

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	1-HBR-2	WINNEBAGO	57	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 64D50		

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

**PROPOSED**  
**HIGHWAY PLANS**

**FAP ROUTE 301 (US 20)**  
**SECTION 1-HBR-2**  
**PROJECT NHF-0301(063)**  
**AT MERIDIAN ROAD**  
**SUPERSTRUCTURE REPLACEMENT**  
**WINNEBAGO COUNTY**  
**C-92-032-09**

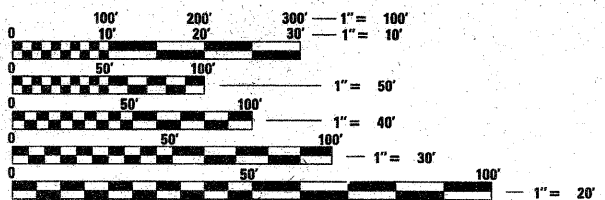
FOR INDEX OF SHEETS, SEE SHEET NO. 2

**DESIGN DESIGNATION**  
**MINOR ARTERIAL (URBAN)**  
**CLASS III TRUCK ROUTE**

**TRAFFIC DATA:**  
**MERIDIAN RD.**  
**2009 ADT = 9,800**  
**2029 ADT = 13,500**  
**POSTED SPEED LIMIT (45MPH)**

**US RTE. 20**  
**2009 ADT = 22,300**  
**2029 ADT = 33,200**  
**POSTED SPEED LIMIT (65MPH)**

**PROJECT LOCATED IN:**  
**CITY OF ROCKFORD**  
**WINNEBAGO TOWNSHIP (SECTION 12)**  
**ROCKFORD TOWNSHIP (SECTION 19)**  
**WINNEBAGO COUNTY**



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.

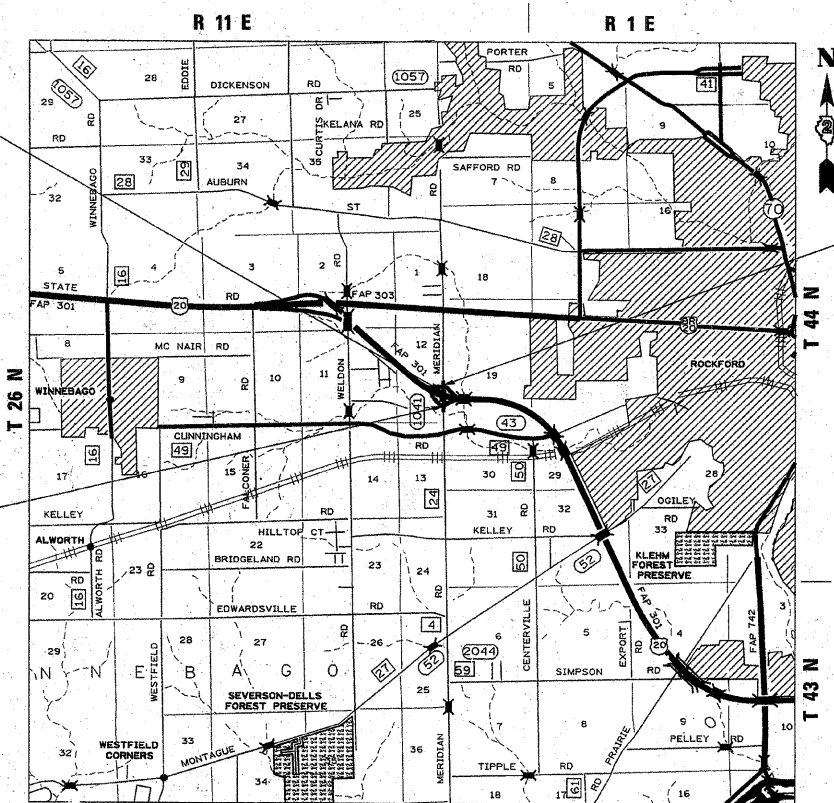
**J.U.L.I.E.**  
**JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION**  
**1-800-892-0123**  
**OR 811**

**IDOT PROJECT MANAGER - MR. MATTHEW FARMER (815) 284-5938**  
**HOH PROJECT MANAGER - MR. GERALD BERNER (312) 424-3650**  
**CONTRACT NO. 64D50**

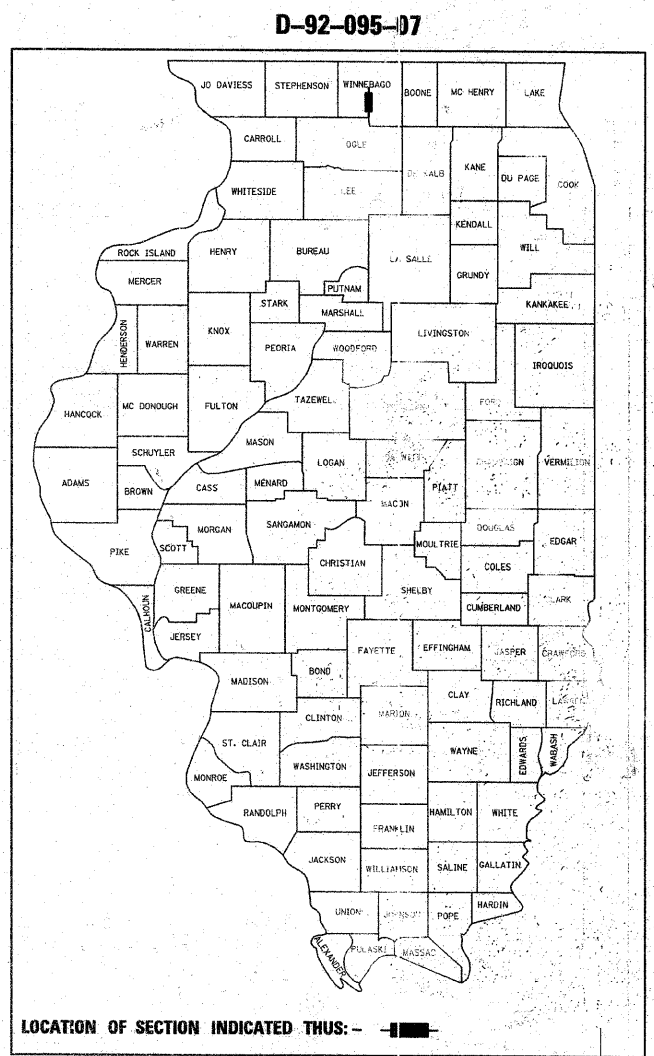
**MERIDIAN ROAD BRIDGE**  
**OVER US ROUTE 20**  
**STR. NO. 101-0096**  
**REMOVAL AND REPLACEMENT OF**  
**SUPERSTRUCTURE AND**  
**APPROACH PAVEMENT RESURFACING**

**PROJECT BEGINS**  
**MERIDIAN ROAD**  
**STA. 96+70**

**PROJECT ENDS**  
**MERIDIAN ROAD**  
**STA. 103+30**



**SCALE: 1" = 1 MILE**  
**LOCATION MAP**  
**GROSS (NET) LENGTH = 660 FT (449 FT)**



LOCATION OF SECTION INDICATED THUS: - ■ -

11-25-09  
 date  
 MOHAMMAD M. HUSAIN  
 0001-006229  
 signature

<b>HOH</b>	HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS 55 East Jackson Blvd. Suite 600 Chicago, IL 60604 312-346-8131	PROJECT NUMBER <b>2945</b>
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**FINAL**

SCOTT A. PORFILD  
 000-000000  
 11-30-10  
 signature  
 Lt. Exp: 11/30/09

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

SUBMITTED Dec. 4, 20 09  
Mark F. Ryan  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

January 29 20 10  
Scott E. Stitt P.E.  
 ENGINEER OF DESIGN AND ENVIRONMENT

January 29 20 10  
Christine M. Reed  
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY**  
**OF THE STATE OF ILLINOIS**  
**DISTRICT 2**

**INDEX OF SHEETS**

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS AND COMMITMENTS
3	GENERAL NOTES
4	SUMMARY OF QUANTITIES
5	SCHEDULE OF QUANTITIES
6	TYPICAL SECTIONS
7	ALIGNMENT, TIES AND BENCHMARKS
8	ROADWAY REMOVAL & EXISTING UTILITIES PLAN
9	PROPOSED ROADWAY PLAN & PROFILE
10-14	MAINTENANCE OF TRAFFIC
15-16	LIGHTING PLAN AND DETAILS
17	EROSION AND SEDIMENT CONTROL PLAN
18	PAVEMENT MARKING PLAN
19	LANDSCAPING PLAN
20-46	BRIDGE PLANS
47-53	DISTRICT DETAILS
54-57	CROSS SECTIONS
	HIGHWAY STANDARDS

**LIST OF ILLINOIS DOT HIGHWAY STANDARDS**

- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 280001-05 TEMPORARY EROSION CONTROL SYSTEMS
- 420001-07 PAVEMENT JOINTS
- 420401-08 BRIDGE APPROACH PAVEMENT
- 442201-03 CLASS C AND D PATCHES
- 515001-03 NAME PLATE FOR BRIDGES
- 601101-01 CONCRETE HEADWALL FOR PIPE DRAIN
- 630001-08 STEEL PLATE BEAM GUARDRAIL
- 630201-06 PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL.
- 630301-05 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631031-08 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635001-01 DELINEATORS
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 667101-01 PERMANENT SURVEY MARKERS
- 701001-02 OFF-RD OPERATIONS, 2L, 2W, MORE THAN 4.5 m (15') AWAY
- 701006-03 OFF-RD OPERATIONS, 2L, 2W, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE
- 701011-02 OFF-RD OPERATIONS, 2L, 2W, DAY ONLY
- 701101-02 OFF-RD OPERATIONS, MULTILANE, 4.5 M (15') TO 600 MM (24") FROM PAVEMENT EDGE
- 701106-02 OFF-RD OPERATIONS, MULTILANE, MORE THAN 4.5 M (15') AWAY
- 701301-03 LANE CLOSURE 2L, 2W, SHORT TIME OPERATIONS
- 701311-03 LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
- 701400-04 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701401-05 LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701402-07 LANE CLOSURE, FREEWAY/EXPRESSWAY WITH BARRIER
- 701406-05 LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
- 701411-06 LANE CLOSURE, MULTILANE, AT ENTRANCE OF EXIT RAMP, FOR SPEEDS > 45 MPH
- 701901-01 TRAFFIC CONTROL DEVICES
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720006-02 SIGN PANEL ERECTION DETAILS
- 720011-01 METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
- 728001-01 TELESCOPING STEEL SIGN SUPPORT
- 729001-01 APPLICATIONS OF TYPE A & B METAL POSTS (FOR SIGNS & MARKERS)
- 780001-02 TYPICAL PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
- 836001 LIGHT POLE FOUNDATION

**COMMITMENTS**

"NONE"

**LIST OF DISTRICT 2 HIGHWAY STANDARDS**

- 23.4A HOT-MIX ASPHALT SHOULDERS
- 29.2 EROSION CONTROL DETAILS FOR SILT FENCE
- 32.4 PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT
- 37.4 DELINEATOR AND POST
- 40.1 TRAFFIC CONTROL FOR ROAD CLOSURE
- 41.1 TYPICAL PAVEMENT MARKINGS
- 50.4 TYPICAL BENCHMARK DETAIL ON EXISTING EMBANKMENT
- 66.2 WITNESS MARKER & PERMANENT SURVEY MARKERS, TYPE II

FILE NAME =	USER NAME = abdullahe	DESIGNED - AAF	REVISED -
C:\Documents and Settings\abdullahe\Local Settings\Temporary Internet Files\Content		DRAWN ZMK28859\JRE07.rvt.dgn	REVISED -
	PLOT SCALE = 21.8182' / IN.	CHECKED - BAP	REVISED -
	PLOT DATE = Wed Dec 02 08:53:25 2009	DATE - 2/02/09	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MERIDIAN ROAD  
INDEX OF SHEETS, STATE STANDARDS,  
AND COMMITMENTS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. N/A TO STA. N/A

<b>HOH</b>		HARRY G. HOFFER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS		40 East Jackson Blvd. Suite 800 Chicago, Illinois 312-344-1111	PROJECT NUMBER <b>2945</b>
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
301	1-HBR-2	WINNEBAGO	57	2	
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
			CONTRACT NO. 64D50		

NIS

**GENERAL NOTES**

1. 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.

2. 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 2N DEEP) OF SOIL PROFILES OF LOCAL SOILS. THE CONTRACTOR MAY USE EXISTING TOPSOIL OR FURNISH AND PLACE TOPSOIL TO CONSTRUCT FINAL TOP 4" OF TOPSOIL AND SHALL BE INCIDENTAL TO FURNISHED EXCAVATION.

3. IT IS ESTIMATED THAT 1290 CUBIC YARDS OF EARTH WILL BE HAULED TO THE JOB FROM OUTSIDE THE PROJECT LIMITS. A SHRINKAGE FACTOR OF 25% HAS BEEN USED.

4. 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

5. 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.

6. 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.

7. WHEN LAYING OUT FOR PATCHING, THE MINIMUM DISTANCE BETWEEN NEW PATCHES (SAW CUT TO SAW CUT) SHALL BE 4.6 M (15 FEET). WHEN PATCH SPACING IS LESS THAN 4.6 M (15 FEET), THE PAVEMENT BETWEEN PATCHES SHALL ALSO BE REMOVED AND REPLACED.

8. THE MINIMUM PATCH DIMENSION FOR FULL-DEPTH PATCHES WILL BE 1.2 M (FOUR FEET) AND HALF-LANE WIDTH. HALF-LANE PATCHES SHALL BE CONFINED TO THE OUTSIDE EDGES OF THE PAVEMENT.

9. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

HOT-MIX ASPHALT MIXTURE REQUIREMENTS					
MIXTURE USES	SURFACE COURSE, LANE	SURFACE COURSE, SHOULDER	LEVEL BINDER	SHOULDER BOTTOM	BINDER COURSE OVER PATCHES
PG	PG 64-22	PG 64-22	PG 64-22	PG 58-22	PG 58-22
DESIGN AIR Voids	4.0%	4.0%	4.0%	3.0%	4.0%
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL-12.5	IL-12.5	IL-19.0	IL-19.0	IL-19.0
FRICITION AGGREGATE	MIX D	MIX C			
20 YEAR ESAL	4.0	4.0	4.0	4.0	4.0

10. THE CONTRACTOR WILL BE REQUIRED TO FURNISH 140MM (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 150MM (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.

11. REFLECTIVE CRACK CONTROL SHALL BE PLACED ON THE EXISTING SURFACE PRIOR TO ANY RESURFACING, UNLESS PAVEMENT IS MILLED THEN IT WILL BE PLACED ON THE BINDER COURSE.

12. 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.

