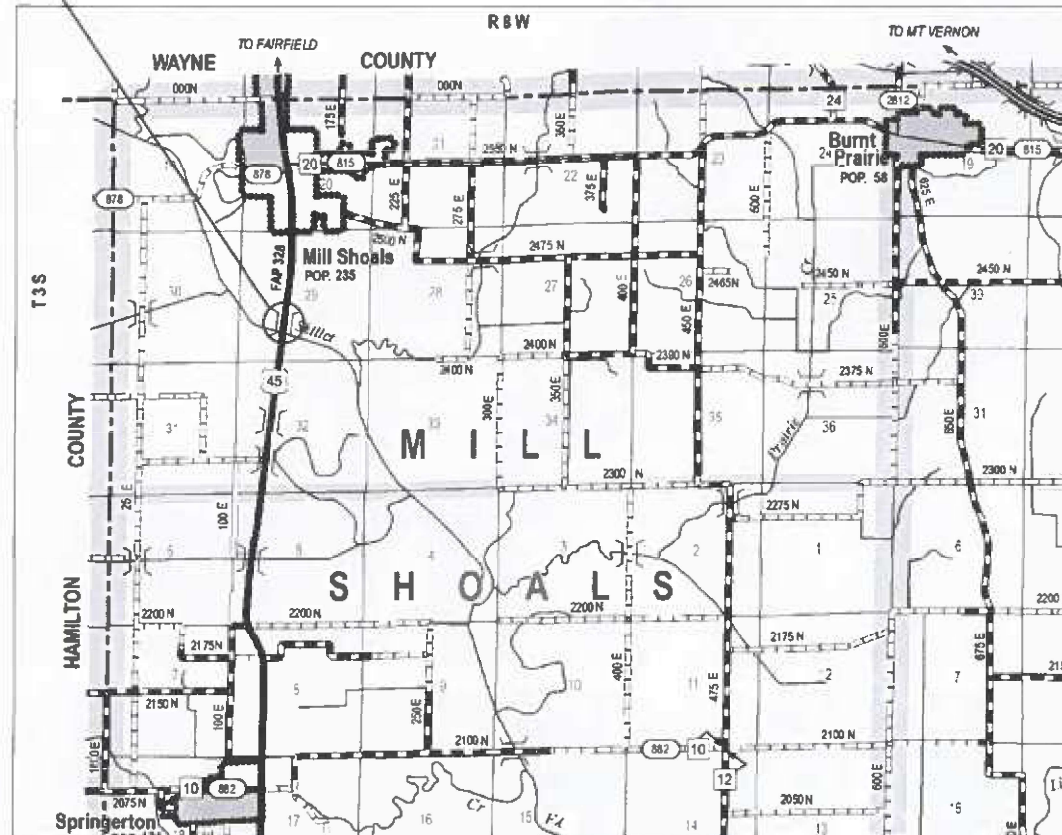
D-99-026-26



TOWNSHIP

MILL SHOALS

SN 097-0062
US 45 OVER SKILLET FORK CREEK



POSTED SPEED: 55 MPH

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: EHREN KIRBY
PROJECT MANAGER: STEPHEN DILLARD

CONTRACT NO. 78C10

GROSS LENGTH = 966.58 FT. = 0.183 MILE
NET LENGTH = 966.58 FT. = 0.183 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 19 2026
Carmie Nelson ^{SP}
REGIONAL ENGINEER

May 8 2026
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

May 8 2026
[Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

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Prepared By: *Susan Pe*
DISTRICT STUDIES & PLANS ENGINEER

Examined By: *Nancy Lee*
DISTRICT LAND ACQUISITION ENGINEER

Examined By: *Car Mike*
DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: *[Signature]*
DISTRICT OPERATIONS ENGINEER

Examined By: _____
DISTRICT PROJECT IMPLEMENTATION ENGINEER

Examined By: *Ben Smith*
DISTRICT CONSTRUCTION ENGINEER

Examined By: *Aan Hong*
DISTRICT MATERIALS ENGINEER

USER NAME = stephen.dillard	DESIGNED -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SIGNATURES SN 097-0062			
SCALE:	SHEET 2	OF 2 SHEETS	STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	101BRR-1	White	28	2
CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				

INDEX OF SHEETS

1	COVER SHEET
2	SIGNATURE SHEET
3	INDEX OF SHEETS, STANDARDS, GENERAL NOTES
4-6	SUMMARY OF QUANTITIES
7	SCHEDULES
8-19	STRUCTURE REPAIR PLANS
20-28	EXISTING STRUCTURE PLANS (FOR INFORMATION ONLY)

GENERAL NOTES

COMMITMENTS: NONE

STANDARDS

00001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
515001-04	NAME PLATE FOR BRIDGES
701001-02	OFF-RD OPERATIONS, 2L 2W, MORE THAN 15'
701006-05	OFF-RD OPERATIONS, 2L 2W, 15' TO 24" FROM PAVEMENT EDGE
701201-05	LANE CLOSURE, 2L 2W, DAY ONLY 45 MPH OR MORE
701321-19	LANE CLOSURE, 2L 2W, BRIDGE REPAIR WITH BARRIER
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
862001-01	UNINTERRUPTABLE POWER SUPPLY

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	DRAWN -	REVISED -			328	101BRR-1	White	28	3
	CHECKED -	REVISED -			CONTRACT NO. 78C10				
PLOT DATE = 3/20/2026	DATE -	REVISED -			SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT

SUMMARY OF QUANTITIES

COUNTY:	WHITE CO
ROUTE:	FAP 328
FUNDING:	100% STATE
LOCATION:	BRIDGE
	SN 097-0062
	0013

CODE NUMBER	ITEM DESCRIPTION	UNIT	
20200500	EARTH EXCAVATION (WIDENING)	CU YD	15
35400500	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"	SQ YD	54
50102400	CONCRETE REMOVAL	CU YD	9.4
50300255	CONCRETE SUPERSTRUCTURE	CU YD	9.4
50300300	PROTECTIVE COAT	SQ YD	41
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1,600
50800515	BAR SPLICERS	EACH	20
52000110	PREFORMED JOINT STRIP SEAL	FOOT	144
53016000	DECK SLAB REPAIR (PARTIAL)	SQ YD	1
53212755	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	157
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4
67100100	MOBILIZATION	L SUM	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
SN 097-0062**

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	101BRR-1	White	28	4
CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES - CONT

COUNTY:	WHITE CO
ROUTE:	FAP 328
FUNDING:	100% STATE
LOCATION:	BRIDGE
	SN 097-0062
	0013

CODE NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1
70106700	TEMPORARY RUMBLE STRIPS	EACH	6
70107005	PAVEMENT MARKING BLACKOUT TAPE, 5"	FOOT	3,276
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	28
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1,364
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,212.5
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,162.5
70600251	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2
70600352	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	165
* 86200300	UNINTERRUPTABLE POWER SUPPLY, EXTENDED	EACH	1
X0325748	ACRYLIC COATING	SQ YD	40

* SPECIALTY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
SN 097-0062**

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	101BRR-1	White	28	5
CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES - CONT

COUNTY:	WHITE CO
ROUTE:	FAP 328
FUNDING:	100% STATE
LOCATION:	BRIDGE
	SN 097-0062
	0013

CODE NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
X0325749	FIBER WRAP	SQ FT	357
X5060700	CLEANING AND PAINTING BEARINGS	EACH	30
Z0043800	PRECAST PRESTRESSED CONCRETE I-BEAM REPAIR	SQ FT	70

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.												
328	101BRR-1	White	28	6												
ILLINOIS FED. AID PROJECT CONTRACT NO. 78C10																

SHOULDER SCHEDULE

LOCATION								LENGTH	PROPOSED SHOULDER WIDTH	PCC BASE COURSE WIDENING 10"	EARTH EXCAVATION (WIDENING)	REMARKS	
								FOR INFORM. PURPOSES ONLY					
								FT	FT	SQ YD	CU YD		
US 45 - SN 097-0062													
STA	557+77.00	LT	TO	STA	558+02.00	LT	25.0	3.25	9.0	2.51			
STA	557+52.00	RT	TO	STA	558+02.00	RT	50.0	3.25	18.1	5.02			
STA	569+72.00	LT	TO	STA	569+97.00	LT	25.0	3.25	9.0	2.51			
STA	569+72.00	RT	TO	STA	570+22.00	RT	50.0	3.25	18.1	5.02			
PROJECT TOTALS										54	15		

* LIMITS FOR PROPOSED PCC BASE COURSE WIDENING 10" ARE TO EXTEND FROM EXISTING WIDENING (TO REMAIN IN PLACE). ADDITIONAL LENGTH REQUIRED TO ACCOMMODATE HIGHWAY STANDARD 701321.

PAVEMENT MARKING SCHEDULE

START STATION	END STATION	NOTES	PAINT PAVEMENT MARKING				PAVEMENT MARKING BLACKOUT TAPE - 5"				SHORT TERM PAVEMENT MARKING REMOVAL					
			LINE - 4" WHITE	LINE - 4" YELLOW												
			SOLID	SOLID LT	SKIP-DASH	SOLID RT	SOLID	SOLID LT	SKIP-DASH	SOLID RT	SOLID	SOLID LT	SKIP-DASH	SOLID RT		
US 45 - SN 097-0062			FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	SQ FT	SQ FT	SQ FT	SQ FT
557+77.00	558+02.00	LEFT EDGELINE	25.0													
557+52.00	558+02.00	RIGHT EDGELINE	50.0													
559+03.13	559+04.96	LEFT EDGELINE	1.8													
559+03.13	559+04.96	RIGHT EDGELINE	1.8													
562+55.04	562+57.04	LEFT EDGELINE	2.0													
562+55.04	562+57.04	RIGHT EDGELINE	2.0													
565+17.86	565+19.86	LEFT EDGELINE	2.0													
565+17.86	565+19.86	RIGHT EDGELINE	2.0													
568+69.88	568+71.71	LEFT EDGELINE	1.8													
568+69.88	568+71.71	RIGHT EDGELINE	1.8													
569+72.00	569+97.00	LEFT EDGELINE	25.0													
569+72.00	570+22.00	RIGHT EDGELINE	50.0													
556+49.00	570+70.00	LEFT EDGELINE						1,421					592			
556+77.00	571+53.00	RIGHT EDGELINE						1,476					615			
556+34.00	571+40.00	CENTERLINE								379					157	
PROJECT TOTALS				165				3,276				1,364				

TEMPORARY CONCRETE BARRIER SCHEDULE

LOCATION							TEMP. CONC. BARRIER	RELOCATE TEMP. CONC. BARRIER	REMARKS
							(STAGE I)	(STAGE II)	
							LINEAR FT	LINEAR FT	
US 45 - SN 097-0062									
STA	557+80	LT	TO	STA	569+95	LT	1,212.5		CENTERLINE OFFSET ACCORDING TO STAGING SHEET, TAPERS ACCORDING TO STANDARD 701321
STA	550+07	RT	TO	STA	569+68	RT		1,162.5	
PROJECT TOTALS							1,212.5	1,162.5	

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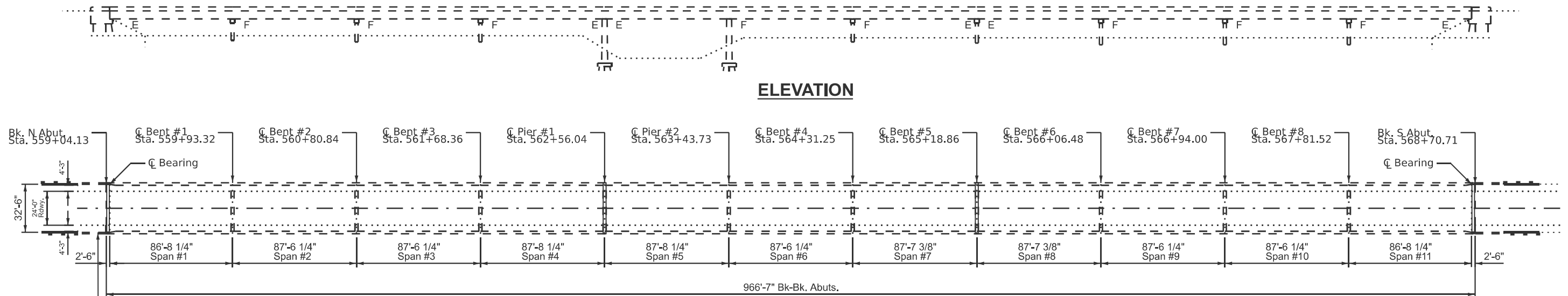
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULES SN 097-0062			
SCALE:	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	101BRR-1	White	28	7
CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
2. PRIOR TO POURING THE NEW CONCRETE DECK SECTION, 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 ACCORDING TO SSPC-SP3. 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 PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STD. SPECIFICATIONS.
3. PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND 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.
4. EXISTING REINFORCEMENT BARS EXTENDING INTO A 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 AT THE CONTRACTOR'S EXPENSE.
5. JOINT OPENINGS SHALL BE ADJUSTED ACCORDING TO ARTICLE 520.04 OF THE STD. SPECS. WHEN THE DECK IS POURED AT AN AMBIENT TEMPERATURE OTHER THAN 50°F.
6. THE CONTRACTOR SHALL USE EXTREME CARE DURING CONCRETE REMOVAL SO AS NOT TO DAMAGE THE PPC I-BEAM.
7. EXPANSION JOINTS SHALL BE FABRICATED AND INSTALLED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS AND AS APPROVED BY THE ENGINEER. THE REMOVAL OF THE EXISTING JOINT OR COMPONENTS SHALL BE INCIDENTAL TO THE PREFORMED JOINT SEAL.
8. PROTECTIVE COAT SHALL BE APPLIED TO THE TOP AND INSIDE FACES OF ALL NEW CONCRETE PARAPETS AND ALL NEW CONCRETE AT JOINTS ACCORDING TO ARTICLE 503.19 OF THE STD. SPECIFICATIONS.
9. WHERE STAGED TRAFFIC DRIVES OVER THE EXISTING SOUTHBOUND AND NORTHBOUND SHOULDERS, EACH EXISTING ±36" X ±8" DRAINAGE SCUPPER AND EACH ±52" X ±21" APPROACH SHOULDER DRAIN SHALL BE COVERED WITH A METAL PLATE TO ADEQUATELY PROTECT IT FROM CARRYING THE FULL WEIGHT OF TRAFFIC IMPACTS. THE METAL PLATE SHALL BE OFFSET 6" FROM THE TOE OF THE PARAPET TO ALLOW FOR DRAINAGE OF THE ROADWAY. THE METAL PLATE SHALL BE FASTENED TO THE DECK SURROUNDING THE SCUPPER AS APPROVED BY THE ENGINEER. THE COST OF FURNISHING, INSTALLING, MAINTAINING, AND REMOVING THE METAL PLATES IS INCLUDED IN TRAFFIC CONTROL AND PROTECTION, STANDARD 701321.
10. THE STEEL COMPONENTS OF ALL EXPANSION BEARINGS, AT THE SPECIFIED LOCATIONS SHOWN IN THE PLANS, SHALL BE BLASTED AND PAINTED ACCORDING TO THE SPECIAL PROVISION "CLEANING AND PAINTING BEARINGS." ALL BEARINGS SHALL BE CLEANED PER NEAR WHITE BLAST CLEANING (SSPC-SP10). THE DESIGNATED AREAS CLEANED PER NEAR WHITE BLAST CLEANING (SSPC-SP10) SHALL BE PAINTED ACCORDING TO THE REQUIREMENTS OF ORGANIC ZINC-RICH EPOXY/URETHANE. THE COLOR OF THE FINAL FINISH COAT FOR ALL STEEL SURFACES SHALL BE GRAY, MUNSELL NO. 5B 7/1.



STRUCTURE NAME PLATE REMOVE AND REINSTALL. COST TO BE INCLUDED IN CONCRETE REMOVAL.

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
ACRYLIC COATING	SQ YD	40
BAR SPLICERS	EACH	20
CLEANING AND PAINTING BEARINGS	EACH	30
CONCRETE REMOVAL	CU YD	9.4
CONCRETE SUPERSTRUCTURE	CU YD	9.4
DECK SLAB REPAIR (PARTIAL DEPTH)	SQ YD	1
FIBER WRAP	SQ FT	357
PRECAST PRESTRESSED CONCRETE I-BEAM REPAIR	SQ FT	70
PREFORMED JOINT STRIP SEAL	FOOT	144
PROTECTIVE COAT	SQ YD	41
REINFORCEMENT BARS, EPOXY COATED	POUND	1600
STRUCTURAL REPAIR OF CONCRETE (DEPTH <= 5 IN)	SQ FT	157

SCOPE OF WORK

CONCRETE REMOVAL AND REPLACEMENT
 PREFORMED JOINT STRIP SEALS
 PROTECTIVE COAT
 CONCRETE SUBSTRUCTURE REPAIR
 PPC I-BEAM REPAIR AND FIBER WRAP
 BEARING CLEANING AND PAINTING

DESIGN STRESSES

From Existing Plans:
 $f_c = 1400$ psi (Deck Slab)
 $f_c = 1400$ psi (Curb Parapet and Pier)
 $f_s = 24000$ psi (Reinforcement, Sub)
 $f_s = 20000$ psi (Reinforcement, Super)

New:
 $f_c = 4000$ psi
 $f_y = 60000$ psi



Expires November 30, 2026

Justan W. Mann

BRIDGE REPAIRS
US 45 OVER SKILLET FORK RIVER
FAP ROUTE 328 - 101BRR-1
WHITE COUNTY
STRUCTURE NO. 097-0062

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
SN 097-0062

SCALE: SHEET 1 OF 21 SHEETS STA. TO STA.

F.A.P. RTE. 328	SECTION 101BRR-1	COUNTY White	TOTAL SHEETS 28	SHEET NO. 8
CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				

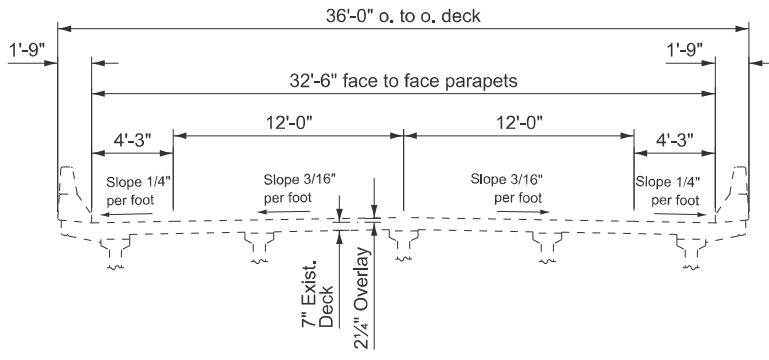
NOTES

ALL SECTIONS LOOKING SOUTH

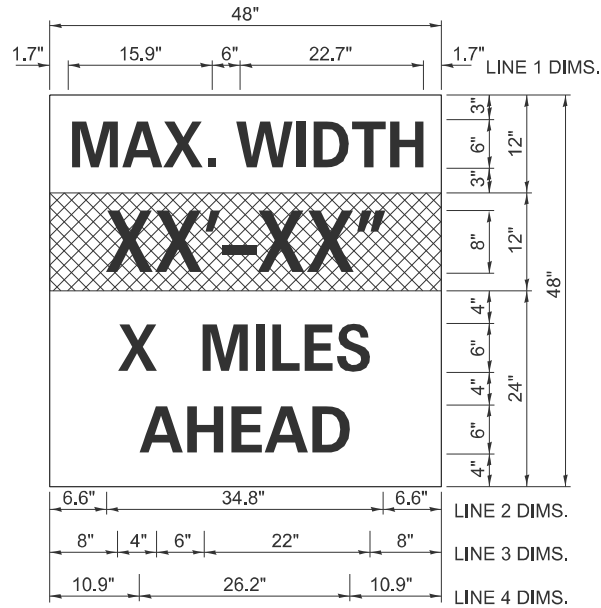
AREAS OF DECK REPAIRS SHOWN ARE ESTIMATED. THE ENGINEER SHALL SHOW ACTUAL LOCATION AND SIZE OF DECK REPAIRS ON AS-BUILT PLANS.

NOTES FOR MAX WIDTH SIGN

1. INSTALL A MAX WIDTH SIGN ON U.S. 45 TO GIVE TRAFFIC APPROACHING WORK ZONE ENOUGH ADVANCE NOTICE TO CHANGE ROUTES IF NEEDED. EXACT LOCATIONS AS DIRECTED BY ENGINEER.
2. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT THE SIGNS AT THE LOCATIONS DIRECTED BY THE ENGINEER. ALL SIGNS SHALL BE POST MOUNTED.
3. THE NOTED WORK, INCLUDING SIGNS, POSTS, HARDWARE, AND LABOR SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE, EACH, FOR TRAFFIC CONTROL AND PROTECTION, STD. 701321. NO OTHER COMPENSATION WILL BE ALLOWED.
4. THE WIDTH SHOWN ON THE W12-I103 SIGN SHALL BE 18" LESS THAT WHAT IS SHOWN IN THE STAGED LANE WIDTHS TABLE OR AS DIRECTED BY THE ENGINEER.
5. THE 'X' MILES AHEAD WILL BE DETERMINED BY THE ENGINEER.

