

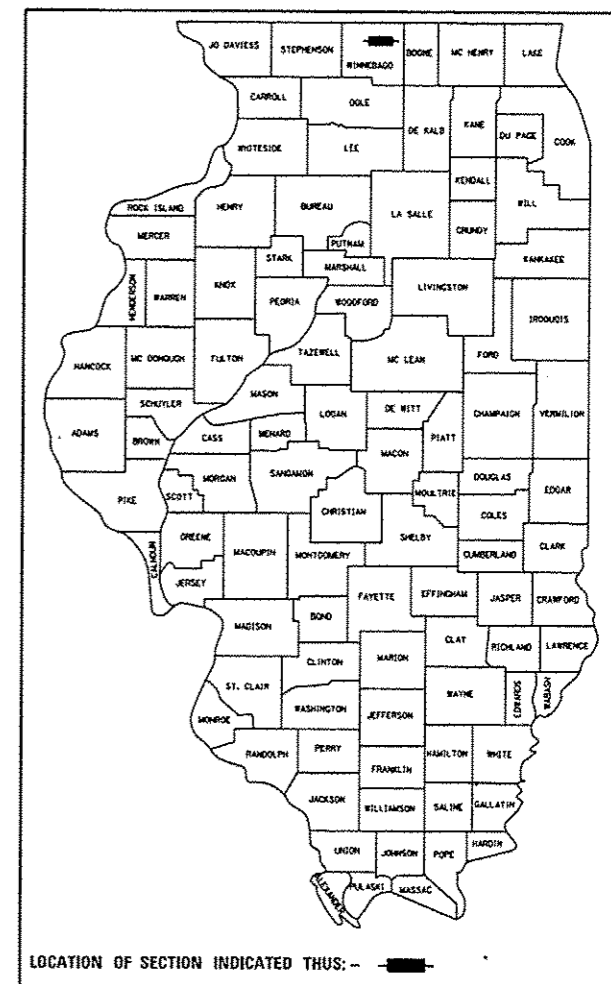
SHEET NO.	DESCRIPTION
1	COVER SHEET, INDEX OF SHEETS
2	HIGHWAY STANDARDS AND ABBREVIATIONS
3	GENERAL NOTES & ALIGNMENT DETAIL
4-5	SUMMARY OF QUANTITIES
6	TYPICAL SECTIONS
7	ROAD CLOSURE DETAIL
8	REMOVAL PLAN
9	PLAN AND PROFILE
10	STRIPING, EROSION CONTROL & RESTORATION PLAN
11-29	BRIDGE PLANS
30-32	CROSS SECTIONS

FOR LIST OF STATE STANDARDS SEE SHEET 2

CITY OF ROCKFORD PLANS FOR PROPOSED FEDERAL AID HIGHWAY

MS 3259
RAILROAD AVENUE
OVER KEITH CREEK
SECTION 11-00590-00-BR
BRIDGE REPLACEMENT
PROJECT NO. BROS-5099(111)
EXIST. S.N. 101-6048
PROP. S.N. 101-6148
WINNEBAGO COUNTY
C-92-064-13

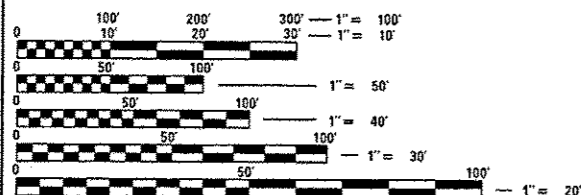
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	1
FED. ROAD DIST. NO. 2	ILLINOIS	CONTRACT NO. 85607		



STRUCTURE INFORMATION:

EXISTING SN: 101-6048:
THE EXISTING STRUCTURE BUILT IN 1962 CONSISTS OF A SINGLE SPAN PRECAST, PRESTRESSED CONCRETE (PPC) DECK BEAM BRIDGE WITH AN OUT-TO-OUT WIDTH OF 39'-0" AND A TOTAL LENGTH OF 57'-0" END TO END OF BEAMS. THE STRUCTURE HAS NO SKEW. BRIDGE TO BE REMOVED.

PROPOSED SN: 101-6148:
THE PROPOSED STRUCTURE IS A SINGLE SPAN BRIDGE CONSISTING OF AN 8" CONCRETE DECK ON W33 BEAMS WITH AN OUT-TO-OUT WIDTH OF 39'-2" AND A TOTAL LENGTH OF 68'-4 3/8" BK. TO BK. ABUTMENTS. THE PROPOSED STRUCTURE HAS AN 8 DEGREE AHEAD LEFT SKEW. THE SUBSTRUCTURE CONSISTS OF INTEGRAL ABUTMENTS.



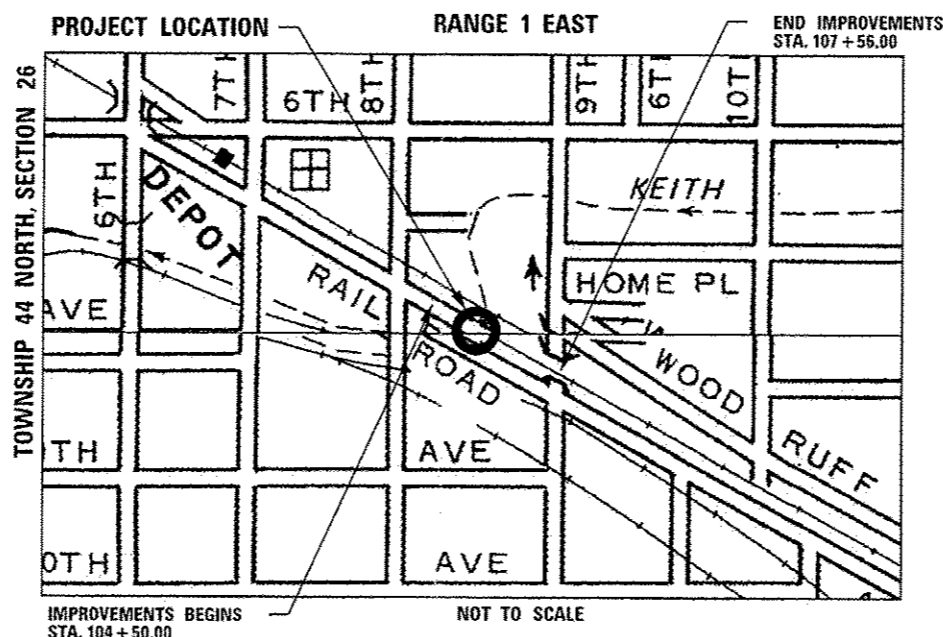
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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



1330 E. STATE STREET, SUITE 4 | ROCKFORD, ILLINOIS 61104
Phone: 815.968.7986 | Toll Free: 800.728.7805 | Fax: 815.968.9256 | HRGreen.com
ILLINOIS PROFESSIONAL DESIGN FIRM #184-001322

PROJECT ENGINEER: KEVIN M. ARFT, P.E.
PROJECT MANAGER: ROBERT G. DAVIES, S.E., P.E.
CONTRACT NO. 85607



IMPROVEMENTS BEGINS
STA. 104 + 50.00

ROCKFORD TOWNSHIP
GROSS LENGTH OF IMPROVEMENT = 306.00 FT. = 0.058 MILES
NET LENGTH OF IMPROVEMENT = 306.00 FT. = 0.058 MILES

FUNCTIONAL CLASSIFICATION
LOCAL ROAD

DESIGN SPEED
RAILROAD AVENUE: 30 MPH

SPEED LIMIT
RAILROAD AVENUE: 30 MPH

TRAFFIC DATA:
RAILROAD AVENUE:
ADT=950 (2014)
ADT=1,100 (2034)
1% TRUCKS

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

CITY OF ROCKFORD

APPROVED: *[Signature]* 2/19/2014 (DATE)
M. VITNER, PE
CITY OF ROCKFORD, CITY ENGINEER

PASSED: *[Signature]* Feb. 25, 2014 (DATE)
DISTRICT 2 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW: *[Signature]* Feb. 25, 2014 (DATE)
DEPUTY DIRECTOR OF HIGHWAYS, REGION 2 ENGINEER

STRUCTURAL ENGINEER'S SIGN & SEAL

[Signature]
ROBERT G. DAVIES, S.E., P.E.
FEBRUARY 18, 2014
DATE
11/30/2014
EXPIRES



PROFESSIONAL ENGINEER'S SIGN & SEAL

[Signature]
KEVIN M. ARFT, P.E.
FEBRUARY 18, 2014
DATE
11/30/2015
EXPIRES



FEDERAL AID DESIGN ENGINEER: LAURA CONNOLLY (815) 284-2271

STORM SEWER TAGS

STATE STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEM
420401-10	BRIDGE APPROACH PAVEMENT CONNECTOR
515001-03	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
602301-04	INLET TYPE A
602401-03	MANHOLE TYPE A
604001-03	FRAME AND LIDS TYPE 1
604006-04	FRAME AND GRATE TYPE 3
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-10	STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-12	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5M) TO 24" (600mm) FROM PAVEMENT EDGE
701311-03	LANE CLOSURE, 2L,2W, MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L,2W, UNDIVIDED
701801-05	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-03	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS AND MARKERS)
780001-04	TYPICAL PAVEMENT MARKINGS
BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
BLR 22-7	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
BLR 23-4	TRAFFIC BARRIER TERMINAL TYPE 1

- 1 INLET TA T3 F&G
STA. 105+05.58, 13.5' RT
RIM = 727.93
INV = 723.76 S
- 2 16 LIN FT SS CL A 2 12" @ 4.00%
- 3 MH TA 4' DIA TIF CL
STA. 105+10.95, 30.43' RT
RIM = 727.50
INV = 723.12 N
INV = 722.62 SE
- 4 63 LIN FT SS CL A 2 12" @ 3.37%
- 5 PRC FES 12
STA. 105+74.94, 30.4' RT
INV = 720.50
- 6 MH TA 6' DIA TIF CL
STA. 106+95.00, 10.39' RT
RIM = 728.61
INV = 720.61 SE
INV = 720.57 SW
CONNECT EX 30" RCP STORM SEWER TO PR MH. COST INCLUDED IN MH ITEM
- 7 7 LIN FT SS CL A 2 30" @ 0.20%

- 8 MH TA 6' DIA TIF OL
STA. 106+95.00, 22.58' RT
RIM = 726.25
INV = 720.55 NE
INV = 720.51 NW
- 9 21 LIN FT SS CL A 2 30" @ 0.20%
- 10 MH TA 6' DIA TIF CL
STA. 106+69.60, 22.58' RT
RIM = 726.50
INV = 720.47 SE
INV = 720.43 NW
INV = 724.61 NE
- 11 INLET TA T3 F&G
STA. 106+69.60, 13.5' RT
RIM = 728.84
INV = 724.67 SW
- 12 6 LIN FT SS CL A 2 12" @ 1.00%
- 13 55 LIN FT SS CL A 2 30" @ 0.15%
- 14 PRC FES 30
STA. 106+15.46, 32.3' RT
INV = 720.35

SYMBOL LEGEND

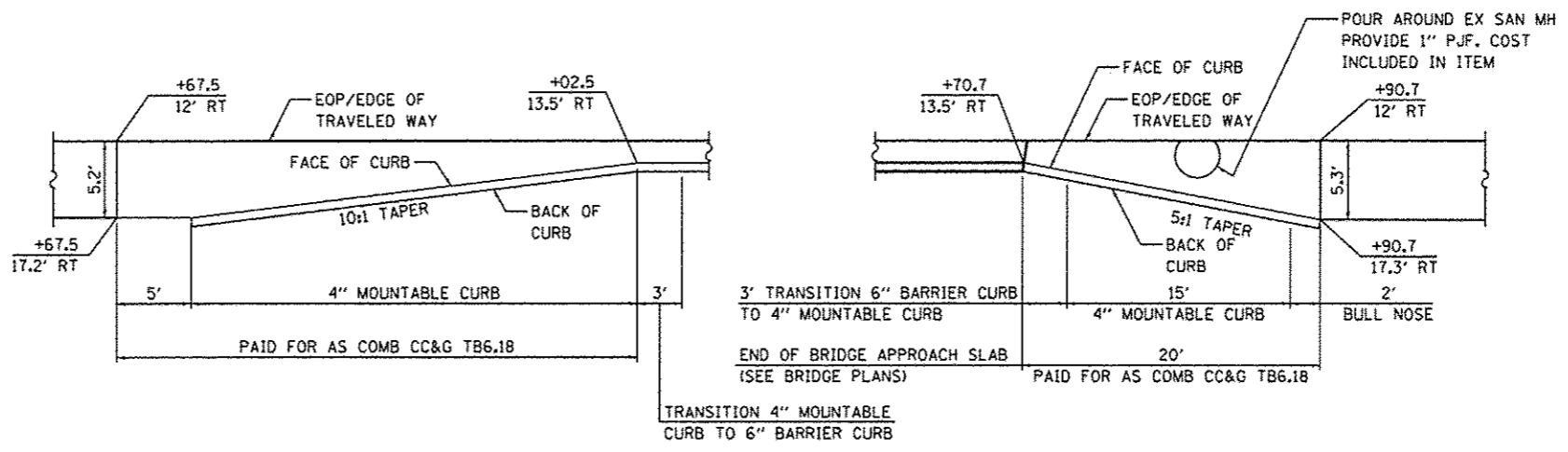
	EXISTING	PROPOSED
SANITARY MANHOLE	⊙	⊙
STORM MANHOLE	⊙	⊙
STORM CATCH BASIN	⊙	⊙
INLET	□	□
FLARED END SECTION	▷	▷
VALVE VAULT	⊙	⊙
FIRE HYDRANT	▽	▽
LIGHT POLE	*	*
STREET SIGN	+	+
REGULATORY SIGN	+	+
UTILITY POLE	+	+
UTILITY BOX	⊙	⊙
MAILBOX	⊙	⊙
WELL	⊙	⊙
SANITARY SEWER	—	—
STORM SEWER	—	—
CULVERT	—	—
WATER MAIN	—	—
WATER MAIN ENCASUREMENT	—	—
STORM UNDERDRAIN	—	—
ELECTRIC LINE	—	—
TELEPHONE LINE	—	—
GAS LINE	—	—
CABLE TV LINE	—	—
TREELINE	☁	☁
TREE	☀	☀
FENCE	—	—
EROSION CONTROL FENCE	—	—
DITCH CHECK	—	—
DRAINAGE ARROW	→	→
100 YEAR OVERFLOW	—	—

STANDARD ABBREVIATIONS

B-B	- BACK TO BACK OF CURB
B.C.	- BACK OF CURB
B.O.C.	- BACK OF CURB
B.S.L.	- BUILDING SETBACK LINE
C.B.	- STORM CATCH BASIN
C.E.	- COMMONWEALTH EDISON CO.
D.E.	- DRAINAGE EASEMENT
E-E	- EDGE TO EDGE OF PAVEMENT
E.O.P.	- EDGE OF PAVEMENT
E.O.S.	- EDGE OF SHOULDER
E.P.	- EDGE OF PAVEMENT
E.S.	- EDGE OF SHOULDER
F.E.S.	- FLARED END SECTION
I.B.T.	- ILLINOIS BELL TELEPHONE CO.
L.E.	- LANDSCAPE EASEMENT
M.H.	- MANHOLE (TYPE SPECIFIED ON PLANS)
R.O.W.	- RIGHT OF WAY
T.B.F.	- TRENCH BACKFILL
T.C.	- TOP OF CURB
T.C.E.	- TEMPORARY CONSTRUCTION EASEMENT
T.O.B.	- TOP OF BERM
T.O.C.	- TOP OF CURB
U.E.	- UTILITY EASEMENT

UTILITY CONTACTS

CITY OF ROCKFORD	GREG CASSARO	(815) 987-3084
WATER DIVISION		
ROCK RIVER WATER	DANA L. CARROL	(815) 387-7663
RECLAMATION DISTRICT		
COMCAST	DONNA ZIES	(815) 395-8977
COMED	NORA FERNANDEZ	(815) 490-7260
AT&T	CARL DONAHUE	(630) 552-9785
NICOR	SCOTT PUFFER	(815) 873-4914
WINDSTREAM	KEN BAUMANN	(630) 925-4751



CURB TRANSITION DETAIL

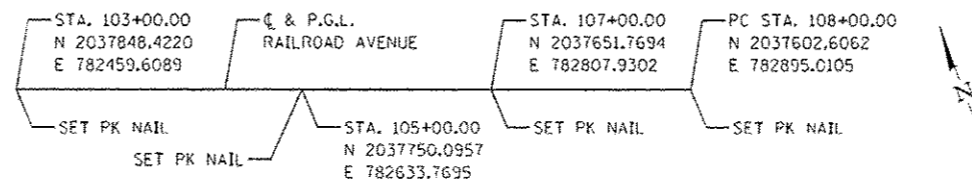
COMPANY NAME: HRGreen.com
 PROJECT CONTACT: Kevin M. Arff
 CLIENT: City of Rockford
 DATE PLOTTED: 2/18/2014 10:52:27 PM
 FILE NAME: 86130254-GEN.dgn
 PLOT DRIVER: pdfplot1111.dwt
 PLOT TABLE:

GENERAL NOTES

1. REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL, AND POROUS GRANULAR EMBANKMENT SUBGRADE HAS BEEN ADDED FOR USE IF UNSUITABLE MATERIAL IS ENCOUNTERED IN THE FIELD, AS DETERMINED BY THE ENGINEER. IF UNSUITABLE AND/OR UNSTABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO COMPENSATION WILL BE DUE THE CONTRACTOR.
2. FORTY EIGHT HOURS BEFORE STARTING EXCAVATION THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) TO HAVE THE LOCATION OF EXISTING UTILITIES STAKED.
3. THE CONTRACTOR SHALL CONTACT THE CITY OF ROCKFORD AT LEAST 72 HOURS IN ADVANCE OF BEGINNING ANY WORK ON RAILROAD AVENUE.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON CITY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE CITY OF ROCKFORD.
5. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
6. THE CONTRACTOR SHALL PROVIDE ACCESS TO ALL ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT, EXCEPT FOR PERIODS OF SHORT DURATION AS DETERMINED BY THE ENGINEER.
7. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
8. OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE UNLESS NOTED OTHERWISE.
9. ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.
10. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MIGHT NOT BE SHOWN ON THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER AT THE CONTRACTOR'S EXPENSE.
12. ANY LOOSE MATERIAL DEPOSITED IN THE FLOWLINES OF DRAINAGE STRUCTURES WHICH OBSTRUCT THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
13. WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, THE CONTRACTOR SHALL FIELD CHECK ALL DIMENSIONS AND ELEVATIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
14. SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER. SEE ARTICLE 250.06 OF THE STANDARD SPECIFICATIONS.
15. SAW CUTTING WILL BE REQUIRED FOR ALL REMOVAL ITEMS LISTED IN SECTION 440 OF THE STANDARD SPECIFICATIONS, SHOWN IN THE PLANS, AND AS DIRECTED BY THE ENGINEER. THE COST OF SAW CUTTING WILL BE INCLUDED IN CONTRACT UNIT BID PRICES FOR THE ITEMS BEING REMOVED.
16. THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.
17. INCIDENTAL GRADING, EARTHWORK AND SHAPING WORK FOR PROPOSED SIDEWALK AND RESTORATION SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED PAY ITEMS.

18. THE WORK UNDER THIS CONTRACT SHALL CONFORM TO ALL REGULATIONS GIVEN IN THE ARMY CORP OF ENGINEERS PERMIT ISSUED FOR THE PROJECT.
19. THE EXISTING BRIDGE PLANS ARE AVAILABLE FOR REVIEW AT THE CITY OF ROCKFORD.
20. WHEN WORKING IN VICINITY OF EXISTING 42" SAN. SEWER TRUNK, CONTACT JUDE TORRE (815-871-8072) 48 HOURS PRIOR TO EXPOSING PIPE.

ALIGNMENT DETAIL



COMPANY NAME: HIRGreen
 PROJECT CONTACT: RICHIE, K. A. / 11
 DESIGNER: J. W. B. / 11
 DATE: 2/28/2014
 FILE NAME: 11-00590-00-01.dwg
 PLOT SCALE: 1"=40'
 PLOT DATE: 2/28/2014



USER NAME: jwhood	DESIGNED: -	REVISED: -
FILE NAME: 11-00590-00-01.dwg	DRAWN: -	REVISED: -
PLOT SCALE: 1"=40'	CHECKED: -	REVISED: -
PLOT DATE: 2/28/2014	DATE: 2/28/14	REVISED: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILROAD AVENUE OVER KEITH CREEK
GENERAL NOTES AND ALIGNMENT DETAIL

M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	3
SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 88807	
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE	
PAY ITEM NUMBER	PAY ITEMS	UNITS	TOTAL QUANTITY	ROADWAY 80% FEDERAL 20% LOCAL 0004	BRIDGE 80% FEDERAL 20% LOCAL 0011
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	26	26	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	20	20	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	750.0	750.0	
20400800	FURNISHED EXCAVATION	CU YD	145.0	145.0	
20800150	TRENCH BACKFILL	CU YD	80.0	80.0	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	565	565	
21301072	EXPLORATION TRENCH 72 INCH DEPTH	FOOT	20	20	
25000210	SEEDING, CLASS 2A	ACRE	0.2	0.2	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	11	11	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	11	11	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	11	11	
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	1,130	1,130	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	70	70	
28000400	PERIMETER EROSION BARRIER	FOOT	665	665	
28000500	INLET AND PIPE PROTECTION	EACH	3	3	
28100107	STONE RIPRAP, CLASS A4	SQ YD	440	440	
28200200	FILTER FABRIC	SQ YD	440	440	
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	615	615	
35100700	AGGREGATE BASE COURSE, TYPE A 8"	SQ YD	615	615	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	310	310	
40600300	AGGREGATE (PRIME COAT)	TON	2	2	
40603000	HOT-MIX ASPHALT BINDER COURSE, IL-12.5, N50	TON	90	90	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	55	55	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	45	45	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,255	1,255	
44000100	PAVEMENT REMOVAL	SQ YD	945	945	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	50	50	
44000600	SIDEWALK REMOVAL	SQ FT	685	685	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50200100	STRUCTURE EXCAVATION	CU YD	190.8		190.8
50300225	CONCRETE STRUCTURES	CU YD	62.1		62.1
50300255	CONCRETE SUPERSTRUCTURE	CU YD	217.3		217.3
50300260	BRIDGE DECK GROOVING	SQ YD	415		415

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE	
PAY ITEM NUMBER	PAY ITEMS	UNITS	TOTAL QUANTITY	ROADWAY 80% FEDERAL 20% LOCAL 0004	BRIDGE 80% FEDERAL 20% LOCAL 0011
50300300	PROTECTIVE COAT	SQ YD	571		571
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	1,422		1,422
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	55,110		55,110
50900105	ALUMINUM RAILING, TYPE L	FOOT	61		61
51200958	FURNISHING METAL SHELL PILES 14" X 0.250"	FOOT	480		480
51202305	DRIVING PILES	FOOT	480		480
51203200	TEST PILE METAL SHELLS	EACH	2		2
51500100	NAME PLATES	EACH	1		1
52100520	ANCHOR BOLTS 1"	EACH	24		24
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	1	1	
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	1	1	
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	85	85	
550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	83	83	
55100500	STORM SEWER REMOVAL 12"	FOOT	65	65	
55101200	STORM SEWER REMOVAL 24"	FOOT	20	20	
55101400	STORM SEWER REMOVAL 30"	FOOT	70	70	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	70		70
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
60223700	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1	
60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2	
60235700	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	2	2	
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	1	1	
60500060	REMOVING INLETS	EACH	1	1	
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B - 6.18	FOOT	100	100	
63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	25	25	
63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	1	1	
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2	
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1	
63200310	GUARDRAIL REMOVAL	FOOT	42	42	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5	5	
67100100	MOBILIZATION	L SUM	1	1	
78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	2,010	2,010	

COMPANY NAME: HRCGreen
 PROJECT CONTACT: Kevin M. Artt
 CITY OF ROCKFORD
 1000 N. MICHIGAN AVE
 ROCKFORD, IL 61103
 CLIENT: OTTEN
 FILE NAME: 86130054-Seq.dgn
 PLOT DRIVER: PLOTDRIVER114.dgn
 PLOT DATE: 2/20/2014



USER NAME	• wheed	DESIGNED	• KMA	REVISED	-
FILE NAME	• 86130054-Seq.dgn	DRAWN	• WJH	REVISED	-
PLOT SCALE	•	CHECKED	• RGD	REVISED	-
PLOT DATE	• 2/20/2014	DATE	• 2/20/14	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILROAD AVENUE OVER KEITH CREEK				M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SUMMARY OF QUANTITIES				3259	11-00590-00-BR	WINNEBAGO	32	4
SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 85607				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT								

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE	
PAY ITEM NUMBER	PAY ITEMS	UNITS	TOTAL QUANTITY	ROADWAY 80% FEDERAL 20% LOCAL 0004	BRIDGE 80% FEDERAL 20% LOCAL 0011
78005180	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	20	20	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	4	4	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	165	165	
78200420	GUARDRAIL MARKERS, TYPE B	EACH	6	6	
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	3	3	
LR631020	TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	2	2	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	245.0	245.0	
Δ X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	2.0	2	
Δ X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	122.4		122.4
Δ X7010216	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1	
Δ Z0004522	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	50	50	
Δ Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Δ Z0046304	PIPE UNDERDRAINS FOR STRUCTURES, 4"	FOOT	124		124
* A2004824	TREE, GLEDITSIA TRIACANTHOS INERMIS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST), 3" CALIPER, BALLED AND BURLAPPED	EACH	3	3	

* SPECIALTY ITEM

Δ SPECIAL PROVISION PROVIDED

COMPANY NAME: HRGreen
 PROJECT CONTACT: Ryan M. Beck
 CLIENT: Winnebago County
 DATE PLOTTED: 2/20/2014 10:01:45 AM
 FILE NAME: 86130854-Seq.dgn
 PLOT DRIVER: plot.plt
 PEN TABLE: Struct.tbl



