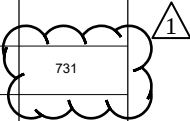


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100% STATE			
CODE NO.	ITEM	UNIT	0013 TOTAL QUANTITY
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	240
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	534
40600990	TEMPORARY RAMP	SQ YD	90
40604162	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	46
44201737	CLASS D PATCHES, TYPE 1, 8 INCH	SQ YD	4
50102400	CONCRETE REMOVAL	CU YD	25
50200100	STRUCTURE EXCAVATION	CU YD	61
50300255	CONCRETE SUPERSTRUCTURE	CU YD	8
50300300	PROTECTIVE COAT	SQ YD	738
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	22
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	5,100
50800515	BAR SPLICERS	EACH	52
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	37
53016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	5

100% STATE			
CODE NO.	ITEM	UNIT	0013 TOTAL QUANTITY
53101002	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	731
53101409	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2 INCHES	SQ YD	731
53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	10
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	56
58700300	CONCRETE SEALER	SQ FT	738
59000200	EPOXY CRACK INJECTION	FOOT	32
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	44
63302700	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6	EACH	2
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	240
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4
67100100	MOBILIZATION	L SUM	1
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	1
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	14



USER NAME = dmeyer	DESIGNED - TJL	REVISED -
	DRAWN - DJM	REVISED -
	CHECKED - MLL	REVISED -
PLOT DATE = 2/26/2026	DATE - 02/26/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

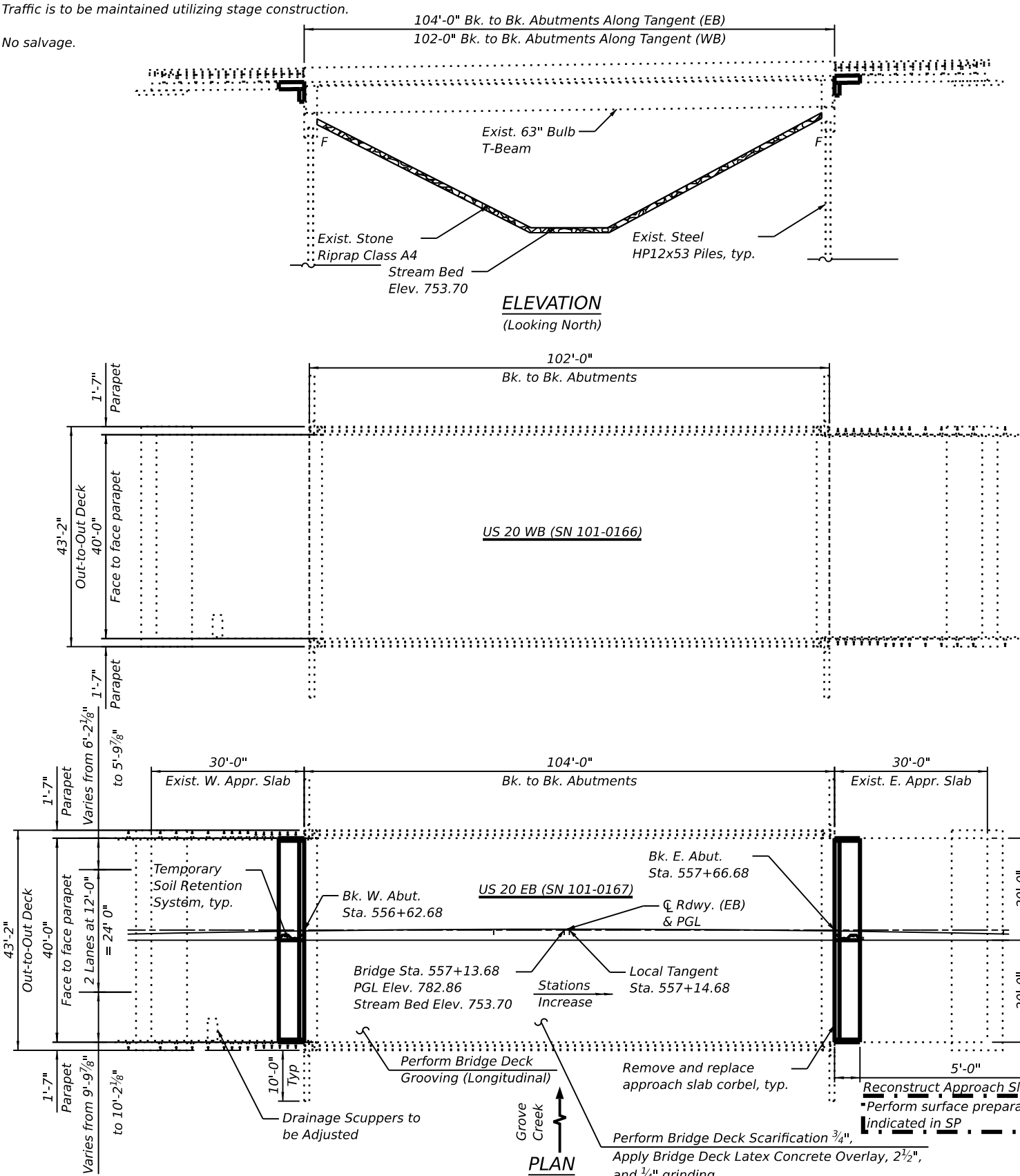
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	(17R-1BR-1)BDR	WINNEBAGO	30	3
CONTRACT NO. 64U89				
		ILLINOIS	FED. AID PROJECT	