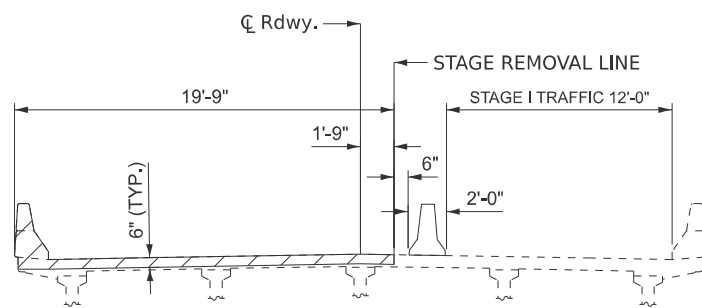


TYPICAL BRIDGE SECTION - EXISTING

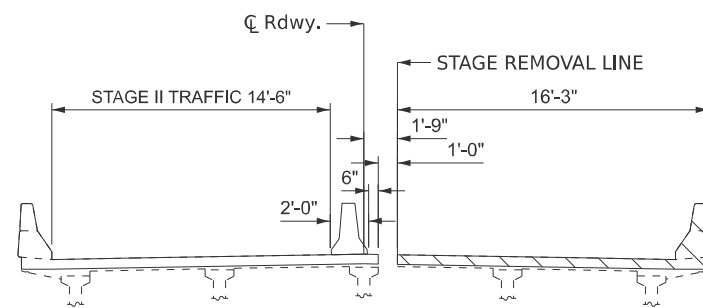


W12-I103

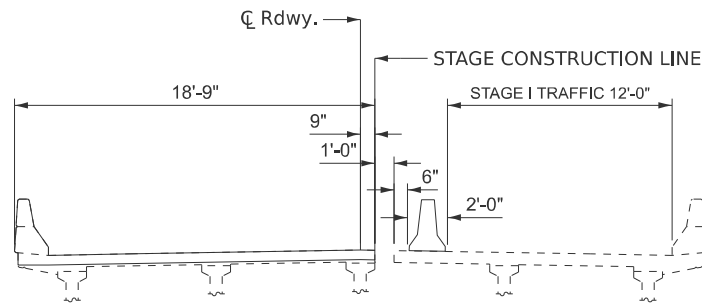
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 "MAX WIDTH" 6D, NO BORDER, BLACK ON WHITE
 "XX'-XX'" 8D, NO BORDER, BLACK ON ORANGE
 "X MILES" 6D, NO BORDER, BLACK ON WHITE
 "AHEAD" 6D, NO BORDER, BLACK ON WHITE



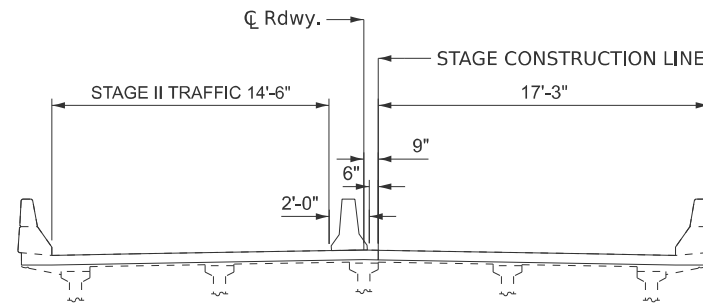
STAGE I REMOVAL (AT JOINTS)



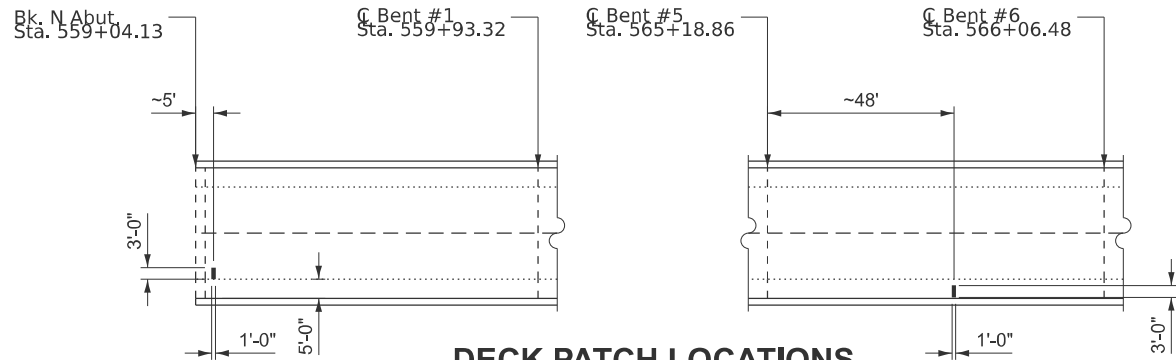
STAGE II REMOVAL (AT JOINTS)



STAGE I CONSTRUCTION (AT JOINTS)



STAGE II CONSTRUCTION (AT JOINTS)



DECK PATCH LOCATIONS

BILL OF MATERIAL

ITEM	UNIT	TOTAL
DECK SLAB REPAIR (PARTIAL DEPTH)	SQ YD	1

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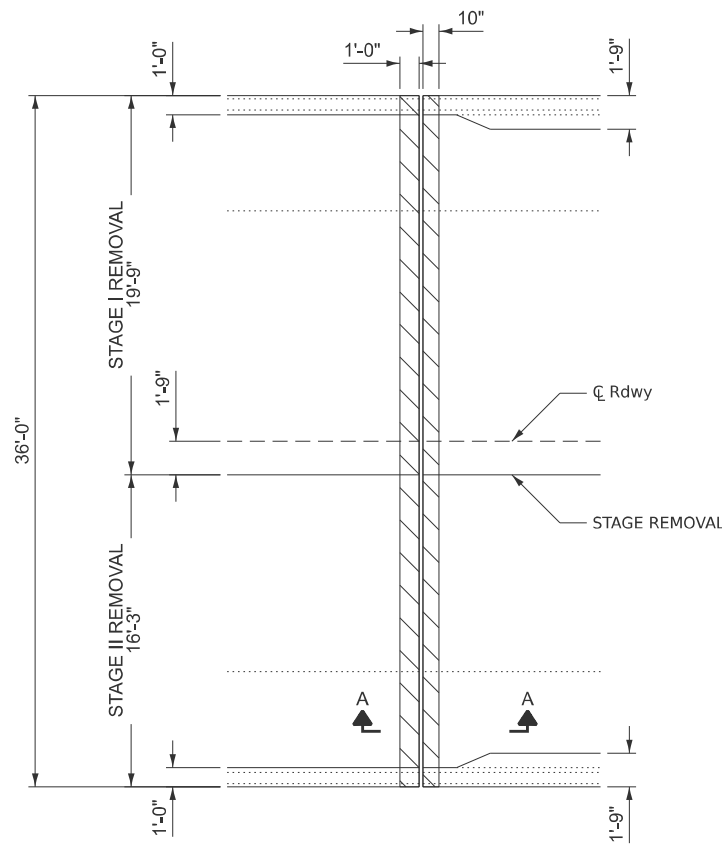
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

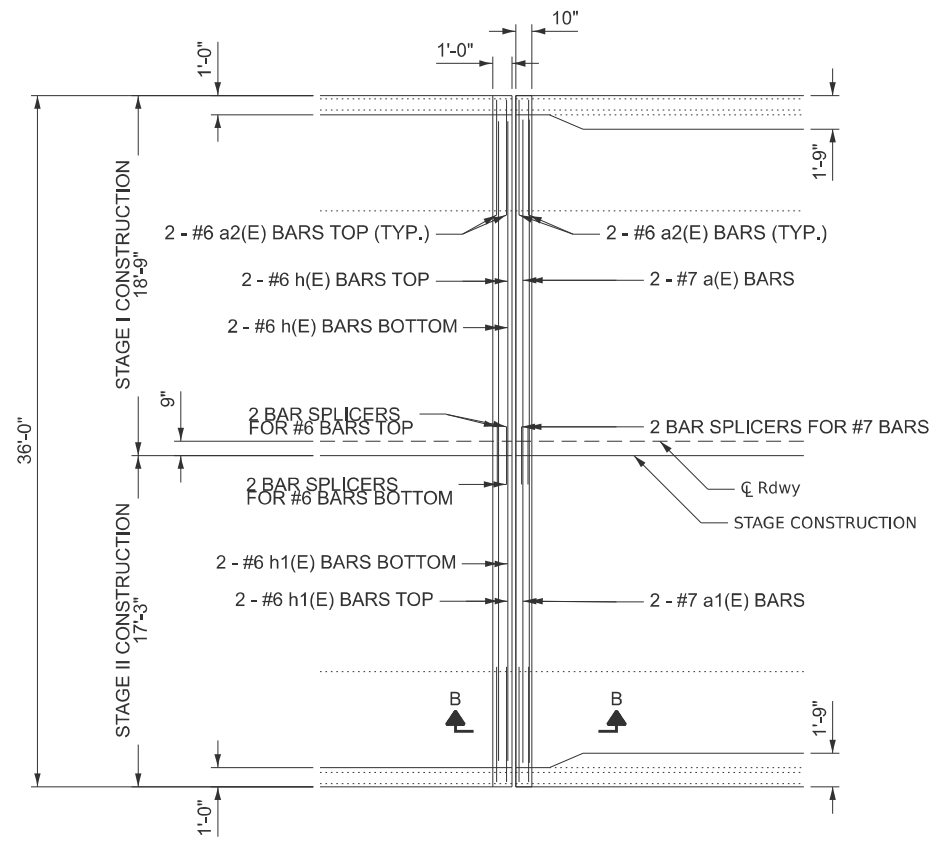
**TYPICAL SECTION, STAGING DETAILS, AND DECK PATCHING
SN 097-0062**

SCALE: SHEET 2 OF 21 SHEETS STA. TO STA.

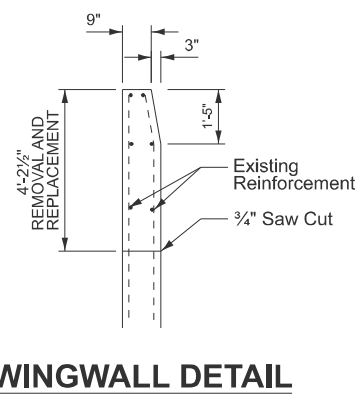
F.A.P RTE. 328	SECTION 101BRR-1	COUNTY White	TOTAL SHEETS 28	SHEET NO. 9
CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				



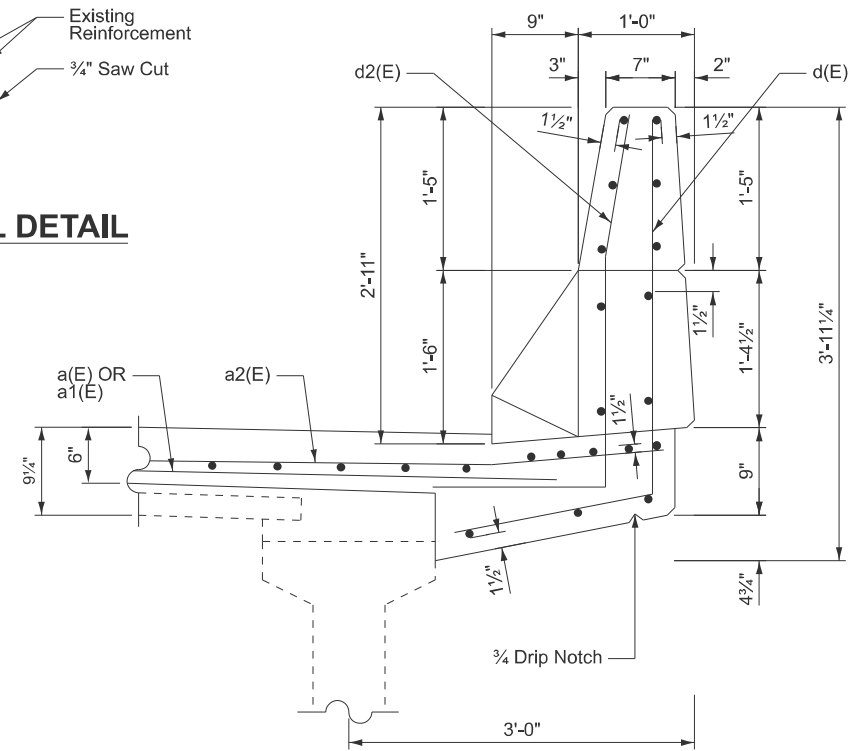
JOINT AT N. ABUTMENT SHOWING CONCRETE REMOVAL
(S. ABUT. SIMILAR)



JOINT AT N. ABUTMENT SHOWING NEW CONCRETE
(S. ABUT. SIMILAR)

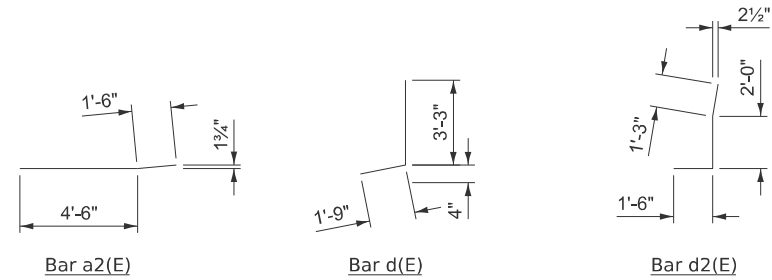
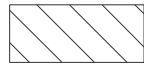


WINGWALL DETAIL



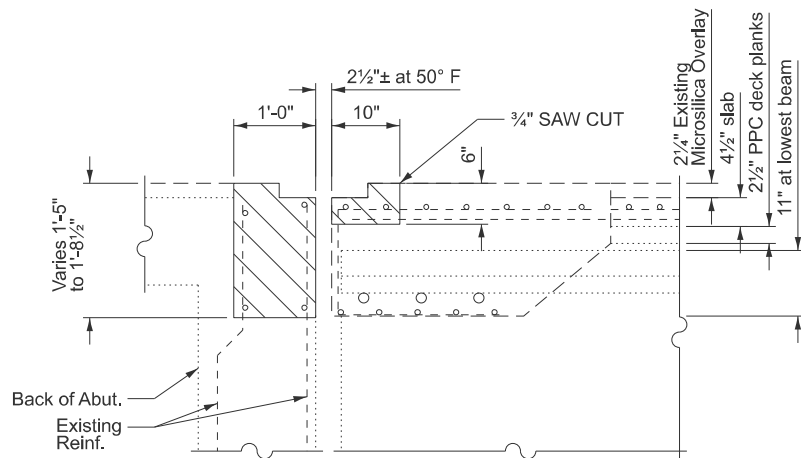
SECTION THROUGH PARAPET

CONCRETE REMOVAL

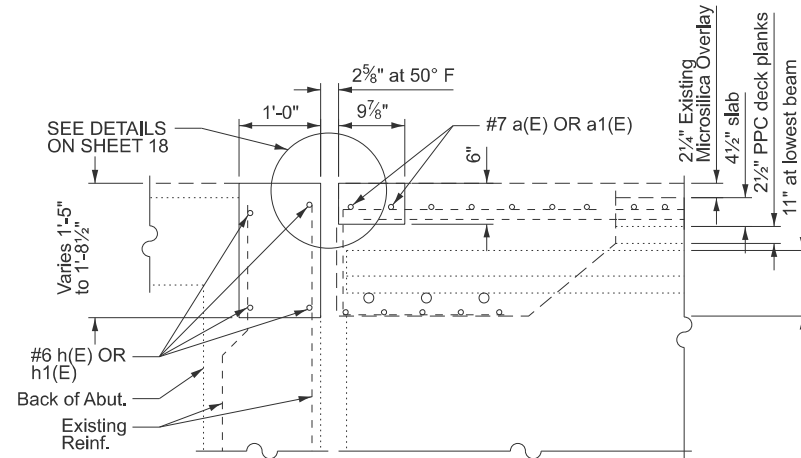


BILL OF MATERIAL (TWO ABUTMENTS)

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	4	#7	17'-6"	—
a1(E)	4	#7	16'-0"	—
a2(E)	16	#6	6'-0"	—
d(E)	4	#4	5'-0"	L
d2(E)	4	#5	4'-9"	L
h(E)	8	#6	17'-5"	—
h1(E)	8	#6	15'-11"	—
ITEM		UNIT	TOTAL	
BAR SPLICERS		EACH	12	
CONCRETE REMOVAL		CU YD	6.4	
CONCRETE SUPERSTRUCTURE		CU YD	6.4	
REINFORCEMENT BARS, EPOXY COATED		POUND	850	



SECTION A-A



SECTION B-B

MODEL: Typical 3 (Sheet)
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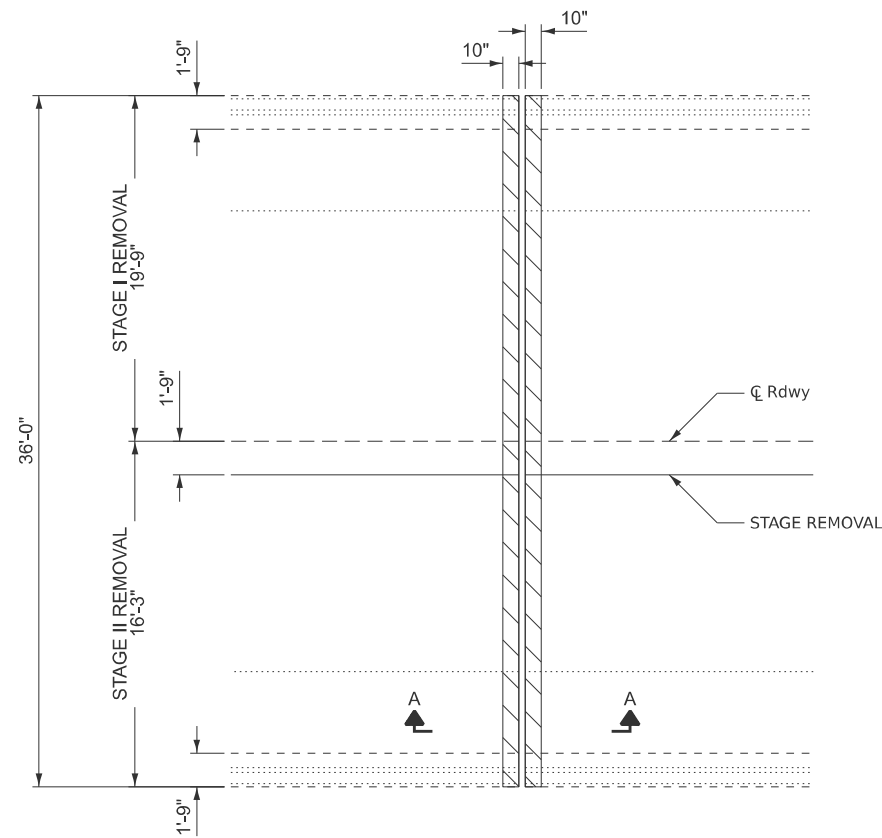
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/19/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

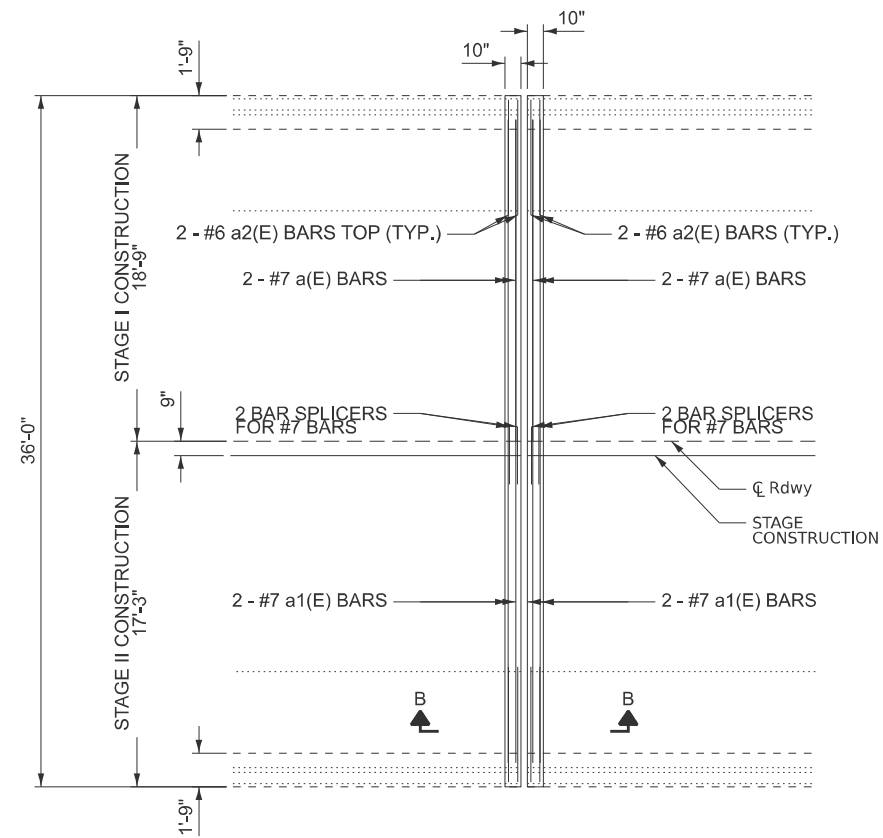
JOINT RECONSTRUCTION DETAILS
SN 097-0062

SCALE: SHEET 3 OF 21 SHEETS STA. TO STA.

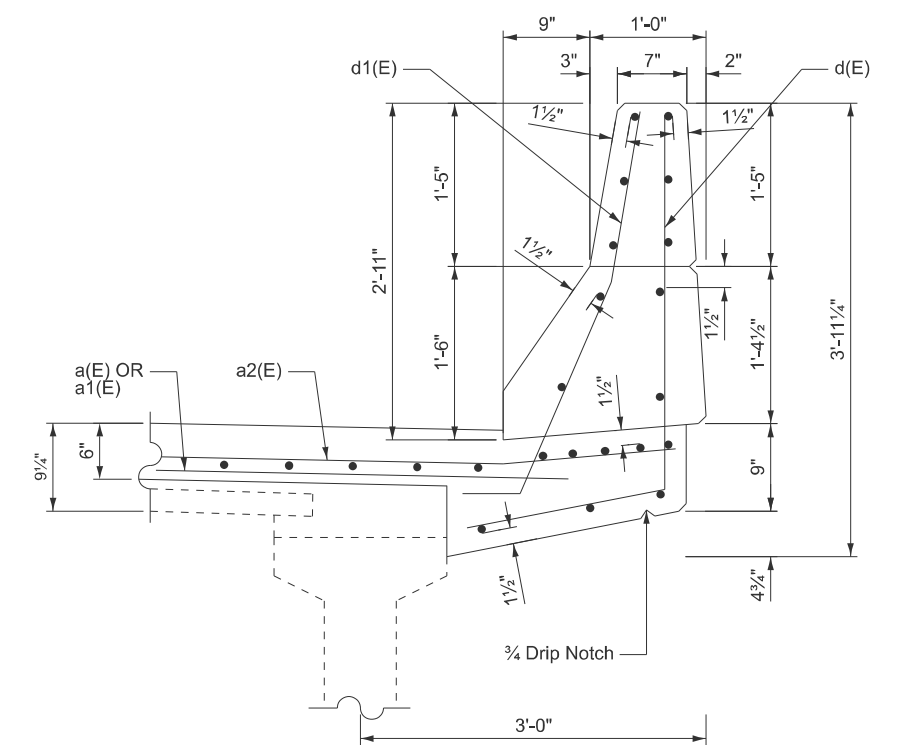
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	101BRR-1	White	28	10
CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				



**JOINT AT PIER 1 SHOWING
CONCRETE REMOVAL
(BENT 5 SIMILAR)**

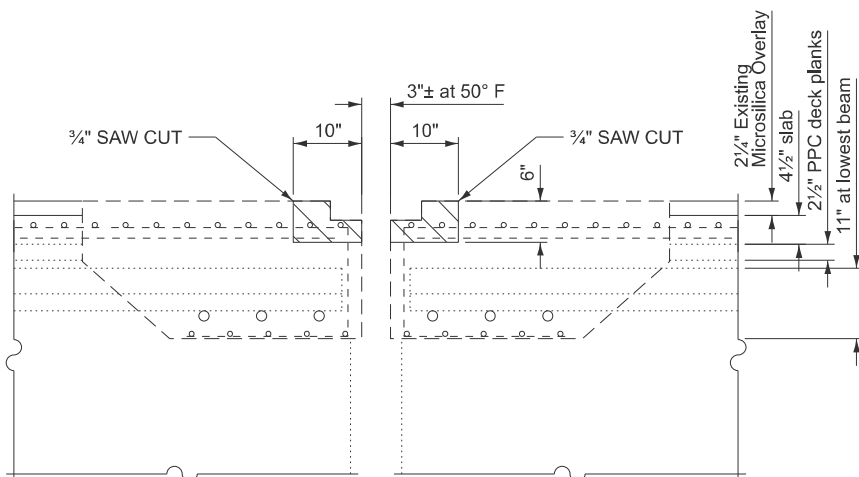


**JOINT AT PIER 1 SHOWING
NEW CONCRETE
(BENT 5 SIMILAR)**

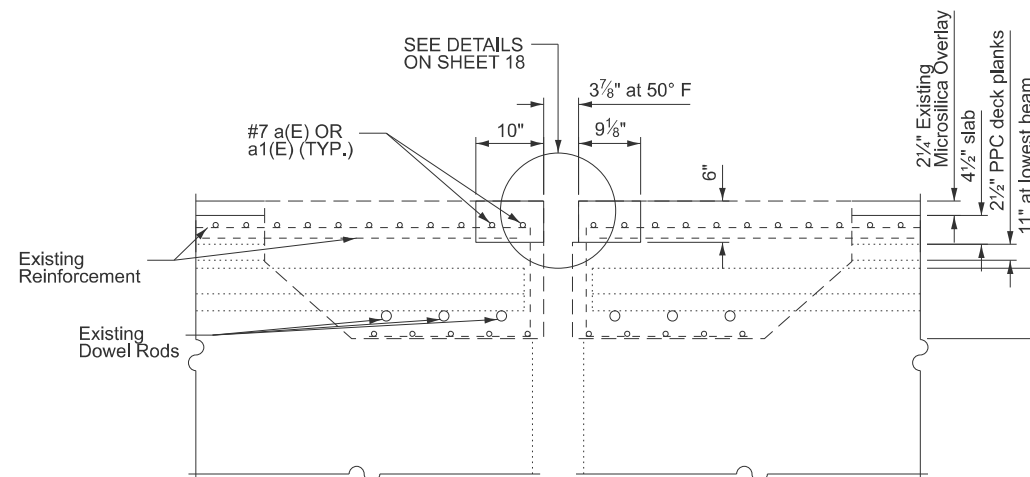


SECTION THROUGH PARAPET

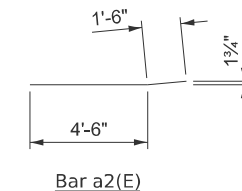
CONCRETE REMOVAL



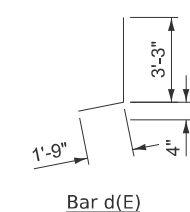
SECTION A-A



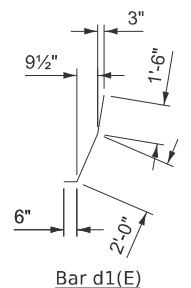
SECTION B-B



Bar a2(E)



Bar d(E)



Bar d1(E)

BILL OF MATERIAL (PIER 1 AND BENT 5)

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	8	#7	17'-6"	—
a1(E)	8	#7	16'-0"	—
a2(E)	16	#6	6'-0"	—
d(E)	8	#4	5'-0"	┌
d1(E)	8	#5	4'-0"	┌
ITEM		UNIT	TOTAL	
BAR SPLICERS		EACH	8	
CONCRETE REMOVAL		CU YD	3.0	
CONCRETE SUPERSTRUCTURE		CU YD	3.0	
REINFORCEMENT BARS, EPOXY COATED		POUND	750	

MODEL: Typical 4 (Sheet)
FILE NAME: c:\pawork\pawork\illinois.gov_stephen.dillard\118676510978C\0-Design.dgn

USER NAME = stephen.dillard	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 3/19/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JOINT RECONSTRUCTION DETAILS
SN 097-0062**

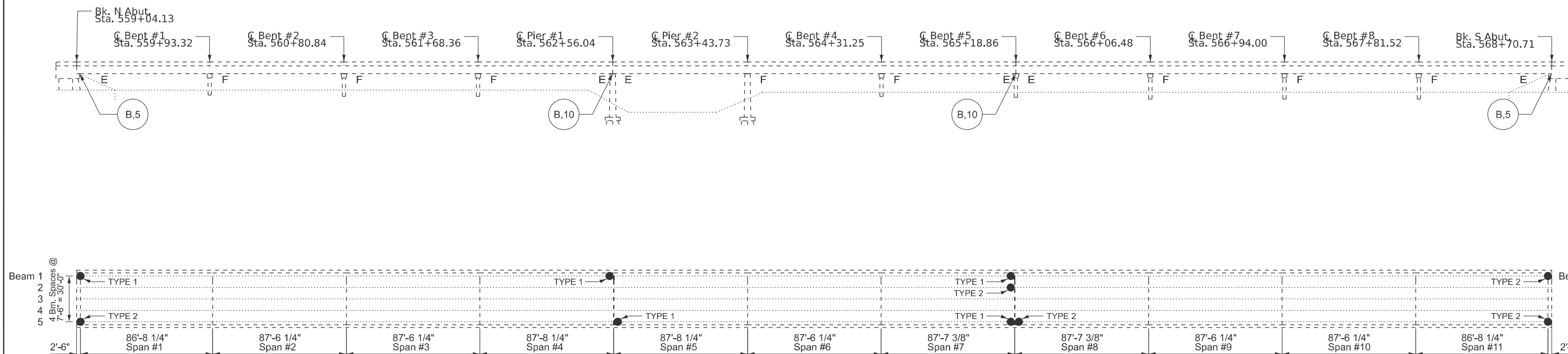
SCALE: SHEET 4 OF 21 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	101BRR-1	White	28	11
CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				

NOTES

THE EXISTING CONCRETE SURFACE SHALL BE CLEANED AND PREPARED IN ACCORDANCE WITH THE SPECIAL PROVISIONS:
 SEE SPECIAL PROVISION FOR "FRP STRENGTHENING FOR PPC I-BEAM REPAIRS";
 SEE SPECIAL PROVISION FOR "PRECAST PRESTRESSED CONCRETE I-BEAM REPAIR".

