

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FAI RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-11HB-6)BRR	TAZEWELL	25	1
		ILLINOIS	CONTRACT NO. 68J16	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE CITY OF EAST PEORIA

**TRAFFIC DATA**

2021 ADT = 2,600 VPD  
RAMP ADVISORY SPEED = 25 MPH  
INTERSTATE

**PROPOSED  
HIGHWAY PLANS**

FAI ROUTE 74 (I-74/IL40)  
IL 40 RAMP H BRIDGE OVER I-74  
SECTION (90-11HB6)BRR  
PROJECT NHPP-EKWR(385)  
BRIDGE PRESERVATION  
TAZEWELL COUNTY

C-94-062-24



THE WORK TO BE PERFORMED UNDER THIS CONTRACT CONSISTS OF BRIDGE DECK MICROSILICA CONCRETE OVERLAY, BRIDGE JOINT REPLACEMENT, TRAFFIC CONTROL, PAVEMENT MARKING, AND ALL INCIDENTAL AND COLLATERAL WORK NECESSARY TO COMPLETE THE PROJECT.

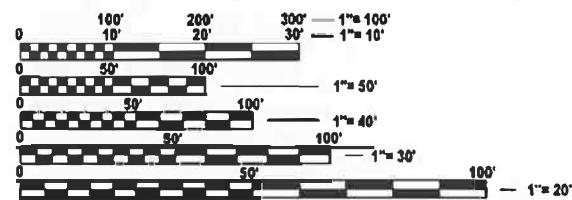
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED Jan 29, 2026  
Kensel A Barnett KSO  
REGIONAL ENG NEER

March 20, 2026  
[Signature]  
ENGINEER OF DESIGN AND ENVIRONMENT

March 20, 2026  
[Signature]  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

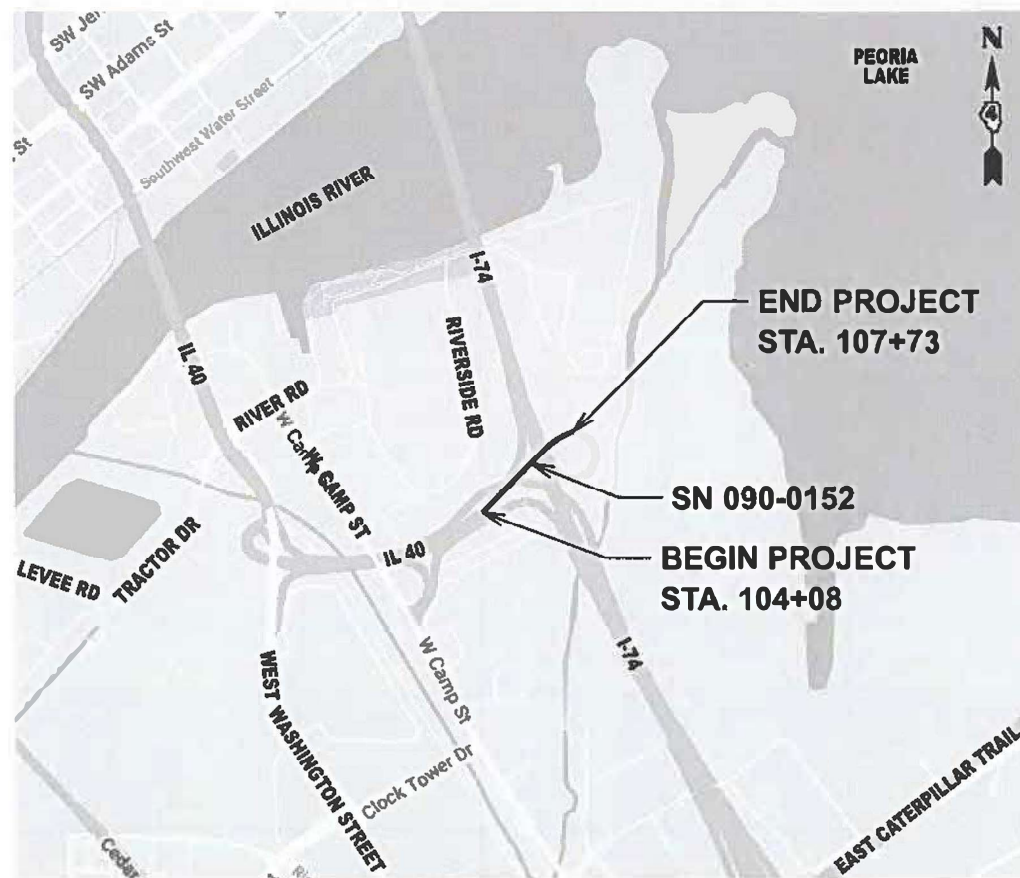
**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**



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

PROJECT ENGINEER: DAVID BROVIK (309)671-3943  
PROJECT MANAGER: ELIAS ELDERZI (309)671-3482  
CONTRACT NO. 68J16  
CATALOG NO. 036509-00D



GROSS LENGTH = 365.23 FT. = 0.069 MILE  
NET LENGTH = 365.23 FT. = 0.069 MILE



Kristen E. Fields  
KRISTEN E. FIELDS, B.S.  
IL LIC. NO. 081-005714  
EXP: 11/30/2026

DATE: 1/29/26

SIGNATURE AND SEAL APPLIES TO SHEETS 11 TO 22



Matthew Heiberger  
MATTHEW T. HEIBERGER, P.E.  
IL LIC. NO. 062-075354  
EXP: 11/30/2027

DATE: 1/29/2026

SIGNATURE AND SEAL APPLIES TO SHEETS 1 TO 10 AND 23 TO 25

**TERRA**  
ENGINEERING LTD  
CONTACT: COLIN COAD (309) 999-0123

## INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER
2	INDEX OF SHEETS, STATE STANDARDS, GENERAL NOTES, AND COMMITMENTS
3-4	SUMMARY OF QUANTITIES
5	SCHEDULES OF QUANTITIES
6	ALIGNMENT, TIES, AND BENCHMARKS
7	TYPICAL SECTIONS
8	PLAN AND PROFILE
9	ROADWAY DETAILS
10	DETOUR PLANS
11	GENERAL PLAN & ELEVATION
12	GENERAL DATA
13	BRIDGE DECK CONCRETE OVERLAY
14-16	EXPANSION JOINT PLANS
17-20	EXPANSION JOINT SECTIONS & DETAILS
21	PREFORMED JOINT STRIP SEAL
22	MISCELLANEOUS STRUCTURAL DETAILS
23-25	DISTRICT 4 DETAILS

## IDOT HIGHWAY STANDARDS

STANDARD NO.	DRAWING NAME
000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701428-01	TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
701901-11	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
701451-05	RAMP CLOSURE FREEWAY/EXPRESSWAY

## DISTRICT 4 DETAILS

STANDARD NO.	DRAWING NAME
406101	BUTT JOINTS

## ENVIRONMENTAL REVIEWS

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- BDE FORM 2289 (BORROW SITE REVIEW)
- BDE FORM 2290 (WASTE/USE AREA REVIEW)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA
- BORROW AREA ENTRY AGREEMENT FORM – D4 PI0101

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS SHALL BE OBTAINED AND FILED BY THE CONTRACTOR. EXCESS WASTE PRODUCTS REMOVED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

PLEASE NOTE THAT A MINIMUM OF FOUR WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED WASTE SITE ENVIRONMENTAL CLEARANCES AND SIX WEEKS FOR THE REQUIRED BORROW SITE ENVIRONMENTAL CLEARANCES

## GENERAL NOTES

- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION AND ORDERING MATERIALS.
- THE CONTRACTOR SHALL CONTACT DON HOFFMAN, THE DISTRICT FOUR TRAFFIC CONTROL TECHNICIAN AT DON.HOFFMAN@ILLINOIS.GOV A MINIMUM OF 21 DAYS OF ANTICIPATED CLOSURE.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL JULIE AT (800) 892-0123 OR 811 TO DETERMINE WHICH UTILITIES ARE WITHIN THE AREA. 48 HOUR NOTIFICATION IS REQUIRED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AS REQUIRED.
- THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES AND SHALL BRACE AND SUPPORT THE UTILITIES PROPERLY IN ORDER TO PREVENT SETTLEMENT, DISPLACEMENT, OR DAMAGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES AS SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT.
- THE CONTRACTOR SHALL CAREFULLY REMOVE OR EXCAVATE NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE THROUGHOUT THE CONSTRUCTION OF THIS PROJECT. THIS WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.
- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- AFTER PLACEMENT OF THE BRIDGE DECK OVERLAY, THE RESIDENT ENGINEER SHALL NOTIFY THE DISTRICT BRIDGE MAINTENANCE ENGINEER OF THE "AS CONSTRUCTED" MILLING DEPTH AND OVERLAY THICKNESS FOR UPDATING THE ILLINOIS HIGHWAY INFORMATION SYSTEM.
- BUTT JOINTS SHALL NOT BE MILLED MORE THAN THREE (3) DAYS PRIOR TO PLACEMENT OF THE MICROSILICA OVERLAY.
- THE ENGINEER SHALL DETERMINE ANY PROFILE ADJUSTMENTS REQUIRED ON THE APPROACH PAVEMENTS AND APPROACH ROADWAYS TO ADDRESS SETTLED APPROACH PAVEMENT. ESTIMATE BUTT JOINTS LIMITS ARE PROVIDED IN THE PLANS.
- THE RESIDENT ENGINEER SHALL VERIFY THE LOCATIONS OF ALL EXISTING PAVEMENT MARKINGS, PAVEMENT PATCHING, OR DRAINAGE ADJUSTMENTS PRIOR TO MILLING OR RESURFACING.
- COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.
- ALL ELEVATIONS SHOWN ON THE PLANS ARE ESTABLISHED FROM U.S.G.S. MEAN SEA LEVEL DATUM.
- OPENROADS FILES OF THIS PROJECT WILL BE MADE AVAILABLE TO THE CONTRACTOR AFTER CONTRACT AWARD. IF THERE IS A CONFLICT BETWEEN THE ELECTRONIC FILES AND THE PRINTED CONTRACT PLANS AND DOCUMENTS, THE PRINTED CONTRACT PLANS AND DOCUMENTS SHALL TAKE PRECEDENCE OVER THE ELECTRONIC FILES. THE CONTRACTOR SHALL ACCEPT ALL RISK ASSOCIATED WITH USING ELECTRONIC FILES AND SHALL HOLD THE DEPARTMENT HARMLESS OF ANY ERRORS OR OMISSIONS IN THE ELECTRONIC FILES AND THE DATA CONTAINED THEREIN. ERRORS OR DELAYS RESULTING FROM THE USE OF ELECTRONIC FILES BY THE CONTRACTOR SHALL NOT RESULT IN AN EXTENSION OF TIME FOR ANY INTERIM OF FINAL COMPLETION DATA OR SHALL NOT BE CONSIDERED CAUSE FOR ADDITIONAL COMPENSATION. THE CONTRACTOR SHALL NOT USE, SHARE, OR DISTRIBUTE THE ELECTRONIC FILES EXCEPT FOR THE PURPOSE OF CONSTRUCTING THIS CONTRACT. ANY CLAIMS BY THIRD PARTIES DUE TO THE USE OF OR ERRORS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL INCLUDE THIS DISCLAIMER WITH THE TRANSFER OF THESE ELECTRONIC FILES TO ANY OTHER PARTIES AND SHALL INCLUDE APPROPRIATE LANGUAGE BINDING THEM TO SIMILAR RESPONSIBILITIES.

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	PLOT DATE = 1/29/2026	DATE = 01/15/2026	REVISIED -			74	(90-11HB-6)BRR	TAZEWELL	25	2
					SCALE:	SHEET 1	OF 1	SHEETS	STA.	TO STA.
					ILLINOIS FED. AID PROJECT CONTRACT NO. 68J16					

SUMMARY OF QUANTITIES					CONSTRUCTION CODE
					90% FEDERAL 10% STATE
CODENO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE	
				0047	
				S.N. 090-0152	
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	4	4	
28100725	STONE DUMPED RIPRAP, CLASS B3	SQ YD	41	41	
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	273	273	
50102400	CONCRETE REMOVAL	CU YD	6.7	6.7	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	8.8	8.8	
50300260	BRIDGE DECK GROOVING	SQ YD	743	743	
50300300	PROTECTIVE COAT	SQ YD	1099	1099	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1420	1420	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	121	121	
53101002	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	804	804	
53101608	BRIDGE DECK MICROSILICA CONCRETE OVERLAY 2 1/4"	SQ YD	1077	1077	
60260100	INLETS TO BE ADJUSTED	EACH	4	4	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3	
67100100	MOBILIZATION	L SUM	1	1	

\* SPECIALTY ITEM

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PLOT DATE = 1/29/2026	DATE - 01/15/2026	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES  
IL 40 OVER I-74

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

F A I R T E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-11HB-6)BRR	TAZEWELL	25	3
CONTRACT NO. 68J16				
ILLINOIS FED. AID PROJECT				



20200600		EXCAVATING AND GRADING EXISTING SHOULDERS				
START STATION	OFFSET	WIDTH (FT)	END STATION	OFFSET	WIDTH (FT)	UNIT
104+70	6.00' RT	3.0	105+02	5.95' RT	3.0	1
104+82	19.41' LT	3.0	105+15	19.24' LT	3.0	1
106+76	6.36' RT	3.0	107+03	7.83' RT	3.0	1
106+87	18.88' LT	3.0	107+15	19.72' LT	3.0	1
TOTAL						4

78011035		GROOVING FOR RECESSED PAVEMENT MARKING 7"		
START STATION	OFFSET	END STATION	OFFSET	LENGTH (FT)
104+00	0.00' RT	107+77	0.00' RT	378
104+00	16.0' LT	107+77	16.0' LT	378
TOTAL				756

28100725		STONE DUMPED RIPRAP, CLASS B3				
START STATION	OFFSET	WIDTH (FT)	END STATION	OFFSET	WIDTH (FT)	AREA (SQ YD)
104+70	6.00' RT	3.0	105+02	5.95' RT	3.0	10.9
104+82	19.41' LT	3.0	105+15	19.24' LT	3.0	11.0
106+76	6.36' RT	3.0	107+03	7.83' RT	3.0	9.1
106+87	18.88' LT	3.0	107+15	19.72' LT	3.0	9.6
TOTAL						41

60260100		INLETS TO BE ADJUSTED	
STATION	OFFSET	QUANTITY	
104+63	4.10' RT	1	
104+76	18.54' LT	1	
107+23	6.20' RT	1	
107+34	21.06' LT	1	
TOTAL		4	

78009006		MODIFIED URETHANE PAVEMENT MARKING - LINE 6"			
START STATION	OFFSET	END STATION	OFFSET	COLOR	LENGTH (FT)
104+00	0.00' RT	107+77	0.00' RT	WHITE	378
104+00	16.0' LT	107+77	16.0' LT	YELLOW	378
TOTAL					756

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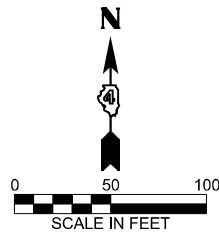
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULES OF QUANTITIES**  
**IL 40 OVER I-74**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-11HB-6)BRR	TAZEWELL	25	5
CONTRACT NO. 68J16				
ILLINOIS FED. AID PROJECT				

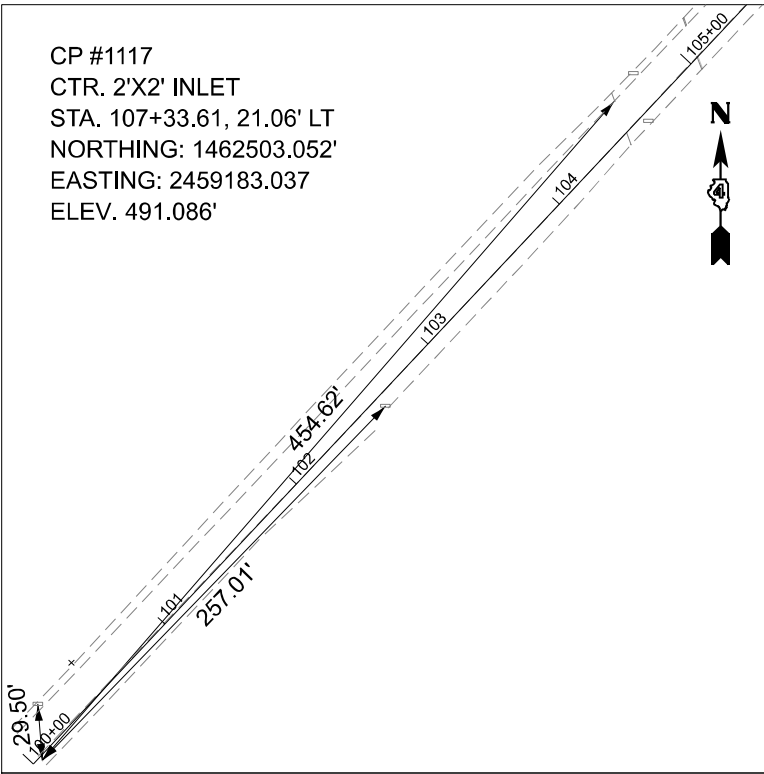
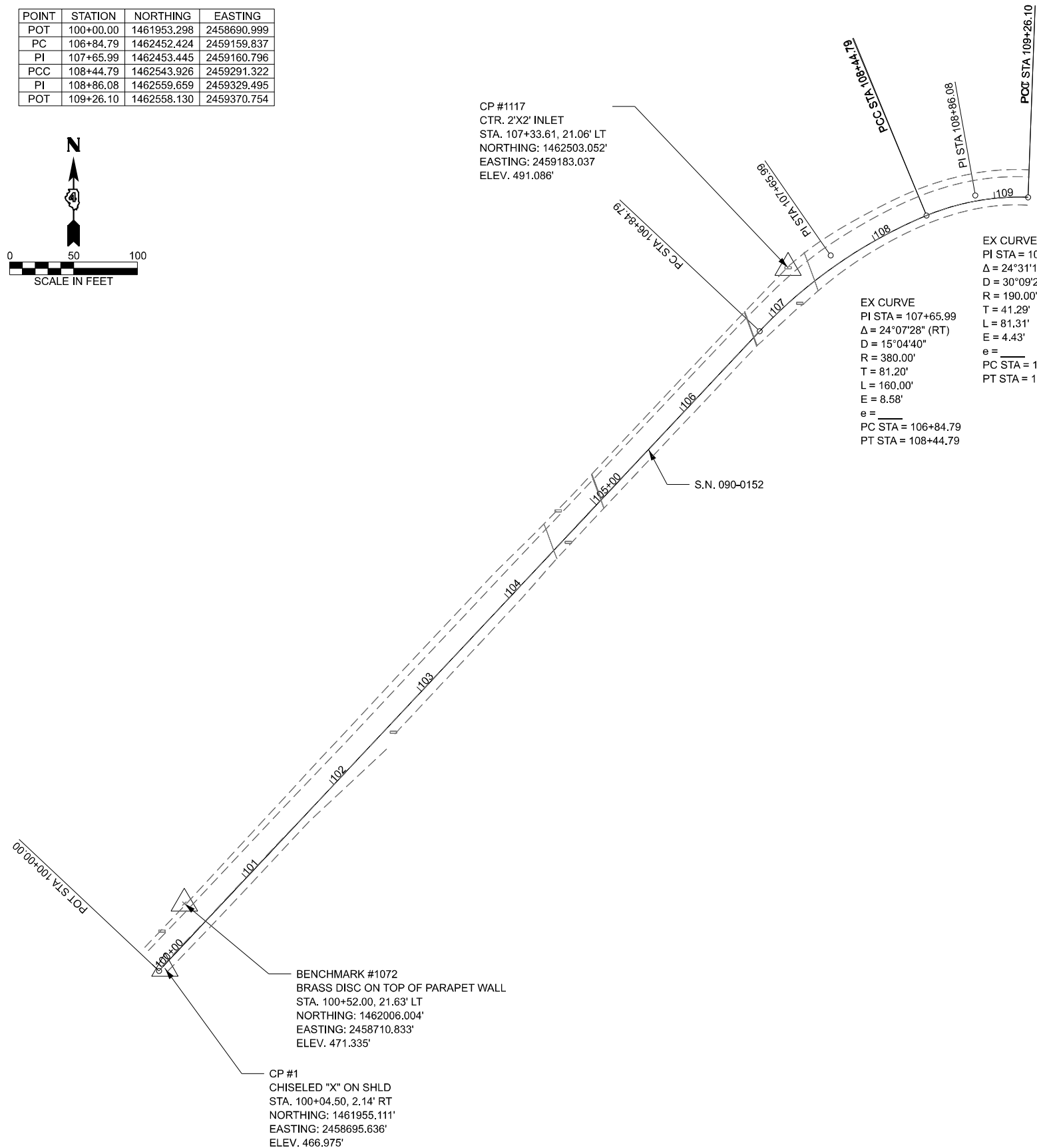
POINT	STATION	NORTHING	EASTING
POT	100+00.00	1461953.298	2458690.999
PC	106+84.79	1462452.424	2459159.837
PI	107+65.99	1462453.445	2459160.796
PCC	108+44.79	1462543.926	2459291.322
PI	108+86.08	1462559.659	2459329.495
POT	109+26.10	1462558.130	2459370.754



CP #1117  
CTR. 2'X2' INLET  
STA. 107+33.61, 21.06' LT  
NORTHING: 1462503.052'  
EASTING: 2459183.037  
ELEV. 491.086'

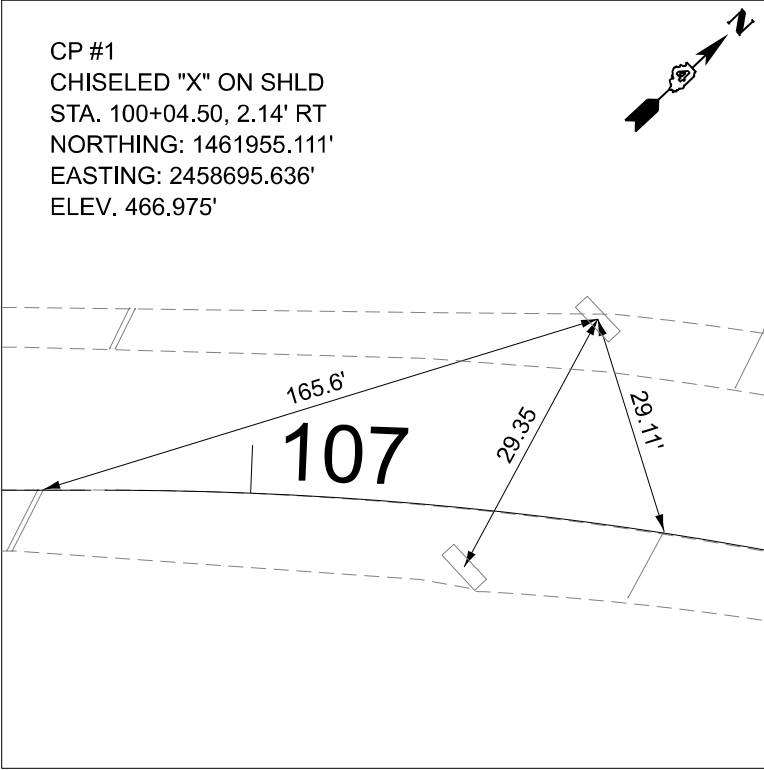
EX CURVE  
PI STA = 107+65.99  
 $\Delta = 24^{\circ}07'28''$  (RT)  
D = 15^{\circ}04'40''  
R = 380.00'  
T = 81.20'  
L = 160.00'  
E = 8.58'  
e = \_\_\_\_\_  
PC STA = 106+84.79  
PT STA = 108+44.79

EX CURVE  
PI STA = 108+86.08  
 $\Delta = 24^{\circ}31'11''$  (RT)  
D = 30^{\circ}09'20''  
R = 190.00'  
T = 41.29'  
L = 81.31'  
E = 4.43'  
e = \_\_\_\_\_  
PC STA = 108+44.79  
PT STA = 109+26.10



CP #1117  
CTR. 2'X2' INLET  
STA. 107+33.61, 21.06' LT  
NORTHING: 1462503.052'  
EASTING: 2459183.037  
ELEV. 491.086'

CP #1  
CHISELED "X" ON SHLD  
STA. 100+04.50, 2.14' RT  
NORTHING: 1461955.111'  
EASTING: 2458695.636'  
ELEV. 466.975'



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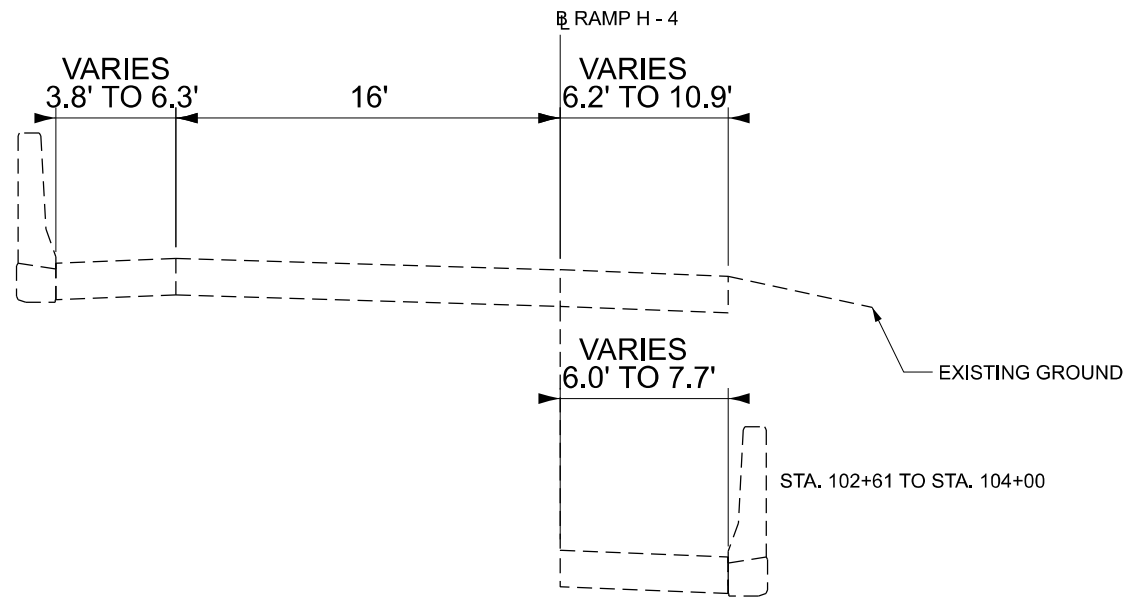
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS  
IL 40 OVER I-74

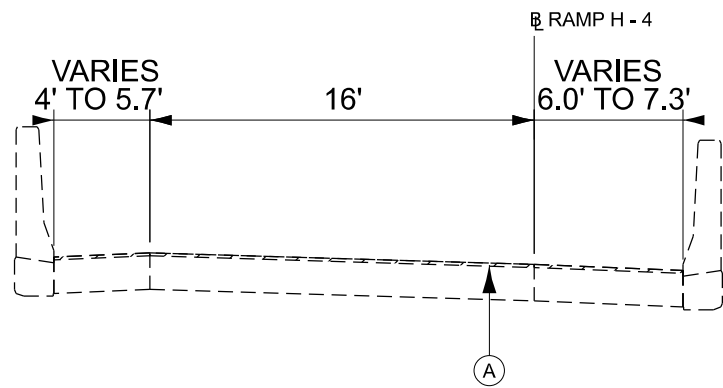
SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-11HB-6)BRR	TAZEWELL	25	6
CONTRACT NO. 68J16				
ILLINOIS FED. AID PROJECT				



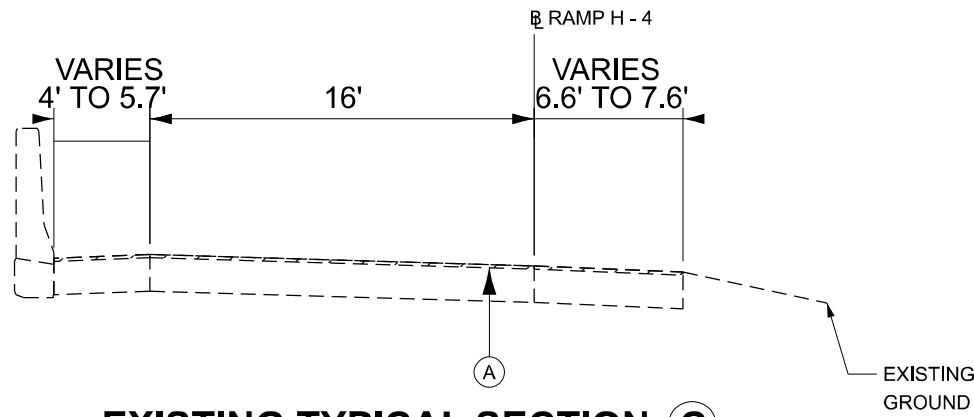
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RAMP H - 4  
 STA. 100+00 TO STA. 102+61  
 STA. 107+77 TO STA. 109+26



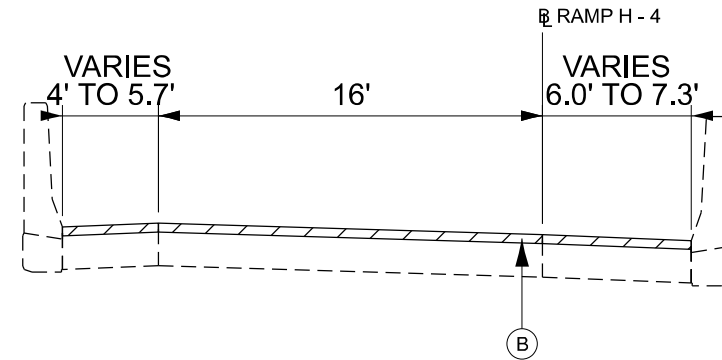
**EXISTING TYPICAL SECTION (B)**

RAMP H - 4  
 STA. 104+00 TO STA. 104+51



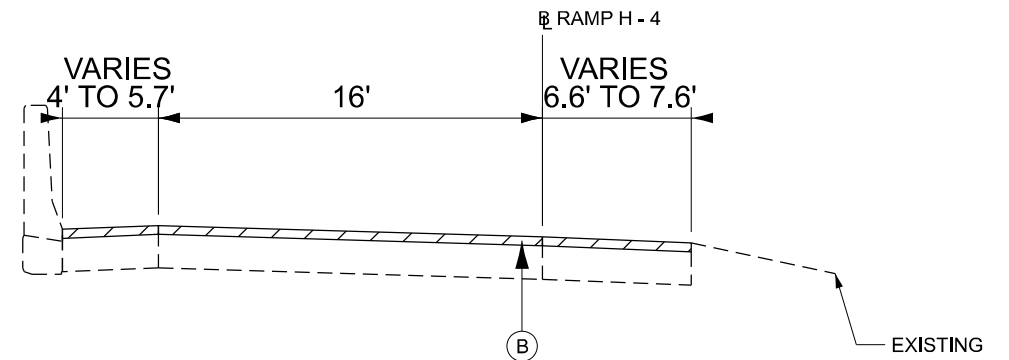
**EXISTING TYPICAL SECTION (C)**

RAMP H - 4  
 STA. 107+43 TO STA. 107+77



**PROPOSED TYPICAL SECTION 1**

RAMP H - 4  
 STA. 104+00 TO STA. 104+51



**PROPOSED TYPICAL SECTION 2**

RAMP H - 4  
 STA. 107+43 TO STA. 107+77

**LEGEND**

- (A) PCC SURFACE REMOVAL - BUTT JOINT (40600985)
- (B) BRIDGE DECK MICROSILICA CONCRETE OVERLAY 2 1/4" (53101608)

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	DRAWN - DS	REVISED -
	CHECKED - MH	REVISED -
PLOT DATE = 1/15/2026	DATE - 01/15/2026	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

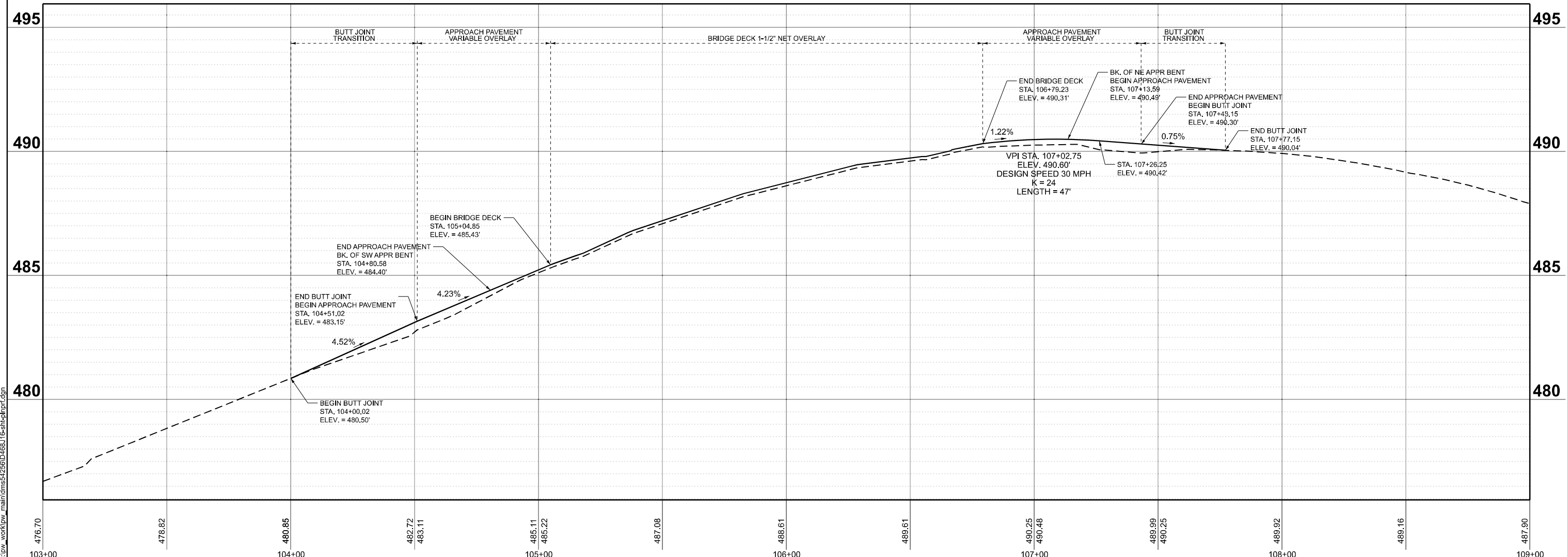
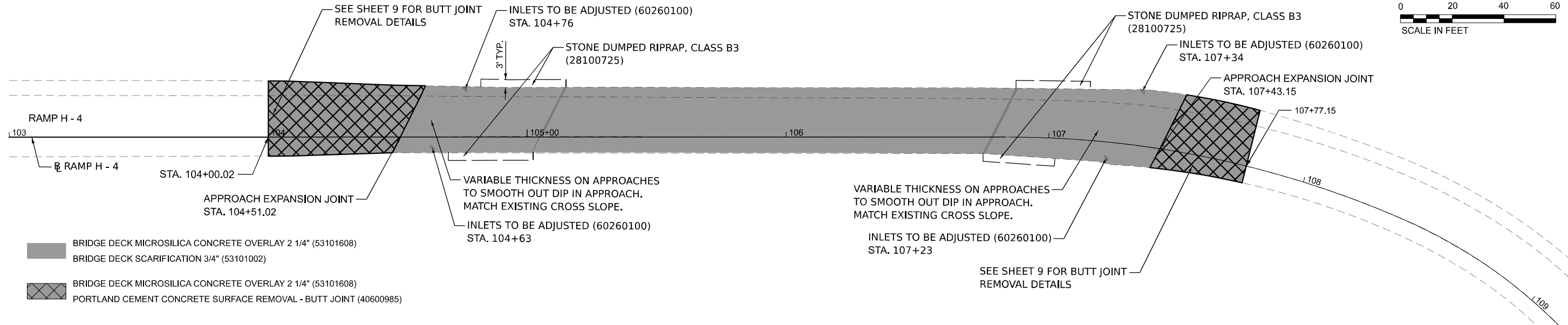
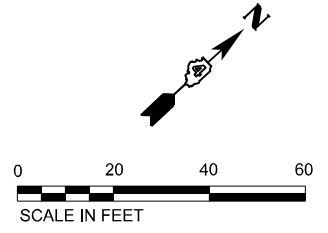
**TYPICAL SECTIONS  
 IL 40 OVER I-74**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-11HB-6)BRR	TAZEWELL	25	7
CONTRACT NO. 68J16			ILLINOIS FED. AID PROJECT	

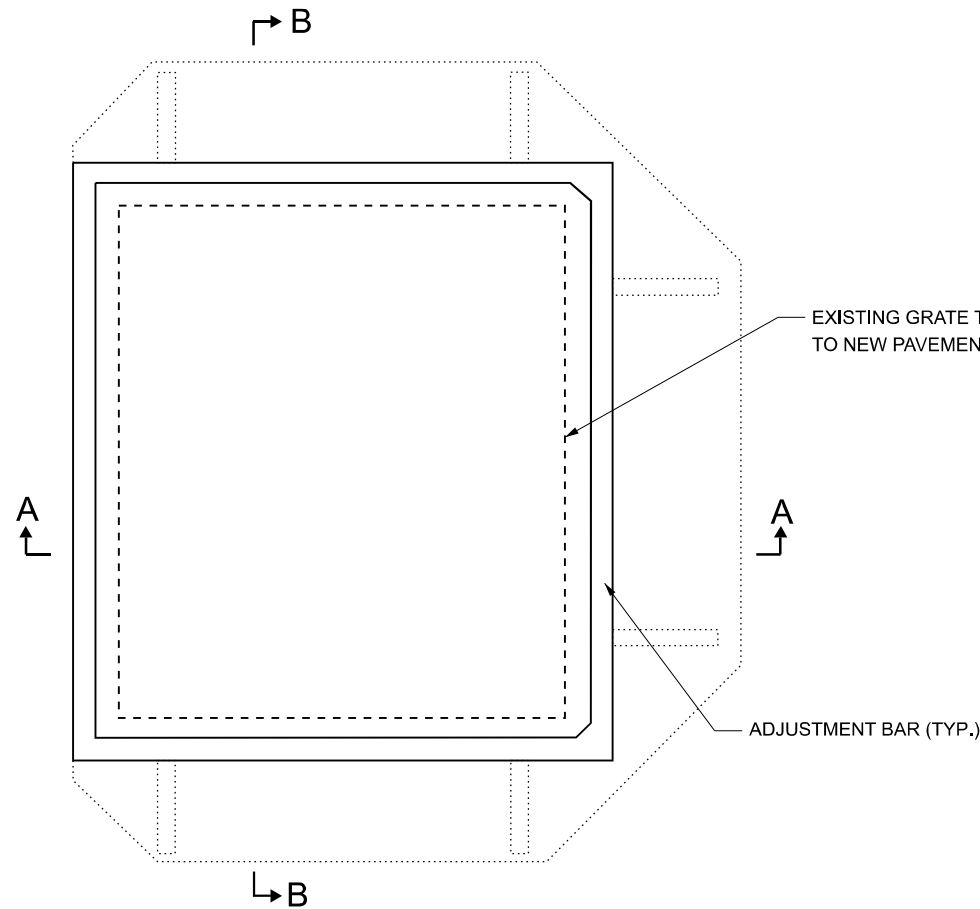
**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
PROTECTIVE COAT	SQ. YD.	273
BRIDGE DECK MICROSILICA CONCRETE OVERLAY 2 1/4"	SQ. YD.	273

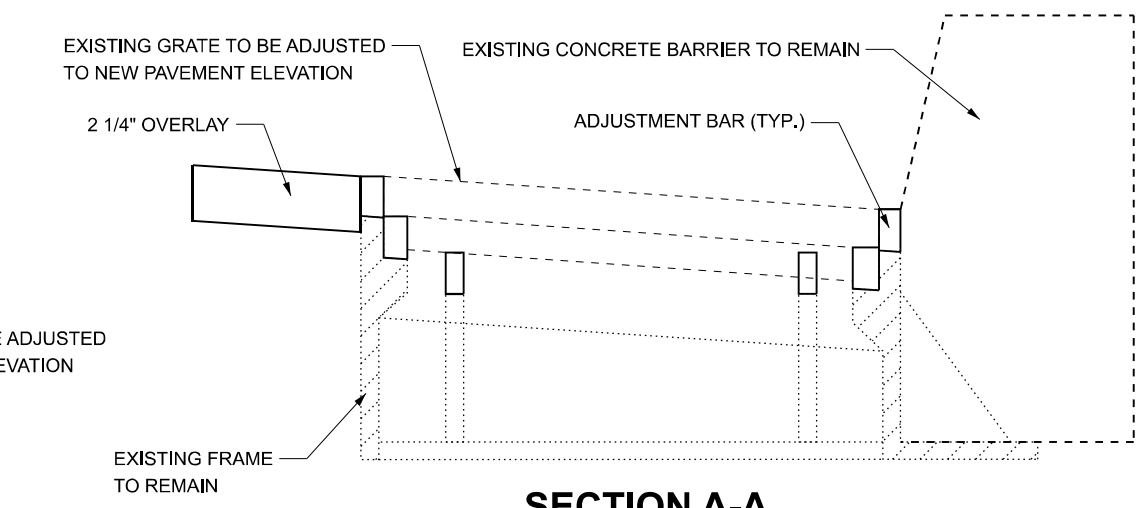


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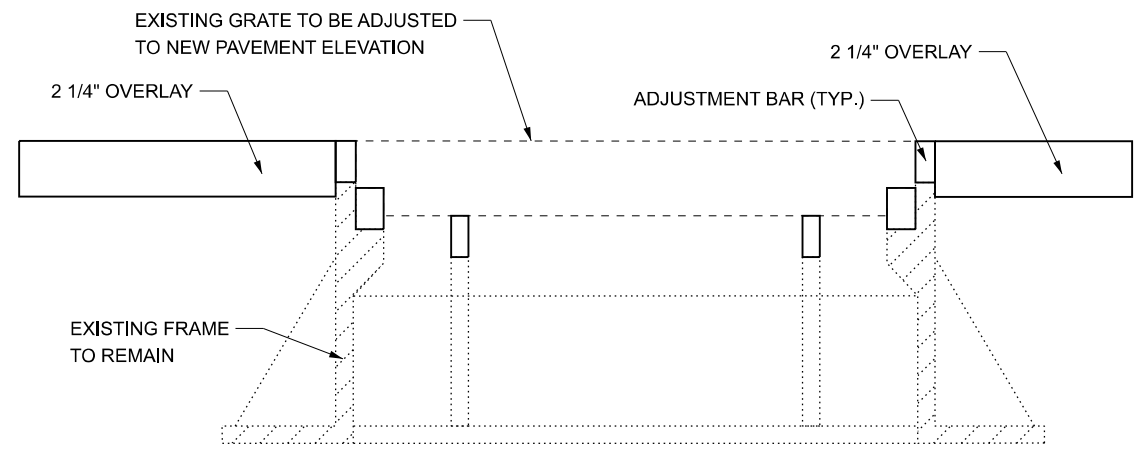
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	PLOT DATE = 1/29/2026	DATE = 01/15/2026	REVISOR			SCALE: 1"=20'	SHEET 1 OF 1 SHEETS	STA. 103+00.00 TO STA. 109+00.00	CONTRACT NO. 68J16	



**DETAIL - INLETS TO BE ADJUSTED - FRAME**



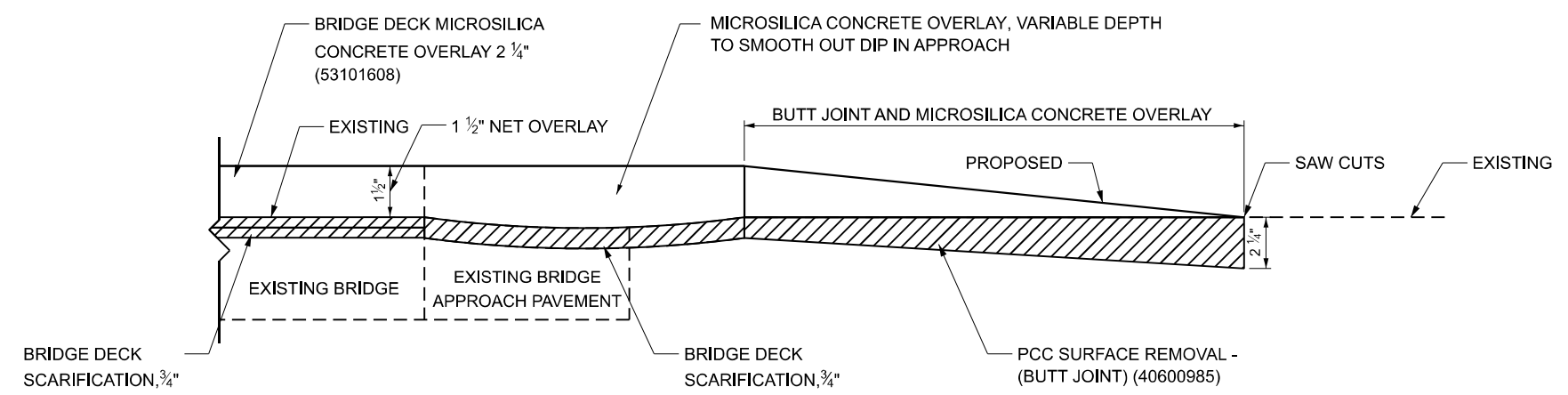
**SECTION A-A**



**SECTION B-B**

**NOTES**

1. SHOP DRAWINGS FOR THE PROPOSED ADJUSTING INLET RINGS SHALL BE SUBMITTED FOR APPROVAL PRIOR TO FABRICATION.
2. DIMENSIONS FOR THE EXISTING FRAME AND GRATES ARE UNKNOWN. THE CONTRACTOR SHALL VERIFY EXISTING FRAME AND GRATE DIMENSIONS PRIOR TO PREPARING EXISTING SHOP DRAWINGS.
3. THE COST OF ALL LABOR AND MATERIALS NECESSARY TO REMOVE THE EXISTING GRATES, INSTALL THE ADJUSTING INLET RINGS, AND REINSTALL THE EXISTING GRATES IS INCLUDED IN THE COST OF INLETS TO BE ADJUSTED.
4. ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO CLASSIFICATION M-270 GR. 36. THE ADJUSTING INLET RING SHALL BE GALVANIZED.
5. INLETS TO BE ADJUSTED AT THE FOLLOWING LOCATIONS:  
 STA. 104+63, 4.10' RT  
 STA. 104+76, 18.50' LT  
 STA. 107+23, 6.20' RT  
 STA. 107+34, 21.10' LT



**DETAIL - BUTT JOINT AND TAPER**

**NOTES**

1. SEE SHEET 8 FOR BUTT JOINT LIMITS.

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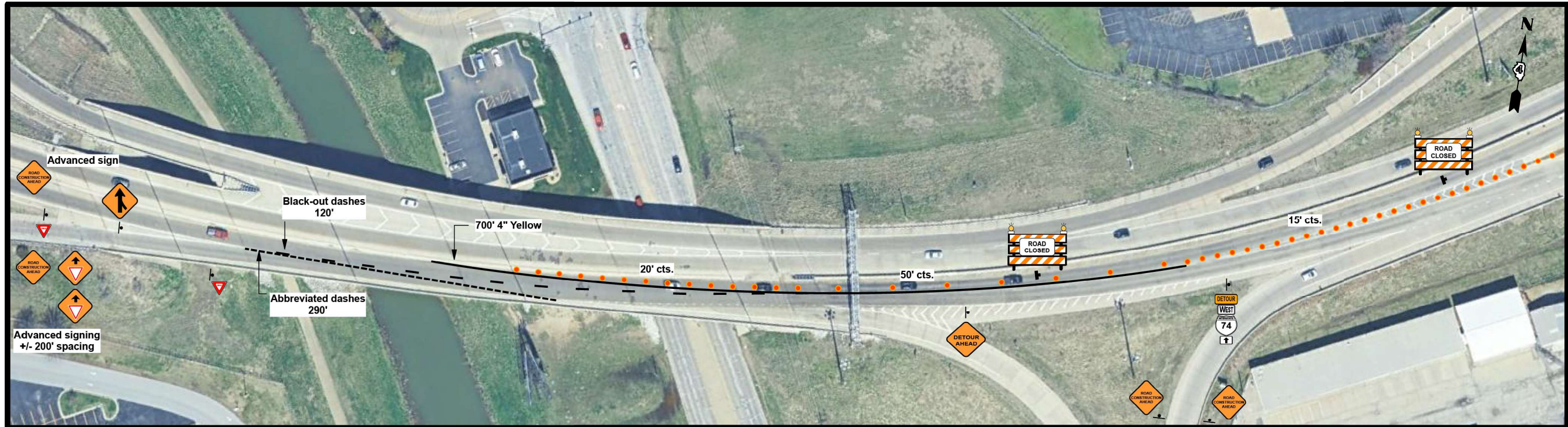
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	CHECKED - MH	REVISED -
PLOT DATE = 1/29/2026	DATE - 01/15/2026	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ROADWAY DETAILS  
 IL 40 OVER I-74**

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-11HB-6)BRR	TAZEWELL	25	9
CONTRACT NO. 68J16				
ILLINOIS FED. AID PROJECT				



Black on Orange

One Portable Message Board shall be placed 14 days in advance of the closure.



White on Blue

Location will be addressed at the Pre-Construction Meeting.



Regulatory Color



Black on Orange

Typical Detour Signs

MODEL: Detour Plans (Sheet)  
FILE NAME: c:\p\work\low\_main\oms4256\ID468\16-sh-Struct.dgn

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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 1/15/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETOUR PLANS  
IL 40 OVER I-74**

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-11HB-6)BRR	TAZEWELL	25	10
CONTRACT NO. 68J16				
ILLINOIS FED. AID PROJECT				

Existing Structure: S.N. 090-0152 was originally built in 2004 as a two-span, PPC I-Beam supported superstructure with closed, vaulted abutments and a single pier running between the two main spans. In addition to this, a single approach span, also supported by PPC I-Beams, was constructed on each end of the two main spans. The existing structure has an out-to-out width of  $\pm 28'-5\frac{1}{2}"$ , a back of abutment to back of abutment length of  $\pm 174'-7\frac{1}{4}"$ , and a back of approach bent to back of approach bent length of  $\pm 233'-8\frac{5}{8}"$ . The existing structure is to be repaired / preserved as detailed in these plans under road closure. Traffic is to be maintained in both directions on I-74 below the existing structure.

Benchmark: Unstamped brass disk on top of the parapet SW of the Ramp H-4 bridge structure.

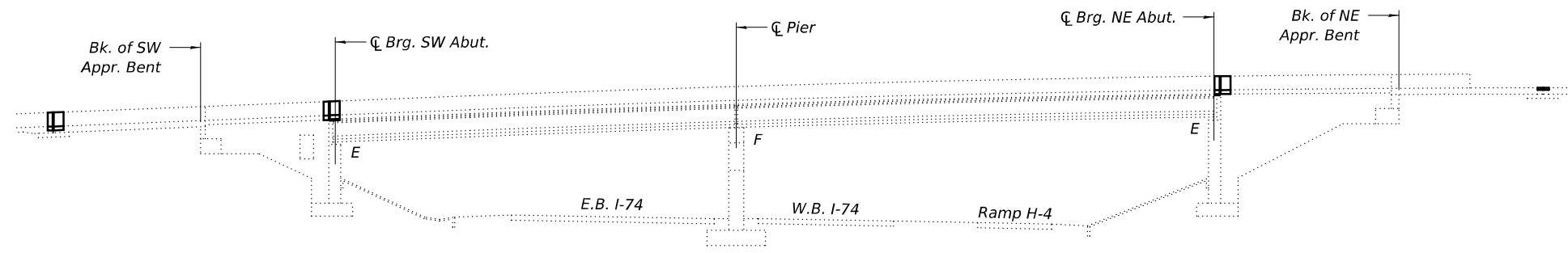
No Salvage.

**DESIGN SPECIFICATIONS**  
1996 AASHTO Standard Specifications for Highway Bridges, 16th Edition with 1997 through 2002 Interims

**DESIGN STRESSES**  
FIELD UNITS (EXIST. CONST.)  
 $f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinforcement)  
 $f_y = 36,000$  psi (Structural Steel)  
FIELD UNITS (NEW CONST.)  
 $f'_c = 4,000$  psi  
 $f_y = 60,000$  psi (Reinforcement)

**LOADING MS18**  
Existing and Proposed

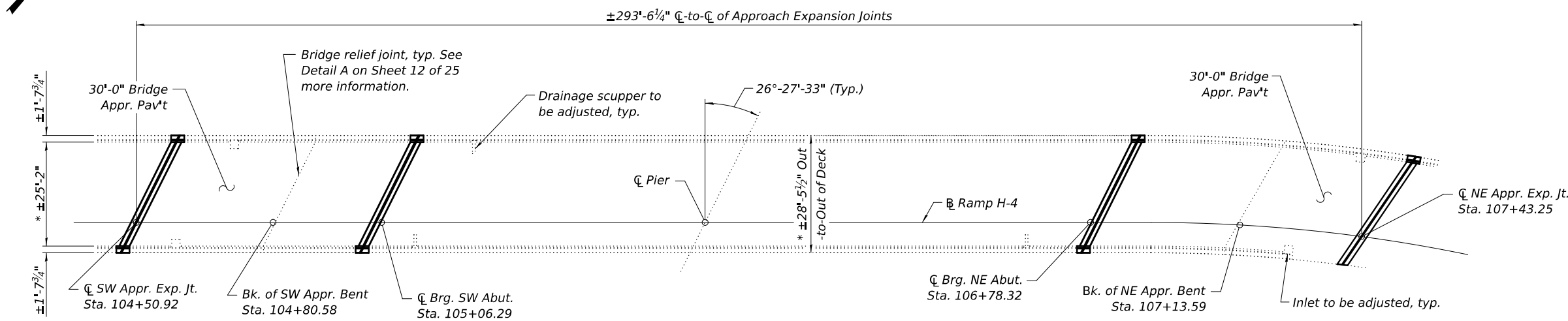
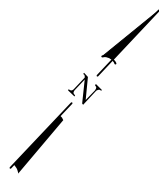
Notes:  
Provided stations are taken along Ramp H-4 / P.G. Line. Elevations for the proposed vertical profile along Ramp H-4 / P.G. Line can be found in the Roadway Plans on Sheet 8 of 25.



**ELEVATION**  
(Looking NW)

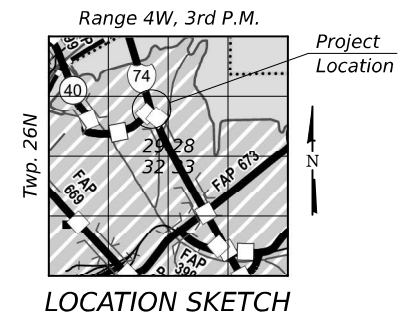


DATE SIGNED: 3-16-26  
EXP. DATE: 11-30-2026



**PLAN**

\* Plan view is based on a 25'-2" bridge deck width, which was found via a topographical survey conducted on 10/02/2025. Record bridge plans indicate a bridge deck width of 25'-11". Contractor to verify in field.



**GENERAL PLAN & ELEVATION**  
**RAMP H-4 OVER I-74**  
**F.A.I. ROUTE 74**  
**SEC 90[(11)R,(14-1)R-2];90-11HB-7**  
**TAZEWELL COUNTY**  
**STRUCTURE NO. 090-0152**

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PLOT SCALE	CHECKED	REVISED
PLOT DATE	DRAWN	REVISED
	CHECKED	REVISED

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN & ELEVATION**  
**STRUCTURE NO. 090-0152**

SHEET OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-11HB-6)BRR	TAZEWELL	25	11
CONTRACT NO. 68J16				
ILLINOIS FED. AID PROJECT				

**GENERAL NOTES**

Reinforcement bars designated (E) shall be epoxy coated.

Slipforming of the parapets is not allowed.

Plan dimensions and details relative to the existing structure have been taken from existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.

Protective Coat is to be applied only to the new Bridge Deck Microsilica Concrete Overlay and to the new concrete used to reconstruct the expansion joints.

**INDEX OF SHEETS**

- 11. General Plan & Elevation
- 12. General Data
- 13. Bridge Deck Concrete Overlay Plan
- 14. Abutment Expansion Joint Plans
- 15. SW Approach Expansion Joint Plans
- 16. NE Approach Expansion Joint Plans
- 17. Expansion Joint Sections & Details I
- 18. Expansion Joint Sections & Details II
- 19. Expansion Joint Sections & Details III
- 20. Expansion Joint Sections & Details IV
- 21. Preformed Joint Strip Seal
- 22. Miscellaneous Structural Details

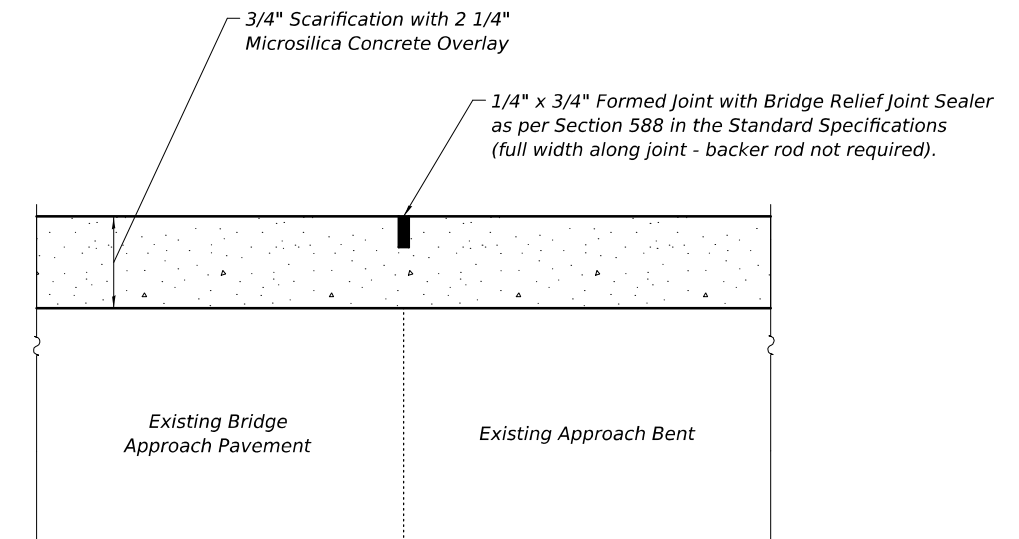
**SCOPE OF WORK**

- 1. Implement Traffic Control and close the Ramp H-4 bridge over I-74.
- 2. Adjust existing inlets and drainage scuppers to match the new road profile indicated in these plans.
- 3. Perform Bridge Deck Scarification 3/4" in designated areas.
- 4. Perform Expansion Joint Reconstruction.
- 5. Perform Bridge Deck Microsilica Concrete Overlay 2 1/4" in designated areas.
- 6. Perform Bridge Deck Grooving on the deck and approach slabs. Apply Protective Coat to the surface of the new microsilica concrete overlay and to the surface of the expansion joint reconstruction concrete.
- 7. Apply Protective Coat (Special) and Surface Filler (Special) to all faces of the existing concrete parapets. Extend Protective Coat (Special) and Surface Filler (Special) to 3' past the expansion joints located at the ends of the SW and NE bridge approach pavements where applicable.
- 8. Apply Protective Coat (Special) and Surface Filler (Special) to the ends (3' length) of each PPC I-Beam at the SW and NE abutments.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	6.7	-	6.7
Concrete Superstructure	Cu. Yd.	8.8	-	8.8
Bridge Deck Grooving	Sq. Yd.	743	-	743
Protective Coat	Sq. Yd.	826	-	826
Reinforcement Bars, Epoxy Coated	Pound	1420	-	1420
Preformed Joint Strip Seal	Foot	121	-	121
* Bridge Deck Scarification 3/4"	Sq. Yd.	804	-	804
* Bridge Deck Microsilica Concrete Overlay 2 1/4"	Sq. Yd.	804	-	804
* Surface Filler (Special)	Gallon	1	-	1
* Protective Coat (Special)	Sq. Yd.	468	-	468
* Drainage Scuppers To Be Adjusted	Each	3	-	3

\* Denotes Special Provision



**DETAIL A**

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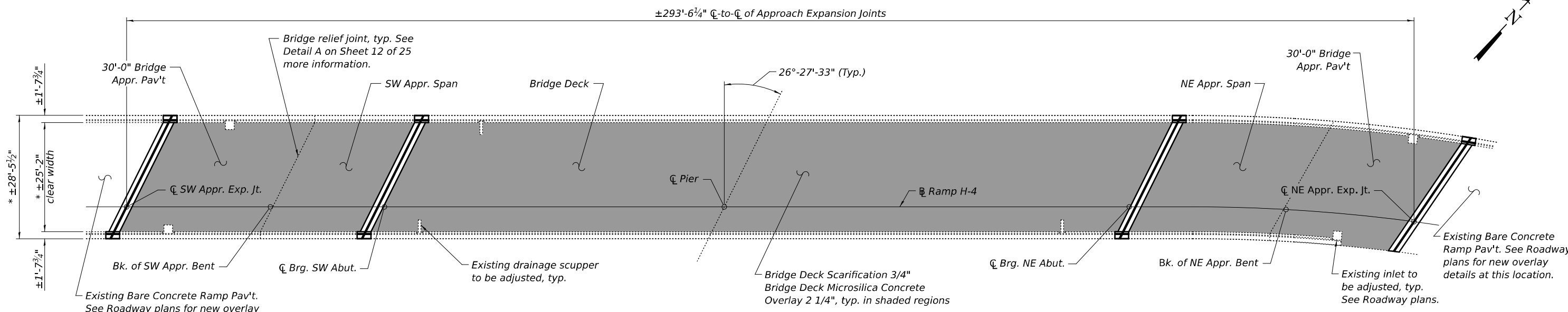
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA  
STRUCTURE NO. 090-0152**

SHEET OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-11HB-6)BRR	TAZEWELL	25	12
CONTRACT NO. 68J16				
ILLINOIS		FED. AID PROJECT		



PLAN

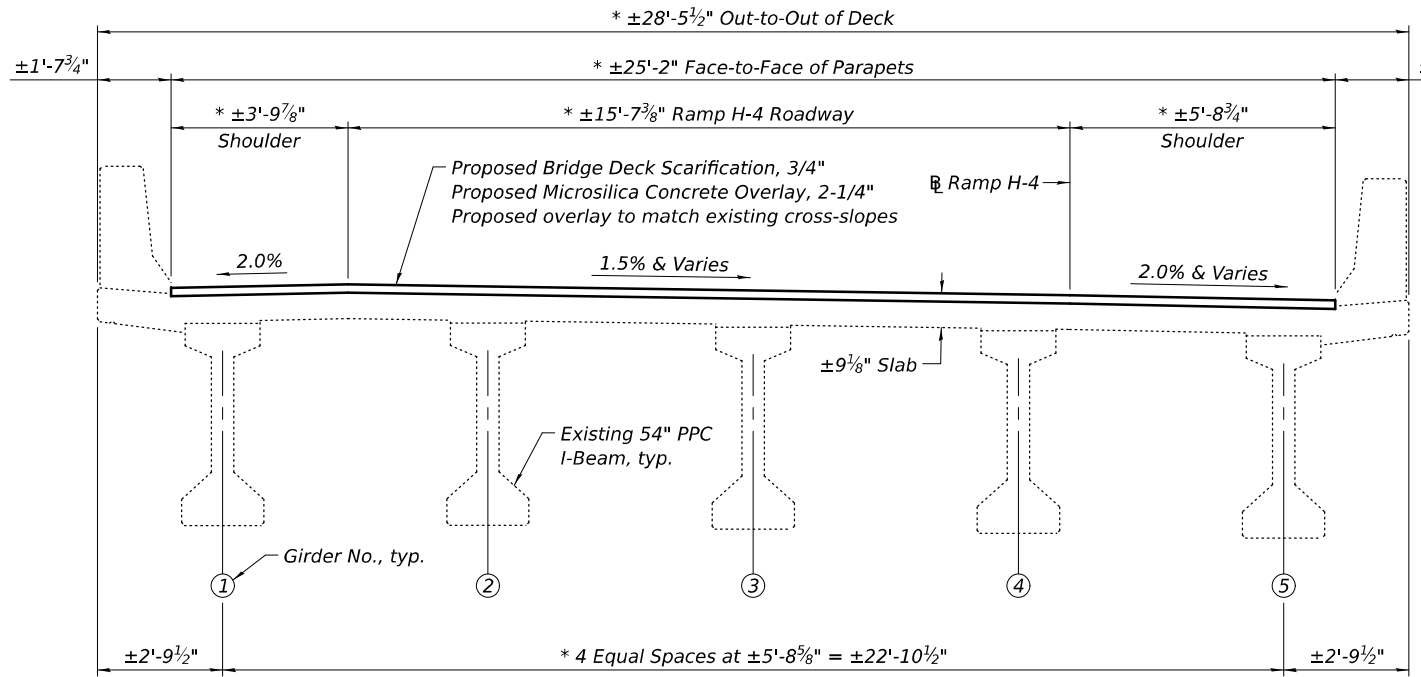
\* Dimensions with a "\*" notation are based on a 25'-2" bridge deck clear width, which was found via a topographical survey conducted on 10/02/2025. Record bridge plans indicate a bridge deck clear width of 25'-11". As a result of this 9" reduction in found bridge deck clear width, the beam spacings shown in the cross-sections on this sheet have been reduced proportionately, while the overhang dimensions have been held constant from the record bridge drawings. Contractor to verify bridge deck clear width, beam spacings, and overhang lengths in the field as necessary.

BILL OF MATERIAL

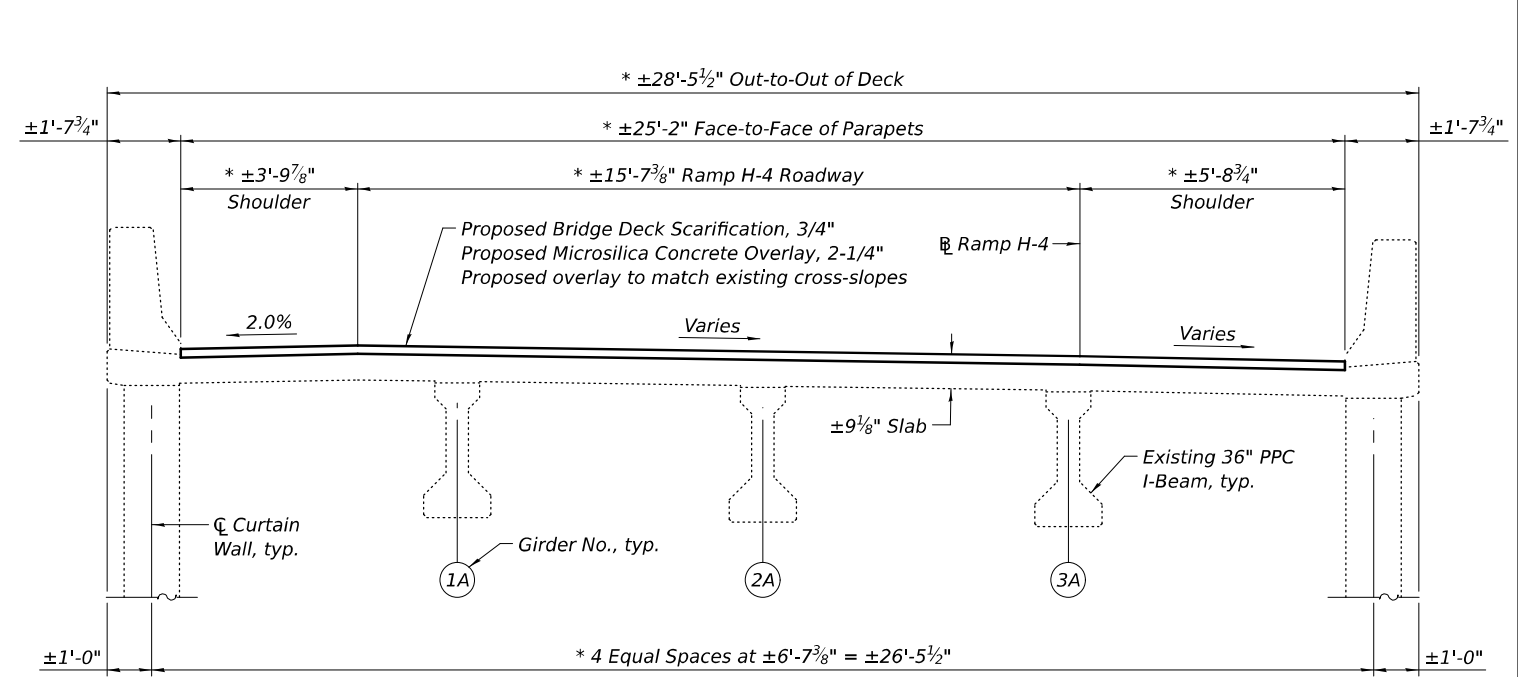
Item	Unit	Total
Bridge Deck Grooving	Sq. Yd.	743
Protective Coat	Sq. Yd.	826
Bridge Deck Scarification 3/4"	Sq. Yd.	804
Bridge Deck Microsilica Concrete Overlay 2 1/4"	Sq. Yd.	804

LEGEND

■ Scarification and Microsilica  
Concrete Overlay Limits



BRIDGE DECK CROSS-SECTION  
(Looking Upstation)



APPROACH SPAN CROSS-SECTION  
(Looking Upstation, SW Appr. Span Shown, NE Appr. Span Similar)

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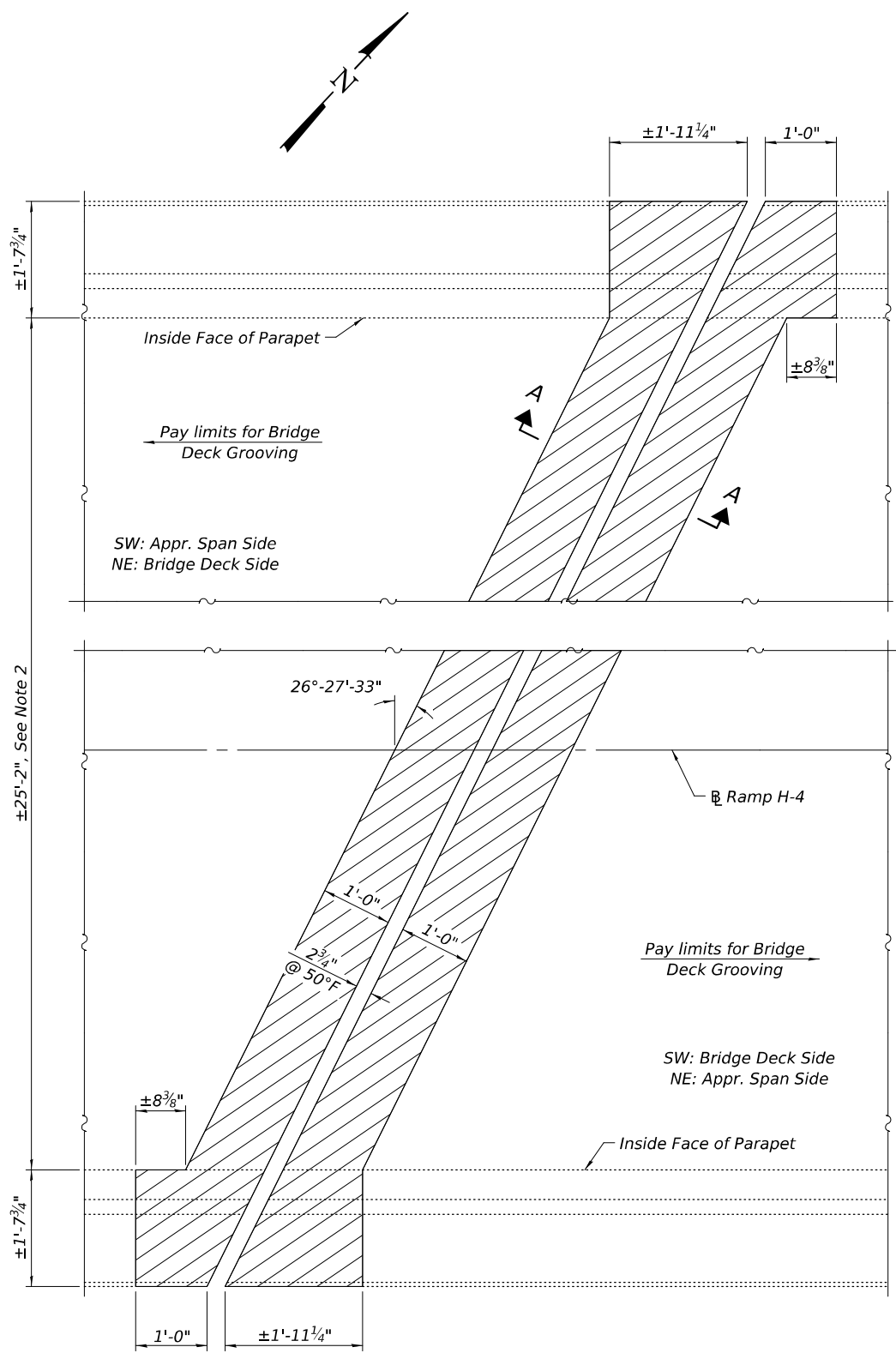
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

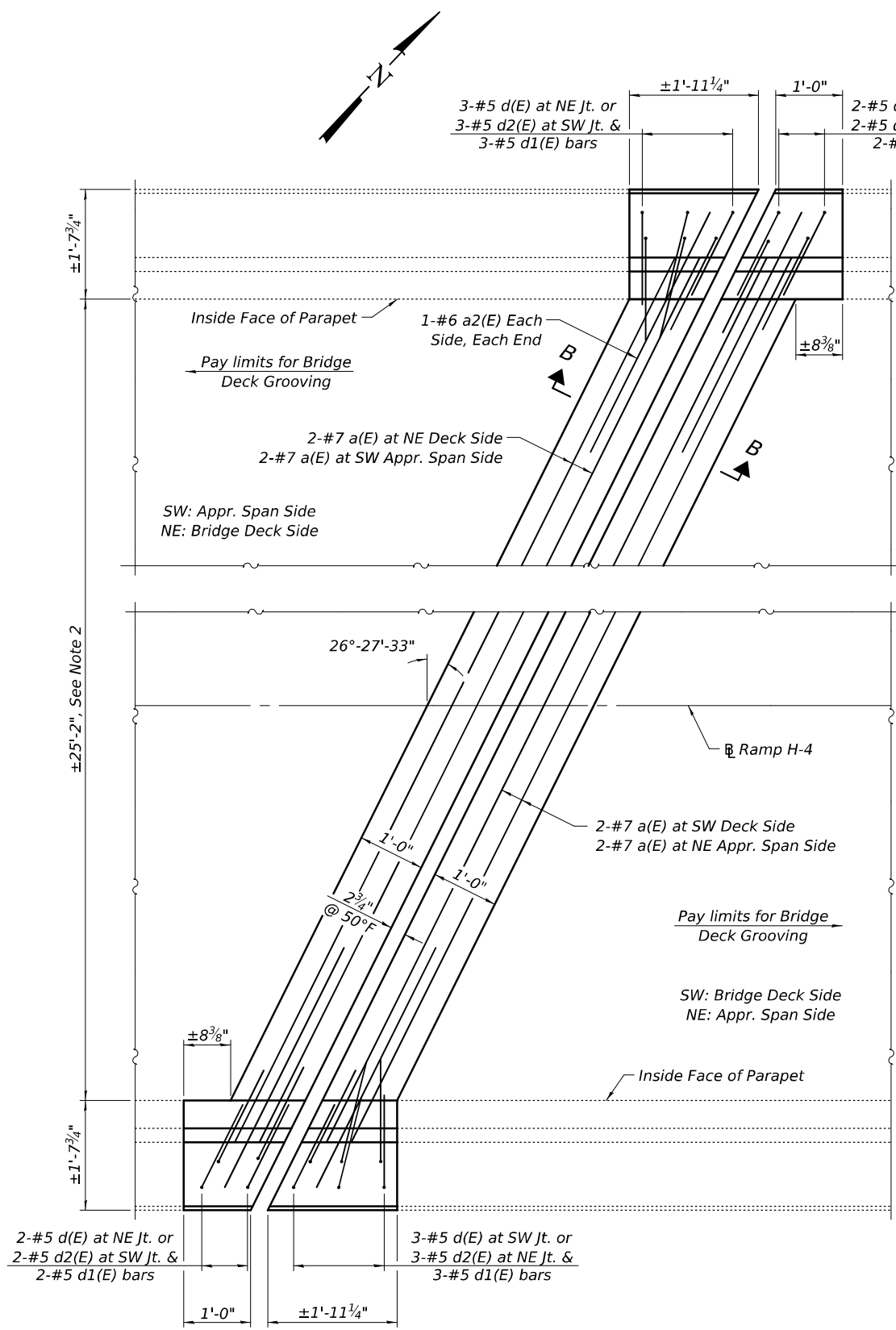
BRIDGE DECK CONCRETE OVERLAY PLAN  
STRUCTURE NO. 090-0152

SHEET OF SHEETS

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CONTRACT NO. 68J16				
ILLINOIS FED. AID PROJECT				

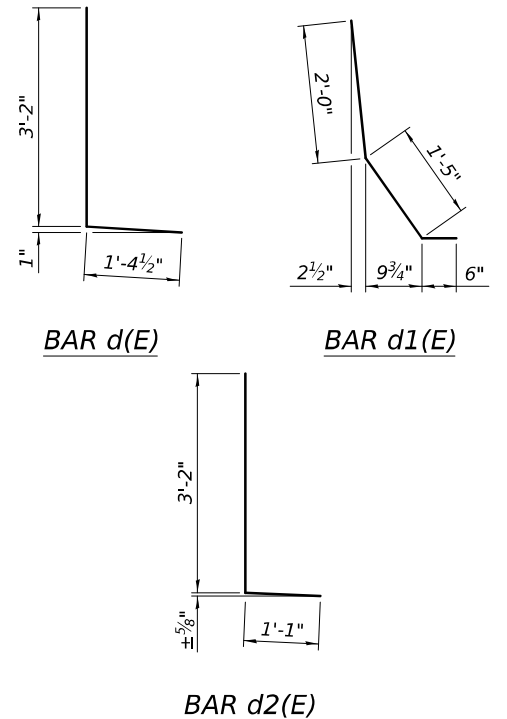


**CONCRETE REMOVAL PLAN**  
(SW Abut. Exp. Jt. Shown, NE Abut. Exp. Jt. Similar)



**CONCRETE REPLACEMENT PLAN**  
(SW Abut. Exp. Jt. Shown, NE Abut. Exp. Jt. Similar)

**LEGEND**  
 Concrete Removal



**BILL OF MATERIAL**  
(For Expansion Joints at Abutments)

Bar	No.	Size	Length	Shape	
a(E)	8	#7	29'-7"	—	
a2(E)	8	#6	4'-0"	—	
d(E)	10	#5	4'-7"	┌	
d1(E)	20	#5	3'-11"	┌	
d2(E)	10	#5	4'-3"	┌	
Item				Unit	Total
Concrete Removal				Cu. Yd.	3.7
Concrete Superstructure				Cu. Yd.	4.2
Reinforcement Bars, Epoxy Coated				Pound	710

- Notes:**
- Any reinforcement bars that are to remain that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Existing longitudinal and vertical reinforcement bars remaining and extending into the removal areas shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.
  - Expansion joint removal and replacement is based on a 25'-2" bridge deck clear width, which was found via a topographic survey conducted on 10/02/2025. Record bridge plans indicate a bridge deck clear width of 25'-11". Contractor to verify in field and adjust quantities and bar lengths as required.
  - See Sheet 18 of 25 for sections.
  - See Sheet 13 of 25 for overlay details.
  - See Sheet 21 of 25 for joint seal details.

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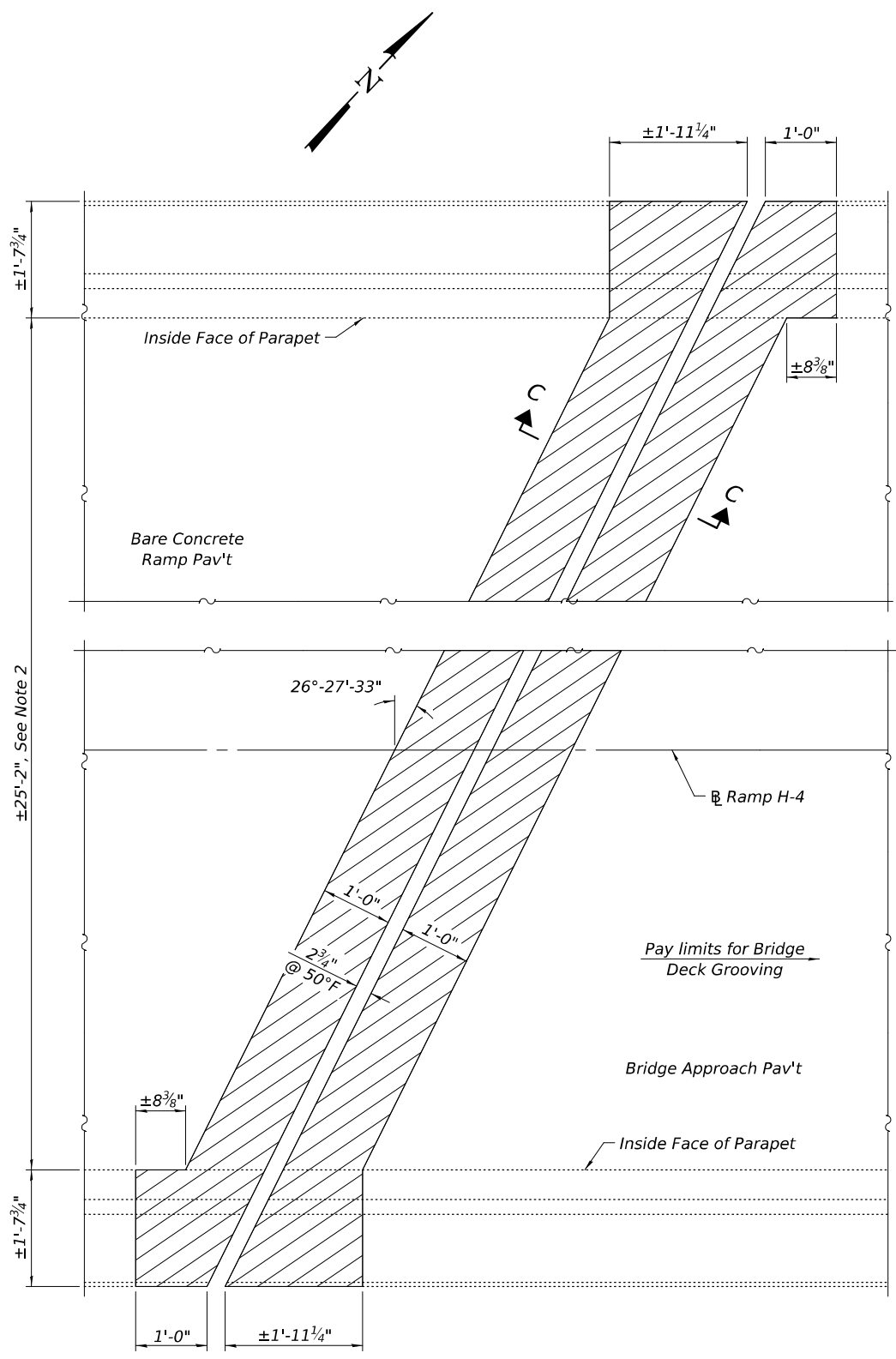
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**ABUTMENT EXPANSION JOINT PLANS**  
**STRUCTURE NO. 090-0152**

SHEET OF SHEETS

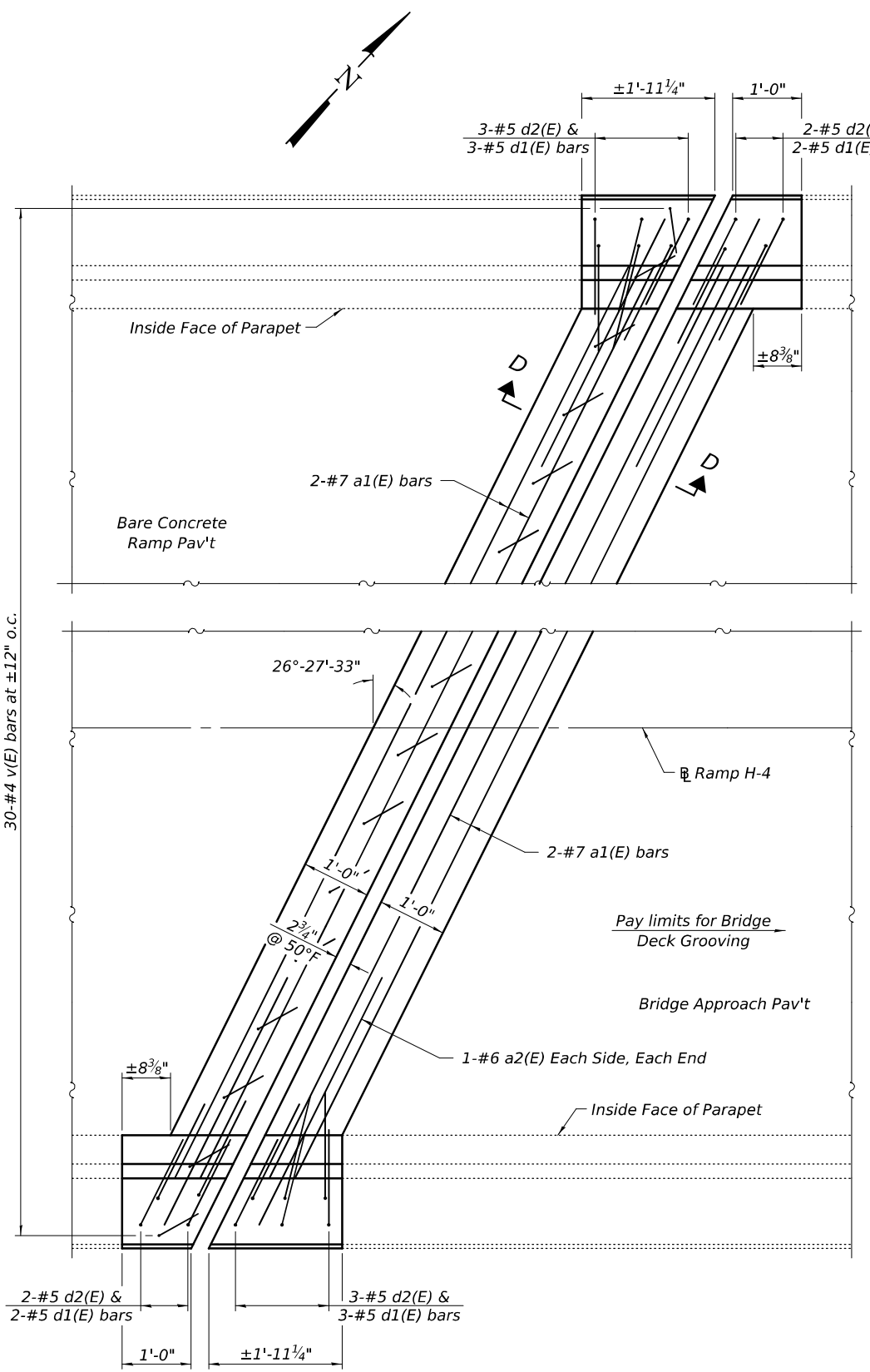
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CONTRACT NO. 68J16				
ILLINOIS FED. AID PROJECT				

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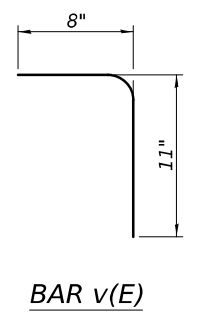
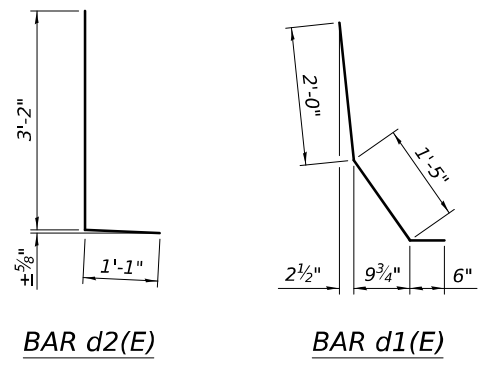


**CONCRETE REMOVAL PLAN**  
 (Exp. Jt. at End of SW Bridge Appr. Pav't Shown)

**LEGEND**  
 [Hatched Box] Concrete Removal



**CONCRETE REPLACEMENT PLAN**  
 (Exp. Jt. at End of SW Bridge Appr. Pav't Shown)



**BILL OF MATERIAL**  
 (For Exp. Jt. at End of SW Bridge Appr. Pav't)

Bar	No.	Size	Length	Shape
a1(E)	4	#7	29'-7"	—
a2(E)	4	#6	4'-0"	—
d1(E)	10	#5	3'-11"	┌
d2(E)	10	#5	4'-3"	└
v(E)	30	#4	1'-7"	└
Item		Unit	Total	
Concrete Removal		Cu. Yd.	1.7	
Concrete Superstructure		Cu. Yd.	2.5	
Reinforcement Bars, Epoxy Coated		Pound	380	

- Notes:**
- Any reinforcement bars that are to remain that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Existing longitudinal and vertical reinforcement bars remaining and extending into the removal areas shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.
  - Expansion joint removal and replacement is based on a 25'-2" bridge deck clear width, which was found via a topographic survey conducted on 10/02/2025. Record bridge plans indicate a bridge deck clear width of 25'-11". Contractor to verify in field and adjust quantities and bar lengths as required.
  - See Sheet 18 of 25 for sections.
  - See Sheet 13 of 25 for overlay details.
  - See Sheet 21 of 25 for joint seal details.



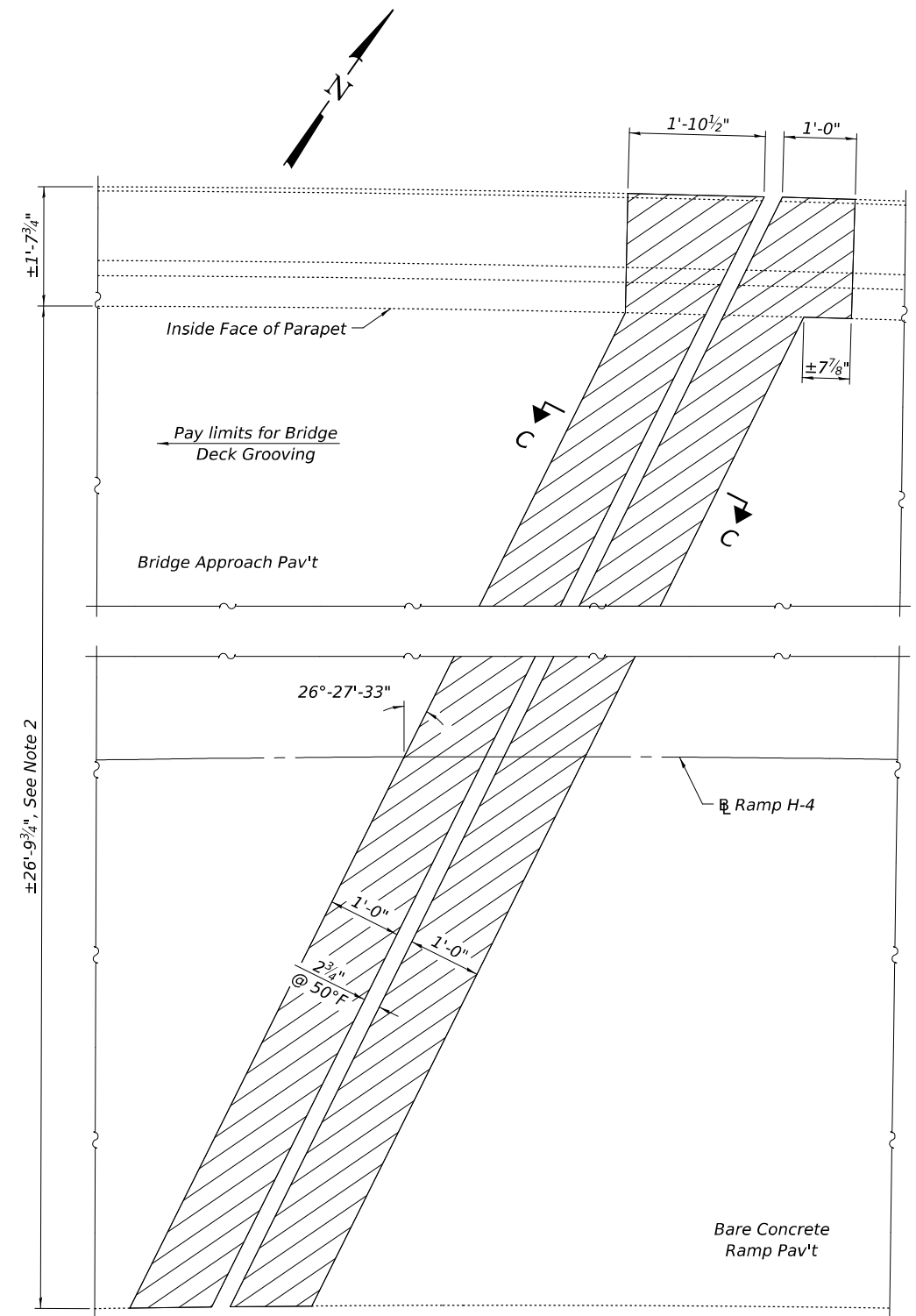
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SW APPROACH EXPANSION JOINT PLANS**  
**STRUCTURE NO. 090-0152**

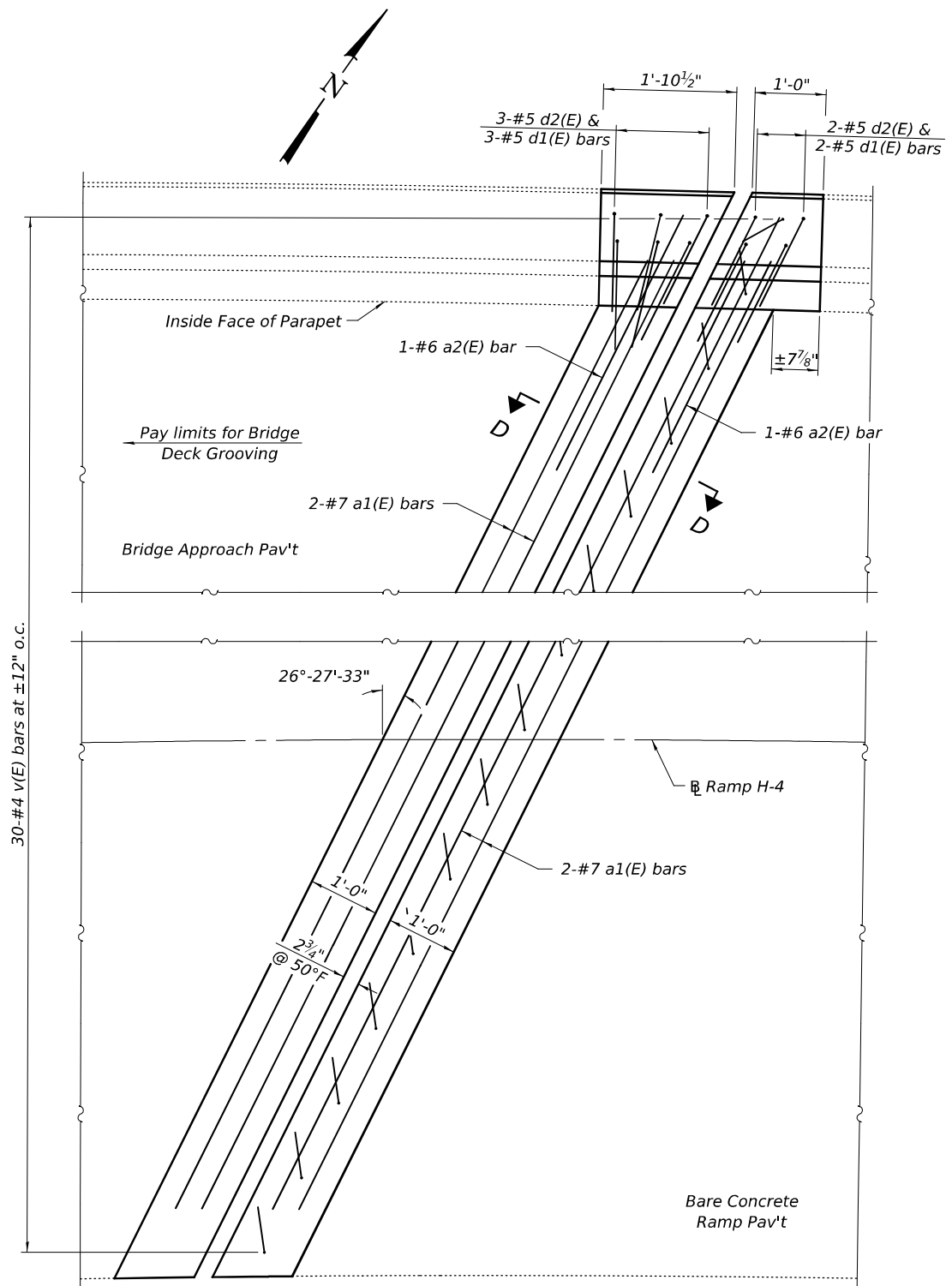
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CONTRACT NO. 68J16				
ILLINOIS		FED. AID PROJECT		

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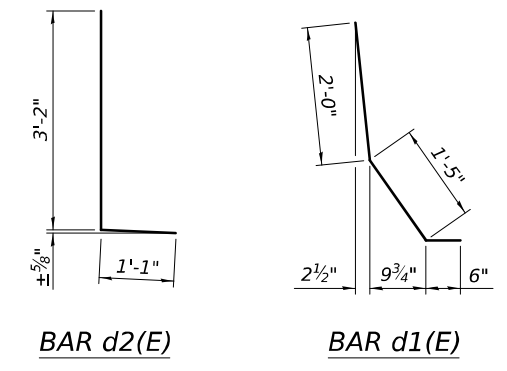


**CONCRETE REMOVAL PLAN**  
 (Exp. Jt. at End of NE Bridge Appr. Pav't Shown)

**LEGEND**  
 Concrete Removal



**CONCRETE REPLACEMENT PLAN**  
 (Exp. Jt. at End of NE Bridge Appr. Pav't Shown)

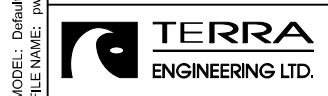


**BAR d2(E)**  
**BAR d1(E)**  
**BAR v(E)**

**BILL OF MATERIAL**  
 (For Exp. Jt. at End of NE Bridge Appr. Pav't)

Bar	No.	Size	Length	Shape	
a1(E)	4	#7	29'-7"	—	
a2(E)	2	#6	4'-0"	—	
d1(E)	5	#5	3'-11"	┌	
d2(E)	5	#5	4'-3"	└	
v(E)	30	#4	1'-7"	┌	
Item				Unit	Total
Concrete Removal				Cu. Yd.	1.3
Concrete Superstructure				Cu. Yd.	2.1
Reinforcement Bars, Epoxy Coated				Pound	330

- Notes:**
- Any reinforcement bars that are to remain that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Existing longitudinal and vertical reinforcement bars remaining and extending into the removal areas shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.
  - Expansion joint removal and replacement is based on a 25'-2" bridge deck clear width, which was found via a topographic survey conducted on 10/02/2025. Record bridge plans indicate a bridge deck clear width of 25'-11". Contractor to verify in field and adjust quantities and bar lengths as required.
  - See Sheet 18 of 25 for sections.
  - See Sheet 13 of 25 for overlay details.
  - See Sheet 21 of 25 for joint seal details.

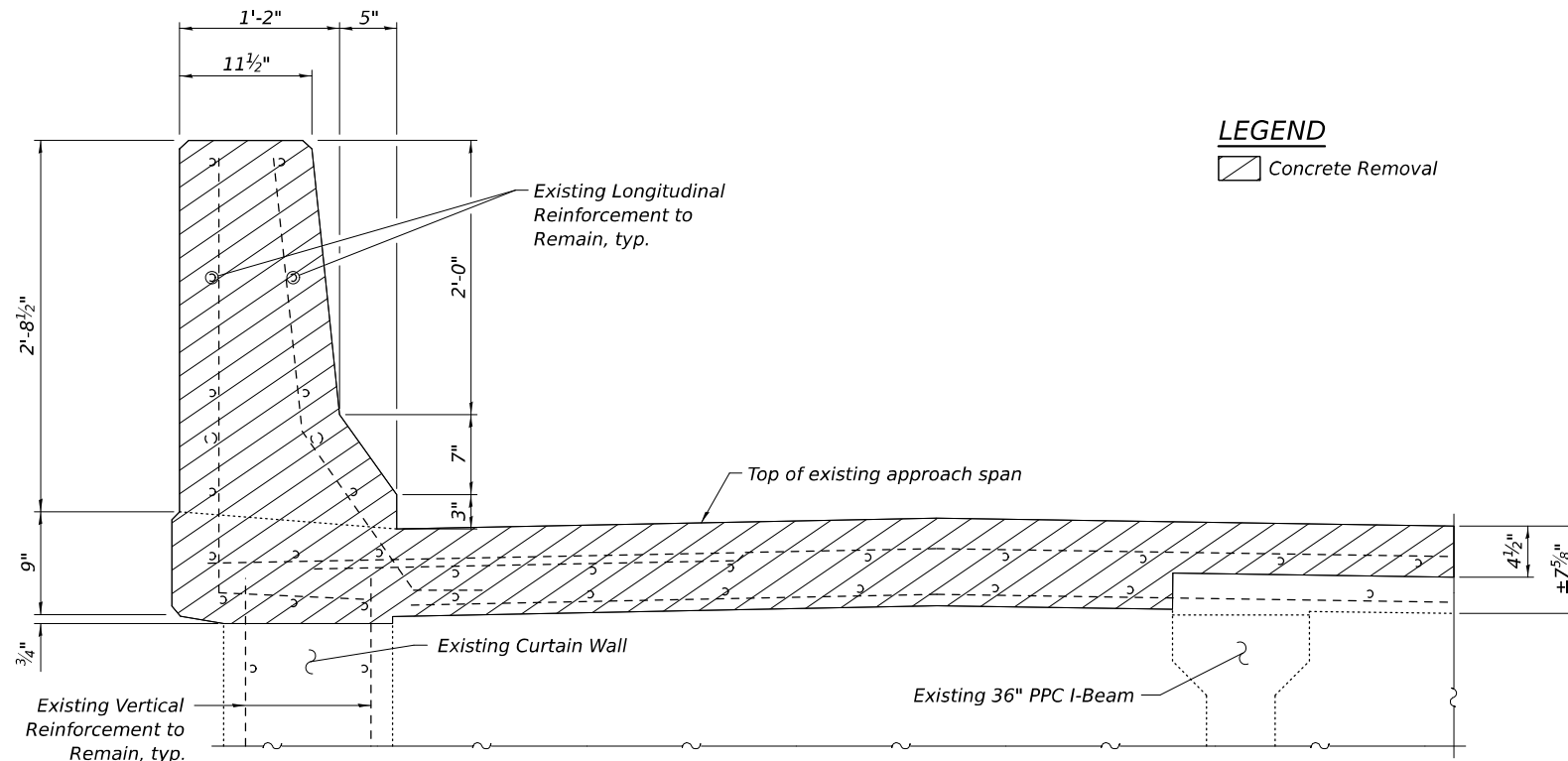


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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

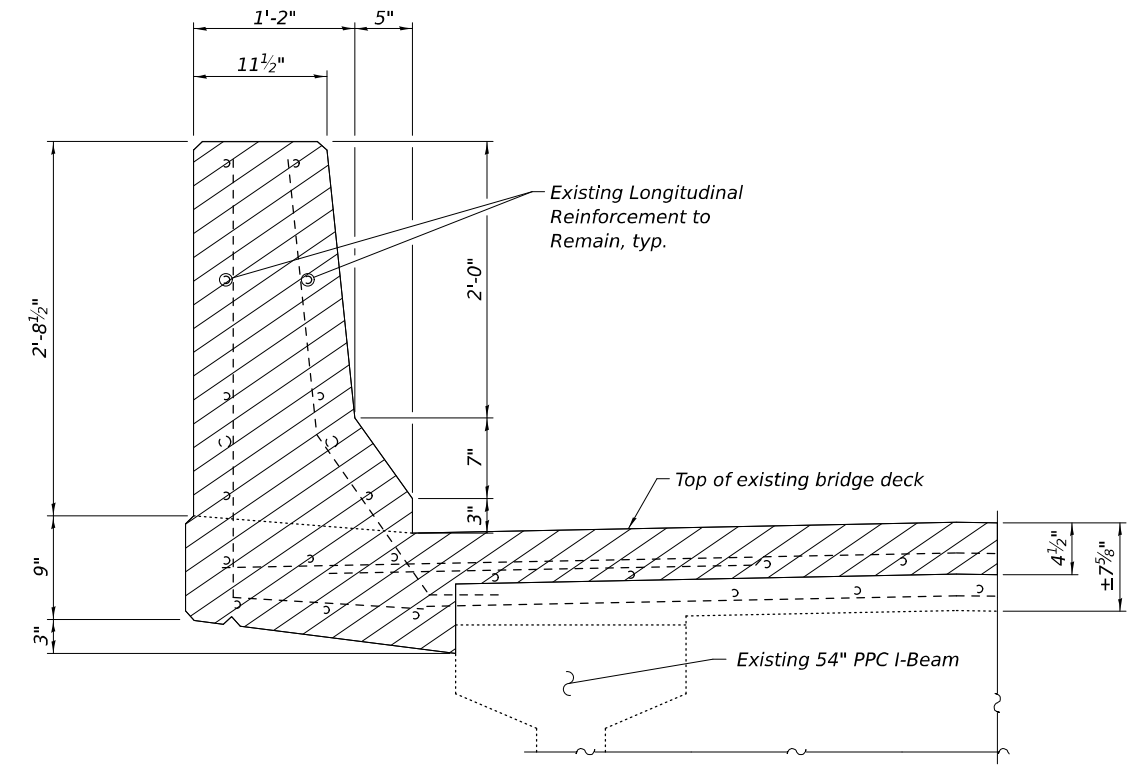
**NE APPROACH EXPANSION JOINT PLANS**  
**STRUCTURE NO. 090-0152**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 68J16				
ILLINOIS FED. AID PROJECT				

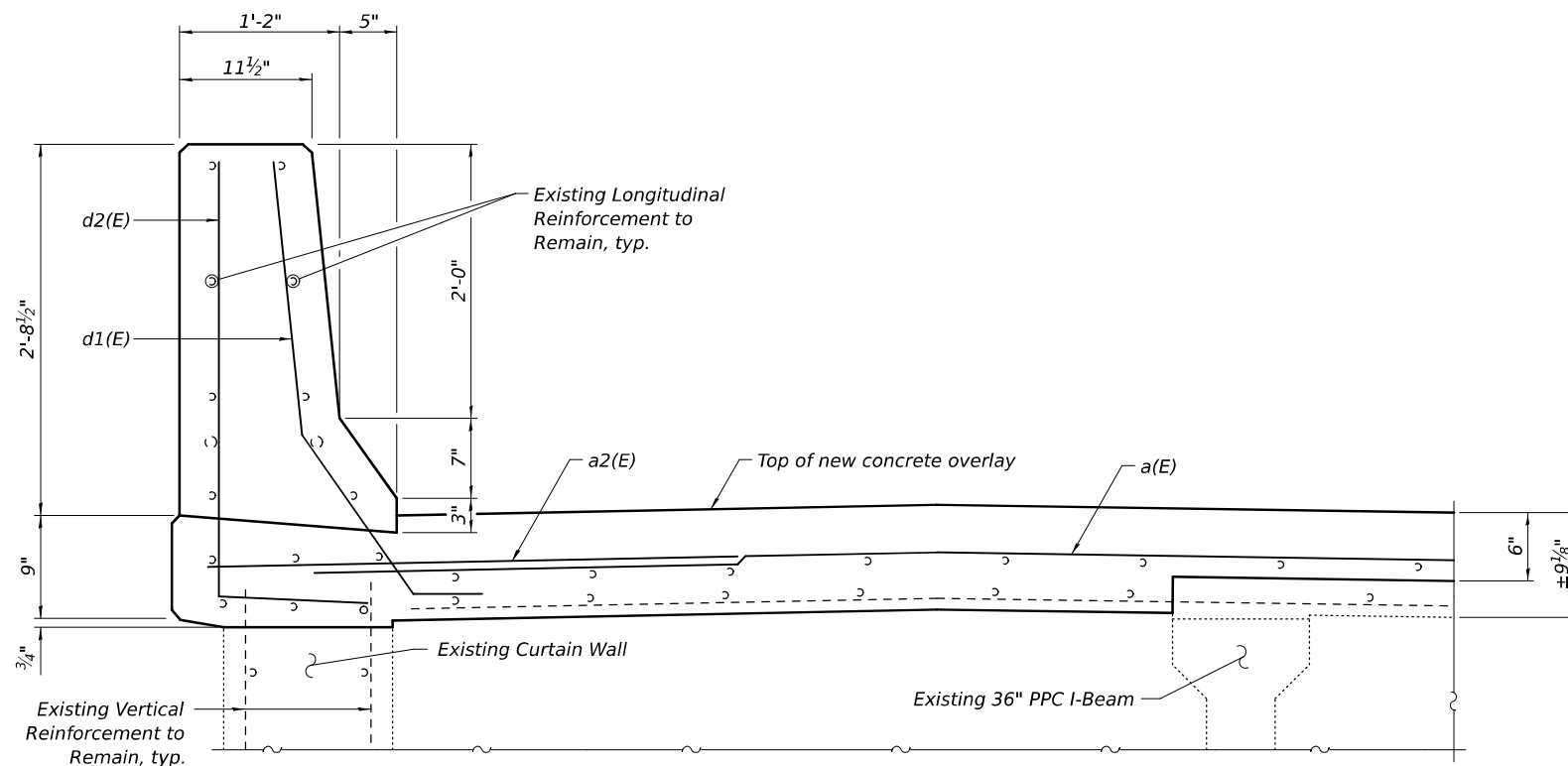


**LEGEND**  
 Concrete Removal

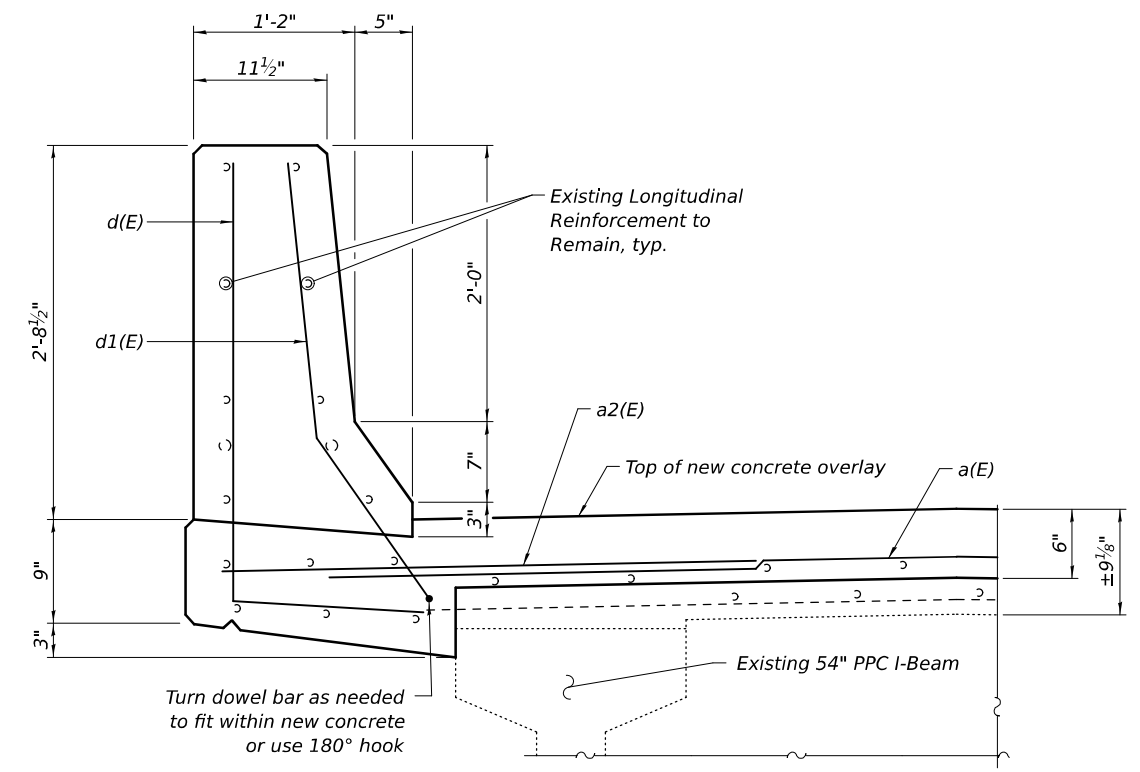
**APPROACH SPAN PARAPET REMOVAL SECTION**  
 (SW Approach Span Shown, NE Approach Span Similar)



**BRIDGE DECK PARAPET REMOVAL SECTION**



**APPROACH SPAN PARAPET REPLACEMENT SECTION**  
 (SW Approach Span Shown, NE Approach Span Similar)



**BRIDGE DECK PARAPET REPLACEMENT SECTION**

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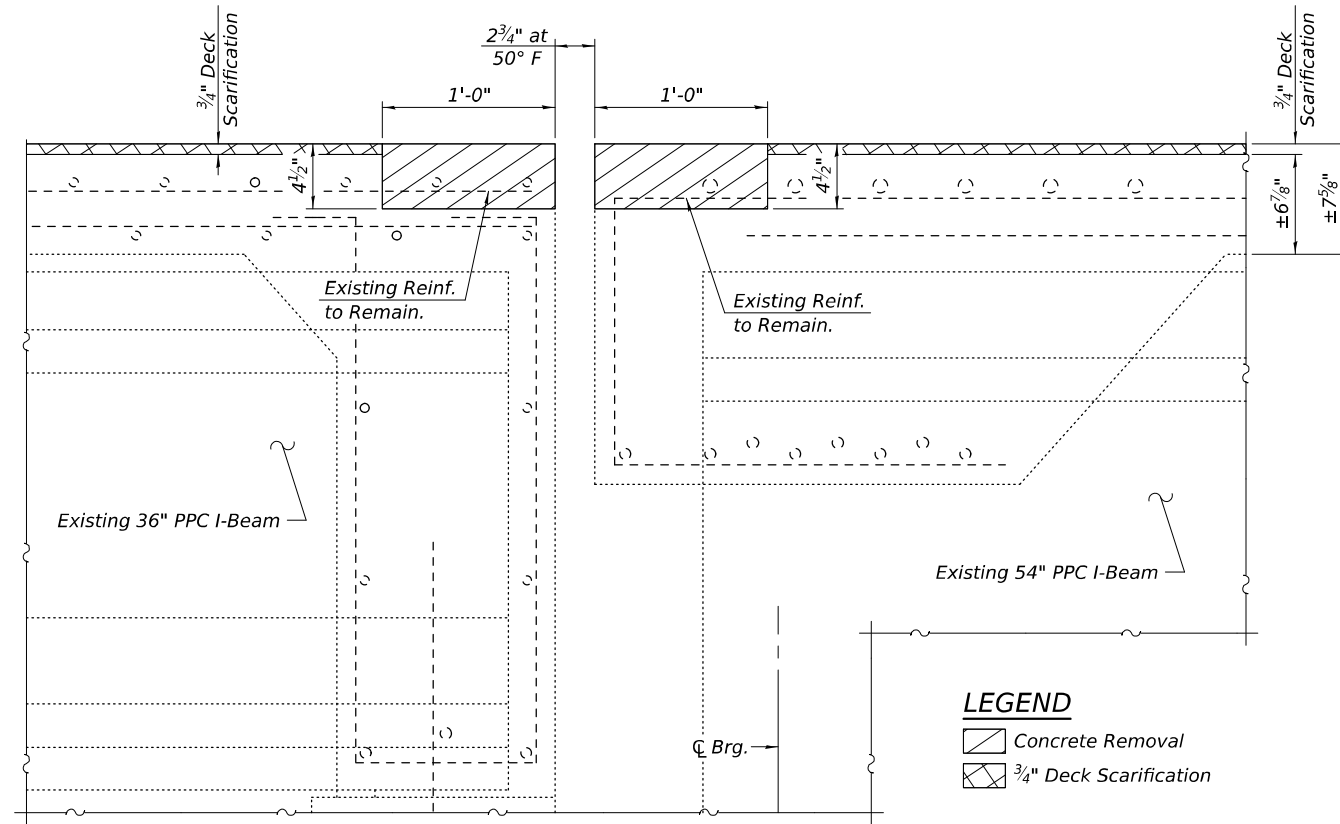
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**EXPANSION JOINT SECTIONS & DETAILS I  
 STRUCTURE NO. 090-0152**

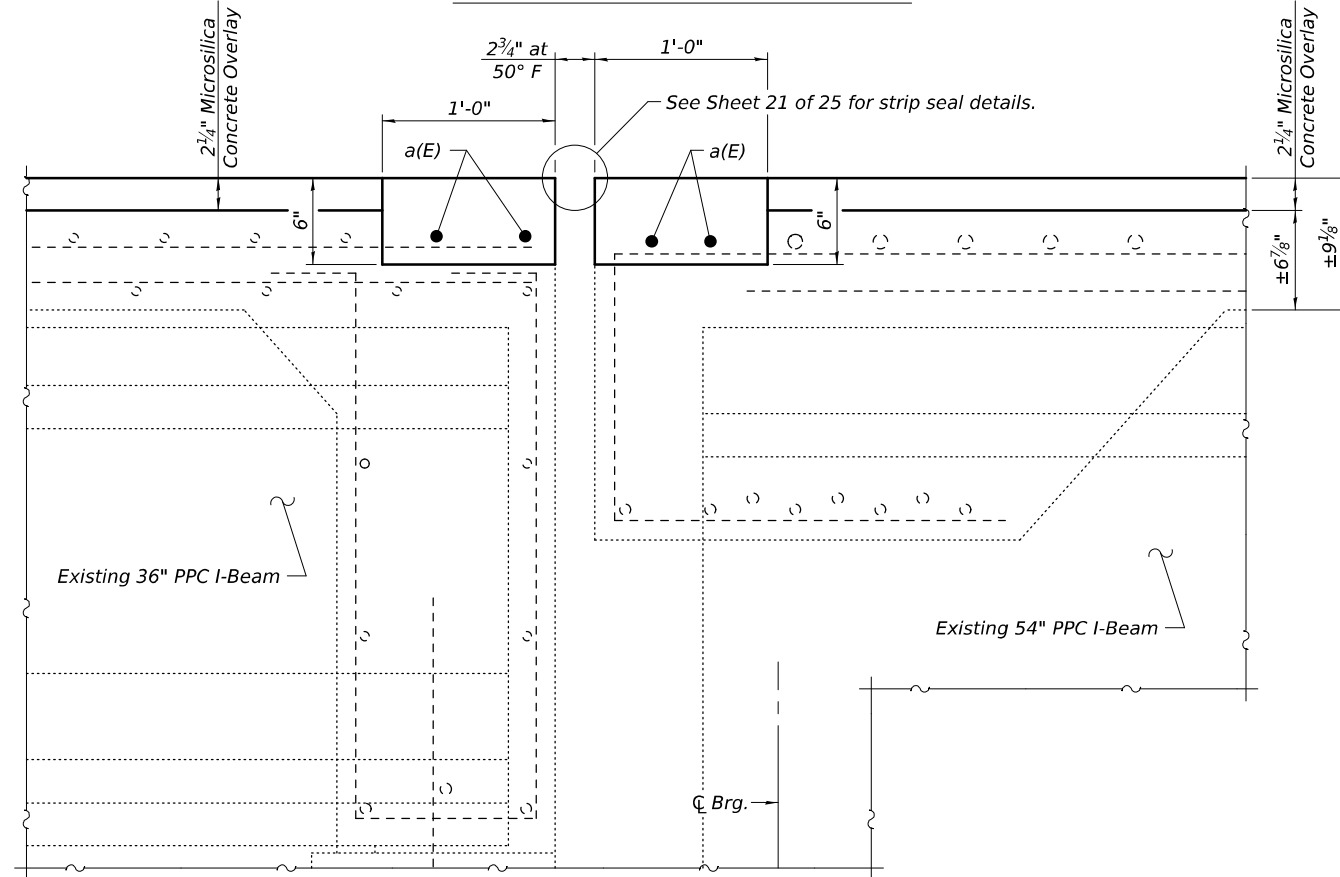
SHEET OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-11HB-6)BRR	TAZEWELL	25	17
CONTRACT NO. 68J16				
ILLINOIS		FED. AID PROJECT		

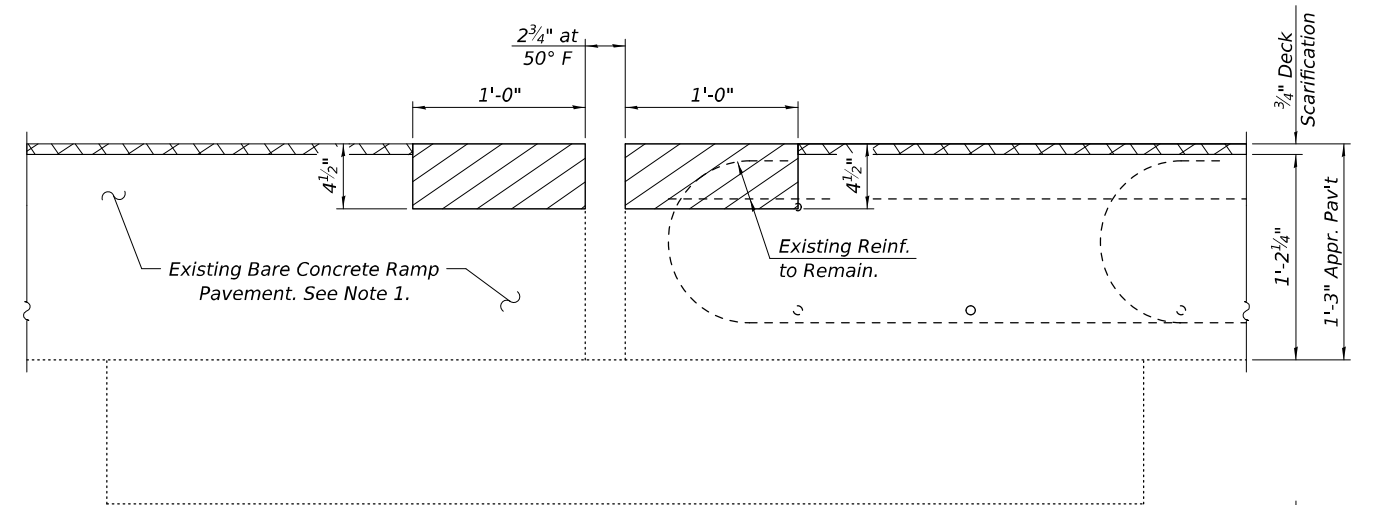
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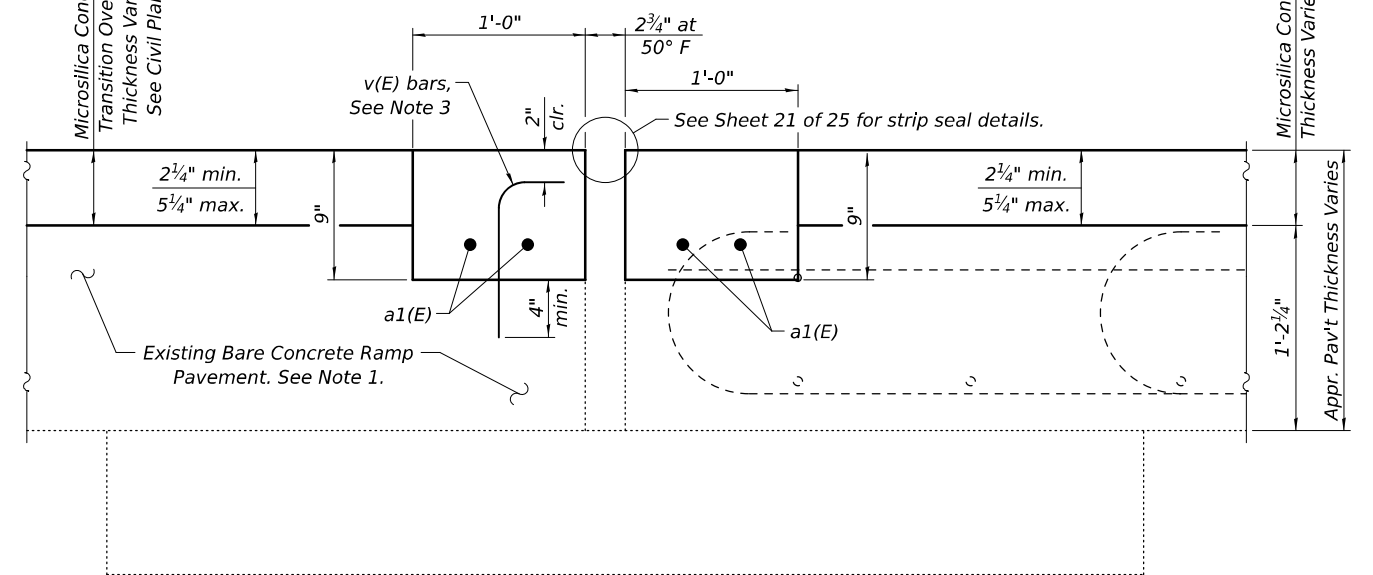
**ABUTMENT REMOVAL SECTION A-A**



**ABUTMENT REPLACEMENT SECTION B-B**



**END OF BRIDGE APPROACH PAVEMENT REMOVAL SECTION C-C**  
 (End of SW Bridge Appr. Pav't Shown, End of NE Bridge Appr. Pav't Similar)



**END OF BRIDGE APPROACH PAVEMENT REPLACEMENT SECTION D-D**  
 (End of SW Bridge Appr. Pav't Shown, End of NE Bridge Appr. Pav't Similar)

**Notes:**

1. Reinforcement present in the existing bare concrete ramp pavement is unknown. Existing longitudinal and vertical reinforcement shall be cleaned, straightened, and incorporated into the new construction. Cost included with Concrete Removal. Any transverse reinforcement found in the designated removal areas shall be removed and replaced as shown in these plans.
2. The thickness of the Bridge Deck Microsilica Concrete Overlay will vary across the projects limits as required to adjust the existing profile found via topographical survey conducted on 10/02/2025 to the proposed profile included in these plans. Due to the complex nature of the existing profile, all areas of concrete overlay are billed as Bridge Deck Microsilica Concrete Overlay 2 1/4" in these plans. Additional overlay material over the quantity provided in these plans due to variable overlay thicknesses will be paid for according to Article 109.04 of the Standard Specifications. The new Bridge Deck Microsilica Concrete Overlay shall be placed in a manner that matches the existing cross-slopes of the structure.
3. Drill and epoxy grout #4 v(E) bars (min. 4" embedment) in the center of the 1'-0" wide replacement concrete block, rotate bars to fit as necessary.



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PLOT DATE =	CHECKED -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**EXPANSION JOINT SECTIONS & DETAILS II  
 STRUCTURE NO. 090-0152**

SHEET OF SHEETS

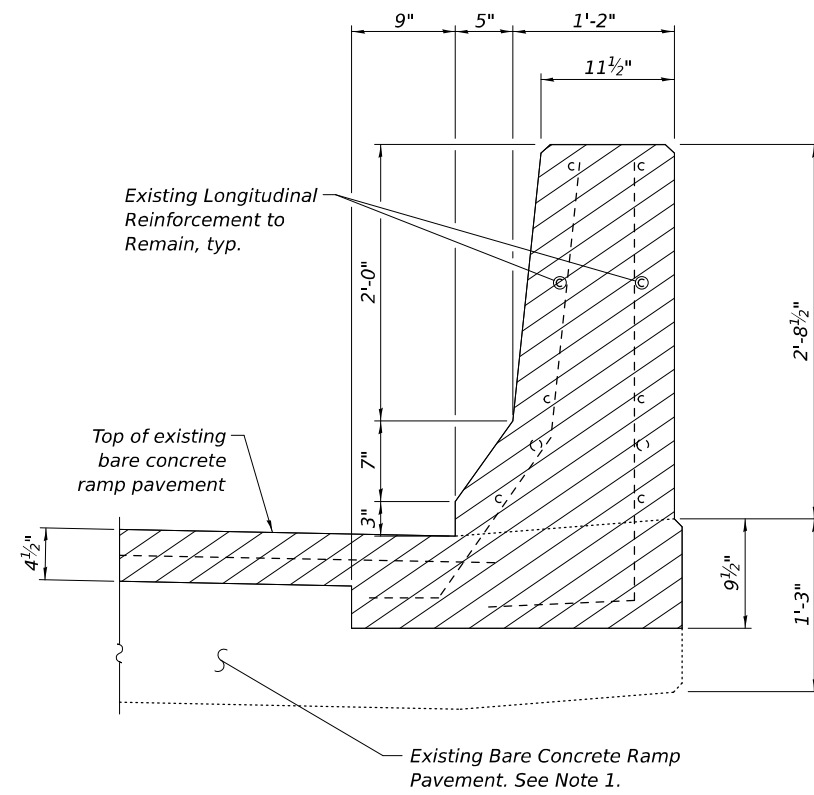
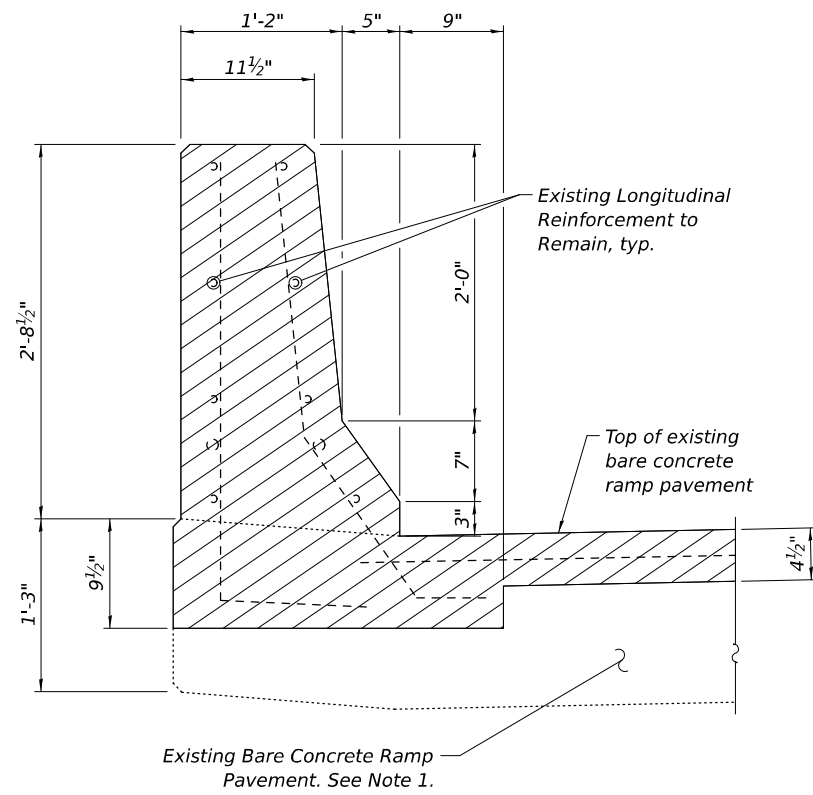
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74	(90-11HB-6)BRR	TAZEWELL	25	18
CONTRACT NO. 68J16				
ILLINOIS FED. AID PROJECT				

**LEGEND**

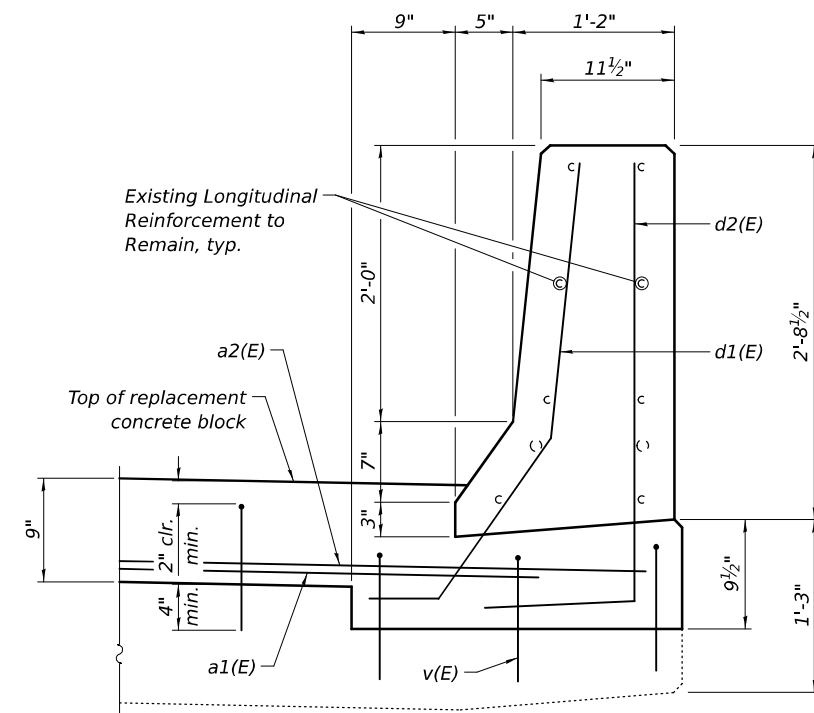
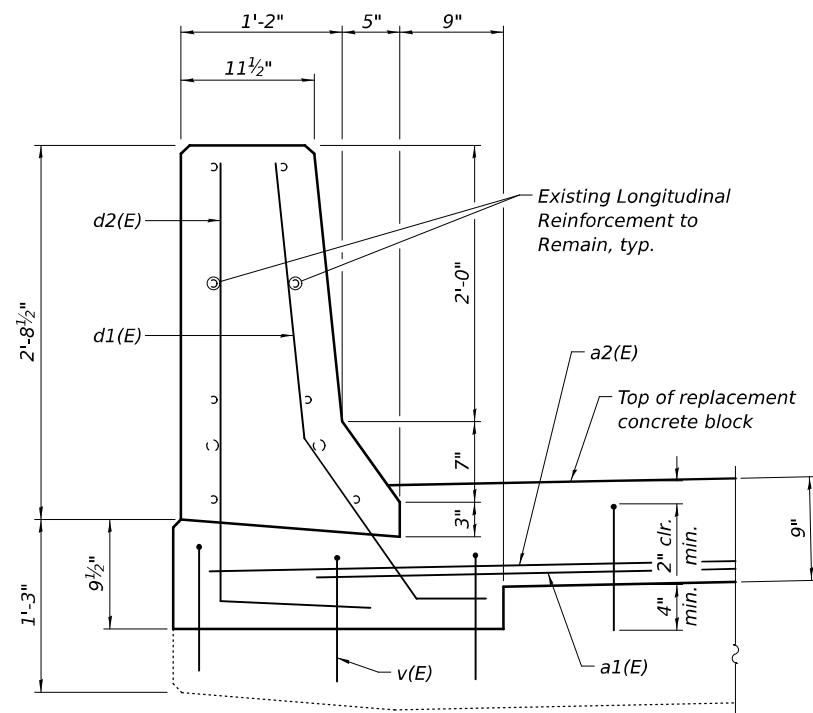
 Concrete Removal

**Notes:**

1. Reinforcement present in the existing bare concrete ramp pavement is unknown. Existing longitudinal and vertical reinforcement shall be cleaned, straightened, and incorporated into the new construction. Cost included with Concrete Removal. Any transverse reinforcement found in the designated removal areas shall be removed and replaced as shown in these plans.
2. The details shown on this sheet are for the bare concrete ramp pavement located adjacent to the expansion joint at the end of the SW bridge approach pavement. The bare concrete ramp pavement located adjacent to the expansion joint at the end of the NE bridge approach pavement is similar with the exception that there is no SE parapet at this location.



**BARE CONCRETE RAMP PAVEMENT REMOVAL SECTION**



**BARE CONCRETE RAMP PAVEMENT REPLACEMENT SECTION**

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EXPANSION JOINT SECTIONS & DETAILS III  
STRUCTURE NO. 090-0152**

SHEET OF SHEETS

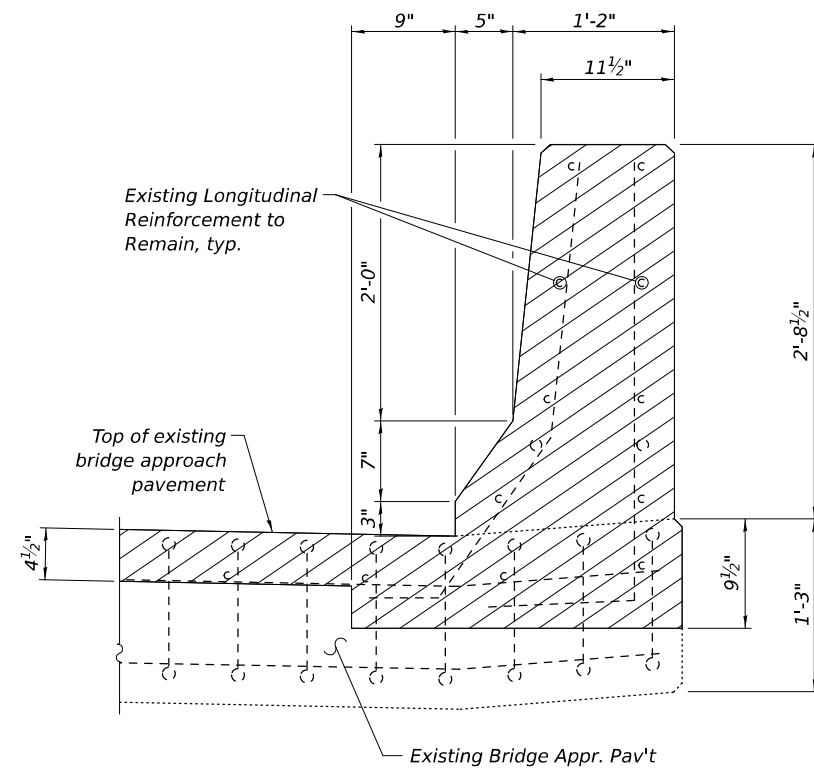
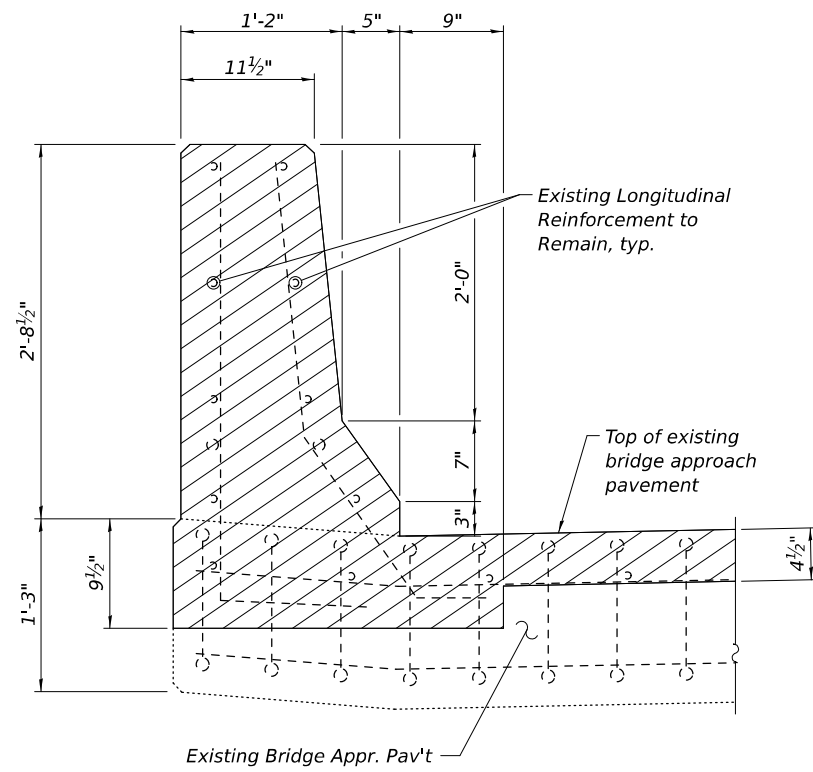
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CONTRACT NO. 68J16				
ILLINOIS		FED. AID PROJECT		

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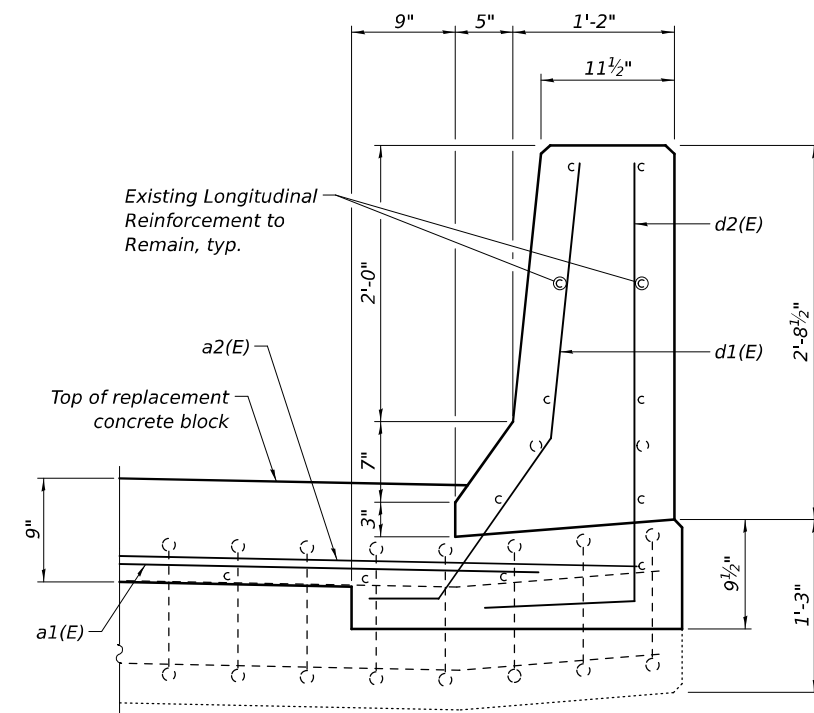
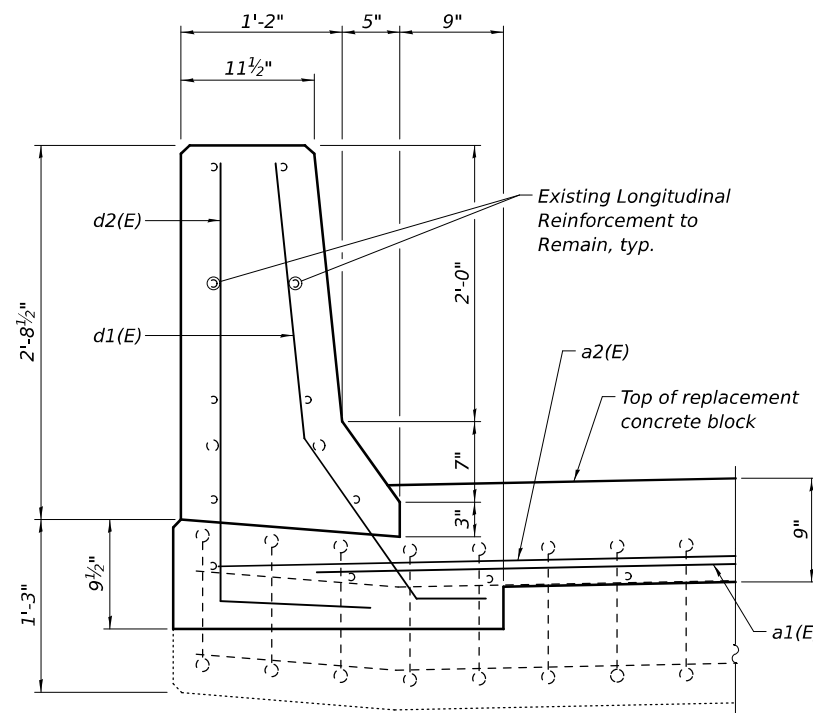
 Concrete Removal

**Notes:**

- The details shown on this sheet are for the bridge approach pavement located adjacent to the expansion joint at the end of the SW bridge approach pavement. The bridge approach pavement located adjacent to the expansion joint at the end of the NE bridge approach pavement is similar with the exception that there is no SE parapet at this location.



**BRIDGE APPROACH PAVEMENT REMOVAL SECTION**



**BRIDGE APPROACH PAVEMENT REPLACEMENT SECTION**

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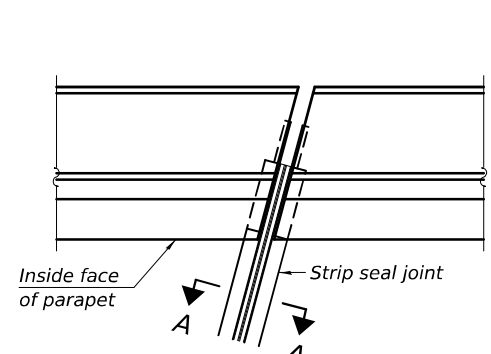
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**EXPANSION JOINT SECTIONS & DETAILS IV  
 STRUCTURE NO. 090-0152**

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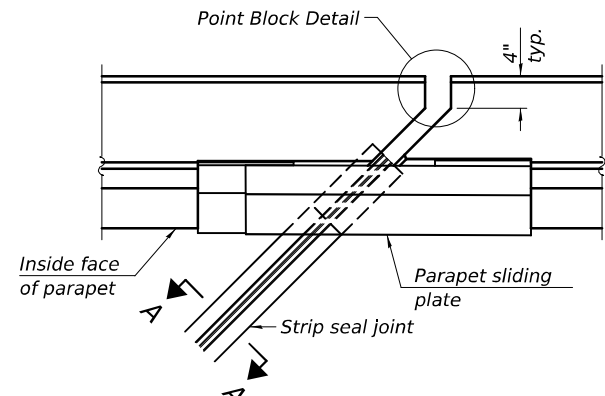
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74	(90-11HB-6)BRR	TAZEWELL	25	20
CONTRACT NO. 68J16				

ILLINOIS FED. AID PROJECT

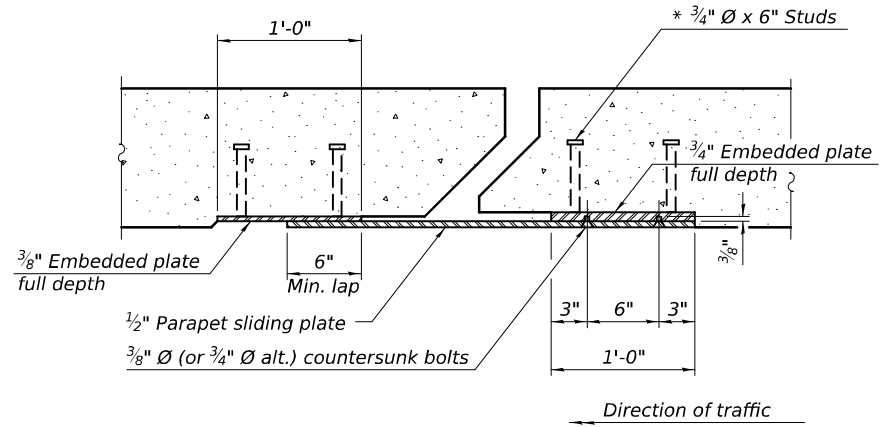


FOR SKEWS  $\leq 30^\circ$

**PLAN AT PARAPET**



FOR SKEWS  $> 30^\circ$

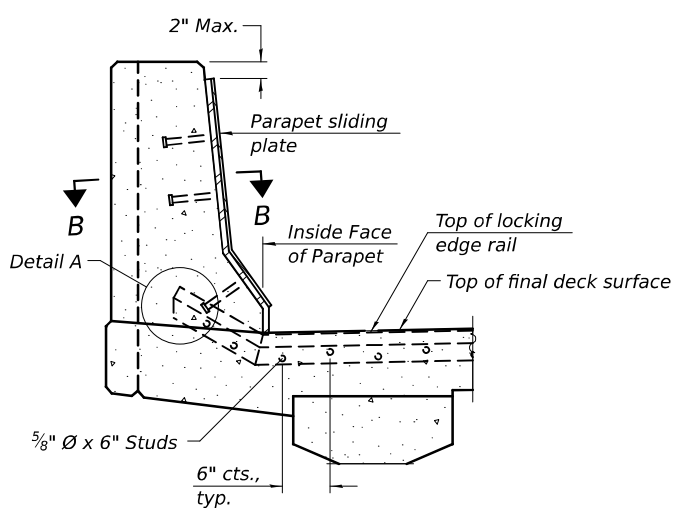


**SECTION B-B**

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

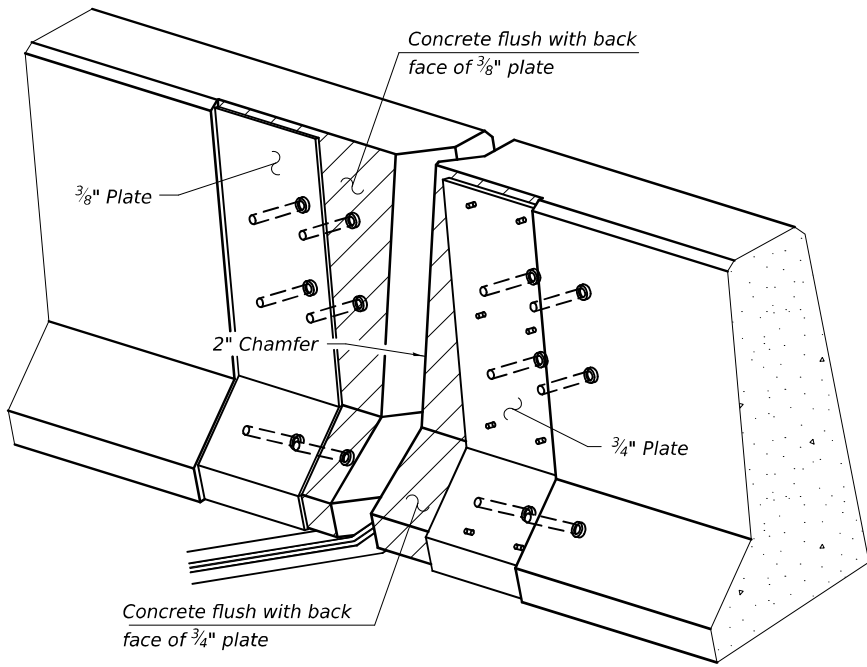
**Notes:**  
 The strip seal shall be made continuous and shall have a minimum thickness of  $1/4$ ". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.  
 The locking edge rails depicted are 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  $4 1/2$ " 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  $3/16$ " 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. 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.



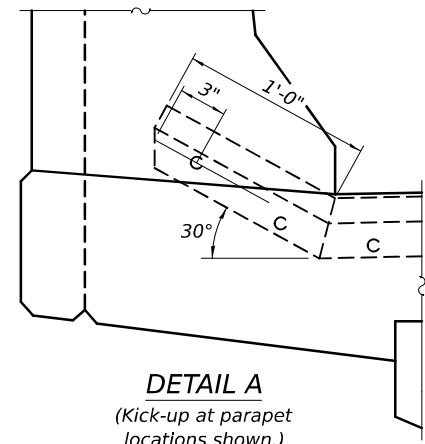
**SECTION AT PARAPET**

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



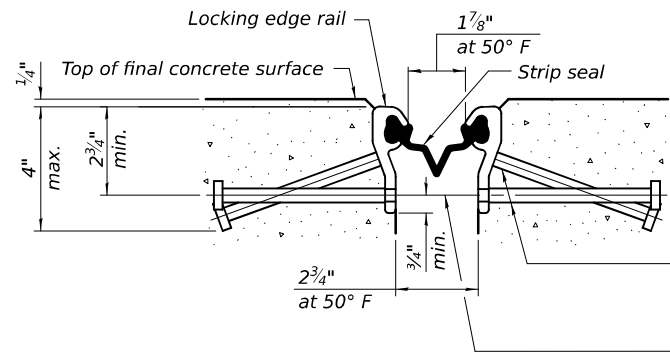
**TRIMETRIC VIEW**

(Showing embedded plates only)



**DETAIL A**

(Kick-up at parapet locations shown.)



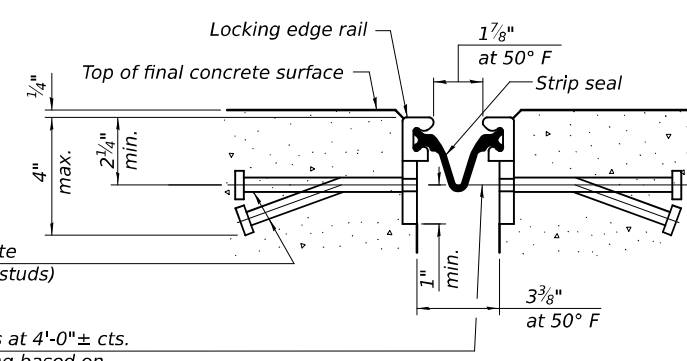
**SHOWING ROLLED RAIL JOINT**

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

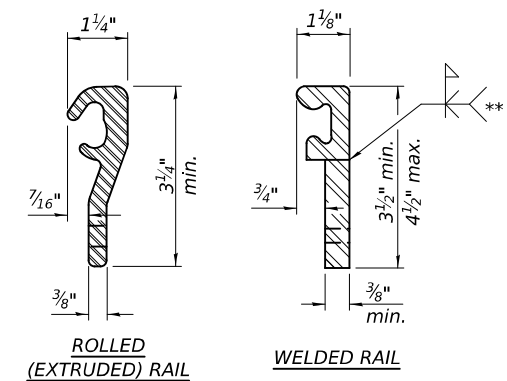
$3/8$ "  $\varnothing$  threaded rods in  $7/16$ "  $\varnothing$  holes at  $4'-0"$   $\pm$  cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

**SECTION A-A**

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

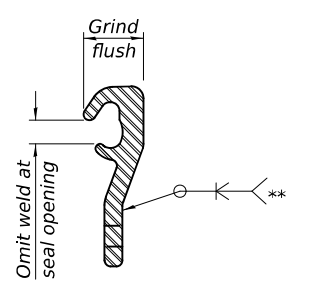


**SHOWING WELDED RAIL JOINT**



**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	121

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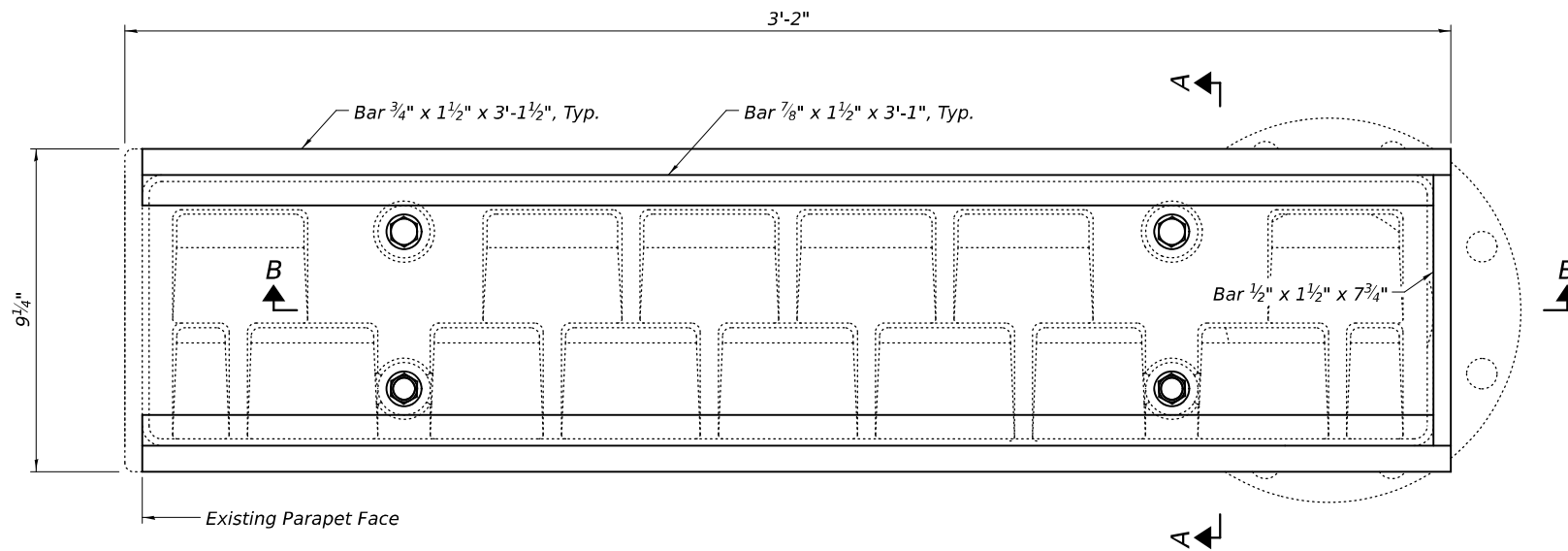
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

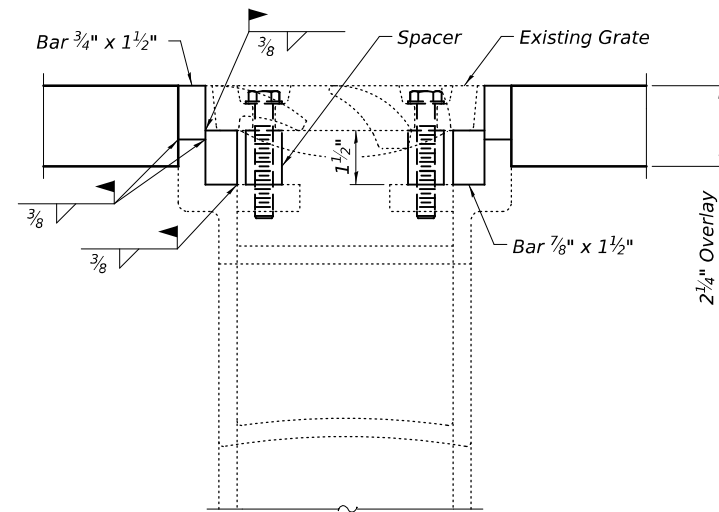
**PREFORMED JOINT STRIP SEAL  
 STRUCTURE NO. 090-0152**

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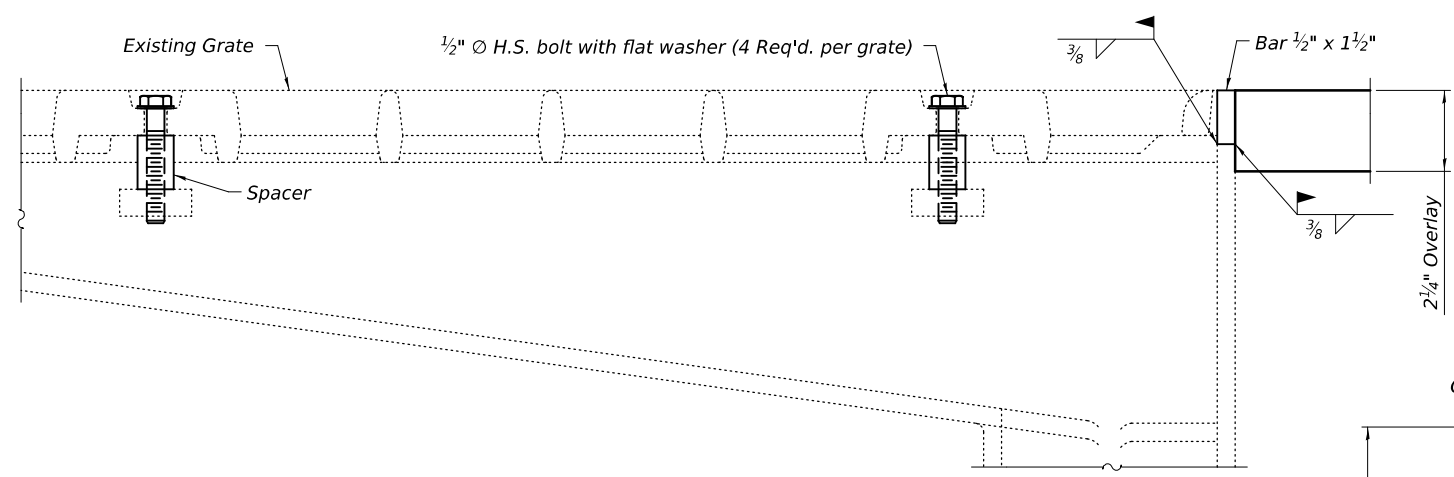
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74	(90-11HB-6)BRR	TAZEWELL	25	21
CONTRACT NO. 68J16				
ILLINOIS FED. AID PROJECT				



**DRAINAGE SCUPPER ADJUSTMENT PLAN**



**SECTION A-A**

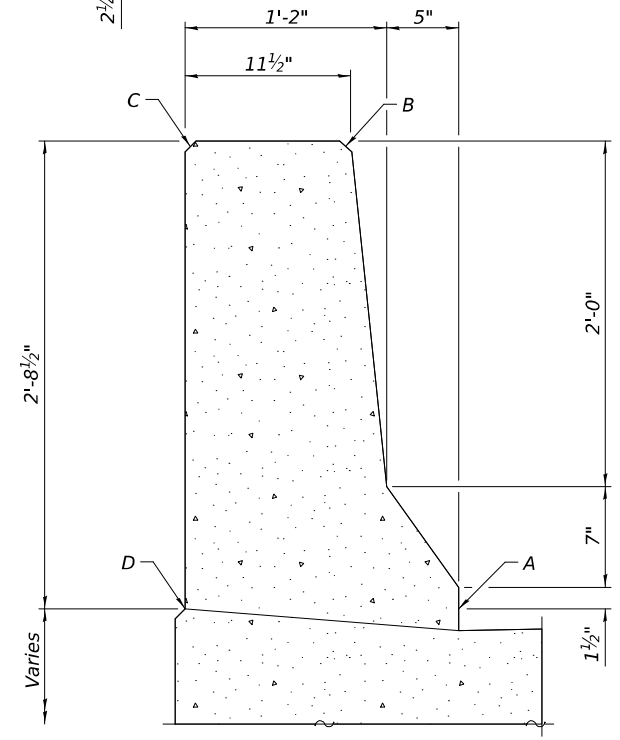


**SECTION B-B**

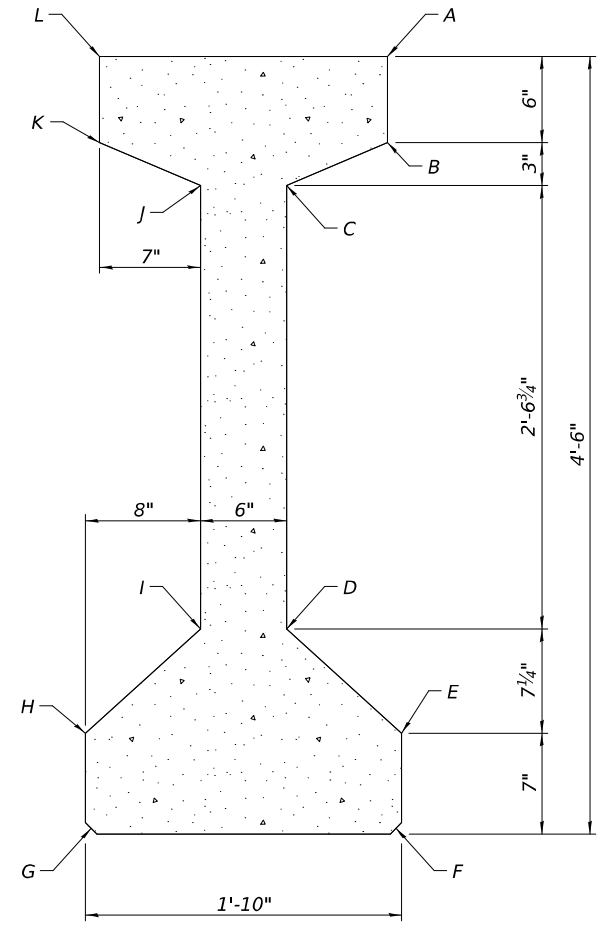
**BILL OF MATERIAL**

Item	Unit	Total
Surface Filler (Special)	Gallon	1
Protective Coat (Special)	Sq. Yd.	468
Drainage Scuppers to be Adjusted	Each	3

- Notes:**
- Protective Coat (Special) to cover from point A through points B, C, and D of the parapet. Apply Protective Coat (Special) to the parapets for the entire length of the bridge and approaches plus 3'-0" past the reconstructed expansion joints located at the ends of the SW and NE bridge approach pavements where applicable.
  - Protective Coat (Special) to cover from point A through points B, C, D, E, F, G, H, I, J, K, and L of the 54" PPC I-Beam. Apply Protective Coat (Special) to the 54" PPC I-Beams for a length of 3'-0" at each end of each beam and to the end surface of each end of each beam.
  - Cracks greater than 1/32" in the bridge parapets and 54" PPC I-Beams shall be caulked with Surface Filler (Special) prior to application of Protective Coat (Special).
  - The Contractor shall ensure that no damage is done to the existing grates to be reinstalled.
  - Shop drawings for the proposed adjusting inlet ring shall be submitted for approval prior to fabrication.
  - The cost of all labor and materials necessary to remove the existing grates, clean the existing scuppers, install the adjusting inlet rings, and reinstall the existing grates is included in the cost of Drainage Scuppers to be Adjusted.
  - All structural steel shall conform to AASHTO Classification M-270 Gr. 36. The adjusting inlet ring shall be galvanized. Bolts shall be 1/2" Ø, AASHTO M164 Type 1, mechanically galvanized.
  - Existing drainage scupper dimensions were taken from the record bridge plans and are subject to nominal construction variations.



**PARAPET**  
(See Note 1)



**54" PPC I-BEAM**  
(See Note 2)

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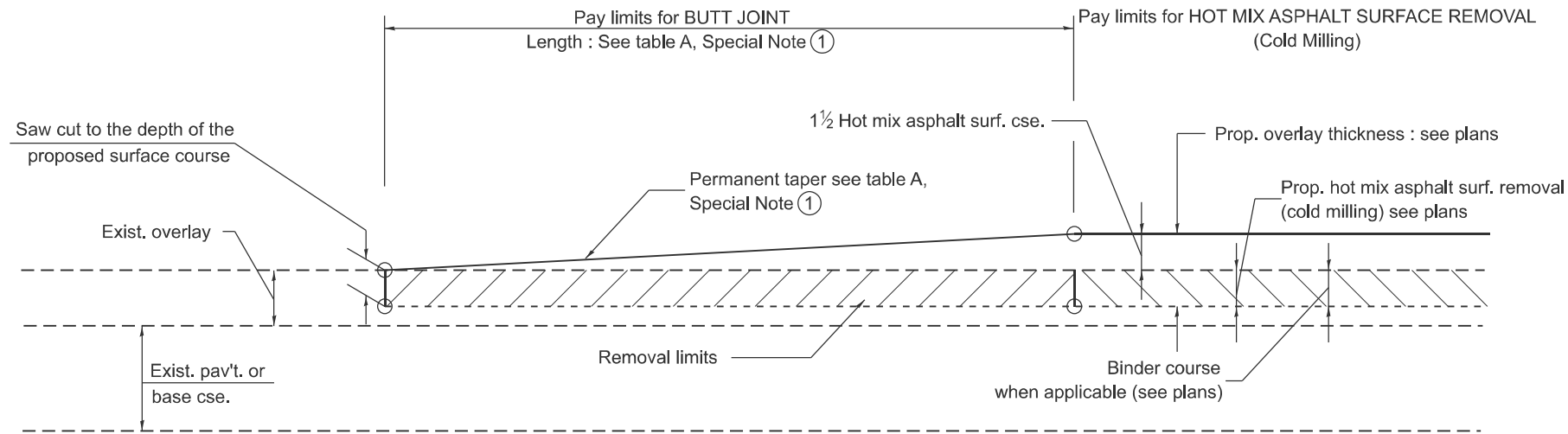
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS STRUCTURAL DETAILS  
STRUCTURE NO. 090-0152**

SHEET OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 68J16				
ILLINOIS FED. AID PROJECT				



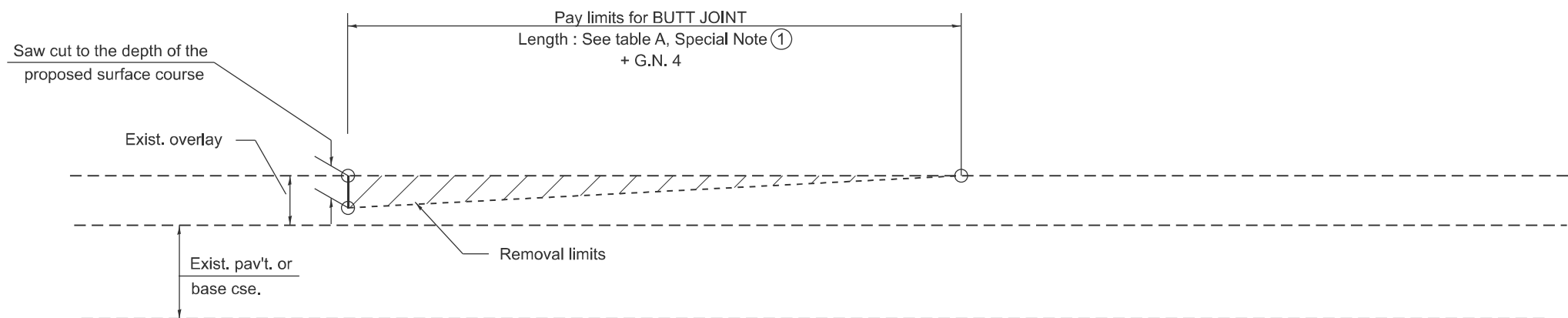
**CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)**

**TABLE A  
TAPER RATES**

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
①	BUTT JOINT TAPER RATE	1:480	1:240
②	TEMPORARY RAMP TAPER RATE	1:80	1:40

**GENERAL NOTES**

1. The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
3. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.
4. The length of butt joint is based on the taper rate times change in cold milling depth within the butt joint pay limits, unless otherwise indicated.
5. Temporary ramps are paid for separately and not included in the cost of the butt joints.



**CASE 2 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)**

All dimensions are in inches unless otherwise noted.

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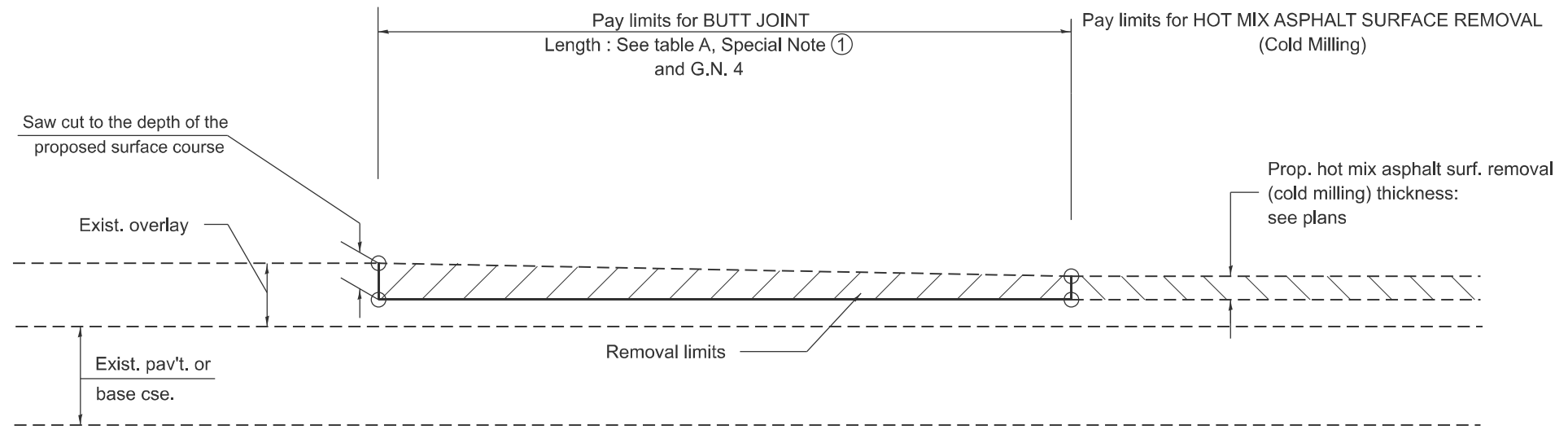
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

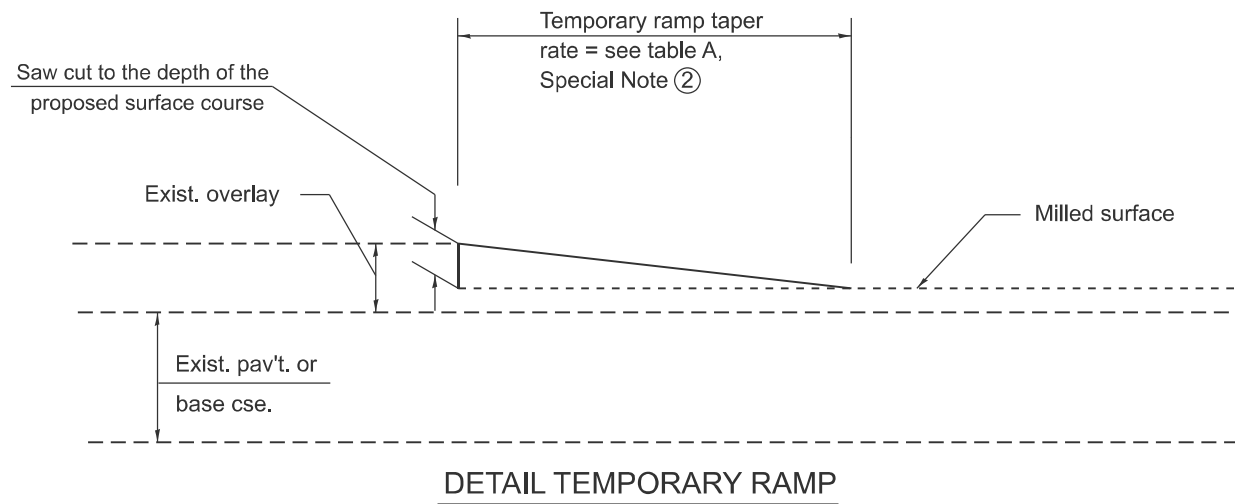
**BUTT JOINTS**

SCALE: NOT TO SCALE SHEET 000 1 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-11HB-6)BRR	TAZEWELL	25	23
DISTRICT 4 STANDARD NO. 406101		CONTRACT NO. 68J16		
ILLINOIS FED. AID PROJECT				



**CASE 3 : HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)  
TIE-IN TO EXISTING BITUMINOUS TAPER**



All dimensions are in inches unless otherwise noted.

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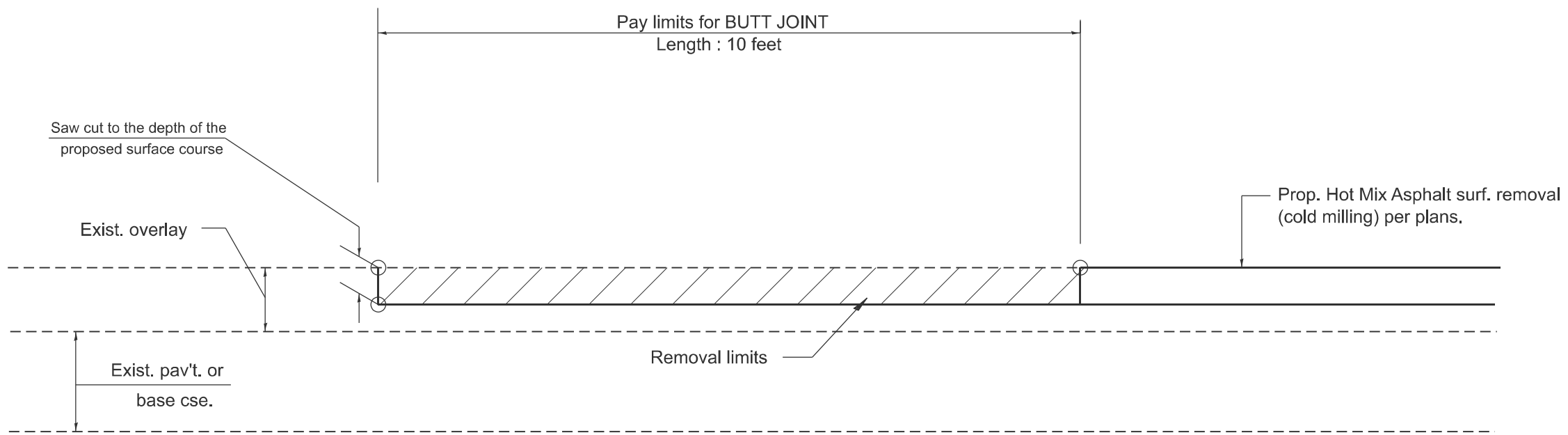
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PLOT DATE = 9/17/2025	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINTS**

SCALE: NOT TO SCALE SHEET 000 2 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-11HB-6)BRR	TAEWELL	25	24
DISTRICT 4 STANDARD NO. 406101		CONTRACT NO. 68J16		
ILLINOIS FED. AID PROJECT				



**CASE 4 : SINGLE LIFT OVERLAY WITH EQUIVALENT DEPTH**  
**HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)**  
**TIE-IN TO EXISTING BITUMINOUS TAPER**

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All dimensions are in inches unless otherwise noted.

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PLOT DATE = 9/17/2025	DATE -	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BUTT JOINTS**

SCALE: NOT TO SCALE SHEET 000 3 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-11HB-6)BRR	TAZEWELL	25	25
DISTRICT 4 STANDARD NO. 406101		CONTRACT NO. 68J16		
ILLINOIS FED. AID PROJECT				