

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	1-HBR & 1-2HB-D	WINNEBAGO	216*	1
IL RTE 251 & FOREST HILLS RD ILLINOIS		CONTRACT NO. 64B79		
* F.A.P. 303 & F.A.U. 5146		* 216 + 3 = 219		

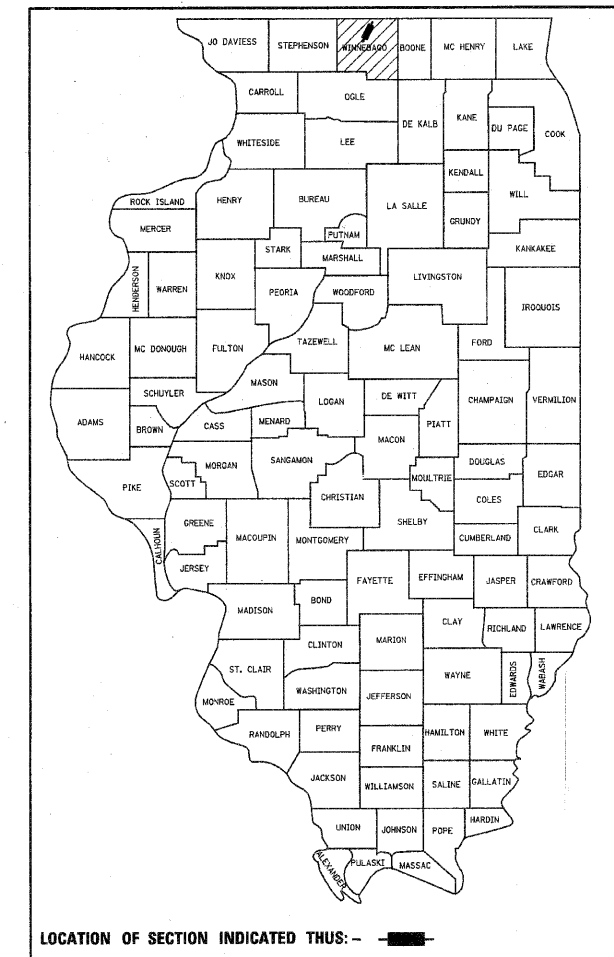
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

FAP ROUTE 303 (IL ROUTE 251) OVER SPRING CREEK ROAD  
FAU ROUTE 5146 (FOREST HILLS ROAD) OVER IL ROUTE 251  
SECTION 1-HBR & 1-2HB-D  
PROJECT ACBRM-ACF-ARRA-000S(829)  
WINNEBAGO COUNTY  
C-92-161-10

FOR INDEX OF SHEETS, SEE SHEET NO. 2

D-92-144-05



FOREST HILLS ROAD  
PROJECT ENDS

STA 603 + 12.25

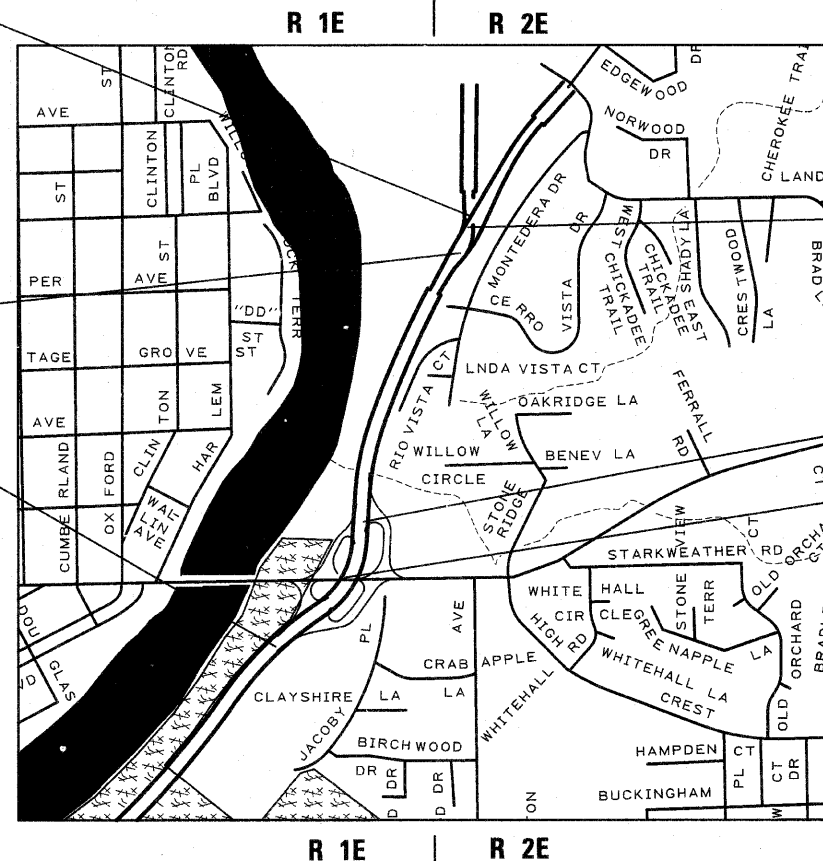
ROCKFORD TOWNSHIP, SECTIONS 7, 12 & 13

FOREST HILLS ROAD  
PROJECT BEGINS

STA 595 + 41.50

IL 251 PROJECT BEGINS

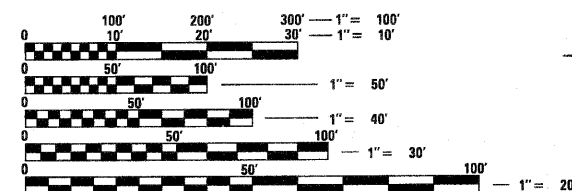
STA 564 + 55.00



STRUCTURE NUMBER:  
EX SN 101-0123

IL 251 PROJECT ENDS  
STA 573 + 90.00

STRUCTURE NUMBER:  
EX SN 101-0042  
PR SN 101-0190



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

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

PROJECT ENGINEER: MASOOD AHMAD (815) 284-5510  
PROJECT MANAGER: TRACI HELFRICH (815) 284-5932  
EMAIL: traci.helfrich@illinois.gov

CONTRACT NO. 64B79

IL 251 GROSS LENGTH = 935.00 FT. = 0.177 MILE  
IL 251 NET LENGTH = 935.00 FT. = 0.177 MILE  
FOREST HILLS RD GROSS LENGTH = 886.75 FT. = 0.168 MILE  
FOREST HILLS RD NET LENGTH = 886.75 FT. = 0.168 MILE

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED Sept. 1 20 10  
Shane F. Ryan  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 1 20 10  
Scott E. Still, P.E./a  
acting  
ENGINEER OF DESIGN AND ENVIRONMENT

October 1 20 10  
Christine M. Reed/la  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

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420001-07	PAVEMENT JOINTS
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421001-02	BAR REINFORCEMENT FOR CRC PAVEMENT
424001-05	CURB RAMPS FOR SIDEWALKS
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515001-03	NAME PLATE FOR BRIDGES
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602401-02	MANHOLE TYPE A
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604001-03	FRAME AND LIDS, TYPE 1
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701401-05	LANE CLOSURE, FREEWAY/ EXPRESSWAY
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701416-06	LANE CLOSURE, FREEWAY/ EXPRESSWAY, WITH CROSSOVER AND BARRIER
701421-02	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH TO 55 MPH
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701423-03	LANE CLOSURE, MULTILANE, WITH BARRIER, FOR SPEEDS ≥ 45 MPH TO 55 MPH
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FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEETS &amp; STANDARDS</b>				F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\p\dot\goffjl\dms41657\d214465-sht-cover.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	WINNEBAGO	216	2
	PLOT SCALE = 50.0000 "/ IN.	CHECKED -	REVISED -								CONTRACT NO. 64B79		
	PLOT DATE = Tue Aug 31 11:19:15 2010	DATE -	REVISED -								ILLINOIS FED. AID PROJECT		

\* F.A.P. 303 & F.A.U. 5146

# GENERAL NOTES

See cross sections for special ditches and backslopes.

The removal of Bituminous Surfacing not on a rigid type base removed in conjunction with the base shall be removed as EARTH EXCAVATION. The removal of Bituminous Surfacing on a rigid type base removed in conjunction with the base shall be included in the contract unit price for PAVEMENT REMOVAL of the type specified.

The final top 100 mm (four inches) of soil in any right-of-way area disturbed by the Contractor must be capable of supporting vegetation. The soil must be from the A horizon (zero to 2' deep) of soil profiles of local soils.

All Borrow/Waste/Use sites must be approved by the Department prior to removing any material from the project or initiating any earthmoving activities, including temporary stockpiling outside the limits of construction.

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 4 or 2A shall be used, except in front of properties where the grass will be mowed, then use Seeding, Class 1. Class 2A shall be used on front slopes and ditch bottoms. Class 4 shall be used behind Type A gutter, on all backslopes and areas behind the backslope, and beyond the toe of front slope on fill sections without ditches.

Fertilizer Nutrients shall be applied at the rate specified in Sections 250 and 252 of the Standard Specifications. This shall be included in the cost of the SEEDING or SODDING.

Mulch on temporary seeding Class 7 shall be MULCH METHOD 2.

Previously pugmilled stockpiles of "Type A" older than 1 month will not be approved for use until a moisture check is run to verify moisture content. Material shipped to projects without being tested will not be accepted.

Except for the top 75 mm (3"), all aggregate bases and subbases 300 mm (12") in thickness shall be constructed of aggregate gradation CA-2. If the specified thickness exceeds 300 mm (12"), the bases or subbases shall be constructed of topsize 150 mm (6") breaker-run crushed stone with 70% to 90% by weight, passing the 4" sieve and 15% to 40% by weight, passing the 50 mm (2") size sieve, except for the top 75 mm (3"). The breaker-run crushed stone shall be reasonably uniformly graded from coarse to fine and be taken from a quarry ledge capable of producing Class "D" quality aggregate. The top 75 mm (3") shall be gradation CA-6 or CA-10 regardless of thickness. The water necessary to achieve compaction in all but the top 75 mm (3") layer may be added after the subbase or base course is placed on the grade.

The following Mixture Requirements are applicable for this project:

## Spring Creek

Mixture Uses(s):	Surface	Level Binder	Top Shoulder	Bottom Shoulder
PG:	SBS PG 70-22	SBS PG 70-22	PG 58-22	PG 58-22
Design Air Voids	4.0 @ N70	4.0 @ N70	3 @ N50	2 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5	IL 9.5 or 12.5	BAM
Friction Aggregate	E	N/A	C	N/A
20 Year ESAL	5.7	5.7	N/A	N/A
Mix Unit Weight	119 lbs/sy/in		112 lbs/sy/in	

## Forest Hills Road

Mixture Uses(s):	Surface	Level Binder	Top Shoulder	Bottom Shoulder
PG:	PG 64-22	PG 64-22	PG 58-22	PG 58-22
Design Air Voids	4.0 @ N70	4.0 @ N70	3 @ N50	2 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5	IL 9.5 or 12.5	BAM
Friction Aggregate	D	N/A	C	N/A
20 Year ESAL	0.8	0.8	N/A	N/A
Mix Unit Weight	112 lbs/sy/in		112 lbs/sy/in	

The Contractor will be required to furnish 140 mm (5 1/2") high brass stencils as approved by the Engineer and install stationing at 250' intervals. Stationing shall be placed on both lanes of 2-lane highways and on the outside lanes in both directions on 4-lane highways. The stations shall be placed 150 mm (6") inside the pavement marking edge so they can be read from the shoulder. This work will be included in the cost of the final pavement surface.

The area to be primed shall be limited to that which can be covered with HMA the same day, unless otherwise permitted by the Engineer.

Bituminous and Aggregate prime coat shall be placed in accordance with Section 406 of the Standard Specifications. The cost of the prime coats shall be included in the contract unit price per metric ton (ton) for LEVELING BINDER (MACHINE METHOD) of the type specified.

The new number for this structure will be 101-0190 for IL 251 over Spring Creek.

This structure will retain the same number 101-0122 for Forest Hills Road over IL 251.

At bridge expansion joints, if temporary expansion joint bulkheads are attached to adjacent deck slabs or abutments for support, the Contractor shall cut the attachments as soon as the concrete has set to prevent joint damage due to horizontal contraction or expansion.

The Contractor shall sandblast the top of the beams upon removal of the bridge deck. This work will be included in the cost of removing the bridge deck.

Reflector Markers Type B shall be installed on the top of bridge parapet walls. The markers shall be according to Standard 635011 and the color and spacing according to Standard 635006, except the minimum is 2 per side.

The Contractor shall install 450 mm (18") diameter formed openings in the Concrete Median Surface, spaced at intervals no greater than 75 m (250 feet), and/or as directed by the Engineer. All existing pavement surfaces or other existing obstructions beneath these openings shall be removed by the Contractor. After the median is in place, core each opening down 1.2 m (4') and fill with dirt. All costs incurred shall be included in the contract unit price per Square Meter (Square Foot) for P.C. CONCRETE MEDIAN SURFACE, 100 mm (4 INCH).

Embankment quantities for the construction of the Traffic Barrier Terminals as shown in the plans are included in quantities for Earth Excavation.

The Contractor shall supply the Resident Engineer with the manufacturer's installation requirements for the type of Steel Plate Beam Guardrail Terminal Type 1 Special (Tangent).

One 16d galvanized nail shall be used to toe nail the wood block out to the wood post on all Traffic Barrier Terminal Type I Specials.

Delineators shall be installed as shown in Standard 635001, except that the post shall be rotated 180° and only metal-backed delineators shall be permitted.

Delineators shall be placed at the ends of approach guardrail terminal sections, and at each headwall or end section of AR Culverts. This work will be paid for at the contract unit price each for DELINEATORS.

Pavement Marking shall be done according to Standard 780001, except as follows:

- All words, such as ONLY, shall be 2.4 m (8 feet) high.
- All non-freeway arrows shall be the large size.
- The distance between yellow no-passing lines shall be 200 mm (8"), not 180 mm (7") as shown in the detail of Typical Lane and Edge Lines.

PERMANENT SURVEY MARKERS, TYPE II, shall be set at intervals of 1.6 Km (1 mile) or as directed by the Engineer. Bridge or culvert projects shall have one survey marker placed near the structure. Estimated: 4 Each.

FILE NAME = 64879.GN.DOCX	USER NAME =	DESIGNED - Engineering Systems	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			FAP 303 (IL 251) &	1-HBR & 1-2HB-D	Winnebago	216	3
	PLOT SCALE =	CHECKED -	REVISED -			FAU 5146 (Forest Hills Rd.)		CONTRACT NO. 64879		
	PLOT DATE = 8/31/2010 11:18 AM	DATE - 7/28/2010 1:07 PM	REVISED -					ILLINOIS	FED. AID PROJECT	
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	

# GENERAL NOTES

Permanent Survey Markers, Type II placed in urban areas should be placed in sidewalk areas. The marker shall be placed as shown on District Standard 66.2. The sidewalk shall be placed around the marker and flush with the top.

Permanent Survey Markers, Type II shall be cast-in-place as shown on District Standard 66.2. The bottom of the marker shall be 5'-0" below the ground surface.

The Contractor shall submit to the Engineer a description of location, elevation, and coordinates for each permanent survey marker. The horizontal and vertical coordinates must be derived by GPS and the elevation derived by a closed level circuit. The Engineer shall submit this information to the Survey Crew.

Work on this project will be in progress at the same time as work on the sanitary system by the Rock River Water Reclamation District. For information, contact Dana Carroll at 815/387-7660. Work on these projects shall be scheduled to keep interference between all the projects to a minimum. The contractors shall inform each other of progress of the projects and give fair warning to the other contractors when a problem might be encountered.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123. The following listed utilities located within the project limits or immediately adjacent to the project construction limits are members of JULIE:

Commonwealth Edison (815/490-2869)	AT&T (815/245-4507)
NICOR Gas Co. (630/983-8676)	Rock River Water Reclamation Dist. (815/387-7400)
Comcast Cable (815/395-8977)	Mr. Jon Hollander
	Rockford Water Dept.
	425 E. State Street
	Rockford, IL 61104
	Ph. 815/967-7060

The applicable portions of Article 105.07 of the Standard Specification shall apply except for the following: The Contractor shall be responsible to locate the vertical depths of the underground utilities which may interfere with construction operations. This work will not be measured or paid for separately, but shall be considered as included in the unit bid price for the item of construction involved.

Per SB 699 (90 day utility relocation law), once right-of-way is clear to award the project, a notice will be sent to the utility companies instructing them to have their facilities relocated within 90 days. Estimated date relocation complete = Award Date + 100 days.

Tie bars shall be installed to tie PCC appurtenance to adjacent existing concrete pavement.

Tie the following  
to the existing  
concrete pavement

Length, size, and  
spacing of Tie Bars

Gutter or Curb & Gutter	Std. 606001	600 mm (24") long No. 20 (No. 6) @ 600 mm (24") centers
PCC Base Course	Std. 353001	600 mm (24") long No. 20 (No. 6) @ 750 mm (30") centers
PCC Pavement	Std. 420101	600 mm (24") long No. 20 (No. 6) @ 750 mm (30") centers

Tie bars to be installed in accordance with the applicable portions of Article 420.05(b) of the Standard Specifications. See Highway Standard 420001 for detail on longitudinal construction joint grouted-in-place tie bar. The cost of the tie bars to be included in the cost of the PCC appurtenance adjacent to the existing pavement.

CADD data will be available to Contractors and Consultants working on this project. This information will be provided upon request as MicroStation CADD files and Geopak coordinate geometry files ONLY. If data is required in other formats it will be your responsibility to make these conversions. If any discrepancy or inconsistency arises between the electronic data and the information on the hard copy, the information on the hard copy should be used. Contact the District's Project Engineer to request these files.

It shall be the Contractor's responsibility to contact the municipality to determine approved methods of utility structure adjustment. Utility structures may include, but are not limited to, manholes, water valves, handholes, etc. All materials and work necessary to complete adjustments per municipality requirements shall be considered included in the cost of the associated adjustment pay item.

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	PLOT SCALE =	CHECKED -	REVISED -			FAP 303 (IL 251) &	1-HBR & 1-2HB-D	Winnebago	216	4	
	PLOT DATE = 8/31/2010 11:05 AM	DATE = 7/28/2010 1:07 PM	REVISED -			FAU 5146 (Forest Hills Rd.)	CONTRACT NO. 64B79		ILLINOIS		FED. AID PROJECT
						SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

# SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNITS	URBAN TOTAL	L23 STP	L23 STP	L1C BRRP	L23 STP
				80% FED - 20% STATE 0014	80% FED 20% STATE RDWAY 0005	Spring Creek 80% FED 20% STATE 0011	Forest Hills 80% FED 20% STATE 0014
20200100	EARTH EXCAVATION	CU YD	2481		2481		
<del>2070304</del>	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	695			608	87
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	5880		5880		
* 25000200	SEEDING, CLASS 2	ACRE	1.50		1.50		
* 25100630	EROSION CONTROL BLANKET	SQ YD	6065		6065		
* 25100900	TURF REINFORCEMENT MAT	SQ YD	246		246		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	750		750		
28000305	TEMPORARY DITCH CHECKS	FOOT	30		30		
28000400	PERIMETER EROSION BARRIER	FOOT	2678		2678		
28000500	INLET AND PIPE PROTECTION	EACH	35		35		
31100910	SUB-BASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	5789		5789		
40600535	LEVELING BINDER (HAND METHOD), N70	TON	2		2		
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	35		35		
40600735	POLYMERIZED LEVELING BINDER (HAND METHOD), N70	TON	49	49			
40600837	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70	TON	969	969			
40600990	TEMPORARY RAMP	SQ YD	639	639			
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	244		244		
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	53		53		
40603565	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70	TON	1453	1453			
42001200	PAVEMENT FABRIC	SQ YD	496		496		
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	1816	1782	34		
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	6930	6930			
42400800	DETECTABLE WARNINGS	SQ FT	80	80			
44000100	PAVEMENT REMOVAL	SQ YD	1535		1535		
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	17382		17382		
44000300	CURB REMOVAL	FOOT	117		117		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	3281		3281		
44000600	SIDEWALK REMOVAL	SQ FT	4666	4666			
<del>40004552</del>	APPROACH SLAB REMOVAL	SQ YD	1402		1402		
44001980	CONCRETE BARRIER REMOVAL	FOOT	2788		2788		

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ci:\pwork\pwidot\goffjl\dms41657\c21445-shr-cover.dgn		DRAWN -	REVISED -			•	1-HBR & 1-2HB-D	WINNEBAGO	216	5	
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 64B79					
PLOT DATE = Wed Sep 01 11:46:30 2010		DATE -	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

# SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNITS	URBAN TOTAL	L23 STP	L23 STP	L1C BRRP	L23 STP
				80% FED. 20% STATE OO14	80% FED 20% STATE RDWAY 0005	Spring Creek 80% FED 20% STATE 0011	Forest Hills 80% FED 20% STATE 0014
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	248		248		
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	496		496		
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	496		496		
44003100	MEDIAN REMOVAL	SQ FT	3773		3773		
44004250	PAVED SHOULDER REMOVAL	SQ YD	1340		1340		
48203019	HOT-MIX ASPHALT SHOULDERS, 5 1/2"	SQ YD	1515		1515		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1				1
50102400	CONCRETE REMOVAL	CU YD	37.5				37.5
50104650	SLOPEWALL REMOVAL	SQ YD	168				168
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1				1
50157300	PROTECTIVE SHIELD	SQ YD	1992			1636	356
50200100	STRUCTURE EXCAVATION	CU YD	1026			918	108
50300100	FLOOR DRAINS	EACH	9				9
50300225	CONCRETE STRUCTURES	CU YD	1660.5			1565.5	95.0
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1835.9			1418.1	417.8
50300260	BRIDGE DECK GROOVING	SQ YD	5240			4085	1155
50300300	PROTECTIVE COAT	SQ YD	6319			4856	1463
50500105	FURNISH AND ERECTING STRUCTURAL STEEL	L SUM	1			1	
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	9083				9083
50500505	STUD SHEAR CONNECTORS	EACH	19426			18566	860
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	12				12
Z0001905	STRUCTURAL STEEL REPAIR	POUND	3223				3223
Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1				1
Z0007112	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES	L SUM	1				1
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	697510			564910	132600
50800515	BAR SPLICERS	EACH	523			398	125
51100100	SLOPEWALL 4 INCH	SQ YD	1507			1339	168
51201600	FURNISHING STEEL PILES HP12X53	FOOT	9638			9638	
51202305	DRIVING PILES	FOOT	9638			9638	
51203600	TEST PILES STEEL HP12X53	EACH	5				5

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cd:\pwork\pwidot\goffjl\dms41657\d21445-shr-cover.dgn		DRAWN -	REVISED -			•	1-HBR & 1-2HB-D	WINNEBAGO	216	6	
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT					
PLOT DATE = Wed Sep 01 11:46:30 2010		DATE -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 64B79		

# SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNITS	URBAN TOTAL	L23 STP	L23 STP	L1C BRRP	L23 STP
				80% FED. 20% STATE 0014	80% FED 20% STATE RDWAY 0005	Spring Creek 80% FED 20% STATE 0011	Forest Hills 80% FED 20% STATE 0014
51204650	PILE SHOES	EACH	387			387	
<del>Z0026407</del>	TEMPORARY SHEET PILING	SQ FT	1536			1536	
51500100	NAME PLATES	EACH	2			1	1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	344.5			325.5	69
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	8				8
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	4				4
52100530	ANCHOR BOLTS, 1 1/4"	EACH	226			210	16
52100540	ANCHOR BOLTS, 1 1/2"	EACH	8				8
58700300	CONCRETE SEALER	SQ FT	1894.5			1796.5	978
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	356			321	35
<del>Z0046304</del>	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	552			370	182
60200705	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 6 FRAME AND GRATE	EACH	2	2			
60250400	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	3		3		
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3			
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	1		1		
60255500	MANHOLES TO BE ADJUSTED	EACH	13	13			
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1		1		
60251000	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 6 FRAME AND GRATE	EACH	10	10			
60500040	REMOVING MANHOLES	EACH	3	3			
60500080	REMOVING CATCH BASINS TO MAINTAIN FLOW	EACH	2	2			
60609200	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12	FOOT	1779	1779			
60610400	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24	FOOT	1660	1660			
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	3773	3773			
60611600	COMBINATION CURB AND GUTTER, (SPECIAL)	FOOT	66		66		
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	525		525.0		
* 63000015	STEEL PLATE BEAM GUARDRAIL, TYPE D	FOOT	187.5		187.5		
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	3		3		
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	4		4		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	6		6		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	6		6		
63200310	GUARDRAIL REMOVAL	FOOT	1380		1380		
63500105	DELINEATORS	EACH	6		6		

\* SPECIALTY ITEM

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pwork\pwork\goffjl\dms41657\d21445-shr-cover.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	WINNEBAGO	216	7
		CHECKED -	REVISED -		CONTRACT NO. 64B79								
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

# SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNITS	URBAN TOTAL	L23 STP	L23 STP	L1C BRRP	L23 STP
				80% FED 20% STATE 0014	80% FED 20% STATE RDWAY 0005	Spring Creek 80% FED 20% STATE 0011	Forest Hills 80% FED 20% STATE 0014
63700275	CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT	FOOT	2786		2786		
63801205	TEMPORARY MODULAR GLARE SCREEN	FOOT	2725		2725		
66700095	PERMANENT SURVEY MARKERS	EACH	4		4		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8		8		
67100100	MOBILIZATION	L SUM	1		1		
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1			0.5	0.5
70100320	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	L SUM	1			0.5	0.5
70100325	TRAFFIC CONTROL AND PROTECTION, STANDARD 701423	EACH	3			3	
<del>70100410</del>	<del>TRAFFIC CONTROL AND PROTECTION, STANDARD 701416</del>	<del>EACH</del>	<del>2</del>			<del>2</del>	
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	8			8	
70100820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451	L SUM	1			0.5	0.5
70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1			1	
<del>70101800</del>	<del>TRAFFIC CONTROL AND PROTECTION, (SPECIAL)</del>	<del>L SUM</del>	<del>1</del>			<del>1</del>	
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1			1	
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1			1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	20		20		
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	700		700		
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	245		245		
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	66580		66580		
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	172		172		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	22565		22565		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	8282		8282		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	7482		7482		
78008200	POLYUREA PAVEMENT MARKING, TYPE I - LETTERS AND SYMBOLS	SQ FT	122		122		
78008210	POLYUREA PAVEMENT MARKING, TYPE I - LINE 4"	FOOT	23399		23399		
78008240	POLYUREA PAVEMENT MARKING, TYPE I - LINE 8"	FOOT	3856		3856		
78008250	POLYUREA PAVEMENT MARKING, TYPE I - LINE 12"	FOOT	113		113		
78008270	POLYUREA PAVEMENT MARKING, TYPE I - LINE 24"	FOOT	112		112		
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	440		440		
78200410	GUARDRAIL MARKERS, TYPE A	EACH	23		23		
78200520	BARRIER WALL MARKERS, TYPE B	EACH	138		138		
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	6		6		

#SPECIALTY ITEM

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pwork\pwork\goffjl\dms41857\d21445-shit-cover.dgn		DRAWN -	REVISED -					1-HBR & 1-2HB-D	WINNEBAGO	216	8
PLOT SCALE = 50,0000' / IN.		CHECKED -	REVISED -			SCALE:	SHEET NO. OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT			
PLOT DATE = Wed Sep 21 11:46:31 2010		DATE -	REVISED -			CONTRACT NO. 64B79					

\* F.A.P. 303 & F.A.U. 5148

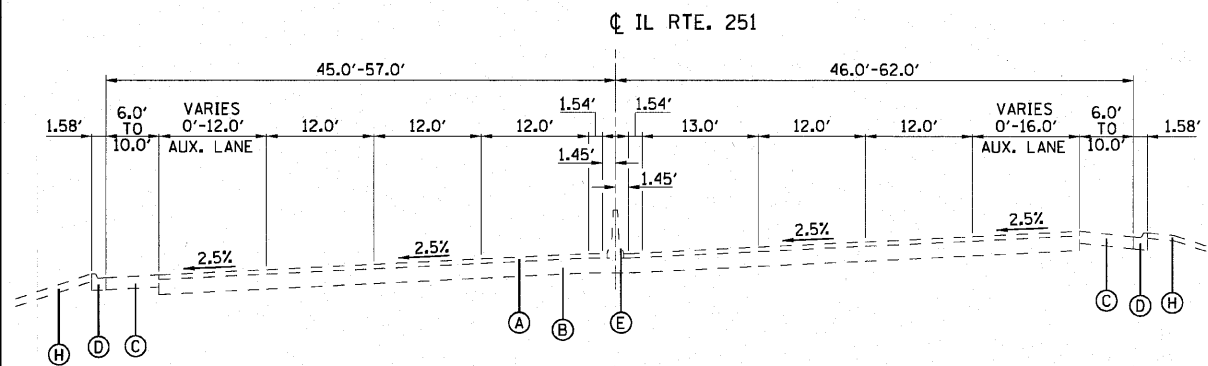


# SUMMARY OF QUANTITIES

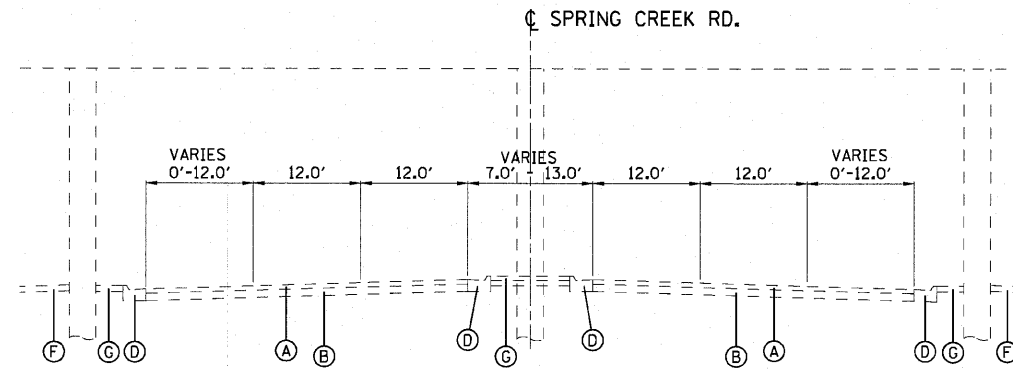
CODE NUMBER	ITEM	UNITS	URBAN TOTAL	L23 STP	L23 STP	L1C BRRP	L23 STP
				80% FED 20% STATE 0014	80% FED 20% STATE RDWAY 0005	Spring Creek 80% FED 20% STATE 0011	Forest Hills 80% FED 20% STATE 0014
78300100	PAVEMENT MARKING REMOVAL	SQ FT	4648		4648		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	400		400		
81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	923			569	354
* 81301200	JUNCTION BOX, STAINLESS STEEL, EMBEDDED IN STRUCTURE 12" X 10" X 6"	EACH	6			4	2
* 81603034	UNIT DUCT, 600V, 2-1C NO. 6, 1/C NO. 6 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	469			368	101
* 81702415	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1C NO. 6	FOOT	904			538	366
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	451			356	95
Z0013798	CONSTRUCTION LAYOUT	L SUM	1			0.5	0.5
<del>44201299</del>	DOWEL BARS 1 1/2"	EACH	600		600		
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	2			2	
<del>44213204</del>	TIE BARS 3/4"	EACH	150		150		
Z0028415	GEO TECHNICAL REINFORCEMENT	SQ YD	929		929		
* Z0029999	IMPACT ATTENUATOR REMOVAL	EACH	1		1		
* Z0030070	IMPACT ATTENUATORS (SEVERE USE, NARROW), TEST LEVEL 3	EACH	2		2		
Z0030255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	1		1		
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	5		5		
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	7		7		
Z0034806	MODULAR EXPANSION JOINT - SWIVEL 6"	FOOT	63				63
Z0030280	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3	EACH	1		1		
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1		0.5	0.5	
Z0062456	TEMPORARY PAVEMENT	SQ YD	769		769		
X2020502	BRACED EXCAVATION	CU YD	1012			1012	
* Z0033026	MAINTENANCE OF EXISTING LIGHTING SYSTEM COMPLETE	L SUM	1			0.5	0.5
X0322011	LIGHT POLE REMOVE AND RE-ERECT	EACH	3			2	1
* X0322951	CABLE SPLICE SPECIAL	EACH	5			4	1
Z0012154	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	158				158
X0964700	SHOULDERS, SPECIAL	SQ YD	237		237		
X4400110	TEMPORARY PAVEMENT REMOVAL	SQ YD	769		769		
X5210015	ELASTOMERIC BEARING ASSEMBLY, TYPE I (SPECIAL)	EACH	42			42	
X5210025	ELASTOMERIC BEARING ASSEMBLY, TYPE II (SPECIAL)	EACH	42			42	
X7013015	TRAFFIC CONTROL FOR ROAD CLOSURE	L SUM	1			0.5	0.5

\* SPECIALTY ITEMS

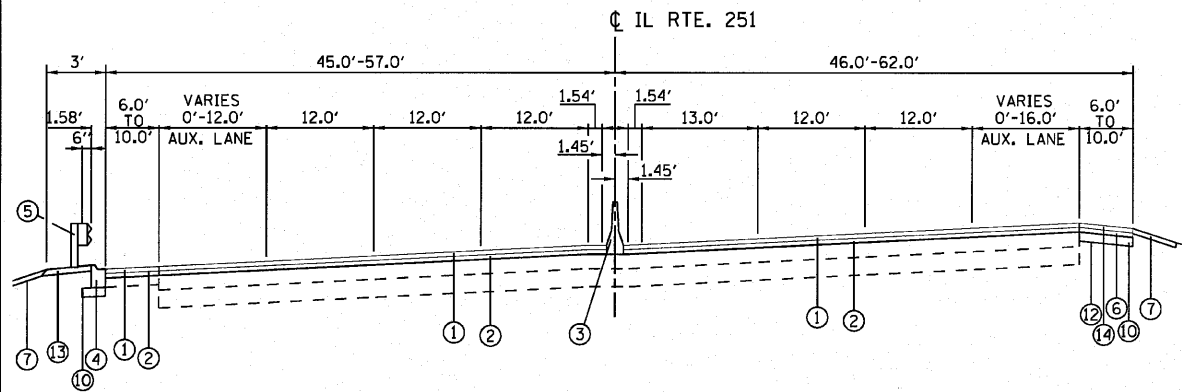
FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw\work\pwsdot\goffjl\dms41657\d21440-shr-cover.dgn		DRAWN -	REVISED -			•	1-HBR & 1-2HB-D	WINNEBAGO	216	9	
PLOT SCALE = 50,0000' / IN.		CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT					
PLOT DATE = Wed Sep 01 11:46:31 2010		DATE -	REVISED -			CONTRACT NO. 64B79					



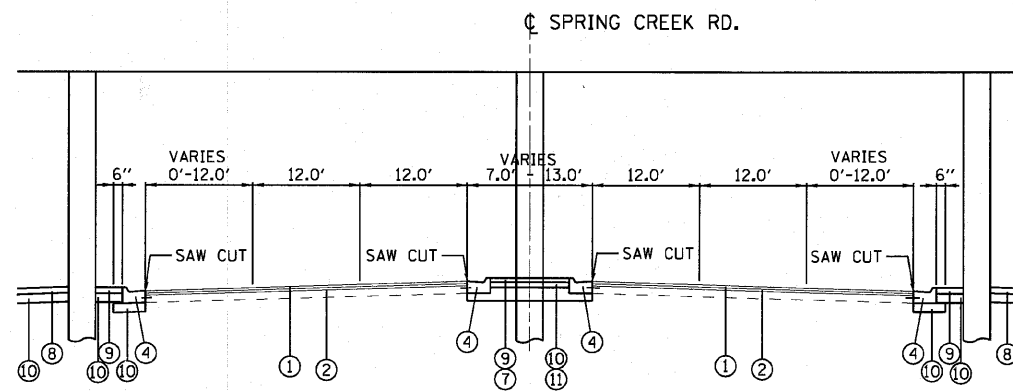
**EXISTING IL ROUTE 251**  
 STA 564+55 TO STA 573+90  
 BRIDGE OMISSION STA 568+56.6 TO STA 571+84.0  
 (LOOKING NORTHBOUND)



**EXISTING SPRING CREEK RD.**  
 STA 15+35 TO STA 25+62  
 (LOOKING EASTBOUND)



**PROPOSED IL ROUTE 251**  
 STA 564+55 TO STA 573+90  
 BRIDGE OMISSION STA 568+56.6 TO STA 571+84.0  
 (LOOKING NORTHBOUND)



**PROPOSED SPRING CREEK RD.**  
 STA 15+35 TO STA 25+62  
 (LOOKING EASTBOUND)  
 SAW CUTS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE ITEM BEING REMOVED

**EXISTING LEGEND**

- (A) BITUMINOUS CONCRETE (± 2")
- (B) PCC PAVEMENT (± 10")
- (C) HOT-MIX ASPHALT SHOULDERS (8")
- (D) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12 OR M-6.24
- (E) MEDIAN CONCRETE BARRIER
- (F) SIDEWALK
- (G) MEDIAN, CONCRETE OR GRASS
- (H) TOPSOIL

**PROPOSED LEGEND**

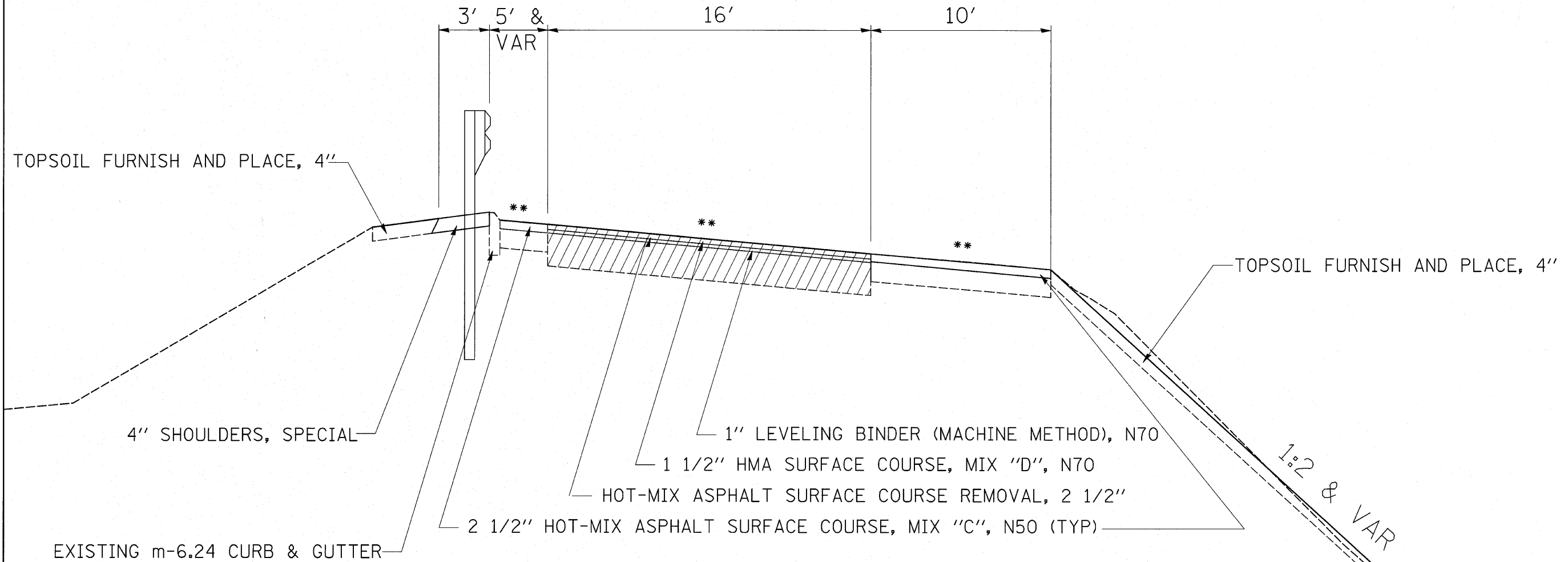
- (1) 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70
- (2) 1" POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70
- (3) CONCRETE BARRIER, DOUBLE FACE, 32 IN
- (4) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12 OR M-6.24
- (5) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FT POSTS
- (6) HOT-MIX ASPHALT SHOULDERS, 5 1/2"
- (7) TOPSOIL FURNISH & PLACE, 4"
- (8) PCC SIDEWALK, 5"
- (9) CONCRETE MEDIAN SURFACE, 4"
- (10) SUB-BASE GRANULAR MATERIAL TYPE A, 12"
- (11) FURNISHED EXCAVATION
- (12) GEOTECHNICAL REINFORCEMENT
- (13) SHOULDERS, SPECIAL
- (14) 2 1/2" HOT-MIX ASPHALT SURFACE COURSE MIX "C", N50

**NOTE:**  
 TIE BARS IN PAVEMENT OR BETWEEN PAVEMENT AND OTHER NEW/OR EXISTING PCC APPURTENANCES WILL BE MEASURED IN ACCORDANCE WITH ARTICLE 508.07 OF THE STANDARD SPECIFICATIONS. TIE BARS SHALL BE TYPE NO. 8, 30 IN. IN LENGTH AT 30 IN. CENTERS, EPOXY COATED.

FILE NAME =	USER NAME = zplend	DESIGNED - DLP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP ROUTE 303 (IL ROUTE 251) OVER SPRING CREEK ROAD TYPICAL SECTIONS</b>	F.A.#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PROJECT = 2282773.001\CA000\Civil\Sheet\24879-ahtr-speciel.dgn	PLOT SCALE = 5/8" = 1' IN.	DRAWN - ENTRAN	REVISED -			*	1-HBR & 1-2HB-D	WINNEBAGO	216	10	
	PLOT DATE = 8/30/2010	CHECKED - TMH	REVISED -			IL RTE 251 & FOREST HILLS RD	CONTRACT NO. 64B79				
		DATE - 08/30/10	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT				

# TYPICAL SECTIONS SB FOREST HILLS ROAD

**STA 595 + 41.50 TO STA 596 + 20.30 RT**  
**STA 595 + 41.50 TO STA 597 + 18.20 LT**



HOT-MIX MIXTURES APPLICATION RATE: 112 lb/sy/in

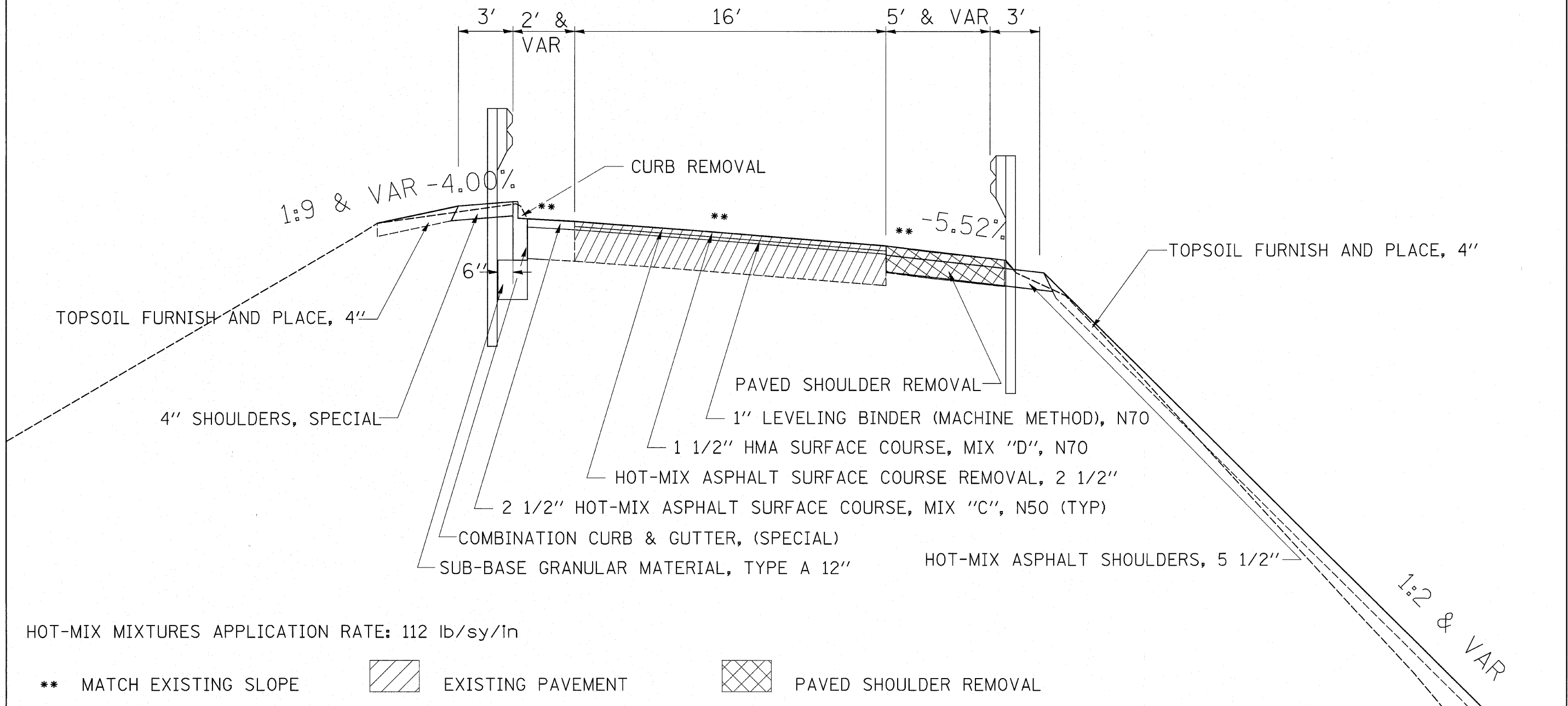
\*\* MATCH EXISTING SLOPE      EXISTING PAVEMENT      PAVED SHOULDER REMOVAL

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\pwork\pwork\goffjl\dms41657\dl4403\typ.dgn		DRAWN -	REVISED -										
	PLOT SCALE = 50,0000 ' / IN.	CHECKED -	REVISED -										
	PLOT DATE = Tue Aug 31 11:50:35 2010	DATE -	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.		
								IL RTE 251 & FOREST HILLS RD	WINNEBAGO	CONTRACT NO. 64B79	216	100	
								FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT				

\* IL RTE 251 & FOREST HILLS RD

# TYPICAL SECTIONS SB FOREST HILLS ROAD

**STA 597+18.20 TO STA 597+91.91 RT**  
**STA 596+20.30 TO STA 597+27.80 LT**



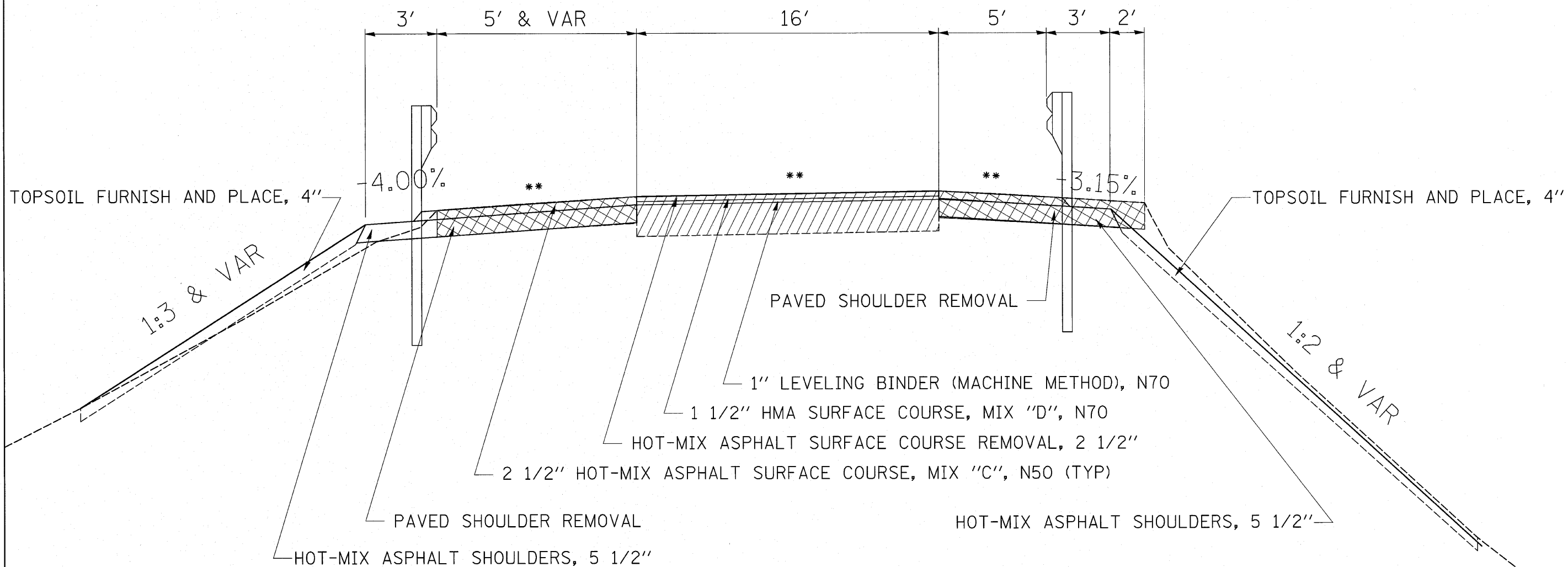
HOT-MIX MIXTURES APPLICATION RATE: 112 lb/sy/in

FILE NAME =	USER NAME = goff jl	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pr\work\pwi\dot\goff jl\dms41657\d14425.txdgn		DRAWN -	REVISED -			•	1-HBR & 1-2HB-D	WINNEBAGO	216	11
PLOT SCALE = 50.0000" / IN.		CHECKED -	REVISED -				IL RTE 251 & FOREST HILLS RD		CONTRACT NO. 64B79	
PLOT DATE = Tue Aug 31 11:50:35 2010		DATE -	REVISED -				FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		
						SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.

• IL RTE 251 & FOREST HILLS RD

# TYPICAL SECTIONS SB FOREST HILLS ROAD

**STA 601+00.00 TO STA 604+28.25 RT**  
**STA 601+53.10 TO STA 602+47.01 LT**



HOT-MIX MIXTURES APPLICATION RATE: 112 lb/sy/in

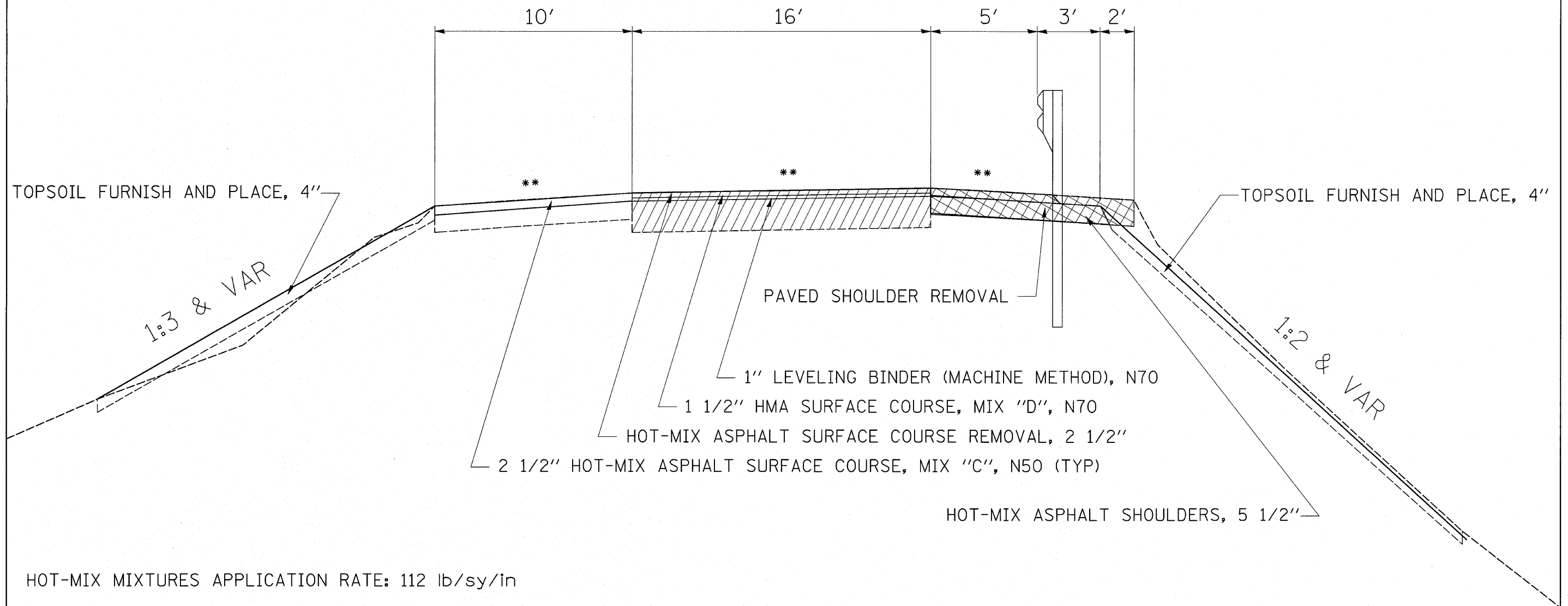
\*\* MATCH EXISTING SLOPE      EXISTING PAVEMENT      PAVED SHOULDER REMOVAL

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr\pwork\pwork\goffjl\dms41657\d14405	goffjl	DRAWN -	REVISED -			*	1-HBR & 1-2HB-D	WINNEBAGO	216	12
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	PLOT DATE = Tue Aug 31 11:50:35 2010	DATE -	REVISED -		SHEET NO.	OF	SHEETS	STA.	TO	STA.

\* IL RTE 251 & FOREST HILLS RD

# TYPICAL SECTIONS SB FOREST HILLS ROAD

STA 602+47.01 TO STA 603+12.25 LT



HOT-MIX MIXTURES APPLICATION RATE: 112 lb/sy/in

\*\* MATCH EXISTING SLOPE       EXISTING PAVEMENT       PAVED SHOULDER REMOVAL

FILE NAME =	USER NAME = goff jl	DESIGNED -	REVISED -
ct\pwwork\pwwdot\goff jl\dms41657\dl4405	typ.dgn	DRAWN -	REVISED -
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	REVISED -
PLOT DATE = Tue Aug 31 11:50:35 2010	DATE -	REVISED -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	1-HBR & 1-2HB-D	WINNEBAGO	216	13
IL RTE 251 & FOREST HILLS RD			CONTRACT NO. 64B79	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

• IL RTE 251 & FOREST HILLS RD

# SCHEDULE OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	LOCATION	OFFSET	REMARKS
20200100	EARTH EXCAVATION	CU YD	FOREST HILLS ROAD		
		141.7	593+50.0 TO 604+25.0 IL 251		
		554	564+55.0 TO 568+56.6		
		216	571+84.0 TO 574+50.0		
		22	597+50.0 TO 599+75.0 SPRING CREEK ROAD		
		1548	15+35.0 TO 25+62.0		
		<b>2481</b>			
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	FOREST HILLS ROAD		
		189	593+50.0 TO 604+25.0 IL 251		
		3732	564+50.0 TO 573+90.0		
		27	597+50.0 TO 599+75.0 SPRING CREEK ROAD		
		1931	15+66.3 TO 23+66.3		
		<b>5880</b>			
25000200	SEEDING, CLASS 2	ACRE	FOREST HILLS ROAD		
		0.25	593+50.0 TO 604+25.0 IL 251		Includes IL 251 for GR
		1.00	564+50.0 TO 573+90.0 SPRING CREEK ROAD		
		0.25	15+66.3 TO 23+66.3		
		<b>1.50</b>			
25100630	EROSION CONTROL BLANKET	SQ YD	FOREST HILLS ROAD		
		290	596+20.4 TO 597+47.2	RT	
		92.5	597+00.0 TO 598+09.0	LT	
		19.5	601+53.2 TO 602+50.0 IL 251	LT	
		3732	564+55.0 TO 573+90.0 SPRING CREEK ROAD		
		1931	15+66.3 TO 23+66.3		
		<b>6065</b>			
25100900	TURF REINFORCEMENT MAT	SQ YD	FOREST HILLS ROAD		
		246	601+00.1 TO 604+28.2	RT	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	FOREST HILLS ROAD		
		125	593+50.0 TO 604+25.0 IL 251		Includes IL 251 for GR
		500	564+50.0 TO 573+90.0 SPRING CREEK ROAD		
		125	15+66.3 TO 23+66.3		
		<b>750</b>			

ITEM NO.	DESCRIPTION	UNIT	LOCATION	OFFSET	REMARKS
28000305	TEMPORARY DITCH CHECKS	FOOT	SPRING CREEK ROAD		
		10	19+26.0	112' LT	
		10	19+62.3	73.7' LT	
		10	20+51.7	66.5' RT	
		<b>30</b>			

ITEM NO.	DESCRIPTION	UNIT	LOCATION	OFFSET	REMARKS
28000400	PERIMETER EROSION BARRIER	FOOT	FOREST HILLS ROAD		SEE EROSION PLANS FOR OFFSETS
		208	596+20.4 TO 597+47.2	RT	
		118	597+00.0 TO 598+09.0	LT	
		340	601+00.1 TO 604+28.2	RT	
		97	601+53.2 TO 602+50.0 IL 251	LT	
		112	564+54.6 TO 565+27.3	LT	
		302	564+55.0 TO 567+56.7	RT	
		281	565+62.6 TO 568+14.1	LT	
		288	567+74.4 TO 570+13.6	RT	
		344	570+26.2 TO 572+79.0	LT	
		248	571+85.0 TO 573+90.0	RT	
		118	572+82.4 TO 573+90.0 SPRING CREEK ROAD	LT	
		223	15+66.3 TO 17+89.2	RT	
		177	17+60.0 TO 19+27.0	LT	
		66	20+64.1 TO 21+06.4	RT	
		84	21+21.8 TO 22+03.7	LT	
		100	21+33.3 TO 22+25.7	RT	
		203	22+14.0 TO 24+08.6	LT	
		<b>2678</b>			

ITEM NO.	DESCRIPTION	UNIT	LOCATION	OFFSET	REMARKS
28000500	INLET AND PIP PROTECTION	EACH	IL 251		
		1	564+47.2	59.7 RT	
		1	566+17.5	69.8 LT	
		1	572+51.7	71.3 LT	
		1	574+09.2	0.9 RT	
			SPRING CREEK ROAD		
		1	15+21.4	177.9 RT	
		1	15+79.0	28.5 RT	
		1	15+93.7	57.9 RT	
		1	16+41.0	37.0 LT	
		1	16+45.6	88.0 LT	
		1	16+91.3	83.8 LT	
		1	17+25.8	187.6 LT	
		1	17+62.5	199.3 LT	
		1	17+80.6	183.9 LT	
		1	18+37.4	43.6 RT	
		1	19+06.7	292.6 LT	
		1	19+25.9	296.5 RT	
		1	19+68.4	44.6 LT	
		1	20+50.1	43.1 LT	
		1	20+53.6	43.1 LT	
		1	20+73.7	186.8 RT	
		1	20+76.3	74.9 RT	
		1	20+91.2	48.8 RT	
		1	20+94.5	50.1 RT	
		1	21+30.6	41.6 RT	
		1	21+84.1	31.2 LT	
		1	21+94.3	94.5 RT	
		1	22+28.0	81.5 LT	
		1	22+70.3	63.3 LT	
		1	22+78.6	47.9 RT	
		1	23+21.6	226.3 LT	
		1	23+32.1	203.6 LT	
		1	23+79.3	129.8 LT	
		1	23+85.7	129.3 LT	
		1	23+88.0	245.5 LT	
		1	24+13.9	42.1 RT	
		<b>35</b>			

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# SCHEDULE OF QUANTITIES

31100910	SUB-BASE GRANULAR MATERIAL, TYPE A, 12 INCH			REMARKS
SQ YD	LOCATION	OFFSET		
	FOREST HILLS ROAD			
8.6	597+18.2 TO 597+84.2	LT		Under C&G Special
17	597+24.4 TO 597+30.4			BR. APPROACH CONNECTOR PAV'T
17	601+25.9 TO 601+31.9			BR. APPROACH CONNECTOR PAV'T
	IL 251			
429	564+55.0 TO 567+83.0	NB		MAINLINE
457	564+55.0 TO 567+45.3	SB		MAINLINE
100	565+42.1 TO 565+59.9	SB		RAMP-SB TO EB
8	567+40.1 TO 567+60.7	NB RT		C&G TM6.12
358	567+66.8 TO 568+56.6	SB		BR. APPROACH CONNECTOR PAV'T
10	567+66.8 TO 568+06.3	SB LT		C&G TM6.12
3	567+68.3 TO 567+68.5	NB		RAMP-EB TO NB
769	567+81.5 TO 569+27.6	NB		BR. APPROACH CONNECTOR PAV'T
34	567+86.2 TO 569+27.6	NB RT		C&G TM6.12
19	571+48.3 TO 572+28.0	SB LT		C&G TM6.12
435	571+48.9 TO 572+32.8	SB		BR. APPROACH CONNECTOR PAV'T
19	572+16.0 TO 572+96.6	NB RT		C&G TM6.12
220	571+84.0 TO 572+32.8	NB		BR. APPROACH CONNECTOR PAV'T
10	572+69.0 TO 572+90.8	SB LT		C&G TM6.12
	SPRING CREEK ROAD			
603	15+90.3 TO 21+06.4	EB		MAINLINE
324	15+90.1 TO 21+13.3	RT		C&G TM6.24
164	16+84.2 TO 23+66.3	LT		C&G TM6.12
357	16+84.0 TO 20+82.0	MEDIAN		CONC MED SURF
164	16+84.6 TO 23+66.3	RT		C&G TM6.12
159	17+67.0 TO 21+74.9	LT		C&G TM6.24
223	17+68.2 TO 21+74.7	WB		MAINLINE
33	18+73.0 TO 20+43.0	PIER 1		CONC MED SURF
29	19+68.5 TO 21+15.0	PIER 3		CONC MED SURF
237	21+24.7 TO 22+65.5	EB		PRESTAGE A
66	21+30.6 TO 21+27.9	RT		C&G TM6.24
414	21+73.2 TO 24+20.7	WB		PRESTAGE A
102	21+77.8 TO 24+08.6	LT		C&G TM6.24
<b>5789</b>				

40600535	LEVELING BINDER (HAND METHOD), N70			REMARKS
TON	LOCATION	OFFSET		
	FOREST HILLS ROAD			
1.03	595+41.5 TO 597+68.0			
0.81	601+26.0 TO 602+12.2			
<b>1.84</b>				

40600635	LEVELING BINDER (MACHINE METHOD), N70			REMARKS
TON	LOCATION	OFFSET		
	FOREST HILLS ROAD			
19.8	595+42.0 TO 597+68.0			
15.4	601+26.0 TO 602+12.2			
<b>35.2</b>				

40600735	POLYMERIZED LEVELING BINDER (HAND METHOD), N70			REMARKS
TON	LOCATION	OFFSET		
	IL 251			
24	564+55.0 TO 573+90.0			
	SPRING CREEK ROAD			
24	15+35.0 TO 25+62.0			
<b>49</b>				

40600837	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70			REMARKS
TON	LOCATION	OFFSET		
	IL 251			
11	559+10.1 TO 564+55.0	NB		MEDIAN
11	559+10.1 TO 564+55.0	SB		MEDIAN
44	559+10.2 TO 567+77.0			PRESTAGE B
80	564+55.0 TO 567+81.5	NB		
82	564+55.0 TO 567+66.8	SB		
25	565+42.1 TO 567+45.3	SB		RAMP-SB TO EB
3	567+57.1 TO 567+86.2	NB		RAMP-EB TO NB
50	572+32.8 TO 573+90.0	SB		
6	572+32.8 TO 572+79.0	SB		RAMP-WB TO SB
55	572+32.8 TO 573+90.0	NB		
36	573+90.0 TO 592+20.3	NB		MEDIAN
36	573+90.0 TO 592+20.3	SB		MEDIAN
45	573+99.8 TO 581+95.5			PRESTAGE B
	SPRING CREEK ROAD			
237	15+20.7 TO 25+62.0	EB		
236	15+38.0 TO 25+62.0	WB		
3	15+89.2 TO 16+89.8	EB		RAMP-SB TO EB
4	21+73.9 TO 22+12.7	WB		RAMP-NB TO WB
4	22+33.6 TO 22+65.5			RAMP-NB TO EB
<b>969</b>				

40600990	TEMPORARY RAMP			REMARKS
SQ YD	LOCATION	OFFSET		
	SPRING CREEK ROAD			
33	564+55.0	NB		
17	567+57.1 TO 567+68.3	NB		
39	567+81.5	NB		
17	567+83.0 TO 567+86.2	NB		
50	572+32.8	NB		
44	573+90.0	NB		
34	564+55.0	SB		
16	565+42.1 TO 565+55.1	SB		
53	567+66.8	SB		
23	572+28.3 TO 572+32.8	SB		
34	572+32.8	SB		
16	572+79.0 TO 572+89.2	SB		
34	573+90.0	SB		
	SPRING CREEK ROAD			
25	15+20.7 TO 15+34.5	EB		
27	15+38.7 TO 15+53.6	WB		
15	15+83.5 TO 15+89.1	EB		
17	16+23.2 TO 16+35.9	WB		
15	17+58.7 TO 17+67.2	WB		
17	21+14.4 TO 21+27.4	EB		
18	22+05.1 TO 22+12.7	WB		
14	22+26.6 TO 22+33.6	EB		
16	24+09.7 TO 24+17.9	WB		
36	25+62.0	EB		
30	25+62.0	WB		
<b>639</b>				

40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50			REMARKS
TON	LOCATION	OFFSET		
	FOREST HILLS ROAD			
32.0	595+41.5 TO 597+30.4	RT		SHOULDER
9.2	595+41.5 TO 595+77.7	LT		SHOULDER
38.6	601+14.6 TO 604+28.2	RT		SHOULDER
22.1	601+56.7 TO 602+12.2	LT		SHOULDER
	IL 251			
57.5	564+55.0 TO 567+83.0	NB		
61.4	564+55.0 TO 567+45.3	SB		
9.6	565+42.1 TO 565+59.9	SB		RAMP-SB TO EB
0.4	567+68.3 TO 567+68.5	NB		RAMP-EB TO NB
6.3	597+46.8 TO 598+74.0	LT		SHOULDER
6.5	598+59.7 TO 599+85.8	RT		SHOULDER
<b>243.6</b>				



# SCHEDULE OF QUANTITIES

40603340 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70			
TON	LOCATION	OFFSET	REMARKS
	FOREST HILLS ROAD		
29.7	595+42.0 TO 597+68.0		
23.2	601+26.0 TO 602+12.2		
<b>52.9</b>			

40603565 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N70			
TON	LOCATION	OFFSET	REMARKS
	IL 251		
16	559+10.1 TO 564+55.0	NB	MEDIAN
16	559+10.1 TO 564+55.0	SB	MEDIAN
66	559+10.2 TO 567+77.0		PRESTAGE B
121	564+55.0 TO 567+81.5	NB	
123	564+55.0 TO 567+66.8	SB	
38	565+42.1 TO 567+45.3	SB	RAMP-SB TO EB
4	567+57.1 TO 567+86.2	NB	RAMP-EB TO NB
75	572+32.8 TO 573+90.0	SB	
9	572+32.8 TO 572+79.0	SB	RAMP-WB TO SB
82	572+32.8 TO 573+90.0	NB	
55	573+90.0 TO 592+20.3	NB	MEDIAN
55	573+90.0 TO 592+20.3	SB	MEDIAN
67	572+33.0 TO 582+14.0		PRESTAGE B
	SPRING CREEK ROAD		
356	15+20.7 TO 25+62.0	EB	
354	15+38.0 TO 25+62.0	WB	
5	15+89.2 TO 16+89.8	EB	RAMP-SB TO EB
7	21+73.9 TO 22+12.7	WB	RAMP-NB TO WB
6	22+33.6 TO 22+65.5		RAMP-NB TO EB
<b>1453</b>			

42001420 BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)			
SQ YD	LOCATION	OFFSET	REMARKS
	FOREST HILLS ROAD		
17	597+24.4 TO 597+30.4		STA FROM RT EOP
17	601+25.9 TO 601+31.9		STA FROM RT EOP
	IL 251		
358	567+66.8 TO 568+56.6	SB	
769	567+81.5 TO 569+27.6	NB	
435	571+48.9 TO 572+32.8	SB	
220	571+84.0 TO 572+32.8	NB	
<b>1816</b>			

42400200 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH			
SQ FT	LOCATION	OFFSET	REMARKS
	SPRING CREEK ROAD		
4919	15+90.3 TO 21+06.4		
2011	17+68.2 TO 21+74.7		
<b>6930</b>			

42400800 DETECTABLE WARNINGS			
SQ FT	LOCATION	OFFSET	REMARKS
	SPRING CREEK ROAD		
70	15+90.3 TO 16+23.6		
10	17+68.2 TO 17+72.8		
<b>80</b>			

44000100 PAVEMENT REMOVAL			
SQ YD	LOCATION	OFFSET	REMARKS
	FOREST HILLS ROAD		
27	597+24.4 TO 597+40.4		
27	601+15.9 TO 601+31.9		
	IL 251		
98	567+66.8 TO 567+81.5		SOUTHBOUND
28	567+81.5 TO 567+86.4		NORTHBOUND
522	567+86.4 TO 568+59.5		NORTHBOUND
512	571+52.5 TO 572+28.0		SOUTHBOUND
292	571+90.2 TO 572+32.8		NORTHBOUND
28	572+28.0 TO 572+32.8		SOUTHBOUND
<b>1535</b>			

44000159 HOT-MIX ASPHALT SURFACE REMOVAL 2 1/2"			
SQ YD	LOCATION	OFFSET	REMARKS
	FOREST HILLS ROAD		
87	595+41.5 TO 596+20.3	RT	SHOULDER
353	595+42.0 TO 597+62.0		MAINLINE
66	595+42.0 TO 597+77.7	LT	SHOULDER
276	601+31.9 TO 602+12.2		MAINLINE
74	601+56.7 TO 602+12.2	LT	SHOULDER
	IL 251		
545	559+10.0 TO 564+55.0		
1830	573+90.0 TO 592+20.3		
1362	564+55.0 TO 567+81.5	NB	
62	567+55.7 TO 567+83.6	NB	RAMP-EB TO NB
969	572+32.8 TO 573+90.0	NB	
1399	564+55.0 TO 567+66.8	SB	
938	572+28.0 TO 573+90.0	SB	
377	565+35.9 TO 567+40.8	SB	RAMP-SB TO EB
23	572+67.3 TO 572+79.0	SB	RAMP-WB TO SB
	SPRING CREEK RD		
4431	15+20.7 TO 25+62.0	EB	
72	22+26.6 TO 22+62.4	EB	RAMP-NB TO EB
53	15+83.5 TO 16+13.3	EB	RAMP-SB TO EB
4375	15+38.7 TO 25+62.0	WB	
89	21+76.1 TO 22+13.7	WB	RAMP-NB TO WB
<b>17382</b>			

44000300 CURB REMOVAL			
EQOT	LOCATION	OFFSET	REMARKS
	FOREST HILLS ROAD		
60.5	597+18.2 TO 597+78.7	LT	
56.2	603+74.5 TO 604+28.2	RT	
<b>116.7</b>			

44000500 COMBINATION CURB AND GUTTER REMOVAL			
EQOT	LOCATION	OFFSET	REMARKS
	IL 251		
34.4	567+40.4 TO 567+55.7	RT	NORTHBOUND
21.0	567+66.8 TO 567+87.8	LT	SOUTHBOUND
160.8	567+86.4 TO 569+47.2	RT	NORTHBOUND
133.2	570+95.1 TO 572+28.0	LT	SOUTHBOUND
119.2	571+71.7 TO 572+90.9	RT	NORTHBOUND
30.0	572+69.1 TO 572+82.0	LT	SOUTHBOUND
	SPRING CREEK ROAD		
532.7	15+90.1 TO 21+12.9	RT	EASTBOUND
682.0	16+84.3 TO 23+66.3	RT	EB MEDIAN
682.1	16+84.2 TO 23+66.3	LT	WB MEDIAN
701.7	17+67.8 TO 24+12.1	LT	WESTBOUND
184.0	21+28.7 TO 22+62.4	RT	EASTBOUND
<b>3281</b>			

F.A.P. 303 & F.A.U. 5146

# SCHEDULE OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	LOCATION	OFFSET	REMARKS
44000600	SIDEWALK REMOVAL	SQ. FT.	SPRING CREEK ROAD		
		2674.2	15+87.4 TO 21+00.2	RT	
		1992.0	17+71.9 TO 21+72.8	LT	
		<b>4666</b>			
44001980	CONCRETE BARRIER REMOVAL	SQ. FT.	IL 251		
		974	559+04.6 TO 568+78.2		
		1814	571+33.9 TO 589+48.1		
		<b>2788</b>			
44003100	MEDIAN REMOVAL	SQ. FT.	SPRING CREEK ROAD		
		3211	16+84.0 TO 20+80.9	MEDIAN	
		298	18+73.0 TO 20+43.0		PIER 1
		264	19+68.5 TO 21+15.0		PIER 3
		<b>3773</b>			
44004250	PAVED SHOULDER REMOVAL	SQ. YD.	FOREST HILLS ROAD		
		113.3	596+20.3 TO 597+27.8	RT	
		307.8	601+00.0 TO 604+28.2	RT	
		91.0	601+67.8 TO 602+47.0	LT	
			IL 251		
		369.4	564+55.0 TO 567+81.5	NB	INCLUDES RAMP
		458.1	564+55.0 TO 567+59.3	SB	INCLUDES RAMP
		<b>1339.6</b>			
442001200	PAVEMENT FABRIC	SQ. YD.			
		496			TO BE USED IF NEEDED
44200970	CLASS B PATCHES, TY II, 10 INCH	SQ. YD.			
		248			TO BE USED IF NEEDED
44200974	CLASS B PATCHES, TY III, 10 INCH	SQ. YD.			
		496			TO BE USED IF NEEDED
44200976	CLASS B PATCHES, TY IV, 10 INCH	SQ. YD.			
		496			TO BE USED IF NEEDED
44201299	DOWEL BARS 1 1/2"	EACH			
		600			TO BE USED IF NEEDED
44213204	TIE BARS 3/4"	EACH			
		150			TO BE USED IF NEEDED