TWO COATS OF ACRYLIC COATING SHALL BE APPLIED OVER FIBER WRAP REPAIRS.



PLAN



TYPICAL BEARING TO BE CLEANED AND PAINTED

LEGEND

- - FRP REPAIR LOCATION WITH REPAIR TYPE NUMBER
- B, X - BEARINGS, NUMBER TO BE CLEANED AND PAINTED

BILL OF MATERIAL

ITEM	UNIT	TOTAL
CLEANING AND PAINTING BEARINGS	EACH	30

MODEL: Typical 5 (Sheet)
 FILE NAME: c:\p\work\pwwillinois.gov\stephen.dillard@illinois.gov\1867651D978C10-Design.dgn

USER NAME = stephen.dillard	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/19/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

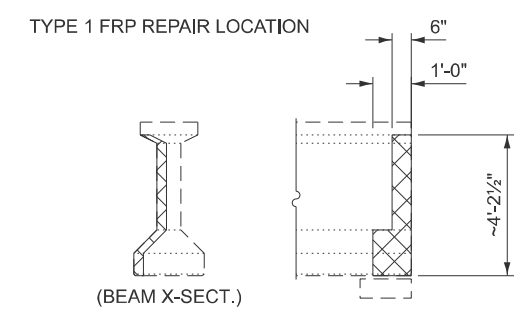
**FRP REPAIR DETAILS
SN 097-0062**

SCALE: SHEET 5 OF 21 SHEETS STA. TO STA.

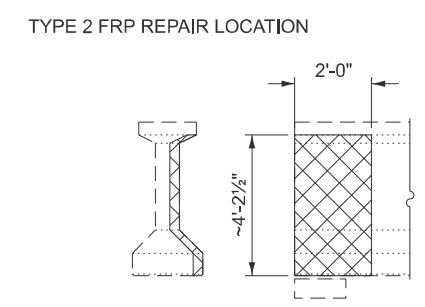
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	101BRR-1	White	28	12
CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				

NOTES

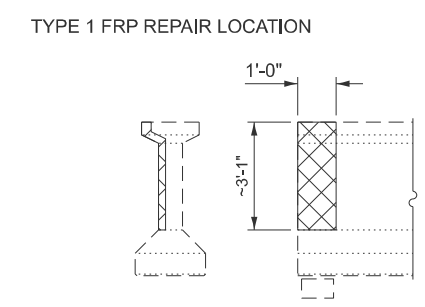
1. IF NECESSARY, LONGITUDINAL RESTRAINERS SHALL BE REMOVED PRIOR TO REPAIRS AND SUBSEQUENTLY REPLACED. COST TO BE INCLUDED IN THE WORK TO BE COMPLETED. SEE SHEET 26 FOR RESTRAINER DETAILS.
2. THE ENGINEER WILL DETERMINE FINAL PATCH LOCATIONS AND QUANTITIES IN THE FIELD BEFORE PATCHING OPERATIONS BEGIN.
3. ALL BEAM X-SECT. LOOKING SOUTH



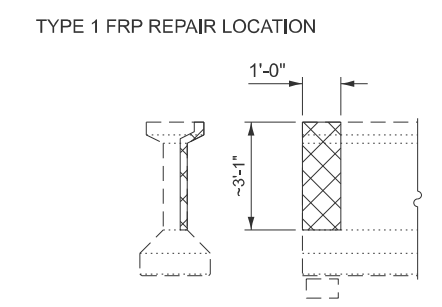
**NORTH ABUT.
BEAM 1, EAST FASCIA
(LOOKING WEST)**



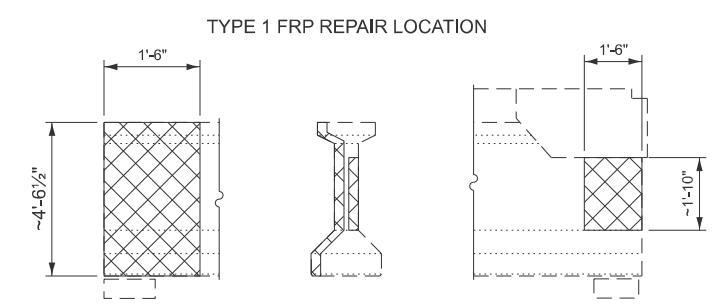
**NORTH ABUT.
BEAM 5, WEST FASCIA
(LOOKING EAST)**



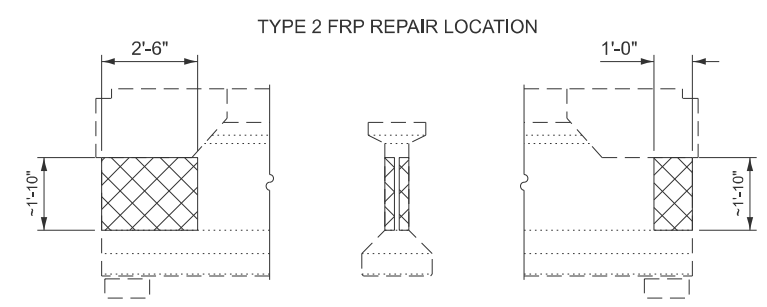
**PIER 1,
BEAM 1, EAST FASCIA
(LOOKING WEST)**



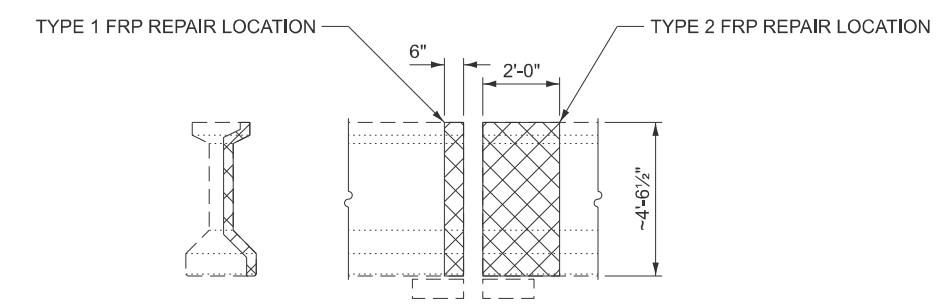
**PIER 1,
BEAM 5, WEST FASCIA
(LOOKING EAST)**



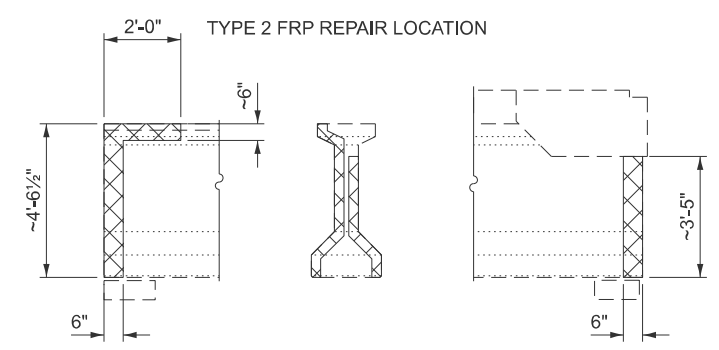
**(LOOKING WEST) BENT 5
BEAM 1, EAST FASCIA (LOOKING EAST)**



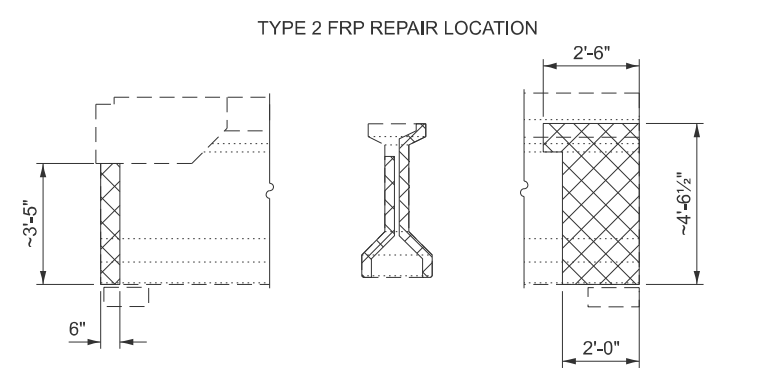
**(LOOKING WEST) BENT 5
BEAM 2 (LOOKING EAST)**



**BENT 5
BEAM 5, WEST FASCIA
(LOOKING EAST)**



**(LOOKING WEST) SOUTH ABUT.
BEAM 1, EAST FASCIA (LOOKING EAST)**

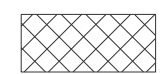


**(LOOKING WEST) SOUTH ABUT.
BEAM 5, WEST FASCIA (LOOKING EAST)**

BILL OF MATERIAL

ITEM	UNIT	TOTAL
PRECAST PRESTRESSED CONCRETE I-BEAM REPAIR	SQ FT	63

PRECAST PRESTRESSED CONCRETE I-BEAM REPAIR



MODEL: Typical 6 (Sheet)
FILE NAME: c:\p\work\wv\illinois.gov_stephen.dillard\illinois.gov\11867651D978C10-Design.dgn

USER NAME = stephen.dillard	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/19/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

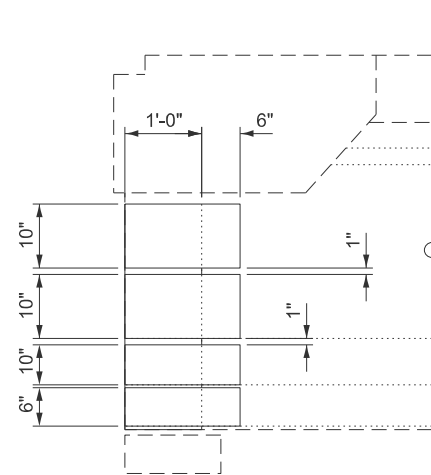
**STRUCTURAL CONCRETE REPAIR
SN 097-0062**

SCALE: SHEET 6 OF 21 SHEETS STA. TO STA.

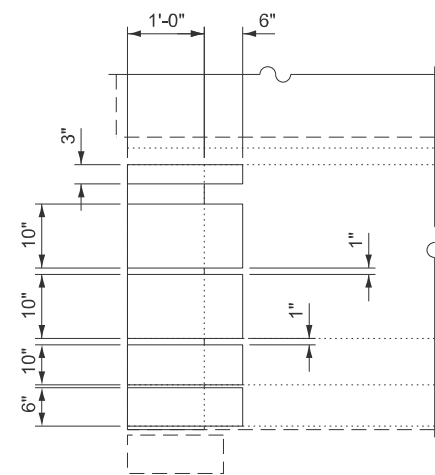
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	101BRR-1	White	28	13
CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				

NOTES

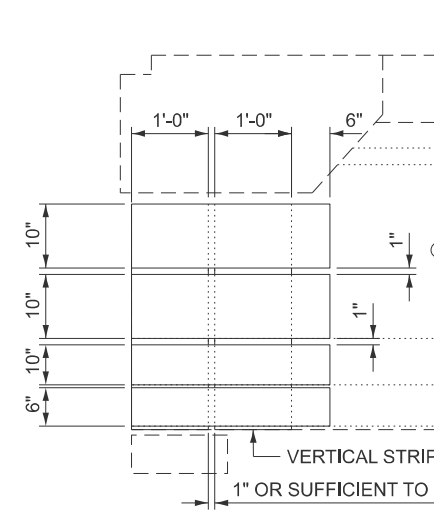
SEE SPECIAL PROVISION:
"FRP STRENGTHENING FOR PPC I-BEAM REPAIRS"



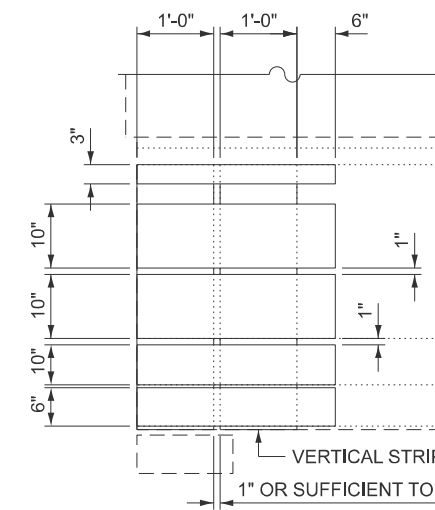
FRP REPAIR TYPE 1
5 REQUIRED



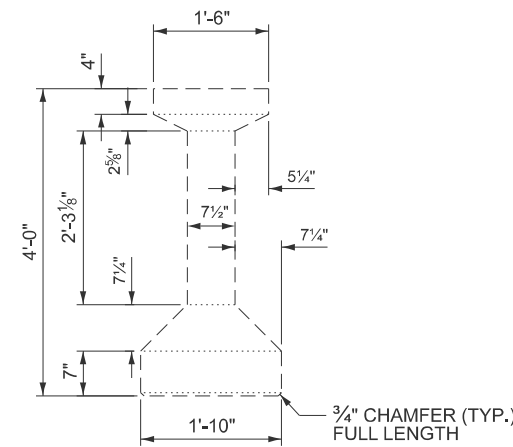
TYPE 1 ON FASCIA SURFACES



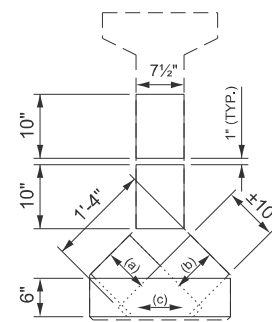
FRP REPAIR TYPE 2
5 REQUIRED



TYPE 2 ON FASCIA SURFACES

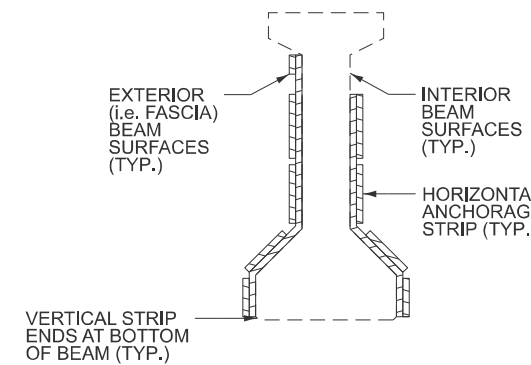


BEAM CROSS SECTION
(SHOWING DIMENSIONS)

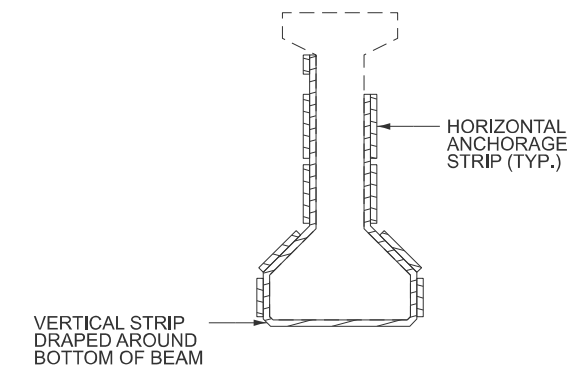


FRP TREATMENT
AT END OF BEAM

direction
FRP
PLACE FRP IN THE FOLLOWING
ORDER: (a), (b), (c)



SECTION THROUGH
BEARING



SECTION OUTSIDE
BEARING

BILL OF MATERIAL

ITEM	UNIT	TOTAL
ACRYLIC COATING	SQ YD	31
FIBER WRAP	SQ FT	278

MODEL: Typical 7 (Sheet)
FILE NAME: c:\p\work\illinois.gov\stephen.dillard\illinois.gov\d11867651D978C10-Design.dgn

USER NAME = stephen.dillard	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 4/24/2026	DATE -	REVISED -

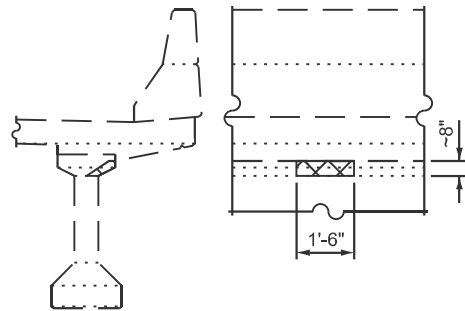
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL CONCRETE REPAIR
SN 097-0062

SCALE: SHEET 7 OF 21 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	101BRR-1	White	28	14
CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				

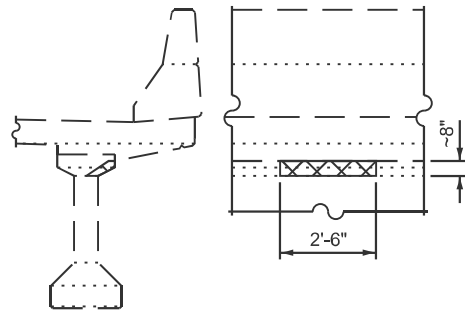
**SUPPLEMENTAL FRP LOCATION
TREATMENT A**



(BEAM X-SECT.)

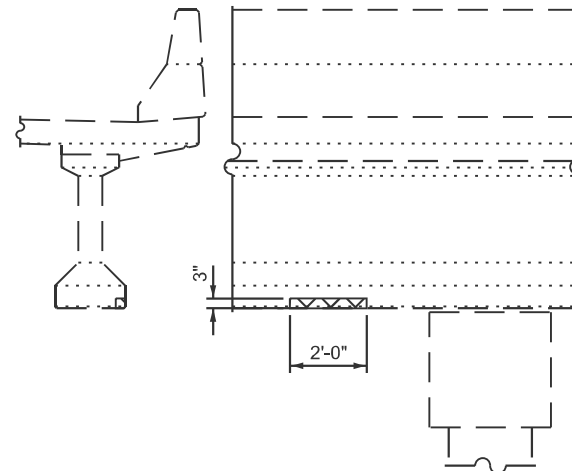
**BEAM 5
TOP FLANGE
(LOOKING EAST)**
(located at 1st drain
S. from Bent 4)

**SUPPLEMENTAL FRP LOCATION
TREATMENT B**



**BEAM 5
TOP FLANGE
(LOOKING EAST)**
(located at 5th drain
S. from Pier 2)

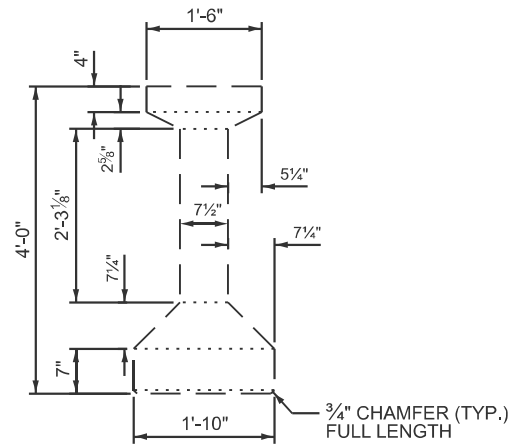
**SUPPLEMENTAL FRP LOCATION
TREATMENT C**



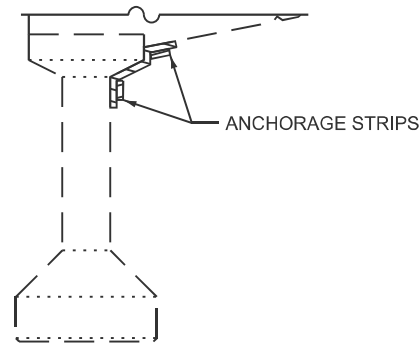
**BENT 4, BEAM 5
BOTTOM FLANGE
(LOOKING EAST)**

NOTES

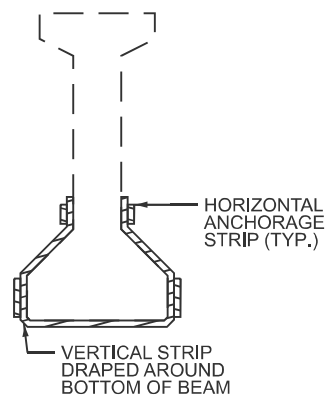
1. THE ENGINEER WILL DETERMINE FINAL PATCH LOCATIONS AND QUANTITIES IN THE FIELD BEFORE PATCHING OPERATIONS BEGIN.
2. ALL X-SECT. LOOKING SOUTH.
3. ANY NECESSARY REMOVAL AND REINSTALLATION OF EXISTING HARDWARE TO ACCOMPLISH THE SPECIFIED REPAIRS SHALL BE INCLUDED IN THE COST OF PRECAST PRESTRESSED I-BEAM REPAIR AND FIBER WRAP.