13. THIS STRUCTURE WILL RETAIN THE SAME NUMBER 101-0096.

14. THE CONTRACTOR SHALL SUBMIT FOUR COPIES OF THE REQUIRED SHOP DRAWINGS FOR REVIEW AND APPROVAL TO THE BUREAU OF BRIDGES AND STRUCTURES, 2300 SOUTH DIRKSEN PARKWAY, SPRINGFIELD, IL 62764. AFTER APPROVAL OF INITIAL SUBMITTAL, THE CONTRACTOR SHALL SUBMIT ONE SET OF SHOP DRAWINGS TO DAVE LIPPERT, ENGINEER OF MATERIALS, 126 EAST ASH STREET, SPRINGFIELD, IL 62706, AND EIGHT (8) SETS OF SHOP DRAWINGS TO BE DISTRIBUTED TO:

- DISTRICT 2 DISTRICT ENGINEER (1)
- FABRICATOR (1)
- CONTRACTOR (2)
- RESIDENT ENGINEER (2)
- DISTRICT 2 BUREAU OF MATERIALS (2)

15. THE THICKNESS FOR THE BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) ADJACENT TO EXISTING PAVEMENT SHALL BE A MINIMUM OF 300 MM (12"). THE MATERIAL SHALL BE 50 MM (2") HOT-MIX ASPHALT SURFACE COURSE, AND THE REMAINING THICKNESS SHALL BE HOT-MIX ASPHALT BINDER COURSE.

16. THE CURB IS REQUIRED ON THE BRIDGE APPROACH PAVEMENT AS SHOWN ON STANDARD 420401.

17. 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.

18. EMBANKMENT QUANTITIES FOR THE CONSTRUCTION OF THE TRAFFIC BARRIER TERMINALS AS SHOWN IN THE PLANS ARE INCLUDED IN QUANTITIES FOR FURNISHED EXCAVATION.

19. THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE I SPECIAL (TANGENT) OR STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE I SPECIAL (FLARED).

20. 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.

21. 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.

22. 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.

23. PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:

- 1. ALL WORDS, SUCH AS ONLY, SHALL BE 2.4 M (8 FEET) HIGH.
- 2. ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
- 3. THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 200 MM (8"), NOT 180MM (7") AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.

24. PERMANENT SURVEY MARKERS, TYPE II, SHALL BE SET AT THE FOLLOWING LOCATIONS:

- 1. NORTH SIDE OF BRIDGE.
- 2. SOUTH SIDE OF BRIDGE.
- 3. MEDIAN OF US 20 EAST OF THE BRIDGE.

25. PERMANENT SURVEY MARKERS, TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON HIGHWAY STANDARD 667101.

26. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE SURVEY CREW.

27. 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 - MR. MICHAEL LENOX (815) 490-2869
- AT&T - MR. FRANK ROSE (815) 394-7276
- NICOR GAS CO. - MS. CONSTANCE LANE (630) 983-8676
- INSIGHT COMMUNICATIONS - MR. MIKE OWENS (815) 395-8977

28. 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 = LETTING DATE + 135 DAYS.

29. 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.

30. THE CONTRACTOR SHALL SUBMIT A DEMOLITION PLAN TO THE ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.

FILE NAME = H:\Projects\2945\DGNS\19229587\20958761.dgn	USER NAME = #USER#	DESIGNED - AAF	REVISED -
		DRAWN - AAF	REVISED -
		CHECKED - BAP	REVISED -
		DATE - 2/02/09	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MERIDIAN ROAD  
GENERAL NOTES**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. N/A TO STA. N/A

<b>HOH</b>		HARRY O. HEFTER-ASSOCIATES, INC. REGISTERED PROFESSIONAL ENGINEERS		95 East Jackson Blvd. Suite 800 Chicago, Illinois 312-546-8131		PROJECT NUMBER <b>2945</b>
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
301	1-HBR-2	WINNEBAGO	57	3		
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT			
			CONTRACT NO. 64D50			

SUMMARY OF QUANTITIES			TOTAL QUANTITY	ROADWAY QUANTITY	BRIDGE QUANTITY
			URBAN	1000	X271-2A
CODE	ITEM	UNIT	80% FED.	20% STATE	80% FED.
20200100	EARTH EXCAVATION	CU YD	145	145	
20400800	FURNISHED EXCAVATION	CU YD	1,030	1,030	
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	130		130
25000210	SEEDING, CLASS 2A	ACRE	0.9	0.9	
25000750	MOWING	ACRE	1	1	
25100850	EROSION CONTROL BLANKET	SQ YD	3,961	3,961	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	327	327	
28000400	PERIMETER EROSION BARRIER	FOOT	1,288	1,288	
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	177	177	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	160	160	
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	14	14	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	61	61	
40603940	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	90	90	
42701165	BRIDGE APPROACH PAVEMENT	SQ YD	214	214	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	43	43	
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	99	99	
44000700	APPROACH SLAB REMOVAL	SQ YD	213	213	
44201403	CLASS C PATCHES, TYPE II, 14 INCH	SQ YD	16	16	
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	640	640	
48203023	HOT-MIX ASPHALT SHOULDERS, 6 1/2"	SQ YD	660	660	
50101800	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1		1
50102400	CONCRETE REMOVAL	CU YD	31.2		31.2
50104650	SLOPE WALL REMOVAL	SQ YD	365		365
50157300	PROTECTIVE SHIELD	SQ YD	458		458
50200100	STRUCTURE EXCAVATION	CU YD	157		157
50300225	CONCRETE STRUCTURES	CU YD	64.6		64.6
50300255	CONCRETE SUPERSTRUCTURE	CU YD	246.0		246.0
50300250	BRIDGE DECK GROOVING	SQ YD	690		690
50300300	PROTECTIVE COAT	SQ YD	926		926

SUMMARY OF QUANTITIES			TOTAL QUANTITY	ROADWAY QUANTITY	BRIDGE QUANTITY
			URBAN	1000	X271-2A
CODE	ITEM	UNIT	80% FED.	20% STATE	80% FED.
50500305	ERECTIN'S STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	4,860		4,860
50800515	BAR SPLICERS	EACH	68		68
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	71,980		71,980
51100100	SLOPE WALL, 4 INCH	SQ YD	421		421
51500100	NAME PLATES	EACH	2		2
52000110	PREFORMED JOINT STRIP SEAL	FOOT	71		71
52100210	ERECTIN'S ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12		12
52100220	ERECTIN'S ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	12		12
52100520	ANCHOR BOLTS, 1"	EACH	36		36
52100540	ANCHOR BOLTS, 1 1/2"	EACH	24		24
58700300	CONCRETE SEALER	SQ FT	507		507
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	59		59
60109580	PIPE UNDERDRAINS FOR STRUCTURES, 4"	FOOT	156		156
63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	387.5	387.5	
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	918	918	
63500105	DELINEATORS	EACH	4	4	
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	3	3	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	4	4
67100100	MOBILIZATION	L SUM	1	0.5	0.5
70100205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	EACH	4	4	
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	2	2	
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	4	4	
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	1	1	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	466		466
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	7,748		7,748

SUMMARY OF QUANTITIES			TOTAL QUANTITY	ROADWAY QUANTITY	BRIDGE QUANTITY
			URBAN	1000	X271-2A
CODE	ITEM	UNIT	80% FED.	20% STATE	80% FED.
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2,916		2,916
78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	5,280		3,600
70400100	TEMPORARY CONCRETE BARRIER	FOOT	412.5		412.5
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	412.5		412.5
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	6		6
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	4		4
78200410	GUARDRAIL MARKERS, TYPE A	EACH	15		15
78200520	BARRIER WALL MARKERS, TYPE B	EACH	8		8
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4		4
78300100	PAVEMENT MARKING REMOVAL	SQ FT	2,901		2,901
81603035	UNIT DUCT, 600V, 2-1C NO. 6, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	261		261
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	154		154
83800355	LIGHT POLE FOUNDATION (METAL), 15" BOLT CIRCLE, 8" x 6"	EACH	2		2
84200807	REMOVAL OF POLE FOUNDATION, METAL	EACH	2		2
84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	2		2
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5	0.5
X0323830	DRAINAGE SCUFFERS, DS-11	EACH	2		2
X7013015	TRAFFIC CONTROL FOR ROAD CLOSURE	L SUM	1		1
84200500	REMOVAL OF LIGHTING UNIT, SAVAGE	EACH	2		2
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2		2
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2		2

NON-PARTICIPATING  
100% STATE

DESIGNED AAF  
DRAWN AAF  
CHECKED AAF  
DATE 2/02/09

DESIGNED AAF  
DRAWN AAF  
CHECKED AAF  
DATE 2/02/09

REVISED  
REVISED  
REVISED  
REVISED

\* SPECIALTY ITEMS

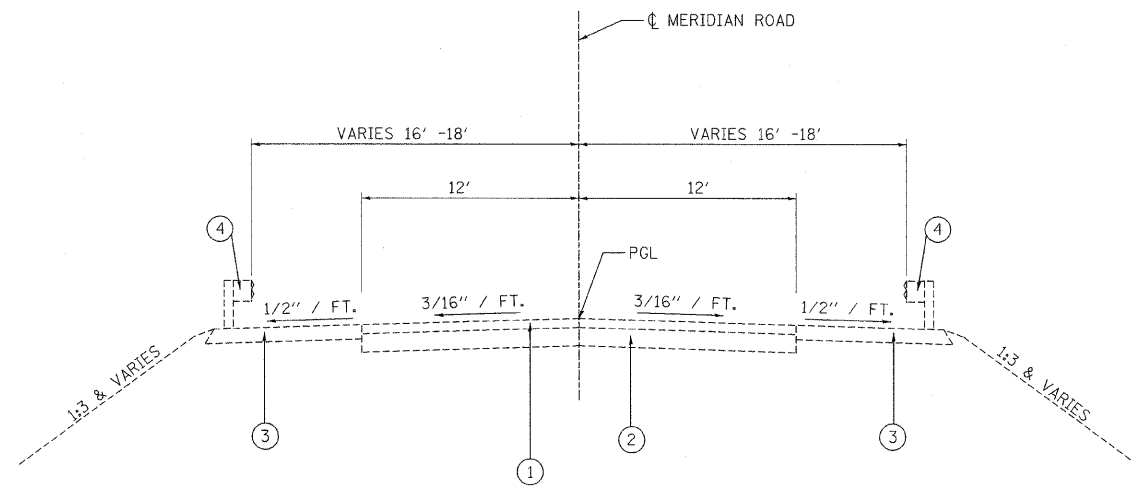
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MIAMI JIAN ROAD  
SUMMARY OF QUANTITIES

NONE SHEETS 11 SHEETS 1 STA

HOH		2945	
F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS
301	1-HOR-2	WINNEBAGO	57 4
FED. ROAD DIST. NO.		ILLINOIS FED. PROJECT	CONTRACT NO. G4D50

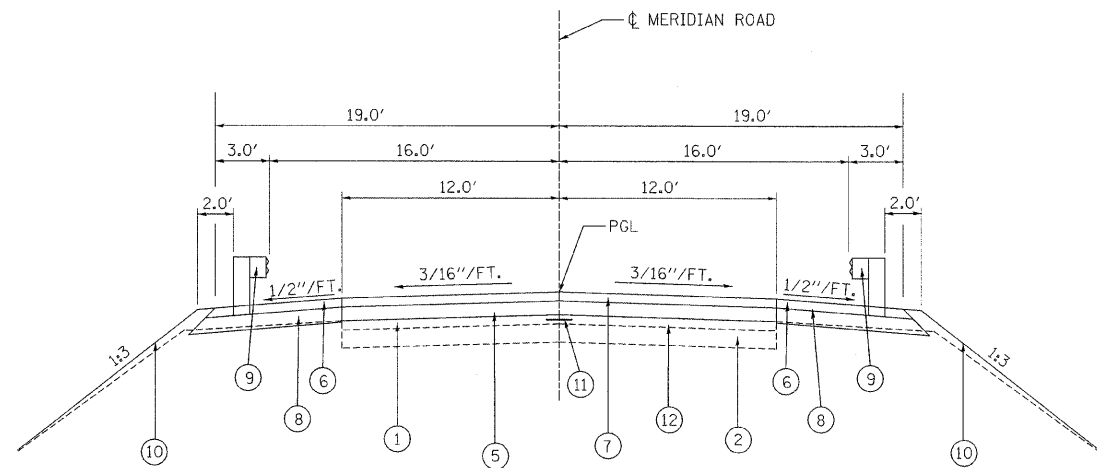




**MERIDIAN ROAD  
EXISTING SECTION**

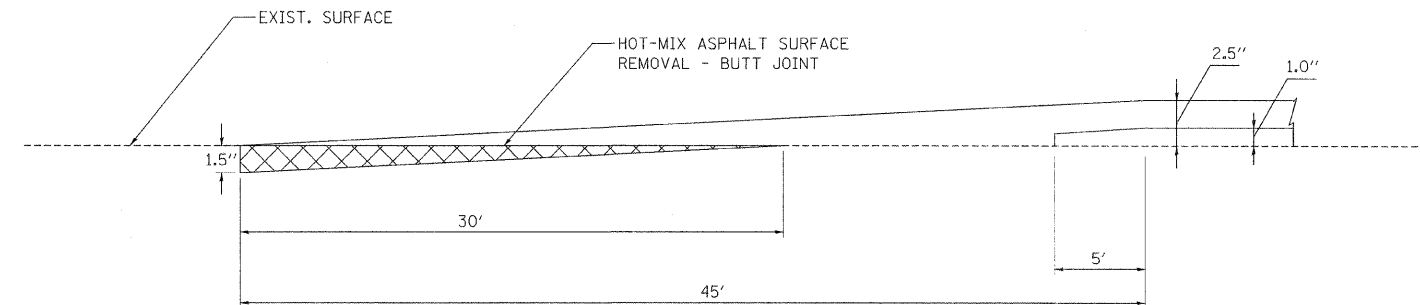
**STA. 96 + 70 TO 98 + 58  
STA. 98 + 94 TO 101 + 05 (BRIDGE OMISSION)  
STA. 101 + 41 TO 103 + 30**

- ① EXISTING HOT-MIX ASPHALT
- ② EXISTING CONCRETE BASE, 10.5"
- ③ EXISTING AGGREGATE SHOULDER (TO BE REMOVED, AND PAID AS EARTH EXCAVATION)
- ④ EXISTING GUARDRAIL (TO BE REMOVED)
- ⑤ LEVELING BINDER (MACHINE METHOD), N70 (VARIES 1" TO 9")
- ⑥ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1 1/2"
- ⑦ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ⑧ HOT-MIX ASPHALT SHOULDERS, 6 1/2"
- ⑨ STEEL PLATE BEAM GUARDRAIL, TYPE A
- ⑩ SEEDING, CLASS 2A  
EROSION CONTROL BLANKET  
NITROGEN FERTILIZER NUTRIENT  
PHOSPHORUS FERTILIZER NUTRIENT  
POTASSIUM FERTILIZER NUTRIENT  
(FERTILIZER INCLUDED IN COST OF SEEDING)
- ⑪ STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑫ BITUMINOUS MATERIALS (PRIME COAT) (INCIDENTAL)