ITEM NO.	DESCRIPTION	UNIT	LOCATION	OFFSET	REMARKS
48203019	HOT-MIX ASPHALT SHOULDERS, 5 1/2"	SQ. YD.	FOREST HILLS ROAD		
		142.2	596+20.3 TO 597+30.4	RT	
		275.3	601+00.0 TO 604+28.2	RT	
		84.1	601+53.0 TO 602+47.0	LT	
			IL 251		
		404.3	564+55.0 TO 567+83.0	NB	
		445.7	564+55.0 TO 567+45.3	SB	
		68.6	565+42.1 TO 565+59.9	SB	RAMP-SB TO EB
		2.9	567+68.3 TO 567+68.5	NB	RAMP-EB TO NB
		45.2	597+46.8 TO 598+74.0	LT	
		46.7	598+59.7 TO 599+85.8	RT	
		<b>1514.9</b>			
60200705	CATCH BASINS, TYPE A, 4' - DIAMETER, TYPE 6 FRAME AND GRATE	EACH	SPRING CREEK ROAD		
		1	20+50.0	43 LT	
		1	20+54.0	43 LT	
		<b>2</b>			
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	SPRING CREEK ROAD		
		1	19+22.0	3.5 LT	
		1	20+06.0	3.0 LT	
		1	20+91.0	2.5 LT	
		<b>3</b>			
60250400	CATCH BASINS TO BE ADJUSTED WITH NEW, TYPE 1 FRAME AND GRATE, OPEN LID	EACH	SPRING CREEK ROAD		
		1	21+30.5	41.7' RT	
		1	21+83.8	31.4' LT	
		1	22+63.2	40.6' RT	
		<b>3</b>			
60255500	MANHOLES TO BE ADJUSTED	EACH	SPRING CREEK ROAD		
		1	16+67.0	11.8 RT	
		1	18+00.9	49.6 RT	
		1	18+03.8	35.6 LT	
		1	18+42.9	47.9 RT	
		1	19+84.3	35.9 LT	
		1	20+52.7	36.0 LT	
		1	20+93.7	35.8 LT	
		1	22+65.8	24.5 LT	
		1	22+66.0	14.6 RT	
		1	22+97.5	10.9 LT	
		1	23+28.9	14.0 RT	
		1	24+14.1	47.6 LT	
		1	24+93.7	35.5 RT	
		<b>13</b>			
60251000	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 6, FRAME AND GRATE	EACH	SPRING CREEK ROAD		
		1	15+79.1	29.2 RT	
		1	16+41.2	37.2 LT	
		1	18+37.5	43.7 RT	
		1	20+76.6	75.0 RT	
		1	20+91.1	48.4 RT	
		1	20+94.4	50.0 RT	
		1	21+30.5	41.7 RT	
		1	21+83.8	30.4 LT	
		1	22+78.6	47.9 RT	
		1	24+13.9	42.1 RT	
		<b>10</b>			
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH			
		1			REMARKS TO BE USED IF NEEDED
60257900	MANHOLES TO BE RECONSTRUCTED	EACH			
		1			REMARKS TO BE USED IF NEEDED

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# SCHEDULE OF QUANTITIES

60500040 REMOVING MANHOLES			
EACH	LOCATION	OFFSET	REMARKS
1	19+22.0	3.5 LT	
1	20+06.4	3.3 LT	
1	20+90.7	2.6 LT	
<b>3</b>			

60500080 REMOVING CATCH BASINS TO MAINTAIN FLOW			
EACH	LOCATION	OFFSET	REMARKS
1	20+50.0	43 LT	
1	20+54.0	43 LT	
<b>2</b>			

60609200 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12			
FOOT	LOCATION	OFFSET	REMARKS
IL 251			
32	567+40.1 TO 567+60.7	RT	NORTHBOUND
40	567+66.8 TO 568+06.3	LT	SOUTHBOUND
141	567+86.2 TO 569+27.6	RT	NORTHBOUND
80	571+48.3 TO 572+28.0	LT	SOUTHBOUND
81	572+16.0 TO 572+96.6	RT	NORTHBOUND
41	572+69.0 TO 572+90.8	LT	SOUTHBOUND
SPRING CREEK ROAD			
682	16+84.6 TO 23+66.3	RT	EB MEDIAN
682	16+84.2 TO 23+66.3	LT	WB MEDIAN
<b>1779</b>			

60610400 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24			
FOOT	LOCATION	OFFSET	REMARKS
SPRING CREEK ROAD			
733	15+90.1 TO 21+13.3	RT	
452	17+67.0 TO 21+74.9	LT	
187	21+30.6 TO 21+27.9	RT	
289	21+77.8 TO 24+08.6	LT	
<b>1660</b>			

60618300 CONCRETE MEDIAN SURFACE, 4 INCH			
SQ FT	LOCATION	OFFSET	REMARKS
SPRING CREEK ROAD			
SPRING CREEK ROAD			
3211	16+84.0 TO 20+80.9	MEDIAN	
298	18+73.0 TO 20+43.0		PIER 1
264	19+68.5 TO 21+15.0		PIER 3
<b>3773</b>			

60611600 COMBINATION CURB AND GUTTER, (SPECIAL)			
FOOT	LOCATION	OFFSET	REMARKS
FOREST HILLS ROAD			
66	597+18.2 TO 597+84.2	LT	

63000001 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT, POSTS			
FOOT	LOCATION	OFFSET	REMARKS
FOREST HILLS ROAD			
225	595+52.3 TO 597+77.3	LT	
75.0	596+42.2 TO 597+17.2	RT	
187.5	601+43.9 TO 603+31.4	RT	
IL 251			
37.5	572+40.7 TO 572+75.5	RT	
<b>525.0</b>			

63000015 STEEL PLATE BEAM GUARDRAIL, TYPE D			
FOOT	LOCATION	OFFSET	REMARKS
FOREST HILLS ROAD			
175	593+77.8 TO 595+52.3	LT	

63100045 TRAFFIC BARRIER TERMINAL, TYPE 2			
EACH	LOCATION	OFFSET	REMARKS
FOREST HILLS ROAD			
1	596+29.7 TO 596+42.2	RT	
IL 251			
1	567+45.0	LT	
1	572+87.0	RT	
<b>3</b>			

63100070 TRAFFIC BARRIER TERMINAL, TYPE 5			
EACH	LOCATION	OFFSET	REMARKS
IL 251			
1	568+03.0	LT	
1	571+98.0	RT	
FOREST HILLS ROAD			
1	597+77.3 TO 597+92.0	LT	
1	597+17.2 TO 597+31.9	RT	
<b>4</b>			

63100085 TRAFFIC BARRIER TERMINAL, TYPE 6			
EACH	LOCATION	OFFSET	REMARKS
FOREST HILLS ROAD			
1	601+00.1 TO 601+43.9	RT	
1	601+53.3 TO 601+97.1	LT	
IL 251			
1	569+41.5	RT	
1	571+26.5	LT	
1	598+31.0 TO 598+74.8	LT	
1	599+42.1 TO 599+85.8	RT	
<b>6</b>			

63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL), TANGENT			
EACH	LOCATION	OFFSET	REMARKS
FOREST HILLS ROAD			
1	601+43.9 TO 602+47.1	LT	
1	603+31.4 TO 603+81.4	RT	
IL 251			
1	568+51.0	RT	
1	572+29.0	LT	
1	597+81.0 TO 598+31.0	LT	
1	598+92.1 TO 599+42.1	RT	
<b>6</b>			

63200310 GUARDRAIL REMOVAL			
FOOT	LOCATION	OFFSET	REMARKS
FOREST HILLS ROAD			
581	593+45.0 TO 597+98.0	LT	
100	595+38.1 TO 596+38.1	RT	
275	600+77.1 TO 603+72.1	RT	
100	601+47.2 TO 602+47.2	LT	
IL 251			
104	568+43.4 TO 569+47.2	RT	
120	570+95.1 TO 572+14.9	LT	
99	571+80.6 TO 572+80.0	RT	
<b>1380</b>			

63500105 DELINEATORS			
EACH	LOCATION	OFFSET	REMARKS
FOREST HILLS ROAD			
1	602+47.1	LT	
1	603+81.4	RT	
IL 251			
1	568+20.0	568+20.0	RT
1	572+54.0	572+54.0	LT
1	597+81.0		LT
1	598+92.1		RT
<b>6</b>			

# SCHEDULE OF QUANTITIES

63700275	CONCRETE BARRIER, DOUBLE FACE, 42 INCH			REMARKS
FOOT	LOCATION	OFFSET		
	IL 251			
990	559+00.0 TO 568+89.5			
1797	571+53.3 TO 589+50.0			
<b>2786</b>				

63801205	TEMPORARY MODULAR GLARE SCREEN			REMARKS
FOOT	LOCATION	OFFSET		
	IL 251			
900	559+00.0 TO 568+00.0			STAGE 1
412	578+00.0 TO 582+12.0			STAGE 1
600	559+00.0 TO 565+00.0			STAGE 2
813	574+00.0 TO 582+12.0			STAGE 2
<b>2725</b>				

66700095	PERMANENT SURVEY MARKERS			REMARKS
EACH	LOCATION	OFFSET		
2	SPRING CREEK ROAD			CONTACT SURVEY
2	FOREST HILLS ROAD			DEPARTMENT
<b>4</b>				

70300100	SHORT TERM PAVEMENT MARKING			REMARKS
FOOT	LOCATION	OFFSET		
	IL 251			
600	564+55.0 TO 573+90.0			
	SPRING CREEK ROAD			
100	15+25.0 TO 25+50.0			
<b>700</b>				

70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS			REMARKS
SQ FT	LOCATION	OFFSET		
	SPRING CREEK ROAD			
	STAGE 1A			
54	18+50.0			RAILROAD "X"
4	18+50.0			RAIROAD "R"
4	18+50.0			RAIROAD "R"
54	18+50.0			RAILROAD "X"
4	18+50.0			RAIROAD "R"
4	18+50.0			RAIROAD "R"
	STAGE 1B			
54	18+50.0			RAILROAD "X"
4	18+50.0			RAIROAD "R"
4	18+50.0			RAIROAD "R"
	STAGE 2B			
54	18+50.0			RAILROAD "X"
4	18+50.0			RAIROAD "R"
4	18+50.0			RAIROAD "R"
<b>245</b>				

70300220	TEMPORARY PAVEMENT MARKING - LINE 4"				REMARKS
FOOT	LOCATION	OFFSET			
	STAGE 1				
	IL 251				
3326	551+90.0 TO 584+66.7	NB			YELLOW
6162	559+53.8 TO 584+66.7	NB			WHITE
2727	561+33.5 TO 584+66.7	SB			YELLOW
5338	561+33.5 TO 588+23.3	SB			WHITE
	STAGE 1A				
	SPRING CREEK ROAD				
950	16+12.3 TO 25+61.7	RT			YELLOW
951	16+11.5 TO 25+61.7	LT			YELLOW
1504	16+12.6 TO 25+61.7	RT			WHITE
1399	16+11.5 TO 25+61.7	LT			WHITE
	STAGE 1B				
	SPRING CREEK ROAD				
771	15+94.8 TO 23+66.1	RT			YELLOW
1210	15+95.8 TO 23+67.1	RT			WHITE
748	16+18.1 TO 23+66.1	LT			YELLOW
1172	16+18.1 TO 23+66.1	LT			WHITE
	STAGE 2				
	IL 251				
2715	557+18.8 TO 584+55.0	NB			YELLOW
6913	557+18.8 TO 584+55.0	NB			WHITE
2690	558+37.9 TO 583+69.4	SB			YELLOW
6132	558+37.9 TO 585+88.5	SB			WHITE
	STAGE 2B				
	SPRING CREEK ROAD				
950	16+12.3 TO 25+61.7	RT			YELLOW
951	16+11.5 TO 25+61.7	LT			YELLOW
1504	16+12.6 TO 25+61.7	RT			WHITE
1363	16+11.5 TO 25+61.7	LT			WHITE
	STAGE 3				
	IL 251				
4128	553+35.0 TO 589+51.8	NB			YELLOW
3822	553+35.0 TO 589+50.5	NB			WHITE
4280	558+75.0 TO 590+78.7	SB			YELLOW
4874	560+39.8 TO 590+66.8	SB			WHITE
<b>66580</b>					

70300280	TEMPORARY PAVEMENT MARKING - LINE 24"				REMARKS
FOOT	LOCATION	OFFSET			
	STAGE 1A				
	SPRING CREEK ROAD				
16	15+78.6 TO 15+84.7				
12	18+24.8				
12	18+74.6				
17	22+03.4 TO 22+11.0				
15	22+28.8 TO 22+35.4				
	STAGE 1B				
	SPRING CREEK ROAD				
23	18+24.0				
23	18+77.2				
14	21+85.4 TO 21+92.6				
	STAGE 2B				
	SPRING CREEK ROAD				
12	18+24.0				
12	18+74.6				
17	22+03.0 TO 22+11.0				
<b>172</b>					

# SCHEDULE OF QUANTITIES

70400100 TEMPORARY CONCRETE BARRIER			
FOOT	LOCATION	OFFSET	REMARKS
STAGE 1			
IL 251			
2313	559+04.8 TO 582+12.5	RT	
728	565+79.0 TO 572+99.8	LT	
164	582+12.5 TO 574+65.7	LT	
SPRING CREEK ROAD			
439	18+22.4 TO 22+61.7	RT	
530	18+21.8 TO 23+51.7	LT	
STAGE 2			
IL 251			
1537	564+41.0 TO 580+00.0	LT	
STAGE 3			
IL 251			
2319	558+75.0 TO 581+99.3	LT	
IL 251 UNDER FORESTHILLS ROAD			
250	597+31.2 TO 599+75.4	RT	
8282			

70400200 RELOCATE TEMPORARY CONCRETE BARRIER			
FOOT	LOCATION	OFFSET	REMARKS
STAGE 1B			
SPRING CREEK ROAD			
484	17+15.8 TO 22+00.0	RT	
405	17+68.7 TO 21+71.5	LT	
STAGE 2			
IL 251			
409	560+27.2 TO 564+35.8	RT	
335	565+45.1 TO 568+79.2	LT	
160	571+40.0 TO 573+00.0	RT	
349	580+00.0 TO 583+48.6	LT	
STAGE 2B			
SPRING CREEK ROAD			
439	18+22.4 TO 22+61.7	RT	
530	18+21.8 TO 23+51.7	LT	
STAGE 3			
IL 251			
3215	557+39.0 TO 589+51.8	RT	
906	581+99.3 TO 592+20.3	LT	
IL 251 UNDER FORESTHILLS ROAD			
250	597+50.9 TO 599+96.2	RT	
7482			

78008200 POLYUREA PAVEMENT MARKING TYPE 1 - LETTERS AND SYMBOLS			
SQ FT	LOCATION	OFFSET	REMARKS
SPRING CREEK ROAD			
122	18+50.0	LT	Railroad 4-R's 2-X's

78008210 POLYUREA PAVEMENT MARKING TYPE 1 - LINE 4"			
FOOT	LOCATION	OFFSET	REMARKS
FOREST HILLS ROAD			
771	595+41.5 TO 603+12.3	RT	Yellow
771	595+41.5 TO 603+12.3	LT	White
IL 251			
2094	548+90.0 TO 590+78.7	RT	Skip Dash - 3 Lanes
8412	548+90.0 TO 590+78.7	LT & RT	Solid Yellow - Includes ramps
2094	548+90.0 TO 590+78.7	LT	Skip Dash - 3 Lanes
1199	563+26.5 TO 575+25.0	RT	Solid White - Includes ramps
2904	563+26.5 TO 590+78.7	LT	Solid White - Includes ramps
72	568+15.0 TO 571+03.0	LT	Skip Dash - Aux Lane
112	569+43.6 TO 573+90.0	RT	Skip Dash - Aux Lane
SPRING CREEK ROAD			
1048	15+13.0 TO 25+61.0	RT	Solid White - Includes ramps
261	15+20.0 TO 25+62.0	RT	Skip Dash - 2 Lanes
2234	15+35.0 TO 25+62.0	RT	Solid Yellow - Includes ramps
1019	15+43.0 TO 25+62.0	LT & RT	Solid White - Includes ramps
250	15+64.0 TO 25+62.0	LT	Skip Dash - 2 Lanes
91	16+82.0 TO 20+47.0	RT	Skip Dash - Aux Lane
68	18+36.0 TO 21+06.0	LT	Skip Dash - Aux Lane
23399			

78008240 POLYUREA PAVEMENT MARKING TYPE 1 - LINE 8"			
FOOT	LOCATION	OFFSET	REMARKS
IL 251			
793	559+30.0 TO 563+26.5	RT	Solid White - Includes ramps
461	560+54.4 TO 562+85.0	LT	Solid White - Includes ramps
439	565+93.0 TO 568+20.0	LT	Solid White - Includes ramps
262	567+57.0 TO 569+30.0	RT	Solid White - Includes ramps
351	571+07.0 TO 572+82.0	LT	Solid White - Includes ramps
288	573+90.0 TO 575+28.0	RT	Solid White - Includes ramps
SPRING CREEK ROAD			
178	15+85.0 TO 16+85.0	RT	Solid White - Includes ramps
389	16+10.0 TO 18+36.0	LT	Solid White - Includes ramps
439	20+47.0 TO 23+36.0	RT	Solid White - Includes ramps
156	21+06.0 TO 21+84.0	LT	Solid White - Includes ramps
100	24+00.0 TO 24+50.0	LT	Solid White - Includes ramps
3856			

78008250 POLYUREA PAVEMENT MARKING TYPE 1 - LINE 12"			
FOOT	LOCATION	OFFSET	REMARKS
SPRING CREEK ROAD			
61	16+10.0 TO 18+36.0	LT	Yellow Diag - 30' Centers
52	20+47.0 TO 23+36.0	RT	Yellow Diag - 30' Centers
113			

78008270 POLYUREA PAVEMENT MARKING TYPE 1 - LINE 24"			
FOOT	LOCATION	OFFSET	REMARKS
SPRING CREEK ROAD			
24	14+81.0	RT	Stop Bar
24	15+63.0	LT	Stop Bar
16	16+25.0	LT	Stop Bar - Ramp
24	18+25.0	LT	Stop Bar
24	18+75.0	LT	Stop Bar
112			

78100100 RAISED REFLECTIVE PAVEMENT MARKER			
EACH	LOCATION	OFFSET	REMARKS
IL 251			
213	548+90.0 TO 590+78.7	T & RT -M	80' O.C. One-way Crystal
42	559+30.0 TO 563+26.5	RT-Ramp	20' O.C. One-way Crystal
25	560+54.4 TO 562+85.0	LT-Ramp	20' O.C. One-way Crystal
19	565+54.0 TO 568+08.0	LT-Ramp	20' O.C. One-way Crystal
2	565+54.0 TO 565+93.0	LT-Ramp	40' O.C. One-way Amber
13	565+93.0 TO 568+20.0	LT-Ramp	40' O.C. One-way Crystal
10	567+68.3 TO 569+43.5	RT-Ramp	20' O.C. One-way Crystal
10	571+03.0 TO 572+79.0	LT-Ramp	20' O.C. One-way Crystal
8	573+90.0 TO 575+28.0	RT-Ramp	20' O.C. One-way Crystal
9	573+90.0 TO 575+28.0	RT-Ramp	40' O.C. One-way Crystal
SPRING CREEK ROAD			
28	15+35.0 TO 25+62.0	T & RT -M	80' O.C. One-way Crystal
8	15+35.0 TO 16+85.0	RT-Ramp	20' O.C. One-way Crystal
8	15+64.0 TO 16+93.0	LT-Ramp	20' O.C. One-way Crystal
5	20+47.0 TO 21+30.0	RT-Ramp	20' O.C. One-way Crystal
14	20+47.0 TO 23+36.0	RT-Ramp	40' O.C. One-way Crystal
7	21+06.0 TO 22+30.0	LT-Ramp	20' O.C. One-way Crystal
11	23+61.0 TO 25+62.0	LT-Ramp	20' O.C. One-way Crystal
4	23+61.0 TO 24+00.0	LT-Ramp	40' O.C. One-way Amber
4	24+00.0 TO 24+50.0	LT-Ramp	40' O.C. One-way Crystal
440			

# SCHEDULE OF QUANTITIES

78200410 GUARDRAIL MARKERS, TYPE A				
EACH	LOCATION	OFFSET	REMARKS	
FOREST HILLS ROAD				
6	593+52.3 TO 597+92.0	LT	80' O.C. CRYSTAL	
4	596+29.7 TO 597+31.9	RT	Min. 4 AMBER	
5	601+00.1 TO 603+81.4	RT	80' O.C. CRYSTAL	
4	601+97.1 TO 602+47.1	LT	Min. 4 AMBER	
IL 251				
4	567+45.0 TO 568+03.0	LT	Min. 4 CRYSTAL	
4	568+51.0 TO 569+41.5	RT	Min. 4 CRYSTAL	
4	571+26.5 TO 572+29.0	LT	Min. 4 CRYSTAL	
4	571+98.0 TO 572+87.0	RT	Min. 4 CRYSTAL	
4	597+81.0 TO 598+74.7	LT	Min. 4 CRYSTAL	
4	598+92.2 TO 599+85.8	RT	Min. 4 CRYSTAL	
<b>23</b>				

78200520 BARRIER WALL MARKERS, TYPE B				
EACH	LOCATION	OFFSET	REMARKS	
FOREST HILLS ROAD				
12	596+29.7 TO 601+00.1	RT	Quantities for Top and Side	
10	597+92.0 TO 601+97.1	LT	80' O.C. CRYSTAL - PARAPET	
IL 251				
19	559+10.1 TO 564+34.8	MEDIAN	100' O.C. AMBER - BARRIER WALL	
54	564+34.8 TO 577+83.2	MEDIAN	80' O.C. AMBER - BARRIER WALL	
8	568+02.9 TO 571+26.5	LT	80' O.C. CRYSTAL - PARAPET	
6	569+41.5 TO 571+98.3	RT	85' O.C. CRYSTAL - PARAPET	
14	577+83.2 TO 582+48.9	MEDIAN	125' O.C. AMBER - BARRIER WALL	
15	582+48.9 TO 589+50.0	MEDIAN	175' O.C. AMBER - BARRIER WALL	
<b>138</b>				

78201000 TERMINAL MARKER - DIRECT APPLIED				
EACH	LOCATION	OFFSET	REMARKS	
FOREST HILLS ROAD				
1	602+47.1	LT		
1	603+81.4	RT		
IL 251				
1	568+51.0	LT		
1	572+29.0	RT		
1	602+47.0	LT		
1	603+81.0	RT		
<b>6</b>				

78300100 PAVEMENT MARKING REMOVAL				
SQ FT	LOCATION	OFFSET	REMARKS	
STAGE 1				
IL 251				
1977	551+90.0 TO 588+22.1			
STAGE 1A				
SPRING CREEK ROAD				
726	16+11.5 TO 25+61.7			
STAGE 2				
IL 251				
649	548+73.9 TO 581+72.5			
STAGE 1B				
SPRING CREEK ROAD				
481	15+94.7 TO 23+66.1			
STAGE 3				
IL 251				
301	584+66.7 TO 590+78.7			
<b>4648</b>				

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL				
EACH	LOCATION	OFFSET	REMARKS	
IL 251				
188	548+69.8 TO 584+66.7	RT		
140	558+37.9 TO 590+78.7	LT		
SPRING CREEK ROAD				
40	16+12.4 TO 25+61.7	RT		
32	16+12.4 TO 25+61.7	LT		
<b>400</b>				

Z0004552 APPROACH SLAB REMOVAL				
SQ YD	LOCATION	OFFSET	REMARKS	
FOREST HILLS ROAD				
55	597+40.4 TO 597+60.4			
55	600+95.3 TO 601+15.3			
IL 251				
410	567+81.5 TO 568+81.6	SB		
386	568+59.5 TO 569+47.2	NB		
239	570+95.1 TO 571+52.5	SB		
257	571+35.9 TO 571+90.2	NB		
<b>1402</b>				

Z0028415 GEOTECHNICAL REINFORCEMENT				
SQ YD	LOCATION	OFFSET	REMARKS	
IL 251				
IL 251				
411.9	564+55.0 TO 567+83.0	NB		
445.5	564+55.0 TO 567+45.3	SB		
68.6	565+42.1 TO 565+59.9	SB	RAMP-SB TO EB	
2.5	567+68.3 TO 567+68.5	NB	RAMP-EB TO NB	
<b>928.5</b>				

Z0029999 IMPACT ATTENUATOR REMOVAL				
EACH	LOCATION	OFFSET	REMARKS	
IL 251				
1	559+04.6	RT		
<b>1</b>				

Z0030070 IMPACT ATTENUATORS (SEVERE USE, NARROW), TEST LEVEL 3				
EACH	LOCATION	OFFSET	REMARKS	
IL 251				
1	559+04.8	MEDIAN		
1	589+50.0	MEDIAN		
<b>2</b>				

Z0030250 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3				
EACH	LOCATION	OFFSET	REMARKS	
STAGE 1				
IL 251				
1	574+65.7	18' LT		
STAGE 1A				
SPRING CREEK ROAD				
1	18+22.4	10.8' RT		
1	23+36.8	44.6' LT		
1	23+51.7	11.2' LT		
IL 251 UNDER FORESTHILLS ROAD				
1	580+00.0	0.0' LT		
<b>5</b>				

# SCHEDULE OF QUANTITIES

**Z0030255 IMPACT ATTENUATORS, TEMPORARY, (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2**

EACH	LOCATION	OFFSET	REMARKS
1	SPRING CREEK ROAD 21+71.5	48.4 LT	

**Z0030280 IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3**

EACH	LOCATION	OFFSET	REMARKS
1	STAGE 1 IL 251 559+04.8		

**Z0030130 IMPACT ATTENUATORS, RELOCATE (PARTIALLY-REDIRECTIVE), TEST LEVEL 3**

EACH	LOCATION	OFFSET	REMARKS
1	593+46.3 to 593+77.8	LT	ONLY A BREAKMASTER 350 OR CAT 350 MAY BE USED

**Z0030350 IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3**

EACH	LOCATION	OFFSET	REMARKS
1	STAGE 1B SPRING CREEK ROAD 17+15.8	32.7 RT	
1	STAGE 2 IL 251 565+45.1	16.4 RT	
1	STAGE 2B SPRING CREEK ROAD 18+22.4	10.8 RT	
1	21+71.5	11.2 LT	
1	STAGE 3 IL 251 557+40.0	5.9 RT	
1	592+20.3	MEDIAN	
1	IL 251 UNDER FORESTHILLS ROAD 597+50.9	1.94' RT	
<b>7</b>			

**Z0062456 TEMPORARY PAVEMENT**

SQ YD	LOCATION	OFFSET	REMARKS
232	PRESTAGE A SPRING CREEK ROAD 21+24.7 TO 22+65.5	RT	
406	21+73.2 TO 24+20.7	LT	
131	STAGE 1 IL 251 572+67.6 TO 574+71.8	LT	
<b>769</b>			

**X0964700 SHOULDERS, SPECIAL**

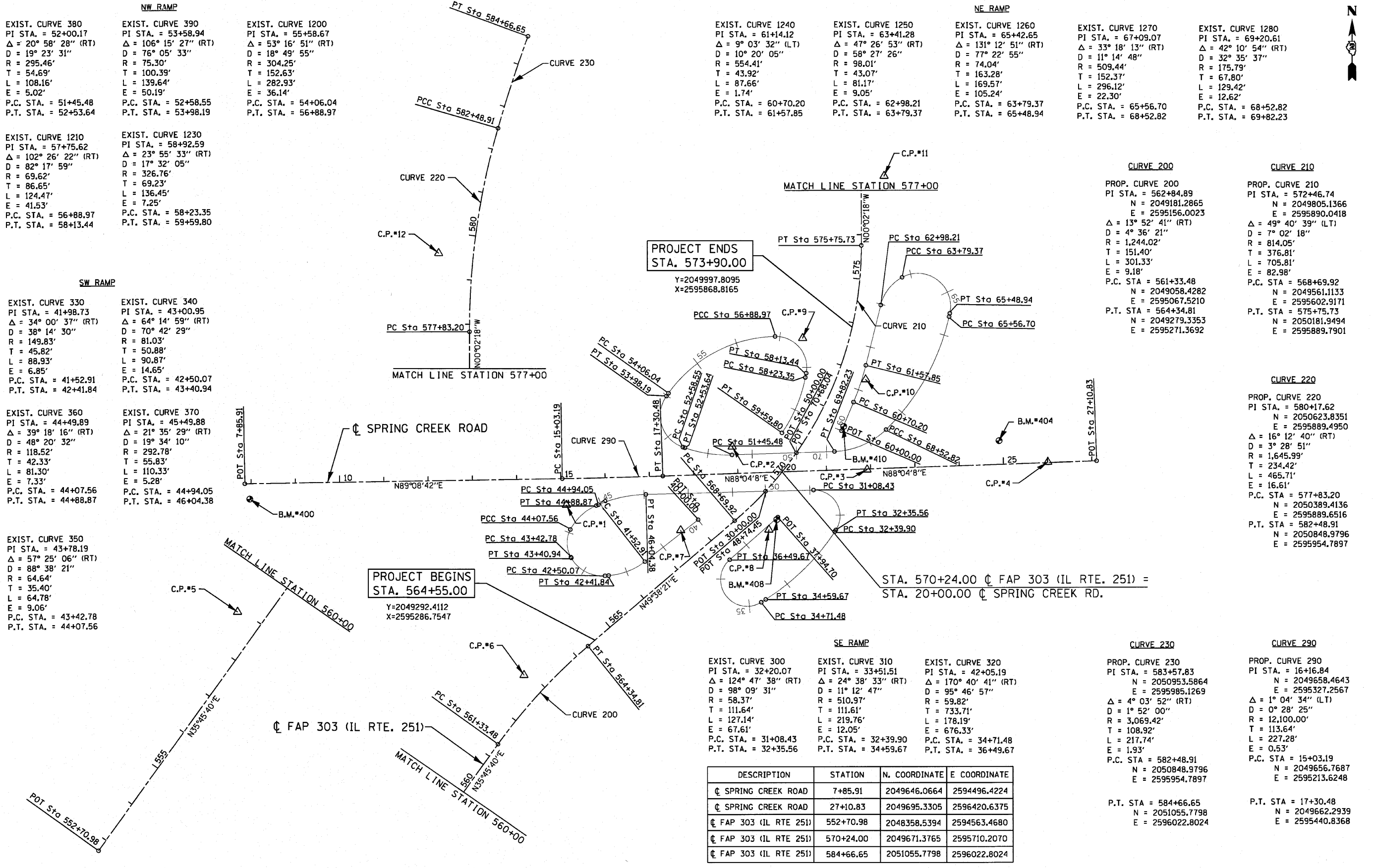
SQ YD	LOCATION	OFFSET	REMARKS
102	FOREST HILLS ROAD 593+52.3 TO 597+92.0	LT	
35	IL 251 568+14.3 TO 569+41.5	RT	
36	571+98.3	573+22.5 RT	
32	567+15.4	568+02.9 LT	
32	571+26.4	572+55.1 LT	
<b>237</b>			

**X4400110 TEMPORARY PAVEMENT REMOVAL**

SQ YD	LOCATION	OFFSET	REMARKS
232	PRESTAGE A SPRING CREEK ROAD 21+24.7 TO 22+65.5	RT	
406	21+73.2 TO 24+20.7	LT	
131	STAGE 1 IL 251 572+67.6 TO 574+71.8	LT	
<b>769</b>			

FILE NAME =	USER NAME = stringerjm	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SCHEDULE OF QUANTITIES</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\work\pwidot\stringerjm\dms41657\d24405-shr-cover.dgn		DRAWN -	REVISED -			•	1-HBR & 1-2HB-D	WINNEBAGO	216	22
PLOT SCALE = 50.0000 / IN.		CHECKED -	REVISED -							
PLOT DATE = Fri Oct 01 10:42:08 2010		DATE -	REVISED -							CONTRACT NO. 64B79
					SCALE:		SHEET NO.	OF	SHEETS	STA. TO STA.
										ILLINOIS FED. AID PROJECT

\* F.A.P. 303 & F.A.U. 5146



**NW RAMP**

EXIST. CURVE 380  
 PI STA. = 52+00.17  
 $\Delta = 20^\circ 58' 28''$  (RT)  
 D = 19' 23' 31"  
 R = 295.46'  
 T = 54.69'  
 L = 108.16'  
 E = 5.02'  
 P.C. STA. = 51+45.48  
 P.T. STA. = 52+53.64

EXIST. CURVE 390  
 PI STA. = 53+58.94  
 $\Delta = 106^\circ 15' 27''$  (RT)  
 D = 76' 05' 33"  
 R = 75.30'  
 T = 100.39'  
 L = 139.64'  
 E = 50.19'  
 P.C. STA. = 52+58.55  
 P.T. STA. = 53+98.19

EXIST. CURVE 1200  
 PI STA. = 55+58.67  
 $\Delta = 53^\circ 16' 51''$  (RT)  
 D = 18' 49' 55"  
 R = 304.25'  
 T = 152.63'  
 L = 282.93'  
 E = 36.14'  
 P.C. STA. = 54+06.04  
 P.T. STA. = 56+88.97

EXIST. CURVE 1210  
 PI STA. = 57+75.62  
 $\Delta = 102^\circ 26' 22''$  (RT)  
 D = 82' 17' 59"  
 R = 69.62'  
 T = 86.65'  
 L = 124.47'  
 E = 41.53'  
 P.C. STA. = 56+88.97  
 P.T. STA. = 58+13.44

EXIST. CURVE 1230  
 PI STA. = 58+92.59  
 $\Delta = 23^\circ 55' 33''$  (RT)  
 D = 17' 32' 05"  
 R = 326.76'  
 T = 69.23'  
 L = 136.45'  
 E = 7.25'  
 P.C. STA. = 58+23.35  
 P.T. STA. = 59+59.80

**SW RAMP**

EXIST. CURVE 330  
 PI STA. = 41+98.73  
 $\Delta = 34^\circ 00' 37''$  (RT)  
 D = 38' 14' 30"  
 R = 149.83'  
 T = 45.82'  
 L = 88.93'  
 E = 6.85'  
 P.C. STA. = 41+52.91  
 P.T. STA. = 42+41.84

EXIST. CURVE 340  
 PI STA. = 43+00.95  
 $\Delta = 64^\circ 14' 59''$  (RT)  
 D = 70' 42' 29"  
 R = 81.03'  
 T = 50.88'  
 L = 90.87'  
 E = 14.65'  
 P.C. STA. = 42+50.07  
 P.T. STA. = 43+40.94

EXIST. CURVE 360  
 PI STA. = 44+49.89  
 $\Delta = 39^\circ 18' 16''$  (RT)  
 D = 48' 20' 32"  
 R = 118.52'  
 T = 42.33'  
 L = 81.30'  
 E = 7.33'  
 P.C. STA. = 44+07.56  
 P.T. STA. = 44+88.87

EXIST. CURVE 370  
 PI STA. = 45+49.88  
 $\Delta = 21^\circ 35' 29''$  (RT)  
 D = 19' 34' 10"  
 R = 292.78'  
 T = 55.83'  
 L = 110.33'  
 E = 5.28'  
 P.C. STA. = 44+94.05  
 P.T. STA. = 46+04.38

EXIST. CURVE 350  
 PI STA. = 43+78.19  
 $\Delta = 57^\circ 25' 06''$  (RT)  
 D = 88' 38' 21"  
 R = 64.64'  
 T = 35.40'  
 L = 64.78'  
 E = 9.06'  
 P.C. STA. = 43+42.78  
 P.T. STA. = 44+07.56

EXIST. CURVE 1240  
 PI STA. = 61+14.12  
 $\Delta = 9^\circ 03' 32''$  (LT)  
 D = 10' 20' 05"  
 R = 554.41'  
 T = 43.92'  
 L = 87.66'  
 E = 1.74'  
 P.C. STA. = 60+70.20  
 P.T. STA. = 61+57.85

EXIST. CURVE 1250  
 PI STA. = 63+41.28  
 $\Delta = 47^\circ 26' 53''$  (RT)  
 D = 58' 27' 26"  
 R = 98.01'  
 T = 43.07'  
 L = 81.17'  
 E = 9.05'  
 P.C. STA. = 62+98.21  
 P.T. STA. = 63+79.37

**NE RAMP**

EXIST. CURVE 1260  
 PI STA. = 65+42.65  
 $\Delta = 131^\circ 12' 51''$  (RT)  
 D = 77' 22' 55"  
 R = 74.04'  
 T = 163.28'  
 L = 169.57'  
 E = 105.24'  
 P.C. STA. = 63+79.37  
 P.T. STA. = 65+48.94

EXIST. CURVE 1270  
 PI STA. = 67+09.07  
 $\Delta = 33^\circ 18' 13''$  (RT)  
 D = 11' 14' 48"  
 R = 509.44'  
 T = 152.37'  
 L = 296.12'  
 E = 22.30'  
 P.C. STA. = 65+56.70  
 P.T. STA. = 68+52.82

EXIST. CURVE 1280  
 PI STA. = 69+20.61  
 $\Delta = 42^\circ 10' 54''$  (RT)  
 D = 32' 35' 37"  
 R = 175.79'  
 T = 67.80'  
 L = 129.42'  
 E = 12.62'  
 P.C. STA. = 68+52.82  
 P.T. STA. = 69+82.23

**CURVE 200**

PROP. CURVE 200  
 PI STA. = 562+84.89  
 N = 2049181.2865  
 E = 2595156.0023  
 $\Delta = 13^\circ 52' 41''$  (RT)  
 D = 4' 36' 21"  
 R = 1,244.02'  
 T = 151.40'  
 L = 301.33'  
 E = 9.18'  
 P.C. STA = 561+33.48  
 N = 2049058.4282  
 E = 2595067.5210  
 P.T. STA = 564+34.81  
 N = 2049279.3353  
 E = 2595271.3692

**CURVE 210**

PROP. CURVE 210  
 PI STA. = 572+46.74  
 N = 2049805.1366  
 E = 2595890.0418  
 $\Delta = 49^\circ 40' 39''$  (LT)  
 D = 7' 02' 18"  
 R = 814.05'  
 T = 376.81'  
 L = 705.81'  
 E = 82.98'  
 P.C. STA = 568+69.92  
 N = 2049561.1133  
 E = 2595602.9171  
 P.T. STA = 575+75.73  
 N = 2050181.9494  
 E = 2595889.7901

**CURVE 220**

PROP. CURVE 220  
 PI STA. = 580+17.62  
 N = 2050623.8351  
 E = 2595889.4950  
 $\Delta = 16^\circ 12' 40''$  (RT)  
 D = 3' 28' 51"  
 R = 1,645.99'  
 T = 234.42'  
 L = 465.71'  
 E = 16.61'  
 P.C. STA = 577+83.20  
 N = 2050389.4136  
 E = 2595889.6516  
 P.T. STA = 582+48.91  
 N = 2050848.9796  
 E = 2595954.7897

**CURVE 230**

PROP. CURVE 230  
 PI STA. = 583+57.83  
 N = 2050953.5864  
 E = 2595985.1269  
 $\Delta = 4^\circ 03' 52''$  (RT)  
 D = 1' 52' 00"  
 R = 3,069.42'  
 T = 108.92'  
 L = 217.74'  
 E = 1.93'  
 P.C. STA = 582+48.91  
 N = 2050848.9796  
 E = 2595954.7897  
 P.T. STA = 584+66.65  
 N = 2051055.7798  
 E = 2596022.8024

**CURVE 290**

PROP. CURVE 290  
 PI STA. = 16+16.84  
 N = 2049658.4643  
 E = 2595327.2567  
 $\Delta = 1^\circ 04' 34''$  (LT)  
 D = 0' 28' 25"  
 R = 12,100.00'  
 T = 113.64'  
 L = 227.28'  
 E = 0.53'  
 P.C. STA = 15+03.19  
 N = 2049656.7687  
 E = 2595213.6248  
 P.T. STA = 17+30.48  
 N = 2049662.2939  
 E = 2595440.8368

**SE RAMP**

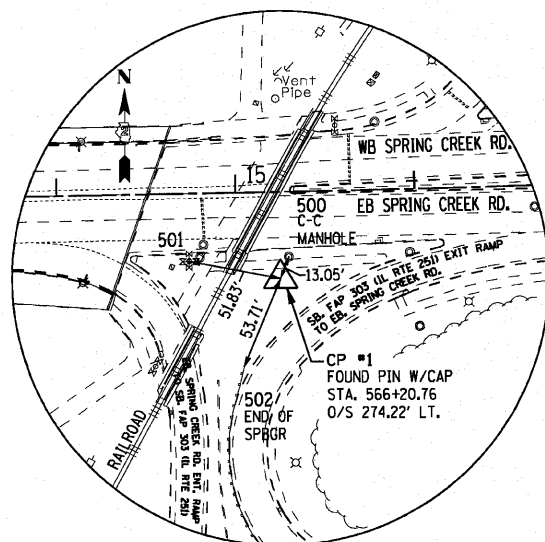
EXIST. CURVE 300  
 PI STA. = 32+20.07  
 $\Delta = 124^\circ 47' 38''$  (RT)  
 D = 98' 09' 31"  
 R = 58.37'  
 T = 111.64'  
 L = 127.14'  
 E = 67.61'  
 P.C. STA. = 31+08.43  
 P.T. STA. = 32+35.56

EXIST. CURVE 310  
 PI STA. = 33+51.51  
 $\Delta = 24^\circ 38' 33''$  (RT)  
 D = 11' 12' 47"  
 R = 510.97'  
 T = 111.61'  
 L = 219.76'  
 E = 12.05'  
 P.C. STA. = 32+39.90  
 P.T. STA. = 34+59.67

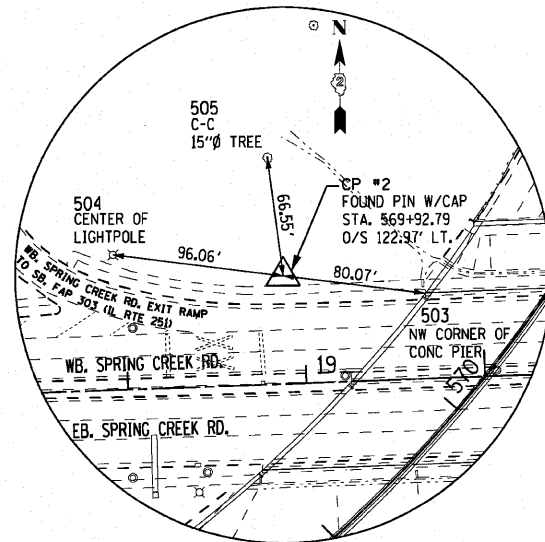
EXIST. CURVE 320  
 PI STA. = 42+05.19  
 $\Delta = 170^\circ 40' 41''$  (RT)  
 D = 95' 46' 57"  
 R = 59.82'  
 T = 733.71'  
 L = 178.19'  
 E = 676.33'  
 P.C. STA. = 34+71.48  
 P.T. STA. = 36+49.67

DESCRIPTION	STATION	N. COORDINATE	E COORDINATE
☐ SPRING CREEK ROAD	7+85.91	2049646.0664	2594496.4224
☐ SPRING CREEK ROAD	27+10.83	2049695.3305	2596420.6375
☐ FAP 303 (IL RTE 251)	552+70.98	2048358.5394	2594563.4680
☐ FAP 303 (IL RTE 251)	570+24.00	2049671.3765	2595710.2070
☐ FAP 303 (IL RTE 251)	584+66.65	2051055.7798	2596022.8024

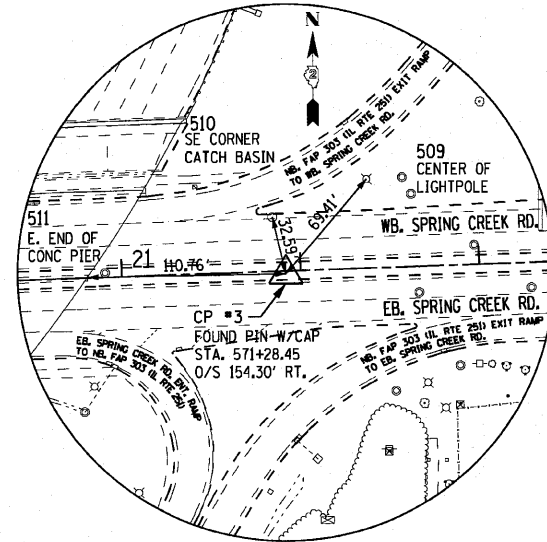




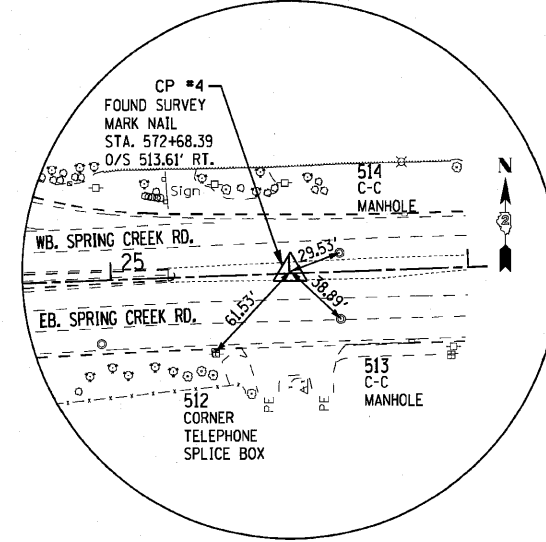
POINT No. 1



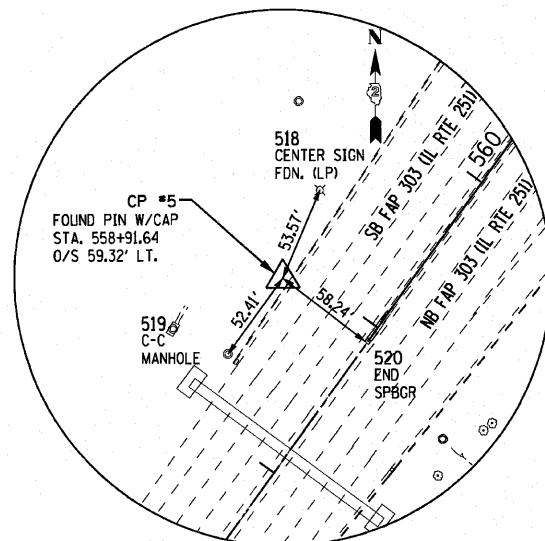
POINT No. 2



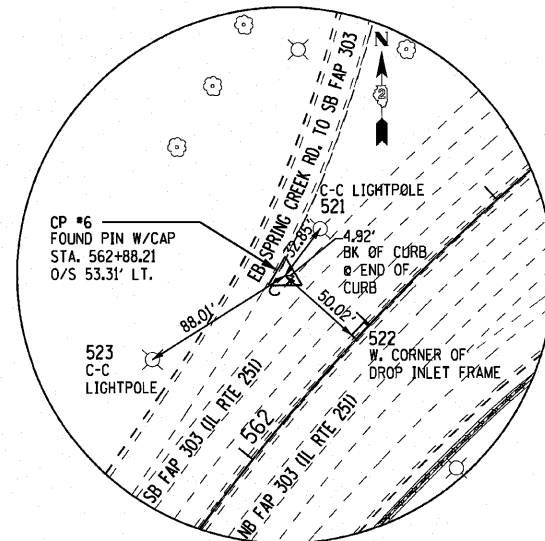
POINT No. 3



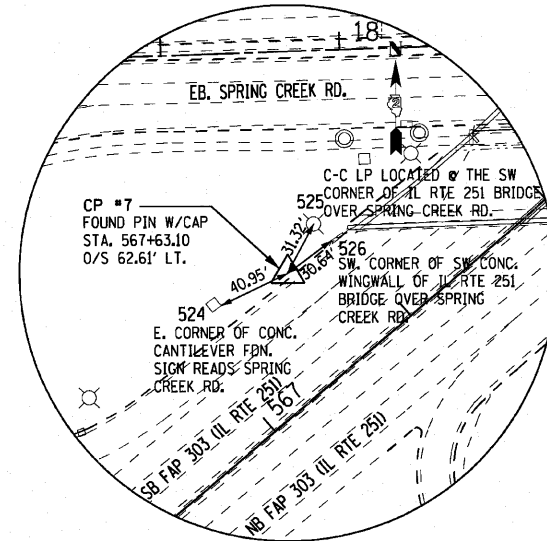
POINT No. 4



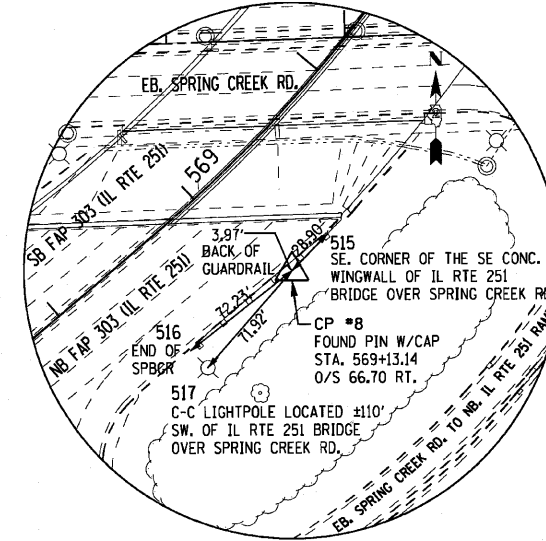
POINT No. 5



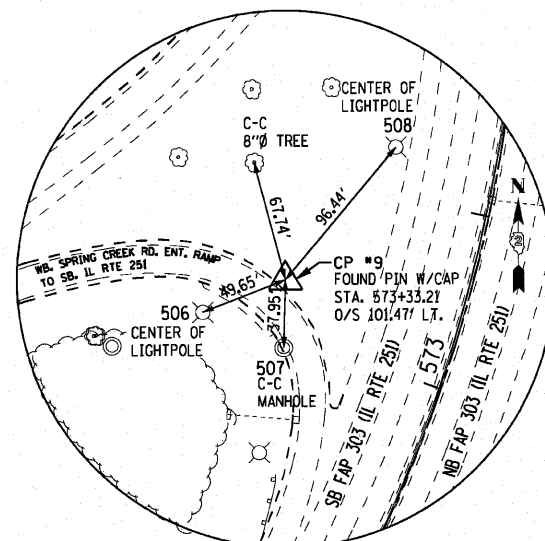
POINT No. 6



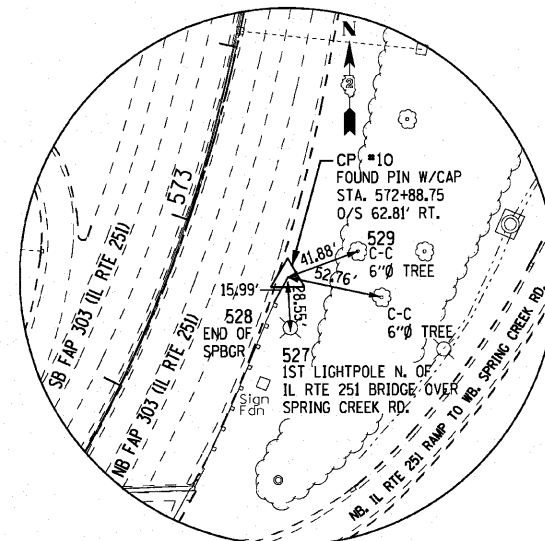
POINT No. 7



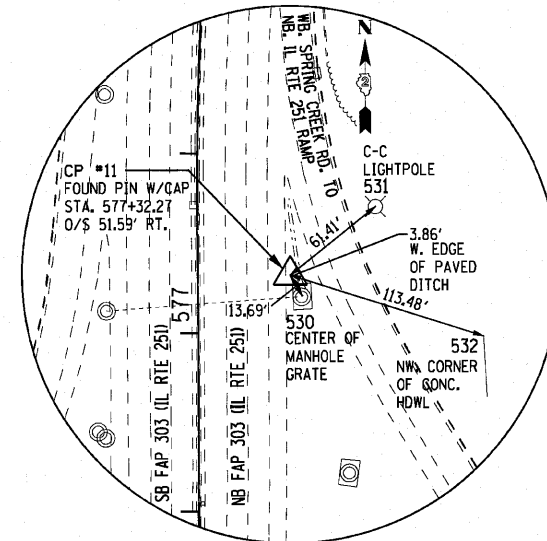
POINT No. 8



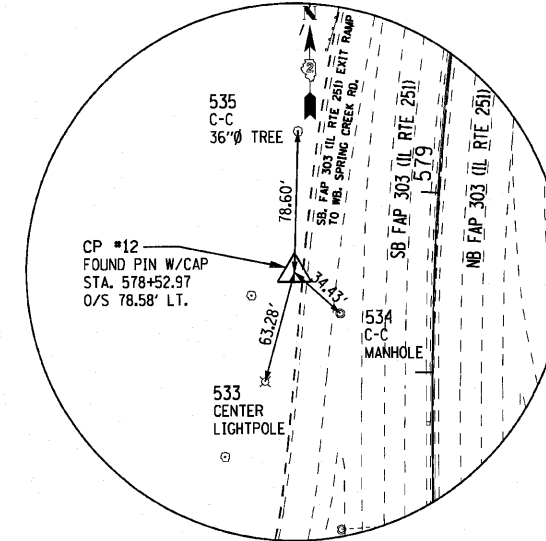
POINT No. 9



POINT No. 10



POINT No. 11



POINT No. 12

FILE NAME =	USER NAME = zpiend
Plot Scale = 100.00' / IN.	Plot Date = 8/30/2010

DESIGNED - DLP	REVISIONS
DRAWN - ENTRAN	REVISIONS
CHECKED - TMH	REVISIONS
DATE - 08/30/10	REVISIONS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 303 (IL ROUTE 251) OVER SPRING CREEK ROAD	
ALIGNMENT, TIES AND BENCHMARKS (HORIZONTAL CONTROL POINTS)	
SCALE: 1" = 100'	SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	1-HBR & 1-2HB-D	WINNEBAGO	216	29
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 64B79		* F.A.P. 303 & F.A.U. 5146		

HORIZONTAL CONTROL POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1	2049608.7016	2595235.4759	712.6293	IL251	566+20.76	274.2157' LT	PIN W/CAP (SEE TIE DIAGRAM)
2	2049728.0957	2595597.3724	713.5499	IL251	569+92.79	122.9714' LT	PIN W/CAP (SEE TIE DIAGRAM)
3	2049676.2591	2595901.8956	716.4650	IL251	571+28.45	154.3019' RT	PIN W/CAP (SEE TIE DIAGRAM)
4	2049692.7996	2596310.2195	720.7581	IL251	572+68.39	513.6076' RT	PIN W/CAP (SEE TIE DIAGRAM)
5	2048996.8460	2594878.0503	715.7221	IL251	558+91.64	59.3201' LT	PIN W/CAP (SEE TIE DIAGRAM)
6	2049214.3138	2595126.4504	723.5070	IL251	562+88.20	53.3023' LT	PIN W/CAP (SEE TIE DIAGRAM)
7	2049539.7133	2595480.9197	734.3487	IL251	567+63.10	62.6989' LT	PIN W/CAP (SEE TIE DIAGRAM)
8	2049540.7662	2595680.1185	736.4625	IL251	569+12.13	66.6834' RT	PIN W/CAP (SEE TIE DIAGRAM)
9	2049972.6934	2595757.0648	721.2995	IL251	573+33.21	101.4745 LT	PIN W/CAP (SEE TIE DIAGRAM)
10	2049879.3833	2595898.9439	725.2746	IL251	572+88.94	62.8089' RT	PIN W/CAP (SEE TIE DIAGRAM)
11	2050338.5081	2595941.2667	713.1343	IL251	577+32.26	51.5811' RT	PIN W/CAP (SEE TIE DIAGRAM)
12	2050462.4420	2595812.5673	717.1398	IL251	578+52.97	78.5846' LT	PIN W/CAP (SEE TIE DIAGRAM)
78720567	2049502.4800	2585478.1100	733.6900	N/A	N/A	N/A	DISK SET IN CONCRETE MONUMENT (D 222) NGS

BENCH MARKS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
400	2049611.0945	2594507.6706	716.3836	IL251	562+08.04	780.9141' LT	BRASS DISK ON CONCRETE BARRIER WALL
401	2049687.0310	2595191.8266	716.1282	IL251	566+38.22	362.1685' LT	CUT SQUARE ON CONCRETE BARRIER WALL
404	2049739.7797	2596201.5741	720.8317	IL251	572+70.88	395.3032' RT	RAILROAD SPIKE IN POWER POLE 1155' CUR 290 1156'
405	2048845.6572	2594835.5049	717.8832	IL251	582+48.91	2294.7983' RT	CUT SQUARE ON CONCRETE SIGN FOUNDATION
408	2049562.2704	2595700.1431	738.3039	IL251	569+39.29	65.2718' RT	STAINLESS STEEL PLUG ON WALL
410	2049772.1902	2595851.1811	731.5478	IL251	571+79.91	62.7427' RT	CUT SQUARE ON WALL
411	2050270.4104	2596051.2135	714.2356	IL251	576+64.09	161.4824' RT	MCCURE DISK ON HEADWALL
412	2051077.5010	2595977.4597	722.5581	IL251	582+48.91	229.6431' LT	STAINLESS STEEL PLUG IN CONCRETE POST

REFERENCE TIES				
POINT	CHAIN	STATION	OFFSET	DESCRIPTION
500	IL251	566+32.26	280.3758' LT	MANHOLE LID
501	IL251	565+88.22	314.5593' LT	RAILROAD FLASHING SIGNAL
502	IL251	565+72.78	250.0691' LT	END SPBGR
503	IL251	570+42.28	56.0682' LT	CORNER OF PIER
504	IL251	569+21.85	200.4937' LT	LIGHT POLE
505	IL251	570+48.74	171.2598' LT	15 INCH TREE
506	IL251	572+96.26	139.7751' LT	LIGHT POLE
507	IL251	572+92.01	90.5167' LT	MANHOLE LID
508	IL251	574+29.00	58.4156' LT	LIGHT POLE
509	IL251	571+85.33	167.5544' RT	LIGHT POLE
510	IL251	571+48.33	131.5896' RT	CORNER OF CATCH BASIN
511	IL251	570+73.11	62.9491' RT	CORNER PIER
512	IL251	572+32.63	492.6855' RT	CORNER TELEPHONE SPLICE BOX
513	IL251	572+59.87	549.8569' RT	MANHOLE LID
514	IL251	572+80.36	535.6259' RT	MANHOLE LID
515	IL251	569+38.65	65.803' RT	CORNER, WALL
516	IL251	568+43.38	63.106' RT	END SPBGR
517	IL251	568+44.46	76.2329' RT	LIGHT POLE
518	IL251	559+43.88	71.1418' LT	CORNER SIGN FOUNDATION
519	IL251	558+39.23	59.6050' LT	LIGHT POLE
520	IL251	558+89.49	1.1138' LT	END SPBGR
521	IL251	563+19.45	57.1514' LT	LIGHT POLE
522	IL251	562+89.07	3.2875' LT	CORNER DROP INLET
523	IL251	562+08.22	78.8533' LT	LIGHT POLE
524	IL251	567+23.37	72.6454' LT	CORNER SIGN FOUNDATION
525	IL251	567+92.17	74.3777' LT	LIGHT POLE
526	IL251	567+93.61	59.8664' LT	CORNER, WALL
527	IL251	572+65.23	74.1613' RT	LIGHT POLE
528	IL251	572+74.21	60.7204' RT	END SPBGR
529	IL251	573+13.19	95.166' RT	6 INCH TREE
530	IL251	577+20.26	58.1663' RT	MANHOLE GRATE
531	IL251	577+70.35	99.4615' RT	LIGHT POLE
532	IL251	576+97.90	159.7341' RT	CORNER HEADWALL
533	IL251	577+94.59	93.7469' LT	LIGHT POLE
534	IL251	578+31.64	52.2468' LT	MANHOLE LID
535	IL251	579+27.88	81.4677' LT	36 INCH TREE

CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
IL251	200	200	201	202	203
IL251	210	210	211	212	213
IL251	220	220	221	222	223
IL251	230	230	231	232	233

CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
SPRINGCRK	290	290	291	292	293

Chain IL251 contains:  
CUR 200 CUR 210 CUR 220 CUR 230

Beginning chain IL251 description:  
=====

Curve Data  
-----  
Curve 200  
P.I. Station 562+84.89 N 2,049,181.2865 E 2,595,156.0023  
Delta = 13° 52' 41.48" (RT)  
Degree = 4° 36' 20.56"  
Tangent = 151.4038'  
Length = 301.3256'  
Radius = 1,244.0158'  
External = 9.1795'  
Long Chord = 300.5895'  
Mid. Ord. = 9.1122'  
P.C. Station 561+33.48 N 2,049,058.4282 E 2,595,067.5210  
P.T. Station 564+34.81 N 2,049,279.3353 E 2,595,271.3692  
C.C. N 2,048,331.4176 E 2,596,076.9915

Course from PT 200 to PC 210 N 49° 38' 21.29" E Dist 435.1124'

Curve Data  
-----  
Curve 210  
P.I. Station 572+46.74 N 2,049,805.1366 E 2,595,890.0418  
Delta = 49° 40' 39.03" (LT)  
Degree = 7° 02' 18.06"  
Tangent = 376.8129'  
Length = 705.8118'  
Radius = 814.0512'  
External = 82.9813'  
Long Chord = 683.9105'  
Mid. Ord. = 75.3050'  
P.C. Station 568+69.92 N 2,049,561.1133 E 2,595,602.9171  
P.T. Station 575+75.73 N 2,050,181.9494 E 2,595,889.7901  
C.C. N 2,050,181.4057 E 2,595,075.7391

Course from PT 210 to PC 220 N 0° 02' 17.75" W Dist 207.4643'

Curve Data  
-----  
Curve 220  
P.I. Station 580+17.62 N 2,050,623.8351 E 2,595,889.4950  
Delta = 16° 12' 39.84" (RT)  
Degree = 3° 28' 51.34"  
Tangent = 234.4215'  
Length = 465.7112'  
Radius = 1,645.9920'  
External = 16.6093'  
Long Chord = 464.1593'  
Mid. Ord. = 16.4434'  
P.C. Station 577+83.20 N 2,050,389.4136 E 2,595,889.6516  
P.T. Station 582+48.91 N 2,050,848.9796 E 2,595,954.7897  
C.C. N 2,050,390.5128 E 2,597,535.6432

Course from PT 220 to PC 230 S 16° 10' 24.06" W Dist 0.0000'

Curve Data  
-----  
Curve 230  
P.I. Station 583+57.83 N 2,050,953.5864 E 2,595,985.1269  
Delta = 4° 03' 52.30" (RT)  
Degree = 1° 51' 59.99"  
Tangent = 108.9171'  
Length = 217.7428'  
Radius = 3,069.4207'  
External = 1.9318'  
Long Chord = 217.6972'  
Mid. Ord. = 1.9306'  
P.C. Station 582+48.91 N 2,050,848.9796 E 2,595,954.7897  
P.T. Station 584+66.65 N 2,051,055.7798 E 2,596,022.8024  
C.C. N 2,049,994.0378 E 2,598,902.7412

Ending chain IL251 description:  
=====

Chain SPRINGCRK contains:

Beginning chain SPRINGCRK description:  
=====

Point 1155 N 2,049,646.0664 E 2,594,496.4224 Sta 7+85.91

Course from 1155 to PC 290 N 89° 08' 42.29" E Dist 717.2823'

Curve Data  
-----

Curve 290  
P.I. Station 16+16.84 N 2,049,658.4643 E 2,595,327.2567  
Delta = 1° 04' 34.41" (LT)  
Degree = 0° 28' 24.67"  
Tangent = 113.6446'  
Length = 227.2825'  
Radius = 12,100.0000'  
External = 0.5337'  
Long Chord = 227.2792'  
Mid. Ord. = 0.5336'  
P.C. Station 15+03.19 N 2,049,656.7687 E 2,595,213.6248  
P.T. Station 17+30.48 N 2,049,662.2939 E 2,595,440.8368  
C.C. N 2,061,755.4217 E 2,595,033.0857

Course from PT 290 to 1156 N 88° 04' 07.88" E Dist 980.3575'

Point 1156 N 2,049,695.3305 E 2,596,420.6375 Sta 27+10.83

Ending chain SPRINGCRK description:  
=====

- NOTES:**  
1. COORDINATES ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM WEST ZONE (202) NAD 83 (2007)  
2. THE BENCHMARK DATUM IS REFERENCED TO NAVD 88.