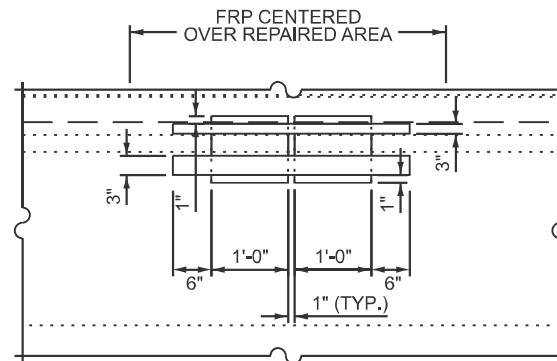
**BEAM CROSS SECTION
(SHOWING DIMENSIONS)**



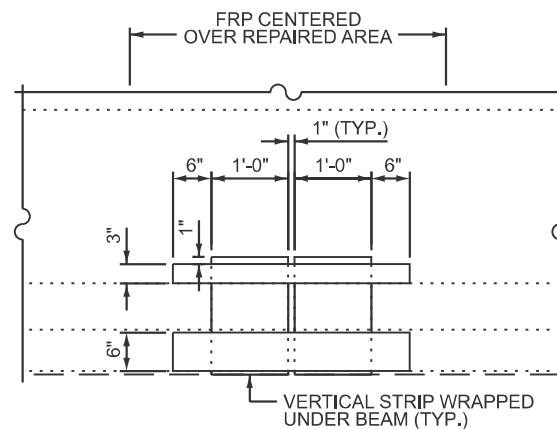
FRP TREATMENT: A, B



FRP TREATMENT: C, D, E

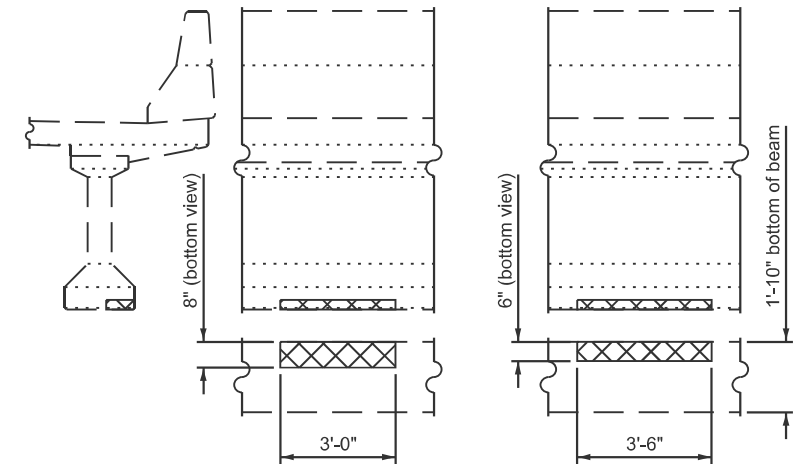


TREATMENT A: 2 VERTICAL STRIPS
TREATMENT B: 3 VERTICAL STRIPS



TREATMENT C: 2 VERTICAL STRIPS
TREATMENT D: 3 VERTICAL STRIPS
TREATMENT E: 4 VERTICAL STRIPS

**SUPPLEMENTAL FRP LOCATION
TREATMENT D TREATMENT E**



(located at 2nd drain S. from Bent 4) **BEAM 5
BOTTOM FLANGE** (located at 3rd drain S. from Bent 4)
(LOOKING EAST)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
ACRYLIC COATING	SQ YD	9
FIBER WRAP	SQ FT	79
PRECAST PRESTRESSED CONCRETE I-BEAM REPAIR	SQ FT	7

PRECAST PRESTRESSED CONCRETE
I-BEAM REPAIR



MODEL: Typical 8 (Sheet)
FILE NAME: c:\p\work\kirby\kirby\aa11865765\0978C10-Design.dgn

USER NAME = Ehren,Kirby	DESIGNED -	REVISED -
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PLOT DATE = 4/24/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

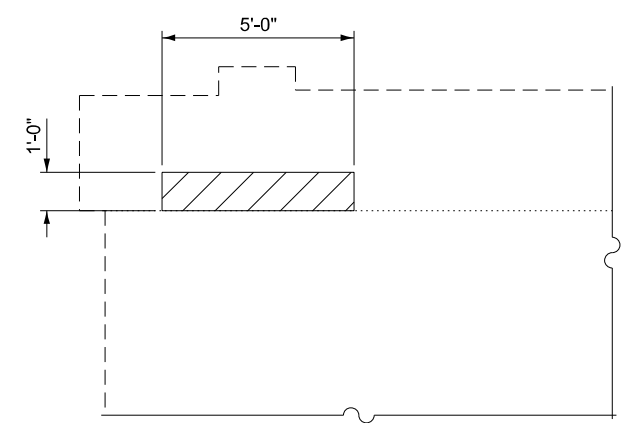
**STRUCTURAL CONCRETE REPAIR
SN 097-0062**

SCALE: SHEET 8 OF 21 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	101BRR-1	White	28	15
CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				

NOTES

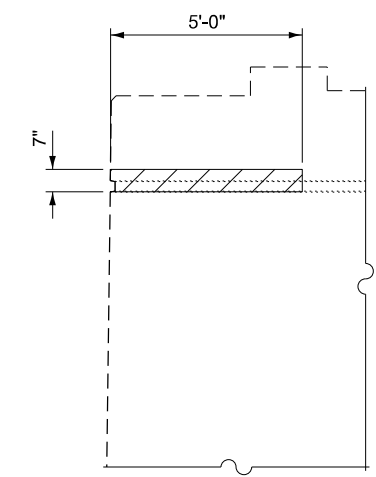
1. THE ENGINEER WILL DETERMINE FINAL PATCH LOCATIONS AND QUANTITIES IN THE FIELD BEFORE PATCHING OPERATIONS BEGIN.
2. ALL X-SECT. LOOKING SOUTH.



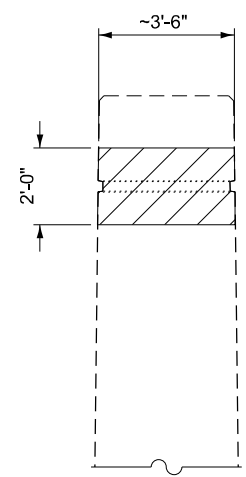
**BENT 5 NORTH SIDE
(LOOKING SOUTH)**



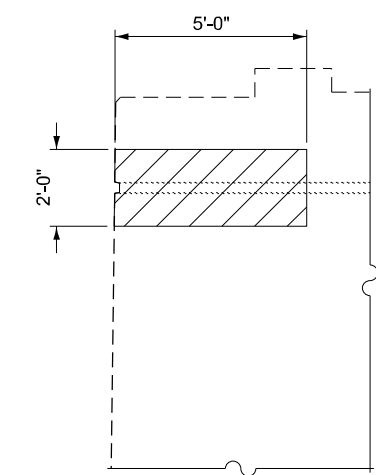
**BENT 5 SOUTH SIDE
(LOOKING NORTH)**



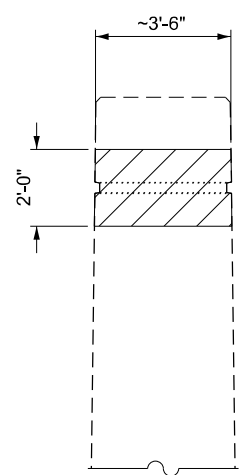
**PIER 1
NORTH SIDE
(LOOKING SOUTH)**



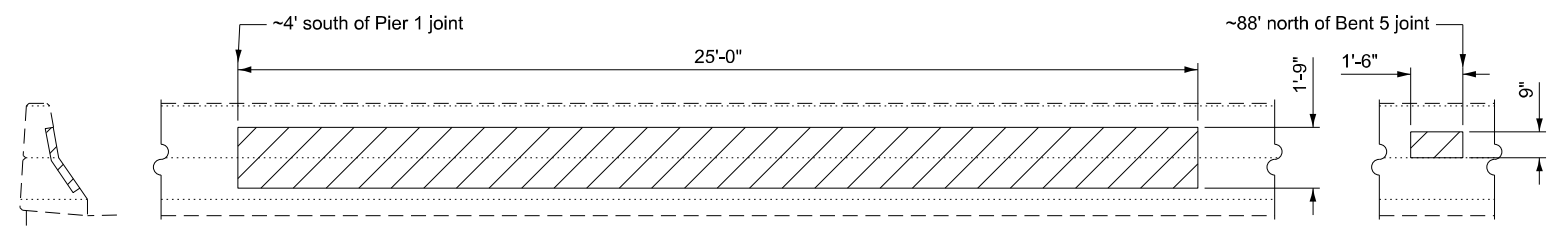
**PIER 1
EAST END
(LOOKING WEST)**



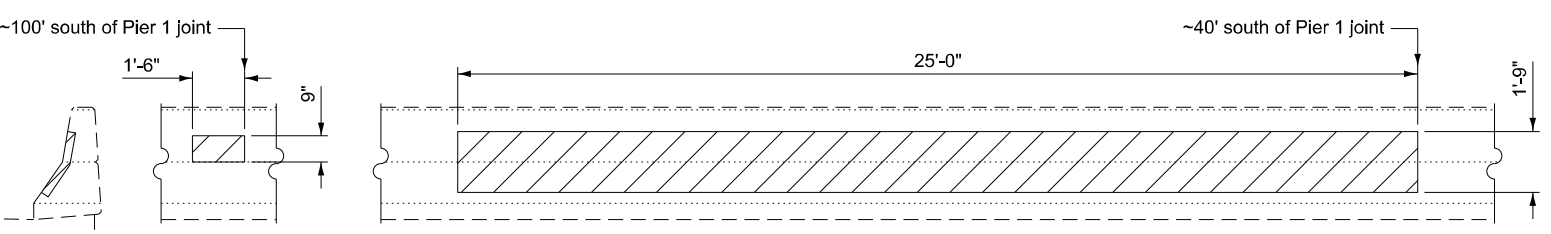
**PIER 1
SOUTH SIDE
(LOOKING NORTH)**



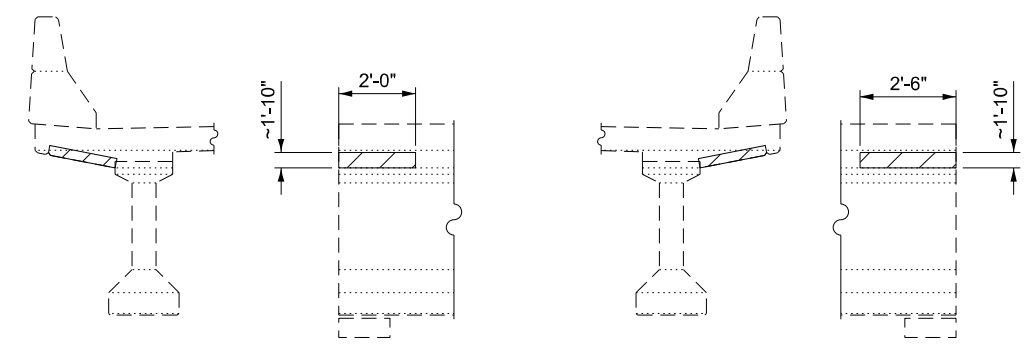
**PIER 1
WEST END
(LOOKING EAST)**



**EAST PARAPET
(LOOKING EAST)**



**WEST PARAPET
(LOOKING WEST)**



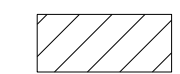
**SOUTH ABUT
BEAM 1, EAST FASCIA
(LOOKING WEST)**

**SOUTH ABUT
BEAM 5, WEST FASCIA
(LOOKING EAST)**

BILL OF MATERIAL

ITEM	UNIT	TOTAL
STRUCTURAL REPAIR OF CONCRETE (DEPTH ≤ 5 INCHES)	SQ FT	157

STRUCTURAL REPAIR OF CONCRETE (DEPTH < 5 IN)



MODEL: Typical 9 (Sheet)
FILE NAME: c:\paw\work\wisconsin\illinois.gov_stephen.dillard\illinois.gov\1186765\0978C10-Design.dgn

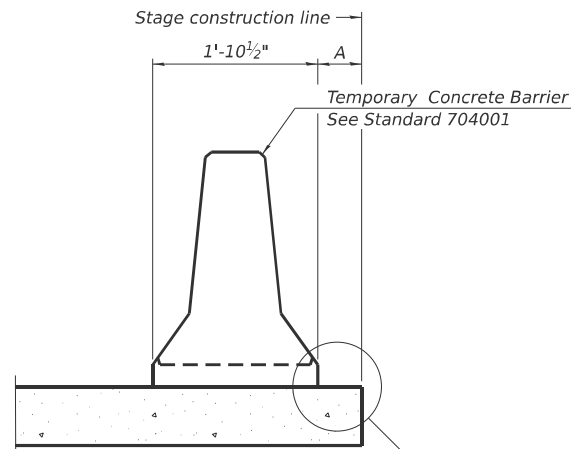
USER NAME = stephen.dillard	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/24/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL CONCRETE REPAIR
SN 097-0062**

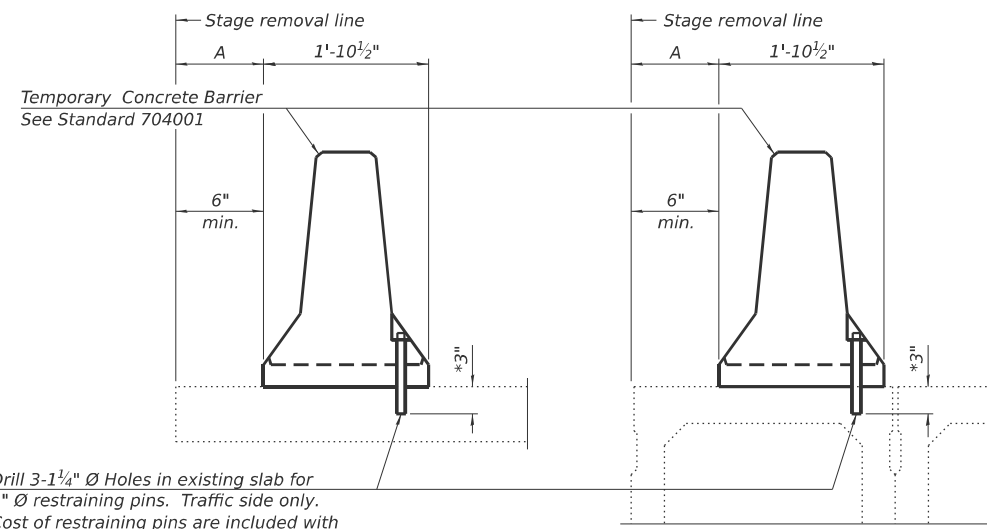
SCALE: SHEET 9 OF 21 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	101BRR-1	White	28	16
CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



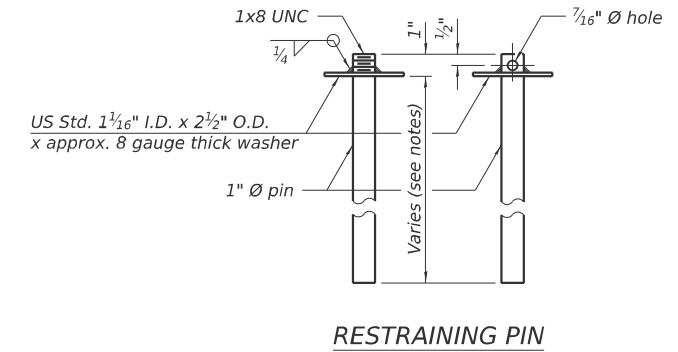
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

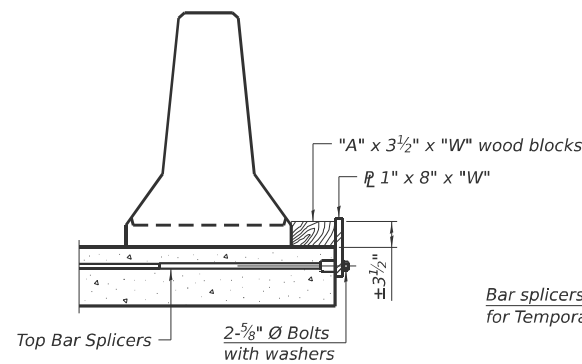
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

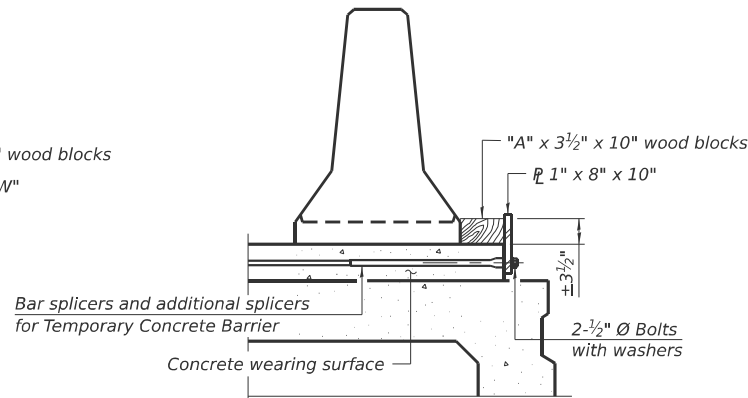
SECTIONS THRU SLAB OR DECK BEAM



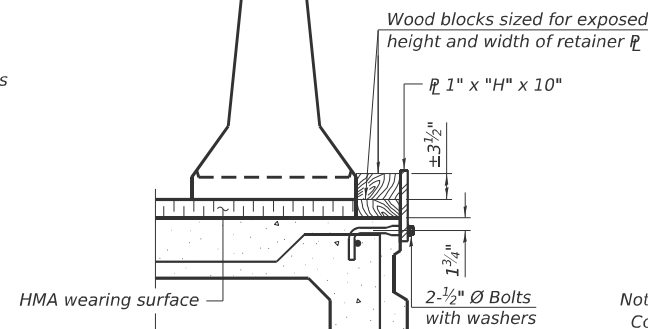
RESTRAINING PIN



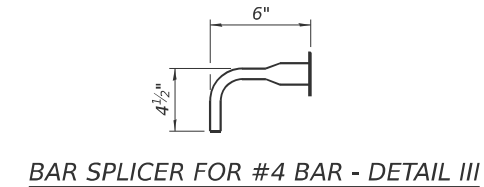
DETAIL I



DETAIL II



DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate C of each temporary concrete barrier.

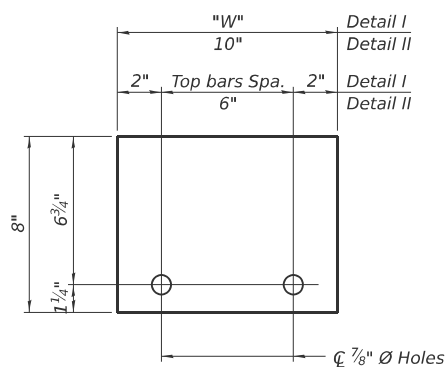
The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

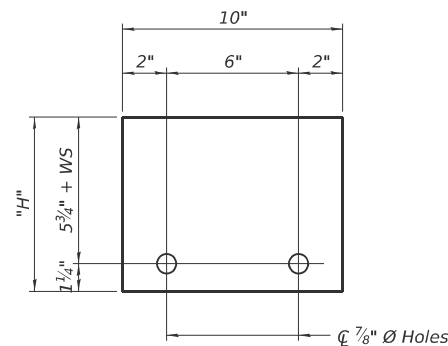
Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.



STEEL RETAINER 1" x 8" x "W" (Detail I and II)



STEEL RETAINER 1" x "H" x 10" (Detail III)

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

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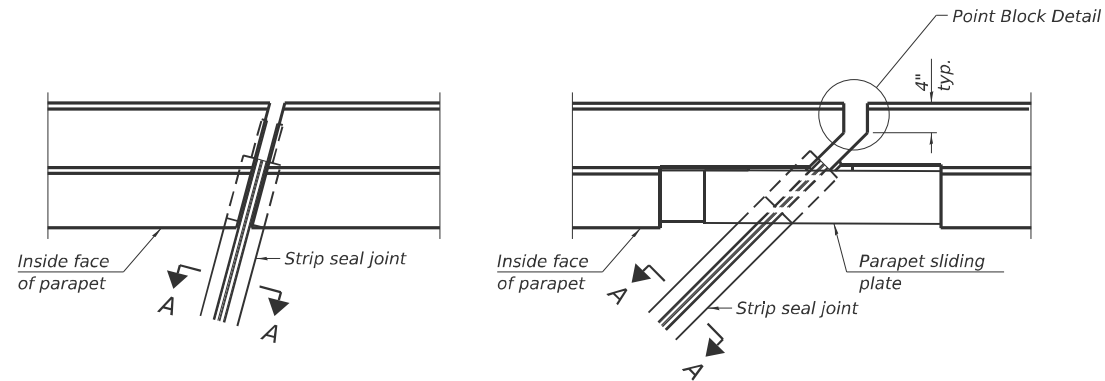
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER DETAILS
SN 097-0062

SCALE: SHEET 10 OF 21 SHEETS STA. TO STA.

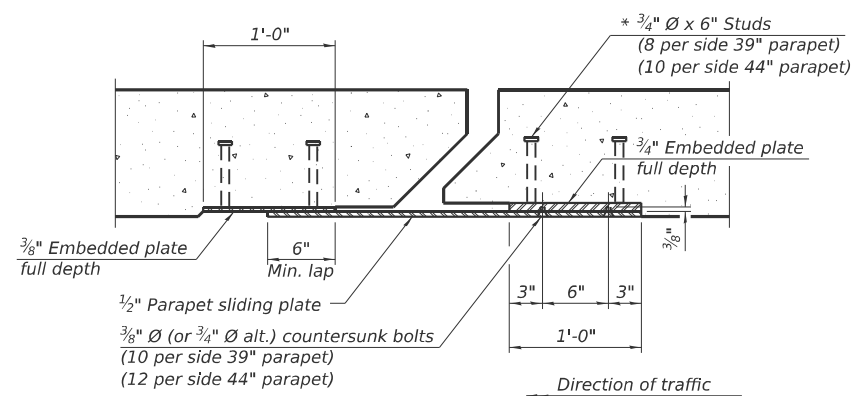
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	101BRR-1	White	28	17
CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				

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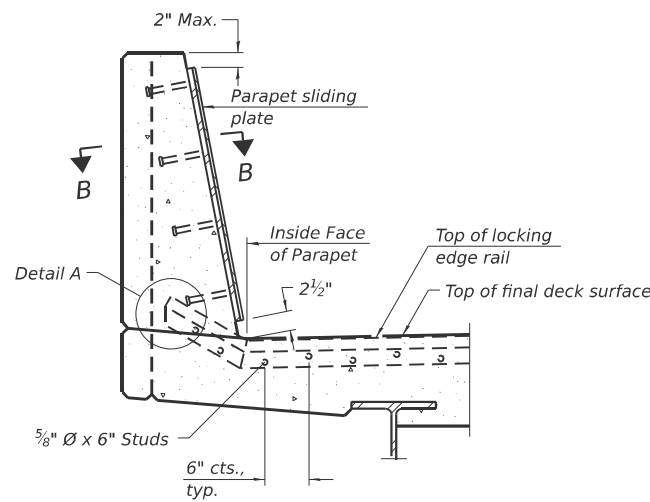
FOR SKEWS $\leq 30^\circ$

PLAN AT PARAPET



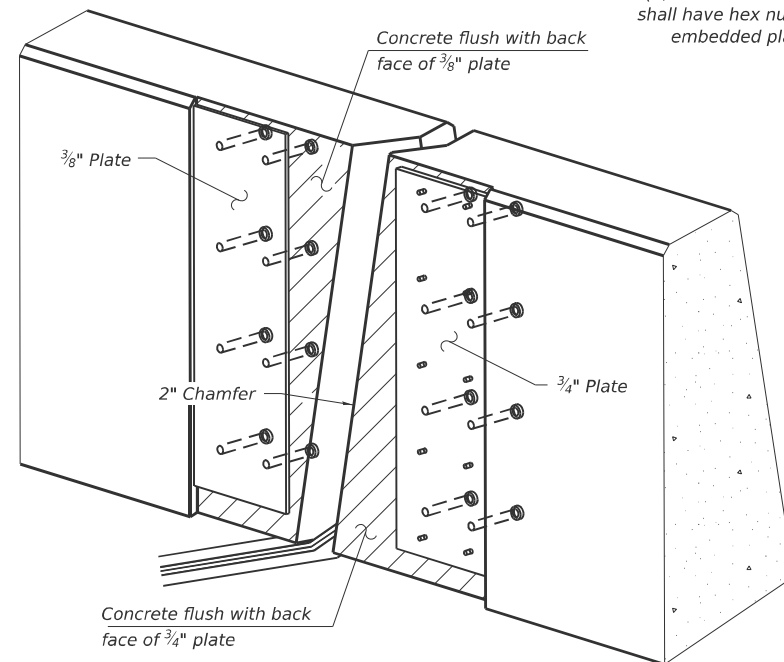
SECTION B-B

$\frac{3}{4}$ " \varnothing countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)



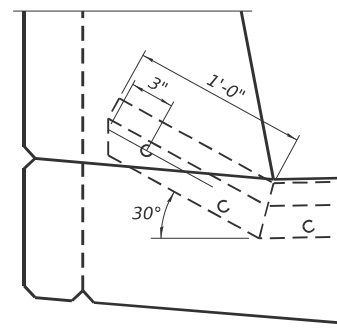
SECTION AT PARAPET

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



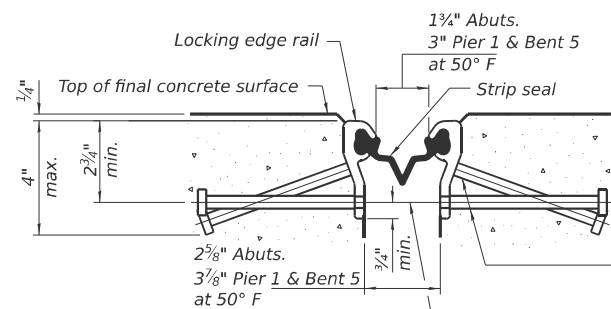
TRIMETRIC VIEW

(Showing embedded plates only)



DETAIL A

(Kick-up at parapet locations shown. See sheet of for kick-up at curb locations.)