HRGreen.com
 Illinois Professional Design Firm
 # 154-001322

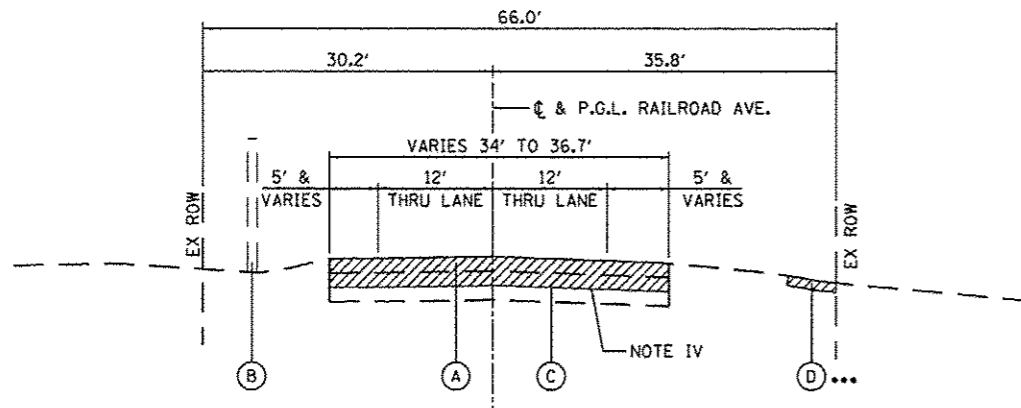
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PLOT DATE = 2/20/2014	DATE - 2/20/14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILROAD AVENUE OVER KEITH CREEK
SUMMARY OF QUANTITIES

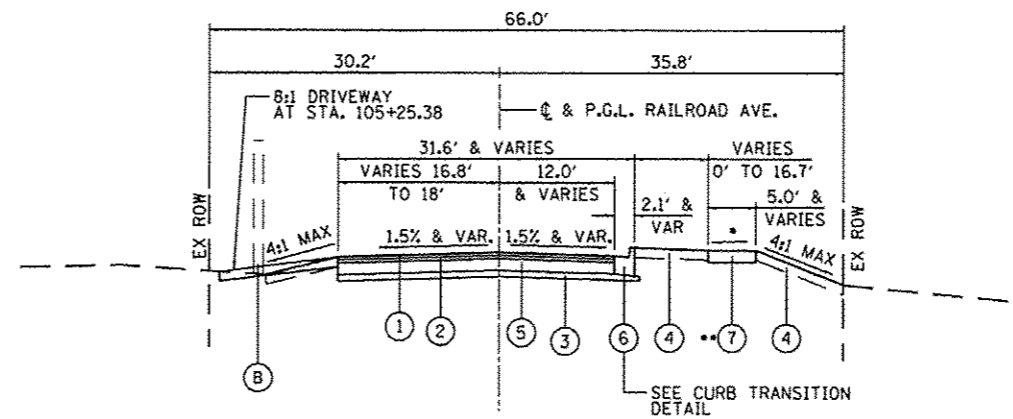
M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	5
CONTRACT NO. 85607				

SCALE: SHEET NO. OF SHEETS STA. TO STA. FED. ROAD DIST. NO. 2 (ILLINOIS) FED. AID PROJECT



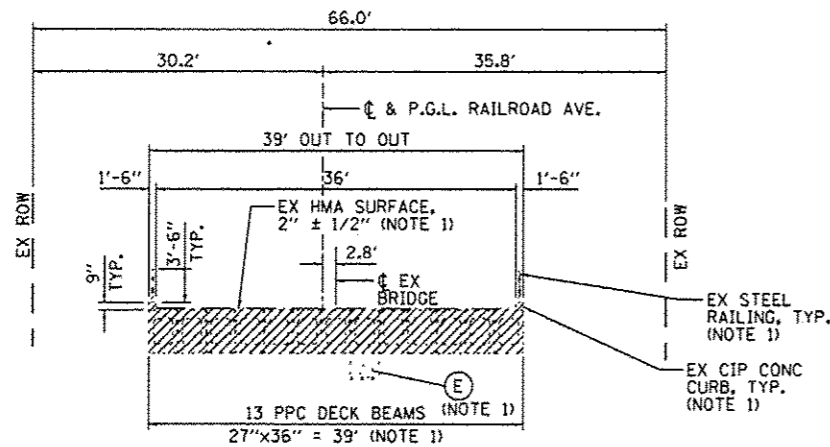
**EXISTING APPROACH ROADWAY
TYPICAL SECTION**

STA. 104+50.00 TO STA. 105+66.64
 STA. 106+26.14 TO STA. 107+56.00
 *** STA. 104+50.00 TO STA. 105+04.78
 STA. 106+57.30 TO STA. 107+56.00



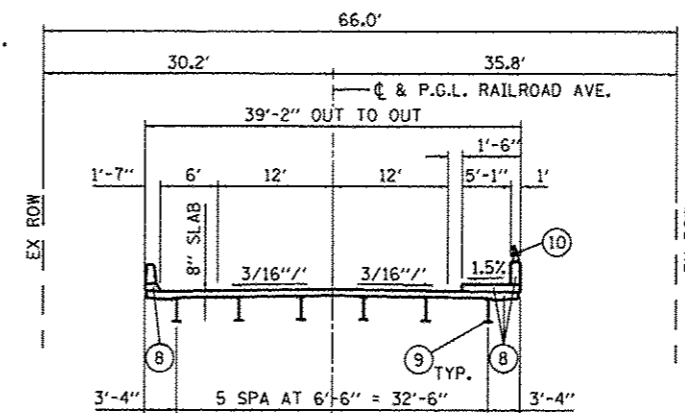
**PROPOSED APPROACH ROADWAY
TYPICAL SECTION**

*** STA. 104+50.00 TO STA. 105+46.30
 STA. 106+72.64 TO STA. 107+56.00
 • 1.5% & VARIES (NOTE III) 2% MAX.
 ** STA. 104+50.00 TO STA. 105+74.32
 STA. 106+39.96 TO STA. 107+56.00



**EXISTING BRIDGE
TYPICAL SECTION**

STA. 105+66.64 TO STA. 106+26.14



**PROPOSED BRIDGE
TYPICAL SECTION**

*** STA. 105+75.29 TO STA. 106+43.65

*** CONCRETE BRIDGE APPROACH SLABS
 STA. 105+46.30 TO STA. 105+76.30
 STA. 106+42.64 TO STA. 106+72.64
 (SEE BRIDGE PLANS FOR SECTION)

NOTES

- I. COST FOR REMOVAL INCLUDED IN THE ITEM "REMOVAL OF EXISTING STRUCTURES"
- II. SEE STRIPING, EROSION CONTROL & RESTORATION PLAN FOR LIMITS
- III. SEE CROSS SECTIONS
- IV. COORDINATE PAVEMENT REMOVAL DEPTH WITH PROPOSED PAVEMENT SECTION

EXISTING LEGEND

- (A) EXIST. HMA PAVEMENT (THICKNESS VARIES 9" TO 12")
- (B) EXIST. CONCRETE WALL
- (C) EXIST. AGGREGATE BASE (THICKNESS ± 12")
- (D) EXIST. PCC SIDEWALK
- (E) EXIST. 6" WATER MAIN TO BE ABANDONED BY OTHERS PRIOR TO CONSTRUCTION

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE MIX "C" N50 @ 1 1/2"
- (2) HOT-MIX ASPHALT BINDER COURSE IL - 12.5, N50 @ 2 1/2"
- (3) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (4) TOPSOIL FURNISH & PLACE 4" WITH SEEDING CLASS 2A (NOTE II)
- (5) AGGREGATE BASE COURSE, TYPE A 8"
- (6) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
- (7) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (8) CONCRETE SUPERSTRUCTURE
- (9) FURNISHING AND ERECTING STRUCTURAL STEEL
- (10) ALUMINUM RAILING, TYPE L

INDICATES ITEMS TO BE REMOVED

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE USE	SURFACE	BINDER
PG:	PG 64-22	PG 64-22
DESIGN AIR VOIDS	3.0 @ N50	3.0 @ N50
MIXTURE COMPOSITION (GRADIATION MIXTURE)	IL 9.5	IL 9.5 OR 12.5
FRICTION AGGREGATE	C	N/A
20 YEAR ESAL	0.0	0.0
MIX UNIT WEIGHT	112 LBS/SY/IN	

COMPANY NAME: Kevah & Artf
 PROJECT CONTACT: City of Rockford
 CLIENT: 2/18/2014 10:55:15 AM
 DATE PLOTTED: 86128054-Typ.dgn
 FILE NAME: 007.007-TITL.dgn
 PLOT DRIVER: Struett 12/12/10
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	FILE NAME	DRAWN	REVISED
	PLOT SCALE	CHECKED	REVISED
	PLOT DATE	DATE	REVISED
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	• 86128054-Typ.dgn	- WJH	-
	• N.T.S.	- RGD	-
	• 2/18/2014	- 2/18/14	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILROAD AVENUE OVER KEITH CREEK
TYPICAL SECTIONS

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	6
CONTRACT NO. 85007				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

ROAD CLOSURE DETAIL



① BRIDGE OUT LOCAL TRAFFIC ONLY R11-3b(0) (60"x30")

②a ROAD CLOSED AHEAD WITH FLASHING AMBER LIGHT W20-3(0) (48"x48") M6-1(0) (21"x15")

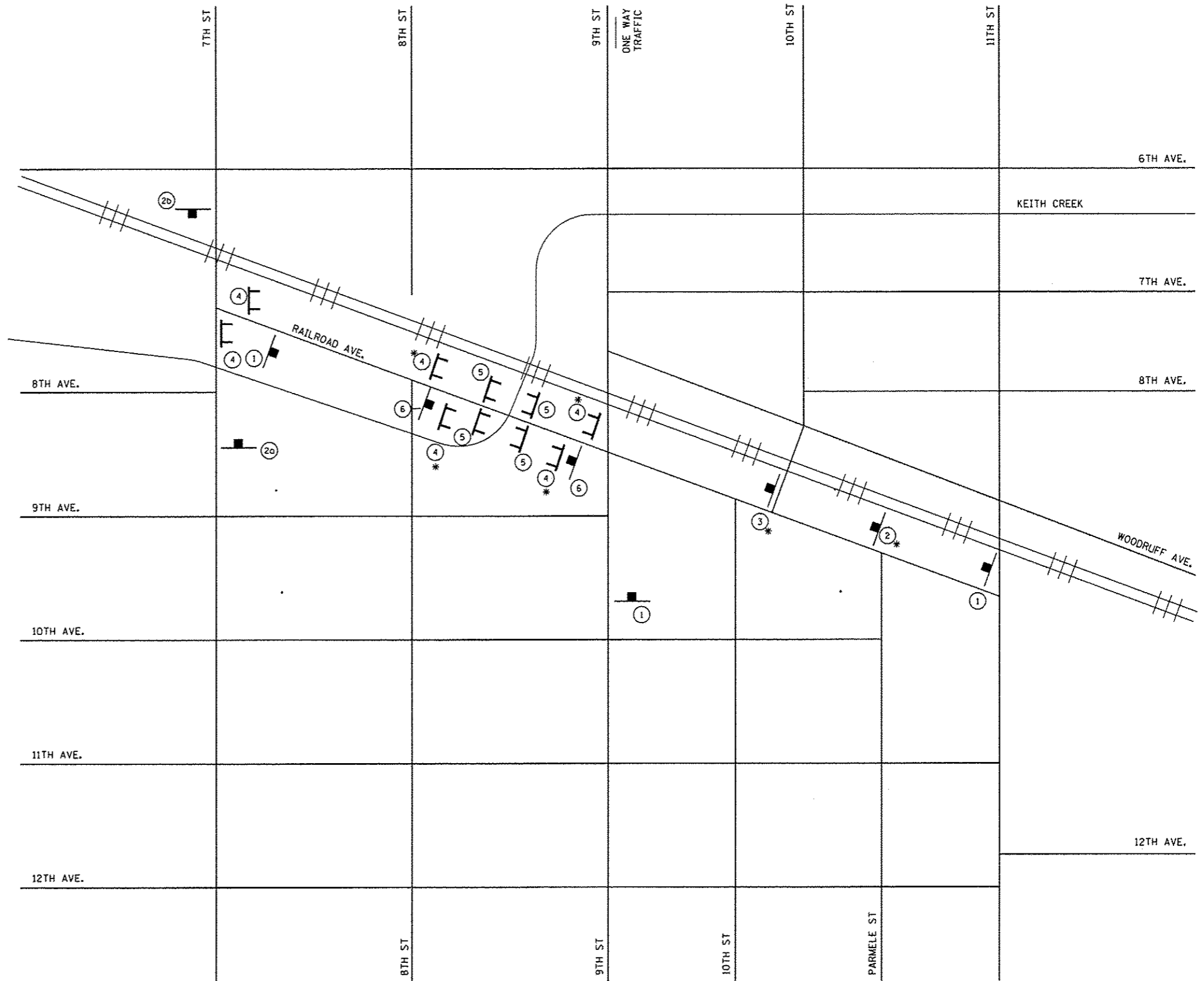
②b ROAD CLOSED AHEAD WITH FLASHING AMBER LIGHT W20-3(0) (48"x48") M6-1(0) (21"x15")

③ ROAD CLOSED 500FT WITH FLASHING AMBER LIGHT W20-3(0) (48"x48")

④ PROVIDE SIGN ON RIGHT BARRICADE ONLY R11-4 (60"x30") WITH 2 FLASHING AMBER LIGHTS

⑤ PROVIDE SIGN ON RIGHT BARRICADE ONLY R11-2 (48"x30") WITH 2 FLASHING AMBER LIGHTS

⑥ INSTALL AS REQUIRED DURING CONSTRUCTION R11-1101 (24"x18") MOUNTED ON BARRICADE



* FURNISH AND PLACE IN ACCORDANCE WITH HIGHWAY STANDARD BLR 22-7.

COMPANY NAME: Kevin M. Arff
 PROJECT CONTACT: City of Rockford
 CLIENT: 2/18/2014 11:56:17 PM
 DATE PLOTTED: 86130054-GENB2.dgn
 FILE NAME: pdf_DEF-TITL.dwg
 PLOT DRIVER: Struct_11/17/14

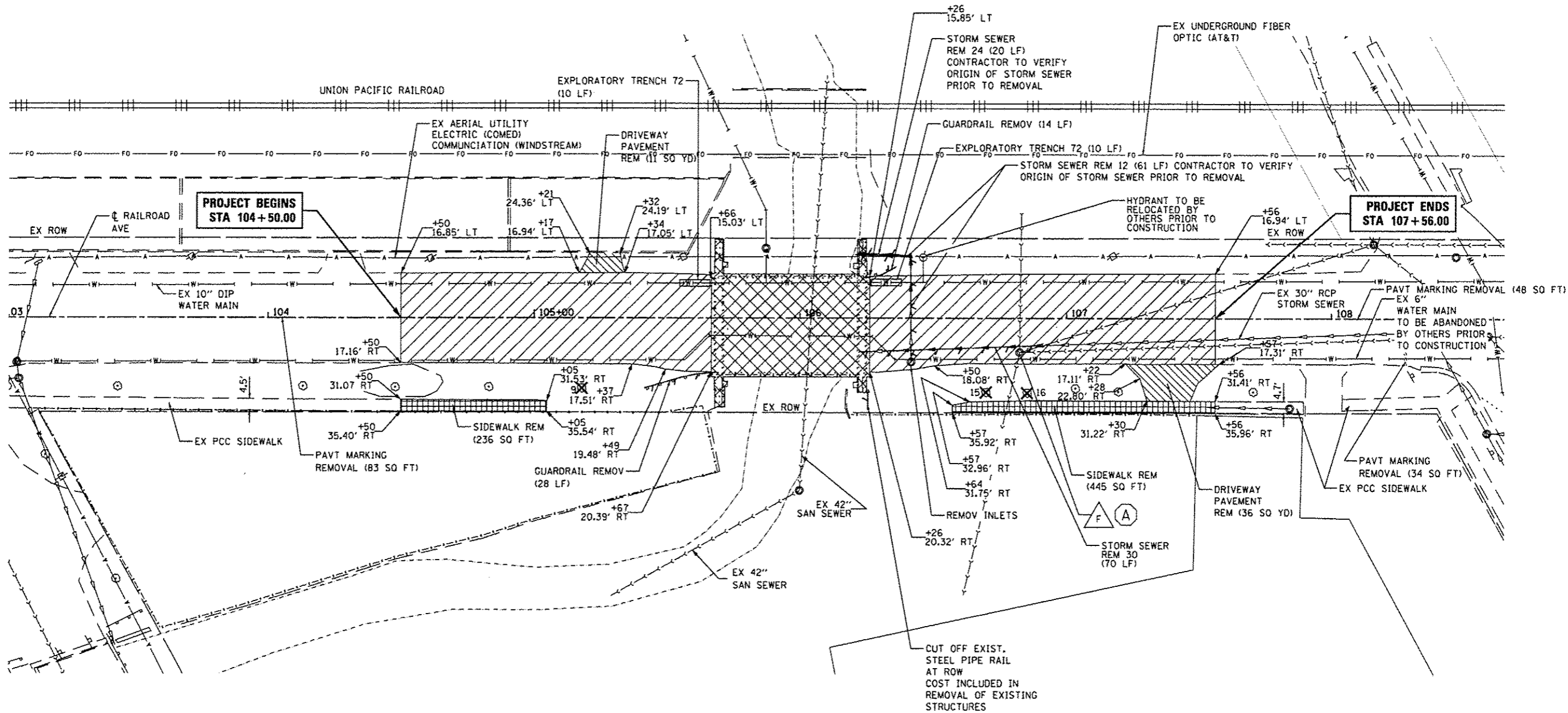
HRGreen
 HRGreen.com
 Illinois Professional Design Firm
 • 184-001322

USER NAME * whoad	DESIGNED -	REVISED -
FILE NAME * 86130054-GENB2.dgn	DRAWN -	REVISED -
PLOT SCALE *	CHECKED -	REVISED -
PLOT DATE * 2/10/2014	DATE - 2/18/14	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

RAILROAD AVENUE OVER KEITH CREEK ROAD CLOSURE DETAIL			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	7
CONTRACT NO. 85607				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				









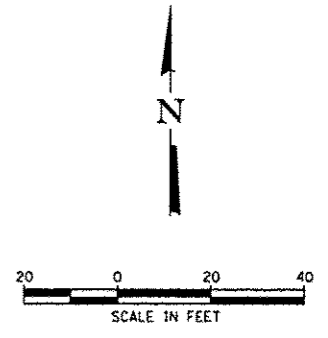
SANITARY SEWER TAGS

EX SAN MH
FRAMES AND LID TO BE ADJUSTED
(±2" UP)

THE CONTRACTOR SHALL CONTACT
JUDE TORRE, CHIEF CONSTRUCTION
INSPECTOR WITH THE ROCK RIVER
WATER RECLAMATION DISTRICT AT
(815) 871-8072 AT LEAST 48 HOURS
IN ADVANCE WHEN SANITARY MANHOLE
ADJUSTMENTS ARE TO BE MADE. SEE
SPECIAL PROVISIONS FOR ADDITIONAL
REQUIREMENTS.

LEGEND

-  PAVEMENT REMOVAL
-  DRIVEWAY PAVEMENT REMOVAL
-  REMOVAL OF EXISTING SUPERSTRUCTURES (SEE BRIDGE PLANS)
-  SIDEWALK REMOVAL
-  LINEAR REMOVAL ITEMS
-  TREE REMOVAL (UNITS INDICATED)



COMPANY NAME: **HRGreen**
 PROJECT CONTACT: **Kevin M. A'Fif**
 CLIENT: **City of Rockford**
 DATE PLOTTED: **2/18/2014 10:24:11 PM**
 FILE NAME: **86130854-Rem.dgn**
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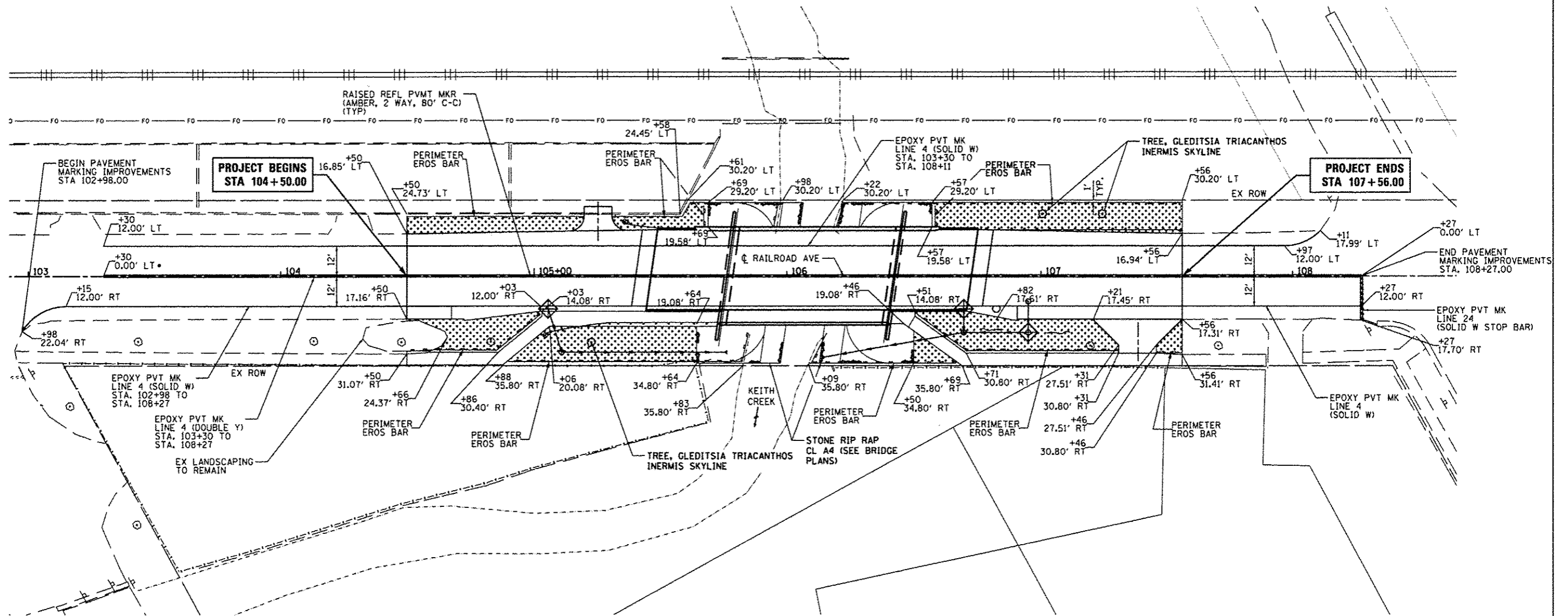
HRGreen
 HRGreen.com
 3Dx Professional Design Firm
 #184-001322

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PLOT DATE = 2/18/2014	DATE - 2/18/14	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

RAILROAD AVENUE OVER KEITH CREEK REMOVAL PLAN				
SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.

M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	8
CONTRACT NO. 05607				
FED. ROAD DIST. NO. 2 [ILLINOIS] FED. AID PROJECT				



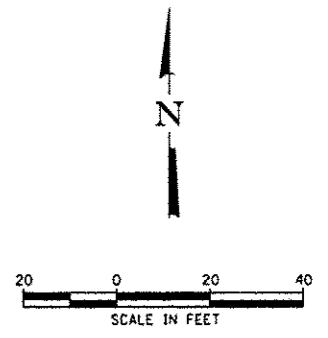
• ADJUST AS NEEDED TO MATCH INTO EXISTING PAVEMENT MARKING

EROSION CONTROL NOTES

1. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN EROSION CONTROL MEASURES IMMEDIATELY AFTER STRIPPING OF EXISTING VEGETATION.
2. STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER SILT FENCE). STOCKPILES TO REMAIN IN PLACE FOR 14 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.
3. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT POLLUTION OF STORM WATER AND SHALL FOLLOW IEPA REGULATIONS & IDOT CONSTRUCTION MEMORANDUM NO. 06-60.
4. STABILIZATION MEASURES SHALL BE INITIATED WITHIN 7 DAYS OF CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASING IN AREAS WHERE IT WILL NOT OCCUR FOR A PERIOD OF 14 OR MORE CALENDAR DAYS.
5. THE SOIL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSPECTED WEEKLY AND AFTER 1/2 INCH OF RAIN OR MORE BY THE INDIVIDUAL ON SITE IN CHARGE OF SOIL EROSION AND SEDIMENT CONTROL DURING THE CONSTRUCTION OF THE PROJECT.
6. SILT FENCE SHALL BE INSTALLED FOLLOWING THE COMPLETION AND STABILIZATION OF THE STORMWATER FACILITIES AND WILL REMAIN IN PLACE UNTIL THE CONTRIBUTING AREA IS STABILIZED.
7. ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS. INSPECTED DAILY AND CLEANED WHEN NECESSARY OR AS DIRECTED BY THE ENGINEER.
8. ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES ARE REFERENCED FROM THE ILLINOIS URBAN MANUAL.

LEGEND

- FINAL RESTORATION OF DISTURBED AREAS
- TOPSOIL FURNISH AND PLACE, 4"
- SEEDING CLASS 2A
- EROSION CONTROL BLANKET
- INLET AND PIPE PROTECTION
- PERIMETER EROSION BARRIER
- DIRECTION OF FLOW/GRADING



COMPANY NAME: HRGreen
 PROJECT CONTACT: Kevin M. Artz
 CLIENT: City of Rockford
 DATE PLOTTED: 2/20/2014 10:08:18 AM
 FILE NAME: 06130054-Strip.dgn
 PLOT NUMBER: 047 (REV 1) (1/14)
 PLOT TABLE: STRIPING

HRGreen.com
 3000 Professional Design Firm
 #194-001322

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PLOT DATE = 2/28/2014	DATE - 2/20/14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILROAD AVENUE OVER KEITH CREEK
STRIPING, EROSION CONTROL, AND RESTORATION PLAN

SCALE: 1"=20' SHEET NO. OF SHEETS STA. TO STA.

