

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|------------|----------|--------------------|-----------|
| 869 | (4-1)BRR-1 | FRANKLIN | 45 | 1 |
| | | ILLINOIS | CONTRACT NO. 78B36 | |

FOR INDEX OF SHEETS, SEE SHEET NO. 3

PROPOSED HIGHWAY PLANS

FAP ROUTE 869 (IL 14)
SECTION (4-1)BRR-1
PROJECT BR-ZRU8(024)
BRIDGE REPAIR
FRANKLIN COUNTY

C-99-079-25

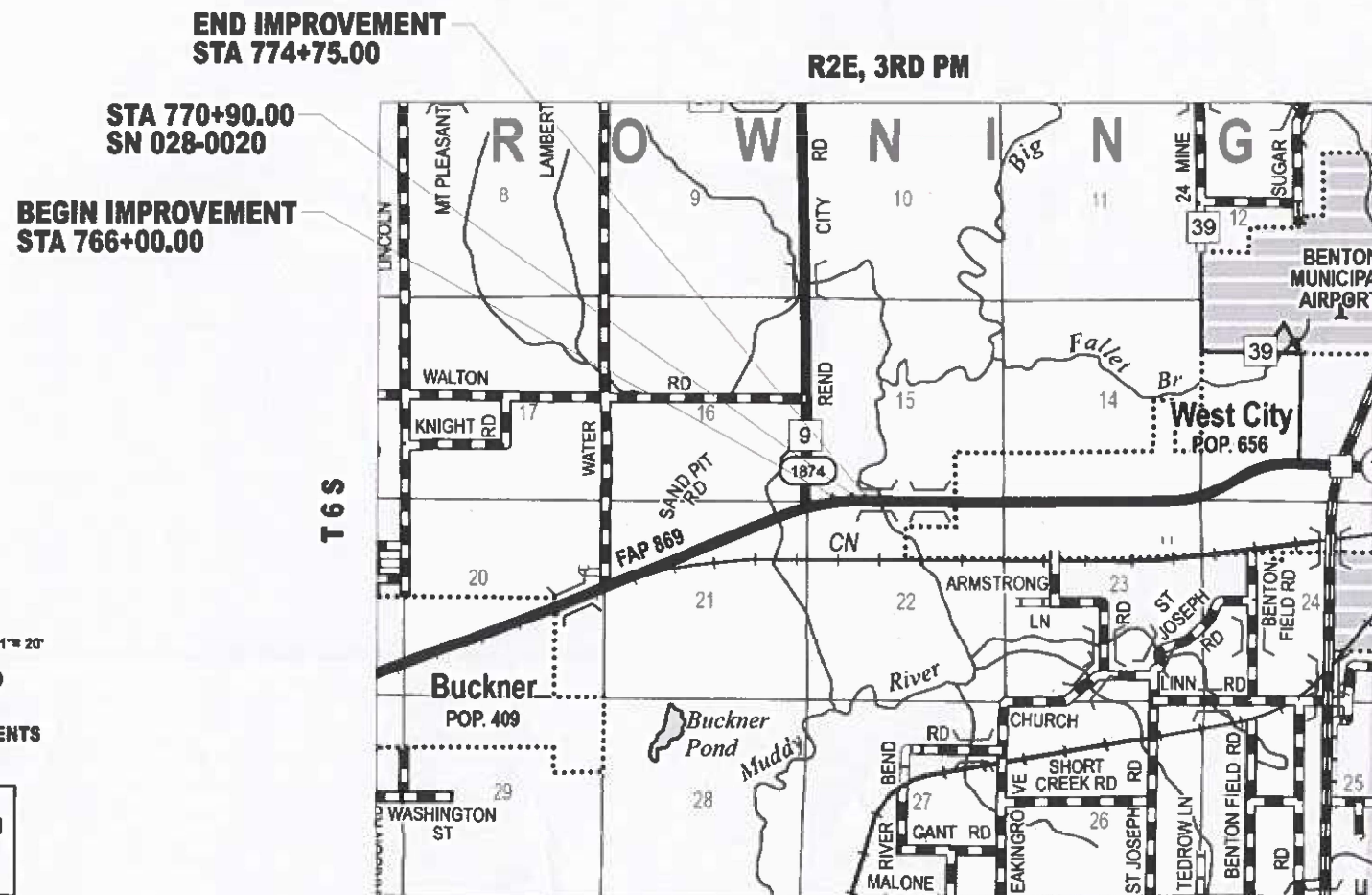
D-99-046-25



FUNCTIONAL CLASSIFICATION
OTHER PRINCIPAL ARTERIAL

2023 ADT = 6750
2046 ADT = 8400

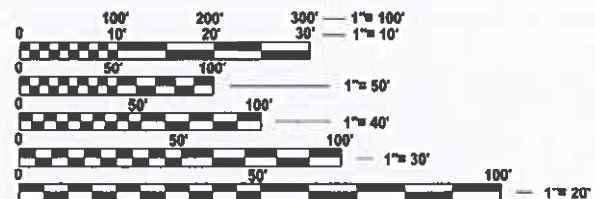
P.V. = 87.0% S.U. = 6.0% M.U. = 7.0%



LOCATION MAP

NOT TO SCALE

GROSS LENGTH = 875.00 FT. = 0.166 MILE
NET LENGTH = 875.00 FT. = 0.166 MILE



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 BRANDY MAES, P.E.
PROJECT MANAGER EHREN KIRBY, P.E.

CONTRACT NO. 78B36



Lindsey N. Jones
EXPIRES: 11/30/2027
SHEETS: 1-17; 45

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Jan 21 2026
Lora S. Remington
REGIONAL ENGINEER

March 20 2026
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

March 20 2026
[Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

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design firm
no. 184001036



engineers • planners • land surveyors

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| USER NAME | • no0llns | DESIGNED | - | REVISED | - |
| | | DRAWN | - NDC | REVISED | - |
| | | CHECKED | - | REVISED | - |
| PLOT DATE | • 1/6/2026 | DATE | - | REVISED | - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|--------------------------------------|---------|------|---------------------|
| SIGNATURE SHEET | | | |
| IL 14 (FAP 869) OVER BIG MUDDY RIVER | | | |
| SCALE: | SHEET 1 | OF 1 | SHEETS STA. TO STA. |

| | | | | |
|---------------------------|------------|----------|-----------------|--------------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 869 | (4-1)BRR-1 | FRANKLIN | 45 | 2 |
| CONTRACT NO. 78B36 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

PREPARED BY: Susan Poe
DISTRICT STUDIES & PLANS ENGINEER

EXAMINED BY: Nancy Hee
DISTRICT LAND ACQUISITION ENGINEER

EXAMINED BY: Cam Nelt
DISTRICT PROGRAM DEVELOPMENT ENGINEER

EXAMINED BY: R. C. Coe
DISTRICT OPERATIONS ENGINEER

EXAMINED BY: _____
DISTRICT PROJECT IMPLEMENTATION ENGINEER

EXAMINED BY: Benedict
DISTRICT CONSTRUCTION ENGINEER

EXAMINED BY: Ann Day
DISTRICT MATERIALS ENGINEER

INDEX OF SHEETS

| | |
|-------|--|
| 1 | COVER SHEET |
| 2 | SIGNATURE SHEET |
| 3 | GENERAL NOTES, COMMITMENTS AND HIGHWAY STANDARDS |
| 4-7 | SUMMARY OF QUANTITIES |
| 8-9 | TYPICAL SECTIONS |
| 10-11 | SCHEDULE OF QUANTITIES |
| 12 | PLAN |
| 13-17 | MAINTENANCE OF TRAFFIC |
| 18-44 | STRUCTURE PLAN |
| 45 | DETAILS |

HIGHWAY STANDARDS

| | |
|-----------|--|
| 000001-09 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 001001-02 | AREAS OF REINFORCEMENT BARS |
| 001006 | DECIMAL OF AN INCH AND OF A FOOT |
| 420001-11 | PAVEMENT JOINTS |
| 483001-06 | PCC SHOULDER |
| 515001-04 | NAME PLATE FOR BRIDGES |
| 701311-03 | LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY |
| 701321-19 | LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER |
| 701326-04 | LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS > 45 MPH |
| 701901-11 | TRAFFIC CONTROL DEVICES |
| 704001-08 | TEMPORARY CONCRETE BARRIER |
| 780001-05 | TYPICAL PAVEMENT MARKINGS |
| 782006-01 | GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS |

COMMITMENTS

1. THERE ARE NO COMMITMENTS FOR THIS PROJECT.

GENERAL NOTES

1. FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:
 ALL HOT-MIX ASPHALT 2.016 TONS/CU. YD.
 ALL AGGREGATE 2.05 TONS/CU. YD.
2. THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 8%. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.
3. THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION FOR THE SURFACE COURSE.
4. EDGE LINE PAVEMENT MARKING SHALL BE REMOVED IF A 10 FT LANE WIDTH CANNOT BE MAINTAINED. TEMPORARY EDGE LINES SHALL BE INSTALLED WHEN THE EDGE LINES ARE REMOVED.

MIX DESIGN

| | |
|--|--|
| LOCATION: | HOT-MIX ASPHALT SHOULDERS |
| MIXTURE USE(S): | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70 |
| PG: | PG64-22 |
| DESIGN AIR VOIDS: | 4.0%, 70 GYRATION DESIGN |
| MIXTURE COMPOSITION (GRADATION MIXTURE): | IL-9.5 MM |
| FRICTION AGGREGATE: | MIX "C" |
| SUBLOT SIZE | 3,000 TONS |
| MIXTURE WEIGHTS | 112 LBS/SQ YD/IN |
| QUALITY MANAGEMENT | QC/QA |
| MTD: | NO |

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| USER NAME = ncollins | DESIGNED - | REVISED - |
| | DRAWN - NDC | REVISED - |
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| PLOT DATE = 1/6/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, COMMITMENTS AND HIGHWAY STANDARDS
 IL 14 (FAP 869) OVER BIG MUDDY RIVER

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|----------|--------------|-----------|
| 869 | (4-1)BRR-1 | FRANKLIN | 45 | 3 |
| CONTRACT NO. 78B36 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTR. CODE |
|---------------|---|-------|----------------|--------------------|
| | | | | BFP |
| | | | | 80% FED/ 20% STATE |
| | | | | BRIDGE |
| 0047 | | | | |
| S.N. 028-0020 | | | | |
| 20200600 | EXCAVATING AND GRADING EXISTING SHOULDER | UNIT | 10 | 10 |
| 31101900 | SUBBASE GRANULAR MATERIAL, TYPE C | TON | 218 | 218 |
| 40600290 | BITUMINOUS MATERIALS (TACK COAT) | POUND | 56 | 56 |
| 44000155 | HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" | SQ YD | 424 | 424 |
| 44004250 | PAVED SHOULDER REMOVAL | SQ YD | 418 | 418 |
| 48102100 | AGGREGATE WEDGE SHOULDER, TYPE B | TON | 12 | 12 |
| 48203100 | HOT-MIX ASPHALT SHOULDERS | TON | 94 | 94 |
| 48300310 | PORTLAND CEMENT CONCRETE SHOULDERS 8 1/2" | SQ YD | 968 | 968 |
| 50102400 | CONCRETE REMOVAL | CU YD | 223.5 | 223.5 |
| 50300100 | FLOOR DRAINS | EACH | 44 | 44 |
| 50300255 | CONCRETE SUPERSTRUCTURE | CU YD | 221.1 | 221.1 |
| 50300300 | PROTECTIVE COAT | SQ YD | 1971 | 1971 |
| 50500405 | FURNISHING AND ERECTING STRUCTURAL STEEL | POUND | 3170 | 3170 |
| 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 62270 | 62270 |

REV - MS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL 14 (FAP 869) OVER BIG MUDDY RIVER

SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.

| | | | | |
|--------------------|------------|----------|---------------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 869 | (4-1)BRR-1 | FRANKLIN | 45 | 4 |
| CONTRACT NO. 78B36 | | | ILLINOIS FED. AID PROJECT | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTR. CODE |
|---------------|--|--------|----------------|--------------------|
| | | | | BFP |
| | | | | 80% FED/ 20% STATE |
| | | | | BRIDGE |
| 0047 | | | | |
| S.N. 028-0020 | | | | |
| 50800515 | BAR SPLICERS | EACH | 28 | 28 |
| 50800530 | MECHANICAL SPLICERS | EACH | 516 | 516 |
| 52000110 | PREFORMED JOINT STRIP SEAL | FOOT | 92 | 92 |
| 52100510 | ANCHOR BOLTS, 3/4" | EACH | 26 | 26 |
| *53016002 | DECK SLAB REPAIR (FULL DEPTH, TYPE II) | SQ YD | 23.6 | 23.6 |
| *53101010 | BRIDGE DECK SCARIFICATION 2 3/4" | SQ YD | 1201 | 1201 |
| *53101611 | BRIDGE DECK MICROSILICA CONCRETE OVERLAY 3" | SQ YD | 1630 | 1630 |
| *53212754 | STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES) | SQ FT | 51.8 | 51.8 |
| 59000200 | EPOXY CRACK INJECTION | FOOT | 170 | 170 |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 5 | 5 |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 |
| 70100405 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 | EACH | 1 | 1 |
| 70100500 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701326 | L SUM | 1 | 1 |
| 70103815 | TRAFFIC CONTROL SURVEILLANCE | CAL DA | 19 | 19 |

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| | DRAWN - | REVISED - |
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| PLOT DATE = 2/6/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL 14 (FAP 869) OVER BIG MUDDY RIVER

SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

| | | | | |
|--------------------|------------|----------|---------------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 869 | (4-1)BRR-1 | FRANKLIN | 45 | 5 |
| CONTRACT NO. 78B36 | | | ILLINOIS FED. AID PROJECT | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTR. CODE |
|---------------|--|--------|----------------|--------------------|
| | | | | BFP |
| | | | | 80% FED/ 20% STATE |
| | | | | BRIDGE |
| 0047 | | | | |
| S.N. 028-0020 | | | | |
| 70106500 | TEMPORARY BRIDGE TRAFFIC SIGNALS | EACH | 1 | 1 |
| 70106700 | TEMPORARY RUMBLE STRIPS | EACH | 6 | 6 |
| 70107005 | PAVEMENT MARKING BLACKOUT TAPE, 5" | FOOT | 2681 | 2681 |
| 70107025 | CHANGEABLE MESSAGE SIGN | CAL DA | 28 | 28 |
| 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 48 | 48 |
| 70300150 | SHORT TERM PAVEMENT MARKING REMOVAL | SQ FT | 1139 | 1139 |
| 70400100 | TEMPORARY CONCRETE BARRIER | FOOT | 712.5 | 712.5 |
| 70400200 | RELOCATE TEMPORARY CONCRETE BARRIER | FOOT | 662.5 | 662.5 |
| 70600251 | IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3 | EACH | 2 | 2 |
| 70600352 | IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE, NARROW), TEST LEVEL 3 | EACH | 2 | 2 |
| * 78001110 | PAINT PAVEMENT MARKING - LINE 4" | FOOT | 790 | 790 |
| * 78200011 | BARRIER WALL REFLECTORS, TYPE C | EACH | 24 | 24 |
| 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 11 | 11 |
| * 86200300 | UNINTERRUPTABLE POWER SUPPLY, EXTENDED | EACH | 1 | 1 |

* SPECIALTY ITEM

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| USER NAME = kfair | DESIGNED - | REVISED - |
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| | CHECKED - | REVISED - |
| PLOT DATE = 2/6/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL 14 (FAP 869) OVER BIG MUDDY RIVER




SCALE: SHEET 3 OF 4 SHEETS STA. TO STA.

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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 869 | (4-1)BRR-1 | FRANKLIN | 45 | 6 |
| CONTRACT NO. 78B36 | | | ILLINOIS FED. AID PROJECT | |

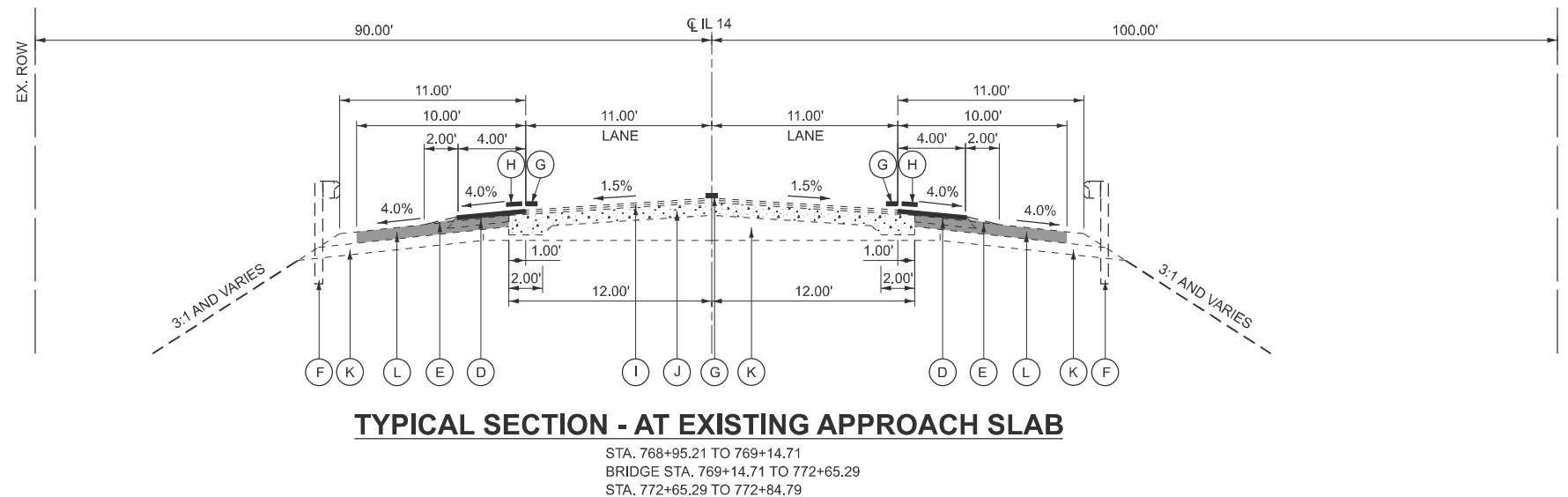
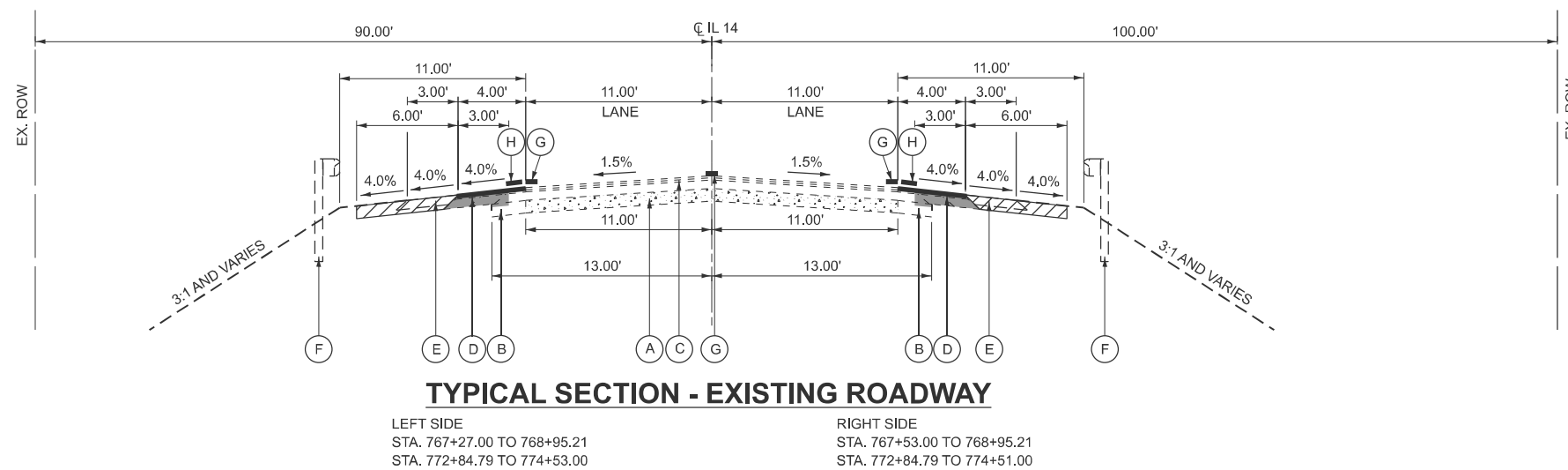
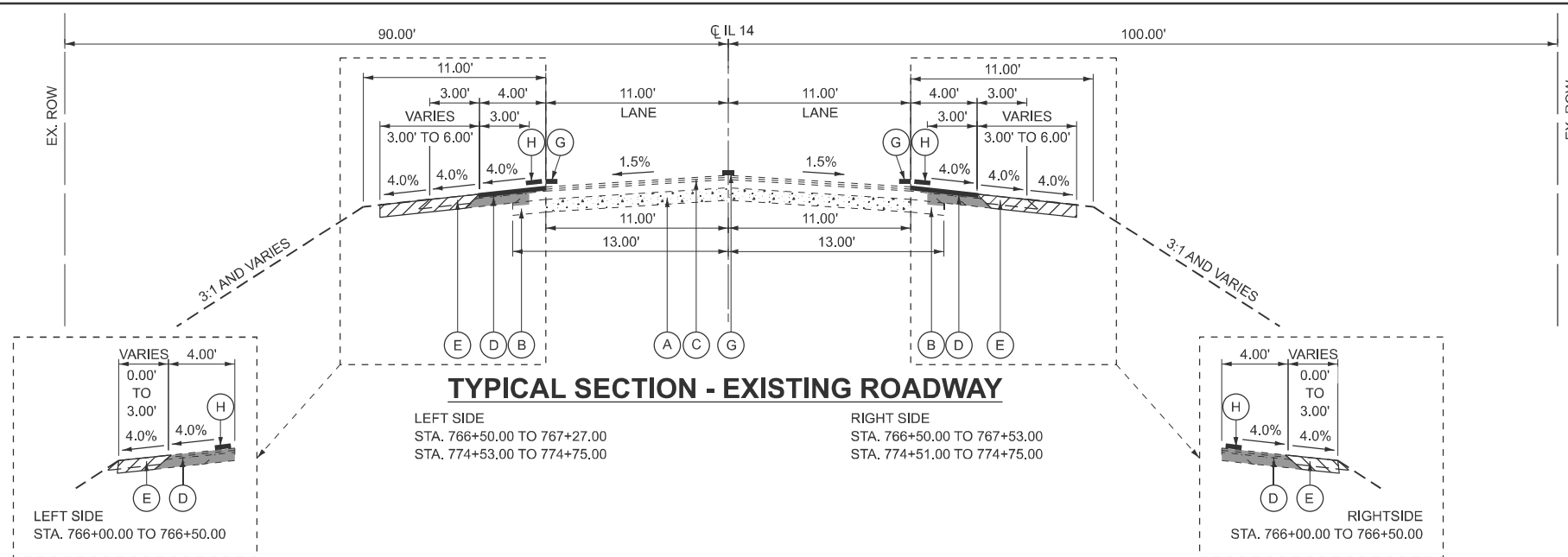
LEGEND - EXISTING

- (A) EX PCC PAVEMENT, 10 1/2 INCH (1940)
- (B) EX HMA BASE COURSE WIDENING, 9 INCH
- (C) EX HMA SURFACE, 1 1/2 INCH (2024)
EX HMA BINDER 1 1/4 INCH (2024)
EX HMA PAVEMENT VARIES 2 1/2 TO 15 INCH
EX PCC PAVEMENT 10 1/2 INCH (1940)
- (D) EX HMA SHOULDER VARIES 6 TO 8 1/4 INCH
- (E) EX AGGREGATE SHOULDER
- (F) EX GUARDRAIL
- (G) EX PAVEMENT MARKING
- (H) EX RUMBLE STRIP
- (I) EX HMA SURFACE, 1 1/2 INCH (2024)
EX HMA BINDER 1 1/4 INCH (2024)
- (J) EX BRIDGE APPROACH SLAB 16 1/2 - 10 1/2 - 16 1/2 INCH
- (K) EX SUB-BASE GRANULAR MATERIAL VARIES 4 TO 10 INCH
- (L) EX STABILIZED SHOULDER (BAM) 8 INCH

LEGEND - REMOVAL

-  HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
-  PAVED SHOULDER REMOVAL
-  EXCAVATION AND GRADING
EXISTING SHOULDER

NOTE: SAW CUTS REQUIRED FOR PAVED SHOULDER REMOVAL WILL NOT BE PAID FOR SEPARATELY, BUT ARE INCLUDED IN THE COST OF PAVED SHOULDER REMOVAL.



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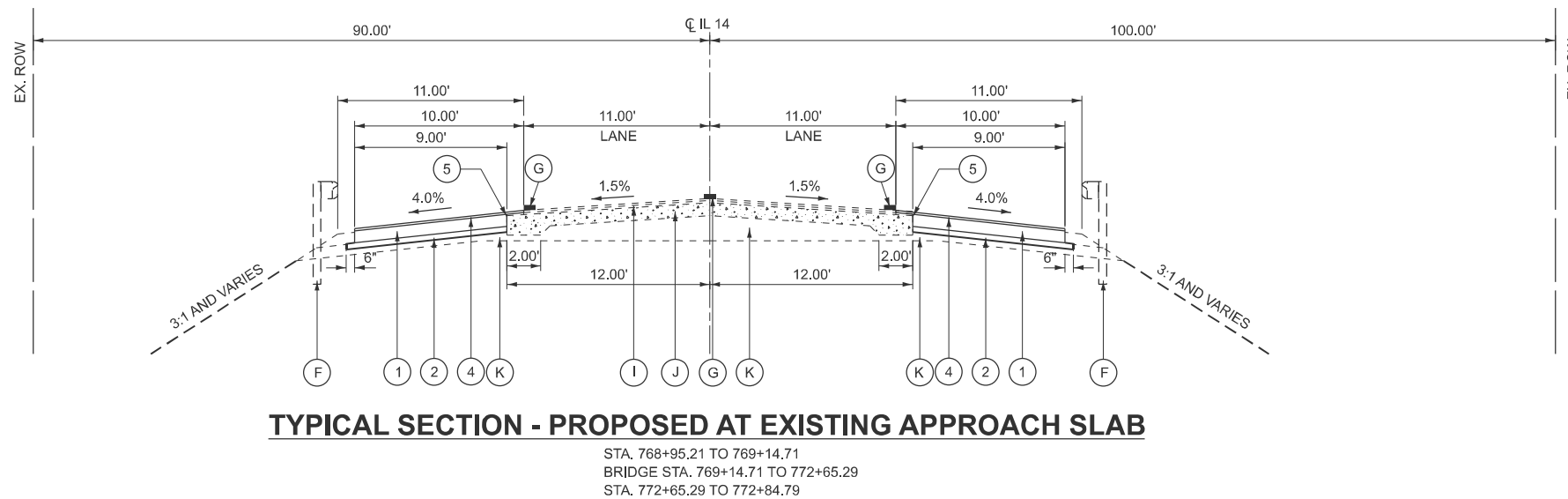
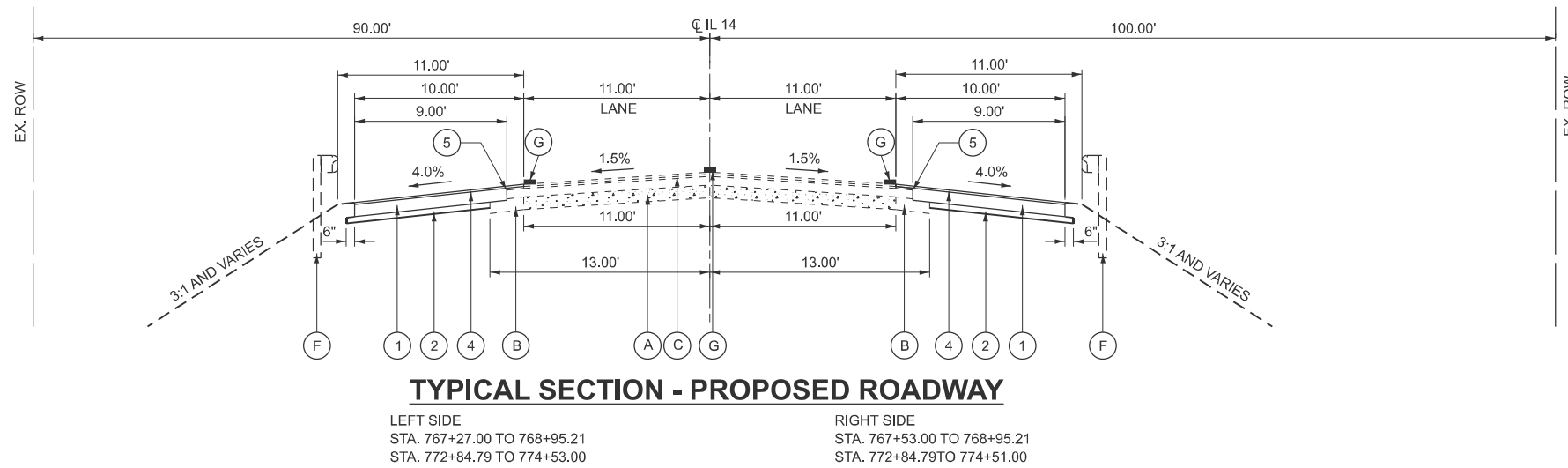
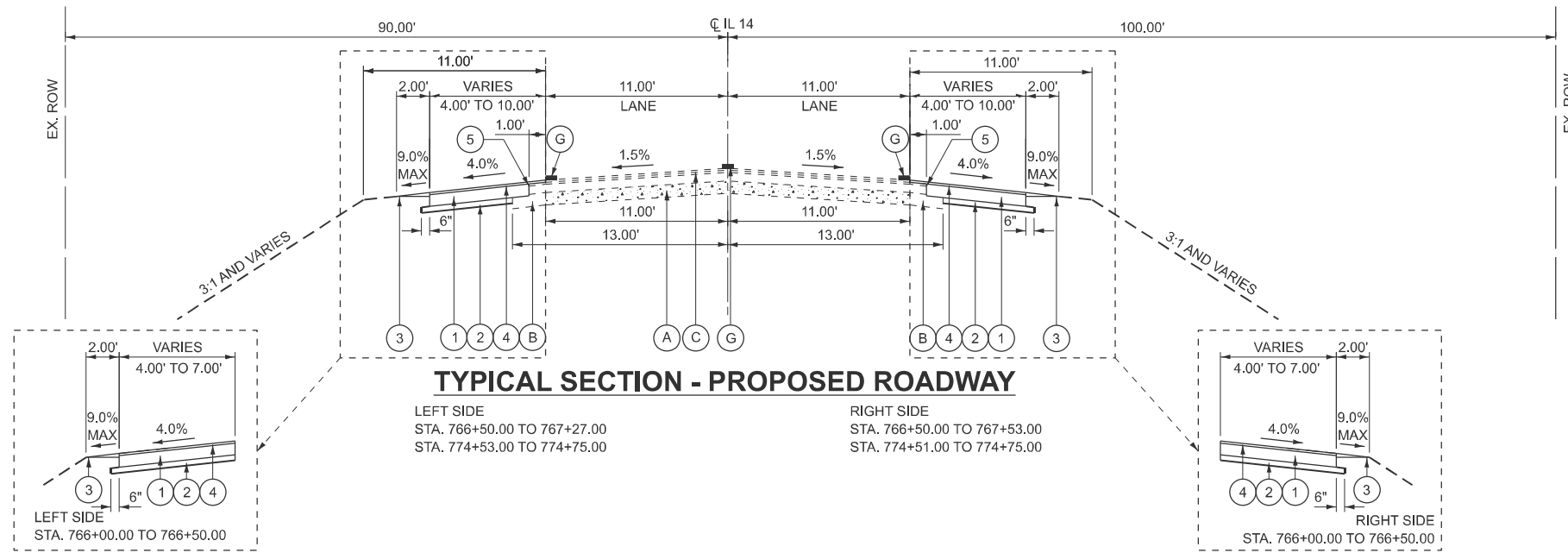
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|----------|--------------|-----------|
| 869 | (4-1)BRR-1 | FRANKLIN | 45 | 8 |
| CONTRACT NO. 78B36 | | | | |
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LEGEND - EXISTING

- (A) EX PCC PAVEMENT, 10 1/2 INCH (1940)
- (B) EX HMA BASE COURSE WIDENING, 9 INCH
- (C) EX HMA SURFACE, 1 1/2 INCH (2024)
EX HMA BINDER 1 1/4 INCH (2024)
EX HMA PAVEMENT VARIES 2 1/2 TO 15 INCH
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- (H) EX RUMBLE STRIP
- (I) EX HMA SURFACE, 1 1/2 INCH (2024)
EX HMA BINDER 1 1/4 INCH (2024)
- (J) EX BRIDGE APPROACH SLAB 16 1/2 - 10 1/2 - 16 1/2 INCH
- (K) EX SUB-BASE GRANULAR MATERIAL VARIES 4 TO 10 INCH
- (L) EX STABILIZED SHOULDER (BAM) 8 INCH

LEGEND - PROPOSED

- (1) PORTLAND CEMENT CONCRETE SHOULDERS, 8 1/2"
- (2) SUBBASE GRANULAR MATERIAL, TYPE C (4")
- (3) AGGREGATE WEDGE SHOULDER, TYPE B
- (4) HOT-MIX ASPHALT SHOULDER (1 1/2")
- (5) STRIP REFLECTIVE CRACK CONTROL TREATMENT



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS - EXISTING
IL 14 (FAP 869) OVER BIG MUDDY RIVER**