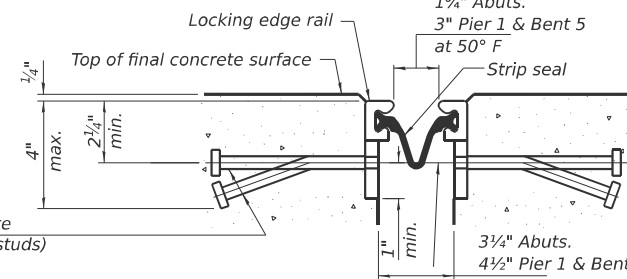
SHOWING ROLLED RAIL JOINT

* $\frac{5}{8}$ " \varnothing x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

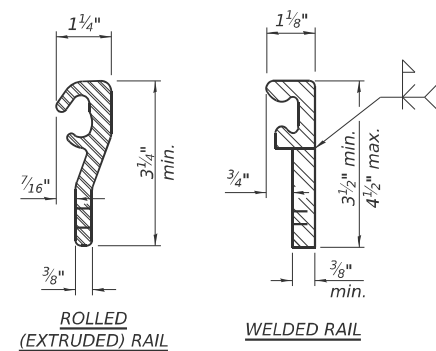
$\frac{3}{8}$ " \varnothing threaded rods in $\frac{7}{16}$ " \varnothing holes at 4'-0" \pm cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

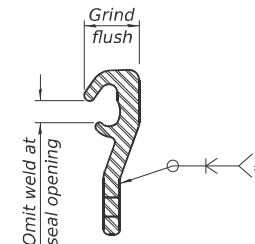


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	144

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of $\frac{3}{4}$ ". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the $4\frac{1}{2}$ " maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

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

The Maximum space between locking edge rail segments shall be $\frac{3}{16}$ " and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

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

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

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

MODEL: Typical 11 (Sheet)
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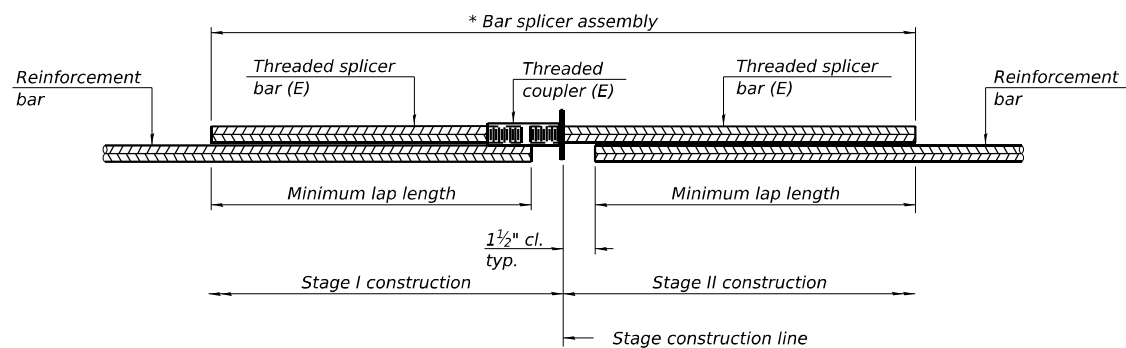
USER NAME = stephen.dillard	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/18/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL DETAILS
SN 097-0062

SCALE: SHEET 11 OF 21 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				



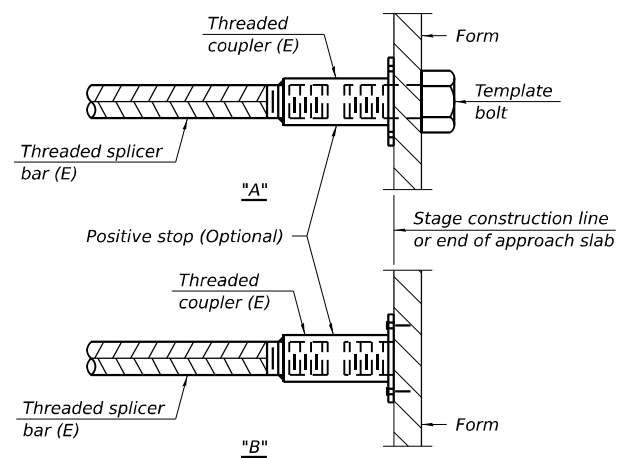
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Hatchblock	#6	8	4'-5"
Deck	#7	12	5'-1"

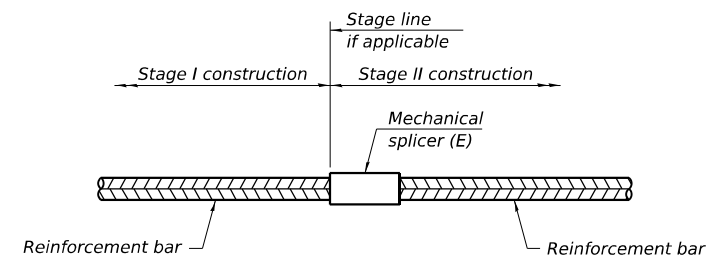


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

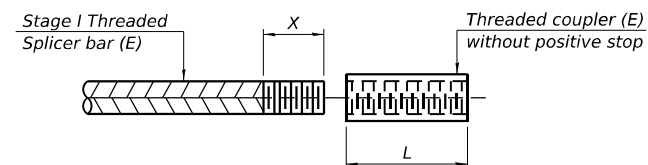
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

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.

MODEL: Typical 12 (Sheet)
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4-4-2025

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PLOT DATE = 3/18/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
SN 097-0062**

SCALE: SHEET 12 OF 21 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				




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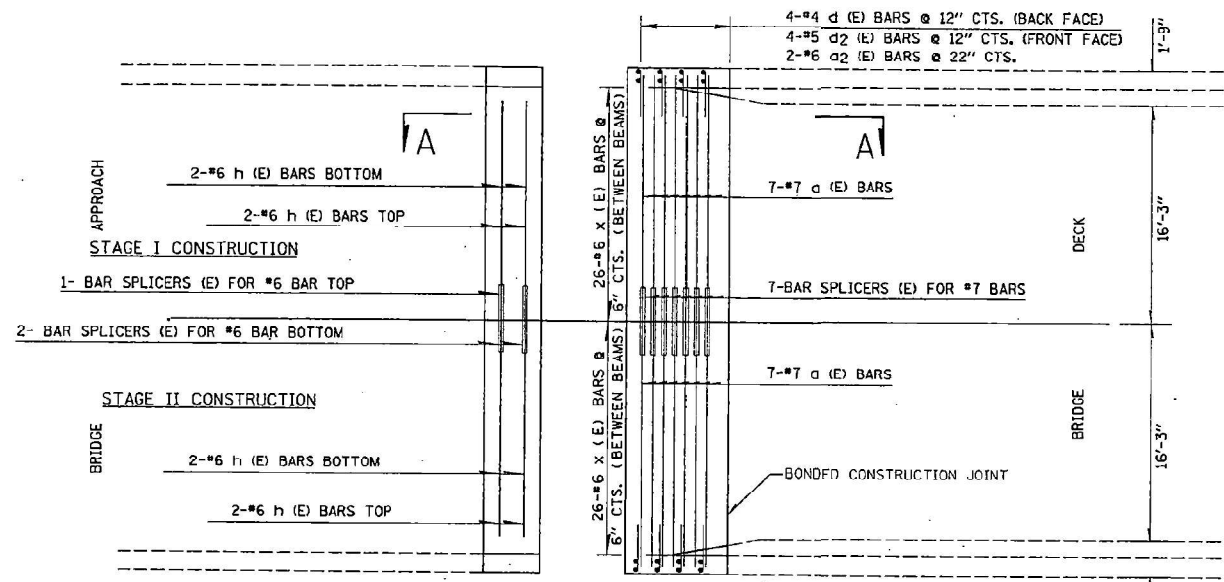
DAR LIST - NORTH & SOUTH ABUTMENTS - STR #097-0062

BAR	NUMBER OF BARS		TOTAL	SIZE	LENGTH	SHAPE
	STAGE I	STAGE II				
a1(E)	14	14	28	#7	16'-9"	
a1(E)	20	20	40	#6	6'-6"	
a2(E)	4	4	8	#6	4'-0"	
d1(E)	8	8	16	#4	5'-0"	
d2(E)	8	8	16	#5	4'-9"	
x(E)	52	52	104	#6	6'-8"	
h(E)	7	7	14	#6	16'-8"	

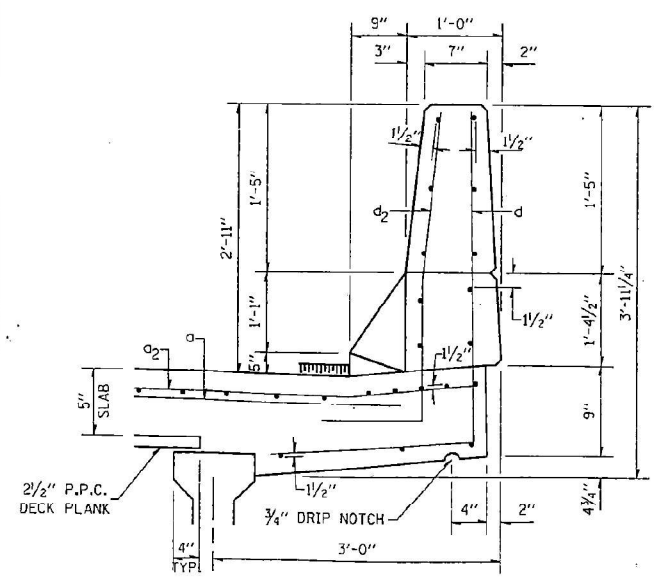
REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED

FOR INFORMATION ONLY

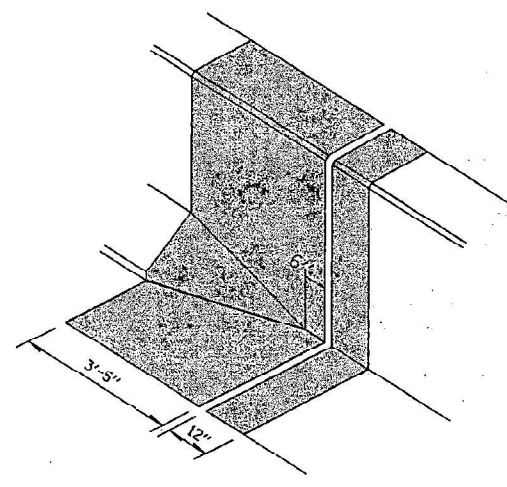
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-  BRIDGE DECK SCARIFICATION 1/2"
-  BITUMINOUS CONCRETE REMOVAL (DECK)



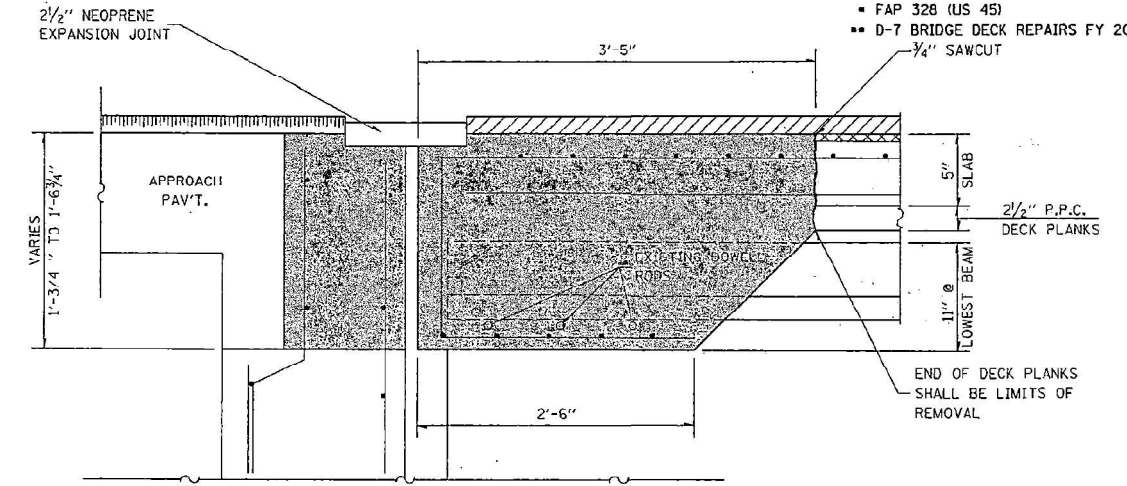
REINFORCEMENT DETAIL
 NORTH ABUTMENT (SOUTH ABUTMENT SIMILAR)



PARAPET DETAIL

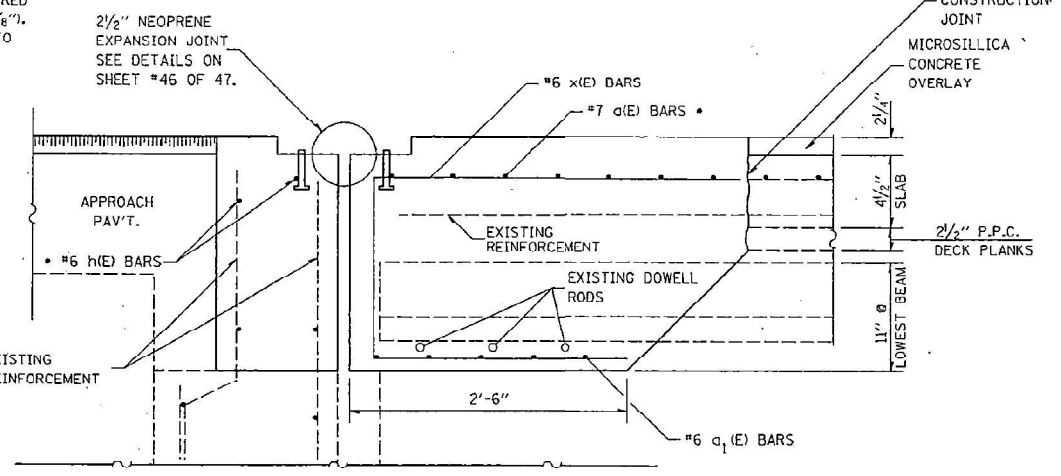


TYPICAL CONCRETE REPLACEMENT
 AT EACH ABUTMENT

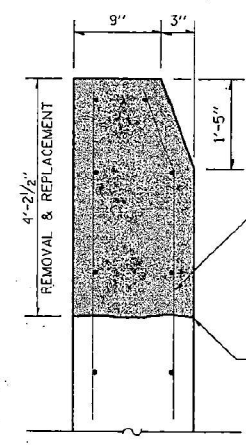


EXISTING EXPANSION JOINTS AT ABUTMENTS

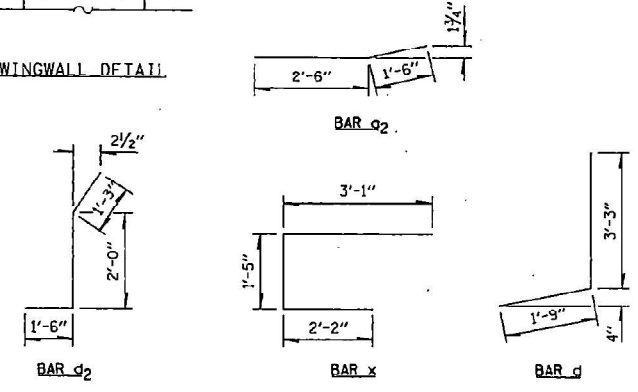
* PLACE d(E) AND h(E) BARS IN BACK OF ANCHOR BOLT AS SHOWN IF REQUIRED TO MAINTAIN 1" CLEARANCE (+/- 1/8"). ANCHOR BOLTS SHOULD BE TIED TO a(E) AND h(E) BARS.



PROPOSED EXPANSION JOINTS AT ABUTMENTS



WINGWALL DETAIL



NOTE: EXISTING REINFORCEMENT BARS AND DOWELL RODS ARE TO BE CLEANED AND INCORPORATED INTO NEW CONSTRUCTION.

REVISIONS		DATE
NAME	DATE	

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXPANSION JOINT DETAILS
NORTH & SOUTH ABUTMENTS
STR #097-0062

SCALE: VERT. HORIZ.
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SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	CHECKED -	REVISIONS -
	DATE -	REVISIONS -

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EXISTING PLANS
 SN 097-0062

SCALE: SHEET 13 OF 21 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	101BRR-1	White	28	20

CONTRACT NO. 78C10
 ILLINOIS FED. AID PROJECT




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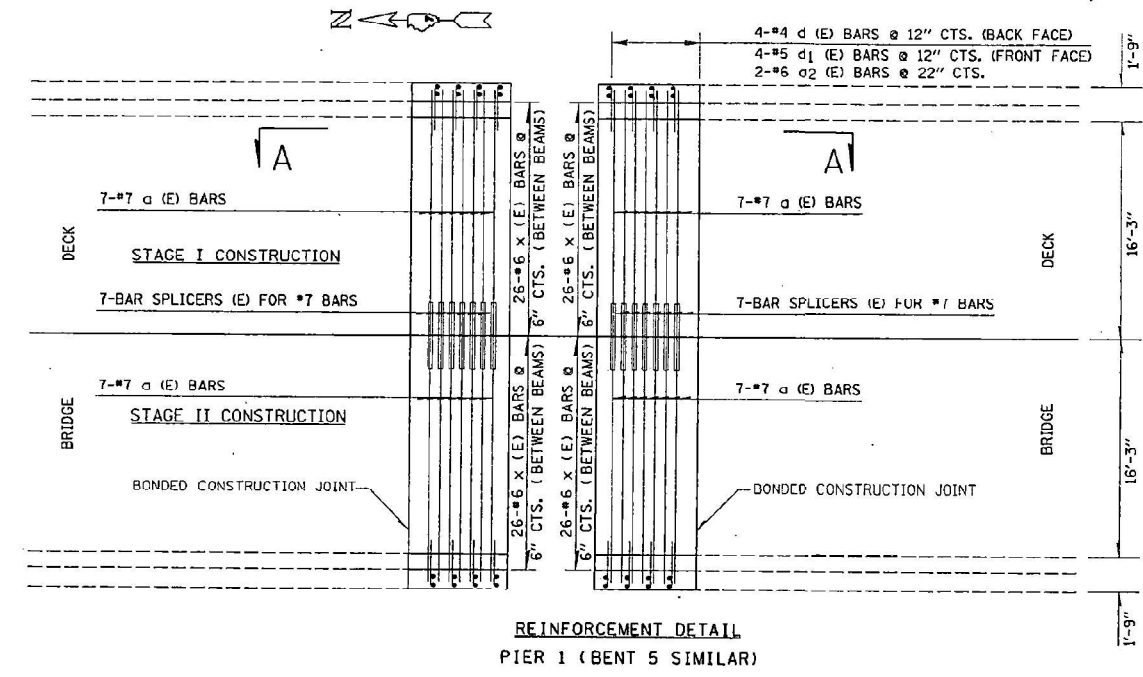
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BAR LIST - PIER 1 & BENT 5 - STR #097-0062

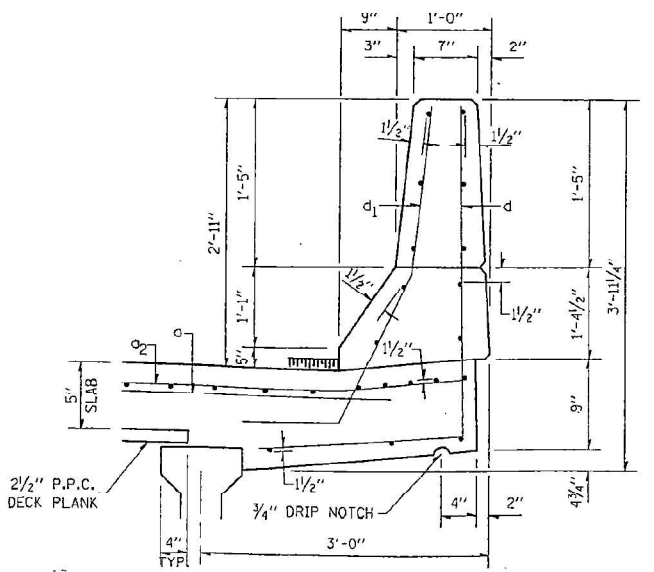
BAR	NUMBER OF BARS		TOTAL	SIZE	LENGTH	SHAPE
	STAGE I	STAGE II				
a(E)	28	28	56	#7	18'-9"	—
a1(E)	40	40	80	#6	5'-6"	—
a2(E)	8	8	16	#6	4'-0"	—
d(E)	16	16	32	#4	5'-0"	—
d1(E)	16	16	32	#5	4'-0"	—
x(E)	104	104	208	#6	6'-8"	—

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED

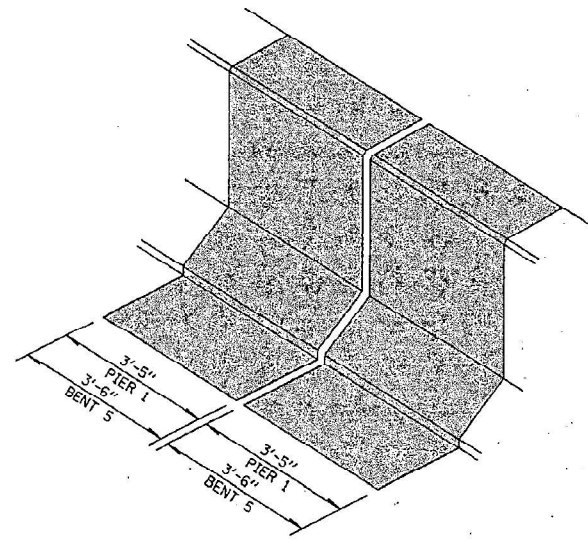
-  CONCRETE REMOVAL (LIMITS ARE FROM OUT TO OUT OF DECK)
-  BRIDGE DECK SCARIFICATION 1/2" 3/4" SAWCUT
-  BITUMINOUS CONCRETE REMOVAL (DECK)



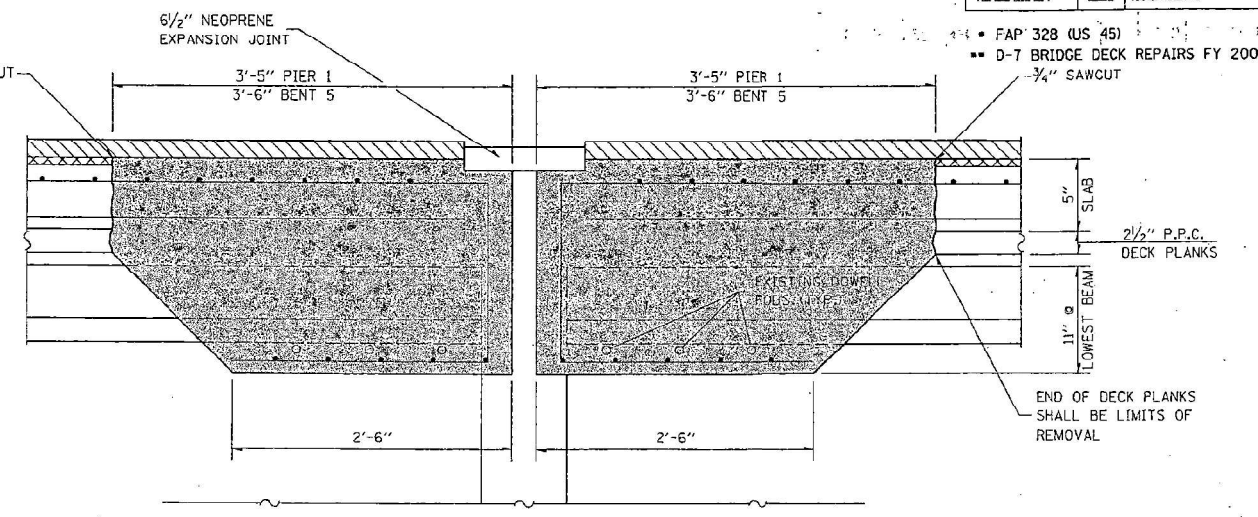
REINFORCEMENT DETAIL
PIER 1 (BENT 5 SIMILAR)



PARAPET DETAIL

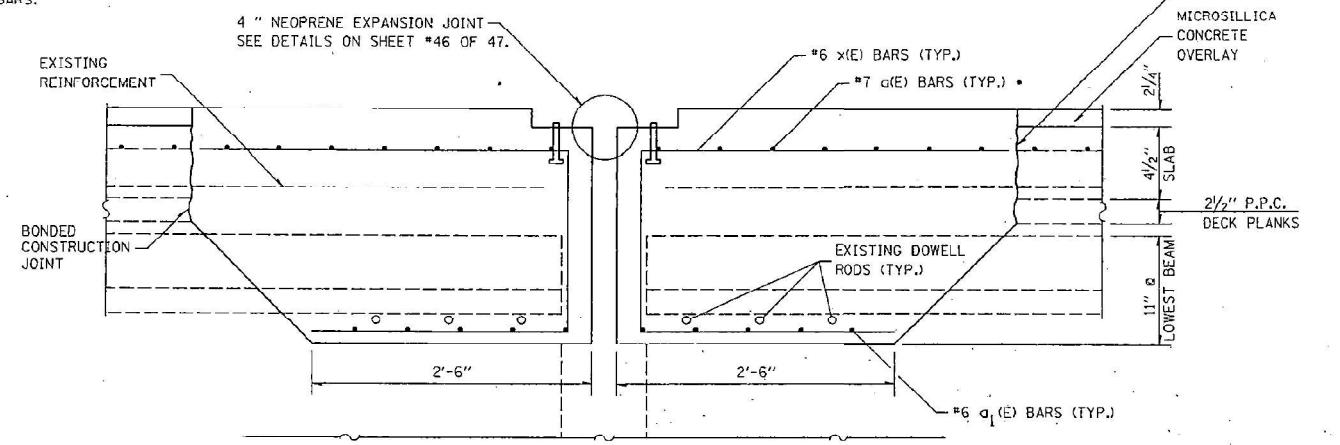


TYPICAL CONCRETE REPLACEMENT
PIER 1 & BENT 5



EXISTING EXPANSION JOINTS AT PIER 1 & BENT 5

PLACE a(E) BARS IN BACK OF ANCHOR BOLT AS SHOWN IF REQUIRED TO MAINTAIN 1" CLEARANCE (+/- 1/8"). ANCHOR BOLTS SHOULD BE TIED TO d(E) BARS.