M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	10
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			CONTRACT NO. 65607	

GENERAL NOTES:

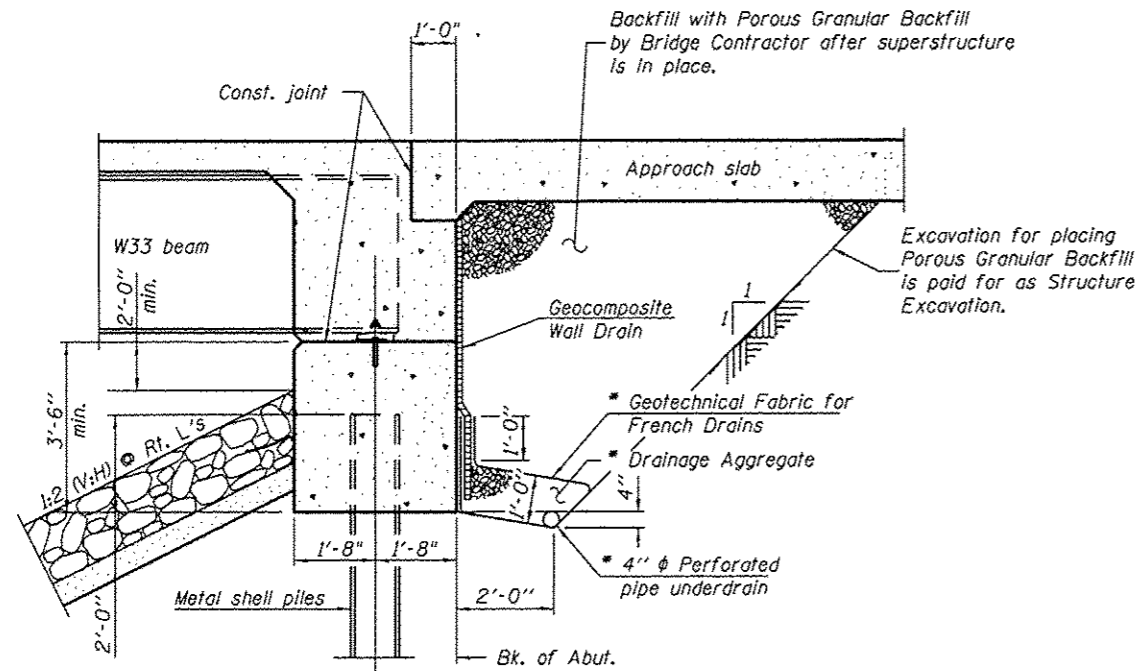
- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts (in painted areas and ASTM A325 Type 3 in unpainted areas). Bolts 7/8" in. φ, holes 15/16" in. φ, unless otherwise noted.
- Calculated weight of Structural Steel = 56,120 pounds
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception of the exterior surface and the bottom of the bottom flange of fascia beams, masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yds.	-	440	440
Filter Fabric	Sq. Yds.	-	440	440
Removal of Existing Structures	Each	0.5	0.5	1
Structure Excavation	Cu. Yds.	-	190.8	190.8
Concrete Structures	Cu. Yds.	20.5	41.6	62.1
Concrete Superstructure	Cu. Yds.	217.3	-	217.3
Bridge Deck Grooving	Sq. Yds.	415	-	415
Protective Coat	Sq. Yds.	571	-	571
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	1,422	-	1,422
Reinforcement Bars, Epoxy Coated	Pounds	48,050	7,060.0	55,110
Aluminum Rolling, Type L	Foot	61	-	61
Furnishing Metal Shell Piles 14" x 0.250"	Foot	-	480	480
Driving Piles	Foot	-	480	480
Test Pile Metal Shells	Each	-	2	2
Name Plates	Each	1	-	1
Anchor Bolts, 1"	Each	24	-	24
Geocomposite Wall Drain	Sq. Yds.	-	70	70
Granular Backfill for Structures	Cu. Yds.	-	122.4	122.4
Pipe Underdrains for Structures, 4"	Foot	-	124	124

INDEX OF SHEETS

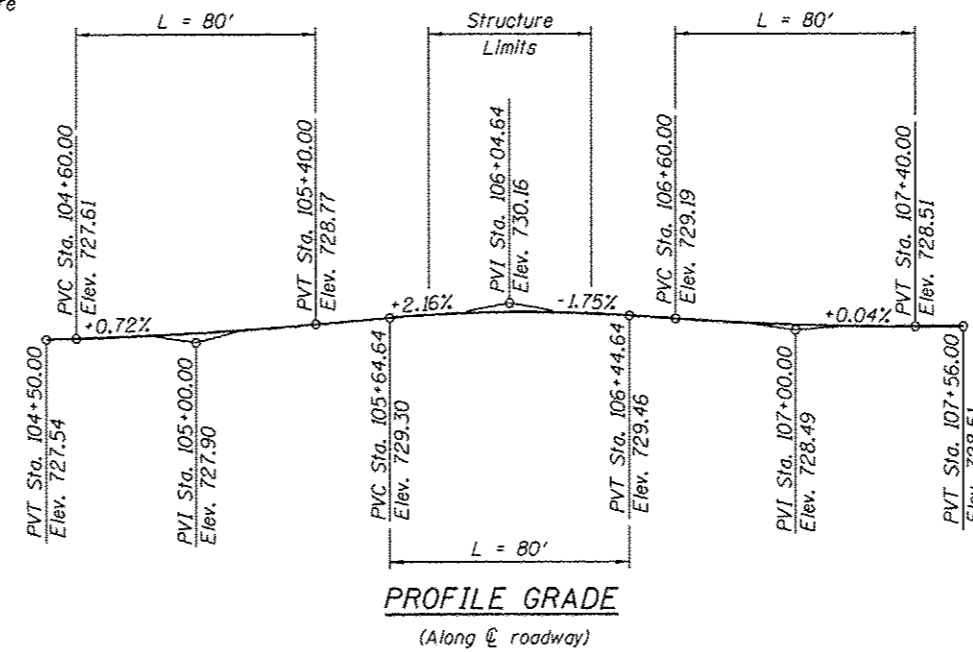
S-01	General Plan and Elevation
S-02	General Notes and Total Bill of Materials
S-03	Top of Slab Elevations
S-04	Top of Slab Elevations
S-05	Top of Approach Slab Elevations
S-06	Superstructure Details
S-07	Integral Abutment Diaphragm Details
S-08	Superstructure Details
S-09	Superstructure Details
S-10	Bridge Approach Slab Details
S-11	Bridge Approach Slab Details
S-12	Bridge Rolling Details
S-13	Steel Beam Framing Plan
S-14	Steel Beam Elevation & Details
S-15	West Abutment
S-16	East Abutment
S-17	Metal Shell Pile Details
S-18	Soil Boring Logs
S-19	Soil Boring Logs



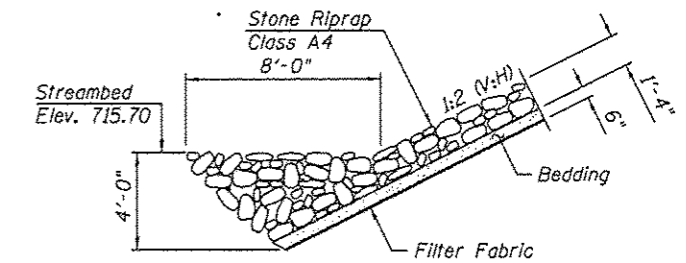
SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

* Included in the cost of Pipe Underdrains for Structures.

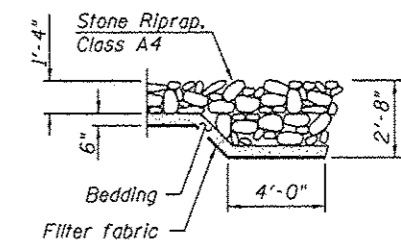
Note: All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



PROFILE GRADE
(Along E roadway)

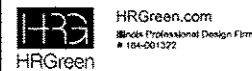


SECTION A-A



SECTION B-B

COMPANY NAME: Kevin M. Arft
PROJECT CONTACT: City of Rockford
DATE PLOTTED: 2/18/2014 10:53 PM
FILE NAME: 86130054-bgen.dgn
PLOT DRIVER: pdf.plt
PEN TABLE: Struct.tbl



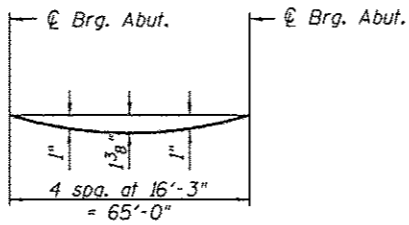
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PLOT DATE = 2/18/2014	CHECKED - 2/18/14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND TOTAL BILL OF MATERIALS
STRUCTURE NO. 101-6148

SHEET NO. S-02 OF S-19 SHEETS

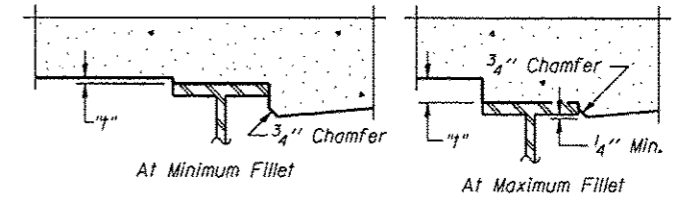
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	12
CONTRACT NO. 85607				
ILLINOIS FED. AID PROJECT				



DEAD LOAD DEFLECTION DIAGRAM

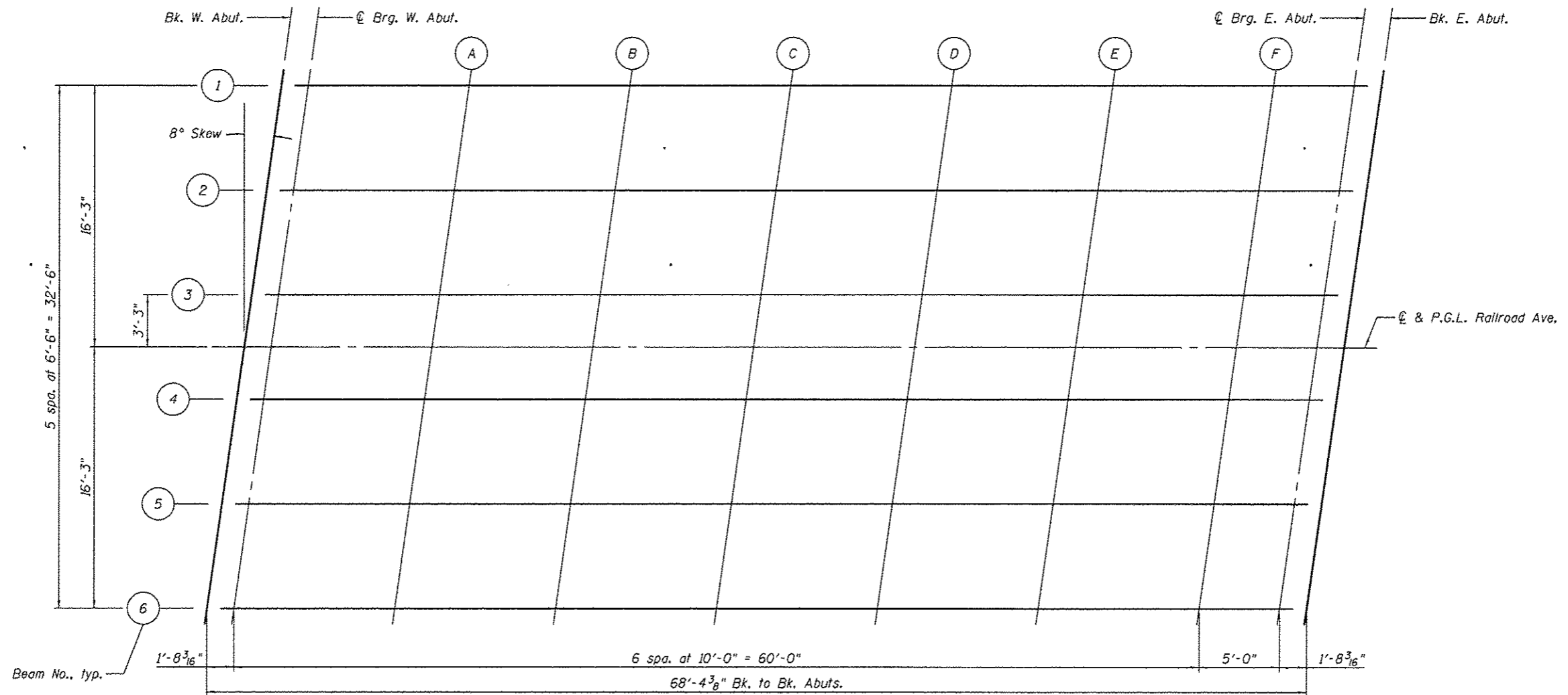
(Includes weight of concrete only.)

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 the next sheet.



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" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

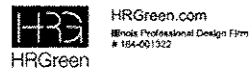
FILLET HEIGHTS



PLAN



COMPANY NAME: Kevin M. Artt
PROJECT CONTACT: City of Rockford
CLIENT: 2/18/2014 12:55:56 PM
DATE PLOTTED: 8/13/2014 10:55:00 AM
FILE NAME: 201407-117.dwg
PLOT DRIVER: pldtbl1
PLOT TABLE: Struct.tbl



USER NAME * wood	DESIGNED - KMA	REVISED -
	CHECKED - RDG	REVISED -
PLOT SCALE *	DRAWN - WJH	REVISED -
PLOT DATE * 2/18/2014	CHECKED - 2/18/14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 101-6148

SHEET NO. 5-03 OF 5-19 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	13
CONTRACT NO. 85607			ILLINOIS FED. AID PROJECT	

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	105+77.57	-16.25	729.28	729.28
☉ Brg. W. Abut.	105+79.26	-16.25	729.31	729.31
A	105+89.26	-16.25	729.43	729.48
B	105+99.26	-16.25	729.50	729.59
C	106+09.26	-16.25	729.52	729.63
D	106+19.26	-16.25	729.49	729.60
E	106+29.26	-16.25	729.42	729.49
F	106+39.26	-16.25	729.29	729.32
☉ Brg. E. Abut.	106+44.25	-16.25	729.21	729.21
Bk. E. Abut.	106+45.93	-16.25	729.18	729.18

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	105+76.66	-9.75	729.37	729.37
☉ Brg. W. Abut.	105+78.34	-9.75	729.40	729.40
A	105+88.34	-9.75	729.52	729.57
B	105+98.34	-9.75	729.60	729.69
C	106+08.34	-9.75	729.62	729.74
D	106+18.34	-9.75	729.60	729.71
E	106+28.34	-9.75	729.53	729.61
F	106+38.34	-9.75	729.41	729.44
☉ Brg. E. Abut.	106+43.34	-9.75	729.33	729.33
Bk. E. Abut.	106+45.02	-9.75	729.30	729.30

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	105+75.75	-3.25	729.46	729.46
☉ Brg. W. Abut.	105+77.43	-3.25	729.48	729.48
A	105+87.43	-3.25	729.61	729.67
B	105+97.43	-3.25	729.69	729.79
C	106+07.43	-3.25	729.72	729.84
D	106+17.43	-3.25	729.70	729.81
E	106+27.43	-3.25	729.64	729.72
F	106+37.43	-3.25	729.52	729.55
☉ Brg. E. Abut.	106+42.42	-3.25	729.45	729.45
Bk. E. Abut.	106+44.11	-3.25	729.42	729.42

PGL & ☉

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	105+75.29	0.00	729.50	729.50
☉ Brg. W. Abut.	105+76.97	0.00	729.53	729.53
A	105+86.97	0.00	729.66	729.71
B	105+96.97	0.00	729.74	729.84
C	106+06.97	0.00	729.77	729.89
D	106+16.97	0.00	729.76	729.87
E	106+26.97	0.00	729.69	729.77
F	106+36.97	0.00	729.58	729.61
☉ Brg. E. Abut.	106+41.97	0.00	729.51	729.51
Bk. E. Abut.	106+43.65	0.00	729.48	729.48

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	105+74.83	3.25	729.44	729.44
☉ Brg. W. Abut.	105+76.52	3.25	729.47	729.47
A	105+86.52	3.25	729.60	729.66
B	105+96.52	3.25	729.69	729.78
C	106+06.52	3.25	729.72	729.84
D	106+16.52	3.25	729.71	729.82
E	106+26.52	3.25	729.65	729.72
F	106+36.52	3.25	729.54	729.56
☉ Brg. E. Abut.	106+41.51	3.25	729.46	729.46
Bk. E. Abut.	106+43.19	3.25	729.43	729.43

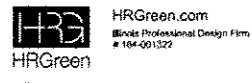
BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	105+73.92	9.75	729.33	729.33
☉ Brg. W. Abut.	105+75.60	9.75	729.35	729.35
A	105+85.60	9.75	729.49	729.55
B	105+95.60	9.75	729.58	729.67
C	106+05.60	9.75	729.62	729.73
D	106+15.60	9.75	729.61	729.72
E	106+25.60	9.75	729.55	729.63
F	106+35.60	9.75	729.45	729.47
☉ Brg. E. Abut.	106+40.60	9.75	729.37	729.37
Bk. E. Abut.	106+42.28	9.75	729.35	729.35

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	105+73.01	16.25	729.21	729.21
☉ Brg. W. Abut.	105+74.69	16.25	729.24	729.24
A	105+84.69	16.25	729.38	729.43
B	105+94.69	16.25	729.47	729.57
C	106+04.69	16.25	729.52	729.63
D	106+14.69	16.25	729.51	729.62
E	106+24.69	16.25	729.46	729.54
F	106+34.69	16.25	729.36	729.38
☉ Brg. E. Abut.	106+39.68	16.25	729.29	729.29
Bk. E. Abut.	106+41.37	16.25	729.26	729.26

COMPANY NAME: Kevin W. Artt
 PROJECT CONTACT: City of Rockford
 CLIENT: 2/18/2014 12:51:57 PM
 DATE PLOTTED: 8612004-105-01.dgn
 FILE NAME: PLOT.DWG-1117.dwg
 PLOT DRIVER: PLOT.DWG-1117.dwg
 PEN TABLE: S:\Struct-1117.dwg



HRGreen.com
 Illinois Professional Design Firm
 # 164-001322

USER NAME = whood
 DESIGNED - KMA
 CHECKED - RGD
 DRAWN - WJH
 CHECKED - 2/18/14

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 101-6148

SHEET NO. S-04 OF S-19 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	14
CONTRACT NO. 85607				
ILLINOIS FED. AID PROJECT				

NORTH CURB LINE

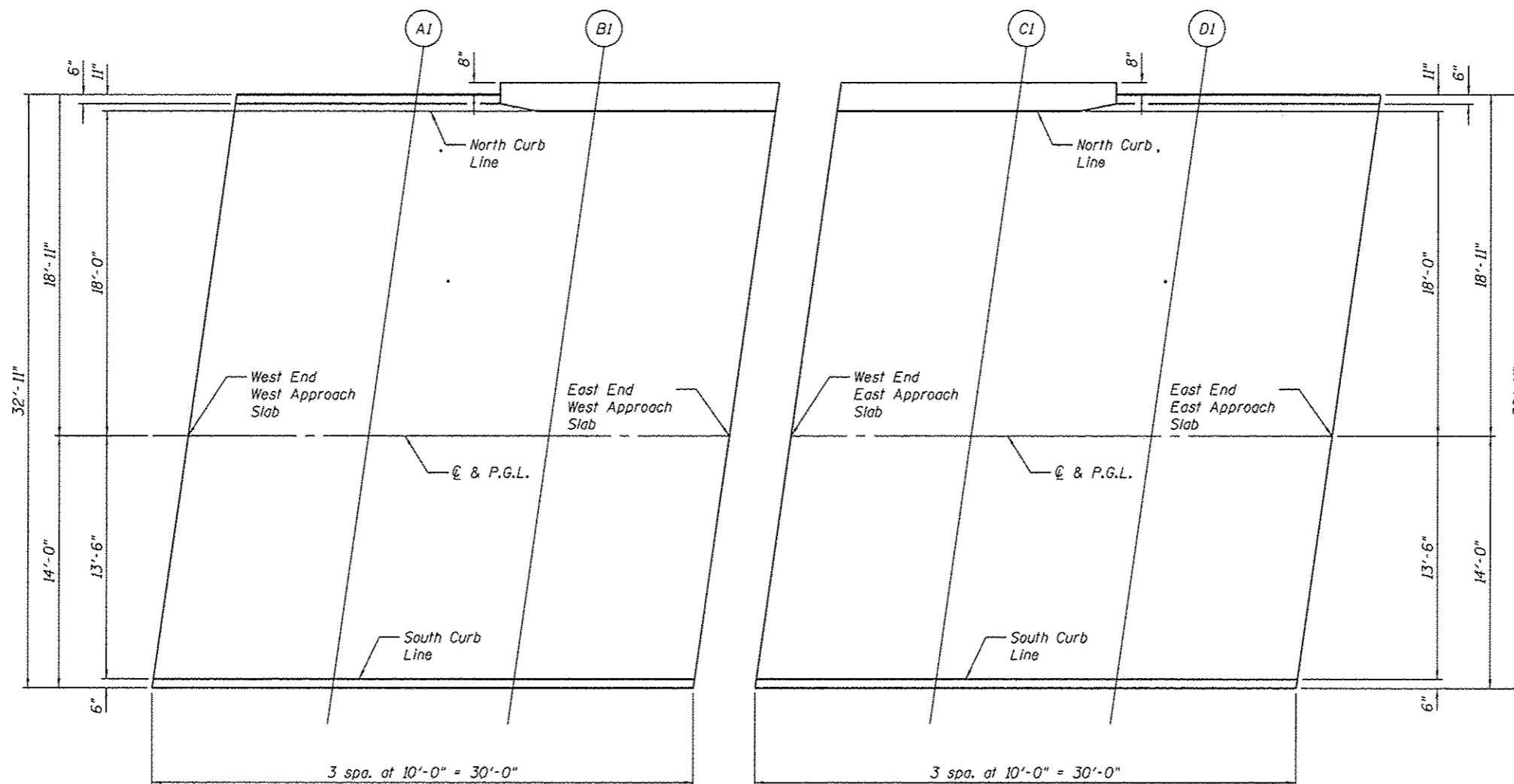
Location	Station	Offset	Theoretical Grade Elevations
West End of West Approach	105+48.82	-18.00	728.68
A1	105+58.82	-18.00	728.90
B1	105+68.82	-18.00	729.10
East End of West Approach	105+78.82	-18.00	729.27
West End of East Approach	106+45.18	-18.00	729.17
C1	106+55.18	-18.00	728.99
D1	106+65.18	-18.00	728.82
East End of East Approach	106+75.18	-18.00	728.67

℄ CROWN AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
West End of West Approach	105+46.29	0.00	728.91
A1	105+56.29	0.00	729.12
B1	105+66.29	0.00	729.33
East End of West Approach	105+76.29	0.00	729.52
West End of East Approach	106+42.65	0.00	729.49
C1	106+52.65	0.00	729.32
D1	106+62.65	0.00	729.14
East End of East Approach	106+72.65	0.00	728.99

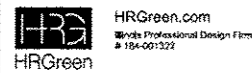
SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
West End of West Approach	105+44.39	13.50	728.65
A1	105+54.39	13.50	728.87
B1	105+64.39	13.50	729.09
East End of West Approach	105+74.39	13.50	729.28
West End of East Approach	106+40.75	13.50	729.31
C1	106+50.75	13.50	729.14
D1	106+60.75	13.50	728.97
East End of East Approach	106+70.75	13.50	728.80



PLAN

COMPANY NAME: Kevin M. Artt
 PROJECT CONTACT: City of Rockford
 CLIENT: 2/18/2014 1:26:00 PM
 DATE PLOTTED: 8510054-TASE.dwg
 FILE NAME: Def.DET-1117.dwg
 PLOT DRIVER: Struct-1117.dwg
 PEN TABLE:



USER NAME: whead	DESIGNED: KMA	REVISED:
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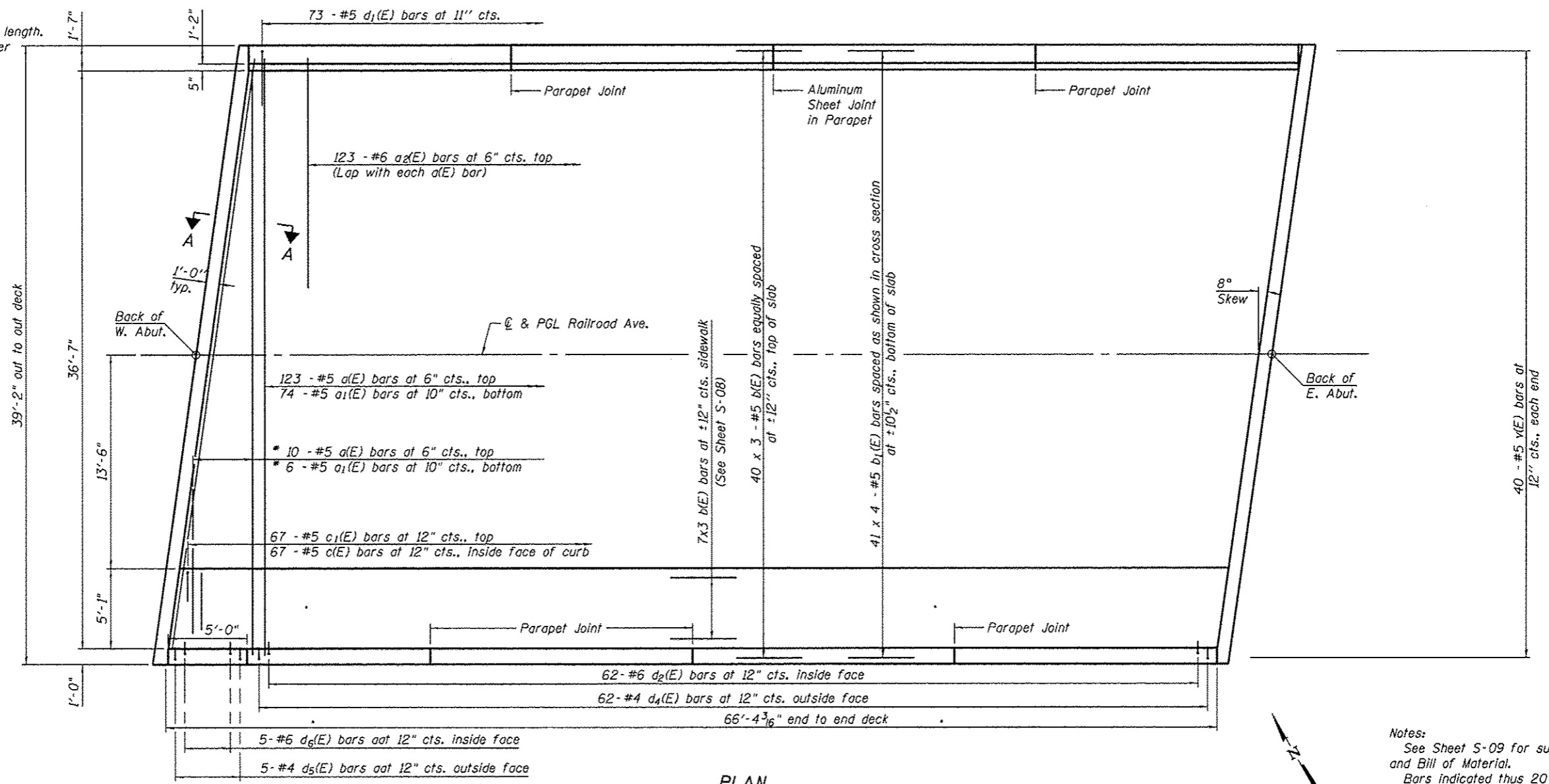
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 101-6148

SHEET NO. 5-05 OF 5-19 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	15
CONTRACT NO. 85607				
ILLINOIS FED. AID PROJECT				

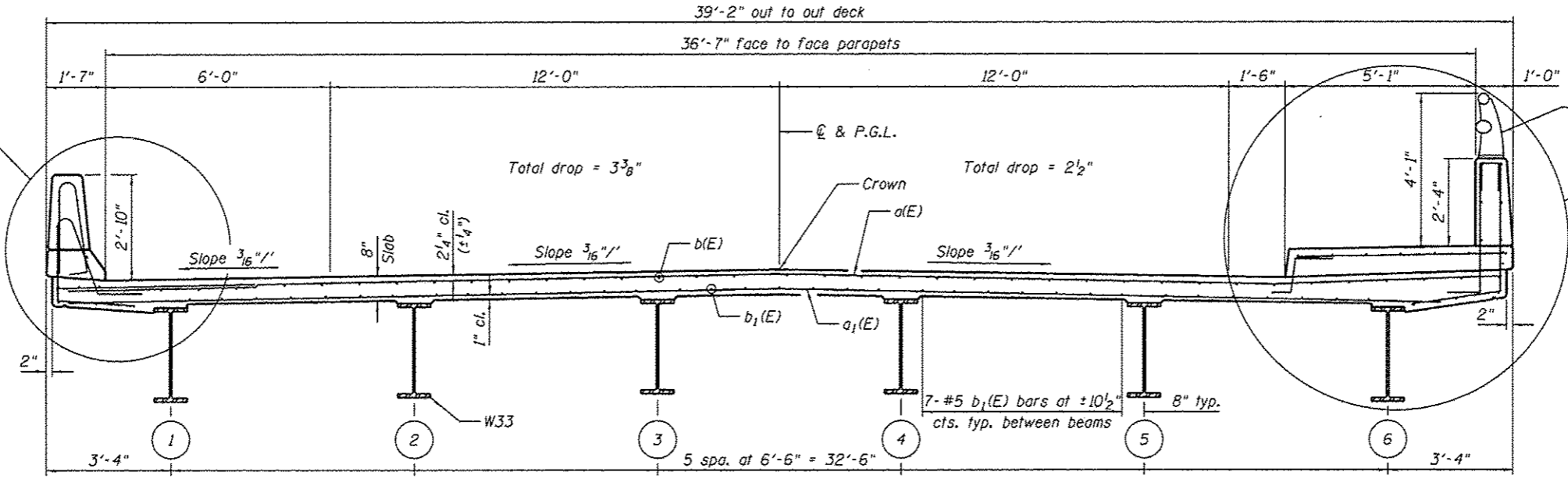
* Order a(E) and a₁(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.



PLAN

Notes:
See Sheet S-09 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet S-08 for parapet reinforcement.

See Section thru Parapet on Sheet S-08
MIN. BAR LAP
#5 bar = 2'-7"



CROSS SECTION
(Looking East)

Aluminum Railing Type L
See Section Thru Sidewalk on Sheet S-08

COMPANY NAME: Kevin M. Artt
PROJECT CONTACT: City of Rockford
CLIENT: 2/18/2014 11:26:02 PM
DATE PLOTTED: 86130054-Sup.dgn
FILE NAME: Def.DET-T11.dgn
PLOT DRIVER: Struclt.tbl
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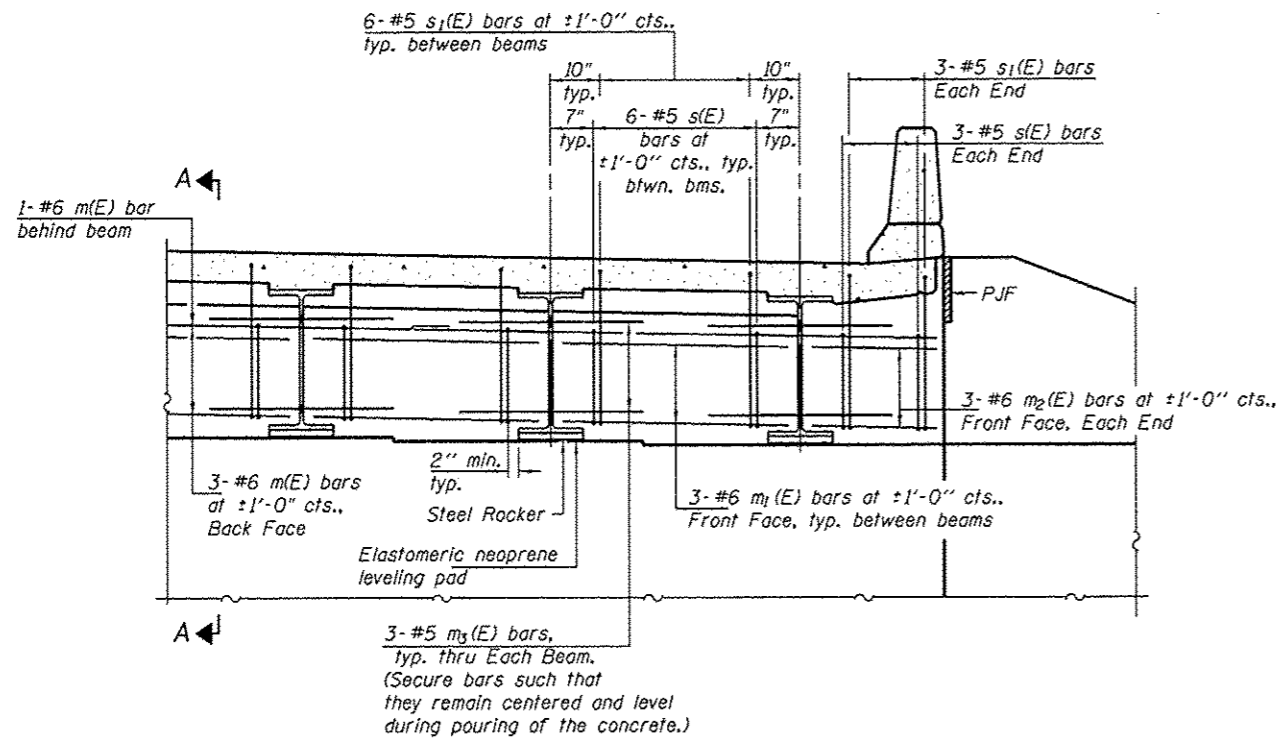
HRGreen
HRGreen.com
Illinois Professional Design Firm
#184-001322

USER NAME = whoad	DESIGNED - KMA	REVISED -
	CHECKED - RGD	REVISED -
PLOT SCALE =	DRAWN - W.JH	REVISED -
PLOT DATE = 2/18/2014	CHECKED - 2/18/14	REVISED -

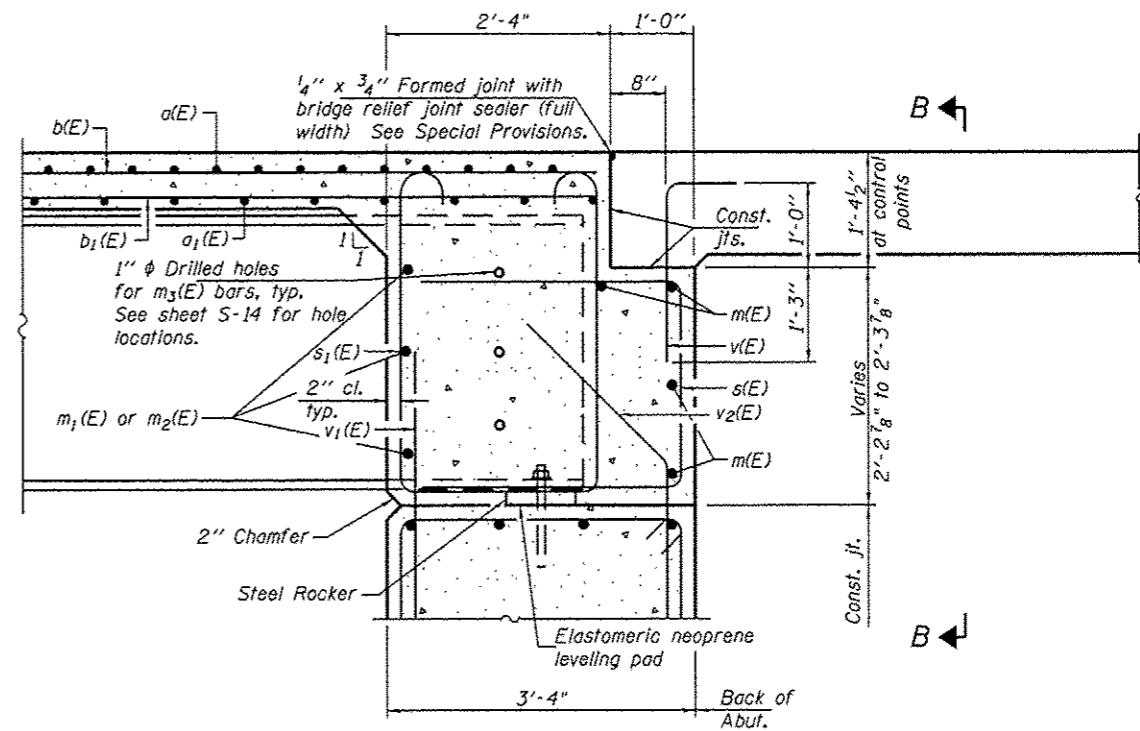
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 101-6148
SHEET NO. 5-06 OF 5-19 SHEETS

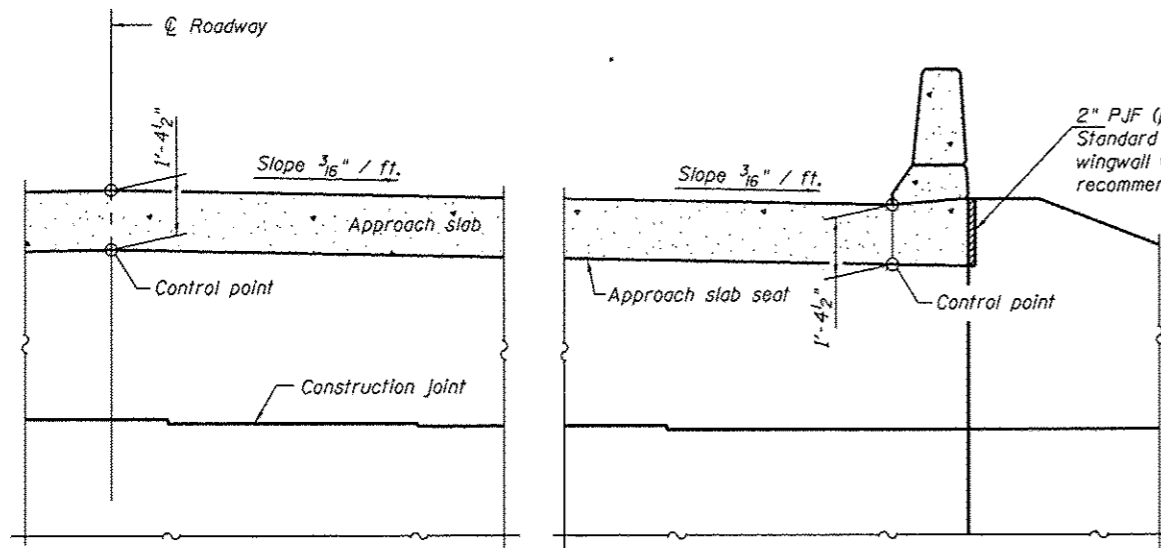
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	16
CONTRACT NO. 85607				
ILLINOIS FED. AID PROJECT				



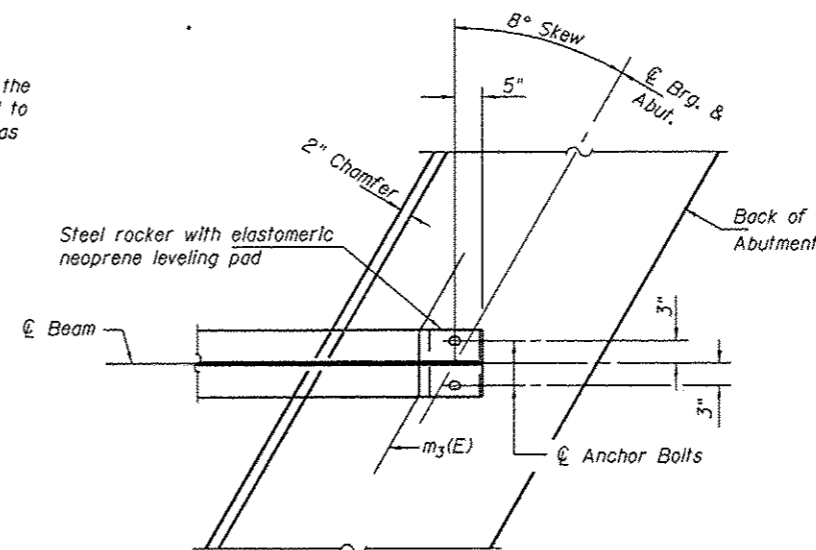
DIAPHRAGM ELEVATION AT ABUTMENT



SECTION A-A
(at Rt. L's)



SECTION B-B



PARTIAL PLAN AT ABUTMENT
(Showing bottom flange of beam)

Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet S-09.
 Concrete in diaphragm is included with Concrete Superstructure on sheet S-09.
 For details of bars s(E), s1(E) and v(E) see sheet S-09.
 The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 The approach slab seat shall have a constant slope determined from the control points shown.
 For bearing details see sheet S-14.

COMPANY NAME: Kevin M. Arft
 PROJECT CONTACT: City of Rockford
 CLIENT: 2/18/2014 10:50:03 PM
 DATE PLOTTED: 66130054-00-000
 FILE NAME: PLOT.DWG-1111.dwg
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 PEN TABLE:

DSI-2440-L

8-31-12



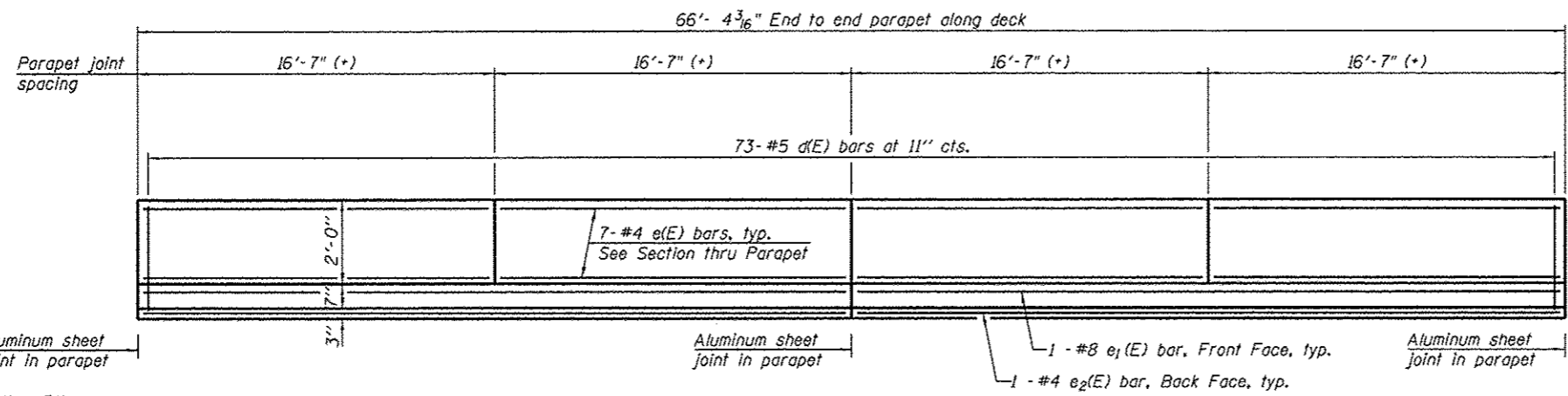
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PLOT DATE = 2/18/2014	CHECKED - 2/18/14	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
 STRUCTURE NO. 101-6148

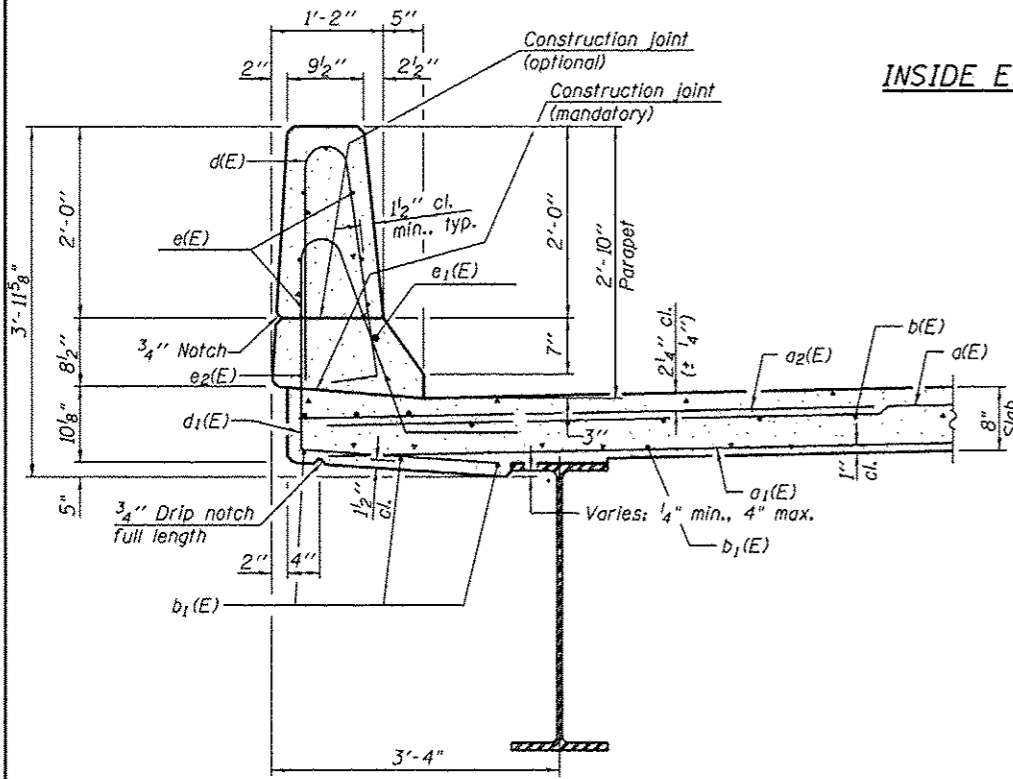
SHEET NO. S-07 OF S-19 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	17
CONTRACT NO. 85607				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF PARAPET - NORTH SIDE

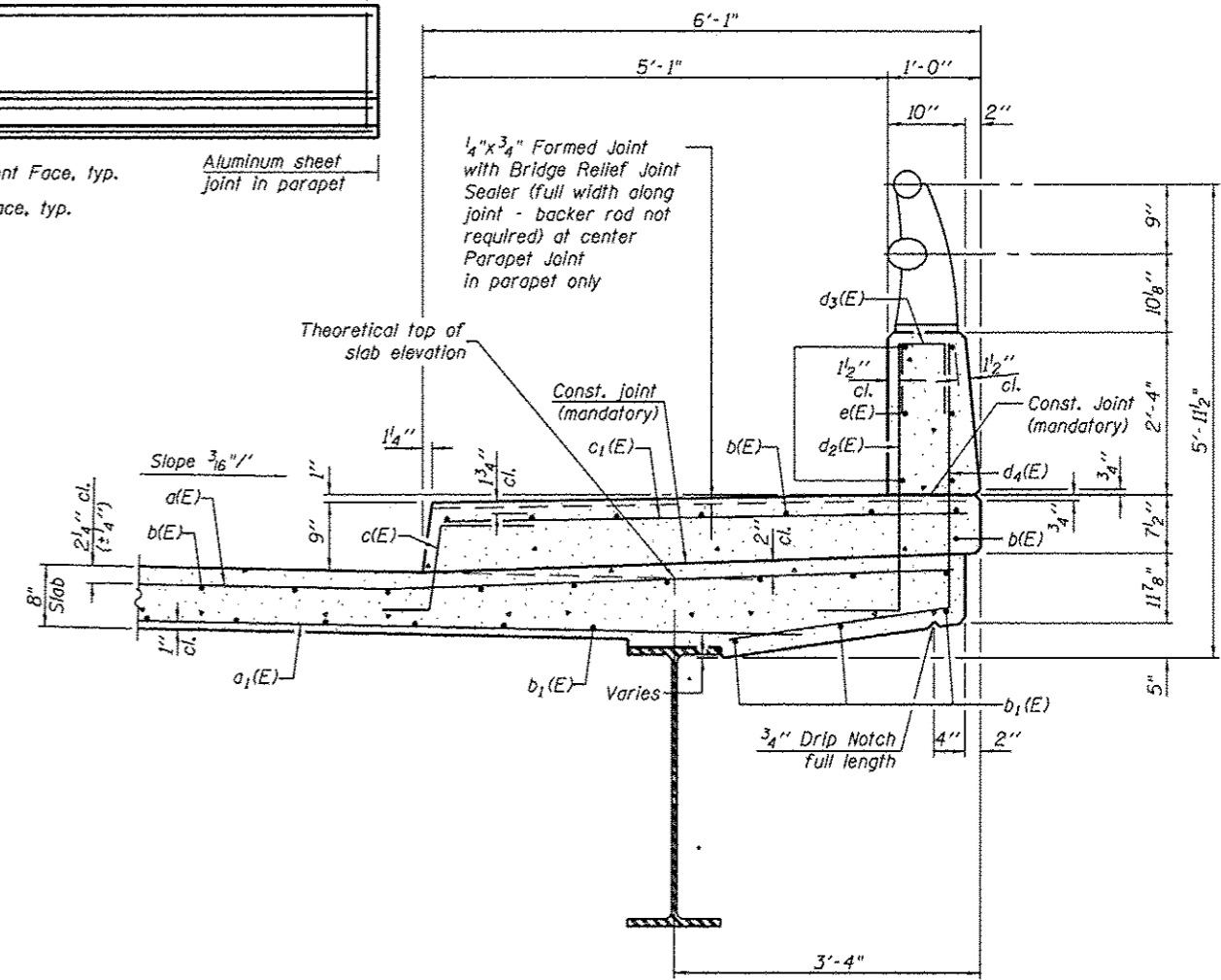
See Sheet S-09 for Parapet Joint Details



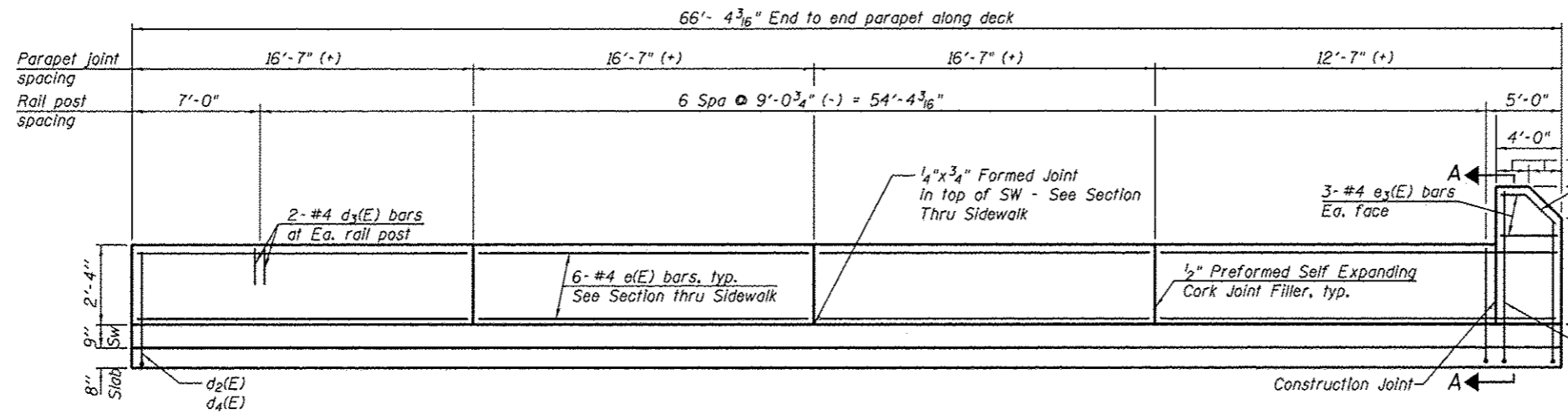
SECTION THRU PARAPET

MINIMUM BAR LAP

(Parapet)
 #4 bar = 2'-0"
 #8 bar = 5'-2"