**MERIDIAN ROAD  
PROPOSED SECTION**

**STA. 96 + 70 TO 98 + 58.50  
STA. 98 + 94 TO 101 + 05 (BRIDGE OMISSION)  
STA. 101 + 41.50 TO 103 + 30**



REMOVAL

**HOT-MIX ASPHALT TAPER DETAIL**

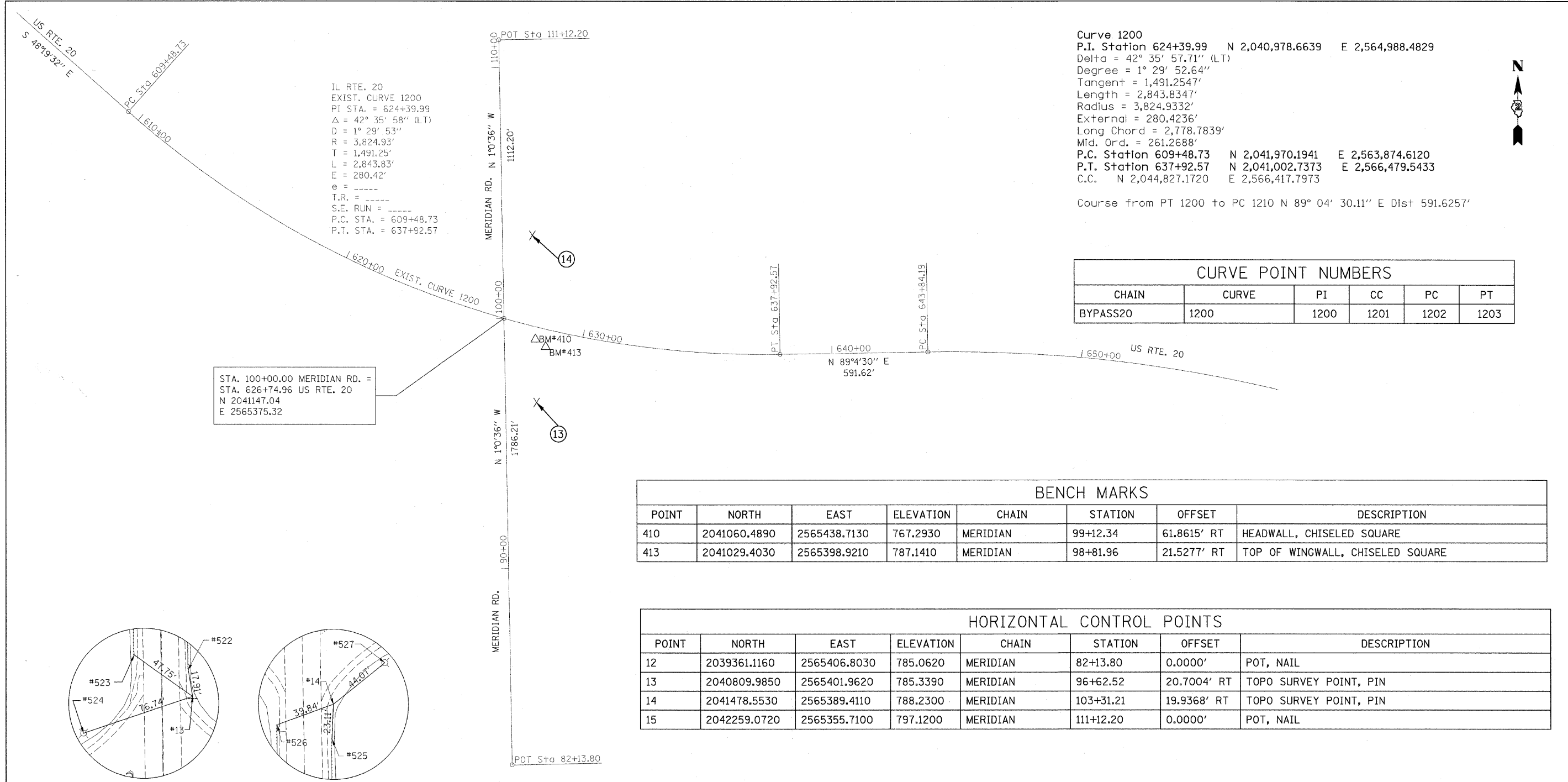
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PLOT DATE = 11/13/2009		DATE - 2/02/09	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MERIDIAN ROAD  
TYPICAL SECTIONS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. N/A TO STA. N/A

<b>HOH</b>		HARRY D. HEFFER ASSOCIATES, INC. ENGINEERS AND CONSULTING ENGINEERS		55 East Jackson Blvd. Suite 800 Chicago, Illinois 312-546-8151		PROJECT NUMBER <b>2945</b>
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
301	1-HBR-2	WINNEBAGO	57	6		
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT			CONTRACT NO. 64D50



IL RTE. 20  
 EXIST. CURVE 1200  
 PI STA. = 624+39.99  
 $\Delta = 42^\circ 35' 58''$  (LT)  
 $D = 1^\circ 29' 53''$   
 $R = 3,824.93'$   
 $T = 1,491.25'$   
 $L = 2,843.83'$   
 $E = 280.42'$   
 $e = \text{-----}$   
 T.R. =  $\text{-----}$   
 S.E. RUN =  $\text{-----}$   
 P.C. STA. = 609+48.73  
 P.T. STA. = 637+92.57

Curve 1200  
 P.I. Station 624+39.99 N 2,040,978.6639 E 2,564,988.4829  
 $\Delta = 42^\circ 35' 57.71''$  (LT)  
 $D = 1^\circ 29' 52.64''$   
 Tangent = 1,491.2547'  
 Length = 2,843.8347'  
 Radius = 3,824.9332'  
 External = 280.4236'  
 Long Chord = 2,778.7839'  
 Mid. Ord. = 261.2688'  
 P.C. Station 609+48.73 N 2,041,970.1941 E 2,563,874.6120  
 P.T. Station 637+92.57 N 2,041,002.7373 E 2,566,479.5433  
 C.C. N 2,044,827.1720 E 2,566,417.7973

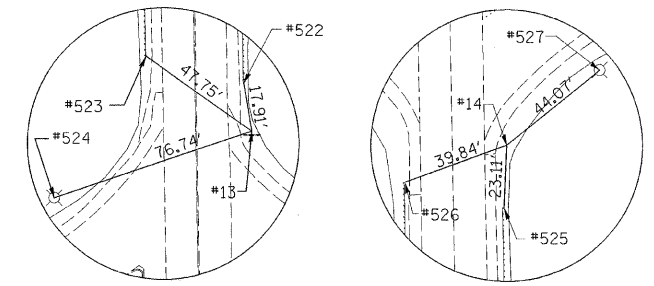
Course from PT 1200 to PC 1210 N  $89^\circ 04' 30.11''$  E Dist 591.6257'

CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
BYPASS20	1200	1200	1201	1202	1203

STA. 100+00.00 MERIDIAN RD. =  
 STA. 626+74.96 US RTE. 20  
 N 2041147.04  
 E 2565375.32

BENCH MARKS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
410	2041060.4890	2565438.7130	767.2930	MERIDIAN	99+12.34	61.8615' RT	HEADWALL, CHISELED SQUARE
413	2041029.4030	2565398.9210	787.1410	MERIDIAN	98+81.96	21.5277' RT	TOP OF WINGWALL, CHISELED SQUARE

HORIZONTAL CONTROL POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
12	2039361.1160	2565406.8030	785.0620	MERIDIAN	82+13.80	0.0000'	POT, NAIL
13	2040809.9850	2565401.9620	785.3390	MERIDIAN	96+62.52	20.7004' RT	TOPO SURVEY POINT, PIN
14	2041478.5530	2565389.4110	788.2300	MERIDIAN	103+31.21	19.9368' RT	TOPO SURVEY POINT, PIN
15	2042259.0720	2565355.7100	797.1200	MERIDIAN	111+12.20	0.0000'	POT, NAIL



HORIZONTAL CONTROL PT. #13      HORIZONTAL CONTROL PT. #14

REFERENCE TIES				
POINT	CHAIN	STATION	OFFSET	DESCRIPTION
522	MERIDIAN	96+80.24	18.0803' RT	GUARDRAIL STEEL PLATE BEAM, END
523	MERIDIAN	96+90.80	17.7772' LT	GUARDRAIL STEEL PLATE BEAM, END
524	MERIDIAN	96+39.36	52.4604' LT	LIGHT POLE
525	MERIDIAN	103+08.14	18.6079' RT	GUARDRAIL STEEL PLATE BEAM, END
526	MERIDIAN	103+18.29	17.7537' LT	GUARDRAIL STEEL PLATE BEAM, END
527	MERIDIAN	103+58.45	54.6314' RT	LIGHT POLE

Chain MERIDIAN contains:  
 12 15

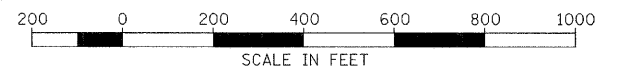
Beginning chain MERIDIAN description  
 =====

Point 12 N 2,039,361.1160 E 2,565,406.8030 Sta 82+13.80

Course from 12 to 15 N  $1^\circ 00' 36.22''$  W Dist 2,898.4064'

Point 15 N 2,042,259.0720 E 2,565,355.7100 Sta 111+12.20

Ending chain MERIDIAN description  
 =====



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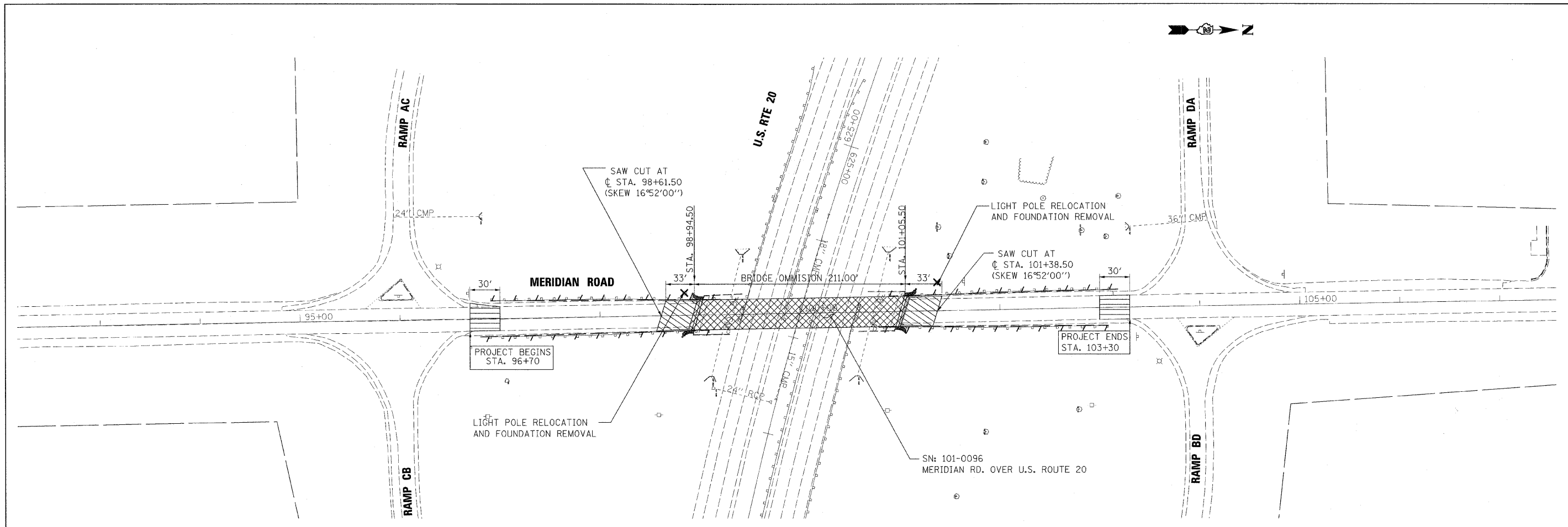
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

MERIDIAN ROAD ALIGNMENT, TIES AND BENCHMARKS			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
301	1-HBR-2	WINNEBAGO	57
SCALE: 1"=200'			SHEET NO. 1 OF 1 SHEETS
STA. 96+70		TO STA. 103+30	






**HOH** HARRY O. HEFTER-ASSOCIATES, INC.  
 DESIGN AND CONSULTING ENGINEERS  
 55 East Jackson Blvd. Suite 800  
 Chicago, IL 60604  
 312-355-8331

PROJECT NUMBER: 2945

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



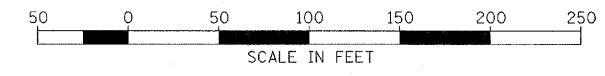
**REMOVAL LEGEND**

-  APPROACH SLAB REMOVAL (INCLUDES PAVEMENT REMOVAL FOR FLEXIBLE CONNECTOR)
-  GUARDRAIL REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  BRIDGE DECK AND PARAPET REMOVAL
-  LIGHT POLE RELOCATION AND FOUNDATION REMOVAL

CLASS C PATCHING SCHEDULE	
LOCATION	LENGTH (FT.)
STA. 97+44 LT./RT.	8
STA. 98+43 LT./RT.	6
STA. 101+43 LT./RT.	6
STA. 102+03 LT./RT.	6
STA. 103+23 LT./RT.	6

**NOTES:**

1) LIGHT POLES TO BE REMOVED SHALL BE RELOCATED TO A LOCATION 3' OUTSIDE OF THE GUARDRAIL. SEE LIGHTING PLAN FOR MORE DETAILS.



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

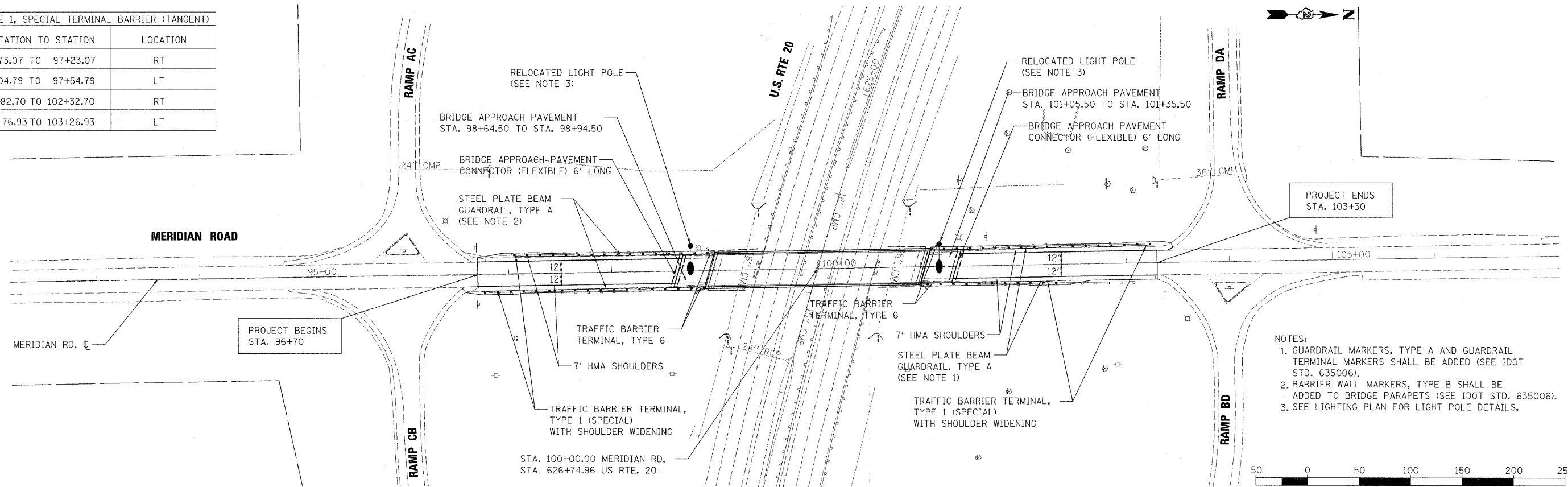
**MERIDIAN ROAD  
REMOVAL PLAN**

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 96+70 TO STA. 103+30

<b>HOH</b>		HARRY O. HEFTER-ASSOCIATES, INC. REGISTERED PROFESSIONAL ENGINEERS 55 East Jackson Blvd. Chicago, IL 60604 312-586-8121		PROJECT NUMBER <b>2945</b>
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	1-HBR-2	WINNEBAGO	57	8
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 64D50	