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

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|----------|--------------|-----------|
| 869 | (4-1)BRR-1 | FRANKLIN | 45 | 9 |
| CONTRACT NO. 78B36 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| MAINLINE REMOVAL SCHEDULE | | | | | | |
|---------------------------|-------------|-------|-------------|---|------------------------------|---|
| START STATION | END STATION | LT/RT | LENGTH FOOT | EXCAVATING AND GRADING EXISTING SHOULDER UNIT | PAVED SHOULDER REMOVAL SQ YD | HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" SQ YD |
| 766+00.00 | 769+14.71 | LT | 314.71 | 3 | 125 | 118 |
| 766+00.00 | 769+14.71 | RT | 314.71 | 3 | 125 | 118 |
| BRIDGE | | | | | | |
| 772+65.29 | 774+75.00 | LT | 209.71 | 2 | 84 | 94 |
| 772+65.29 | 774+75.00 | RT | 209.71 | 2 | 84 | 94 |
| TOTAL | | | | 10 | 418 | 424 |

| MAINLINE PAVEMENT SCHEDULE | | | | | | | | | |
|----------------------------|-------------|-------|-------------|--------------------------------------|---|---------------------------------------|--|-------------------------------|---|
| START STATION | END STATION | LT/RT | LENGTH FOOT | AGGREGATE WEDGE SHOULDER, TYPE B TON | PORTLAND CEMENT CONCRETE SHOULDERS 8 1/2" SQ YD | SUBBASE GRANULAR MATERIAL, TYPE C TON | BITUMINOUS MATERIALS (TACK COAT) POUND | HOT-MIX ASPHALT SHOULDERS TON | STRIP REFLECTIVE CRACK CONTROL TREATMENT FOOT |
| 766+00.00 | 769+14.71 | LT | 314.71 | 5 | 284 | 65 | 16 | 27 | 265 |
| 766+00.00 | 769+14.71 | RT | 314.71 | 5 | 279 | 64 | 16 | 27 | 265 |
| BRIDGE | | | | | | | | | |
| 772+65.29 | 774+75.00 | LT | 209.71 | 1 | 203 | 45 | 12 | 20 | 210 |
| 772+65.29 | 774+75.00 | RT | 209.71 | 1 | 202 | 44 | 12 | 20 | 210 |
| TOTAL | | | | 12 | 968 | 218 | 56 | 94 | 950 |

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| | DRAWN - | REVISED - |
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
IL 14 (FAP 869) OVER BIG MUDDY RIVER

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| 869 | (4-1)BRR-1 | FRANKLIN | 45 | 10 |
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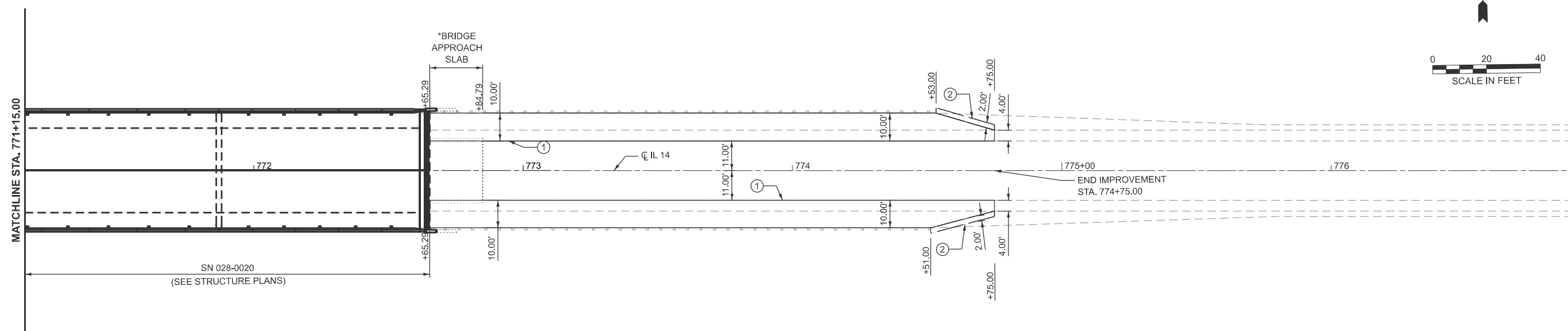
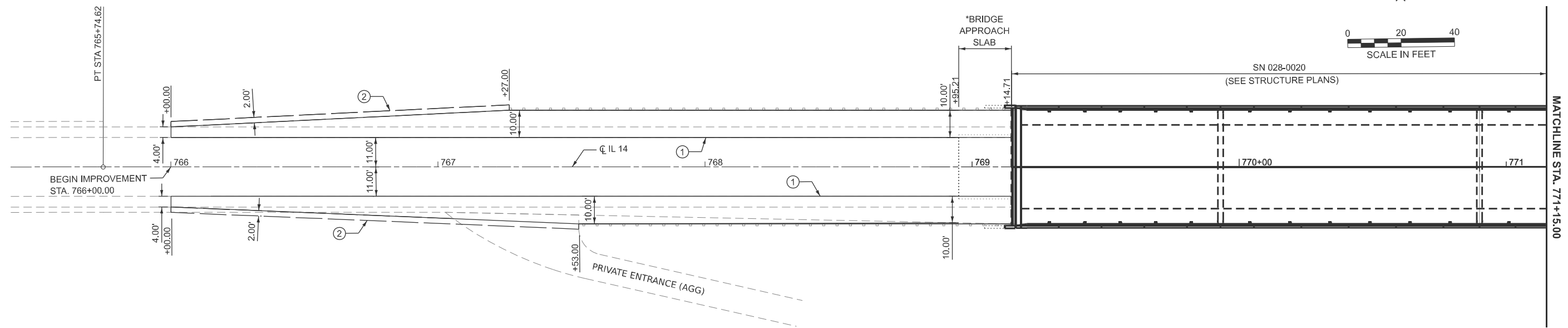
| MAINTENANCE OF TRAFFIC SCHEDULE | | | | | | | | | | | | | |
|---------------------------------|-------------|-------------|---|---------------------------------------|------------------------------|---------------------------------|--|--|---|--|---|----------------------------------|---|
| START STATION | END STATION | LENGTH FOOT | PAVEMENT MARKING BLACKOUT TAPE, 5" FOOT | TEMPORARY BRIDGE TRAFFIC SIGNALS EACH | TEMPORARY RUMBLE STRIPS EACH | TEMPORARY CONCRETE BARRIER FOOT | RELOCATE TEMPORARY CONCRETE BARRIER FOOT | IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 3 EACH | IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE, NARROW), TEST LEVEL 3 EACH | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL EACH | UNINTERRUPTABLE POWER SUPPLY, EXTENDED EACH | SHORT TERM PAVEMENT MARKING FOOT | SHORT TERM PAVEMENT MARKING REMOVAL SQ FT |
| STAGE I | | | | | | | | 1 | | | 1 | | |
| 764+45.00 | 769+14.71 | 469.71 | 1058 | | 3 | 175 | | | | 6 | | | |
| 769+14.71 | 772+65.29 | 350.58 | 790 | 1 | | 362.5 | | 1 | | | | | |
| 772+65.29 | 776+35.00 | 369.71 | 833 | | 3 | 175 | | | | 5 | | | |
| STAGE I SUB-TOTAL | | | 2681 | 1 | 6 | 712.5 | | 2 | | 11 | 1 | | |
| STAGE II | | | | | | | | | | | | | |
| 764+45.00 | 769+14.71 | 469.71 | | | | | 150 | | 1 | | | 8 | 442 |
| 769+14.71 | 772+65.29 | 350.58 | | | | | 362.5 | | | | | 32 | 348 |
| 772+65.29 | 776+35.00 | 369.71 | | | | | 150 | | 1 | | | 8 | 349 |
| STAGE II SUB-TOTAL | | | | | | | 662.5 | | 2 | | | 48 | 1139 |
| TOTAL | | | 2681 | 1 | 6 | 712.5 | 662.5 | 2 | 2 | 11 | 1 | 48 | 1139 |

| PAVEMENT MARKING SCHEDULE | | | | | | | |
|---------------------------|-------------|--------|--------|-------------|----------------------------------|---|--------------------------------------|
| START STATION | END STATION | OFFSET | | LENGTH FOOT | PAINT PAVEMENT MARKING - LINE 4" | | BARRIER WALL REFLECTORS, TYPE C EACH |
| | | FOOT | LT/RT | | SOLID WHITE FOOT | SKIP-DASH YELLOW (10' DASH-30' SKIP) FOOT | |
| 769+14.71 | 772+65.29 | 11' | LT | 350.58 | 351 | | 12 |
| 769+14.71 | 772+65.29 | 0' | CENTER | 350.58 | | 88 | |
| 769+14.71 | 772+65.29 | 11' | RT | 350.58 | 351 | | 12 |
| SUB-TOTAL | | | | | 702 | 88 | 24 |
| TOTAL | | | | | 790 | | 24 |

MODEL: Untitled-1 [Sheet]
FILE NAME: c:\bms\whks-pw-01\dms09318\0978B36-shit-schedule.dgn

LEGEND

- ① HOT-MIX ASPHALT SHOULDER (1 1/2")
PORTLAND CEMENT CONCRETE SHOULDERS, 8 1/2"
SUBBASE GRANULAR MATERIAL, TYPE C
- ② AGGREGATE WEDGE SHOULDER, TYPE B



MODEL: EXCL_IL14_Plan 1 (Sheet)
FILE NAME: c:\bms\whks-pw\01\dms\09318\0978B36-shr-plan.dgn

design firm
no. 184001036
whks
engineers + planners + land surveyors

| | | |
|----------------------|------------|-----------|
| USER NAME = kfair | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 2/6/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN
IL 14 (FAP 869) OVER BIG MUDDY RIVER
SCALE: 1"=20'
SHEET 1 OF 1 SHEETS
STA. 765+65.00 TO STA. 776+65.00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|----------|--------------|-----------|
| 869 | (4-1)BRR-1 | FRANKLIN | 45 | 12 |
| CONTRACT NO. 78B36 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MAINTENANCE OF TRAFFIC - SUGGESTED SEQUENCE

PRE-STAGE

CONSTRUCT SHOULDER IMPROVEMENTS AS REQUIRED FOR STAGED CONSTRUCTION PER THE PLANS. THE SHOULDERS FOR STAGE I SHALL BE CONSTRUCTED IN THE PRE-STAGE. SHOULDERS FOR STAGE II MAY BE CONSTRUCTED IN THE PRE-STAGE OR DURING STAGE I.

STAGE I

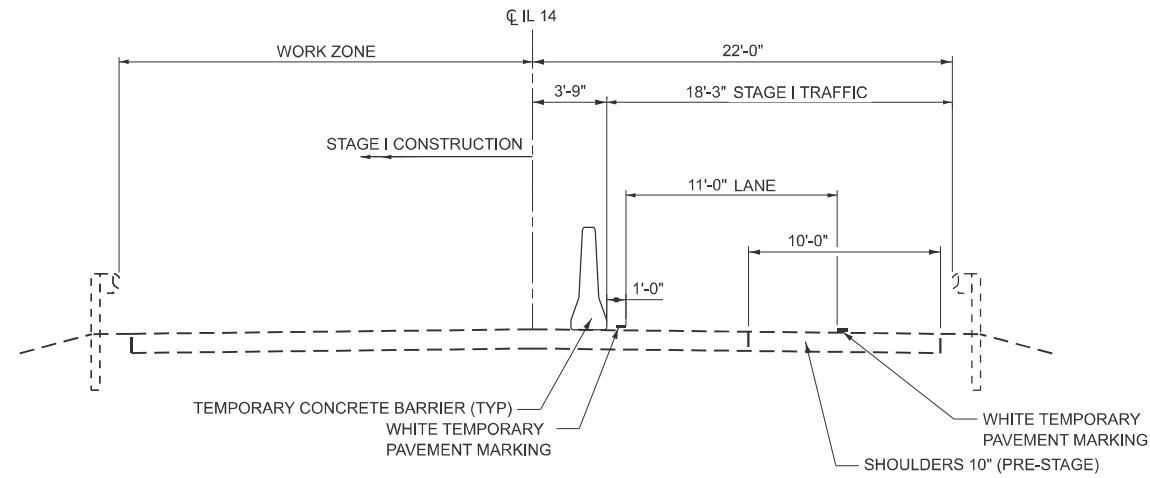
INSTALL TRAFFIC CONTROL FOR STAGE I AND SHIFT TRAFFIC AS SHOWN IN THE PLANS.

STAGE II

RELOCATE TRAFFIC CONTROL FOR STAGE II AND SHIFT TRAFFIC AS SHOWN IN THE PLANS.

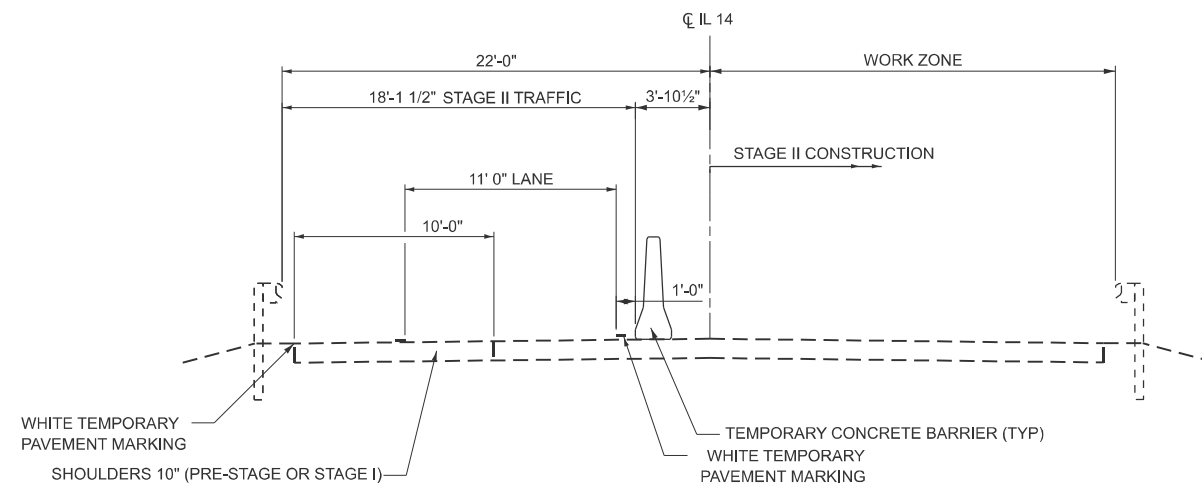
STAGE III

REMOVE STAGE II TRAFFIC CONTROL AND PLACE PERMANENT PAVEMENT MARKING.



MAINTENANCE OF TRAFFIC - STAGE I

(LOOKING EAST)



MAINTENANCE OF TRAFFIC - STAGE II

(LOOKING EAST)

NOTES:

SEE STRUCTURAL PLANS FOR ADDITIONAL STAGING INFORMATION

GUARDRAIL AND BARRIER WALL REFLECTORS SHALL BE PROVIDED PER HIGHWAY STANDARD 701321. COST INCLUDED IN TRAFFIC CONTROL AND PROTECTION, STANDARD 701321.

MODEL: MOT (Sheet)
FILE NAME: c:\bms\whks-pw-01\dms09318\0978836-shit-staging-MOT.dgn

design firm
no. 184001036

whks
engineers + planners + land surveyors

USER NAME = ncollins
PLOT DATE = 1/6/2026

| | |
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| DESIGNED - | REVISED - |
| DRAWN - | REVISED - |
| CHECKED - | REVISED - |
| DATE - | REVISED - |

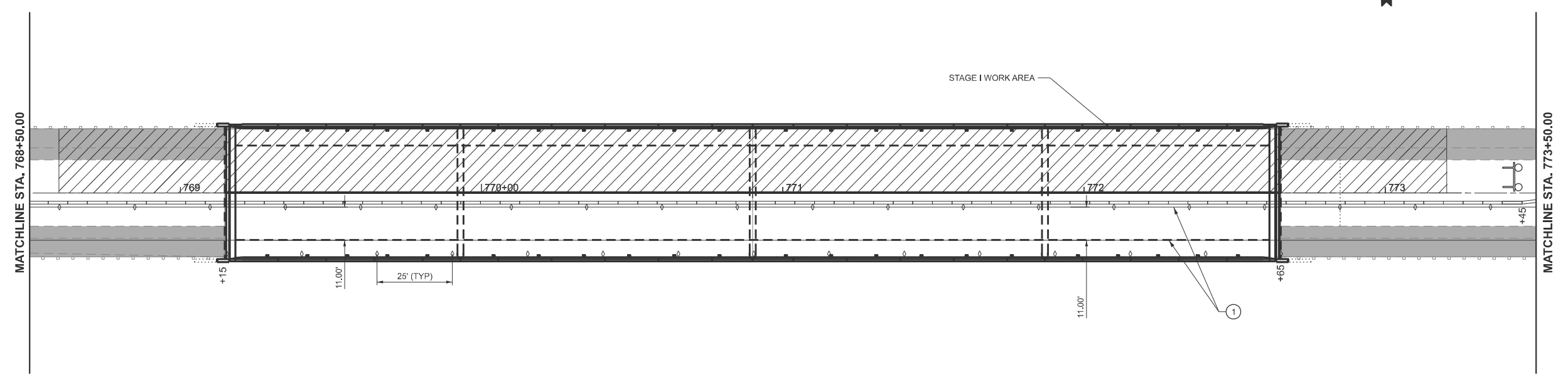
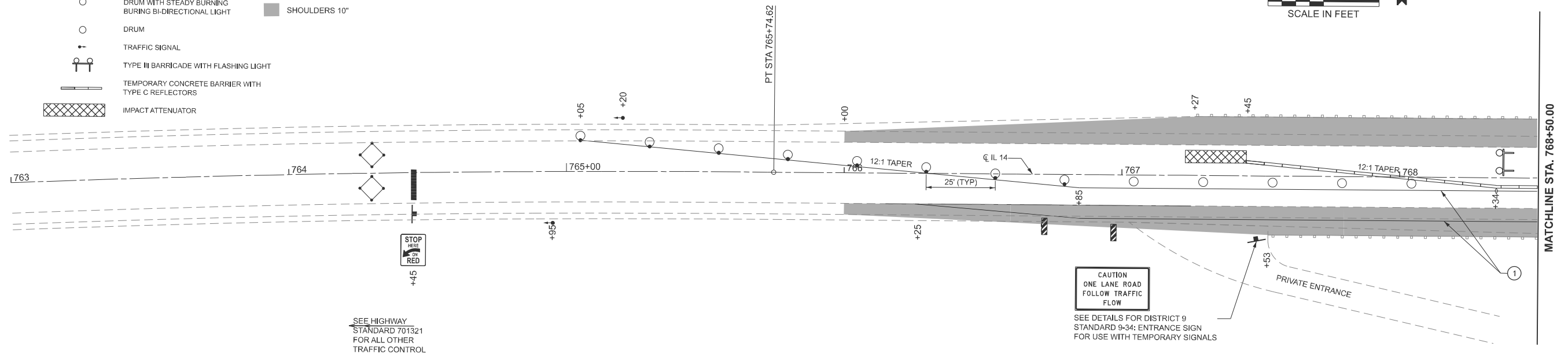
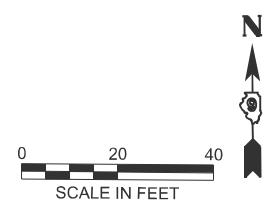
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC - NOTES AND TYPICAL SECTIONS
IL 14 (FAP 869) OVER BIG MUDDY RIVER

SCALE: SHEET 1 OF 5 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|----------|--------------|-----------|
| 869 | (4-1)BRR-1 | FRANKLIN | 45 | 13 |
| CONTRACT NO. 78B36 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

- SYMBOLS**
- DETECTOR LOOP
 - WORK AREA
 - SIGN
 - DRUM WITH STEADY BURNING BURNING BI-DIRECTIONAL LIGHT
 - DRUM
 - TRAFFIC SIGNAL
 - TYPE III BARRICADE WITH FLASHING LIGHT
 - TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS
 - IMPACT ATTENUATOR
 - DOUBLE VERTICAL PANEL
 - REFLECTOR
 - TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT (WHITE)
 - SHOULDERS 10"



MODEL: EXCL_IL17 - Plan 1 (Sheet)
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design firm
no. 184001036

engineers + planners + land surveyors

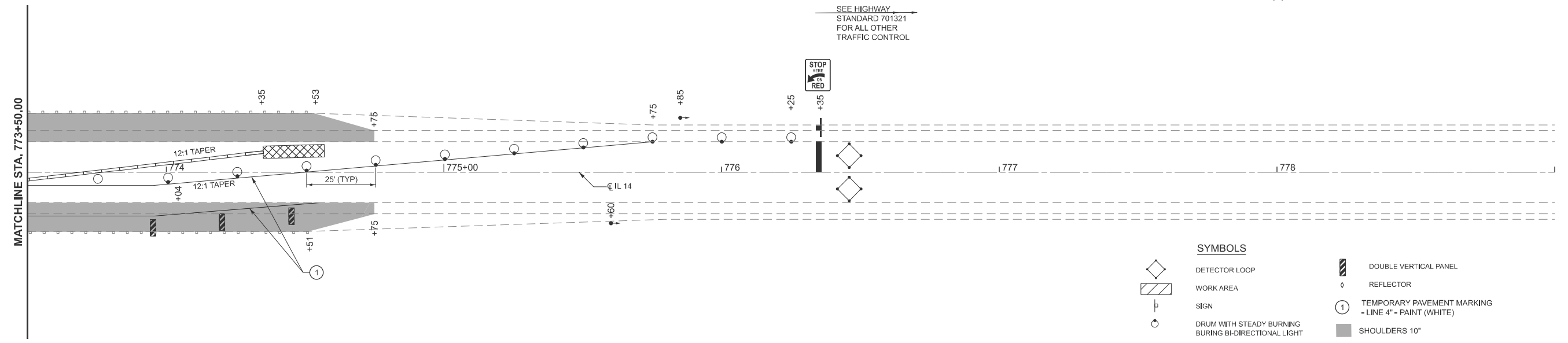
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| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 1/9/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC - STAGE I
IL 14 (FAP 869) OVER BIG MUDDY RIVER**

SCALE: 1"=20' SHEET 2 OF 5 SHEETS STA. 763+50.00 TO STA. 773+50.00

| | | | | |
|---------------------------|------------|----------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 869 | (4-1)BRR-1 | FRANKLIN | 45 | 14 |
| CONTRACT NO. 78B36 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



SYMBOLS

| | | | |
|--|---|--|---|
| | DETECTOR LOOP | | DOUBLE VERTICAL PANEL |
| | WORK AREA | | REFLECTOR |
| | SIGN | | TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT (WHITE) |
| | DRUM WITH STEADY BURNING BURING BI-DIRECTIONAL LIGHT | | SHOULDERS 10" |
| | DRUM | | |
| | TRAFFIC SIGNAL | | |
| | TYPE III BARRICADE WITH FLASHING LIGHT | | |
| | TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS | | |
| | IMPACT ATTENUATOR | | |

MODEL: EXCL_IL17 - Plan 3 (Sheet)
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|----------------------|------------|-----------|
| USER NAME = kfair | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 2/6/2026 | DATE - | REVISED - |














**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

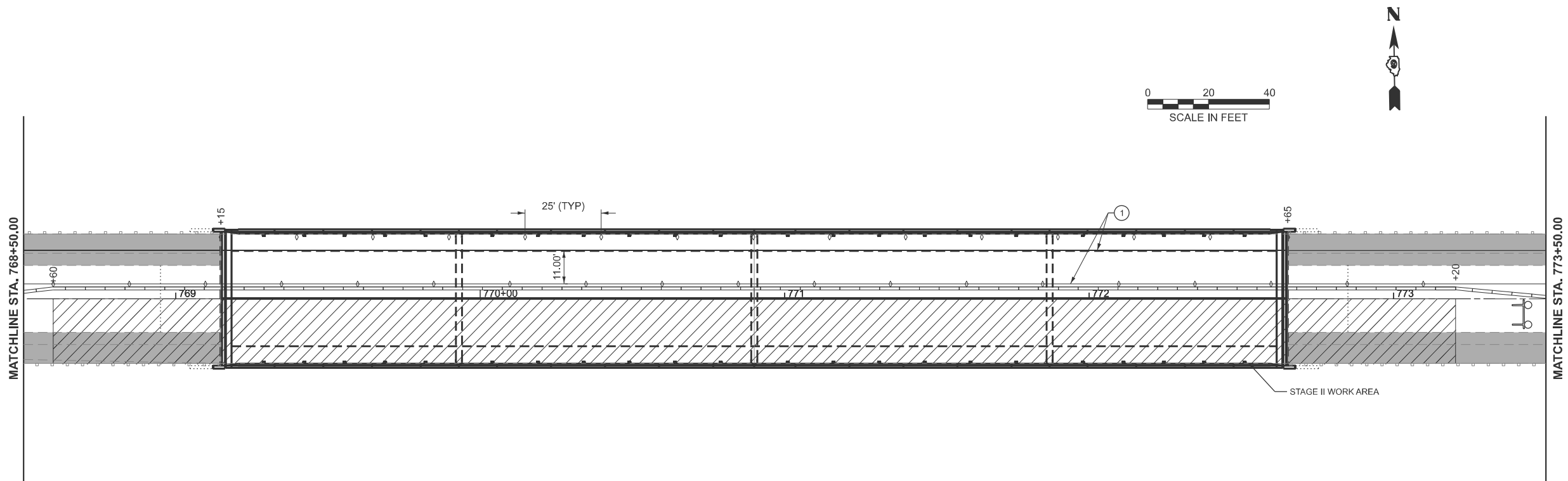
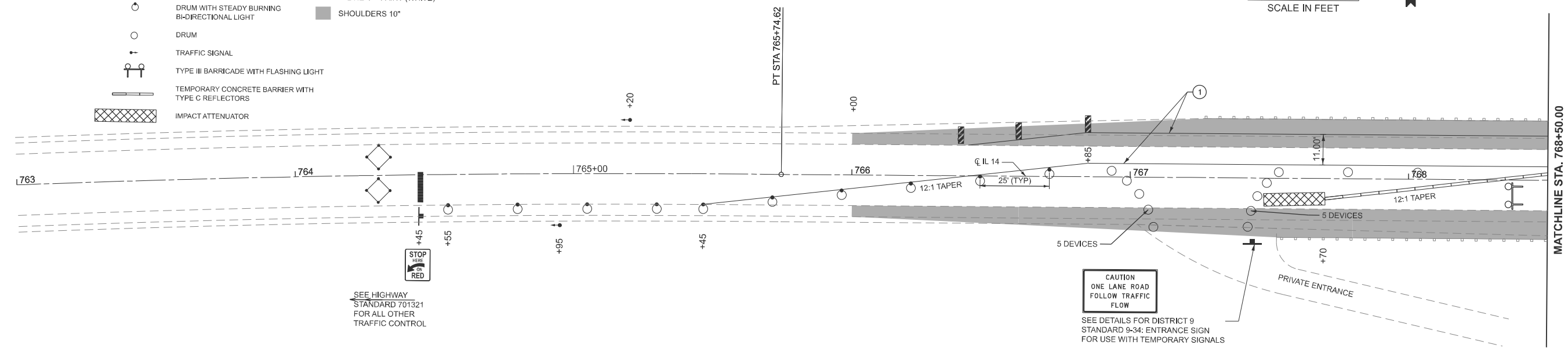
**MAINTENANCE OF TRAFFIC - STAGE I
 IL 14 (FAP 869) OVER BIG MUDDY RIVER**

SCALE: 1"=20' SHEET 3 OF 5 SHEETS STA. 773+50.00 TO STA. 778+50.00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|----------|--------------|-----------|
| 869 | (4-1)BRR-1 | FRANKLIN | 45 | 15 |
| CONTRACT NO. 78B36 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

SYMBOLS

-  DETECTOR LOOP
-  WORK AREA
-  SIGN
-  DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
-  DRUM
-  TRAFFIC SIGNAL
-  TYPE III BARRICADE WITH FLASHING LIGHT
-  TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS
-  IMPACT ATTENUATOR
-  DOUBLE VERTICAL PANEL
-  REFLECTOR
-  TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT (WHITE)
-  SHOULDERS 10"



MODEL: EXCL_IL14_Plan 1 (Sheet)
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design firm
no. 184001036
whks
engineers + planners + land surveyors

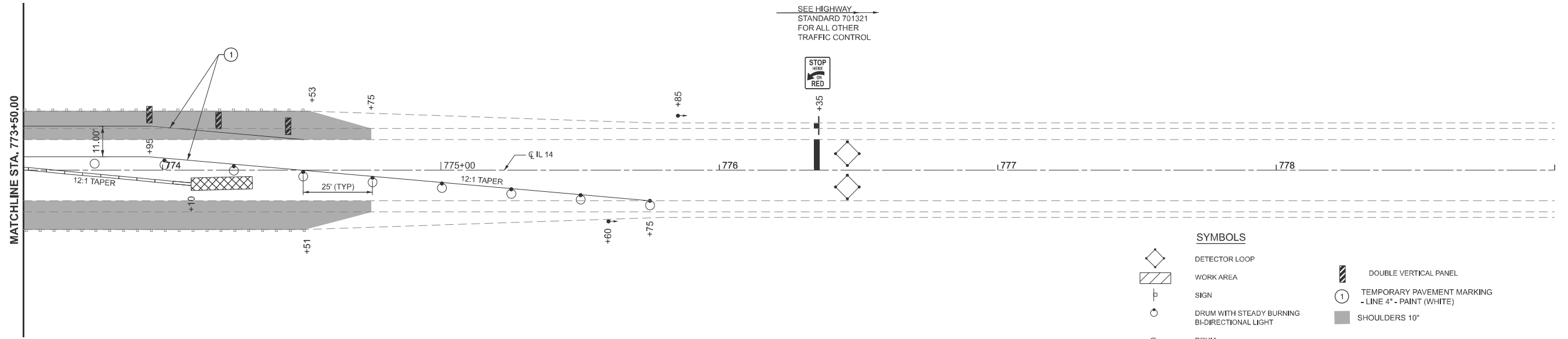
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|----------------------|------------|-----------|
| USER NAME = ncollins | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 1/8/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC - STAGE II
IL 14 (FAP 869) OVER BIG MUDDY RIVER**

SCALE: 1"=20' SHEET 4 OF 5 SHEETS STA. 763+50.00 TO STA. 773+50.00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|----------|--------------|-----------|
| 869 | (4-1)BRR-1 | FRANKLIN | 45 | 16 |
| CONTRACT NO. 78B36 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



SYMBOLS

| | | | |
|--|--|--|---|
| | DETECTOR LOOP | | DOUBLE VERTICAL PANEL |
| | WORK AREA | | TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT (WHITE) |
| | SIGN | | SHOULDERS 10" |
| | DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT | | |
| | DRUM | | |
| | TRAFFIC SIGNAL | | |
| | TYPE III BARRICADE WITH FLASHING LIGHT | | |
| | TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS | | |
| | IMPACT ATTENUATOR | | |

MODEL: EXCL_IL14_Plan_3(Sheet)
 FILE NAME: c:\bms\whks-pw-01\dms09318\0978836-shh-Staging-stage2.dgn

design firm
 no. 184001036

 engineers + planners + land surveyors

| | | |
|----------------------|------------|-----------|
| USER NAME = kfair | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 2/6/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

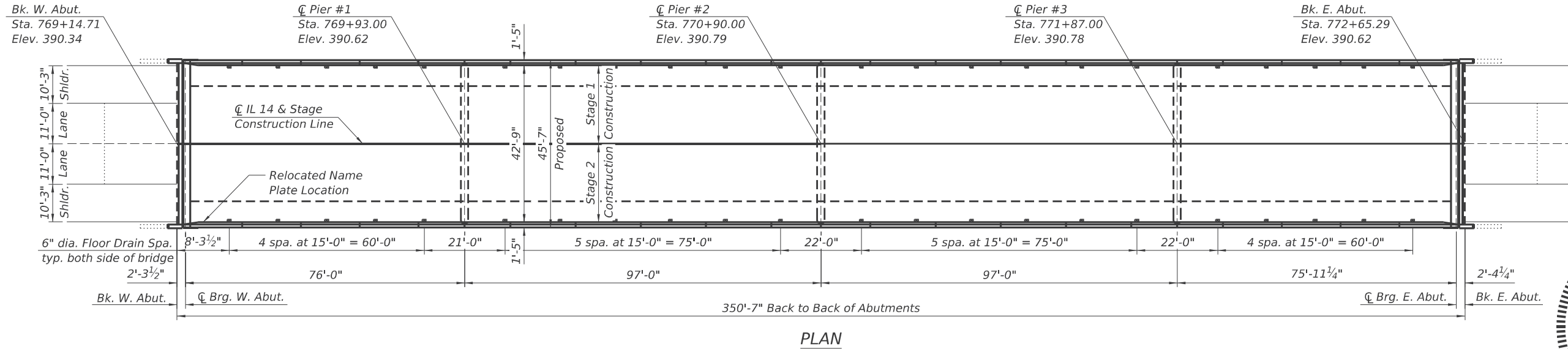
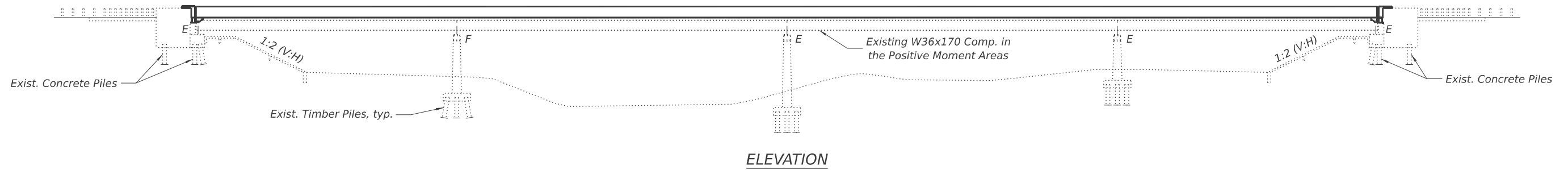
MAINTENANCE OF TRAFFIC - STAGE II
IL 14 (FAP 869) OVER BIG MUDDY RIVER

SCALE: 1"=20' SHEET 5 OF 5 SHEETS STA. 773+50.00 TO STA. 778+50.00

| | | | | |
|---------------------------|------------|----------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 869 | (4-1)BRR-1 | FRANKLIN | 45 | 17 |
| CONTRACT NO. 78B36 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

Existing Structure: SN 028-0020 was built in 1970 as F.A. Rt. 15, Section 4B-2 at Station 770+90.00 in Franklin County. In 2001, the bearings and expansion joints were replaced and a Microsilica Concrete overlay was added. Existing structure is a 0 skew, 4 span reinforced concrete deck on rolled steel beams, supported on stub abutments with concrete piles and solid wall piers with treated timber piles. The structure has a back-to-back abutment length of 350'-7", and a 46'-0" out to out of deck width (42'-6" curb to curb). The structure will be rehabilitated as shown utilizing staged construction.