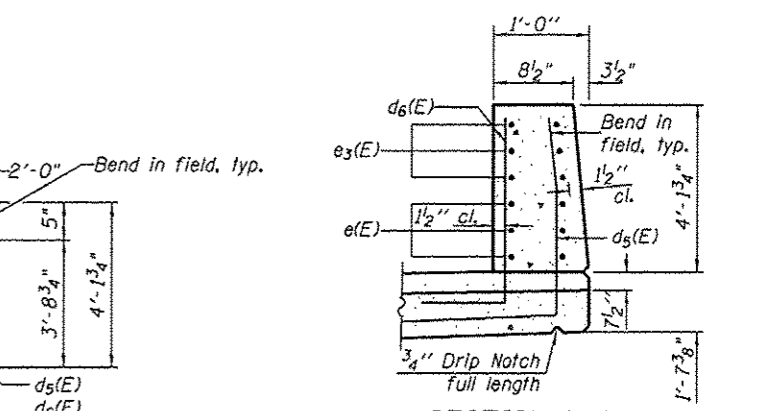


SECTION THRU SIDEWALK



INSIDE ELEVATION OF PARAPET - SOUTH SIDE

See Sheet S-09 for Parapet Joint Details



SECTION A-A

See Section Thru Sidewalk for additional details

COMPANY NAME: Kevin M. Arff
 PROJECT CONTACT: City of Rockford
 CLIENT: City of Rockford
 DATE PLOTTED: 2/18/2014 1:26:05 PM
 FILE NAME: 66130054-Sup-08-10.dgn
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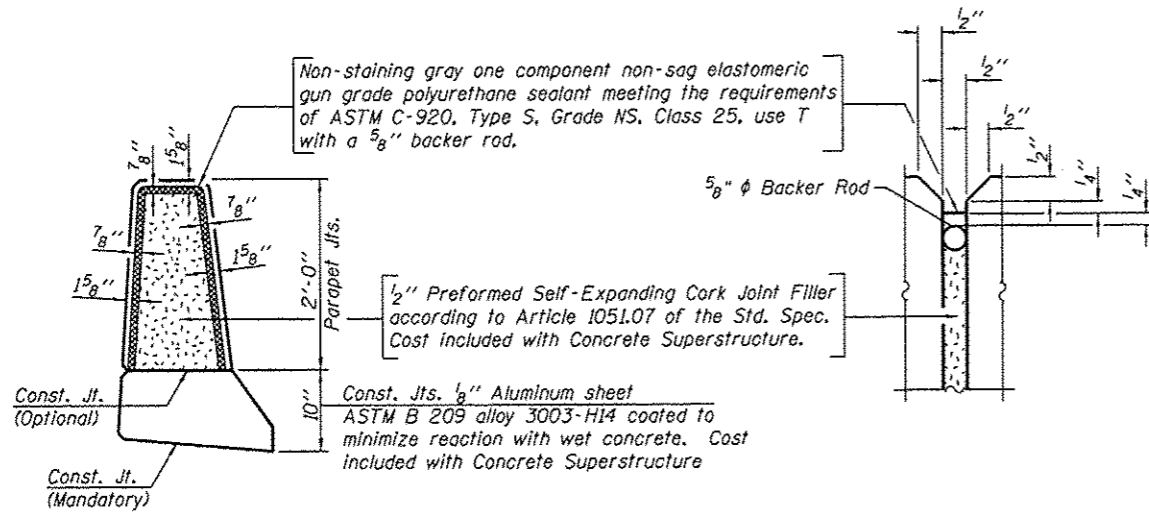
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CHECKED	2/18/14	REVISIONS		REVISED	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

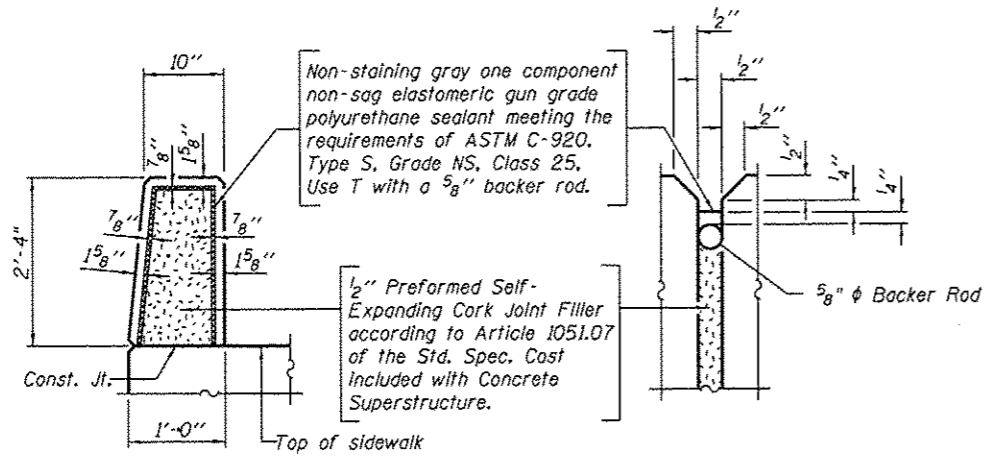
**SUPERSTRUCTURE DETAILS
 STRUCTURE NO. 101-6148**

SHEET NO. S-08 OF S-19 SHEETS

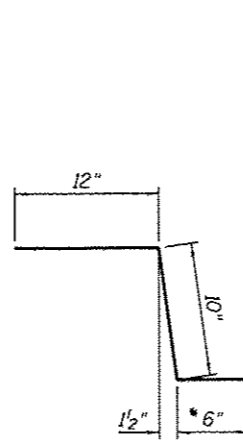
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	18
				CONTRACT NO. 85607
ILLINOIS FED. AID PROJECT				



PARAPET JOINT DETAILS

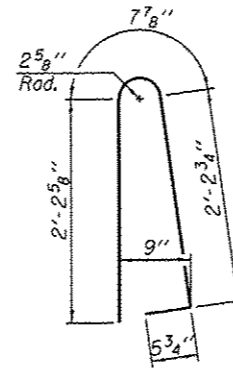


PARAPET JOINT DETAILS

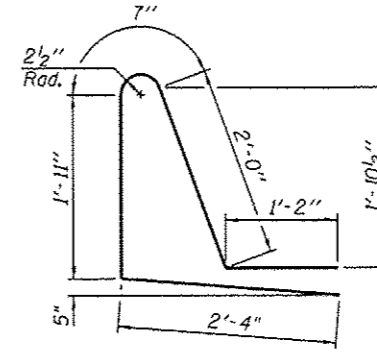


BAR c(E)

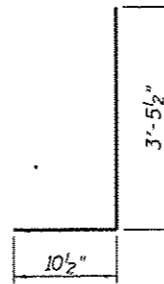
* In lieu of bottom leg, c(E) bars may be cored and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughed or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6".



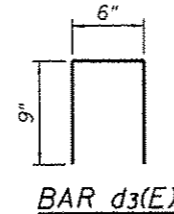
BAR d(E)



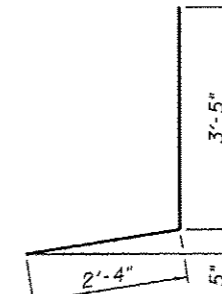
BAR d1(E)



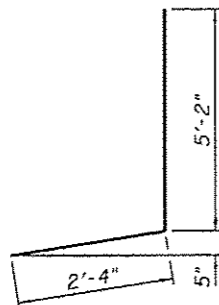
BAR d2(E)



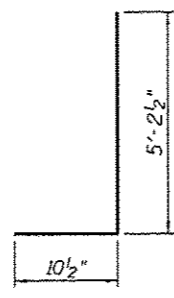
BAR d3(E)



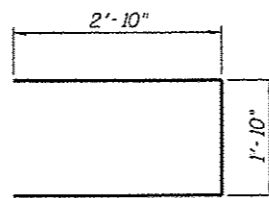
BAR d4(E)



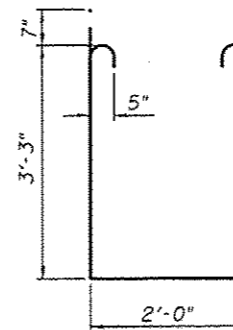
BAR d5(E)



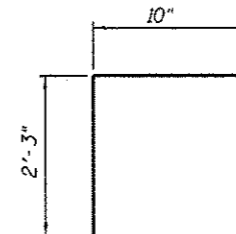
BAR d6(E)



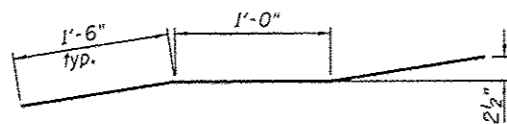
BAR s(E)



BAR s1(E)



BAR v(E)



BAR m3(E)

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a (E)	133	#5	38'- 6"	—
a1(E)	80	#5	38'- 6"	—
a2(E)	123	#6	6'- 6"	—
b (E)	141	#5	23'- 9"	—
b1(E)	164	#5	19'- 0"	—
c (E)	67	#5	2'- 4"	┌
c1(E)	67	#5	5'- 9"	—
d (E)	73	#5	5'- 7"	┌
d1(E)	73	#5	8'- 0"	┌
d2(E)	62	#6	4'- 4"	┌
d3(E)	14	#4	2'- 0"	┌
d4(E)	62	#4	5'- 9"	┌
d5(E)	5	#4	7'- 6"	┌
d6(E)	5	#6	6'- 1"	┌
e (E)	52	#4	16'- 3"	—
e1(E)	2	#8	32'- 10"	—
e2(E)	2	#4	32'- 10"	—
e3(E)	6	#4	3'- 8"	—
m (E)	8	#6	39'- 2"	—
m1(E)	30	#6	6'- 1"	—
m2(E)	12	#6	3'- 0"	—
m3(E)	36	#5	4'- 0"	—
s (E)	72	#5	7'- 6"	┌
s1(E)	72	#5	9'- 8"	┌
v (E)	80	#5	3'- 1"	┌
Concrete Superstructure			Cu. Yd.	119.9
Reinforcement Bars, Epoxy Coated			Pound	22,120

Bars indicated thus 1 x 2-#5 etc. Indicates 1 line of bars with 2 lengths per line.

COMPANY NAME: Keshi M. Arff
PROJECT CONTACT: City of Rockford
CLIENT: 2/18/2014 10:07 PM
DATE PLOTTED: 8/13/2014 10:07 PM
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

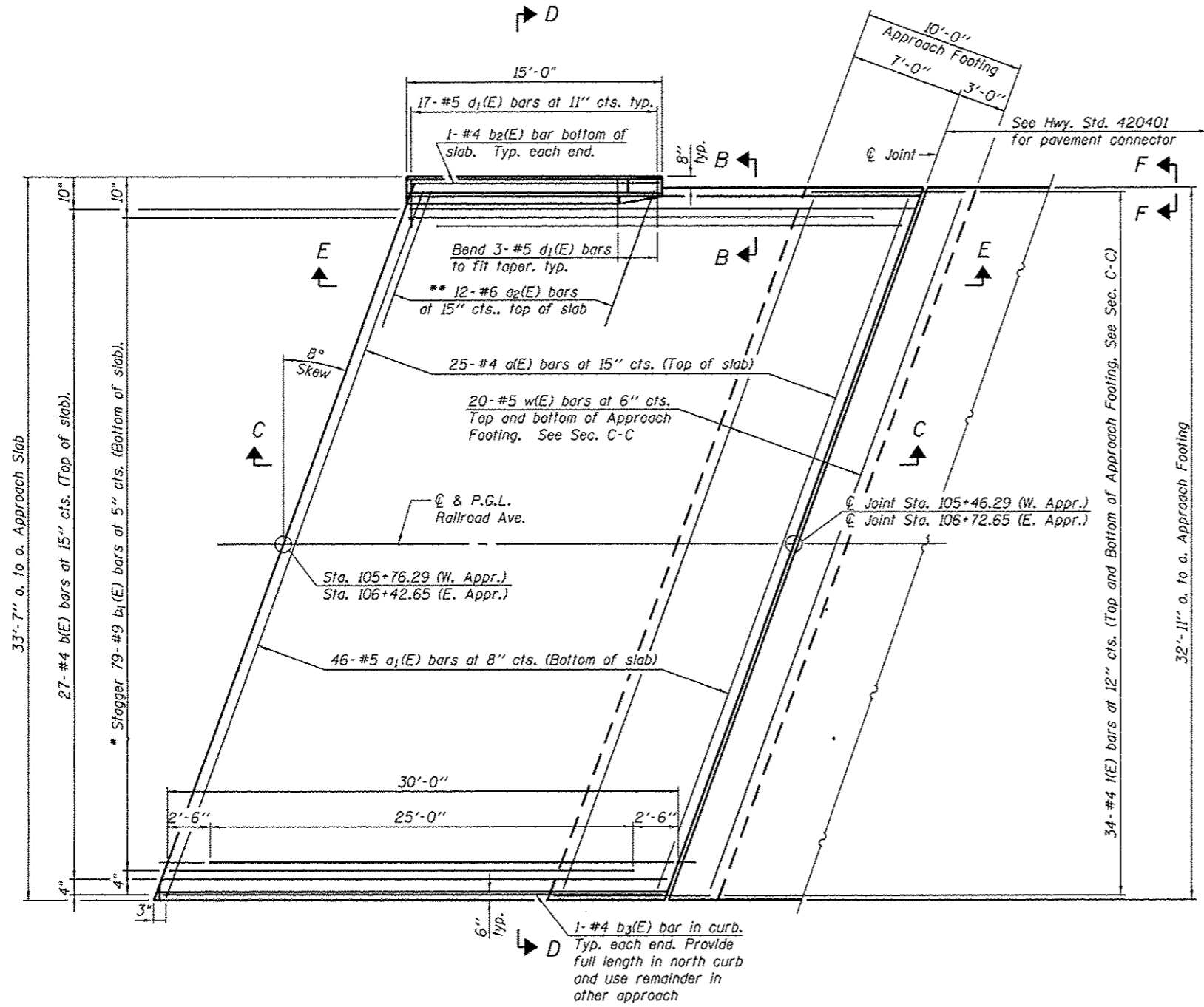
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 101-6148

SHEET NO. 5-09 OF 5-19 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	19
CONTRACT NO. 85607			ILLINOIS FED. AID PROJECT	

Notes:
See sheet S-11 for Sections C-C & D-D and View E-E.
a(E) and a₁(E) bar spacings measured along ϕ Rdwy.

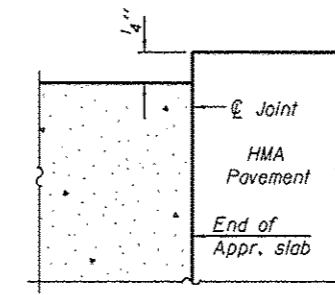
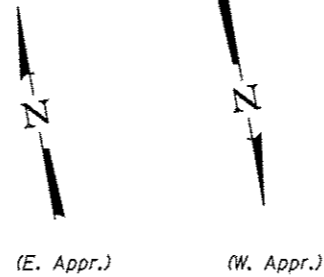
*** Cost included with Concrete Superstructure.



PLAN

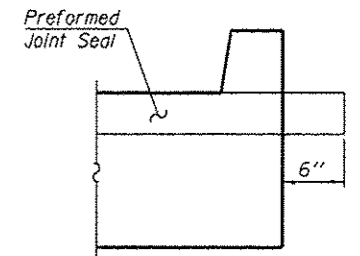
East Approach shown. West similar, but opposite hand

- * Tilt #9 b₁(E) bars as required to maintain clearance.
- ** Space between a(E) bars, typ. each parapet.



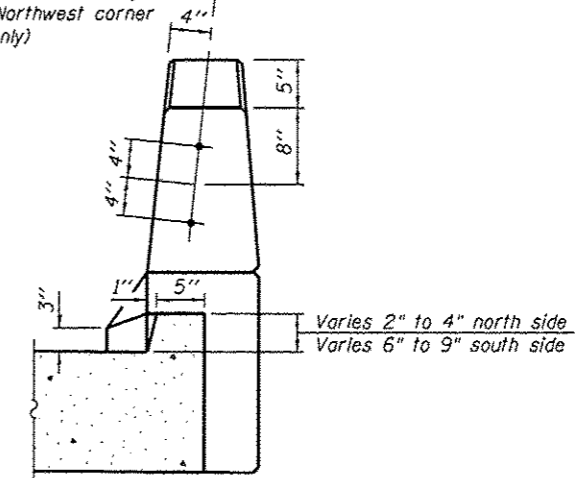
FLEXIBLE PAVEMENT

DETAIL A



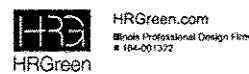
VIEW F-F

ϕ 1" ϕ Anchor bolts
Type 5 terminal connections only.
(Northwest corner only)



VIEW B-B

COMPANY NAME: HRGreen
PROJECT CONTACT: Kevin M. Arft
CLIENT: City of Rockford
DATE PLOTTED: 2/18/2014 1:26:09 PM
FILE NAME: 86130054-App-det-01.dgn
PLOT DRIVER: pdf.plt
PEN TABLE: Struct.tbl



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PLOT SCALE: *	CHECKED - RGD	REVISED -
PLOT DATE: * 2/18/2014	DRAWN - WJH	REVISED -
	CHECKED - 2/18/14	REVISED -

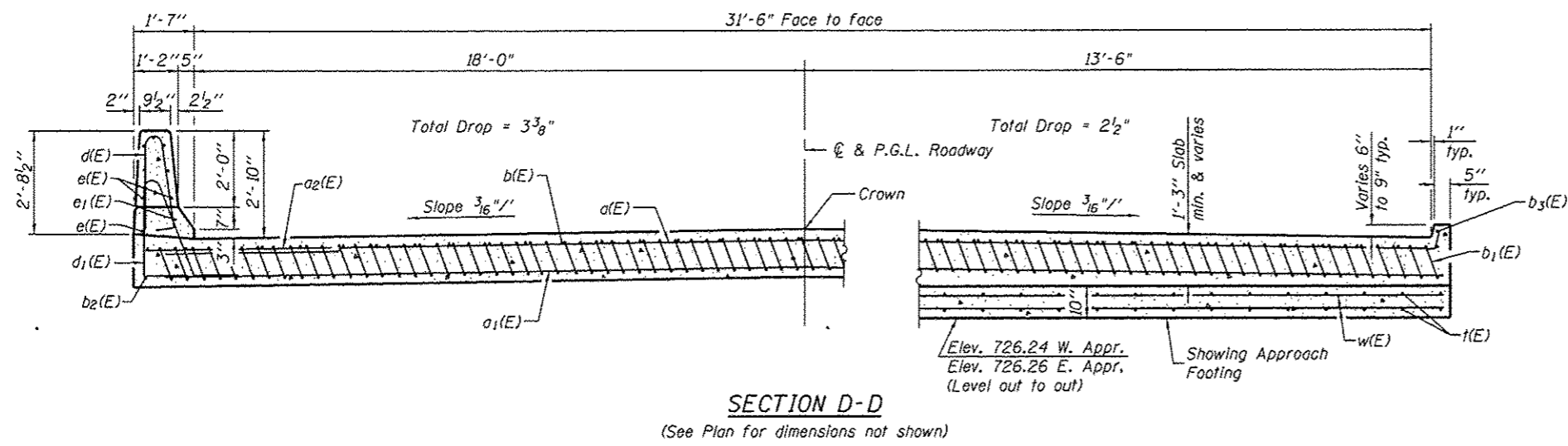
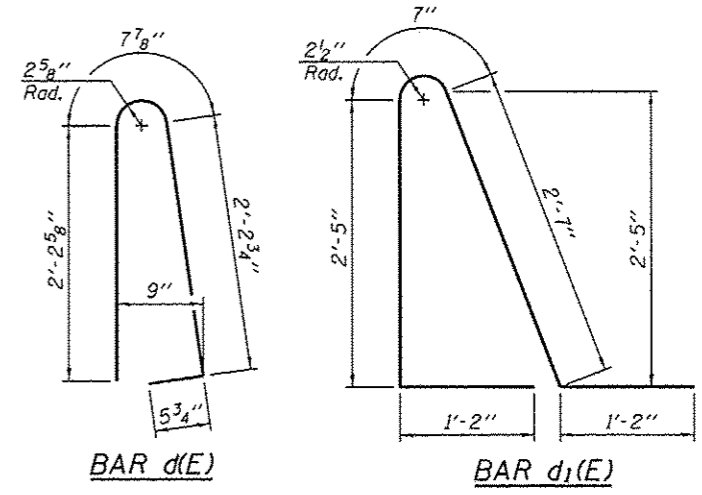
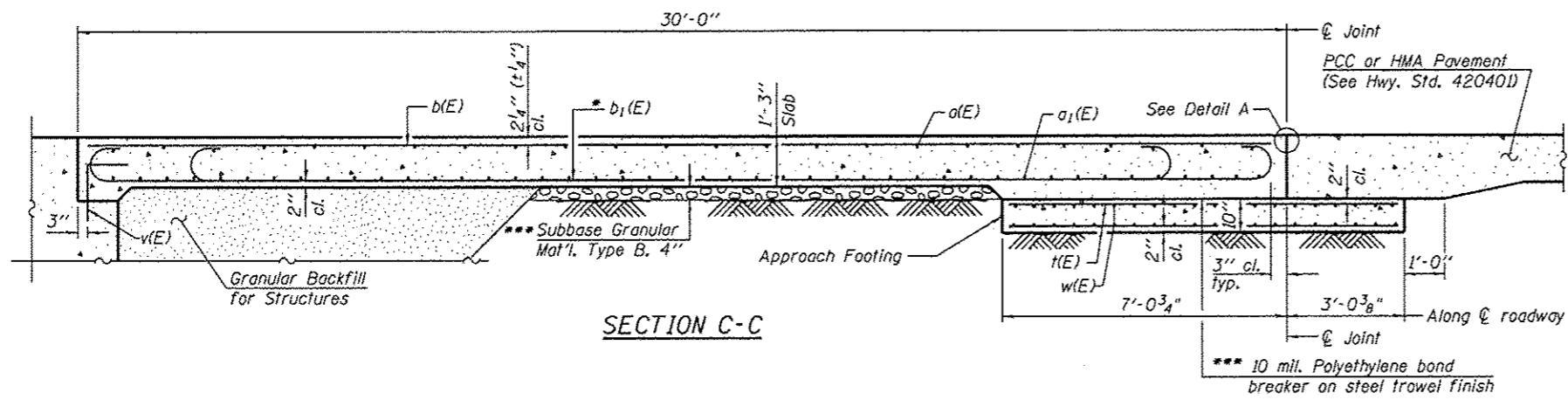
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 101-6148

SHEET NO. 5-10 OF 5-19 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	20
CONTRACT NO. 8560T				
ILLINOIS FED. AID PROJECT				

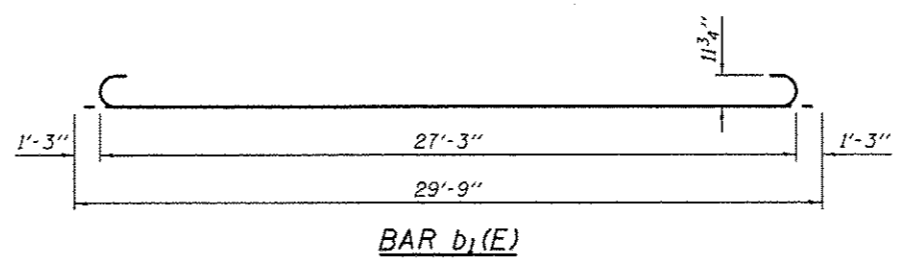
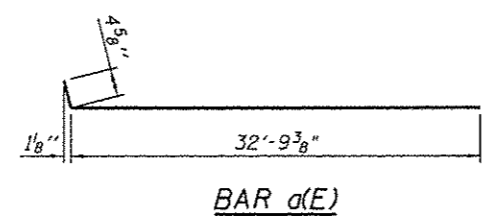
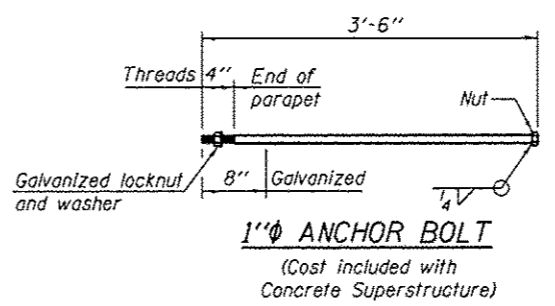
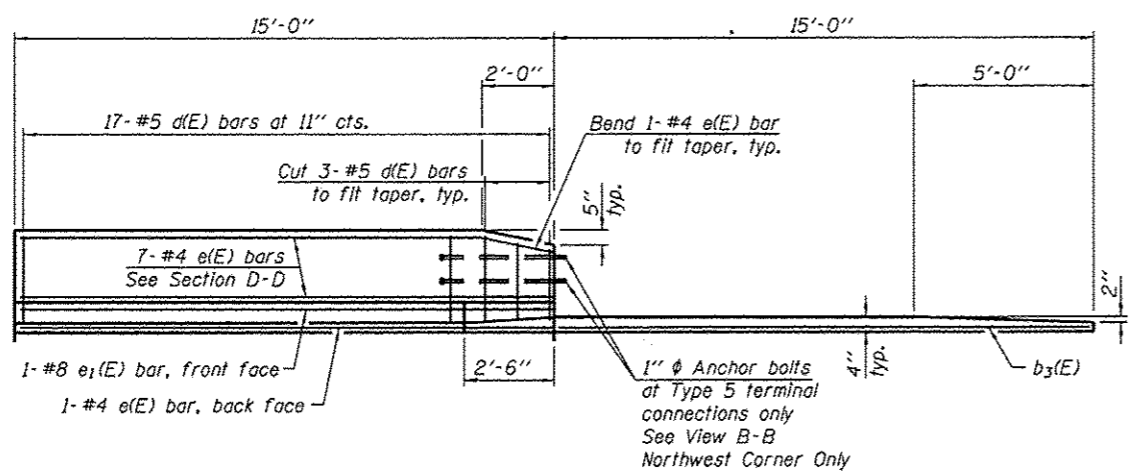
Notes:
 See sheet S-10 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet S-09.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet S-02.
 For additional parapet details, see sheet S-08.