TYPE 1, SPECIAL TERMINAL BARRIER (TANGENT)	
STATION TO STATION	LOCATION
96+73.07 TO 97+23.07	RT
97+04.79 TO 97+54.79	LT
101+82.70 TO 102+32.70	RT
102+76.93 TO 103+26.93	LT

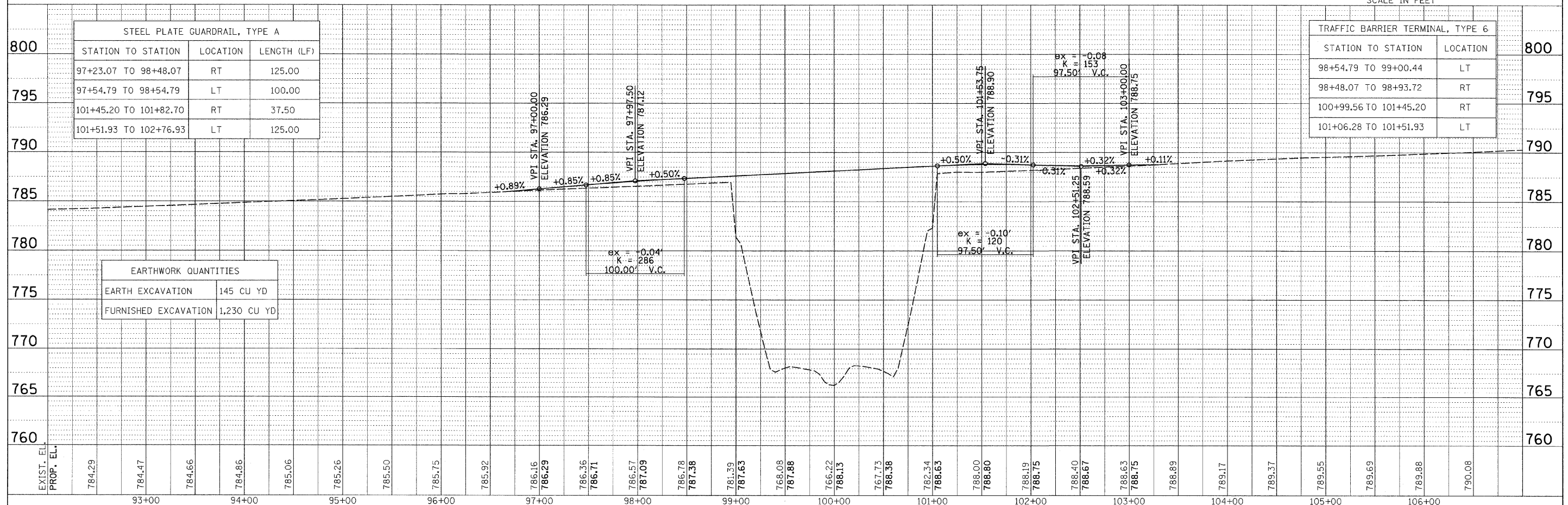


- NOTES:
- GUARDRAIL MARKERS, TYPE A AND GUARDRAIL TERMINAL MARKERS SHALL BE ADDED (SEE IDOT STD. 635006).
  - BARRIER WALL MARKERS, TYPE B SHALL BE ADDED TO BRIDGE PARAPETS (SEE IDOT STD. 635006).
  - SEE LIGHTING PLAN FOR LIGHT POLE DETAILS.

STEEL PLATE GUARDRAIL, TYPE A			
STATION TO STATION	LOCATION	LENGTH (LF)	
97+23.07 TO 98+48.07	RT	125.00	
97+54.79 TO 98+54.79	LT	100.00	
101+45.20 TO 101+82.70	RT	37.50	
101+51.93 TO 102+76.93	LT	125.00	

TRAFFIC BARRIER TERMINAL, TYPE 6		
STATION TO STATION	LOCATION	
98+54.79 TO 99+00.44	LT	
98+48.07 TO 98+93.72	RT	
100+99.56 TO 101+45.20	RT	
101+06.28 TO 101+51.93	LT	

EARTHWORK QUANTITIES	
EARTH EXCAVATION	145 CU YD
FURNISHED EXCAVATION	1,230 CU YD



DATE: \_\_\_\_\_ BY: \_\_\_\_\_

PLANNED BY: \_\_\_\_\_

DESIGNED BY: \_\_\_\_\_

CHECKED BY: \_\_\_\_\_

DATE: \_\_\_\_\_ BY: \_\_\_\_\_

PLANNED BY: \_\_\_\_\_

DESIGNED BY: \_\_\_\_\_

CHECKED BY: \_\_\_\_\_

DATE: \_\_\_\_\_ BY: \_\_\_\_\_

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DATE: \_\_\_\_\_ BY: \_\_\_\_\_

PLANNED BY: \_\_\_\_\_

DESIGNED BY: \_\_\_\_\_

CHECKED BY: \_\_\_\_\_

FILE NAME =	USER NAME = #USER#	DESIGNED - AAF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MERIDIAN ROAD PROPOSED ROADWAY PLAN &amp; PROFILE</b>	F.A.P. RTE. 301	SECTION 1-HBR-2	COUNTY WINNEBAGO	TOTAL SHEETS 57	SHEET NO. 9		
He:\Projects\2945\DCMS\09209507\209507PLN.dgn	PILOT SCALE = 5/8"=20' / 1"=40'	DRAWN - AAF	REVISED -			SCALE: 1"=50'	SHEET NO. 1 OF 1 SHEETS	STA. 96+70 TO STA. 103+30	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	CONTRACT NO. 64D50		
PILOT DATE = 11/13/2009	DATE = 2/02/09	CHECKED - BAP	REVISED -									
		REVISIONS										

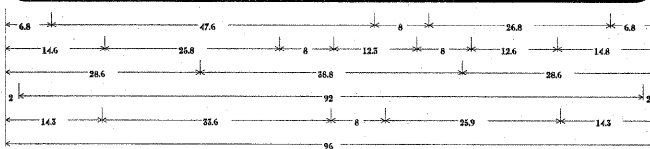


**MERIDIAN ROAD MAINTENANCE OF TRAFFIC NOTES**

1. TWO WEEKS PRIOR TO THE CLOSURE OF MERIDIAN ROAD CHANGEABLE MESSAGE SIGNS (2) INDICATING BRIDGE CLOSURE DATE AND WHEN CONSTRUCTION WILL BEGIN, SHALL BE INSTALLED ACCORDING TO THE MERIDIAN ROAD ADVANCED WARNING SIGNS DETAILS (SEE SHEETS MOT 3,4) AND AS PER LOCAL COUNTY REQUIREMENTS.
2. PLACE (6) TYPE III BARRICADES (IDOT STD. 702001 & DIST 2 STD 40.1) AT EACH END OF THE BRIDGE CONSTRUCTION ZONE DURING MERIDIAN ROAD CLOSURE.
3. MERIDIAN ROAD SHALL BE OPENED TO TRAFFIC UPON COMPLETION OF THE BRIDGE AND APPROACHES (PAVEMENT, SHOULDERS & GUARDRAIL) AND REMOVAL OF ALL ADVANCED WARNING SIGNS.
4. COVER PORTIONS OF ADVANCED SIGNS ON INTERCHANGE RAMP TO REFLECT LIMITED RAMP ACCESS DURING BRIDGE CONSTRUCTION (SEE SHEET MOT 5 FOR SIGN LOCATIONS).
5. LANDSCAPING AND EROSION CONTROL SHALL BE INSTALLED USING IDOT STANDARD 701001.
6. INSTALL SIGNS, DELINEATORS AND BARRIER MARKERS ACCORDING TO IDOT STANDARD 701006.
7. SHOULDER WORK PERFORMED WHILE THE MERIDIAN ROAD BRIDGE IS OPEN TO TRAFFIC SHALL USE IDOT STANDARD 701011.

**US ROUTE 20 MAINTENANCE OF TRAFFIC NOTES**

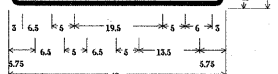
1. U.S. 20 WILL REMAIN OPEN TO TRAFFIC EXCEPT WHEN WORK IS TAKING PLACE OVER U.S. 20.
2. INSTALL THE PROTECTIVE SHIELD OVER U.S. 20 USING IDOT STANDARDS 701400, 701411, AND 701401 (NIGHT WORK) OR 701406 (DAY ONLY). BASED ON ITS CONDITION, THIS PROTECTIVE SHIELD CAN BE REUSED DURING THE BRIDGE CONSTRUCTION. THESE STANDARDS SHALL BE USED TO REMOVE THE PROTECTIVE SHIELD WHEN BRIDGE CONSTRUCTION IS COMPLETED.
3. FOR BRIDGE WORK THAT REQUIRES ANY U.S. 20 LANE CLOSURES USE IDOT STANDARDS 701400, 701411, AND 701406 (DAY ONLY) OR 701401 (NIGHT).
4. DURING BRIDGE DEMOLITION AND STEEL ERECTION, U.S. 20 WILL BE CLOSED. U.S. 20 TRAFFIC WILL BE DETOURED UP THE EXIT RAMP (BOTH EB + WB), ACROSS MERIDIAN, AND DOWN THE ENTRANCE RAMP PAST THE CONSTRUCTION ZONE BACK TO U.S. 20. IDOT STANDARDS 701400, 701401 (NIGHT WORK) AND/OR 701406 WILL BE USED FOR THIS WORK. SEE SHEETS MOT 2, 3 FOR DETAILS.
5. FOR OFF-ROAD WORK USE IDOT STANDARD 701101.
6. FOR OFF-ROAD WORK IN ABUTMENT AND PIER AREAS USE IDOT STANDARD 701106.
7. COVER PORTIONS OF ADVANCED SIGNS ON INTERCHANGE RAMP TO REFLECT LIMITED RAMP ACCESS DURING BRIDGE CONSTRUCTION (SEE SHEET MOT 4 "ADVANCED WARNING SIGNS" FOR SIGN LOCATIONS).
8. FOR BRIDGE PAINTING USE IDOT STANDARD 701402.



Meridian Road Over US 20 Chas; 5.0" Radius, 1.0" Border, 0.625" Inset, Black on Orange  
 ◊MERIDIAN ROAD◊ D 2K; ◊OVER US 20◊ D 2K; ◊CLOSED◊ D 2K; ◊RAMPS OPEN◊ D 2K;

Table of letter and object info.

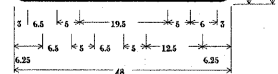
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6.8	15.0	21.3	28.1	31.3	38.5	41.6	49.0	62.4	69.0	75.8	82.5
O	V	E	R	U	S	2	0				
14.6	21.4	28.6	35.0	48.4	55.2	68.6	75.6				
C	L	O	S	E	D						
28.6	35.9	41.9	48.8	55.3	61.9						
—	—	—	—	—	—						
R	A	M	P	S	O	P	E	N			
14.5	20.3	28.3	36.5	42.5	56.4	70.8	76.4				



23" Radius, 1.00" Border, 0.625" Inset, Black on Orange  
 ◊NO ACCESS TO◊ C 2K 70" spacing  
 ◊US 20 WEST◊ C 2K;

Table of letter and object info.

N	O				
5.00	6.50				
A	C	C	E	S	S
14.50	18.15	21.50	25.00	28.00	31.25
T	O				
39.00	42.00				
U	S	2	0		
6.75	9.50	17.25	20.75		
W	E	S	T		
28.75	32.25	36.25	39.62		



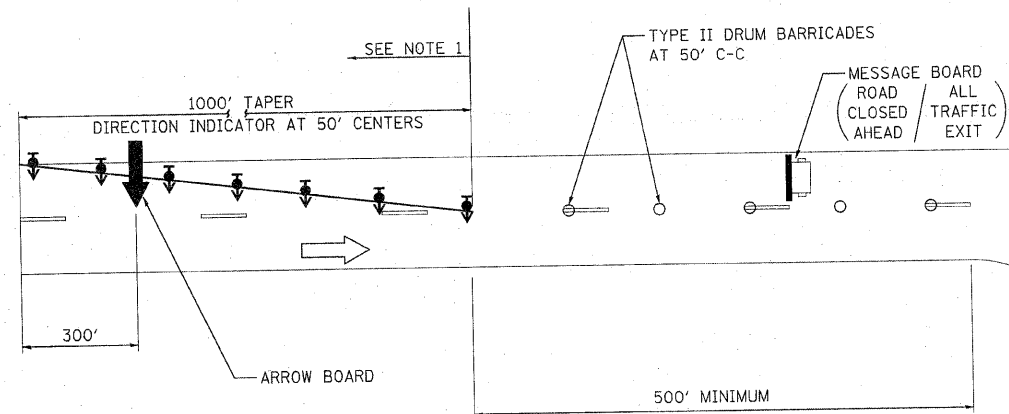
23" Radius, 1.00" Border, 0.625" Inset, Black on Orange  
 ◊NO ACCESS TO◊ C 2K 70" spacing  
 ◊US 20 EAST◊ C 2K;

Table of letter and object info.

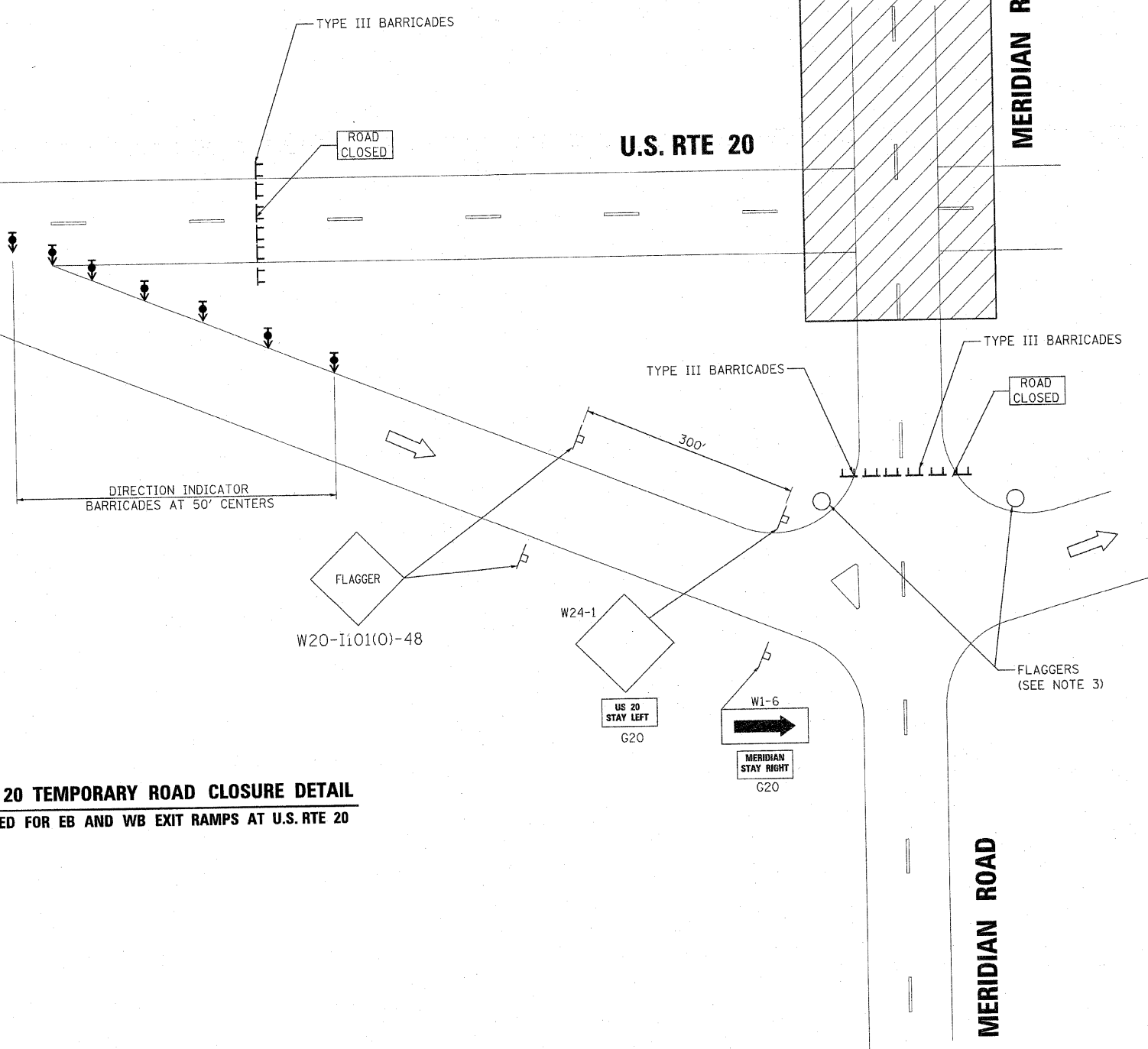
N	O				
5.00	6.50				
A	C	C	E	S	S
14.50	18.15	21.50	25.00	28.00	31.25
T	O				
39.00	42.00				
U	S	2	0		
6.25	10.00	17.75	21.25		
E	A	S	T		
29.25	32.25	35.88	39.11		