Salvage: None



DESIGN STRESSES

FIELD UNITS (New Const.)

$f_c = 4,000$ psi (Deck)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (AASHTO M270 Gr. 36)
 $f_y = 50,000$ psi (AASHTO M270 Gr. 50)

FIELD UNITS (Original Const.)

$f_c = 1,200$ psi (Deck Slab)
 $f_c = 1,400$ psi (Curb, Parapet, Substructure)
 $f_s = 20,000$ psi (Reinforcement)
 $f_s = 20,000$ psi (Structural Steel)
 $vc = 75$ psi (Footings)
 $n = 10$

FIELD UNITS (2001 Rehab.)

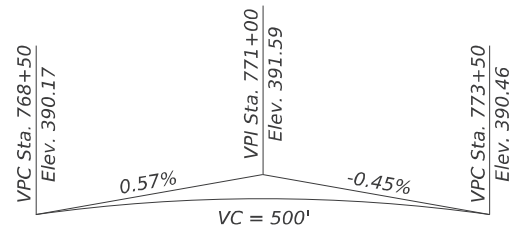
$f_y = 36,000$ psi (Structural Steel)
 $f_c = 3,500$ psi (Concrete)
 $f_y = 60,000$ psi (Reinforcement)

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition.

LOADING HS 20-44

No future wearing surface allowed.



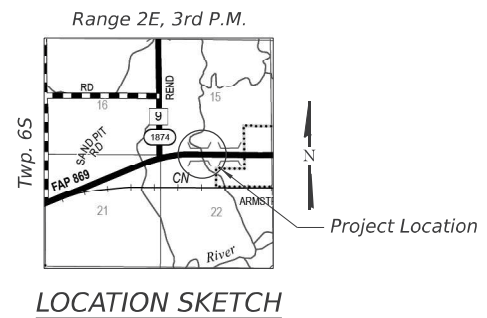
PROFILE S.B.I. RTE. 14

(Along \bar{C} IL 14)

Up to 1/4 inch to be ground off the bridge deck. The Profile Grade shows the final grade after grinding.

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction Details
4. Stage Construction Details
5. Temporary Concrete Barrier
6. Top of Slab Elevations
7. Top of Slab Elevations
8. Superstructure Removal Details
9. Superstructure Repair Details
10. Superstructure Repair Details
11. Joint Reconstruction Details
12. Preformed Joint Strip Seal
13. Structural Steel Details
14. Structural Steel Details
15. Abutment Repair Details
16. Pier Repair Details
17. Bar Splicer Assembly / Mechanical Splicer Details
- 18.-27. Existing Plans (For Information Only)



Signature
 Expires: 11/30/2026
 Date: 1/15/2026

GENERAL PLAN AND ELEVATION
IL-14 OVER BIG MUDDY RIVER
F.A.P. RT. 869 - SEC. (4-1)BRR-1
FRANKLIN COUNTY
STATION 770+90.00
STRUCTURE NO. 028-0020

MODEL: 01 - General Plan and Elevation
 FILE NAME: \\whks\projects\p01\Documents\Projects\11102357_0441 CAD\CADD\Drawings\Structures\0280020-01\278836



| | | |
|-------------------------|-------------------|-----------|
| USER NAME = tlangel | DESIGNED - AJL | REVISED - |
| PLOT SCALE = \$SCALES\$ | CHECKED - CVF/SDS | REVISED - |
| PLOT DATE = 3/13/2026 | DRAWN - AJL | REVISED - |
| | CHECKED - CVF/SDS | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
S.N. 028-0020

SHEET 1 OF 27 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|------------|----------|--------------|-----------|
| 869 | (4-1)BRR-1 | Franklin | 45 | 18 |
| CONTRACT NO. 78B36 | | | | |

ILLINOIS FED. AID PROJECT BR-ZRUR(024)

GENERAL NOTES

All new structural steel shall be AASHTO M270 Grade 36 (except girder repair plates which shall be AASHTO M270 Grade 50).

No field welding is permitted except as specified in the contract documents. Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Bolts 3/4 in. diameter, holes 13/16 in. diameter, unless otherwise noted.

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. If removal of rust and mill scale reveals that the top flange of any beam has more than 10% section loss, the condition shall be reported to the Bureau of Bridges and Structures for further disposition prior to placement of the bridge deck concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 in. deep shall be identified and reported to the Bureau of Bridges & Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges & Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.

Reinforcement bars designated (E) shall be epoxy coated.

Up to 1/4 inch to be ground off the bridge deck. The Profile Grade shows the final grade after grinding.

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 Contactor 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.

Cleaning and field painting of structural steel shall be done under a separate painting contract.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type 1. Cost to be included in Structural Steel Repair and F. and E. Structural Steel pay items.

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 degrees F.

SCOPE OF WORK

1. Remove and reconstruct outside 7'-4" of bridge deck.
2. Replace the expansion joints at both abutments.
3. Replace existing steel diaphragms at both abutments.
4. Perform full depth bridge deck repair and scarify the existing deck.
5. Add Bridge Deck Microsilica Concrete overlay.
6. Perform miscellaneous steel repairs.

TOTAL BILL OF MATERIAL

| ITEM | UNIT | SUPER | SUB | TOTAL |
|--|---------|--------|-------|--------|
| Concrete Removal | Cu. Yd. | 223.5 | | 223.5 |
| Floor Drains | Each | 44 | | 44 |
| Concrete Superstructure | Cu. Yd. | 221.1 | | 221.1 |
| Bridge Deck Grooving (Longitudinal) | Sq. Yd. | 930 | | 930 |
| Protective Coat | Sq. Yd. | 1,971 | | 1,971 |
| Furnishing and Erecting Structural Steel | Pound | | 3,170 | 3,170 |
| Reinforcement Bars, Epoxy Coated | Pound | 62,270 | | 62,270 |
| Bar Splicers | Each | 28 | | 28 |
| Mechanical Splicers | Each | 516 | | 516 |
| Preformed Joint Strip Seal | Foot | 92 | | 92 |
| Anchor Bolts, 3/4" | Each | | 26 | 26 |
| Deck Slab Repair (Full Depth, Type II) | Sq. Yd. | 23.6 | | 23.6 |
| Bridge Deck Scarification 2 3/4" | Sq. Yd. | 1,201 | | 1,201 |
| * Bridge Deck Microsilica Concrete Overlay 3" | Sq. Yd. | 1,630 | | 1,630 |
| Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches) | Sq. Ft. | | 51.8 | 51.8 |
| Epoxy Crack Injection | Foot | | 170 | 170 |
| Structural Steel Removal | Pound | | 3,170 | 3,170 |
| Structural Steel Repair | Pound | | 780 | 780 |
| Diamond Grinding (Bridge Section) | Sq. Yd. | 1,494 | | 1,494 |
| Relocating Name Plates | Each | 1 | | 1 |

*Synthetic Fibers shall be added to the Microsilica Overlay. Cost included with Bridge Deck Microsilica Concrete Overlay 3".

MODEL: 00_General Data
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design firm
no. 184001036



engineers + planners + land surveyors

| | | |
|------------------------|-------------------|-----------|
| USER NAME = tlengel | DESIGNED - AJL | REVISED - |
| | CHECKED - CVF/SDS | REVISED - |
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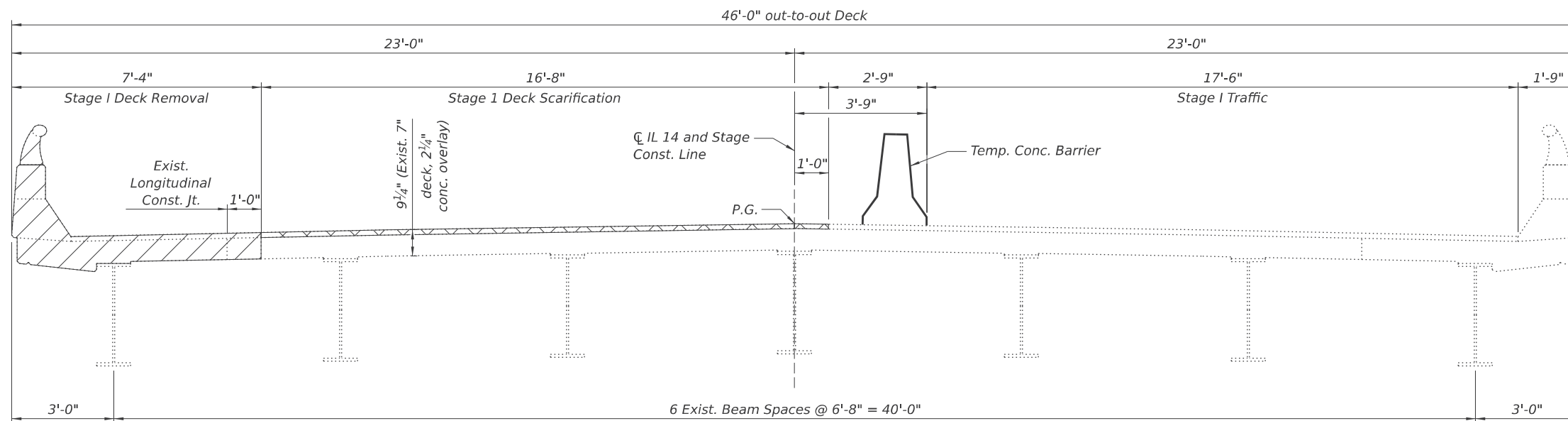
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
S.N. 028-0020**

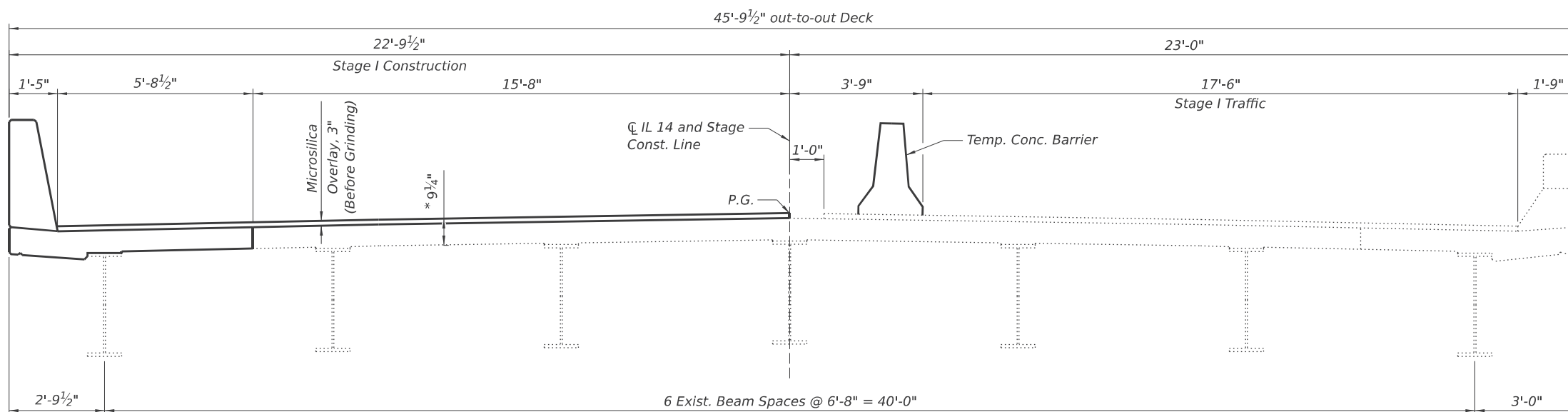
SHEET 2 OF 27 SHEETS

| | | | | |
|--------------------|------------|----------|------------------|--------------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 869 | (4-1)BRR-1 | Franklin | 45 | 19 |
| CONTRACT NO. 78B36 | | | | |
| | | ILLINOIS | FED. AID PROJECT | BR-ZRU8(024) |

Note: Removal of existing Aluminum Bridge Rail is included with "Concrete Removal".



STAGE I REMOVAL
Looking East



STAGE I CONSTRUCTION
Looking East

*After Diamond Grinding

LEGEND

Concrete Removal 

Bridge Deck Scarification, 2 3/4" 

MODEL: 03_Stage Construction Details
FILE NAME: \\snp\p\constr\br\constr\h\key\401\Documents\Projects\IL 02827_04\41 CAD\CAD Data\Structure\02827_04\01278836

design firm
no. 184001036
whks
engineers + planners + land surveyors

| | | |
|------------------------|-------------------|-----------|
| USER NAME = tlangel | DESIGNED - AJL | REVISED - |
| | CHECKED - CVF/SDS | REVISED - |
| PLOT SCALE = \$SCALE\$ | DRAWN - AJL | REVISED - |
| PLOT DATE = 3/13/2026 | CHECKED - CVF/SDS | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

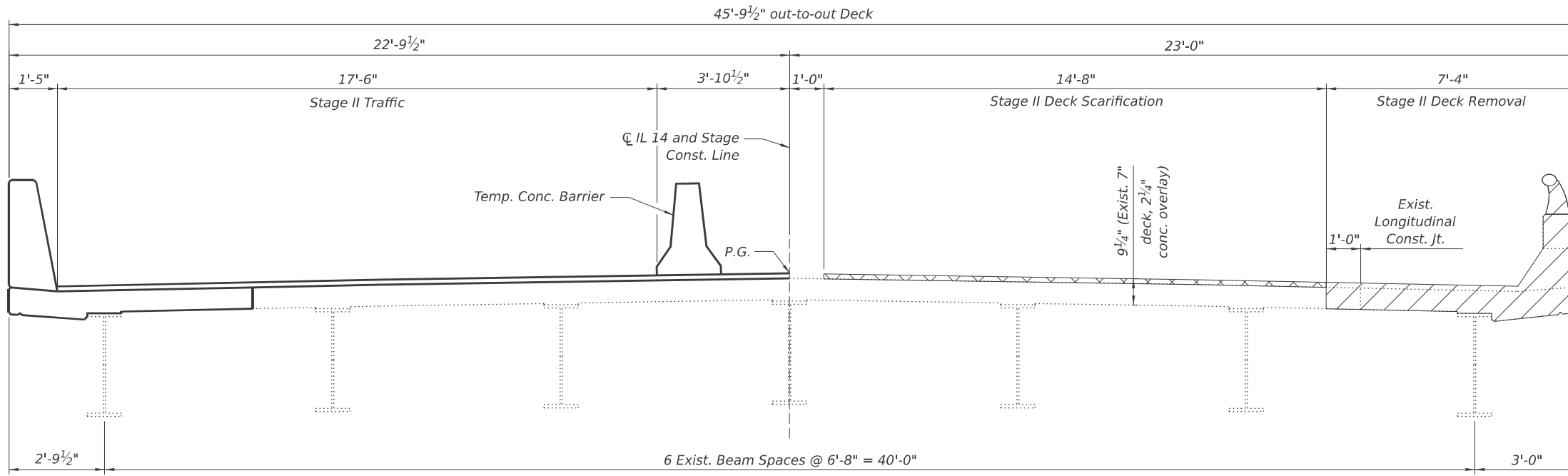
STAGE CONSTRUCTION DETAILS
S.N. 028-0020

SHEET 3 OF 27 SHEETS

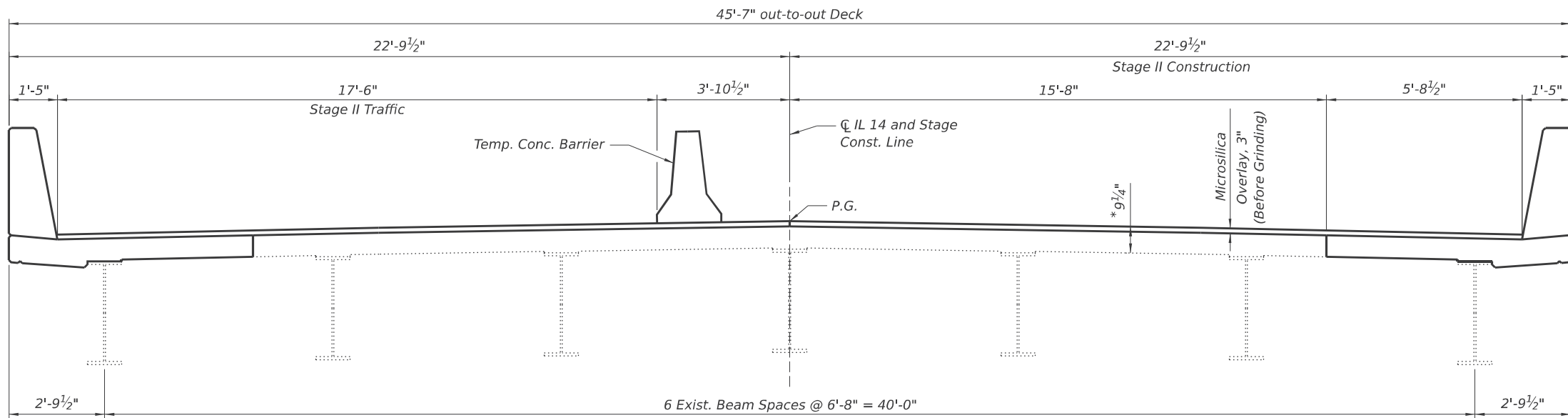
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|------------|----------|--------------|-----------|
| 869 | (4-1)BRR-1 | Franklin | 45 | 20 |
| CONTRACT NO. 78B36 | | | | |

ILLINOIS FED. AID PROJECT BR-ZRU8(024)

Note: Removal of existing Aluminum Bridge Rail is included with "Concrete Removal".



STAGE II REMOVAL
Looking East



STAGE II CONSTRUCTION
Looking East

*After Diamond Grinding

LEGEND

Concrete Removal 

Bridge Deck Scarification, 2 3/4" 

MODEL: Out Stage Construction Details
 FILE NAME: \\snp\p\constr\br\constr\hkey\401\Documents\Projects\ILL\0237_04\41 CAD\CADD\Info\Structure\028020\0278B36

design firm
no. 184001036
whks
engineers + planners + land surveyors

| | | |
|------------------------|-------------------|-----------|
| USER NAME = tlangel | DESIGNED - AJL | REVISED - |
| | CHECKED - CVF/SDS | REVISED - |
| PLOT SCALE = \$SCALE\$ | DRAWN - AJL | REVISED - |
| PLOT DATE = 3/13/2026 | CHECKED - CVF/SDS | REVISED - |

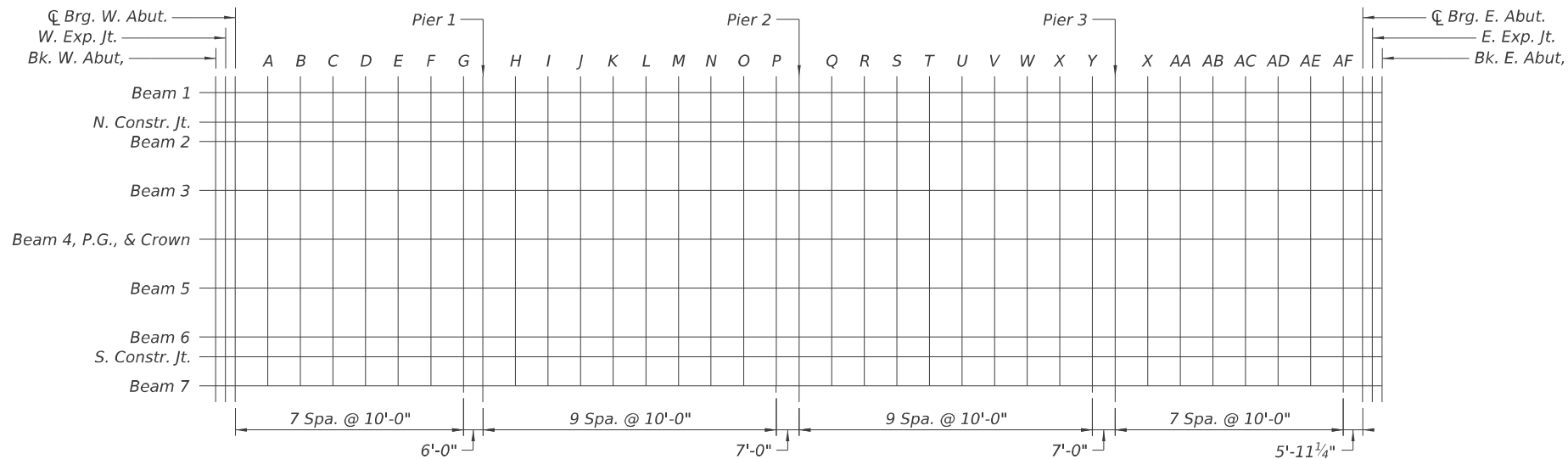
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
S.N. 028-0020**

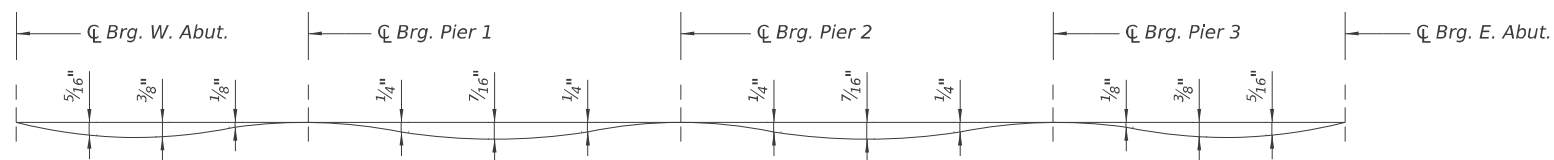
SHEET 4 OF 27 SHEETS

| | | | | |
|--------------------|--------------------|-----------------|-----------------|--------------|
| F.A.P. RTE. 869 | SECTION (4-1)BRR-1 | COUNTY Franklin | TOTAL SHEETS 45 | SHEET NO. 21 |
| CONTRACT NO. 78B36 | | | | |

ILLINOIS FED. AID PROJECT BR-ZR08(024)

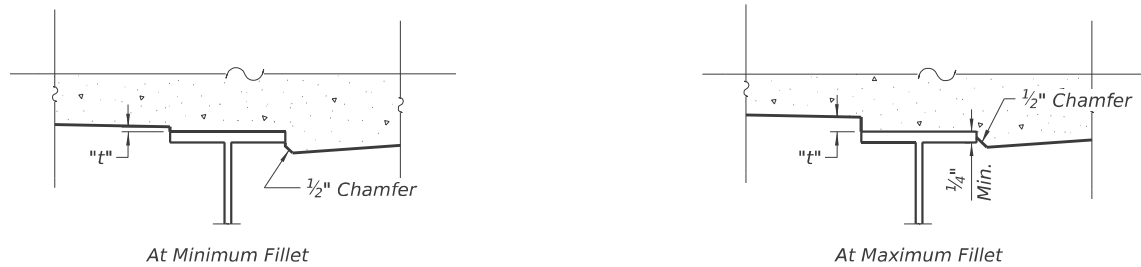


PLAN



DEAD LOAD DEFLECTION DIAGRAM

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on this sheet and sheet 7 of 27.



Fillet Heights

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown below, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown. For grinding the deck, see Special Provisions.

BEAM 1

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding |
|-----------------|-----------|--------|------------------------------|---|
| Bk. W. Abut. | 769+14.71 | -20.00 | 390.14 | 390.16 |
| W. Exp. Jt. | 769+16.33 | -20.00 | 390.15 | 390.17 |
| ☉ Brg. W. Abut. | 769+17.00 | -20.00 | 390.15 | 390.17 |
| A | 769+27.00 | -20.00 | 390.19 | 390.22 |
| B | 769+37.00 | -20.00 | 390.23 | 390.28 |
| C | 769+47.00 | -20.00 | 390.27 | 390.32 |
| D | 769+57.00 | -20.00 | 390.30 | 390.35 |
| E | 769+67.00 | -20.00 | 390.34 | 390.38 |
| F | 769+77.00 | -20.00 | 390.37 | 390.40 |
| G | 769+87.00 | -20.00 | 390.40 | 390.42 |
| Pier 1 | 769+93.00 | -20.00 | 390.42 | 390.44 |
| H | 770+03.00 | -20.00 | 390.44 | 390.47 |
| I | 770+13.00 | -20.00 | 390.47 | 390.51 |
| J | 770+23.00 | -20.00 | 390.49 | 390.54 |
| K | 770+33.00 | -20.00 | 390.51 | 390.56 |
| L | 770+43.00 | -20.00 | 390.53 | 390.59 |
| M | 770+53.00 | -20.00 | 390.55 | 390.60 |
| N | 770+63.00 | -20.00 | 390.56 | 390.60 |
| O | 770+73.00 | -20.00 | 390.58 | 390.62 |
| P | 770+83.00 | -20.00 | 390.59 | 390.62 |
| Pier 2 | 770+90.00 | -20.00 | 390.59 | 390.61 |
| Q | 771+00.00 | -20.00 | 390.60 | 390.63 |
| R | 771+10.00 | -20.00 | 390.60 | 390.64 |
| S | 771+20.00 | -20.00 | 390.61 | 390.66 |
| T | 771+30.00 | -20.00 | 390.61 | 390.66 |
| U | 771+40.00 | -20.00 | 390.61 | 390.67 |
| V | 771+50.00 | -20.00 | 390.60 | 390.65 |
| W | 771+60.00 | -20.00 | 390.60 | 390.64 |
| X | 771+70.00 | -20.00 | 390.59 | 390.63 |
| Y | 771+80.00 | -20.00 | 390.58 | 390.61 |
| Pier 3 | 771+87.00 | -20.00 | 390.57 | 390.59 |
| Z | 771+97.00 | -20.00 | 390.56 | 390.59 |
| AA | 772+07.00 | -20.00 | 390.55 | 390.58 |
| AB | 772+17.00 | -20.00 | 390.53 | 390.57 |
| AC | 772+27.00 | -20.00 | 390.51 | 390.56 |
| AD | 772+37.00 | -20.00 | 390.49 | 390.54 |
| AE | 772+47.00 | -20.00 | 390.47 | 390.51 |
| AF | 772+57.00 | -20.00 | 390.44 | 390.47 |
| ☉ Brg. E. Abut. | 772+62.94 | -20.00 | 390.43 | 390.45 |
| E. Exp. Jt. | 772+63.64 | -20.00 | 390.43 | 390.45 |
| Bk. E. Abut. | 772+65.29 | -20.00 | 390.42 | 390.44 |

MODEL: 06_Top of Slab Elevations
 FILE NAME: \\wsp\production\p\z\m\h\k\p\401\Documents\Projects\ILL\0287_04\1_CADD\CADDData\Structure\028702\01\278836

design firm
 no. 184001036
whks
 engineers + planners + land surveyors

| | | |
|-----------------------|-------------------|-----------|
| USER NAME = tlengel | DESIGNED - AJL | REVISED - |
| PLOT SCALE = SSCALE\$ | CHECKED - CVF/SDS | REVISED - |
| PLOT DATE = 3/13/2026 | DRAWN - AJL | REVISED - |
| | CHECKED - CVF/SDS | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 S.N. 028-0020

SHEET 6 OF 27 SHEETS

| | | | | |
|--|------------|----------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 869 | (4-1)BRR-1 | Franklin | 45 | 23 |
| CONTRACT NO. 78B36 | | | | |
| ILLINOIS FED. AID PROJECT BR-ZRU8(024) | | | | |

NORTH CONSTRUCTION JOINT

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding |
|-----------------|-----------|--------|------------------------------|---|
| Bk. W. Abut. | 769+14.71 | -15.67 | 390.23 | 390.25 |
| W. Exp. Jt. | 769+16.33 | -15.67 | 390.24 | 390.26 |
| ☉ Brg. W. Abut. | 769+17.00 | -15.67 | 390.24 | 390.26 |
| A | 769+27.00 | -15.67 | 390.28 | 390.31 |
| B | 769+37.00 | -15.67 | 390.32 | 390.37 |
| C | 769+47.00 | -15.67 | 390.36 | 390.41 |
| D | 769+57.00 | -15.67 | 390.40 | 390.45 |
| E | 769+67.00 | -15.67 | 390.43 | 390.47 |
| F | 769+77.00 | -15.67 | 390.46 | 390.49 |
| G | 769+87.00 | -15.67 | 390.49 | 390.51 |
| Pier 1 | 769+93.00 | -15.67 | 390.51 | 390.53 |
| H | 770+03.00 | -15.67 | 390.54 | 390.57 |
| I | 770+13.00 | -15.67 | 390.56 | 390.60 |
| J | 770+23.00 | -15.67 | 390.58 | 390.63 |
| K | 770+33.00 | -15.67 | 390.60 | 390.65 |
| L | 770+43.00 | -15.67 | 390.62 | 390.68 |
| M | 770+53.00 | -15.67 | 390.64 | 390.69 |
| N | 770+63.00 | -15.67 | 390.65 | 390.69 |
| O | 770+73.00 | -15.67 | 390.67 | 390.71 |
| P | 770+83.00 | -15.67 | 390.68 | 390.71 |
| Pier 2 | 770+90.00 | -15.67 | 390.68 | 390.70 |
| Q | 771+00.00 | -15.67 | 390.69 | 390.72 |
| R | 771+10.00 | -15.67 | 390.69 | 390.73 |
| S | 771+20.00 | -15.67 | 390.70 | 390.75 |
| T | 771+30.00 | -15.67 | 390.70 | 390.75 |
| U | 771+40.00 | -15.67 | 390.70 | 390.76 |
| V | 771+50.00 | -15.67 | 390.69 | 390.74 |
| W | 771+60.00 | -15.67 | 390.69 | 390.73 |
| X | 771+70.00 | -15.67 | 390.68 | 390.72 |
| Y | 771+80.00 | -15.67 | 390.67 | 390.70 |
| Pier 3 | 771+87.00 | -15.67 | 390.66 | 390.68 |
| Z | 771+97.00 | -15.67 | 390.65 | 390.68 |
| AA | 772+07.00 | -15.67 | 390.64 | 390.67 |
| AB | 772+17.00 | -15.67 | 390.62 | 390.66 |
| AC | 772+27.00 | -15.67 | 390.60 | 390.65 |
| AD | 772+37.00 | -15.67 | 390.58 | 390.63 |
| AE | 772+47.00 | -15.67 | 390.56 | 390.60 |
| AF | 772+57.00 | -15.67 | 390.53 | 390.56 |
| ☉ Brg. E. Abut. | 772+62.94 | -15.67 | 390.52 | 390.54 |
| E. Exp. Jt. | 772+63.64 | -15.67 | 390.52 | 390.54 |
| Bk. E. Abut. | 772+65.29 | -15.67 | 390.51 | 390.53 |

SOUTH CONSTRUCTION JOINT

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding |
|-----------------|-----------|--------|------------------------------|---|
| Bk. W. Abut. | 769+14.71 | 15.67 | 390.23 | 390.25 |
| W. Exp. Jt. | 769+16.33 | 15.67 | 390.24 | 390.26 |
| ☉ Brg. W. Abut. | 769+17.00 | 15.67 | 390.24 | 390.26 |
| A | 769+27.00 | 15.67 | 390.28 | 390.31 |
| B | 769+37.00 | 15.67 | 390.32 | 390.37 |
| C | 769+47.00 | 15.67 | 390.36 | 390.41 |
| D | 769+57.00 | 15.67 | 390.40 | 390.45 |
| E | 769+67.00 | 15.67 | 390.43 | 390.47 |
| F | 769+77.00 | 15.67 | 390.46 | 390.49 |
| G | 769+87.00 | 15.67 | 390.49 | 390.51 |
| Pier 1 | 769+93.00 | 15.67 | 390.51 | 390.53 |
| H | 770+03.00 | 15.67 | 390.54 | 390.57 |
| I | 770+13.00 | 15.67 | 390.56 | 390.60 |
| J | 770+23.00 | 15.67 | 390.58 | 390.63 |
| K | 770+33.00 | 15.67 | 390.60 | 390.65 |
| L | 770+43.00 | 15.67 | 390.62 | 390.68 |
| M | 770+53.00 | 15.67 | 390.64 | 390.69 |
| N | 770+63.00 | 15.67 | 390.65 | 390.69 |
| O | 770+73.00 | 15.67 | 390.67 | 390.71 |
| P | 770+83.00 | 15.67 | 390.68 | 390.71 |
| Pier 2 | 770+90.00 | 15.67 | 390.68 | 390.70 |
| Q | 771+00.00 | 15.67 | 390.69 | 390.72 |
| R | 771+10.00 | 15.67 | 390.69 | 390.73 |
| S | 771+20.00 | 15.67 | 390.70 | 390.75 |
| T | 771+30.00 | 15.67 | 390.70 | 390.75 |
| U | 771+40.00 | 15.67 | 390.70 | 390.76 |
| V | 771+50.00 | 15.67 | 390.69 | 390.74 |
| W | 771+60.00 | 15.67 | 390.69 | 390.73 |
| X | 771+70.00 | 15.67 | 390.68 | 390.72 |
| Y | 771+80.00 | 15.67 | 390.67 | 390.70 |
| Pier 3 | 771+87.00 | 15.67 | 390.66 | 390.68 |
| Z | 771+97.00 | 15.67 | 390.65 | 390.68 |
| AA | 772+07.00 | 15.67 | 390.64 | 390.67 |
| AB | 772+17.00 | 15.67 | 390.62 | 390.66 |
| AC | 772+27.00 | 15.67 | 390.60 | 390.65 |
| AD | 772+37.00 | 15.67 | 390.58 | 390.63 |
| AE | 772+47.00 | 15.67 | 390.56 | 390.60 |
| AF | 772+57.00 | 15.67 | 390.53 | 390.56 |
| ☉ Brg. E. Abut. | 772+62.94 | 15.67 | 390.52 | 390.54 |
| E. Exp. Jt. | 772+63.64 | 15.67 | 390.52 | 390.54 |
| Bk. E. Abut. | 772+65.29 | 15.67 | 390.51 | 390.53 |