*. Till #9 b1(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.

**TWO APPROACHES
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	50	#4	33'- 2"	—
a1(E)	92	#5	32'- 6"	—
a2(E)	24	#6	6'- 6"	—
b(E)	54	#4	29'- 8"	—
b1(E)	158	#9	29'- 9"	—
b2(E)	2	#4	14'- 8"	—
b3(E)	3	#4	29'- 8"	—
d(E)	34	#5	5'- 7"	⌒
d1(E)	34	#5	7'- 11"	⌒
e(E)	16	#4	14'- 8"	—
e1(E)	2	#8	14'- 8"	—
t(E)	136	#4	9'- 9"	—
w(E)	80	#5	32'- 10"	—
Concrete Superstructure			Cu. Yd.	97.4
Concrete Structures			Cu. Yd.	20.5
Reinforcement Bars, Epoxy Coated			Pound	25,930



COMPANY NAME: Kevin M. Arff
 PROJECT CONTACT: City of Rockford
 CLIENT: 2/18/2014 10:51 AM
 DATE PLOTTED: 8/13/2014 10:51 AM
 FILE NAME: 86130054-App-081-02.dgn
 PLOT DRIVER: paf_dwt-111.dwt
 PEN TABLE: Struct-11x17.tbl

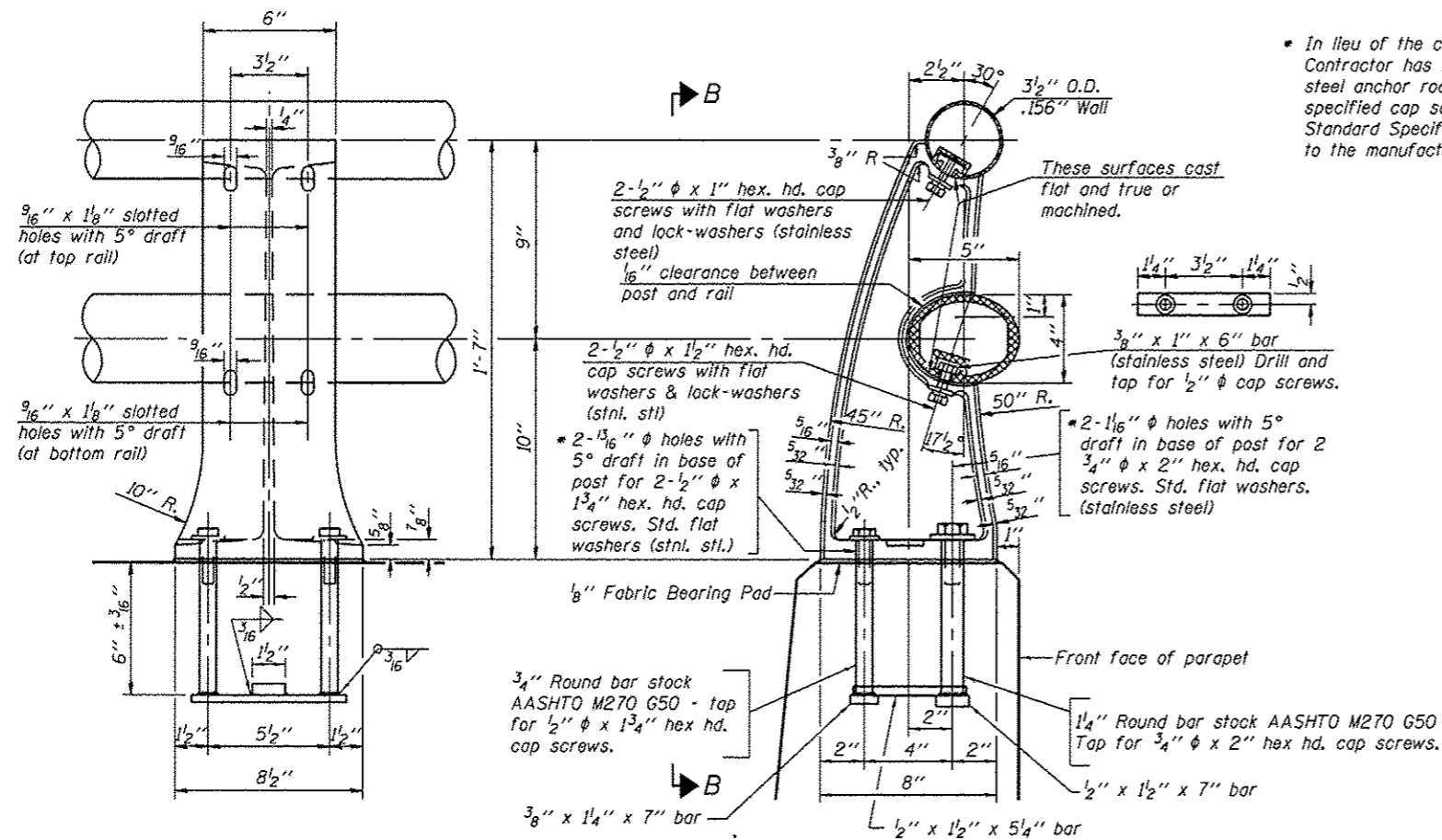


USER NAME = whood	DESIGNED - KMA	REVISED -
PLGT SCALE =	CHECKED - RGD	REVISED -
PLGT DATE = 2/18/2014	DRAWN - WJH	REVISED -
	CHECKED - 2/18/14	REVISED -

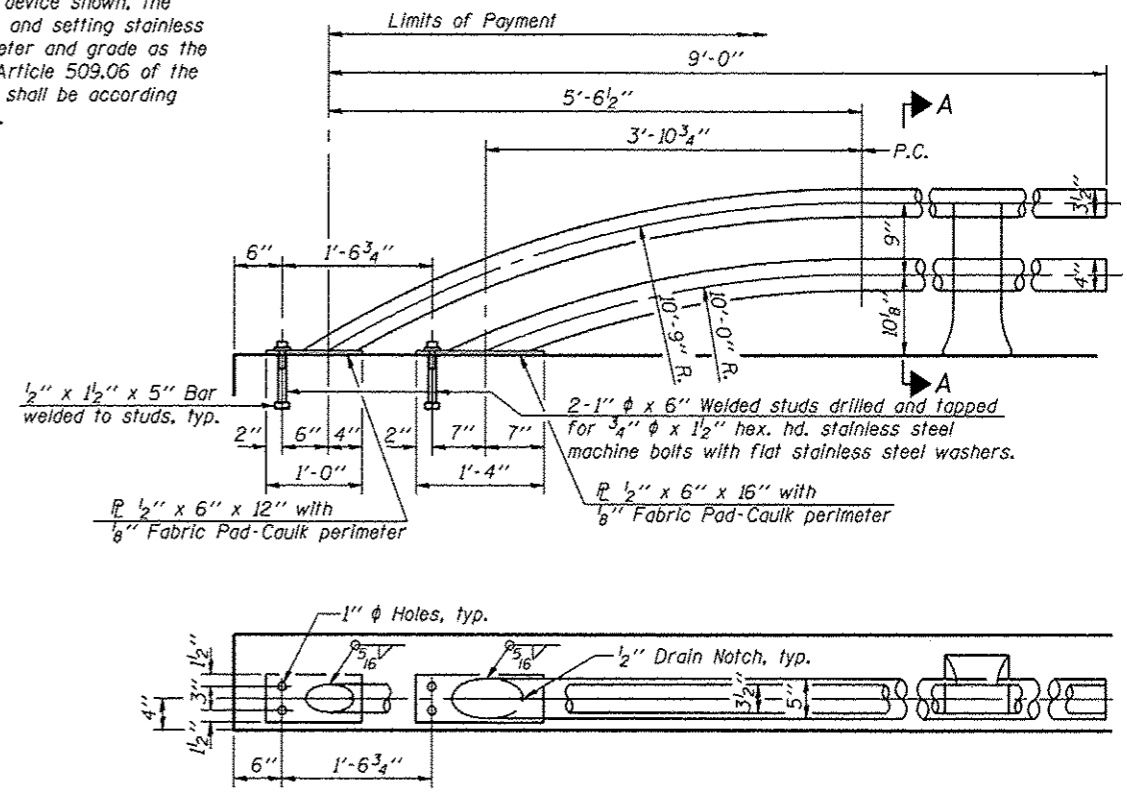
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 101-6148
 SHEET NO. 5-11 OF 5-19 SHEETS

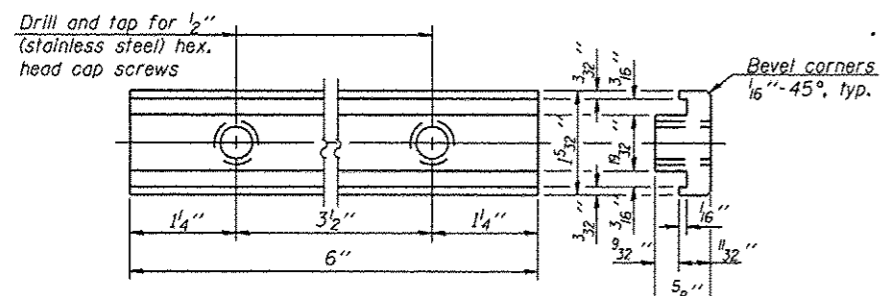
F.A. RTE. 3259	SECTION 11-00590-00-BR	COUNTY WINNEBAGO	TOTAL SHEETS 32	SHEET NO. 21
				CONTRACT NO. 05607
ILLINOIS FED. AID PROJECT				



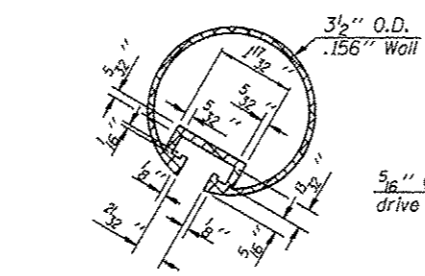
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



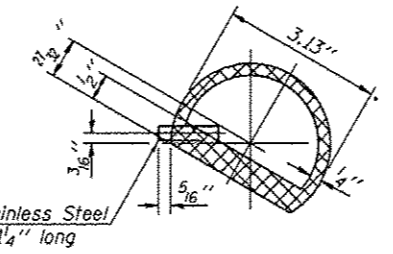
RAIL TERMINAL SECTION



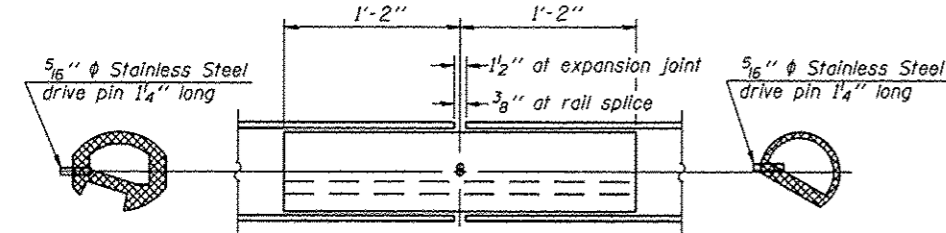
RAIL POST CLAMP BAR
For Top Rail



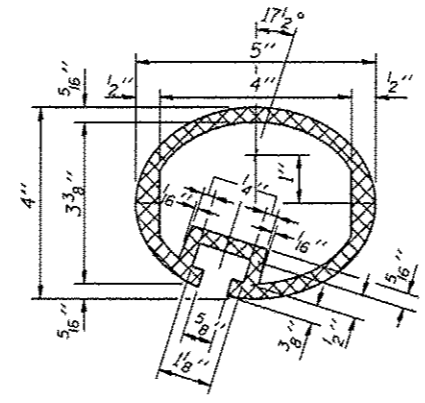
SECTION THRU TOP RAIL



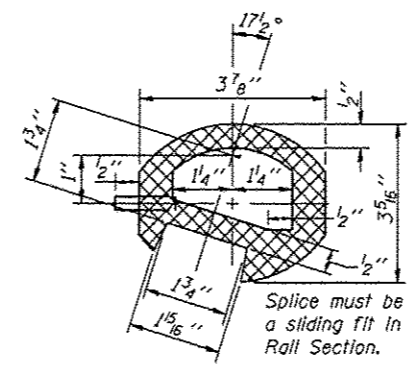
SECTION THRU SPLICE
For Top Rail



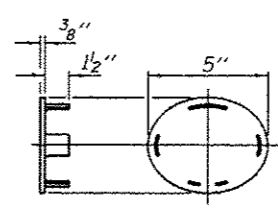
RAIL SPLICE



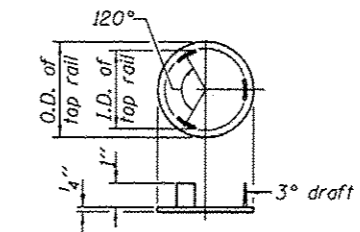
SEC. THRU ELLIPTICAL RAIL SECTION



SEC. THRU SPLICE

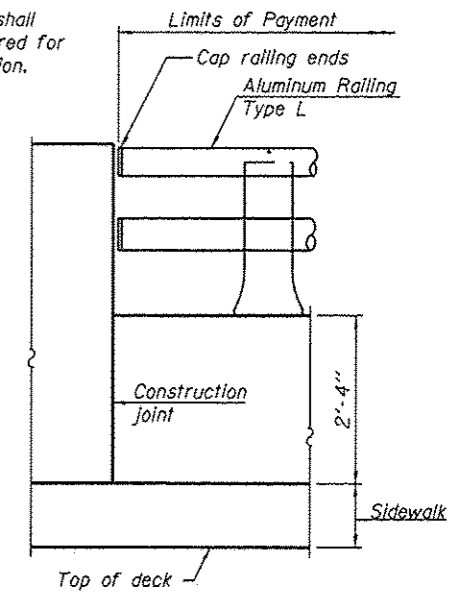


CAST END CAP
For bottom rail
DRIVE FIT TYPE



CAST END CAP
For top rail

Note:
The end rail post shall be set back as required for the terminal rail section.



RAIL END TREATMENT FOR TYPE 5 AND 6 TERMINAL

Notes:
All Posts shall be normal to parapet.
All joints in rail shall be spliced per detail.
All exposed rail ends shall be capped per detail.
Provide 1-1/8\"/>

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	61

R-20 1-27-12 (7'-0" to 10'-0" Post spacing)

COMPANY NAME: Kevin M. Arff
PROJECT CONTACT: City of Rockford
CLIENT: 2/18/2014 12:26:13 PM
DATE PLOTTED:
FILE NAME: 86120054-Roadway
PLOT DRIVER: pdf247-1171.dwt
PEN TABLE: Struct.tbl



USER NAME = whoad	DESIGNED - KMA	REVISED -
PLLOT SCALE =	CHECKED - RGD	REVISED -
PLLOT DATE = 2/18/2014	DRAWN - WJH	REVISED -
	CHECKED - 2/18/14	REVISED -

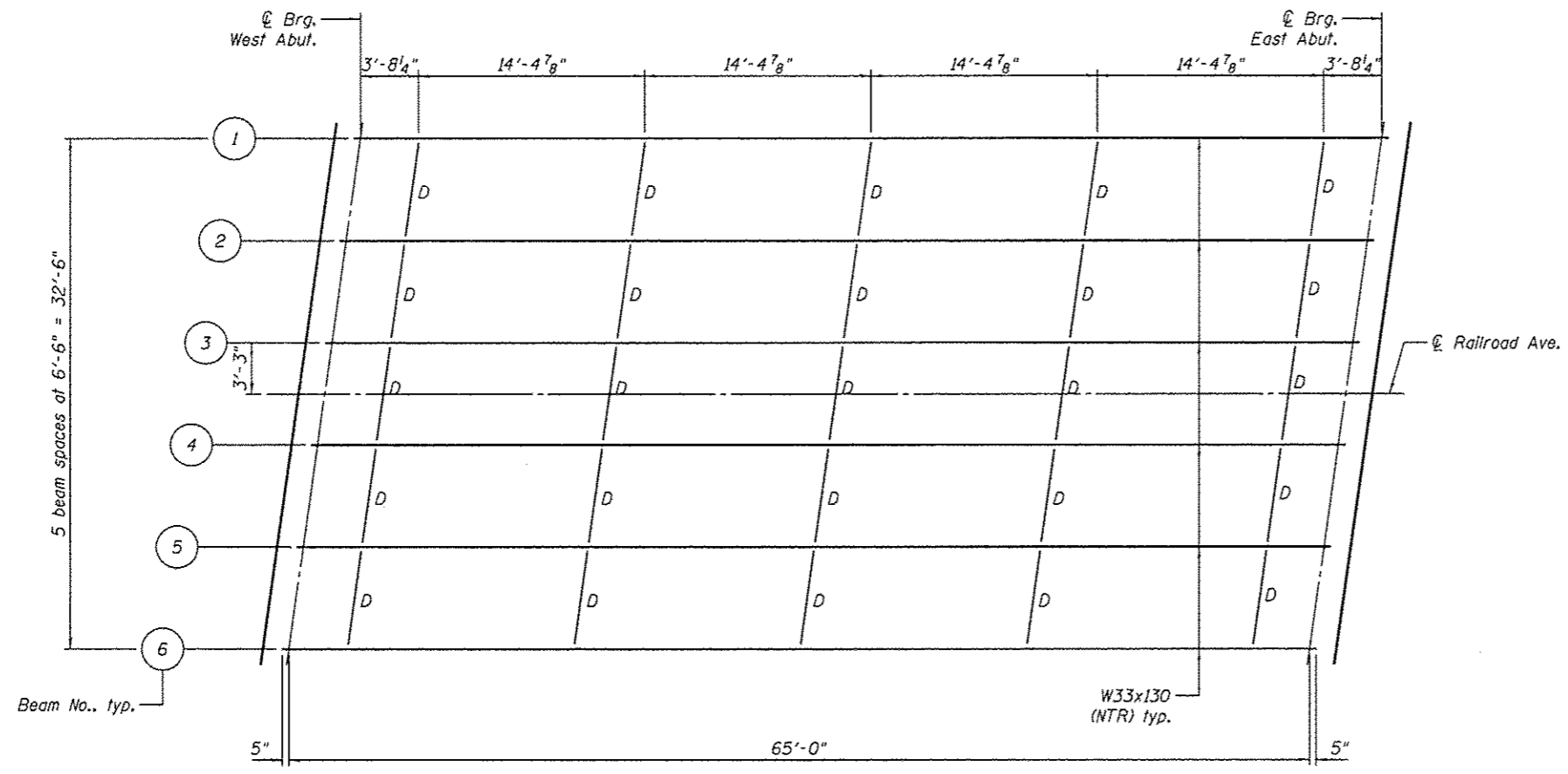
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE RAILING DETAILS
STRUCTURE NO. 101-6148

SHEET NO. 5-12 OF 5-19 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	22

CONTRACT NO. 85607
ILLINOIS FED. AID PROJECT



- Notes:
- All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
 - Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in^4 and in^3).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in^4 and in^3).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in^4 and in^3).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- $M_k + IM$: Un-factored live load moment plus dynamic load allowance (Impact) (kip-ft.).
- M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_k + IM$
- $\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
- f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1} / S_{nc}
- f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 $M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.
- f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 $M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.
- f_s ($k + IM$): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
 $M_k + IM / S_c(n)$.
- f_s (Service II): Sum of stresses as computed below (ksi).
 $f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s (k + IM)$
- $0.95 R_n F_y f$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
 $1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s (k + IM)$
- $\phi_r F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
- V_r : Maximum factored shear range in span computed according to Article 6.10.10.

FRAMING PLAN

All beams are W33x130 AASHTO M270, Grade 50 (NTR)

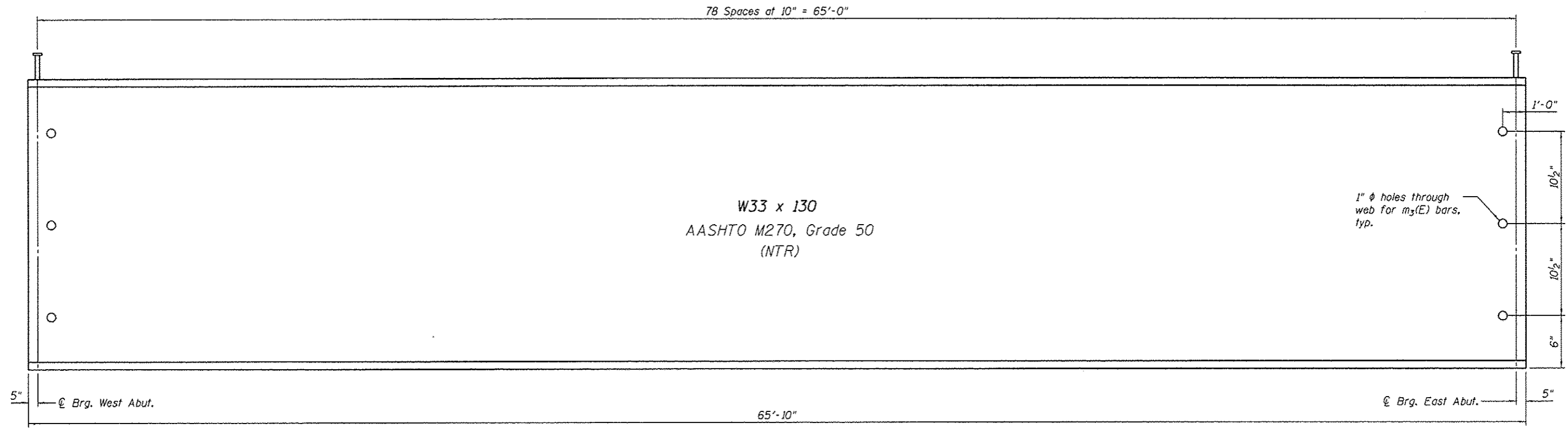
INTERIOR GIRDER MOMENT TABLE		0.5 Sp.
I_s	(in^4)	6710
$I_c(n)$	(in^4)	18,011
$I_c(3n)$	(in^4)	13,219
S_s	(in^3)	406
$S_c(n)$	(in^3)	598
$S_c(3n)$	(in^3)	540
DC1	(k/ft)	0.77
M_{DC1}	(k)	409
DC2	(k/ft)	0.47
M_{DC2}	(k)	249
DW	(k/ft)	0.33
M_{DW}	(k)	172
$M_k + IM$	(k)	813
M_u (Strength I)	(k)	2,505
$\phi_r M_n$	(k)	3,019
f_s DC1	(ksi)	12.1
f_s DC2	(ksi)	5.5
f_s DW	(ksi)	3.8
f_s ($k + IM$)	(ksi)	16.3
f_s (Service II)	(ksi)	42.6
$0.95 R_n F_y f$	(ksi)	47.5
f_s (Total)(Strength I)	(ksi)	56.2
$\phi_r F_n$	(ksi)	60.6
V_r	(k)	14.8

TOP OF BEAM ELEVATIONS For Fabrication only		
Beam No.	© Brg. W. Abut.	© Brg. E. Abut.
1	728.60	728.50
2	728.69	728.62
3	728.77	728.74
4	728.77	728.74
5	728.65	728.67
6	728.53	728.58

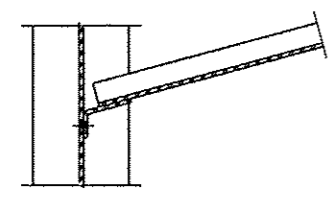
INTERIOR GIRDER REACTION TABLE		Abut.
R_{DC1}	(k)	25.2
R_{DC2}	(k)	15.3
R_{DW}	(k)	10.6
$R_k + IM$	(k)	75.6
R_{Total}	(k)	127

COMPANY NAME: Kevin M. Acft
 PROJECT CONTACT: City of Rockford
 CLIENT: 2/18/2014 10:08 PM
 DATE PLOTTED: 8/15/2014 11:00 AM
 FILE NAME: 8010004-Framing
 PLOT SCALE: 1/8"=1'-0"
 PLOT DATE: 2/18/2014

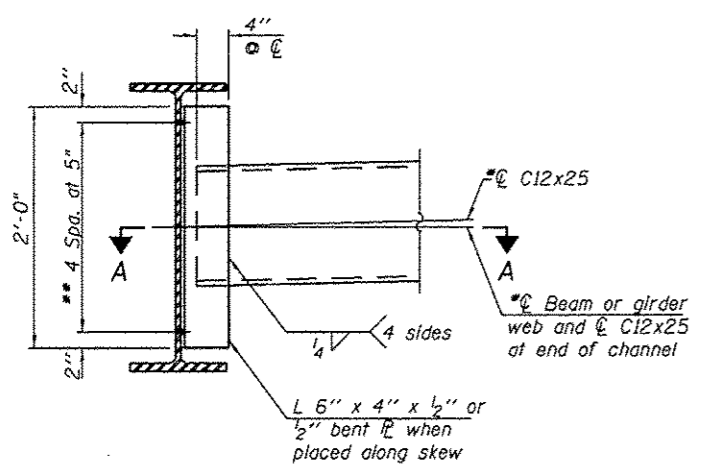
	USER NAME = vhead PLOT SCALE = PLOT DATE = 2/18/2014	DESIGNED - KMA CHECKED - RGD DRAWN - WJH CHECKED - 2/18/14	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STEEL BEAM FRAMING PLAN STRUCTURE NO. 101-6148 SHEET NO. S-13 OF S-19 SHEETS	F.A. RTE. 3259 SECTION 11-00590-00-BR COUNTY WINNEBAGO TOTAL SHEETS 32 SHEET NO. 23 CONTRACT NO. 85607 ILLINOIS FED. AID PROJECT
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TYPICAL BEAM ELEVATION

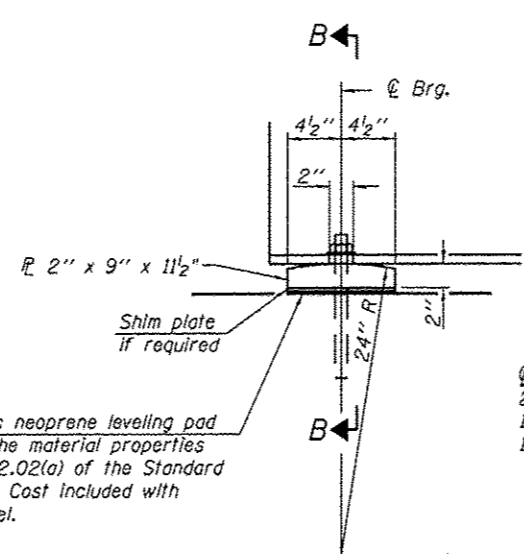


SECTION A-A



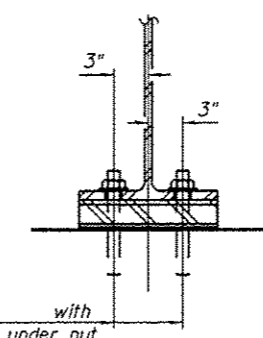
INTERIOR DIAPHRAGM D

Note:
Two hardened washers required for each set of oversized holes.
*Alternate channels C12x30 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.
**3/4" φ HS bolts. 1 5/16" φ holes



ELEVATION AT ABUTMENT

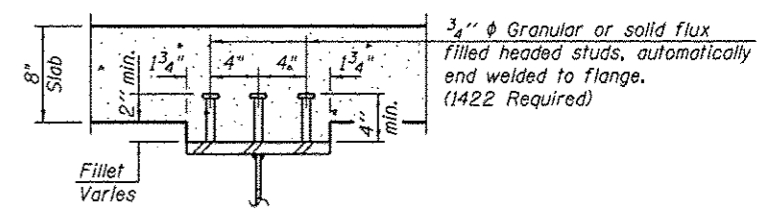
1/2" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.