FILE NAME =	USER NAME = zpiend	DESIGNED = DLP	REVISED =
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		CHECKED = TMH	REVISED =
		DATE = 08/30/10	REVISED =

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 303 (IL ROUTE 251) OVER SPRING CREEK ROAD  
HORIZONTAL & VERTICAL CONTROL

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	1-HBR & 1-2HB-D	WINNEBAGO	216	25

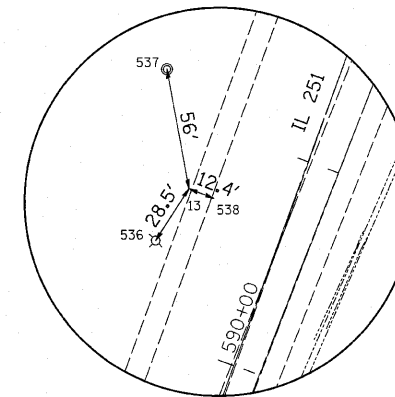
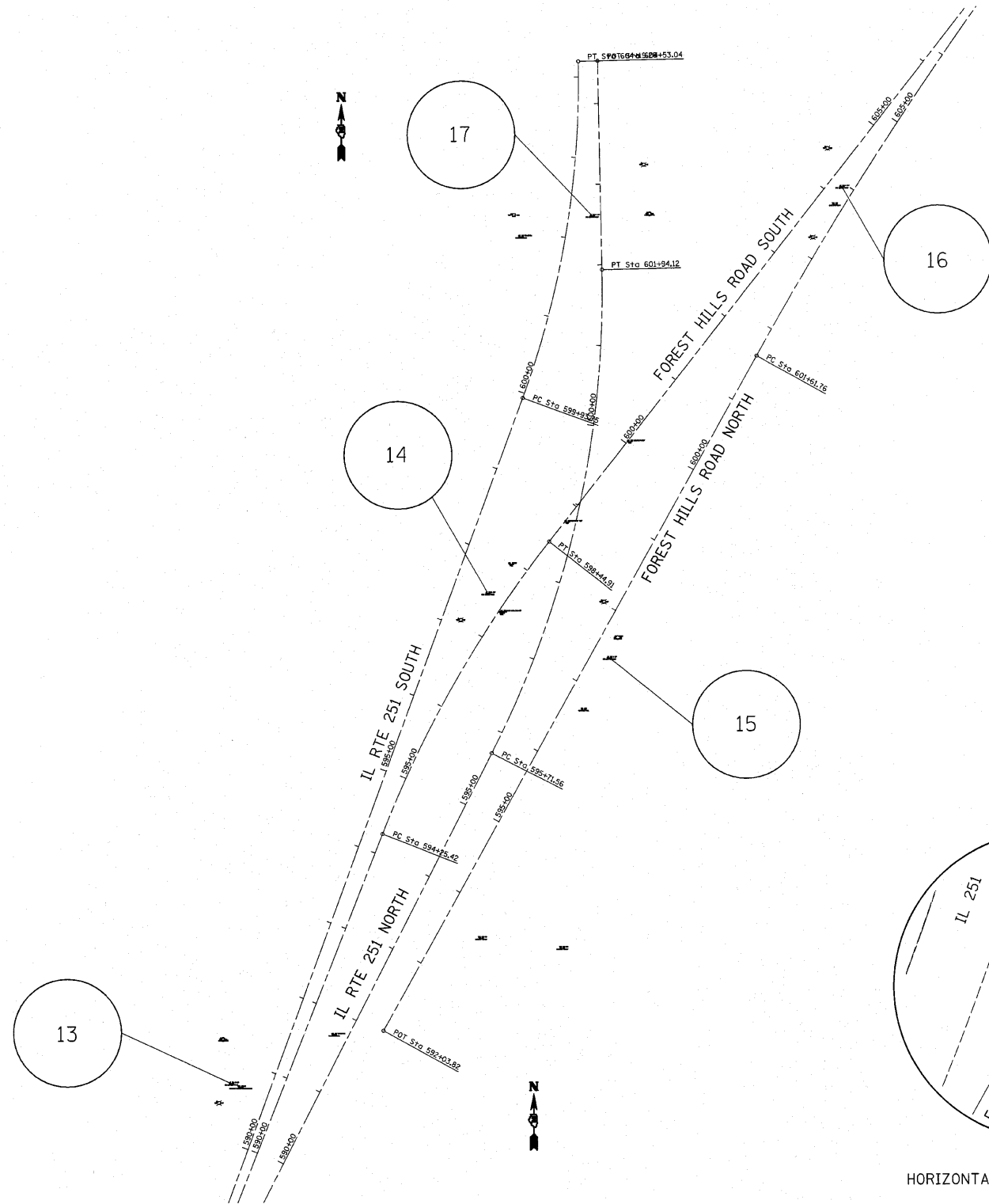
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ILL. RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79  
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT  
\* F.A.P. 303 & F.A.U. 5146

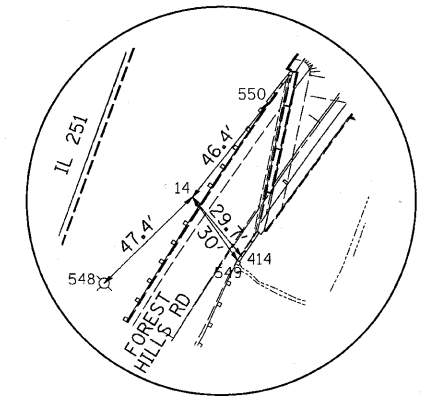
# HORIZONTAL & VERTICAL CONTROL

## HORIZONTAL CONTROL POINTS

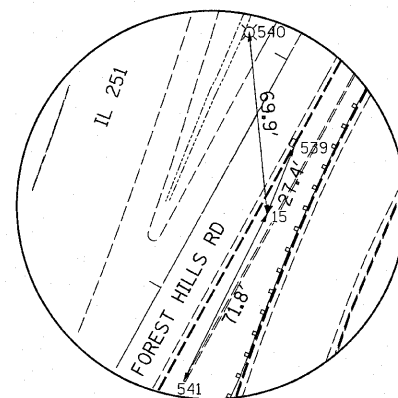
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
13	2051638.4635	2596185.3562	723.7908	251NBPG	590+59.4833	102.7101' LT	GPS CONTROL POINT, PIN
14	2052246.2555	2596505.9827	743.3131	251NBPG	597+59.3168	81.1268' LT	GPS CONTROL POINT, PIN
15	2052165.7091	2596656.7384	726.3017	251NBPG	597+32.8438	87.7331' RT	GPS CONTROL POINT, PIN
16	2052749.8010	2596946.9411	733.8333	251NBPG	602+89.8552	300.4709' RT	GPS CONTROL POINT, PIN
17	2052714.4822	2596636.5791	725.1531	251NBPG	602+60.7606	10.5363' LT	GPS CONTROL POINT, PIN



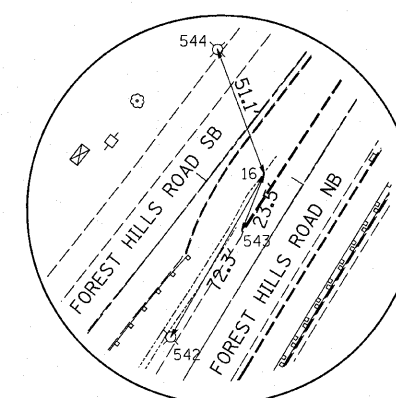
HORIZONTAL CONTROL POINT NO. 13



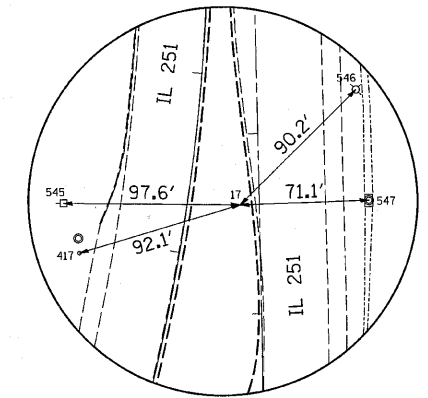
HORIZONTAL CONTROL POINT NO. 14



HORIZONTAL CONTROL POINT NO. 15



HORIZONTAL CONTROL POINT NO. 16



HORIZONTAL CONTROL POINT NO. 17

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PLOT SCALE = 50.0000 / IN.		CHECKED -	REVISED -
PLOT DATE = Tue Aug 31 10:25:01 2010		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FOREST HILLS RD OVER IL 251  
HORIZONTAL & VERTICAL CONTROL**

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
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F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	1-HBR & 1-2HB-D	WINNEBAGO	216	26
CONTRACT NO. 64B79				
ILLINOIS FED. AID PROJECT				

• F.A.P. 303 & F.A.U. 5146

# HORIZONTAL & VERTICAL CONTROL

Chain FORSBPGL contains:  
1145 CUR 270 1022

Beginning chain FORSBPGL description  
=====

Point 1145 N 2,051,056.2987 E 2,596,021.3950 Sta 584+66.6526

Course from 1145 to PC 270 21° 35' 01.8681" Dist 958.7639'

Curve Data  
\*\*\*\*\*

Curve 270  
P.I. Station 596+36.6292 N 2,052,144.2368 E 2,596,451.7855  
Delta = 16° 31' 28.5267" (RT)  
Degree = 3° 56' 21.0432"  
Tangent = 211.2127'  
Length = 419.4933'  
Radius = 1,454.5108'  
External = 15.2553'  
Long Chord = 418.0409'  
Mid. Ord. = 15.0970'  
P.C. Station 594+25.4165 N 2,051,947.8343 E 2,596,374.0883  
P.T. Station 598+44.9098 N 2,052,310.4283 E 2,596,582.1359  
C.C. N 2,051,412.7743 E 2,597,726.6091

Course from PT 270 to 1022 38° 06' 30.3948" Dist 1,733.0305'

Point 1022 N 2,053,674.0531 E 2,597,651.6788 Sta 615+77.9403

Ending chain FORSBPGL description  
=====

Chain FORNBPGL contains:  
1152 CUR 280

Beginning chain FORNBPGL description  
=====

Point 1152 N 2,051,703.8024 E 2,596,374.5103 Sta 592+03.8178

Course from 1152 to PC 280 29° 05' 56.6712" Dist 957.9450'

Curve Data  
\*\*\*\*\*

Curve 280  
P.I. Station 605+12.9917 N 2,052,847.7325 E 2,597,011.1894  
Delta = 9° 00' 33.7236" (RT)  
Degree = 1° 17' 06.7140"  
Tangent = 351.2289'  
Length = 701.0099'  
Radius = 4,458.1274'  
External = 13.8142'  
Long Chord = 700.2879'  
Mid. Ord. = 13.7715'  
P.C. Station 601+61.7628 N 2,052,540.8356 E 2,596,840.3793  
P.T. Station 608+62.7727 N 2,053,124.0949 E 2,597,227.9510  
C.C. N 2,050,372.7534 E 2,600,735.8022

Ending chain FORNBPGL description  
=====

### REFERENCE TIES

POINT	NORTH	EAST	CHAIN	STATION	OFFSET	DESCRIPTION
535	2050541.0135	2595814.7520	251NBPGL	OUT OF CHAIN	-----	TREE DECIDUOUS
536	2051614.4725	2596169.9669	251NBPGL	590+31.1157	105.4807' LT	LIGHT POLE
537	2051693.5450	2596175.4118	251NBPGL	591+03.9873	136.6551' LT	MANHOLE GRATE
538	2051633.9051	2596196.9061	251NBPGL	590+60.6870	90.3517' LT	PAVEMENT STATION NUMBER
539	2052191.0674	2596667.0000	251NBPGL	597+58.3790	89.0831' RT	CATCH BASIN, CORNER
540	2052235.2564	2596650.0722	251NBPGL	597+93.2133	59.433' RT	LIGHT POLE
541	2052101.4749	2596624.5158	251NBPGL	596+65.7664	81.0473' RT	RETAINING WALL, END
542	2052687.2134	2596910.7487	251NBPGL	602+28.0052	263.0321' RT	LIGHT POLE
543	2052728.0857	2596938.1776	251NBPGL	602+68.3198	291.2742' RT	BACK OF CURB RIGHT, END
544	2052797.7305	2596929.0621	251NBPGL	603+38.1332	283.5556' RT	LIGHT POLE
545	2052715.6294	2596538.9531	251NBPGL	602+63.8632	108.1197' LT	POWER POLE
546	2052778.0463	2596700.5770	251NBPGL	603+23.0299	54.7221' RT	LIGHT POLE
547	2052716.8434	2596707.6487	251NBPGL	602+61.6977	60.5663' RT	MANHOLE GRATE
548	2052213.2601	2596472.0006	251NBPGL	597+13.5008	102.0599' LT	LIGHT POLE
549	2052221.7782	2596523.0419	251NBPGL	597+40.7103	57.0264' LT	WALL, CORNER
550	2052282.2621	2596535.1086	251NBPGL	598+05.0629	64.2061' LT	WALL, CORNER

### BENCH MARKS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
412	2051077.5010	2595977.4597	722.5581	251NBPGL	584+71.0131	54.3718' LT	PERM. SURVEY MARKER, PLUG
413	2051698.9352	2596313.2380	725.3958	251NBPGL	591+71.5724	16.4163' LT	SIGN FOUNDATION, CHISELED SQUARE
414	2052223.3612	2596524.8427	744.1470	251NBPGL	597+42.8989	55.8528' LT	WALL, PLUG
415	2052334.8334	2596604.7118	724.6581	251NBPGL	598+75.8646	10.4387' LT	PIER, CHISELED SQUARE
416	2052434.3569	2596682.7146	726.6745	251NBPGL	599+86.6260	47.629' RT	PIER, CHISELED SQUARE
417	2052689.0673	2596548.0794	725.2089	251NBPGL	602+37.1236	99.5273' LT	POLE FOUNDATION, CHISELED SQUARE

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FOREST HILLS RD OVER IL 251 HORIZONTAL &amp; VERTICAL CONTROL</b>	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
oz:\pwork\pwork\goffjl\dms41657\0214405-shr-HVC.dgn	DRAWN -	REVISED -	•			1-HBR & 1-2HB-D	WINNEBAGO	216	27			
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64B79									
PLOT DATE = Tue Aug 31 10:25:01 2010	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									
						SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	• F.A.P. 303 & F.A.U. 5146

# HORIZONTAL & VERTICAL CONTROL

APPARENT PROPERTY CORNERS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
702	2051806.0869	2596597.0063	736.0077	251NBPGL	593+96.2306	187.3842' RT	PROPERTY CORNER, PIN
703	2051818.6605	2596496.1188	733.1184	251NBPGL	593+61.4644	91.8452' RT	PROPERTY CORNER, PIN

CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
251NBPGL	250	250	251	252	253
251NBPGL	260	260	261	262	263

Chain 251SBPGL contains:  
1122 CUR 240

Beginning chain 251SBPGL description  
=====

Point 1122 N 2,051,056.2987 E 2,596,021.3950 Sta 584+66.6526  
Course from 1122 to PC 240 20° 14' 14.3902" Dist 1,527.0929'

Curve Data  
\*-----\*

**Curve 240**  
P.I. Station 602+09.0524 N 2,052,691.1364 E 2,596,624.1078  
Delta = 21° 31' 40.3199" (LT)  
Degree = 5° 03' 32.4119"  
Tangent = 215.3068'  
Length = 425.5357'  
Radius = 1,132.5507'  
External = 20.2841'  
Long Chord = 423.0370'  
Mid. Ord. = 19.9272'  
P.C. Station 599+93.7455 N 2,052,489.1209 E 2,596,549.6311  
P.T. Station 604+19.2813 N 2,052,906.3886 E 2,596,619.2586  
C.C. N 2,052,880.8811 E 2,595,486.9952

Ending chain 251SBPGL description  
=====

Chain 251NBPGL contains:  
CUR 250 CUR 260 1143

Beginning chain 251NBPGL description  
=====

Curve Data  
\*-----\*

**Curve 250**  
P.I. Station 585+43.2048 N 2,051,130.4642 E 2,596,040.7736  
Delta = 11° 00' 35.0159" (RT)  
Degree = 1° 52' 34.6897"  
Tangent = 294.2950'  
Length = 586.7777'  
Radius = 3,053.6533'  
External = 14.1485'  
Long Chord = 585.8754'  
Mid. Ord. = 14.0833'  
P.C. Station 582+48.9098 N 2,050,847.6984 E 2,595,959.2077  
P.T. Station 588+35.6875 N 2,051,392.4486 E 2,596,174.8396  
C.C. N 2,050,001.3571 E 2,598,893.2330

Course from PT 250 to PC 260 27° 06' 01.1650" Dist 735.8736'

Curve Data  
\*-----\*

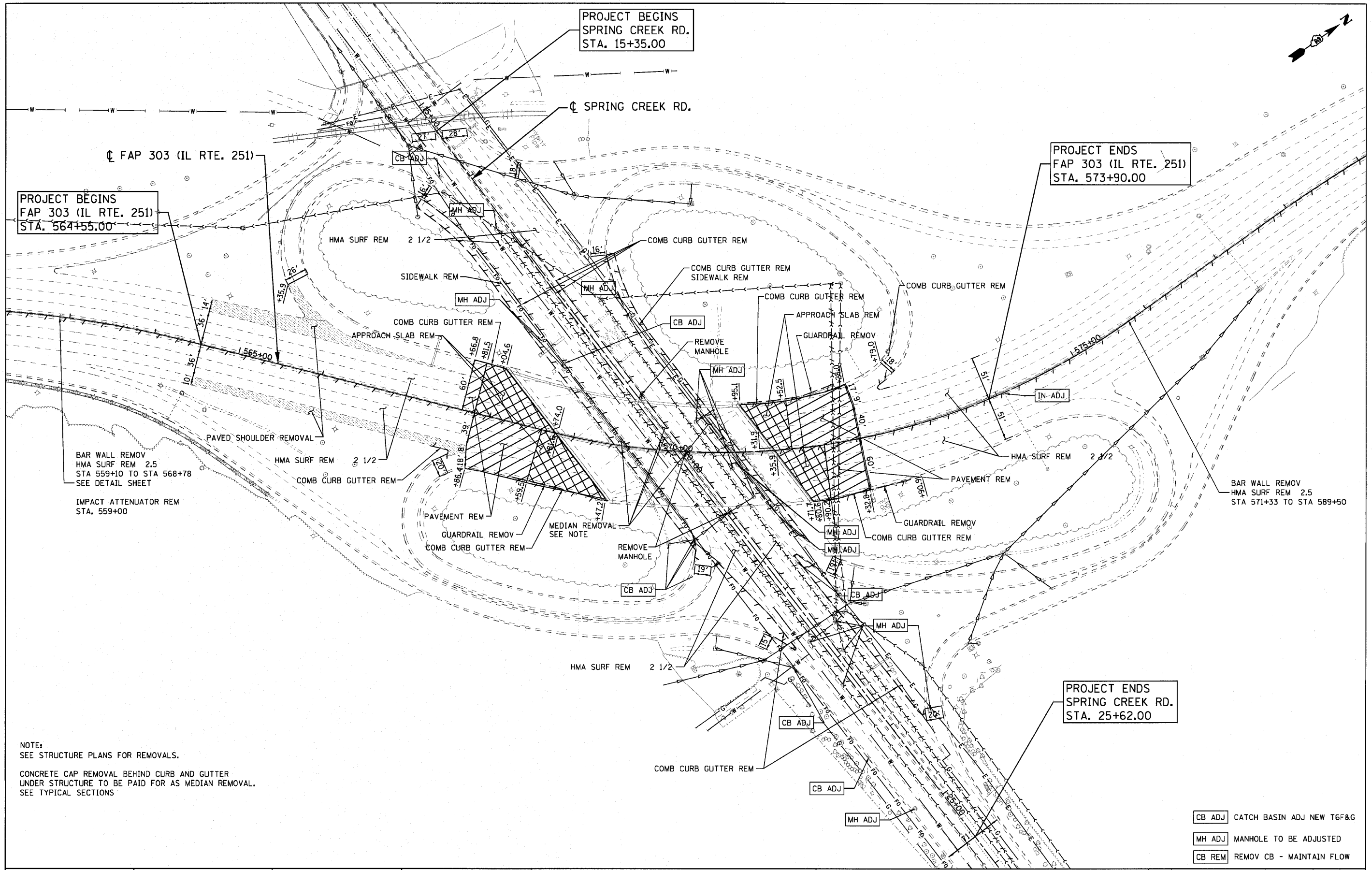
**Curve 260**  
P.I. Station 598+89.3010 N 2,052,330.3861 E 2,596,654.8131  
Delta = 28° 14' 53.2770" (LT)  
Degree = 4° 32' 14.8262"  
Tangent = 317.7399'  
Length = 622.5550'  
Radius = 1,262.7303'  
External = 39.3628'  
Long Chord = 616.2689'  
Mid. Ord. = 38.1728'  
P.C. Station 595+71.5611 N 2,052,047.5308 E 2,596,510.0668  
P.T. Station 601+94.1161 N 2,052,648.0622 E 2,596,648.4483  
C.C. N 2,052,622.7675 E 2,595,385.9713

Course from PT 260 to 1143 358° 51' 07.8880" Dist 258.9191'

Point 1143 N 2,052,906.9293 E 2,596,643.2617 Sta 604+53.0352

Ending chain 251NBPGL description  
=====

FILE NAME =	USER NAME = goff,jl	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FOREST HILLS RD OVER IL 251 HORIZONTAL &amp; VERTICAL CONTROL</b>	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\goff,jl\dms41857\021446	5-shit-HVC.dgn	DRAWN -	REVISED -			•	1-HBR & 1-2HB-D	WINNEBAGO	216	28
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		SCALE:					
	PLOT DATE = Tue Aug 31 10:25:01 2010	DATE -	REVISED -		SHEET NO.	OF	SHEETS	STA.	TO	STA.
										ILLINOIS FED. AID PROJECT CONTRACT NO. 64B79



PROJECT BEGINS  
FAP 303 (IL RTE. 251)  
STA. 564+55.00

PROJECT BEGINS  
SPRING CREEK RD.  
STA. 15+35.00

PROJECT ENDS  
FAP 303 (IL RTE. 251)  
STA. 573+90.00

PROJECT ENDS  
SPRING CREEK RD.  
STA. 25+62.00

NOTE:  
SEE STRUCTURE PLANS FOR REMOVALS.  
CONCRETE CAP REMOVAL BEHIND CURB AND GUTTER  
UNDER STRUCTURE TO BE PAID FOR AS MEDIAN REMOVAL.  
SEE TYPICAL SECTIONS

- CB ADJ CATCH BASIN ADJ NEW T6F&G
- MH ADJ MANHOLE TO BE ADJUSTED
- CB REM REMOVE CB - MAINTAIN FLOW

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		CHECKED - TMH	REVISED -
		DATE - 08/30/10	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FAP ROUTE 303 (IL ROUTE 251) OVER SPRING CREEK ROAD  
REMOVAL PLAN**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	1-HBR & 1-2HB-D	WINNEBAGO	216	29
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

\* F.A.P. 303 & F.A.U. 5146

HMA SURFACE REMOVAL 2 1/2"  
 PAVED SHOULDER REMOVAL

GUARDRAIL REMOVAL  
 STA 593+45 TO STA 597+98 LT  
 STA 595+38.10 TO STA 596+38.10 RT

EXISTING BRIDGE - SN 101-0123  
 WITH PROPOSED DECK REPLACEMENT  
 SEE STRUCTURE PLANS FOR DETAILS

APPROACH SLAB REMOVAL

PAVEMENT REMOVAL

GUARDRAIL REMOVAL  
 STA 600+97.10 TO STA 603+72.10 RT  
 STA 601+47.20 TO STA 602+47.20 LT

HOT-MIX ASPHALT SURFACE REMOVAL 2 1/2"

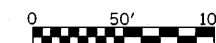
APPROACH SLAB REMOVAL

CURB REMOVAL  
 STA 603+74.50 TO STA 604+28.20 RT

HOT-MIX ASPHALT SURFACE REMOVAL 2 1/2"

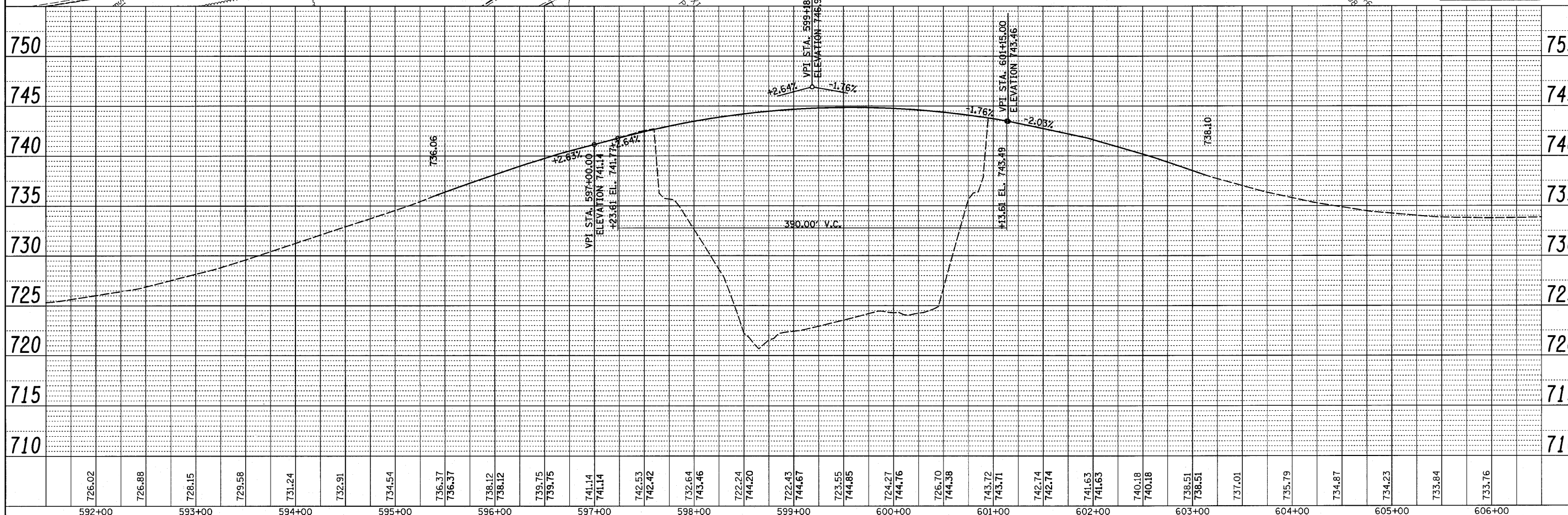
PAVED SHOULDER REMOVAL  
 STA 596+37.80 TO STA 597+27.80 RT

PAVED SHOULDER REMOVAL  
 STA 601+00 TO STA 604+28.20 RT



PLAN  
 SURVEYED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 DRAWN BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_

PROFILE  
 SURVEYED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
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 DATE: \_\_\_\_\_

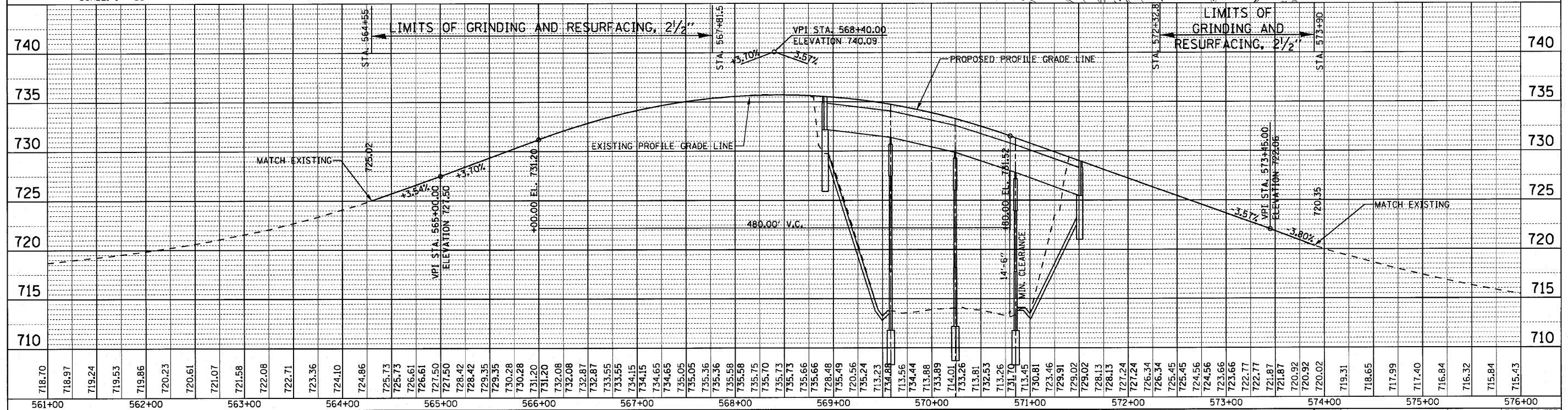
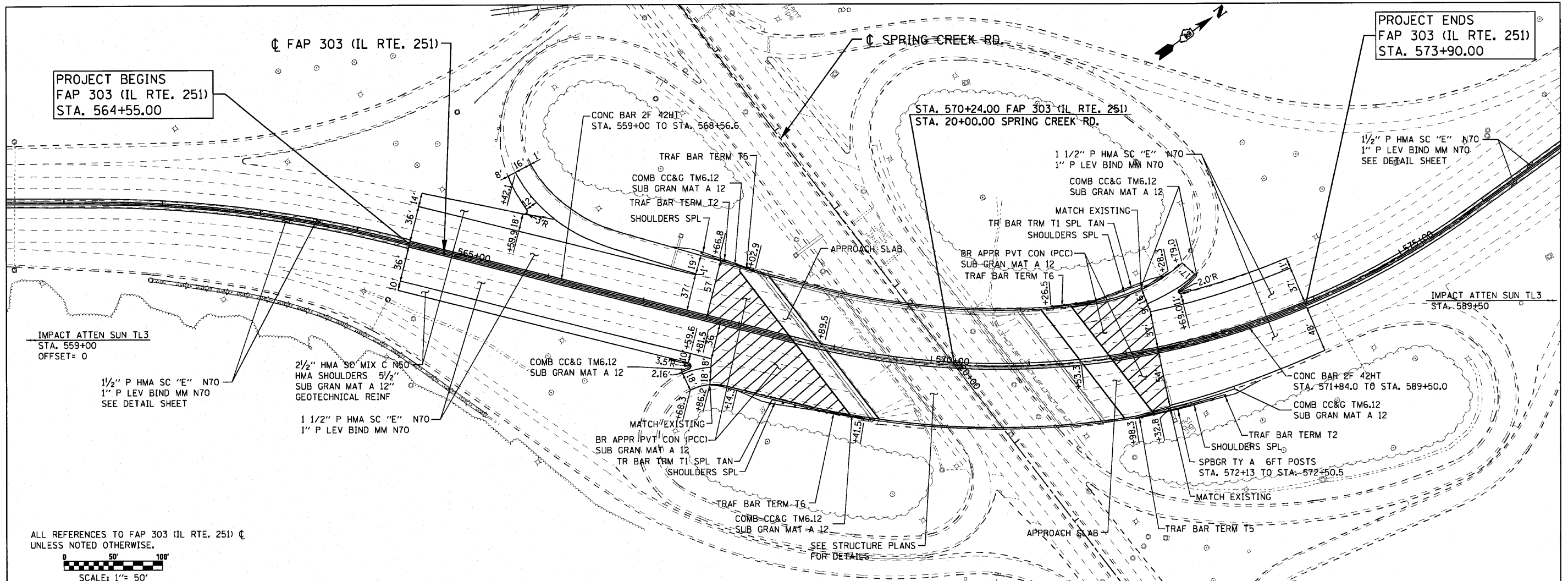


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		DRAWN	REVISED	STATE OF ILLINOIS			IL RTE 251 & FOREST HILLS RD			CONTRACT NO. 64B79	
		CHECKED	REVISED	DEPARTMENT OF TRANSPORTATION			FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
		DATE	REVISED				SCALE:			SHEET NO. OF SHEETS STA. TO STA.	

• F.A.P. 303 & F.A.U. 5146

DATE	
DESIGNED	
CHECKED	
DATE	
NO.	
PLAN	
NOTE BOOK	
NO.	

DATE	
BY	
DESIGNED	
CHECKED	
DATE	
NO.	
PROFILE	
NOTE BOOK	
NO.	



FILE NAME =	USER NAME = zpiemid	DESIGNED - DLP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP ROUTE 303 (IL ROUTE 251) OVER SPRING CREEK ROAD PROPOSED PLAN AND PROFILE</b>		F.A.P. RTE. *	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT SCALE = 50.00' / 1".	CHECKED - TMH	REVISED -				IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79				
	PLOT DATE = 8/30/2010	DATE - 08/30/10	REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT * F.A.P. 303 & F.A.U. 5146				



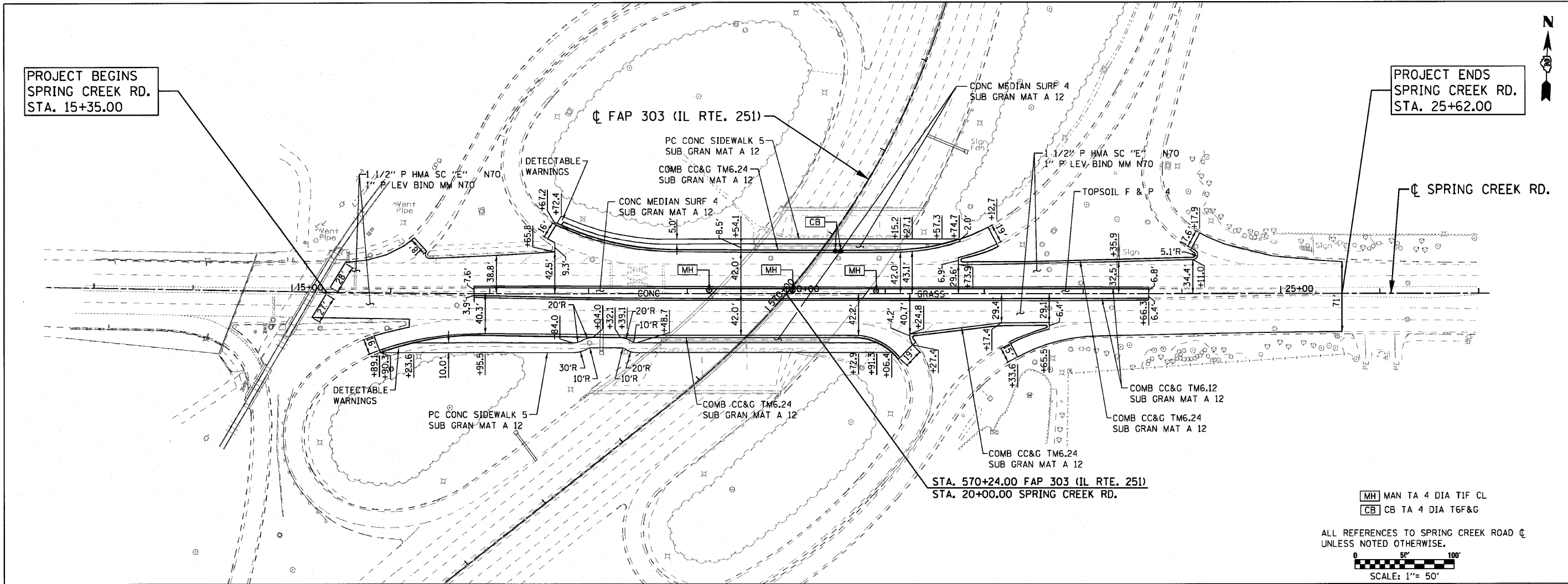
PROJECT BEGINS  
SPRING CREEK RD.  
STA. 15+35.00

PROJECT ENDS  
SPRING CREEK RD.  
STA. 25+62.00



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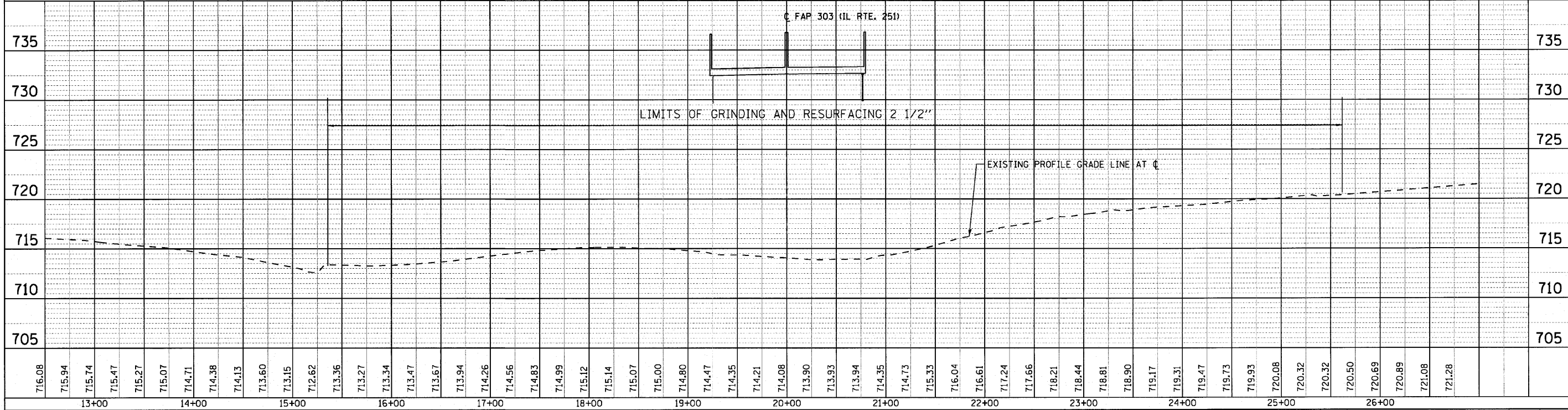


STA. 570+24.00 FAP 303 (IL RTE. 251)  
STA. 20+00.00 SPRING CREEK RD.

MH MAN TA 4 DIA TIF CL  
CB TA 4 DIA T6F&G

ALL REFERENCES TO SPRING CREEK ROAD @  
UNLESS NOTED OTHERWISE.

SCALE: 1" = 50'

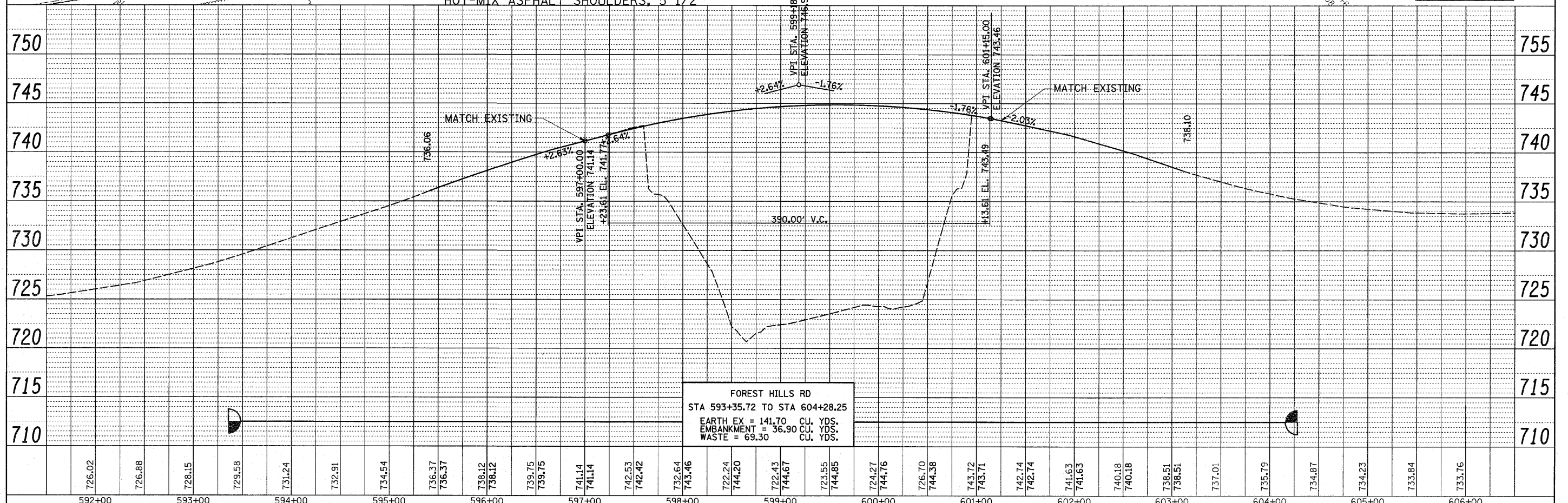
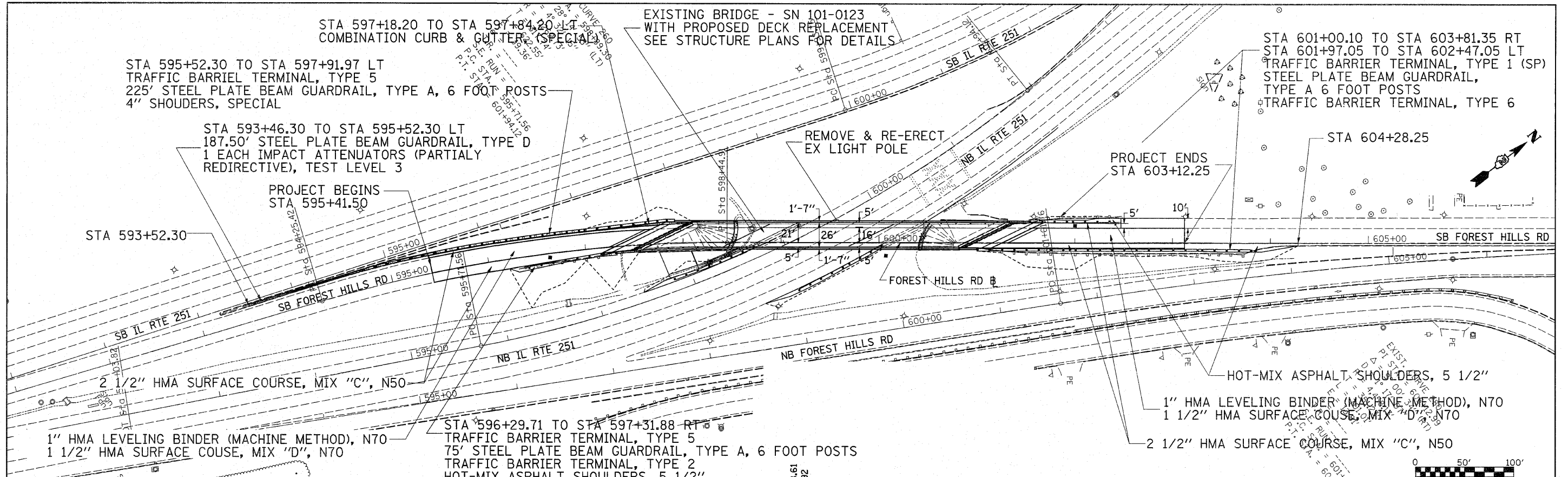


FILE NAME =	USER NAME = zpiend	DESIGNED - DLP	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>SPRING CREEK ROAD UNDER FAP ROUTE 303 (IL ROUTE 251)</b> <b>PROPOSED PLAN AND PROFILE</b>	F.A. #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
G:\projects\2082773.021\CADD\Civil\Sh\VD26	079-shr-plnpr\FSCR_50sc_21.dgn	DRAWN - ENTRAN	REVISED -			*	I-HBR & I-2HB-D	WINNEBAGO	216	32
PLOT SCALE = 50.00' / IN.		CHECKED - TMH	REVISED -			IL RTE 251 & FOREST HILLS RD	CONTRACT NO. 64B79			
PLOT DATE = 8/30/2010		DATE - 08/30/10	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
						SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.

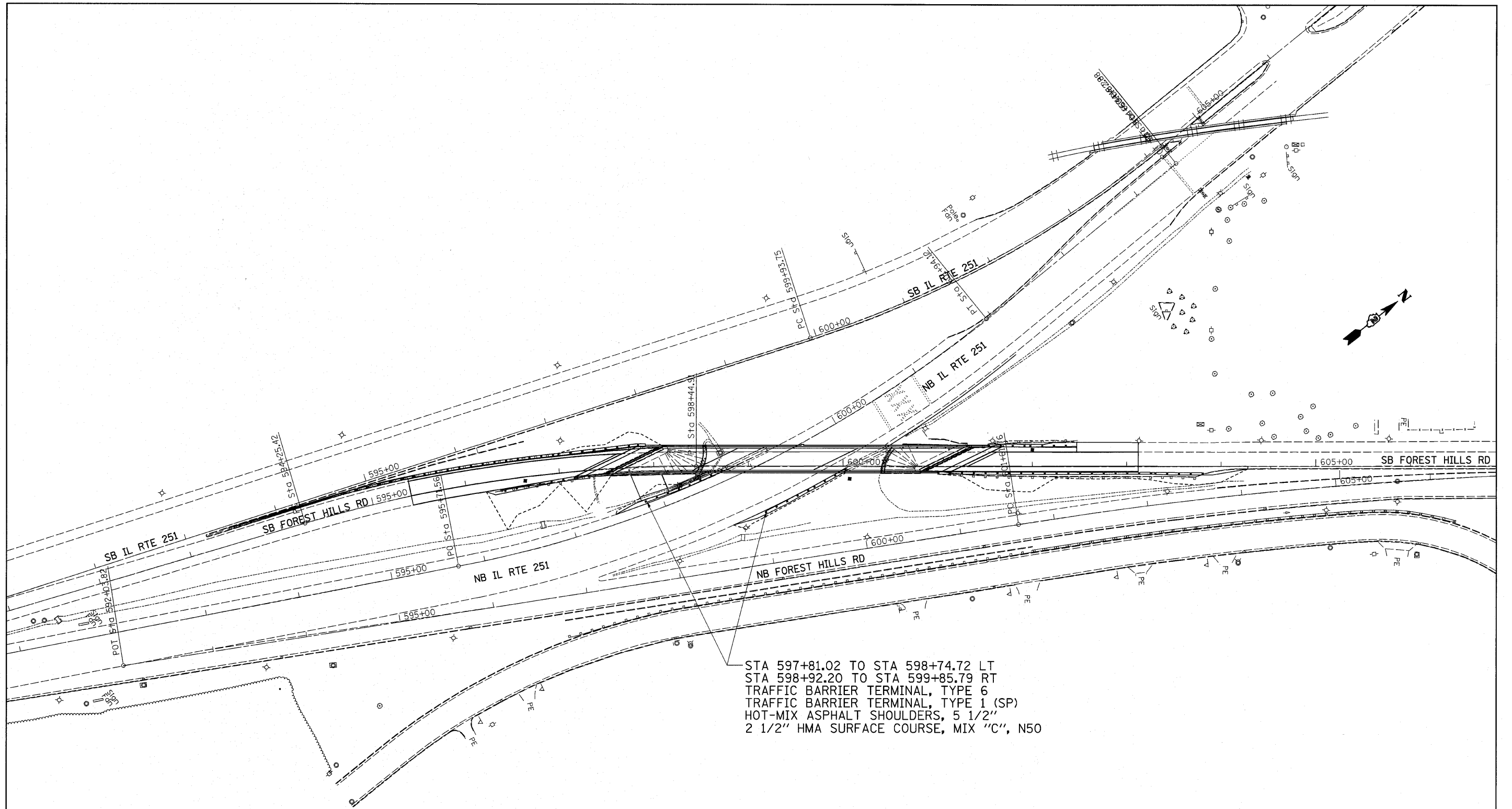
\* F.A.P. 303 & F.A.U. 5146

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DESCRIPTION	



FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b> <b>SB FOREST HILLS RD</b>				F.A.*	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ce:\pw\work\pwwadot\goffjl\dms41657\d14405p.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -						IL RTE 251 & FOREST HILLS RD	1-HBR & 1-2HB-D	WINNEBAGO	216	33
PLOT DATE = Thu Sep 30 14:42:19 2010	CHECKED -	REVISED -	CONTRACT NO. 64B79						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	DATE -	REVISED -							* F.A.P. 303 & F.A.U. 5146				



STA 597+81.02 TO STA 598+74.72 LT  
 STA 598+92.20 TO STA 599+85.79 RT  
 TRAFFIC BARRIER TERMINAL, TYPE 6  
 TRAFFIC BARRIER TERMINAL, TYPE 1 (SP)  
 HOT-MIX ASPHALT SHOULDERS, 5 1/2"  
 2 1/2" HMA SURFACE COURSE, MIX "C", N50

IL 251  
 STA 597+50.00 TO STA 599+75.00  
 EARTH EX = 21.90 CU. YDS.  
 EMBANKMENT = 0.10 CU. YDS.  
 WASTE = 16.30 CU. YDS.

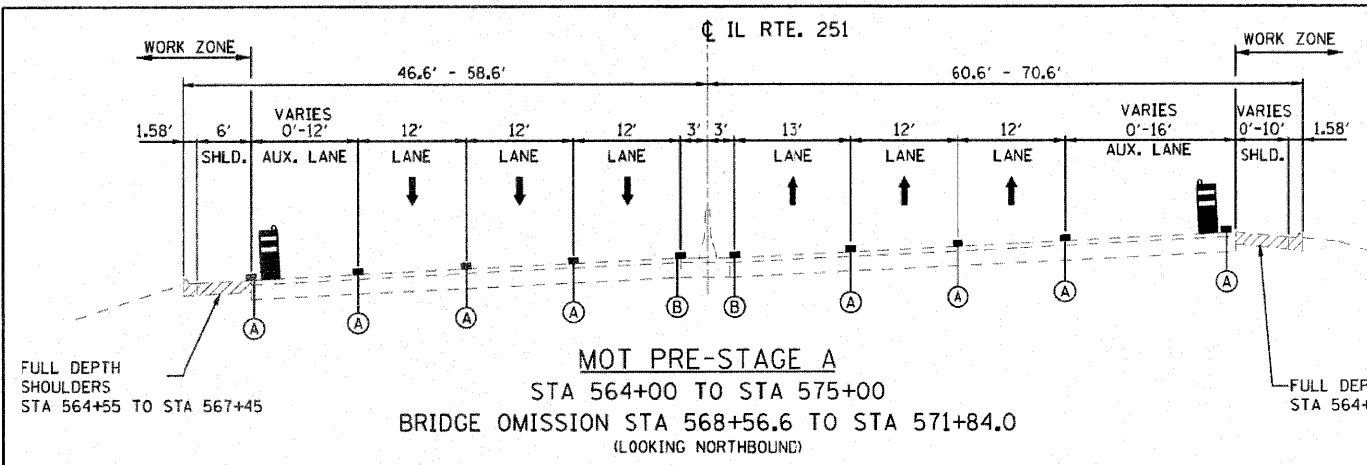
FILE NAME =	USER NAME = goff jl	DESIGNED -	REVISED -
ca:\pwwork\pwwork\goff jl\dms41657\d14485.pln.dgn		DRAWN -	REVISED -
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = Tue Aug 31 10:21:49 2010		DATE -	REVISED -

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

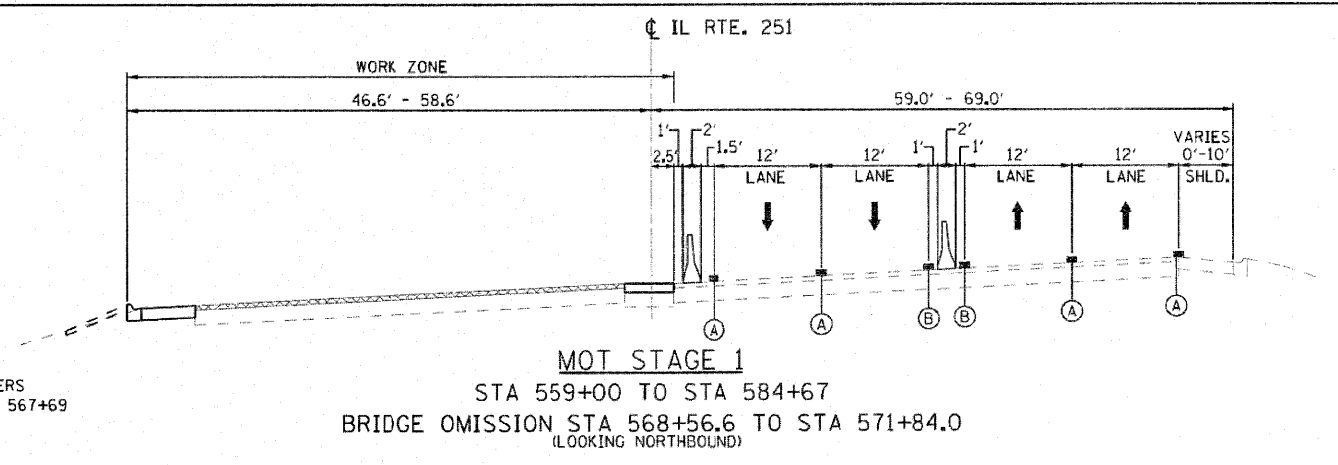
<b>PLAN</b>				
<b>NB IL RTE 251</b>				
SCALE:	SHEET NO.	OF	SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	1-HBR & 1-2HB-D	WINNEBAGO	216	34
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B79	

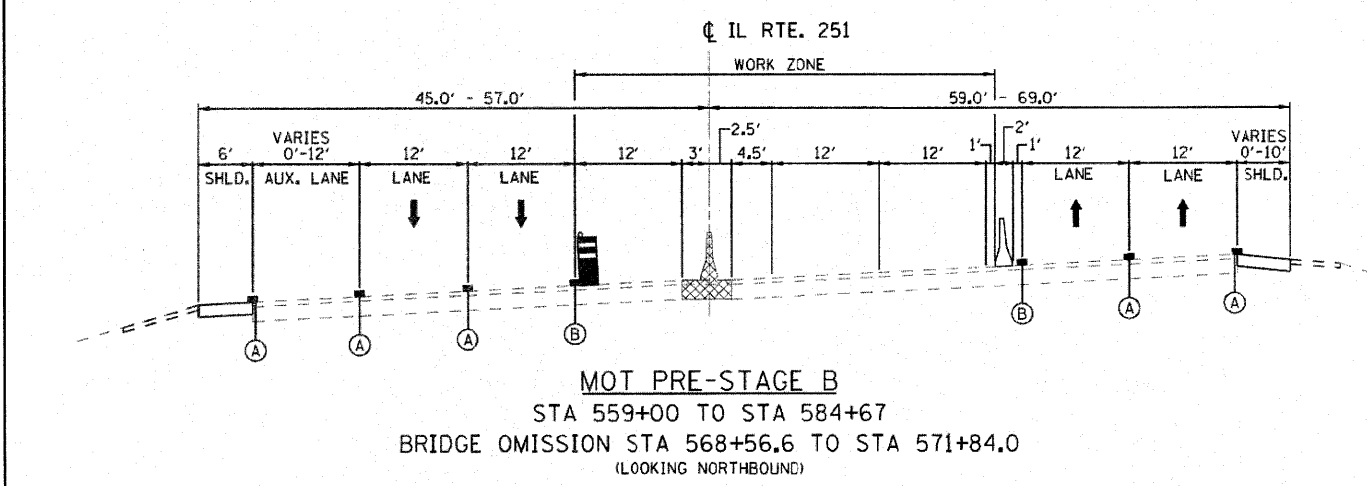
• F.A.P. 303 & F.A.U. 5146



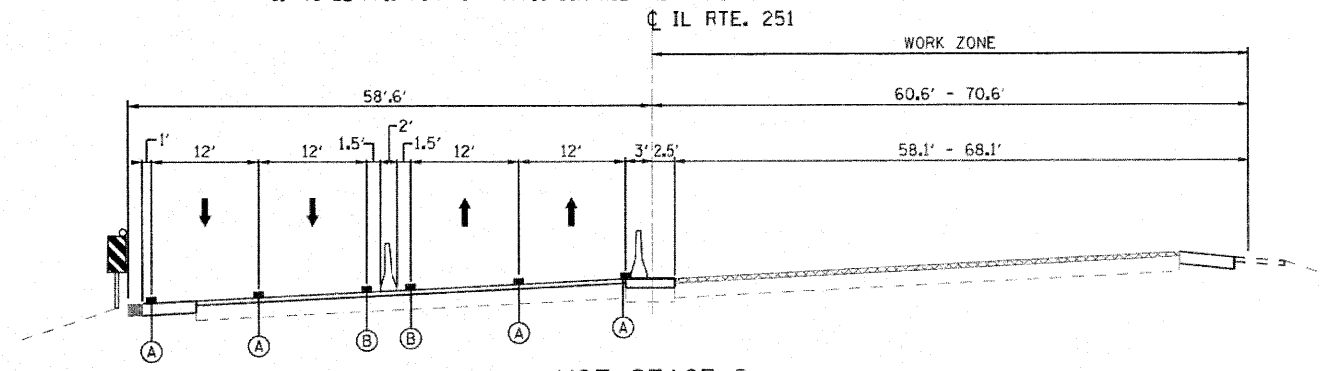
1. REMOVE EXISTING SHOULDERS SOUTH OF THE STRUCTURE.
2. INSTALL FULL DEPTH 8" SHOULDERS AS SHOWN ON THE PLANS.
3. TRAFFIC CONTROL AND PROTECTION ACCORDING TO HIGHWAY STANDARD 701101 AND 701421.
4. TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION STANDARD 701411, 701421, AND SOUTHBOUND AS SHOWN IN STAGE 1.



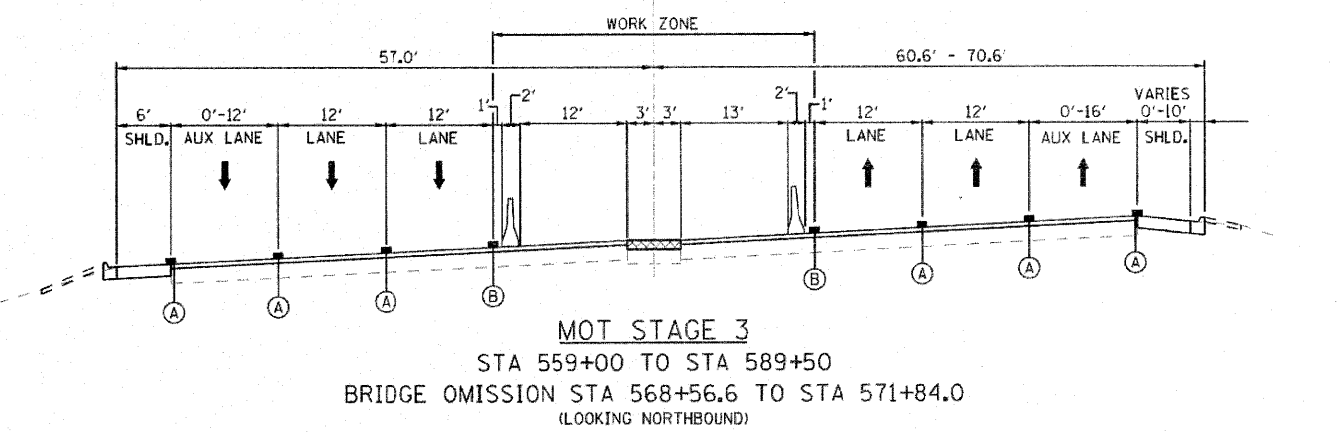
1. REMOVE SOUTHBOUND SUPER AND SUB STRUCTURE.
2. CONSTRUCT SOUTHBOUND SUPER AND SUB STRUCTURE, (BEAMS SHALL BE PAINTED).
3. CONSTRUCT TEMPORARY PAVEMENT NORTH OF THE STRUCTURE SOUTHBOUND.
4. INSTALL / RELOCATE TEMPORARY CONCRETE BARRIER.
5. SEE HIGHWAY STANDARD 701416 FOR DETAILS NOT SHOWN.
6. TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION STANDARD 701416.



1. INSTALL TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATOR (STATION 559+00).
2. SHIFT TRAFFIC.
3. REMOVE EXISTING IMPACT ATTENUATOR AND EXISTING CONCRETE MEDIAN BARRIER BEGINNING AT THE SOUTH END.
4. INSTALL 2.5" HOT-MIX ASPHALT IN THE VOID LEFT AFTER THE MEDIAN BARRIER IS REMOVED.
5. TRAFFIC CONTROL AND PROTECTION ACCORDING TO HIGHWAY STANDARD 701421 AND 701423.
6. TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION STANDARD 701423.



1. REMOVE NORTHBOUND SUPER AND SUB STRUCTURE.
2. CONSTRUCT NORTHBOUND SUPER AND SUB STRUCTURE.
3. RELOCATE TEMPORARY BARRIER WALL AND IMPACT ATTENUATOR.
4. SEE HIGHWAY STANDARD 701416 FOR DETAILS NOT SHOWN.
5. TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION STANDARD 701416.



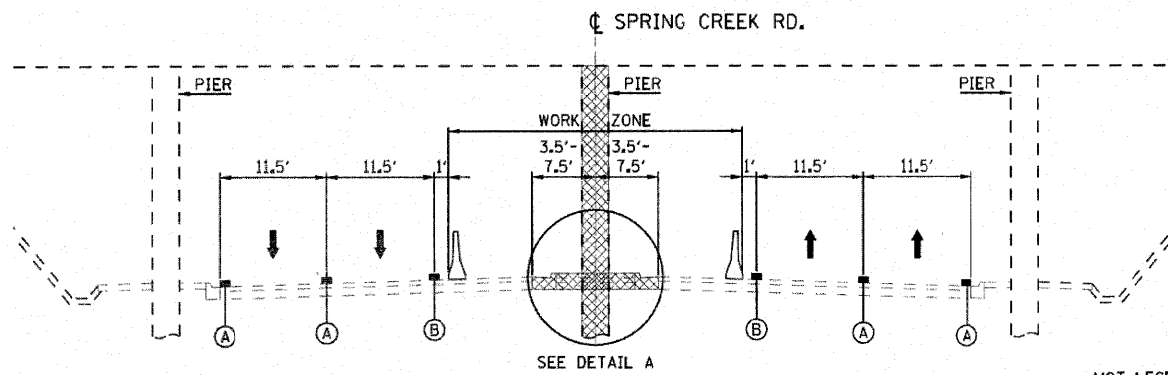
1. INSTALL CONCRETE MEDIAN BARRIER AND IMPACT ATTENUATOR.
2. RESURFACE IL 251 USING HIGHWAY STANDARD 701421.
3. REMOVE TEMPORARY PAVEMENT IN NORTHWEST USING STANDARD SHOULDER CLOSURE
4. PUNCHLIST ITEMS.
5. TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION STANDARD 701423 AND SOUTHBOUND AS MODIFIED.

**NOTE:**  
VERTICAL PANELS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE APPLICABLE HIGHWAY STANDARD

**MOT LEGEND**  
 (A) TEMPORARY PAVEMENT MARKING 4", WHITE  
 (B) TEMPORARY PAVEMENT MARKING 4", YELLOW

FILE NAME =	USER NAME = zpenid	DESIGNED - DLP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP ROUTE 303 (IL ROUTE 251) OVER SPRING CREEK ROAD MAINTENANCE OF TRAFFIC TYPICAL SECTIONS</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
6:\projects\2882773_001\CAD\Civil\Sheets\34879\sh-t\mottypsections.dgn		DRAWN - ENTRAN	REVISED -			*	1-HR & 1-2HB-D	WINNEBAGO	216	35	
PLOT SCALE = 5/8" = 1' IN.		CHECKED - TMH	REVISED -			IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79					
PLOT DATE = 9/29/2010		DATE - 10/01/10	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

SCALE: 1" = 50'    SHEET NO. OF SHEETS STA. TO STA.    \* F.A.P. 303 & F.A.U. 5146



**MOT STAGE 1A AND 2B**  
 STA 15+30 TO STA 25+36  
 (LOOKING EASTBOUND)

**MOT LEGEND**

- (A) TEMPORARY PAVEMENT MARKING 4", WHITE
- (B) TEMPORARY PAVEMENT MARKING 4", YELLOW

**MOT PRE-STAGE A**

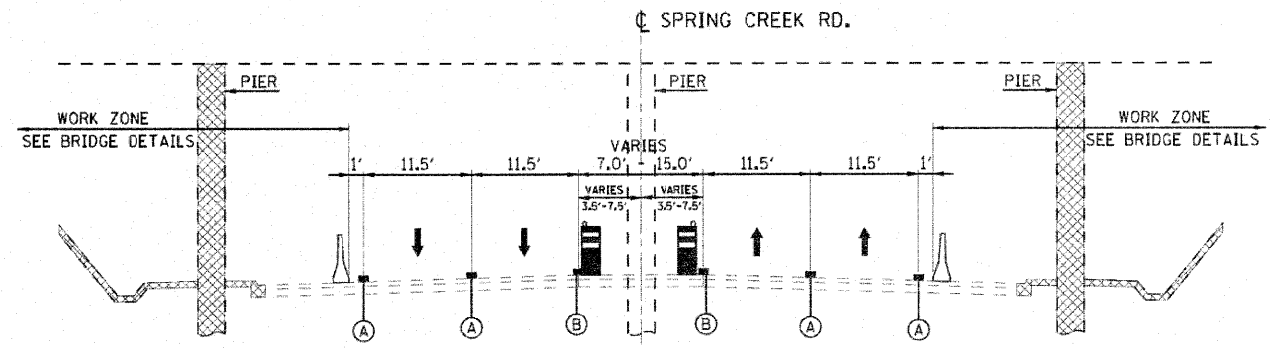
1. REMOVE EXISTING CURB AND GUTTER, INSTALL TEMPORARY PAVEMENT, TEMPORARY CONCRETE BARRIER, AND TEMPORARY PAVEMENT MARKINGS MOT ACCORDING TO HIGHWAY STANDARD 701601.

**MOT STAGE 1A**

1. REMOVE CONCRETE AND GRASS MEDIAN, CURB & GUTTER AND PAVEMENT MARKING LINES.
2. RAILROAD PROTECTION AND FLAGGERS PAY ITEMS HAVE BEEN INCLUDED FOR USE AT THE RAILROAD LOCATED AT THE WEST END OF MEDIAN REMOVAL.
3. REMOVE EXISTING SOUTHBOUND IL. 251 BRIDGE SUPERSTRUCTURE AND MEDIAN PIER WHEN IL 251 IS IN STAGE 1. CONSTRUCT SOUTHBOUND IL. 251 BRIDGE MEDIAN PIER.
4. TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION STANDARD 701601.

**MOT STAGE 2B**

1. REMOVE EXISTING NORTHBOUND IL 251 BRIDGE MEDIAN PEIR WHEN IL 251 IS IN STAGE 2.
2. CONSTRUCT NORTHBOUND IL 251 BRIDGE MEDIAN PIER.
3. CONSTRUCT NORTHBOUND IL 251 BRIDGE SUPERSTRUCUTRE WHEN IL 251 IS IN STAGE 2.
4. CONSTRUCT NEW CONCRETE AND/OR GRASS MEDIAN, CONCRETE CURB AND GUTTER.
5. TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION STANDARD 701601.



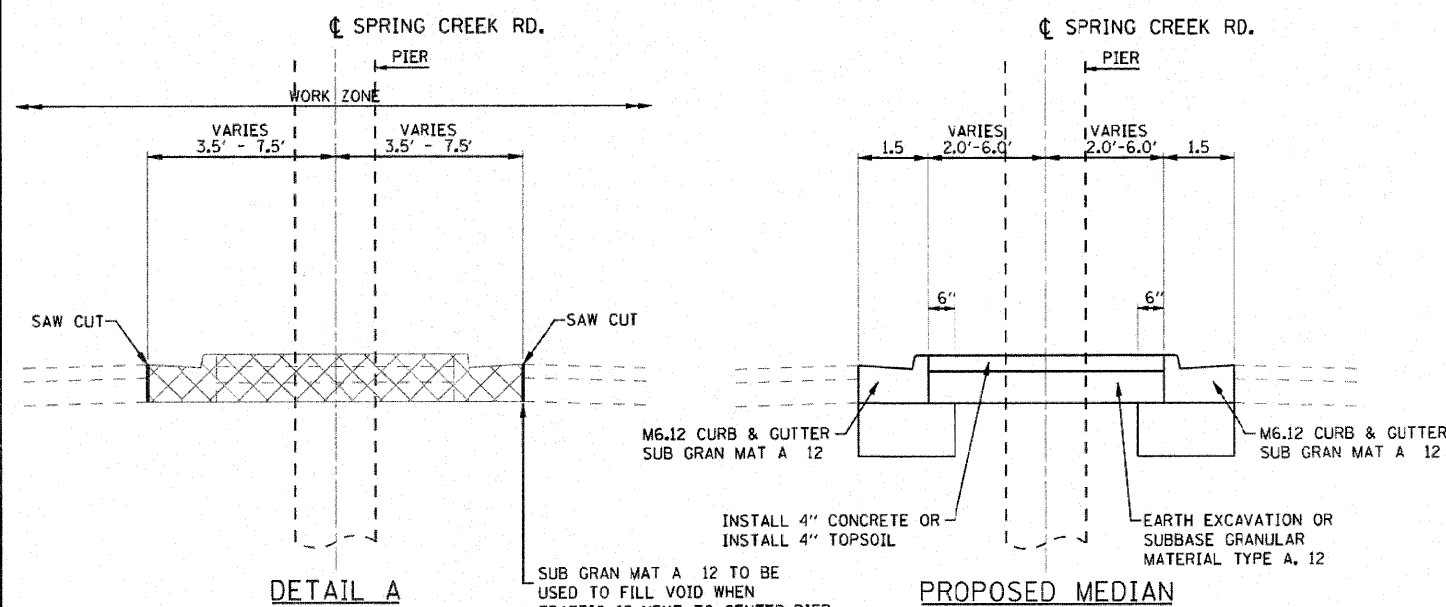
**MOT STAGE 1B AND 2A**  
 STA 15+30 TO STA 25+36  
 (LOOKING EASTBOUND)

**MOT STAGE 1B**

1. REMOVE EXISTING SOUTHBOUND IL. 251 BRIDGE SUBSTRUCTURE AND PIERS 1 AND 3 WHEN IL 251 IS IN STAGE 1.
2. REMOVE CONCRETE CURB AND GUTTER, CONCRETE SIDEWALK, PAVED GUTTER, CONCRETE SLOPE WALL ADJACENT TO PIERS 1 AND 3 ON THE WEST SIDE OF IL 251.
3. CONSTRUCT SOUTHBOUND IL. 251 BRIDGE SUBSTRUCTURE, SUPERSTRUCTURE, PIERS 1 AND 3 WHEN IL 251 IS IN STAGE 1.
4. CONSTRUCT NEW CONCRETE CURB AND GUTTER, CONCRETE SIDEWALK, PAVED GUTTER, CONCRETE SLOPE WALL ADJACENT TO PIERS 1 AND 3 ON THE WEST SIDE OF IL 251.
5. TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION STANDARD 701601.

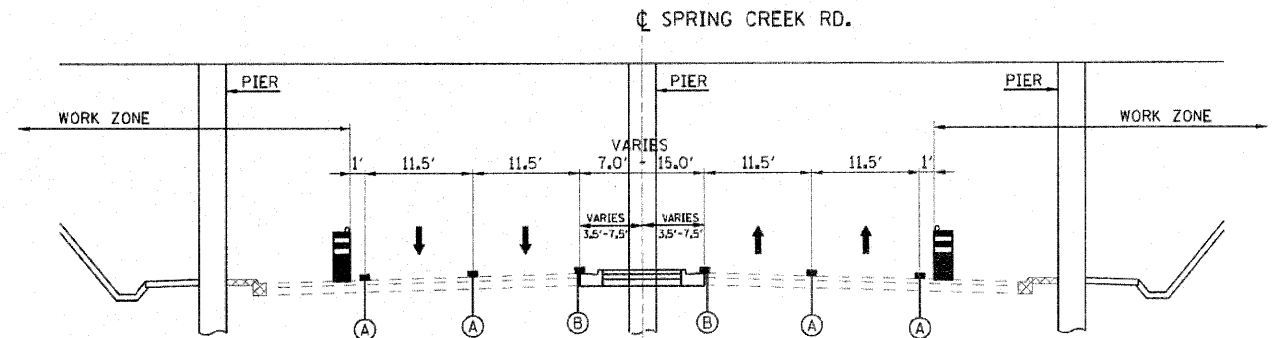
**MOT STAGE 2A**

1. REMOVE EXISTING NORTHBOUND IL 251 BRIDGE SUBSTRUCTURE, SUPERSTRUCTURE, AND PIERS 1 AND 3 WHEN IL 251 IS IN STAGE 2.
2. REMOVE CONCRETE CURB AND GUTTER, CONCRETE SIDEWALK, PAVED GUTTER, CONCRETE SLOPE WALL ADJACENT TO PIERS 1 AND 3 ON THE EAST SIDE OF IL 251.
3. CONSTRUCT NORTHBOUND IL 251 BRIDGE SUBSTRUCTURE, PIERS 1 AND 3 WHEN IL 251 IS IN STAGE 2.
4. CONSTRUCT NEW CONCRETE CURB AND GUTTER, CONCRETE SIDEWALK, PAVED GUTTER, CONCRETE SLOPE WALL ADJACENT TO PIERS 1 AND 3 ON THE EAST SIDE OF IL 251.
5. TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION STANDARD 701601.



**DETAIL A**

**PROPOSED MEDIAN**

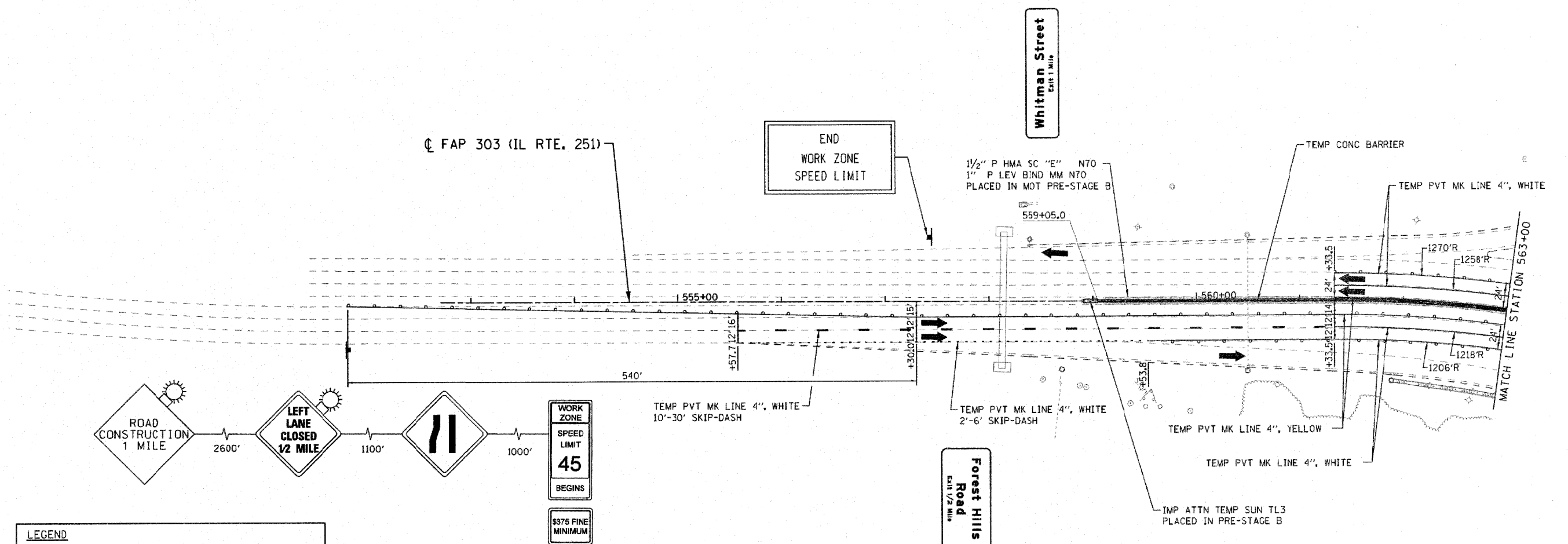
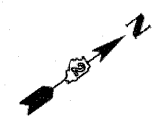


**MOT STAGE 3**  
 STA 15+30 TO STA 25+36  
 (LOOKING EASTBOUND)

**MOT STAGE 3**

1. REMOVE TEMPORARY PAVEMENT.
2. CONSTRUCT CURB AND GUTTER, TOPSOIL, AND SEEDING.
3. GRIND AND RESURFACE SPRING CREEK RD USING DAY TIME LANE CLOSURES.
4. INSTALL PERMANENT PAVEMENT MARKINGS.
5. TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION STANDARD 701601.

FILE NAME =	USER NAME = zorenud	DESIGNED - DLP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SPRING CREEK ROAD UNDER FAP ROUTE 303 (IL ROUTE 251) MAINTENANCE OF TRAFFIC TYPICAL SECTIONS</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Project\2092773_801\ACAD\Civil\Sheet\03-64B79-shr-mot-typsec-toms.dgn	PLT SCALE = 50.00' / 1" IN.	DRAWN - ENTRAN	REVISED -			*	I-HBR & I-2HB-D	WINNEBAGO	216	36	
PLT DATE = 9/29/2010	DATE = 10/01/10	CHECKED - TMH	REVISED -			IL RTE 251 & FOREST HILLS RD	CONTRACT NO. 64B79	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			
						* F.A.P. 303 & F.A.U. 5146					



SEE HIGHWAY STANDARD 701421 FOR DETAILS NOT SHOWN

LEGEND	
	CONSTRUCTION ZONE
	TYPE II BARRELS
	TYPE III BARRICADE
	TRAFFIC DIRECTION
	TEMPORARY CONCRETE BARRIER WALL
	TEMPORARY IMPACT ATTENUATOR
	TEMPORARY PAVEMENT (UNLESS OTHERWISE NOTED)

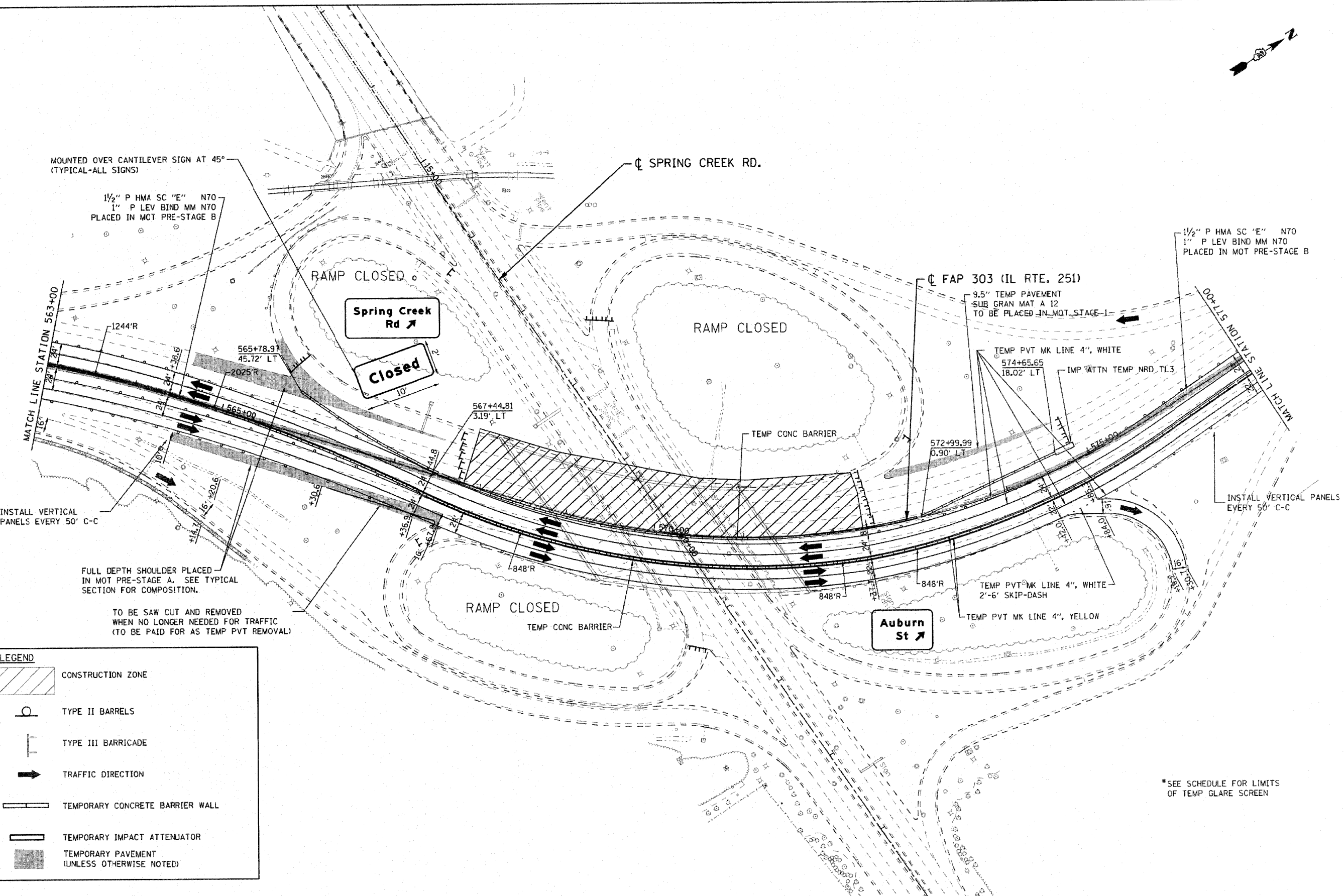
FILE NAME =	USER NAME = zprn1d	DESIGNED - DLP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP ROUTE 303 (IL ROUTE 251) OVER SPRING CREEK ROAD IL ROUTE 251 MAINTENANCE OF TRAFFIC - STAGE 1</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6:\projects\2082773_001\CADD\Civil\Sheet\034979\ahvt\mst\HIL251_01.dgn	PLOT SCALE = 60.00' / IN.	DRAWN - ENTRAN	REVISED -			*	1-HBR & 1-2HB-D	WINNEBAGO	216	37
	PLOT DATE = 9/29/2018	CHECKED - TMH	REVISED -			IL RTE 251 & FOREST HILLS RD	CONTRACT NO. 64B79			
		DATE - 10/01/10	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
					SCALE: 1" = 50'	SHEET NO.	OF SHEETS	STA.	TO STA.	* F.A.P. 303 & F.A.U. 5146



MOUNTED OVER CANTILEVER SIGN AT 45°  
(TYPICAL-ALL SIGNS)

1 1/2" P HMA SC "E" N70  
1" P LEV BIND MM N70  
PLACED IN MOT PRE-STAGE B

1 1/2" P HMA SC "E" N70  
1" P LEV BIND MM N70  
PLACED IN MOT PRE-STAGE B



INSTALL VERTICAL  
PANELS EVERY 50' C-C

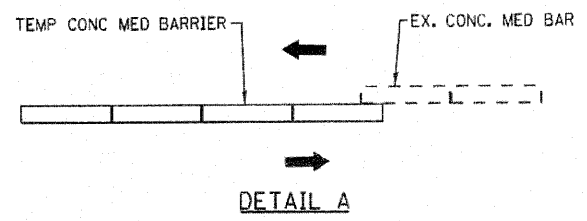
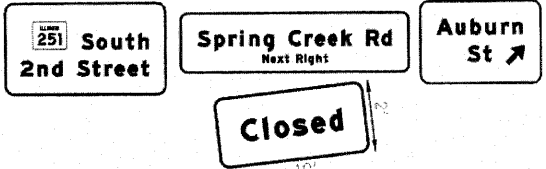
FULL DEPTH SHOULDER PLACED  
IN MOT PRE-STAGE A. SEE TYPICAL  
SECTION FOR COMPOSITION.

TO BE SAW CUT AND REMOVED  
WHEN NO LONGER NEEDED FOR TRAFFIC  
(TO BE PAID FOR AS TEMP PVT REMOVAL)

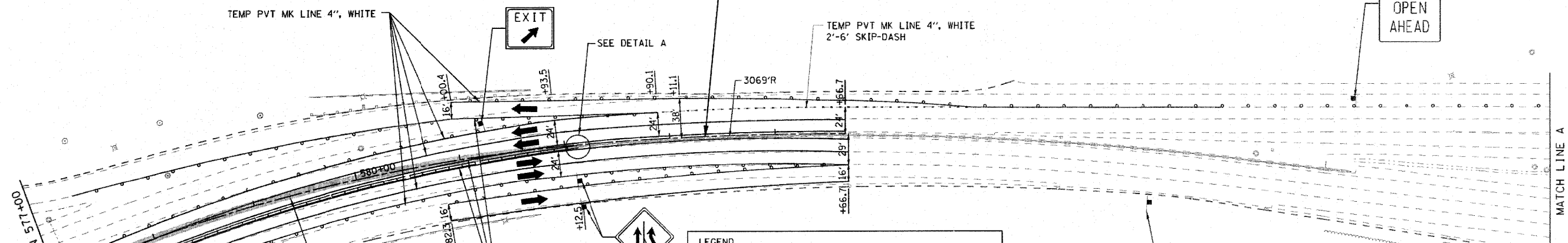
LEGEND	
	CONSTRUCTION ZONE
	TYPE II BARRELS
	TYPE III BARRICADE
	TRAFFIC DIRECTION
	TEMPORARY CONCRETE BARRIER WALL
	TEMPORARY IMPACT ATTENUATOR
	TEMPORARY PAVEMENT (UNLESS OTHERWISE NOTED)

\*SEE SCHEDULE FOR LIMITS  
OF TEMP GLARE SCREEN

FILE NAME =	USER NAME = z201nid	DESIGNED - DLP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP ROUTE 303 (IL ROUTE 251) OVER SPRING CREEK ROAD IL ROUTE 251 MAINTENANCE OF TRAFFIC - STAGE 1</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Git\project\2082773_001\CADD\Civil\5\1020	48791-gh-t-met-IL251_02.dgn	DRAWN - ENTRAN	REVISED -		SCALE: 1"= 50'	SHEET NO.	OF	SHEETS	STA.	TO STA.	WINNEBAGO	216	38
	PLOT SCALE = 58.00' / 1" IN.	CHECKED - TMH	REVISED -								IL RTE 251 & FOREST HILLS RD	CONTRACT NO. 64B79	
	PLOT DATE = 9/29/2010	DATE - 10/01/10	REVISED -								FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
											* F.A.P. 303 & F.A.U. 5146		



MOUNTED OVER SPRING CREEK RD AT 45°  
 FAP 303 (IL RTE. 251)



**LEGEND**

- CONSTRUCTION ZONE
- TYPE II BARRELS
- TYPE III BARRICADE
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY PAVEMENT (UNLESS OTHERWISE NOTED)

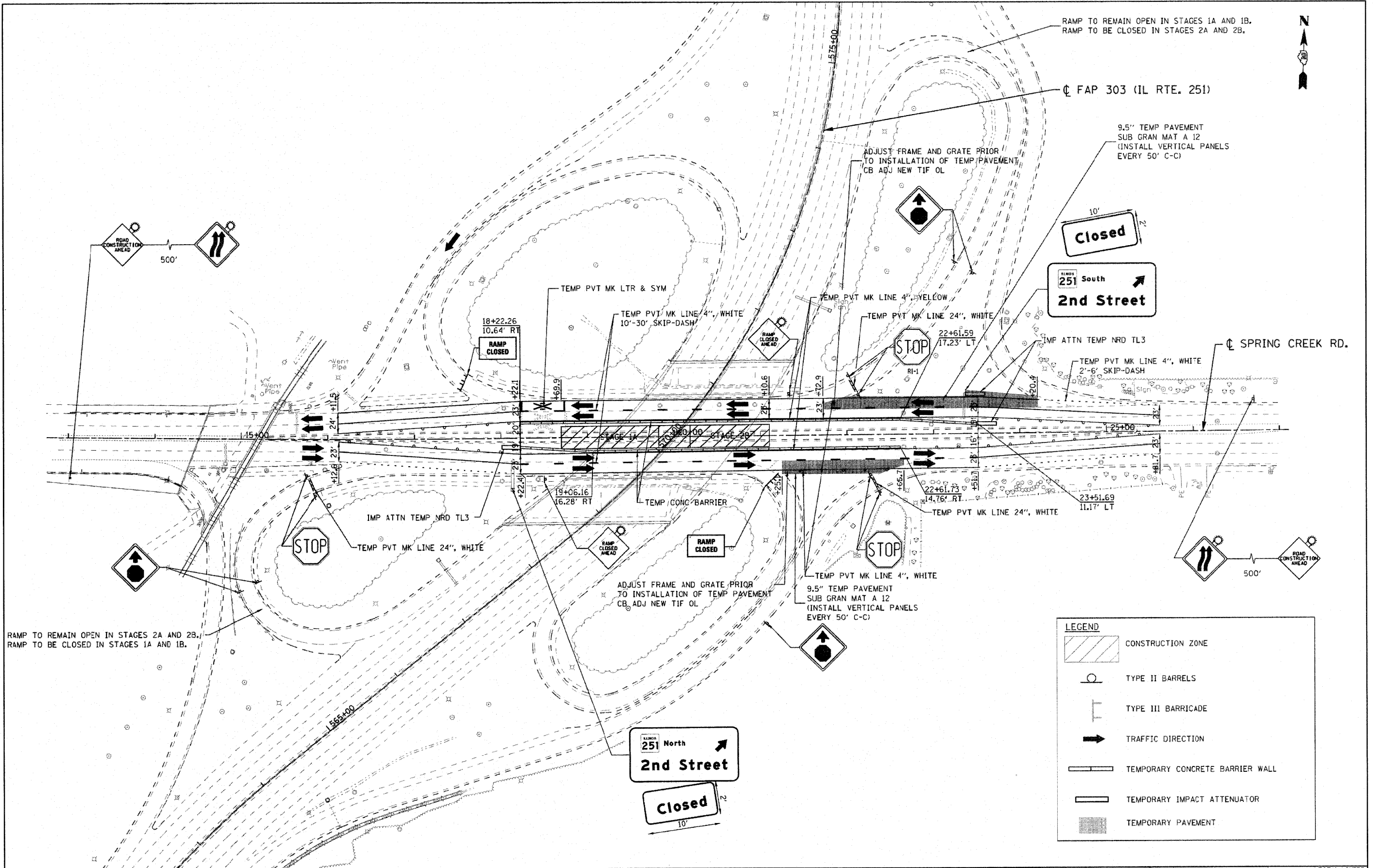
BARRELS SPACED EVERY 50 FT. C-C

FOREST HILLS RD.

FILE NAME =	USER NAME = 2p1amud	DESIGNED - DLP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP ROUTE 303 (IL ROUTE 251) OVER SPRING CREEK ROAD IL ROUTE 251 MAINTENANCE OF TRAFFIC - STAGE 1</b>			F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Go\project\2082773_001\CADD\Civil\Sheet\64879-shs-mt3IL251_03.dgn		DRAWN - ENTRAN	REVISED -		1-HBR & 1-2HB-D	WINNEBAGO	216	39				
PLOT SCALE = 50.00' / IN.		CHECKED - TMH	REVISED -		IL RTE 251 & FOREST HILLS RD	CONTRACT NO. 64B79						
PLOT DATE = 9/29/2010		DATE - 10/01/10	REVISED -		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT						

\* F.A.P. 303 & F.A.U. 5146





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 PLOT DATE = 9/29/2018

USER NAME = zprasad  
 DESIGNED - DLP  
 DRAWN - ENTRAN  
 CHECKED - TMH  
 DATE - 10/01/10

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 REVISED -

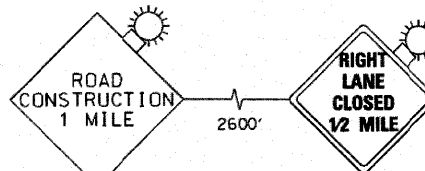
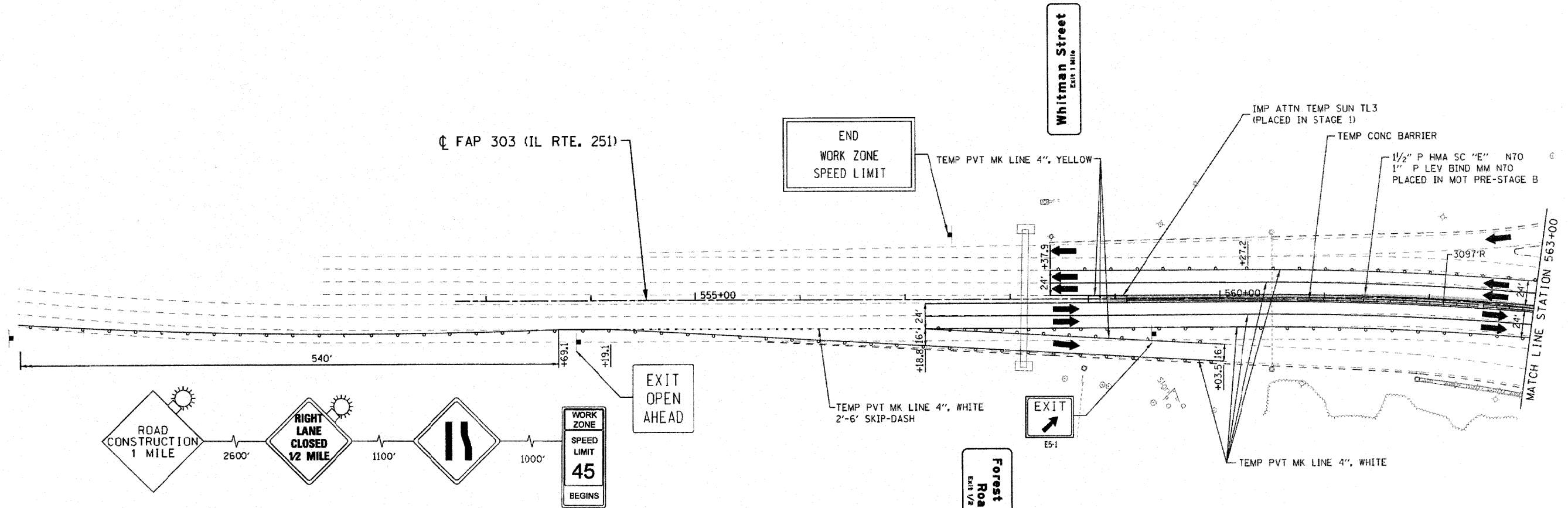
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SPRING CREEK ROAD UNDER FAP ROUTE 303 (IL ROUTE 251)**  
**SPRING CREEK RD. MAINTENANCE OF TRAFFIC - STAGE 1A AND 2B**

SCALE: 1" = 50'    SHEET NO.    OF    SHEETS    STA.    TO    STA.

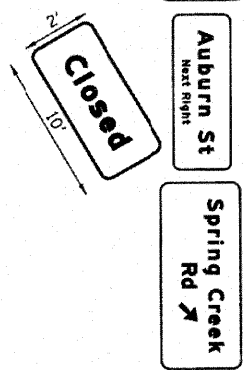
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	I-HBR & I-2HB-D	WINNEBAGO	216	40
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

\* F.A.P. 303 & F.A.U. 5146



LEGEND	
	CONSTRUCTION ZONE
	TYPE II BARRELS
	TYPE III BARRICADE
	TRAFFIC DIRECTION
	TEMPORARY CONCRETE BARRIER WALL
	TEMPORARY IMPACT ATTENUATOR
	TEMPORARY PAVEMENT (UNLESS OTHERWISE NOTED)

SEE HIGHWAY STANDARD 701411 AND 701421 FOR DETAILS NOT SHOWN



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 PLOT DATE = 9/29/2018

DESIGNED - DLP  
 DRAWN - ENTRAN  
 CHECKED - TMH  
 DATE - 10/01/10

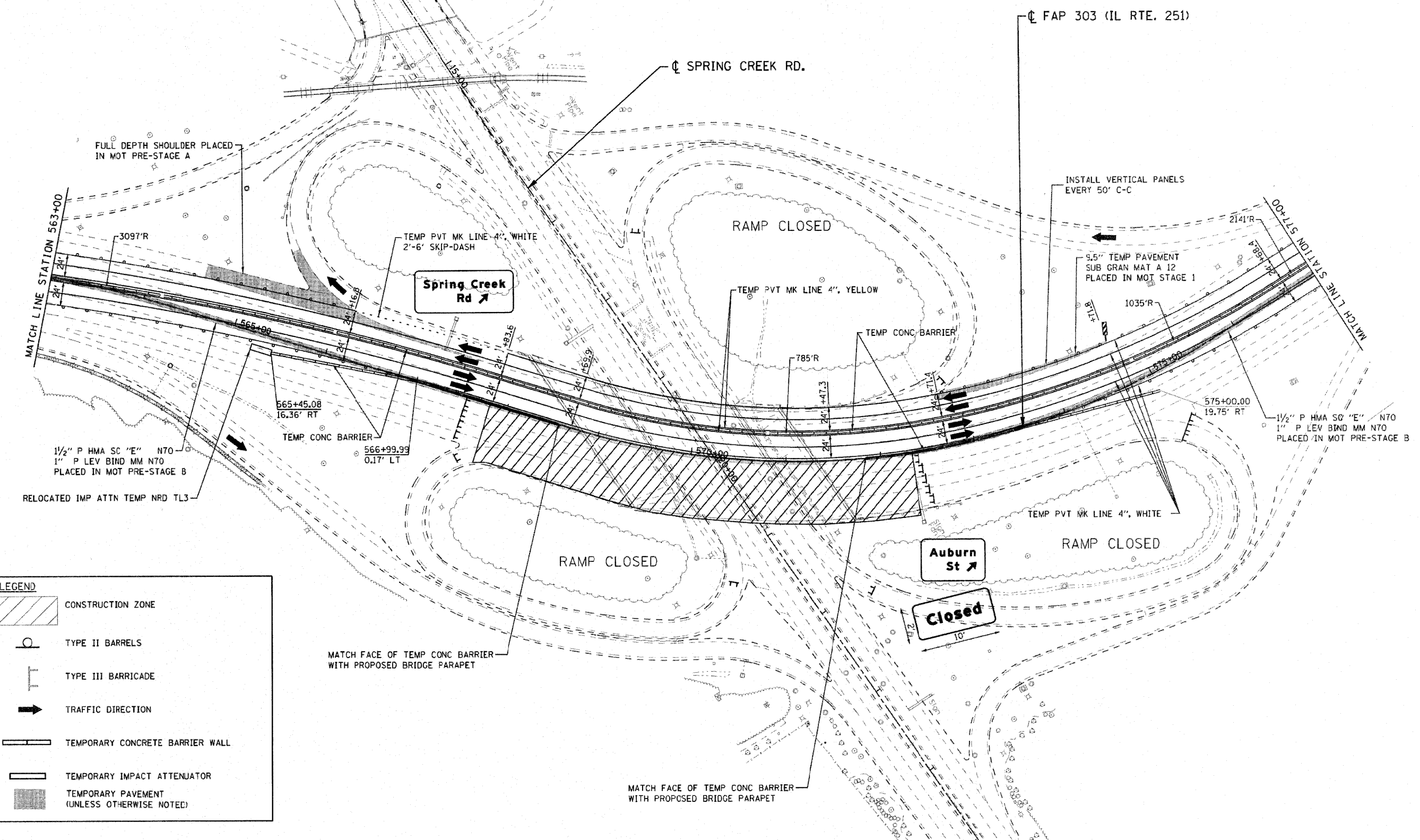
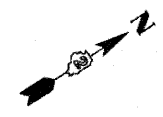
REVISED -  
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FAP ROUTE 303 (IL ROUTE 251) OVER SPRING CREEK ROAD  
 IL ROUTE 251 MAINTENANCE OF TRAFFIC - STAGE 2**  
 SCALE: 1" = 50' SHEET NO. OF SHEETS STA. TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	I-HBR & I-2HB-D	WINNEBAGO	216	41
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

\* F.A.P. 303 & F.A.U. 5146



LEGEND	
	CONSTRUCTION ZONE
	TYPE II BARRELS
	TYPE III BARRICADE
	TRAFFIC DIRECTION
	TEMPORARY CONCRETE BARRIER WALL
	TEMPORARY IMPACT ATTENUATOR
	TEMPORARY PAVEMENT (UNLESS OTHERWISE NOTED)

FILE NAME =	USER NAME = z201010
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PLOT DATE = 9/29/2010	

DESIGNED - DLP	REVISED -
DRAWN - ENTRAN	REVISED -
CHECKED - TMH	REVISED -
DATE - 10/01/10	REVISED -

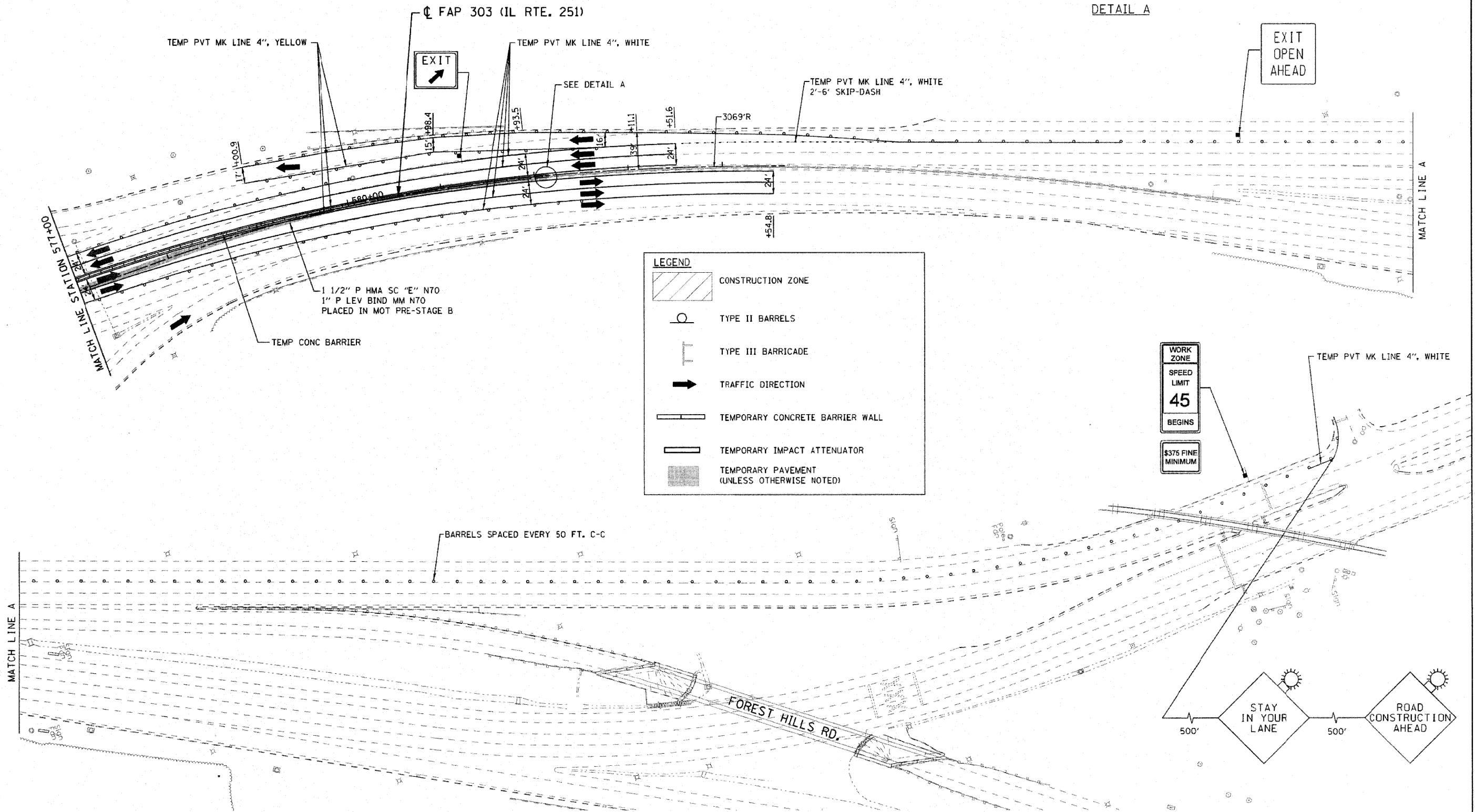
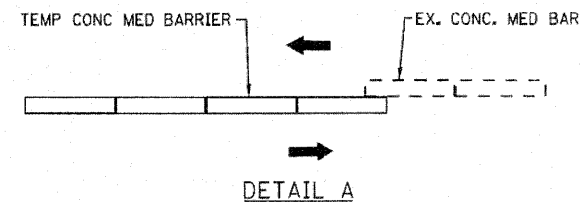
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FAP ROUTE 303 (IL ROUTE 251) OVER SPRING CREEK ROAD  
IL ROUTE 251 MAINTENANCE OF TRAFFIC - STAGE 2**

SCALE: 1" = 50'    SHEET NO.    OF    SHEETS    STA.    TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	1-HBR & 1-2HB-D	WINNEBAGO	216	42
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79				
FED. ROAD DIST. NO.    ILLINOIS FED. AID PROJECT				
* F.A.P. 303 & F.A.U. 5146				

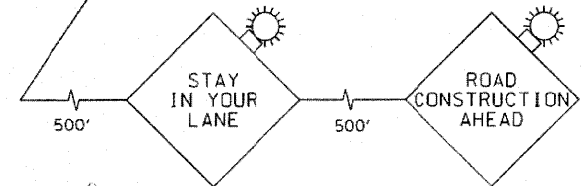
251 South 2nd Street  
 Spring Creek Rd Next Right  
 Auburn St



**LEGEND**

	CONSTRUCTION ZONE
	TYPE II BARRELS
	TYPE III BARRICADE
	TRAFFIC DIRECTION
	TEMPORARY CONCRETE BARRIER WALL
	TEMPORARY IMPACT ATTENUATOR
	TEMPORARY PAVEMENT (UNLESS OTHERWISE NOTED)

WORK ZONE  
 SPEED LIMIT  
 45  
 BEGINS  
 \$375 FINE MINIMUM



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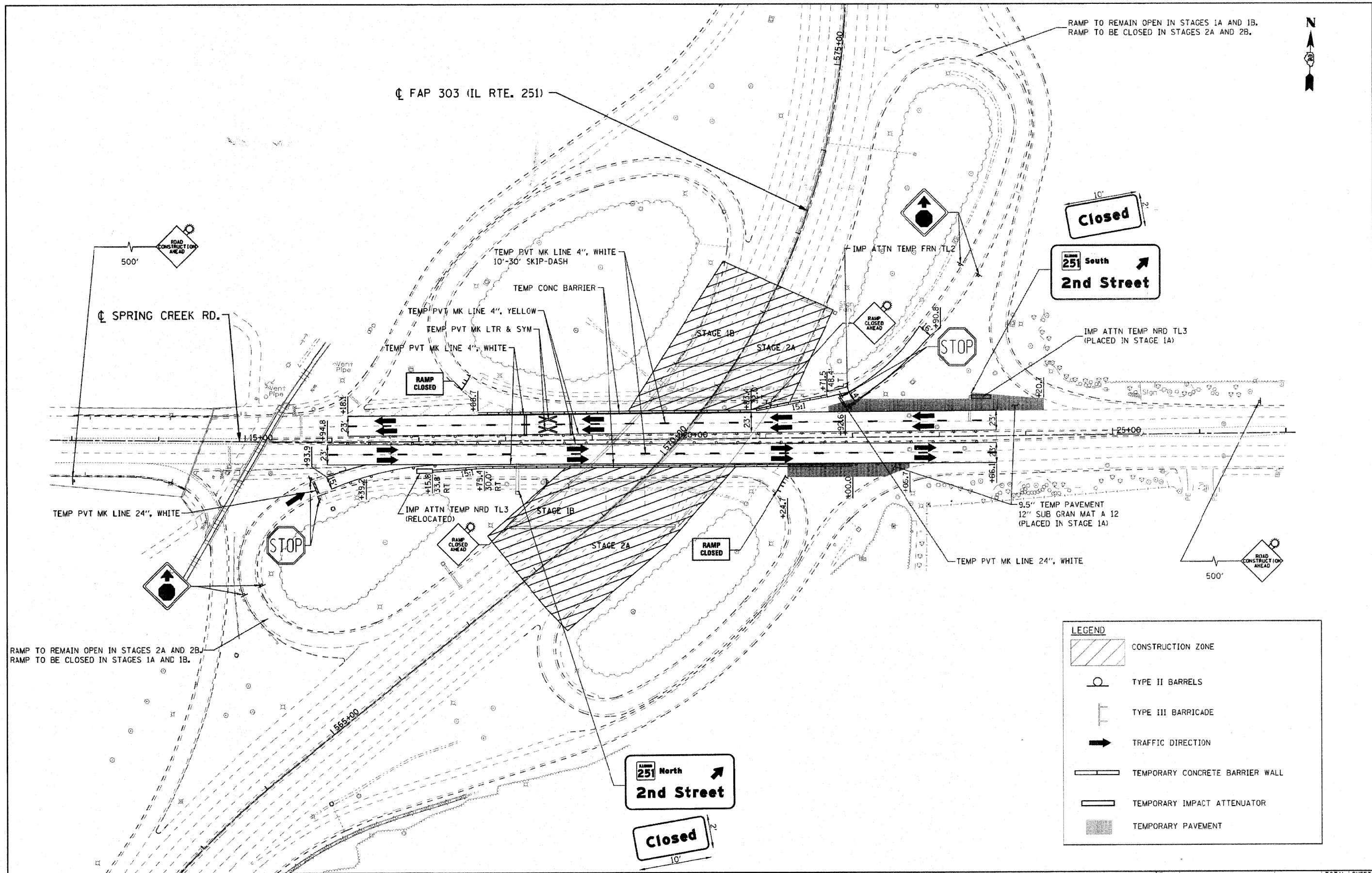
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DRAWN - ENTRAN	REVISED -
CHECKED - TMH	REVISED -
DATE - 10/01/10	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FAP ROUTE 303 (IL ROUTE 251) OVER SPRING CREEK ROAD  
 IL ROUTE 251 MAINTENANCE OF TRAFFIC - STAGE 2**  
 SCALE: 1" = 50' SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	1-HBR & 1-2HB-D	WINNEBAGO	216	43
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

\* F.A.P. 303 & F.A.U. 5146



**LEGEND**

	CONSTRUCTION ZONE
	TYPE II BARRELS
	TYPE III BARRICADE
	TRAFFIC DIRECTION
	TEMPORARY CONCRETE BARRIER WALL
	TEMPORARY IMPACT ATTENUATOR
	TEMPORARY PAVEMENT

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CHECKED - TMH  
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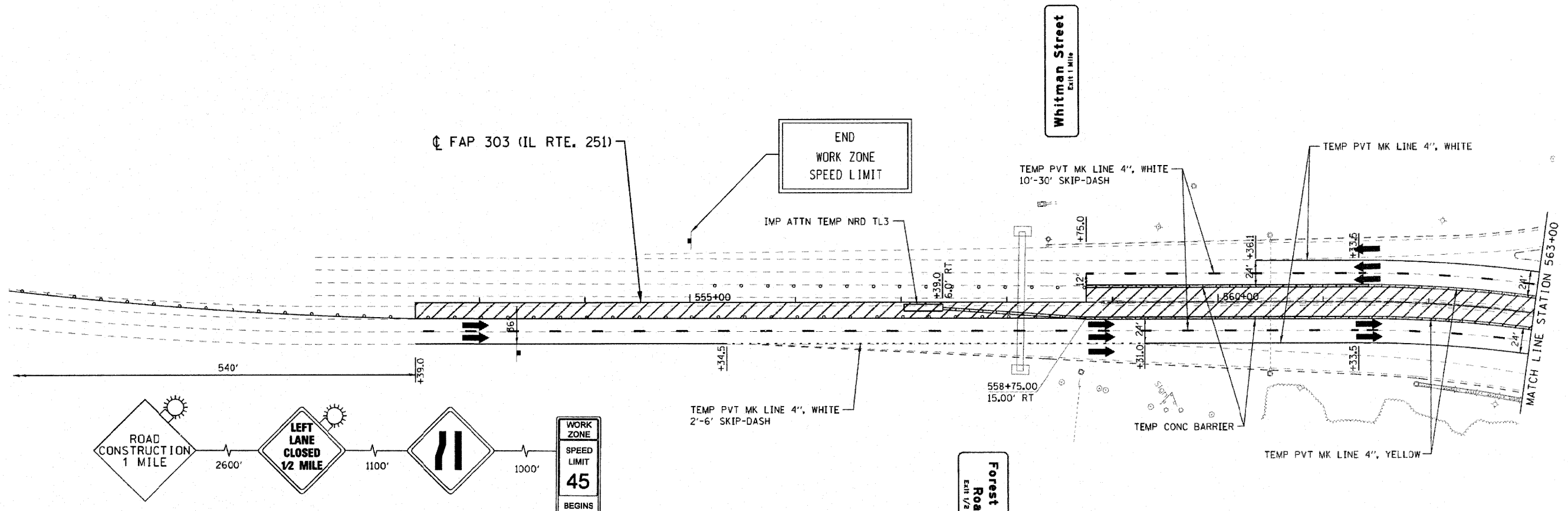
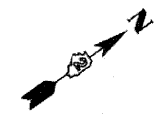
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REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SPRING CREEK ROAD UNDER FAP ROUTE 303 (IL ROUTE 251)  
SPRING CREEK RD. MAINTENANCE OF TRAFFIC - STAGE 1B AND 2A**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	1-HBR & 1-2HB-D	WINNEBAGO	216	44
	IL RTE 251 & FOREST HILLS RD			CONTRACT NO. 64B79
	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

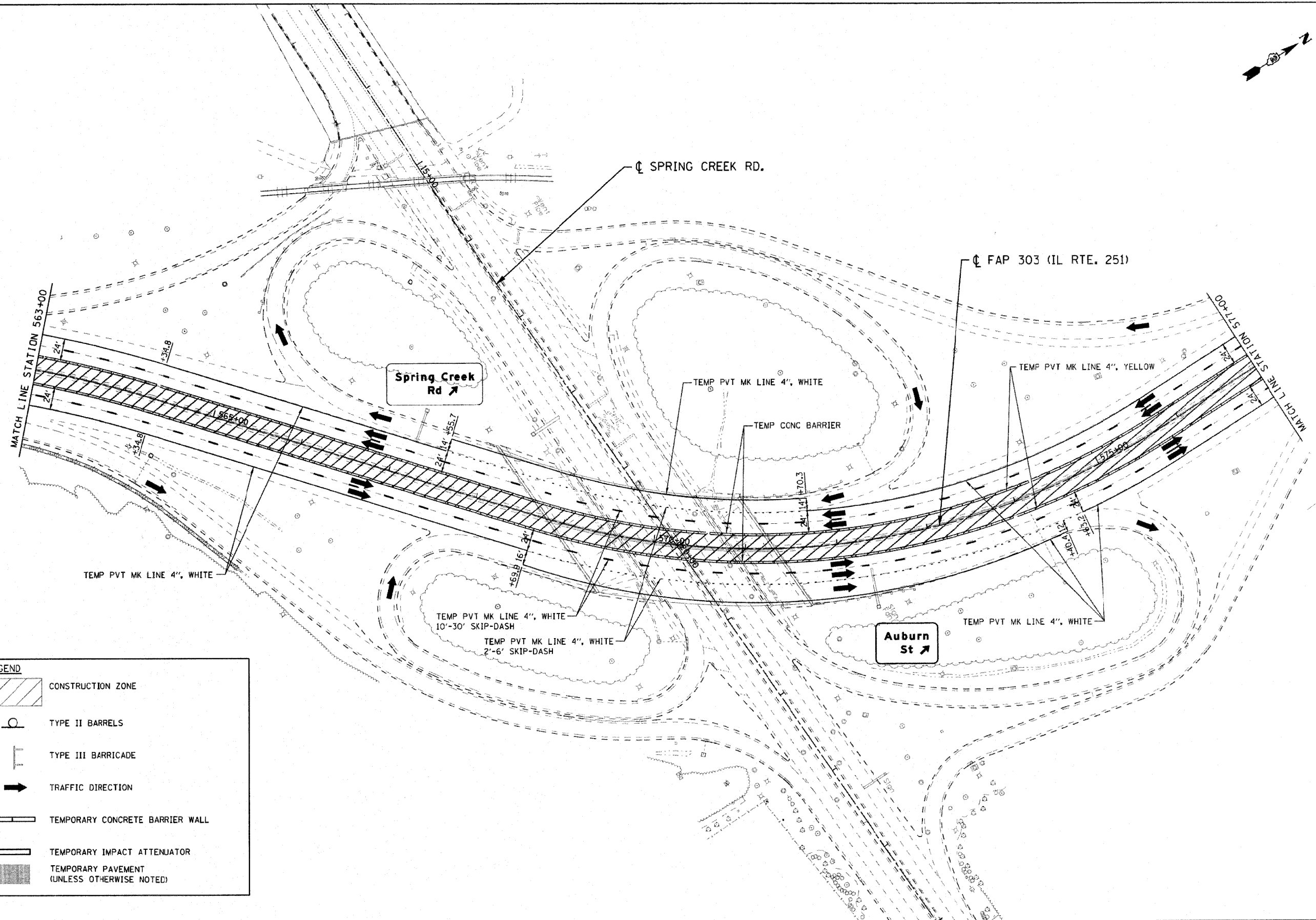
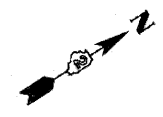
\* F.A.P. 303 & F.A.U. 5146



LEGEND	
	CONSTRUCTION ZONE
	TYPE II BARRELS
	TYPE III BARRICADE
	TRAFFIC DIRECTION
	TEMPORARY CONCRETE BARRIER WALL
	TEMPORARY IMPACT ATTENUATOR
	TEMPORARY PAVEMENT (UNLESS OTHERWISE NOTED)

SEE HIGHWAY STANDARD 701423 FOR DETAILS NOT SHOWN

FILE NAME =	USER NAME = zprand	DESIGNED - DLP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP ROUTE 303 (IL ROUTE 251) OVER SPRING CREEK ROAD IL ROUTE 251 MAINTENANCE OF TRAFFIC - STAGE 3</b>	F.A.#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		DATE - 10/01/10	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
					SCALE: 1" = 50'	SHEET NO. OF SHEETS STA. TO STA.		* F.A.P. 303 & F.A.U. 5146		



LEGEND	
	CONSTRUCTION ZONE
	TYPE II BARRELS
	TYPE III BARRICADE
	TRAFFIC DIRECTION
	TEMPORARY CONCRETE BARRIER WALL
	TEMPORARY IMPACT ATTENUATOR
	TEMPORARY PAVEMENT (UNLESS OTHERWISE NOTED)

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PLOT DATE = 9/29/2010	

DESIGNED - DLP	REVISED -
DRAWN - ENTRAN	REVISED -
CHECKED - TMH	REVISED -
DATE - 10/01/10	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

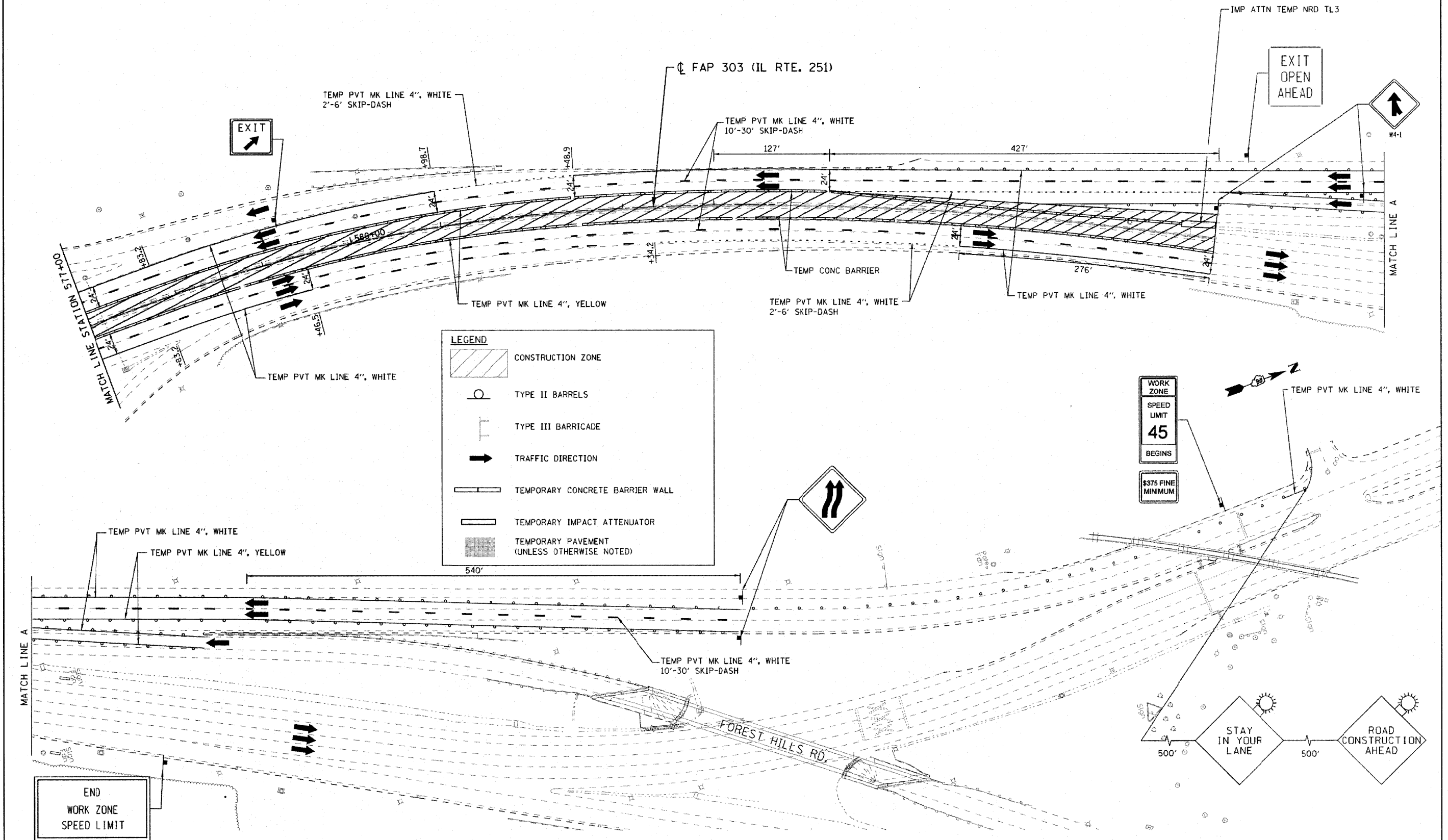
**FAP ROUTE 303 (IL ROUTE 251) OVER SPRING CREEK ROAD  
IL ROUTE 251 MAINTENANCE OF TRAFFIC - STAGE 3**

SCALE: 1" = 50'      SHEET NO. OF SHEETS      STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	1-HBR & 1-2HB-D	WINNEBAGO	216	46
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

\* F.A.P. 303 & F.A.U. 5146

251 South 2nd Street  
 Spring Creek Rd Next Right  
 Auburn St



**LEGEND**

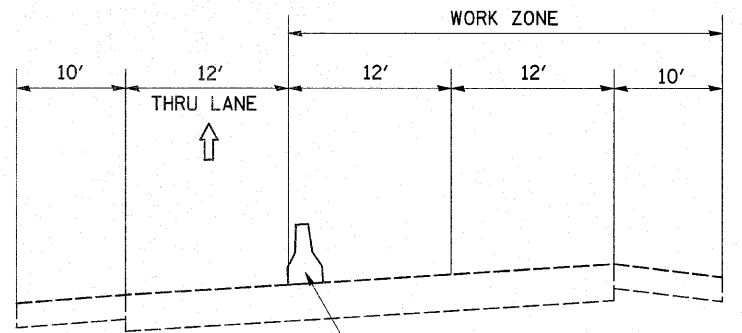
- CONSTRUCTION ZONE
- TYPE II BARRELS
- TYPE III BARRICADE
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY PAVEMENT (UNLESS OTHERWISE NOTED)

END  
 WORK ZONE  
 SPEED LIMIT

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		DRAWN - ENTRAN	REVISED -		SCALE: 1" = 50'	SHEET NO.	OF	SHEETS	STA.	TO STA.	IL RTE 251 & FOREST HILLS RD	WINNEBAGO	216	47
		CHECKED - TMH	REVISED -								CONTRACT NO. 64B79			
		DATE - 10/01/10	REVISED -								FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

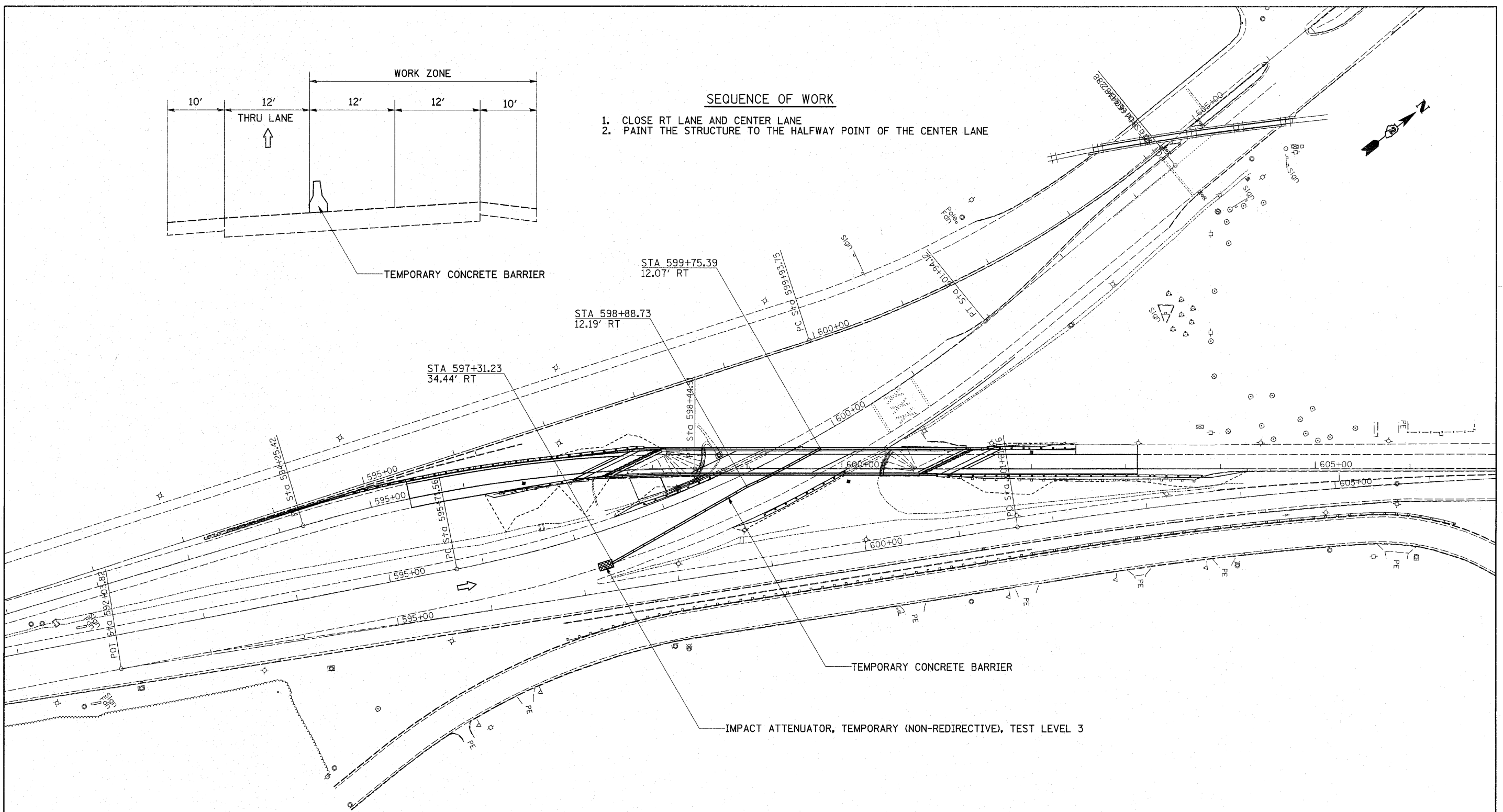
F.A.P. 303 & F.A.U. 5146





**SEQUENCE OF WORK**

1. CLOSE RT LANE AND CENTER LANE
2. PAINT THE STRUCTURE TO THE HALFWAY POINT OF THE CENTER LANE

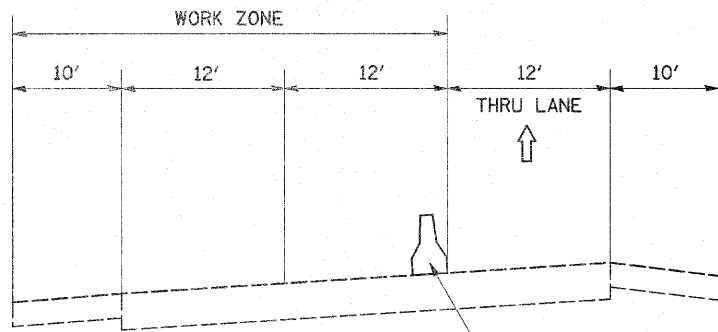


NOTES: DRUMS, BARRELS, PAVEMENT MARKING, & SIGNING TO BE SET UP ACCORDING TO TRAFFIC CONTROL STANDARD 701423-03

THE BRIDGE PAINTING IS TO BE DONE AFTER THE RAMP CLOSURE IS OPEN DURING THE 15 DAYS AFTER THE COMPLETION DATE OF AUGUST 5, 2011

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN NB IL RTE 251</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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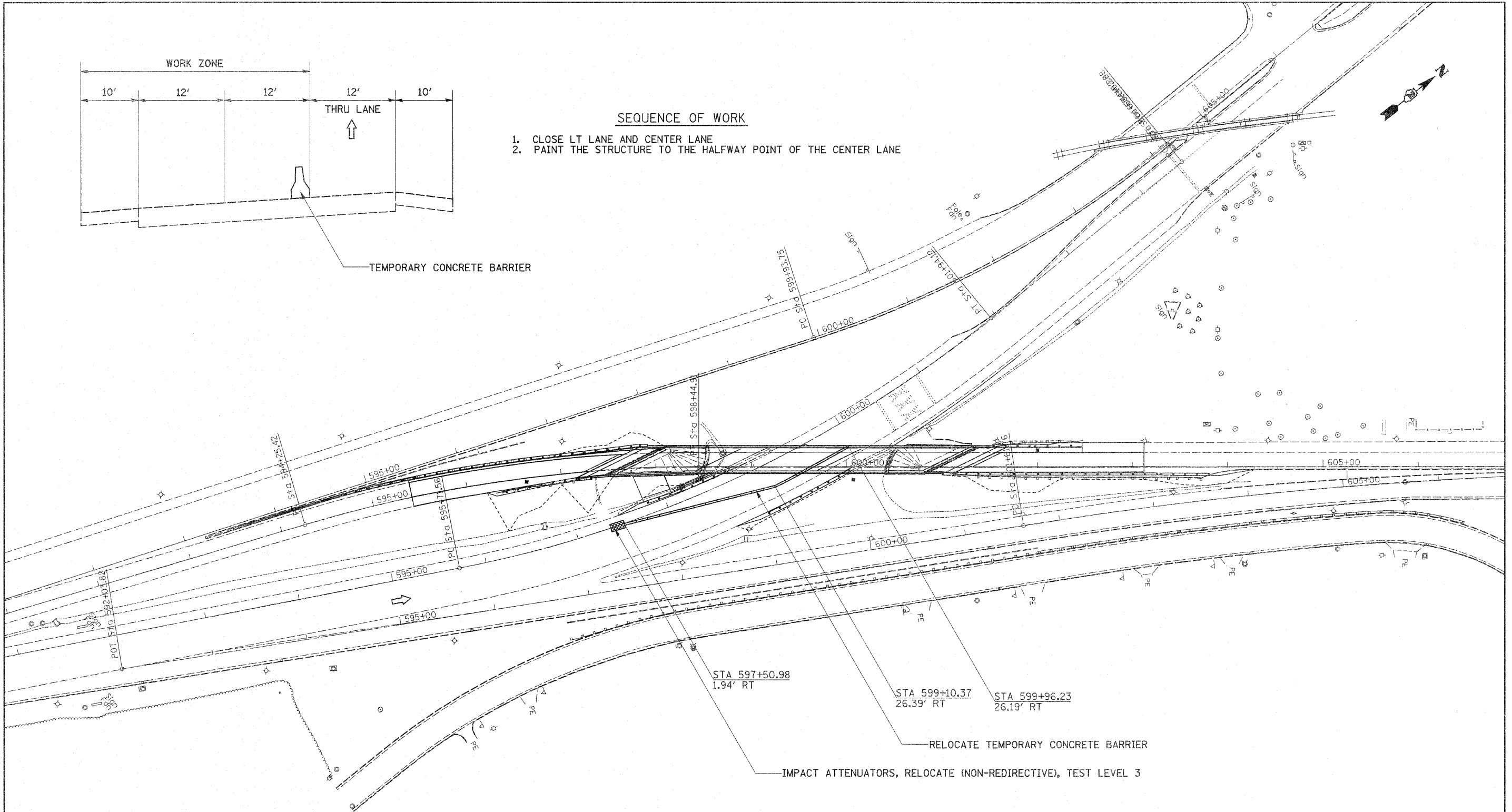
\* F.A.P. 303 & F.A.U. 5146



TEMPORARY CONCRETE BARRIER

**SEQUENCE OF WORK**

1. CLOSE LT LANE AND CENTER LANE
2. PAINT THE STRUCTURE TO THE HALFWAY POINT OF THE CENTER LANE



NOTES: DRUMS, BARRELS, PAVEMENT MARKING, & SIGNING TO BE SET UP ACCORDING TO TRAFFIC CONTROL STANDARD 701423-03

THE BRIDGE PAINTING IS TO BE DONE AFTER THE RAMP CLOSURE IS OPEN DURING THE 15 DAYS AFTER THE COMPLETION DATE OF AUGUST 5, 2011

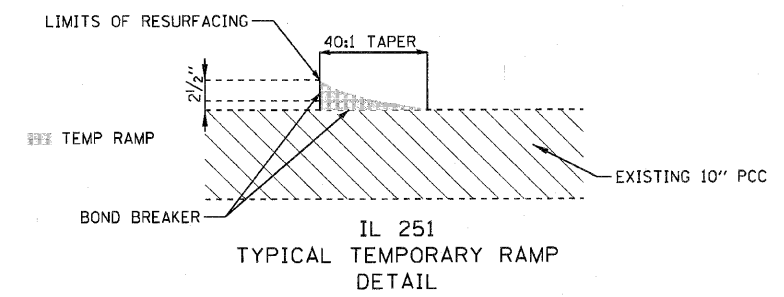
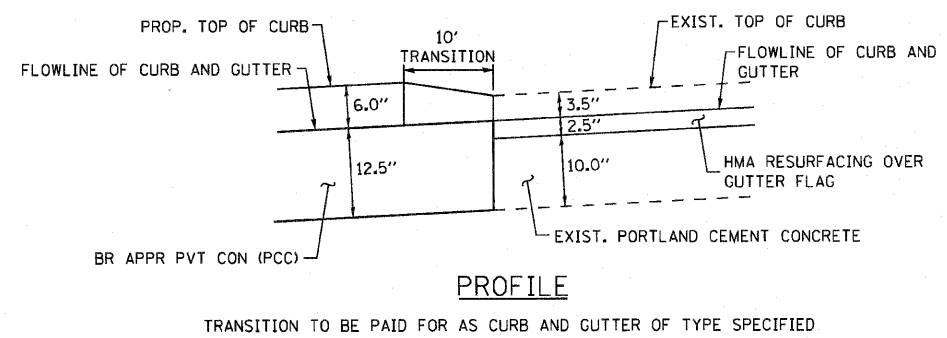
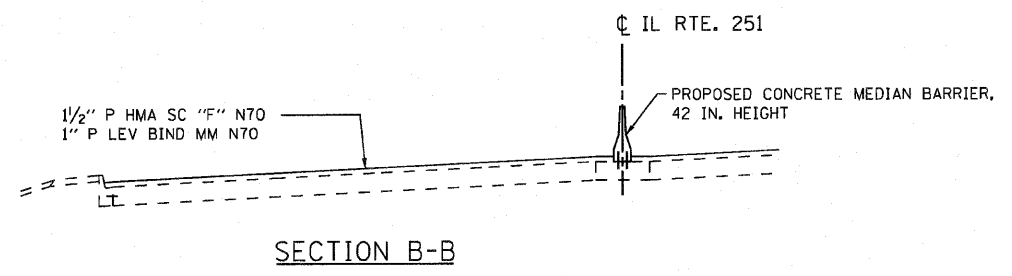
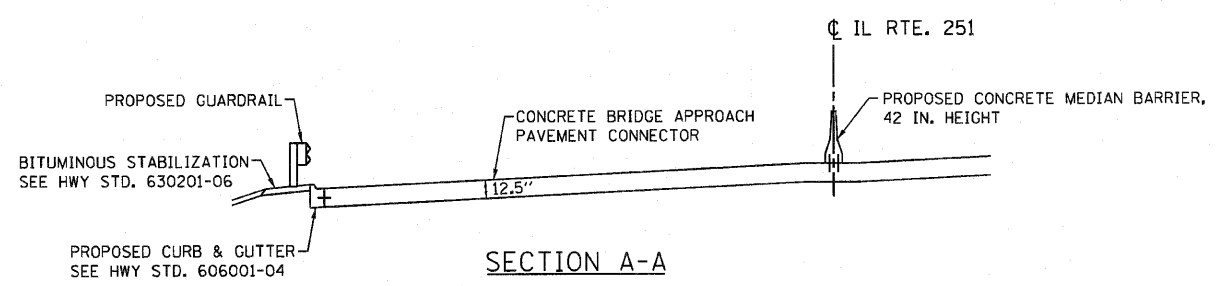
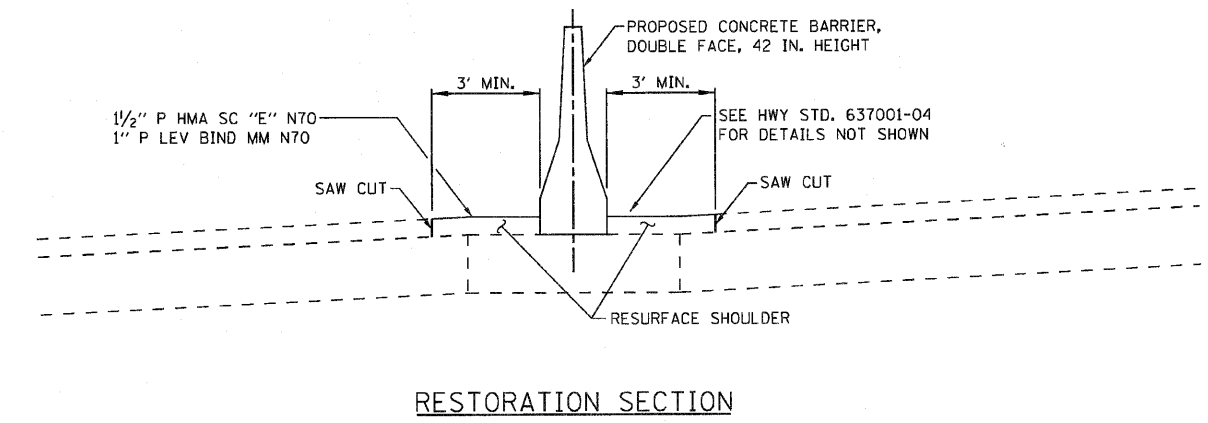
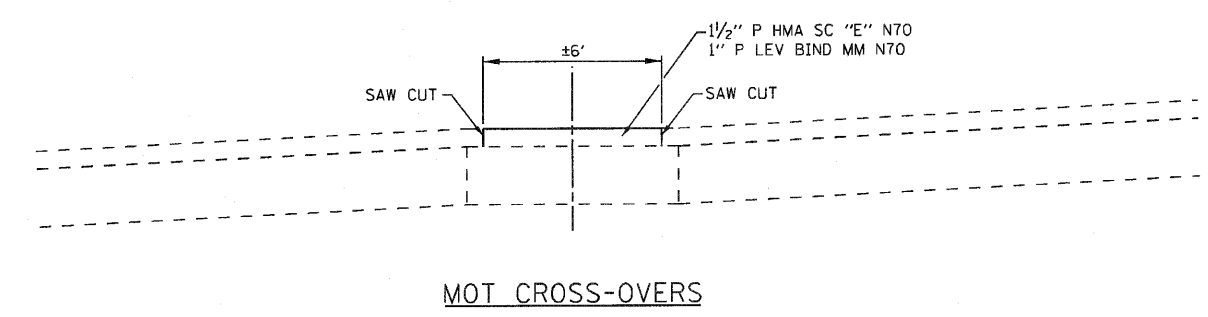
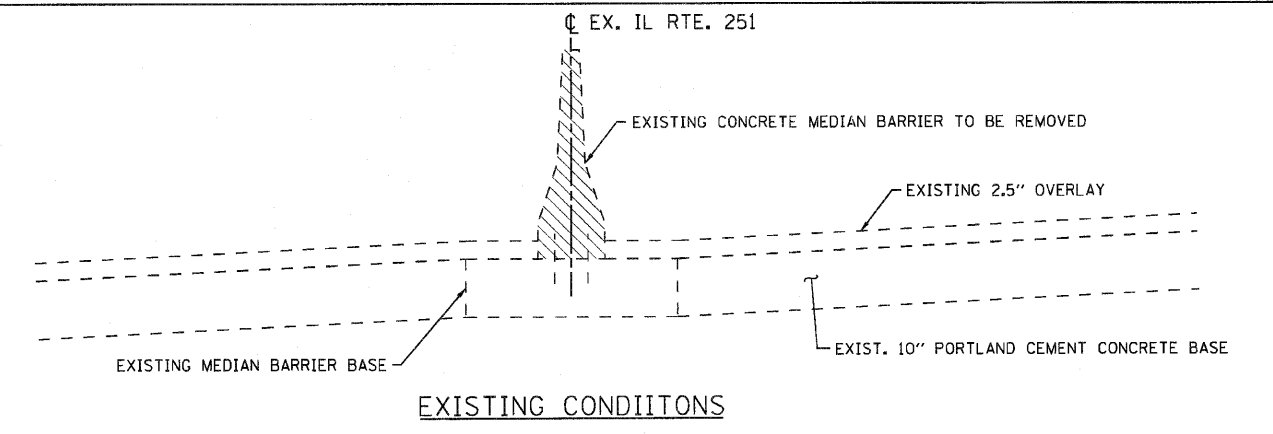
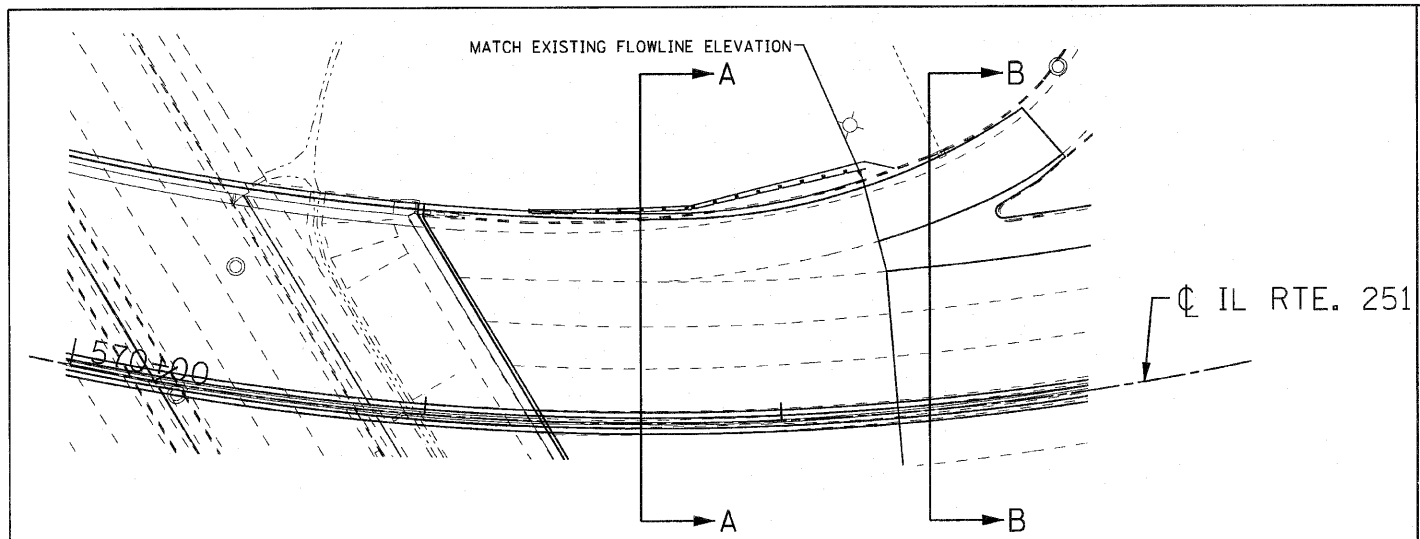
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PLOT DATE = Thu Sep 30 14:42:18 2010		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>PLAN</b>				
<b>NB IL RTE 251</b>				
SCALE:	SHEET NO.	OF	SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	1-HBR & 1-2HB-D	WINNEBAGO	216	47B
CONTRACT NO. 64B79				
ILLINOIS FED. AID PROJECT				

\* F.A.P. 303 & F.A.I.L. 5146



TO BE USED AT ALL RESURFACING LIMITS FOR TEMPORARY USE  
COST OF REMOVAL OF THE TEMPORARY RAMP IS INCLUDED IN TEMPORARY RAMP  
COST OF BOND BREAKER INCLUDED IN TEMPORARY RAMP

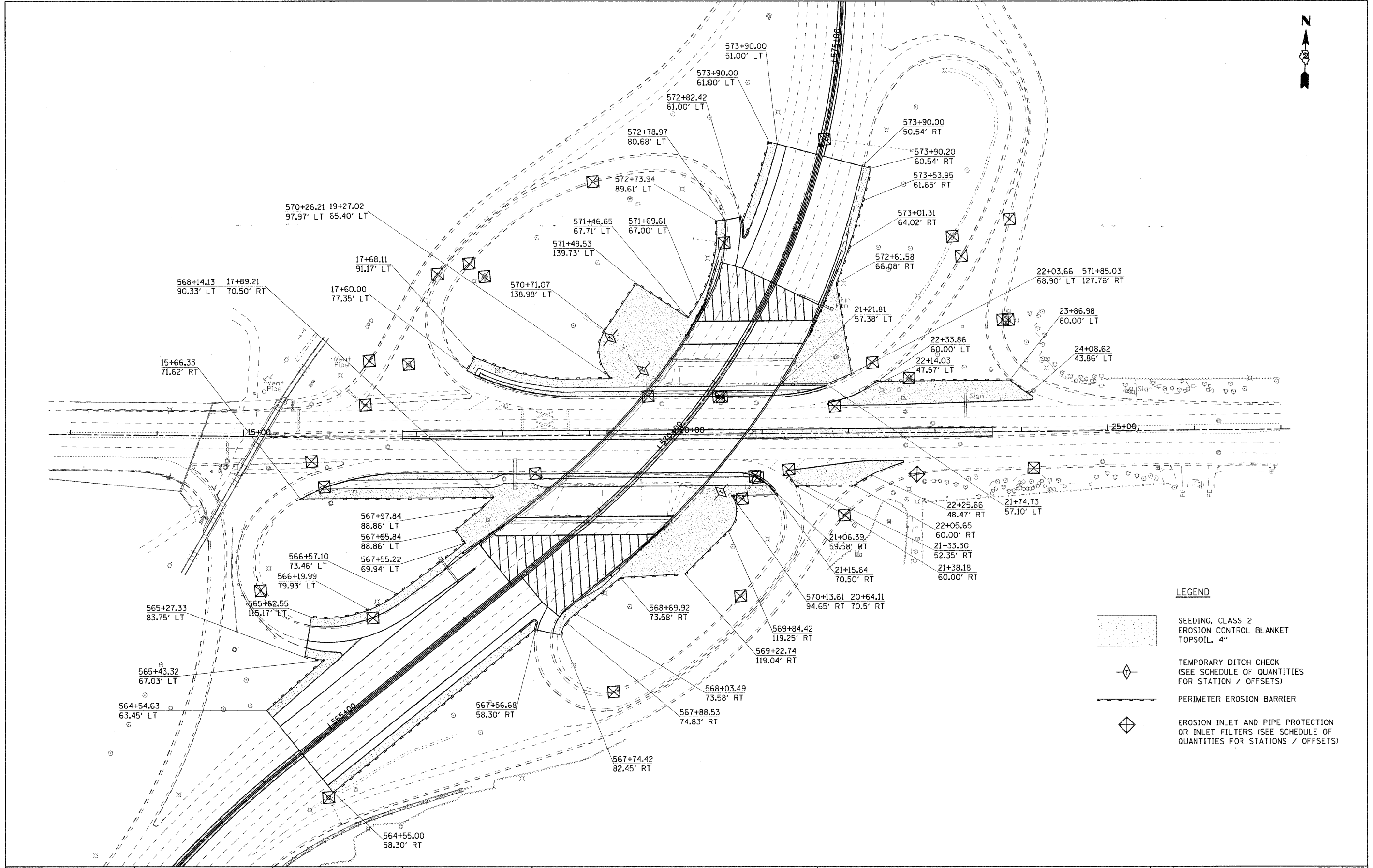
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION





FAP ROUTE 303 (IL ROUTE 251) OVER SPRING CREEK ROAD  
ROADWAY DETAILS

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	1-HBR & 1-2HB-D	WINNEBAGO	216	48
IL RTE 251 & FOREST HILLS RD			CONTRACT NO. 64B79	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			* F.A.P. 303 & F.A.U. 5146	

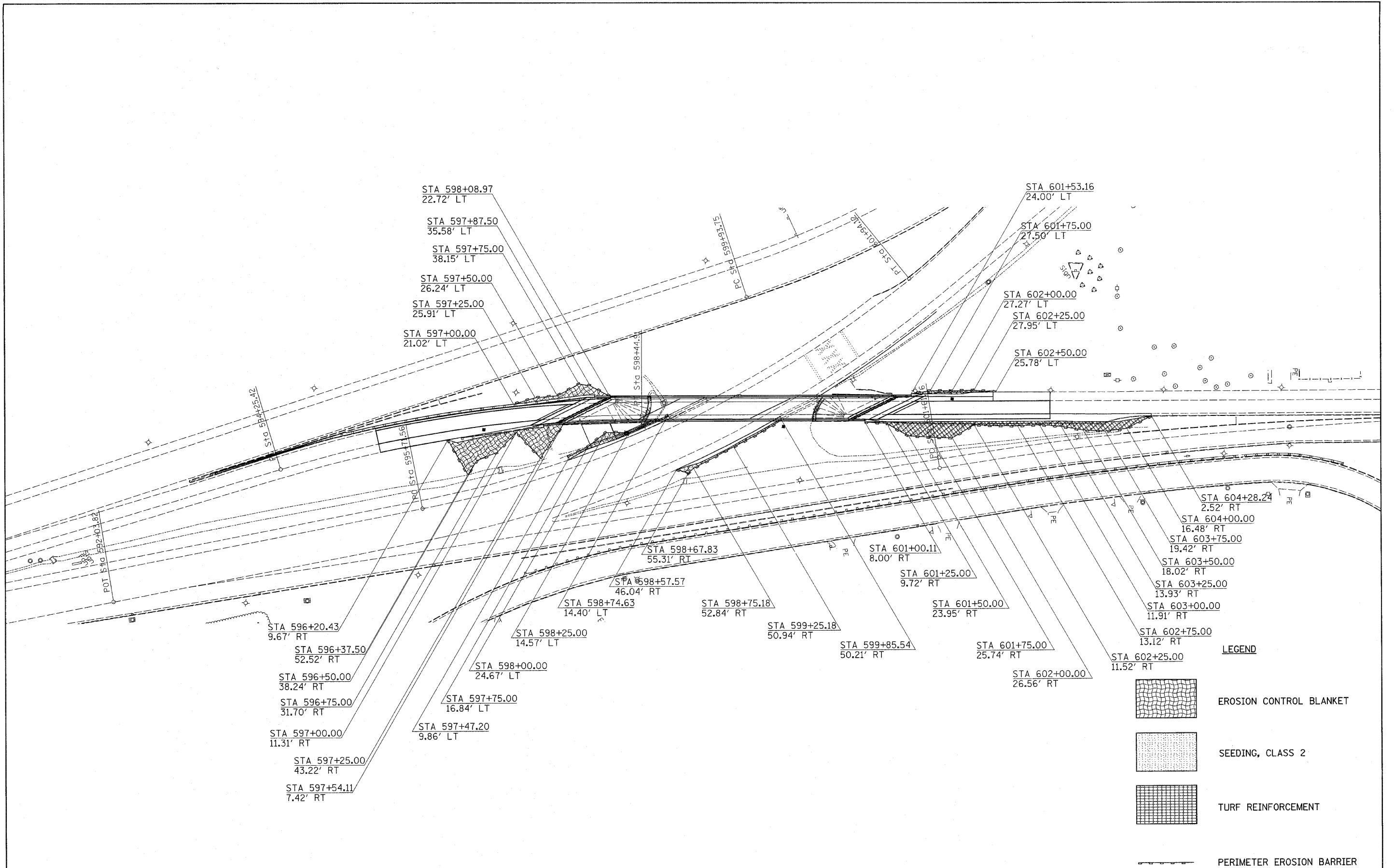


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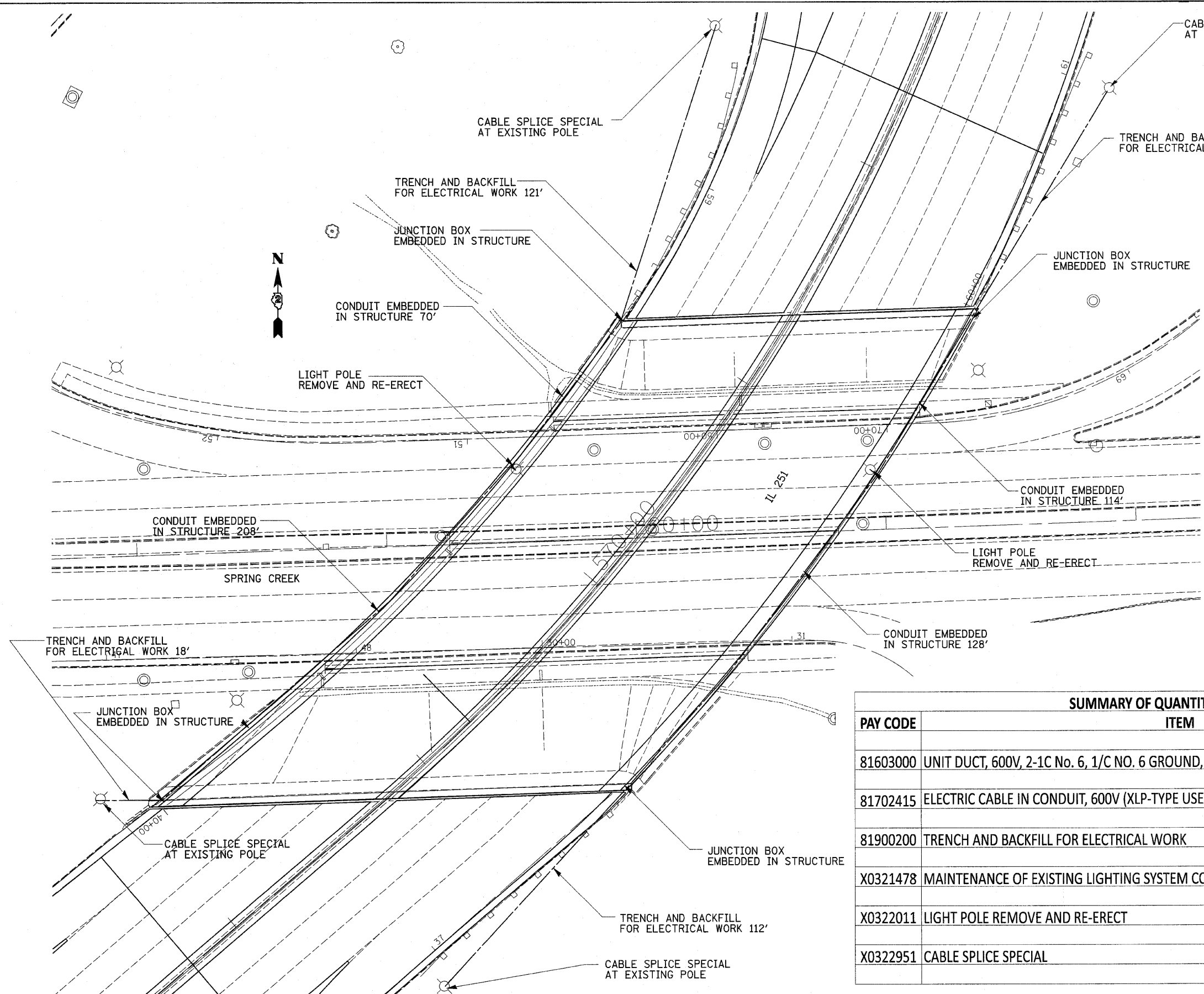
	SEEDING, CLASS 2 EROSION CONTROL BLANKET TOPSOIL, 4"
	TEMPORARY DITCH CHECK (SEE SCHEDULE OF QUANTITIES FOR STATION / OFFSETS)
	PERIMETER EROSION BARRIER
	EROSION INLET AND PIPE PROTECTION OR INLET FILTERS (SEE SCHEDULE OF QUANTITIES FOR STATIONS / OFFSETS)

FILE NAME =	USER NAME = zpiend	DESIGNED - DLP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP ROUTE 303 (IL ROUTE 251) OVER SPRING CREEK ROAD LANDSCAPING AND EROSION CONTROL PLAN</b>	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 8/30/2018	DATE - 08/30/10	REVISED -				FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	* F.A.P. 303 & F.A.J. 5146		

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. TO STA.



• F.A.P. 303 & F.A.U. 5146



SUMMARY OF QUANTITIES			
PAY CODE	ITEM	UNIT	QUANTITY
81603000	UNIT DUCT, 600V, 2-1C No. 6, 1/C NO. 6 GROUND, (XLP-TYPE USE), 3/4" POLYETHYLENE	FOOT	368
81702415	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 6	FOOT	538
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	356
X0321478	MAINTENANCE OF EXISTING LIGHTING SYSTEM COMPLETE	EACH	1
X0322011	LIGHT POLE REMOVE AND RE-ERECT	EACH	2
X0322951	CABLE SPLICE SPECIAL	EACH	4

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 PLOT DATE = Wed Sep 01 08:51:17 2010

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

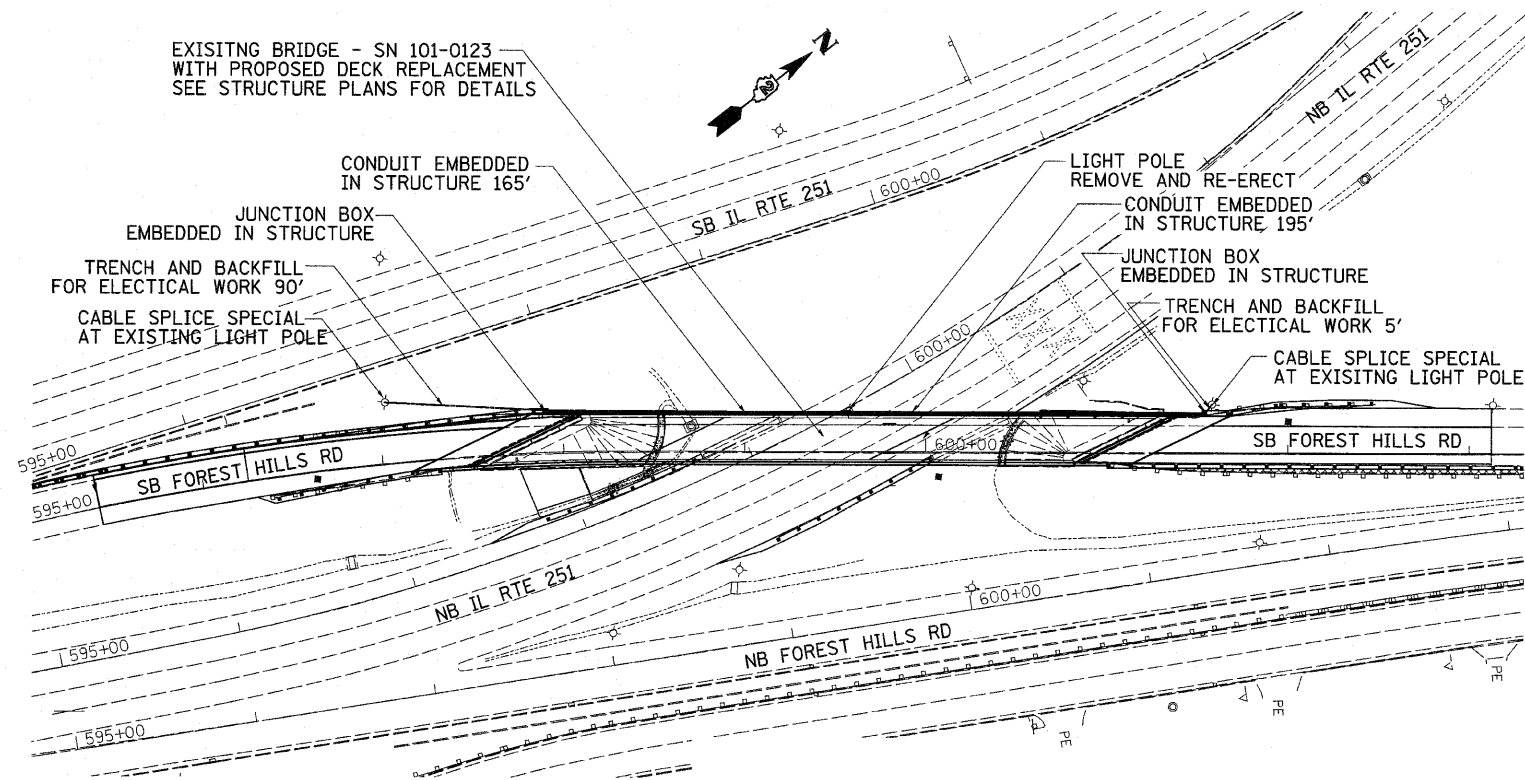
**LIGHTING**

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

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	1-HBR & 1-2HB-D	WINNEBAGO	216	51
CONTRACT NO. 64B79				
ILLINOIS FED. AID PROJECT				

\* F.A.P. 303 & F.A.U. 5146

# SB FOREST HILLS RD LIGHT POLE REMOVE AND RE-ERECT



LIST OF MATERIALS FOR LIGHTING			
PAY CODE	ITEM	UNIT	QUANTITY
81603000	UNIT DUCT, 600V, 2-1C No. 6, 1/C NO. 6 GROUND, (XLP-TYPE USE), 3/4" POLYETHYLENE	FOOT	101
81702415	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 6	FOOT	366
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	95
X0321478	MAINTENANCE OF EXISTING LIGHTING SYSTEM COMPLETE	EACH	1
X0322011	LIGHT POLE REMOVE AND RE-ERECT	EACH	1
X0322951	CABLE SPLICE SPECIAL	EACH	1

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	SB FOREST HILLS RD LIGHT POLE REMOVE AND RE-ERECT	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Documents and Settings\goffjl\Local Settings\Temporary Internet Files\Content.Outline\230\dl4405pln (2).dgn		DRW				•	1-HBR & 1-2HB-D	WINNEBAGO	216	52
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PLOT DATE = Tue Aug 31 11:32:22 2010	DATE -	REVIS	REVIS		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT

\* F.A.P. 303 & F.A.U. 5146



Illinois Department  
of Transportation  
Division of Highways  
Illinois Department of Transportation/D-2

# SOIL BORING LOG

Page 1 of 1

Date 4/7/06

ROUTE IL 251 DESCRIPTION P92-144-05 IL 251 over Spring Creek Road in Rockford LOGGED BY W. Garza

SECTION LOCATION Rockford Twp. - 13NE, SEC. , TWP. 44N, RNG. 1E

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

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T T	Surface Water Elev.		D E P T H	B L O W S	U C S Qu	M O I S T T
					ft	ft				
BORING NO. B-1b Station 159+90 Offset 64.00ft Lt CL Ground Surface Elev. 713.60 ft	(ft)	(/6")	(tsf)	(%)	Groundwater Elev.: First Encounter 701.1 ft ▼ Upon Completion Wash ft After Hrs.	ft	(ft)	(/6")	(tsf)	(%)
SOFT brown SANDY LOAM			0.3 P	12.0	Wash			12		
					MEDIUM/DENSE tan SAND & GRAVEL	692.10		13 17		
	711.10				DENSE tan clean medium coarse SAND			20 15 17		
VERY LOOSE brown dirty SAND & GRAVEL		3				689.60				
	709.10				DENSE tan fine SAND			7		
MEDIUM brown SANDY LOAM		1			Wash			8		
	707.10		0.6 P	16.0	DENSE tan SAND & GRAVEL	687.10		30		
		2								
VERY STIFF tan SILTY CLAY LOAM TILL		3			Wash			20		
	704.60		2.2 B	10.0	DENSE tan SAND & GRAVEL	684.60		22 24		
		6								
MEDIUM tan SILTY CLAY LOAM TILL		2			Wash			18		
	701.60		0.8 B	13.0	VERY DENSE tan clean medium coarse SAND	682.10		24 32		
		3								
LOOSE/MEDIUM tan SAND & GRAVEL		3			Wash			14		
	699.60				DENSE tan clean medium coarse SAND	679.60		20 24		
		4								
		6								
MEDIUM tan SAND & GRAVEL		6			Wash			10		
	697.10				VERY DENSE tan fine SAND	677.10		25 47		
		7								
		9								
					End of Boring					
MEDIUM tan SAND & GRAVEL		13								
	694.60									
		12								
		14								

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, from 137 (Rev. 8-99)



Illinois Department  
of Transportation  
Division of Highways  
Illinois Department of Transportation/D-2

# SOIL BORING LOG

Page 1 of 1

Date 4/10/06

ROUTE IL 251 DESCRIPTION P92-144-05 IL 251 bridge over Spring Creek LOGGED BY W. Garza

SECTION LOCATION Rockford Twp. - 13NE, SEC. , TWP. 44N, RNG. 1E

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

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T T	Surface Water Elev.		D E P T H	B L O W S	U C S Qu	M O I S T T
					ft	ft				
BORING NO. B-2b Station 160+00 Offset 75.00ft Rt Ground Surface Elev. 714.80 ft	(ft)	(/6")	(tsf)	(%)	Groundwater Elev.: First Encounter 702.3 ft ▼ Upon Completion Wash ft After Hrs.	ft	(ft)	(/6")	(tsf)	(%)
MEDIUM brown LOAM			0.5 P	10.0	Wash					
					MEDIUM tan clean medium coarse SAND	693.30		4 5 21		
	712.30				DENSE tan clean medium coarse SAND			20 15 17		
SOFT brown SANDY LOAM		3				690.80				
	710.30		0.4 S	13.0	DENSE tan fine SAND			7		
		3			Wash			9		
		4			DENSE tan fine SAND	688.30		17 25		
MEDIUM tan SAND & GRAVEL		6								
	708.30				Wash			18		
		6			DENSE tan fine SAND	685.80		34 43		
		10								
MEDIUM tan SAND & GRAVEL		9			Wash			12		
	705.80				VERY DENSE tan fine SAND	683.30		20 21		
		11								
		14			Wash			19		
DENSE tan moist SAND & GRAVEL		30			DENSE Tan fine SAND	680.80		38 66		
	703.30									
		24			Wash			19		
		16			VERY DENSE tan clean medium coarse SAND	680.80		38 66		
					End of Boring					
MEDIUM tan dirty SAND & GRAVEL		5								
	700.80									
		5								
		7								
DENSE tan dirty SAND & GRAVEL		6								
	698.30									
		10								
		25								
MEDIUM tan SAND & GRAVEL		16								
	695.80									
		14								
		12								

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, from 137 (Rev. 8-99)

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS			F.A.*	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cr:\pwork\p1dot\goffjl\dms41657\d214485-sht-cover.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.	216	53
PLOT SCALE = 50.0000 / IN.		CHECKED -	REVISED -									CONTRACT NO. 64B79	
PLOT DATE = Tue Aug 31 11:19:12 2010		DATE	REVISED -									ILLINOIS FED. AID PROJECT	





Illinois Department of Transportation

Division of Highways  
Illinois Department of Transportation/D-2

# SOIL BORING LOG

Date 4/11/06

ROUTE IL 251 DESCRIPTION P92-144-05 IL 251 Bridge over Spring Creek LOGGED BY W. Garza

SECTION LOCATION Rockford Twp. - 13NE, SEC., TWP. 44n, RNG. 1E

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

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O S T T	Surface Water Elev. _____ ft				D E P T H	B L O W S	U C S Qu	M O S T T
					Stream Bed Elev. _____ ft							
BORING NO. Station	D E P T H	B L O W S	U C S Qu	M O S T T	Groundwater Elev.: First Encounter _____ ft ▼				D E P T H	B L O W S	U C S Qu	M O S T T
					Upon Completion _____ ft							
Offset _____ 58.00ft Lt					Wash _____ ft				After _____ Hrs. _____ ft			
Ground Surface Elev. _____ 714.70 ft					ft (ft) (/6") (tsf) (%)				ft (ft) (/6") (tsf) (%)			
VERY SOFT brown LOAM					Wash _____				11			
					DENSE tan fine SAND				13			
712.70					693.20				20			
MEDIUM tan SAND & GRAVEL					Wash _____				11			
					DENSE tan clean medium coarse SAND				18			
710.70					690.70				27			
DENSE tan SAND & GRAVEL					VERY DENSE tan fine SAND				10			
					-25				20			
708.20					688.20				35			
VERY DENSE tan SAND & GRAVEL					Wash _____				11			
					DENSE tan clean medium coarse SAND				19			
705.70					685.70				18			
DENSE tan moist SAND & GRAVEL					VERY DENSE tan clean medium coarse SAND with SILTY lens				11			
					-10				20			
703.20					683.20				45			
DENSE tan SAND & GRAVEL					End of Boring							
					▼				17			
700.70									16			
									18			
DENSE tan clean medium coarse SAND									-15			
									28			
698.20									19			
									17			
MEDIUM tan SAND & GRAVEL												
									12			
695.70									12			
									17			
									-20			
									-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation

Division of Highways  
Illinois Department of Transportation/D-2

# SOIL BORING LOG

Date 4/12/06

ROUTE IL 251 DESCRIPTION P92-144-05 IL 251 bridge over Spring Creek Road LOGGED BY W. Garza

SECTION LOCATION Rockford Twp. - 13NE, SEC., TWP. 44N, RNG. 1E

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

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O S T T	Surface Water Elev. _____ ft				D E P T H	B L O W S	U C S Qu	M O S T T
					Stream Bed Elev. _____ 714.00 ft							
BORING NO. Station	D E P T H	B L O W S	U C S Qu	M O S T T	Groundwater Elev.: First Encounter _____ 701.5 ft ▼				D E P T H	B L O W S	U C S Qu	M O S T T
					Upon Completion _____ Wash _____ ft							
Offset _____ 48.00ft Rt					After _____ Hrs. _____ ft				ft (ft) (/6") (tsf) (%)			
Ground Surface Elev. _____ 736.50 ft					ft (ft) (/6") (tsf) (%)				ft (ft) (/6") (tsf) (%)			
12" Asphalt & Concrete									31			
SOFT brown LOAM									0.3 P 12.0			
734.00					715.00				44			
MEDIUM tan SAND and medium GRAVEL									4			
									6			
732.50									10			
DENSE tan clean medium coarse SAND									19			
									6			
712.50									21			
STIFF gray SANDY LOAM									-25			
									9			
730.00									10 2.0 10.0			
									7 P			
710.00									36			
STIFF gray/tan SANDY LOAM									35			
									2			
727.50									1.1 14.0			
									7 P			
707.50									67			
STIFF tan SANDY LOAM									-30			
									25			
725.00									100/6.5"			
									13 1.4 11.0			
705.00									9 S			
STIFF redish brown SANDY CLAY LOAM									3			
									2			
722.00									1.8 14.0			
									5 P			
702.50									32			
MEDIUM tan dry SAND									-35			
									7			
720.00									31			
									8			
700.00									28			
VERY DENSE tan SAND & GRAVEL												
									11			
									17			
697.50									25			
									35			
									21			
									20			
									-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS	SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	F.A.*	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr:\px_work\px\dot\goffjl\dms41657\d214425-sht-cover.dgn	DRAWN -	REVISED -	*								1-HBR & 1-2HB-D	WINNEBAGO	216	54	
PLOT SCALE = 50.0000 / IN.	CHECKED -	REVISED -	CONTRACT NO. 64B79												
PLOT DATE = Tue Aug 31 11:19:13 2010	DATE -	REVISED -	ILLINOIS FED. AID PROJECT												
			F.A.P. 303 & F.A.U. 5146												



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation/D-2

### SOIL BORING LOG

Date 4/12/06

ROUTE IL 251 DESCRIPTION P92-144-05 IL 251 bridge over Spring Creek Road LOGGED BY W. Garza  
SECTION \_\_\_\_\_ LOCATION Rockford Twp. - 13NE, SEC. , TWP. 44N, RNG. 1E  
COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T T	Surface Water Elev. _____ ft Stream Bed Elev. _____ ft
DENSE tan SAND and medium GRAVEL	16				
	17				
	21				695.00
VERY DENSE tan clean medium coarse SAND	17				
	23				
	29				692.50
Wash VERY DENSE tan clean medium coarse SAND	20				
	31				
	42				690.00
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, from 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation/D-2

### SOIL BORING LOG

Date 4/13/06

ROUTE IL 251 DESCRIPTION P92-144-05 IL 251 bridge over Spring Creek Road LOGGED BY W. Garza  
SECTION \_\_\_\_\_ LOCATION Rockford Twp. - 13NE, SEC. , TWP. 44N, RNG. 1E  
COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T T	Surface Water Elev. _____ ft Stream Bed Elev. _____ ft
MEDIUM brown SANDY LOAM					
			0.5 P	11.0	
MEDIUM brown dirty SAND & GRAVEL					
			5		
			5		695.00
LOOSE brown dirty SAND					
			3		
			3		710.00
VERY LOOSE brown moist SAND and medium GRAVEL					
			2		
			1		707.00
VERY LOOSE tan fine SAND with LOAM TILL lens					
			1	0.3 P	
			2		705.00
MEDIUM tan LOAM TILL					
			6	0.9 B	
			6		702.00
DENSE tan clean medium coarse SAND					
			8		
			10		700.00
VERY DENSE tan SAND & GRAVEL					
			22		
			32		697.50

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, from 137 (Rev. 8-99)

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS			F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cr:\pwork\pwork\goffjl\dms41657\d21440	5-sht-cover.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	WINNEBAGO	216	55
	PLOT SCALE = 50.0000 / IN.	CHECKED -	REVISED -								CONTRACT NO. 64B79		
	PLOT DATE = Tue Aug 31 11:19:14 2010	DATE -	REVISED -								ILLINOIS FED. AID PROJECT		

Bench Mark: #408 stainless steel plug on wall Elev. 738.30, #410 cut square on wall Elev. 731.55

Existing Structure: S.N. 101-0042 was built in 1956 as F.A. Route 188, Section 1-HB-F at Station 24+71.4. It was widened in 1967 and rehabilitated in 1985 and 2001. Existing dual structures consist of four span simple supported steel WF straight beams and reinforced concrete deck supported by stub abutments on concrete piles and multi-column piers on timber piles. 250'-4 3/8" Bk. to Bk. abutments along the tangent. Varies from 119'-6" to 122'-6" out-to-out deck. Structures to be removed and replaced. Traffic to be maintained using stage construction.

No salvage

Traffic Barrier Terminal Std. 631031 - Type 6  
Appr. Ends Std. 631026 - Type 5  
Exit Ends

### STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

**LOADING HL 93**  
Allow 50#/sq. ft. for future wearing surface.

**DESIGN SPECIFICATIONS**  
2007 AASHTO LRFD Bridge Design Specifications  
with 2008 and 2009 Interims

**DESIGN STRESSES**

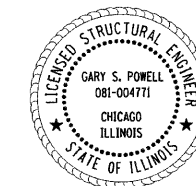
**FIELD UNITS**  
f<sub>c</sub> = 3,500 psi  
f<sub>y</sub> = 60,000 psi (reinforcement)  
f<sub>y</sub> = 50,000 psi (M270 grade 50)

**SEISMIC DATA**

Seismic Performance Zone (SPZ) = 1  
Design Spectral Acceleration at 1.0 sec. (S<sub>D1</sub>) = 0.055g  
Design Spectral Acceleration at 0.2 sec. (S<sub>D5</sub>) = 0.098g  
Soil Site Class = C

**APPROVED**  
FOR STRUCTURAL ADEQUACY ONLY

*Ralph E. Anderson* (SE)  
ENGINEER OF BRIDGES AND STRUCTURES

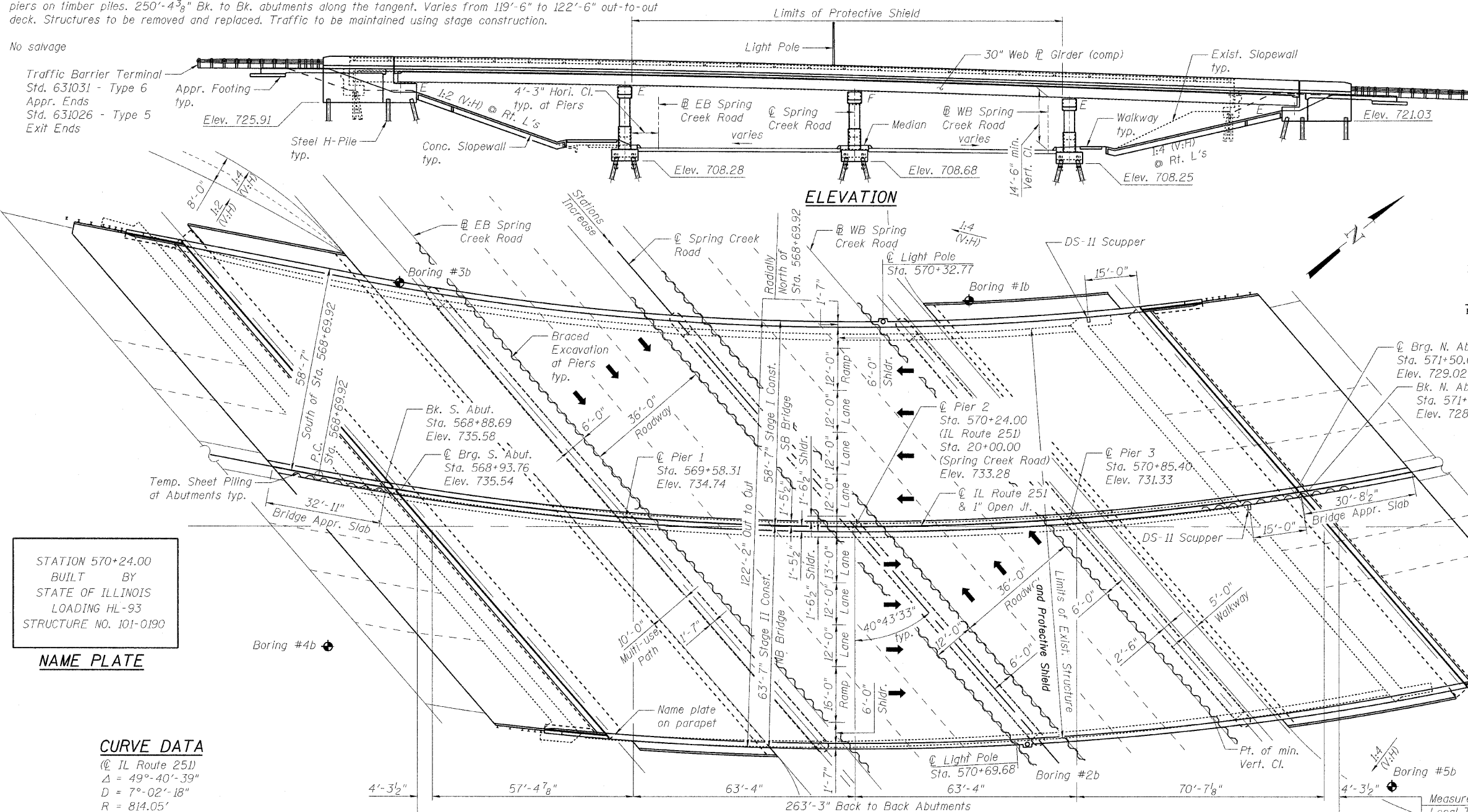


*Gary S. Powell*

GARY S. POWELL, S.E.  
IL. LIC. NO. 081-004771

EXP 11-30-2012

DATE 09-30-2010



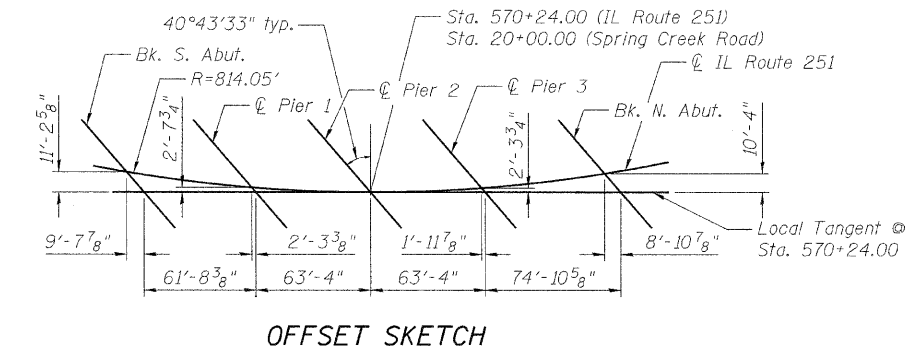
STATION 570+24.00  
BUILT BY  
STATE OF ILLINOIS  
LOADING HL-93  
STRUCTURE NO. 101-0190

**NAME PLATE**

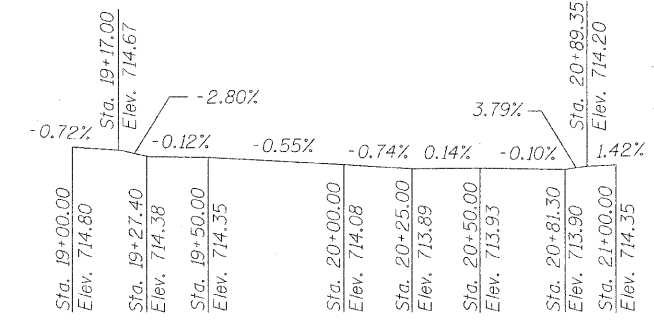
**CURVE DATA**

(@ IL Route 251)  
Δ = 49°-40'-39"  
D = 7°-02'-18"  
R = 814.05'  
T = 376.81'  
L = 705.81'  
E = 82.98'  
S.E. = 0.025 1/1  
P.C. Sta. = 568+69.92  
P.T. Sta. = 575+75.73  
P.I. Sta. = 572+46.74

DESIGNED	- JY
CHECKED	- GSP
DRAWN	- MJB
CHECKED	- JY

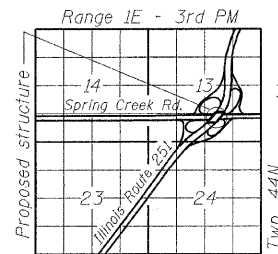


**PLAN**



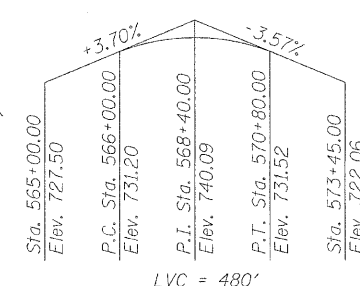
**PROFILE GRADE**

(along @ Spring Creek Road from Survey)  
(at Top of Median)



**LOCATION SKETCH**

**GENERAL PLAN & ELEVATION**  
**ILLINOIS ROUTE 251 OVER**  
**SPRING CREEK ROAD**  
**F.A.P. 303 SEC. 1 - HBR**  
**WINNEBAGO COUNTY**  
**STATION 570+24.00**  
**STRUCTURE NO. 101-0190**



**PROFILE GRADE**

(along @ IL Route 251)

SHEET NO. 1  61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	56
	IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES**

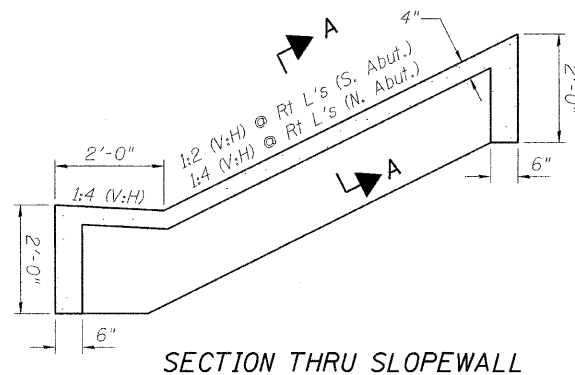
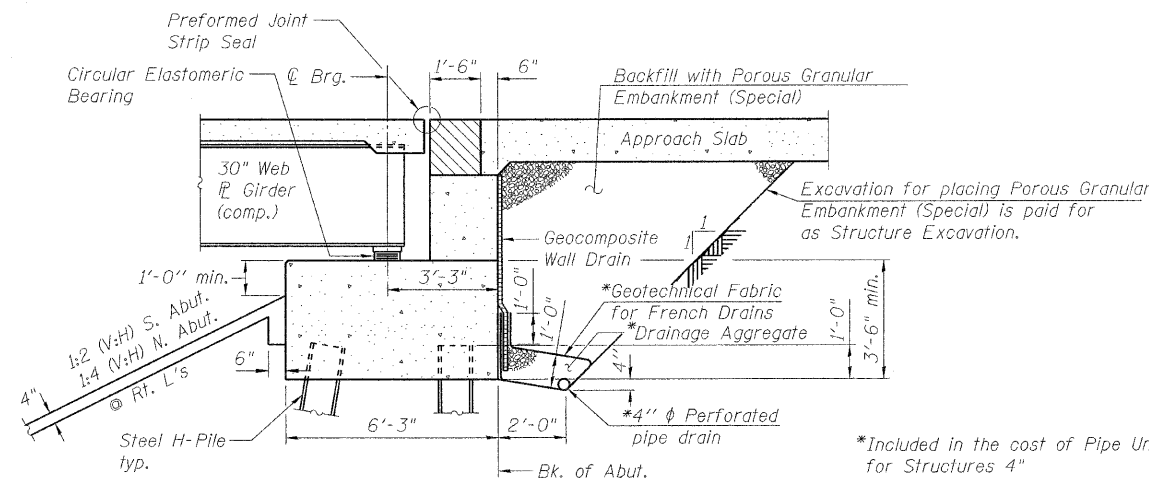
- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts  $\frac{1}{2}$ "  $\phi$ , holes  $\frac{13}{16}$ "  $\phi$ , unless otherwise noted.
- Calculated weight of Structural Steel (M270 Grade 50) = 1,394,330 lbs. Calculated weight of Structural Steel (M270 Grade 36) = 18,680 lbs.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
- Reinforcement bars designated (E) shall be epoxy coated.
- If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of  $\frac{1}{8}$  inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Concrete Sealer shall be applied to the designated areas of the exposed surfaces of backwalls, bridge seats, and front faces of pile caps under abutment deck joints; and all exposed surface areas at piers within 10 ft. of the outer edge of shoulder.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4. See Special Provision for "Cleaning and Painting New Metal Structures".
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.

**INDEX OF DRAWINGS**

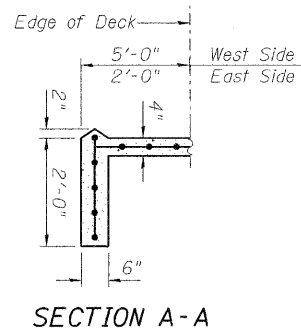
- General Plan & Elevation
- General Notes, Index of Sheets & Total Bill of Material
- Stage Construction - Substructure
- Substructure Excavation Details
- Stage Construction - Superstructure
- Temporary Concrete Barrier
- Top of Slab Elevations - Plan and Details
- Top of Slab Elevations (1 of 5)
- Top of Slab Elevations (2 of 5)
- Top of Slab Elevations (3 of 5)
- Top of Slab Elevations (4 of 5)
- Top of Slab Elevations (5 of 5)
- Top of Approach Slab Elevations - South Approach
- Top of Approach Slab Elevations - North Approach
- Deck Plan - Southbound Spans 1 and 2
- Deck Plan - Southbound Spans 3 and 4
- Deck Cross Section - Southbound
- Deck Plan - Northbound Spans 1 and 2
- Deck Plan - Northbound Spans 3 and 4
- Deck Cross Section - Northbound
- Parapet Elevations
- Parapet Details
- Superstructure Details & Bill of Material
- Preformed Joint Strip Seal
- Drainage Scupper DS-II
- Approach Slab Plan South Approach - Southbound
- Approach Slab Plan South Approach - Northbound
- Approach Slab Sections and Details - South Approach
- Approach Slab Plan North Approach - Southbound
- Approach Slab Plan North Approach - Northbound
- Approach Slab Sections and Details - North Approach
- General Framing Plan
- Girder Layout
- Framing Plan Southbound - Spans 1 and 2
- Framing Plan Southbound - Spans 3 and 4
- Framing Plan Northbound - Spans 1 and 2
- Framing Plan Northbound - Spans 3 and 4
- Girder Elevation
- Shear Stud Layout
- Diaphragm Details
- Camber Diagram and Top of Web Elevations
- Moment and Reaction Table & Steel Details
- Bearing Details (1 of 2)
- Bearing Details (2 of 2)
- South Abutment - Southbound Plan & Elevation
- South Abutment - Northbound Plan & Elevation
- South Abutment Details
- North Abutment - Southbound Plan & Elevation
- North Abutment - Northbound Plan & Elevation
- North Abutment Details
- Pier 1 - Southbound
- Pier 1 - Northbound
- Pier 2 - Southbound
- Pier 2 - Northbound
- Pier 3 - Southbound
- Pier 3 - Northbound
- Pier Details & Bill of Material
- Bar Splicer Assembly Details
- HP Pile Details
- Boring Logs (1 of 2)
- Boring Logs (2 of 2)

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.	608		608
Removal of Existing Structures	Each			1
Protective Shield	Sq. Yd.	1636		1636
Structure Excavation	Cu. Yd.		918	918
Concrete Structures	Cu. Yd.	1565.5		1565.5
Concrete Superstructure	Cu. Yd.		1418.1	1418.1
Bridge Deck Grooving	Sq. Yd.	4085		4085
Protective Coat	Sq. Yd.	4856		4856
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	18566		18566
Reinforcement Bars, Epoxy Coated	Pound	357,900	207,010	564,910
Bar Splicers	Each	326	72	398
Slope Wall 4 Inch	Sq. Yd.		1339	1339
Furnishing Steel Piles HP12x53	Foot		9638	9638
Driving Piles	Foot		9638	9638
Test Pile Steel HP12x53	Each		5	5
Pile Shoes	Each		387	387
Temporary Sheet Piling	Sq. Ft.		1536	1536
Name Plates	Each		1	1
Preformed Joint Strip Seal	Foot	323.5		323.5
Anchor Bolts, 1 1/4"	Each	210		210
Concrete Sealer	Sq. Ft.		17965	17965
Geocomposite Wall Drain	Sq. Yd.		321	321
Pipe Underdrains for Structures 4"	Foot		370	370
Conduit Embedded in Structure 2" Dia., PVC	Foot	523	46	569
Junction Box, Stainless Steel, Embedded in Structure, 12"x10"x6"	Each		4	4
Braced Excavation	Cu. Yd.		1067	1067
Elastomeric Bearing Assembly, Type I (Special)	Each	42		42
Elastomeric Bearing Assembly, Type II (Special)	Each	42		42
Drainage Scupper, DS-II	Each	2		2



Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.



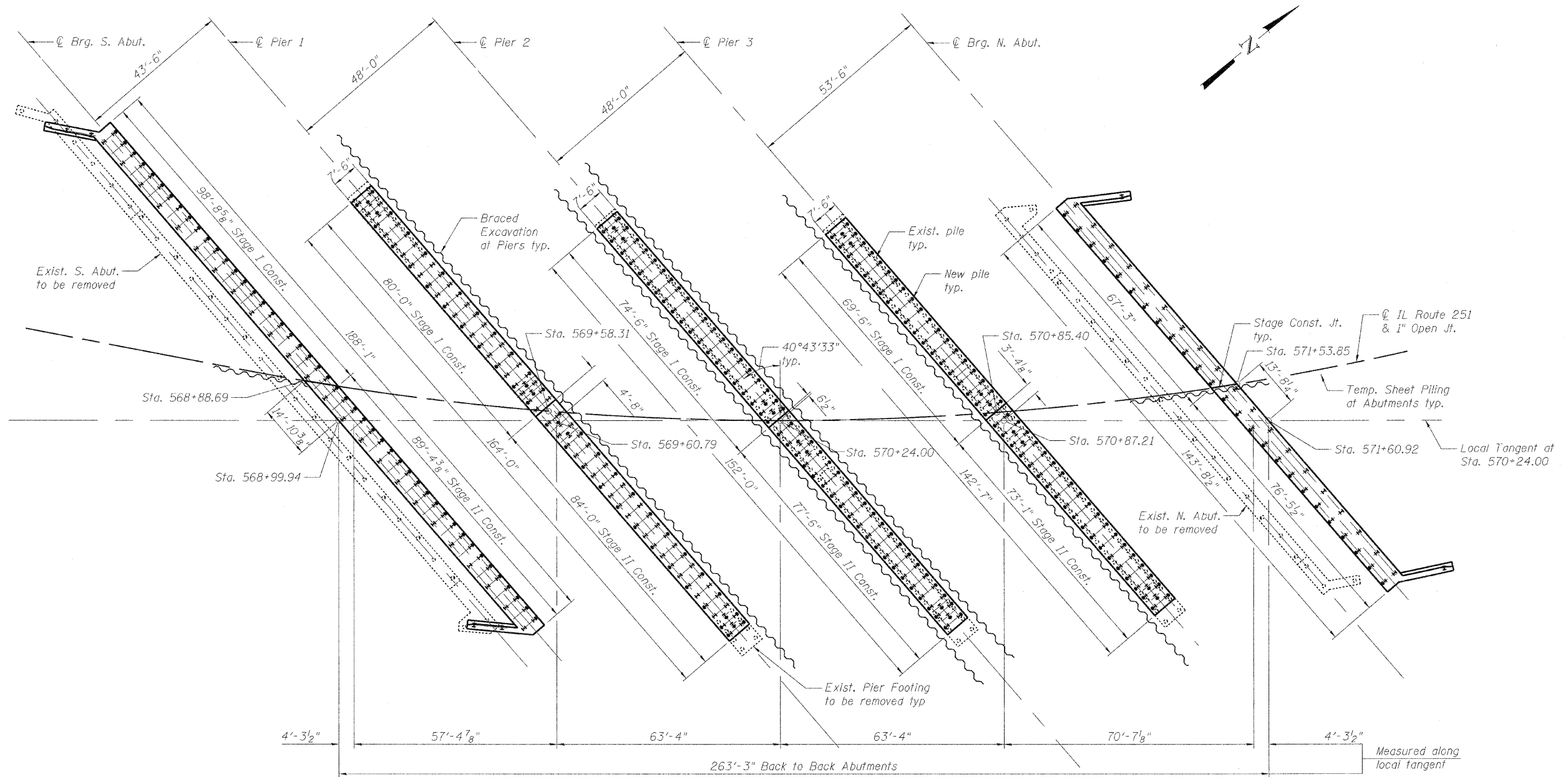
Note:  
All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

**GENERAL NOTES, INDEX OF SHEETS & TOTAL BILL OF MATERIAL  
STRUCTURE NO. 101-0190**

SHEET NO.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
61 SHEETS	*	1-HBR & 1-2HB-D	WINNEBAGO	216	57
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



STAGE CONSTRUCTION - SUBSTRUCTURE  
STRUCTURE NO. 101-0190

DESIGNED	- JY
CHECKED	- GSP
DRAWN	- MJB
CHECKED	- JY

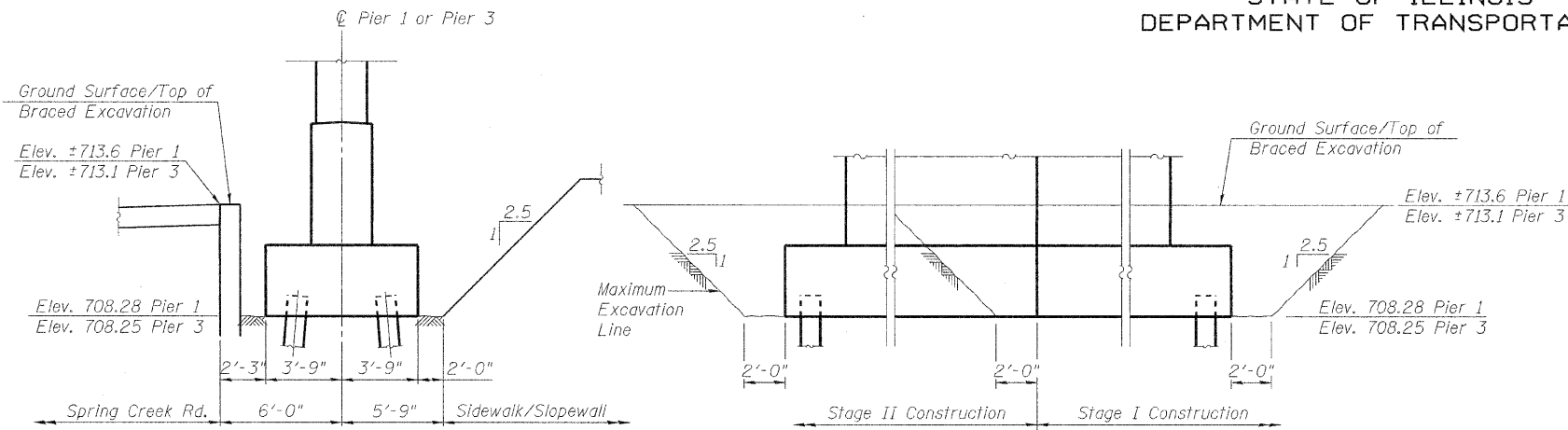
SHEET NO. 3	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	58
61 SHEETS	IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146



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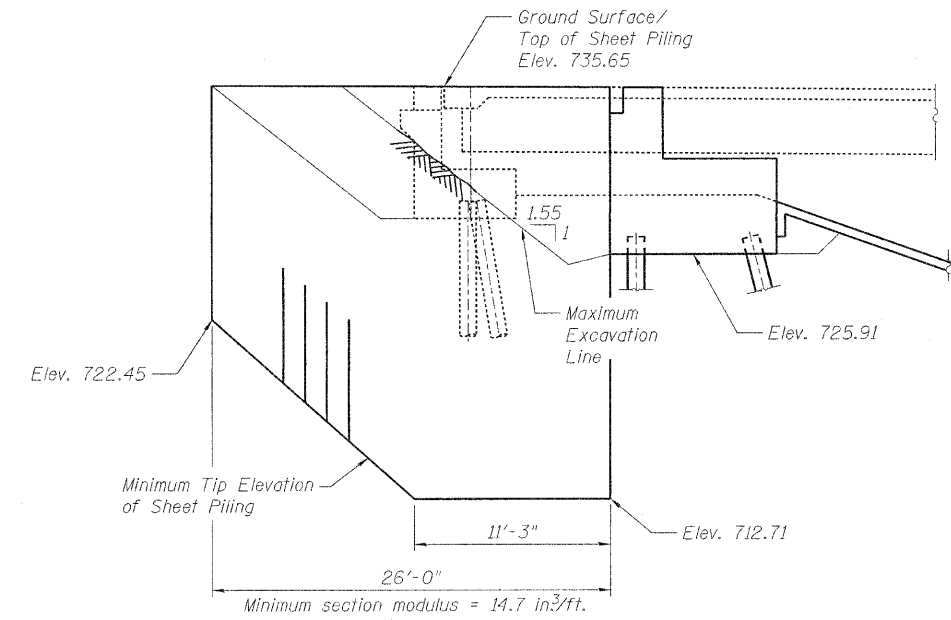
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



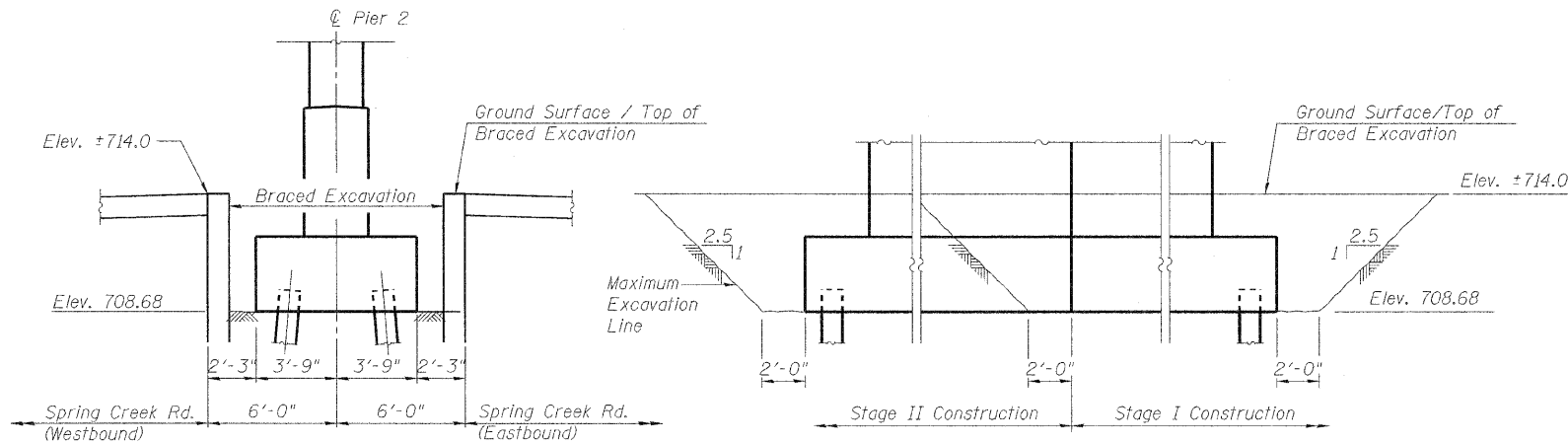
**SECTION AT PIER 1 AND 3**  
(Pier 1 Looking East, Pier 3 Looking West)  
Distances shown perpendicular  
to  $\phi$  Spring Creek Rd.

**ELEVATION AT PIER 1 AND 3**

**BRACED EXCAVATION AT PIERS 1 AND 3**



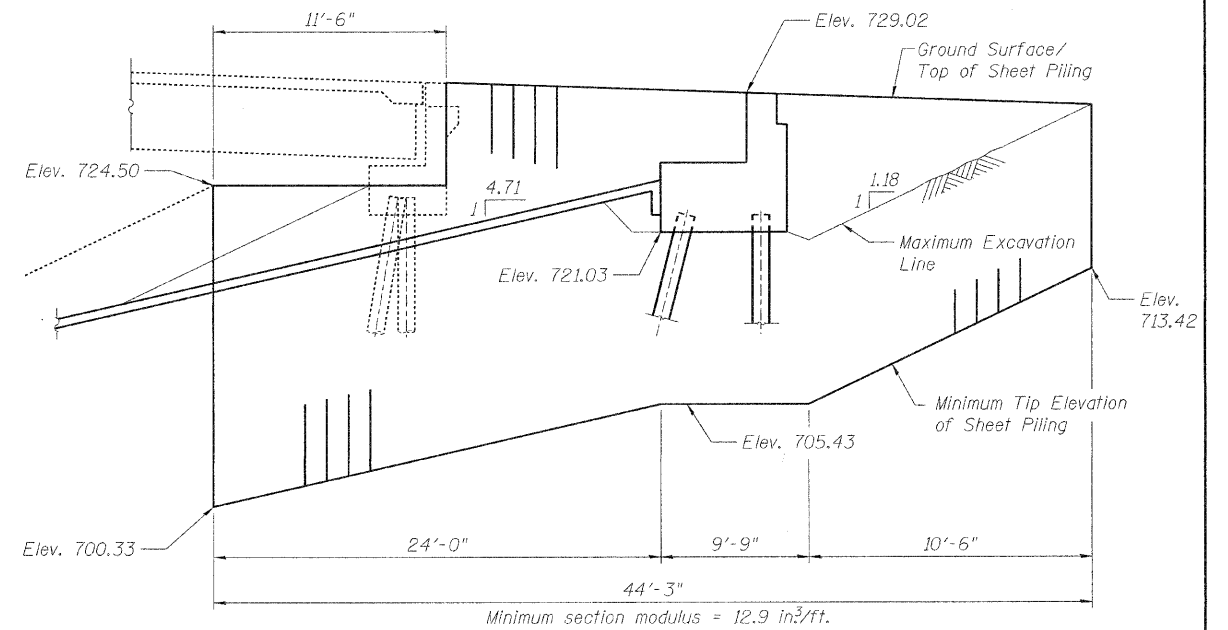
**SOUTH ABUTMENT  
SHEET PILE ELEVATION**



**SECTION AT PIER 2**  
(Looking East)  
Distances shown perpendicular  
to  $\phi$  Spring Creek Rd.

**ELEVATION AT PIER 2**

**BRACED EXCAVATION AT PIER 2**



**NORTH ABUTMENT  
SHEET PILE ELEVATION**

**SUBSTRUCTURE EXCAVATION DETAILS  
STRUCTURE NO. 101-0190**

Notes:

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

The Contractor shall connect the first sheet to the existing abutment wall to ensure the stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost of Temporary Sheet Piling.

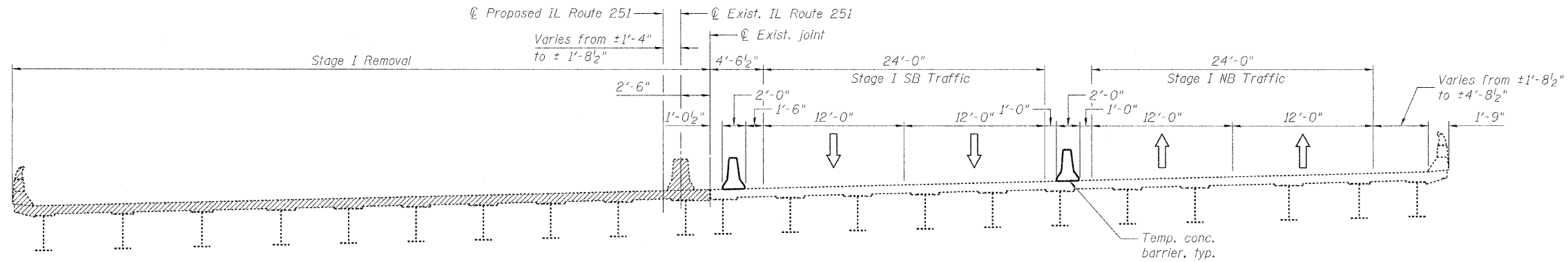
DESIGNED	- JY
CHECKED	- GSP
DRAWN	- MJB
CHECKED	- JY

SHEET NO. 4 61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	59
IL RTE 251 & FOREST HILLS RD			CONTRACT NO. 64B79		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

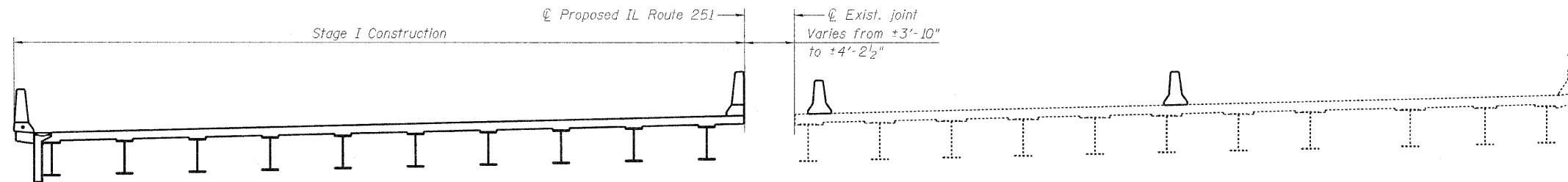
\* F.A.P. 303 & F.A.U. 5146

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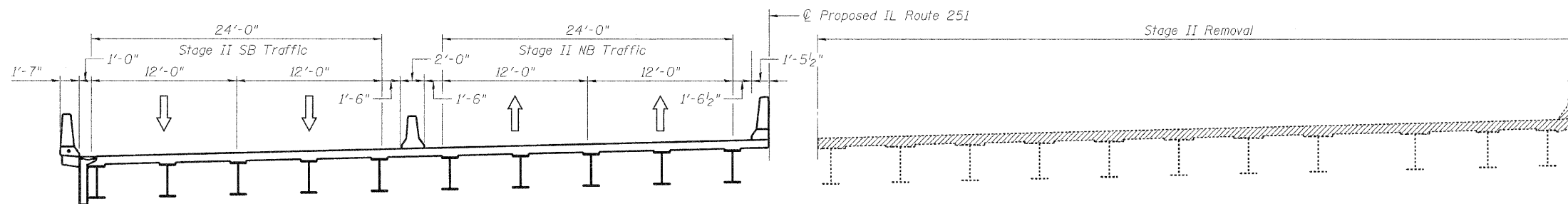
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



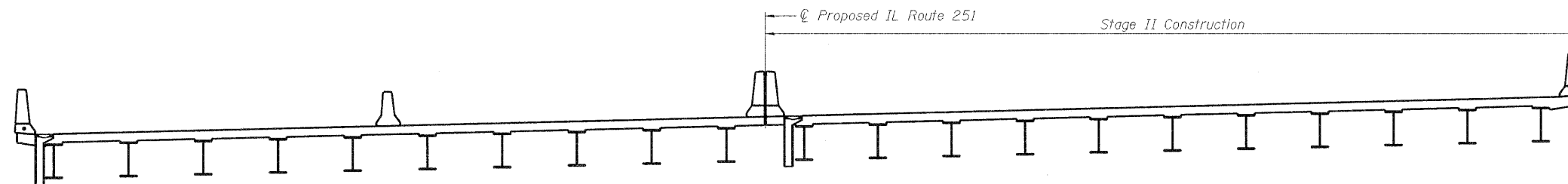
**STAGE I REMOVAL**  
(Looking North)



**STAGE I CONSTRUCTION**  
(Looking North)



**STAGE II REMOVAL**  
(Looking North)



**STAGE II CONSTRUCTION**  
(Looking North)

Notes:

- All staging cross sections are looking North.
- For quantity of Temporary Concrete Barrier, see roadway plans.
- Hatched areas indicate Removal of Existing Structures.
- Deck horizontal dimensions are perpendicular to  $\hat{C}$  IL Route 251.

**STAGE CONSTRUCTION - SUPERSTRUCTURE**  
**STRUCTURE NO. 101-0190**

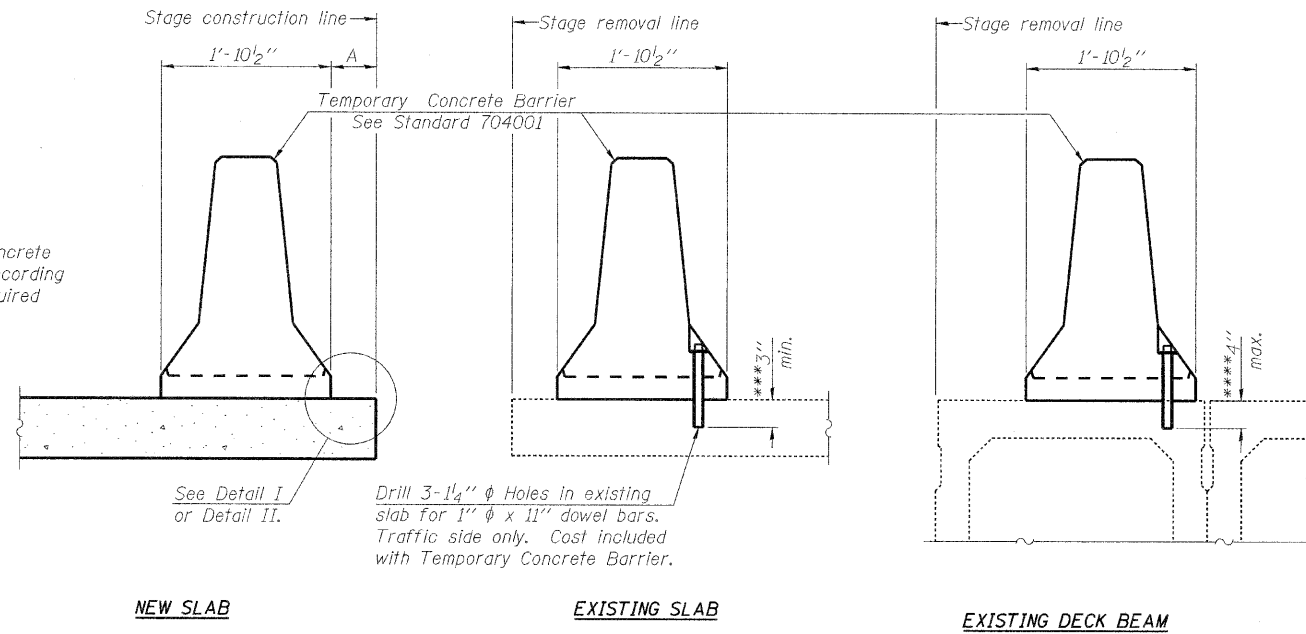
DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

SHEET NO. 5 61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	60
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB OR DECK BEAM

NOTES

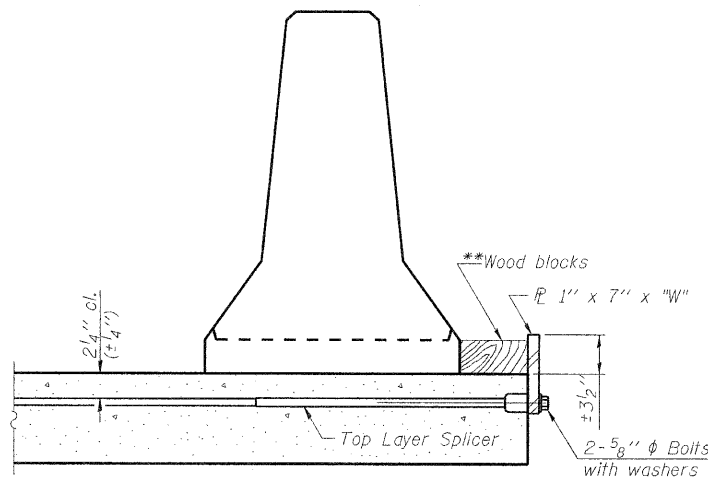
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1" x 7" x "W" steel  $\bar{P}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1" x 7" x "W" steel  $\bar{P}$  to the concrete slab or concrete wearing surface with 2-5/8"  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\bar{C}$  of each barrier panel.

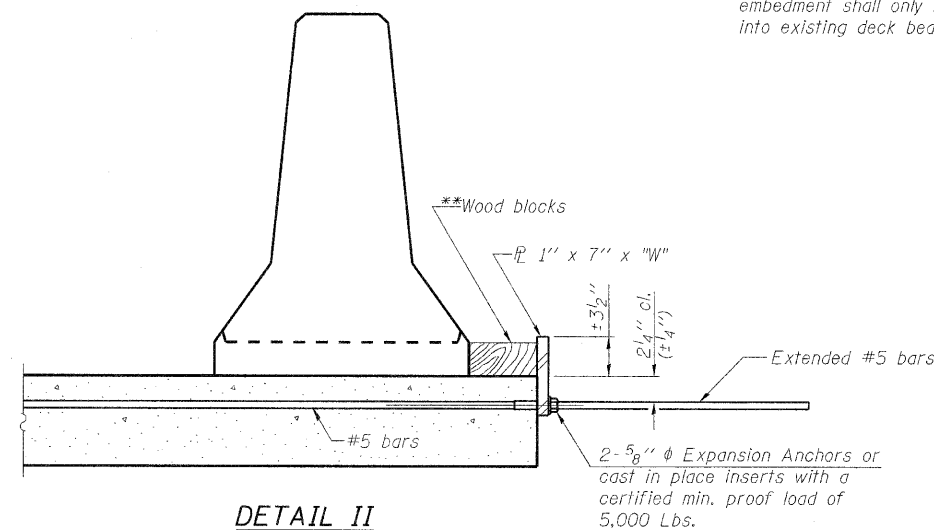
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

\*\*\* Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



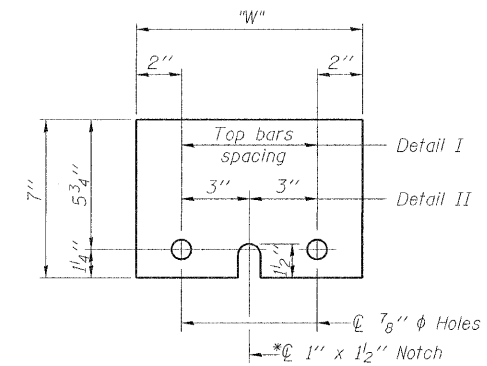
DETAIL I



DETAIL II

\*\* Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"



STEEL RETAINER  $\bar{P}$  1" x 7" x "W"

\* Required only with Detail II

TEMPORARY CONCRETE BARRIER  
FOR STAGE CONSTRUCTION  
STRUCTURE NO. 101-0190

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

R-27

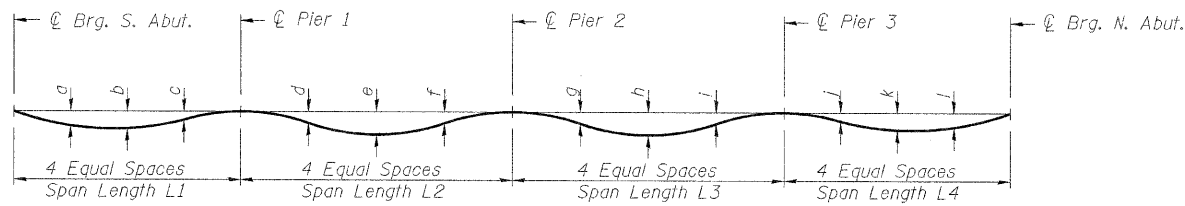
7-1-10

SHEET NO. 6 61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	61
IL RTE 251 & FOREST HILLS RD			CONTRACT NO. 64B79		
FED. ROAD DIST. NO. 7 [ILLINOIS] FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

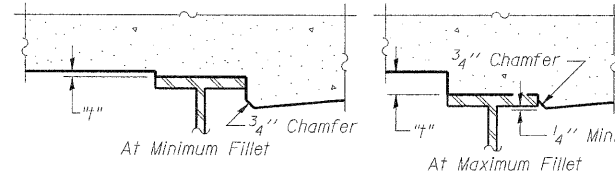


**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.

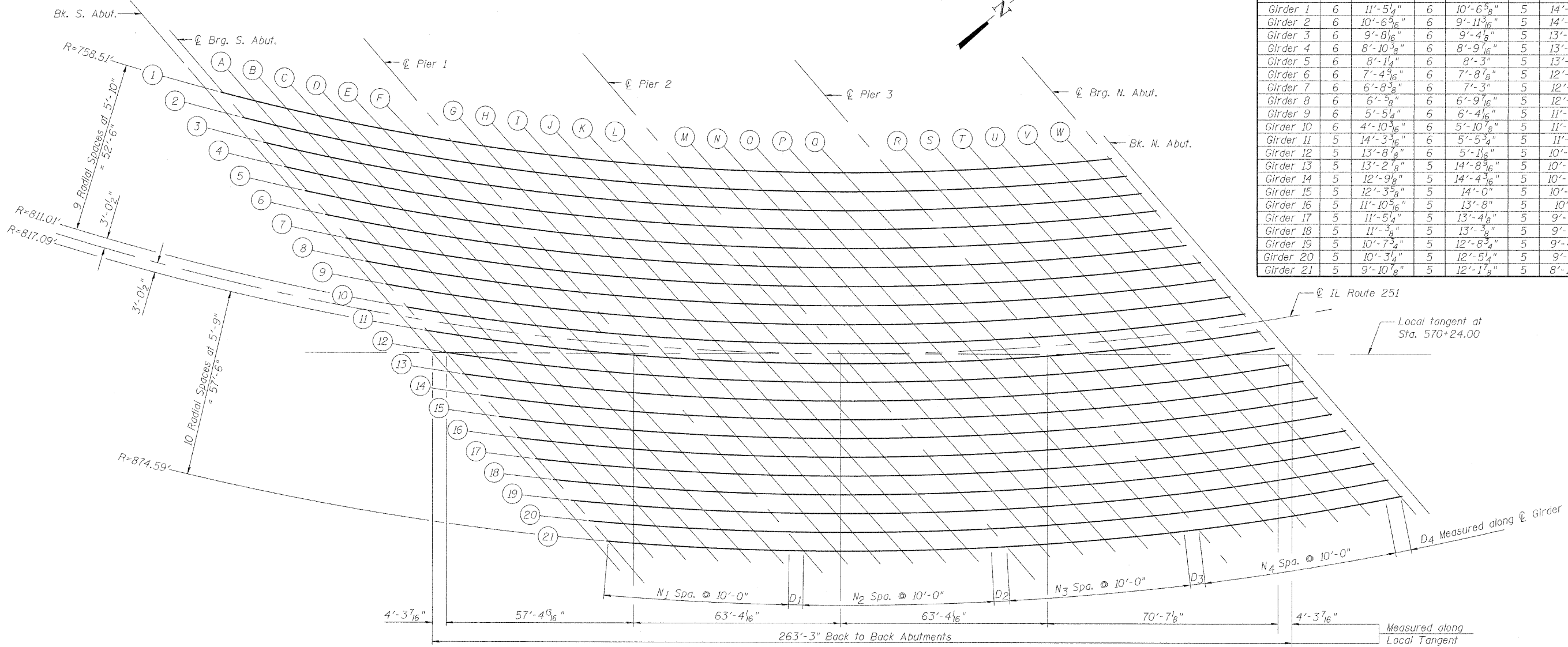


To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet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

**FILLET HEIGHTS**

**INCREMENT NUMBER AND END OF SPAN DIMENSIONS**

Location	Span 1		Span 2		Span 3		Span 4	
	N1	D1	N2	D2	N3	D3	N4	D4
Girder 1	6	11'-5 1/4"	6	10'-6 5/8"	5	14'-7 3/8"	6	7'-7 1/8"
Girder 2	6	10'-6 3/8"	6	9'-11 1/8"	5	14'-2 5/8"	6	6'-9"
Girder 3	6	9'-8 1/8"	6	9'-4 1/8"	5	13'-10 1/8"	6	6'-5 5/8"
Girder 4	6	8'-10 3/8"	6	8'-9 7/8"	5	13'-5 1/8"	6	6'-2 3/8"
Girder 5	6	8'-1 1/4"	6	8'-3"	5	13'-1 7/8"	6	5'-11 1/4"
Girder 6	6	7'-4 9/16"	6	7'-8 3/8"	5	12'-9 3/8"	6	5'-8 1/4"
Girder 7	6	6'-8 3/8"	6	7'-3"	5	12'-5 1/2"	6	5'-5 5/16"
Girder 8	6	6'-5 5/8"	6	6'-9 1/8"	5	12'-1 3/4"	6	5'-2 1/2"
Girder 9	6	5'-5 1/4"	6	6'-4 1/8"	5	11'-10 1/8"	5	14'-11 3/4"
Girder 10	6	4'-10 3/8"	6	5'-10 7/8"	5	11'-6 5/8"	5	14'-9 1/8"
Girder 11	5	14'-3 3/8"	6	5'-5 3/4"	5	11'-3 1/8"	5	14'-6 7/8"
Girder 12	5	13'-8 1/8"	6	5'-1 1/8"	5	10'-11 1/8"	5	14'-4"
Girder 13	5	13'-2 1/8"	5	14'-8 9/16"	5	10'-8 13/16"	5	14'-1 5/8"
Girder 14	5	12'-9 1/8"	5	14'-4 3/8"	5	10'-1 13/16"	5	13'-11 5/16"
Girder 15	5	12'-3 5/8"	5	14'-0"	5	10'-2 1/8"	5	13'-9 1/16"
Girder 16	5	11'-10 3/8"	5	13'-8"	5	10'-1 1/8"	5	13'-6 15/16"
Girder 17	5	11'-5 1/4"	5	13'-4 3/8"	5	9'-9 3/8"	5	13'-4 13/16"
Girder 18	5	11'-3 1/8"	5	13'-3 3/8"	5	9'-6 3/4"	5	13'-2 3/4"
Girder 19	5	10'-7 3/4"	5	12'-8 3/4"	5	9'-4 3/8"	5	13'-3 1/4"
Girder 20	5	10'-3 1/4"	5	12'-5 1/4"	5	9'-1 1/8"	5	12'-10 13/16"
Girder 21	5	9'-10 7/8"	5	12'-1 7/8"	5	8'-11 1/8"	5	12'-8 15/16"



**DEAD LOAD DEFLECTION TABLE**

Location	Girder 1	Girder 2	Girder 3 to 5	Girder 6 to 8	Girder 9	Girder 10	Girder 11	Girder 12	Girder 13 to 20	Girder 21
Span 1	a	3/4"	5/8"	3/8"	1/4"	3/8"	3/8"	3/8"	3/8"	3/8"
	b	1/8"	3/4"	1/2"	3/8"	3/8"	1/2"	1/2"	1/2"	1/2"
	c	2"	0	1/4"	8"	1/8"	1/8"	1/8"	1/8"	1/8"
Span 2	d	0	0	0	0	0	0	0	0	0
	e	1/8"	1/8"	1/8"	1/8"	1/8"	1/4"	1/4"	1/4"	1/4"
	f	1/8"	1/8"	1/8"	1/8"	1/8"	1/8"	1/8"	1/8"	1/8"
Span 3	g	0	0	0	0	0	0	0	0	0
	h	1/8"	1/8"	0	0	0	0	0	0	0
	i	0	0	0	0	0	0	0	0	0
Span 4	j	1/4"	1/4"	1/4"	1/4"	3/8"	3/8"	3/8"	3/8"	3/8"
	k	5/8"	1/2"	3/8"	1/2"	5/8"	5/8"	5/8"	5/8"	5/8"
	l	1/2"	1/2"	3/8"	3/8"	1/2"	1/2"	1/2"	1/2"	1/2"

**TOP OF SLAB ELEVATIONS  
PLAN AND DETAILS  
STRUCTURE NO. 101-0190**

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

SHEET NO. 7 61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	62
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79					
FED. ROAD DIST. NO. 7 [ILLINOIS] FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146









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DEPARTMENT OF TRANSPORTATION

GIRDER 21

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	569+53.42	60.54	736.34	736.34
⊕ Brg. S. Abut.	569+57.74	60.54	736.27	736.27
A	569+67.05	60.54	736.10	736.12
B	569+76.36	60.54	735.92	735.95
C	569+85.66	60.54	735.73	735.76
D	569+94.97	60.54	735.52	735.54
E	570+04.28	60.54	735.30	735.31
⊕ Pier 1	570+13.50	60.54	735.07	735.07
G	570+22.81	60.54	734.83	734.83
H	570+32.12	60.54	734.57	734.58
I	570+41.42	60.54	734.30	734.31
J	570+50.73	60.54	734.01	734.03
K	570+60.04	60.54	733.72	733.72
⊕ Pier 2	570+71.35	60.54	733.34	733.34
M	570+80.66	60.54	733.01	733.01
N	570+89.97	60.54	732.68	732.68
O	570+99.27	60.54	732.35	732.35
P	571+08.58	60.54	732.01	732.01
Q	571+17.89	60.54	731.68	731.68
⊕ Pier 3	571+26.22	60.54	731.38	731.38
R	571+35.53	60.54	731.05	731.07
S	571+44.84	60.54	730.72	730.75
T	571+54.14	60.54	730.39	730.43
U	571+63.45	60.54	730.05	730.10
V	571+72.76	60.54	729.72	729.76
⊕ Brg. N. Abut.	571+84.62	60.54	729.30	729.30
Bk. N. Abut.	571+88.09	60.54	729.17	729.17

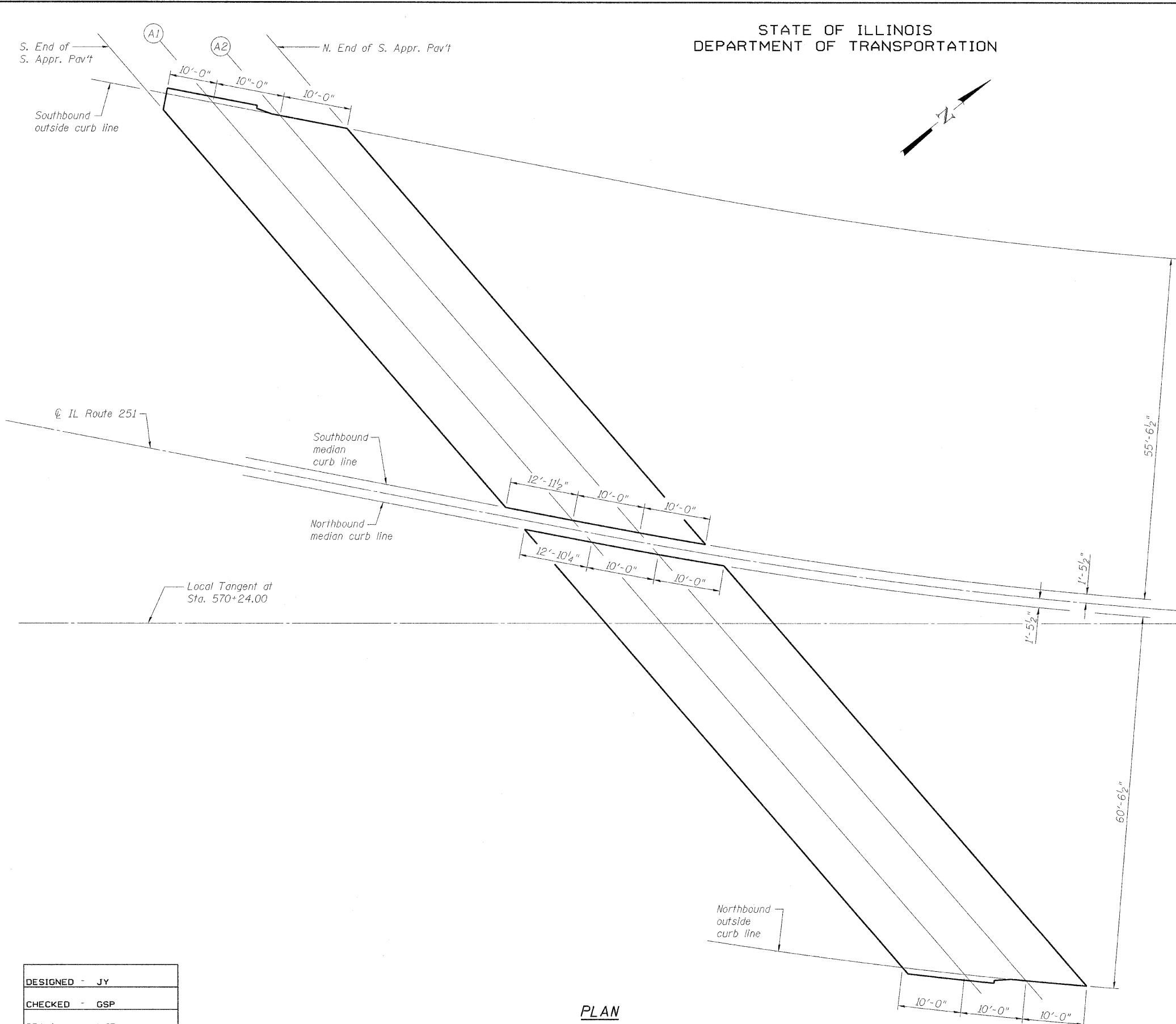
TOP OF SLAB ELEVATIONS (5 OF 5)  
STRUCTURE NO. 101-0190

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

SHEET NO. 12	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	67
61 SHEETS	IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PLAN

DESIGNED	- JY
CHECKED	- GSP
DRAWN	- MJB
CHECKED	- JY

SOUTHBOUND OUTSIDE CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't	567+87.93	-57.00	734.63
A1	567+97.93	-57.00	734.71
A2	568+07.93	-57.00	734.77
N. End of S. Appr. Pav't	568+17.93	-57.00	735.12

SOUTHBOUND MEDIAN CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't	568+54.73	-1.46	735.69
A1	568+67.69	-1.46	735.66
A2	568+77.70	-1.46	735.61
N. End of S. Appr. Pav't	568+87.72	-1.46	735.55

NORTHBOUND MEDIAN CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't	568+58.40	1.46	735.75
A1	568+71.25	1.46	735.71
A2	568+81.24	1.46	735.66
N. End of S. Appr. Pav't	568+91.22	1.46	735.60

NOTHBOUND OUTSIDE CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't	569+27.60	62.00	736.75
A1	569+36.89	62.00	736.63
A2	569+46.18	62.00	736.49
N. End of S. Appr. Pav't	569+55.47	62.00	736.34

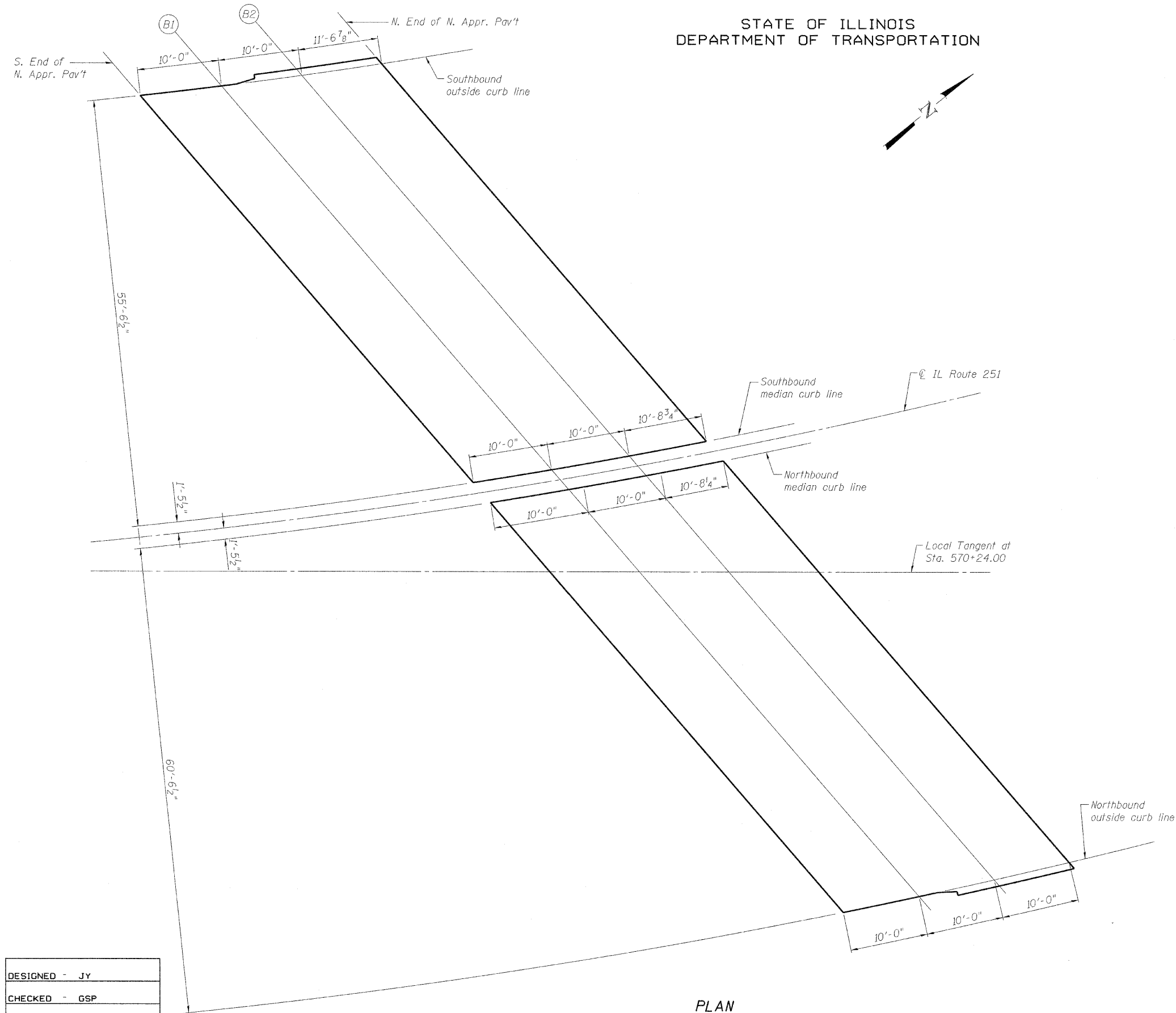
TOP OF APPROACH SLAB ELEVATIONS  
SOUTH APPROACH  
STRUCTURE NO. 101-0190

SHEET NO. 13	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	68
61 SHEETS	IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PLAN

DESIGNED	- JY
CHECKED	- GSP
DRAWN	- MJB
CHECKED	- JY

SOUTHBOUND OUTSIDE CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Pav't	571+14.97	-57.00	728.85
B1	571+25.72	-57.00	728.46
B2	571+36.48	-57.00	728.08
N. End of N. Appr. Pav't	571+48.93	-57.00	727.63

SOUTHBOUND MEDIAN CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Pav't	571+52.38	-1.46	728.90
B1	571+62.40	-1.46	728.54
B2	571+72.42	-1.46	728.18
N. End of N. Appr. Pav't	571+83.16	-1.46	727.80

NORTHBOUND MEDIAN CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Pav't	571+54.18	1.46	728.91
B1	571+64.16	1.46	728.55
B2	571+74.15	1.46	728.19
N. End of N. Appr. Pav't	571+84.81	1.46	727.81

NOTHBOUND OUTSIDE CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Pav't	571+88.31	62.00	729.20
B1	571+97.60	62.00	728.87
B2	572+06.90	62.00	728.54
N. End of N. Appr. Pav't	572+16.19	62.00	728.21

TOP OF APPROACH SLAB ELEVATIONS  
NORTH APPROACH  
STRUCTURE NO. 101-0190

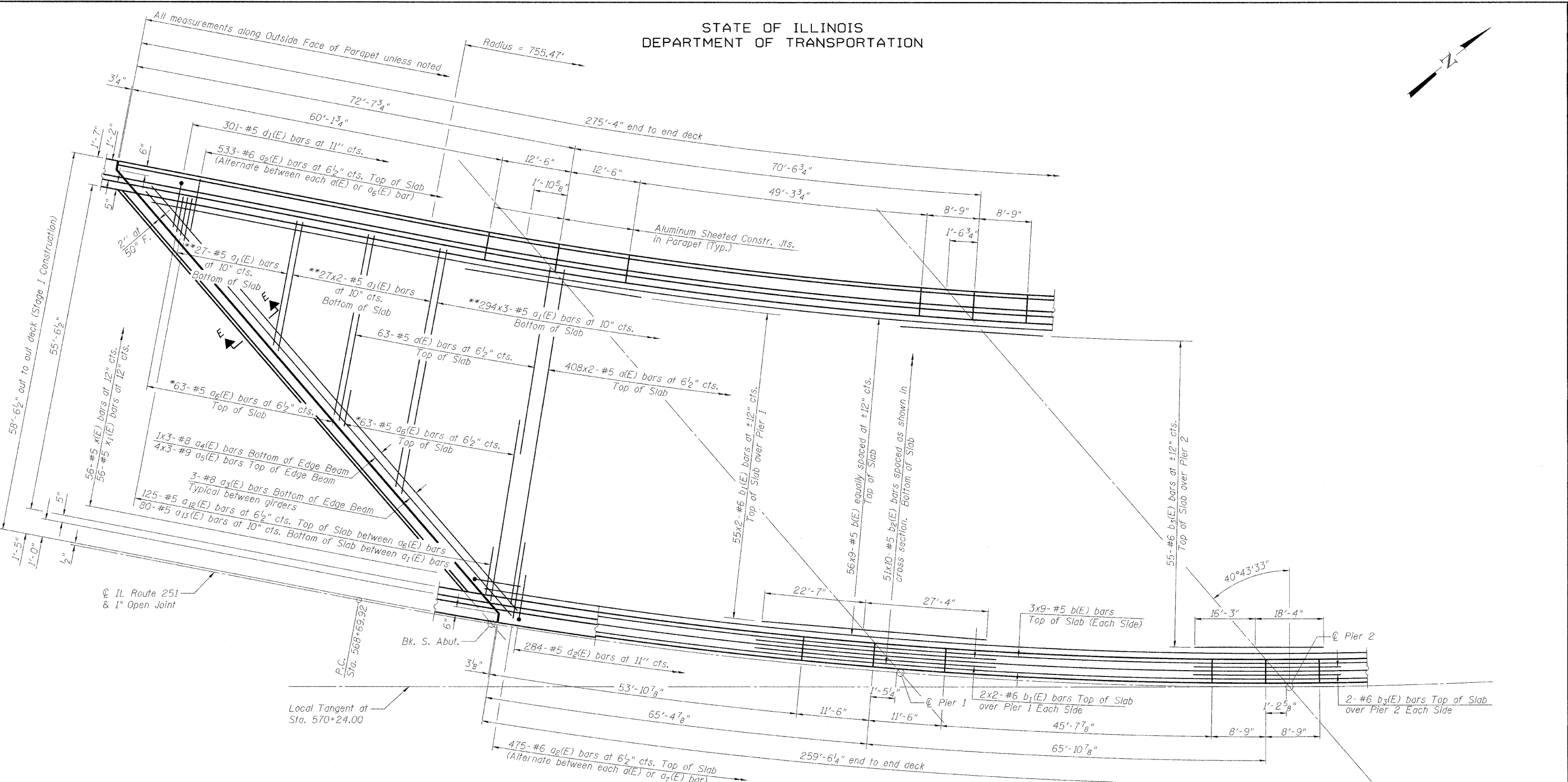
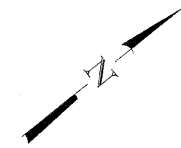
SHEET NO. 14	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	69
61 SHEETS	IL RTE 251 & FOREST HILLS RD		CONTRACT NO. 64B79		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



\*Order a<sub>6</sub>(E) bars full length. Cut to fit skew and use remainder of bars in same end of deck.  
\*\*Vary lap length or cut to fit skew.

**SOUTHBOUND DECK PLAN - SPANS 1 AND 2**

**DECK PLAN - SOUTHBOUND  
SPANS 1 AND 2  
STRUCTURE NO. 101-0190**

DESIGNED -	JY
CHECKED -	GSP
DRAWN -	MJB
CHECKED -	JY

**MINIMUM BAR LAPS**  
(Deck)

#5 Bar	- 2'-7"
#6 Bar	- 3'-1"
#8 Bar	- 6'-9"
#9 Bar	- 9'-8"

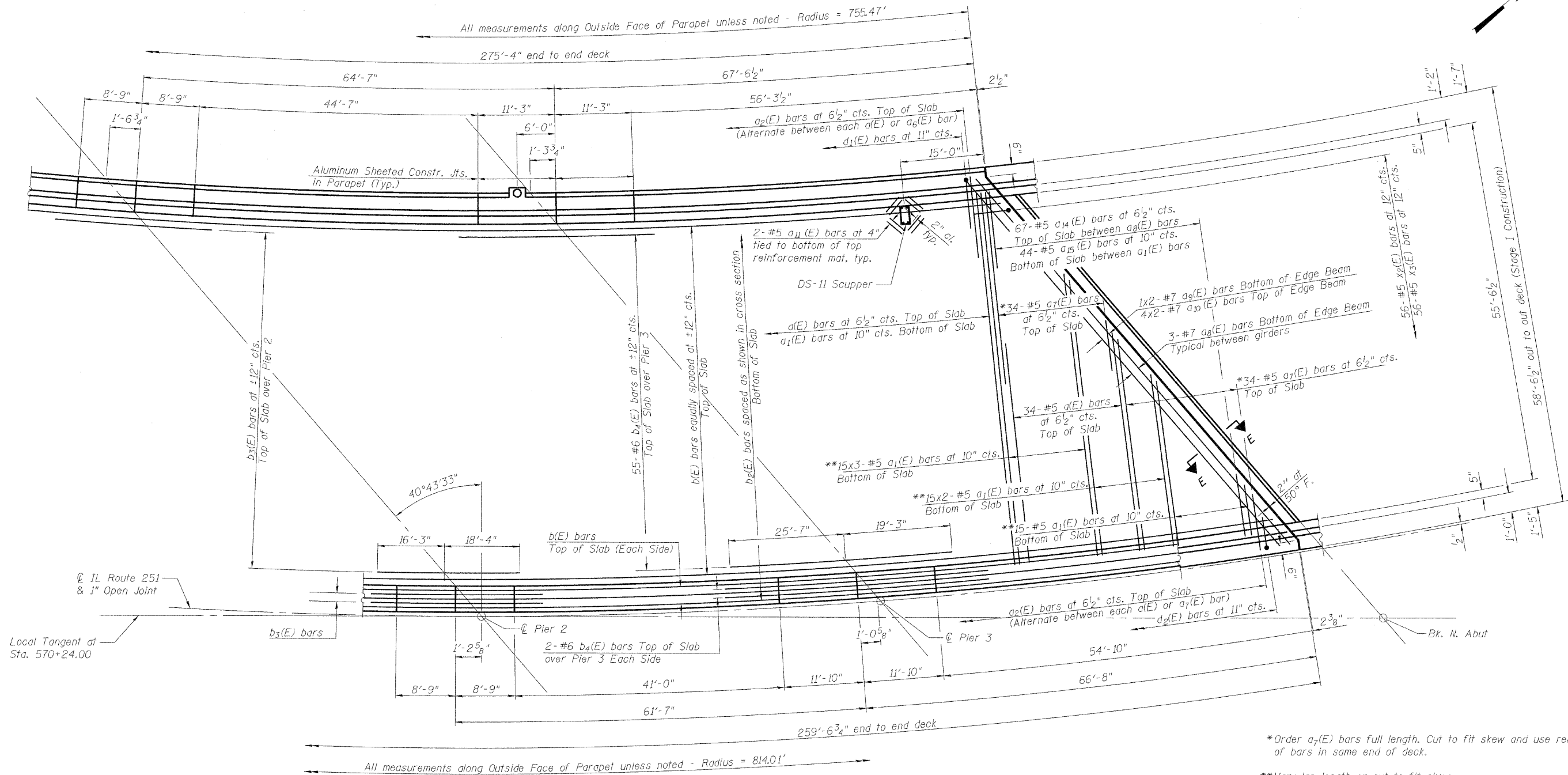
Notes:  
See Sheet 17 for deck cross section.  
See Sheets 22 and 23 for superstructure details and Bill of Material.  
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
See Sheet 21 for parapet reinforcement.  
Transverse bars shall be placed radially.  
Longitudinal bars shall be placed along the curve.

SHEET NO. 15  61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	70
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



\*Order a<sub>7</sub>(E) bars full length. Cut to fit skew and use remainder of bars in same end of deck.  
\*\*Vary lap length or cut to fit skew.

**SOUTHBOUND DECK PLAN - SPANS 3 AND 4**

**DECK PLAN - SOUTHBOUND  
SPANS 3 AND 4  
STRUCTURE NO. 101-0190**

**MINIMUM BAR LAPS**

(Deck)  
#5 Bar - 2'-7"  
#6 Bar - 3'-1"  
#7 Bar - 5'-10"

**Notes:**

See Sheet 17 for deck cross section.  
See Sheets 22 and 23 for superstructure details and Bill of Material.  
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
See Sheet 21 for parapet reinforcement.  
Transverse bars shall be placed radially.  
Longitudinal bars shall be placed along the curve.  
Cut longitudinal reinforcement to clear drainage scupper.

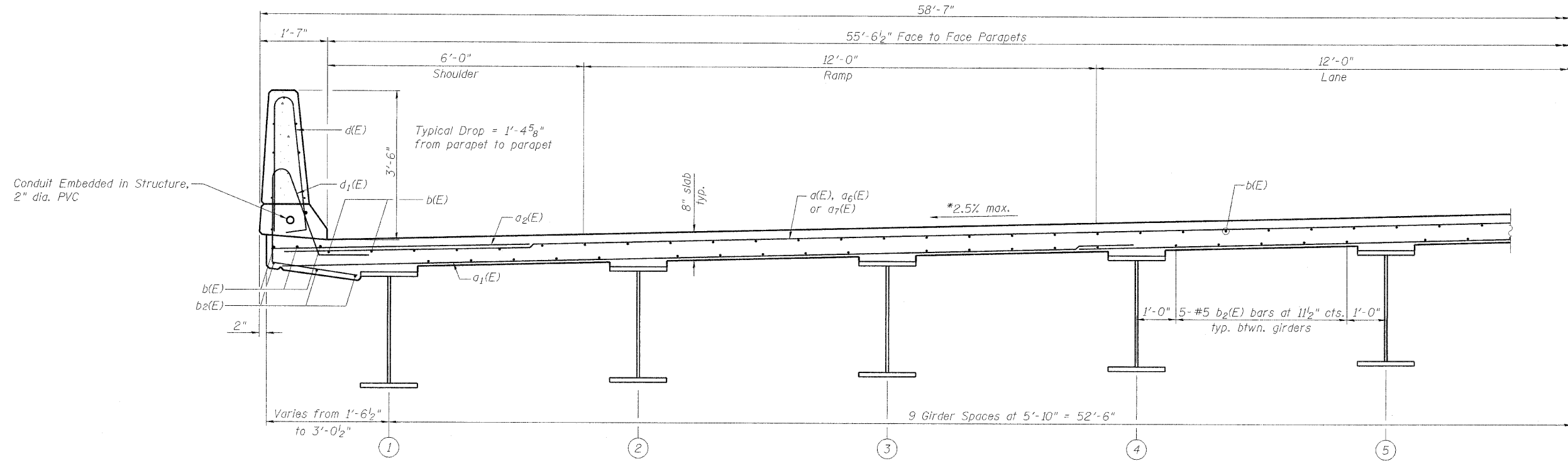
DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

SHEET NO. 16  61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	71
IL RTE 251 & FOREST HILLS RD			CONTRACT NO. 64B79		
FED. ROAD DIST. NO. 7 [ILLINOIS] FED. AID PROJECT					

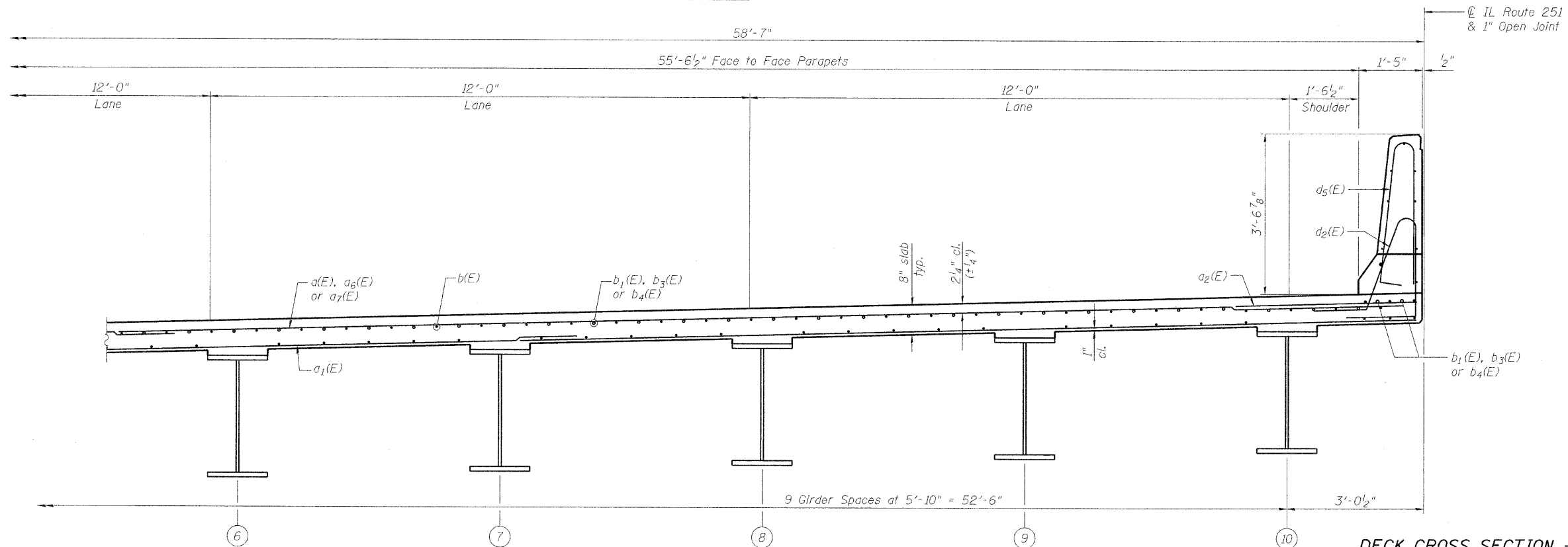
\* F.A.P. 303 & F.A.U. 5146

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



NEAR MIDSPAN



NEAR PIER

DECK CROSS SECTION - SOUTHBOUND  
STRUCTURE NO. 101-0190

MINIMUM BAR LAPS

(Deck)  
#5 Bar - 2'-7"  
#6 Bar - 3'-1"

SOUTHBOUND DECK CROSS SECTION

(Looking North - Horizontal dimensions are measured radial to CL IL Route 251)

\*Note: Cross slope transitions to full superelevation within Span 1.

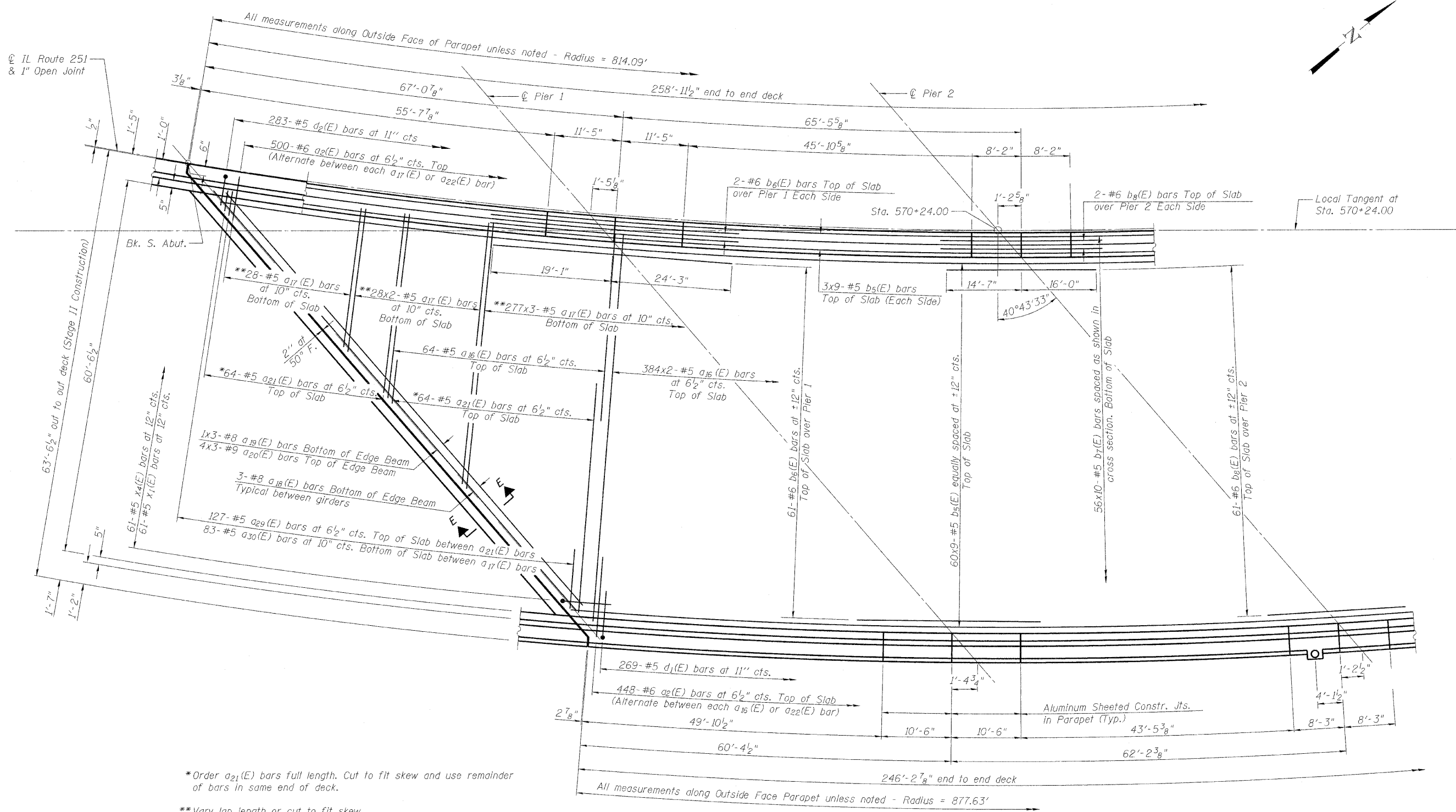
DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

SHEET NO. 17	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	72
61 SHEETS	IL RTE 251 & FOREST HILLS RD		CONTRACT NO. 64B79		
FED. ROAD DIST. NO. 7 [ILLINOIS] FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



\*Order  $a_{21}(E)$  bars full length. Cut to fit skew and use remainder of bars in same end of deck.  
\*\*Vary lap length or cut to fit skew.

**NORTHBOUND DECK PLAN - SPANS 1 AND 2**

**DECK PLAN - NORTHBOUND  
SPANS 1 AND 2  
STRUCTURE NO. 101-0190**

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

**MINIMUM BAR LAPS**  
(Deck)

#5 Bar - 2'-7"
#6 Bar - 3'-1"
#8 Bar - 6'-9"
#9 Bar - 9'-8"

Notes:  
See Sheet 20 for deck cross section.  
See Sheets 22 and 23 for superstructure details and Bill of Material.  
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
See Sheet 21 for parapet reinforcement.  
Traverse bars shall be placed radially.  
Longitudinal bars shall be placed along the curve.

SHEET NO. 18  61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	73
	IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

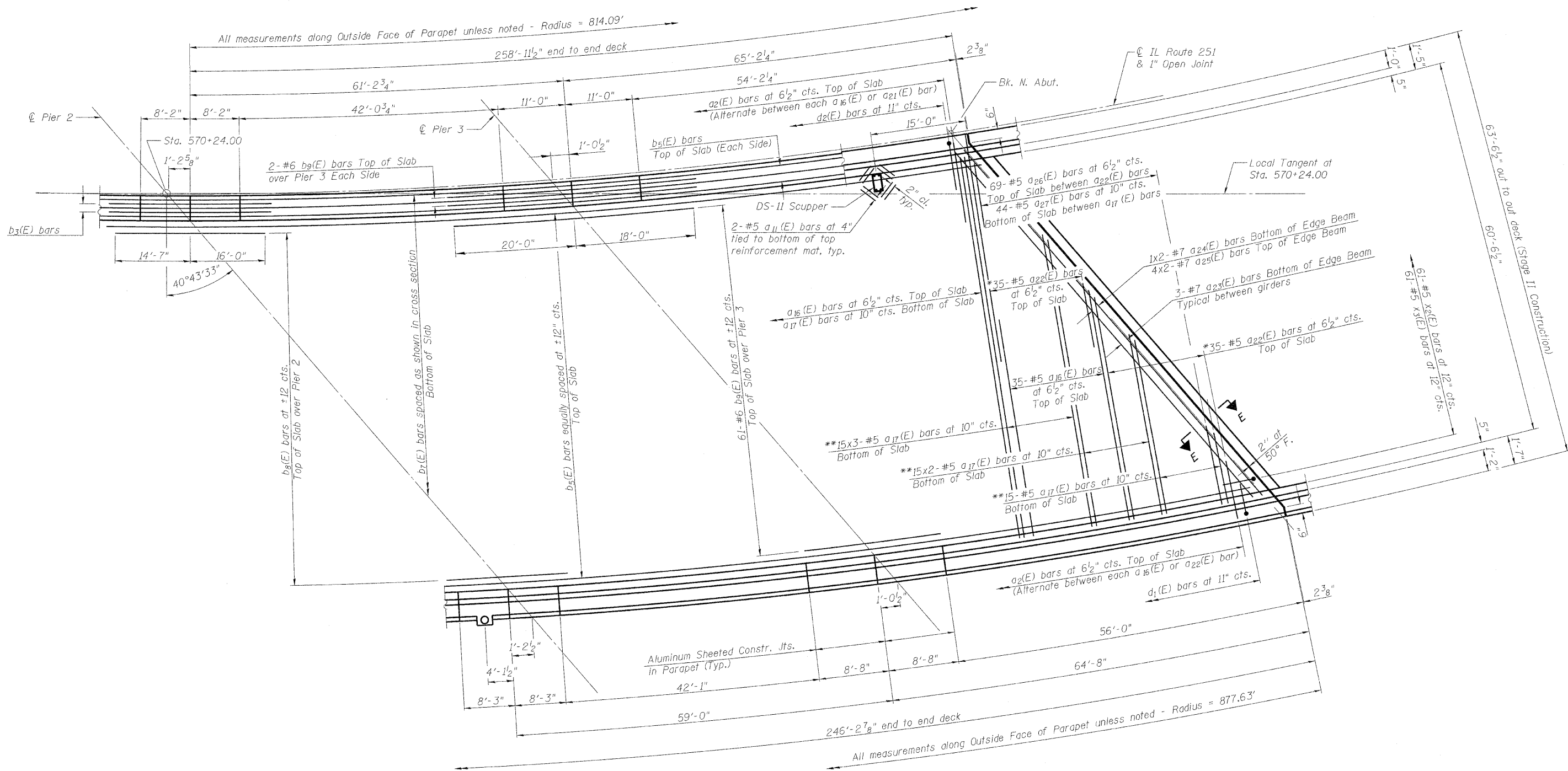
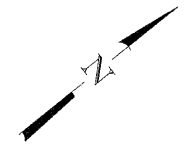


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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

\*Order  $a_{22}(E)$  bars full length. Cut to fit skew and use remainder of bars in same end of deck.

\*\*Vary lap length or cut to fit skew.



**NORTHBOUND DECK PLAN - SPANS 3 AND 4**

**DECK PLAN - NORTHBOUND  
SPANS 3 AND 4  
STRUCTURE NO. 101-0190**

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

**MINIMUM BAR LAPS**

- (Deck)  
 #5 Bar - 2'-7"  
 #6 Bar - 3'-1"  
 #7 Bar - 5'-10"

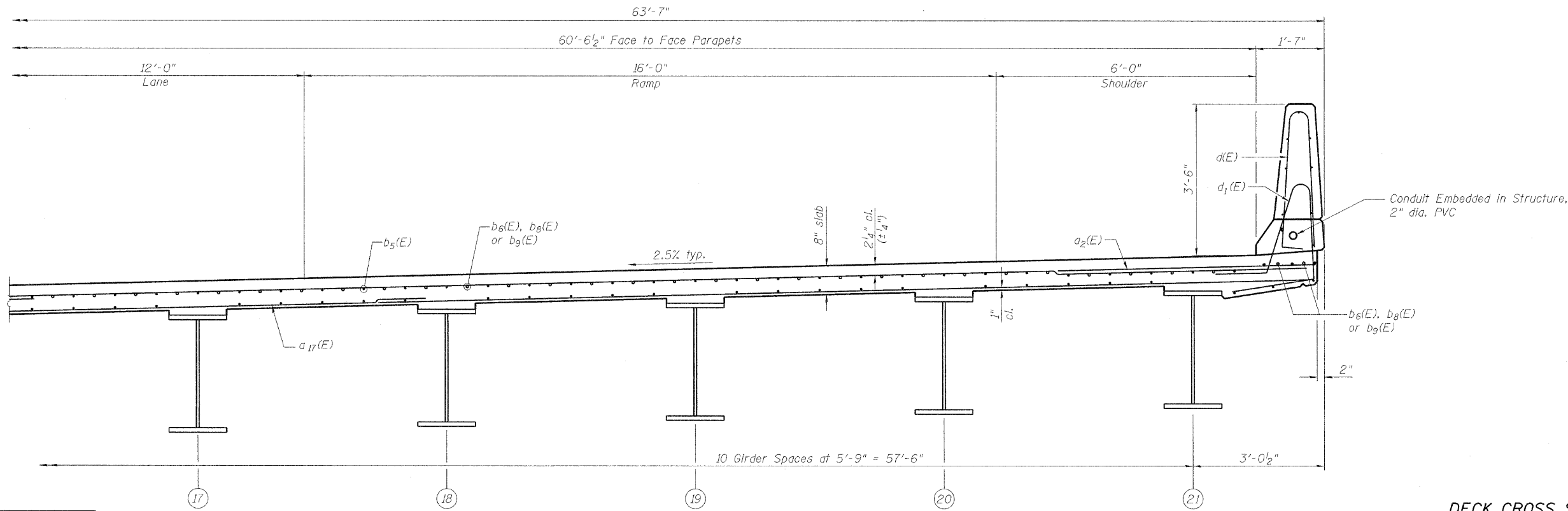
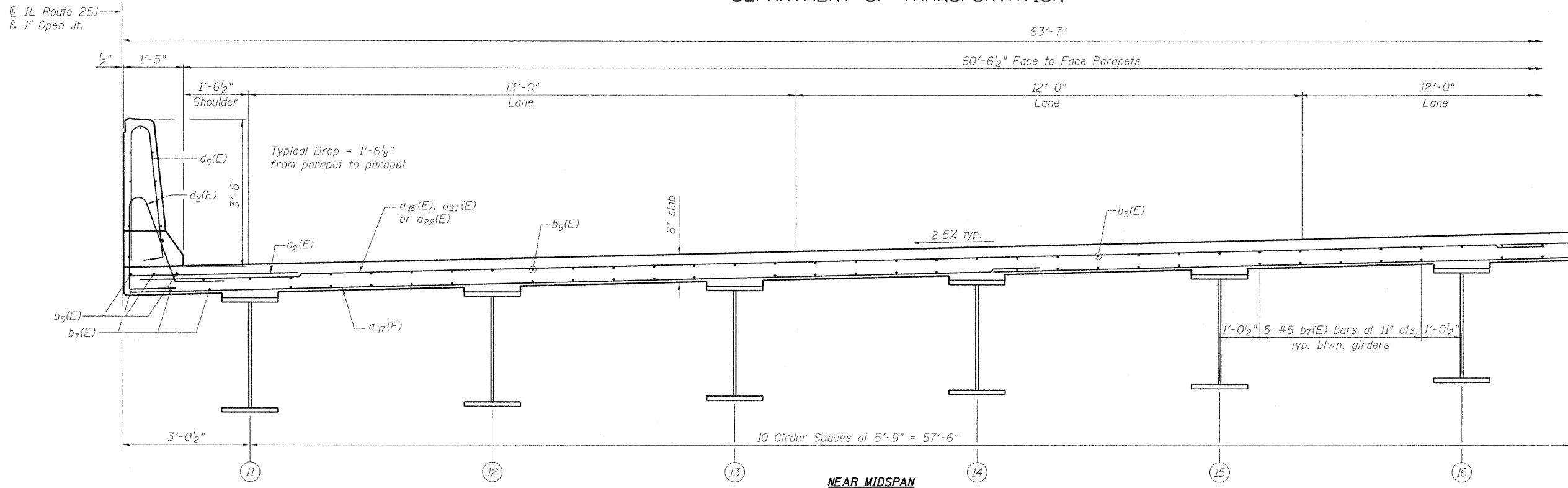
**Notes:**

See Sheet 20 for deck cross section.  
 See Sheets 22 and 23 for superstructure details and Bill of Material.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
 See Sheet 21 for parapet reinforcement.  
 Traverse bars shall be placed radially.  
 Longitudinal bars shall be placed along the curve.

SHEET NO. 19	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	74
61 SHEETS	IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79				
FED. ROAD DIST. NO. 7 [ILLINOIS] FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**MINIMUM BAR LAPS**

(Deck)  
#5 Bar - 2'-7"  
#6 Bar - 3'-1"

**NORTHBOUND DECK CROSS SECTION**

(Looking North - Horizontal dimensions are measured radial to IL Route 251)

**DECK CROSS SECTION - NORTHBOUND  
STRUCTURE NO. 101-0190**

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

SHEET NO. 20 61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	75
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

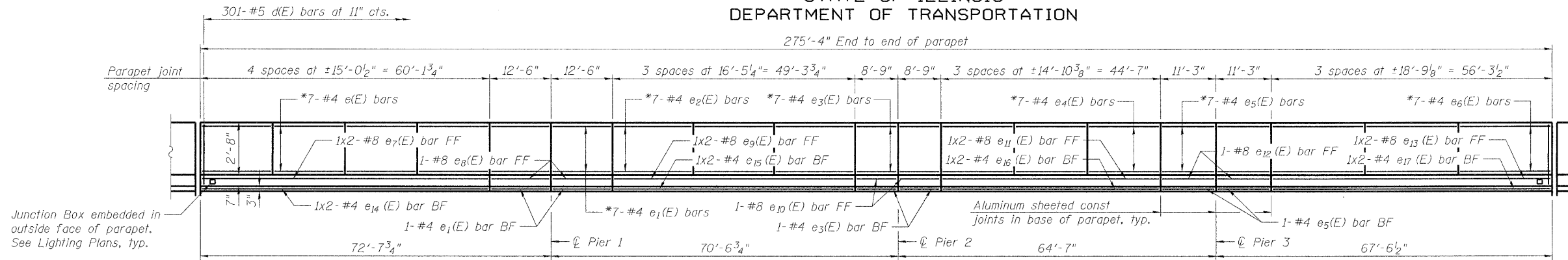
\* F.A.P. 303 & F.A.U. 5146

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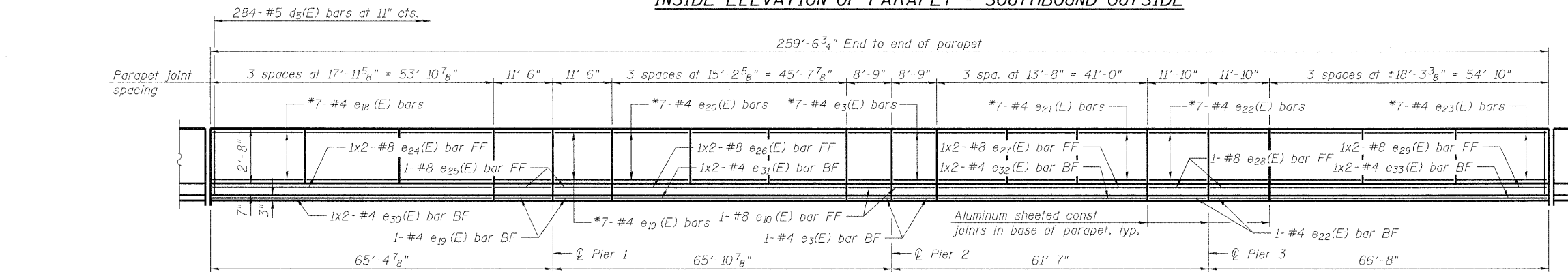


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

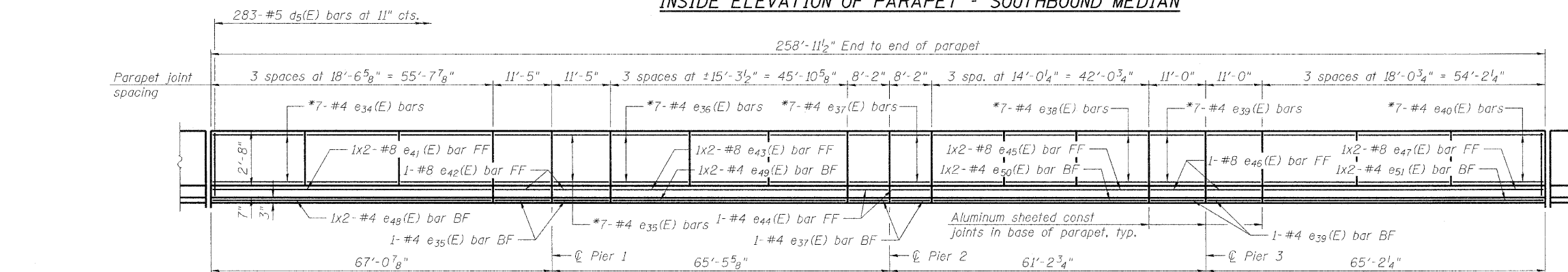
275'-4" End to end of parapet



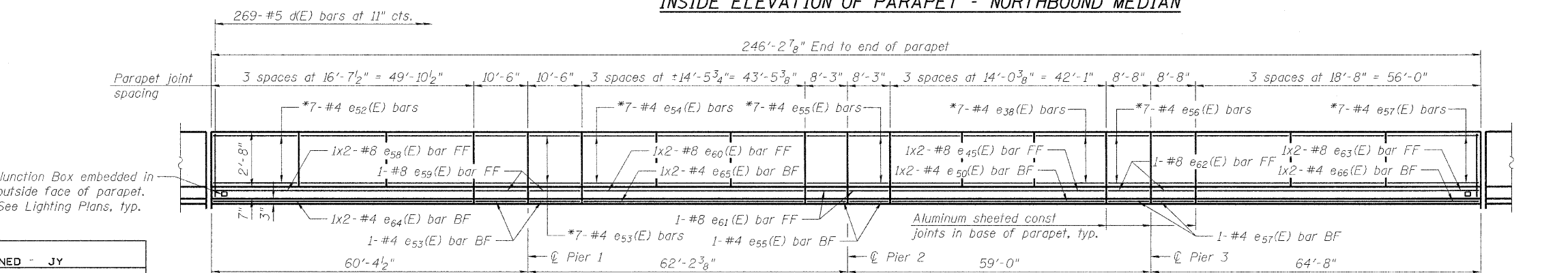
INSIDE ELEVATION OF PARAPET - SOUTHBOUND OUTSIDE



INSIDE ELEVATION OF PARAPET - SOUTHBOUND MEDIAN



INSIDE ELEVATION OF PARAPET - NORTHBOUND MEDIAN



INSIDE ELEVATION OF PARAPET - NORTHBOUND OUTSIDE

MINIMUM BAR LAPS

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

LEGEND

BF = Back Face  
FF = Front Face

\* Typical between joints in upper portion of parapet with identical joint spacing. See Section thru Parapet for bar configuration.

All dimensions are along the Outside Face of Parapets.

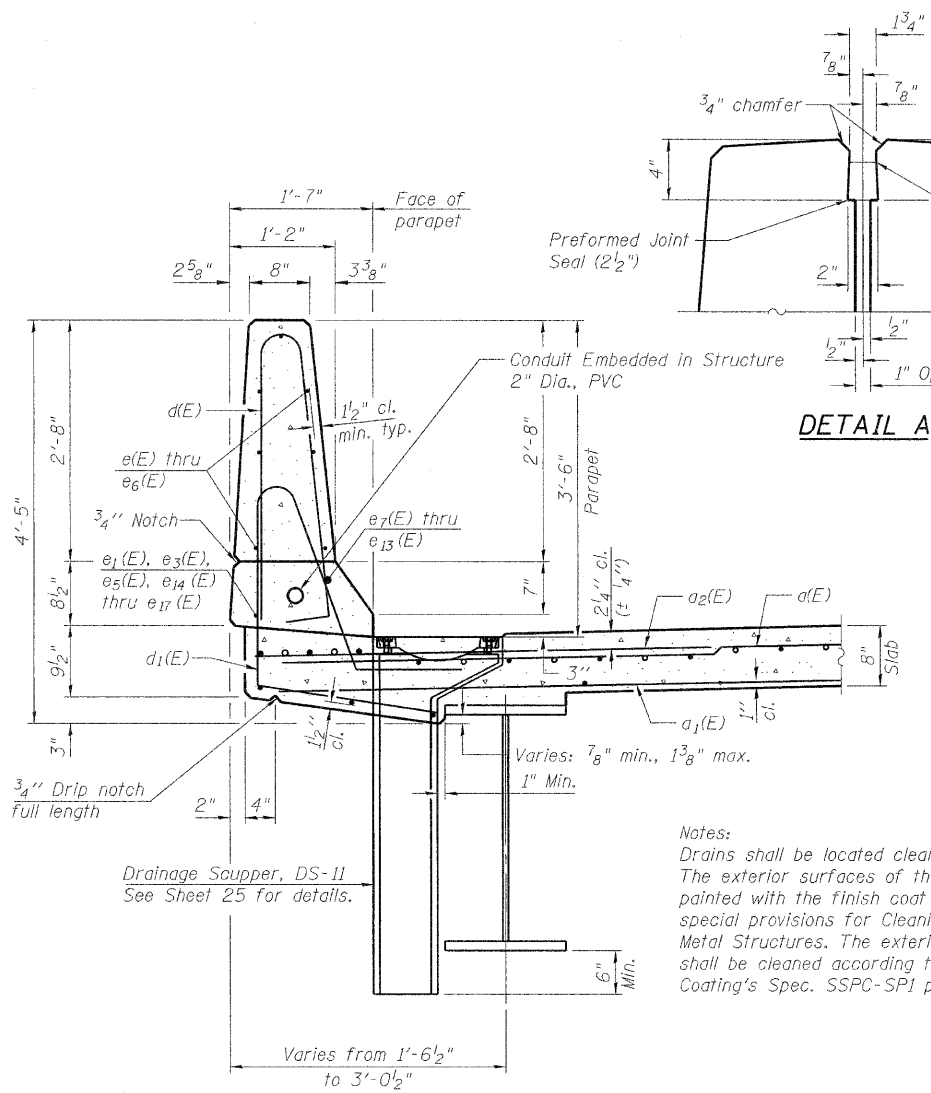
PARAPET ELEVATIONS  
STRUCTURE NO. 101-0190

DESIGNED	- JY
CHECKED	- GSP
DRAWN	- MJB
CHECKED	- JY

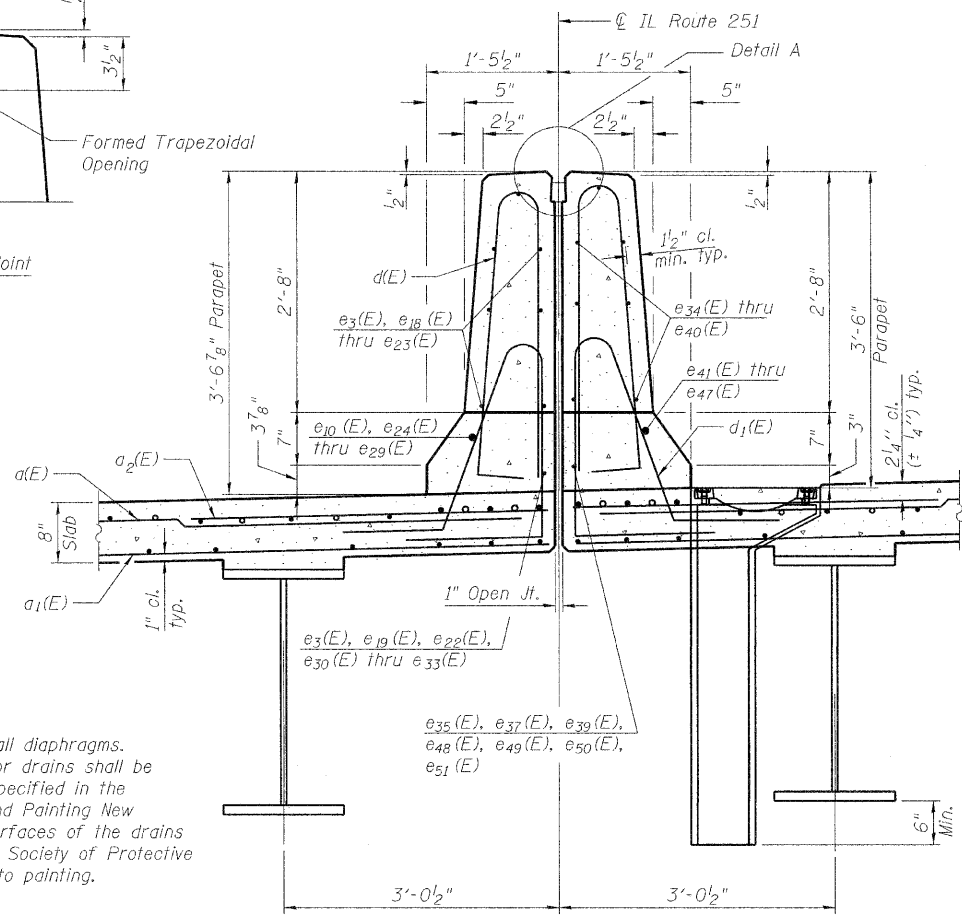
SHEET NO. 21 61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	76
IL RTE 251 & FOREST HILLS RD			CONTRACT NO. 64B79		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

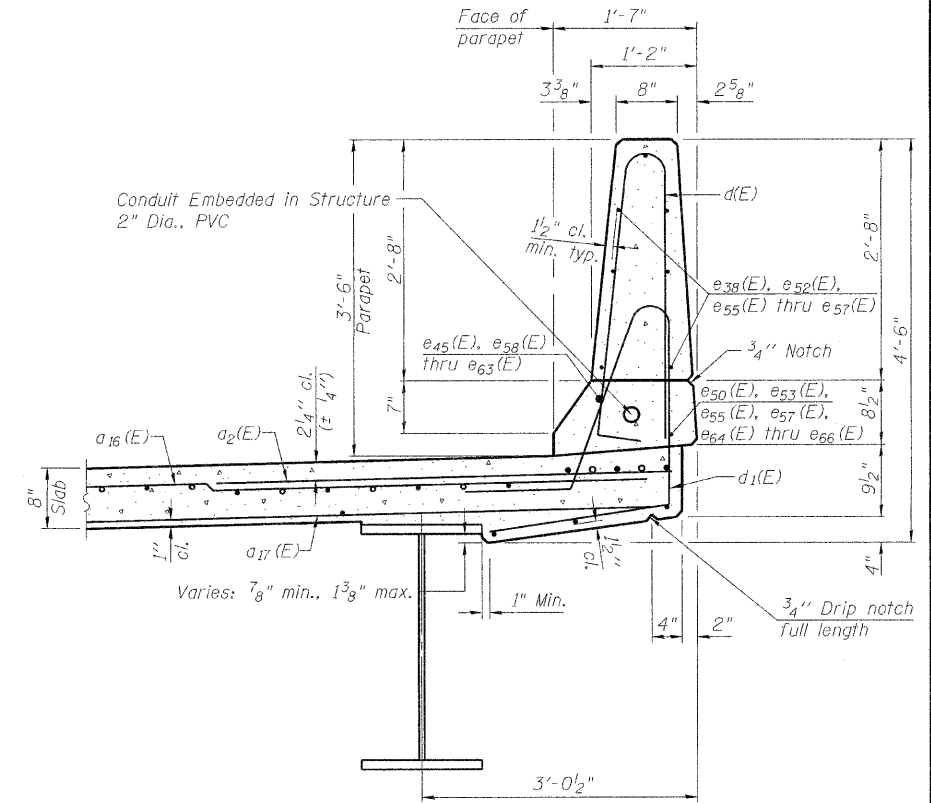
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



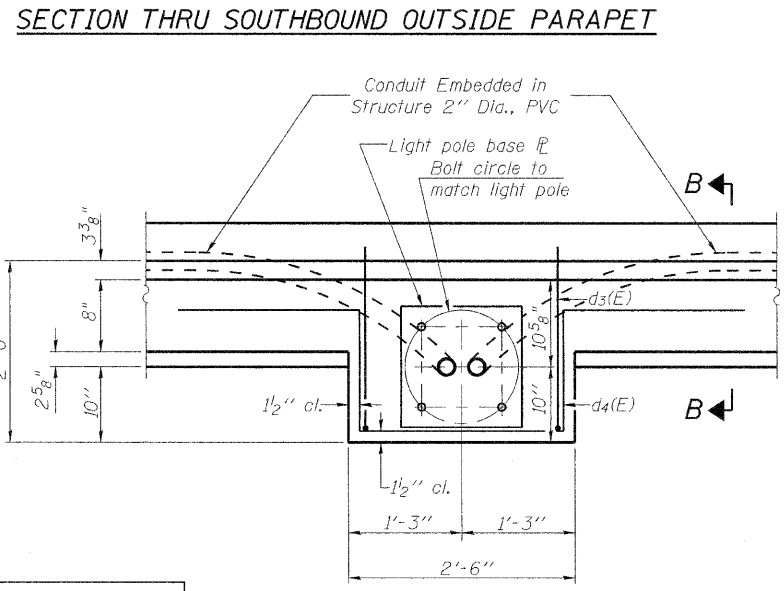
DETAIL A



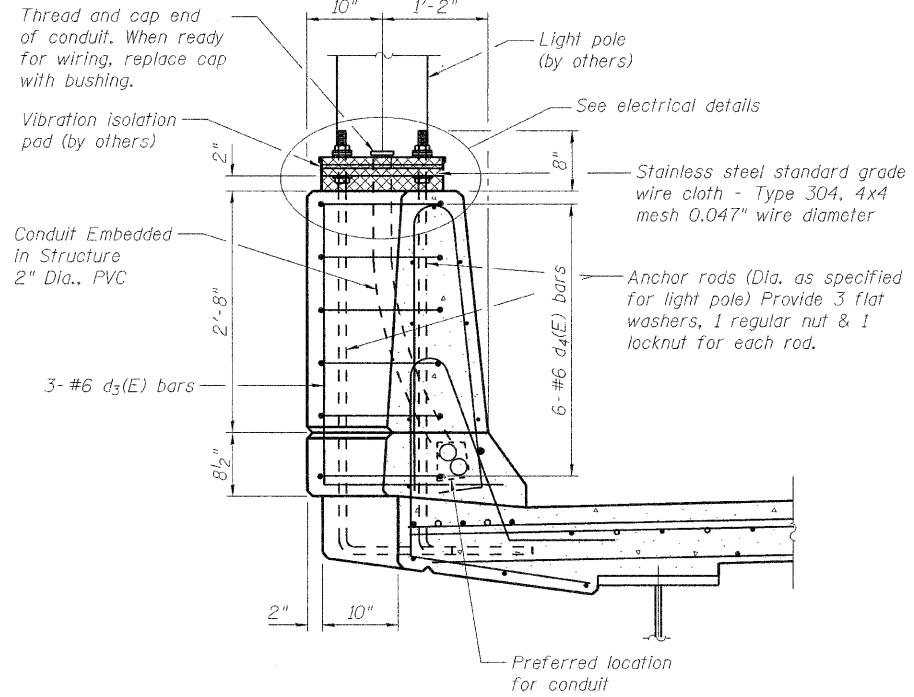
SECTION THRU MEDIAN PARAPET  
(Looking North)



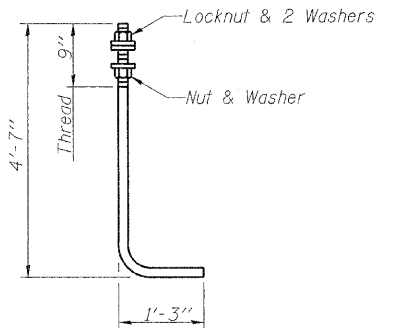
SECTION THRU NORTHBOUND OUTSIDE PARAPET



LIGHT POLE MOUNTED PARAPET PLAN



SECTION B-B



ANCHOR ROD

Diameter as specified for light poles.  
(ASTM F 1554 Grade 105)

PARAPET DETAILS  
STRUCTURE NO. 101-0190

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

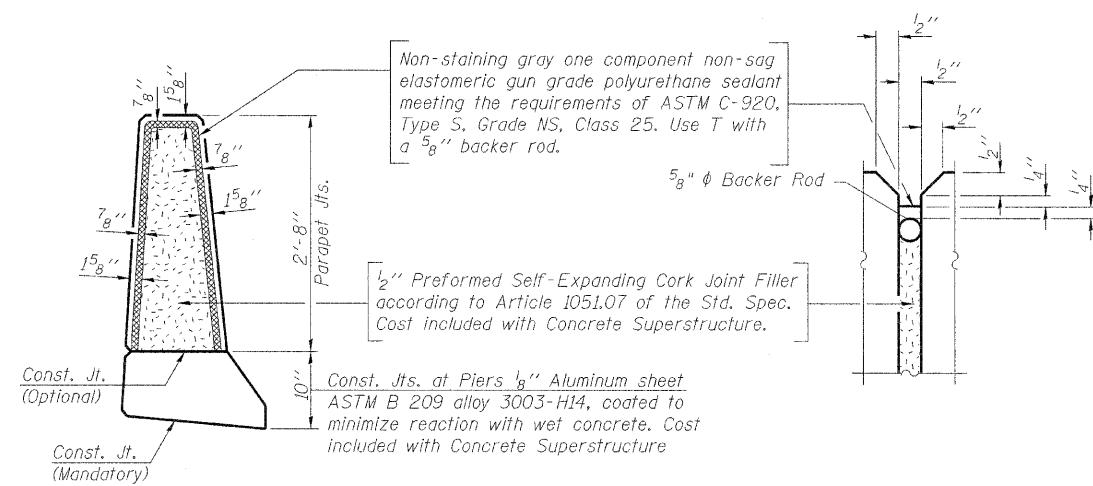
Note:  
Cost of anchor rods and conduit is included with Concrete Superstructure.

SHEET NO. 22	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	77
61 SHEETS	IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

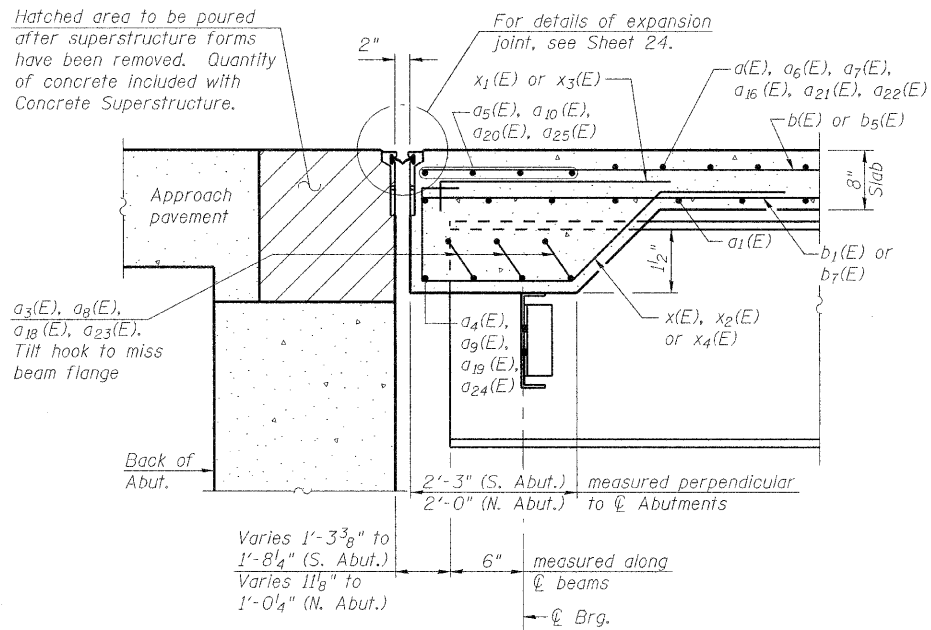
\* F.A.P. 303 & F.A.U. 5146



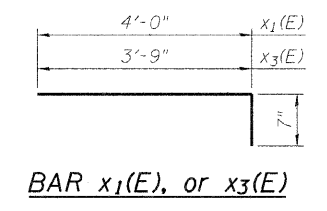
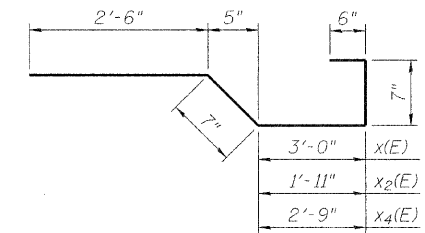
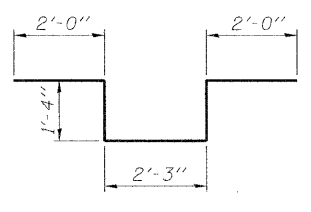
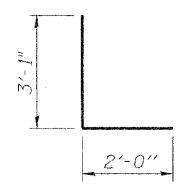
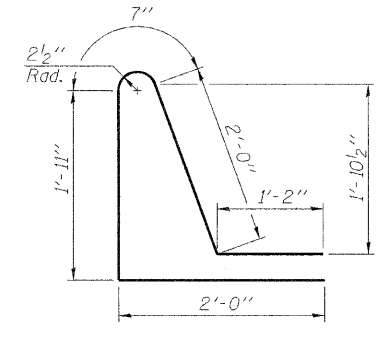
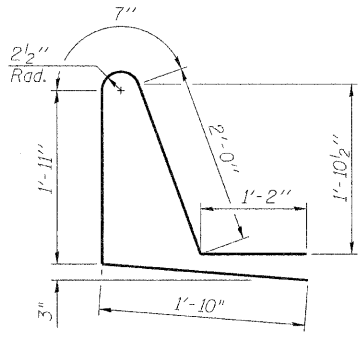
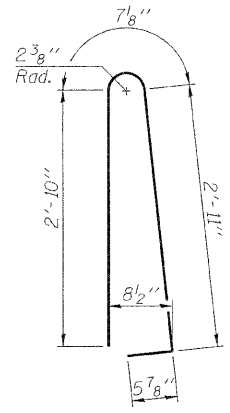
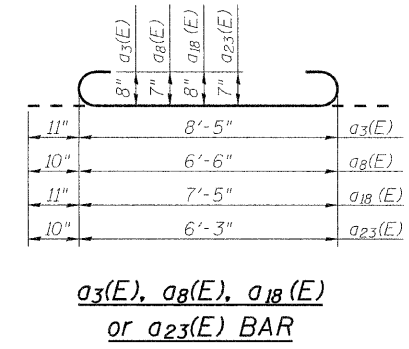
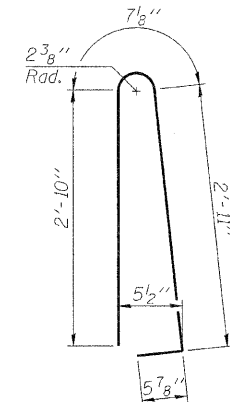
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PARAPET JOINT DETAILS



SECTION E-E



SUPERSTRUCTURE BILL OF MATERIAL

Bar No.	Size	Length	Shape	Bar No.	Size	Length	Shape
a1(E)	1053	#5	21'-2"	e17(E)	2	#4	29'-1"
a2(E)	1956	#6	6'-6"	e18(E)	21	#4	17'-7"
a3(E)	27	#8	10'-3"	e19(E)	16	#4	11'-2"
a4(E)	3	#8	37'-8"	e20(E)	21	#4	14'-10"
a5(E)	12	#9	39'-7"	e22(E)	21	#4	13'-4"
a6(E)	126	#5	33'-7"	e22(E)	16	#4	11'-6"
a7(E)	68	#5	35'-3"	e23(E)	21	#4	17'-11"
a8(E)	27	#8	8'-2"	e24(E)	2	#8	29'-5"
a9(E)	2	#7	39'-10"	e25(E)	2	#8	11'-2"
a10(E)	8	#7	40'-6"	e26(E)	2	#8	25'-3"
a11(E)	16	#5	1'-6"	e27(E)	2	#8	22'-11"
a12(E)	125	#5	7'-6"	e28(E)	2	#8	11'-6"
a13(E)	80	#5	7'-0"	e29(E)	2	#8	29'-11"
a14(E)	67	#5	10'-0"	e30(E)	2	#4	27'-10"
a15(E)	44	#5	9'-6"	e31(E)	2	#4	23'-8"
a16(E)	867	#5	32'-10"	e32(E)	2	#4	21'-4"
a17(E)	1005	#5	22'-9"	e33(E)	2	#4	28'-4"
a18(E)	30	#8	9'-3"	e34(E)	21	#4	18'-2"
a19(E)	3	#8	35'-6"	e35(E)	16	#4	11'-1"
a20(E)	12	#9	37'-5"	e36(E)	21	#4	14'-11"
a21(E)	128	#5	44'-0"	e37(E)	16	#4	7'-10"
a22(E)	70	#5	47'-6"	e38(E)	42	#4	13'-8"
a23(E)	30	#7	7'-11"	e39(E)	16	#4	10'-8"
a24(E)	2	#7	39'-6"	e40(E)	21	#4	17'-9"
a25(E)	8	#7	39'-0"	e41(E)	2	#8	30'-4"
a26(E)	69	#5	11'-0"	e42(E)	2	#8	11'-1"
a27(E)	44	#5	10'-6"	e43(E)	2	#8	25'-5"
a28(E)	127	#5	8'-6"	e44(E)	2	#8	7'-10"
a29(E)	83	#5	8'-0"	e45(E)	4	#8	23'-6"
b(E)	558	#5	32'-11"	e46(E)	2	#8	10'-8"
b1(E)	118	#6	26'-6"	e47(E)	2	#8	29'-7"
b2(E)	510	#5	29'-10"	e48(E)	2	#4	28'-9"
b3(E)	59	#6	34'-7"	e49(E)	2	#4	23'-10"
b4(E)	59	#6	44'-10"	e50(E)	4	#4	21'-11"
b5(E)	594	#5	31'-1"	e51(E)	2	#4	28'-0"
b6(E)	65	#6	43'-4"	e52(E)	21	#4	16'-3"
b7(E)	560	#5	28'-3"	e53(E)	16	#4	10'-2"
b8(E)	65	#6	30'-7"	e54(E)	21	#4	14'-1"
b9(E)	65	#6	38'-0"	e55(E)	16	#4	7'-11"
d(E)	570	#5	6'-10"	e56(E)	16	#4	8'-4"
d1(E)	570	#5	7'-5"	e57(E)	21	#4	18'-4"
d2(E)	567	#5	7'-8"	e58(E)	2	#8	27'-5"
d3(E)	6	#6	5'-1"	e59(E)	2	#8	10'-2"
d4(E)	12	#6	8'-11"	e60(E)	2	#8	24'-2"
d5(E)	567	#5	6'-10"	e61(E)	2	#8	7'-11"
e(E)	28	#4	15'-8"	e62(E)	2	#8	8'-4"
e1(E)	16	#4	12'-2"	e63(E)	2	#8	30'-6"
e2(E)	21	#4	16'-1"	e64(E)	2	#4	25'-10"
e3(E)	32	#4	8'-5"	e65(E)	2	#4	22'-7"
e4(E)	21	#4	14'-6"	e66(E)	2	#4	28'-11"
e5(E)	16	#4	10'-11"	x(E)	56	#5	7'-2"
e6(E)	21	#4	18'-5"	x1(E)	117	#5	4'-7"
e7(E)	2	#8	32'-7"	x2(E)	117	#5	6'-1"
e8(E)	2	#8	12'-2"	x3(E)	117	#5	4'-4"
e9(E)	2	#8	27'-1"	x4(E)	61	#5	6'-11"
e10(E)	4	#8	8'-5"				
e11(E)	2	#8	24'-9"				
e12(E)	2	#8	10'-11"				
e13(E)	2	#8	30'-8"				
e14(E)	2	#4	31'-0"				
e15(E)	2	#4	25'-6"				
e16(E)	2	#4	23'-2"				
Reinforcement Bars, Epoxy Coated				Pound	276,570		
Concrete Superstructure				Cu. Yds.	972.1		
Conduit Embedded in Structure 2" Dia., PVC				Foot	523		

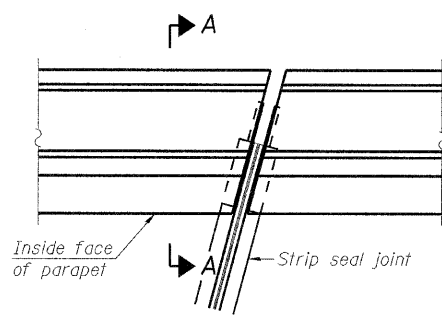
SUPERSTRUCTURE DETAILS  
& BILL OF MATERIAL  
STRUCTURE NO. 101-0190

SHEET NO.	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23	*	1-HBR & 1-2HB-D	WINNEBAGO	216	78
61 SHEETS		IL RTE 251 & FOREST HILLS RD	CONTRACT NO. 64B79		
		FED. ROAD DIST. NO. 7	ILLINOIS FED. AID PROJECT		

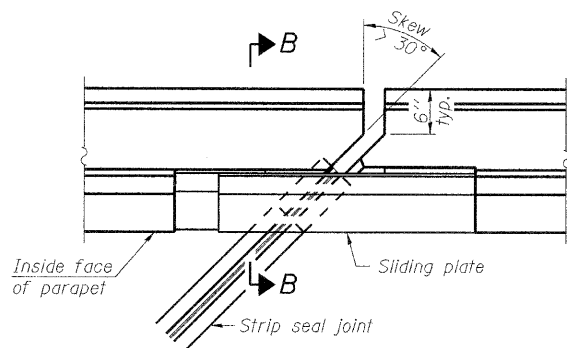
\* F.A.P. 303 & F.A.U. 5146

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

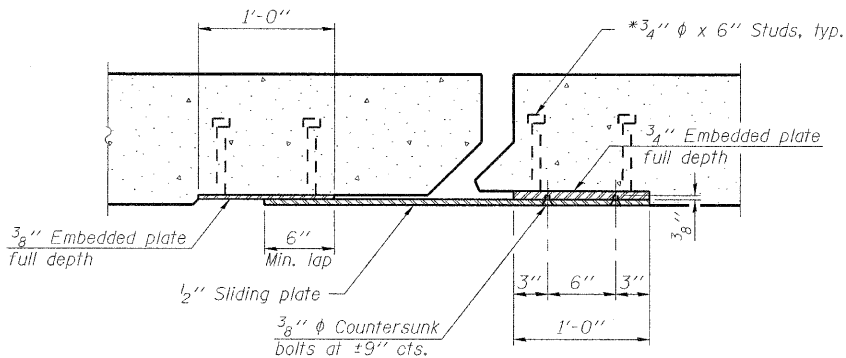
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



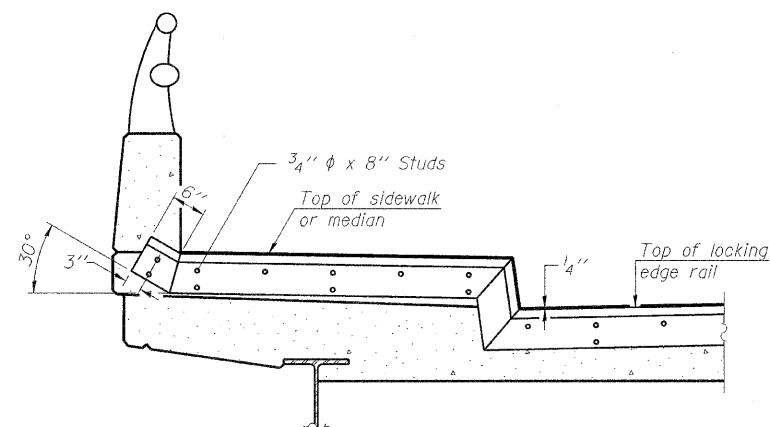
**PLAN**  
(For skews  $\leq 30^\circ$ )



**PLAN**  
(For skews  $> 30^\circ$ )  
Showing point block



**SECTION C-C**



**TYPICAL END TREATMENT  
AT SIDEWALK OR MEDIAN**

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

**Notes:**

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

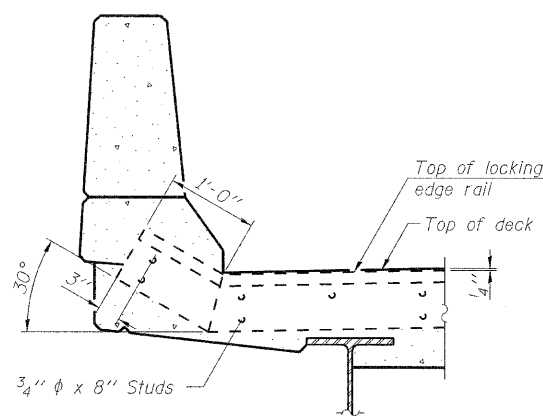
The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

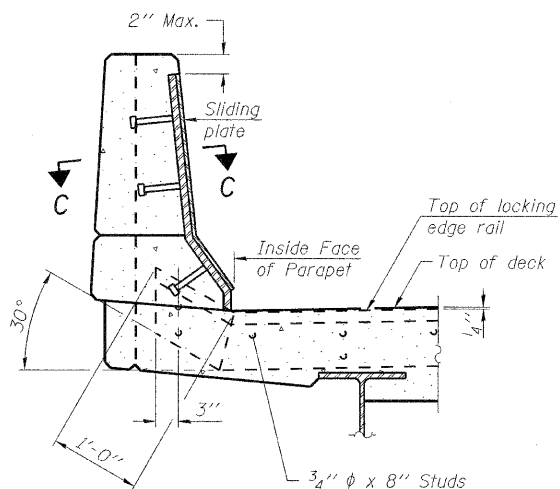
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

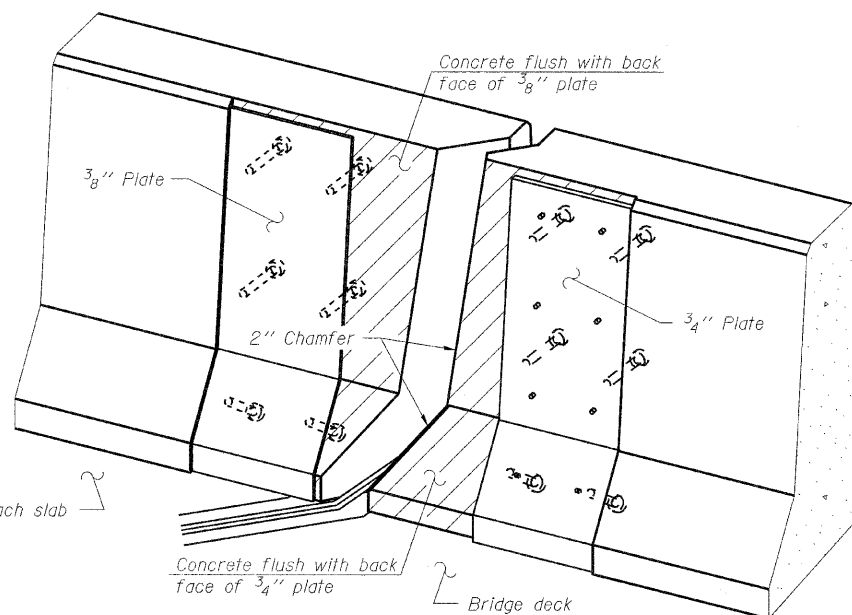
Parapet plates and anchorage studs for skews  $> 30^\circ$  included in the cost of Preformed Joint Strip Seal.



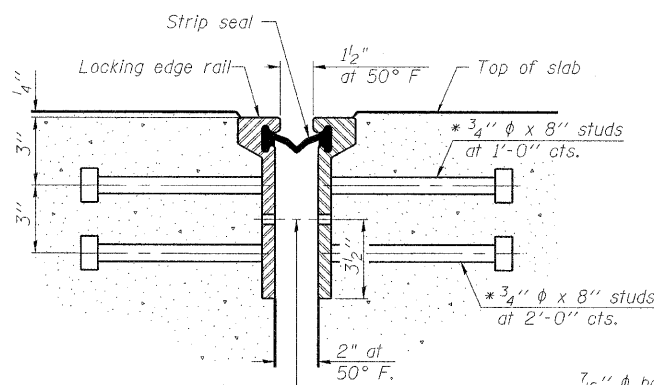
**SECTION A-A**



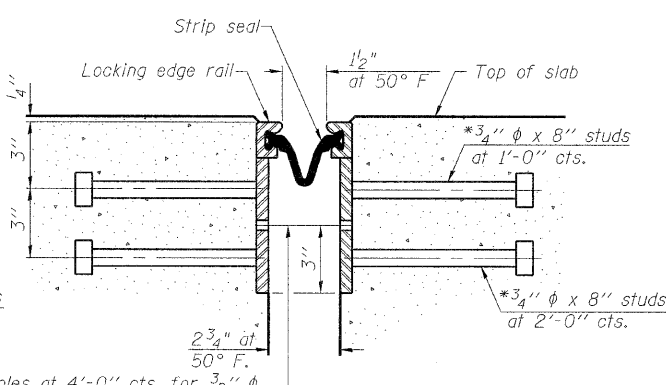
**SECTION B-B**



**TRIMETRIC VIEW**  
(Showing back plates only)



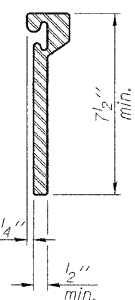
**SECTION THRU  
ROLLED RAIL JOINT**



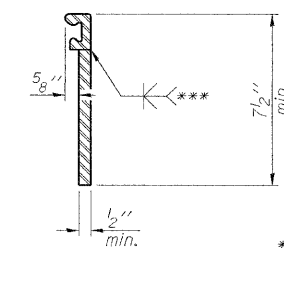
**SECTION THRU  
WELDED RAIL JOINT**

7/16" phi holes at 4'-0" cts. for 3/8" phi bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

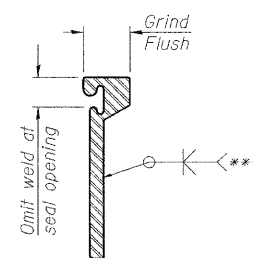
7/16" phi holes at 4'-0" cts. for 3/8" phi bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.



**ROLLED  
EXTRUDED RAIL**



**WELDED RAIL**



**LOCKING EDGE  
RAIL SPLICE**

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

**LOCKING EDGE RAILS**

**BILL OF MATERIAL**

Item	Unit	Total
Preformed Joint Strip Seal	Foot	323.5

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

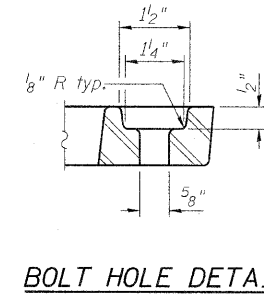
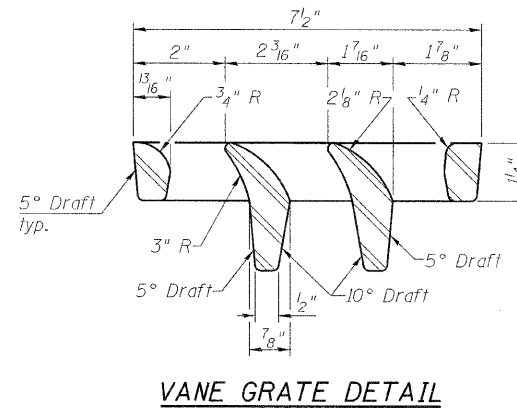
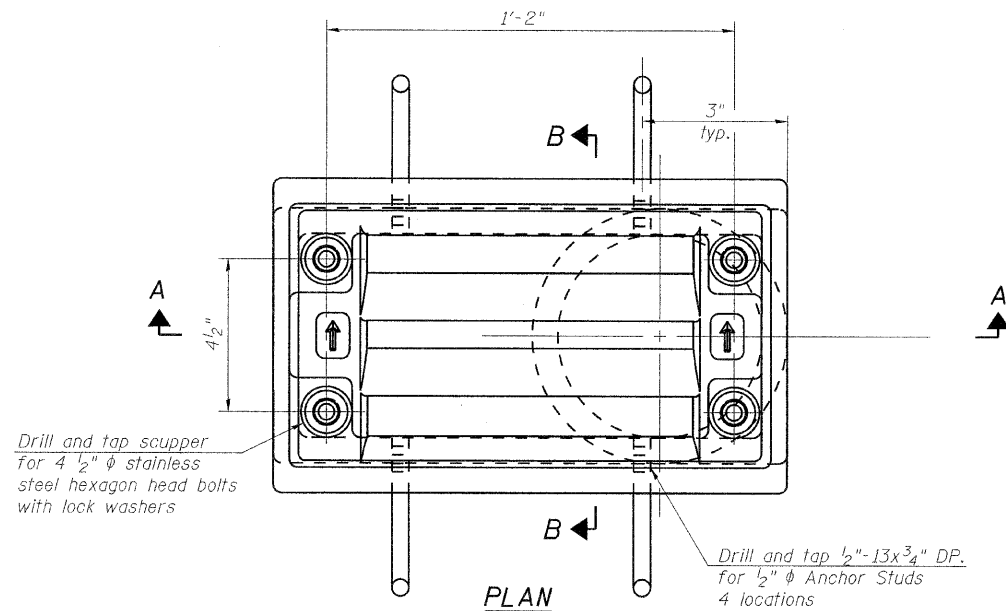
\* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

**PREFORMED JOINT STRIP SEAL  
STRUCTURE NO. 101-0190**

SHEET NO. 24 61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	79
IL RTE 251 & FOREST HILLS RD			CONTRACT NO. 64B79		
FED. ROAD DIST. NO. 7 ILLINOIS/FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



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.

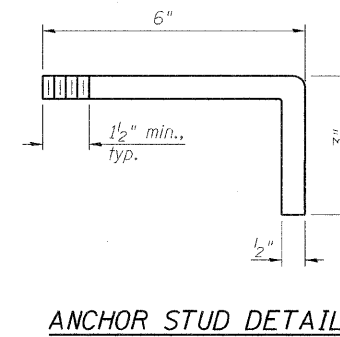
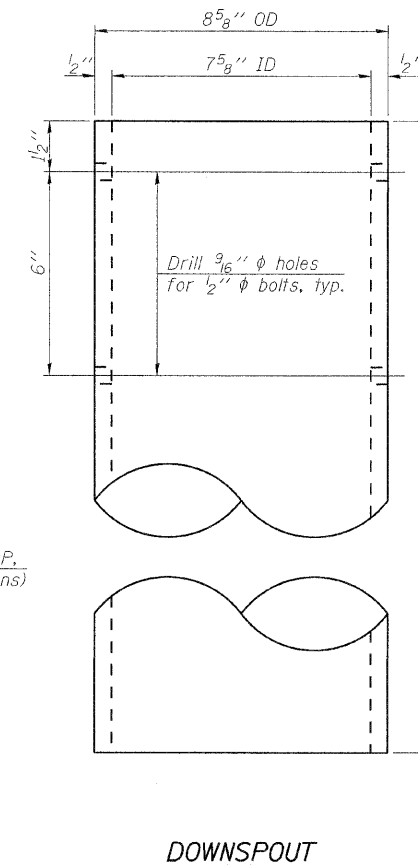
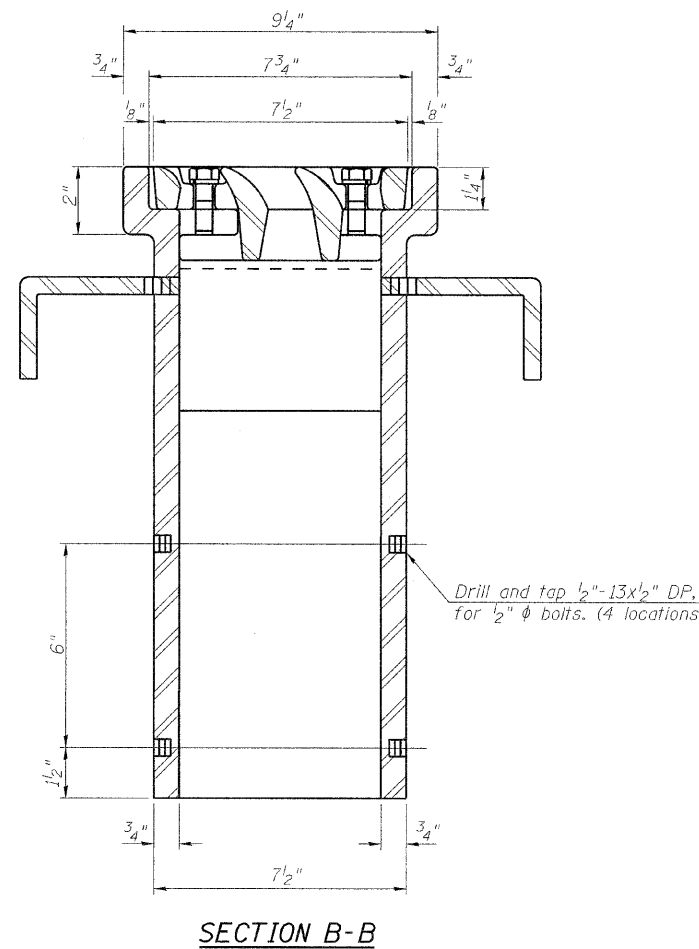
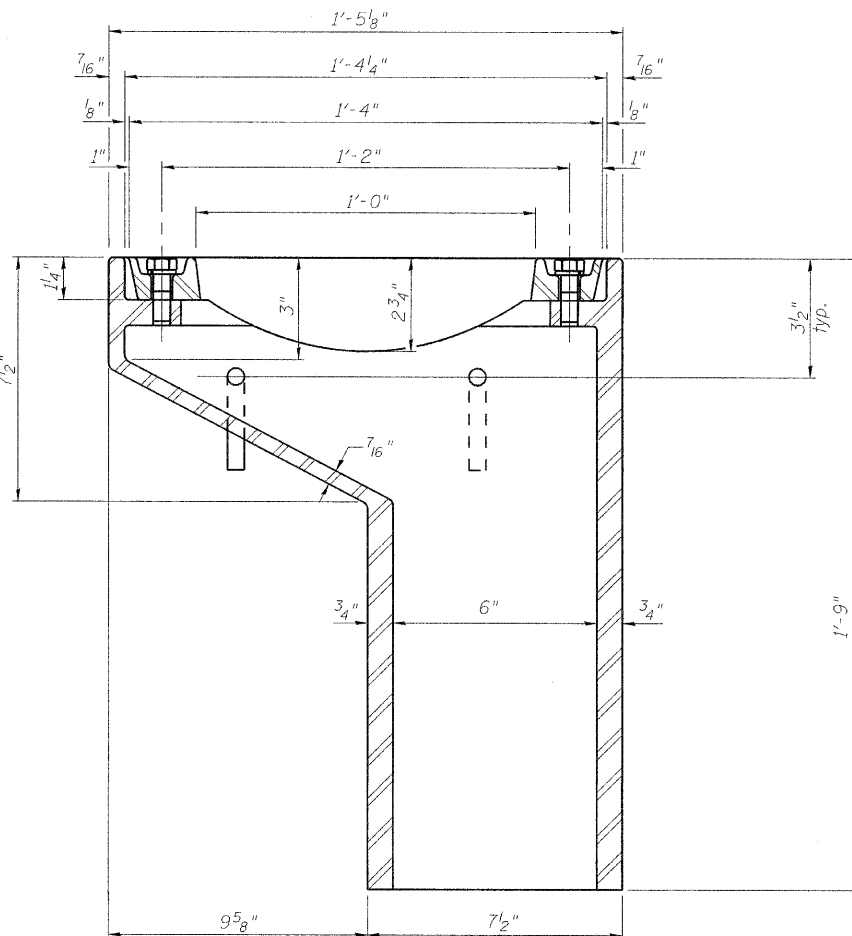
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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-II.

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.



**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-II	Each	2

**DRAINAGE SCUPPER, DS-II**  
**STRUCTURE NO. 101-0190**

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

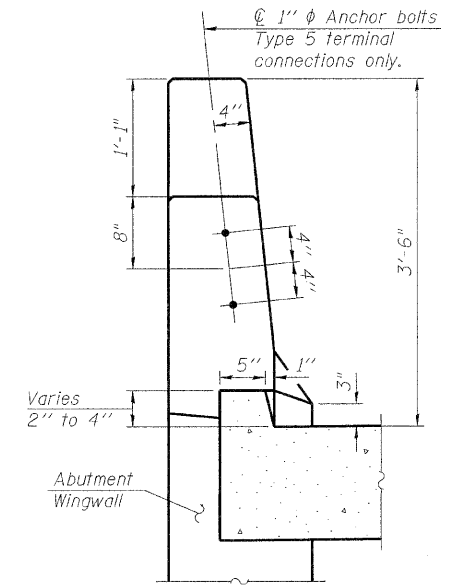
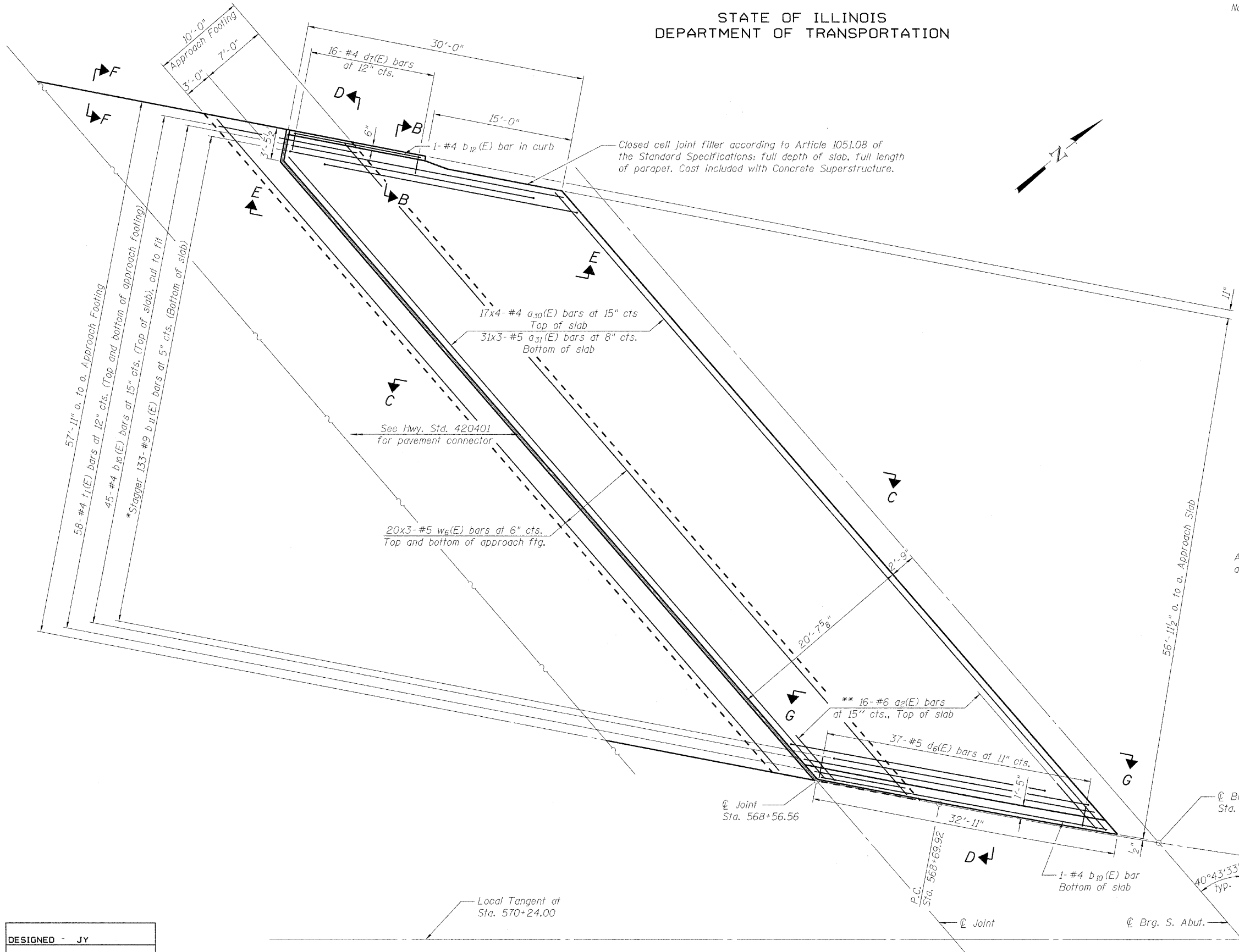
DS-II 7-1-10

SHEET NO. 25	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	80
61 SHEETS	IL RTE 251 & FOREST HILLS RD		CONTRACT NO. 64B79		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

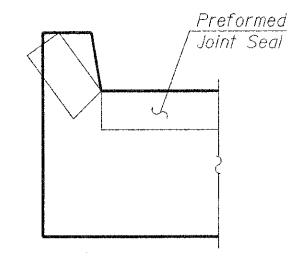
\* F.A.P. 303 & F.A.U. 5146

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Notes:  
See sheet 28 for Sections C-C & D-D and Views E-E and G-G.  
a<sub>30</sub>(E), a<sub>31</sub>(E), and w<sub>6</sub>(E) bar spacings measured along  $\phi$  Rdwy.

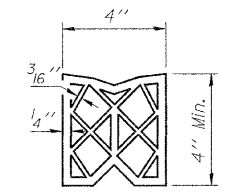


VIEW B-B

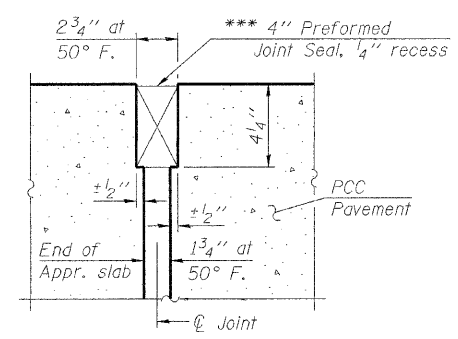


VIEW F-F

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



PREFORMED JOINT SEAL



DETAIL A

\*\*\* Cost included with Concrete Superstructure.

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

MINIMUM BAR LAPS

(Approach Slab)  
#4 Bar - 2'-4"  
#5 Bar - 2'-7"

PLAN

\* Tilt #9 b<sub>11</sub>(E) bars as required to maintain clearance.  
\*\* Alternate with a<sub>30</sub>(E) bars.

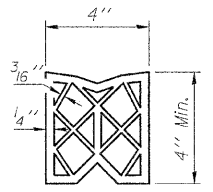
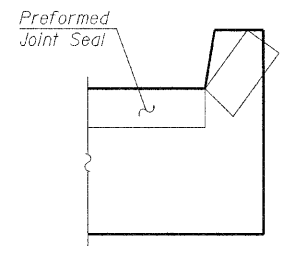
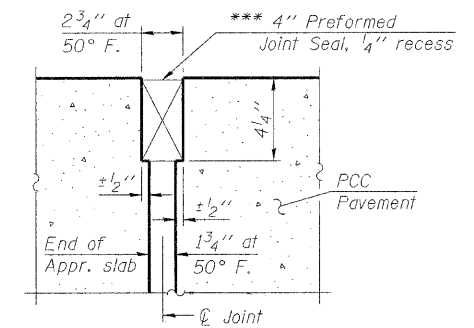
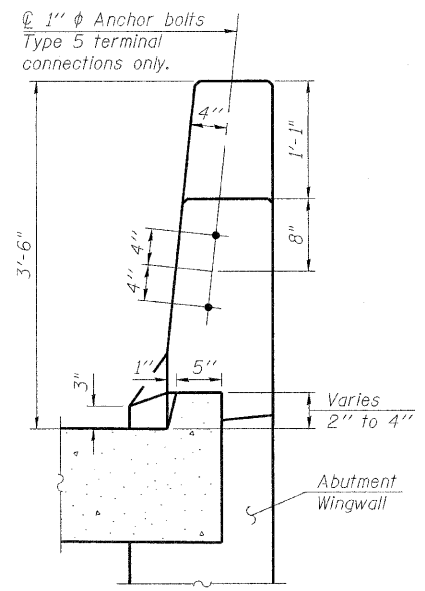
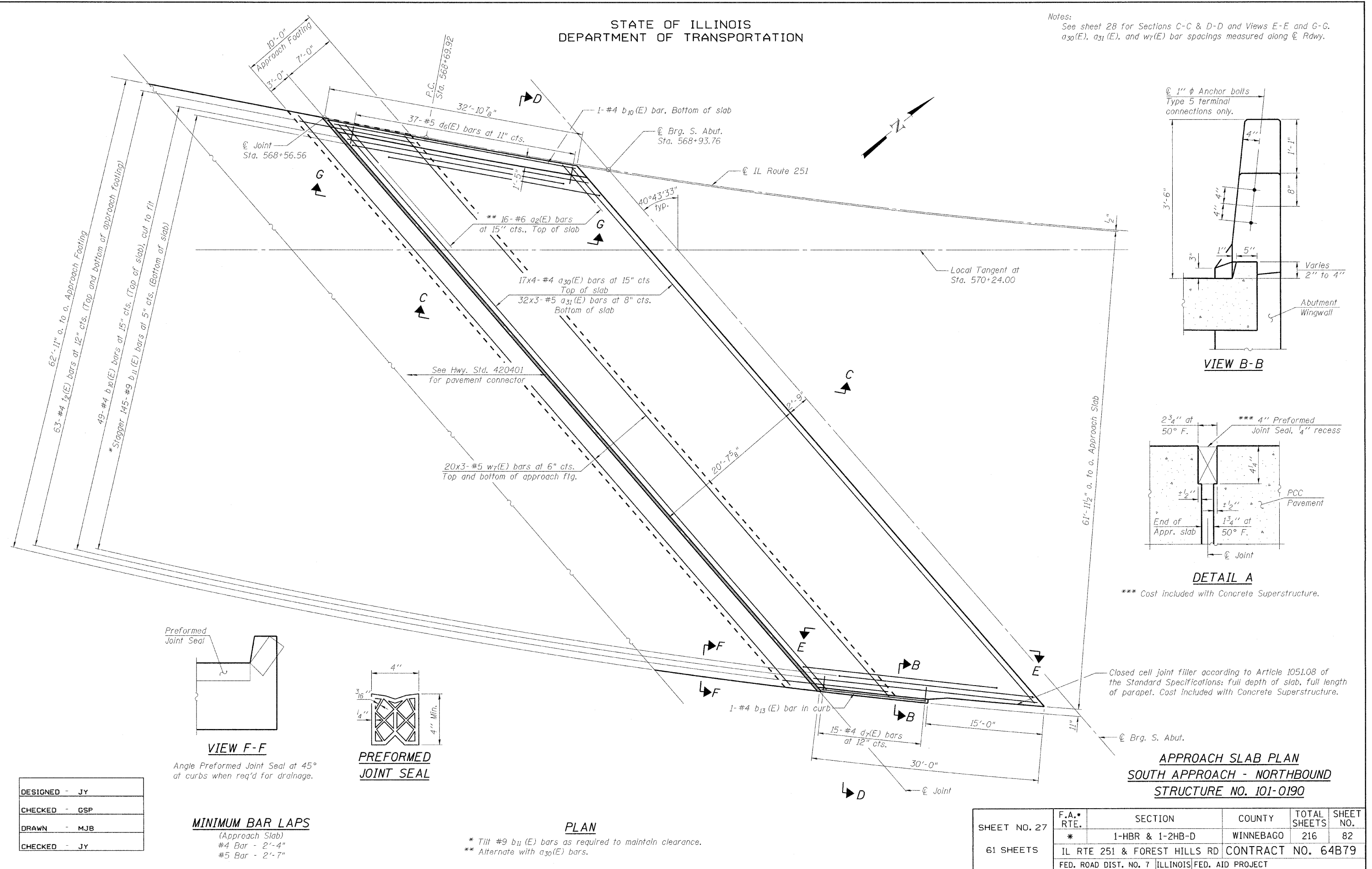
APPROACH SLAB PLAN  
SOUTH APPROACH - SOUTHBOUND  
STRUCTURE NO. 101-0190

SHEET NO. 26 61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	81
IL RTE 251 & FOREST HILLS RD			CONTRACT NO. 64B79		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Notes:  
See sheet 28 for Sections C-C & D-D and Views E-E and G-G.  
 $a_{30}(E)$ ,  $a_{31}(E)$ , and  $w_7(E)$  bar spacings measured along  $\varnothing$  Rdwy.



**VIEW F-F**  
Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.

**PREFORMED JOINT SEAL**

**MINIMUM BAR LAPS**  
(Approach Slab)  
#4 Bar - 2'-4"  
#5 Bar - 2'-7"

\* Tilt #9  $b_{11}(E)$  bars as required to maintain clearance.  
\*\* Alternate with  $a_{30}(E)$  bars.

**PLAN**

**APPROACH SLAB PLAN**  
**SOUTH APPROACH - NORTHBOUND**  
**STRUCTURE NO. 101-0190**

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

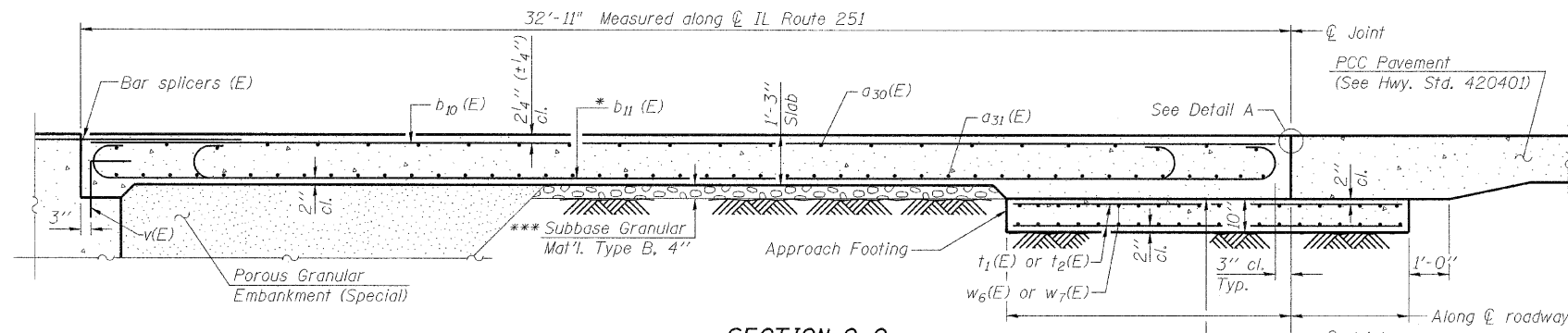
SHEET NO. 27 61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	82
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79					
FED. ROAD DIST. NO. 7 [ILLINOIS] FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

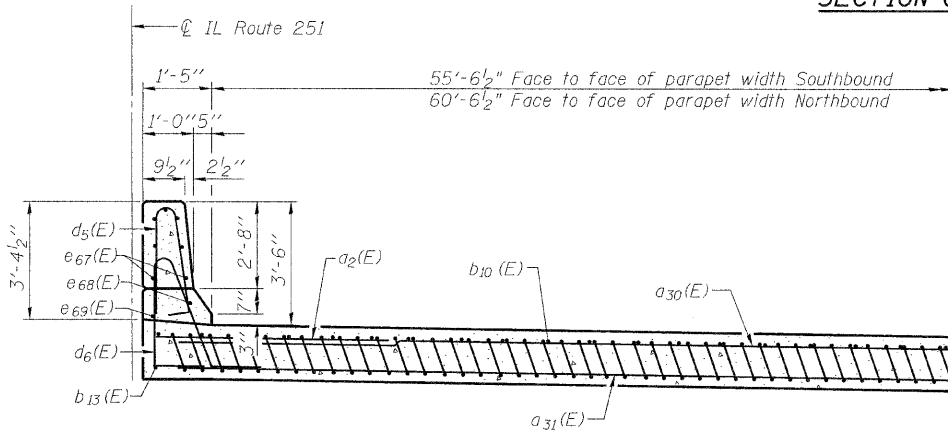
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Notes:

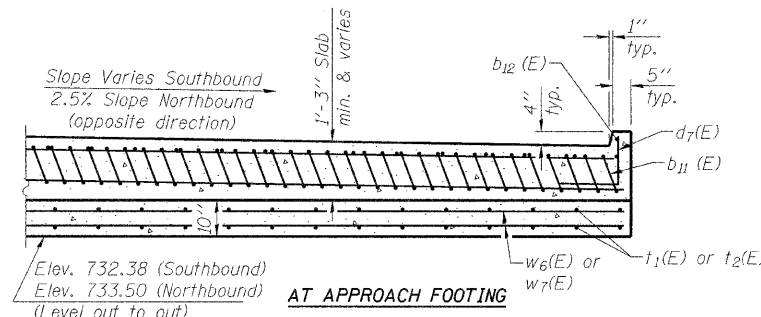
See sheet 26 or 27 for Detail A and View B-B.  
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.  
Approach footing concrete shall be paid for as Concrete Structures.  
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
For v(E) bar details, see sheet 47.  
The approach footing maximum applied service bearing pressure (Q<sub>max</sub>) = 2.0 ksf.  
For bar splicer details, see sheet 58.  
Cost of excavation for approach footing included with Concrete Structures.  
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2.  
For additional parapet details, see sheet 22.



SECTION C-C

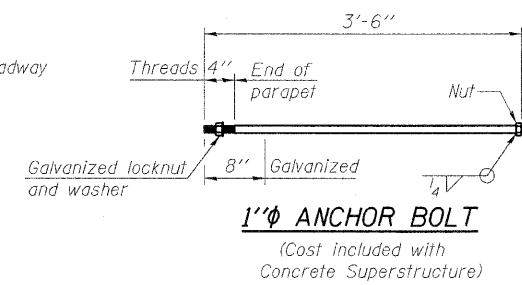


NEAR ABUTMENT



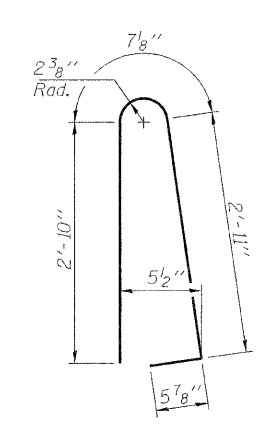
SECTION D-D

(See Plan for dimensions not shown)

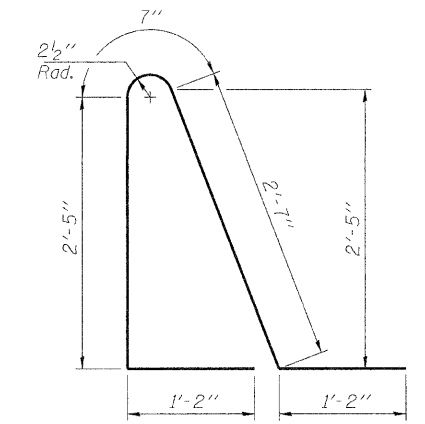


1" ANCHOR BOLT

(Cost included with Concrete Superstructure)



BAR d5(E)



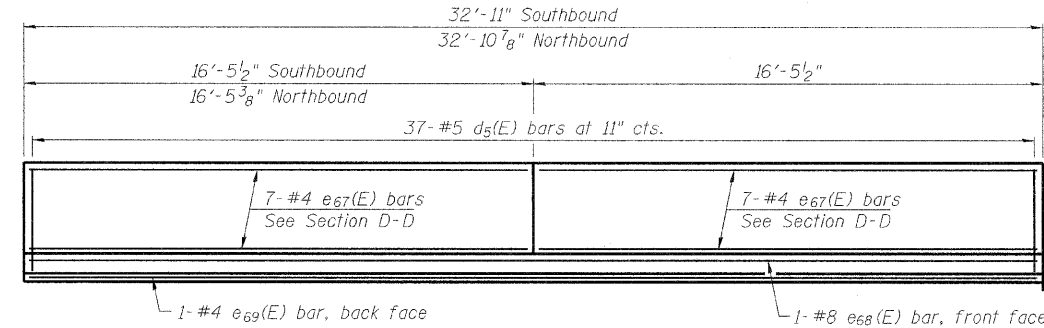
BAR d6(E)

\* Tilt #9 b<sub>11</sub>(E) bars as required to maintain clearance.

\*\*\* Cost included with Concrete Superstructure.

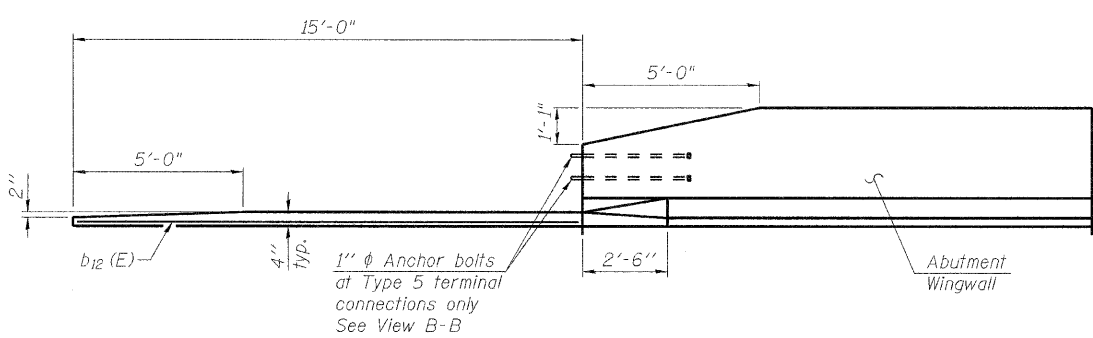
SOUTH APPROACHES  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a <sub>2</sub> (E)	32	#6	6'-6"	—
a <sub>30</sub> (E)	136	#4	24'-8"	—
a <sub>31</sub> (E)	186	#5	32'-3"	—
b <sub>10</sub> (E)	96	#4	32'-7"	—
b <sub>11</sub> (E)	278	#9	29'-9"	—
b <sub>12</sub> (E)	1	#4	14'-8"	—
b <sub>13</sub> (E)	1	#4	13'-5"	—
d <sub>5</sub> (E)	74	#5	6'-10"	—
d <sub>6</sub> (E)	74	#5	7'-11"	—
d <sub>7</sub> (E)	31	#5	2'-2"	—
e <sub>67</sub> (E)	28	#4	16'-1"	—
e <sub>68</sub> (E)	4	#8	32'-6"	—
e <sub>69</sub> (E)	4	#4	32'-6"	—
t <sub>1</sub> (E)	116	#4	15'-6"	—
t <sub>2</sub> (E)	126	#4	14'-3"	—
w <sub>6</sub> (E)	120	#5	32'-6"	—
w <sub>7</sub> (E)	120	#5	34'-1"	—
Concrete Superstructure			Cu. Yd.	239.5
Concrete Structures			Cu. Yd.	59.1
Reinforcement Bars, Epoxy Coated			Pound	51,710



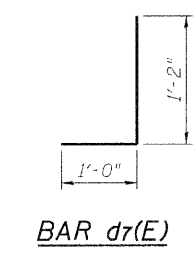
VIEW E-E

(All dimensions measured along the Outside Face of Parapet)

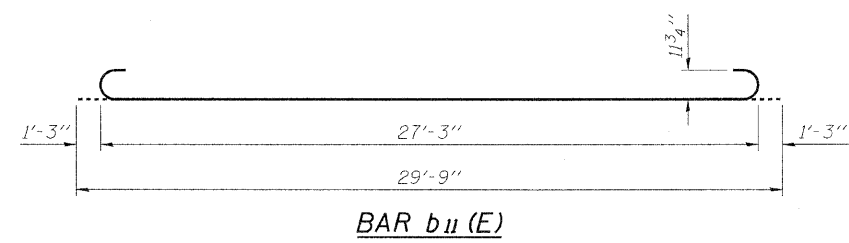


VIEW G-G

(All dimensions measured along the Outside Face of Parapet)



BAR d7(E)



BAR b<sub>11</sub>(E)

APPROACH SLAB SECTIONS  
AND DETAILS - SOUTH APPROACH  
STRUCTURE NO. 101-0190

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

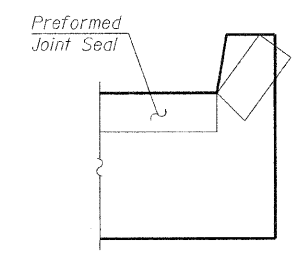
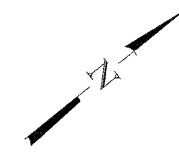
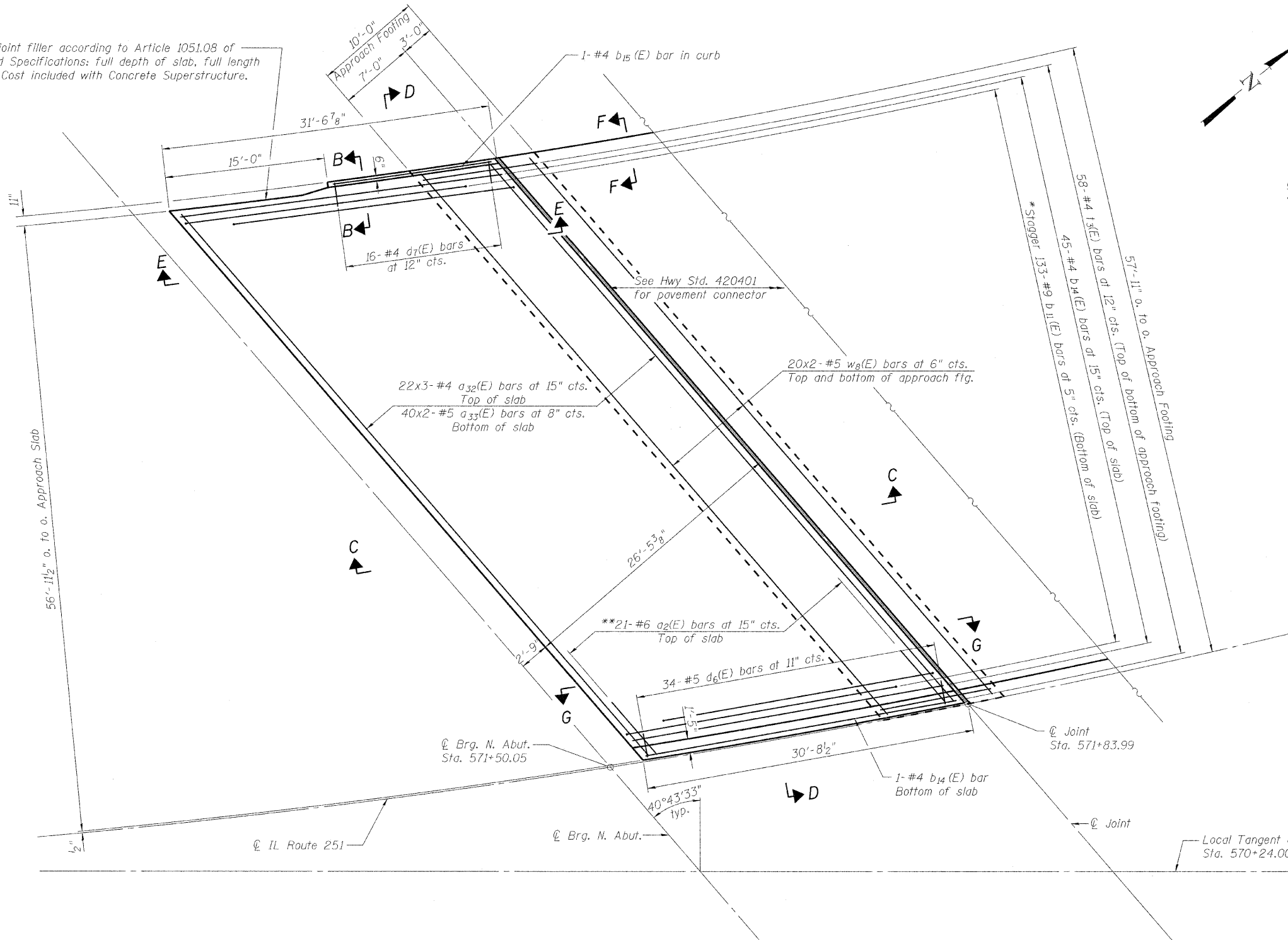
SHEET NO. 28	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	83
61 SHEETS	IL RTE 251 & FOREST HILLS RD		CONTRACT NO. 64B79		
	FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

\* F.A.P. 303 & F.A.U. 5146

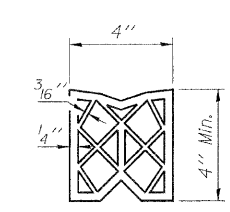
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Notes:  
See sheet 31 for Sections C-C & D-D and Views E-E & G-G.  
 $a_{32}(E)$ ,  $a_{33}(E)$ , and  $w_8(E)$  bar spacings measured perpendicular to  $\phi$  Rdwy.

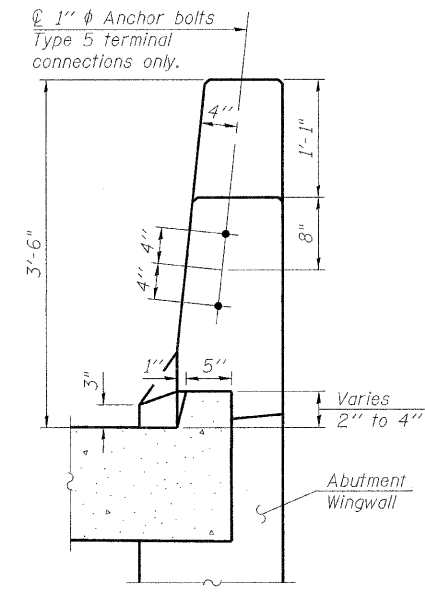
Closed cell joint filler according to Article 1051.08 of the Standard Specifications: full depth of slab, full length of parapet. Cost included with Concrete Superstructure.



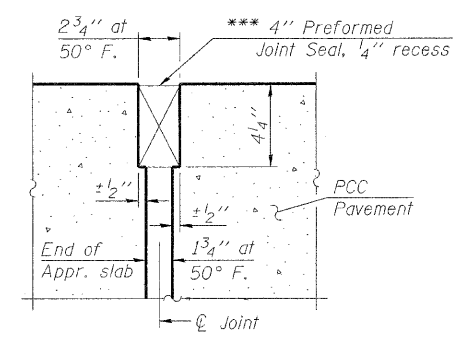
**VIEW F-F**  
Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



**PREFORMED JOINT SEAL**



**VIEW B-B**



**DETAIL A**

\*\*\* Cost included with Concrete Superstructure.

**APPROACH SLAB PLAN  
NORTH APPROACH - SOUTHBOUND  
STRUCTURE NO. 101-0190**

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

**MINIMUM BAR LAPS**  
(Approach Slab)  
#4 Bar - 2'-4"  
#5 Bar - 2'-7"

**PLAN**  
\* Tilt #9  $b_{11}(E)$  bars as required to maintain clearance.  
\*\* Alternate with  $a_{32}(E)$  bars.

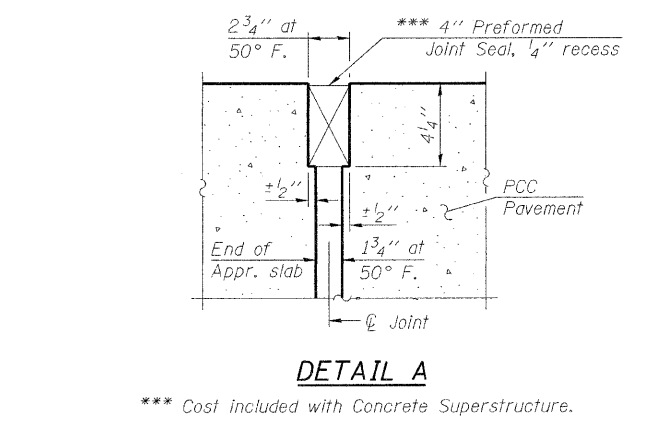
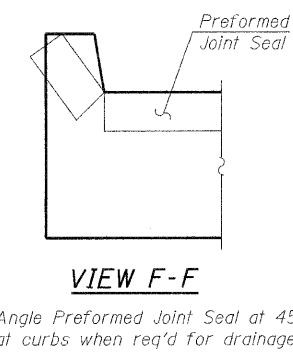
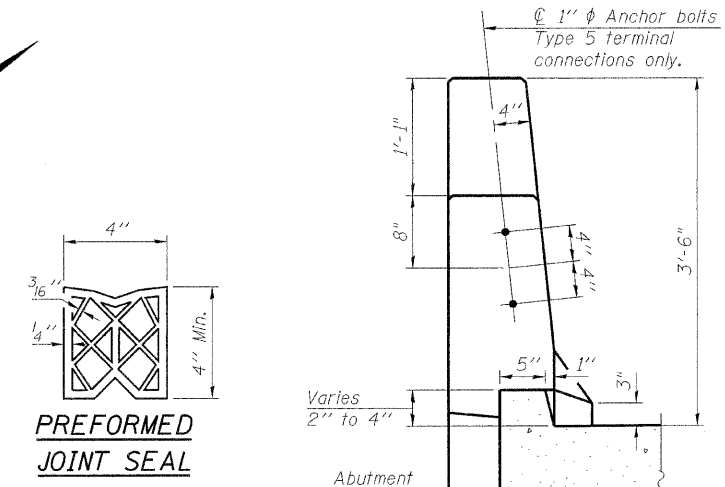
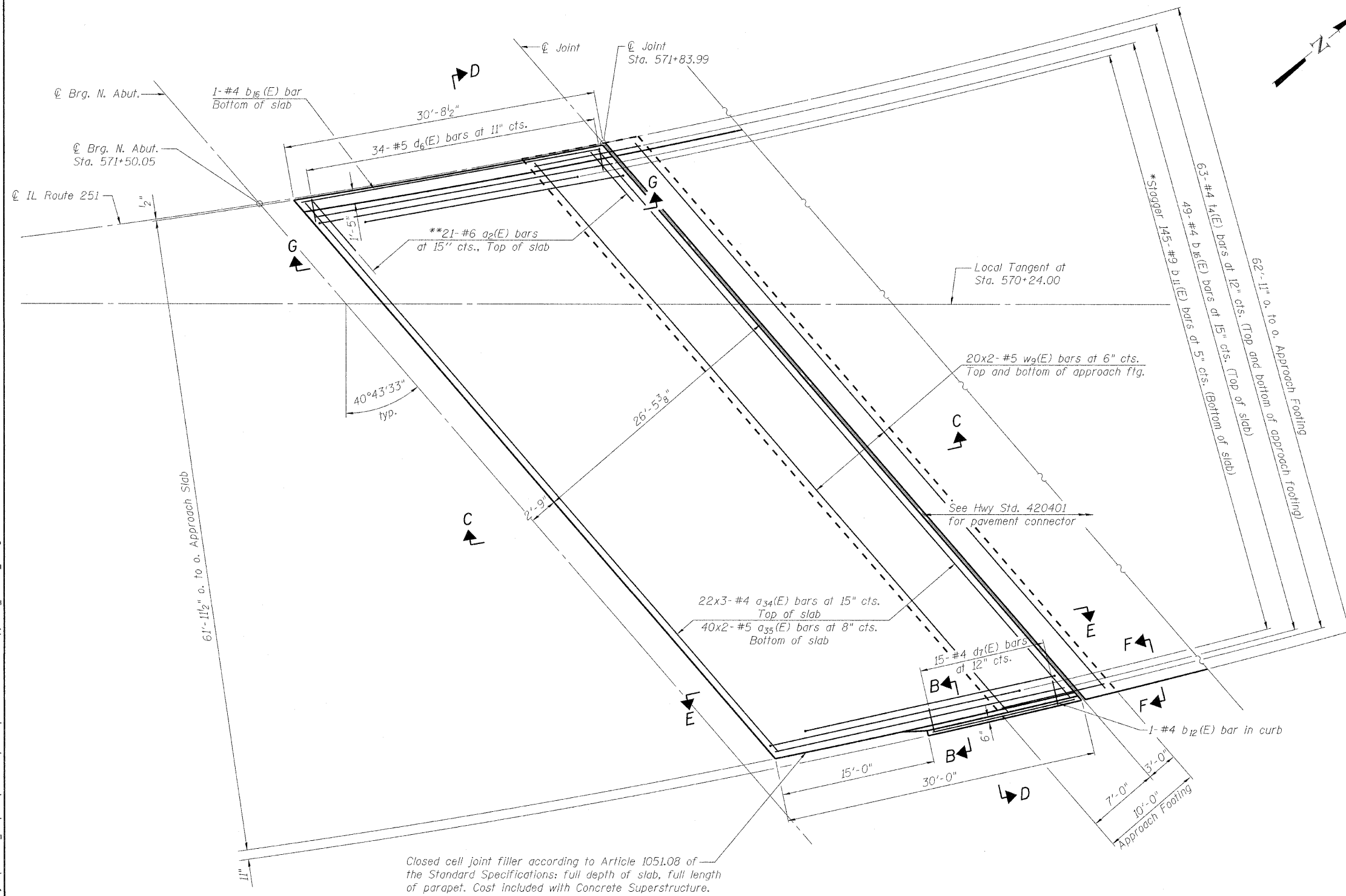
SHEET NO. 29	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	84
61 SHEETS	IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

9/20/2010 11:08:55 AM g:\project\208273\_001\cadd\structural\sheet\1010190-64B79-029-ApprPlan\_N\_Abut\_SB.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Notes:  
See sheet 31 for Sections C-C & D-D and Views E-E & G-G.  
 $a_{34}(E)$ ,  $a_{35}(E)$ , and  $w_9(E)$  bar spacings measured perpendicular to  $\text{C} \perp$  Rdwy.



**APPROACH SLAB PLAN**  
**NORTH APPROACH - NORTHBOUND**  
**STRUCTURE NO. 101-0190**

Closed cell joint filler according to Article 1051.08 of the Standard Specifications: full depth of slab, full length of parapet. Cost included with Concrete Superstructure.

**MINIMUM BAR LAPS**  
(Approach Slab)  
#4 Bar - 2'-4"  
#5 Bar - 2'-7"

**PLAN**  
\* Till #9  $b_{11}(E)$  bars as required to maintain clearance.  
\*\* Alternate with  $a_{34}(E)$  bars.

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

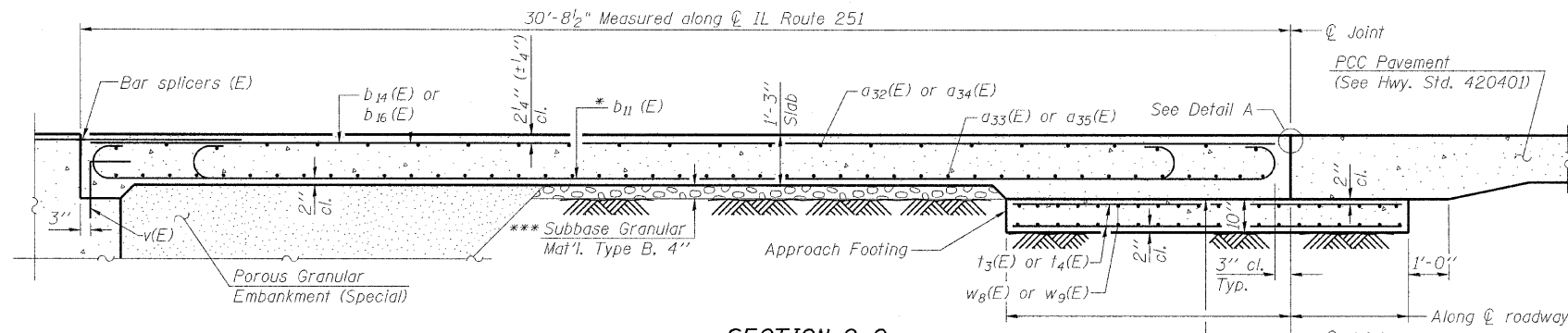
SHEET NO. 30	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	85
61 SHEETS	IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

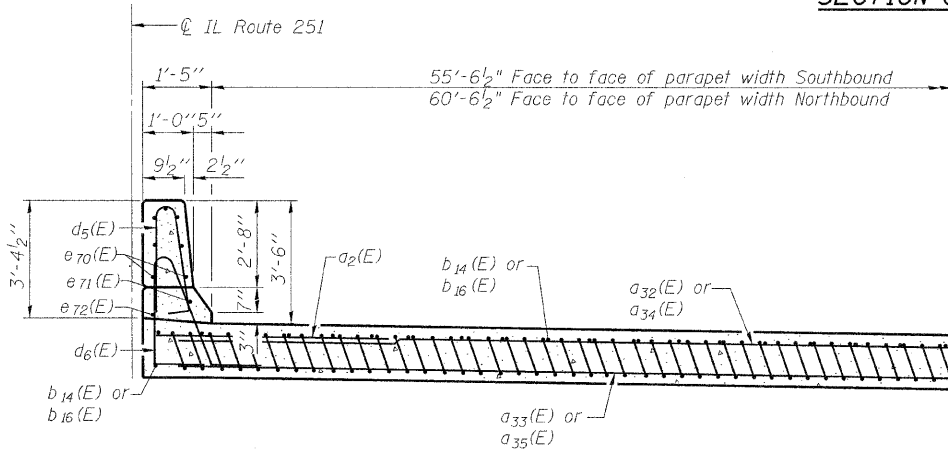


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

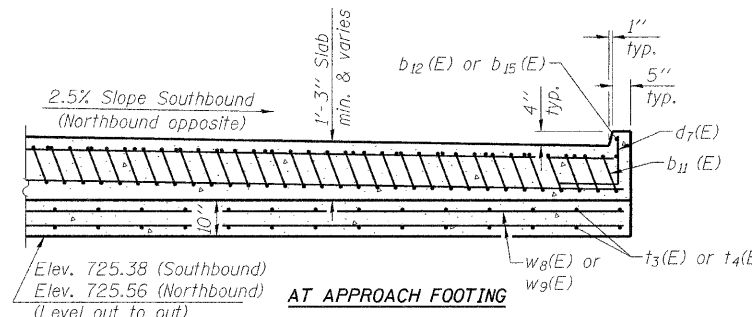
Notes:  
See sheet 28 or 29 for Detail A and View B-B.  
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.  
Approach footing concrete shall be paid for as Concrete Structures.  
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
For v(E) bar details, see sheet 50.  
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.  
For bar splicer details, see sheet 58.  
Cost of excavation for approach footing included with Concrete Structures.  
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2.  
For additional parapet details, see sheet 22.



SECTION C-C



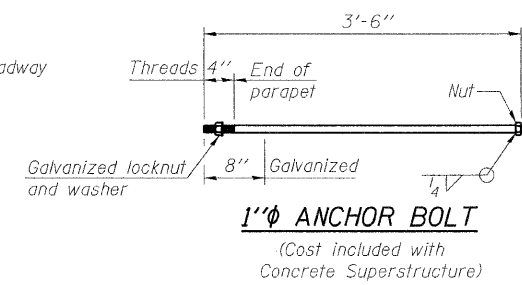
NEAR ABUTMENT



SECTION D-D

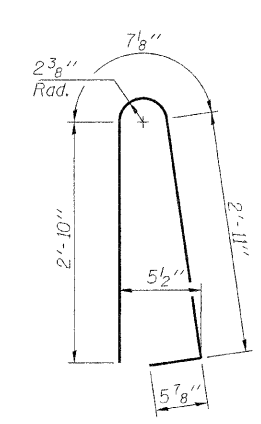
(See Plan for dimensions not shown)

Elev. 725.38 (Southbound)  
Elev. 725.56 (Northbound)  
(Level out to out)

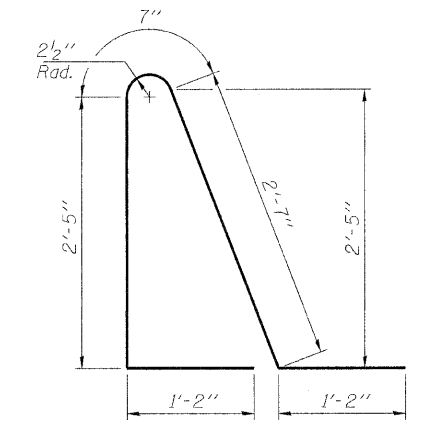


1" ANCHOR BOLT

(Cost included with Concrete Superstructure)



BAR d5(E)



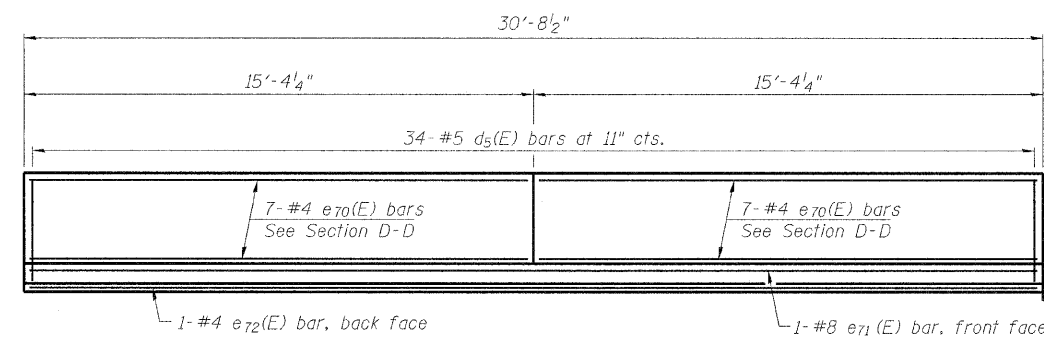
BAR d6(E)

\* Tilt #9 b11 (E) bars as required to maintain clearance.

\*\*\* Cost included with Concrete Superstructure.

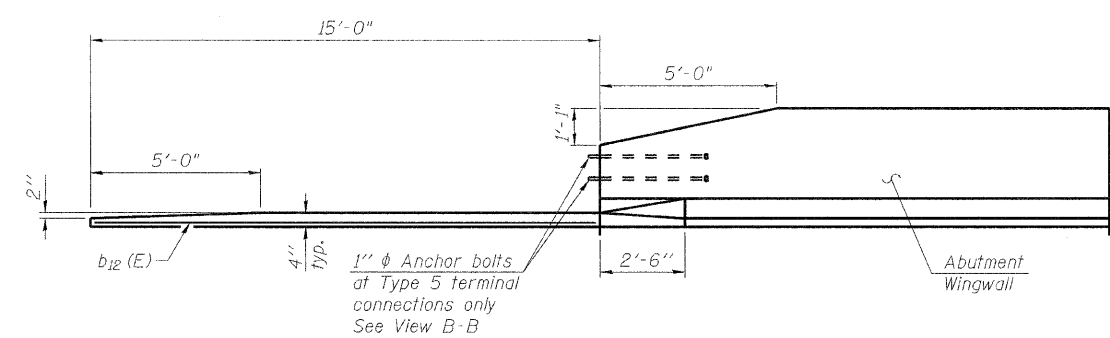
SOUTH APPROACHES  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	42	#6	6'-6"	—
a32(E)	66	#4	23'-10"	—
a33(E)	80	#5	34'-9"	—
a34(E)	66	#4	25'-3"	—
a35(E)	80	#5	36'-3"	—
b11 (E)	278	#9	29'-9"	U
b12 (E)	1	#4	14'-8"	—
b14 (E)	46	#4	30'-3"	—
b15 (E)	1	#4	15'-5"	—
b16 (E)	50	#4	29'-6"	—
d5 (E)	68	#5	6'-10"	U
d6 (E)	68	#5	7'-11"	U
d7 (E)	31	#5	2'-2"	U
e70 (E)	28	#4	15'-0"	—
e71 (E)	4	#8	30'-4"	—
e72 (E)	4	#4	30'-4"	—
t3 (E)	116	#4	11'-1"	—
t4 (E)	126	#4	10'-10"	—
w8 (E)	80	#5	34'-9"	—
w9 (E)	80	#5	36'-10"	—
Concrete Superstructure		Cu. Yd.	206.5	
Concrete Structures		Cu. Yd.	42.7	
Reinforcement Bars, Epoxy Coated		Pound	48,090	



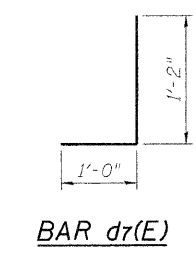
VIEW E-E

(All dimensions measured along the Outside Face of Parapet)

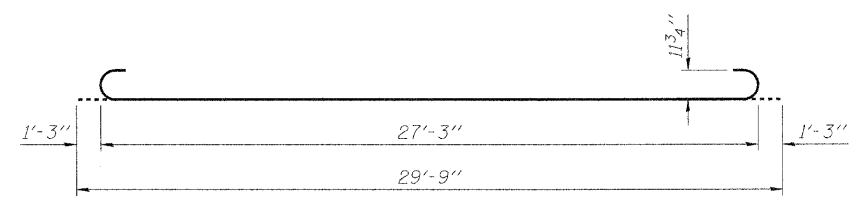


VIEW G-G

(All dimensions measured along the Outside Face of Parapet)



BAR d7(E)



BAR b11 (E)

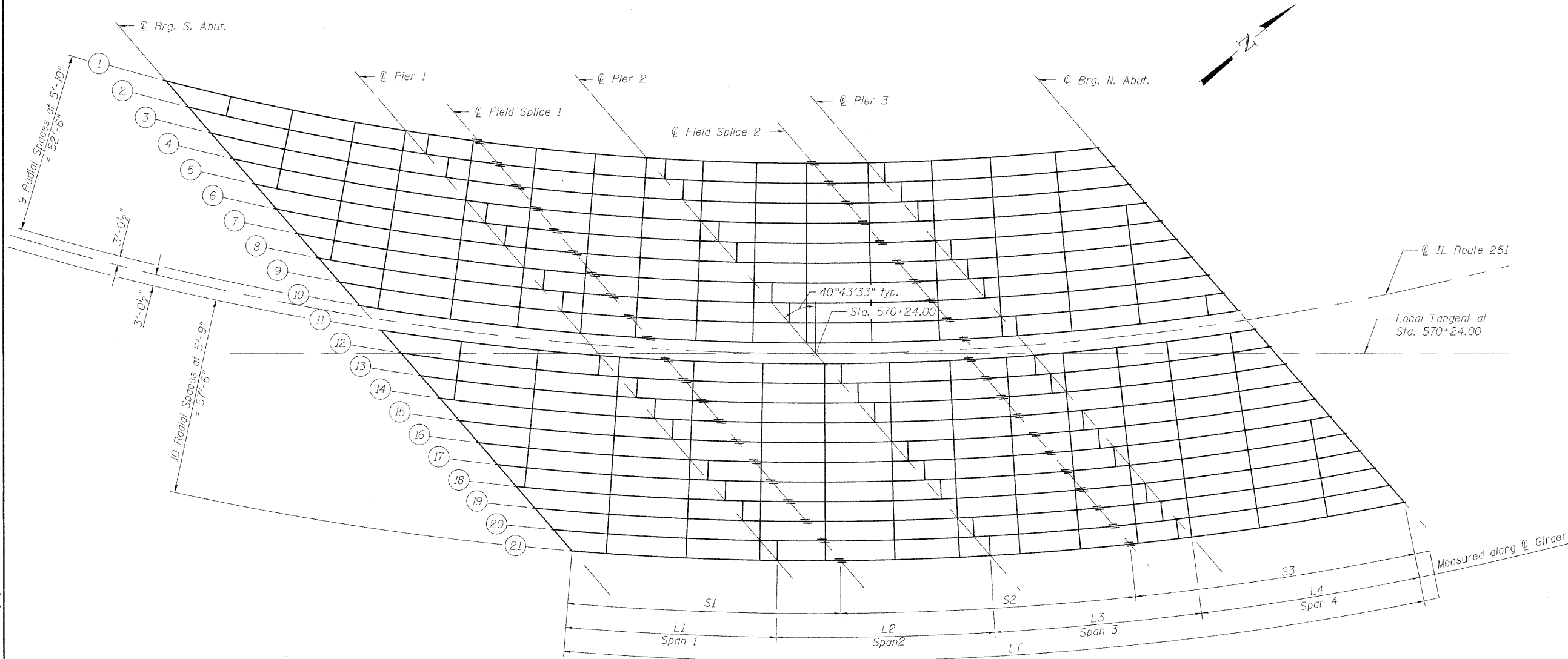
APPROACH SLAB SECTIONS  
AND DETAILS - NORTH APPROACH  
STRUCTURE NO. 101-0190

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

SHEET NO. 31	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	86
61 SHEETS	IL RTE 251 & FOREST HILLS RD		CONTRACT NO. 64B79		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



GIRDER GENERAL DIMENSIONS (IN FEET)

Girder No.	Radius	Span 1			Span 2			Span 3			Span 4		LT			
		L1a	L1b	L1=L1a+L1b	L2a	L2b	L2c	L2=L2a+L2b+L2c	L3a	L3b	L3c	L=L3a+L3b+L3c	L4a	L4b	L4=L4a+L4b	LT=L1+L2+L3+L4
Girder 1	758.510	58.750	12.687	71.437	26.813	32.750	10.988	70.551	17.763	26.000	20.851	64.614	19.789	47.250	67.039	273.640
Girder 2	764.343	52.750	17.778	70.528	24.722	33.750	11.461	69.934	15.789	28.000	20.429	64.217	16.749	50.000	66.749	271.428
Girder 3	770.176	52.250	17.422	69.672	22.328	34.000	13.018	69.346	15.232	27.250	21.355	63.837	16.220	50.250	66.470	269.325
Girder 4	776.010	51.250	17.615	68.865	22.385	32.250	14.152	68.786	15.098	26.500	21.873	63.472	15.950	50.250	66.200	267.323
Girder 5	781.843	50.250	17.854	68.104	20.397	34.750	13.105	68.252	14.645	26.250	22.225	63.120	14.940	51.000	65.940	265.415
Girder 6	787.676	49.000	18.383	67.383	19.451	35.250	13.040	67.741	14.960	27.000	20.823	62.782	15.688	50.000	65.688	263.594
Girder 7	793.510	49.000	17.700	66.700	21.050	32.500	13.702	67.253	13.798	25.750	22.909	62.457	15.195	50.250	65.445	261.854
Girder 8	799.343	48.000	18.051	66.051	17.949	35.500	13.336	66.785	13.914	24.750	23.480	62.144	15.209	50.000	65.209	260.189
Girder 9	805.176	46.750	18.685	65.435	17.065	36.000	13.272	66.337	12.728	24.750	24.364	61.842	15.231	49.750	64.981	258.595
Girder 10	811.010	42.750	22.099	64.849	18.901	29.750	17.256	65.907	13.494	22.250	25.807	61.551	14.760	50.000	64.760	257.067
Girder 11	817.093	49.750	14.517	64.267	23.733	30.000	11.744	65.477	15.506	26.500	19.252	61.258	17.288	47.250	64.538	255.540
Girder 12	822.843	47.500	16.242	63.742	24.758	28.750	11.579	65.087	16.171	25.000	19.820	60.991	16.083	48.250	64.333	254.154
Girder 13	828.593	47.250	15.991	63.241	21.009	31.500	12.203	64.712	14.048	26.250	20.436	60.733	13.636	50.500	64.136	252.821
Girder 14	834.343	46.500	16.261	62.761	19.989	31.750	12.612	64.350	14.138	28.500	17.845	60.484	15.443	48.500	63.943	251.539
Girder 15	840.093	47.250	15.052	62.302	19.198	32.250	12.554	64.002	13.946	25.000	21.296	60.242	15.507	48.250	63.757	250.303
Girder 16	845.843	45.250	16.612	61.862	17.388	30.000	16.279	63.667	8.971	28.500	22.537	60.008	15.326	48.250	63.576	249.113
Girder 17	851.593	44.750	16.689	61.439	18.311	32.500	12.533	63.343	13.717	24.000	22.064	59.782	13.400	50.000	63.400	247.964
Girder 18	857.343	44.500	16.534	61.034	18.216	33.250	11.565	63.031	13.935	22.000	23.627	59.562	14.979	48.250	63.229	246.856
Girder 19	863.093	43.000	17.644	60.644	17.856	32.250	12.623	62.729	13.627	24.500	21.223	59.350	14.813	48.250	63.063	245.786
Girder 20	868.843	43.500	16.769	60.269	16.231	34.000	12.207	62.438	15.043	21.250	22.850	59.143	14.651	48.250	62.901	244.751
Girder 21	874.593	41.500	18.409	59.909	17.092	31.000	14.064	62.156	13.436	22.250	23.258	58.943	14.494	48.250	62.744	243.751

Note:  
Work this sheet with Sheets 33 thru 42.

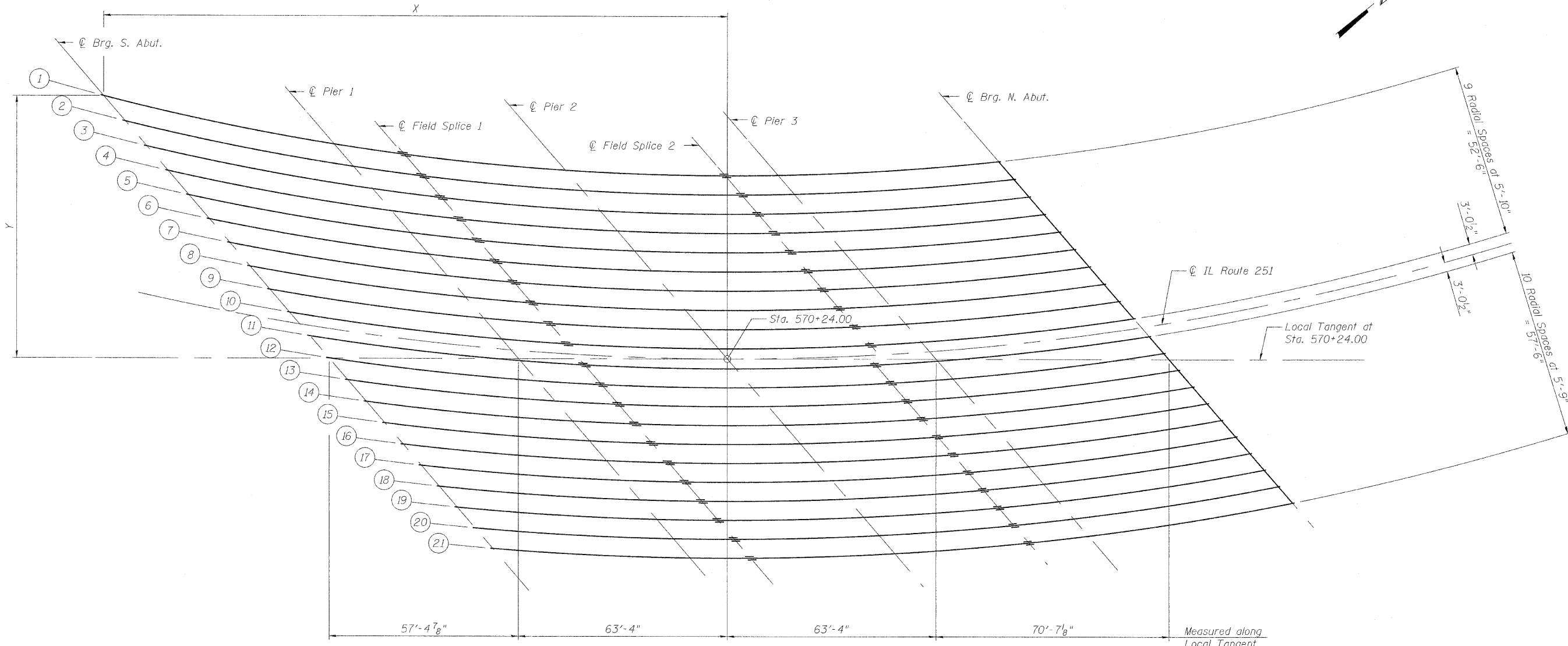
DESIGNED - JY  
CHECKED - GSP  
DRAWN - MJB  
CHECKED - JY

GENERAL FRAMING PLAN  
STRUCTURE NO. 101-0190

SHEET NO. 32 61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	87
IL RTE 251 & FOREST HILLS RD			CONTRACT NO. 64B79		
FED. ROAD DIST. NO. 7 [ILLINOIS] FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**GIRDER LAYOUT DIMENSIONS (IN FEET)**

(Measured from intersection of  $\phi$  IL Route 251 and Local Tangent at Sta. 570+24.00)

Girder No.	$\phi$ Brg. S. Abut.		$\phi$ Pier 1		$\phi$ Field Splice 1		$\phi$ Pier 2		$\phi$ Field Splice 2		$\phi$ Pier 3		$\phi$ Brg. N. Abut.	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
Girder 1	-189.195	79.516	-119.280	64.979	-92.731	61.231	-49.192	57.138	-5.464	55.561	15.386	55.698	82.264	60.016
Girder 2	-182.583	71.836	-113.418	58.170	-88.914	54.898	-43.880	50.969	-0.116	49.708	20.311	49.978	86.874	54.661
Girder 3	-176.070	64.271	-107.616	51.431	-85.465	48.632	-38.607	44.843	3.859	43.885	25.210	44.288	91.468	49.326
Girder 4	-169.650	56.813	-101.871	44.757	-79.640	42.139	-33.369	38.759	8.219	38.085	30.085	38.625	96.045	44.008
Girder 5	-163.315	49.456	-96.179	38.147	-75.907	35.902	-28.166	32.716	12.722	32.312	34.937	32.989	100.608	38.709
Girder 6	-157.063	42.193	-90.540	31.596	-71.192	29.599	-22.996	26.711	18.959	26.603	39.766	27.379	105.156	33.426
Girder 7	-150.887	35.019	-84.949	25.102	-63.992	23.126	-17.858	20.743	21.686	20.838	44.574	21.795	109.690	28.160
Girder 8	-144.783	27.930	-79.405	18.662	-61.526	17.080	-12.750	14.810	25.908	15.128	49.362	16.234	114.210	22.910
Girder 9	-138.748	20.920	-73.905	12.274	-56.897	10.888	-7.672	8.912	29.799	9.427	54.129	10.696	118.716	17.675
Girder 10	-132.778	13.985	-68.448	5.935	-49.597	4.560	-2.623	3.046	33.112	3.718	58.877	5.182	123.210	12.455
Girder 11	-126.616	6.828	-62.800	-0.625	-39.114	-2.105	2.615	-3.037	44.599	-1.824	63.808	-0.546	127.883	7.028
Girder 12	-120.851	0.131	-57.501	-6.780	-32.781	-8.138	7.539	-8.757	48.682	-7.350	68.451	-5.940	132.287	1.912
Girder 13	-115.139	-6.503	-52.238	-12.893	-31.256	-13.952	12.439	-14.448	52.701	-12.864	73.078	-11.313	136.681	-3.191
Girder 14	-109.479	-13.078	-47.009	-18.966	-27.041	-19.853	17.315	-20.112	59.903	-18.138	77.687	-16.667	141.062	-8.281
Girder 15	-103.867	-19.596	-41.814	-25.000	-22.631	-25.737	22.168	-25.749	61.062	-23.820	82.281	-22.003	145.433	-13.358
Girder 16	-98.302	-26.060	-36.652	-30.997	-19.273	-31.572	26.999	-31.361	64.413	-29.336	86.859	-27.320	149.794	-18.422
Girder 17	-92.782	-32.472	-31.520	-36.958	-13.216	-37.439	31.809	-36.947	69.456	-34.704	91.422	-32.620	154.144	-23.475
Girder 18	-87.304	-38.835	-26.418	-42.885	-8.205	-43.252	36.598	-42.510	72.458	-40.224	95.970	-37.903	158.484	-28.516
Girder 19	-81.867	-45.150	-21.344	-48.778	-3.490	-49.035	41.367	-48.050	79.397	-45.382	100.504	-43.170	162.814	-33.546
Girder 20	-76.469	-51.420	-16.298	-54.639	-0.068	-54.792	46.117	-53.567	82.308	-50.884	105.024	-48.421	167.135	-38.565
Girder 21	-71.109	-57.646	-11.279	-60.469	5.812	-60.522	50.848	-59.062	86.421	-56.261	109.532	-53.656	171.446	-43.573

Note:  
Work this sheet with Sheets 32 thru 42.

DESIGNED - JY  
CHECKED - GSP  
DRAWN - MJB  
CHECKED - JY

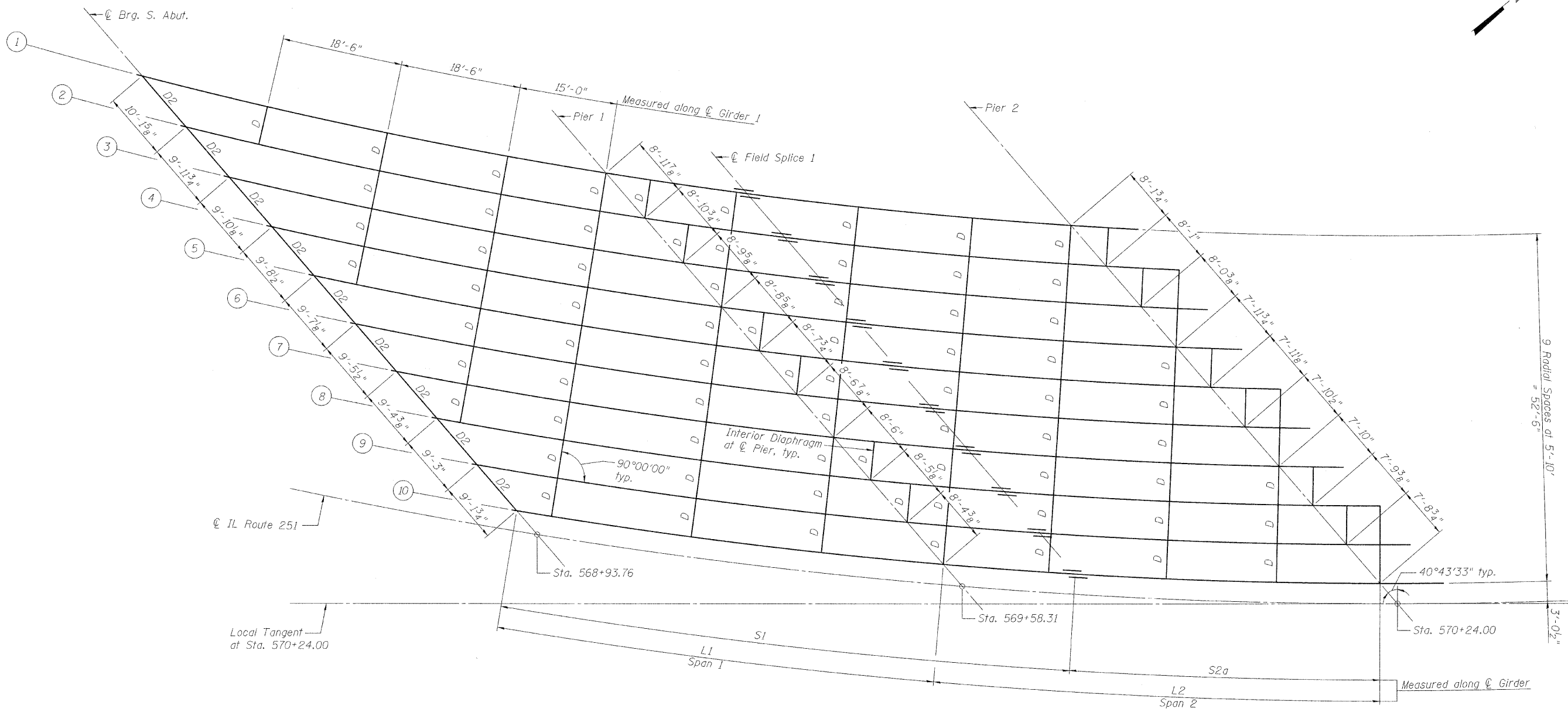
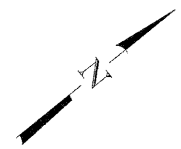
**GIRDER LAYOUT  
STRUCTURE NO. 101-0190**

SHEET NO. 33 61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	88
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79					
FED. ROAD DIST. NO. 7 [ILLINOIS] FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



FRAMING PLAN - SB SPANS 1 AND 2

Note:  
Work this sheet with Sheets 32 thru 42.

FRAMING PLAN  
SOUTHBOUND - SPANS 1 AND 2  
STRUCTURE NO. 101-0190

DESIGNED	- JY
CHECKED	- GSP
DRAWN	- MJB
CHECKED	- JY

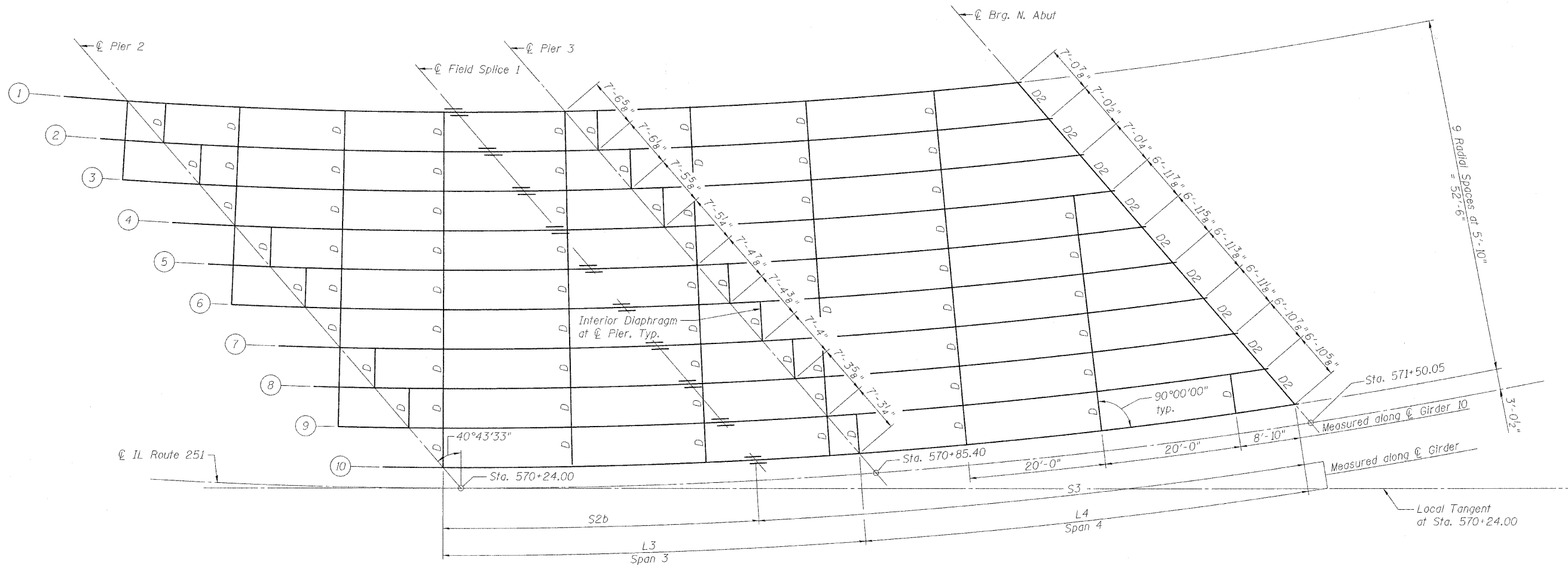
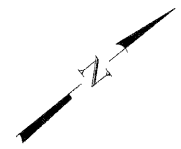
SHEET NO. 34 61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	89
IL RTE 251 & FOREST HILLS RD			CONTRACT NO. 64B79		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**FRAMING PLAN - SB SPANS 3 AND 4**

Note:  
Work this sheet with Sheets 32 thru 42.

**FRAMING PLAN  
SOUTHBOUND - SPANS 3 AND 4  
STRUCTURE NO. 101-0190**

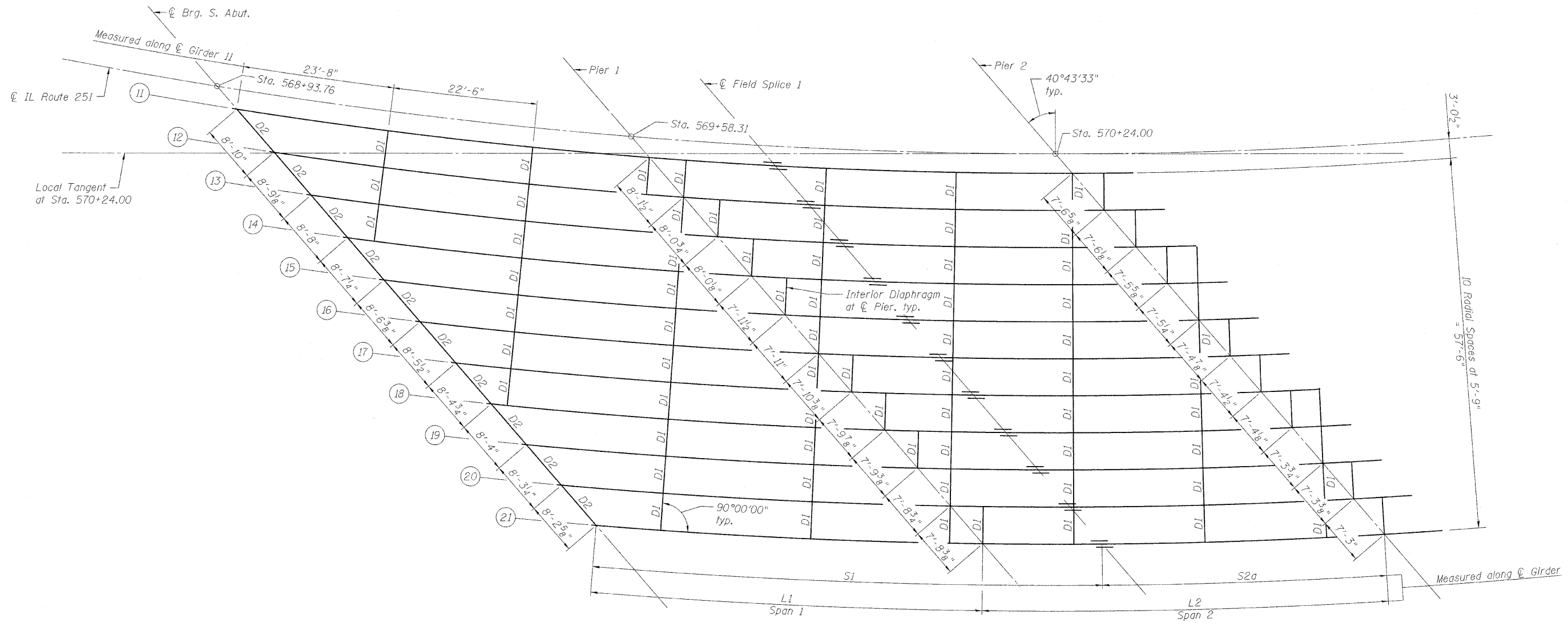
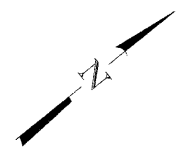
DESIGNED -	JY
CHECKED -	GSP
DRAWN -	MJB
CHECKED -	JY

SHEET NO. 35	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
61 SHEETS	*	1-HBR & 1-2HB-D	WINNEBAGO	216	90
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



FRAMING PLAN - NB SPANS 1 AND 2

Note:  
Work this sheet with Sheets 32 thru 42.

FRAMING PLAN  
NORTHBOUND - SPANS 1 AND 2  
STRUCTURE NO. 101-0190

DESIGNED -	JY
CHECKED -	GSP
DRAWN -	MJB
CHECKED -	JY

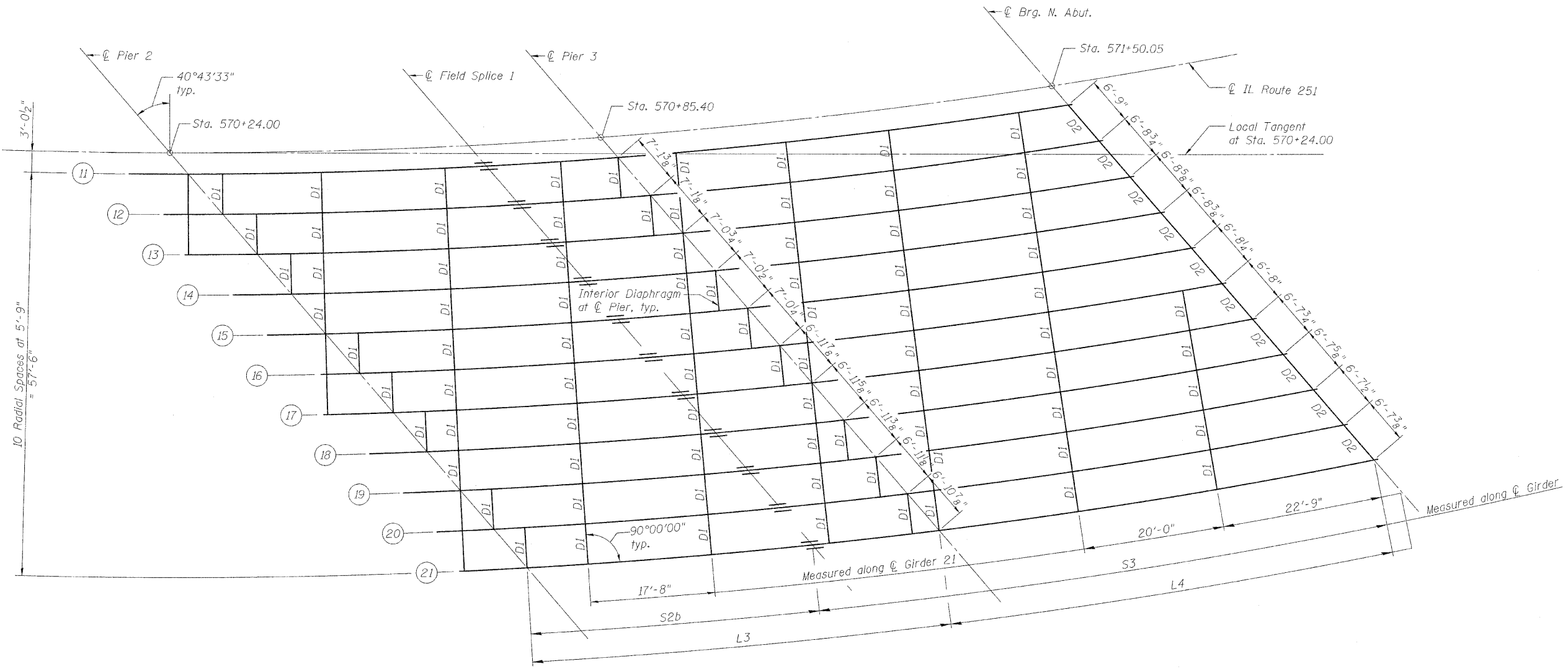
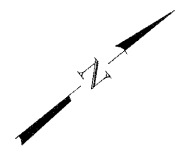
SHEET NO. 36 61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	91
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**FRAMING PLAN - NB SPANS 3 AND 4**

Note:  
Work this sheet with Sheets 32 thru 42.

**FRAMING PLAN  
NORTHBOUND - SPANS 3 AND 4  
STRUCTURE NO. 101-0190**

DESIGNED	- JY
CHECKED	- GSP
DRAWN	- MJB
CHECKED	- JY

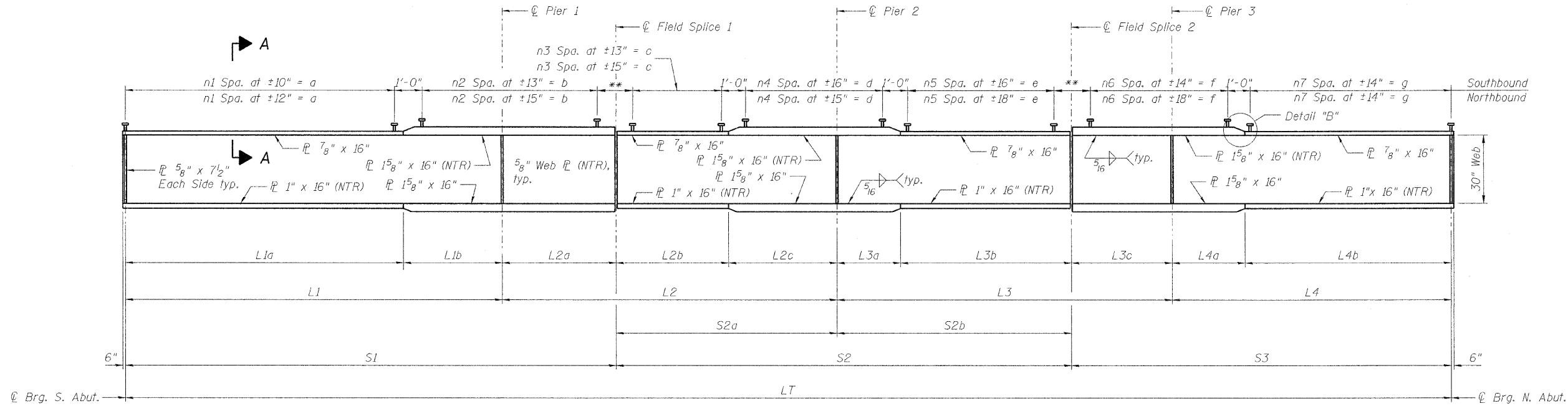
SHEET NO. 37	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
61 SHEETS	*	1-HBR & 1-2HB-D	WINNEBAGO	216	92
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



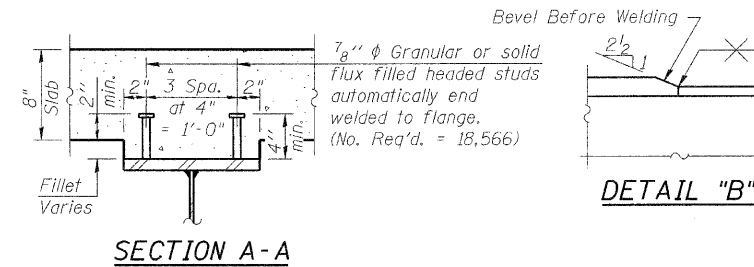
**GIRDER ELEVATION**

"NTR" denotes plates to which notch toughness requirements are applicable.

\*\*Note: See sheet 39 for shear stud plan at splice.

**GIRDER FIELD SPLICE LOCATION (IN FEET)**

	Girder No.	S1	S2a	S2b	S2=S2a+S2b	S3
Southbound	Girder 1	98.250	43.738	43.763	87.500	87.890
	Girder 2	95.250	45.211	43.789	89.000	87.178
	Girder 3	92.000	47.018	42.482	89.500	87.825
	Girder 4	91.250	46.402	41.598	88.000	88.073
	Girder 5	88.500	47.855	40.895	88.750	88.165
	Girder 6	86.833	48.290	41.960	90.250	86.511
	Girder 7	87.750	46.202	39.548	85.750	88.354
	Girder 8	84.000	48.836	38.664	87.500	88.689
	Girder 9	82.500	49.272	37.478	86.750	89.345
	Girder 10	83.750	47.006	35.744	82.750	90.567
Northbound	Girder 11	88.000	41.744	42.006	83.750	83.790
	Girder 12	88.500	40.329	41.171	81.500	84.154
	Girder 13	84.250	43.703	40.298	84.000	84.571
	Girder 14	82.750	44.362	42.638	87.000	81.789
	Girder 15	81.500	44.804	38.946	83.750	85.053
	Girder 16	79.250	46.279	37.471	83.750	86.113
	Girder 17	79.750	45.033	37.717	82.750	85.464
	Girder 18	79.250	44.815	35.935	80.750	86.856
	Girder 19	78.500	44.873	38.127	83.000	84.286
	Girder 20	76.500	46.207	36.293	82.500	85.751
	Girder 21	77.000	45.064	35.686	80.750	86.001



Notes:  
Work this sheet with Sheets 32 thru 42.  
See Sheet 39 for shear stud table and layout  
at diaphragms and field splices.

**GIRDER ELEVATION  
STRUCTURE NO. 101-0190**

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

SHEET NO. 38 61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	93
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146



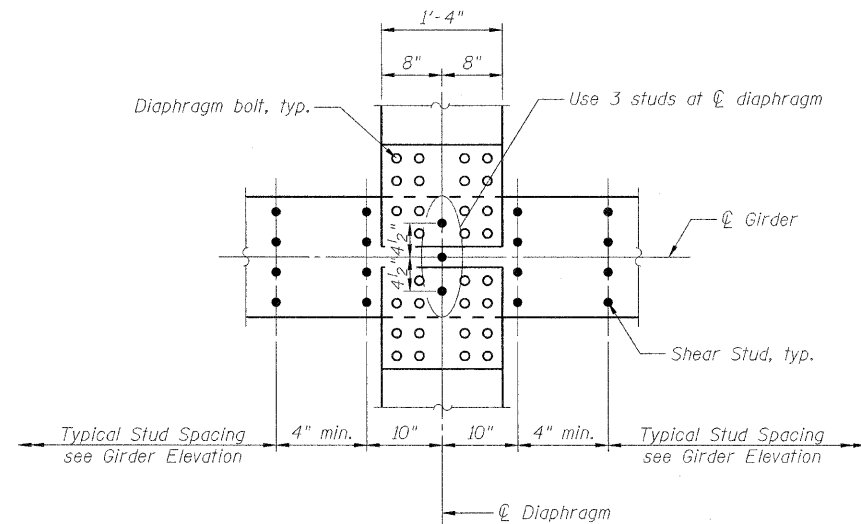
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**\* SHEAR STUD TABLE**

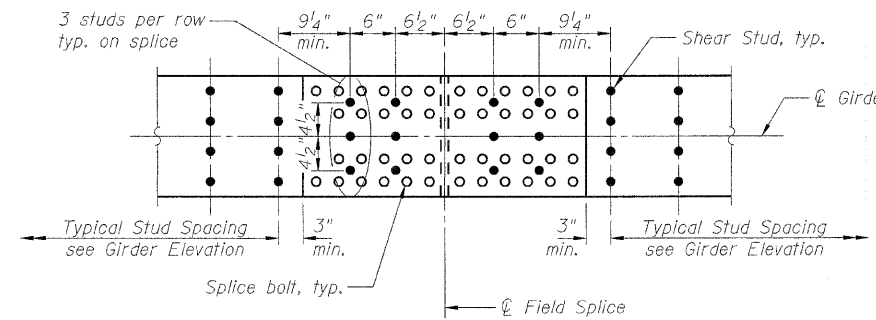
	Girder No.	n1	a (ft)	n2	b (ft)	n3	c (ft)	n4	d (ft)	n5	e (ft)	n6	f (ft)	n7	g (ft)
Southbound	Girder 1	70	58.333	34	36.833	28	30.333	21	28.000	17	22.667	33	38.500	39	45.500
	Girder 2	63	52.500	36	39.000	29	31.417	20	26.667	18	24.000	30	35.000	42	49.000
	Girder 3	62	51.667	34	36.833	29	31.417	21	28.000	18	24.000	30	35.000	42	49.000
	Girder 4	61	50.833	34	36.833	28	30.333	21	28.000	18	24.000	30	35.000	43	50.167
	Girder 5	60	50.000	32	34.667	30	32.500	20	26.667	17	22.667	30	35.000	43	50.167
	Girder 6	58	48.333	32	34.667	30	32.500	20	26.667	19	25.333	29	33.833	42	49.000
	Girder 7	58	48.333	33	35.750	28	30.333	20	26.667	17	22.667	31	36.167	42	49.000
	Girder 8	57	47.500	31	33.583	31	33.583	19	25.333	17	22.667	31	36.167	42	49.000
	Girder 9	56	46.667	30	32.500	31	33.583	19	25.333	16	21.333	32	37.333	42	49.000
	Girder 10	51	42.500	35	37.917	25	27.083	22	29.333	15	20.000	33	38.500	42	49.000
Northbound	Girder 11	49	49.000	28	35.000	22	27.500	21	26.250	16	24.000	23	34.500	39	45.500
	Girder 12	47	47.000	30	37.500	21	26.250	21	26.250	15	22.500	22	33.000	41	47.833
	Girder 13	47	47.000	27	33.750	23	28.750	20	25.000	16	24.000	21	31.500	43	50.167
	Girder 14	46	46.000	27	33.750	23	28.750	21	26.250	17	25.500	20	30.000	41	47.833
	Girder 15	47	47.000	25	31.250	24	30.000	20	25.000	15	22.500	23	34.500	40	46.667
	Girder 16	45	45.000	25	31.250	22	27.500	19	23.750	17	25.500	24	36.000	40	46.667
	Girder 17	44	44.000	26	32.500	24	30.000	20	25.000	14	21.000	22	33.000	42	49.000
	Girder 18	44	44.000	25	31.250	25	31.250	19	23.750	13	19.500	24	36.000	41	47.833
	Girder 19	43	43.000	26	32.500	24	30.000	20	25.000	14	21.000	22	33.000	41	47.833
	Girder 20	43	43.000	24	30.000	25	31.250	21	26.250	12	18.000	23	34.500	41	47.833
	Girder 21	41	41.000	26	32.500	23	28.750	21	26.250	13	19.500	23	34.500	41	47.833

\* Adjust spacing at splices and diaphragm connections per the details provided on this sheet.

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.



**SHEAR STUD PLAN AT DIAPHRAGM**



**SHEAR STUD PLAN AT SPLICE**

Note:  
Work this sheet with Sheet 38.

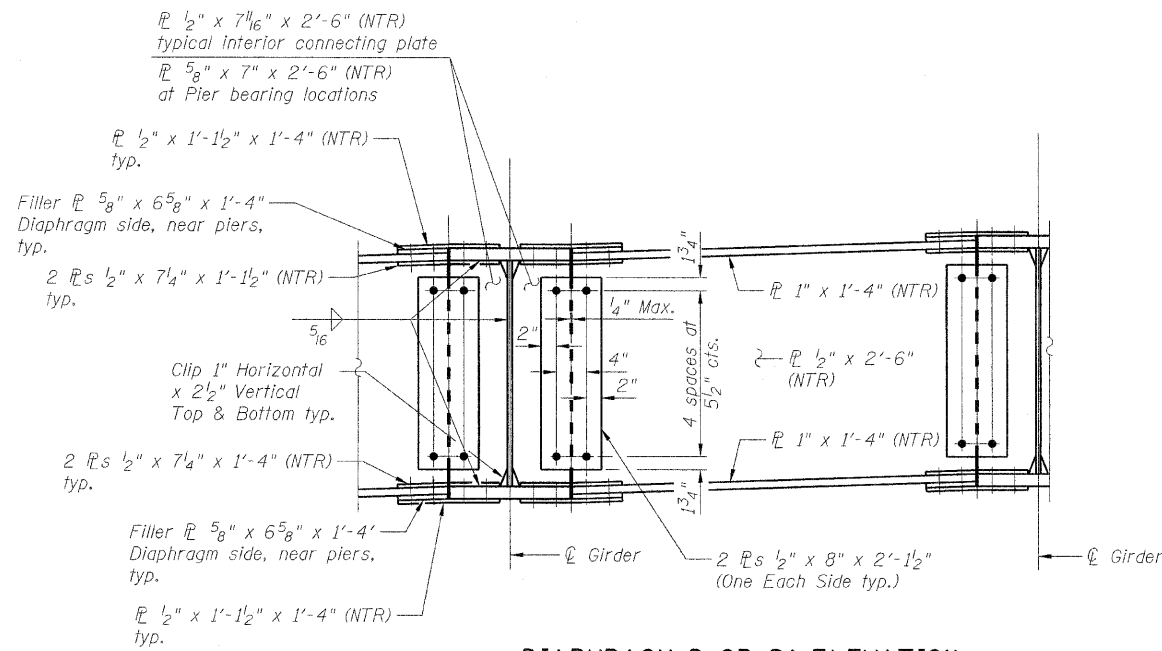
**SHEAR STUD LAYOUT  
STRUCTURE NO. 101-0190**

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

SHEET NO. 39 61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	94
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79					
FED. ROAD DIST. NO. 7 [ILLINOIS] FED. AID PROJECT					

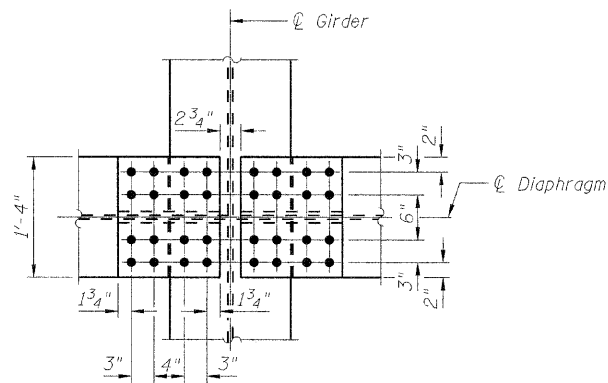
\* F.A.P. 303 & F.A.U. 5146

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

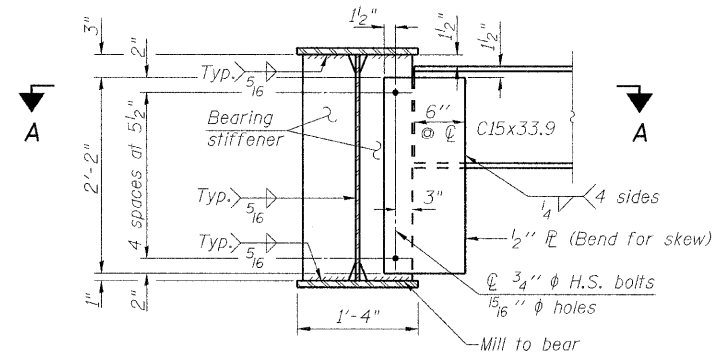


**DIAPHRAGM D OR D1 ELEVATION**

"NTR" denotes plates to which notch toughness requirements are applicable.

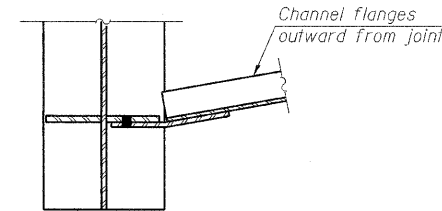


**DIAPHRAGM D OR D1 PLAN**



**END DIAPHRAGM D2**

Note: Two hardened washers required for each set of oversized holes.



**SECTION A-A**

**DIAPHRAGM DETAILS  
STRUCTURE NO. 101-0190**

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

SHEET NO. 40 61 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	95
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**CAMBER DIMENSIONS**

**GIRDER SEGMENT 1**

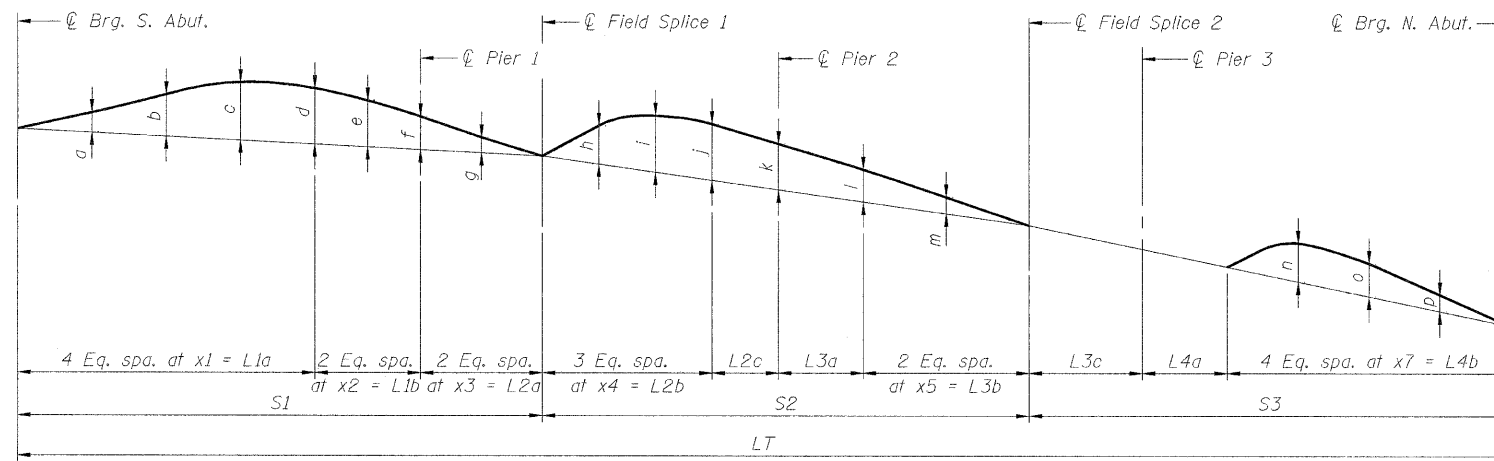
Girder No.	a	b	c	d	e	f	g
1, 2	1 3/4"	3"	3 1/2"	2 1/2"	2"	1 3/4"	1"
3-7, 11, 12	1"	2"	2 1/2"	1 1/2"	1"	3/4"	1 1/2"
8-10, 13-15	3/4"	1 1/2"	2"	1 1/4"	1"	3/4"	1 1/2"
16-21	1/2"	1"	1 1/2"	3/4"	1/2"	-	-

**GIRDER SEGMENT 2**

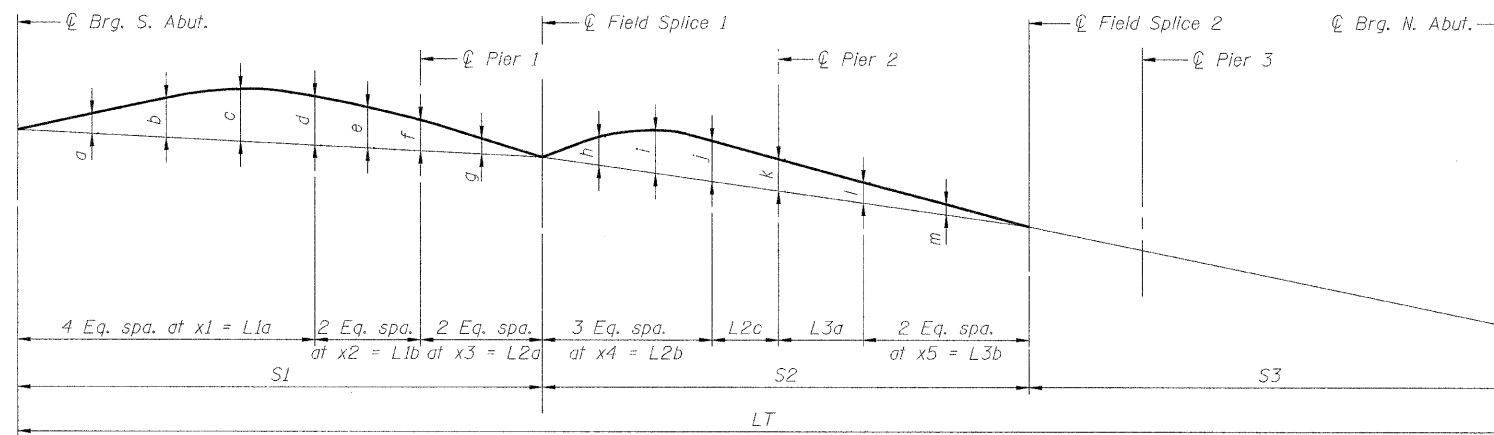
Girder No.	h	i	j	k	l	m
1-9	1 1/2"	2 1/4"	1 3/4"	1 1/2"	1 1/4"	1"
10-16	1"	2"	1 1/2"	1 1/2"	1 1/4"	1"
17-21	1 1/4"	1 3/4"	1 1/2"	1"	1"	3/4"

**GIRDER SEGMENT 3**

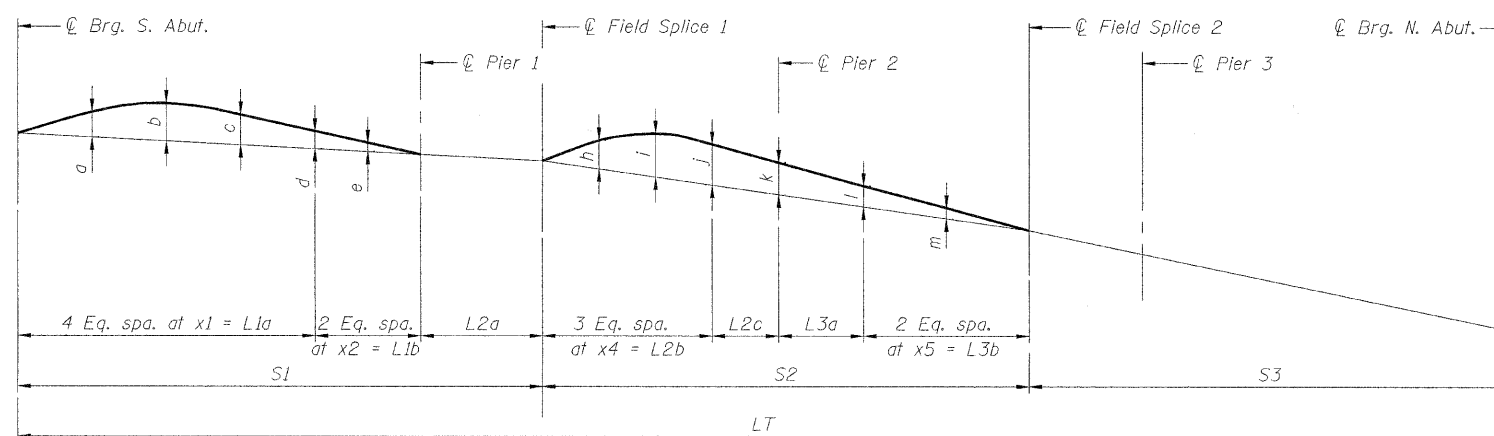
Girder No.	n	o	p
1-4	1"	1 3/4"	1 1/4"
5-10	1 1/4"	1"	3/4"



**CAMBER DIAGRAM - GIRDERS 1 THRU 10**



**CAMBER DIAGRAM - GIRDERS 11 THRU 15**



**CAMBER DIAGRAM - GIRDERS 16 THRU 21**

**TOP OF WEB ELEVATIONS (FOR FABRICATION ONLY)**

Girder No.	℄ Brg. S. Abut.	℄ Pier 1	℄ Field Splice 1	℄ Pier 2	℄ Field Splice 2	℄ Pier 3	℄ Brg. N. Abut.
Girder 1	733.42	733.21	732.93	732.19	731.13	730.50	728.15
Girder 2	733.62	733.30	733.02	732.22	731.12	730.49	728.14
Girder 3	733.79	733.38	733.11	732.24	731.15	730.48	728.14
Girder 4	733.94	733.45	733.16	732.26	731.16	730.47	728.14
Girder 5	734.09	733.52	733.24	732.28	731.18	730.46	728.14
Girder 6	734.22	733.58	733.30	732.30	731.13	730.45	728.15
Girder 7	734.35	733.64	733.31	732.31	731.20	730.44	728.15
Girder 8	734.46	733.69	733.40	732.33	731.22	730.43	728.16
Girder 9	734.57	733.75	733.46	732.34	731.24	730.41	728.17
Girder 10	734.67	733.79	733.46	732.35	731.29	730.40	728.19
Girder 11	734.77	733.84	733.38	732.36	731.07	730.40	728.20
Girder 12	734.85	733.88	733.38	732.37	731.09	730.39	728.22
Girder 13	734.94	733.92	733.49	732.37	731.11	730.39	728.24
Girder 14	735.01	733.95	733.53	732.38	731.01	730.39	728.27
Girder 15	735.09	733.98	733.57	732.39	731.13	730.39	728.29
Girder 16	735.15	734.02	733.63	732.39	731.17	730.40	728.32
Girder 17	735.22	734.05	733.63	732.40	731.16	730.40	728.34
Girder 18	735.28	734.07	733.65	732.40	731.22	730.41	728.37
Girder 19	735.34	734.10	733.68	732.40	731.14	730.43	728.41
Girder 20	735.39	734.12	733.73	732.41	731.20	730.44	728.44
Girder 21	735.44	734.15	733.73	732.41	731.23	730.46	728.47

**CAMBER SPACING (IN FEET)**

Girder No.	x1	x2	x3	x4	x5	x6	x7
Girder 1	14.688	6.343	13.407	10.917	13.000	10.426	11.813
Girder 2	13.188	8.889	12.361	11.250	14.000	10.214	12.500
Girder 3	13.063	8.711	11.164	11.333	13.625	10.678	12.563
Girder 4	12.813	8.808	11.192	10.750	13.250	10.937	12.563
Girder 5	12.563	8.927	10.198	11.583	13.125	11.113	12.750
Girder 6	12.250	9.191	9.725	11.750	13.500	10.411	12.500
Girder 7	12.250	8.850	10.525	10.833	12.875	11.455	12.563
Girder 8	12.000	9.026	8.974	11.833	12.375	11.740	12.500
Girder 9	11.688	9.343	8.532	12.000	12.375	12.182	12.438
Girder 10	10.688	11.049	9.451	9.917	11.125	12.903	12.500
Girder 11	12.438	7.258	11.867	10.000	13.250	9.626	-
Girder 12	11.875	8.121	12.379	9.583	12.500	9.910	-
Girder 13	11.813	7.995	10.505	10.500	13.125	10.218	-
Girder 14	11.625	8.131	9.994	10.583	14.250	8.923	-
Girder 15	11.813	7.526	9.599	10.750	12.500	10.648	-
Girder 16	11.313	8.306	-	10.000	14.250	11.268	-
Girder 17	11.188	8.345	-	10.833	12.000	11.032	-
Girder 18	11.125	8.267	-	11.083	11.000	11.814	-
Girder 19	10.750	8.822	-	10.750	12.250	10.611	-
Girder 20	10.875	8.385	-	11.333	10.625	11.425	-
Girder 21	10.375	9.204	-	10.333	11.125	11.629	-

Note:  
Work this sheet with Sheets 32 thru 42.

**CAMBER DIAGRAM AND  
TOP OF WEB ELEVATIONS  
STRUCTURE NO. 101-0190**

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

SHEET NO. 41 61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	96
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MOMENT TABLE	INTERIOR GIRDER			EXTERIOR GIRDER		
	0.4 Sp. 1	Pier 1	0.5 Sp. 2	0.4 Sp. 1	Pier 1	0.5 Sp. 2
$I_s$	8,568	14,420	8,568	8,568	14,420	8,568
$I_c(n)$	21,569	15,292	21,569	21,569	15,292	21,569
$I_c(3n)$	15,423	15,292	15,423	15,423	15,292	15,423
$S_s$	558	867	558	558	867	558
$S_c(n)$	787	869	787	787	869	787
$S_c(3n)$	708	869	708	708	869	708
$S_{xt}$	43	69	43	43	69	43
DC1	0.79	0.85	0.79	0.79	0.85	0.79
MDC1	281	500	114	290	521	123
DC2	0.17	0.17	0.17	0.35	0.35	0.35
MDC2	67	90	32	137	186	67
DW	0.29	0.29	0.29	0.23	0.23	0.23
M <sub>DW</sub>	113	153	54	89	121	44
M <sub>L + IM</sub>	797	610	632	810	639	644
M <sub>u</sub> (Strength I)	1,999	2,035	1,369	2,085	2,184	1,430
M <sub>br</sub>	41.84	36.45	28.66	43.98	39.41	30.17
f <sub>s</sub> DC1	6.0	6.9	2.5	6.2	7.2	2.6
f <sub>s</sub> DC2	1.13	1.24	0.54	2.32	2.57	1.13
f <sub>s</sub> DW	1.91	2.11	0.91	1.51	1.67	0.75
f <sub>s</sub> 1.3(L+IM)	15.80	10.95	12.53	16.07	11.47	12.77
f <sub>t</sub>	14.99	9.74	11.28	15.59	10.52	11.71
f <sub>s</sub> (Service II)	24.89	21.22	16.43	26.13	22.92	17.29
f <sub>s</sub> (Total)(Strength I)	33.1	28.1	22.0	34.6	30.2	23.0
f <sub>cr</sub> (Service II)	47.5	47.5	47.5	47.5	47.5	47.5
V <sub>f</sub>	57.18	73.61	35.10	69.64	89.66	38.86
V <sub>cr</sub>	50.00	40.54	50.00	50.00	40.57	50.00

REACTION TABLE	INTERIOR GIRDER			EXTERIOR GIRDER		
	S. Abut.	Pier 1	N. Abut.	S. Abut.	Pier 1	N. Abut.
R <sub>DC1</sub>	32	87	22	36	98	23
R <sub>DC2</sub>	1	2	2	10	27	7
R <sub>DW</sub>	9	28	7	10	23	7
R <sub>L + IM</sub>	61	121	70	82	105	51
R <sub>Total</sub>	103	238	101	138	253	88

$I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total-Strength I, and Service II) due to non-composite dead loads (in.<sup>4</sup> and in.<sup>3</sup>).

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

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

$S_{xt}$ : Section modulus about the major axis of section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.<sup>3</sup>).

DC1: Un-factored non-composite dead load (kips/ft.).

MDC1: 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.).

MDC2: 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 (kip-ft.).

M<sub>DW</sub>: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M<sub>L + IM</sub>: Un-factored live load moment plus dynamic load allowance (impact)(kip-ft.).

M<sub>u</sub> (Strength I): Factored design moment (kip-ft.).  
1.25 (MDC1 + MDC2) + 1.5 M<sub>DW</sub> + 1.75 M<sub>L + IM</sub>

M<sub>br</sub>: Factored lateral bending moment for controlling flange plate (kip-ft.).

f<sub>t</sub>: Factored calculated normal stress at edge of flange for controlling flange plate due to lateral bending (kip-ft.).

f<sub>s</sub> (Service II): Sum of stresses as computed from the moments below (ksi).  
MDC1 + MDC2 + M<sub>DW</sub> + 1.3 M<sub>L + IM</sub>

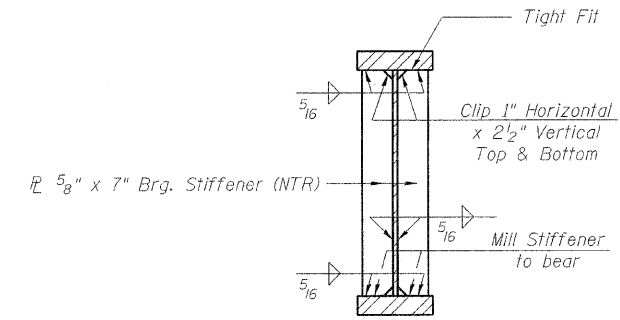
f<sub>s</sub> (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).  
1.25 (MDC1 + MDC2) + 1.5 M<sub>DW</sub> + 1.75 M<sub>L + IM</sub>

f<sub>cr</sub> (Service II): Critical flange stress at Service II computed according to Article 6.10.4.2 (ksi).

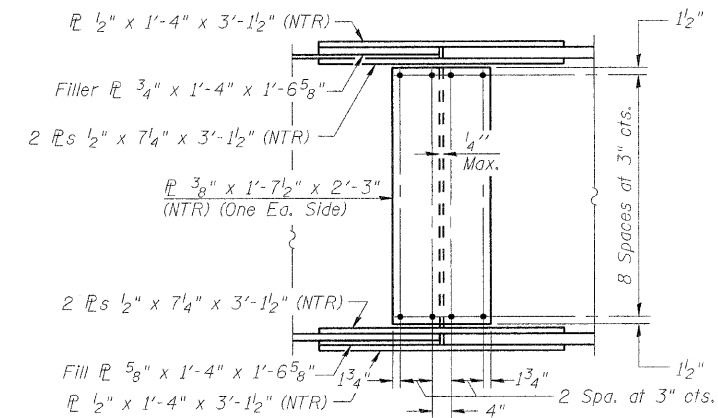
V<sub>f</sub>: Critical flange stress computed according to Article 6.10.7 or 6.10.8 (ksi).

V<sub>cr</sub>: Maximum factored shear range computed according to Article 6.10.10.

Note:  
M<sub>L</sub> and R<sub>L</sub> include the effects of centrifugal force and superelevation.



SECTION AT ABUTMENTS AND PIERS



FIELD SPLICE DETAIL

"NTR" denotes plates to which notch toughness requirements are applicable.

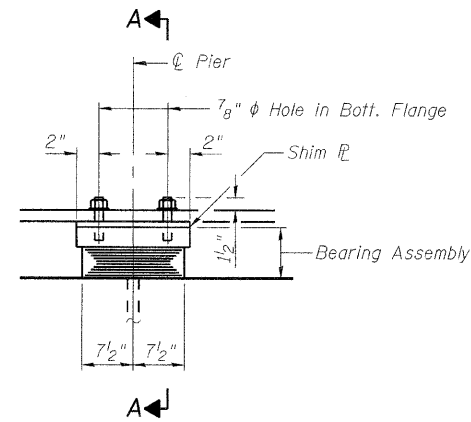
MOMENT AND REACTION TABLE  
& STEEL DETAILS  
STRUCTURE NO. 101-0190

SHEET NO. 42	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
61 SHEETS	*	1-HBR & 1-2HB-D	WINNEBAGO	216	97
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79					
FED. ROAD DIST. NO. 7 [ILLINOIS] FED. AID PROJECT					

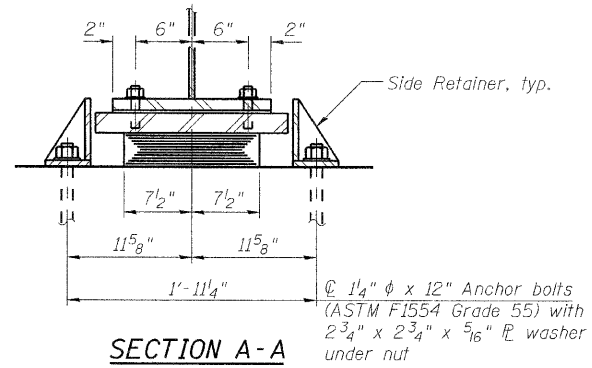
\* F.A.P. 303 & F.A.U. 5146

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

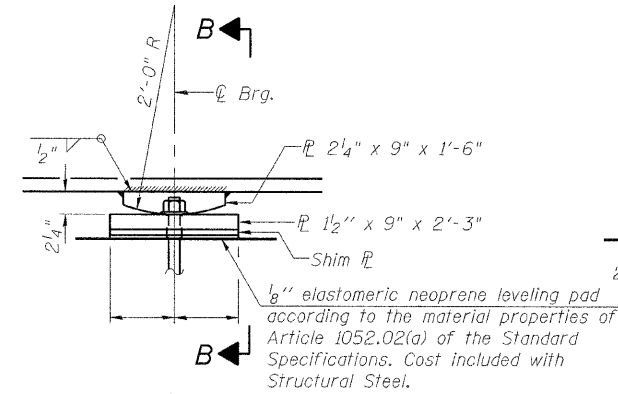
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



ELEVATION AT PIER

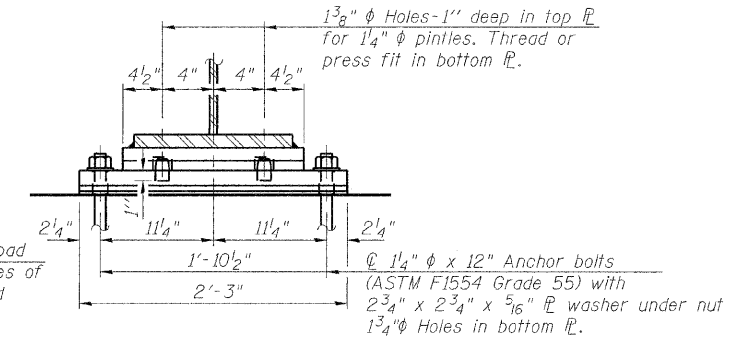


SECTION A-A



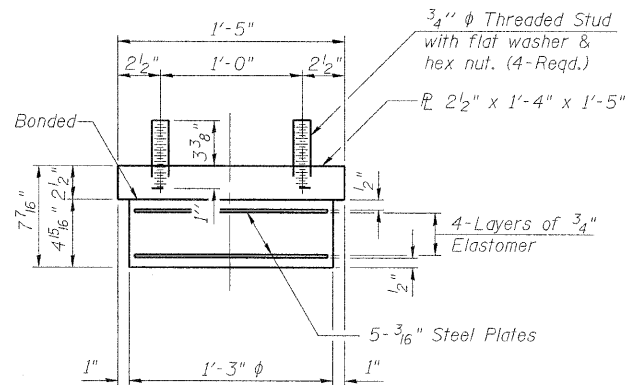
ELEVATION AT PIER 2

FIXED BEARING AT PIER 2



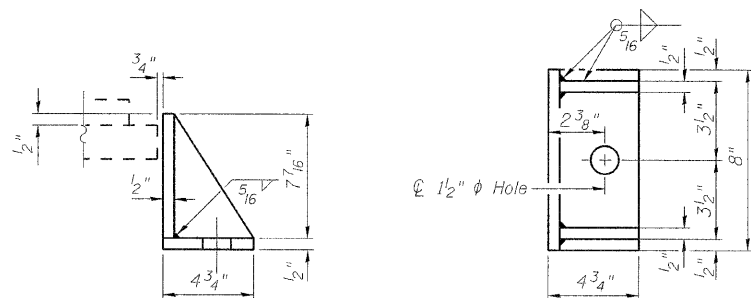
SECTION B-B

TYPE I ELASTOMERIC EXP. BRG. AT PIERS 1 AND 3



BEARING ASSEMBLY

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



SIDE RETAINER

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

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.

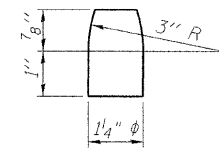
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.

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 I (Special).

Two 1/8 inch adjusting shim shall be provided for each bearing in addition to all adjusting shims and leveling plans shown on the plans.



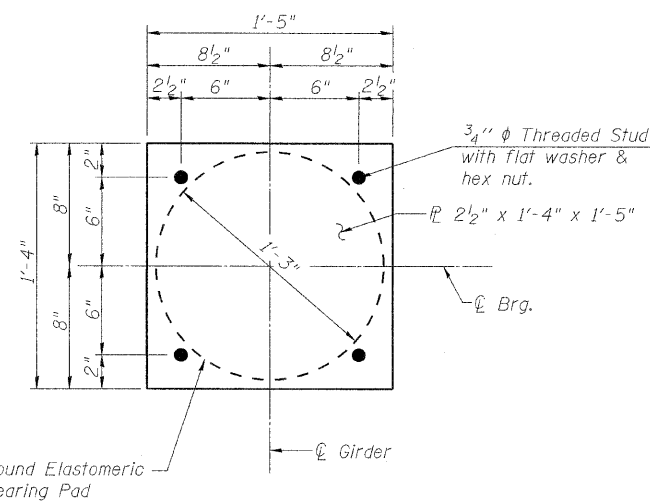
PINTLE

REQUIRED SHIM PLATE TABLES

PIER 1		
Girder	Size (in.)	Thickness
8	1'-4" x 1'-5"	5/8"
10	1'-4" x 1'-5"	5/8"
12	1'-4" x 1'-5"	5/8"
14	1'-4" x 1'-5"	1/2"
16	1'-4" x 1'-5"	3/8"
18	1'-4" x 1'-5"	3/8"
19	1'-4" x 1'-5"	5/8"
21	1'-4" x 1'-5"	1/4"

PIER 2		
Girder	Size (in.)	Thickness
2	9" x 2'-3"	3/8"
3	9" x 2'-3"	5/8"
5	9" x 2'-3"	5/8"
6	9" x 2'-3"	3/8"
7	9" x 2'-3"	5/8"
8	9" x 2'-3"	5/8"
10	9" x 2'-3"	1/8"
12	9" x 2'-3"	1/8"
13	9" x 2'-3"	1/4"
14	9" x 2'-3"	1/4"
15	9" x 2'-3"	3/8"
16	9" x 2'-3"	3/8"
17	9" x 2'-3"	1/2"
18	9" x 2'-3"	1/2"
19	9" x 2'-3"	1/2"
20	9" x 2'-3"	5/8"
21	9" x 2'-3"	5/8"

PIER 3		
Girder	Size (in.)	Thickness
1	1'-4" x 1'-5"	3/8"
2	1'-4" x 1'-5"	1/4"
4	1'-4" x 1'-5"	1/8"
5	1'-4" x 1'-5"	5/8"
6	1'-4" x 1'-5"	1/2"
7	1'-4" x 1'-5"	5/8"
8	1'-4" x 1'-5"	1/4"
9	1'-4" x 1'-5"	1/8"
17	1'-4" x 1'-5"	1/8"
18	1'-4" x 1'-5"	1/4"
19	1'-4" x 1'-5"	3/8"
20	1'-4" x 1'-5"	1/2"



PLAN AT EXPANSION BEARING

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I (Special)	Each	42
Anchor Bolts, 1 1/4"	Each	126

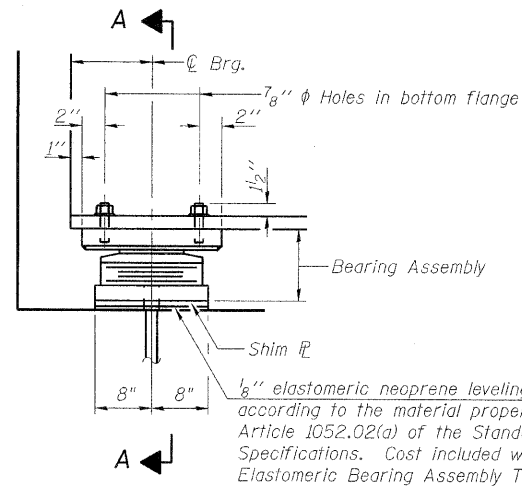
BEARING DETAILS (1 OF 2)  
STRUCTURE NO. 101-0190

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

SHEET NO. 43	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
61 SHEETS	*	1-HBR & 1-2HB-D	WINNEBAGO	216	98
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79					
FED. ROAD DIST. NO. 7 [ILLINOIS] FED. AID PROJECT					

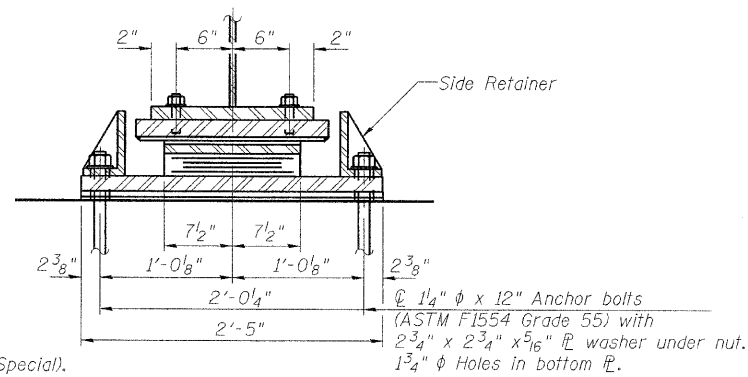
\* F.A.P. 303 & F.A.U. 5146

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

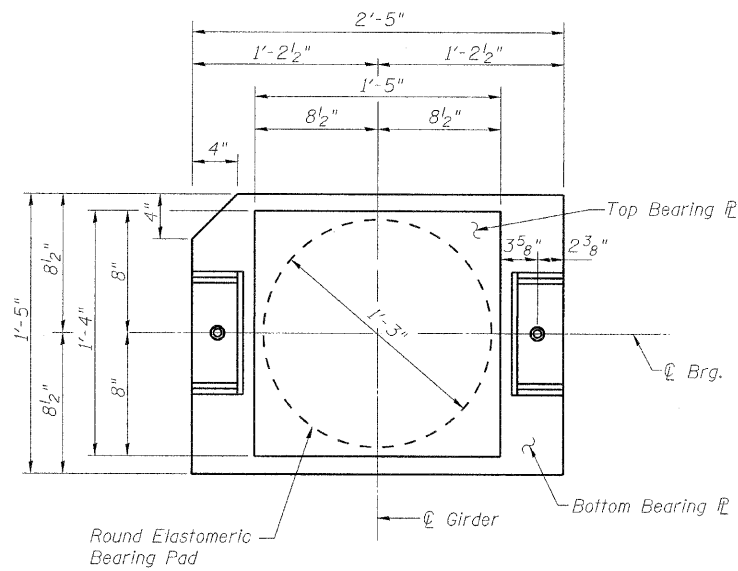


ELEVATION AT ABUT.

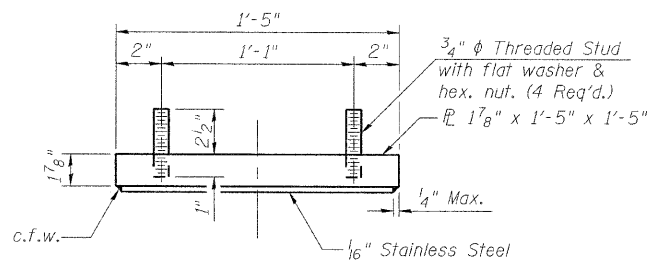
TYPE II ELASTOMERIC EXP. BRG. AT ABUTMENTS



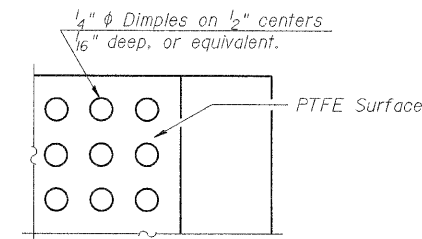
SECTION A-A



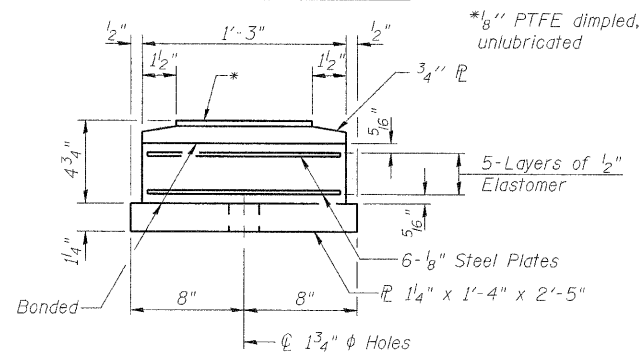
PLAN AT EXPANSION BEARING



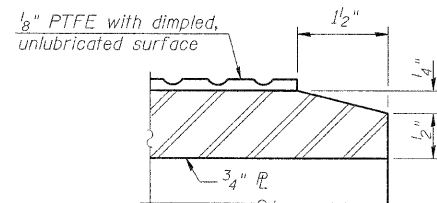
TOP BEARING ASSEMBLY



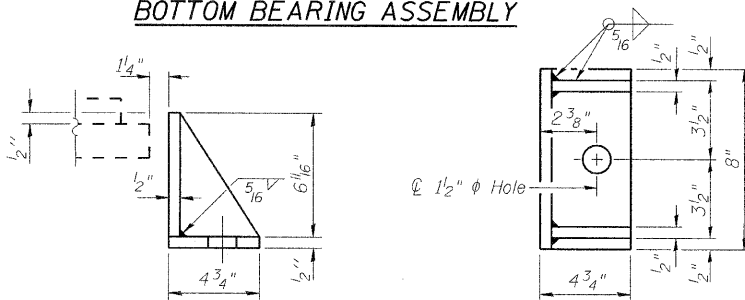
PLAN-PTFE SURFACE



BOTTOM BEARING ASSEMBLY

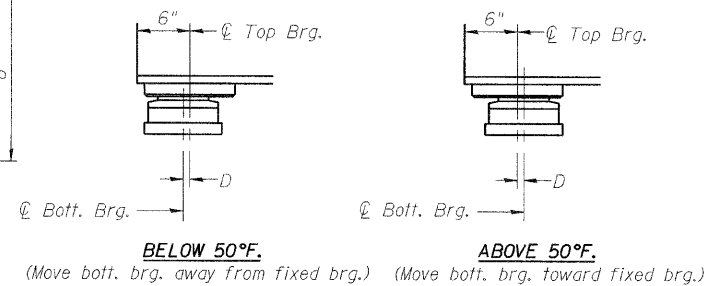


SECTION THRU PTFE



SIDE RETAINER

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



BELOW 50°F.

ABOVE 50°F.

(Move bott. brg. away from fixed brg.) (Move bott. brg. toward fixed brg.)

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.

REQUIRED SHIM PLATE TABLES

SOUTH ABUTMENT			NORTH ABUTMENT		
Girder	Size (in.)	Thickness	Girder	Size (in.)	Thickness
20	1'-4" x 2'-5"	5/8"	7	1'-4" x 2'-5"	1/8"
			8	1'-4" x 2'-5"	1/8"
			9	1'-4" x 2'-5"	3/8"
			10	1'-4" x 2'-5"	1/2"
			12	1'-4" x 2'-5"	1/2"
			13	1'-4" x 2'-5"	1/2"
			15	1'-4" x 2'-5"	1/4"
			16	1'-4" x 2'-5"	5/8"
			18	1'-4" x 2'-5"	3/8"
			20	1'-4" x 2'-5"	3/8"

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 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 (Special).

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.

Two 1/8 inch adjusting shim shall be provided for each bearing in addition to all adjusting shims and leveling plans shown on the plans.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II (Special)	Each	42
Anchor Bolts	Each	84

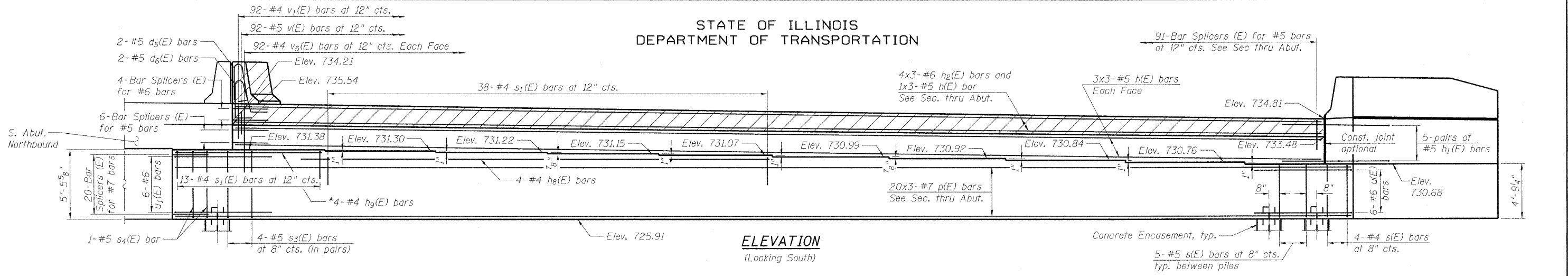
BEARING DETAILS (2 OF 2)  
STRUCTURE NO. 101-0190

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

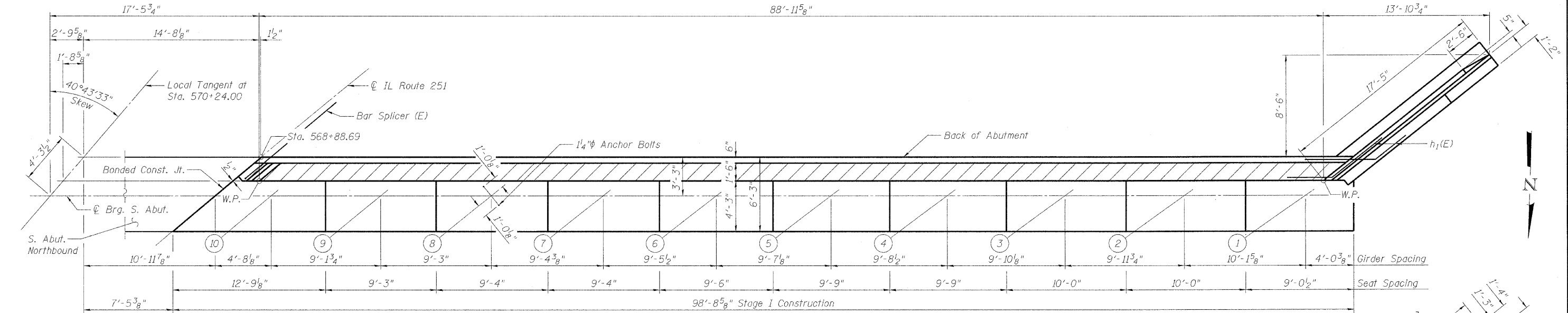
SHEET NO. 44	F.A.*	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	RTE.	1-HBR & 1-2HB-D	WINNEBAGO	216	99
61 SHEETS	*	IL RTE 251 & FOREST HILLS RD	CONTRACT NO. 64B79		
FED. ROAD DIST. NO. 7 [ILLINOIS] FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146

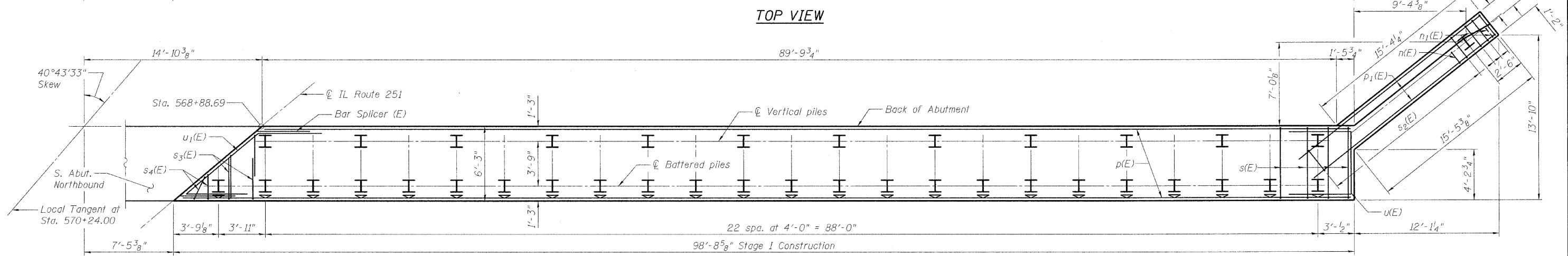
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**ELEVATION**  
(Looking South)



**TOP VIEW**



**PLAN-PILE CAP**

**SOUTH ABUTMENT - SOUTHBOUND  
PLAN & ELEVATION  
STRUCTURE NO. 101-0190**

DESIGNED - JY
CHECKED - GSP
DRAWN - MJB
CHECKED - JY

**PILE DATA**

Type: Steel HP 12x53 with pile shoes  
Nominal Required Bearing: 273 kips  
Factored Resistance Available: 150 kips  
Est. Length: 23 ft  
No. Production Piles: 36  
No. Test Piles: 1

**MINIMUM BAR LAPS**

(Abutments)  
#4 Bar - 2'-7"  
#5 Bar - 3'-8"  
#6 Bar - 4'-5"  
#7 Bar - 5'-10"

Notes:  
See Sheet 46 for Bill of Material.  
See Sheet 47 for abutment sections, wingwall details and bar diagrams.  
\* Cut to fit.

SHEET NO. 45 61 SHEETS	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	1-HBR & 1-2HB-D	WINNEBAGO	216	100
IL RTE 251 & FOREST HILLS RD CONTRACT NO. 64B79					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

\* F.A.P. 303 & F.A.U. 5146