BEAM 7

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding |
|-----------------|-----------|--------|------------------------------|---|
| Bk. W. Abut. | 769+14.71 | 20.00 | 390.14 | 390.16 |
| W. Exp. Jt. | 769+16.33 | 20.00 | 390.15 | 390.17 |
| ☉ Brg. W. Abut. | 769+17.00 | 20.00 | 390.15 | 390.17 |
| A | 769+27.00 | 20.00 | 390.19 | 390.22 |
| B | 769+37.00 | 20.00 | 390.23 | 390.28 |
| C | 769+47.00 | 20.00 | 390.27 | 390.32 |
| D | 769+57.00 | 20.00 | 390.30 | 390.35 |
| E | 769+67.00 | 20.00 | 390.34 | 390.38 |
| F | 769+77.00 | 20.00 | 390.37 | 390.40 |
| G | 769+87.00 | 20.00 | 390.40 | 390.42 |
| Pier 1 | 769+93.00 | 20.00 | 390.42 | 390.44 |
| H | 770+03.00 | 20.00 | 390.44 | 390.47 |
| I | 770+13.00 | 20.00 | 390.47 | 390.51 |
| J | 770+23.00 | 20.00 | 390.49 | 390.54 |
| K | 770+33.00 | 20.00 | 390.51 | 390.56 |
| L | 770+43.00 | 20.00 | 390.53 | 390.59 |
| M | 770+53.00 | 20.00 | 390.55 | 390.60 |
| N | 770+63.00 | 20.00 | 390.56 | 390.60 |
| O | 770+73.00 | 20.00 | 390.58 | 390.62 |
| P | 770+83.00 | 20.00 | 390.59 | 390.62 |
| Pier 2 | 770+90.00 | 20.00 | 390.59 | 390.61 |
| Q | 771+00.00 | 20.00 | 390.60 | 390.63 |
| R | 771+10.00 | 20.00 | 390.60 | 390.64 |
| S | 771+20.00 | 20.00 | 390.61 | 390.66 |
| T | 771+30.00 | 20.00 | 390.61 | 390.66 |
| U | 771+40.00 | 20.00 | 390.61 | 390.67 |
| V | 771+50.00 | 20.00 | 390.60 | 390.65 |
| W | 771+60.00 | 20.00 | 390.60 | 390.64 |
| X | 771+70.00 | 20.00 | 390.59 | 390.63 |
| Y | 771+80.00 | 20.00 | 390.58 | 390.61 |
| Pier 3 | 771+87.00 | 20.00 | 390.57 | 390.59 |
| Z | 771+97.00 | 20.00 | 390.56 | 390.59 |
| AA | 772+07.00 | 20.00 | 390.55 | 390.58 |
| AB | 772+17.00 | 20.00 | 390.53 | 390.57 |
| AC | 772+27.00 | 20.00 | 390.51 | 390.56 |
| AD | 772+37.00 | 20.00 | 390.49 | 390.54 |
| AE | 772+47.00 | 20.00 | 390.47 | 390.51 |
| AF | 772+57.00 | 20.00 | 390.44 | 390.47 |
| ☉ Brg. E. Abut. | 772+62.94 | 20.00 | 390.43 | 390.45 |
| E. Exp. Jt. | 772+63.64 | 20.00 | 390.43 | 390.45 |
| Bk. E. Abut. | 772+65.29 | 20.00 | 390.42 | 390.44 |

MODEL: 07_Top of Slab Elevations
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design firm
 no. 184001036

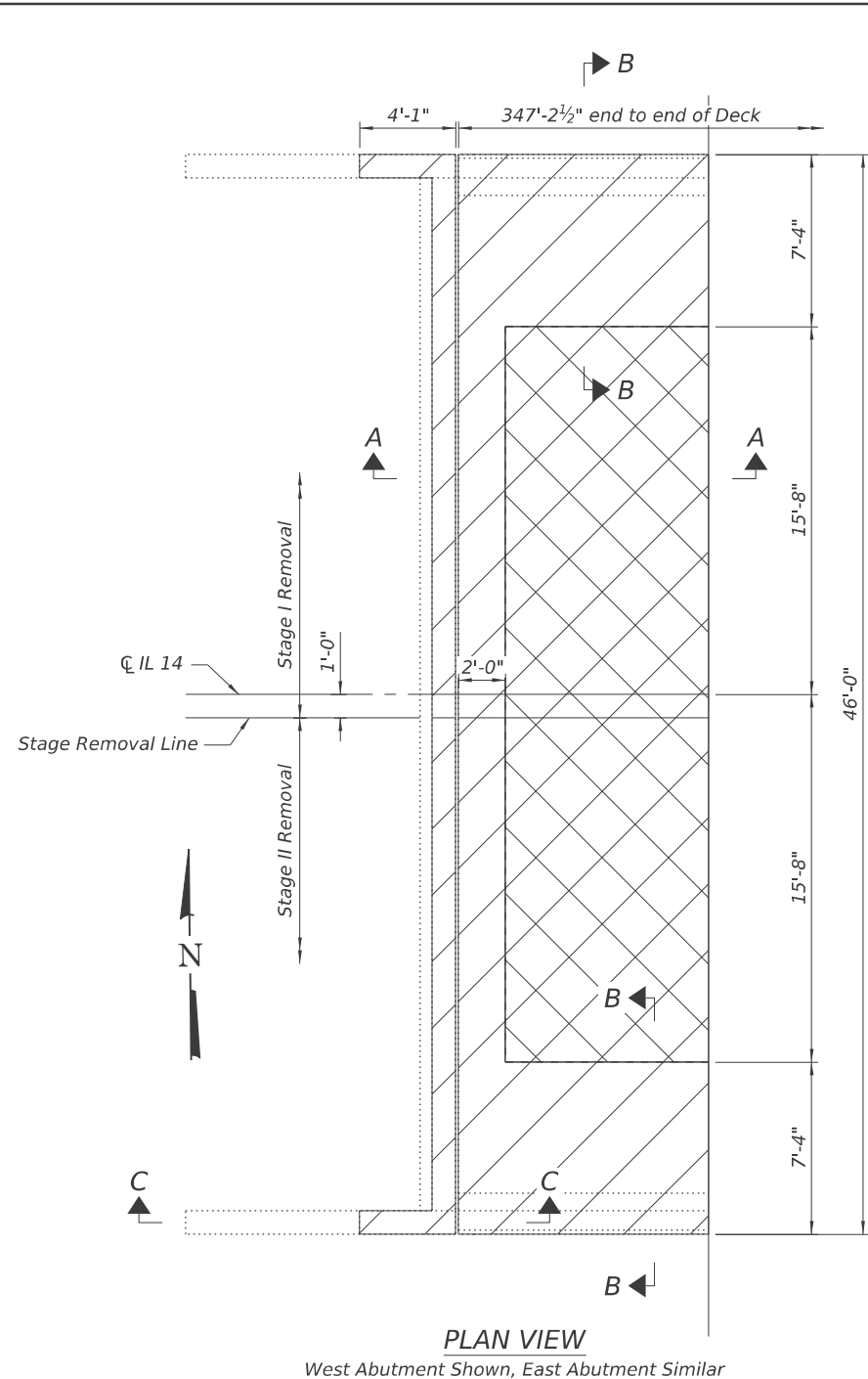
 engineers + planners + land surveyors

| | | |
|------------------------|-------------------|-----------|
| USER NAME = tlangel | DESIGNED - AJL | REVISED - |
| | CHECKED - CVF/SDS | REVISED - |
| PLOT SCALE = \$SCALE\$ | DRAWN - AJL | REVISED - |
| PLOT DATE = 3/13/2026 | CHECKED - CVF/SDS | REVISED - |

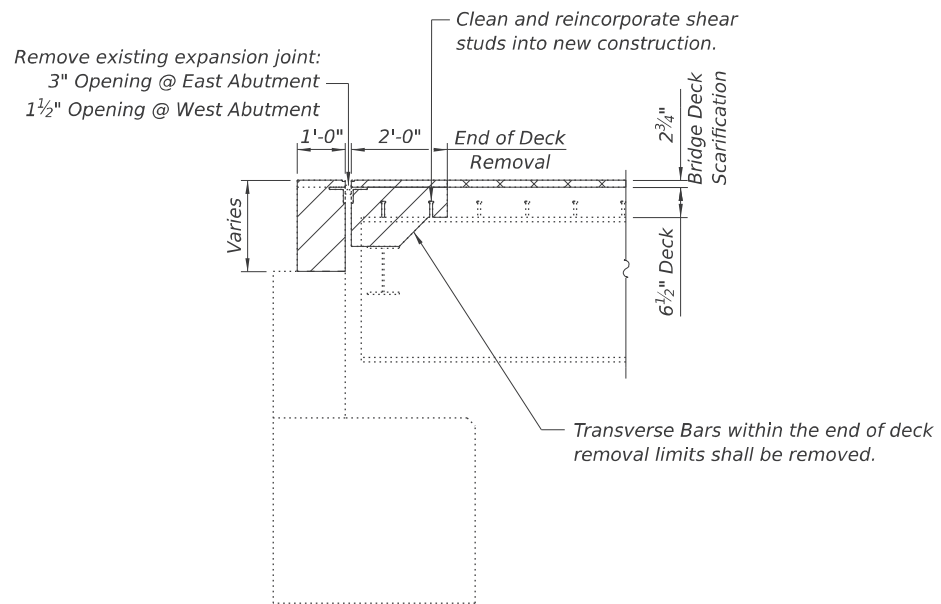
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
S.N. 028-0020
 SHEET 7 OF 27 SHEETS

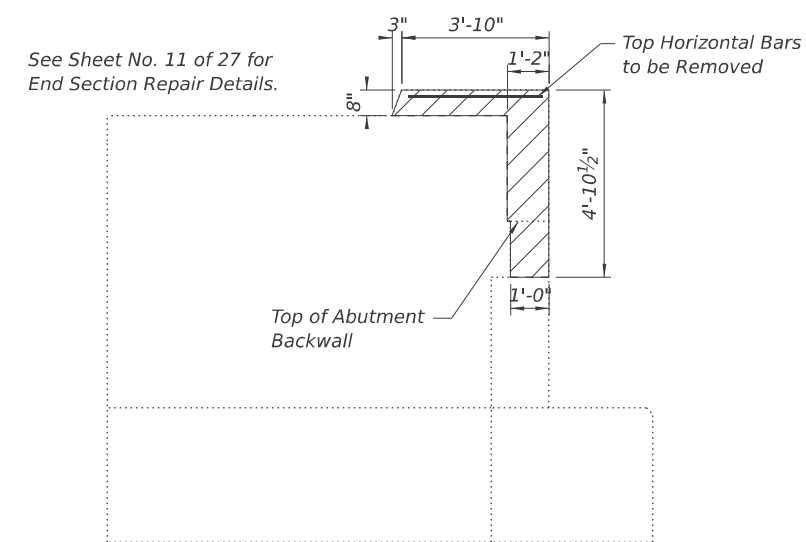
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|--------------------|------------|----------|------------------|--------------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 869 | (4-1)BRR-1 | Franklin | 45 | 24 |
| CONTRACT NO. 78B36 | | | | |
| | | ILLINOIS | FED. AID PROJECT | BR-ZRU8(024) |



PLAN VIEW
West Abutment Shown, East Abutment Similar



SECTION A-A



SECTION C-C

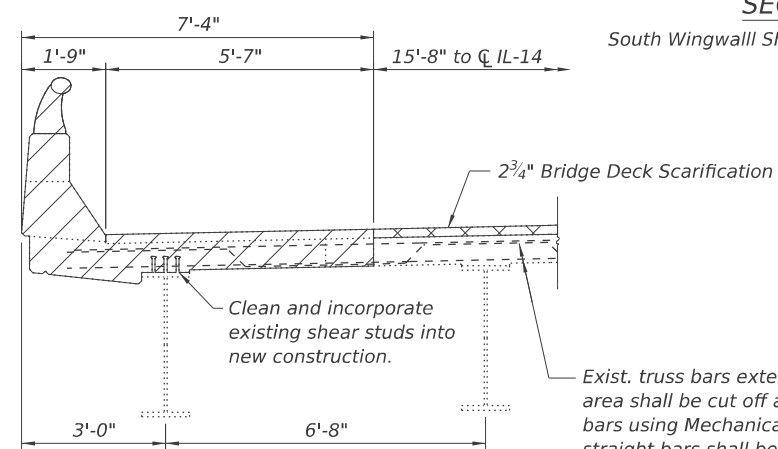
South Wingwall Shown, North Wingwall Similar

BILL OF MATERIAL

| Item | Unit | Total |
|--|---------|-------|
| Concrete Removal | Cu. Yd. | 223.5 |
| Bridge Deck Scarification 2 3/4" | Sq. Yd. | 1,201 |
| Deck Slab Repair (Full Depth, Type II) | Sq. Yd. | 23.6 |

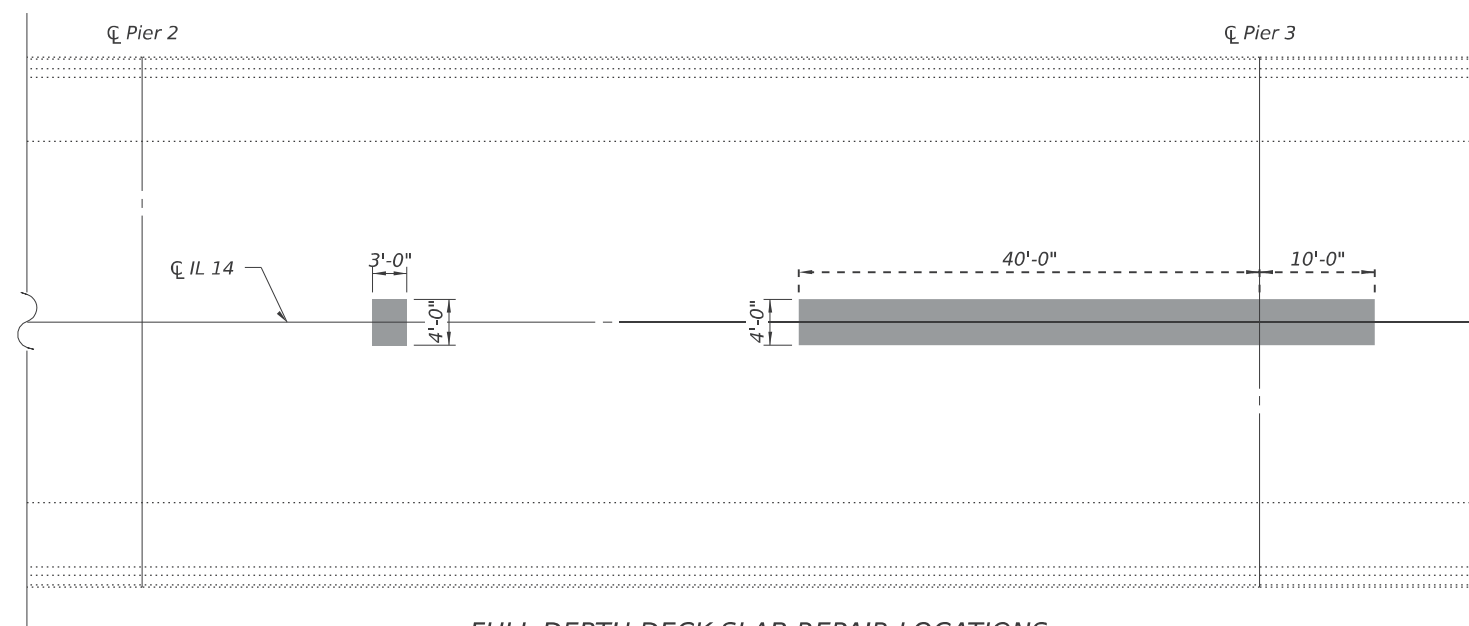
LEGEND

- Concrete Removal
- Bridge Deck Scarification, 2 3/4"
- Deck Slab Repair (Full Depth, Type II)



SECTION B-B

Exist. truss bars extending into removal area shall be cut off and spliced with a1(E) bars using Mechanical Splicers. Existing straight bars shall be cleaned and incorporated into new construction. See Section A-A on sheet 10 of 27.



FULL DEPTH DECK SLAB REPAIR LOCATIONS

Notes:

- Existing reinforcement bars extending into the concrete 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.
- Removal of the existing bridge deck shall be in accordance with Section 501.05(a) of the Standard Specifications and shall be paid for as Concrete Removal.
- Removal and disposal of existing expansion joints will not be paid for separately, but will be included in the cost of Concrete Removal.
- Any existing shear studs that are damaged or that become detached during deck removal operations shall be replaced as directed by the Engineer and in accordance with Section 505.08(m) of the Standard Specifications. The cost of replacement shall be included with Concrete Removal.
- Quantity and limits of Full Depth Deck Slab Repair have been estimated from an August, 2025 deck survey. The actual quantity and limits shall be determined in the field by the Engineer. The Engineer shall record the actual limits of the Full Depth Deck Slab Repairs on the Plan View on the General Plan and Elevation sheet of the As-Built plans.
- Existing longitudinal bars in the deck removal areas shall be removed and replaced with new b(E), b1(E), and b2(E) bars. See Sheet 9 of 27.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE REMOVAL DETAILS
S.N. 028-0020**

SHEET 8 OF 27 SHEETS

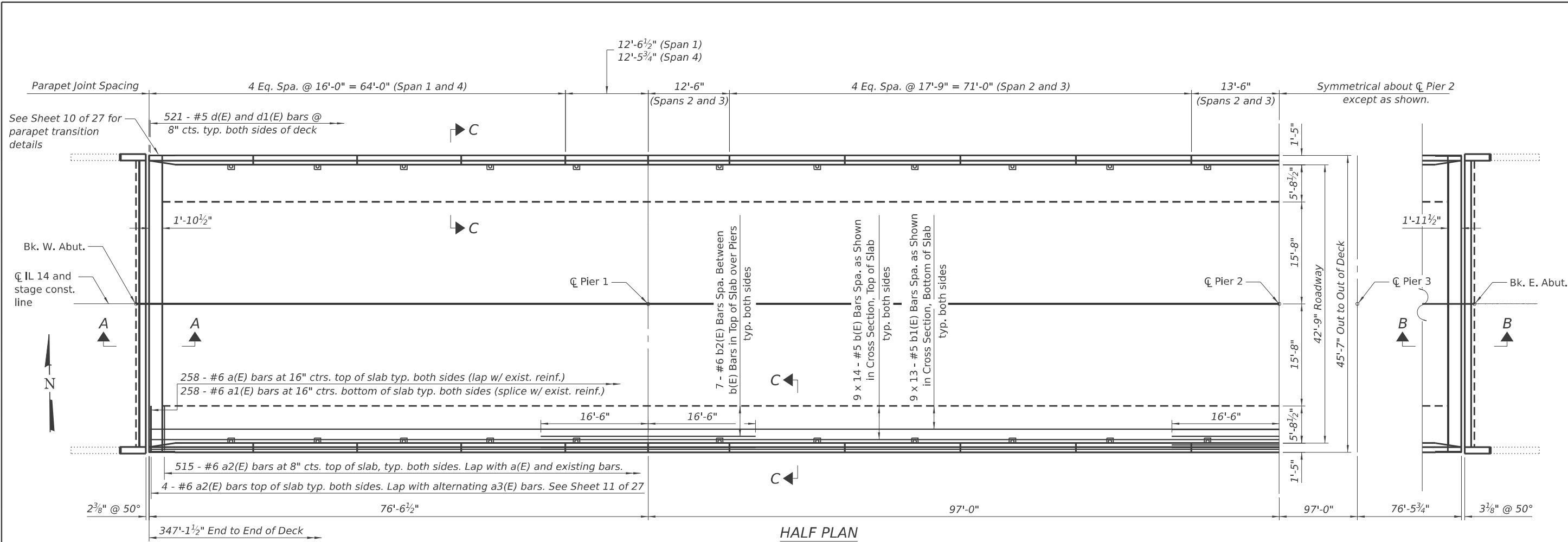
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|------------|----------|--------------|-----------|
| 869 | (4-1)BRR-1 | Franklin | 45 | 25 |
| CONTRACT NO. 78B36 | | | | |

ILLINOIS FED. AID PROJECT BR-ZRU8(024)

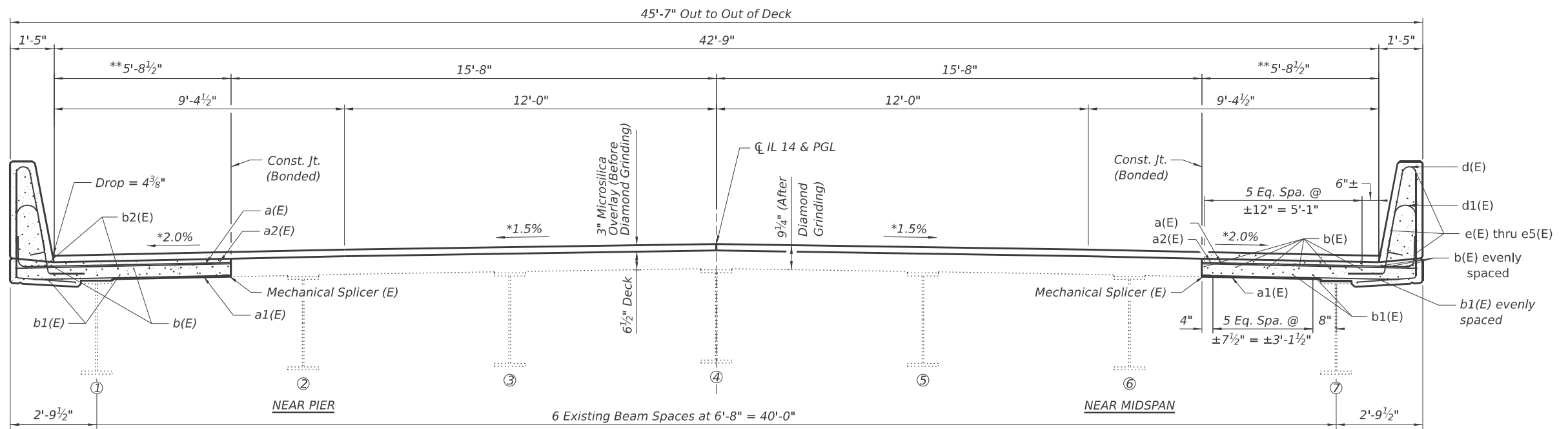
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design firm
no. 184001036
whks
engineers + planners + land surveyors

| | | |
|-----------------------|-------------------|-----------|
| USER NAME = tlangel | DESIGNED - AJL | REVISED - |
| PLOT SCALE = \$SCALES | CHECKED - CVF/SDS | REVISED - |
| PLOT DATE = 3/13/2026 | DRAWN - AJL | REVISED - |
| | CHECKED - CVF/SDS | REVISED - |



HALF PLAN



CROSS SECTION

Looking Upstation

Notes:

- See sheet 1 of 27 for Floor Drain spacing.
- See sheet 10 of 27 for Section C-C.
- See sheet 11 of 27 for Sections A-A and B-B.
- See sheet 11 of 27 for expansion joint replacement details and Superstructure Bill of Material.
- See sheet 12 of 27 for Preformed Strip Seal Joint Details.
- 20 x 3 - #5 etc. indicates 20 lines of bars with 3 lengths per line. See lap length table on this sheet.

MINIMUM BAR LAP

- #5 bar = 2'-10"
- #6 bar = 3'-11"

*Match existing crown

**Top surfaces of the new Concrete Superstructure at the sides of the bridge shall receive a roughened texture (tined) while the concrete is in the plastic state. Roughened surface shall be obtained by tining the surface in a direction perpendicular to the centerline of roadway using a mechanical device to a minimum depth of 1/8" and a maximum depth of 1/4" spaced at 1/2" intervals. With the approval of the Engineer, the roughened texture may be applied to hardened concrete by mechanically scarifying the area to a maximum depth of 1/4". In this case, the concrete deck shall be poured to a thickness of 6 3/4" before scarification. After texturing, hand-held blast cleaning shall be performed in accordance with the Special Provision for Bridge Deck Concrete Overlays.

MODEL: 00_Superstructure Repair Details
 FILE NAME: \\p12012026\p12012026\Projects\028\028-020-01\278836



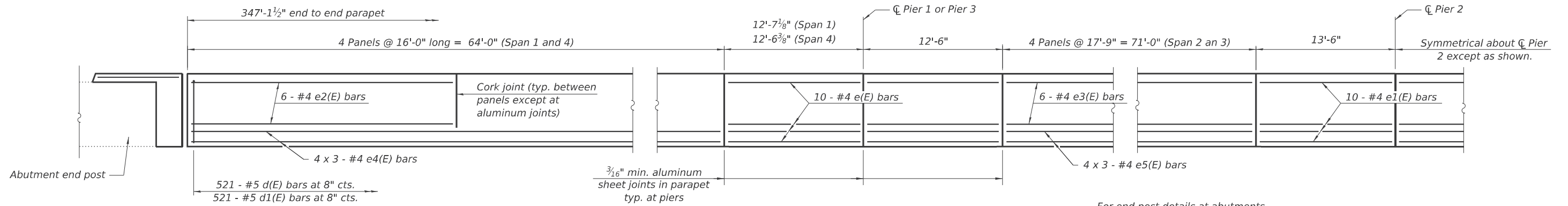
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|-----------------------|-------------------|-----------|
| USER NAME = tlangel | DESIGNED - AJL | REVISED - |
| PLOT SCALE = SSCALE\$ | CHECKED - CVF/SDS | REVISED - |
| PLOT DATE = 3/13/2026 | DRAWN - AJL | REVISED - |
| | CHECKED - CVF/SDS | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE REPAIR DETAILS
S.N. 028-0020

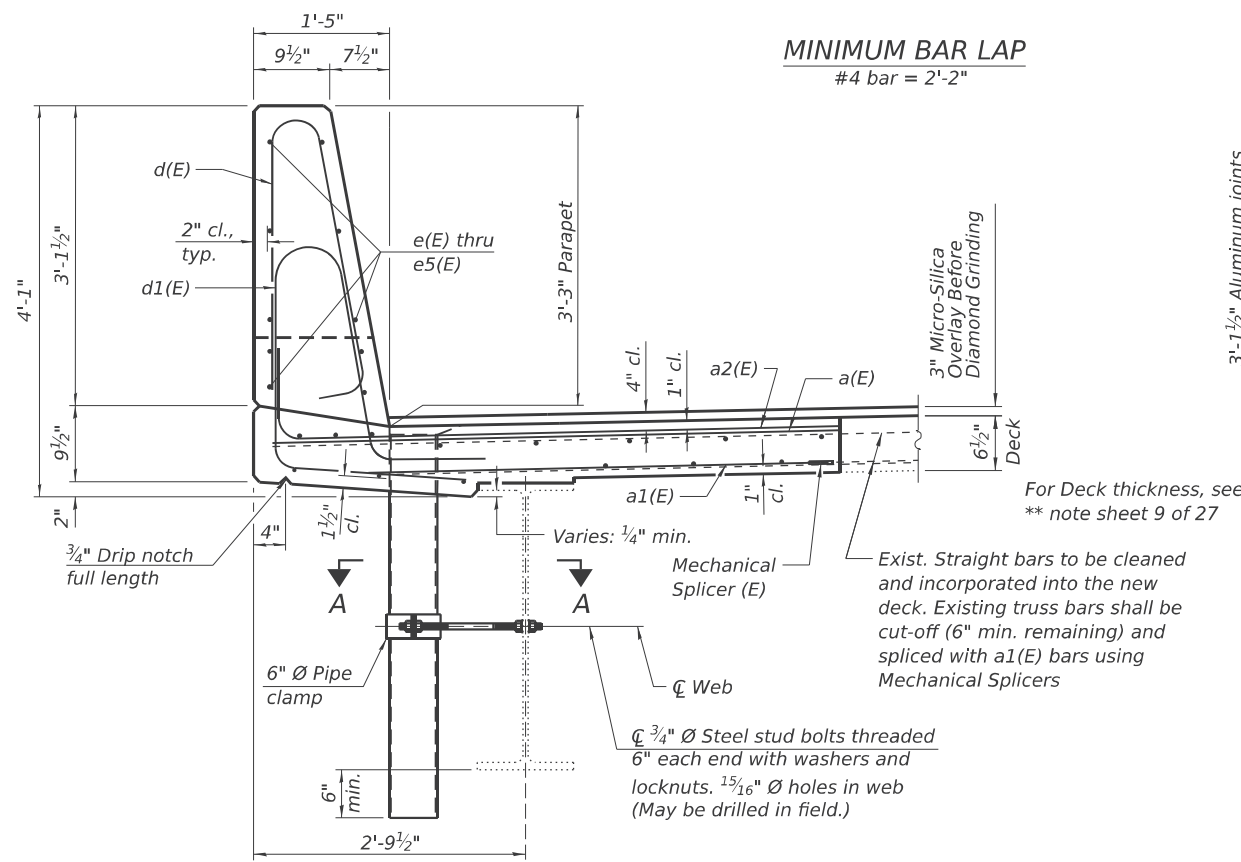
SHEET 9 OF 27 SHEETS

| | | | | |
|--------------------|--------------------|-----------------|--|--------------|
| F.A.P. RTE. 869 | SECTION (4-1)BRR-1 | COUNTY Franklin | TOTAL SHEETS 45 | SHEET NO. 26 |
| CONTRACT NO. 78B36 | | | ILLINOIS FED. AID PROJECT BR-ZRU8(024) | |



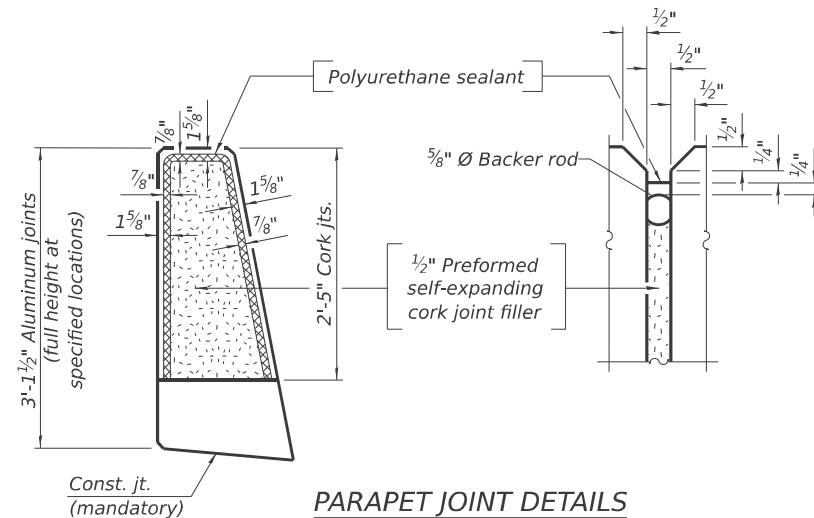
INSIDE ELEVATION OF PARAPET

For end post details at abutments see sheet 11 of 27.

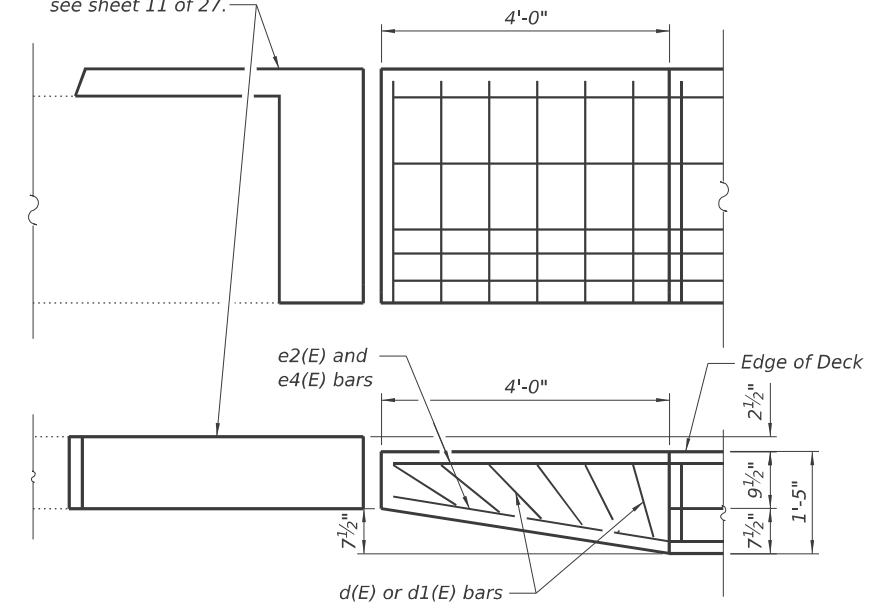


SECTION C-C

MINIMUM BAR LAP
#4 bar = 2'-2"



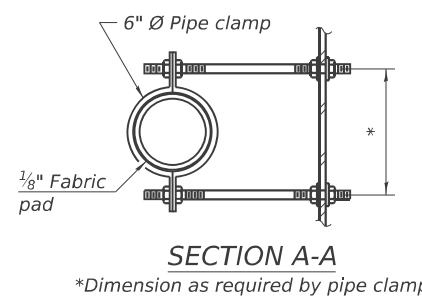
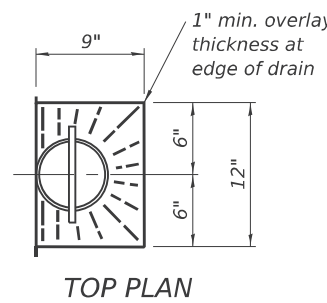
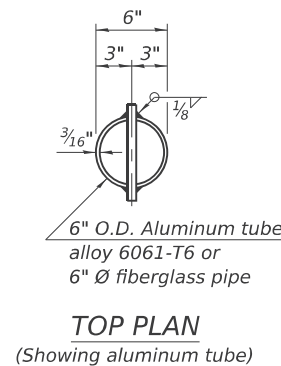
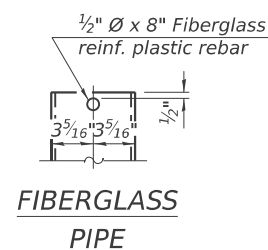
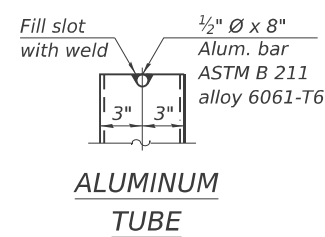
PARAPET JOINT DETAILS



PARAPET TRANSITION PLAN

Note: Field bend #4 e2(E) and e4(E) bars to maintain clearance. Field bend and rotate d(E) and d1(E) bars as needed to maintain clearance.