SECTION B-B

1" φ x 12" anchor bolts with 2 1/4" x 2 1/4" x 5/16" washer under nut. 1 3/8" x 2" slotted hole in flange. 1 1/2" φ holes in bearing plate.

FIXED BEARING



SECTION C-C

BILL OF MATERIAL

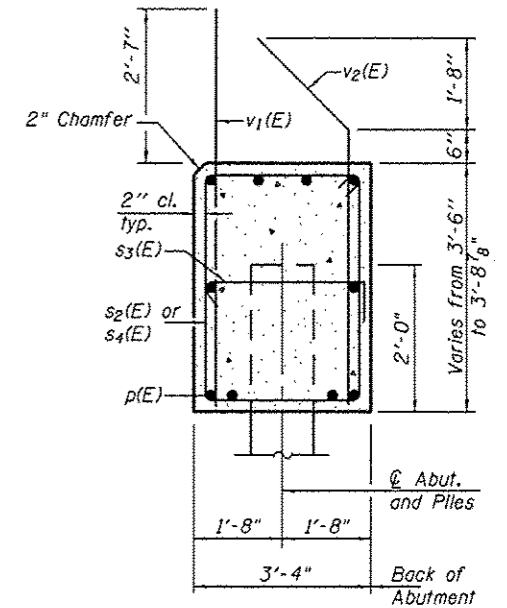
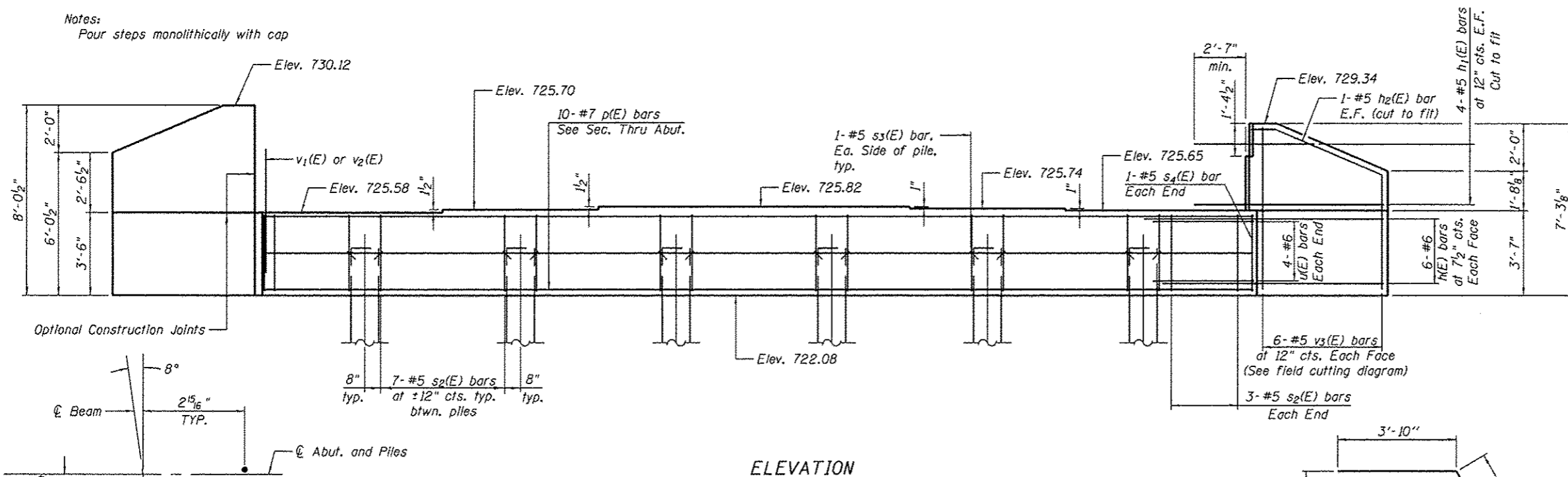
Item	Unit	Quantity
Furnishing & Erecting Structural Steel	L. Sum	1
Stud Shear Connectors	Each	1,422

Notes:
1. Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
2. Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

COMPANY NAME: Kevin W. Krft
PROJECT CONTACT: City of Rockford
CLIENT: City of Rockford
DATE PLOTTED: 2/18/2014 12:56:18 PM
FILE NAME: 06120054-Brom-Beam.dwg
PLOT DRIVER: pdf...
PEN TABLE: Struct...
HRGreen

	USER NAME = whoad DESIGNED - KMA CHECKED - RGD DRAWN - WJH PLOT DATE = 2/18/2014	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STEEL BEAM ELEVATION & DETAILS STRUCTURE NO. 101-6148	F.A. RTE. 3259	SECTION 11-00590-00-BR	COUNTY WINNEBAGO	TOTAL SHEETS 32	SHEET NO. 24
	SHEET NO. 5-14 OF 5-19 SHEETS				CONTRACT NO. 05607		ILLINOIS FED. AID PROJECT		

Notes:
Four steps monolithically with cap



SEC. THRU ABUT.

Dimensions at right angles to abutment.

BILL OF MATERIAL

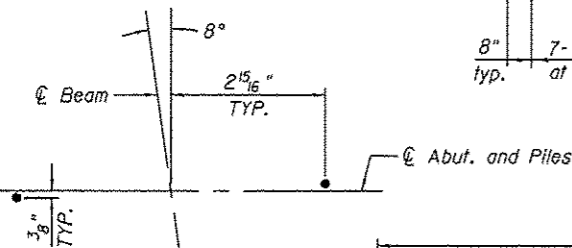
Bar	No.	Size	Length	Shape
h(E)	24	#6	8'-10"	—
h1(E)	16	#5	8'-4"	—
h2(E)	4	#5	5'-6"	—
p(E)	10	#7	39'-2"	—
s2(E)	41	#5	13'-3"	□
s3(E)	12	#5	4'-0"	┌
s4(E)	2	#5	13'-5"	□
u(E)	8	#6	10'-8"	┌
v1(E)	41	#8	5'-11"	—
v2(E)	41	#8	6'-2"	—
v3(E)	12	#5	12'-3"	—

Structure Excavation	Cu. Yd.	63.6
Concrete Structures	Cu. Yd.	20.8
Reinforcement Bars, Epoxy Coated	Pound	3,530
Furnishing Metal Shell Piles 14" x 0.25"	Foot	215
Test Pile Metal Shell Piles 14" x 0.25"	Each	1
Driving Piles	Foot	215

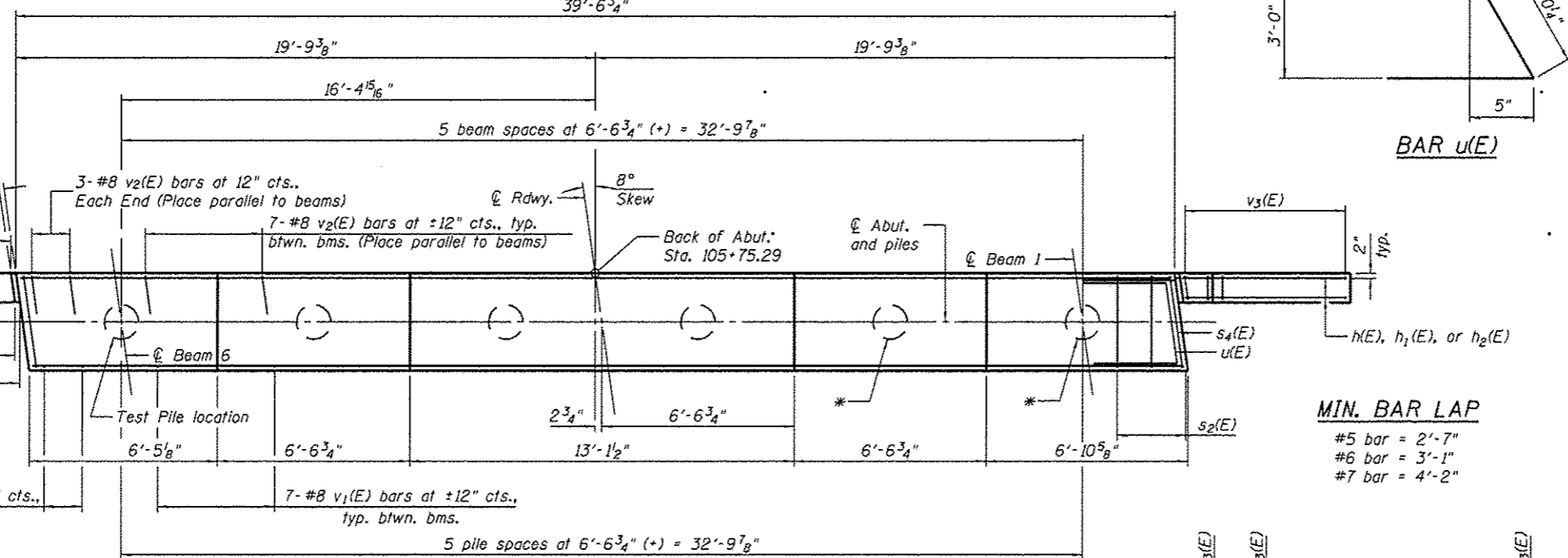
For details of piles see sheet S-17.

Notes:
* The two (2) north piles shall be driven through 18" diameter precored holes extending to elevation 710.00 according to Article 512.09(c) of the Standard Specifications. Cost included in driving piles. Verify with field location of existing 10" water main.

ANCHOR BOLT
DETAIL

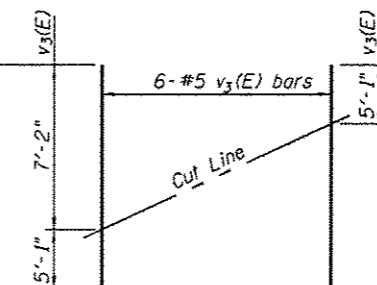


ELEVATION



MIN. BAR LAP

#5 bar = 2'-7"
#6 bar = 3'-1"
#7 bar = 4'-2"



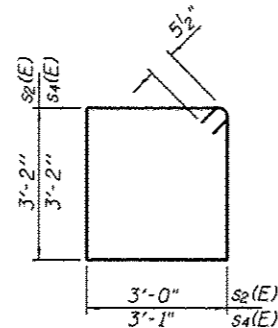
FIELD CUTTING DIAGRAM

Order v3(E) full length. Cut as shown and use remainder of bars in opposite face.

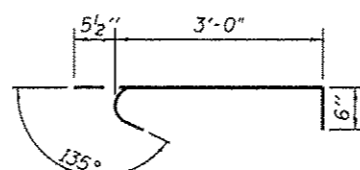
PILE DATA

Type: Metal Shell - 14" dia. x 0.25 in walls
Nominal Required Bearing: 288k
Factored Resistance Available: 152k
Est. Length: 43'
No. Production Piles: 5
No. Test Piles: 1

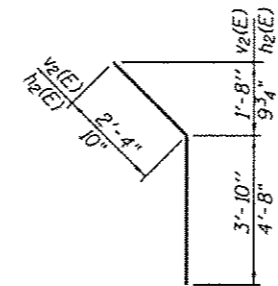
BAR s2(E) & s4(E)



BAR s3(E)



BAR v2(E) & h2(E)



COMPANY NAME: Revlin M. Arft
PROJECT CONTACT: City of Rockford
CLIENT: 2/18/2014 11:26:00 PM
DATE PLOTTED: 8510054-ABUT-01.dwg
FILE NAME: PLOT DRIVER: PLOT TABLET



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	CHECKED - RGD	REVISED -
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PLOT DATE = 2/18/2014	CHECKED - 2/18/14	REVISED -

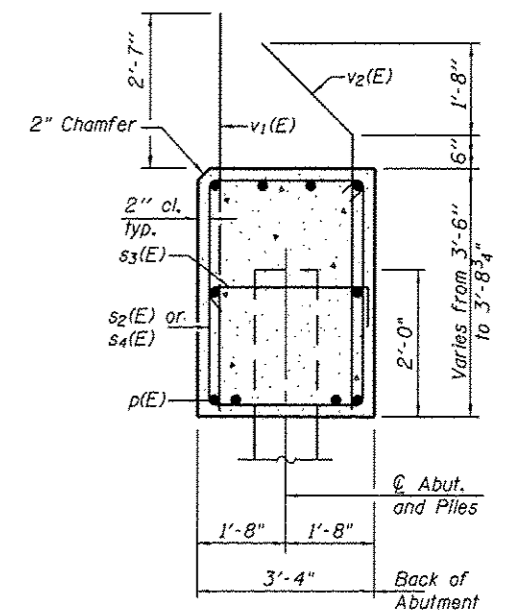
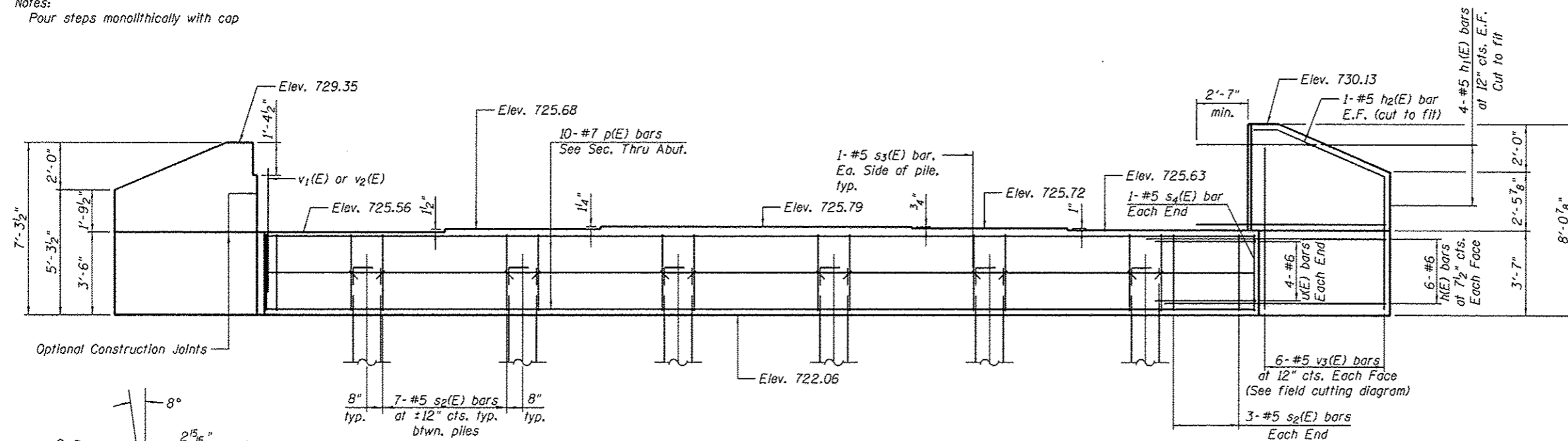
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 101-6148
SHEET NO. S-15 OF S-19 SHEETS

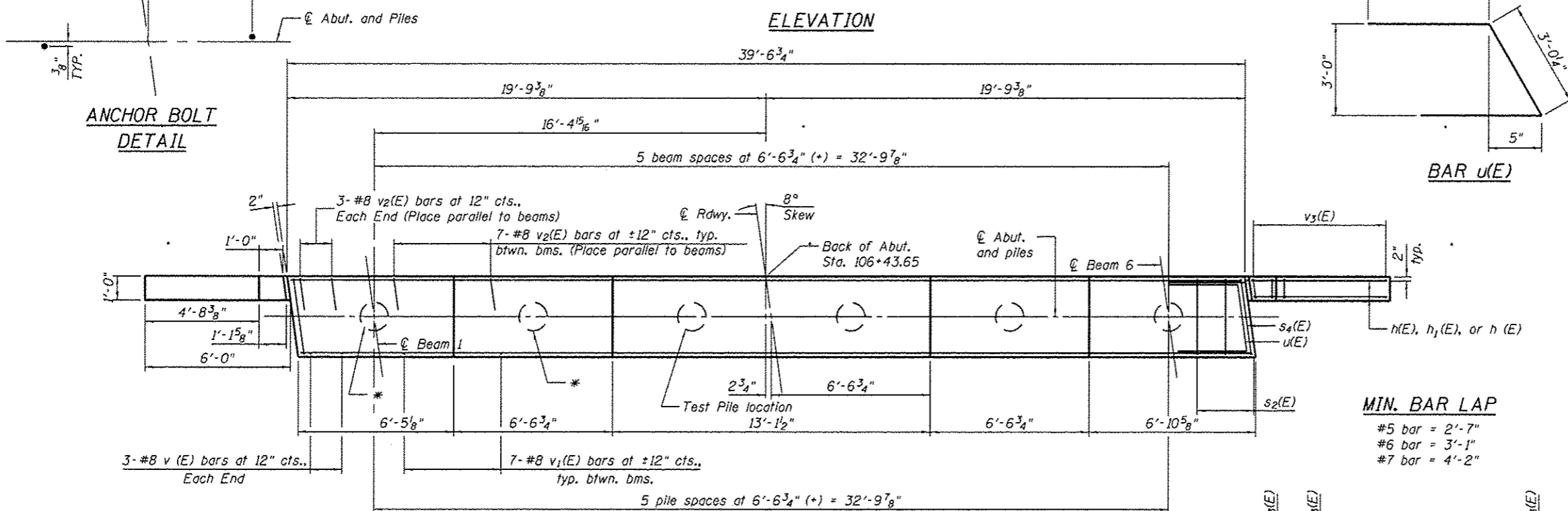
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	25

CONTRACT NO. 85607
ILLINOIS FED. AID PROJECT

Notes:
Pour steps monolithically with cap



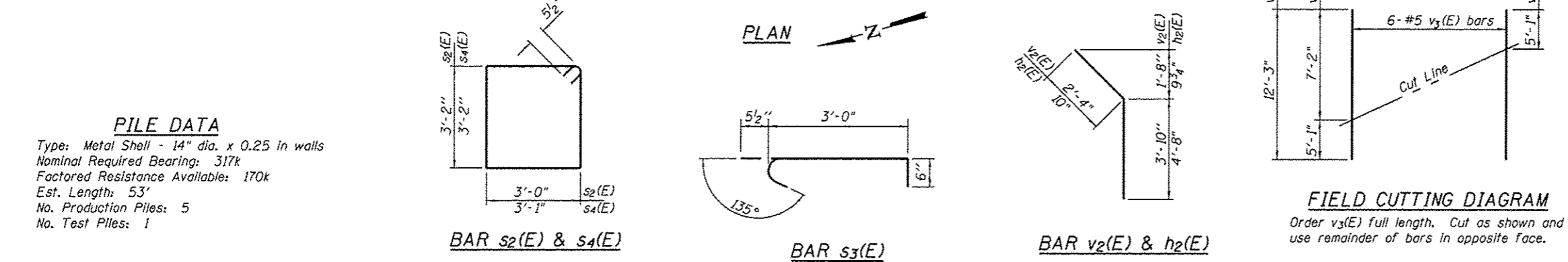
SEC. THRU ABUT.
Dimensions at right angles to abutment.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	24	#6	8'-10"	—
h1(E)	16	#5	8'-4"	—
h2(E)	4	#5	5'-6"	—
p(E)	10	#7	39'-2"	—
s2(E)	41	#5	13'-3"	□
s3(E)	12	#5	4'-0"	┌
s4(E)	2	#5	13'-5"	□
u(E)	8	#6	10'-8"	┌
v1(E)	41	#8	5'-11"	—
v2(E)	41	#8	6'-2"	┌
v3(E)	12	#5	12'-3"	—

Structure Excavation	Cu. Yd.	127.2
Concrete Structures	Cu. Yd.	20.8
Reinforcement Bars, Epoxy Coated	Pound	3,530
Furnishing Metal Shell Piles 14" x 0.25"	Foot	265
Test Pile Metal Shell Piles 14" x 0.25"	Each	1
Driving Piles	Foot	265

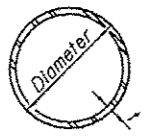


PILE DATA
Type: Metal Shell - 14" dia. x 0.25 in walls
Nominal Required Bearing: 317k
Factored Resistance Available: 170k
Est. Length: 53'
No. Production Piles: 5
No. Test Piles: 1

Notes:
* The two (2) north piles shall be driven through 18" diameter precast holes extending to elevation 710.00 according to Article 512.09(c) of the Standard Specifications. Cost included in driving piles. Verify with field location of existing 10" water main.