**ADVANCED WARNING SIGN DETAILS NTS**

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PLOT SCALE = 20,000.00' / IN.	CHECKED - BAP	REVISED -						
PLOT DATE = 11/25/2009	DATE - 2/02/09	REVISED -						
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT								



- NOTE:
1. MAINTENANCE OF TRAFFIC IS ACCORDING TO STANDARDS 701400, AND 701401 (NIGHT) OR 701406 (DAY ONLY)
  2. TYPE II DRUM BARRICADES AT EXIT RAMP WITH LIGHTS AT 20' C-C ( NO LESS THAN 4 DRUMS)
  3. FLAGGERS MUST HAVE TRAFFIC CONTROL SIGN



**U.S. RTE 20 TEMPORARY ROAD CLOSURE DETAIL**  
**TO BE USED FOR EB AND WB EXIT RAMP AT U.S. RTE 20**

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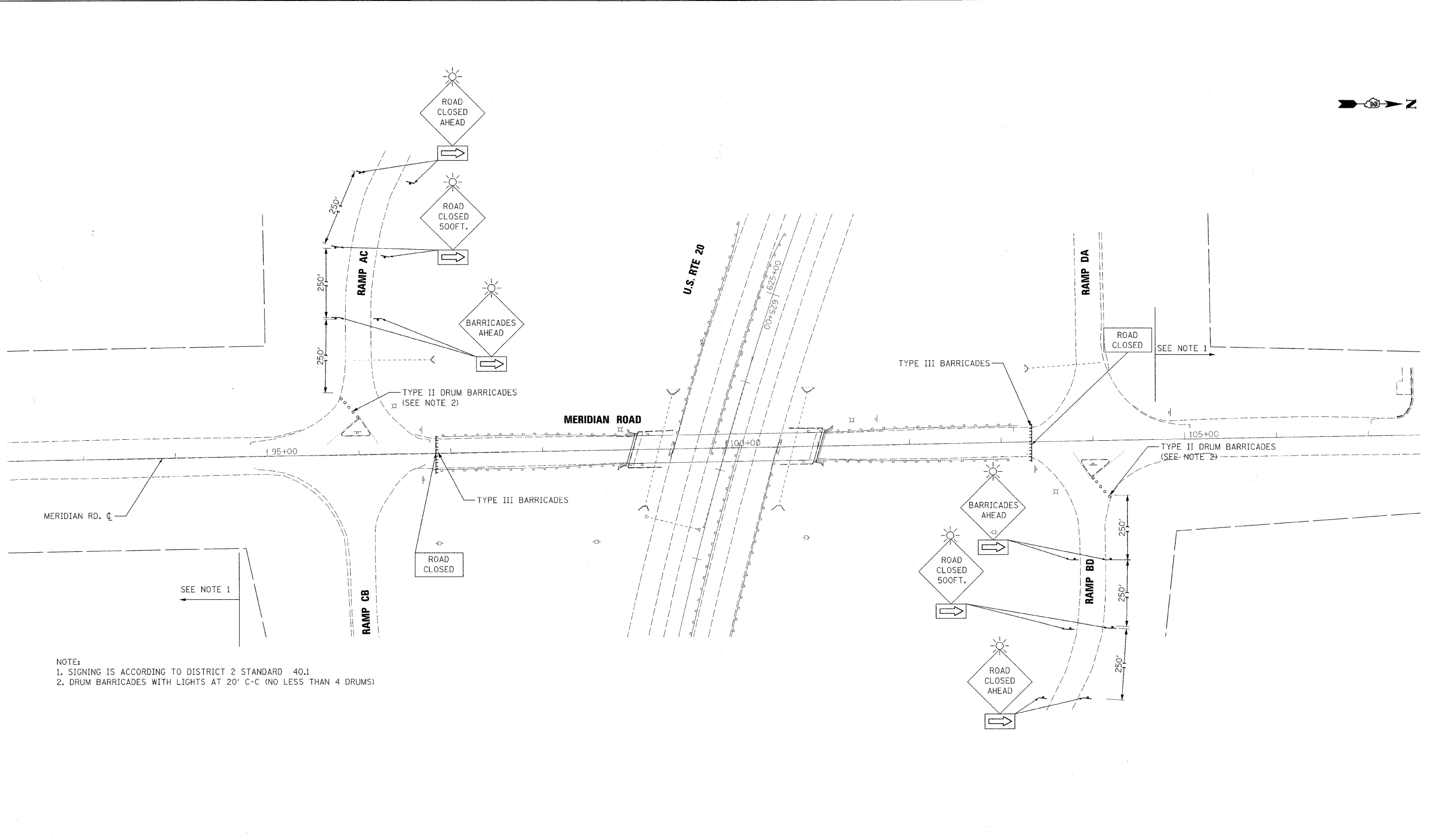
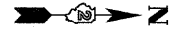
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**U.S. RTE 20**  
**SUGGESTED MAINTENANCE OF TRAFFIC**  
**TEMPORARY ROAD CLOSURE**

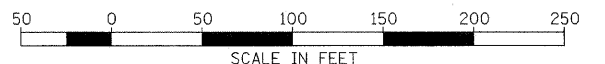
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	1-HBR-2	WINNEBAGO	57 11
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 64D50	

**HOH** HARRY O. HOFFER-ASSOCIATES, INC.  
 ENGINEERS AND CONSULTING ARCHITECTS  
 51 East Jackson Blvd. Suite 800  
 Chicago, IL 60604  
 312-346-8111  
 PROJECT NUMBER **2945**



- NOTE:  
 1. SIGNING IS ACCORDING TO DISTRICT 2 STANDARD 40.1  
 2. DRUM BARRICADES WITH LIGHTS AT 20' C-C (NO LESS THAN 4 DRUMS)



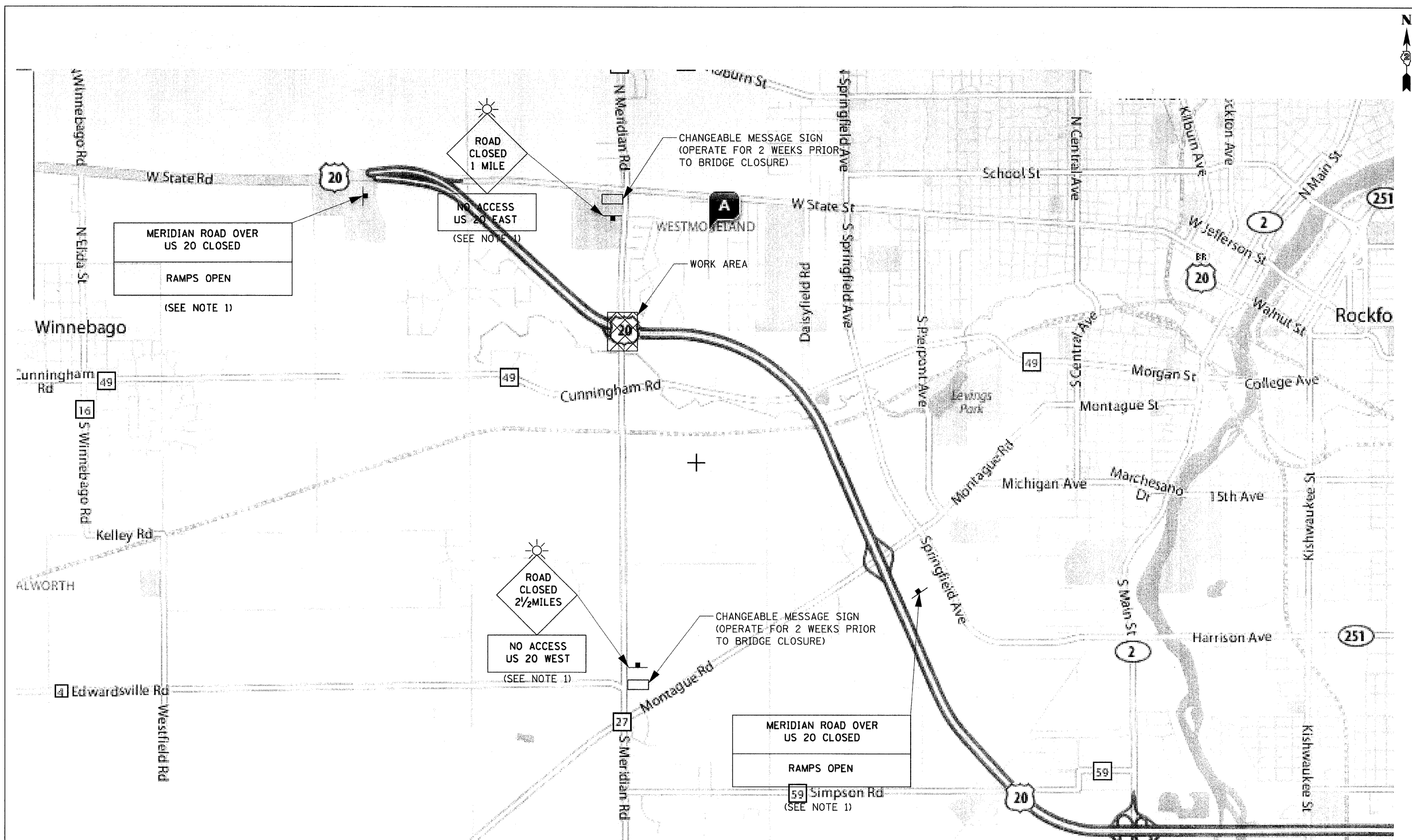
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PLOT DATE = 11/13/2009			

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**MERIDIAN ROAD  
 SUGGESTED MAINTENANCE OF TRAFFIC  
 ADVANCED WARNING SIGNS AT U.S. RTE 20 RAMPS**

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 96+70 TO STA. 103+30

<b>HOH</b>		HARRY O. HEPTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS		95 East Jackson Blvd. Suite 810 Chicago, IL 60604 312-366-0191		PROJECT NUMBER <b>2945</b>	
F.A.P. RTE. 301	SECTION 1-HBR-2	COUNTY WINNEBAGO	TOTAL SHEETS 57	SHEET NO. 12		CONTRACT NO. 64D50	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					



**NOTE:**  
 1. SEE MAINTENANCE OF TRAFFIC GENERAL NOTES FOR ADVANCED WARNING SIGN DETAILS.



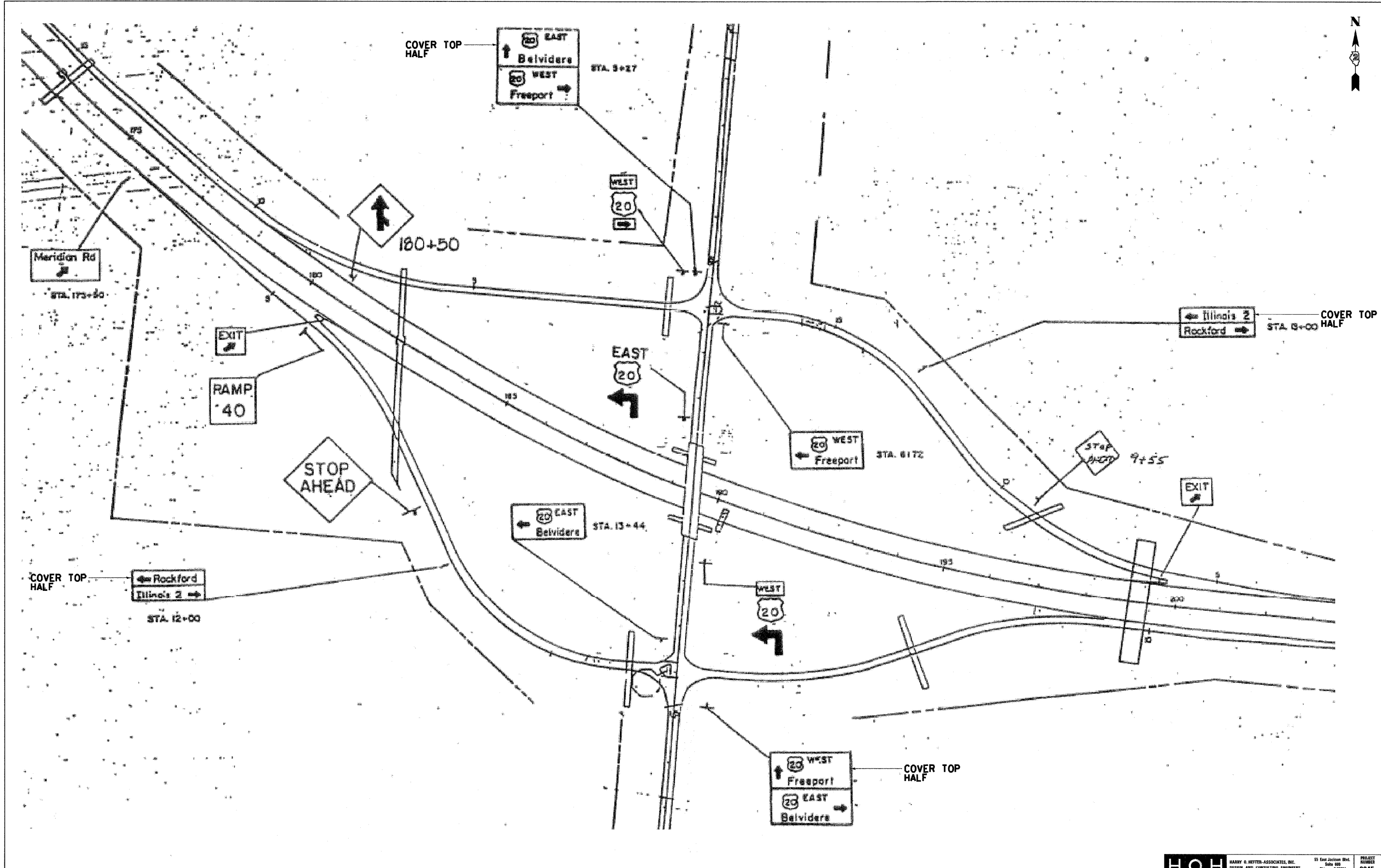
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PLOT DATE = 11/13/2009	DATE - 2/02/09	REVISOR -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**MERIDIAN ROAD  
 SUGGESTED MAINTENANCE OF TRAFFIC  
 ADVANCED WARNING SIGNS**