- Notes:
- Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
 - The exterior surfaces of the floor drains shall be painted according to Article 506 of the Standard Specifications with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coating's Spec. SSPC-SP1 prior to painting.
 - The top portion of aluminum floor drains shall be coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete.
 - The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.
 - The 3/16" minimum aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 - The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
 - 20 x 3 - #5 etc. indicates 20 lines of bars with 3 lengths per line. See lap length table on this sheet.



*Dimension as required by pipe clamp

SDE-SB-2

4-4-2025

MODEL: C:\Superstructure Repair Details\... FILE NAME: ...



| | | |
|-----------------------|-------------------|-----------|
| USER NAME = tlangel | DESIGNED - AJL | REVISED - |
| PLOT SCALE = SSCALE\$ | CHECKED - CVF/SDS | REVISED - |
| PLOT DATE = 3/13/2026 | DRAWN - AJL | REVISED - |
| | CHECKED - CVF/SDS | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE REPAIR DETAILS
S.N. 028-0020**

| | | | | |
|--------------------|------------|----------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 869 | (4-1)BRR-1 | Franklin | 45 | 27 |
| CONTRACT NO. 78B36 | | | | |

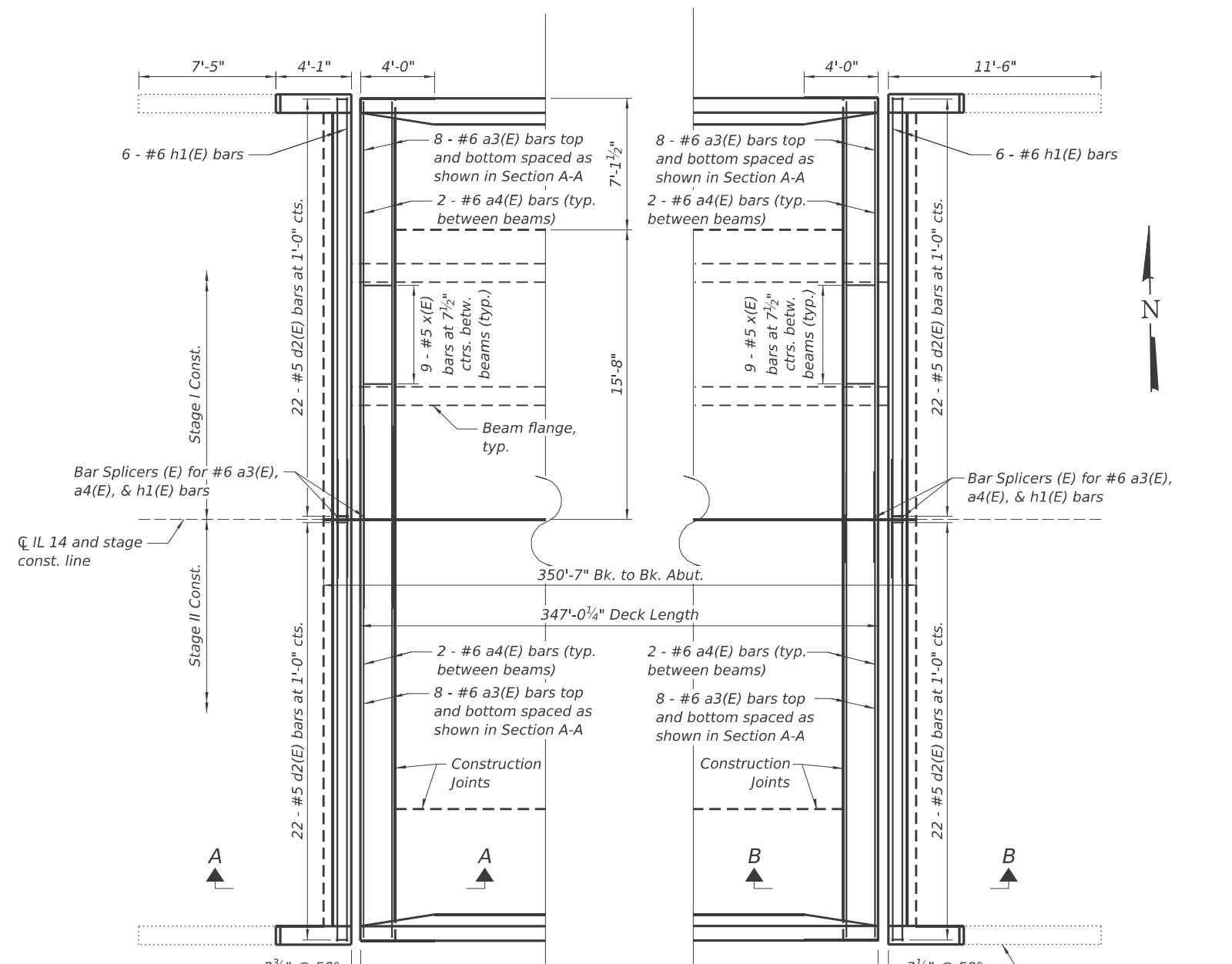
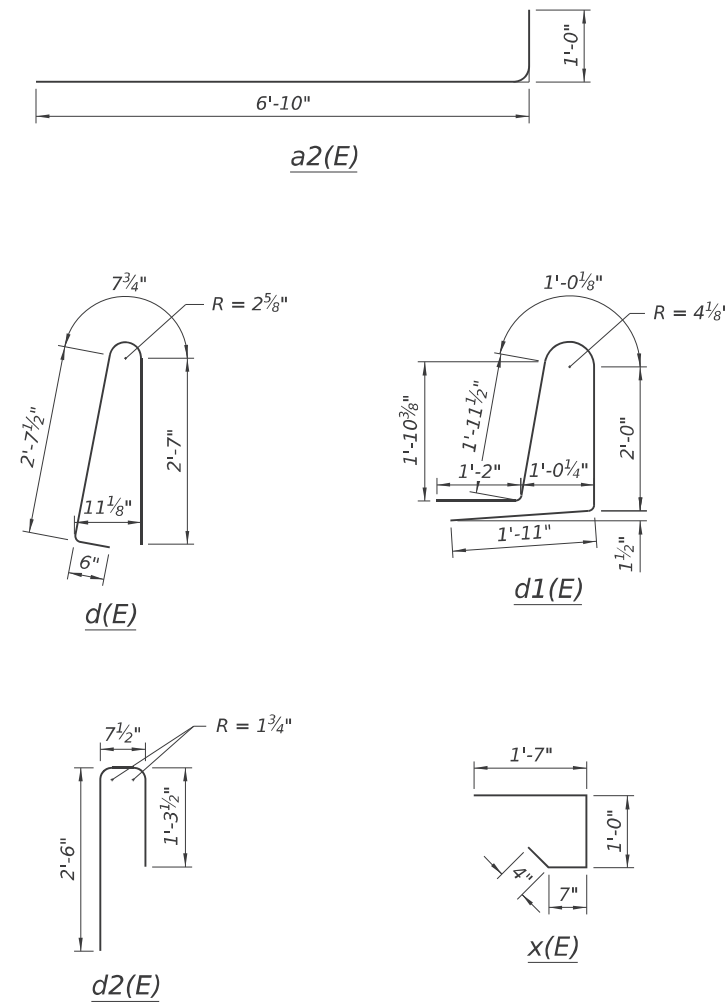
SHEET 10 OF 27 SHEETS

ILLINOIS FED. AID PROJECT BR-2RU(024)

**SUPERSTRUCTURE
BILL OF MATERIAL**

| Bar | No. | Size | Length | Shape |
|---|-------|------|---------|--------|
| a(E) | 516 | #6 | 6'-10" | — |
| a1(E) | 516 | #6 | 6'-3" | — |
| a2(E) | 1,046 | #6 | 7'-10" | — |
| a3(E) | 32 | #6 | 22'-5" | — |
| a4(E) | 24 | #6 | 6'-4" | — |
| b(E) | 252 | #5 | 27'-5" | — |
| b1(E) | 234 | #5 | 29'-4" | — |
| b2(E) | 42 | #6 | 33'-0" | — |
| d(E) | 1,042 | #5 | 6'-5" | — |
| d1(E) | 1,042 | #5 | 8'-1" | — |
| d2(E) | 88 | #5 | 4'-5" | — |
| e(E) | 80 | #4 | 12'-2" | — |
| e1(E) | 40 | #4 | 13'-2" | — |
| e2(E) | 96 | #4 | 15'-8" | — |
| e3(E) | 96 | #4 | 17'-5" | — |
| e4(E) | 48 | #4 | 22'-8" | — |
| e5(E) | 48 | #4 | 25'-0" | — |
| h(E) | 8 | #4 | 3'-6" | — |
| h1(E) | 24 | #6 | 22'-7" | — |
| x(E) | 108 | #6 | 3'-6" | — |
| Floor Drains | | | Each | 44 |
| Concrete Superstructure | | | Cu. Yd. | 221.1 |
| Bridge Deck Grooving | | | Sq. Yd. | 930 |
| Protective Coat | | | Sq. Yd. | 1,971 |
| Reinforcement Bars, Epoxy Coated | | | Pound | 62,270 |
| Bridge Deck Microsilica Concrete Overlay 3" | | | Sq. Yd. | 1,630 |
| Diamond Grinding (Bridge Section) | | | Sq. Yd. | 1,494 |

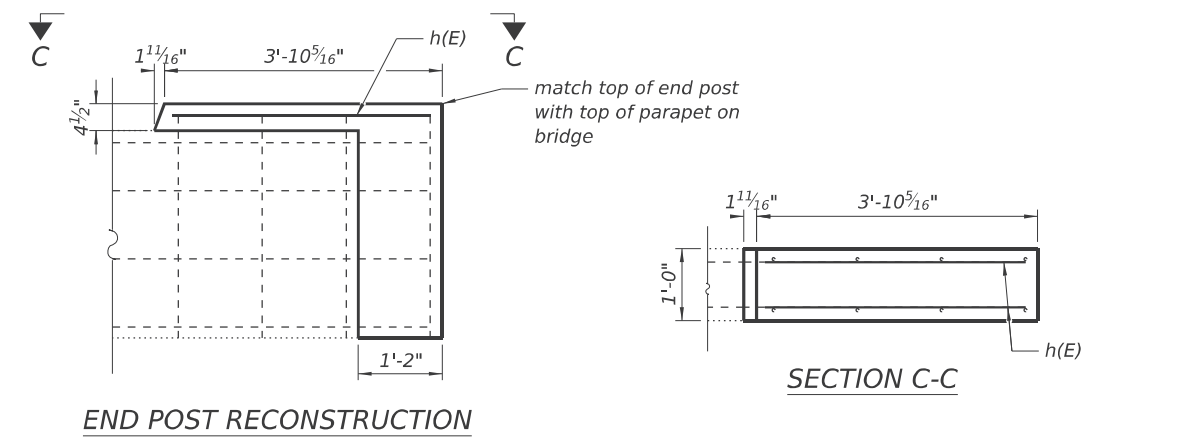
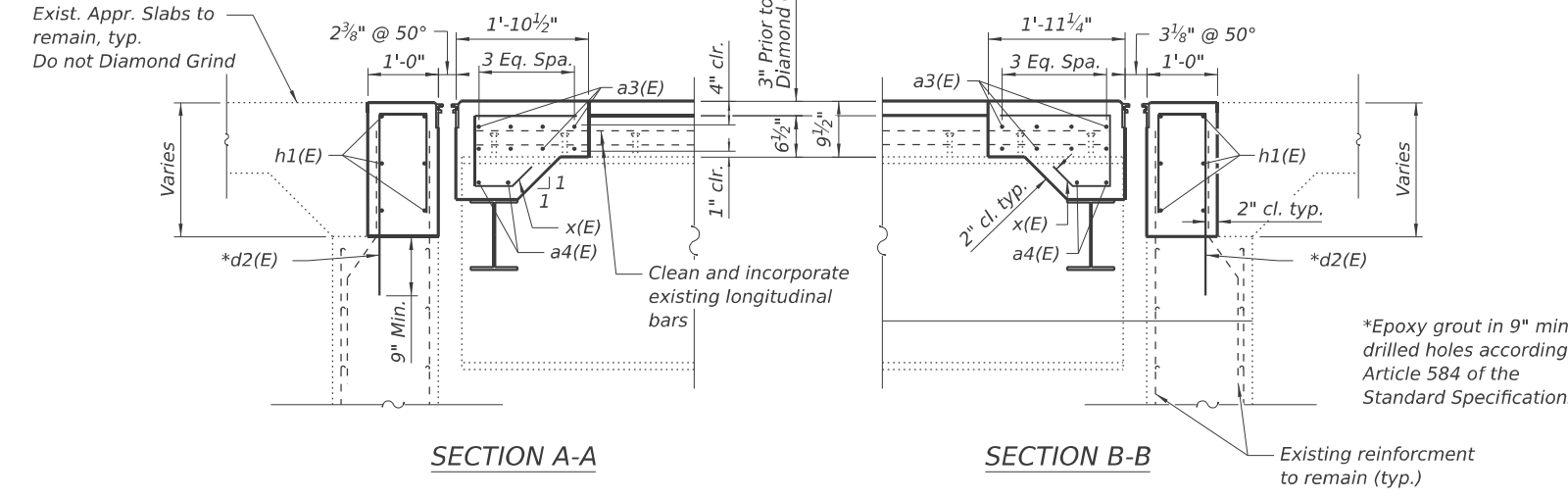
BENT BAR DETAILS



Note: See Sheet 12 of 27 for Strip Seal Joint Details

WEST ABUTMENT REPAIR

EAST ABUTMENT REPAIR



MODEL: 11 - Joint Reconstruction Details
 FILE NAME: \\whks\server\projects\2026\028-002\028-002-01278B36

design firm
no. 184001036
whks
engineers + planners + land surveyors

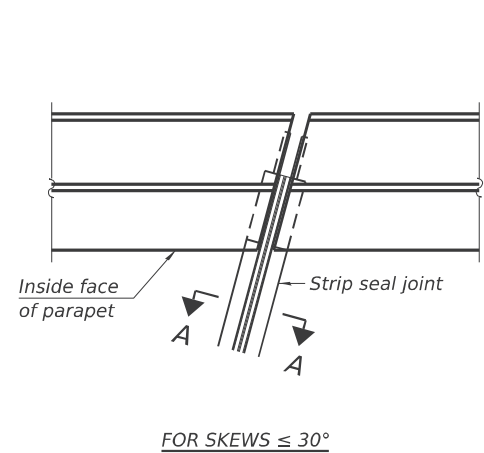
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|-----------------------|-------------------|-----------|
| USER NAME = tlangel | DESIGNED - AJL | REVISED - |
| PLOT SCALE = SSCALE\$ | CHECKED - CVF/SDS | REVISED - |
| PLOT DATE = 3/13/2026 | DRAWN - AJL | REVISED - |
| | CHECKED - CVF/SDS | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

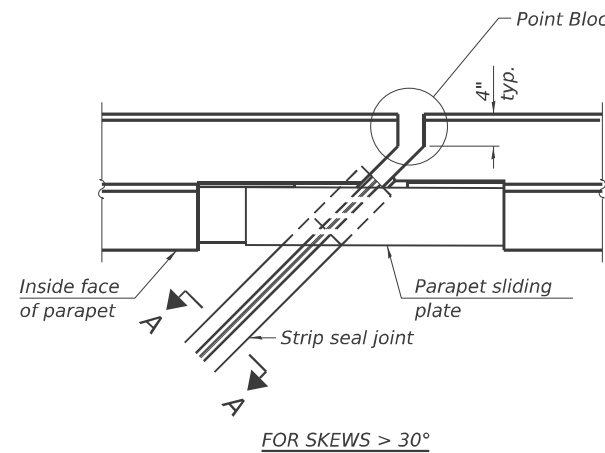
**JOINT RECONSTRUCTION DETAILS
S.N. 028-0020**

SHEET 11 OF 27 SHEETS

| | | | | |
|--------------------------------------|--------------------|-----------------|-----------------|--------------|
| F.A.P. RTE. 869 | SECTION (4-1)BRR-1 | COUNTY Franklin | TOTAL SHEETS 45 | SHEET NO. 28 |
| CONTRACT NO. 78B36 | | | | |
| ILLINOIS FED. AID PROJECT BR-2R(024) | | | | |

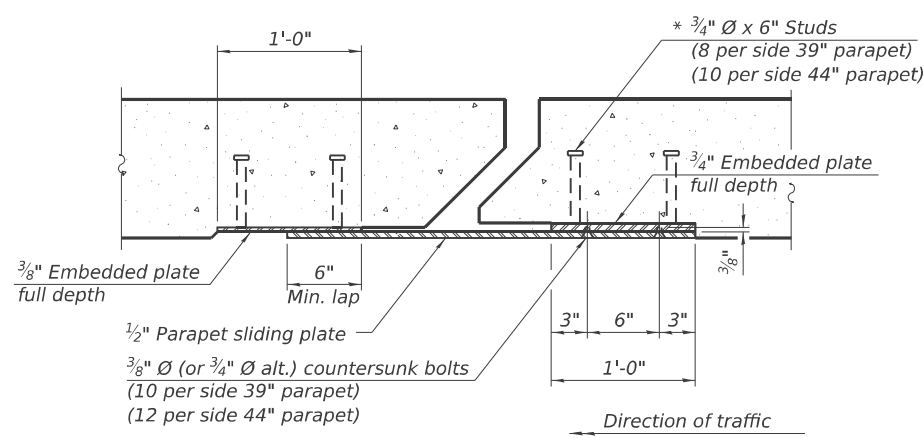


FOR SKEWS $\leq 30^\circ$



FOR SKEWS $> 30^\circ$

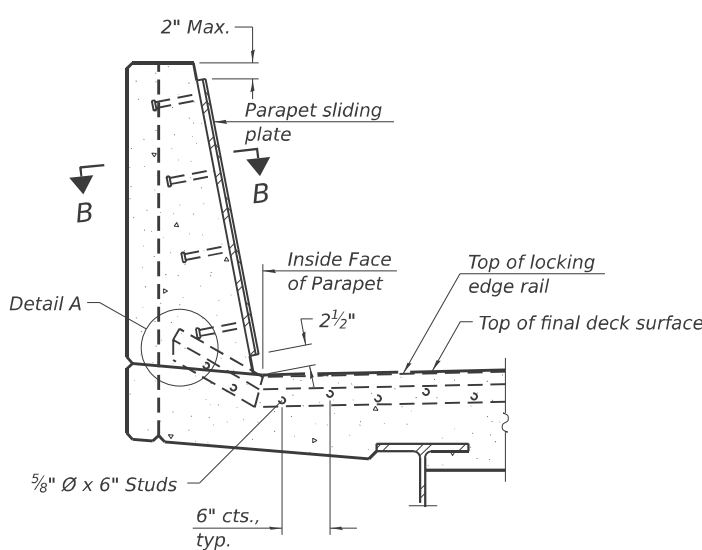
PLAN AT PARAPET



SECTION B-B

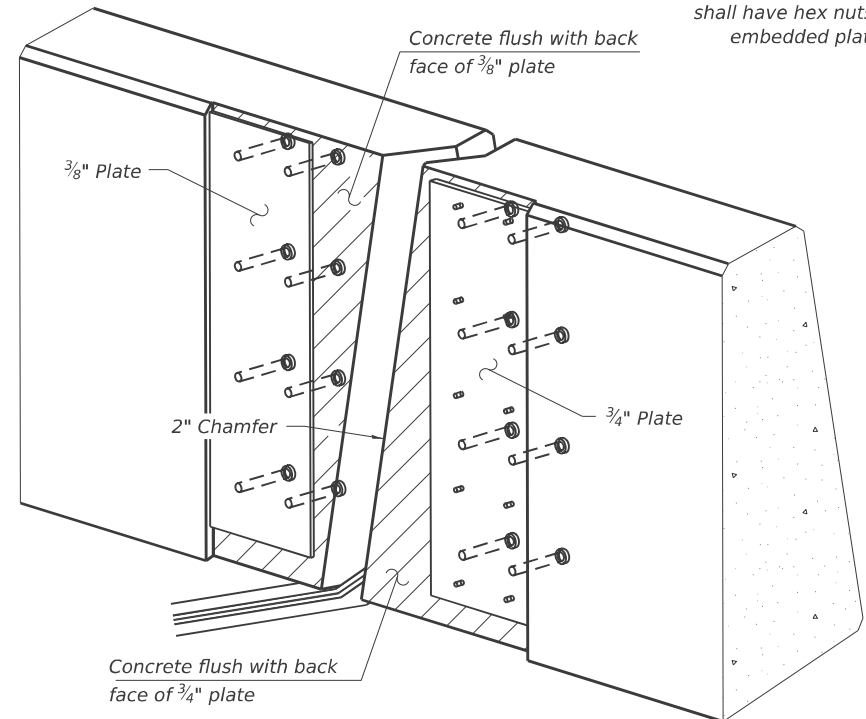
($\frac{3}{4}$ " \varnothing countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)

Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of $\frac{1}{4}$ ". 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 $4\frac{1}{2}$ " 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.



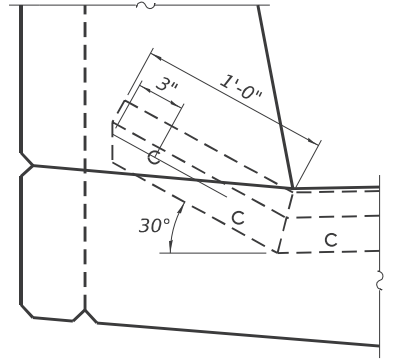
SECTION AT PARAPET

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

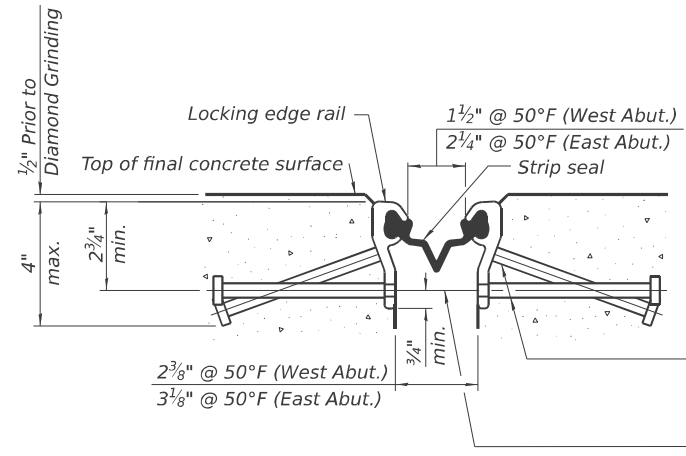


TRIMETRIC VIEW

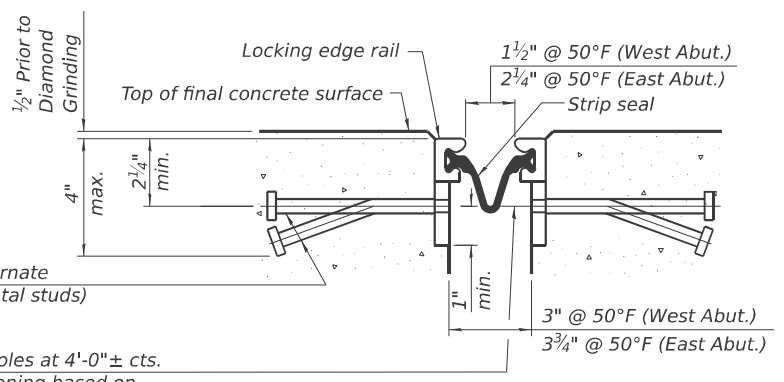
(Showing embedded plates only)



DETAIL A



SHOWING ROLLED RAIL JOINT



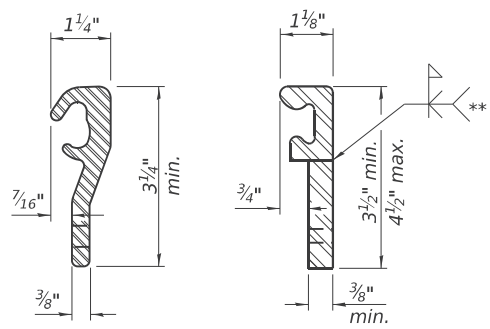
SHOWING WELDED RAIL JOINT

* $\frac{5}{8}$ " \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.

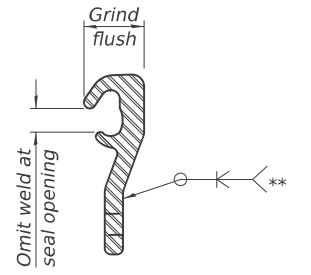
SECTION A-A

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



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 | 92 |

MODEL: 12_Preformed Joint Strip Seal
 FILE NAME: W:\Projects\2025\250001\250001.dwg
 3/13/2026 9:03:22 AM

EJ-SS

4-4-2025



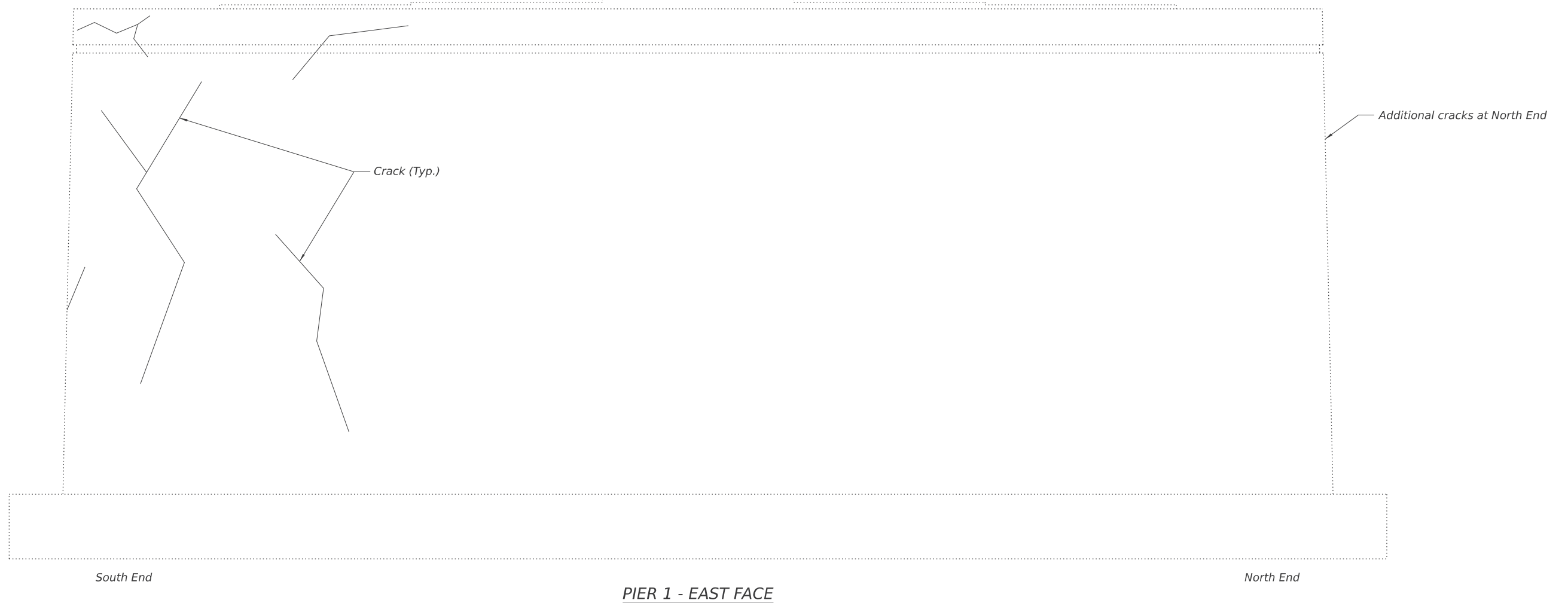
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|-------------------|----------|
| DESIGNED - AJL | REVISD - |
| CHECKED - CVF/SDS | REVISD - |
| DRAWN - AJL | REVISD - |
| CHECKED - CVF/SDS | REVISD - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
 S.N. 028-0020

SHEET 12 OF 27 SHEETS

| | | | | |
|--|------------|----------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 869 | (4-1)BRR-1 | Franklin | 45 | 29 |
| CONTRACT NO. 78B36 | | | | |
| ILLINOIS FED. AID PROJECT BR-ZRU8(024) | | | | |



Note:
 Epoxy Crack Injection locations and quantities are estimated.
 Actual locations and quantities shall be determined in the field by
 the Engineer in accordance with Section 590 of the Standard
 Specifications.

BILL OF MATERIAL

| Item | Unit | Total |
|-----------------------|------|-------|
| Epoxy Crack Injection | Foot | 170 |

MODEL: I:\Pier Repair Details
 FILE NAME: I:\Pier Repair Details\Structure\028-0020-01\278B36

design firm
no. 184001036

engineers + planners + land surveyors

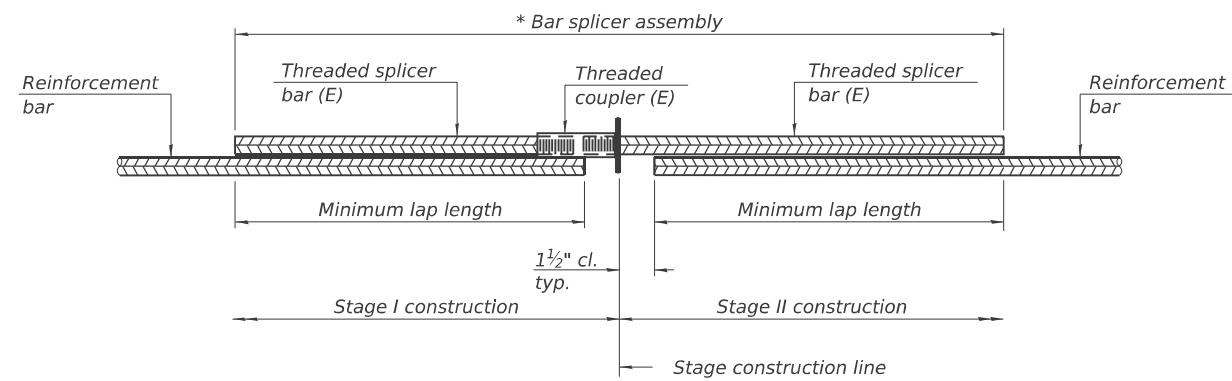
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| | CHECKED - CVF/SDS | REVISED - |
| PLOT SCALE = \$SCALE\$ | DRAWN - AJL | REVISED - |
| PLOT DATE = 3/13/2026 | CHECKED - CVF/SDS | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PIER 1 REPAIR DETAILS
 S.N. 028-0020**

SHEET 16 OF 27 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|----------|--------------------|-----------|
| 869 | (4-1)BRR-1 | Franklin | 45 | 33 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 78B36 | |
| | | | BR-ZRU8(024) | |



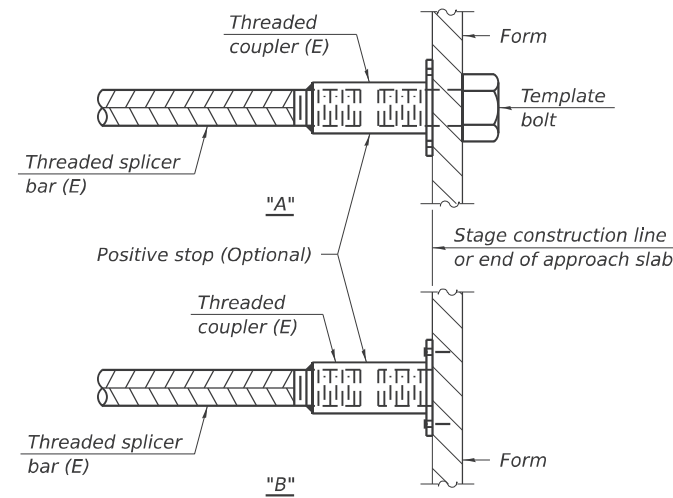
STANDARD BAR SPLICER ASSEMBLY PLAN

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

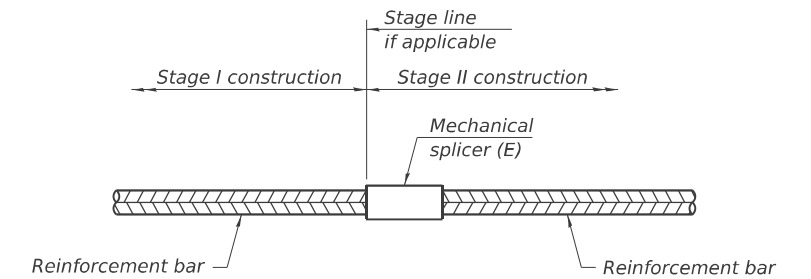
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

| Location | Bar Size | No. Assemblies Required | Minimum Lap Length |
|------------------------------|----------|-------------------------|--------------------|
| Top Bars Near Deck Ends | #6 | 8 | 4'-10" |
| Bott. Bars Near Deck Ends | #6 | 8 | 5'-3" |
| Horizontal Bars in Backwalls | #6 | 12 | 3'-6" |



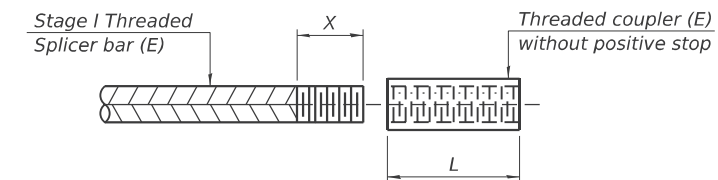
INSTALLATION AND SETTING METHODS

"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 |
|--|----------|-------------------------|
| North Deck Replacement Connect Exist. Truss Bars to a1(E) Bars | #6 | 258 |
| South Deck Replacement Connect Exist. Truss Bars to a1(E) Bars | #6 | 258 |



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: T1_Bar_Splicer_Assembly_Mechanical_Splices_Details
 FILE NAME: \\sps\p\submittals\mechanical\splices\Details\110237_0411_CAD\CAD\Drawings\Structure\02802020\178B36

