

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

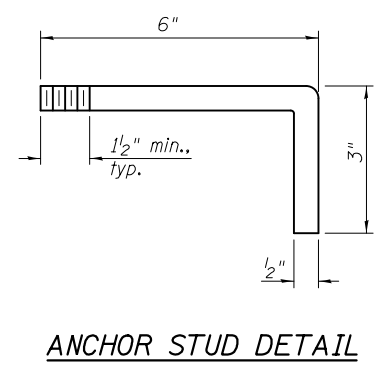
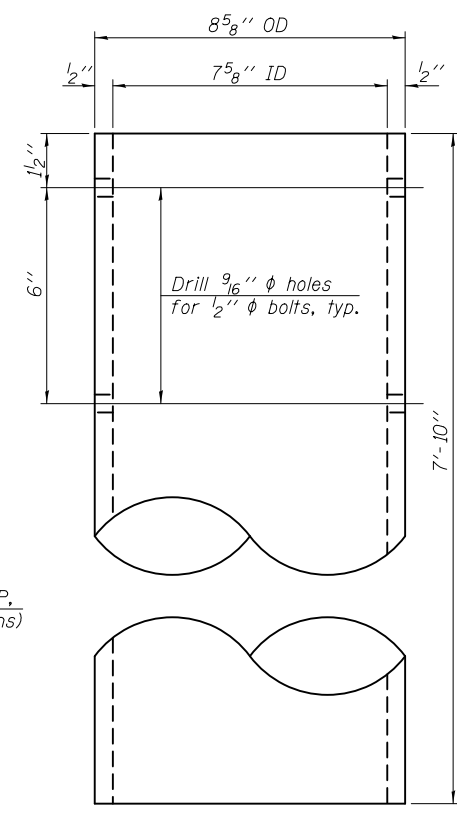
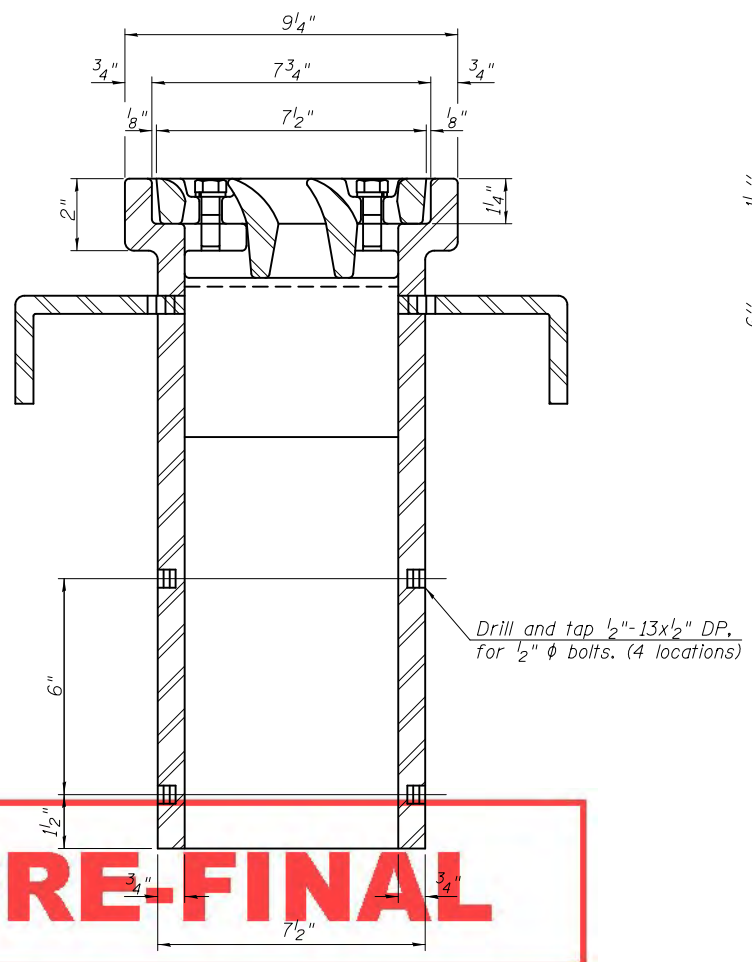
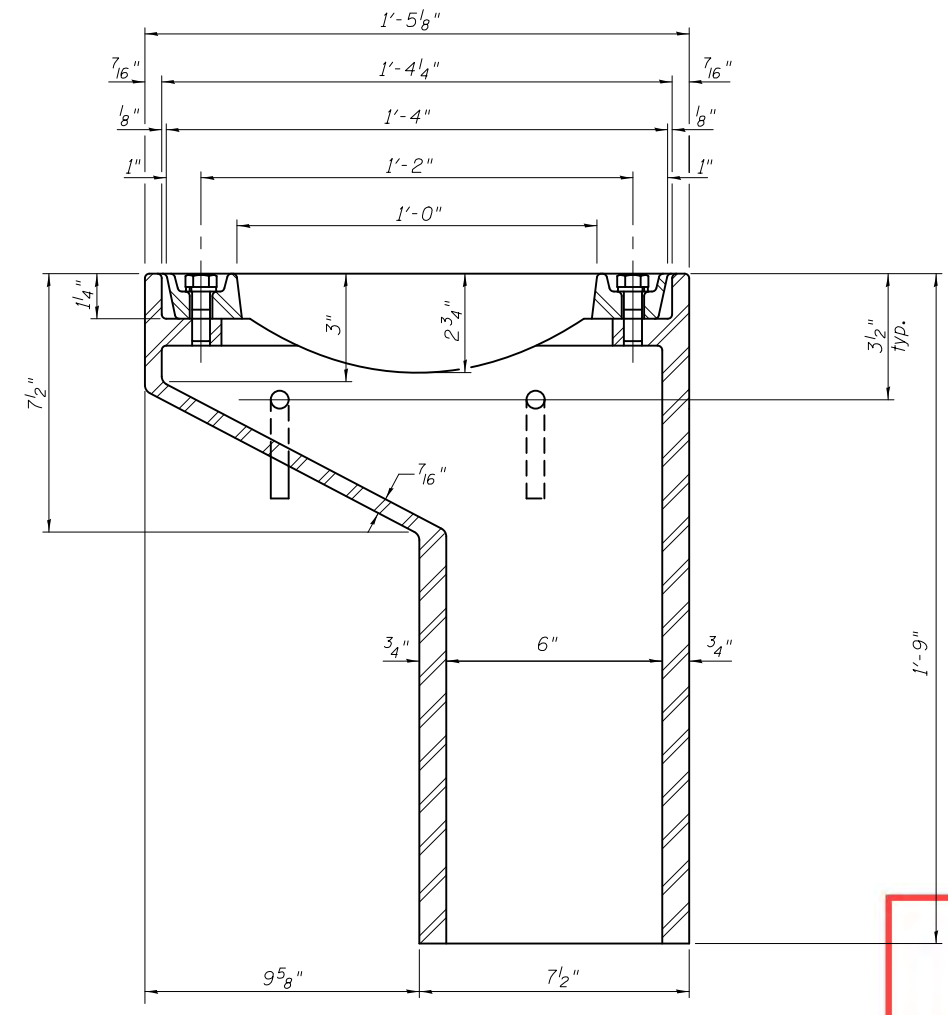
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



PRE-FINAL

See sheet 19 of 46 for scupper location relative to parapet.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	8

DS-11

7-1-10

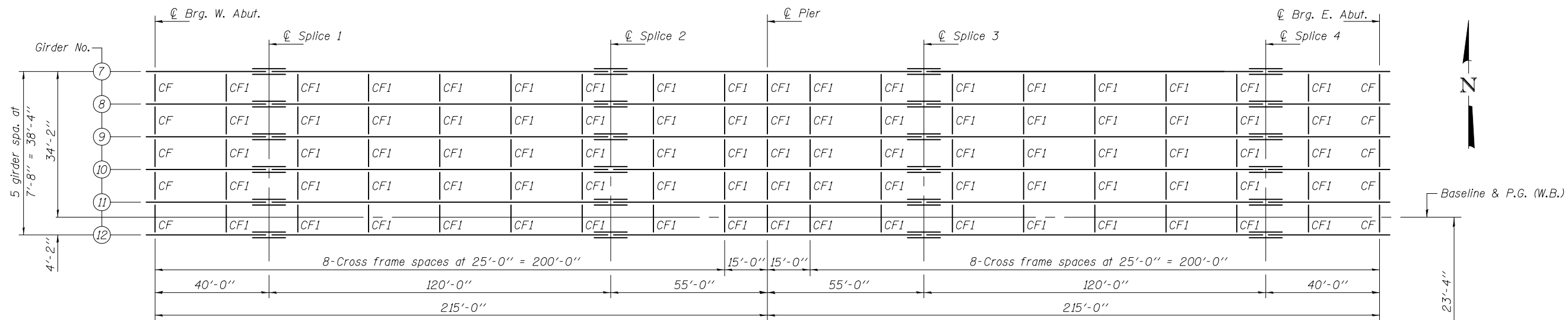
DESIGNED - Nick R. Barnett	EXAMINED - <i>Joanne F. [Signature]</i>	DATE -
CHECKED - Frank W. Sharp	PASSED - <i>Carl [Signature]</i>	REVISED
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED
CHECKED - NRB/FWS/GRA		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

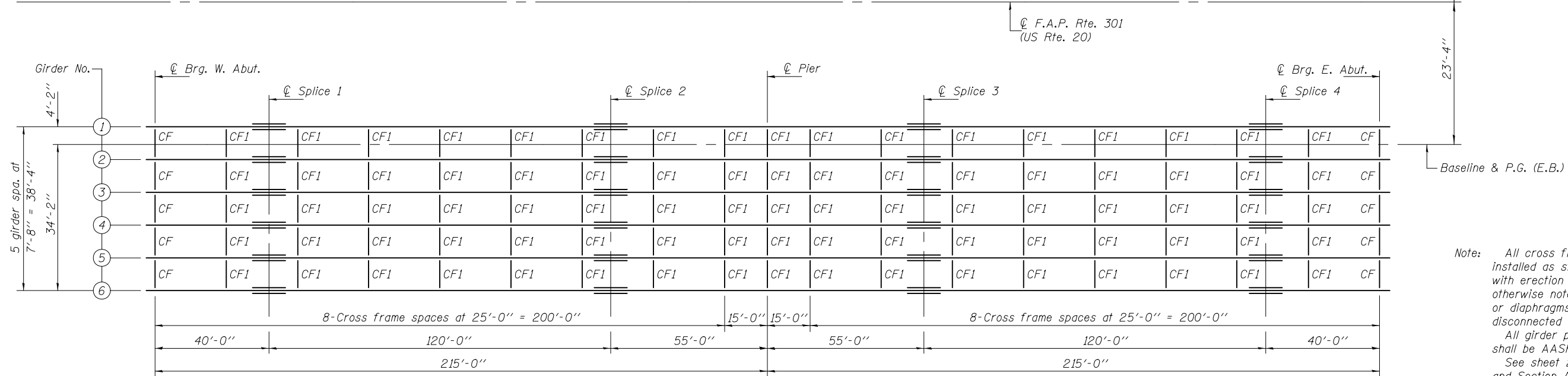
DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 101-0197 (E.B.) & 101-0198 (W.B.)

SHEET NO. 26 OF 50 SHEETS

F.A.P. RTE. 301	SECTION 3BR & 3BR-1	COUNTY WINNEBAGO	TOTAL SHEETS	SHEET NO.
CONTRACT NO. 64D19			ILLINOIS FED. AID PROJECT	

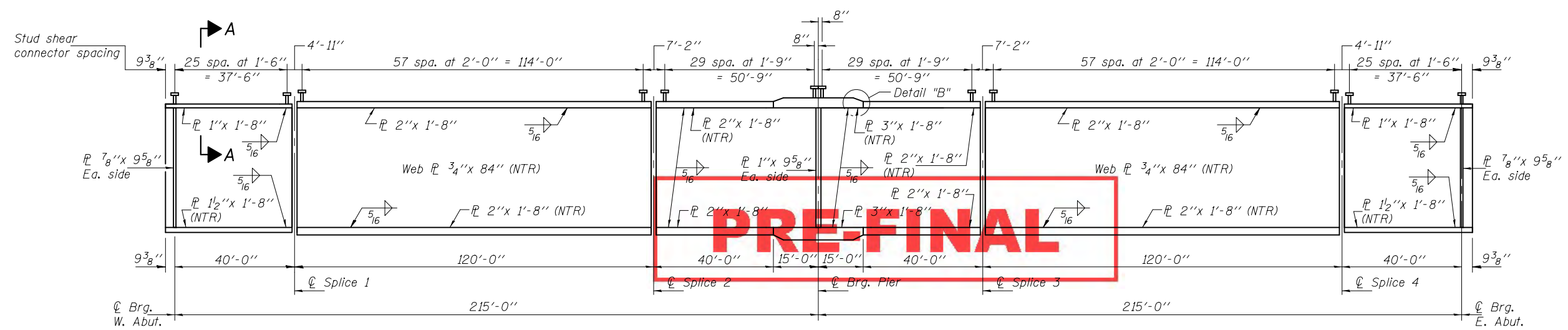


PLAN (W.B.)

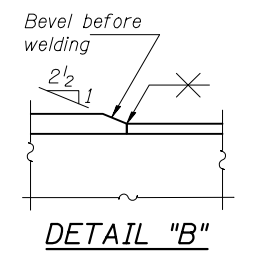


PLAN (E.B.)

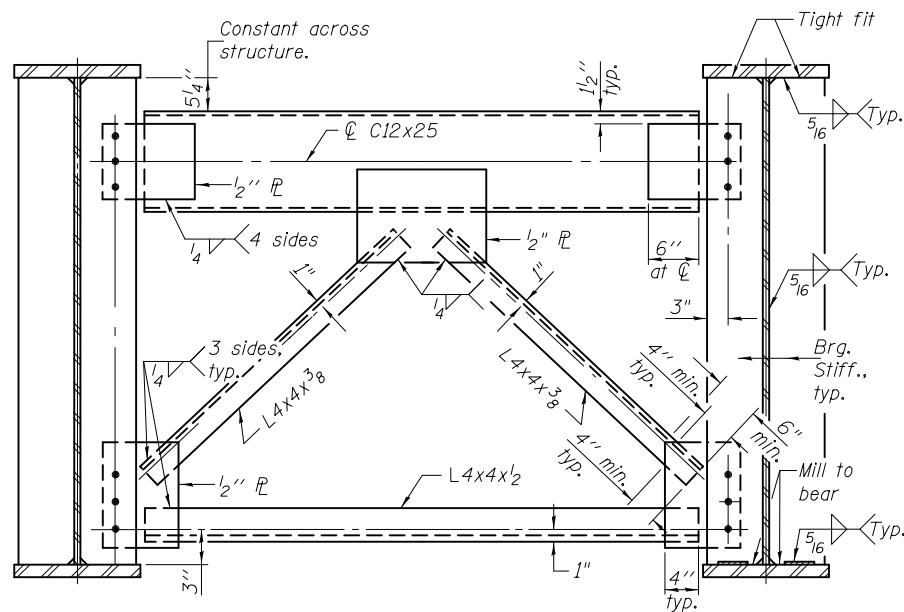
Note: All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods. All girder plates, including bearing stiffeners shall be AASHTO M 270 Grade 50. See sheet 28 of 50 for cross frame details and Section A-A. Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.



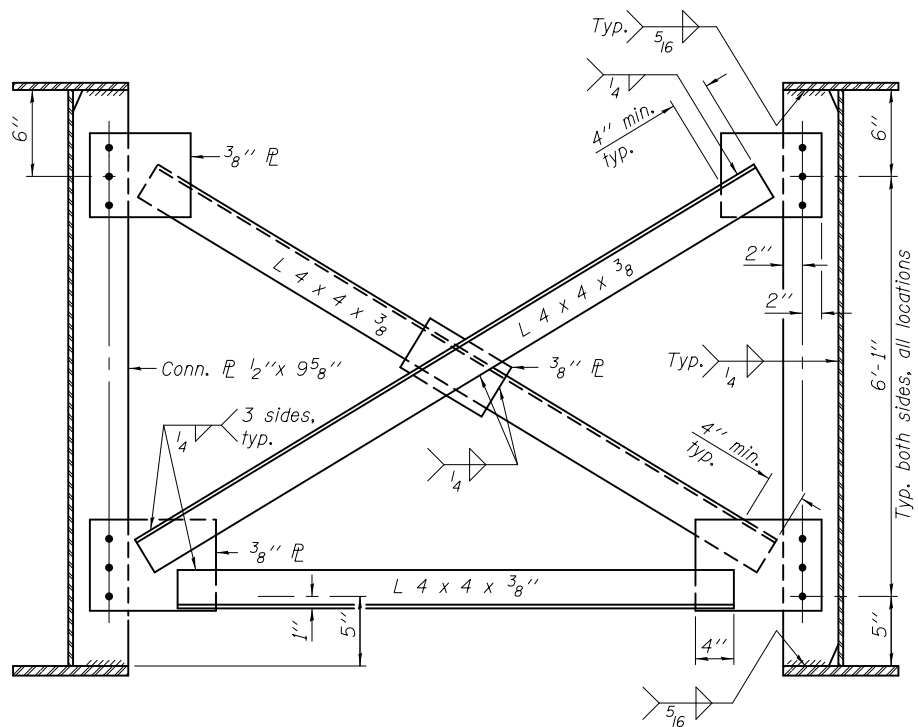
GIRDER ELEVATION



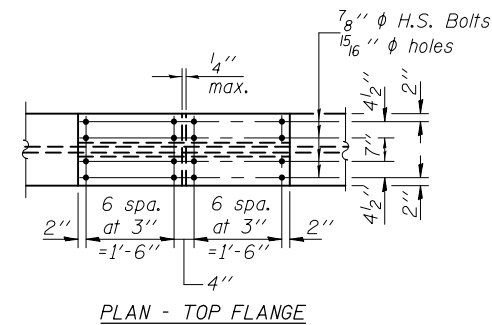
DESIGNED - Nick R. Barnett	EXAMINED - <i>Joanne F. [Signature]</i>	DATE -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL STRUCTURE NO. 101-0197 (E.B.) & 101-0198 (W.B.)	F.A.P. RTE. 301	SECTION 3BR & 3BR-1	COUNTY WINNEBAGO	TOTAL SHEETS	SHEET NO.	
CHECKED - Frank W. Sharp	PASSED - <i>Carl [Signature]</i>	REVISED			CONTRACT NO. 64D19					
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			SHEET NO. 27 OF 50 SHEETS					
CHECKED - NRB/FWS/GRA					ILLINOIS FED. AID PROJECT					



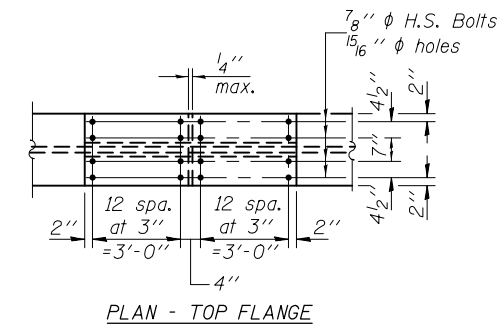
CROSS FRAME CF
(20 Required)



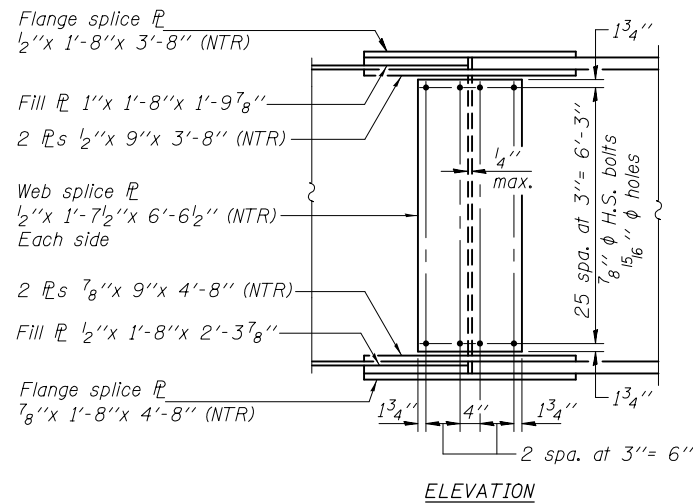
CROSS FRAME CF1
(170 Required)



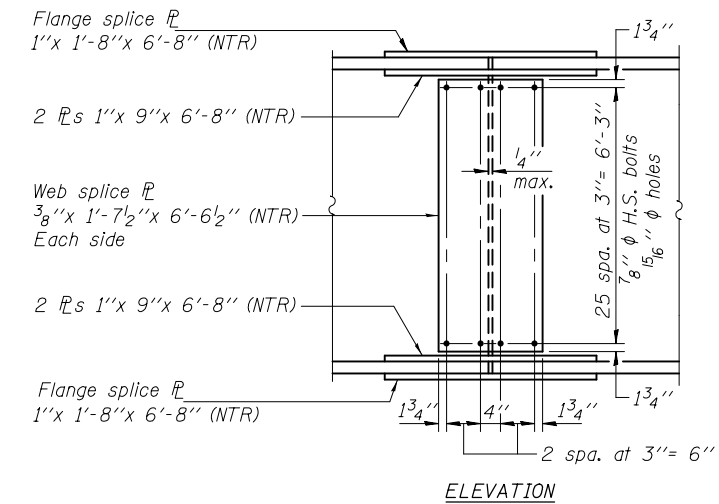
PLAN - TOP FLANGE



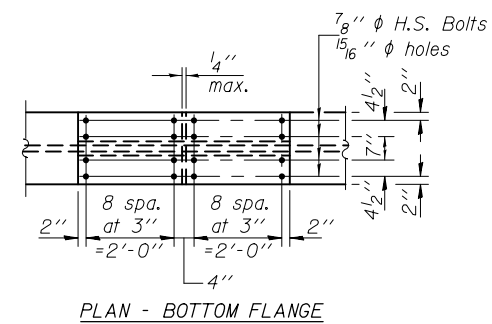
PLAN - TOP FLANGE



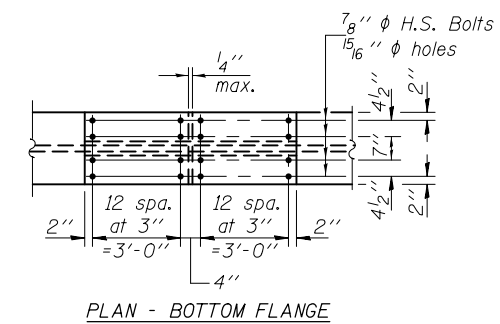
ELEVATION



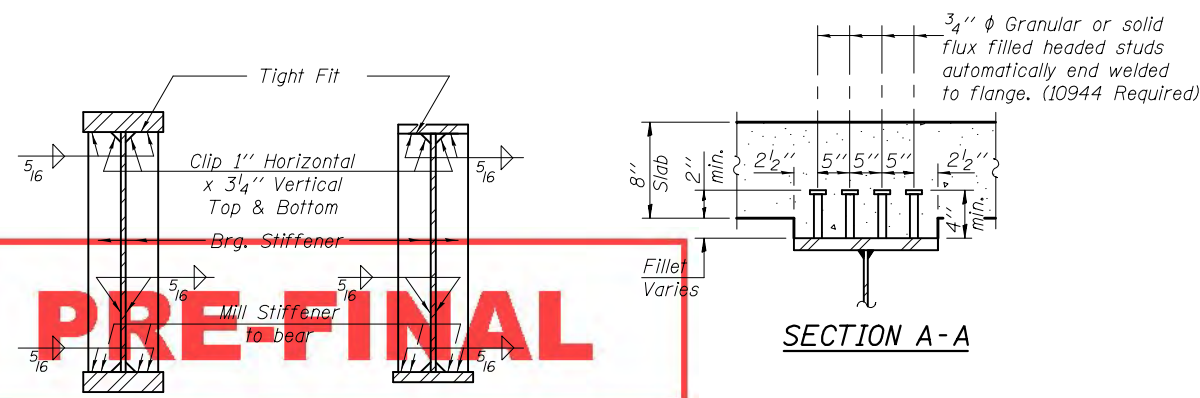
ELEVATION



PLAN - BOTTOM FLANGE
SPLICE 1 & 4 DETAILS



PLAN - BOTTOM FLANGE
SPLICE 2 & 3 DETAILS



SECTION AT PIER

SECTION AT ABUTMENT

Notes: Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2. Use 3/4" ϕ H.S. bolts with 15/16" ϕ holes in CF and CF1. Two hardened washers required for each set of oversized holes. Place cross frame with channel flanges and outstanding angle legs outward from abutment backwall. Omit connecting plates on exterior side of exterior girder. All splice plates except filler plate shall be AASHTO M 270 Gr. 50.

DESIGNED - Nick R. Barnett
CHECKED - Frank W. Sharp
DRAWN - h.t. duong
CHECKED - NRB/FWS/GRA

EXAMINED - *Jayne F. Joffe*
PASSED - *Carl Pung*
ACTING ENGINEER OF BRIDGE DESIGN
ACTING ENGINEER OF BRIDGES AND STRUCTURES

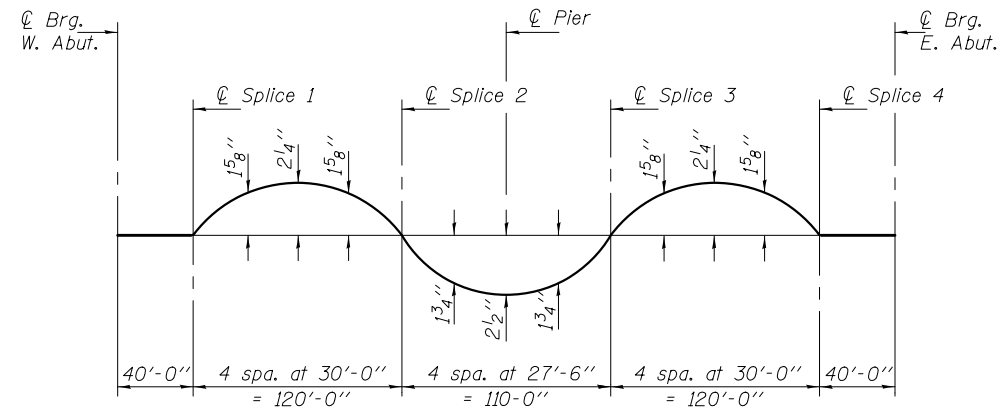
DATE -
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 101-0197 (E.B.) & 101-0198 (W.B.)

SHEET NO. 28 OF 50 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO		
CONTRACT NO. 64D19				
ILLINOIS FED. AID PROJECT				



CAMBER DIAGRAM

***TOP OF GIRDER WEB ELEVATIONS (E.B.)**

Location	℄ Brg. W. Abut.	℄ Splice 1	℄ Splice 2	℄ Brg. Pier	℄ Splice 3	℄ Splice 4	℄ Brg. E. Abut.
Girder 1	710.10	710.16	710.71	710.94	711.17	711.88	712.20
Girder 2	710.24	710.30	710.85	711.08	711.31	712.02	712.34
Girder 3	710.36	710.42	710.97	711.20	711.43	712.14	712.46
Girder 4	710.26	710.33	710.88	711.11	711.34	712.04	712.37
Girder 5	710.13	710.20	710.74	710.97	711.20	711.91	712.24
Girder 6	709.97	710.04	710.58	710.81	711.04	711.75	712.08

*For fabrication use only.

***TOP OF GIRDER WEB ELEVATIONS (W.B.)**

Location	℄ Brg. W. Abut.	℄ Splice 1	℄ Splice 2	℄ Brg. Pier	℄ Splice 3	℄ Splice 4	℄ Brg. E. Abut.
Girder 7	709.97	710.04	710.58	710.81	711.04	711.75	712.08
Girder 8	710.13	710.20	710.74	710.97	711.20	711.91	712.24
Girder 9	710.26	710.33	710.88	711.11	711.34	712.04	712.37
Girder 10	710.36	710.42	710.97	711.20	711.43	712.14	712.46
Girder 11	710.24	710.30	710.85	711.08	711.31	712.02	712.34
Girder 12	710.10	710.16	710.71	710.94	711.17	711.88	712.20

*For fabrication use only.

		0.4 Sp. 1 or 0.6 Sp. 2	Pier
I_s	(in ⁴)	184991	264204
$I_c(n)$	(in ⁴)	309073	404536
$I_c(3n)$	(in ⁴)	239549	323073
$I_c(cr)$	(in ⁴)	—	282916
S_s	(in ³)	4204	5871
$S_c(n)$	(in ³)	5006	6701
$S_c(3n)$	(in ³)	4624	6279
$S_c(cr)$	(in ³)	—	6656
DC1	(k/')	1.366	1.529
M _{DC1}	('k)	4189.2	8340.7
DC2	(k/')	0.173	0.173
M _{DC2}	('k)	541.7	1044.9
DW	(k/')	0.383	0.383
M _{DW}	('k)	1199.2	2313.2
$M\ell + IM$	('k)	3902.3	4210.0
M_u (Strength I)	('k)	14541.5	22569.2
$\phi_r M_n$	('k)	24475.9	26246.9
f_s DC1	(ksi)	12.0	17.0
f_s DC2	(ksi)	1.4	1.9
f_s DW	(ksi)	3.1	4.2
f_s ($\ell + IM$)	(ksi)	9.4	7.6
f_s (Service II)	(ksi)	28.6	33.0
$0.95R_n F_y f$	(ksi)	47.5	47.5
f_s (Total)(Strength I)	(ksi)	—	43.2
$\phi_r F_n$	(ksi)	—	50.0
V_r	(k)	68.4	65.5

	Abutments	Pier
R_{DC1}	(k) 103.7	375.1
R_{DC2}	(k) 13.7	46.9
R_{DW}	(k) 30.4	103.9
$R\ell + IM$	(k) 118.9	253.9
R_{Total}	(k) 266.7	779.8

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 (in⁴ and in³).

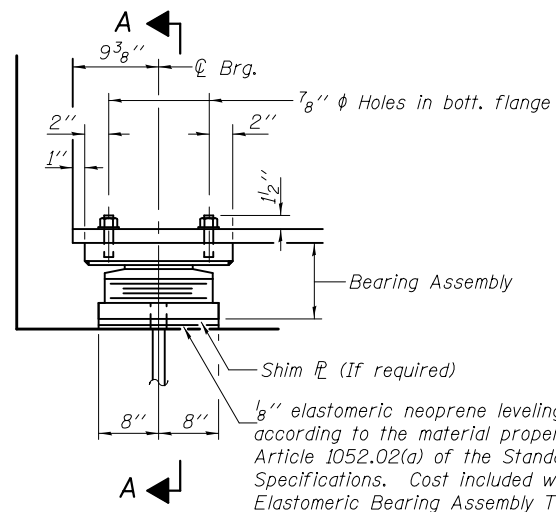
$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in⁴ and in³).

$I_c(3n), S_c(3n)$: 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 (in⁴ and in³).

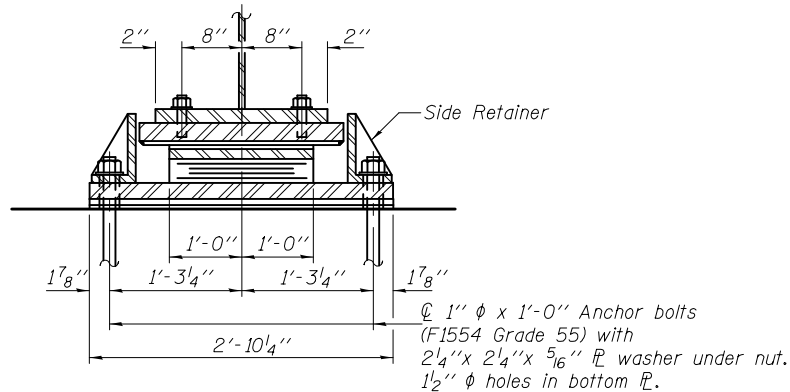
$I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in⁴ and in³).

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

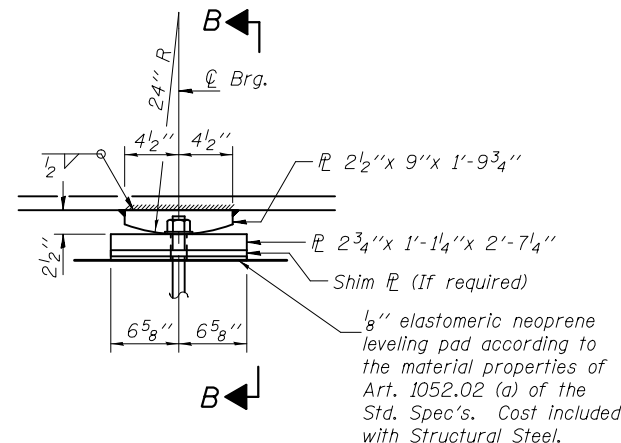
PRE-FINAL



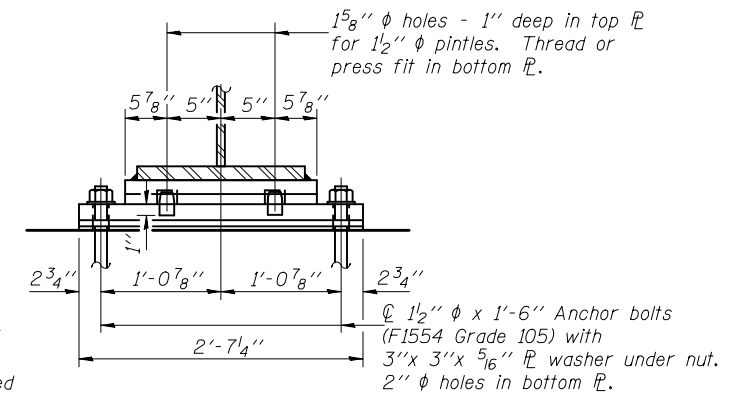
ELEVATION AT ABUT.



SECTION A-A



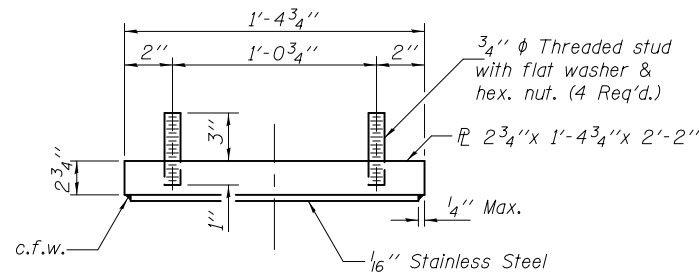
ELEVATION AT PIER



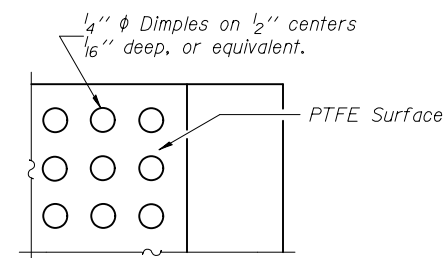
SECTION B-B

TYPE II ELASTOMERIC EXP. BRG.

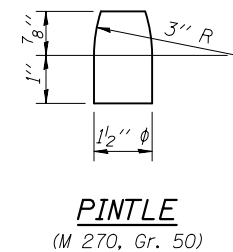
FIXED BEARING



TOP BEARING ASSEMBLY



PLAN-PTFE SURFACE



PINTLE
(M 270, Gr. 50)

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The 1/8" 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.

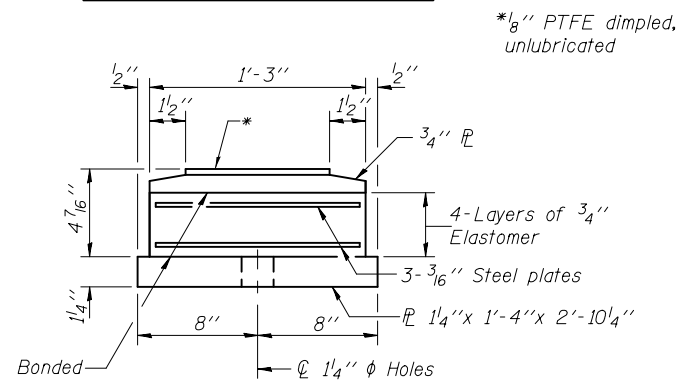
Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

The structural steel plates of the bearing assembly shall conform to the requirements of AASHTO M270 Grade 50.

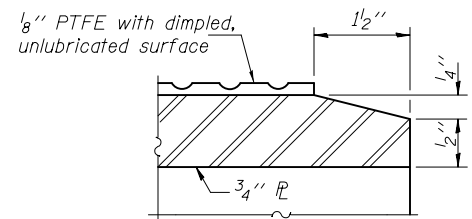
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

BILL OF MATERIAL

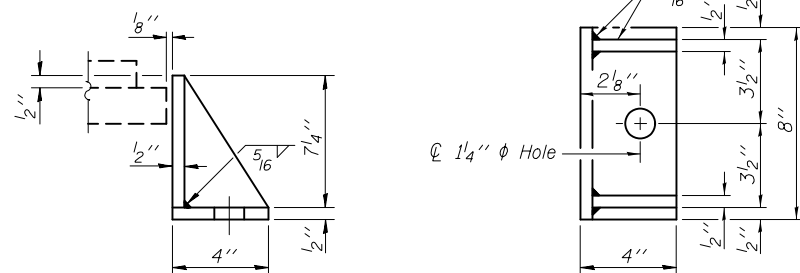
Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	24
Anchor Bolts 1"	Each	48
Anchor Bolts 1 1/2"	Each	24



BOTTOM BEARING ASSEMBLY

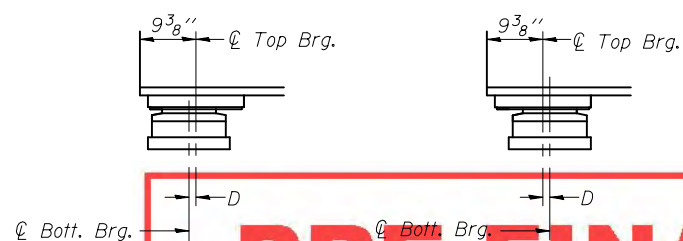


SECTION THRU PTFE



SIDE RETAINER

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



SETTING ANCHOR BOLTS AT EXP. BRG.

D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

PRE-FINAL

I-2E-2

1-27-12

DESIGNED - Nick R. Barnett
CHECKED - Frank W. Sharp
DRAWN - h.t. duong
CHECKED - NRB/FWS/GRA

EXAMINED - *Joanne F. Duff*
PASSED - *Carl Berger*
ACTING ENGINEER OF BRIDGES AND STRUCTURES

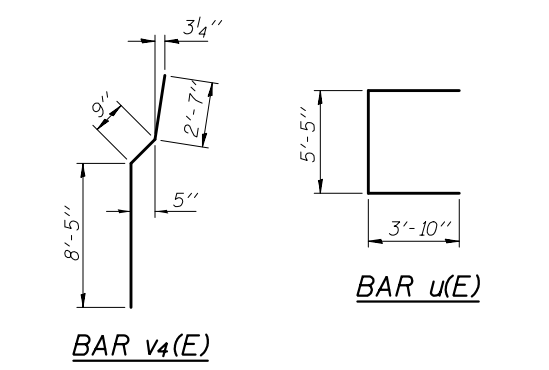
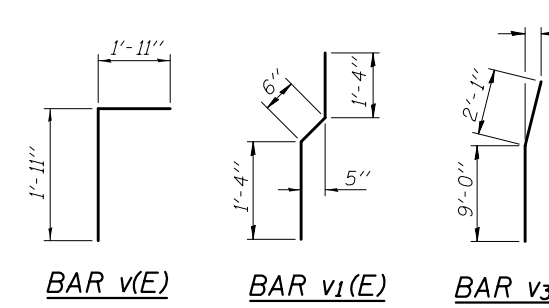
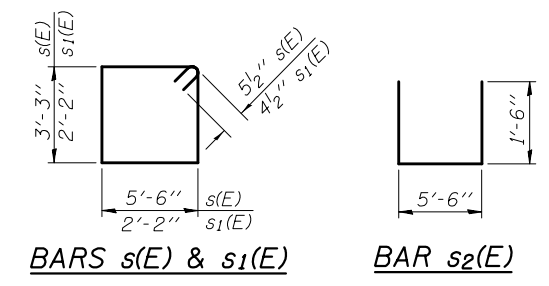
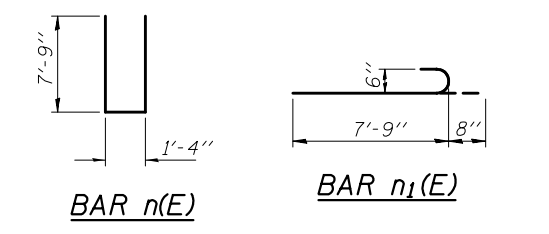
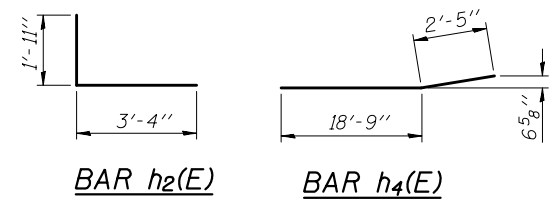
DATE -
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 101-0197 (E.B.) & 101-0198 (W.B.)

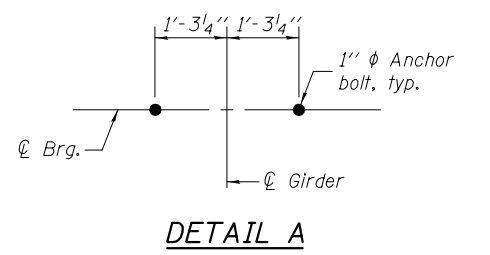
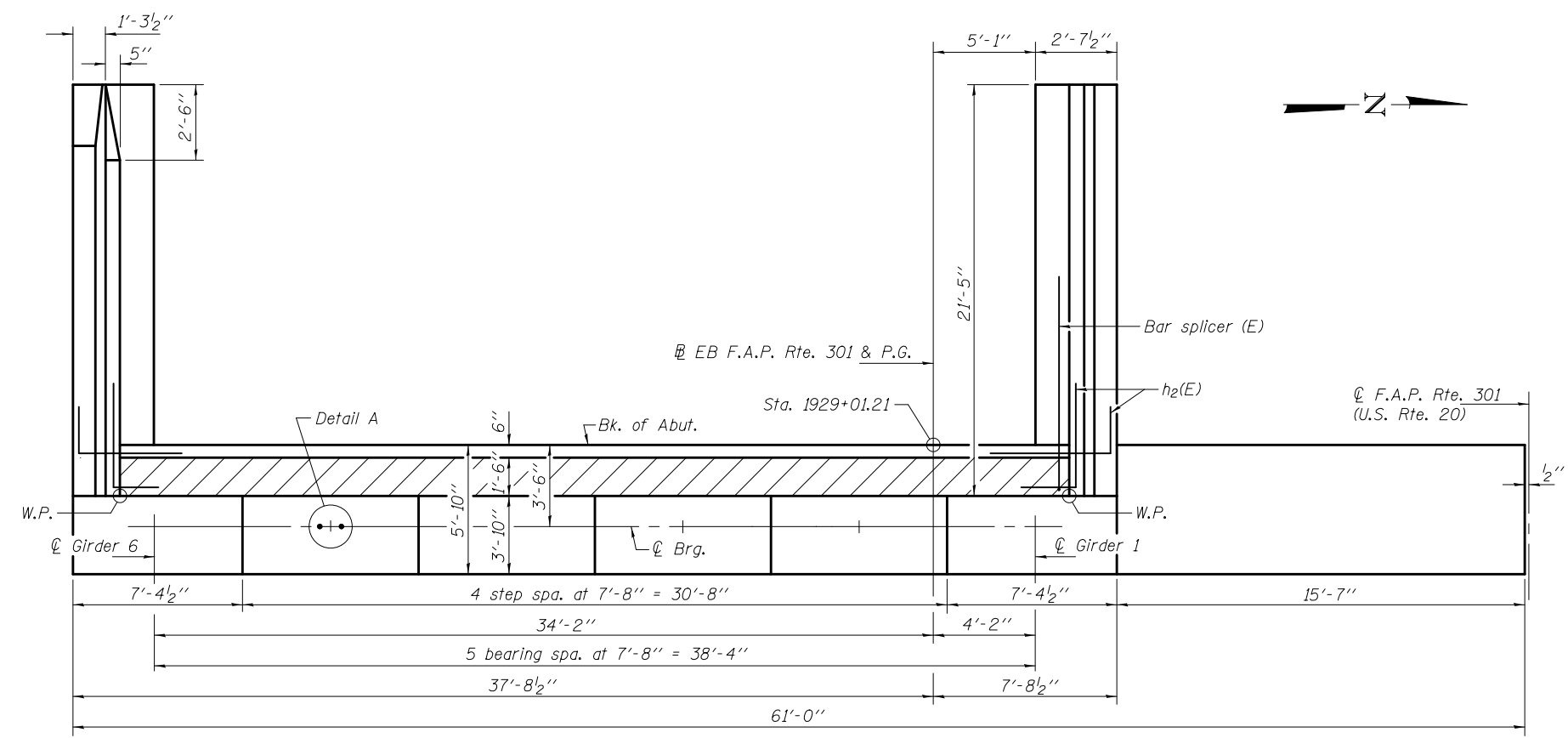
SHEET NO. 30 OF 50 SHEETS

F.A.P. RTE. 301
SECTION 3BR & 3BR-1
COUNTY WINNEBAGO
TOTAL SHEETS 50
SHEET NO. 30
CONTRACT NO. 64D19
ILLINOIS FED. AID PROJECT



PILE DATA

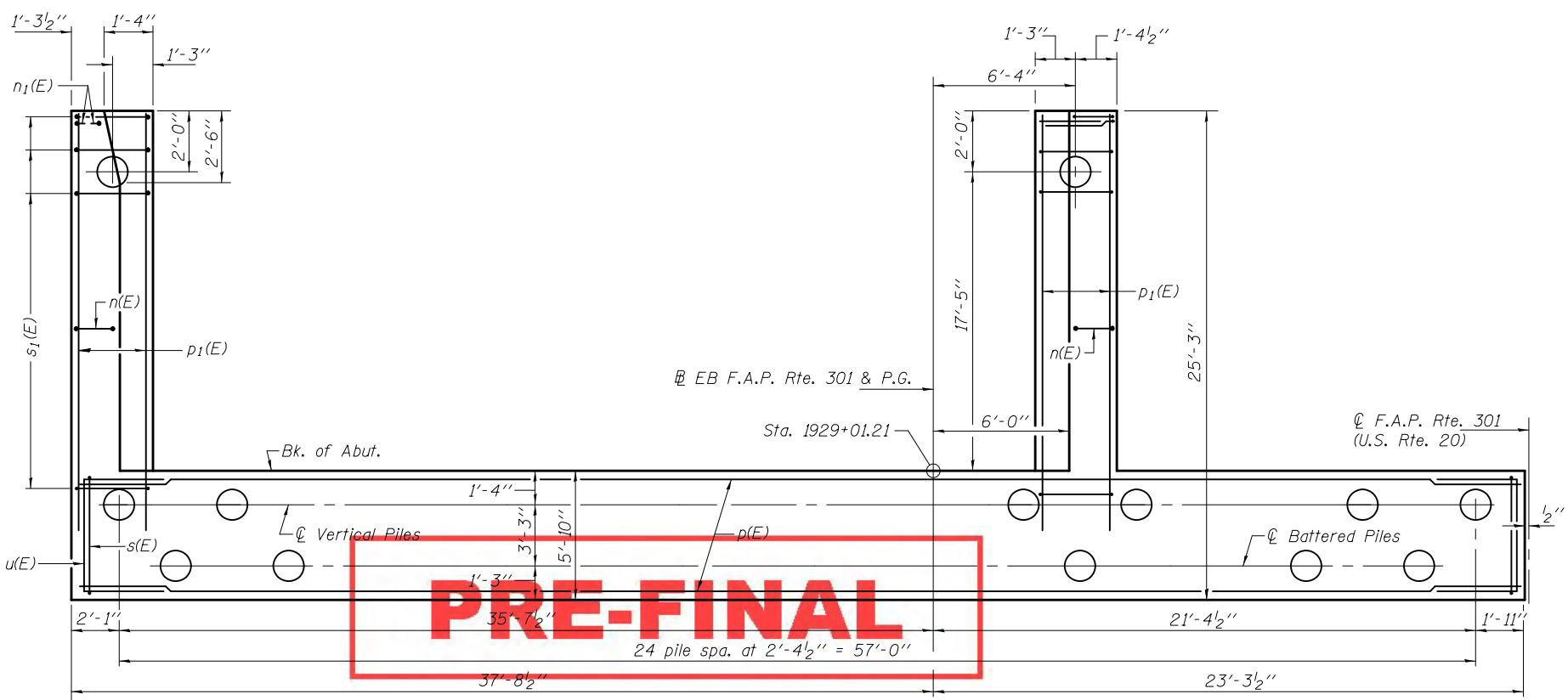
Type: Metal Shells 14"x .312" with Pile Shoes
 Nominal Required Bearing: 453 Kips
 Factored Resistance Available: 249 Kips
 Est. Length: 50'
 No. Production Piles: 26
 No. Test Piles: 1



**WEST ABUTMENT (E.B.)
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	14	#5	41'-8"	—
h ₁ (E)	5	#6	41'-8"	—
h ₂ (E)	36	#5	5'-3"	┌
h ₃ (E)	42	#4	21'-1"	—
h ₄ (E)	14	#4	21'-2"	—
h ₅ (E)	5	#5	22'-8"	—
n(E)	41	#6	16'-10"	┌
n ₁ (E)	6	#6	8'-5"	┌
p(E)	28	#7	32'-11"	—
p ₁ (E)	12	#7	23'-2"	—
s(E)	78	#5	18'-5"	┌
s ₁ (E)	42	#4	9'-5"	┌
s ₂ (E)	23	#4	8'-6"	┌
u(E)	8	#6	13'-1"	┌
v(E)	43	#5	3'-10"	┌
v ₁ (E)	43	#4	3'-2"	┌
v ₂ (E)	44	#6	11'-8"	┌
v ₃ (E)	3	#6	11'-1"	┌
v ₄ (E)	41	#6	11'-9"	┌
v ₅ (E)	43	#5	9'-2"	┌
v ₆ (E)	43	#5	10'-6"	┌
Structure Excavation		Cu. Yd.	118.1	
Concrete Structures		Cu. Yd.	114.1	
Reinforcement Bars, Epoxy Coated		Pound	10330	
Furnishing Metal Shell Piles 14"x .312"		Foot	1300	
Driving Piles		Foot	1300	
Test Pile, Metal Shells		Each	1	
Pile Shoes		Each	27	
Concrete Sealer		Sq. Ft.	1029.3	
Anchor Bolts, 1"		Each	12	

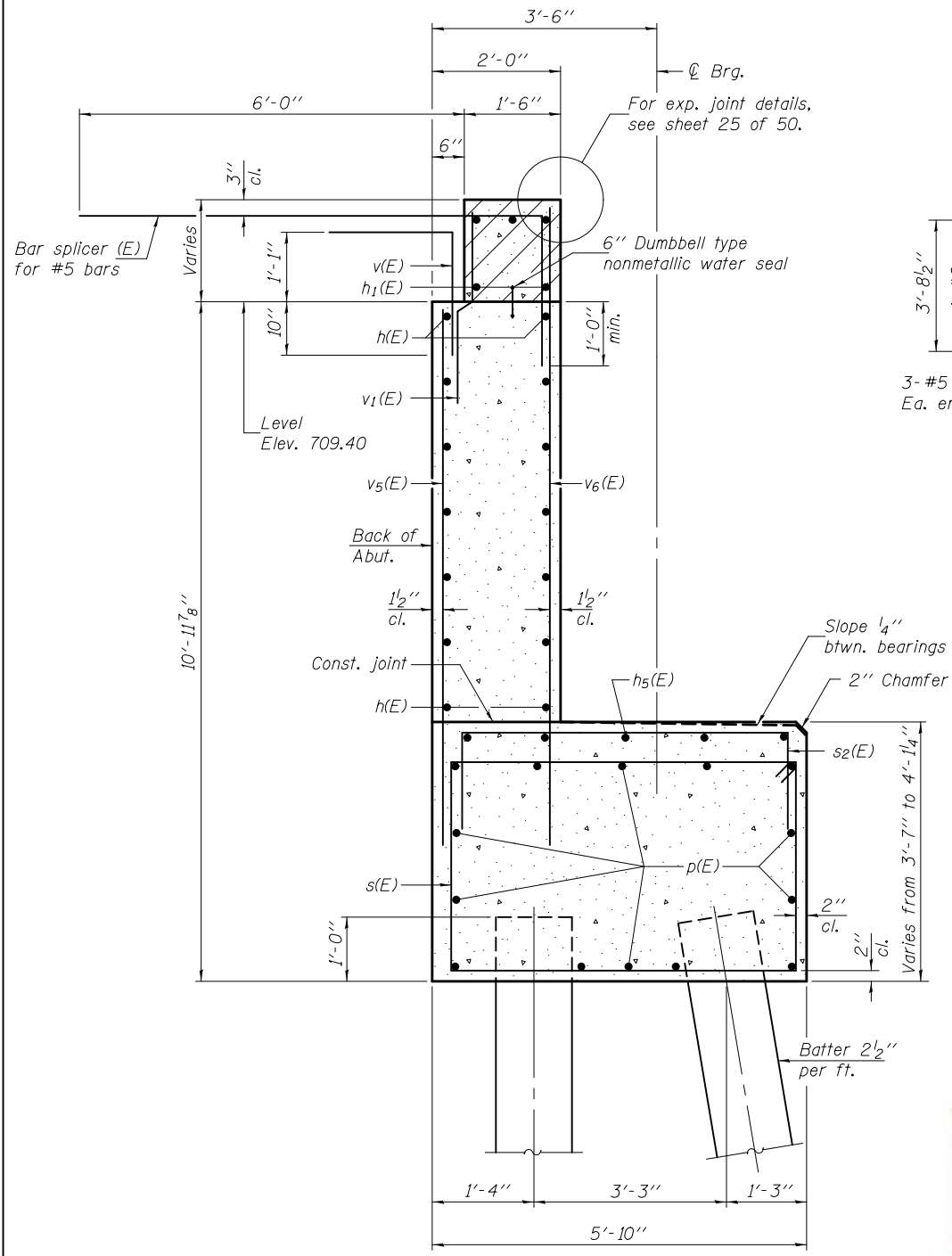
For details of piles, see sheet 45 of 50.
 See sheet 35 of 50 for reinforcement in the wingwalls.



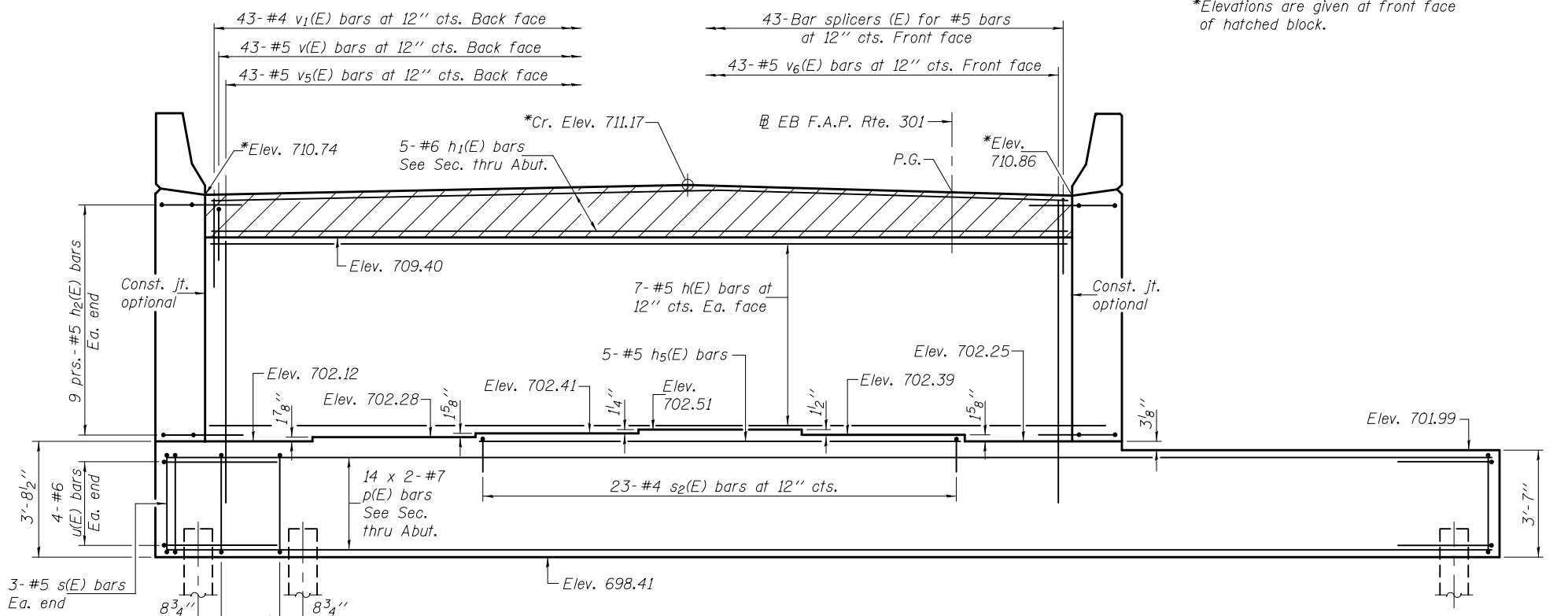
PRE-FINAL

Notes:
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 Quantity of concrete in end post included with Concrete Superstructure on sheet 31 of 50.
 See sheet 44 of 50 for additional form liner details.
 Form liner shall be placed on outside face of wingwalls as shown in the wingwall elevation shown below.
 For bar splicer details, see sheet 46 of 50.

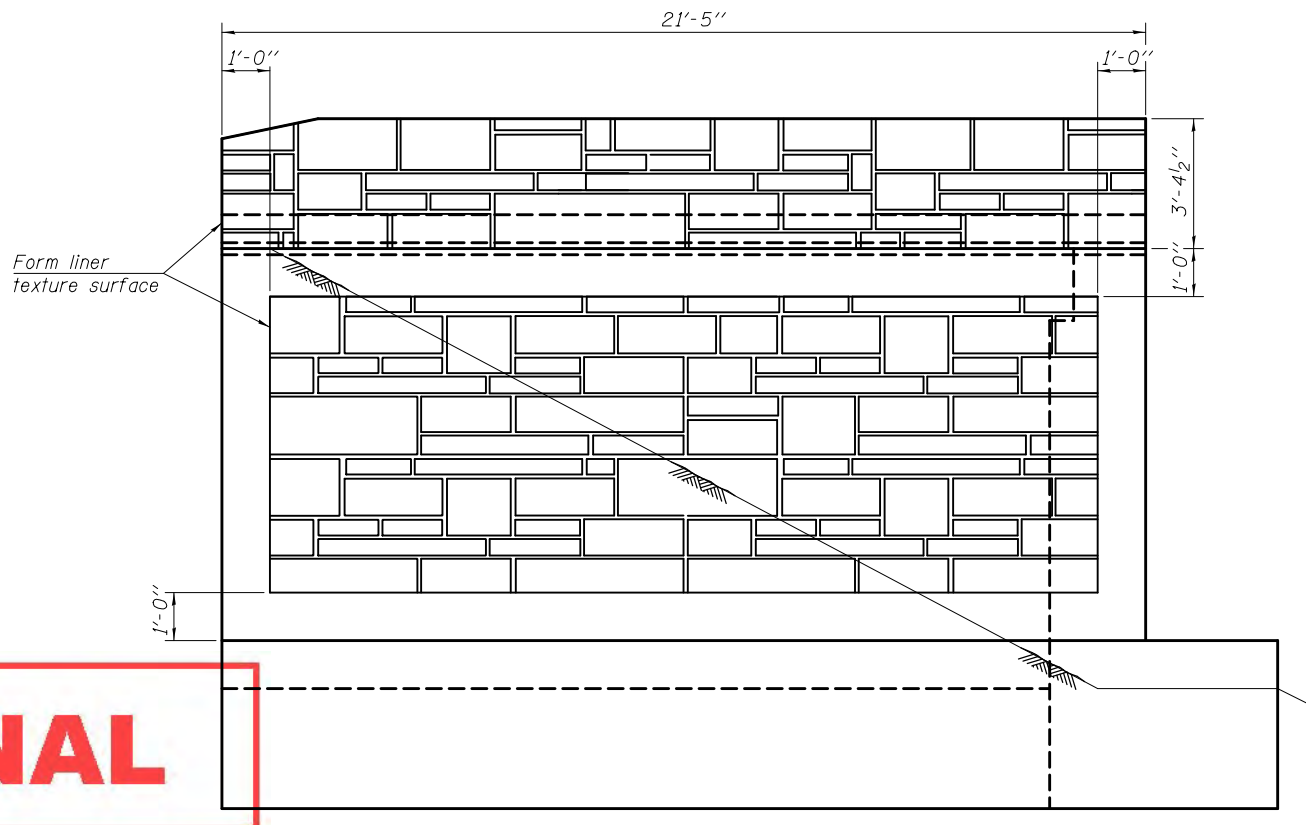
*Elevations are given at front face of hatched block.



SECTION THRU WEST ABUTMENT



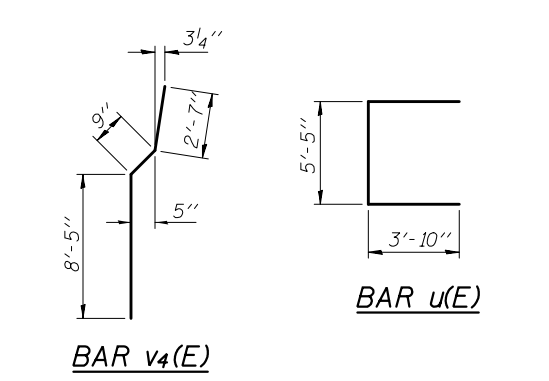
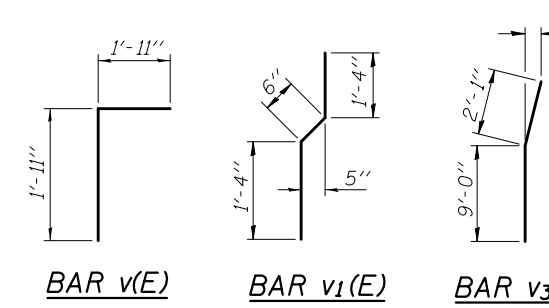
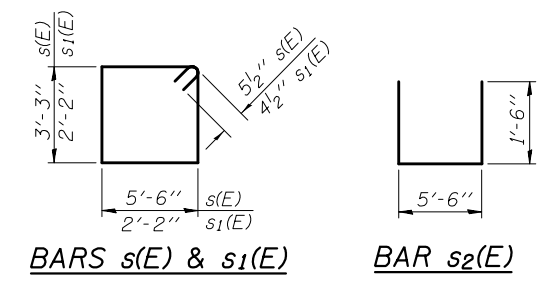
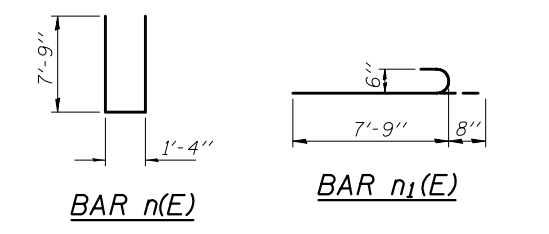
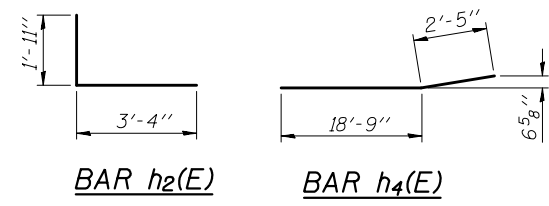
ELEVATION
(Looking West)



WINGWALL ELEVATION
(South wingwall shown, North wingwall similar).

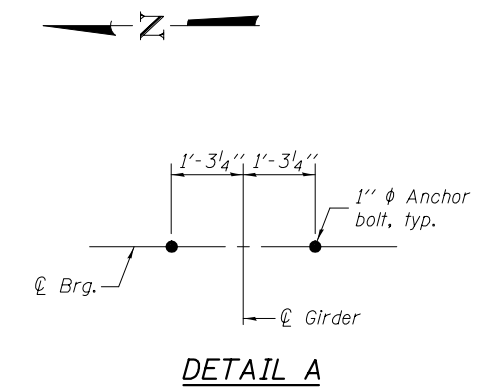
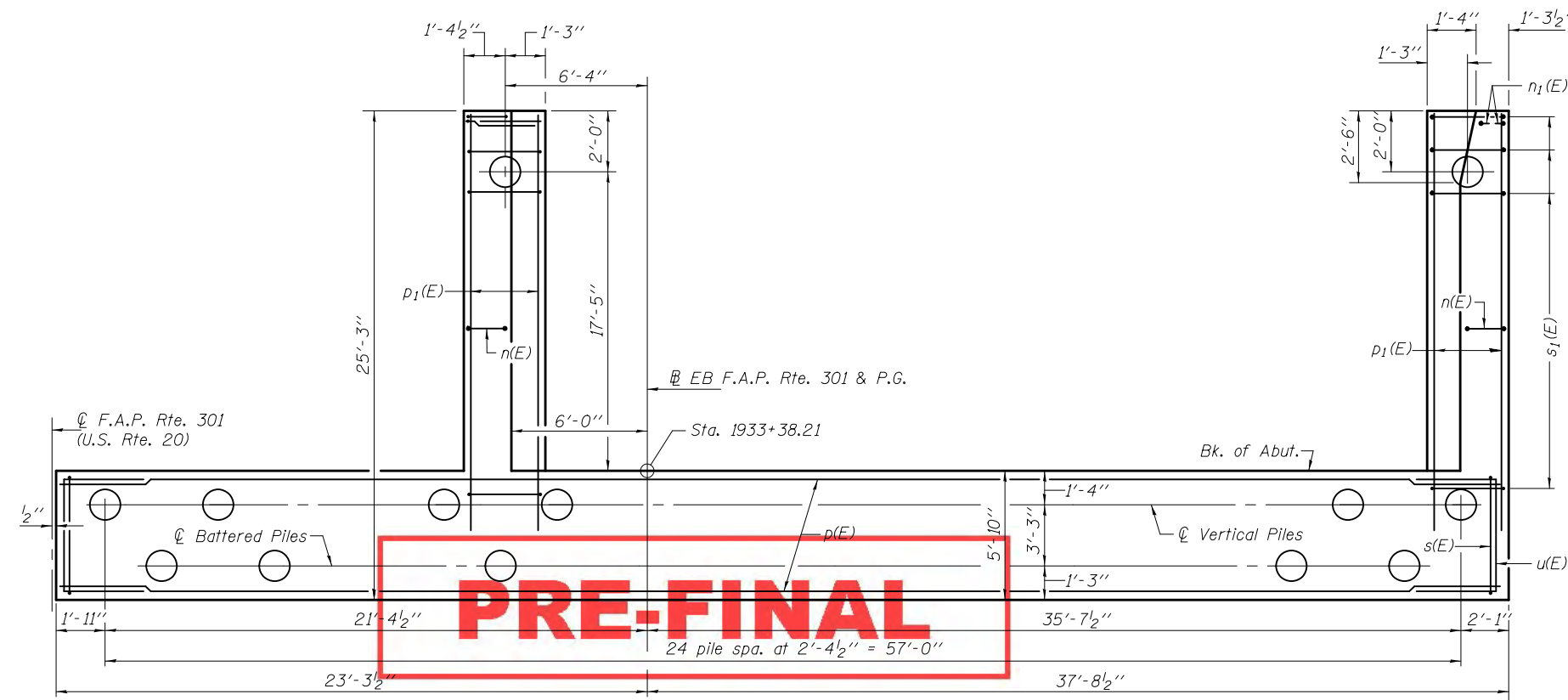
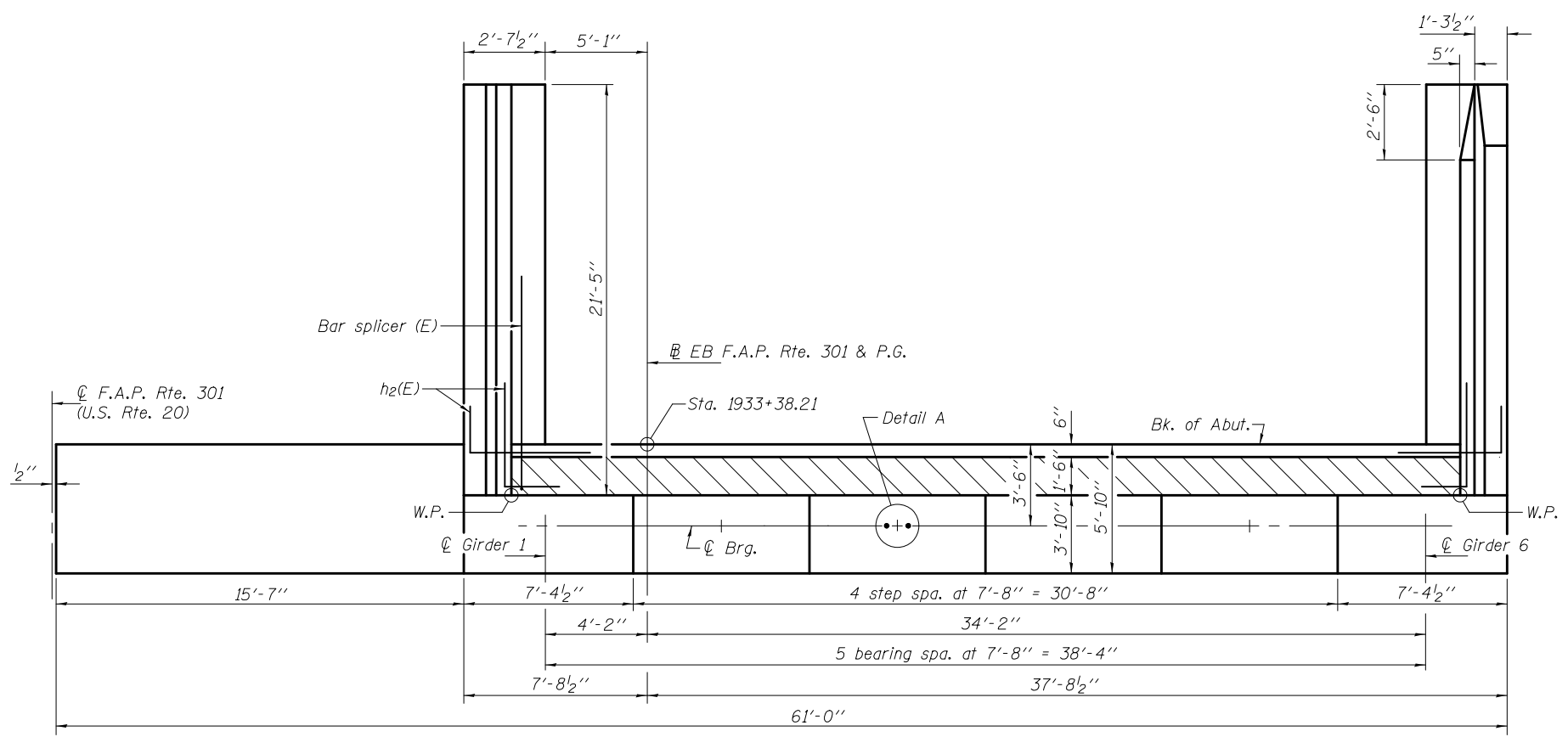
PRE-FINAL
 MIN. BAR LAP
 #7 bar = 5'-2"

DESIGNED - Nick R. Barnett	EXAMINED - <i>Jayne F. [Signature]</i>	DATE -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST ABUTMENT (E.B.) - STAGE I CONSTRUCTION STRUCTURE NO. 101-0197 (E.B.) & 101-0198 (W.B.)	F.A.P. RTE. 301	SECTION 3BR & 3BR-1	COUNTY WINNEBAGO	TOTAL SHEETS	SHEET NO.	
CHECKED - Frank W. Sharp	PASSED - <i>Carl [Signature]</i>	REVISED			CONTRACT NO. 64D19					
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			SHEET NO. 32 OF 50 SHEETS					
CHECKED - NRB/FWS/GRA										



PILE DATA

Type: Metal Shells 14"x .312" with Pile Shoes
 Nominal Required Bearing: 452 Kips
 Factored Resistance Available: 249 Kips
 Est. Length: 56'
 No. Production Piles: 26
 No. Test Piles: 1



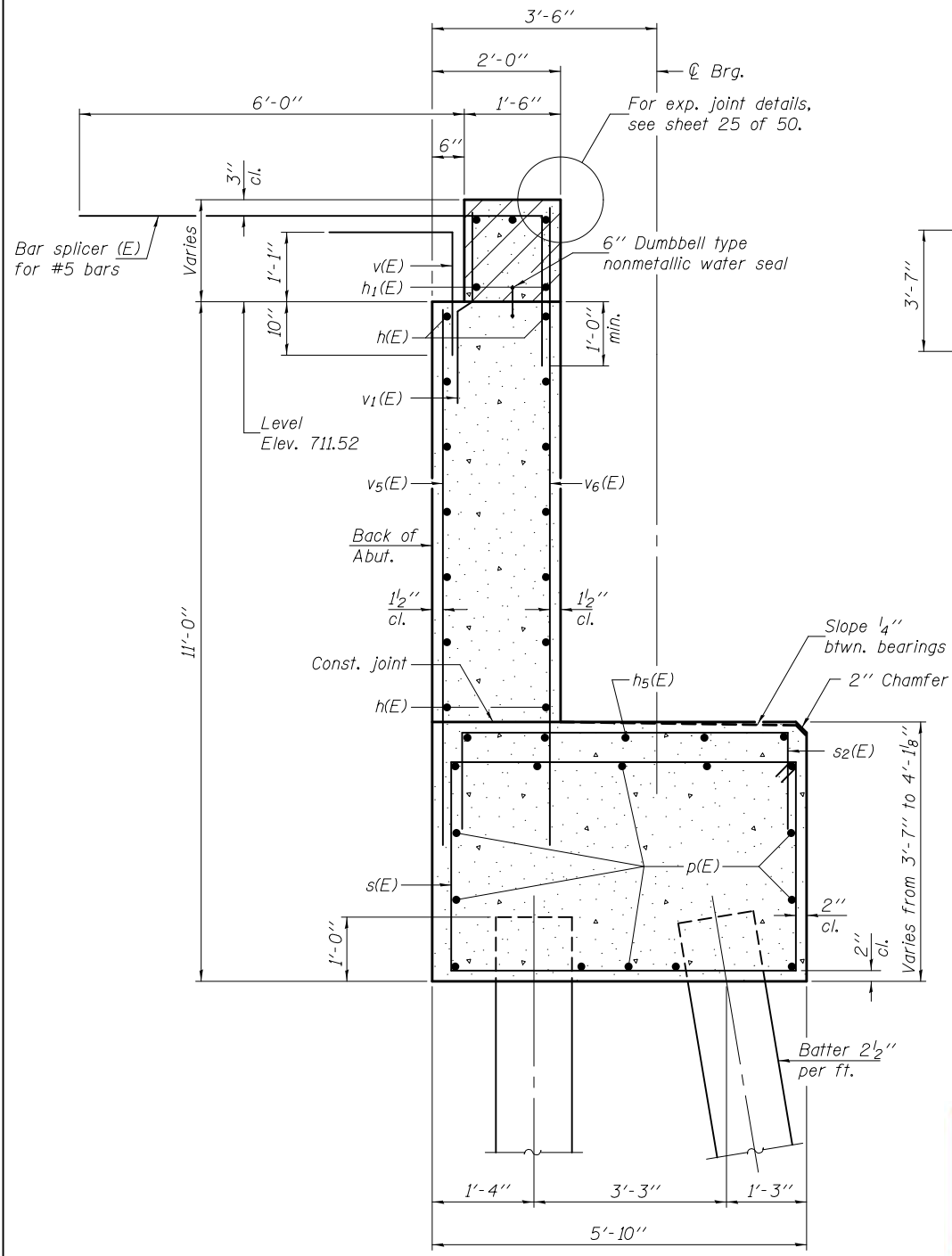
**EAST ABUTMENT (E.B.)
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	14	#5	41'-8"	—
h ₁ (E)	5	#6	41'-8"	—
h ₂ (E)	36	#5	5'-3"	┌
h ₃ (E)	42	#4	21'-1"	—
h ₄ (E)	14	#4	21'-2"	—
h ₅ (E)	5	#5	22'-8"	—
n(E)	41	#6	16'-10"	┌
n ₁ (E)	6	#6	8'-5"	┌
p(E)	28	#7	32'-11"	—
p ₁ (E)	12	#7	23'-2"	—
s(E)	78	#5	18'-5"	┌
s ₁ (E)	42	#4	9'-5"	┌
s ₂ (E)	23	#4	8'-6"	┌
u(E)	8	#6	13'-1"	┌
v(E)	43	#5	3'-10"	┌
v ₁ (E)	43	#4	3'-2"	┌
v ₂ (E)	44	#6	11'-8"	—
v ₃ (E)	3	#6	11'-1"	—
v ₄ (E)	41	#6	11'-9"	┌
v ₅ (E)	43	#5	9'-2"	—
v ₆ (E)	43	#5	10'-6"	—
Structure Excavation		Cu. Yd.	118.0	
Concrete Structures		Cu. Yd.	113.8	
Reinforcement Bars, Epoxy Coated		Pound	10330	
Furnishing Metal Shell Piles 14"x .312"		Foot	1456	
Driving Piles		Foot	1456	
Test Pile, Metal Shells		Each	1	
Pile Shoes		Each	27	
Concrete Sealer		Sq. Ft.	1029.3	
Anchor Bolts, 1"		Each	12	

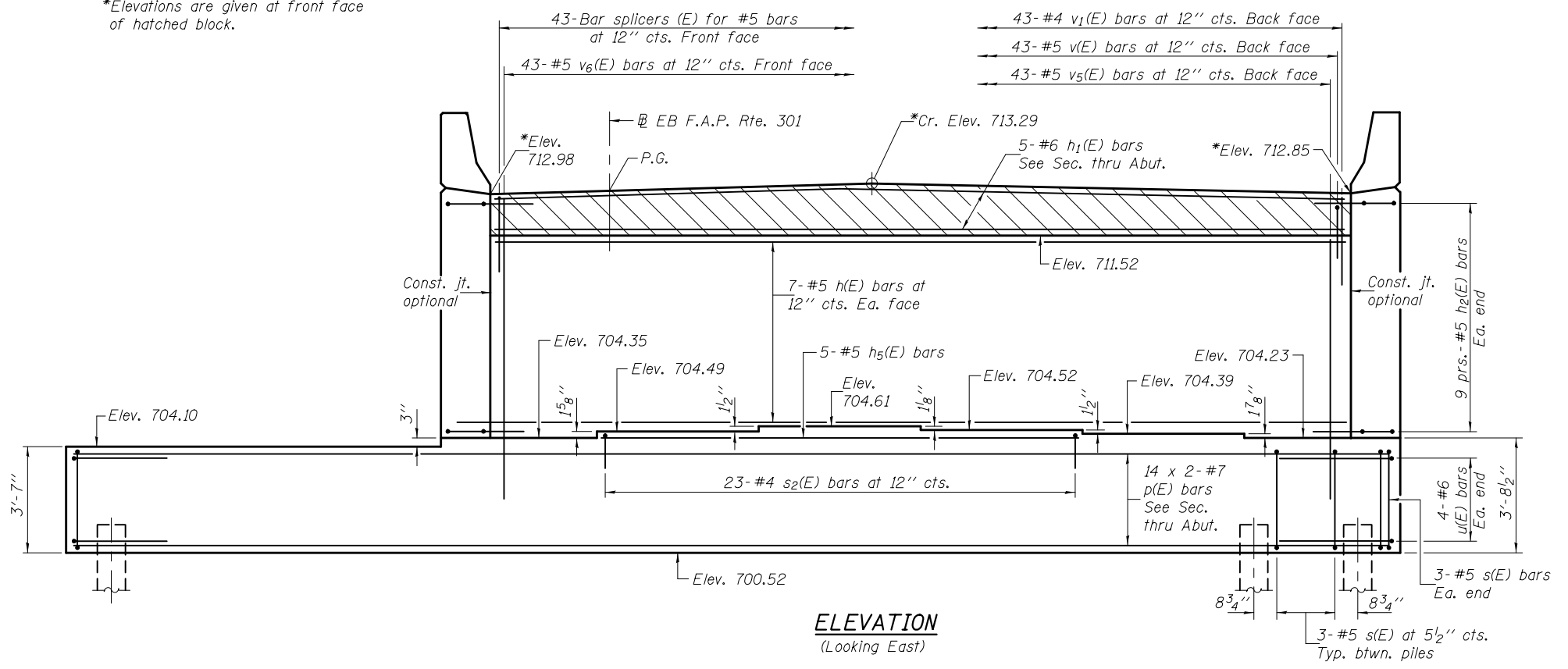
For details of piles, see sheet 45 of 50.
 See sheet 35 of 50 for reinforcement in the wingwalls.