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

<b>HOH</b>		HARRY O. HEYER ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS		55 East Jackson Blvd. Suite 800 Chicago, IL 60604 312-346-8131		PROJECT NUMBER <b>2945</b>
F.A.P. RTE. 301	SECTION 1-HBR-2	COUNTY WINNEBAGO	TOTAL SHEETS 57	SHEET NO. 13		CONTRACT NO. 64D50
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT						



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		DATE - 2/02/09	REVISED -

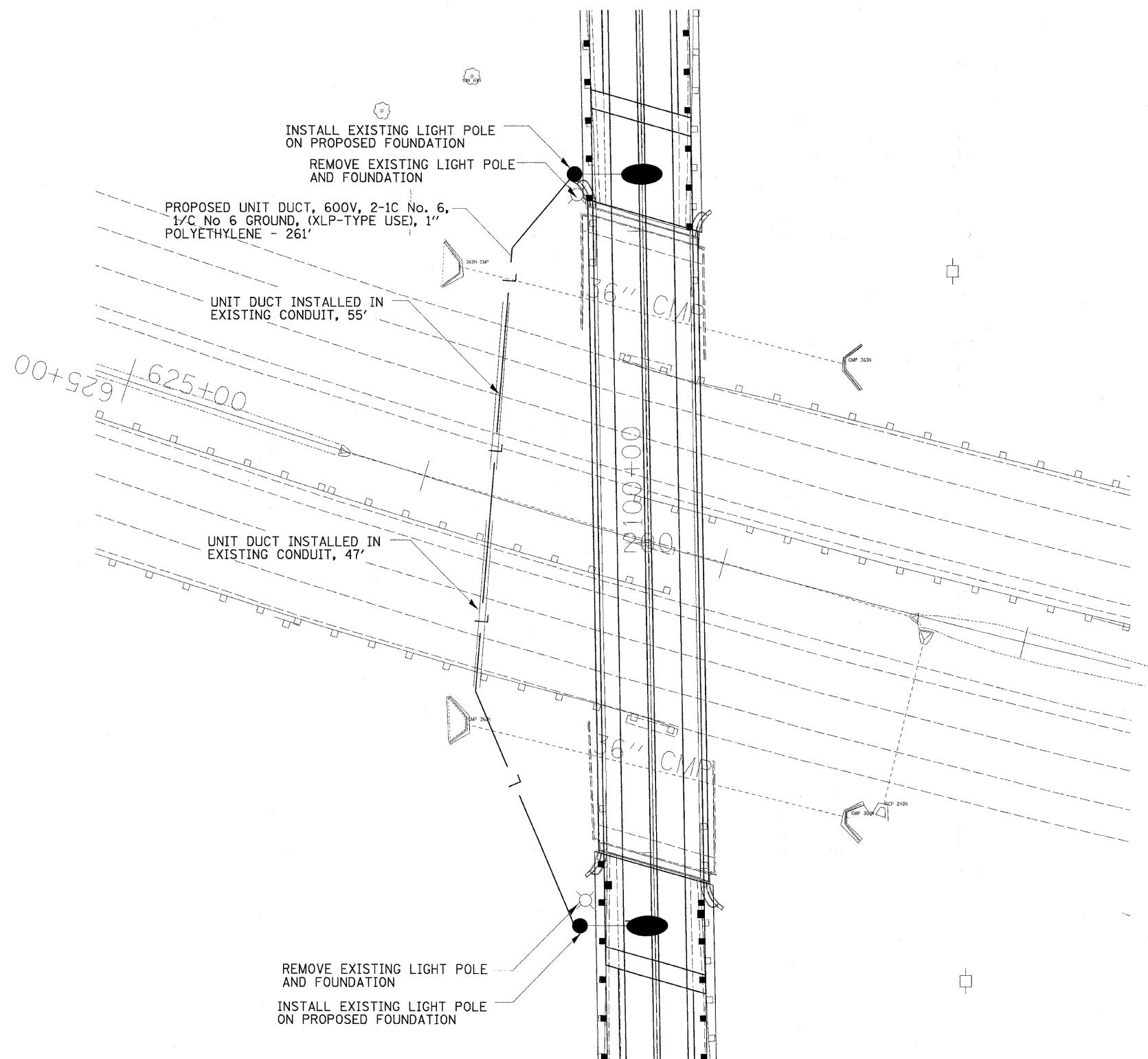
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MERIDIAN ROAD U.S. RTE 20  
SUGGESTED MAINTENANCE OF TRAFFIC  
COVERED SIGN LOCATIONS**

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

<b>HOH</b>		HARRY O. HETTER ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS 315 East Jackson Blvd. Suite 800 Chicago, Illinois 312-546-8131		PROJECT NUMBER <b>2945</b>
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	1-HBR-2	WINNEBAGO	57	14
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 64D50	

# US 20 @ MERIDIAN RD LIGHTING RELOCATION



### NOTES:

1. THE EXISTING LIGHT POLES TO BE RELOCATED ARE WEATHERING STEEL, 45 FT. M.H., TENON MOUNT WITH MULTI-MOUNT LUMINAIRE.
2. THE EXISTING UNIT DUCT AND WIRE BETWEEN THE TWO LIGHT POLE FOUNDATIONS SHALL BE REMOVED AND THE NEW UNIT DUCT SHALL BE INSTALLED USING THE EXISTING CONDUITS UNDER THE ROADWAY. THE COST OF UNIT DUCT REMOVAL SHALL BE INCLUDED UNDER "REMOVAL OF POLE FOUNDATION, METAL".
3. THE RELOCATED LIGHT POLES AND PROPOSED FOUNDATIONS SHALL BE INSTALLED 5 FEET BEHIND GUARDRAIL. AFTER UNIT DUCT IS INSTALLED, FOUNDATIONS SHALL BE FILLED WITH FINE AGGREGATE ACCORDING TO ARTICLE 836.03 A STAINLESS STEEL SCREEN SHALL BE INSTALLED TO SEAL THE OPENING BELOW THE POLE BASE FROM RODENT ENTRY.

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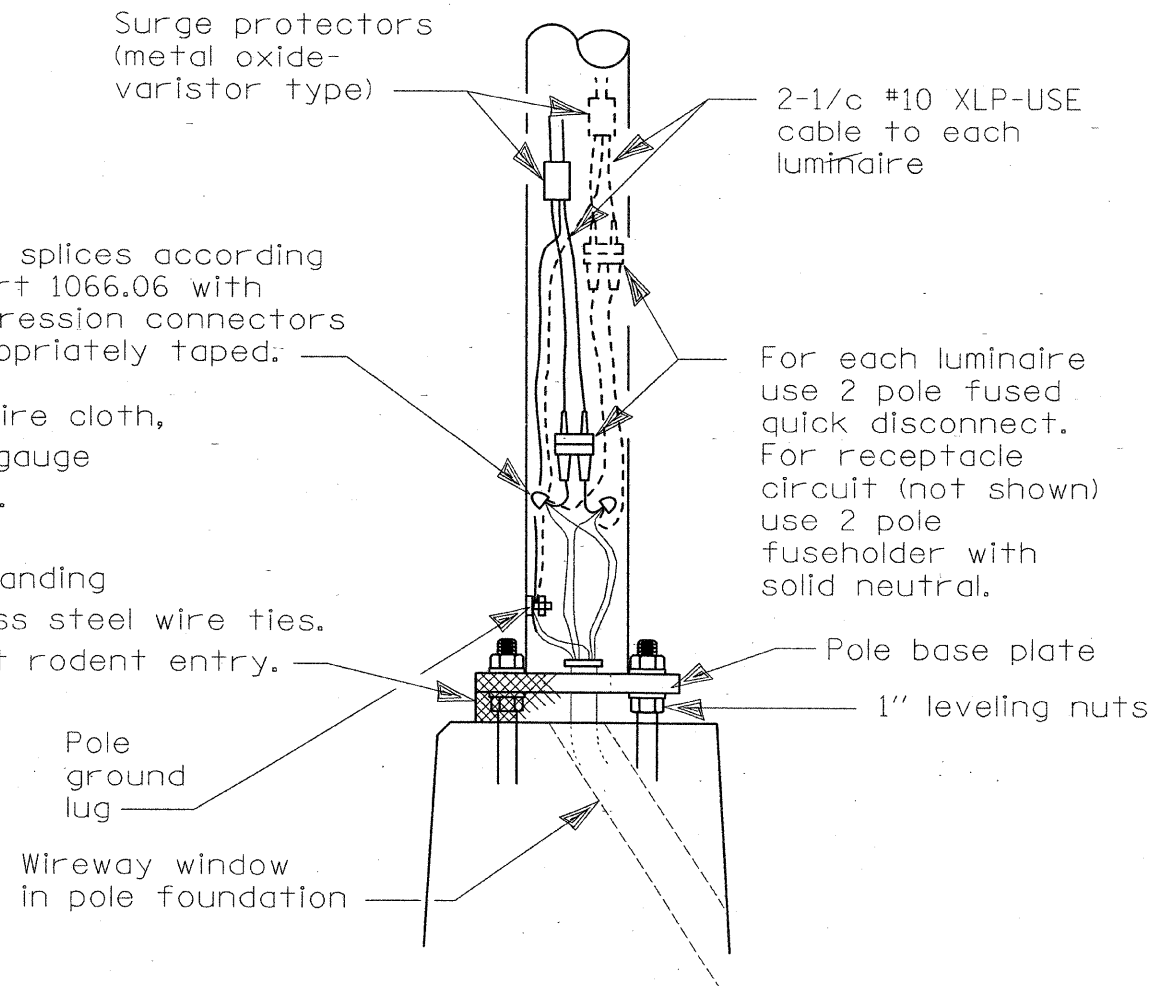
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MERIDIAN ROAD  
LIGHTING PLAN**

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

<b>HOH</b>		HARRY G. HETTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS 98 East Jackson Blvd. Suite 800 Chicago, IL 60604 312-346-8121		PROJECT NUMBER <b>2945</b>
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	1-HBR-2	WINNEBAGO	57	15
CONTRACT NO. 64D50				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

F.A.P. RTE	SECTION	COUNTY
301	I-HBR-2	WINNEBAGO
PROJECT NHF-0301 (063)	TOTAL SHEETS 57	SHEET NO. 16
CONTRACT NO. 64D50		



Stainless steel standard grade wire cloth,  
6x6 (1/4") mesh or less with #16 gauge  
(0.062") diameter or heavier wire.

Attach with 1/2" stainless steel banding  
or tie back on itself with stainless steel wire ties.  
Finished installation must prevent rodent entry.

Cable splices according  
to Art 1066.06 with  
compression connectors  
appropriately taped:

Surge protectors  
(metal oxide-  
varistor type)

2-1/c #10 XLP-USE  
cable to each  
luminaire

For each luminaire  
use 2 pole fused  
quick disconnect.  
For receptacle  
circuit (not shown)  
use 2 pole  
fuseholder with  
solid neutral.

Pole  
ground  
lug

Wireway window  
in pole foundation

Pole base plate

1" leveling nuts

## WIRING DETAIL

NO SCALE

### GENERAL NOTES

All taped splices shall use 2 layers of electrical tape  
over 3 layers of rubber tape as required by the  
Standard Specifications. Coat the finished taped  
splice with bonding compound.

All cable splices shall be taped unless another method  
has been specifically approved by the Engineer.

For example purposes the pole is shown on an anchor base.  
If the pole is required to be set on a breakaway base,  
consult the Standard Specifications.

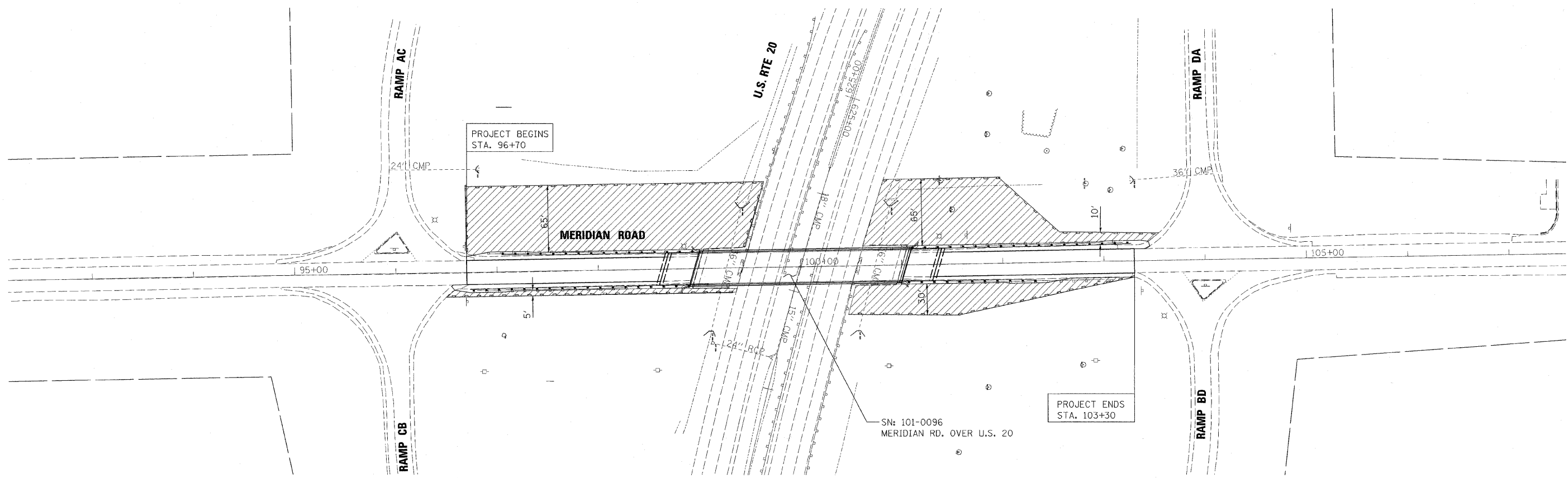
All dimensions are in millimeters (inches)  
unless otherwise shown.

