F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	1
	ILLINOIS	CONTRACT NO. 85802		

INDEX OF SHEETS

11-06-2026 LETTING ITEM 058

SHEET NO.	DESCRIPTION
1	COVER
2 - 3	GENERAL NOTES, STANDARDS, LEGEND
4 - 8	SUMMARY OF QUANTITIES
9 - 12	EXISTING TYPICAL SECTIONS
13 - 16	PROPOSED TYPICAL SECTIONS
17	ALIGNMENT TIES, BENCHMARKS
18 - 19	REMOVAL PLANS
20 - 24	ROADWAY PLAN AND PROFILE
25 - 36	MAINTENANCE OF TRAFFIC PLAN
37 - 41	DRAINAGE PLANS
42	WATER MAIN PLAN AND PROFILE
43 - 48	PLAT OF HIGHWAYS
49 - 57	LIGHTING PLANS
58 - 67	TRAFFIC SIGNAL PLANS
68 - 71	PAVEMENT MARKING AND SIGNING PLAN
72 - 74	EROSION AND SEDIMENT CONTROL PLANS
75 - 76	LANDSCAPING PLANS
77 - 80	ADA DETAILS
81 - 82	INTERSECTION GRADING DETAIL
83 - 140	STRUCTURAL PLANS - BRIDGE
141 - 145	IDOT DISTRICT 2 STANDARDS
146 - 147	CITY OF ROCKFORD STANDARDS
148 - 153	ILLINOIS URBAN MANUAL STANDARDS
154 - 162	CROSS SECTIONS

TRAFFIC DATA

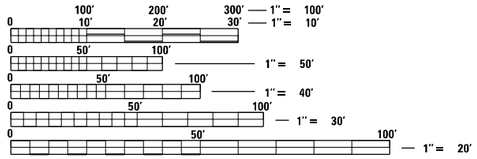
15TH AVENUE
DESIGN DESIGNATION: MINOR ARTERIAL
CURRENT ADT (2024): 7,553 (7% TRUCKS)
PROJECTED ADT (2050): 7,396 (7% TRUCKS)
DESIGN SPEED: 30 MPH
POSTED SPEED: 30 MPH

ILLINOIS ROUTE 2 (MAIN STREET)
DESIGN DESIGNATION: OTHER PRINCIPAL ARTERIAL
CURRENT ADT (2024): 12,958 (7% TRUCKS)
PROJECTED ADT (2050): 11,761 (7% TRUCKS)
DESIGN SPEED: 30 MPH
POSTED SPEED: 30 MPH

NELSON BOULEVARD
DESIGN DESIGNATION: LOCAL ROAD
CURRENT ADT (2024): 650 (36% TRUCKS)
PROJECTED ADT (2050): 650 (36% TRUCKS)
DESIGN SPEED: 25 MPH
POSTED SPEED: 25 MPH

LIST OF STANDARDS

SEE SHEET 2



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.

CMT
Crawford, Murphy & Tilly
550 N Commons Drive, Suite 116
Aurora, Illinois 60504
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"These plans are professional technical documents. If an individual with a disability requires assistance, please contact Tim Hinkens with the City of Rockford at (779) 348-7647 or timothy.hinkens@rockfordil.gov."

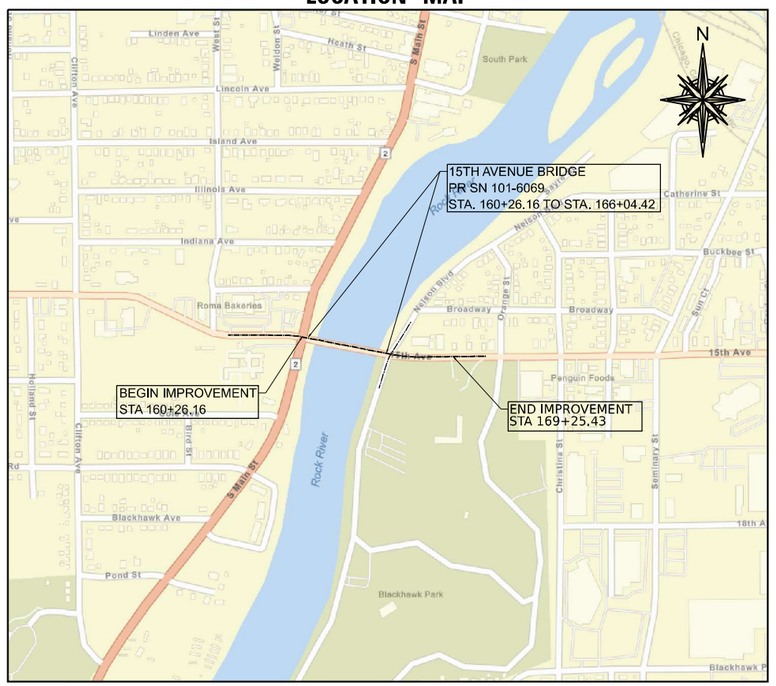
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CAPITAL ROADWAY IMPROVEMENT PROGRAM

PROPOSED HIGHWAY PLANS

CITY OF ROCKFORD
FAU ROUTE 5082 (15TH AVENUE)
IL ROUTE 2 TO NELSON BOULEVARD
RECONSTRUCTION
SECTION NO. 19-00631-00-BR
PROJECT NO. 8NNV(597)
JOB NO. C-92-062-24
WINNEBAGO COUNTY
CONTRACT NO. 85802

LOCATION MAP



NOT TO SCALE

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

FINAL SUBMITTAL SEPTEMBER 2026

STATE OF ILLINOIS



LOCATION OF SECTION INDICATED THUS: –

PROFESSIONAL ENGINEER'S SIGNATURE & SEAL

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9/4/26
ANDREW SCHLICHTING, PE, PTOE — DATE
EXPIRES: 11 /30 /2027
FOR DRAWINGS:
1–40, 42–82, 141–162

ANDREW R. SCHLICHTING 062-062847 LICENSED PROFESSIONAL ENGINEER STATE OF ILLINOIS — SEAL

STRUCTURAL ENGINEER'S SIGNATURE & SEAL

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9-4-26
JOSEPH HEGER, PE, SE — DATE
EXPIRES: 11 /30 /2026
FOR DRAWINGS:
41, 83–140

JOSEPH I. HEGER 062-038156 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS — SEAL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED Tim Hinkens
September 8, 2026
CITY OF ROCKFORD, CITY ENGINEER

PASSED September 8, 2026
DISTRICT 2 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW 09/08/26
DEPUTY DIRECTOR OF HIGHWAYS, REGION 2 ENGINEER

STATE HIGHWAY STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
420001-11	PAVEMENT JOINTS
424001-12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-06	DIAGONAL RAMPS FOR SIDEWALKS
424011-05	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-06	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-07	DEPRESSED CORNER FOR SIDEWALKS
424026-04	ENTRANCE/ALLEY PEDESTRIAN CROSSINGS
424031-03	MEDIAN PEDESTRIAN CROSSINGS
442201-04	CLASS C AND CLASS D PATCHES
602402-03	PRECAST MANHOLE TYPE A 5' DIAMETER
602701-02	MANHOLE STEPS
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM...
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING...
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W...
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH...
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH...
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	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	APPLICATION OF TYPES A & B METAL POSTS
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-03	HANDHOLES
814006-03	DOUBLE HANDHOLES
821101-03	LUMINAIRE WIRING IN POLE
825021-04	LIGHTING CONTROLLER BASE MOUNTED, 240V
830001-03	LIGHT POLE ALUMINUM MAST ARM
836001-05	LIGHT POLE FOUNDATION
838001-01	BREAKAWAY DEVICES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
877011-10	STEEL COMB. MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877012-07	STEEL COMB. MAST ARM ASSEMBLY AND POLE 56' THROUGH 75'
878001-11	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS

IDOT DISTRICT 2 STANDARDS

4.1	PC CONCRETE ISLANDS AND MEDIANS ACCESSIBLE TO THE DISABLED
17.4	CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED
32.1	SEWER AND WATER MAIN CROSSINGS
25.1	ENTRANCE APPROACHES - URBAN AREA
34.1	WORK ZONE SIGN DETAILS
39.1	TRAFFIC CONTROL TYPICAL WEAVE
40.1	TRAFFIC CONTROL FOR ROAD CLOSURE
41.1	TYPICAL PAVEMENT MARKINGS
92.1	DETAILS OF PLANTING AND BRACING TREES
94.2	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS

CITY OF ROCKFORD STANDARDS

STANDARD INLET TYPE 700
UNDERGROUND CONDUIT INSTALLATION DETAILS
TRENCH BACKFILL
MANHOLE TYPE A
FIRE HYDRANT COMPLETE
VALVE & VALVE BOX DETAIL
WATER MAIN PIPE BEDDING DETAIL
WATER MAIN INSULATION DETAIL
WATER MAIN CASING DETAIL

ILLINOIS URBAN MANUAL STANDARDS

IUM-530	EROSION CONTROL BLANKET
IUM-561C	INLET PROTECTION - IMPERVIOUS AREAS, CURB PROTECTION
IUM-561D	INLET PROTECTION -PAVED AREAS DROP-IN PROTECTION
IUM-620A	SILT FENCE PLAN
IUM-620B	SILT FENCE - SPLICING TWO FENCES
IUM-IL-630	STABILIZED CONSTRUCTION ENTRANCE
IUM-654BW	TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL
IUM-654ET	TEMPORARY CONCRETE WASHOUT FACILITY - EARTHEN TYPE
IUM-654SB	TEMPORARY CONCRETE WASHOUT FACILITY -STRAW BALE
IL-685	PLANTING PROCEDURE FOR BALLED & BURLAPPED OR CONTAINER
IUM-690-C	TREE TRUNK PROTECTION

GENERAL NOTES

1) THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", PREPARED BY IDOT, ADOPTED JANUARY 1ST, 2022 (HEREIN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS), "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" PREPARED BY IDOT, ADOPTED JANUARY 1ST, 2026, AND THE STANDARDS OF THE CITY OF ROCKFORD WHERE APPLICABLE. ALL SEWER AND WATER MAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", FIFTH EDITION AND THE STANDARDS OF THE CITY OF ROCKFORD WATER DIVISION AND THE FOUR RIVERS SANITATION AUTHORITY. SIGN CONSTRUCTION, PAVEMENT MARKINGS AND TRAFFIC CONTROL SHALL CONFORM TO THE REQUIREMENTS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" CURRENT EDITION.

2) WHERE SECTION, SUBSECTION, SUBDIVISION, WINGS, OR PROPERTY MONUMENTS ARE ENCOUNTERED, THE OWNER 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. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR HAS WITNESSED OR REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY MONUMENTS DISTURBED OR DESTROYED BY HIS OPERATIONS. REPLACEMENT OF MONUMENTS WILL BE DETERMINE BY THE ENGINEER. PROPERTY MAKERS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.

3) CONTRACTORS BIDDING ON THIS PROJECT SHALL VISIT THE SITE BEFORE BIDDING. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OF ANY DISCREPANCY IMMEDIATELY.

4) ALL SECTIONS, DETAILS, AND NOTES SHOWN ON THE DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL APPLY TO SIMILAR SITUATIONS ELSEWHERE, UNLESS OTHERWISE NOTED. THE LOCATIONS AND DIMENSIONS OF MINOR REPAIR ITEMS SUCH AS SIDEWALK, CURB AND INLET ADJUSTMENTS ARE PROVIDED AS A COURTESY ONLY. LOCATIONS AND QUANTITIES SHOWN ON THE PLANS ARE BASED ON FIELD MEASUREMENTS CONDUCTED BY THE OWNER. HOWEVER, FINAL LOCATIONS AND QUANTITIES OF SUCH ITEMS SHALL BE DETERMINED IN THE FIELD BY THE OWNER AT THE TIME OF CONSTRUCTION.

5) THE SCALE SHOWN ON THE DRAWINGS APPLIES ONLY TO THE FULL SIZE PLANS AND NOT REDUCED SIZE PLANS.

6) ALL STATIONS AND OFFSETS SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL ALSO FIELD VERIFY LOCATION, ELEVATION AND SIZE OF EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY HORIZONTAL CONTROL BY REFERENCING KNOWN PROPERTY LINES, OR SURVEY MARKERS. THE CONTRACTOR SHALL NOTIFY THE OWNER OF DISCREPANCIES IN HORIZONTAL CONTROL PRIOR TO PROCEEDING WITH WORK. ELEVATION DATA FOR THIS PROJECT HAS BEEN BASED ON THE WINGS MONUMENT SYSTEM. THE WINGS MONUMENT SYSTEM SHALL BE USED FOR ALL ELEVATION DATA REGARDING THIS PROJECT INCLUDING FINAL AS-BUILT MEASUREMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL PLAN QUANTITIES.

7) WHEN ARTIFICIAL LIGHTING IS UTILIZED DURING NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AS WELL AS ADJOINING RESIDENTIAL AREAS.

8) ANY IDOT STANDARD DRAWINGS INCLUDED IN THE PLAN SET ARE INTENDED TO BE THE LATEST REVISIONS AND SHALL TAKE PRECEDENCE OVER EARLIER DRAWINGS THAT MAY BE REFERRED TO ELSEWHERE IN THE PLANS OR SPECIAL PROVISIONS.

9) THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING HIS CONSTRUCTION OPERATIONS WITH OTHER CONSTRUCTION AND/OR MAINTENANCE OPERATIONS, INCLUDING UTILITY RELOCATIONS AND ADJUSTMENTS OR OTHER CONTRACTORS WORKING WITHIN THE LIMITS OF THE PROJECT AND ADJACENT TO THE PROJECT.

10) ANY PRIVATE OR COMMERCIAL SIGNS WHICH NEED TO BE REMOVED FOR CONSTRUCTION PURPOSES SHALL BE HANDLED AS FOLLOWS:

    WITHIN THE EXISTING RIGHT-OF-WAY: SIGNS SHALL BE REMOVED OR REMOVED AND REPLACED AS DIRECTED BY THE PLANS. PAYMENT FOR ALL MATERIALS AND LABOR REQUIRED FOR THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

    OUTSIDE THE EXISTING RIGHT-OF-WAY: THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATION NEAR ANY AND ALL EXISTING SIGNS OUTSIDE THE RIGHT-OF-WAY. ANY SIGNS REMOVED FOR CONSTRUCTION PURPOSES SHALL BE CAREFULLY REMOVED AND RE-ERECTED BY THE CONTRACTOR AT A LOCATION NEAREST TO THE ORIGINAL LOCATION, OR AT A LOCATION DETERMINED BY THE OWNER IN THE FIELD. ANY DAMAGE DONE TO EXISTING SIGNS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL EXPENSE TO THE OWNER.

11) THE CONTRACTOR SHALL MAINTAIN THE SITE IN A CLEAN AND ORDERLY MANNER. DEBRIS AND SURPLUS MATERIALS SHALL BE REMOVED FROM THE SITE ON A REGULAR BASIS AND DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. RESTORATION SHALL BE INITIATED AS WORK PROGRESSES TO THE EXTENT CONSIDERED PRACTICAL.

12) THE CONTRACTOR SHALL RETURN ALL EXISTING AREAS (TO REMAIN) AFFECTED BY THE CONSTRUCTION ACTIVITIES, PERSONNEL, OR EQUIPMENT TO THE ORIGINAL UNDISTURBED CONDITIONS. THE CONTRACTOR SHALL ADDITIONALLY PROTECT AND MAINTAIN ALL COMPLETED WORK IN ACCORDANCE WITH ART. 107.30.

13) THE CONTRACTOR SHALL PLAN ALL OF THEIR WORK BASED UPON THEIR OWN EXPLORATIONS, SOIL BORINGS, AND OBSERVATIONS TO DETERMINE SOIL CONDITIONS WITHIN THE PROPOSED IMPROVEMENTS. hOWEVER, THE OWNER HAS A GEOTECHNICAL REPORT THAT WILL BE MADE AVAILABLE UPON REQUEST.

14) THOSE SEEKING THE HYDRAULIC REPORTS, PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT (PESA), OR GEOTECHNICAL REPORT SHOULD CONTACT THE OWNER OF RECORD. SHOULD THE CONTRACTOR REQUIRE ADDITIONAL INFORMATION NOT CONTAINED IN THE AFOREMENTIONED REPORTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND ANALYZING ANY NEW DATA. TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION PLEASE CONTACT:
    TIM HINKENS
    CITY OF ROCKFORD DEPARTMENT OF PUBLIC WORKS
    PHONE NUMBER (779) 348-7647
    E-MAIL Timothy.Hinkens@rockfordil.gov

15) PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:

    1.ALL WORDS, SUCH AS ONLY, SHALL BE 8 FEET HIGH.
    2.ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
    3.THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8 INCHES, NOT 7 INCHES, AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.
    4.CENTERLINE SKIP DASH PAVEMENT MARKING ON MULTI-LANE DIVIDED, MULTI-LANE UNDIVIDED, AND ONE-WAY ROADWAY SHALL BE ACCORDING TO DISTRICT STANDARD 41.1.

16) THE TEMPORARY CONCRETE BARRIER SHALL BE PINNED TO THE PAVEMENT WITH 3 ANCHOR PINS PER SECTION ON THE TRAFFIC SIDE OF THE BARRIER WALL AT THE FOLLOWING LOCATIONS:

    AT EAST AND WEST ABUTMENTS WHEN WORK IS WITHIN 36 FEET OF THE BARRIER.

    THE BARRIER UNIT AT EACH END SHALL BE ANCHORED AS SPECIFIED IN ARTICLE 704.04. ALL ANCHORING AND PINNING HOLES SHALL BE CORE DRILLED.

17) THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION AND MIXTURE USE(S):	SURFACE	BINDER	MULTI-USE PATH
PG:	PG64-22	PG64-22	PG64-22
DESIGN AIR VOIDS:	4.0@N50	4.0@N50	4.0@N50
MIXTURE COMPOSITION:	IL 9.5	IL 19.0	IL 9.5
FRICTION AGGREGATE:	D	N/A	D
MIXTURE WEIGHT:	112 LBS/SY/IN	112 LBS/SY/IN	112 LBS/SY/IN
QUALITY MANAGEMENT PROGRAM:	QA/QC	QA/QC	QA/QC
SUBLOT SIZE:	N/A	N/A	N/A
MATERIAL TRANSFER DEVICE			

18) THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTING AND MAINTAINING AN ELECTRONIC LOG OF ALL STAKEOUT SURVEY THAT IS PERFORMED ON THE JOB, EITHER BY HIM/HER OR ANY SUB-CONTRACTOR PERFORMING THE STAKEOUT. UPON REQUEST, ALL LOGS SHALL BE SUBMITTED TO THE DEPARTMENT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK, BUT SHALL BE CONSIDERED INCLUDED IN THE COST FOR CONSTRUCTION LAYOUT.

19) THE COST OF MAKING STORM SEWER AND UNDERDRAIN CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE VARIOUS CONTRACT UNIT PRICES FOR STORM SEWER.

COMMITMENTS

1) NO IN STREAM WORK SHALL BE CONDUCTED FROM APRIL 1ST THROUGH JULY 31ST OF ANY GIVEN YEAR.

    a) IF ROCK JETTIES OR CAISSONS ARE TO BE USED FOR THE PROJECT THEY MUST BE INSTALLED OUTSIDE OF THESE DATES. HOWEVER, WORK MAY OCCUR FROM THE PLATFORMS DURING THESE DATES.

    b) THE CONTRACTOR IS PROHIBITED FROM THE USE OF EXPLOSIVES DURING DEMOLITION.

2) TREES THREE (3) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT SHALL NOT BE CLEARED FROM APRIL 1ST THROUGH SEPTEMBER 30TH OF ANY GIVEN YEAR.

MODEL: Gen Notes-1 [Sheet]
FILE NAME: L:\Rockford\22004683-00_15thAveBridgePh2\4983000\Roadway\Sheets\SHTS_Gen_Notes.dgn

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USER NAME = aschlichting	DESIGNED - SE	REVISED -	CITY OF ROCKFORD DEPARTMENT OF PUBLIC WORKS	GENERAL NOTES AND STANDARDS	
	DRAWN - SE	REVISED -			
PLOT SCALE = 0.16666633 ' / In.	CHECKED - ARS	REVISED -			
PLOT DATE = 9/7/2026	DATE - 07/24/2026	REVISED -		SCALE: N.T.S.	SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	2
		CONTRACT NO. 85802		
		ILLINOIS FED. AID PROJECT		

UTILITY NOTES

1) UTILITIES SHOWN ON THE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND NO GUARANTEE OF THEIR ACCURACY IS MADE OR INFERRED. THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE DRAWINGS REPRESENT DATA RECEIVED FROM VARIOUS SOURCES. IT IS NOT GUARANTEED TO BE CORRECT OR ALL-INCLUSIVE. THE CONTRACTOR SHALL CONDUCT HIS OWN INVESTIGATION INTO THE LOCATION, SIZE, DEPTH AND NATURE OF ANY AND ALL EXISTING UTILITIES THAT MAY INTERFERE WITH THE WORK UNDER THIS CONTRACT. ANY EXISTING UTILITIES THAT ARE TO REMAIN IN SERVICE SHALL BE FULLY PROTECTED BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THE CONSTRUCTION OPERATIONS SHALL BE IMMEDIATELY REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ANY AND ALL UTILITY COMPANIES REGARDING ADJUSTMENTS NECESSARY. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE AND CONSIDERED INCIDENTAL TO THE PROJECT COST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND, OVERHEAD, OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER OR THE OWNER OR REPLACED. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

2) ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION OR HAVE THE POTENTIAL FOR CREATING FUTURE PROBLEMS SHALL BE DISPOSED OUTSIDE OF THE LIMITS OF THE PROJECT AT AN APPROVED LOCATION OBTAINED BY THE CONTRACTOR, ACCORDING TO THE "STANDARD SPECIFICATIONS FOR WATER & SEWER CONSTRUCTION IN ILLINOIS", CURRENT EDITION, AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

3) THE CONTRACTOR SHALL CONTACT MATT CAMPBELL OF THE FOUR RIVERS SANITATION AUTHORITY AT (815)-387-7684 PRIOR TO PERFORMING ANY SANITARY SEWER WORK, INCLUDING WORK THAT WILL BE PERFORMED BENEATH SANITARY SEWERS OR WORK THAT WILL BE PERFORMED ABOVE SANITARY SEWERS WITH LESS THAN 18 INCHES OF VERTICAL SEPARATION.

4) CONTRACTOR SHALL TAKE ALL APPROPRIATE MEASURES NECESSARY SUCH THAT FRAMES AND LIDS FOR STRUCTURES INSTALLED WITHIN THE PROPOSED PAVEMENT ARE ROTATED SO AS NOT TO BE IN THE VEHICLES "WHEEL LANE". ANY FRAMES AND LIDS, WHERE DETERMINED AVOIDABLE BY THE ENGINEER, SHALL BE ADJUSTED.

5) THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE FLOWS AT ALL TIMES THROUGHOUT THE DURATION OF THE CONTRACT. METHODS UTILIZIED BY THE CONTRACTOR SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

6) 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.

7) THE FOLLOWING LISTED UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF JULIE:

WATER DIV. - MATT BAILLARGEION	MATT.BAILLARGEON@ROCKFORDIL.GOV	779-348-7355
SIGNALS, LIGHTS - BEN DAHLMEIER	BEN.DAHLMEIER@ROCKFORDIL.GOV	779-348-7612
R.O.W. PERMITS - JORDAN MASEMORE	JORDAN.MASEMORE@ROCKFORDIL.GOV	779-348-7634
AT&T - TOM LASKOWSKI - ELECTRIC	TL7895@ATT.COM G05226@ATT.COM	630-639-8372
NICOR GAS - CHARLES PARROT - ELECTRIC	CPARROT@SOUTHERNCO.COM GASMAPS@AGLRESOURCES.COM	630-388-3319
COMED - PATRICIA RODRIGUEZ - ELECTRIC	PATRICIARODRIGUEZ@USICLLC.COM PLANSUBMITTALSANDMAPREQUESTS@EXELONCORP.COM	630-234-4859
COMCAST - THOMAS YUCCAS	THOMAS_YUCCAS@COMCAST.COM	224-229-4614
SIFI FIBER (AUI) - ROB LOSASSO	ROB.L@ALWAYSUG.ORG	219-225-5136

IDOT IS NOT A MEMBER OF JULIE. IF YOU ARE NEAR ANY OVERHEAD LIGHTING, INTERSECTION LIGHTING OR TRAFFIC SIGNALS, CONTACT THE IDOT TRAFFIC OFFICE AT 815/284-5469 AT LEAST 48 HOURS PRIOR TO WORK

EARTHWORK NOTES

1) MEASUREMENT AND PAYMENT OF ALL EARTHWORK PAY ITEMS SHALL ONLY OCCUR ONCE. ANY NECESSARY STOCKPILING AND EXTRA HANDLING OF EARTHWORK FOR LATER USE SHALL BE FACTORED INTO THE CONTACTOR'S BID UNIT COST FOR EARTH EXCAVATIONS, TOPSOIL EXCAVATION AND PLACEMENT, AND REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL. THIS INCLUDES INSTANCES OF SATURATED MATERIALS NEEDING TO BE DRIED PRIOR TO INCORPORATION OR DISPOSAL OFF SITE.

2) UNDERCUTS (REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT AND GEOTECHNICAL FABRIC) HAVE BEEN ESTIMATED BASED UPON THE GEOTECHNICAL REPORT. ALL UNDERCUTS SHALL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY A QUALIFIED SOILS INSPECTOR IN ACCORDANCE WITH IDOT MANUAL FOR TEST PROCEDURES OR MATERIALS AND THE IDOT SOILS FIELD TESTING AND INSPECTION MANUAL. FINAL QUANTITY OF UNDERCUTS SHALL BE AS DETERMINED AND MEASURED IN THE FIELD AND CHANGES IN QUANTITIES SHALL BE AS DETERMINED AND MEASURED IN THE FIELD AND CHANGES IN QUANTITIES SHALL NOT BE CONSIDERED A SIGNIFICANT CHANGE UNDER ARTICLE 104.02.

3) ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER.

4) THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH TANDEM-AXLE TRUCK LOADED TO A MINIMUM GROSS WEIGHT OF 40,000 LB.

5) A 15% SHRINKAGE FACTOR HAS BEEN APPLIED FOR ALL EMBANKMENT TO BE PLACED ON SITE.

6) EARTH SHALL NOT BE STOCKPILED WITHIN THE FLOODPLAIN.

7) EARTHWORK QUANTITIES AND EARTHWORK BALANCE DOES NOT INCLUDE USE OF TRENCH SPOILS IN EMBANKMENT. REMOVAL AND DISPOSAL OF TRENCH SPOILS IS INCLUDED IN THE UNIT COST BID FOR TRENCH BACKFILL IN ACCORDANCE WITH ARTICLE 208. SUITABLE TRENCH SPOILS MAY BE UTILIZED AS EMBANKMENT IF APPROVED BY THE ENGINEER. USE OF TRENCH SPOILS AS EMBANKMENT SHALL NOT ALTER THE QUANTITIES OR REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (20201200).

8) TOPSOIL REMOVAL DEPTHS SHOWN IN THE PLANS HAVE BEEN ESTIMATED BASED UPON THE GEOTECHNICAL REPORT. ACTUAL REMOVAL DEPTH AND QUANTITY SHALL BE VERIFIED IN THE FIELD AND CHANGES IN QUANTITY SHALL NOT BE CONSIDERED A SIGNIFICANT CHANGE UNDER ARTICLE 104.02.

9) THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.

10) THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS.

11) MULCH METHOD II SHALL BE APPLIED OVER ALL SEEDED AREAS. THIS SHALL BE INCLUDED IN THE COST OF THE EARTH EXCAVATION.

WATER

1) CONTRACTOR SHALL SUBMIT LAY LENGTH SCHEDULE, PIPE SUPPORT DETAIL, AND PIPE SUPPORT CONNECTION TO BRIDGE STRUCTURE, AND EXPANSION JOINT DETAILS FOR APPROVAL PRIOR TO ANY WORK.

2) STRIKE-THROUGH AS-BUILTS AND CAD FILE SHALL BE SUBMITTED TO THE CITY OF ROCKFORD FOR RECORD COPIES, ONCE FINAL APPROVAL BY THE CITY OF ROCKFORD HAS BEEN ISSUED.

3) A CITY OF ROCKFORD ENGINEERING INSPECTOR SHALL BE PRESENT FOR ALL WATER MAIN WORK. A CITY OF ROCKFORD PLUMBER SHALL INSPECT ALL WATER SERVICES.

4) WATER PIPE SHALL BE D.I. CLASS 54 FOR 16" PIPE AND CLASS 52 FOR 6" HYDRANT LEAD.

5) ALL WATER MAIN SHALL BE PRESSURE TESTED FOR ACCEPTANCE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" AND CITY OF ROCKFORD'S SPECIFICATIONS (SECTION 12). THIS WORK SHALL BE INCIDENTAL TO WATER MAIN.

6) LEAKAGE TESTING OF THE WATER MAIN SHALL BE REQUIRED AS PER THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION, ANY DEFECTS FOUND IN THE NEW WATER MAIN WILL BE CORRECTED BY THE CONTRACTOR AT THEIR EXPENSE.

7) DISINFECTION OF THE WATER MAIN SHALL BE REQUIRED AS PER THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION. IN ACCORDANCE WITH THE REQUIREMENTS OF AWWA, THE ILLINOIS EPA, AND THE CITY OF ROCKFORD STANDARDS.

8) CONTRACTOR SHALL MAINTAIN A MINIMUM EIGHTEEN INCH VERTICAL SEPARATION WITH WATER MAIN/WATER MAIN SERVICES AND SANITARY OR STORM SEWER AND MAINTAIN A MINIMUM TEN FEET HORIZONTAL SEPARATION BETWEEN ANY WATER MAIN/WATER MAIN SERVICES ENCOUNTERED AND THE SANITARY SEWER/SANITARY SEWER SERVICES AND STORM SEWER. ANY CHANGES TO THIS REQUIREMENT SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", LATEST EDITION. GASKETED STORM SEWER SHALL NOT BE USED AS WATER MAIN QUALITY PIPE.

9) EXISTING WATER MAIN SHUT DOWN TIME SHALL BE KEPT TO A MINIMUM AND BE COORDINATED WITH OWNER. NO USER SHALL BE WITHOUT WATER FOR MORE THAN 24 HOURS, UNLESS SPECIAL APPROVAL IS OBTAINED.

10) DIMENSIONS SHOWING WATER MAIN LOCATIONS ARE APPROXIMATE. THE HORIZONTAL ALIGNMENT MAY BE ADJUSTED WITH THE ARCHITECT'S/ ENGINEER'S APPROVAL WHERE EXISTING BURIED UTILITIES MAY CONFLICT.

11) ALL FITTINGS (BENDS, TEES, CROSSES, AND PLUGS) REQUIRED TO COMPLETE THE INSTALLATION OF DUCTILE IRON WATER MAINS, AS SHOWN ON THE PLANS, SHALL BE INCLUDED AT THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR WATER MAIN.

12) WATER VALVE BOX ADJUSTMENTS SHALL BE DETERMINED ON SITE AND SHALL BE INCIDENTAL TO THE CONTRACT.

13) THRUST RESTRAINT SHALL CONFORM TO THE REQUIREMENTS OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION AND THE CITY OF ROCKFORD STANDARDS. RESTRAINED JOINTS ARE REQUIRED FOR VERTICAL BENDS AND REDUCERS.

14) THE CONTRACTOR SHALL PROVIDE 'WHIPS' AS NECESSARY FOR FLUSHING AND AIR RELEASE ON THE NEWLY CONSTRUCTED WATER MAINS. WHIPS SHALL BE CONSTRUCTED USING 1-INCH CORPORATION STOPS AND 1-INCH DIAMETER COPPER TUBING. WHEN ALL TESTING AND FLUSHING OPERATIONS HAVE BEEN COMPLETED, THE CORPORATION STOPS SHALL BE CLOSED AND THE COPPER TUBING SHALL BE CUT AND CAPPED. THE COST TO FURNISH, INSTALL AND REMOVE THE WHIPS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE WATER MAINS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

15) EXISTING WATER MAIN AND SERVICE LOCATIONS ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR. THIS WILL BE INCIDENTAL TO THE CONTRACT.

16) "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION, AS WELL AS THE CITY OF ROCKFORD SECTION 12, CITY OF ROCKFORD PLUMBING CODE AND THE ADOPTED STANDARD WATER MAIN SPECIFICATIONS, CURRENT EDITION, ON FILE WITH THE ILLINOIS EPA DIVISION OF PUBLIC WATER SUPPLIES.

17) ALL WATER SERVICES TO BE INSTALLED/TAPPED SHALL BE COMPLETED BY A STATE OF ILLINOIS LICENSED PLUMBER AND INSPECTED BY A CITY OF ROCKFORD AUTHORIZED PLUMBING INSPECTOR PRIOR TO SERVICE REINSTATEMENT AND BACKFILLING.

18) THE MINIMUM COVER FOR ALL WATER MAIN AND SERVICE PIPE IS 6 FEET (6') FROM FINISHED GRADE TO TOP OF PIPE UNLESS OTHERWISE NOTED ON PLANS.

19) ALL WATER MAINS UNDER AND WITHIN TWO FEET OF ANY EXISTING OR PROPOSED PAVEMENT, WALK OR, CURB SHALL BE BACKFILLED WITH GRANULAR BACKFILL MATERIAL. BEDDING, HAUNCHING, AND INITIAL BACKFILL SHALL BE SAND, TRENCH BACKFILL SHALL BE CA-6. BACKFILL SHALL BE PLACED IN LIFTS NOT TO EXCEED 12 INCHES COMPACTED TO 95% OF MAXIMUM STANDARD PROCTOR DENSITY.

20) ALL VALVES SHALL BE GATE VALVES MUELLER 2360 SERIES RW GATE VALVE, WITH MECHANICAL JOINTS (AWWA STANDARD C111/ANSI STANDARD A21.11), RESILIENT SEAT WEDGETYPE, WITH CAST IRON OR DUCTILE IRON BODY, BRONZE MOUNTED, BRONZE NON-RISING STEM, DOUBLE DISC PATTERN (AWWA STANDARD 0500), DESIGNED FOR 300 POUNDS WORKING PRESSURE MEETING AWWA STANDARD C509 OR C515. ALL VALVES SHALL OPEN LEFT. VALVES 12 INCHES AND LARGER SHALL BE RUBBER, SEATED TYPE BUTTERFLY VALVES IN FULL COMPLIANCE WITH AWWA STANDARD 0504. VALVES SHALL BE MUELLER MODEL LINESEAL III BUTTERFLY VALVE CLASS 150B WITH INTEGRAL MECHANICAL JOINTS, CAST IRON (ASTM A-126 CLASS B) OR DUCTILE IRON (ASTM A-536 GRADE 65-45-12) BODY OFFSET SHAFT TYPE DISCS CONSTRUCTED OF DUCTILE IRON, VALVE SEATS SHALL BE "BUNA-N" RUBBER, SEAT CLAMPS SHALL BE 18-8 STAINLESS STEEL, AND VALVE SHAFTS SHALL BE 18-8 TYPE 304 STAINLESS STEEL. BUTTERFLY 18-8 STAINLESS STEEL, AND VALVE SHAFTS SHALL BE 18-8 TYPE 304 STAINLESS STEEL. BUTTERFLY VALVES SHALL BE INSTALLED AND SUPPORTED BY A BUTTERFLY VALVE ADAPTER AND INSTALLED WITH A VALVE BOX. VALVES SHALL BE PROVIDED AND INSTALLED IN ACCORDANCE WITH SECTION 12 OF THE CITY'S DESIGN STANDARDS.

21) AFTER THE PRESSURE TEST HAS BEEN ACCEPTED, THE CONTRACTOR SHALL CHLORINATE THE WATER MAINS IN ACCORDANCE WITH THE REQUIREMENTS OF AWWA, THE ILLINOIS EPA, AND THE CITY OF ROCKFORD.

22) NO OBJECT MAY BE CONSTRUCTED, MAINTAINED, OR INSTALLED WITHIN 48 INCHES OF A FIRE HYDRANT. TREES, BUSHES WALLS, OR OTHER OBSTACLES WHICH MAY HIDE OR IMPEDE THE USE OF A FIRE HYDRANT WILL NOT BE PERMITTED.

23) FIRE HYDRANTS SHALL COMPLY WITH STANDARDS SPECIFIED IN AWWA C502 FOR DRY BARREL FIRE HYDRANTS. EACH HYDRANT SHALL BE THE MECHANICAL JOINT TYPE EQUAL TO THOSE MANUFACTURED BY THE MUELLER COMPANY (SUPER CENTURION) OR KENNEDY GUARDIAN K-18A. NO FIRE HYDRANTS SHALL BE LOCATED IN CUL-DE-SAC ISLANDS. HYDRANTS SHALL BE PAINTED IN CONFORMITY TO AWWA STD. C502. COLOR TO BE DETERMINED BY THE CITY OF ROCKFORD. FIRE HYDRANTS SHALL BE PROVIDED AND INSTALLED IN ACCORDANCE WITH SECTION 12 OF THE CITY'S DESIGN STANDARDS.

24) FIRE HYDRANTS SHALL HAVE TWO 2-1/2 INCH NOZZLES AND ONE 5" STORZ NOZZLE. HYDRANTS SHALL BE OF DRY BARREL TYPE FOR NON-FREEZING WITH AUTOMATIC DRAIN ON EXTREME END OF HYDRANT AND NON-FLOODING WITH THE GATE SECURELY LOCKED IN PLACE. THE CHAIN SHALL BE OF PLATED STEEL CONSTRUCTION. HYDRANTS SHALL CLOSE WITH THE PRESSURE AND SHALL HAVE A SUFFICIENT NUMBER OF TURNS TO CLOSE HYDRANT SLOWLY ENOUGH TO ELIMINATE WATER HAMMER. THE GATE OF THE HYDRANT SHALL INSURE A RIGHT AND COMPLETE SHUTOFF. HYDRANTS SHALL BE OF SUCH DESIGN TO ALLOW FOR THE REMOVAL AND REPAIR OF THE INTERNAL MECHANISM WITHOUT DIGGING. EACH HYDRANT SHALL HAVE AN AUXILIARY GATE VALVE OF NOT LESS THAN 6 INCHES IN SIZE COMPLETE WITH CAST IRON VALVE BOX AND COVER AS SPECIFIED ABOVE. ALL HYDRANT LEADS SHALL BE A MINIMUM OF 6 INCHES IN DIAMETER. FIRE HYDRANTS SHALL BE PROVIDED AND INSTALLED IN ACCORDANCE WITH SECTION 12 OF THE CITY'S DESIGN STANDARDS.

25) HYDRANT INSTALLATION: HYDRANTS SHALL BE INSTALLED IN STRICT ACCORDANCE WITH AWWA C600 AND RECOMMENDATIONS OF THE MANUFACTURER. ALL HYDRANTS SHALL STAND PLUMB AND SHALL HAVE THEIR NOZZLES PARALLEL WITH OR AT RIGHT ANGLES TO THE CURB, WITH PUMPER NOZZLE FACING THE CURB. HYDRANTS SHALL BE SET TO THE ESTABLISHED.

26) THE CONTRACTOR SHALL CONTACT THE CITY OF ROCKFORD AT LEAST 5 DAYS PRIOR TO BEGINNING WORK ON THE WATER MAIN AND/OR SERVICE INSTALLATIONS AND SHOULD MAKE THE SITE AVAILABLE FOR INSPECTION BY CITY OF ROCKFORD AT ALL TIMES DURING CONSTRUCTION.

27) PRECONSTRUCTION MEETING WITH THE WATER ENGINEER IS REQUIRED PRIOR TO CONSTRUCTION OF THE WATER MAIN.

28) A FINAL WALKTHROUGH AND PUNCHLIST SHALL BE COMPLETED AND APPROVED PRIOR TO FINAL ACCEPTANCE.

SUMMARY OF QUANTITIES

	CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	0010 BRIDGE URBAN	0042 TRAINEES
*	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	14	14	
*	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	238	238	
*	20101100	TREE TRUNK PROTECTION	EACH	3	3	
	20200100	EARTH EXCAVATION	CU YD	128	128	
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	50	50	
	20800150	TRENCH BACKFILL	CU YD	298	298	
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	669	669	
*	25000110	SEEDING, CLASS 1A	ACRE	0.1	0.1	
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	50	50	
*	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	50	50	
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	50	50	
*	25100115	MULCH, METHOD 2	ACRE	0.1	0.1	
*	25100630	EROSION CONTROL BLANKET	SQ YD	2,663	2,663	
	28000400	PERIMETER EROSION BARRIER	FOOT	1,523	1,523	
	28000500	INLET AND PIPE PROTECTION	EACH	7	7	
	28100107	STONE RIPRAP, CLASS A4	SQ YD	423	423	
	28100109	STONE RIPRAP, CLASS A5	SQ YD	39	39	
	28200200	FILTER FABRIC	SQ YD	462	462	
	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	21	21	
	31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	2,399	2,399	
	35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	2,399	2,399	

SUMMARY OF QUANTITIES

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	0010 BRIDGE URBAN	0042 TRAINEES
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	83	83	
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	5,399	5,399	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	540	540	
40600370	LONGITUDINAL JOINT SEALANT	FOOT	604	604	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	852	852	
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	291	291	
42000410	PORTLAND CEMENT CONCRETE PAVEMENT 9 1/2"	SQ YD	16	16	
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	138	138	
42400100	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SQ FT	4,211	4,211	
42400800	DETECTABLE WARNINGS	SQ FT	214	214	
44000100	PAVEMENT REMOVAL	SQ YD	3,352	3,352	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	83	83	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,123	1,123	
44000600	SIDEWALK REMOVAL	SQ FT	3,066	3,066	
44003100	MEDIAN REMOVAL	SQ FT	461	461	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	
50102400	CONCRETE REMOVAL	CU YD	1	1	
50104400	CONCRETE HEADWALL REMOVAL	EACH	1	1	
50200100	STRUCTURE EXCAVATION	CU YD	2,681	2,681	
50200300	COFFERDAM EXCAVATION	CU YD	3,433	3,433	
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1	1	

* SPECIALITY ITEM

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CITY OF ROCKFORD
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	4
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	0010 BRIDGE URBAN	0042 TRAINEES
50201122	COFFERDAM (TYPE 2) (LOCATION - 2)	EACH	1	1	
50201123	COFFERDAM (TYPE 2) (LOCATION - 3)	EACH	1	1	
50201124	COFFERDAM (TYPE 2) (LOCATION - 4)	EACH	1	1	
50201125	COFFERDAM (TYPE 2) (LOCATION - 5)	EACH	1	1	
50300225	CONCRETE STRUCTURES	CU YD	1,732	1,732	
50300255	CONCRETE SUPERSTRUCTURES	CU YD	1,011	1,011	
50300260	BRIDGE DECK GROOVING	SQ YD	3,017	3,017	
50300265	SEAL COAT CONCRETE	CU YD	1,737	1,737	
50300300	PROTECTIVE COAT	SQ YD	4,691	4,691	
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	260	260	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1	
50500505	STUD SHEAR CONNECTORS	EACH	12,642	12,642	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	633,820	633,820	
50800515	BAR SPLICERS	EACH	198	198	
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	1,968	1,968	
51200961	FURNISHING METAL SHELL PILES 16" X 0.312"	FOOT	4,486	4,486	
51202305	DRIVING PILES	FOOT	6,454	6,454	
51203200	TEST PILE METAL SHELLS	EACH	6	6	
51204650	PILE SHOES	EACH	215	215	
51500100	NAME PLATES	EACH	1	1	
52000212	FINGER PLATE EXPANSION JOINT, 4"	FOOT	44	44	

SUMMARY OF QUANTITIES

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	0010 BRIDGE URBAN	0042 TRAINEES
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	27	27	
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	16	16	
52100520	ANCHOR BOLTS, 1"	EACH	86	86	
52100530	ANCHOR BOLTS, 1 1/4"	EACH	10	10	
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	9,375	9,375	
54215436	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 36"	EACH	1	1	
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	8	8	
550A0750	STORM SEWERS, CLASS A, TYPE 3 36"	FOOT	54	54	
55100500	STORM SEWER REMOVAL 12"	FOOT	62	62	
55101200	STORM SEWER REMOVAL 24"	FOOT	54	54	
* 56103000	DUCTILE IRON WATER MAIN 6"	FOOT	6	6	
* 56103400	DUCTILE IRON WATER MAIN 16"	FOOT	72	72	
* 56400500	FIRE HYDRANTS TO BE REMOVED	EACH	1	1	
* 56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	1	1	
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	286	286	
58700300	CONCRETE SEALER	SQ FT	1,135	1,135	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	278	278	
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	1	1	
60108104	PIPE UNDERDRAINS, TYPE 1, 4"	FOOT	10	10	
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
60255500	MANHOLES TO BE ADJUSTED	EACH	4	4	

* SPECIALITY ITEM

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CITY OF ROCKFORD
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 2 OF 5 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	5
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	0010 BRIDGE URBAN	0042 TRAINEES
	60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1	1	
	60260100	INLETS TO BE ADJUSTED	EACH	2	2	
*	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	2	2	
	60500060	REMOVING INLETS	EACH	5	5	
	60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	151	151	
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	997	997	
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	350	350	
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1	
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1	
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1	
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	4	4	
	67100100	MOBILIZATION	L SUM	1	1	
	70107004	PAVEMENT MARKING BLACKOUT TAPE, 4"	FOOT	2,318	2,318	
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	2,035	2,035	
	70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	876	876	
	70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	6,052	6,052	
	70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	283	283	
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	608	608	
	70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	39	39	
	70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2	
*	72000100	SIGN PANEL - TYPE 1	SQ FT	75	75	

SUMMARY OF QUANTITIES

	CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	0010 BRIDGE URBAN	0042 TRAINEES
*	72000200	SIGN PANEL - TYPE 2	SQ FT	34	34	
*	72000300	SIGN PANEL - TYPE 3	SQ FT	27	27	
*	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	122	122	
*	78005100	EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	629	629	
*	78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	5,191	5,191	
*	78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	1,052	1,052	
*	78005140	EPOXY PAVEMENT MARKING - LINE 8"	FOOT	2,883	2,883	
*	78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	211	211	
*	78005180	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	209	209	
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	3,176	3,176	
*	81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	95	95	
*	81028720	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA.	FOOT	330	330	
*	81028770	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 3" DIA.	FOOT	102	102	
*	81028790	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 4" DIA.	FOOT	355	355	
*	81101005	CONDUIT ATTACHED TO STRUCTURE, 4" DIA., PVC COATED GALVANIZED STEEL	FOOT	2,070	2,070	
*	81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	880	880	
*	81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	2	2	
*	81400100	HANDHOLE	EACH	2	2	
*	81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	1,860	1,860	
*	81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	1,265	1,265	
*	82110005	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION E	EACH	6	6	

* SPECIALITY ITEM

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CITY OF ROCKFORD
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 3 OF 5 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	6
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	0010 BRIDGE URBAN	0042 TRAINEES
*	83008400	LIGHT POLE, ALUMINUM, 40 FT. M.H., 10 FT. MAST ARM	EACH	6	6	
*	83600300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	8	8	
*	83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	1	1	
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,482	1,482	
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,389	1,389	
*	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,190	1,190	
*	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2,904	2,904	
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	552	552	
*	87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	3	3	
*	87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1	1	
*	87702970	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 48 FT.	EACH	1	1	
*	87703010	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 56 FT.	EACH	1	1	
*	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16	16	
*	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	14	14	
*	87800420	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	22	22	
*	87900100	DRILL EXISTING FOUNDATION	EACH	2	2	
*	87900200	DRILL EXISTING HANDHOLE	EACH	5	5	
*	88040070	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1	1	
*	88040090	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4	4	
*	88040110	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	4	4	
*	88040120	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	4	4	

SUMMARY OF QUANTITIES

	CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	0010 BRIDGE URBAN	0042 TRAINEES
*	88040150	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	3	3	
*	88040160	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	3	3	
*	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	7	7	
*	88200300	TRAFFIC SIGNAL BACKPLATE, PLASTIC	EACH	11	11	
*	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1	1	
*	89501400	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2	2	
*	89501410	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	2	2	
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	1	
*	89502380	REMOVE EXISTING HANDHOLE	EACH	2	2	
*	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	5	5	
*	A2001024	TREE, ACER RUBRUM (RED MAPLE), 3" CALIPER, BALLED AND BURLAPPED	EACH	1	1	
*	A2002924	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 3" CALIPER, BALLED AND BURLAPPED	EACH	1	1	
*	A2005824	TREE, PLATANUS OCCIDENTALIS (SYCAMORE), 3" CALIPER, BALLED AND BURLAPPED	EACH	2	2	
*	A2006532	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 4" CALIPER, BALLED AND BURLAPPED	EACH	3	3	
*	A2007632	TREE, TAXODIUM DISTICHUM (COMMON BALD CYPRESS), 4" CALIPER, BALLED AND BURLAPPED	EACH	2	2	
*	A2018620	TREE, ULMUS CARPINIFOLIA MORTON, (ACCOLADE ELM HYBRID), 3" CALIPER, BALLED AND BURLAPPED	EACH	1	1	
	X0326806	WASHOUT BASIN	L SUM	1	1	
	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	3	3	
	X5080530	BAR TERMINATORS	EACH	444	444	
*	X5091600	STEEL RAILING REMOVAL	FOOT	12	12	
*	X5091755	PARAPET RAILING (SPECIAL)	FOOT	9	9	

* SPECIALITY ITEM

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CITY OF ROCKFORD
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 4 OF 5 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	7
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	0010 BRIDGE URBAN	0042 TRAINEES
	X5230176	DRAINAGE SCUPPERS, DS-12	EACH	16	16	
	X5510011	PROPOSED STORM SEWER CONNECTION TO EXISTING MANHOLE	EACH	1	1	
*	X5610007	WATER MAIN INSULATION	FOOT	520	520	
*	X5630706	CONNECTION TO EXISTING WATER MAIN 6"	EACH	1	1	
*	X5630716	CONNECTION TO EXISTING WATER MAIN 16''	EACH	2	2	
	X6022930	MANHOLES, TYPE A, 5'-DIAMETER, WITH SPECIAL FRAME AND GRATE	EACH	2	2	
	X6024242	INLETS, SPECIAL, NO. 1	EACH	4	4	
	X6024244	INLETS, SPECIAL, NO. 2	EACH	1	1	
	X6025604	PROPOSED MANHOLE/CATCH BASIN CONNECTION OVER EXISTING STORM SEWER	EACH	2	2	
	X6026056	SANITARY MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1	
*	X6640200	TEMPORARY CHAIN LINK FENCE	FOOT	123	123	
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
	X7240300	SIGN REMOVAL	EACH	16	16	
*	X8130110	JUNCTION BOX (SPECIAL)	EACH	8	8	
*	X8211005	TEMPORARY LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION E	EACH	2	2	
*	X8440102	RELOCATE EXISTING LUMINAIRE	EACH	2	2	
*	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8	8	
*	X8891402	RELOCATE VIDEO VEHICLE DETECTION SYSTEM	EACH	1	1	
*	X8900104	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	11	11	
	XX008140	REMOVE AND RELOCATE EXISTING PLAQUE	EACH	1	1	
	Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	276	276	

SUMMARY OF QUANTITIES

	CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	0010 BRIDGE URBAN	0042 TRAINEES
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
	Z0018900	DRILL AND GROUT DOWEL BARS	EACH	133	133	
*	Z0033020	LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	6	6	
*	Z0068000	STEEL CASINGS 26"	FOOT	20	20	
	Z0076600	TRAINEES	HOUR	2,000		2,000
	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	2,000		2,000
*	XX009775	WATER MAIN 16", SPECIAL	FOOT	520	520	
	XX003067	CONCRETE BRIDGE RAILING (SPECIAL)	FOOT	1,133	1,133	
*	XX009776	EXPANSION JOINT (WATER MAIN)	EACH	1	1	

* SPECIALITY ITEM

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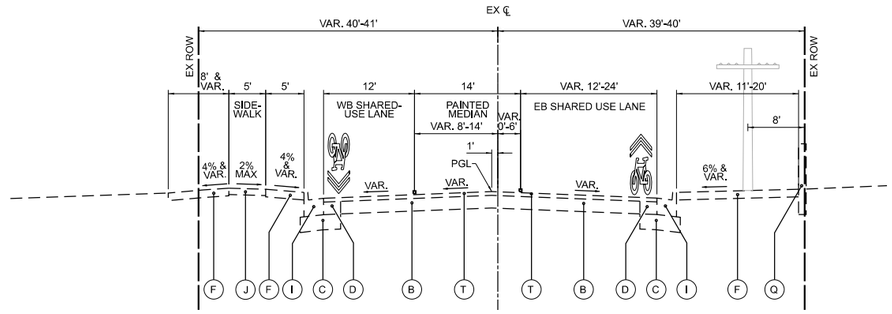
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CITY OF ROCKFORD
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	8
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

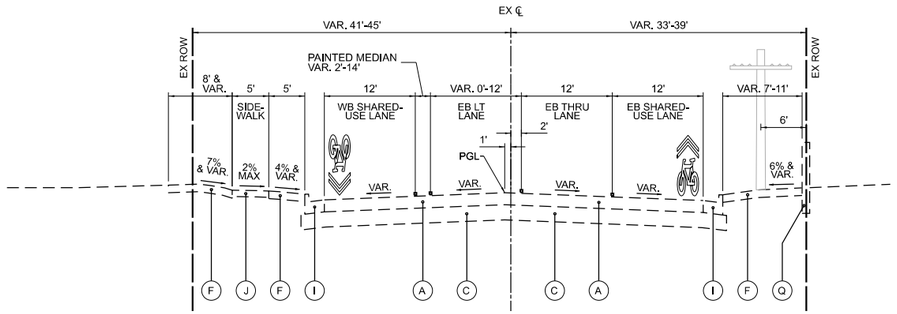


EXISTING MARCHESANO DRIVE

STA. 154+30 TO STA. 156+75.16
PAVEMENT MARKING IMPROVEMENTS ONLY

NOTES:

1. POLYPROPYLENE GEOTECHNICAL GRID REINFORCEMENT: STA. 55+00 TO STA. 57+20



EXISTING MARCHESANO DRIVE

STA. 156+75.16 TO STA. 159+96.49
PAVEMENT MARKING IMPROVEMENTS ONLY

NOTES:

1. POLYPROPYLENE GEOTECHNICAL GRID REINFORCEMENT: STA. 57+20 TO STA. 59+00
2. HMA SURFACE COURSE, 1 1/2" HMA PAVEMENT STA. 56+75.16 TO 57+11.89

EXISTING LEGEND

- (A) PCC PAVEMENT, 9 1/2"
- (B) EXISTING HMA PAVEMENT
- (C) AGG SUBGRADE, 12"
- (D) PCC BASE COURSE, 10"
- (E) AGG BASE COURSE, 8"
- (F) TOPSOIL
- (G) CONCRETE CURB & GUTTER, TY. B-6.12
- (H) CONCRETE CURB & GUTTER, TY. B-6.18
- (I) CONCRETE CURB & GUTTER, TY. B-6.24
- (J) PCC SIDEWALK, 4"
- (K) HMA MULTI-USE PATH, 2"
- (L) MEDIAN SURFACE, TOPSOIL (SPECIAL)
- (M) PIPE UNDERDRAIN, 6"
- (N) CONCRETE BRIDGE DECK
- (O) BRIDGE PARAPET
- (P) WROUGHT IRON FENCE
- (Q) BRICK WALL
- (R) RETAINING WALL
- (S) EX 16" WM
- (T) HMA SURFACE COURSE, 1 1/2"

MODEL: Existing Typical Section 1 [Sheet]
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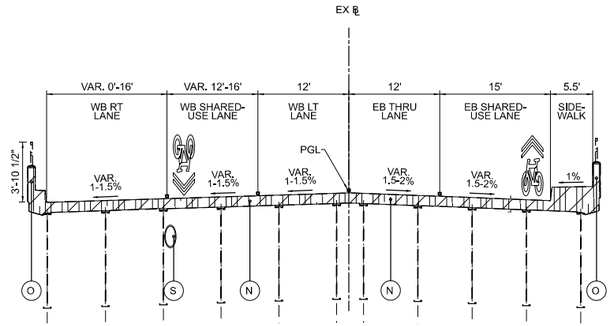
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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

TYPICAL SECTIONS
MARCHESANO DRIVE

SCALE: 1" = 10' | SHEET 1 OF 4 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

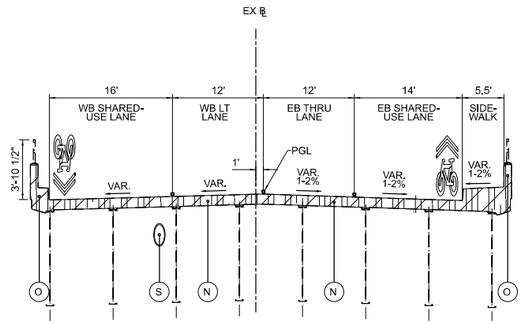


EXISTING 15TH AVENUE

STA. 160+47 TO STA. 163+39.23

REMOVAL LEGEND

- PAVEMENT REMOVAL
- CURB AND GUTTER REMOVAL
- AGGREGATE BASE COURSE REMOVAL
- SIDEWALK REMOVAL
- TOPSOIL REMOVAL

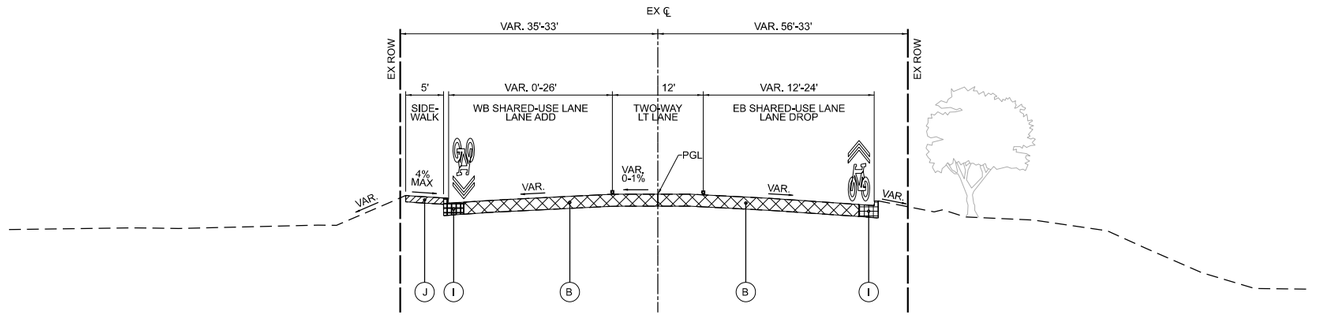


EXISTING 15TH AVENUE

STA. 163+39.23 TO STA. 165+83.60

EXISTING LEGEND

- (A) PCC PAVEMENT, 9 1/2"
- (B) EXISTING HMA PAVEMENT
- (C) AGG SUBGRADE, 12"
- (D) PCC BASE COURSE, 10"
- (E) AGG BASE COURSE, 8"
- (F) TOPSOIL
- (G) CONCRETE CURB & GUTTER, TY. B-6.12
- (H) CONCRETE CURB & GUTTER, TY. B-6.18
- (I) CONCRETE CURB & GUTTER, TY. B-6.24
- (J) PCC SIDEWALK, 4"
- (K) HMA MULTI-USE PATH, 2"
- (L) MEDIAN SURFACE, TOPSOIL (SPECIAL)
- (M) PIPE UNDERDRAIN, 6"
- (N) CONCRETE BRIDGE DECK
- (O) BRIDGE PARAPET
- (P) WROUGHT IRON FENCE
- (Q) BRICK WALL
- (R) RETAINING WALL
- (S) EX 16" WM
- (T) HMA SURFACE COURSE, 1 1/2"



EXISTING 15TH AVENUE

STA. 165+83.60 TO STA. 169+25.43

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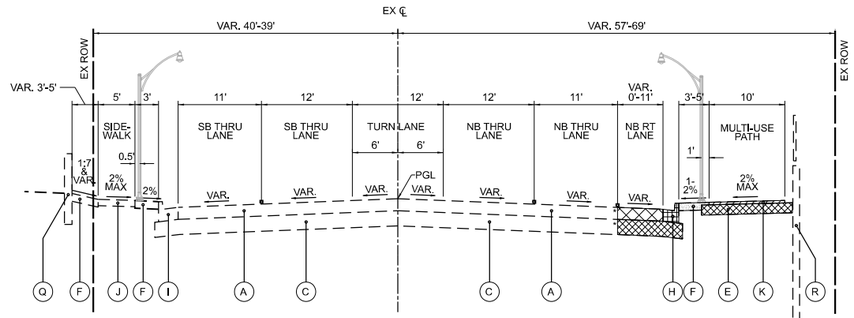
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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

TYPICAL SECTIONS
15TH AVENUE

SCALE: 1" = 10' | SHEET 2 OF 4 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



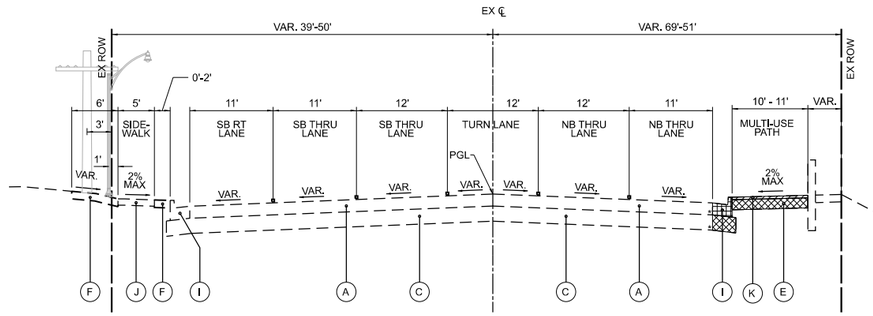
EXISTING ILLINOIS ROUTE 2

STA. 367+94.55 TO STA. 370+09.57
REMOVALS ONLY FROM STA. 369+28.69 TO STA. 370+09.57*

NORMAL WATER SURFACE ELEVATION = 692.1

NOTES:

1. MEDIAN ENDS: STA. 367+21
2. POLYPROPYLENE GEOTECHNICAL GRID REINFORCEMENT: STA. 366+27 TO STA. 370+04
3. BRIDGE APPROACH PAVEMENT CONNECTOR (PCC): STA. 369+23.45 TO STA. 370+04
4. CURB & GUTTER TY. B-6.18 BEGINS / TY. B-6.24 ENDS: STA. 366+97



EXISTING ILLINOIS ROUTE 2

STA. 370+09.57 TO STA. 371+40.28
REMOVALS ONLY FROM STA. 370+90.76 TO STA. 371+32.62*

NORMAL WATER SURFACE ELEVATION = 692.1

NOTES:

1. MEDIAN STARTS: STA. 372+78
2. POLYPROPYLENE GEOTECHNICAL GRID REINFORCEMENT: STA. 370+04 TO STA. 372+00
3. BRIDGE APPROACH PAVEMENT CONNECTOR (PCC): STA. 370+04 TO STA 371+10.39
4. WROUGHT IRON FENCE: STA. 371+32.86 TO STA. 372+31.02

EXISTING LEGEND

- (A) PCC PAVEMENT, 9 1/2"
- (B) EXISTING HMA PAVEMENT
- (C) AGG SUBGRADE, 12"
- (D) PCC BASE COURSE, 10"
- (E) AGG BASE COURSE, 8"
- (F) TOPSOIL
- (G) CONCRETE CURB & GUTTER, TY. B-6.12
- (H) CONCRETE CURB & GUTTER, TY. B-6.18
- (I) CONCRETE CURB & GUTTER, TY. B-6.24
- (J) PCC SIDEWALK, 4"
- (K) HMA MULTI-USE PATH, 2"
- (L) MEDIAN SURFACE, TOPSOIL (SPECIAL)
- (M) PIPE UNDERDRAIN, 6"
- (N) CONCRETE BRIDGE DECK
- (O) BRIDGE PARAPET
- (P) WROUGHT IRON FENCE
- (Q) BRICK WALL
- (R) RETAINING WALL
- (S) EX 16" WM
- (T) HMA SURFACE COURSE, 1 1/2"

REMOVAL LEGEND

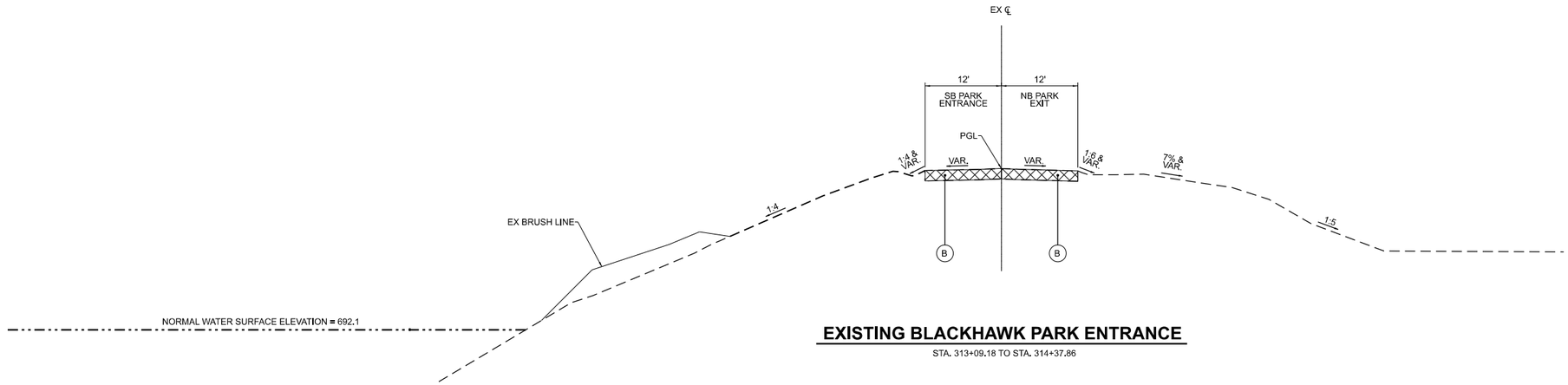
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- CURB AND GUTTER REMOVAL
- AGGREGATE BASE COURSE REMOVAL
- SIDEWALK REMOVAL
- TOPSOIL REMOVAL

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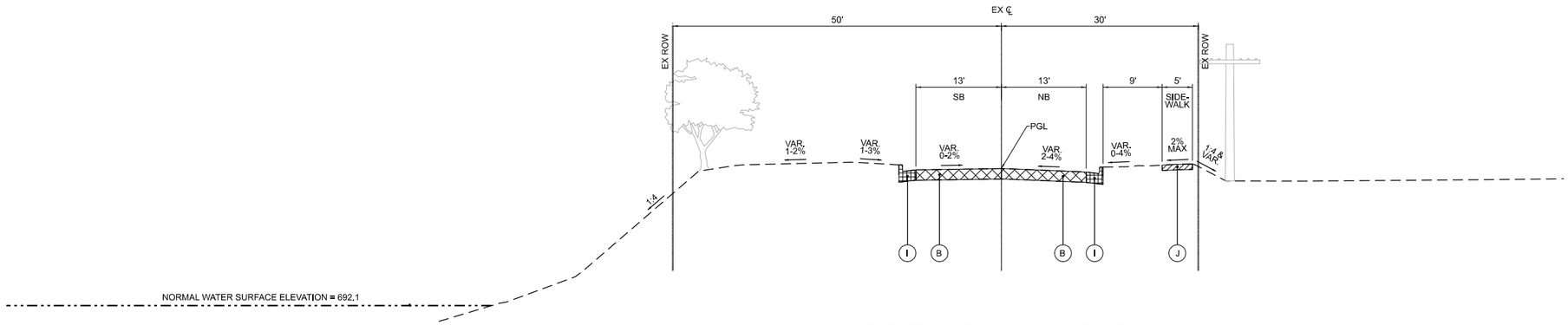
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	11
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



EXISTING BLACKHAWK PARK ENTRANCE

STA. 313+09.18 TO STA. 314+37.86



EXISTING NELSON BOULEVARD

STA. 314+37.86 TO STA. 315+92.55

EXISTING LEGEND

- (A) PCC PAVEMENT, 9 1/2"
- (B) EXISTING HMA PAVEMENT
- (C) AGG SUBGRADE, 12"
- (D) PCC BASE COURSE, 10"
- (E) AGG BASE COURSE, 8"
- (F) TOPSOIL
- (G) CONCRETE CURB & GUTTER, TY. B-6.12
- (H) CONCRETE CURB & GUTTER, TY. B-6.18
- (I) CONCRETE CURB & GUTTER, TY. B-6.24
- (J) PCC SIDEWALK, 4"
- (K) HMA MULTI-USE PATH, 2"
- (L) MEDIAN SURFACE, TOPSOIL (SPECIAL)
- (M) PIPE UNDERDRAIN, 6"
- (N) CONCRETE BRIDGE DECK
- (O) BRIDGE PARAPET
- (P) WROUGHT IRON FENCE
- (Q) BRICK WALL
- (R) RETAINING WALL
- (S) EX 16" WM
- (T) HMA SURFACE COURSE, 1 1/2"

REMOVAL LEGEND

- PAVEMENT REMOVAL
- CURB AND GUTTER REMOVAL
- AGGREGATE BASE COURSE REMOVAL
- SIDEWALK REMOVAL
- TOPSOIL REMOVAL

MODEL: Existing Typical Sections 4 [Sheet]
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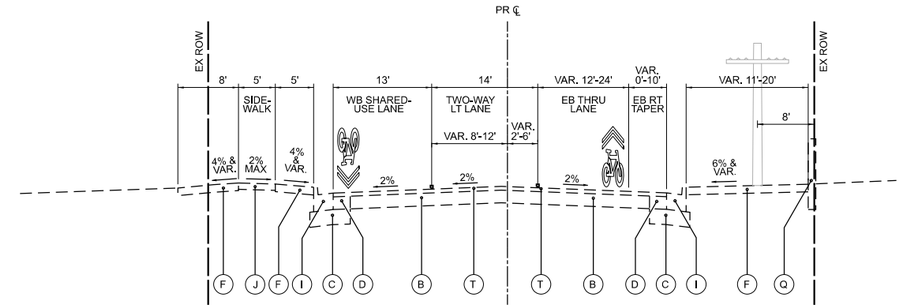
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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

TYPICAL SECTIONS
NELSON BOULEVARD

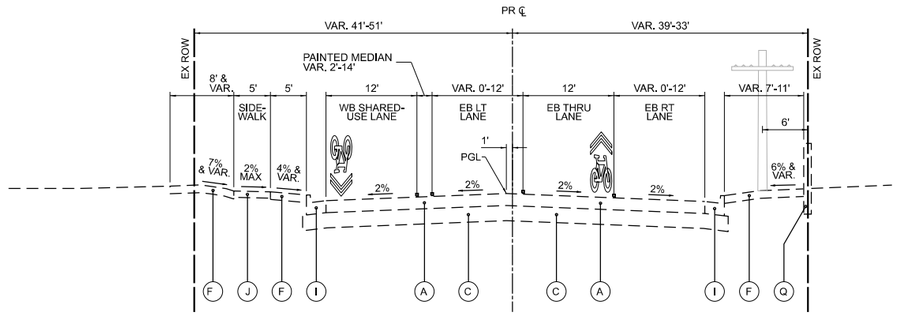
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	12
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



PROPOSED MARCHESANO DRIVE

STA. 154+40.02 TO STA. 156+41.16
(STRIPING ONLY)



PROPOSED MARCHESANO DRIVE

STA. 156+41.16 TO STA. 160+59.17 (15TH AVE)
(STRIPING ONLY)

EXISTING LEGEND

- (A) PCC PAVEMENT, 9 1/2"
- (B) EXISTING HMA PAVEMENT
- (C) AGG SUBGRADE, 12"
- (D) PCC BASE COURSE, 10"
- (E) AGG BASE COURSE, 8"
- (F) TOPSOIL
- (G) CONCRETE CURB & GUTTER, TY. B-6.12
- (H) CONCRETE CURB & GUTTER, TY. B-6.18
- (I) CONCRETE CURB & GUTTER, TY. B-6.24
- (J) PCC SIDEWALK, 4"
- (K) HMA MULTI-USE PATH, 2"
- (L) MEDIAN SURFACE, TOPSOIL (SPECIAL)
- (M) PIPE UNDERDRAIN, 6"
- (N) CONCRETE BRIDGE DECK
- (O) BRIDGE PARAPET
- (P) WROUGHT IRON FENCE
- (Q) BRICK WALL
- (R) RETAINING WALL
- (S) EX 16" WM
- (T) HMA SURFACE COURSE, 1 1/2"

PROPOSED LEGEND

- (1) HMA SURFACE COURSE, MIX "D", N50, 2" (40604060)
- (2) HMA BINDER COURSE, IL-19.0, N50, 6" (40603080)
- (3) AGGREGATE BASE COURSE, TYPE B, 6" (35101800)
- (4) SUBBASE GRANULAR MATERIAL, TYPE B, 6" (31101400)
- (5) AGGREGATE BASE COURSE, TYPE B, 8" (35102000)
- (6) TOPSOIL FURNISH AND PLACE, 4" (21101615)
- (7) CONCRETE CURB & GUTTER, TY. B-6.18 (60604400)
- (8) CONCRETE CURB & GUTTER, TY. B-6.24 (60605000)
- (9) PCC SIDEWALK, 4", AND AGGREGATE BASE COURSE, TYPE B, 2" (INCIDENTAL) (42400100)
- (10) HMA SURFACE COURSE, MIX "D", N50, 3" (40604060)
- (11) TREE TRUNK PROTECTION (20101100)
- (12) DUCTILE IRON WATER MAIN 16" (56103400)
- (13) PCC SURFACE COURSE, 9 1/2" (42000410)
- (14) AGGREGATE SUBGRADE IMPROVEMENT 12" (30300112)
- (15) LONGITUDINAL JOINT SEALANT (40600370)

MODEL: Proposed Typical Section 1 [Sheet]
FILE NAME: L:\Rockford\22004683-00_15thAveBridge\m2\4683001\Roadway\Sheets\SHTS_PP_Typicals.dgn

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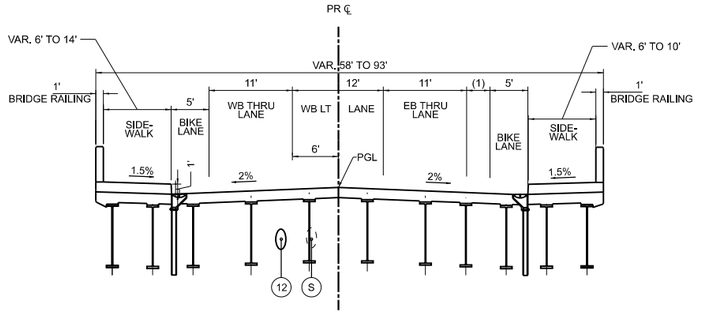
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PLOT DATE = 9/7/2026	DATE - 07/24/2026	REVISED -	

CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

TYPICAL SECTIONS
MARCHESANO DRIVE

SCALE: 1" = 10' | SHEET 1 OF 4 SHEETS | STA. - | TO STA. -

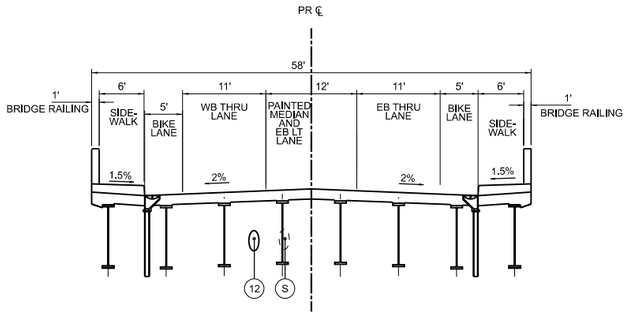
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	13
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



(1) PAINTED MEDIAN VAR. 0' TO 5'

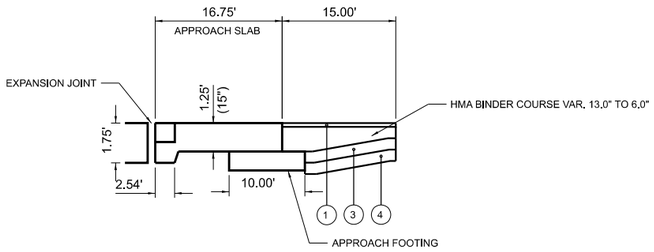
PROPOSED 15TH AVENUE

STA. 160+26.16 TO STA. 161+69.54



PROPOSED 15TH AVENUE

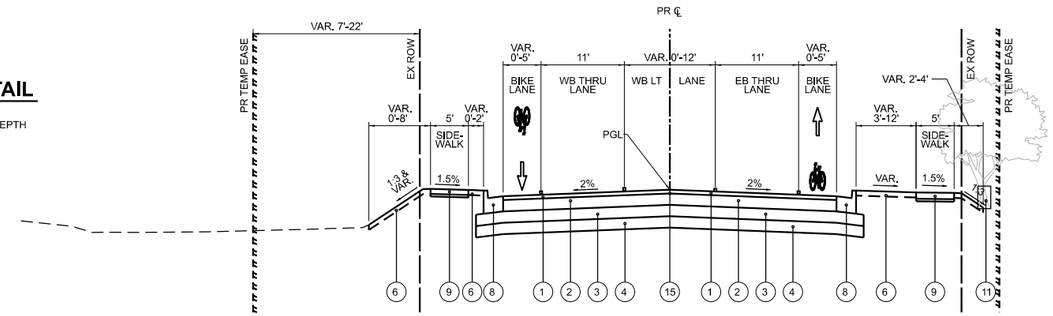
STA. 161+69.54 TO STA. 166+04.42



PROPOSED 15TH AVENUE - TRANSITION DETAIL

STA. 165+84.13 TO STA. 166+19.43

*PAVEMENT CONNECTOR SURFACE PAVEMENT TRANSITIONS FROM 9" DEPTH TO 2" DEPTH



PROPOSED 15TH AVENUE

STA. 166+04.42 TO STA. 169+25.43

SEE TRANSITION DETAIL FOR MORE INFORMATION

EXISTING LEGEND

- (A) PCC PAVEMENT, 9 1/2"
- (B) EXISTING HMA PAVEMENT
- (C) AGG SUBGRADE, 12"
- (D) PCC BASE COURSE, 10"
- (E) AGG BASE COURSE, 8"
- (F) TOPSOIL
- (G) CONCRETE CURB & GUTTER, TY. B-6.12
- (H) CONCRETE CURB & GUTTER, TY. B-6.18
- (I) CONCRETE CURB & GUTTER, TY. B-6.24
- (J) PCC SIDEWALK, 4"
- (K) HMA MULTI-USE PATH, 2"
- (L) MEDIAN SURFACE, TOPSOIL (SPECIAL)
- (M) PIPE UNDERDRAIN, 6"
- (N) CONCRETE BRIDGE DECK
- (O) BRIDGE PARAPET
- (P) WROUGHT IRON FENCE
- (Q) BRICK WALL
- (R) RETAINING WALL
- (S) EX 16" WM
- (T) HMA SURFACE COURSE, 1 1/2"

PROPOSED LEGEND

- (1) HMA SURFACE COURSE, MIX "D", N50, 2" (40604060)
- (2) HMA BINDER COURSE, IL-19.0, N50, 6" (40603080)
- (3) AGGREGATE BASE COURSE, TYPE B, 6" (35101800)
- (4) SUBBASE GRANULAR MATERIAL, TYPE B, 6" (31101400)
- (5) AGGREGATE BASE COURSE, TYPE B, 8" (35102000)
- (6) TOPSOIL FURNISH AND PLACE, 4" (21101615)
- (7) CONCRETE CURB & GUTTER, TY. B-6.18 (60604400)
- (8) CONCRETE CURB & GUTTER, TY. B-6.24 (60605000)
- (9) PCC SIDEWALK, 4", AND AGGREGATE BASE COURSE, TYPE B, 2" (INCIDENTAL) (42400100)
- (10) HMA SURFACE COURSE, MIX "D", N50, 3" (40604060)
- (11) TREE TRUNK PROTECTION (20101100)
- (12) DUCTILE IRON WATER MAIN 16" (56103400)
- (13) PCC SURFACE COURSE, 9 1/2" (42000410)
- (14) AGGREGATE SUBGRADE IMPROVEMENT 12" (30300112)
- (15) LONGITUDINAL JOINT SEALANT (40600370)

MODEL: Proposed Typical Section 2 [Sheet]
FILE NAME: L:\Rockford\2204683-00_15thAveEB\Bgam\2d\68300\Roadway\Sheets\SHTs_Pr_Typicals.dgn

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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

TYPICAL SECTIONS
15TH AVENUE

SCALE: 1" = 10' | SHEET 2 OF 4 SHEETS | STA. - | TO STA. -

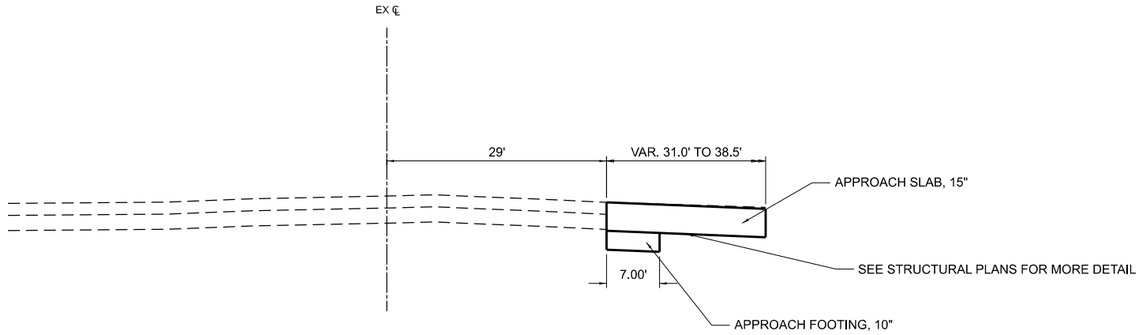
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	14
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

NOTES:

1. PR MULTI-USE PATH BEGINS: STA. 368+75.35
2. PR CURB & GUTTER, TY. B-6.18 BEGINS: STA. 368+49.19
3. PR MULTI-USE PATH ENDS: STA. 371+32.62
4. PR CURB & GUTTER, TY. B-6.24 ENDS: STA. 371+40.29

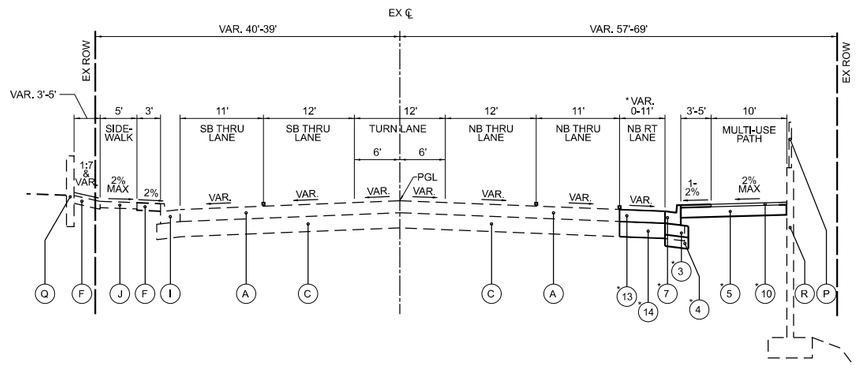
EXISTING LEGEND

- (A) PCC PAVEMENT, 9 1/2"
- (B) EXISTING HMA PAVEMENT
- (C) AGG SUBGRADE, 12"
- (D) PCC BASE COURSE, 10"
- (E) AGG BASE COURSE, 8"
- (F) TOPSOIL
- (G) CONCRETE CURB & GUTTER, TY. B-6.12
- (H) CONCRETE CURB & GUTTER, TY. B-6.18
- (I) CONCRETE CURB & GUTTER, TY. B-6.24
- (J) PCC SIDEWALK, 4"
- (K) HMA MULTI-USE PATH, 2"
- (L) MEDIAN SURFACE, TOPSOIL (SPECIAL)
- (M) PIPE UNDERDRAIN, 6"
- (N) CONCRETE BRIDGE DECK
- (O) BRIDGE PARAPET
- (P) WROUGHT IRON FENCE
- (Q) BRICK WALL
- (R) RETAINING WALL
- (S) EX 16" WM
- (T) HMA SURFACE COURSE, 1 1/2"



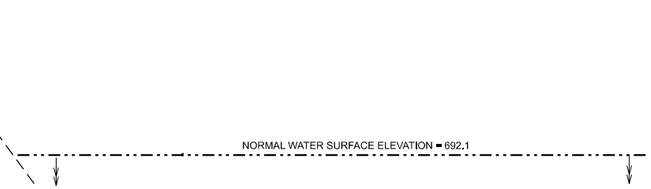
PROPOSED ILLINOIS ROUTE 2 - BRIDGE APPROACH SLAB

STA. 369+41.68 TO STA. 370+74.66
LOOKING NORTH (AT 15TH AVENUE INTERSECTION)



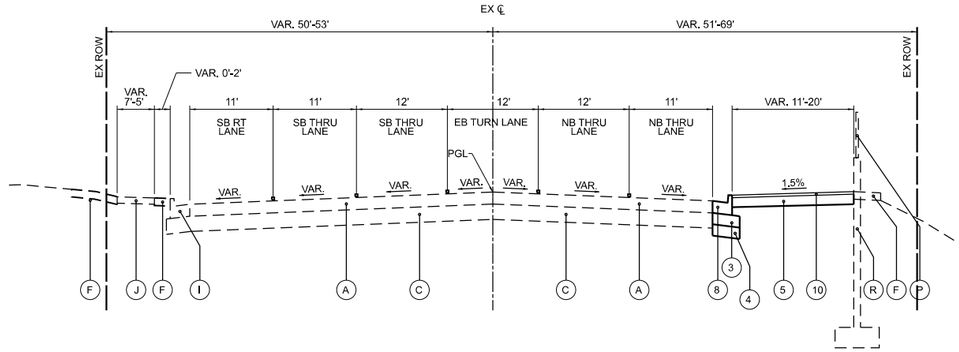
PROPOSED ILLINOIS ROUTE 2

STA. 368+49.19 TO STA. 370+09.57
*STA. 369+28.69 TO STA. 370+09.57



PROPOSED LEGEND

- (1) HMA SURFACE COURSE, MIX "D", N50, 2" (40604060)
- (2) HMA BINDER COURSE, IL-19.0, N50, 6" (40603080)
- (3) AGGREGATE BASE COURSE, TYPE B, 6" (35101800)
- (4) SUBBASE GRANULAR MATERIAL, TYPE B, 6" (31101400)
- (5) AGGREGATE BASE COURSE, TYPE B, 8" (35102000)
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- (8) CONCRETE CURB & GUTTER, TY. B-6.24 (60605000)
- (9) PCC SIDEWALK, 4", AND AGGREGATE BASE COURSE, TYPE B, 2" (INCIDENTAL) (42400100)
- (10) HMA SURFACE COURSE, MIX "D", N50, 3" (40604060)
- (11) TREE TRUNK PROTECTION (20101100)
- (12) DUCTILE IRON WATER MAIN 16" (56103400)
- (13) PCC SURFACE COURSE, 9 1/2" (42000410)
- (14) AGGREGATE SUBGRADE IMPROVEMENT 12" (30300112)
- (15) LONGITUDINAL JOINT SEALANT (40600370)



PROPOSED ILLINOIS ROUTE 2

STA. 370+09.57 TO STA. 371+40.28



MODEL: Proposed Typical Section 3 [Sheet]
FILE NAME: L:\Rockford\22004683-00_15thAveBridgePh2\49300\Roadway\Sheets\SHTS_Pr_Typicals.dgn

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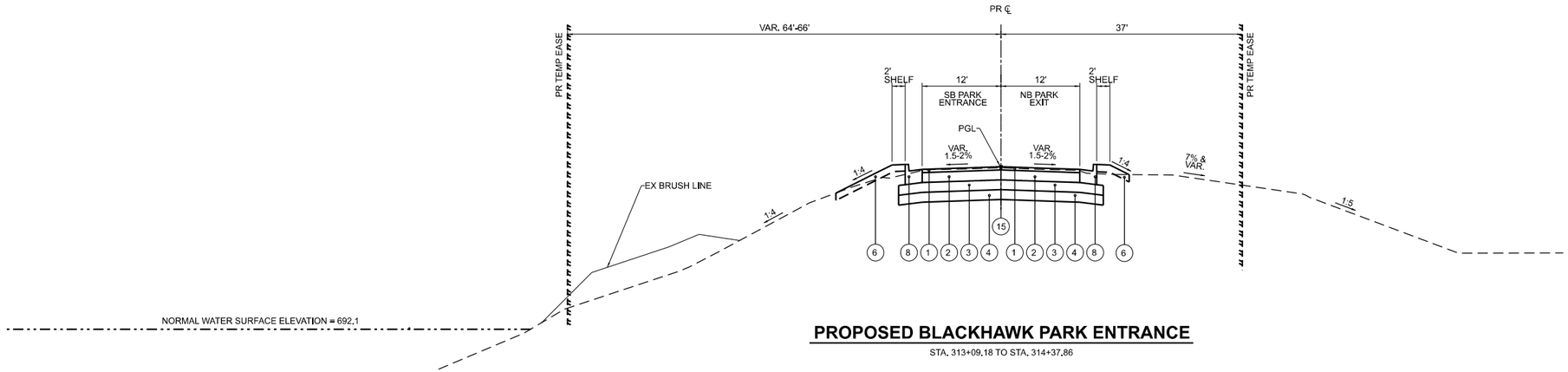
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DEPARTMENT OF PUBLIC WORKS

TYPICAL SECTIONS
ILLINOIS ROUTE 2

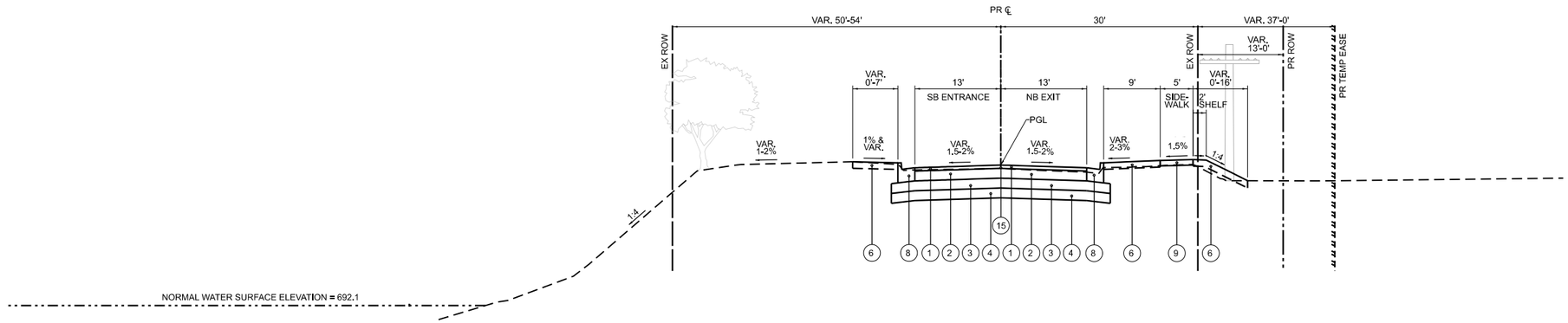
SCALE: 1" = 10' | SHEET 3 OF 4 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	15
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			



PROPOSED BLACKHAWK PARK ENTRANCE

STA. 313+09.18 TO STA. 314+37.86



PROPOSED NELSON BOULEVARD

STA. 314+37.86 TO STA. 315+92.55

EXISTING LEGEND

- (A) PCC PAVEMENT, 9 1/2"
- (B) EXISTING HMA PAVEMENT
- (C) AGG SUBGRADE, 12"
- (D) PCC BASE COURSE, 10"
- (E) AGG BASE COURSE, 8"
- (F) TOPSOIL
- (G) CONCRETE CURB & GUTTER, TY. B-6.12
- (H) CONCRETE CURB & GUTTER, TY. B-6.18
- (I) CONCRETE CURB & GUTTER, TY. B-6.24
- (J) PCC SIDEWALK, 4"
- (K) HMA MULTI-USE PATH, 2"
- (L) MEDIAN SURFACE, TOPSOIL (SPECIAL)
- (M) PIPE UNDERDRAIN, 6"
- (N) CONCRETE BRIDGE DECK
- (O) BRIDGE PARAPET
- (P) WROUGHT IRON FENCE
- (Q) BRICK WALL
- (R) RETAINING WALL
- (S) EX 16" WM
- (T) HMA SURFACE COURSE, 1 1/2"

PROPOSED LEGEND

- (1) HMA SURFACE COURSE, MIX "D", N50, 2" (40604060)
- (2) HMA BINDER COURSE, IL-19.0, N50, 6" (40603080)
- (3) AGGREGATE BASE COURSE, TYPE B, 6" (35101800)
- (4) SUBBASE GRANULAR MATERIAL, TYPE B, 6" (31101400)
- (5) AGGREGATE BASE COURSE, TYPE B, 8" (35102000)
- (6) TOPSOIL FURNISH AND PLACE, 4" (21101615)
- (7) CONCRETE CURB & GUTTER, TY. B-6.18 (60604400)
- (8) CONCRETE CURB & GUTTER, TY. B-6.24 (60605000)
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- (10) HMA SURFACE COURSE, MIX "D", N50, 3" (40604060)
- (11) TREE TRUNK PROTECTION (20101100)
- (12) DUCTILE IRON WATER MAIN 16" (56103400)
- (13) PCC SURFACE COURSE, 9 1/2" (42000410)
- (14) AGGREGATE SUBGRADE IMPROVEMENT 12" (30300112)
- (15) LONGITUDINAL JOINT SEALANT (40600370)

MODEL: Proposed Typical Section 4 [Sheet]
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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

TYPICAL SECTIONS
NELSON BOULEVARD

SCALE: 1" = 10 | SHEET 4 OF 4 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	16
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

COORDINATE TABLE

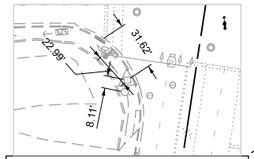
IL ROUTE 2			
TYPE	**STATION**	**NORTHING**	**EASTING**
POT	366+00.00	2035480.10	2584040.36
POT	368+47.14	2035720.46	2584097.84
PC	371+83.27	2036047.37	2584176.02
PI	372+92.40	2036153.50	2584201.40
POT/PCC	374+00.00	2036248.00	2584255.97

PR CURVE IL2_01
PI STA = 363+10.32
Δ = 23°19'28" (LT)
D = 05°43'46"
R = 1,000.00'
T = 206.40'
L = 407.09'
E = 21.08'
e = ____
TR = ____
SE RUN = ____
PC STA = 361+03.92
PT STA = 365+11.01

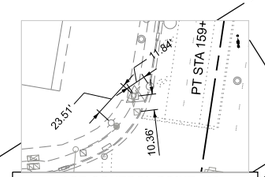
PR CURVE IL2_02
PI STA = 372+92.40
Δ = 16°33'25" (RT)
D = 07°38'22"
R = 750.00'
T = 109.13'
L = 216.73
E = 7.90'
e = ____
TR = ____
SE RUN = ____
PC STA = 371+83.27
PT STA = 374+00.00

NOTES:

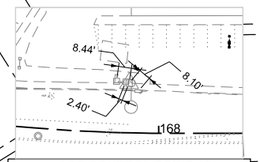
1. COORDINATES SHOWN HEREIN ARE ILLINOIS STATE PLANE, WEST ZONE, NAD83 (2011) BASED ON GPS DERIVED NAVD88 ELEVATION AND A CLOSED LEVEL LOOP RUN USING A DNA03 LEVEL.
2. ELEVATIONS SHOWN HEREIN ARE NAVD88



ASE CONTROL POINT 1
CUT "X" ON SOUTHWEST QUADRANT OF IL RTE 2 AND 15TH AVENUE
STA. 159+44.29, OFF. 67.40' RT
N: 2035818.937
E: 2584076.492
ELEV: 715.28



ASE CONTROL POINT 400
CUT "X" ON CONCRETE FOUNDATION OF EX TRAFFIC SIGNAL IN NORTHWEST QUADRANT OF IL RT 2 AND 15TH AVENUE
STA. 159+54.90, OFF. 77.68' LT
N: 2035961.867
E: 2584103.581
ELEV: 715.95



ASE CONTROL POINT 401
CUT "X" ON CONCRETE FOUNDATION OF EX STREET LIGHT ALOND NORTH SIDE OF 15TH AVENUE
STA. 167+79.74, OFF. 32.88' LT
N: 2035788.023
E: 2584908.283
ELEV: 703.74

BM-58A
STAINLESS STEEL ROD IN A HAND-HOLE

COORDINATE TABLE

NELSON BOULEVARD			
TYPE	**STATION**	**NORTHING**	**EASTING**
POT	312+26.54	2035569.75	2584690.74
PC	314+16.14	2035744.55	2584764.18
PI	314+56.40	2035781.66	2584779.77
PT	314+96.48	2035815.81	2584801.11
POT	318+51.12	2036116.56	2584989.02

PR CURVE NEL_01
PI STA = 314+56.40
Δ = 09°12'26" (RT)
D = 11°27'33"
R = 500.00'
T = 40.26'
L = 80.35
E = 1.62'
e = ____
TR = ____
SE RUN = ____
PC STA = 314+16.14
PT STA = 314+96.48

BENCHMARK INFORMATION

POINT	NORTHING	EASTING	ELEVATION
58	2034905.13	2584608.89	695.44
58A	2035701.71	2584720.91	704.16

BM-58
STAINLESS STEEL ROD IN ACCESS COVER

COORDINATE TABLE

15TH AVENUE			
TYPE	**STATION**	**NORTHING**	**EASTING**
POT	154+29.24	2035886.04	2583568.74
PC	158+63.75	2035889.88	2584003.24
PI	159+29.87	2035890.46	2584069.36
PT	159+95.61	2035878.65	2584134.42
PC	165+84.01	2035773.58	2584713.37
PI	166+96.39	2035753.52	2584823.94
PT	168+08.05	2035755.42	2584936.30
POT	175+50.17	2035768.03	2585678.32

PR CURVE 11TH_01
PI STA = 159+29.87
Δ = 10°47'33" (RT)
D = 08°11'06"
R = 700.00'
T = 66.12'
L = 131.86
E = 3.12'
e = ____
TR = ____
SE RUN = ____
PC STA = 158+63.75
PT STA = 159+95.61

PR CURVE 11TH_02
PI STA = 166+96.39
Δ = 11°15'35" (LT)
D = 05°01'33"
R = 1,140.00'
T = 112.38'
L = 224.03'
E = 5.53'
e = ____
TR = ____
SE RUN = ____
PC STA = 165+84.01
PT STA = 168+08.05

MODEL: ATB Sheet 1
FILE NAME: L:\Rockford\22004683-00_15thAveBridgePh2\4683\00\Roadway\Sheets\SHTS_ATB*.dgn

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PLOT DATE = 9/2/2026		DATE - 07/24/2026		REVISED -	

CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

ALIGNMENT, TIES & BENCHMARKS
15TH AVENUE

SCALE: 1"=100' | SHEET 1 OF 1 SHEETS | STA. 150+00.00 TO STA. 180+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	17
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

TREE REMOV OVER 15 (20100210)
STA. 372+36.13
OFF. 74.67' RT

TREE REMOV OVER 15 (20100210)
STA. 372+87.52
OFF. 75.01' RT

TREE REMOV OVER 15 (20100210)
STA. 372+05.25
OFF. 61.08' RT

COMB CURB GUTTER REM
(44000500) - 50 FOOT

SIGN REM
(X7240300) - 1 EACH

CLEARING - 0.20 ACRE
(CONTINUES UNTIL STA. 373+26.00)

SIDEWALK REM
(44000600) - 427 SQ FT

STORM SEWER REMOVAL, 12"
(55100500) - 16 FOOT
TBF (20800150) = 5 CU YD

REMOVING INLETS
(60500060) - 1 EACH

MEDIAN REM
(44003100) - 101 SQ FT

REM OF EXISTING STRUCTURE (50100100)

SIGN REM
(X7240300) - 1 EACH

SIDEWALK REM
(44000600)
- 304 SQ FT

MEDIAN REM
(44003100) - 129 SQ FT

SIGN REM
(X7240300) - 1 EACH

COMB CURB
GUTTER REM
(44000500) -
50 FT

SIDEWALK REM
(44000600) - 161 SQ FT

SIDEWALK REM
(44000600) - 144 SQ FT

SIGN REM
(X7240300) - 1 EACH

MEDIAN REM
(44003100) - 124 SQ FT

SIDEWALK
REM
(44000600) -
140 SQ FT

COMB CURB GUTTER
REM (44000500) - 23 FT

PAVEMENT REM
(44000100) - 649 SQ YD

MEDIAN REM
(44003100) - 106 SQ FT

SIGN REM
(X7240300) - 1 EACH

HEADWALL REMOVAL
(50104400) - 1 EACH

STORM SEWER REMOVAL, 24"
(55100500) - 54 FOOT
TBF (20800150) = 120 CU YD

STORM SEWER REMOVAL, 12"
(55100500) - 32 FOOT
TBF (20800150) = 24 CU YD

REMOVING INLETS
(60500060) - 1 EACH

SIGN REM
(X7240300) - 1 EACH

CLEARING - 0.04 ACRE

SIDEWALK REM
(44000600) - 529 SQ FT

REMOVING INLETS
(60500060) - 1 EACH

STORM SEWER REMOVAL, 12"
(55100500) - 5 FOOT
TBF (20800150) = 3 CU YD

COMB CURB GUTTER REM
(44000500) - 101 FOOT

SIGN REM
(X7240300) - 1 EACH

IL ROUTE 2

IL ROUTE 2

PT STA 159+95.61

15TH AVENUE

159 160+00 161 162 163 164

MATCHLINE STA. 165+00.00

N

0 20 40 60
SCALE IN FEET

PAVEMENT REMOVAL (44000100)

REMOVAL OF EXISTING STRUCTURE (50100100)

SIDEWALK REMOVAL (44000600)

DRIVEWAY PAVEMENT REMOVAL (44000200)

MEDIAN REMOVAL (44003100)

COMBINATION CURB & GUTTER REMOVAL (44000500)

TREE REMOVAL (20100500)

MODEL: Sheet 1
FILE NAME: L:\Rockford\22004683-00_18thAveBridgePh2\468300\Roadway\Sheets\SHTs_Removals.dgn

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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

REMOVAL PLANS
15TH AVENUE

SCALE: 1" = 20' | SHEET 1 OF 2 SHEETS | STA. 159+00.00 | TO STA. 165+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	18
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

TREE REMOV OVER 15 (20100210)
STA. 166+23.29
OFF. 74.25' LT

TREE REMOV OVER 15 (20100210)
STA. 166+15.83
OFF. 78.41' LT

TREE REMOV 6-15 (20100110)
STA. 165+96.27
OFF. 99.99' LT

TREE REMOV OVER 15 (20100210)
STA. 166+06.88
OFF. 78.51' LT

TREE REMOV OVER 15 (20100210)
STA. 165+93.19
OFF. 88.28' LT

SIGN REM
(X7240300) - 1 EACH

CLEARING - 0.09 ACRE

SIGN REM
(X7240300) - 1 EACH

REM OF EXISTING
STRUCTURE (50100100)

TREE REMOV OVER 15 (20100210)
STA. 166+20.74
OFF. 96.87' LT

TREE REMOV OVER 15 (20100210)
STA. 166+26.94
OFF. 109.70' LT

COMB CURB
GUTTER REM
(44000500) - 146
FOOT

316

NELSON BOULEVARD

COMB CURB GUTTER REM
(44000500) - 387 FOOT

SIGN REM
(X7240300) - 1 EACH

DRIVEWAY REM
(44000200) - 42 SQ YD

REMOVING INLETS
(60500060) - 1 EACH

SIGN REM
(X7240300) - 1 EACH

SIDEWALK REM
(44000600) - 1305 SQ FT

PRIVATE SIGN TO REMOVED
AND RELOCATED BY OTHERS

SIGN REM
(X7240300) - 1 EACH

STORM SEWER REMOVAL, 12"
(55100500) - 5 FOOT
TBF (20800150) = 3 CU YD

DRIVEWAY REM
(44000200) - 41 SQ YD

PC STA 168+08.05

PC STA 165+34.01

315+00

MATCHLINE STA. 165+00.00

165+00

166

167

168

169

170+00

171

15TH AVENUE

15TH AVENUE

314

STORM SEWER REMOVAL, 12"
(55100500) - 4 FOOT
TBF (20800150) = 3 CU YD

REMOVING INLETS
(60500060) - 1 EACH

SIGN REM
(X7240300) - 1 EACH

SIGN REM
(X7240300) - 1 EACH

COMB CURB GUTTER REM
(44000500) - 352 FOOT

PAVEMENT REM
(44000100) - 2703 SQ YD

SIGN REM
(X7240300) - 1 EACH

CLEARING - 0.06 ACRE

313

PARK ENTRANCE

SIGN REM
(X7240300) - 1 EACH

COMB CURB GUTTER REM
(44000500) - 24 FOOT

N

0 20 40 60

SCALE IN FEET

PAVEMENT REMOVAL (44000100)

REMOVAL OF EXISTING STRUCTURE (50100100)

SIDEWALK REMOVAL (44000600)

DRIVEWAY PAVEMENT REMOVAL (44000200)

MEDIAN REMOVAL (44003100)

COMBINATION CURB & GUTTER REMOVAL (44000500)

TREE REMOVAL (20100500)

MODEL: Sheet 2
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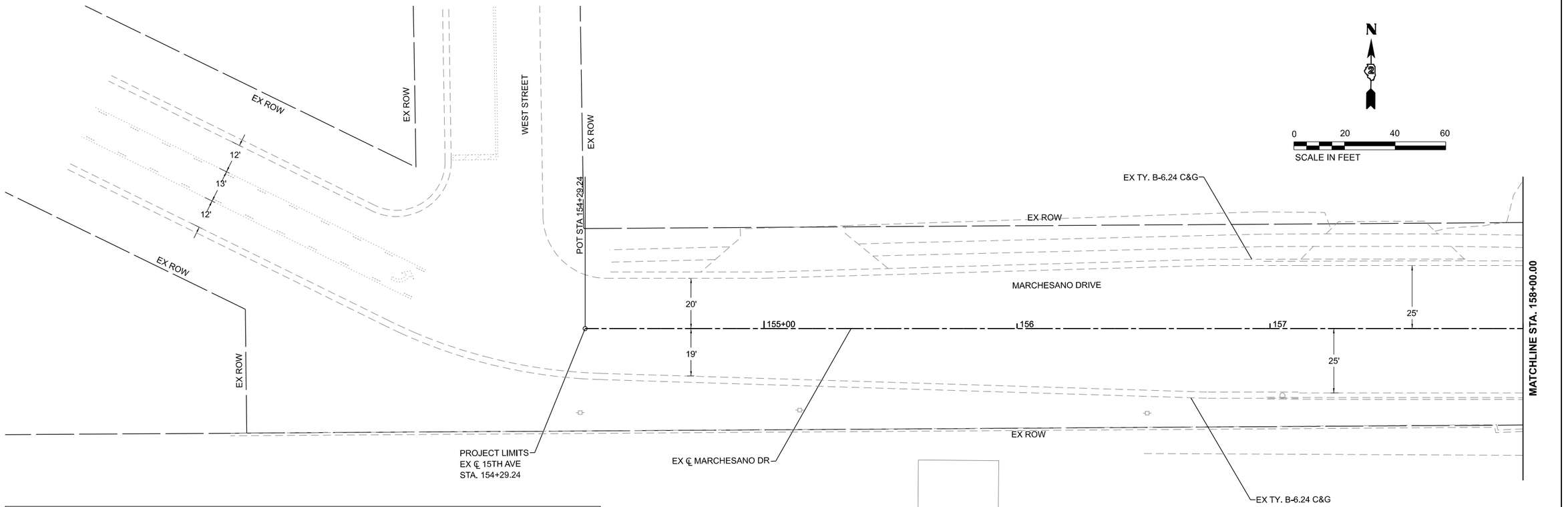
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STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS

REMOVAL PLANS
15TH AVENUE

SCALE: 1" = 20' | SHEET 2 OF 2 SHEETS | STA. 165+00.00 | TO STA. 171+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	19
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



ROADWAY LEGEND

(A) HMA PAVEMENT (15TH AVENUE)
HMA SURFACE COURSE, MIX "D", N50, 2.0" (40604060)
HMA BINDER COURSE, IL-19.0, N50, 6.0" (40603080)
AGGREGATE BASE COURSE, TYPE B, CA-6, 6.0" (35101800)
SUBBASE GRANULAR MATERIAL, TYPE B, CA-2, 6.0" (31101400)

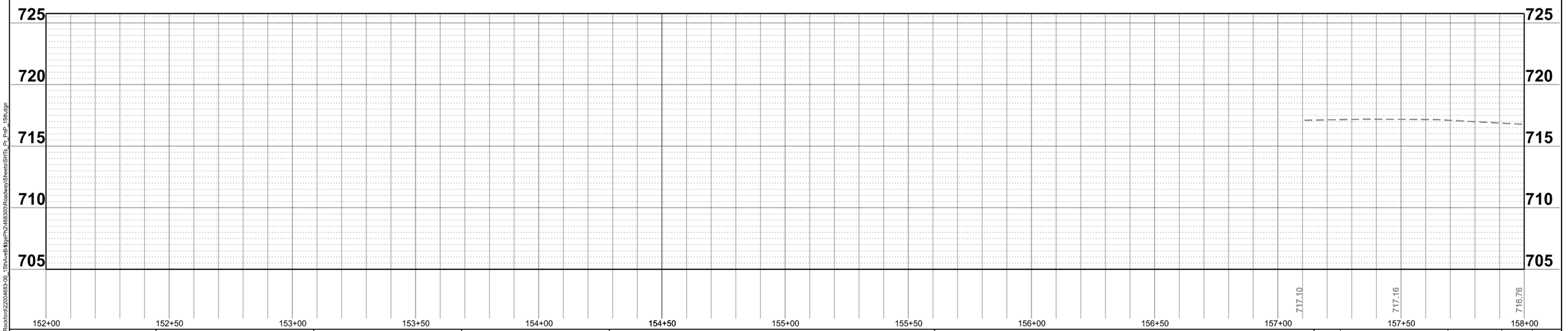
(B) MULTI-USE PATH
HMA SURFACE COURSE, MIX "D", N50, 3.0" (40604060)
AGGREGATE BASE COURSE, TYPE B 8" (35102000)

(C) SIDEWALK
PORTLAND CEMENT CONCRETE SIDEWALK 4" (42400100)
AGGREGATE BASE COURSE, TYPE B (INCIDENTAL)

(D) COMMERCIAL DRIVEWAY / ALLEY
PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8" (42300400)
AGGREGATE BASE COURSE, TYPE B 4" (INCIDENTAL)

(E) PCC PAVEMENT (IL ROUTE 2) - MATCH EXISTING
PORTLAND CEMENT CONCRETE SURFACE PAVEMENT, 9 1/2" (42000410)
AGGREGATE SUBGRADE IMPROVEMENT 12" (30300112)

424XXX CURB RAMP (IDOT HIGHWAY STD NO.)
PORTLAND CEMENT CONCRETE SIDEWALK 4" (42400100)
AGGREGATE BASE COURSE, TYPE B 2" (INCIDENTAL)
>> SEE INTERSECTION GRADING SHEETS FOR DETAILS <<
>> SEE STRUCTURAL SHEETS FOR BRIDGE PLAN DETAILS <<



MODEL: Sheet 1
FILE NAME: L:\Rockford\22004683-00_15thAveBridge\ph2\d683000\RoadwaySheets\SHTS_Pr_PnP_15th.dgn

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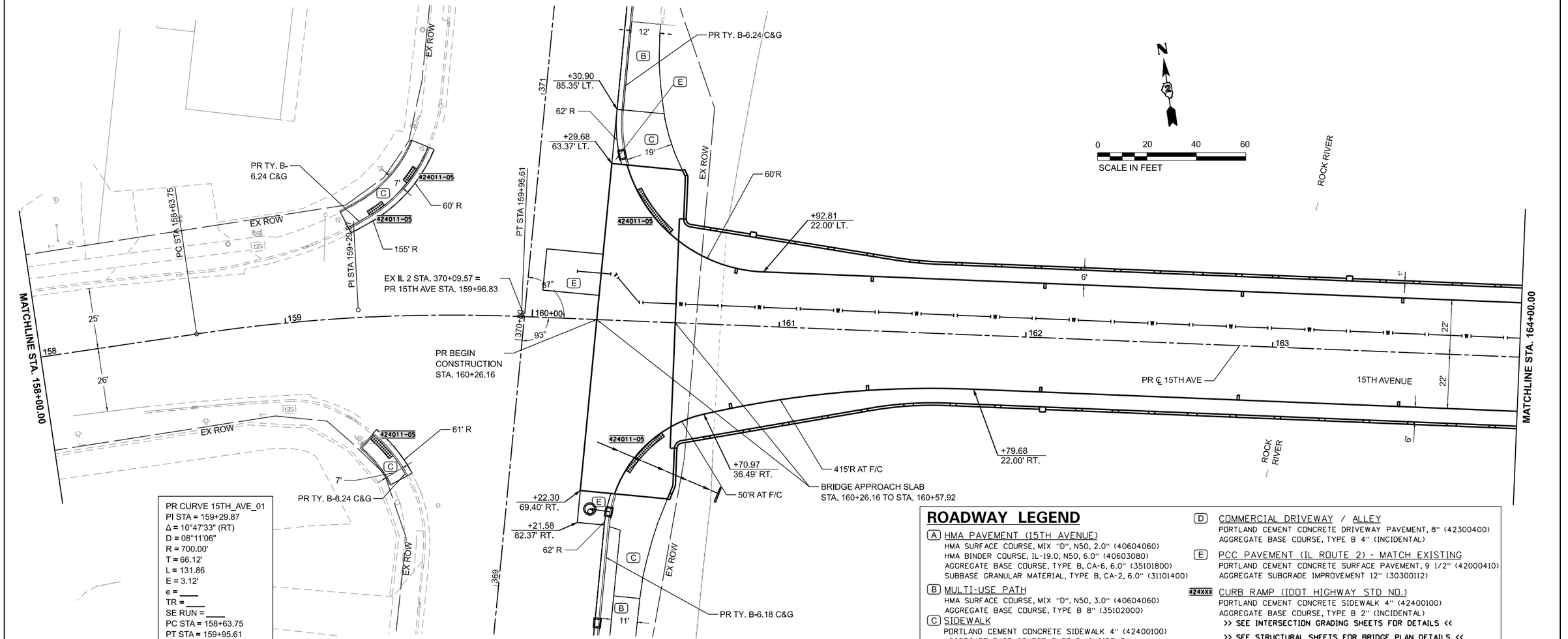
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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

ROADWAY PLAN AND PROFILE
15TH AVENUE

SCALE: 1" = 20' | SHEET 1 OF 5 SHEETS | STA. 152+00.00 | TO STA. 158+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	20
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



PR CURVE 15TH_AVE_01
PI STA = 159+29.87
Δ = 10°47'33" (RT)
D = 08°11'06"
R = 700.00'
T = 66.12'
L = 131.86
E = 3.12'
e = ____
TR = ____
SE RUN = ____
PC STA = 158+63.75
PT STA = 159+95.61

ROADWAY LEGEND

(A) HMA PAVEMENT (15TH AVENUE)
HMA SURFACE COURSE, MIX "D", N50, 2.0" (40604060)
HMA BINDER COURSE, IL-19.0, N50, 6.0" (40603080)
AGGREGATE BASE COURSE, TYPE B, CA-6, 6.0" (35101800)
SUBBASE GRANULAR MATERIAL, TYPE B, CA-2, 6.0" (31101400)

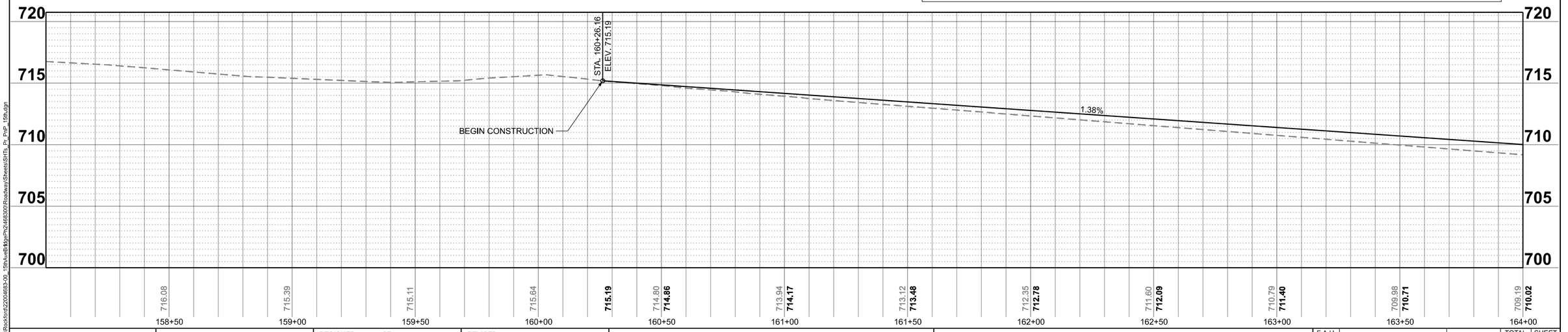
(B) MULTI-USE PATH
HMA SURFACE COURSE, MIX "D", N50, 3.0" (40604060)
AGGREGATE BASE COURSE, TYPE B 8" (35102000)

(C) SIDEWALK
PORTLAND CEMENT CONCRETE SIDEWALK 4" (42400100)
AGGREGATE BASE COURSE, TYPE B (INCIDENTAL)

(D) COMMERCIAL DRIVEWAY / ALLEY
PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8" (42300400)
AGGREGATE BASE COURSE, TYPE B 4" (INCIDENTAL)

(E) PCC PAVEMENT (IL ROUTE 2) - MATCH EXISTING
PORTLAND CEMENT CONCRETE SURFACE PAVEMENT, 9 1/2" (42000410)
AGGREGATE SUBGRADE IMPROVEMENT 12" (30300112)

424XXX CURB RAMP (IDOT HIGHWAY STD NO.)
PORTLAND CEMENT CONCRETE SIDEWALK 4" (42400100)
AGGREGATE BASE COURSE, TYPE B 2" (INCIDENTAL)
>> SEE INTERSECTION GRADING SHEETS FOR DETAILS <<
>> SEE STRUCTURAL SHEETS FOR BRIDGE PLAN DETAILS <<



MODEL: Sheet 2
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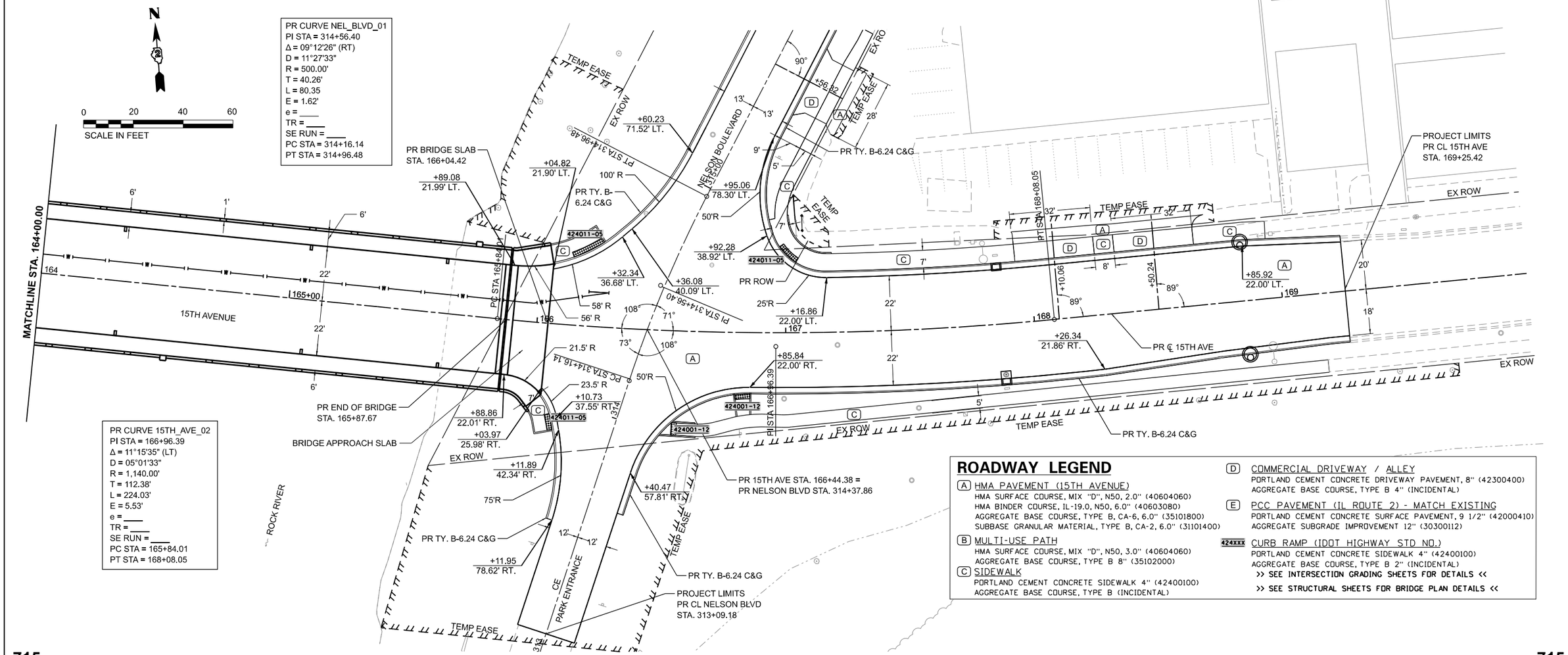
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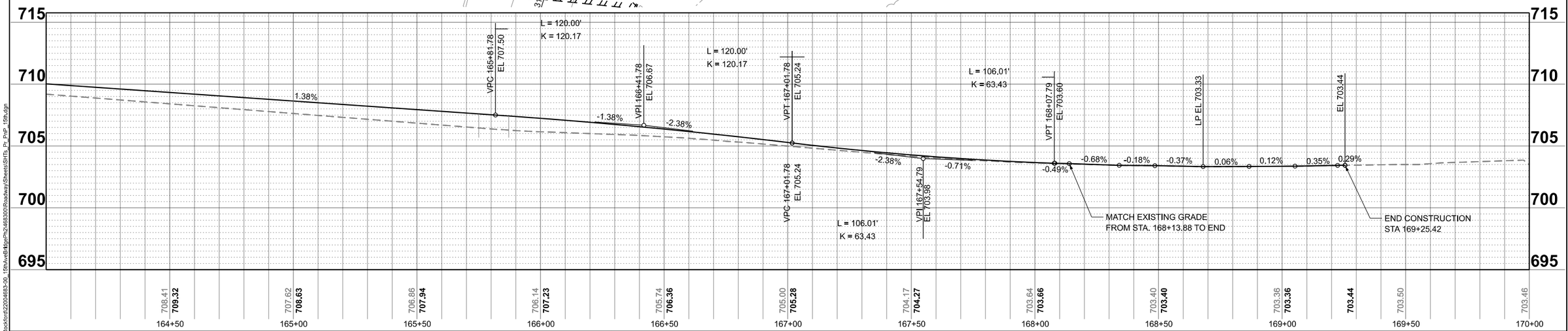
CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

ROADWAY PLAN AND PROFILE
15TH AVENUE

SCALE: 1" = 20' | SHEET 2 OF 5 SHEETS | STA. 158+00.00 TO STA. 164+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	21
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	





MODEL: Sheet 3
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PLOT DATE = 9/7/2026	DATE - 07/24/2026	REVISED -	

CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

ROADWAY PLAN AND PROFILE
15TH AVENUE

SCALE: 1" = 20' | SHEET 3 OF 5 SHEETS | STA. 164+00.00 | TO STA. 170+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	22
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			

ROADWAY LEGEND

(A) HMA PAVEMENT (15TH AVENUE)
HMA SURFACE COURSE, MIX "D", N50, 2.0" (40604060)
HMA BINDER COURSE, IL-19.0, N50, 6.0" (40603080)
AGGREGATE BASE COURSE, TYPE B, CA-6, 6.0" (35101800)
SUBBASE GRANULAR MATERIAL, TYPE B, CA-2, 6.0" (31101400)

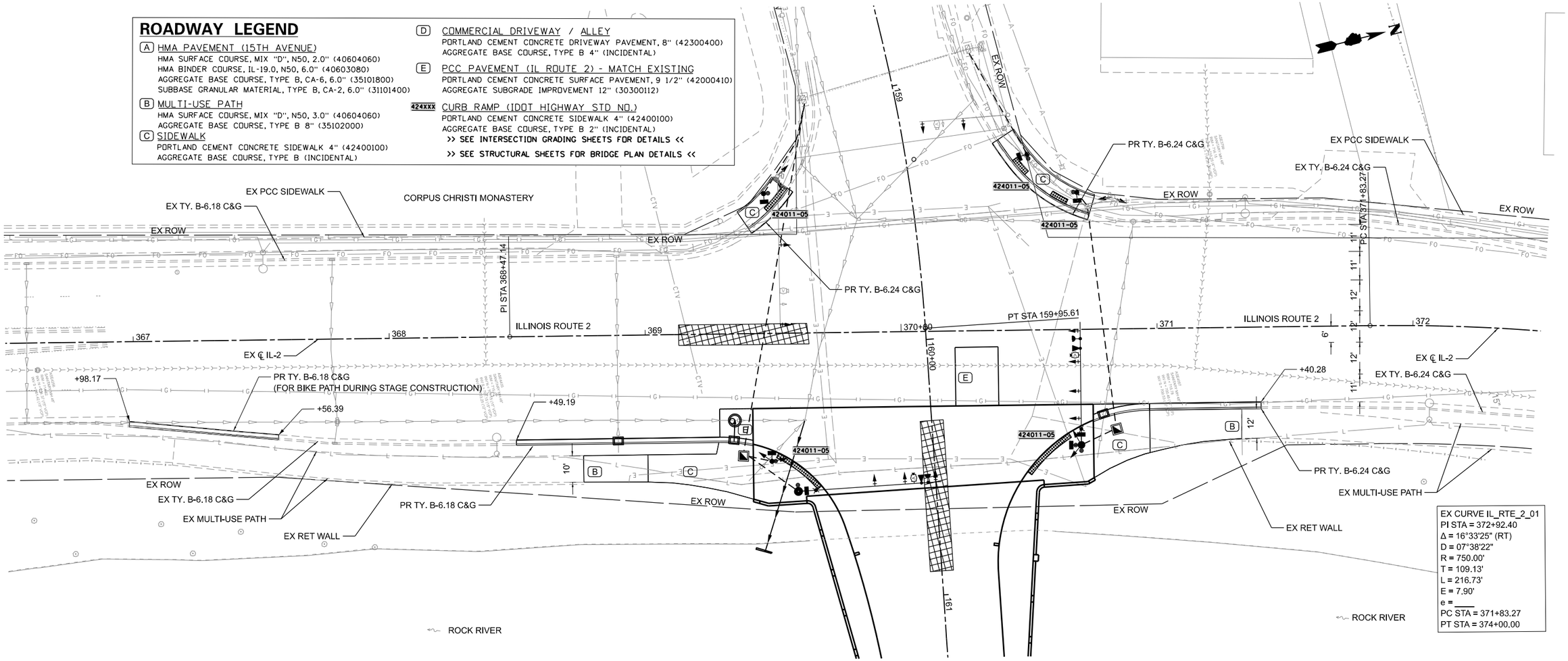
(B) MULTI-USE PATH
HMA SURFACE COURSE, MIX "D", N50, 3.0" (40604060)
AGGREGATE BASE COURSE, TYPE B 8" (35102000)

(C) SIDEWALK
PORTLAND CEMENT CONCRETE SIDEWALK 4" (42400100)
AGGREGATE BASE COURSE, TYPE B (INCIDENTAL)

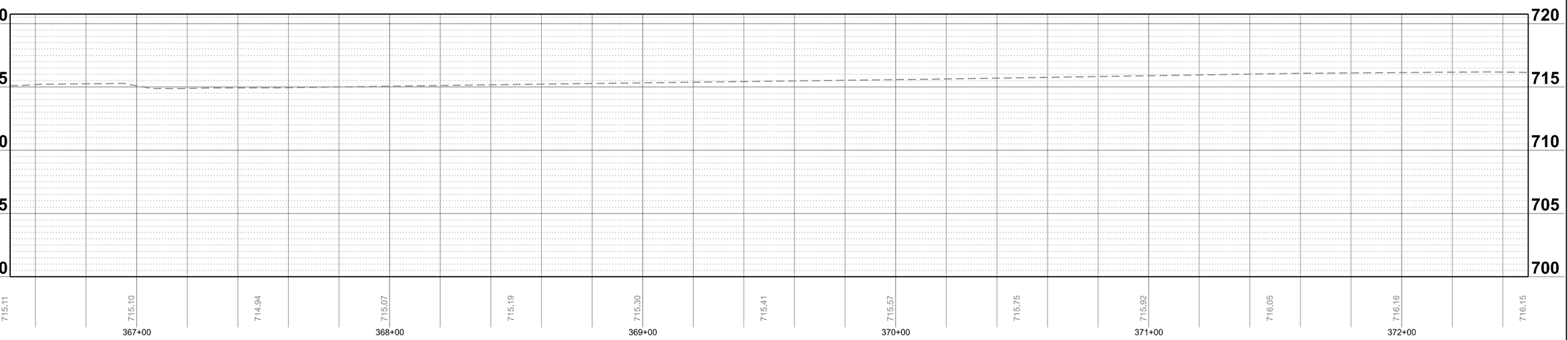
(D) COMMERCIAL DRIVEWAY / ALLEY
PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8" (42300400)
AGGREGATE BASE COURSE, TYPE B 4" (INCIDENTAL)

(E) PCC PAVEMENT (IL ROUTE 2) - MATCH EXISTING
PORTLAND CEMENT CONCRETE SURFACE PAVEMENT, 9 1/2" (42000410)
AGGREGATE SUBGRADE IMPROVEMENT 12" (30300112)

424XXX CURB RAMP (IDOT HIGHWAY STD NO.)
PORTLAND CEMENT CONCRETE SIDEWALK 4" (42400100)
AGGREGATE BASE COURSE, TYPE B 2" (INCIDENTAL)
>> SEE INTERSECTION GRADING SHEETS FOR DETAILS <<
>> SEE STRUCTURAL SHEETS FOR BRIDGE PLAN DETAILS <<



EX CURVE IL_RTE_2_01
PI STA = 372+92.40
Δ = 16°33'25" (RT)
D = 07°38'22"
R = 750.00'
T = 109.13'
L = 216.73'
E = 7.90'
e = ____
PC STA = 371+83.27
PT STA = 374+00.00



MODEL: AllCl.7 - Plan 3 [Sheet]
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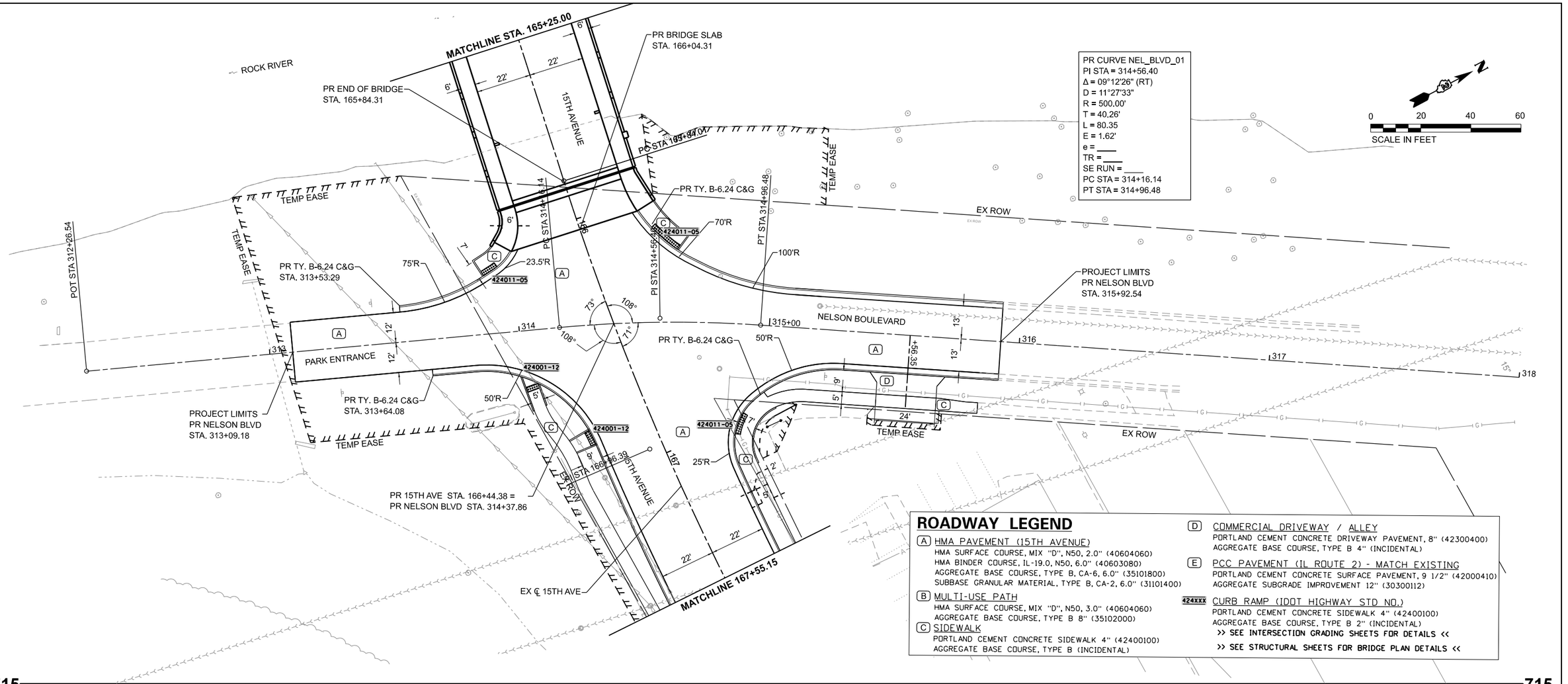
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN AND PROFILE
ILLINOIS ROUTE 2

SCALE: 1"=20' | SHEET 4 OF 5 SHEETS | STA. 366+50.00 | TO STA. 372+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	TOT	23
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			



ROADWAY LEGEND

(A) HMA PAVEMENT (15TH AVENUE)
HMA SURFACE COURSE, MIX "D", N50, 2.0" (40604060)
HMA BINDER COURSE, IL-19.0, N50, 6.0" (40603080)
AGGREGATE BASE COURSE, TYPE B, CA-6, 6.0" (35101800)
SUBBASE GRANULAR MATERIAL, TYPE B, CA-2, 6.0" (31101400)

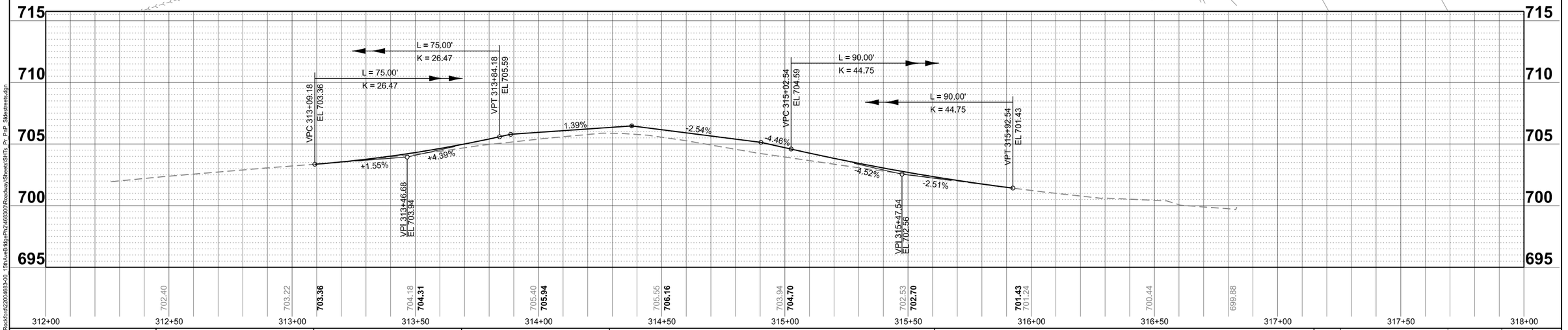
(B) MULTI-USE PATH
HMA SURFACE COURSE, MIX "D", N50, 3.0" (40604060)
AGGREGATE BASE COURSE, TYPE B 8" (35102000)

(C) SIDEWALK
PORTLAND CEMENT CONCRETE SIDEWALK 4" (42400100)
AGGREGATE BASE COURSE, TYPE B (INCIDENTAL)

(D) COMMERCIAL DRIVEWAY / ALLEY
PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8" (42300400)
AGGREGATE BASE COURSE, TYPE B 4" (INCIDENTAL)

(E) PCC PAVEMENT (IL ROUTE 2) - MATCH EXISTING
PORTLAND CEMENT CONCRETE SURFACE PAVEMENT, 9 1/2" (42000410)
AGGREGATE SUBGRADE IMPROVEMENT 12" (30300112)

424XXX CURB RAMP (IDOT HIGHWAY STD NO.)
PORTLAND CEMENT CONCRETE SIDEWALK 4" (42400100)
AGGREGATE BASE COURSE, TYPE B 2" (INCIDENTAL)
>> SEE INTERSECTION GRADING SHEETS FOR DETAILS <<
>> SEE STRUCTURAL SHEETS FOR BRIDGE PLAN DETAILS <<



MODEL: NELSON - Sheet
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PLOT DATE = 9/7/2026	DATE - 07/24/2026	REVISED -	

CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

ROADWAY PLAN AND PROFILE
NELSON BOULEVARD

SCALE: 1"=20' | SHEET 5 OF 5 SHEETS | STA. 312+00.00 | TO STA. 318+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	24
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

1. THE SEQUENCE OF OPERATIONS AND CONSTRUCTION STAGING DOES NOT, NOR IS IT INTENDED TO, DEPICT ALL THE WORK REQUIRED BY THE CONTRACTOR FOR STAGING OPERATIONS THROUGHOUT THE CONTRACT. THE SEQUENCE OF OPERATIONS IS GIVEN AS A GUIDE FOR THE CONTRACTOR'S USE TO ESTABLISH THE NECESSARY GUIDELINES FOR EFFICIENT TRAFFIC OPERATION DURING THE DURATION OF THE CONTRACT.

2. THE CONTRACTOR MAY WISH TO MAKE REVISIONS OR MODIFICATIONS TO THE SEQUENCE OF CONSTRUCTION OR THE MAINTENANCE OF TRAFFIC PLANS. ALL CHANGES MUST BE SUBMITTED IN WRITING TO THE ENGINEER FOR APPROVAL. REVISIONS IN THE PHASING OF CONSTRUCTION OR MAINTENANCE OPERATIONS MAY REQUIRE ADDITIONAL TRAFFIC CONTROL TO BE INSTALLED OTHER THAN THOSE INCLUDED IN THE PLANS. REVISIONS IN THE PHASING OF CONSTRUCTION OR MAINTENANCE OPERATIONS REQUESTED BY THE CONTRACTOR REQUIRING ADDITIONAL SIGNING, FLAGGERS, BARRICADES OR OTHER TRAFFIC CONTROL DEVICES SHALL BE AT THE CONTRACTOR'S EXPENSE.

3. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY STAGE CHANGE A MINIMUM OF SEVEN (7) DAYS IN ADVANCE OF THE SCHEDULED TRAFFIC CHANGE.

4. IN ACCORDANCE WITH ARTICLE 202.05 OF THE STANDARD SPECIFICATIONS, THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE THROUGHOUT THE ENTIRETY OF CONSTRUCTION.

5. AGGREGATE TEMPORARY ACCESSES FOR ENTRANCES SHALL NOT BE USED DURING WINTER. THE CONTRACTOR IS INSTRUCTED TO PROVIDE A PAVED SURFACE FOR ALL ENTRANCES AT THE END OF THE CONSTRUCTION SEASON.

TRAFFIC CONTROL AND PROTECTION

1. NO WORK SHALL BEGIN UNTIL THE TRAFFIC CONTROL MEASURES ARE IN PLACE. THE CONTRACTOR SHALL AT ALL TIMES PROVIDE TRAFFIC PROTECTION BY THE APPLICATION OF TRAFFIC CONTROL DEVICES ACCORDING TO THE "IDOT STANDARD SPECIFICATIONS", AS SHOWN ON THE PLANS AND AS DESCRIBED IN THE SPECIAL PROVISIONS.

2. THE TEMPORARY TRAFFIC CONTROL DESCRIBED HEREIN AND SHOWN ON THE PLANS AND DESCRIBED IN THE SPECIAL PROVISIONS IS THE MINIMUM REQUIREMENT. ADDITIONAL TRAFFIC CONTROL DEVICES AS SPECIFIED IN THE HIGHWAY STANDARDS, THE SPECIAL PROVISIONS, AND AS DIRECTED BY THE ENGINEER SHALL BE PLACED BY THE CONTRACTOR. THE COST ASSOCIATED WITH SUPPLYING, ERECTING, MAINTAINING, AND RELOCATING ALL TRAFFIC CONTROL DEVICES SHALL BE CONSIDERED INCLUDED IN THE "LUMP SUM PAY ITEM X7010216 TRAFFIC CONTROL AND PROTECTION, (SPECIAL)" UNLESS OTHERWISE SHOWN ON THE PLANS OR IN THE SPECIAL PROVISIONS.

3. THE CONTRACTOR SHALL ENSURE THAT AGGREGATE SUBGRADE IS INSTALLED ADJACENT TO OPEN LANES OF TRAFFIC AT THE CONCLUSION OF EACH DAYS WORK SUCH THAT THERE IS NOT A DROP OFF IN EXCESS OF 12 INCHES FROM THE EDGE OF THE TRAVEL WAY TO THE TOP OF THE AGGREGRATE WITHIN EIGHT FEET OF THE TRAVEL LANE UNLESS THE WORK ZONE IS SEPARATED FROM THE TRAVELED WAY BY TEMPORARY CONCRETE BARRIER.

4. THE CONTRACTOR SHALL MAINTAIN TRAFFIC ON DRIVEWAYS, FIELD, COMMERCIAL, AND PRIVATE ENTRANCES AT ALL TIMES DURING CONSTRUCTION. SEE SPECIAL PROVISION FOR MAINTENANCE OF DRIVEWAYS.

5. EXCAVATION AND PAVEMENT WIDENING ON BOTH SIDES OF THE PAVEMENT AT ANY ONE LOCATION AT THE SAME TIME WILL NOT BE PERMITTED PER ARTICLE 701.08 OF THE STANDARD SPECIFICATIONS.

TEMPORARY TRAFFIC CONTROL DEVICES

1. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE II AND TYPE III BARRICADE USED - ONE (1), TRAFFIC CONTROL AND PROTECTION, (SPECIAL) ACROSS EACH BOTTOM RAIL. THIS WORK SHALL BE INCLUDED IN THE COST FOR "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".

2. ALL DRUMS, VERTICAL PANELS, OR TYPE II BARRICADES PLACED IMMEDIATELY ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH TYPE C - STEADY BURNING MONO-DIRECTIONAL LAMPS IN ACCORDANCE WITH ART. 1106.02(a) OF THE STANDARD SPECIFICATIONS.

3. PROGRAMMABLE MESSAGE BOARDS SHALL BE PLACED AS FOLLOWS:

   - SB IL ROUTE 2 NORTH OF 15TH AVENUE
   - NB IL ROUTE 2 SOUTH OF OGILBY ROAD
   - EB MICHIGAN AVE WEST OF CLIFTON AVENUE
   - IN ADVANCE OF ANY DETOURED ROUTE

   THE PROGRAMMABLE MESSAGE BOARDS SHALL BE PLACED SEVEN (7) DAYS PRIOR TO ANY WORK THAT IS TO TAKE PLACE. ALL MESSAGES ARE TO BE AS PROVIDED BY THE ENGINEER. THE COST OF INSTALLING, RELOCATING AS NECESSARY, AND PROGRAMMING THE VARIOUS MEASSAGES THROUGHOUT CONSTRUCTION IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

4. "ROAD WORK (OR CONSTRUCTION) AHEAD" SIGNS SHALL BE EQUIPPED WITH MONO-DIRECTIONAL TYPE A AMBER FLASHING LIGHTS IN ACCORANCE WITH ARTICLE 1106.02(a) OF THE STANDARD SPECIFICATIONS.

EXISTING/TEMPORARY SIGNS

1. THE CONTRACTOR SHALL INSTALL AND COVER ALL TEMPORARY SIGNING BEFORE EXISTING SIGNS ARE REMOVED. ALL EXISTING GUIDE SIGNS (I.E. STREET NAME SIGNS, ADVANCE STREET NAME SIGNS, ETC.) SHALL BE MAINTAINED AND VISIBLE TO TRAFFIC DURING CONSTRUCTION STAGING.

2. THE CONTRACTOR SHALL RELOCATE OR REMOVE AND REPLACE ALL ROAD SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND TEMPORARILY RESET ALL SUCH SIGNS DURING ALL STAGES OF CONSTRUCTION. THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL). ALL WORK INVOLVING SIGNS SHALL BE COVERED BY THE FOLLOWING:

   A. SIGNS SHALL NOT BE REMOVED UNTIL NECESSITATED BY THE PROCESS OF THE WORK.
   B. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND VISIBLE TO THE TRAFFIC FOR WHICH IT IS INTENDED.
   C. ALL SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING AND COVERED/UNCOVERED AS NECESSARY.

3. WHEN EXISTING SIGNS ARE REMOVED FROM THE PROJECT, THEY ARE TO REMAIN THE PROPERTY OF THE CITY OF ROCKFORD.

4. THE CONTRACTOR SHALL INSTALL AND COVER ALL PERMANENT SIGNAGE BEFORE REMOVING TEMPORARY SIGNAGE.

EXISTING/TEMPORARY PAVEMENT MARKINGS

1. EXISTING PAVEMENT MARKINGS BEYOND THE RECONSTRUCTION LIMITS THAT CONFLICT WITH THE TEMPORARY PAVEMENT MARKINGS DURING STAGING SHALL BE COVERED WITH PAVEMENT MARKING BLACKOUT TAPE, OF THE WIDTH REQUIRED. REMOVAL OF BLACKOUT TAPE WILL BE PAID FOR AS SHORT TERM PAVEMENT MARKING REMOVAL.

2. EXISTING PAVEMENT MARKINGS WITHIN THE RECONSTRUCTION LIMITS THAT CONFLICT WITH THE TEMPORARY PAVEMENT MARKINGS DURING STAGING SHALL BE REMOVED WITH GRINDING OR WATERBLASTING. EXISTING PAVEMENT MARKINGS THAT NEED TO BE REMOVED FROM PAVEMENT THAT WILL BE REMAINING IN PLACE (BEYOND CONSTRUCTION LIMITS) SHOULD BE MEASURED AND PAID FOR AS (78300202) PAVEMENT MARKING REMOVAL - WATER BLASTING.

3. TEMPORARY PAVEMENT MARKINGS ON EXISTING PAVEMENT TO REMAIN SHALL BE TEMPORARY PAVEMENT MARKINGS - TYPE IV TAPE, OF THE WIDTH REQUIRED. REMOVAL IS PAID FOR AS SHORT TERM PAVEMENT MARKING REMOVAL (70300150).

4. TEMPORARY PAVEMENT MARKINGS WITHIN THE RECONSTRUCTION LIMITS CAN BE EITHER TYPE IV TAPE, OR PAINT, BUT MUST BE PAINT IF INSTALLED AND OPERATIONAL DURING THE WINTER MONTHS (DECEMBER THROUGH MARCH).

TRAFFIC CONTROL STANDARDS

IDOT HIGHWAY STANDARDS

701101-05 OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM...
701427-05 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING...
701602-10 URBAN LANE CLOSURE, MULTILANE, 2W WITH...
701611-01 URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH...
701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-11 TRAFFIC CONTROL DEVICES

IDOT DISTRICT 2 STANDARDS

34.1 WORK ZONE SIGN DETAILS
39.1 TRAFFIC CONTROL TYPICAL WEAVE
40.1 TRAFFIC CONTROL FOR ROAD CLOSURE
94.2 TRAFFIC CONTROL AND PROTECTION AT TURN BAYS

MODEL: MOT General Notes 1 [Sheet]
FILE NAME: L:\Rockford\2200408\3-00_19thAveBridgePln2\498300\Maintenance of Traffic\Sheets\Shts_MOT_gen_notes.dgn

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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

MAINTENANCE OF TRAFFIC
GENERAL NOTES

SCALE: N.T.S. | SHEET 1 OF 2 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	25
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

DETOUR GENERAL NOTES

1. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2022", THE IDOT SUPPLEMENTAL SPECIFICATION AND RECURRING SPECIAL PROVISION, LATEST ADOPTION, THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", THE LATEST EDITION OF THE ILLINOIS SUPPLEMENT TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", AND THE SPECIAL PROVISION FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

2. THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST TWO WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE CONTRACTOR WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES, ESPECIALLY THOSE WHOSE DIRECT ACCESS WILL BE IMPACTED BY THE DETOUR. THE CITY WILL CONTACT POLICE AND FIRE.

3. NO DETOUR SHALL BE ERECTED AND GO INTO EFFECT ON A FRIDAY, SATURDAY, OR SUNDAY.

4. THE CONTRACTOR SHALL SUPPLY TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE AND HIS REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING PRIOR TO THE START OF THE WORK.

5. LONGITUDINAL DIMENSIONS SHOWN ON THESE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS, WITH THE APPROVAL OF THE ENGINEER.

6. THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS ERECTED IN ACCORDANCE WITH THE DETOUR PLAN AND INSPECTED AND APPROVED BY THE ENGINEER.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS, AND OTHER DEVICES INSTALLED BY HIM ARE IN PLACE AND OPERATING 24 HOURS EACH DAY INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME THE DETOUR IS IN EFFECT.

8. THE TRAFFIC CONTROL SHOWN ON THE DETOUR PLAN IS THE MINIMUM NECESSARY TO ENSURE THIS ROAD CLOSURE. THE CONTRACTOR SHALL MAKE ALL CHANGES IN TRAFFIC CONTROL THAT IS DEEMED NECESSARY BY THE ENGINEER. ADDITIONS AND DELETIONS OF TRAFFIC CONTROL FOR THIS DETOUR SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".

9. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR, IN A MANNER APPROVED BY THE ENGINEER.

10. ALL DETOUR SIGNING SHALL BE POST MOUNTED.

11. ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF SECTION 1091 OF THE STANDARD SPECIFICATIONS. ALL DETOUR SIGNING SHALL BE NEW OR LIKE NEW CONDITION. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.

12. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS SUPPLEMENT TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

13. AS A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THIS DETOUR SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTESITY FLASHING LIGHTS IN ARTICLE 1106.02 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING THE HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.

14. ALL BARRICADES SHALL HAVE REFLECTORIZED STRIPING ON BOTH SIDES OF THE BARRICADES. THE TYPE III BARRICADES USED AT THE POINT OF CLOSURE TO THRU TRAFFIC SHALL NOT EXCEED 8 FEET IN WIDTH EACH, FOR A SINGLE APPROACH LANE.

15. THE "ROAD CLOSED" (R11-2), THE "ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY" (R11-3) AND THE "ROAD CLOSED TO THRU TRAFFIC" (R11-4) SIGNS SHALL BE MOUNTED ABOVE THE TOP OF THE BARRICADE. ALL TYPE III BARRICADES SHALL HAVE TWO (2) AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINE OF THE SUPPORTS.

16. THE ROAD NAME SIGN SHALL HAVE A BLACK LEGEND ON FLUORESCENT ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE A 9" X VARIABLE OR A 12" X VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6" WITH 5" LOWER CASE.

17. DURING NON-WORKING HOURS AT THE POINT OF ROAD CLOSURE TO ALL TRAFFIC THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.

18. CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT ARTICLE 701.11 OF THE STANDARD SPECIFICATIONS SHALL APPLY.

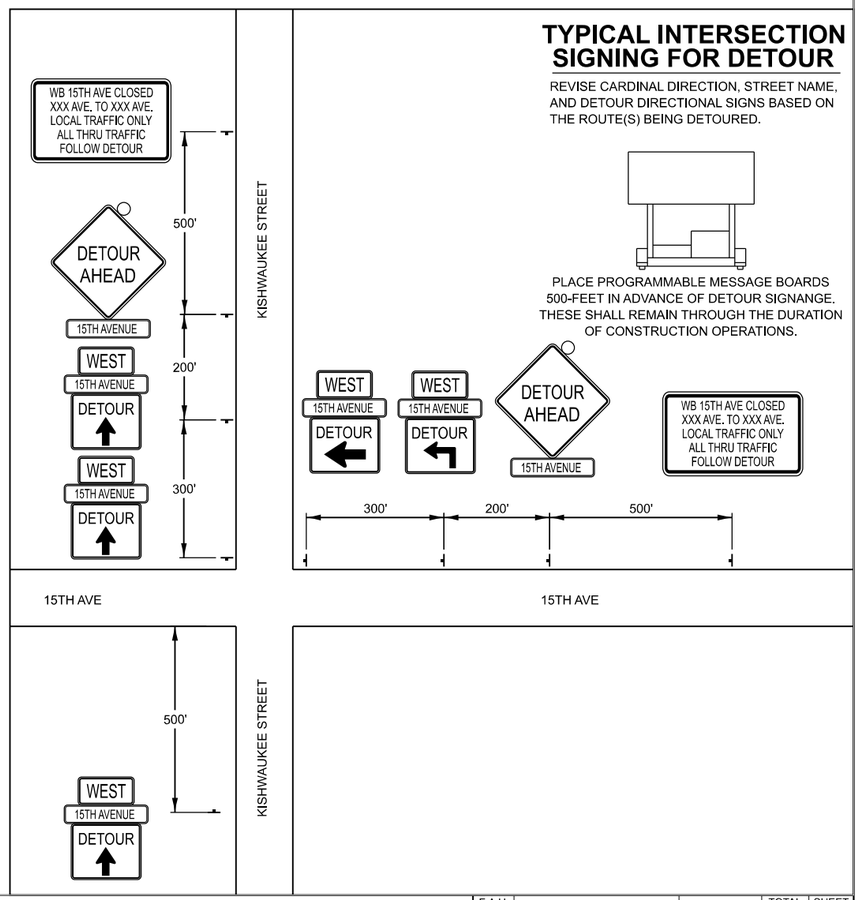
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNING, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.

20. THE COST OF INSTALLING, MAINTAINING AND REMOVING TRAFFIC CONTROL FOR DETOUR ROUTES IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

21. THE FOLLOWING ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD IS APPLICABLE FOR WORK RELATED TO DETOURS:
    - IDOT STANDARD 701801-06
    - IDOT STANDARD 701901-11
    - IDOT STANDARD 720001-01
    - IDOT STANDARD 720006-04
    - IDOT DISTRICT 2 STD. 34.1
    - IDOT DISTRICT 2 DTD. 40.1

TYPICAL INTERSECTION SIGNING FOR DETOUR

REVISE CARDINAL DIRECTION, STREET NAME, AND DETOUR DIRECTIONAL SIGNS BASED ON THE ROUTE(S) BEING DETOURED.



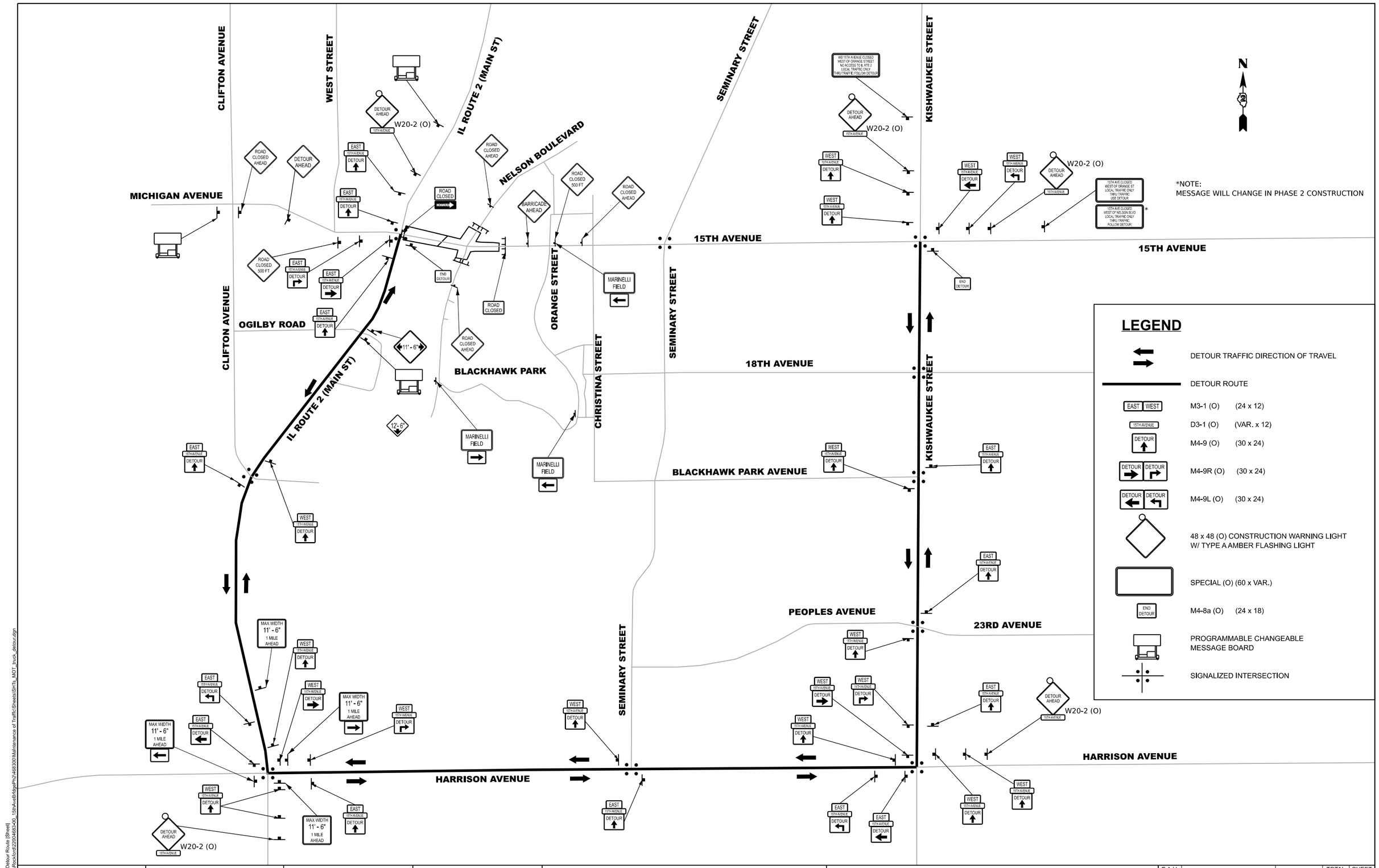
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MAINTENANCE OF TRAFFIC DETOUR NOTES

SCALE: N.T.S. | SHEET 2 OF 2 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	26
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



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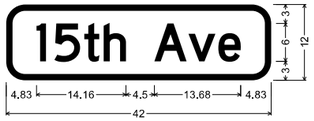
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DEPARTMENT OF PUBLIC WORKS

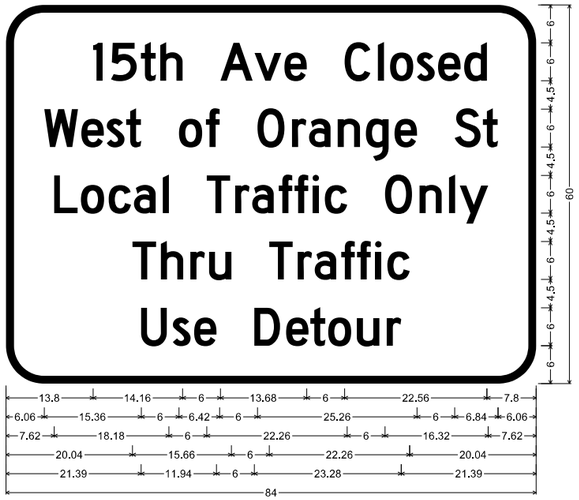
MAINTENANCE OF TRAFFIC
15TH AVENUE DETOUR

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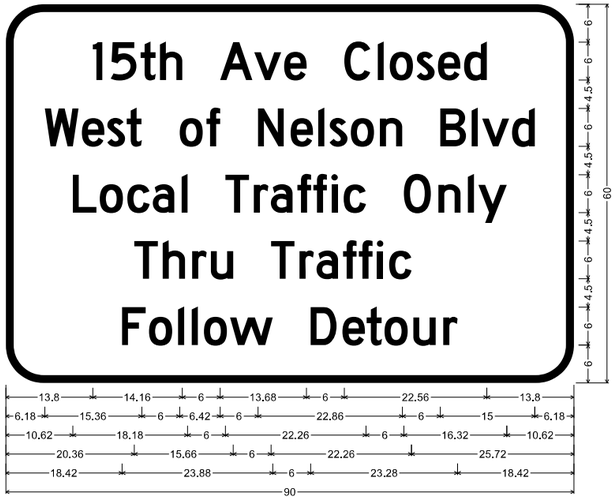
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	27
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			



3.00" Radius, 1.00" Border, White on Orange;
"15th Ave", D 2K;



6.00" Radius, 1.25" Border, White on Orange;
" 15th Ave Closed", D 2K; "West of Orange St", D 2K; "Local Traffic Only", D 2K;
"Thru Traffic", D 2K; "Use Detour", D 2K;



6.00" Radius, 1.25" Border, White on Orange;
"15th Ave Closed", D 2K; "West of Nelson Blvd", D 2K; "Local Traffic Only", D 2K;
"Thru Traffic" D 2K " ", Highway SignCAD Plus; "Follow Detour", D 2K;

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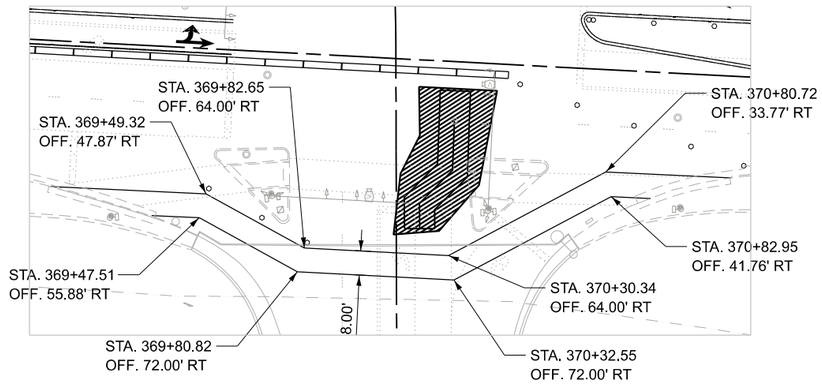
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DEPARTMENT OF PUBLIC WORKS

MAINTANENCE OF TRAFFIC
SIGN DESIGN DETAILS

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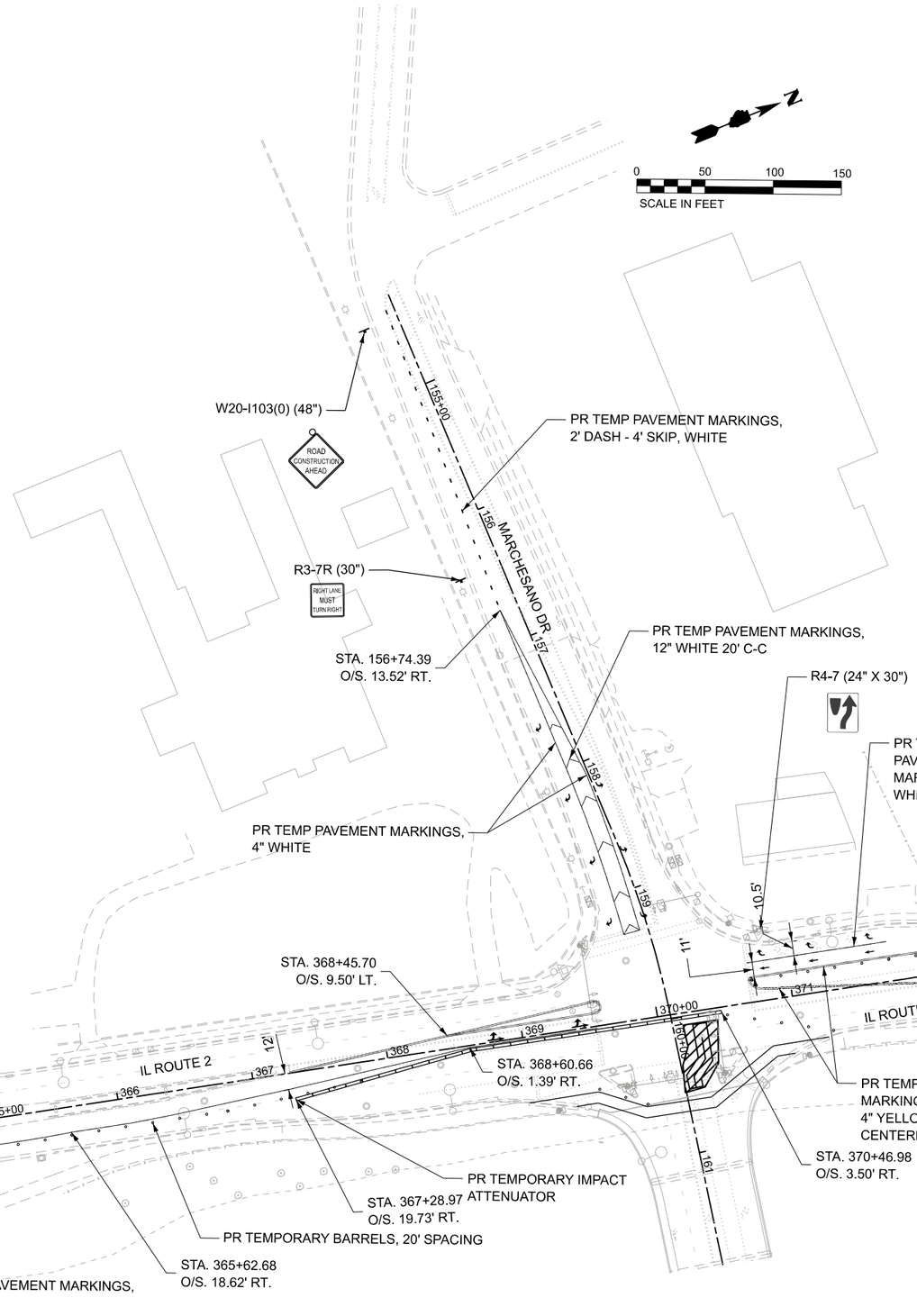
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5082	19-00631-00-BR	WINNEBAGO	162	28
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

BIKE PATH DETAIL



KEY

- WORK ZONE
- BUILT PREVIOUS STAGE
- TYPE III BARRICADE PER IDOT STD 701901
- TEMPORARY CONCRETE BARRIER
- ARROW BOARD
- TEMPORARY TRAFFIC CONTROL SIGN



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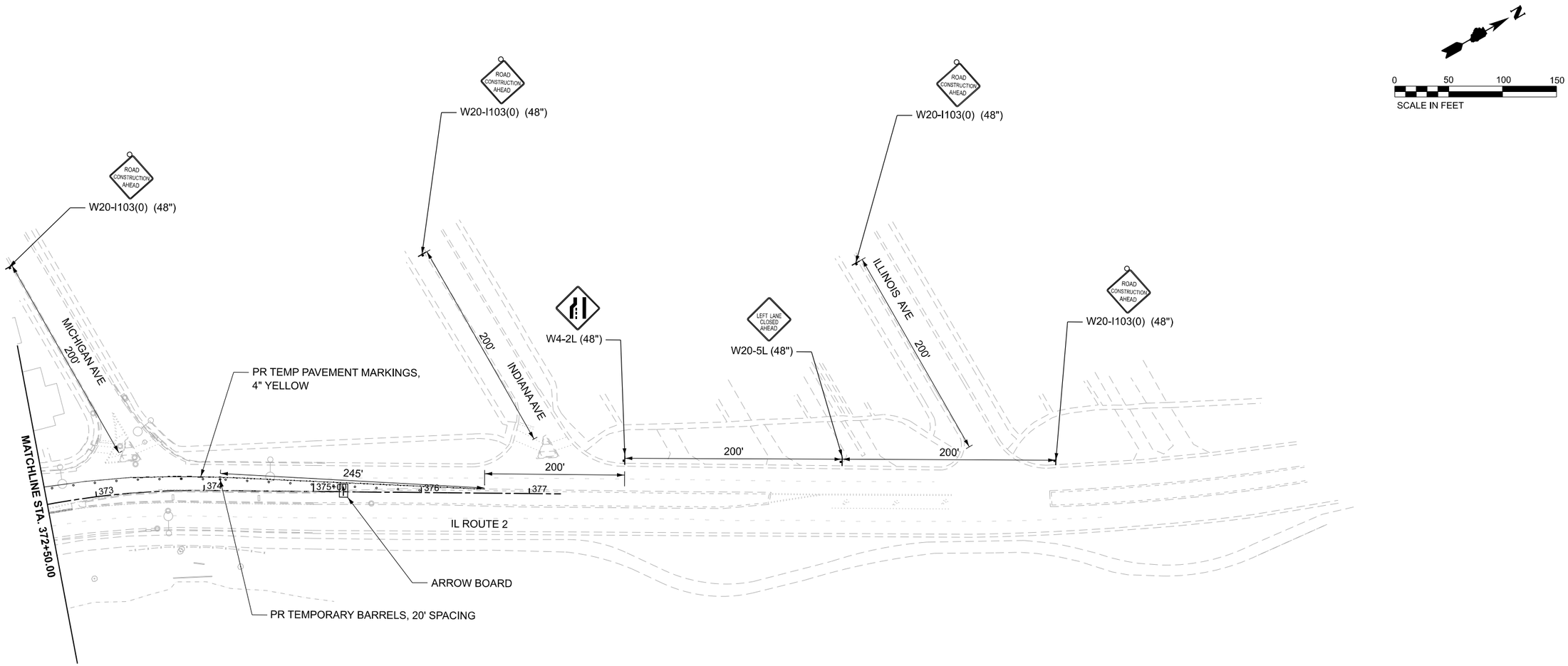
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DEPARTMENT OF PUBLIC WORKS

MAINTENANCE OF TRAFFIC
15TH AVENUE – PRE–STAGE

SCALE: 1"=50' | SHEET 1 OF 2 SHEETS | STA. 361+00.00 | TO STA. 372+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	29
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



KEY

- WORK ZONE
- BUILT PREVIOUS STAGE
- TYPE III BARRICADE PER IDOT STD 701901
- TEMPORARY CONCRETE BARRIER
- ARROW BOARD
- TEMPORARY TRAFFIC CONTROL SIGN

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DEPARTMENT OF PUBLIC WORKS

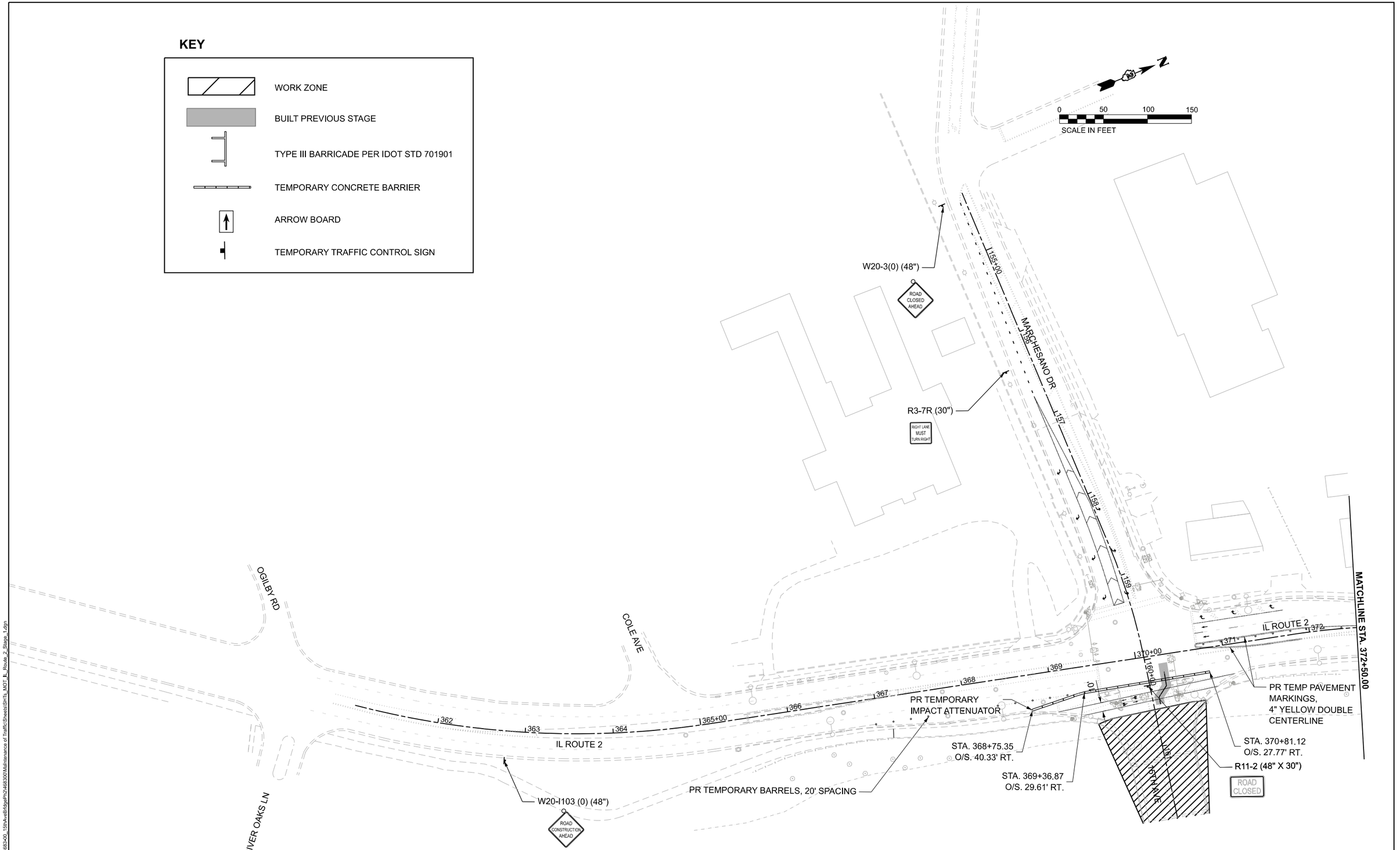
MAINTENANCE OF TRAFFIC
15TH AVENUE – PRE–STAGE

SCALE: 1"=50' | SHEET 2 OF 2 SHEETS | STA. 372+50.00 | TO STA. 378+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	30
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

KEY

- WORK ZONE
- BUILT PREVIOUS STAGE
- TYPE III BARRICADE PER IDOT STD 701901
- TEMPORARY CONCRETE BARRIER
- ARROW BOARD
- TEMPORARY TRAFFIC CONTROL SIGN



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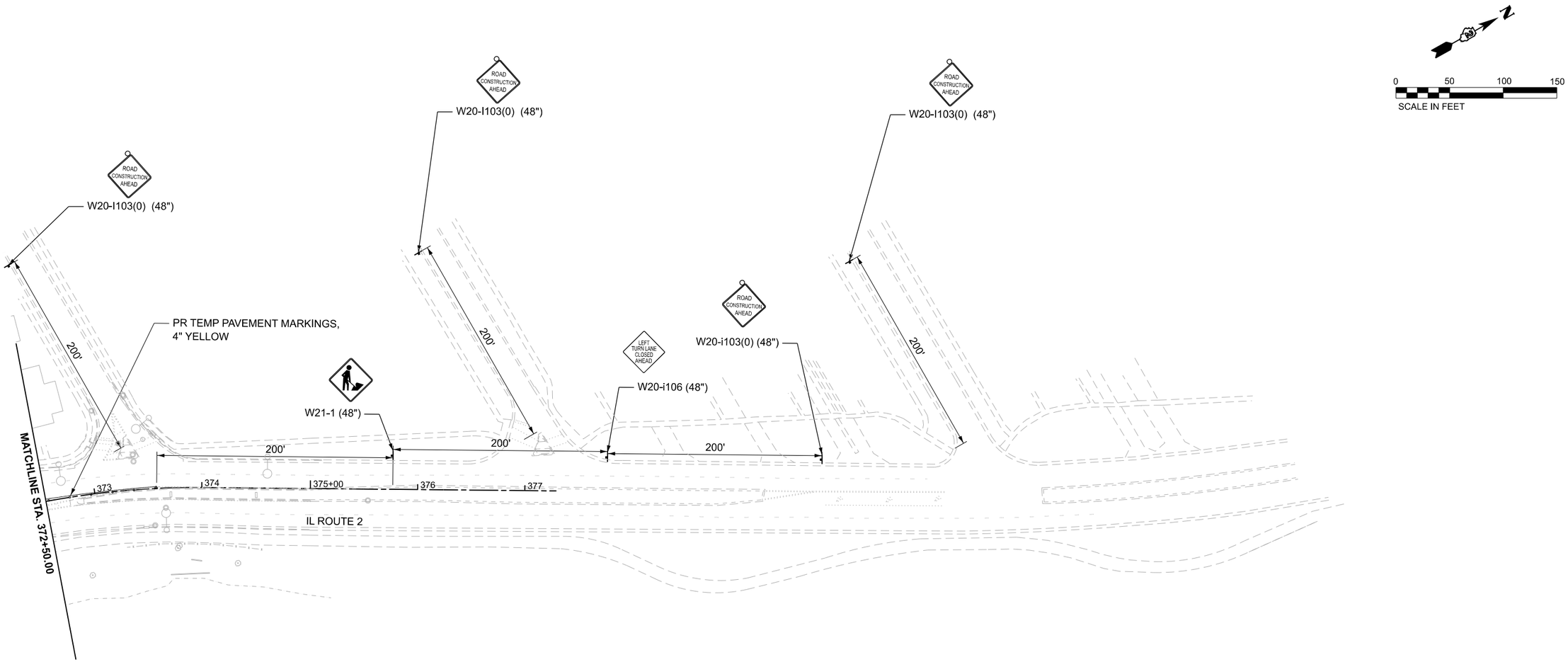
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DEPARTMENT OF PUBLIC WORKS

MAINTENANCE OF TRAFFIC
15TH AVENUE – STAGE 1

SCALE: 1"=50' | SHEET 1 OF 2 SHEETS | STA. -3+50.00 TO STA. 11+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	31
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			



KEY

- WORK ZONE
- BUILT PREVIOUS STAGE
- TYPE III BARRICADE PER IDOT STD 701901
- TEMPORARY CONCRETE BARRIER
- ARROW BOARD
- TEMPORARY TRAFFIC CONTROL SIGN

MODEL: MOT Stage 1 Sheet 2
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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

MAINTENANCE OF TRAFFIC
15TH AVENUE – STAGE 1

SCALE: 1"=50' | SHEET 2 OF 2 SHEETS | STA. 372+50.00 TO STA. 378+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	32
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

N

0 50 100 150

SCALE IN FEET

ROAD CLOSED AHEAD

W20-3 (48")

R11-4 (60" X 30")

ROAD CLOSED TO THRU TRAFFIC

BROADWAY

318

317

316

250'

NELSON BOULEVARD

ROAD CLOSED

R11-2 (48" X 30")

TEMPORARY CHAIN LINK FENCE, 8'
(XX005953) - 123 FOOT

PROVIDE ACCESS TO MINI MALL ENTRANCE

BARRICADE AHEAD

W21-i100 (48")

ORANGE STREET

W20-3 (48")

ROAD CLOSED 500 FT

ROAD CLOSED AHEAD

W20-3 (48")

CHRISTINA STREET

250'

250'

250'

315+00

164

165+00

166

167

168

169

170+00

171

172

173

174

175+00

15TH AVENUE

314

313

R11-4 (60" X 30")

ROAD CLOSED TO THRU TRAFFIC

R11-2 (48" X 30")

ROAD CLOSED

CHRISTINA STREET

250'

PARK ENTRANCE

R11-2 (48" X 30")

ROAD CLOSED

W20-3 (48")

ROAD CLOSED AHEAD

KEY

- WORK ZONE
- BUILT PREVIOUS STAGE
- TYPE III BARRICADE PER IDOT STD 701901
- TEMPORARY CONCRETE BARRIER
- ARROW BOARD
- TEMPORARY TRAFFIC CONTROL SIGN

MODEL: MOT Nelson Stage 1 Sheet 1
FILE NAME: L:\Rockford\220046853-00_15thAveBridgePh2\468300\Maintenance of Traffic\Sheets\SHTS_Stage_1_MOT_Nelson.dgn

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PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -	

CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

MAINTENANCE OF TRAFFIC
15TH AVENUE – STAGE 1

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 164+00.00 | TO STA. 179+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	33
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

KEY

- WORK ZONE
- BUILT PREVIOUS STAGE
- TYPE III BARRICADE PER IDOT STD 701901
- TEMPORARY CONCRETE BARRIER
- ARROW BOARD
- TEMPORARY TRAFFIC CONTROL SIGN

N

0 50 100 150
SCALE IN FEET

W20-I103(0) (48")
ROAD CONSTRUCTION AHEAD
W20-5R (48")
RIGHT LANE CLOSED AHEAD
R3-7R (30")
RIGHT LANE MUST TURN RIGHT
W4-2R (48")

200'
200'
200'
245'

OGILBY RD
COLEAVE
RIVER OAKS LN
IL ROUTE 2
MARCHESANO DRIVE
15TH AVENUE

362 363 364 365+00 366 367 368 369 370+00 371 372
155+00 156 157 158 159 160 161

ARROW BOARD
PR TEMPORARY BARRELS, 20' SPACING
PR TEMPORARY IMPACT ATTENUATOR
STA. 366+97.95
O/S. 29.17' RT.
COMBINATION CURB AND GUTTER REMOVAL, 58 FOOT
STA. 368+42.09
O/S. 13.51' RT.
STA. 371+50.77
O/S. 12.71' RT.

PR TEMP PAVEMENT MARKINGS, 3' DASH - 9' SKIP, WHITE
PR TEMP PAVEMENT MARKINGS, 12" WHITE
PR TEMP PAVEMENT MARKINGS, 4" WHITE
PR TEMP PAVEMENT MARKINGS, 4" YELLOW DOUBLE CENTERLINE
PR TEMP PAVEMENT MARKINGS, 24" WHITE
PR TEMP PAVEMENT MARKINGS, 4" WHITE
PR TEMP PAVEMENT MARKINGS, 4" YELLOW DOUBLE CENTERLINE

12' 8' 12'

MATCHLINE STA. 372+50.00

MODEL: MOT Stage 2 Sheet 1
FILE NAME: I:\Rockford\220048\300_15thAve\Bridge\Ph2\468300\Maintenance of Traffic\Sheets\SH15_MOT_IL_Route_2_Stage_2.dgn

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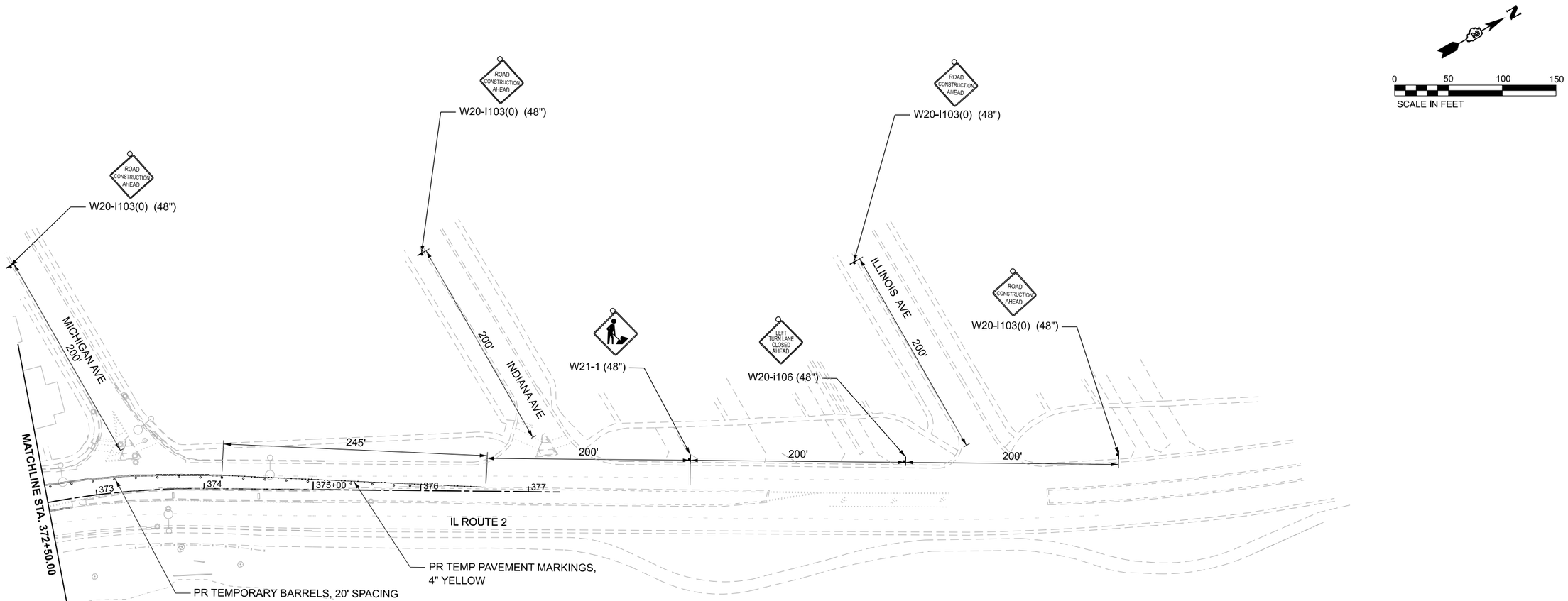
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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

MAINTENANCE OF TRAFFIC
15TH AVENUE – STAGE 2

SCALE: 1"=50' | SHEET 1 OF 2 SHEETS | STA. 361+00.00 | TO STA. 372+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	34
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



KEY

- WORK ZONE
- BUILT PREVIOUS STAGE
- TYPE III BARRICADE PER IDOT STD 701901
- TEMPORARY CONCRETE BARRIER
- ARROW BOARD
- TEMPORARY TRAFFIC CONTROL SIGN

MODEL: MOT Stage 2 Sheet 2
FILE NAME: L:\Rockford\2200468\300\Maintenance of Traffic\Sheets\SHTs_MOT_IL_Route_2_Stage_2.dgn

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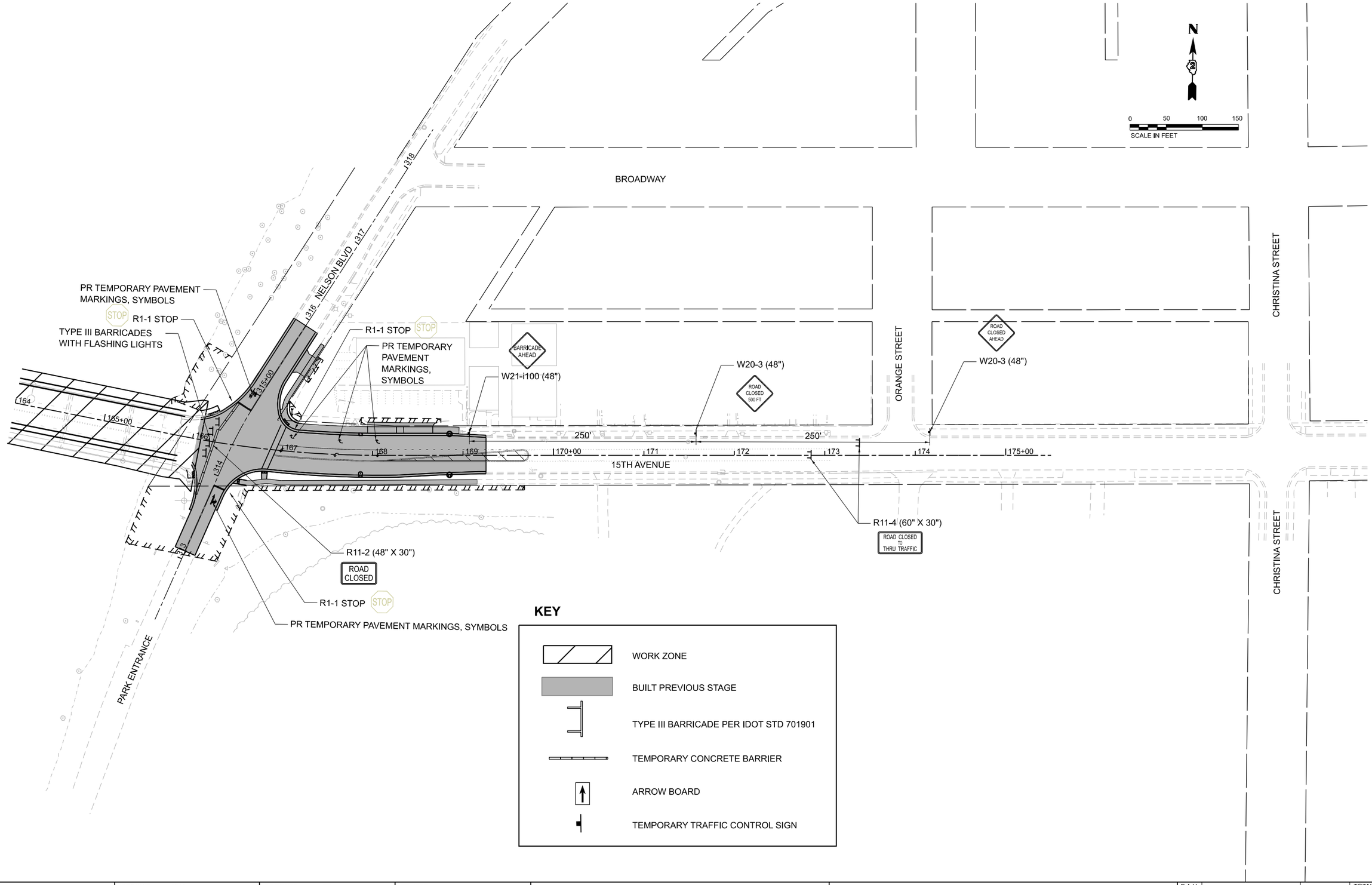
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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

MAINTENANCE OF TRAFFIC
15TH AVENUE – STAGE 2

SCALE: 1"=50' | SHEET 2 OF 2 SHEETS | STA. 372+50.00 | TO STA. 378+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	35
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			



MODEL: MOT Stage 2 Sheet 1
FILE NAME: L:\Rockford\2200468\3-00_15thAveBridgePh2\468300\Maintenance of Traffic\Sheets\SHTS_Stage_2_MOT_NoIcon.dgn

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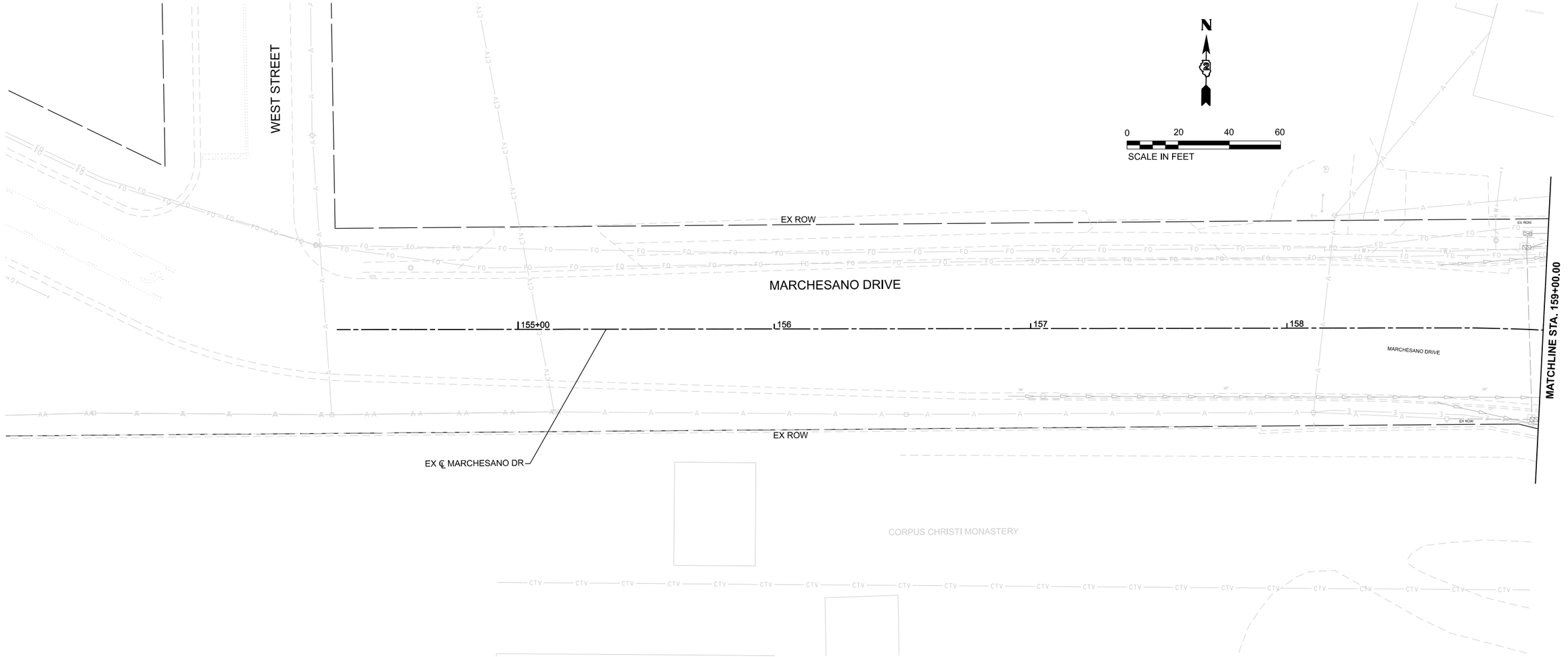
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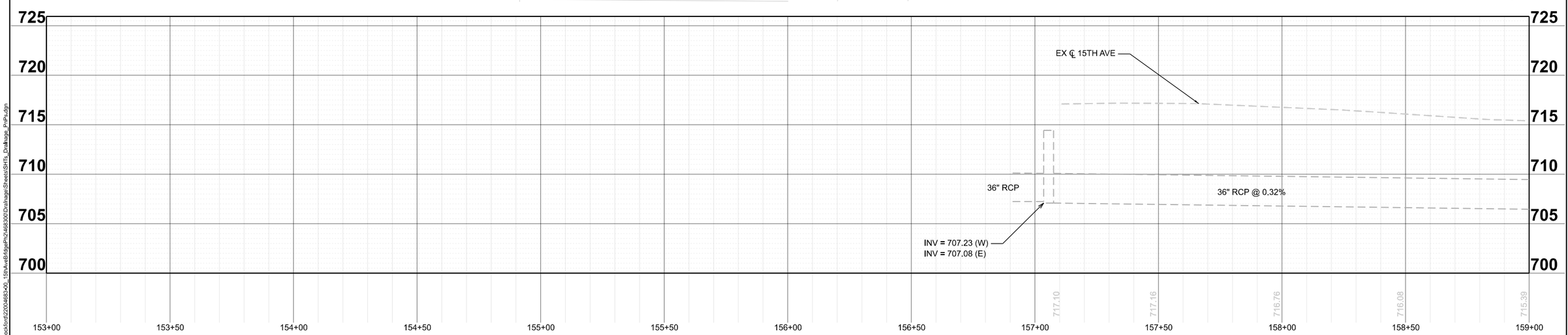
CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

MAINTENANCE OF TRAFFIC
15TH AVENUE – STAGE 2

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 164+00.00 | TO STA. 179+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	36
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	





MODEL: Sheet 1
FILE NAME: L:\Rockford\20004883\00_15thAveBridgePhase2\483000\Drainage\Sheets\SHTs_Drainage_PnP's.dgn

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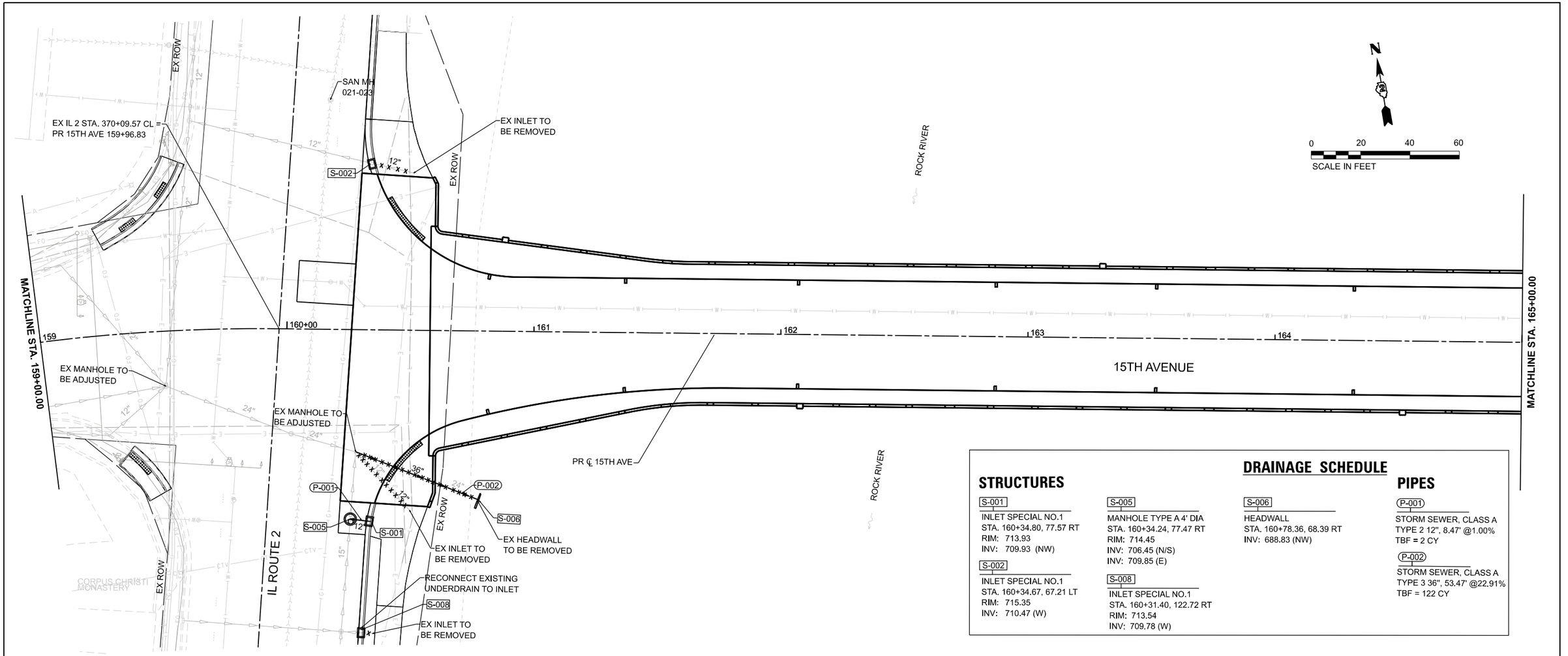
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PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -

CITY OF ROCKFORD
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN AND PROFILE
15TH AVENUE

SCALE: 1" = 20' | SHEET 1 OF 4 SHEETS | STA. 153+00.00 | TO STA. 159+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	37
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



DRAINAGE SCHEDULE

STRUCTURES

S-001
INLET SPECIAL NO.1
STA. 160+34.80, 77.57 RT
RIM: 713.93
INV: 709.93 (NW)

S-002
INLET SPECIAL NO.1
STA. 160+34.67, 67.21 LT
RIM: 715.35
INV: 710.47 (W)

S-005
MANHOLE TYPE A 4' DIA
STA. 160+34.24, 77.47 RT
RIM: 714.45
INV: 706.45 (N/S)
INV: 709.85 (E)

S-008
INLET SPECIAL NO.1
STA. 160+31.40, 122.72 RT
RIM: 713.54
INV: 709.78 (W)

S-006
HEADWALL
STA. 160+78.36, 68.39 RT
INV: 688.83 (NW)

PIPES

P-001
STORM SEWER, CLASS A
TYPE 2 12", 8.47' @1.00%
TBF = 2 CY

P-002
STORM SEWER, CLASS A
TYPE 3 36", 53.47' @22.91%
TBF = 122 CY

MODEL: Sheet 2
FILE NAME: I:\Rockford\220\04683-00_15thAveBridgePh2\468300\Drainage\Sheets\SHTs_Drainage_PnPe.dgn

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PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -	

CITY OF ROCKFORD
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN AND PROFILE
15TH AVENUE

SCALE: 1" = 20' | SHEET 2 OF 4 SHEETS | STA. 159+00.00 TO STA. 165+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	38
		CONTRACT NO. 85802		
		ILLINOIS FED. AID PROJECT		

PR ℄ NELSON BOULEVARD

PR 15TH AVE 166+44.38 =
PR NELSON BLVD 314+37.86

MATCHLINE STA. 165+00.00

165+00

166

167

168

169

170+00

NELSON BOULEVARD

SAN MH
009-088

TEMP EASE

EX ROW

PR ROW

15TH AVE MINI MALL

120 15TH AVENUE

15TH AVENUE

EX INLET TO
BE REMOVED

EX INLET TO
BE ADJUSTED

S-003

S-009

12"

SAN MH TO BE ADJUSTED
WITH NEW TYPE 1 FRAME, CL

SAN MH
009-014

EX MANHOLE TO
BE ADJUSTED

S-004

S-007

30"

36"

ROCK RIVER

PARK ENTRANCE

EX MANHOLE TO
BE ADJUSTED

SAN MH
009-125

EX MANHOLE TO
BE RECONSTRUCTED

EX INLET TO
BE REMOVED

BLACKHAWK PARK
MARINELLI FIELD

21"

PROJECT LIMITS
PR ℄ 15TH AVE
STA. 169+25.41

PROJECT LIMITS
PR ℄ NELSON BLVD
STA. 313+09.18

N

0 20 40 60
SCALE IN FEET

DRAINAGE SCHEDULE

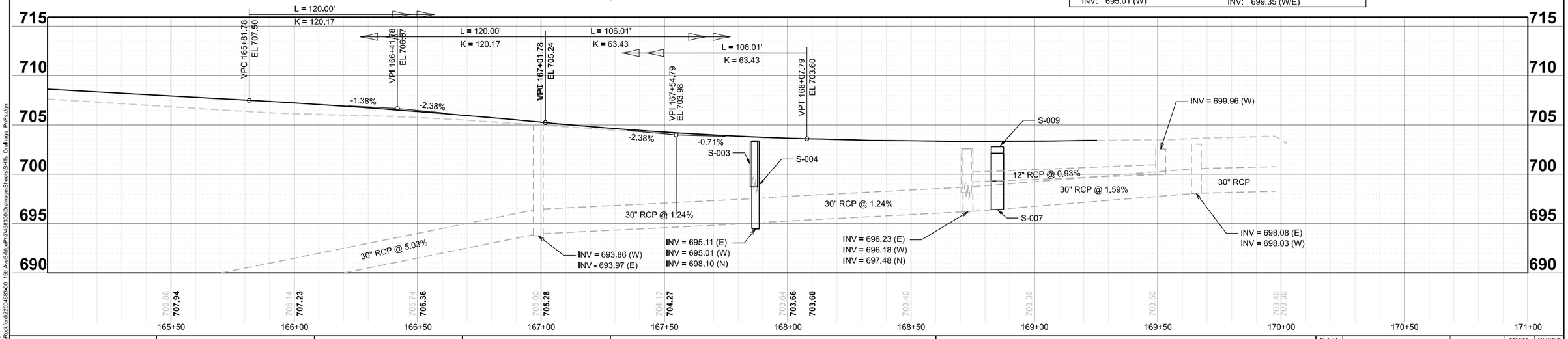
STRUCTURES

S-003
INLET SPECIAL NO.1
STA. 167+86.33, 23.08 LT
RIM: 703.28
INV: 698.72 (S)

S-004
INLET SPECIAL NO.2
STA. 167+87.00, 21.74 RT
RIM: 703.35
INV: 698.10 (N)
INV: 695.11 (E)
INV: 695.01 (W)

S-007
MANHOLE TYPE A 5' DIA
WITH SPECIAL F&G
STA. 168+85.00, 21.53 RT
RIM: 702.14
INV: 696.42 (W/E)

S-009
MANHOLE TYPE A 5' DIA
WITH SPECIAL F&G
STA. 168+85.03, 21.48 LT
RIM: 702.84
INV: 699.35 (W/E)



MODEL: Sheet 3
FILE NAME: L:\Rock4\cd220048483-00_15thAveBHagePh2\48300\Drainage\Sheets\Sht15_Drainage_PnPs.dgn

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CITY OF ROCKFORD
DEPARTMENT OF TRANSPORTATION

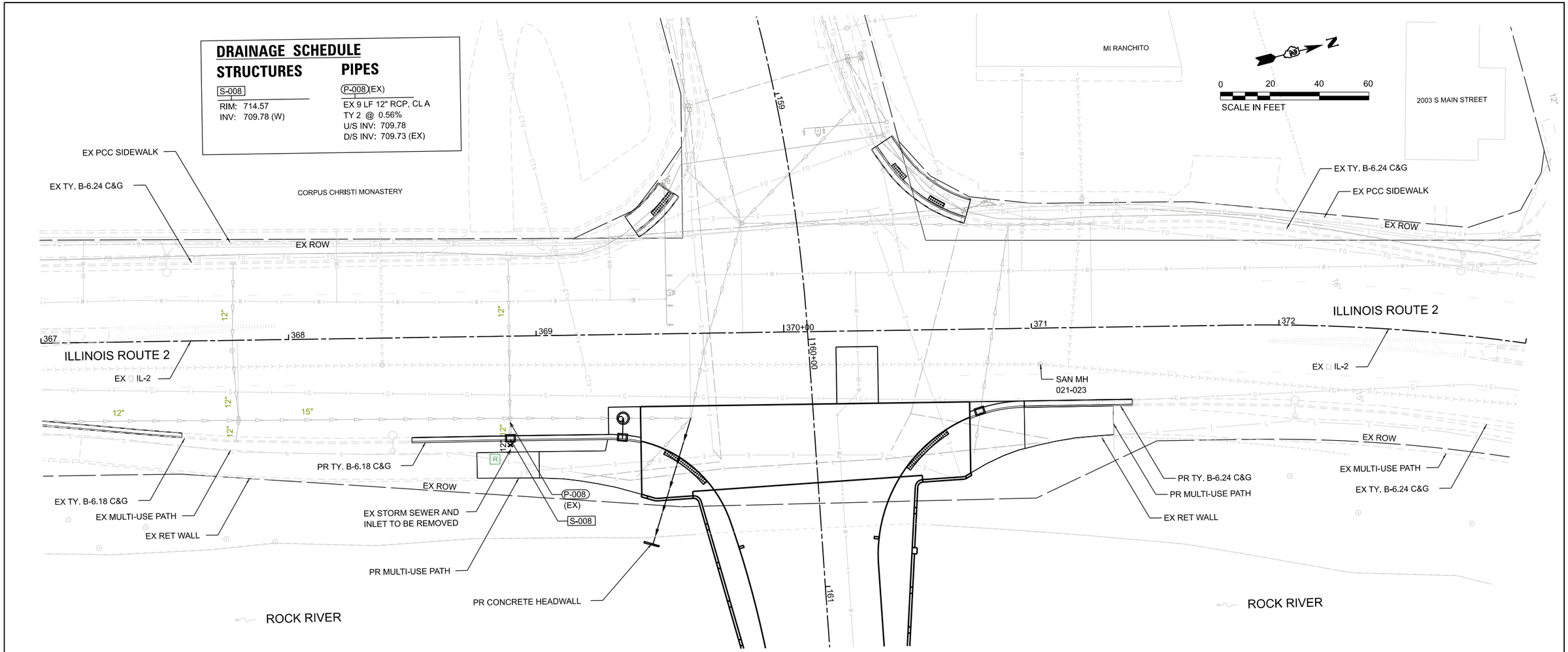
DRAINAGE PLAN AND PROFILE
15TH AVENUE

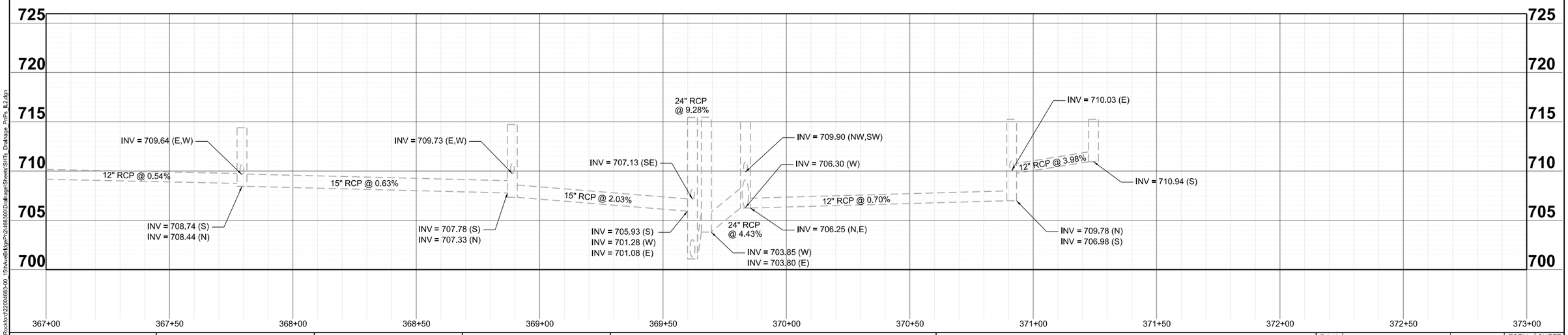
SCALE: 1" = 20' | SHEET 3 OF 4 SHEETS | STA. 165+00.00 | TO STA. 171+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	39
		CONTRACT NO. 85802		
		ILLINOIS FED. AID PROJECT		

DRAINAGE SCHEDULE

STRUCTURES	PIPES
S-008	P-008 (EX)
RIM: 714.57	EX 9 LF 12" RCP, CL A
INV: 709.78 (W)	TY 2 @ 0.56%
	U/S INV: 709.78
	D/S INV: 709.73 (EX)

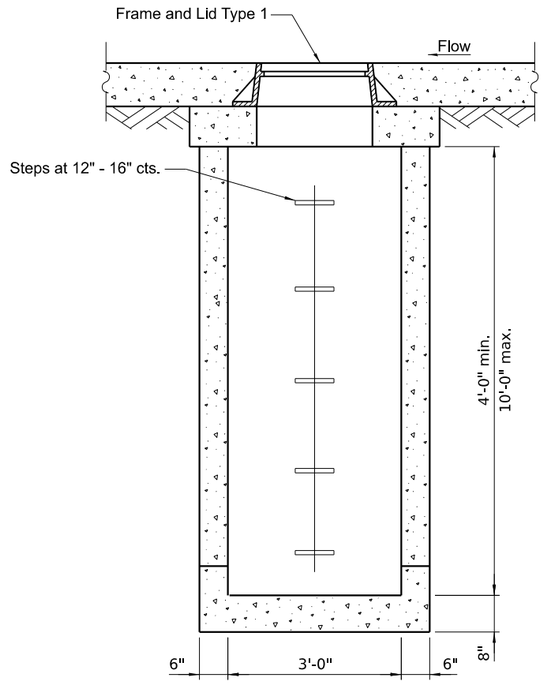




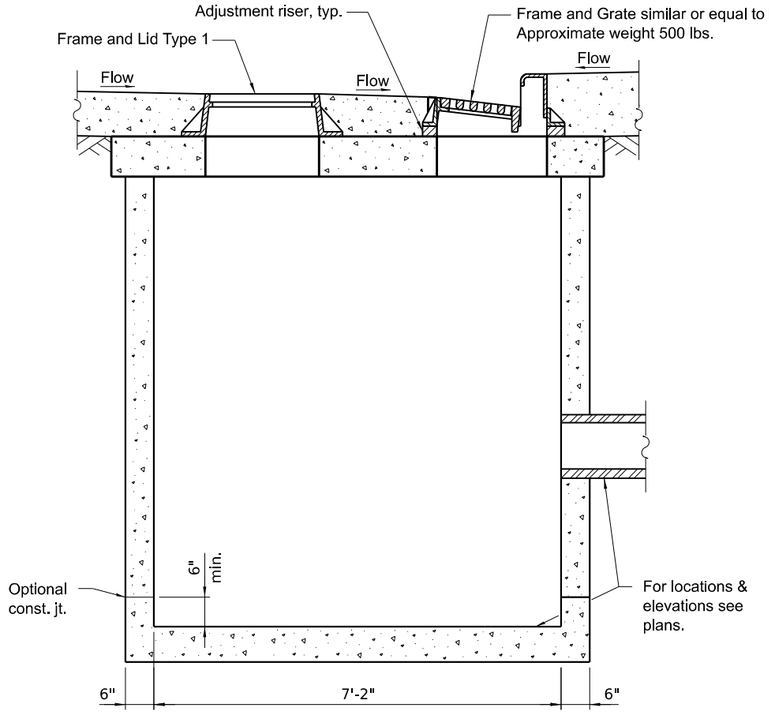
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License No. 184-000613 © Copyright CMT, Inc.		DRAWN - YW	REVISED -		SCALE: 1" = 20' SHEET 4 OF 4 SHEETS STA. 367+00.00 TO STA. 373+00.00
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			

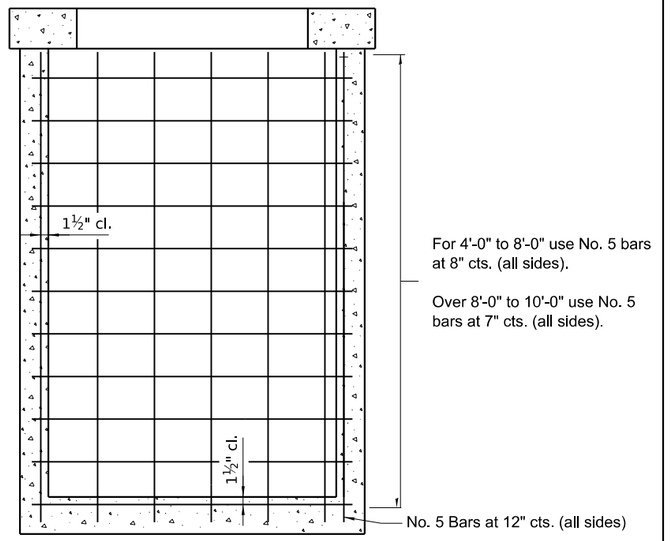
MODEL: Sheet 4
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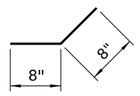
FRONT ELEVATION - TYPE 4



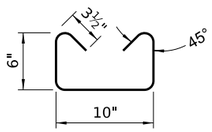
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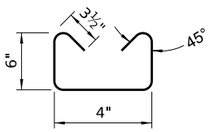
ELEVATION SHOWING REINFORCEMENT



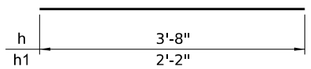
No. 4 Bar h2



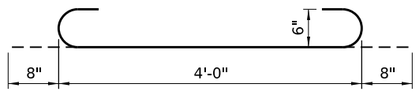
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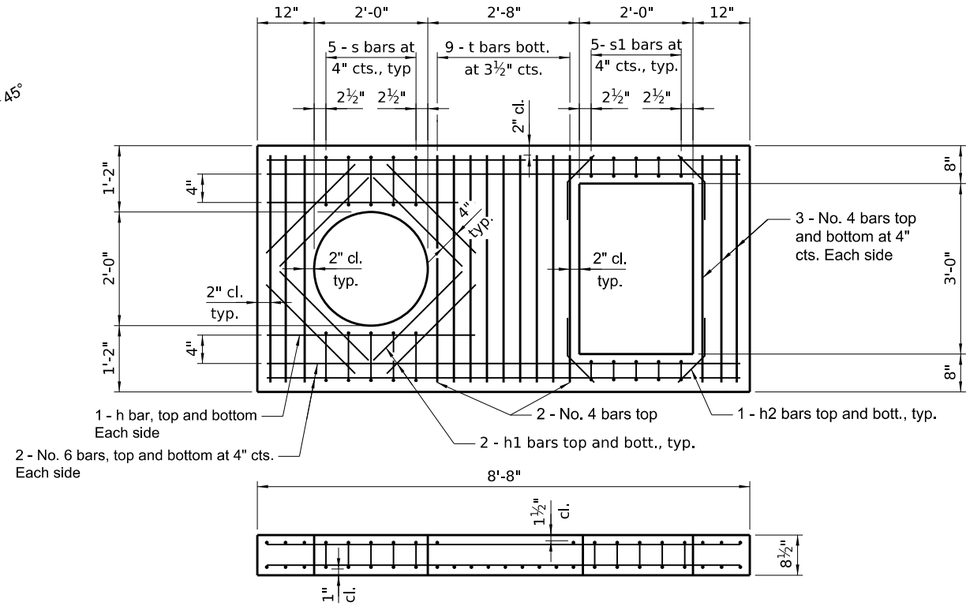
No. 3 Bar s1



No. 4 Bar h & h1



No. 6 Bar t



REINFORCED LID

GENERAL NOTES

See Standard 602701 for details of steps.

Exposed edges shall be beveled ¾".

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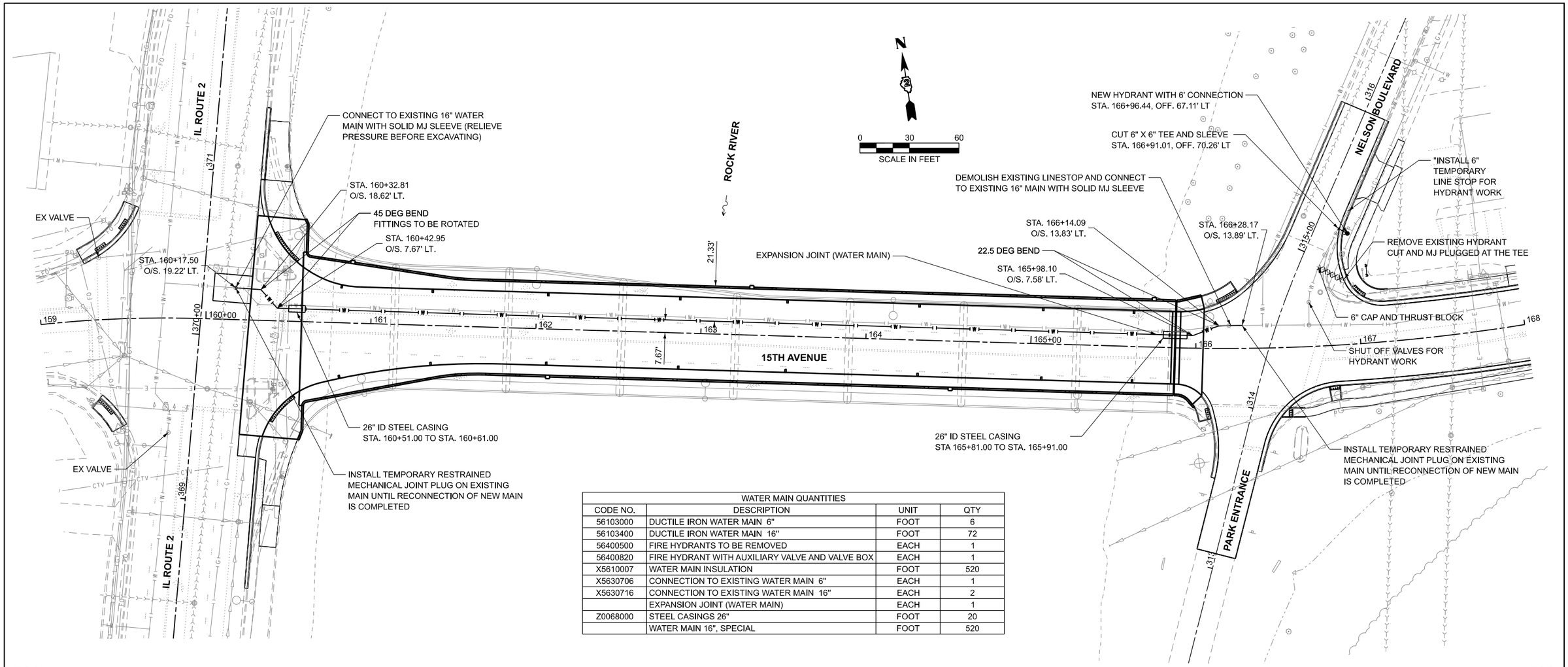
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

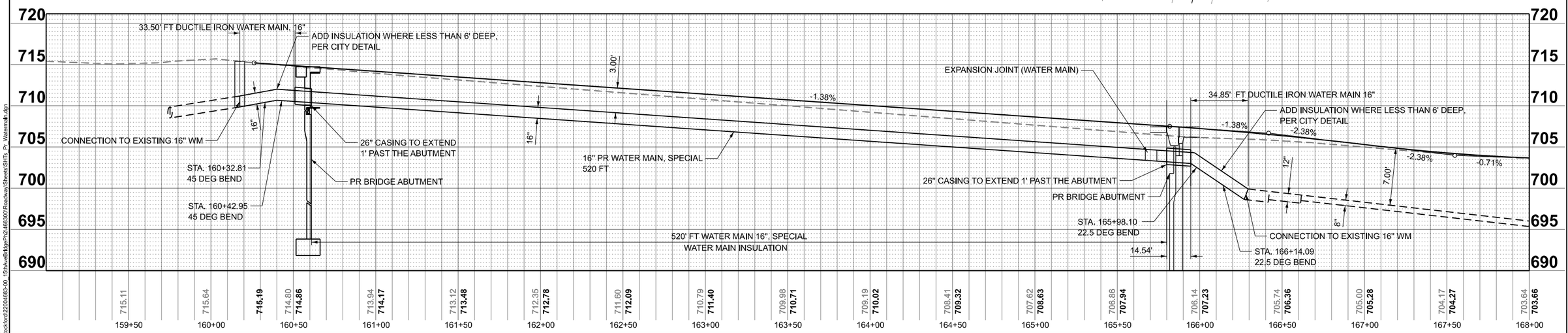
INLET SPECIAL NO. 2
15TH AVENUE

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	41
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



WATER MAIN QUANTITIES			
CODE NO.	DESCRIPTION	UNIT	QTY
56103000	DUCTILE IRON WATER MAIN 6"	FOOT	6
56103400	DUCTILE IRON WATER MAIN 16"	FOOT	72
56400500	FIRE HYDRANTS TO BE REMOVED	EACH	1
56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	1
X5610007	WATER MAIN INSULATION	FOOT	520
X5630706	CONNECTION TO EXISTING WATER MAIN 6"	EACH	1
X5630716	CONNECTION TO EXISTING WATER MAIN 16"	EACH	2
	EXPANSION JOINT (WATER MAIN)	EACH	1
Z0068000	STEEL CASINGS 26"	FOOT	20
	WATER MAIN 16", SPECIAL	FOOT	520



MODEL: PR Water PhP Sheet
FILE NAME: L:\Rockford\22004683-00_15thAveBRidgePh2\48300\Roadway\Sheets\SHTS_Pr_Watermain.dgn

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PLOT DATE = 9/7/2026	DATE - 07/24/2026	REVISED -	

CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

PROPOSED WATER MAIN PLAN AND PROFILE
15TH AVENUE

SCALE:1"=30' | SHEET 1 OF 1 SHEETS | STA. 159+00.00 TO STA. 168+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	42
		CONTRACT NO. 85802		
		ILLINOIS FED. AID PROJECT		

F.A$_ RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5028	19-00631-00-BR	WINNEBAGO	162	43
	ILLINOIS	CONTRACT NO. CON		

CITY OF ROCKFORD

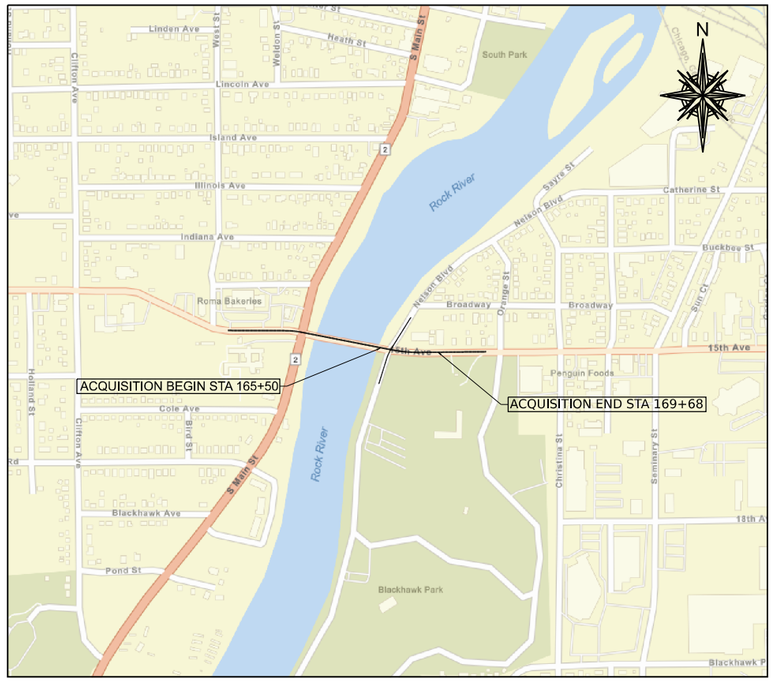
DEPARTMENT OF PUBLIC WORKS

CAPITAL ROADWAY IMPROVEMENT PROGRAM

PLAT OF HIGHWAYS
15TH AVENUE BRIDGE RECONSTRUCTION

FAU ROUTE 5028
PROJECT NO. 3-20-1
IL ROUTE 2 TO NELSON BOULEVARD
SECTION 19-00631-00-BR
WINNEBAGO COUNTY

LOCATION MAP



T44N

R1E



LOCATION OF SECTION INDICATED THUS: –

INDEX OF SHEETS

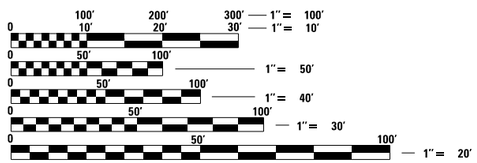
SHEET NO.	DESCRIPTION
1	COVER
2	LEGENDS & STATEMENTS
3	ALIGNMENT & TIES
4	OVERALL LAYOUT
5 - 6	ROW & EASEMENT PLATS

DESIGN DESIGNATION

ROADWAY	FUNCTIONAL CLASS
15TH AVE	MINOR ARTERIAL
IL ROUTE 2	OTHER PRINCIPAL ARTERIAL
NELSON BLVD	LOCAL ROAD

LIST OF STANDARDS

SEE SHEET 2



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.

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Crawford, Murphy & Tilly
550 N Commons Drive, Suite 116
Aurora, Illinois 60504
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J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

LEGEND FOR ABBREVIATIONS

A/C	ACCESS CONTROL
AC	ACRE
AVE	AVENUE
BK	BOOK
BLVD	BOULEVARD
℄	CENTERLINE
CAB	CABINET
CH	COUNTY HIGHWAY
Ch	CHAIN
CP	CONTROL POINT
CPS	COTTON PICKER SPINDLE
DB	DEED BOOK
E	EAST
EX	EXISTING
FA	FEDERAL AID
FAI	FEDERAL AID INTERSTATE
FAP	FEDERAL AID PRIMARY
FAS	FEDERAL AID SECONDARY
FAU	FEDERAL AID URBAN
FND	FOUND
ha	HECTARE
IP	IRON PIPE
IR	IRON ROD
LT	LEFT
m^2	METER
m	SQUARE METERS
N	NORTH
N/F	NOW OR FORMERLY
N & BC	NAIL AND BOTTLE CAP
N & C	NAIL AND CAP
N & W	NAIL AND WASHER
NE	NORTHEAST
NW	NORTHWEST
PB	PLAT BOOK
PG	PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
POT	POINT ON TANGENT
ℙ	PROPERTY LINE
PR	PROPOSED
R	RANGE
RD	ROAD
REC	RECORD
ROW	RIGHT-OF-WAY
RR	RAILROAD
RRS	RAILROAD SPIKE
RT	RIGHT
RTE	ROUTE
S	SOUTH
SBI	STATE BOND ISSUE
SE	SOUTHEAST
SEC	SECTION
SQ FT	SQUARE FEET
SR	STATE ROUTE
ST	STREET
STA	STATION
SMK	SURVEY MARKER
SW	SOUTHWEST
T	TOWNSHIP
TR	TOWNSHIP ROAD
USGS	U.S. GEOLOGICAL SURVEY
W	WEST

RIGHT-OF-WAY LEGEND



- EXISTING CENTERLINE
- EXISTING RIGHT-OF-WAY LINE
- FORMER RIGHT-OF-WAY LINE
- EXISTING IDOT EASEMENT LINE
- EXISTING EASEMENT LINE
- BUILDING SETBACK LINE
- EXISTING ACCESS CONTROL LINE
- EXISTING RIGHT-OF-WAY & PROPOSED ACCESS CONTROL LINE
- PROPOSED ACCESS CONTROL LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY LINE (TITLE)
- RECORDED PLAT/DEED LINE
- APPARENT PROPERTY LINE
- SAME OWNERSHIP
- 121.45' MEASURED DIMENSION
- (121.45') RECORDED DIMENSION
- FOUND STONE
- FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
- SET 5/8 INCH IRON ROD WITH PLASTIC CAP IDENTIFIED BY SURVEYORS LICENSE NUMBER AT CORNER UNLESS OTHERWISE NOTED
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
- △ SET 5/8 INCH IRON ROD AS SURVEY CONTROL UNLESS OTHERWISE NOTED
- \+ FOUND CUT CROSS
- \+ SET CUT CROSS

■ STAKING OF PROPOSED RIGHT-OF-WAY AND PERMANENT EASEMENT CORNERS. SET 5/8 INCH METAL ROD WITH DEPARTMENT OF TRANSPORTATION SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS LICENSE NUMBER.

■ B STAKING OF PROPOSED RIGHT-OF-WAY AND PERMANENT EASEMENT CORNERS IN CULTIVATED AREA, A MINIMUM OF 20 INCHES BELOW THE GROUND SURFACE. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS LICENSE NUMBER.

LEGEND FOR EXISTING TOPOGRAPHIC SYMBOLS

TRAFFIC SIGNAL GULFBOX		DRAINAGE FLOW LINE	
TRAFFIC SIGNAL HANDHOLE		RIP RAP	
TRAFFIC SIGNAL SIGNAL POST		HEADWALL	
TRAFFIC SIGNAL STEEL MAST ARM		CULVERT END SECTION	
TRAFFIC SIGNAL PEDESTRIAN PUSH BUTTON		DRAINAGE MANHOLE	
TRAFFIC SIGNAL WOODEN POLE		INLET	
TRAFFIC SIGNAL VEHICLE DETECTION PRIORITY		ROADWAY DITCH FLOW	
TRAFFIC SIGNAL VEHICLE DETECTION MAGNET		VEGETATION LINE	
TRAFFIC SIGNAL JUNCTION BOX		STUMP	
TRAFFIC SIGNAL CONTROLLER		SHRUB	
TRAFFIC SIGNAL HEAVY DUTY HANDHOLE		EVERGREEN TREE	
RAILROAD CANTILEVER MAST ARM		DECIDUOUS TREE	
RAILROAD CROSSBUCK		WOODS/BUSH LINE	
RAILROAD TRACK		TRAFFIC SIGN	
RAILROAD TRACK (ABANDONED)		GUARDRAIL POST	
RAILROAD CROSSGATE		GUARDRAIL	
RAILROAD CONTROL BOX		FIELD LINE	
RAILROAD FLASHING SIGNAL		LEVEE/NOISE BARRIER	
UTILITY TELEPHONE SPLICE BOX		FENCE	
UTILITY POWER POLE		MAIL BOX	
UTILITY TRAFFIC SIGNAL		ADVERTISING SIGN	
UTILITY LIGHT POLE		MARSH	
UTILITY FIRE HYDRANT		LIGHTING HANDHOLE	
UTILITY MANHOLE		LIGHTING POWER POLE	
UTILITY TELEPHONE POLE		LIGHTING JUNCTION BOX	
UTILITY GUY ANCHOR		LIGHTING HEAVYDUTY HANDHOLE	
UTILITY PIPELINE WARNING SIGN		LIGHTING CONTROLLER	
UTILITY HANDHOLE		LIGHTING PULL POINT	
UTILITY SPLICE BOX		HIGHWAY LIGHTING ELECTRICAL GROUND	
UTILITY JUNCTION BOX		HIGHWAY LIGHTING SINGLE UNIT	
UTILITY HEAVY DUTY HANDHOLE		HIGHWAY LIGHTING DOUBLE UNIT	
UTILITY DOUBLE HANDHOLE		EXISTING CONCRETE BARRIER	
UTILITY CONTROLLER		EXISTING CREEK OR DITCH	
UTILITY WATER METER		EXISTING EDGE OF PAVEMENT	

TOPOGRAPHIC STATEMENT

THE TOPOGRAPHY SHOWN HEREON WAS PROVIDED TO THE SURVEYOR BY AMERICAN SURVEYING & ENGINEERING, P.C. ON 06/08/2020.

BASIS OF COORDINATE & BEARING STATEMENT

ALL COORDINATES, BEARINGS AND DISTANCES SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE (WEST ZONE) NAD83 (2011 ADJUSTMENT)

GROUND DISTANCE = GRID DISTANCE DIVIDED BY PROJECT COMBINATION FACTOR OF 1.00000796
SCALE FACTOR FOR USE ONLY IN ROW PLATS

AREAS SHOWN BASED ON GROUND DISTANCES

CURVE ABBREVIATIONS

PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PRC	POINT OF REVERSE CURVE
PCC	POINT OF COMPOUND CURVE
R	RADIUS OF CURVE
L	LENGTH OF CURVE
CB	CHORD BEARING
C	CHORD LENGTH
D	DEGREE OF CURVE
E	EXTERNAL ORDINATE
△	CENTRAL ANGLE

PROPOSED PARCEL NUMBER LEGEND

001	PROPOSED FEE SIMPLE ACQUISITION
001PE	PROPOSED PERMANENT EASEMENT
001TE	PROPOSED TEMPORARY EASEMENT
001DED	PROPOSED DEDICATION
001AC	PROPOSED ACCESS CONTROL LINE
001 TRACT I	PROPOSED FEE SIMPLE ACQUISITION WITH MULTIPLE TRACTS
001TE TRACT III	PROPOSED TEMPORARY EASEMENT WITH MULTIPLE TRACTS



STATE OF ILLINOIS)
) SS
COUNTY OF WINNEBAGO)

I, MICHAEL E. MIZEUR, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, STATE THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

DATED 9/2/2026

MICHAEL E MIZEUR, PLS NO. 035-3638
LICENSE EXPIRATION DATE: 11/30/2026

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CITY OF ROCKFORD
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS
15TH AVENUE BRIDGE

SCALE: | SHEET 2 OF 6 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5028	19-00631-00-BR	WINNEBAGO	162	44
		CONTRACT NO. 22004683		
	ILLINOIS	FED. AID PROJECT		

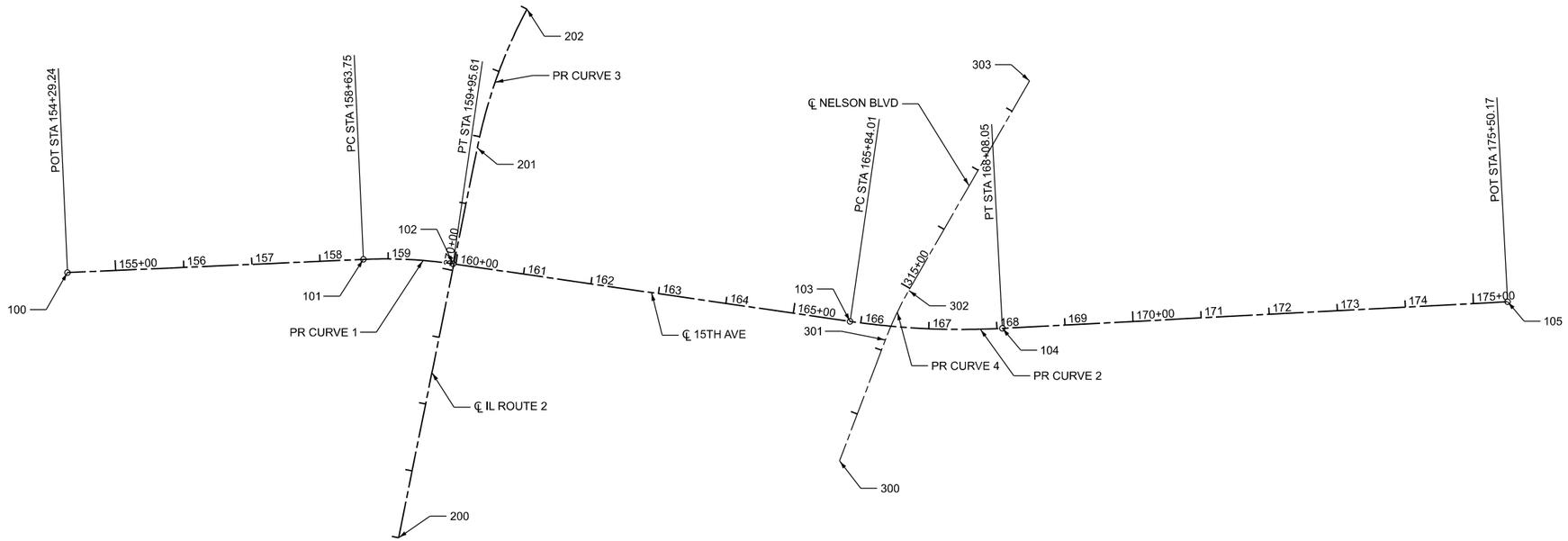
CONTRACT NO. 85802

COORDINATE TABLE - IL ROUTE 2				
POINT NO.	NORTHING	EASTING	STATION	DESCRIPTION
200	2035480.10	2584040.36	366+00.00	BEGIN
201	2036047.37	2584176.02	371+83.27	P.C.
202	2036248.00	2584255.97	374+00.00	P.T. / END

N

0 100 200

SCALE IN FEET



PR CURVE 1
PI STA = 159+29.87
Δ = 10°47'33" (RT)
D = 08°11'06"
R = 700.00'
T = 66.12'
L = 131.86'
E = 3.12'
PC STA = 158+63.75
PT STA = 159+95.61

PR CURVE 2
PI STA = 166+96.39
Δ = 11°15'35" (LT)
D = 05°01'33"
R = 1,140.00'
T = 112.38'
L = 224.03'
E = 5.53'
PC STA = 165+84.01
PT STA = 168+08.05

PR CURVE 3
PI STA = 372+92.40
Δ = 16°33'25" (RT)
D = 07°38'22"
R = 750.00'
T = 109.13'
L = 216.73'
E = 7.90'
PC STA = 371+83.27
PT STA = 374+00.00

PR CURVE 4
PI STA = 314+56.40
Δ = 09°12'26" (RT)
D = 11°27'33"
R = 500.00'
T = 40.26'
L = 80.35'
E = 1.62'
PC STA = 314+16.14
PT STA = 314+96.48

COORDINATE TABLE - 15TH AVENUE / MARCHESANO DRIVE				
POINT NO.	NORTHING	EASTING	STATION	DESCRIPTION
100	2035886.04	2583568.74	154+29.24	BEGIN
101	2035889.88	2584003.24	158+63.75	P.C.
102	2035878.65	2584134.42	159+95.61	P.T.
103	2035773.58	2584713.37	165+84.01	P.C.
104	2035755.42	2584936.30	168+08.05	P.T.
105	2035768.03	2585678.32	175+50.17	END

COORDINATE TABLE - NELSON BOULEVARD				
POINT NO.	NORTHING	EASTING	STATION	DESCRIPTION
300	2035569.75	2584690.74	312+26.54	BEGIN
301	2035744.54	2584764.18	314+16.14	P.C.
302	2035815.81	2584801.11	314+96.48	P.T.
303	2036116.56	2584989.02	318+51.12	END

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PLAT OF HIGHWAYS
15TH AVENUE BRIDGE

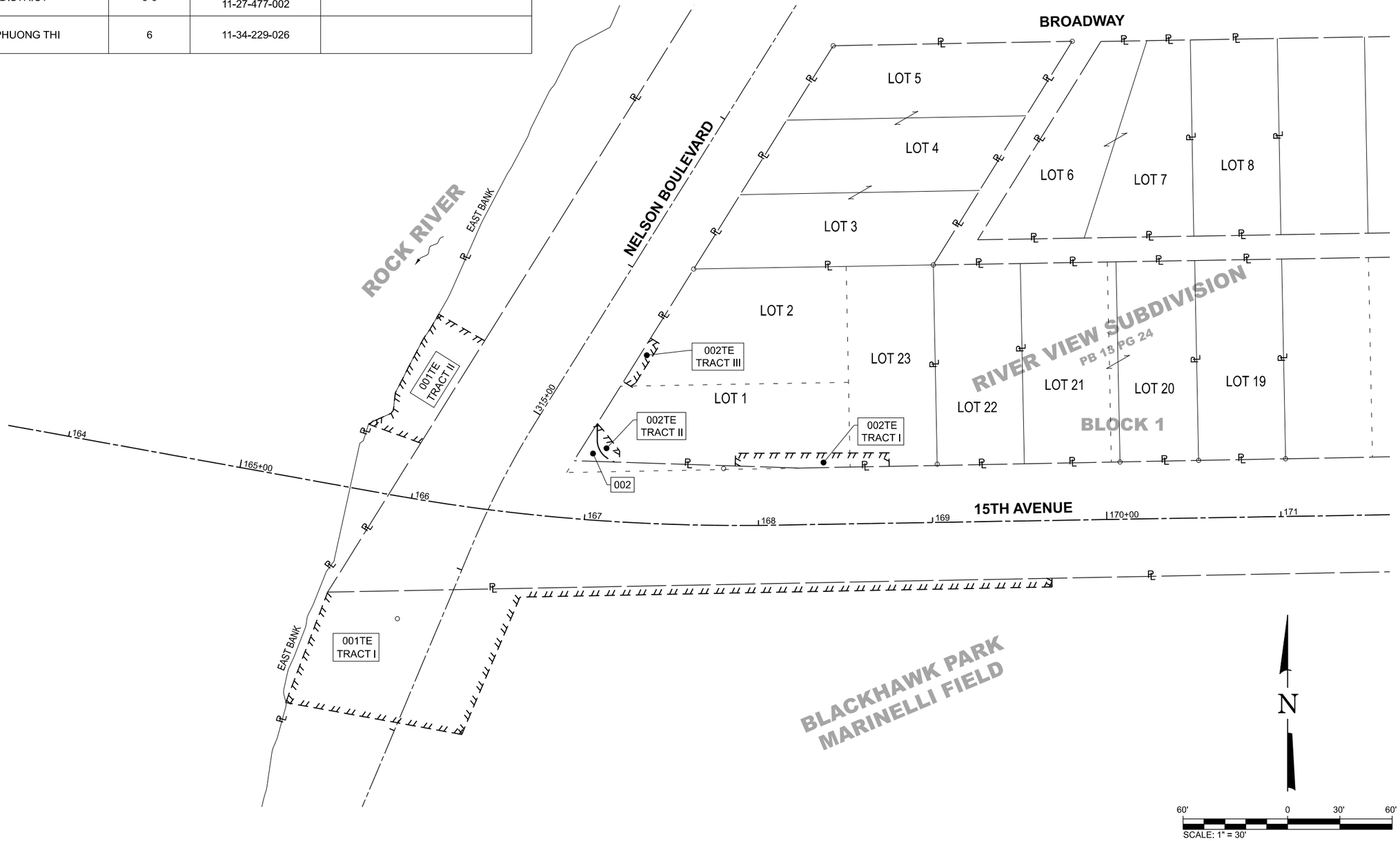
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5028	19-00631-00-BR	WINNEBAGO	162	45
		CONTRACT NO. 22004683		
	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 85802

PART OF THE NE 1/4 OF SECTION 34 , TWP. 44 N., R. 1 E. OF THE 3RD. P.M., IN WINNEBAGO COUNTY, ILLINOIS.

PARCEL NO.	OWNER	SHEET NUMBER(S)	PERMANENT TAX NUMBER(S) AFFECTED	PROPERTY ACQUIRED BY
001	ROCKFORD PARK DISTRICT	5-6	11-34-276-004 11-27-477-002	
002	NGUYEN, DAM C. & PHUONG THI	6	11-34-229-026	



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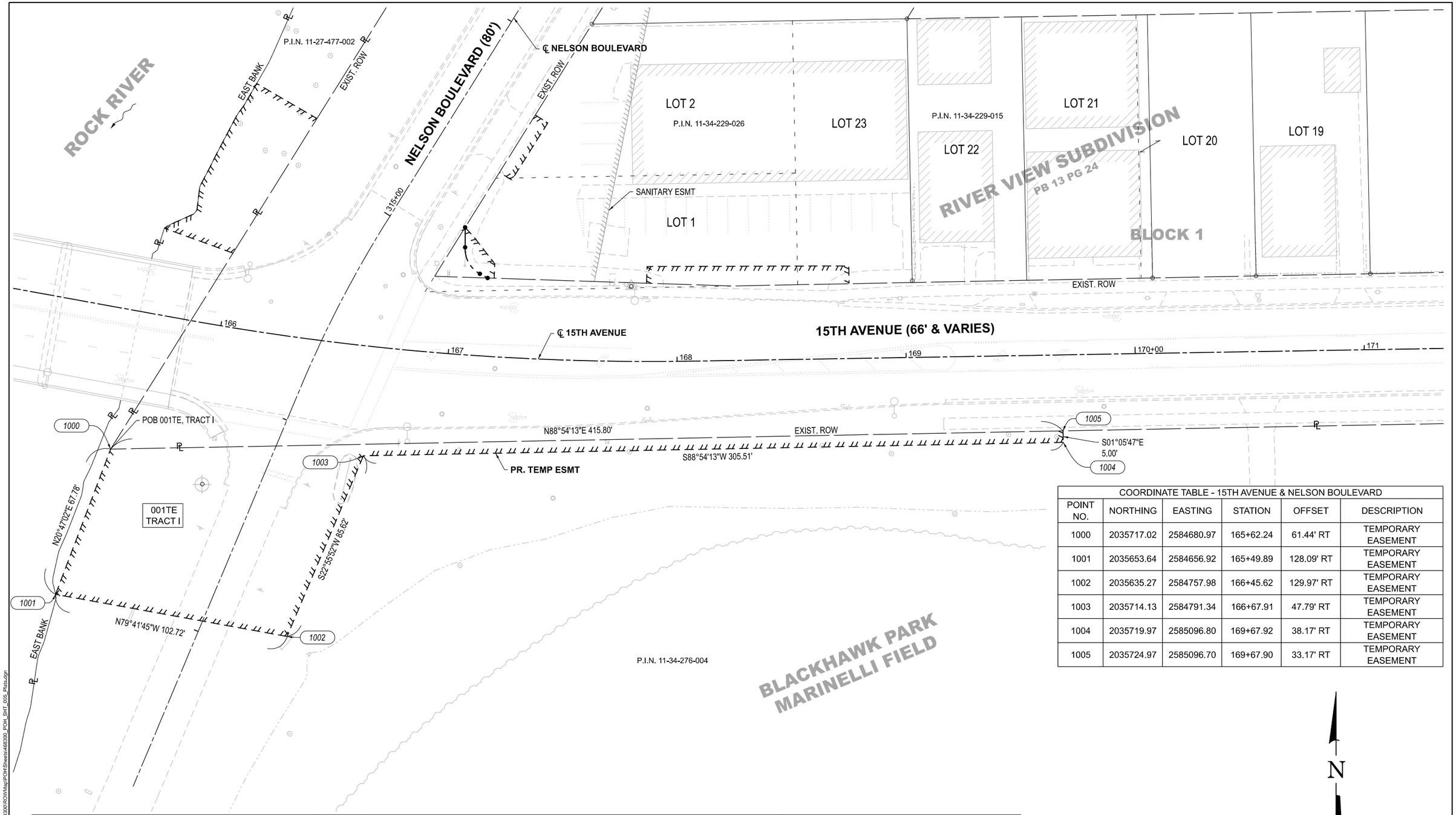
CITY OF ROCKFORD
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS
15TH AVENUE BRIDGE

SCALE: | SHEET 4 OF 6 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5028	19-00631-00-BR	WINNEBAGO	162	46
		CONTRACT NO. 22004683		
	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 85802



COORDINATE TABLE - 15TH AVENUE & NELSON BOULEVARD

POINT NO.	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
1000	2035717.02	2584680.97	165+62.24	61.44' RT	TEMPORARY EASEMENT
1001	2035653.64	2584656.92	165+49.89	128.09' RT	TEMPORARY EASEMENT
1002	2035635.27	2584757.98	166+45.62	129.97' RT	TEMPORARY EASEMENT
1003	2035714.13	2584791.34	166+67.91	47.79' RT	TEMPORARY EASEMENT
1004	2035719.97	2585096.80	169+67.92	38.17' RT	TEMPORARY EASEMENT
1005	2035724.97	2585096.70	169+67.90	33.17' RT	TEMPORARY EASEMENT

PARCEL NO.	OWNER	TOTAL HOLDING	ROW REQUIRED								EASEMENTS		
			TOTAL AREA REQUIRED		AREA IN EXISTING ROADWAY		NET AREA REQUIRED		AREA REMAINING		PE = PERMANENT TE = TEMPORARY		EASEMENT PURPOSE
		ACRES	ACRES	SQ FT	ACRES	SQ FT	ACRES	SQ FT	ACRES	SQ FT	ACRES	SQ FT	
001TE TRACT I	ROCKFORD PARK DISTRICT (MARINELLI FIELD)	91.20	0	0	0	0	0	0	91.20	3,972,672.00	TE = 0.22	TE = 9625.98	TREE REMOVAL AND PROPOSED SIDEWALK

NOTE: TOTAL HOLDING NOT SURVEYED

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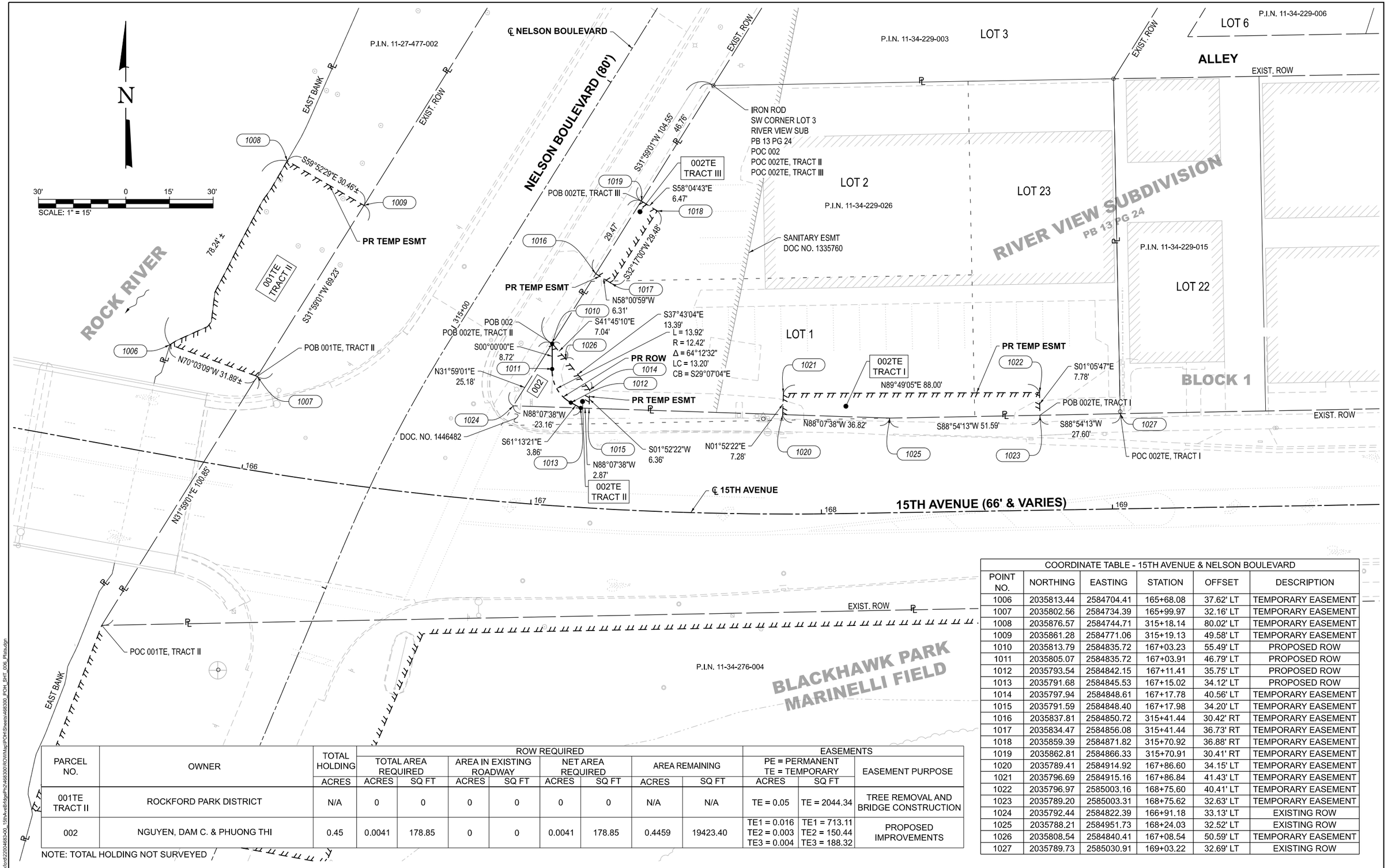
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DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS
15TH AVENUE BRIDGE

SCALE: | SHEET 5 OF 6 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5028	19-00631-00-BR	WINNEBAGO	162	47
		CONTRACT NO. 22004683		
	ILLINOIS FED. AID PROJECT			

CONTRACT NO. 85802



PARCEL NO.	OWNER	TOTAL HOLDING	ROW REQUIRED								EASEMENTS		
			TOTAL AREA REQUIRED		AREA IN EXISTING ROADWAY		NET AREA REQUIRED		AREA REMAINING		PE = PERMANENT TE = TEMPORARY		EASEMENT PURPOSE
		ACRES	ACRES	SQ FT	ACRES	SQ FT	ACRES	SQ FT	ACRES	SQ FT	ACRES	SQ FT	
001TE TRACT II	ROCKFORD PARK DISTRICT	N/A	0	0	0	0	0	0	N/A	N/A	TE = 0.05	TE = 2044.34	TREE REMOVAL AND BRIDGE CONSTRUCTION
002	NGUYEN, DAM C. & PHUONG THI	0.45	0.0041	178.85	0	0	0.0041	178.85	0.4459	19423.40	TE1 = 0.016 TE2 = 0.003 TE3 = 0.004	TE1 = 713.11 TE2 = 150.44 TE3 = 188.32	PROPOSED IMPROVEMENTS

NOTE: TOTAL HOLDING NOT SURVEYED

COORDINATE TABLE - 15TH AVENUE & NELSON BOULEVARD					
POINT NO.	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
1006	2035813.44	2584704.41	165+68.08	37.62' LT	TEMPORARY EASEMENT
1007	2035802.56	2584734.39	165+99.97	32.16' LT	TEMPORARY EASEMENT
1008	2035876.57	2584744.71	315+18.14	80.02' LT	TEMPORARY EASEMENT
1009	2035861.28	2584771.06	315+19.13	49.58' LT	TEMPORARY EASEMENT
1010	2035813.79	2584835.72	167+03.23	55.49' LT	PROPOSED ROW
1011	2035805.07	2584835.72	167+03.91	46.79' LT	PROPOSED ROW
1012	2035793.54	2584842.15	167+11.41	35.75' LT	PROPOSED ROW
1013	2035791.68	2584845.53	167+15.02	34.12' LT	PROPOSED ROW
1014	2035797.94	2584848.61	167+17.78	40.56' LT	TEMPORARY EASEMENT
1015	2035791.59	2584848.40	167+17.98	34.20' LT	TEMPORARY EASEMENT
1016	2035837.81	2584850.72	315+41.44	30.42' RT	TEMPORARY EASEMENT
1017	2035834.47	2584856.08	315+41.44	36.73' RT	TEMPORARY EASEMENT
1018	2035859.39	2584871.82	315+70.92	36.88' RT	TEMPORARY EASEMENT
1019	2035862.81	2584866.33	315+70.91	30.41' RT	TEMPORARY EASEMENT
1020	2035789.41	2584914.92	167+86.60	34.15' LT	TEMPORARY EASEMENT
1021	2035796.69	2584915.16	167+86.84	41.43' LT	TEMPORARY EASEMENT
1022	2035796.97	2585003.16	168+75.60	40.41' LT	TEMPORARY EASEMENT
1023	2035789.20	2585003.31	168+75.62	32.63' LT	TEMPORARY EASEMENT
1024	2035792.44	2584822.39	166+91.18	33.13' LT	EXISTING ROW
1025	2035788.21	2584951.73	168+24.03	32.52' LT	EXISTING ROW
1026	2035808.54	2584840.41	167+08.54	50.59' LT	TEMPORARY EASEMENT
1027	2035789.73	2585030.91	169+03.22	32.69' LT	EXISTING ROW

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CITY OF ROCKFORD
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS
15TH AVENUE BRIDGE

SCALE: | SHEET 6 OF 6 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5028	19-00631-00-BR	WINNEBAGO	162	48
		CONTRACT NO. 22004683		
		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 85802

GENERAL NOTES

1. PRIOR TO THE INSTALLATION OF THE NEW CABLES, UNDERGROUND CONDUITS, UNIT DUCTS, HANDHOLES, JUNCTION BOXES, LIGHT POLE FOUNDATIONS, CONTROLLER FOUNDATIONS AND APPURTENANCES, THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF EXISTING CONDUITS, CABLES AND UNDERGROUND UTILITIES. THE CONTRACTOR SHALL CALL AND COORDINATE WITH J.U.L.I.E TO AID IN THIS TASK.

2. THE CONTRACTOR SHALL VERIFY ALL OF THE DATA SHOWN ON THE CONTRACT PLANS AND REFERENCE DRAWINGS, WHICH WOULD AFFECT THEIR WORK UNDER THIS CONTRACT.

3. ALL NEW CABLES, CONDUITS, HANDHOLES, JUNCTION BOXES AND APPURTENANCES ARE ILLUSTRATED DIAGRAMMATICALLY. PROPOSED ROUTING OF THE UNDERGROUND CONDUITS, AS SHOWN IN THE PLANS, IS FOR INFORMATION ONLY. CONTRACTOR SHALL VERIFY THE ACTUAL ROUTING LOCATION IN THE FIELD WITH THE APPROVAL OF THE ENGINEER.

4. ALL SPLICES SHALL BE HEAT SHRINK, WATERPROOF AND INSTALLED INSIDE A LIGHT POLE BASE, JUNCTION BOX OR LIGHTING CONTROLLER. NO BELOW GRADE SPLICES SHALL BE ALLOWED.

5. LUMINAIRES MUST BE INSTALLED ON LIGHT STANDARDS AS SUCH THAT POLES AND MAST ARMS ARE NOT LEFT UNLOADED.

6. THE ELECTRICAL MATERIAL SHALL BE NEW AND OF THE TYPE AND KINDS APPROVED BY THE FOLLOWING ORGANIZATIONS:

   NATIONAL ELECTRICAL MANUFACTURES ASSOCIATION
   INSTITUTE OF ELECTRICAL AND ELECTRONIC ENGINEERS
   ILLUMINATION ENGINEERING SOCIETY OF NORTH AMERICA
   AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
   ILLINOIS DEPARTMENT OF TRANSPORTATION
   UNDERWRITERS LABORATORIES
   AMERICAN STANDARD INSTITUTE
   INSULATED POWER CABLE ENGINEERS ASSOCIATION

7. UNDERGROUND CONDUITS AND CABLE DUCTS SHALL BE POSITIONED IN THE FIELD TO AVOID CONFLICTS WITH UNDERDRAINS AND OTHER UTILITIES.

8. WHERE MULTIPLE CABLE DUCTS OR UNDERGROUND CONDUITS ADJACENT TO EACH OTHER ARE TO BE INSTALLED IN A COMMON TRENCH. TRENCH AND BACKFILL SHALL BE CONTINUOUS BETWEEN EACH CABLE DUCT OR UNDERGROUND CONDUIT FOR THE LENGTH OF THE COMMON TRENCH.

9. SPLICES NECESSARY FOR A COMPLETE AND OPERATIONAL LIGHTING CIRCUIT SHALL BE INCLUDED IN THE COST OF PAY ITEM UNIT DUCT OF THE TYPE SPECIFIED IN THE PLANS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

10. EXISTING LIGHTING CONTROLLER AND LIGHT POLES TO REMAIN SHALL NOT BE DISTURBED DURING CONSTRUCTION AND SHALL REMAIN OPERATIONAL UNLESS OTHERWISE NOTED.

11. LIGHT POLE TRANSFORMER BASE SHALL BE MANUFACTURED BY THE SAME MANUFACTURED AS THE LIGHT POLE TO ENSURE THE POWDER COATED BLACK COLOR MATCHES. HEX HEAD COVERS FOR TRANSFORMER BASE SHALL ALSO BE POWDER COATED BLACK.

12. LUMINAIRES SHALL BE POWDER COATED BLACK TO MATCH THE LIGHT POLES.

13. REFER TO STRUCTURAL SHEETS FOR LIGHT POLE FOUNDATION INTEGRAL WITH BARRIER WALL.

14. NEW LIGHT POLES SHALL HAVE A LUMINAIRE SAFETY CABLE TO SECURE THE LUMIINAIRE TO THE MAST ARM INCASE IT BECOMES LOOSE AND FALLS. REFER TO LIGHTING DETAILS.

ROADWAY LIGHTING SCHEDULE OF QUANTITIES

ITEM NUMBER	SP	PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
1		81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	95
2		81028720	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA.	FOOT	330
3		81101005	CONDUIT ATTACHED TO STRUCTURE, 4" DIA., PVC COATED GALVANIZED STEEL	FOOT	2070
4		81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	880
5		81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	2
6		81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	1,265
7		82110005	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION E	EACH	6
8		83008400	LIGHT POLE, ALUMINUM, 40 FT. M.H., 10 FT. MAST ARM	EACH	6
9		83600300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	8
10		83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	1
11	*	X8130110	JUNCTION BOX, SPECIAL	EACH	8
12	*	Z0033020	LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	6

INDICATES SPECIAL PROVISION

LIGHTING PLAN SHEET INDEX

1 LIGHTING PLAN GENERAL NOTES
2 LIGHTING PLANS 15TH AVENUE (STA. 158+00 TO STA. 164+00)
3 LIGHTING PLANS 15TH AVENUE (STA. 164+00 TO STA. 170+00)
4 COMBINATION LIGHTING PLANS 15TH AVENUE
5 LIGHTING ONE-LINE
6 LIGHTING DETAILS
7 LIGHTING DETAILS
8 LIGHTING DETAILS
9 BRIDGE DECK CONDUIT DETAIL

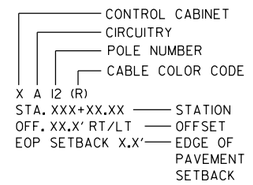
CABLE/CONDUIT NOMENCLATURE

(A) 2-IC NO. 8, 1/C NO. 8 GROUND, (600V, XLP-TYPE USE), IN 1" DIA. POLYETHYLENE, UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT

(B) 2-IC NO. 8, 1/C NO. 8 GROUND, (600V, XLP-TYPE USE), IN 2" PVC SCH 40 CONDUIT EMBEDDED IN BRIDGE WALL

(C) 4" PVC COATED RIGID GALVANIZED STEEL CONDUIT WITH PULL STRING, ATTACHED TO BRIDGE DECK

CIRCUIT DESIGNATION SCHEME



LEGEND

ROADWAY LIGHTING UNIT
40.0-FT MOUNTING HEIGHT, 10-FT MAST ARM, 240V LED LUMINAIRE WITH 10,000 LUMENS, POWDER COATED BLACK. (NOTE 12 & 14)

COMBINATION LIGHT POLE
(REFER TO COMBO LIGHTING SHEETS)

EXISTING LIGHT POLE TO REMAIN
(NOTE 11)

JUNCTION BOX
(REFER TO PLANS FOR SIZE AND TYPE)

EXISTING BASE MOUNTED LIGHTING CONTROLLER TO REMAIN, 240V, 100A, 1PH, 3W, (NOTE 11)

GROUND ROD 5/8" DIA. X 10' LONG

LIGHTING CONDUCTORS IN RACEWAY
SIZE AND NUMBER AS INDICATED ON PLANS, (NOTE 12)

LIGHTING CONDUCTORS IN RACEWAY IN RIGID GALVANIZED STEEL CONDUIT SLEEVE,
SIZE AND QUANTITY AS INDICATED ON PLANS

"T" CONDUIT IN TRENCH CONDUIT

"XFMR" LIGHT POLE MOUNTED ON BREAKAWAY TRANSFORMER BASE WITH 8-FT DEEP 30-INCH DIA. FOUNDATION, (NOTE 11)

"BRDIGE" LIGHT POLE MOUNTED ON BRIDGE WALL
(NOTE 13)

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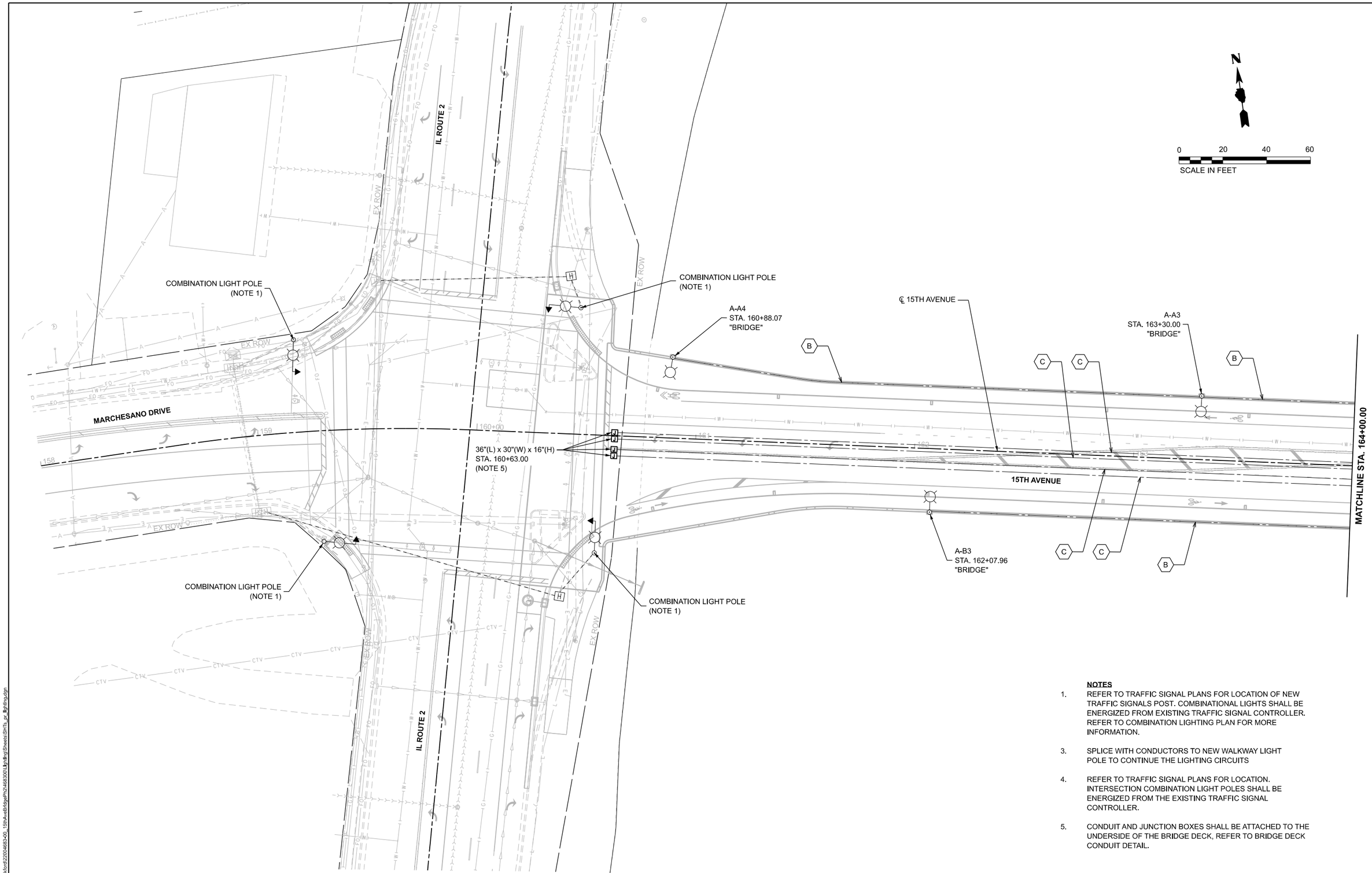
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DEPARTMENT OF TRANSPORTATION

LIGHTING PLANS GENERAL NOTES

SCALE: N.T.S. | SHEET 1 OF 9 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	49
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



NOTES

1. REFER TO TRAFFIC SIGNAL PLANS FOR LOCATION OF NEW TRAFFIC SIGNALS POST. COMBINATIONAL LIGHTS SHALL BE ENERGIZED FROM EXISTING TRAFFIC SIGNAL CONTROLLER. REFER TO COMBINATION LIGHTING PLAN FOR MORE INFORMATION.
3. SPLICE WITH CONDUCTORS TO NEW WALKWAY LIGHT POLE TO CONTINUE THE LIGHTING CIRCUITS
4. REFER TO TRAFFIC SIGNAL PLANS FOR LOCATION. INTERSECTION COMBINATION LIGHT POLES SHALL BE ENERGIZED FROM THE EXISTING TRAFFIC SIGNAL CONTROLLER.
5. CONDUIT AND JUNCTION BOXES SHALL BE ATTACHED TO THE UNDERSIDE OF THE BRIDGE DECK, REFER TO BRIDGE DECK CONDUIT DETAIL.

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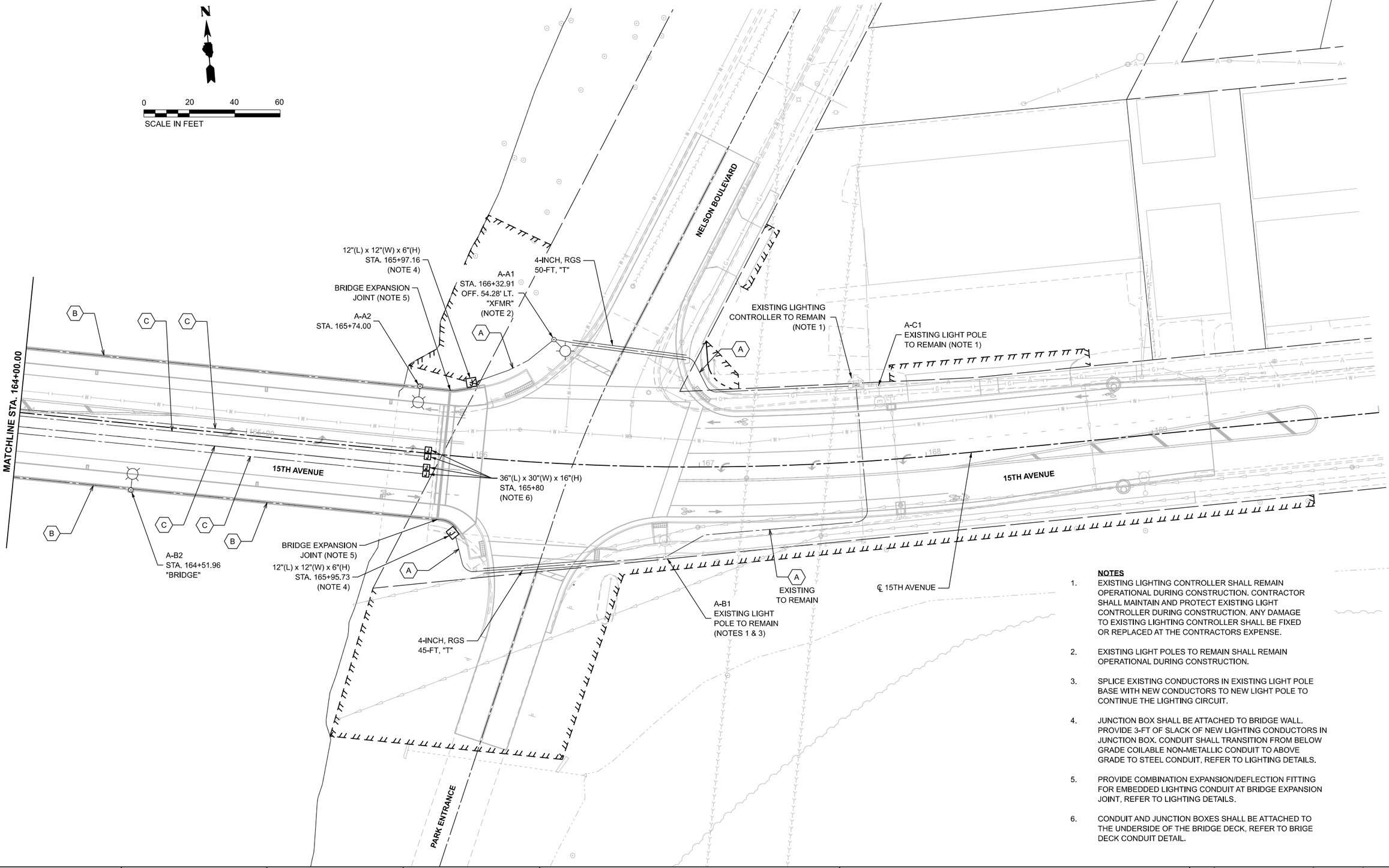
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLANS
15TH AVENUE

SCALE: | SHEET 2 OF 9 SHEETS | STA. 158+00.00 | TO STA. 164+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	50
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



NOTES

1. EXISTING LIGHTING CONTROLLER SHALL REMAIN OPERATIONAL DURING CONSTRUCTION. CONTRACTOR SHALL MAINTAIN AND PROTECT EXISTING LIGHT CONTROLLER DURING CONSTRUCTION. ANY DAMAGE TO EXISTING LIGHTING CONTROLLER SHALL BE FIXED OR REPLACED AT THE CONTRACTORS EXPENSE.
2. EXISTING LIGHT POLES TO REMAIN SHALL REMAIN OPERATIONAL DURING CONSTRUCTION.
3. SPLICE EXISTING CONDUCTORS IN EXISTING LIGHT POLE BASE WITH NEW CONDUCTORS TO NEW LIGHT POLE TO CONTINUE THE LIGHTING CIRCUIT.
4. JUNCTION BOX SHALL BE ATTACHED TO BRIDGE WALL. PROVIDE 3-FT OF SLACK OF NEW LIGHTING CONDUCTORS IN JUNCTION BOX. CONDUIT SHALL TRANSITION FROM BELOW GRADE COILABLE NON-METALLIC CONDUIT TO ABOVE GRADE TO STEEL CONDUIT, REFER TO LIGHTING DETAILS.
5. PROVIDE COMBINATION EXPANSION/DEFLECTION FITTING FOR EMBEDDED LIGHTING CONDUIT AT BRIDGE EXPANSION JOINT, REFER TO LIGHTING DETAILS.
6. CONDUIT AND JUNCTION BOXES SHALL BE ATTACHED TO THE UNDERSIDE OF THE BRIDGE DECK, REFER TO BRIGE DECK CONDUIT DETAIL.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLANS
15TH AVENUE

SCALE: | SHEET 3 OF 9 SHEETS | STA. 164+00.00 | TO STA. 170+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	51
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

IDOT COMBINATION LIGHT POLE
40 FT LUMINAIRE MOUNTING HEIGHT
15 FT LUMINAIRE ARM
LUMINAIRE, LED, OUTPUT E, 120V,
WITH 5 AMP FUSE & NEUTRAL SLUG

EXISTING COMBINATION TRAFFIC SIGNAL CONTROLLER

TRAFFIC SIGNAL HANDHOLE

COMBINATION LIGHTING CABLE IN TRAFFIC SIGNAL CONDUIT

EXISTING TRAFFIC SIGNAL CONTROLLER TO REMAIN (NOTE 2)

4 - #10, 2 - #10 GND IN 4" TS CONDUIT

EX ROW

NEW LIGHITNG CONDUCTORS 2 - #10, 1 - #10 GND, ROUTED THRU TRAFFIC SIGNAL (TS) 4" CONDUT. SEE TRAFFIC PLANS FOR CONDUIT TYPE AND CONDUIT ROUTE. TYPICAL (NOTE 3)

EXISTING TO REMAIN COMBO POLE A1 (NOTE 6)

℄ 15TH AVENUE

2 - #10, 1 - #10 GND IN 4" TS CONDUIT

2 - #10, 1 - #10 GND IN 4" TS CONDUIT

159

160+00

4 - #10, 2 - #10 GND IN 4" TS CONDUIT

EXISTING TO REMAIN COMBO POLE A3 (NOTE 6)

℄ IL ROUTE 2

2 - #10, 1 - #10 GND IN 4" TS CONDUIT

IL ROUTE 2

OW

2 - #10, 1 - #10 GND IN 4" TS CONDUIT

EX ROW

NEW COMBO POLE A2 (NOTE 7)

N

0 10 20 30

SCALE IN FEET

15TH AVENUE

NEW COMBO POLE A4 (NOTE 7)

2 - #10, 1 - #10 GND IN 4" TS CONDUIT

NOTES

1. THE IDOT COMBINATION LIGHTING CIRCUIT SHALL NOT BE CONNECTED TO THE ROADWAY LIGHTING CIRCUITS. REFER TO COMBINATION LIGHTING DETAIL SHEET FOR MORE INFORMATION.
2. EXISTING TRAFFIC SIGNAL CONTROLLER WITH LIGHTING CONTROLLER SHALL REMAIN AND BE USED FOR NEW TRAFFIC SIGNAL COMBINATION LIGHTING.
3. THE COMBINATION LIGHTING CONDUCTORS SHALL BE INSTALLED IN THE SAME CONDUIT AS THE TRAFFIC SIGNAL CONDUCTORS. LIGHTING CONDUCTORS SHALL BE 600V, XLP USE-2.
4. REFER TO TRAFFIC SIGNAL PLANS FOR LOCATION OF COMBINATION POLES, HANDHOLES AND CONDUIT.
5. CIRCUIT DECALS SHALL NOT BE INSTALLED ON COMBO POLES. CIRCUITING CALLOUTS ARE SHOWN IS FOR GUIDANCE ONLY.
6. SPLICE CABLES IN BASE OF COMBINATION POLE TO CONTINUE LIGHTING CIRCUIT.
7. CONTRACTOR SHALL INSTALL NEW COMBINATION POLE WITH 15-FT MAST ARM POWDER COATED BLACK TO MATCH NEW COMBINATION POLE. EXISTING LUMINAIRE THAT WAS REMOVED FROM THE EXISTING COMBINATION POLE SHALL BE RELOCATED TO NEW POLE. NEW LUMINAIRE SHALL BE MOUNTED 45-FT ABOVE GRADE.

IDOT COMBO LIGHTING SCHEDULE OF QUANTITES			
PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
81702110	ELECTRICAL CABLE IN CONDUIT, 600 V, (XLP TYPE USE) 1/C NO. 10	FT	1,860
X8440102	RELOCATE EXISTING LUMINAIRE	EACH	2

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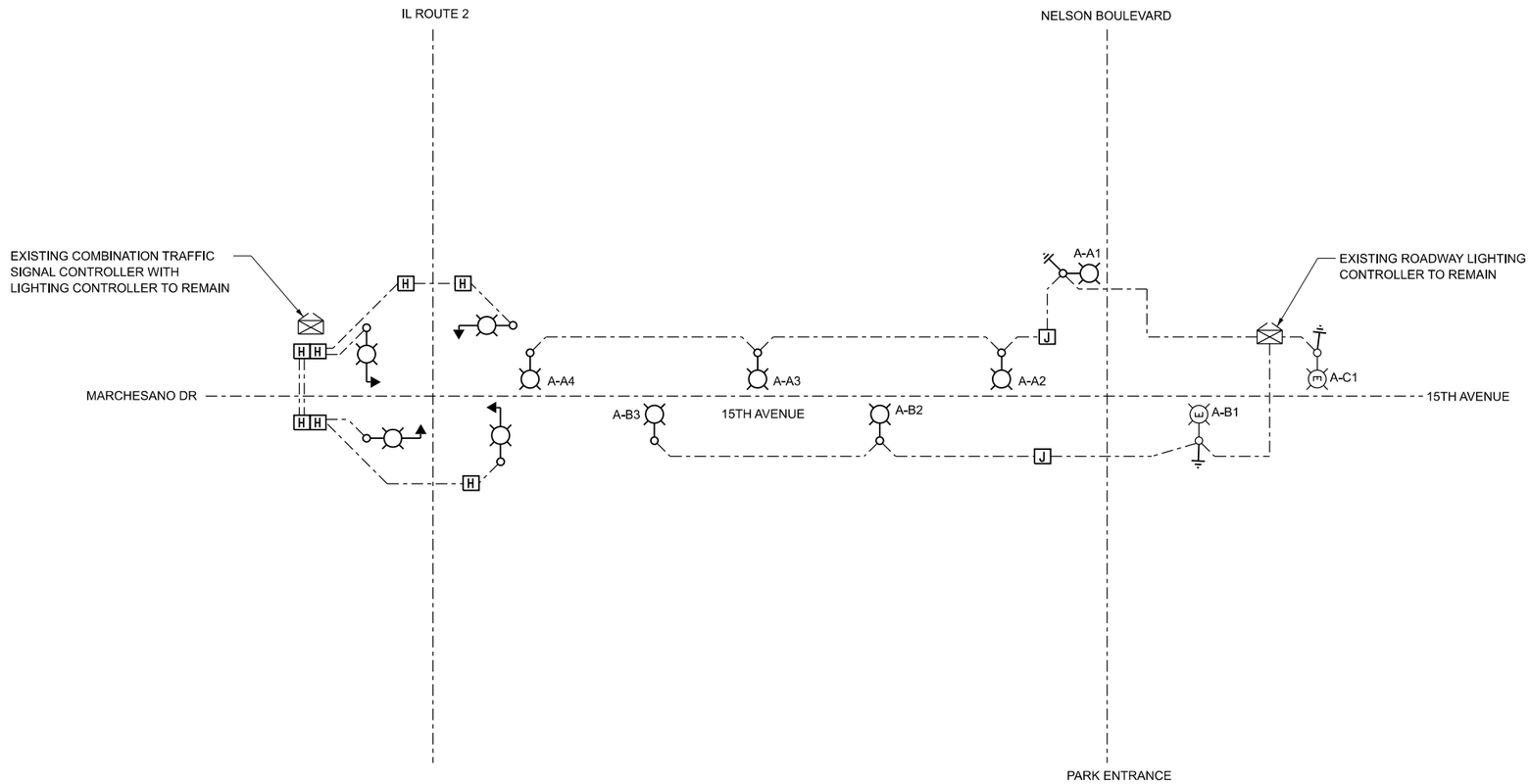
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COMBINATION LIGHTING PLANS
15TH AVENUE

SCALE: 1"=10' | SHEET 4 OF 9 SHEETS | STA. 158+50.00 TO STA. 161+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	52
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



EXISTING LIGHTING CONTROLLER
PANEL SCHEDULE AND LOAD TABULATION

240-VOLT, 100-AMP, 1-PHASE, 3-WIRE

CIRCUIT	BREAKER SIZE	WATTS		AMPS
		BLACK	RED	
A	20A	320	320	1.3
B	20A	240	240	1.0
C	20A	–	--	–
D	20A	–	--	–

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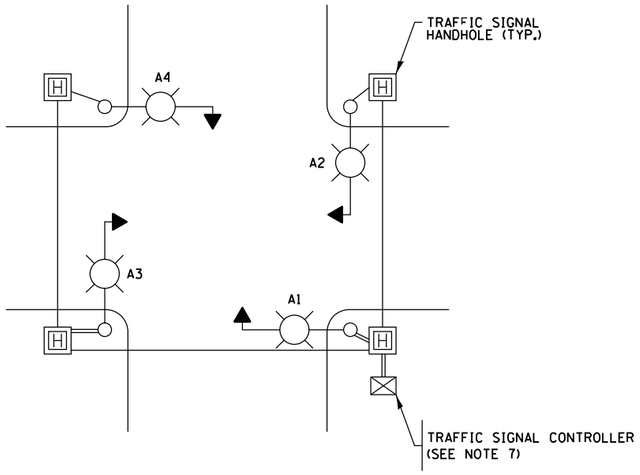
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LIGHTING ONE-LINE

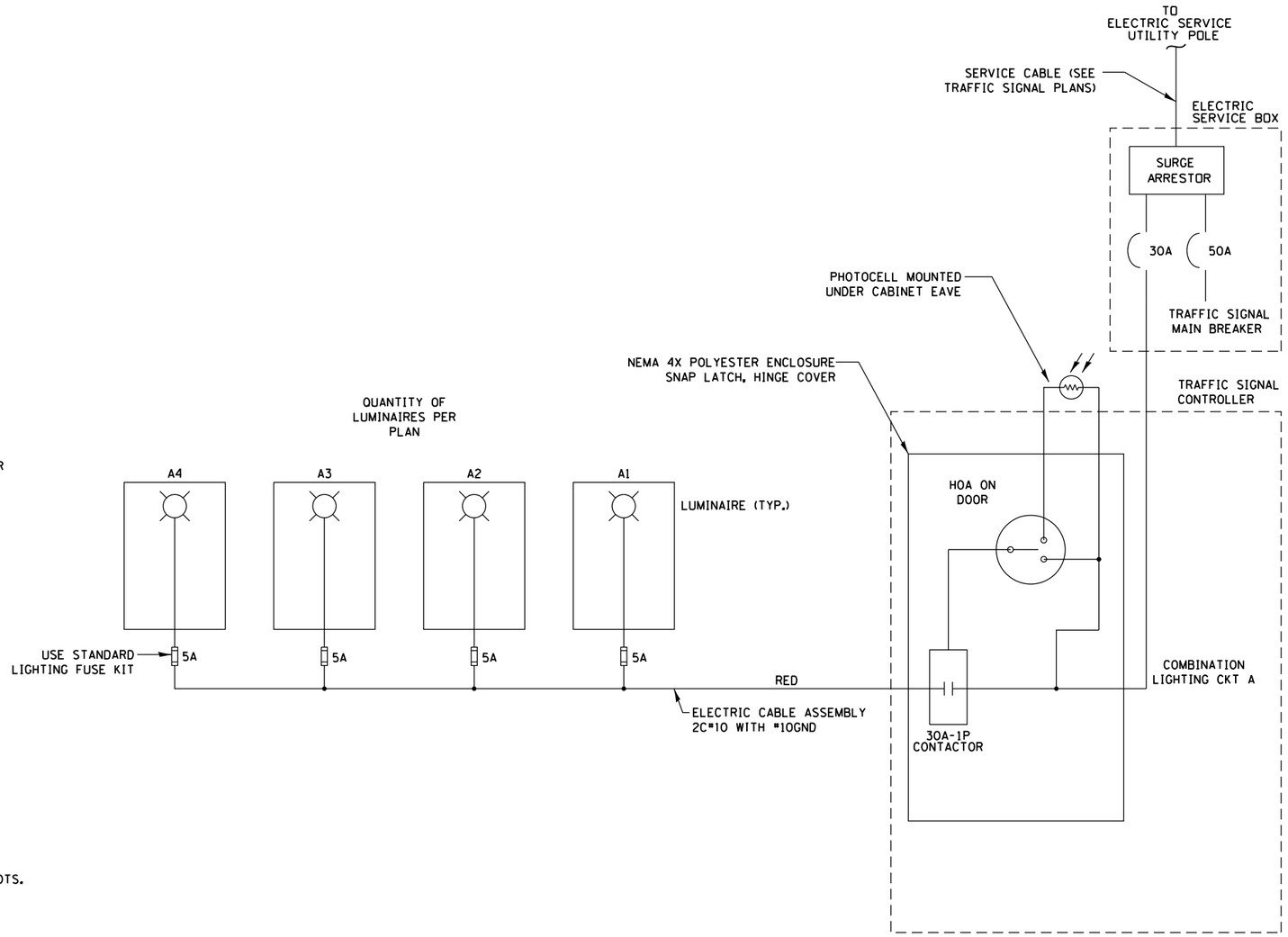
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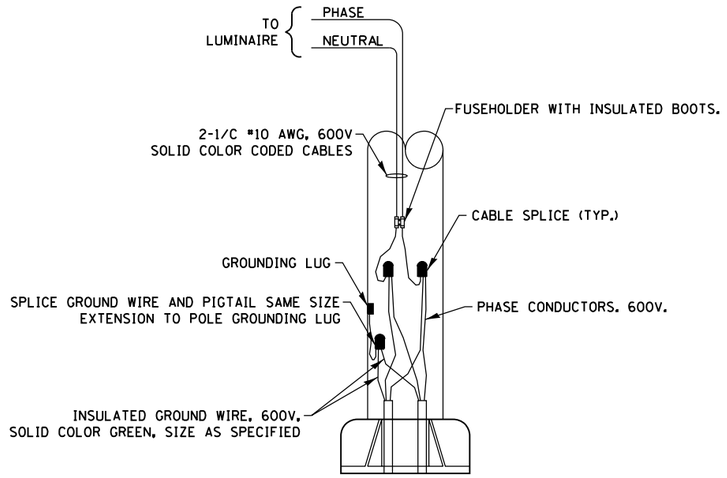
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5082	19-00631-00-BR	WINNEBAGO	162	53
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



TYPICAL LIGHTING CIRCUIT

(NOT TO SCALE)





COMBINATION POLE WIRING DETAIL

(NOT TO SCALE)

NOTES:

1. 4 LUMINAIRES PER CIRCUIT, MAXIMUM.
2. MULTI-CONDUCTOR CABLE ASSEMBLY FOR LIGHTING CIRCUITS.
3. ROUTE LIGHTING CIRCUITS IN TRAFFIC SIGNAL CONDUIT SYSTEM.
4. ALL SPLICES AND CONNECTIONS FOR ROADWAY LIGHTING SHALL BE AT POLE BASE ONLY.
5. ALL CONTROLLERS TO HAVE TWO FUSED LIGHTING BRANCH CIRCUITS.
6. ALL WIRING SHALL BE NEATLY DRESSED, IDENTIFIED BY TAGS, AND SUPPORTED. (UNDERGROUND SPLICING OF LIGHTING CONDUCTORS IS NOT PERMITTED).
7. RECORD DRAWING SHALL INCLUDE:
   - TRAFFIC SIGNAL PLAN SHEET(S)
   - TRAFFIC SIGNAL CABLE PLAN SHEET(S)
   - LIGHTING PLANS
   - THIS DETAIL
8. THE H.O.A. SWITCH SHALL BE LABELED AS "LIGHTING CONTROL" WITH THE POSITIONS "AUTO", "OFF" AND "TEST" WITH ENGRAVED NAME PLATES.

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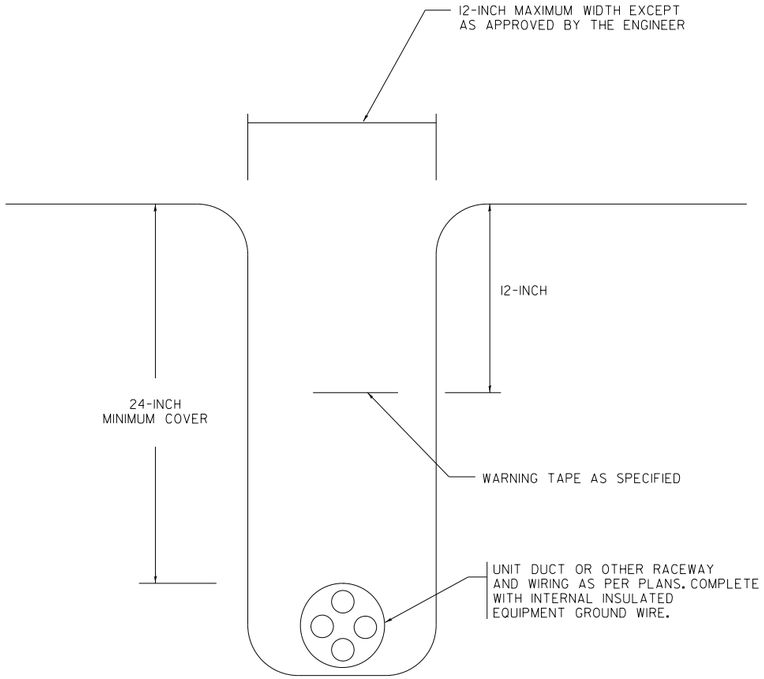
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LIGHTING DETAILS

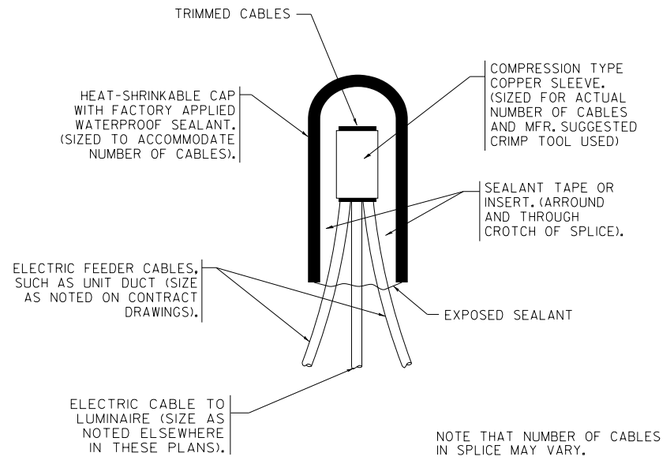
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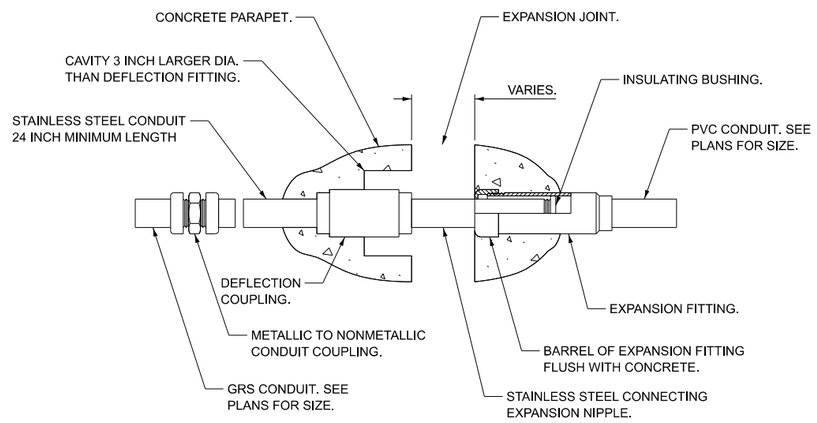
TYPICAL WIRING IN TRENCH DETAIL

NOT TO SCALE



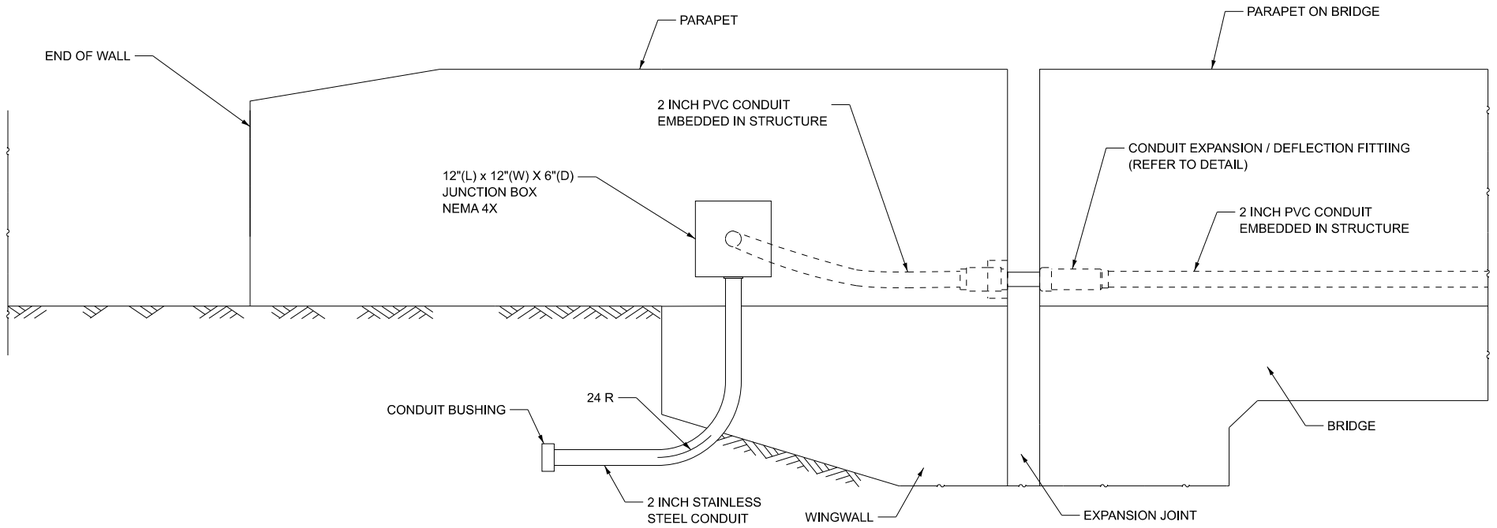
TYPICAL SPLICE DETAIL

NOT TO SCALE



COMBINATION EXPANSION/DEFLECTION FITTING

NOT TO SCALE



CONDUIT EMBEDDED IN BRIDGE WALL DETAIL

NOT TO SCALE

CONDUIT EMBEDDED IN BRIDGE WALL NOTES

1. THE BARREL IN THE EXPANSION FITTING SHALL BE FULLY EMBEDDED IN THE CONCRETE ON ONE SIDE OF THE EXPANSION JOINT. ONE HALF THE LENGTH OF THE DEFLECTION FITTING SHALL BE EMBEDDED IN THE CONCRETE ON THE OTHER SIDE OF THE EXPANSION JOINT.
2. THE CONTRACTOR SHALL INSTALL COMBINATION EXPANSION DEFLECTION FITTINGS AT ALL BRIDGE EXPANSION JOINTS.
3. REFER TO STRUCTURAL PLANS FOR ACTUAL BRIDGE WALL CONSTRUCTION DETAILS.

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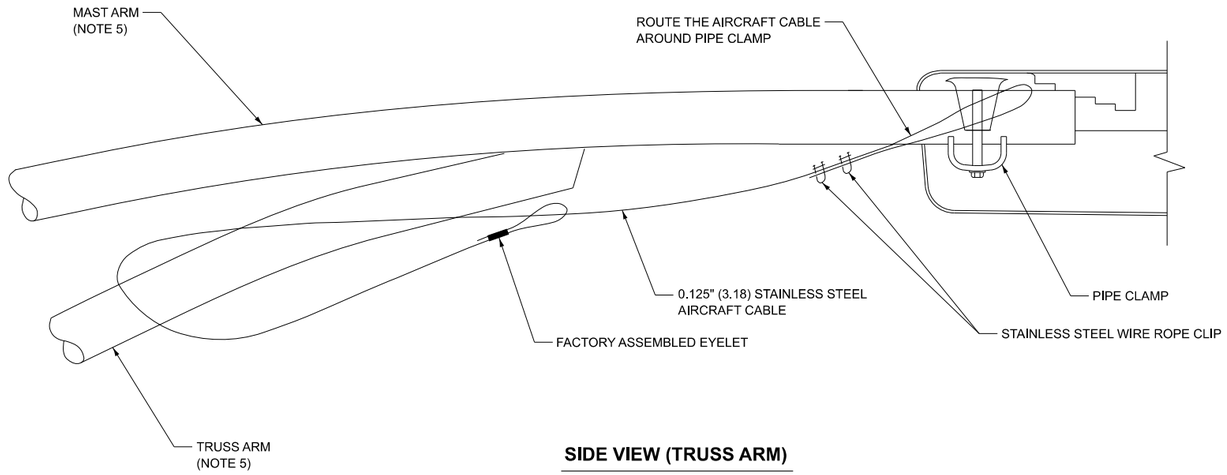
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LIGHTING DETAILS

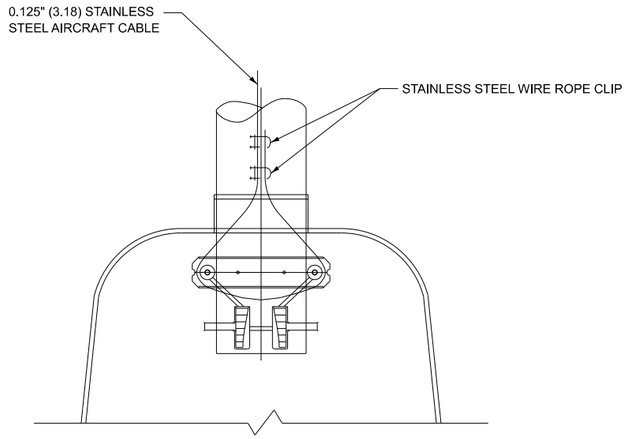
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
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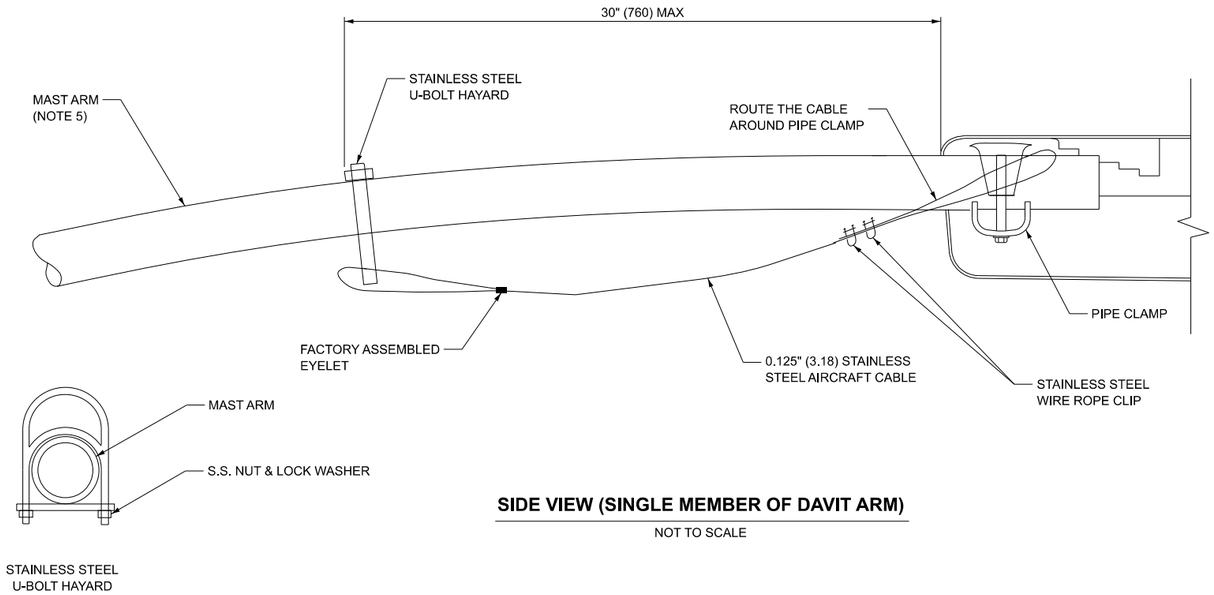
SIDE VIEW (TRUSS ARM)

NOT TO SCALE



BOTTOM VIEW

NOT TO SCALE



SIDE VIEW (SINGLE MEMBER OF DAVIT ARM)

NOT TO SCALE

NOTES:

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN.
5. SHALL BE POWDER COATED BLACK TO MATCH THE LIGHT POLE.

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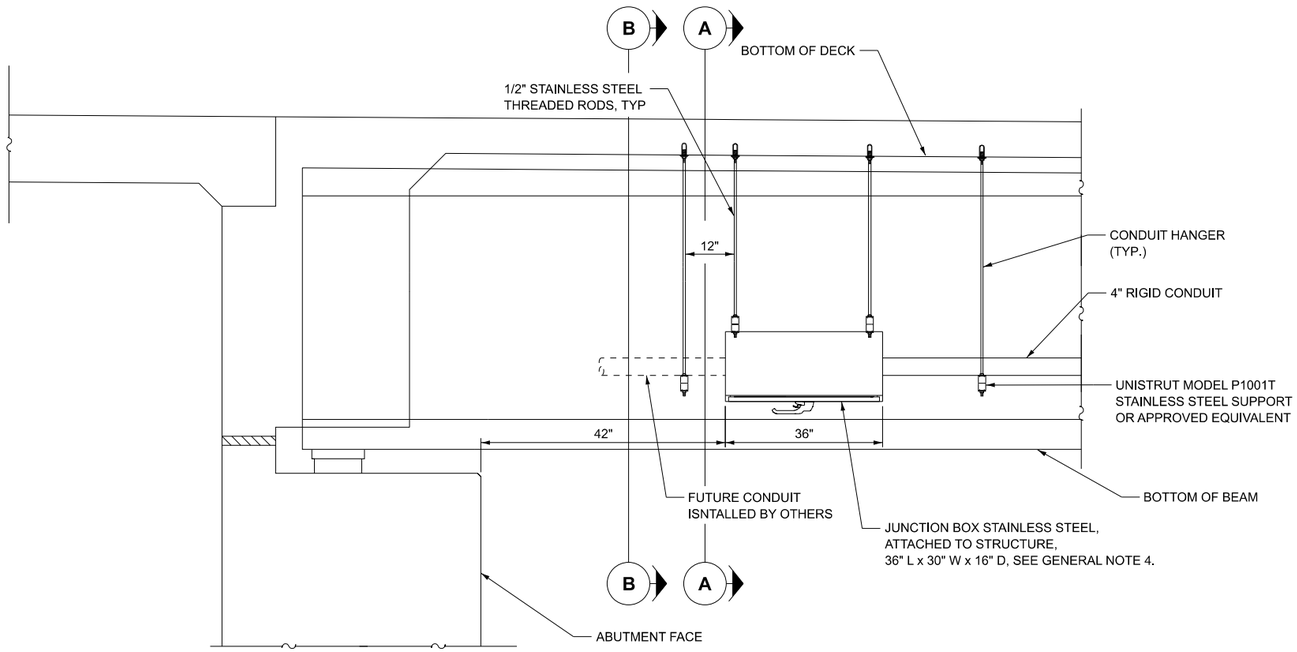
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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

LIGHTING DETAILS

SCALE: N.T.S. | SHEET 8 OF 9 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	56
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



BRDIGE DECK JUNCTION BOX HANGAR DETAIL

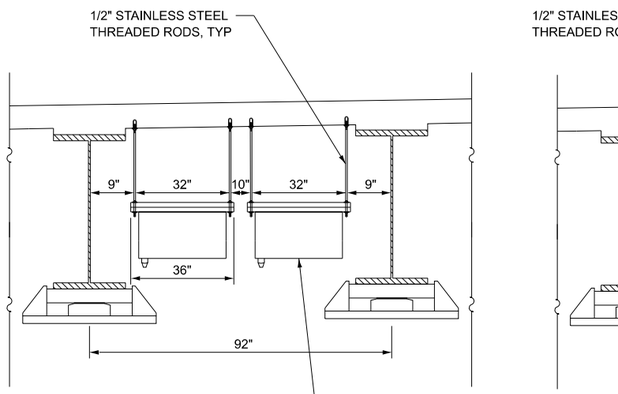
NOT TO SCALE

GENERAL NOTES:

1. THE CONTRACTOR SHALL FURNISH & INSTALL A PULL STRING FROM JUNCTION BOX TO JUNCTION BOX.
2. DO NOT DRILL DECK. USE INSTALLED HANGER INSERTS.
3. ALL HARDWARE SHALL BE STAINLESS STEEL IN ACCORDANCE WITH ARICLE 1006.31 OF THE IDOT STANDARD SPECIFICATIONS.
4. THE JUNCTION BOXES SHALL MEET THE REQUIREMENTS OF ARTICLE 1088.04 OF THE IDOT STANDARD SPECIFICATIONS. HINGED DOORS AND PROVISIONS FOR 3-POINT LOCK AND A PAD-LOCK ARE REQUIRED. JUNCTION BOXES ARE REQUIRED AT BOTH ABUTMENTS. PROVIDE 3 REMOVABLE CROSS BARS IN CABINET FOR CABLE SUPPORT.
5. FLEXIBLE CONDUIT SHALL BE LIMITED TO A MAXIMUM LENGTH OF 5'.
6. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS SHOWING DETAILS OF THE EXPOSED RACEWAY SYSTEM, INCLUDING JUNCTION BOXES, TO THE ENGINEER AND OBTAIN THE ENGINEER'S APPROVAL BEFORE ORDERING ANY MATERIAL. COST INCLUDED IN THE CONDUIT ATTACHED TO STRUCTURE ITEMS.

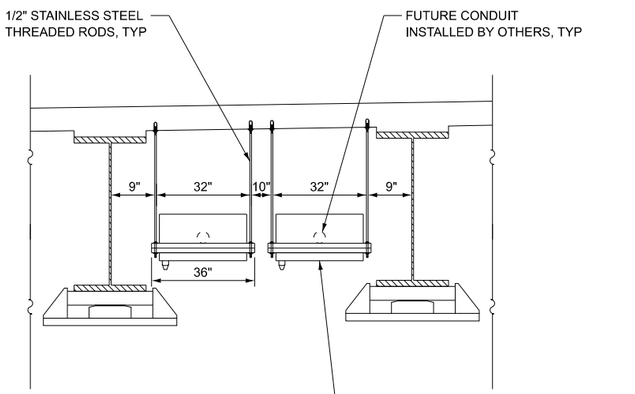
HANGER NOTES:

1. CONDUIT SHALL BE SUPPORTED AT A MAXIMUM INTERVAL PER THE IDOT STANDARD SPECIFICATIONS, EXCEPT AS NOTED. SUPPORTS SHALL BE LOCATED A MAXIMUM OF 3-FT AWAY FROM ANY CONNECTIONS.
2. ALL HARDWARE SHALL BE STAINLESS STEEL UNLESS NOTED OTHERWISE.
3. THE ELECTRICAL CONTRACTOR SHLL COORDINATE THE LOCATION OF THE CONCRETE INSERTS WITH THE BRIDGE CONTRACTOR.
4. THE COST OF THE CONCRETE INSERTS SHALL BE INCLUDED IN THE COST OF CONDUIT ATTACHED TO STRUCTURE. PVC COATED GALVANIZED STEEL.
5. CONDUITS SHALL BE CENTERED BETWEEN THE BEAMS.
6. CONDUITS SHALL NOT COME INTO CONTACT WITH ANY CROSS BRACING OR OTHER STRUCTURAL MEMBERS.
7. PROVIDE 1" MINIMUM CLEARANCE TO ALL STRUCTURAL MEMBERS.



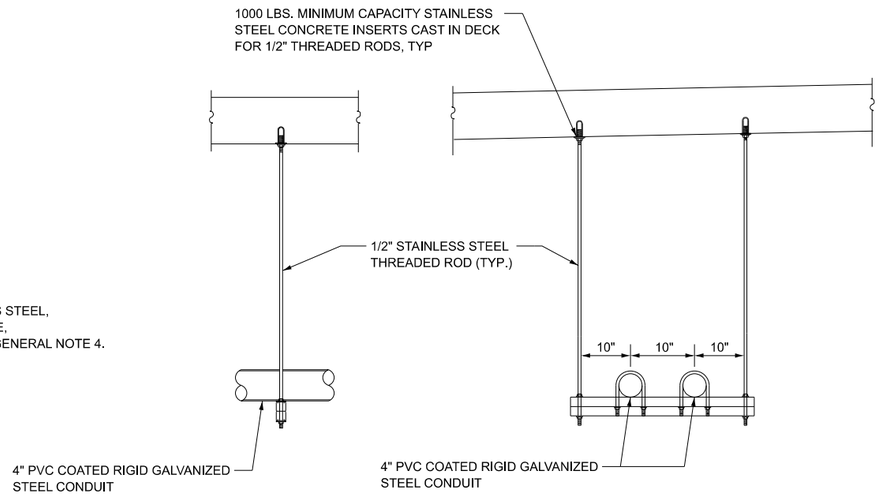
SECTION A

NOT TO SCALE



SECTION B

NOT TO SCALE



BRIDGE DECK CONDUIT HANGAR DETAIL

NOT TO SCALE

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DEPARTMENT OF PUBLIC WORKS

BRIDGE DECK CONDUIT DETAIL

SCALE: N.T.S. | SHEET 9 OF 9 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	57
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

INDEX OF SHEETS

58			INDEX OF SHEETS AND HIGHWAY STANDARDS, SUMMARY OF QUANTITIES
59			TRAFFIC SIGNAL LEGEND
60			15TH AVENUE AT ILLINOIS ROUTE 2 - REMOVALS
61	TO	64	15TH AVENUE AT ILLINOIS ROUTE 2 - TEMPORARY TRAFFIC SIGNALS STAGE 1 & 2 AND CABLE PLANS
65			M.A. MOUNTED SIGN DETAILS
66	TO	67	15TH AVENUE AT ILLINOIS ROUTE 2 - PROPOSED TRAFFIC SIGNAL PLAN AND CABLE PLAN

I.D.O.T. HIGHWAY STANDARD DRAWINGS

814001-03	HANDHOLES
814006-03	DOUBLE HANDHOLES
838001-01	BREAKAWAY DEVICES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
877011-10	STEEL COMB. MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877012-07	STEEL COMB. MAST ARM ASSEMBLY AND POLE 56' THROUGH 75'
878001-11	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS

S	PAY ITEM	TRAFFIC SIGNAL SCHEDULE OF QUANTITIES	UNIT	Quantity
	72000100	SIGN PANEL - TYPE 1	SQ FT	32
	72000200	SIGN PANEL - TYPE 2	SQ FT	13
	72000300	SIGN PANEL - TYPE 3	SQ FT	27
	81028770	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 3" DIA.	FOOT	102
	81028790	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 4" DIA.	FOOT	261
	81400100	HANDHOLE	EACH	2
	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1482
	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1389
	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1190
	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2904
	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	552
	87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	3
	87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1
	87702970	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 48 FT.	EACH	1
	87703010	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 56 FT.	EACH	1
	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16
	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	14
	87800420	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	22
	87900100	DRILL EXISTING FOUNDATION	EACH	2
	87900200	DRILL EXISTING HANDHOLE	EACH	5
	88040070	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1
	88040090	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4
	88040110	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	4
	88040120	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	4
	88040150	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	3
	88040160	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	3
	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	7
	88200300	TRAFFIC SIGNAL BACKPLATE, PLASTIC	EACH	11
*	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
*	89501400	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2
*	89501410	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	2
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
	89502380	REMOVE EXISTING HANDHOLE	EACH	2
	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	5
*	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
*	X8891402	RELOCATE VIDEO VEHICLE DETECTION SYSTEM	EACH	1
*	X8900104	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	11

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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

TRAFFIC SIGNAL INDEX & STANDARDS
15TH AVENUE

SCALE: N.T.S. | SHEET 1 OF 10 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	58
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL PLAN LEGEND:

	EXISTING	PROPOSED	TEMPORARY
CONTROLLER CABINET AND UNINTERRUPTABLE POWER SUPPLY			
COMMUNICATION CABINET	ECC	CC	CC
SERVICE INSTALLATION - POLE MOUNTED	P	P	P
SERVICE INSTALLATION GROUND MOUNTED / GROUND MOUNTED METERED	G GM	G GM	G GM
TELEPHONE CONNECTION	ET	T	T
STEEL MAST ARM ASSEMBLY AND POLE 42"/36"/30" FOUNDATION			
ALUMINUM MAST ARM ASSEMBLY AND POLE 42"/36"/30" FOUNDATION ONLY FOR EXISTING EQUIPMENT			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 42"/36" FOUNDATION			
SIGNAL POST / TEMPORARY BARREL MOUNTED POST			BM
PEDESTRIAN SIGNAL POST			
WOOD POLE			
GUY WIRE			
SIGNAL HEAD / SIGNAL HEAD OPTICALLY PROGRAMMED	P	P	
SIGNAL HEAD / SIGNAL HEAD OPTICALLY PROGRAMMED - WITH BACKPLATE	P	P	
FLASHER INSTALLATION / FLASHER INSTALLATION SOLAR POWERED	F FS F FS	F FS F FS	F FS F FS
PEDESTRIAN SIGNAL HEAD			
PEDESTRIAN PUSH BUTTON / ACCESSIBLE PEDESTRIAN PUSH BUTTON (APS)	APS	APS	APS
RADAR DETECTION SENSOR	R R	R R	R R
VIDEO DETECTION CAMERA	V V	V V	V V
RADAR / VIDEO DETECTION ZONE			
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ PTZ	PTZ PTZ	PTZ PTZ
WIRELESS DETECTOR SENSOR	W	W	W
WIRELESS ACCESS POINT			
EMERGENCY VEHICLE LIGHT DETECTOR / CONFIRMATION BEACON			
WIRELESS INTERCONNECT			
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR	RR

	EXISTING	PROPOSED
HANDHOLE		
HEAVY DUTY HANDHOLE	H	H
DOUBLE HANDHOLE		
JUNCTION BOX	J	J
DETECTOR LOOP, TYPE I		
PREFORMED DETECTOR LOOP	P P	P P
RAILROAD CANTILEVER MAST ARM		
RAILROAD FLASHING SIGNAL		
RAILROAD CROSSING GATE		
RAILROAD CROSSBUCK		
RAILROAD CONTROLLER CABINET		
HANDHOLE REMOVAL	R	
DOUBLE HANDHOLE REMOVAL	R	
SIGNAL HEAD REMOVAL	R	
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED	RCF	
STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF	
SIGNAL POST AND FOUNDATION TO BE REMOVED	RPF	
EVP RELOCATION	REL	
SIGNAL HEAD RELOCATION	REL	
INTERSECTION ITEM	IP	IP
SYSTEM ITEM	SP	SP

	EXISTING	PROPOSED	TEMPORARY
CONTROLLER CABINET AND UNINTERRUPTABLE POWER SUPPLY			
MASTER CONTROLLER	EMC	MC	MC
COMMUNICATION CABINET	ECC	CC	CC
RAILROAD CONTROLLER CABINET	R R	R R	R R
SERVICE INSTALLATION - POLE MOUNTED			
SERVICE INSTALLATION GROUND MOUNTED / GROUND MOUNTED METERED			
TELEPHONE CONNECTION	ET	T	T
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			
WOOD POLE			
PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS			
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	C D	C D	C D
PEDESTRIAN PUSH BUTTON / ACCESSIBLE PEDESTRIAN PUSH BUTTON (APS)	APS	APS	APS
RADAR DETECTION SENSOR	R R	R R	R R
VIDEO DETECTION CAMERA	V V	V V	V V
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ PTZ	PTZ PTZ	PTZ PTZ
EMERGENCY VEHICLE LIGHT DETECTOR / CONFIRMATION BEACON			
WIRELESS INTERCONNECT			
GROUND ROD			
ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"			
DETECTOR LOOP, TYPE I			
PREFORMED DETECTOR LOOP	P P	P P	

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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

TRAFFIC SIGNAL LEGEND
15TH AVENUE

SCALE: N.T.S. | SHEET 2 OF 10 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	59
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OFFSITE AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

2	EACH	STEEL COMBINATION MAST ARM AND POLE
8	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION
3	EACH	SIGNAL POST
6	EACH	PEDESTRIAN PUSH BUTTON
7	EACH	PEDESTRIAN SIGNAL HEAD
2	EACH	HANDHOLE

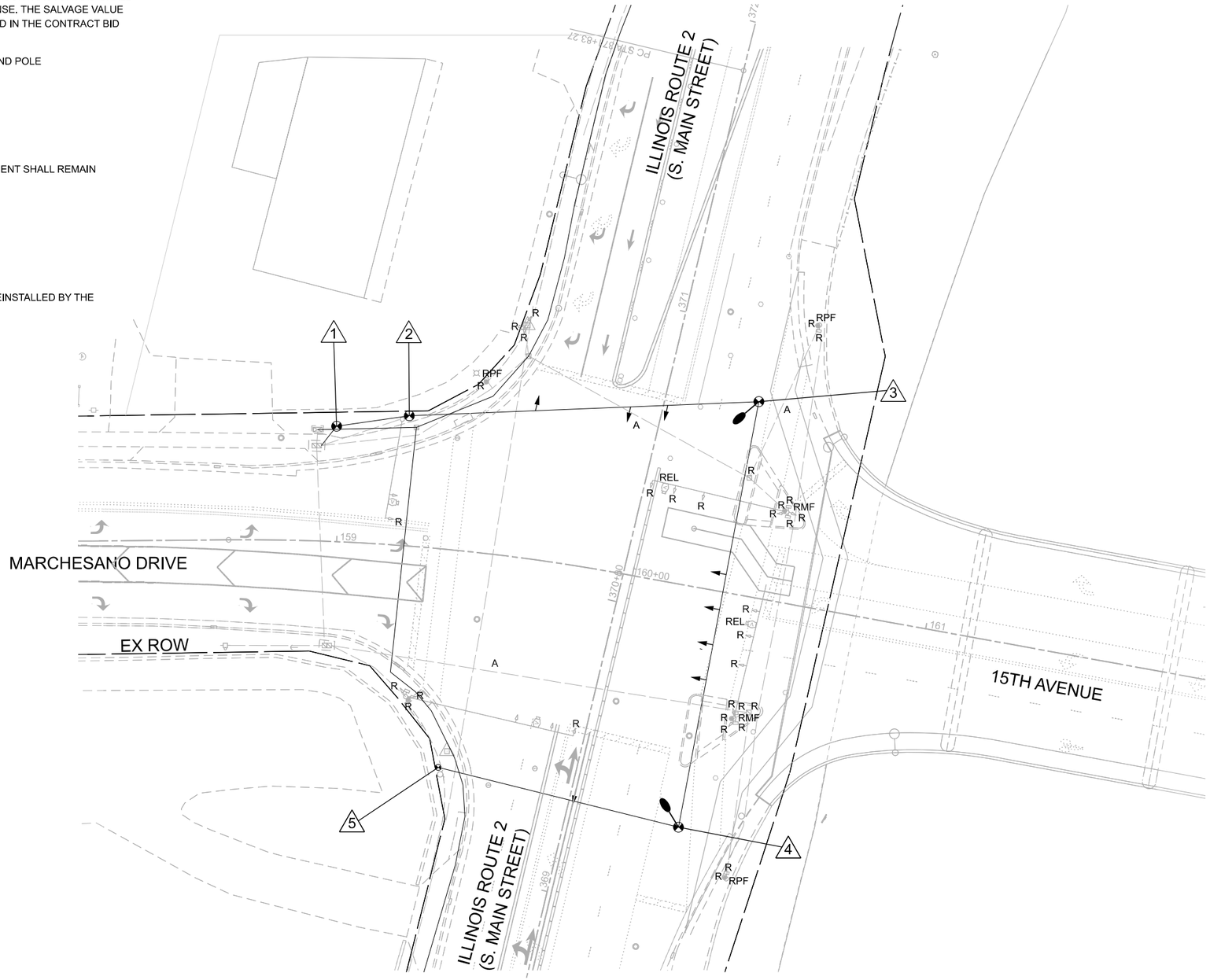
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL REMAIN THE PROPERTY OF THE STATE OF ILLINOIS:

8 SIGNAL BACKPLATES
8 SIGNAL HEAD, 1-FACE, 3-SECTION

RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING ITEMS SHALL BE REMOVED AND REINSTALLED BY THE CONTRACTOR.

2	EACH	VIDEO DETECTION CAMERA
2	EACH	CONFIRMATION BEACON
2	EACH	LIGHT DETECTOR
1	EACH	LIGHT DETECTOR AMPLIFIER



N

0 20 40 60
SCALE IN FEET

TEMPORARY POLE

APPRX. TEMPORARY POLE LOCATIONS

POLE	STATION	OFFSET
1	158+98.43	38.72' LT
2	159+21.2	43.61' LT
3	160+31.3	65.02' LT
4	160+36.26	80.30' RT
5	159+41.67	73.1' RT

NOTES:

1. CONDUIT TO EXISTING SIGNAL POSTS THAT ARE BEING REMOVED IS TO BE ABANDONED.

2. EXISTING CABLES PRESENT WITHIN CONDUITS WHICH ARE PLANNED FOR ABANDONMENT SHALL BE REMOVED. THIS WORK SHALL BE INCLUDED IN THE PAY ITEM REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.

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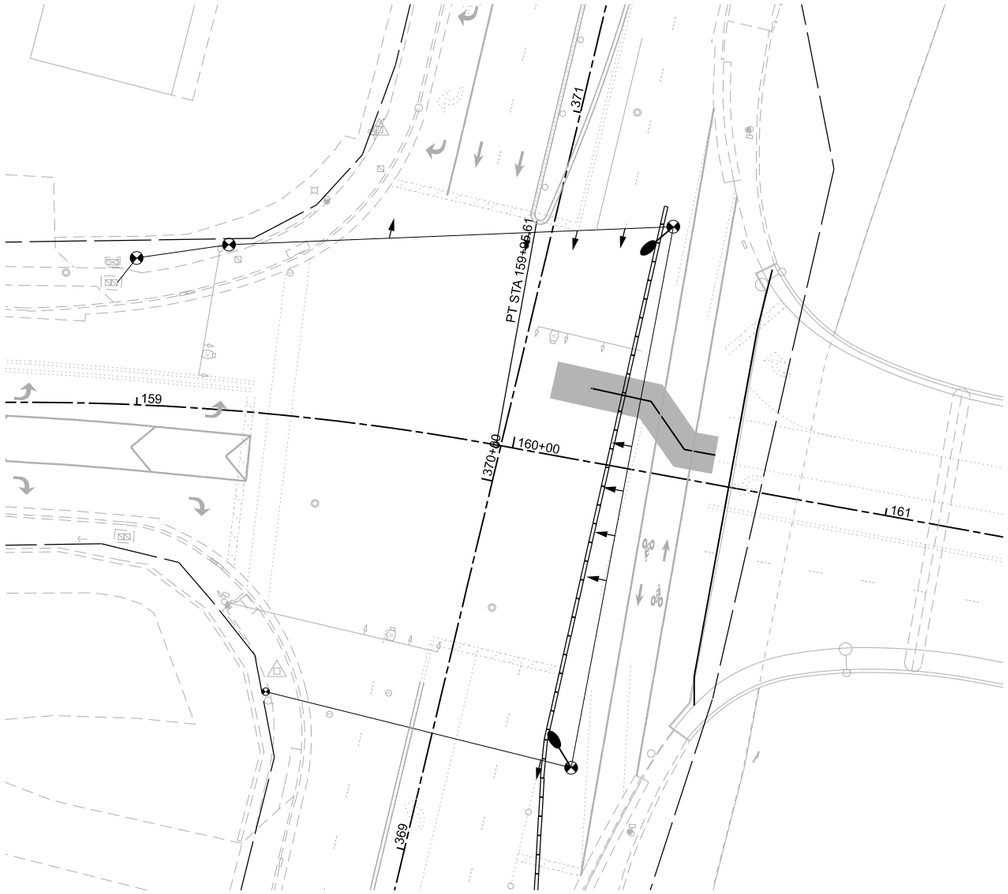
TRAFFIC SIGNAL PLAN – REMOVALS
15TH AVENUE

SCALE: 1" = 20" | SHEET 3 OF 10 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

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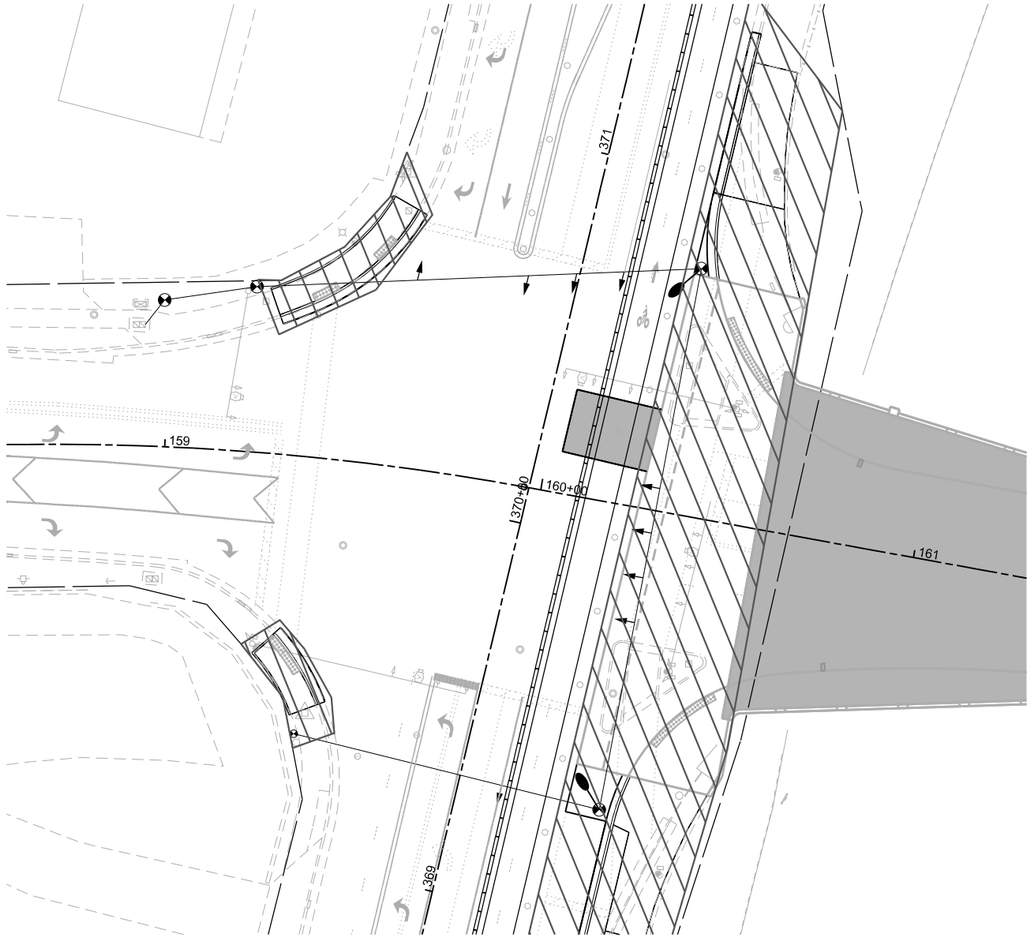
1. TEMPORARY SIGNALS ARE TO BE CONNECTED TO EXISTING TRAFFIC SIGNAL CABINET AND COORDINATED WITH EXISTING SIGNALS THAT ARE TO REMAIN. EXISTING CABINET MUST BE VERIFIED TO BE COMPATIBLE WITH TEMPORARY VIDEO DETECTION.
2. TEMPORARY SIGNALS SHALL BE OPERATIONAL PRIOR TO THE REMOVAL OF THE EXISTING SIGNALS.
3. EXISTING SERVICE IS TO BE UTILIZED FOR TEMPORARY SIGNALS.
4. WHEN TRANSITIONING FROM TEMPORARY TO PROPOSED SIGNALS, THE INTERSECTION SHALL BE PLACED ON FLASHING RED MODE AND ALL DIRECTIONS SHALL BE FLAGGED UNTIL THE PROPOSED SIGNALS ARE FUNCTIONING PROPERLY.
5. IDOT OPERATIONS STAFF SHALL BE NOTIFIED 72 HOURS PRIOR TO THE PROPOSED SIGNAL TURN-ON. OPERATIONS STAFF SHALL BE PRESENT AT THE TIME OF TURN-ON TO PROGRAM AND APPROVE OF SIGNAL TIMING AND DETECTION LAYOUT.
6. TEMPORARY VIDEO DETECTION SYSTEM MUST BE FULLY FUNCTIONAL DURING TEMPORARY SIGNAL OPERATION.



TEMPORARY TRAFFIC SIGNAL
STAGE 1

KEY

- WORK ZONE
- BUILT PREVIOUS STAGE
- TYPE III BARRICADE PER IDOT STD 701901
- TEMPORARY CONCRETE BARRIER
- TEMPORARY TRAFFIC CONTROL SIGN



TEMPORARY TRAFFIC SIGNAL
STAGE 2

KEY

- WORK ZONE
- BUILT PREVIOUS STAGE
- TYPE III BARRICADE PER IDOT STD 701901
- TEMPORARY CONCRETE BARRIER
- TEMPORARY TRAFFIC CONTROL SIGN

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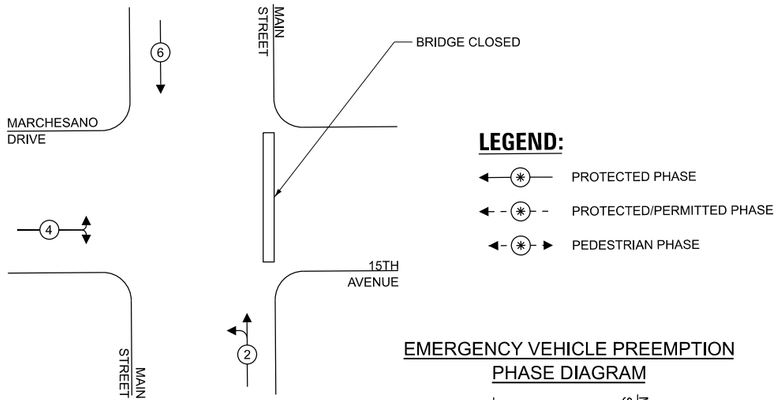
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS

TEMPORARY TRAFFIC SIGNAL PLAN – STAGE 1 AND 2
15TH AVENUE

SCALE: 1" = 20' | SHEET 4 OF 10 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

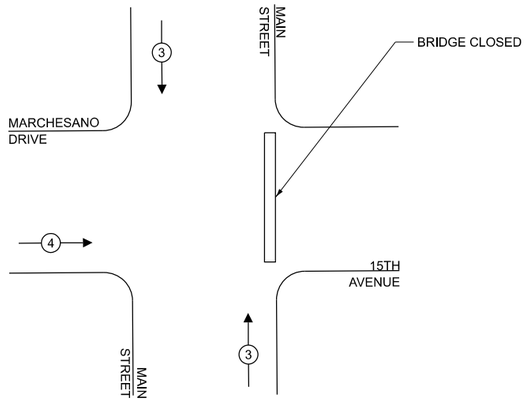
CONTROLLER PHASE DIAGRAM

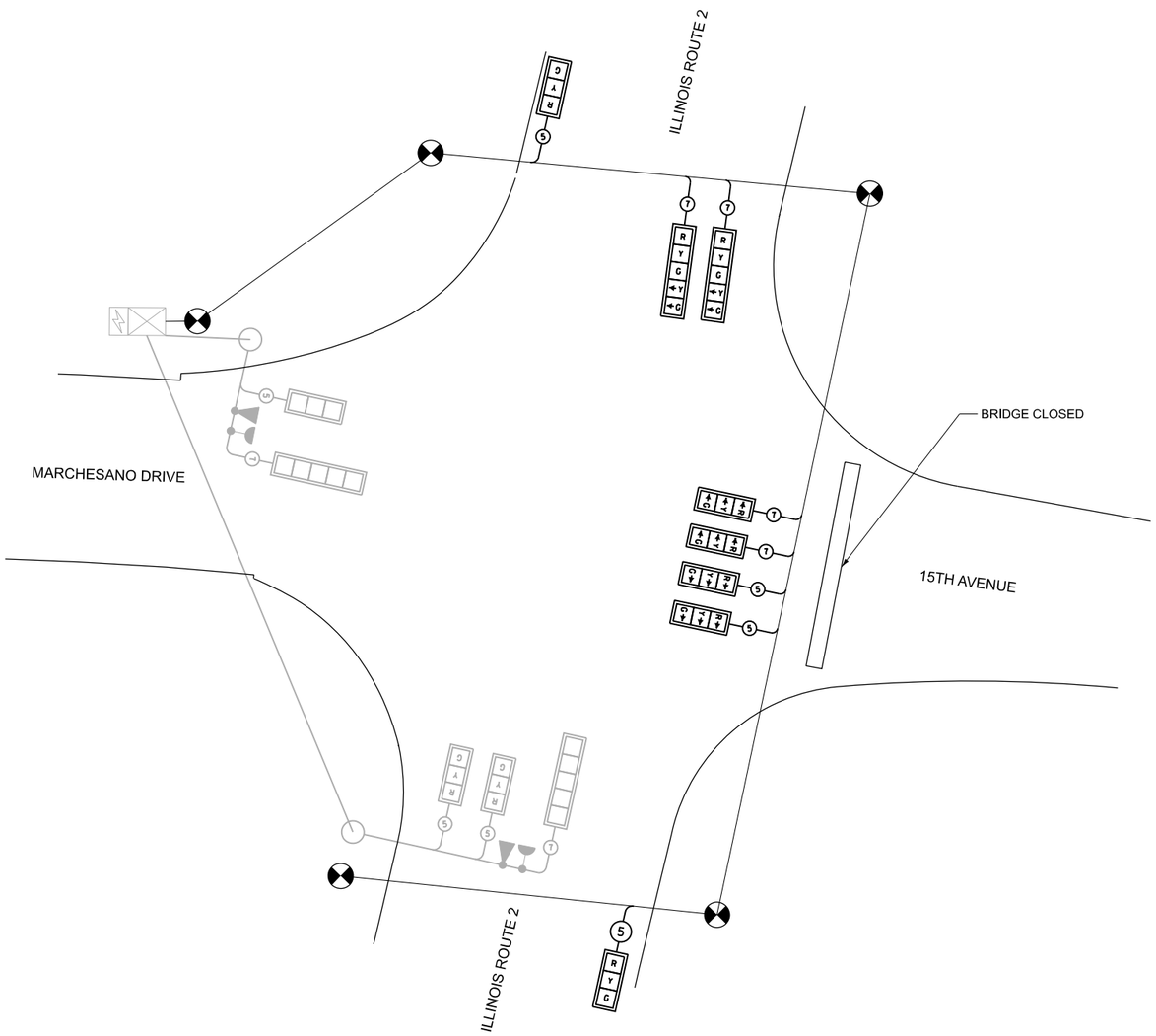


LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE

EMERGENCY VEHICLE PREEMPTION PHASE DIAGRAM





N.T.S.

CABLE PLAN

NOTES:

BLANK SIGNAL HEAD DENOTES A BAGGED SIGNAL HEAD

MODEL: Prestage [Sheet]
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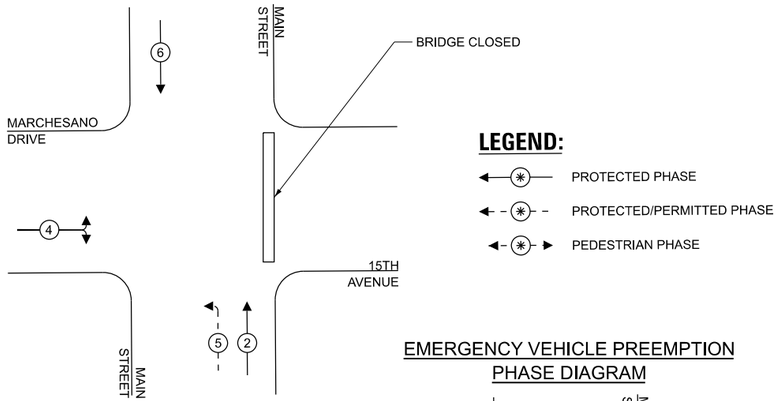
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TEMPORARY TRAFFIC SIGNAL
CABLE PLAN – PRESTAGE

SCALE: N.T.S. | SHEET 5 OF 10 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	62
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

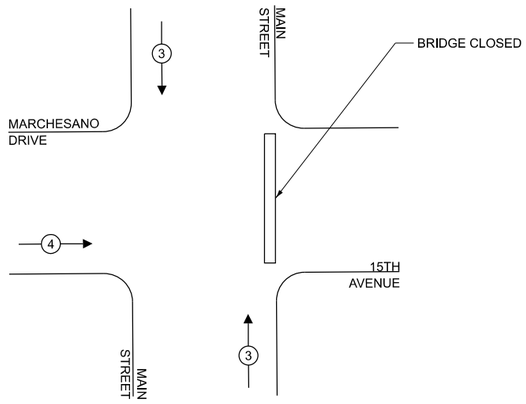
CONTROLLER PHASE DIAGRAM

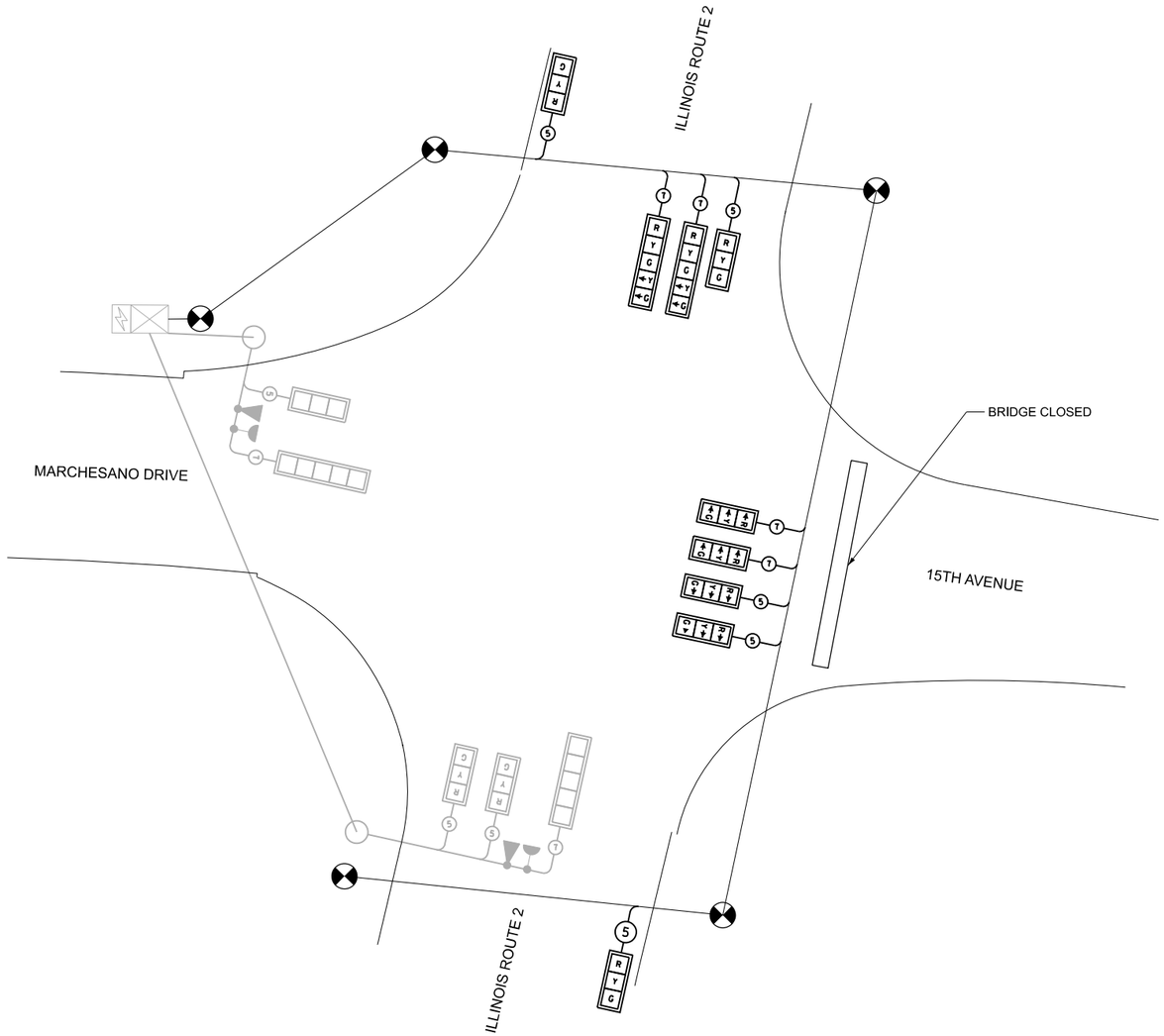


LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE

EMERGENCY VEHICLE PREEMPTION PHASE DIAGRAM



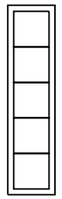


N.T.S.

CABLE PLAN

NOTES:

BLANK SIGNAL HEAD DENOTES A BAGGED SIGNAL HEAD



MODEL: Stage 1 [Sheet]
FILE NAME: L:\Rockford\22004683-00_FifthAveBridge\m2\4683003\SignalElevationSheets\468300_SHT_Temp Signals_Cable Plans.dgn

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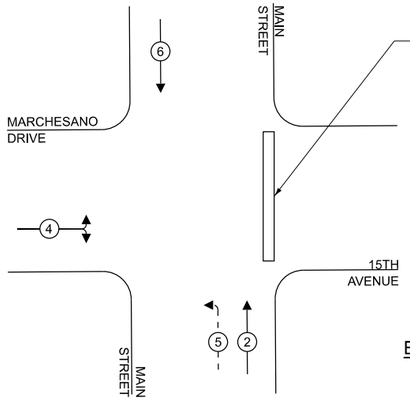
CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

TEMPORARY TRAFFIC SIGNAL
CABLE PLAN – STAGE 1

SCALE: N.T.S. | SHEET 6 OF 10 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	63
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

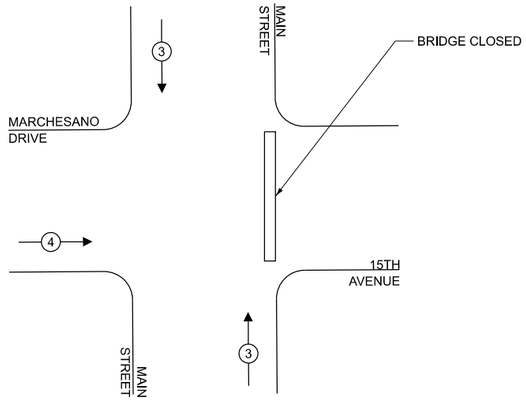
CONTROLLER PHASE DIAGRAM

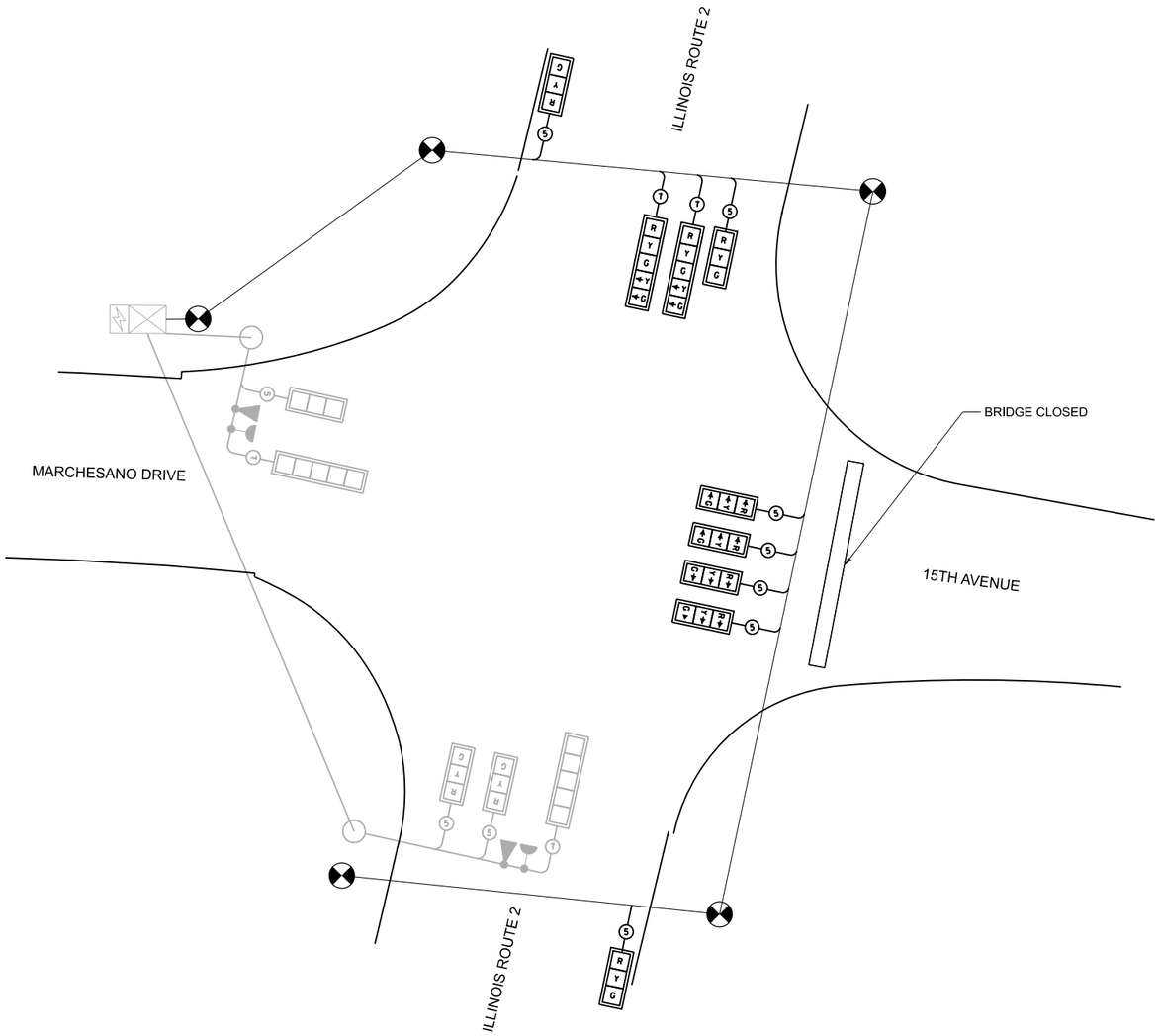


LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE

EMERGENCY VEHICLE PREEMPTION PHASE DIAGRAM





N.T.S.

CABLE PLAN

NOTES:
BLANK SIGNAL HEAD DENOTES A BAGGED SIGNAL HEAD

MODEL: Stage 2 [Sheet]
FILE NAME: L:\Rockford\22004683-00_15thAveBEdgePh2\469300\SignalStationSheets\469300_SHT_Temp Signals_Cable Plans.dgn

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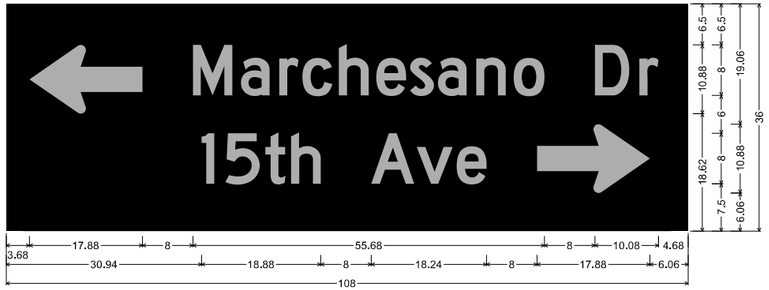
TEMPORARY TRAFFIC SIGNAL
CABLE PLAN – STAGE 2

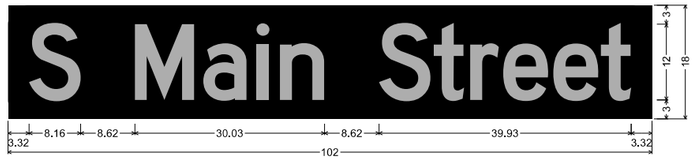
SCALE: N.T.S. | SHEET 7 OF 10 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	64
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			

SIGN PANEL

ALL DIMENSIONS ARE IN INCHES UNLESS
NOTED OTHERWISE





DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QUANTITY REQUIRED
D	27	3	ZZ	1

DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QUANTITY REQUIRED
D	12.75	2	ZZ	1

MODEL: Signs [Sheet]
FILE NAME: L:\Rockford\22004683-00_15thAveBridgePh2\468300\Signalization\Sheets\468300_SHT_Signs.dgn

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DEPARTMENT OF PUBLIC WORKS

M.A. MOUNTED STREET NAME SIGNS
15TH AVENUE

SCALE: N.T.S. | SHEET 8 OF 10 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	65
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

LEGEND

(#) SIGN

EXISTING CONDUIT

N

0 20 40 60

SCALE IN FEET

ILLINOIS ROUTE 2
(S. MAIN STREET)

MARCHESNO DRIVE

15TH AVENUE

EX ROW

10' POST
STA. 159+50.73, 64.20' LT

10' POST
STA. 159+34.54, 47.13 LT

7' - U
3" - C

79' - EX
5" - CNC

24' - EX
3" - CNC

46' - U
3" - C

10' - EX
2.5" - CNC

85' - U
4" - C

14' - U
4" - C

48' CMB. M.A. 36" DIA. (13' DEPTH)
STA. 160+45.21, 57.75' LT

64' - EX
4" - CNC (2)

39' - U
3" - C

31' - EX
3.5" - CNC

10' POST
STA. 159+33.70, 57.00 RT

138' - U
4" - C

10' - U
3" - C

56' CMB. M.A. 42" DIA. (21' DEPTH)
STA. 160+55.81, 53.79' RT

24' - U
4" - C

16' POST
STA. 160+43.35, 63.34 RT

APS

C

D

157 158 160+00 161 162 163

372 371 370+00 369

12.00' 11.50' 10.67' 8.89' 12.65' 11.84' 10.99' 8.00' 250'

C

START CROSSING
Watch For Vehicles
DON'T START
Finish Crossing If Started
TIME REMAINING To Finish Crossing
DON'T CROSS
PUSH BUTTON TO CROSS

R10-3E
9" X 15"
SIGN PANEL TYPE 1

D

LEFT TURN
YIELD
ON FLASHING
YELLOW
ARROW

R10-I109
30" X 30"
SIGN PANEL TYPE 1

A

Marchesano Dr
15th Ave

B

S Main Street

NOTES:

1. SIGN STIFFENING CHANNELS SHALL BE INSTALLED ON TYPE 1 AND TYPE 2 SIGNS INSTALLED ON TRAFFIC SIGNAL ARMS, POLES, AND POSTS. THE COSTS FOR THESE SIGN STIFFENERS SHALL BE INCLUDED IN THE COST OF THE SIGNS BEING INSTALLED.
2. THE CONTRACTOR SHALL PROVIDE 2-2.5" RACEWAYS IN THE FOUNDATION OF ALL MAST ARM POLE FOUNDATIONS AT THIS INTERSECTION FOR LUMINAIRE WIRING. COST TO BE INCLUDED IN FOUNDATION INSTALLATION.
3. ALL TRAFFIC SIGNAL POST FOUNDATION LOCATIONS ARE APPROXIMATE
4. ALL PROPOSED CONDUIT SHALL BE PLACED AT A MINIMUM DEPTH OF 4' WHERE POSSIBLE.
5. SIGNAL HEADS WHICH ARE MOUNTED TO THE SAME MAST ARM SHALL HAVE THEIR RED INDICATIONS VERTICALLY ALIGNED WHILE MAINTAINING REQUIRED OVERHEAD CLEARANCE TO THE PAVEMENT

MODEL: Signals [Sheet]
FILE NAME: L:\Rockford\22004683-00_15thAveBMgle\Ph2\468300\Signalization\Sheets\SHTS_Pr_Signals.dgn

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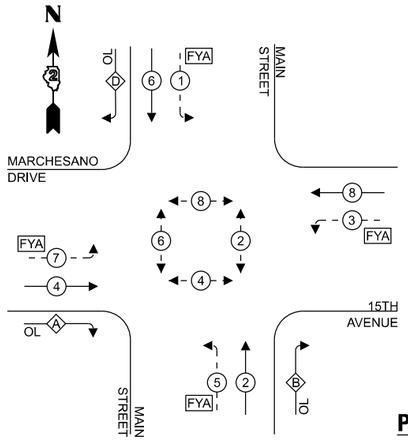
CITY OF ROCKFORD
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TRAFFIC SIGNAL MODERNIZATION PLAN
15TH AVENUE

SCALE: 1" = 20' | SHEET 9 OF 10 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	66
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			

PROPOSED CONTROLLER SEQUENCE



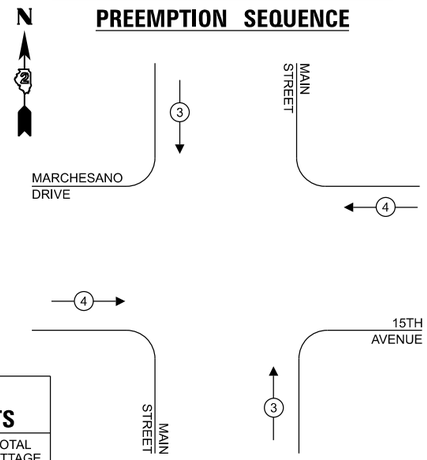
LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL — OVERLAP
- FYA — FLASHING YELLOW ARROW

RIGHT TURN OVERLAP PHASE DESIGNATION:

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
A	=	1	+	5
B	=	3	+	7
D	=	7	+	3

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



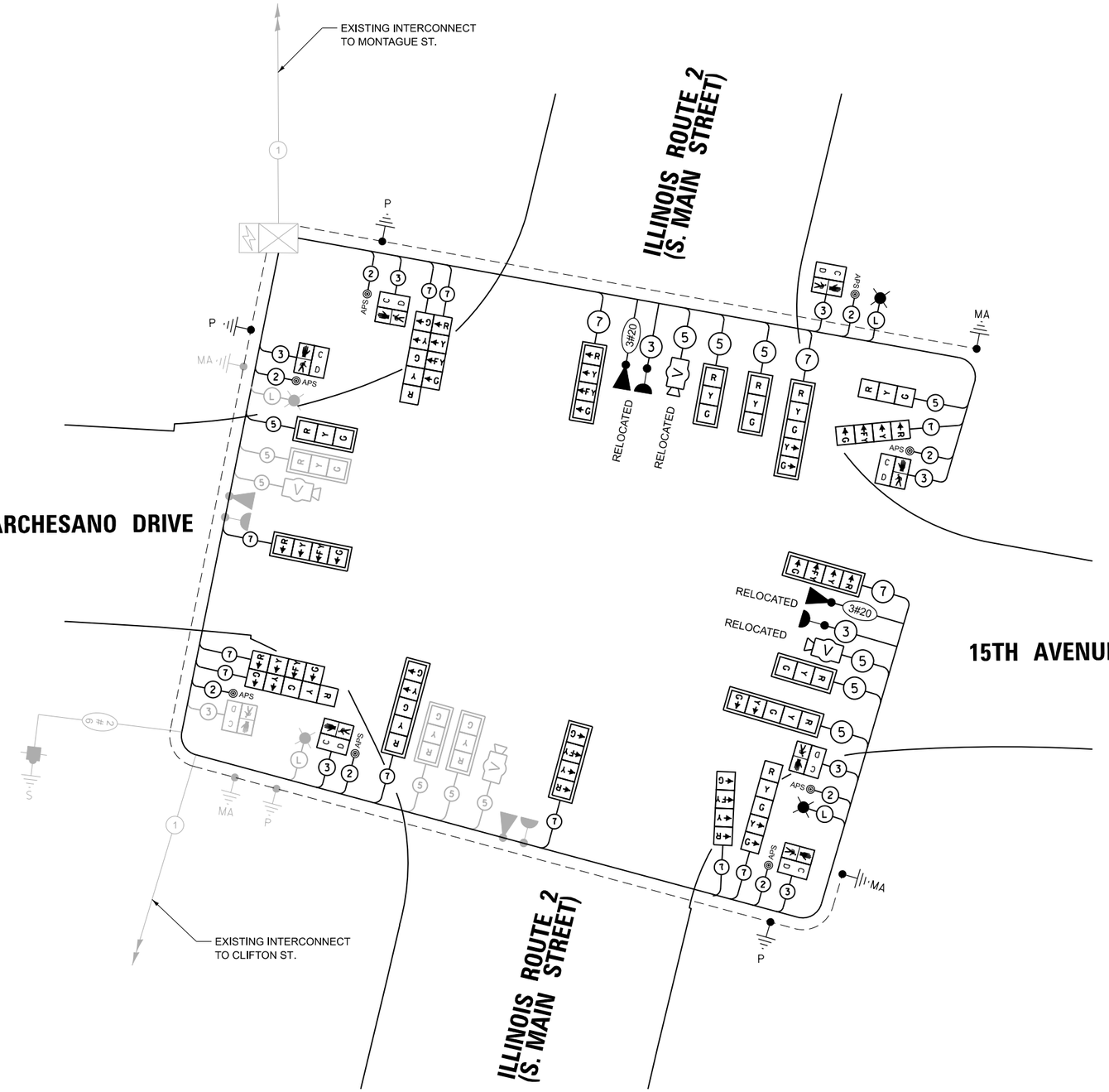
TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE		QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD	3-SECTION	7	22	154
	4-SECTION	-	32	-
	5-SECTION	14	28	392
PED. SIGNAL		8	15	120
CONTROLLER		1	150	150
MASTER CONTROLLER		-	100	-
UPS		-	25	-
DETECTION	RADAR	-	20	-
	VIDEO	4	20	80
BLANK-OUT SIGN		-	25	-
NETWORK SWITCH II OR III		-	35	-
CELLULAR MODEM		-	15	-
TOTAL UPS SIZING				-
UPS CHARGING		-	225	-
BATTERY HEATER MAT		1	180	180
CABINET HEATER		1	200	200
FLASHER		1	15	15
LED STREET NAME SIGN		-	120	-
LUMINAIRE		4	240	960
TOTAL SERVICE WIRE SIZING				2251

ENERGY COSTS TO:

xxx

ENERGY SUPPLY: CONTACT:_____
PHONE:_____
COMPANY:_____
ACCOUNT NUMBER: _____



CABLE PLAN

(NOT TO SCALE)

MODEL: Cable Plan [Sheet]
FILE NAME: L:\Rockford\22004683.00_15thAveEMapChn2\4683400\Signalization\Sheets\463400_SHT_Cable Plan.dgn

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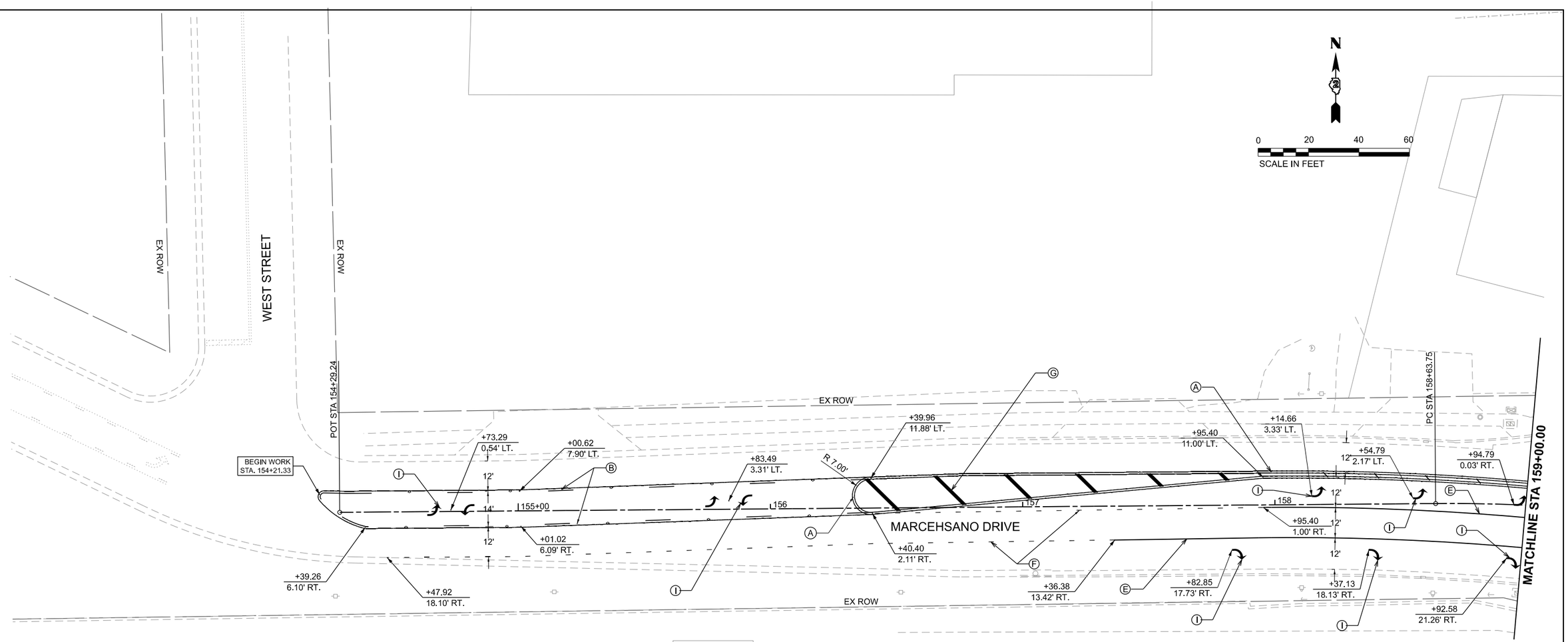
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DEPARTMENT OF PUBLIC WORKS

PROPOSED TRAFFIC SIGNAL – CABLE PLAN
15TH AVENUE

SCALE: N.T.S. | SHEET 10 OF 10 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	67
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			



LEGEND

- (A) EPOXY PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW) (2 - 4" LINE @ 12" C-C) (78005110)
- (B) EPOXY PAVEMENT MARKING - LINE 4" (YELLOW) (2 - 4" LINE @ 12" C-C) [SOLID] / [30' SKIP - 10' DASH] (78005110)
- (C) EPOXY PAVEMENT MARKING - LINE 4" (WHITE) [30' SKIP - 10' DASH] (78005110)
- (D) EPOXY PAVEMENT MARKING - LINE 6" (WHITE) [SOLID] (78005130)
- (E) EPOXY PAVEMENT MARKING - LINE 8" (WHITE) [SOLID] (78005140)
- (F) EPOXY PAVEMENT MARKING - LINE 8" (WHITE) [6' SKIP - 2' DASH] (78005140)
- (G) EPOXY PAVEMENT MARKING - LINE 12" (YELLOW) [SOLID 20' SPACING C-C] (78005150)
- (H) EPOXY PAVEMENT MARKING - LINE 24" (WHITE) [SOLID] (78005180)
- (I) EPOXY PAVEMENT MARKING - LETTERS & SYMBOLS (WHITE) [SOLID] (78005100)

MODEL: Pvt Mark Sheet 1
FILE NAME: L:\Rockford\22004683-00_15thAveBRidgePh2\4983000\Signing and Marking\Sheets\SHTS_PMK.dgn

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PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -	

CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

PAVEMENT MARKING AND SIGNING PLAN
15TH AVENUE

SCALE: 1" = 20' | SHEET 1 OF 3 SHEETS | STA. 154+00.00 | TO STA. 159+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	68
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			

N

0 20 40 60
SCALE IN FEET

MATCHLINE STA 159+00.00

MATCHLINE STA 165+00.00

EX ROW

IL ROUTE 2

PT STA 159+95.6

15TH AVENUE

+74.01 29.00' LT.
+95.53 6.00' LT.
+76.33 1.68' LT.
+52.18 32.26' LT.
+36.34 1.68' LT.
+24.15 32.38' LT.
+96.34 32.69' LT.
+74.61 42.57' LT.
+96.33 1.68' LT.
+70.55 6.00' RT.
+70.55 18.00' LT.
+30.26 6.92' LT.
+29.17 18.05' RT.
+59.23 32.00' LT.
+82.84 19.41' LT.
+92.62 17.00' LT.
+85.07 1.35' LT.
+25.01 1.35' LT.
+65.03 1.35' LT.
+59.23 6.00' RT.
+84.23 6.00' RT.
+88.66 29.67' RT.
+69.61 31.68' RT.
+62.25 17.17' RT.
+31.07 19.28' LT.
+39.23 6.00' LT.
+15.60 6.00' RT.
+44.10 19.57' RT.
+70.59 6.00' LT.
+70.60 6.00' RT.
+89.74 0.84' RT.
+44.08 42.30' RT.
+44.08 5.71' LT.
+28.69 29.26' RT.
+22.01 2.32' LT.
+18.30 33.57' RT.
+74.24 2.04' RT.
+78.32 33.41' RT.
+38.33 33.38' RT.
+19.08 29.40' RT.
+30.26 1.67' RT.
+94.55 5.60' LT.
+94.56 6.42' RT.
STA. 366+97.19 O/S. 29.48' RT.

1 CLASS II TRUCK ROUTE

LEGEND

- (A) EPOXY PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW) (2 - 4" LINE @ 12" C-C) (78005110)
- (B) EPOXY PAVEMENT MARKING - LINE 4" (YELLOW) (2 - 4" LINE @ 12" C-C) [SOLID] / [30' SKIP - 10' DASH] (78005110)
- (C) EPOXY PAVEMENT MARKING - LINE 4" (WHITE) [30' SKIP - 10' DASH] (78005110)
- (D) EPOXY PAVEMENT MARKING - LINE 6" (WHITE) [SOLID] (78005130)
- (E) EPOXY PAVEMENT MARKING - LINE 8" (WHITE) [SOLID] (78005140)
- (F) EPOXY PAVEMENT MARKING - LINE 8" (WHITE) [6' SKIP - 2' DASH] (78005140)
- (G) EPOXY PAVEMENT MARKING - LINE 12" (YELLOW) [SOLID 20' SPACING C-C] (78005150)
- (H) EPOXY PAVEMENT MARKING - LINE 24" (WHITE) [SOLID] (78005180)
- (I) EPOXY PAVEMENT MARKING - LETTERS & SYMBOLS (WHITE) [SOLID] (78005100)

MODEL: Pvt Mark Sheet 2
FILE NAME: L:\Rockford\220046\83-00_15thAveBridgePh2\468300\Signing and Markings\Sheets\SHTS_PMK.dgn

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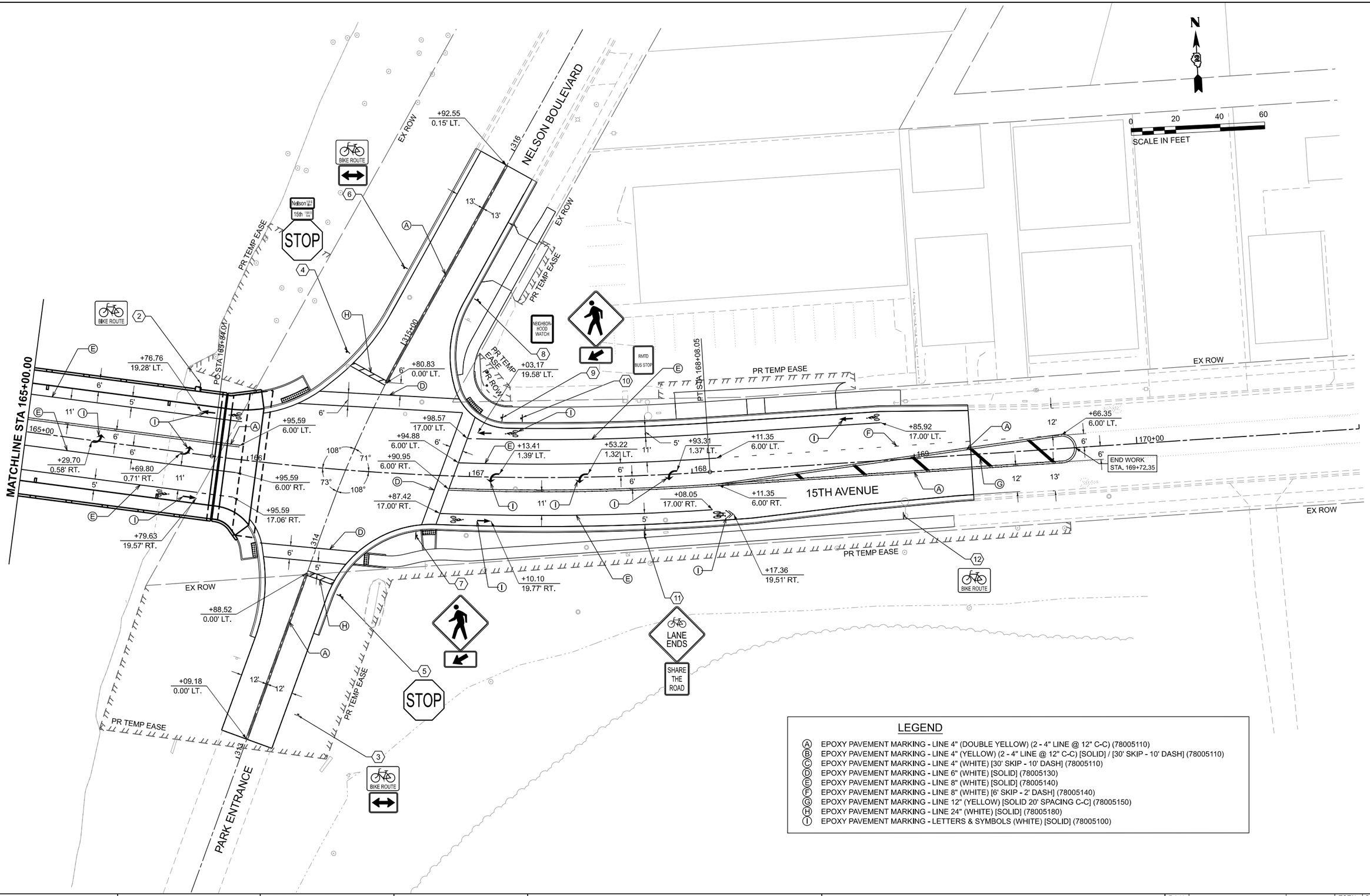
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PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -	

CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

PAVEMENT MARKING AND SIGNING PLAN
15TH AVENUE

SCALE: 1" = 20' | SHEET 2 OF 3 SHEETS | STA. 159+00.00 TO STA. 165+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	69
		CONTRACT NO. 85802		
		ILLINOIS FED. AID PROJECT		



LEGEND

- (A) EPOXY PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW) (2 - 4" LINE @ 12" C-C) (78005110)
- (B) EPOXY PAVEMENT MARKING - LINE 4" (YELLOW) (2 - 4" LINE @ 12" C-C) [SOLID] / [30' SKIP - 10' DASH] (78005110)
- (C) EPOXY PAVEMENT MARKING - LINE 4" (WHITE) [30' SKIP - 10' DASH] (78005110)
- (D) EPOXY PAVEMENT MARKING - LINE 6" (WHITE) [SOLID] (78005130)
- (E) EPOXY PAVEMENT MARKING - LINE 8" (WHITE) [SOLID] (78005140)
- (F) EPOXY PAVEMENT MARKING - LINE 8" (WHITE) [6' SKIP - 2' DASH] (78005140)
- (G) EPOXY PAVEMENT MARKING - LINE 12" (YELLOW) [SOLID 20' SPACING C-C] (78005150)
- (H) EPOXY PAVEMENT MARKING - LINE 24" (WHITE) [SOLID] (78005180)
- (I) EPOXY PAVEMENT MARKING - LETTERS & SYMBOLS (WHITE) [SOLID] (78005100)

MODEL: Pvt Mark Sheet 3
FILE NAME: L:\Rockford\2200468\3-00_15thAveBridgePh2\468300\Signing and Marking\Sheets\SHTS_PMK.dgn

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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

PAVEMENT MARKING AND SIGNING PLAN
15TH AVENUE

SCALE: 1" = 20' | SHEET 3 OF 3 SHEETS | STA. 165+00.00 | TO STA. 171+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	70
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			

PROPOSED SIGN SCHEDULE

SIGN NUMBER	MUTCD CODE	PANEL DESCRIPTION	SIGN SUPPORT	TELESCOPING SIGN STEEL (FT)	STATION	OFFSET	PROPOSED SIZE	SIGN PANEL TYPE 1	SIGN PANEL TYPE 2
1	R5-i102	CLASS II TRUCK ROUTE	LIGHT POLE MOUNTED	-	162+07.38	30.0' RT	24" X 24"	1	-
2	D11-1	BIKE ROUTE	LIGHT POLE MOUNTED	-	165+74.42	30.0' LT	24" X 18"	1	-
3	D11-1	BIKE ROUTE	TELESCOPING STEEL	12.75'	166+32.68	111.5' RT	24" X 18"	1	-
	M7-5	DIRECTIONAL ARROW					12" X 9"		
4	D1-1	"NELSON BLVD"	TELESCOPING STEEL	15.50'	166+40.62	53.3' LT	24" X 18"	-	1
	D1-1	"15TH AVE"					20" X 18"		
	R1-1	STOP					30" X 30"		
5	R1-1	STOP	TELESCOPING STEEL	13.00'	166+46.21	56.5' RT	30" X 30"	1	-
6	D11-1	BIKE ROUTE	TELESCOPING STEEL	12.75'	166+65.32	92.7' LT	24" X 18"	1	-
	M7-5	DIRECTIONAL ARROW					12 " X 9"		
7	W11-2	PEDESRTRIAN CROSSING	TELESCOPING STEEL	14.25'	166+77.24	27.4' RT	30" X 30"	1	-
	W16-7P	DOWNWARD DIAGONAL ARROW					21" X 15"		
8	CUSTOM	NEIGHBORHOOD WATCH POLICE SIGN	TELESCOPING STEEL	12.50'	167+01.52	79.0' LT	15" X 18"	REUSE EXISITNG SIGN PANEL	
9	W11-2	PEDESTRIAN CROSSING	TELESCOPING STEEL	14.25'	167+14.40	26.7' LT	30" X 30"	1	-
	W16-7P	DOWNWARD DIAGONAL ARROW					21" X 15"		
10	CUSTOM	RMTD BUS STOP	TELESCOPING STEEL	11.50'	167+23.56	26.9' LT	9" X 12"	REUSE EXISTING SIGN PANEL	
11	W9-5	BIKE LANE ENDS	TELESCOPING STEEL	15.50'	167+77.51	26.6' RT	30" X 30"	-	1
	W16-1	SHARE THE ROAD					18" X 24"		
12	D11-1	BIKE ROUTE	LIGHT POLE	-	168+93.36	25.4' RT	24" X 18"	1	-

MODEL: SIGN SCHEDULE [Sheet]
FILE NAME: L:\Rockford\220048\3-00_15thAveBridgePh2\49300\Signing and Marking\Sheets\SHT_Pr_Sign_Schedule.dgn

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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

PROPOSED SIGN SCHEDULE

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	71
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			

SOIL EROSION AND SEDIMENT CONTROL NOTES:

1. ALL PROJECTS WITHIN THE CITY OF ROCKFORD LIMITS SHALL FOLLOW THE REQUIREMENTS AS DETAILED IN THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY'S GENERAL CONSTRUCTION PERMIT (ILR10).

2. THE CITY OF ROCKFORD RESERVES THE RIGHT TO BE MORE RESTRICTIVE THAN THE GENERAL CONSTRUCTION PERMIT IF THE ADMINISTRATOR, OR THEIR DESIGNEE, CONSIDERS IT NECESSARY. THIS MAY REQUIRE EROSION AND SEDIMENT CONTROL PLANS BE SUBMITTED FOR LAND DISTURBANCE LESS THAN 1 ACRE.

3. EROSION AND SEDIMENT CONTROL PLANNING SHALL BE PART OF THE INITIAL SITE PLANNING PROCESS. IN PLANNING THE DEVELOPMENT OF THE SITE, THE APPLICANT SHALL CONSIDER THE SENSITIVITY OF EXISTING SOILS TO EROSION AND TOPOGRAPHICAL FEATURES SUCH AS STEEP SLOPES, STREAM CORRIDORS AND SPECIAL MANAGEMENT AREAS WHICH MUST BE PROTECTED TO REDUCE THE AMOUNT OF EROSION AND SEDIMENT WHICH OCCURS. WHERE APPROPRIATE, EXISTING VEGETATION SHALL BE PROTECTED FROM DISTURBANCE DURING CONSTRUCTION BY FENCING OR OTHER MEANS. IN THE PLANNING PROCESS THE APPLICANT SHALL ALSO ADDRESS THE FOLLOWING:

   a) FOR PROJECTS THAT INVOLVE PHASED CONSTRUCTION, EXISTING LAND COVER FOR THOSE AREAS NOT UNDER CURRENT DEVELOPMENT SHALL BE ADDRESSED. IF EXISTING LAND COVER DOES NOT CONSIST OF APPROPRIATE DENSE VEGETATION THEN THESE PHASES SHALL BE PLANTED TEMPORARILY TO REDUCE EROSION FROM IDLE LAND.

   b) IN PLANNING THE EROSION AND SEDIMENT CONTROL STRATEGY, PREFERENCE SHALL BE GIVEN TO REDUCING EROSION RATHER THAN CONTROLLING SEDIMENT. IN ORDER TO ACCOMPLISH THIS, THE PLAN MUST CAREFULLY CONSIDER THE CONSTRUCTION SEQUENCE OF THE PHASES SO THAT THE AMOUNT OF LAND AREA EXPOSED TO EROSIVE FORCES IS THE MINIMUM CONSISTENT WITH COMPLETING CONSTRUCTION.

4. EROSION AND SEDIMENT CONTROL PLANNING, STANDARDS AND SPECIFICATIONS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE ILLINOIS URBAN MANUAL, OR SIMILAR DOCUMENT(S).

5. THE RUNOFF FROM DISTURBED AREAS SHALL NOT LEAVE THE SITE WITHOUT FIRST PASSING THROUGH SEDIMENT CONTROL MEASURES OR DEVICES. THIS REQUIREMENT SHALL APPLY TO ALL PHASES OF CONSTRUCTION AND SHALL INCLUDE AN ONGOING PROCESS OF IMPLEMENTATION OF MEASURES AND MAINTENANCE OF THOSE MEASURES DURING BOTH THE CONSTRUCTION SEASON AND ANY CONSTRUCTION SHUTDOWN PERIODS.

6. THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.

7. THE AREA OF DISTURBANCE ONSITE AT ANY ONE TIME SHALL BE LIMITED TO 20 ACRES. AN ADDITIONAL 20 ACRES (A MAXIMUM OF 40 ACRES OF DISTURBANCE AT ANY ONE TIME) MAY BE STRIPPED IN ORDER TO BALANCE CUT AND FILL ONSITE. NO ADDITIONAL AREA MAY BE OPEN WITHOUT THE PERMISSION OF THE ADMINISTRATOR UNTIL THE PREVIOUSLY DISTURBED AREAS HAVE BEEN TEMPORARILY OR PERMANENTLY STABILIZED.

8. EROSION AND SEDIMENT CONTROL PLANS SHALL BE IN ACCORDANCE WITH ARTICLE 5 AND SHALL INCLUDE THE FOLLOWING:

   a) DETAILED CONSTRUCTION PHASING PLAN IDENTIFYING EROSION AND SEDIMENT CONTROL MEASURES TO BE IN PLACE FOR EACH PHASE SHALL BE SUBMITTED.

   b) EROSION AND SEDIMENT CONTROL MEASURES TO BE INSTALLED INITIALLY PRIOR TO STRIPPING EXISTING VEGETATION OR MASS GRADING SHALL BE INDICATED ON THE PLANS.

   c) PERMANENT STABILIZATION MEASURES SHALL BE INDICATED ON A SEPARATE PLAN.

   d) THE EXPECTED TWO-YEAR AND TEN-YEAR RUNOFF RATES FROM ALL OFFSITE AREAS DRAINING INTO THE SITE SHALL BE IDENTIFIED ON THE PLAN.

   e) METHODS FOR CONVEYING FLOWS THROUGH THE SITE DURING CONSTRUCTION SHALL BE INDICATED. THESE METHODS MUST INCLUDE THE TEMPORARY AND PERMANENT STABILIZATION MEASURES TO BE USED TO REDUCE VELOCITY AND EROSION FROM FLOW THROUGH THE CONSTRUCTION ZONE.

   f) A MAINTENANCE SCHEDULE OF EACH MEASURE USED SHALL BE INDICATED ON THE PLAN. AS A MINIMUM, ALL EROSION AND SEDIMENT CONTROL MEASURES ONSITE SHALL BE INSPECTED WEEKLY OR AFTER A ONE-HALF INCH OR GREATER RAINFALL EVENT AND ANY REQUIRED REPAIRS SHALL BE MADE TO KEEP THESE MEASURES FUNCTIONAL AS DESIGNED.

   g) SPECIAL MANAGEMENT AREAS AND ANY REQUIRED BUFFERS SHALL BE INDICATED ON THE EROSION AND SEDIMENT CONTROL PLAN.

SOIL EROSION AND SEDIMENT CONTROL NOTES (CONT.):

9. TO THE EXTENT PRACTICABLE, PROPOSED DITCHES AND WATERWAYS WHICH ARE TO CONVEY OFFSITE FLOWS THROUGH THE SITE SHALL BE STABILIZED UPON CONSTRUCTION. WHERE NEW WATERWAYS ARE CONSTRUCTED THEY SHALL BE STABILIZED TO THE EXTENT PRACTICABLE PRIOR TO THEIR USE TO CONVEY FLOOD FLOWS.

10. STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS (SAND, LIMESTONE, ETC.) SHALL NOT BE LOCATED IN SPECIAL MANAGEMENT AREAS OR REQUIRED BUFFERS. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, EROSION AND SEDIMENT CONTROL SHALL BE PROVIDED.

11. STORM SEWER INLETS SHALL BE PROTECTED WITH SEDIMENT TRAPPING AND/OR FILTER CONTROL DEVICES DURING CONSTRUCTION.

12. WATER PUMPED OR WHICH IS OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED AND A MEANS PROVIDED TO REDUCE EROSION.

13. GRAVELED ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH AND VEHICLE WASH-DOWN FACILITIES IF NECESSARY, SHALL BE PROVIDED TO PREVENT SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL TRACKED ONTO A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY OR SOONER AS DIRECTED BY THE AUTHORITY MAINTAINING THE ROADWAY.

14. UNDER NO CIRCUMSTANCES WILL CONSTRUCTION WASTE BE ALLOWED TO ENTER THE CITY'S STORM SYSTEM (INLETS, CURBLINES, DRAINAGEWAYS, CREEKS, DITCHES ETC.) NOR CAN THEY BE POURED ON THE GROUND SURFACE. AN APPROVED WASHOUT OR WASTE RECEPTACLE MUST BE AVAILABLE ONSITE.

15. TEMPORARY STREAM CROSSINGS AND WORK PLATFORMS OF INTERMITTENT AND PERENNIAL STREAMS USED ONLY FOR AND DURING CONSTRUCTION SHALL BE DESIGNED TO CONVEY A TWO-YEAR FLOOD (MINIMUM), WITHOUT OVERTOPPING UNLESS A MORE FREQUENT DESIGN EVENT IS ALLOWED BY THE ADMINISTRATOR AND WILL NOT OBSTRUCT THE PORTION OF THE CHANNEL CARRYING THE BASE FLOW. THE ENTIRE CROSSING SHALL BE DESIGNED TO WITHSTAND HYDRODYNAMIC AND EROSIVE FORCES UP TO THE BASE FLOOD EVENT WITHOUT WASHING OUT. EPHEMERAL STREAMS MAY BE CROSSED AT TEMPORARY AT-GRADE CROSSINGS PROVIDED THAT THE CROSSING POINT IS STABILIZED WITH MATERIALS RESISTANT TO THE EROSIVE FORCES PRODUCED BY RUNOFF FROM THE UPSTREAM DRAINAGE AREA AND THE DESIGN IS APPROVED BY THE ADMINISTRATOR. ALL TEMPORARY STREAM CROSSINGS SHALL BE COMPLETELY REMOVED AND THE STREAM RESTORED TO ITS PRECONSTRUCTION CONDITION UPON COMPLETION OF CONSTRUCTION. RESTORATION SHALL INCORPORATE APPROPRIATE NATIVE VEGETATION. (USFWS)

INSPECTION AND MAINTENANCE

1. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED BY A QUALIFIED PERSON. A QUALIFIED PERSON SHALL BE DEFINED AS A PERSON KNOWLEDGEABLE IN THE PRINCIPLES AND PRACTICES OF EROSION AND SEDIMENT CONTROL MEASURES, SUCH AS A LICENSED PROFESSIONAL ENGINEER (P.E.), A CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC), A CERTIFIED EROSION SEDIMENT AND STORM WATER INSPECTOR (CESSWI), OR OTHER KNOWLEDGEABLE PERSON.

2. ALL MEASURES SHALL BE INSPECTED A MINIMUM OF ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS (OR BY THE FOLLOWING WORKING DAY) OF THE END OF A RAIN EVENT OF 0.5 INCHES OR GREATER.

3. THE CONTRACTOR SHALL PERMIT SITE ACCESS TO REPRESENTATIVES OF THE ENGINEER, OWNER, SOIL AND WATER CONSERVATION DISTRICT, ENVIRONMENTAL PROTECTION AGENCY, AND U.S. ARMY CORPS OF ENGINEERS.

4. ALL TEMPORARY AND PERMANENT SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED IN AN EFFECTIVE WORKING CONDITION AS DETERMINED BY THE ENGINEER INCLUDING, BUT NOT LIMITED TO THE FOLLOWING:

   A. PERIMETER EROSION BARRIER (SILT FENCE) - MAINTAIN AND REPAIR TEARS, GAPS, UNDERMINING. REPLACE BROKEN OR MISPLACED STAKES. SEDIMENT ACCUMULATION SHALL BE REMOVED WHEN IT HAS REACHED 1/3 THE HEIGHT OF THE BARRIER.

   B. DITCH CHECKS - SEDIMENT ACCUMULATION SHALL BE REMOVED WHEN IT HAS REACHED 50% OF THE HEIGHT OF THE STRUCTURE OR AS RECOMMENDED BY THE MANUFACTURER, WHICHEVER IS LESS.

   C. EROSION CONTROL BLANKET - MAINTAIN AND REPAIR DAMAGE DUE TO WATER, SOIL DISPLACEMENT, AND IMPROPER INSTALLATION.

   D. SILT BASKETS (INLET AND PIPE PROTECTION) - SEDIMENT ACCUMULATION SHALL BE REMOVED WHEN IT HAS REACHED 50% OF THE CAPACITY OR AS RECOMMENDED BY THE MANUFACTURER, WHICHEVER IS LESS.

   E. CONCRETE WASHOUT - ALL CONTAINED MATERIALS SHALL BE REMOVED AND DISPOSED OF AT LEGAL OFF-SITE LOCATION WHEN THE FACILITY HAS REACHED 50% CAPACITY.

5. MAINTENANCE, REPAIR, REPLACEMENT OF EROSION AND SEDIMENT CONTROL MEASURES, AND DISPOSAL OF SEDIMENT SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS ITEMS AS BID.

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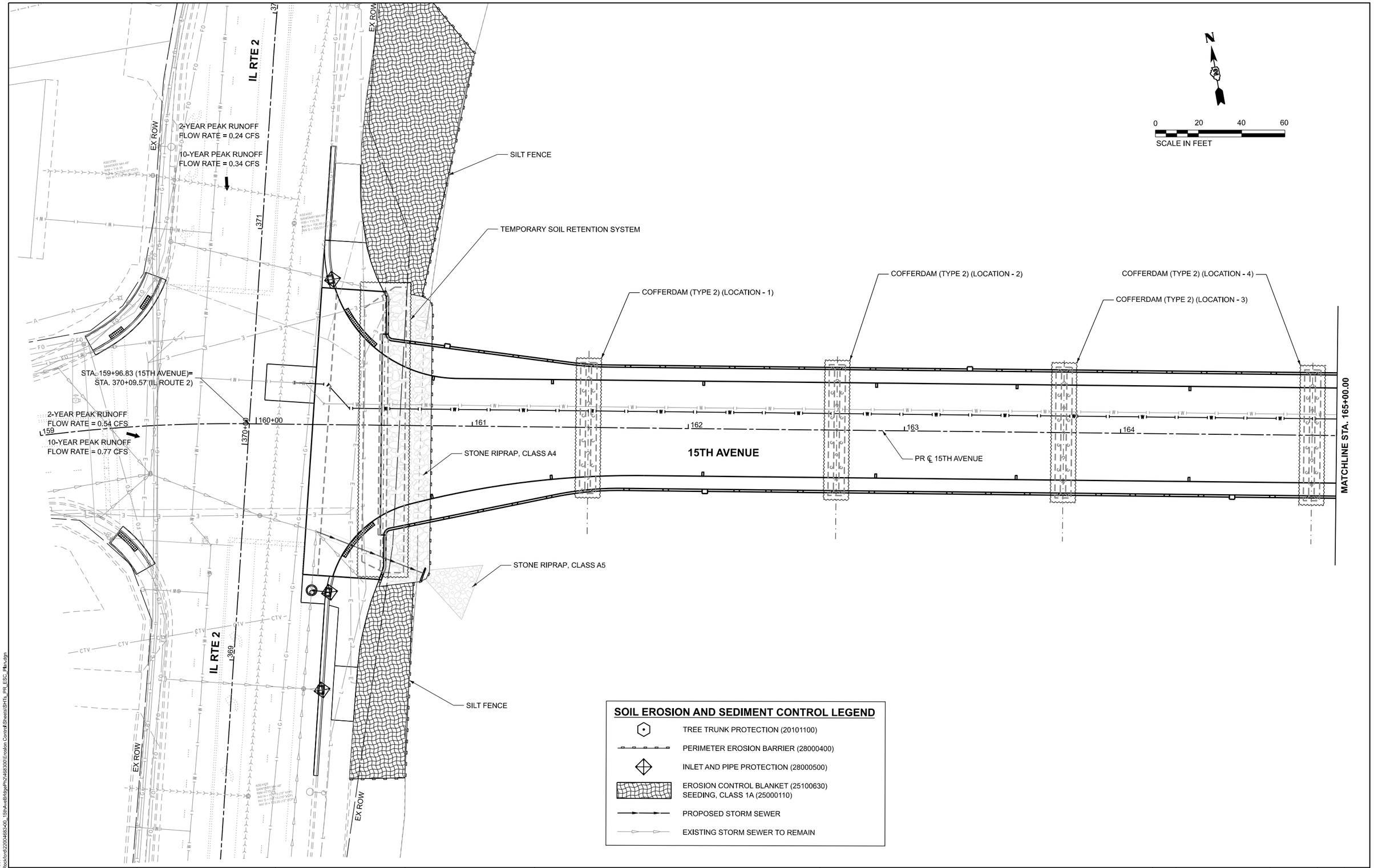
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
GENERAL NOTES

SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	72
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



SOIL EROSION AND SEDIMENT CONTROL LEGEND

- TREE TRUNK PROTECTION (20101100)
- PERIMETER EROSION BARRIER (28000400)
- INLET AND PIPE PROTECTION (28000500)
- EROSION CONTROL BLANKET (25100630)
  SEEDING, CLASS 1A (25000110)
- PROPOSED STORM SEWER
- EXISTING STORM SEWER TO REMAIN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL EROSION AND SEDIMENT CONTROL PLAN
15TH AVENUE

SCALE: 1"=20' | SHEET 1 OF 2 SHEETS | STA. 159+00.00 | TO STA. 165+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	73
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

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N

0 20 40 60
SCALE IN FEET

NELSON BLVD

EX ROW

SILT FENCE

PR TEMP EASE

COFFERDAM (TYPE 2)
(LOCATION - 5)

MATCHLINE STA. 165+00.00

2-YEAR PEAK RUNOFF FLOW RATE = 0.29 CFS
10-YEAR PEAK RUNOFF FLOW RATE = 0.41 CFS

2-YEAR PEAK RUNOFF FLOW RATE = 0.10 CFS
10-YEAR PEAK RUNOFF FLOW RATE = 0.15 CFS

STA. 166+44.38 (15TH AVENUE)=
STA. 314+37.86 (NELSON BLVD)

PR ℄ 15TH AVENUE

15TH AVENUE

STONE RIPRAP, CLASS A4

PARK ENTRANCE

SOIL EROSION AND SEDIMENT CONTROL LEGEND

- TREE TRUNK PROTECTION (20101100)
- PERIMETER EROSION BARRIER (28000400)
- INLET AND PIPE PROTECTION (28000500)
- EROSION CONTROL BLANKET (25100630)
  SEEDING, CLASS 1A (25000110)
- PROPOSED STORM SEWER
- EXISTING STORM SEWER TO REMAIN

MODEL: ESC Sheet 2
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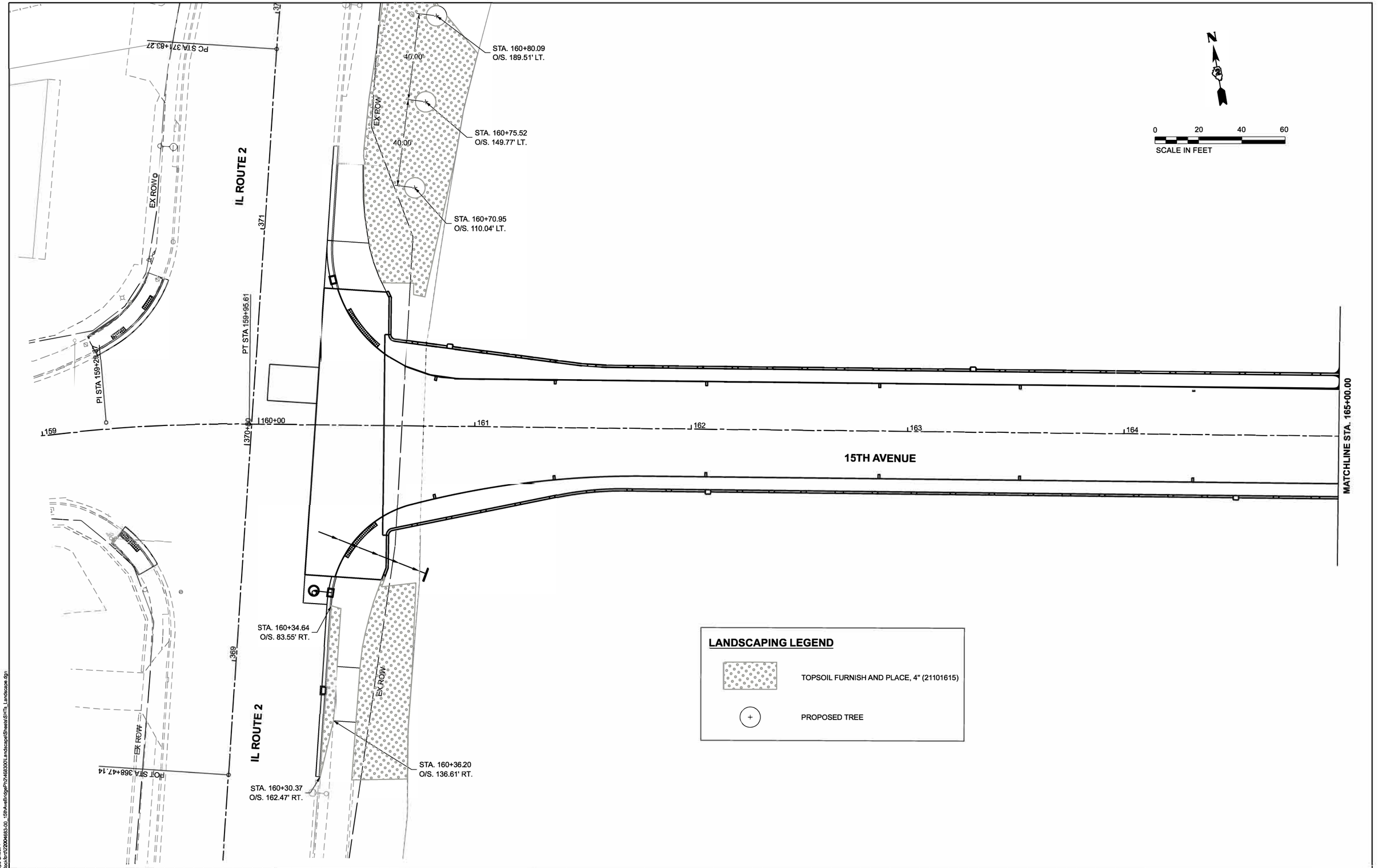
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL EROSION ADN SEDIMENT CONTROL PLAN
15TH AVENUE

SCALE: 1"=20' | SHEET 2 OF 2 SHEETS | STA. 165+00.00 | TO STA. 171+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	74
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

LANDSCAPING PLAN
15TH AVENUE

SCALE: 1" = 20' | SHEET 1 OF 2 SHEETS | STA. 159+00.00 TO STA. 165+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	75
		CONTRACT NO. 85802		
		ILLINOIS FED. AID PROJECT		

N

0 20 40 60
SCALE IN FEET

NELSON BOULEVARD

15TH AVENUE

MATCHLINE STA. 165+00.00

STA. 166+68.91
O/S. 136.45' LT.

STA. 166+50.53
O/S. 100.00' LT.

STA. 166+08.67
O/S. 88.77' LT.

STA. 165+94.18
O/S. 51.15' LT.

STA. 166+21.17
O/S. 40.68' LT.

STA. 167+30.09
O/S. 132.50' LT.

STA. 168+95.74
O/S. 31.05' LT.

STA. 169+25.43
O/S. 22.39' LT.

STA. 169+25.43
O/S. 20.58' RT.

STA. 169+22.41
O/S. 38.27' RT.

STA. 166+06.18
O/S. 43.71' RT.

STA. 165+83.85
O/S. 49.33' RT.

STA. 165+68.20
O/S. 86.15' RT.

STA. 165+89.52
O/S. 119.63' RT.

STA. 166+00.42
O/S. 120.97' RT.

STA. 166+24.74
O/S. 127.67' RT.

PT STA 168+08.05

STA 166+96.39

EX ROW

PR TEMP EASE

40.00

165+00 166 167 168 169 170+00

315+00 316 314 313

PARK ENTRANCE

LANDSCAPING LEGEND

TOPSOIL FURNISH AND PLACE, 4" (21101615)

PROPOSED TREE

MODEL: Landscape Sheet 2
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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

LANDSCAPING PLAN
15TH AVENUE

SCALE: 1" = 20' | SHEET 2 OF 2 SHEETS | STA. 165+00.00 TO STA. 171+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	76
		CONTRACT NO. 85802		
		ILLINOIS FED. AID PROJECT		

N

0 5 10 15
SCALE IN FEET

PR NORTH LEG PED PUSH BUTTON

PR NORTH LEG PED HEAD
PR WEST LEG PED HEAD AND PUSH BUTTON

IL ROUTE 2

PR CL 15TH AVENUE STA. 159+96.83 =
PR CL IL ROUTE 2 STA. 370+09.57

MARECHASNO DRIVE

15TH AVENUE

R 155.00'
R 60.00'
R 62.06'

MODEL: IL Rte 2 North - Sheet
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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

ADA DETAILS
IL ROUTE 2 NORTH

SCALE: 1" = 5' | SHEET 1 OF 4 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	77
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

PR CL 15TH AVENUE STA. 159+96.83 =
PR CL IL ROUTE 2 STA. 370+09.57

MARECHASNO DRIVE

15TH AVENUE

IL ROUTE 2

N

0 5 10 15
SCALE IN FEET

715.07 +40.86 0.50% +34.85 715.10

0.95% 0.74%

6.00'

714.68 +33.45 44.41' RT 714.64 +33.33 47.81' RT 1.00% +39.85 44.67' RT 714.74

0.24% 0.70% 0.35% 11.50' 1.50% 5.00' 0.35% 714.70 +39.72 50.25' RT 714.76 +45.79 50.80' RT

1.10% 0.50% 0.36% +45.18 56.78' RT R 61.00' 714.73

+28.12 52.87' RT 10.13' 0.38% 7.00' 1.50% 10.00' 5.50% +41.51 56.45' RT 714.68

714.75 +37.63 51.95' RT 714.66 +35.30 60.53' RT 6.25% 8.80' 1.50% 7.00' 0.60% +47.18 64.99' RT 715.23

714.79 +40.24 69.09' RT 715.34 0.45% 1.44% 6.93' +49.57 69.50' RT 715.26

+42.40 72.65' RT 715.36

715.43 +03.77 53.92' RT 1.51% 1.54% 6.00' 0.33% 1.49% 1.49% 6.00'

715.41 +23.35 59.41' RT

715.00 +23.15 54.07' RT

714.98 +22.62 60.06' RT

715.17 +26.15

714.93 +44.23 714.80 +54.23 1.30%

0.29% 0.67%

10.00'

714.65 +44.23 44.63' RT 714.50 +54.23 44.63' RT 1.50% 10.00' 5.40% 1.50% 6.00' R 50.00' +62.79 39.36' RT 715.04

714.60 +44.23 54.53' RT 714.67 +40.50 54.45' RT 0.71% 1.50% 14.12' 6.14% 8.80' +55.35 44.93' RT 715.13

1.86% 1.88% 0.80% 18.65' +57.81 49.44' RT 714.59

0.33% 0.71% 1.50%

714.65 +40.37 60.45' RT 1.82% 10.00' 2.30% 1.50% 6.09' 3.30% 8.80' 10.00' 1.50% 0.78% 8.97' +59.69 61.06' RT 714.82

6.00' 1.50% 10.00' 1.50% 1.26% 6.80'

714.94 +36.41 69.67' RT 2.32% 2.27% 8.80' 2.84% 6.80' +54.35 68.27' RT 714.89

1.50% 1.50% 4.91' 10.00' +51.66 74.46' RT 715.18

715.16

+50.26 81.10' RT 715.38

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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

ADA DETAILS
IL ROUTE 2 SOUTH

SCALE: 1" = 5' | SHEET 2 OF 4 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	78
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

N

0 5 10 15

SCALE IN FEET

NELSON BOULEVARD

15TH AVENUE

15TH AVENUE

PR CL 15TH AVENUE STA. 166+44.38 =
PR CL NELSON BOULEVARD STA. 314+37.86

R 100.00'

R 50.00'

R 58.25'

R 25.00'

705.96
706.00
706.13
+21.09
39.99' LT
+29.54
34.26' LT
+25.05
34.11' LT
706.35
+10.09
33.74' LT
706.93
+03.02
31.34' LT
707.36
+96.01
29.07' LT
707.72
+89.13
27.99' LT
707.79
+84.32
28.00' LT
705.52
+57.61
34.86' LT
705.04
+95.81
45.85' LT
705.00
+93.17
45.28' LT
705.12
+00.81
46.17' LT
704.94
+03.54
34.44' LT
704.83
+97.56
34.50' LT
704.85
+08.06
34.13' LT
704.87
+94.35
34.58' LT
704.91
+18.88
31.58' LT
704.93
+94.15
28.51' LT
704.83
+99.60
28.39' LT
704.90
+96.00
28.47' LT
704.74
+04.13
28.26' LT
704.84
+01.86
31.38' LT
704.80
+18.74
24.56' LT
704.83
+18.78
26.58' LT
705.69
+28.71
28.06' LT
706.04
+28.71
28.06' LT
706.18
+19.86
27.66' LT
706.24
+13.00
27.35' LT
706.82
706.50
+04.67
24.58' LT
707.25
706.87
+96.94
22.46' LT
707.63
706.96
+89.11
21.99' LT
707.70
707.03
+84.31
22.00' LT
705.59
+86.90
705.45
+92.91

5.00'
1.50%
8.26'
2.18%
11.65'
1.46%
1.50%
6.18'
1.00'
1.46%
9.89'
7.00'
1.50%
9.05'
1.96'
0.54%
1.84'
0.40%
13.16'
1.50%
5.00'
1.00%
0.50%
1.90%
2.00%
1.82%
6.10'
1.00%
0.50%
1.00%
2.55%
6.17'
1.62%
1.42%
1.37%
1.33%
1.86%
1.80%
13.57'
1.86%
1.81%
12.36'
13.78'
1.50%
7.00'
7.83%
7.28'
7.03'
6.23%
6.79'
5.21%
1.50%
6.00'
1.50%
1.50%
7.27'
1.50%
.96'
6.79%
3.04%
8.51'
4.93%
1.17%
7.71'
5.41%
4.65%
8.08'
2.30%
2.17%
6.00'
2.22%

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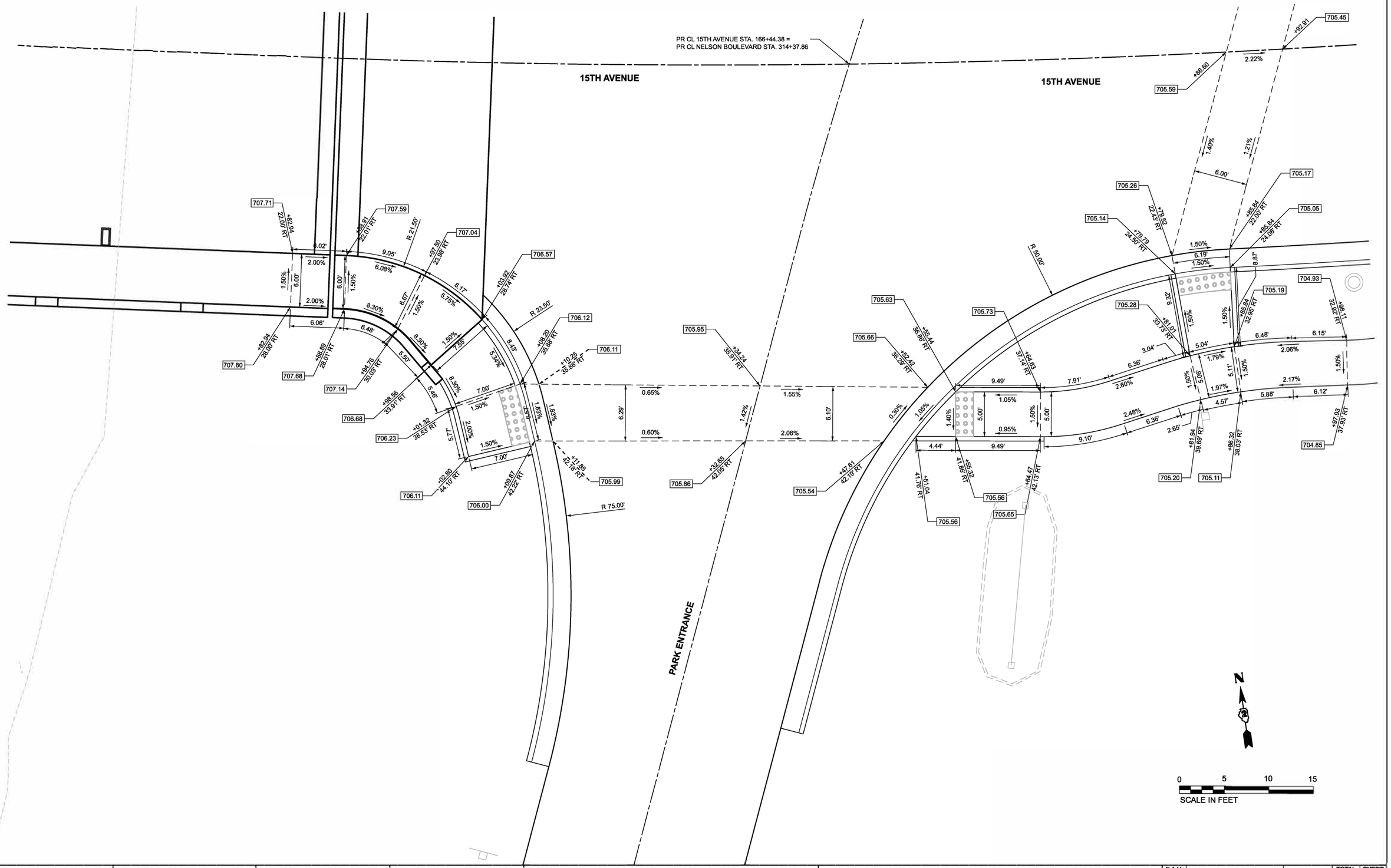
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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

ADA DETAILS
NELSON BOULEVARD

SCALE: 1" = 5' | SHEET 3 OF 4 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	79
		CONTRACT NO. 85802		
		ILLINOIS FED. AID PROJECT		



MODEL: Park Entrance - Sheet
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PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -	

CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

ADA DETAILS
PARK ENTRANCE

SCALE: 1" = 5' | SHEET 4 OF 4 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	80
		CONTRACT NO. 85802		
		ILLINOIS FED. AID PROJECT		

N

0 10 20 30

SCALE IN FEET

EX ROW

EX ROW

EX ROW

EX ROW

IL ROUTE 2

PT STA 159+95.61

EX IL ROUTE 2 STA. 370+09.57 □ =
PR 15TH AVE STA. 159+96.83 □

15TH AVE

MARCHESANO DR

BRIDGE APPROACH SLAB

159

160+00

161

162

370+00

371

6.00'

10.00'

715.12 +57.02 56.94' LT 715.81 +99.85 55.88' LT 715.37 +29.68 63.37' LT 715.49 62.13' LT +36.19 715.41 +58.37 61.77' LT

715.34 53.63' LT +29.14 715.14 53.01' LT +40.27 714.97 +59.67 42.17' LT

715.11 +82.88 +56.41 715.06 53.36' LT +53.38 715.79 +99.85 49.26' LT 715.32 +28.80 47.64' LT 715.12 +39.94 47.02' LT 715.05 +44.23 46.79' LT

714.94 +41.69 41.77' LT 714.95 +41.61 39.01' LT 714.91 38.16' LT +35.93 715.77 +04.74 27.78' LT 715.26 +27.63 26.56' LT 715.02 +44.23 36.05' LT 714.83 +54.23 36.05' LT 714.69 +57.92 33.18' LT 714.26 +75.00 24.10' LT

715.72 +03.85 11.04' LT 715.21 +28.70 9.82' LT 715.19 +26.16 714.80 +54.23 714.75 +57.92 714.72 +57.92 22.00' LT 714.27 +75.00 22.00' LT

714.93 +44.23 714.51 +75.00 714.17 713.82 +25.00 713.48 +50.00 713.13 +75.00 712.78

715.10 +34.85 715.07 +40.85 714.56 +57.92 22.00' RT 714.19 +75.00 22.00' RT 713.41 +25.00 22.00' RT 713.05 +50.00 23.06' RT 712.72 +75.00 22.00' RT 712.30 22.00' RT

714.04 +75.00 35.42' RT 713.75 22.00' RT 29.72' RT 713.61 714.37 +62.79 39.80' RT +25.00 25.82' RT 713.34

714.68 +33.45 44.41' RT 714.74 +39.85 44.57' RT 714.70 +39.72 50.26' RT 714.76 +45.79 50.80' RT 714.73 56.78' RT +45.18 715.43 +93.73 53.42' RT 715.00 54.07' RT +23.15 714.67 54.45' RT +40.50 714.60 54.53' RT +44.23 714.50 +44.63' RT +44.23 714.65 44.63' RT +44.23 714.44 +57.92 42.13' RT 714.61 +59.67 50.71' RT

715.41 +93.35 59.41' RT 714.98 +22.82 60.06' RT 714.65 +40.37 60.45' RT

714.95 +22.30 69.40' RT 714.94 715.44 +36.41 69.67' RT +39.98 70.39' RT 714.99 +51.77 71.04' RT +57.65 71.37' RT 714.94 715.14 +34.35 79.38' RT 714.98

0.88% 0.17% 1.50% 1.47% 6.00' 0.33% 1.57% 1.88% 0.33% 1.63% 0.28% 1.50% 1.90% 2.39% 0.27% 2.82% 2.24% 1.38% 0.24% 0.69% 0.14% 1.10% 2.00% 0.50% 0.32% 0.98% 0.74% 0.67% 0.99% 0.27% 0.50% 1.00% 0.24% 0.70% 1.10% 0.36% 1.51% 1.54% 1.49% 1.82% 1.86% 0.71% 1.30% 2.53% 1.70% 1.06% 1.93% 1.16% 1.29% 1.81% 1.12% 2.64% 1.96% 0.62% 0.35% 0.40% 0.86% 1.44% 1.89% 1.86%

MODEL: Sheet 1
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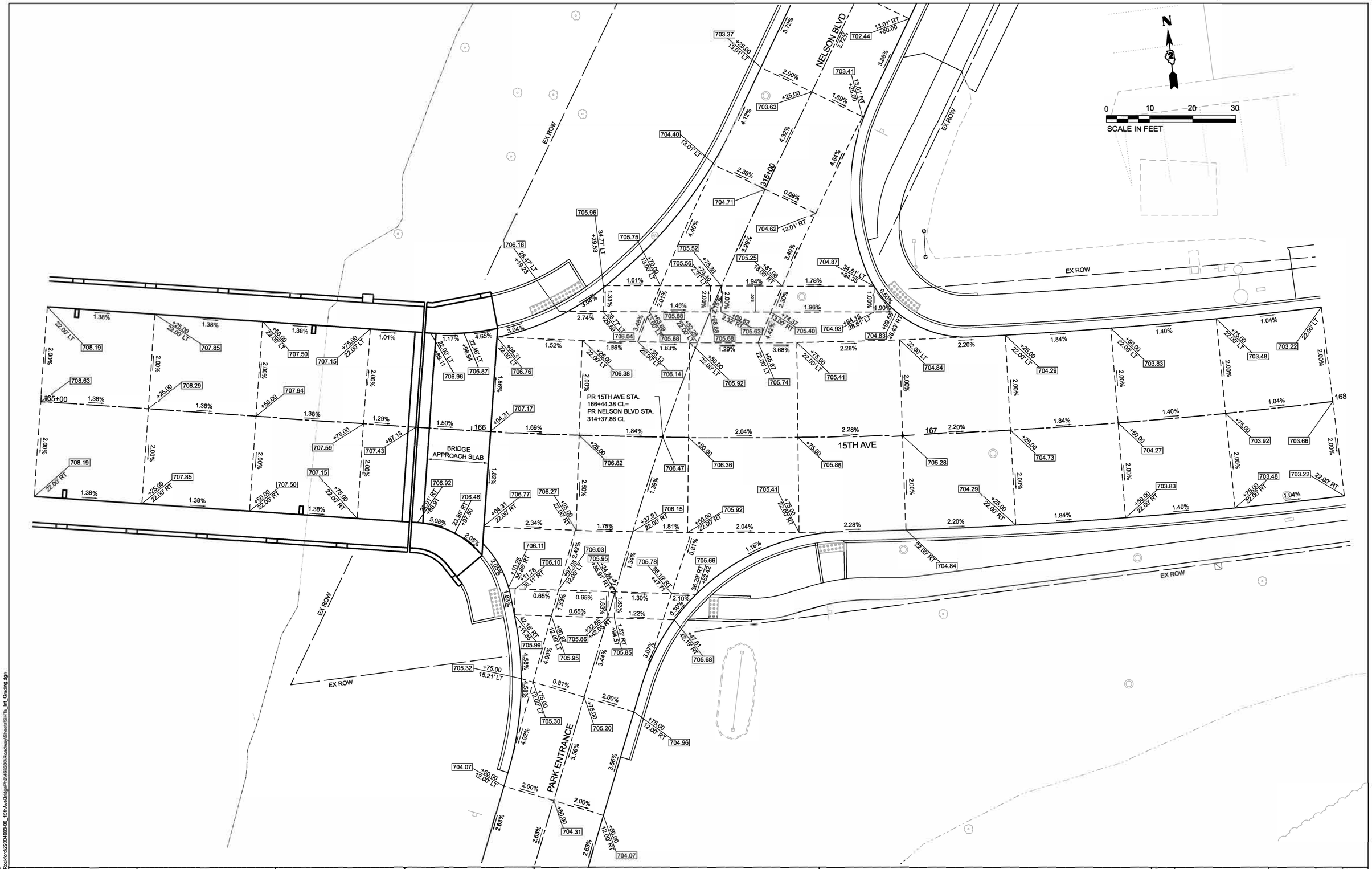
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PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -	

CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

INTERSECTION GRADING DETAILS
15TH AVENUE AND IL ROUTE 2

SCALE: 1" = 10' | SHEET 1 OF 2 SHEETS | STA. 159+00.00 | TO STA. 162+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	81
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



MODEL: Sheet 2
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PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -

CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

INTERSECTION GRADING DETAIL
15TH AVENUE AND NELSON BOULEVARD

SCALE: 1" = 10' | SHEET 2 OF 2 SHEETS | STA. 165+00.00 | TO STA. 168+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	82
		CONTRACT NO. 85802		
		ILLINOIS FED. AID PROJECT		

EXISTING STRUCTURE

Existing SN 101-6137 was built circa 1933. The superstructure was replaced in 1980 with some modifications and widening. The structure has eight spans and measures 529'-0" back-to-back of abutments. The 8" concrete slab is supported by rolled steel beams, with curved welded plate girders supporting the widened turn lanes at the west end. The superstructure is supported by reinforced concrete wall piers on untreated timber piles and concrete closed abutments on untreaded timber piles. Concrete retaining walls supported by concrete piles wrap around the north and south sides of the west approach. The deck with varies from 63'-6" to 127'-11½".

Roadway will be closed for bridge construction.

No salvage.

BENCHMARKS

58A: A 3D NGS monument in the southwest quadrant of the entrance to Blackhawk Park off of 15th Ave. Sta. 166+03.14, Off. 69.49' Rt., Elev. 704.01.

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

LOADING HL-93

Allow 50 psf for future wearing surface.
LL Deflection Limit: L/1000

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec (SD1) = 0.079g
Design Spectral Acceleration at 0.2 sec (SDS) = 0.132g
Soil Site Class = D

DESIGN STRESSES

FIELD UNITS

f'c = 4,000 psi (superstructure concrete)
f'c = 3,500 psi (substructure concrete)
fy = 60,000 psi (reinforcement)
fy = 50,000 psi (M270 Grade 50)
fy = 65,000 psi (welded wire reinforcement)

CURVE DATA

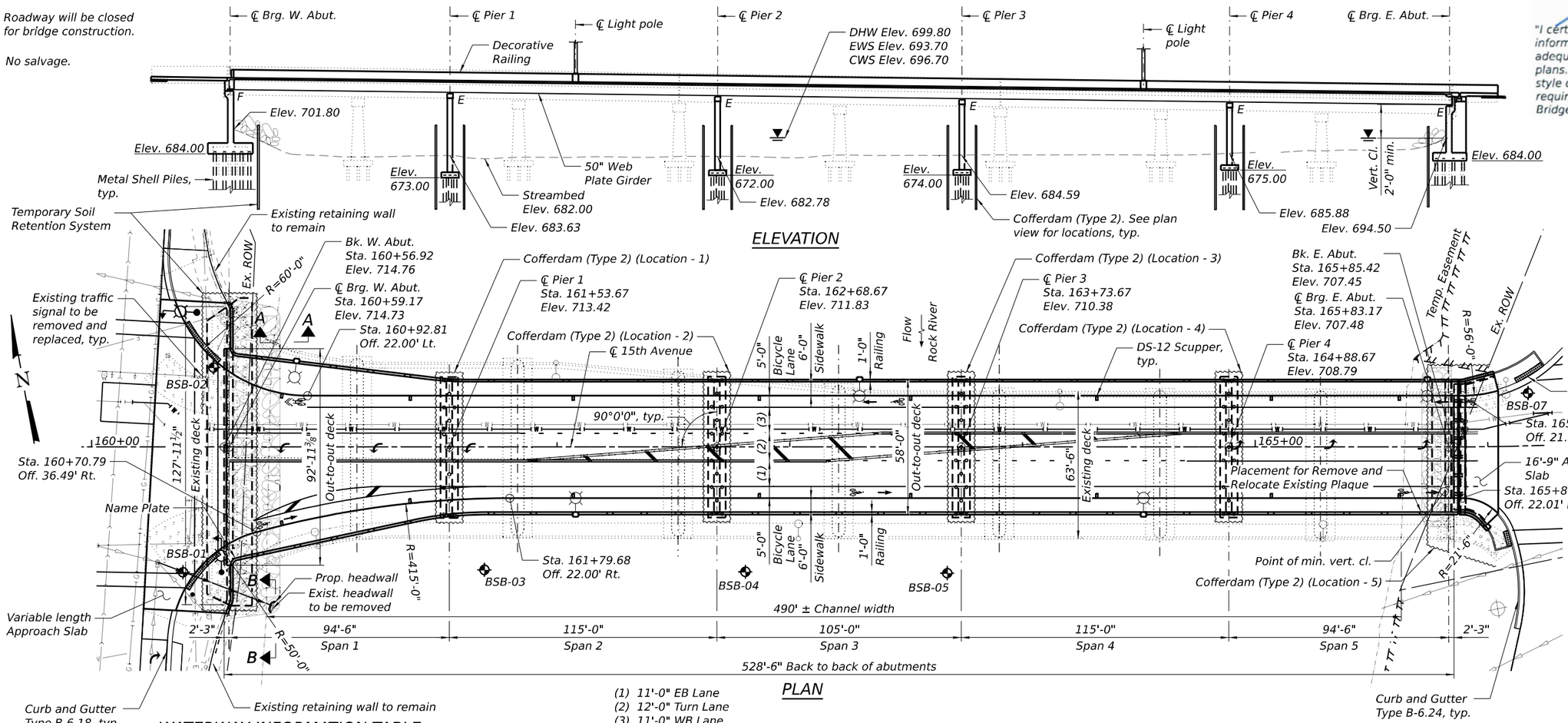
Pr Curve 15th_Ave_02
P.I. Sta. = 166+96.39
Δ = 11° 15' 35" (LT)
D = 5° 01' 33"
R = 1,140.00'
T = 112.38'
L = 224.03'
E = 5.53'
S.E. = None
P.C. Sta. = 165+84.01
P.T. Sta. = 168+08.05

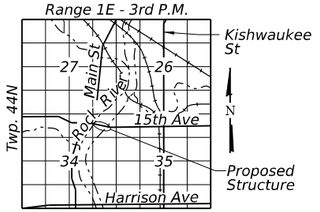
LICENSED STRUCTURAL ENGINEER
JOSEPH T. HEGER
081-008156
STATE OF ILLINOIS

9-2-26

Exp. Date 11/30/2026

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





LOCATION SKETCH

LEGEND

- Existing edge of water
- Existing storm sewer
- Existing gas line
- Existing water main
- Existing underground lighting cable
- Existing underground electrical line
- Existing sanitary sewer
- Existing light pole to be removed
- Soil Boring
- Proposed water main
- Proposed storm sewer
- Stone Riprap Class A4
- Proposed light pole
- Proposed traffic light post

Note:
For Section A-A and Section B-B see sheet 2 of 58.

WATERWAY INFORMATION TABLE

Drainage Area = 6,540 sq. mi.

Exist. Low Grade Elev. 706.06 ft. @ Sta. 166+09.00
Prop. Low Grade Elev. 707.05 ft. @ Sta. 166+09.00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	25,900	6,068	6,218	697.6	0.1	0.0	697.7	697.6
Design	50	34,500	7,147	7,324	699.8	0.1	0.0	699.9	699.8
Base	100	38,000	7,552	7,739	700.6	0.1	0.0	700.7	700.6
Scour Design Check	200	41,350	7,917	8,113	701.4	0.1	0.0	701.5	701.4
OVERTOPPING OCCURS ABOVE THE 500 YR. FLOOD									
Max. Calc.	500	45,900	8,397	8,587	702.4	0.1	0.1	702.5	702.5

DESIGN SCOUR ELEVATION TABLE

Event/Limit State	West Abut.	Pier 1	Pier 2	Pier 3	Pier 4	East Abut.	Item 113
Q100	695.60	676.41	675.31	677.35	678.83	691.23	8
Q200	697.19	676.23	675.13	677.16	678.63	691.23	
Design	684.00	673.00	672.00	674.00	675.00	684.00	
Check	684.00	673.00	672.00	674.00	675.00	684.00	

LIGHT POLE LOCATIONS

Sta.	Offset
160+88.00	36.96' Lt.
163+30.00	28.00' Lt.
165+74.00	28.00' Lt.
162+08.00	28.00' Rt.
164+52.00	28.00' Rt.

SCUPPER LOCATIONS

North Curb	South Curb
160+81.92	160+81.92
161+36.92	161+36.92
162+06.92	162+06.92
162+86.92	162+86.92
163+51.92	163+51.92
164+31.92	164+31.92
165+06.92	165+06.92
165+61.92	165+61.92

Note:
For Section A-A and Section B-B see sheet 2 of 58.

GENERAL PLAN AND ELEVATION
15TH AVENUE OVER
ROCK RIVER (PUBLIC WATERS)
FAU RTE. 5082 - SEC 19-00631-00-BR
WINNEBAGO COUNTY
STATION 163+21.17
STRUCTURE NO. 101-6069

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		DRAWN - VT		REVISED -	
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PLOT DATE = 9/21/2026		DATE - 3/23/2026		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 1 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	83
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

1. Calculated weight of structural steel:
   M270 Grade 50: 846,100 lbs.
   M270 Grade 36: 97,550 lbs.

2. No field welding is permitted except as specified in the contract documents.

3. Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Bolts $\frac{7}{8}$ in. diameter, holes $\frac{15}{16}$ in. diameter, unless otherwise noted.

4. Reinforcement bars designated (E) shall be epoxy coated.

5. If the Contractor elects to use cantilever forming brackets on the exterior 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 girder at each of these additional bracket locations.

6. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

7. Concrete Sealer shall be applied to the designated areas of the east abutment wingwalls and expansion joint concrete trough. The Concrete Sealer shall be a "film forming" type for horizonal surfaces.

8. The Seal coat design thickness is estimated based on the Cofferdam Design Water Elevation (CDWE) shown. Final cofferdam design, details and seal coat thickness shall be submitted to the Engineer for approval.

9. Granular backfill behind the abutments shall be compacted according to Article 205.06 of the Standard Specifications.

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

11. 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 the IDNR 3704 Floodway Construction permit number allowing permanant construction as shown in the contract plans.

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

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

14. 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 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 Blue, Munsell No. 10B 3/6.

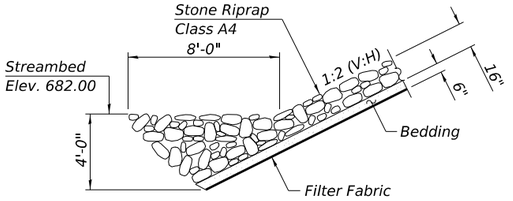
15. Plans for the existing bridge are available for review from the City of Rockford upon request.

16. It shall be the Contractor's responsibility to verify the location of utilities prior to starting construction. Contact J.U.L.I.E., 800-892-0123.

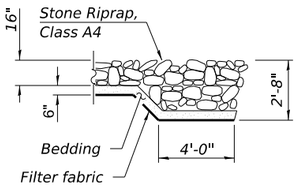
17. See Roadway Plans for approach slab elevations and slopes.

INDEX OF SHEETS

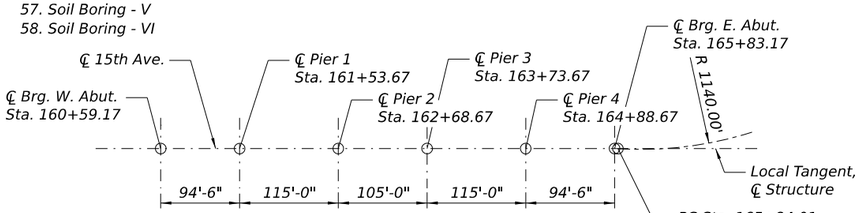
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2. General Data
3. Substructure Layout
4. Temporary Soil Retention System
5. Deck Elevations - I
6. Deck Elevations - II
7. Deck Elevations - III
8. Deck Elevations - IV
9. Deck Elevations - V
10. Superstructure - I
11. Superstructure - II
12. Superstructure - III
13. Superstructure - IV
14. Superstructure Details
15. West Diaphragm Details
16. West Approach Slab Plan
17. West Approach Slab Details
18. East Approach Slab Plan
19. East Approach Slab Details
20. Concrete Bridge Railing - I
21. Concrete Bridge Railing - II
22. Concrete Bridge Railing - III
23. Concrete Bridge Railing - IV
24. Concrete Bridge Railing - V
25. Concrete Bridge Railing - VI
26. Concrete Bridge Railing - VII
27. Parapet Railing (Special)
28. East Abutment Joint Details - I
29. East Abutment Joint Details - II
30. East Abutment Joint Details - III
31. Drainage Scupper, DS-12
32. Framing Plan
33. Girder Elevation - I
34. Girder Elevation - II
35. Structural Steel Details - I
36. Structural Steel Details - II
37. Structural Steel Details - III
38. Structural Steel Details - IV
39. Bearing Details - Elastomeric Type I
40. Bearing Details - Elastomeric Type II
41. West Abutment - I
42. West Abutment - II
43. West Abutment Details
44. East Abutment
45. East Abutment Details - I
46. East Abutment Details - II
47. Pier 1
48. Pier 2
49. Pier 3
50. Pier 4
51. Metal Shell Pile Details
52. Bar Splicer Assembly and Mechanical Splicer Details
53. Soil Boring - I
54. Soil Boring - II
55. Soil Boring - III
56. Soil Boring - IV
57. Soil Boring - V
58. Soil Boring - VI



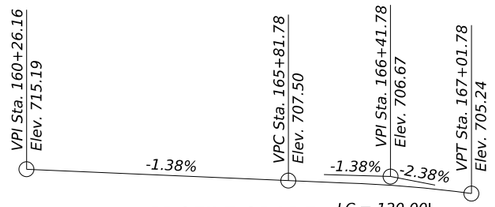
SECTION A-A



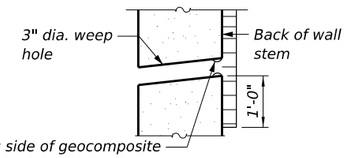
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OFFSET SKETCH



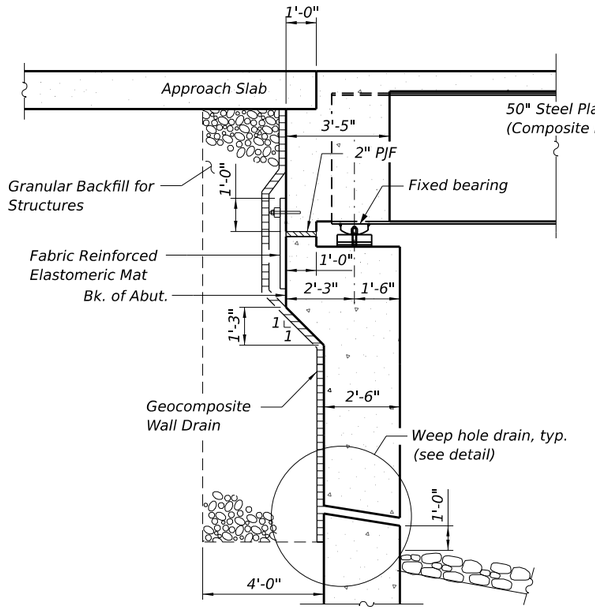
PROFILE GRADE
(Along ℄ 15th Avenue)



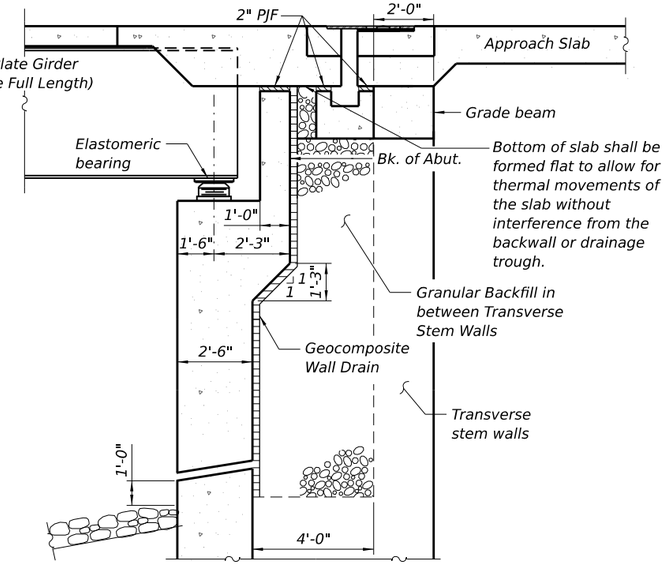
WEEP HOLE DRAIN DETAIL

STA. 163+21.17
BUILT 20___ BY
STATE OF ILLINOIS
F.A.U. RT. 5082
SEC. 19-00631-00-BR
LOADING HL-93
STR. NO. 101-6069

NAME PLATE
See Std. 515001



SECTION THRU WEST ABUTMENT



SECTION THRU EAST ABUTMENT

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		423	423
Filter Fabric	Sq. Yd.		423	423
Removal of Existing Structures	Each	1		1
Concrete Removal	Cu. Yd.	1		1
Structure Excavation	Cu. Yd.		2,681	2,681
Cofferdam Excavation	Cu. Yd.		3,433	3,433
Cofferdam (Type 2) (Location - 1)	Each		1	1
Cofferdam (Type 2) (Location - 2)	Each		1	1
Cofferdam (Type 2) (Location - 3)	Each		1	1
Cofferdam (Type 2) (Location - 4)	Each		1	1
Cofferdam (Type 2) (Location - 5)	Each		1	1
Concrete Structures	Cu. Yd.		1,731.5	1,731.5
Concrete Superstructure	Cu. Yd.	1,011.4		1,011.4
Bridge Deck Grooving	Sq. Yd.	3,017		3,017
Seal Coat Concrete	Cu. Yd.		1,737	1,737
Protective Coat	Sq. Yd.	4,691		4,691
Concrete Superstructure (Approach Slab)	Cu. Yd.	260.4		260.4
Furnishing and Erecting Structural Steel	L. Sum.	1		1
Stud Shear Connectors	Each	12,642		12,642
Reinforcement Bars, Epoxy Coated	Pound	377,280	256,540	633,820
Bar Splicers	Each	198		198
Furnishing Metal Shell Piles 14" X 0.312"	Foot		1,968	1,968
Furnishing Metal Shell Piles 16" X 0.312"	Foot		4,486	4,486
Driving Piles	Foot		6,454	6,454
Test Pile Metal Shells	Each		6	6
Piles Shoes	Each		215	215
Name Plates	Each	1		1
Finger Plate Expansion Joint, 4"	Foot	44		44
Elastomeric Bearing Assembly, Type I	Each		27	27
Elastomeric Bearing Assembly, Type II	Each		16	16
Anchor Bolts, 1"	Each		86	86
Anchor Bolts, 1¼"	Each		10	10
Temporary Soil Retention System	Sq. Ft.		9,375	9,375
Granular Backfill for Structures	Cu. Yd.		286	286
Concrete Sealer	Sq. Ft.		1,135	1,135
Geocomposite Wall Drain	Sq. Yd.		278	278
Bar Terminators	Each	444		444
Steel Railing Removal	Foot	12		12
Parapet Railing (Special)	Foot	9		9
Drainage Scuppers, DS-12	Each	16		16
Drill and Grout Dowel Bars	Each	133		133
Remove and Relocate Existing Plaque	Each	1		1
Concrete Bridge Railing (Special)	Foot	1,133		1,133

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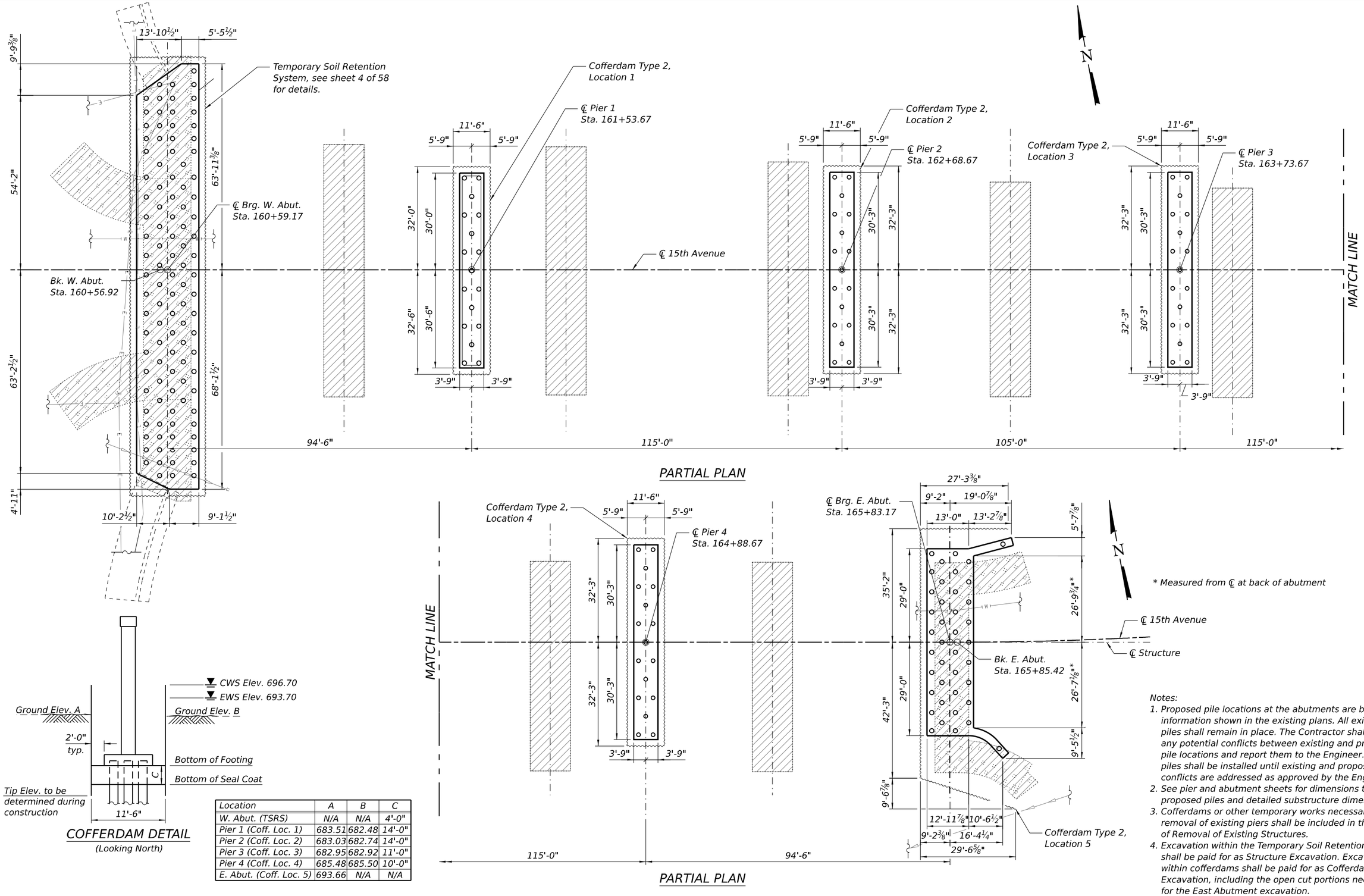
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 2 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	84
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			



Location	A	B	C
W. Abut. (TSRS)	N/A	N/A	4'-0"
Pier 1 (Coff. Loc. 1)	683.51	682.48	14'-0"
Pier 2 (Coff. Loc. 2)	683.03	682.74	14'-0"
Pier 3 (Coff. Loc. 3)	682.95	682.92	11'-0"
Pier 4 (Coff. Loc. 4)	685.48	685.50	10'-0"
E. Abut. (Coff. Loc. 5)	693.66	N/A	N/A

Notes:
1. Proposed pile locations at the abutments are based on information shown in the existing plans. All existing piles shall remain in place. The Contractor shall identify any potential conflicts between existing and proposed pile locations and report them to the Engineer. No piles shall be installed until existing and proposed pile conflicts are addressed as approved by the Engineer.
2. See pier and abutment sheets for dimensions to proposed piles and detailed substructure dimensions.
3. Cofferdams or other temporary works necessary for removal of existing piers shall be included in the cost of Removal of Existing Structures.
4. Excavation within the Temporary Soil Retention System shall be paid for as Structure Excavation. Excavation within cofferdams shall be paid for as Cofferdam Excavation, including the open cut portions necessary for the East Abutment excavation.

FILE NAME: L:\Rockford\22004683\00_15thAveBridge\Ph2\4683000Structures\CADD Sheets\101-6069_003_Substructure Layout.dgn

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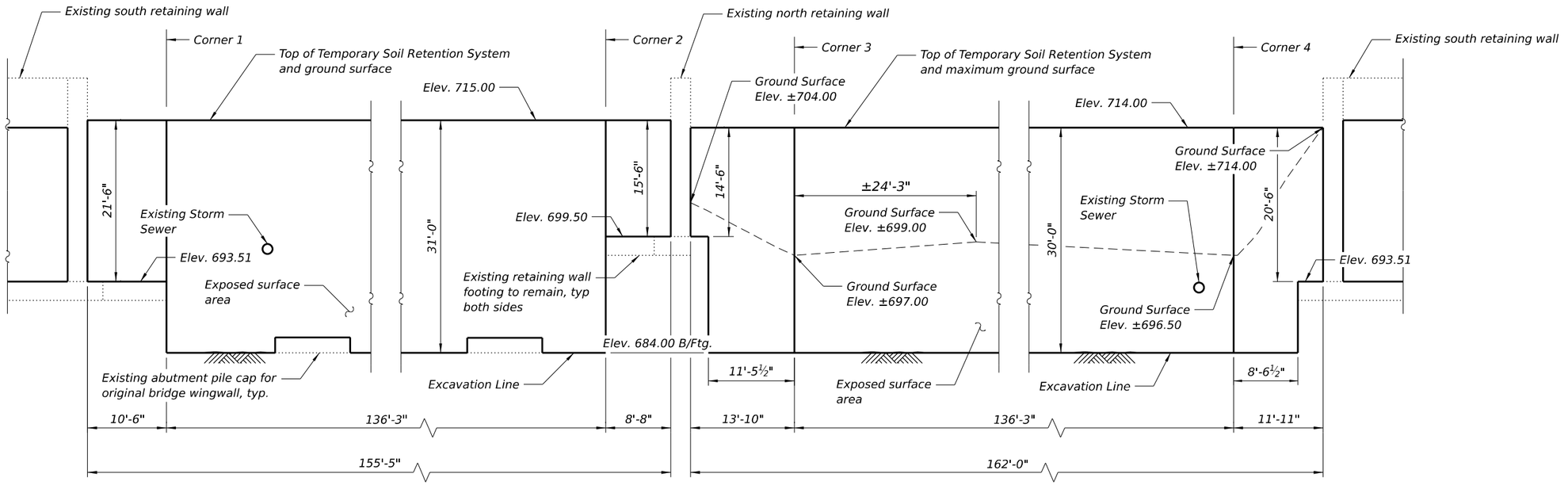
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE LAYOUT
STRUCTURE NUMBER 101-6069

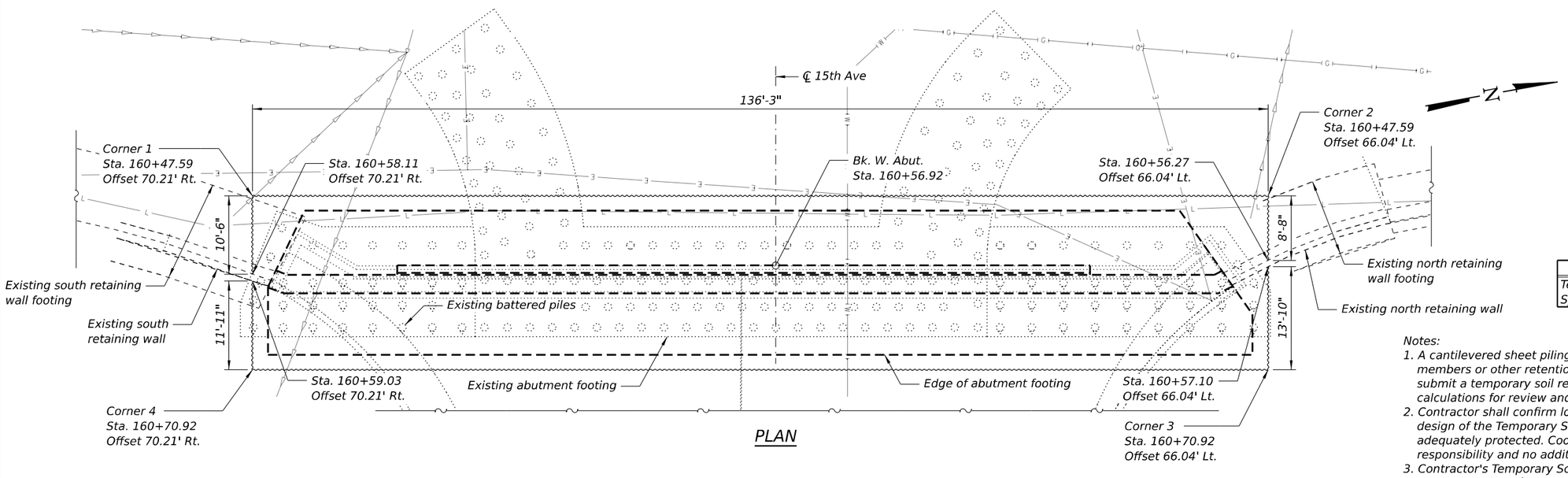
SCALE: | SHEET 3 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	85
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



DEVELOPED ELEVATION

(Looking at inside face of Temporary Soil Retention System)



PLAN

BILL OF MATERIAL

Item	Unit	Quantity
Temporary Soil Retention System	Sq. Ft.	9,375

Notes:

1. *A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.*
2. *Contractor shall confirm location of all utilities and address each conflict in the design of the Temporary Soil Retention System. All utlilities to remain shall be adequately protected. Coordination with utility owners will be the Contractor's responsibility and no additional compensation will be made for this effort.*
3. *Contractor's Temporary Soil Retention System shall protect the necessary conflicting and adjacent utilities and retaining wall structures. Any damage caused by this work will be repaired or replaced at the Contractor's expense.*

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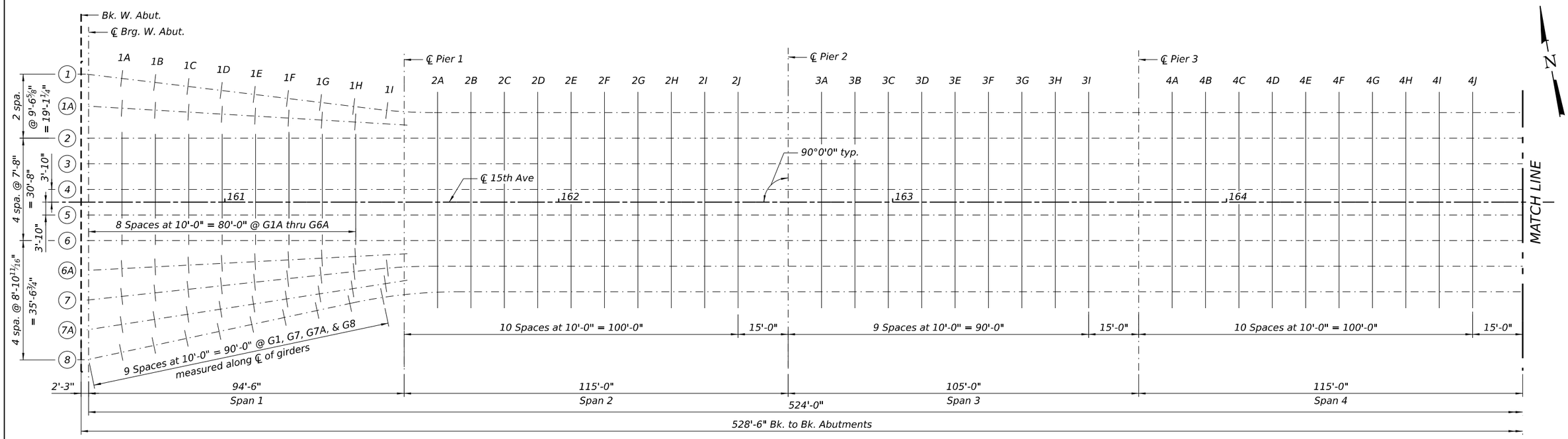
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

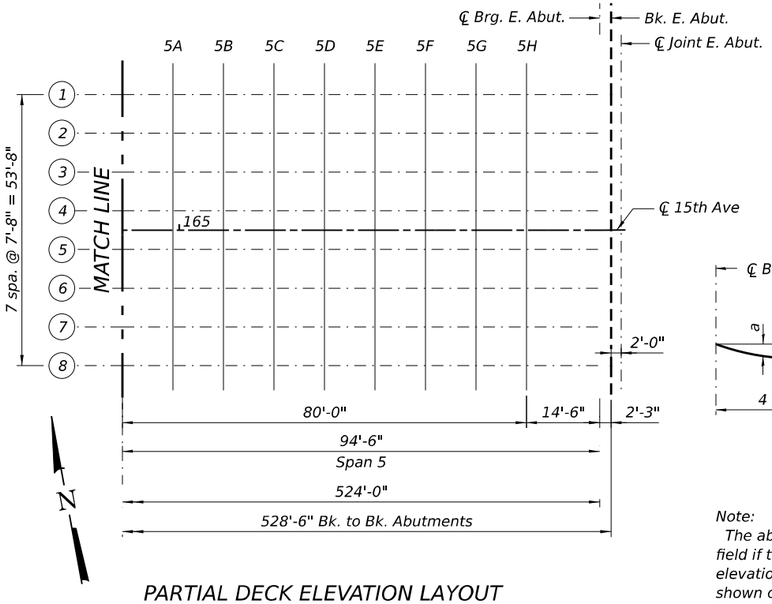
TEMPORARY SOIL RETENTION SYSTEM
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 4 OF 58 SHEETS | STA. | TO STA.

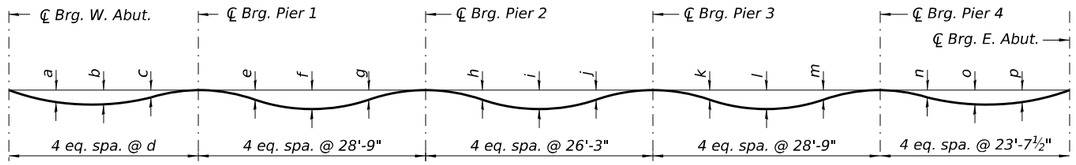
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	86
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			



PARTIAL DECK ELEVATION LAYOUT



PARTIAL DECK ELEVATION LAYOUT

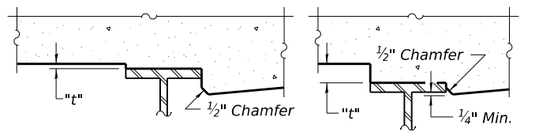


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Girder	Span 1				Span 2			Span 3			Span 4			Span 5		
	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p
1	1⅛"	1⅜"	¾"	23'-9½"	⅝"	1¼"	¾"	⅜"	⅝"	⅜"	⅞"	1⅜"	¾"	⅝"	1¼"	1⅛"
1A	1¼"	1⅝"	⅞"	23'-8"	--	--	--	--	--	--	--	--	--	--	--	--
2 thru 6	1⅛"	1⅜"	¾"	23'-7½"	⅝"	1¼"	⅞"	⅜"	⅝"	⅜"	⅞"	1½"	¾"	⅝"	1¼"	1⅛"
6A	1¼"	1⅝"	⅞"	23'-7⅞"	--	--	--	--	--	--	--	--	--	--	--	--
7	1⅛"	1⅜"	¾"	23'-9"	⅝"	1⅜"	⅞"	⅜"	⅝"	⅜"	⅞"	1½"	¾"	⅝"	1¼"	1⅛"
7A	1¼"	1⅝"	⅞"	23'-10⅞"	--	--	--	--	--	--	--	--	--	--	--	--
8	1⅛"	1⅜"	¾"	24'-1⅜"	½"	1"	⅝"	⅜"	⅝"	⅜"	¾"	1¼"	⅝"	½"	1"	⅞"

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 sheets 6 thru 9 of 58.



At Minimum Fillet — At Maximum Fillet

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 on sheets 6 thru 9 of 58. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 6 thru 9 of 58, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

Note:
1. *Sidewalk ramps at northwest and southwest corners of the bridge need to be placed monolithic with the deck, due to limited thickness of sidewalk concrete above bridge deck concrete. Elevations shown are top of deck elevations only. See superstructure sheets for additional detail.*

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS - I
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 5 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	87
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	160+56.92	-38.55	714.86	714.86
CL Brg. W. Abut.	160+59.17	-38.27	714.82	714.82
1A	160+69.10	-37.07	714.64	714.69
1B	160+79.03	-35.87	714.40	714.49
1C	160+88.95	-34.67	714.11	714.22
1D	160+98.88	-33.47	713.92	714.04
1E	161+08.81	-32.26	713.76	713.87
1F	161+18.74	-31.06	713.60	713.69
1G	161+28.66	-29.86	713.45	713.51
1H	161+38.59	-28.66	713.29	713.32
1I	161+48.53	-27.51	713.14	713.15
CL Pier 1	161+53.67	-27.11	713.06	713.06
2A	161+63.67	-26.83	712.92	712.93
2B	161+73.67	-26.83	712.78	712.81
2C	161+83.67	-26.83	712.64	712.69
2D	161+93.67	-26.83	712.50	712.58
2E	162+03.67	-26.83	712.36	712.46
2F	162+13.67	-26.83	712.22	712.33
2G	162+23.67	-26.83	712.09	712.19
2H	162+33.67	-26.83	711.95	712.03
2I	162+43.67	-26.83	711.81	711.87
2J	162+53.67	-26.83	711.67	711.70
CL Pier 2	162+68.67	-26.83	711.46	711.46
3A	162+78.67	-26.83	711.33	711.33
3B	162+88.67	-26.83	711.19	711.21
3C	162+98.67	-26.83	711.05	711.09
3D	163+08.67	-26.83	710.91	710.96
3E	163+18.67	-26.83	710.77	710.83
3F	163+28.67	-26.83	710.63	710.68
3G	163+38.67	-26.83	710.50	710.54
3H	163+48.67	-26.83	710.36	710.38
3I	163+58.67	-26.83	710.22	710.23
CL Pier 3	163+73.67	-26.83	710.01	710.01
4A	163+83.67	-26.83	709.87	709.89
4B	163+93.67	-26.83	709.73	709.78
4C	164+03.67	-26.83	709.60	709.68
4D	164+13.67	-26.83	709.46	709.56
4E	164+23.67	-26.83	709.32	709.44
4F	164+33.67	-26.83	709.18	709.30
4G	164+43.67	-26.83	709.04	709.15
4H	164+53.67	-26.83	708.90	708.98
4I	164+63.67	-26.83	708.77	708.82
4J	164+73.67	-26.83	708.63	708.65
CL Pier 4	164+88.67	-26.83	708.42	708.42
5A	164+98.67	-26.83	708.28	708.29
5B	165+08.67	-26.83	708.14	708.18
5C	165+18.67	-26.83	708.01	708.08
5D	165+28.67	-26.83	707.87	707.96
5E	165+38.67	-26.83	707.73	707.84
5F	165+48.67	-26.83	707.59	707.70
5G	165+58.67	-26.83	707.45	707.54
5H	165+68.67	-26.83	707.31	707.37
CL Brg. E. Abut.	165+83.17	-26.83	707.11	707.11
Bk. E. Abut.	165+85.42	-26.83	707.08	707.08
CL Joint E. Abut.	165+87.42	-26.83	707.05	707.05

GIRDER 1A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	160+56.92	-28.85	714.72	714.72
CL Brg. W. Abut.	160+59.17	-28.72	714.67	714.67
1A	160+69.15	-28.13	714.42	714.47
1B	160+79.14	-27.54	714.22	714.31
1C	160+89.12	-26.95	713.98	714.10
1D	160+99.10	-26.36	713.81	713.95
1E	161+09.08	-25.77	713.66	713.79
1F	161+19.07	-25.18	713.51	713.62
1G	161+29.05	-24.59	713.36	713.44
1H	161+39.03	-24.00	713.22	713.26
1I	--	--	--	--
CL Pier 1	161+53.67	-23.14	713.00	713.00

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	160+56.92	-19.17	714.69	714.69
CL Brg. W. Abut.	160+59.17	-19.17	714.65	714.65
1A	160+69.17	-19.17	714.43	714.48
1B	160+79.17	-19.17	714.19	714.28
1C	160+89.17	-19.17	713.95	714.06
1D	160+99.17	-19.17	713.80	713.92
1E	161+09.17	-19.17	713.66	713.77
1F	161+19.17	-19.17	713.52	713.61
1G	161+29.17	-19.17	713.38	713.44
1H	161+39.17	-19.17	713.24	713.27
1I	--	--	--	--
CL Pier 1	161+53.67	-19.17	713.04	713.04
2A	161+63.67	-19.17	712.90	712.91
2B	161+73.67	-19.17	712.76	712.79
2C	161+83.67	-19.17	712.62	712.67
2D	161+93.67	-19.17	712.49	712.57
2E	162+03.67	-19.17	712.35	712.45
2F	162+13.67	-19.17	712.21	712.32
2G	162+23.67	-19.17	712.07	712.18
2H	162+33.67	-19.17	711.93	712.02
2I	162+43.67	-19.17	711.79	711.85
2J	162+53.67	-19.17	711.66	711.69
CL Pier 2	162+68.67	-19.17	711.45	711.45
3A	162+78.67	-19.17	711.31	711.31
3B	162+88.67	-19.17	711.17	711.19
3C	162+98.67	-19.17	711.03	711.06
3D	163+08.67	-19.17	710.89	710.94
3E	163+18.67	-19.17	710.76	710.82
3F	163+28.67	-19.17	710.62	710.67
3G	163+38.67	-19.17	710.48	710.52
3H	163+48.67	-19.17	710.34	710.37
3I	163+58.67	-19.17	710.20	710.21
CL Pier 3	163+73.67	-19.17	710.00	710.00
4A	163+83.67	-19.17	709.86	709.88
4B	163+93.67	-19.17	709.72	709.77
4C	164+03.67	-19.17	709.58	709.66
4D	164+13.67	-19.17	709.44	709.54
4E	164+23.67	-19.17	709.30	709.42
4F	164+33.67	-19.17	709.17	709.29
4G	164+43.67	-19.17	709.03	709.14
4H	164+53.67	-19.17	708.89	708.98
4I	164+63.67	-19.17	708.75	708.80
4J	164+73.67	-19.17	708.61	708.63
CL Pier 4	164+88.67	-19.17	708.40	708.40
5A	164+98.67	-19.17	708.27	708.28
5B	165+08.67	-19.17	708.13	708.17
5C	165+18.67	-19.17	707.99	708.06
5D	165+28.67	-19.17	707.85	707.94
5E	165+38.67	-19.17	707.71	707.82
5F	165+48.67	-19.17	707.57	707.68
5G	165+58.67	-19.17	707.44	707.54
5H	165+68.67	-19.17	707.30	707.37
CL Brg. E. Abut.	165+83.17	-19.17	707.10	707.10
Bk. E. Abut.	165+85.42	-19.17	707.07	707.07
CL Joint E. Abut.	165+87.42	-19.17	707.04	707.04

Note:

1. *Sidewalk ramps at northwest and southwest corners of the bridge need to be placed monolithic with the deck, due to limited thickness of sidewalk concrete above bridge deck concrete. Elevations shown are top of deck elevations only. See superstructure sheets for additional detail.*

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS - II
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 6 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	88
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	160+56.92	-11.50	714.70	714.70
CL Brg. W. Abut.	160+59.17	-11.50	714.67	714.67
1A	160+69.17	-11.50	714.48	714.53
1B	160+79.17	-11.50	714.29	714.38
1C	160+89.17	-11.50	714.09	714.20
1D	160+99.17	-11.50	713.95	714.07
1E	161+09.17	-11.50	713.81	713.92
1F	161+19.17	-11.50	713.67	713.76
1G	161+29.17	-11.50	713.53	713.59
1H	161+39.17	-11.50	713.40	713.43
1I	--	--	--	--
CL Pier 1	161+53.67	-11.50	713.20	713.20
2A	161+63.67	-11.50	713.06	713.07
2B	161+73.67	-11.50	712.92	712.95
2C	161+83.67	-11.50	712.78	712.83
2D	161+93.67	-11.50	712.64	712.72
2E	162+03.67	-11.50	712.50	712.60
2F	162+13.67	-11.50	712.36	712.47
2G	162+23.67	-11.50	712.22	712.33
2H	162+33.67	-11.50	712.09	712.18
2I	162+43.67	-11.50	711.95	712.01
2J	162+53.67	-11.50	711.81	711.84
CL Pier 2	162+68.67	-11.50	711.60	711.60
3A	162+78.67	-11.50	711.46	711.46
3B	162+88.67	-11.50	711.32	711.34
3C	162+98.67	-11.50	711.19	711.22
3D	163+08.67	-11.50	711.05	711.10
3E	163+18.67	-11.50	710.91	710.97
3F	163+28.67	-11.50	710.77	710.82
3G	163+38.67	-11.50	710.63	710.67
3H	163+48.67	-11.50	710.49	710.52
3I	163+58.67	-11.50	710.36	710.37
CL Pier 3	163+73.67	-11.50	710.15	710.15
4A	163+83.67	-11.50	710.01	710.03
4B	163+93.67	-11.50	709.87	709.92
4C	164+03.67	-11.50	709.73	709.81
4D	164+13.67	-11.50	709.60	709.70
4E	164+23.67	-11.50	709.46	709.58
4F	164+33.67	-11.50	709.32	709.44
4G	164+43.67	-11.50	709.18	709.29
4H	164+53.67	-11.50	709.04	709.13
4I	164+63.67	-11.50	708.90	708.95
4J	164+73.67	-11.50	708.77	708.79
CL Pier 4	164+88.67	-11.50	708.56	708.56
5A	164+98.67	-11.50	708.42	708.43
5B	165+08.67	-11.50	708.28	708.32
5C	165+18.67	-11.50	708.14	708.21
5D	165+28.67	-11.50	708.00	708.09
5E	165+38.67	-11.50	707.87	707.98
5F	165+48.67	-11.50	707.73	707.84
5G	165+58.67	-11.50	707.59	707.69
5H	165+68.67	-11.50	707.45	707.52
CL Brg. E. Abut.	165+83.17	-11.50	707.25	707.25
Bk. E. Abut.	165+85.42	-11.50	707.22	707.22
CL Joint E. Abut.	165+87.42	-11.50	707.19	707.19

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	160+56.92	-3.83	714.74	714.74
CL Brg. W. Abut.	160+59.17	-3.83	714.71	714.71
1A	160+69.17	-3.83	714.55	714.60
1B	160+79.17	-3.83	714.40	714.49
1C	160+89.17	-3.83	714.24	714.35
1D	160+99.17	-3.83	714.10	714.22
1E	161+09.17	-3.83	713.96	714.07
1F	161+19.17	-3.83	713.83	713.92
1G	161+29.17	-3.83	713.69	713.75
1H	161+39.17	-3.83	713.55	713.58
1I	--	--	--	--
CL Pier 1	161+53.67	-3.83	713.35	713.35
2A	161+63.67	-3.83	713.21	713.22
2B	161+73.67	-3.83	713.07	713.10
2C	161+83.67	-3.83	712.93	712.98
2D	161+93.67	-3.83	712.79	712.87
2E	162+03.67	-3.83	712.65	712.75
2F	162+13.67	-3.83	712.52	712.63
2G	162+23.67	-3.83	712.38	712.49
2H	162+33.67	-3.83	712.24	712.33
2I	162+43.67	-3.83	712.10	712.16
2J	162+53.67	-3.83	711.96	711.99
CL Pier 2	162+68.67	-3.83	711.75	711.75
3A	162+78.67	-3.83	711.62	711.62
3B	162+88.67	-3.83	711.48	711.50
3C	162+98.67	-3.83	711.34	711.37
3D	163+08.67	-3.83	711.20	711.25
3E	163+18.67	-3.83	711.06	711.12
3F	163+28.67	-3.83	710.92	710.97
3G	163+38.67	-3.83	710.79	710.83
3H	163+48.67	-3.83	710.65	710.68
3I	163+58.67	-3.83	710.51	710.52
CL Pier 3	163+73.67	-3.83	710.30	710.30
4A	163+83.67	-3.83	710.16	710.18
4B	163+93.67	-3.83	710.03	710.08
4C	164+03.67	-3.83	709.89	709.97
4D	164+13.67	-3.83	709.75	709.85
4E	164+23.67	-3.83	709.61	709.73
4F	164+33.67	-3.83	709.47	709.59
4G	164+43.67	-3.83	709.33	709.44
4H	164+53.67	-3.83	709.20	709.29
4I	164+63.67	-3.83	709.06	709.11
4J	164+73.67	-3.83	708.92	708.94
CL Pier 4	164+88.67	-3.83	708.71	708.71
5A	164+98.67	-3.83	708.57	708.58
5B	165+08.67	-3.83	708.43	708.47
5C	165+18.67	-3.83	708.30	708.37
5D	165+28.67	-3.83	708.16	708.25
5E	165+38.67	-3.83	708.02	708.13
5F	165+48.67	-3.83	707.88	707.99
5G	165+58.67	-3.83	707.74	707.84
5H	165+68.67	-3.83	707.60	707.67
CL Brg. E. Abut.	165+83.17	-3.83	707.40	707.40
Bk. E. Abut.	165+85.42	-3.83	707.37	707.37
CL Joint E. Abut.	165+87.42	-3.83	707.34	707.34

℄ 15TH AVENUE & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	160+56.92	0.00	714.76	714.76
CL Brg. W. Abut.	160+59.17	0.00	714.73	714.73
1A	160+69.17	0.00	714.59	714.64
1B	160+79.17	0.00	714.45	714.54
1C	160+89.17	0.00	714.31	714.42
1D	160+99.17	0.00	714.18	714.30
1E	161+09.17	0.00	714.04	714.15
1F	161+19.17	0.00	713.90	713.99
1G	161+29.17	0.00	713.76	713.82
1H	161+39.17	0.00	713.62	713.65
1I	--	--	--	--
CL Pier 1	161+53.67	0.00	713.42	713.42
2A	161+63.67	0.00	713.28	713.29
2B	161+73.67	0.00	713.15	713.18
2C	161+83.67	0.00	713.01	713.06
2D	161+93.67	0.00	712.87	712.95
2E	162+03.67	0.00	712.73	712.83
2F	162+13.67	0.00	712.59	712.70
2G	162+23.67	0.00	712.45	712.56
2H	162+33.67	0.00	712.32	712.41
2I	162+43.67	0.00	712.18	712.24
2J	162+53.67	0.00	712.04	712.07
CL Pier 2	162+68.67	0.00	711.83	711.83
3A	162+78.67	0.00	711.69	711.69
3B	162+88.67	0.00	711.55	711.57
3C	162+98.67	0.00	711.42	711.45
3D	163+08.67	0.00	711.28	711.33
3E	163+18.67	0.00	711.14	711.20
3F	163+28.67	0.00	711.00	711.05
3G	163+38.67	0.00	710.86	710.90
3H	163+48.67	0.00	710.72	710.75
3I	163+58.67	0.00	710.59	710.60
CL Pier 3	163+73.67	0.00	710.38	710.38
4A	163+83.67	0.00	710.24	710.26
4B	163+93.67	0.00	710.10	710.15
4C	164+03.67	0.00	709.96	710.04
4D	164+13.67	0.00	709.83	709.93
4E	164+23.67	0.00	709.69	709.81
4F	164+33.67	0.00	709.55	709.67
4G	164+43.67	0.00	709.41	709.52
4H	164+53.67	0.00	709.27	709.36
4I	164+63.67	0.00	709.13	709.18
4J	164+73.67	0.00	709.00	709.02
CL Pier 4	164+88.67	0.00	708.79	708.79
5A	164+98.67	0.00	708.65	708.66
5B	165+08.67	0.00	708.51	708.55
5C	165+18.67	0.00	708.37	708.44
5D	165+28.67	0.00	708.23	708.32
5E	165+38.67	0.00	708.10	708.21
5F	165+48.67	0.00	707.96	708.07
5G	165+58.67	0.00	707.82	707.92
5H	165+68.67	0.00	707.68	707.75
CL Brg. E. Abut.	165+83.17	0.00	707.48	707.48
Bk. E. Abut.	165+85.42	0.00	707.45	707.45
CL Joint E. Abut.	165+87.42	0.00	707.42	707.42

FILE NAME: L:\Rockford\22004683-00_15thAveBridge\h2\46830\Structures\CADD Sheets\101-6069_007_Deck Elevations - III.dgn

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USER NAME = lformell	DESIGNED - VT	REVISED -			
	DRAWN - VT	REVISED -			
PLOT SCALE = N/A	CHECKED - DH	REVISED -			
PLOT DATE = 9/2/2026	DATE - 3/23/2026	REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS - III
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 7 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	89
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	160+56.92	3.83	714.72	714.72
CL Brg. W. Abut.	160+59.17	3.83	714.69	714.69
1A	160+69.17	3.83	714.54	714.59
1B	160+79.17	3.83	714.39	714.48
1C	160+89.17	3.83	714.25	714.36
1D	160+99.17	3.83	714.11	714.23
1E	161+09.17	3.83	713.97	714.08
1F	161+19.17	3.83	713.83	713.92
1G	161+29.17	3.83	713.69	713.75
1H	161+39.17	3.83	713.56	713.59
1I	--	--	--	--
CL Pier 1	161+53.67	3.83	713.35	713.35
2A	161+63.67	3.83	713.22	713.23
2B	161+73.67	3.83	713.07	713.10
2C	161+83.67	3.83	712.93	712.98
2D	161+93.67	3.83	712.79	712.87
2E	162+03.67	3.83	712.65	712.75
2F	162+13.67	3.83	712.52	712.63
2G	162+23.67	3.83	712.38	712.49
2H	162+33.67	3.83	712.24	712.33
2I	162+43.67	3.83	712.10	712.16
2J	162+53.67	3.83	711.96	711.99
CL Pier 2	162+68.67	3.83	711.75	711.75
3A	162+78.67	3.83	711.62	711.62
3B	162+88.67	3.83	711.48	711.50
3C	162+98.67	3.83	711.34	711.37
3D	163+08.67	3.83	711.20	711.25
3E	163+18.67	3.83	711.06	711.12
3F	163+28.67	3.83	710.92	710.97
3G	163+38.67	3.83	710.79	710.83
3H	163+48.67	3.83	710.65	710.68
3I	163+58.67	3.83	710.51	710.52
CL Pier 3	163+73.67	3.83	710.30	710.30
4A	163+83.67	3.83	710.16	710.18
4B	163+93.67	3.83	710.03	710.08
4C	164+03.67	3.83	709.89	709.97
4D	164+13.67	3.83	709.75	709.85
4E	164+23.67	3.83	709.61	709.73
4F	164+33.67	3.83	709.47	709.59
4G	164+43.67	3.83	709.33	709.44
4H	164+53.67	3.83	709.20	709.29
4I	164+63.67	3.83	709.06	709.11
4J	164+73.67	3.83	708.92	708.94
CL Pier 4	164+88.67	3.83	708.71	708.71
5A	164+98.67	3.83	708.57	708.58
5B	165+08.67	3.83	708.43	708.47
5C	165+18.67	3.83	708.30	708.37
5D	165+28.67	3.83	708.16	708.25
5E	165+38.67	3.83	708.02	708.13
5F	165+48.67	3.83	707.88	707.99
5G	165+58.67	3.83	707.74	707.84
5H	165+68.67	3.83	707.60	707.67
CL Brg. E. Abut.	165+83.17	3.83	707.40	707.40
Bk. E. Abut.	165+85.42	3.83	707.37	707.37
CL Joint E. Abut.	165+87.42	3.83	707.34	707.34

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	160+56.92	11.50	714.65	714.65
CL Brg. W. Abut.	160+59.17	11.50	714.62	714.62
1A	160+69.17	11.50	714.44	714.49
1B	160+79.17	11.50	714.25	714.34
1C	160+89.17	11.50	714.10	714.21
1D	160+99.17	11.50	713.96	714.08
1E	161+09.17	11.50	713.82	713.93
1F	161+19.17	11.50	713.69	713.78
1G	161+29.17	11.50	713.55	713.61
1H	161+39.17	11.50	713.41	713.44
1I	--	--	--	--
CL Pier 1	161+53.67	11.50	713.21	713.21
2A	161+63.67	11.50	713.08	713.09
2B	161+73.67	11.50	712.92	712.95
2C	161+83.67	11.50	712.78	712.83
2D	161+93.67	11.50	712.64	712.72
2E	162+03.67	11.50	712.50	712.60
2F	162+13.67	11.50	712.36	712.47
2G	162+23.67	11.50	712.22	712.33
2H	162+33.67	11.50	712.09	712.18
2I	162+43.67	11.50	711.95	712.01
2J	162+53.67	11.50	711.81	711.84
CL Pier 2	162+68.67	11.50	711.60	711.60
3A	162+78.67	11.50	711.46	711.46
3B	162+88.67	11.50	711.32	711.34
3C	162+98.67	11.50	711.19	711.22
3D	163+08.67	11.50	711.05	711.10
3E	163+18.67	11.50	710.91	710.97
3F	163+28.67	11.50	710.77	710.82
3G	163+38.67	11.50	710.63	710.67
3H	163+48.67	11.50	710.49	710.52
3I	163+58.67	11.50	710.36	710.37
CL Pier 3	163+73.67	11.50	710.15	710.15
4A	163+83.67	11.50	710.01	710.03
4B	163+93.67	11.50	709.87	709.92
4C	164+03.67	11.50	709.73	709.81
4D	164+13.67	11.50	709.60	709.70
4E	164+23.67	11.50	709.46	709.58
4F	164+33.67	11.50	709.32	709.44
4G	164+43.67	11.50	709.18	709.29
4H	164+53.67	11.50	709.04	709.13
4I	164+63.67	11.50	708.90	708.95
4J	164+73.67	11.50	708.77	708.79
CL Pier 4	164+88.67	11.50	708.56	708.56
5A	164+98.67	11.50	708.42	708.43
5B	165+08.67	11.50	708.28	708.32
5C	165+18.67	11.50	708.14	708.21
5D	165+28.67	11.50	708.00	708.09
5E	165+38.67	11.50	707.87	707.98
5F	165+48.67	11.50	707.73	707.84
5G	165+58.67	11.50	707.59	707.69
5H	165+68.67	11.50	707.45	707.52
CL Brg. E. Abut.	165+83.17	11.50	707.25	707.25
Bk. E. Abut.	165+85.42	11.50	707.22	707.22
CL Joint E. Abut.	165+87.42	11.50	707.19	707.19

GIRDER 6A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	160+56.92	20.51	714.57	714.57
CL Brg. W. Abut.	160+59.17	20.39	714.54	714.54
1A	160+69.16	19.87	714.35	714.40
1B	160+79.14	19.34	714.13	714.23
1C	160+89.13	18.82	713.96	714.08
1D	160+99.12	18.30	713.84	713.98
1E	161+09.10	17.78	713.71	713.84
1F	161+19.09	17.25	713.58	713.69
1G	161+29.08	16.73	713.45	713.53
1H	161+39.06	16.21	713.33	713.37
1I	--	--	--	--
CL Pier 1	161+53.67	15.44	713.14	713.14

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	160+56.92	29.52	714.53	714.53
CL Brg. W. Abut.	160+59.17	29.28	714.49	714.49
1A	160+69.12	28.22	714.27	714.32
1B	160+79.06	27.15	714.03	714.12
1C	160+89.00	26.09	713.82	713.93
1D	160+98.94	25.02	713.71	713.83
1E	161+08.89	23.96	713.59	713.70
1F	161+18.83	22.90	713.48	713.57
1G	161+28.77	21.83	713.36	713.42
1H	161+38.72	20.77	713.25	713.28
1I	161+48.66	19.73	713.13	713.14
CL Pier 1	161+53.67	19.38	713.07	713.07
2A	161+63.67	19.17	712.94	712.95
2B	161+73.67	19.17	712.76	712.79
2C	161+83.67	19.17	712.62	712.68
2D	161+93.67	19.17	712.49	712.57
2E	162+03.67	19.17	712.35	712.45
2F	162+13.67	19.17	712.21	712.32
2G	162+23.67	19.17	712.07	712.18
2H	162+33.67	19.17	711.93	712.02
2I	162+43.67	19.17	711.79	711.85
2J	162+53.67	19.17	711.66	711.69
CL Pier 2	162+68.67	19.17	711.45	711.45
3A	162+78.67	19.17	711.31	711.31
3B	162+88.67	19.17	711.17	711.19
3C	162+98.67	19.17	711.03	711.07
3D	163+08.67	19.17	710.89	710.94
3E	163+18.67	19.17	710.76	710.82
3F	163+28.67	19.17	710.62	710.67
3G	163+38.67	19.17	710.48	710.52
3H	163+48.67	19.17	710.34	710.37
3I	163+58.67	19.17	710.20	710.21
CL Pier 3	163+73.67	19.17	710.00	710.00
4A	163+83.67	19.17	709.86	709.88
4B	163+93.67	19.17	709.72	709.77
4C	164+03.67	19.17	709.58	709.66
4D	164+13.67	19.17	709.44	709.55
4E	164+23.67	19.17	709.30	709.42
4F	164+33.67	19.17	709.17	709.29
4G	164+43.67	19.17	709.03	709.14
4H	164+53.67	19.17	708.89	708.97
4I	164+63.67	19.17	708.75	708.80
4J	164+73.67	19.17	708.61	708.63
CL Pier 4	164+88.67	19.17	708.40	708.40
5A	164+98.67	19.17	708.27	708.28
5B	165+08.67	19.17	708.13	708.17
5C	165+18.67	19.17	707.99	708.06
5D	165+28.67	19.17	707.85	707.95
5E	165+38.67	19.17	707.71	707.82
5F	165+48.67	19.17	707.57	707.68
5G	165+58.67	19.17	707.44	707.54
5H	165+68.67	19.17	707.30	707.37
CL Brg. E. Abut.	165+83.17	19.17	707.10	707.10
Bk. E. Abut.	165+85.42	19.17	707.07	707.07
CL Joint E. Abut.	165+87.42	19.17	707.04	707.04

GIRDER 7A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	160+56.92	38.52	714.48	714.48
CL Brg. W. Abut.	160+59.17	38.17	714.44	714.44
1A	160+69.05	36.64	714.20	714.25
1B	160+78.94	35.11	713.96	714.05
1C	160+88.82	33.58	713.74	713.86
1D	160+98.70	32.05	713.65	713.79
1E	161+08.58	30.51	713.56	713.69
1F	161+18.46	28.89	713.45	713.56
1G	161+28.35	27.45	713.34	713.42
1H	161+38.23	25.92	713.22	713.27
1I	161+48.11	24.39	713.09	713.11
CL Pier 1	161+53.67	23.53	713.01	713.01

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	160+56.92	47.54	714.55	714.55
CL Brg. W. Abut.	160+59.17	47.06	714.54	714.54
1A	160+68.95	44.97	714.39	714.44
1B	160+78.73	42.87	714.12	714.21
1C	160+88.51	40.78	713.87	713.98
1D	160+98.29	38.69	713.76	713.88
1E	161+08.06	36.60	713.66	713.77
1F	161+17.84	34.50	713.55	713.64
1G	161+27.62	32.41	713.43	713.49
1H	161+37.40	30.32	713.30	713.33
1I	161+47.24	28.50	713.16	713.17
CL Pier 1	161+53.67	27.68	713.08	713.08
2A	161+63.67	26.95	712.95	712.95
2B	161+73.67	26.83	712.78	712.80
2C	161+83.67	26.83	712.64	712.68
2D	161+93.67	26.83	712.50	712.57
2E	162+03.67	26.83	712.36	712.44
2F	162+13.67	26.83	712.22	712.31
2G	162+23.67	26.83	712.09	712.18
2H	162+33.67	26.83	711.95	712.02
2I	162+43.67	26.83	711.81	711.86
2J	162+53.67	26.83	711.67	711.69
CL Pier 2	162+68.67	26.83	711.46	711.46
3A	162+78.67	26.83	711.33	711.33
3B	162+88.67	26.83	711.19	711.21
3C	162+98.67	26.83	711.05	711.08
3D	163+08.67	26.83	710.91	710.96
3E	163+18.67	26.83	710.77	710.83
3F	163+28.67	26.83	710.63	710.68
3G	163+38.67	26.83	710.50	710.54
3H	163+48.67	26.83	710.36	710.38
3I	163+58.67	26.83	710.22	710.23
CL Pier 3	163+73.67	26.83	710.01	710.01
4A	163+83.67	26.83	709.87	709.89
4B	163+93.67	26.83	709.73	709.77
4C	164+03.67	26.83	709.60	709.67
4D	164+13.67	26.83	709.46	709.55
4E	164+23.67	26.83	709.32	709.42
4F	164+33.67	26.83	709.18	709.28
4G	164+43.67	26.83	709.04	709.13
4H	164+53.67	26.83	708.90	708.97
4I	164+63.67	26.83	708.77	708.81
4J	164+73.67	26.83	708.63	708.65
CL Pier 4	164+88.67	26.83	708.42	708.42
5A	164+98.67	26.83	708.28	708.29
5B	165+08.67	26.83	708.14	708.17
5C	165+18.67	26.83	708.01	708.07
5D	165+28.67	26.83	707.87	707.95
5E	165+38.67	26.83	707.73	707.82
5F	165+48.67	26.83	707.59	707.68
5G	165+58.67	26.83	707.45	707.53
5H	165+68.67	26.83	707.31	707.36
CL Brg. E. Abut.	165+83.17	26.83	707.11	707.11
Bk. E. Abut.	165+85.42	26.83	707.08	707.08
CL Joint E. Abut.	165+87.42	26.83	707.05	707.05

Note:

1. *Sidewalk ramps at northwest and southwest corners of the bridge need to be placed monolithic with the deck, due to limited thickness of sidewalk concrete above bridge deck concrete. Elevations shown are top of deck elevations only. See superstructure sheets for additional detail.*

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS - V
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 9 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	91
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

(1) 3-#5 b1(E) bars cut into 6 bars at ±12" cts., top*
(2) 5x2-#5 b2(E) bars at ±12" cts., top. Lap 4 bars with b3(E) bars
(3) 2-#5 b3(E) bars cut into 4 bars at ±12" cts., top. Lap with b2(E) bars*
(4) 3x3-#5 b(E) bars at ±12" cts., top. Lap with b7(E) bars
(5) 7x2-#5 b2(E) bars at ±12" cts., top. Lap 6 bars with b6(E) bars
(6) 5-#5 b5(E) bars cut into 10 bars at ±12" cts., top*
(7) 3-#5 b6(E) bars cut into 6 bars at ±12" cts., lap with b2(E) bars top*
(8) 2-#5 b7(E) bars cut into 3 bars at ±12" cts., top. Lap with b(E) bars*
(9) 58x2-#6 b12(E) bars at ±12" cts., top of slab over Pier 1

550-#4 d100(E) bars at 12". See Note 5
Detail A
See sheet 12 of 58 for Sidewalk Ramp Detail
℄ Light pole, Sta. 160+88.19
Tangent Point Sta. 161+44.95 Offset 30.07 Lt.
R=147'-10"
Tangent Point Sta. 161+62.72 Offset 29.00 Lt.
80-#5 a6(E) bars at 5" cts. top of slab. Lap with a7(E) bars
Scupper spacing, typ. along south side
24'-0"
55'-0"
70'-0"
80'-0"
65'-0"
55-#5 a8(E) bars at 7½" cts. bott. of slab. Lap with a7(E) bars
86-#5 a4(E) bars at 5½" cts. top of slab. Lap with a5(E) bars
52-#5 a5(E) bars at 9" cts. bottom of slab. Lap with a4(E) bars
85-#5 a2(E) bars at 5½" cts. top of slab. Lap with a3(E) bars
52-#5 a3(E) bars at 9" cts. bottom of slab. Lap with a2(E) bars
907-#5 a(E) bars at 5½" cts. top of slab. Lap with a1(E) bars
554-#5 a1(E) bars at 9" cts. bottom of slab. Lap with a(E) bars
Drainage Scupper DS-12, typ.
Varies 58'-0" to 92'-11⅜" Out-to-out deck
94-#5 v100(E) headed bars at 12" cts.
Bk. W. Abut. Sta. 160+56.92
80-#5 a7(E) bars at 5" cts. top of slab. Lap with a6(E) & a8(E) bars
161
℄ Pier 1 Sta. 161+53.67
162
℄ 15th Ave
163
℄ Pier 2 Sta. 162+68.67
90°0'0"
5½", top 9", bottom
55-#5 a7(E) bars at 7½" cts. bottom of slab. Lap with a6(E) & a8(E) bars
86-#5 a5(E) bars at 5½" cts. top of slab. Lap with a4(E) bars
52-#5 a4(E) bars at 9" cts. bottom of slab. Lap with a5(E) bars
85-#5 a3(E) bars at 5½" cts. top of slab. Lap with a2(E) bars
52-#5 a2(E) bars at 9" cts. bottom of slab. Lap with a3(E) bars
907-#5 a1(E) bars at 5½" cts. top of slab. Lap with a(E) bars
554-#5 a(E) bars at 9" cts. bottom of slab. Lap with a1(E) bars
58x2-#6 b13(E) bars at ±12" cts. Top of slab over Pier 2
59x19-#5 b(E) bars at 12" cts., top of slab
MATCH LINE
See sheet 12 of 58 for Sidewalk Ramp Detail
80-#5 a8(E) bars at 5" cts. top of slab. Lap with a7(E) bars
55-#5 a6(E) bars at 7½" cts. bott. of slab. Lap with a7(E) bars
31'-3½"
34'-5½"
28'-2½"
34'-6½"
5", top 7½" bott.
Tangent Point Sta. 161+38.60 Offset 32.27 Rt.
R=147'-10"
Tangent Point Sta. 161+69.54 Offset 29.00 Rt.
℄ Light pole, Sta. 162+07.96
Detail B
539-#4 d100(E) bars at 12". See Note 5
2-#5 b4(E) bars at ±12", top ea. end. cut in field to fit
529'-2½" end to end deck
95'-9" Span 1
115'-0" Span 2
105'-0" Span 3

PARTIAL PLAN

* See Field Cutting Diagram on sheet 14 of 58.
** Dimension showing concrete opening. For joint opening see sheet 28 of 58.

℄ Light pole, Sta. 163+30.00
#4 d100(E) bars at 12" cts. See Note 5
℄ Light pole, Sta. 165+74.00
6½"** at 50°F
65'-0"
80'-0"
75'-0"
55'-0"
25'-2⅜"
1'-9" blockout
59-#5 b14(E) bars at 12" cts., top of slab
#5 a(E) bars at 5½" cts. top of slab. Lap with a1(E) bars
#5 a1(E) bars at 9" cts. bottom of slab. Lap with a(E) bars
2-#5 a(E) bars, top of slab within blockout. Lap with a1(E) bars
2-#5 a1(E) bars, bott. of slab within blockout. Lap with a(E) bars
59 Bar Splicers for #5 b14(E) bars
Bk. E. Abut. Sta. 165+85.42
58'-0" Out-to-out deck
MATCH LINE
58x2-#6 b13(E) bars at ±12" cts. Top of slab over Pier 3
℄ Pier 3 Sta. 163+73.67
164
#5 b(E) bars at 12" cts., top of slab
℄ 15th Ave
58x2-#6 b12(E) bars at ±12" cts. Top of slab over Pier 4
℄ Pier 4 Sta. 164+88.67
165
2-#5 a1(E) bars, top of slab within blockout. Lap with a(E) bars
2-#5 a(E) bars, bott. of slab within blockout. Lap with a1(E) bars
#5 a1(E) bars at 5½" cts. top of slab. Lap with a(E) bars
#5 a(E) bars at 9" cts. bottom of slab. Lap with a1(E) bars
34'-6½"
28'-2½"
℄ Light pole, Sta. 164+51.96
34'-5½"
31'-3½"
#4 d100(E) bars at 12" cts. See Note 5
105'-0" Span 3
115'-0" Span 4
98'-5½" Span 5
529'-2½" end to end deck

PARTIAL PLAN

MINIMUM BAR LAP

#5 bar = 3'-10"
#6 bar = 3'-1"

Notes:
1. See sheet 11 of 58 for bottom longitudinal bars.
2. See sheet 12 of 58 for sidewalk bars.
3. See sheet 14 of 58 for Superstructure Details, Detail A, Detail B, and Bill of Material.
4. Bars indicated thus 59x19 #5 etc. indicates 59 lines of bars with 19 lengths per line.
5. Space bars to miss railing joints. See sheets 20 thru 24 of 58 for Railing Elevations.
6. See sheet 14 of 58 for joint blockout and edge beam bar details and billing.

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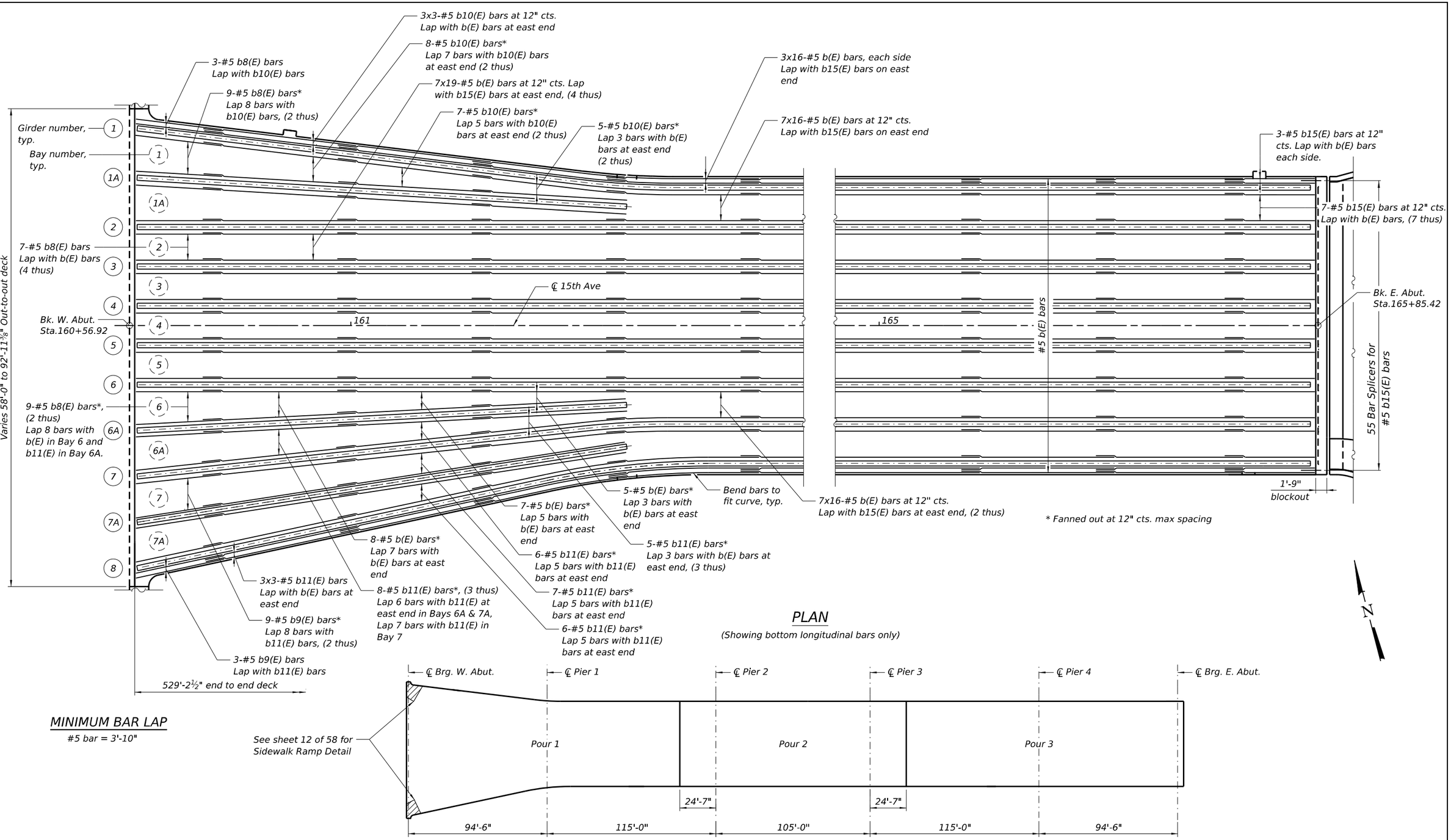
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - I
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 10 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	92
		CONTRACT NO. 85802		
		ILLINOIS FED. AID PROJECT		



DECK POURING SEQUENCE

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1) At least 72 hours shall have elapsed from the end of the previous pour.
2) The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4,000 psi.

Notes:
1. *See sheet 14 of 58 for superstructure details and Bill of Material.*
2. *Bars indicated thus 7x19 #5 etc. indicates 7 lines of bars with 19 lengths per line.*

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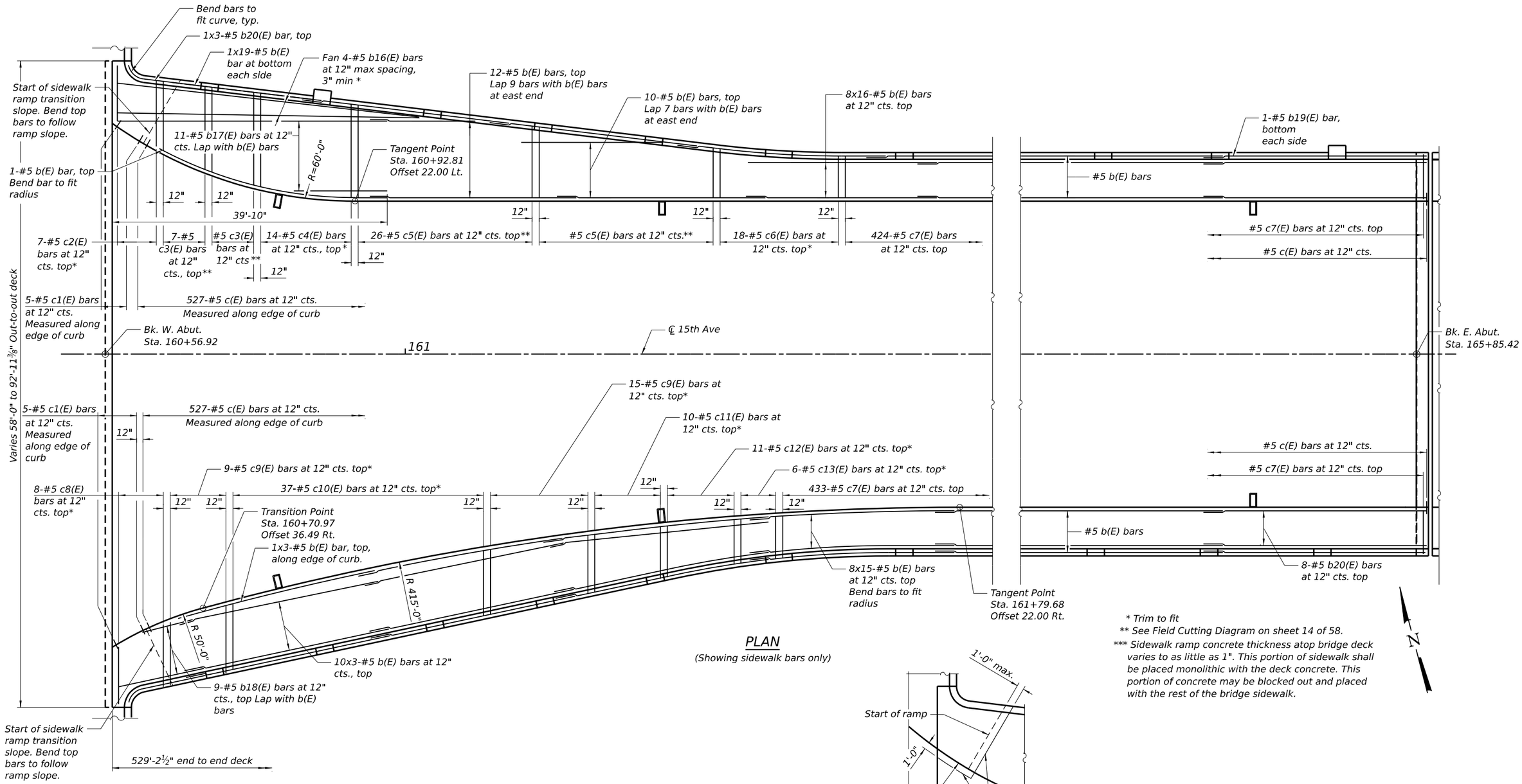
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - II
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 11 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	93
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



PLAN

(Showing sidewalk bars only)

* Trim to fit

** See Field Cutting Diagram on sheet 14 of 58.

*** Sidewalk ramp concrete thickness atop bridge deck varies to as little as 1". This portion of sidewalk shall be placed monolithic with the deck concrete. This portion of concrete may be blocked out and placed with the rest of the bridge sidewalk.

SIDEWALK RAMP DETAIL

(Northwest ramp shown, southwest ramp similar)

MINIMUM BAR LAP

#5 bar = 2'-10"

Notes:

1. See sheet 14 of 58 for superstructure details and Bill of Material.
2. Bars indicated thus 8x15 #5 etc. indicates 8 lines of bars with 15 lengths per line.

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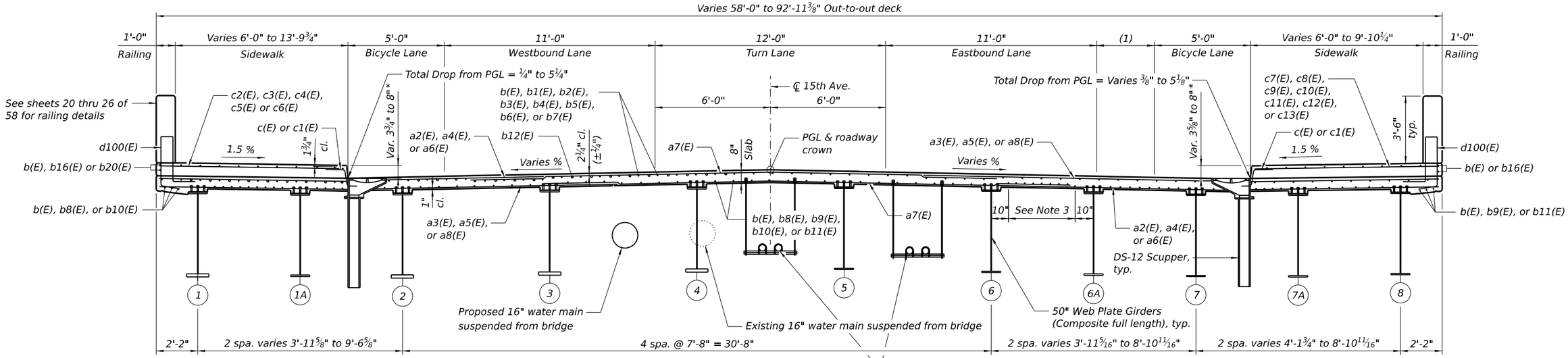
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - III
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 12 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	94
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

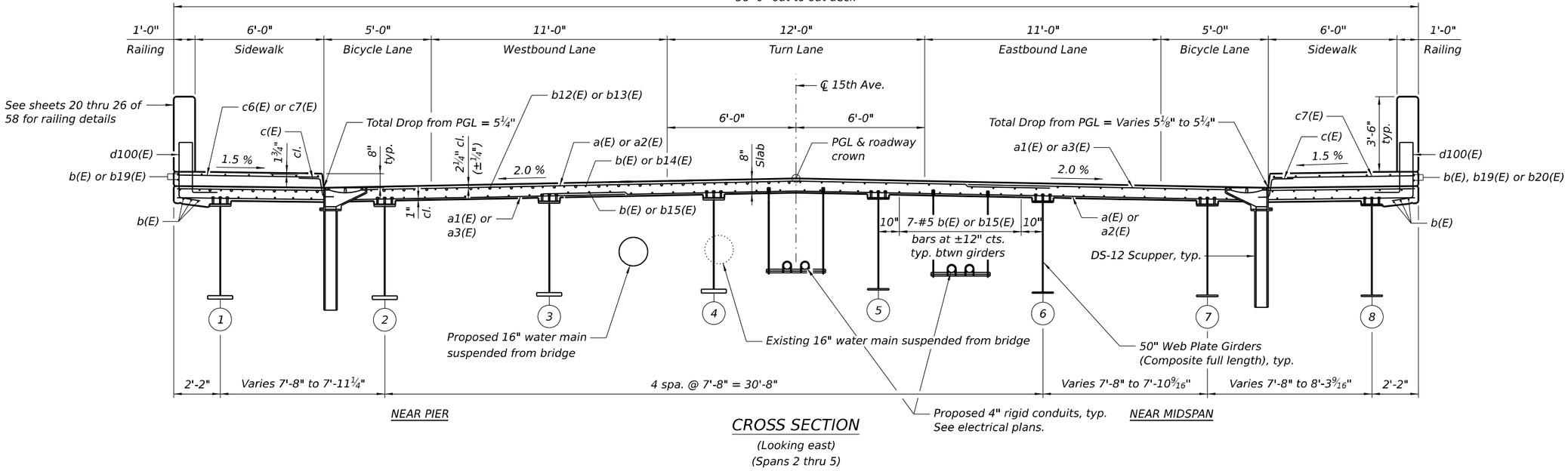


* See sheet 12 of 58 for sidewalk ramp reinforcement and Sidewalk Ramp Detail.

(1) Painted Median Var. 0'-0" to 4'-11 3/8"

CROSS SECTION

(Looking east)
(Span 1)



CROSS SECTION

(Looking east)
(Spans 2 thru 5)

Notes:

1. *See sheet 14 of 58 for superstructure details and Bill of Material.*
2. *Sidewalk to maintain a 1.5% cross slope perpendicular to the curb line, unless otherwise noted.*
3. *In Span 1, the number of bottom bars and spacing vary. For the bar layout, see sheet 11 of 58.*

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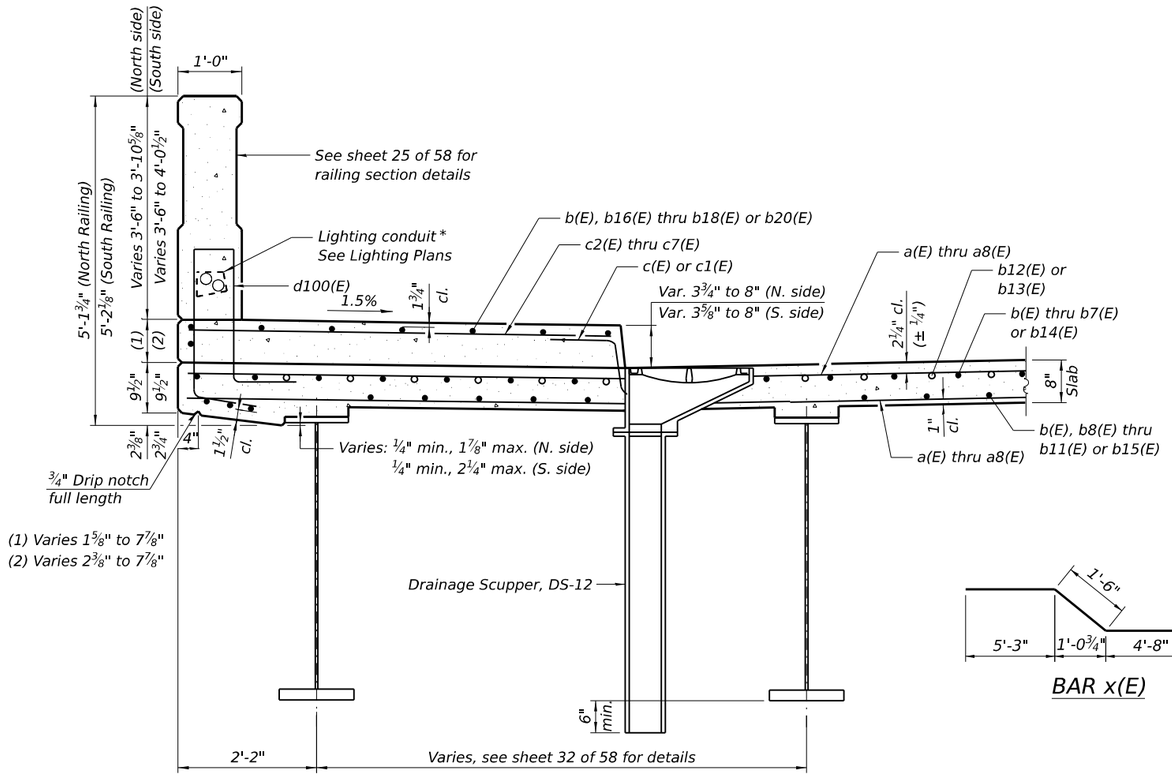
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

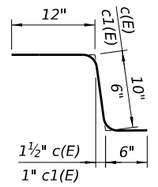
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STRUCTURE NUMBER 101-6069

SCALE: | SHEET 13 OF 58 SHEETS | STA. | TO STA.

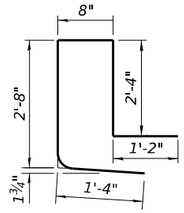
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		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



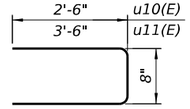
SECTION THRU RAILING



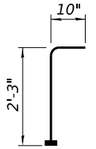
BAR c(E) & c1(E)



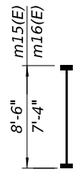
BAR d100(E)



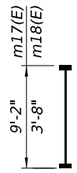
BAR u10(E) & u11(E)



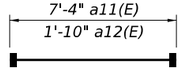
BAR v100(E)
(Headed. 94 - #5 Bar terminators)



BAR m15(E) & m16(E)
(Headed. 32 - #6 Bar terminators)

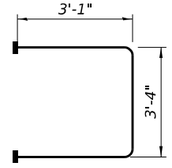


BAR m17(E) & m18(E)
(Headed. 16 - #6 Bar terminators)



BAR a11(E) & a12(E)
(Headed. 180 - #5 Bar terminators)

BAR x(E)

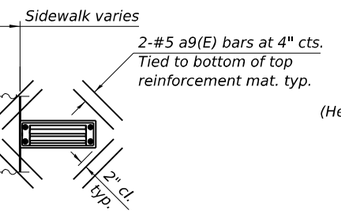


BAR s10(E)
(Headed. 116 - #5 Bar terminators)

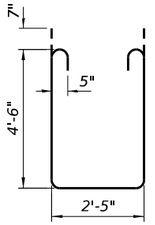
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1,467	#5	24'-11"	
a1(E)	1,467	#5	36'-7"	
a2(E)	137	#5	27'-8"	
a3(E)	137	#5	41'-6"	
a4(E)	138	#5	32'-5"	
a5(E)	138	#5	50'-0"	
a6(E)	135	#5	28'-8"	
a7(E)	135	#5	31'-11"	
a8(E)	135	#5	36'-10"	
a9(E)	128	#5	2'-0"	
a10(E)	28	#7	30'-11"	
a11(E)	70	#7	7'-4"	
a12(E)	20	#7	1'-10"	
b(E)	2,456	#5	30'-0"	
b1(E)	3	#5	48'-3"	
b2(E)	24	#5	28'-6"	
b3(E)	2	#5	49'-0"	
b4(E)	4	#5	2'-8"	
b5(E)	5	#5	48'-9"	
b6(E)	3	#5	34'-6"	
b7(E)	2	#5	18'-11"	
b8(E)	67	#5	17'-2"	
b9(E)	21	#5	17'-6"	
b10(E)	49	#5	30'-4"	
b11(E)	67	#5	30'-8"	
b12(E)	232	#6	34'-5"	
b13(E)	232	#6	32'-11"	
b14(E)	59	#5	31'-1"	
b15(E)	55	#5	18'-0"	
b16(E)	4	#5	47'-1"	
b17(E)	11	#5	38'-9"	
b18(E)	9	#5	13'-10"	
b19(E)	2	#5	14'-1"	
b20(E)	11	#5	32'-6"	
c(E)	1,054	#5	2'-4"	
c1(E)	10	#5	2'-0"	
c2(E)	7	#5	10'-3"	
c3(E)	7	#5	24'-8"	
c4(E)	14	#5	14'-5"	

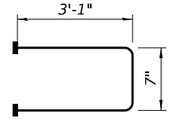
Bar	No.	Size	Length	Shape
c5(E)	26	#5	21'-9"	
c6(E)	18	#5	7'-8"	
c7(E)	857	#5	6'-8"	
c8(E)	8	#5	9'-7"	
c9(E)	24	#5	10'-0"	
c10(E)	37	#5	10'-7"	
c11(E)	10	#5	9'-0"	
c12(E)	11	#5	8'-0"	
c13(E)	6	#5	7'-0"	
d100(E)	1,089	#4	8'-2"	
m10(E)	18	#6	33'-3"	
m11(E)	12	#6	8'-6"	
m12(E)	12	#6	7'-4"	
m13(E)	6	#6	9'-2"	
m14(E)	6	#6	1'-4"	
m15(E)	8	#6	8'-6"	
m16(E)	8	#6	7'-4"	
m17(E)	4	#6	9'-2"	
m18(E)	4	#6	3'-8"	
m19(E)	8	#4	24'-4"	
s10(E)	87	#5	9'-6"	
s11(E)	87	#5	12'-7"	
s12(E)	3	#5	6'-9"	
s13(E)	3	#5	7'-3"	
u10(E)	79	#4	5'-8"	
u11(E)	4	#5	7'-8"	
v100(E)	94	#5	3'-1"	
x(E)	55	#6	12'-8"	
x1(E)	55	#6	9'-8"	
Concrete Superstructure		Cu. Yd.	1,011.4	
Reinforcement Bars, Epoxy Coated		Pound	266,670	
Bar Splicers		Each	114	



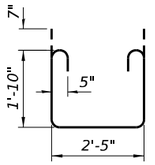
BAR x1(E)



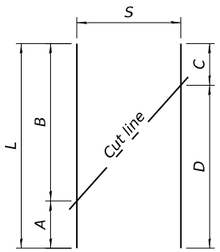
BAR s11(E)



BAR s12(E)
(Headed. 6 - #5 Bar terminators)



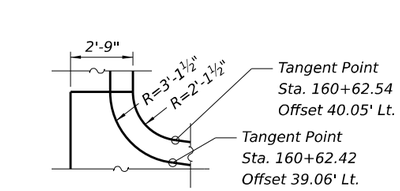
BAR s13(E)



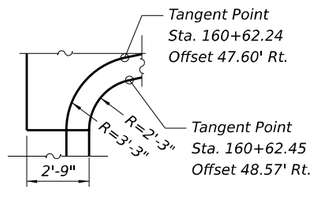
Bar	S	A	B	C	D	L
b1(E)	3 bars @ 12"	28'-3"	20'-0"	3'-6"	44'-9"	48'-3"
b3(E)	2 bars @ 12"	28'-7½"	20'-4½"	12'-1½"	36'-10½"	49'-0"
b5(E)	5 bars @ 12"	26'-9"	22'-0"	3'-4"	45'-5"	48'-9"
b6(E)	2 bars @ 12"	19'-7"	14'-11"	5'-7"	28'-11"	34'-6"
b7(E)	2 bars @ 12"	11'-2"	7'-9"	0"	18'-11"	18'-11"
c3(E)	7 bars @ 12"	15'-5½"	12'-2½"	10'-8"	14'-0"	24'-8"
c5(E)	26 bars @ 12"	13'-11½"	7'-9½"	10'-10"	10'-11'	21'-9"

FIELD CUTTING DIAGRAM

Order bars full length.
Cut b1(E), b3(E) and b5(E) thru b7(E) bars and place as shown on Partial Plan on sheet 10 of 58.
Cut c3(E) and c5(E) bars and place remainder on adjacent side as shown on Sidewalk Plan View on sheet 12 of 58.



DETAIL A



DETAIL B

DS-12 SCUPPER PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

Notes:
1. Cost of anchor rods is included with Concrete Superstructure.
2. Bar Terminators paid for separately. See Total Bill of Material.
3. Concrete Sealer shall be applied to the vertical faces of the bridge deck at the end of the bridge deck below the joint, including the blockout face. See General Notes on sheet 2 of 58.
4. See sheet 28 of 58 for placement of x(E) and x1(E) bars.

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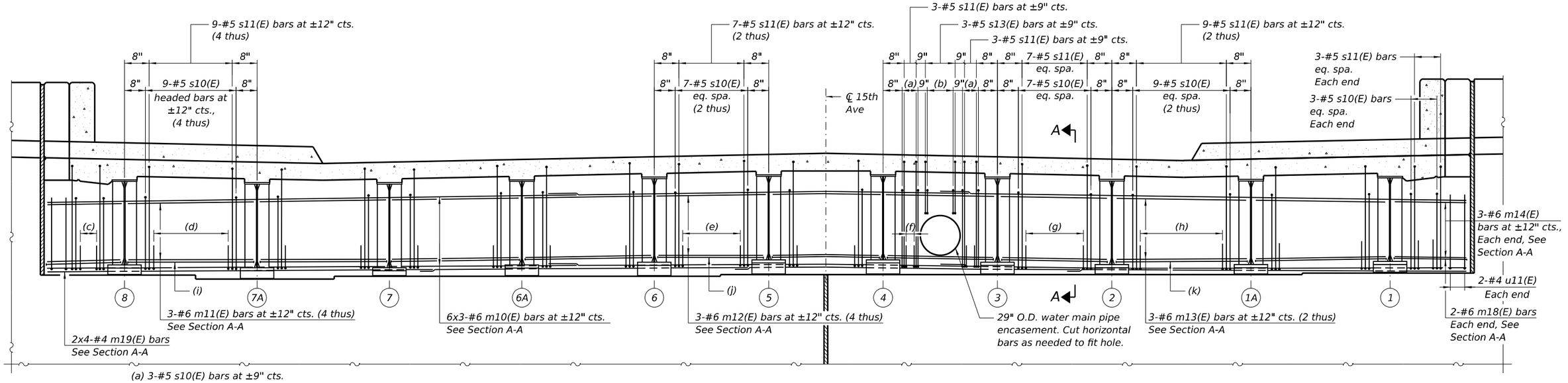
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 14 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



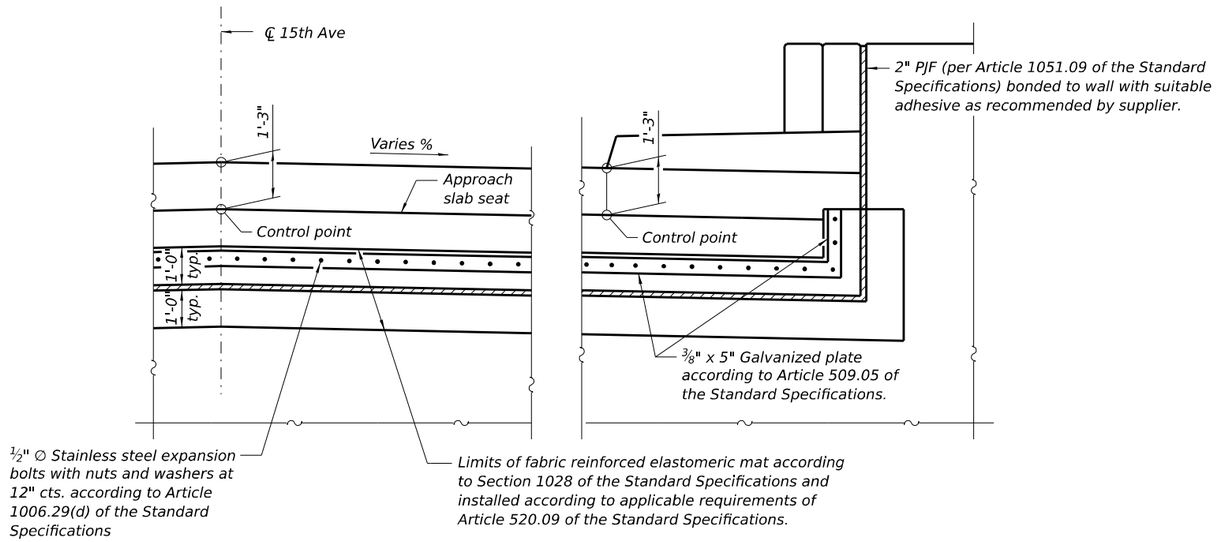
DIAPHRAGM AT WEST ABUTMENT

(Looking at front face of abutment)

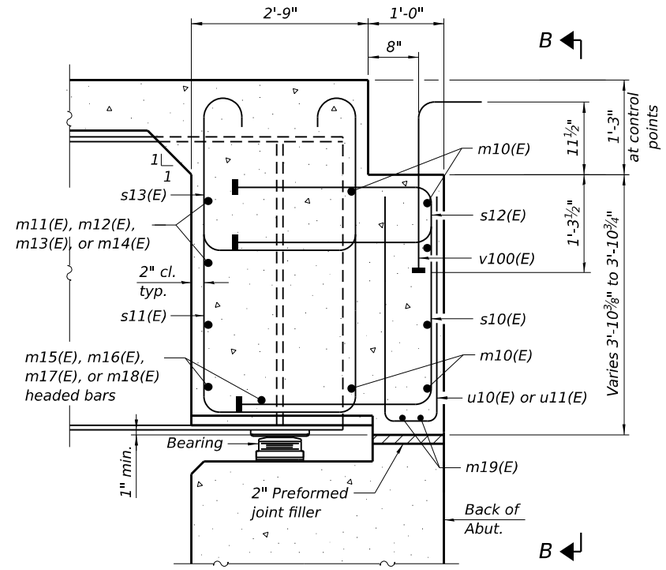
(a) 3-#5 s10(E) bars at ±9" cts.
(b) 3-#5 s12(E) bars at ±9" cts.
(c) 2-#4 u10(E) bars each end, See Section A-A
(d) 9-#4 u10(E) bars, lap with s10(E) bars. (4 thus)
(e) 7-#4 u10(E) bars, lap with s10(E) bars. (2 thus)
(f) 3-#4 u10(E) bars, lap with s90(E) bars. (2 thus)
(g) 7-#4 u10(E) bars, lap with s10(E) bars.
(h) 9-#4 u10(E) bars, lap with s10(E) bars. (2 thus)
(i) 2-#6 m15(E) bars. See Section A-A. (4 thus)
(j) 2-#6 m16(E) bars. See Section A-A. (4 thus)
(k) 2-#6 m17(E) bars. See Section A-A. (2 thus)

MINIMUM BAR LAP

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



VIEW B-B



SECTION A-A

Notes:
1. See sheet 14 of 58 for superstructure details and Bill of Material.
2. The approach slab seat shall have a constant slope determined from the control points shown.
3. See Framing Plan on sheet 32 of 58 for girder numbering.
4. Bars indicated thus 6x3 #6 etc. indicated 6 lines of bars with 3 lengths per line.
5. Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.
6. Water main pipe encasement to be cast into diaphragm with ½" PJF material around its perimeter. PJF to be included in the cost of Concrete Superstructure.

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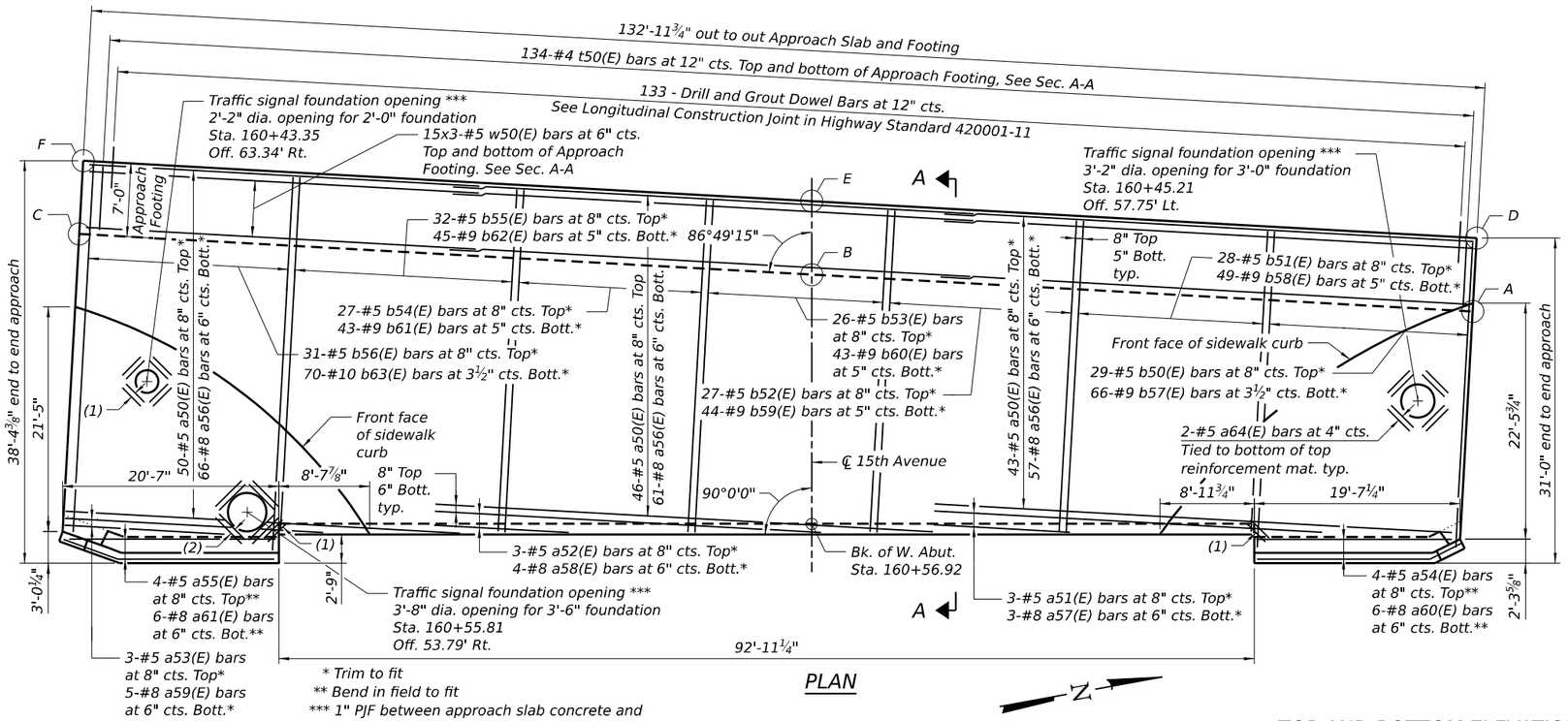
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PLOT DATE = 9/2/2026	DATE - 3/23/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST DIAPHRAGM DETAILS
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 15 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	97
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			



PLAN

* Trim to fit
** Bend in field to fit
*** 1" PJF between approach slab concrete and traffic signal foundation, included in the cost of Concrete Superstructure (Approach Slab). Reinforcement at signal foundations to be cut as needed.

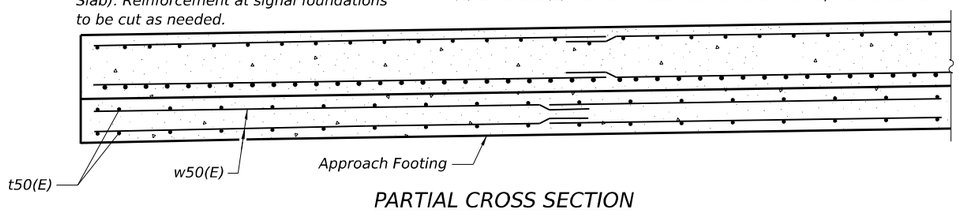
(1) 2-#5 a62(E) bars at 4" cts. Tied to bottom of top reinforcement mat. typ.
(2) 2-#5 a63(E) bars at 4" cts. Tied to bottom of top reinforcement mat. typ.

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

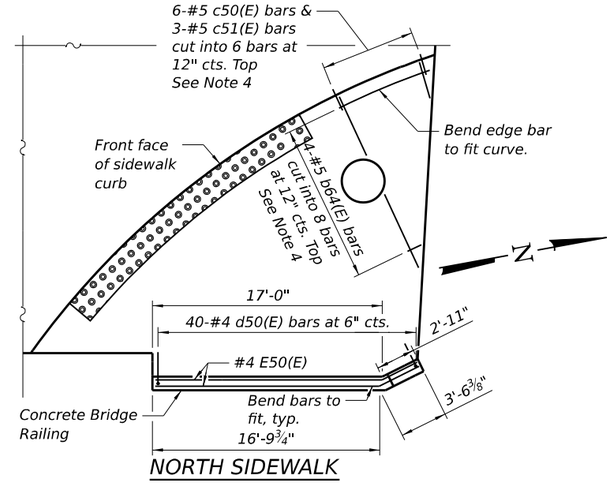
Point	Top	Bottom
A	713.90	713.07
B	713.84	713.01
C	713.59	712.76
D	713.13	712.30
E	713.93	713.10
F	713.69	712.86

MINIMUM BAR LAP

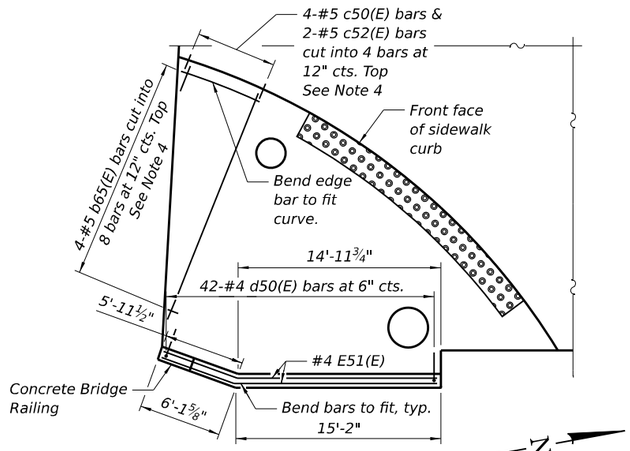
#5 bar = 2'-6"
#8 bar = 5'-2"



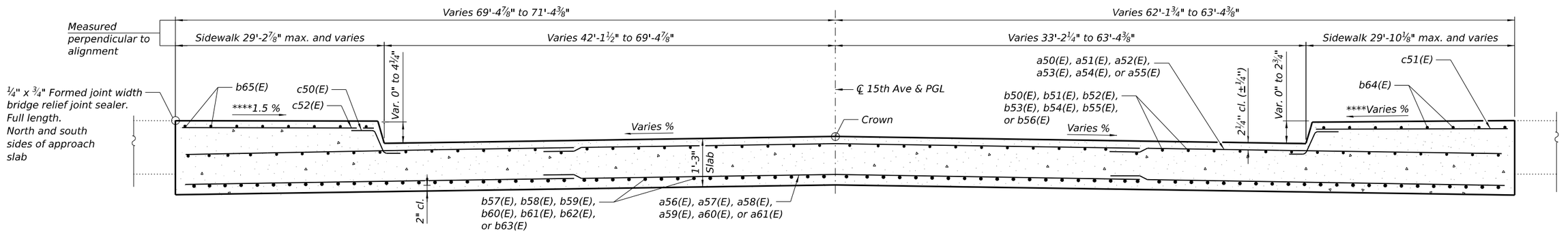
PARTIAL CROSS SECTION
(Near footing)
(Looking west)



NORTH SIDEWALK



SOUTH SIDEWALK



CROSS SECTION
(Near abutment)
(Looking west)

**** Perpendicular to F.F. of curb.

Notes:
1. Bars indicated thus 15x3 #5 etc. indicates 15 lines of bars with 3 lengths per line.
2. See Roadway Plans for sidewalk ramp slopes and roadway cross slopes.
3. Sidewalks shall be placed monolithic with the approach slab concrete.
4. See sheet 17 of 58 for cutting diagram.

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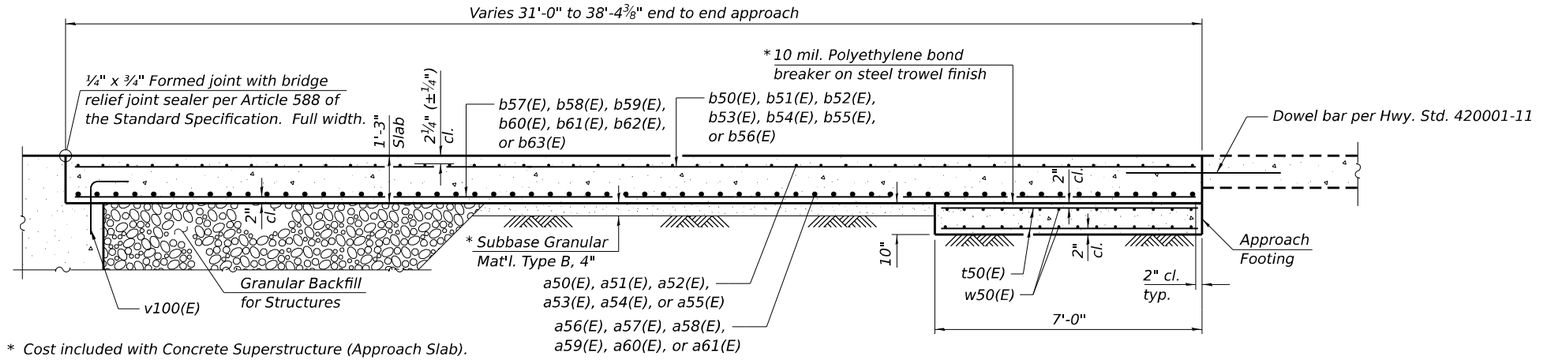
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB PLAN
STRUCTURE NUMBER 101-6069

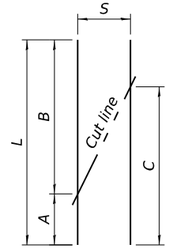
SCALE: | SHEET 16 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	98
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



* Cost included with Concrete Superstructure (Approach Slab).

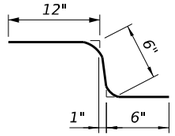
SECTION A-A



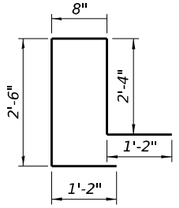
Bar	S	L	A	B	C
b64(E)	4 bars @ 12"	6'-5"	1'-0"	5'-5"	2'-11"
b65(E)	4 bars @ 12"	4'-9"	8"	4'-1"	2'-2"
c51(E)	3 bars @ 12"	10'-2"	9"	9'-5"	4'-2"
c52(E)	2 bars @ 12"	11'-8"	2'-6"	9'-2"	4'-9"

FIELD CUTTING DIAGRAM

Order bars full length. Cut as shown and place as shown on sheet 16 of 58.



BAR c50(E)



BAR d50(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a50(E)	139	#5	45'-11"	
a51(E)	3	#5	32'-11"	
a52(E)	3	#5	40'-8"	
a53(E)	3	#5	36'-8"	
a54(E)	4	#5	19'-11"	
a55(E)	4	#5	20'-10"	
a56(E)	184	#8	47'-8"	
a57(E)	3	#8	38'-0"	
a58(E)	4	#8	44'-6"	
a59(E)	5	#8	42'-0"	
a60(E)	6	#8	20'-0"	
a61(E)	6	#8	20'-10"	
a62(E)	12	#5	2'-0"	
a63(E)	8	#5	3'-6"	
a64(E)	8	#5	3'-0"	
b50(E)	29	#5	31'-9"	
b51(E)	28	#5	30'-0"	
b52(E)	27	#5	31'-0"	
b53(E)	26	#5	32'-0"	
b54(E)	27	#5	33'-0"	
b55(E)	32	#5	34'-0"	
b56(E)	31	#5	37'-0"	
b57(E)	66	#9	31'-9"	
b58(E)	49	#9	30'-2"	
b59(E)	44	#9	31'-2"	
b60(E)	43	#9	32'-2"	
b61(E)	43	#9	33'-2"	
b62(E)	45	#9	34'-2"	
b63(E)	70	#10	37'-0"	
b64(E)	4	#5	6'-5"	
b65(E)	4	#5	4'-9"	
c50(E)	10	#5	2'-0"	
c51(E)	3	#5	10'-2"	
c52(E)	2	#5	11'-8"	
d50(E)	82	#4	5'-6"	
t50(E)	268	#4	6'-8"	
w50(E)	90	#5	45'-11"	
Concrete Structures			Cu. Yd.	28.7
Concrete Superstructure (Approach Slab)			Cu. Yd.	207.3
Reinforcement Bars, Epoxy Coated			Pound	88,170
Drill and Grout Dowel Bars			Each	133

Notes:

1. *Approach slab shall be paid for as Concrete Superstructure (Approach Slab).*
2. *Approach footing concrete shall be paid for as Concrete Structures.*
3. *The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.*
4. *Cost of excavation for approach footing included with Concrete Structures.*
5. *For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 58.*
6. *See sheet 27 of 58 for Concrete Removal details.*

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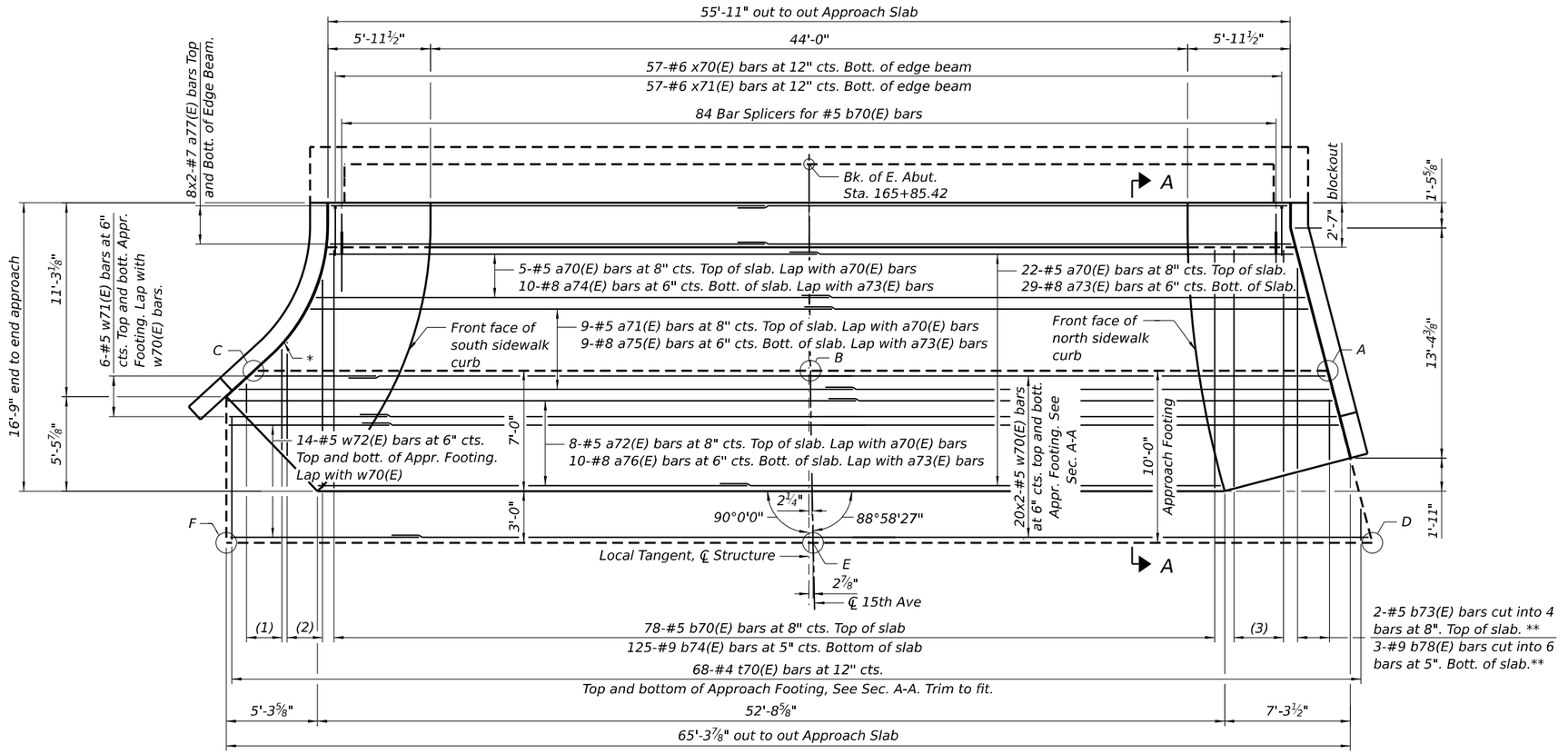
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB DETAILS
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 17 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	99
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			



PLAN

(Sidewalk bars not shown. See sheet 19 of 58.)

N

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	Top	Bottom
A	705.44	704.61
B	706.02	705.19
C	705.40	704.57
D	705.24	704.41
E	705.87	705.03
F	705.24	704.41

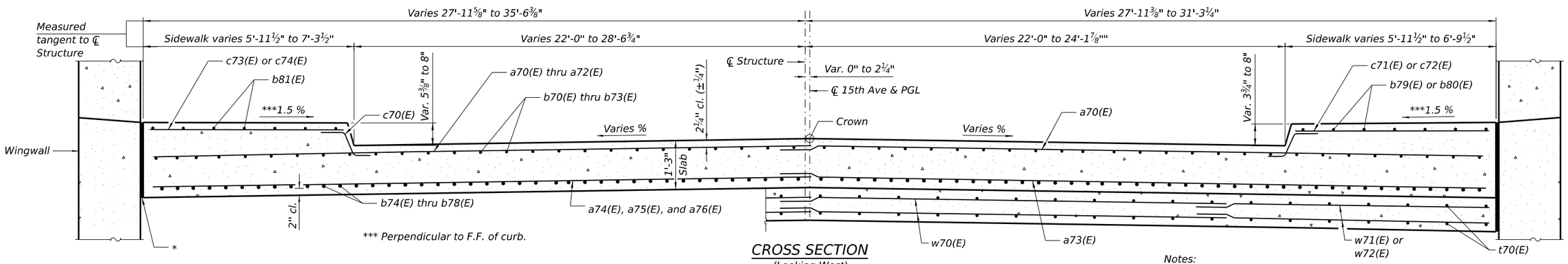
MINIMUM BAR LAP

#5 bar = 2'-6"
#7 bar = 5'-8"
#8 bar = 5'-2"

(1) 2-#5 b71(E) bars cut into 4 bars at 8" cts. Top of slab. **
4-#9 b75(E) bars cut into 8 bars at 5" cts. Bott. of slab. **
(2) 2-#5 b72(E) bars cut into 4 bars at 8" cts. Top of slab. **
2-#9 b76(E) bars cut into 4 bars at 5" cts. Bott. of slab. **
(3) 6-#5 b70(E) bars at 8" cts. Top of slab. Trim to fit.
5-#9 b77(E) bars cut into 10 bars at 5" cts. Bott. of slab. **

* ½" Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. typ. each parapet.

** See Field Cutting Diagram on sheet 19 of 58.



*** Perpendicular to F.F. of curb.

NEAR ABUTMENT

CROSS SECTION
(Looking West)

AT APPROACH FOOTING

Notes:
1. See Roadway Plans for sidewalk ramp slopes and roadway cross slopes.
2. See joint details on sheet 28 of 58 for blockout and approach slab edge beam bar details.
3. Sidewalks shall be placed monolithic with the approach slab concrete.

FILE NAME: L:\Rockford\22004683-00_15thAveBridgePh2\46830OStructures\CADD Sheets\101-6069_D18_East Approach Slab Plan.dgn

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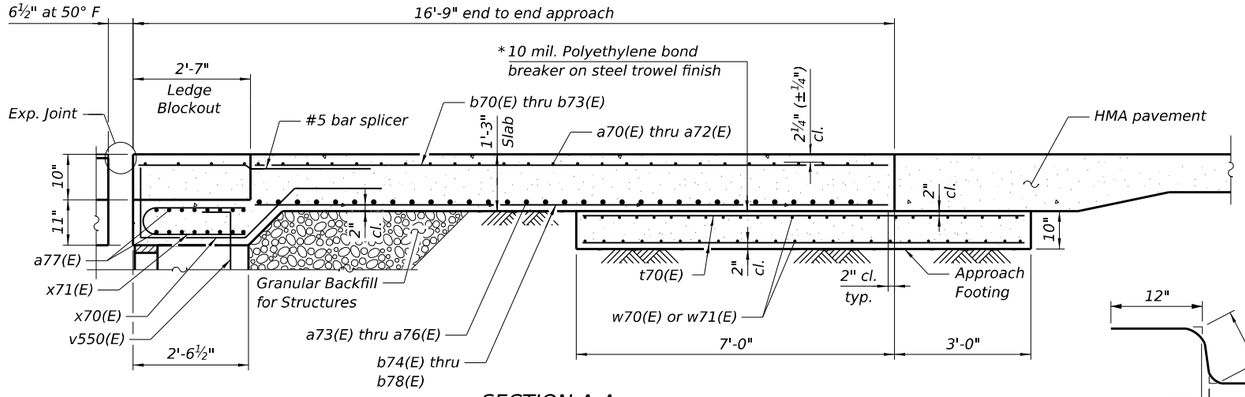
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB PLAN
STRUCTURE NUMBER 101-6069

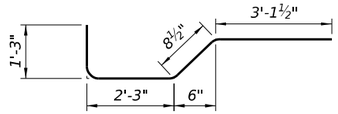
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
		ILLINOIS FED. AID PROJECT		

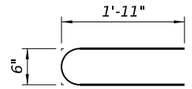


SECTION A-A

BAR c70(E)

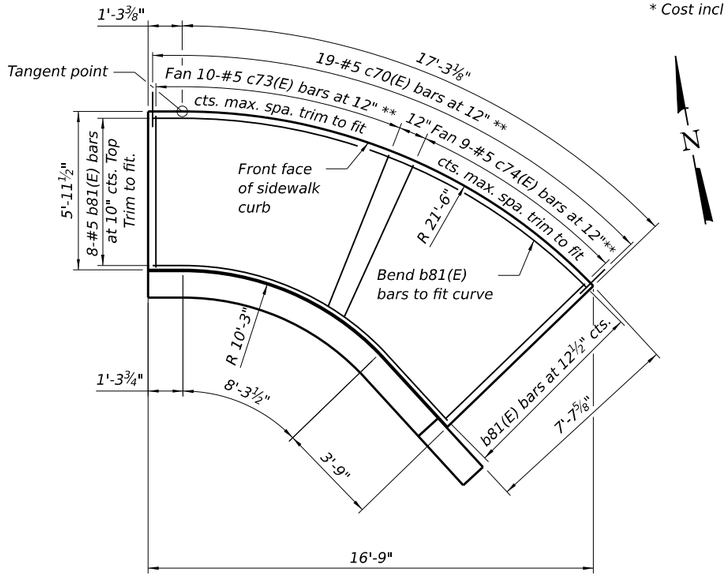


BAR x70(E)

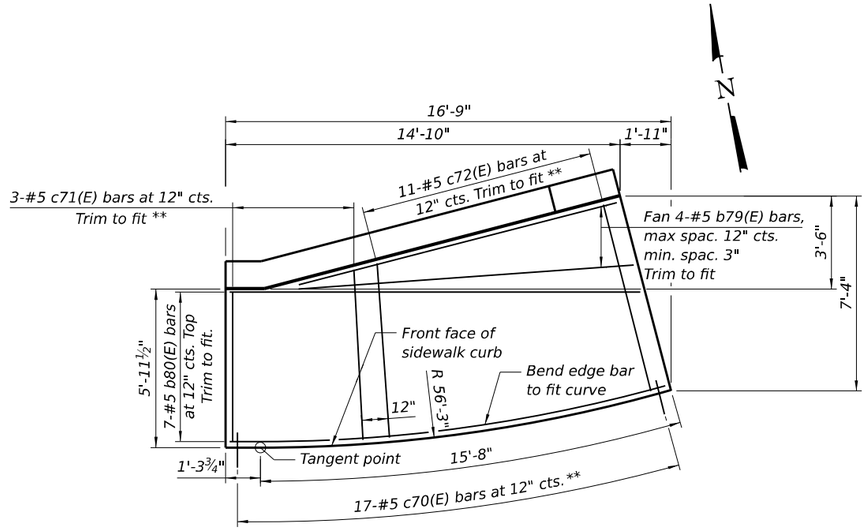


BAR x71(E)

* Cost included with Concrete Superstructure (Approach Slab).

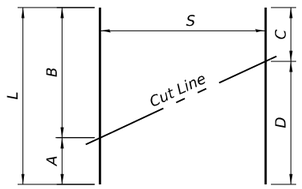


SOUTH SIDEWALK



NORTH SIDEWALK

** Bars placed perpendicular to curb face.



FIELD CUTTING DIAGRAM

Order bars full length. Cut as shown and use remainder of bars together at the indicated location. Unless otherwise noted.

Bar	S	A	B	C	D	L
b71(E)	2 bars spa. @ 8"	3'-11½"	2'-7½"	1'-4"	5'-3"	6'-7"
b72(E)	2 bars spa. @ 8"	10'-0½"	8'-8½"	6'-7½"	12'-1½"	18'-9"
b73(E)	2 bars spa. @ 8"	8'-11½"	6'-2½"	3'-6"	11'-8"	15'-2"
b75(E)	4 bars spa. @ 5"	4'-9"	4'-2"	1'-6"	7'-5"	8'-11"
b76(E)	2 bars spa. @ 5"	10'-10"	9'-8"	8'-4½"	12'-1½"	20'-6"
b77(E)	5 bars spa. @ 5"	13'-4½"	13'-2½"	12'-9½"	13'-9½"	26'-7"
b78(E)	3 bars spa. @ 5"	8'-3½"	6'-6½"	3'-2"	11'-8"	14'-10"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a70(E)	27	#5	30'-0"	
a71(E)	9	#5	36'-5"	
a72(E)	8	#5	36'-0"	
a73(E)	29	#8	36'-0"	
a74(E)	10	#8	28'-2"	
a75(E)	9	#8	33'-3"	
a76(E)	10	#8	32'-6"	
a77(E)	32	#7	30'-9"	
a78(E)	6	#5	29'-9"	
b70(E)	84	#5	13'-10"	
b71(E)	2	#5	6'-7"	
b72(E)	2	#5	18'-9"	
b73(E)	2	#5	15'-2"	
b74(E)	125	#9	13'-10"	
b75(E)	4	#9	8'-11"	
b76(E)	2	#9	20'-6"	
b77(E)	5	#9	26'-7"	
b78(E)	3	#9	14'-10"	
b79(E)	4	#5	12'-7"	
b80(E)	7	#5	16'-6"	
b81(E)	8	#5	18'-1"	
c70(E)	36	#5	2'-0"	
c71(E)	6	#5	6'-5"	
c72(E)	11	#5	7'-3"	
c73(E)	10	#5	6'-2"	
c74(E)	9	#5	7'-3"	
t70(E)	136	#4	9'-8"	
w70(E)	80	#5	30'-0"	
w71(E)	12	#5	9'-5"	
w72(E)	28	#5	11'-3"	
x70(E)	57	#6	7'-4"	
x71(E)	57	#6	4'-7"	
Concrete Structures			Cu. Yd.	20.1
Concrete Superstructure (Approach Slab)			Cu. Yd.	53.1
Reinforcement Bars, Epoxy Coated			Pound	22,440
Bar Splicers			Each	84

Notes:

1. *The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.*
2. *Approach slab shall be paid for as Concrete Superstructure (Approach Slab).*
3. *Approach footing concrete shall be paid for as Concrete Structures.*
4. *The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.*
5. *Cost of excavation for approach footing included with Concrete Structures.*
6. *For expansion joint and ledge blockout details see sheet 29 of 58.*
7. *Concrete Sealer shall be applied to the vertical face at the end of the approach slab below the joint, including the blockout concrete face. See General Notes on sheet 2 of 58.*
8. *Sidewalks shall be placed monolithic with the approach slab concrete.*

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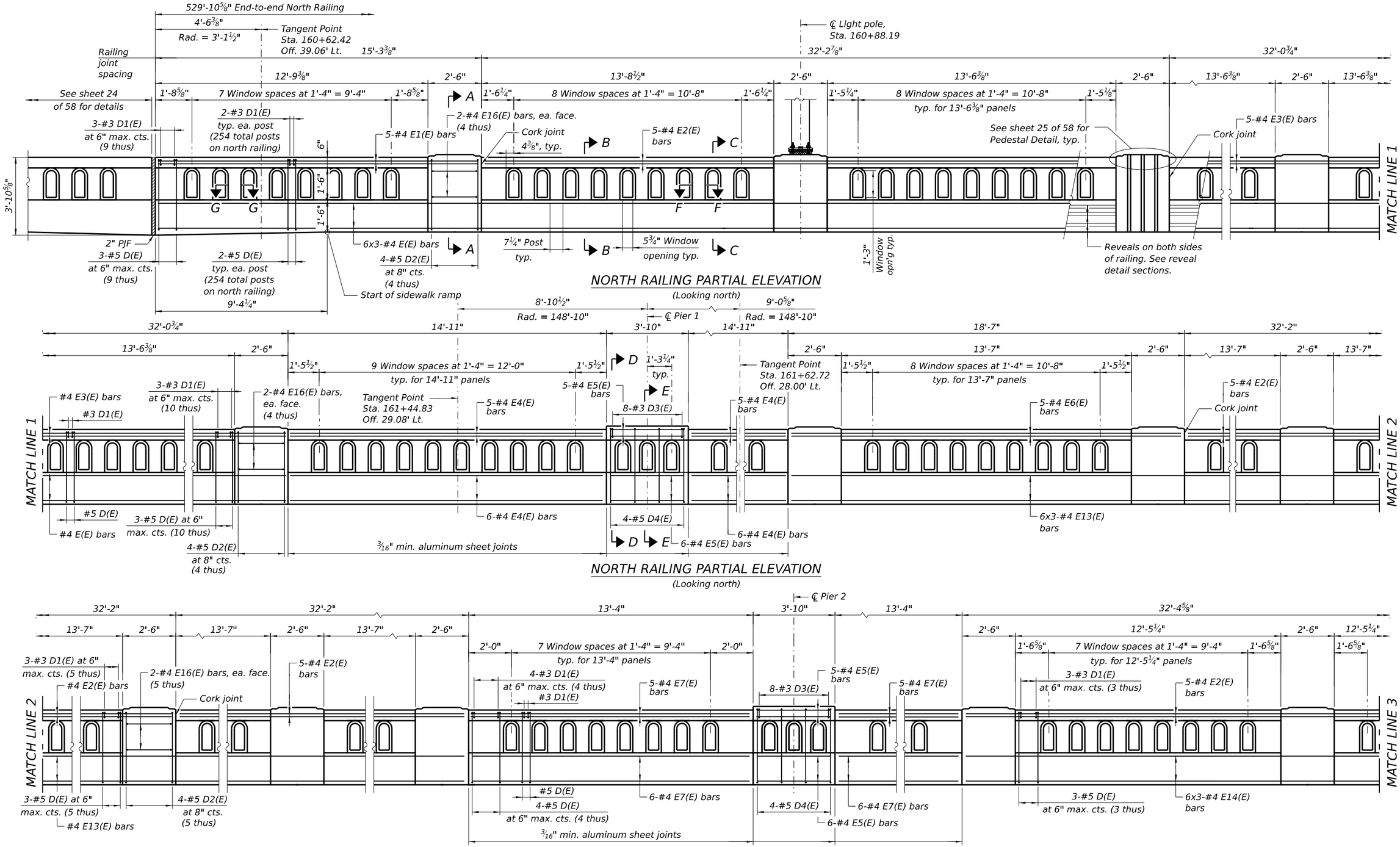
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB DETAILS
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 19 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	101
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



Notes:

1. *See sheet 25 of 58 for Section A-A thru G-G, and reveal detail sections.*
2. *Bars indicated thus 6x3-#4 etc. indicates 6 lines of bars with 3 lengths per line.*
3. *Measurements taken along inside face of railing.*

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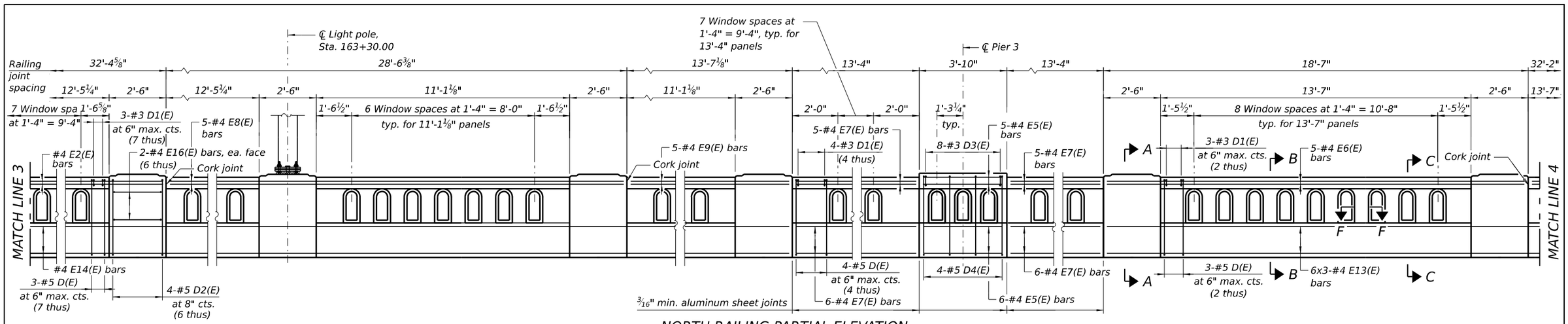
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE BRIDGE RAILING - I
STRUCTURE NUMBER 101-6069

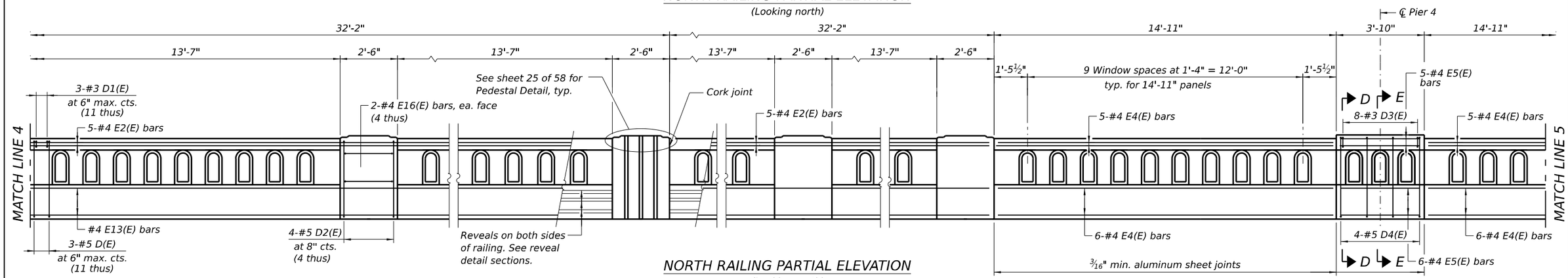
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



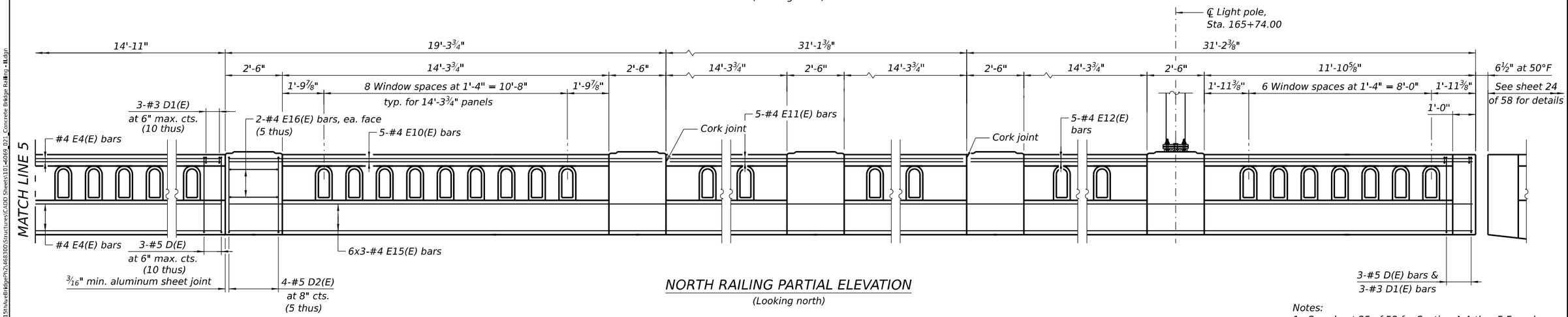
NORTH RAILING PARTIAL ELEVATION

(Looking north)



NORTH RAILING PARTIAL ELEVATION

(Looking north)



NORTH RAILING PARTIAL ELEVATION

(Looking north)

MINIMUM BAR LAP

#4 bar = 2'-0"

Notes:

1. *See sheet 25 of 58 for Section A-A thru F-F, and reveal detail sections.*
2. *Bars indicated thus 6x3-#4 etc. indicates 6 lines of bars with 3 lengths per line.*
3. *Measurements taken along inside face of railing.*

FILE NAME: L:\Rockford\2200468\200_15thAveBridgePh2\468300\Structures\CADD Sheets\101-6069_021_Concrete Bridge Railing - II.dgn

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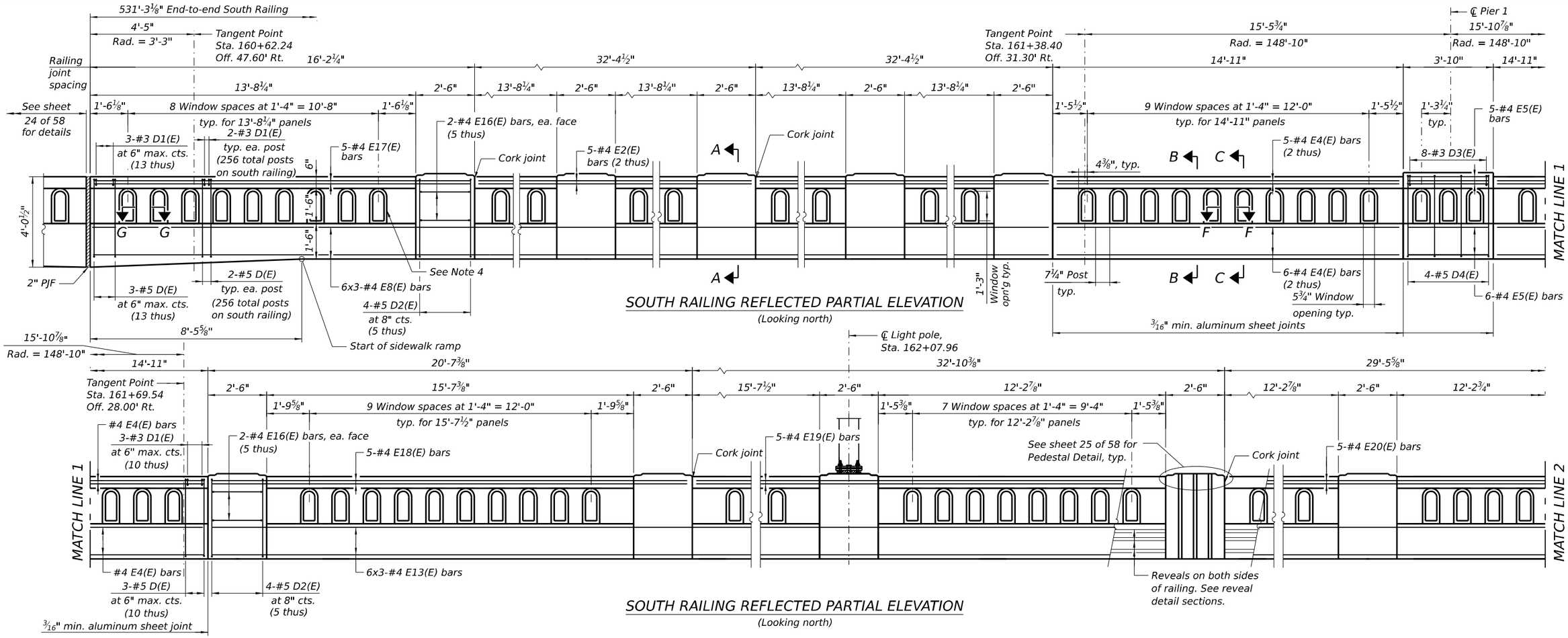
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE BRIDGE RAILING - II
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 21 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	103
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



MINIMUM BAR LAP

#4 bar = 2'-0"

Notes:

1. *See sheet 25 of 58 for Section A-A thru G-G, and reveal detail sections.*
2. *Bars indicated thus 6x3-#4 etc. indicates 6 lines of bars with 3 lengths per line.*
3. *Measurements taken along inside face of railing.*
4. *Name plate to be placed on the front face of the south railing west of the first pedestal on the bridge deck. Name plate shall be placed 8" below top of railing, and at least 4" from the edge of the pedestal. Adjacent window opening may be omitted if necessary to avoid interference with name plate. No adjustment to the remaining window spacing shall be made. Engineer to approve placement of name plate prior to forming of the railing.*

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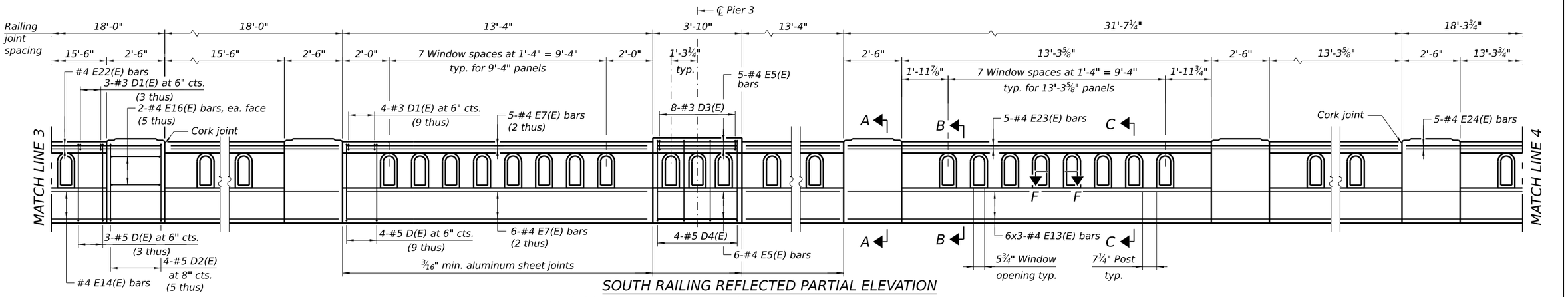
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DEPARTMENT OF TRANSPORTATION

CONCRETE BRIDGE RAILING - III
STRUCTURE NUMBER 101-6069

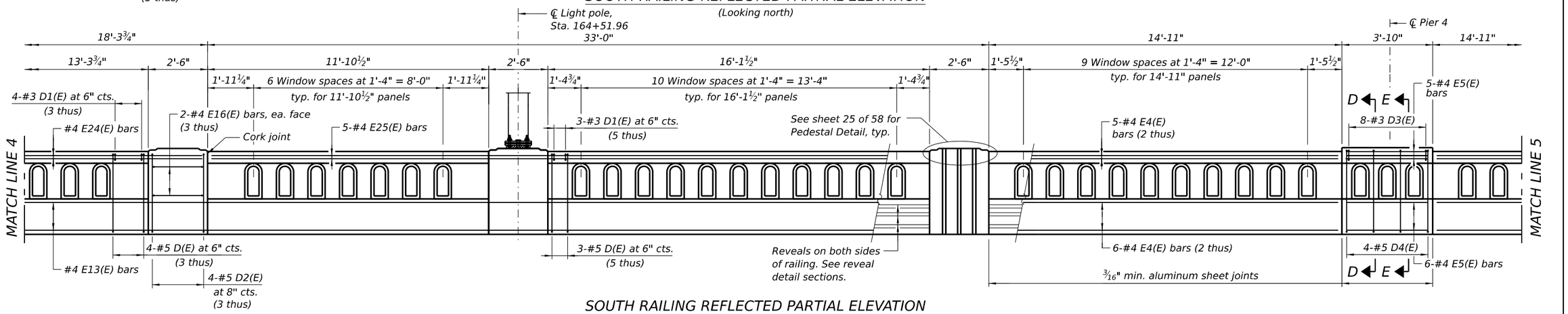
SCALE: | SHEET 22 OF 58 SHEETS | STA. | TO STA.

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		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



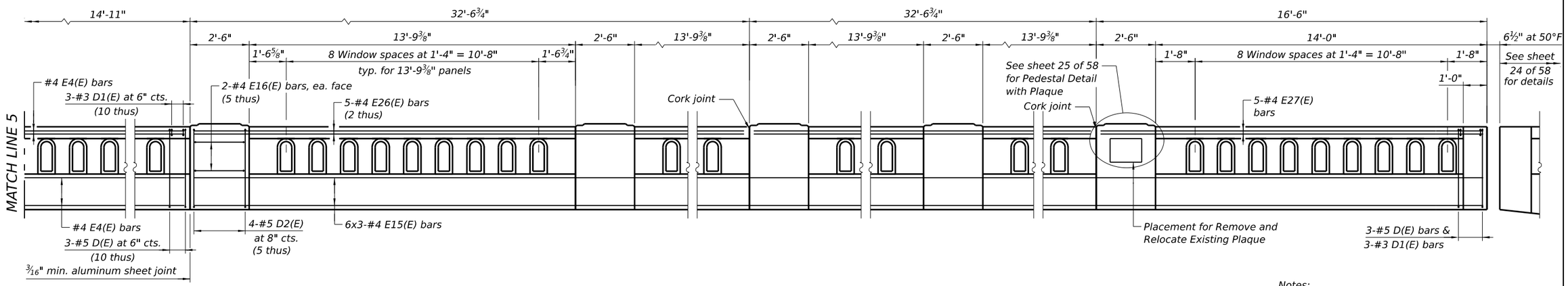
SOUTH RAILING REFLECTED PARTIAL ELEVATION

(Looking north)



SOUTH RAILING REFLECTED PARTIAL ELEVATION

(Looking north)



MINIMUM BAR LAP

#4 bar = 2'-0"

SOUTH RAILING REFLECTED PARTIAL ELEVATION

(Looking north)

Notes:

1. *See sheet 25 of 58 for Section A-A thru F-F, and reveal detail sections.*
2. *Bars indicated thus 6x3-#4 etc. indicates 6 lines of bars with 3 lengths per line.*
3. *Measurements taken along inside face of railing.*

FILE NAME: L:\Rockford\22004683-00_15thAveBridgePh2\468300Structures\CADD Sheets\101-6069_023_Concrete Bridge Railing - IV.dgn

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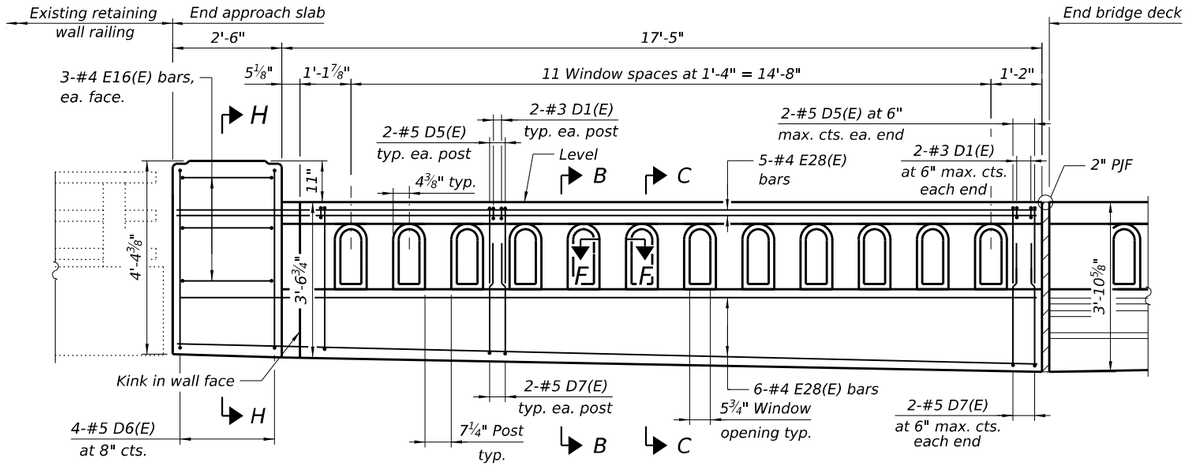
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DEPARTMENT OF TRANSPORTATION

CONCRETE BRIDGE RAILING - IV
STRUCTURE NUMBER 101-6069

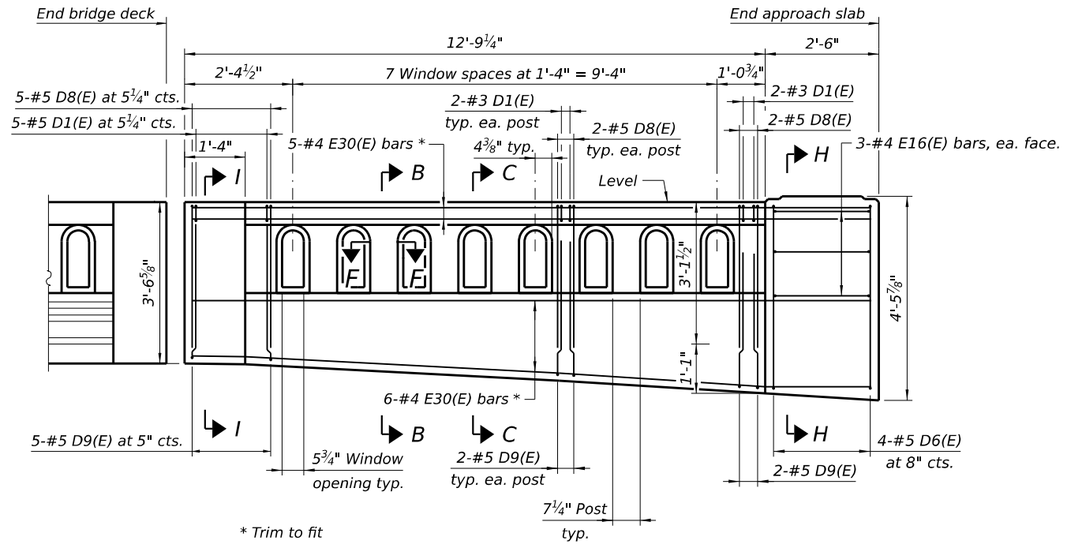
SCALE: | SHEET 23 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			



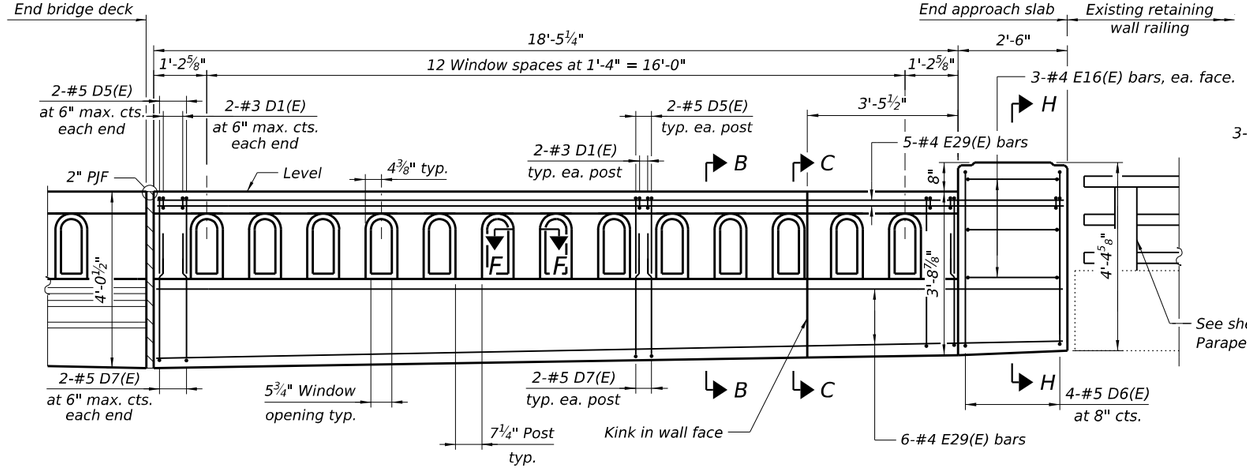
NORTHWEST RAILING ELEVATION

(Looking east)



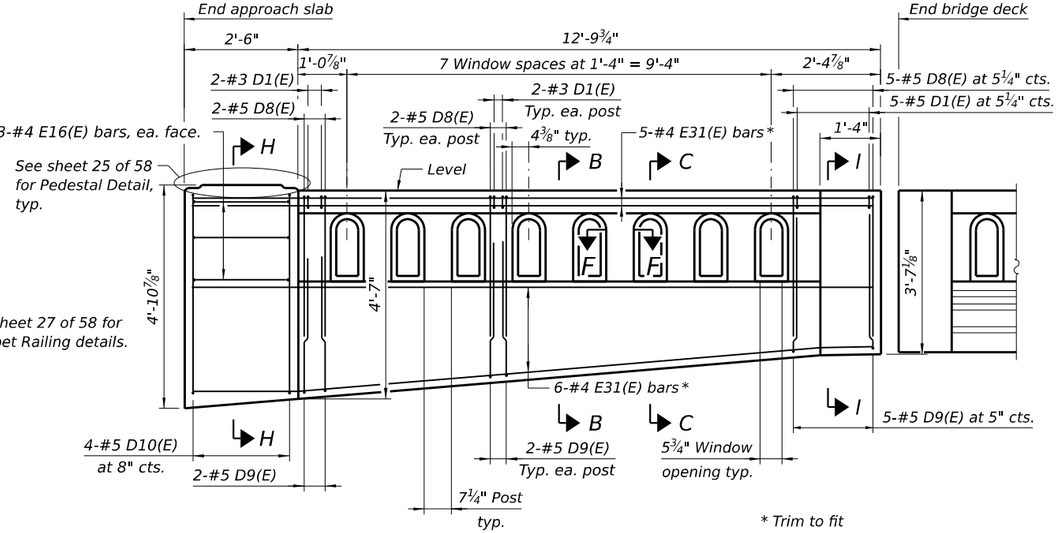
NORTHEAST RAILING ELEVATION

(Looking north)



SOUTHWEST RAILING ELEVATION

(Looking east)



SOUTHEAST RAILING ELEVATION

(Looking south)

Notes:

1. *See sheet 25 of 58 for Section B-B, C-C, F-F, H-H, I-I and reveal detail sections.*
2. *Measurements taken along inside face of railing.*

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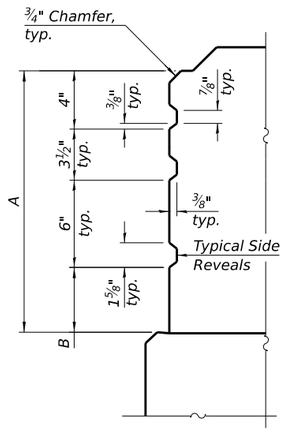
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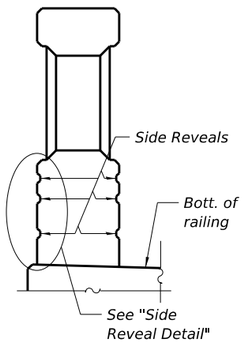
CONCRETE BRIDGE RAILING - V
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 24 OF 58 SHEETS | STA. | TO STA.

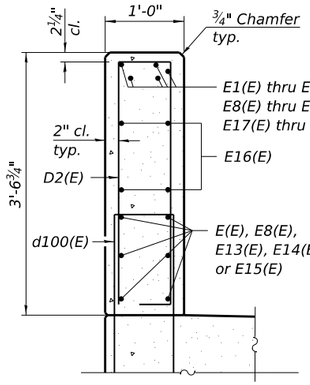
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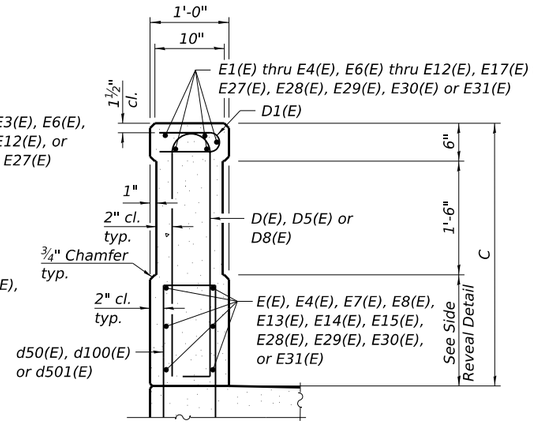
SIDE REVEAL DETAIL



TYPICAL REVEAL LOCATION DETAIL

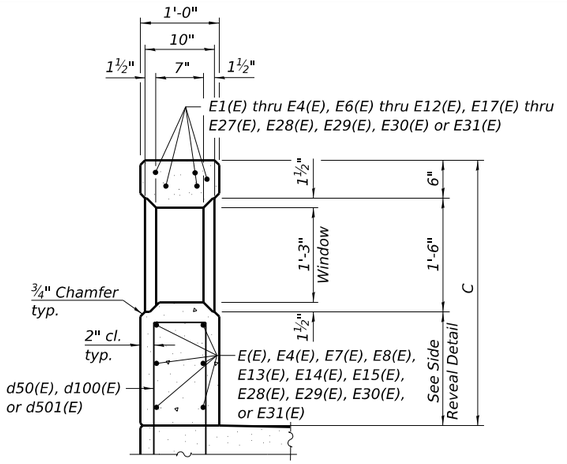


SECTION A-A



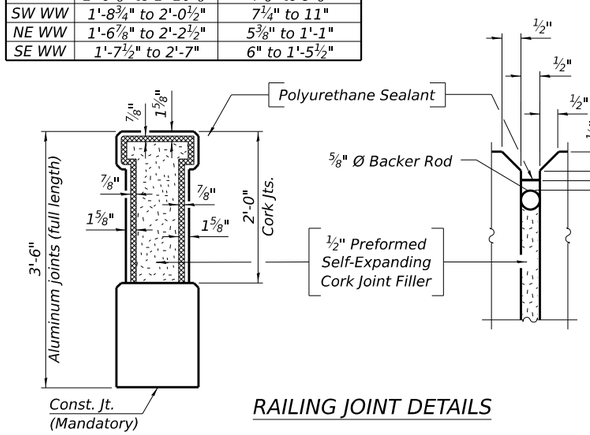
SECTION B-B

Location	C
Deck	3'-6" to 4'-0½"
NW WW	3'-6⅛" to 3'-10⅝"
SW WW	3'-8¾" to 4'-0½"
NE WW	3'-6⅞" to 4'-2½"
SE WW	3'-7½" to 4'-7"

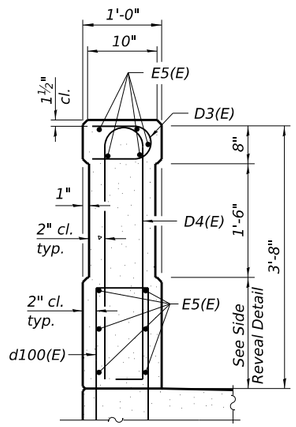


SECTION C-C

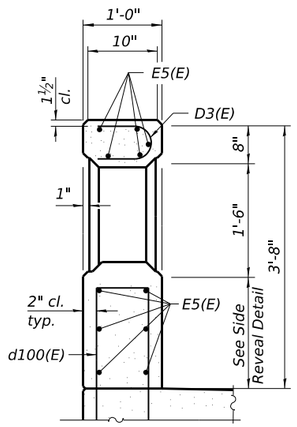
Location	A	B
Deck	1'-6" to 2'-0½"	4½" to 11"
NW WW	1'-6⅛" to 1'-10⅝"	4⅝" to 9⅛"
SW WW	1'-8¾" to 2'-0½"	7¼" to 11"
NE WW	1'-6⅞" to 2'-2½"	5⅜" to 1'-1"
SE WW	1'-7½" to 2'-7"	6" to 1'-5½"



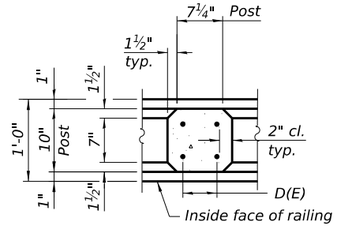
RAILING JOINT DETAILS



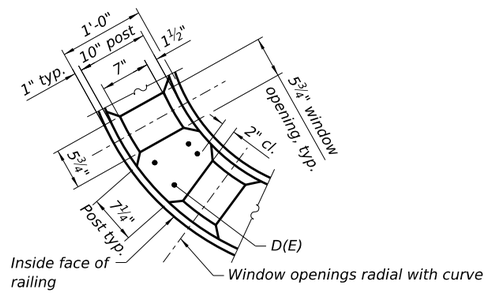
SECTION D-D



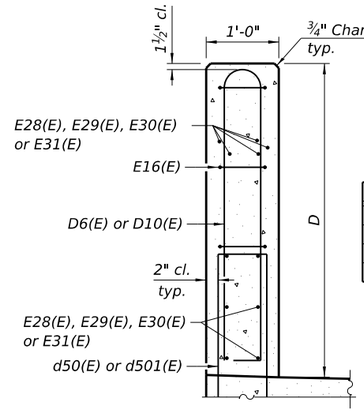
SECTION E-E



SECTION F-F

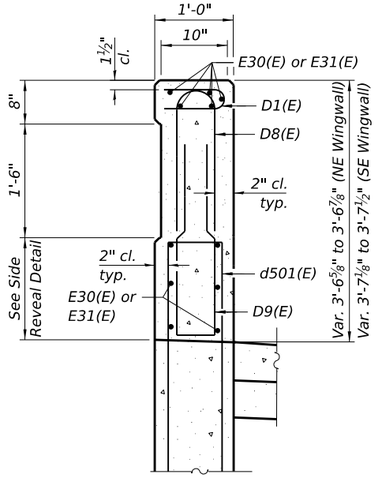


SECTION G-G

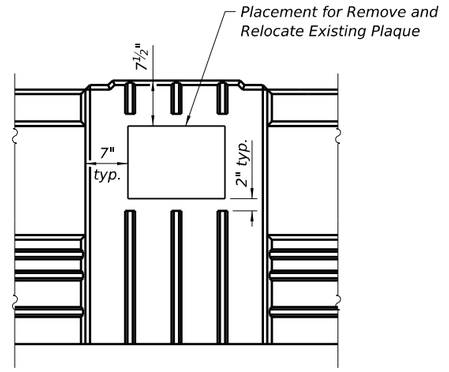


Location	D
NW WW	4'-4⅜" to 4'-5⅛"
SW WW	4'-4⅝" to 4'-4¾"
NE WW	4'-4" to 4'-5⅞"
SE WW	4'-8½" to 4'-10⅞"

SECTION H-H

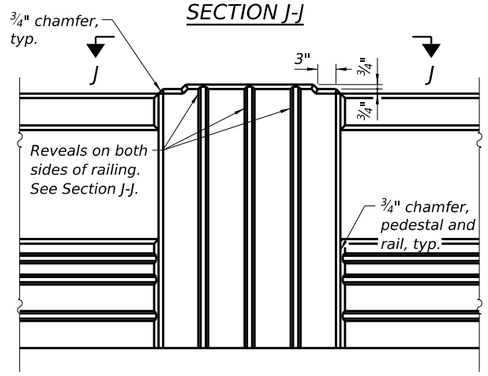


SECTION I-I

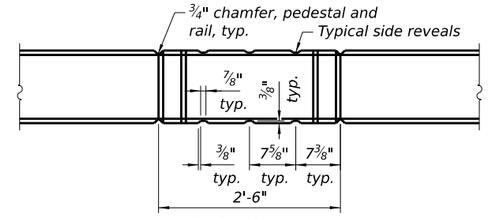


PEDESTAL DETAIL WITH PLAQUE

(See Pedestal Detail for information not shown)



PEDESTAL DETAIL



SECTION J-J

Note:
1. For location of Sections A-A thru I-I see sheets 20 thru 24 of 58.

FILE NAME: L:\Rockford\220046830-00_15thAveBridgeRh2\46830\Structures\CADD Sheets\101-6069_025_Concrete Bridge Railing - VI.dgn

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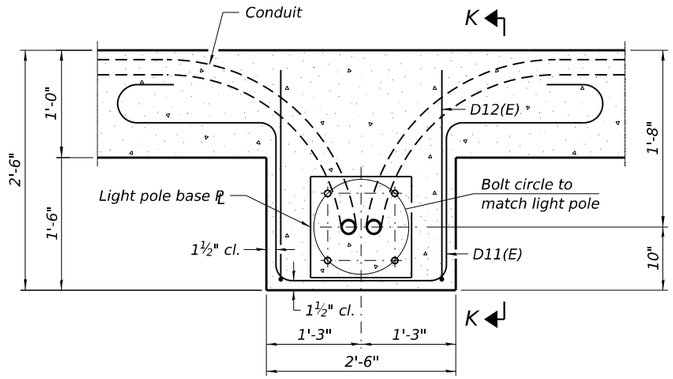
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

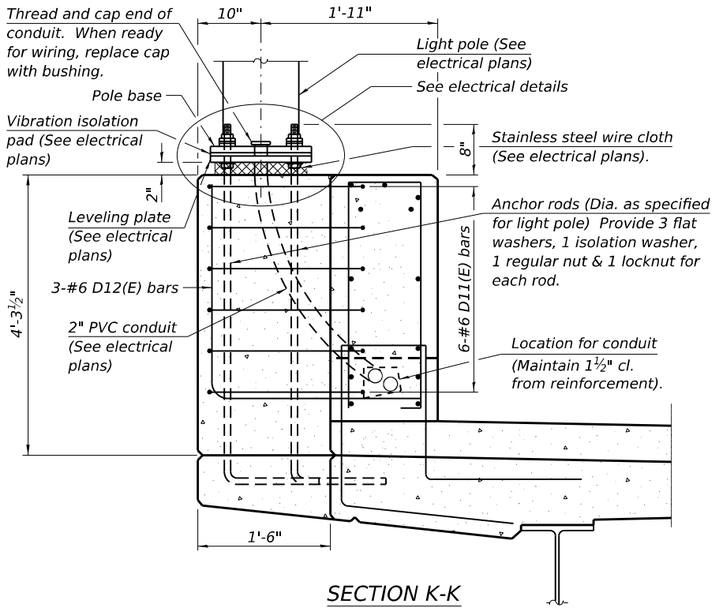
CONCRETE BRIDGE RAILING - VI
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 25 OF 58 SHEETS | STA. | TO STA.

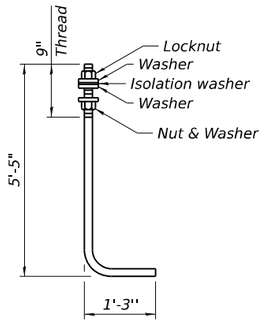
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		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



PLAN



SECTION K-K



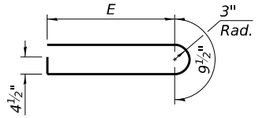
ANCHOR ROD

Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized.

RAILING BAR LIST

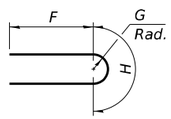
(For information only)

Bar	No.	Size	Length	Shape
D(E)	1434	#5	7'-0"	∩
D1(E)	1531	#3	1'-5"	⊃
D2(E)	220	#5	7'-5"	⊓
D3(E)	64	#3	1'-9"	⊃
D4(E)	32	#5	7'-4"	∩
D5(E)	54	#5	5'-8"	∩
D6(E)	12	#5	8'-8"	∩
D7(E)	54	#5	5'-10"	∪
D8(E)	42	#5	6'-2"	∩
D9(E)	42	#5	6'-4"	∪
D10(E)	4	#5	9'-6"	∩
D11(E)	30	#6	10'-5"	⌊
D12(E)	15	#6	7'-0"	⌐⌙
E(E)	18	#4	27'-9"	—
E1(E)	5	#4	15'-0"	—
E2(E)	40	#4	32'-0"	—
E3(E)	5	#4	31'-9"	—
E4(E)	88	#4	14'-7"	—
E5(E)	88	#4	3'-6"	—
E6(E)	10	#4	18'-3"	—
E7(E)	88	#4	13'-0"	—
E8(E)	23	#4	28'-3"	—
E9(E)	5	#4	13'-3"	—
E10(E)	5	#4	19'-0"	—
E11(E)	5	#4	30'-9"	—
E12(E)	5	#4	30'-10"	—
E13(E)	36	#4	28'-11"	—
E14(E)	18	#4	26'-1"	—
E15(E)	18	#4	28'-6"	—
E16(E)	244	#4	3'-6"	⌊⌋
E17(E)	5	#4	15'-10"	—
E18(E)	5	#4	20'-3"	—
E19(E)	5	#4	32'-11"	—
E20(E)	5	#4	29'-6"	—
E21(E)	5	#4	20'-6"	—
E22(E)	15	#4	17'-8"	—
E23(E)	5	#4	31'-3"	—
E24(E)	5	#4	18'-0"	—
E25(E)	5	#4	32'-8"	—
E26(E)	10	#4	30'-2"	—
E27(E)	5	#4	16'-2"	—
E28(E)	11	#4	19'-11"	—
E29(E)	11	#4	21'-0"	—
E30(E)	11	#4	14'-10"	—
E31(E)	11	#4	14'-10"	◜



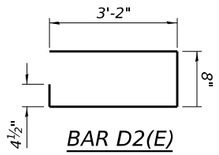
Bar	E
D(E)	2'-11"
D4(E)	3'-1"
D6(E)	3'-9"
D10(E)	4'-2"

BARS D(E), D4(E), D6(E), D10(E)

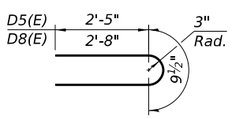


Bar	F	G	H
D1(E)	6"	1½"	4¾"
D3(E)	6½"	2½"	8"

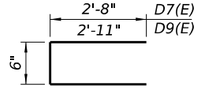
BARS D1(E) & D3(E)



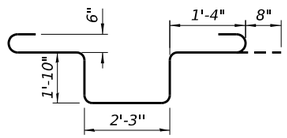
BAR D2(E)



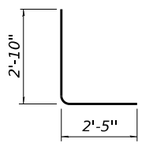
BARS D5(E) & D8(E)



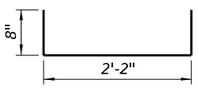
BARS D7(E) & D9(E)



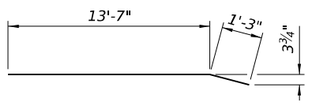
BAR D11(E)



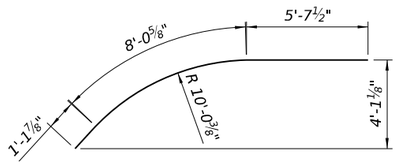
BAR D12(E)



BARS E16(E)



BAR E30(E)



BAR E31(E)

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Bridge Railing (Special)	Foot	1,133

Notes:

1. The 3/16" minimum aluminum sheet shall be ASTM B209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Bridge Railing (Special).
2. The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
3. All concrete for railing wall shall be Class BS according to Art. 1020.04 of the Standard Specifications.
4. Surface of railing shall recieve a rubbed finish according to Art. 503.15(b) of the Standard Specifications.
5. All parts of the railing including concrete, reinforcement, anchor rods, and associated light pole hardware will be paid for at the contract unit price per foot for Concrete Bridge Railing (Special).
6. Holes and recesses must be formed or cored. Drilling is not permitted.

FILE NAME: L:\Rockford\22004683\d0_15thAveBridge\Ph2\d683005\Structures\CADD Sheets\101-6069_026_Concrete Bridge Railing - VII.dgn

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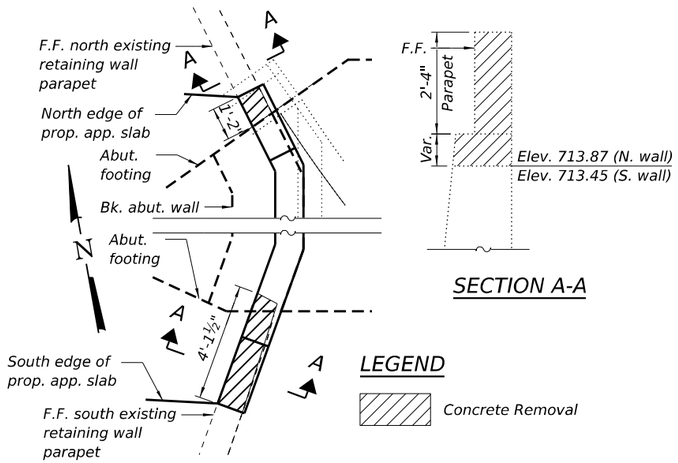
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE BRIDGE RAILING - VII
STRUCTURE NUMBER 101-6069

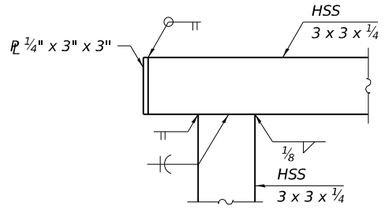
SCALE: | SHEET 26 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

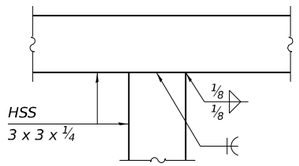


SECTION A-A

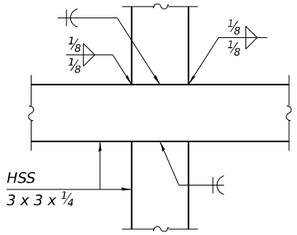
EXISTING RETAINING WALL & PARAPET REMOVAL DETAIL



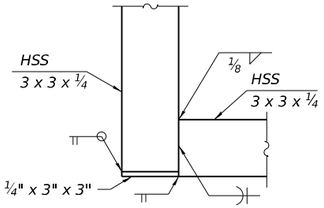
DETAIL A



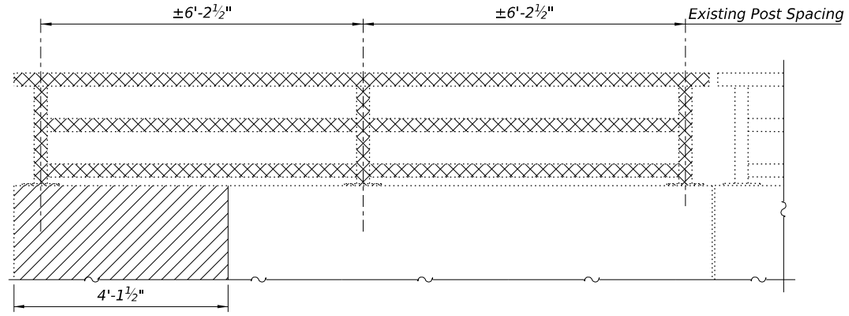
DETAIL B



DETAIL C

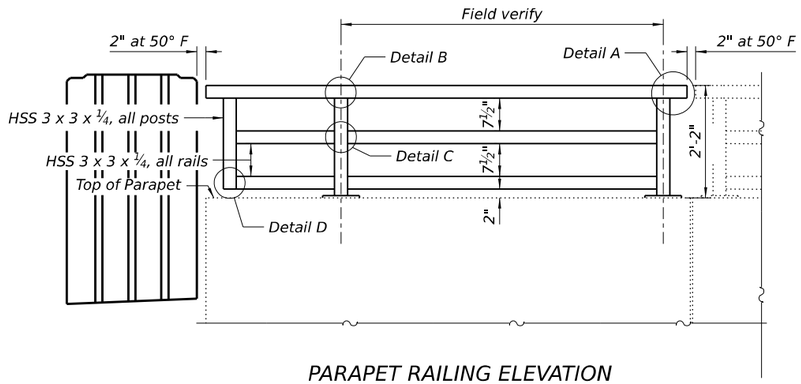


DETAIL D



EXISTING POST SPACING AND REMOVAL

(Looking east)

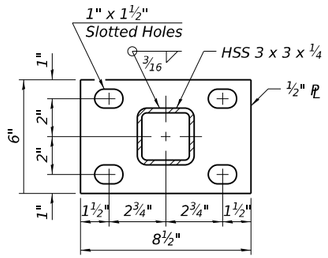


PARAPET RAILING ELEVATION

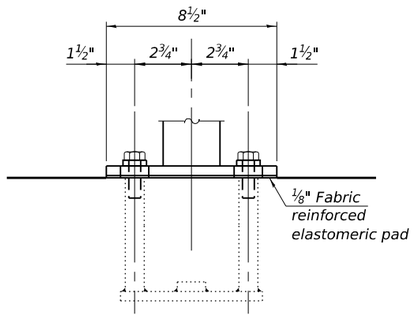
LEGEND

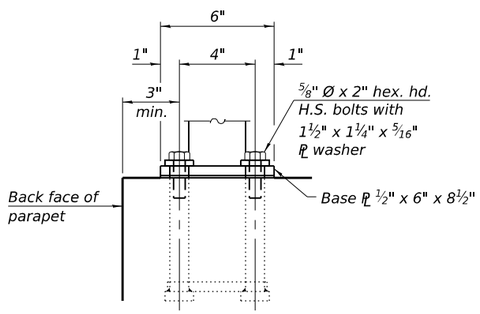
Concrete Removal

Steel Railing Removal



BASE ℄





EXISTING ANCHORAGE ASSEMBLY

Existing anchorage assembly will remain in place and will be used to install new railing. The Contractor shall field verify dimensions prior to the manufacturing of new railing.

See General Notes on sheet 2 of 58.

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	1
Parapet Railing (Special)	Foot	9
Steel Railing Removal	Foot	12

Notes:

1. All HSS tubing used for the Parapet Railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.
2. All HSS tubing used for the Parapet Railing shall be ASTM A500 grade C.
3. All base plates used for the Parapet Railing shall be AASHTO M270 grade 50.
4. All heavy hex nuts shall be according to ASTM A 563 grade DH.
5. The post base plate shall be fastened to the parapet snug tight and given an additional ⅛" turn.
6. All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

FILE NAME: L:\Rockford\22004683-00_15thAveBridge\m2\468300\Structures\CADD Sheets\101-6069_027_Parapet Railing.dgn

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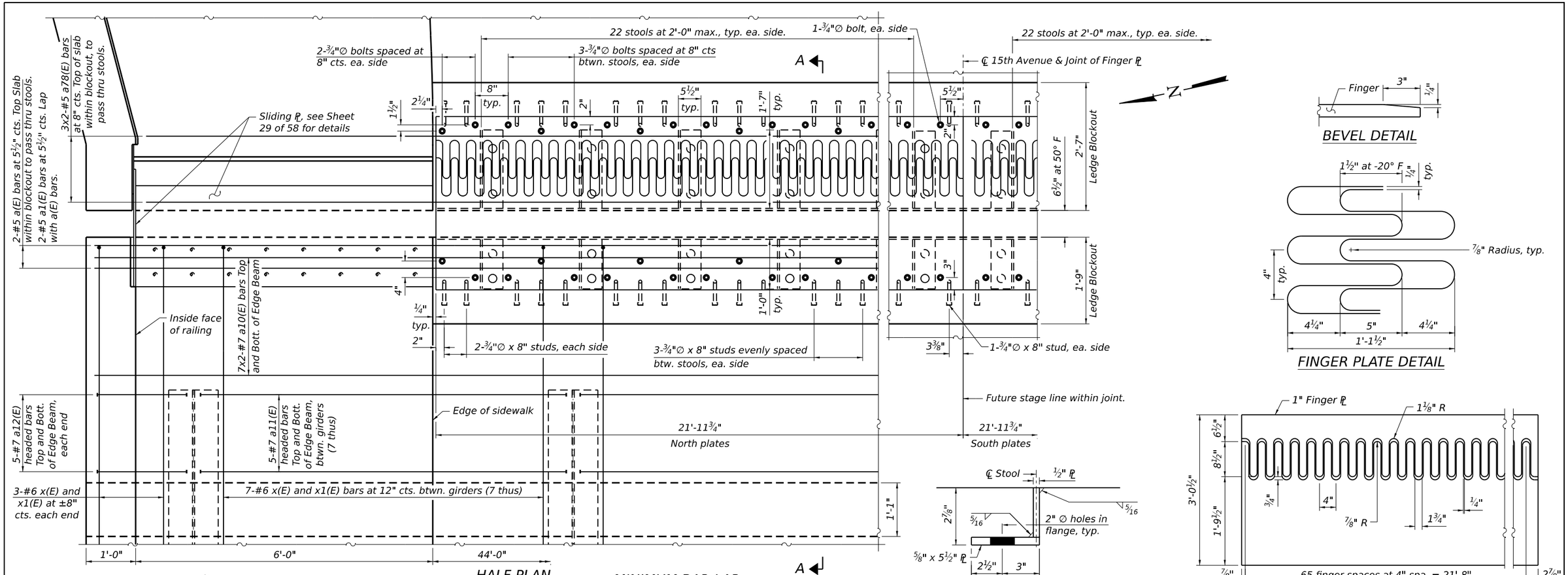
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET RAILING (SPECIAL)
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 27 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



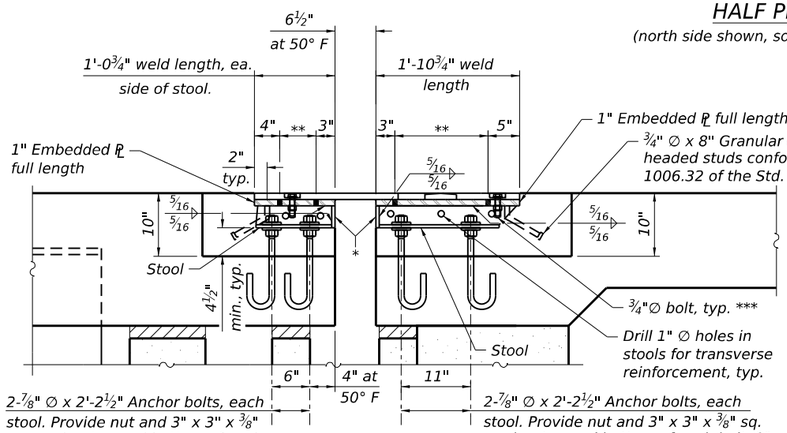
HALF PLAN

(north side shown, south side similar)

MINIMUM BAR LAP

#5 bar = 3'-10"

#7 bar = 4'-1"



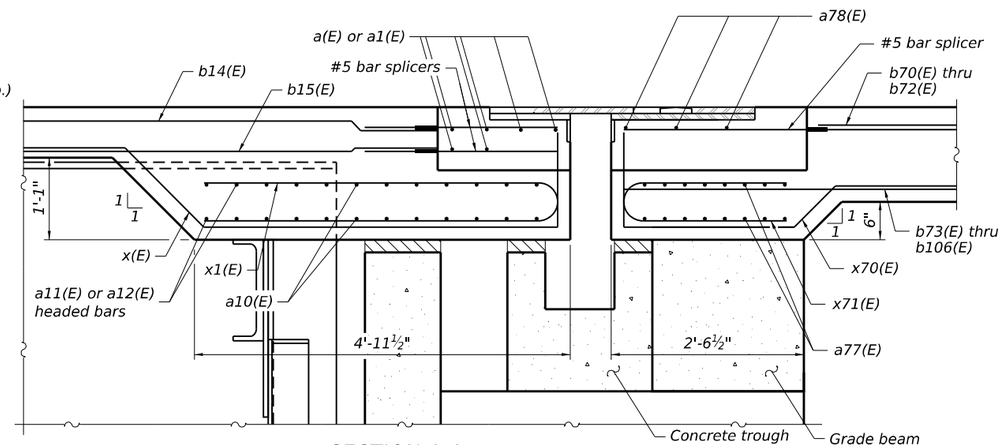
SECTION A-A

(Finger plate and stool details)

* ½" ℙ full length

** ¾"∅ vent holes at 12" cts.

*** Bolts to attach to embedded plate and be removable without interference from or damage to the concrete. Bolt head shall be installed ⅛" minimum below the top surface of the plate.



SECTION A-A

(Reinforcement details)

Notes:

1. Finger plate expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.
2. Finger plate joint assembly shall be installed after the concrete ledge below the blockout has been poured and reached required strength as specified on the General Plan and Elevation.
3. Finger plate expansion joint shall be adjusted for temperature prior to pouring the blockout area.
4. Finger plate expansion joint assembly shall be fabricated and installed to allow staged removal at the ℄ of 15th Ave.
5. All finger plate joint components shall be AASHTO M270 Grade 50 (CVN).
6. Components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.
7. All steel components of finger plate assembly shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
8. Bars, blockout concrete, and bar splicers placed on the deck side of joint are detailed and included in bill of material on sheet 14 of 58.
9. Bars, blockout concrete, and bar splicers placed on the approach slab side of joint are detailed and included in bill of material on sheet 19 of 58.
10. Bars indicated thus 7x2 #7 etc. indicates 7 lines of bars with 2 lengths per line.

FILE NAME: L:\Blockfold\22004683-00_15thAveBridgePh2\468300\Structures\CADD Sheets\101-6069_028_East Abutment Joint Details - I.dgn

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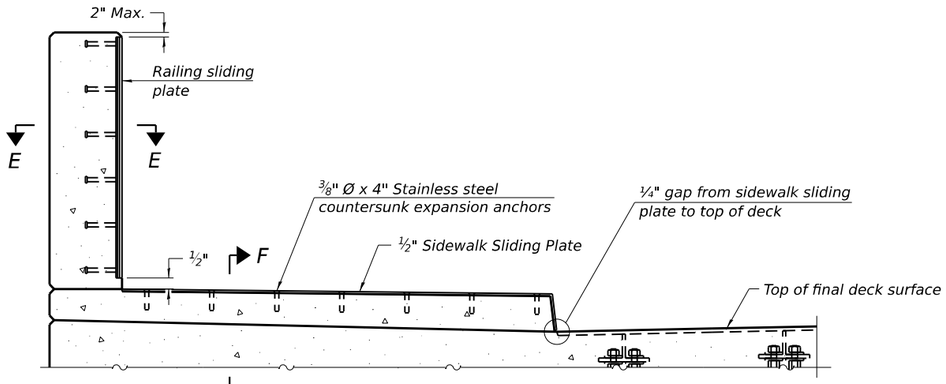
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STATE OF ILLINOIS
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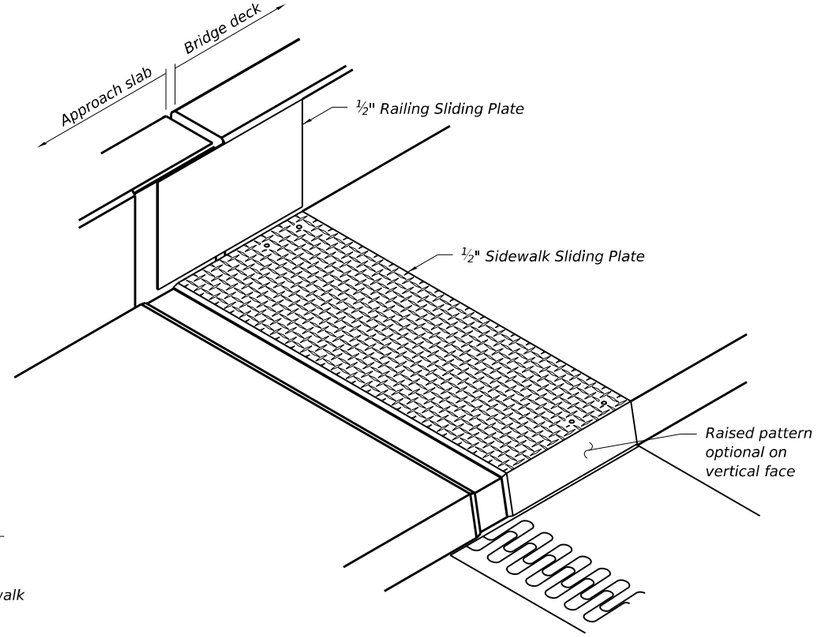
EAST ABUTMENT JOINT DETAILS - I
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 28 OF 58 SHEETS | STA. | TO STA.

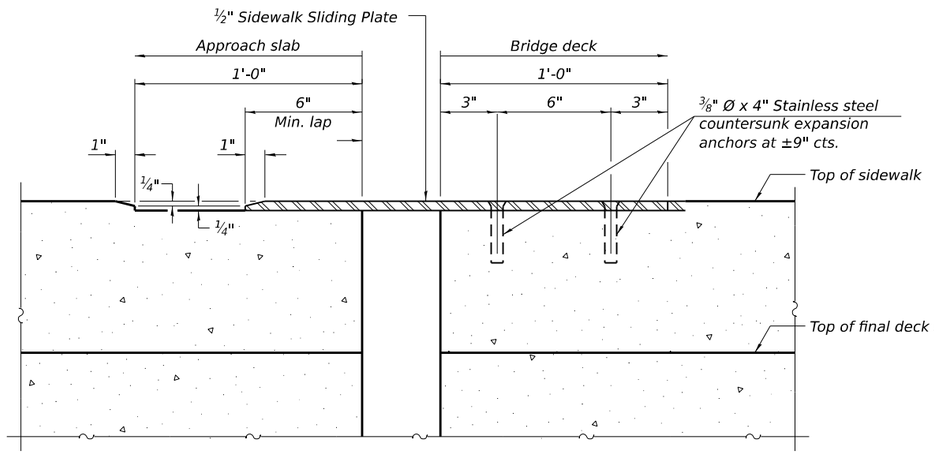
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		ILLINOIS	FED. AID PROJECT	



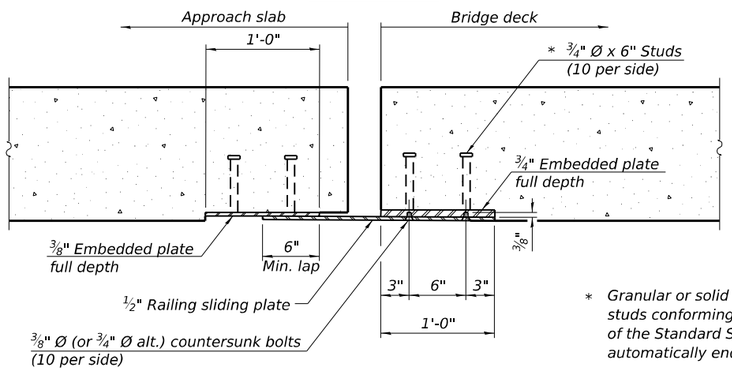
SECTION AT RAISED SIDEWALK



TRIMETRIC VIEW OF SIDEWALK



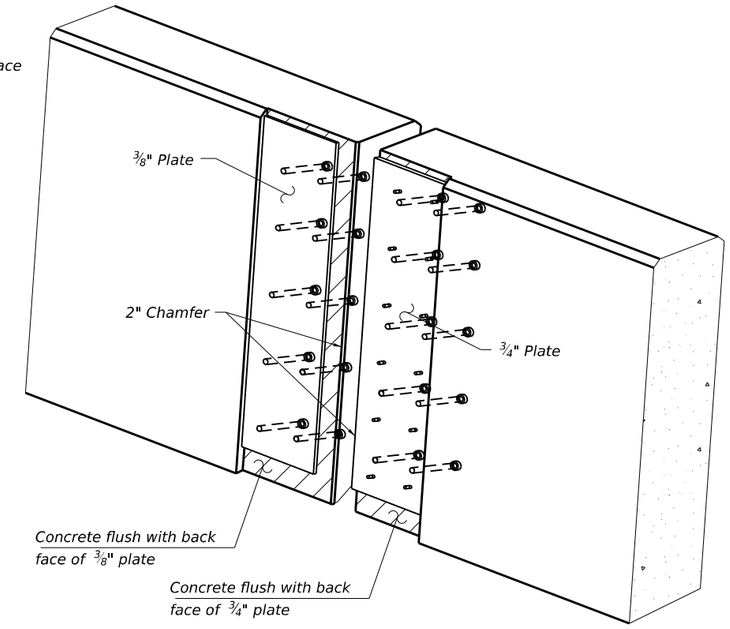
SECTION F-F



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

SECTION E-E

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



TRIMETRIC VIEW OF RAILING

(Showing embedded plates only)

Notes:

1. *See sheets 20 thru 26 of 58 for railing dimensions.*
2. *The manufacturer's recommended installation methods shall be followed.*
3. *All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.*
4. *The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.*
5. *Cost of railing sliding plates, sidewalk sliding plates, embedded plates, nuts, bolts, washers, and anchorage studs is included with Finger Plate Expansion Joint, 4".*

FILE NAME: L:\Rockford\220046B3-00_1Sht\Ave8\Ridge#n2\468300\Structures\CADD Sheets\101-6069_029_East Abutment Joint Details - II.dgn

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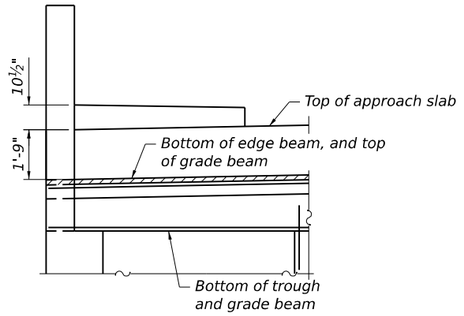
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT JOINT DETAILS - II
STRUCTURE NUMBER 101-6069

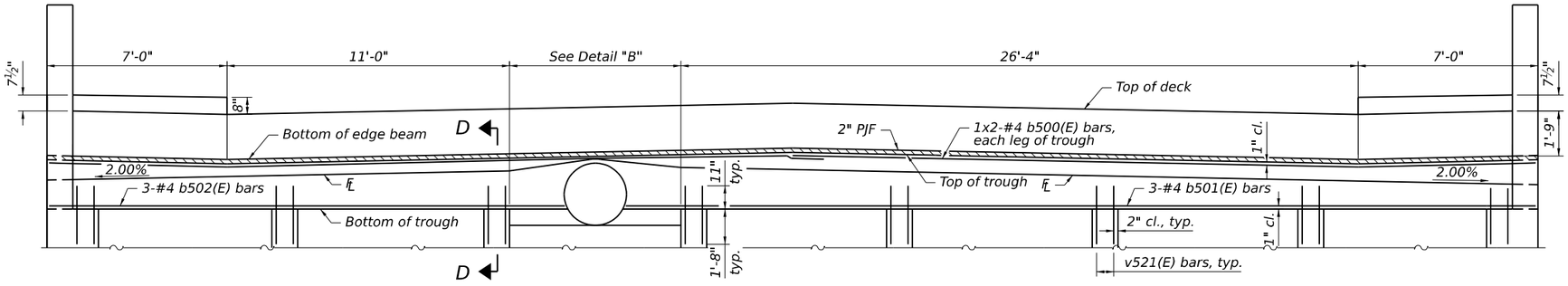
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



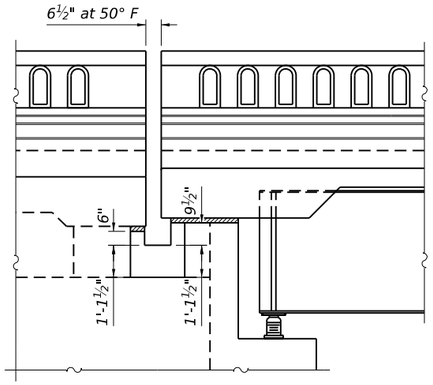
PARTIAL SECTION THRU JOINT AT APPROACH SLAB

(Looking east, north side shown, south side similar)

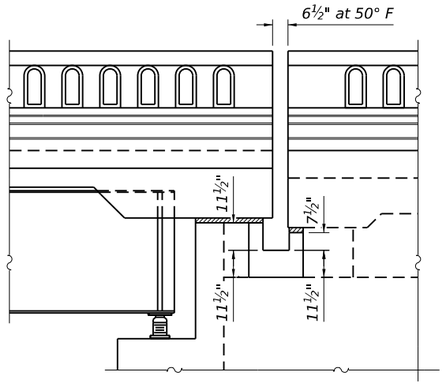


SECTION THRU JOINT AT BRIDGE DECK

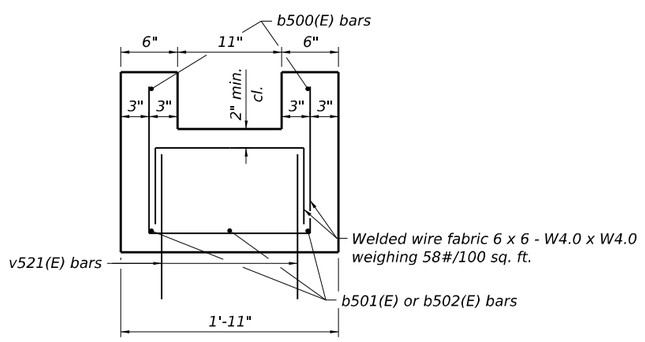
(Looking east)



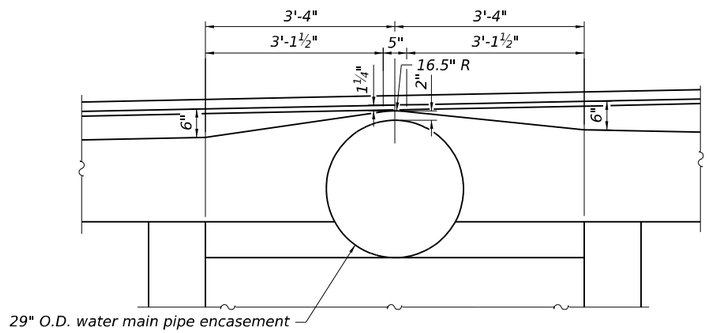
TROUGH OUTLET AT NORTHEAST WINGWALL



TROUGH OUTLET AT SOUTHEAST WINGWALL



SECTION D-D



DETAIL "B"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
b500(E)	4	#4	29'-8"	———
b501(E)	3	#4	35'-4"	———
b502(E)	3	#4	19'-11'	———
Concrete Structures			Cu. Yd.	6.6
Finger Plate Expansion Joint, 4"			Foot	44
Reinforcement Bars, Epoxy Coated			Pound	190

Notes:

1. *See sheets 10 thru 14 of 58 for superstructure details.*
2. *See sheets 18 and 19 of 58 for east approach slab details.*
3. *See sheets 44 thru 46 of 58 for east abutment details.*
4. *Bars indicated thus 7x2 #4 etc. indicates 7 lines of bars with 2 lengths per line.*
5. *Cost of Welded Wire Reinforcement is included in Finger Plate Expansion Joint, 4".*
6. *Concrete Sealer shall be applied to the horizontal and vertical faces of the concrete trough prior to placement of the bridge deck and approach slab. Concrete Sealer shall be applied to the vertical faces at the ends of the bridge deck and approach slab below the joint, including the blockout concrete face. See General Notes on sheet 2 of 58.*
7. *Concrete trough shall be paid for as Concrete Structures.*
8. *For water main and pipe encasement details, see Roadway Plans.*
9. *For details and billing of bar v521(E) see sheet 46 of 58.*

FILE NAME: L:\Rockford\220046830\15thAveBridge\ph2\46830\Structures\CADD Sheets\101-6069_03D_East Abutment Joint Details - III.dgn

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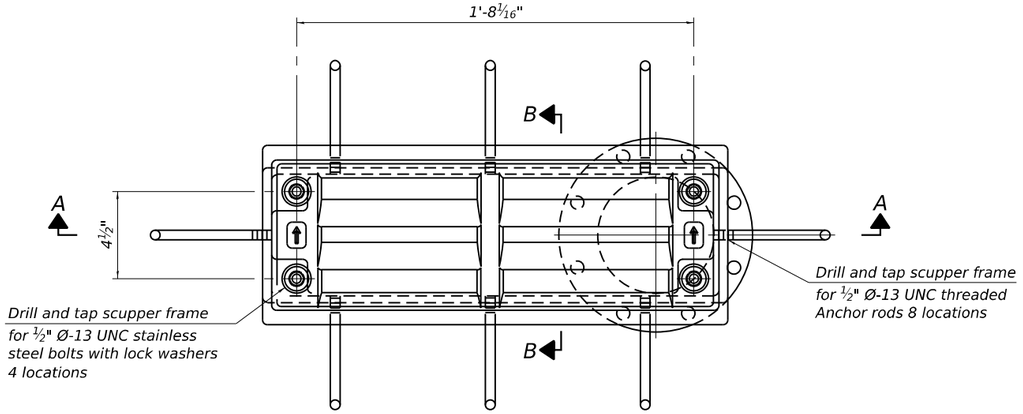
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STATE OF ILLINOIS
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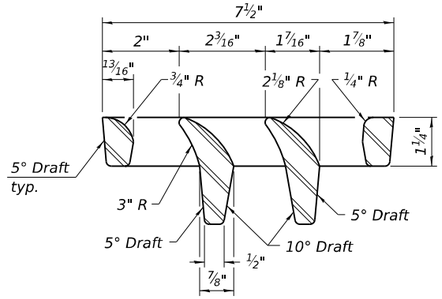
EAST ABUTMENT JOINT DETAILS - III
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 30 OF 58 SHEETS | STA. | TO STA.

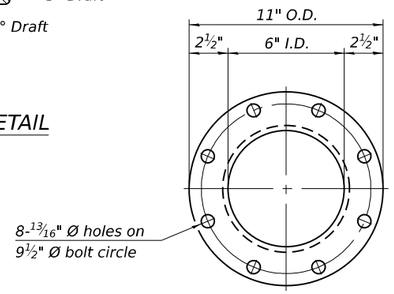
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5082	19-00631-00-BR	WINNEBAGO	162	112
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



PLAN



VANE GRATE DETAIL



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.

Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.

Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

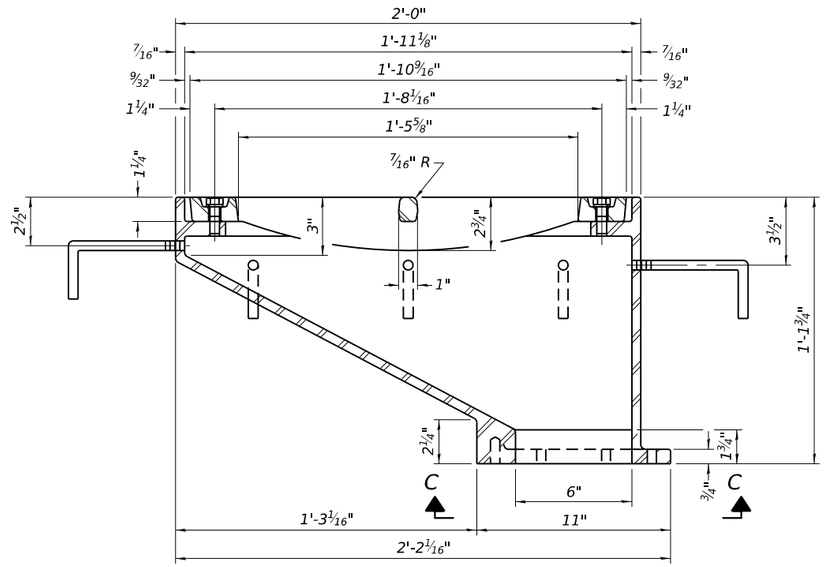
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.

Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be treated as specified on sheet 2 of 58.

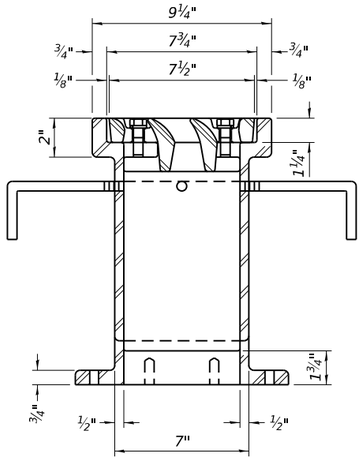
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scuppers, DS-12.

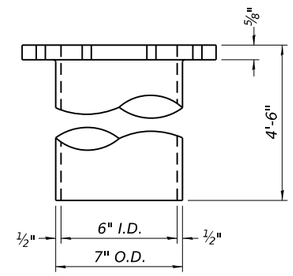


SECTION A-A

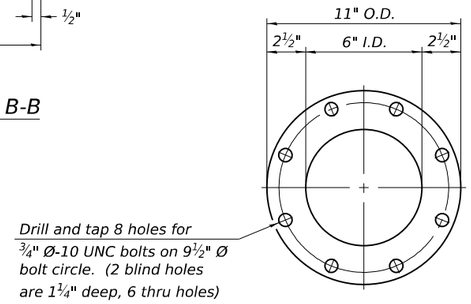
See sheet 13 of 58 for scupper location relative to parapet.



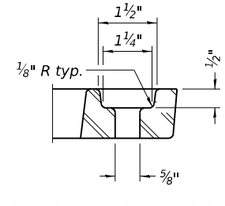
SECTION B-B



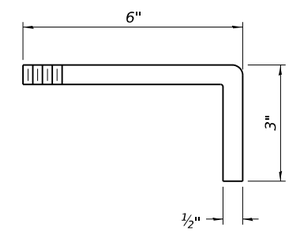
DOWNSPOUT



VIEW C-C



GRATE BOLT HOLE DETAIL



ANCHOR ROD DETAIL

BILL OF MATERIAL

Item	Unit	Quantity
Drainage Scuppers, DS-12	Each	16

DS-12

4-4-2025

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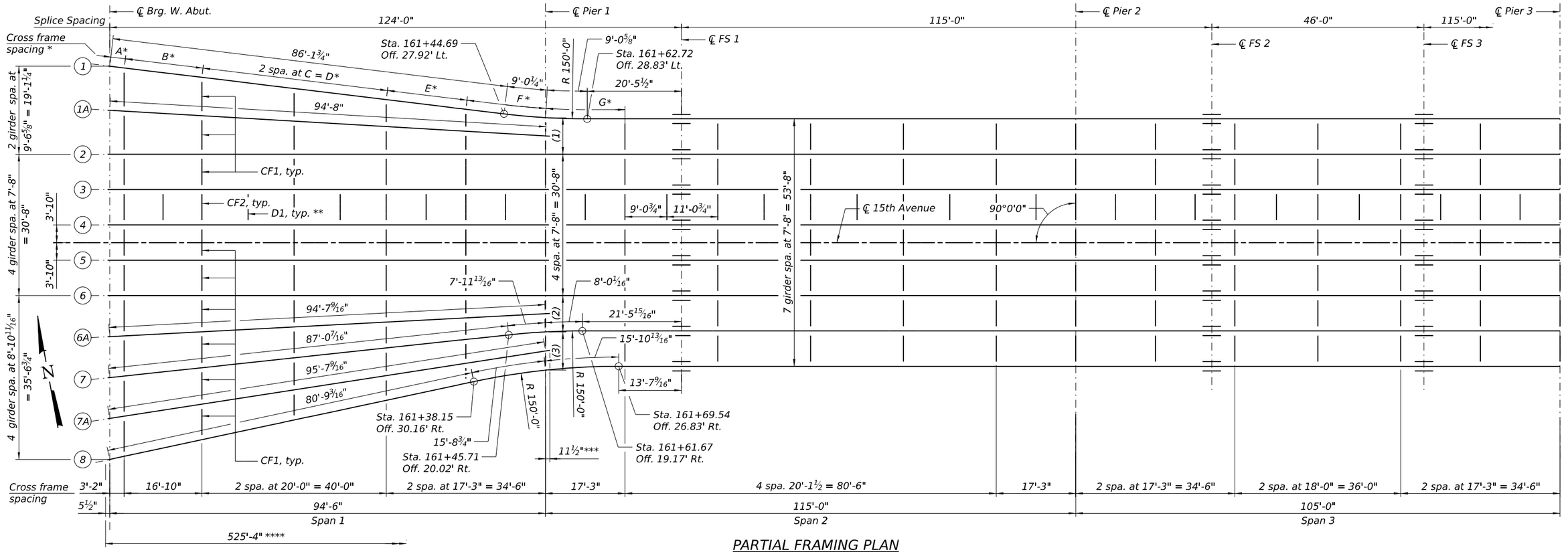
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-12
STRUCTURE NUMBER 101-6069

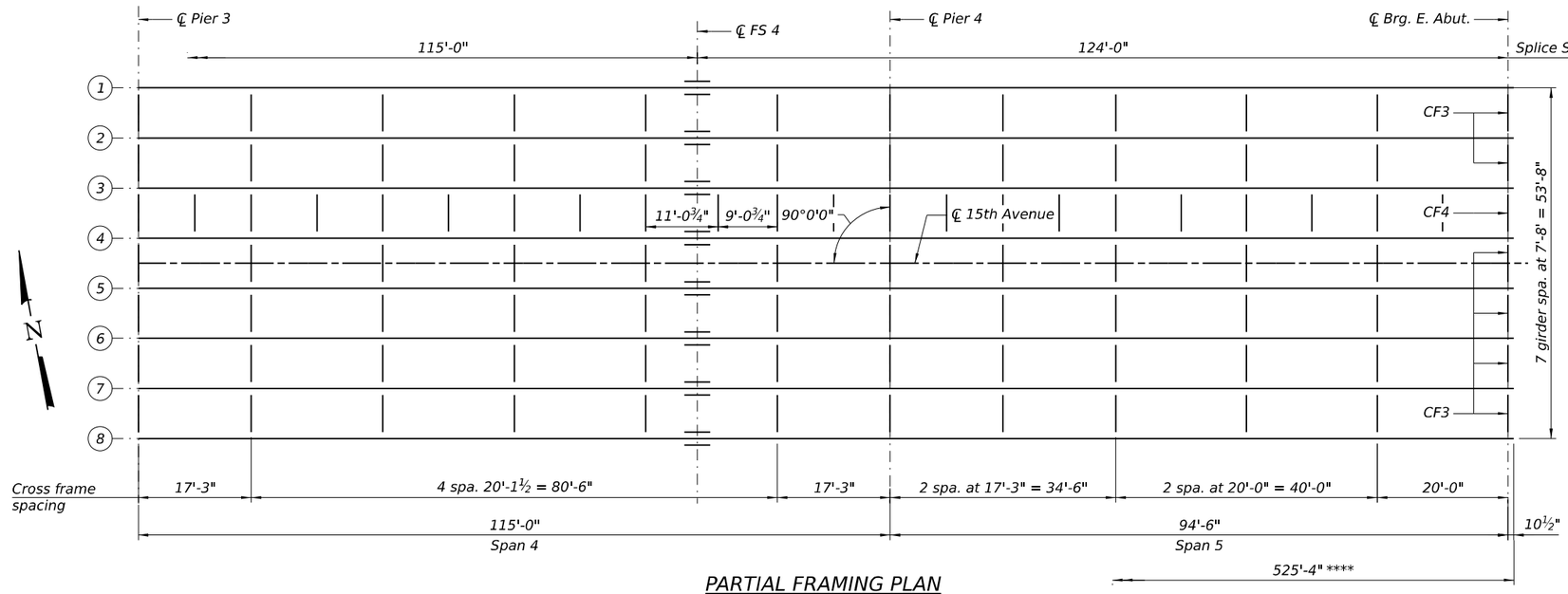
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	113
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

FILE NAME: L:\Rockford\220046B3-00_1Sth\Ave6\Ridge\h2\46B300\Structures\CADD Sheets\101-6069_031-Drainage Scupper_DS-12.dgn



PARTIAL FRAMING PLAN



PARTIAL FRAMING PLAN

(1) 2 spa. at 3'-11⅝" = 7'-11¼"
(2) 2 spa. at 3'-11⁵⁄₁₆" = 7'-10⅝"
(3) 2 spa. at 4'-1¾" = 8'-3½"

* Applies to girders 1, 1A, and 6A thru 8.

** Pipe support to be placed in between CF2, unless otherwise noted.

*** ℄ Pier 1 to end of girder, measured along the ℄ girder, for girders 1A, 6A and 7A.

**** Measured along the ℄ of 15th Avenue. For girders 1, 1A, and 6A thru 8, see H dimension in the table below for girder length measurement along each girder ℄.

TOTAL GIRDER DIMENSION AND CROSS FRAME SPACING

For girders 1, 1A, and 6A thru 8.

GIRDER	A	B	C	D	E	F	G	H
1	3'-2¼"	16'-11½"	20'-1¾"	40'-3½"	17'-4½"	17'-4¼"	17'-3¹⁄₁₆"	526'-0¹⁄₁₆"
1A	3'-2¹⁄₁₆"	16'-10³⁄₈"	20'-0⁷⁄₁₆"	40'-0⅞"	17'-3⅜"	17'-3⁵⁄₁₆"	--	96'-1"
6A	3'-2¹⁄₁₆"	16'-10¼"	20'-0⁵⁄₁₆"	40'-0⅝"	17'-3⁵⁄₁₆"	17'-3⁵⁄₁₆"	--	96'-0⁹⁄₁₆"
7	3'-2¼"	16'-11⅛"	20'-1⅜"	40'-2¾"	17'-4³⁄₁₆"	17'-3¹⁵⁄₁₆"	17'-3¹⁄₁₆"	525'-10⁵⁄₁₆"
7A	3'-2⅞"	17'-0³⁄₈"	20'-2⅞"	40'-5¾"	17'-5½"	17'-5½"	--	97'-0⁹⁄₁₆"
8	3'-2⁷⁄₁₆"	17'-2⁹⁄₁₆"	20'-5⁷⁄₁₆"	40'-10⅞"	17'-7¹¹⁄₁₆"	17'-5¹⁵⁄₁₆"	17'-3⅜"	527'-4⁵⁄₁₆"

Note: Lengths measured along the CL of girder.

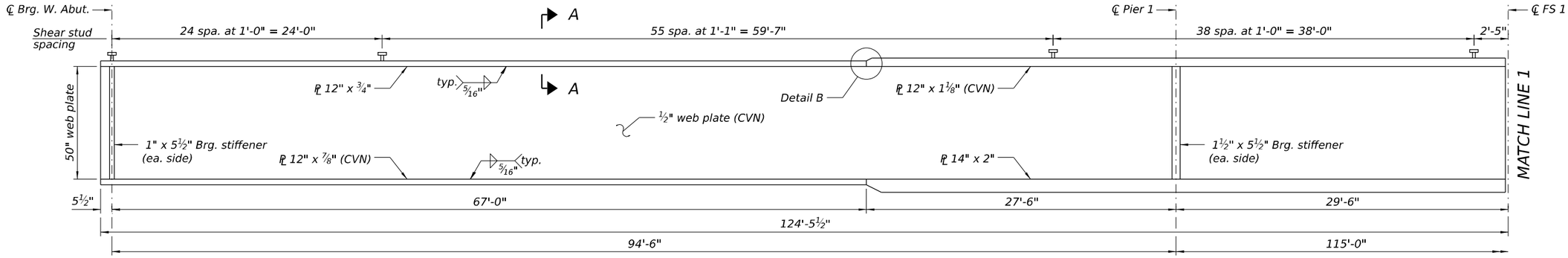
Notes:
1. *All cross frames between girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual cross frames at supports may be temporarily disconnected to install bearing anchor bolts.*
2. *CF denotes "Cross Frame".*
3. *FS denotes "Field Splice".*
4. *D1 denotes "Diaphragm 1".*

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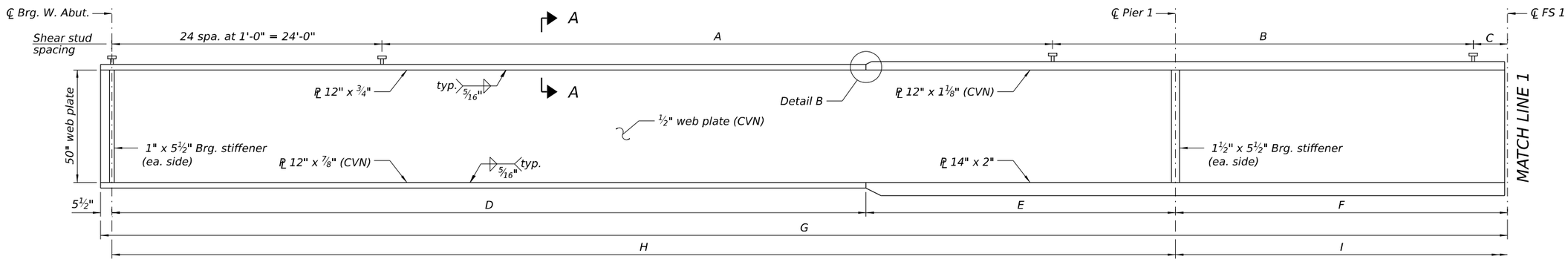
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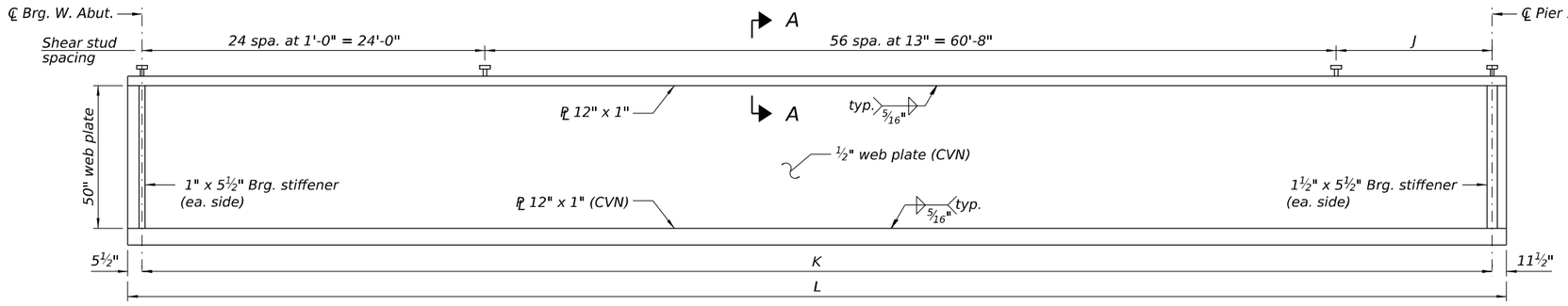
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		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



PARTIAL GIRDER ELEVATION - GIRDERS 2 THRU 6



PARTIAL GIRDER ELEVATION - GIRDERS 1, 7 & 8



GIRDER ELEVATION - GIRDERS 1A, 6A & 7A

SHEAR STUD SPACINGS

Girder	A	B	C
1	53 spa. at 1'-1" = 57'-5"	41 spa. at 1'-0" = 41'-0"	2'-3"
7	51 spa. at 1'-1" = 55'-3"	43 spa. at 1'-0" = 43'-0"	2'-3 5/16"
8	56 spa. at 1'-1" = 60'-8"	39 spa. at 1'-0" = 39'-0"	2'-4¼"

Girder	J
1A	10 spa. at 1'-0" = 10'-0"
6A	10 spa. at ±1'-0" = 9'-11½"
7A	11 spa. at ±1'-0" = 10'-11½"

GIRDER LENGTHS

Girder	D	E	F	G	H	I
1	67'-5⅞"	27'-8"	29'-6"	125'-1½"	95'-2"	115'-0 1/16"
7	67'-4 9/16"	27'-7 11/16"	29'-6 1/16"	124'-11¾"	95'-0¼"	115'-0 1/16"
8	68'-6¼"	27'-11 11/16"	29'-6⅜"	126'-5¾"	96'-5 15/16"	115'-0⅜"

Girder	K	L
1A	94'-8"	96'-1"
6A	94'-7 9/16"	96'-0 9/16"
7A	95'-7½"	97'-0½"

Note: Lengths measured along the ℄ of girder.

Notes:
1. *All girder web, flange and bearing stiffener plates shall be AASHTO M270 Grade 50.*
2. *Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.*
3. *FS denotes "Field Splice".*
4. *See sheet 34 of 58 for Section A-A and Detail "B".*

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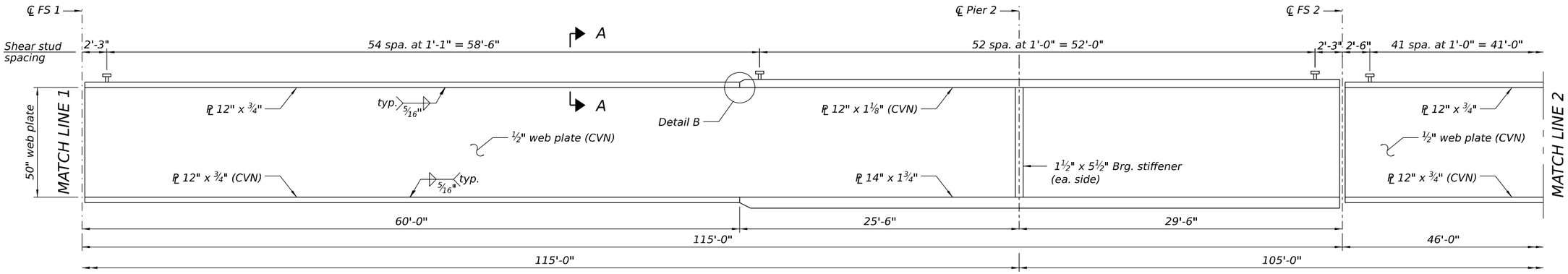
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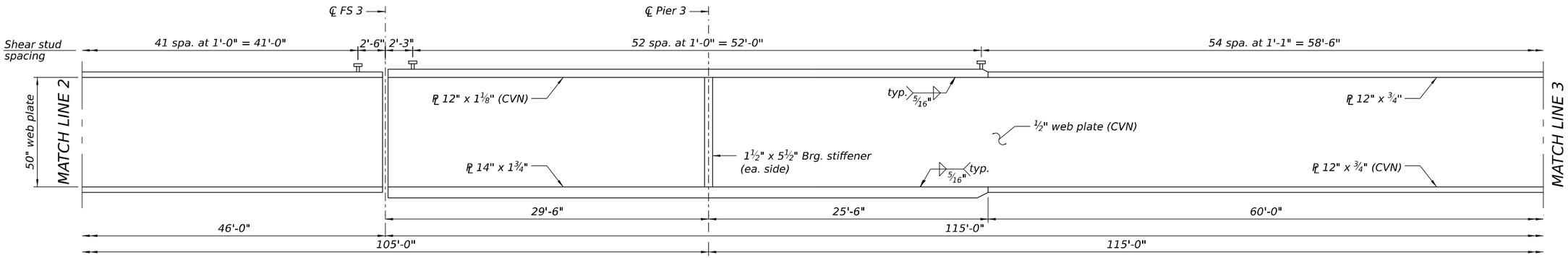
GIRDER ELEVATION - I
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 33 OF 58 SHEETS | STA. | TO STA.

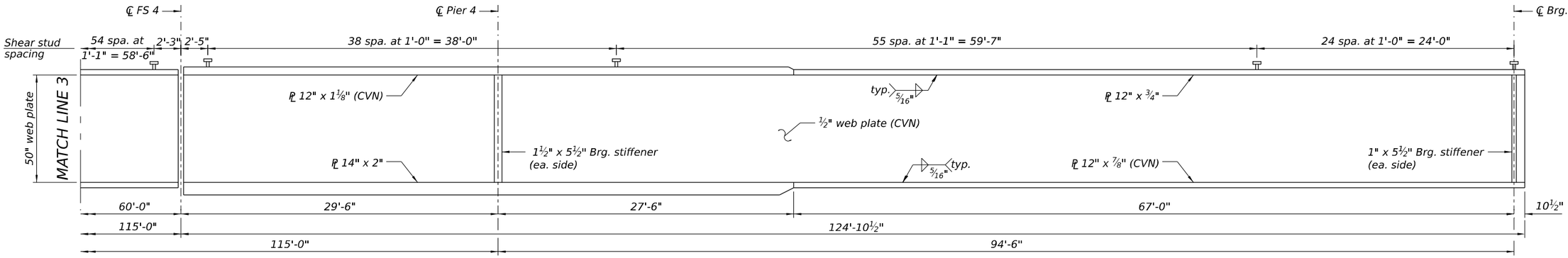
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		ILLINOIS	FED. AID PROJECT	



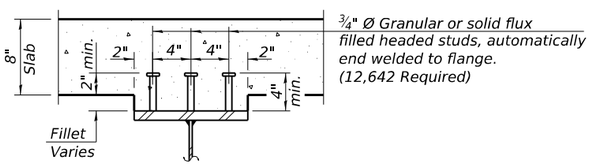
PARTIAL GIRDER ELEVATION - GIRDERS 1 THRU 8



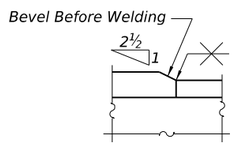
PARTIAL GIRDER ELEVATION - GIRDERS 1 THRU 8



PARTIAL GIRDER ELEVATION - GIRDERS 1 THRU 8



SECTION A-A



DETAIL "B"

Notes:
1. *All girder web, flange and bearing stiffener plates shall be AASHTO M270 Grade 50.*
2. *Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.*
3. *FS denotes "Field Splice".*

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STATE OF ILLINOIS
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GIRDER ELEVATION - II
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 34 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	116
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

GIRDERS 1 THRU 8 MOMENT TABLE																		
		0.4 Span 1		Pier 1		0.5 Span 2		Pier 2		0.5 Span 3		Pier 3		0.5 Span 4		Pier 4		0.6 Span 5	
		Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior
I_s	(in^4)	17,764	17,764	30,763	30,763	16,799	16,799	29,116	29,116	16,799	16,799	29,116	29,116	16,799	16,799	30,763	30,763	17,764	17,764
$I_c(n)$	(in^4)	49,586	46,979	--	--	46,245	43,877	--	--	46,245	43,877	--	--	46,245	43,877	--	--	49,586	46,979
$I_c(3n)$	(in^4)	37,215	34,517	--	--	34,949	32,461	--	--	34,949	32,461	--	--	34,949	32,461	--	--	37,215	34,517
$I_c(cr)$	(in^4)	--	--	40,338	39,615	--	--	38,045	37,373	--	--	38,045	37,373	--	--	40,338	39,615	--	--
S_s	(in^3)	710	710	964	964	652	652	948	1,313	652	652	948	1,313	652	652	964	964	710	710
$S_c(n)$	(in^3)	1,054	1,038	--	--	975	960	--	--	975	960	--	--	975	960	--	--	1,054	1,038
$S_c(3n)$	(in^3)	965	941	--	--	891	868	--	--	891	868	--	--	891	868	--	--	965	941
$S_c(cr)$	(in^3)	--	--	1,439	1,399	--	--	1,420	1,448	--	--	1,420	1,448	--	--	1,439	1,399	--	--
S_x	(in^3)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DC1	(k/ft)	0.98	0.98	1.06	1.06	0.97	0.97	1.05	1.05	0.97	0.97	1.05	1.05	0.97	0.97	1.06	1.06	0.98	0.98
M_{DC1}	('k)	555	471	1,332	1,114	452	368	1,073	887	309	257	1,076	897	454	375	1,325	1,090	546	443
DC2	(k/ft)	0.44	0.36	0.44	0.36	0.44	0.36	0.44	0.36	0.44	0.36	0.44	0.36	0.44	0.36	0.44	0.36	0.44	0.36
M_{DC2}	('k)	245	210	574	475	205	166	465	377	139	115	466	381	206	169	571	465	242	198
DW	(k/ft)	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28
M_{DW}	('k)	154	161	360	365	129	127	291	289	87	88	292	293	129	130	358	357	152	152
LLDF		0.617	0.615	0.606	0.606	0.597	0.597	0.601	0.601	0.606	0.606	0.601	0.601	0.597	0.597	0.607	0.607	0.618	0.618
M_{L+IM}	('k)	1,275	1,299	1,677	1,685	1,154	1,162	1,614	1,612	1,130	1,135	1,612	1,605	1,153	1,158	1,671	1,661	1,265	1,262
f_t (Strength I)	(ksi)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
$M_u + \frac{1}{3} f_t S_x$	('k)	3,462	3,367	5,856	5,482	3,035	2,893	5,184	4,835	2,668	2,582	5,188	4,846	3,037	2,902	5,830	5,386	3,426	3,238
$\Phi_f M_n$	('k)	5,809	5,654	6,880	6,767	4,862	4,863	6,539	6,436	4,995	4,965	6,539	6,436	4,860	4,856	6,880	6,767	5,809	5,654
f_s DC1	(ksi)	9.4	8.0	16.6	13.9	8.3	6.8	13.6	8.1	5.7	4.7	13.6	8.2	8.4	6.9	16.5	13.6	9.2	7.5
f_s DC2	(ksi)	3.1	2.7	4.8	4.1	2.8	2.3	3.9	3.1	1.9	1.6	3.9	3.2	2.8	2.3	4.8	4.0	3.0	2.5
f_s DW	(ksi)	1.9	2.1	3.0	3.1	1.7	1.8	2.5	2.4	1.2	1.2	2.5	2.4	1.7	1.8	3.0	3.1	1.9	1.9
f_s (f_L+IM)	(ksi)	14.5	15.0	14.0	14.4	14.2	14.5	13.6	13.4	13.9	14.2	13.6	13.3	14.2	14.5	13.9	14.2	14.4	14.6
f_t (Service II)	(ksi)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
$f_s + \frac{f_t}{2}$ (Service II)	(ksi)	33.2	32.2	42.5	39.9	31.3	29.7	37.7	31.0	26.8	26.0	37.7	31.1	31.3	29.9	42.4	39.1	32.8	30.9
Service II Resistance	(ksi)	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5
$f_s + \frac{f_t}{3}$ (Strength I)	(ksi)	43.8	42.7	55.7	52.4	41.3	39.4	49.5	41.0	35.5	34.5	49.5	41.1	41.4	39.6	55.4	51.5	43.3	41.0
$\Phi_f F_n$	(ksi)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
V_f	(k)	31.9	31.9	63.5	63.6	25.1	25.1	62.7	62.7	24.5	24.5	62.6	62.6	25.1	25.1	63.5	63.5	31.8	31.7

GIRDERS 1 THRU 8 REACTION TABLE													
		W. Abut.		Pier 1		Pier 2		Pier 3		Pier 4		E. Abut.	
		Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior
LLDF		0.791	0.791	0.791	0.791	0.791	0.791	0.791	0.791	0.791	0.791	0.791	0.791
OCF		1.00	1.00	--	--	--	--	--	--	--	--	1.00	1.00
R_{DC1}	(k)	91.6	84.5	124.0	103.6	109.5	91.4	109.6	91.8	123.7	102.5	44.6	35.9
R_{DC2}	(k)	21.7	19.1	53.0	43.7	47.3	38.5	47.3	38.7	52.9	43.2	15.8	13.1
R_{DW}	(k)	16.1	16.1	33.3	33.5	29.6	29.6	29.7	29.7	33.2	33.1	10.3	10.3
R_{L}	(k)	79.7	79.7	143.1	143.7	141.2	141.2	141.1	141.0	142.8	142.5	73.6	73.6
R_{IM}	(k)	16.4	16.5	27.4	27.5	26.9	26.9	26.9	26.8	27.4	27.3	16.4	16.4
R_{Total} (Strength I)(Impact)	(k)	334.1	322.1	569.5	534.0	534.5	500.9	534.7	501.5	568.1	529.0	248.6	234.3
R_{Total} (Strength I)(No Impact)	(k)	305.3	293.2	521.5	485.9	487.5	453.9	487.7	454.6	520.3	481.2	219.8	205.6

$I_c(cr)$, $S_c(cr)$: *Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).*

S_x: *Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (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.).*

LLDF: *Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.*

M_{L+IM}: *Un-factored live load moment plus dynamic load allowance (impact)* (kip-ft.).

M_u: *Strength I load combination of factored design moments (kip-ft.). 1.25 (M_{DC1}+ M_{DC2}) + 1.5 M_{DW}+ 1.75 M_{L+IM}*

f_t: *Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).*

$\phi_f M_n$: *Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (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_s

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 (f_L+ 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_{L+IM}/ $S_c(n)$ or M_{L+IM}/ $S_c(cr)$ as applicable.

$f_s + f_t/2$ (Service II): *Sum of stresses as computed below (ksi).*
f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (f_L+ IM) + $f_t/2$

Service II Resistance: *Composite ($0.95R_hF_{yf}$) or noncomposite ($0.80R_hF_{yf}$) stress capacity according to Article 6.10.4.2 (ksi).*

$f_s + f_t/3$ (Strength I): *Sum of stresses as computed below on non-compact sections (ksi). 1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (f_L+ IM) + $f_t/3$*

$\phi_f F_n$: *Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).*

V_f: *Maximum factored shear range in span computed according to Article 6.10.10.*

OCF: *Obtuse Correction Factor computed according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.*

R_{DC1}: *Un-factored reaction due to non-composite dead load (kip).*

R_{DC2}: *Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).*

R_{DW}: *Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).*

R_L: *Un-factored live load reaction (kip).*

R_{IM}: *Un-factored dynamic load allowance (impact) (kip).*

R_{Total} (Strength I)(Impact): *Strength I load combination of factored design reactions (kip). 1.25 (R_{DC1}+ R_{DC2}) + 1.5R_{DW}+ 1.75 (R_L+ R_{IM})*

R_{Total} (Strength I)(No Impact): *Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip). 1.25 (R_{DC1}+ R_{DC2}) + 1.5R_{DW}+ 1.75 (R_L)*

Note:
M_L and R_L include the effects of centrifugal force and superelevation.

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).*

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PLOT DATE = 9/2/2026	DATE - 3/23/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS - I
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 35 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	117
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			

INTERIOR GIRDERS 1A, 6A & 7A MOMENT TABLE		
		0.5 Span 1
I_s	(in^4)	20,816
$I_c(n)$	(in^4)	52,068
$I_c(3n)$	(in^4)	38,856
$I_c(cr)$	(in^4)	--
S_s	(in^3)	800
$S_c(n)$	(in^3)	1,130
$S_c(3n)$	(in^3)	1,032
$S_c(cr)$	(in^3)	--
S_x	(in^3)	--
DC1	(k/')	1.12
M_{DC1}	('k)	986
DC2	(k/')	0.36
M_{DC2}	('k)	296
DW	(k/')	0.33
M_{DW}	('k)	300
LLDF		0.566
M_{L+IM}	('k)	1,529
f_f (Strength I)	(ksi)	0.0
$M_u + \frac{1}{3}f_f S_x$	('k)	4,730
$\Phi_f M_n$	('k)	6,288
f_s DC1	(ksi)	14.8
f_s DC2	(ksi)	3.4
f_s DW	(ksi)	3.5
f_s (f_L+IM)	(ksi)	16.2
f_f (Service II)	(ksi)	0.0
$f_s + {}^{f_f}/_2$ (Service II)	(ksi)	42.8
Service II Resistance	(ksi)	47.5
$f_s + {}^{f_f}/_3$ (Strength I)	(ksi)	56.5
$\Phi_f F_n$	(ksi)	--
V_f	(k)	24.6

GIRDERS 1A, 6A & 7A REACTION TABLE			
		W. Abut.	Pier 1
LLDF		0.869	0.834
OCF		1.00	1.00
R_{DC1}	(k)	108.6	38.3
R_{DC2}	(k)	21.6	11.1
R_{DW}	(k)	21.3	11.8
R_L	(k)	87.6	79.7
R_{IM}	(k)	19.2	17.9
R_{Total} (Strength I)(Impact)	(k)	381.4	250.3
R_{Total} (Strength I)(No Impact)	(k)	347.8	219.0

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).*

$I_c(cr)$, $S_c(cr)$: *Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).*

S_x: *Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (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.).*

LLDF: *Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.*

M_{L+IM}: *Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).*

M_u: *Strength I load combination of factored design moments (kip-ft.).*
1.25 (M_{DC1}+ M_{DC2}) + 1.5 M_{DW}+ 1.75 M_{L+IM}

f_f: *Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).*

$\phi_f M_n$: *Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (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_s

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 (f_L+ 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_{L+IM}/ $S_c(n)$ or M_{L+IM}/ $S_c(cr)$ as applicable.

$f_s + f_f/2$ (Service II): *Sum of stresses as computed below (ksi).*
f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (f_L+ IM) + f_f/2

Service II Resistance: *Composite ⟨0.95$R_h F_{yf}$) or noncomposite (0.80$R_h F_{yf}$) stress capacity according to Article 6.10.4.2 (ksi).*

$f_s + f_f/3$ (Strength I): *Sum of stresses as computed below on non-compact sections (ksi).*
1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (f_L+ IM) + f_f/3

$\phi_f F_n$: *Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).*

V_f: *Maximum factored shear range in span computed according to Article 6.10.10.*

OCF: *Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.*

R_{DC1}: *Un-factored reaction due to non-composite dead load (kip).*

R_{DC2}: *Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).*

R_{DW}: *Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).*

R_L : *Un-factored live load reaction (kip).*

R_{IM} : *Un-factored dynamic load allowance (impact) (kip).*

R_{Total} (Strength I)(Impact): *Strength I load combination of factored design reactions (kip).*
1.25 (R_{DC1}+ R_{DC2}) + 1.5R_{DW}+ 1.75 (R_L + R_{IM})

R_{Total} (Strength I)(No Impact): *Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip).*
1.25 (R_{DC1}+ R_{DC2}) + 1.5R_{DW} + 1.75 (R_L)

Note:
M_L and R_L include the effects of centrifugal force and superelevation.

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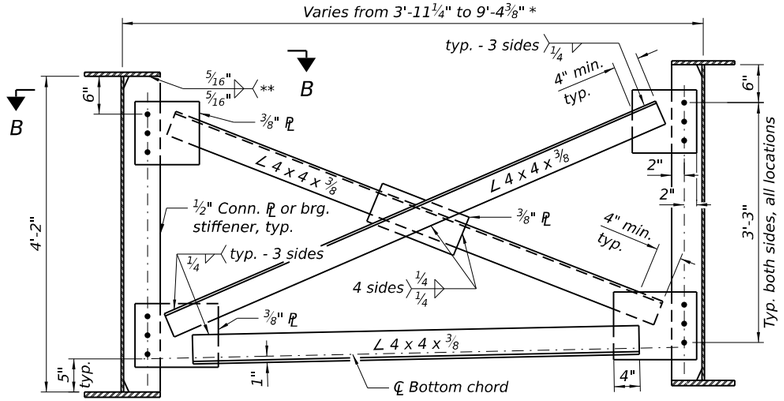
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS - II
STRUCTURE NUMBER 101-6069

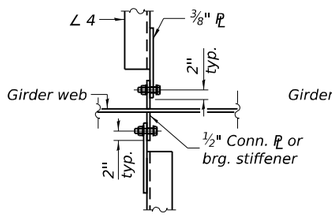
SCALE: | SHEET 36 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	118
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			

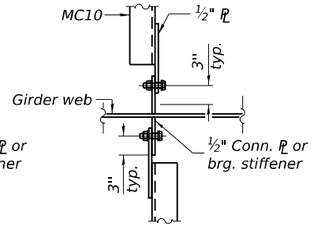


INTERIOR CROSS FRAME - CF1

(186 Required)



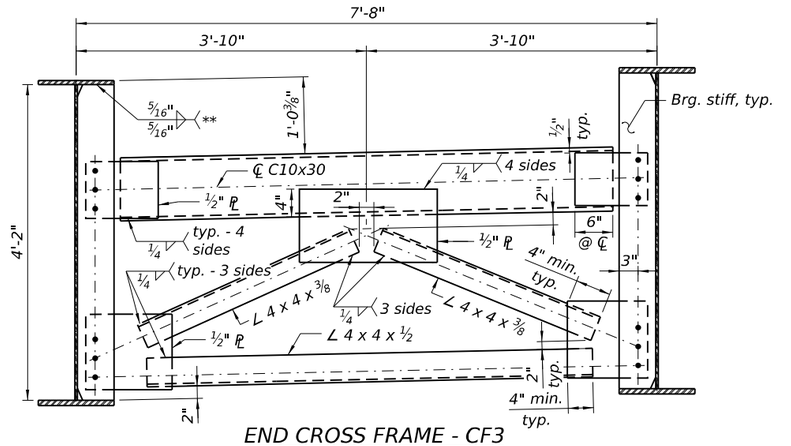
SECTION B-B



SECTION C-C

* See sheet 32 of 58 for framing plan details.

** Typ. - 3 sides of each stiffener or conn. PL.



END CROSS FRAME - CF3

(6 Required)

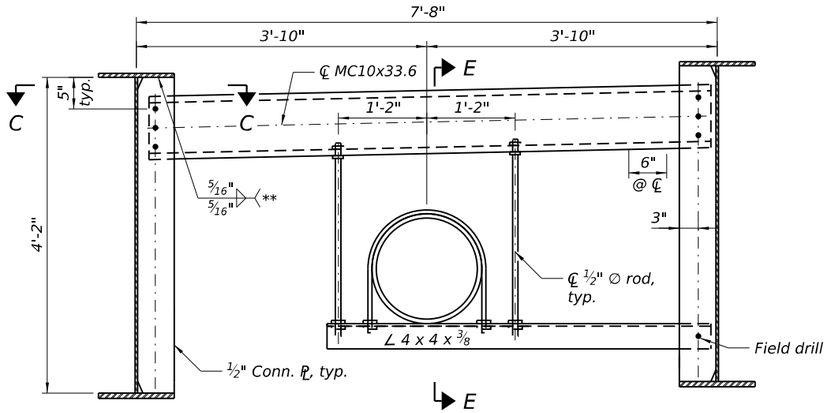
INTERIOR CROSS FRAME - CF2

(28 Required)

SECTION D-D

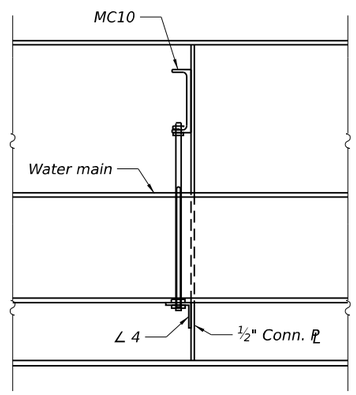
END CROSS FRAME - CF4

(1 Required)



DIAPHRAGM - D1

(28 Required)



SECTION E-E

Notes:

1. All cross frames between girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual cross frames at supports may be temporarily disconnected to install bearing anchor bolts.
2. Detail 15/16" ∅ holes for all ¾" ∅ bolts.
3. Two hardened washers required for each set of oversized holes.
4. Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

FILE NAME: L:\Rockford\22004683-00_1Sht\WebBridgeIn2\246300\Structures\CADD Sheets\101-6069_037_Structural Steel Details - III.dgn

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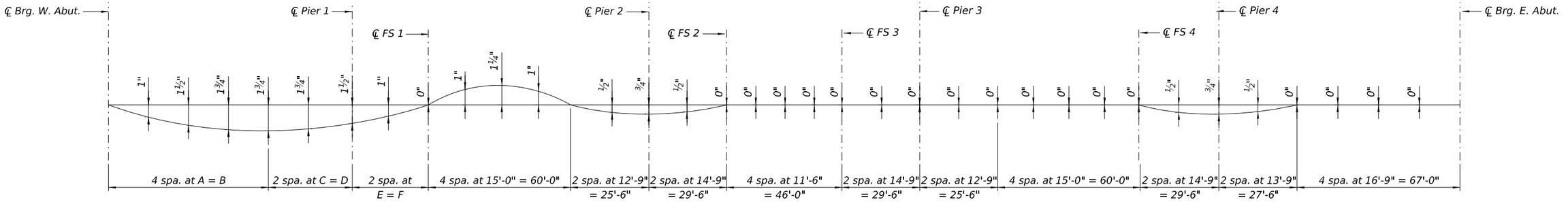
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS - III
STRUCTURE NUMBER 101-6069

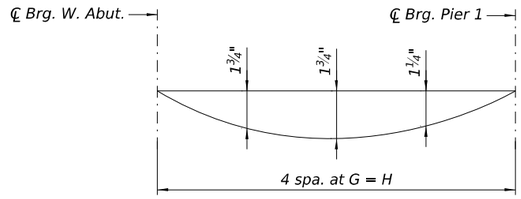
SCALE: | SHEET 37 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	119
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



CAMBER DIAGRAM

Girders 1 thru 8



CAMBER DIAGRAM

Girders 1A, 6A, and 7A

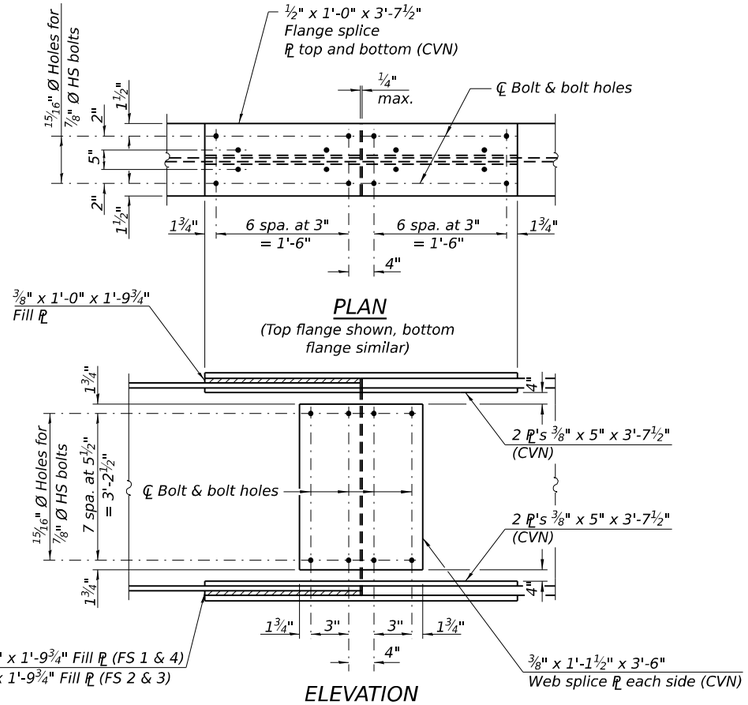
Girder	A	B	C	D	E	F
1	16'-10½"	67'-6"	13'-10"	27'-8"	±14'-9"	29'-6 1/16"
2-6	16'-9"	67'-0"	13'-9"	27'-6"	14'-9"	29'-6"
7	16'-10⅛"	67'-4½"	13'-9⅞"	27'-7¾"	14'-9"	29'-6"
8	17'-1¼"	68'-5"	14'-0½"	28'-0 15/16"	14'-9 3/16"	29'-6⅜"

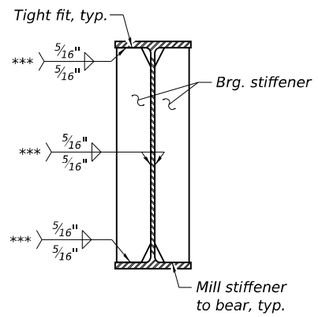
Girder	G	H
1A	23'-8"	94'-8"
6A	±23'-7⅞"	94'-7 9/16"
7A	±23'-10⅞"	95'-7 9/16"

TOP OF WEB ELEVATIONS

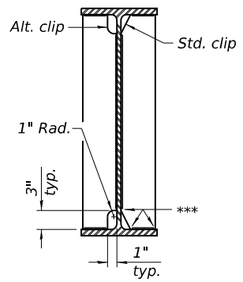
(For fabrication only)

	1	1A	2	3	4	5	6	6A	7	7A	8
℄ Brg. W. Abut.	714.02	713.86	713.86	713.88	713.92	713.89	713.82	713.72	713.70	713.62	713.74
℄ Pier 1	712.22	712.18	712.17	712.29	712.42	712.41	712.27	712.32	712.13	712.19	712.15
℄ FS 1	711.83	--	711.80	711.95	712.11	712.11	711.95	--	711.81	--	711.82
℄ Pier 2	710.57	--	710.55	710.70	710.86	710.86	710.70	--	710.55	--	710.57
℄ FS 2	710.22	--	710.20	710.35	710.51	710.51	710.35	--	710.20	--	710.22
℄ FS 3	709.58	--	709.56	709.72	709.87	709.87	709.72	--	709.56	--	709.58
℄ Pier 3	709.18	--	709.16	709.32	709.47	709.47	709.32	--	709.16	--	709.18
℄ FS 4	708.02	--	708.00	708.16	708.31	708.31	708.16	--	708.00	--	708.01
℄ Pier 4	707.55	--	707.53	707.69	707.84	707.84	707.69	--	707.53	--	707.55
℄ Brg. E.Abut.	706.31	--	706.30	706.45	706.60	706.60	706.45	--	706.30	--	706.31



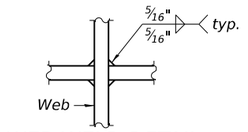


SECTION AT BEARING STIFFENER

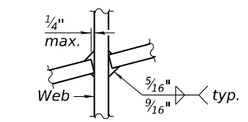


WELD LIMITS AND CLIP DETAILS

*** Stop welds ¼" (±⅛") from edges as shown, typ.



WEB WELD DETAIL



WEB WELD DETAIL

(For girders 1, 1A, 6A, 7, 7A, and 8 at Span 1)

Notes:

1. Splice plates, excluding fill plates, shall be AASHTO M270 Grade 50.
2. Load carrying components designated "CVN" shall conform to Charpy-V-Notch Impact Energy Requirements, Zone 2.

FILE NAME: L:\Rockford\220046B3-00_1Str\Web\Bridge\h2v46B30\Structures\CADD Sheets\101-6069_038_Structural Steel Details - IV.dgn

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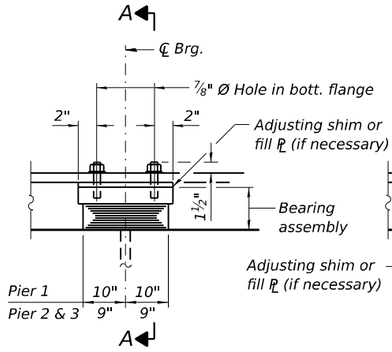
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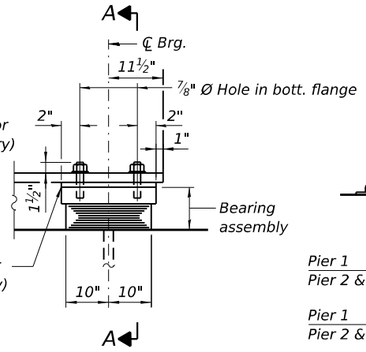
STRUCTURAL STEEL DETAILS - IV
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 38 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

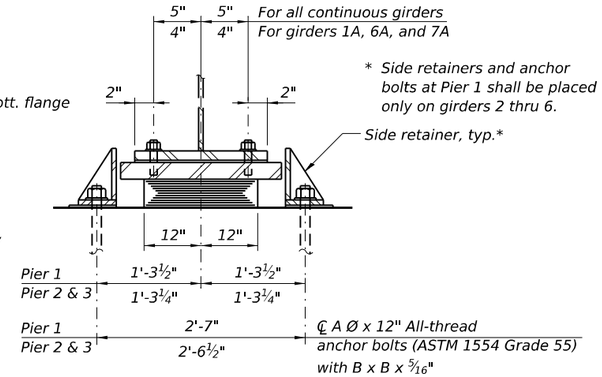


ELEVATION AT PIER 1, 2, & 3



ELEVATION AT PIER 1

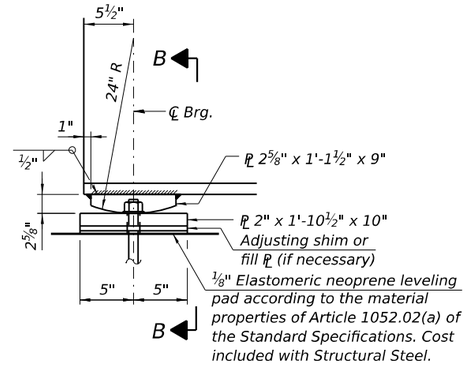
(For girders 1A, 6A, and 7A)



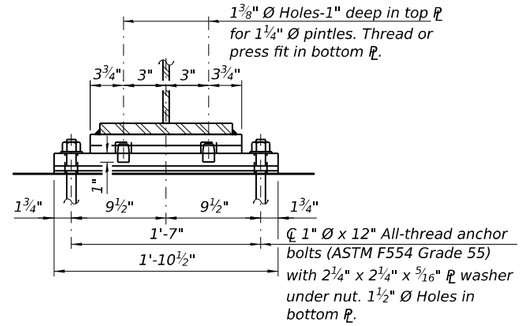
SECTION A-A

Location	A	B
Pier 1	1¼"	2¾"
Pier 2	1"	2¼"
Pier 3	1"	2¼"

TYPE I ELASTOMERIC EXP. BRG.

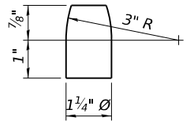


ELEVATION AT W. ABUT.

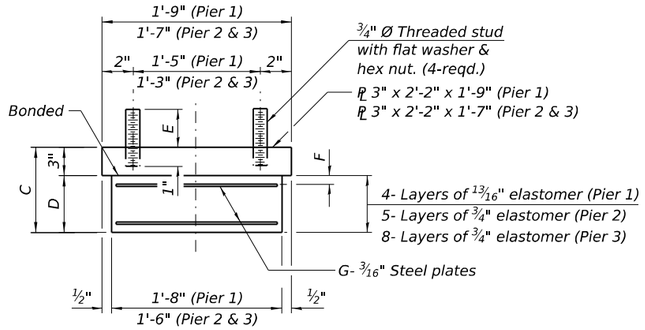


SECTION B-B

FIXED BEARING



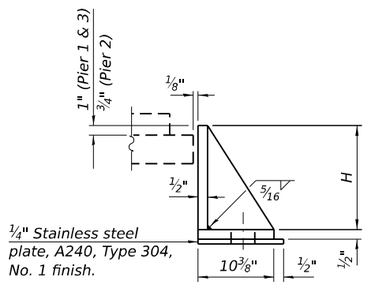
PINTLE

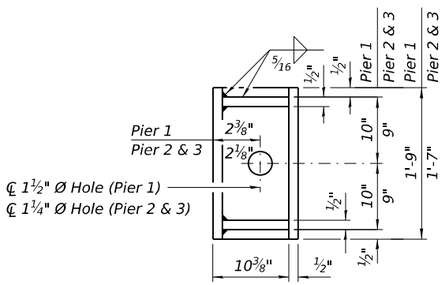


BEARING ASSEMBLY

Location	C	D	E	F	G	H
Pier 1	6 13/16"	3 13/16"	3 5/8"	13/16"	3	7"
Pier 2	7½"	4½"	3 3/8"	¾"	4	7½"
Pier 3	10 5/16"	7 5/16"	3 3/8"	¾"	7	10½"

Note:
Shim plates shall not be placed under bearing assembly.





SIDE RETAINER

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

FILL PLATE THICKNESS

Location	Girder 1	Girder 1A	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 6A	Girder 7	Girder 7A	Girder 8
W. Abut.	--	--	1/8"	3/8"	¼"	--	--	¼"	--	--	--
Pier 1	--	½"	--	--	1/8"	--	--	--	--	--	--
Pier 2	3/8"	--	--	--	--	--	--	--	--	--	¼"
Pier 3	¼"	--	--	--	--	--	--	--	--	--	¼"

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	27
Anchor Bolts, 1"	Each	54
Anchor Bolts, 1¼"	Each	10

Notes:
1. The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 36.
2. Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
3. Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
4. 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.

FILE NAME: L:\Rockford\22004683-00_151stAveBridgePh2\4683005\Structures\CADD Sheets\101-6069_039_Bearing Details - Elastomeric Type I.dgn

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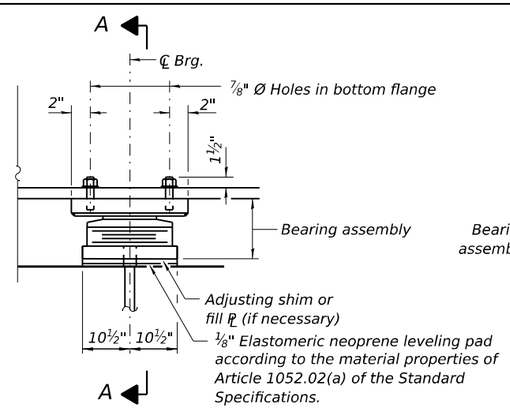
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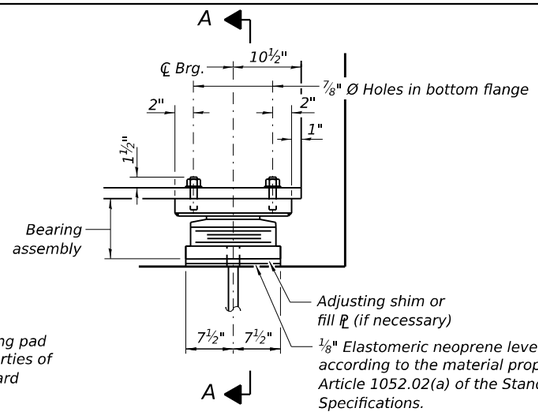
BEARING DETAILS - ELASTOMERIC TYPE I
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 39 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	121
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			



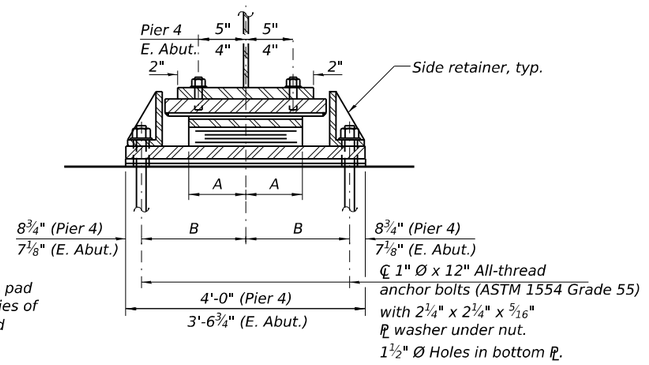
ELEVATION AT PIER 4



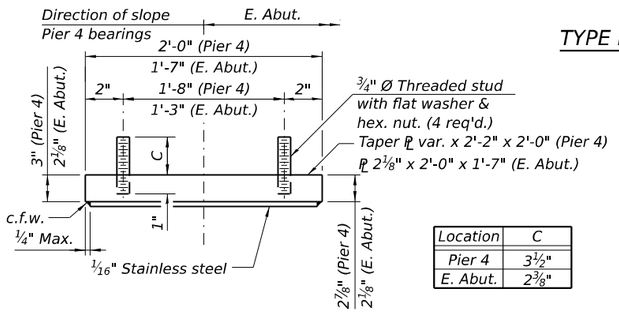
ELEVATION AT E. ABUT.

TYPE II ELASTOMERIC EXP. BRG.

Location	A	B
Pier 4	12"	1'-3¼"
E. Abut.	11"	1'-2¼"

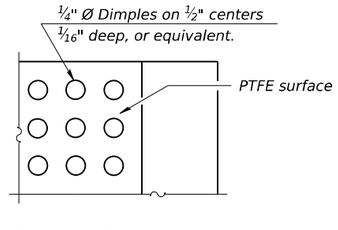


SECTION A-A

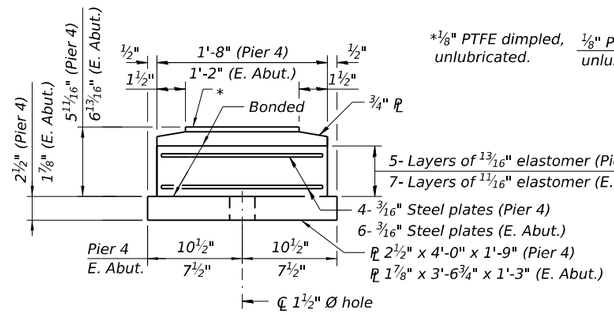


Location	C
Pier 4	3½"
E. Abut.	2⅜"

TOP BEARING ASSEMBLY

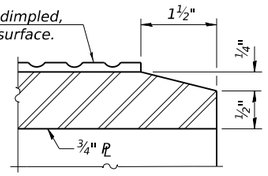


PLAN-PTFE SURFACE



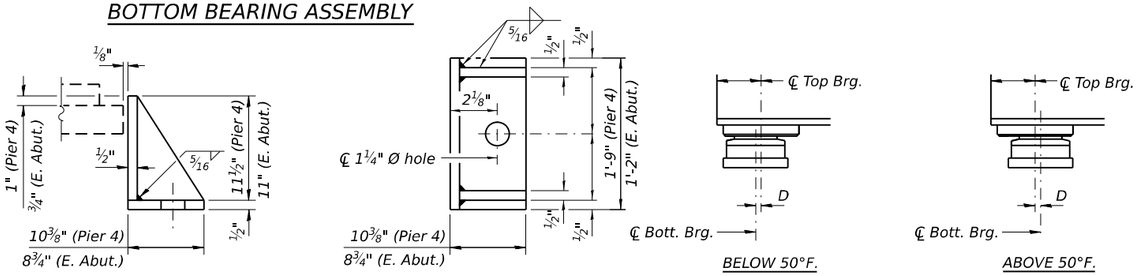
*⅛" PTFE dimpled, unlubricated.

⅛" PTFE with dimpled, unlubricated surface.



SECTION THRU PTFE

BOTTOM BEARING ASSEMBLY



D=⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

SIDE RETAINER

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

EXPANSION BEARING ORIENTATION

The above diagrams are for informational purposes only to show the amount of expected offset "D" for the current temperature in the field.

FILL PLATE THICKNESS

Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8
Pier 4	¼"	--	--	--	--	--	--	¼"
E. Abut.	⅛"	--	--	--	--	--	--	⅛"

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	16
Anchor Bolts, 1"	Each	32

Notes:

1. The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 36.
2. Side retainers and leveling pad required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.
3. The ⅛" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
4. Bonding of ⅛" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.
5. Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
6. 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.

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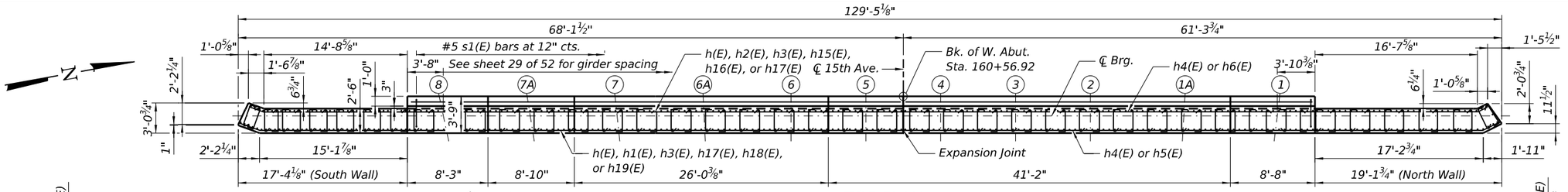
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STATE OF ILLINOIS
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BEARING DETAILS - ELASTOMERIC TYPE II
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 40 OF 58 SHEETS | STA. | TO STA.

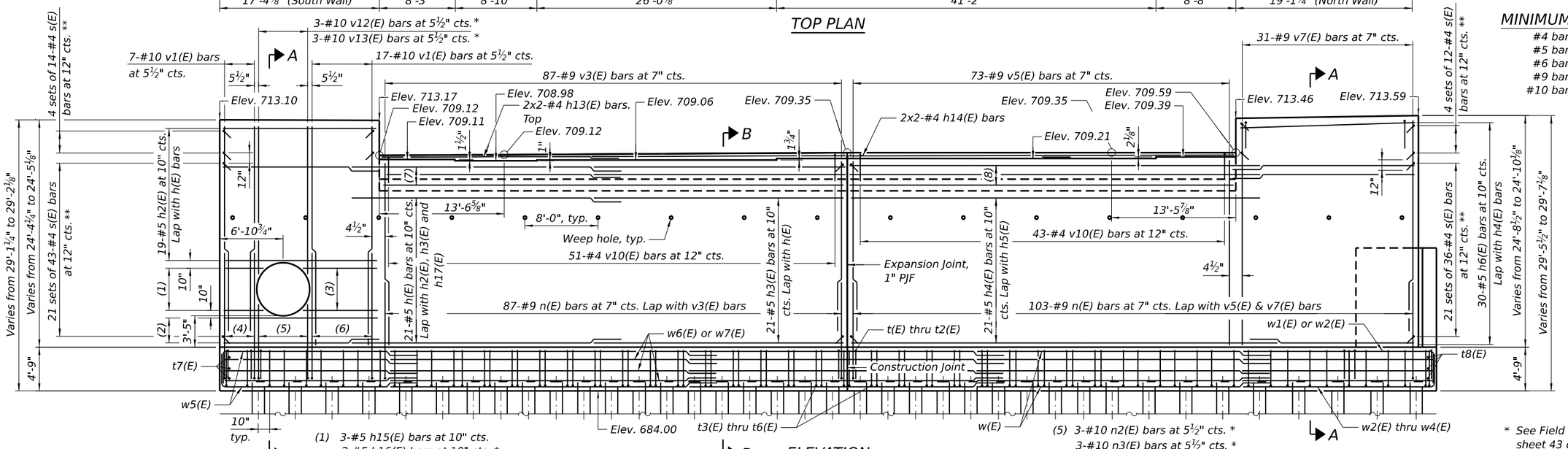
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	122
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



PILE DATA

Type: Metal Shell 16" x 0.312"
Nominal Required Bearing: 645 kips
Factored Resistance Available: 355 kips
Est. Length: 30 ft.
No. Production Piles: 106
No. Test Piles: 1

TOP PLAN



(1) 3-#5 h15(E) bars at 10" cts.
2-#5 h16(E) bars at 10" cts. *
(2) 4-#5 h2(E) bars at 10" cts. Lap with h(E) bars
(3) 7-#5 h10(E) bars at 10" cts. Lap with h(E) bars
(4) 7-#10 n1(E) bars at 5½" cts. Lap with v1(E) bars
(5) 3-#10 n2(E) bars at 5½" cts. *
3-#10 n3(E) bars at 5½" cts. *
(6) 17-#10 n1(E) bars at 5½" cts. Lap with v1(E) bars.
(7) 4-#5 h7(E) bars at 10" cts.
(8) 4-#5 h8(E) bars at 10" cts.
(9) 4-#10 t3(E) bars btwn. piles. Place a vertical leg at the east side of the pile cap. *

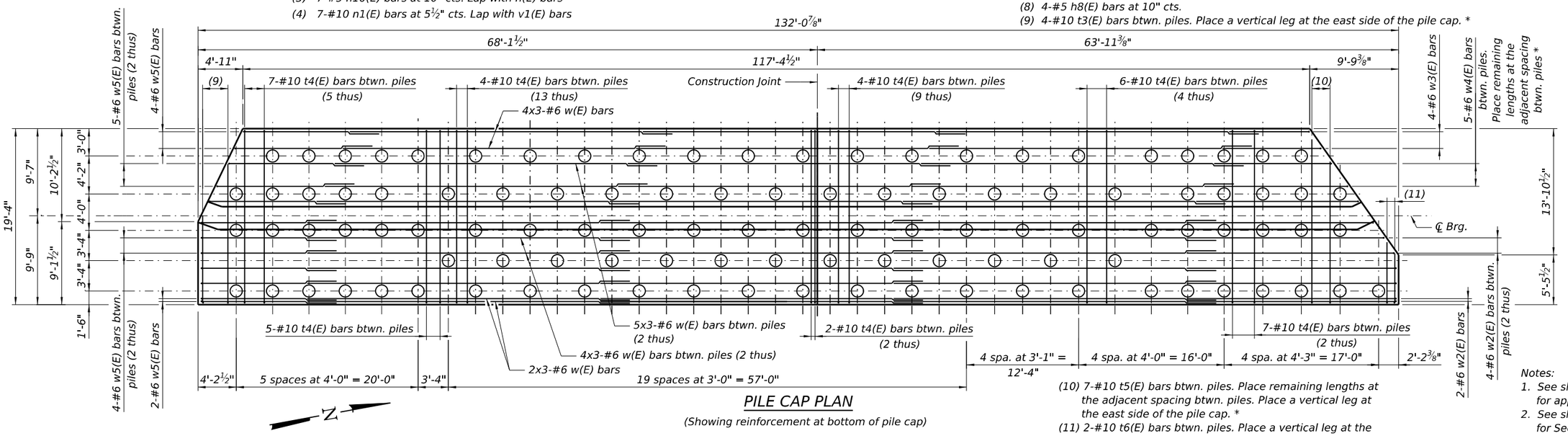
ELEVATION

(Looking west, showing reinforcement at the back of the abutment)

MINIMUM BAR LAP

#4 bar = 2'-2"
#5 bar = 3'-5"
#6 bar = 3'-9"
#9 bar = 8'-6"
#10 bar = 11'-1"

* See Field Cutting Diagram on sheet 43 of 58.
** Alternate 90° and 135° hooks horizontally and vertically.



PILE CAP PLAN

(Showing reinforcement at bottom of pile cap)

(10) 7-#10 t5(E) bars btwn. piles. Place remaining lengths at the adjacent spacing btwn. piles. Place a vertical leg at the east side of the pile cap. *
(11) 2-#10 t6(E) bars btwn. piles. Place a vertical leg at the east side of the pile cap. *

Notes:
1. See sheet 43 of 58 for applicable notes.
2. See sheet 43 of 58 for Sections A-A and B-B.

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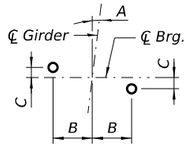
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WEST ABUTMENT - I
STRUCTURE NUMBER 101-6069

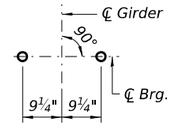
SCALE: | SHEET 41 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	123
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



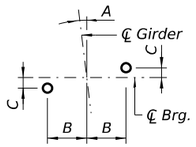
ANCHOR BOLT LAYOUT

(For girders 1 & 1A)



ANCHOR BOLT LAYOUT

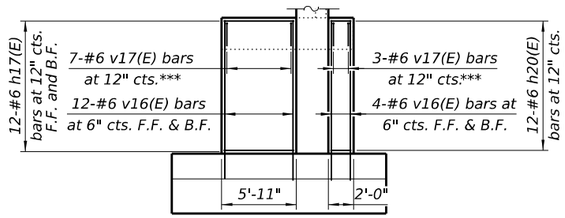
(For girders 2 thru 6)



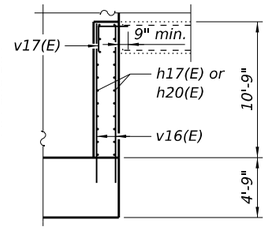
ANCHOR BOLT LAYOUT

(For girders 6A thru 8)

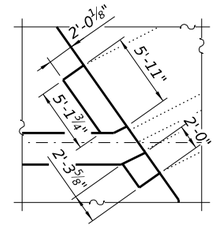
GIRDER	A	B	C
1	6°54'09"	9⅛"	1⅛"
1A	3°22'53"	9¼"	0½"
6A	2°59'54"	9¼"	0½"
7	6°06'30"	9¼"	1"
7A	8°48'26"	9⅛"	1⅜"
8	12°04'51"	9"	1⅞"



ELEVATION AT NORTH END

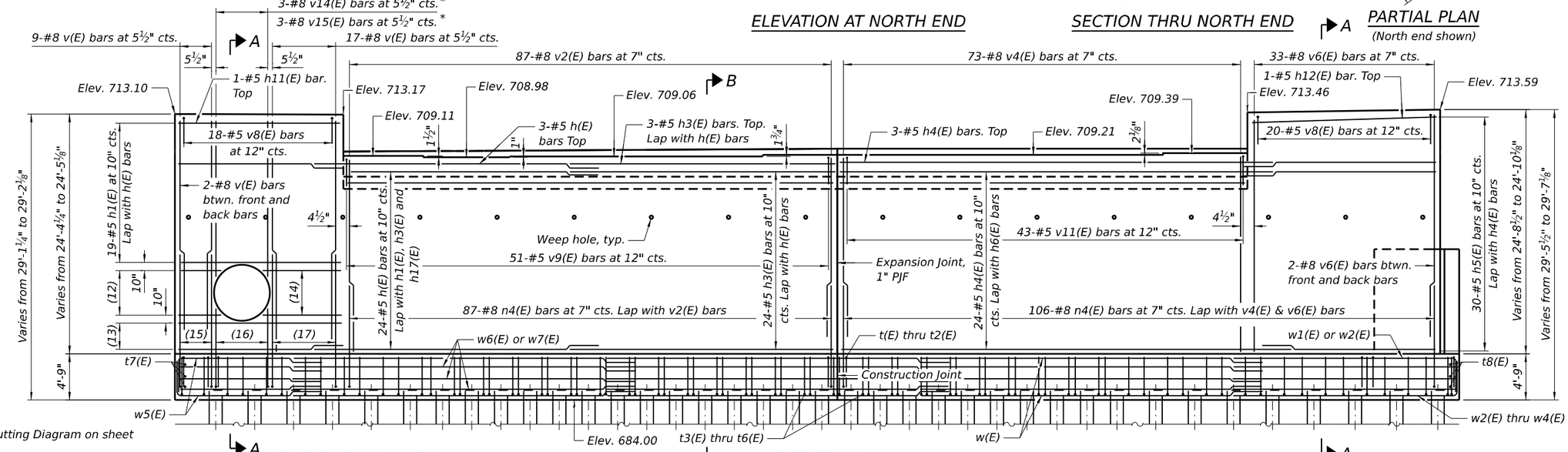


SECTION THRU NORTH END



A PARTIAL PLAN

(North end shown)



ELEVATION

(Looking west, showing reinforcement at the front of the abutment)

* See Field Cutting Diagram on sheet 43 of 58.

** Alternate 90° and 135° hooks horizontally and vertically.

*** Epoxy grout v517(E) bars in 9" min holes according to Art. 584 of the Standard Specifications.

(12) 3-#5 h18(E) bars at 10" cts.
2-#5 h19(E) bars at 10" cts. *

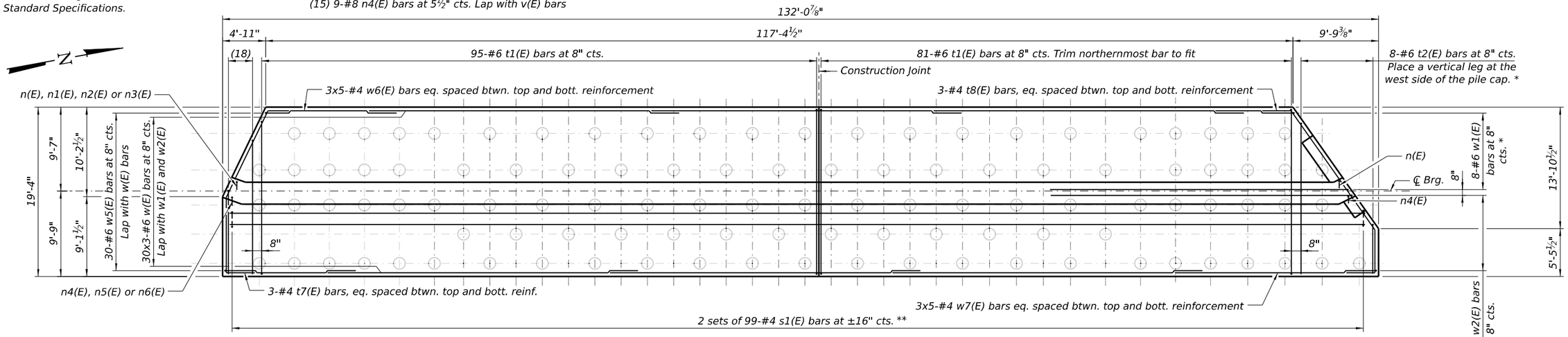
(13) 4-#5 h1(E) bars at 10" cts. Lap with h(E) bars

(14) 7-#5 h10(E) bars at 10" cts. Lap with h(E) bars

(15) 9-#8 n4(E) bars at 5½" cts. Lap with v(E) bars

(16) 3-#8 n5(E) bars at 5½" cts. *
3-#8 n6(E) bars at 5½" cts. *

(17) 17-#8 n4(E) bars at 5½" cts. Lap with v(E) bars



PILE CAP PLAN

(Showing reinforcement at top of pile cap)

(18) 4-#6 t(E) bars at 8" cts. Top of pile cap. Place a vertical leg at the west side of the pile cap.*

MINIMUM BAR LAP

#4 bar = 2'-2"
#5 bar = 3'-5"
#6 bar = 3'-9"
#8 bar = 6'-11"

Notes:

1. See sheet 43 of 58 for applicable notes.
2. See sheet 43 of 58 for Sections A-A and B-B.

FILE NAME: L:\Rockford\2004683x00_151thAveBridgePh2\468300\Structures\CADD Sheets\101-6069_042_West Abutment - II.dgn

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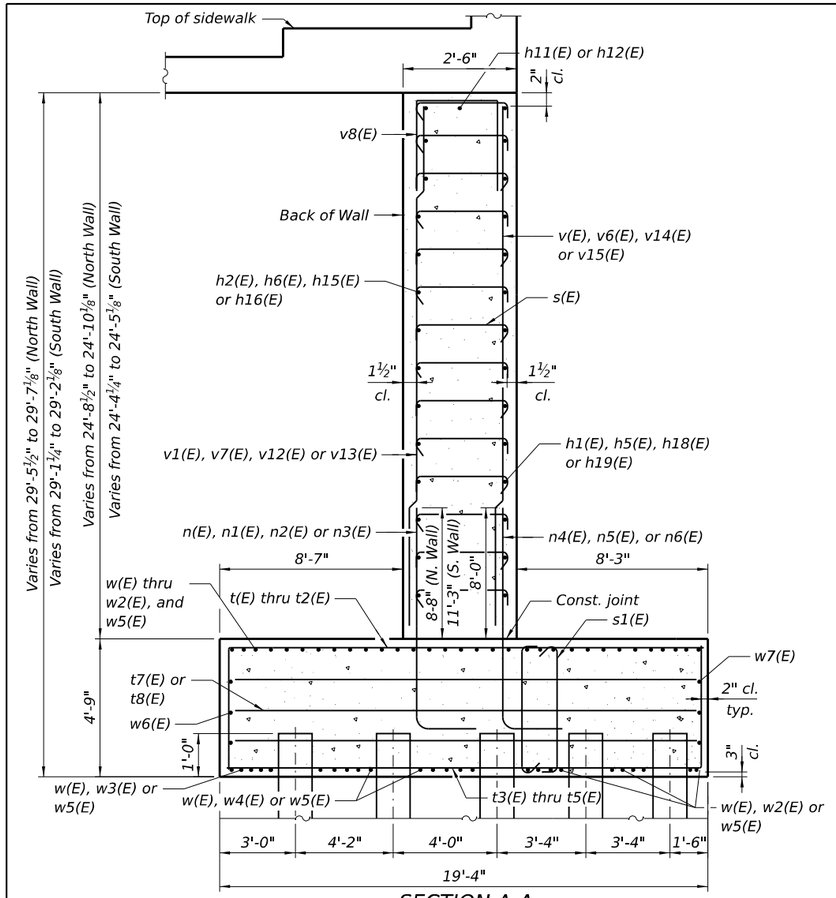
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

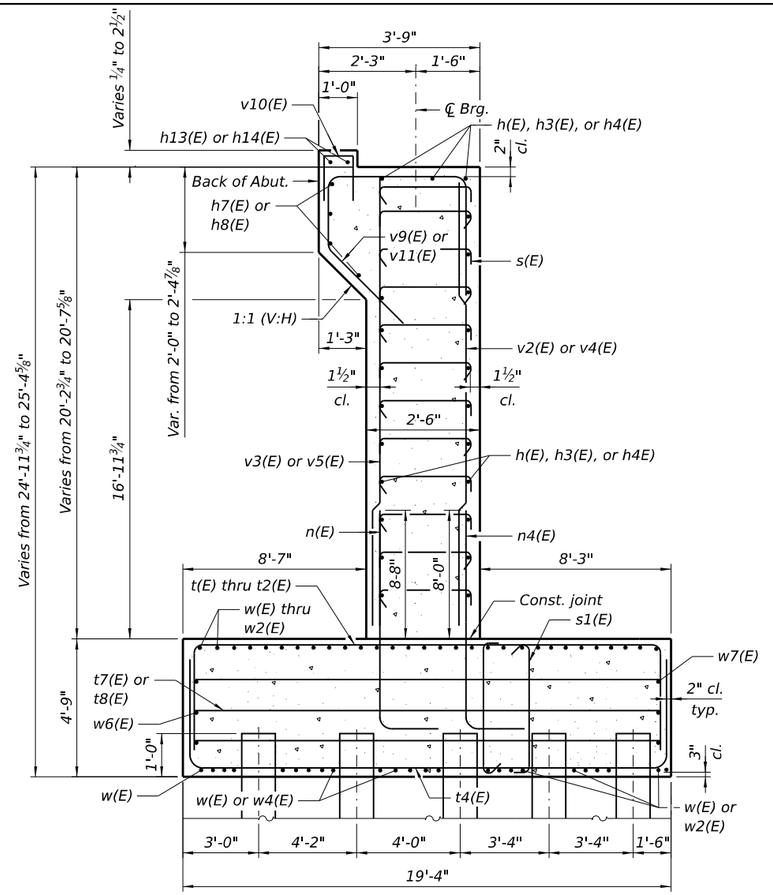
WEST ABUTMENT - II
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 42 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			



SECTION A-A

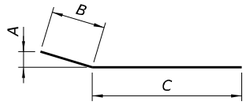


SECTION B-B

BILL OF MATERIAL

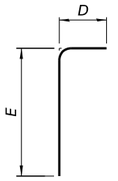
Bar	No.	Size	Length	Shape
h(E)	48	#5	30'-0"	———
h1(E)	23	#5	17'-2"	⌐——
h2(E)	23	#5	16'-11"	⌐——
h3(E)	48	#5	27'-8"	———
h4(E)	48	#5	45'-7"	———
h5(E)	30	#5	19'-0"	⌐——
h6(E)	30	#5	17'-7"	⌐——
h7(E)	4	#5	50'-5"	———
h8(E)	4	#5	41'-10"	———
h9(E)	16	#5	5'-0"	———
h10(E)	14	#5	9'-3"	———
h11(E)	1	#5	17'-2"	⌐——
h12(E)	1	#5	18'-3"	⌐——
h13(E)	4	#4	26'-4"	———
h14(E)	4	#4	22'-0"	———
h15(E)	3	#5	2'-10"	⌐——
h16(E)	2	#5	7'-3"	⌐——⌐
h17(E)	24	#6	5'-7"	———
h18(E)	3	#5	3'-10"	⌐——
h19(E)	2	#5	9'-4"	⌐——⌐
h20(E)	24	#6	1'-8"	———
n(E)	190	#9	13'-6"	⌐——⌐
n1(E)	24	#10	16'-4"	⌐——⌐
n2(E)	3	#10	18'-11"	⌐——⌐
n3(E)	3	#10	17'-4"	⌐——⌐
n4(E)	219	#8	11'-11"	⌐——⌐
n5(E)	3	#8	17'-11"	⌐——⌐
n6(E)	3	#8	16'-4"	⌐——⌐
s(E)	1763	#4	3'-3"	⌐⌐
s1(E)	198	#4	5'-5"	⌐⌐
t(E)	4	#6	35'-0"	⌐——⌐
t1(E)	176	#6	26'-6"	⌐——⌐
t2(E)	8	#6	30'-4"	⌐——⌐
t3(E)	4	#10	33'-2"	⌐——⌐
t4(E)	170	#10	27'-8"	⌐——⌐
t5(E)	7	#10	37'-0"	⌐——⌐
t6(E)	2	#10	20'-10"	⌐——⌐

Bar	No.	Size	Length	Shape
t7(E)	3	#4	24'-2"	⊂
t8(E)	3	#4	26'-4"	⊂
v(E)	28	#8	24'-0"	———
v1(E)	24	#10	24'-0"	———
v2(E)	87	#8	19'-11"	———
v3(E)	87	#9	19'-11"	———
v4(E)	73	#8	20'-2"	———
v5(E)	73	#9	20'-2"	———
v6(E)	35	#8	24'-5"	———
v7(E)	31	#9	24'-5"	———
v8(E)	38	#5	6'-10"	⊓
v9(E)	51	#5	10'-1"	⌐⌐
v10(E)	94	#4	2'-10"	⌐⌐
v11(E)	43	#5	10'-4"	⊓
v12(E)	3	#10	31'-5"	———
v13(E)	3	#10	29'-11"	———
v14(E)	3	#8	31'-5"	———
v15(E)	3	#8	29'-11"	———
v16(E)	32	#6	12'-7"	———
v17(E)	10	#6	4'-5"	⌐—⌐
w(E)	162	#6	36'-0"	———
w1(E)	8	#6	38'-3"	⌐——⌐
w2(E)	24	#6	30'-10"	⌐——⌐
w3(E)	4	#6	15'-8"	⌐——⌐
w4(E)	5	#6	43'-2"	⌐——⌐
w5(E)	54	#6	19'-7"	⌐——⌐
w6(E)	15	#4	25'-2"	———
w7(E)	15	#4	28'-1"	———
Structure Excavation		Cu. Yd.	2,681	
Concrete Structures		Cu. Yd.	700.0	
Reinforcement Bars, Epoxy Coated		Pound	105,520	
Furnishing Metal Shell Piles, 16" X 0.312"		Foot	3,180	
Driving Piles		Foot	3,180	
Test Pile, Metal Shells		Each	1	
Pile Shoes		Each	107	



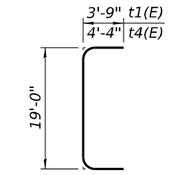
Bar	A	B	C
h1(E)	8⅞"	2'-2"	15'-0"
h2(E)	6¼"	1'-6½"	14'-7½"
h5(E)	10⅜"	1'-11¼"	17'-0¾"
h6(E)	5⅝"	1'-0½"	16'-6½"
h11(E)	7½"	1'-10'	14'-9"
h12(E)	8"	1'-5⅞"	16'-9⅛"
h15(E)	6⅜"	1'-6½"	1'-3½"
h18(E)	8⅞"	2'-2'	1'-8"

BAR h1(E), h2(E), h5(E), h6(E), h11(E), h12(E), h15(E) & h18(E)

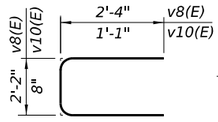


Bar	D	E
n(E)	1'-7"	11'-11"
n1(E)	1'-10"	14'-6"
n4(E)	1'-4"	10'-7"
v17(E)	2'-4"	2'-1"
w2(E)	4'-4"	26'-6"
w3(E)	4'-4"	11'-4"
w5(E)	4'-4"	15'-3"

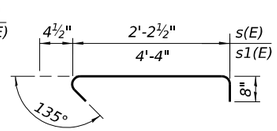
BAR n(E), n1(E), n4(E), v17(E), w2(E), w3(E), & w5(E)



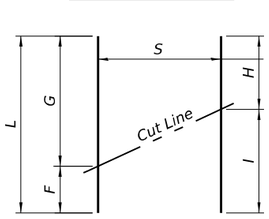
BAR t1(E) & t4(E)

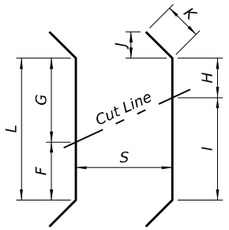


BAR v8(E) & v10(E)



BAR s(E) & s1(E)

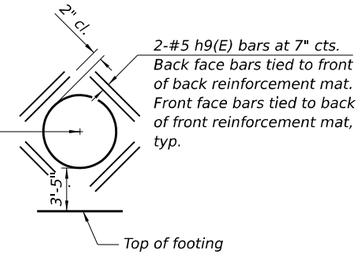




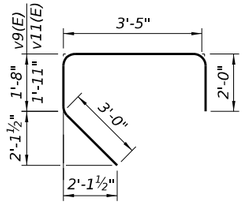
FIELD CUTTING DIAGRAMS

Order bars full length. Cut as shown and use remainder of bars together at the indicated location, unless otherwise noted. Bars n2(E), n3(E), n5(E), n6(E), v13(E) thru v16(E) shall be grouped and aligned as required to clear the wall opening at the indicated location. Discard the smallest t2(E) bar.

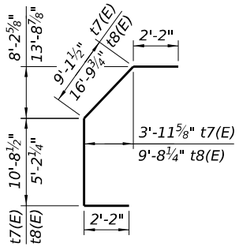
Bar	S	F	G	H	I	J	K	L
n2(E)	3 bars spa. @ 5½"	7'-1¾"	8'-1¼"	7'-1¾"	8'-1¼"	0'-0"	1'-10"	15'-3"
n3(E)	3 bars spa. @ 5½"	6'-8⅞"	6'-11⅛"	6'-8⅞"	6'-11⅛"	0'-0"	1'-10"	13'-8"
n5(E)	3 bars spa. @ 5½"	7'-1¾"	8'-1¼"	7'-1¾"	8'-1¼"	0'-0"	1'-4"	15'-3"
n6(E)	3 bars spa. @ 5½"	6'-8⅞"	6'-11⅛"	6'-8⅞"	6'-11⅛"	0'-0"	1'-4"	13'-8"
h16(E)	2 bars spa. @ 10"	1'-3½"	2'-10½"	2'-0"	2'-2"	1'-5⅜"	1'-6½"	4'-2'
h19(E)	2 bars spa. @ 10"	1'-11½"	3'-0½"	2'-5⅜"	2'-6⅝"	2'-0½"	2'-2"	5'-0'
t(E)	3 bars spa. @ 8"	14'-5¼"	13'-0¾"	8'-11"	18'-7"	0'-0"	3'-9"	27'-6"
t2(E)	8 bars spa. @ 8"	4'-3½"	18'-6½"	11'-10⅝"	10'-11⅜"	0'-0"	3'-9"	22'-10"
t3(E)	4 bars spa. @ 5½"	12'-8¾"	11'-9¼"	8'-11"	15'-7"	0'-0"	4'-4"	24'-6"
t5(E)	7 bars spa. @ 5"	19'-0⅛"	9'-3⅞"	12'-11⅞"	15'-4¼"	0'-0"	4'-4"	28'-4"
t6(E)	2 bars spa. @ 4¾"	6'-11¼"	5'-2¾"	5'-9⅝"	6'-4⅜"	0'-0"	4'-4"	12'-2"
v12(E)	3 bars spa. @ 5½"	15'-2¾"	16'-2¼"	15'-2¾"	16'-2½"	--	--	31'-5"
v13(E)	3 bars spa. @ 5½"	14'-0⅜"	15'-0⅝"	14'-10⅜"	15'-0⅝"	--	--	29'-11"
v14(E)	3 bars spa. @ 5½"	15'-2¾"	16'-2¼"	15'-2¾"	16'-2½"	--	--	31'-5"
v15(E)	3 bars spa. @ 5½"	14'-0⅜"	15'-0⅝"	14'-10⅜"	15'-0⅝"	--	--	29'-11"
w1(E)	8 bars spa. @ 8"	14'-5"	15'-2"	8'-11¾"	20'-7¼"	0'-0"	4'-4"	29'-7"
w4(E)	5 bars spa. @ 7"	13'-3⅝"	21'-2⅜"	16'-3⅛"	18'-2⅞"	0'-0"	4'-4"	34'-6"



STORM SEWER DETAIL



BAR v9(E) & v11(E)



BAR t7(E) & t8(E)

Notes:

1. *Pour steps monolithically with abutment.*
2. *For details of piles see sheet 51 of 58.*
3. *Bars indicated thus 4x3-#6 etc. indicates 4 lines of bars with 3 lengths per line.*
4. *Space reinforcement in abutment to miss anchor bolts.*
5. *The Contractor shall identify and report any conflicts between existing and proposed piles to the Engineer. See the note on sheet 3 of 58 for additional requirements.*
6. *Steel fill plates will be required at bearings for girders 2 thru 4, and 6A. See sheet 39 of 58 for details.*

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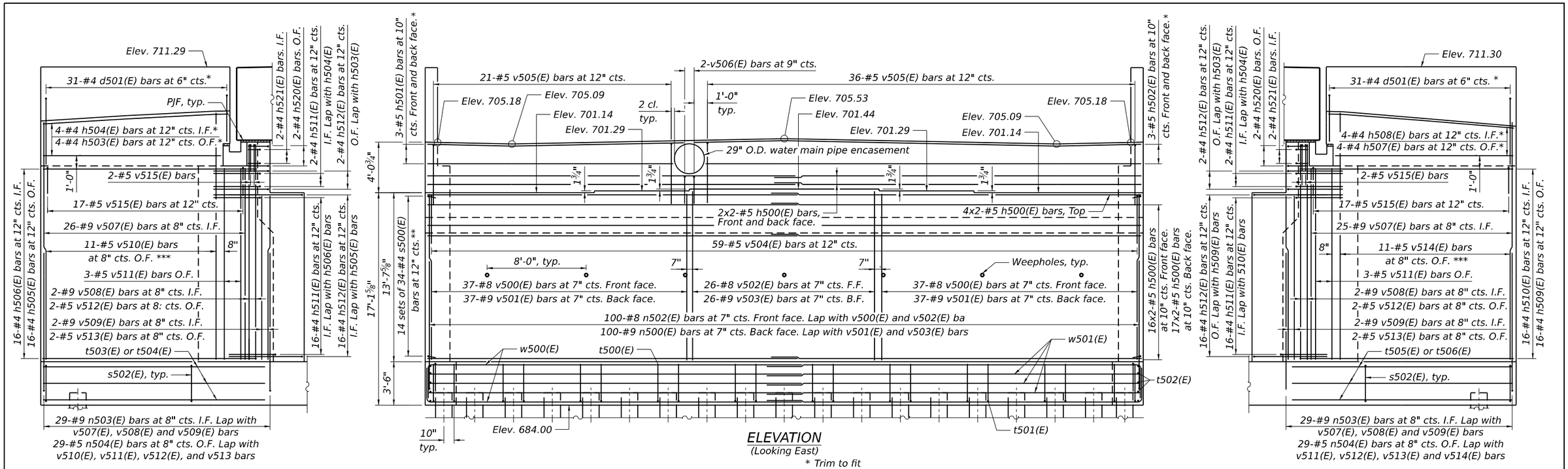
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PLOT DATE = 9/2/2026		DATE - 3/23/2026		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT DETAILS
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 43 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

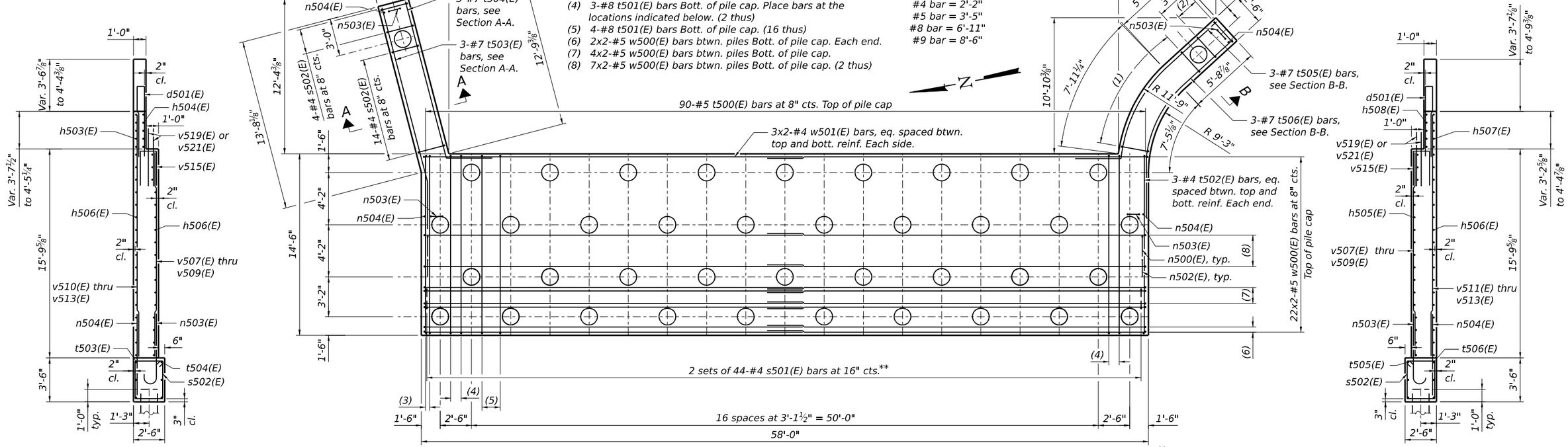


ELEVATION
(Looking East)

* Trim to fit
** Alternate 90° and 135° hooks horizontally and vertically.
*** See Field Cutting Diagram on sheet 46 of 58.

UNFOLDED NORTHEAST WINGWALL ELEVATION
(Looking South)

UNFOLDED SOUTHEAST WINGWALL ELEVATION
(Looking North)



SECTION A-A

PILE CAP PLAN

SECTION B-B

Note:
1. See sheet 46 of 58 for applicable notes.

USER NAME = lformell	DESIGNED - MAC	REVISED -	
	DRAWN - IPF	REVISED -	
PLOT SCALE = N/A	CHECKED - DH/MAC	REVISED -	
PLOT DATE = 9/2/2026	DATE - 3/23/2026	REVISED -	

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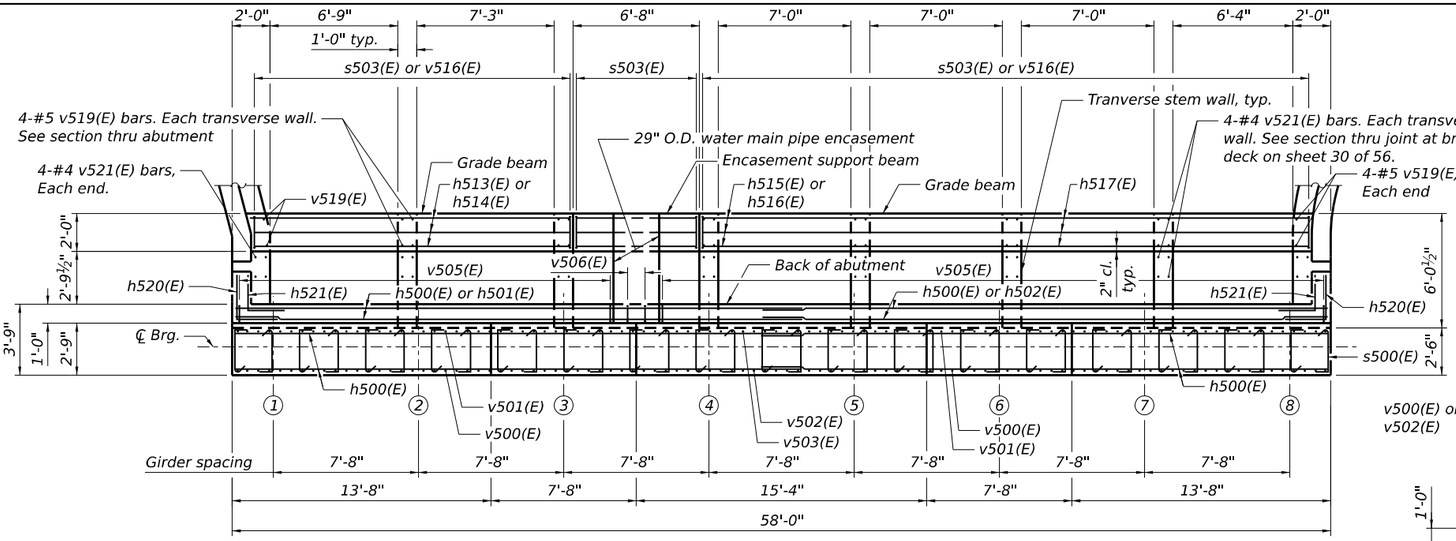
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NUMBER 101-6069

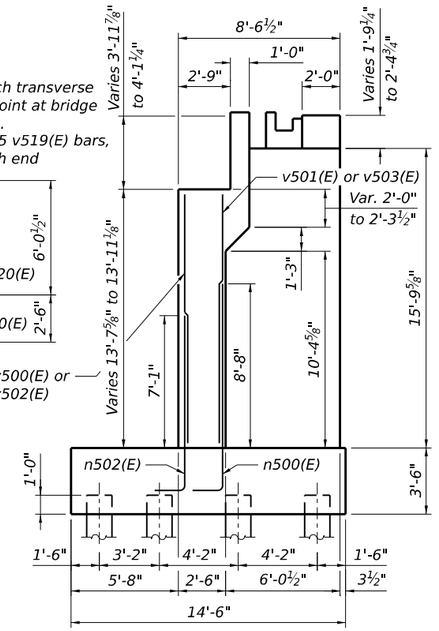
SCALE: | SHEET 44 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

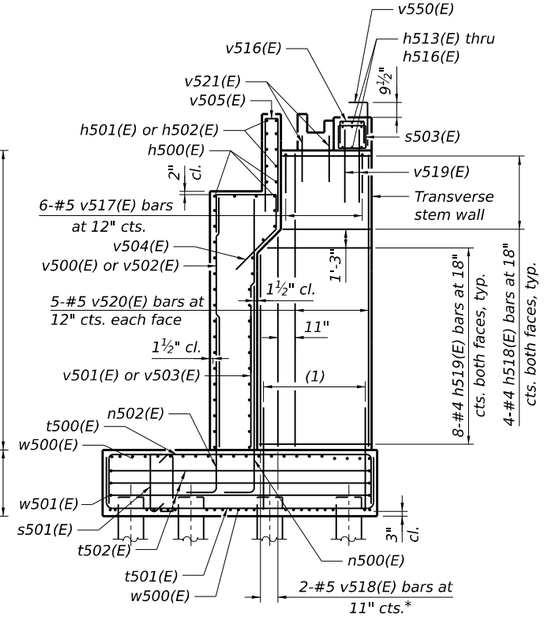
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TOP PLAN



SECTION THRU ABUTMENT



SECTION THRU ABUTMENT

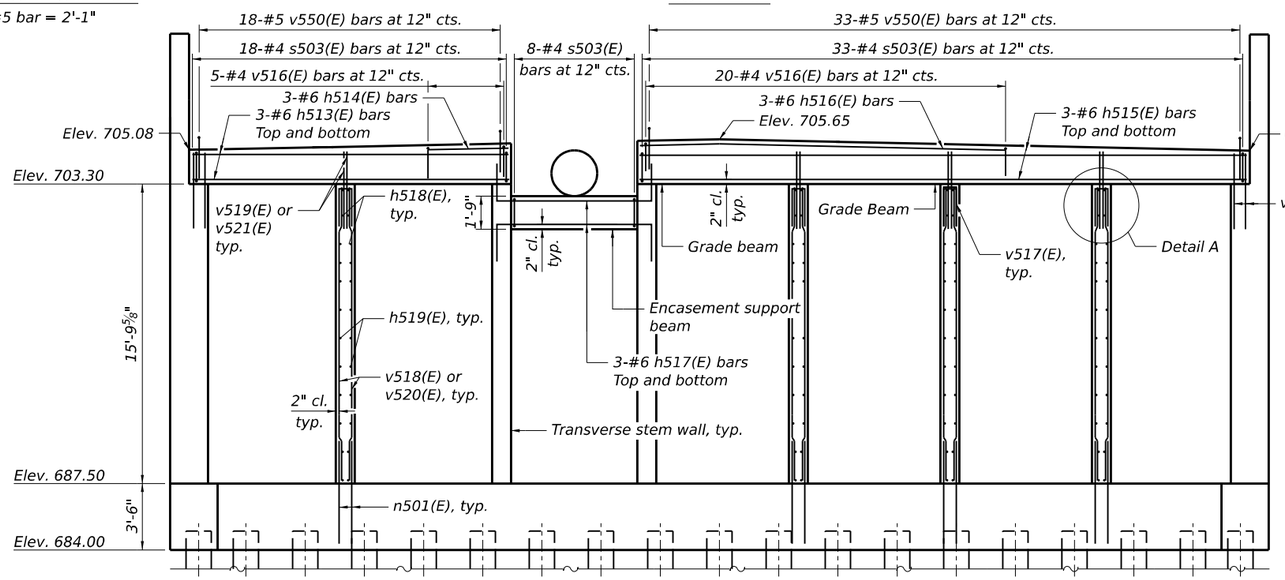
(Showing reinforcement)

* See Field Cutting Diagram. Use remainder of bars at the opposite face of the wall.

(1) 7-#5 n501(E) bars. Each face. Lap with v518(E) and v520(E) bars.

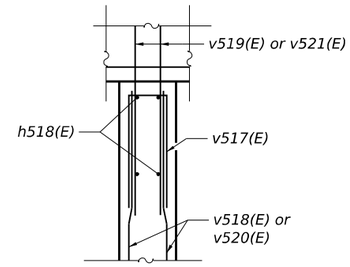
MINIMUM BAR LAP

#5 bar = 2'-1"



REFLECTED ELEVATION AT BACK OF ABUTMENT

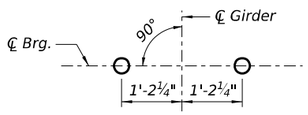
(Looking East)



DETAIL A

PILE DATA

Type: Metal Shell 16" x 0.312"
Nominal Required Bearing: 523 kips
Factored Resistance Available: 287 kips
Est. Length: 22 ft.
No. Production Piles: 39
No. Test Piles: 1



ANCHOR BOLT LAYOUT

Note:
1. See sheet 46 of 58 for applicable notes.

FILE NAME: L:\Rockford\2004683-00_15thAveBridgePh2\468300\Structures\CADD Sheets\101-6069_045_East Abutment Details - I.dgn

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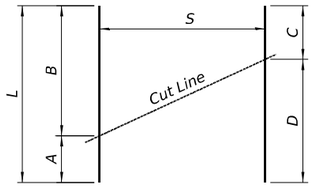
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT DETAILS - I
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 45 OF 58 SHEETS | STA. | TO STA.

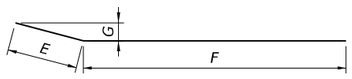
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5082	19-00631-00-BR	WINNEBAGO	162	127
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			



FIELD CUTTING DIAGRAM

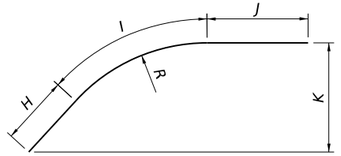
Order bars full length. Cut as shown and use remainder of bars together at the indicated location. Unless otherwise noted.

Bar	S	A	B	C	D	L
v510(E)	11 bars spa. @ 8"	19'-1¼"	19'-10¾"	19'-6¼"	19'-5¾"	39'-0"
v514(E)	11 bars spa. @ 8"	18'-8½"	19'-10½"	19'-3⅞"	19'-3⅛"	38'-7"



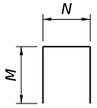
BARS h503(E), h504(E), h505(E), h506(E) & t503(E)

Bar	E	F	G
h503(E)	1'-2"	13'-7"	3½"
h504(E)	1'-3"	13'-7"	3¾"
h505(E)	3'-7"	13'-6"	10⅞"
h506(E)	4'-0"	13'-9"	1'-0⅛"
t503(E)	4'-11'	13'-7"	1'-2⅞"



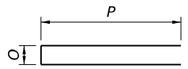
BARS h507(E), h508(E), h509(E), h510(E) & t506(E)

Bar	H	I	J	K	R
h507(E)	1'-3¼"	7'-5⅜"	5'-7⅜"	3'-10⅞"	9'-4⅞"
h508(E)	1'-1⅞"	8'-0⅝"	5'-7½"	4'-1⅛"	10'-0⅜"
h509(E)	3'-7"	7'-6⅜"	5'-7⅜"	5'-8¼"	9'-5"
h510(E)	3'-7"	8'-10⅜"	5'-7⅜"	6'-2⅜"	11'-0⅜"
t506(E)	4'-11⅜"	7'-9⅝"	5'-4"	6'-8⅝"	9'-5"



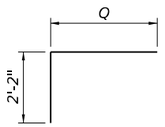
Bar	M	N
h517(E)	2'-6"	8'-4"
t500(E)	3'-1"	14'-6"
t501(E)	3'-1"	14'-6"
v515(E)	2'-1"	1'-7"
v516(E)	1'-8"	1'-8"

BARS h517(E), t500(E), t501(E) v515(E) & v516(E)



Bar	O	P
d501(E)	7"	5'-7"
t502(E)	2'-2"	14'-2"
v505(E)	8"	5'-6"
v506(E)	8"	3'-2"
v517(E)	8"	2'-1"

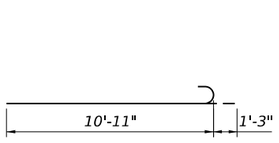
BARS d501(E), t502(E), v505(E), v506(E) & v517(E)



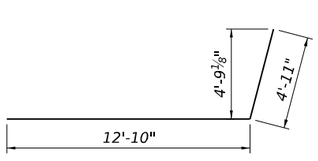
Bar	Q
h511(E)	2'-4"
h512(E)	5'-9'
h518(E)	4'-10"
h519(E)	6'-1"
h520(E)	1'-7"
h521(E)	11"

BARS h511(E), h512(E), h518(E), h519(E), h520(E) & h521(E)

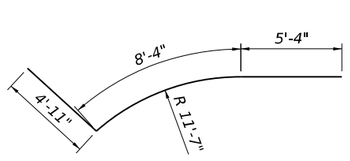
BAR n500(E) & n502(E)



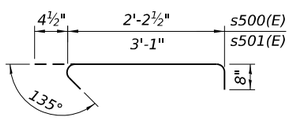
BAR n503(E)



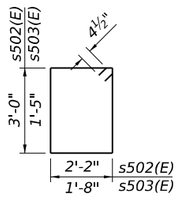
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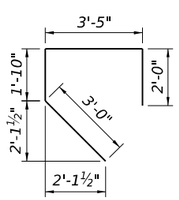
BAR t505(E)



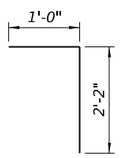
BARS s500(E) & s501(E)



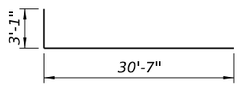
BARS s502(E) & s503(E)



BAR v504(E)



BAR v550(E)



BAR w500(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d501(E)	62	#4	11'-9"	
h500(E)	78	#5	30'-7"	
h501(E)	6	#5	20'-7"	
h502(E)	6	#5	35'-11"	
h503(E)	4	#4	14'-9"	
h504(E)	4	#4	14'-10"	
h505(E)	16	#4	17'-1"	
h506(E)	16	#4	17'-9"	
h507(E)	4	#4	14'-4"	
h508(E)	4	#4	14'-10"	
h509(E)	16	#4	16'-9"	
h510(E)	16	#4	18'-1"	
h511(E)	36	#4	4'-6"	
h512(E)	36	#4	7'-11"	
h513(E)	6	#6	16'-8"	
h514(E)	3	#6	3'-11"	
h515(E)	6	#6	32'-0"	
h516(E)	3	#6	19'-6"	
h517(E)	6	#6	13'-4"	
h518(E)	48	#4	7'-0"	
h519(E)	96	#4	8'-3"	
h520(E)	4	#4	3'-9"	
h521(E)	4	#4	3'-1"	
n500(E)	100	#9	12'-6"	
n501(E)	84	#5	4'-4"	
n502(E)	100	#8	10'-8"	
n503(E)	58	#9	12'-2"	
n504(E)	58	#5	6'-10"	
s500(E)	476	#4	3'-3"	
s501(E)	88	#4	4'-2"	
s502(E)	36	#4	11'-1"	
s503(E)	59	#4	6'-11"	
t500(E)	90	#5	20'-8"	
t501(E)	74	#8	20'-8"	
t502(E)	6	#4	18'-6"	
t503(E)	3	#7	18'-6"	
t504(E)	3	#7	17'-9"	
t505(E)	3	#7	18'-7"	
t506(E)	3	#7	18'-1"	

Bar	No.	Size	Length	Shape
v500(E)	74	#8	13'-4"	
v501(E)	74	#9	13'-4"	
v502(E)	26	#8	13'-7"	
v503(E)	26	#9	13'-7"	
v504(E)	59	#5	10'-3"	
v505(E)	57	#5	11'-8"	
v506(E)	2	#5	7'-0"	
v507(E)	50	#9	15'-5"	
v508(E)	4	#9	17'-4"	
v509(E)	4	#9	13'-3"	
v510(E)	11	#5	39'-0"	
v511(E)	6	#5	15'-6"	
v512(E)	4	#5	17'-5"	
v513(E)	4	#5	13'-3"	
v514(E)	11	#5	38'-7"	
v515(E)	38	#5	5'-9"	
v516(E)	25	#4	5'-0"	
v517(E)	36	#5	4'-10"	
v518(E)	12	#5	21'-6"	
v519(E)	32	#5	3'-8"	
v520(E)	60	#5	15'-5"	
v521(E)	32	#4	2'-7"	
v550(E)	51	#5	3'-2"	
w500(E)	88	#5	33'-8"	
w501(E)	12	#4	29'-11"	
Cofferdam Excavation		Cu. Yd.	908	
Concrete Structures		Cu. Yd.	282.2	
Reinforcement Bars, Epoxy Coated		Pound	43,650	
Furnishing Metal Shell Piles, 16" X 0.312"		Foot	858	
Driving Piles		Foot	858	
Test Pile, Metal Shells		Each	1	
Pile Shoes		Each	40	

Notes:

1. *Pour steps monolithically with abutment.*
2. *For details of piles see sheet 51 of 58.*
3. *Bars indicated 3x2-#4 etc. indicates 3 lines of bars with 2 lengths per line.*
4. *Space reinforcement in abutment to miss anchor bolts.*
5. *The Contractor shall identify and report any conflicts between existing and proposed piles to the Engineer. See the note on sheet 3 of 58 for additional requirements.*
6. *Steel fill plates will be required at the bearings for girders 1 and 8. See sheet 40 of 58 for details.*
7. *Water main pipe encasement to be cast into abutement backwall with 1/2" PJF material around it's perimeter. PJF to be included in the cost of Concrete Structures.*
8. *Concrete Sealer shall be applied to the outside faces of each wingwall. See General Notes on sheet 2 of 58.*

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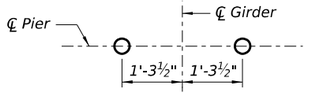
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT DETAILS - II
STRUCTURE NUMBER 101-6069

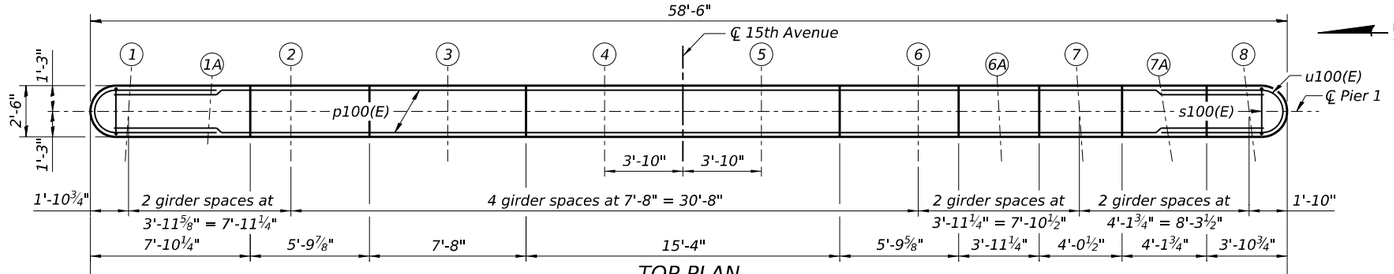
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		CONTRACT NO. 85802		
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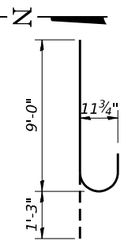


ANCHOR BOLT LAYOUT

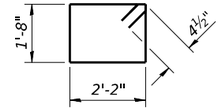
(At girders 2 thru 6. No anchor bolts at girders 1, 1A, and 6A thru 8)



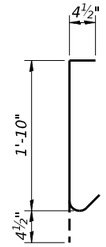
TOP PLAN



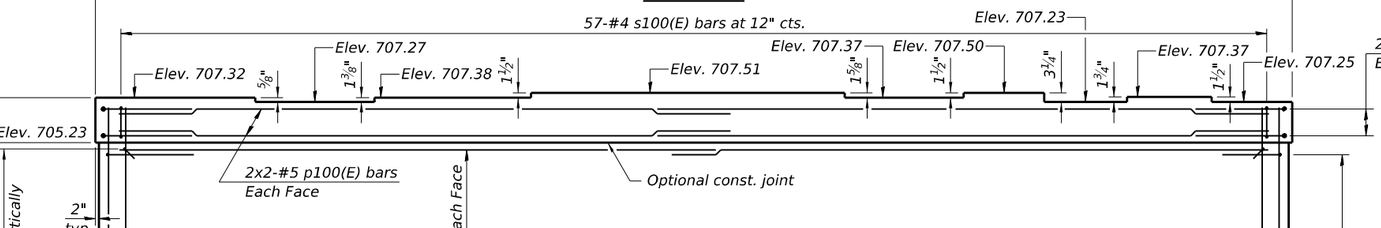
BAR n100(E)



BAR s100(E)

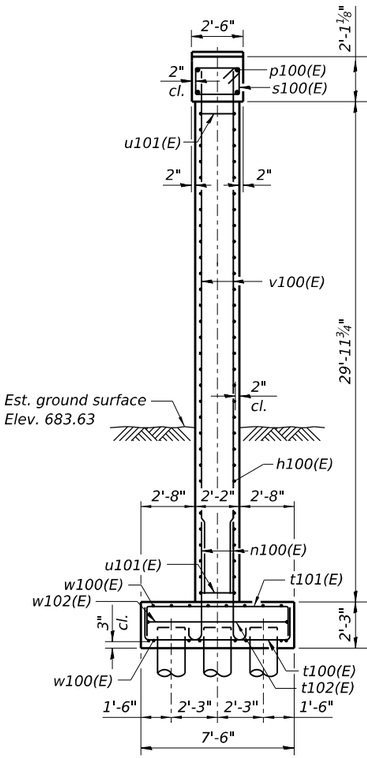


BAR s101(E)

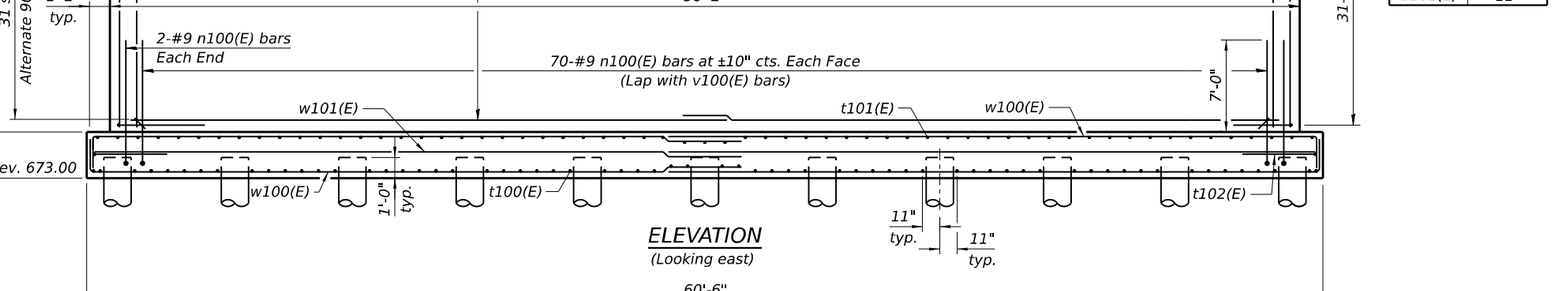


ELEVATION

(Looking east)



END VIEW



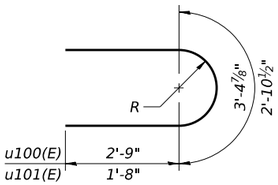
PILE CAP PLAN

PILE DATA

Type: Metal Shell 16" x 0.312"
Nominal Required Bearing: 626 kips
Factored Resistance Available: 344 kips
Est. Length: 28 ft.
No. Production Piles: 16
No. Test Piles: 1

MINIMUM BAR LAP

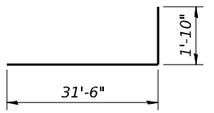
#4 bar = 1'-8"
#5 bar = 2'-9"
#7 bar = 4'-11"



Bar	E
t100(E)	1'-10"
t101(E)	1'-10"
t102(E)	2'-9"

BARS t100(E), t101(E), & t102(E)

BARS u100(E) & u101(E)



BAR w100(E)

Bar	R
u100(E)	1'-1"
u101(E)	11"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h100(E)	124	#4	28'-10"	
n100(E)	144	#9	10'-3"	
p100(E)	8	#5	29'-4"	
s100(E)	57	#4	8'-5"	
s101(E)	1085	#4	2'-7"	
t100(E)	64	#6	10'-10"	
t101(E)	61	#5	10'-10"	
t102(E)	2	#5	12'-7"	
u100(E)	4	#5	8'-11"	
u101(E)	62	#4	6'-3"	
v100(E)	144	#9	31'-8"	
w100(E)	32	#6	33'-4"	
w101(E)	4	#5	31'-6"	
Cofferdam Excavation		Cu. Yd.	677	
Concrete Structures		Cu. Yd.	189.4	
Reinforcement Bars, Epoxy Coated		Pound	29,140	
Furnishing Metal Shell Piles, 16" X 0.312"		Foot	448	
Driving Piles		Foot	448	
Test Pile, Metal Shells		Each	1	
Pile Shoes		Each	17	

Notes:

1. *Space reinforcement in cap to miss anchor bolts.*
2. *Pour steps monolithically with cap.*
3. *For details of piles, see sheet 51 of 58.*
4. *Steel fill plates will be required at the bearings for girders 1A and 4. See sheet 39 of 58 for details.*
5. *Bars indicated thus 8x2-#5 etc. indicates 8 lines of bars with 2 lengths per line.*

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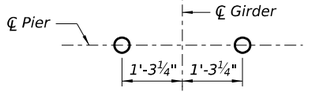
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

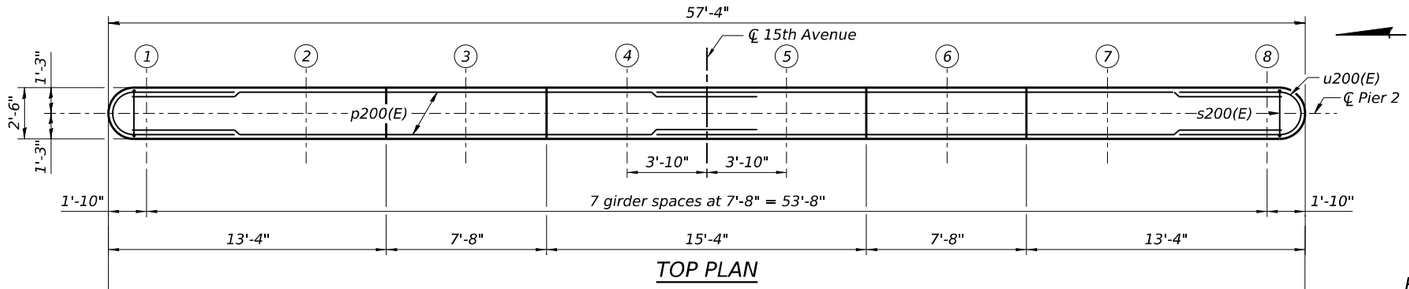
PIER 1
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 47 OF 58 SHEETS | STA. | TO STA.

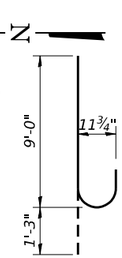
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		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



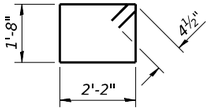
ANCHOR BOLT LAYOUT



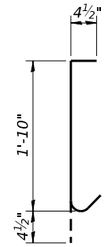
TOP PLAN



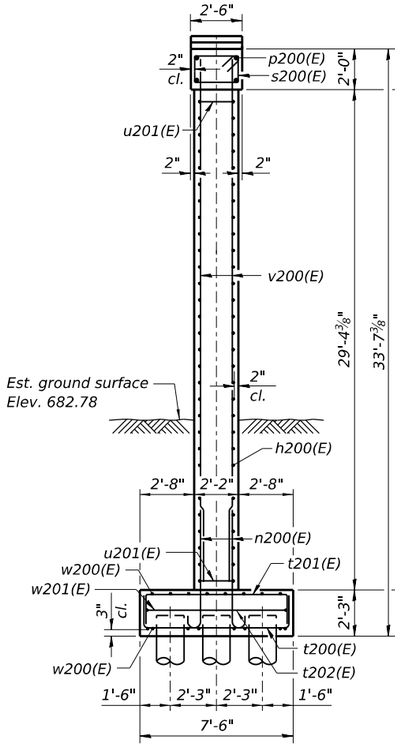
BAR n200(E)



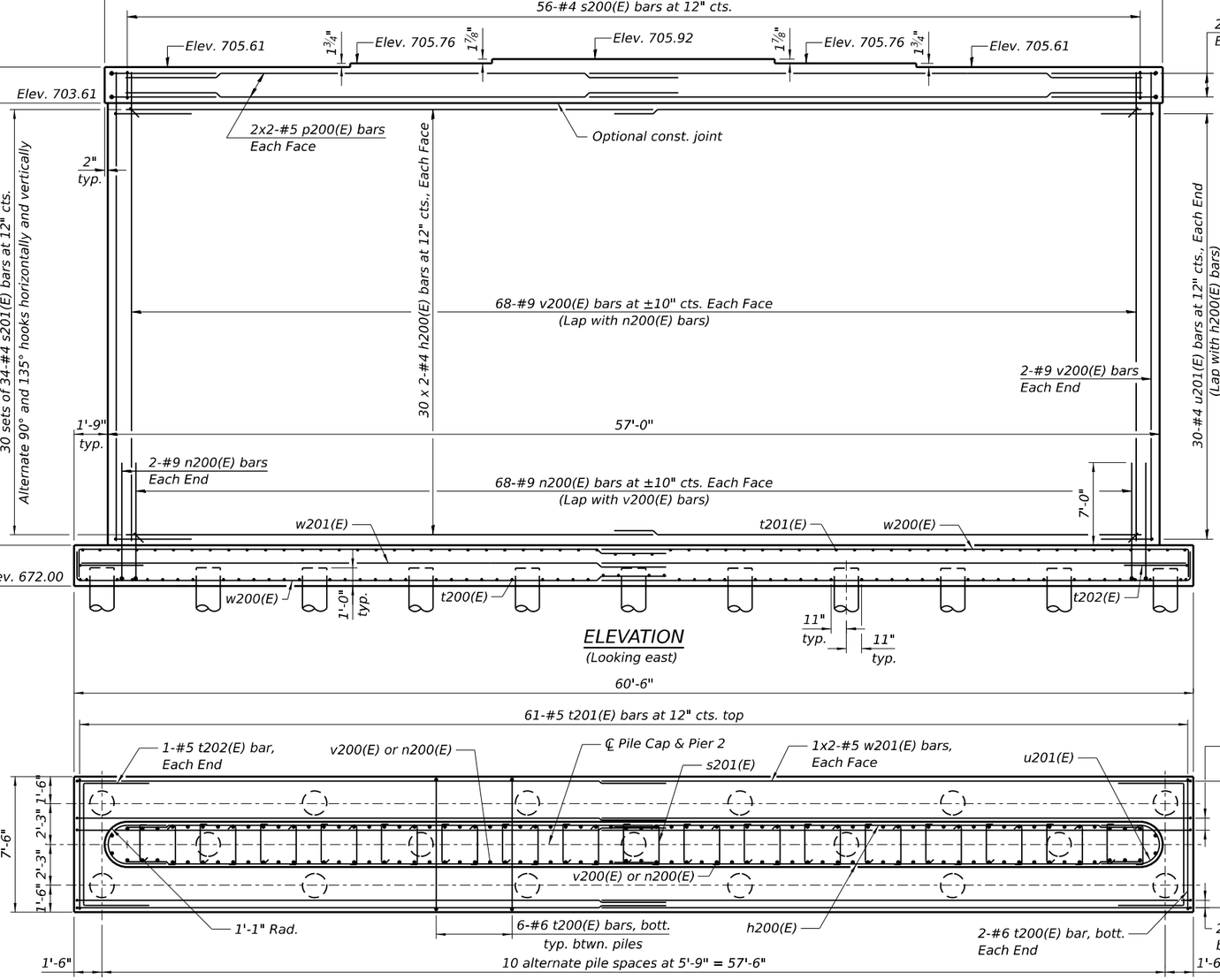
BAR s200(E)



BAR s201(E)

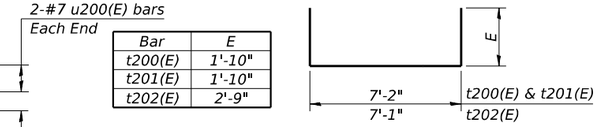


END VIEW



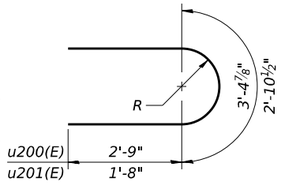
ELEVATION
(Looking east)

PILE CAP PLAN



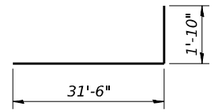
Bar	E
t200(E)	1'-10"
t201(E)	1'-10"
t202(E)	2'-9"

BARS t200(E), t201(E), & t202(E)



BARS u200(E) & u201(E)

Bar	R
u200(E)	1'-1"
u201(E)	11"



BAR w200(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h200(E)	120	#4	28'-3"	—
n200(E)	140	#9	10'-3"	⊃
p200(E)	8	#5	28'-10"	—
s200(E)	56	#4	8'-5"	□
s201(E)	1020	#4	2'-7"	⊂
t200(E)	64	#6	10'-10"	⊔
t201(E)	61	#5	10'-10"	⊔
t202(E)	2	#5	12'-7"	⊔
u200(E)	4	#5	8'-11"	⊃
u201(E)	60	#4	6'-3"	⊃
v200(E)	140	#9	31'-1"	—
w200(E)	32	#6	33'-4"	⊔
w201(E)	4	#5	31'-6"	—
Cofferdam Excavation		Cu. Yd.	681	
Concrete Structures		Cu. Yd.	183.4	
Reinforcement Bars, Epoxy Coated		Pound	28,040	
Furnishing Metal Shell Piles, 14" X 0.312"		Foot	560	
Driving Piles		Foot	560	
Test Pile, Metal Shells		Each	1	
Pile Shoes		Each	17	

PILE DATA

Type: Metal Shell 14" x 0.312"
Nominal Required Bearing: 526 kips
Factored Resistance Available: 289 kips
Est. Length: 35 ft.
No. Production Piles: 16
No. Test Piles: 1

MINIMUM BAR LAP

#4 bar = 1'-8"
#5 bar = 2'-9"
#7 bar = 4'-11"

Notes:
1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. For details of piles, see sheet 51 of 58.
4. Steel fill plates will be required at the bearings for girders 1 and 8. See sheet 39 of 58 for details.
5. Bars indicated thus 8x2-#5 etc. indicates 8 lines of bars with 2 lengths per line.

FILE NAME: L:\Rockford\22004683-00_15thAveBridge\ln2\468300\Structures\CADD Sheets\101-6069_048_Pier 2.dgn

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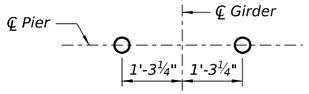
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	DRAWN - ALF	REVISED -	
PLOT SCALE = N/A	CHECKED - DH	REVISED -	
PLOT DATE = 9/2/2026	DATE - 3/23/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

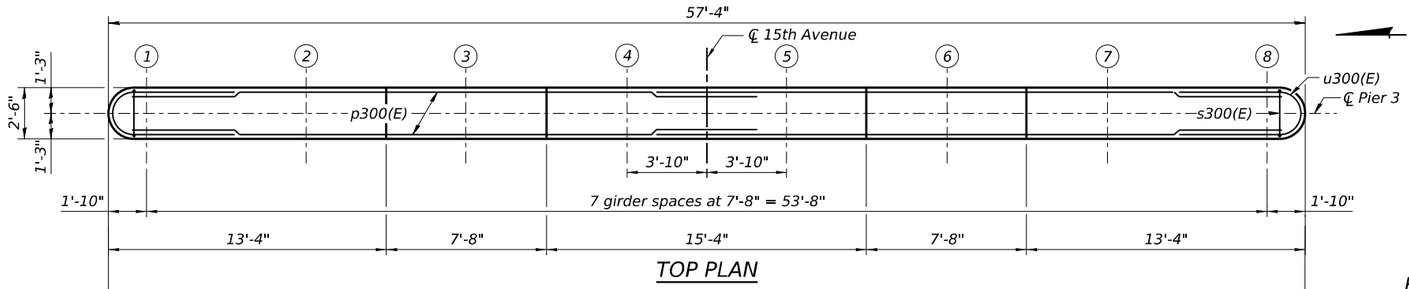
PIER 2
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 48 OF 58 SHEETS | STA. | TO STA.

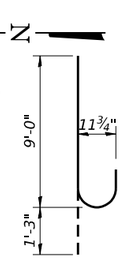
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



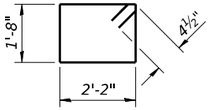
ANCHOR BOLT LAYOUT



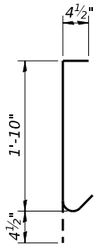
TOP PLAN



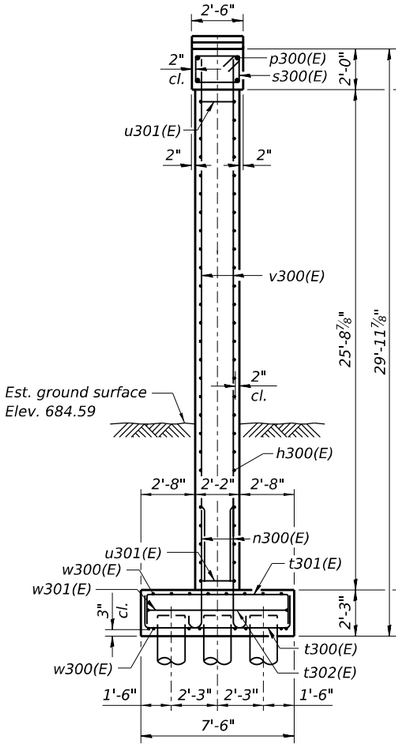
BAR n300(E)



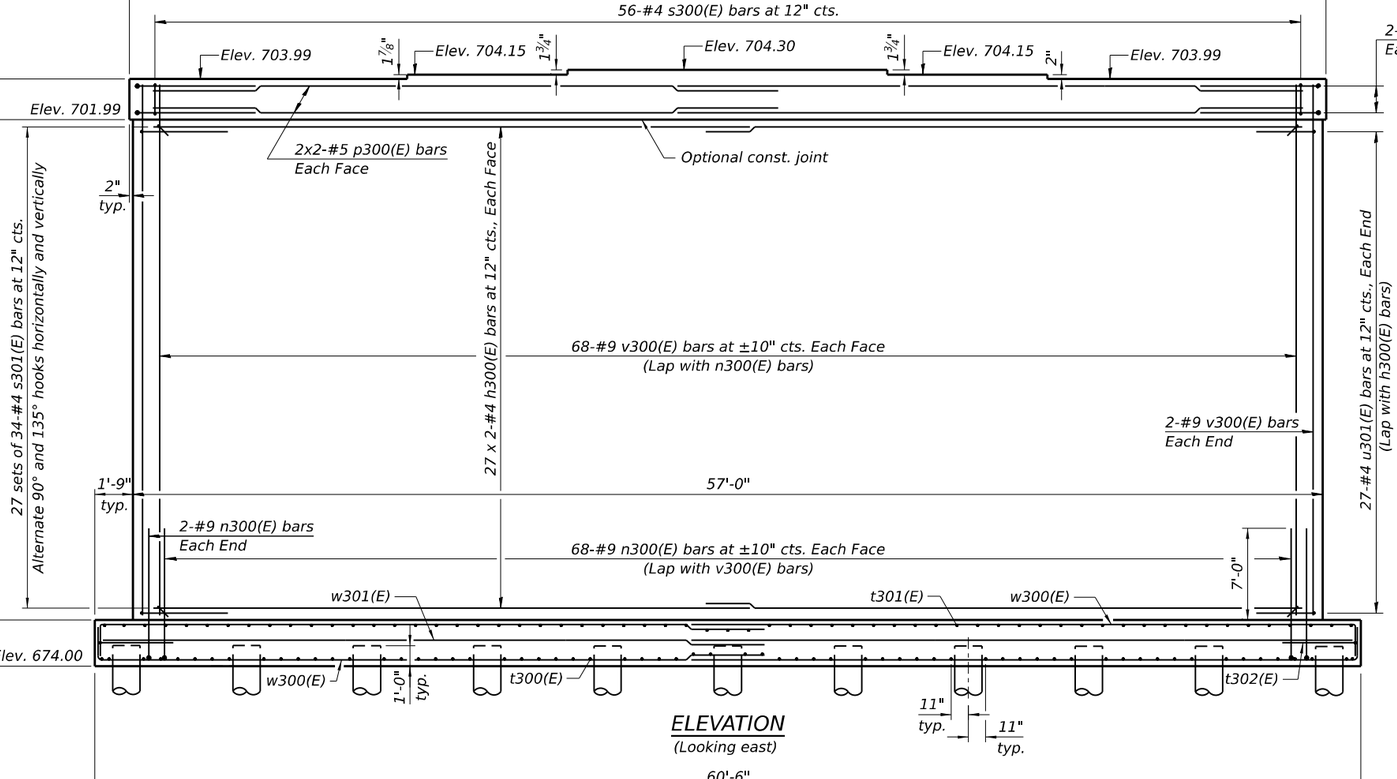
BAR s300(E)



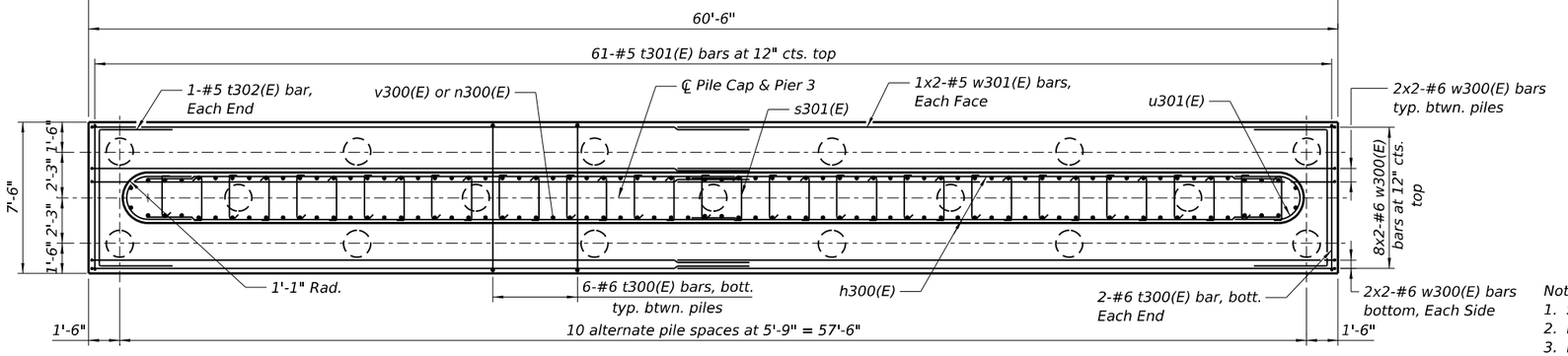
BAR s301(E)



END VIEW



ELEVATION
(Looking east)



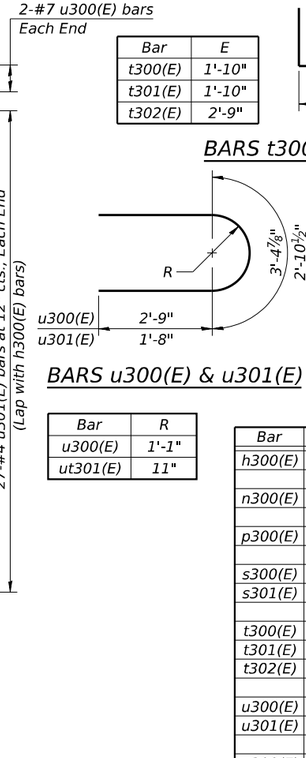
PILE CAP PLAN

PILE DATA

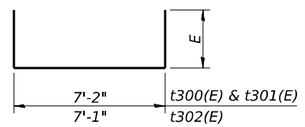
Type: Metal Shell 14" x 0.312"
Nominal Required Bearing: 544 kips
Factored Resistance Available: 299 kips
Est. Length: 44 ft.
No. Production Piles: 16
No. Test Piles: 1

MINIMUM BAR LAP

#4 bar = 1'-8"
#5 bar = 2'-9"
#7 bar = 4'-11"



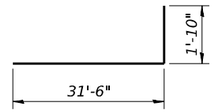
Bar	E
t300(E)	1'-10"
t301(E)	1'-10"
t302(E)	2'-9"



BARS t300(E), t301(E), & t302(E)

BARS u300(E) & u301(E)

Bar	R
u300(E)	1'-1"
ut301(E)	11"



BAR w300(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h300(E)	108	#4	28'-3"	—
n300(E)	140	#9	10'-3"	⊃
p300(E)	8	#5	28'-10"	—
s300(E)	56	#4	8'-5"	□
s301(E)	918	#4	2'-7"	⊓
t300(E)	64	#6	10'-10"	⊔
t301(E)	61	#5	10'-10"	⊔
t302(E)	2	#5	12'-7"	⊔
u300(E)	4	#5	8'-11"	⊃
u301(E)	54	#4	6'-3"	⊃
v300(E)	140	#9	27'-5"	—
w300(E)	32	#6	33'-4"	⊐
w301(E)	4	#5	31'-6"	—

Cofferdam Excavation	Cu. Yd.	593
Concrete Structures	Cu. Yd.	166.8
Reinforcement Bars, Epoxy Coated	Pound	25,870
Furnishing Metal Shell Piles, 14" X 0.312"	Foot	704
Driving Piles	Foot	704
Test Pile, Metal Shells	Each	1
Pile Shoes	Each	17

Notes:
1. *Space reinforcement in cap to miss anchor bolts.*
2. *Pour steps monolithically with cap.*
3. *For details of piles, see sheet 51 of 58.*
4. *Steel fill plates will be required at the bearings forgirders 1 and 8. See sheet 39 of 58 for details.*
5. *Bars indicated thus 8x2-#5 etc. indicates 8 lines of bars with 2 lengths per line.*

FILE NAME: L:\Rockford\22004683-00_15thAveBridgeRh2\468300\Structures\CADD Sheets\101-6069_Dsh_Pier_3.dgn

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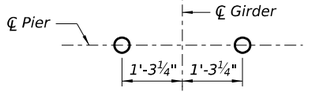
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PLOT DATE = 9/2/2026	DATE - 3/23/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

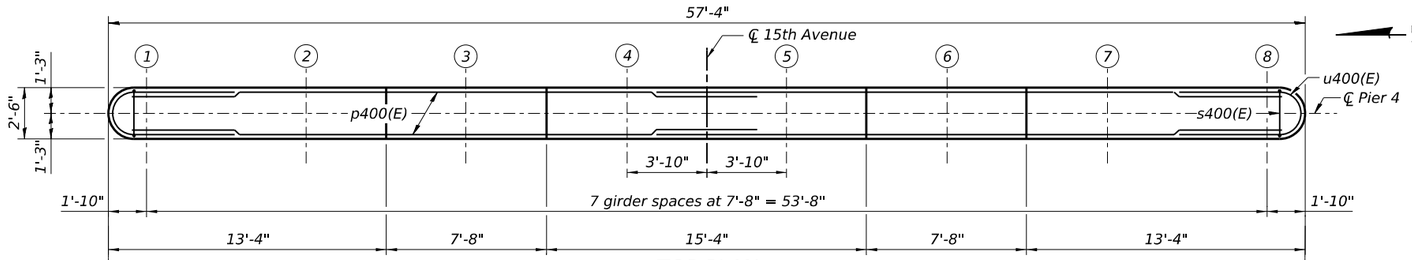
PIER 3
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 49 OF 58 SHEETS | STA. | TO STA.

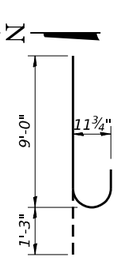
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	131
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			



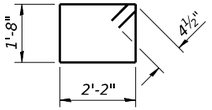
ANCHOR BOLT LAYOUT



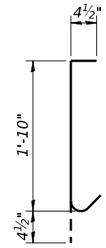
TOP PLAN



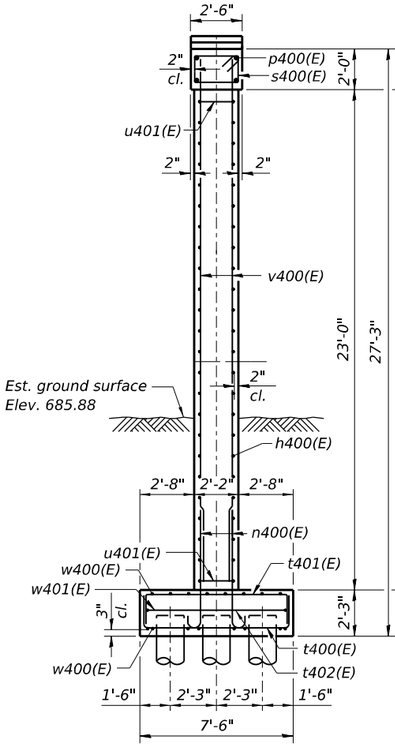
BAR n400(E)



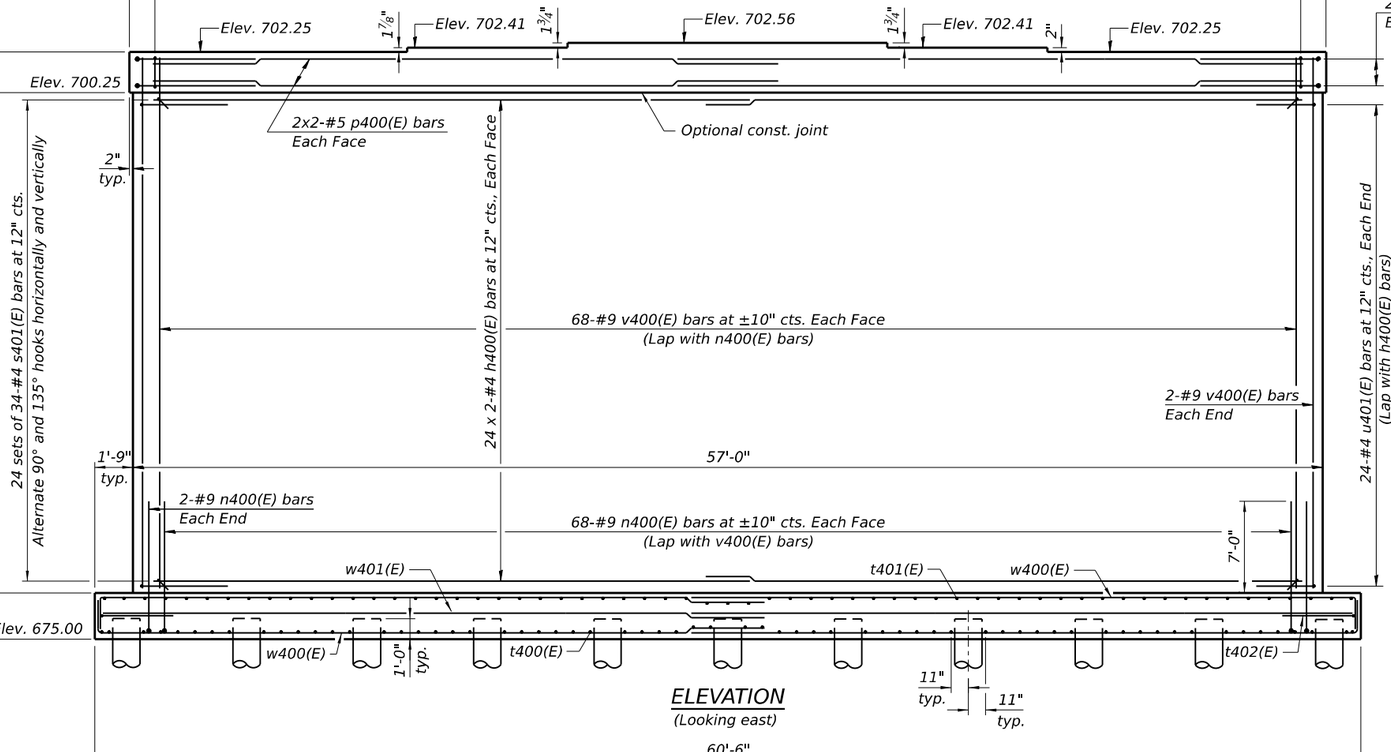
BAR s400(E)



BAR s401(E)



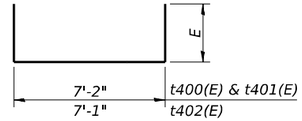
END VIEW



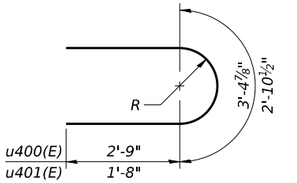
ELEVATION
(Looking east)

PILE CAP PLAN

Bar	E
t400(E)	1'-10"
t401(E)	1'-10"
t402(E)	2'-9"

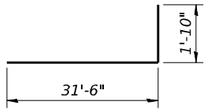


BARS t400(E), t401(E), & t402(E)



BARS u400(E) & u401(E)

Bar	R
u400(E)	1'-1"
ut401(E)	11"



BAR w400(E)

PIER 4 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h400(E)	96	#4	28'-3"	—
n400(E)	140	#9	10'-3"	⊃
p400(E)	8	#5	28'-10"	—
s400(E)	56	#4	8'-5"	□
s401(E)	816	#4	2'-7"	⊓
t400(E)	64	#6	10'-10"	⊔
t401(E)	61	#5	10'-10"	⊔
t402(E)	2	#5	12'-7"	⊔
u400(E)	4	#5	8'-11"	⊃
u401(E)	48	#4	6'-3"	⊃
v400(E)	140	#9	24'-8"	—
w400(E)	32	#6	33'-4"	⊔
w401(E)	4	#5	31'-6"	—
Cofferdam Excavation		Cu. Yd.	574	
Concrete Structures		Cu. Yd.	154.3	
Reinforcement Bars, Epoxy Coated		Pound	24,130	
Furnishing Metal Shell Piles, 14" X 0.312"		Foot	704	
Driving Piles		Foot	704	
Test Pile, Metal Shells		Each	1	
Pile Shoes		Each	17	

PILE DATA

Type: Metal Shell 14" x 0.312"
Nominal Required Bearing: 544 kips
Factored Resistance Available: 299 kips
Est. Length: 44 ft.
No. Production Piles: 16
No. Test Piles: 1

MINIMUM BAR LAP

#4 bar = 1'-8"
#5 bar = 2'-9"
#7 bar = 4'-11"

Notes:
1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. For details of piles, see sheet 51 of 58.
4. Steel fill plates will be required at the bearings forgirders 1 and 8. See sheet 40 of 58 for details.
5. Bars indicated thus 8x2-#5 etc. indicates 8 lines of bars with 2 lengths per line.

FILE NAME: L:\Rockford\22004683-00_15thAveBridgeRh2\468300\Structures\CADD Sheets\101-6069_050_Pier 4.dgn

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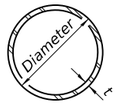
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PLOT DATE = 9/2/2026	DATE - 3/23/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 4
STRUCTURE NUMBER 101-6069

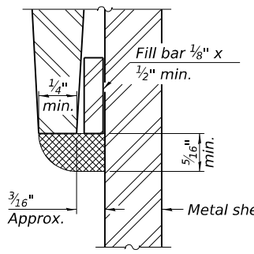
SCALE: | SHEET 50 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	132
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			

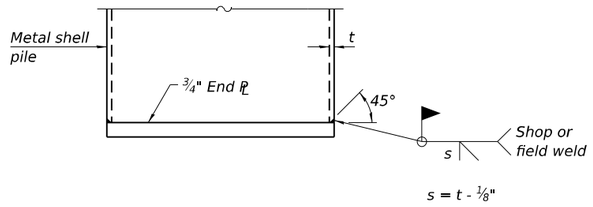


METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd.³/ft.)
PP12	0.250"	31.40	0.0267
PP14	0.250"	36.75	0.0368
PP14	0.312"	45.65	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470

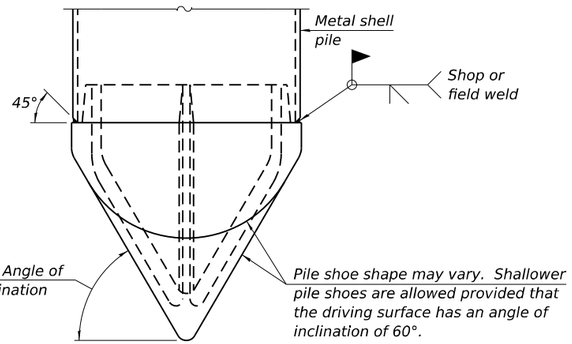


DETAIL A



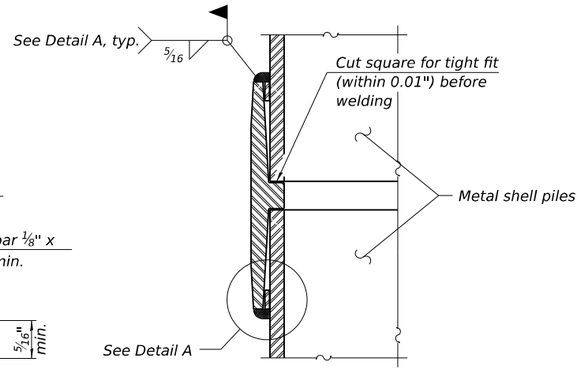
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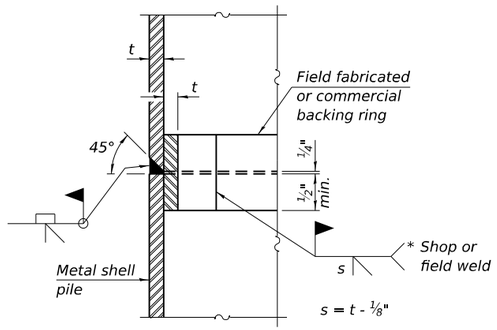
PILE SHOE ATTACHMENT

(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 80-50 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).



WELDED COMMERCIAL SPLICE

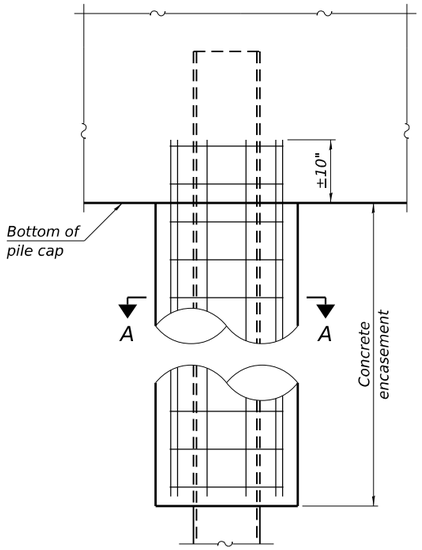
Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.



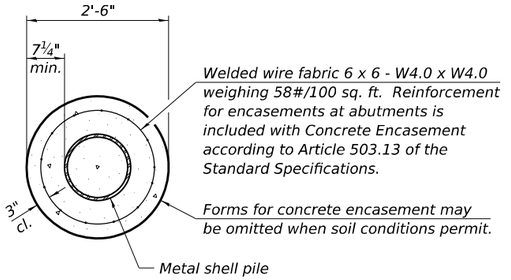
s = t - 1/8"

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.



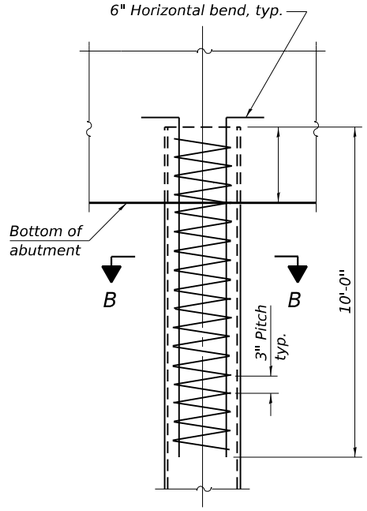
ELEVATION



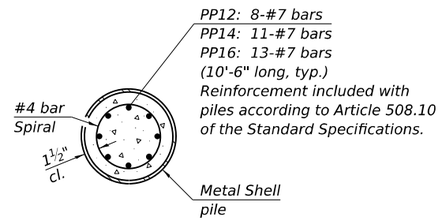
SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT

(When specified)



ELEVATION



SECTION B-B

REINFORCEMENT AT ABUTMENTS

(Omit when concrete encasement is specified)

Note:
The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.

F-MS 4-4-2025

FILE NAME: L:\Rockford\22004683-00_15thAveBridge\Ph2\468300\Structures\CADD Sheets\101-6069_051_Metal Shell Pile Details.dgn

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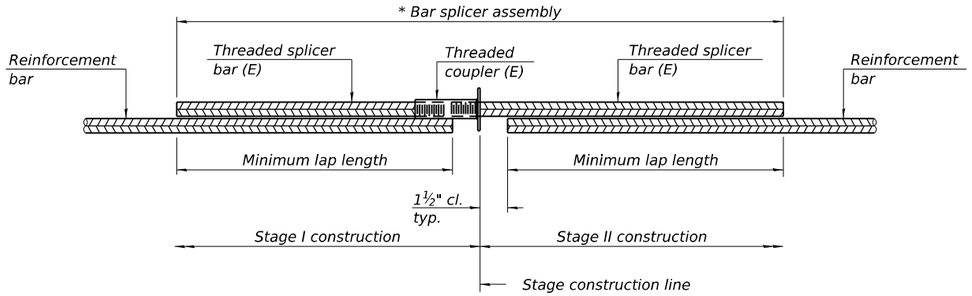
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	DRAWN - VT	REVISED -	
PLOT SCALE = N/A	CHECKED - MAC	REVISED -	
PLOT DATE = 9/2/2026	DATE - 3/23/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 51 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	133
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			



STANDARD BAR SPLICER ASSEMBLY PLAN

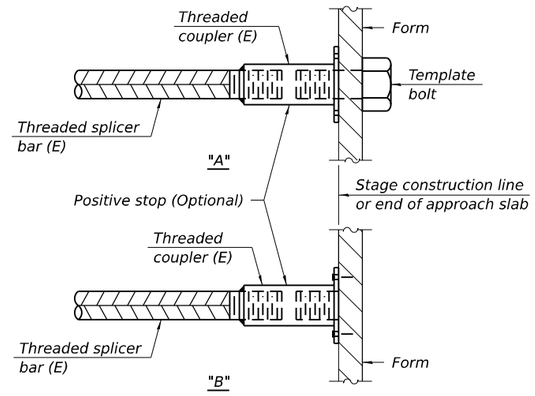
Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1½" + thread length

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

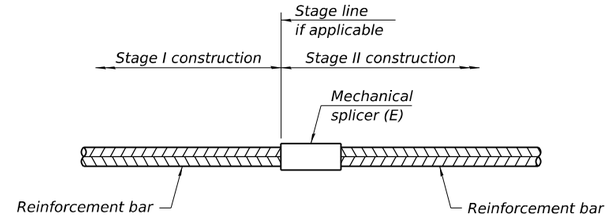
Location	Bar size	No. assemblies required	Minimum lap length
E. Abut. Jt. - Deck	#5	114	**
E. Abut. Jt. - Appr. Slab	#5	84	***

** 3'-10" minimum lap on deck side, 1'-6" bar within the blockout.
*** 2'-6" minimum lap on approach slab side, 2'-4" bar within the blockout.



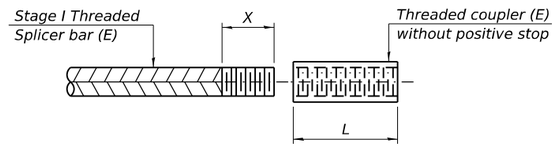
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

Notes:
1. Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
2. All reinforcement shall be lapped and tied to the splicer bars.
3. Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
4. See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

4-4-2025

FILE NAME: L:\Rockford\220046830-00_15thAveBridgeRh2\468300\Structures\CADD Sheets\101-6069_052_Bar Splicer Assembly and Mechanical Splicer Detail.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 52 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	134
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
GSG Consultants

SOIL BORING LOG

Date 7/8/21

ROUTE 15th Ave DESCRIPTION West Abutment Boring LOGGED BY AB

SECTION 19-00631-00-BR LOCATION 15th Ave

COUNTY Winnebago DRILLING RIG / DRILLING METHOD HSA HAMMER TYPE Auto HAMMER EFF (%) 91

STRUCT. NO. SN 101-6069
Station 163+21.17

BORING NO. BSB-01
Station 160+39.24
Offset 53.81ft RT
Ground Surface Elev. 714.70 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
16.5 inches of reinforced concrete, trace asphalt and brick				693.70			
713.30				Medium Dense	9		
Brown, Moist				Brown, Moist	12		10
FILL: SAND AND GRAVEL				GRAVELLY SAND (SPG)	8		
	6			Cobbles at 23.5 to 25.0 feet	9		
	24		5		11		NR
-5	19			-25	11		
708.70				688.70			
Medium Dense to Dense	6			Medium Dense	5		
Brown, Dry to Moist	8		5	Brown, Wet	8		20
SAND, trace gravel (SP)	11			SAND, trace gravel (SP)	12		
				687.20			
				Medium Dense			
	11			Brown, Moist	11		
	16		4	GRAVELLY SAND (SPG)	8		13
-10	15			-30	7		
	6						
	7		6				
	10						
				681.20			
	5			Medium Dense to Very Dense	7		
	4		5	Brown, Dry to Wet	10		26
-15	7			SAND, trace gravel (SP)	7		
	13			-35			
	13		3				
	7						
	13				12		
	11		3		18		18
-20	13			-40	17		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants

SOIL BORING LOG

Date 7/8/21

ROUTE 15th Ave DESCRIPTION West Abutment Boring LOGGED BY AB

SECTION 19-00631-00-BR LOCATION 15th Ave

COUNTY Winnebago DRILLING RIG / DRILLING METHOD HSA HAMMER TYPE Auto HAMMER EFF (%) 91

STRUCT. NO. SN 101-6069
Station 163+21.17

BORING NO. BSB-01
Station 160+39.24
Offset 53.81ft RT
Ground Surface Elev. 714.70 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium Dense to Very Dense				Medium Dense to Very Dense			
Brown, Dry to Wet				Brown, Dry to Wet			
SAND, trace gravel (SP)				SAND, trace gravel (SP)			
(continued)				*(continued)*			
	13				17		
	15		18		25		12
-45	15			649.70 -65	30		
				End of Boring			
	13						
	21		18				
-50	24			-70			
	16						
	19		19				
-55	15			-75			
	21						
Gravel seam at 59.0 feet	25		10				
-60	43			-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

FILE NAME: L:\Rockford\22004683-s00_15thAveBridgeIn2\46300\Structures\CADD Sheets\101-6069_053_Soil Boring Ldgn

CMT License No. 184-000613 © Copyright CMT, Inc.	USER NAME = lformell	DESIGNED - ALF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING - I STRUCTURE NUMBER 101-6069
		DRAWN - ALF	REVISED -		
	PLOT SCALE = N/A	CHECKED - MAC	REVISED -		
	PLOT DATE = 9/2/2026	DATE - 3/23/2026	REVISED -		SCALE: SHEET 53 OF 58 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	135
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
GSG Consultants

SOIL BORING LOG

Date 7/2/21

ROUTE 15th Ave DESCRIPTION West Abutment Boring LOGGED BY AB

SECTION 19-00631-00-BR LOCATION 15th Ave

COUNTY Winnebago DRILLING RIG HSA HAMMER TYPE Auto
DRILLING METHOD HAMMER EFF (%) 91

STRUCT. NO. SN 101-6069
Station 163+21.17

BORING NO. BSB-02
Station 160+52.37
Offset 34.10ft LT
Ground Surface Elev. 714.50 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 688.5 ft
Upon Completion N/A ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				15.5 inches of reinforced concrete
713.20				
				Brown, Dry FILL: SAND
	6			
	6		4	
-5	6			
708.50				
	5			Medium Dense Brown, Moist GRAVELLY SAND (SPG)
	19		5	
	9			
706.00				
	7			Very Loose to Medium Dense Brown and Gray, Moist SILTY SAND, with gravel (SM)
	6		8	
-10	11			
	4			
	9		15	
	7			
	1			
	2		14	
-15	4			
	3			
	2		9	
	3			
	3			
	2		11	
-20	2			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	2			Very Loose to Medium Dense Brown and Gray, Moist SILTY SAND, with gravel (SM) *(continued)*
	1		13	
	1			
				Trace roots/wood at 23.5 to 26.0 feet
	3			
	4		12	
-25	8			
688.50 ▼				
	1			Loose to Medium Dense Brown, Wet SAND, trace gravel (SP)
	3		24	
	3			
	2			
	3		21	
-30	5			
	6			
	7		15	
-35	6			
	13			
	15		20	
-40	15			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants

SOIL BORING LOG

Date 7/2/21

ROUTE 15th Ave DESCRIPTION West Abutment Boring LOGGED BY AB

SECTION 19-00631-00-BR LOCATION 15th Ave

COUNTY Winnebago DRILLING RIG HSA HAMMER TYPE Auto
DRILLING METHOD HAMMER EFF (%) 91

STRUCT. NO. SN 101-6069
Station 163+21.17

BORING NO. BSB-02
Station 160+52.37
Offset 34.10ft LT
Ground Surface Elev. 714.50 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 688.5 ft
Upon Completion N/A ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Medium Dense to Dense Brown, Wet SAND (SP) *(continued)*
	13			
	15		17	
-45	19			
	11			
	12		17	
-50	13			
	11			
	17		17	
-55	23			
	30			
656.00				
	48		10	Extremely Dense Brown, Moist to Wet SAND, trace gravel (SP)
-60	50			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Extremely Dense Brown, Moist to Wet SAND, trace gravel (SP) *(continued)*
	41			
	37		16	
649.50 -65	50			
				End of Boring
-70				
-75				
-80				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING - II
STRUCTURE NUMBER 101-6069

SCALE: SHEET 54 OF 58 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	136
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
GSG Consultants

SOIL BORING LOG

Date 5/24/21

ROUTE 15th Ave DESCRIPTION Pier 1 Boring LOGGED BY AB

SECTION 19-00631-00-BR LOCATION 15th Ave

COUNTY Winnebago DRILLING RIG HSA HAMMER TYPE Auto
DRILLING METHOD HAMMER EFF (%) 92

STRUCT. NO. SN 101-6069
Station 163+21.17

BORING NO. BSB-03
Station 161+68.80
Offset 52.75ft RT
Water Surface Elev. 693.50 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Water depth 6.5 feet			
-5			
687.20			
Loose Brown, Dry GRAVEL, trace rock fragments (GP)	6		
	3 3		2
683.70 -10			
Medium Dense Brown, Moist SAND, with gravel (SP)	8		
	10 6		15
681.20			
Medium Dense Brown, Wet SILTY SAND, trace gravel (SP)	8		
	9 7		23
678.70 -15			
Medium Dense to Dense Brown, Moist to Wet SILTY SAND (SP)	6		
	8 12		19
	6		
	10 12		19
-20			
Medium Dense to Dense Brown, Moist to Wet SILTY SAND (SP) *(continued)*	5		
	9 10		22
	4		
	9 10		18
-25			
	6		
	10 11		18
	12		
	15 18		12
663.70 -30			
Dense Brown, Moist SANDY GRAVEL (GP)	16		
	21 17		9
	15		
	22 29		7
-35			
	10		
	22 29		8
-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants

SOIL BORING LOG

Date 5/24/21

ROUTE 15th Ave DESCRIPTION Pier 1 Boring LOGGED BY AB

SECTION 19-00631-00-BR LOCATION 15th Ave

COUNTY Winnebago DRILLING RIG HSA HAMMER TYPE Auto
DRILLING METHOD HAMMER EFF (%) 92

STRUCT. NO. SN 101-6069
Station 163+21.17

BORING NO. BSB-03
Station 161+68.80
Offset 52.75ft RT
Water Surface Elev. 693.50 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Dense Brown, Moist SANDY GRAVEL (GP) *(continued)*	13		
	21 28		13
652.20			
End of Boring			
-45			
-50			
-55			
-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING - III
STRUCTURE NUMBER 101-6069

SCALE: SHEET 55 OF 58 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	137
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
GSG Consultants

SOIL BORING LOG

Date 5/5/21

ROUTE 15th Ave DESCRIPTION Pier 2 Boring LOGGED BY MH

SECTION 19-00631-00-BR LOCATION 15th Ave

COUNTY Winnebago DRILLING RIG HSA HAMMER TYPE Auto
DRILLING METHOD HAMMER EFF (%) 92

STRUCT. NO. SN 101-6069
Station 163+21.17

BORING NO. BSB-04
Station 162+80.95
Offset 53.60ft RT
Water Surface Elev. 693.50 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Water depth 9.0 feet
-5				
684.70				
				Loose to Medium Dense Brown, Dry to Moist GRAVEL, trace organics and silt (GP)
-10	5			
	3 2		5	
	9			
	10 8		3	
-15	10			
	14 8		3	
676.20				
	6			Medium Dense Brown, Wet SILTY SAND, trace gravel (SP)
	6 7		24	
-20				
	4			Medium Dense Brown, Wet SILTY SAND, trace gravel (SP) *(continued)*
	4 8		23	
671.20				
	7			Medium Dense to Dense Brown, Moist to Wet SAND, with gravel (SP)
	9 11		17	
-25				
	10			
	8 8		16	
	5			
	14 16		21	Gravel seam at 28.0 feet
-30				
	3			
	9 13		18	Gravel seam at 31.0 feet
	4			
	13 22		15	
658.70				
-35	3			Loose to Dense Brown, Moist to Wet SANDY GRAVEL (GP)
	3 4		21	
	4			
	13 20		10	
-40				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants

SOIL BORING LOG

Date 5/5/21

ROUTE 15th Ave DESCRIPTION Pier 2 Boring LOGGED BY MH

SECTION 19-00631-00-BR LOCATION 15th Ave

COUNTY Winnebago DRILLING RIG HSA HAMMER TYPE Auto
DRILLING METHOD HAMMER EFF (%) 92

STRUCT. NO. SN 101-6069
Station 163+21.17

BORING NO. BSB-04
Station 162+80.95
Offset 53.60ft RT
Water Surface Elev. 693.50 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Loose to Dense Brown, Moist to Wet SANDY GRAVEL (GP) *(continued)*
	2			
	2 18		19	
-45				
	4			
	5 13		18	
-50				
	6			
	7 14		15	
-55				
	6			
	22 28		12	
-60				
				Loose to Dense Brown, Moist to Wet SANDY GRAVEL (GP) *(continued)*
631.20				
	6			Dense Brown, Moist SAND, with gravel (SP)
	16 19		15	
629.70				
-65				End of Boring
-70				
-75				
-80				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

FILE NAME: L:\Rockford\22004683-00_15thAveBridgePh2\46830\Structures\CADD Sheets\101-6069_056_Soil Boring IV.dgn

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USER NAME = tformell	DESIGNED - ALF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING - IV STRUCTURE NUMBER 101-6069
	DRAWN - ALF	REVISED -		
PLOT SCALE = N/A	CHECKED - MAC	REVISED -		SCALE: SHEET 56 OF 58 SHEETS STA. TO STA.
PLOT DATE = 9/2/2026	DATE - 3/23/2026	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	138
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
GSG Consultants

SOIL BORING LOG

Date 5/21/21

ROUTE 15th Ave | DESCRIPTION Pier 3 Boring | LOGGED BY AB

SECTION 19-00631-00-BR | LOCATION 15th Ave

COUNTY Winnebago | DRILLING RIG DRILLING METHOD HSA | HAMMER TYPE HAMMER EFF (%) Auto 92

STRUCT. NO. SN 101-6069
Station 163+21.17

BORING NO. BSB-05
Station 163+67.67
Offset 54.19ft RT
Water Surface Elev. 693.50 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Water depth 4.5 feet			
689.20			
Medium Dense Brown, Moist SANDY GRAVEL (GP)	5		
-5	6 6		8
	10		
	12 7		4
-10			
Push cobbles at 10.5 feet	15		
	11 5		1
	13		
	10 8		2
-15			
678.20			
Loose to Medium Dense Brown, Moist to Wet SILTY SAND, trace cobbles and gravel (SM)	8		
	6 7		25
	7		
	7 9		29
-20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Loose to Medium Dense Brown, Moist to Wet SILTY SAND, trace cobbles and gravel (SM) *(continued)*	8		
	7 8		18
	8		
	4 4		24
-25			
	10		
	7 11		15
	10		
	14 12		14
-30			
663.20			
Medium Dense Brown, Wet SAND, trave gravel (SP)	7		
	10 18		18
	14		
	13 13		13
-35			
	11		
	13 15		12
-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants

SOIL BORING LOG

Date 5/21/21

ROUTE 15th Ave | DESCRIPTION Pier 3 Boring | LOGGED BY AB

SECTION 19-00631-00-BR | LOCATION 15th Ave

COUNTY Winnebago | DRILLING RIG DRILLING METHOD HSA | HAMMER TYPE HAMMER EFF (%) Auto 92

STRUCT. NO. SN 101-6069
Station 163+21.17

BORING NO. BSB-05
Station 163+67.67
Offset 54.19ft RT
Water Surface Elev. 693.50 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium Dense Brown, Wet SAND, trave gravel (SP) *(continued)*			
650.70			
Medium Dense Brown, Moist to Wet SANDY GRAVEL (GP)	21		
	15 12		11
-45			
	12		
	11 19		20
-50			
640.70			
Medium Dense Brown, Wet SILTY SAND, with gravel (SP)	9		
	15 13		16
-55			
635.70			
Medium Dense to Dense Brown, Wet SAND, trave gravel (SP)	10		
	10 11		16
-60			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium Dense to Dense Brown, Wet SAND, trave gravel (SP) *(continued)*			
	8		
	9 13		23
-65			
625.70			
Dense Brown, Moist SAND, with gravel (SP)	12		
	24 22		15
-70			
	8		
	14 16		9
619.20			
End of Boring			
-75			
-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

FILE NAME: c:\Bockfiles\d2200468300_15thAveBridgePh2\468300Structures\CADD Sheets\101-6069_057_Soil Boring V.dgn

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USER NAME = tformell	DESIGNED - ALF	REVISED -	
	DRAWN - ALF	REVISED -	
PLOT SCALE = N/A	CHECKED - MAC	REVISED -	
PLOT DATE = 9/2/2026	DATE - 3/23/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING - V
STRUCTURE NUMBER 101-6069

SCALE: | SHEET 57 OF 58 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	139
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
GSG Consultants

SOIL BORING LOG

Date 5/5/21

ROUTE 15th Ave DESCRIPTION East Abutment Boring LOGGED BY MH

SECTION 19-00631-00-BR LOCATION 15th Ave

COUNTY Winnebago DRILLING RIG HSA HAMMER TYPE Auto
DRILLING METHOD HAMMER EFF (%) 91

STRUCT. NO. SN 101-6069
Station 163+21.17

BORING NO. BSB-07
Station 166+17.89
Offset 22.65ft LT
Ground Surface Elev. 705.50 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				3 inches of Asphalt 11 inches of Concrete 4 inches of Aggregate Base Course
704.00	8			
	50/2"		6	Brown, Moist FILL: SAND AND GRAVEL
	5			
	4		8	
-5	3			
699.50				
	3			Brown and Gray, Moist FILL: SILTY CLAY, with sand
	1	0.3	13	
	1	P		
	3			
	2	0.3	15	
-10	1	P		
694.50				
	5			Loose Brown, Moist SAND, trace gravel (SP)
	5		12	
	2			
692.00				
	2			Medium Stiff Brown and Gray, Very Moist SILTY CLAY, trace sand (CL/ML)
	2	0.6	28	
-15	2	B		
689.50				
	2			Loose Brown and Gray, Moist SANDY GRAVEL (GP)
	9		8	
	11			
	5			
	13		9	
-20	14			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Loose Brown and Gray, Moist SANDY GRAVEL (GP) *(continued)*
	9			
	12		11	
	18			
682.00				
	13			Loose to Extremely Dense Brown, Moist to Wet SAND, with gravel (SP)
	20		11	
-25	44			
	6			
	10		15	
	9			
	5			
	50/6"		13	Rock fragments at 29.0 feet
-30				
	3			
	7		16	
-35	8			
	4			
667.00				
	8		22	Loose to Medium Dense Brown and Red, Wet SAND, trace gravel (SP)
-40	7			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants

SOIL BORING LOG

Date 5/5/21

ROUTE 15th Ave DESCRIPTION East Abutmen: Boring LOGGED BY MH

SECTION 19-00631-00-BR LOCATION 15th Ave

COUNTY Winnebago DRILLING RIG HSA HAMMER TYPE Auto
DRILLING METHOD HAMMER EFF (%) 91

STRUCT. NO. SN 101-6069
Station 163+21.17

BORING NO. BSB-07
Station 166+17.89
Offset 22.65ft LT
Ground Surface Elev. 705.50 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Loose to Medium Dense Brown and Red, Wet SAND, trace gravel (SP) *(continued)*
	7			
	12		18	
-45	15			
				Splitspoon refusal at 47.25 feet
658.25				
	50/0.5"			Suspect Limestone
657.00				
				End of Boring
-50				
-55				
-60				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

FILE NAME: L:\Bridge\Roads\22004683-00_15thAveBridge\Ph2\46830\Structures\CADD Sheets\101-6069_058_Soil Boring VI.dgn

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USER NAME = lformell	DESIGNED - ALF	REVISED -	
	DRAWN - ALF	REVISED -	
PLOT SCALE = N/A	CHECKED - MAC	REVISED -	
PLOT DATE = 9/2/2026	DATE - 3/23/2026	REVISED -	

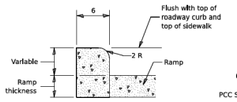
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING - VI
STRUCTURE NUMBER 101-6069

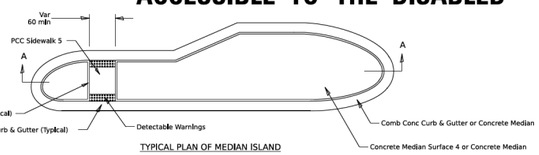
SCALE: SHEET 58 OF 58 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	140
		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			

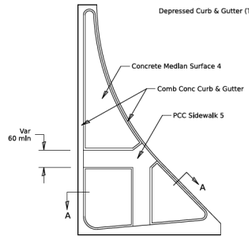
PC CONCRETE ISLANDS AND MEDIANS ACCESSIBLE TO THE DISABLED



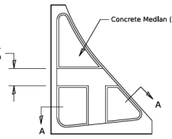
SIDE CURB DETAIL



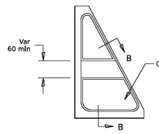
TYPICAL PLAN OF MEDIAN ISLAND



LARGE ISLAND
(Free Flow Design)

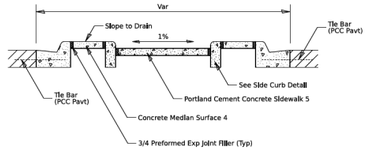


INTERMEDIATE ISLAND
(For Right Turn Lane Design)

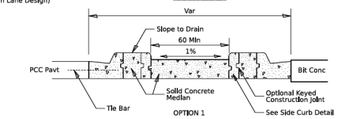


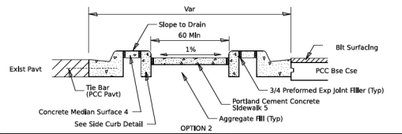
SMALL ISLAND
(For Typical Design)

SECTION A-A



SECTION B-B





General Notes
See Standard 606301 and plan sheets for station & offsets, radii, dimensions, and details not shown.

See Standard 424031 for sidewalk details not shown.

The sidewalk should drain to the low side of the island. If necessary the sidewalk shall be sloped to drain at 1%.

See the plan general notes for the type of curb & gutter to be used on islands.

The sidewalk should not be closer than 36 from the corner of the island.

Keyed longitudinal construction joints shall be constructed without tie bars.

Medians and large islands shall consist of PCC Sidewalk 5, Concrete Median Surface 4, and Combination Concrete Curb & Gutter, Type M or B of the size specified. Median island can also be solid concrete medians.

Locations, layouts, and widths of the flush sidewalk area, shall be determined by the designer and shown on the plans.

Small islands will be measured for payment from E.O.P. to E.O.P. using either option 1 or option 2, as specified in the plans, and will be paid for at the contract unit price per SQ FT for CONCRETE MEDIAN (SPECIAL) which shall include the combination curb & gutter, sidewalk, aggregate fill, concrete median surface, and solid concrete median.

Omit detectable warnings when distance between back of curbs is less than 6'.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

MODEL: BRF
FILE NAME: ...\STANDARD

USER NAME = BDOT DISTRICT 2	DESIGNED -	REVISED - 4-16-18
	DRAWN -	REVISED - 1-05-16
	CHECKED -	REVISED - 6-27-14
PLOT DATE = 10/8/2025	DATE -	REVISED - 8-27-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

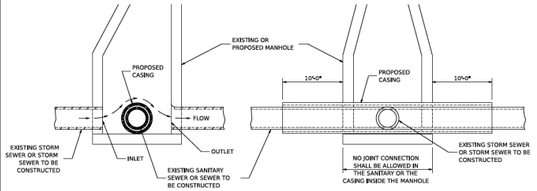
REGION 2 / DISTRICT 2 STANDARD

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

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

PC CONCRETE ISLANDS AND MEDIANS ACCESSIBLE TO THE DISABLED 4.1

SEWER AND WATER MAIN CROSSINGS



ELEVATION - ECCENTRIC

ELEVATION - CONCENTRIC

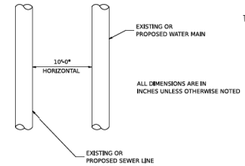
CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 2" LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

AT GRADE CROSSING OF SANITARY AND STORM SEWER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

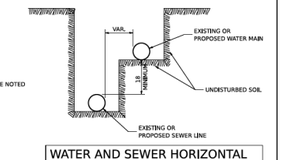
THIS DETAIL IS FOR UNKNOWN UTILITIES UNLESS QUANTITIES ARE INCLUDED IN THE PLANS THE EXTRA WORK WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04.

WHEN PROPOSED SEWER (OR WATER) IS LOCATED 10'-0" OR MORE FROM EXISTING WATER (OR SEWER) NO SPECIAL CONSTRUCTION REQUIRED.



PLAN VIEW

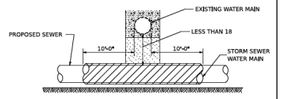
WHEN PROPOSED SEWER (OR WATER) IS LOCATED LESS THAN 10'-0" FROM EXISTING WATER (OR SEWER) DETAILS BELOW SHALL APPLY.



WATER AND SEWER HORIZONTAL SEPARATION REQUIREMENTS

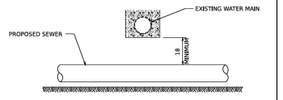
POINT LOADS SHALL NOT BE ALLOWED BETWEEN SEWER OR SEWER CASING AND WATER MAIN

PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH



PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH

MAINTAIN 18 MINIMUM VERTICAL SEPARATION FOR 10 FT. HORIZONTALLY

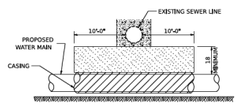


ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

PROPOSED SEWER LINE BELOW EXISTING WATER MAIN

PROVIDE ADEQUATE SUPPORT FOR EXISTING SEWER LINE TO PREVENT DAMAGE DUE TO SETTLEMENT

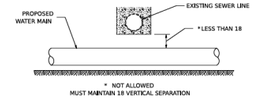
PLACE TRENCH BACKFILL FOR 10 FT. ON EITHER SIDE OF SEWER LINE



CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 2" LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH

MAINTAIN 18 MINIMUM VERTICAL SEPARATION FOR 10 FT. HORIZONTALLY

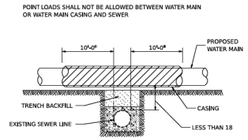


* NOT ALLOWED
MUST MAINTAIN 18 VERTICAL SEPARATION

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

PROPOSED WATER MAIN BELOW EXISTING SEWER LINE

POINT LOADS SHALL NOT BE ALLOWED BETWEEN WATER MAIN OR WATER MAIN CASING AND SEWER

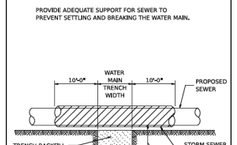


CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 2" LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

PROPOSED WATER MAIN ABOVE EXISTING SEWER LINE

PROVIDE ADEQUATE SUPPORT FOR SEWER TO PREVENT SETTLING AND BREAKING THE WATER MAIN.



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

EXISTING WATER MAIN BELOW PROPOSED SEWER LINE WITH MINIMUM 18 VERTICAL SEPARATION

MODEL: BRF
FILE NAME: ...\STANDARD

USER NAME = BDOT DISTRICT 2	DESIGNED -	REVISED - 10-17-11
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 10/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

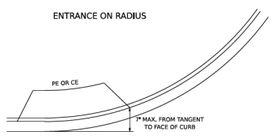
SCALE: | SHEET OF SHEETS | STA. | TO STA.

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

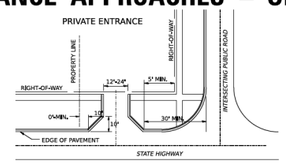
SEWER AND WATER MAIN CROSSINGS 32.1

ENTRANCE APPROACHES – URBAN AREA

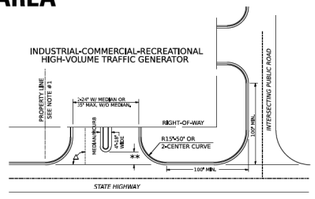
ENTRANCE ON RADIUS



PRIVATE ENTRANCE



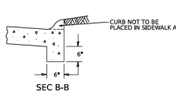
INDUSTRIAL-COMMERCIAL-RECREATIONAL HIGH-VOLUME TRAFFIC GENERATOR



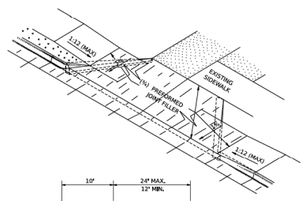
A MINIMUM OF 440 FEET SHALL BE MAINTAINED BETWEEN CENTER LINES OF ADJACENT DRIVEWAYS.
280' DESIRABLE, 45° MIN. ANGLE PERMITTED ONLY FOR ONE-WAY DRIVEWAYS.
60° MIN. ANGLE FOR TWO-WAY DRIVEWAYS.

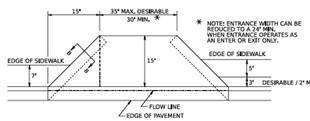
NOTE: #1 ENCROACHMENT ON THE ADJACENT PROPERTY OWNER LAND REQUIRES HIS OR HER WRITTEN APPROVAL.

** 4'-10" IF HIGHWAY CURBED, AT EDGE OF SHOULDER IF HIGHWAY UNCURBED.

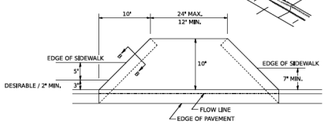


SEC B-B



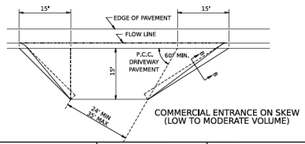


LOW TO MODERATE VOLUME COMMERCIAL ENTRANCE

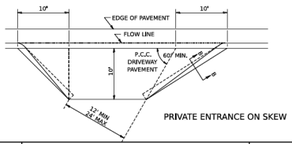


PRIVATE ENTRANCE

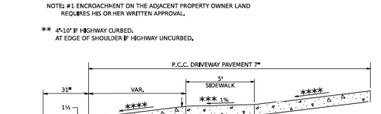
NOTE: CURVED ENTRANCE RETURNS MAY BE USED FOR LOW TO MODERATE VOLUME LOCATIONS WITH REVIEW ON A CASE-BY-CASE BASIS.



COMMERCIAL ENTRANCE ON SKEW
(LOW TO MODERATE VOLUME)

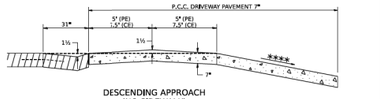


PRIVATE ENTRANCE ON SKEW

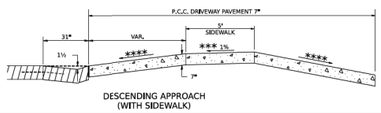


ASCENDING APPROACH

*** SIDEWALK TO BE CONSTRUCTED AS PCC DRIVEWAY PAVEMENT 7" THROUGH THE WIDTH OF THE DRIVEWAY. SEE DIST. STD. 35.4



DESCENDING APPROACH
(NO SIDEWALK)



DESCENDING APPROACH
(WITH SIDEWALK)

MODEL: Sheet
FILE NAME: ...\STANDARDS

USER NAME = BDOT DISTRICT 2	DESIGNED -	REVISED - 7-15-19
	DRAWN -	REVISED - 1-05-16
	CHECKED -	REVISED - 6-27-14
PLOT DATE = 10/8/2025	DATE -	REVISED - 1-24-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

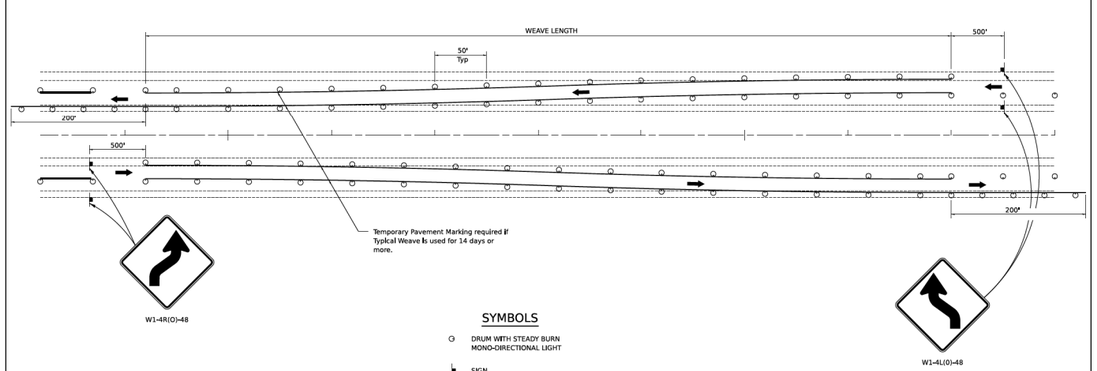
REGION 2 / DISTRICT 2 STANDARD

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

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

ENTRANCE APPROACHES – URBAN AREA 25.1

TRAFFIC CONTROL TYPICAL WEAVE



SYMBOLS

DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT

SIGN

STANDARD WEAVE CONDITIONS FOR DIFFERENT SPEED LIMITS

POSTED SPEED LIMIT	WEAVE LENGTH
65 MPH OR HIGHER	780 FT.
55 MPH	660 FT.
45 MPH	540 FT.

GENERAL NOTES:

USE ON LONG 4-LANE PROJECTS WHERE THE CONTRACTOR MAY CHANGE A PORTION OF THE WORK TO THE OPPOSITE LANE.

USE WHERE THE PROJECT IS ADJACENT TO ANOTHER AND THE CONTRACTOR COULD BE WORKING ON DIFFERENT LANES.

TEMPORARY PAVEMENT MARKING SHALL BE USED WHEN TYPICAL WEAVE IS USED FOR 14 DAYS OR MORE.

TRAFFIC CONTROL TYPICAL WEAVE SHALL BE INCLUDED IN THE COST OF THE SPECIFIC TRAFFIC CONTROL STANDARDS OF ITEMS.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

MODEL: Sheet
FILE NAME: ...\STANDARDS

USER NAME = BDOT DISTRICT 2	DESIGNED -	REVISED - 5-22-25
	DRAWN -	REVISED - 1-05-16
	CHECKED -	REVISED - 6-27-14
PLOT DATE = 10/8/2025	DATE -	REVISED - 8-27-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

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

TRAFFIC CONTROL TYPICAL WEAVE 39.1

MODEL: Standards Sheet 1 [Sheet]
FILE NAME: I:\Rock\ford\220048830_15thAveBridgePH2\468300\Roadway\Sheets\SHTs_Standards.dgn

CMT
License No.: 184-000613 ©Copyright CMT, Inc.

USER NAME = seuliz	DESIGNED - SE	REVISED -
	DRAWN - SE	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED - ARS	REVISED -
PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

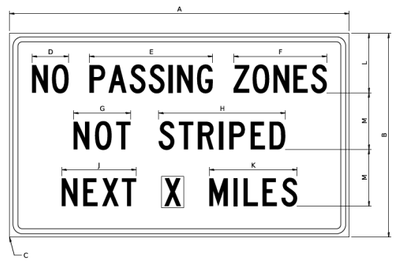
STANDARD DETAILS
IDOT DISTRICT 2

SCALE: N.T.S. | SHEET 1 OF 5 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	141
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

WORK ZONE SIGN DETAILS

ILLINOIS STANDARD G20–I100(FO)



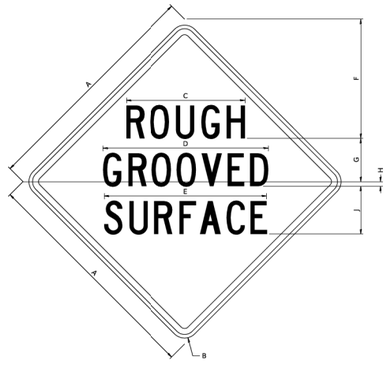
COLOR — LEGEND AND BORDER: BACKGROUND — BLACK: ORANGE — NON-REFLECTORIZED: REFLECTORIZED

SIGN SIZE	DIMENSIONS											
	A	B	C	D	E	F	G	H	J	K	L	M
60 x 36	60.00	36.00	2.25	6.4	21.80	16.40	10.00	22.40	13.20	15.50	10.50	10.00

SIGN SIZE	SERIES BY LINE			MARGIN	BORDER
	1	2	3		
60 x 36	5C	5C	5C	0.625	0.875

Sign not to scale

ILLINOIS STANDARD W8–I107



COLOR — LEGEND AND BORDER: BACKGROUND — BLACK: ORANGE — NON-REFLECTORIZED: REFLECTORIZED

SIGN SIZE	DIMENSIONS								
	A	B	C	D	E	F	G	H	J
48 x 48	48.00	3.00	25.00	34.80	34.20	24.94	9.00	1.00	10.00

SIGN SIZE	SERIES BY LINE			MARGIN	BORDER
	1	2	3		
48 x 48	7C	7C	7C	1.250	0.750

Sign not to scale

GENERAL NOTES

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

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

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

All dimensions are in inches unless otherwise noted.

MODEL: [MDL_sheet]
FILENAME: [STD_STANDARDS]

USER NAME = IDOT-DISTRICT 2	DESIGNED -	REVISED - 3-22-25
	DRAWN -	REVISED - 3-02-16
PLOT DATE = 10/6/2025	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

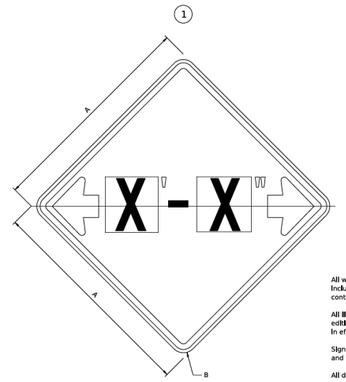
REGION 2 / DISTRICT 2 STANDARD

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

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

WORK ZONE SIGN DETAILS

ILLINOIS STANDARD W12–I102



COLOR — LEGEND AND BORDER: BACKGROUND — BLACK: FL ORANGE — NON-REFLECTORIZED: REFLECTORIZED

SIGN SIZE	DIMENSIONS	
	A	B
48 x 48	48.00	3.00

SIGN SIZE	SERIES BY LINE	MARGIN	BORDER
	1		
48 x 48	12C	0.750	1.250

Sign not to scale

GENERAL NOTES

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

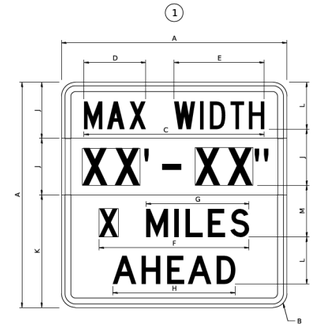
All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

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

All dimensions are in inches unless otherwise noted.

(1) Illinois Standard signs W12-I102 and W12-I103 shall be used as described in the special provisions.

ILLINOIS STANDARD W12–I103



COLOR — LEGEND AND BORDER: BACKGROUND — BACKGROUND (WIDTH): BLACK: WHITE — FL ORANGE — NON-REFLECTORIZED: REFLECTORIZED — REFLECTORIZED

SIGN SIZE	DIMENSIONS											
	A	B	C	D	E	F	G	H	J	K	L	M
48 x 48	48.00	3.00	38.40	13.20	19.20	32.00	22.00	26.20	12.00	24.00	10.00	11.00

SIGN SIZE	SERIES BY LINE				MARGIN	BORDER
	1	2	3	4		
48 x 48	6C	8D	6D	6D	0.750	1.250

Sign not to scale

XX'-XX" WIDTH AND X MILES ARE VARIABLE
TOP AND BOTTOM OF BACKGROUND WHITE

MODEL: [MDL_sheet]
FILENAME: [STD_STANDARDS]

USER NAME = IDOT-DISTRICT 2	DESIGNED -	REVISED - 3-02-16
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 10/6/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

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

WORK ZONE SIGN DETAILS

ROAD CLOSED TO OVERSIZED LOADS



COLOR — LEGEND AND BORDER: BACKGROUND — BLACK: ORANGE — NON-REFLECTORIZED: REFLECTORIZED

Permit Loads - Loads Over 13 Feet: 3.0" Radius, 1.3" Border:
[NO OVERSIZE -] D: [OVERWEIGHT LOADS] D 85% spacing: [XX MILES AHEAD] D:
Table of letter and object lefts.

N 11.7	O 18.1	O 30.0	V 36.2	E 42.8	R 48.4	S 54.4	I 60.7	Z 63.5	E 69.5	- 80.8	
O 2.6	V 8.6	E 15.0	R 20.4	W 26.2	E 33.4	I 38.8	G 41.3	H 47.4	T 53.2	L 64.5	O 69.9	A 75.9	D 82.9	S 88.7
X 7.6	X 13.6	M 25.3	I 32.3	L 35.1	E 40.6	S 46.2	A 57.9	H 65.1	E 71.4	A 76.6	D 83.7			

Sign not to scale

STOP LINE SIGN FOR TEMPORARY SIGNALS



COLOR — LEGEND AND BORDER: BACKGROUND — BLACK: WHITE — NON-REFLECTORIZED: REFLECTORIZED

SIGN SIZE	SERIES BY LINE		
	1	2	3
24 x 24	4C	4C	4C

Sign not to scale

GENERAL NOTES

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

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

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

All dimensions are in inches unless otherwise noted.

MODEL: [MDL_sheet]
FILENAME: [STD_STANDARDS]

USER NAME = IDOT-DISTRICT 2	DESIGNED -	REVISED - 3-02-16
	DRAWN -	REVISED -
PLOT DATE = 10/6/2025	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

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

ENTRANCE SIGN FOR USE WITH TEMPORARY SIGNALS

WORK ZONE SIGN DETAILS



COLOR — LEGEND AND BORDER: BACKGROUND — BLACK: ORANGE — NON-REFLECTORIZED: REFLECTORIZED

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

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

Table Of Widths And Spaces

22.31	C 3.36	0.62	A 4.18	0.94	U 3.36	0.94	T 3.04	0.94	I 0.78	1.17	O 3.52	1.17	N 3.36	22.31
8.23	O 3.51	1.17	N 3.36	1.18	E 3.04									
5.00	L 3.05	0.31	A 4.18	0.94	N 3.36	1.17	E 3.05							
5.00	R 3.36	0.93	O 3.52	0.94	A 4.18	0.93	D 3.36	8.23						
7.43	F 3.04	0.94	O 3.52	1.17	L 3.04	0.94	L 3.05	0.94	O 3.51	0.94	W 4.37			
5.00	T 3.05	0.94	R 3.36	0.94	A 4.18	0.93	F 3.05	0.94	F 3.04	0.94	I 0.78	1.18	C 3.35	7.43
27.60	F 3.05	0.94	L 3.04	0.94	O 3.52	0.93	W 4.38	27.60						

Sign not to scale

GENERAL NOTES

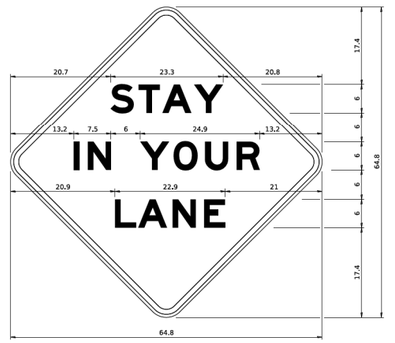
All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

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

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

All dimensions are in inches unless otherwise noted.

STAY IN YOUR LANE



COLOR — LEGEND AND BORDER: BACKGROUND — BLACK: ORANGE — NON-REFLECTORIZED: REFLECTORIZED

48.0" across sides 3.8" Radius, 1.0" Border, 0.6" Indent:
"STAY" E Mod: "IN YOUR" E Mod: "LANE" E Mod:

Table of Letter and Object Lefts

S 20.7	T 26.8	A 31.6	Y 38.0	
I 13.2	N 15.9	Y 26.7	O 33.9	U 40.5	R 46.8	
L 20.9	A 25.8	N 33.1	E 39.4			

Sign not to scale

MODEL: [MDL_sheet]
FILENAME: [STD_STANDARDS]

USER NAME = IDOT-DISTRICT 2	DESIGNED -	REVISED - 3-02-16
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 10/6/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

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

MODEL: Standards Sheet 2 [Sheet]
FILE NAME: I:\Rock\ford\220\04685\20_10thAveBridgePH2\468300\Roadway\Sheets\SHTs_Standards.dgn

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USER NAME = seuliz	DESIGNED - SE	REVISED -
	DRAWN - SE	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED - ARS	REVISED -
PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

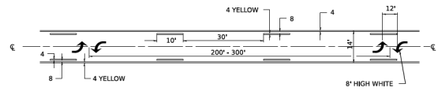
STANDARD DETAILS
IDOT DISTRICT 2

SCALE: N.T.S. | SHEET 2 OF 5 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	142
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

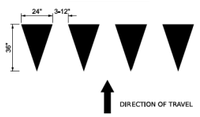
TYPICAL PAVEMENT MARKINGS

MEDIAN PAVEMENT MARKING

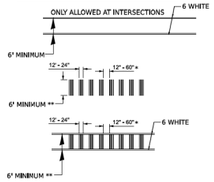


MINIMUM TWO (2) PAIRS OF ARROWS.

YIELD LINE

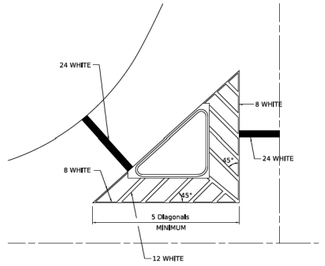


CROSS WALK MARKINGS



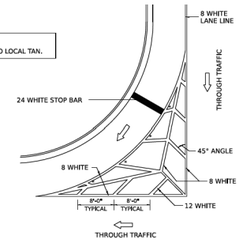
* - SPACE NOT TO EXCEED 2.5 TIMES THE WIDTH OF THE BAN
** - 8' MIN WHERE SPEED IS 40 MPH OR GREATER AT A NON-INTERSECTION

TYPICAL ISLAND OFFSET SHOULDER WIDTH



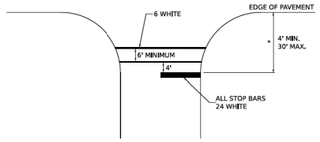
TYPICAL MARKING FOR PAINTED ISLANDS

NOTE:
* 45° TO LOCAL TAN.



STANDARD CROSSWALK MARKING

SEE SCHEDULES FOR LOCATIONS



* DISTANCE TO THE NEAREST EDGE OF THE INTERSECTING ROADWAY IN THE ABSENCE OF A MARKED CROSSWALK.

NOTE

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

MODEL: ATSC_sheet
FILE NAME: L:\ROCKFORD\ETSD\STANDARD

USER NAME = IDOT/DISTRICT 2	DESIGNED -	REVISED - 4-14-26
	DRAWN -	REVISED - 9-27-14
PLOT DATE = 7/29/2026	CHECKED -	REVISED - 3-15-12
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

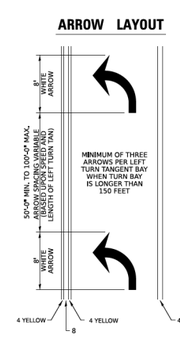
SCALE: | SHEET OF SHEETS | STA. | TO STA.

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

TYPICAL PAVEMENT MARKINGS SHEET 1 OF 6 41.1

TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT



SYMBOLS

- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER
- TWO-WAY AMBER MARKER

* USE 6" WHERE SPEED LIMIT IS 50 MPH OR GREATER.

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN

RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

SPEED LIMIT RANGE	CONTINUOUS MEDIAN AREA	INTERSECTION CHANNELIZATION	OBJECTS (ISLANDS)
LESS THAN 30MPH	40'	15'	10'
30-40MPH	80'	20'	15'
45MPH & OVER	80'	30'	20'

NOTE: IF THE SPACING RECOMMENDED IN THE TABLE DOES NOT PERMIT AT LEAST FIVE DIAGONAL LINES IN THE AREA BEING MARKED, THE SPACING FROM THE NEXT LOWEST SPEED RANGE SHOULD BE USED. THE RECOMMENDED SPACING IS MEASURED PARALLEL TO THE PAVEMENT CENTER LINE.

NOTE

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

MODEL: ATSC_sheet
FILE NAME: L:\ROCKFORD\ETSD\STANDARD

USER NAME = IDOT/DISTRICT 2	DESIGNED -	REVISED - 7-29-26
	DRAWN -	REVISED - 9-27-14
PLOT DATE = 7/29/2026	CHECKED -	REVISED - 6-15-12
	DATE -	REVISED - 9-27-14

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

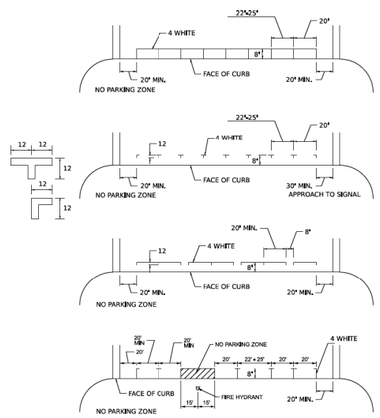
SCALE: | SHEET OF SHEETS | STA. | TO STA.

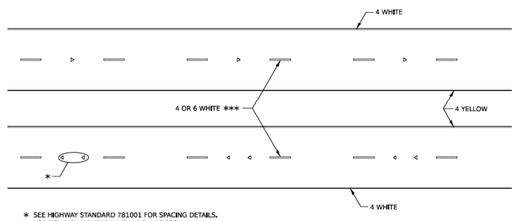
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

TYPICAL PAVEMENT MARKINGS SHEET 2 OF 6 41.1

TYPICAL PAVEMENT MARKINGS

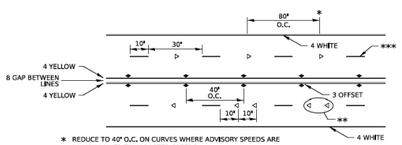
TYPICAL PARKING SPACING





* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS. USE DOUBLE MARKERS WHEN ADT ≥ 20,000.

MULTI-LANE / DIVIDED



* REDUCE TO 40' O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH LOWER THAN POSTED SPEEDS.

** USE DOUBLE MARKERS WHEN ADT ≥ 20,000

*** CENTERLINE SKIP DASH PAVEMENT MARKING SPEED LIMIT LESS THAN 40 MPH USE 4" LINE, SPEED LIMIT 50 MPH AND HIGHER USE 6" LINE.

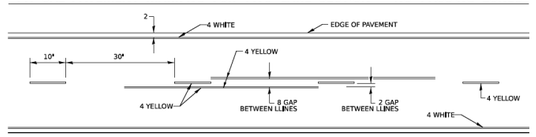
MULTI-LANE / UNDIVIDED & ONE WAY

(FOR MULTI-LANE UNDIVIDED HIGHWAYS USE THIS DETAIL NOT HIGHWAY STANDARD 781001)

NOTE

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



MODEL: ATSC_sheet
FILE NAME: L:\ROCKFORD\ETSD\STANDARD

USER NAME = IDOT/DISTRICT 2	DESIGNED -	REVISED - 4-14-26
	DRAWN -	REVISED - 4-17-26
PLOT DATE = 7/29/2026	CHECKED -	REVISED - 9-27-14
	DATE -	REVISED - 9-27-14

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

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

TYPICAL PAVEMENT MARKINGS SHEET 3 OF 6 41.1

TYPICAL PAVEMENT MARKINGS

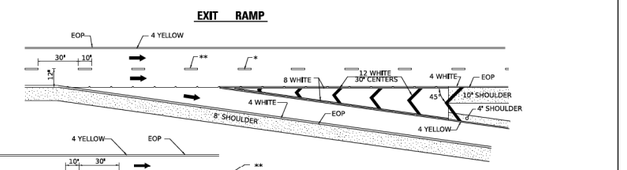
* 6" WHITE PREFORMED PLASTIC TYPE D ON MULTI LANE FACILITIES, WHERE THE SPEED LIMIT IS 50 MPH OR GREATER, OR WHEN DIRECTED BY THE ENGINEER.

4" WIDE AT ALL OTHER LOCATIONS.

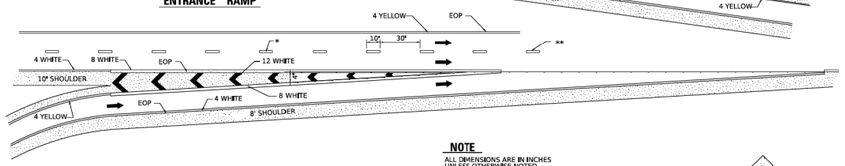
** 1½" BLACK CONTRAST ON EACH SIDE OF WHITE MARKING WHEN PREFORMED PLASTIC IS USED AND ON CONCRETE

NOTE: GORE HATCHING PLACED ONLY WHEN SCHEDULED IN THE PLANS

EXIT RAMP



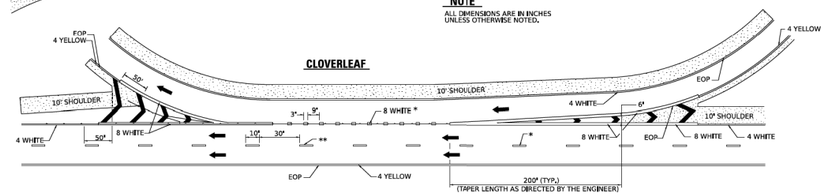
ENTRANCE RAMP



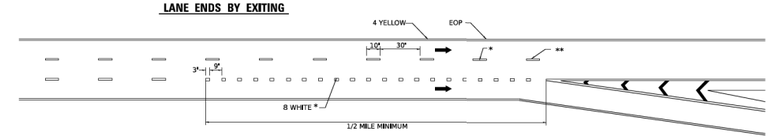
NOTE

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

CLOVERLEAF



LANE ENDS BY EXITING



MODEL: ATSC_sheet
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USER NAME = IDOT/DISTRICT 2	DESIGNED -	REVISED - 4-14-26
	DRAWN -	REVISED - 9-27-14
PLOT DATE = 7/29/2026	CHECKED -	REVISED - 10-13-11
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

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

TYPICAL PAVEMENT MARKINGS SHEET 4 OF 6 41.1

MODEL: Standards Sheet 3 [Sheet]
FILE NAME: L:\Rockford\22004683-00_15thAveBridgePh2\48300\Roadway\Sheets\SHTS_Standards.dgn

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USER NAME = seultz	DESIGNED - SE	REVISED -
	DRAWN - SE	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED - ARS	REVISED -
PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
IDOT DISTRICT 2

SCALE: N.T.S. | SHEET 3 OF 5 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	143
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

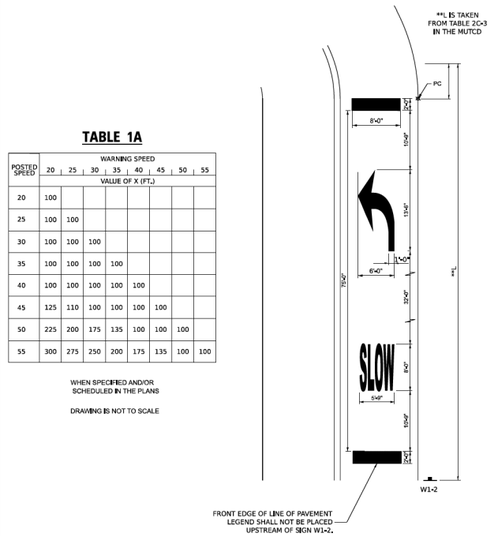
TYPICAL PAVEMENT MARKINGS

TABLE 1A

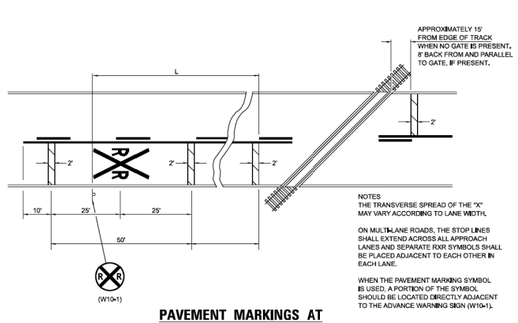
POSTED SPEED	WARNING SPEED / VALUE OF X (FT.)							
	20	25	30	35	40	45	50	55
20	100							
25	100	100						
30	100	100	100					
35	100	100	100	100				
40	100	100	100	100	100			
45	125	110	100	100	100	100		
50	225	200	175	135	100	100	100	
55	300	275	250	200	175	135	100	100

WHEN SPECIFIED AND/OR SCHEDULED IN THE PLANS

DRAWING IS NOT TO SCALE



TYPICAL LAYOUT AND PLACEMENT OF SUPPLEMENTAL CURVE PLACEMENT MARKING AND SLOW CURVE ARROW



NOTES
THE TRANSVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND across ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1).

PAVEMENT MARKINGS AT RAILROAD–HIGHWAY GRADE CROSSING

SPEED	L (FT) MIN.
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

USE 10 MPH OVER THE POSTED SPEED UNLESS DIRECTED OTHERWISE



MODEL: FAU_plan#
FILE NAME: D:\Users\jbeltz\Documents\ILDOT DISTRICT 2 STANDARD

USER NAME = BDOT DISTRICT 2	DESIGNED -	REVISED - 4x14x25
	DRAWN -	REVISED - 10x4x25
	CHECKED -	REVISED - 4x17x25
PLOT DATE = 7/29/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

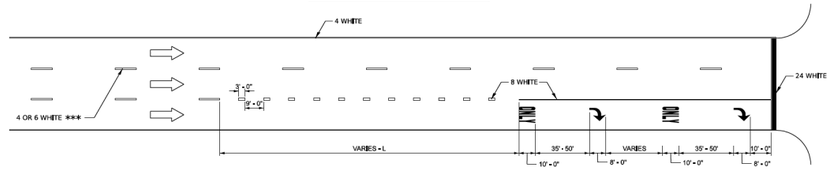
SCALE: | SHEET 51 OF SHEETS | STA. | TO STA.

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

TYPICAL PAVEMENT MARKINGS SHEET 5 OF 6 41.1

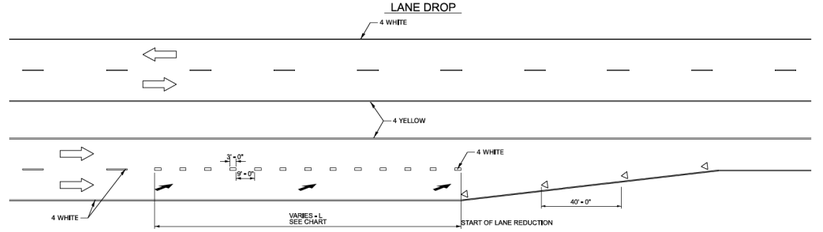
TYPICAL PAVEMENT MARKINGS

LANE DROP BY LANE TURNING



POSTED SPEED (MPH)	L (FEET)
30	230 - 500
35	260 - 580
40	320 - 650
45	375 - 790
50	430 - 825
55	500 - 900
60	550 - 935
65	615 - 1010

LANE DROP



SYMBOLS
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER
- TWO-WAY AMBER MARKER

NOTE

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

LENGTH L VARIES BASED ON TRAFFIC DENSITY

THESE DETAILS ALSO APPLY WHEN THE LEFT LANE ENDS OR BECOMES A MANDATORY TURN LANE, WHEN APPLICABLE, THE PAVEMENT MARKING WOULD BE A MIRROR IMAGE TO WHAT IS SHOWN.

MODEL: FAU_plan#
FILE NAME: D:\Users\jbeltz\Documents\ILDOT DISTRICT 2 STANDARD

USER NAME = BDOT DISTRICT 2	DESIGNED -	REVISED - 7x29x25
	DRAWN -	REVISED - 4x14x25
	CHECKED -	REVISED - 5x27x13
PLOT DATE = 7/29/2025	DATE -	REVISED - 8x27x13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 76 OF SHEETS | STA. | TO STA.

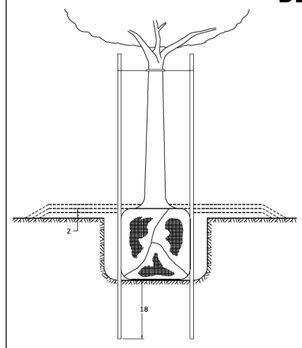
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS SHEET 6 OF 6 41.1

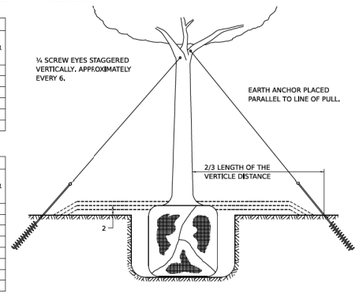
DETAILS OF PLANTING AND BRACING TREES

SMALL TREE SIZE	A DIAMETER OF BALL OR ROOT SYS.	B DEPTH OF HOLE EXCAVATION	C WIDTH OF HOLE EXCAVATION	D THICKNESS OF MULCH COVER	E DEPTH OF BALL OR ROOT SYS.	F VOLUME OF MULCH COVER CU. YDS.
5'-6"	16	10	30	4	12	0.54
5'-6" BB	16	10	30	4	12	0.54
6'-7" BB	18	12	30	4	14	0.54
7'-8" BB	20	11	30	4	13	0.54
8'-10" BB	24	14	36	4	16	0.61
10'-12' BB	26	15	36	4	17	0.61

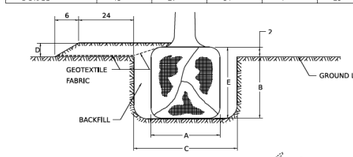
LARGE TREE SIZE	A DIAMETER OF BALL OR ROOT SYS.	B DEPTH OF HOLE EXCAVATION	C WIDTH OF HOLE EXCAVATION	D THICKNESS OF MULCH COVER	E DEPTH OF BALL OR ROOT SYS.	F VOLUME OF MULCH COVER CU. YDS.
0-2	20	11	36	4	13	0.61
2-2½ BB	24	14	48	4	16	0.78
2½-3 BB	28	17	48	4	19	0.78
3-3½ BB	32	17	60	4	19	0.96
3½-4 BB	36	20	60	4	22	0.96
4-4½ BB	40	22	72	4	24	1.16
4½-5 BB	44	24	72	4	26	1.16
5-5½ BB	48	27	84	4	29	1.38

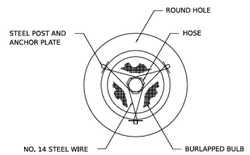


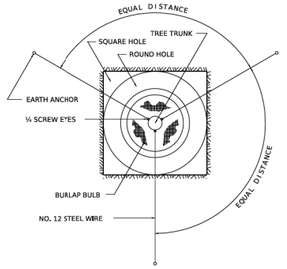
TREES SMALLER THAN 4½ IN DIAMETER

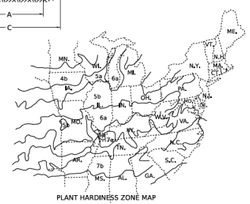


TREES OVER 4½ IN DIAMETER









PLANT HARDINESS ZONE MAP
U.S. DEPARTMENT OF AGRICULTURE AGRICULTURAL RESEARCH SERVICE PUBLICATION NO. 814

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

MODEL: Standard
FILE NAME: D:\Users\jbeltz\Documents\ILDOT DISTRICT 2 STANDARD

USER NAME = BDOT DISTRICT 2	DESIGNED -	REVISED - 10x13x11
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 7/29/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALES | SHEET OF SHEETS | STA. | TO STA.

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

DETAILS OF PLANTING AND BRACING TREES 92.1

CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED
(DETAILS FOR CURB & GUTTER REPLACEMENT)

CONCRETE CURB AND GUTTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, STANDARD 606001 AND THIS DRAWING.

CLASS SI CONCRETE SHALL BE USED THROUGHOUT. A HOLE 1-1/2 IN DIAMETER AND 9 DEEP SHALL BE DRILLED IN THE EXISTING CONCRETE CURB AS SHOWN. A 1-1/4 X 18 SMOOTH DOWEL BAR SHALL BE GROUTED IN THE HOLE LONGITUDINALLY.

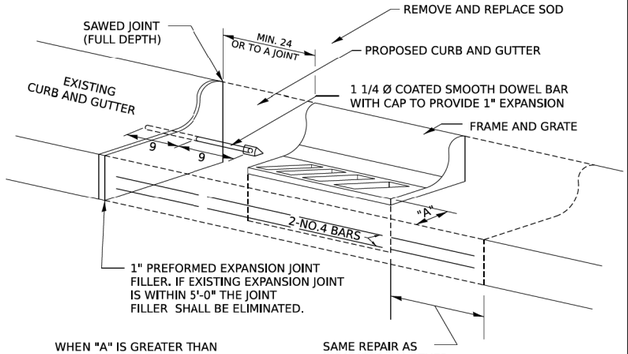
JOINTS OF A TYPE SIMILAR TO THAT IN THE UNDERLYING PAVEMENT (EXPANSION OR CONTRACTION) SHALL BE INSTALLED IN THE CONCRETE CURB IN ALIGNMENT WITH THE JOINTS IN THE PAVEMENT.

THE PROPOSED CONFIGURATION OF THE CURB AND GUTTER SHALL MATCH THAT REMOVED.

THE LOCATION OF THE DOWEL BAR SHALL BE DETERMINED BY THE ENGINEER.

ALL EXISTING TIE BARS IN EDGE OF PAVEMENT SLAB THRU REPLACEMENT AREA SHALL BE CUT OFF.

THE WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS AND INCLUDES THE REMOVAL AND REPLACEMENT OF SOD, CONCRETE PAVEMENT AND/OR CURB AND GUTTER ADJACENT TO CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED AND SHALL BE INCLUDED IN THE PAY ITEM OF CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED AS SPECIFIED.



WHEN "A" IS GREATER THAN 2 , 2-NO. 4 BARS SHALL BE PLACED AS SHOWN.

SAME REPAIR AS INDICATED ON OTHER SIDE OF FRAME AND GRATE.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

MODEL: 17p4
FILE NAME: DISTRICT 2 STANDARD
PLOT DATE = 4/10/2025

REVISED - 9-30-11	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -						
REVISED -				CONTRACT NO.		
REVISED -	SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT		

CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED 17.4

MODEL: Standard Sheet 4 [Sheet]
FILE NAME: L:\Rockford\2004685\d00_15thAve\B46pgPln2468500\RoadwaySheets\SHTs_Standards.dgn

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USER NAME = seultz	DESIGNED - SE	REVISED -
	DRAWN - SE	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED - ARS	REVISED -
PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -

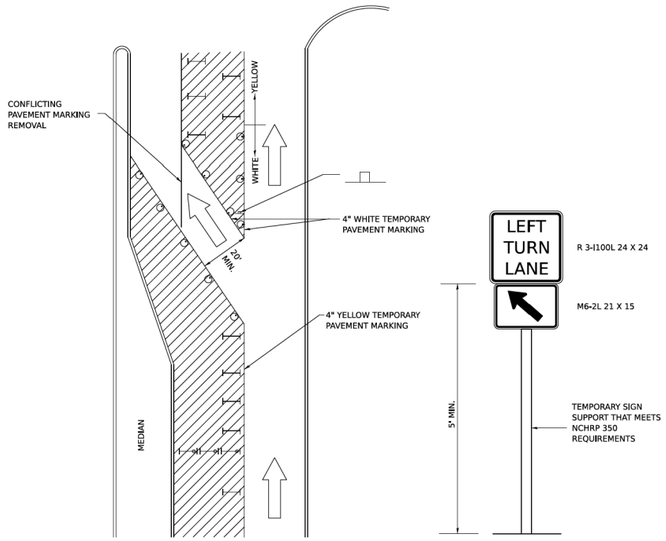
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
IDOT DISTRICT 2

SCALE: N.T.S. | SHEET 4 OF 5 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	144
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)



LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE OR DRUM WITH FLASHING BURNING LIGHT
- DRUM OR BARRICADE WITH STEADY BURN LIGHT
- SIGN (SEE DETAIL)
- TYPE I OR II CHECK BARRICADE WITH STEADY LIGHT BURN

GENERAL NOTES

CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 IN HEIGHT.

STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS WILL BE MONODIRECTIONAL.

TEMPORARY PAVEMENT MARKING SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.

THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 X 24 AND M6-2R 21 X 15 SHALL BE USED.

THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

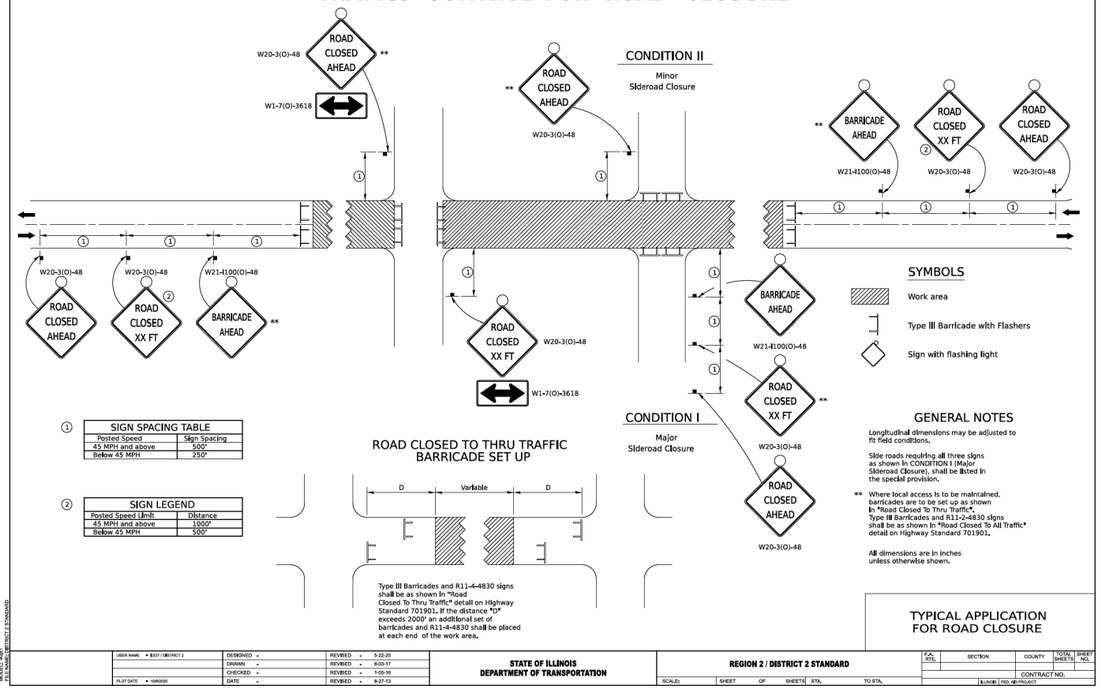
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

MODEL: default
FILE NAME: D:\PROJECTS\DISTRICT 2 STANDARD
PLOT DATE = 4/15/2025

REVISED - 10-14-11	REGION 2 / DISTRICT 2 STANDARD		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -							
REVISED -					CONTRACT NO.		
REVISED -	SCALE:	SHEET OF SHEETS STA. TO STA.			ILLINOIS	FED. AID PROJECT	

Traffic Control and Protection at Turn Bays (To Remain Open to Traffic) 94.2

TRAFFIC CONTROL FOR ROAD CLOSURE



① SIGN SPACING TABLE

Posted Speed	Sign Spacing
45 MPH and above	500'
Below 45 MPH	250'

② SIGN LEGEND

Posted Speed Limit	Distance
45 MPH and above	1000'
Below 45 MPH	500'

Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed To Thru Traffic" detail on Highway Standard 701901. If the distance "D" exceeds 2000' an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.

GENERAL NOTES

Longitudinal dimensions may be adjusted to fit field conditions.

Side roads requiring all three signs as shown in CONDITION I (Major Sideroad Closure), shall be listed in the special provision.

** Where local access is to be maintained, barricades are to be set up as shown in "Road Closed To Thru Traffic", Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed To All Traffic" detail on Highway Standard 701901.

All dimensions are in inches unless otherwise shown.

TYPICAL APPLICATION FOR ROAD CLOSURE

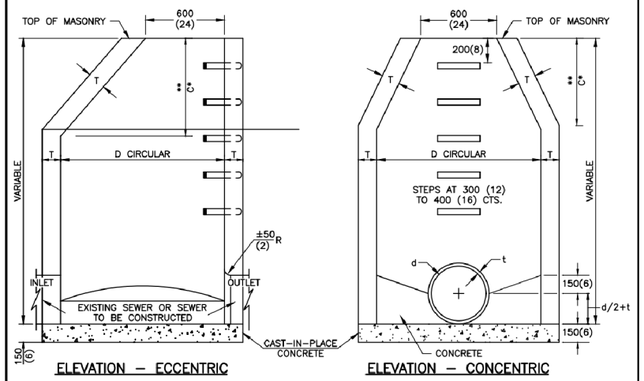
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	CHECKED -	REVISED - 1-09-19					CONTRACT NO.		
PLOT DATE = 10/6/2025	DATE -	REVISED - 8-27-13		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT		

TRAFFIC CONTROL FOR ROAD CLOSURE 40.1

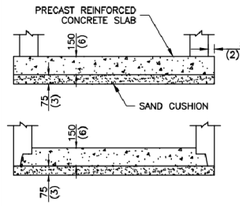
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CMT License No. 184-000613 © Copyright CMT, Inc.	USER NAME = seultz	DESIGNED - SE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STANDARD DETAILS IDOT DISTRICT 2	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - SE	REVISED -			5082	19-00631-00-BR	WINNEBAGO	162	145
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	PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -		SCALE: N.T.S. SHEET 5 OF 5 SHEETS STA. - TO STA. -		ILLINOIS	FED. AID PROJECT		



ELEVATION – ECCENTRIC

ELEVATION – CONCENTRIC



ALTERNATE BOTTOM SLAB

ALTERNATE MATERIALS FOR WALLS	D	C	T (MIN.)
CONCRETE MASONRY UNIT	1.2m (4'–0")	750 (30)	125 (5)
	1.5m (5'–0")	1.15m (3'–9")	125 (5)
BRICK MASONRY	1.2m (4'–0")	750 (30)	200 (8)
	1.5m (5'–0")	1.15m (3'–9")	200 (8)
PRECAST REINFORCED CONCRETE SECTION	1.2m (4'–0")	750 (30)	100 (4)
	1.5m (5'–0")	1.15m (3'–9")	125 (5)
CAST–IN–PLACE CONCRETE	1.2m (4'–0")	750 (30)	150 (6)
	1.5m (5'–0")	1.15m (3'–9")	150 (6)

GENERAL NOTES

SEE STANDARD 2447 FOR DETAILS OF STEPS.

DIMENSION "C" FOR PRECAST REINFORCED CONCRETE SECTIONS MAY VARY FROM THE DIMENSION GIVEN TO PLUS 150mm (6").

SEE STANDARD 602601 FOR OPTIONAL PRECAST REINFORCED CONCRETE FLAT SLAB TOP.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

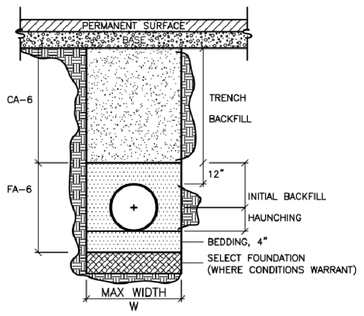
CITY OF ROCKFORD
MANHOLE TYPE A
N.T.S.

DTL–MH 2009

NOTES:

1. THE CONTRACTOR SHALL INSURE THAT ALL TRENCHING OPERATIONS CONFORM TO THE LATEST OSHA REGULATIONS.
2. PIPE BEDDING MATERIAL AND GRANULAR BACKFILL MATERIAL SHALL BE THE SAME AS TRENCH BACKFILL MATERIAL.
3. GRANULAR BACKFILL AND BEDDING MATERIAL SHALL BE INCIDENTAL TO THE CONTRACT.
4. TRENCH BACKFILL MATERIAL SHALL BE COMPACTED AT A MAXIMUM OF 12" INCREMENTS TO 95% STANDARD PROCTOR OPTIMUM DENSITY.
5. APPROVED EXCAVATED MATERIAL SHALL MEET THE REQUIREMENTS OF ARTICLE 1003.04 OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. NO COMPENSATION WILL BE ALLOWED AS TRENCH BACKFILL FOR THE PORTION OF THE TRENCH BACKFILLED WITH EXCAVATED MATERIAL.
6. AG–LIME (FA20/FA21) WILL NOT BE ALLOWED FOR TRENCH BACKFILL MATERIAL.
7. BEDDING, HAUNCHING, AND INITIAL BACKFILL SHALL BE SAND. TRENCH BACKFILL SHALL BE CA–6.

NOTE:
THESE ITEMS WILL BE INCIDENTAL ON WATER SERVICES.
TRENCH BACKFILL SHALL BE MECHANICALLY COMPACTED TO 95% STANDARD PROCTOR OPTIMUM DENSITY.



CITY OF ROCKFORD
TRENCH BACKFILL AND SELECT FOUNDATION
MATERIAL PAY LIMIT SCHEDULE
N.T.S.

DTL–TRENCH & FOUNDATION

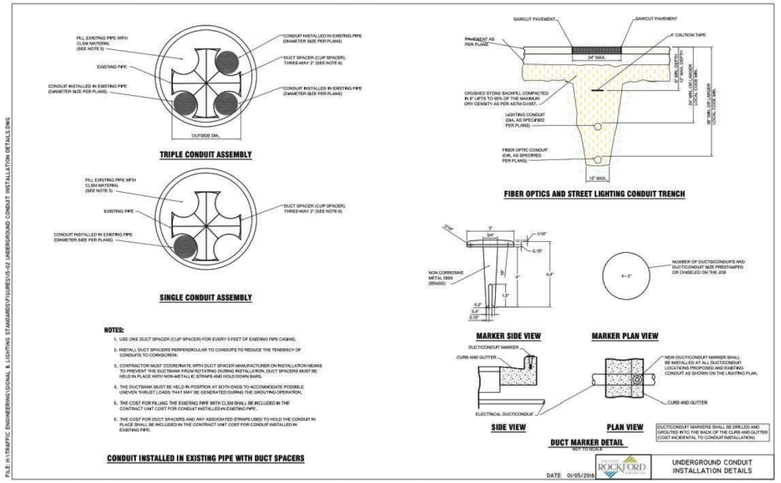


Figure 14-01

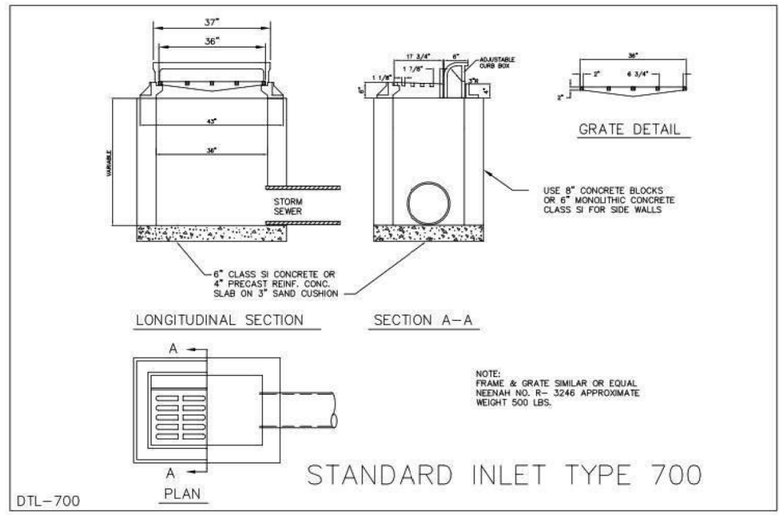


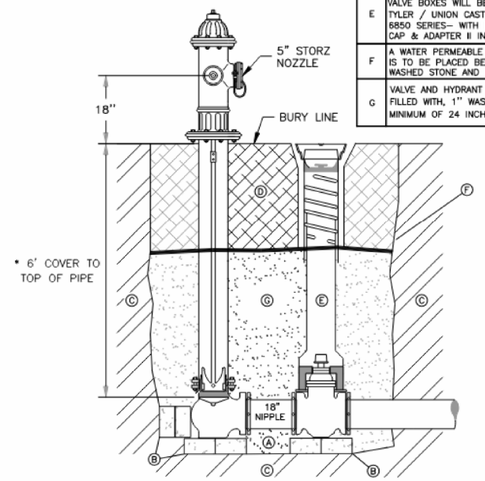
Figure 9-02

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CMT License No. 184-000613 ©Copyright CMT, Inc.	USER NAME = seultz	DESIGNED - SE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STANDARD DETAILS CITY OF ROCKFORD
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	PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	146
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

ALL HYDRANTS TO BE INSTALLED WITH LOCKING COLLARS



ITEM	DESCRIPTION
A	APPROVED BEDDING MATERIAL
B	8"x 4"x 4" CONCRETE BLOCKING 3500 PSI STRENGTH TYPE
C	UNDISTURBED SOIL
D	APPROVED GRANULAR, TRENCH BACKFILL MATERIAL
E	VALVE BOXES WILL BE THE TYLER / UNION CAST IRON 6850 SERIES– WITH DEBRIS CAP & ADAPTER II INSTALLED
F	A WATER PERMEABLE GEOTEXTILE IS TO BE PLACED BETWEEN 1" WASHED STONE AND BACKFILL
G	VALVE AND HYDRANT TO BE BACK FILLED WITH, 1" WASHED STONE MINIMUM OF 24 INCHES IN DEPTH

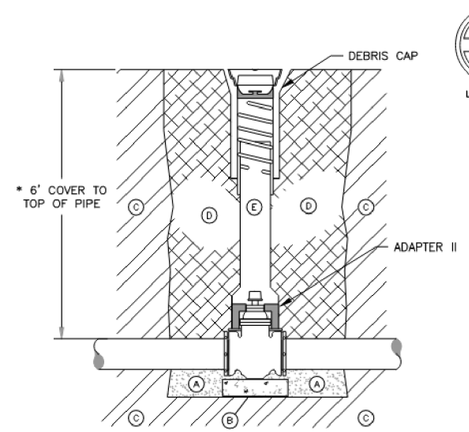
* UNLESS OTHERWISE INDICATED ON PLANS

CITY OF ROCKFORD
FIRE HYDRANT COMPLETE

N.T.S.

DTL–FH 2017

ITEM	DESCRIPTION
A	APPROVED BEDDING MATERIAL
B	16"x8"x4" CONCRETE BLOCKING
C	UNDISTURBED SOIL
D	APPROVED GRANULAR, TRENCH BACKFILL MATERIAL
E	VALVE BOXES WILL BE THE TYLER/UNION CAST IRON 6850 SERIES–WITH DEBRIS CAP & ADAPTER II INSTALLED





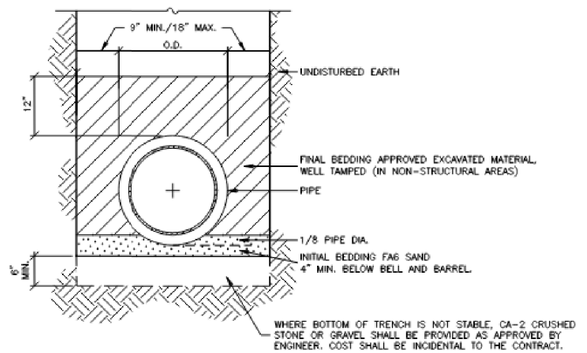
LID DETAIL

* UNLESS OTHERWISE INDICATED ON PLANS

CITY OF ROCKFORD
VALVE & VALVE BOX DETAIL

N.T.S.

DTL–VB 2017



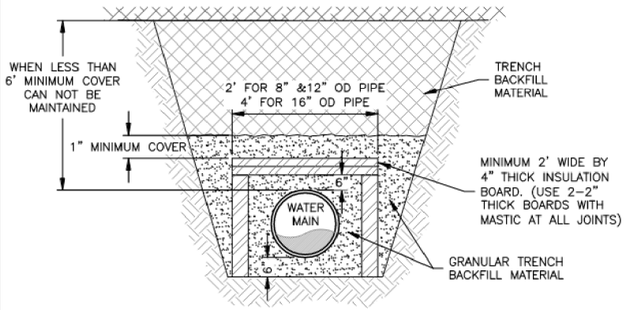
NOTES:

1. SEE TRENCH BACKFILL DETAIL FOR FINAL BEDDING IN STRUCTURAL AREAS
2. INITIAL BEDDING SHALL BE INCIDENTAL TO THE CONTRACT.

CITY OF ROCKFORD
WATER MAIN PIPE BEDDING DETAIL

N.T.S.

2009



NOTES:

INSULATION BOARD TO BE CLOSED CELL, EXTRUDED POLYSTYRENE FOAM MEETING ASTM 578.

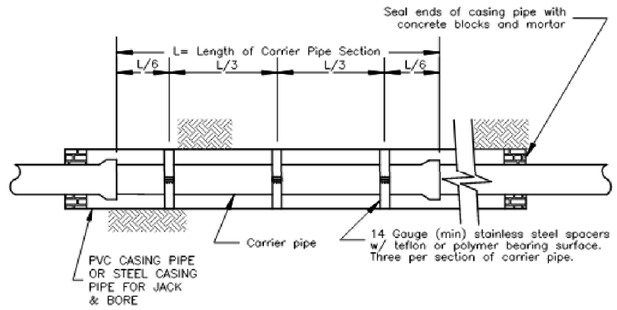
ALL JOINTS SHALL OVERLAP AND INSULATION BOARDS SHALL BE 8' MINIMUM LENGTH.

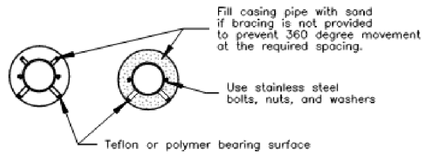
USE OF WATER MAIN INSULATION TO BE APPROVED BY OWNER AND ENGINEER PRIOR TO INSTALLATION.

COST OF WATER MAIN INSULATION SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.

CIT OF ROCKORD
WATER MAIN INSULATION DETAIL

N.T.S.





NOTES:

THIS DETAIL IS APPLICABLE TO BORE AND JACK CASING PIPE INSTALLATIONS
STEEL SPACERS NOT REQUIRED FOR PVC ENCASEMENT

CITY OF ROCKFORD
WATER MAIN CASING DETAIL

N.T.S.

DTL–WMCAS 2017

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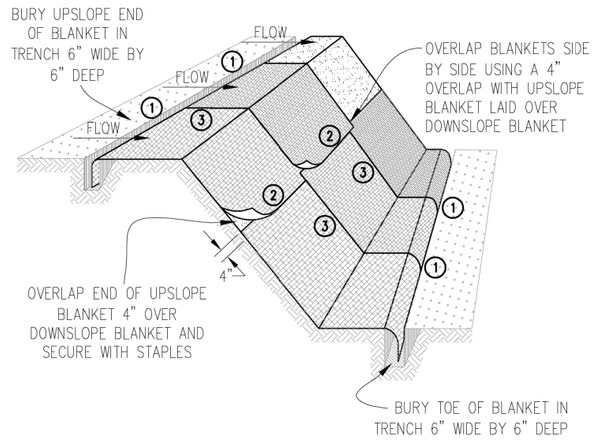
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

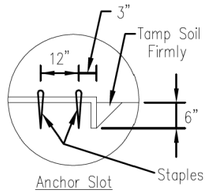
STANDARD DETAILS
CITY OF ROCKFORD

SCALE: N.T.S. | SHEET 2 OF 2 SHEETS | STA. - | TO STA. -

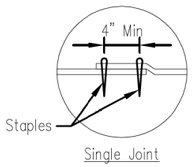
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		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

AUTOCAD2006

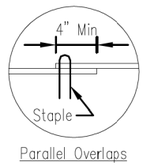




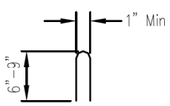
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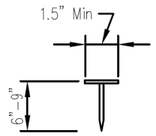
DETAIL 2



DETAIL 3



STAPLE DETAIL



PUSH PIN DETAIL

NOTES:

1. Staples shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non-stiched shall use 4 staples per s.y. of material. This equates to 200 staples with stiched blanket and 400 stapels with non-stiched blanket per 100 s.y. of material.

2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")

3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.

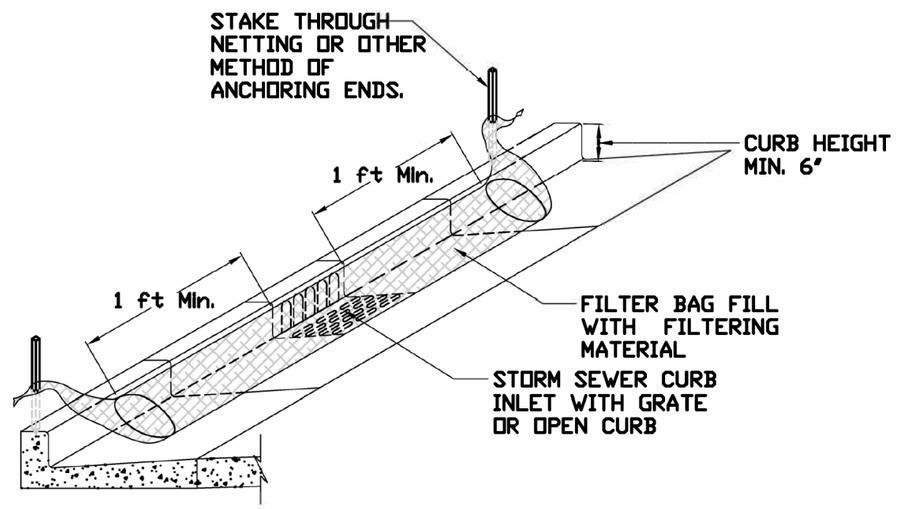
4. All anchor slots shall be stapled at approximately 12" intervals.

Sheet 1 of 1 | File No. | Drawing No. IUM-530

EROSION CONTROL
BLANKET INSTALLATION DETAILS

	Date
Designed	
Drawn B. JOHNSON	11/08
Checked	
Approved	

INLET PROTECTION - IMPERVIOUS AREAS CURB PROTECTION



REFERENCE
Project
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

STANDARD DWG. NO.
IUM-561C
SHEET 1 OF 1
DATE 01-11-11

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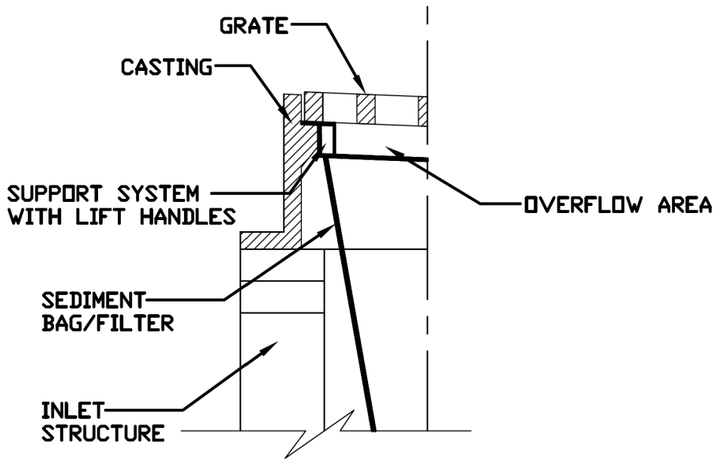
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

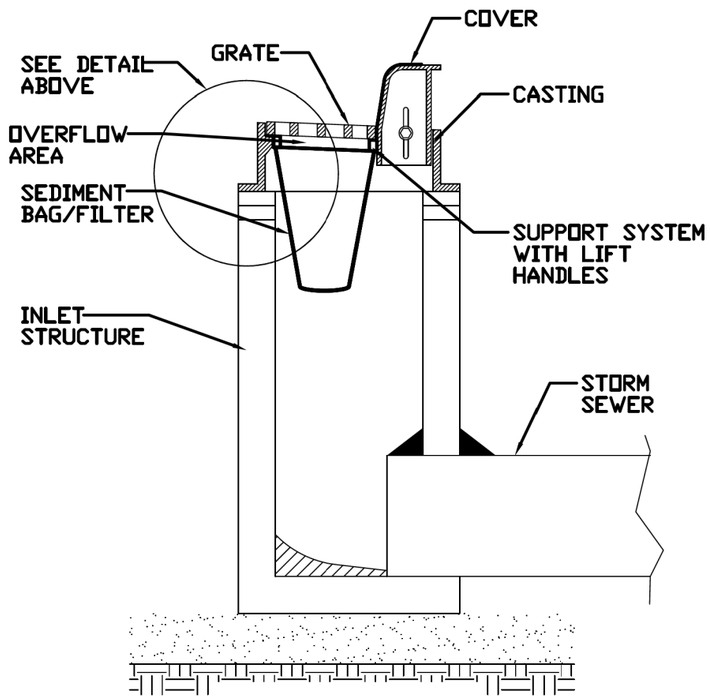
STANDARD DETAILS
ILLINOIS URBAN MANUAL

SCALE: N.T.S. | SHEET 1 OF 6 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	148
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

INLET PROTECTION - PAVED AREAS
DROP-IN PROTECTION

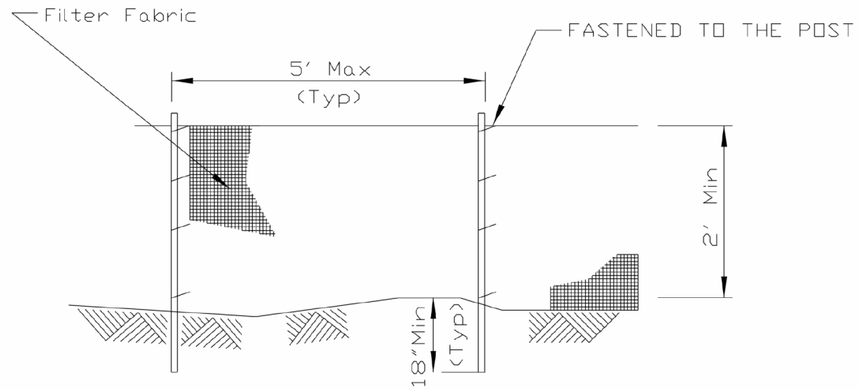




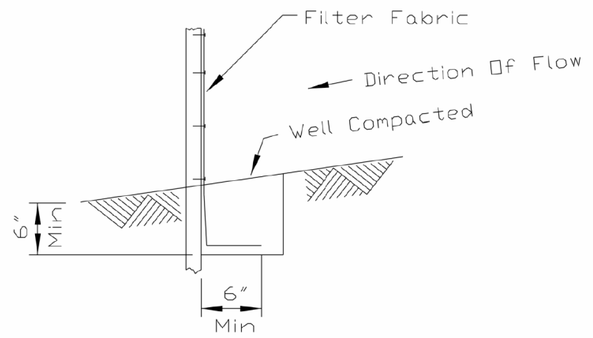
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Project
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

STANDARD DWG. NO.
IUM-561D
SHEET 1 OF 1
DATE 01-11-11

SILT FENCE PLAN



ELEVATION



FABRIC ANCHOR DETAIL

NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1, Class 2.
3. Fence posts shall be either standard steel post or wood post 2" X 2" nominal.

REFERENCE
Project
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

STANDARD DWG. NO.
IUM-620A
SHEET 1 OF 2
DATE 04-15-2021

MODEL: Standards Sheet 9 [Sheet]
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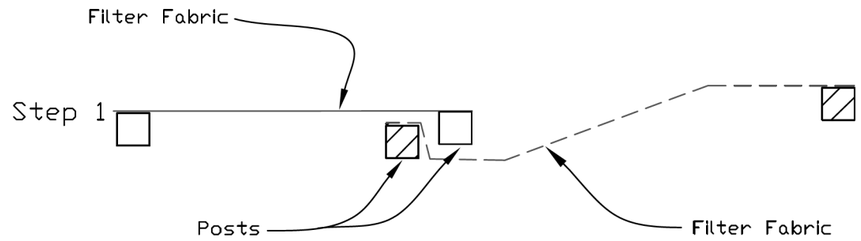
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

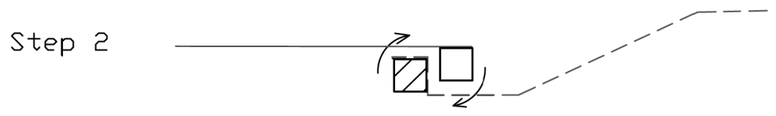
STANDARD DETAILS
ILLINOIS URBAN MANUAL

SCALE: N.T.S. | SHEET 2 OF 6 SHEETS | STA. - | TO STA. -

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5082	19-00631-00-BR	WINNEBAGO	162	149
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		

SILT FENCE - SPLICING TWO FENCES



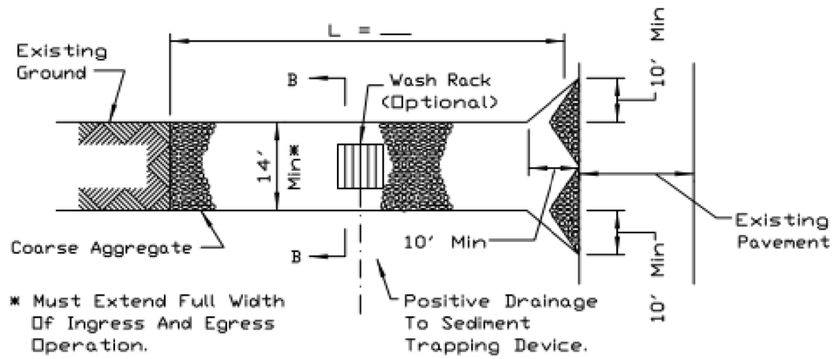


ATTACHING TWO SILT FENCES

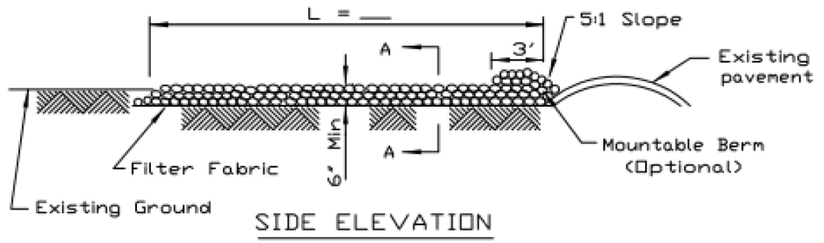
1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Cut the fabric near the bottom of the stakes to accommodate the 6" flap.
4. Drive both posts a minimum of 18 inches into the ground and bury the flap.
5. Compact backfill (particularly at splices) completely to prevent stormwater piping.

REFERENCE			STANDARD DWG. NO.
Project			IUM-620B(W)
Designed	Date		SHEET 1 OF 1
Checked	Date		DATE 3-16-2012
Approved	Date		

STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW



SIDE ELEVATION

NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

REFERENCE				STANDARD DWG. NO.
Project			NRCS Natural Resources Conservation Service	IL-630
Designed	Date			SHEET 1 OF 2
Checked	Date			DATE 8-18-94
Approved	Date			

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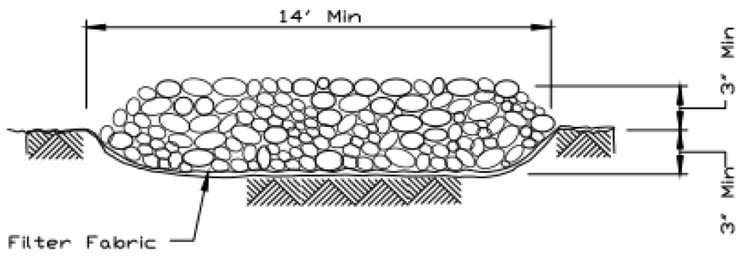
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
ILLINOIS URBAN MANUAL

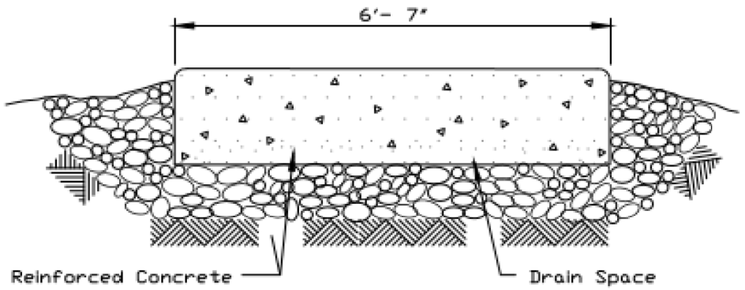
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5082	19-00631-00-BR	WINNEBAGO	162	150
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

STABILIZED CONSTRUCTION ENTRANCE PLAN



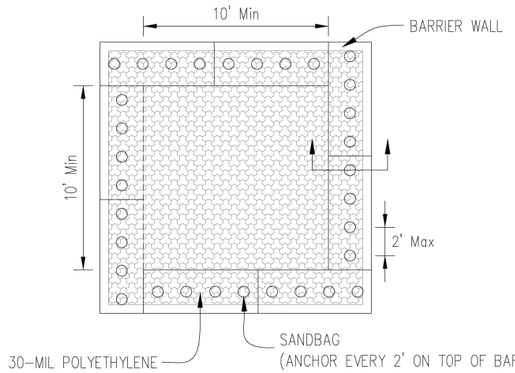
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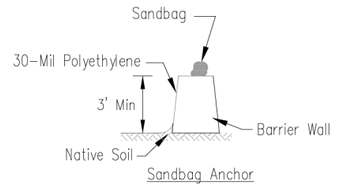
SECTION B-B

REFERENCE		STANDARD DWG. NO.
Project		IL-630
Designed ____ Date ____	NRCS Natural Resources Conservation Service	SHEET 2 OF 2
Checked ____ Date ____		DATE 8-18-94
Approved ____ Date ____		

AUTOCAD2006

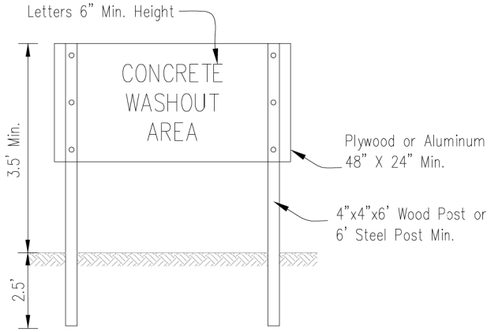


PLAN VIEW



Sandbag Anchor

BARRIER WALL ANCHOR SECTION



SIGN DETAIL

NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the faciliities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

Sheet 3 of 3	Drawing No.	File No.		TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL	Date
		ILLW-654W			Designed ____ ____
					Drawn B. JOHNSON 6/08
					Checked ____ ____
					Approved ____ ____

MODEL: Standards Sheet 11 [Sheet]
FILE NAME: L:\Rockford\220\04863-00_15thAveBdEgePh2\468300\Roadway\Sheets\SHTs_Standards.dgn

CMT License No.: 184-000613 © Copyright CMT, Inc.	USER NAME = seultz	DESIGNED - SE	REVISED -
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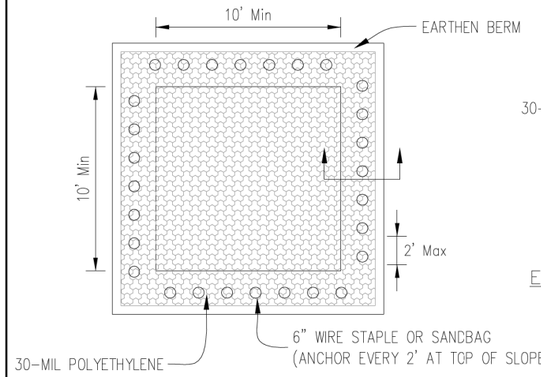
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
ILLINOIS URBAN MANUAL

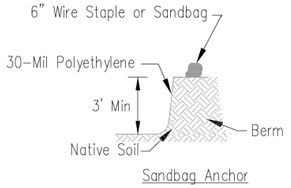
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	

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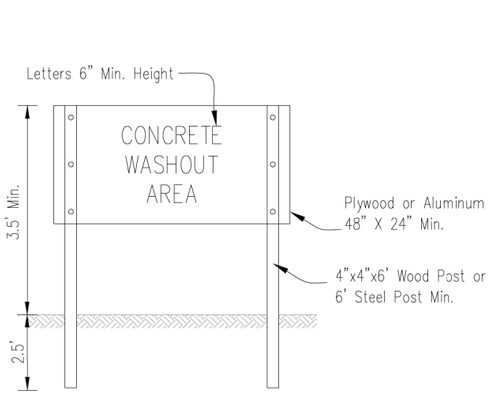


PLAN VIEW

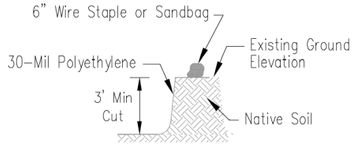


Sandbag Anchor

EARTHEN BERM ANCHOR SECTIONS



SIGN DETAIL



Sandbag Anchor

SUBGRADE ANCHOR SECTIONS

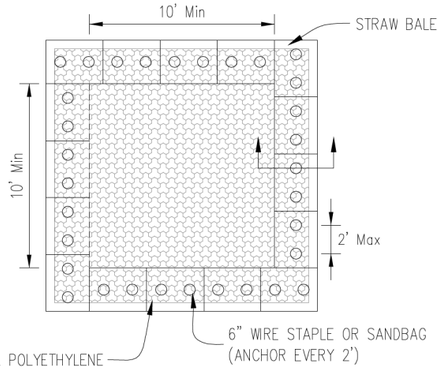
NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the faciliities to a functional condition.

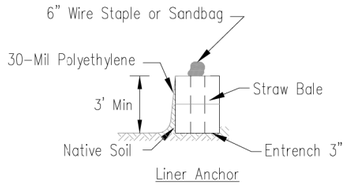
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

Sheet 2 of 3	Drawing No. 654PT-WM	File No.	TEMPORARY CONCRETE WASHOUT FACILITY – EARTHEN TYPE	Designed	Date
				Drawn B. JOHNSON	6/08
				Checked	
				Approved	

AUTOCAD2006

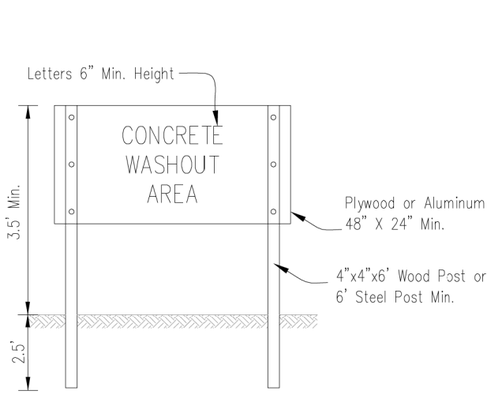


PLAN VIEW



Liner Anchor

STRAW BALE ANCHOR SECTIONS



SIGN DETAIL

NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the faciliities to a functional condition.

2. Facility 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.

Sheet 1 of 3	Drawing No. 654PT-WM	File No.	TEMPORARY CONCRETE WASHOUT FACILITY – STRAW BALE	Designed	Date
				Drawn B. JOHNSON	6/08
				Checked	
				Approved	

MODEL: Standards Sheet 12 [Sheet]
FILE NAME: L:\Rockford\220048\83x00_15thAveBridgePh2\48300\Roadway\Sheets\SHTs_Standards.dgn

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PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

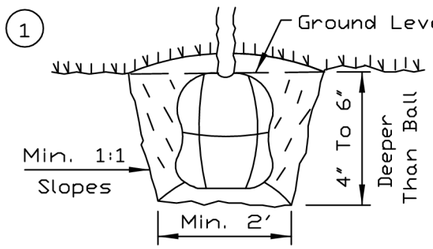
STANDARD DETAILS
ILLINOIS URBAN MANUAL

SCALE: N.T.S. | SHEET 5 OF 6 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 85802		
	ILLINOIS FED. AID PROJECT			

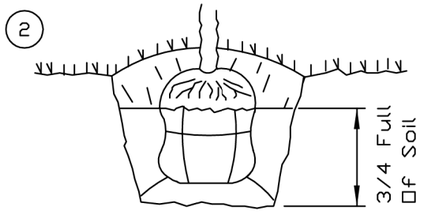
PLANTING PROCEDURE FOR BALLED AND BURLAPPED OR CONTAINER GROWN TREES AND SHRUBS

1



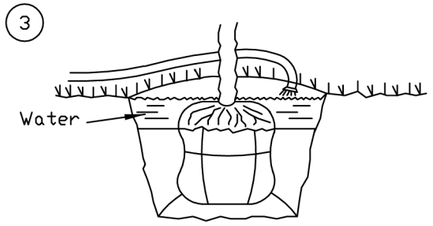
Add enough tamped soil in the bottom of the hole to set the ball at or slightly higher than the original planting depth.

2



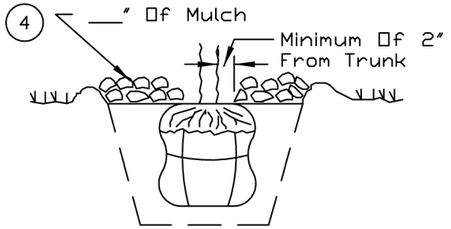
Fill the hole 3/4 full of tamped soil then remove all exposed burlap and twine using a sharp utility knife.

3



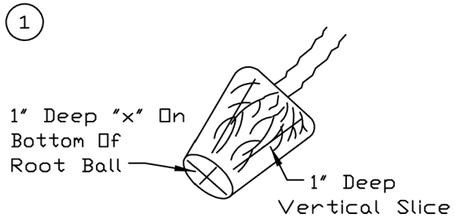
Fill the remaining 1/4 of the hole with water to remove air pockets and settle the soil. Finish filling the hole with soil after all the water has drained.

4



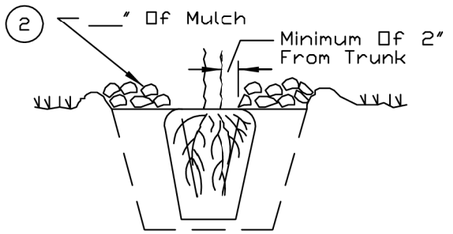
Unless soil is poorly drained, mound soil around edges of hole 4" to 6" high. Add a minimum of 4" of approved mulching material. Keep mulch about 2" from tree trunk.

1



Cut the circling roots of container grown trees with a sharp utility knife. Make 4 vertical slices on the sides and an "x" on the bottom. All slices should be 1-inch in depth.

2



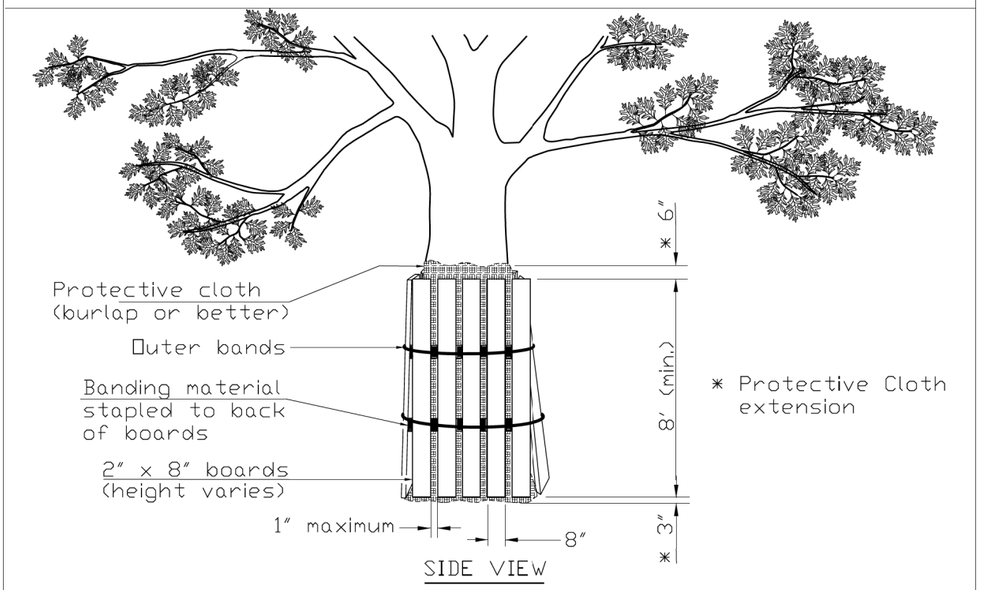
Plant container-grown trees using same steps as for B & B trees except that the plastic container should be completely removed.

REFERENCE
Project _____
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

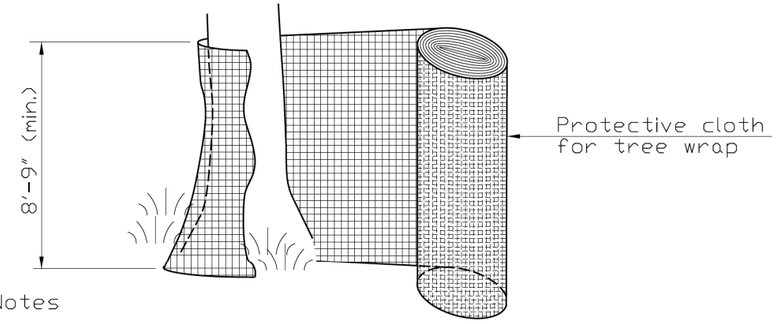
NRCS
Natural Resources Conservation Service

STANDARD DWG. NO.
IL-685
SHEET 1 OF 1
DATE 8-22-94

TREE TRUNK PROTECTION



SIDE VIEW



Notes

1. The contractor shall provide 2" x 8" boards banded continuously around each trunk with a protective cloth (such as burlap or better) placed between the boards and the tree to prevent scarring of the tree being protected. The height of the boards is variable due to height of tree being protected. Trees to be protected shall be shown in the plans or designated by the Professional Forester or Certified Arborist.

2. The protective cloth shall extend past both the top and bottom of the boards as shown in the detail. Width of wrap material varies. For fabric that does not meet the required height, fabric shall overlap a minimum of 6" and shall be spliced to avoid slippage.

REFERENCE
Project _____
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

STANDARD DWG. NO.
IUM-690-C
SHEET 1 OF 1
DATE 09-14-2017

MODEL: Standards Sheet 13 [Sheet]
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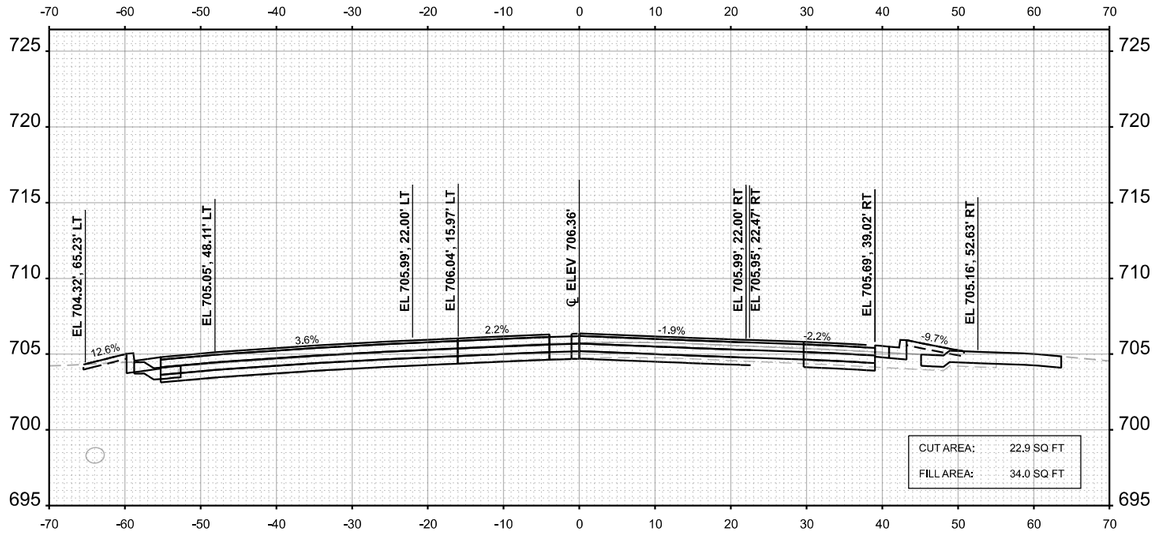
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

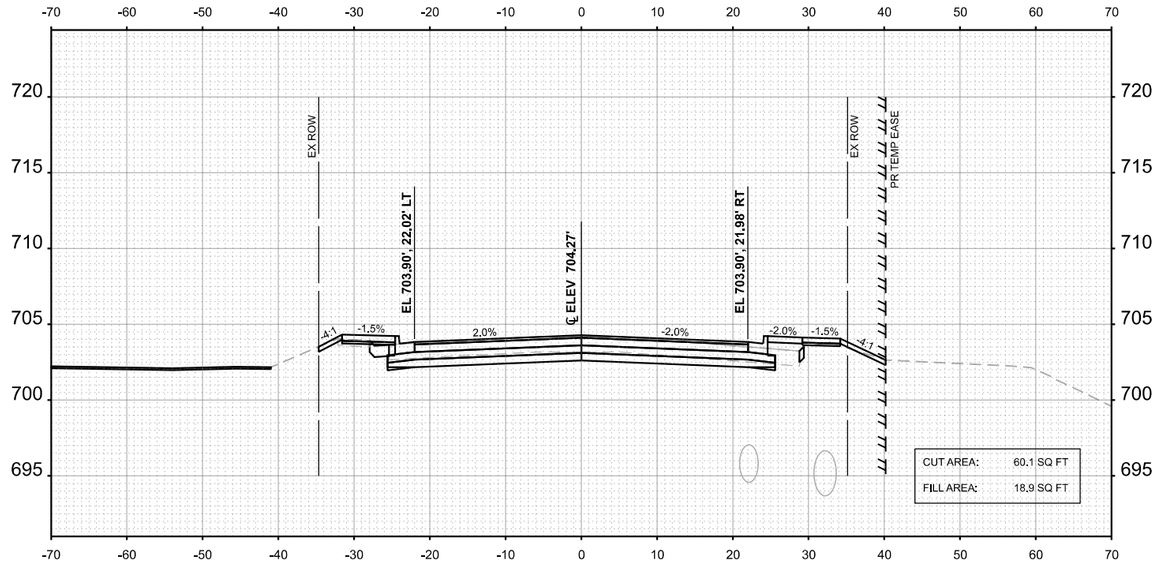
STANDARD DETAILS
ILLINOIS URBAN MANUAL

SCALE: N.T.S. | SHEET 6 OF 6 SHEETS | STA. - | TO STA. -

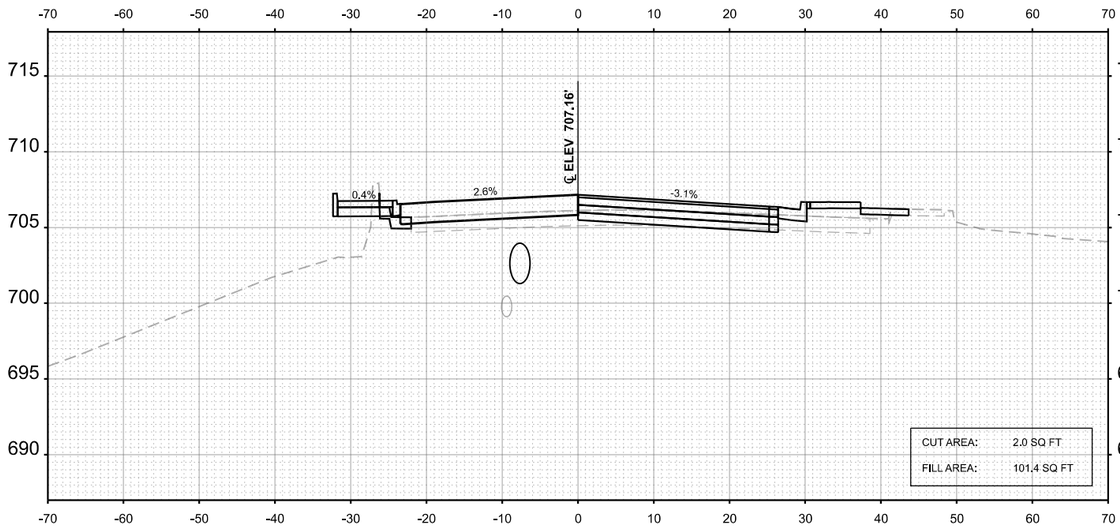
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		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



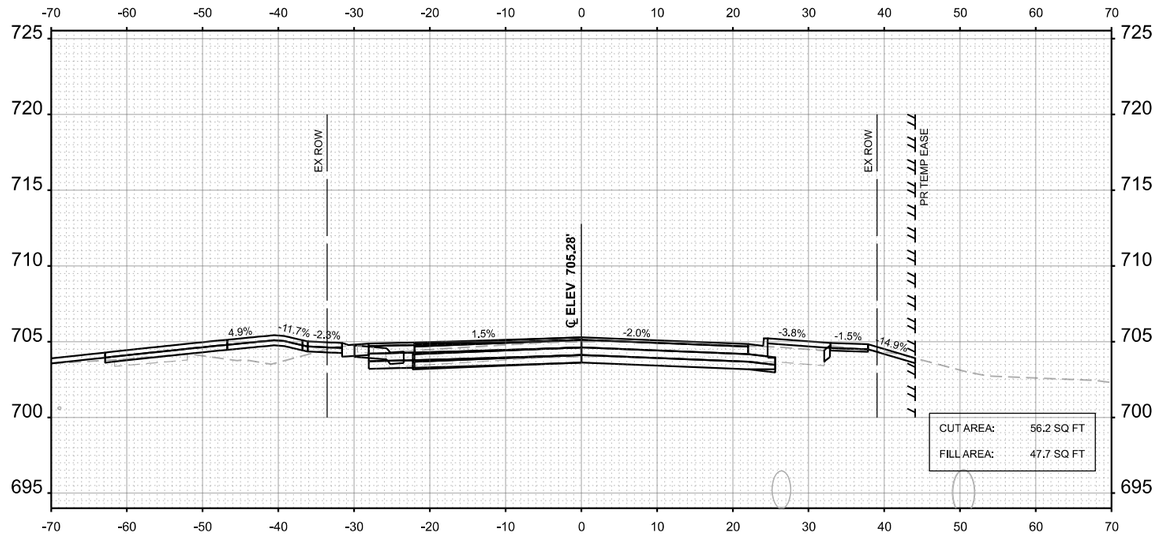
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STA 167+50.00



STA 166+04.42



STA 167+00.00

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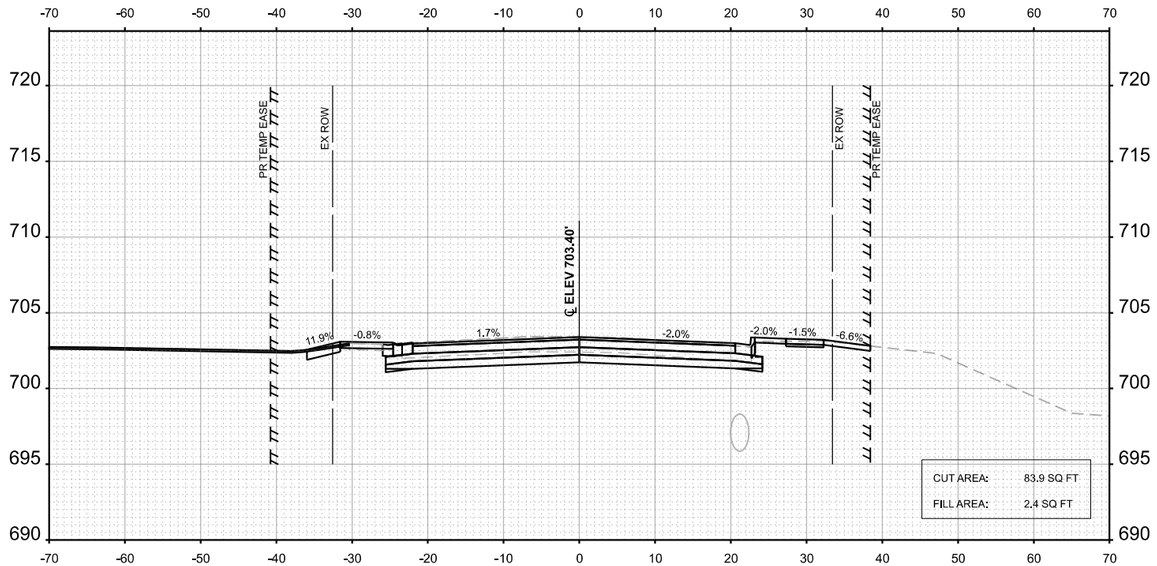
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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

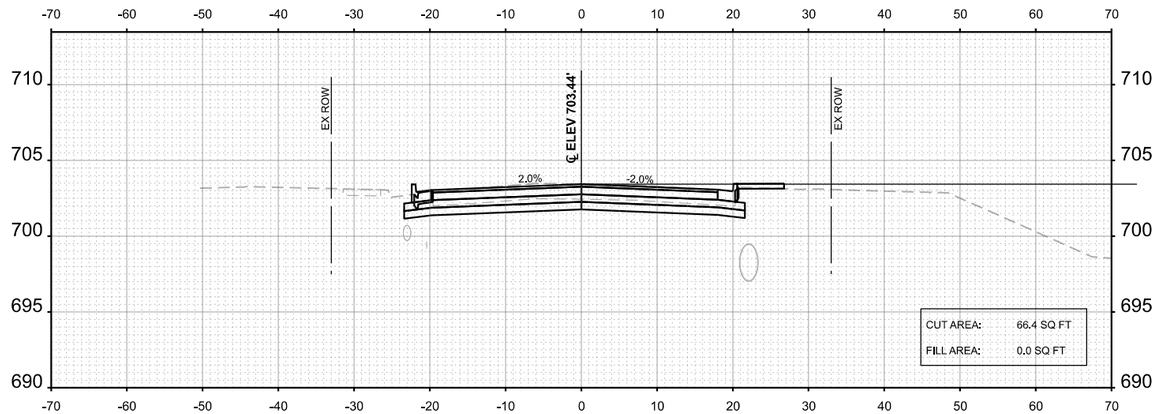
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15TH AVENUE

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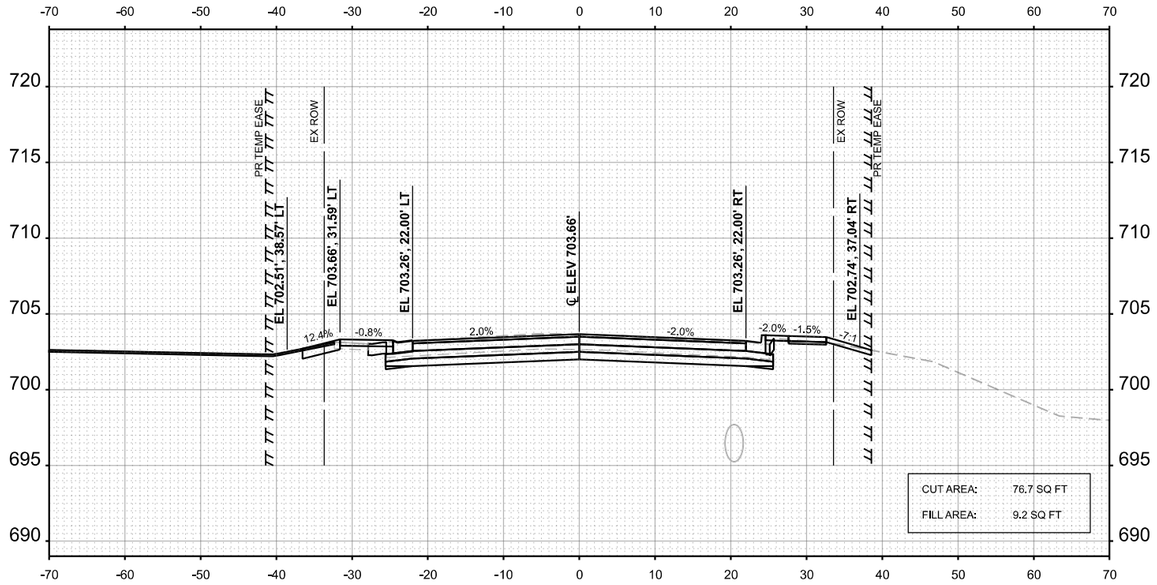
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		ILLINOIS	FED. AID PROJECT	



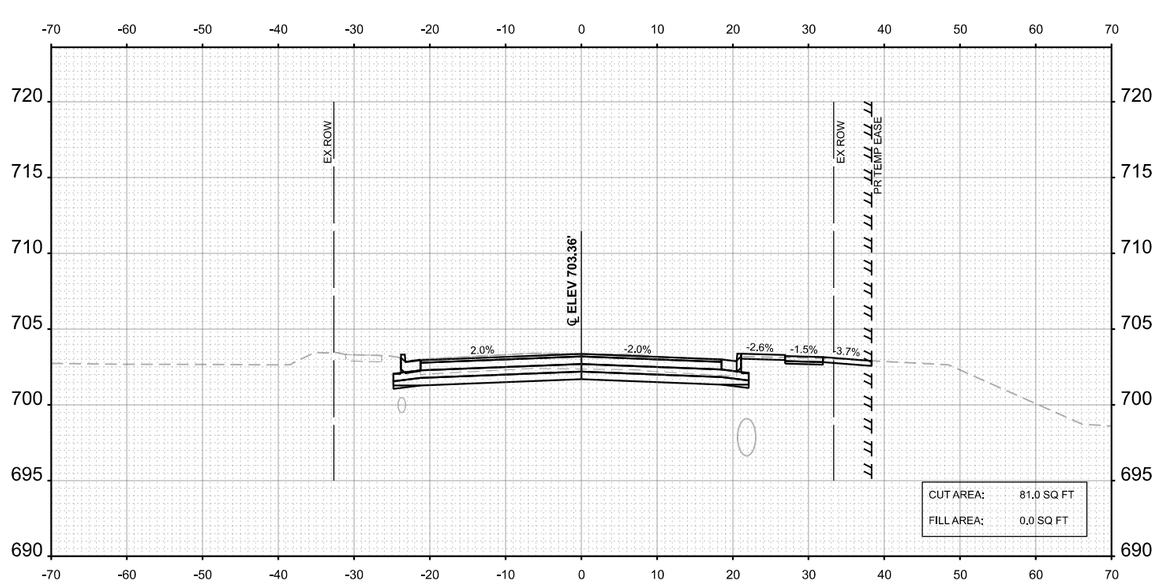
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STA 169+25.42



STA 168+00.00



STA 169+00.00

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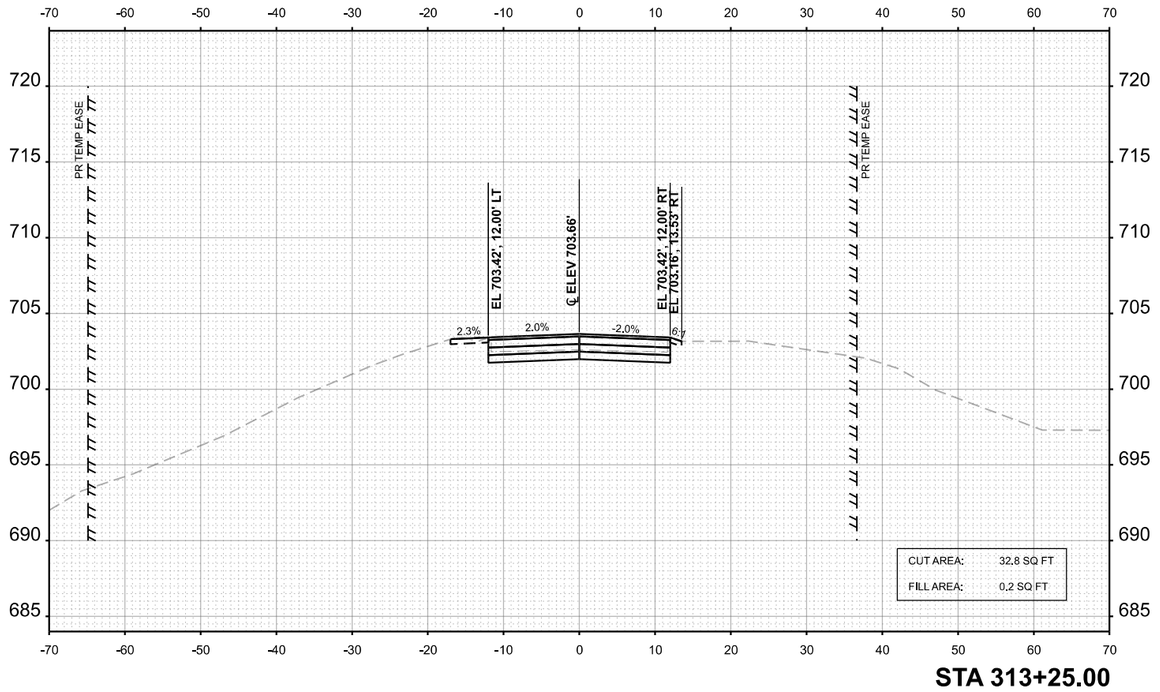
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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

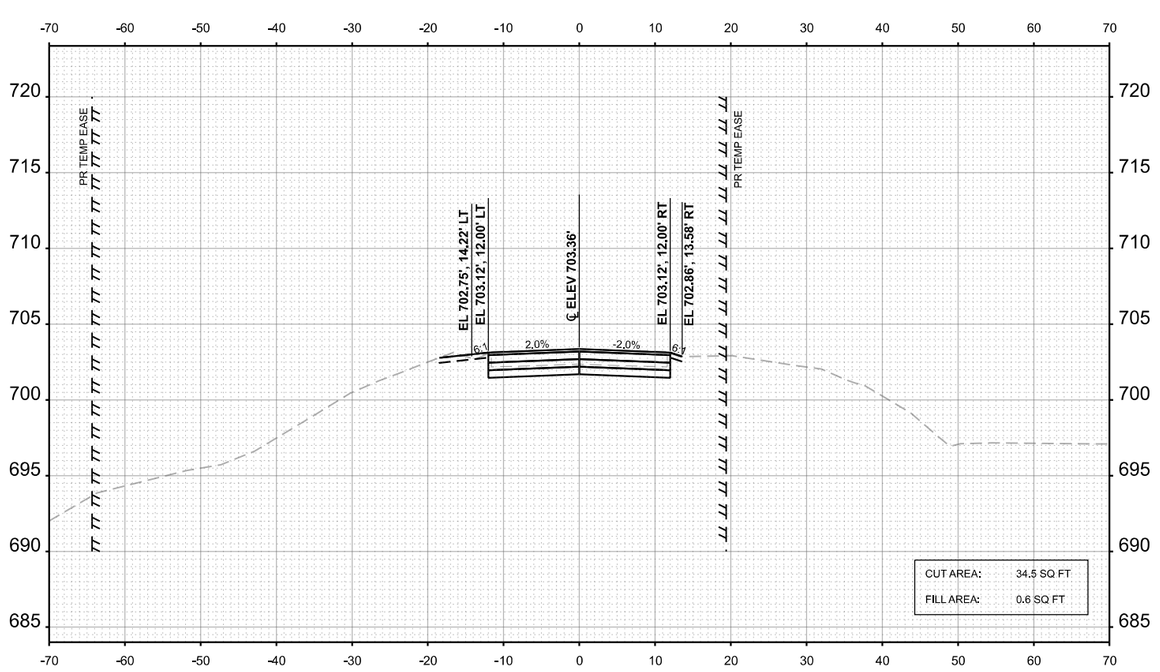
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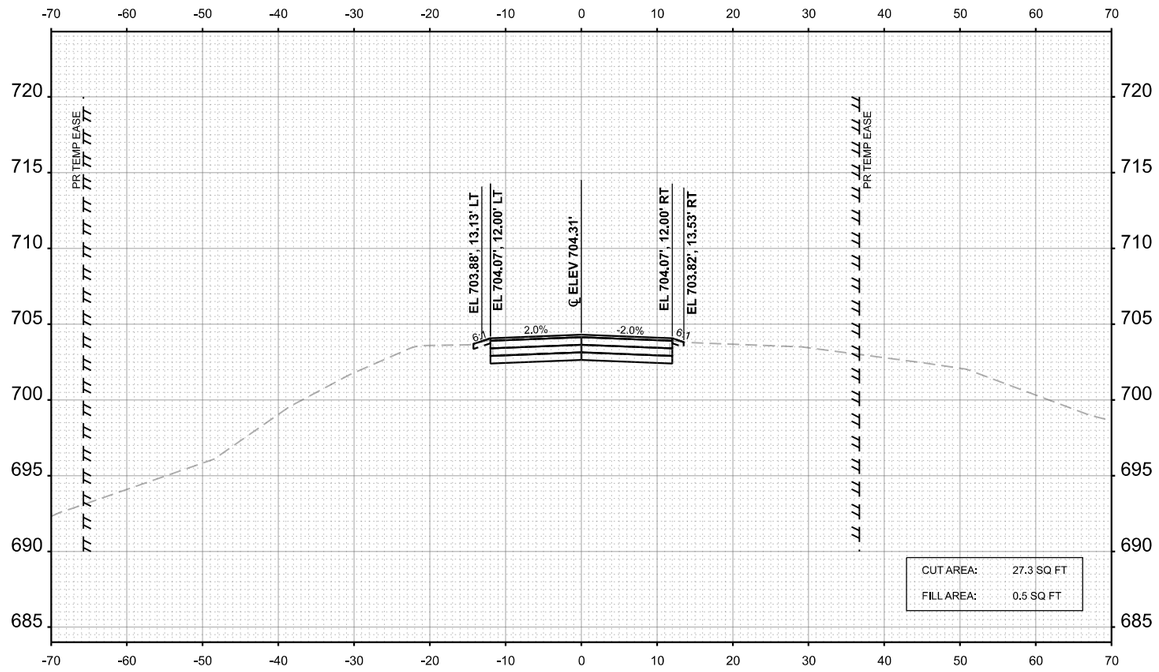
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		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



STA 313+25.00



STA 313+09.18



STA 313+50.00

MODEL: Nelson - 313+09.18 [Sheet 3]
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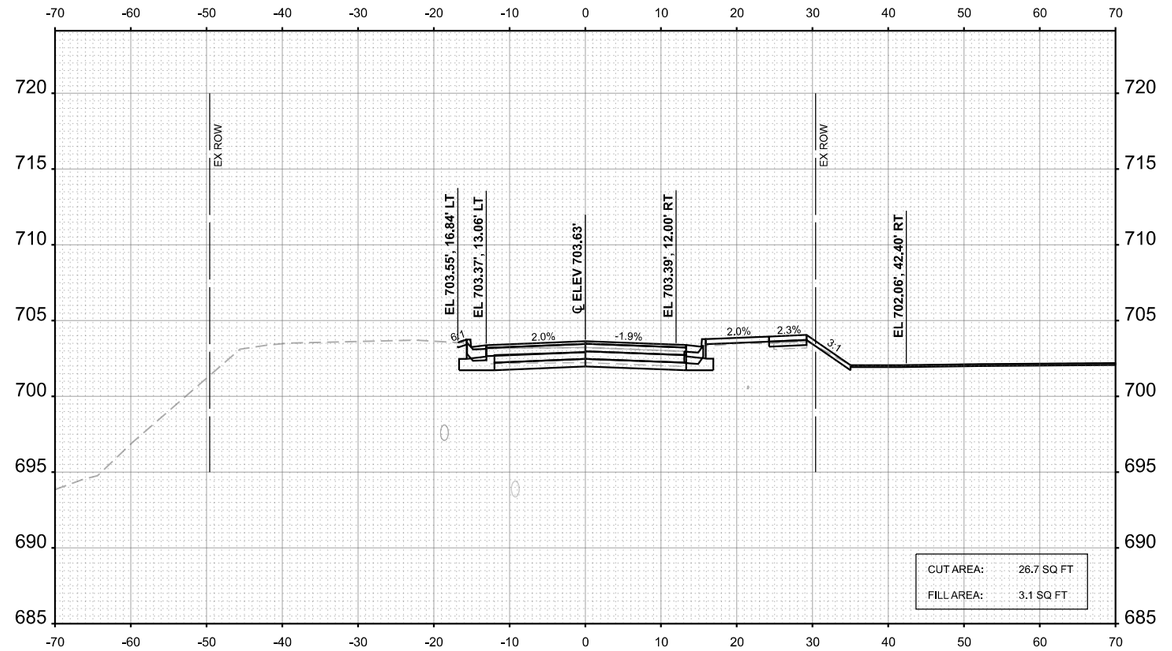
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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

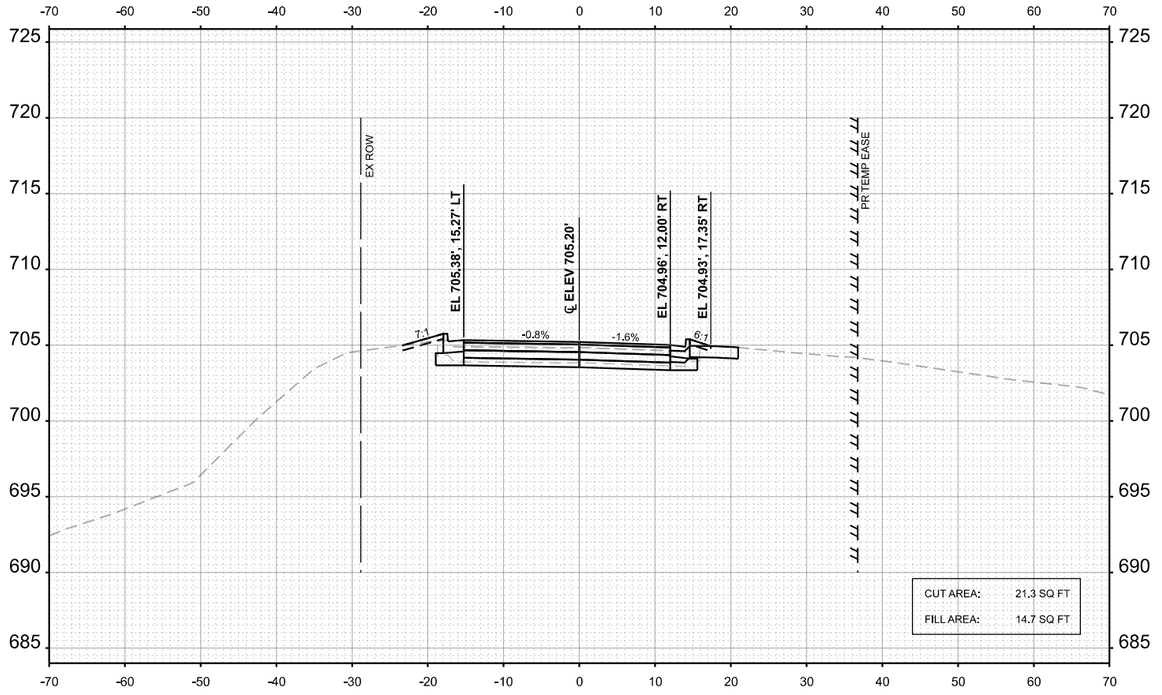
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NELSON BOULEVARD

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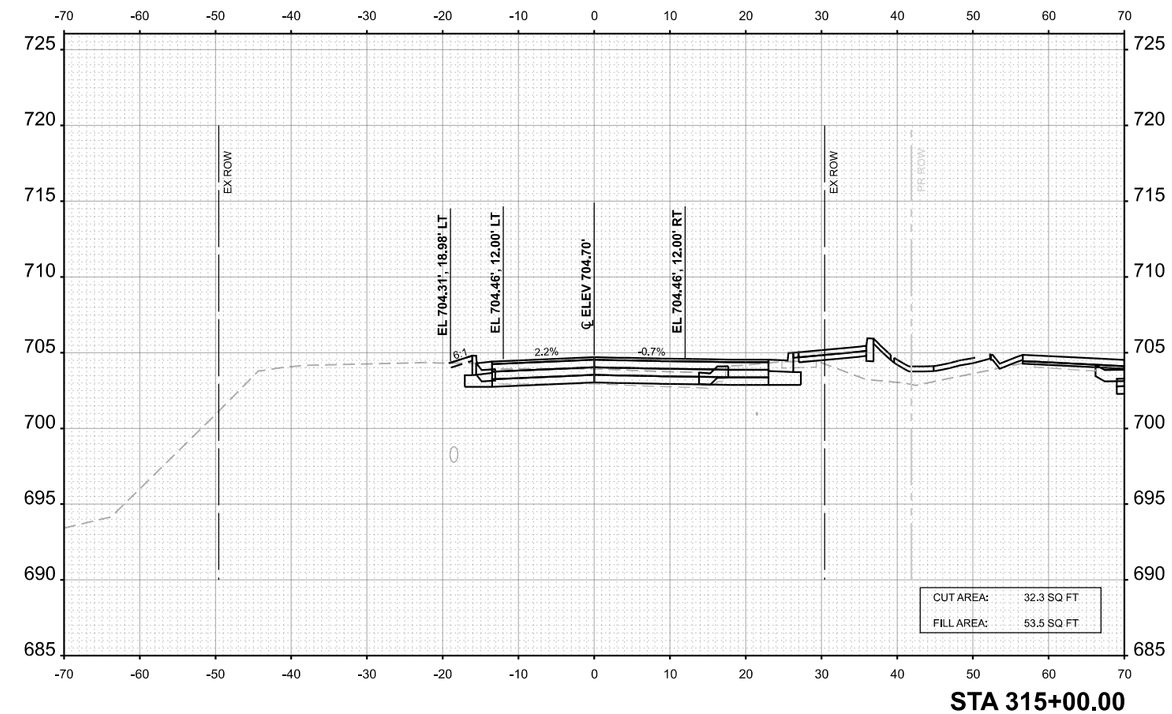
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		ILLINOIS	FED. AID PROJECT	



STA 315+25.00



STA 313+75.00



STA 315+00.00

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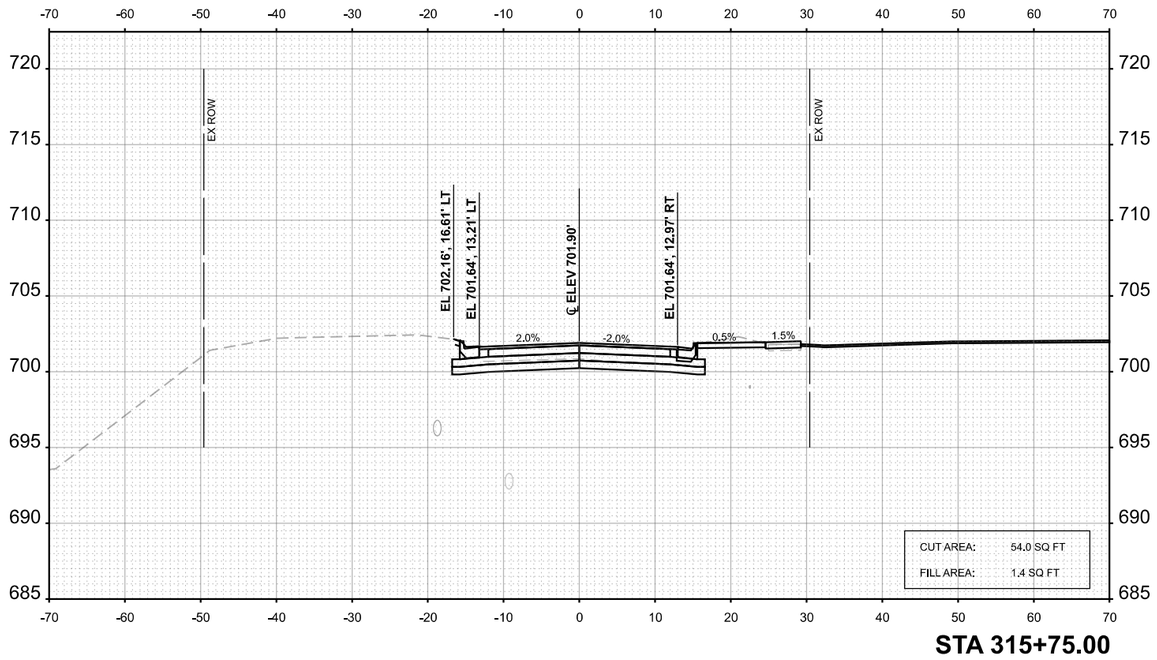
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CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

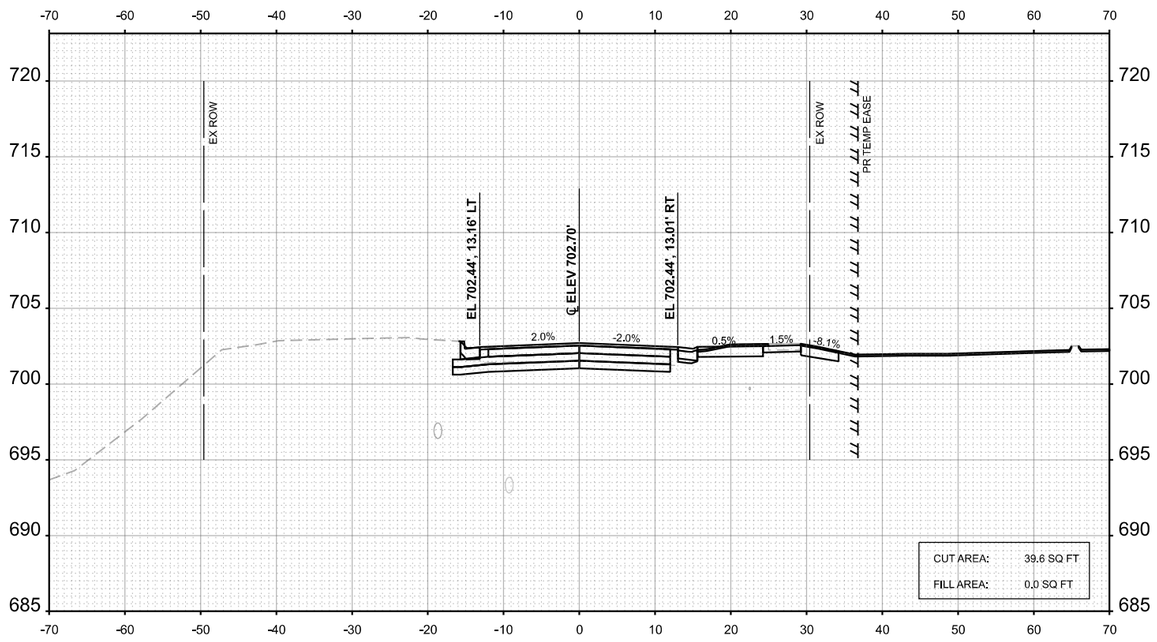
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NELSON BOULEVARD

SCALE: 1" = 10' | SHEET 4 OF 9 SHEETS | STA. 313+75.00 | TO STA. 313+25.00

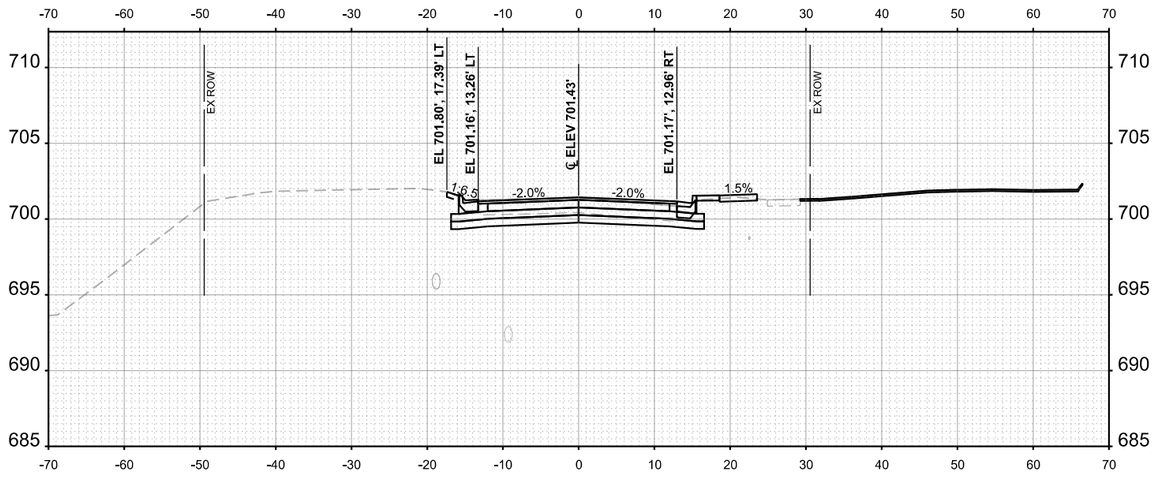
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5082	19-00631-00-BR	WINNEBAGO	162	157
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



STA 315+75.00



STA 315+50.00



STA 315+92.54

MODEL: Nelson - 315+50.00 [Sheet 5]
FILE NAME: L:\Rockford\2004883\x20_19thAveBridgePlns2\483000RoadwaySheets\ShtTls_Cross_Sections.dgn

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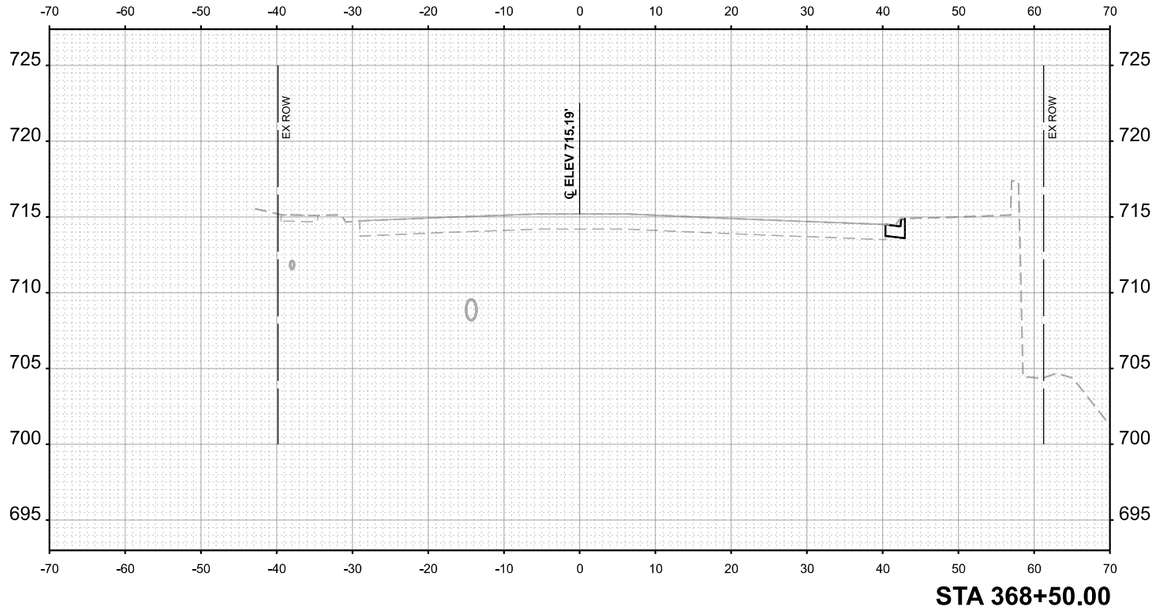
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	DRAWN - SE	REVISED -	
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PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -	

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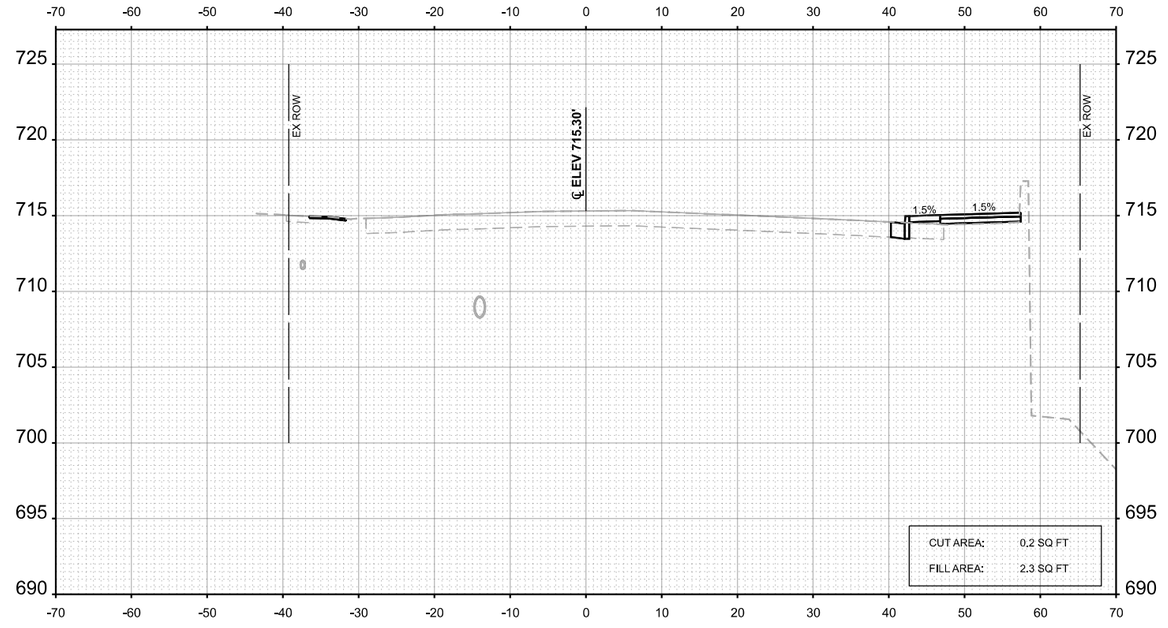
CROSS SECTIONS
NELSON BOULEVARD

SCALE: 1" = 10' | SHEET 5 OF 9 SHEETS | STA. 315+50.00 | TO STA. 315+85.04

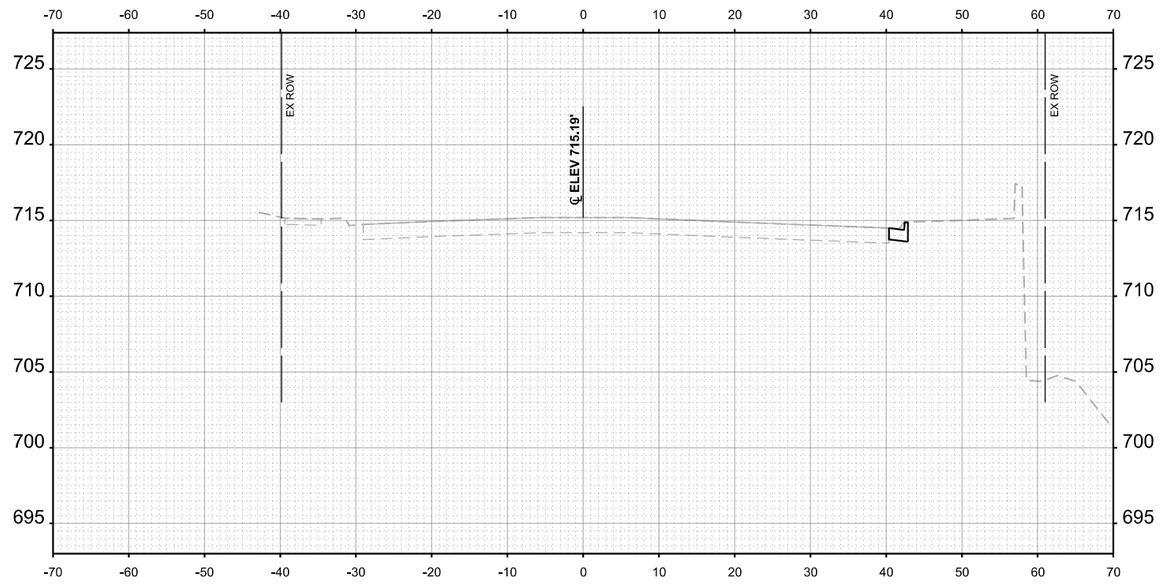
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	158
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



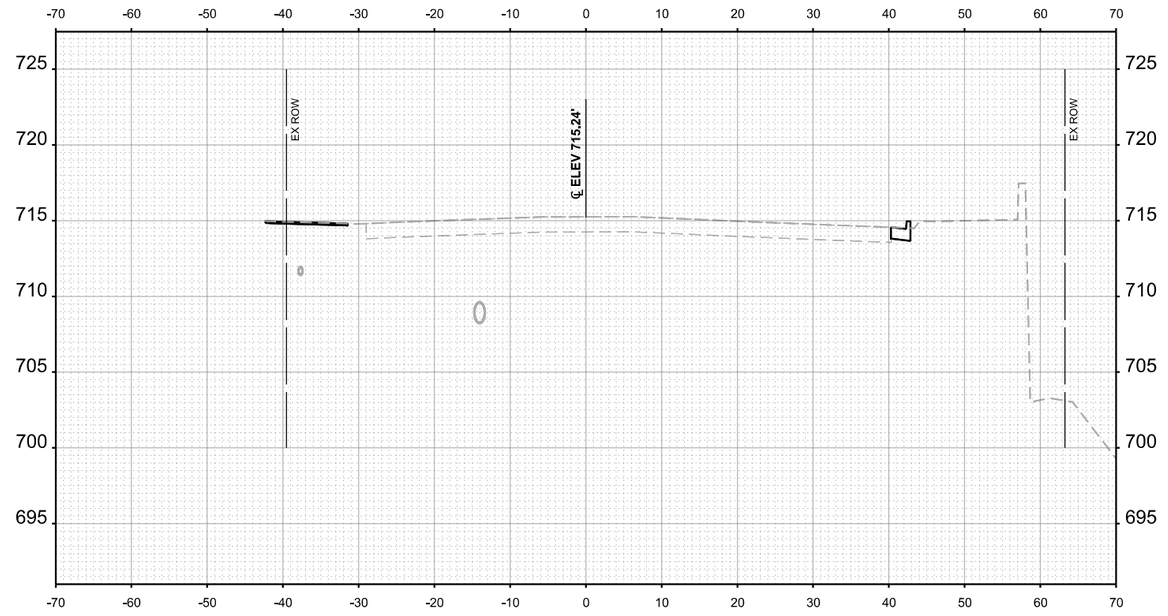
STA 368+50.00



STA 369+00.00



STA 368+49.20



STA 368+75.00

MODEL: IL RTE 2 - 368+25.00 [Sheet 6]
FILE NAME: L:\Rockford\220046853-00_15thAveBridgePh2\468300\Roadway\Sheets\StHTs_Cross_Sections.dgn

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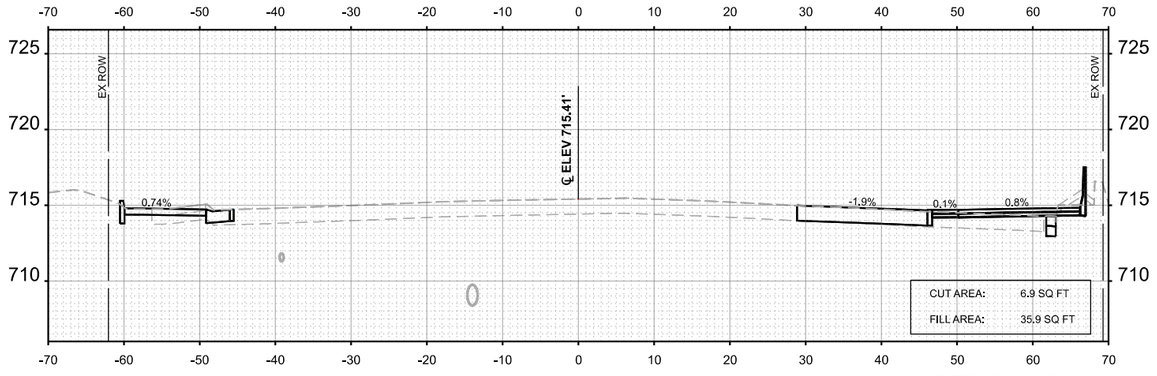
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PLOT DATE = 9/2/2026		DATE - 07/24/2026	REVISED -		

CITY OF ROCKFORD
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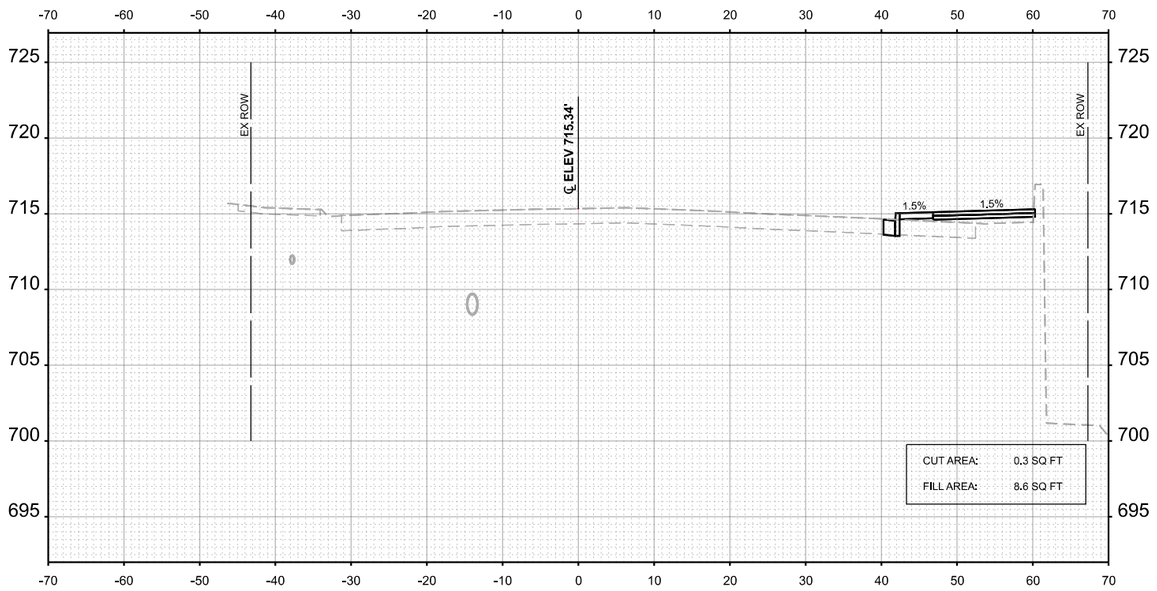
CROSS SECTIONS
ILLINOIS ROUTE 2

SCALE: 1"=10' | SHEET 6 OF 9 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	159
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



STA 369+50.00



STA 369+25.00

MODEL: IL RTE 2 - 369+25.00 [Sheet 7]
FILE NAME: L:\Rockford\22004683-00_18thAveBridgePh2\468300\Roadway\Sheets\SH1_Cross_Sections.dgn

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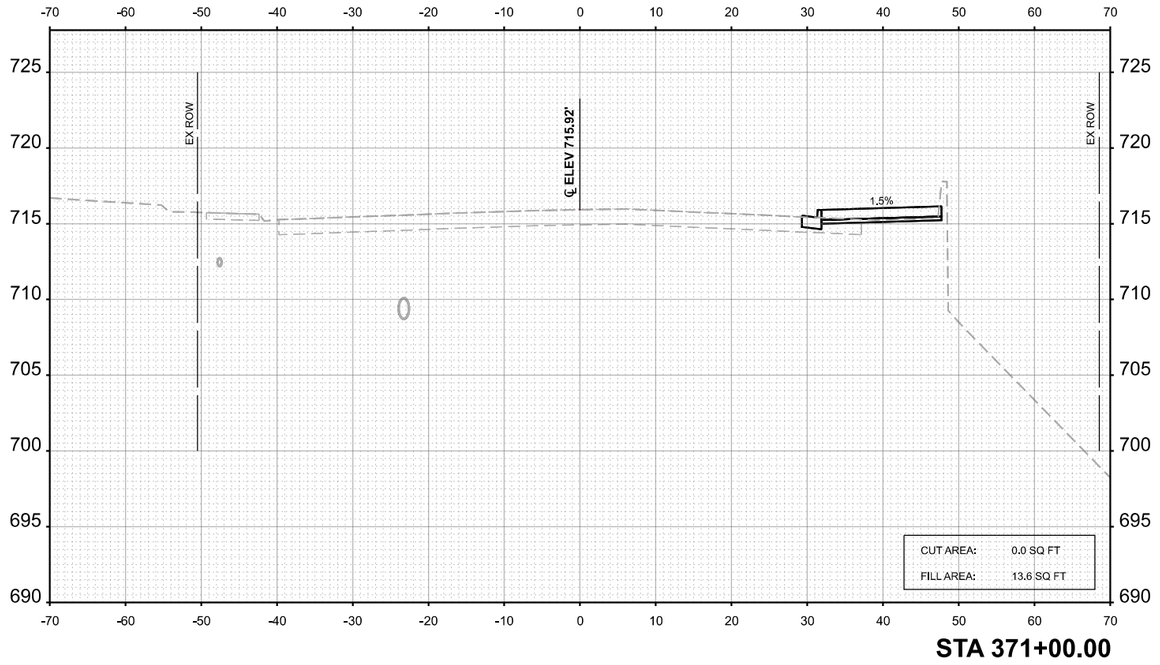
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	DRAWN - SE	REVISED -
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PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -

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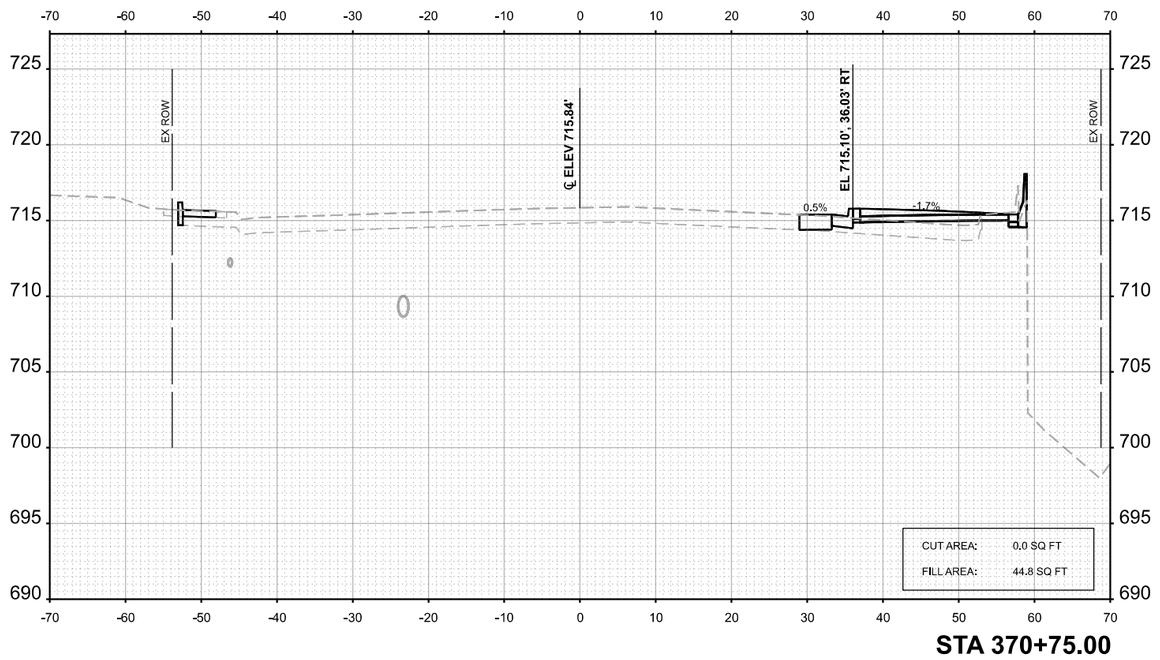
CROSS SECTIONS
ILLINOIS ROUTE 2

SCALE: 1"=10' | SHEET 7 OF 9 SHEETS | STA. | TO STA.

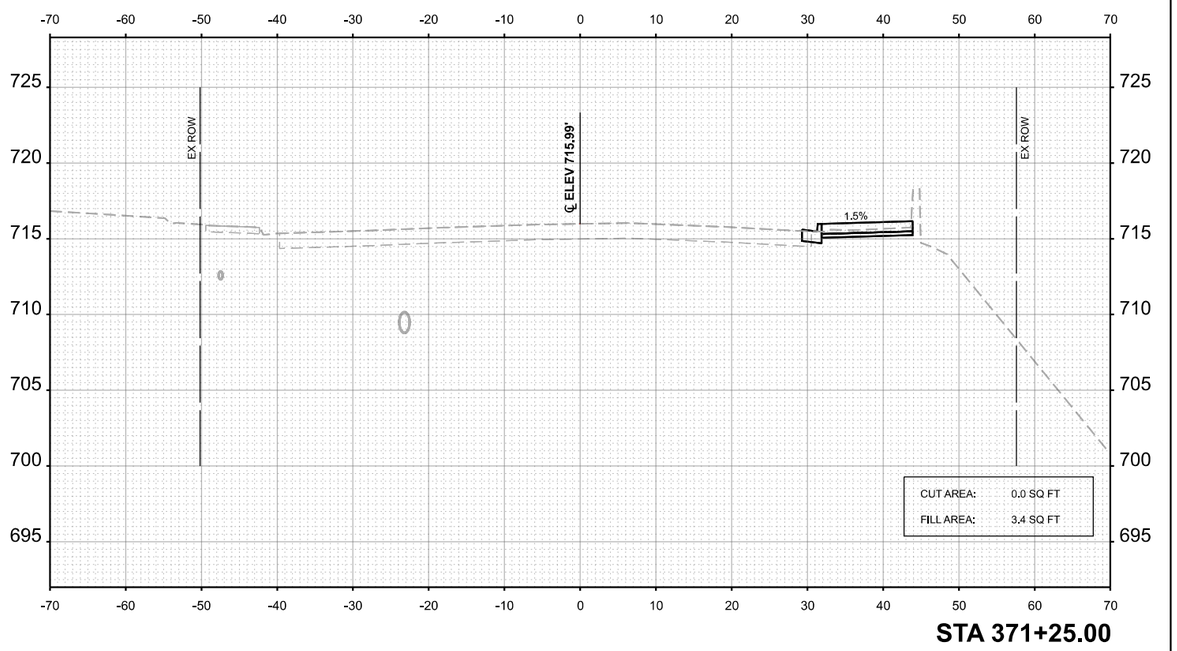
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	160
		CONTRACT NO. 85802		
	ILLINOIS	FED. AID PROJECT		



STA 371+00.00



STA 370+75.00



STA 371+25.00

MODEL: IL RTE 2 - 370+75.00 [Sheet 8]
FILE NAME: L:\Rockford\20004883\00_ISnAve&BridgePln\2468300\RoadwaySheets\SHTS_Cross_Sections.dgn

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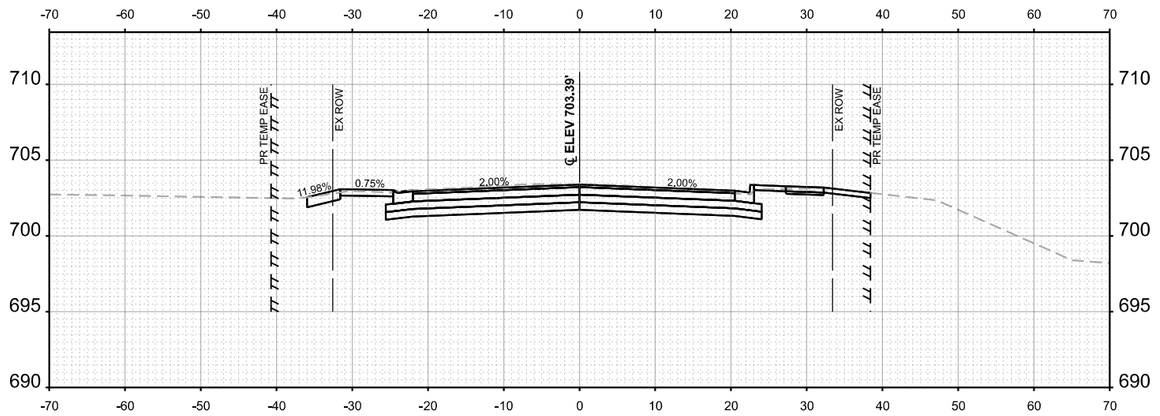
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PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -	

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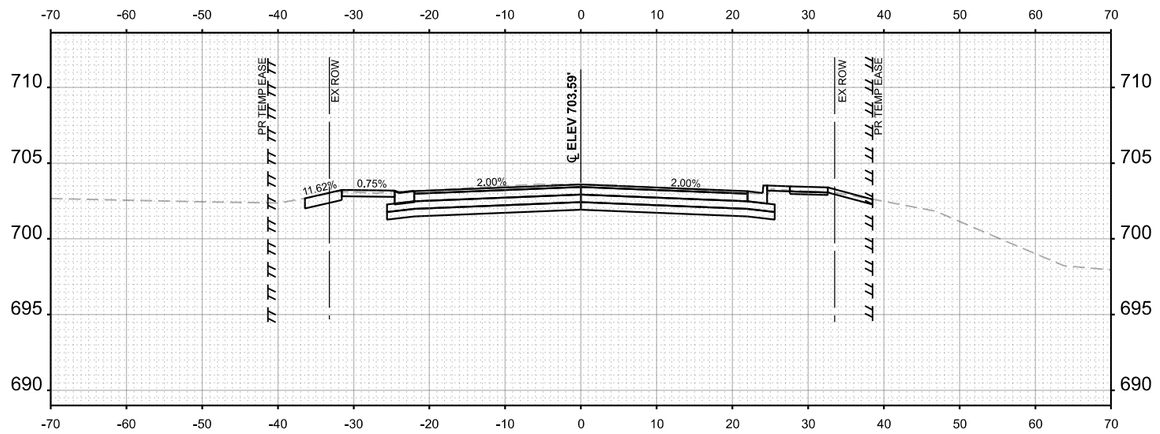
CROSS SECTIONS
ILLINOIS ROUTE 2

SCALE: 1"=10' | SHEET 8 OF 9 SHEETS | STA. | TO STA.

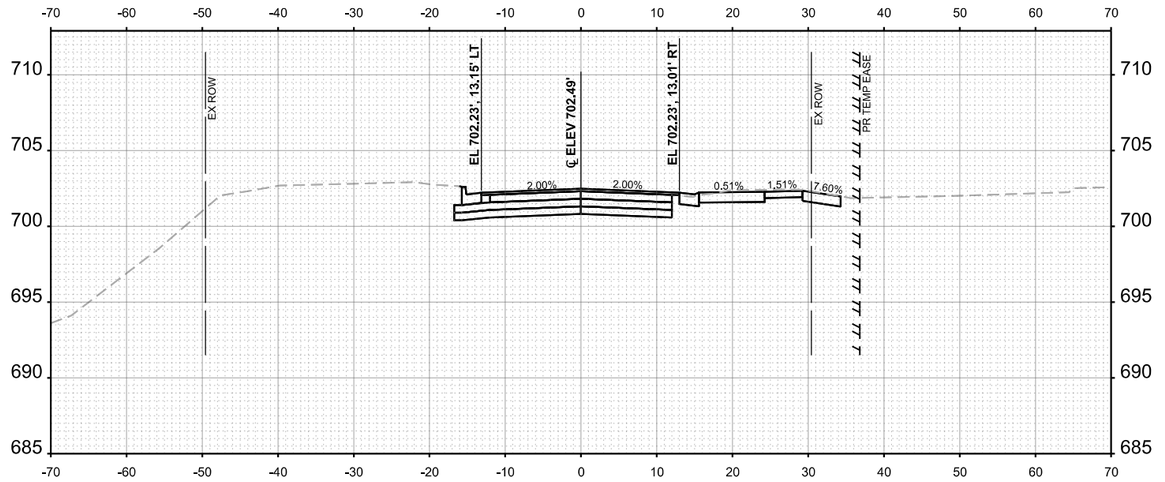
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	161
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	



STA 168+51.99



STA 168+10.26



(NELSON BLVD) STA 315+56.28

MODEL: PRCL_NELSON - 315+56.28 [Sheet]
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PLOT DATE = 9/2/2026	DATE - 07/24/2026	REVISED -	

CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

CROSS SECTIONS
DRIVEWAYS

SCALE: 1"=10' | SHEET 9 OF 9 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5082	19-00631-00-BR	WINNEBAGO	162	162
		CONTRACT NO. 85802		
		ILLINOIS	FED. AID PROJECT	