PROPOSED EXPANSION JOINTS AT PIER 1 & BENT 5

NOTE: EXISTING REINFORCEMENT BARS AND DOWELL RODS ARE TO BE CLEANED AND INCORPORATED INTO NEW CONSTRUCTION.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXPANSION JOINT DETAILS
PIER 1 & BENT 5
STR #097-0062

SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
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USER NAME = stephen.dillard	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/18/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
SN 097-0062

SCALE: SHEET 14 OF 21 SHEETS STA. TO STA.

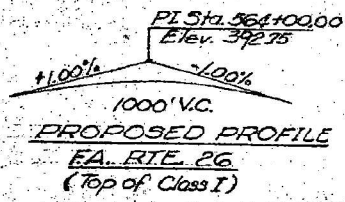
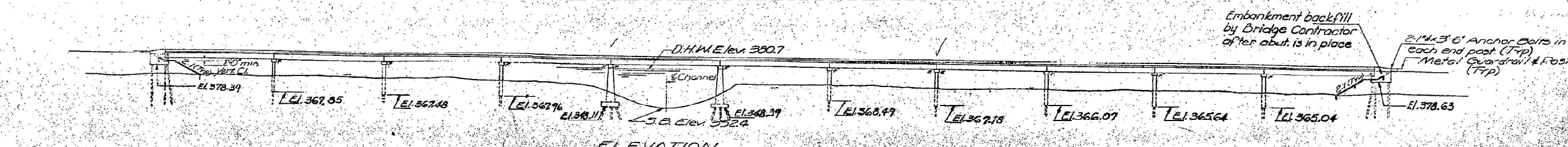
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	101BRR-1	White	28	21
CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOR INFORMATION ONLY

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. /
105BR	White	30	7	13	13 SHEETS

B.M. #1-Chained "a" on N.W. Wing of existing Skillet Fork Bridge
Sta. 558+92.92 Elev. 385.57
Existing Structure: Built on 251 140, Sec. 105 E1/4, Sta. 558+92.92, Struct # 097-008
in 1928. Superstr. 6" RC Slab on 19" I-Beam Spans, 11 Truss Spans. Superstr. 17" RC Flat Bents and
4" RC Solid Piers. Contractor shall remove existing structure
after completion of Detour and Temporary Structure.
No Salvage.



WATERWAY INFORMATION

Drainage Area	910 Sq. Mi.
Present Opening	10800 Sq. Ft.
Proposed Opening	10800 Sq. Ft.
Design H. W. Elev.	380.7
Q ₅₀	40,755 cfs.
Q ₁₀₀	45,600 cfs.
H.W.E. -	381.1 Ft. (100 Yr.)

STATION 563+87.42
BUILT 197 BY
STATE OF ILLINOIS
EA. RTE. 88 SEC. 105 BR
EA. PROJ. F-88(9)
LOADING H320

DESIGN STRESSES

Field Units

f _c = 4000 psi Deck Slab	f _c = 6000 psi
f _c = 4000 psi. Curb, Parapet & Pier	f _c = 5200 psi
f _s = 24000 psi. Reinf. (Sub.)	f _s = 270,000 psi (2% Strands)
f _s = 20000 psi. Reinf. (Super)	f _s = 189,000 psi (2% Strands)
f _c = 1000 psi Abut.	f _s = 240,000 psi (Reinf.)
n = 8.5	
VC = 75 psi.	

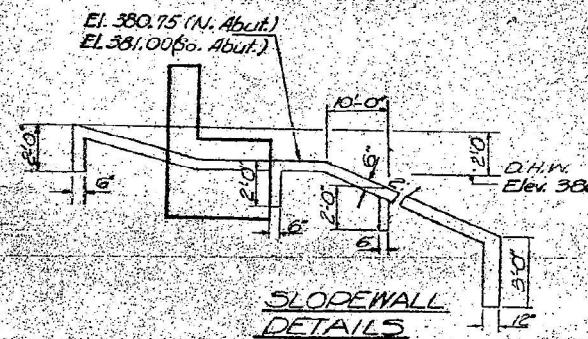
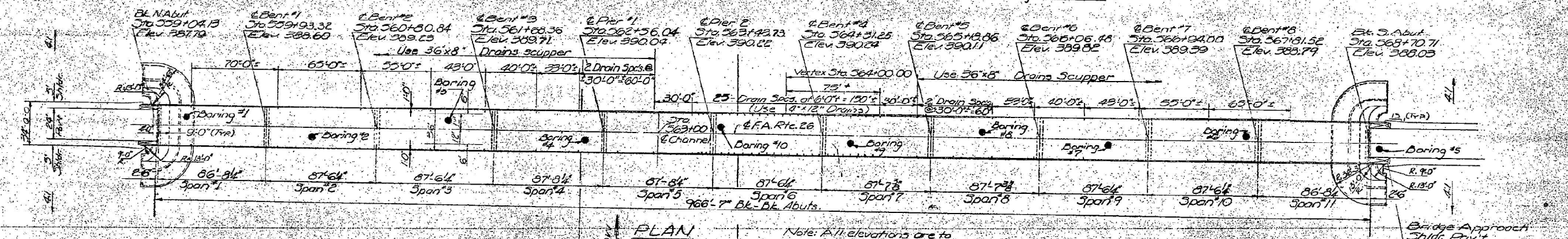
PRECAST PRESTRESSED I-BMS

PRECAST PRESTRESSED CONG. DECK PLANKS

f _c = 5000 psi
f _c = 4000 psi
f _s = 270,000 psi (2% Strands)
f _s = 189,240 psi (2% Strands)

Allow 25% for future W.S.
Design specification Current
AASHTO (as applicable)
Loading H320-44.

NAME PLATE
See Std. 2113



TOTAL BILL OF MATERIAL

Item	UNIT	SUPER	SUB.	TOTAL
Bituminous Concrete Surface				
Course Class I	Tons	196		196
Protective Coat	Sq. Yds.	800		800
Waterproofing Membrane System	Sq. Yds.	3475		3475
Name Plates	Ea.	1		1
Slope Wall 6"	Sq. Yds.	1045		1045
Neoprene Expansion Joint (24")	Lin. Ft.	72		72
Neoprene Expansion Joint (66")	Lin. Ft.	72		72
Precast Prestressed Concrete				
Deck Planks (24")	Sq. Ft.	24584		24584
Structure Excavation	Cu. Yds.		979	979
Furnishing Erecting PRC I-Bms (48)	Lin. Ft.	4795		4795
Class X Concrete	Cu. Yds.	1005.7	897.7	1903.4
Reinforcement Bars	Pounds	228110	56200	284310
Steel Piles HP 10x42	Lin. Ft.		2014	2014
Steel Piles HP 10x57	Lin. Ft.		2521	2521
Steel Piles HP 14x117	Lin. Ft.		6552	6552
Test Piles Steel (HP 10x42)	Ea.		2	2
Test Piles Steel (HP 10x57)	Ea.		1	1
Test Piles Steel (HP 14x117)	Ea.		2	2
Removal of Existing Structure	Ea.		1	1
Structural Steel	Pounds			9260
Drainage Scupper	Ea.	34		34
Restrainer Assembly	Ea.	20		20

GENERAL NOTES

See Proposals for Boring Data.

Slope wall shall be reinforced with welded wire fabric 6"x6" mesh, weighing 50# per 100 sq. ft.

Layout of slope walls may be varied in the field to suit ground conditions as directed by the Engineer.

The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.

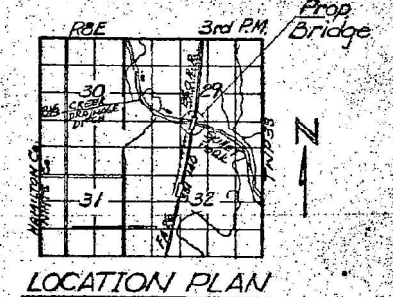
The concrete rail section above the mandatory construction joint at the top of the slab shall be constructed of Class X Concrete, except the aggregates shall conform to the requirements of Handrail Concrete.

Protective Coat shall not be applied to surfaces to which Waterproofing Membrane System is applied.

All structural steel shall be shop painted with two coats of basic lead silico chromate paint.

The Contractor shall drive five (5) steel test piles in a permanent location, one Ea, at N. Abut., Bent #2, Pier #2, Bent #5 & Bent #8 as directed by the Engineer before ordering remainder of piles.

Reinforcement bars shall conform to the requirements of AASHTO M31 Grade 60 for substructure only.



DESIGNED	Nov 28 1976
CHECKED	
DRAWN	
CHECKED	

GENERAL PLAN and ELEVATION
FA. RTE. 88 over SKILLET FORK RIVER
FA. RTE. 88 SEC. 105 BR
WHITE COUNTY
STATION 563+87.42

7-84

Revised 8-24-77
REVISED 10-15-77

MODEL: Typical 15 (Sheet)
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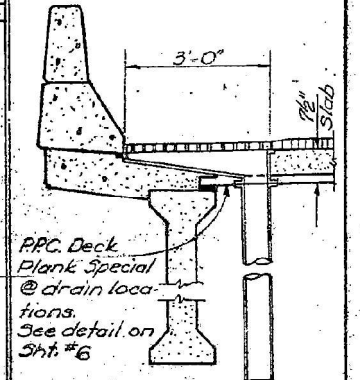
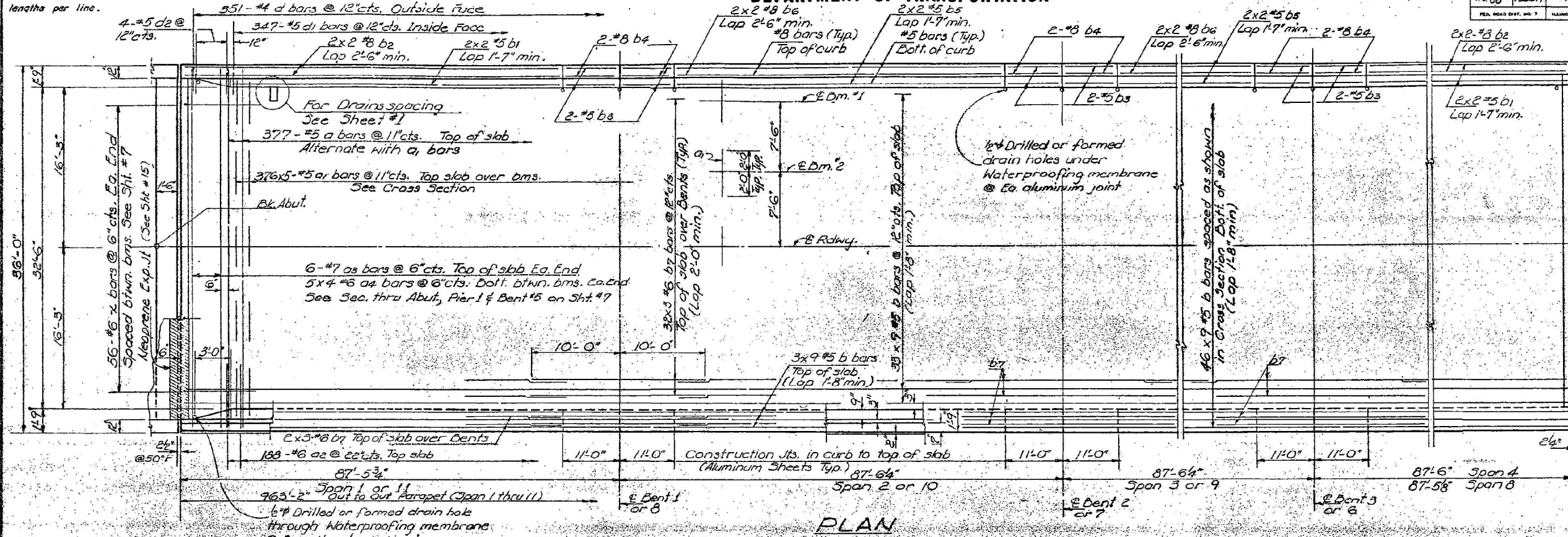
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	105BR	White	30	10
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 4
18 SHEETS

Note:
Bars indicated thus 20x3-#5 etc.
indicates 20 lines of bars with 3
lengths per line.

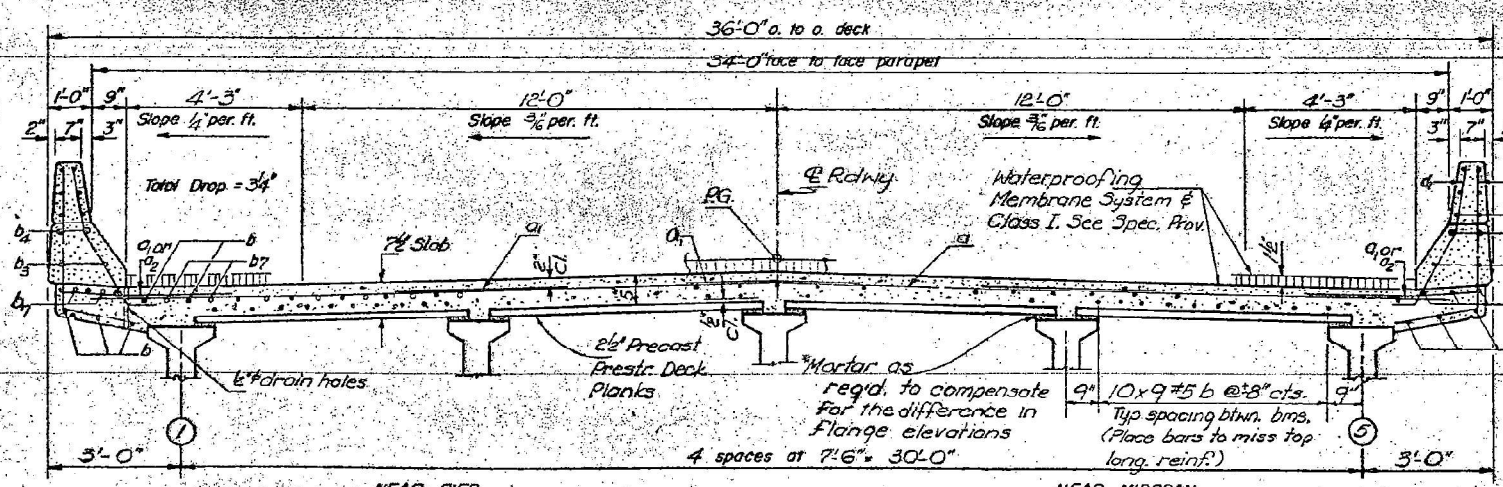


BILL OF MATERIAL

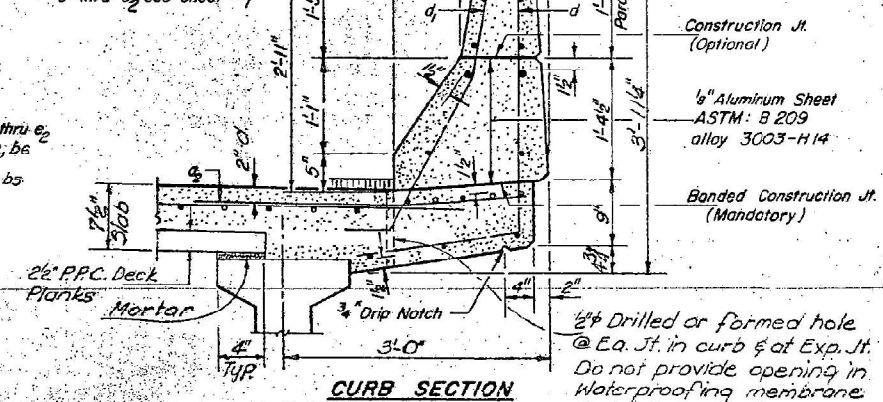
Bar	No.	Size	Length	Shape
a	754	#5	54'-0"	—
a1	3760	#5	4'-0"	—
a2	752	#6	4'-0"	—
a3	24	#7	35'-3"	—
a4	80	#8	6'-7"	—
b	1530	#5	40'-5"	—
b1	32	#5	39'-0"	—
b2	32	#5	39'-6"	—
b3	43	#5	18'-9"	—
b4	48	#8	10'-9"	—
b5	32	#5	33'-6"	—
b6	32	#8	34'-0"	—
b7	648	#6	20'-0"	—
d	1404	#4	5'-0"	J
d1	1588	#5	4'-0"	J
d2	16	#5	4'-9"	J
m	144	#5	6'-7"	—
m1	48	#5	5'-5"	—
m2	24	#5	4'-11"	—
37	36	#5	12'-6"	J
3a	48	#5	13'-6"	J
X	224	#6	8'-4"	J
Reinforcement Bars		Lbs.	160,710	
Class X Concrete		Cu. Yds.	677.0	

1/4, 25

PLAN

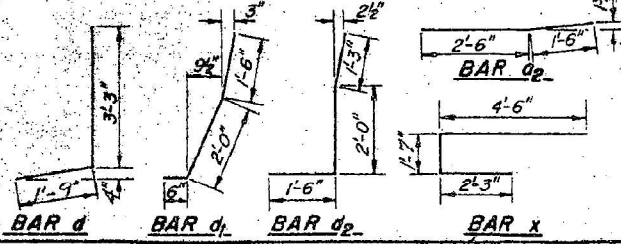


Note: For placement of bars
e thru e2 see sheet #9



CURB SECTION
Cost of Aluminum Sheets
are incidental to Class X Concrete

Parapet reinforcement and Class X
Concrete are billed on sheet #9
For placement and details of bars m, m1,
m2, 37 & 3 see sheet #7