Notes:
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 Quantity of concrete in end post included with Concrete Superstructure on sheet 31 of 50.
 See sheet 44 of 50 for additional form liner details.
 Form liner shall be placed on outside face of wingwalls as shown in the wingwall elevation shown below.
 For bar splicer details, see sheet 46 of 50.

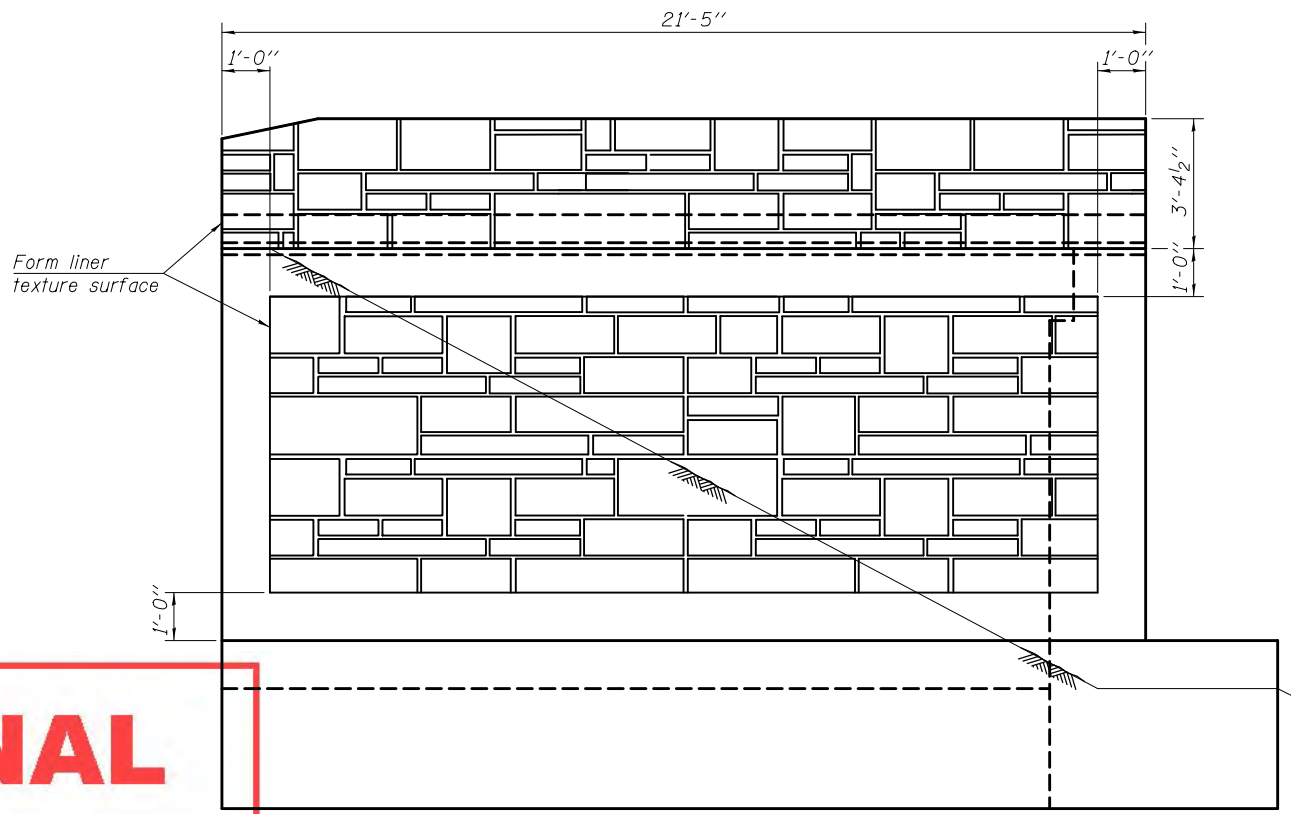
*Elevations are given at front face of hatched block.



SECTION THRU EAST ABUTMENT



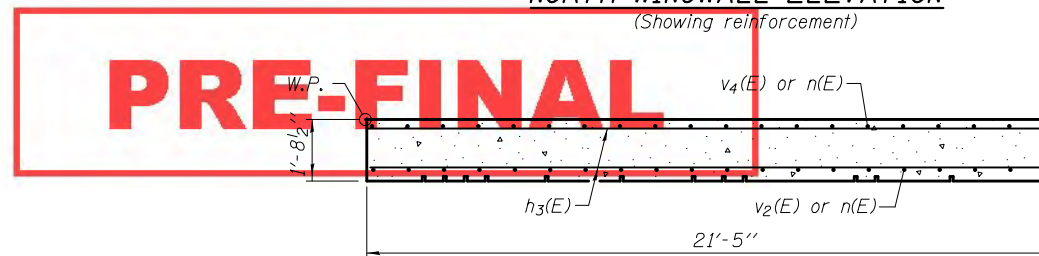
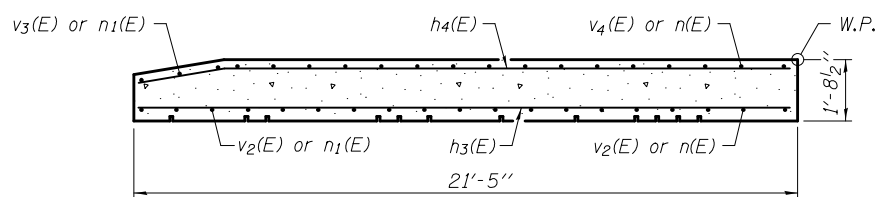
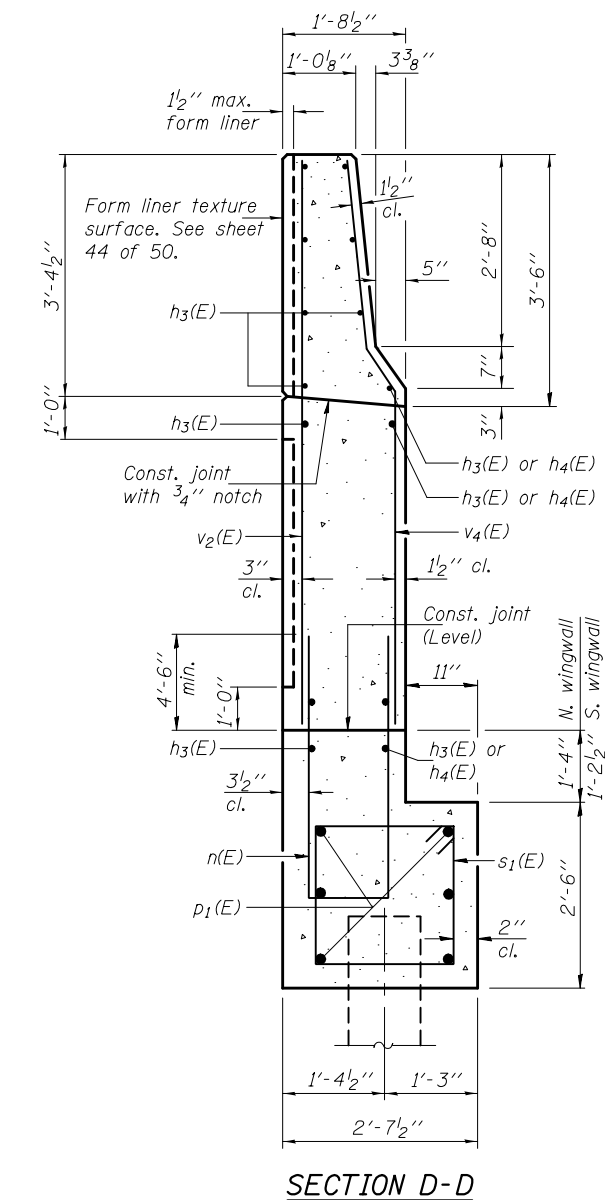
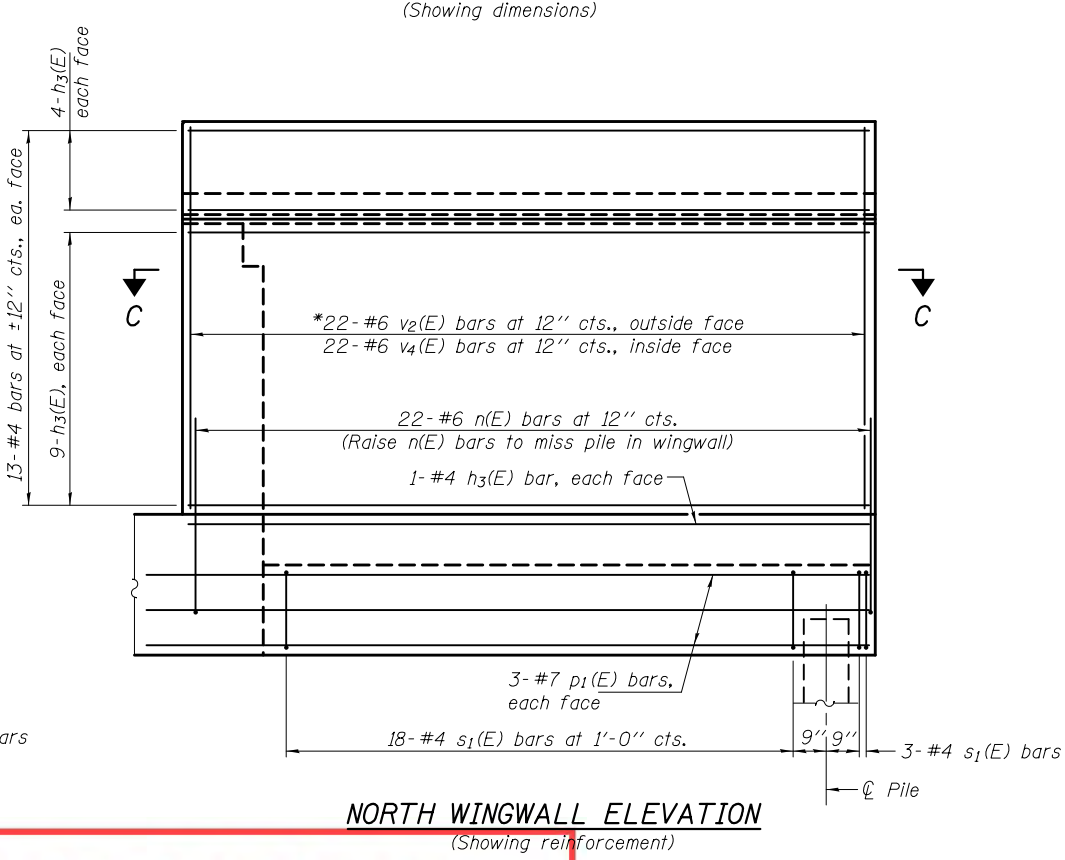
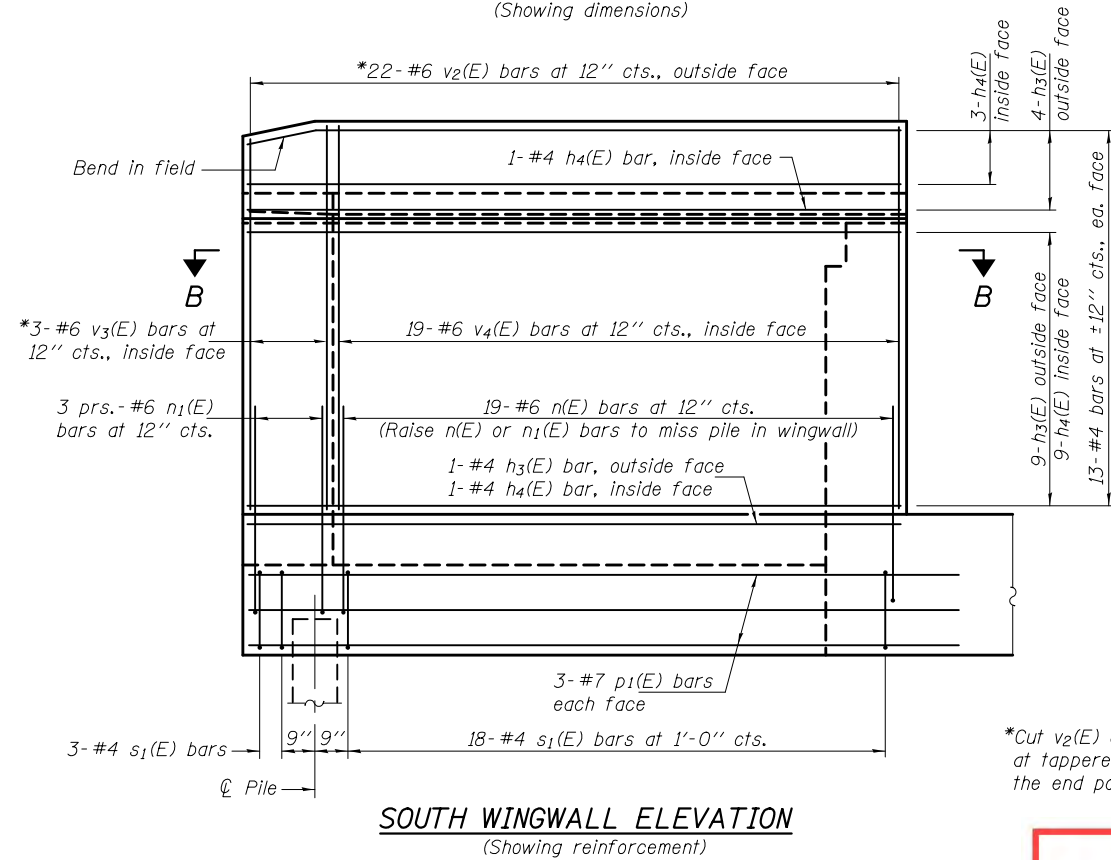
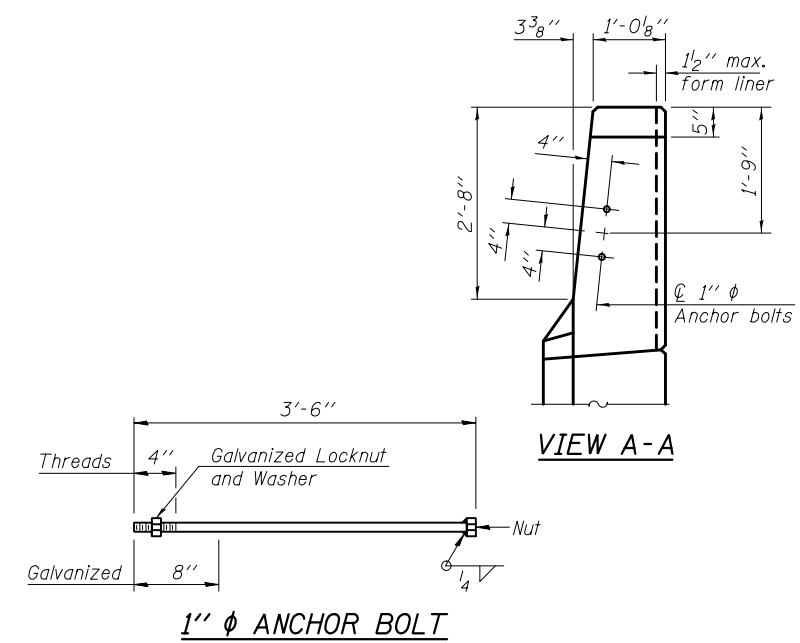
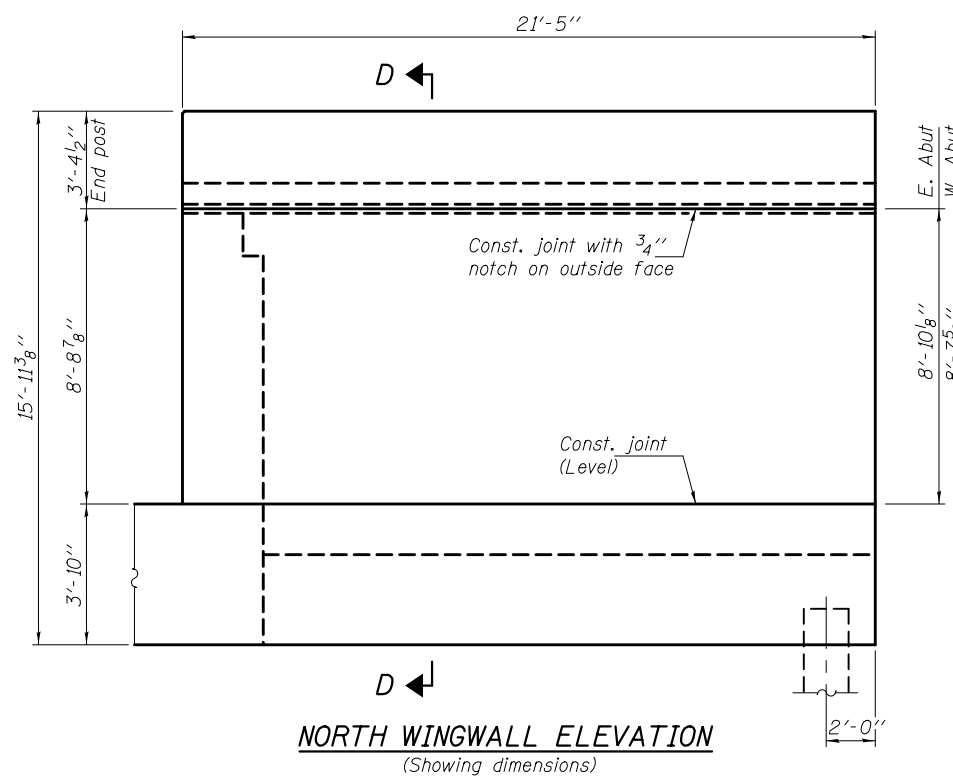
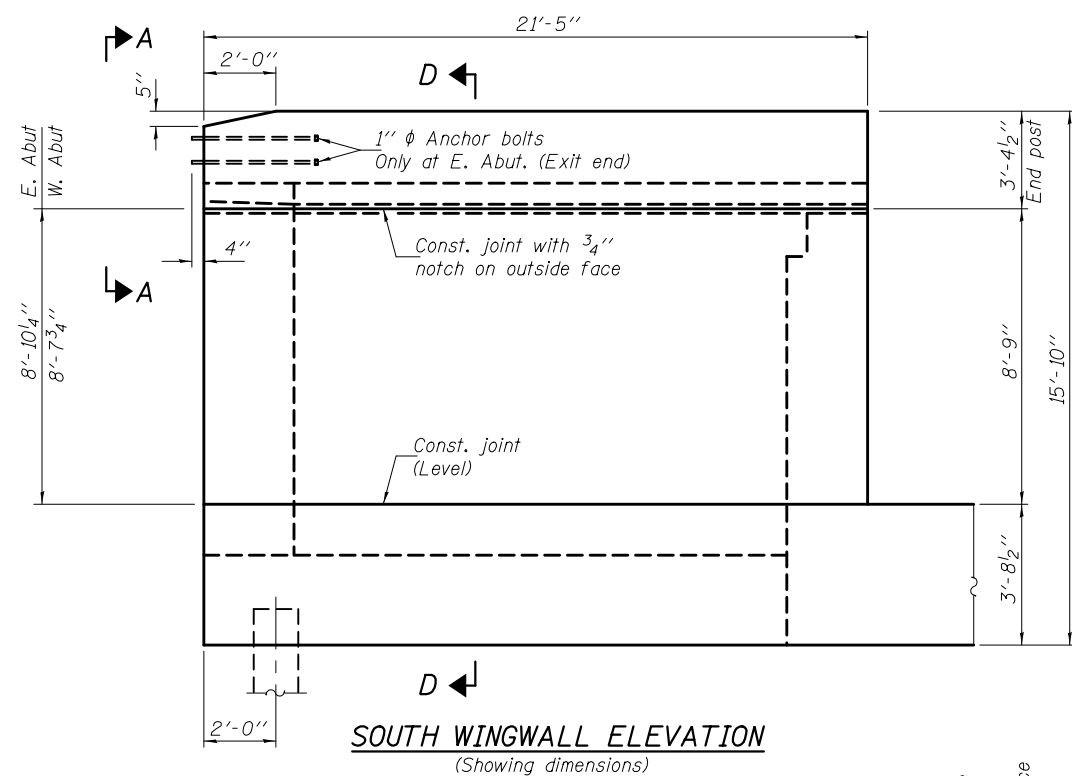
ELEVATION (Looking East)



WINGWALL ELEVATION (North wingwall shown, South wingwall similar).

PRE-FINAL
 MIN. BAR LAP
 #7 bar = 5'-2"

DESIGNED - Nick R. Barnett	EXAMINED - <i>Joanne F. [Signature]</i>	DATE -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EAST ABUTMENT (E.B.) - STAGE I CONSTRUCTION STRUCTURE NO. 101-0197 (E.B.) & 101-0198 (W.B.)	F.A.P. RTE. 301	SECTION 3BR & 3BR-1	COUNTY WINNEBAGO	TOTAL SHEETS	SHEET NO.
CHECKED - Frank W. Sharp	PASSED - <i>Carl [Signature]</i>	REVISED							
DRAWN - h.t. duong		REVISED							
CHECKED - NRB/FWS/GRA									



PRE-FINAL

DESIGNED - Nick R. Barnett
CHECKED - Frank W. Sharp
DRAWN - h.t. duong
CHECKED - NRB/FWS/GRA

EXAMINED - *Joanne F. [Signature]*
PASSED - *Carl [Signature]*
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE -
REVISED
REVISED

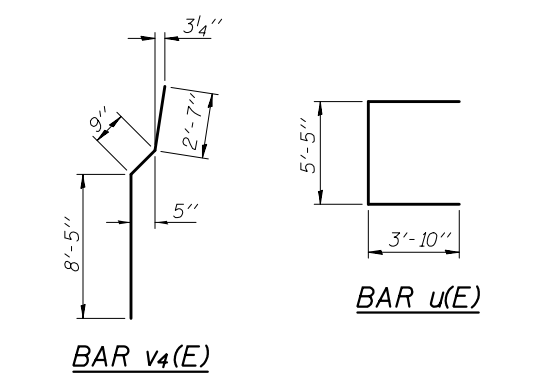
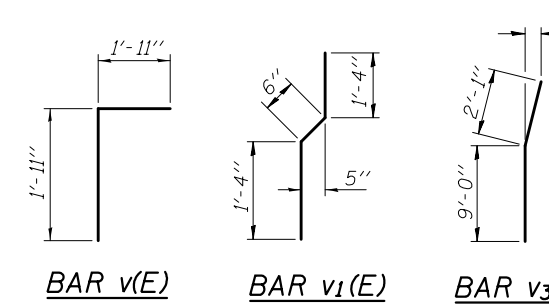
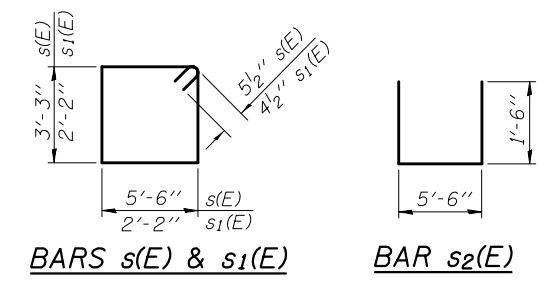
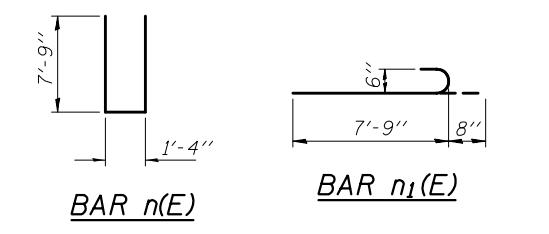
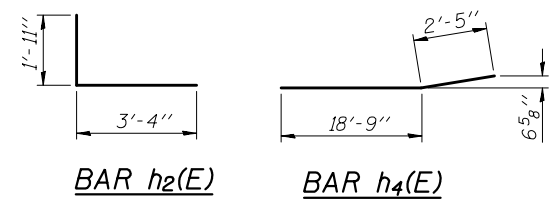
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS (E.B.) - STAGE I CONSTRUCTION
STRUCTURE NO. 101-0197 (E.B.) & 101-0198 (W.B.)

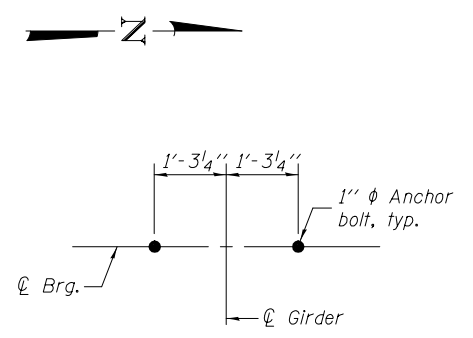
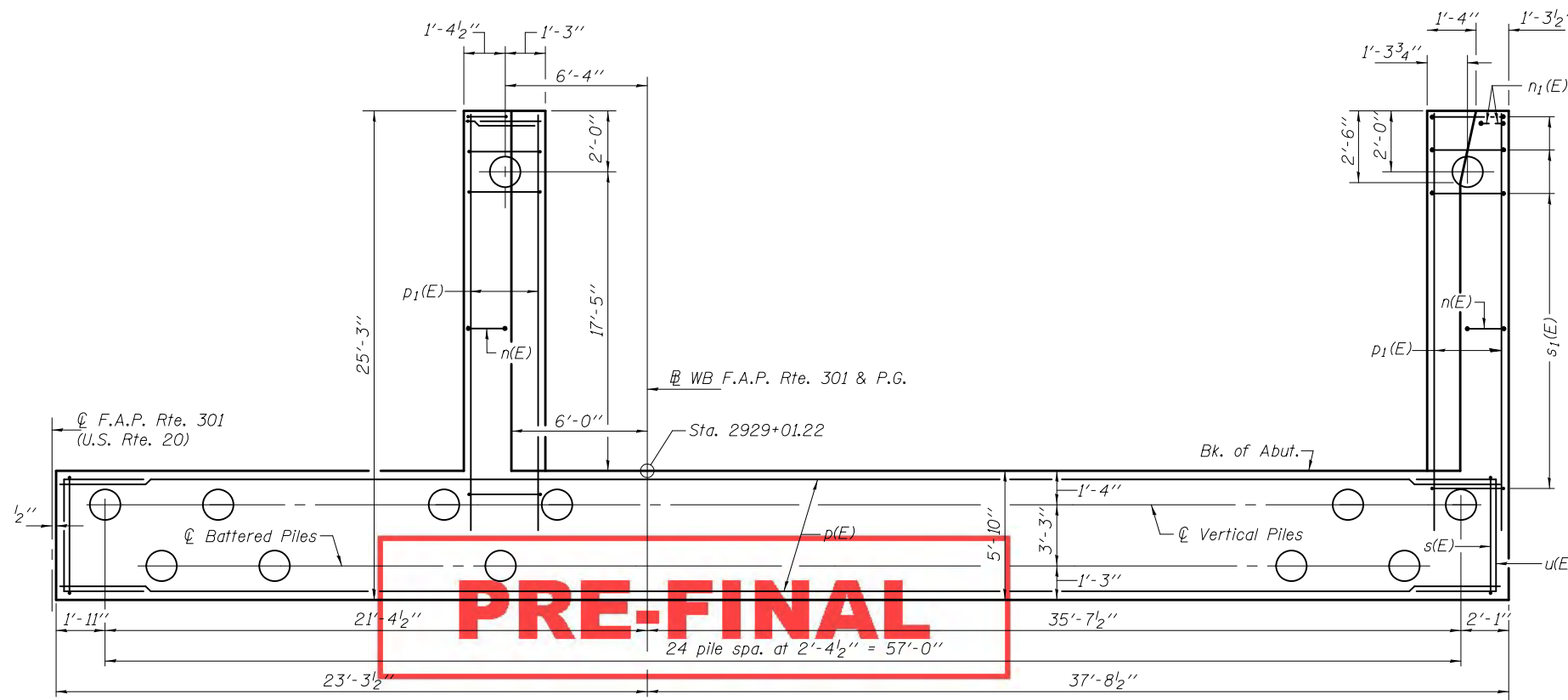
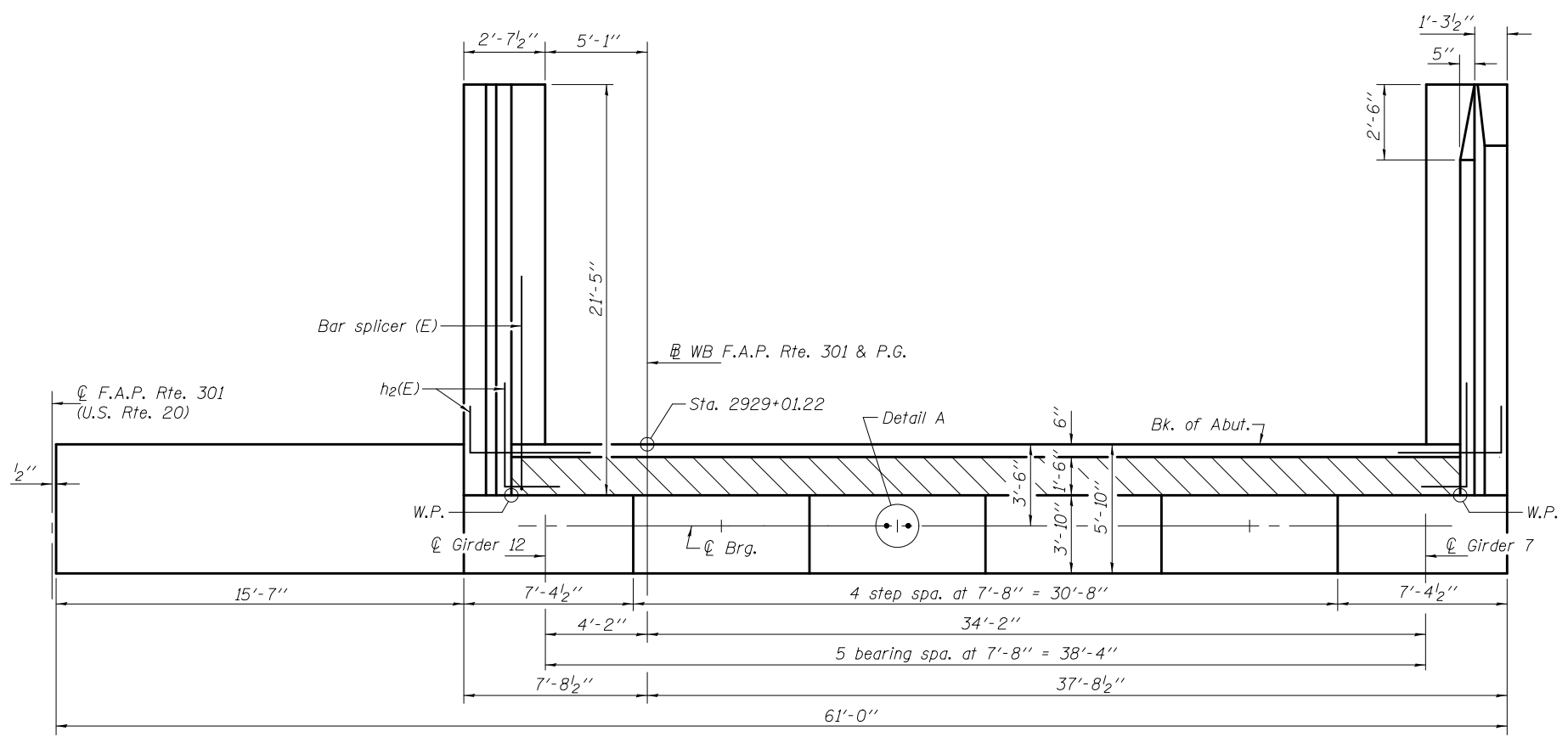
SHEET NO. 35 OF 50 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO		
CONTRACT NO. 64D19				

ILLINOIS FED. AID PROJECT



PILE DATA
 Type: Metal Shells 14"x .312" with Pile Shoes
 Nominal Required Bearing: 453 Kips
 Factored Resistance Available: 249 Kips
 Est. Length: 50'
 No. Production Piles: 26
 No. Test Piles: 1



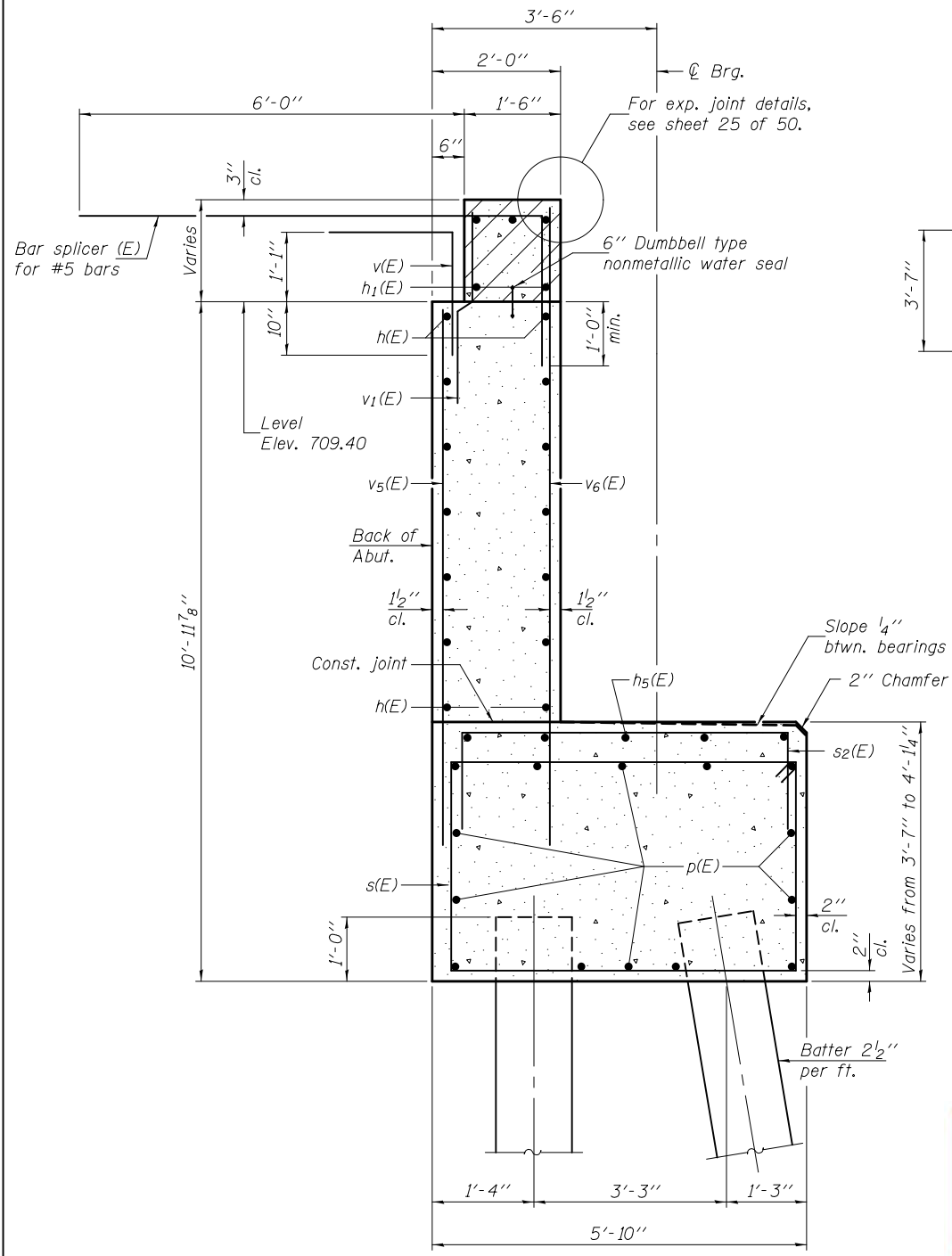
**WEST ABUTMENT (W.B.)
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	14	#5	41'-8"	—
h ₁ (E)	5	#6	41'-8"	—
h ₂ (E)	36	#5	5'-3"	—
h ₃ (E)	42	#4	21'-1"	—
h ₄ (E)	14	#4	21'-2"	—
h ₅ (E)	5	#5	22'-8"	—
n(E)	41	#6	16'-10"	—
n ₁ (E)	6	#6	8'-5"	—
p(E)	28	#7	32'-11"	—
p ₁ (E)	12	#7	23'-2"	—
s(E)	78	#5	18'-5"	—
s ₁ (E)	42	#4	9'-5"	—
s ₂ (E)	23	#4	8'-6"	—
u(E)	8	#6	13'-1"	—
v(E)	43	#5	3'-10"	—
v ₁ (E)	43	#4	3'-2"	—
v ₂ (E)	44	#6	11'-8"	—
v ₃ (E)	3	#6	11'-1"	—
v ₄ (E)	41	#6	11'-9"	—
v ₅ (E)	43	#5	9'-2"	—
v ₆ (E)	43	#5	10'-6"	—
Structure Excavation Cu. Yd. 118.1				
Concrete Structures Cu. Yd. 113.1				
Reinforcement Bars, Epoxy Coated Pound 10330				
Furnishing Metal Shell Piles 14"x .312" Foot 1300				
Driving Piles Foot 1300				
Test Pile, Metal Shells Each 1				
Pile Shoes Each 27				
Concrete Sealer Sq. Ft. 1029.3				
Anchor Bolts, 1" Each 12				

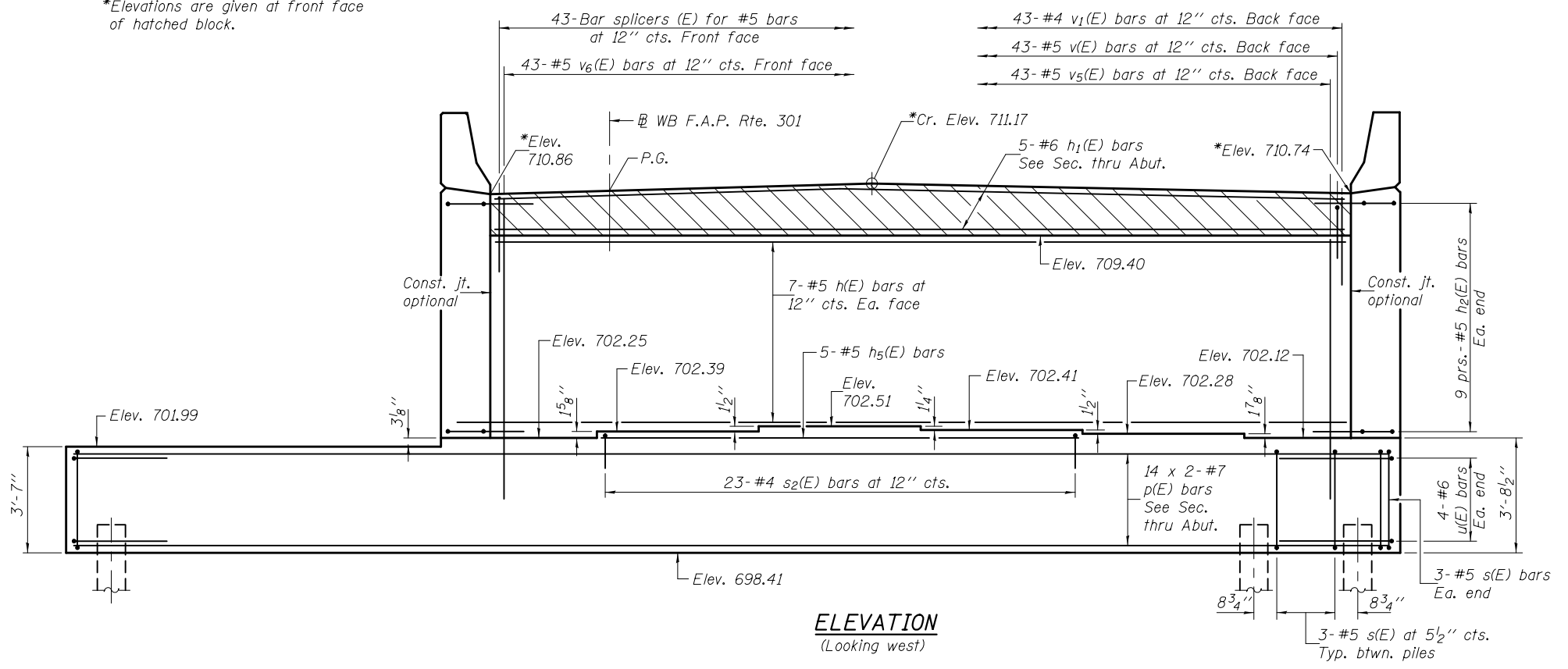
For details of piles, see sheet 45 of 50.
 See sheet 40 of 50 for reinforcement in the wingwalls.

Notes:
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 Quantity of concrete in end post included with Concrete Superstructure on sheet 31 of 50.
 See sheet 44 of 50 for additional form liner details.
 Form liner shall be placed on outside face of wingwalls as shown in the wingwall elevation shown below.
 For bar splicer details, see sheet 46 of 50.

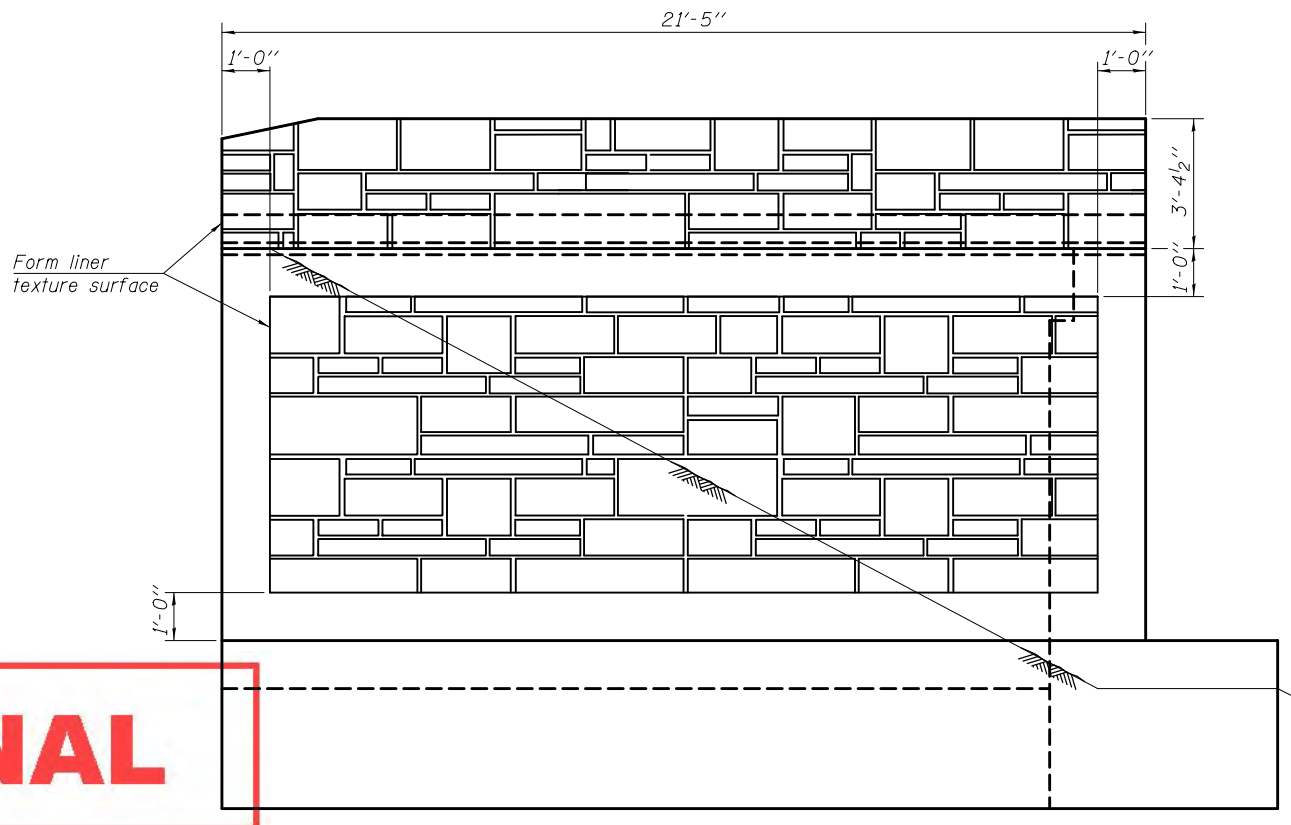
*Elevations are given at front face of hatched block.



SECTION THRU WEST ABUTMENT



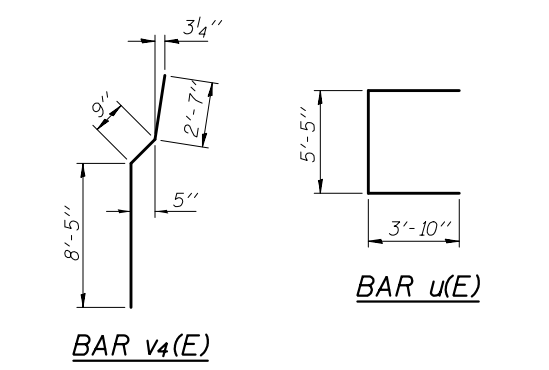
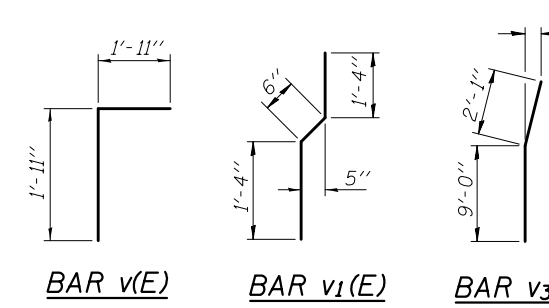
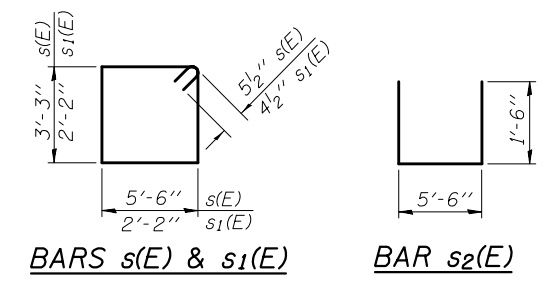
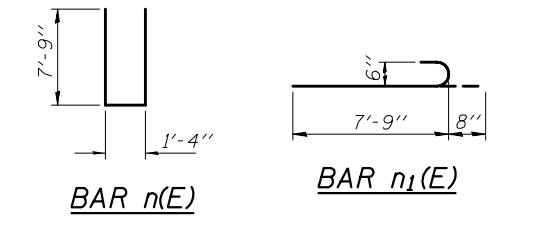
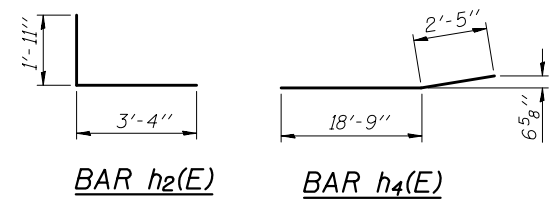
ELEVATION
(Looking west)



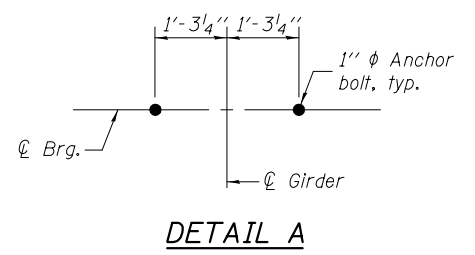
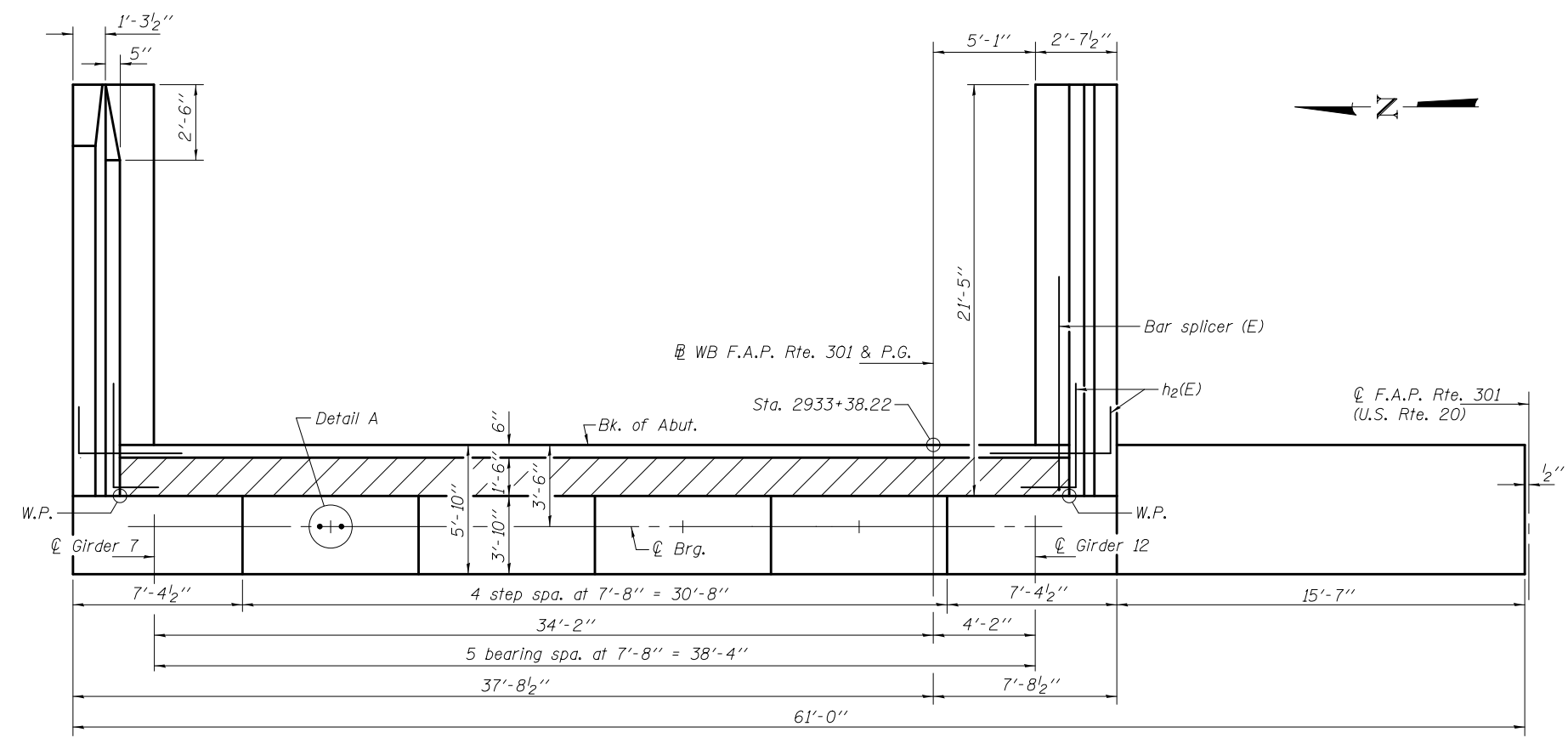
WINGWALL ELEVATION
(South wingwall shown, North wingwall similar).

PRE-FINAL
 MIN. BAR LAP
 #7 bar = 5'-2"

DESIGNED - Nick R. Barnett	EXAMINED - <i>Joanne F. [Signature]</i>	DATE -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST ABUTMENT (W.B.) - STAGE II CONSTRUCTION STRUCTURE NO. 101-0197 (E.B.) & 101-0198 (W.B.)	F.A.P. RTE. 301	SECTION 3BR & 3BR-1	COUNTY WINNEBAGO	TOTAL SHEETS	SHEET NO.	
CHECKED - Frank W. Sharp	PASSED - <i>Carl [Signature]</i>	REVISED			CONTRACT NO. 64D19					
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			SHEET NO. 37 OF 50 SHEETS					
CHECKED - NRB/FWS/GRA										

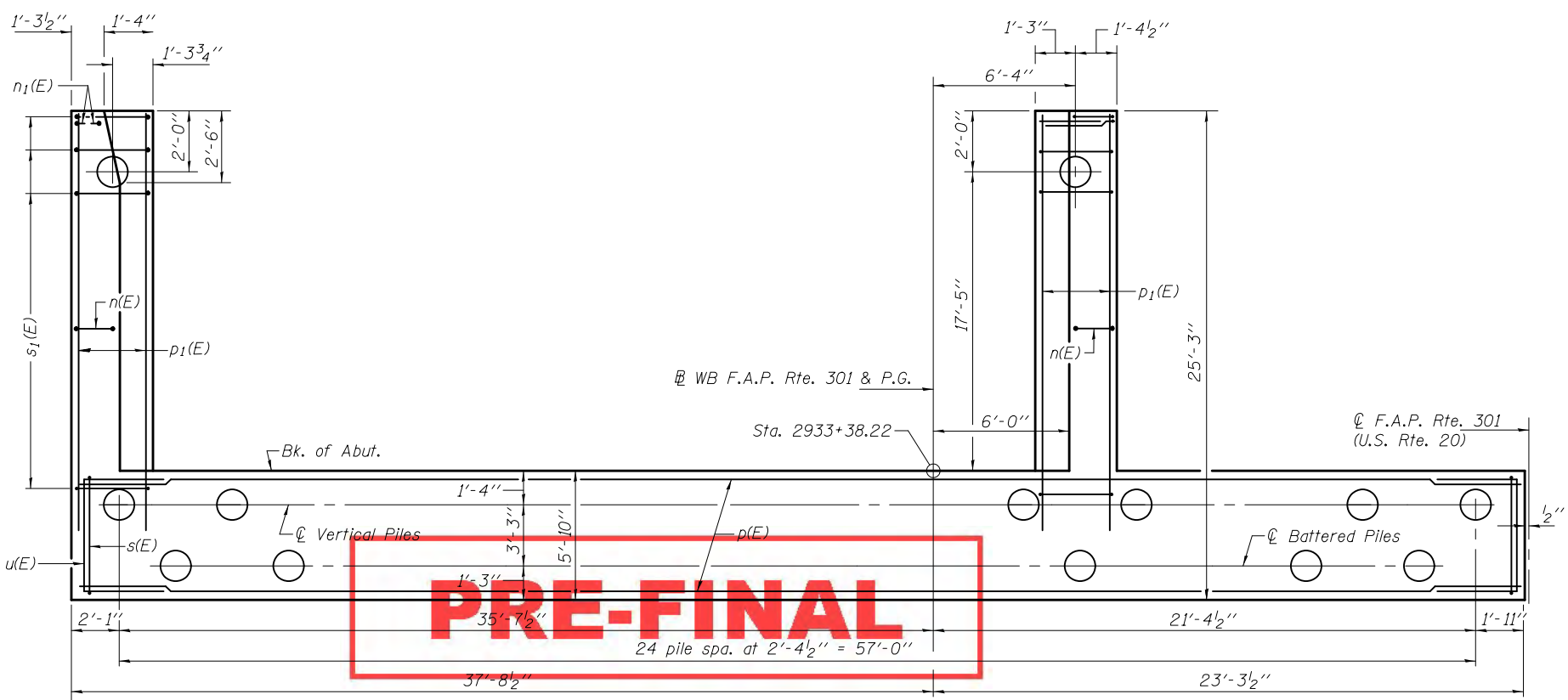


PILE DATA
 Type: Metal Shells 14"x .312" with Pile Shoes
 Nominal Required Bearing: 452 Kips
 Factored Resistance Available: 249 Kips
 Est. Length: 56'
 No. Production Piles: 26
 No. Test Piles: 1



**EAST ABUTMENT (W.B.)
 BILL OF MATERIAL**

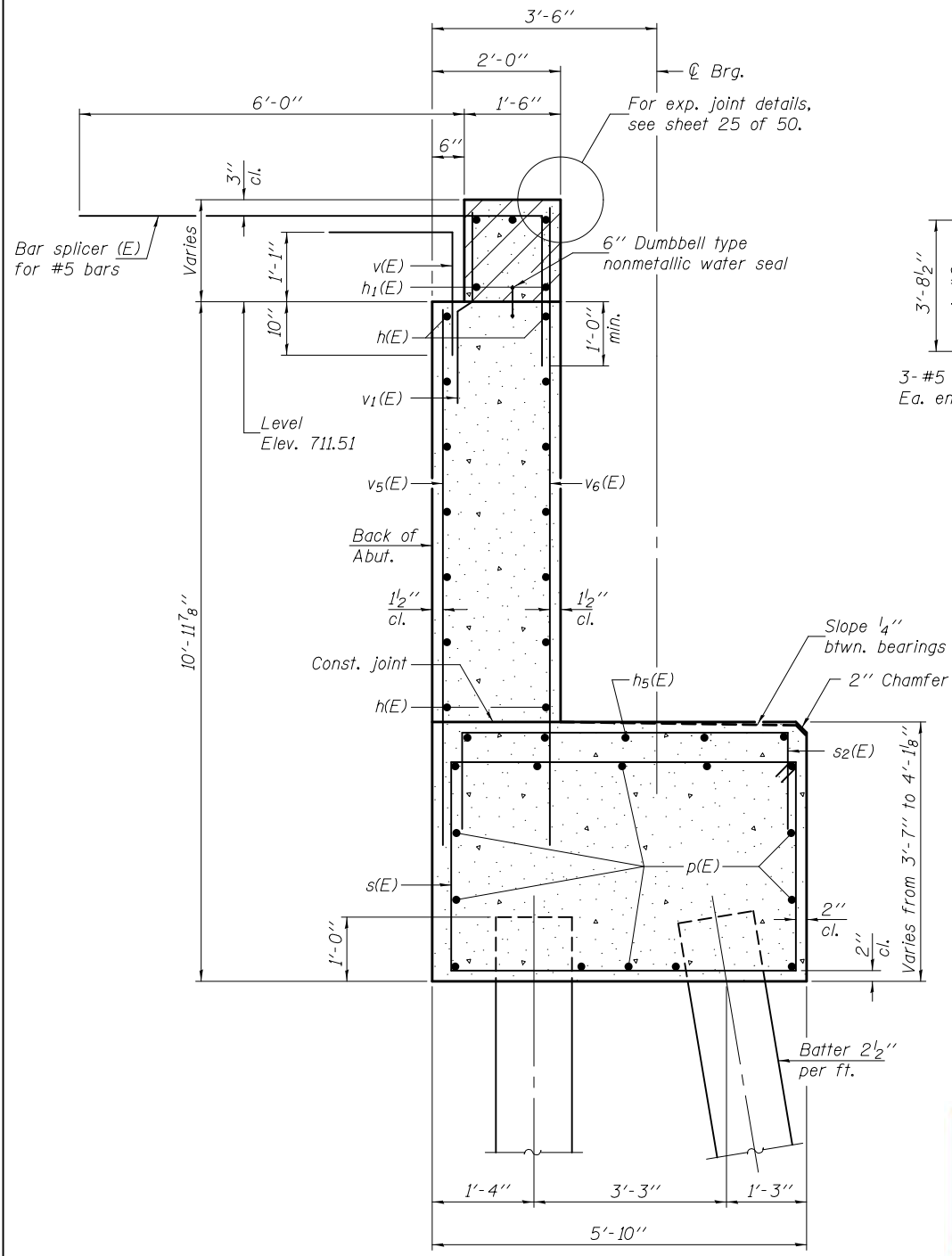
Bar	No.	Size	Length	Shape
$h_1(E)$	14	#5	41'-8"	—
$h_2(E)$	36	#5	5'-3"	┌
$h_3(E)$	42	#4	21'-1"	—
$h_4(E)$	14	#4	21'-2"	—
$h_5(E)$	5	#5	22'-8"	—
$n(E)$	41	#6	16'-10"	┌
$n_1(E)$	6	#6	8'-5"	┌
$p(E)$	28	#7	32'-11"	—
$p_1(E)$	12	#7	23'-2"	—
$s(E)$	78	#5	18'-5"	┌
$s_1(E)$	42	#4	9'-5"	┌
$s_2(E)$	23	#4	8'-6"	┌
$u(E)$	8	#6	13'-1"	┌
$v(E)$	43	#5	3'-10"	┌
$v_1(E)$	43	#4	3'-2"	┌
$v_2(E)$	44	#6	11'-8"	—
$v_3(E)$	3	#6	11'-1"	—
$v_4(E)$	41	#6	11'-9"	—
$v_5(E)$	43	#5	9'-2"	—
$v_6(E)$	43	#5	10'-6"	—
Structure Excavation		Cu. Yd.	118.0	
Concrete Structures		Cu. Yd.	114.0	
Reinforcement Bars, Epoxy Coated		Pound	10330	
Furnishing Metal Shell Piles 14"x .312"		Foot	1456	
Driving Piles		Foot	1456	
Test Pile, Metal Shells		Each	1	
Pile Shoes		Each	27	
Concrete Sealer		Sq. Ft.	1029.3	
Anchor Bolts, 1"		Each	12	



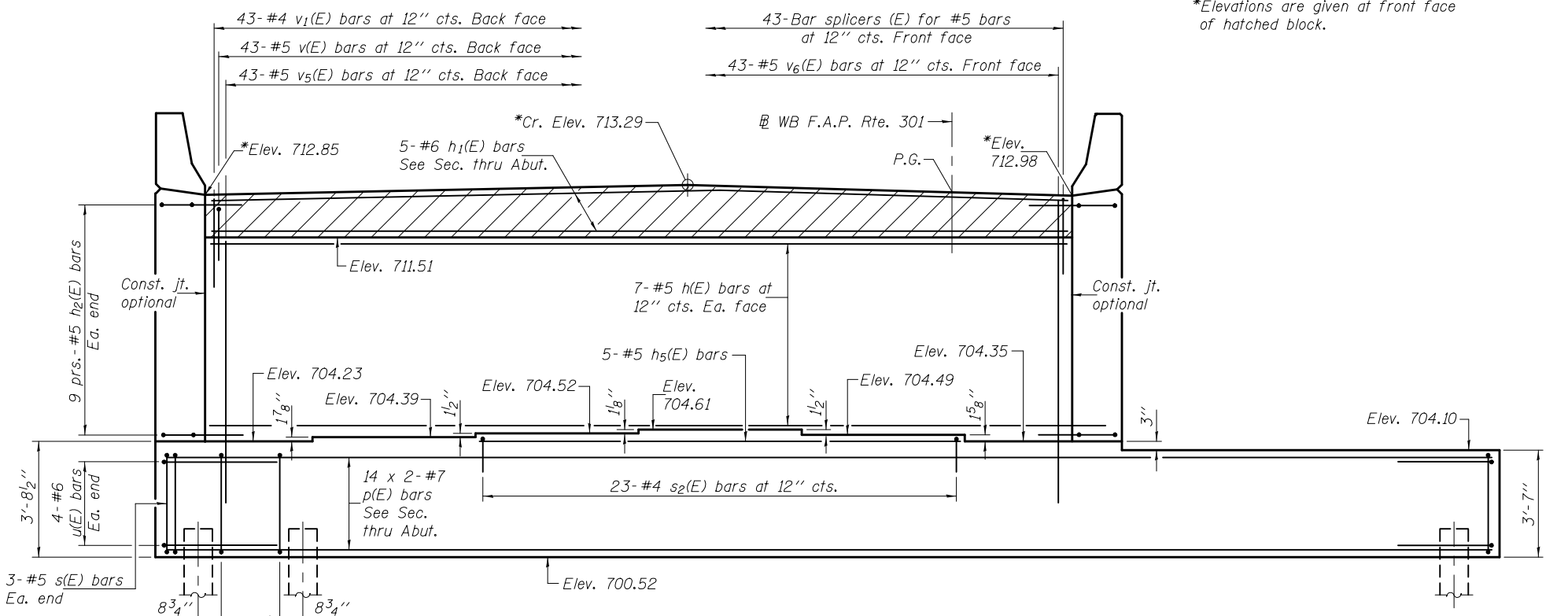
For details of piles, see sheet 45 of 50.
 See sheet 40 of 50 for reinforcement in the wingwalls.

Notes:
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 Quantity of concrete in end post included with Concrete Superstructure on sheet 31 of 50.
 See sheet 44 of 50 for additional form liner details.
 Form liner shall be placed on outside face of wingwalls as shown in the wingwall elevation shown below.
 For bar splicer details, see sheet 46 of 50.

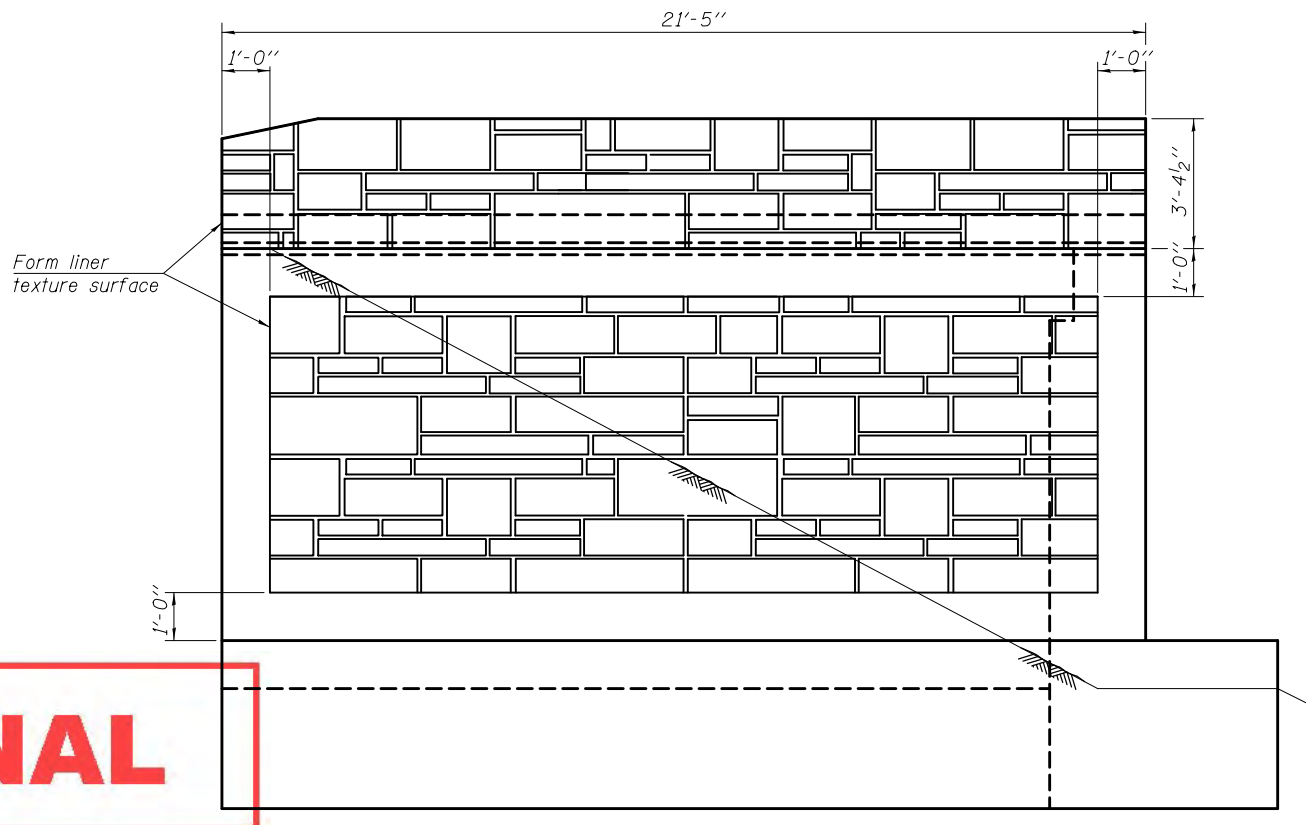
*Elevations are given at front face of hatched block.



SECTION THRU EAST ABUTMENT



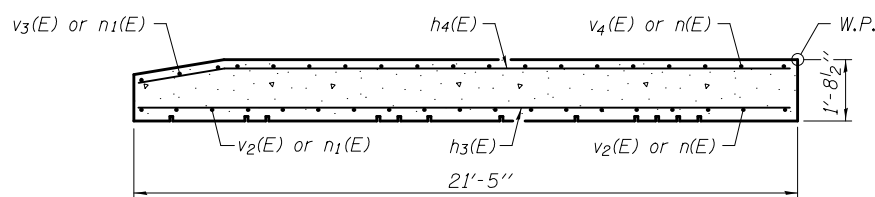
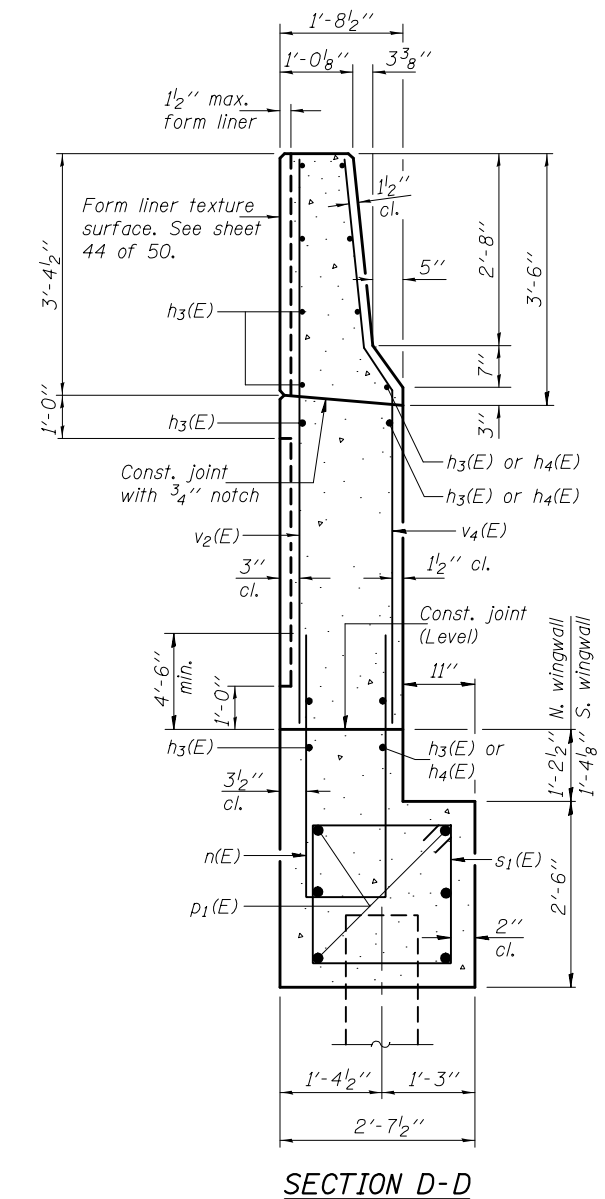
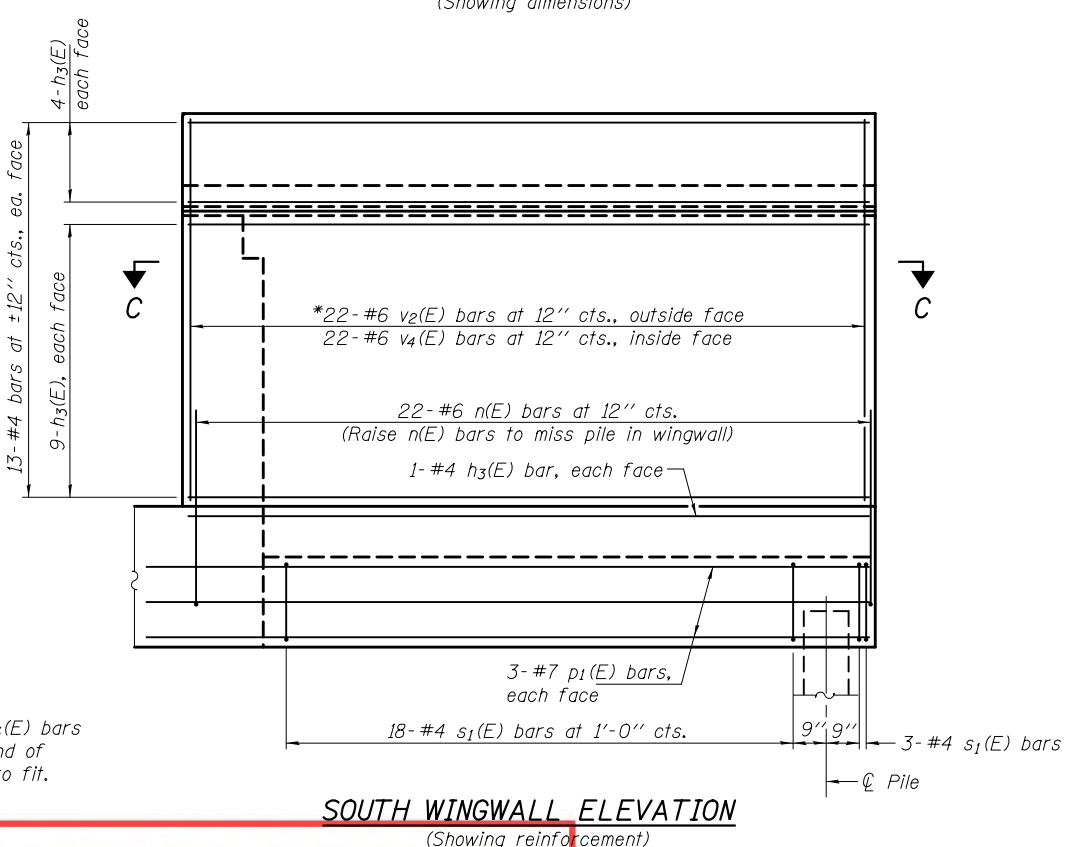
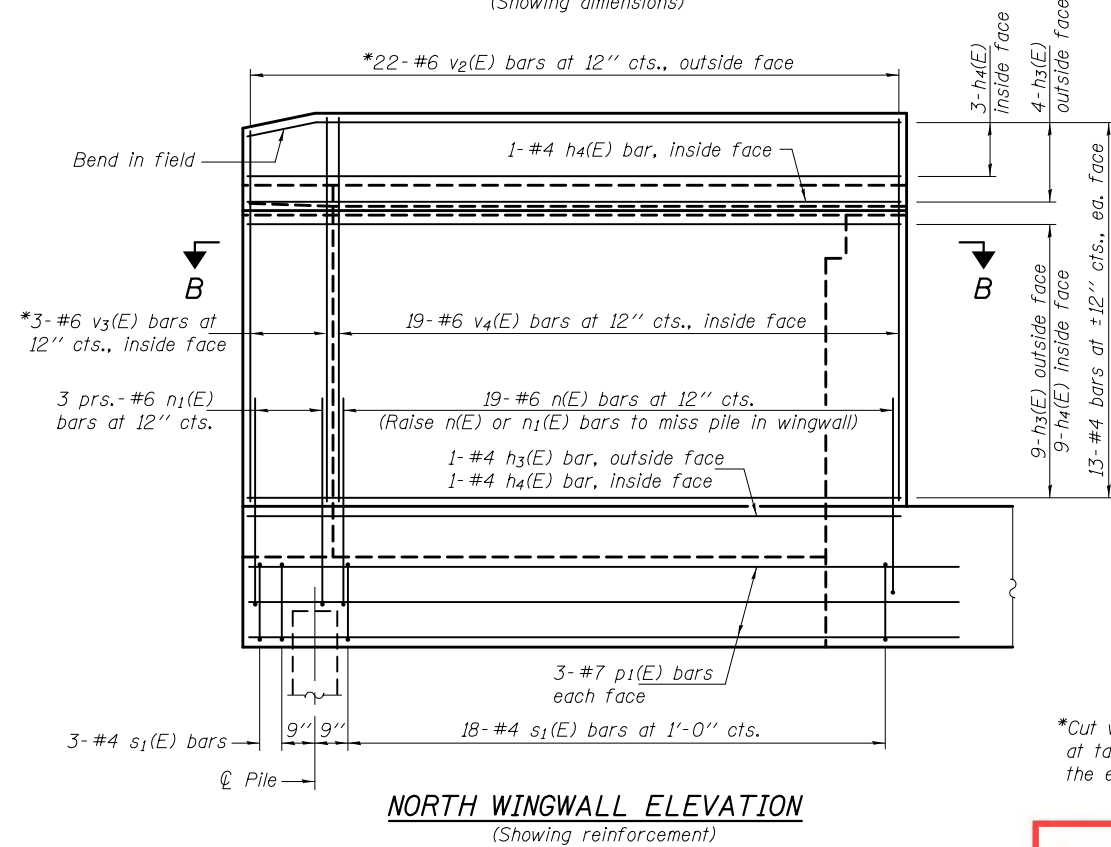
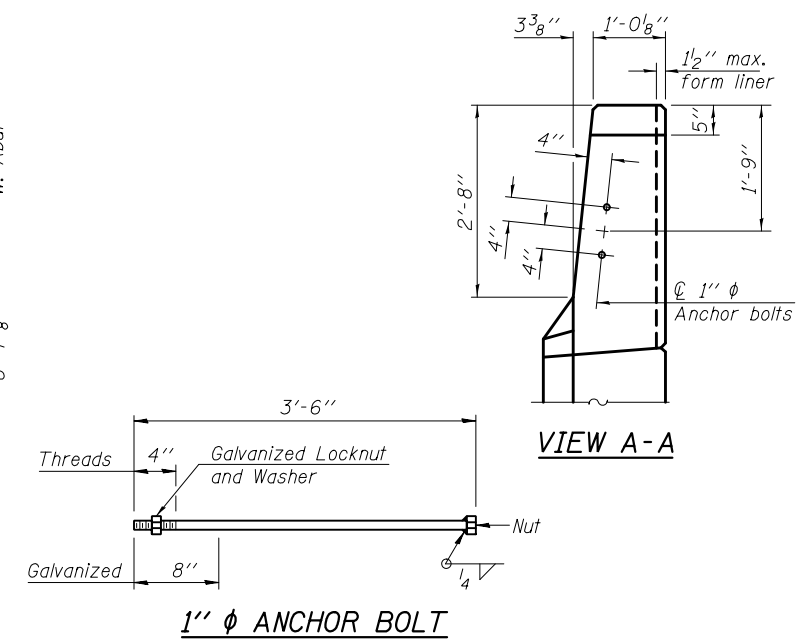
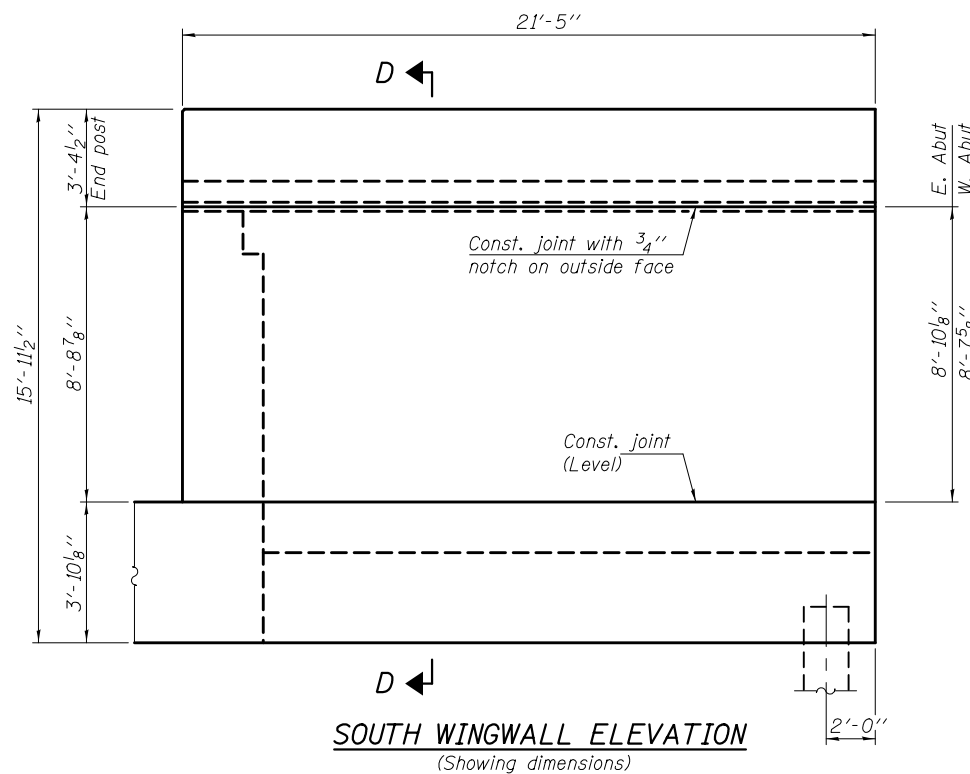
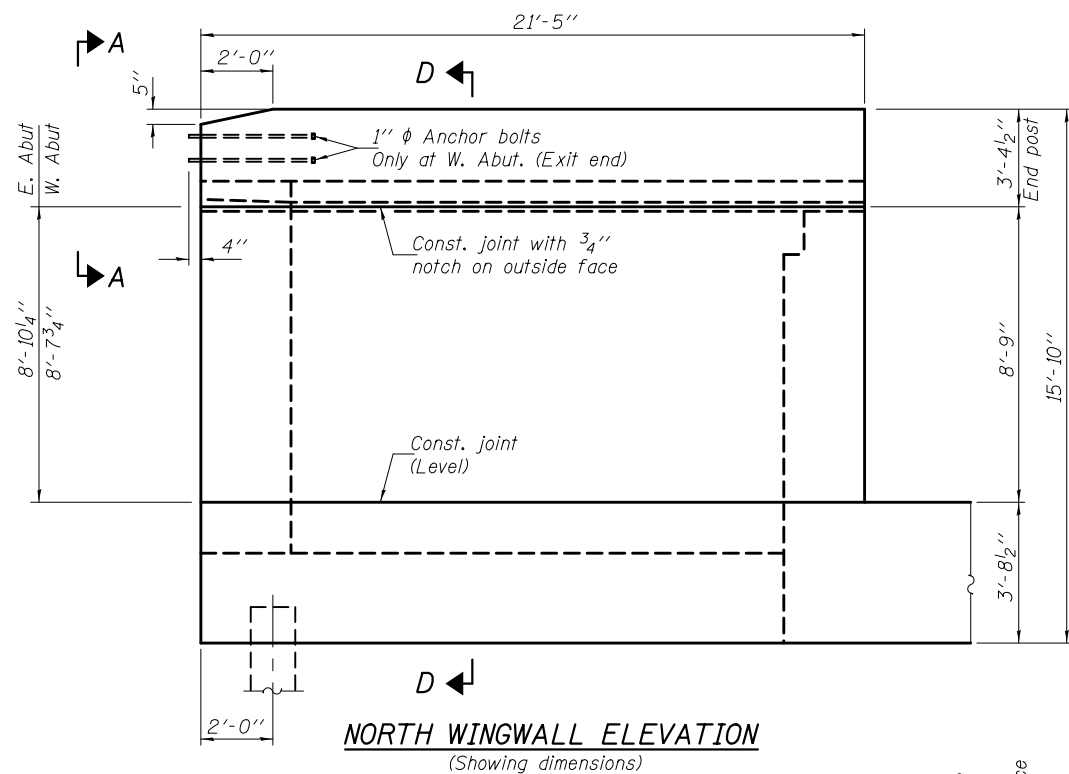
ELEVATION (Looking East)



WINGWALL ELEVATION (North wingwall shown, South wingwall similar).

PRE-FINAL
 MIN. BAR LAP
 #7 bar = 5'-2"

DESIGNED - Nick R. Barnett	EXAMINED - <i>Joanne F. [Signature]</i> ACTING ENGINEER OF BRIDGE DESIGN	DATE -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EAST ABUTMENT (W.B.) - STAGE II CONSTRUCTION STRUCTURE NO. 101-0197 (E.B.) & 101-0198 (W.B.)	F.A.P. RTE. 301	SECTION 3BR & 3BR-1	COUNTY WINNEBAGO	TOTAL SHEETS	SHEET NO.
CHECKED - Frank W. Sharp	PASSED - <i>Carl [Signature]</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			CONTRACT NO. 64D19	ILLINOIS FED. AID PROJECT			
DRAWN - h.t. duong		REVISED			SHEET NO. 39 OF 50 SHEETS				
CHECKED - NRB/FWS/GRA									



PRE-FINAL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS (W.B.) - STAGE II CONSTRUCTION
STRUCTURE NO. 101-0197 (E.B.) & 101-0198 (W.B.)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO		
CONTRACT NO. 64D19				

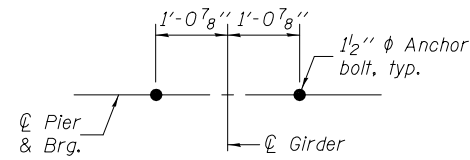
SHEET NO. 40 OF 50 SHEETS

ILLINOIS FED. AID PROJECT

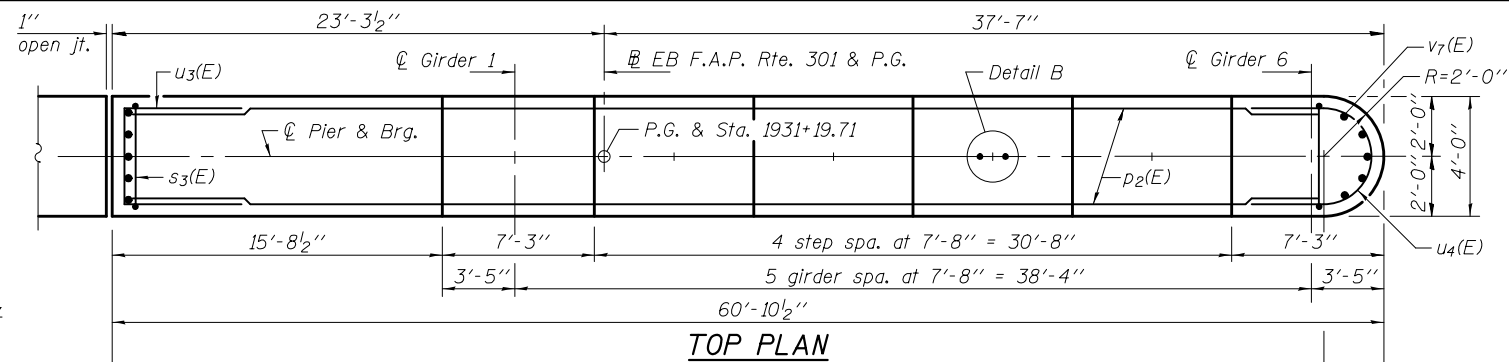
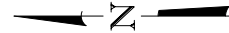
DESIGNED - Nick R. Barnett	EXAMINED - <i>Joanne F. [Signature]</i>	DATE -
CHECKED - Frank W. Sharp	PASSED - <i>Carl [Signature]</i>	REVISED -
DRAWN - h.t. duong		REVISED -
CHECKED - NRB/FWS/GRA		

ACTING ENGINEER OF BRIDGES AND STRUCTURES

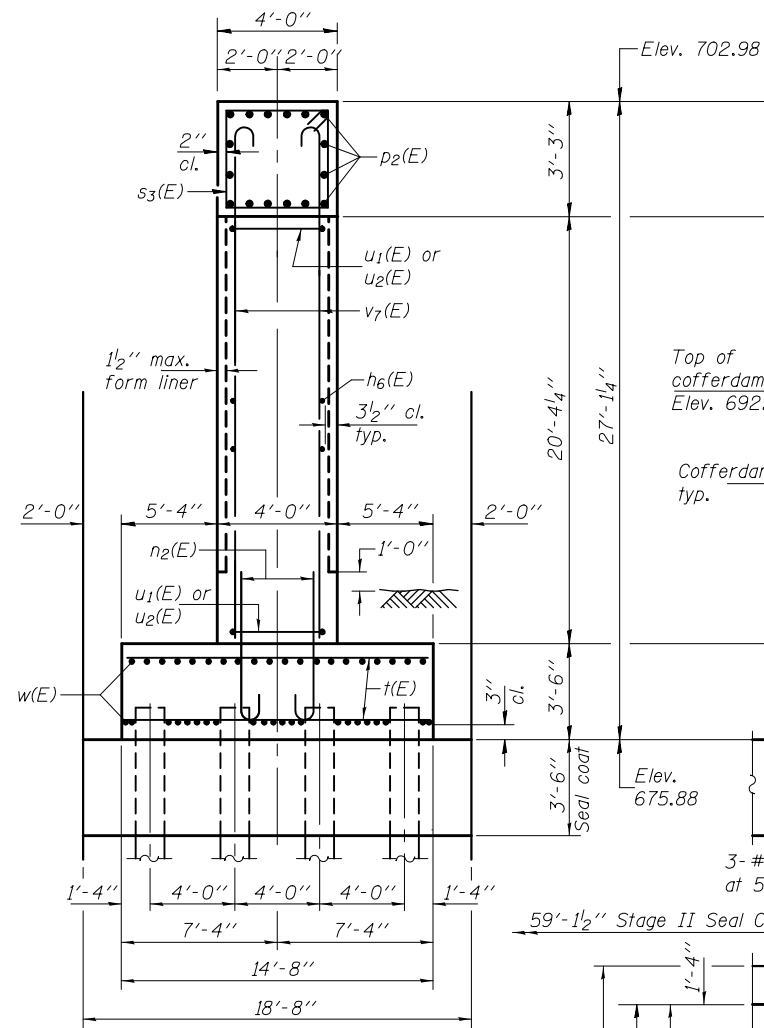
Notes:
 Space reinforcement in cap to miss anchor bolts.
 Four steps monolithically with cap.
 For details of piles, see sheet 45 of 50.



DETAIL B



TOP PLAN



ELEVATION
(Looking East)



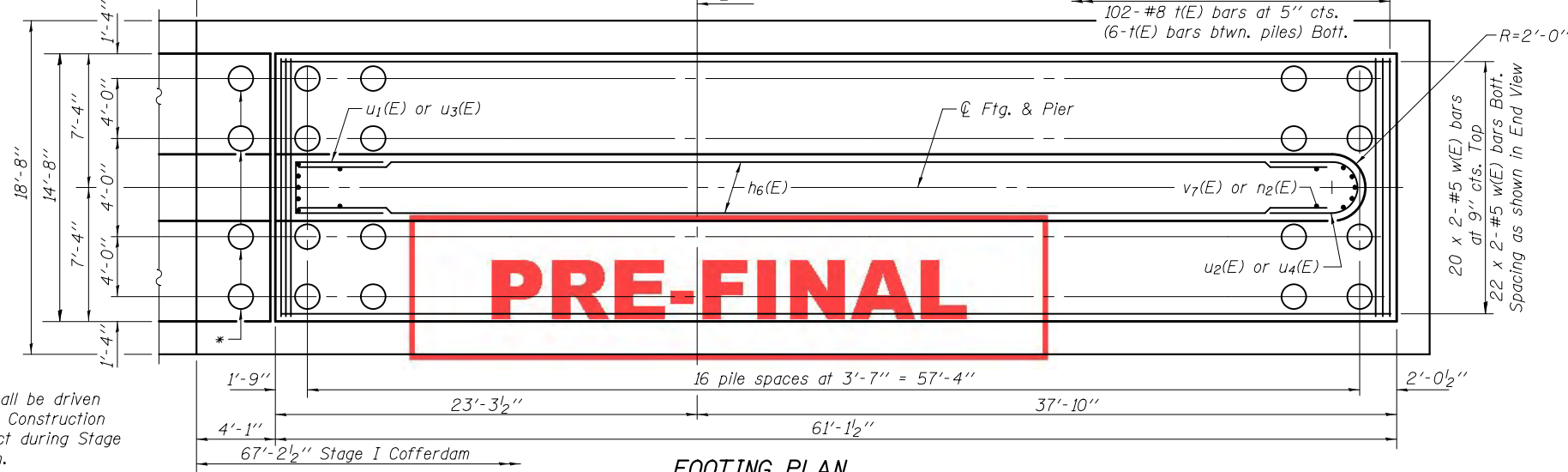
END VIEW

PILE DATA
 Type: Metal Shells 14"x .312" with Pile Shoes
 Nominal Required Bearing: 330 Kips
 Factored Resistance Available: 166 Kips
 Est. Length: 44'
 No. Production Piles: 67
 No. Test Piles: 1

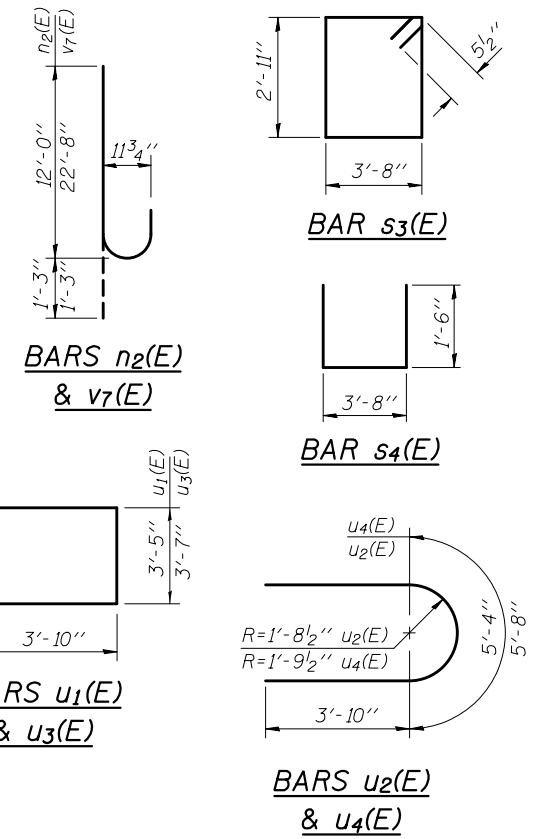
MIN. BAR LAP

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

*These piles shall be driven during Stage I Construction to avoid conflict during Stage II Construction.



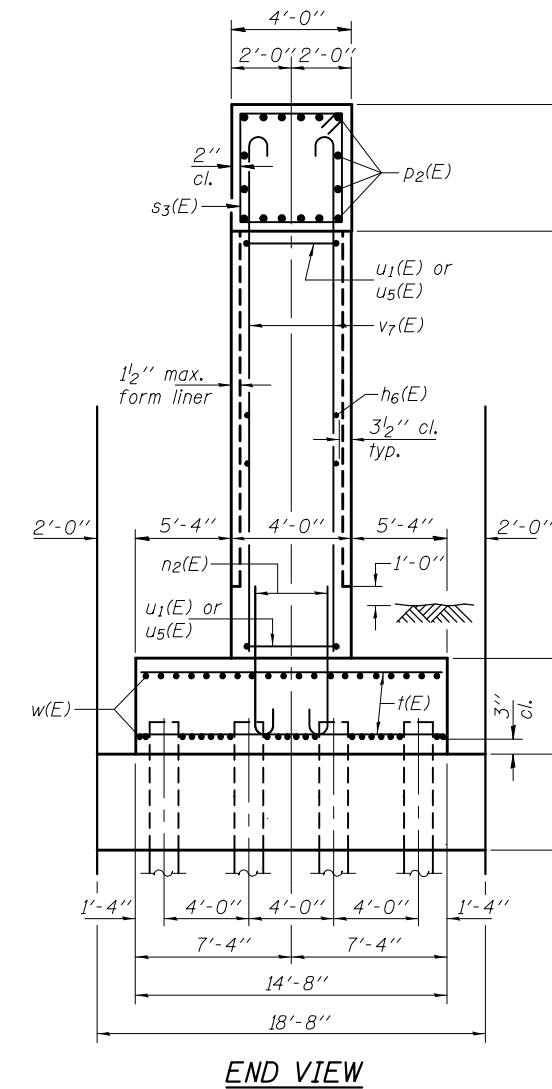
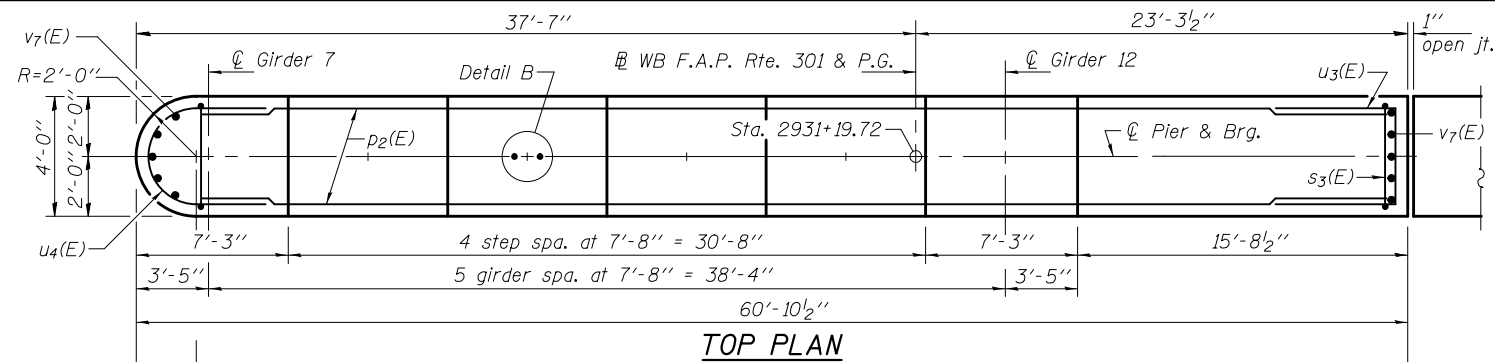
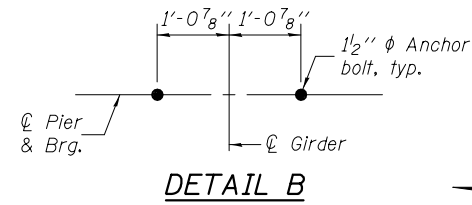
FOOTING PLAN



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h6(E)	84	#6	31'-4"	—
h7(E)	5	#5	22'-8"	—
n2(E)	246	#9	13'-3"	⌋
p2(E)	32	#7	31'-11"	—
s3(E)	60	#5	14'-1"	□
s4(E)	23	#4	6'-8"	□
t(E)	184	#8	14'-4"	—
u1(E)	21	#6	11'-1"	⌋
u2(E)	21	#6	13'-0"	⌋
u3(E)	4	#6	11'-3"	⌋
u4(E)	4	#6	13'-4"	⌋
v7(E)	246	#9	23'-11"	⌋
w(E)	84	#5	32'-1"	—
Cofferdam Excavation		Cu. Yd.	512.1	
Concrete Structures		Cu. Yd.	329.9	
Reinforcement Bars, Epoxy Coated		Pound	48990	
Furnishing Metal Shell Piles 14"x .312"		Foot	2948	
Driving Piles		Foot	2948	
Test Pile, Metal Shells		Each	1	
Pile Shoes		Each	68	
Cofferdam (Type 2), Location 1		Each	1	
Anchor Bolts 1/2"		Each	12	
Seal Coat Concrete		Cu. Yd.	152.9	

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Four steps monolithically with cap.
 For details of piles, see sheet 45 of 50.

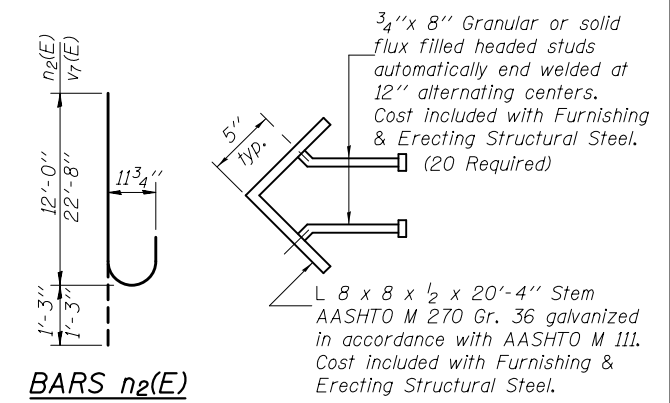
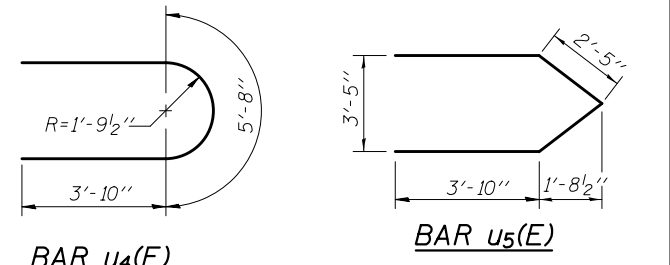
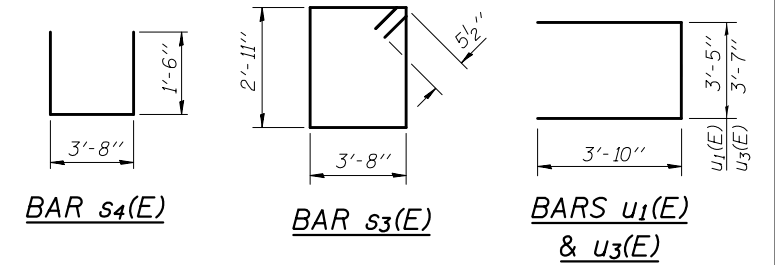
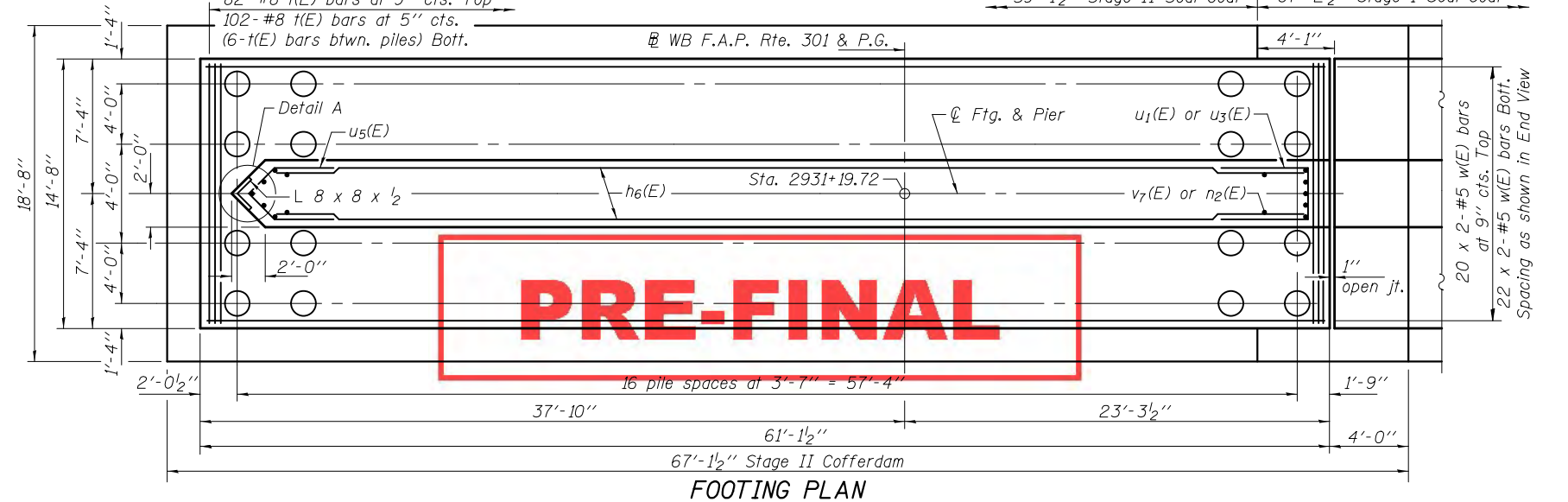
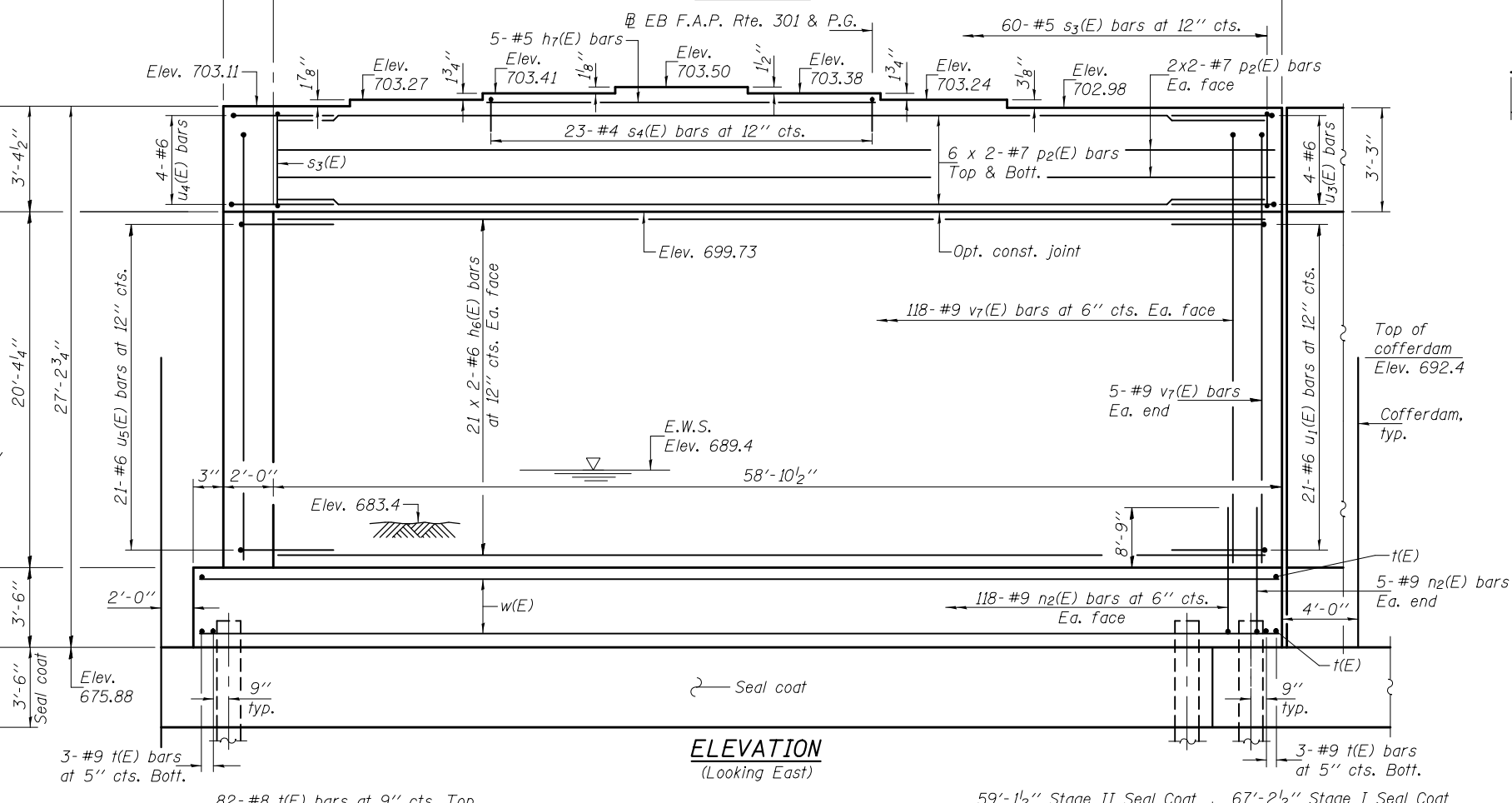


MIN. BAR LAP

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

PILE DATA

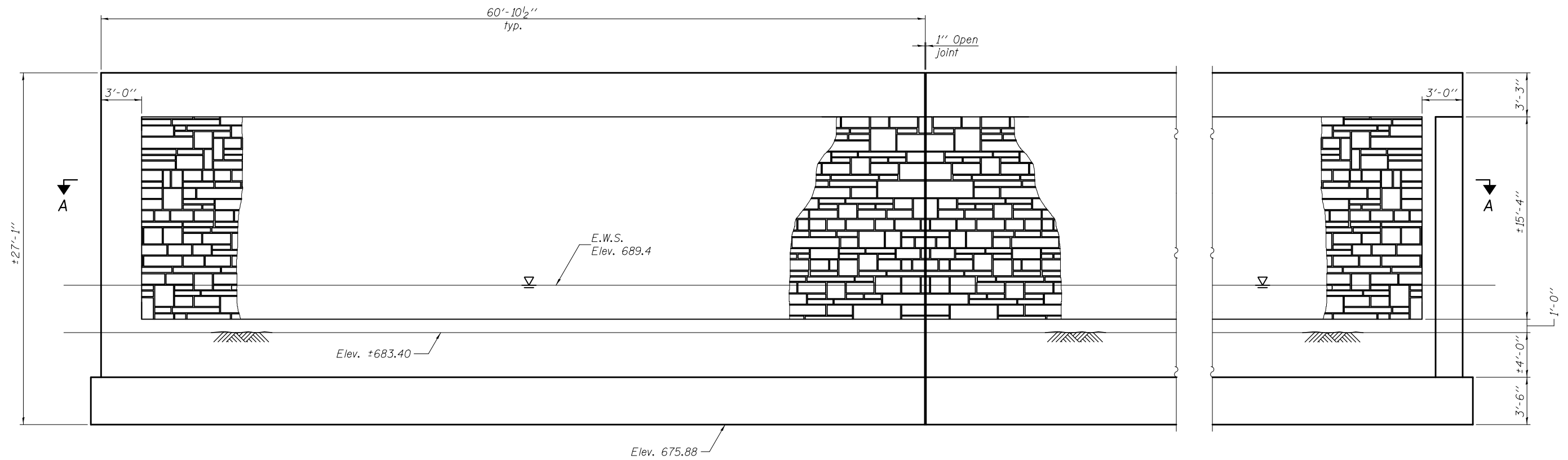
Type: Metal Shells 14"x .312" with Pile Shoes
 Nominal Required Bearing: 316 Kips
 Factored Resistance Available: 166 Kips
 Est. Length: 34'
 No. Production Piles: 67
 No. Test Piles: 1



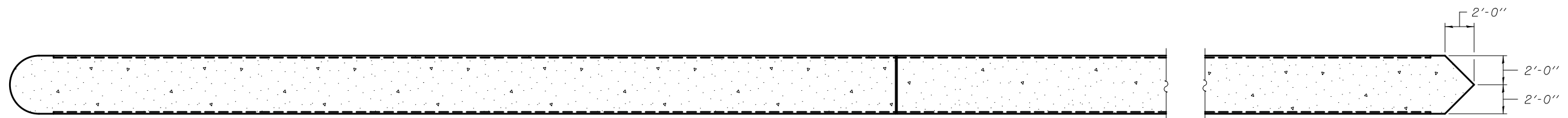
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h6(E)	84	#6	31'-4"	—
h7(E)	5	#5	22'-8"	—
n2(E)	246	#9	13'-3"	U
D2(E)	32	#7	31'-11"	—
s3(E)	60	#5	14'-1"	□
s4(E)	23	#4	6'-8"	□
t(E)	184	#8	14'-4"	—
u1(E)	21	#6	11'-1"	U
u3(E)	4	#6	11'-3"	U
u4(E)	4	#6	13'-4"	U
u5(E)	21	#6	12'-6"	U
v7(E)	246	#9	23'-11"	U
w(E)	84	#5	32'-1"	—
Cofferdam Excavation			Cu. Yd.	511.5
Concrete Structures			Cu. Yd.	328.2
Reinforcement Bars, Epoxy Coated			Pound	48970
Furnishing Metal Shell Piles 14"x .312"			Foot	2278
Driving Piles			Foot	2278
Test Pile, Metal Shells			Each	1
Pile Shoes			Each	68
Cofferdam (Type 2), Location 1			Each	1
Anchor Bolts 1/2"			Each	12
Seal Coat Concrete			Cu. Yd.	152.9

PRE-FINAL



ELEVATION



SECTION A-A

PRE-FINAL

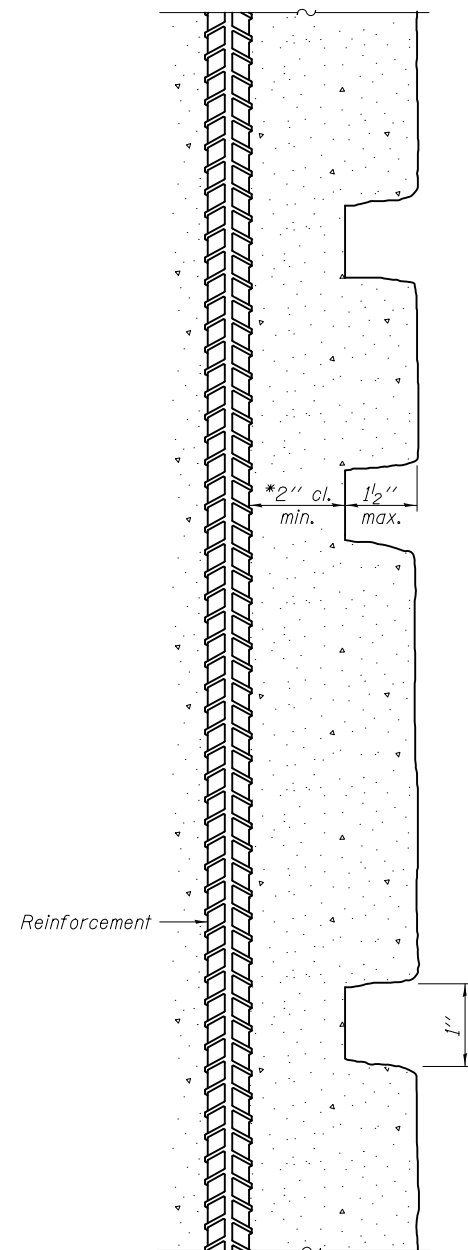
DESIGNED - Nick R. Barnett	EXAMINED	DATE -
CHECKED - Frank W. Sharp	ACTING ENGINEER OF BRIDGE DESIGN	
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED
CHECKED - NRB/FWS/GRA	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

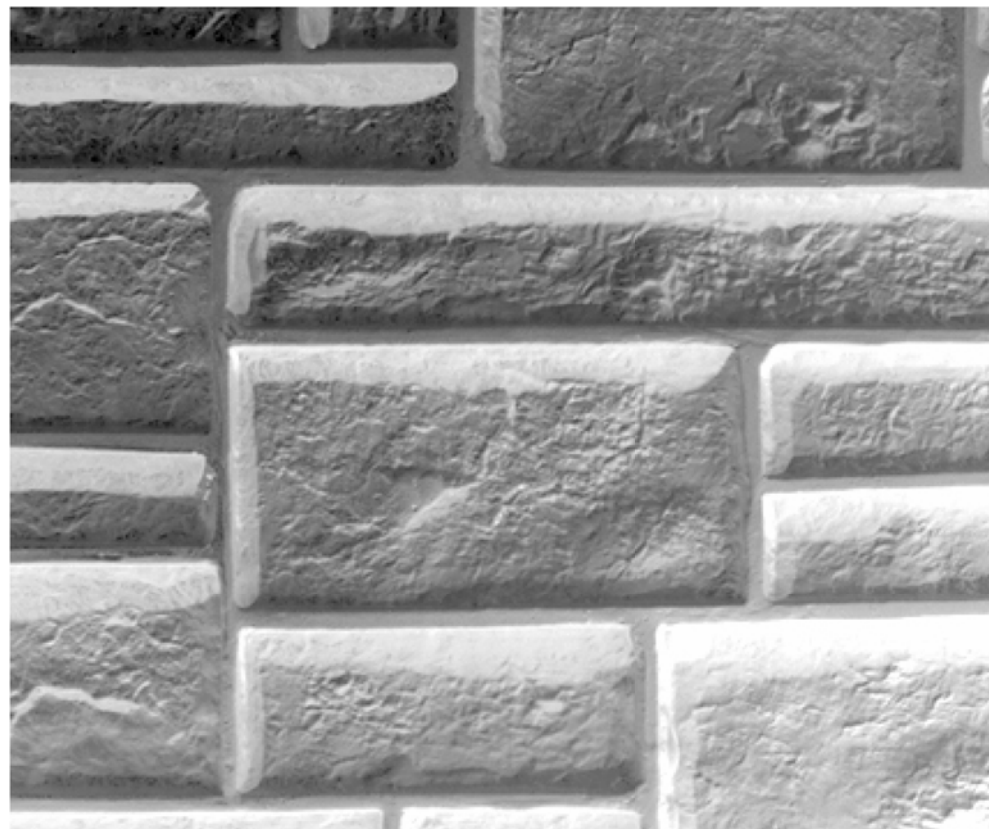
**PIER FORM LINER - OPTION A
STRUCTURE NO. 101-0197 (E.B.) & 101-0198 (W.B.)**

SHEET NO. 43 OF 50 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO		
				CONTRACT NO. 64D19
ILLINOIS FED. AID PROJECT				



*1/2" min. at Parapets & Abuts.
2" at Piers



SECTION THRU
FORM LINER

RANDOM BLOCK ASHLAR STONE

PRE-FINAL FORM LINER
(Pattern #1506)

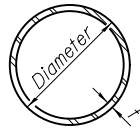
DESIGNED - Nick R. Barnett	EXAMINED _____ ACTING ENGINEER OF BRIDGE DESIGN	DATE - _____
CHECKED - Frank W. Sharp	PASSED _____	REVISED _____
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED _____
CHECKED - NRB/FWS/GRA		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FORM LINER DETAILS
STRUCTURE NO. 101-0197 (E.B.) & 101-0198 (W.B.)

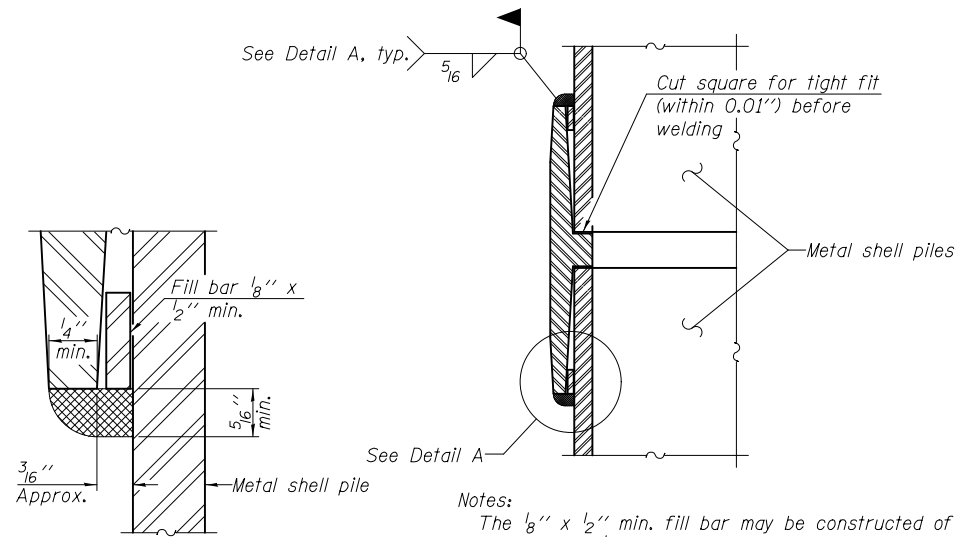
SHEET NO. 44 OF 50 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO		
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64D19	



METAL SHELL PILE TABLE

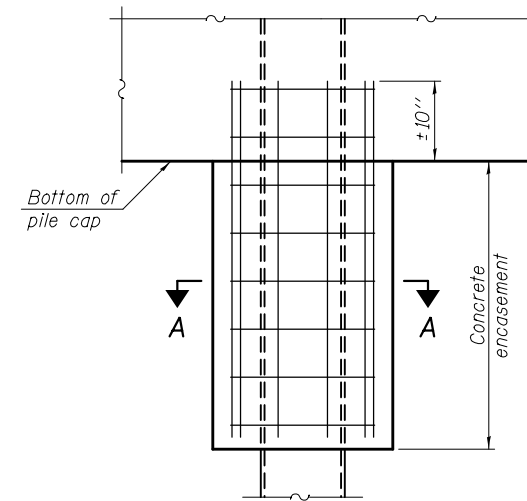
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



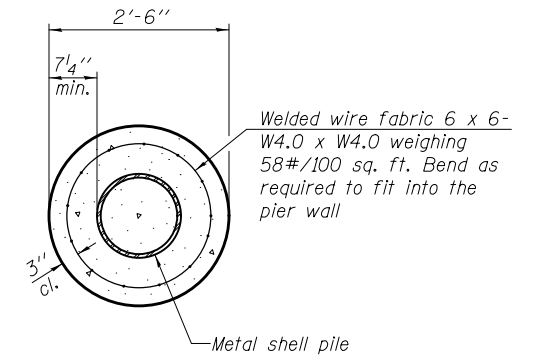
DETAIL A

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

WELDED COMMERCIAL SPLICE



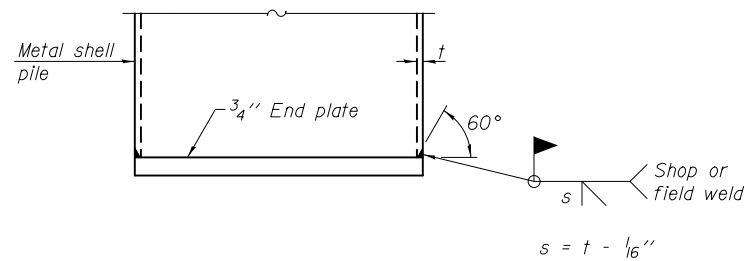
ELEVATION



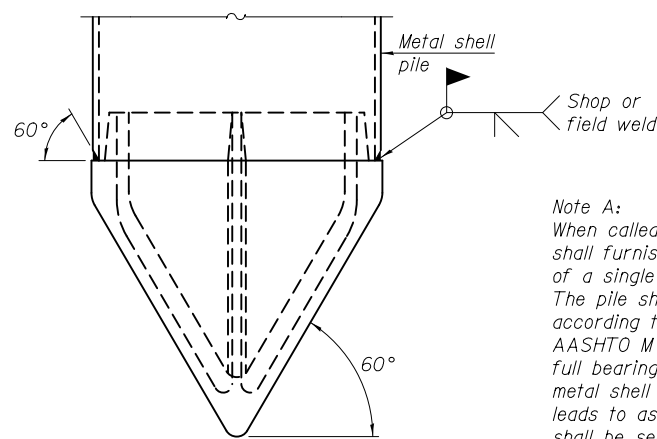
SECTION A-A

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

CONCRETE ENCASEMENT AT PIERS



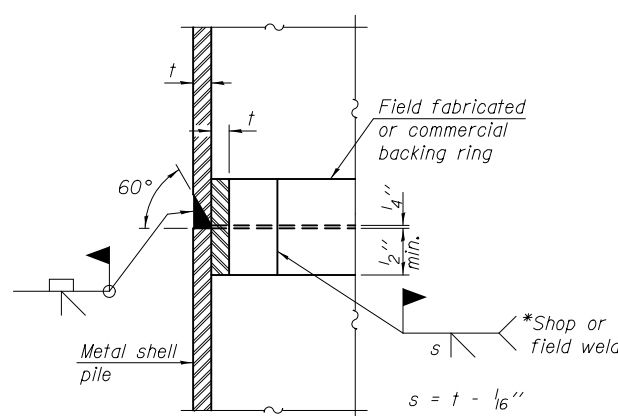
END PLATE ATTACHMENT



METAL SHELL PILE SHOE ATTACHMENT

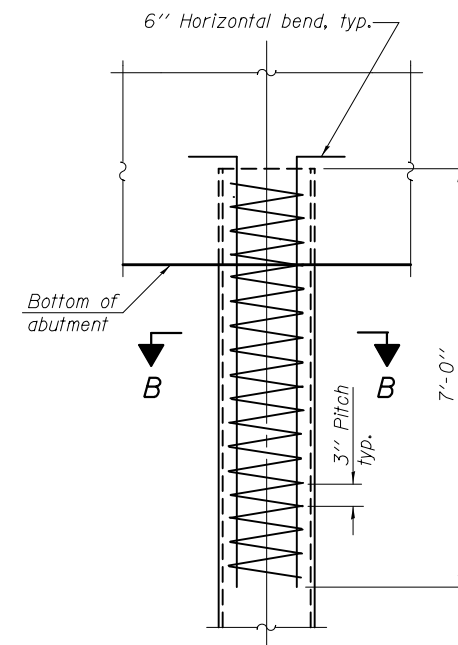
(See Note A)

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

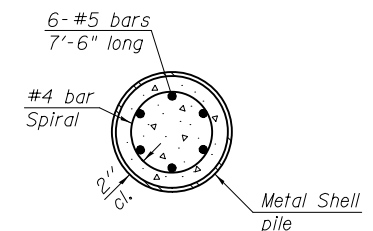


COMPLETE PENETRATION WELD SPLICE

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



ELEVATION



SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS

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

F-MS 1-27-12

DESIGNED - Nick R. Barnett
CHECKED - Frank W. Sharp
DRAWN - h.t. duong
CHECKED - NRB/FWS/GRA

EXAMINED	DATE -
PASSED	REVISED
	REVISED

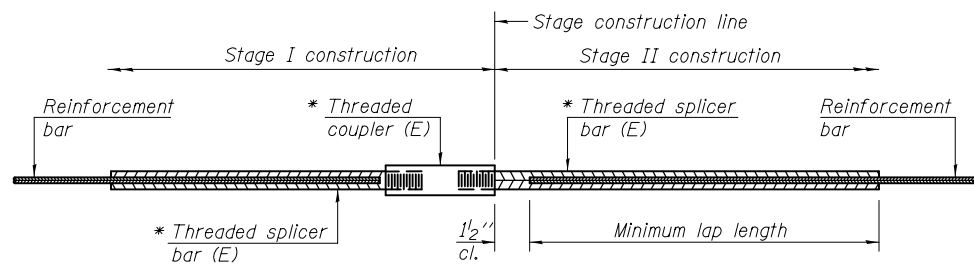
ACTING ENGINEER OF BRIDGE DESIGN
ACTING ENGINEER OF BRIDGES AND STRUCTURES

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**METAL SHELL PILE DETAILS
 STRUCTURE NO. 101-0197 (E.B.) & 101-0198 (W.B.)**

SHEET NO. 45 OF 50 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO		
CONTRACT NO. 64D19				
ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

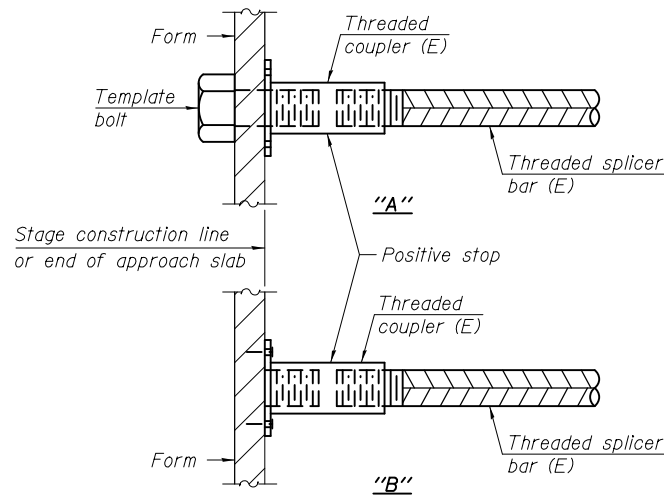
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"	6'-5"	6'-10"	7'-9"	8'-7"	9'-8"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

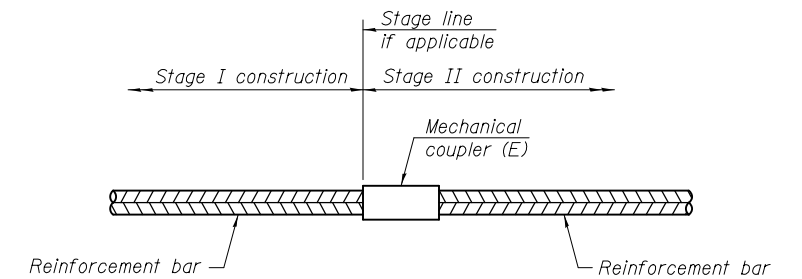
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



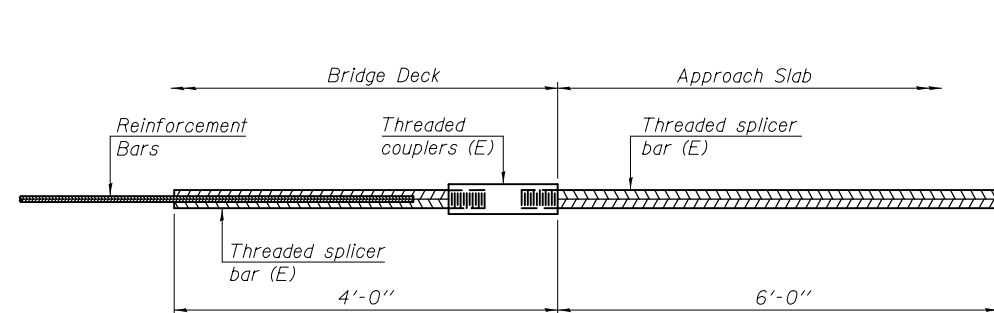
INSTALLATION AND SETTING METHODS

"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.



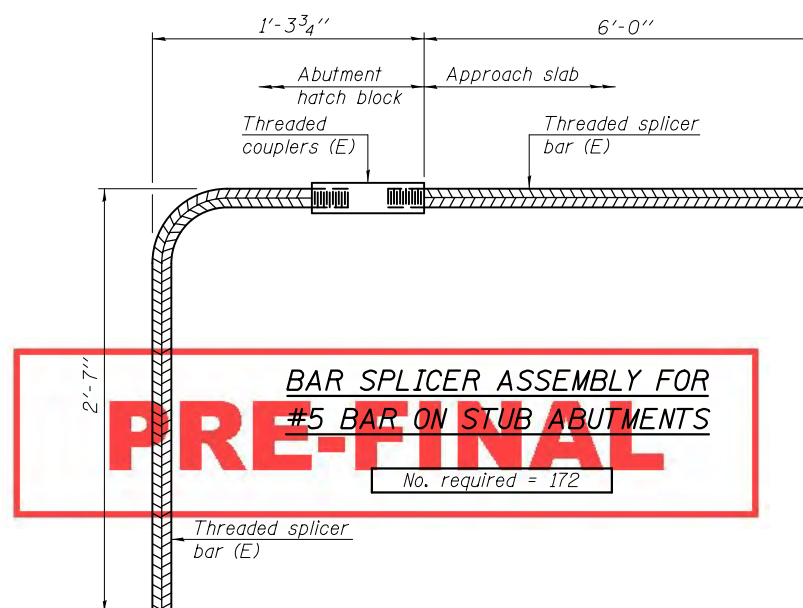
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

1-27-12

DESIGNED - Nick R. Barnett
 CHECKED - Frank W. Sharp
 DRAWN - h.t. duong
 CHECKED - NRB/FWS/GRA

EXAMINED
 PASSED
 ACTING ENGINEER OF BRIDGE DESIGN
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE -
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY & MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 101-0197 (E.B.) & 101-0198 (W.B.)

SHEET NO. 46 OF 50 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO		
CONTRACT NO. 64D19				
ILLINOIS FED. AID PROJECT				

Illinois Department of Transportation
 Division of Highways
 Illinois Department of Transportation

SOIL BORING LOG Page 1 of 3 Date 5/14/08

ROUTE Bypass 20, FAP 301 DESCRIPTION P92-075-08 US 20 over main channel of Rock River, .7 m. E. of IL 2 LOGGED BY W. Garza

SECTION (3, 4) R LOCATION Rockford Twp., - 11 NW, SEC., TWP. 43N, RNG. 1E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 101-0059 & 0060 Station 492+30

BORING NO. B-1b Station 492+96 Offset 8.00ft Rt EB CL Ground Surface Elev. 708.9 ft

DEPTH (ft)	SOIL DESCRIPTION	U.C.S. (tsf)	M.O.S.T. (%)	DEPTH (ft)	U.C.S. (tsf)	M.O.S.T. (%)
0	Surface Water Elev. _____ ft			0		
	Stream Bed Elev. 75.0 ft					
	Groundwater Elev.: _____ ft					
	First Encounter _____ ft					
	Upon Completion _____ ft					
	After _____ Hrs. _____ ft					
5				5		
7				7		
8				8		
667.40				667.40		
664.90				664.90		
-45				-45		
8				8		
12				12		
15				15		
662.40				662.40		
659.90				659.90		
-50				-50		
4				4		
7				7		
11				11		
657.40				657.40		
654.90				654.90		
-55				-55		
5				5		
9				9		
12				12		
652.40				652.40		
649.90				649.90		
-60				-60		
688.90				688.90		
-20				-20		

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
 Illinois Department of Transportation

SOIL BORING LOG Page 2 of 3 Date 5/14/08

ROUTE Bypass 20, FAP 301 DESCRIPTION P92-075-08 US 20 over main channel of Rock River, .7 m. E. of IL 2 LOGGED BY W. Garza

SECTION (3, 4) R LOCATION Rockford Twp., - 11 NW, SEC., TWP. 43N, RNG. 1E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 101-0059 & 0060 Station 492+30

BORING NO. B-1b Station 492+96 Offset 8.00ft Rt EB CL Ground Surface Elev. 708.9 ft

DEPTH (ft)	SOIL DESCRIPTION	U.C.S. (tsf)	M.O.S.T. (%)	DEPTH (ft)	U.C.S. (tsf)	M.O.S.T. (%)
5				5		
7				7		
8				8		
667.40				667.40		
664.90				664.90		
-45				-45		
8				8		
12				12		
15				15		
662.40				662.40		
659.90				659.90		
-50				-50		
4				4		
7				7		
11				11		
657.40				657.40		
654.90				654.90		
-55				-55		
5				5		
9				9		
12				12		
652.40				652.40		
649.90				649.90		
-60				-60		
627.40				627.40		
624.90				624.90		
-65				-65		
9				9		
17				17		
18				18		
622.40				622.40		
-70				-70		
5				5		
7				7		
10				10		
637.40				637.40		
634.90				634.90		
-75				-75		
4				4		
6				6		
14				14		
632.40				632.40		
629.90				629.90		
-80				-80		
627.40				627.40		
624.90				624.90		
-85				-85		
9				9		
17				17		
21				21		
622.40				622.40		
-90				-90		
13				13		
14				14		
16				16		
627.40				627.40		
624.90				624.90		
-85				-85		
9				9		
17				17		
21				21		
622.40				622.40		
-90				-90		
13				13		
14				14		
16				16		
627.40				627.40		
624.90				624.90		
-85				-85		
9				9		
17				17		
21				21		
622.40				622.40		
-90				-90		

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
 Illinois Department of Transportation

SOIL BORING LOG Page 3 of 3 Date 5/14/08

ROUTE Bypass 20, FAP 301 DESCRIPTION P92-075-08 US 20 over main channel of Rock River, .7 m. E. of IL 2 LOGGED BY W. Garza

SECTION (3, 4) R LOCATION Rockford Twp., - 11 NW, SEC., TWP. 43N, RNG. 1E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 101-0059 & 0060 Station 492+30

BORING NO. B-1b Station 492+96 Offset 8.00ft Rt EB CL Ground Surface Elev. 708.9 ft


DEPTH (ft)	SOIL DESCRIPTION	U.C.S. (tsf)	M.O.S.T. (%)	DEPTH (ft)	U.C.S. (tsf)	M.O.S.T. (%)
5				5		
7				7		
8				8		
667.40				667.40		
664.90				664.90		
-45				-45		
8				8		
12				12		
15				15		
662.40				662.40		
659.90				659.90		
-50				-50		
4				4		
7				7		
11				11		
657.40				657.40		
654.90				654.90		
-55				-55		
5				5		
9				9		
12				12		
652.40				652.40		
649.90				649.90		
-60				-60		
627.40				627.40		
624.90				624.90		
-65				-65		
9				9		
17				17		
18				18		
622.40				622.40		
-70				-70		
5				5		
7				7		
10				10		
637.40				637.40		
634.90				634.90		
-75				-75		
4				4		
6				6		
14				14		
632.40				632.40		
629.90				629.90		
-80				-80		
627.40				627.40		
624.90				624.90		
-85				-85		
9				9		
17				17		
21				21		
622.40				622.40		
-90				-90		

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)

PRE-FINAL

DESIGNED -	EXAMINED _____	DATE - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS STRUCTURE NO. 101-0197 (E.B.) & 101-0198 (W.B.)	F.A.P. RTE. 301	SECTION 3BR & 3BR-1	COUNTY WINNEBAGO	TOTAL SHEETS	SHEET NO.
CHECKED -	ENGINEER OF BRIDGE DESIGN	REVISOR _____			CONTRACT NO. 64D19				
DRAWN -	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR _____			SHEET NO. 47 OF 50 SHEETS				
CHECKED -					ILLINOIS FED. AID PROJECT				

Page 1 of 2



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 5/15/08

ROUTE Bypass 20, FAP 301 DESCRIPTION P92-075-08 US 20 over main channel of Rock River, .7 m. E of IL 2 LOGGED BY W. Garza

SECTION (3, 4) R LOCATION Rockford Twp. - 11 NW, SEC., TWP. 43N, RNG. 1E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Dledrich Automatic

STRUCT. NO. <u>101-0059 & 0060</u> Station <u>492+30</u>	D E P T H H	B L O W S S	U C S Qu	M O I S T T	Surface Water Elev.	D E P T H H	B L O W S S	U C S Qu	M O I S T T
					ft				
					Stream Bed Elev.				
					Groundwater Elev.:				
BORING NO. <u>B-2b</u>					First Encounter	<u>690.6</u>	ft	▼	
Station <u>491+36</u>					Upon Completion		ft		
Offset <u>7.00ft Lt WB CL</u>					After		ft		
Ground Surface Elev. <u>708.6</u>	ft	(ft)	(6")	(tsf)	(%)				

Air

Water


Water (continued)

LOOSE gray SAND

LOOSE gray fine SAND with GRAVEL

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)

Page 2 of 2



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 5/15/08

ROUTE Bypass 20, FAP 301 DESCRIPTION P92-075-08 US 20 over main channel of Rock River, .7 m. E of IL 2 LOGGED BY W. Garza

SECTION (3, 4) R LOCATION Rockford Twp. - 11 NW, SEC., TWP. 43N, RNG. 1E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Dledrich Automatic

STRUCT. NO. <u>101-0059 & 0060</u> Station <u>492+30</u>	D E P T H H	B L O W S S	U C S Qu	M O I S T T	Surface Water Elev.	D E P T H H	B L O W S S	U C S Qu	M O I S T T
					ft				
					Stream Bed Elev.				
					Groundwater Elev.:				
BORING NO. <u>B-2b</u>					First Encounter	<u>690.6</u>	ft	▼	
Station <u>491+36</u>					Upon Completion		ft		
Offset <u>7.00ft Lt WB CL</u>					After		ft		
Ground Surface Elev. <u>708.6</u>	ft	(ft)	(6")	(tsf)	(%)				

MEDIUM tan clean medium coarse SAND

Wash MEDIUM tan clean medium coarse SAND

MEDIUM tan clean medium coarse SAND

Wash MEDIUM tan SANDY GRAVEL

DENSE tan clean medium coarse SAND

Wash DENSE tan SANDY GRAVEL

Wash DENSE tan SANDY GRAVEL

End of Boring

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)

PRE-FINAL

DESIGNED -	EXAMINED	DATE -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS STRUCTURE NO. 101-0197 (E.B.) & 101-0198 (W.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED -	ENGINEER OF BRIDGE DESIGN				301	3BR & 3BR-1	WINNEBAGO		
DRAWN -	PASSED	ENGINEER OF BRIDGES AND STRUCTURES							CONTRACT NO. 64D19
CHECKED -				SHEET NO. 48 OF 50 SHEETS	ILLINOIS FED. AID PROJECT				

Page 1 of 2

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 5/20/08

ROUTE Bypass 20, FAP 301 DESCRIPTION P92-075-08 US 20 .7 m. E. of IL 2 LOGGED BY J. Stratling

SECTION (3, 4) R LOCATION Rockford Twp. - 11 NW, SEC., TWP. 43N, RNG. 1E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Dledrich Automatic

STRUCT. NO.	Station	DEPTH (ft)	BULGE (6")	UCS (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BULGE (6")	UCS (tsf)	MOISTURE (%)
101-0059 & 0060	492+30					Surface Water Elev. _____ ft				
						Stream Bed Elev. <u>71.0</u> ft				
BORING NO. <u>B-4b</u>	Station <u>494+38</u>					Groundwater Elev.: _____ ft				
	Offset <u>5.00ft Lt CL</u>					First Encounter <u>689.7</u> ft				
	Ground Surface Elev. <u>709.7</u> ft					Upon Completion _____ ft				
						After _____ Hrs.				
LOOSE brown dirty medium SAND with GRAVEL						MEDIUM tan/brown dirty SAND & GRAVEL				
	707.20									
DENSE brown dirty medium SAND with GRAVEL						LOOSE brown dirty SAND & GRAVEL				
	705.70									
MEDIUM tan SAND & GRAVEL						LOOSE tan SAND & GRAVEL				
	703.20									
MEDIUM brown dirty SAND & GRAVEL						MEDIUM brown SAND & GRAVEL				
	700.20									
MEDIUM dark gray SANDY LOAM						Wash MEDIUM tan SAND & GRAVEL				
	698.20									
LOOSE dark gray dirty medium SAND						MEDIUM tan SAND & GRAVEL				
	695.70									
MEDIUM dark gray SANDY LOAM						MEDIUM tan/gray SAND & GRAVEL				
	693.20									
STIFF gray SILT with SAND lenses						MEDIUM tan SAND & GRAVEL				
	690.20									

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)

Page 2 of 2

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 5/20/08

ROUTE Bypass 20, FAP 301 DESCRIPTION P92-075-08 US 20 .7 m. E. of IL 2 LOGGED BY J. Stratling

SECTION (3, 4) R LOCATION Rockford Twp. - 11 NW, SEC., TWP. 43N, RNG. 1E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Dledrich Automatic

STRUCT. NO.	Station	DEPTH (ft)	BULGE (6")	UCS (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BULGE (6")	UCS (tsf)	MOISTURE (%)
101-0059 & 0060	492+30					Surface Water Elev. _____ ft				
						Stream Bed Elev. <u>71.0</u> ft				
BORING NO. <u>B-4b</u>	Station <u>494+38</u>					Groundwater Elev.: _____ ft				
	Offset <u>5.00ft Lt CL</u>					First Encounter <u>689.7</u> ft				
	Ground Surface Elev. <u>709.7</u> ft					Upon Completion _____ ft				
						After _____ Hrs.				
MEDIUM tan medium SAND with GRAVEL						Wash MEDIUM tan SAND & GRAVEL				
	688.20									
	685.70									
	683.20									
Wash DENSE tan medium SAND						Wash MEDIUM tan SAND & GRAVEL				
	680.70									
	678.20									
	675.70									
	673.20									
	670.70									
	668.20									
	665.70									
	663.20									
	660.70									
	658.20									
	655.70									
	653.20									
	650.70									

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)

PRE-FINAL

DESIGNED -	EXAMINED _____	DATE - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS STRUCTURE NO. 101-0197 (E.B.) & 101-0198 (W.B.)	F.A.P. RTE. 301	SECTION 3BR & 3BR-1	COUNTY WINNEBAGO	TOTAL SHEETS	SHEET NO.	
CHECKED -	ENGINEER OF BRIDGE DESIGN	REVISOR			CONTRACT NO. 64D19					
DRAWN -	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR			SHEET NO. 50 OF 50 SHEETS					
CHECKED -					ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS

DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

BRIDGE OVER ROCK RIVER

WINNEBAGO COUNTY

ROCKFORD BYPASS

F.A. ROUTE 194 SECTION 3B1
F.A. ROUTE 194 SECTION 3FI

PROJECT U-284 (5)

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
194	3B1	WINNEBAGO	25	1
3FI			17	
STA. TO STA.			PROJ. U-284 (5)	

INDEX OF SHEETS

3FI	3B1	
1.		1. TITLE SHEET
2.		2. GENERAL NOTES - BORING LOGS - SUMMARY OF QUANTITIES
3.		3. PLAN & PROFILE
4.		4. GENERAL PLAN
5.		5. PIER NO. 1
6.		6. PIER NO. 2
7.		7. ABUTMENT PART 1
8.		8. ABUTMENT PART 2
9.		9. DECK PLAN PART 1
10.		10. DECK PLAN PART 2
11.		11. STEEL FRAMING PLAN
12.		12. DESIGN DATA AND CROSS FRAMES
13.		13. GIRDER DETAILS PART 1
14.		14. GIRDER DETAILS PART 2
15.		15. BEARING DETAILS
16.		16. EXPANSION GUARD
17.		17. HANDRAIL DETAILS
		18. REINFORCING SCHEDULE
		19. REINFORCING SCHEDULE
		20. CROSS SECTIONS
		21. CROSS SECTIONS
		22. CROSS SECTIONS
		23. STANDARDS FOR CONCRETE PILES
		24 STANDARDS 2124R, 1971-2, 2114
		25 STANDARDS 2113, 2136



EXAMINED OCT 27 1958
V.M. Rasmussen
SUPERVISOR OF BRIDGE & TRAFFIC STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS

SUBMITTED September 30 1958
M. M. Mowbray DISTRICT ENGINEER

EXAMINED June 2 1959
William Marshall ENGINEER OF ROAD PLANS AND CONTRACTS

PASSED June 2 1959

APPROVED [Signature] ENGINEER OF DESIGN

APPROVED [Signature] DISTRICT SUPERVISOR

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED [Signature]

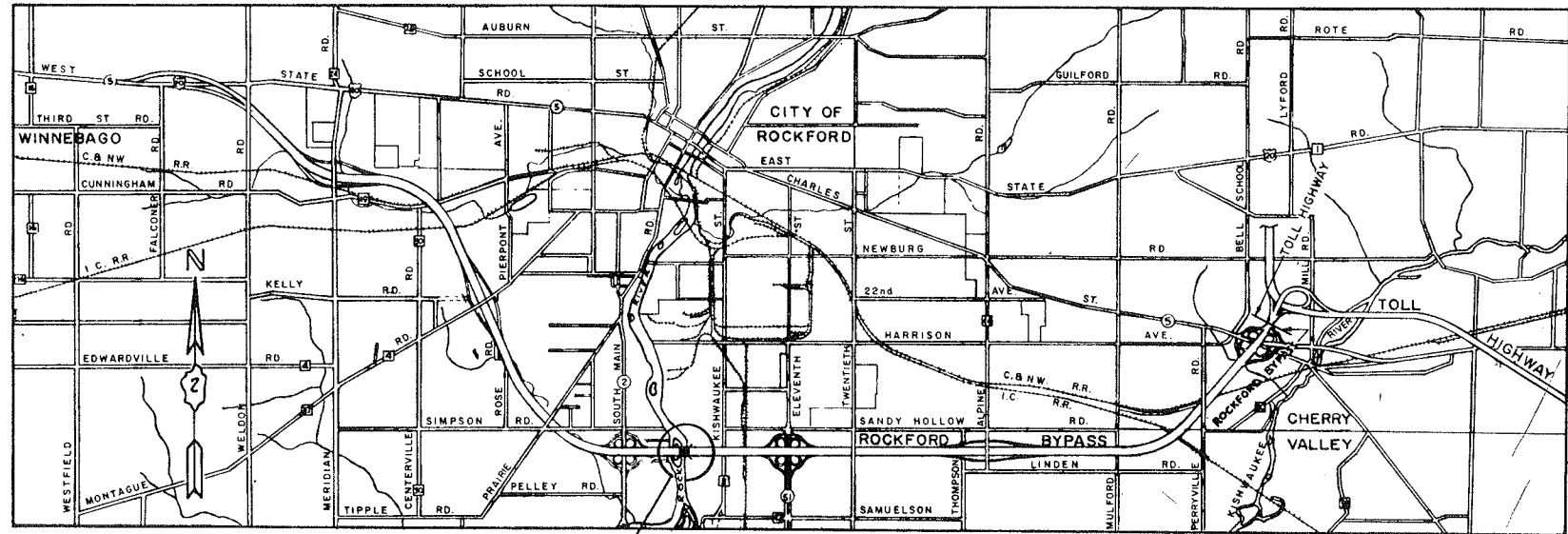
DIVISION ENGINEER DATE

SECTION 3B1 INCLUDES THE CONSTRUCTION OF TWO BUILT-UP STEEL GIRDER DECK TYPE BRIDGES (ON THE ROCKFORD BELT LINE OVER ROCK RIVER) SPANS: 1 @ 120' - 0", 1 @ 156' - 0" AND 1 @ 120' - 0" FROM STA. 490 + 32 TO STA. 494 + 28, WITH THE EXCEPTION OF FURNISHING AND FABRICATING STRUCTURAL STEEL, FURNISHING AND APPLYING SHOP COAT OF PAINT, AND DELIVERY OF THE STRUCTURAL STEEL.

SECTION 3F-1 INCLUDES FURNISHING AND FABRICATING STRUCTURAL STEEL, FURNISHING AND APPLYING SHOP COAT OF PAINT AND THE DELIVERY OF THE STRUCTURAL STEEL FOR TWO BUILT-UP STEEL GIRDER DECK TYPE BRIDGES (ON THE ROCKFORD BELT LINE OVER ROCK RIVER) SPANS: 1 @ 120' - 0", 1 @ 156' - 0" AND 1 @ 120' - 0" FROM STA. 490 + 32 TO STA. 494 + 28.

ROAD CLASSIFICATION: 1500-T-70

ENTIRE SECTION INSPECTED AND APPROVED AS TO POLICY.
DATE September 30 1958
DISTRICT ENGINEER M. M. Mowbray



MACCABEE, CAMPBELL & ASSOCIATES
CONSULTING ENGINEERS
173 W. MADISON ST. CHICAGO, ILL.

B.M. No. 35 4 NAILS IN ROOT OF 8" ELM
425'± LT. OF STA. 475+90, EL. 711.48

B.M. No. 36 P.K. NAIL IN ROOT V. SIDE OF 36" OAK
155'± LT. OF STA. 481+81, EL. 709.06

B.M. No. 37 P.K. NAIL IN W. ROOT OF 36" WILLOW
W. BANK CHUTE, 130'± LT. OF STA. 483+50, EL. 691.74

B.M. No. 38 3 NAILS IN N. SIDE OF 30" TWIN TREE
85'± RT. OF STA. 490+60, EL. 693.48

B.M. No. 39 P.K. NAIL IN E. ROOT OF 30" WILLOW
154'± RT. OF STA. 493+82, EL. 689.15

ROUTE NO.	SEC.	COUNTY	YEAR	SHEET
194	3B1	WINNEBAGO	25	3
STA. 475+00		TO STA. 505+00		
FED. ROAD DIST. NO. ILLINOIS				

B.M. No. 40 3 NAILS IN S. ROOT 30" OAK
130'± LT. OF STA. 498+60, EL. 718.69

John Aug. Johnson

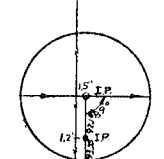
Ella G. Dickenson

Sanitary District

John Aug. Johnson

John Aug. Johnson

PROPOSED IMPROVEMENT



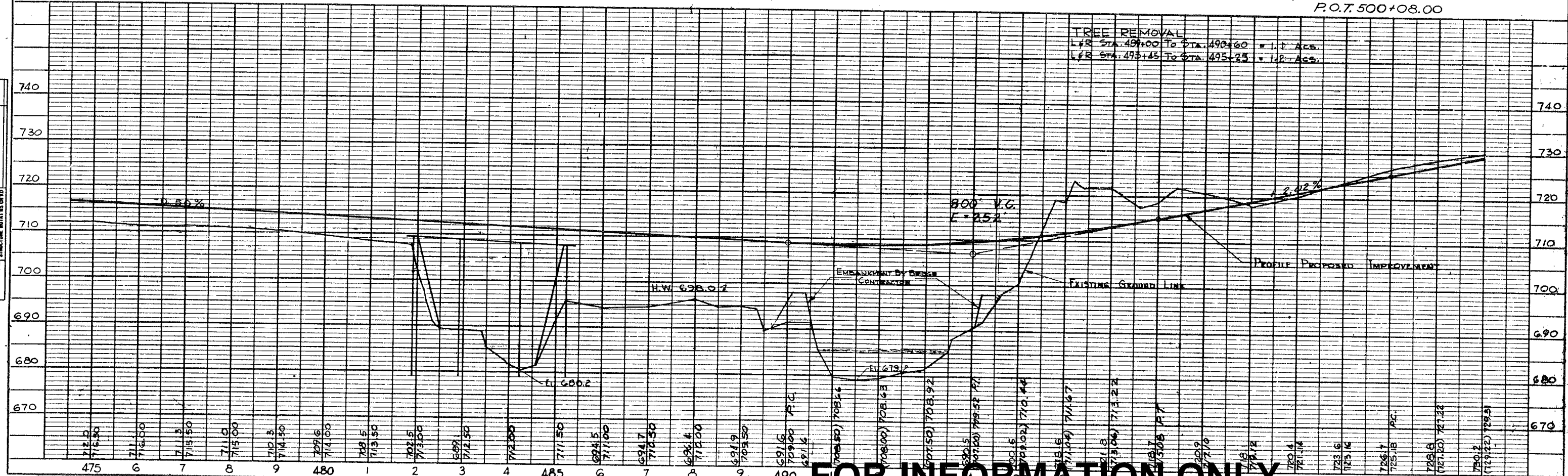
P.O.T. 481+81.56

P.O.T. 500+08.00

SECTION 3F1 INCLUDES FURNISHING AND FABRICATING STRUCTURAL STEEL, FURNISHING AND APPLYING SHOP COAT OF PAINT AND THE DELIVERY OF THE STRUCTURAL STEEL FOR TWO BUILT-UP STEEL GIRDER DECK TYPE BRIDGES (ON THE ROCKFORD BELT LINE OVER ROCK RIVER) SPANS: 1 @ 120'-0", 1 @ 156'-0" AND 1 @ 120'-0" FROM STATION 490+32 TO STA. 494+28.

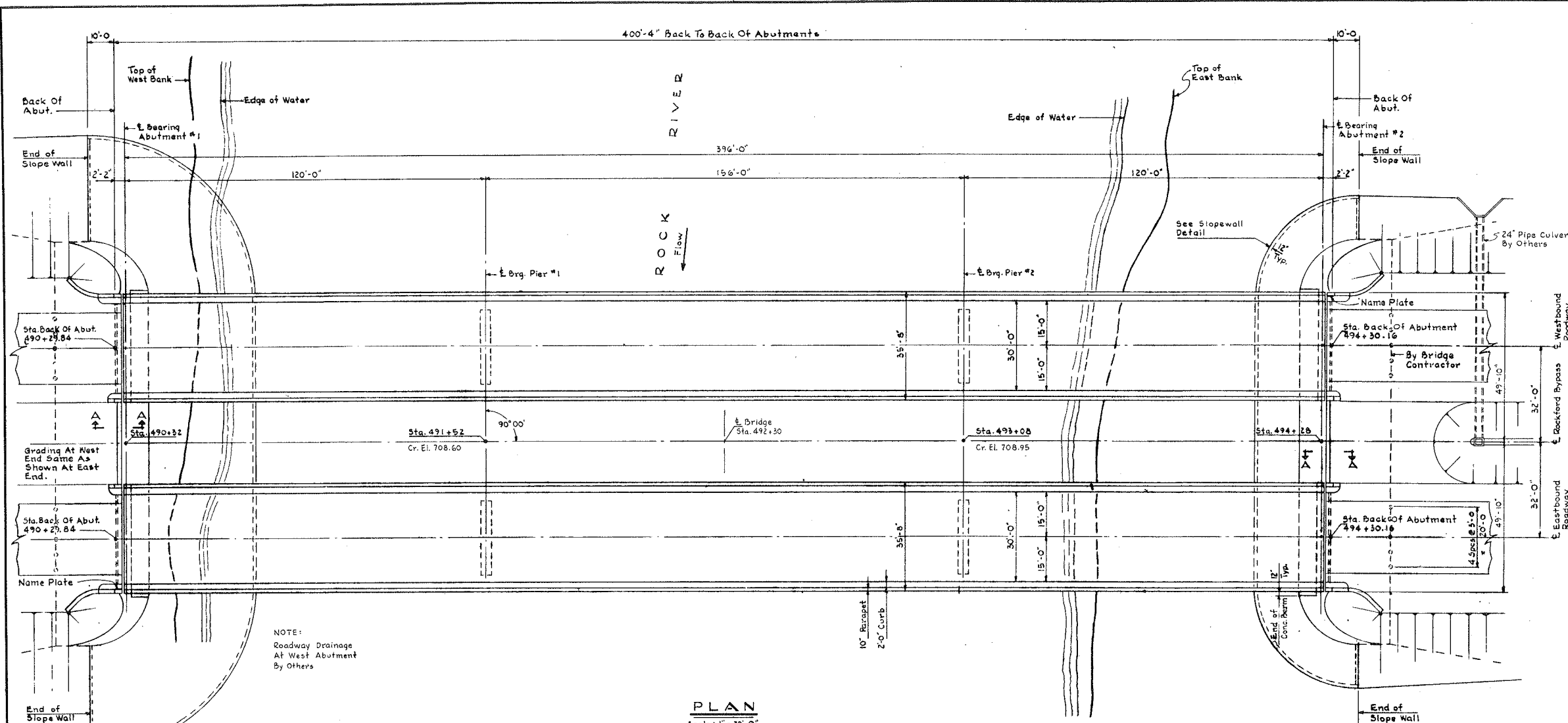
SECTION 3B1 INCLUDES THE CONSTRUCTION OF TWO BUILT-UP STEEL GIRDER DECK TYPE BRIDGES (ON THE ROCKFORD BELT LINE OVER ROCK RIVER) SPANS: 1 @ 120'-0", 1 @ 156'-0" AND 1 @ 120'-0" FROM STATION 490+32 TO STATION 494+28.

TREE REMOVAL
L.R. STA. 489+00 TO STA. 490+60 = 1.1 AC.
L.R. STA. 493+45 TO STA. 495+25 = 1.2 AC.

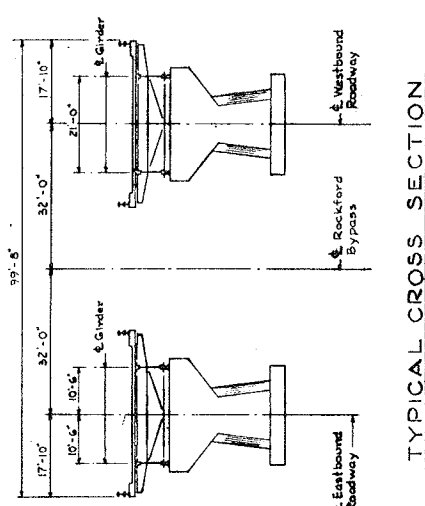


FOR INFORMATION ONLY

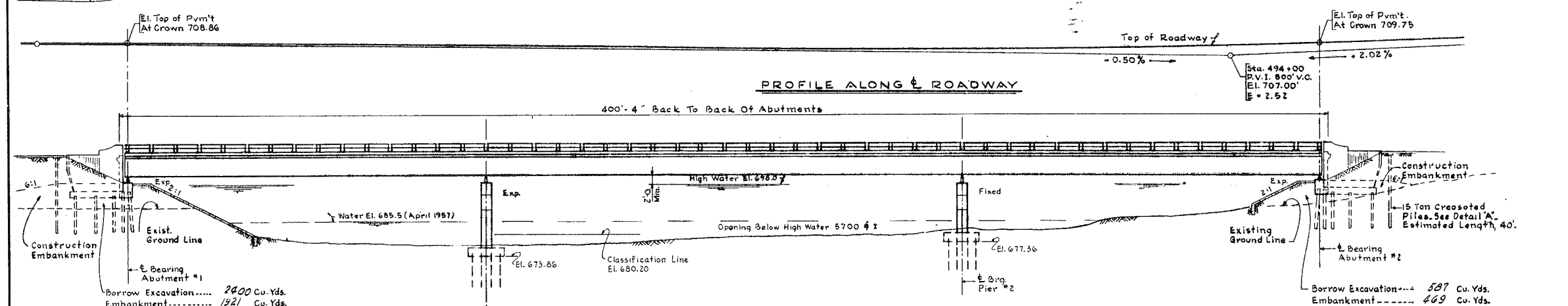
ROUTE NO.	SEC.	COUNTY	SYMBOL	DATE
P.A. 194	3B1	WINNEBAGO	25	4
STA.	TO STA.			
P.C.D. ROAD DIST. NO. VILLINOIS				



PLAN
Scale: 1" = 20'-0"



TYPICAL CROSS SECTION
Scale: 1" = 20'-0"

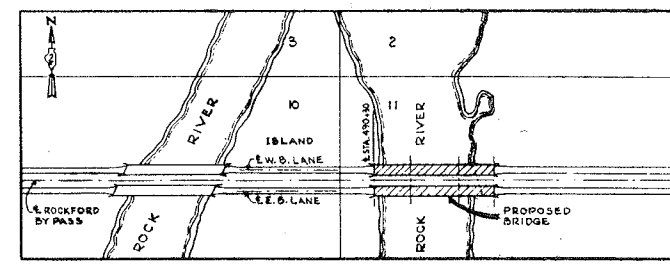


PROFILE ALONG ROADWAY

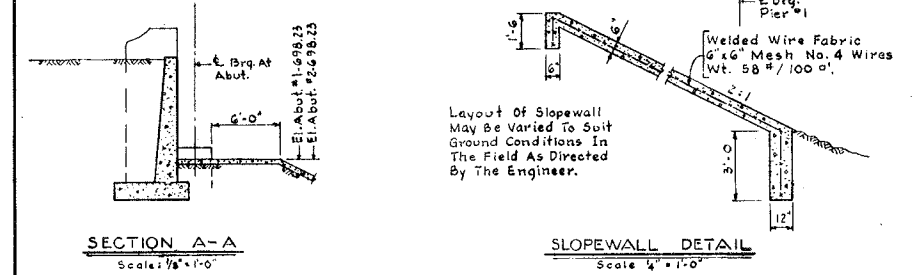
STATION 492+30
BUILT 195 BY
STATE OF ILLINOIS
F.A. RT. 194 SEC. 3B1
F.A. PROJ. U-284(5)
LOADING H20-S16

SEE STATE OF ILL. STD. 2133

NAME PLATE
(TWO REQ'D)



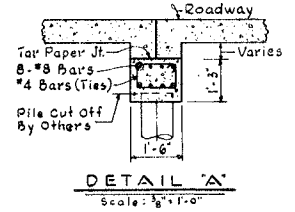
VICINITY MAP
T43N., R1E., 3E2 P.M.



SECTION A-A
Scale: 1/8" = 1'-0"

Layout of Slope Wall
May Be Varied To Suit
Ground Conditions In
The Field As Directed
By The Engineer.

ELEVATION
Scale: 1" = 20'-0"



DETAIL 'A'
Scale: 1/4" = 1'-0"

DRAINAGE DATA

Drainage Area — 6400 Sq. Miles
Character — Rolling Hilly
Required Opening — 8566 Sq. Ft.
Proposed Opening —
Bridge 3B — 3500 Sq. Ft.
Bridge 3B1 — 5700 Sq. Ft.
Total — 9200 Sq. Ft.

DESIGN DATA

LOADING:
Live Load H20 - S16 - 44
20 p.s.f. Future Wearing Surface

STRESSES:
Concrete:
fc = 1400 P.S.I. Superstructure, n = 10
fc = 1000 P.S.I. Substructure (With Earth Pressure)
fc = 1400 P.S.I. Substructure (Without Earth Pressure)
75 P.S.I. Max. Allowable V in Pier Footings.

Steel:
Structural Reinforcing — fs = 18,000 2/3"
fs = 20,000 2/3"

FOR INFORMATION ONLY

MCCABEE, CAMPBELL & ASSOCIATES CONSULTING ENGINEERS
WE, D ON TRE CHICAGO, ILLINOIS

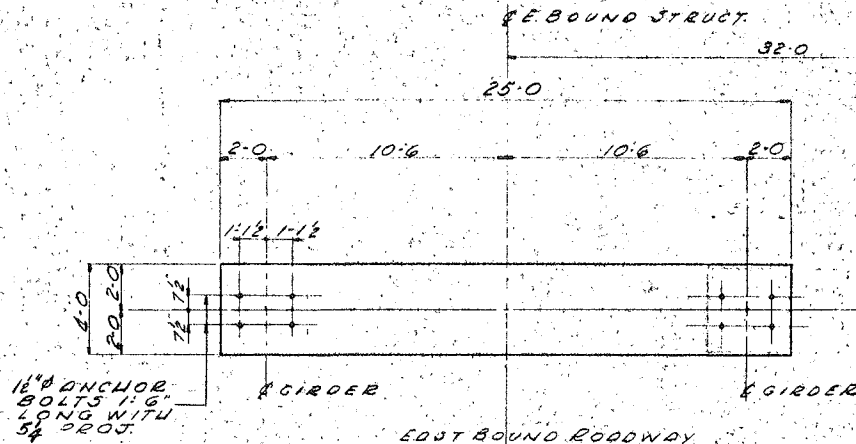
ILLINOIS DIVISION OF HIGHWAYS
ROCKFORD BYPASS

PROJECT F. A. ROUTE 194 SECTION 3B1
WINNEBAGO COUNTY

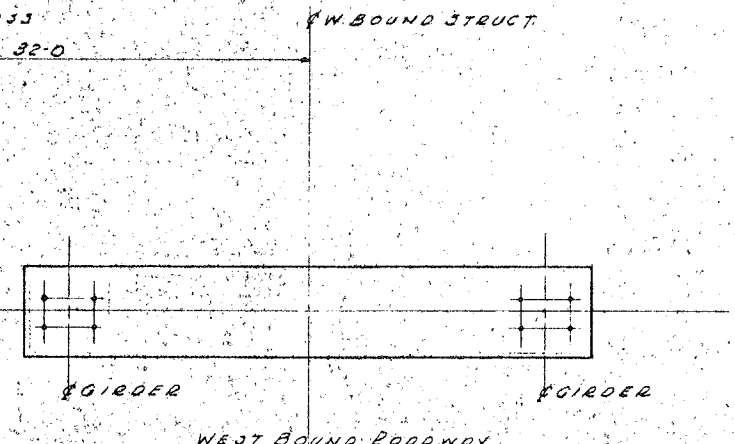
GENERAL PLAN

Designed by E.S. Urqm by G.G. Checked by:

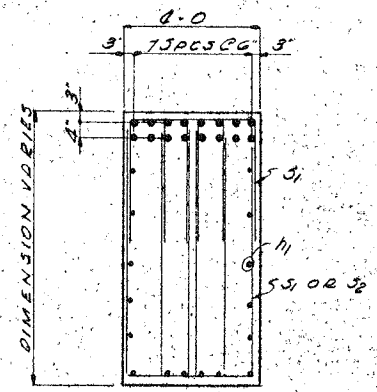
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 194	3B1	WINNEBAGO	23	E
STA. TO STA.		FED. ROAD DIST. NO. 7 ILLINOIS PROJ. U 284		



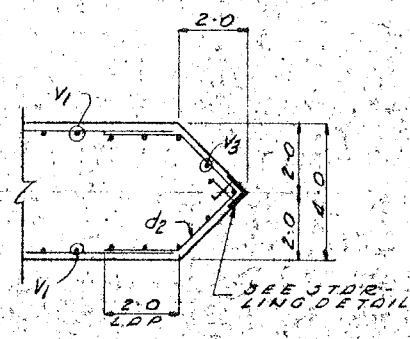
TOP PLDN
SCALE 1/4"=1'-0"



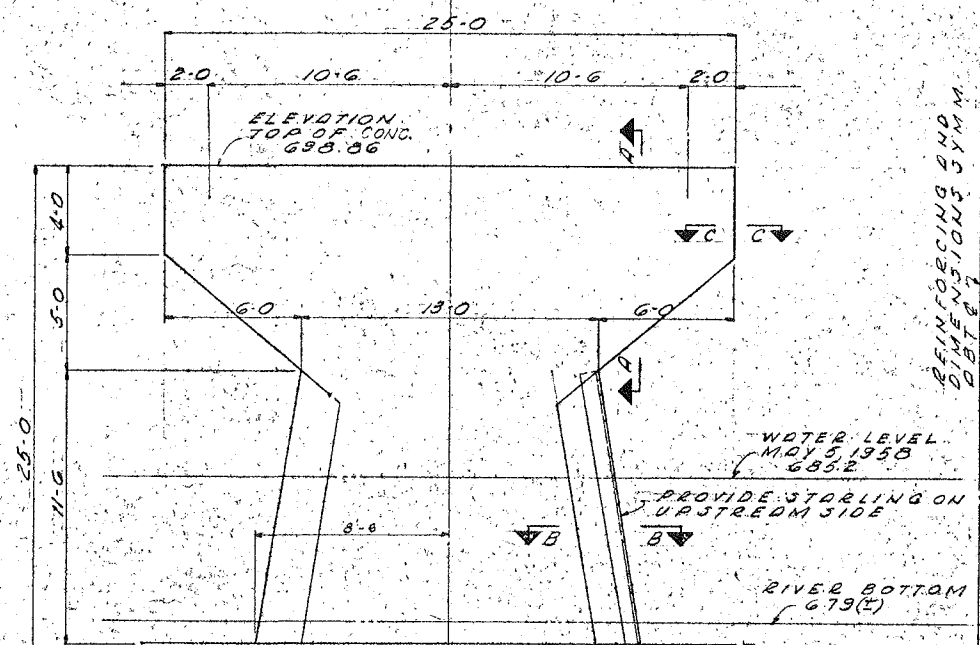
WEST BOUND ROADWAY



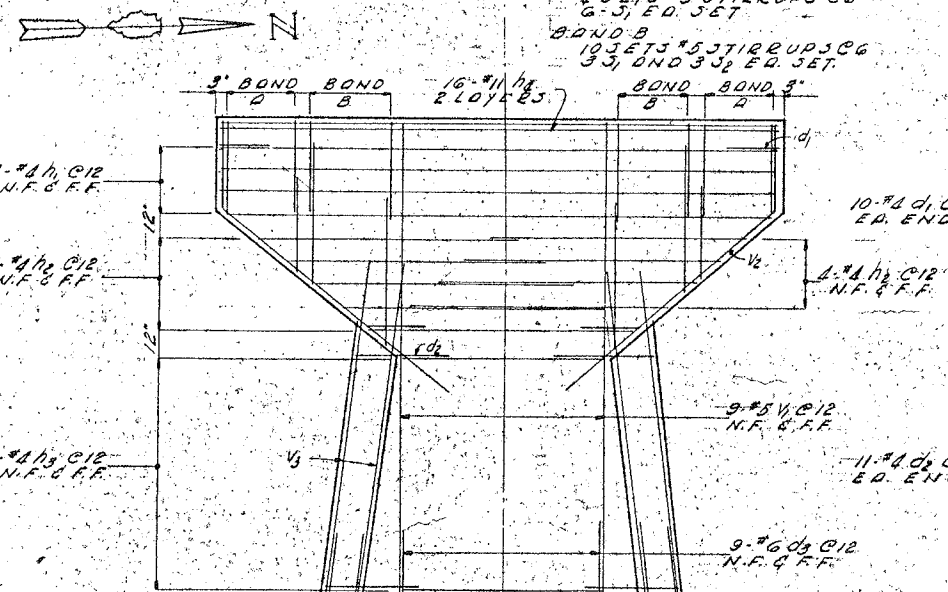
SECTION A-A
SCALE 3/8"=1'-0"



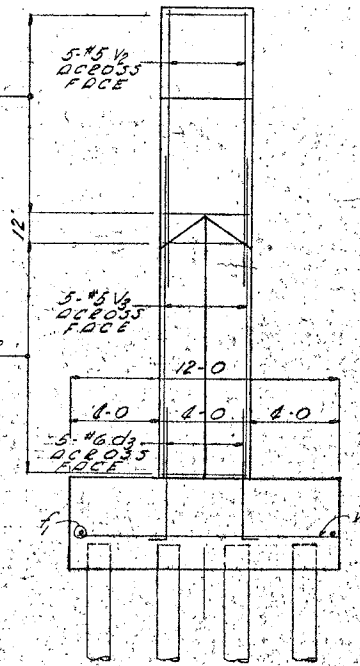
SECTION B-B
SCALE 3/8"=1'-0"



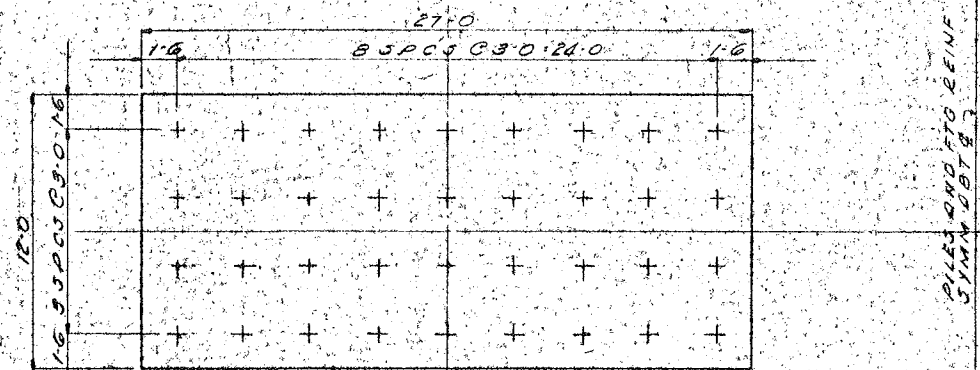
ELEVATION
SCALE 1/4"=1'-0"



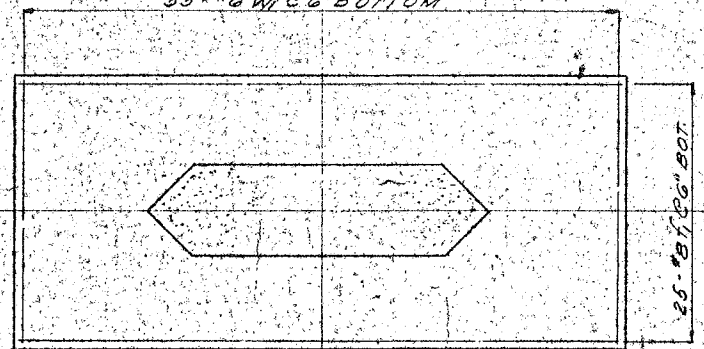
55-#6 W/C G BOTTOM



END VIEW
SCALE 3/8"=1'-0"



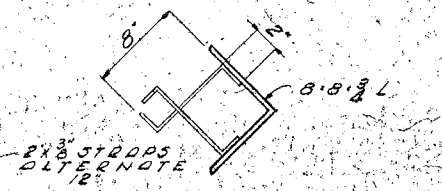
FOOTING PLAN
SCALE 1/4"=1'-0"



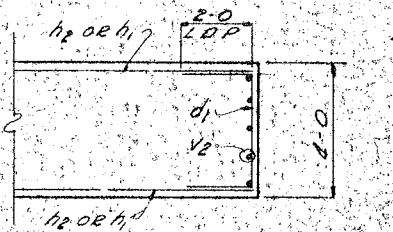
QUANTITIES FOR 2 PIERS

ITEM	UNIT	TOTAL
CROSS CONC. CY		208.2
REINFORCING LB		16,886
CONC. PILES LF		4,260
CONC. TEST PILES EA		1

NOTE:
ANGLE FOR STARLING SHALL BE FURNISHED BY CONTRACTOR FOR SECTION 3B1-F AND, INSTALLED BY CONTRACTOR FOR SECTION 3B1.



STARLING DETAIL
SCALE 1/2"=1'-0"



SECTION C-C
SCALE 3/8"=1'-0"

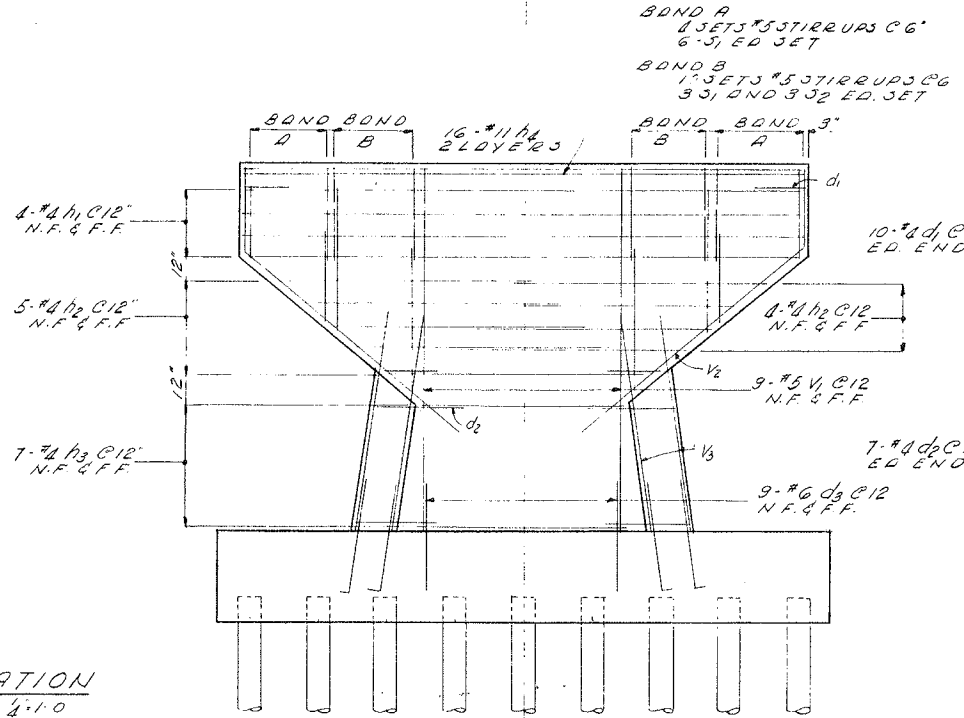
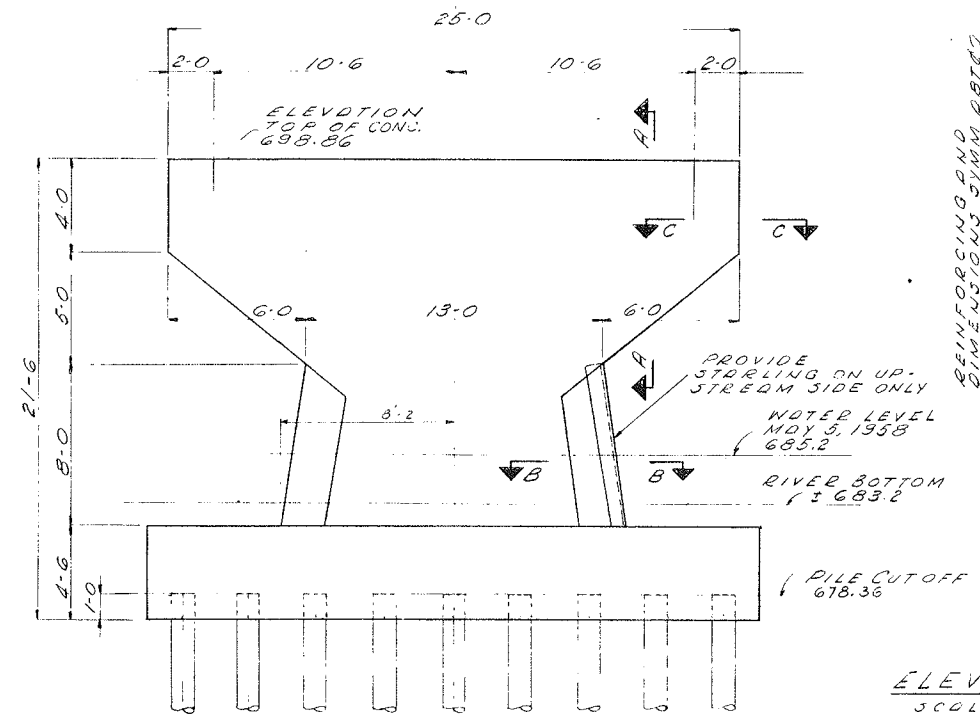
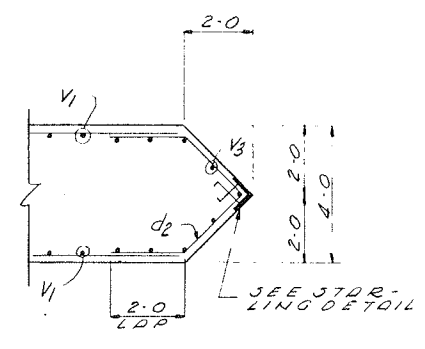
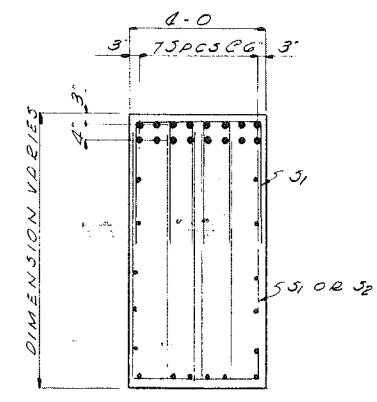
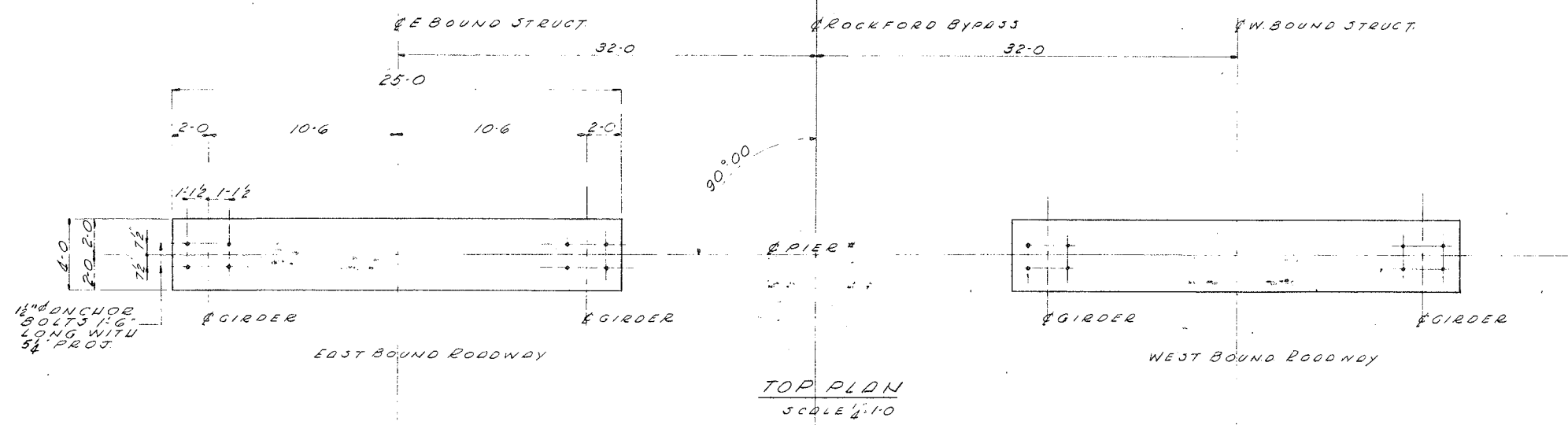
PILE DATA:
30 TON CONCRETE PILES
EST. LENGTH 60 FT
NUMBER REQ. 72

NOTES:
FOR GENERAL NOTES
SEE SHEET 3
REINFORCING SCHEDULE
SEE SHEET 13 & 19

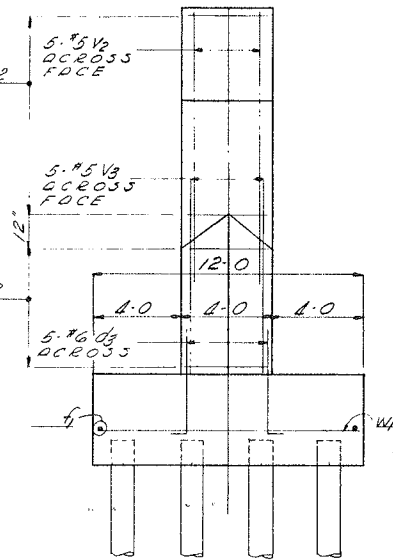
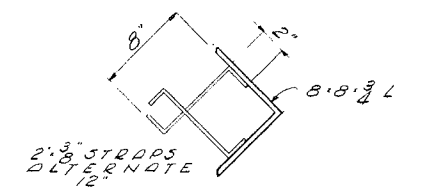
ILLINOIS DIVISION OF HIGHWAYS
ROCKFORD BYPASS
F. A. ROUTE 194
PROJECT U 284 SECTION 3B1
WINNEBAGO COUNTY
PIER No 1

FOR INFORMATION ONLY

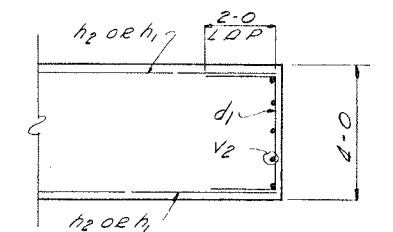
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
194	3B1-F	WINNEBAGO	23	
STA. TO STA.			PROJ. 0284	
FED. ROAD DIST. NO. 7 ILLINOIS				



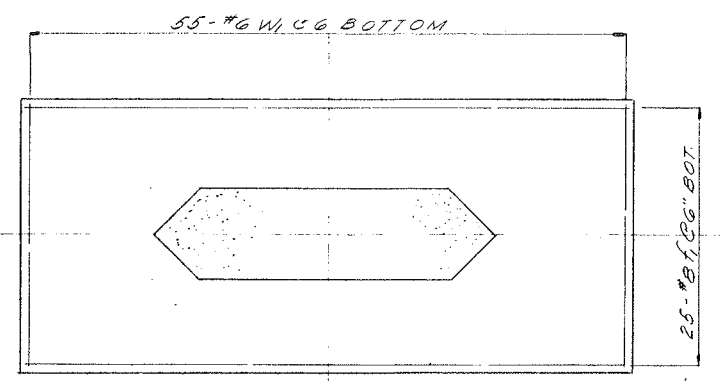
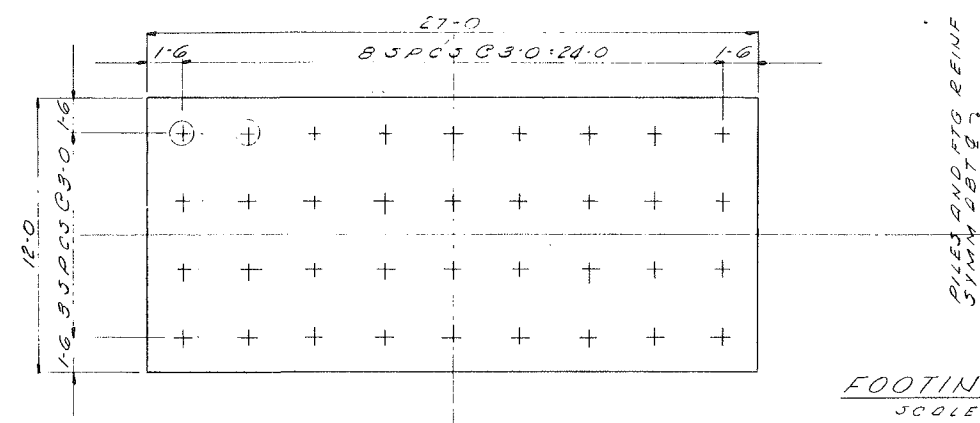
NOTE:
ANGLE FOR STARTLING SHALL BE FURNISHED BY CONTRACTOR FOR SECTION 3B1-F AND INSTALLED BY CONTRACTOR FOR SECTION 3B1.



STARTLING DETAIL
SCALE 1/2"=1'-0"



SECTION C-C
SCALE 3/8"=1'-0"



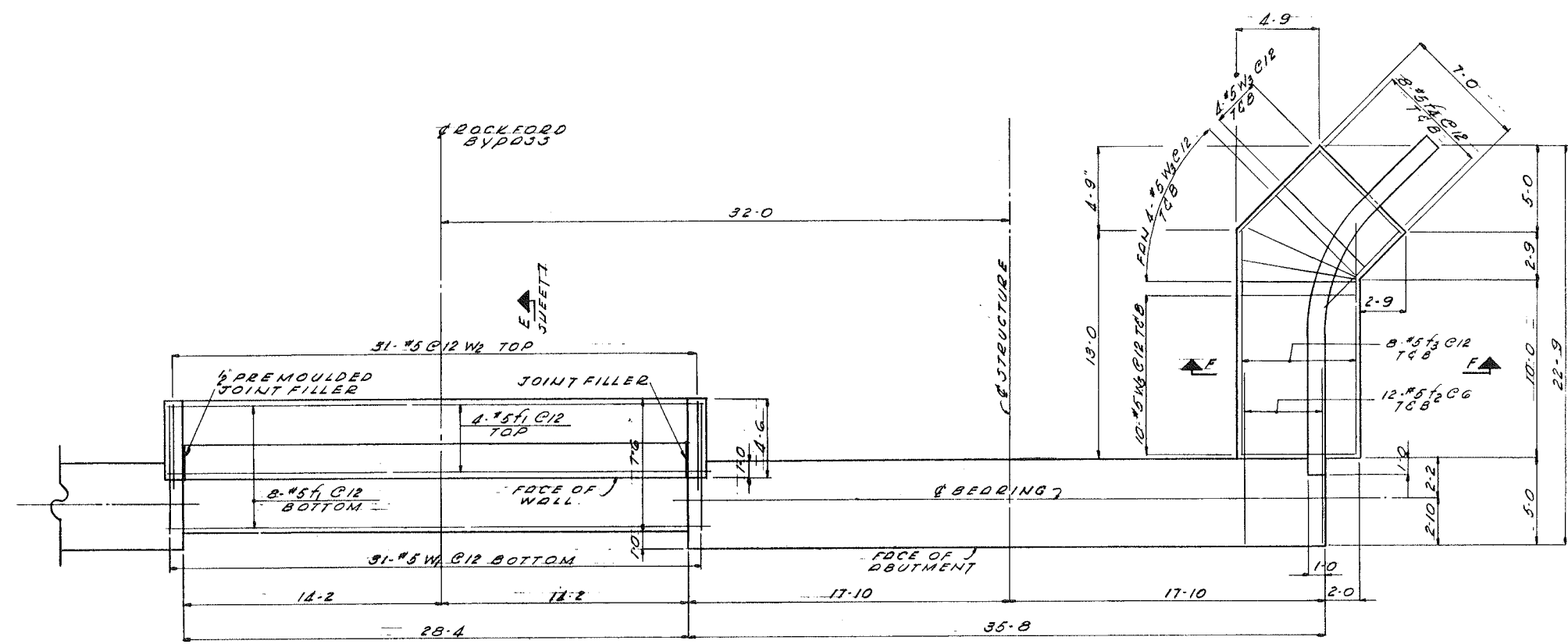
QUANTITIES FOR 2 PIERS

ITEM	UNIT	TOTAL
CLASS 1 CONC	CY	192
REINFORCING	103	16,490
CONC PILES	L.F.	4,260
CONC. TEST PILES	EA.	1

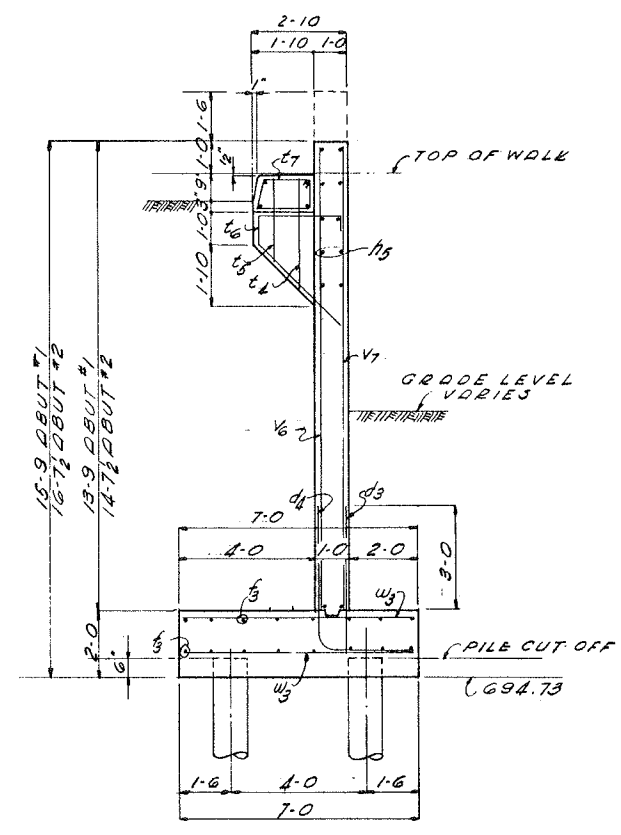
PILE DATA
30 TON W/ COMPLETE PILES
EST. LENGTH 60 FT
NUMBER 254 72
NOTES
FOR GENERAL NOTES SEE SHEET 2.
REINFORCING SCHEDULE 18 & 19.

ILLINOIS DIVISION OF HIGHWAYS
ROCKFORD BYPASS
F. A. ROUTE 194
PROJECT SECTION 3B1
WINNEBAGO COUNTY
PIER No 2
Designed By: E.S. Drawn By: E.S. Checked By:

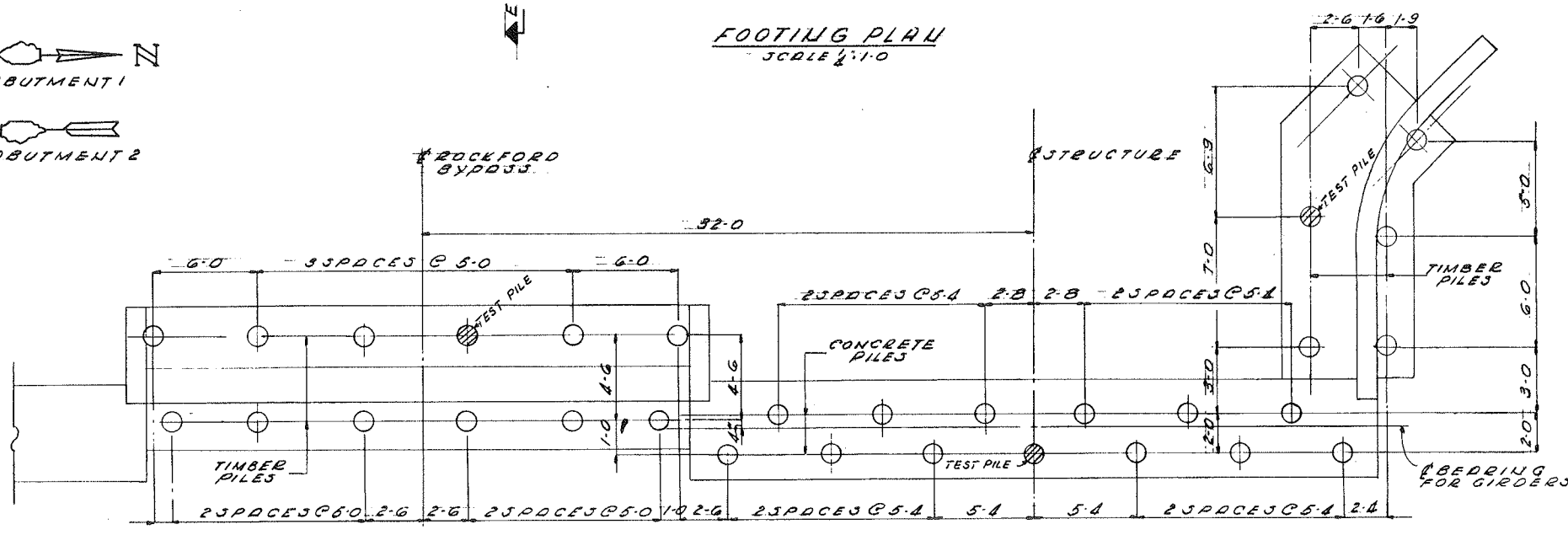
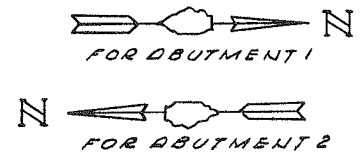
FOR INFORMATION ONLY



FOOTING PLAN
SCALE 1/4"=1'-0"



SECTION F-F
SCALE 3/8"=1'-0"



PILE PLAN
SCALE 1/4"=1'-0"

QUANTITIES FOR ALL ABUTS. & WALLS

ITEM	UNIT	TOTAL
CONCRETE CLASS C.Y.		333
REINFORCING	LB3	32,134
CONCRETE PILES	L.F.	3060
TIMBER PILES (30)	L.F.	1380
TEST PILES (CONC)	EA.	1
CRESOTED TIMBER TEST PILE	EA.	2

NOTES:
FOR REINFORCING SCHEDULE SEE SHEETS 18 AND 19
FOR GENERAL NOTES SEE SHEET 2
WORK THIS SHEET WITH SHEET 7

PILE DATA

ABUTMENT
30 TON CONCRETE PILES
EST. LENGTH 60 FT
NUMBER REQ 52 (INCL. (1) TEST PILE)

WING WALLS
15 TON CRESOTED PILES
EST. LENGTH 30'
NUMBER REQ 24 (INCL. (1) TEST PILE)

WALL BETWEEN ABUTMENTS
15 TON CRESOTED PILES
EST. LENGTH 30'
NUMBER REQ 24 (INCL. (1) TEST PILE)

ILLINOIS DIVISION OF HIGHWAYS
ROCKFORD BYPASS

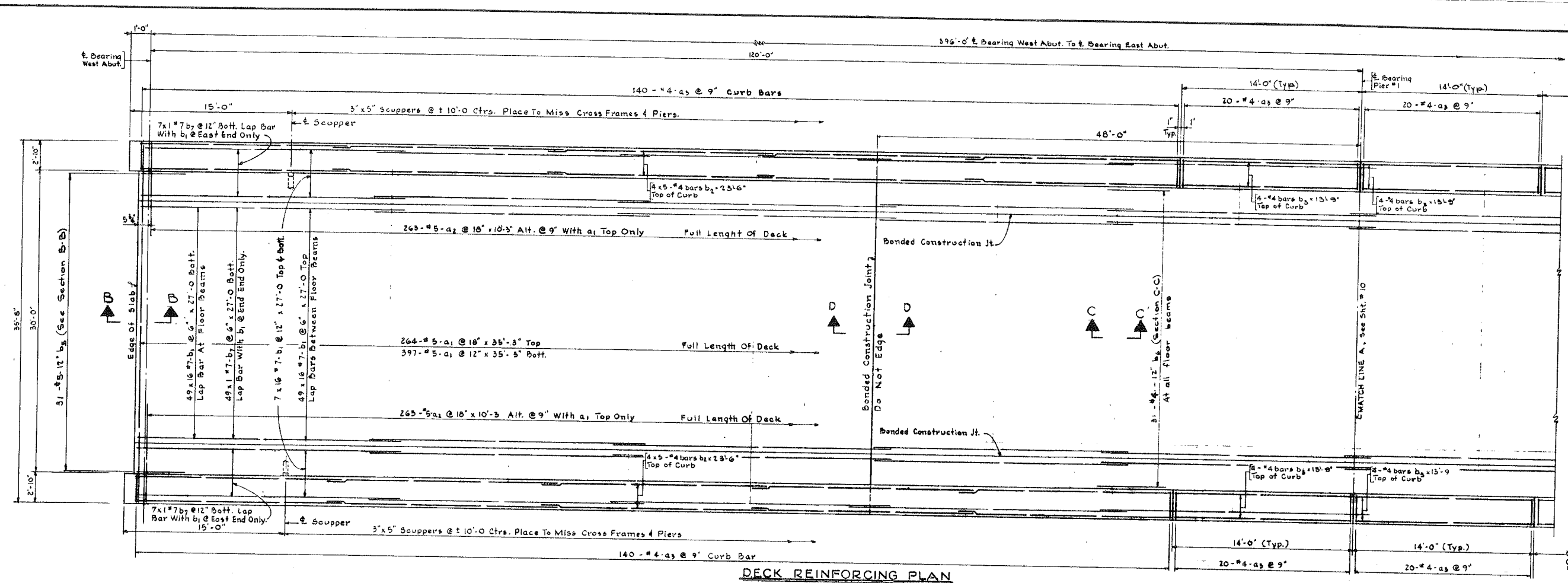
F. A. ROUTE 194
PROJECT _____ SECTION **3B1**
WINNEBAGO COUNTY

ABUTMENT PART 2

Designed By: E.S. Drawn By: E.S. Checked By: _____

FOR INFORMATION ONLY

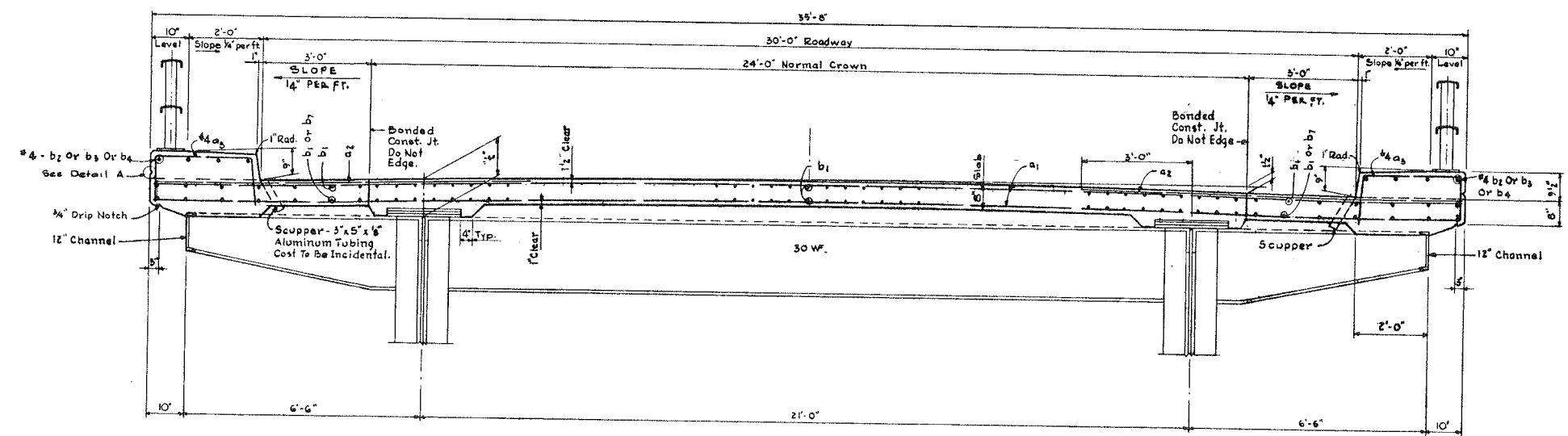
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 194	3B1	WINNEBAGO	25	9
STA.	TO STA.			
FED. ROAD DIST. NO. 7 (ILLINOIS)				



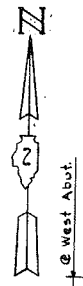
DECK REINFORCING PLAN
Scale: 3/4" = 1'-0"

Construction Joint in Curbs To Top Of Slab, 5" Aluminum Plate (45-H32)

Construction Joint in Curbs To Top Of Slab, 5" Aluminum Plate (45-H32)

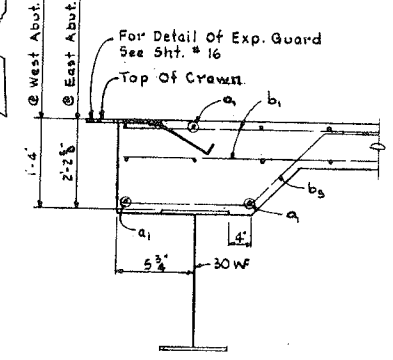


CROSS SECTION
Scale: 1/2" = 1'-0"

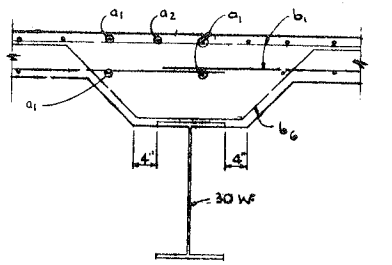


Bars b₂ Or b₃ Or b₄ Shall Not Pass Thru Construction Joints
Bars Designated 4 x 5 #4 Bars Indicates That There Are 4 Rows & Each Row Contains 5 Lengths of Bars

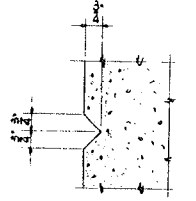
ITEM	UNIT	TOTAL
CONCRETE	Cu. Yds.	1142
REINFORCING	lbs.	289026
STRUCTURAL STEEL	lbs.	1454896



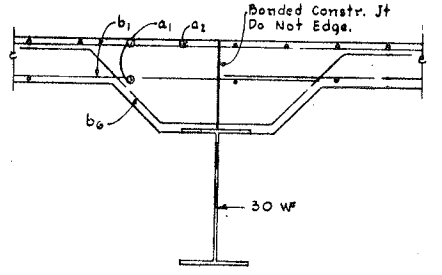
SECTION B-B
Scale: 3/4" = 1'-0"



TYPICAL SECTION C-C
Scale: 3/4" = 1'-0"



DETAIL A
Scale: 3" = 1'-0"



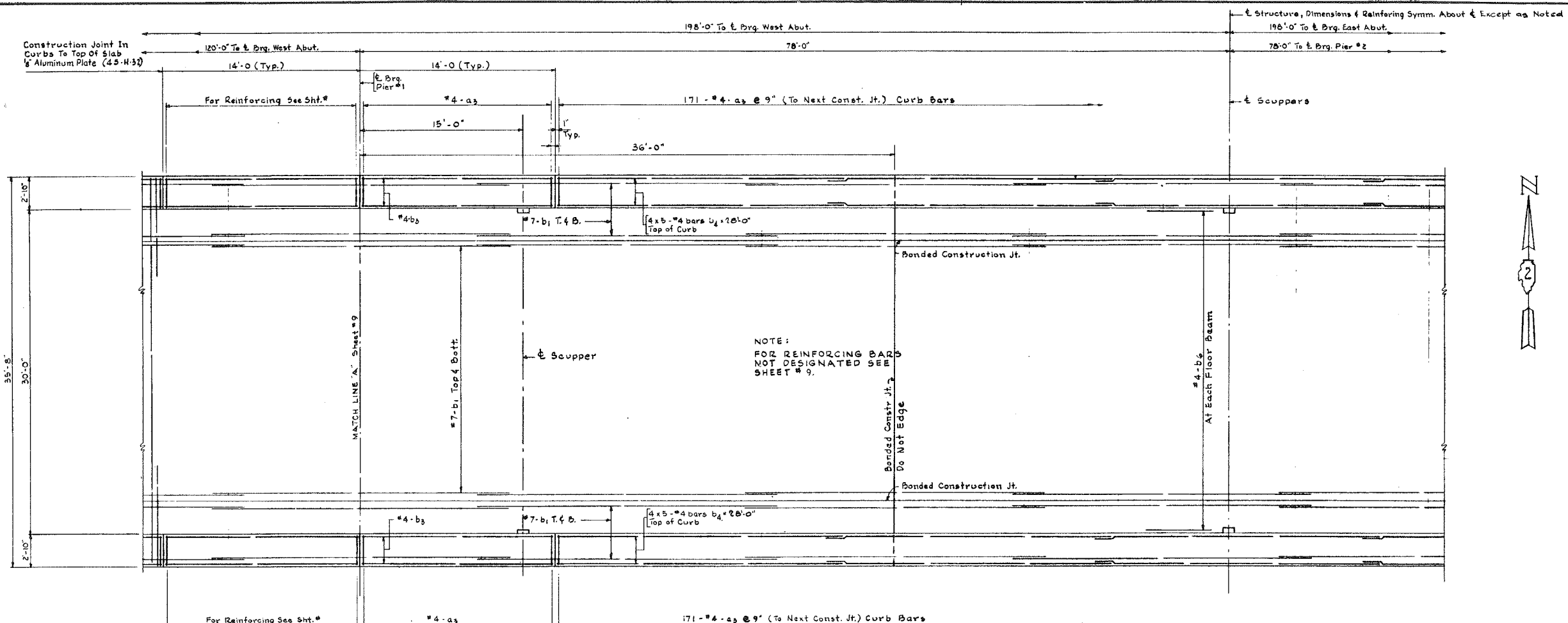
SECTION D-D
AT CONSTRUCTION JOINT
Scale: 3/4" = 1'-0"

NOTES:
For General Notes See Sheet # 2.
For "t" Dimensions See Sheet # 10
For Reinforcing Details See Schedule, Shts. 18 & 19.

FOR INFORMATION ONLY

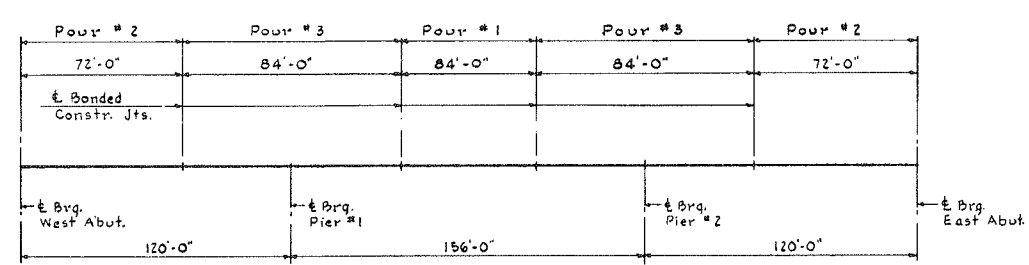
ILLINOIS DIVISION OF HIGHWAYS
ROCKFORD BYPASS
F.A. ROUTE 194
PROJECT SECTION 3B1
WINNEBAGO COUNTY
DECK PLAN PART I
Sheet 233 of 290

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 194	3B1 3F1	WINNEBAGO	28	10
STA.		TO STA.		
FED. ROAD DIST. NO. ILLINOIS				



DECK REINFORCING PLAN
Scale: 1/8" = 1'-0"

Bars b₁ Or b₃ Or b₄ Shall Not Pass Thru Construction Joints
Bars Designated 4 x 5 #4 Bars Indicates That There Are 4 Rows & Each Row Contains 5 Lengths of Bars



DECK SLAB POURING SEQUENCE

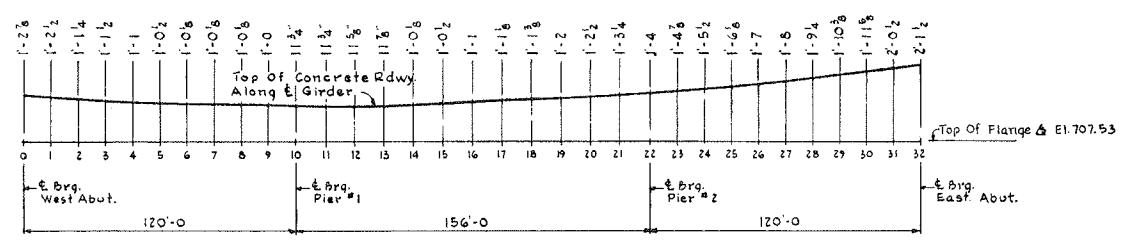


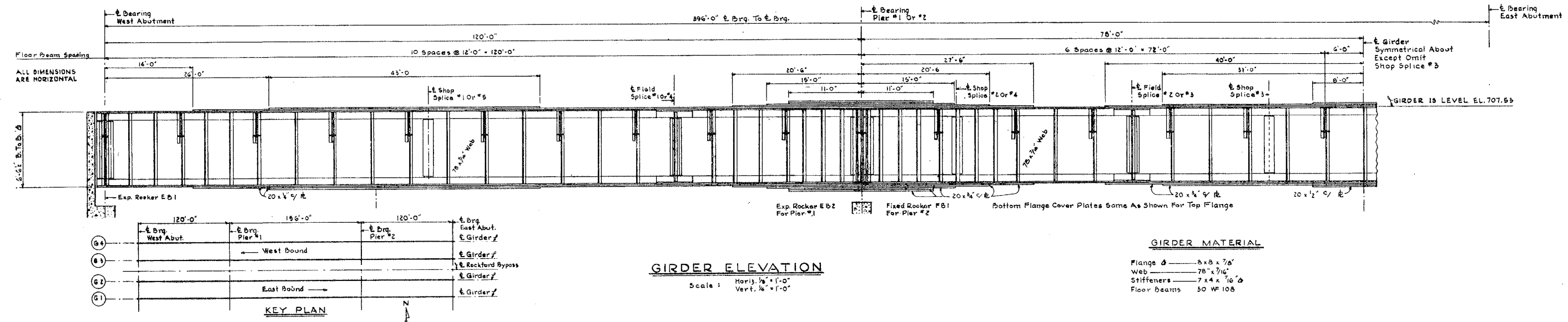
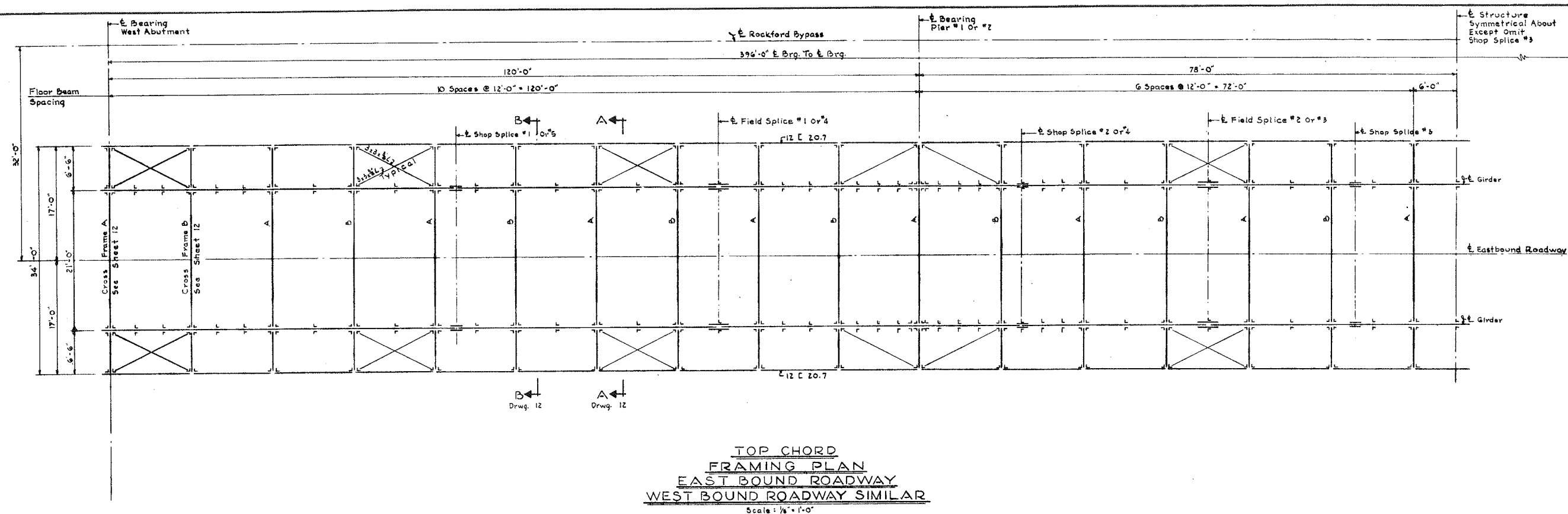
DIAGRAM SHOWING 't' DIMENSIONS
(See Cross Section Sheet 9)

NOTES:
For General Notes See Sheet # 2.
For Cross Section See Sheet # 9.
For Reinforcing Details See Schedule. Shts. # 18 & # 19.

FOR INFORMATION ONLY

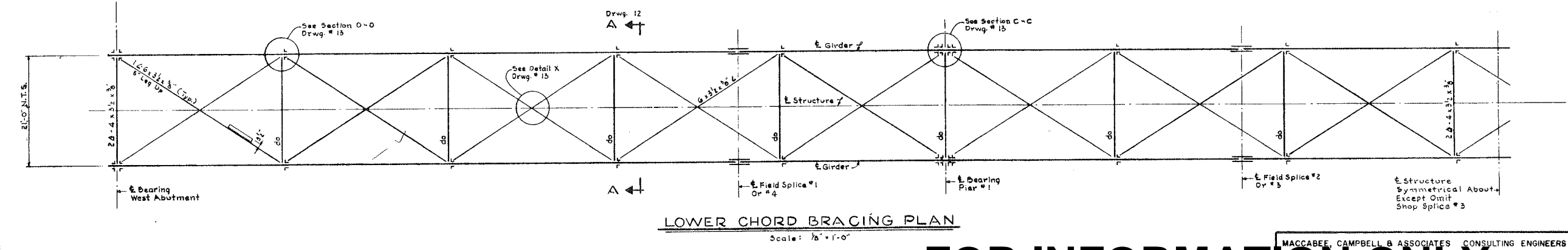
ILLINOIS DIVISION OF HIGHWAYS ROCKFORD BYPASS		
F. A. ROUTE 194		
PROJECT	SECTION 3B1	
WINNEBAGO COUNTY		
DECK PLAN PART 2		
Designed By: E.S.	Drawn By: G.G.	Checked By:

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 194	3B1	WINNEBAGO	25	11
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS		



GIRDER MATERIAL

Flange	3 x 8 x 7/8"
Web	78" x 7/16"
Stiffeners	7 x 4 x 7/16"
Floor Beams	30 WF 108

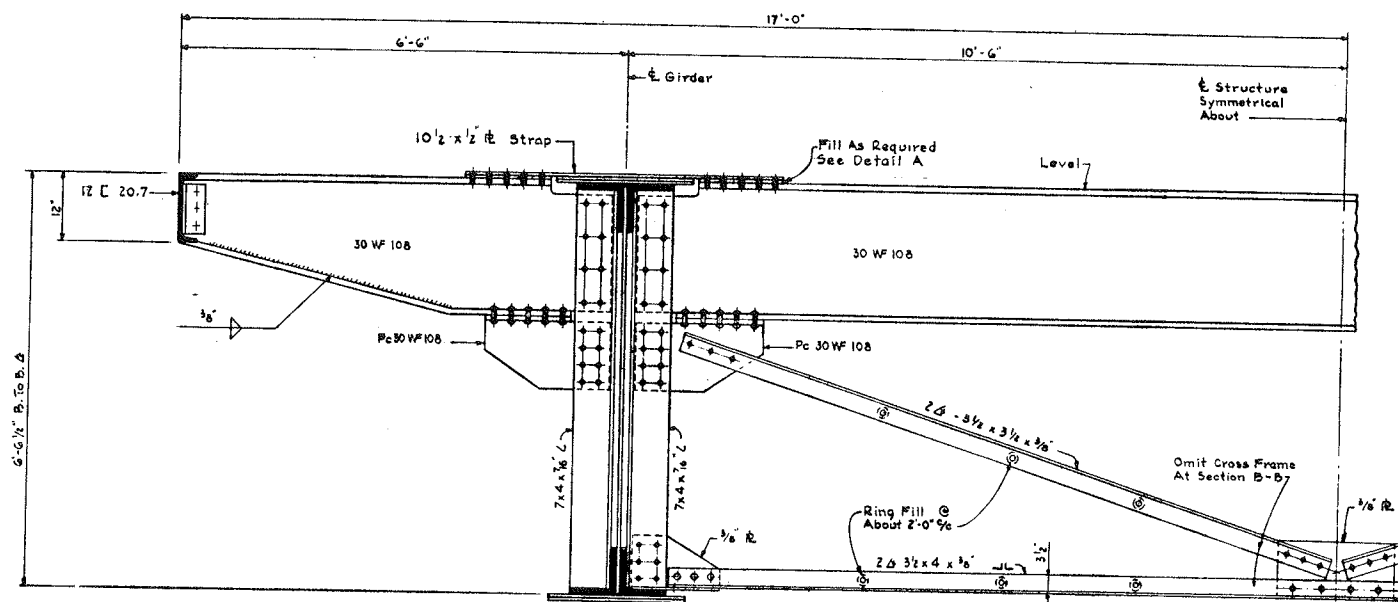


ILLINOIS DIVISION OF HIGHWAYS
 ROCKFORD BYPASS
 F. A. ROUTE 194
 PROJECT SECTION 3.B1
 WINNEBAGO COUNTY

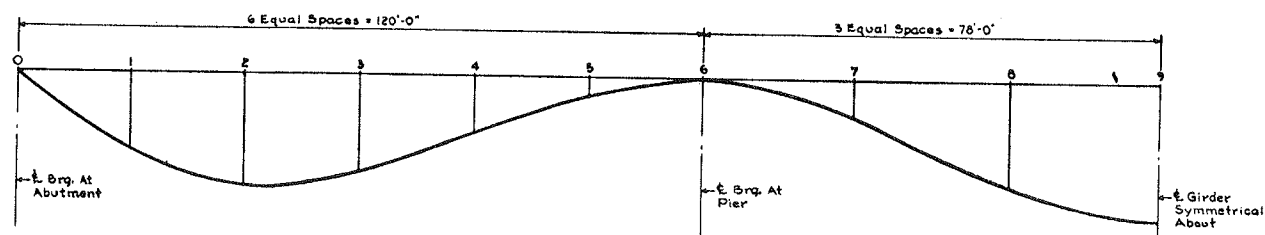
STEEL FRAMING PLAN
 Designed By: E. S. Drawn By: G.W.G. Checked By:

MACCABEE, CAMPBELL & ASSOCIATES
 CONSULTING ENGINEERS
 CHICAGO, ILLINOIS

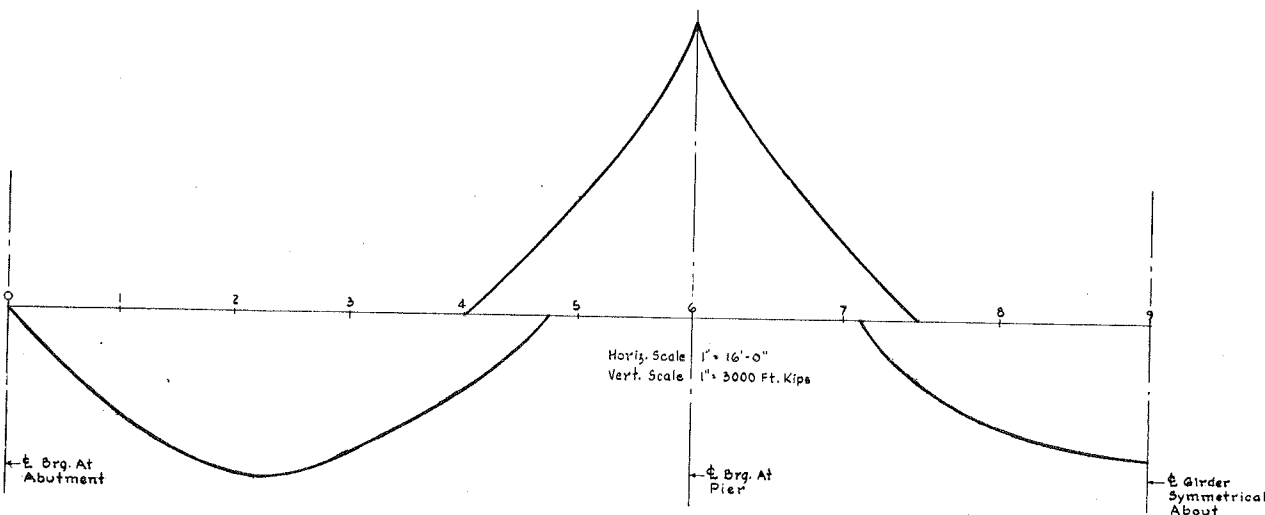
FOR INFORMATION ONLY



HALF CROSS SECTION A-A (WITH CROSS FRAME)
 HALF CROSS SECTION B-B (WITHOUT CROSS FRAME) } See Sheet 11 For Location
 Scale: 3/4" = 1'-0"



DEAD LOAD DEFLECTION DIAGRAM
 (See Table)

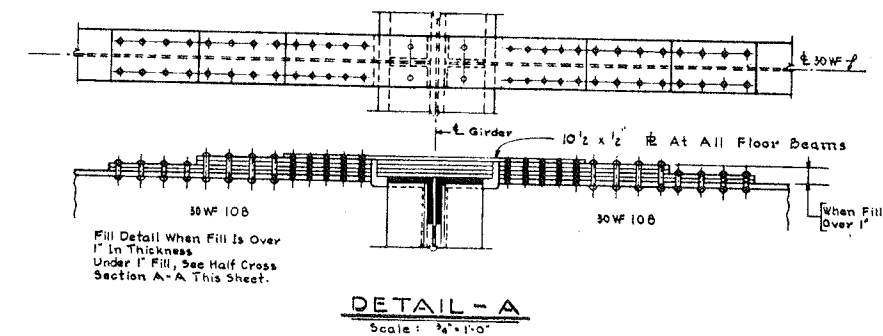


COMBINED MOMENT DIAGRAM
 D.L. + L.L. + I.
 (See Table)

POINT	1	2	3	4	5	6	7	8	9
G1	1 1/8	1 1/2	1 5/8	1 3/4	1 1/2	0	1 1/4	2 1/4	3 1/4
G2	Same As For G1								

GIRDER	MAX. DESIGN M'S. IN FT. KIPS		
	+M SPAN _L	-M R _P	+M SPAN _R
G1	5400	9900	6000
G2	Same As For G1		

GIRDER NO.	LOCATION	± BRG.	± SHOP	± FIELD	± BRG.	± SHOP	± FIELD	± SHOP	± FIELD	± SHOP	± BRG.	± FIELD	± SHOP	± BRG.
		W. ABUT.	SPLICE #1	SPLICE #1	PIER #1	SPLICE #2	SPLICE #2	SPLICE #3	SPLICE #3	SPLICE #4	PIER #2	SPLICE #4	SPLICE #5	E. ABUT.
1, 2,	TOP OF SLAB	708.77	708.60	708.54	708.51	708.51	708.53	708.56	708.69	708.79	708.86	709.02	709.27	709.66
3, 4,	TOP OF STEEL	707.53	707.65	707.59	707.84	707.65	707.59	707.65	707.59	707.65	707.84	707.59	707.65	707.53

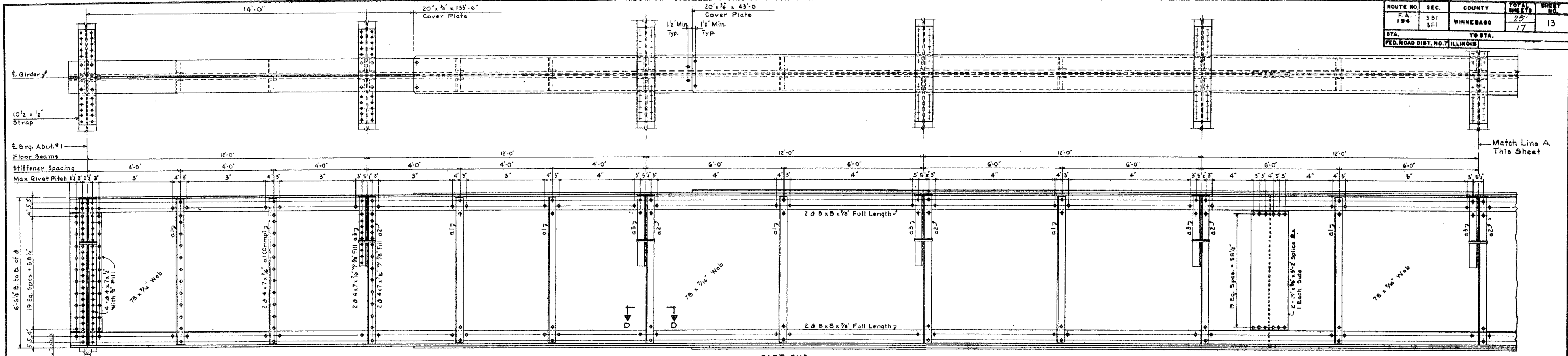


DETAIL - A
 Scale: 3/4" = 1'-0"

NOTES:
 See Sht. 2 For General Notes.
 Girders Shall Be Cambered For D.L. Deflection.
 Work This Sheet With Sheets 11, 13 & 14.

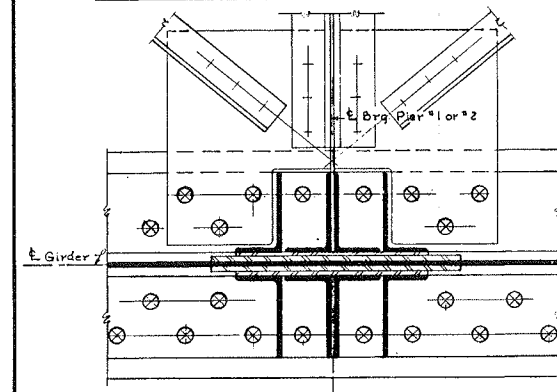
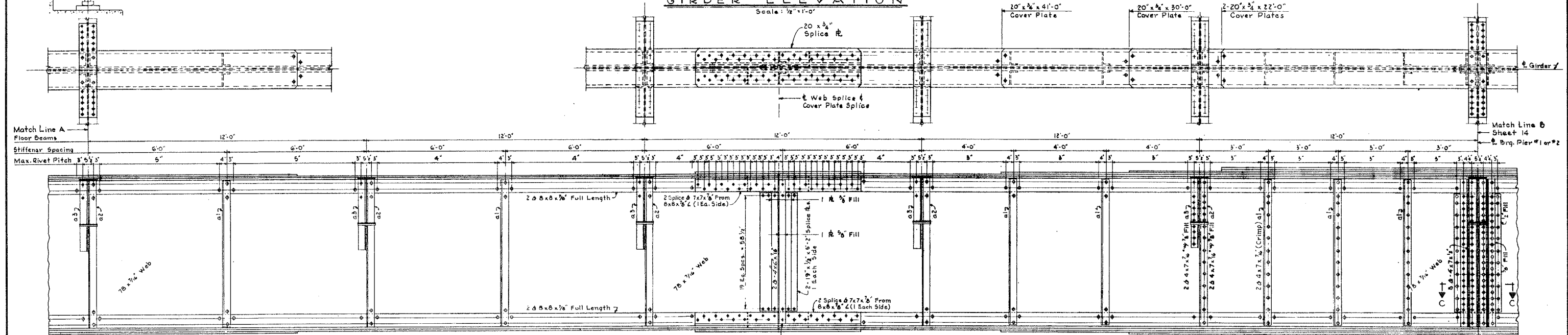
FOR INFORMATION ONLY

ROUTE NO. F.A. 194	SEC. 301 SP1	COUNTY WINNEBAGO	TOTAL SHEETS 25	SHEET NO. 13
STA. PED. ROAD DIST. NO. 7 ILLINOIS		TO STA.		

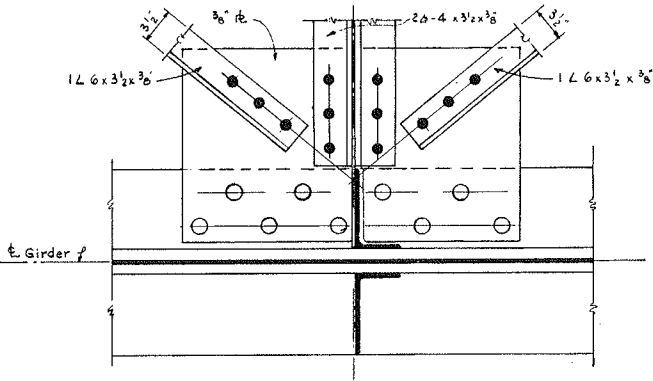


- PART ONE -
GIRDER ELEVATION

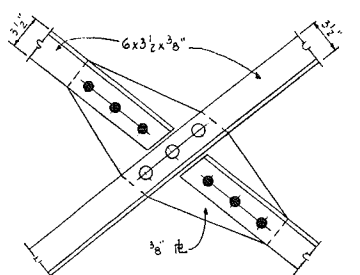
Scale: 1/2" = 1'-0"



SECTION C-C
Scale: 1/2" = 1'-0"



SECTION D-D
Scale: 1/2" = 1'-0"



DETAIL X
Scale: 1 1/2" = 1'-0"

Note: Detail Occurs At Cross Frames Only.
For Cross Frame Location See Drwg. # 11.

NOTE:
For Notes See Sheet 12.

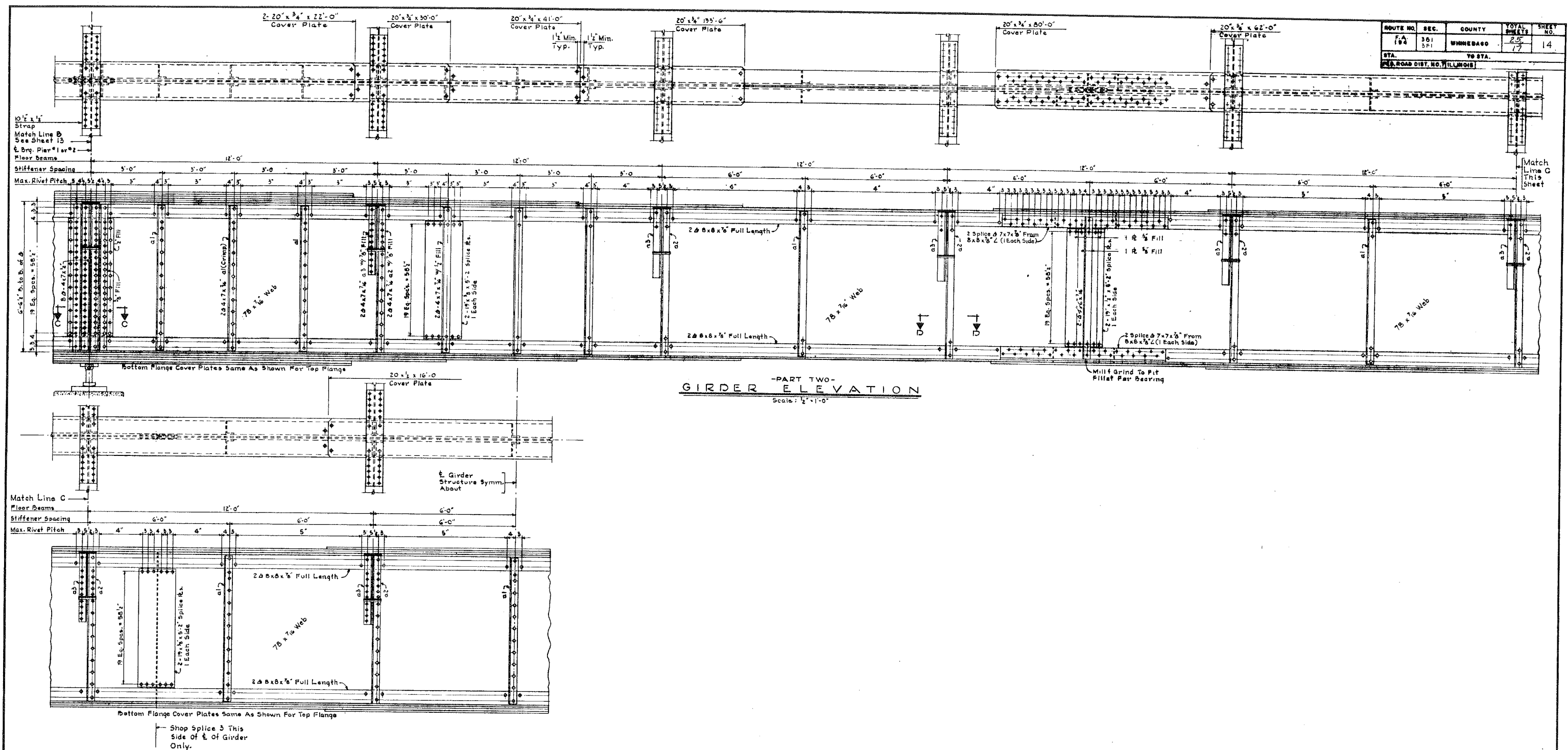
ILLINOIS DIVISION OF HIGHWAYS
ROCKFORD BYPASS
F. A. ROUTE 194
PROJECT _____ SECTION 3.B.1
WINNEBAGO COUNTY

GIRDER DETAILS PART I

Designed By: E.S. Drawn By: G.W.G. Checked By:

FOR INFORMATION ONLY

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.	301	WINNEBAGO	25	14
STA.	TO STA.			
P.A. ROAD DIST. NO. ILLINOIS				



-PART TWO-
GIRDER ELEVATION
Scale: 1/2" = 1'-0"

NOTE:
For Notes See Sheet 12

ILLINOIS DIVISION OF HIGHWAYS ROCKFORD BYPASS	
F. A. ROUTE 194	
PROJECT	SECTION 3.B.1
WINNEBAGO COUNTY	

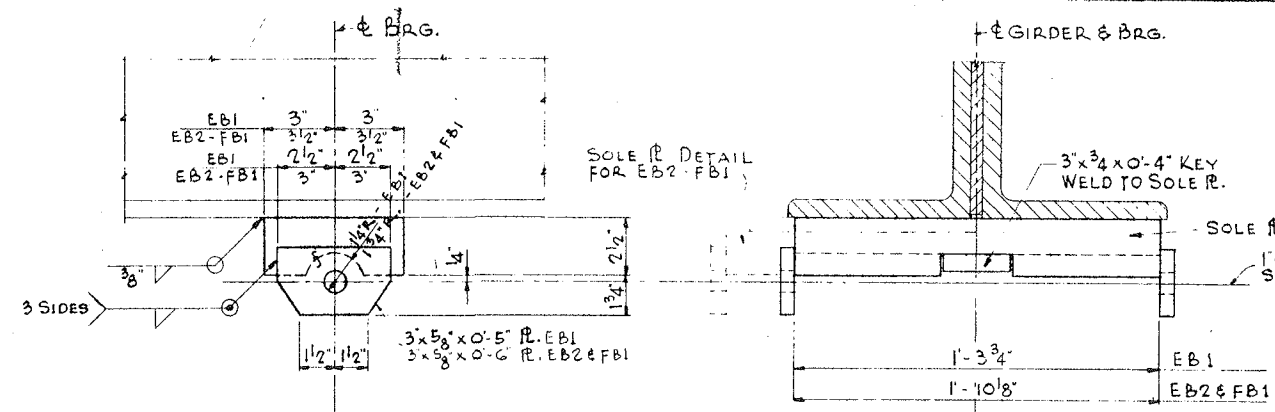
GIRDER DETAILS PART 2

Sheet 238 of 290

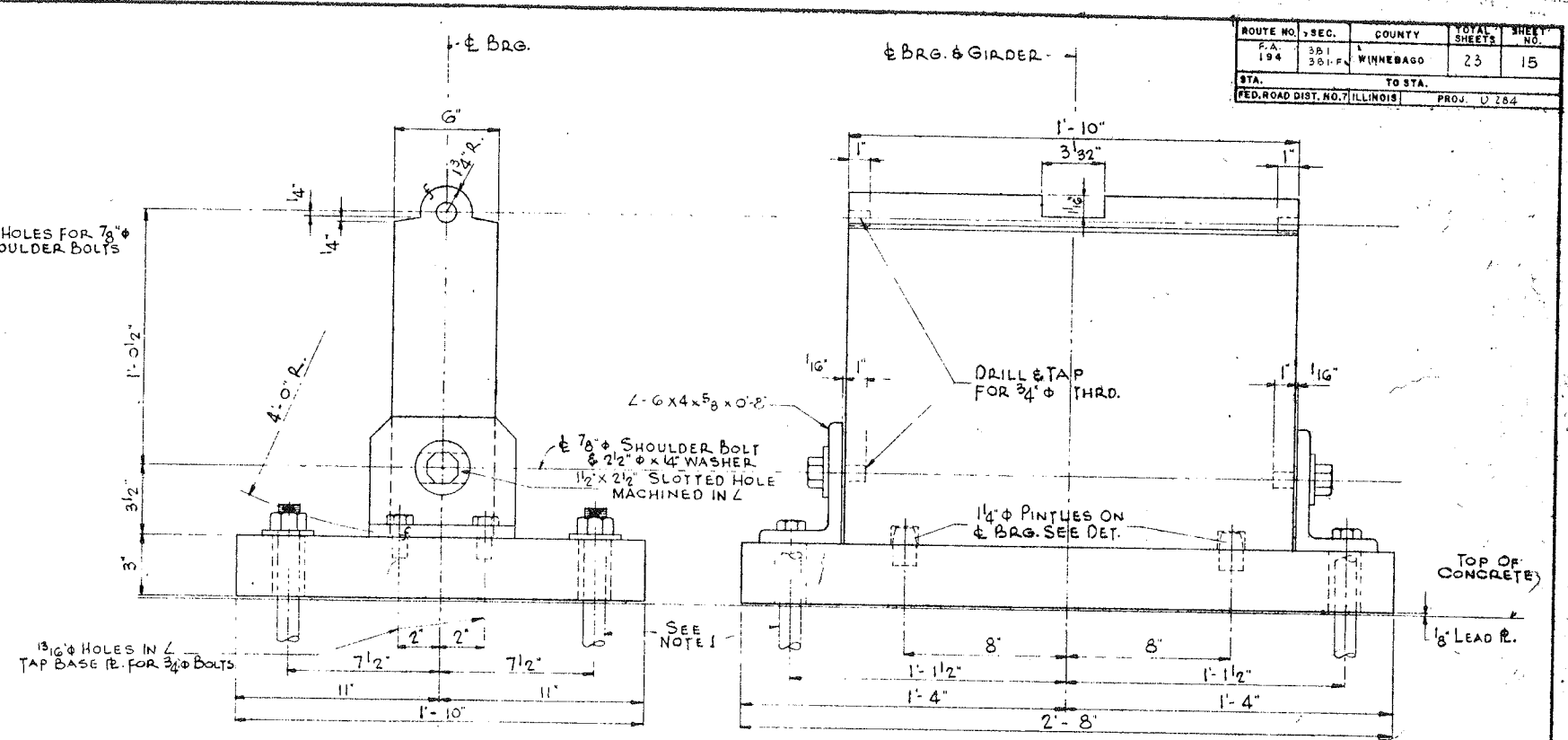
FOR INFORMATION ONLY

M.C. BELLE & COMPANY CONSULTING ENGINEERS
173 WEST MADISON STREET
CHICAGO, ILLINOIS

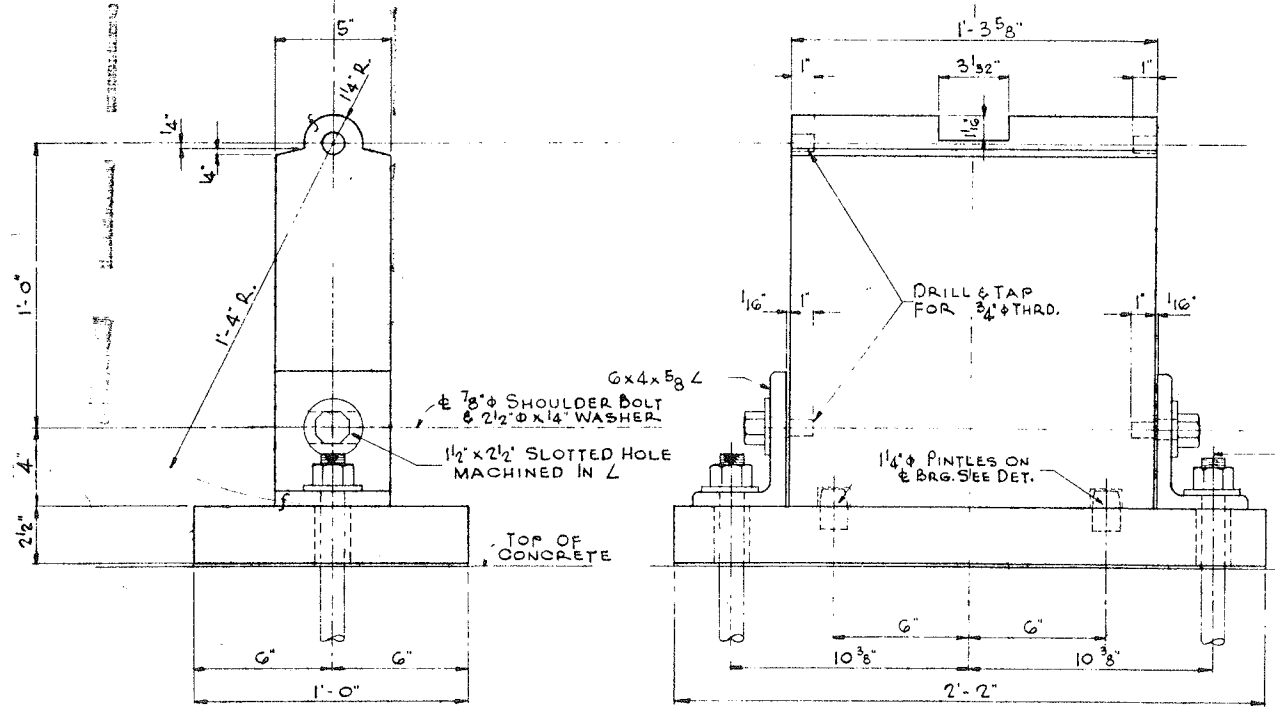
ROUTE NO. 194	SEC. 3B1	COUNTY WINNEBAGO	SHEET 23	SHEET NO. 15
STA. TO STA.		PROJ. D 264		
FED. ROAD DIST. NO. 7 ILLINOIS				



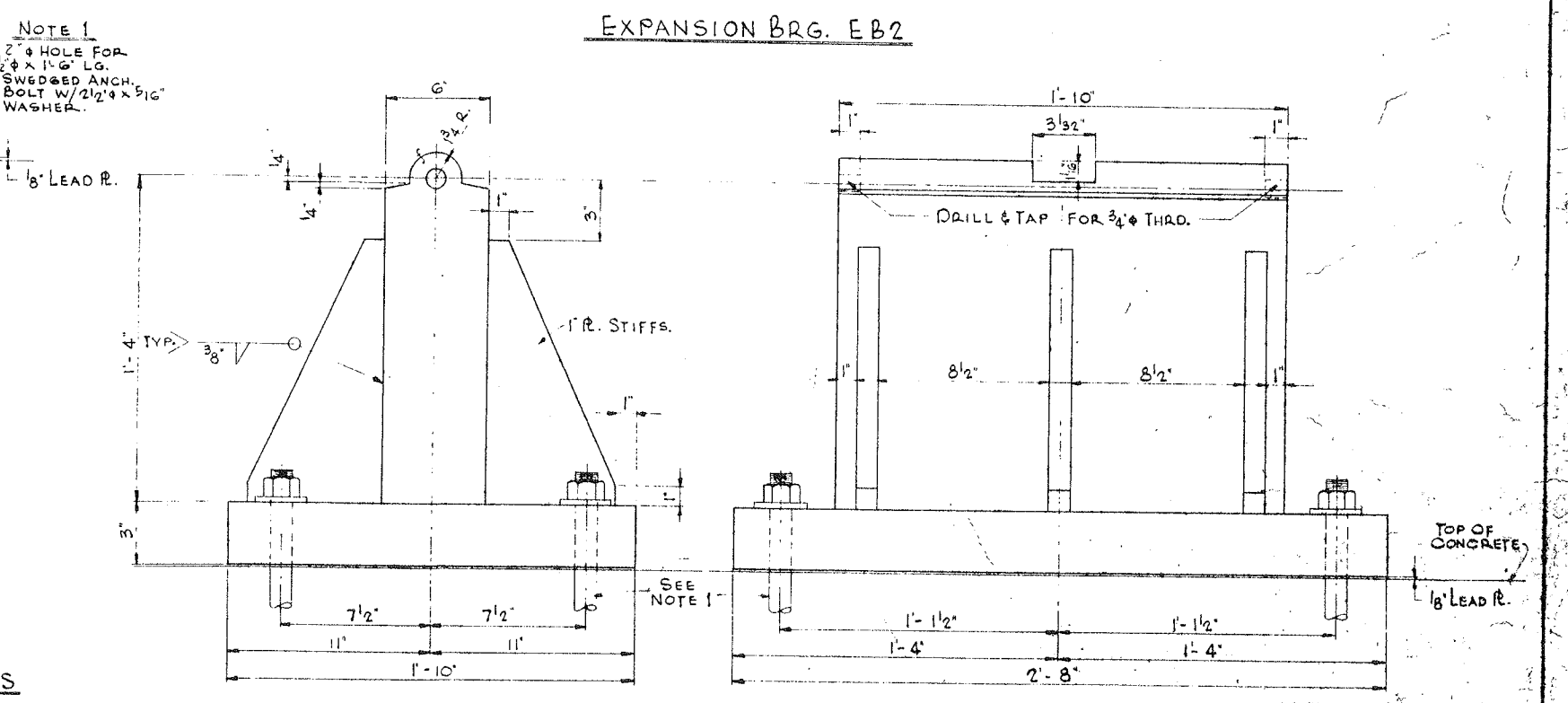
SOLE R. FOR FIXED & EXP. BRGS.



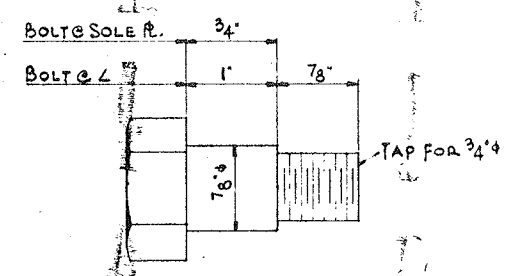
EXPANSION BRG. EB2



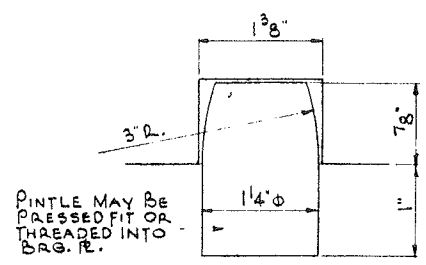
EXPANSION BRG. EB1



FIXED BRG. FB1



SHOULDER BOLT



PINTLE

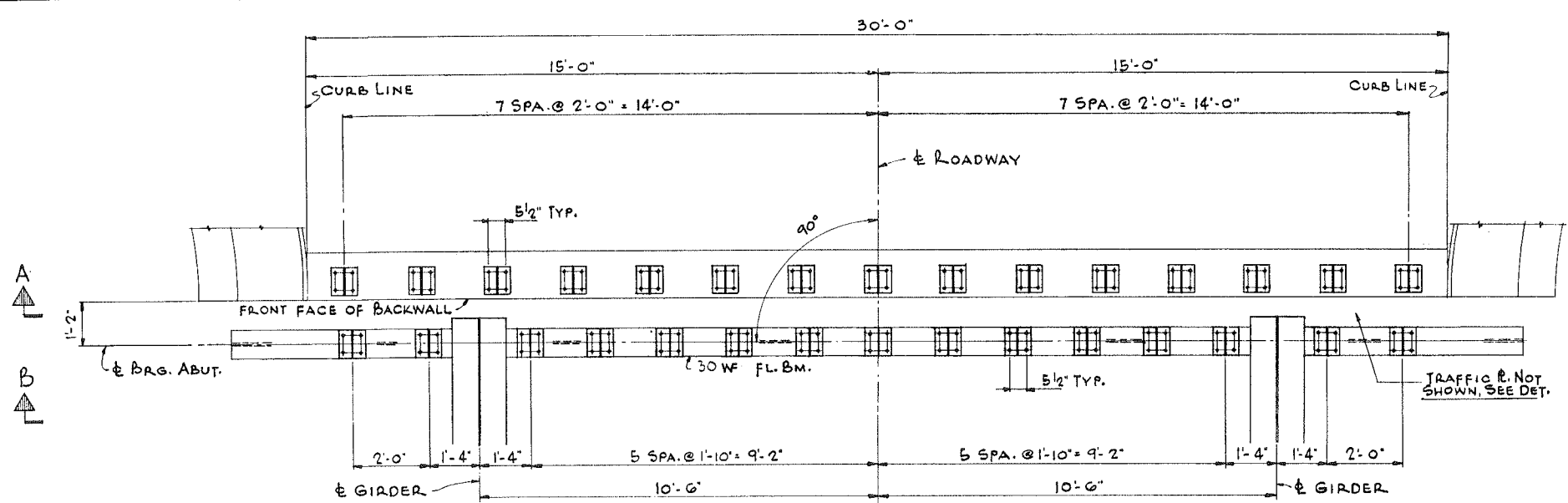
BEARING NOTES

FIXED & EXPANSION BEARINGS SHALL BE FABRICATED FROM STRUCTURAL STEEL R. OR SLABS. MACHINED PIN FOR FIXED & EXP. BRGS. & SEMI-CIRCULAR HOLE IN SOLE R. SHALL BE FINISHED SMOOTH WITH FINAL FINISHING CUT SO THAT SURFACES ARE IN FULL BEARING & CAN ROTATE FREELY. SLOTTED HOLES IN HOLD DOWN L'S SHALL BE ACCURATELY FINISHED SO AS TO BE FREE OF BINDING. BEARINGS SHALL BE SHOP ASSEMBLED & MATCHED MARKED.

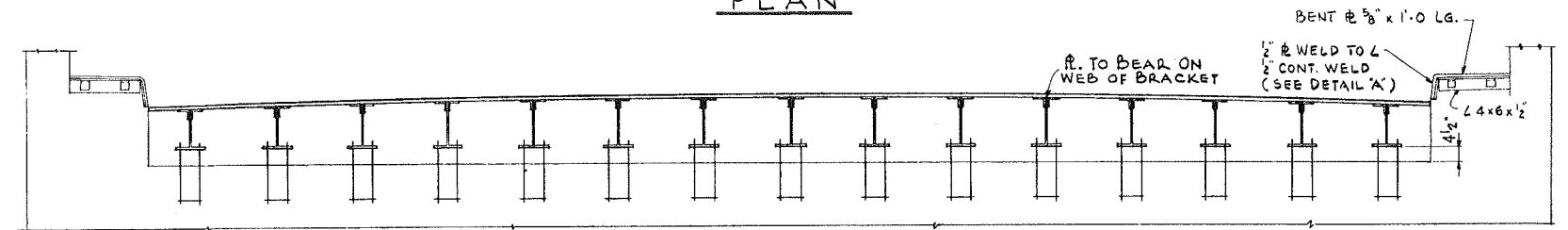
FOR INFORMATION ONLY

ILLINOIS DIVISION OF HIGHWAYS	
ROCKFORD BYPASS	
F. A. ROUTE 194	
PROJECT	SECTION 3 B1
WINNEBAGO COUNTY	
BEARING DETAILS	

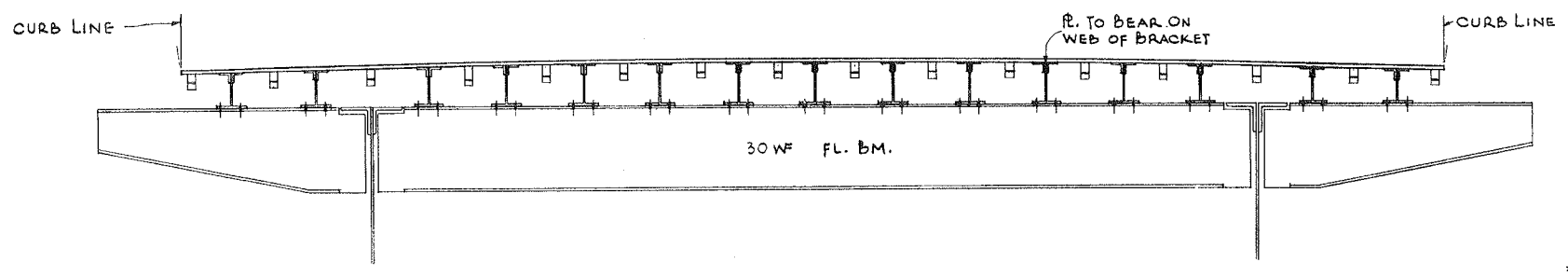
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 194	3B1 3F1	WINNEBAGO	28	16
STA.		TO STA.		
FED. ROAD DIST. NO. 7 ILLINOIS				



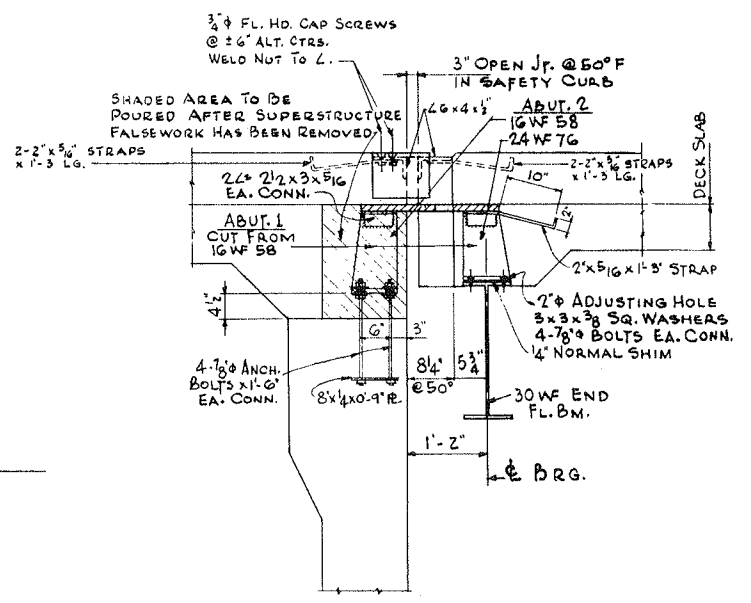
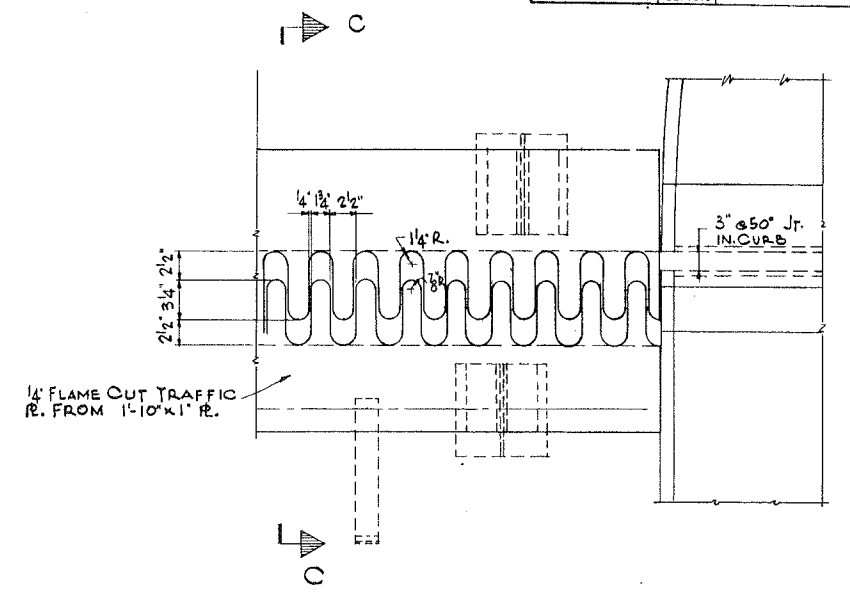
PLAN



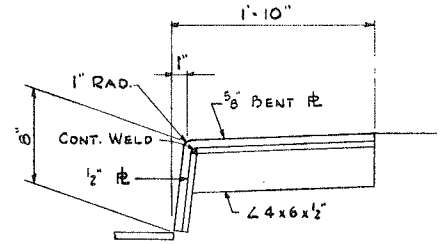
SECTION A-A



SECTION B-B



SECTION C-C

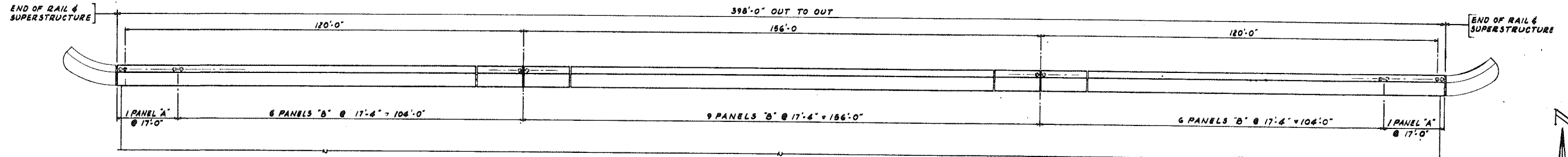


DETAIL "A"

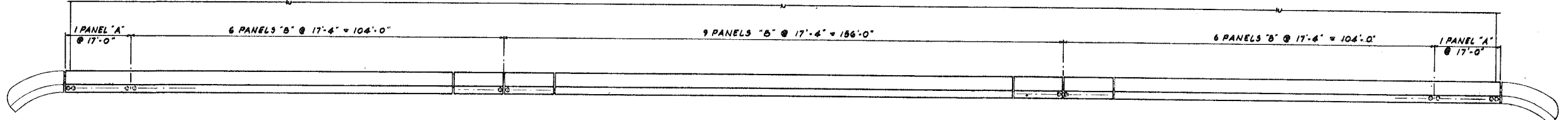
ILLINOIS DIVISION OF HIGHWAYS	
ROCKFORD BYPASS	
F. A. ROUTE 194	
PROJECT	SECTION 3.B1
WINNEBAGO COUNTY	
EXPANSION GUARD	
Designed By:	Drawn By: R.N. Checked By:

FOR INFORMATION ONLY

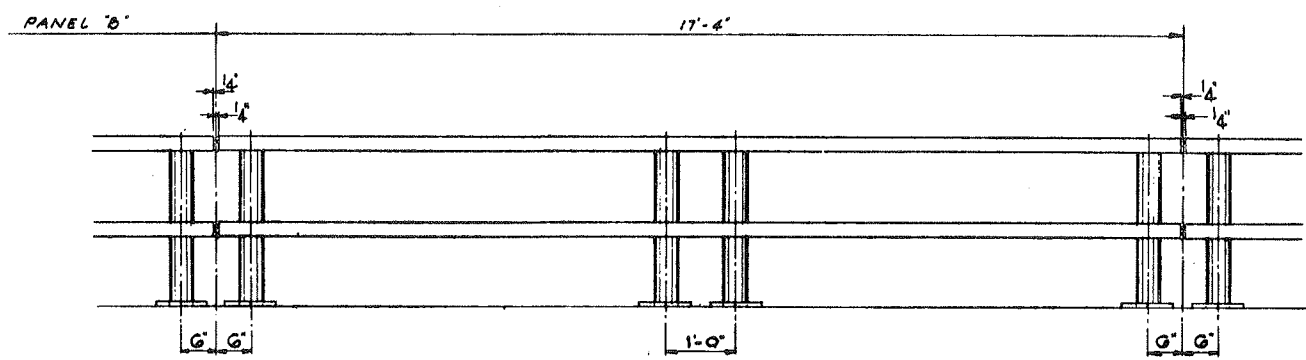
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 194	3B1	WINNEBAGO	25	17
STA.	TO STA.			
P.R. ROAD DIST. NO. 7 (ILL. 1913)				



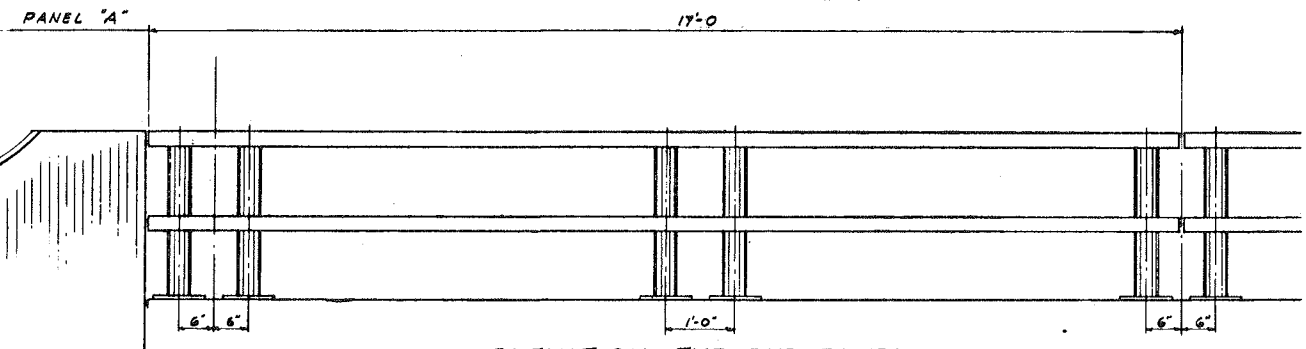
PLAN - NORTH RAIL



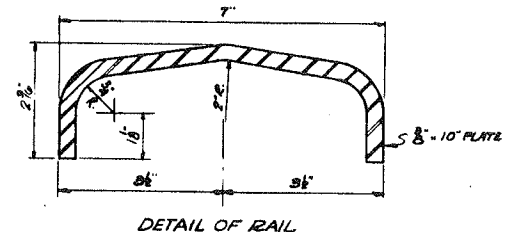
PLAN - SOUTH RAIL



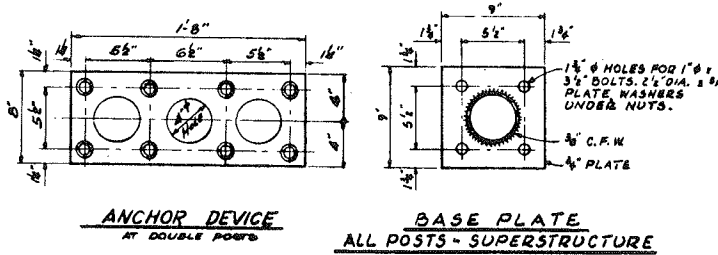
ELEVATION - TYR PANEL



ELEVATION - TYR END PANEL

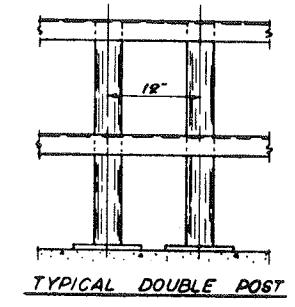


DETAIL OF RAIL

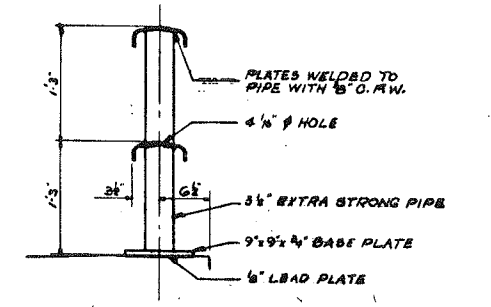


ANCHOR DEVICE AT DOUBLE POSTS

BASE PLATE ALL POSTS - SUPERSTRUCTURE



TYPICAL DOUBLE POST

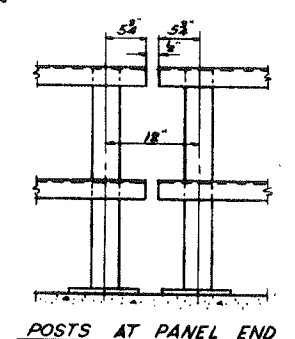


TYPICAL CROSS SECTION

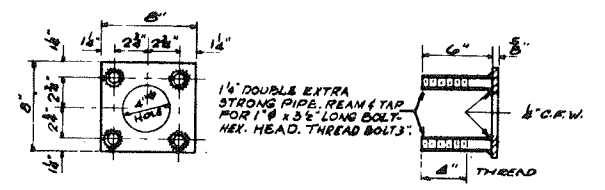
Note: Furnish 1 shim R. 9" x 9 1/2" and 2 shim R's 9" x 9 1/2" for 50% of rail posts. Holes in shim plates to match rail post base plates.

BILL OF MATERIAL

METAL HANDRAIL	241	1592
----------------	-----	------



POSTS AT PANEL END



ANCHOR DEVICE AT SINGLE POST

FOR INFORMATION ONLY

ILLINOIS DIVISION OF HIGHWAYS
 ROCKFORD BYPASS
 F. A. ROUTE 194
 PROJECT _____ SECTION 3B1
 WINNEBAGO COUNTY

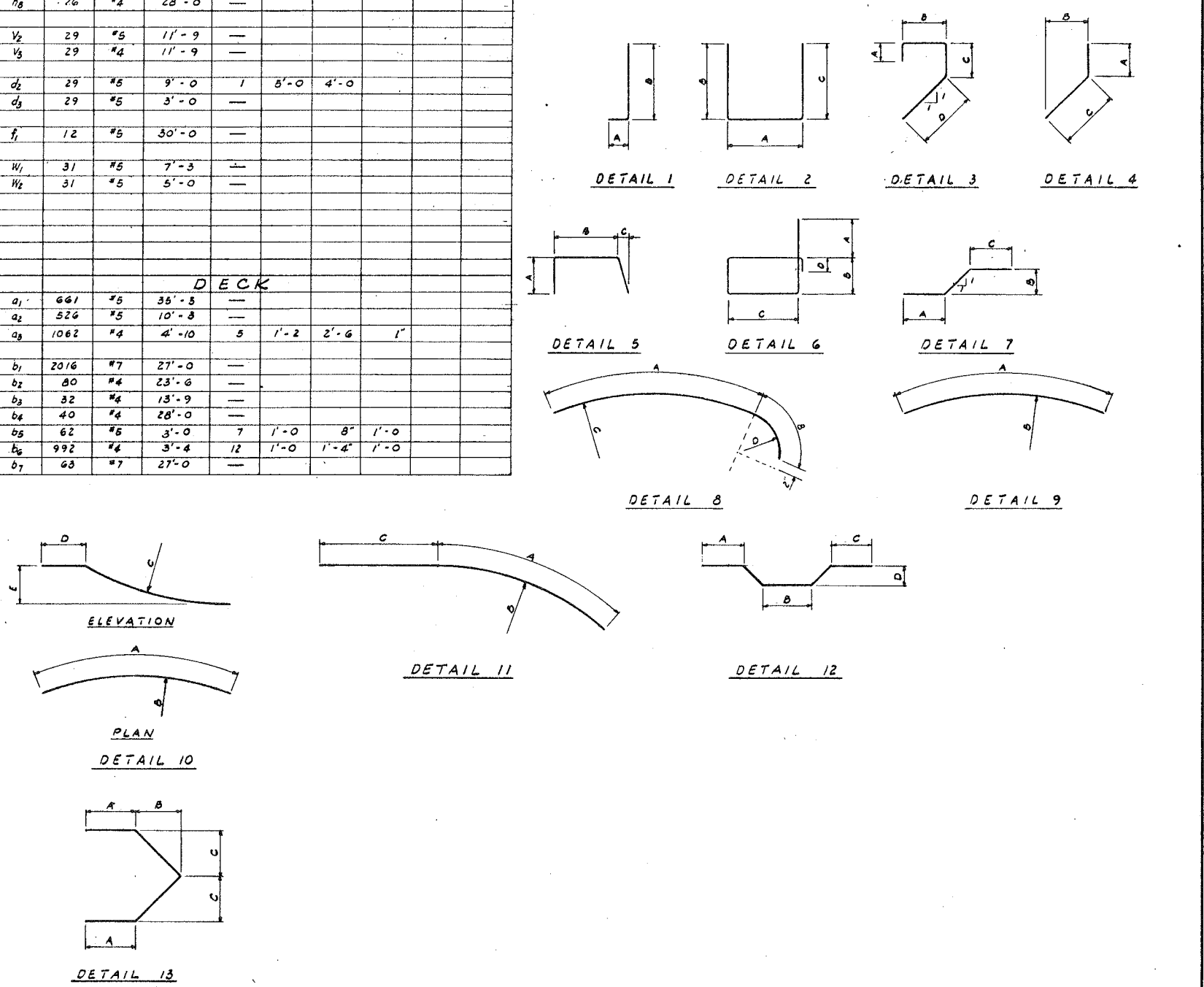
HANDRAIL

B A R S C H E D U L E

SCHEDULES FOR WEST BOUND STRUCTURE ONLY

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 194	3B1	WINNEBAGO	25	18
STA.	TO STA.			
FED. ROAD DIST. NO. 7 (ILLINOIS)				

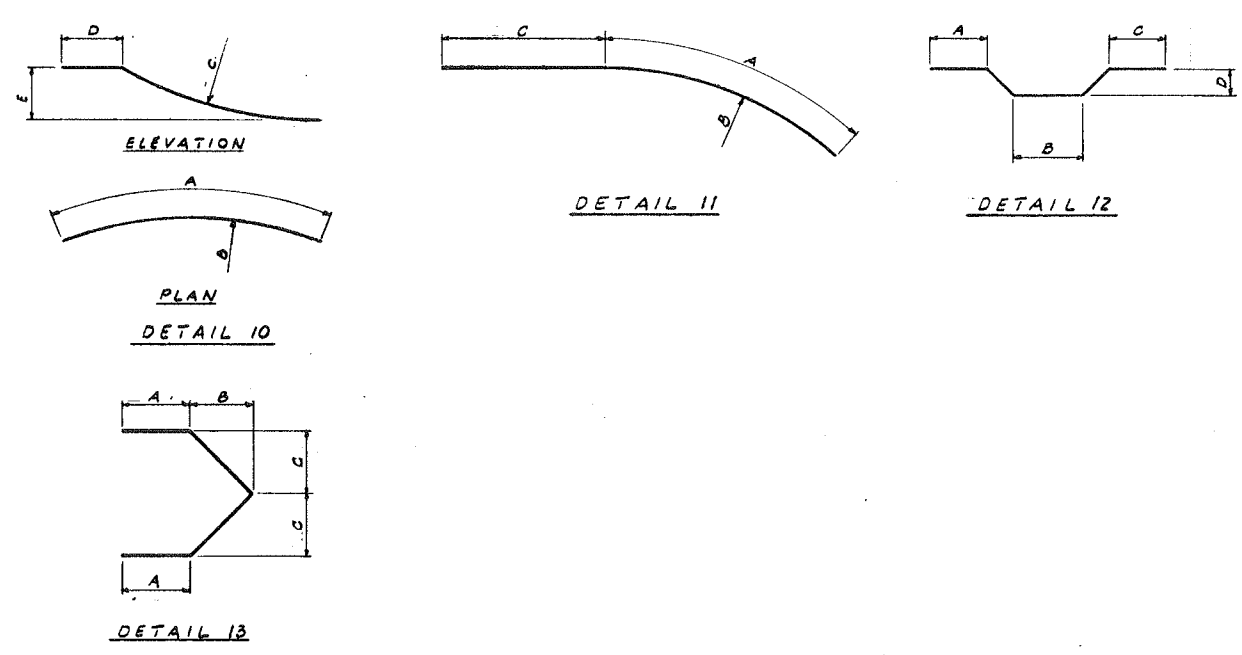
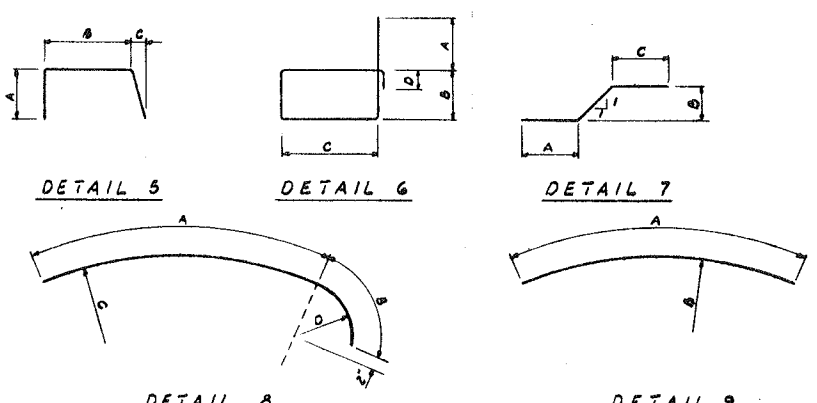
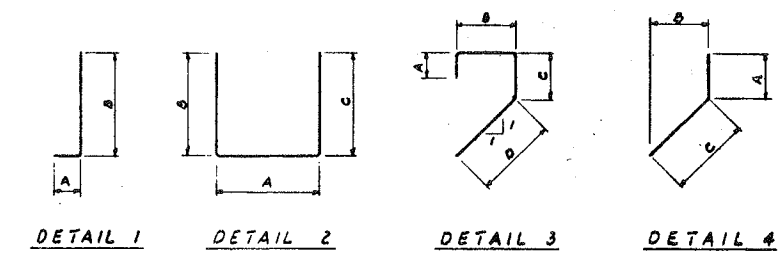
BAR NO.	SIZE	LENGTH	DETAIL	DIMENSIONS					BAR NO.	SIZE	LENGTH	DETAIL	DIMENSIONS					BAR NO.	SIZE	LENGTH	DETAIL	DIMENSIONS									
				A	B	C	D	E					A	B	C	D	E					A	B	C	D	E					
PIER #1																															
h1	8	#4	24'-9"						h1	8	#4	24'-9"						h8	26	#4	28'-0"										
h2	18	#4	12'-0"						h2	18	#4	12'-0"						h9	29	#5	11'-9"										
h3	22	#4	8'-9"						h3	14	#4	8'-9"						h10	29	#4	11'-9"										
h4	16	#11	24'-9"						h4	16	#11	24'-9"						h11	29	#5	9'-0"										
V1	16	#5	20'-3"						V1	18	#5	16'-9"						h12	29	#5	3'-0"										
V2	10	#5	16'-0"	4	3'-9"	9'-9"	12'-3"		V2	10	#5	16'-0"	4	3'-9"	9'-9"	12'-3"	d2	29	#5	9'-0"	1	5'-0"	4'-0"								
V3	10	#5	13'-6"						V3	10	#5	10'-0"						d3	29	#5	3'-0"										
d1	20	#4	7'-9"	2	3'-9"	2'-0"	2'-0"		d1	20	#4	7'-9"	2	3'-9"	2'-0"	2'-0"	f1	12	#5	30'-0"											
d2	22	#4	9'-2"	13	2'-0"	1'-10"	1'-10"		d2	14	#4	9'-2"	13	2'-0"	1'-10"	1'-10"	h1	31	#5	7'-3"											
d3	28	#6	6'-6"	1	6'	6'-0"			d3	28	#6	6'-6"	1	6'	6'-0"		h2	31	#5	5'-0"											
s1	108	#5	9'-6"	2	2'-0"	3'-9"	3'-9"		s1	108	#5	9'-6"	2	2'-0"	3'-9"	3'-9"															
s2	60	#5	15'-6"	2	2'-0"	6'-9"	6'-9"		s2	60	#5	15'-6"	2	2'-0"	6'-9"	6'-9"															
f1	25	#8	26'-9"						f1	25	#8	26'-9"																			
h1	55	#6	11'-9"						h1	55	#6	11'-9"																			
PIER #2																															
h1	12	#11	35'-3"						h1	12	#11	35'-3"						DECK													
h2	4	#5	35'-3"						h2	4	#5	35'-3"						a1	661	#5	35'-5"										
h3	18	#5	33'-3"						h3	18	#5	33'-3"						a2	526	#5	10'-8"										
h4	2	#4	6'-9"						h4	2	#4	6'-9"						a3	1062	#4	4'-10"	5	1'-2"	2'-6"	1'						
h5	2	#4	8'-6"	8	6'-0"	2'-6"		1'-8"	h5	2	#4	8'-6"	8	6'-0"	2'-6"		1'-8"	b1	2016	#7	27'-0"										
h6	2	#4	3'-3"						h6	2	#4	3'-3"						b2	80	#4	23'-6"										
h7	2	#4	4'-0"	8	1'-6"	2'-6"		1'-8"	h7	2	#4	4'-0"	8	1'-6"	2'-6"		1'-8"	b3	32	#4	13'-9"										
h8	3	#4	10'-9"	10	7'-9"		11'-5 1/2"	2'-3"	1'-6"	h8	3	#4	10'-9"	10	7'-9"		11'-5 1/2"	2'-3"	1'-6"	b4	40	#4	28'-0"								
h9	2	#4	4'-0"						h9	2	#4	4'-0"						b5	62	#5	3'-0"	7	1'-0"	8'	1'-0"						
h10	2	#4	7'-9"						h10	2	#4	7'-9"						b6	992	#4	3'-4"	12	1'-0"	1'-4"	1'-0"						
h11	32	#4	8'-0"						h11	32	#4	8'-0"						b7	63	#7	27'-0"										
h12	12	#5	12'-6"	11	7'-9"	9'-11"	4'-9"		h12	12	#5	12'-6"	11	7'-9"	9'-11"	4'-9"															
h13	2	#5	10'-3"	11	7'-9"	9'-11"	2'-6"		h13	2	#5	10'-3"	11	7'-9"	9'-11"	2'-6"															
h14	2	#5	10'-9"	11	8'-3"	10'-7"	2'-6"		h14	2	#5	10'-9"	11	8'-3"	10'-7"	2'-6"															
h15	2	#5	9'-0"	11	7'-9"	9'-11"	1'-3"		h15	2	#5	9'-0"	11	7'-9"	9'-11"	1'-3"															
h16	2	#5	9'-6"	11	8'-3"	10'-7"	1'-3"		h16	2	#5	9'-6"	11	8'-3"	10'-7"	1'-3"															
h17	2	#5	9'-6"	11	8'-3"	10'-7"	1'-3"		h17	2	#5	9'-6"	11	8'-3"	10'-7"	1'-3"															
h18	2	#5	7'-9"	9	7'-9"	9'-11"			h18	2	#5	7'-9"	9	7'-9"	9'-11"																
h19	2	#5	8'-3"	9	8'-3"	10'-7"			h19	2	#5	8'-3"	9	8'-3"	10'-7"																
h20	32	#4	4'-3"						h20	32	#4	4'-3"																			
h21	3	#4	4'-9"	10	4'-3"		2'-0"	2'-3"	1'-6"	h21	3	#4	4'-9"	10	4'-3"		2'-0"	2'-3"	1'-6"												
V1	70	#5	8'-9"						V1	70	#5	9'-6"																			
V2	8	#5	11'-9"						V2	8	#5	12'-9"																			
V3	8	#4	11'-9"						V3	8	#4	12'-9"																			
V4	3	#5	15'-0"						V4	3	#5	15'-9"																			
V5	9	#4	15'-0"						V5	9	#4	15'-9"																			
V6	6	#5	13'-3"						V6	5	#5	14'-3"																			
V7	9	#4	13'-3"						V7	9	#4	16'-3"																			
V8	2	#4	7'-3"						V8	2	#4	7'-3"																			
V9	2	#4	5'-9"						V9	2	#4	5'-9"																			
V10	2	#4	4'-3"						V10	2	#4	4'-3"																			
V11	3	#4	10'-0"	4	1'-0"	5'-0"	9'-0"		V11	3	#4	10'-9"	4	1'-0"	5'-0"	9'-9"															
f1	35	#5	19'-9"	6	3'-3"	3'-3"	4'-9"	6"	f1	35	#5	19'-9"	6	3'-3"	3'-3"	4'-9"	6"														
f2	2	#5	16'-6"	6	0'-0"	3'-3"	4'-9"	6"	f2	2	#5	16'-6"	6	0'-0"	3'-3"	4'-9"	6"														
f3	35	#5	5'-9"	3	6'	1'-3"	1'-9"	2'-3"	f3	35	#5	5'-9"	3	6'	1'-3"	1'-9"	2'-3"														
f4	2	#4	6'-6"	2	6'	3'-0"	3'-0"		f4	2	#4	6'-6"	2	6'	3'-0"	3'-0"															
f5	2	#4	5'-0"	2	6'	2'-3"	2'-3"		f5	2	#4	5'-0"	2	6'	2'-3"	2'-3"															
f6	2	#4	7'-3"	3	6'	2'-6"	9'	3'-6"	f6	2	#4	7'-3"	3	6'	2'-6"	9'	3'-6"														
f7	9	#4	3'-0"	5	9'	1'-6"	1'		f7	9	#4	3'-0"	5	9'	1'-6"	1'															
f2	24	#5	10'-0"						f2	24	#5	10'-0"																			
f3	16	#5	13'-0"						f3	16	#5	13'-0"																			
f4	16	#5	6'-6"						f4	16	#5	6'-6"																			
h3	36	#5	6'-6"						h3	36	#5	6'-6"																			
d1	35	#5	3'-0"						d1	35	#5	3'-0"																			
d3	26	#5	3'-0"						d3	26	#5	3'-0"																			
d4	32	#6	7'-3"	1	2'-9"	4'-6"			d4	32	#6	7'-3"	1	2'-9"	4'-6"																



B A R SCHEDULES FOR EAST BOUND STRUCTURE ONLY

ROUTE NO. 194	SS. 5B1	COUNTY WINNEBAGO	TOTAL SHEETS 25	SHEET NO. 19
------------------	------------	---------------------	--------------------	-----------------

BAR NO.	NO.	SIZE	LENGTH	DETAIL	DIMENSIONS					BAR NO.	NO.	SIZE	LENGTH	DETAIL	DIMENSIONS					BAR NO.	NO.	SIZE	LENGTH	DETAIL	DIMENSIONS														
					A	B	C	D	E						A	B	C	D	E						A	B	C	D	E										
					PIER #1										PIER #2																								
					ABUTMENT #1										ABUTMENT #2																								
															DECK																								
																				EAST END RETAINING WALL																			
h1	8	#4	24'-9"	---						h1	8	#4	24'-9"	---						h2	26	#4	28'-0"	---															
h2	18	#4	12'-0"	---						h2	18	#4	12'-0"	---						v2	29	#5	11'-9"	---															
h3	22	#4	8'-9"	---						h3	14	#4	8'-9"	---						v3	29	#4	11'-9"	---															
h4	16	#11	24'-9"	---						h4	16	#11	24'-9"	---						d2	29	#5	9'-0"	1	5'-0"	4'-0"													
v1	18	#5	16'-9"	---						v1	18	#5	16'-9"	---						d3	29	#5	3'-0"	---															
v2	10	#5	16'-0"	4	3'-9"	9'-9"	12'-3"			v2	10	#5	16'-0"	---						f1	12	#5	30'-0"	---															
v3	10	#5	13'-6"	---						v3	10	#5	10'-0"	---																									
d1	20	#4	7'-9"	2	3'-9"	2'-0"	2'-0"			d1	20	#4	7'-9"	2	3'-9"	2'-0"	2'-0"																						
d2	22	#4	9'-2"	13	2'-0"	1'-10"	1'-10"			d2	14	#4	9'-2"	13	2'-0"	1'-10"	1'-10"																						
d3	28	#6	5'-0"	1	6"	4'-6"			d3	28	#6	5'-0"	1	6"	4'-6"																								
s1	108	#5	9'-6"	2	2'-0"	3'-9"	3'-9"			s1	108	#5	9'-6"	2	2'-0"	3'-9"	3'-9"																						
s2	60	#5	15'-6"	2	2'-0"	6'-9"	6'-9"			s2	60	#5	15'-6"	2	2'-0"	6'-9"	6'-9"																						
f1	25	#8	26'-9"	---						f1	25	#8	26'-9"	---																									
w1	55	#6	11'-9"	---						w1	55	#6	11'-9"	---																									
h1	12	#11	35'-3"	---						h1	12	#11	35'-3"	---						a1	601	#8	35'-6"	---															
h2	4	#5	35'-3"	---						h2	4	#5	35'-3"	---						a2	526	#5	10'-3"	---															
h3	18	#5	33'-3"	---						h3	18	#5	33'-3"	---						a3	1062	#4	4'-10"	5	1'-2"	2'-6"	1'												
h4	2	#4	6'-9"	---						h4	2	#4	6'-9"	---						b1	2016	#7	27'-0"	---															
h5	2	#4	8'-6"	8	6'-0"	2'-6"	1'-8"			h5	2	#4	8'-6"	8	6'-0"	2'-6"	1'-8"			b2	80	#4	23'-6"	---															
h6	2	#4	3'-8"	---						h6	2	#4	3'-8"	---						b3	32	#4	18'-9"	---															
h7	2	#4	4'-0"	8	1'-6"	2'-6"	1'-8"			h7	2	#4	4'-0"	8	1'-6"	2'-6"	1'-8"			b4	40	#4	28'-0"	---															
h8	2	#4	10'-9"	10	7'-9"	11'-5 1/2"	2'-3"	1'-6"		h8	2	#4	10'-9"	10	7'-9"	11'-5 1/2"	2'-3"	1'-6"		b5	62	#5	3'-0"	7	1'-0"	8	1'-0"												
h9	2	#4	4'-0"	---						h9	2	#4	4'-0"	---						b6	992	#4	3'-4"	12	1'-0"	1'-4"	1'-0"												
h10	2	#4	7'-9"	---						h10	2	#4	7'-9"	---						b7	63	#7	27'-0"	---															
h11	32	#4	8'-0"	---						h11	32	#4	8'-0"	---																									
h12	12	#5	12'-6"	11	7'-9"	9'-11"	4'-9"			h12	12	#5	12'-6"	11	7'-9"	9'-11"	4'-9"																						
h13	2	#5	10'-8"	11	7'-9"	9'-11"	2'-6"			h13	2	#5	10'-8"	11	7'-9"	9'-11"	2'-6"																						
h14	2	#5	10'-9"	11	8'-3"	10'-7"	2'-6"			h14	2	#5	10'-9"	11	8'-3"	10'-7"	2'-6"																						
h15	2	#5	9'-0"	11	7'-9"	9'-11"	1'-3"			h15	2	#5	9'-0"	11	7'-9"	9'-11"	1'-3"																						
h16	2	#5	9'-6"	11	8'-3"	10'-7"	1'-3"			h16	2	#5	9'-6"	11	8'-3"	10'-7"	1'-3"																						
h17	2	#5	7'-9"	9	7'-9"	9'-11"				h17	2	#5	7'-9"	9	7'-9"	9'-11"																							
h18	2	#5	8'-3"	9	8'-3"	10'-7"				h18	2	#5	8'-3"	9	8'-3"	10'-7"																							
h19	32	#4	4'-3"	---						h19	32	#4	4'-3"	---																									
h20	3	#4	4'-9"	10	4'-3"	2'-0"	2'-3"	1'-6"		h20	3	#4	4'-9"	10	4'-3"	2'-0"	2'-3"	1'-6"																					
h21										h21																													



ILLINOIS DIVISION OF HIGHWAYS
 ROCKFORD BYPASS
 F. A. ROUTE 194
 PROJECT _____ SECTION 3B1
 WINNEBAGO COUNTY
REINFORCING SCHEDULE

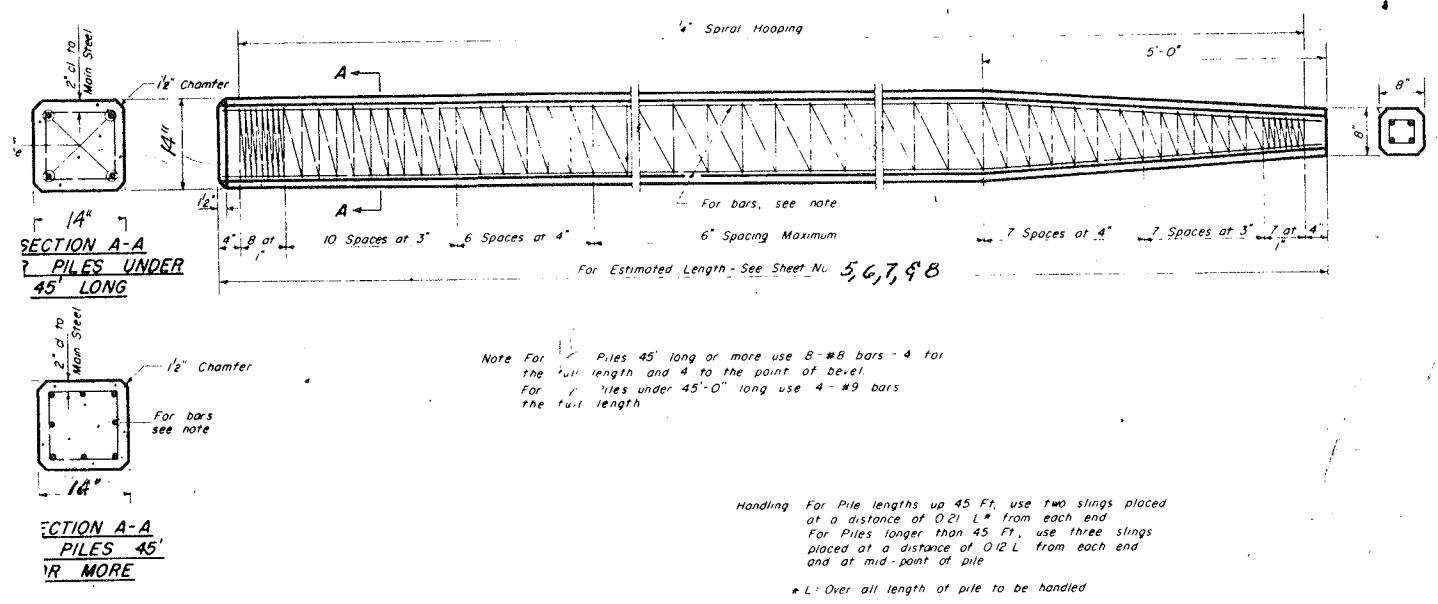
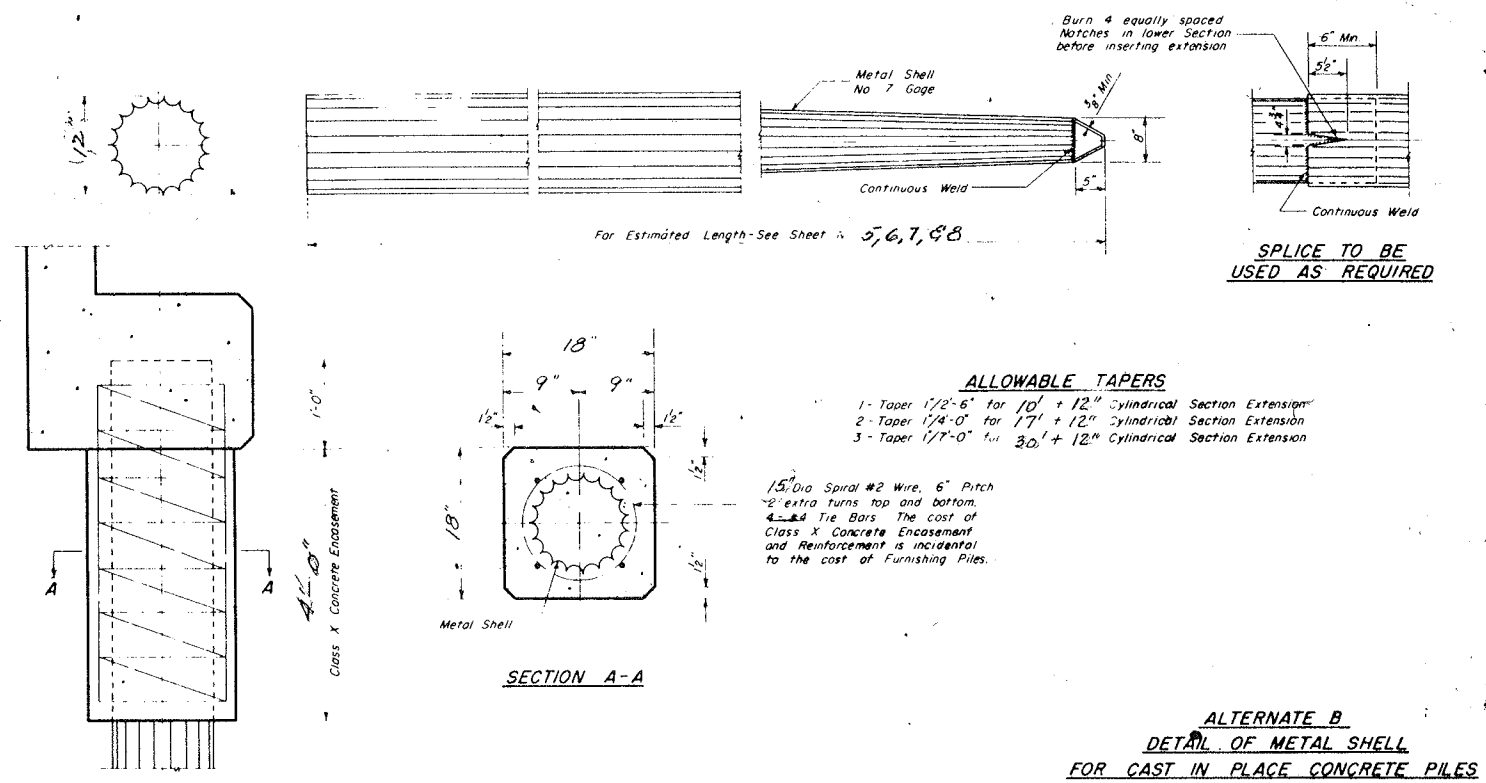
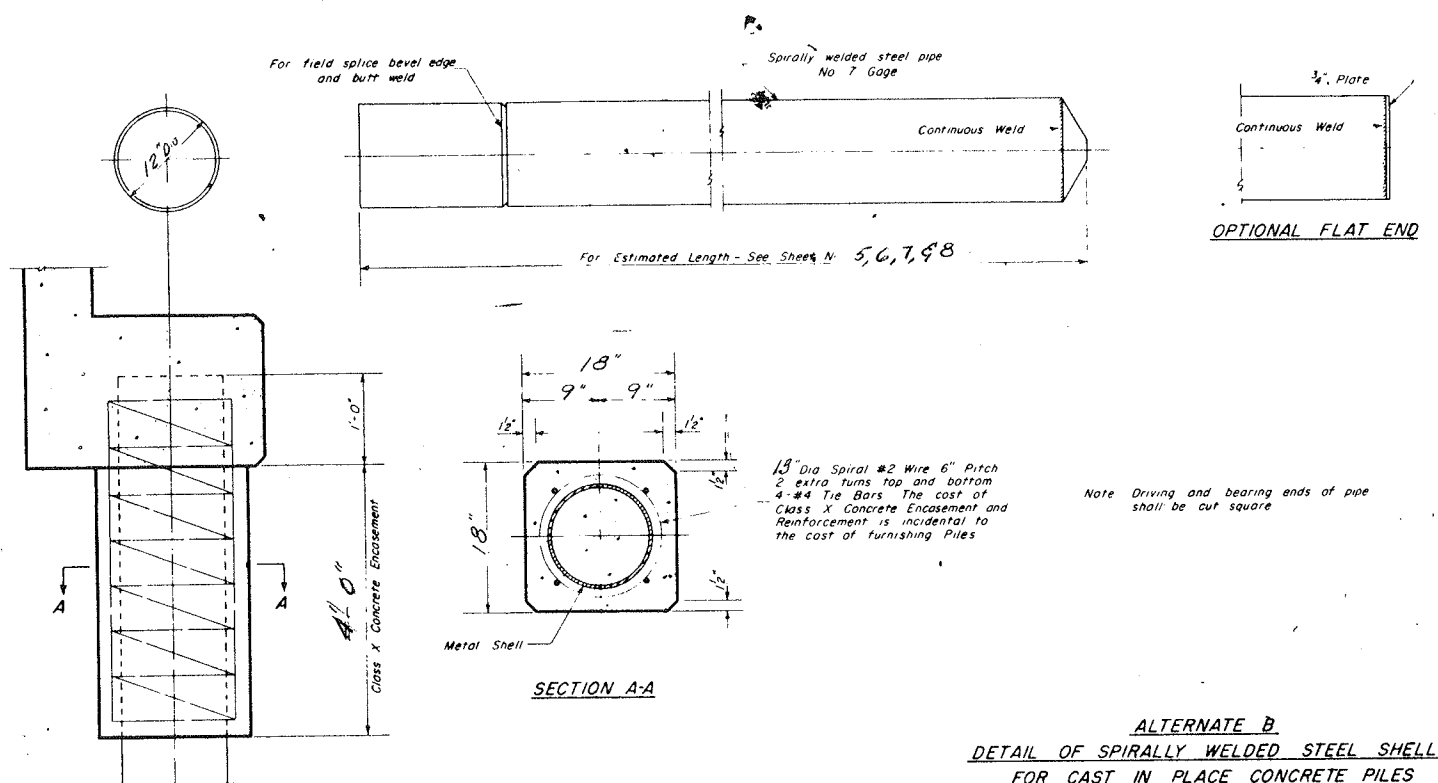
MACCABEE, CAMPBELL & ASSOCIATES CONSULTING ENGINEERS
 133 N. MICHIGAN STREET CHICAGO, ILLINOIS

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
194	3B	Winnebago	25	23
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 23
SHEETS 23



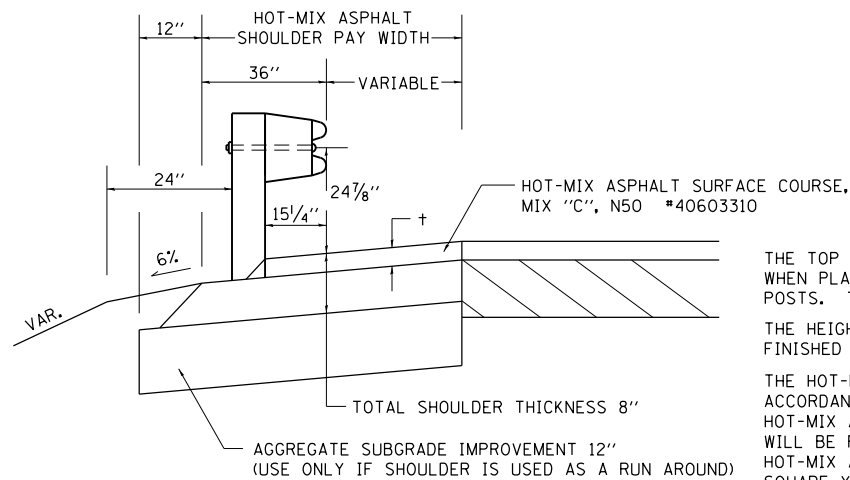
DESIGNED	EXAMINED	19
CHECKED	ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES	
APPROVED	PASSED	
W. A. Sausman	ENGINEER OF DESIGN	
CHIEF HIGHWAY ENGINEER		

ALTERNATE A

FOR INFORMATION ONLY

F.A. ROUTE 194
ROCKFORD BYPASS
SECTION 3B1
CONCRETE PILES
Sheet 244 of 290

DETAIL OF HOT-MIX ASPHALT SHOULDER AT GUARD RAIL



† = SEE TYPICAL SECTIONS FOR THICKNESS

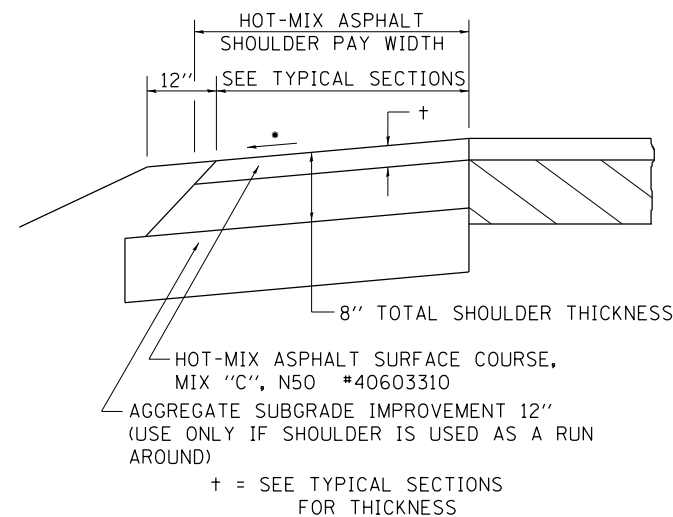
GENERAL NOTES

THE TOP LIFT SHALL NOT BE PLACED BEHIND THE GUARDRAIL POSTS. WHEN PLACING THE TOP LIFT THE RAIL MUST BE REMOVED FROM THE POSTS. THE POST SHALL NOT BE REMOVED.

THE HEIGHT OF THE GUARD RAIL SHALL BE SET 24 7/8" FROM THE FINISHED SURFACE.

THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIXTURE C, N50. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIXTURE "C", N50 AND SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED. THE REMOVAL & REINSTALLATION OF THE GUARDRAIL WILL BE INCLUDED IN THE COST OF THE HOT-MIX ASPHALT SURFACE COURSE, MIXTURE C, N50.

HOT-MIX ASPHALT SHOULDER



GENERAL NOTES

THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310 AND SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED.

USE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. WHEN RESURFACING EXISTING HOT-MIX ASPHALT SHOULDERS. THE THICKNESS IS SHOWN ON THE TYPICAL SECTIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310.

REMOVAL OF MATERIAL FOR PLACEMENT OF THE HOT-MIX ASPHALT SHOULDER TO BE PAID FOR IN UNITS FOR EXCAVATING AND GRADING EXISTING SHOULDERS OR IN CUBIC YARDS FOR EARTH EXCAVATION OR EARTH EXCAVATION WIDENING.

* 4% WHEN MAINLINE IS ON TANGENT. FOR CROSS SLOPE ON SUPERELEVATION SECTION, SEE HIGHWAY STANDARD 482001 OR 482006.

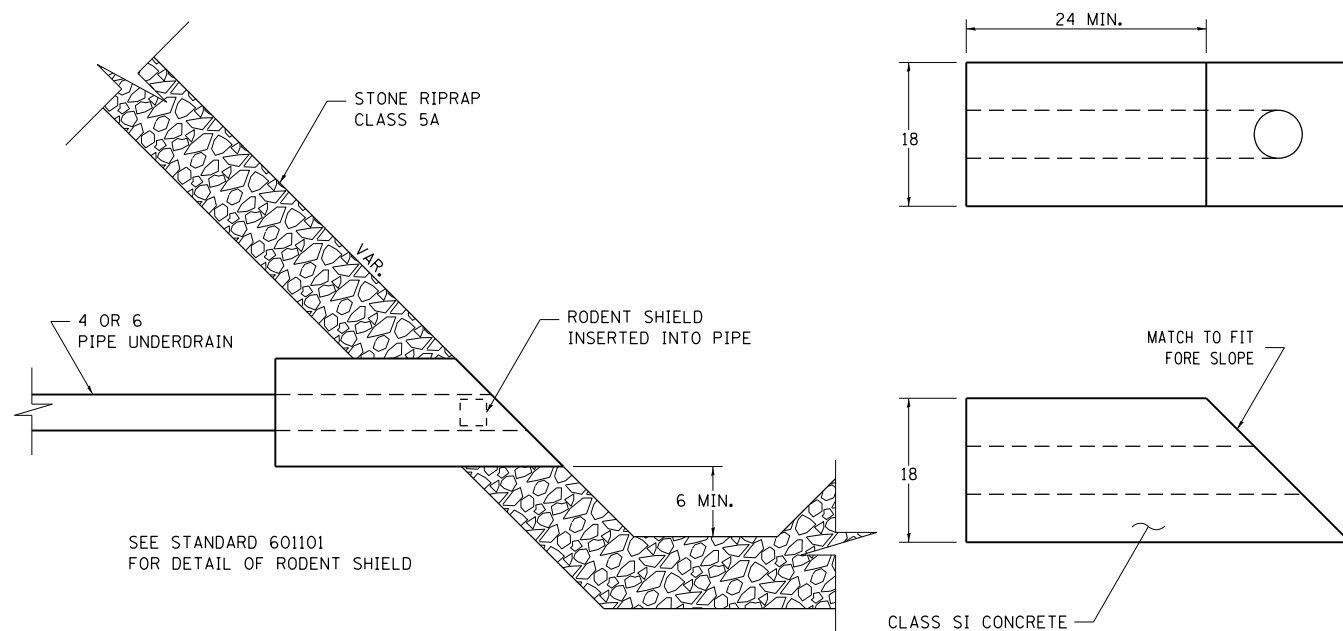
REVISED - 3-13-13

DETAIL OF HOT-MIX ASPHALT SHOULDER AT GUARD RAIL 23.4

REVISED - 3-13-13

HOT-MIX ASPHALT SHOULDER 23.4a

CONCRETE HEADWALLS FOR PIPE DRAINS



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-03-11

CONCRETE HEADWALLS FOR PIPE DRAINS 27.4

FILE NAME = D264019-aht-D2-Details.dgn
MODEL = Default
PLOT DRIVER = VBA:IDOT.PDF...11x17.pltcfgr



USER NAME = rgoertz	DESIGNED -	REVISED -
PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/16/2013	CHECKED - CMS	REVISED -
	DATE - 07/01/2013	REVISED -

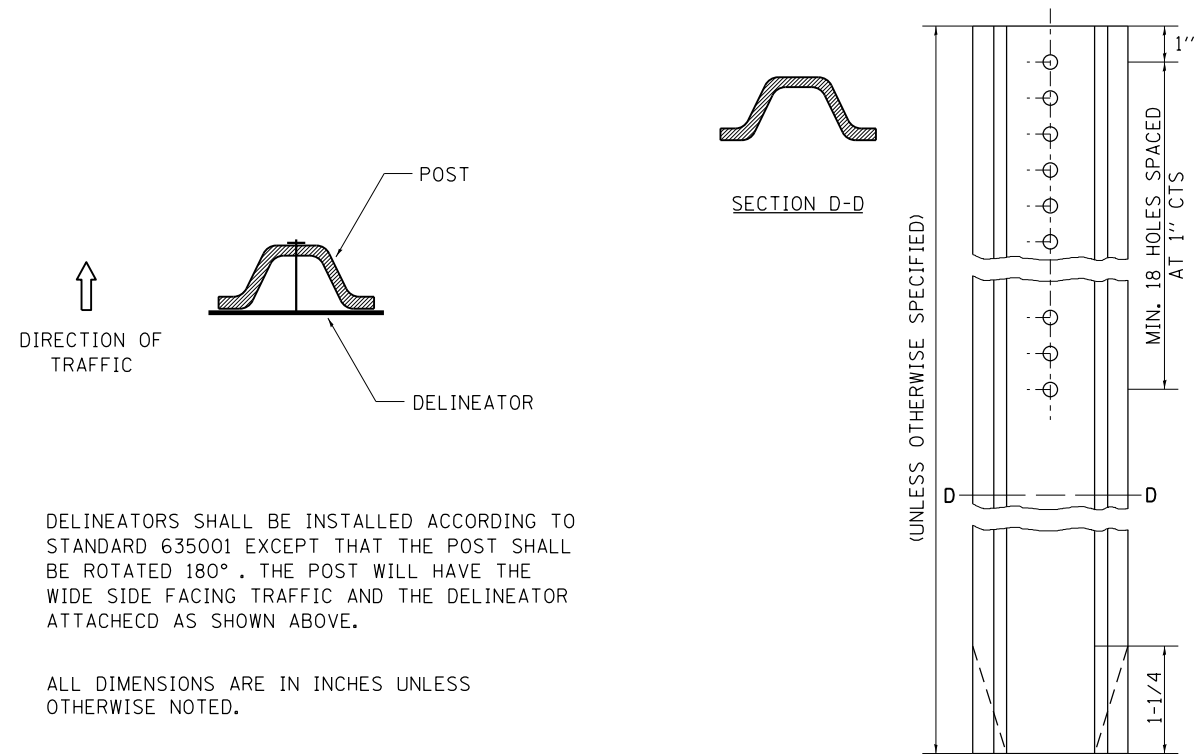
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	245
CONTRACT NO. 64D19				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DELINEATOR AND POST ORIENTATION



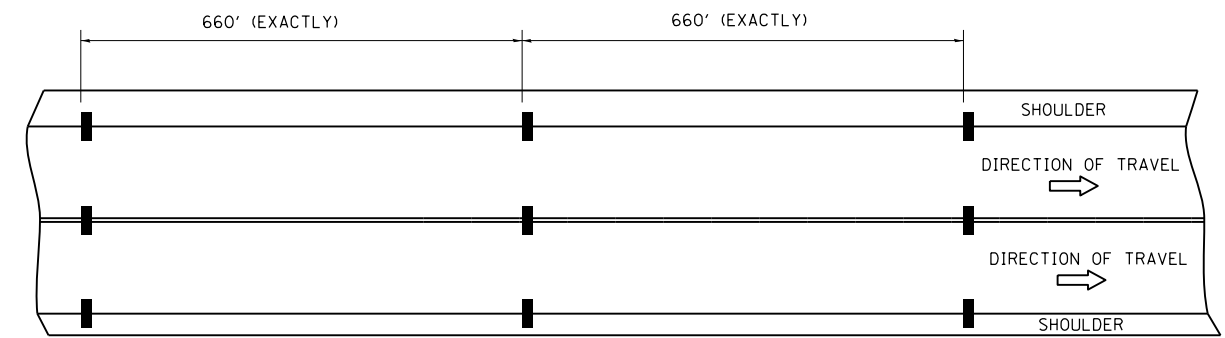
DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHED AS SHOWN ABOVE.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

DELINEATOR AND POST ORIENTATION

37.4

AERIAL SPEED CHECK ZONES



USE THERMOPLASTIC PAVEMENT MARKINGS

POLICE AERIAL SPEED CHECK ZONES

ESTABLISHED ZONES AND NEW ZONES REQUESTED BY THE ILLINOIS STATE POLICE SHALL BE MARKED CONSISTENT WITH THE REQUIREMENTS OF SECTION 38-23 OF THE MUTCD. WHEN NEW ZONES ARE PLACED IT WILL BE NECESSARY TO HAVE A REPRESENTATIVE OF THE STATE POLICE PRESENT SO THAT THE ACCURACY OF THE MEASUREMENT CAN BE ATTESTED TO IN COURT.

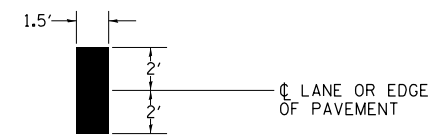
ILLINOIS STATE POLICE

DISTRICT 1 STERLING 815/632-4010 CARROLL, LEE, OGLE, WHITESIDE
 DISTRICT 7 EAST MOLINE 309/752-4915 HENRY, ROCK ISLAND
 DISTRICT 16 PECATONICA 815/239-1152 BOONE, JO DAVIESS, STEPHENSON, WINNEBAGO

BASIS OF PAYMENT:

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR AERIAL SPEED CHECK MARKING.

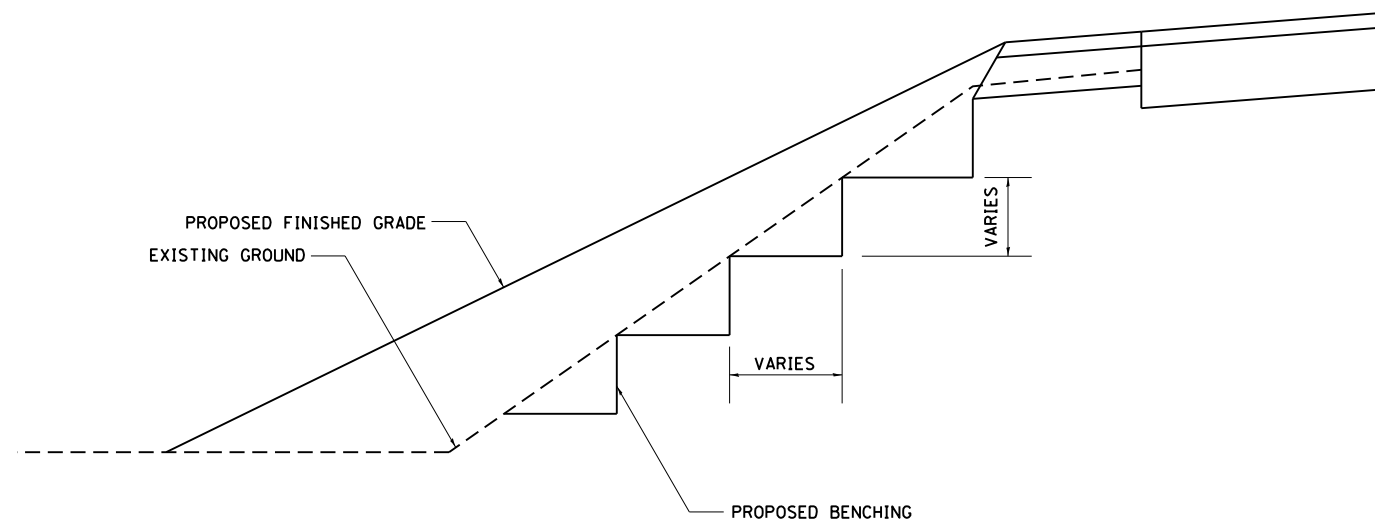
PAVEMENT MARKING DETAIL



AERIAL SPEED CHECK ZONES

46.4

TYPICAL BENCHING ON EXISTING EMBANKMENT



TYPICAL BENCHING ON EXISTING EMBANKMENT

50.4

TYPICAL MEDIAN CROSSOVER CLOSURE

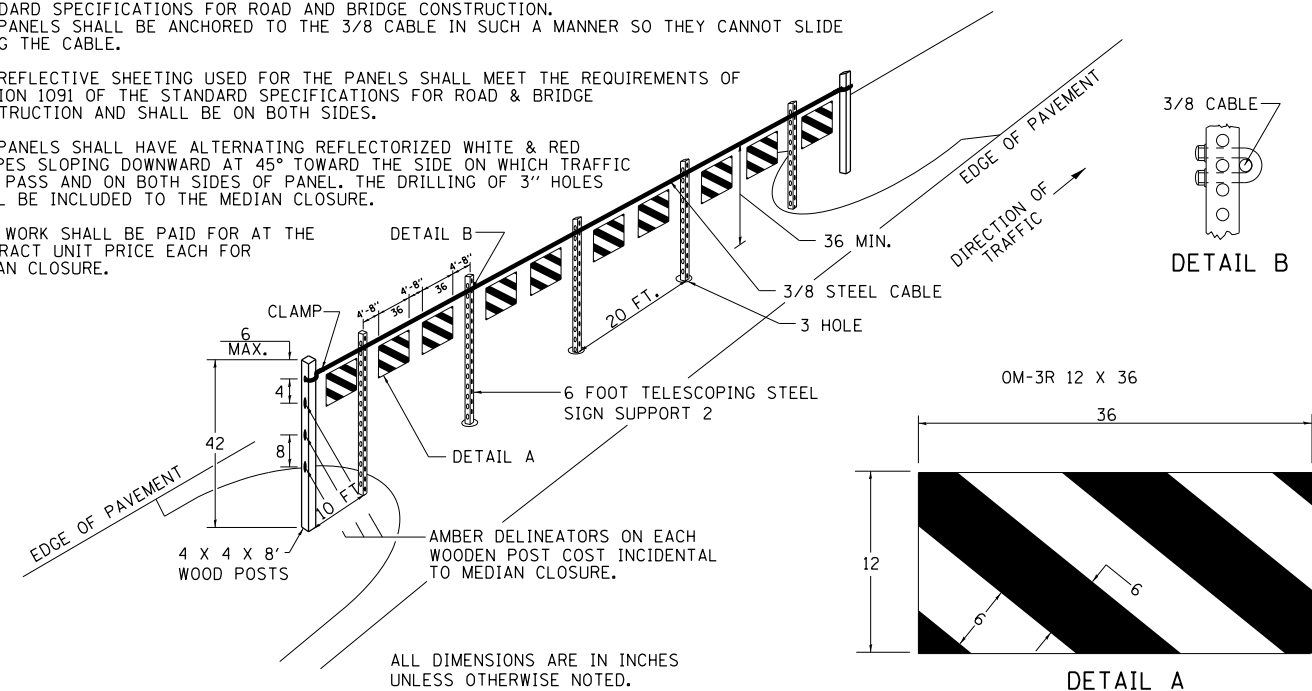
GENERAL NOTES

WOOD POSTS, CABLE, AND SIGN SUPPORTS SHALL BE IN ACCORDANCE WITH SECTION 634 & 636 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. THE PANELS SHALL BE ANCHORED TO THE 3/8" CABLE IN SUCH A MANNER SO THEY CANNOT SLIDE ALONG THE CABLE.

THE REFLECTIVE SHEETING USED FOR THE PANELS SHALL MEET THE REQUIREMENTS OF SECTION 1091 OF THE STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION AND SHALL BE ON BOTH SIDES.

ALL PANELS SHALL HAVE ALTERNATING REFLECTORIZED WHITE & RED STRIPES SLOPING DOWNWARD AT 45° TOWARD THE SIDE ON WHICH TRAFFIC WILL PASS AND ON BOTH SIDES OF PANEL. THE DRILLING OF 3" HOLES SHALL BE INCLUDED TO THE MEDIAN CLOSURE.

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR MEDIAN CLOSURE.



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

TYPICAL MEDIAN CROSSOVER CLOSURE

98.4

FILE NAME = D264019-ah-t-D2-Details.dgn
 MODEL = Default
 PLOT DRIVER = VBA:IDOT_PDF...11x17.plt

REVISED - 2-22-06

REVISED - 1-16-12



USER NAME = rgoertz	DESIGNED -	REVISED -
PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/16/2013	CHECKED - CMS	REVISED -
	DATE - 07/01/2013	REVISED -

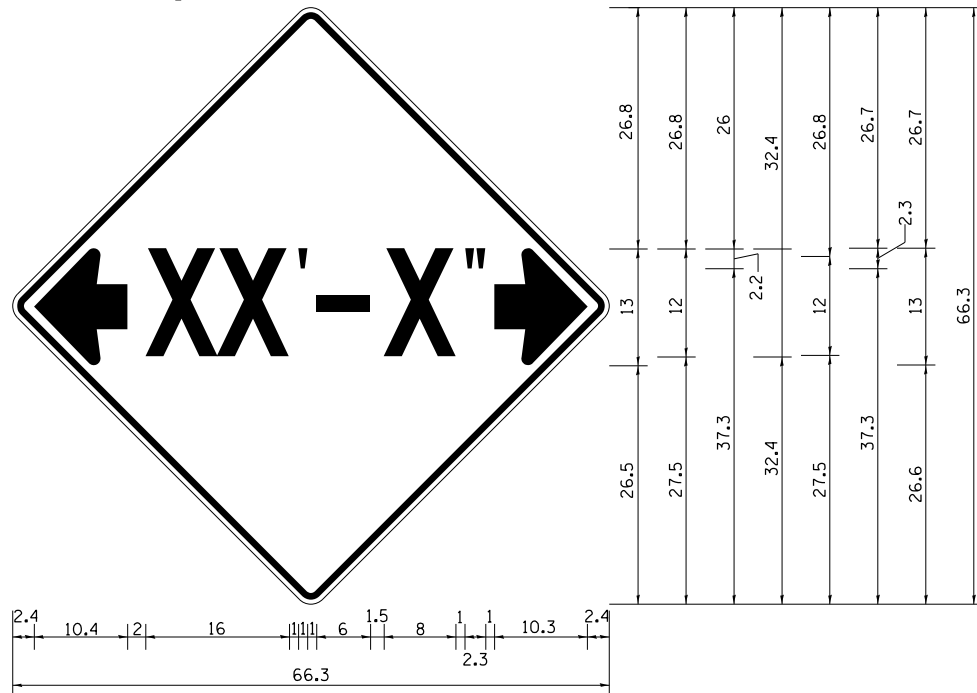
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

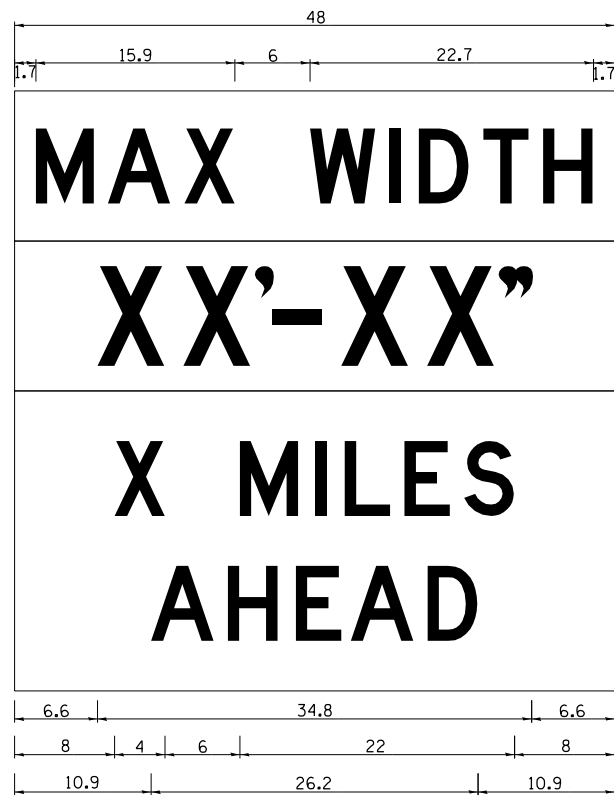
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	246
CONTRACT NO. 64D19				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

INFORMATIONAL WARNING SIGN (FOR NARROW TRAVEL LANES)



NOTES
 W12-2 - Horizontal Clearance Sign
 48.0" across sides, 1.9" Radius,
 0.8" Border, 0.5" Indent, Black on
 Orange; Standard Arrow Custom
 10.4" X 8.1" 180° Black 11 Inch
 D Series Lettering; Standard Arrow
 Custom 10.4" X 8.1" 0°



W12-1103 (Width is 8D);
 No border, Black on White;
 [MAX WIDTH] D;

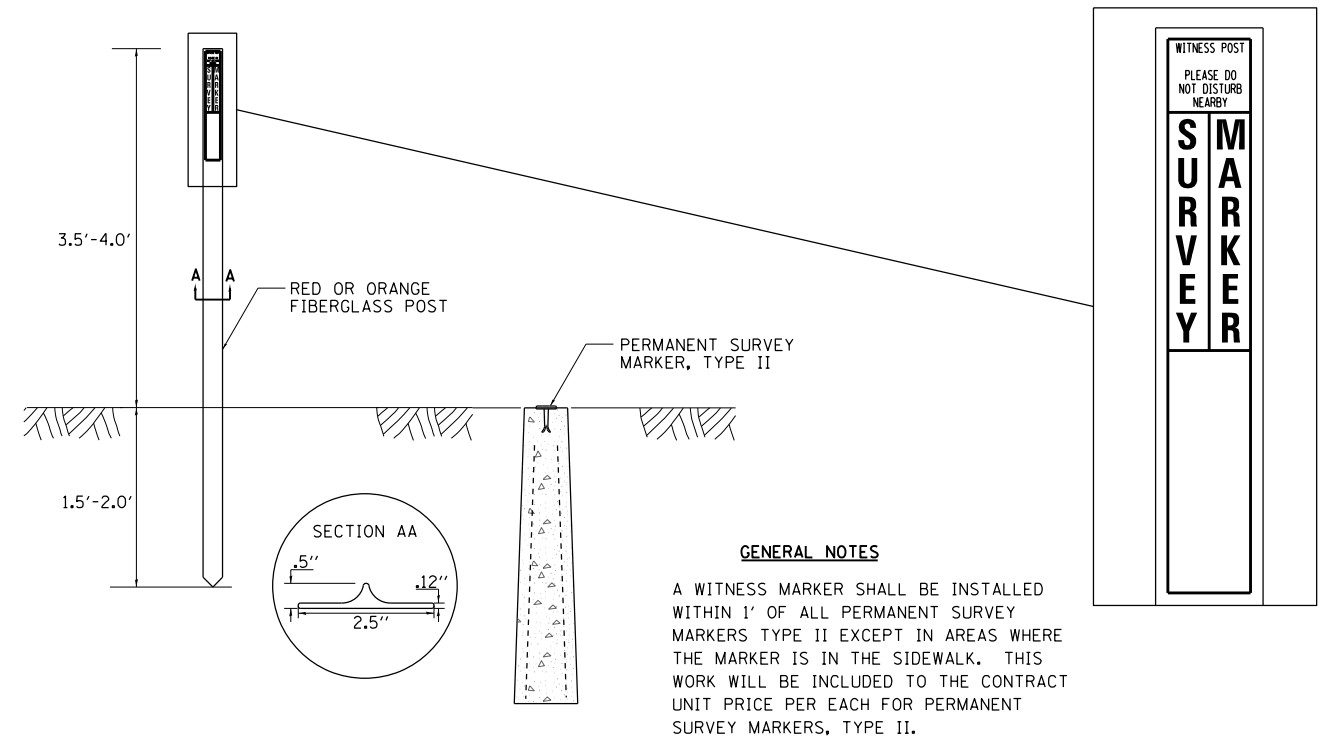
No border, Black on Orange;
 [XX'-XX''] D;

No border, Black on White;
 [X MILES] D; [AHEAD] D;

All work to furnish and install these signs shall be included in the cost of the Traffic Control Standards and shall not be paid for separately.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

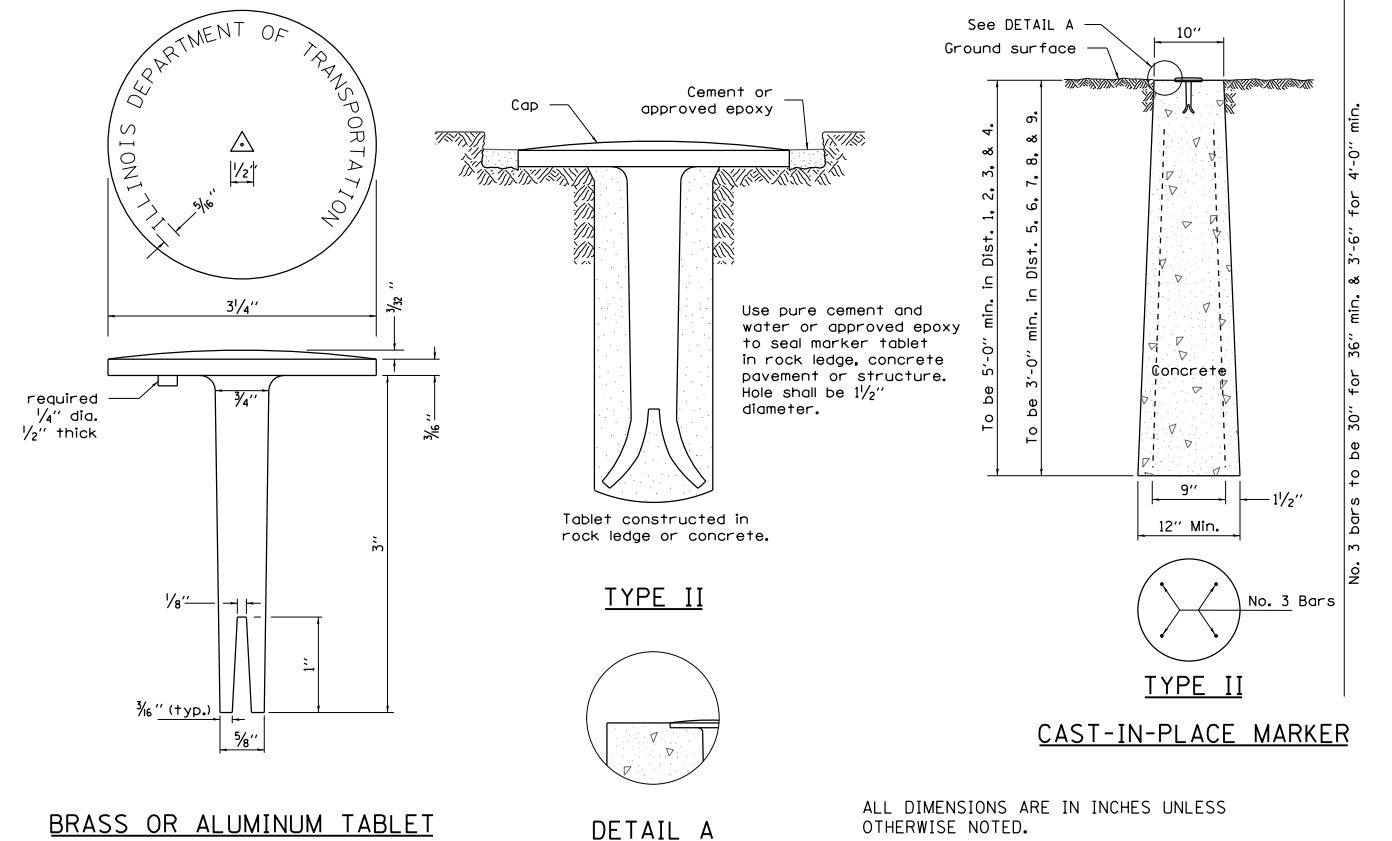
WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



GENERAL NOTES

A WITNESS MARKER SHALL BE INSTALLED WITHIN 1' OF ALL PERMANENT SURVEY MARKERS TYPE II EXCEPT IN AREAS WHERE THE MARKER IS IN THE SIDEWALK. THIS WORK WILL BE INCLUDED TO THE CONTRACT UNIT PRICE PER EACH FOR PERMANENT SURVEY MARKERS, TYPE II.

PERMANENT SURVEY MARKERS, TYPE II



Use pure cement and water or approved epoxy to seal marker tablet in rock ledge, concrete pavement or structure. Hole shall be 1/2" diameter.

TYPE II

DETAIL A

CAST-IN-PLACE MARKER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 5-15-09

INFORMATIONAL WARNING SIGNS (FOR NARROW TRAVEL LANES) 39.2

REVISED - 10-14-11

WITNESS MARKER & PERMANENT SURVEY MARKERS, TYPE II 66.2

FILE NAME = D264019-ah-t-D2-Details.dgn
 MODEL = Default
 PLOT DRIVER = VBA_IIDOT_PDF...11x17.pltcfgr



USER NAME = rgoertz	DESIGNED -	REVISED -
PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/16/2013	CHECKED - CMS	REVISED -
	DATE - 07/01/2013	REVISED -

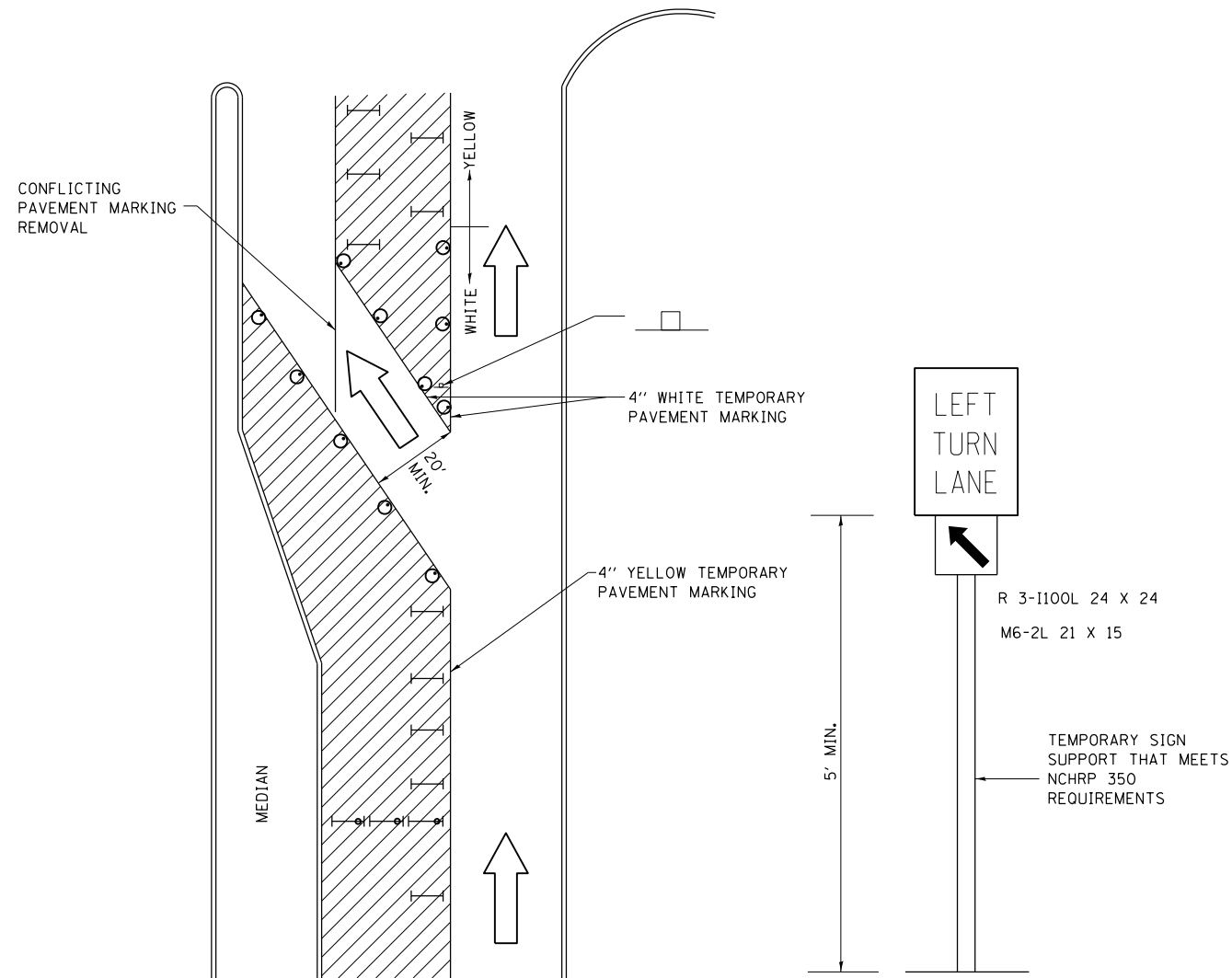
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD


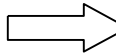




SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	247
CONTRACT NO. 64D19				
FED. ROAD DIST. NO. 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.

REVISED - 10-14-11

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) 94.2

FILE NAME = D264019-ah-t-02-Details.dgn
 MODEL = Default
 PLOT DRIVER = V8...IDOT...PDF...1x17.pltcfgr



USER NAME = rgoertz	DESIGNED -	REVISED -
PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/16/2013	CHECKED - CMS	REVISED -
	DATE - 07/01/2013	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	248
CONTRACT NO. 64D19				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TRAFFIC CONTROL FOR TRANSITION AREAS

CASE 1

SIGNS, DEVICES & FLAGGERS
ACCORDING TO APPLICABLE
TRAFFIC CONTROL STANDARDS



G20-I103(0)-3660

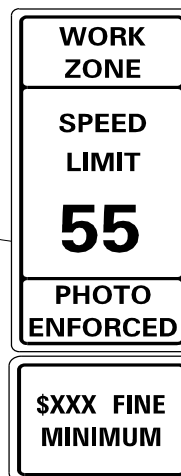
DRUMS OR BARRICADES
@ 50' CENTERS

L (2)

DRUMS OR BARRICADES
@ 50' CENTERS

SIGNS, DEVICES & FLAGGERS
ACCORDING TO APPLICABLE
TRAFFIC CONTROL STANDARDS

1
3

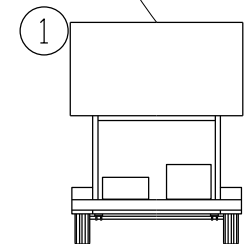


W2-III5(0)-3618
R2-1-3648
R10-19aP-3618
R2-I106-3618

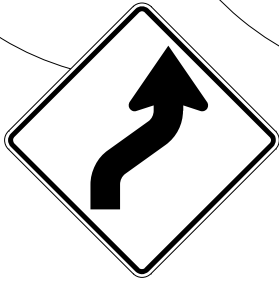
WORK ZONE PUBLIC
INFORMATION SIGN



W20-1(0)-48



PORTABLE CHANGEABLE
MESSAGE SIGN



* W1-4R

GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION
WITH THE APPLICABLE MULTILANE TRAFFIC
CONTROL AND PROTECTION STANDARD.

1. If applicable, Use speed limit as shown on applicable multilane Traffic Control and Protection Standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 feet for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED
IN THE COST OF SPECIFIED TRAFFIC CONTROL
STANDARDS OR ITEMS.

○ DRUMS OR BARRICADES

▨ WORK AREA

NOTE: STANDARDS 701301 AND 701306
SHALL NOT BE USED WITHIN 500 FEET
OF THE TRANSITION.

* DEPENDS ON GEOMETRICS
OF THE TRANSITION. MAY
SWITCH THE "STAY IN YOUR
LANE" AND "WEAVE SIGNS"

FILE NAME = D264019-ah-t-02-Detail.dgn
MODEL = Default
PLOT DRIVER = V8i, IDOT, PDF, Iix17, plotf9



USER NAME = rgoertz	DESIGNED -	REVISED - 1-16-13
PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/16/2013	CHECKED - CMS	REVISED -
	DATE - 07/01/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	249
CONTRACT NO. 64D19				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TRAFFIC CONTROL FOR TRANSITION AREAS

CASE 2

SIGNS, DEVICES & FLAGGERS
ACCORDING TO APPLICABLE
TRAFFIC CONTROL STANDARDS



G20-I103(0)-3660

DRUMS OR BARRICADES
@ 50' CENTERS

L (2)

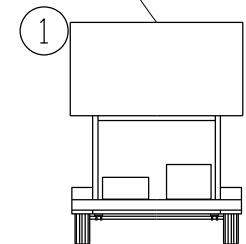
DRUMS OR BARRICADES
@ 50' CENTERS

SIGNS, DEVICES & FLAGGERS
ACCORDING TO APPLICABLE
TRAFFIC CONTROL STANDARDS

WORK ZONE PUBLIC
INFORMATION SIGN



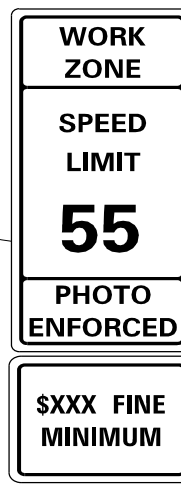
W20-1(0)-48



PORTABLE CHANGEABLE
MESSAGE SIGN



(1)
(3)



W2-III5(0)-3618

R2-1-3648

R10-19aP-3618

R2-I106-3618

GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION
WITH THE APPLICABLE MULTILANE TRAFFIC
CONTROL AND PROTECTION STANDARD.

1. If applicable, Use speed limit as shown on applicable multilane Traffic Control and Protection Standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 feet for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED
IN THE COST OF SPECIFIED TRAFFIC CONTROL
STANDARDS OR ITEMS.

○ DRUMS OR BARRICADES

▨ WORK AREA

NOTE: STANDARDS 701301 AND 701306
SHALL NOT BE USED WITHIN 500 FEET
OF THE TRANSITION.

FILE NAME = D264019-ah-t-02-Detail.dgn
MODEL = Default
PLOT DRIVER = V8...IDOT...PDF...1x17...plc1g



USER NAME = rgoertz	DESIGNED -	REVISED - 1-16-13
	DRAWN -	REVISED -
PLOT SCALE = 48.0000' / in.	CHECKED - CMS	REVISED -
PLOT DATE = 8/16/2013	DATE - 07/01/2013	REVISED -

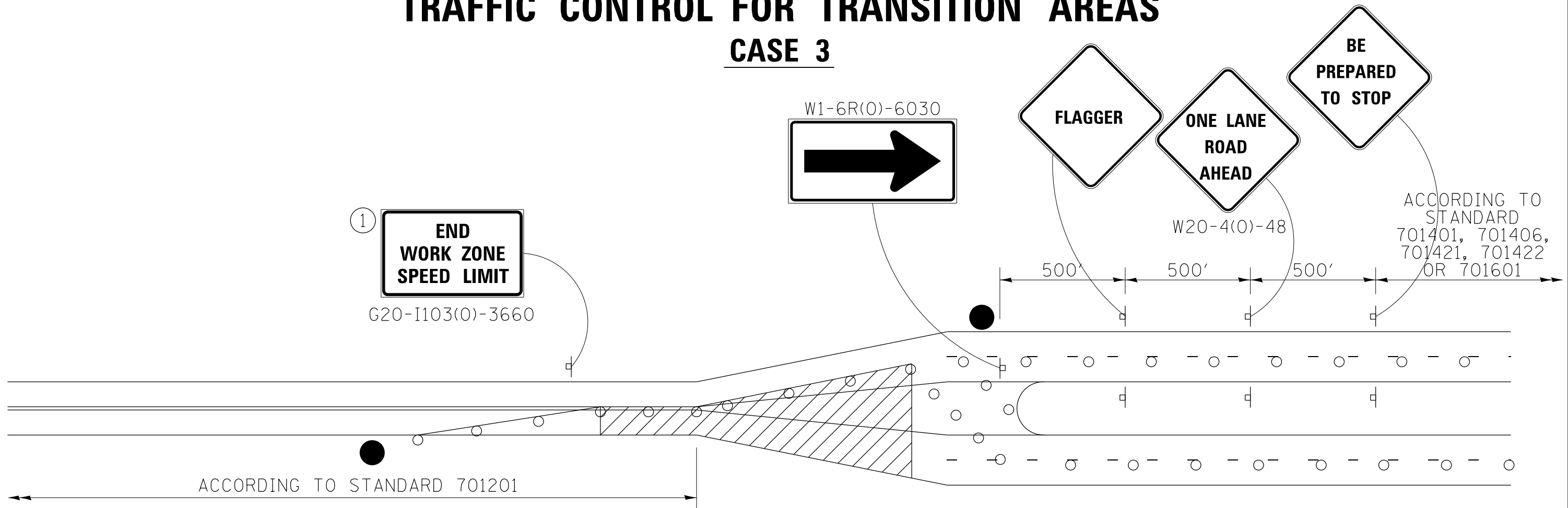
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	250
CONTRACT NO. 64D19				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TRAFFIC CONTROL FOR TRANSITION AREAS

CASE 3



GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION WITH THE APPLICABLE MULTILANE TRAFFIC CONTROL AND PROTECTION STANDARD.

1. If applicable, Use speed limit as shown on applicable multilane Traffic Control and Protection Standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 feet for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

● FLAGGER WITH TRAFFIC CONTROL SIGN

○ DRUMS OR BARRICADES

▨ WORK AREA

NOTE: STANDARDS 701301 AND 701306 SHALL NOT BE USED WITHIN 500 FEET OF THE TRANSITION.

TRAFFIC CONTROL FOR TRANSITION AREAS SHEET 3 OF 4 38.1

FILE NAME = D264019-ah-t-02-Detail.dgn
MODEL = Default
PLOT DRIVER = V8...IDOT...PDF...11x17.plt



USER NAME = rgoertz	DESIGNED -	REVISED - 3-05-12
PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/16/2013	CHECKED - CMS	REVISED -
	DATE - 07/01/2013	REVISED -

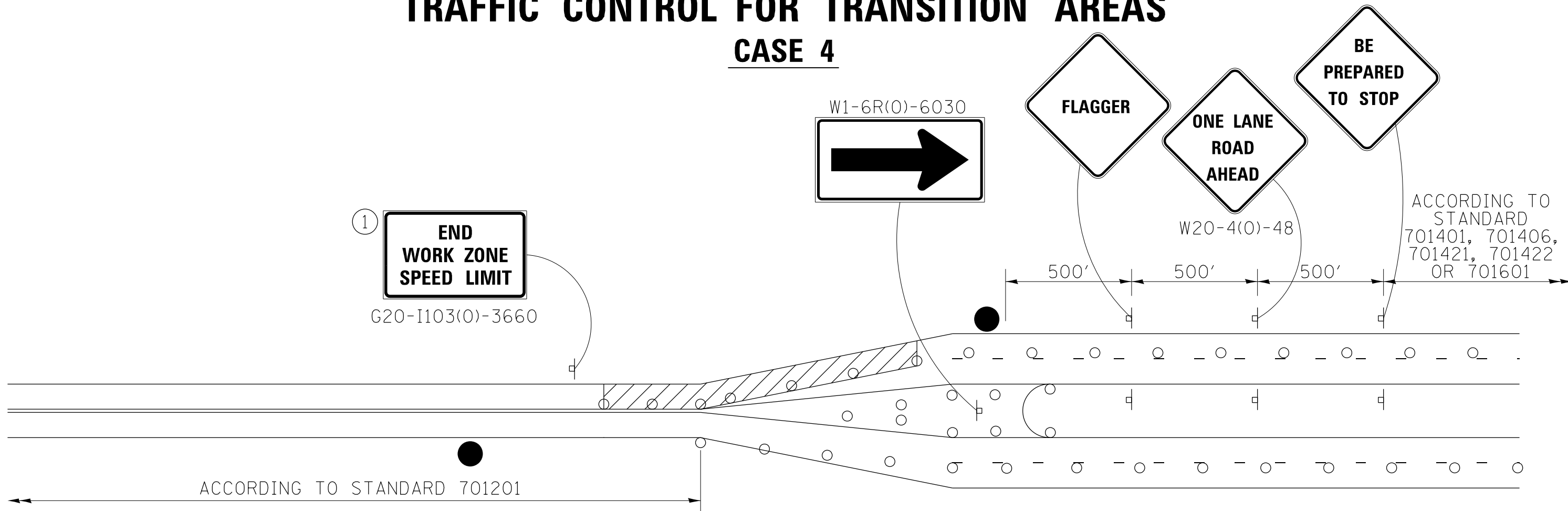
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REGION 2 / DISTRICT 2 STANDARD			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	251
CONTRACT NO. 64D19				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TRAFFIC CONTROL FOR TRANSITION AREAS

CASE 4



GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION WITH THE APPLICABLE MULTILANE TRAFFIC CONTROL AND PROTECTION STANDARD.

1. If applicable, Use speed limit as shown on applicable multilane Traffic Control and Protection Standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 feet for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

● FLAGGER WITH TRAFFIC CONTROL SIGN

○ DRUMS OR BARRICADES

▨ WORK AREA

NOTE: STANDARDS 701301 AND 701306 SHALL NOT BE USED WITHIN 500 FEET OF THE TRANSITION.

TRAFFIC CONTROL FOR TRANSITION AREAS SHEET 4 OF 4 38.1

FILE NAME = D264019-ah-t-02-Detail.dgn
MODEL = Default
PLOT DRIVER = V8...IDOT...PDF...11x17.plt



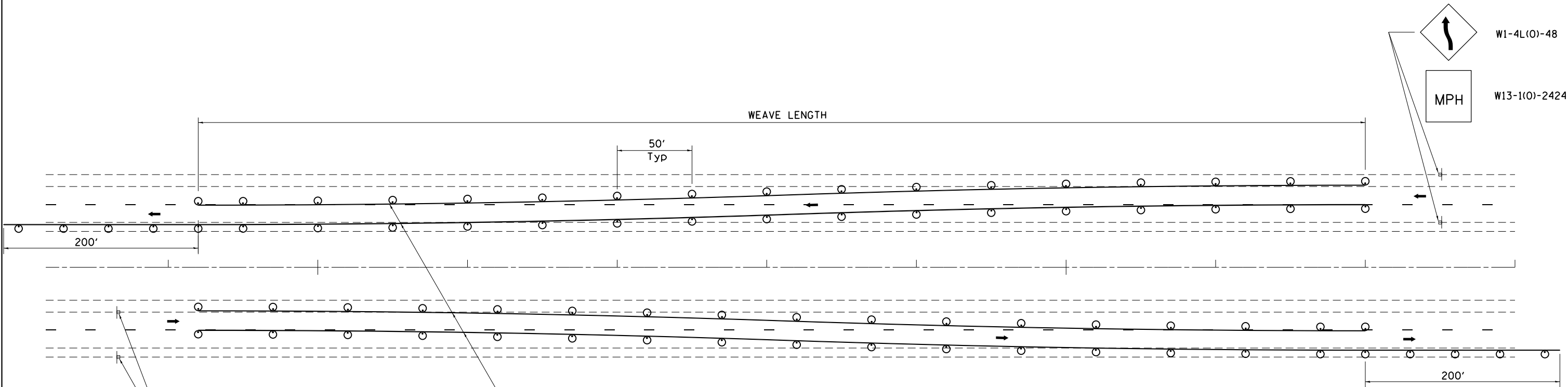
USER NAME = rgoertz	DESIGNED -	REVISED - 3-05-12
PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/16/2013	CHECKED - CMS	REVISED -
	DATE - 07/01/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

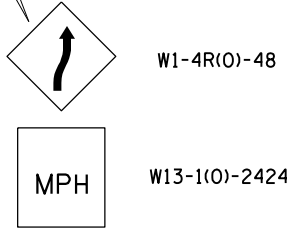
REGION 2 / DISTRICT 2 STANDARD			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	252
CONTRACT NO. 64D19				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TRAFFIC CONTROL TYPICAL WEAVE



Temporary Pavement Marking required if Typical Weave is used for 14 days or more.



- LEGEND**
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
 - ⊥ SIGN ON PERMANENT MOUNT

DESIGNER NOTE:

1. USE ON LONG 4-LANE PROJECTS WHERE THE CONTRACTOR MAY CHANGE A PORTION OF THE WORK TO THE OPPOSITE LANE.
2. USE WHERE THE PROJECT IS ADJACENT TO ANOTHER AND THE CONTRACTOR COULD BE WORKING ON DIFFERENT LANES.
3. TEMPORARY PAVEMENT MARKING SHALL BE USED WHEN TYPICAL WEAVE IS USED FOR 14 DAYS OR MORE.
4. TRAFFIC CONTROL TYPICAL WEAVE SHALL BE INCLUDED IN THE COST OF THE SPECIFIC TRAFFIC CONTROL STANDARDS OF ITEMS.

STANDARD WEAVE CONDITIONS FOR DIFFERENT SPEED LIMITS

POSTED SPEED LIMIT	ADVISORY SPEED LIMIT	WEAVE LENGTH
65 MPH	45 MPH	780 FT.
55 MPH	35 MPH	660 FT.
45 MPH	25 MPH	540 FT.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL TYPICAL WEAVE 39.1

FILE NAME = D264019-ah-t-D2-Details.dgn
 MODEL = Default
 PLOT DRIVER = VBA:IDOT.PDF...11x17.plt



USER NAME = rgoertz	DESIGNED -	REVISED - 10-17-11
PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/16/2013	CHECKED - CMS	REVISED -
	DATE - 07/01/2013	REVISED -

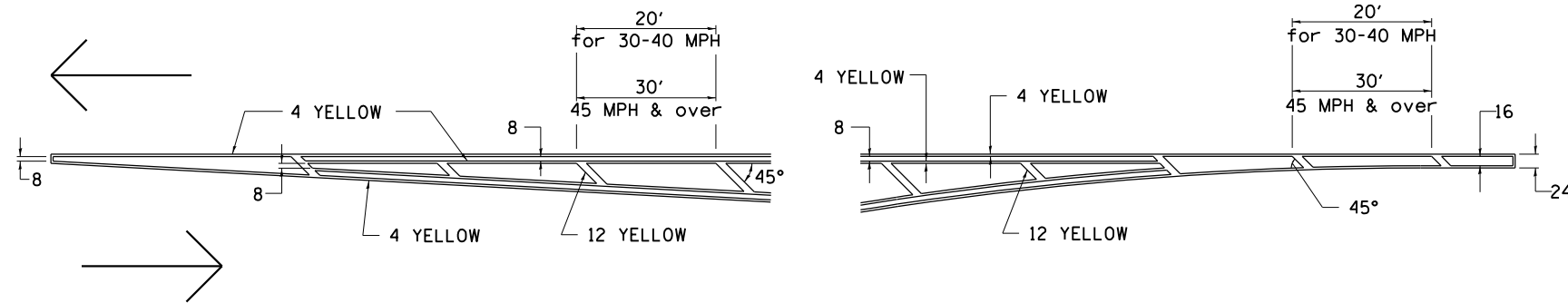
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REGION 2 / DISTRICT 2 STANDARD			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

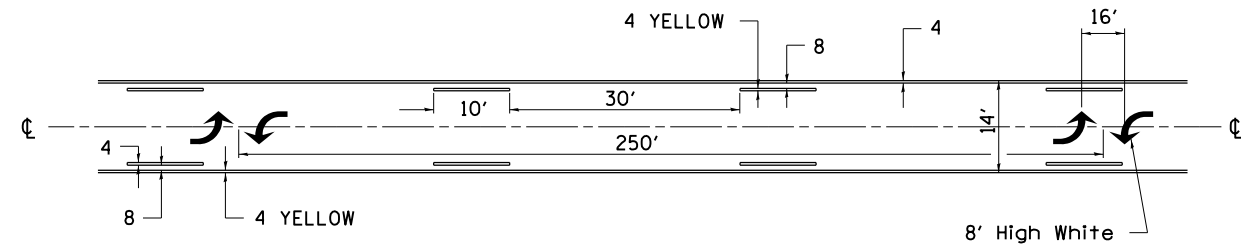
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	253
CONTRACT NO. 64D19				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

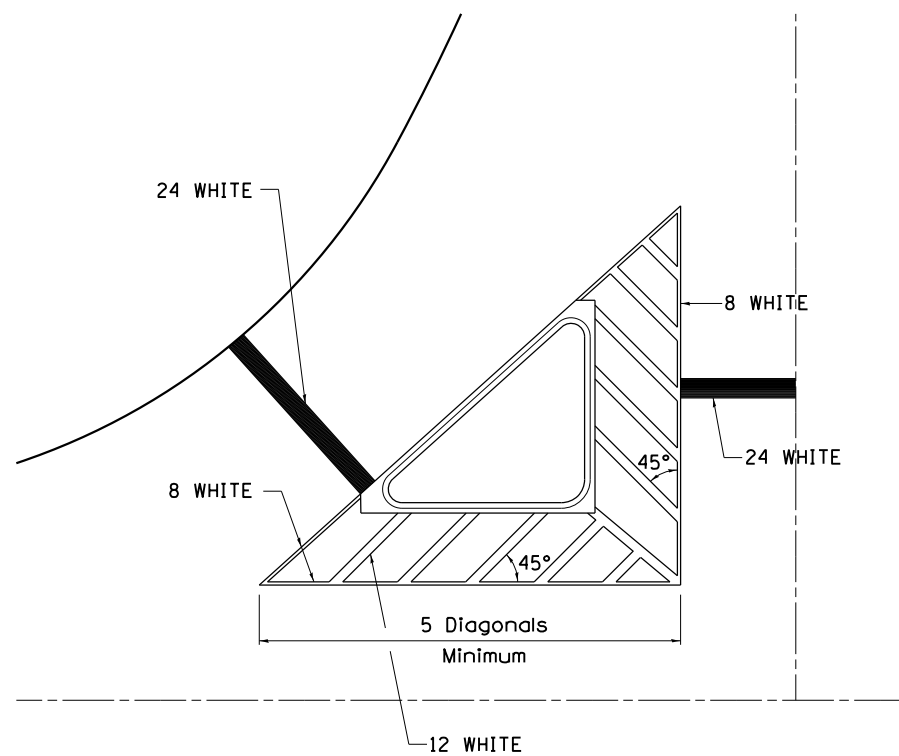


MEDIAN PAVEMENT MARKING

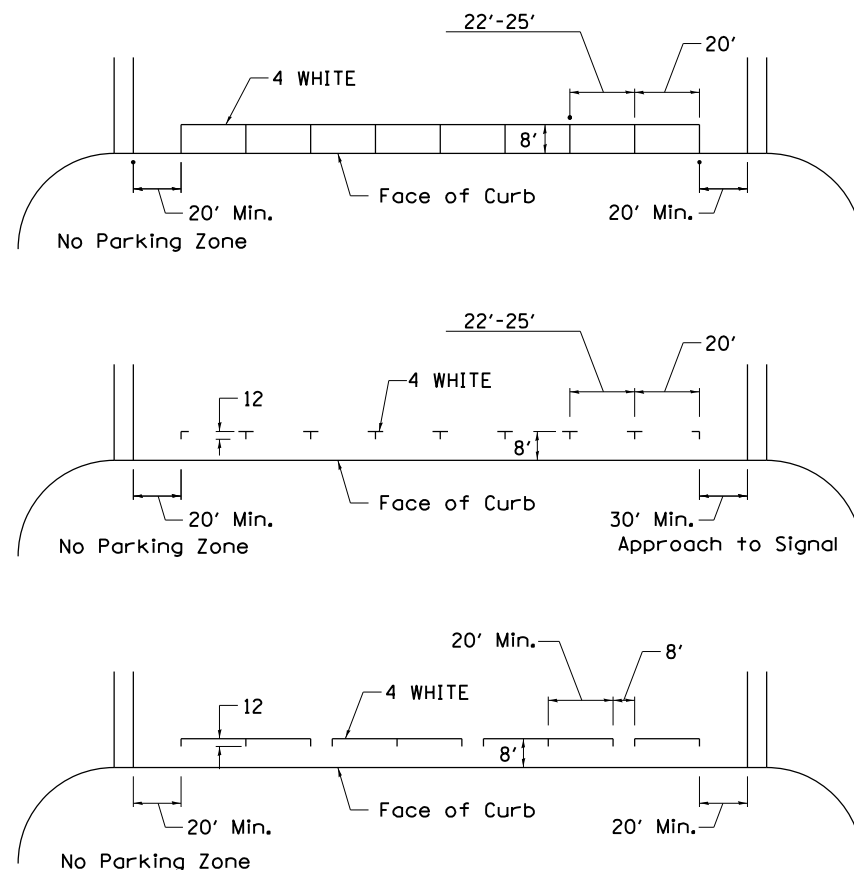


•• ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH

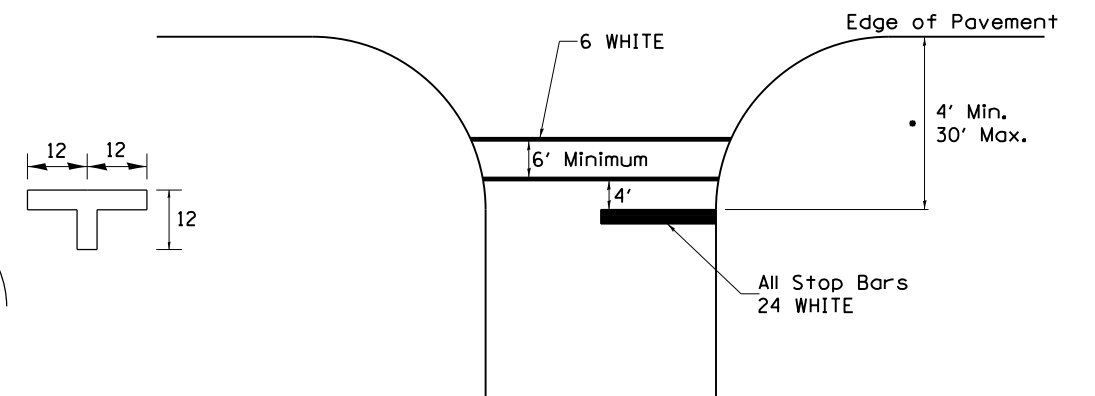


TYPICAL PARKING SPACING



STANDARD CROSSWALK MARKING

See Schedules for Locations



• Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

FILE NAME = D264019-ah-t-02-Details.dgn
 MODEL = Default
 PLOT DRIVER = VBA_IIDOT_PDF...1x17.plt



USER NAME = rgoertz	DESIGNED -	REVISED - 3-05-12
PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/16/2013	CHECKED - CMS	REVISED -
	DATE - 07/01/2013	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

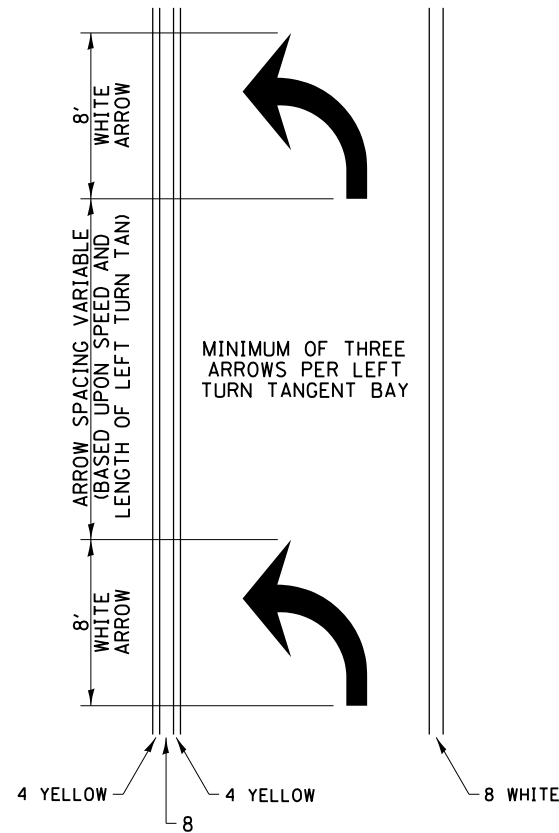
REGION 2 / DISTRICT 2 STANDARD

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	254
CONTRACT NO. 64D19				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

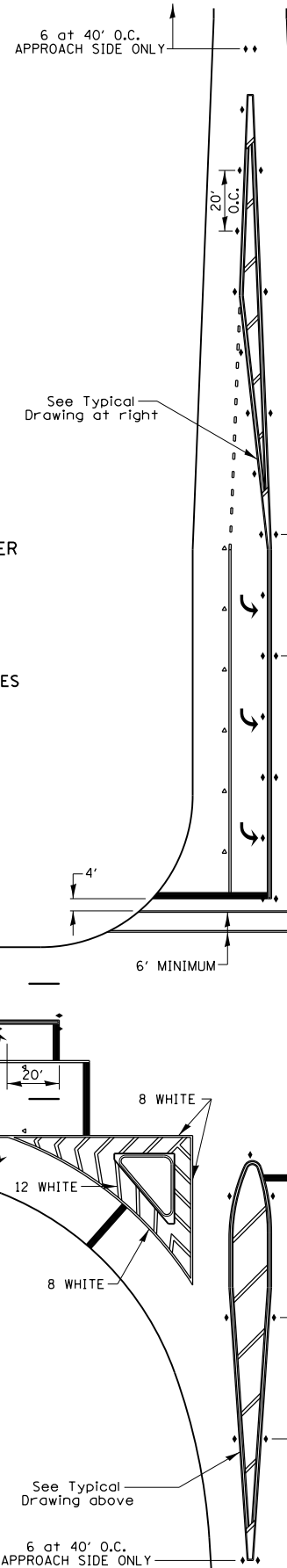
TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT

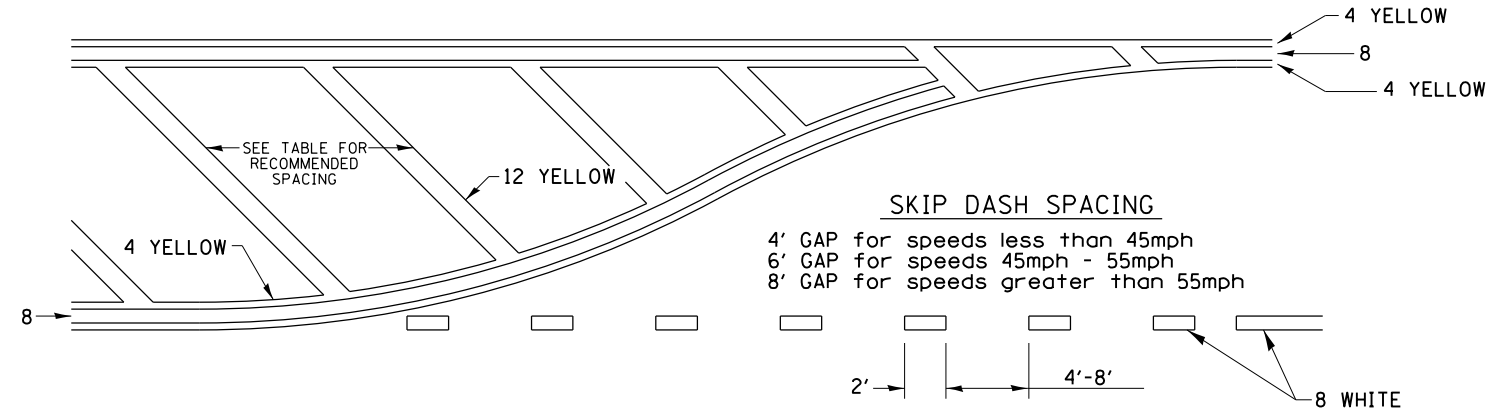


- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.



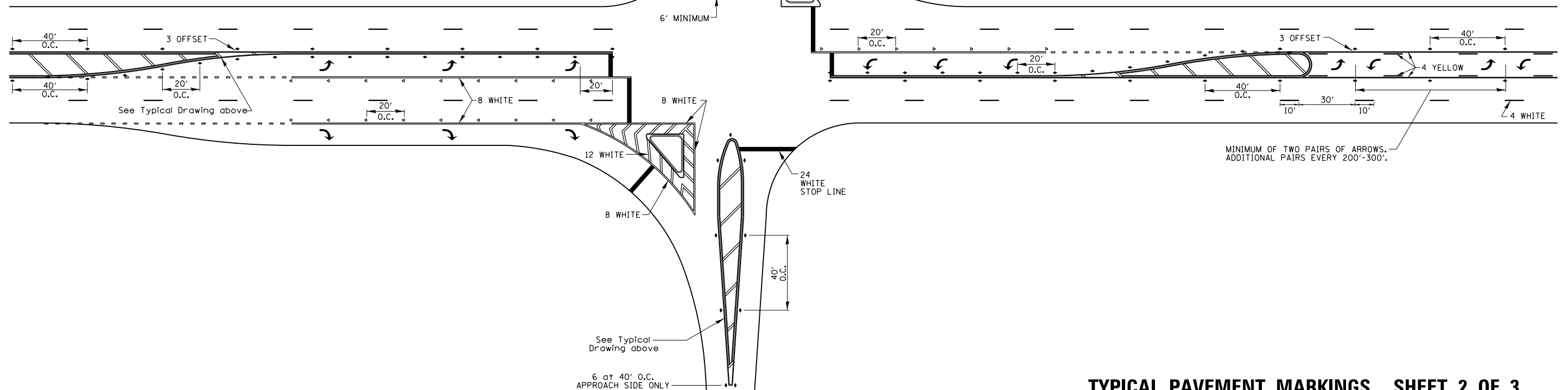
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 30MPH	50'	15'	10'
30-40MPH	75'	20'	15'
45MPH & over	75'	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.



FILE NAME = D264019-ah-t-02-Details.dgn
 MODEL = Default
 PLOT DRIVER = VBA:IDOT_PDF...1x17.pltcf



USER NAME = rgoertz	DESIGNED -	REVISED - 3-05-12
PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/16/2013	CHECKED - CMS	REVISED -
	DATE - 07/01/2013	REVISED -

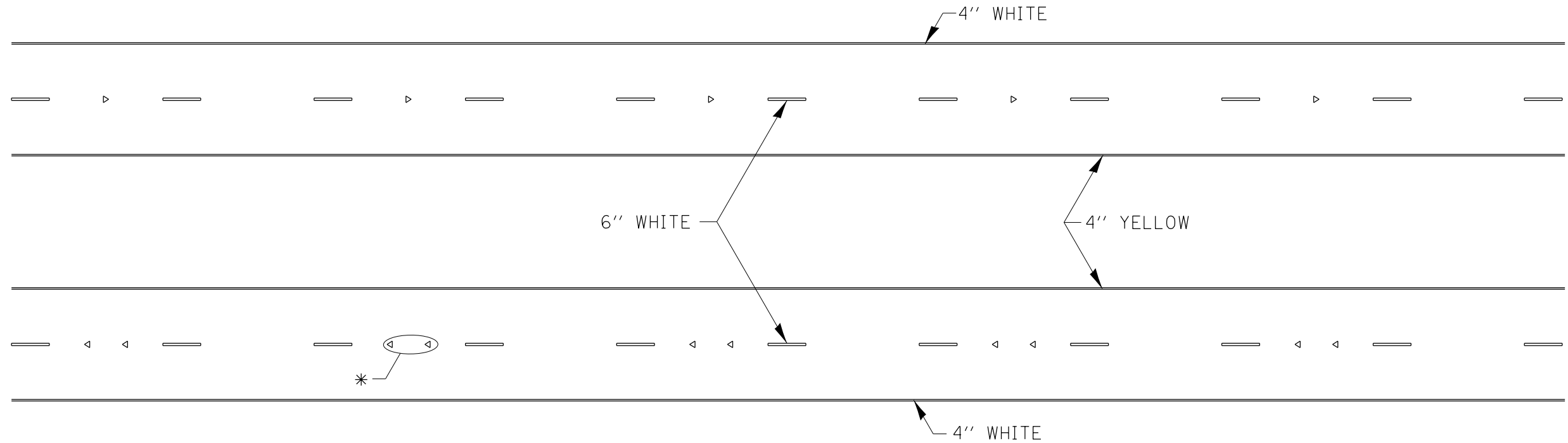
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: SHEET NO. OF SHEETS STA. TO STA.

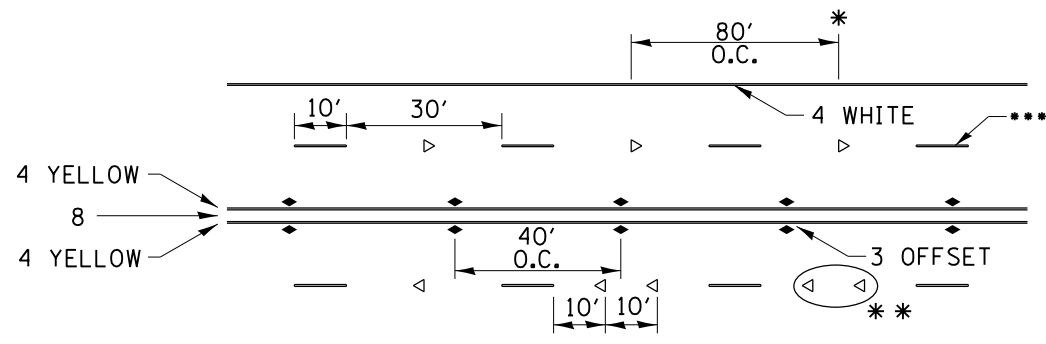
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	255
CONTRACT NO. 64D19				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT \geq 20,000.

MULTI-LANE / DIVIDED



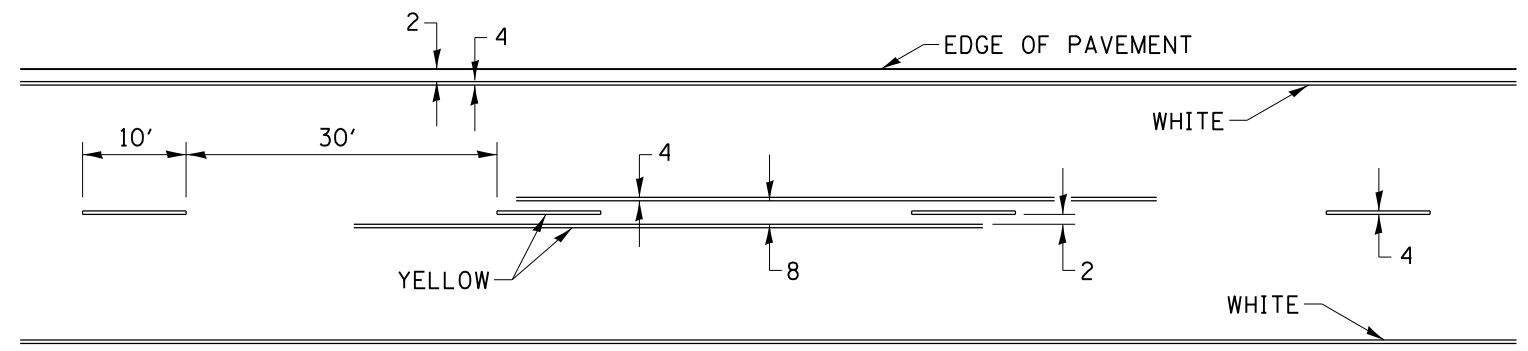
SYMBOLS

- REDUCE TO 40' O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH LOWER THAN POSTED SPEEDS.
- USE DOUBLE MARKERS WHEN ADT \geq 20,000
- CENTERLINE SKIP DASH PAVEMENT MARKING SPEED LIMIT LESS THAN 40 MPH USE 4" LINE SPEED LIMIT 40 MPH AND OVER USE 6" LINE

MULTI-LANE / UNDIVIDED & ONE WAY

(FOR MULTI-LANE UNDIVIDED HIGHWAYS USE THIS
DETAIL NOT HIGHWAY STANDARD 781001)

TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



FILE NAME = D264019-ah-t-D2-Details.dgn
MODEL = Default
PLOT DRIVER = V8...IDOT...PDF...1x17.pltcf9



USER NAME = rgoertz	DESIGNED -	REVISED - 11-28-12
PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/16/2013	CHECKED - CMS	REVISED -
	DATE - 07/01/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

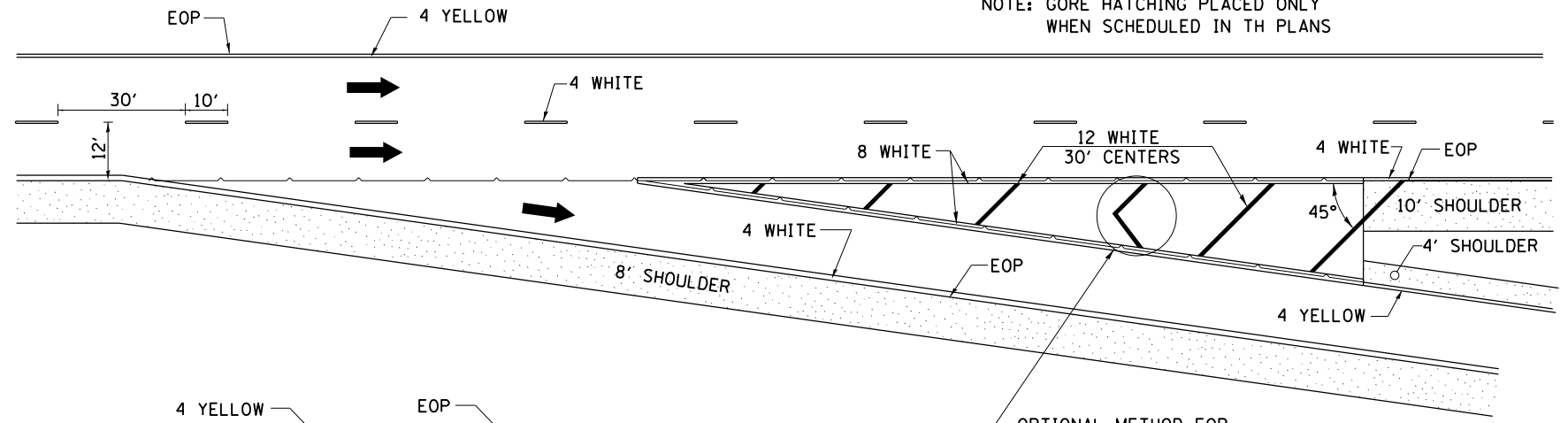
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	256
CONTRACT NO. 64D19				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

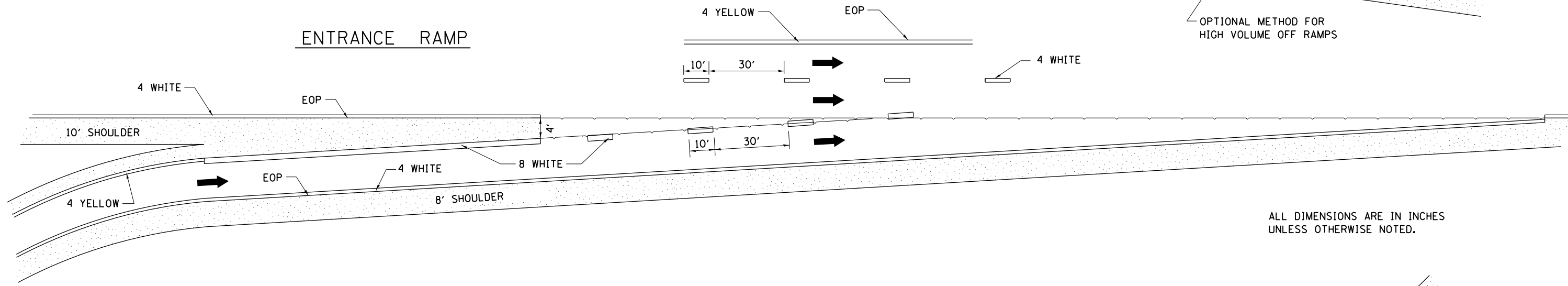
PAINING DETAILS

EXIT RAMP

NOTE: GORE HATCHING PLACED ONLY WHEN SCHEDULED IN TH PLANS

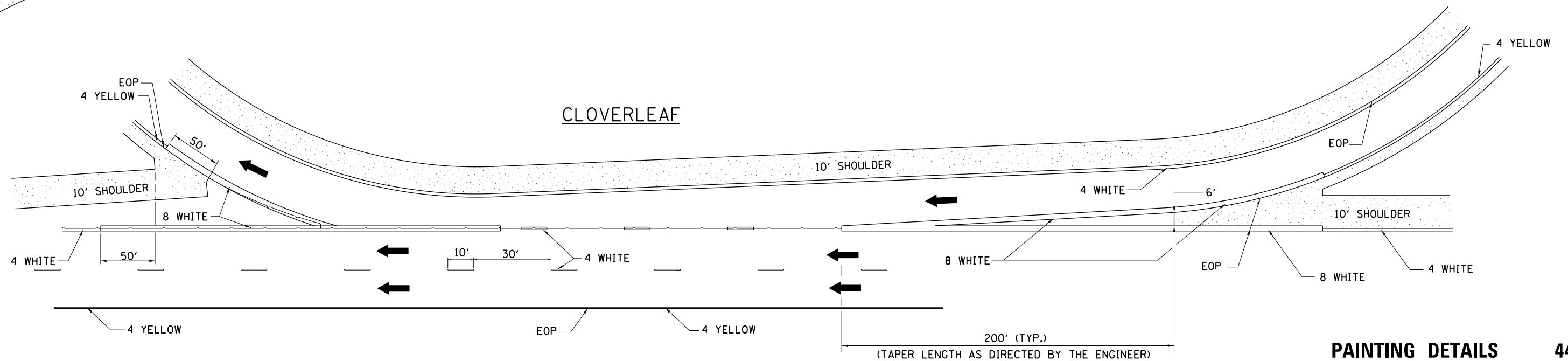


ENTRANCE RAMP



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

CLOVERLEAF



PAINING DETAILS 44.1

FILE NAME = D264019-ah1-D2-Details.dgn
 MODEL = Default
 PLOT DRIVER = V8i, IDOT, PDF, Ix17, plot19



USER NAME = rgoertz	DESIGNED -	REVISED - 10-18-11
PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/16/2013	CHECKED - CMS	REVISED -
	DATE - 07/01/2013	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

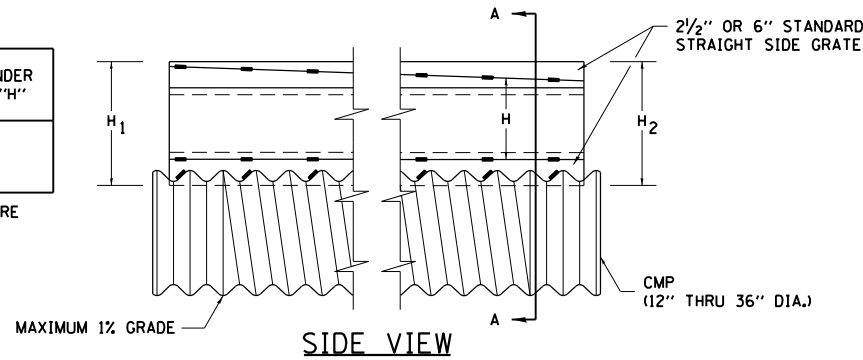
REGION 2 / DISTRICT 2 STANDARD

SCALE: SHEET NO. OF SHEETS STA. TO STA.

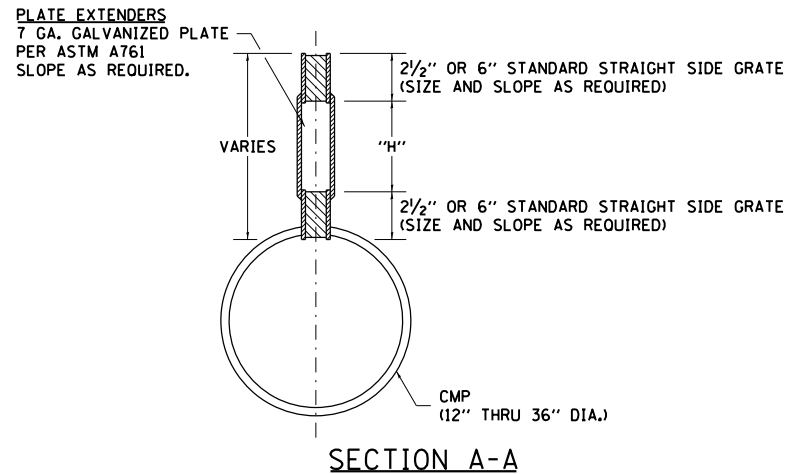
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	257
CONTRACT NO. 64D19				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SLOTTED DRAIN PIPE

LOADING CONDITION	MAX. EXTENDER HEIGHT - "H"
H20/H25 • 750 PSI CONCRETE • 125 PSI TIRE PRESSURE	19"



DETAIL WITH VARIABLE HEIGHT GRATE



SECTION A-A

GENERAL

Class SI Concrete shall be used throughout. This specification covers Slotted Drain used for the removal of water as shown on the plans. The Slotted Drain shall be Corrugated Pipe Culvert with Integral Slotted Drains. Before placing the concrete adjacent to the pipe, the slot shall be covered by either thin, flat metal sheeting or by a board notched to fit over the grate bars. This covering must fit closely in the slot to prevent entry of concrete into the pipe. Paving over the slotted drain will then be one continuous operation over the protected drain. The protection for the drain slot shall then be removed. The pipe shall drain into the side of the inlet. The opening where the slot is removed shall be covered to prevent concrete from entering the pipe. The Corrugated Steel Pipe used in the Slotted Drain shall meet the requirements of AASHTO M36/ASTM A760. The CMP shall be ALUMINIZED STEEL Type 2. The diameter shall be as shown on the plans. Steel grating shall meet the galvanizing requirements of AASHTO M111. This work will be paid for at the contract unit price per foot for SLOTTED DRAIN of the pipe diameter specified WITH VARIABLE SLOT, or SLOTTED DRAIN, of the pipe diameter specified, WITH 6" SLOT, and shall include concrete and grating for depth specified on plans. Use approved end cap to prevent concrete entry into the pipe during gutter construction on the upstream end of the pipe.

CONNECTIONS

The Corrugated Steel Pipe shall have a minimum of two rerolled annular ends. The Slotted Drain bands shall be modified HUGGER Bands to secure the pipe and prevent infiltration of the backfill. When the Slotted Drain is banded together, the adjacent grates shall have a maximum 3" gap.

GRATES

The grates shall be manufactured from ASTM A670, Grade 36 steel. The spacers and bearing bars (sides) shall be 3/16" material ±0.008". The spacers shall be on 6" centers and welded on both sides to each bearing bar (sides) with four (4) 1-1/4" long 3/16" fillet welds on each side of the bearing bar. The plate extender shall be 7 gage steel meeting ASTM A761. The engineer may call for tensile strength tests on the grate if the grate is not in compliance with the above spacer specifications. If tensile strength tests are called for, minimum results for an in-place spacer pulled perpendicular to the bearing bar shall be:
T = 12,000 pounds for 2-1/2" grate
T = 15,000 pounds for 6" grate

GALVANIZING

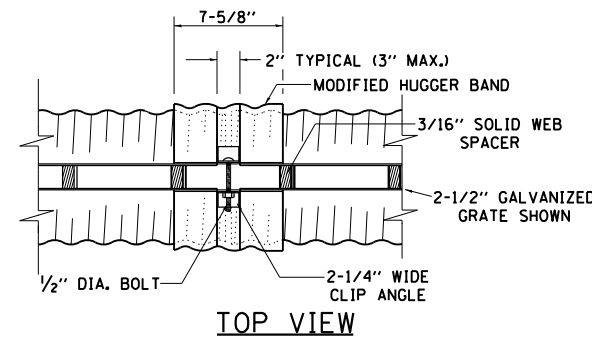
The grate and plate extenders shall be galvanized in accordance with ASTM A123 except with a 2 oz. galvanized coating.

GRATE ATTACHED TO CSP

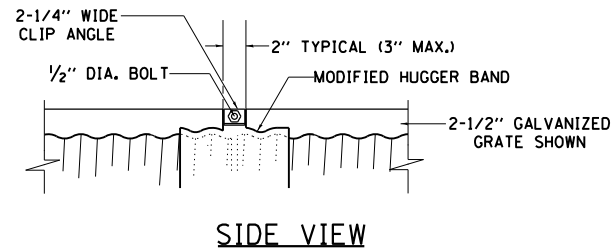
The grate shall be fillet welded with a minimum weld 1" long to the CSP on each side of the grate at every other corrugation.

TOLERANCES - FINISHED SLOTTED DRAIN - 20' LENGTHS

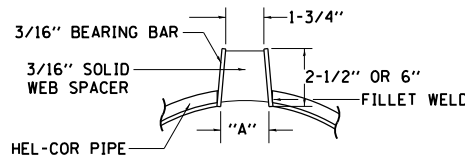
Vertical Bow = ± 3/8"
Horizontal Bow = ± 5/8"
Twist = ± 1/2"



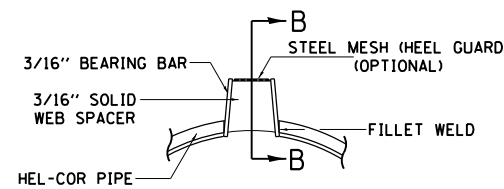
TOP VIEW



SIDE VIEW



SECTION A-A STANDARD DETAIL



SECTION A-A DETAIL WITH MESH

(TRAPEZOIDAL GALVANIZED GRATE SHOWN)

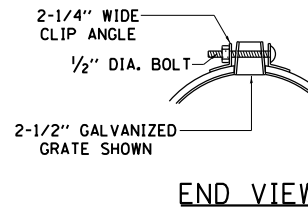
GAGE OF PIPE	STANDARD SIZES					
	DIAMETER OF PIPE					
	12"	15"	18"	24"	30"	36"
16	X	X	X	X	X	X
14	X	X	X	X	X	X
12	N.A.	N.A.	N.A.	N.A.	X	X

GRATE TYPE	"A"	
VERT	2-1/2"	1-3/4"
TRAP	2-1/2"	2-1/4"
TRAP	6"	3"

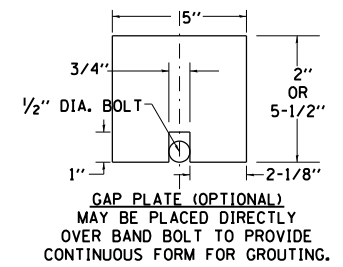
VERT = VERTICAL
TRAP = TRAPEZOIDAL

SLOTTED DRAIN NOTES

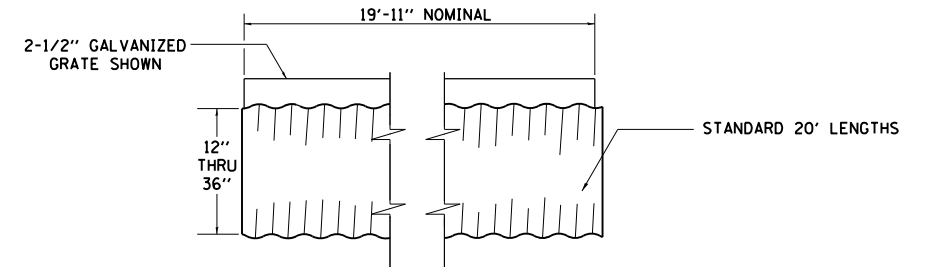
- GRATING IS AVAILABLE IN DEPTHS OF 2-1/2" AND 6".
- VERTICAL GRATING (STRAIGHT SIDES) WITH VERTICAL SPACERS IS ALSO AVAILABLE.
- FOR 6" VERTICAL & TRAPEZOIDAL REQUIREMENTS, THE SLOTTED DRAIN BAND MAY BE FURNISHED WITH THE 4" TECHCO BAND ANGLE.
- DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
- DIMENSIONS FOR H₁ AND H₂ AS REQUIRED.
- H₁ AND H₂ MEASURED FROM TOP OF GRATE TO BOTTOM OF GRATE.



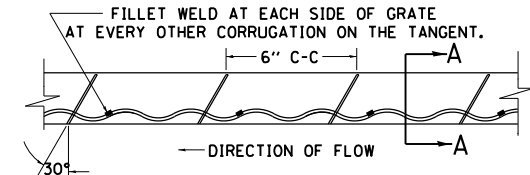
END VIEW



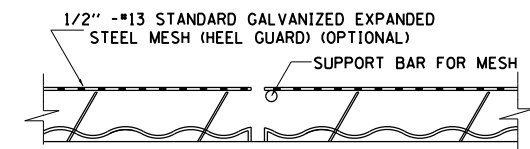
GAP PLATE (OPTIONAL) MAY BE PLACED DIRECTLY OVER BAND BOLT TO PROVIDE CONTINUOUS FORM FOR GROUTING.



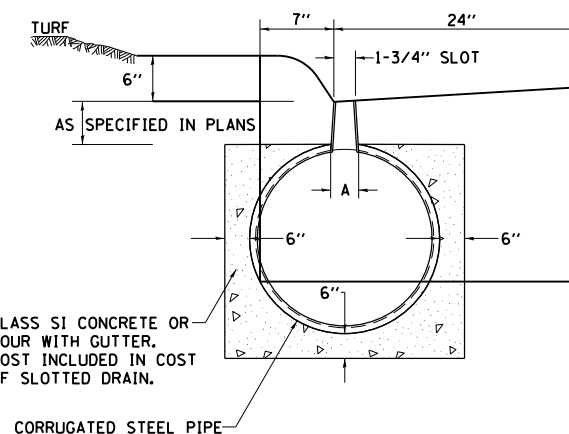
TYPICAL PIPE SECTION



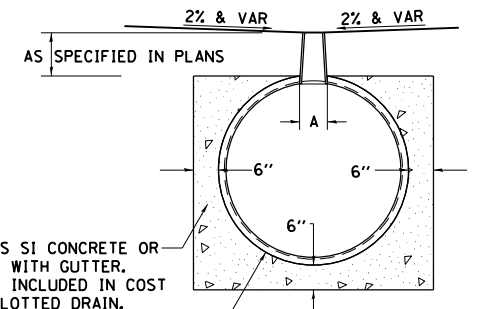
GRATE WELDING DETAIL



SECTION B-B



DETAIL FOR CURB & GUTTER



DETAIL FOR CROSSOVERS, DRIVEWAYS, OR PARKING LOTS

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

SLOTTED DRAIN PIPE 68.1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	258
CONTRACT NO. 64D19				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FILE NAME = D264019-ah-t-02-Details.dgn
MODEL = Defaul
PLOT DRIVER = VBA:IDOT.PDF...1x17.pltcf9



USER NAME = rgoertz	DESIGNED -	REVISED - 10-18-11
PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/16/2013	CHECKED - CMS	REVISED -
	DATE - 07/01/2013	REVISED -

40' SINGLE LANE MEDIAN CROSSOVER

(POSTED SPEED LIMIT 65 MPH, WORK ZONE SPEED LIMIT 55 MPH)

TYPICAL SECTION

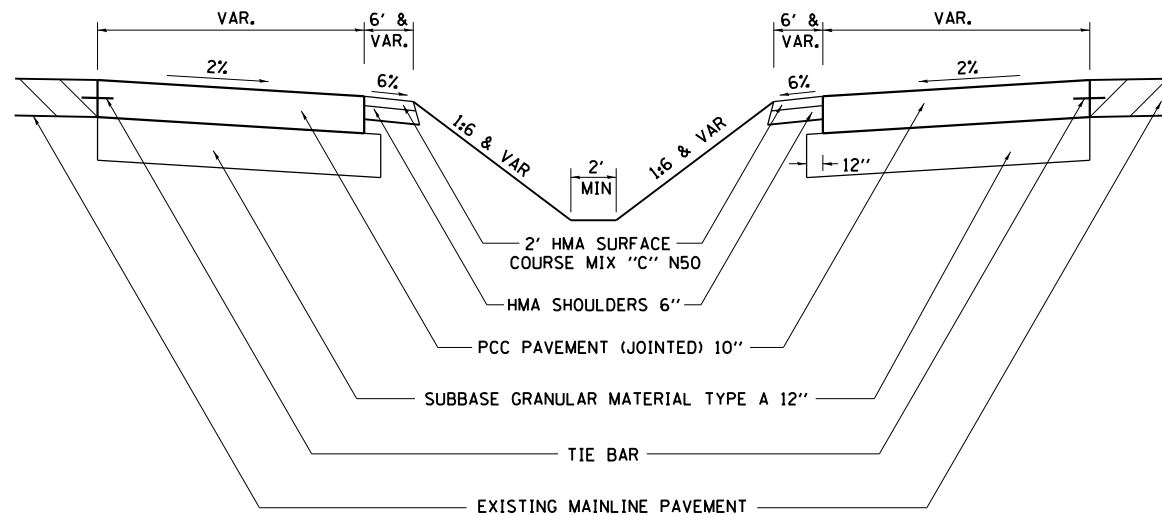
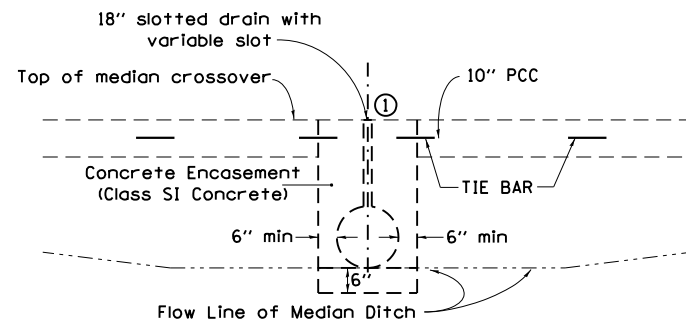
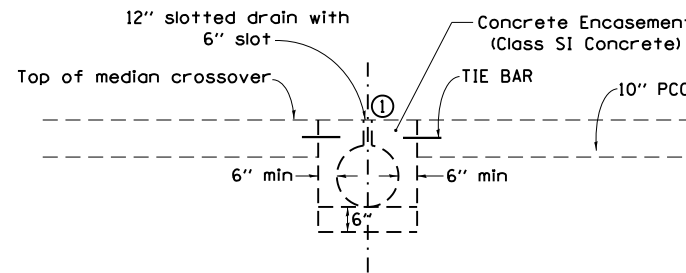


TABLE OF OFFSETS AND DROPS							
Distance feet from location station	0	77'	100'	125'	150'	175'	183.23
Offsets feet from inside edge of pavement	20'	18'	14.79'	11.69'	8.98'	6.67'	6'
Drop feet from inside edge of pavement	0.4'	0.36'	0.3'	0.23'	0.18'	0.13'	0.12'



SECTION A-A

(USE TO MAINTAIN MEDIAN DRAINAGE THROUGH THE CROSSOVER)



SECTION A-A

(WHEN CROSSOVER IS AT MEDIAN HIGH POINT)

① Duct tape or wood blocks shall be used to cover slotted drain during construction of crossover paving

GENERAL NOTES

Construction of median crossover shall conform to the requirement of current Standard Specifications.

Slotted drain shall be constructed of 14 or 16 gauge corrugated metal roadway pipe modified to accommodate slotted drain as shown.

Pavement, subbase, & shoulder quantities are:

(1709.35 Sq. Yds.)	SUBBASE GRANULAR MATERIAL TYPE A, 12"
(1596.03 Sq. Yds.)	P. C. C. PAVEMENT, (JOINTED) 10"
(57.1 Tons)	2" HMA SURFACE COURSE, MIX "C", N50
(509.64 Sq. Yds.)	HMA SHOULDERS 6"

Elbows and Caps shall be considered included to the SLOTTED DRAIN 12" WITH 6" SLOT.

See District Standard 61.2 or 68.1 for details for the slotted drain.

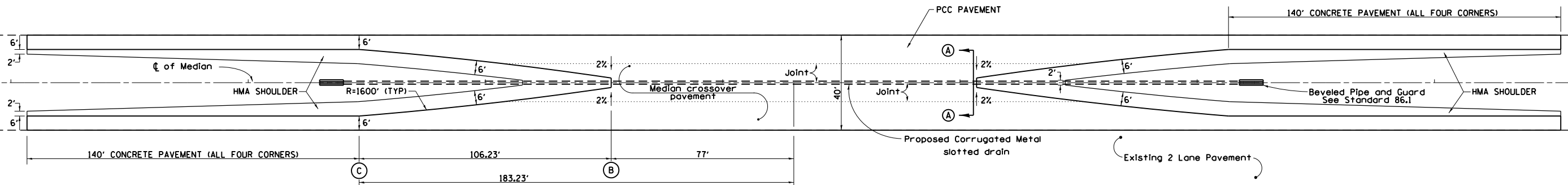
See District Standard 86.1 for details for the beveled pipe & guard.

The crossover is designed using a 55mph design speed.

The end of the pipe guard shall be set where a minimum 1:4 front slope can be constructed from each side of pipe guard to the HMA shoulder.

The PCC Pavement (Jointed) 10" shall be constructed according to Section 420 of the Standard Specifications and Highway Standards 420001, 420101, & 420106

The PCC Pavement (Jointed) 10" shall be tied to adjacent existing concrete pavement and the concrete encasement for the slotted drain. The tie bars shall be No. 6 bars 24" long @ 30" cts, and installed according to the applicable portions of Article 420.05 (b) of the Standard Specifications. The cost of the bars to be included in the cost of the PCC Pavement (Jointed) 10".



TYPICAL PLAN

Unless otherwise specified, when the median crossover is to be removed, the Contractor shall be required to saw full-depth along the shoulder line 6' from edge of pavement). The 6' adjacent to the edge of pavement shall remain in place and be used as shoulders. The cost of Sawing shall be included in the Pavement Removal.

Longitudinal joints shall be sawed at a max 12' width. All joints shall be sealed.

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL

40' SINGLE LANE MEDIAN CROSSOVER (55 MPH WORK ZONE SPEED LIMIT) 75.1

FILE NAME = D264019-ah-t-D2-Details.dgn
MODEL = Default
PLOT DRIVER = VBA_IIDOT_PDF_Plotter17.plt



USER NAME = rgoertz	DESIGNED -	REVISED - 12-07-10
PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/16/2013	CHECKED - CMS	REVISED -
	DATE - 07/01/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	259
CONTRACT NO. 64D19				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

BEVELED PIPE & GUARD DETAIL FOR MEDIAN CROSSOVER

GENERAL NOTES:

Details shown hereon are for the construction of beveled pipe and guard. Alternate designs, methods of construction or materials may be submitted to the Engineer for approval. All methods of construction and materials involved shall conform to current Standard Specifications.

Reinforcing steel used in construction of "Beveled Pipe and Guard" shall be deformed bars meeting the requirements of Article 1006.10 of the Standard Specifications. All steel bars shall be hot-dip galvanized in accordance with ASTM A 123 specifications.

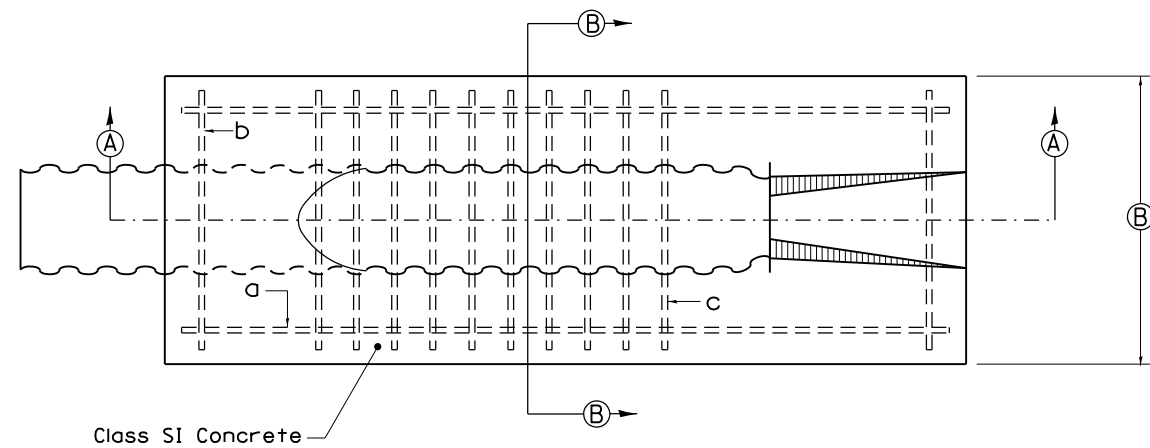
Concrete used in construction of the beveled pipe and guard shall be Class "SI" Concrete.

The corrugated metal pipe shall be cut to fit the 1:8 foreslope. Slots shall be cut into the C.M.P. for placement of the 'b' and 'c' bars. After the foreslope has been placed, the 'b' and 'c' bars shall be fitted into the slots cut in the C.M.P. so they will be in proper position when the concrete collar is poured.

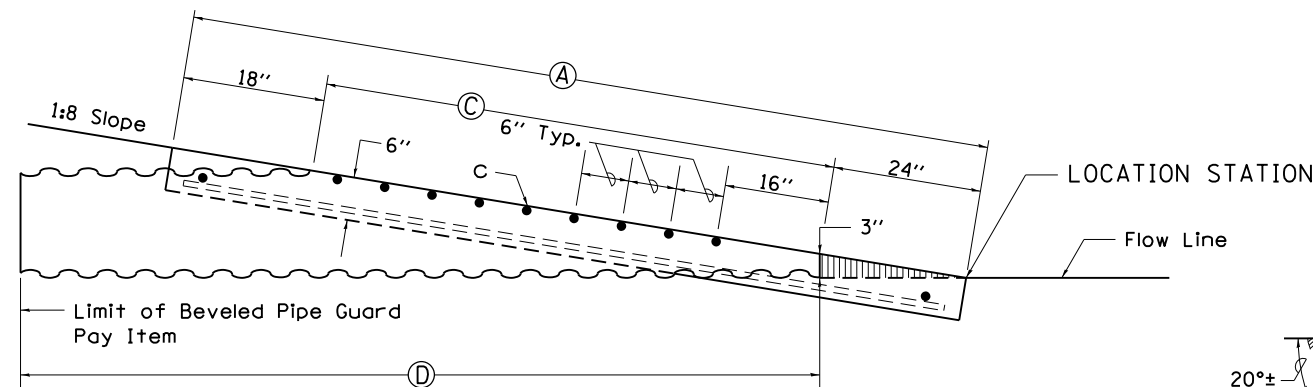
This work shall be paid for at the contract unit price per Each for "Beveled Pipe and Guard", as shown hereon and as directed by the Engineer.

12 PIPE REINFORCING SCHEDULE			
Mark Req'd	Bar Size	Length	No.
a	5	110	2
b	5	32	2
c	8	34	10

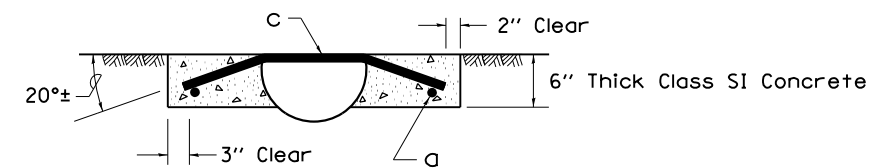
18 PIPE REINFORCING SCHEDULE			
Mark Req'd	Bar Size	Length	No.
a	5	162	2
b	5	38	2
c	8	40	18



PLAN VIEW



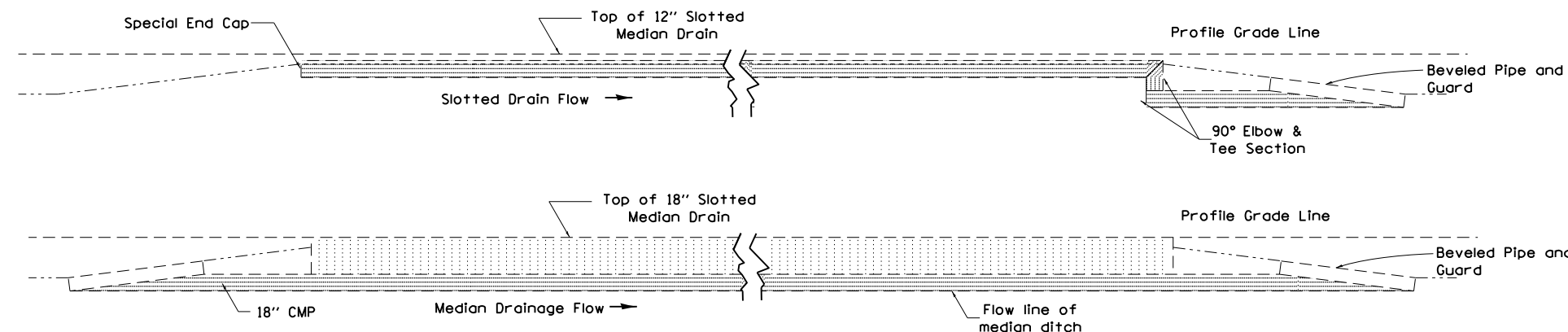
SECTION A-A



SECTION B-B

TABLE OF DIMENSIONS				
PIPE SIZE	A	B	C	D
12	9' - 6"	36	6'	10'
18	13' - 10"	42	10' - 4"	14' - 10"

TYPICAL SECTION THRU CENTERLINE OF MEDIAN CROSSOVER



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

BEVELED PIPE & GUARD DETAIL FOR MEDIAN CROSSOVER

86.1

FILE NAME = D264019-ah-t-02-Details.dgn
 MODEL = Default
 PLOT DRIVER = VBA:IDOT.PDF...1x17.plt



USER NAME = rgoertz	DESIGNED -	REVISED - 5-27-09
PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/16/2013	CHECKED - CMS	REVISED -
	DATE - 07/01/2013	REVISED -

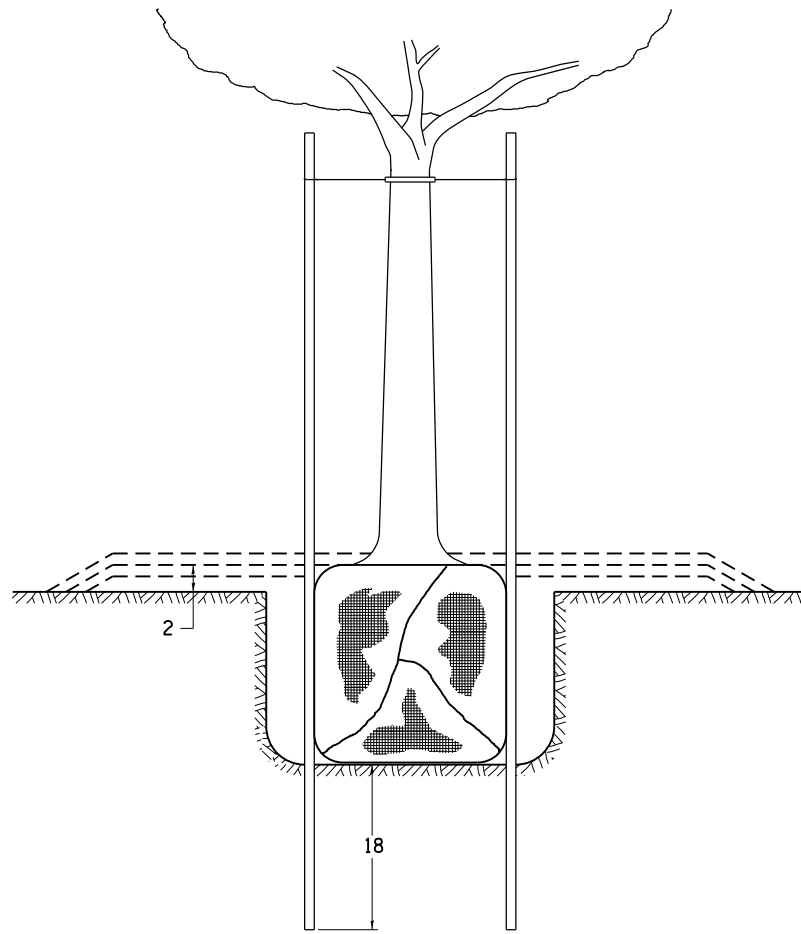
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

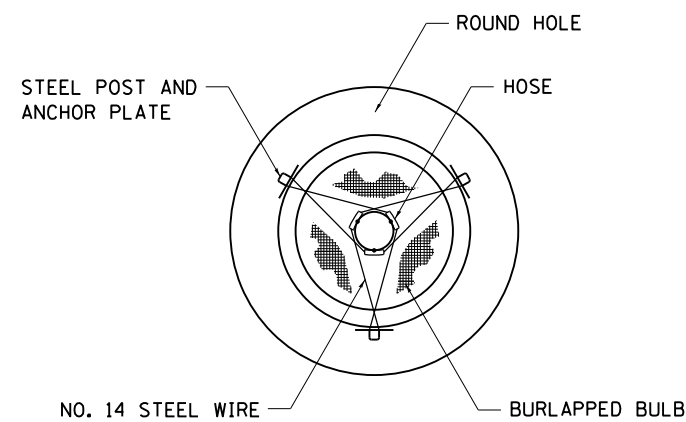
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	260
CONTRACT NO. 64D19				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DETAILS OF PLANTING AND BRACING TREES

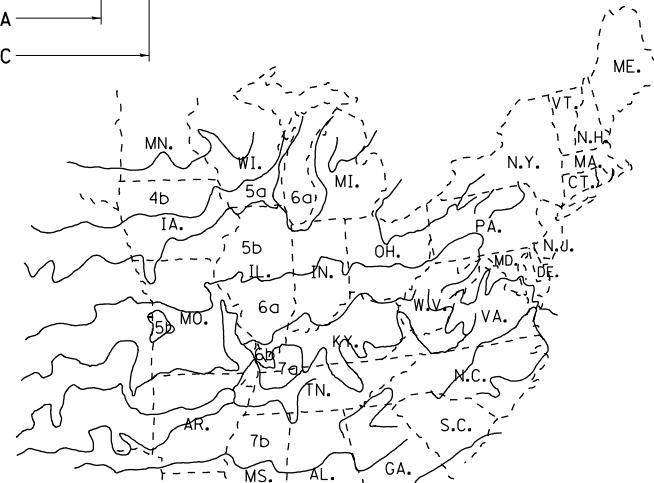
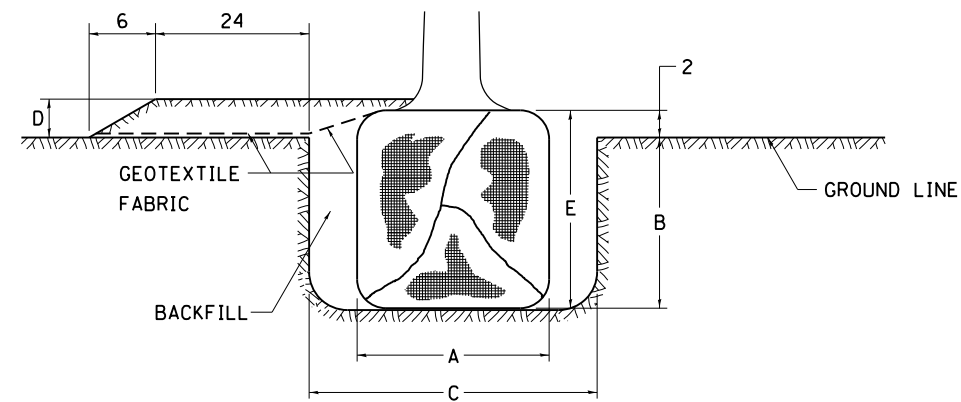


TREES SMALLER THAN 4 1/2 IN DIAMETER



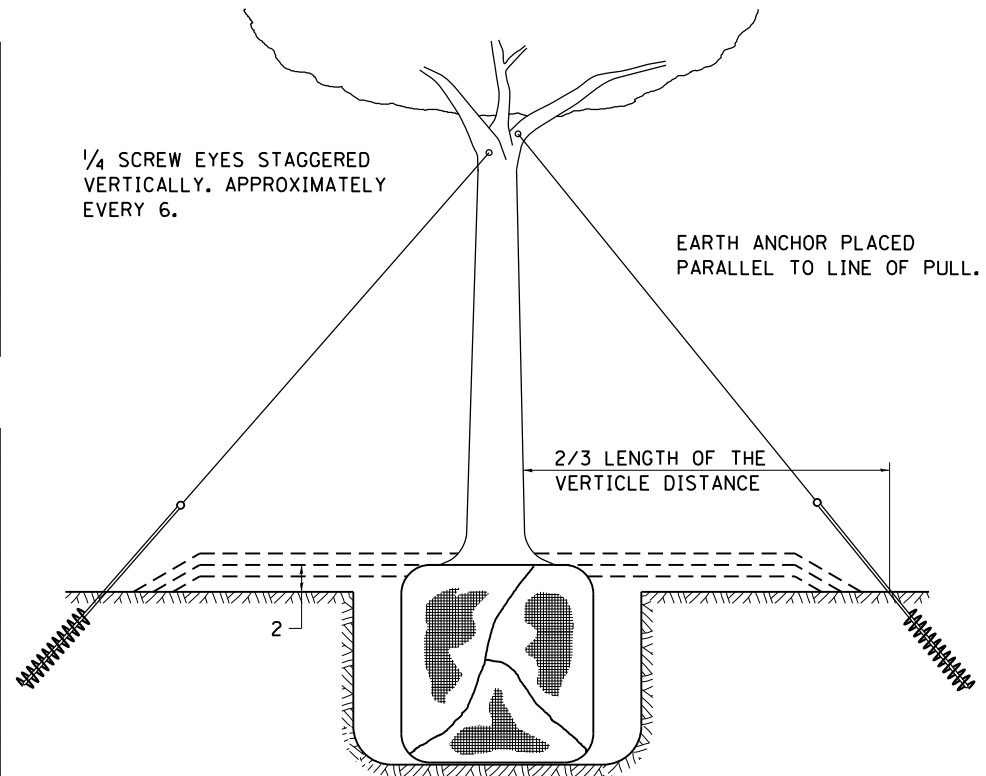
SMALL	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER CU. YDS.
5'-6'	16	10	30	4	12	0.54
5'-6' BB	16	10	30	4	12	0.54
6'-7' BB	18	12	30	4	14	0.54
7'-8' BB	20	11	30	4	13	0.54
8'-10' BB	24	14	36	4	16	0.61
10'-12' BB	26	15	36	4	17	0.61

LARGE	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER CU. YDS.
0-2	20	11	36	4	13	0.61
2-2 1/2 BB	24	14	48	4	16	0.78
2 1/2-3 BB	28	17	48	4	19	0.78
3-3 1/2 BB	32	17	60	4	19	0.96
3 1/2-4 BB	36	20	60	4	22	0.96
4-4 1/2 BB	40	22	72	4	24	1.16
4 1/2-5 BB	44	24	72	4	26	1.16
5-5 1/2 BB	48	27	84	4	29	1.38

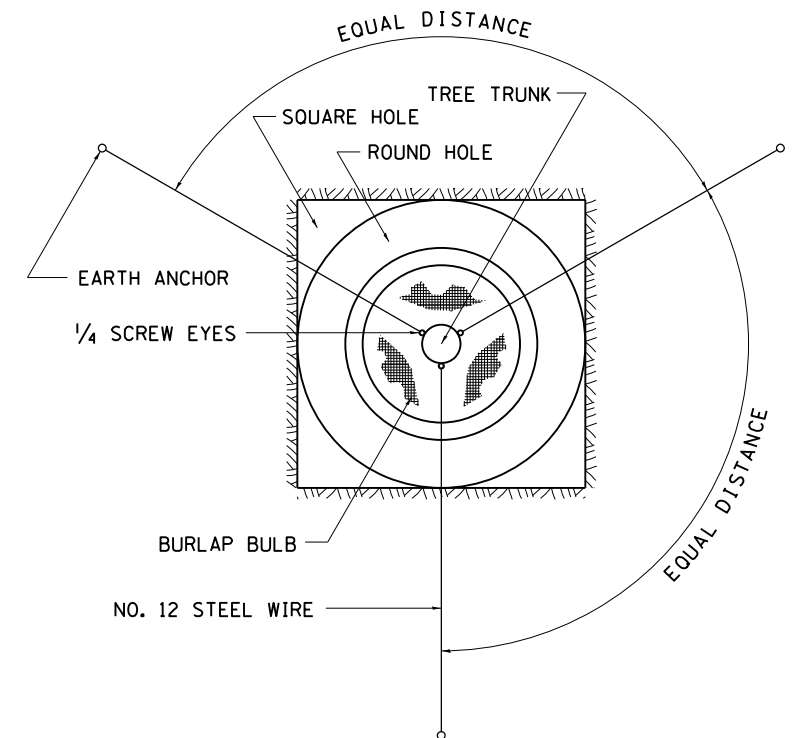


PLANT HARDINESS ZONE MAP

U.S. DEPARTMENT OF AGRICULTURE
AGRICULTURAL RESEARCH SERVICE
PUBLICATION NO. 814



TREES OVER 4 1/2 IN DIAMETER



ALL DIMENSIONS ARE IN INCHES
UNLESS OTHERWISE NOTED.

DETAILS OF PLANTING AND BRACING TREES

92.1

FILE NAME = D264019-ah-t-D2-Details.dgn
MODEL = Default
PLOT DRIVER = V8...IDOT...PDF...11x17...plc1g



USER NAME = rgoertz	DESIGNED -	REVISED - 10-18-11
PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/16/2013	CHECKED - CMS	REVISED -
	DATE - 07/01/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

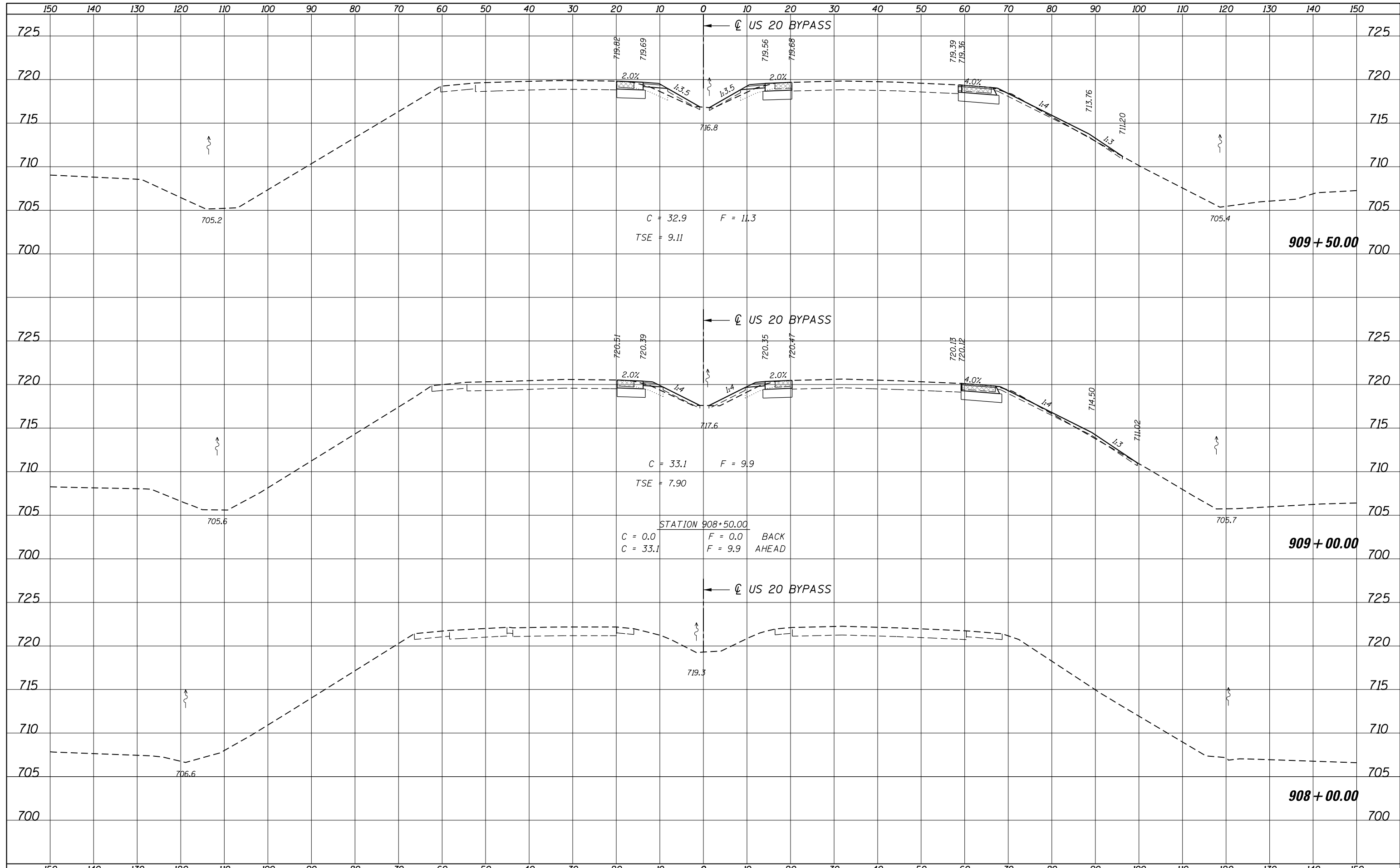
REGION 2 / DISTRICT 2 STANDARD

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	261
CONTRACT NO. 64D19				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

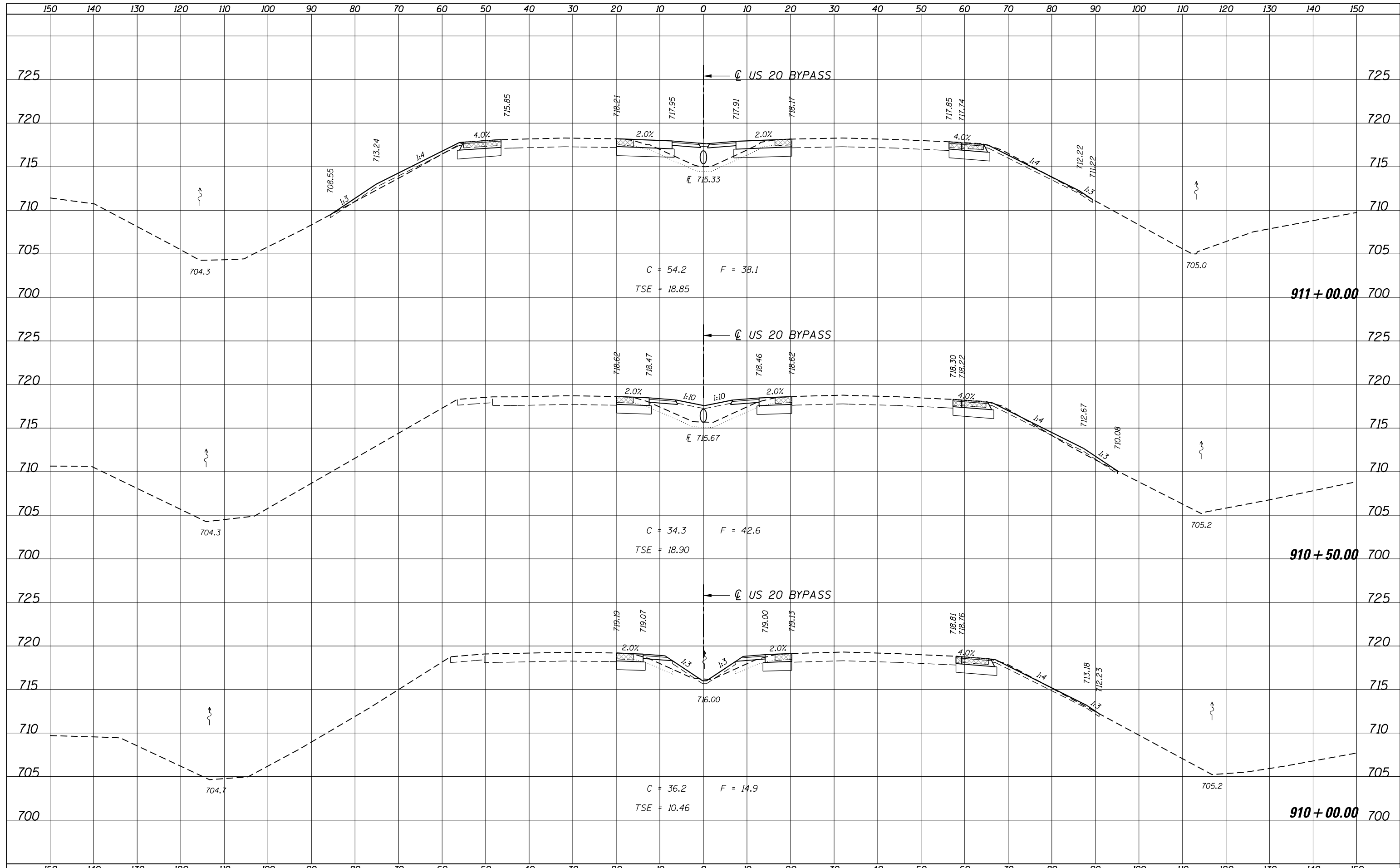
DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME = D264019-sht-XS-US20.dgn	USER NAME = rgoertz	DESIGNED - JEB	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS US 20 BYPASS			F.A.P. RTE. 301	SECTION 3BR & 3BR-1	COUNTY WINNEBAGO	TOTAL SHEETS 290	SHEET NO. 262
MODELNAME	PLOT SCALE = 20.0000' / in.	CHECKED - CMS	REVISIED -		SCALE:	SHEET	OF	SHEETS	STA. 908+00.00	TO STA. 909+50.00	CONTRACT NO. 64D19	
	PLOT DATE = 8/16/2013	DATE - 07/01/2013	REVISIED -		ILLINOIS FED. AID PROJECT							

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

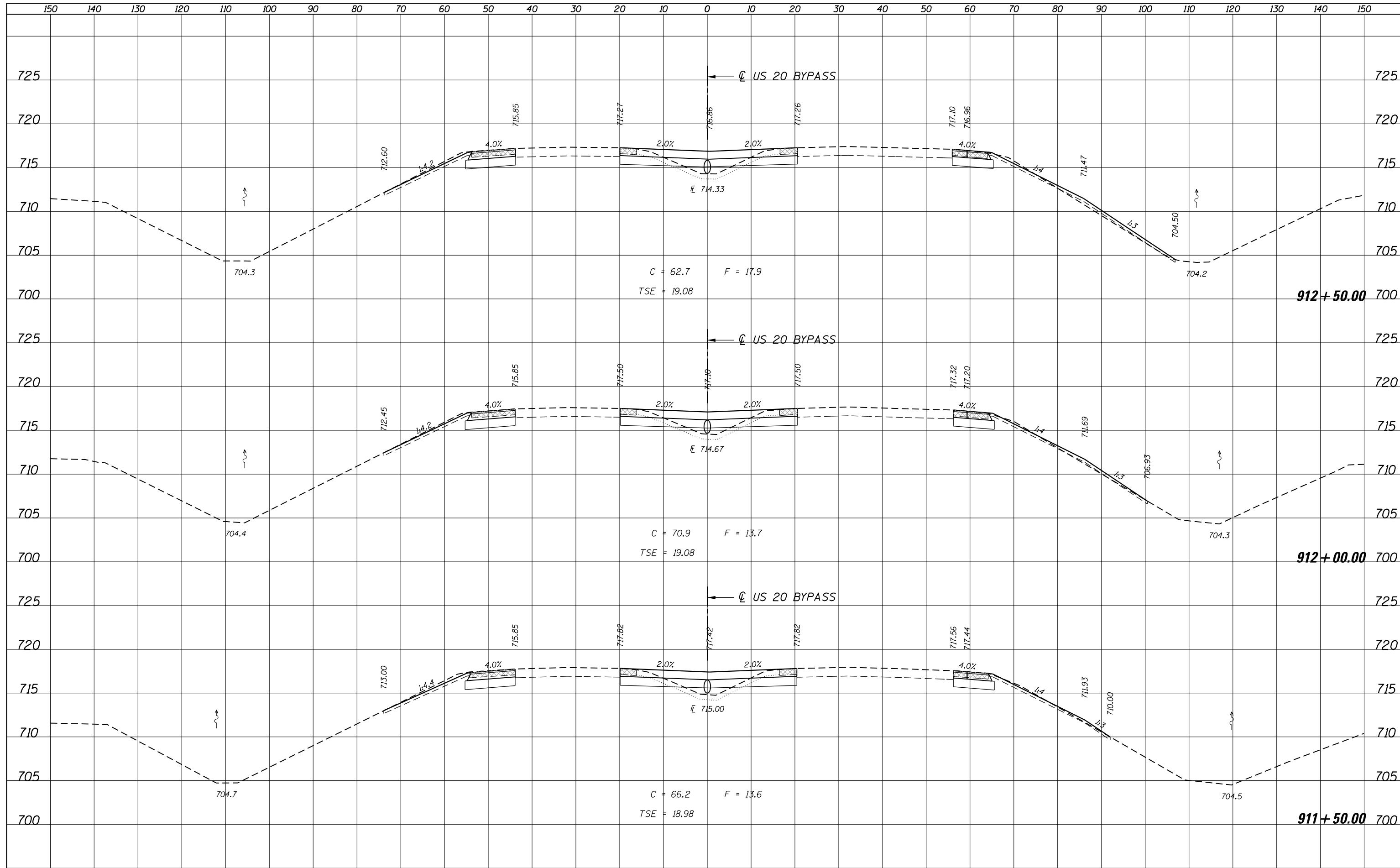
DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	



FILE NAME = D264019-sht-XS-US20.dgn	USER NAME = rgoertz	DESIGNED - JEB	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS US 20 BYPASS			F.A.P. RTE. 301	SECTION 3BR & 3BR-1	COUNTY WINNEBAGO	TOTAL SHEETS 290	SHEET NO. 263
MODELNAME	PLOT SCALE = 20.0000' / in.	CHECKED - CMS	REVISIED -		SCALE:	SHEET	OF	SHEETS	STA. 910+00.00	TO STA. 911+00.00	CONTRACT NO. 64019	
	PLOT DATE = 8/16/2013	DATE - 07/01/2013	REVISIED -		ILLINOIS FED. AID PROJECT							

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME = D264019-sht-XS-US20.dgn

USER NAME = rgoertz
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 8/16/2013

DESIGNED -	JEB	REVISED -	
DRAWN -	JEB	REVISED -	
CHECKED -	CMS	REVISED -	
DATE -	07/01/2013	REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

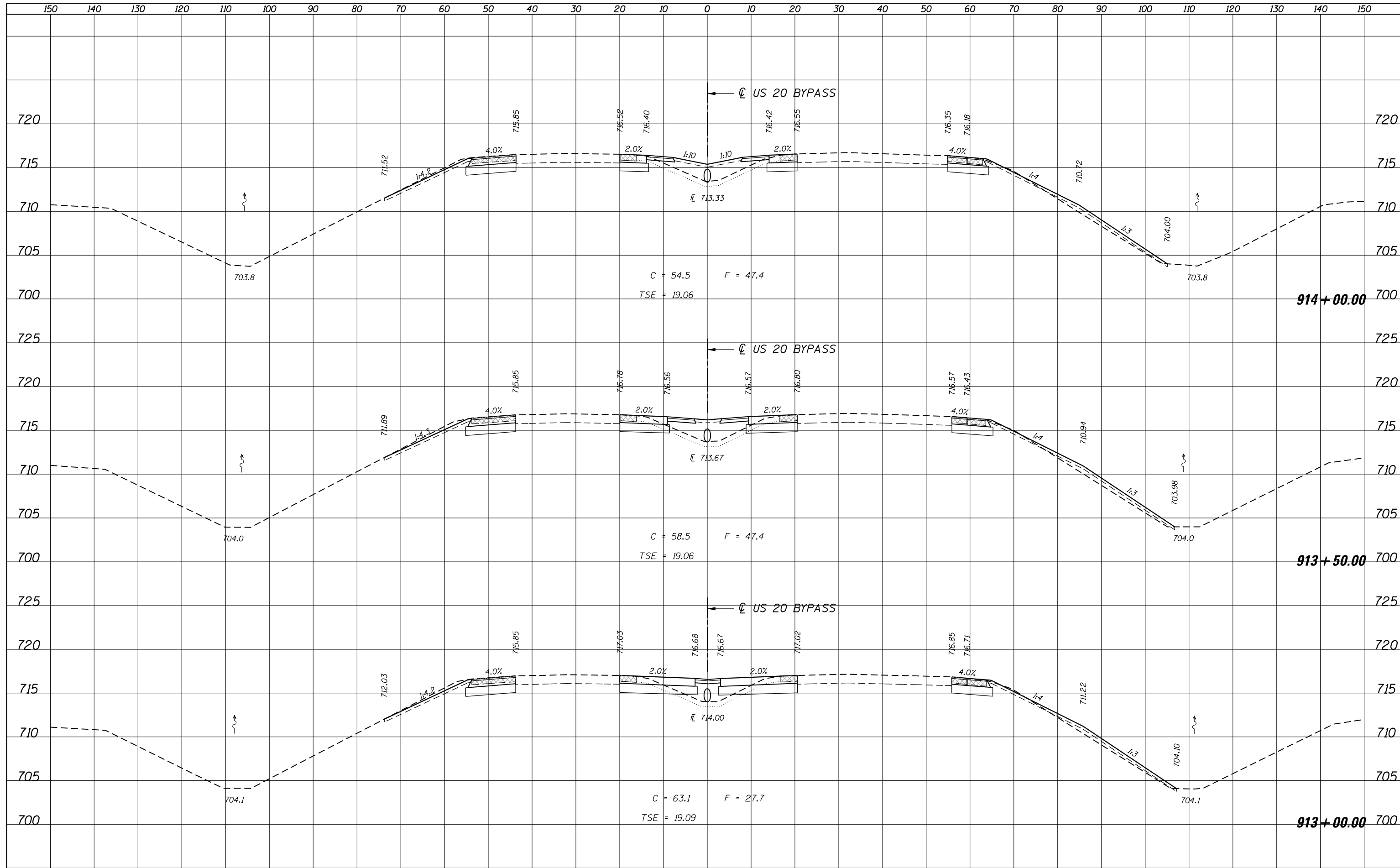
CROSS SECTIONS
 US 20 BYPASS

SCALE: SHEET OF SHEETS STA. 911+50.00 TO STA. 912+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	264
CONTRACT NO. 64D19			ILLINOIS FED. AID PROJECT	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME = D264019-sht-XS-US20.dgn

USER NAME = rgoertz

PLOT SCALE = 20.0000' / in.

PLOT DATE = 8/16/2013

DESIGNED -	JEB	REVISED -	
DRAWN -	JEB	REVISED -	
CHECKED -	CMS	REVISED -	
DATE -	07/01/2013	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

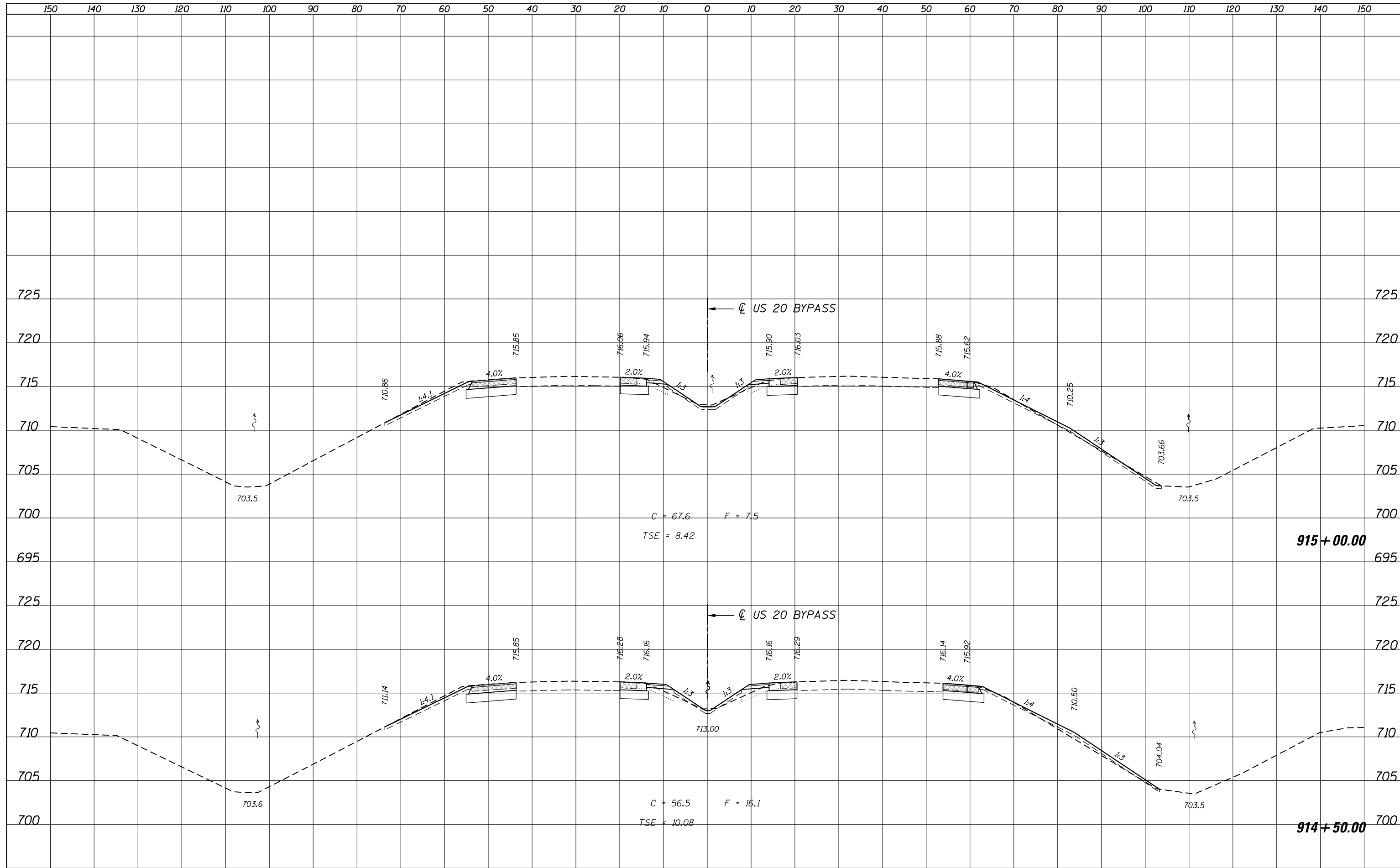
**CROSS SECTIONS
US 20 BYPASS**

SCALE: SHEET OF SHEETS STA. 913+00.00 TO STA. 914+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	265
			CONTRACT NO. 64D19	
ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINISHED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	



FILE NAME = D264019-sht-XS-US20.dgn

USER NAME = rgoertz
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 8/16/2013

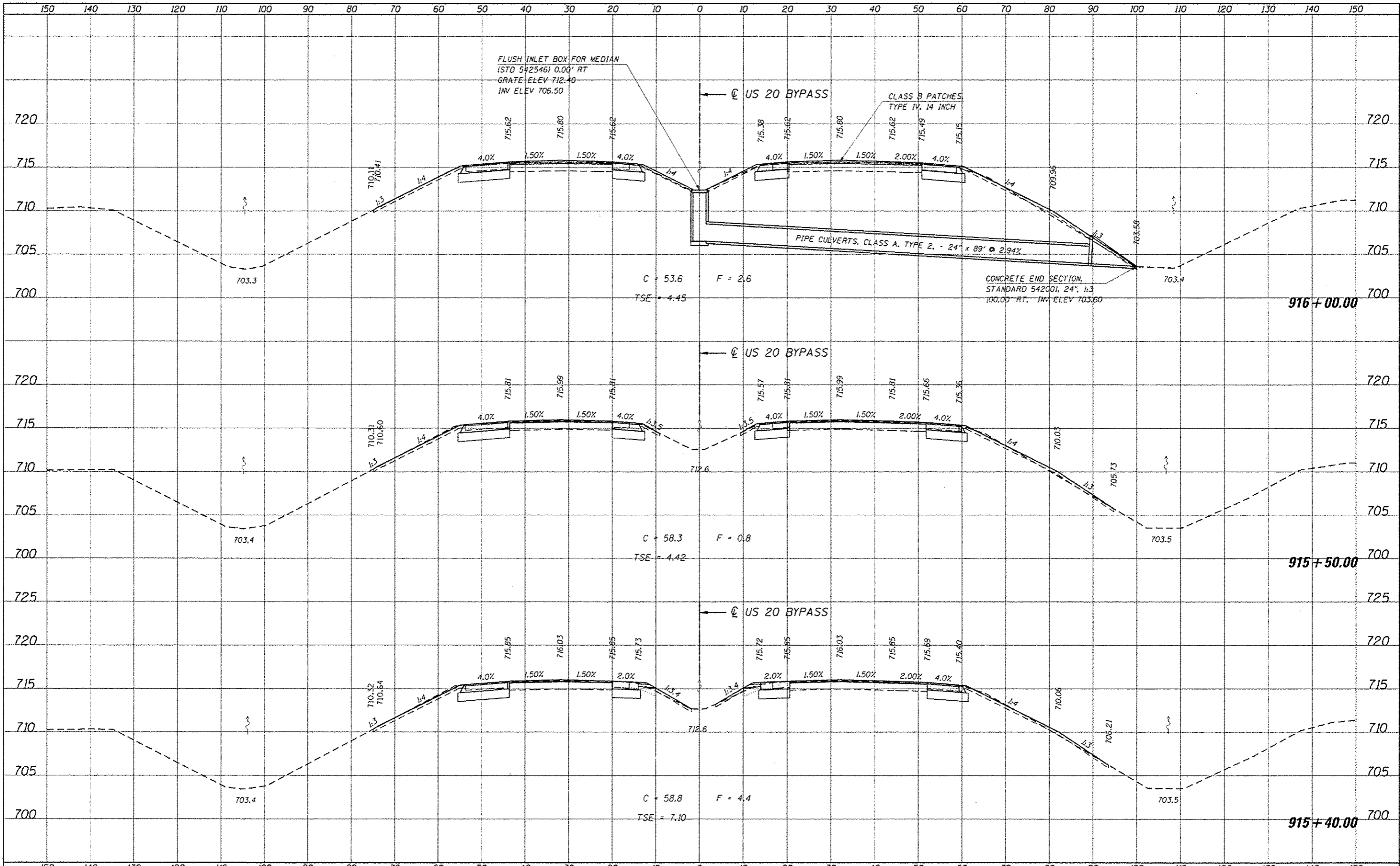
DESIGNED - JEB
 DRAWN - JEB
 CHECKED - CMS
 DATE - 07/01/2013

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 US 20 BYPASS
 SCALE: SHEET OF SHEETS STA. 914+50.00 TO STA. 915+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	266
CONTRACT NO. 64D19			ILLINOIS FED. AID PROJECT	



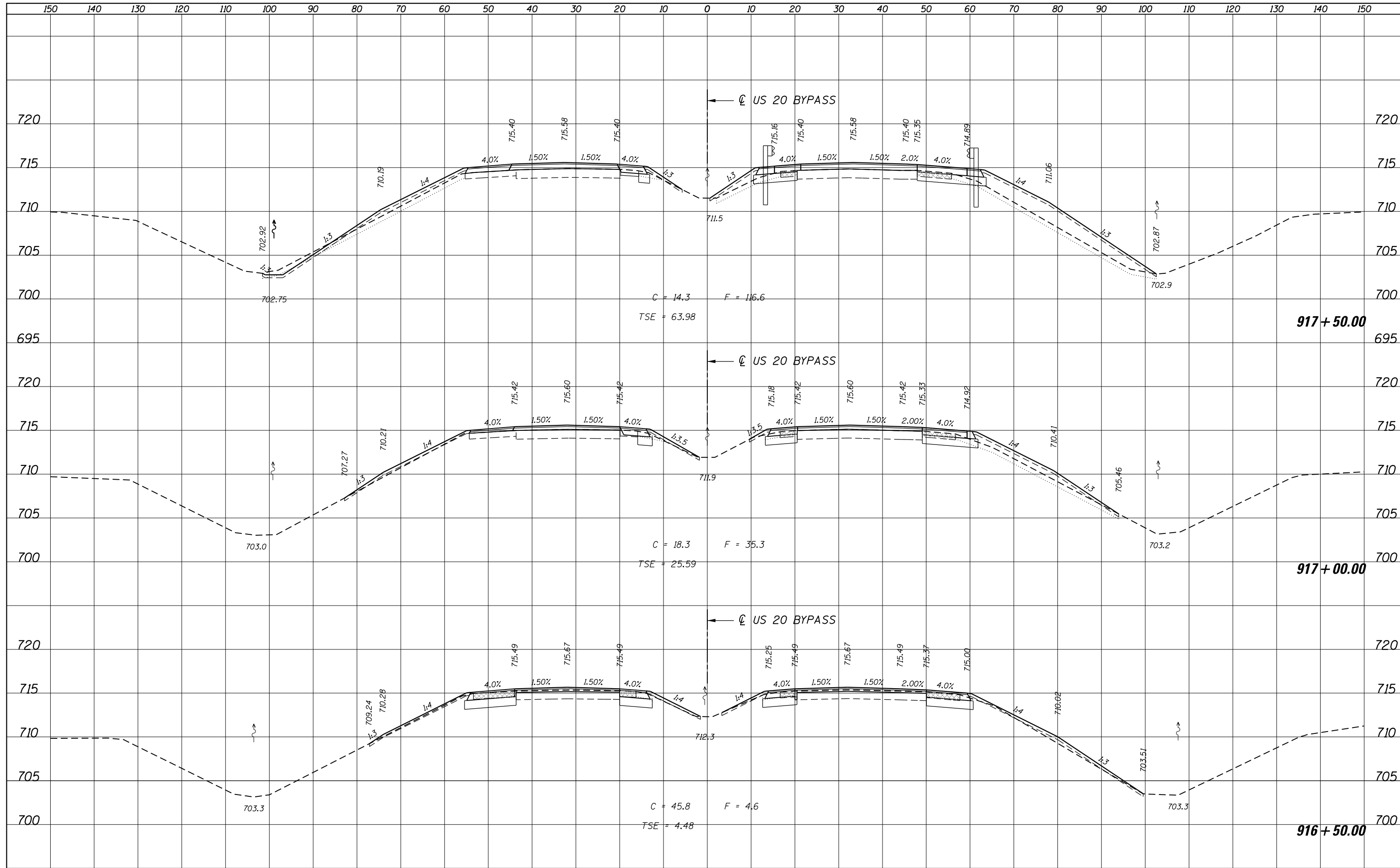
DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	
REVISIONS	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	
REVISIONS	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

FILE NAME: D:\204019\sh1-x5-US20.dgn	USER NAME: J.Degun	DESIGNED: JEB	REVISIONS:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS US 20 BYPASS		F.A.P. RTE. 301	SECTION 3BR & 3BR-1	COUNTY WINNEBAGO	TOTAL SHEETS 290	SHEET NO. 267	
MODELNAME:	PLOT SCALE: 20.0000' / in.	DRAWN: JEB	REVISIONS:		SCALE:	SHEET	OF	SHEETS	STA. 915+40.00 TO STA. 916+00.00	CONTRACT NO. 64019		
	PLOT DATE: 07/20/2013	CHECKED: CMS	REVISIONS:							ILLINOIS FED. AID PROJECT		
		DATE: 07/01/2013	REVISIONS:									

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME = D264019-sht-XS-US20.dgn

USER NAME = rgoertz
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 8/16/2013

DESIGNED	-	JEB	REVISED	-
DRAWN	-	JEB	REVISED	-
CHECKED	-	CMS	REVISED	-
DATE	-	07/01/2013	REVISED	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

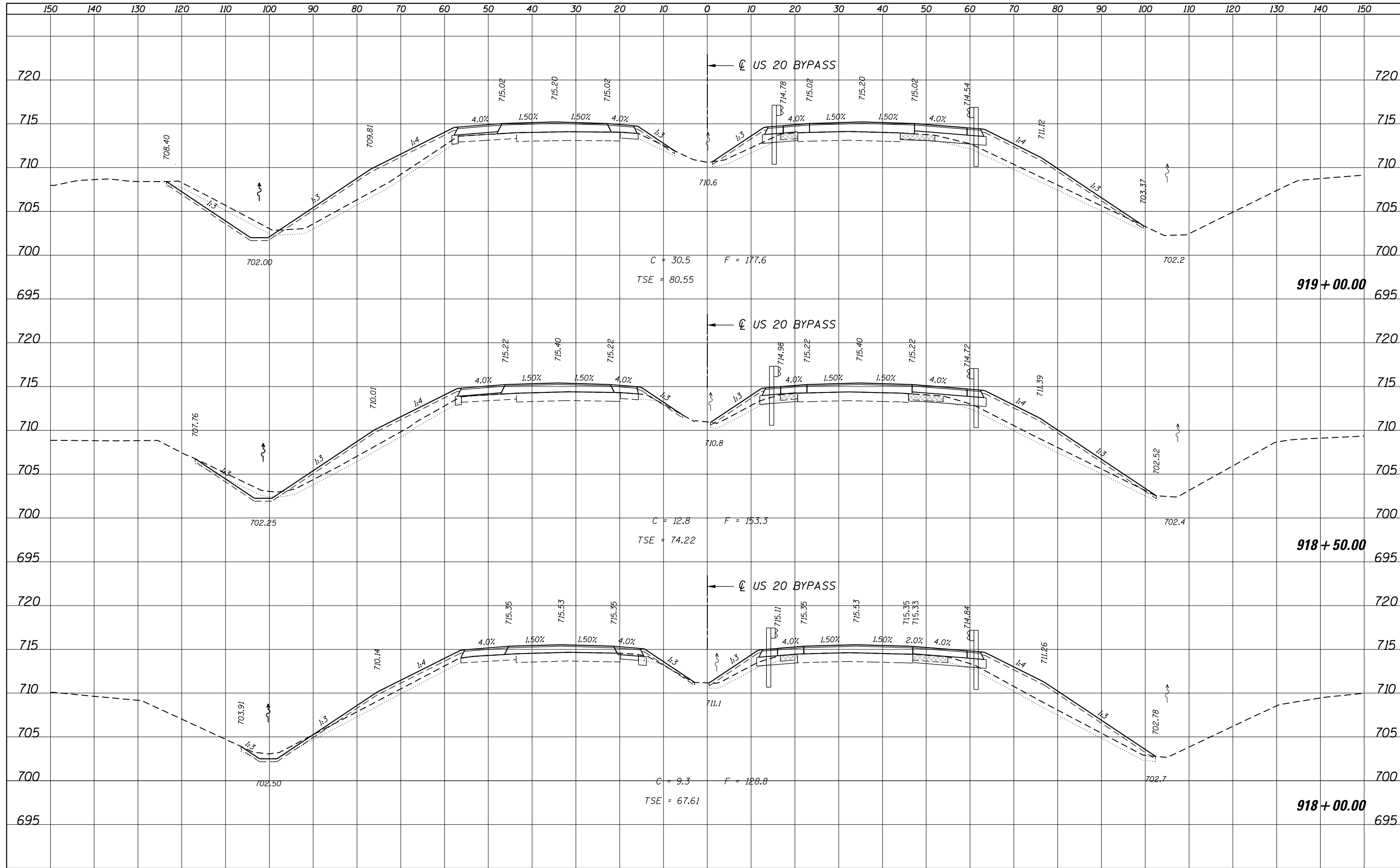
**CROSS SECTIONS
 US 20 BYPASS**

SCALE: SHEET OF SHEETS STA. 916+50.00 TO STA. 917+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	268
			CONTRACT NO.	64019
ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME = D264019-sht-XS-US20.dgn
 MODELNAME

USER NAME = rgoertz	DESIGNED - JEB	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - JEB	REVISED -
PLOT DATE = 8/16/2013	CHECKED - CMS	REVISED -
	DATE - 07/01/2013	REVISED -

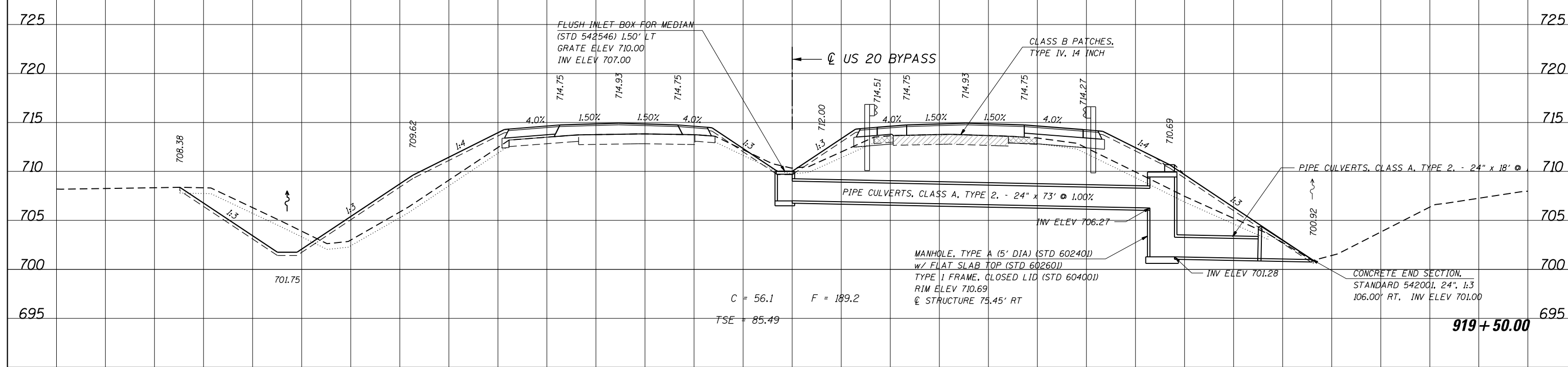
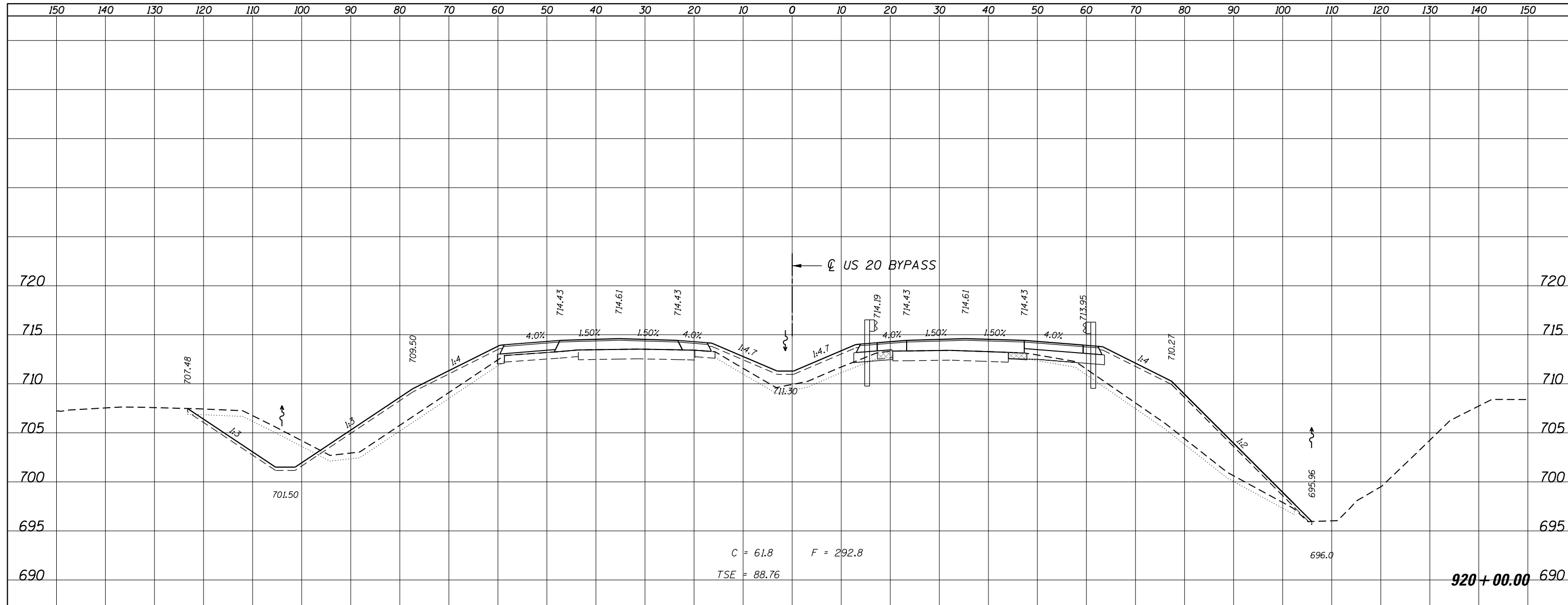
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 US 20 BYPASS**
 SCALE: SHEET OF SHEETS STA. 918+00.00 TO STA. 919+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	269
				CONTRACT NO. 64D19
ILLINOIS FED. AID PROJECT				

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

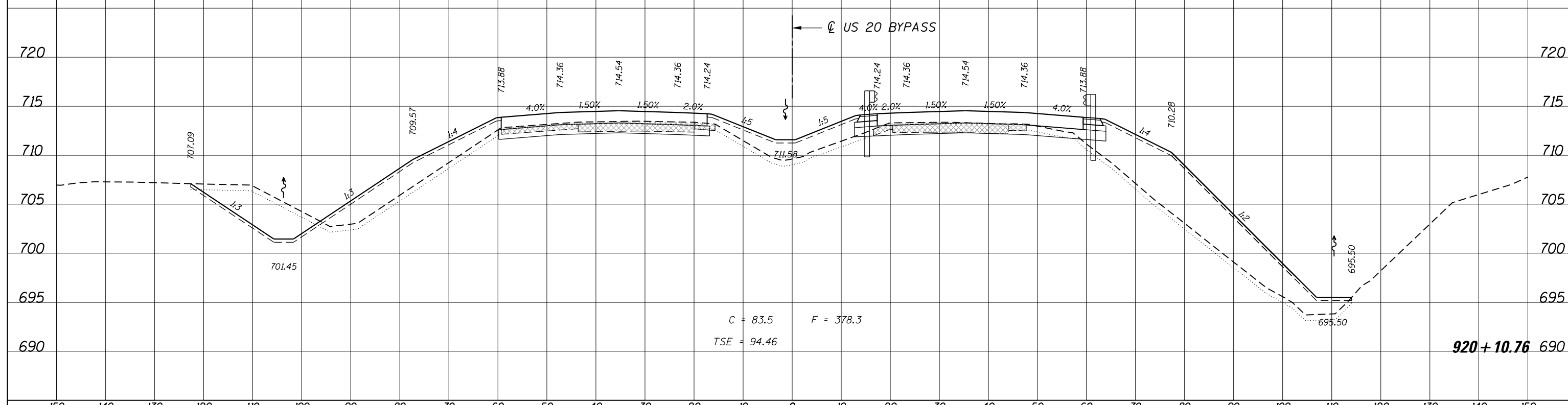
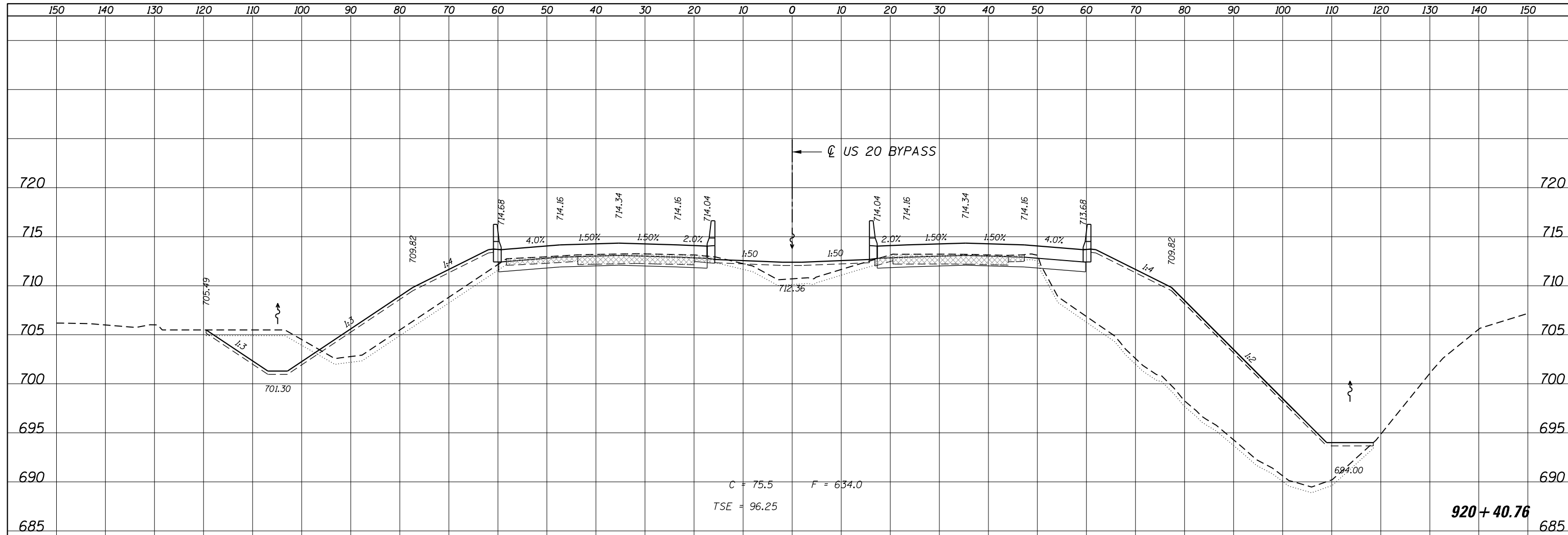
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED



FILE NAME =	USER NAME = rgoertz	DESIGNED - JEB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS US 20 BYPASS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
D264019-sht-XS-US20.dgn		DRAWN - JEB	REVISED -		301	3BR & 3BR-1	WINNEBAGO	290	270			
MODELNAME	PLOT SCALE = 20.0000' / in.	CHECKED - CMS	REVISED -		SCALE: SHEET OF SHEETS STA. 919+50.00 TO STA. 920+00.00			CONTRACT NO. 64019		ILLINOIS FED. AID PROJECT		
	PLOT DATE = 8/16/2013	DATE - 07/01/2013	REVISED -									

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

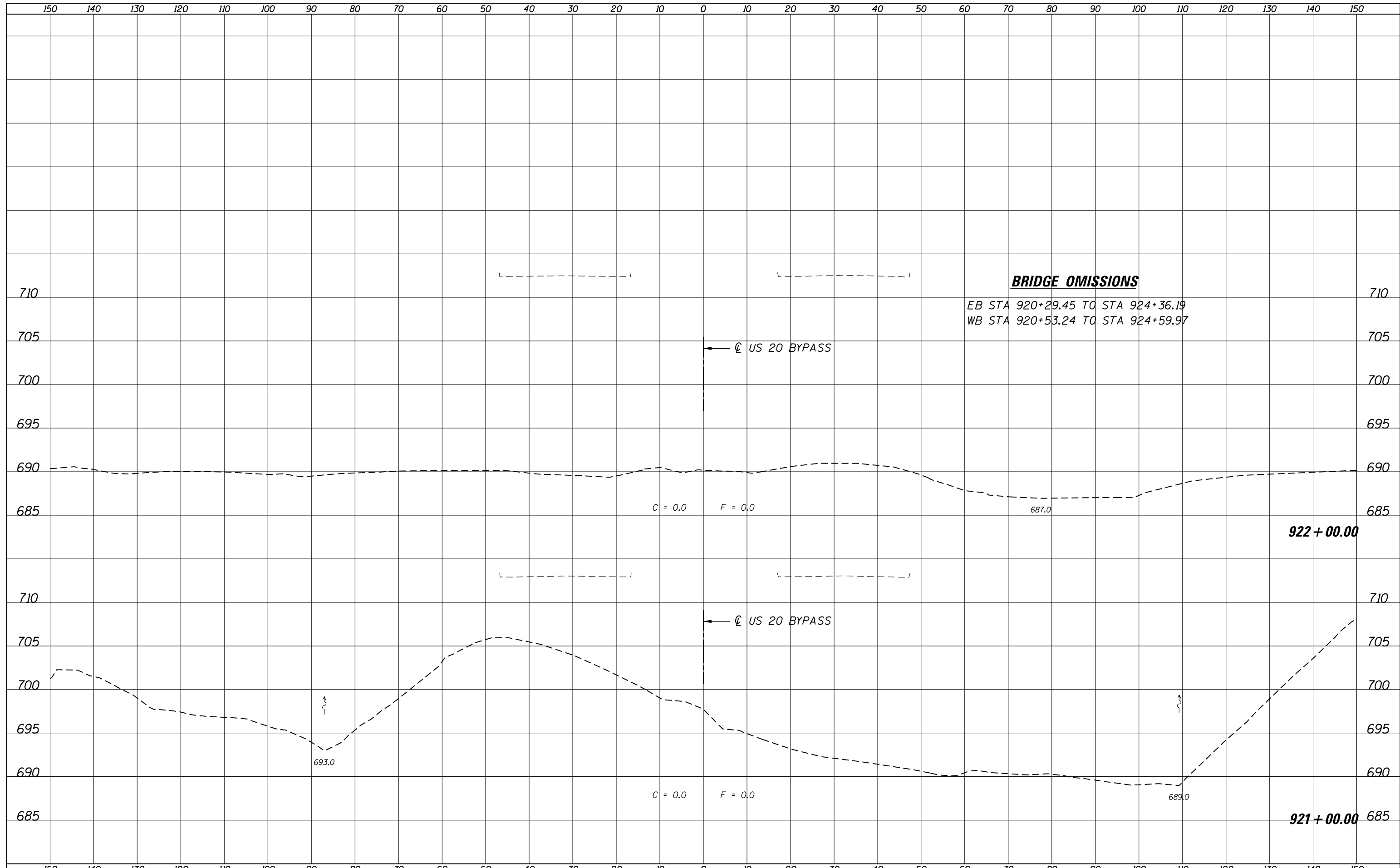
DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME =	USER NAME = rgoertz	DESIGNED - JEB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS US 20 BYPASS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
D264019-sht-XS-US20.dgn		DRAWN - JEB	REVISED -					301	3BR & 3BR-1	WINNEBAGO	290	271
MODELNAME	PLOT SCALE = 20.0000' / in.	CHECKED - CMS	REVISED -		CONTRACT NO. 64019							
	PLOT DATE = 8/16/2013	DATE - 07/01/2013	REVISED -		ILLINOIS FED. AID PROJECT							

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

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



FILE NAME = D264019-sht-XS-US20.dgn

USER NAME = rgoertz
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 8/16/2013

DESIGNED - JEB
 DRAWN - JEB
 CHECKED - CMS
 DATE - 07/01/2013

REVISED -
 REVISED -
 REVISED -
 REVISED -

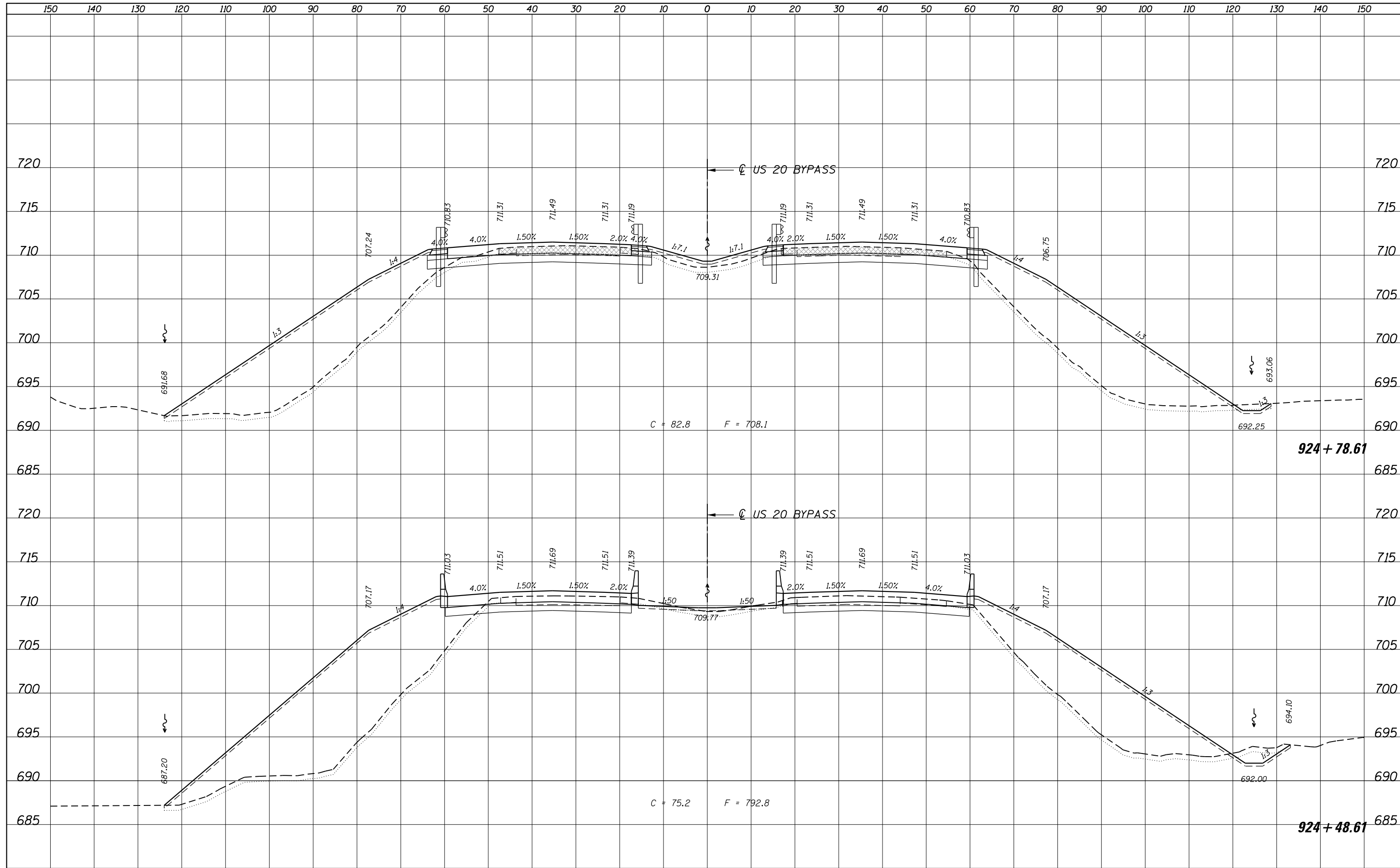
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 US 20 BYPASS
 SCALE: SHEET OF SHEETS STA. 921+00.00 TO STA. 922+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	272
CONTRACT NO. 64D19			ILLINOIS FED. AID PROJECT	

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

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



FILE NAME = D264019-sht-XS-US20.dgn
 MODELNAME

USER NAME = rgoertz
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 8/16/2013

DESIGNED - JEB
 DRAWN - JEB
 CHECKED - CMS
 DATE - 07/01/2013

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

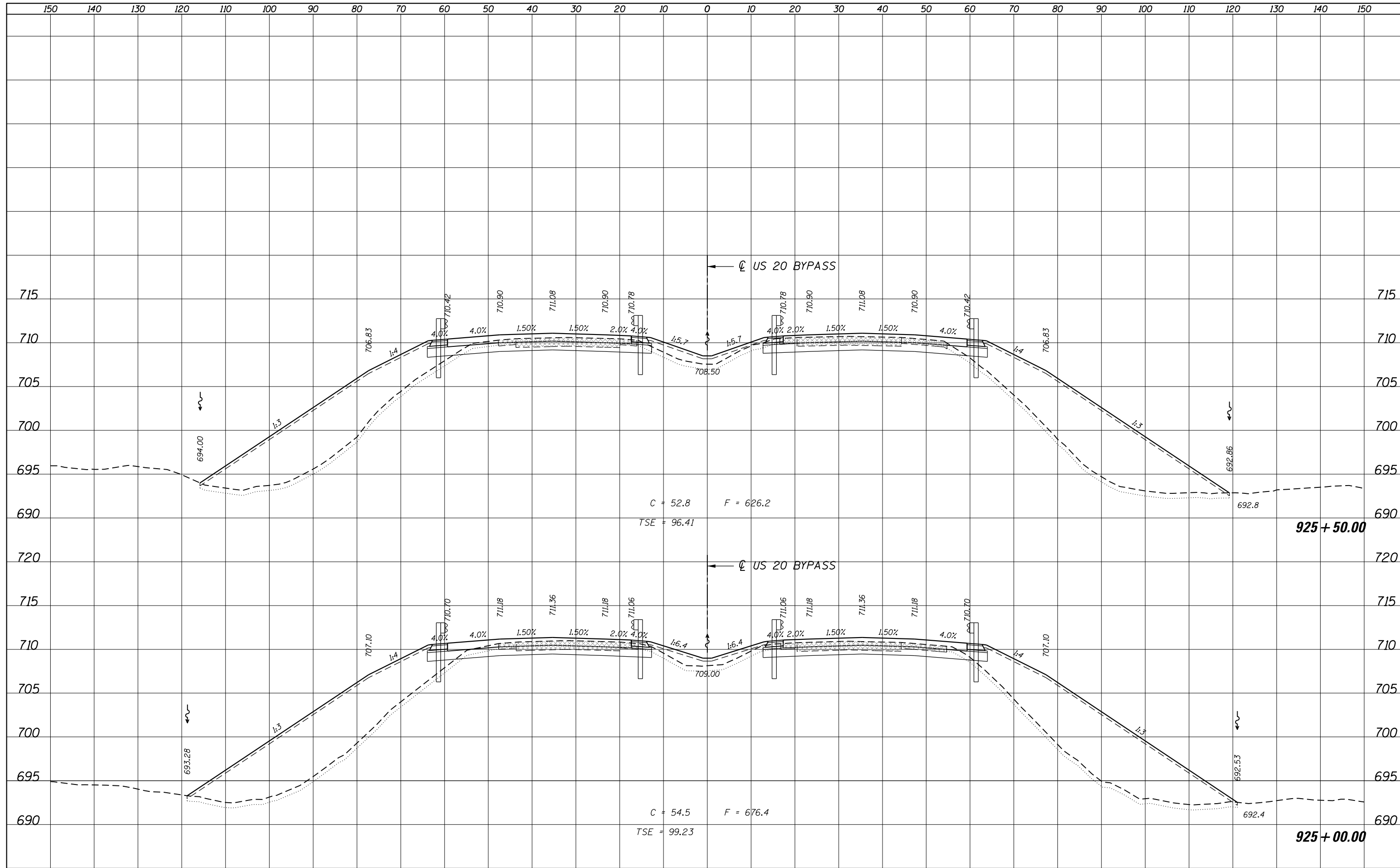
CROSS SECTIONS
 US 20 BYPASS

SCALE: SHEET OF SHEETS STA. 924+48.61 TO STA. 924+78.61

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	274
			CONTRACT NO. 64019	
ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME = D264019-sht-XS-US20.dgn
 MODELNAME

USER NAME = rgoertz
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 8/16/2013

DESIGNED - JEB
 DRAWN - JEB
 CHECKED - CMS
 DATE - 07/01/2013

REVISED -
 REVISED -
 REVISED -
 REVISED -

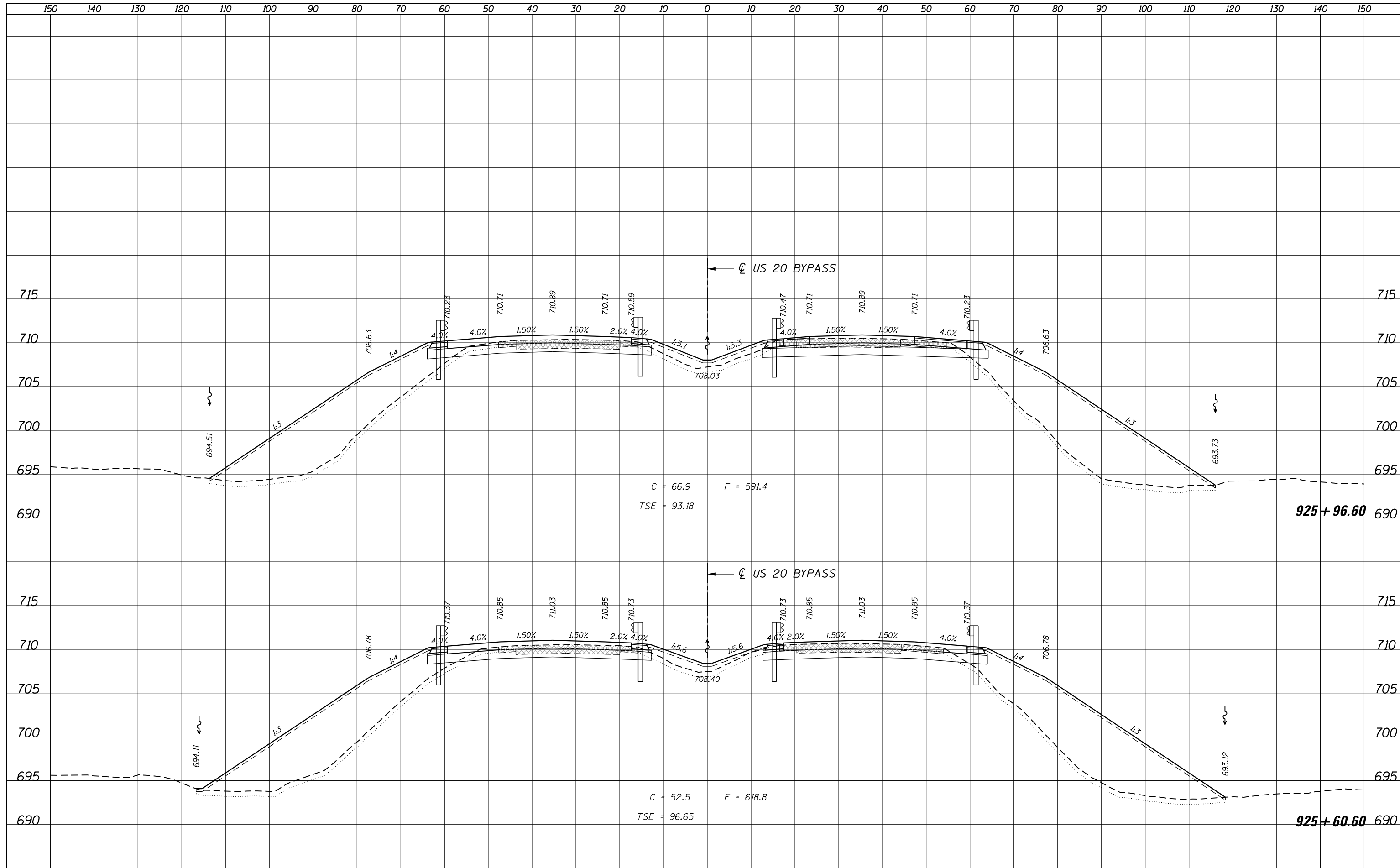
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 US 20 BYPASS
 SCALE: SHEET OF SHEETS STA. 925+00.00 TO STA. 925+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	275
CONTRACT NO. 64D19			ILLINOIS FED. AID PROJECT	

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

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



FILE NAME = D264019-sht-XS-US20.dgn

USER NAME = rgoertz
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 8/16/2013

DESIGNED -	JEB	REVISED -	
DRAWN -	JEB	REVISED -	
CHECKED -	CMS	REVISED -	
DATE -	07/01/2013	REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

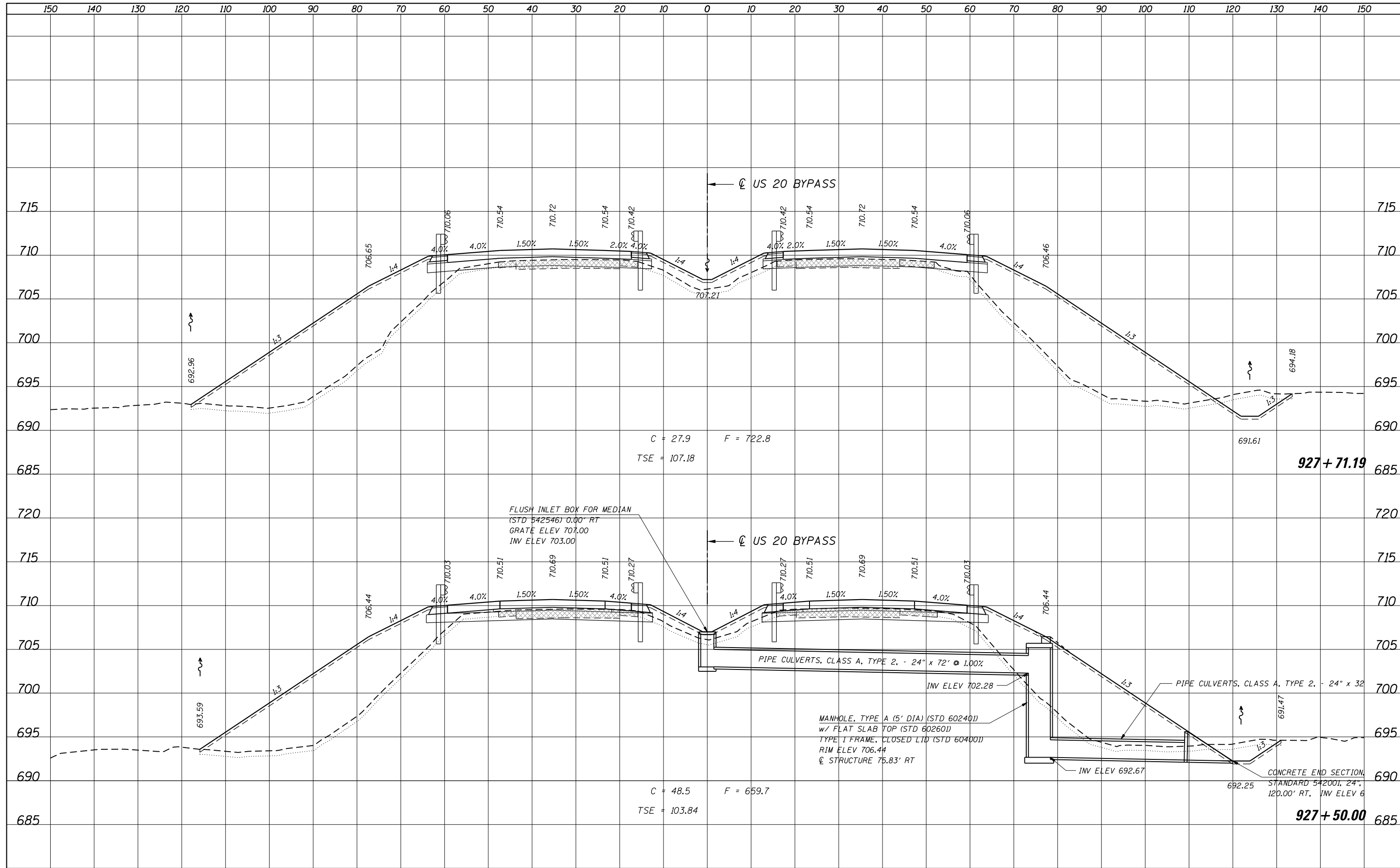
CROSS SECTIONS
 US 20 BYPASS

SCALE: SHEET OF SHEETS STA. 925+60.60 TO STA. 925+96.60

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	276
CONTRACT NO. 64D19				
ILLINOIS FED. AID PROJECT				

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

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



FILE NAME = D264019-sht-XS-US20.dgn
 #MODELNAME#

USER NAME = rgoertz	DESIGNED - JEB	REVISED -
	DRAWN - JEB	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - CMS	REVISED -
PLOT DATE = 8/16/2013	DATE - 07/01/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

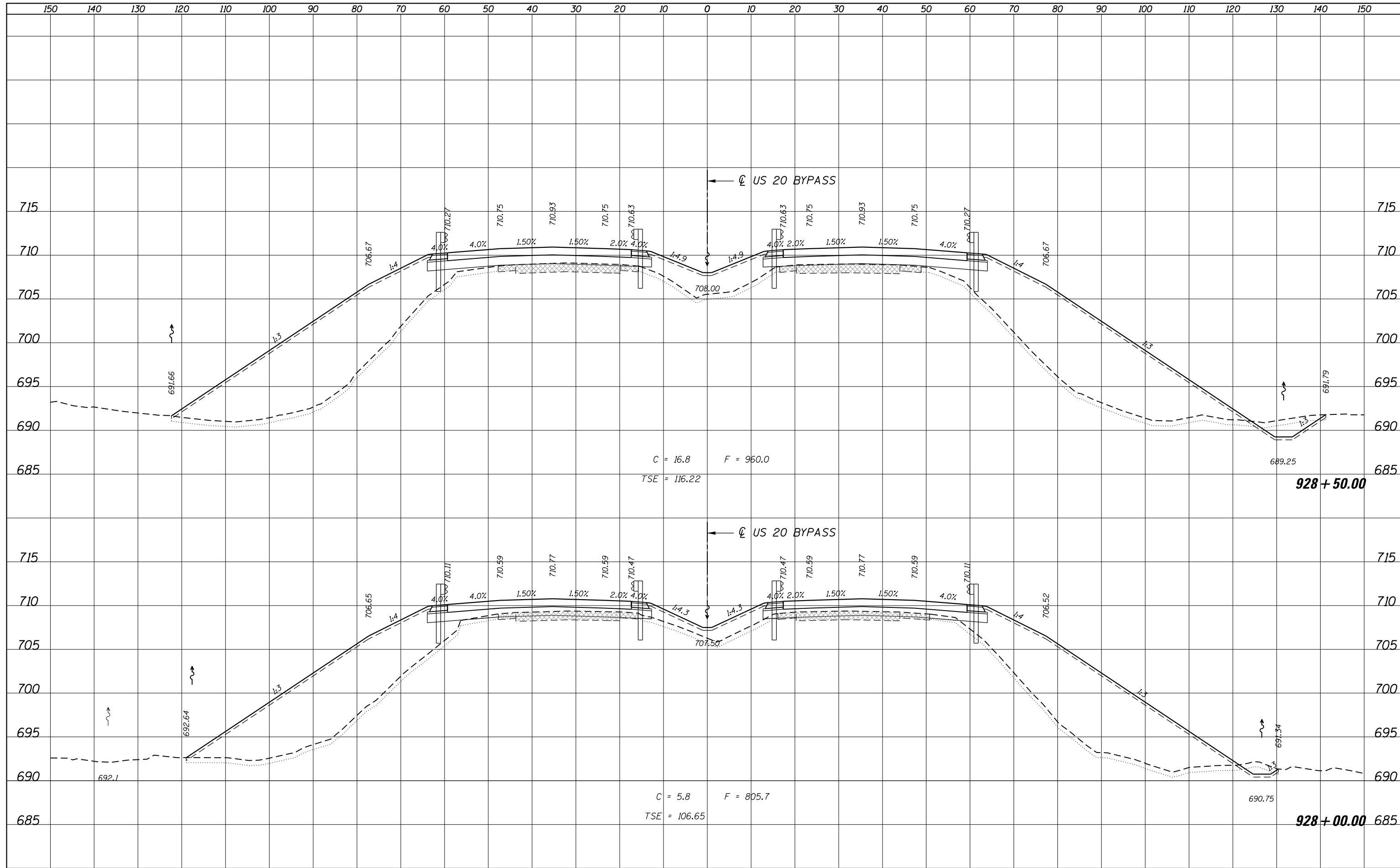
**CROSS SECTIONS
US 20 BYPASS**

SCALE: SHEET OF SHEETS STA. 927+50.00 TO STA. 927+71.19

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	278
				CONTRACT NO. 64019
ILLINOIS FED. AID PROJECT				

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

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



FILE NAME = D264019-sht-XS-US20.dgn

USER NAME = rgoertz
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 8/16/2013

DESIGNED -	JEB	REVISED -	
DRAWN -	JEB	REVISED -	
CHECKED -	CMS	REVISED -	
DATE -	07/01/2013	REVISED -	

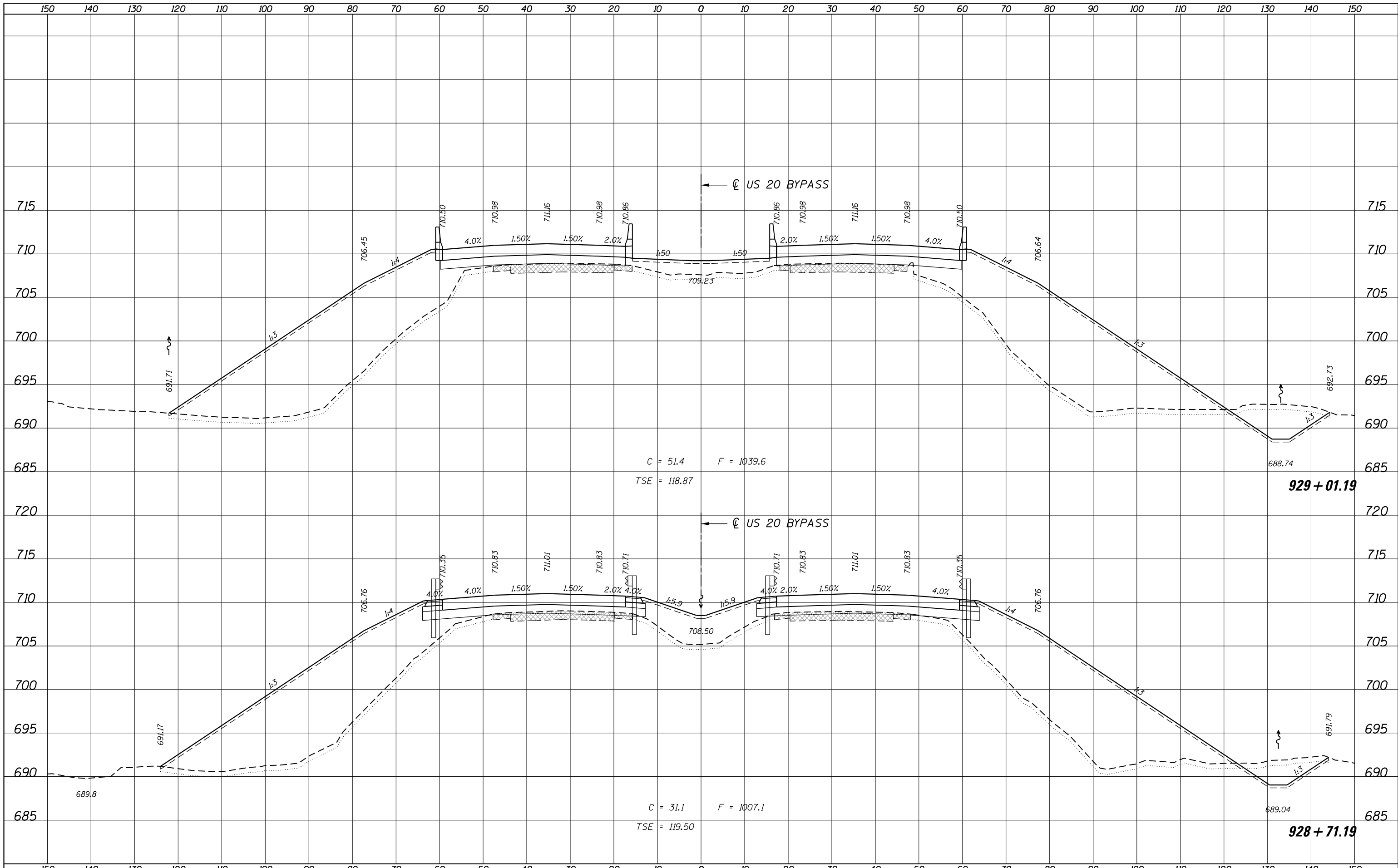
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 US 20 BYPASS**
 SCALE: SHEET OF SHEETS STA. 928+00.00 TO STA. 928+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	279
			CONTRACT NO. 64D19	
ILLINOIS FED. AID PROJECT				

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

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



FILE NAME = D264019-sht-XS-US20.dgn

USER NAME = rgoertz
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 8/16/2013

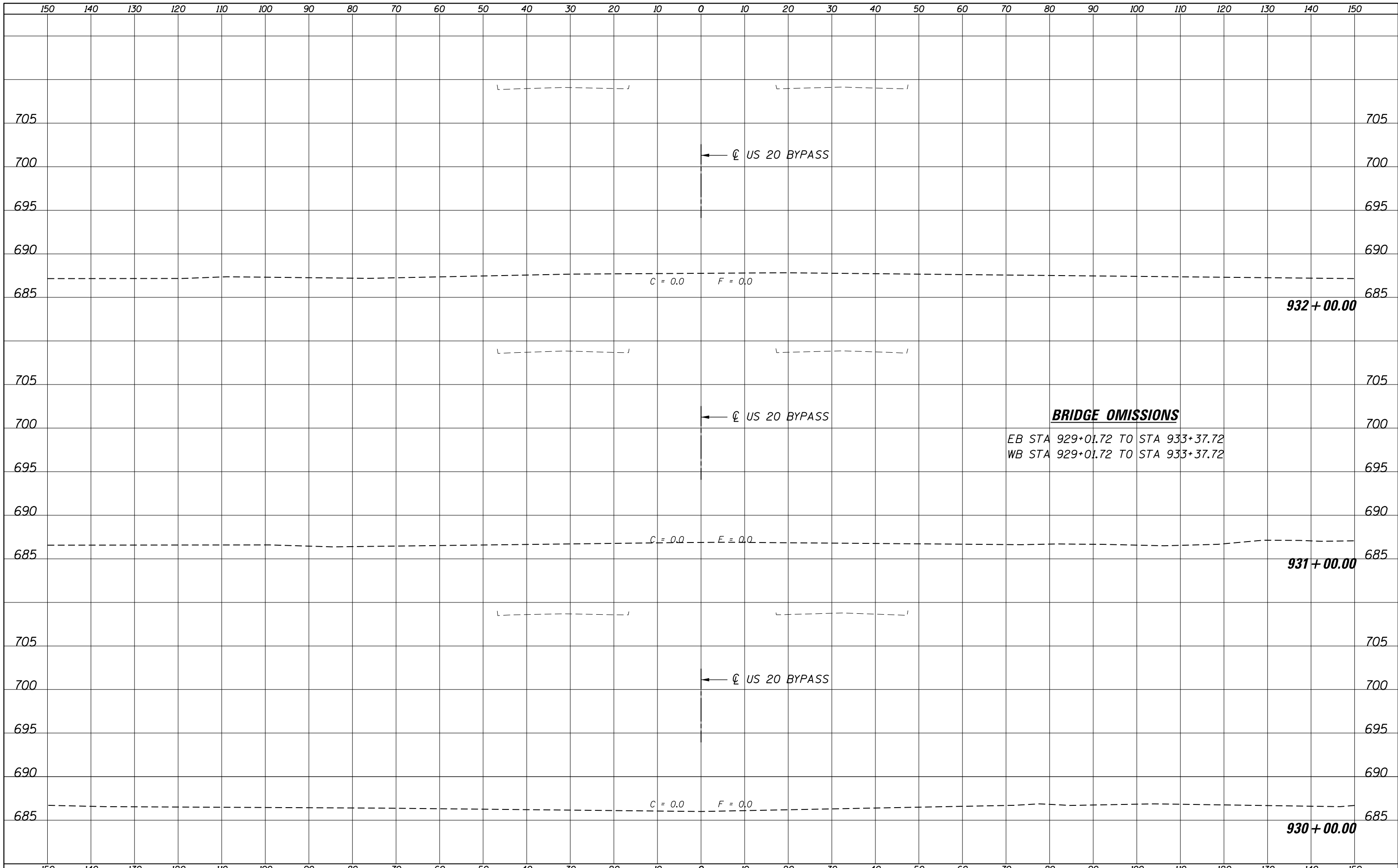
DESIGNED - JEB
 DRAWN - JEB
 CHECKED - CMS
 DATE - 07/01/2013

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 US 20 BYPASS
 SCALE: SHEET OF SHEETS STA. 928+71.19 TO STA. 929+01.19

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	280
			CONTRACT NO. 64019	
ILLINOIS FED. AID PROJECT				



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

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

FILE NAME = D264019-sht-XS-US20.dgn

USER NAME = rgoertz
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 8/16/2013

DESIGNED - JEB
 DRAWN - JEB
 CHECKED - CMS
 DATE - 07/01/2013

REVISED -
 REVISED -
 REVISED -
 REVISED -

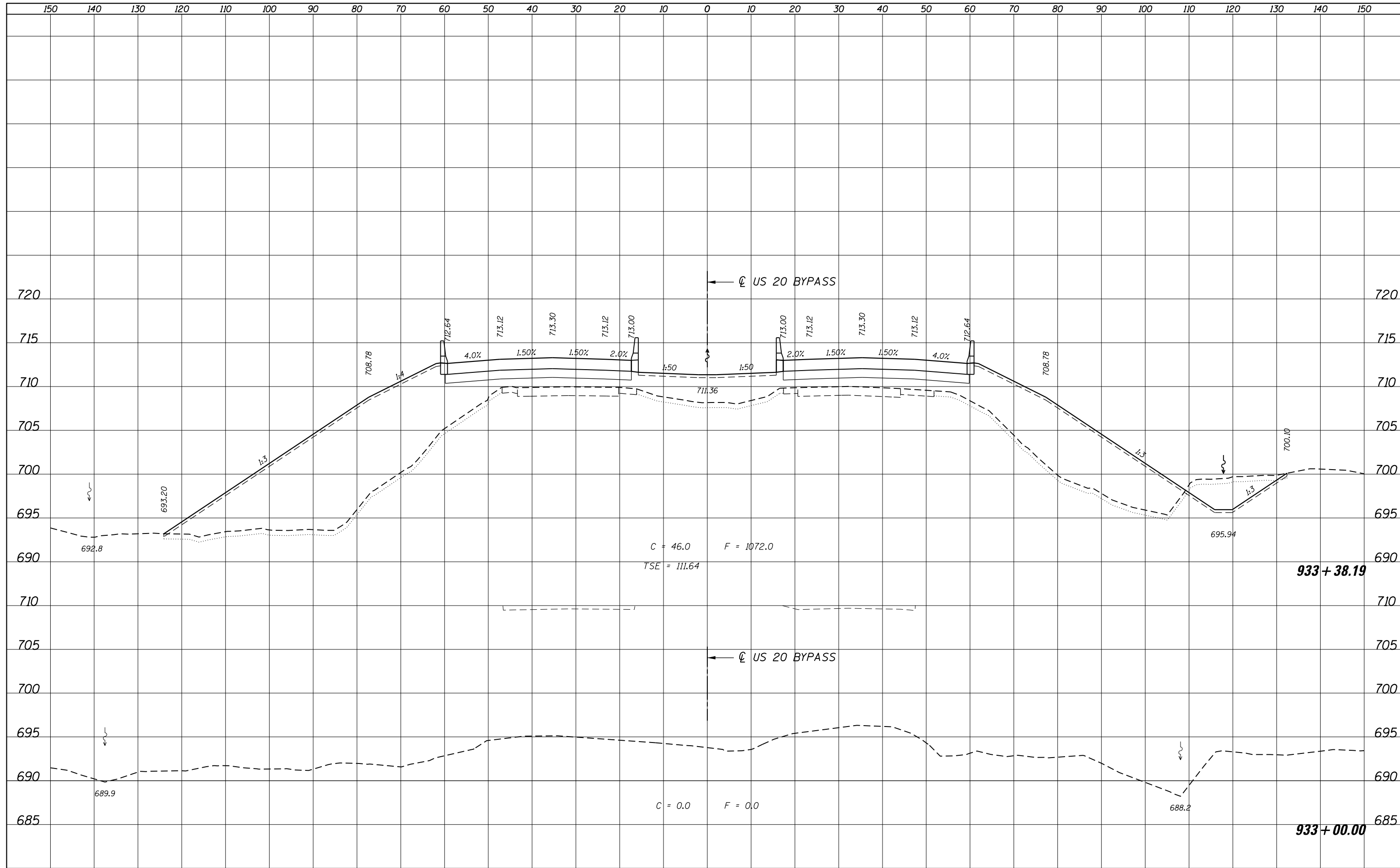
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 US 20 BYPASS
 SCALE: SHEET OF SHEETS STA. 930+00.00 TO STA. 932+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	281
CONTRACT NO. 64019			ILLINOIS FED. AID PROJECT	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME = D264019-sht-XS-US20.dgn

USER NAME = rgoertz
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 8/16/2013

DESIGNED -	JEB	REVISED -
DRAWN -	JEB	REVISED -
CHECKED -	CMS	REVISED -
DATE -	07/01/2013	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

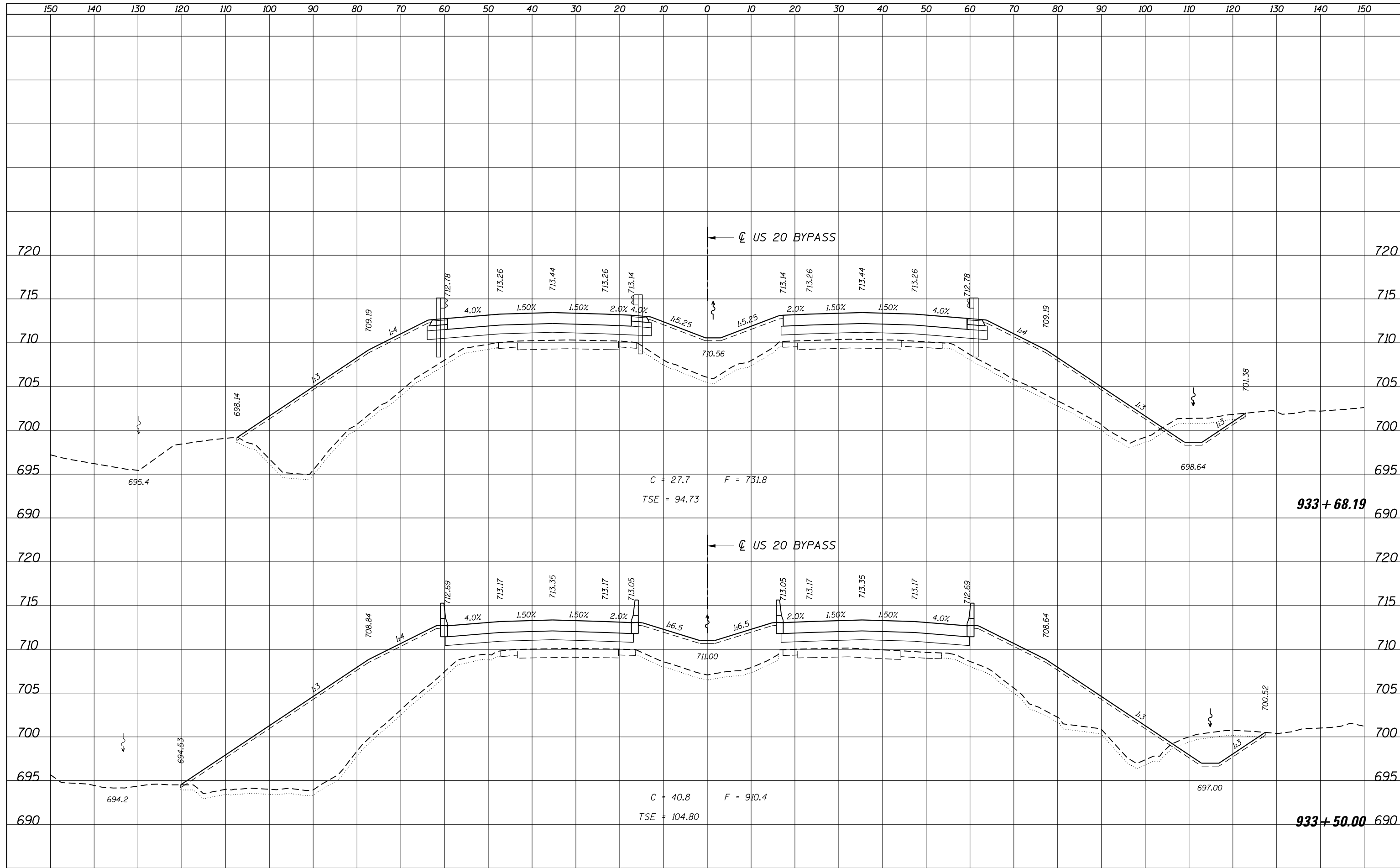
**CROSS SECTIONS
 US 20 BYPASS**

SCALE: SHEET OF SHEETS STA. 933+00.00 TO STA. 933+38.19

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	282
			CONTRACT NO. 64D19	
ILLINOIS FED. AID PROJECT				

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

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



FILE NAME = D264019-sht-XS-US20.dgn

USER NAME = rgoertz
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 8/16/2013

DESIGNED -	JEB	REVISED -	
DRAWN -	JEB	REVISED -	
CHECKED -	CMS	REVISED -	
DATE -	07/01/2013	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

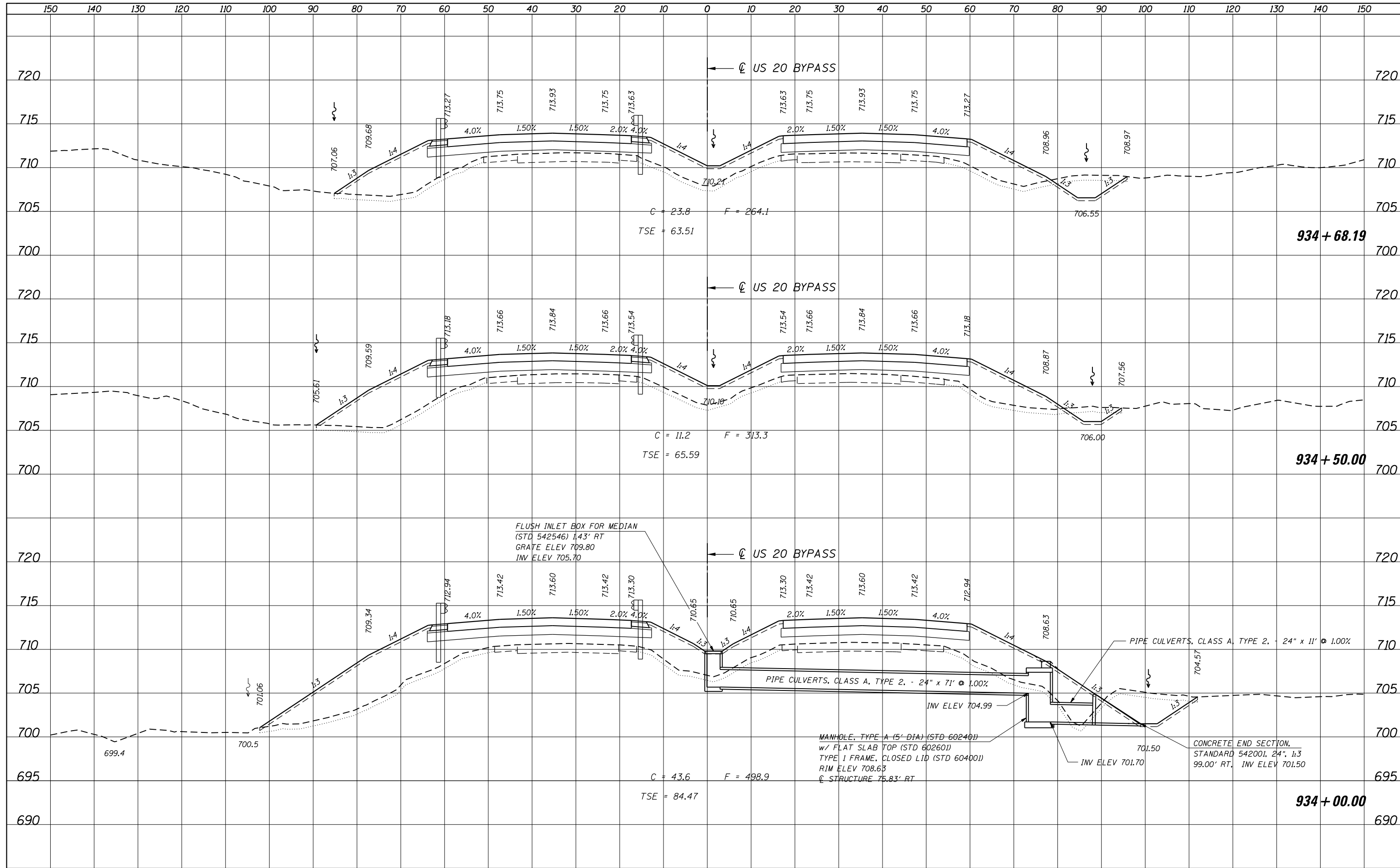
**CROSS SECTIONS
US 20 BYPASS**

SCALE: SHEET OF SHEETS STA. 933+50.00 TO STA. 933+68.19

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	283
			CONTRACT NO.	64019
ILLINOIS FED. AID PROJECT				

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

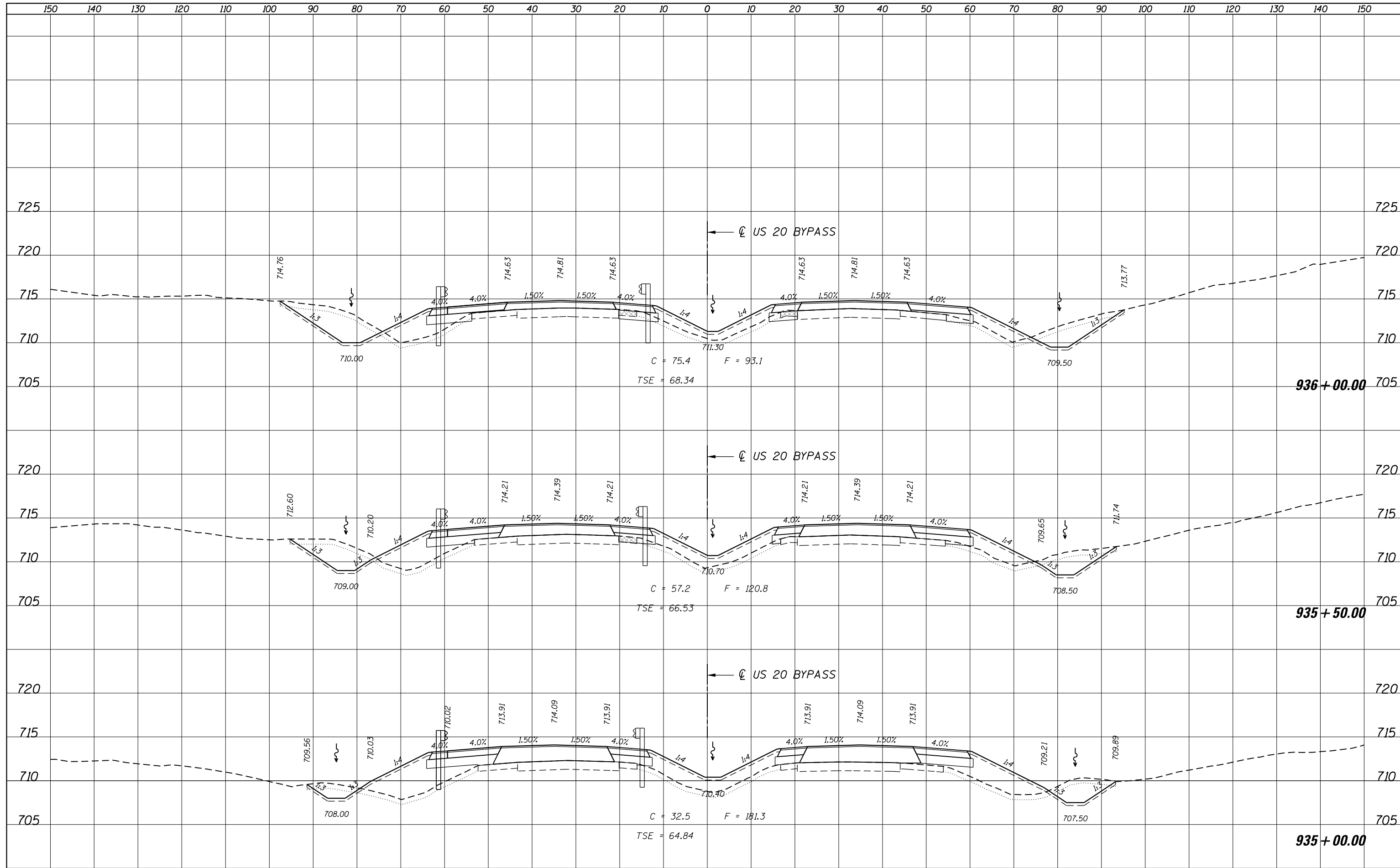
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



FILE NAME =	USER NAME = rgoertz	DESIGNED - JEB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS US 20 BYPASS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
D264019-sht-XS-US20.dgn		DRAWN - JEB	REVISED -		301	3BR & 3BR-1	WINNEBAGO	290	284			
MODELNAME	PLOT SCALE = 20.0000' / in.	CHECKED - CMS	REVISED -		SCALE: SHEET OF SHEETS STA. 934+00.00 TO STA. 934+68.19			CONTRACT NO. 64D19				
	PLOT DATE = 8/16/2013	DATE - 07/01/2013	REVISED -		ILLINOIS FED. AID PROJECT							

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

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



FILE NAME = D264019-sht-XS-US20.dgn

USER NAME = rgoertz

DESIGNED - JEB
 DRAWN - JEB
 CHECKED - CMS
 DATE - 07/01/2013

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

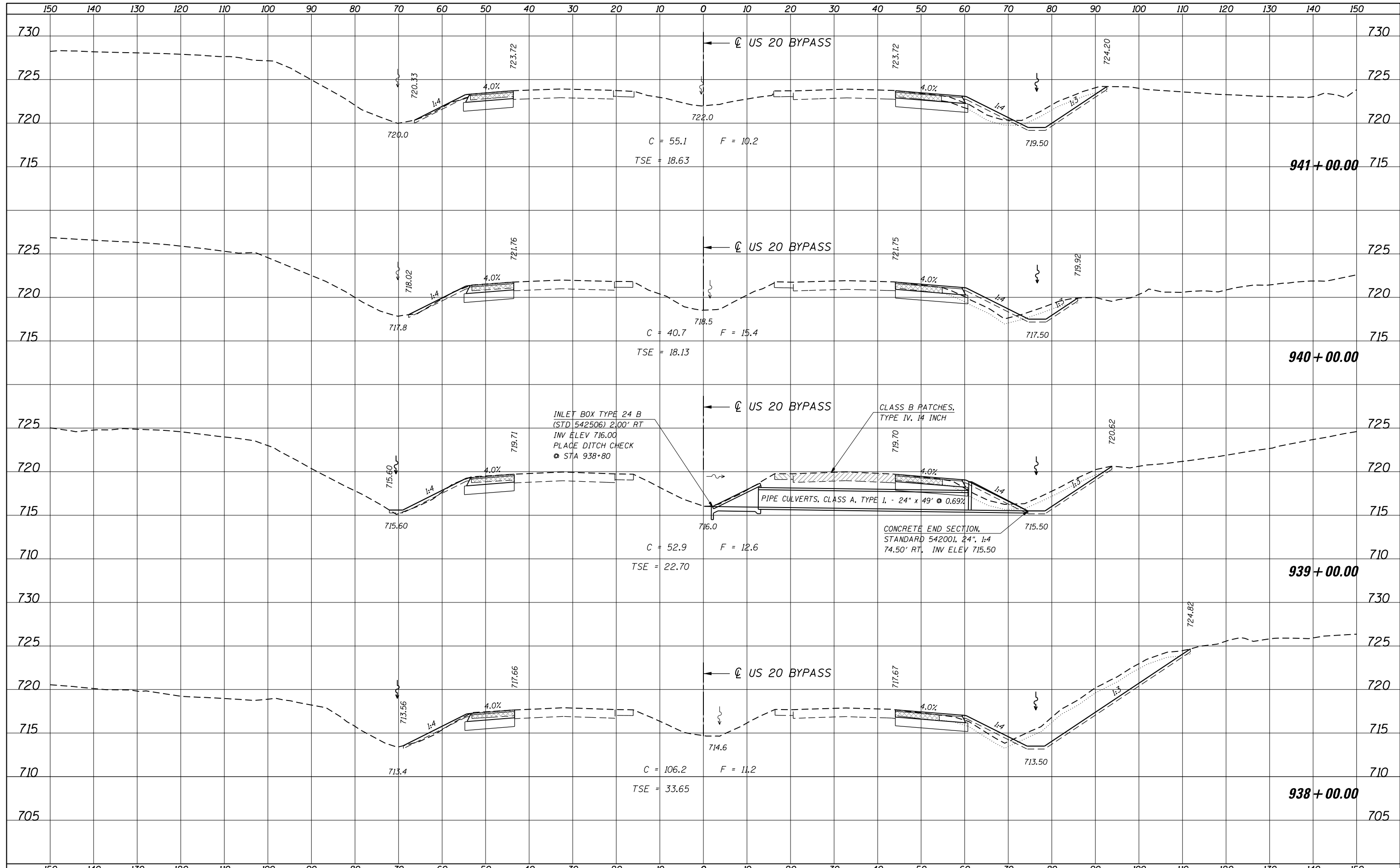
**CROSS SECTIONS
 US 20 BYPASS**

SCALE: SHEET OF SHEETS STA. 935+00.00 TO STA. 936+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	285
CONTRACT NO. 64D19			ILLINOIS FED. AID PROJECT	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
FINAL	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
ORIGINAL	
NO.	



FILE NAME = D264019-sht-XS-US20.dgn
 MODELNAME

USER NAME = rgoertz	DESIGNED - JEB	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - JEB	REVISED -
PLOT DATE = 8/16/2013	CHECKED - CMS	REVISED -
	DATE - 07/01/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

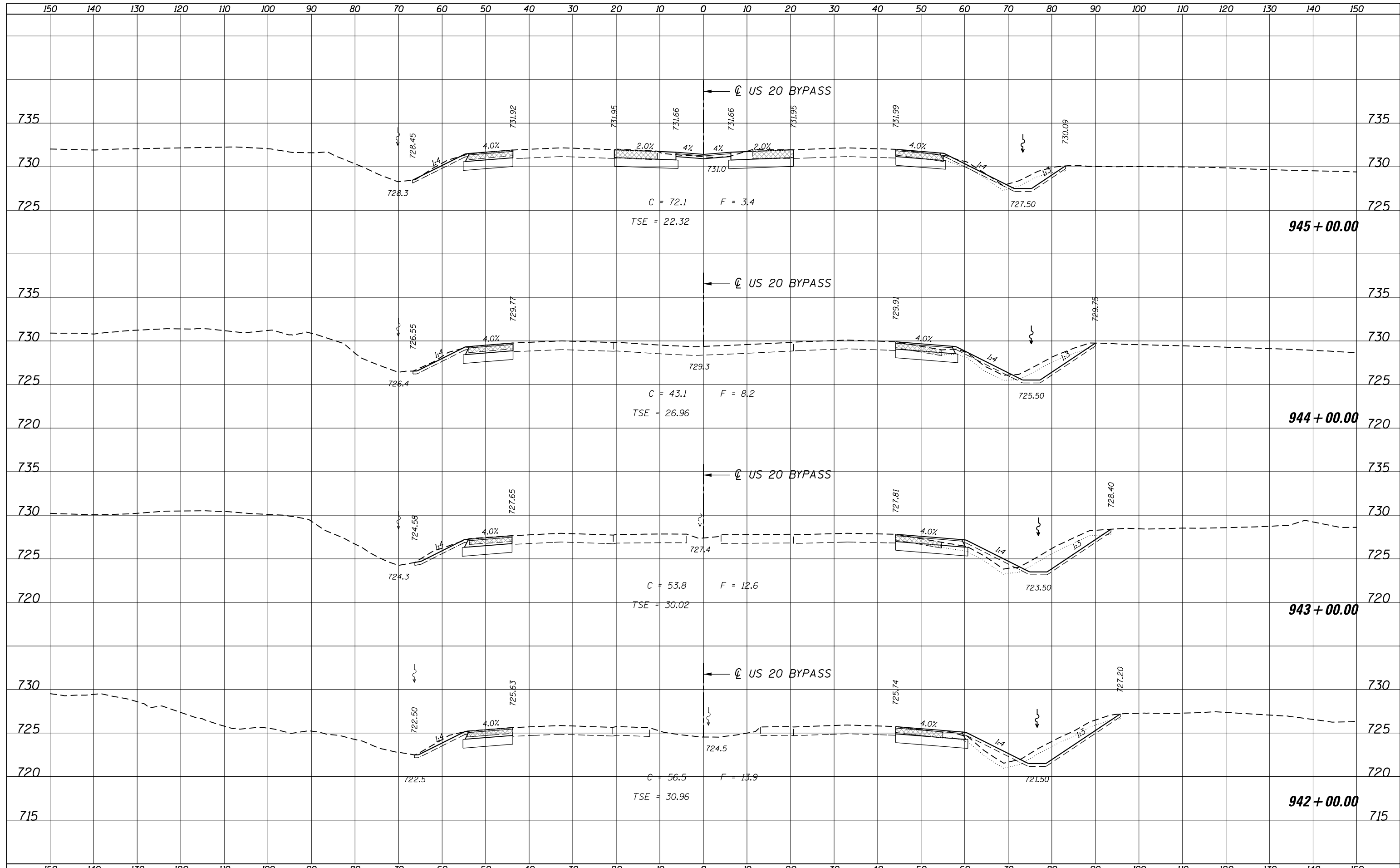
**CROSS SECTIONS
US 20 BYPASS**

SCALE: SHEET OF SHEETS STA. 938+00.00 TO STA. 941+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	287
			CONTRACT NO. 64D19	
ILLINOIS FED. AID PROJECT				

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

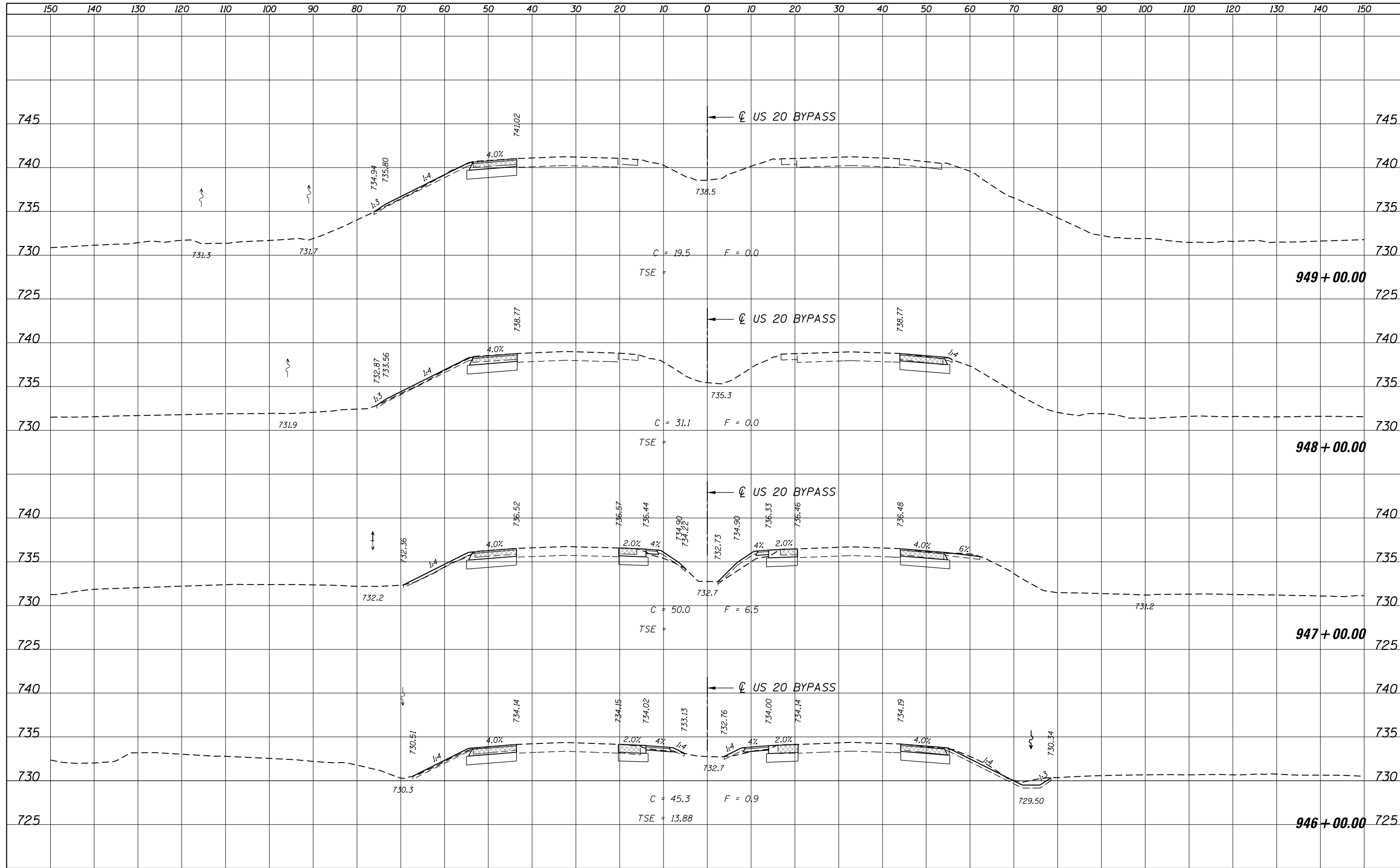
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED



FILE NAME =	USER NAME = rgoertz	DESIGNED - JEB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS US 20 BYPASS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
D264019-sht-XS-US20.dgn		DRAWN - JEB	REVISED -		301	3BR & 3BR-1	WINNEBAGO	290	288			
MODELNAME	PLOT SCALE = 20.0000' / in.	CHECKED - CMS	REVISED -		SCALE: SHEET OF SHEETS STA. 942+00.00 TO STA. 945+00.00				CONTRACT NO. 64D19			
	PLOT DATE = 8/16/2013	DATE - 07/01/2013	REVISED -		ILLINOIS FED. AID PROJECT							

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME = D264019-sht-XS-US20.dgn

USER NAME = rgoertz
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 8/16/2013

DESIGNED -	JEB	REVISED -	
DRAWN -	JEB	REVISED -	
CHECKED -	CMS	REVISED -	
DATE -	07/01/2013	REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

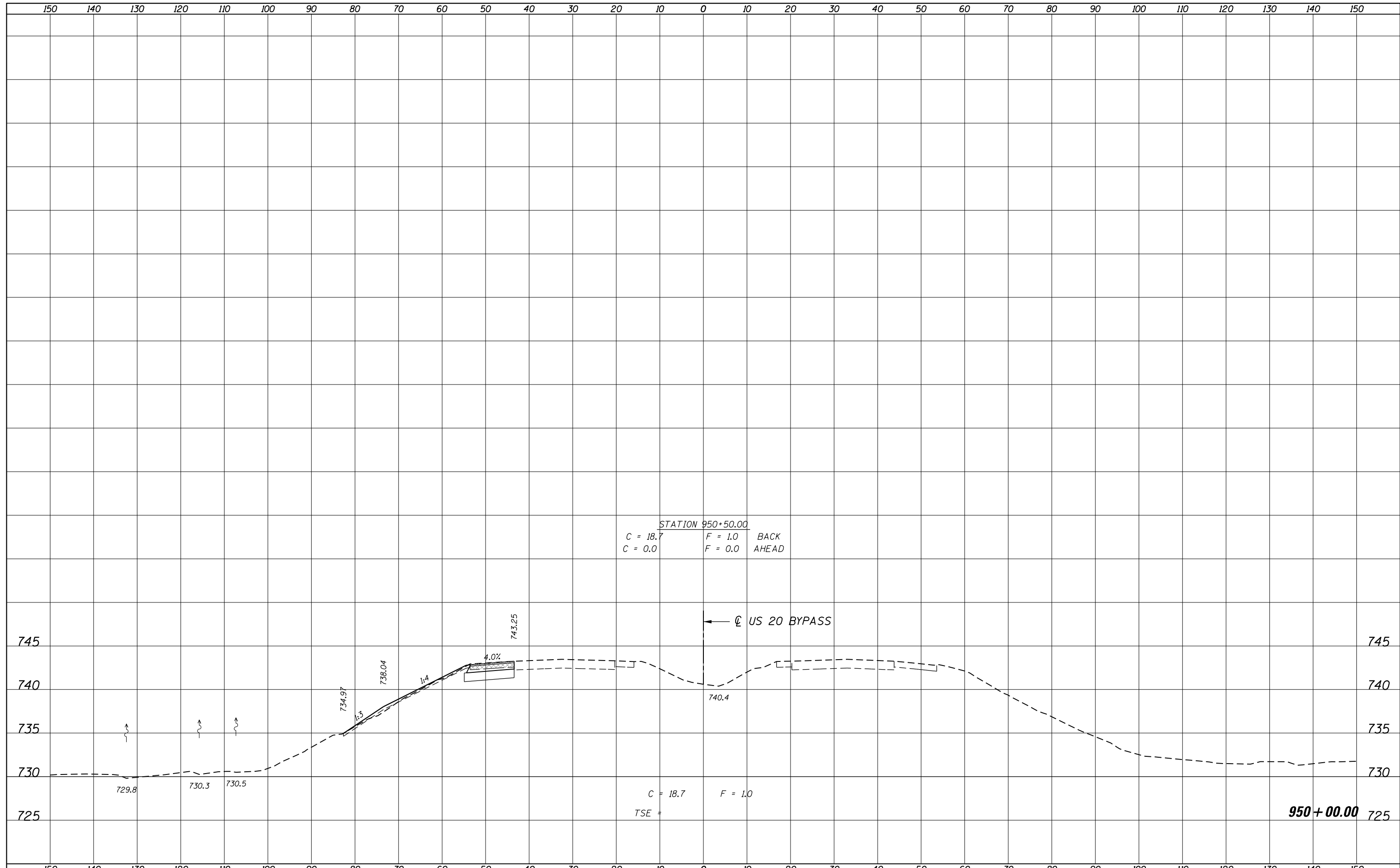
**CROSS SECTIONS
 US 20 BYPASS**

SCALE: SHEET OF SHEETS STA. 946+00.00 TO STA. 949+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	289
			CONTRACT NO. 64D19	
ILLINOIS FED. AID PROJECT				

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

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



FILE NAME = D264019-sht-XS-US20.dgn

USER NAME = rgoertz
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 8/16/2013

DESIGNED - JEB
 DRAWN - JEB
 CHECKED - CMS
 DATE - 07/01/2013

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 US 20 BYPASS

SCALE: SHEET OF SHEETS STA. 950+00.00 TO STA. 950+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3BR & 3BR-1	WINNEBAGO	290	290
CONTRACT NO. 64D19				
ILLINOIS FED. AID PROJECT				