BSD-1

4-4-2025



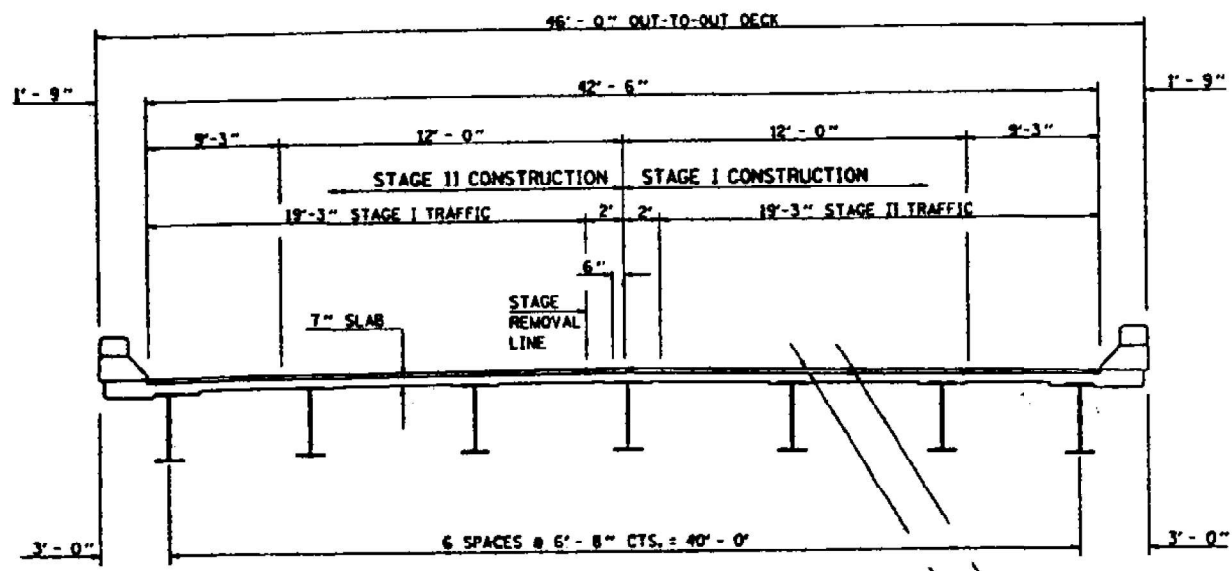
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|------------------------|-------------------|-----------|
| USER NAME = tlangel | DESIGNED - AJL | REVISED - |
| | CHECKED - CVF/SDS | REVISED - |
| PLOT SCALE = \$SCALE\$ | DRAWN - AJL | REVISED - |
| PLOT DATE = 3/13/2026 | CHECKED - CVF/SDS | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY / MECHANICAL SPLICER DETAILS
 S.N. 028-0020

SHEET 17 OF 27 SHEETS

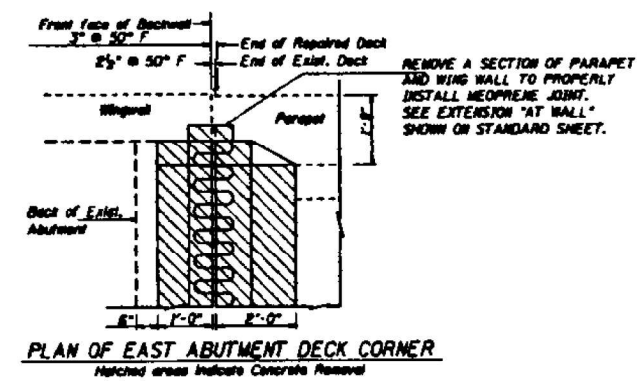
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|--------------------|--------------------|-----------------|--|--------------|
| F.A.P. RTE. 869 | SECTION (4-1)BRR-1 | COUNTY Franklin | TOTAL SHEETS 45 | SHEET NO. 34 |
| CONTRACT NO. 78B36 | | | ILLINOIS FED. AID PROJECT BR-ZRU8(024) | |



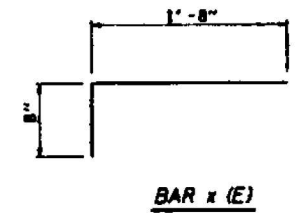
BRIDGE DECK MICROSILICA CONCRETE OVERLAY, 2 1/4" MIN

CONCRETE BRIDGE DECK SCARIFICATION 1/2"

DECK CROSS SECTION (LOOKING EAST)

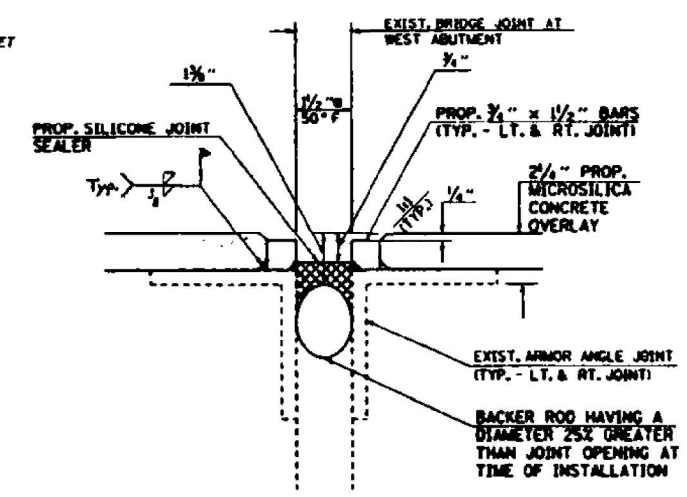


PLAN OF EAST ABUTMENT DECK CORNER



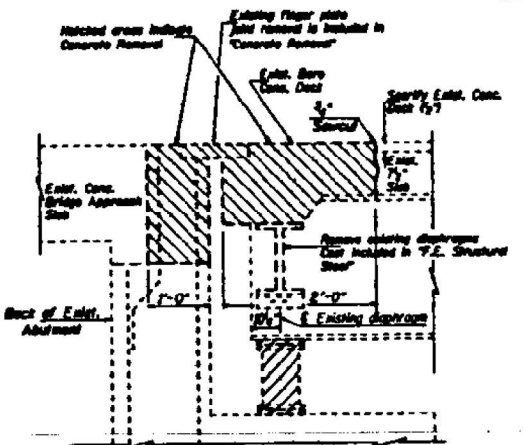
BAR x (E)

SILICONE JOINT DETAIL

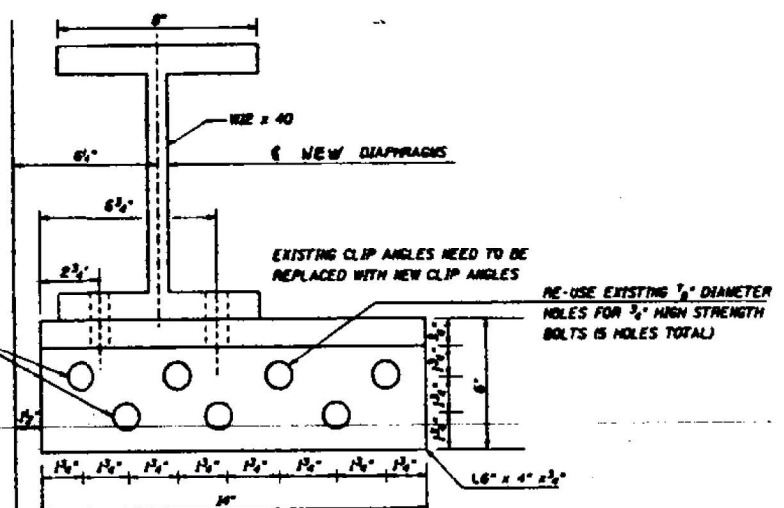


WEST ABUTMENT JOINT

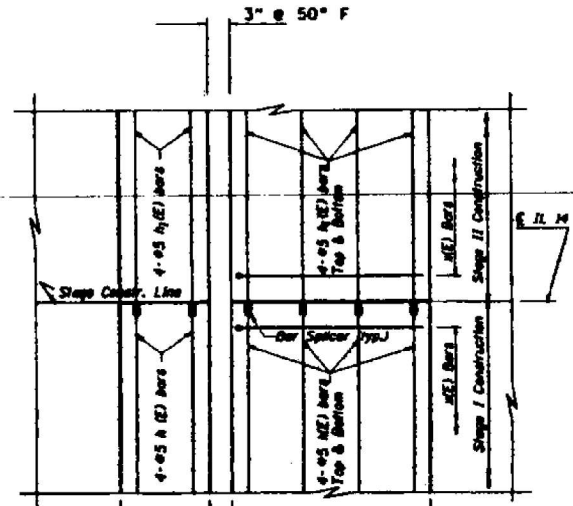
WELD PROPOSED 3/4" x 1/2" STEEL BARS TO EXISTING ARMORED ANGLES CAST INTO BRIDGE DECK. THE COST FOR STEEL PLATES TO BE INCLUDED IN THE COST FOR FURNISHING AND ERECTING STRUCTURAL STEEL.



TYPICAL SECTION THRU EXIST. EAST ABUTMENT



INSERT A-A



PLAN VIEW A-A

BILL OF MATERIAL (SH 028 0020)

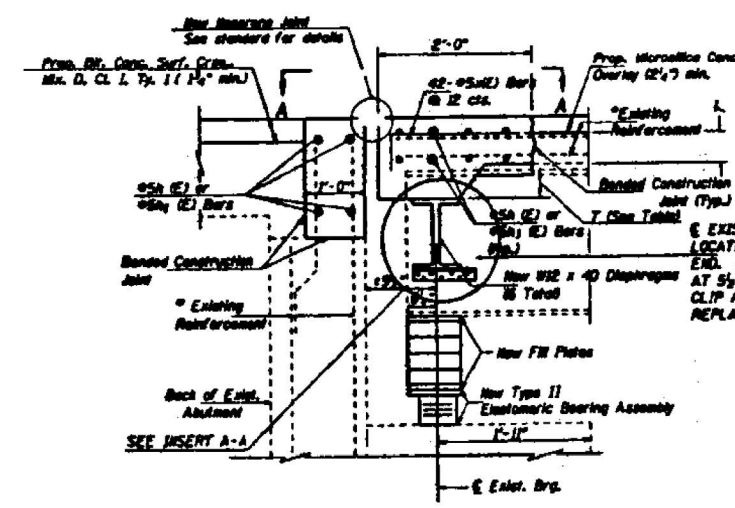
| Bar | No. | Size | Length | Shade |
|------------------------------------|-----|------|--------|-------|
| 1 (E) | 12 | #5 | 21'-6" | |
| 2 (E) | 12 | #5 | 21'-0" | |
| 3 (E) | 42 | #5 | 2'-4" | |
| Concrete Removal CU TO 6.0 | | | | |
| Concrete Super Structure CU TO 7.1 | | | | |
| Rebar Epoxy Coated LBS 6.70 | | | | |
| Bar Splicers EACH 18 | | | | |
| Form & Erect Str. Stage LBS 15.50 | | | | |

Reinforcement Bars designated (E) shall be Epoxy coated

DESIGN STRESSES

NEW CONSTRUCTION
 fy = 36 Ksi (Structural steel)
 fc = 3.5 Ksi (Concrete)
 fy = 60 Ksi (Reinforcement)

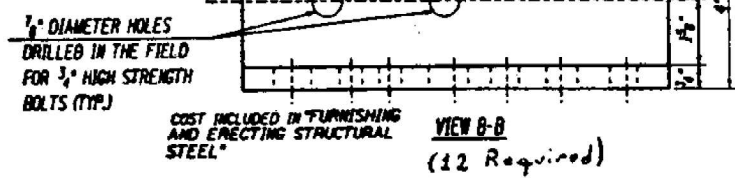
NOTES:
 Existing reinforcement extending into removal area shall be cleaned, straightened and incorporated into the new construction. Cost included in "Concrete Removal."



TYPICAL SECTION THRU REPAIRED EXIST. EAST ABUTMENT

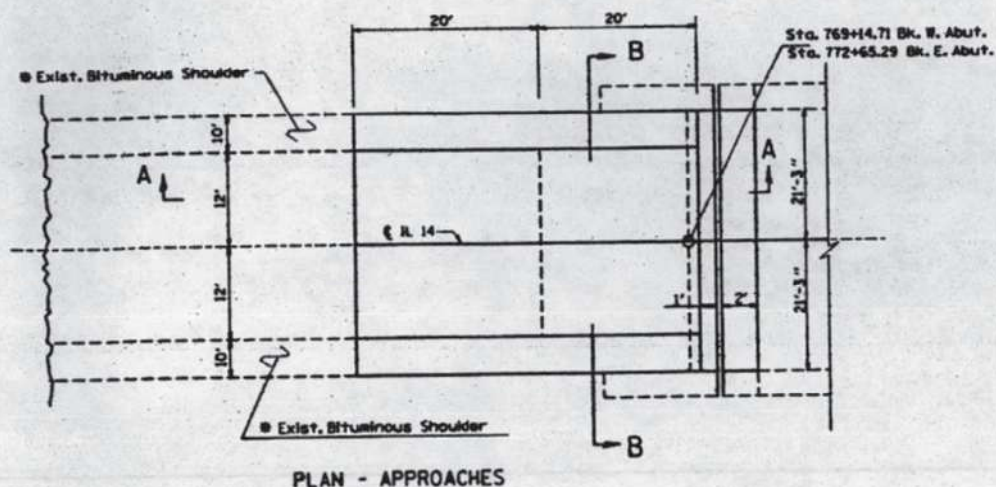
| BEAMS | | | |
|-------|--------|-------|--------|
| 1 & 7 | 2 & 6 | 3 & 5 | 4 |
| 3' | 4 1/2' | 6' | 7 1/2' |

T DIMENSIONS

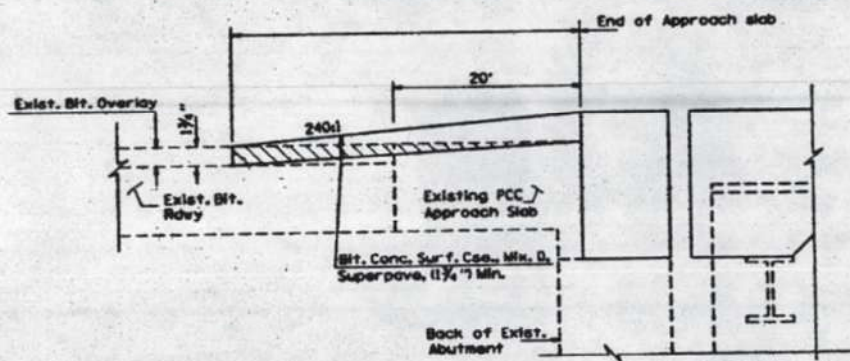


VIEW B-B (12 Required)

MODEL: 16 - Existing Plans
 FILE NAME: \\hwydesign\hwydesign\projects\869\869020\0178836
 CAD: CAD\Drawings\Structures\869020\0178836

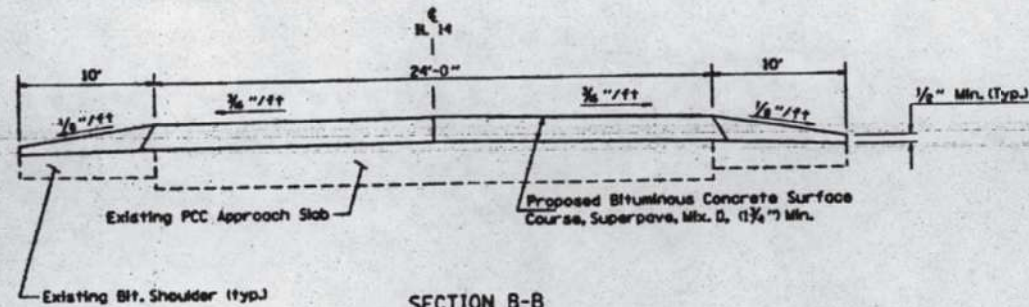


PLAN - APPROACHES

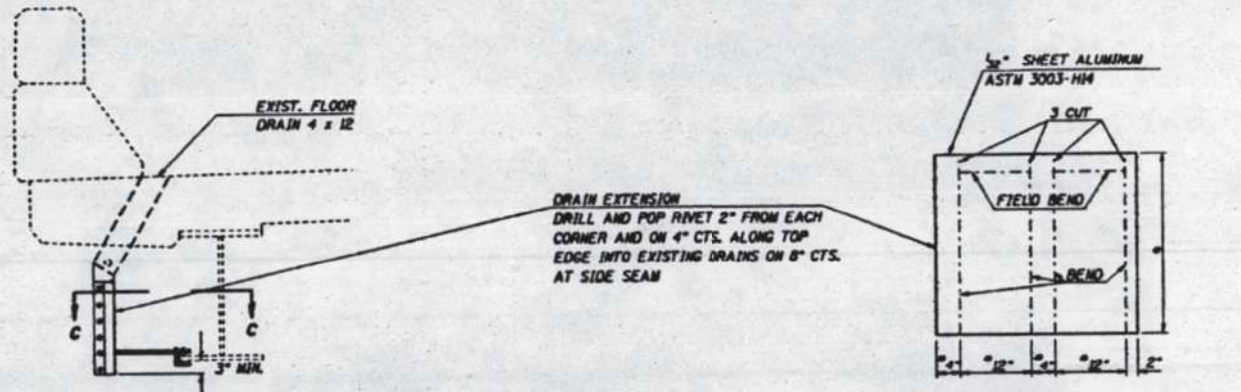


SECTION A-A
(Typical both ends of bridge)

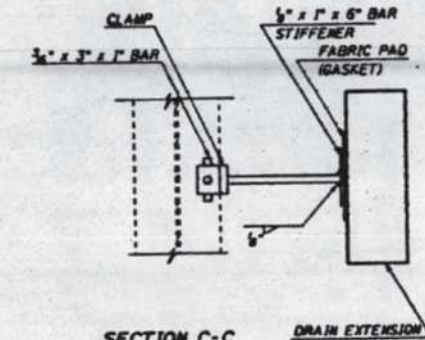
* Cost of Removing Existing Bit. Shoulders to be included in "Bit. Surf. Rem. - Butt Joint."
Hatched area indicates Bituminous Surface Removal - Butt Joint.



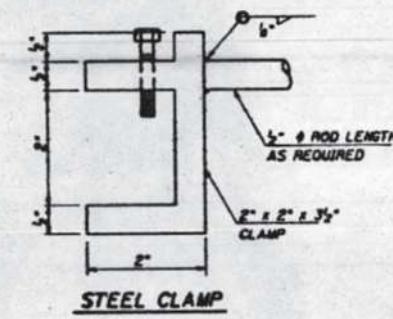
SECTION B-B
(Typical both ends of bridge)



DRAIN EXTENSION
DRILL AND POP RIVET 2" FROM EACH CORNER AND ON 4" CTS. ALONG TOP EDGE INTO EXISTING DRAINS ON 8" CTS. AT SIDE SEAM



SECTION C-C

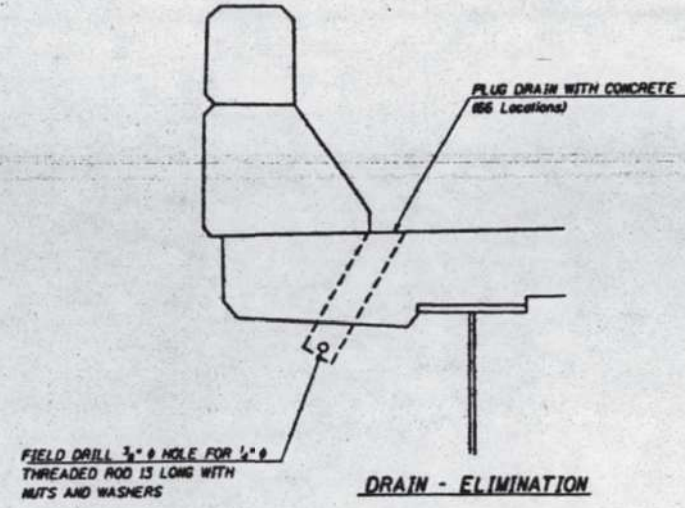


STEEL CLAMP

NOTES:
POP RIVET THE 1/2" x 1" BAR TO DRAIN EXTENSION WELD OR SECURELY ATTACH ROD TO BOTH THE CLAMP AND BAR STIFFENER. USE 3/8" STAINLESS STEEL POP RIVETS OF SUFFICIENT LENGTH.
CLAMP SHOWN IN APPROXIMATE DIMENSIONS. SIMILAR COMMERCIALY AVAILABLE MAY BE USED.
* FIELD MEASURE CUT TO FIT EXISTING DRAIN. AN ALUMINUM EXTRUSION DRAIN EXTENSION OF SIMILAR DIMENSIONS MAY BE SUBSTITUTED.

BILL OF MATERIAL
(SN 028-0020)

| Item | Unit | Total |
|---------------------------|------|-------|
| Floor Drain Extensions | Each | 48 |
| Plug Existing Deck Drains | Each | 66 |



DRAIN - ELIMINATION

APPROACH OVERLAY, FLOOR DRAIN EXTENSIONS & ELIMINATION DETAIL

MODEL: 16 - Existing Plans FILE NAME: \\sps\as\hwy\com\hwy\proj\01\Documents\Project\01\02357_04141 CAD\CADData\Structure\02802020\0278B36

design firm
no. 184001036
whks
engineers + planners + land surveyors

| | |
|------------|-------------|
| USER NAME | = lbangel |
| PLOT SCALE | = SSCALE\$ |
| PLOT DATE | = 3/13/2026 |

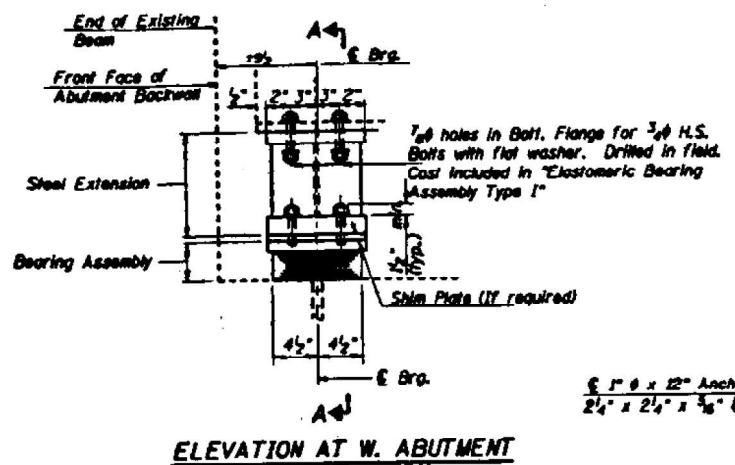
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|----------|-----------|---------|---|
| DESIGNED | - AJL | REVISED | - |
| CHECKED | - CVF/SDS | REVISED | - |
| DRAWN | - AJL | REVISED | - |
| CHECKED | - CVF/SDS | REVISED | - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

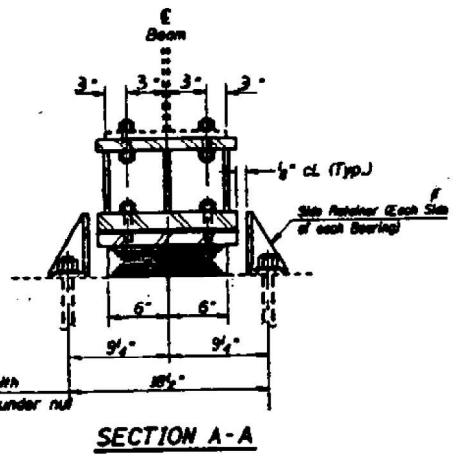
EXISTING PLANS
S.N. 028-0020

SHEET 19 OF 27 SHEETS

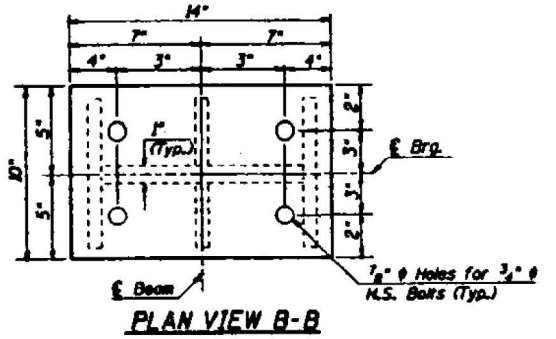
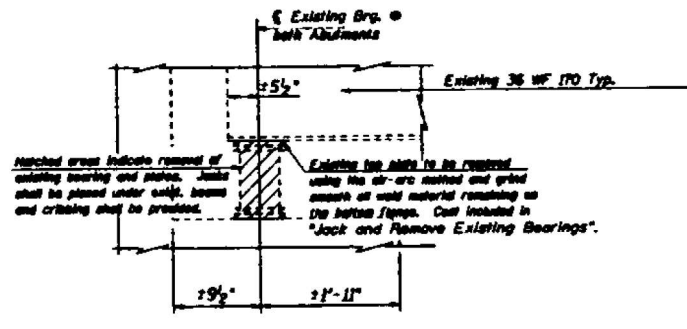
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|--------------------|------------|----------|---------------------------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 869 | (4-1)BRR-1 | Franklin | 45 | 36 |
| CONTRACT NO. 78B36 | | | ILLINOIS FED. AID PROJECT BR-ZRU(024) | |



ELEVATION AT W. ABUTMENT

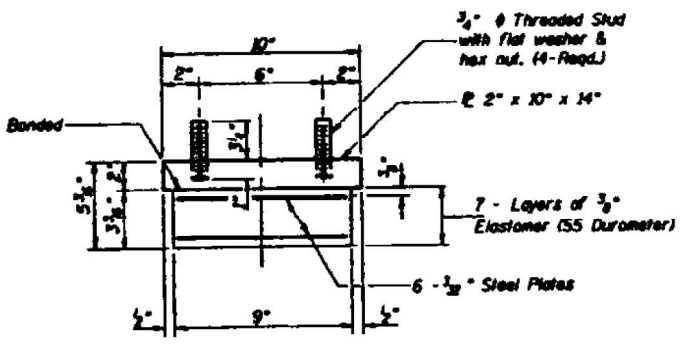


SECTION A-A



PLAN VIEW B-B

TYPE I ELASTOMERIC EXP. BRG.



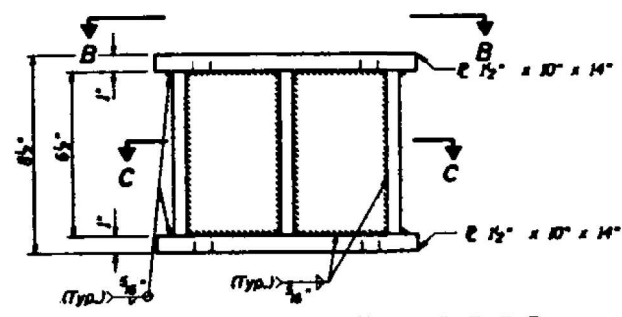
BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.

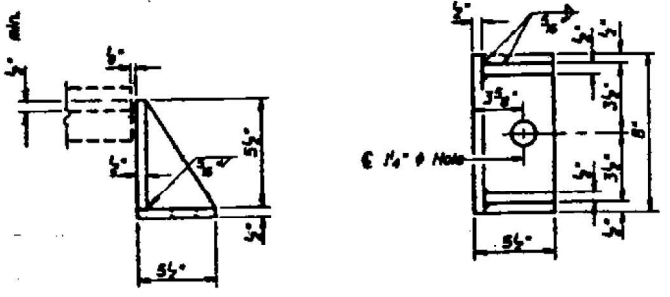
*** BEAM REACTION TABLE**

| SERVICE LOADS | W. ABUTMENT |
|---------------------|-------------|
| R_{DL+SDL} (KIPS) | 39.6 |
| R_{LL} (KIPS) | 37.1 |
| IMP. (KIPS) | 8.9 |
| R_{TOTAL} (KIPS) | 85.6 |

* Min. Jack Capacity of each beam shall be 45 TONS.



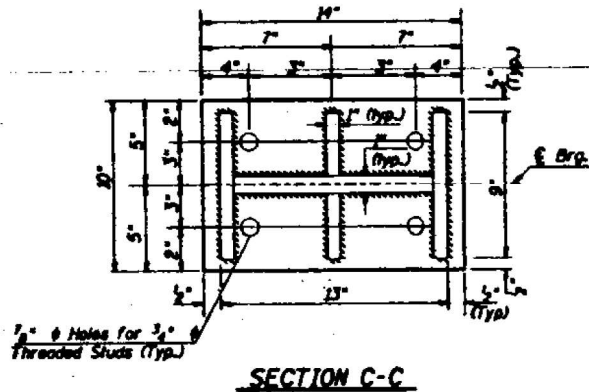
STEEL EXTENSION AT W. ABUTMENT



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

- Notes:**
- New steel extensions, side retainers, connection bolts, anchor bolts and shim plates are included in "Furnishing and Erecting Structural Steel."
 - Two 1/2" adjusting shims, of the dimensions of the top bearing plate, shall be provided for each new bearing in addition to all other plates.
 - Prior to ordering any material, the contractor shall verify in the field all bearing height and fill plate thickness dimensions.
 - For anchor bolt installation details, see Anchor Bolt Detail Sheet.
 - Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy. Cost included in "Jack and Remove Existing Bearings".
 - Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost shall be included with "Furnishing and Erecting Structural Steel".
 - All dimensions are in inches (in.) unless otherwise noted.



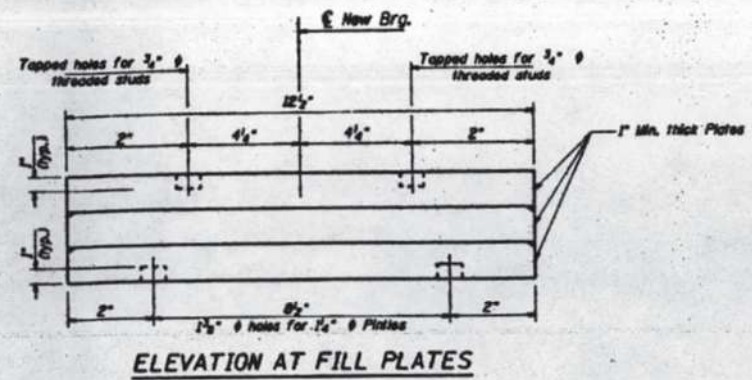
SECTION C-C

BILL OF MATERIAL WEST ABUTMENT

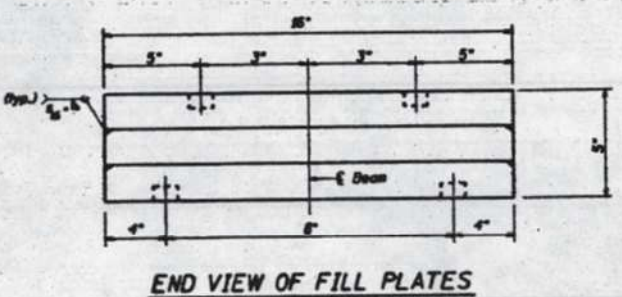
| Item | Unit | Total |
|-------------------------------------|------|-------|
| Elastomeric Bearing Assembly Type I | Each | 7 |
| Jack and Remove Existing Bearings | Each | 7 |

MODEL: 00_Existing Plans
 FILE NAME: \\p0150101\work\2001\BRR-1\Documents\Project\BRR-1\CAD\CADD\Drawings\Structures\028020-01\278B36

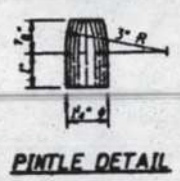
BSMART FY 2001-2



ELEVATION AT FILL PLATES



END VIEW OF FILL PLATES



PINTLE DETAIL

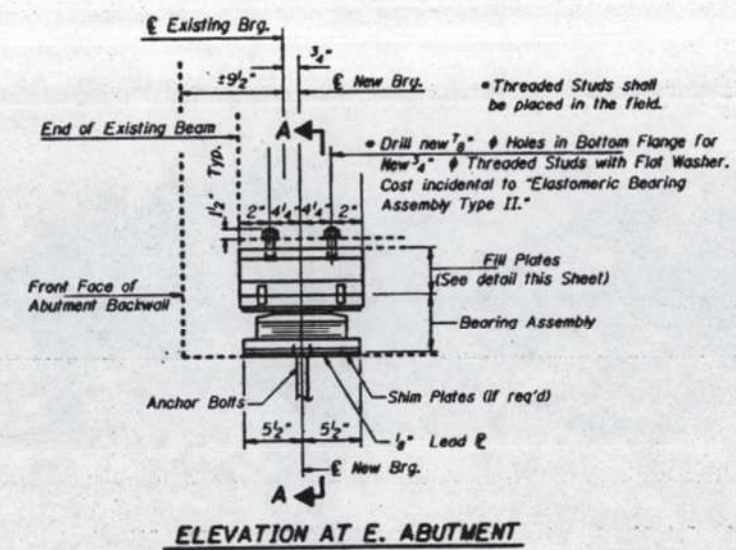
***BEAM REACTION TABLE**

| SERVICE LOADS | E. ABUTMENT |
|----------------------------|-------------|
| R _{DL+SDL} (KIPS) | 39.6 |
| R _{LL} (KIPS) | 37.1 |
| IMP (KIPS) | 8.9 |
| R _{TOTAL} (KIPS) | 85.6 |

* Min. Jack Capacity at each beam shall be 45 TONS

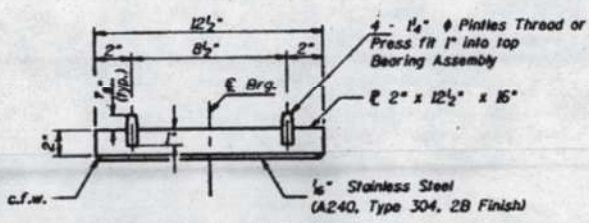
Notes:

- Two 1/2" adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each new bearing in addition to all other plates.
- Prior to ordering any material, the contractor shall verify in the field all bearing height and fill plate thickness dimensions.
- For anchor bolt installation details, see anchor bolt detail sheet.
- Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy. Cost incidental to "Jack and Remove Existing Bearings".
- All dimensions are in inches (in) unless otherwise stated.

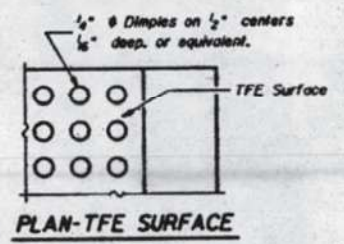


ELEVATION AT E. ABUTMENT

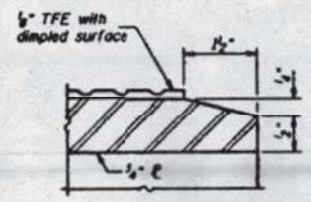
TYPE II ELASTOMERIC EXP. BRG.