SPANS 1 THRU 4
AND 8 THRU 11
SUPERSTRUCTURE
F.A. RTE. 88 SEC. 105BR
WHITE COUNTY
STA. 563+87.42

DESIGNED	Nov 4 2016
CHECKED	
DRAWN	
CHECKED	

USER NAME	= stephen.dillard
DESIGNED	-
DRAWN	-
CHECKED	-
PLOT DATE	3/18/2026

DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

REVISED	-
REVISED	-
REVISED	-
REVISED	-

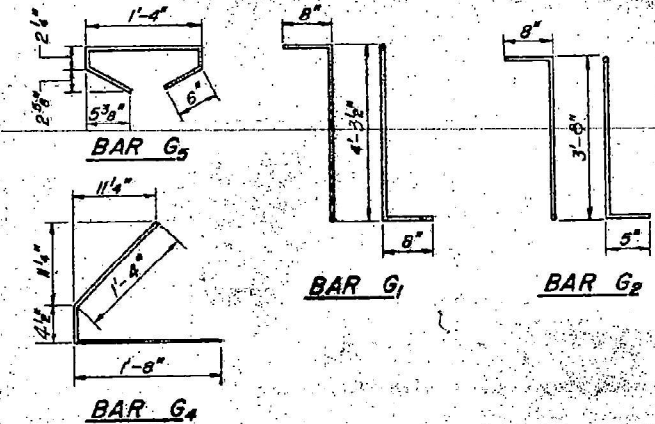
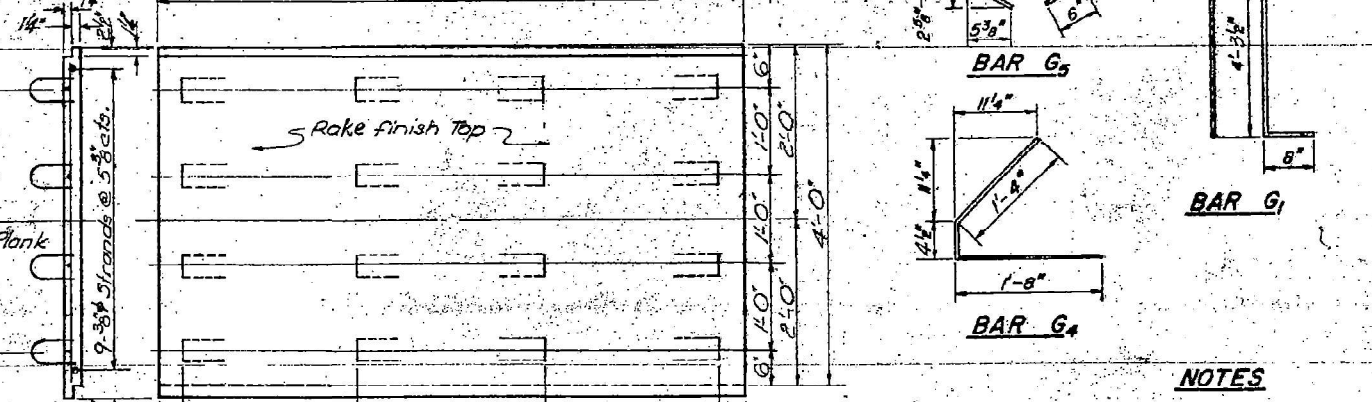
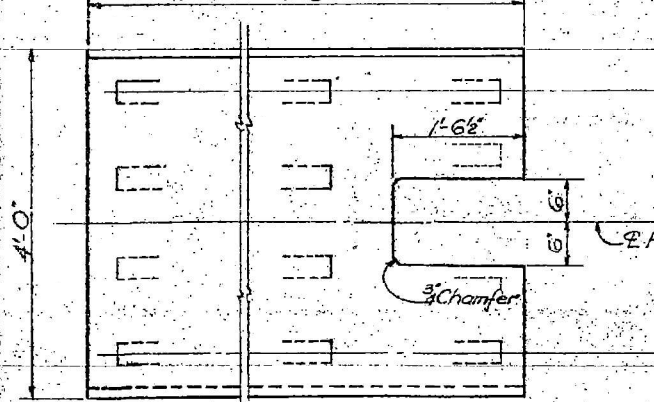
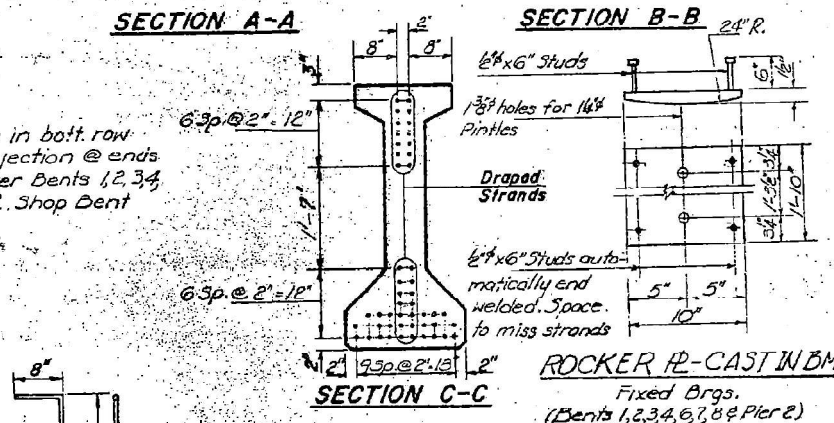
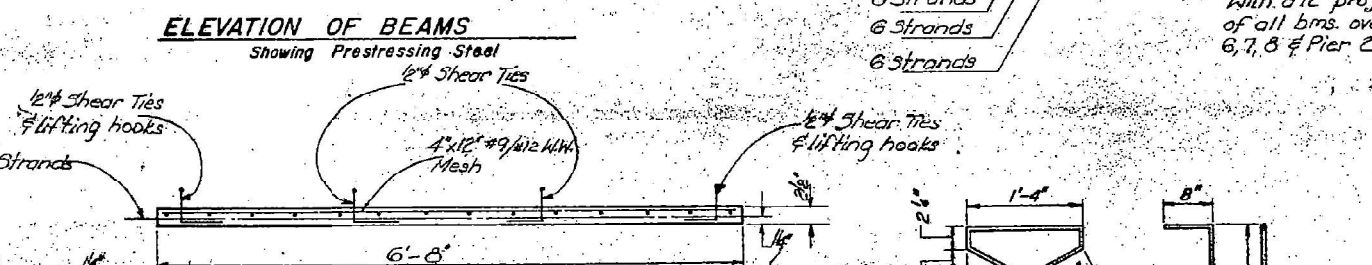
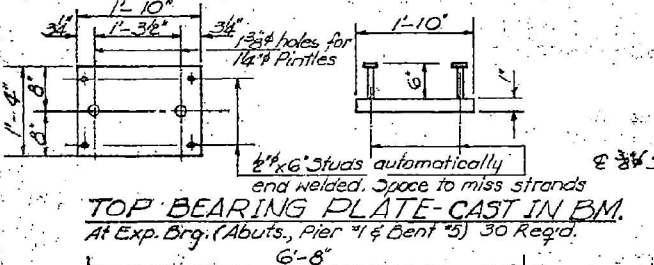
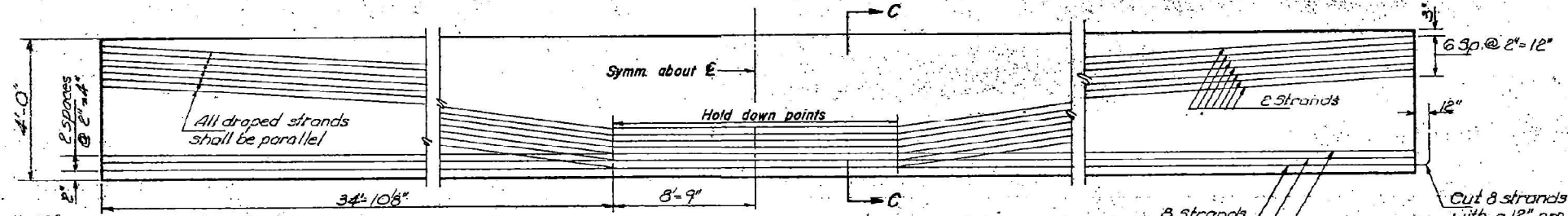
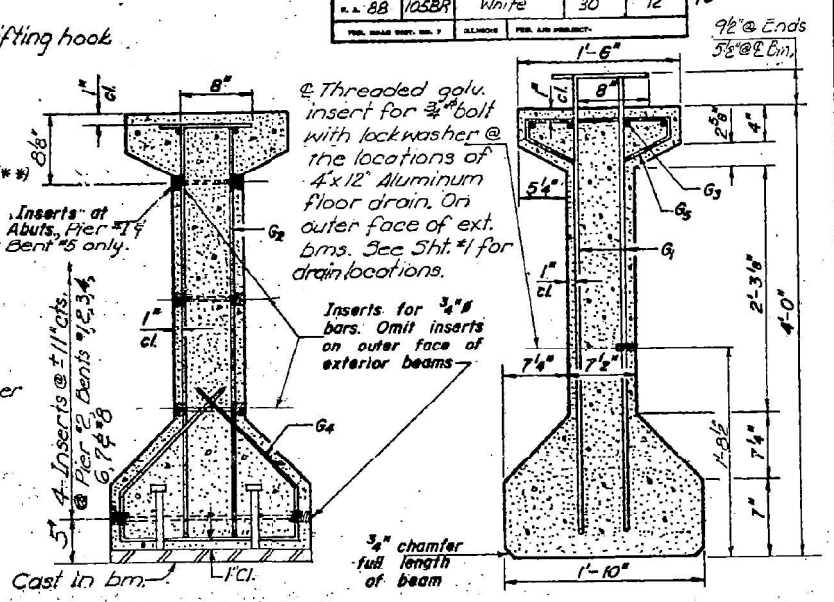
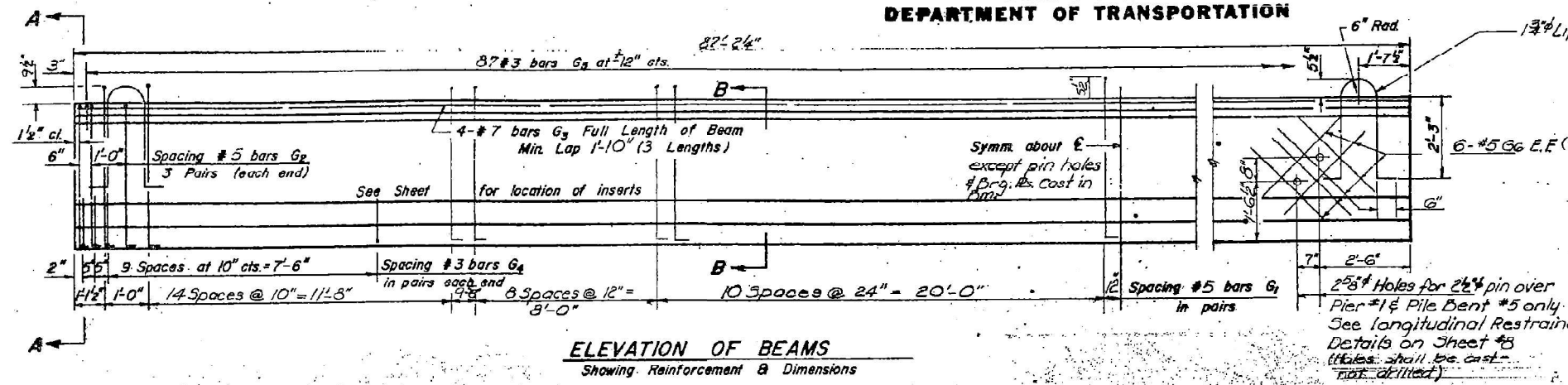
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
SN 097-0062

SCALE: SHEET 16 OF 21 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	101BRR-1	White	28	23
ILLINOIS			FED. AID PROJECT	
CONTRACT NO. 78C10				

MODEL: Typical 16 (Sheet)
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***BAR LIST**

Bar No.	Size	Length	Shape
G1	#5	5'-7 1/2"	7L
G2	#5	4'-9"	7L
G3	#7	30'-3"	
G4	#3	3'-2 1/2"	L
G5	#3	2'-8 1/2"	
G6	#5	3'-3"	

* For one beam only
** For Span 4, 5, 7 & 8 only

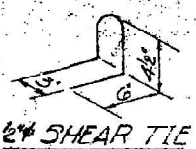
BILL OF MATERIAL

Item	Unit	Total
Furnishing & Erecting Precast Prestressed Concrete I-Beams, 48"	Lin. Ft.	4795
P.P.C. Deck Planks (2 1/2")	Sq. Ft.	24584

NOTES

All inserts and threaded rods for inserts, reinforcing, plates and Prestressing Steel, and other items which are cast into the Precast Concrete I-Beams shall be included in the contract unit price per linear foot of "Furnishing And Erecting Precast Prestressed Concrete I-Beams, 48 In."

Note: Deck Planks at end of Ea. Span may be cut to fit from a standard 4'-0" Plank or a special width plank may be fabricated.



DESIGNED: Stephen Lee	EXAMINED: Nov 4 1976
CHECKED: R. Wallin	PASSED: [Signature]
DRAWN: A. Barroza	APPROVED: [Signature]
CHECKED: [Signature]	WORK SUBMITTED TO: DISTRICT TRANSPORTATION ENGINEER

PI-4-48 9-15-72

R.P.C. BEAM & DECK PLANK DETAILS
F.A.R.T.E. 88 SEC. 105BR
WHITE COUNTY
STA. 563+87.42

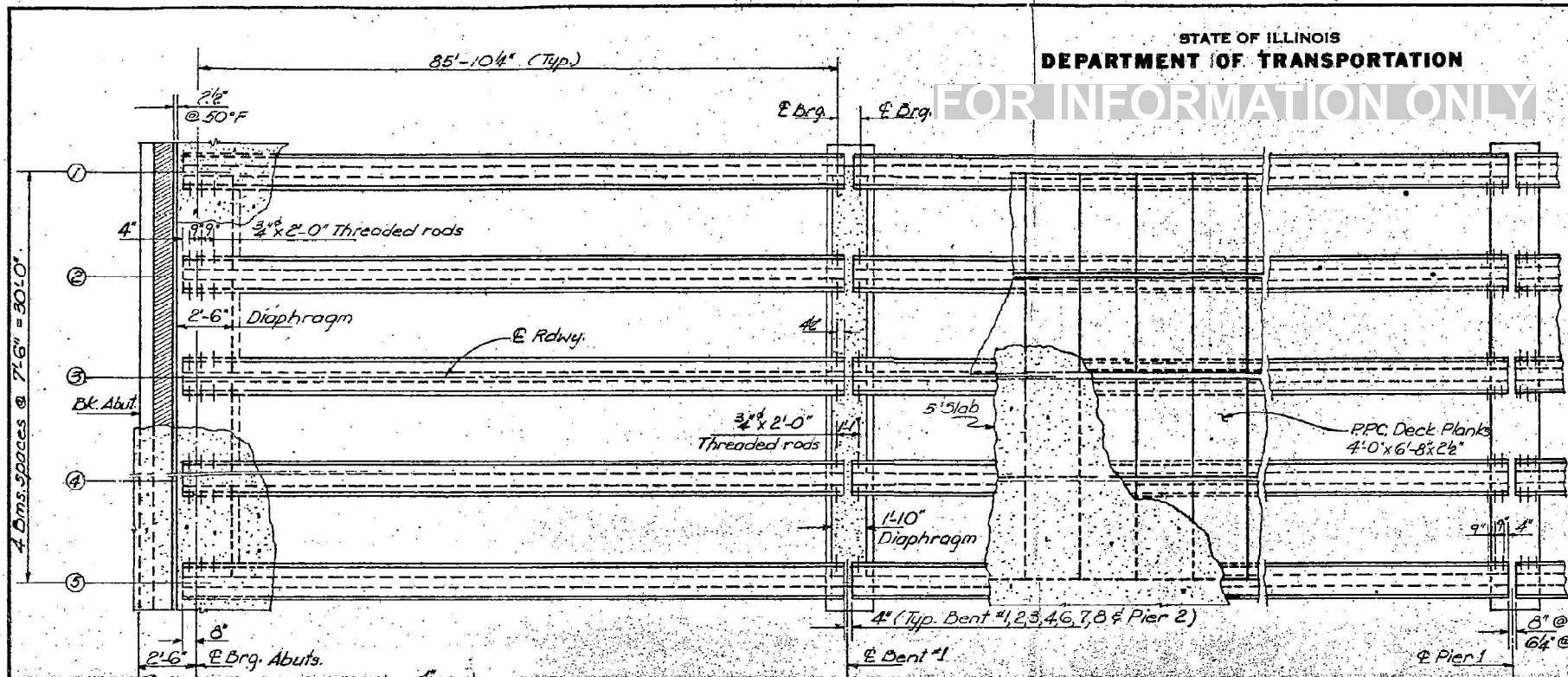
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/18/2026	DATE -	REVISED -

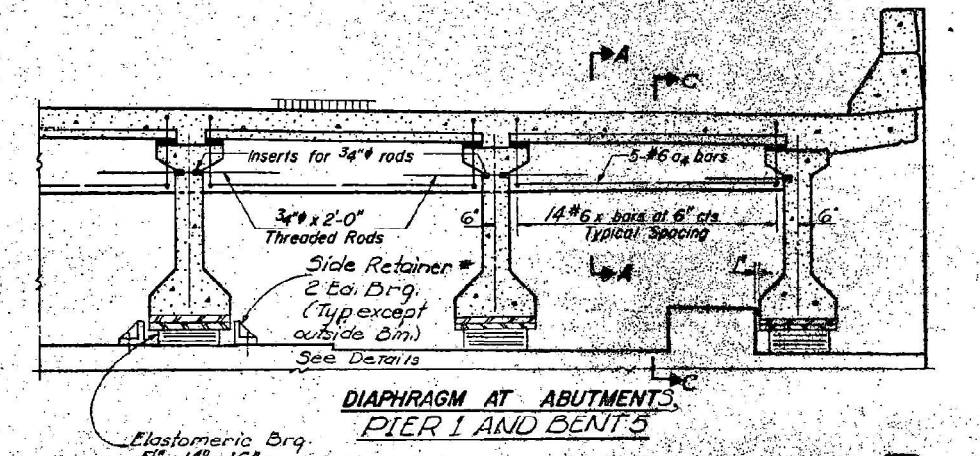
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOR INFORMATION ONLY

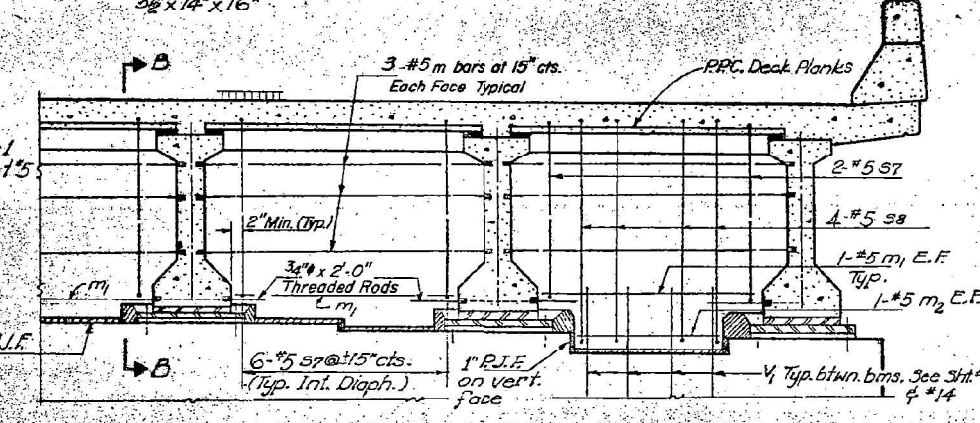
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NO. OF SHEETS	18
SECTION	105BR
COUNTY	White
DATE	30
BY	13



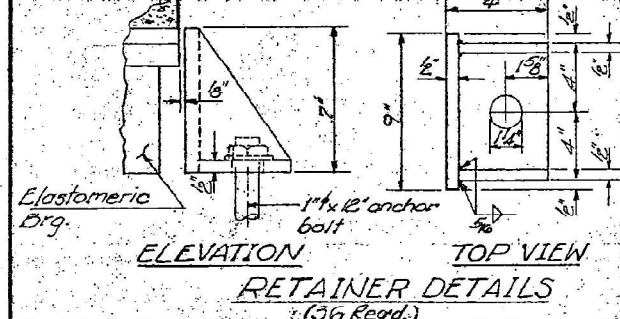
PLAN



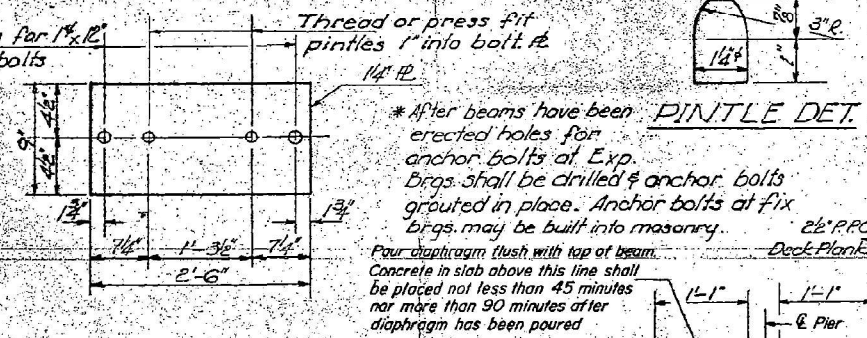
DIAPHRAGM AT ABUTMENTS,
PIER 1 AND BENT 5



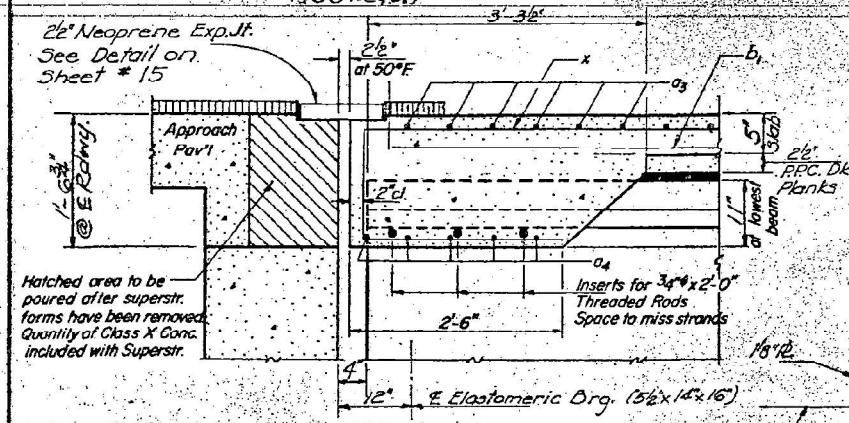
DIAPHRAGM AT PIER 2
AND BENTS 1, 2, 3, 4, 6, 7 & 8



RETAINER DETAILS



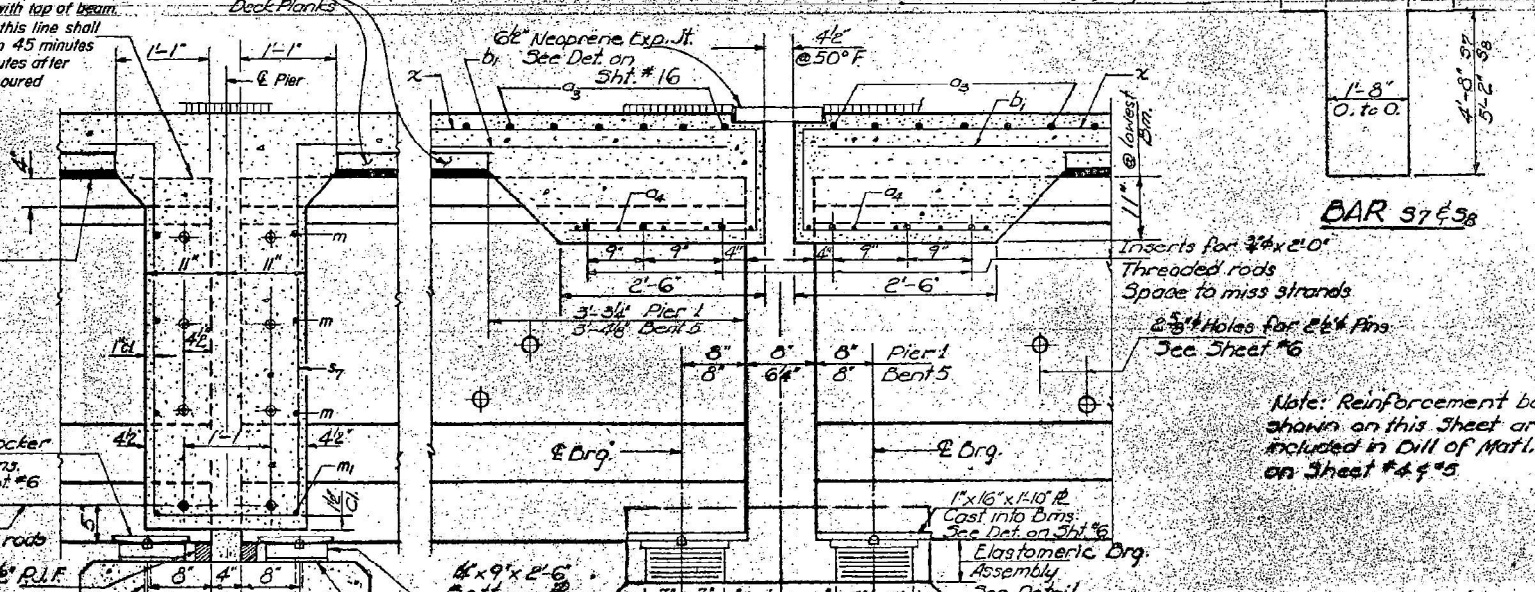
PINTLE DET.



SECTION A-A
AT ABUTMENTS

BOTTOM PLATE
(Fixed Bearing)
80 Reqd.

Mortar as req'd to compensate for variation in flange elevations (Top throughout the brn. length) Cast incidental to PPC Deck Planks See Sht #3 for Fillet Detail.



SECTION B-B
AT BENTS 1, 2, 3, 4, 6, 7 & 8
AND PIER 2
(Fixed)

SECTION C-C AT PIER 1 & BENT 5
(Expansion)

BAR 57 & 58

DESIGNED	stephen.dillard
CHECKED	l.w.
DRAWN	A. Carranza
CHECKED	l.w.

EXAMINED	Nov 4 1976
PASSED	
APPROVED	

PI-2J 1-15-73

ELASTOMERIC BRG. ASSEMBLY (30 Reqd.)

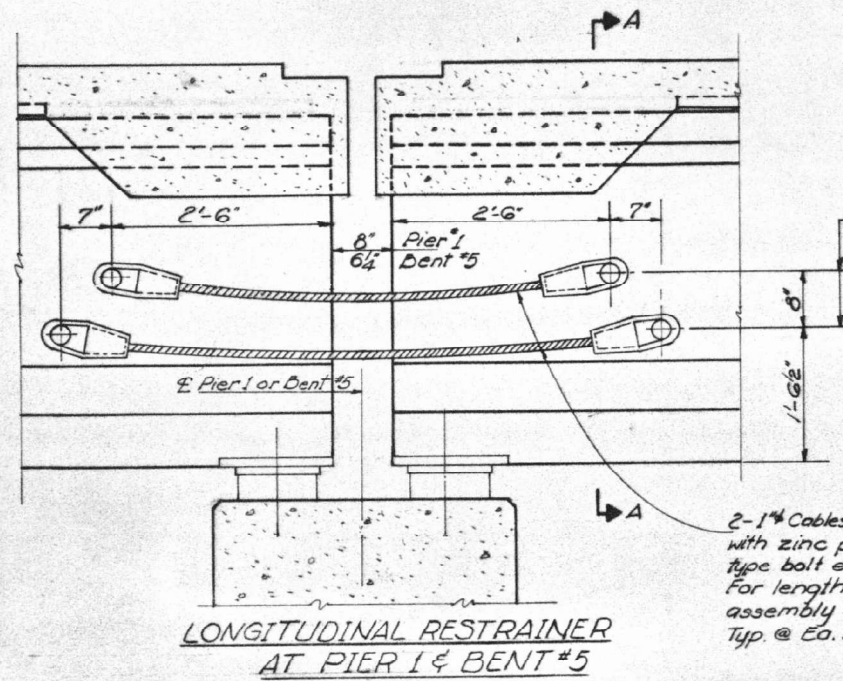
FRAMING PLAN
EA. RTE. 88 SEC. 105 BR
WHITE COUNTY
STA. 563+87.42

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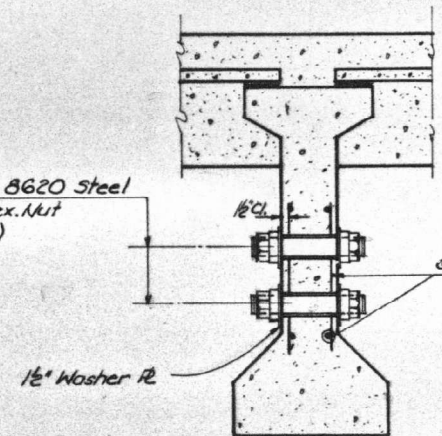
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DRAWN	-	CHECKED	-	REVISED	-	SCALE:						CONTRACT NO.	78C10		
PLOT DATE	3/18/2026	DATE	-	REVISED	-	SHEET 18	OF 21	SHEETS	STA.	TO STA.	ILLINOIS	FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 8 18 SHEETS
R.A. 88	105BR	White	30	14	
FED. ROAD DIST. NO. 7	ALIGNMENT	FED. AID PROJECT			

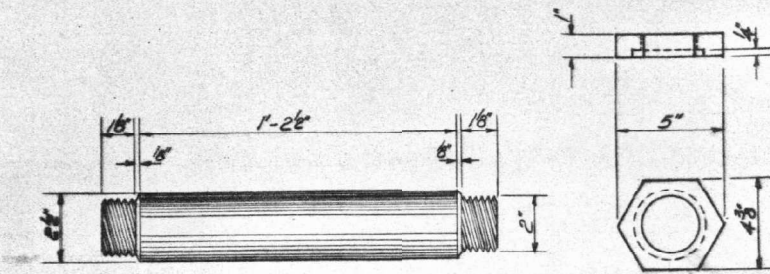


2 1/4" Pin ASTM A322 Grade 8620 Steel
Pin Recessed Hex. Nut
(See Std. Specifications)

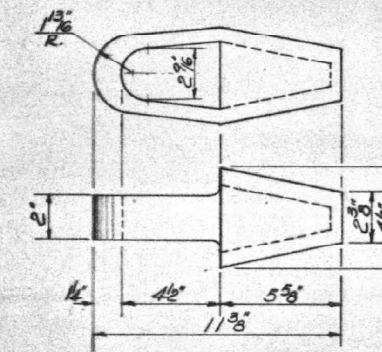


SECTION A-A

2-1 1/4" Cables Ea. Face
with zinc poured
type bolt end fitting.
For length of cable
assembly see Table
Typ. @ Ea. Dm.



PIN DETAIL
40 Req'd.



END FITTING DETAIL
80 Req'd.

Location	Length	No.
Pier 1	Upper 6'-4"	10
	Lower 7'-6"	10
Dent #5	Upper 6'-2"	10
	Lower 7'-4"	10

*End to End of fittings.

Notes:
The zinc-poured end fittings shall develop the specified breaking strength of the cable used.

Cables shall be 1 1/4" preformed 6x19 wire strand cord or independent wire rope, galvanized ASTM Designation A603 Class A coating, right regular lay, manufactured of improved 'plow steel' with a minimum breaking strength of 40 Tons. Each restrainer assembly shall be shipped as a complete unit including 2 sets of pins & nuts and 2 cables with end fittings.

DESIGNED	<i>[Signature]</i>
CHECKED	<i>[Signature]</i>
DRAWN	A. Barroza
CHECKED	<i>[Signature]</i>

EXAMINED	<i>[Signature]</i>	Nov 4 1976
PASSED		
APPROVED		

RESTRAINER
ASSEMBLY DETAILS
FA. RTE. 88 SEC. 105 BR
WHITE COUNTY
STA. 563+87.42

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
SN 097-0062

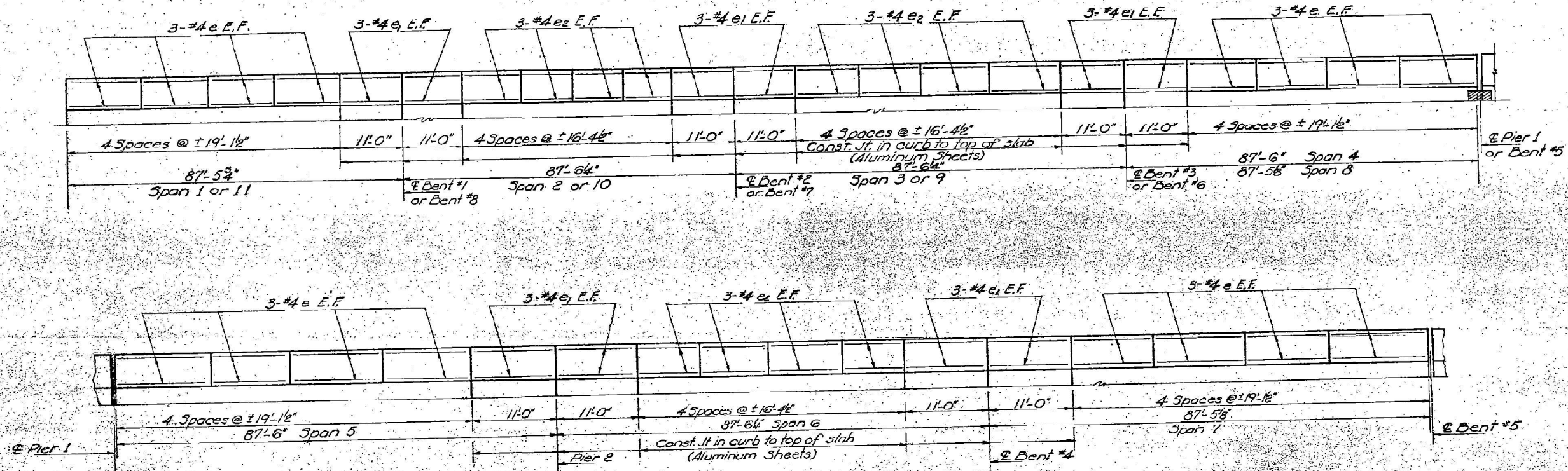
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/18/2026	DATE -	REVISED -

SCALE: SHEET 19 OF 21 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	101BRR-1	White	28	26
CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				

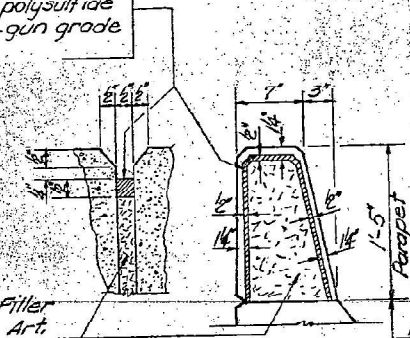
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 9
P.A. 88	105BR	White	30	15	18 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



ELEVATION

Two component non-staining gray sealing compound with polysulfide liquid polymers-gun grade with primer.



6\"/>

Doned Constr. Jt. (Optional)

PARAPET JT. DETAIL

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
e	288	#4	18'-10"	---
e	192	#4	10'-9"	---
e2	240	#4	16'-1"	---
Class X Concrete Cu.Yds.				75.8
Reinforcement Bars Pounds				7580

DESIGNED <i>Stephen Lee</i>	EXAMINED <i>Nov 4 1976</i>
CHECKED <i>R. V. Walker</i>	PASSED
DRAWN <i>A. Borroza</i>	APPROVED
CHECKED <i>Lee</i>	

PARAPET
F.A.R.T.E. 88 SEC. 105 BR
WHITE COUNTY
STA. 563+87.42

MODEL: Typical 20 (Sheet)
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/18/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

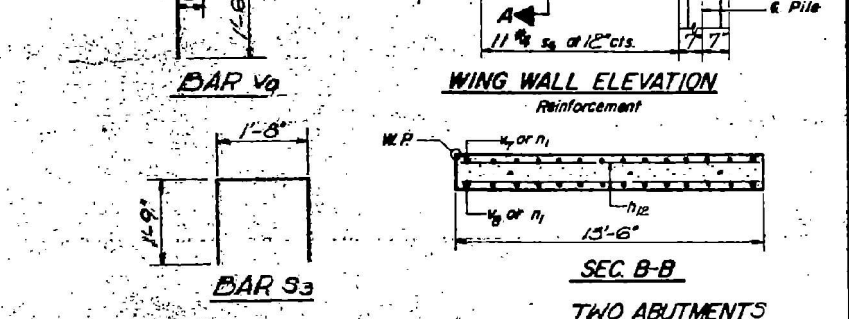
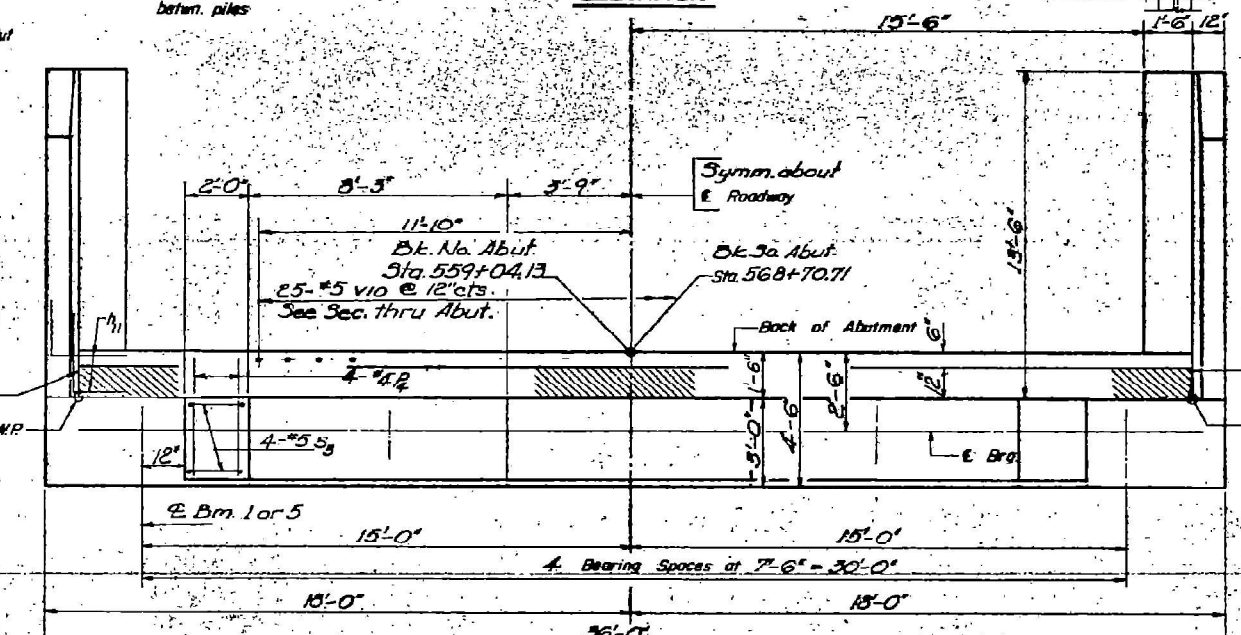
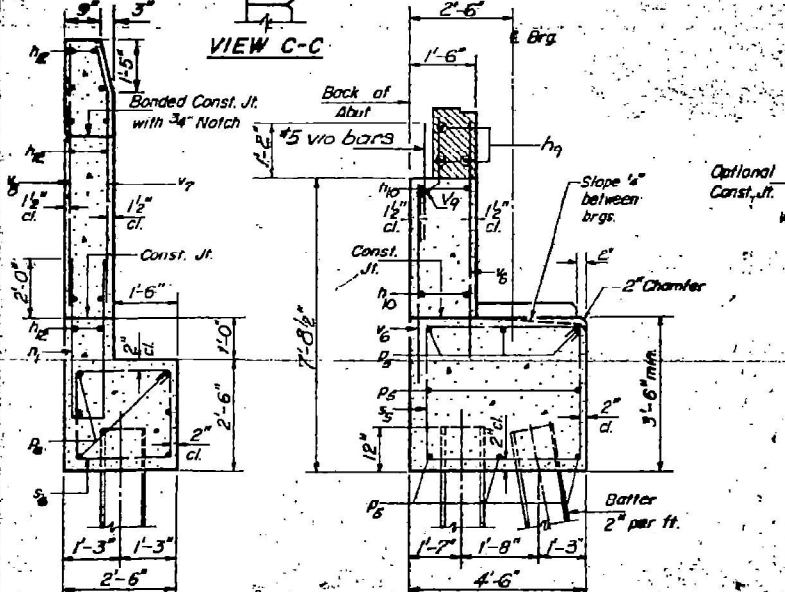
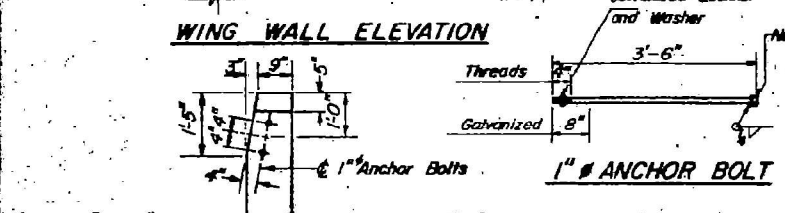
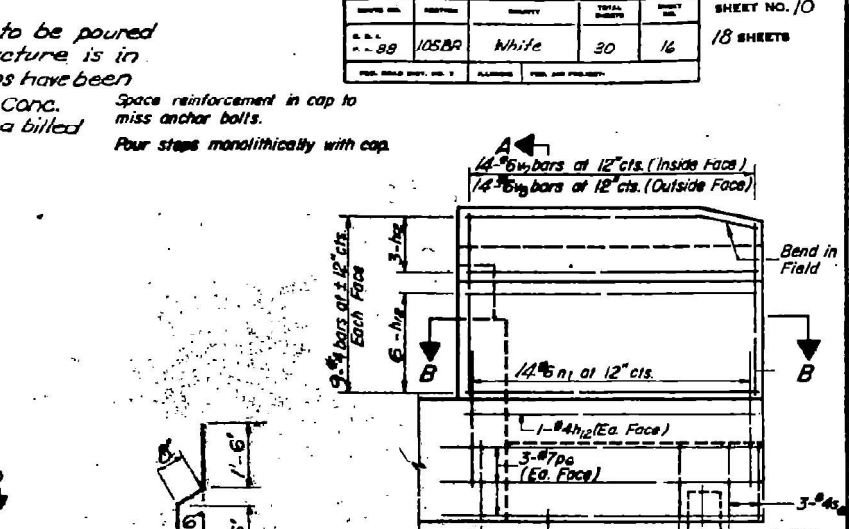
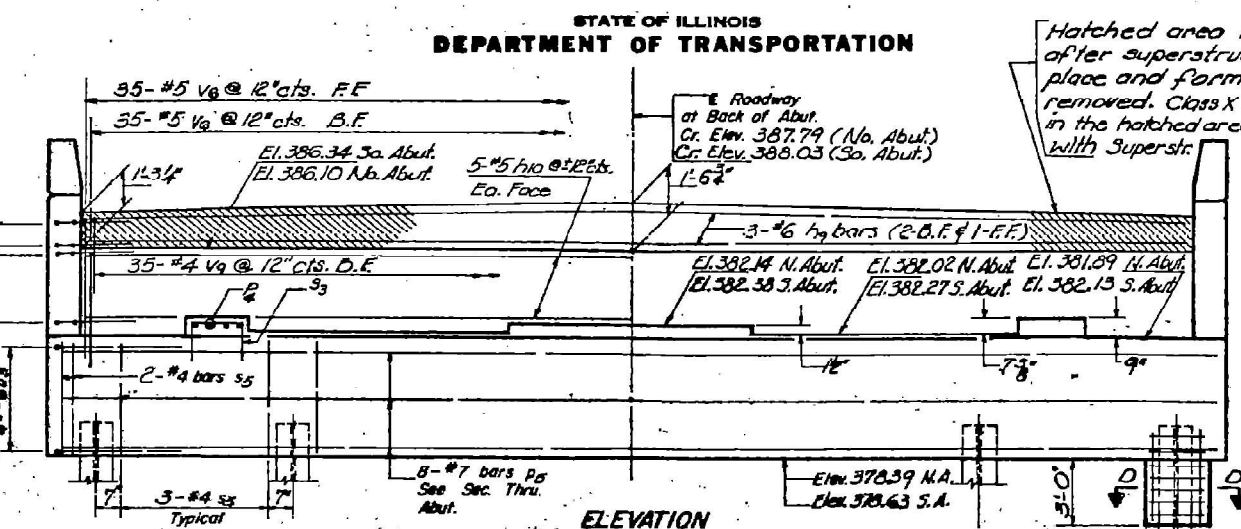
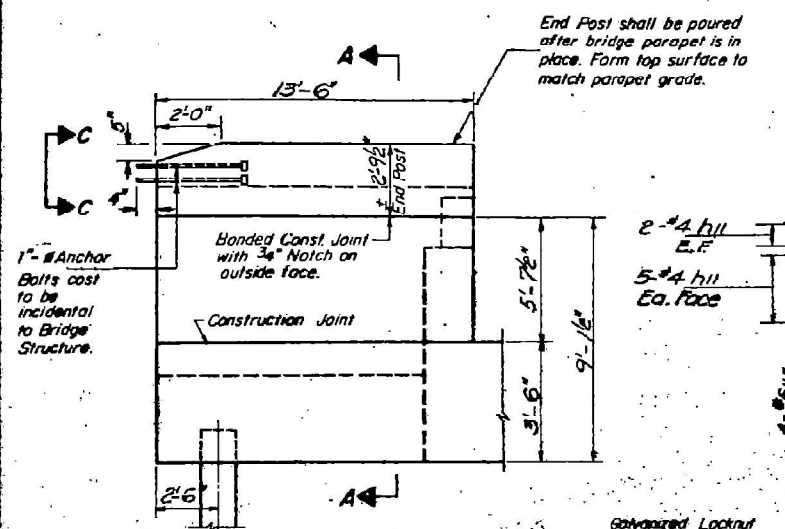
EXISTING PLANS
SN 097-0062

SCALE: SHEET 20 OF 21 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	101BRR-1	White	28	27
CONTRACT NO. 78C10				
ILLINOIS FED. AID PROJECT				

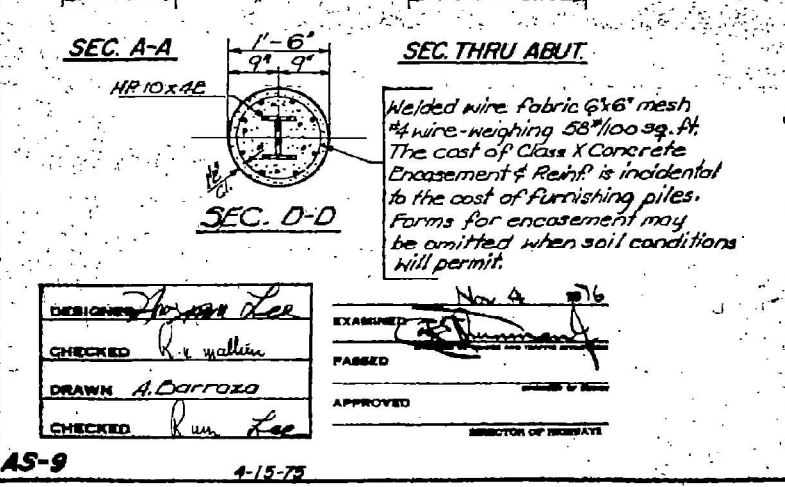
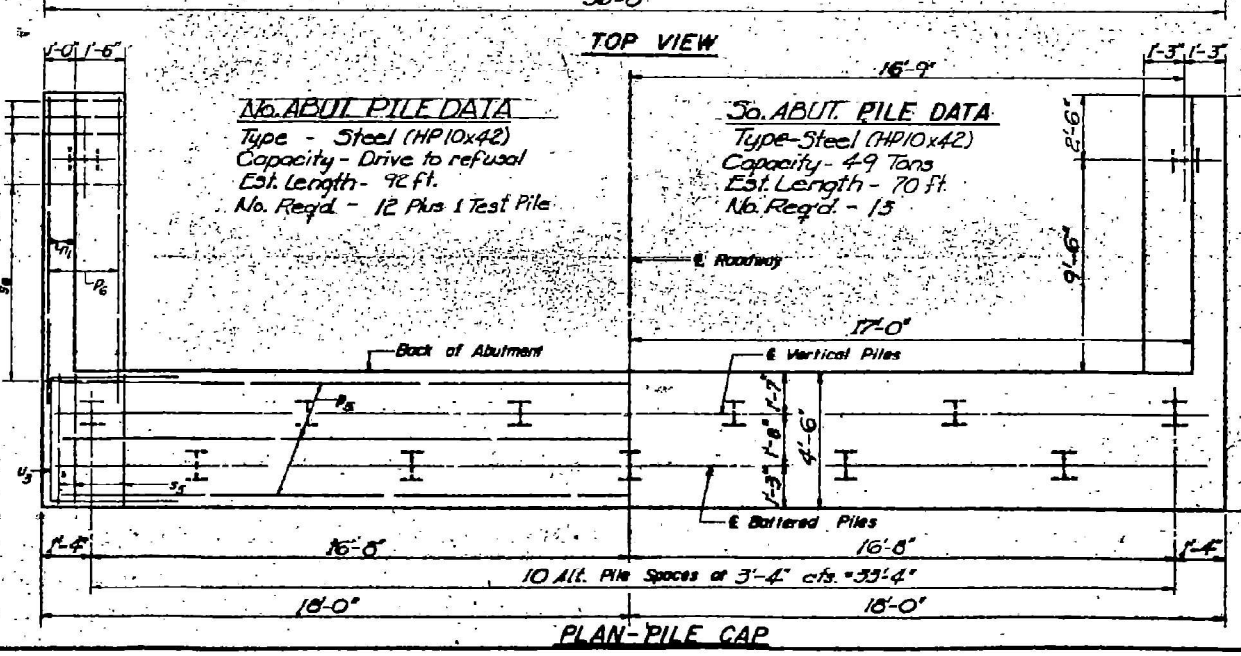
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
105BR	White	30	16	18



TWO ABUTMENTS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₉	6	#6	33'-9"	—
h ₁₀	20	#5	33'-9"	—
h ₁₁	56	#5	5'-10"	J
h ₁₂	80	#4	15'-5"	—
n ₁	56	#6	9'-3"	□
p ₅	16	#4	2'-9"	—
p ₆	16	#7	35'-9"	—
p ₇	24	#7	15'-0"	—
s ₅	16	#5	5'-2"	□
s ₆	68	#4	15'-5"	□
s ₆	56	#4	9'-5"	□
u ₅	16	#6	9'-9"	□
v ₆	140	#5	6'-9"	—
v ₇	56	#6	8'-2"	—
v ₈	56	#6	8'-2"	—
v ₉	70	#4	3'-8"	—
v ₁₀	50	#5	3'-0"	—
Class X Concrete		Cu. Yds.	88.8	
Reinforcement Bars		Lbs.	8830	
Steel Piles (HP10x42)		Lin. Ft.	2014	
Test Piles Steel		Ea.	1	



ABUTMENTS
FA. RTE. 88 SEC. 105 BR
WHITE COUNTY
STA. 563+87.42

MODEL: Typical 21 (Sheet)
FILE NAME: c:\paw\work\illinois\gov\stephen.dillard\illinois.gov\1186765105BR78C10-Design.dgn