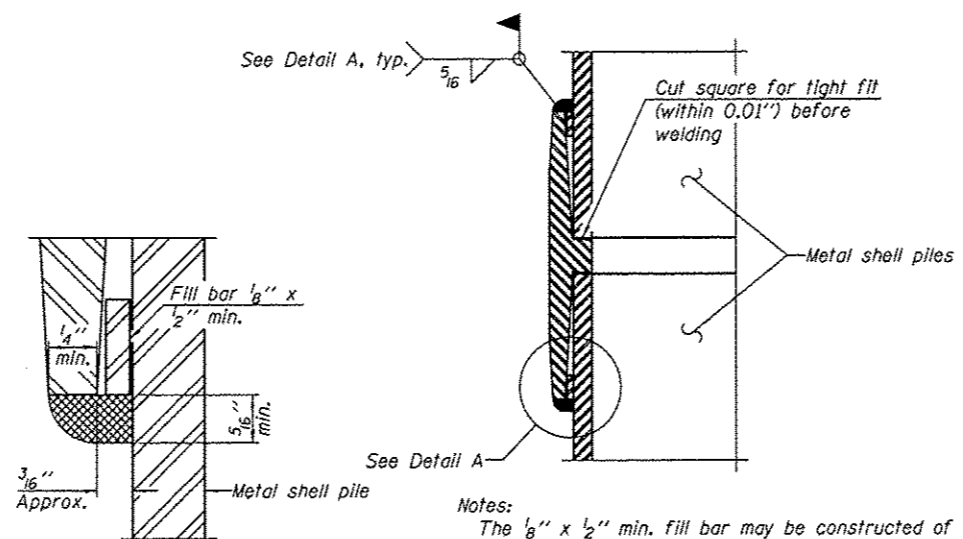
COMPANY NAME: Kevin W. Arff
PROJECT CONTACT: City of Rockford
CLIENT: City of Rockford
DATE PLOTTED: 2/18/2014 11:56:22 PM
FILE NAME: 86130054-Abut-02.dgn
PLOT DRIVER: pdfLDT-1117.dpt
PEN TABLE: Struct.tbl

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	PLOT SCALE:	DRAWN: WJH	REVISED:			SHEET NO.: 5-16 OF 5-19 SHEETS	CONTRACT NO. 85607		ILLINOIS FED. AID PROJECT	
	PLOT DATE: 2/18/2014	CHECKED: 2/18/14	REVISED:							



METAL SHELL PILE TABLE

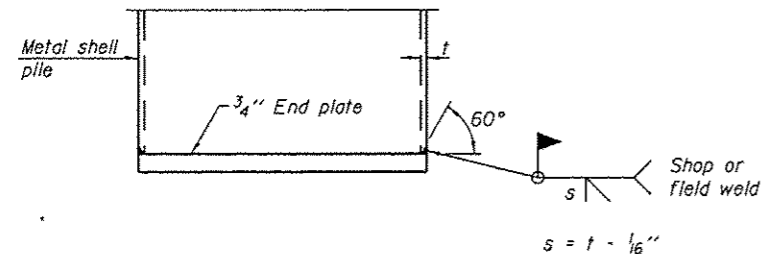
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



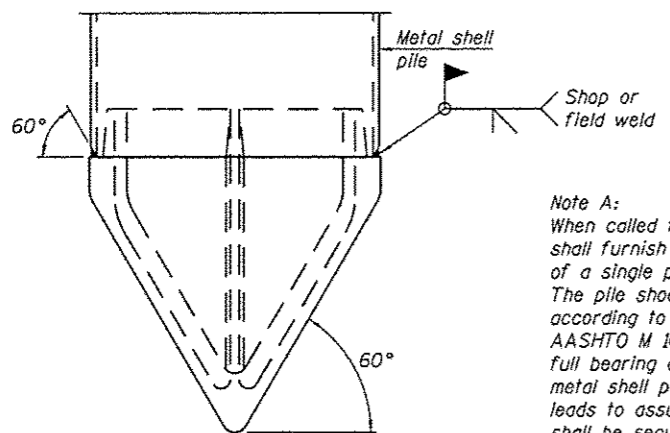
DETAIL A

Notes:
 The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
 Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE



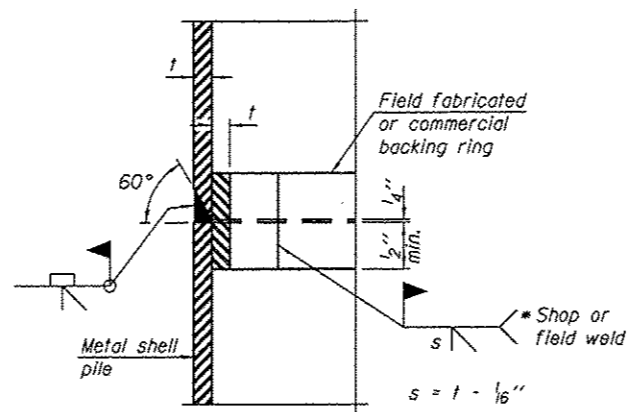
END PLATE ATTACHMENT



METAL SHELL PILE SHOE ATTACHMENT

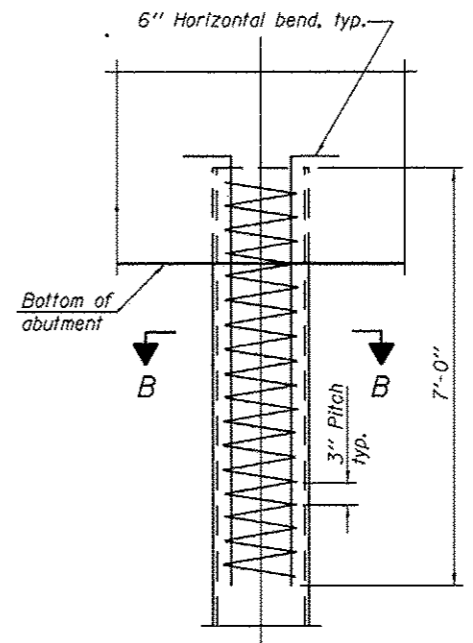
(See Note A)

Note A:
 When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.

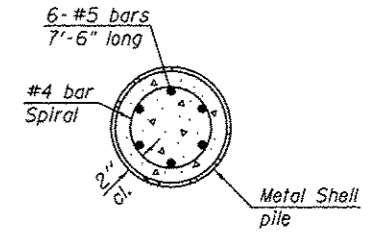


COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



ELEVATION

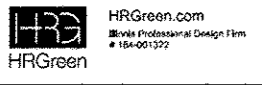


SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS

Note:
 The metal shell piles shall be according to ASTM A 252 Grade 3.

COMPANY NAME: Kevin H. Arff
 PROJECT CONTACT: City of Rockford
 CLIENT: 2/18/2014 11:56:24 PM
 DATE PLOTTED: 8/12/2014 11:56:24 PM
 FILE NAME: 88120054-PP14.dgn
 PLOT DRIVER: pdf_PLOTTER.dgn
 PLOT TABLE: Structure.tbl



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CHECKED - RGD	REVISIONS -	
PLOT SCALE =	DRAWN - W.J.H.	REVISED -
PLOT DATE = 2/18/2014	CHECKED - 2/18/14	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
 STRUCTURE NO. 101-6148

SHEET NO. 5-17 OF 5-19 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	27
CONTRACT NO. 85607				
ILLINOIS FED. AID PROJECT				

MSET PROJECT NO.: 13351		LOG OF BORING NO. SB-1		Page 1 of 2					
PROJECT: Railroad Avenue over Keith Creek			SITE LOCATION: Rockford, Illinois						
BORING LOCATION: West Abutment, 10' S of CL			CLIENT: HR Green, Inc.						
DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE		TESTS			REMARKS
				TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	
0		Pavement Materials, 9" Bit. Concrete	729.0						
		Dark Grey & Brown SAND & Cinders Base Course FILL	728.2	SS	1	10	6		
		Brown and Dark Brown Sandy LOAM, A-2-6 Fill slightly to medium dense	725.5	SS	2	9	3		
5		Sand Pocket Occasional Clay Lumps		SS	3	10	12		
				SS	4	11	19		
		Little Gravel		SS	5	8	13		
		Brown m-f SAND, trace Silt, A-3 to A-1 b slightly dense	715.0	SS	6	10	22		
				SS	7	6	17		
				SS	8	5	9		
		layered Brown & Dark Brown		SS	9	6	7		
				SS	10	5	9		
				SS	11	4	21		
		Brown m-f SAND, little Silt, A-2-4 medium dense	700.0	SS	12	10	20		
				SS	13	13	18		
		Brown SAND, little Gravel, trace Silt, A-1-b, medium dense	695.0	SS					

WATER LEVEL OBSERVATIONS, ft.
 DURING DRILLING: 16.0'
 IMMEDIATELY AFTER DRILLING: 27.0'
 DELAYED READING AFTER



BORING STARTED: 7/26/13
 BORING COMPLETED: 7/26/13
 LOGGED BY: WJW
 BORING METHOD: HSA

Midland Standard Engineering & Testing, Inc. 558 Plate Drive Unit 6, East Dundee, IL 60118 (847) 844-1895 f(847) 844-3875

MSET PROJECT NO.: 13351		LOG OF BORING NO. SB-1		Page 2 of 2					
PROJECT: Railroad Avenue over Keith Creek			SITE LOCATION: Rockford, Illinois						
BORING LOCATION: West Abutment, 10' S of CL			CLIENT: HR Green, Inc.						
DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE		TESTS			REMARKS
				TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	
40		Brown SAND, little Gravel, trace Silt, A-1-b dense to very dense		SS	14	15	11		
				SS	15	29	14		
45					SS	16	53	11	
					SS	17	65	15	
					SS	18	38	19	
					SS	19	52	23	
65			End of Boring at 65 Feet	664.0					

WATER LEVEL OBSERVATIONS, ft.
 DURING DRILLING: 16.0'
 IMMEDIATELY AFTER DRILLING: 27.0'
 DELAYED READING AFTER



BORING STARTED: 7/26/13
 BORING COMPLETED: 7/26/13
 LOGGED BY: WJW
 BORING METHOD: HSA

Midland Standard Engineering & Testing, Inc. 558 Plate Drive Unit 6, East Dundee, IL 60118 (847) 844-1895 f(847) 844-3875

COMPANY NAME: Keith M. Jeff
 PROJECT CONTACT: City of Rockford
 CLIENT: 2/18/2014 12:26:26 PM
 DATE PLOTTED: 8/13/2014 10:01:00 AM
 FILE NAME: 86130054-SB-01.dgn
 PLOT DRIVER: pdf.plt
 PEN TABLE: Struct.tbl



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	CHECKED - ROD	REVISED -
PLOT SCALE =	DRAWN - WJW	REVISED -
PLOT DATE = 2/18/2014	CHECKED - 2/18/14	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
 STRUCTURE NO. 101-6148

SHEET NO. 5-18 OF 5-19 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	28
				CONTRACT NO. 85607
ILLINOIS FED. AID PROJECT				

MSET PROJECT NO.: 13351	LOG OF BORING NO. SB-2	Page 1 of 2
PROJECT: <u>Railroad Avenue over Keith Creek</u>	SITE LOCATION: <u>Rockford, Illinois</u>	
BORING LOCATION: <u>East Abutment, 6' North of CL</u>	CLIENT: <u>HR Green, Inc.</u>	

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE		TESTS			REMARKS
				TYPE/INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	
0		Pavement Materials, Bit. Concrete over Yellow Brown Cruched Limestone Base	729.0						
		Brown SAND, trace Silt, A-3 Fill slightly to medium dense	727.0	SS	1	17	4		
				SS	2	8	12		
5		Dark Grey Silty Clay LOAM, A-2-6 FILL slightly dense	723.5	SS	3	6	16		
				SS	4	7	18		
10		Occasional pocket of Crushed Stone		SS	5	10	11		
				SS	6	7	7		
15		Dark Grey & Grey Silty Clay LOAM, A-2-6 with fine shells, firm	716.0	SS	7	8	18		
				SS	8	5	24		
20		Brown m-f SAND, trace Silt, A-3 to A-1 b slightly dense	711.0	SS	9	3	12		
				SS	10	6	9		
25				SS	11	5	19		
				SS	12	6	24		
30				SS	13	5	15		
35		coarse to fine							

WATER LEVEL OBSERVATIONS, ft.
 DURING DRILLING: 27.0'
 IMMEDIATELY AFTER DRILLING:
 DELAYED READING AFTER



BORING STARTED: 7/26/13
 BORING COMPLETED: 7/26/13
 LOGGED BY: WJW
 BORING METHOD: HSA

Midland Standard Engineering & Testing, Inc. 558 Plate Drive Unit 6, East Dundee, IL 60118 (847) 844-1895 f(847) 844-3875

MSET PROJECT NO.: 13351	LOG OF BORING NO. SB-2	Page 2 of 2
PROJECT: <u>Railroad Avenue over Keith Creek</u>	SITE LOCATION: <u>Rockford, Illinois</u>	
BORING LOCATION: <u>East Abutment, 6' North of CL</u>	CLIENT: <u>HR Green, Inc.</u>	

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE		TESTS			REMARKS
				TYPE/INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	
40		Brown c-f SAND, trace Silt, A-3 medium dense		SS	14	10	15		
		trace Gravel		SS	15	13	15		
45									
50		Brown SAND, little to some Gravel, trace Silt, A-1-b dense to medium dense	682.0	SS	16	34	14		
				SS	17	23	18		
55									
60				SS	18	26	19		
				SS	19	30	22		
65		End of Boring at 65 Feet	664.0						

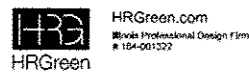
WATER LEVEL OBSERVATIONS, ft.
 DURING DRILLING: 27.0'
 IMMEDIATELY AFTER DRILLING:
 DELAYED READING AFTER



BORING STARTED: 7/26/13
 BORING COMPLETED: 7/26/13
 LOGGED BY: WJW
 BORING METHOD: HSA

Midland Standard Engineering & Testing, Inc. 558 Plate Drive Unit 6, East Dundee, IL 60118 (847) 844-1895 f(847) 844-3875

COMPANY NAME: Kevin H. Arff
 PROJECT CONTACT: City of Rockford
 CLIENT: 2/18/2014 12:36:45 PM
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	CHECKED - <u>2/18/14</u>	REVISED -

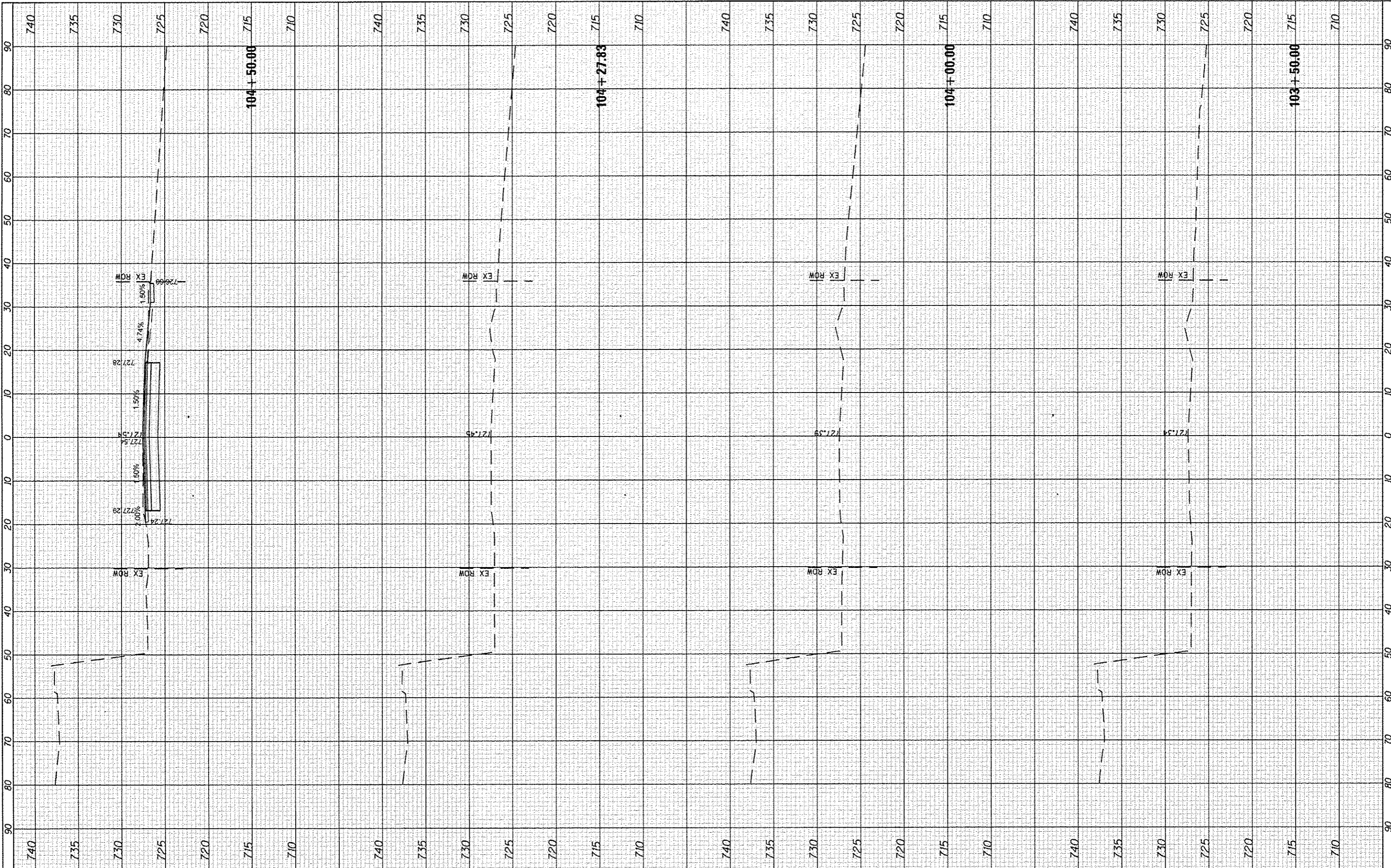
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION


SOIL BORING LOGS
 STRUCTURE NO. 101-6148

SHEET NO. S-19 OF S-19 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3259	11-00590-00-BR	WINNEBAGO	32	29
CONTRACT NO. 85607				
ILLINOIS FED. AID PROJECT				

COMPANY NAME: Kevin M. A'F'f
 PROJECT CONTACT: City of Rockford
 CLIENT: 2/18/2014 12:03 PM
 DATE PLOTTED: 86130054-X.mcd.dgn
 FILE NAME: PLOT.DRW
 PLOT DRIVER: PLOT.DRW
 PER TABLE: Struct 12x17.0x




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 # 191-001222
 PLOT SCALE = 1/8"=1'-0"
 PLOT DATE = 2/18/2014

USER NAME = whood	DESIGNED - KMA	REVISED -
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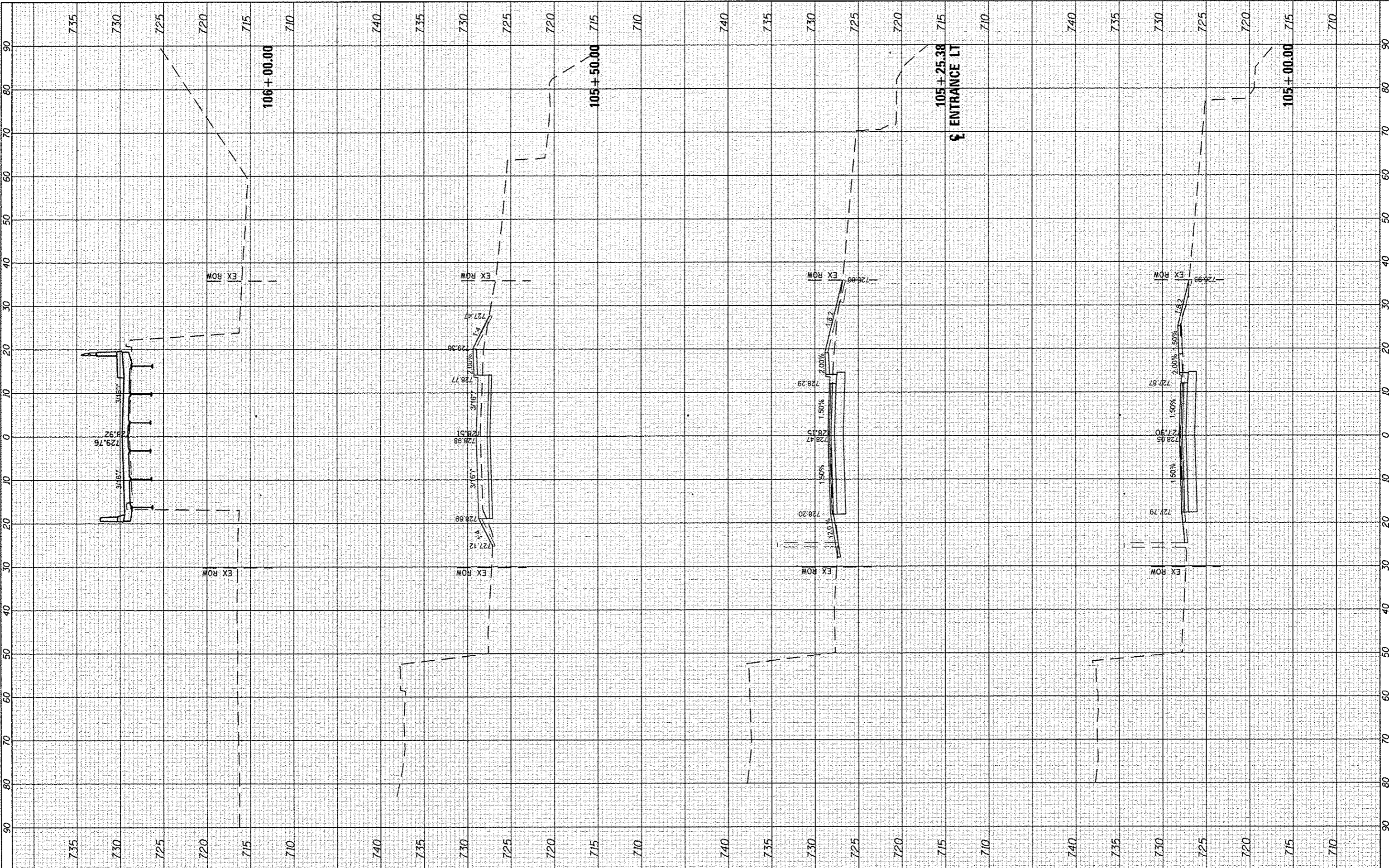
CITY OF ROCKFORD

**RAILROAD AVENUE OVER KEITH CREEK
CROSS SECTIONS**

SCALE: 1/8"=1'-0" SHEET NO. OF SHEETS STA. 103+50.00 TO STA. 104+50.00

M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3634	11-00590-00-BR	Winnebago	32	30
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			CONTRACT NO. 85607	

COMPANY NAME: Kevin M. Jett
 PROJECT CONTACT: City of Rockford
 CLIENT: 2/18/2014 12:10:04 PM
 DATE PLOTTED: 6/13/2014 10:00:00 AM
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 PLOT: 067-111.dwg
 PLOT TABLES: Struct.tbl



HRGreen
 HRGreen.com
 Illinois Professional Design Firm
 # 194-001322

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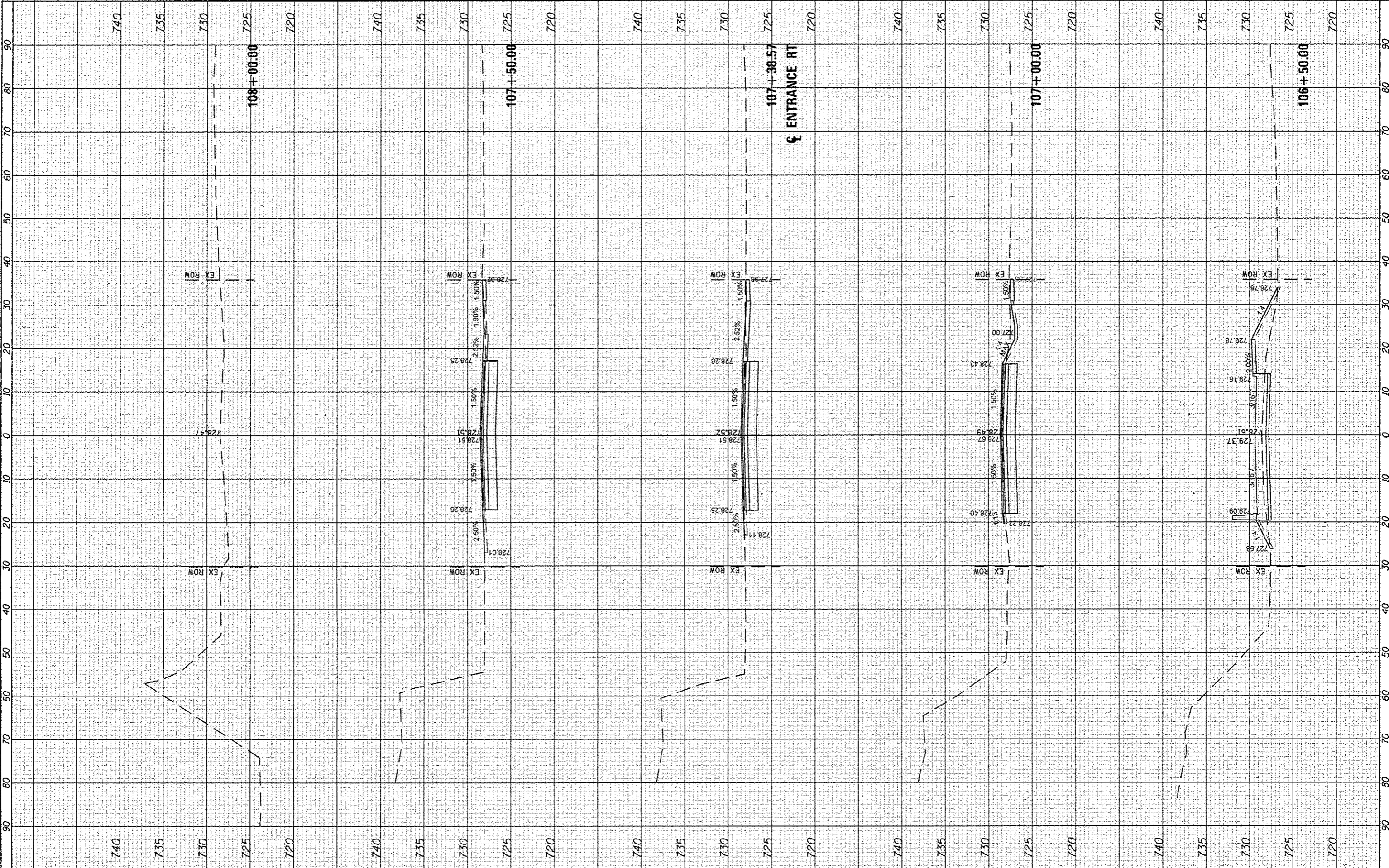
CITY OF ROCKFORD

RAILROAD AVENUE OVER KEITH CREEK
CROSS SECTIONS

SCALE: 1/8"=1' SHEET NO. OF SHEETS STA. 105+00.00 TO STA. 106+00.00

M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3634	11-00590-00-BR	WINNEBAGO	32	31
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			CONTRACT NO. 85607	

COMPANY NAME: Kevin M. Artt
 PROJECT CONTACT: City of Rockford
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 DATE PLOTTED: 8/15/2014 12:10:5 PM
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 PLOT NUMBER: 3634
 PLOT DATE: 2/18/2014




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 Wins Professional Design Firm
 194-001322

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PLOT DATE = 2/18/2014	DATE - 2/18/14	REVISED -

DESIGNED - KMA	REVISED -
DRAWN - WJH	REVISED -
CHECKED - RGD	REVISED -
DATE - 2/18/14	REVISED -

CITY OF ROCKFORD

**RAILROAD AVENUE OVER KEITH CREEK
CROSS SECTIONS**

SCALE: 10H:5V SHEET NO. OF SHEETS STA. 106+50.00 TO STA. 108+00.00

M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3634	11-00590-00-BR	WINNEBAGO	32	32
CONTRACT NO. 85607				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				