TOP BEARING ASSEMBLY



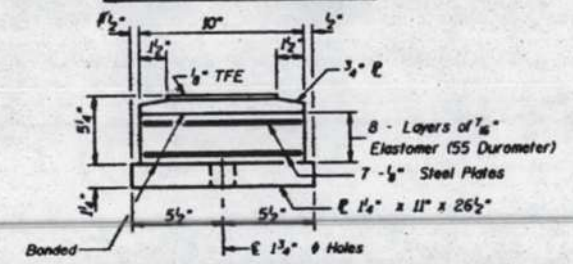
PLAN-TFE SURFACE



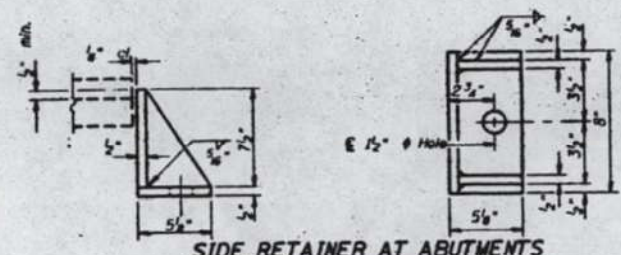
SECTION THRU TFE

Note: The 1/2" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

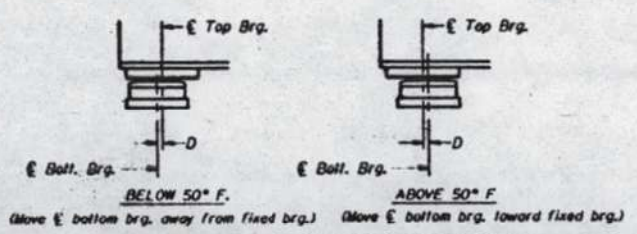
Bonding of 1/2" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



BOTTOM BEARING ASSEMBLY



SIDE RETAINER AT ABUTMENTS



SETTING ANCHOR BOLTS AT EXP. BRG.

D = 1/4" per each 100' of expansion for every 45° F temp. change from the normal temp. of 50° F

BILL OF MATERIAL EAST ABUTMENT

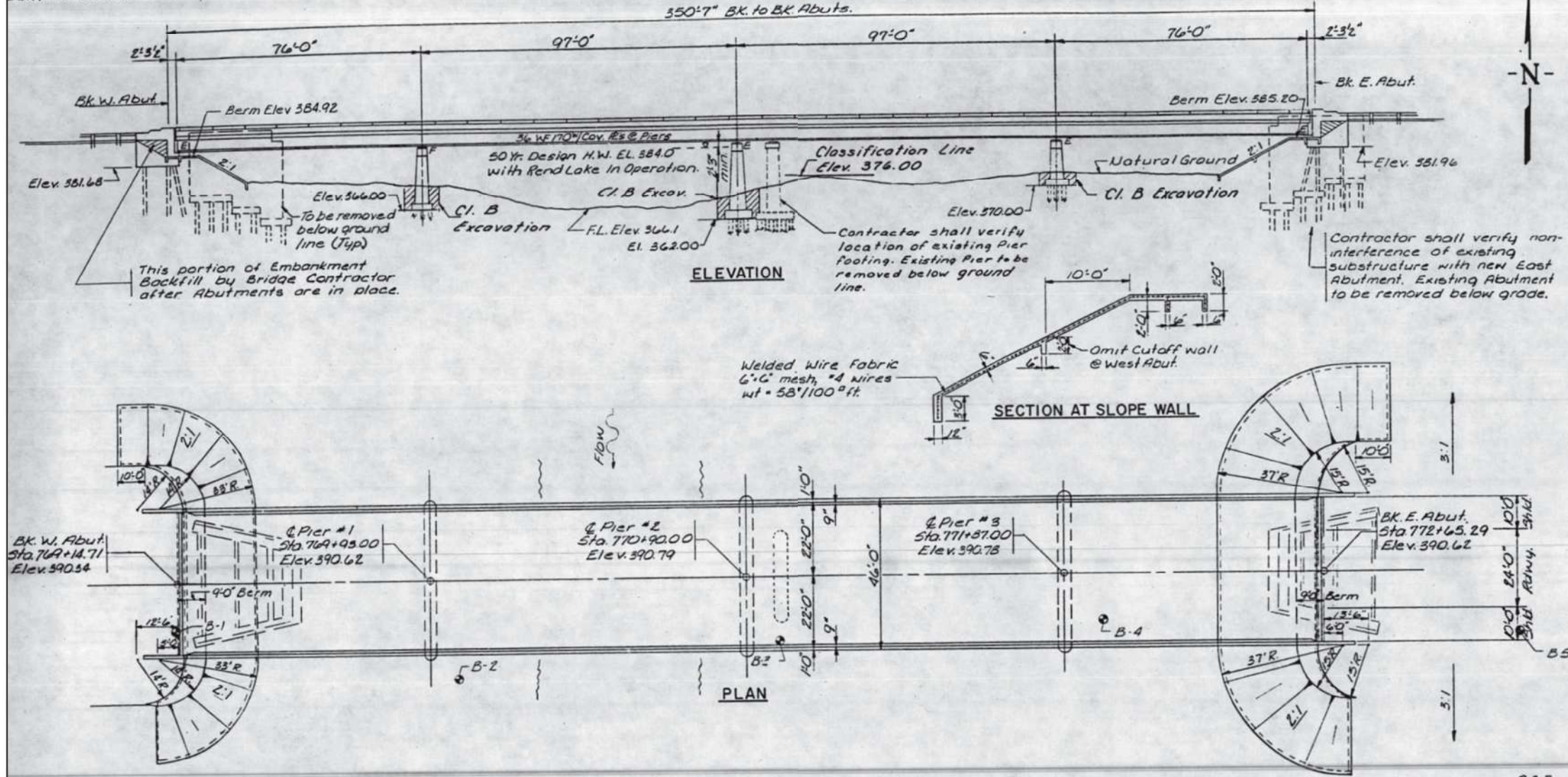
| Item | Unit | Total |
|--------------------------------------|------|-------|
| Elastomeric Bearing Assembly Type II | Each | 7 |
| Jack and Remove Existing Bearings | Each | 7 |

MODEL: 01_Existing Plates FILE NAME: \\www.whks.com\hwy\proj\01\Documents\Project\01\10357_0411 CAD\CAD\Drawings\Structures\02802001\278836

B.M. "O" Cut on So. End W. Abut. Big Muddy Bridge. - Elev. 388.93
 Existing Structure: 2-150' Penn. Truss with RC. Closed abutments to be removed by Contractor after traffic is diverted to Detour Road. The existing Trusses to become the property of the Contractor.
 Built As: S.B.I. Rte. 14, Sta. 771+00, Sec. 4B-C in 1923

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|------|----------|--------------|-----------|
| S.B.I. 48-2 | | FRANKLIN | 35 | 10 |
| FED. ROAD DIST. NO. 7 | | PLANNO | PROJECT | |

Sheet 1 of 11



GENERAL NOTES

- All reinforcement bars shall be lapped 24 diameters unless otherwise shown.
- Field connections shall be bolted using high strength bolts 3/4" dia, open holes 1/2" dia, unless otherwise noted.
- Diaphragm connections may be adapted to shop welding subject to approval by the Engineer.
- The Basic Lead Silico Chromate paint system shall be used for shop and field painting of structural steel.
- Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.
- Anchor bolts shall be set before riveting diaphragms (bolting cross frames) over supports.
- Slope wall shall be reinforced with welded wire fabric 6"x6" mesh, weighing 58# per 100 sq. ft.
- Layout of slope walls may be varied in the field to suit ground condition as directed by the Engineer.
- The contractor shall drive two concrete test piles (one at a permanent location of the West (East abut.) 43 untreated timber piles (1 ea. at a permanent location of piers 1, 2 & 3) as directed by the engineer before ordering the remainder of piles.
- Class A Excavation for structures includes excavation for slope wall.
- 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.
- Roadway expansion guards shall be assembled in the proper position with the ends in place and shall be left assembled for shop inspection.
- Calculated plan weight of Structural Steel, 520,519 lbs.

TOTAL BILL OF MATERIAL

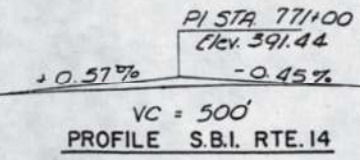
| ITEM | UNIT | SUPER | SUB | TOTAL |
|--|----------|---------|--------|---------|
| Removal of Existing Structures | Each | - | - | 1 |
| Class A Excavation for Structures | Cu Yds. | - | 457 | 457 |
| Class B Excav. for Structures | Cu Yds. | - | 509 | 509 |
| Protective Coat | Sq Yds. | 1937 | - | 1937 |
| Class X Concrete | Cu Yds. | 450.5 | 379.9 | 830.2 |
| Furnishing & Erecting Structural Steel | Lump Sum | 1 | - | 1 |
| Stud Shear Connectors | Each | 4914 | - | 4914 |
| Aluminum Rolling | Lin Ft. | 694 | - | 694 |
| Reinforcement Bars | Lbs. | 111,905 | 22,510 | 134,415 |
| Furnishing Untreated Piles 30"x45" Lin Ft. | - | - | 4522 | 4522 |
| Furnishing Concrete Piles | Lin Ft. | - | 1160 | 1160 |
| Driving Timber Piles | Lin Ft. | - | 4522 | 4522 |
| Driving Concrete Piles | Lin Ft. | - | 1160 | 1160 |
| Test Piles, Timber | Each | - | 3 | 3 |
| Test Piles, Concrete | Each | - | 2 | 2 |
| Name Plates | Each | 1 | - | 1 |
| Slope Wall - 6 inch | Sq Yds. | - | 950 | 950 |
| Bridge Seat Sealant | Lump Sum | - | 1 | 1 |
| Preformed Joint Sealer | Lin Ft. | 44 | - | 44 |



LOCATION SKETCH

STATION 770+90
 BUILT 197 BY
 STATE OF ILLINOIS
 F.A. RT. 15 SEC. 4B-2
 LOADING HS 20-44

LETTERING FOR NAME PLATE
 (See Standard 2113-1)



WATERWAY INFORMATION

Drainage Area 498 Sq. mi.
 Character - Rolling, Clay, Wood, Cultivated
 Required Opening (50yr. Flood) 5400 Sq. Ft.
 Present Opening 3212 Sq. Ft.
 *Proposed Opening at structure 3365 Sq. Ft.
 Ordinary Water Elev 375.2
 Low Water Elev 368.8
 *Existing overflow structure to remain in place with an opening of 324 sq. ft.
 Q (50yr.) 17,000 cfs with Rend Lake in operation.

DESIGN STRESSES

$f_c = 1200$ psi (Deck Slab)
 $f_c = 1400$ psi (Curb, Parapet, Sub)
 $f_s = 20,000$ psi (Reinforcement)
 $f_s = 20,000$ psi (Struct.)
 $v_c = 75$ psi (Ftgs.)
 $n = 10$
 Allowable $\frac{1}{4}$ Deflection $L/1200$ (comp.)

Loading HS 20-44

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
 S.N. 028-0020

GENERAL PLAN & ELEVATION
 F.A. RT. 15 SEC. 4B-2
 OVER BIG MUDDY RIVER
 FRANKLIN COUNTY

STATION 770+90.00

WALTER E. HANSON COMPANY
 ENGINEERS-CONSULTANTS

DESIGNED DAM DATE 3-31-70
 CHECKED GL CHECKED DAM NO. 47010

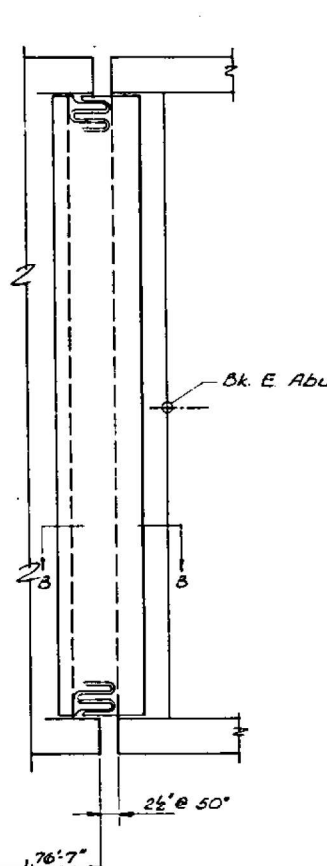
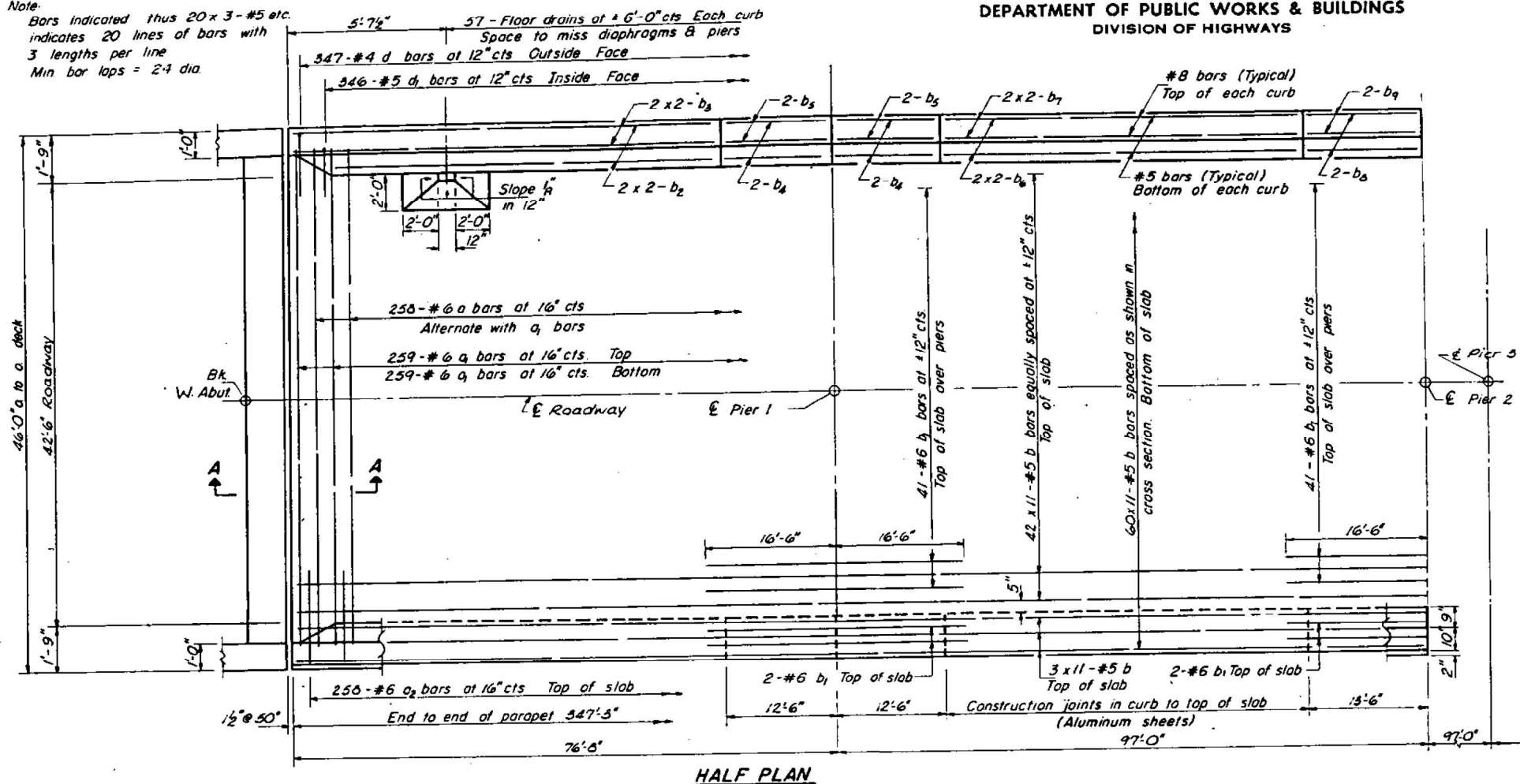


| | | |
|---------------------------|-------------------|-----------|
| USER NAME = lbangel | DESIGNED - AJL | REVISED - |
| PLOT SCALE = 1/8" = 1'-0" | CHECKED - CVF/SDS | REVISED - |
| PLOT DATE = 3/13/2026 | DRAWN - AJL | REVISED - |
| | CHECKED - CVF/SDS | REVISED - |

| | |
|-------------------|-----------|
| DESIGNED - AJL | REVISED - |
| CHECKED - CVF/SDS | REVISED - |
| DRAWN - AJL | REVISED - |
| CHECKED - CVF/SDS | REVISED - |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------------------------|------------|----------|--------------|-----------|
| 869 | (4-1)BRR-1 | Franklin | 45 | 40 |
| CONTRACT NO. 78B36 | | | | |
| ILLINOIS FED. AID PROJECT BR-2R(024) | | | | |

Note:
Bars indicated thus 20 x 3-#5 etc.
indicates 20 lines of bars with
3 lengths per line
Min bar laps = 24 dia.



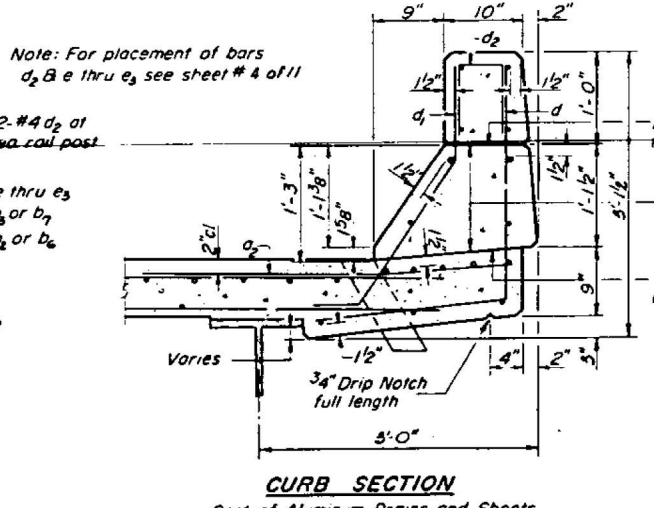
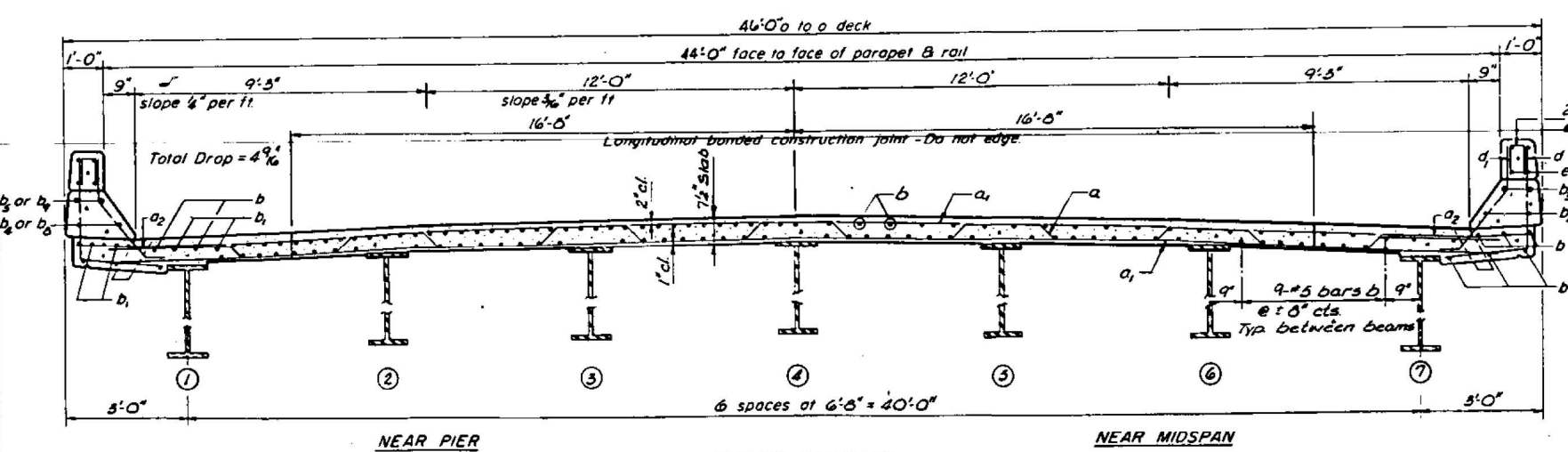
Note:
See Sheet 6 of 11
for Expansion Device
details

BILL OF MATERIAL

| Bar | No | Size | Length | Shape |
|----------------|------|------|---------|-------|
| a | 258 | #6 | 46'-0" | |
| a ₁ | 510 | #6 | 44'-0" | |
| a ₂ | 516 | #6 | 4'-0" | |
| b | 1122 | #5 | 32'-5" | |
| b ₁ | 135 | #6 | 35'-0" | |
| b ₂ | 16 | #5 | 32'-7" | |
| b ₃ | 16 | #6 | 52'-11" | |
| b ₄ | 16 | #5 | 12'-2" | |
| b ₅ | 16 | #6 | 12'-2" | |
| b ₆ | 16 | #5 | 55'-11" | |
| b ₇ | 16 | #3 | 36'-6" | |
| b ₈ | 8 | #5 | 13'-2" | |
| b ₉ | 8 | #3 | 13'-2" | |

| Reinforcement Bars | Lbs | 109,880 |
|-----------------------|----------|---------|
| Structural Steel | Lump Sum | 1 |
| Class X Concrete | Cu Yds | 435.9 |
| Stud Shear Connectors | Each | 4914 |

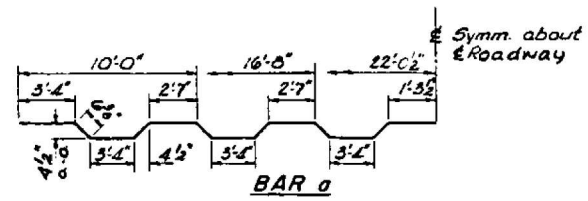
* See Sheet 1 of 11 for Structural Steel Quantities



Cost of Aluminum Drains and Sheets shall be incidental to Class X Concrete

| | |
|----------|-----|
| DESIGNED | DAM |
| CHECKED | GL |
| DRAWN | GW |
| CHECKED | DAM |

| | |
|----------|----|
| EXAMINED | 19 |
| PASSED | |
| APPROVED | |

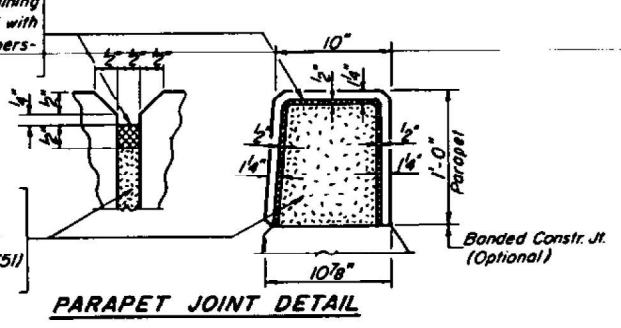
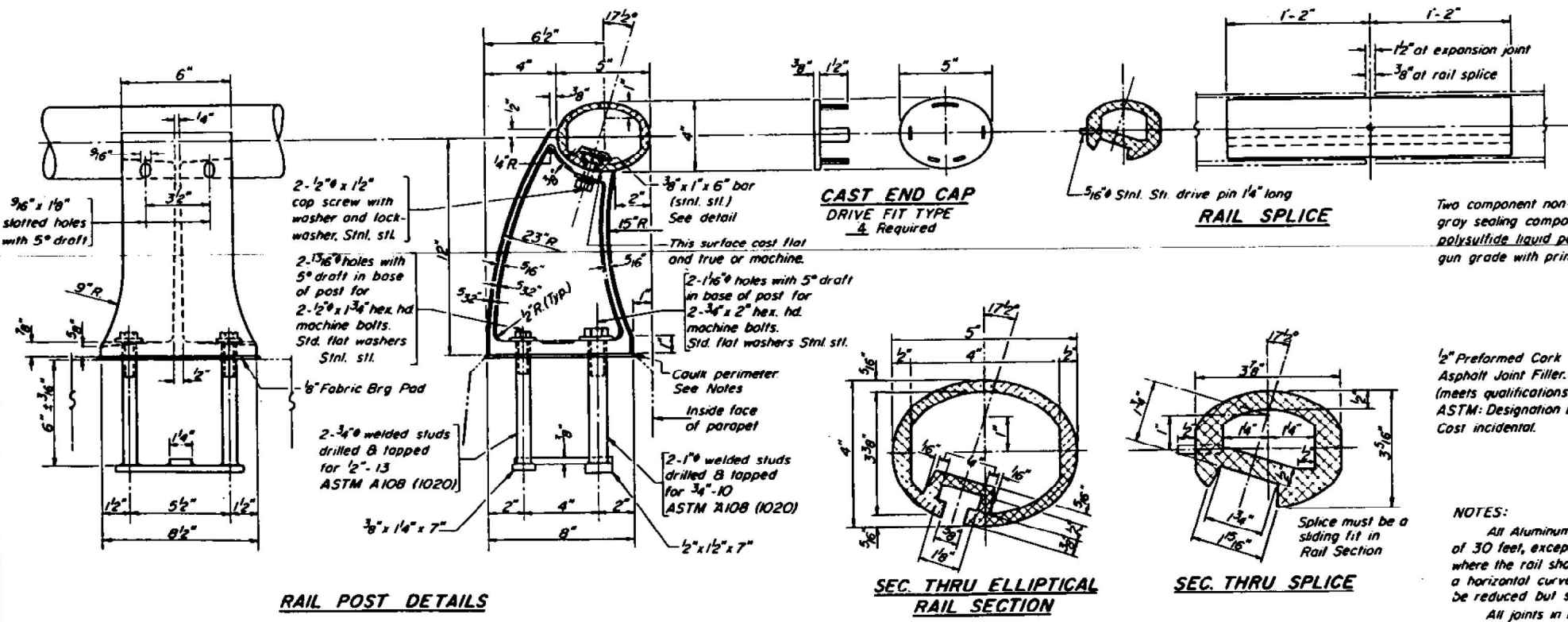
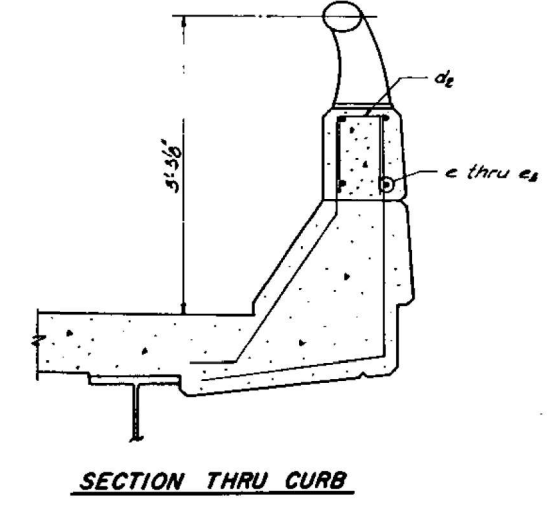
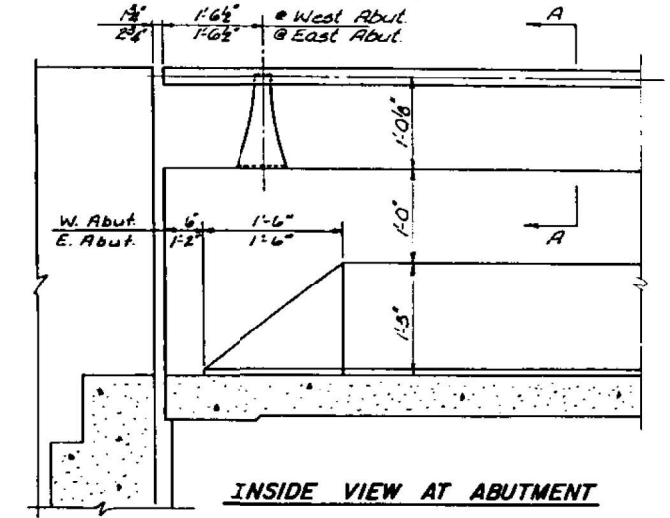
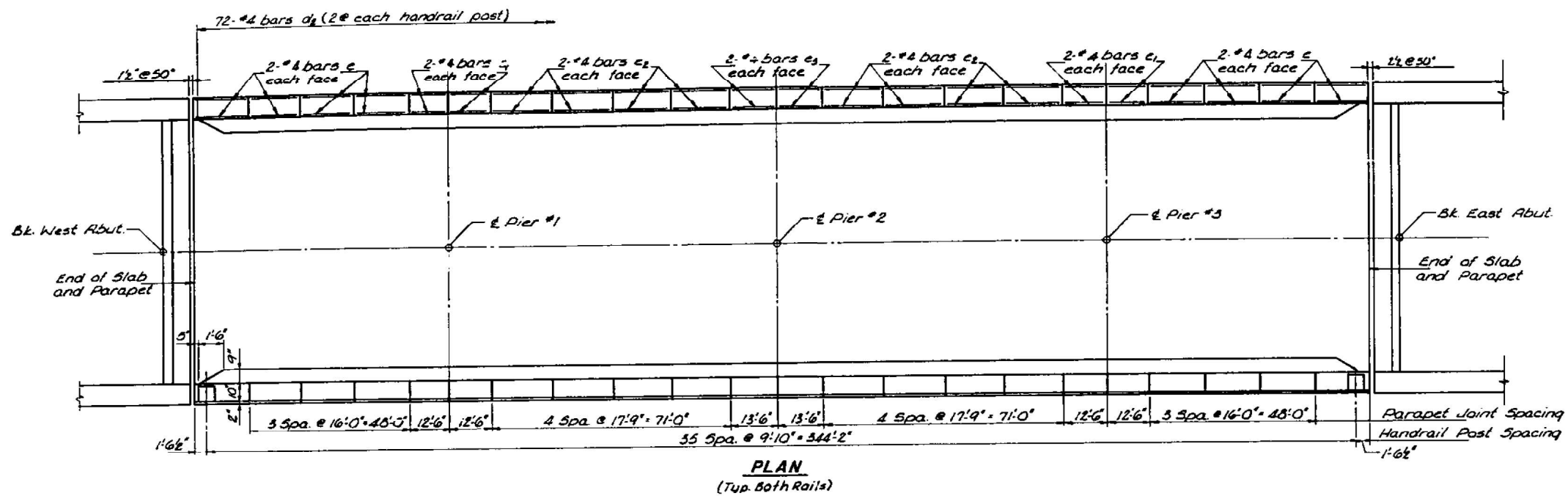


I-4106-0 3-1-68, 12-3-69



| | | | |
|----------|---------|---------|---|
| DESIGNED | AJL | REVISED | - |
| CHECKED | CVF/SDS | REVISED | - |
| DRAWN | AJL | REVISED | - |
| CHECKED | CVF/SDS | REVISED | - |

| | | | | |
|--------------------|------------|----------|---------------------------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 869 | (4-1)BRR-1 | Franklin | 45 | 41 |
| CONTRACT NO. 78B36 | | | ILLINOIS FED. AID PROJECT BR-2RU(024) | |



PARAPETS & RAILS
BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|-------|-----|------|--------|-------|
| e_1 | 64 | #4 | 15'-9" | — |
| e_2 | 32 | #4 | 12'-5" | — |
| e_3 | 64 | #4 | 17'-6" | — |
| e_4 | 16 | #4 | 15'-5" | — |
| d_4 | 144 | #4 | 2'-1" | □ |

| Reinforcement Bars | Lbs. | 2025 |
|--------------------|----------|------|
| Class X Concrete | Cu. Yds. | 22.4 |
| Aluminum Railing | Lm. Ft. | 674 |

| | |
|----------|-----|
| DESIGNED | DAM |
| CHECKED | |
| DRAWN | GWF |
| CHECKED | DAM |

| | |
|----------|----|
| EXAMINED | 19 |
| PASSED | |
| APPROVED | |

R-17 4-22-68 9-18-69

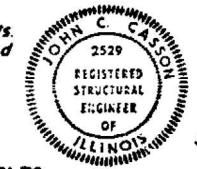


| | | |
|-----------------------|-------------------|-----------|
| USER NAME = lbangel | DESIGNED - AJL | REVISED - |
| PLOT SCALE = SSCALE\$ | CHECKED - CVF/SDS | REVISED - |
| PLOT DATE = 3/13/2026 | DRAWN - AJL | REVISED - |
| | CHECKED - CVF/SDS | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
S.N. 028-0020

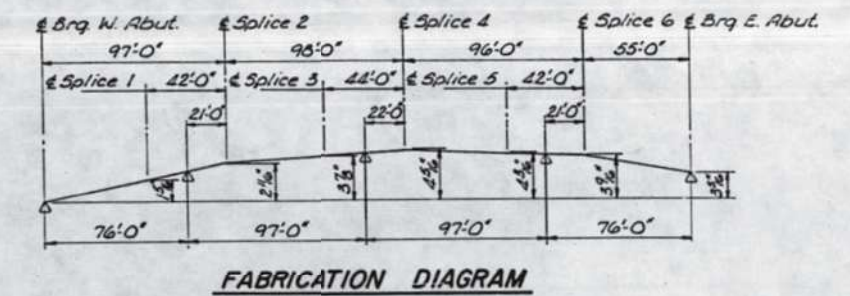
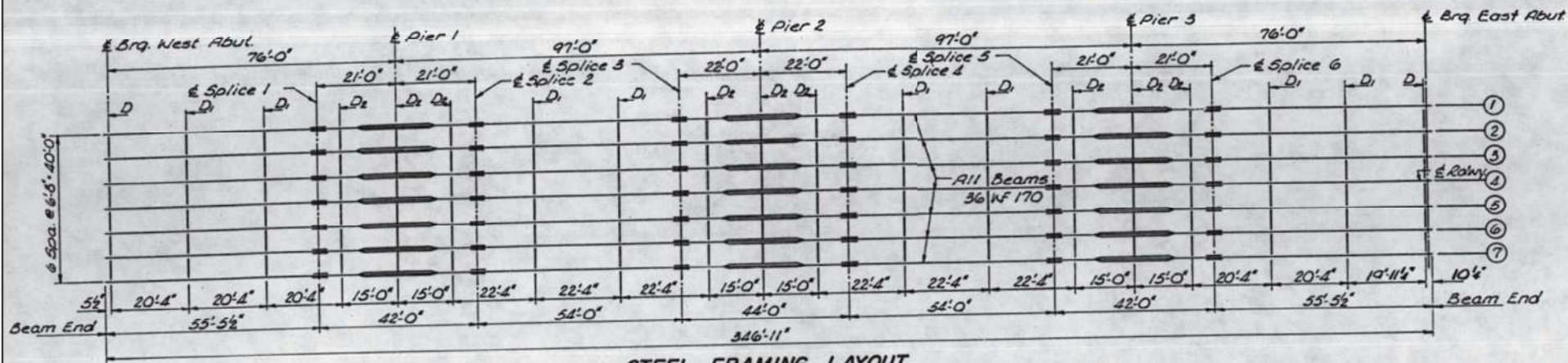
SHEET 25 OF 27 SHEETS



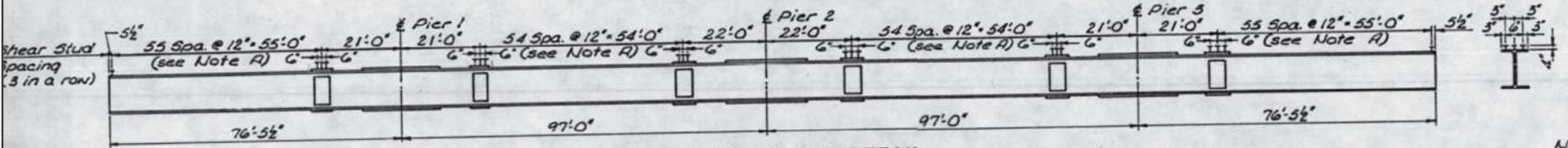
ALUMINUM HANDRAIL
S.B.I. RT. 14 SEC. 4B-2
FRANKLIN COUNTY
STATION 770+90.00

| | | | | |
|---------------------------------------|------------|----------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 869 | (4-1)BRR-1 | Franklin | 45 | 42 |
| CONTRACT NO. 78B36 | | | | |
| ILLINOIS FED. AID PROJECT BR-2RU(024) | | | | |

MODEL OF Existing Plans
 FILE NAME: \\sps\share\by.com\hick\401\Documents\Projects\ILL\02837_0414 CAD\CADData\Structures\02837020\0278836



NOTE:
1) Space studs on splice Rs to miss bolts.
2) Diaphragm connections may be adapted to shop welding subject to approval by the Engineer.