Benchmark: Existing BM #32 "□" chiseled on north end of west abutment backwall at eastbound bridge (SN 101-0167), Elevation = 782.60. Contractor to verify.

Existing Structure: The existing structure carrying FAP Route-301 (US-20) over Grove Creek was built in 1995 as part of Section 17R-1BR-1. The structure carries two lanes of traffic eastbound utilizing 12ft lanes and varying shoulder width along each side of the bridge. The Superstructure consists of 1-Span (101'-6") 6-63" Bulb-T PPC Beams supporting 7.5" reinforced concrete deck. The total length of the bridge is 104'-0" (back-to-back of abutments). The bridge width is 43'-2" (out-to-out deck). The substructure consists of cast-in-place concrete abutments founded on one row of piles.

Traffic is to be maintained utilizing stage construction.

No salvage.



DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications
for Highway Bridges

EXISTING DESIGN STRESSES

FIELD UNITS (1995)

$f_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)

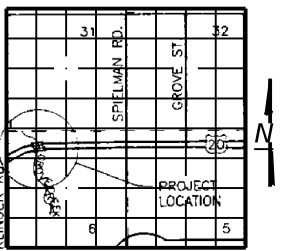
PROPOSED DESIGN STRESSES

FIELD UNITS

$f_c = 4,000$ psi
 $f_y = 60,000$ psi (Reinforcement)

LOADING HS20-44

No future wearing surface is allowed



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
US 20 EB OVER GROVE CREEK
F.A.P. ROUTE 301 - SECTION 17R-1BR-1
WINNEBAGO COUNTY
STATION 557+13.68
STRUCTURE NO. 101-0167



William Mardaus
WILLIAM MARDAUSS, P.E., S.E. DATE: 02/26/2026
LICENSE EXPIRES 11 / 30 / 2026
SHEET RANGE 8 TO 20

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: SHEET 1 OF 13 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	17R-1BR-1	WINNEBAGO	30	8
CONTRACT NO. 64U89				

ILLINOIS FED. AID PROJECT

Farnsworth
GROUP

USER NAME = alobaid88	DESIGNED - MA	REVISED - 4/13/2026 MA
	DRAWN - MA	REVISED -
	CHECKED - WWM	REVISED -
PLOT DATE = 4/12/2026	DATE - 02/26/2026	REVISED -

GENERAL NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. 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.
3. The Contractor may request copies of existing construction plans that are currently on file with the Illinois Department of Transportation (IDOT). The request shall be in writing with the understanding that any reproduction cost will be the Contractor's expense and at no additional cost to the Department.
4. Bars noted thus, 3x2-#5, indicates 3 lines of #5 bars with 2 lengths of bars per line.
5. Cover from the face of concrete to face of reinforcement bars shall be 3" for surfaces formed against earth and 2" for all other surfaces unless otherwise shown.
6. All exposed concrete edges shall have a ¾"x 45° chamfer except where shown otherwise.
7. 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 at the Contractor's expense. Cost included with Concrete Removal.
8. Protective Coat shall be applied to top of the Latex Concrete Overlay and to top of new concrete areas.
9. Acrylic Coating shall be applied to top and inside faces of the parapets.
10. It shall be the Contractors responsibility to locate and protect any utilities or facilities on, within or under the bridge deck including but not limited to under deck lighting, traffic signals or signs attached to the structure. Any damage to existing utilities caused by the Contractor in the performance of the work shall be repaired by the Contractor, to the satisfaction of the Engineer, at no cost to the Department.
11. The Contractor is responsible to remove, support and reinstall all existing electrical conduits interfering with the work.
12. Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to all exposed faces of the abutments and wingwalls.
13. Prior to the application of the Concrete Sealer, the Contractor shall clean all existing debris from the abutments, end diaphragms and wingwalls. The method of debris removal shall not damage the existing concrete and shall be approved by the Engineer. See special provision for Debris Removal.
14. The Engineer shall show actual locations and size of deck repairs on As-built Plans.

INDEX OF SHEETS

S-01	General Plan And Elevation
S-02	General Notes, Index Of Sheets And TBOM
S-03	Stage Construction
S-04	Temporary Concrete Barrier
S-05	Deck Repair Plan and Overlay Details
S-06	Parapet Repairs
S-07	Diaphragms Modification Details
S-08	West Approach Slab Repair Plan and Overlay Details
S-09	East Approach Slab Repair Plan and Overlay Details
S-10	West Abutment And Wingwalls Repairs
S-11	East Abutment And Wingwalls Repairs
S-12	Miscellaneous Details
S-13	Bar Splicer Assembly and Mechanical Splicer Details

SCOPE OF WORK

1. Scarify ¾" from the bridge deck and approach slabs portions to remain.
2. Perform Deck Slab Repairs.
3. Reconstruct approach slabs support within the end diaphragms and perform surface preparation as indicated in Special Provisions.
4. Apply 2½" Bridge Deck Latex Concrete Overlay on Bridge Deck and approach slabs.
5. Perform ¼" Diamond Grinding to top of bridge deck and approach slabs.
6. Perform Bridge Deck Grooving (Longitudinal) on traffic lanes.
7. Apply Protective Coat to top of the Latex Concrete Overlay, and to top of new concrete areas.
8. Apply Acrylic Coating to top and inside faces of the parapets.
9. Perform structural repair of concrete to all spalled and delaminated areas, and perform epoxy crack injection to all open cracks (⅛" - wide and wider) for the abutments and diaphragms as noted on the plans.
10. Apply Concrete Sealer to all exposed faces of the abutments and wingwalls.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
CONCRETE REMOVAL	CU YD	25.0
STRUCTURE EXCAVATION	CU YD	61.0
CONCRETE SUPERSTRUCTURE	CU YD	8.0
PROTECTIVE COAT	SQ YD	738
CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	22.0
REINFORCEMENT BARS, EPOXY COATED	POUND	5,100
BAR SPLICERS	EACH	52
TEMPORARY SOIL RETENTION SYSTEM	SQ FT	37
DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	5
BRIDGE DECK SCARIFICATION ¾"	SQ YD	731
BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2"	SQ YD	731
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	10
GRANULAR BACKFILL FOR STRUCTURES	CU YD	56.0
CONCRETE SEALER	SQ FT	738
EPOXY CRACK INJECTION	FOOT	32
GEOCOMPOSITE WALL DRAIN	SQ YD	44
ACRYLIC COATING	SQ YD	85
BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	438
BAR TERMINATORS	EACH	88
DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	1
DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	656



USER NAME = alobaid88	DESIGNED - MA	REVISED - 4/13/2026 MA
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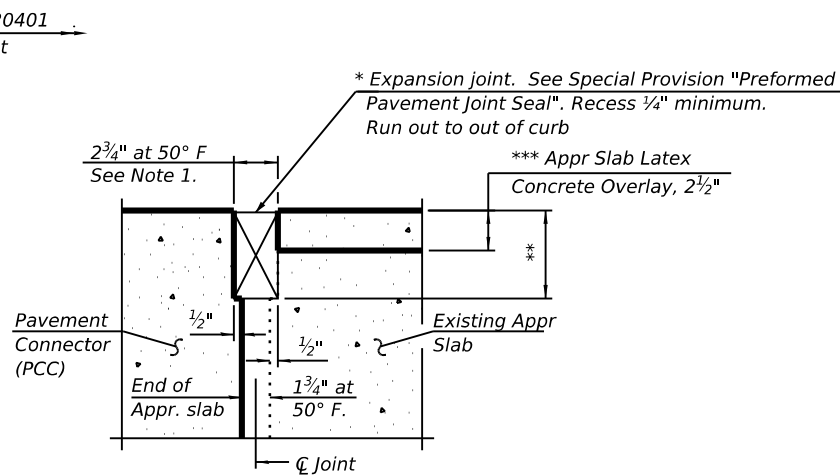
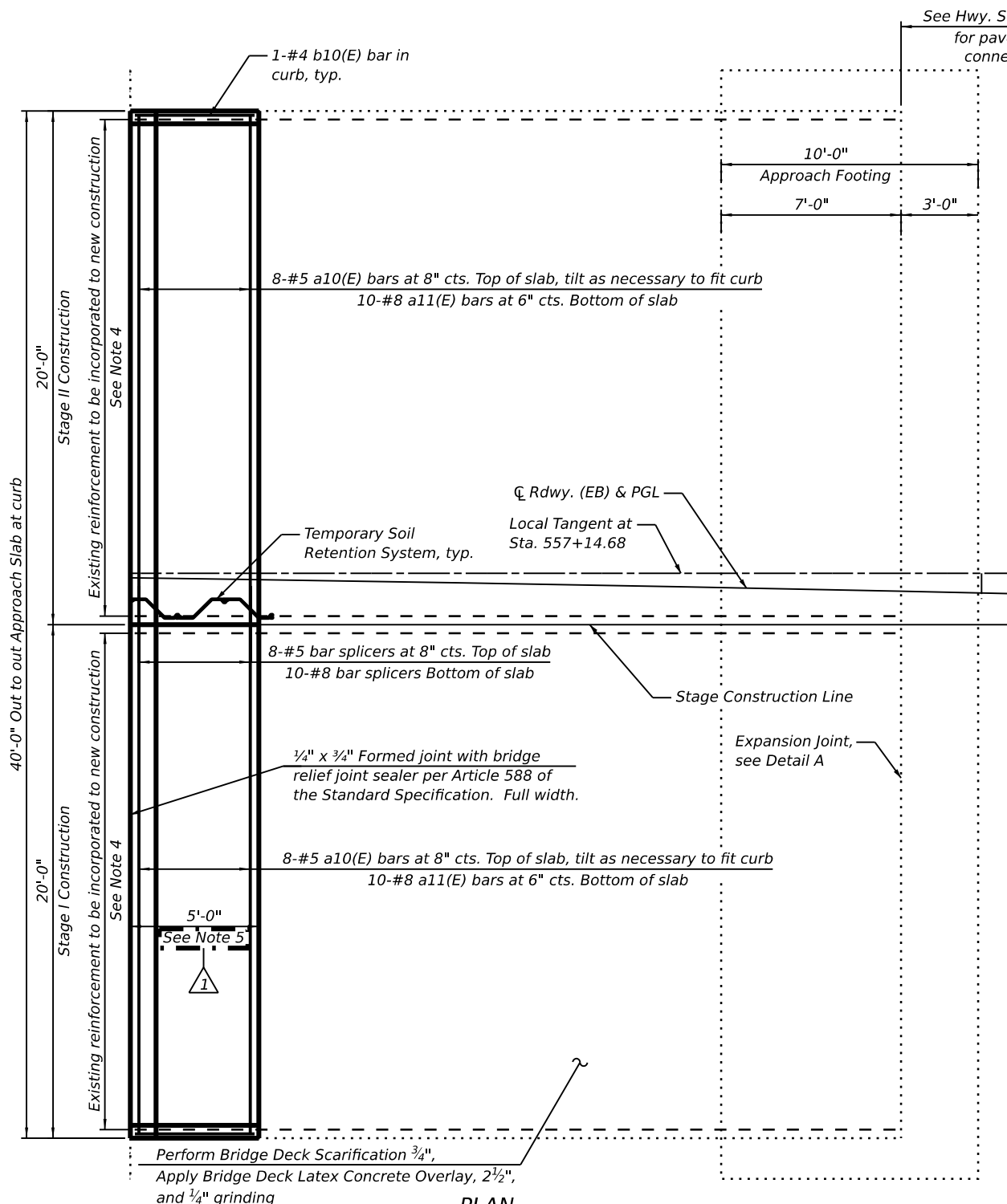
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GENERAL NOTES, INDEX OF SHEETS AND TBOM
STRUCTURE NO. 101-0167

SCALE: SHEET 2 OF 13 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	17R-1BR-1	WINNEBAGO	30	9
		CONTRACT NO. 64U89		
		ILLINOIS	FED.AID PROJECT	

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DETAIL A

* Cost included with Concrete Superstructure (Approach Slab).
Preformed Pavement Joint Seal shall be Preformed Silicone
Joint Seal according to option (c) of the Special Provision for
Preformed Pavement Joint Seal.

** Per manufacturer recommendations.

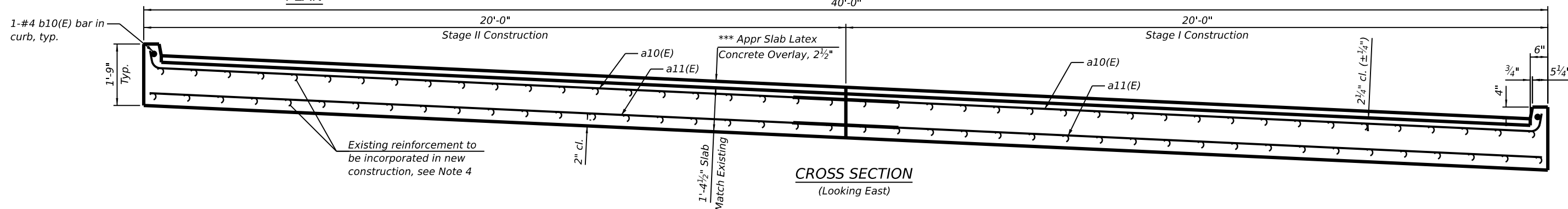
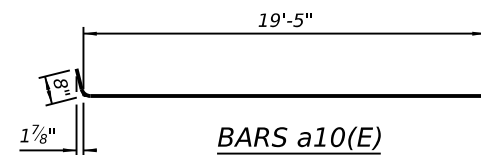
*** Prior to 1/4" Diamond Grinding

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	16	#5	20'-1"	
a11(E)	20	#8	19'-8"	
b10(E)	2	#4	4'-8"	
Item			Unit	Quantity
Concrete Superstructure (Approach Slab)			Cu. Yd.	11.0
Reinforced Bars, Epoxy Coated			Pound	1,400
Bar Splicers			Each	18

NOTES:

- The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
- Curb concrete shall be paid for as Concrete Superstructure (Approach Slab).
- Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
- 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 at the contractor's expense.
- After 3/4" scarification of the existing approach slab surface, the reconstructed 5-ft portion of the approach slab shall be constructed such that, after 1/4" mechanical roughening of its surface, the top elevation matches the adjacent scarified existing approach slab. Both the existing and reconstructed approach slab surfaces shall receive a 2 1/2" Latex Concrete Overlay and 1/4" Diamond Grinding. Overlay placed on top of the reconstructed (new) approach slab concrete shall comply with the Supplemental Requirements for Overlay on New Approach Slab Concrete, see Special Provisions for more information.



USER NAME = alobaid88	DESIGNED - MA	REVISED - 4/13/2024 MA
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB REPAIR PLAN AND OVERLAY DETAILS
STRUCTURE NO. 101-0167

SCALE: SHEET 9 OF 13 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	17R-1BR-1	WINNEBAGO	30	16
CONTRACT NO. 64U89				
ILLINOIS FED. AID PROJECT				