

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

FAS ROUTE 55 (IL ROUTE 70)
SECTION (102BR-4)BJR
BRIDGE REHABILITATION
WINNEBAGO COUNTY

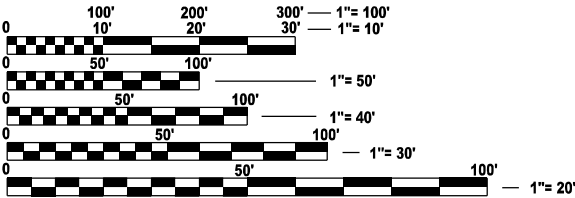
C-92-116-25

INDEX OF SHEETS

- 1 COVER SHEET
- 2 GENERAL NOTES, HIGHWAY STANDARDS, AND COMMITMENTS
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- 11-32 STRUCTURE PLANS S.N. 101-0165
- 33 MISCELLANEOUS DETAILS
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FOR LIST OF STANDARDS, SEE SHEET NO. 2

S.N. 101-0165
BEGIN PROJECT - STA. 273+17.90
END PROJECT - STA. 278+65.90



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

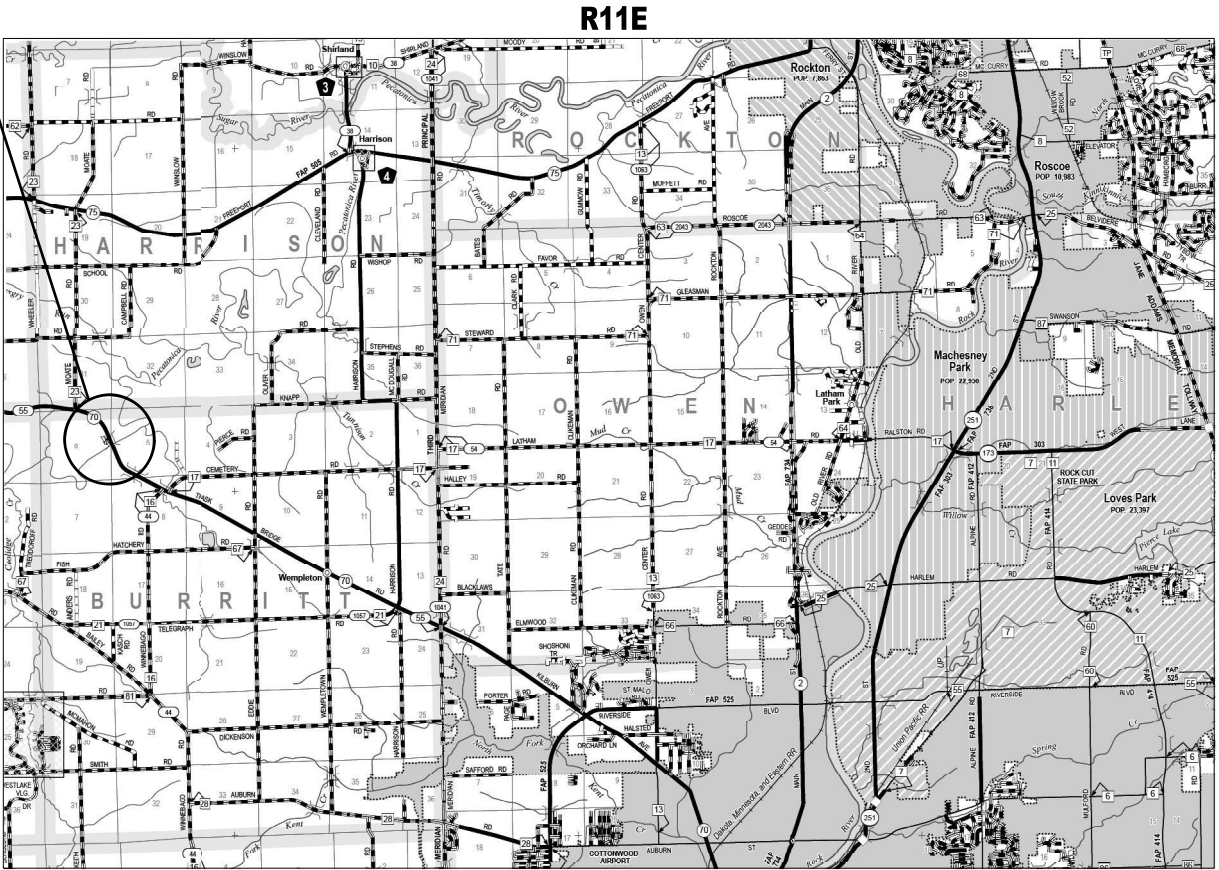
IDOT PROJECT MANAGER: DERRICK LOPEZ, P.E.
PROJECT ENGINEER: TIMOTHY LAROCQUE, P.E., CFM
PROJECT MANAGER: WILL MARDAUSS, P.E., S.E.



SIGNATURE: *Timothy Larocque*
EXPIRES: 11/30/2027
DATE: 02/06/2026



CONTRACT NO. 64U90



GROSS LENGTH = 548 FT. = 0.104 MILE
NET LENGTH = 548 FT. = 0.104 MILE

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(102BR-4)BJR	WINNEBAGO	47*	1
		ILLINOIS	CONTRACT NO. 64U90	

* 47 + 1 = 48 TOTAL SHEETS

D-92-104-26



FUNCTIONAL CLASSIFICATION
MINOR ARTERIAL
2023 ADT = 3,500

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED February 10 20 26
Julia Thompson
REGIONAL ENGINEER

March 20 20 26
Scott A. Etkin
ENGINEER OF DESIGN AND ENVIRONMENT

March 20 20 26
James J. Murphy
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

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FILE NAME: c:\pw_working\enr-pw-41\dms10832\264U90-Border.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	96
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	144
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	320
40600990	TEMPORARY RAMP	SQ YD	112
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	36
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	120
44000100	PAVEMENT REMOVAL	SQ YD	80
44004250	PAVED SHOULDER REMOVAL	SQ YD	812
48203045	HOT-MIX ASPHALT SHOULDERS, 12"	SQ YD	812
50102400	CONCRETE REMOVAL	CU YD	72.7
50200100	STRUCTURE EXCAVATION	CU YD	166
50300225	CONCRETE STRUCTURES	CU YD	24
50300255	CONCRETE SUPERSTRUCTURE	CU YD	72
50300300	PROTECTIVE COAT	SQ YD	1,636

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	107.6
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	130
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	51,880
50800515	BAR SPLICERS	EACH	356
52000110	PREFORMED JOINT STRIP SEAL	FOOT	78
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	10
52100520	ANCHOR BOLTS, 1"	EACH	20
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	108
53016001	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	5
53101002	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	1,353
53101409	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2 INCHES	SQ YD	1,636
53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	11
53212755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	153
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	164
58700300	CONCRETE SEALER	SQ FT	2,893



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 3 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(102BR-4)BJR	WINNEBAGO	47	3
CONTRACT NO. 64U90				
		ILLINOIS	FED. AID PROJECT	

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	72.7
Structure Excavation	Cu. Yd.	166
Concrete Structures	Cu. Yd.	24
Concrete Superstructure	Cu. Yd.	72
Protective Coat	Sq. Yd.	1,636
Concrete Superstructure (Approach Slab)	Cu. Yd.	109.3
Furnishing and Erecting Structural Steel	Pound	130
Reinforcement Bars, Epoxy Coated	Pound	51,880
Bar Splicers	Each	356
Preformed Joint Strip Seal	Foot	78
Elastomeric Bearing Assembly, Type I	Each	10
Anchor Bolts, 1"	Each	20
Temporary Soil Retention System	Sq. Ft.	108
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	5
Bridge Deck Scarification 3/4"	Sq. Yd.	1,353
Bridge Deck Latex Concrete Overlay, 2 1/2 Inches	Sq. Yd.	1,392
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	11
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	153
Granular Backfill for Structures	Cu. Yd.	164
Concrete Sealer	Sq. Ft.	2,893
Epoxy Crack Injection	Foot	132
Geocomposite Wall Drain	Sq. Yd.	69
Concrete Headwalls For Pipe Drains	Each	4
Pipe Underdrains for Structures 4"	Foot	88
Frames and Grates to be Adjusted	Each	4
Field Thermal Spraying (Metallizing) Structural Steel No. 1	L Sum	1
Acrylic Coating	Sq. Yd.	307
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,604
Structural Steel Removal	Pound	4,120
Containment and Disposal of Non-Lead Paint Cleaning Residues No. 1	L Sum	1
Bar Terminators	Each	228
Jack and Remove Existing Bearings	Each	10
Approach Slab Removal	Sq. Yd.	240
Debris Removal	L Sum	1
Diamond Grinding (Bridge Section)	Sq. Yd.	1,698
Preformed Joint Filler	Foot	157

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 work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- 3.) 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.
- 4.) The Engineer shall show actual locations and size of deck repairs on As-built Plans.
- 5.) Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC-SP3 standards). 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 Standard Specifications.
- 6.) Acrylic Coating shall only be applied to existing and new concrete areas along the top and inside vertical faces of the parapets.
- 7.) Protective Coat shall only be applied to new concrete areas, including the top surface of the Latex Concrete Overlay on the deck and approaches.
- 8.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to all exposed faces of the abutments, wingwalls, diaphragms; and to all exposed faces of pier located below the top of the cap.
- 9.) Metallizing of the existing structural steel shall be as specified in the special provisions for "Field Thermal Spray Metallizing of Existing Structural Steel". All beams and other structural steel within 10 ft. of the deck joints, measured along the beam, shall be cleaned per near white blast cleaning - SSPC-SP10.
- 10.) If the analysis submitted by the Contractor for the jacking/temporary support system to be used shows temporary stiffeners are required to prevent web crippling or buckling, the stiffeners shall be steel and bolted to the web. If stiffeners are not required, hardwood timbers shall be installed tightly between the top and bottom flange to prevent flange rotation.
- 11.) Cost of removal and re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included with Furnishing and Erecting Structural Steel.
- 12.) All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.
- 13.) All new structural steel and bearing assemblies shall be hot-dip galvanized. See Special Provisions for Hot-Dip Galvanizing for Structural Steel.
- 14.) All concrete related work shall be completed prior to any metallization of structural steel.
- 15.) Quantity displayed in the Bill of Material for Deck Slab Repair (Full Depth, Type I) is not illustrated on the plans, but has been included to account for repairs that may be discovered.
- 16.) Removal of existing approach footing concrete shall be paid for as Concrete Removal.
- 17.) Contractor to design temporary shoring to support the cantilevered length of deck between girder lines 2 and 3 for Stage I traffic during Semi-Integral Abutment modification. To be left in place until the portion of the deck constructed in Stage II is open to traffic. Temporary shoring will not be measured for payment, but shall be included in the contract unit price for the associated work.
- 18.) The Contractor may request copies of existing construction plans that are currently on file with the Department. The request shall be in writing with the understanding that any reproduction cost will be at the Contractor's expense at no additional cost to the Department.

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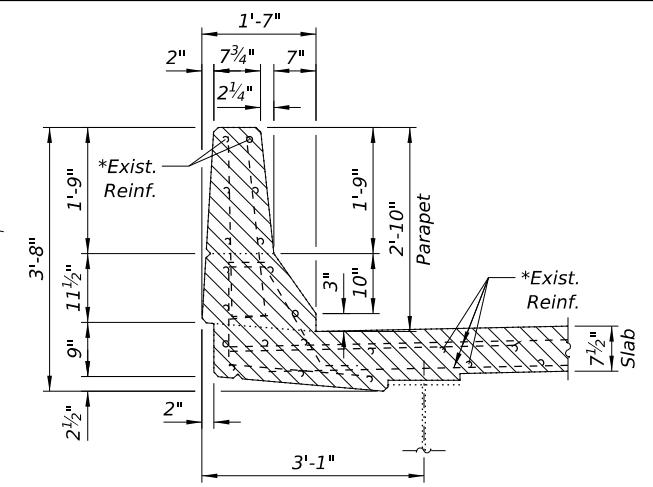
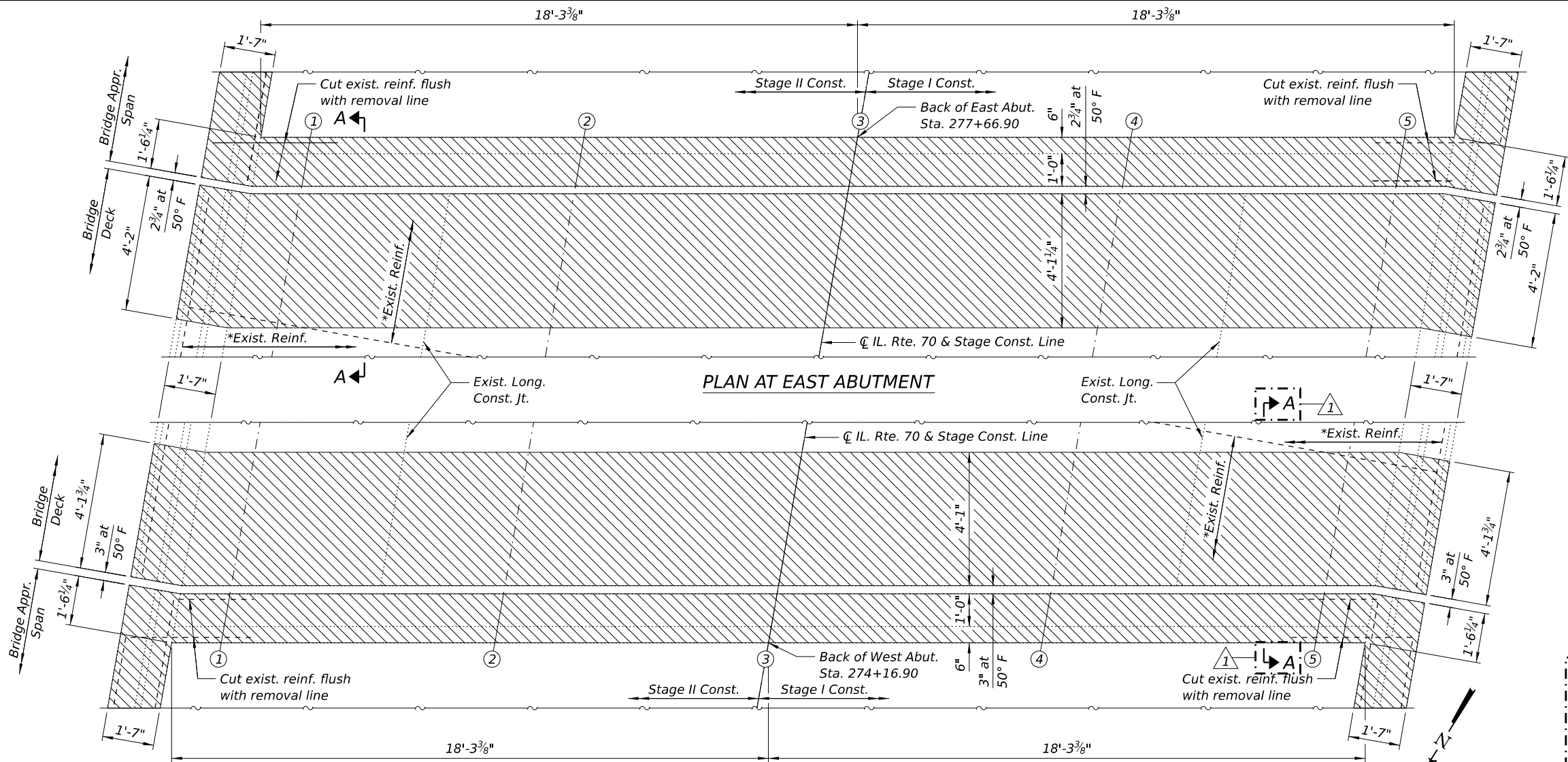
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PLOT DATE = 4/13/2026	DATE - 02/26/2026	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

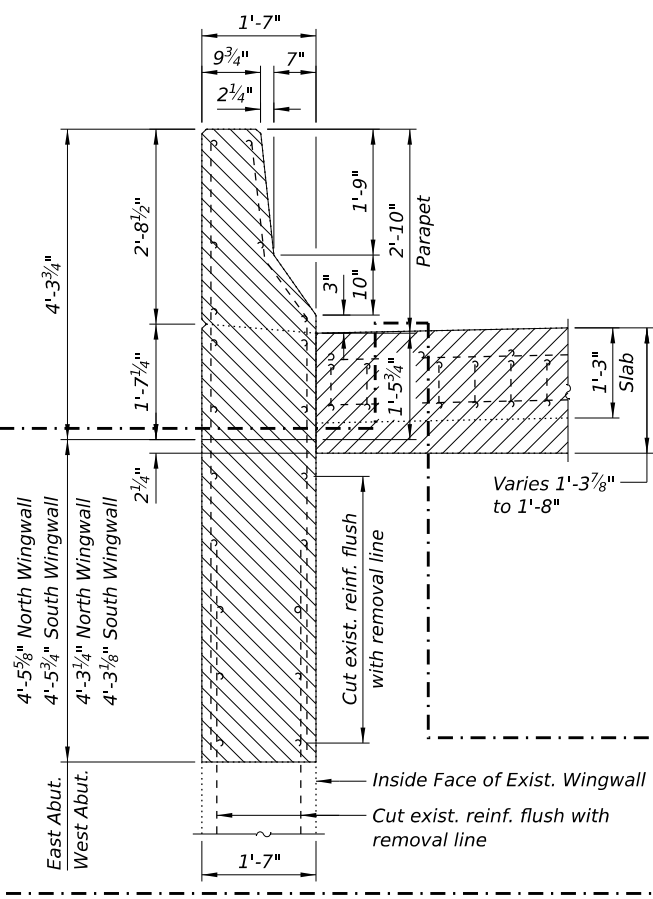
GENERAL DATA AND MISCELLANEOUS DETAILS
STRUCTURE NO. 101-0165

SCALE: SHEET 2 OF 22 SHEETS STA. TO STA.

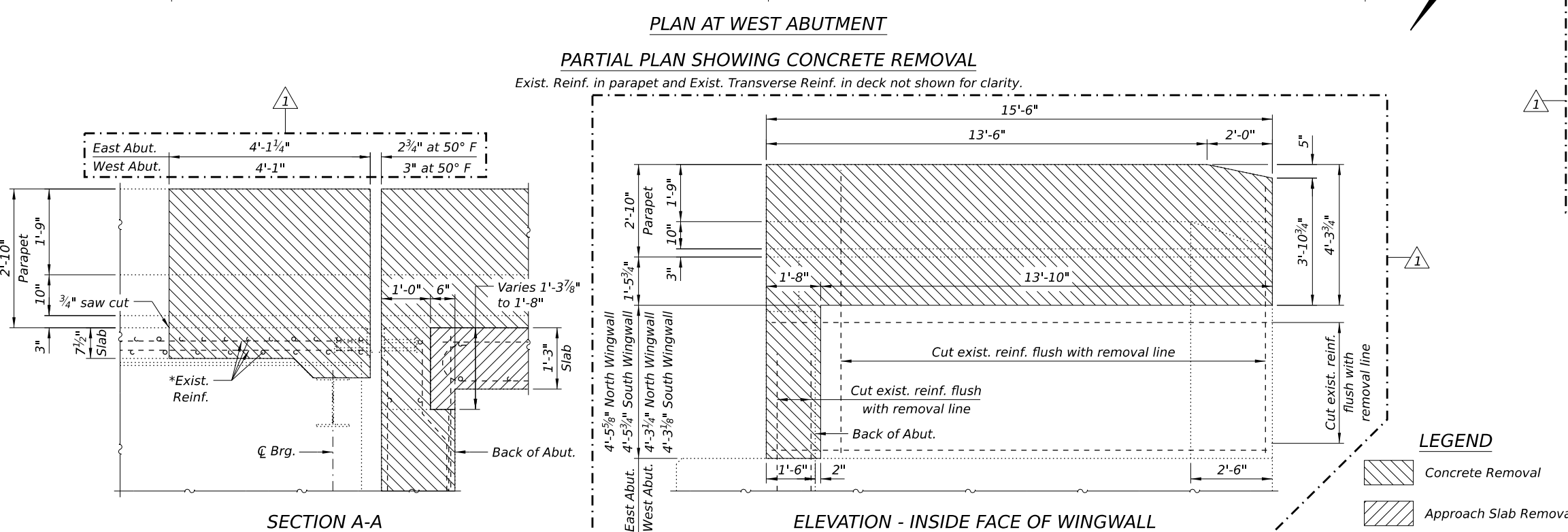
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55	(102BR-4)BJR	WINNEBAGO	47	12
CONTRACT NO. 64U90				
ILLINOIS		FED. AID PROJECT		



SECTION THRU PARAPET AT MAIN SPAN



SECTION THRU PARAPET AT APPROACH SPAN



BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	72.2

- NOTES:
- *Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Cost shall be included with Concrete Removal.
 - Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.
 - Existing transverse reinforcement in the deck shall extend a minimum of 2'-6" into the new construction.

SUPERSTRUCTURE BILL OF MATERIAL

(at both Abutments)

Bar	No.	Size	Length	Shape
a(E)	72	#5	19'-5"	
a1(E)	40	#6	6'-6"	
b(E)	152	#5	4'-6"	
d(E)	24	#5	3'-0"	
d1(E)	24	#5	2'-7"	
d2(E)	24	#4	3'-0"	
d3(E)	24	#4	3'-11"	
e1(E)	40	#6	4'-6"	
m(E)	48	#6	19'-7"	
m1(E)	32	#6	8'-0"	
m2(E)	16	#6	2'-9"	
m3(E)	30	#5	4'-0"	
s(E)	76	#5	9'-6"	
s1(E)	76	#5	13'-2"	
u1(E)	80	#4	3'-8"	
v(E)	80	#5	1'-8"	
v100(E)	76	#5	3'-1"	

Item	Unit	Quantity
Concrete Superstructure	Cu. Yd.	65
Reinforced Bars, Epoxy Coated	Pound	7,450
Bar Splicers	Each	68
Bar Terminators	Each	228

NOTES:

- 1.) Bar terminators paid for separately. See Total Bill of Material. See special provisions for Bar Splicers, Headed Reinforcement.
- 2.) See Sheet 12 of 22 for Diaphragm Details.
- 3.) See Sheet 21 of 22 for Bar Spicer Details.
- 4.) I.F. denotes Inside Face, O.F. denotes Outside Face, & E.F. denotes Each Face.

PARTIAL PLAN SHOWING CONCRETE REPLACEMENT

(West Abutment shown, East Abutment similar)
Prop. Reinf. in parapet not shown for clarity.

Bridge Deck Scarification $\frac{3}{4}$ " and
Bridge Deck Latex Concrete Overlay, $2\frac{1}{2}$ "
(prior to $\frac{1}{4}$ " grinding)

SECTION A-A

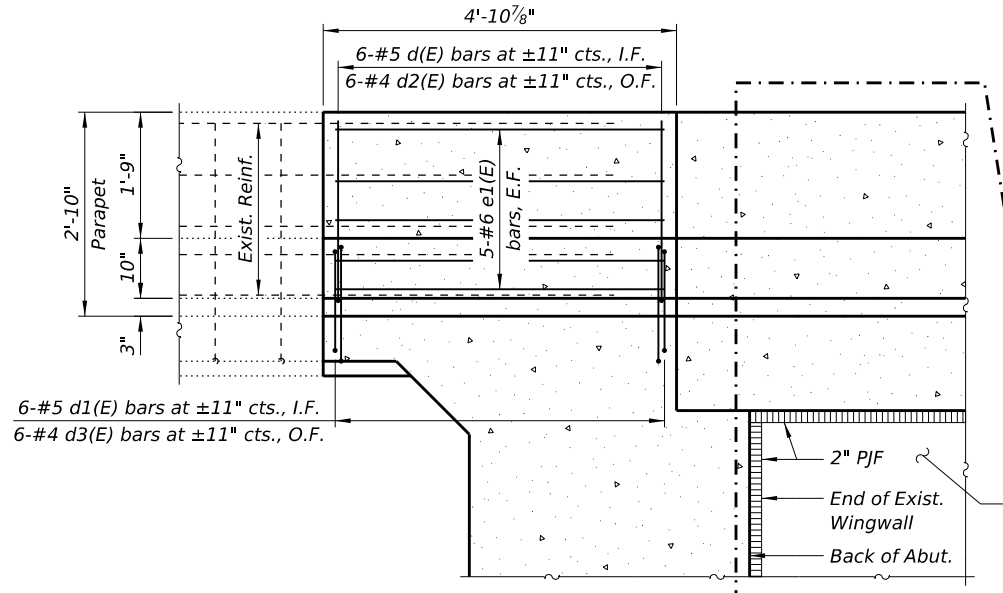
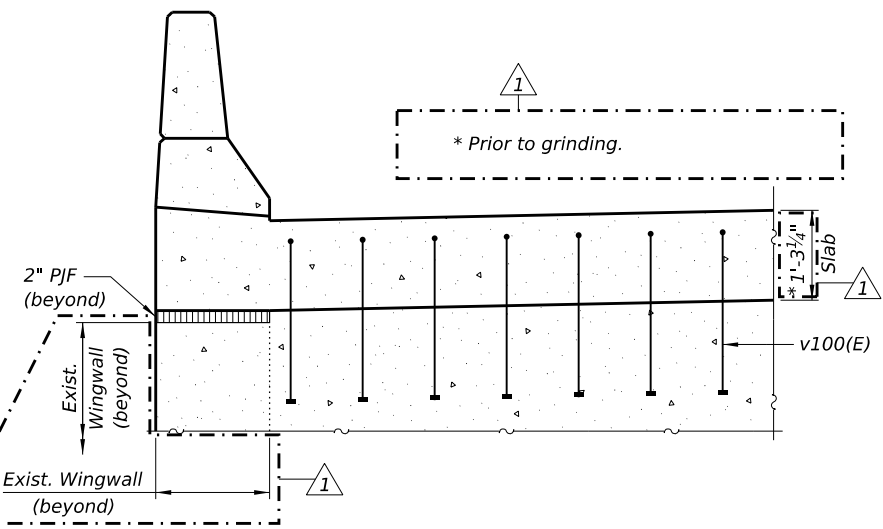
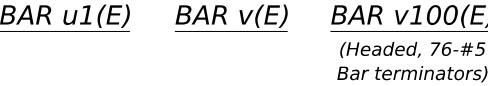
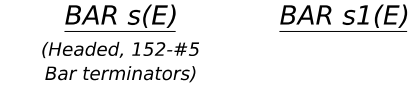
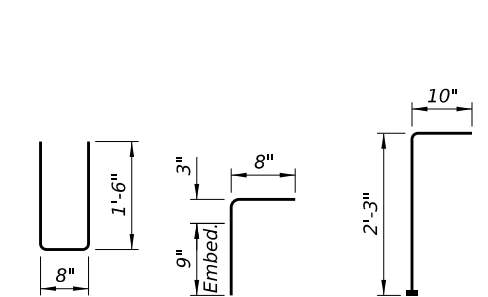
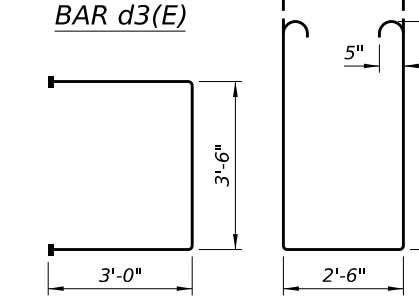
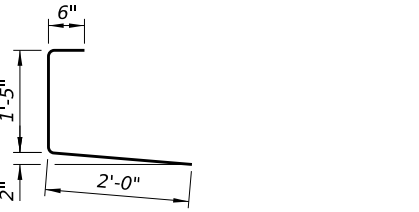
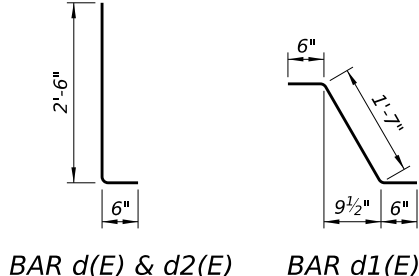
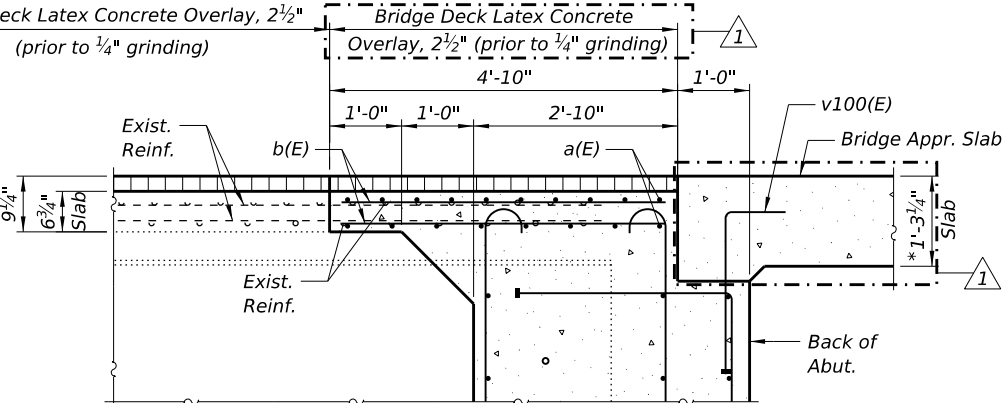
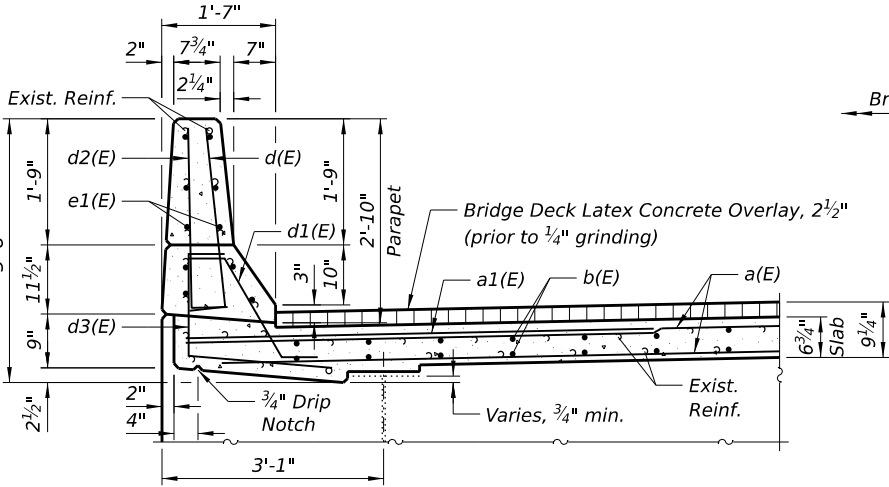
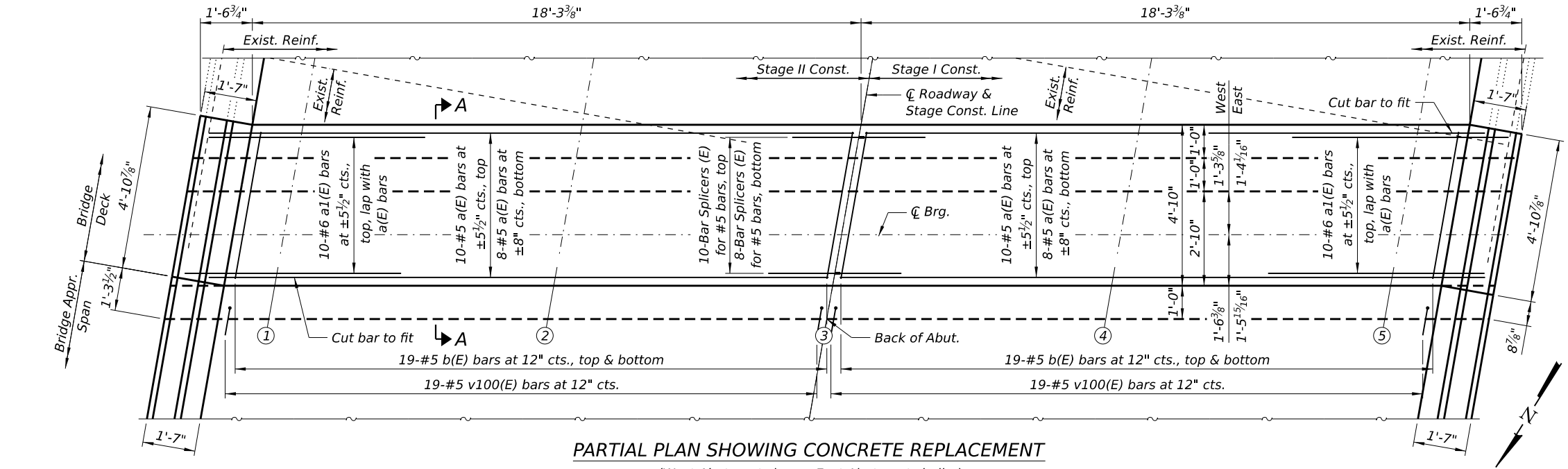
SECTION THRU PARAPET AT MAIN SPAN

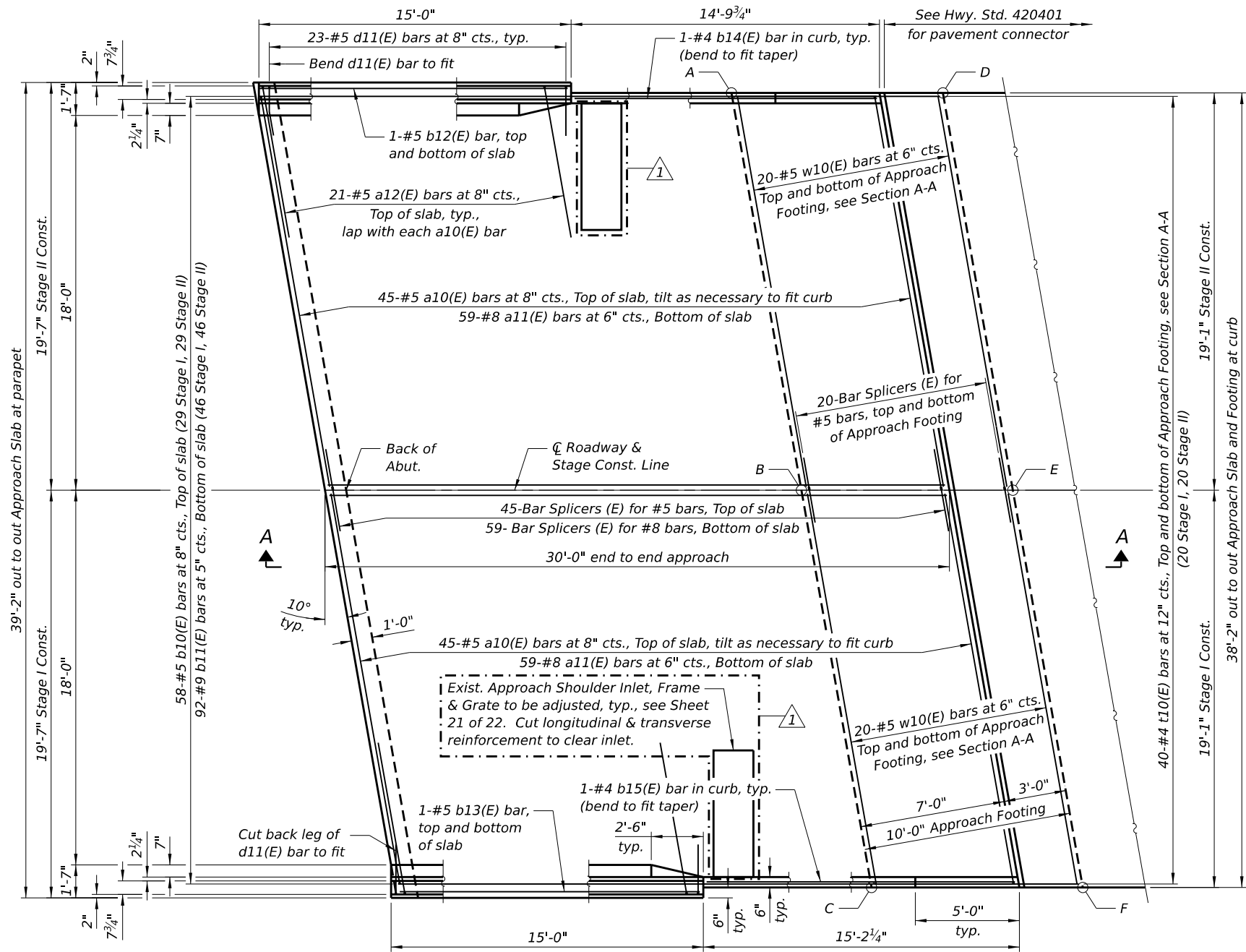
SECTION THRU PARAPET AT APPROACH SPAN

Diaphragm and Approach Slab reinf. not shown for clarity.

ELEVATION - INSIDE FACE OF PARAPET

Overlay not shown for clarity.



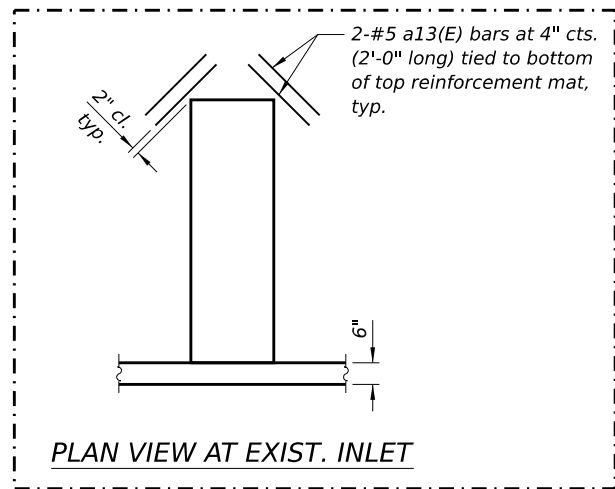


PLAN
(East approach slab shown; West approach slab similar)

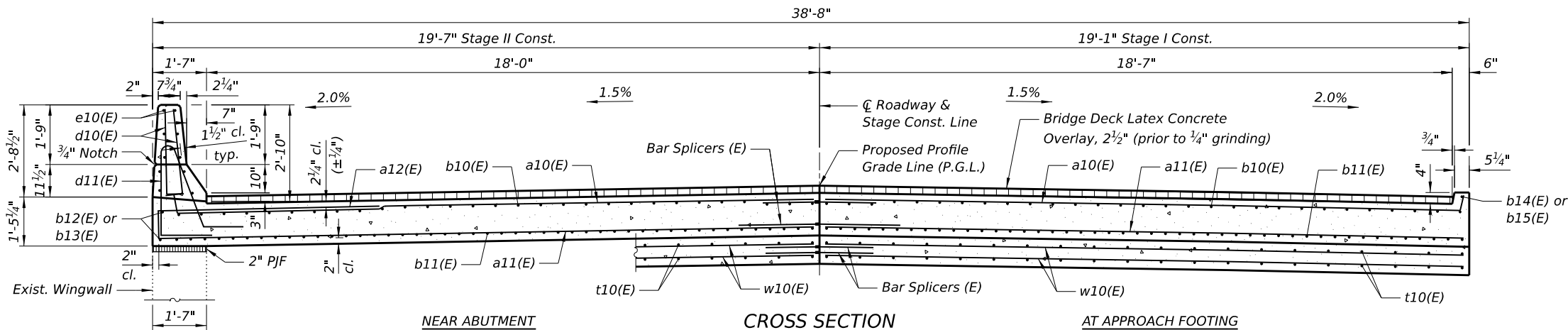
TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING

Point	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A				
B				
C				
D				
E				
F				

The approach slab shall be placed so that the top of slab shall match the elevation of the bridge deck after the 3/4" scarification and 2 1/4" overlay. Blank table included for field notation.



PLAN VIEW AT EXIST. INLET



NEAR ABUTMENT

CROSS SECTION

AT APPROACH FOOTING

NOTE:

See Sheet 15 of 22 for Section A-A.



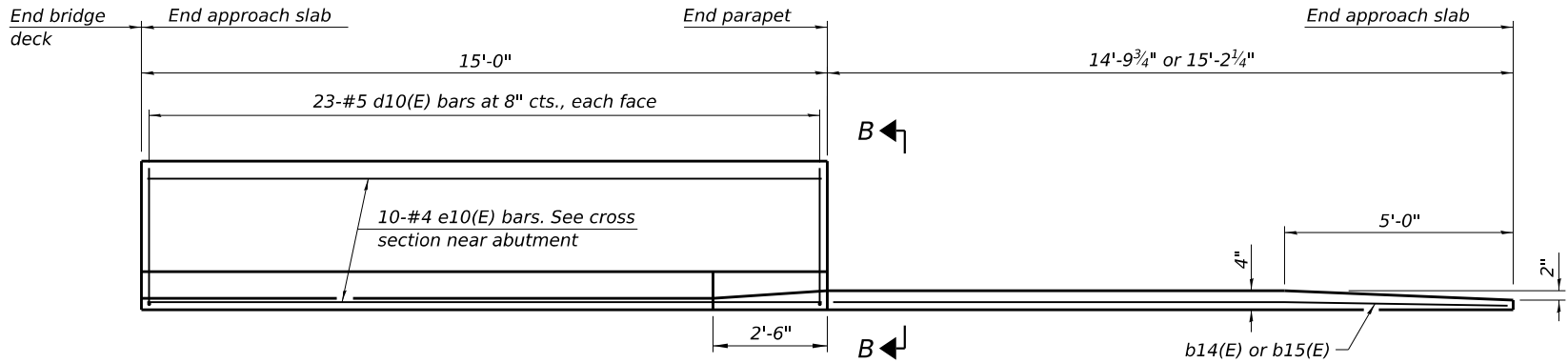
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PLOT DATE = 4/13/2026	DATE - 02/26/2026	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 101-0165

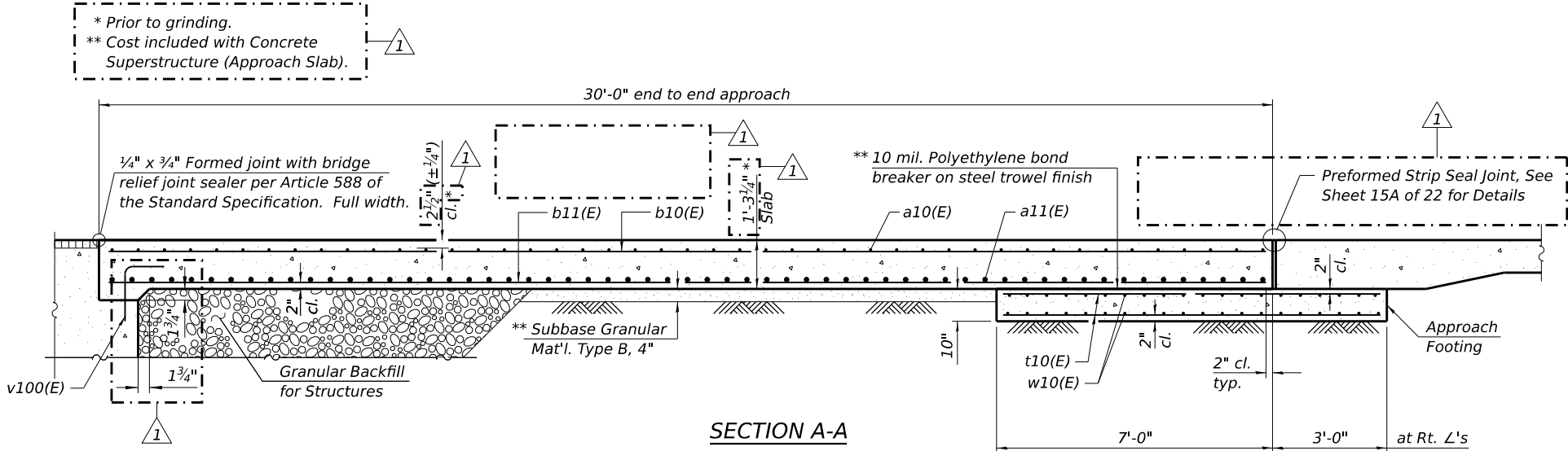
SCALE: SHEET 14 OF 22 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(102BR-4)BJR	WINNEBAGO	47	24
CONTRACT NO. 64U90				
ILLINOIS FED. AID PROJECT				

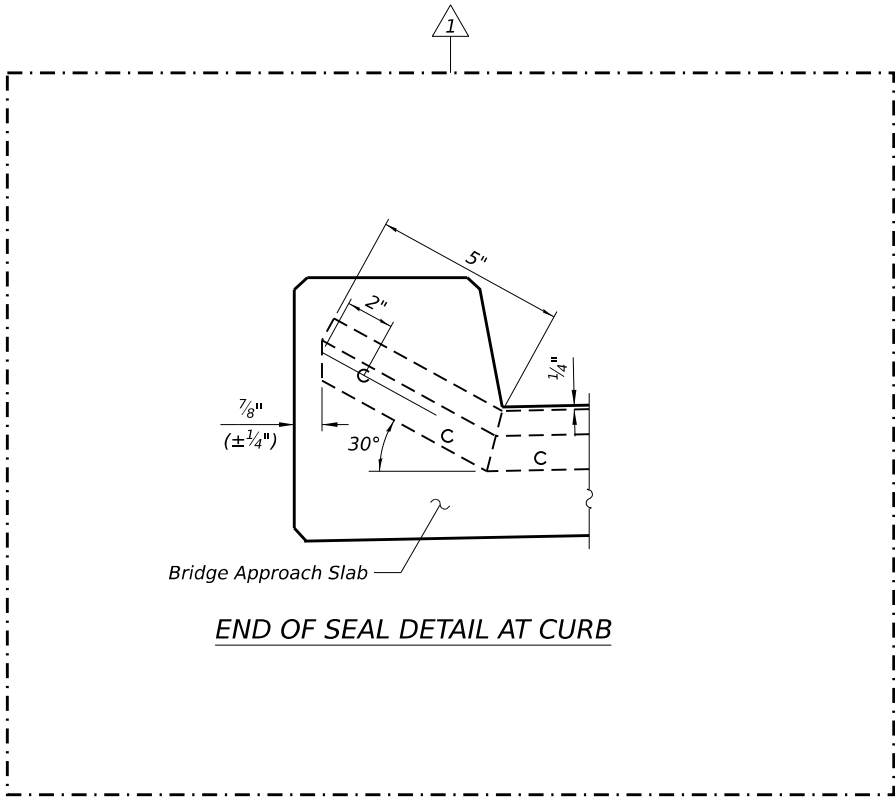


Notes:
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
Parapet concrete shall be paid for as Concrete Superstructure.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet 3 of 22.

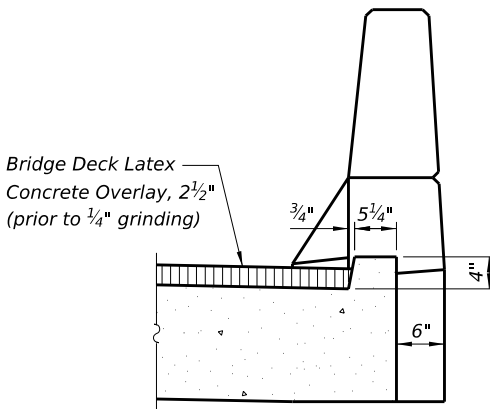
INSIDE ELEVATION OF PARAPET AND CURB



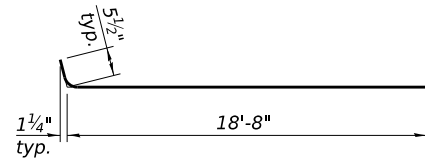
SECTION A-A



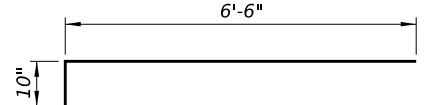
END OF SEAL DETAIL AT CURB



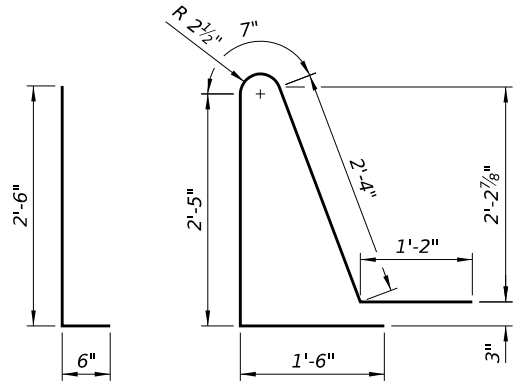
SECTION B-B



BAR a10(E)



BAR a12(E)



BAR d10(E)

BAR d11(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	180	#5	19'-2"	
a11(E)	236	#8	18'-9"	
a12(E)	84	#5	7'-4"	
a13(E)	16	#5	2'-0"	
b10(E)	116	#5	29'-8"	
b11(E)	184	#9	29'-8"	
b12(E)	4	#5	14'-10"	
b13(E)	4	#5	14'-5"	
b14(E)	2	#4	14'-6"	
b15(E)	2	#4	14'-10"	
d10(E)	184	#5	3'-0"	
d11(E)	92	#5	8'-0"	
e10(E)	40	#4	14'-8"	
t10(E)	160	#4	9'-8"	
w10(E)	160	#5	19'-1"	
Item			Unit	Quantity
Concrete Structures			Cu. Yd.	24
Concrete Superstructure			Cu. Yd.	7
Concrete Superstructure (Approach Slab)			Cu. Yd.	109.3
Reinforced Bars, Epoxy Coated			Pound	44,340
Bar Splicers			Each	288
Approach Slab Removal			Sq. Yd.	240



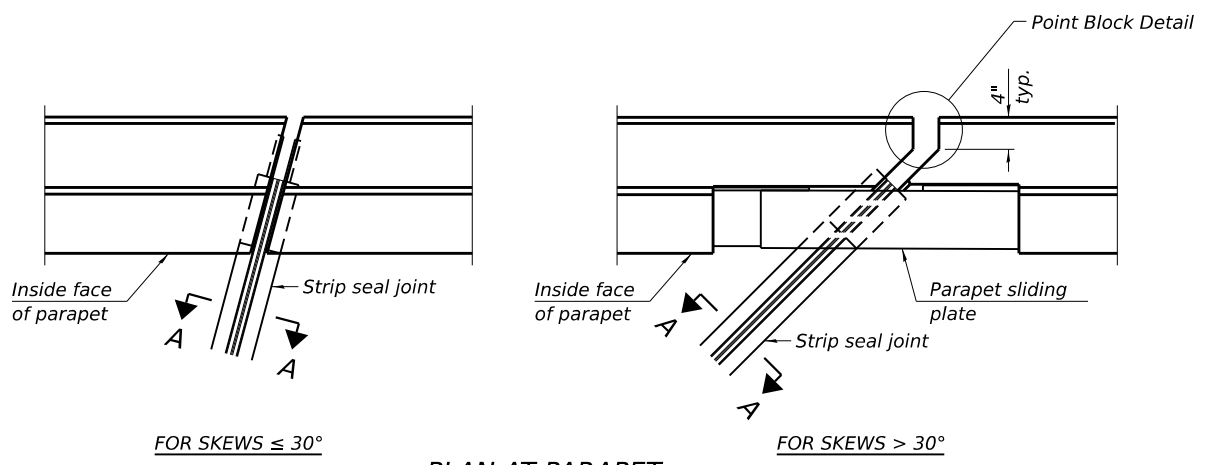
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

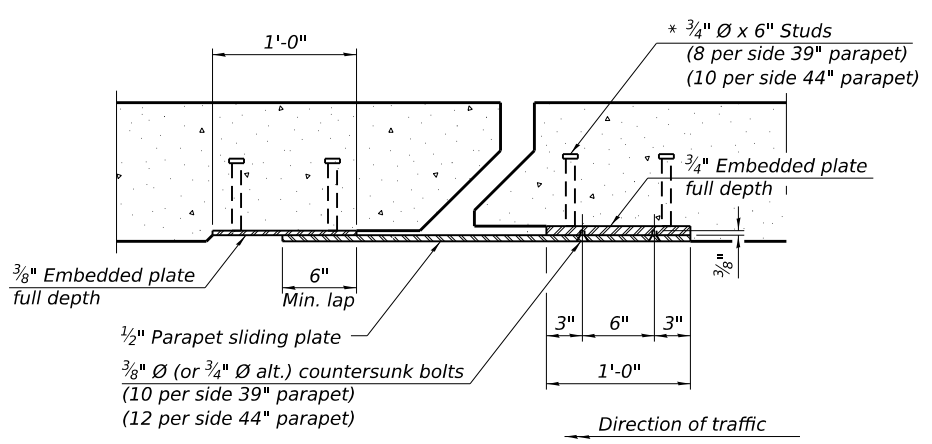
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 101-0165

SCALE: SHEET 15 OF 22 SHEETS STA. TO STA.

F.A.S. RTE. 55	SECTION (102BR-4)BJR	COUNTY WINNEBAGO	TOTAL SHEETS 47	SHEET NO. 25
CONTRACT NO. 64U90				
ILLINOIS FED. AID PROJECT				

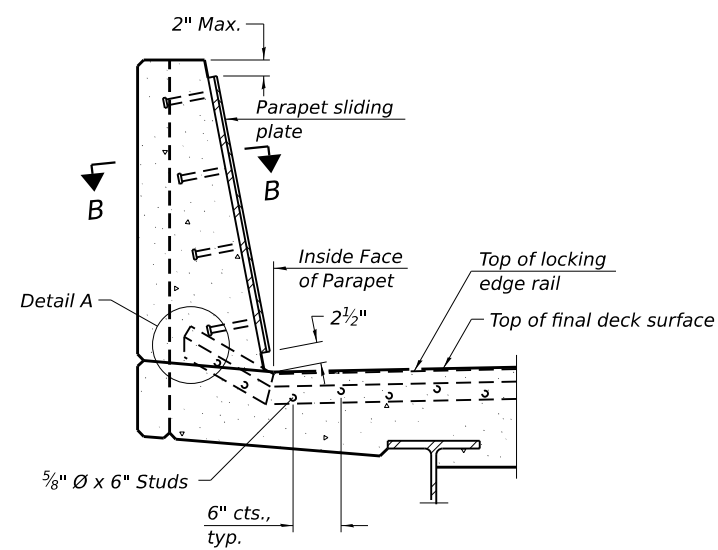


PLAN AT PARAPET



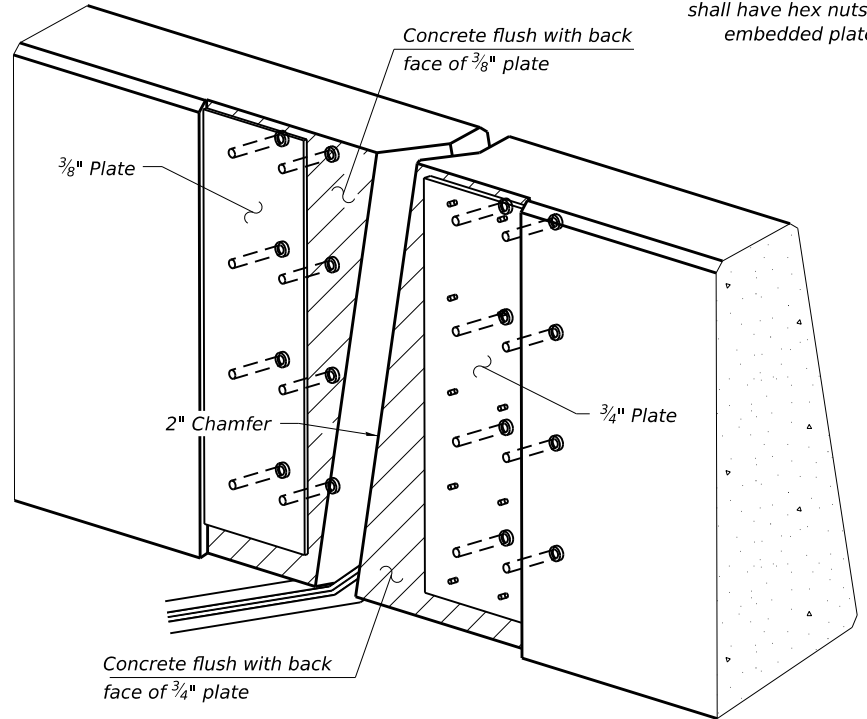
SECTION B-B

(3/4" Ø countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)



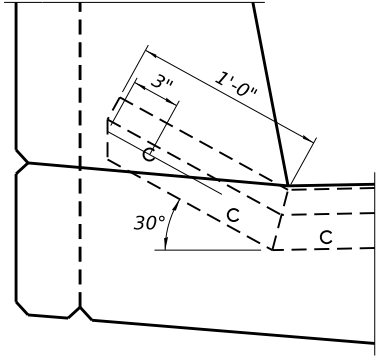
SECTION AT PARAPET

(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



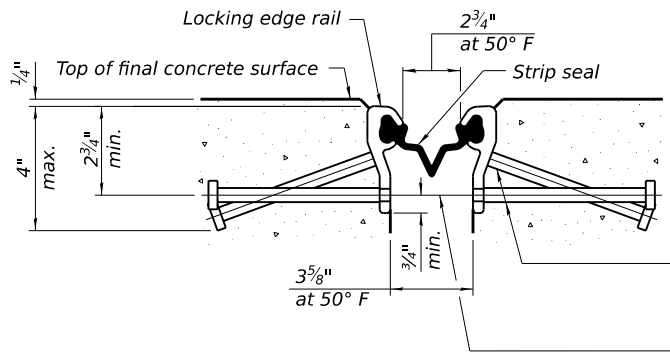
TRIMETRIC VIEW

(Showing embedded plates only)



DETAIL A

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



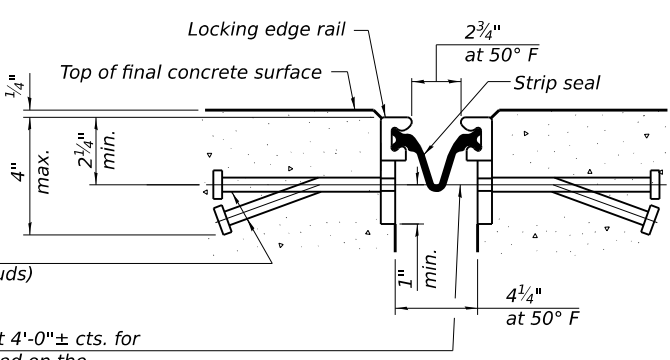
SHOWING ROLLED RAIL JOINT

* 5/8" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

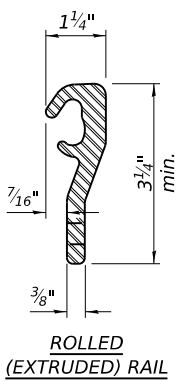
3/8" Ø threaded rods in 7/16" Ø holes at 4'-0" ± cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates within 90 minutes after concrete is set.

SECTION A-A

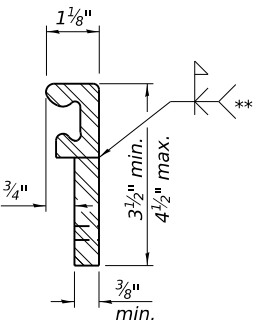
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SHOWING WELDED RAIL JOINT



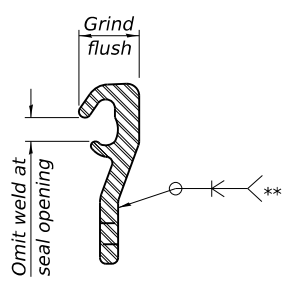
ROLLED (EXTRUDED) RAIL



WELDED RAIL

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	78

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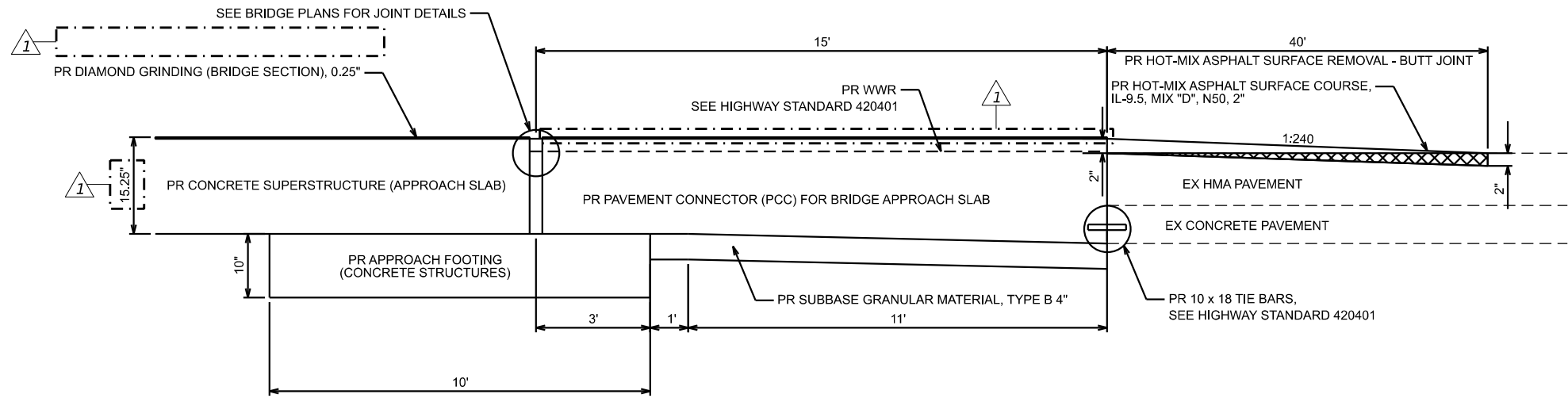
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PLOT DATE = 4/13/2026	DATE - 02/26/2026	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 101-0165

SCALE: SHEET 15A OF 22 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(102BR-4)BJR	WINNEBAGO	47	25A
CONTRACT NO. 64U90				
ILLINOIS FED. AID PROJECT				



ROADWAY APPROACH DETAIL

MODEL: D264U90-Border [Sheet]
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USER NAME = dmeyer	DESIGNED - TJL	REVISED  04/13/2026 TJL
	DRAWN - DJM	REVISED -
	CHECKED - MLL	REVISED -
PLOT DATE = 4/13/2026	DATE - 02/26/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(102BR-4)BJR	WINNEBAGO	47	33
CONTRACT NO. 64U90				
ILLINOIS FED. AID PROJECT				