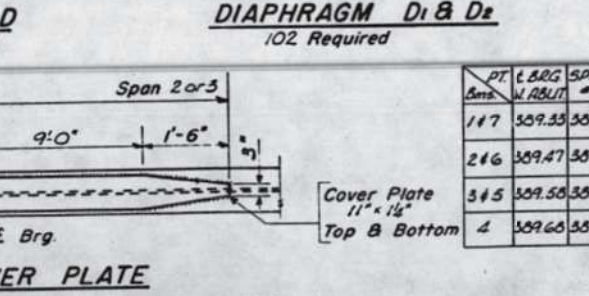
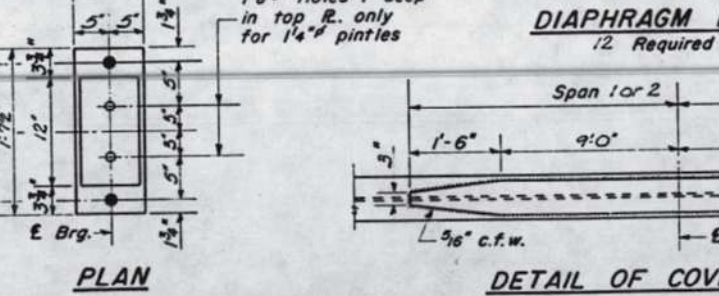
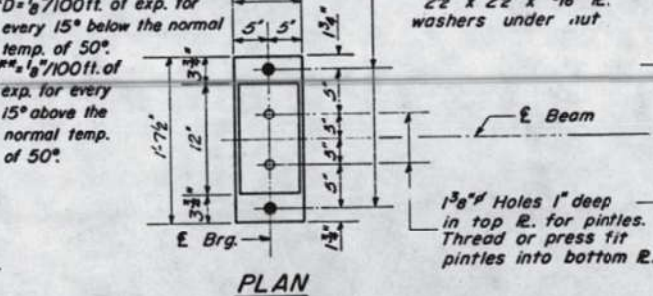
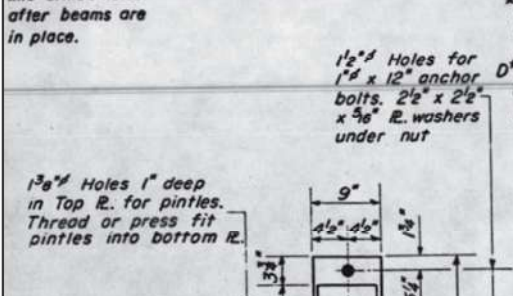
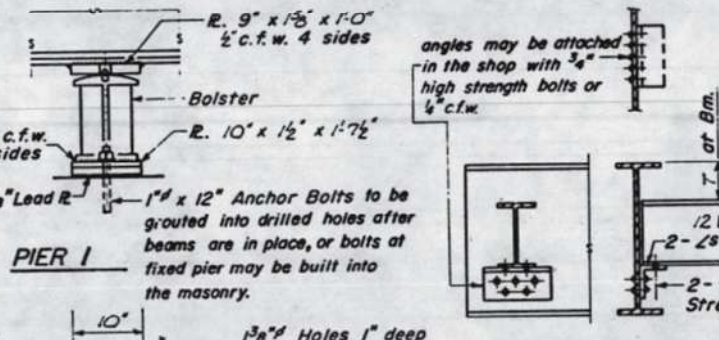
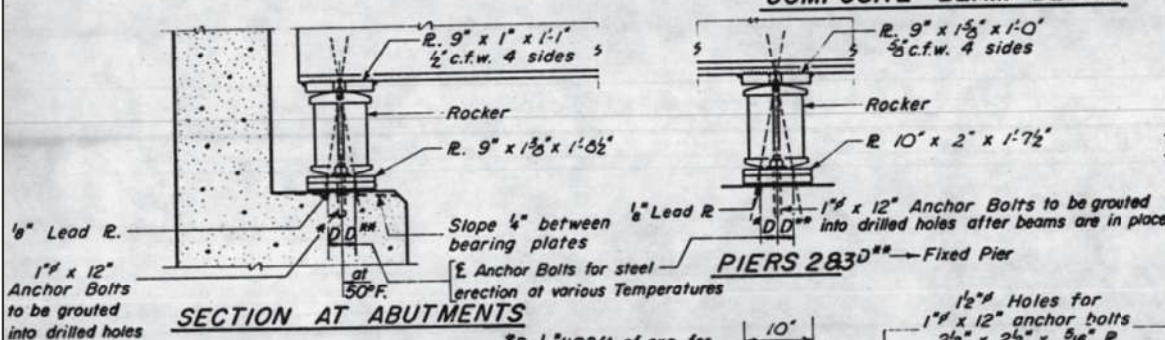
3/4" x 4" CR1020 S.T.L. Granular or solid flux filled headed studs automatically end welded. 4914 Req'd.

INTERIOR GIRDER MOMENT TABLE

| | 0.4 Sp. 1 | Pier 1 | 0.5 Sp. 2 | Pier 2 |
|--------------------------|----------------------|--------|----------------------|--------|
| I_s (in ⁴) | 10,470 | 20,097 | 10,470 | 20,097 |
| I_c (in ⁴) | 24,808 | | 24,808 | |
| S_x (in ³) | 379 | 1040 | 379 | 1040 |
| S_y (in ³) | 814 | - | 814 | - |
| I (in ⁴) | 0.900 | 0.900 | 0.900 | 0.900 |
| M_x (K) | 341 | 715 | 335 | 751 |
| F_x (Ksi) | 7.0 | 8.2 | 6.9 | 8.6 |
| S_x (in ³) | 0.319 | 0.319 | 0.319 | 0.319 |
| M_y (K) | 121 | 254 | 119 | 267 |
| M_z (K) | 534 | 537 | 551 | 595 |
| M_{max} (K) | 120 | 129 | 132 | 143 |
| Total (K) | 783 | 920 | 802 | 1005 |
| F_x (Ksi) | 11.4 | 10.6 | 11.8 | 11.5 |
| F_y Total (Ksi) | 18.4 | 18.8 | 18.7 | 20.1 |
| V_{Rmax} (K) | 44.5 Sp ¹ | | 47.6 Sp ² | |

INTERIOR GIRDER REACTION TABLE

| | W. Abut. | Pier 1 | Pier 2 |
|-----------------|----------|--------|--------|
| R_d (K) | 33.0 | 115.0 | 118.0 |
| R_e (K) | 37.1 | 56.7 | 59.0 |
| I_{MR} (K) | 8.9 | 13.6 | 14.2 |
| R_{total} (K) | 79.0 | 185.3 | 191.2 |



ELEVATION TOP OF WF

| PT | W. ABUT | SPALICE #1 | PIER 1 | SPALICE #2 | SPALICE #3 | PIER 2 | SPALICE #4 | SPALICE #5 | SPALICE #6 | E. ABUT |
|-----|---------|------------|--------|------------|------------|--------|------------|------------|------------|---------|
| 117 | 359.35 | 359.44 | 359.50 | 359.55 | 359.65 | 359.67 | 359.69 | 359.65 | 359.65 | 359.61 |
| 216 | 359.47 | 359.50 | 359.63 | 359.69 | 359.79 | 359.81 | 359.83 | 359.82 | 359.77 | 359.75 |
| 315 | 359.58 | 359.69 | 359.75 | 359.80 | 359.90 | 359.92 | 359.94 | 359.95 | 359.90 | 359.86 |
| 4 | 359.65 | 359.79 | 359.85 | 359.91 | 390.00 | 390.02 | 390.04 | 390.03 | 390.01 | 359.96 |

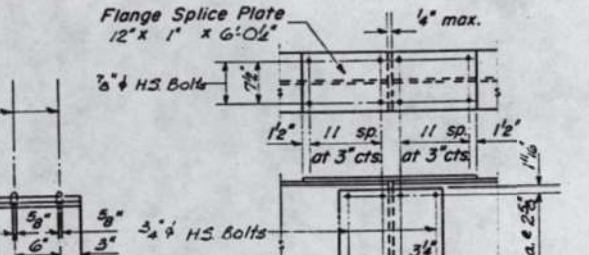
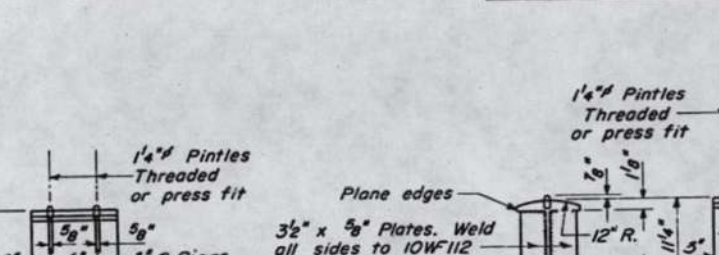
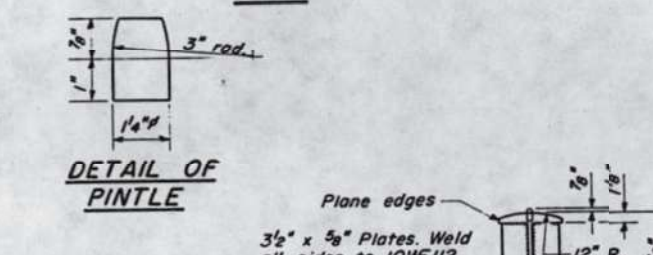
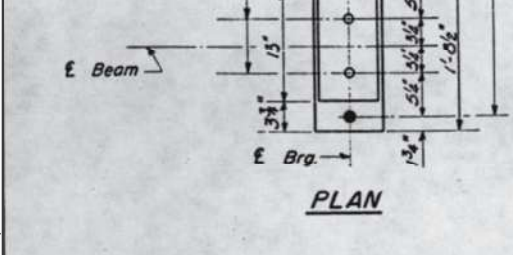
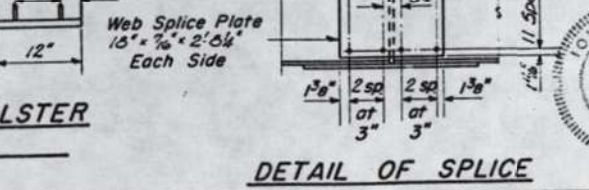
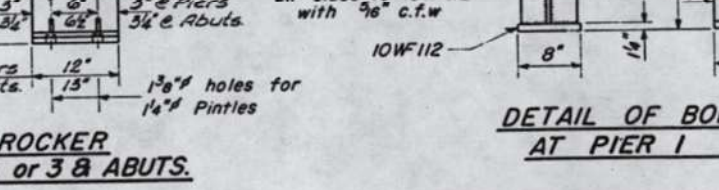
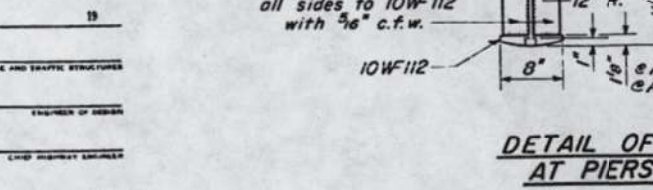


TABLE OF DIMENSIONS T, T1, & T2

| ITEM | 117 | 216 | 315 | 4 |
|------|---------|--------|--------|---------|
| T | 3" | 4 1/2" | 6" | 7 1/4" |
| T1 | 6" | 7 1/2" | 9" | 10 1/2" |
| T2 | 10 1/2" | 8 1/2" | 7 1/4" | 6" |

| | | | |
|----------|-----|----------|--|
| DESIGNED | DAM | EXAMINED | |
| CHECKED | GL | PASSED | |
| DRAWN | GAF | APPROVED | |
| CHECKED | DAM | | |



STRUCTURAL STEEL
S.B.I. RT. 14 SEC. 4B-2
FRANKLIN COUNTY
STATION 770+90.00

I-2-C 7-2-62 Rev. 11-9-62 Rev. 8-16-63 Rev. 12-10-63

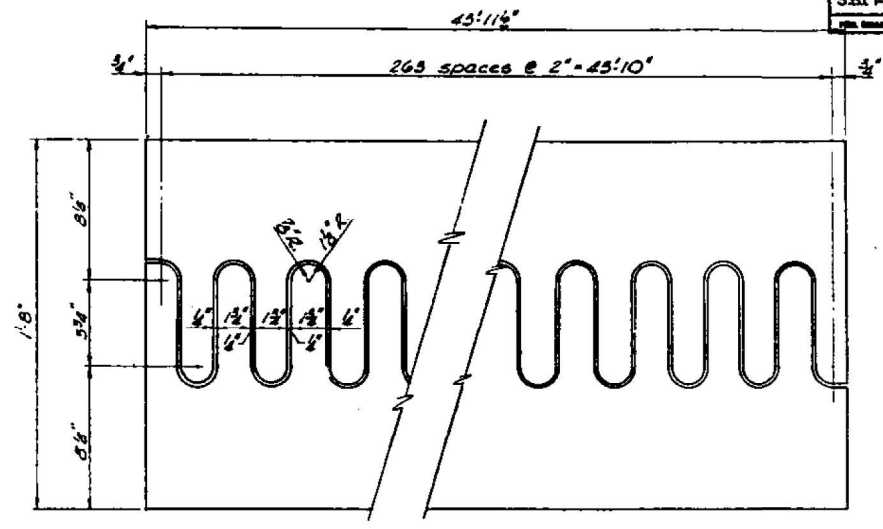
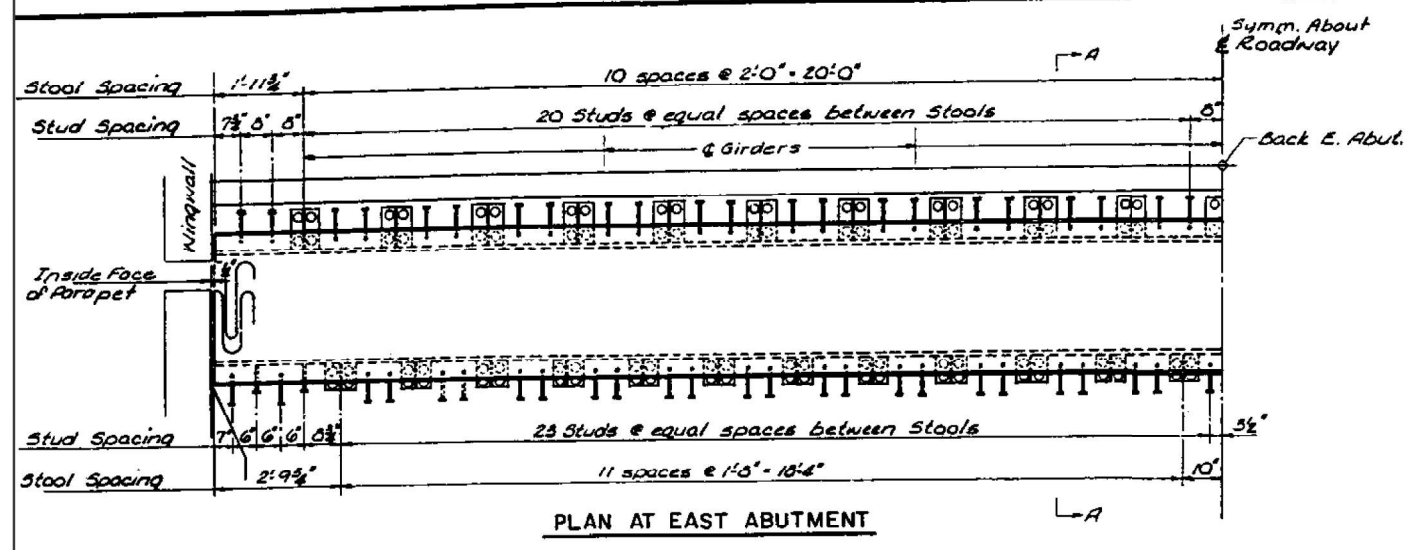
design firm
no. 184001036
whks
engineers - planners - land surveyors

| | | | | | |
|------------|-------------|----------|-----------|---------|---|
| USER NAME | = langel | DESIGNED | - AJL | REVISED | - |
| PLOT SCALE | = SSCALE\$ | CHECKED | - CVF/SDS | REVISED | - |
| PLOT DATE | = 3/13/2026 | DRAWN | - AJL | REVISED | - |
| | | CHECKED | - CVF/SDS | REVISED | - |

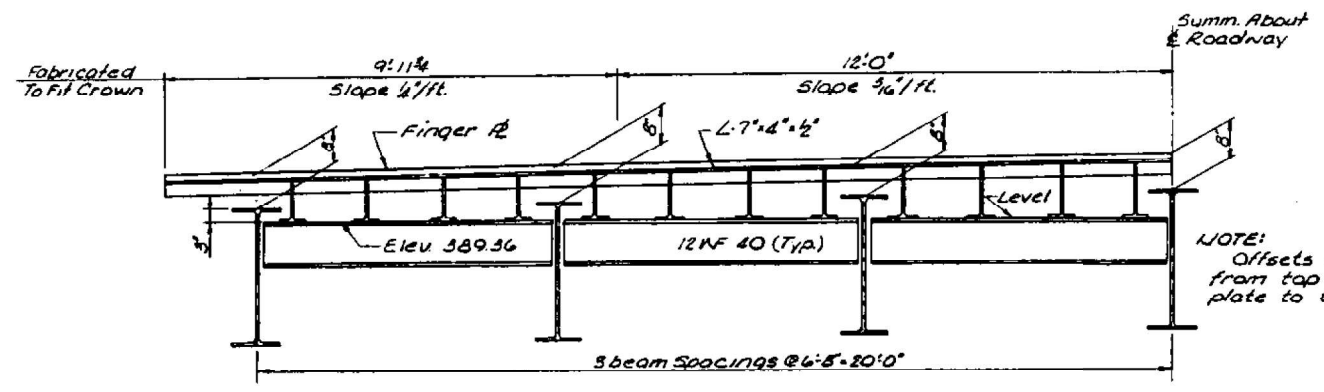
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
S.N. 028-0020

| | | | | |
|--|------------|----------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 869 | (4-1)BRR-1 | Franklin | 45 | 43 |
| CONTRACT NO. 78B36 | | | | |
| ILLINOIS FED. AID PROJECT BR-2R(8)(24) | | | | |

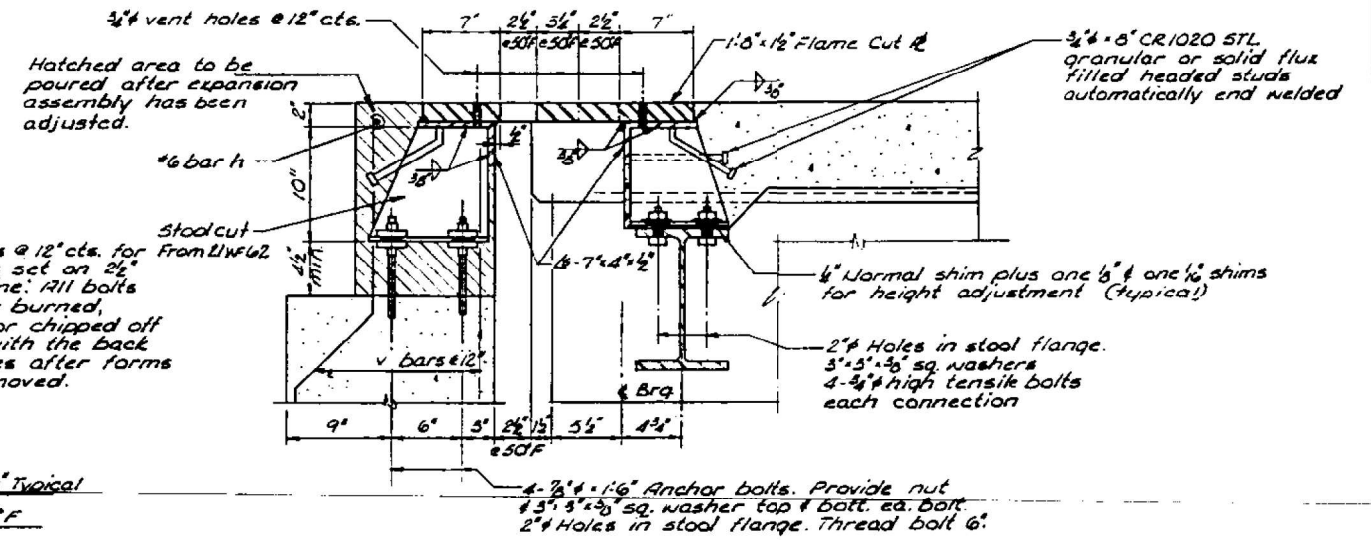


FLAME CUT PLATE DETAIL



ELEVATION AT EAST ABUTMENT

NOTE: Offsets shown are from top of flame cut plate to top of 36WF Beams



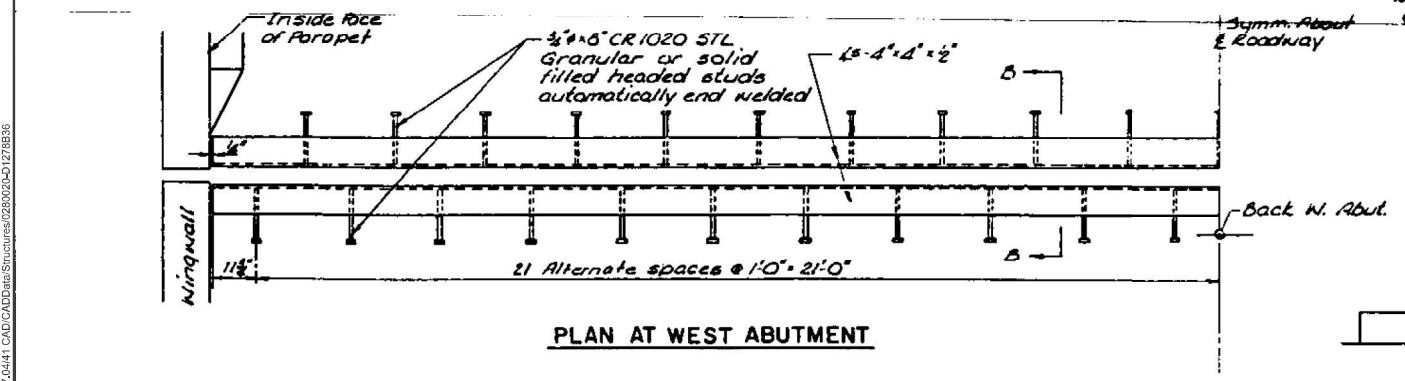
SECTION A-A

Notes: Roadway expansion devices shall be assembled in the shop in proper position, and shall be left assembled for shop inspection.

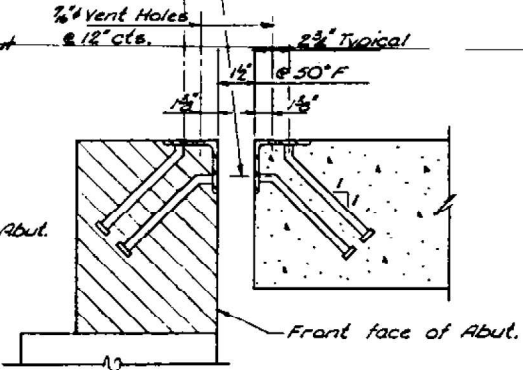
The roadway expansion devices shall be fabricated to fit the Crown of Roadway.

The roadway expansion plates shall be flame cut as provided in Article 507.04(1) of the Standard Specs.

Expansion devices are included in the quantity of Structural Steel. weight 9303 lbs

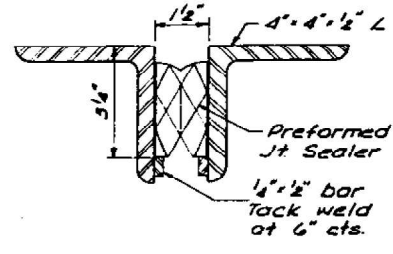


PLAN AT WEST ABUTMENT

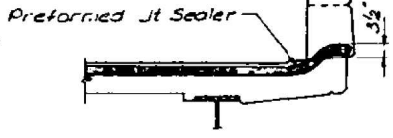


SECTION B-B

PREFORMED JOINT SEALER



SEALED DECK JOINT



TYPICAL END OF SEALER TREATMENT STATION 770 + 90.00

| | |
|----------|-----|
| DESIGNED | DAM |
| CHECKED | WCE |
| DRAWN | GWF |
| CHECKED | DAM |



| | | |
|-----------------------|-------------------|-----------|
| USER NAME = lbangel | DESIGNED - AJL | REVISED - |
| PLOT SCALE = SCALES | CHECKED - CVF/SDS | REVISED - |
| PLOT DATE = 3/13/2026 | DRAWN - AJL | REVISED - |
| | CHECKED - CVF/SDS | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
S.N. 028-0020

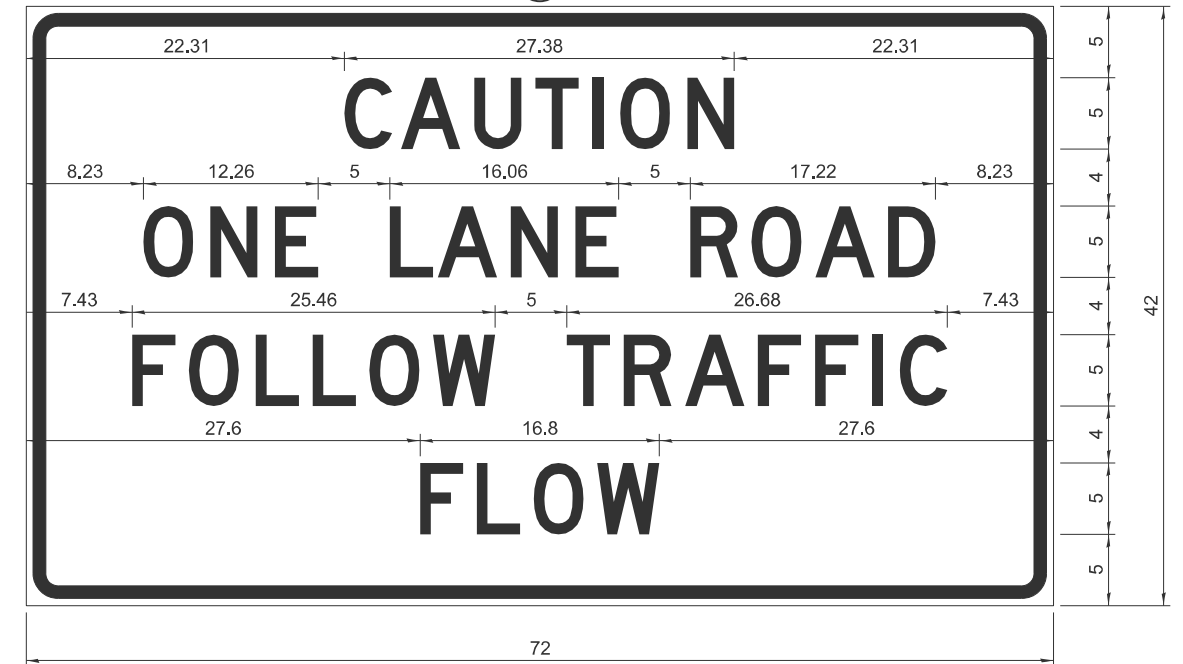
SHEET 27 OF 27 SHEETS

| | | | | |
|---------------------------------------|------------|----------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 889 | (4-1)BRR-1 | Franklin | 45 | 44 |
| CONTRACT NO. 78B36 | | | | |
| ILLINOIS FED. AID PROJECT BR-2RU(024) | | | | |

MODEL: 07_Existing Plans
 FILE NAME: \\p0150101\share\p0150101\Documents\Projects\11.0237.0441 CAD\CADD\Drawings\Structures\02802020\0278836

**ENTRANCE SIGN FOR USE
WITH TEMPORARY SIGNALS**

②



COLOR LEGEND AND BORDER BLACK NON-REFLECTORIZED
 BACKGROUND ORANGE REFLECTORIZED

2.25" Radius, 0.88" Border, 0.50" Indent;
 [CAUTION] D; [ONE LANE ROAD] D;
 [FOLLOW TRAFFIC] D; [FLOW] D

② This sign shall be installed at entrances located between the temporary signals as shown in the staging plans.

Table Of Widths And Spaces

| | | | | | | | | | | | | | | | | | | | | | |
|-------|---|------|------|---|------|------|---|------|------|---|------|------|---|------|------|---|------|------|---|------|-------|
| 22.31 | C | 3.36 | 0.62 | A | 4.18 | 0.94 | U | 3.36 | 0.94 | T | 3.04 | 0.94 | I | 0.78 | 1.17 | O | 3.52 | 1.17 | N | 3.36 | 22.31 |
|-------|---|------|------|---|------|------|---|------|------|---|------|------|---|------|------|---|------|------|---|------|-------|

| | | | | | | | | |
|------|---|------|------|---|------|------|---|------|
| 8.23 | O | 3.51 | 1.17 | N | 3.36 | 1.18 | E | 3.04 |
|------|---|------|------|---|------|------|---|------|

| | | | | | | | | | | | |
|------|---|------|------|---|------|------|---|------|------|---|------|
| 5.00 | L | 3.05 | 0.31 | A | 4.18 | 0.94 | N | 3.36 | 1.17 | E | 3.05 |
|------|---|------|------|---|------|------|---|------|------|---|------|

| | | | | | | | | | | | | |
|------|---|------|------|---|------|------|---|------|------|---|------|------|
| 5.00 | R | 3.36 | 0.93 | O | 3.52 | 0.94 | A | 4.18 | 0.93 | D | 3.36 | 8.23 |
|------|---|------|------|---|------|------|---|------|------|---|------|------|

| | | | | | | | | | | | | | | | | | |
|------|---|------|------|---|------|------|---|------|------|---|------|------|---|------|------|---|------|
| 7.43 | F | 3.04 | 0.94 | O | 3.52 | 1.17 | L | 3.04 | 0.94 | L | 3.05 | 0.94 | O | 3.51 | 0.94 | W | 4.37 |
|------|---|------|------|---|------|------|---|------|------|---|------|------|---|------|------|---|------|

| | | | | | | | | | | | | | | | | | | | | | |
|------|---|------|------|---|------|------|---|------|------|---|------|------|---|------|------|---|------|------|---|------|------|
| 5.00 | T | 3.05 | 0.94 | R | 3.36 | 0.94 | A | 4.18 | 0.93 | F | 3.05 | 0.94 | F | 3.04 | 0.94 | I | 0.78 | 1.18 | C | 3.35 | 7.43 |
|------|---|------|------|---|------|------|---|------|------|---|------|------|---|------|------|---|------|------|---|------|------|

| | | | | | | | | | | | | |
|-------|---|------|------|---|------|------|---|------|------|---|------|-------|
| 27.60 | F | 3.05 | 0.94 | L | 3.04 | 0.94 | O | 3.52 | 0.93 | W | 4.38 | 27.60 |
|-------|---|------|------|---|------|------|---|------|------|---|------|-------|

GENERAL NOTES

All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

Sign not to scale

STD. 9-34

| | |
|---------|-----------|
| DRAWN | 3-2-16 D2 |
| REVISED | 03-12-24 |
| REVISED | |
| REVISED | |

MODEL - Details [Sheet]
 FILE NAME - c:\bms\whks\pwr\01\production\dms09318\0978836-sht-detaills.dgn

design firm
no. 184001036
whks
engineers + planners + land surveyors

| | | |
|----------------------|------------|-----------|
| USER NAME = ncollins | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 1/6/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS
IL 14 (FAP 869) OVER BIG MUDDY RIVER**

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

| | | | | |
|---------------------------|------------|----------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 869 | (4-1)BRR-1 | FRANKLIN | 45 | 45 |
| CONTRACT NO. 78B36 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |