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  - 8.-19. BRIDGE PLANS (INCLUDING BORING LOGS)
  - 20-21. CROSS SECTIONS

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS**

**PLANS FOR PROPOSED  
HIGHWAY BRIDGE PROGRAM  
FAU 5077 (CUNNINGHAM ROAD BRIDGE)  
over SOUTH BRANCH OF KENT CREEK**

**SECTION 10-00462-00-BR  
PROJECT #BHM-5099(100)  
WINNEBAGO COUNTY  
JOB NUMBER C-92-116-10  
CONTRACT#85534**

**LIST OF HIGHWAY STANDARDS**

- 280001-05 TEMPORARY EROSION CONTROL SYSTEMS
- 515001-03 NAME PLATE FOR BRIDGES
- 630001-09 STEEL PLATE BEAM GUARDRAIL
- 631032-06 TRAFFIC BARRIER TERMINAL TYPE 6A
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 667101-01 PERMANENT SURVEY MARKERS
- 701006-03 OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
- 701201-04 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS = 45 MPH
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701901-01 TRAFFIC CONTROL DEVICES
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720006-02 SIGN PANEL ERECTION DETAILS
- 720011-01 METAL POSTS FOR SIGN, MARKERS & DELINEATORS
- 728001-01 TELESCOPING STEEL SIGN SUPPORTS
- 729001-01 APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS AND MARKERS)
- 731001-01 BASE FOR TELESCOPING STEEL SIGN SUPPORT
- 780001-02 TYPICAL PAVEMENT MARKINGS
- BLR 21-8 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
- BLR 22-6 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS (2L, 2W, ROAD CLOSED TO THRU TRAFFIC)

**NOTE**  
SEE SHEET 2 FOR NAMES AND ADDRESSES OF UTILITY OWNERS.



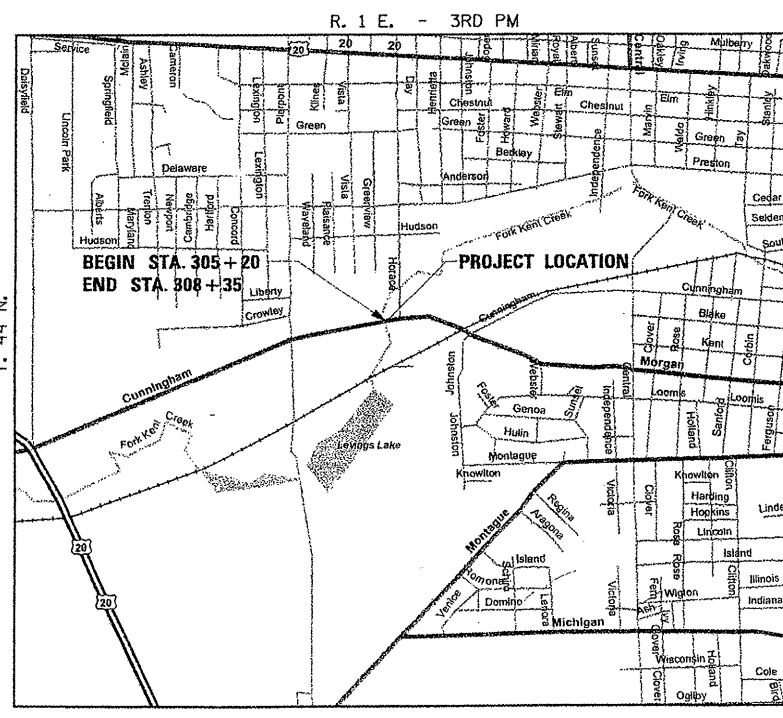
LOCATION OF SECTION INDICATED THUS: - ■ -

APPROVED *February 13, 2011*  
COUNTY ENGINEER

PASSED *March 9, 2011*  
DISTRICT ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW *March 9, 2011*  
DEPUTY DIRECTOR OF HIGHWAYS/REGION 2 ENGINEER

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



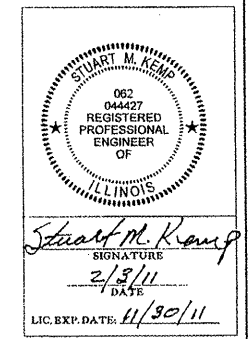
**LOCATION MAP**  
SCALE IN FEET  
NET LENGTH = 315 FEET (0.06 MILES)

**PROPOSED IMPROVEMENTS:**  
REMOVAL AND REPLACEMENT OF THE EXISTING BRIDGE CARRYING FA URBAN ROUTE 5077 (CUNNINGHAM RD.) OVER SOUTH BRANCH OF KENT CREEK AT STA. 306+78.5. NEW STRUCTURE CONSISTS OF A SINGLE SPAN BEAM AND CONCRETE DECK SUPERSTRUCTURE ON PILE-BENT ABUTMENTS. SN 101-3101

**TRAFFIC DATA:**  
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL (URBAN)  
2011 ADT : 3300  
DESIGN SPEED : 45 MPH

PLAN SHEET SCALES: HORIZ. = 20  
VERT. = 5

CROSS SECTION SHT. SCALES: HORIZ. = 10  
VERT. = 5



**J.U.L.I.E.**  
**JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION**  
1-800-892-0123 OR 811

**811**  
Know what's below.  
Call before you dig.

**UTILITY NOTE**

THE LOCATIONS OF THOSE BURIED AND ABOVEGROUND UTILITIES SHOWN ARE APPROXIMATE, ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTION PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVEGROUND UTILITY LOCATION, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED AMONG THE CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS, ASSOCIATED WITH BURIED AND ABOVEGROUND UTILITIES REMAIN THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

JOB NO. 10L0054	© Copyright Hanson Professional Services Inc. 2011	F.A.U. ROUTE 5077	SECTION 10-00462-00-BR	COUNTY Winnebago	TOTAL SHEETS 21	SHEET NO. 1
DATE 02/03/11	<b>HANSON</b>	CONTRACT NO. 85534		FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT		

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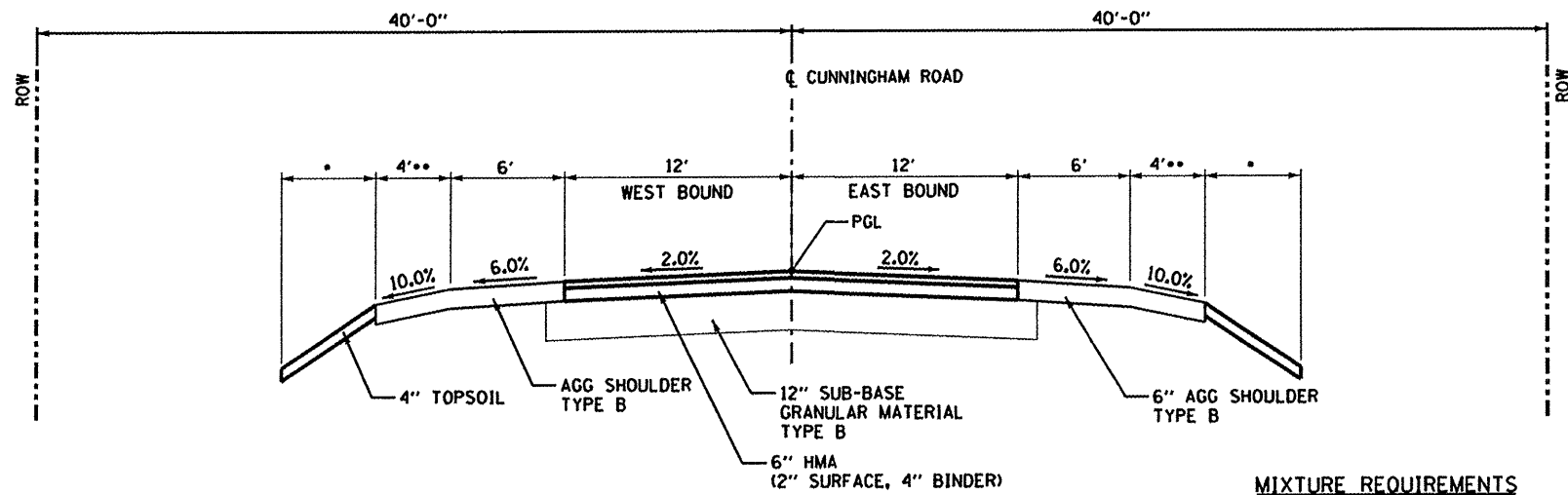
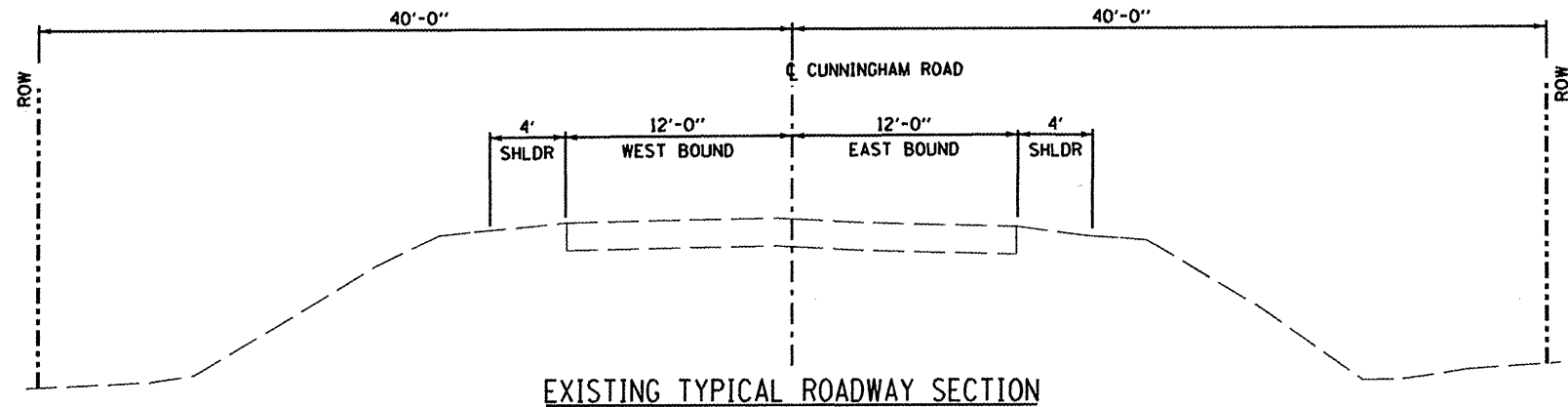
85534

**GENERAL NOTES**

1. THE CONTRACTOR SHALL VERIFY THE LOCATION, DEPTH, AND SIZE OF EXISTING AND PROPOSED STORM SEWER LINES PRIOR TO ORDERING AND FABRICATION OF DRAINAGE STRUCTURES OR SEWERS.
2. WHERE SECTION, SUBSECTION, SUBDIVISION, OR PROPERTY MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL PROPERTY MARKERS UNTIL AN OWNER OR AUTHORIZED SURVEYOR HAS WITNESSED OR REFERENCED THEIR LOCATION.
3. CONTRACTORS BIDDING THIS PROJECT SHALL VISIT THE SITE BEFORE BIDDING.
4. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE ENGINEER OF ANY DISCREPANCY IMMEDIATELY.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO ANY UTILITY LINES AND EXISTING IMPROVEMENTS TO REMAIN THAT ARE DAMAGED AS A RESULT OF THE WORK.
6. ALL SECTIONS, DETAILS, AND NOTES SHOWN ON THE DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL APPLY TO SIMILAR SITUATIONS ELSEWHERE, UNLESS OTHERWISE SHOWN.
7. ANY EXISTING ROADWAY SIGNS OR POSTS IN CONFLICT WITH CONSTRUCTION ACTIVITY MUST BE CAREFULLY REMOVED AND REINSTALLED BY THE CONTRACTOR. ANY SIGNS OR POSTS DAMAGED BY THE CONTRACTOR MUST BE REPLACED AT THE CONTRACTOR'S EXPENSE. THIS WORK IS CONSIDERED INCIDENTAL TO CONSTRUCTION.
8. ADJUSTMENT OF PROPOSED GRADES TO MATCH EXISTING ENTRANCES OR OTHER FIELD CONDITIONS MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.
9. ANY DAMAGE TO THE EXISTING PAVEMENT TO REMAIN DURING ANY CONSTRUCTION ACTIVITY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
10. THE OWNER RESERVES THE RIGHT TO REDUCE ANY QUANTITY OR DELETE ANY PAY ITEMS FROM THIS CONTRACT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
11. IN ACCORDANCE WITH SECTION 602 OF STANDARD SPECIFICATIONS, THE CONNECTION OF EXISTING DRAIN TILES, PIPE UNDERDRAINS, PIPE CULVERTS, AND STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM STRUCTURES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE PAY ITEMS PROVIDED.
12. ALL ELEVATIONS, STATIONS, AND OFFSETS SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
13. THE CONSTRUCTION SHALL BE GOVERNED BY THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION.
14. ALL REFERENCES TO THE "DEPARTMENT" OR "ENGINEER" IN THE I.D.O.T. STANDARD SPECIFICATIONS SHALL BE CONSTRUED TO MEAN THE OWNER OR HIS AGENT.
15. ALL PAVEMENT REMOVALS SHALL BE FULL DEPTH SAW CUT AT THE LIMITS TO BE REMOVED.
16. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.
17. ACCESS SHALL BE MAINTAINED TO ALL PROPERTIES DURING ALL STAGES OF CONSTRUCTION.
18. EXCESS MATERIAL, IF NOT USED FOR OTHER ON-SITE PURPOSES, SHALL BE HAULED OFF-SITE AT CONTRACTOR'S EXPENSE.
19. THE WORK AREA SHALL BE POSITIVELY DRAINED DURING CONSTRUCTION. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION, AND TRAFFIC.
20. THE CONTRACTOR SHALL USE ANY ON SITE MATERIAL DEEMED SUITABLE BY THE ENGINEER BEFORE ANY NEW FILL IS HAULED TO THE SITE.
21. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL EXISTING UNDERGROUND UTILITIES PRIOR TO EXCAVATION.
22. THERE IS ESTIMATED TO BE AN EXCESS OF EARTH EXCAVATION FROM THIS PROJECT. THE ESTIMATED AMOUNT OF EXCESS IS 397 CU. YD. TO BE DISPOSED OF OFFSITE AT CONTRACTOR'S EXPENSE.

**UTILITY CONTACTS**

UTILITY NAME	TYPE	PHONE NUMBER
COMED 123 ENERGY AVENUE ROCKFORD, IL 61109	ELECTRIC	(815) 490-2320
NICOR 4651 LINDEN ROAD ROCKFORD, IL 61109	GAS	(815) 965-5416
AT&T 2408 8TH AVENUE ROCKFORD, IL 61108	TELEPHONE	(815) 394-7297
CITY OF ROCKFORD WATER DIVISION	WATER	(815) 987-5700



- VARIES; SEE CROSS SECTIONS
- TRANSITION TO 2.5' AT BACK OF ABUTMENTS

**MIXTURE REQUIREMENTS**

	HMA SURFACE	HMA BINDER
PG GRADE	PG58-28	PG58-28
DESIGN AIR VOIDS	4% AT N50	4% AT N50
MIXTURE COMPOSITION	IL-9.5 OR IL-12.5	IL-19.0
FRICTION AGGREGATE	MIXTURE C	
MIXTURE WEIGHT	112 LB./S.Y./IN	112 LB./S.Y./IN
TRAFFIC FACTOR	0.174	0.174

TYPICAL SECTION  
STA. 305+20 TO STA. 306+42.5  
STA. 307+14.5 TO STA. 308+35

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 DRAWN JDM 02/03/11  
 REVIEWED DPA 02/03/11  
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PLOT DATE = 02/04/2011		DATE - 02/03/11	REVISED -

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

GENERAL NOTES, UTILITY CONTACTS, AND TYPICAL SECTION  
**CUNNINGHAM ROAD BRIDGE REPLACEMENT**  
 ROCKFORD, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5077	10-00462-00-BR	WINNEBAGO	21	2
CONTRACT NO. 85534				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

**SUMMARY OF QUANTITIES**  
CONSTRUCTION TYPE CODE: 0011

CODED PAY ITEM NUMBER	ITEM	UNIT	TOTAL QUANTITY
20200100	EARTH EXCAVATION	CU YD	429
21101815	TOPSOIL, FURNISH AND PLACE, 4"	SQ YD	525
25000210	SEEDING, CLASS 2A	ACRE	0.1
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	10
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	10
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	10
25100630	EROSION CONTROL BLANKET	SQ YD	525
28000305	TEMPORARY DITCH CHECKS	FOOT	77
28000400	PERIMETER EROSION BARRIER	FOOT	360
28100107	STONE RIPRAP, CLASS A4	SQ YD	300
28200200	FILTER FABRIC	SQ YD	300
31101810	SUB-BASE GRANULAR MATERIAL, TYPE B 12"	SQ YD	702
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	416
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	145
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	73
44000100	PAVEMENT REMOVAL	SQ YD	648
48101500	AGGREGATE SHOULDER, TYPE B 6"	SQ YD	582
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	153
50300225	CONCRETE STRUCTURES	CU YD	36.8
50300255	CONCRETE SUPERSTRUCTURE	CU YD	92.7
50300280	BRIDGE DECK GROOVING	SQ YD	272
50300280	CONCRETE ENCASEMENT	CU YD	4.2
50300300	PROTECTIVE COAT	SQ YD	288
50500105	F&E STRUCTURAL STEEL	L SUM	1
50500505	STUD SHEAR CONNECTORS	EACH	1,280
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	24,740
50901050	STEEL RAILING, TYPE SM	FOOT	141
51201610	FURNISHING STEEL PILES HP12X63	FOOT	405
51202305	DRIVING PILES	FOOT	405
51203610	TEST PILE HP12X63	EACH	2
51204650	PILES SHOES	EACH	10
51500100	NAME PLATES	EACH	1
52100520	ANCHOR BOLTS, 1"	EACH	24
63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6' POSTS	FOOT	50
63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4
63200310	GUARDRAIL REMOVAL	FOOT	356
67100100	MOBILIZATION	L SUM	1
72000100	SIGN PANEL - TYPE 1	SQ FT	16
72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	10
73000100	WOOD SIGN SUPPORT	FOOT	42
78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	1280
78200410	GUARDRAIL MARKERS, TYPE A	EACH	4
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4
X8670105	PERMANENT SURVEY MARKERS (SPECIAL)	EACH	1
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1
X006821	CONCRETE TRUCK WASHOUT	L SUM	1
Z0013798	CONSTRUCTION LAYOUT	L SUM	1

△ SPECIALTY ITEMS

**SCHEDULE OF QUANTITIES**

STA.	WIDTH (FT.)	AVG. WIDTH (FT.)	LENGTH (FT.)	AREA (SQ. YD.)	SUB-BASE GRANULAR MATERIAL, TYPE B 12"			HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50			HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50			BITUMINOUS MATERIAL (PRIME COAT)				
					THICKNESS (IN.)	UNIT WT. (LBS. / SY / IN.)	TOT. WT. (TONS)	THICKNESS (IN.)	UNIT WT. (LBS. / SY / IN.)	TOT. WT. (TONS)	THICKNESS (IN.)	UNIT WT. (LBS. / SY / IN.)	TOT. WT. (TONS)	SUB-BASE RATE	GAL	HMA BINDER RATE	GAL	
305+20.00	26.0							4	112	73.2	2	112	36.6	0.5	176.9	0.1	32.7	
306+42.50	26.0	26.0	122.5	353.9														
307+14.50	26.0							4	112	72.0	2	112	36.0	0.5	174.1	0.1	32.1	
308+35.00	26.0	26.0	120.5	348.1														
<b>TOTAL</b>				<b>702.0</b>				<b>TOTAL</b>	<b>145.2</b>		<b>TOTAL</b>	<b>72.6</b>	<b>SUB</b>	<b>351.0</b>	<b>SUB</b>	<b>64.8</b>	<b>TOTAL</b>	<b>416.8</b>

AGGREGATE SHOULDERS, TYPE B 6"					
STA.	OFFSET	WIDTH (FT.)	AVG WIDTH (FT.)	LENGTH (FT.)	AREA (SQ. YDS)
305+20.00	LT	10.00			
306+42.50	LT	10.00	10.00	122.50	136.1
307+14.50	LT	10.00			
308+35.00	LT	10.00	10.00	120.50	133.9
308+65.00	LT	3.00	6.50	30.00	21.7
304+97.00	RT	6.00			
305+20.00	RT	10.00	8.00	23.00	20.4
306+42.50	RT	10.00	10.00	122.50	136.1
307+14.50	RT	10.00			
308+35.00	RT	10.00	10.00	120.50	133.9
<b>TOTAL</b>					<b>582.1</b>

PAVEMENT REMOVAL				
STA.	WIDTH (FT.)	AVG. WIDTH (FT.)	LENGTH (FT.)	AREA (SQ. YD.)
305+20.00	24.0			
		24.0	122.5	326.7
306+42.50	24.0			
307+14.50	24.0			
		24.0	120.5	321.3
308+35.00	24.0			
<b>TOTAL</b>				<b>648.0</b>

SIGN SCHEDULE						
STA.	OFFSET	DIRECTION	RELOCATE SIGN PANEL (SQ. FT.)	SIGN PANEL TYPE 1 (SQ. FT.)	DESCRIPTION	WOOD SIGN SUPPORT (FT.)
305+35	24' RT.	E.B.	5.00		RELOCATE LITTERING SIGN	13
307+52	24' RT.	E.B.		6.25	W1-4	14
308+19	24' LT.	W.B.	5.00		RELOCATE LITTERING SIGN	15
		W.B.		5.00	R2-1	
		E.B.		4.54	W-14-3	
<b>TOTALS</b>			<b>10.0</b>	<b>15.8</b>		<b>42</b>

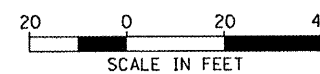
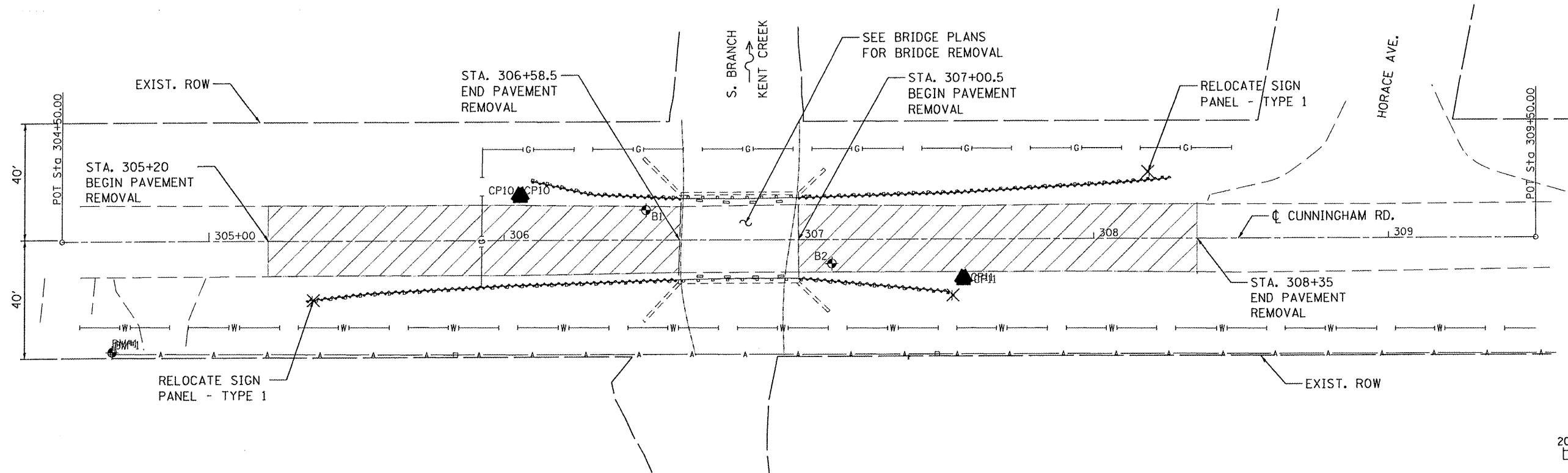
PAVEMENT MARKING SCHEDULE						
LOCATION			PAINT PAVEMENT MARKING - LINE 4"	GUARDRAIL MARKERS TYPE A	TERMINAL MARKER DIRECT APPLIED	NOTE
BEGIN STATION	END STATION	OFFSET	FOOT	EACH	EACH	
305+20.00	308+35.00	LT & RT	630			WHITE SOLID
305+20.00	308+35.00	CENTERLINE	630			DOUBLE YELLOW / SOLID
306+40.00		LT		1		
307+42.00		LT		1		
306+15.00		RT		1		
307+17.00		RT		1		
305+24.50		RT			1	
305+49.50		LT			1	
308+07.50		RT			1	
308+32.50		LT			1	
<b>TOTAL</b>			<b>1260</b>	<b>4</b>	<b>4</b>	

EARTHWORK QUANTITIES							
FILL ADJUSTMENT (SHRINKAGE) FACTOR USED: 0.25							
Furnished Exc. = Embankment - (Suitable Exc. * (1 - Shrinkage Factor))							
STATION	END AREAS		DISTANCE	VOLUME			
	CUT S.F.	FILL S.F.	FT.	EARTH EXCAVATION (Suitable Exc.) CU. FT.	EMBANKMENT (Fill) CU. FT.	FURNISHED EXCAVATION CU. FT.	
305+20.00	13.1	0.0					
305+50.00	30.4	0.3	30.00	663.1	4.4	-485.5	
306+00.00	30.2	1.7	50.00	1516.3	50.5	-1086.7	
306+42.50	27.2	15.3	42.50	1221.0	361.7	-554.1	
306+45.00	221.6	0.0	2.50	311.1	19.1	-214.2	
306+59.50	18.7	0.0	14.50	1742.4	0.0	-1306.8	
BRIDGE							
307+01.50	48.9	0.0					
307+12.00	220.6	0.0	10.50	1414.9	0.0	-1061.2	
307+14.50	38.3	10.5	2.50	323.7	13.1	-229.7	
307+50.00	40.2	0.0	35.50	1392.8	185.5	-859.1	
308+00.00	35.7	5.3	50.00	1807.8	131.3	-1292.1	
308+35.00	28.2	0.0	35.00	1118.1	91.9	-746.7	
<b>ROADWAY</b>				<b>TOTAL CU. FT.</b>	<b>11591.0</b>	<b>857.3</b>	<b>NO FURNISHED EXCAVATION</b>
				<b>TOTAL CU. YD.</b>	<b>429.3</b>	<b>31.8</b>	

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 PLOT SCALE: AS SHOWN  
 PLOT DATE: 02/08/2011

85534



- LEGEND**
- ✕ SIGN PANEL AND POST
  - ~~~~~ GUARDRAIL REMOVAL
  - ▨ PAVEMENT REMOVAL

BENCHMARK				
BENCHMARK	STATION	OFFSET	DESCRIPTION	ELEVATION
BM#1	304+66.99	38.3' RT	SPIKE IN POWERPOLE, SOUTHWEST OF BRIDGE.	740.29

ALIGNMENT DATA		
ALIGNMENT STA	NORTHING	EASTING
STA 305+20	2040934.292	2576961.730
STA 308+35	2040994.563	2577270.910

CONTROL POINTS			
POINT	NORTHING	EASTING	DESCRIPTION
CP10	2040965.36	2577042.79	SET 1/2" PIPE W/CAP
CP11	2040966.30	2577195.87	SET 1/2" PIPE W/CAP

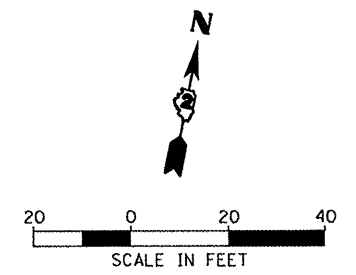
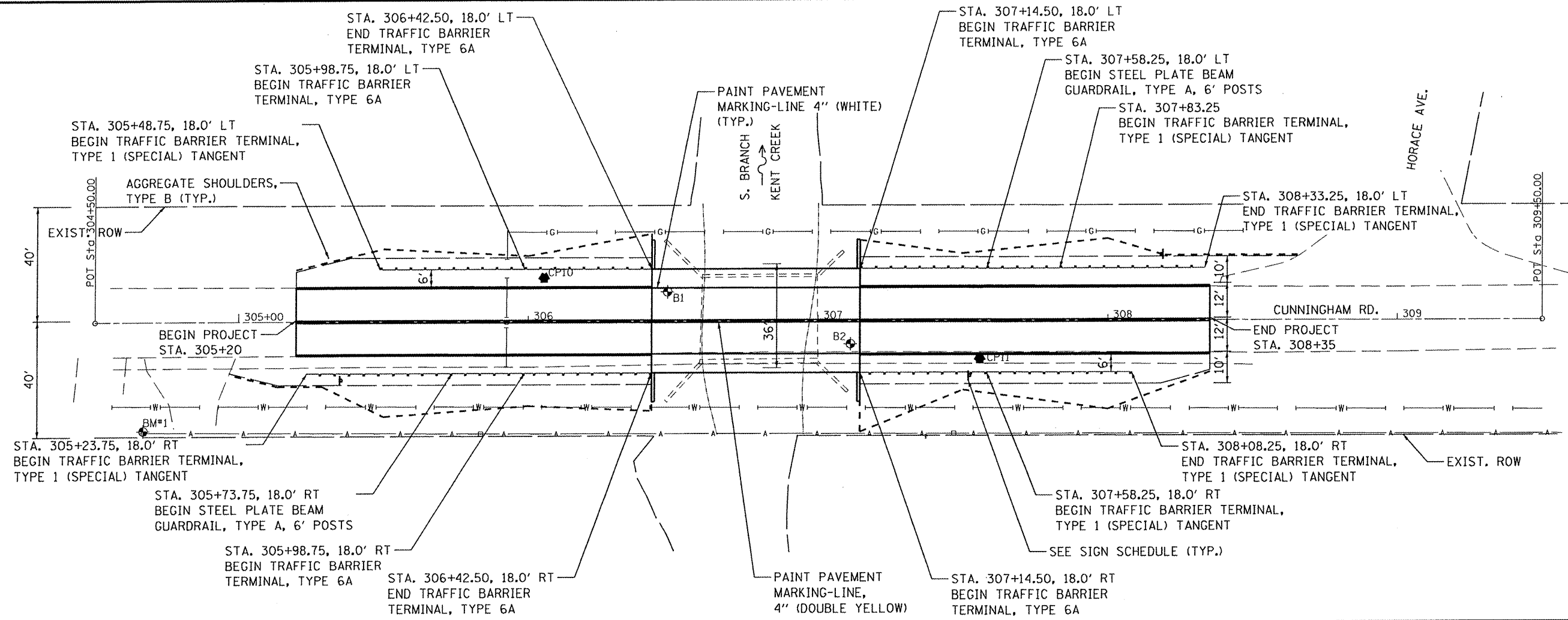
**HANSON**  
 Hanson Professional Services Inc.

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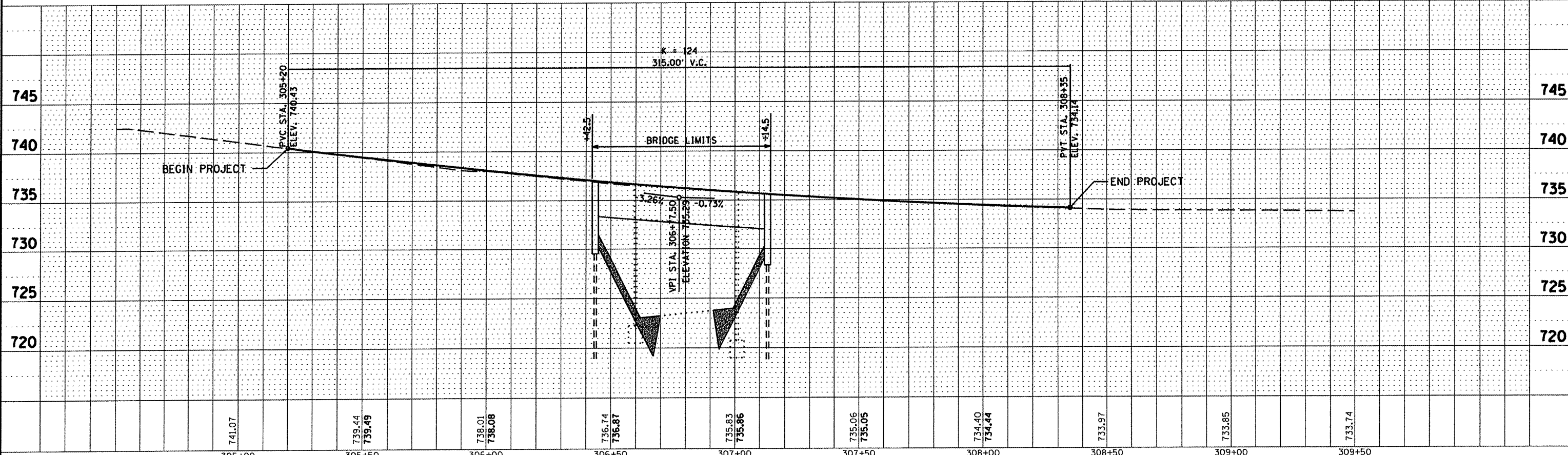
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PLOT SCALE = AS SHOWN		CHECKED - DPA	REVISED -			CONTRACT NO. 85534				
PLOT DATE = 02/04/2011		DATE - 02/03/11	REVISED -			SHEET NO. OF SHEETS		STA. - TO STA. -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

85534

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	FILED		
	NO. OF WAY CHECKED		
	CADD FILE NAME		






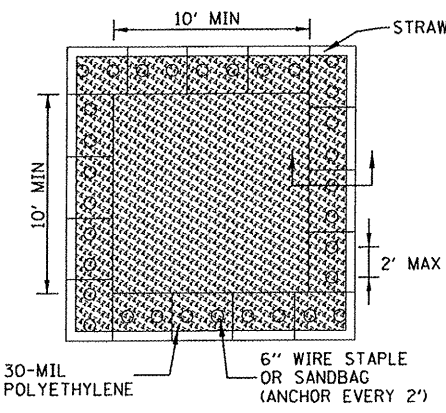
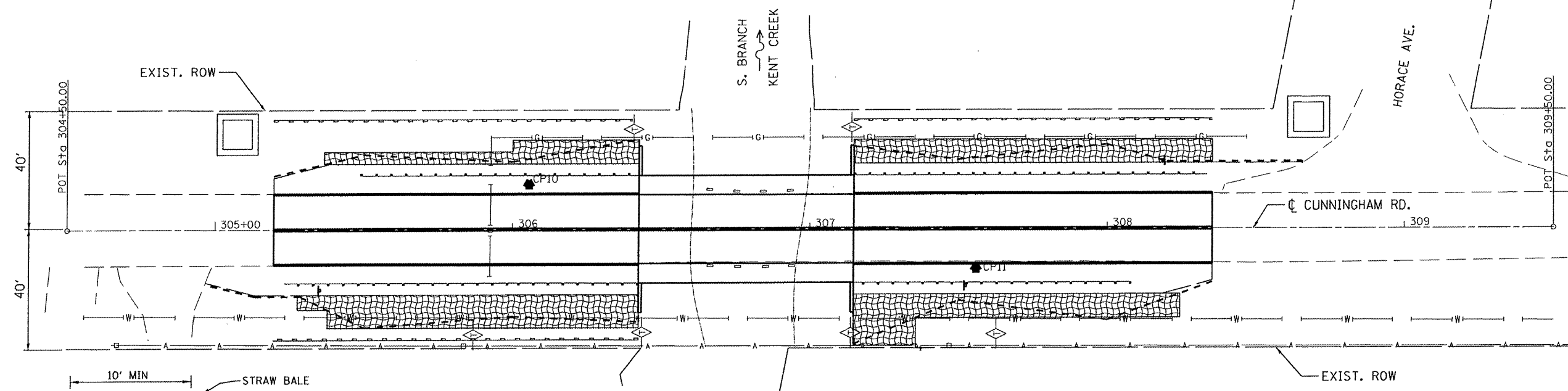
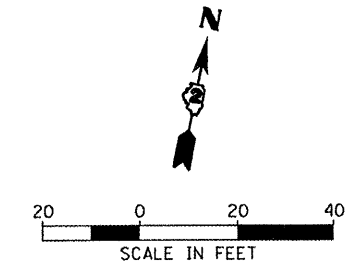
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	FILED		
	NO. OF WAY CHECKED		
	STRUCTURE NOTATIONS USED		



FILE NAME = I:\10Jobs\10L0054\CADD\Road\Sheet\C-105-P.dgn	USER NAME = JDM	DESIGNED SMK	REVISIONS	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE CUNNINGHAM ROAD BRIDGE REPLACEMENT ROCKFORD, ILLINOIS	F.A.U. RTE. 5077	SECTION 10-00462-00-BR	COUNTY WINNEBAGO	TOTAL SHEETS 21	SHEET NO. 5
PLOT SCALE = 40,0000' / in.	CHECKED SMK	DATE 02/03/11	SCALE: 20'H 5'V	SHEET NO. OF SHEETS	STA. 305+20 TO STA. 308+35	CONTRACT NO. 85534				
PLOT DATE = 02/04/2011	DATE		ILLINOIS FED. AID PROJECT							



- LIMITS OF CONSTRUCTION
-  EROSION CONTROL BLANKET
- PERIMETER BARRIER
-  TEMPORARY DITCH CHECK
-  CONCRETE TRUCK WASH OUT

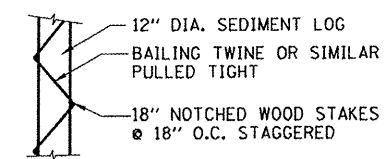


- NOTES:
1. MAINTAINING TEMPORARY CONCRETE WASHOUT FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDENED CONCRETE AND/OR SLURRY AND RETURNING THE WASHOUT TO A FUNCTIONAL CONDITION AT THE END OF THE PROJECT.
  2. WASHOUT SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.
  3. EACH STRAW BALE IS TO BE STAKED IN PLACE USING (2) 2"X2"X4' WOODEN STAKES.

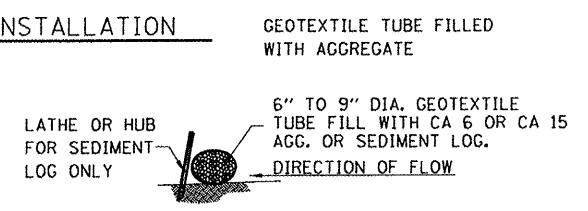
GENERAL EROSION CONTROL NOTES

1. EROSION CONTROL DEVICES SHALL BE IN PLACE AND APPROVED BY THE RESIDENT ENGINEER AS TO PROPER PLACEMENT AND INSTALLATION PRIOR TO BEGINNING OTHER WORK.
2. THE RESIDENT ENGINEER WILL DETERMINE WHEN TEMPORARY EROSION CONTROL SYSTEMS SHOWN ON THE PLAN MAY BE MOVED TO A DIFFERENT LOCATION OR DELETED.
3. IN THE EVENT OF HIGH WATER AND/OR HIGH FLOW RATES THAT DAMAGE THE PERIMETER EROSION AND SEDIMENT CONTROLS, THE CONTRACTOR SHALL RETRIEVE ANY CONTROLS THAT HAVE BEEN WASHED DOWNSTREAM.
4. STRAW BALES ARE NOT ALLOWED FOR ANY USE EXCEPT FOR CONCRETE TRUCK WASH OUT.
5. SILT FENCING IS NOT ALLOWED FOR USE IN DITCH CHECKS.
6. AFTER THE VEGETATION IS ESTABLISHED IN THE DISTURBED AREA, THE CONTRACTOR SHALL:
  - REMOVE THE REMAINING SEDIMENT CONTROL ITEMS AS DIRECTED BY THE RESIDENT ENGINEER.
  - RESTORE THE AREAS DISTURBED BY THE SEDIMENT CONTROL ITEMS BY PERMANENT SEEDING MEASURES.
7. DETAILS PROVIDED ON THIS SHEET ARE INTENDED TO REPLACE OR SUPPLEMENT APPROPRIATE PORTIONS OF HIGHWAY STANDARD 280001-05.

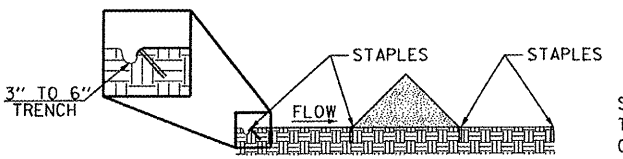
DITCH CHECK INSTALLATION



SEDIMENT LOG PLAN VIEW  
NTS



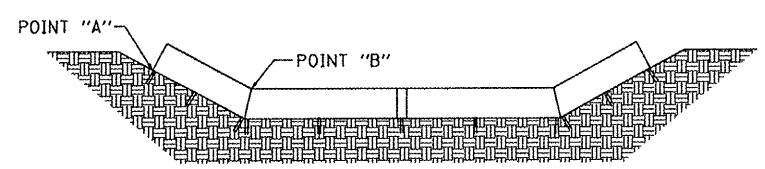
ROC-SOC OR ROCK FILLED TUBE  
NTS



TRIANGULAR DITCH CHECK

STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND IN THE CENTER OF THE 7' UNIT.

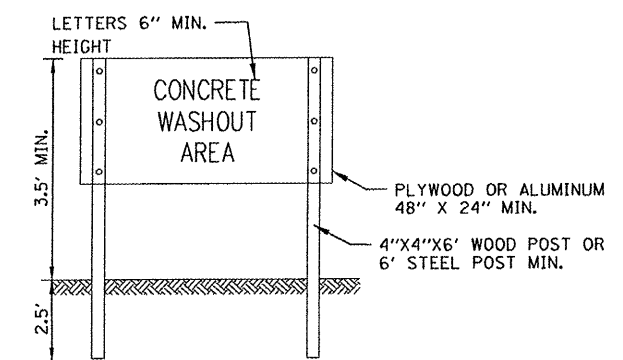
CONTRACTOR MAY USE ANY METHODS SHOWN ABOVE



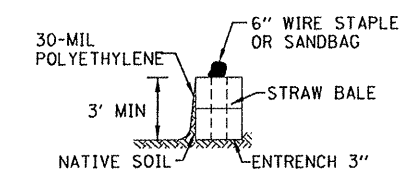
POINT "A" MUST BE 6" HIGHER THAN POINT "B" TO ENSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS.

GENERAL LAYOUT OF DITCH CHECKS

PLAN VIEW



SIGN DETAIL



STRAW BALE ANCHOR SECTIONS

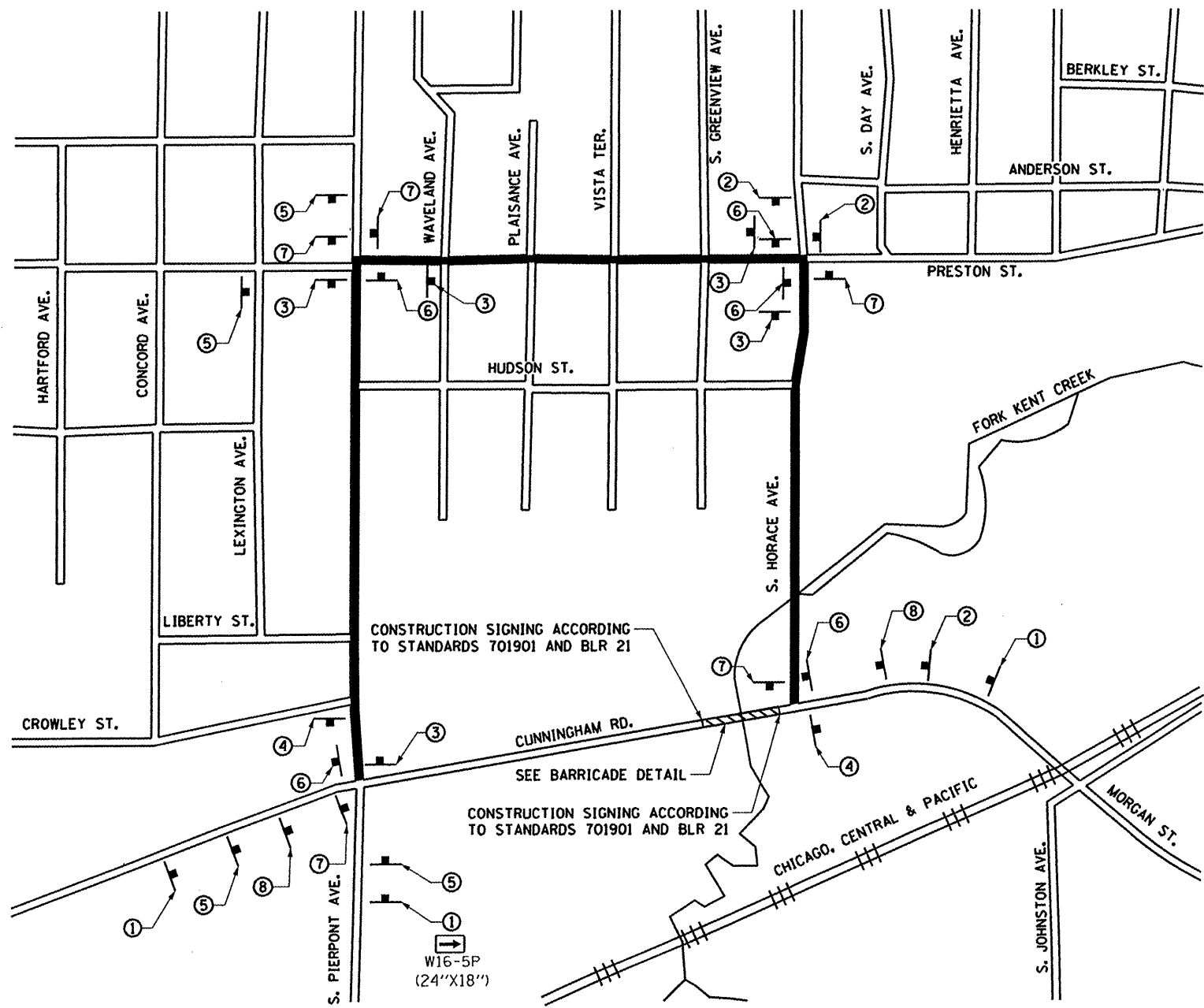
TEMPORARY CONCRETE WASHOUT FACILITY - STRAW BALE

DESIGNED - DPA	REVISED -
DRAWN - JDM	REVISED -
CHECKED - DPA	REVISED -
DATE - 02/03/11	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN  
CUNNINGHAM ROAD BRIDGE REPLACEMENT  
ROCKFORD, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5077	10-00462-00-BR	WINNEBAGO	21	6
CONTRACT NO. 85534				
SHEET NO. OF SHEETS		STA. - TO STA. -		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



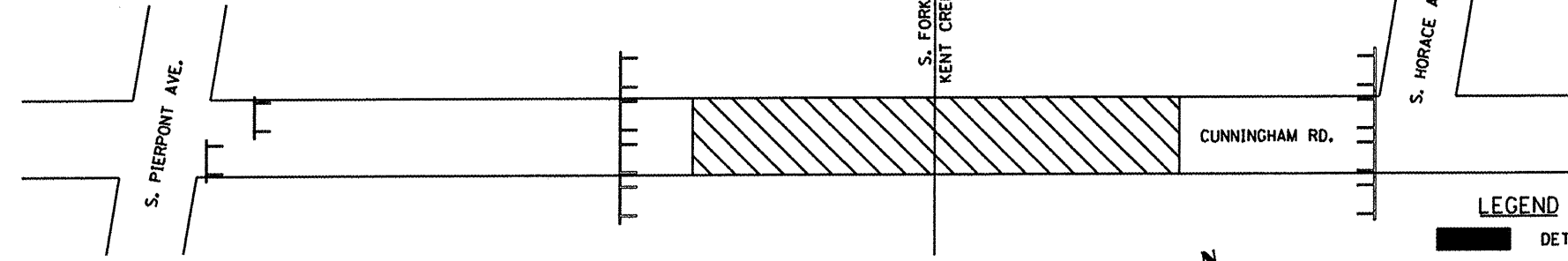
CONSTRUCTION SIGNING ACCORDING TO STANDARDS 701901 AND BLR 21

CONSTRUCTION SIGNING ACCORDING TO STANDARDS 701901 AND BLR 21

**DETOUR**

NORTH ON S. HORACE AVE. 0.34 MILES TO PRESTON ST.  
 PRESTON ST. WEST 0.32 MILE TO PIERPOINT AVE.  
 PIERPOINT AVE. SOUTH 0.38 MILE TO CUNNINGHAM RD.

**BARRICADE DETAIL**



- NOTES:**
1. SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND APPLICABLE STANDARD.
  2. ALL DEVICES MUST MEET NCHRP 350 REQUIREMENTS.

**LEGEND**

- DETOUR ROUTE
- PROJECT LOCATION
- SIGN LOCATION
- SIGN BARRICADE TYPE III LOCATION

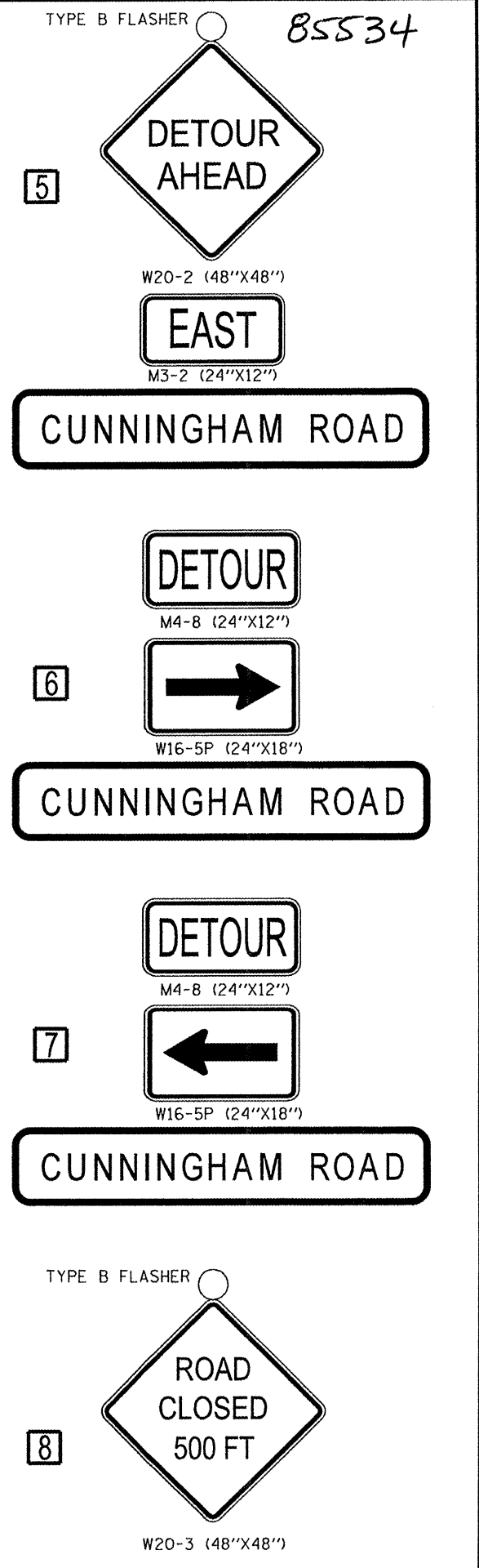
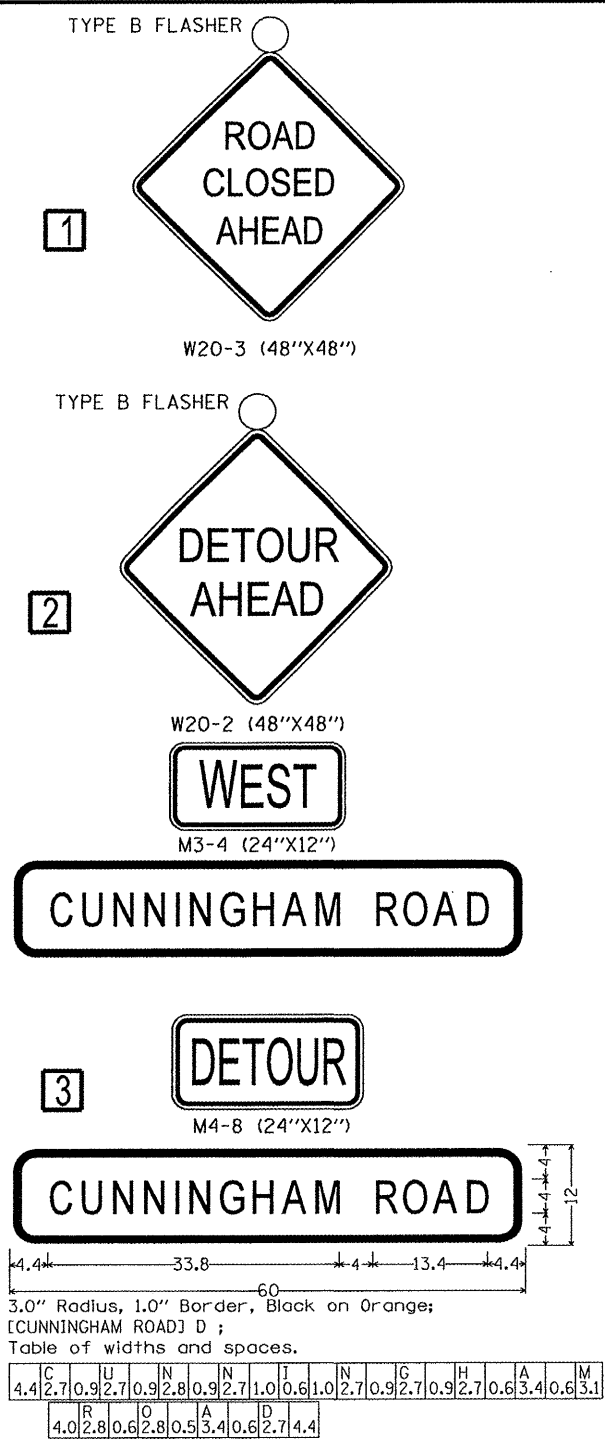


Table of widths and spaces.

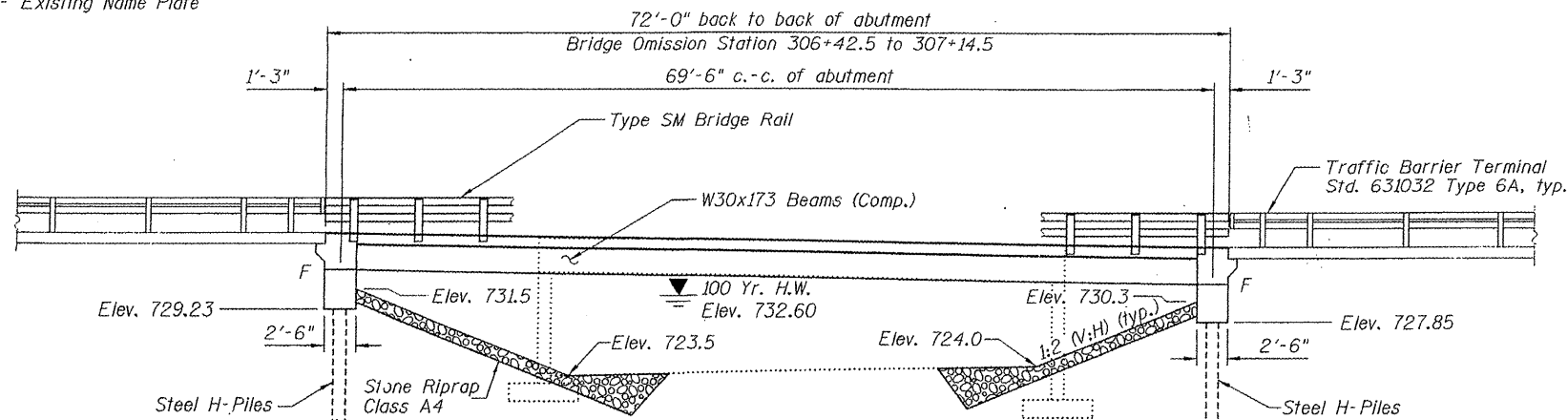
C	U	N	N	T	N	G	H	A	M										
4.4	2.7	0.9	2.7	0.9	2.8	0.9	2.7	1.0	0.6	1.0	2.7	0.9	2.7	0.9	2.7	0.6	3.4	0.6	3.1
4.0	2.8	0.6	2.8	0.5	3.4	0.6	2.7	4.4											

FILE NAME =	USER NAME =	DESIGNED - DPA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				DETOUR ROUTE CUNNINGHAM ROAD BRIDGE REPLACEMENT ROCKFORD, ILLINOIS				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1\1913job\1913\8054\CADD\Road\Sheet\C-107-TRF.dgn		DRAWN - JDM	REVISED -					SHEET NO. OF SHEETS	STA. -	TO STA. -	5077	10-00462-00-BR	WINNEBAGO	21	7	
PLOT SCALE = AS SHOWN		CHECKED - DPA	REVISED -					CONTRACT NO. 85534				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
PLOT DATE = 02/04/2011		DATE - 02/03/11	REVISED -													

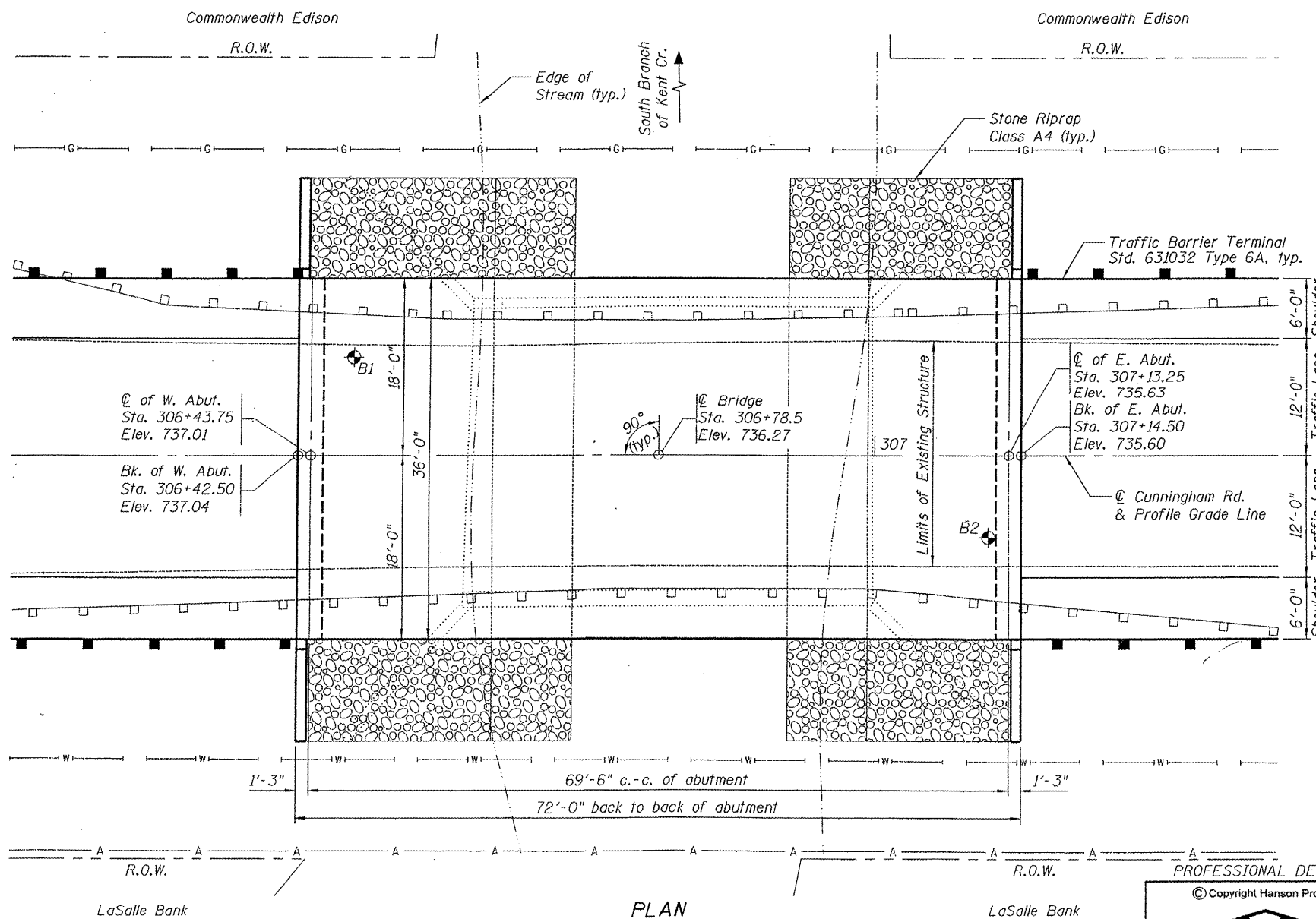
B.M.- Benchmark spike located in Power Pole Southwest of bridge. Sta. 304+66.99, 38.34' Rt., Elev. 740.29

Existing Structure - Structure No. 101-3002. Existing structure was constructed in 1953 and consists of a single span supported on closed abutments. The bridge width is 30 ft out-to-out and the bridge length is 42 ft back to back of abutments. Superstructure consists of six lines of wide flange steel beams supporting a reinforced concrete deck with a bituminous overlay. Abutments are supported by timber piles. The road will be closed during construction with a signed detour route.

Salvage- Existing Name Plate



ELEVATION



DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications - 5th edition

LOADING HL-93

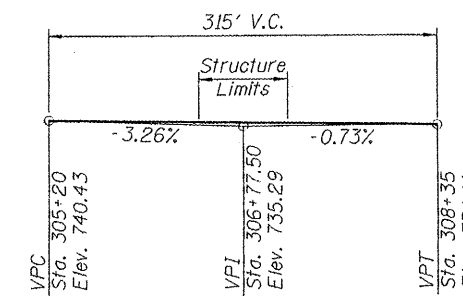
Allow 50 #/sq. ft. for future wearing surface.

DESIGN STRESSES

f'c = 3,500 p.s.i.  
fy = 60,000 p.s.i. (Reinforcement)  
fy = 50,000 p.s.i. (M270 Grade 50)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1  
Design Spectral Acceleration at 1.0 sec (SD1) = 0.078  
Design Spectral Acceleration at 0.2 sec (SDs) = 0.131  
Soil Site Class = D



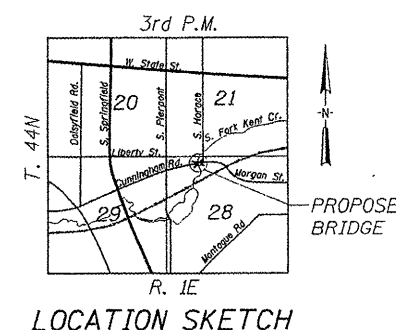
PROFILE GRADE  
(Along C Roadway)

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	W. Abut.	E. Abut.
	729.23	727.85

WATERWAY INFORMATION

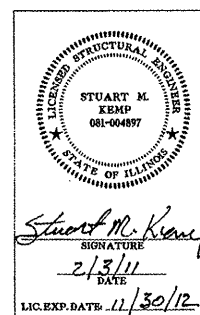
Drainage Area = 12.3 Sq. Mi.		Low Grade Elev. = 736.0±							
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Prop.	Nat. H.W.E. Exist.	Prop.	Headwater El. Exist.	Prop.	
Design	30	1270	271.7	337.0	730.97	-0.16	-0.01	730.81	730.96
Base	100	1730	331.7	477.4	732.63	-0.22	-0.03	732.41	732.60



LOCATION SKETCH

INDEX OF SHEETS

1. General Plan and Elevation
2. General Notes, Bridge Bill of Materials and Riprap Details
- 3-4. Top of Bridge Slab Elevations
5. Superstructure
6. Integral Abutment Diaphragm Details
7. Structural Steel
8. Structural Steel Details
9. Steel Railing, Type SM
10. Abutments
11. Steel H-Pile Details
12. Boring Logs



"I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current 'AASHTO Standard Specifications for Highway Bridges.'"

GENERAL PLAN & ELEVATION  
CUNNINGHAM ROAD BRIDGE  
OVER S. BRANCH OF KENT CREEK  
FAU 5077  
SEC. 10-00462-00-BR  
WINNEBAGO COUNTY, ILLINOIS  
STATION 306+78.5  
STRUCTURE NUMBER 101-3101

PROFESSIONAL DESIGN FIRM LICENSE #184-001084

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NO. 10L0054  
DATE 2/3/11

SHEET NO. 1  
12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5077	10-00462-00-BR	Winnebago	21	8
CONTRACT NO. 85534				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

LAYOUT: KR 12/20/10  
 DRAWN: MCK 7/14/11  
 REVIEWED: SHK 1/14/11  
 02/01/2011  
 A:\02\01\10\005\4\ADD\Struct\Sheet\5-001.dwg



**GENERAL NOTES**

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts  $\frac{7}{8}$ "  $\phi$ , holes  $\frac{15}{16}$ "  $\phi$ , unless otherwise noted.

Calculated weight of Structural Steel = 73,180 lbs (AASHTO M270 Grade 50)  
 Calculated weight of Structural Steel = 4,610 lbs (AASHTO M270 Grade 36)

Field welding of construction accessories will not be permitted to beams or girders.

Reinforcement bars shall conform to the requirements of ASTM A706, Grade 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of  $\frac{1}{8}$  inch. Adjustment shall be made either by grinding the surface or by shimming the bearing.

Protective coat shall be applied to the entire top surface of the bridge deck.

The inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all steel surfaces shall be reddish brown, Munsell No. 2.5YR 3/4. See Special Provision for Cleaning and Painting New Metal Structures.

The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water, except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to IDNR Floodway Construction permit number 3704 allowing permanent construction as shown on the contract plans.

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

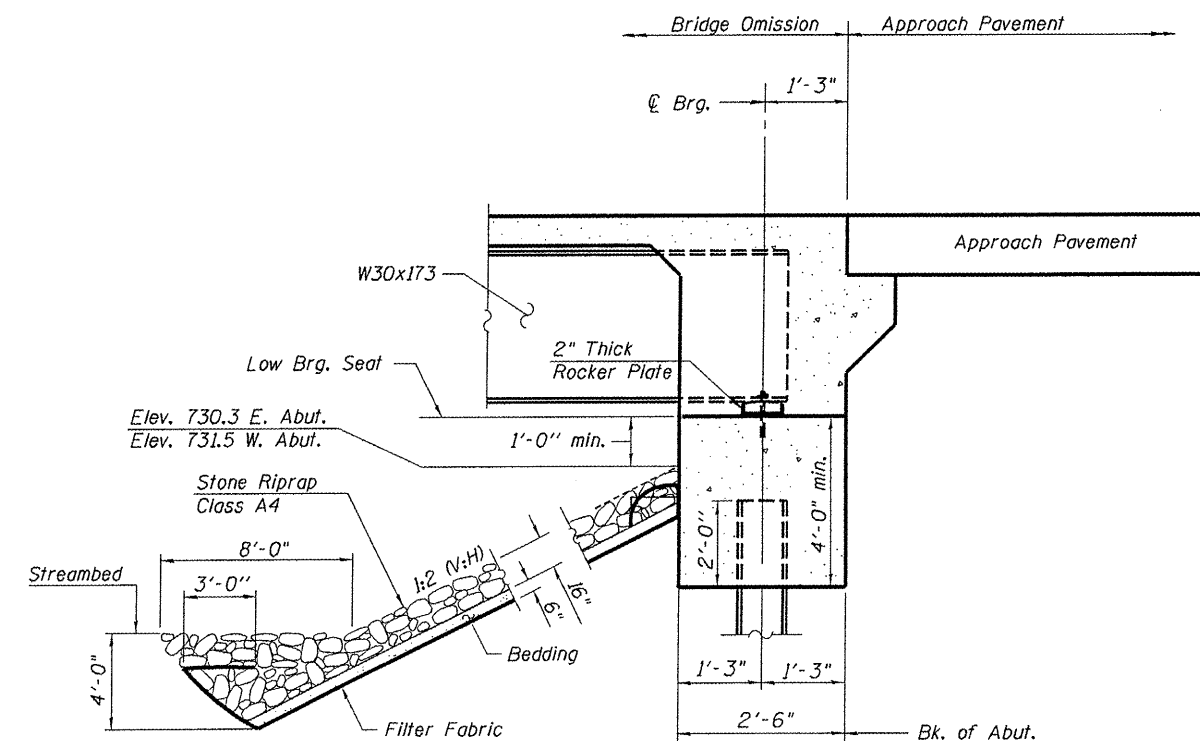
**CUNNINGHAM ROAD BRIDGE  
 BUILT 2011 BY  
 WINNEBAGO COUNTY  
 SEC. 10-00462-00-BR  
 F.A.U. RT. 5077 STA. 306+78.5  
 STR. NO. 101-3101 LOADING HL-93**

**LETTERING FOR NAME PLATE**

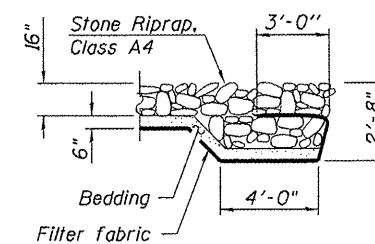
Locate Name Plate at Corner of Bridge  
 (See Std. 515001-03)

**TOTAL BILL OF MATERIALS**

Item	Unit	Super	Sub.	Total
Stone Riprap, Class A4	Sq. Yd.	—	300	300
Filter Fabric	Sq. Yd.	—	300	300
Removal of Existing Structures	Each	1	—	1
Structure Excavation	Cu. Yd.	—	153	153
Concrete Structures	Cu. Yd.	—	36.8	36.8
Concrete Superstructure	Cu. Yd.	92.7	—	92.7
Bridge Deck Grooving	Sq. Yd.	272	—	272
Concrete Encasement	Cu. Yd.	—	4.2	4.2
Protective Coat	Sq. Yd.	288	—	288
Furnishing and Erecting Structural Steel	L. Sum	1	—	1
Stud Shear Connectors	Each	1,260	—	1,260
Reinforcement Bars, Epoxy Coated	Pound	19,880	4,860	24,740
Steel Railing, Type SM	Foot	141	—	141
Furnishing Steel Piles HP12x63	Foot	—	405	405
Driving Piles	Foot	—	405	405
Test Pile Steel HP12x63	Each	—	2	2
Pile Shoes	Each	—	10	10
Name Plates	Each	1	—	1
Anchor Bolts, 1"	Each	24	—	24



**SECTION THRU ABUTMENT**



**FLANK STONE RIPRAP DETAIL**

**GENERAL NOTES, TOTAL BILL OF MATERIAL AND RIPRAP DETAILS  
 STRUCTURE NUMBER 101-3101**

02/04/2011 I:\V01065\101005\A-CADD\Struct\Sheet\S-002-INDEX.dgn

LAYOUT	JKR	12/20/10
DRAWN	MGM	1/14/11
REVIEWED	SMK	1/14/11

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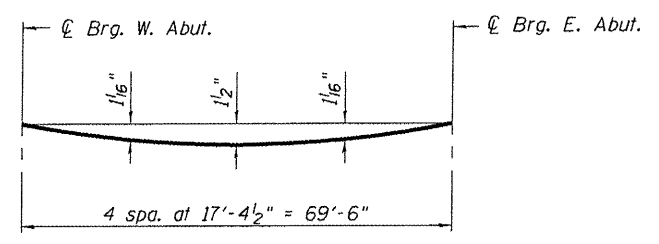
JOB NO. 10L0054

DATE 2/3/11

SHEET NO. 2

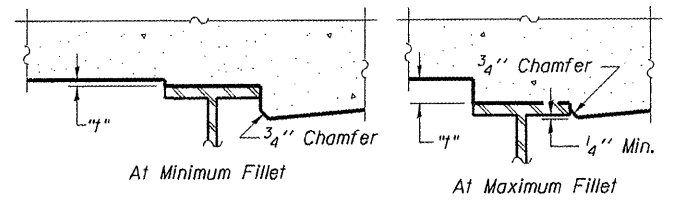
12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5077	10-00462-00-BR	Winnebago	21	9
CONTRACT NO. 85534				
FED. ROAD DIST. NO. 2 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 below.



To determine "f": 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 "f" above top flange of beams.

**FILLET HEIGHTS**

**BEAM 1**

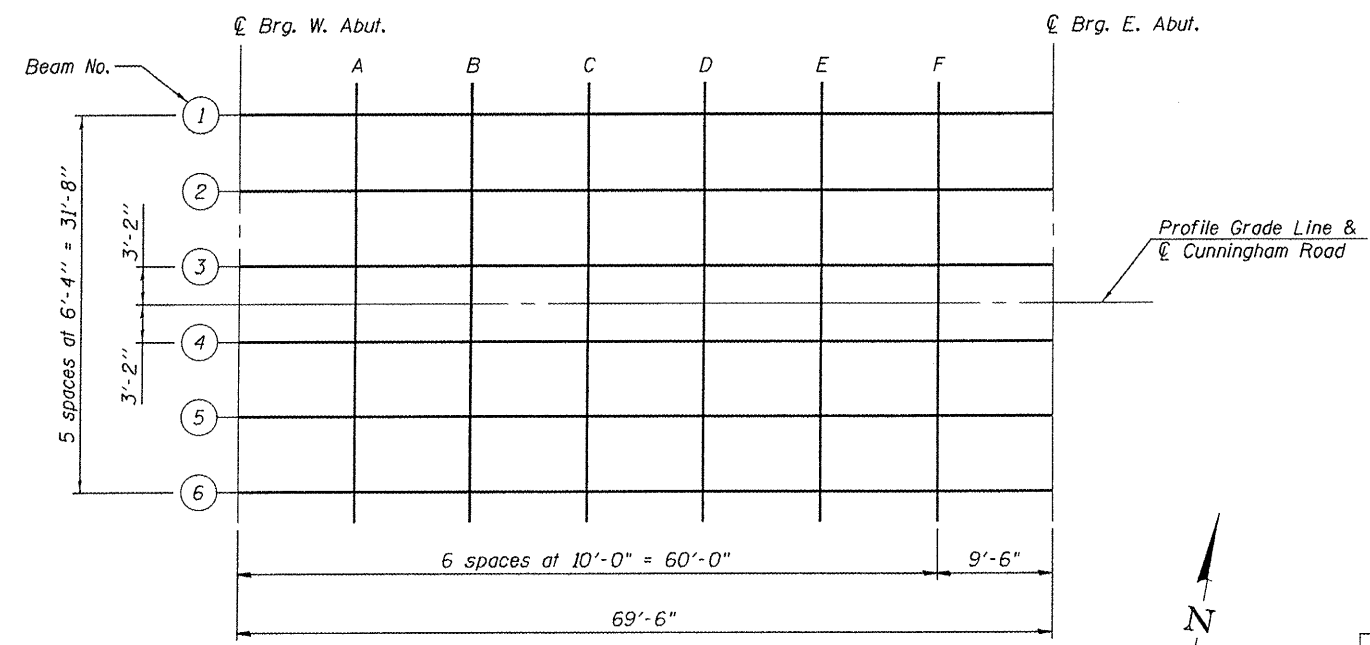
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	306+42.50	-15.833	736.719	736.719
CL Brg. W. Abut.	306+43.75	-15.833	736.691	736.691
A	306+53.75	-15.833	736.468	736.526
B	306+63.75	-15.833	736.253	736.357
C	306+73.75	-15.833	736.046	736.174
D	306+83.75	-15.833	735.848	735.975
E	306+93.75	-15.833	735.657	735.759
F	307+03.75	-15.833	735.474	735.530
CL Brg. E. Abut.	307+13.25	-15.833	735.308	735.308
Bk. E. Abut	307+14.50	-15.833	735.287	735.287

**BEAM 2**

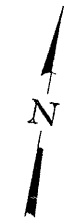
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	306+42.50	-9.5	736.846	736.846
CL Brg. W. Abut.	306+43.75	-9.5	736.817	736.817
A	306+53.75	-9.5	736.594	736.649
B	306+63.75	-9.5	736.380	736.477
C	306+73.75	-9.5	736.173	736.294
D	306+83.75	-9.5	735.974	736.094
E	306+93.75	-9.5	735.784	735.879
F	307+03.75	-9.5	735.601	735.653
CL Brg. E. Abut.	307+13.25	-9.5	735.435	735.435
Bk. E. Abut	307+14.50	-9.5	735.414	735.414

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	306+42.50	-3.167	736.972	736.972
CL Brg. W. Abut.	306+43.75	-3.167	736.944	736.944
A	306+53.75	-3.167	736.721	736.776
B	306+63.75	-3.167	736.506	736.604
C	306+73.75	-3.167	736.300	736.420
D	306+83.75	-3.167	736.101	736.221
E	306+93.75	-3.167	735.910	736.006
F	307+03.75	-3.167	735.728	735.780
CL Brg. E. Abut.	307+13.25	-3.167	735.562	735.562
Bk. E. Abut	307+14.50	-3.167	735.540	735.540



**DIAGRAMMATIC PLAN - TOP OF CONCRETE ELEVATIONS**



**TOP OF SLAB ELEVATIONS  
STRUCTURE NUMBER 101-3101**

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JOB NO. 10L0054  
DATE 2/3/11

SHEET NO. 3  
12 SHEETS

F.A.U. RTE. 5077	SECTION 10-00462-00-BR	COUNTY Winnebago	TOTAL SHEETS 21	SHEET NO. 10
CONTRACT NO. 85534				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

02/04/2011  
 I:\00\006\0005\CADD\Struct\Sheets\003-705-1.dgn  
 LAYOUT JKR 12/20/10  
 DRAWN MCM 1/14/11  
 REVIEWED SMK 1/14/11

PGL & CENTERLINE ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	306+42.50	0.00	737.036	737.036
CL Brg. W. Abut.	306+43.75	0.00	737.007	737.007
A	306+53.75	0.00	736.784	736.839
B	306+63.75	0.00	736.570	736.667
C	306+73.75	0.00	736.363	736.484
D	306+83.75	0.00	736.164	736.284
E	306+93.75	0.00	735.974	736.069
F	307+03.75	0.00	735.791	735.843
CL Brg. E. Abut.	307+13.25	0.00	735.625	735.625
Bk. E. Abut	307+14.50	0.00	735.604	735.604

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	306+42.50	3.167	736.972	736.972
CL Brg. W. Abut.	306+43.75	3.167	736.944	736.944
A	306+53.75	3.167	736.721	736.776
B	306+63.75	3.167	736.506	736.604
C	306+73.75	3.167	736.300	736.420
D	306+83.75	3.167	736.101	736.221
E	306+93.75	3.167	735.910	736.006
F	307+03.75	3.167	735.728	735.780
CL Brg. E. Abut.	307+13.25	3.167	735.562	735.562
Bk. E. Abut	307+14.50	3.167	735.540	735.540

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	306+42.50	9.5	736.846	736.846
CL Brg. W. Abut.	306+43.75	9.5	736.817	736.817
A	306+53.75	9.5	736.594	736.649
B	306+63.75	9.5	736.380	736.477
C	306+73.75	9.5	736.173	736.294
D	306+83.75	9.5	735.974	736.094
E	306+93.75	9.5	735.784	735.879
F	307+03.75	9.5	735.601	735.653
CL Brg. E. Abut.	307+13.25	9.5	735.435	735.435
Bk. E. Abut	307+14.50	9.5	735.414	735.414

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	306+42.50	15.833	736.719	736.719
CL Brg. W. Abut.	306+43.75	15.833	736.691	736.691
A	306+53.75	15.833	736.468	736.526
B	306+63.75	15.833	736.253	736.357
C	306+73.75	15.833	736.046	736.174
D	306+83.75	15.833	735.848	735.975
E	306+93.75	15.833	735.657	735.759
F	307+03.75	15.833	735.474	735.530
CL Brg. E. Abut.	307+13.25	15.833	735.308	735.308
Bk. E. Abut	307+14.50	15.833	735.287	735.287

TOP OF SLAB ELEVATIONS  
STRUCTURE NUMBER 101-3101

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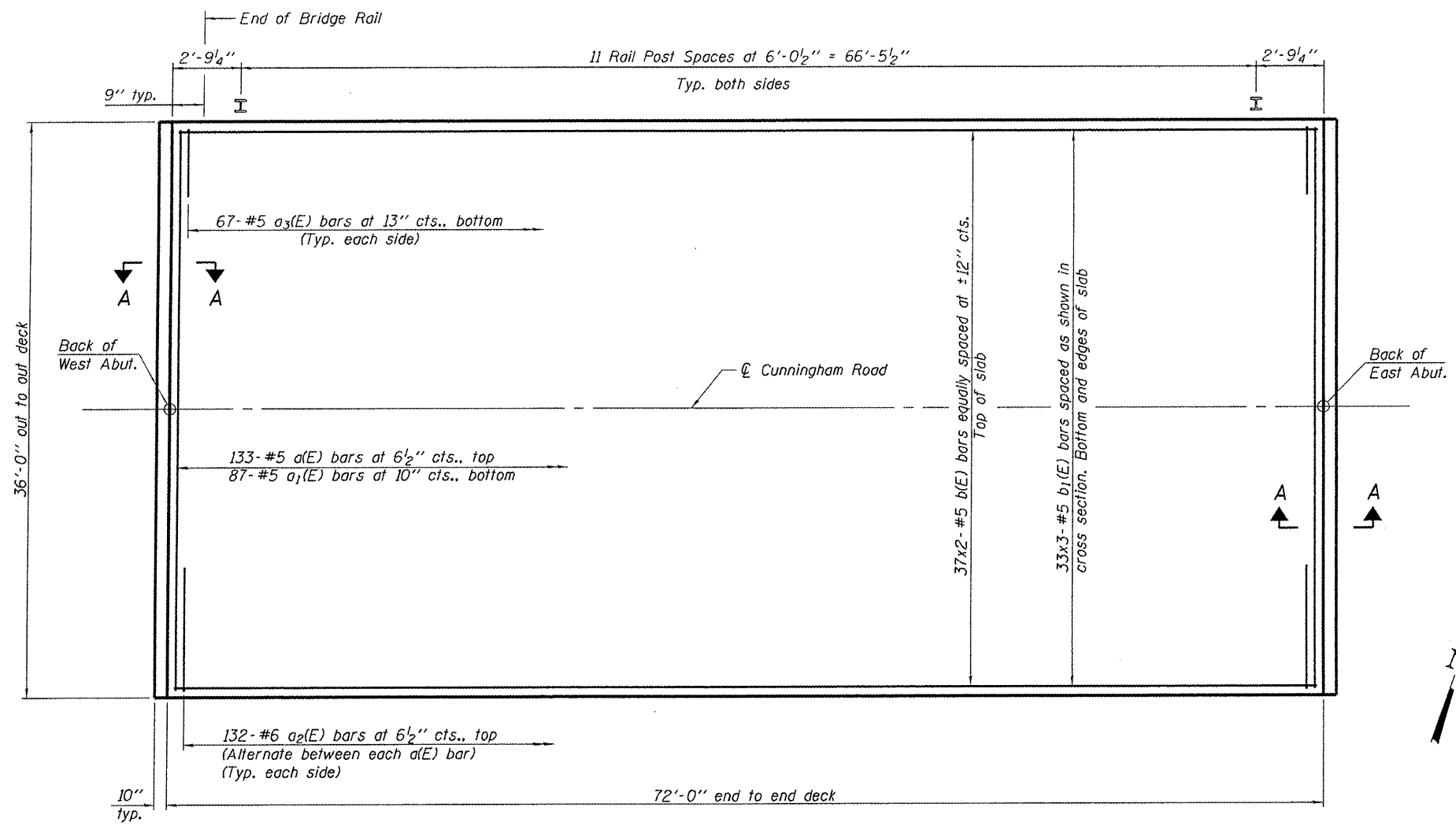
JOB NO. 1010054

DATE 2/3/11

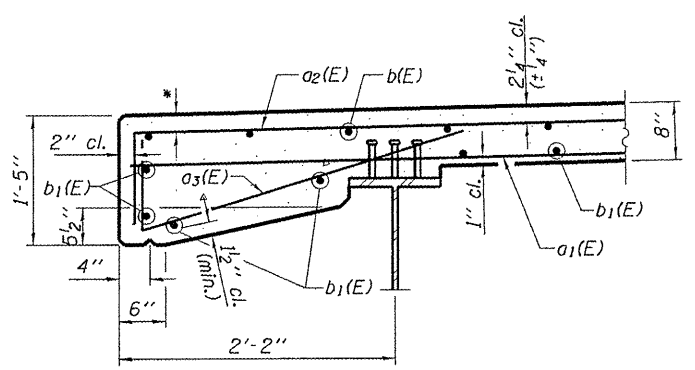
SHEET NO. 4

12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			CONTRACT NO. 85534	

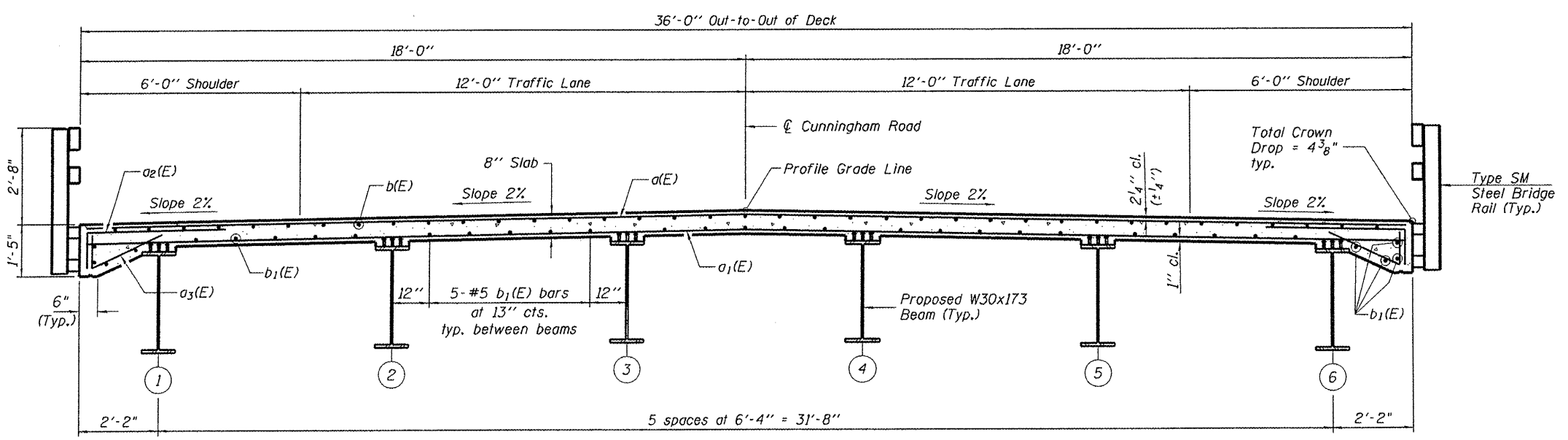


PLAN



SECTION THRU EDGE OF SLAB

\* Reinforcement bars in the top deck may be placed with a 1/2 inch minimum clearance in the area of the rail post anchor devices. The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.



CROSS SECTION  
(Looking East)

SUPERSTRUCTURE  
STRUCTURE NUMBER 101-3101

Notes:  
See Sheet 6 of 12 for diaphragm details, bar details and Bill of Material.  
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

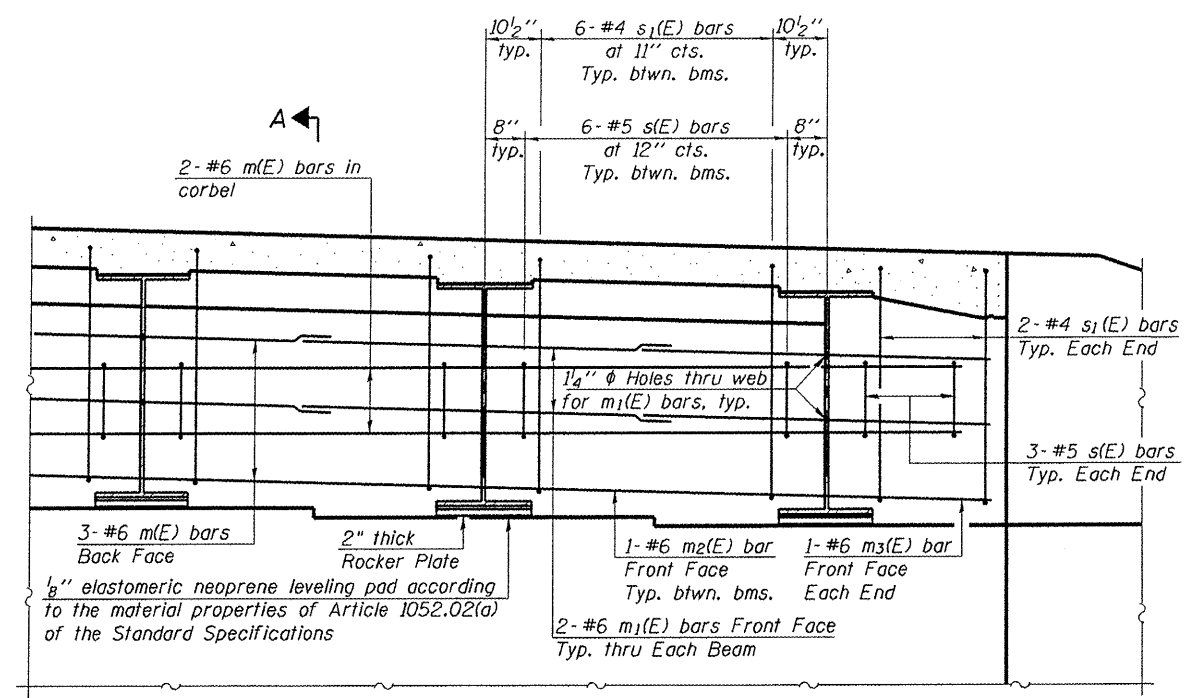
02/04/2011  
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 LAYOUT  
 JWR 12/20/10  
 DRAWN MDM 1/17/11  
 REVIEWED SWK 1/17/11

PROFESSIONAL DESIGN FIRM LICENSE #184-001084



PROJECT NO. 10L0054  
 SHEET NO. 5  
 DATE 2/3/11  
 12 SHEETS

F.A.U. RTE. 5077	SECTION 10-00462-00-BR	COUNTY Winnebago	TOTAL SHEETS 21	SHEET NO. 12
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			CONTRACT NO. 85534	



**DIAPHRAGM ELEVATION AT ABUTMENT**

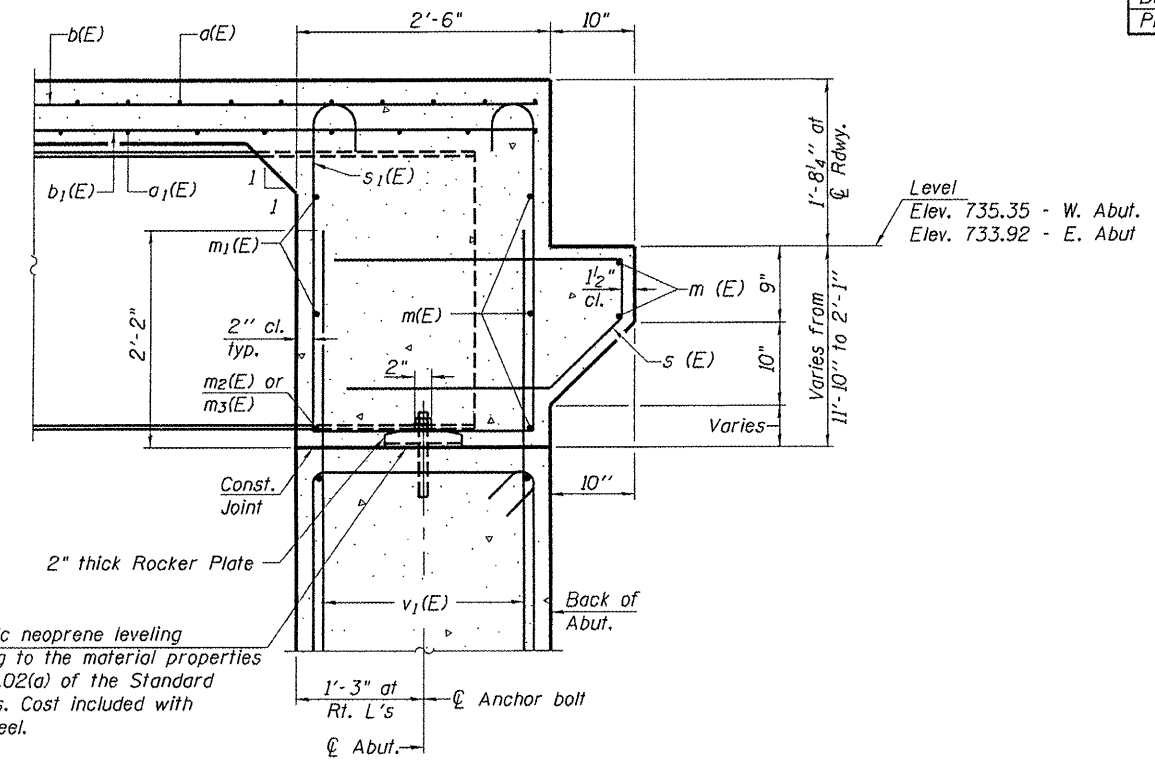
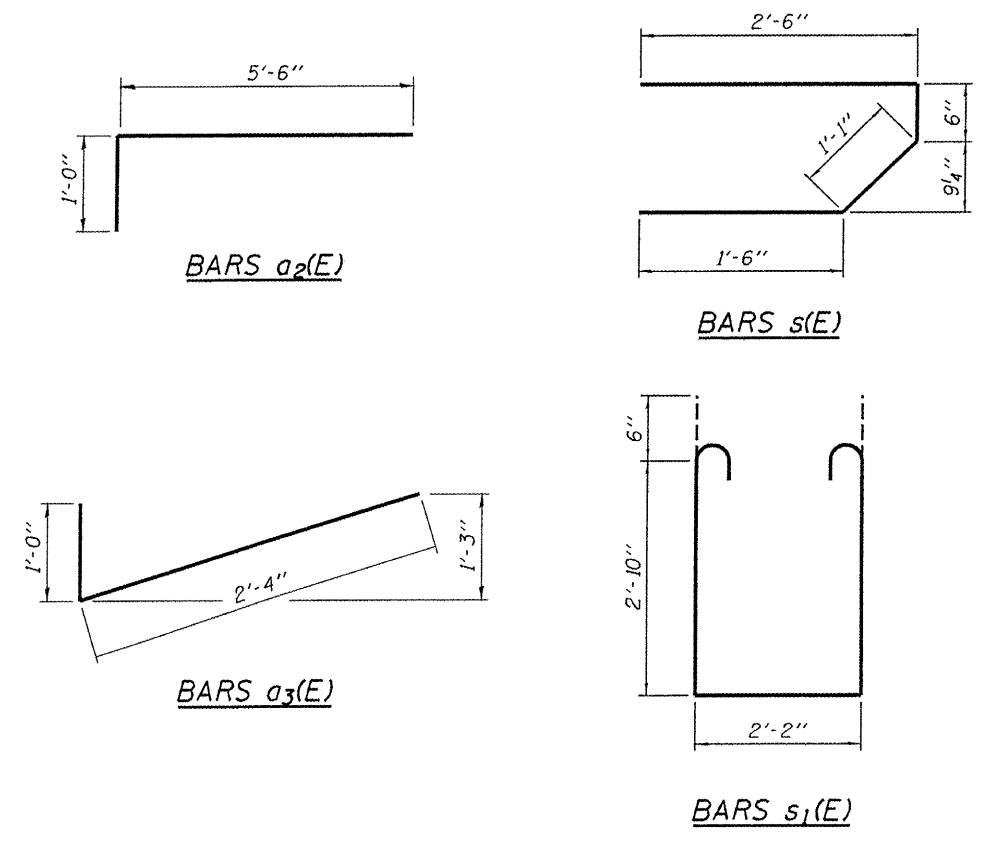
**Notes:**  
 Reinforcement bars in diaphragm are billed with superstructure on this sheet.  
 Concrete in diaphragm is included with Concrete Superstructure on this sheet.  
 The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
a(E)	133	#5	35'-8"	—	
a1(E)	87	#5	35'-8"	—	
a2(E)	264	#6	6'-6"	—	
a3(E)	134	#5	3'-4"	✓	
b(E)	74	#5	37'-2"	—	
b1(E)	99	#5	38'-6"	—	
m(E)	10	#6	35'-8"	—	
m1(E)	24	#6	9'-8"	—	
m2(E)	10	#6	6'-0"	—	
m3(E)	4	#6	2'-0"	—	
s(E)	72	#5	5'-7"	⌋	
s1(E)	68	#4	8'-10"	⌋	
Reinforcement Bars, Epoxy Coated				Pound	19,880
Concrete Superstructure				Cu. Yd.	92.7
Bridge Deck Grooving				Sq. Yds.	272
Protective Coat				Sq. Yds.	288

**MIN. BAR LAP**

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



**SECTION A-A**  
 Dimensions at right angles to abutment, except as shown.

**INTEGRAL ABUTMENT DIAPHRAGM DETAILS**  
**STRUCTURE NUMBER 101-3101**

02/01/2011  
 I:\Users\101005-ACAD\Struct\Sheet\006-diaphragm.dgn

LAYOUT	JRR	12/20/10
DRAWN	MGM	1/14/11
REVIEWED	SMK	1/14/11

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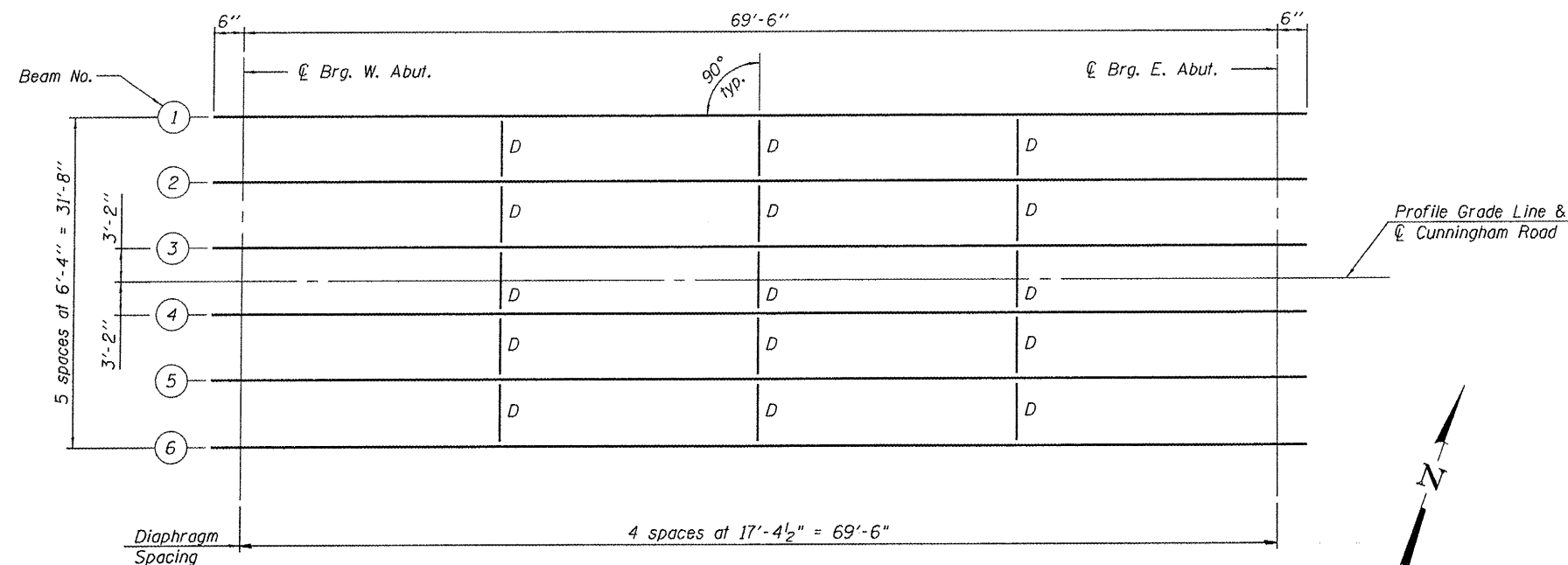


JOB NO.	10L0054
DATE	2/3/11

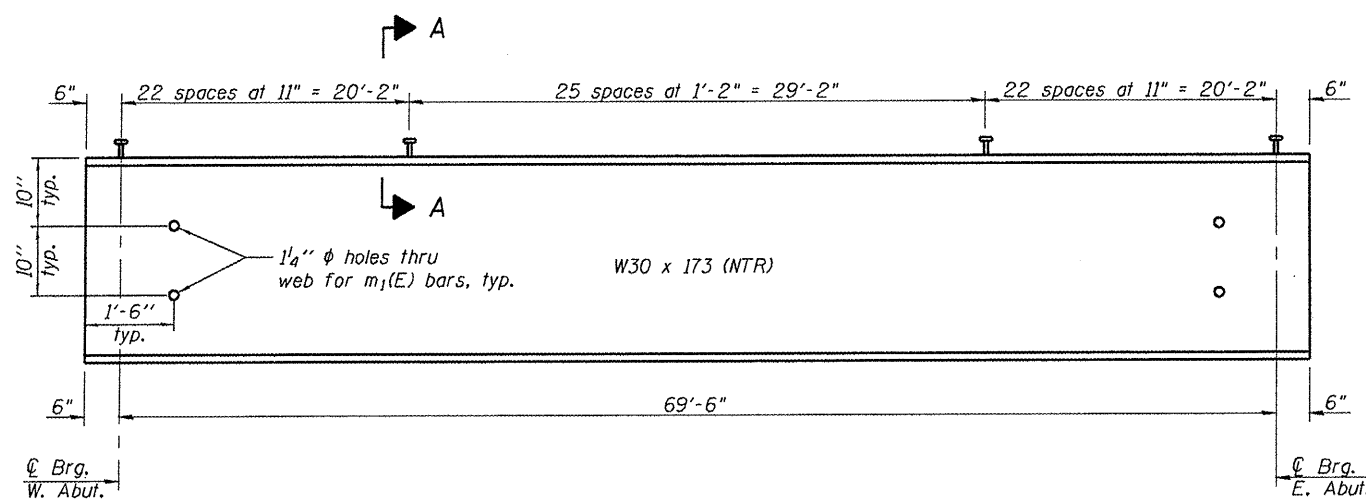
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12 SHEETS	CONTRACT NO. 85534				
FED. ROAD DIST. NO. 2   ILLINOIS   FED. AID PROJECT					



85534

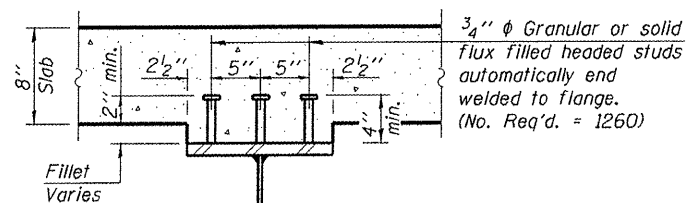


FRAMING PLAN



BEAM ELEVATION  
(Looking North)

**Notes:**  
 Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.  
 All diaphragms shall be installed as steel is erected and secured with erection pins and bolts.  
 See sheet B of 12 for Diaphragm Details.



SECTION A-A

02/04/2011  
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 LAYOUT 12/20/10  
 DRAWN MGN 1/14/11  
 REVIEWED SHK 1/14/11

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JOB NO. 10L0054

DATE 2/3/11

SHEET NO. 7

12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 85534				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

STRUCTURAL STEEL  
 STRUCTURE NUMBER 101-3101

INTERIOR GIRDER MOMENT TABLE		
0.5 Span		
$I_s$	(in <sup>4</sup> )	82.30
$I_c(n)$	(in <sup>4</sup> )	19,298
$I_c(3n)$	(in <sup>4</sup> )	14,106
$S_s$	(in <sup>3</sup> )	542
$S_c(n)$	(in <sup>3</sup> )	4533
$S_c(3n)$	(in <sup>3</sup> )	1514
DC1	(k/')	0.86
M <sub>DC1</sub>	('k)	517
DC2	(k/')	0.03
M <sub>DC2</sub>	('k)	18
DW	(k/')	0.30
M <sub>DW</sub>	('k)	181
M <sub>ℓ + IM</sub>	('k)	896
M <sub>u</sub> (Strength I)	('k)	2508
* $\phi_r M_n$	('k)	3470
$f_s$ DC1	(ksi)	11.5
$f_s$ DC2	(ksi)	0.3
$f_s$ DW	(ksi)	3.3
$f_s$ 1.3(ℓ + IM)	(ksi)	18.9
$f_s$ (Service II)	(ksi)	34.0
$f_s$ (Total)(Strength I)	(ksi)	45.1

\* Compact sections

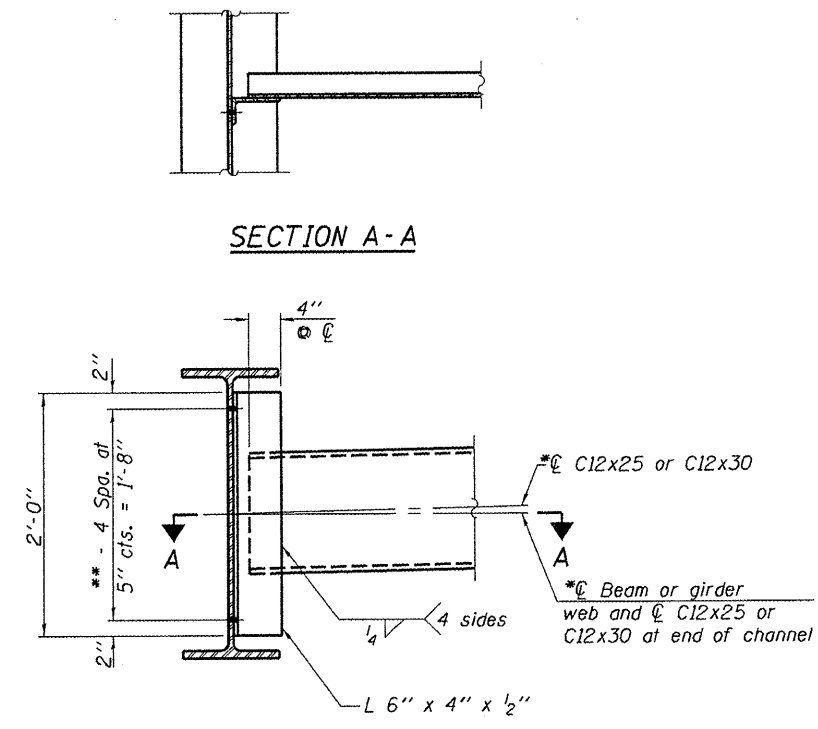
INTERIOR GIRDER REACTION TABLE		
Abut.		
R <sub>DC1</sub>	(k)	29.7
R <sub>DC2</sub>	(k)	1.0
R <sub>DW</sub>	(k)	10.4
R <sub>ℓ + IM</sub>	(k)	73.1
R <sub>Total</sub>	(k)	114.2

$I_s, S_s$ : 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.<sup>4</sup> and in.<sup>3</sup>).

$I_c(n), S_c(n)$ : 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) due to short-term composite live loads (in.<sup>4</sup> and in.<sup>3</sup>).

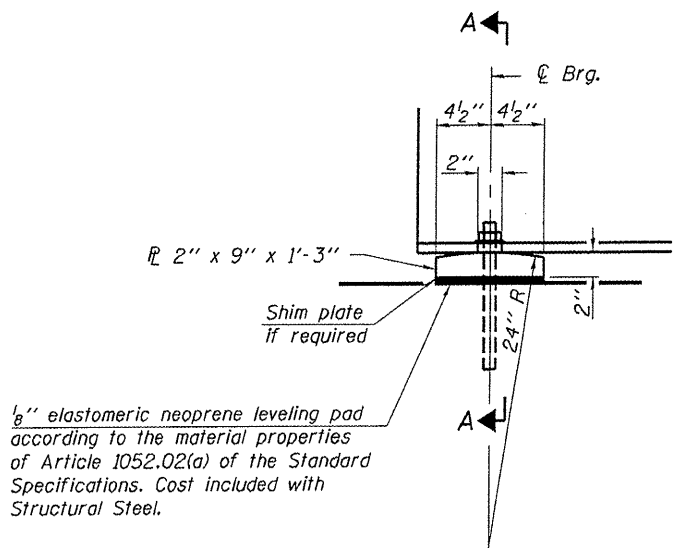
$I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$  (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).

DC1: Un-factored non-composite dead load (kips/ft.).  
 M<sub>DC1</sub>: 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<sub>DC2</sub>: 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<sub>DW</sub>: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).  
 M<sub>ℓ + IM</sub>: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).  
 M<sub>u</sub> (Strength I): Factored design moment (kip-ft.).  
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\ell + IM}$   
 $\phi_r M_n$ : Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).  
 $f_s$  (Service II): Sum of stresses as computed from the moments below (ksi).  
 $M_{DC1} + M_{DC2} + M_{DW} + 1.3 M_{\ell + IM}$   
 $f_s$  (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).  
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\ell + IM}$

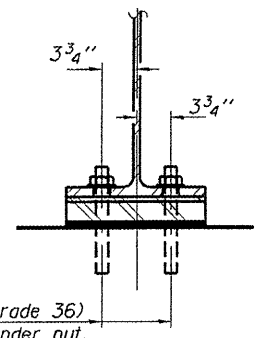


INTERIOR DIAPHRAGM

Notes:  
 Two hardened washers required for each set of oversized holes.  
 \*Alternate channels 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.  
 \*\* $\frac{3}{4}$ "  $\phi$  HS bolts,  $\frac{15}{16}$ "  $\phi$  holes



$\frac{1}{8}$ " elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.



SECTION A-A

Notes:  
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.  
 Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.  
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.  
 The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.  
 Two  $\frac{1}{8}$ " adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

FIXED BEARING  
 (12 required)

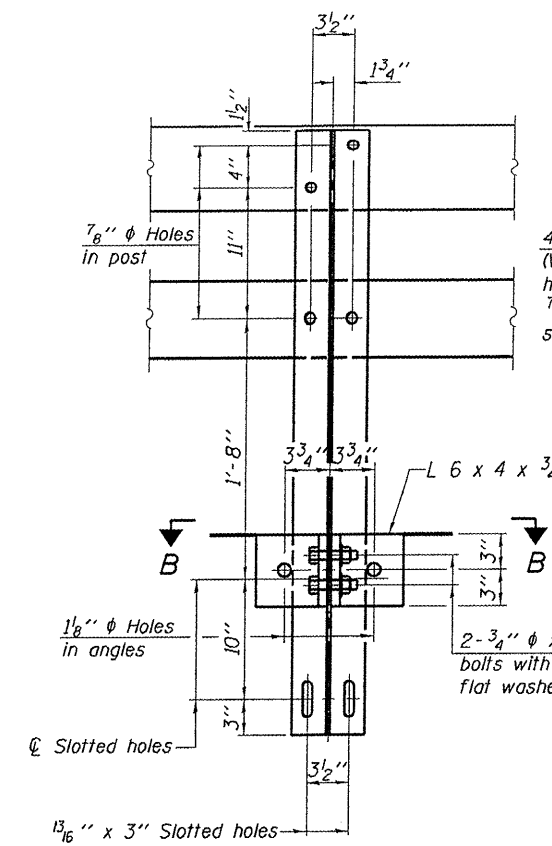
BILL OF MATERIAL

Item	Unit	Quantity
Anchor Bolts, 1"	Each	24

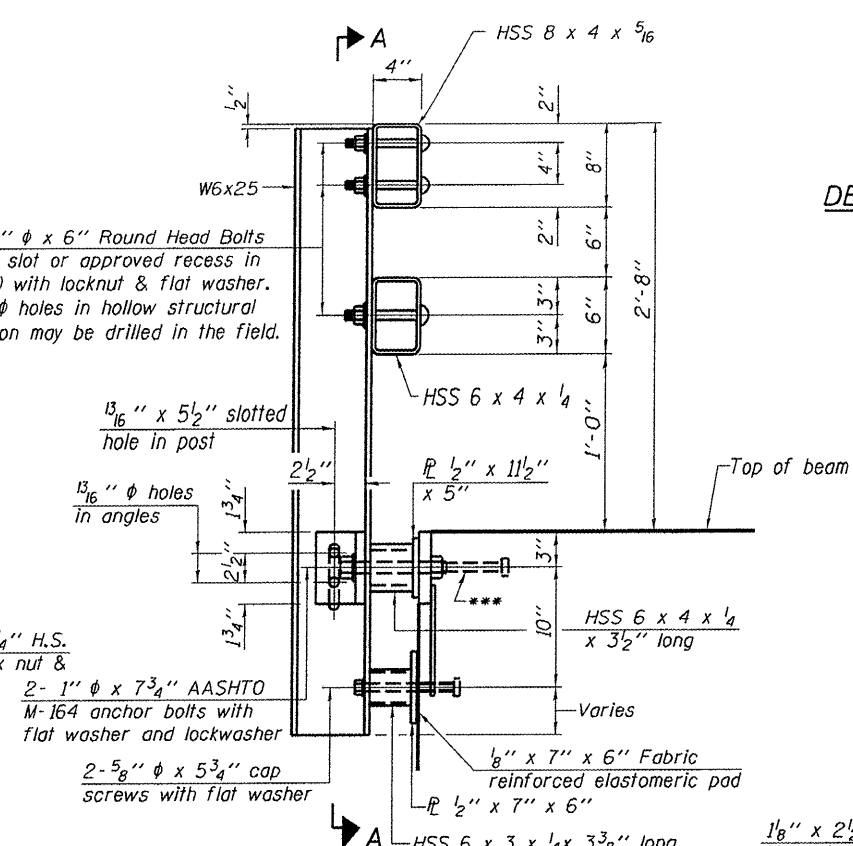
STRUCTURAL STEEL DETAILS  
 STRUCTURE NUMBER 101-3101

02/01/2011  
 AV/0105/10/0095-AC/ADD/Struct/Steel/AS-008-Str-Steel/Def.dgn  
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 DRAWN: MRM 1/14/11  
 REVIEWED: SMK 1/14/11

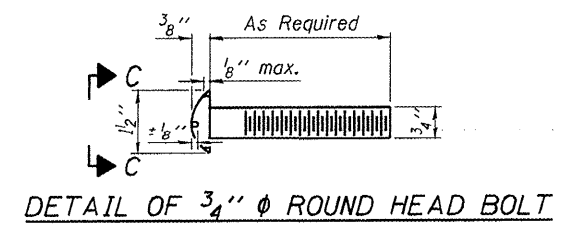
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	DATE 2/3/11		CONTRACT NO. 85534		FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT		



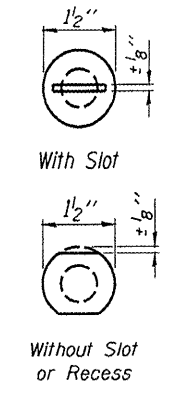
SECTION A-A



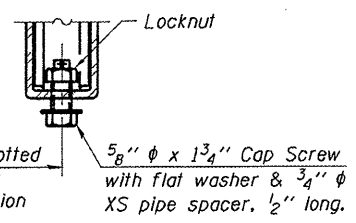
SECTION AT RAIL POST



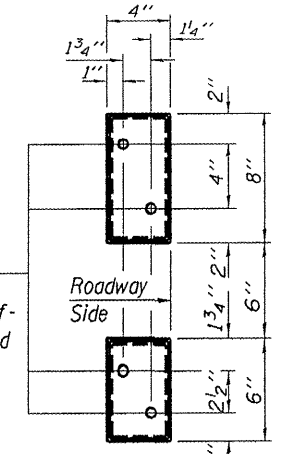
DETAIL OF 3/4"  $\phi$  ROUND HEAD BOLT



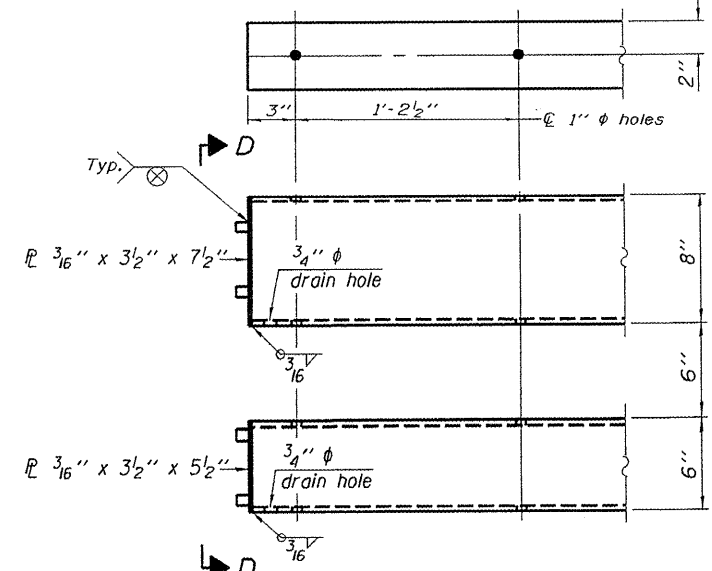
VIEW C-C



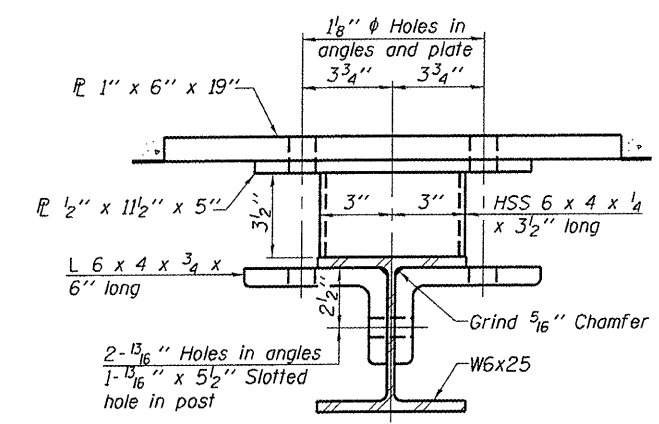
RAIL SPLICE CONNECTION AT EXPANSION JT.



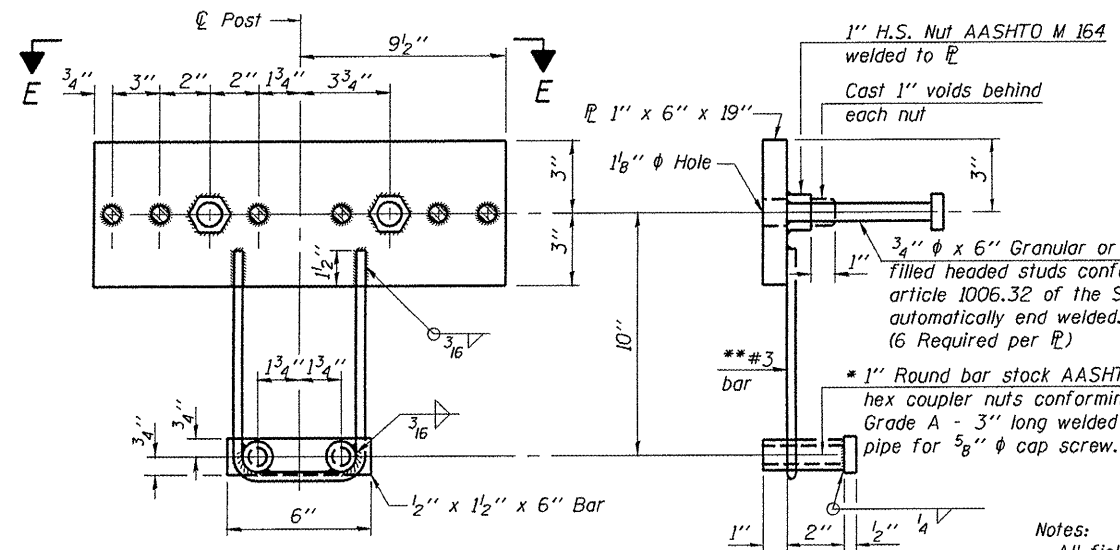
VIEW D-D



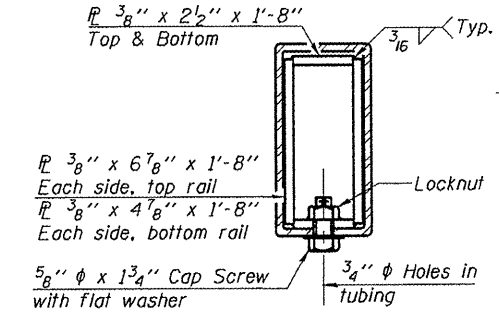
END OF RAIL DETAILS



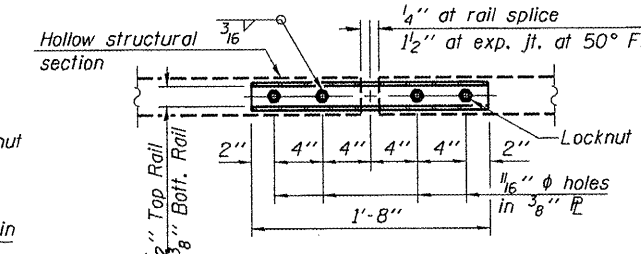
SECTION B-B



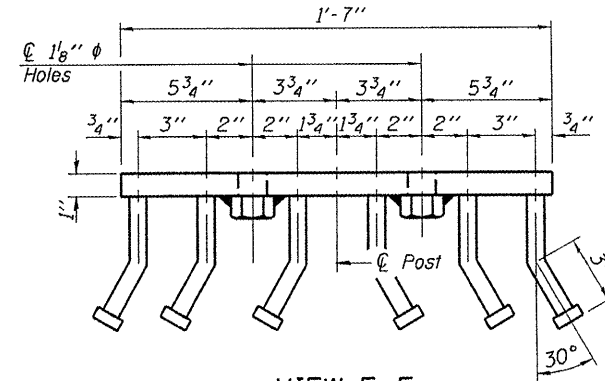
ANCHOR DEVICE



SECTION AT RAIL SPLICE



PLAN-BOTT. SPLICE TYPICAL



VIEW E-E

Notes:  
 All field drilled holes shall be coated with an approved zinc rich paint before erection.  
 For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Railing, Type SM.  
 All steel rail members shall be galvanized according to Article 509.05 of the Standard Specifications.  
 \*\*\* The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type SM	Foot	141

STEEL RAILING, TYPE SM  
 STRUCTURE NUMBER 101-3101

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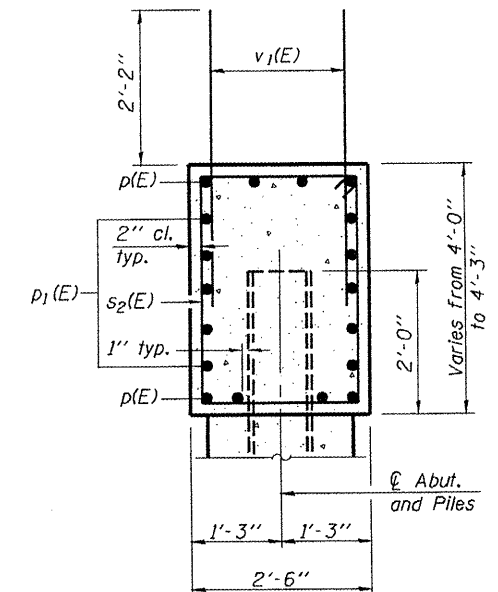
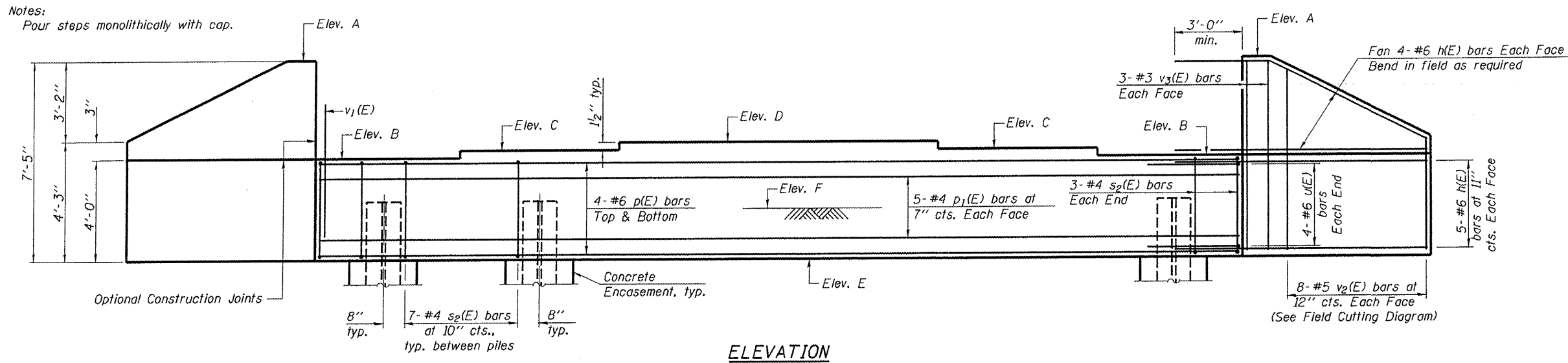
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JOB NO. 10L0054	SHEET NO. 9
DATE 2/3/11	12 SHEETS

F.A.U. RTE. 5077	SECTION 10-00462-00-BR	COUNTY Winnebago	TOTAL SHEETS 21	SHEET NO. 16
CONTRACT NO. 85534			FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT	

02/01/2011  
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 MGN 1/14/11  
 SHK 1/14/11  
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 DRAWN  
 REVIEWED

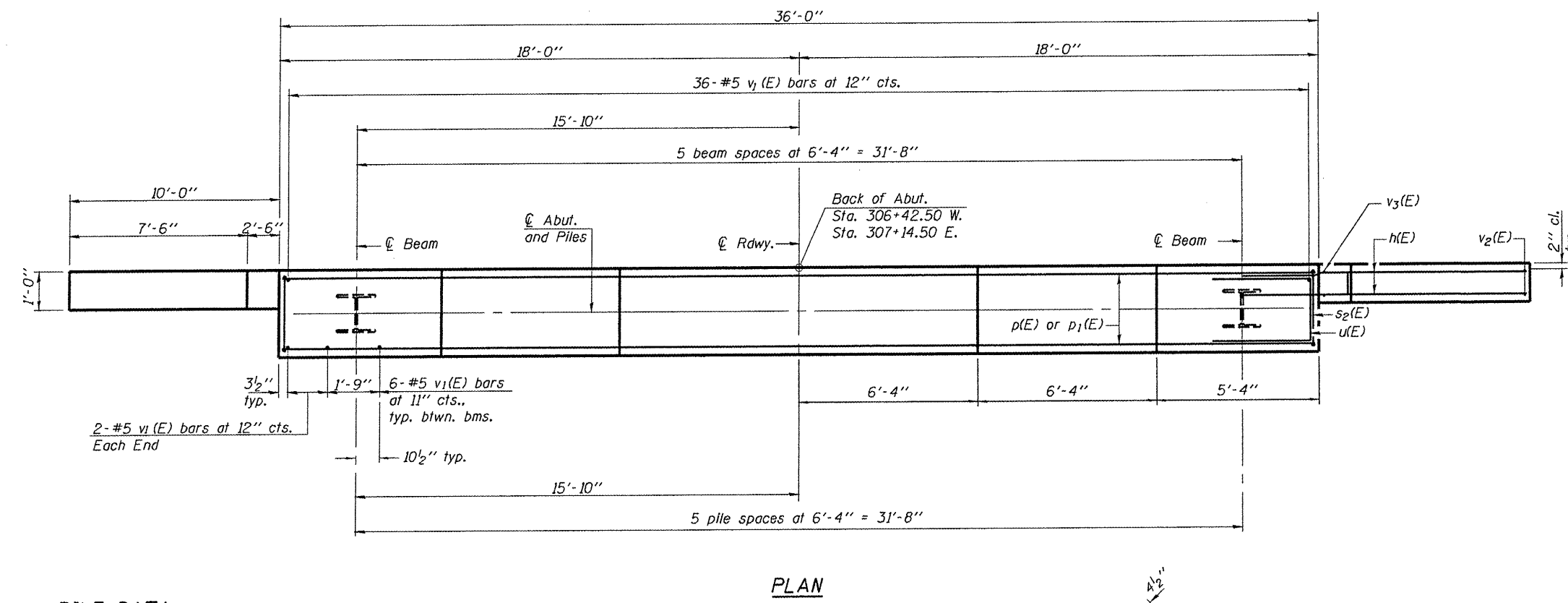
85534



**BILL OF MATERIAL  
(TWO ABUTS)**

Bar	No.	Size	Length	Shape
h(E)	72	#6	13'-6"	—
p(E)	16	#6	35'-8"	—
p <sub>1</sub> (E)	20	#4	35'-8"	—
s <sub>2</sub> (E)	82	#4	12'-5"	□
u(E)	16	#6	10'-1"	—
v <sub>1</sub> (E)	140	#5	4'-4"	—
v <sub>2</sub> (E)	32	#5	10'-1"	—
v <sub>3</sub> (E)	24	#5	7'-1"	—
Structure Excavation		Cu. Yd.	153	
Concrete Structures		Cu. Yd.	36.8	
Reinforcement Bars, Epoxy Coated		Pound	4860	
Furnishing Steel Piles, HP12x63		Foot	405	
Driving Piles		Foot	405	
Test Pile, HP12x63		Each	2	
Concrete Encasement		Cu. Yd.	4.2	
Pile Shoes		Each	10	

For details of piles and Concrete Encasement, see sheet 11 of 12.

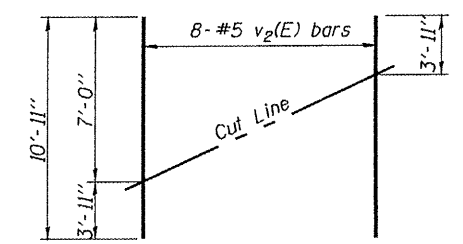


**PILE DATA**

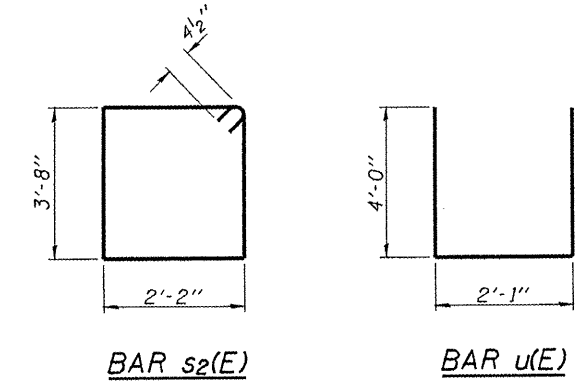
Type: HP12x63  
Nominal Required Bearing: 490k  
Factored Resistance Available: 270k  
Est. Length: 40'-W. Abut.; 41'-E. Abut.  
No. Production Piles: 10 (5 each abut.)  
No. Test Piles: 2 (1 each abut.)

**TABLE OF ELEVATIONS**

LOCATION	WEST ABUT.	EAST ABUT.
A	736.65	735.27
B	733.23	731.85
C	733.35	731.97
D	733.48	732.10
E	729.23	727.85
F	731.5	730.3



Order v<sub>2</sub>(E) full length. Cut as shown and use remainder of bars in opposite face.



**ABUTMENTS  
STRUCTURE NUMBER 101-3101**

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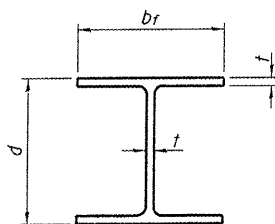
**HANSON**  
Hanson Professional Services Inc.

JOB NO. 10L0054  
DATE 2/3/11

SHEET NO. 10  
12 SHEETS

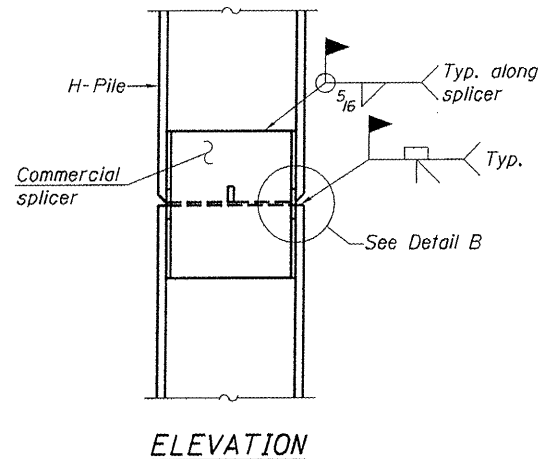
F.A.U. RTE. 5077	SECTION 10-00462-00-BR	COUNTY Winnebago	TOTAL SHEETS 21	SHEET NO. 17
CONTRACT NO. 85534			FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT	

02/01/2011  
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 DRAWN MCM 1/14/11  
 REVIEWED SKK 1/14/11

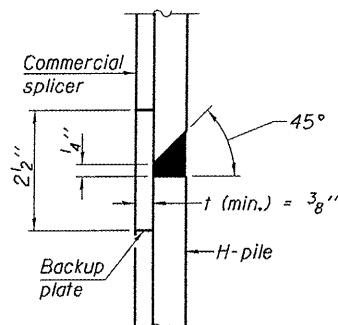


STEEL PILE TABLE

Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"

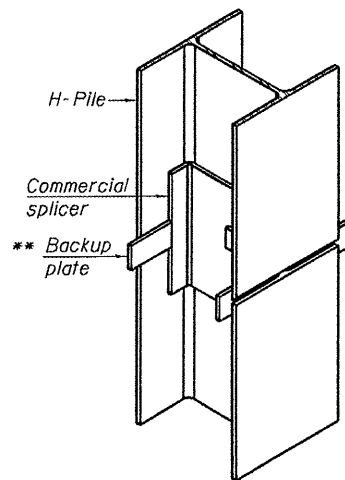


ELEVATION

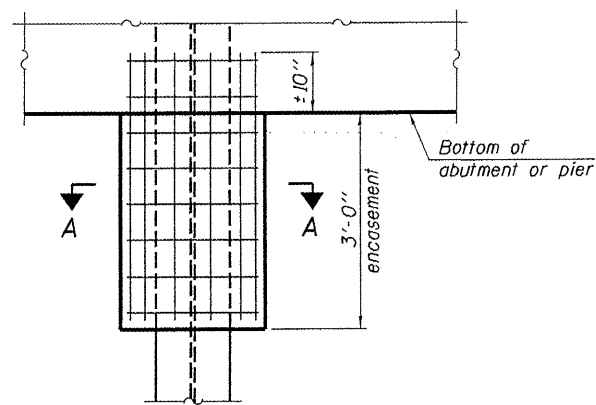


DETAIL "B"

WELDED COMMERCIAL SPLICE

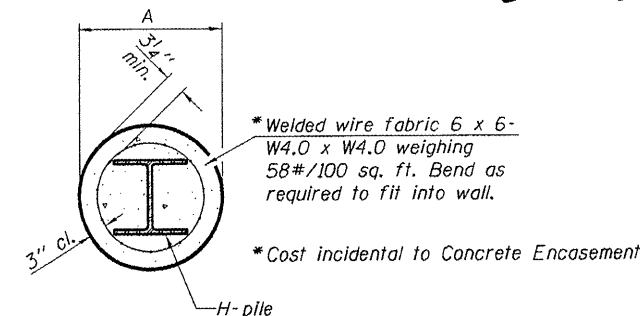


ISOMETRIC VIEW



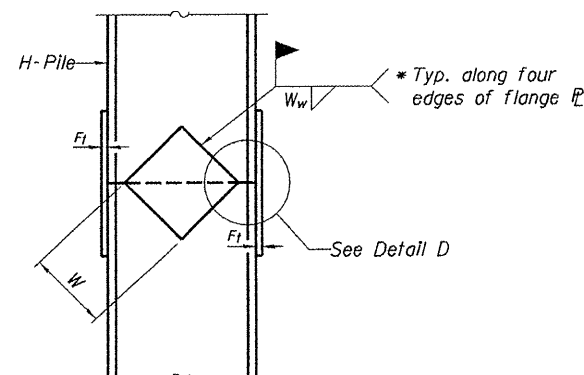
ELEVATION

PILE ENCASEMENT

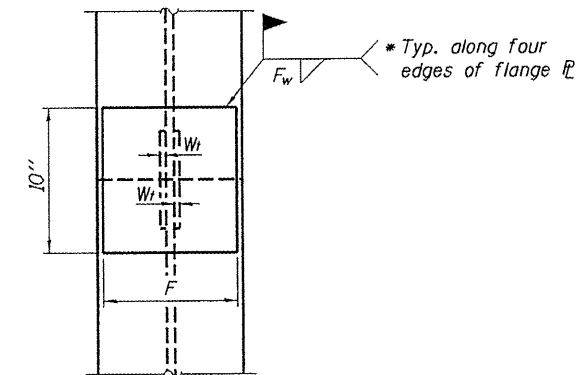


SECTION A-A

Note: Forms for encasement may be omitted when soil conditions permit.

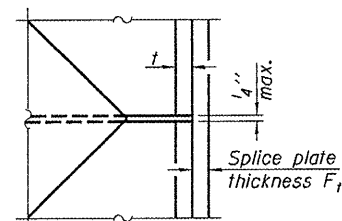


ELEVATION



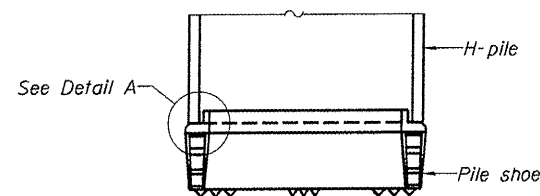
END VIEW

Designation	F	F <sub>t</sub>	F <sub>w</sub>	W	W <sub>t</sub>	W <sub>w</sub>
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

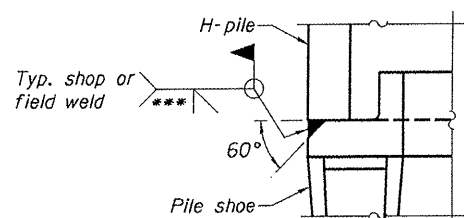


DETAIL D

WELDED PLATE FIELD SPLICE

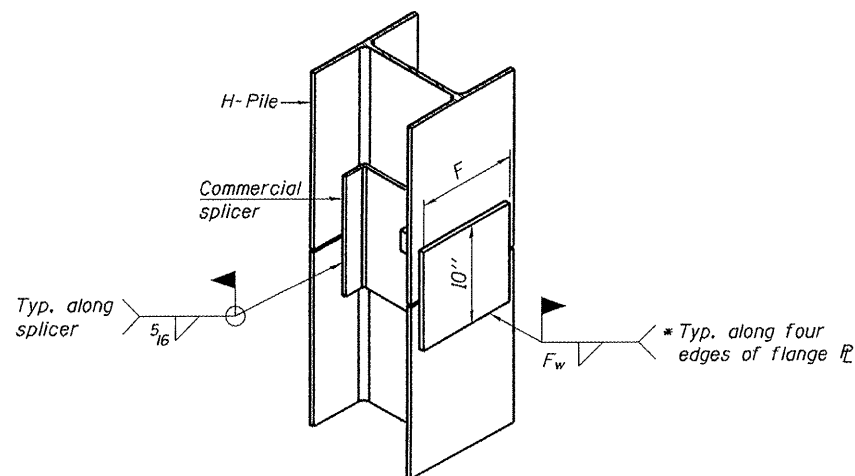


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

- \* Interrupt welds 1/4" from end of web and/or each flange.
- \*\* Remove portions of backup plates that extend outside the flanges.
- \*\*\* Weld size per pile shoe manufacturer (5/16" min.).

Note: The steel H-piles shall be according to AASHTO M270 Grade 50.

STEEL H-PILE DETAILS  
STRUCTURE NUMBER 101-3101

PROFESSIONAL DESIGN FIRM LICENSE #184-001084

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JOB NO. 10L0054  
DATE 2/3/11

SHEET NO. 11  
12 SHEETS

F.A.U. RTE. 5077

SECTION 10-00462-00-BR

COUNTY Winnebago

TOTAL SHEETS 21  
SHEET NO. 18

CONTRACT NO. 85534

FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT

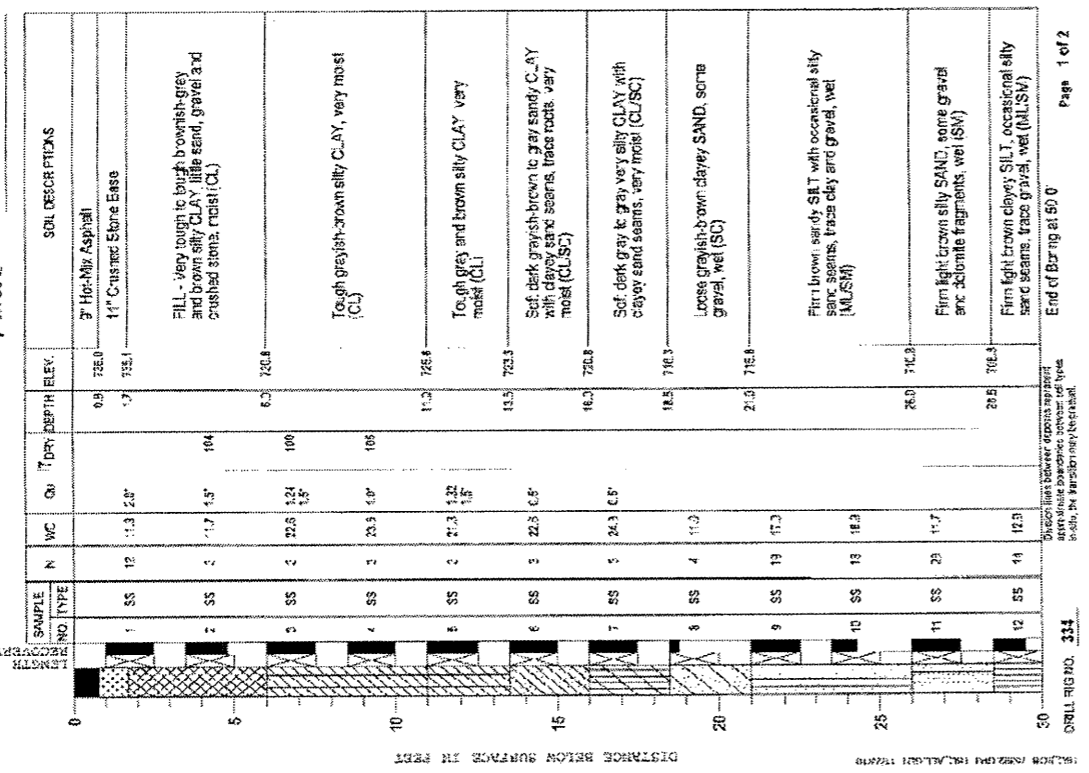
02/03/2011  
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 DRAWN  
 REVIEWED  
 12/20/10  
 MCM  
 1/14/11  
 SMK  
 1/14/11



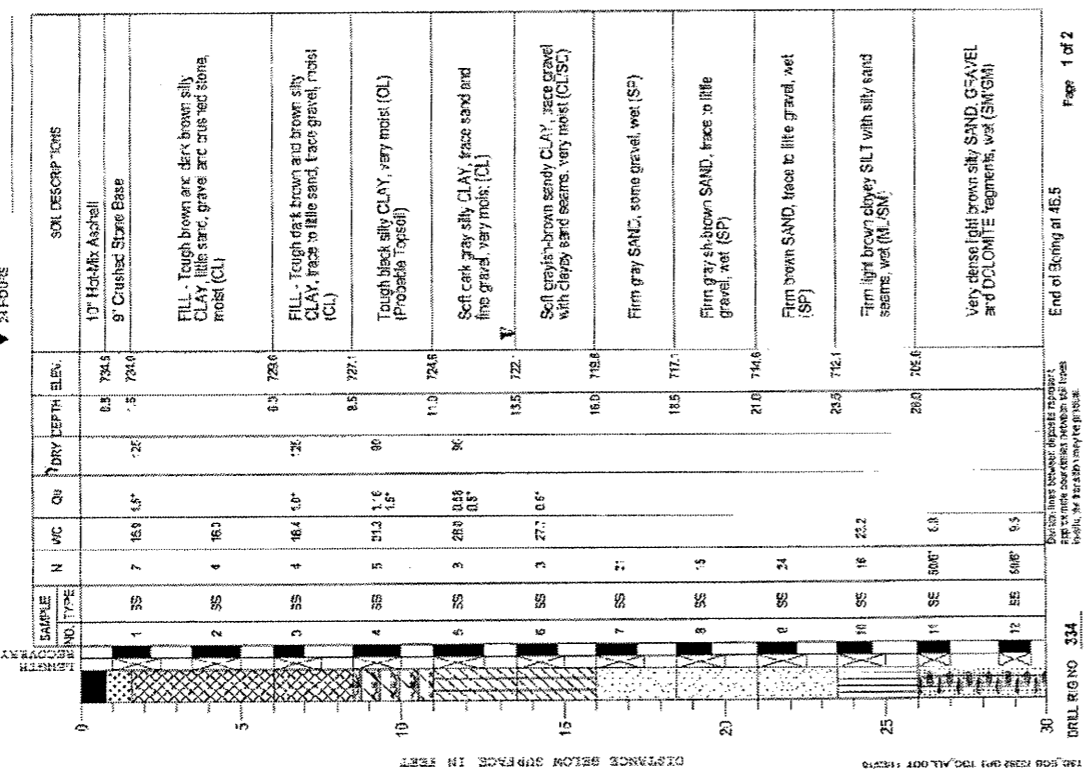
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DRAWN	MCM	1/14/11
REVIEWED	SMK	1/14/11

02-07-2011  
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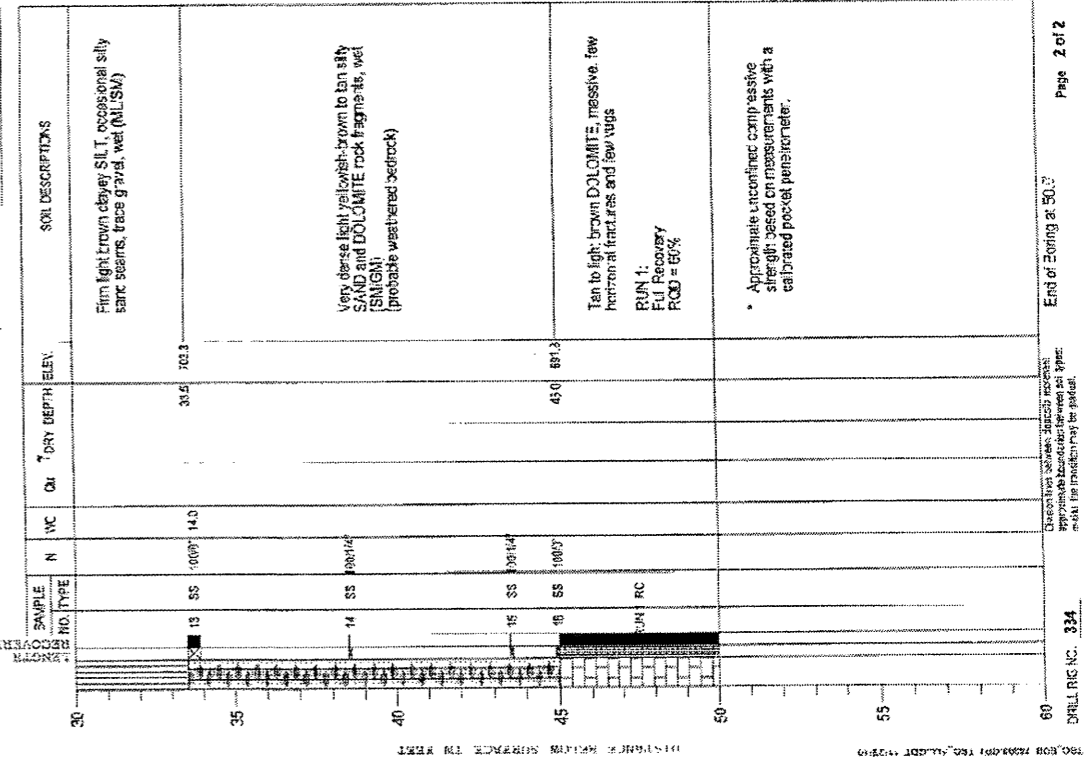
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 PROJECT: Cunningham Road Bridge at South Branch Kent Creek, Rockford, Illinois  
 CLIENT: Hanson Professional Services, Rockford, Illinois  
 BORING: 1  
 DATE STARTED: 7-14-10  
 DATE COMPLETED: 7-14-10  
 JOB: L-75,392  
 WATER LEVEL OBSERVATIONS: Dry to 15'  
 WHILE DRILLING: N/A Wash Boring  
 AT END OF BORING: 24 HOURS



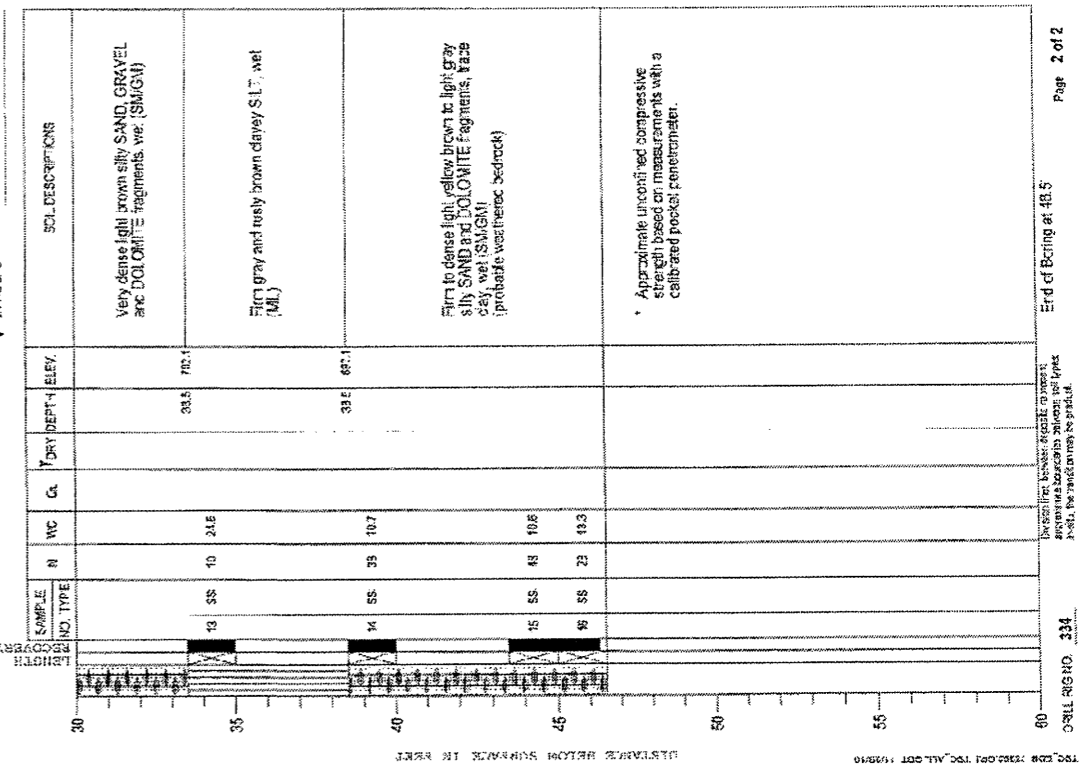
**TSC**  
 PROJECT: Cunningham Road Bridge at South Branch Kent Creek, Rockford, Illinois  
 CLIENT: Hanson Professional Services, Rockford, Illinois  
 BORING: 2  
 DATE STARTED: 7-13-10  
 DATE COMPLETED: 7-13-10  
 JOB: L-75,392  
 WATER LEVEL OBSERVATIONS: 13.5'  
 WHILE DRILLING: N/A Wash Boring  
 AT END OF BORING: 24 HOURS



**TSC**  
 PROJECT: Cunningham Road Bridge at South Branch Kent Creek, Rockford, Illinois  
 CLIENT: Hanson Professional Services, Rockford, Illinois  
 BORING: 1  
 DATE STARTED: 7-14-10  
 DATE COMPLETED: 7-14-10  
 JOB: L-75,392  
 WATER LEVEL OBSERVATIONS: Dry to 15'  
 WHILE DRILLING: N/A Wash Boring  
 AT END OF BORING: 24 HOURS



**TSC**  
 PROJECT: Cunningham Road Bridge at South Branch Kent Creek, Rockford, Illinois  
 CLIENT: Hanson Professional Services, Rockford, Illinois  
 BORING: 2  
 DATE STARTED: 7-13-10  
 DATE COMPLETED: 7-13-10  
 JOB: L-75,392  
 WATER LEVEL OBSERVATIONS: 13.5'  
 WHILE DRILLING: N/A Wash Boring  
 AT END OF BORING: 24 HOURS



**BORING LOGS**  
 STRUCTURE NUMBER 101-3101

PROFESSIONAL DESIGN FIRM LICENSE #184-001084

	SHEET NO. 12 12 SHEETS	F.A.U. RTE. 5077	SECTION 10-00462-00-BR	COUNTY Winnebago	TOTAL SHEETS 21	SHEET NO. 19
	CONTRACT NO. 85534		FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			

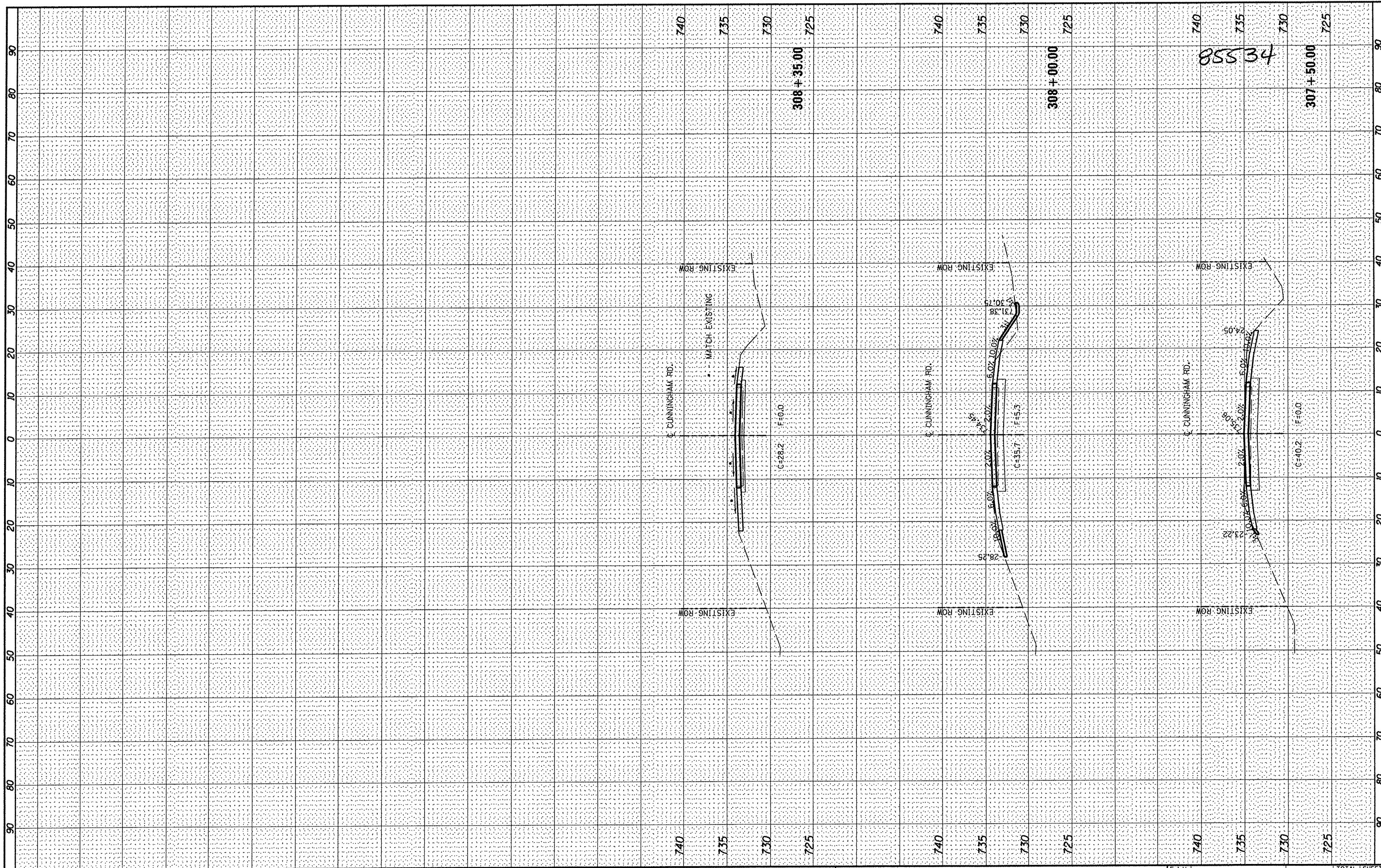
85534





FINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
NO.	
TEMPLATE	
AREAS CHECKED	

ORIGINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
NO.	
TEMPLATE	
AREAS CHECKED	



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USER NAME =  
 PLLOT SCALE = 20.0000' / 1" =  
 PLOT DATE = 02/03/11

DESIGNED	SMK	REVISED	-
DRAWN	JDM	REVISED	-
CHECKED	SMK	REVISED	-
DATE	02/03/11	REVISED	-

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
CUNNINGHAM ROAD BRIDGE REPLACEMENT  
ROCKFORD, ILLINOIS**

SCALE: 20H 5V    SHEET NO. OF SHEETS    STA. 307+50.00 TO STA. 308+35.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5077	10-00462-00-BR	WINNEBAGO	21	21
				CONTRACT NO. 85534
ILLINOIS FED. AID PROJECT				