DRAFT COPY  
not for distribution

DATE	REVISIONS	POLE HANDHOLE WIRING
7/31/08	Updated	
		DRAFT

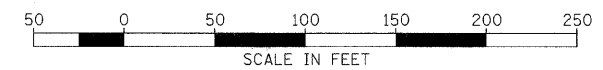
LGTO08A.DGN





**EROSION CONTROL LEGEND**

- TEMPORARY EROSION CONTROL SEEDING
- EROSION CONTROL BARRIER



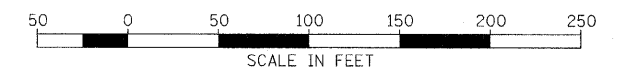
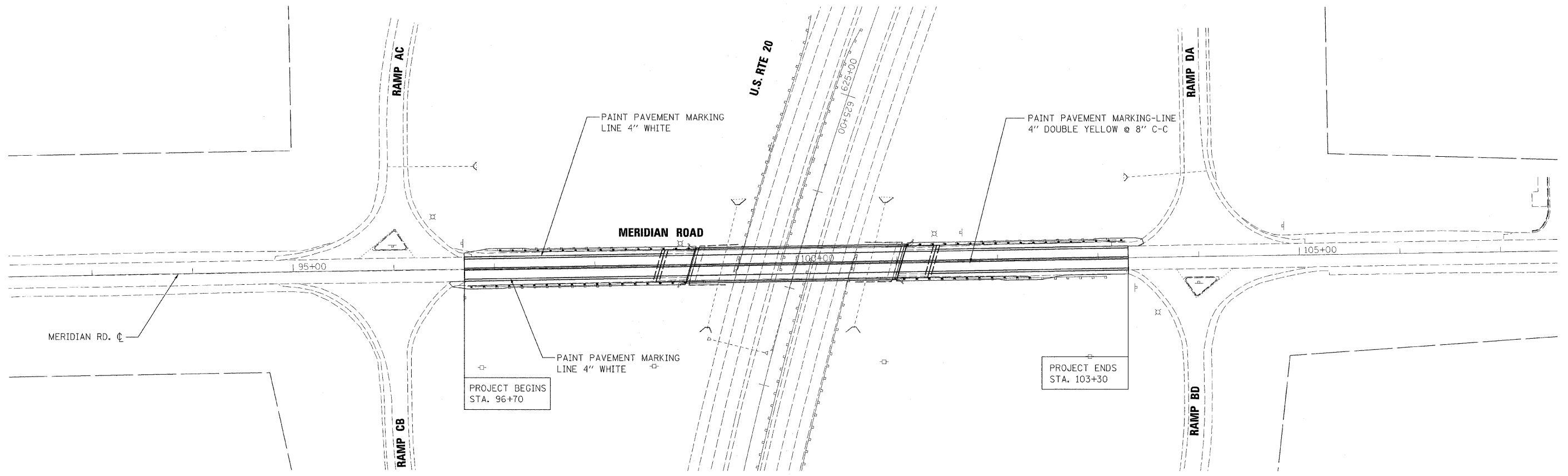
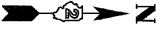
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PLOT DATE = 11/13/2009		DATE - 2/02/09	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MERIDIAN ROAD  
EROSION & SEDIMENT CONTROL PLAN**

SCALE: 1"=50'    SHEET NO. 1 OF 1 SHEETS    STA. 96+70 TO STA. 103+30

<b>HOH</b>		HARRY D. HETTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS		15 East Jackson Blvd. Suite 500 Chicago, IL 60604 312-546-8131		PROJECT NUMBER <b>2945</b>	
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
301	1-HBR-2	WINNEBAGO	57	17			
FED. ROAD DIST. NO.			ILLINOIS		FED. AID PROJECT		
					CONTRACT NO. 64D50		



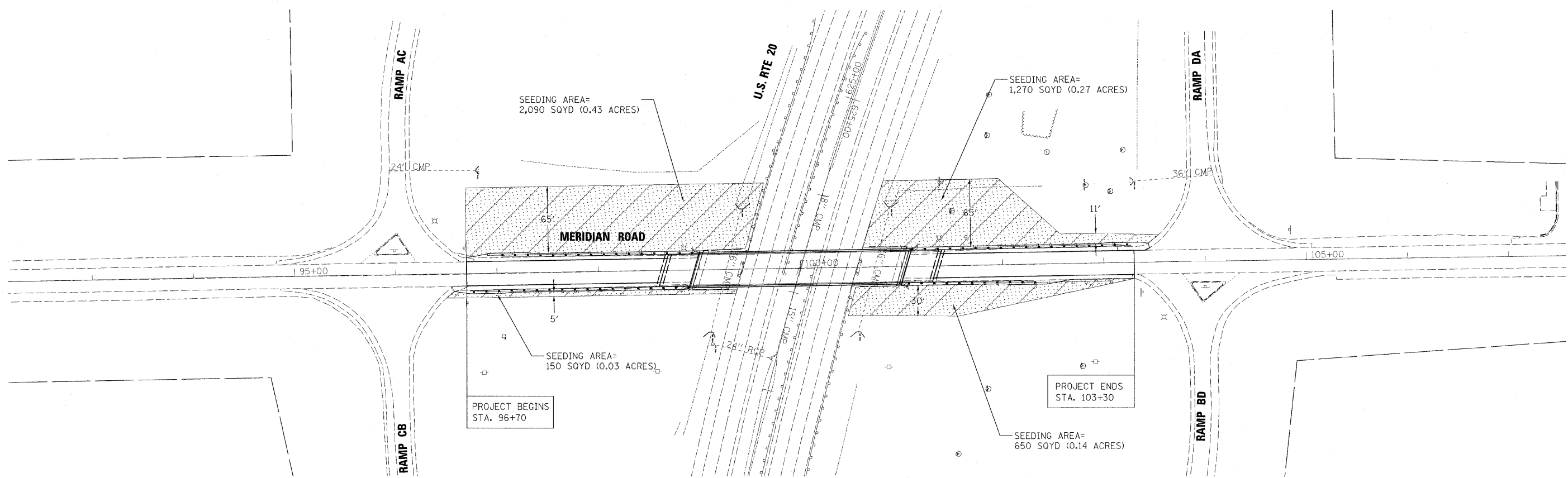
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PLOT SCALE = 50.0000' / IN.		CHECKED - BAP	REVISED -
PLOT DATE = 11/13/2009		DATE - 2/02/09	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MERIDIAN ROAD  
PAVEMENT MARKING PLAN**

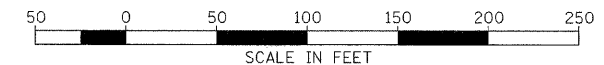
SCALE: 1"=50'    SHEET NO. 1 OF 1 SHEETS    STA. 96+70 TO STA. 103+30

F.A.P. RTE. 301	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1-HBR-2	WINNEBAGO	57	18
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 64D50



**LANDSCAPING LEGEND**

- SEEDING, CLASS 2A
- EROSION CONTROL BLANKET
- NITROGEN FERTILIZER NUTRIENT
- PHOSPHORUS FERTILIZER NUTRIENT
- POTASSIUM FERTILIZER NUTRIENT
- (FERTILIZER INCLUDED IN COST OF SEEDING)



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MERIDIAN ROAD  
LANDSCAPING PLAN**

SCALE: 1"=50'    SHEET NO. 1 OF 1 SHEETS    STA. 96+70 TO STA. 103+30

<b>HOH</b>		HARRY O. HEFFER-ASSOCIATES, INC. ENGINEERS AND CONSULTING ENGINEERS 55 East Jackson Blvd. Suite 800 Chicago, IL 60601 312-566-8121		PROJECT NUMBER <b>2945</b>
F.A.P. RTE. 301	SECTION 1-HBR-2	COUNTY WINNEBAGO	TOTAL SHEETS 57	SHEET NO. 19
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64D50	

10:32:58 AM  
11/25/2009

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	1-HBR-2	WINNEBAGO	57	20
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

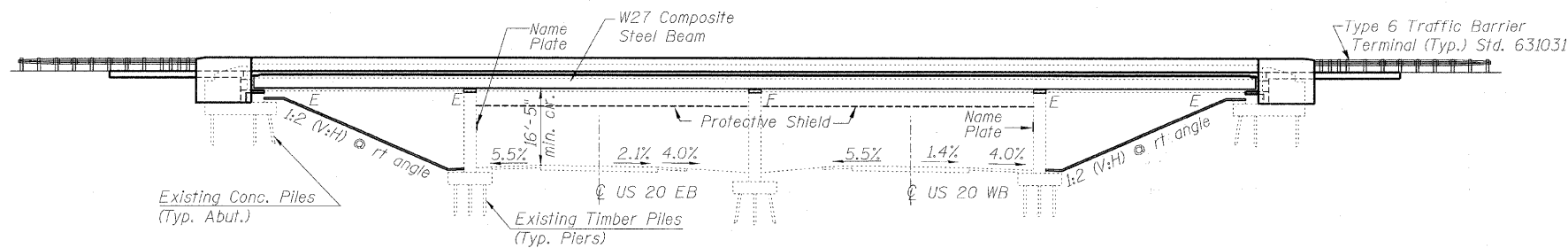
SHEET NO. 1  
27 SHEETS

Contract #64D50

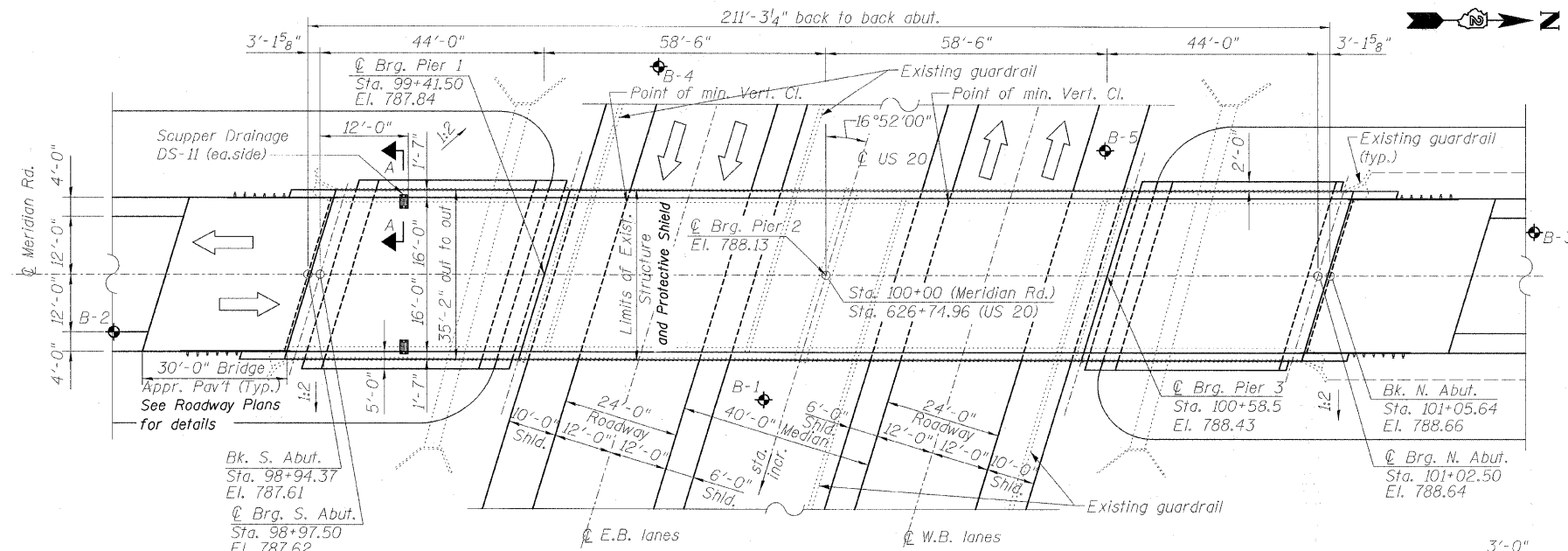
Bench Mark: #413 STA. 98+81.96, 21.53' RT EL. 787.14 Chiseled square in top of wingwall

Existing Structure: S.N. 101-0096 built 1964 as F.A. 194, Section 1HB-2. Structure consists of four span continuous WF beams and reinforced concrete deck supported by closed abutments and hammerhead piers. 209'-2" back-to-back abutments. 35'-8" out-to-out deck. Superstructure to be removed and replaced using bridge closure.

No Salvage.



ELEVATION



PLAN

STATION 626+74.96  
RE-BUILT 20\_\_ BY  
STATE OF ILLINOIS  
F.A.P. 301 - SEC. 1-HBR-2  
LOADING HL93  
STR. NO. 101-0096

NAME PLATE

See Std. 515001  
Place Name Plate next to existing Name Plates.

DESIGN SPECIFICATIONS  
2007 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS  
4th Edition with 2008 Interims for Super Structures  
1995 FHWA Seismic Retrofit Manual

DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)

$f_c = 3,500$  psi  
 $f_y = 60,000$  psi (reinforcement)  
 $f_y = 50,000$  psi (AASHTO M270 GRADE 50)

FIELD UNITS (EXISTING CONSTRUCTION)

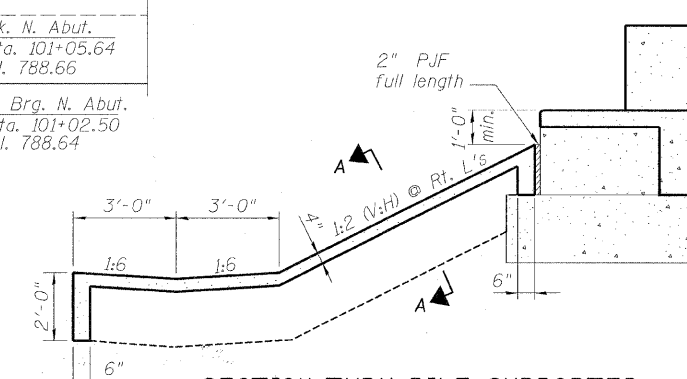
$f_c = 1,000$  psi Substructure (with earth pressure)  
 $f_c = 1,400$  psi Substructure (without earth pressure)  
 $f_s = 20,000$  psi (reinforcement)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1  
Bedrock Acceleration Coefficient (A) = 0.04  
Site Coefficient (S) = 1.2

LOADING HL-93

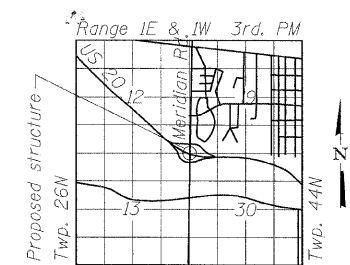
Allow 50#/sq. ft. for future wearing surface.



SECTION THRU PILE SUPPORTED  
STUB ABUTMENT  
(Horiz. dim. @ Rt. L's)

APPROVED  
FOR STRUCTURAL ADEQUACY ONLY

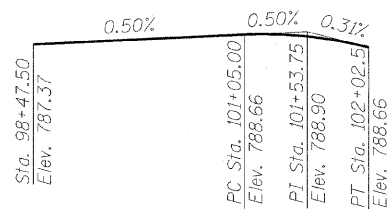
Robert E. Anderson (TYP)  
ENGINEER OF BRIDGES AND STRUCTURES



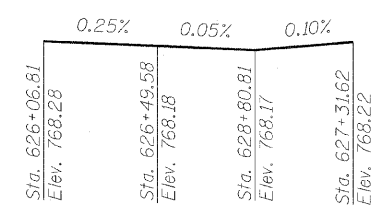
LOCATION SKETCH

◆ Indicates Soil Boring

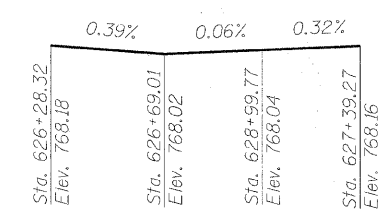
No.	Station	Offset
B-1	Sta. 99+87	26'R
B-2	Sta. 98+52	12'R
B-3	Sta. 101+50	9'L
B-4	Sta. 99+65	49'L
B-5	Sta. 100+58	26'L



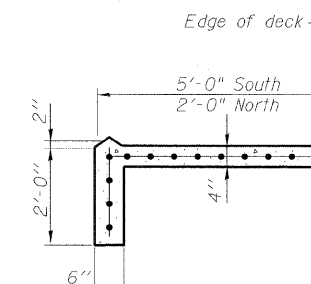
PROFILE GRADE  
(along C Meridian Rd.)  
LVC=97.50



US 20 WB C PAVEMENT ELEV.  
US 20 Crown C



US 20 EB C PAVEMENT ELEV.  
US 20 Crown C



SECTION A-A

DESIGNED	GUN / OAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

GENERAL PLAN & ELEVATION  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	1-HBR-2	WINNEBAGO	57	21
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract #64D50

SHEET NO. 2

27 SHEETS

**GENERAL NOTES**

- \* 1. Fasteners shall be AASHTO M164 Type 1, Mechanically Galvanized Bolts. Bolts 7/8in. dia. open holes 15/16in. dia. unless otherwise noted.
- \* 2. Calculated weight of Structural Steel  
= 150,730 lb. (AASHTO M 270 Grade 50)  
= 13,750 lb. (AASHTO M 270 Grade 36)
- 3. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provision.
- 4. Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
- 5. Reinforcement bars designated (E) shall be epoxy coated.
- 6. No field welding is permitted except as specified in the contract documents.
- 7. 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.
- 8. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8in. (0.01 ft.) adjustment shall be made either by grinding the surface or by shimming the bearings.
- 9. Concrete Sealer shall be applied to the exposed surfaces of the abutment backwalls, bridge seats, and front faces of new abutment caps.
- 10. The existing Structural Steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- 11. The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new Structural Steel except where otherwise noted. The color of the final finish coat for all interior Steel surfaces shall be gray, Munsell No. 5b 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Colors for fascias: Blue, Munsell No. 10B 3/. See Special Provisions for "Cleaning and Painting New Metal Structures".
- 12. 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 temporary disconnected to install bearing anchor rods.
- \* 13. Load carrying components designated "NTR" conform to the Supplemental Requirments for Notch Toughness, Zone 2.
- 14. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
- 15. The SSPC QP-1 painting contractor certifications will be required for this bridge.

\* For information only

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures	Each	1	-	1
Structure Excavation	Cu. Yd.	-	157	157
Concrete Structures	Cu. Yd.	-	64.6	64.6
Concrete Superstructure	Cu. Yd.	246.0	-	246.0
Concrete Removal	Cu. Yd.	-	31.2	31.2
Bridge Deck Grooving	Sq. Yd.	690	-	690
Protective Coat	Sq. Yd.	926	-	926
Erecting Elastomeric Bearing Assembly, Type I	Each	12	-	12
Erecting Elastomeric Bearing Assembly, Type II	Each	12	-	12
Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	4,860	-	4,860
Reinforcement Bars, Epoxy Coated	Pound	62,750	9,230	71,980
Slope Wall 4 inch	Sq. Yd.	-	421	421
Name Plates	Each	2	-	2
Porous Granular Embankment, Special	Cu. Yd.	-	130	130
Pipe Underdrains for Structures, 4"	Foot	-	156	156
Geocomposite Wall Drain	Sq. Yd.	-	59	59
Preformed Joint Strip Seal	Foot	71	-	71
Concrete Sealer	Sq. Ft.	-	507	507
Anchor Bolts, 1"	Each	-	36	36
Anchor Bolts, 1/2"	Each	-	24	24
Slope Wall Removal	Sq. Yd.	-	365	365
Drainage Scuppers, DS-II	Each	2	-	2
Bar Splicers	Each	68	-	68
Protective Shield	Sq. Yd.	458	-	458

**INDEX OF SHEETS**

1. General Plan & Elevation
2. General Notes, Index of Sheets & Bill of Material
3. Top of Slab Elevations Layout & Details
4. Top of Slab Elevations Details
5. Top of Slab Elevations Details
6. Top of South Approach Slab Elevations
7. Top of North Approach Slab Elevations
8. Deck Plan
9. Deck Section and Details
10. Steel Framing Plan
11. Structural Steel Details
12. Bearing Details (Piers)
13. Bearing Details (Abutments)
14. Abutment & Wingwall Concrete Removal
15. North and South Abutment
16. Abutment Details
17. Pier Details
18. Preformed Joint Strip Seal
19. Cantilever Forming Brackets for Superstructure with W27 Beams and Smaller
20. Drainage Scupper, DS-II
21. Bar Splicer Assembly Details
22. Concrete Parapet Slipforming Option
23. Soil Borings
24. Soil Borings
25. Soil Borings
26. Soil Borings
27. Soil Borings

**ERECTING STRUCTURAL STEEL AND ELASTOMETIC BEARINGS**

Description: This work shall be performed in accordance with the requirements of Sections 505 and 521 of the Standard Specifications and as specified below.

Delivery of Structural Steel and Elastomeric Bearings: It is anticipated that the delivery of the structural steel and elastomeric bearings will be required on July 12, 2010. This date is the scheduled delivery date. The Engineer will confirm this date.

The Erection Contractor will provide the Fabrication Contractor with a working schedule for shipping the structural steel to the jobsite, within 30 calendar days after the execution of the erections contract. The Erection Contractor will notify the Fabrication Contractor of any changes in the scheduled delivery date(s) a minimum of three calendar weeks in advance of his/her steel erection date for each bridge. If necessary, the Erection Contractor will be allowed up to and including the Fabrication Contractors contract completion date to make such changes. Any changes to the working or shipping schedule requested by either Contractor after the Fabrication Contractor's completion date shall require the Engineer's written approval and shall be agreed upon in writing by both Contractors. No additional compensation shall be allowed nor will an extension of time be considered because of the above requirements.

Storage of Structural Steel and Elastomeric Bearings: The Erection Contractor will be responsible for receiving, unloading, storing and protecting all fabricated materials from the time of delivery, as required by Article 505.09 of the Standard Specifications.

The Fabrication Contractor shall provide two (2) approved copies and one (1) reproducible copy of all fabrication shop drawings to the Erection Contractor for use during erection of the structural steel. Shop drawings shall include a field bolt list and location of the field bolts required.

NOTE:  
Furnishing Structural Steel and Furnishing Elastomeric Bearing Assembly, Type I and Type II are not included in this contract.

DESIGNED	GUN / QAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

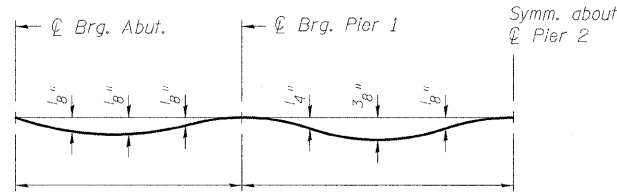
GENERAL NOTES, INDEX OF SHEETS  
AND BILL OF MATERIAL  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	1-HBR-2	WINNEBAGO	57	22
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

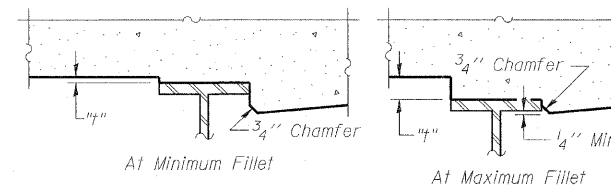
Contract #64D50



**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.



**FILLET HEIGHTS**

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.

**BEAM 1**

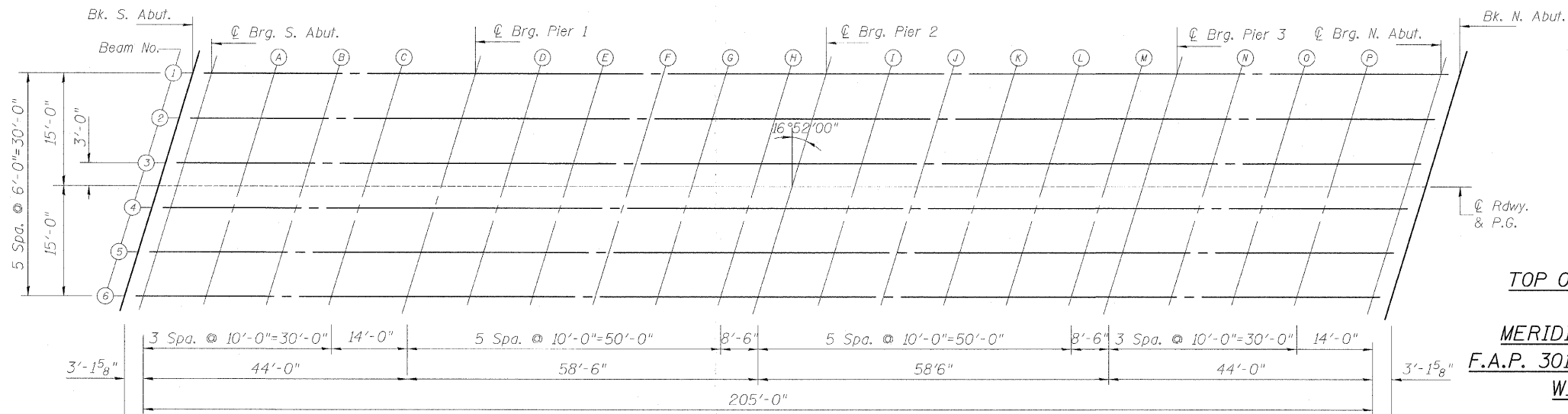
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	98+98.91	-15.00	787.38	787.38
⊕ Brg. S. Abut.	99+02.05	-15.00	787.39	787.39
A	99+12.05	-15.00	787.44	787.45
B	99+22.05	-15.00	787.49	787.51
C	99+32.05	-15.00	787.54	787.55
⊕ Brg. Pier 1	99+46.05	-15.00	787.61	787.61
D	99+56.05	-15.00	787.66	787.67
E	99+66.05	-15.00	787.71	787.74
F	99+76.05	-15.00	787.76	787.79
G	99+86.05	-15.00	787.81	787.83
H	99+96.05	-15.00	787.86	787.87
⊕ Brg. Pier 2	100+04.55	-15.00	787.91	787.91
I	100+14.55	-15.00	787.96	787.96
J	100+24.55	-15.00	788.01	788.03
K	100+34.55	-15.00	788.06	788.08
L	100+44.55	-15.00	788.10	788.12
M	100+54.55	-15.00	788.15	788.16
⊕ Brg. Pier 3	100+63.05	-15.00	788.20	788.20
N	100+73.05	-15.00	788.25	788.25
O	100+83.05	-15.00	788.30	788.31
P	100+93.05	-15.00	788.35	788.36
⊕ Brg. N. Abut.	101+07.05	-15.00	788.42	788.42
Bk. N. Abut.	101+10.18	-15.00	788.43	788.43

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	98+97.09	-9.00	787.48	787.48
⊕ Brg. S. Abut.	99+00.23	-9.00	787.49	787.49
A	99+10.23	-9.00	787.54	787.56
B	99+20.23	-9.00	787.59	787.61
C	99+30.23	-9.00	787.64	787.65
⊕ Brg. Pier 1	99+44.23	-9.00	787.71	787.71
D	99+54.23	-9.00	787.76	787.77
E	99+64.23	-9.00	787.81	787.84
F	99+74.23	-9.00	787.86	787.89
G	99+84.23	-9.00	787.91	787.93
H	99+94.23	-9.00	787.96	787.97
⊕ Brg. Pier 2	100+02.73	-9.00	788.01	788.01
I	100+12.73	-9.00	788.06	788.06
J	100+22.73	-9.00	788.11	788.13
K	100+32.73	-9.00	788.16	788.18
L	100+42.73	-9.00	788.20	788.22
M	100+52.73	-9.00	788.25	788.26
⊕ Brg. Pier 3	100+61.23	-9.00	788.30	788.30
N	100+71.23	-9.00	788.35	788.35
O	100+81.23	-9.00	788.40	788.41
P	100+91.23	-9.00	788.45	788.46
⊕ Brg. N. Abut.	101+05.23	-9.00	788.52	788.52
Bk. N. Abut.	101+08.36	-9.00	788.53	788.53

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	98+95.27	-3.00	787.56	787.56
⊕ Brg. S. Abut.	98+98.41	-3.00	787.58	787.58
A	99+08.41	-3.00	787.63	787.64
B	99+18.41	-3.00	787.68	787.69
C	99+28.41	-3.00	787.73	787.74
⊕ Brg. Pier 1	99+42.41	-3.00	787.80	787.80
D	99+52.41	-3.00	787.85	787.86
E	99+62.41	-3.00	787.90	787.92
F	99+72.41	-3.00	787.95	787.98
G	99+82.41	-3.00	788.00	788.02
H	99+92.41	-3.00	788.05	788.06
⊕ Brg. Pier 2	100+00.91	-3.00	788.09	788.09
I	100+10.91	-3.00	788.14	788.15
J	100+20.91	-3.00	788.19	788.21
K	100+30.91	-3.00	788.24	788.27
L	100+40.91	-3.00	788.29	788.31
M	100+50.91	-3.00	788.34	788.35
⊕ Brg. Pier 3	100+59.41	-3.00	788.38	788.38
N	100+69.41	-3.00	788.43	788.44
O	100+79.41	-3.00	788.48	788.49
P	100+89.41	-3.00	788.53	788.55
⊕ Brg. N. Abut.	101+03.41	-3.00	788.60	788.60
Bk. N. Abut.	101+06.55	-3.00	788.62	788.62



TOP OF SLAB ELEVATIONS  
AND LAYOUT  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096

DESIGNED	GUN / OAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

PLAN

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4 27 SHEETS
F.A.P. 301	1-HBR-2	WINNEBAGO	57	23	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract #64D50

☉ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	98+94.37	0.00	787.61	787.61
☉ Brg. S. Abut.	98+97.50	0.00	787.62	787.62
A	99+07.50	0.00	787.67	787.68
B	99+17.50	0.00	787.72	787.74
C	99+27.50	0.00	787.77	787.78
☉ Brg. Pier 1	99+41.50	0.00	787.84	787.84
D	99+51.50	0.00	787.89	787.90
E	99+61.50	0.00	787.94	787.96
F	99+71.50	0.00	787.99	788.02
G	99+81.50	0.00	788.04	788.06
H	99+91.50	0.00	788.09	788.10
☉ Brg. Pier 2	100+00.00	0.00	788.13	788.13
I	100+10.00	0.00	788.18	788.19
J	100+20.00	0.00	788.23	788.26
K	100+30.00	0.00	788.28	788.31
L	100+40.00	0.00	788.33	788.35
M	100+50.00	0.00	788.38	788.39
☉ Brg. Pier 3	100+58.50	0.00	788.42	788.42
N	100+68.50	0.00	788.47	788.48
O	100+78.50	0.00	788.52	788.54
P	100+88.50	0.00	788.57	788.59
☉ Brg. N. Abut.	101+02.50	0.00	788.64	788.64
Bk. N. Abut.	101+05.64	0.00	788.66	788.66

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	98+93.46	3.00	787.55	787.55
☉ Brg. S. Abut.	98+96.59	3.00	787.57	787.57
A	99+06.59	3.00	787.62	787.63
B	99+16.59	3.00	787.67	787.68
C	99+26.59	3.00	787.72	787.73
☉ Brg. Pier 1	99+40.59	3.00	787.79	787.79
D	99+50.59	3.00	787.84	787.85
E	99+60.59	3.00	787.89	787.91
F	99+70.59	3.00	787.94	787.97
G	99+80.59	3.00	787.99	788.01
H	99+90.59	3.00	788.04	788.05
☉ Brg. Pier 2	99+99.09	3.00	788.08	788.08
I	100+09.09	3.00	788.13	788.14
J	100+19.09	3.00	788.18	788.20
K	100+29.09	3.00	788.23	788.26
L	100+39.09	3.00	788.28	788.30
M	100+49.09	3.00	788.33	788.34
☉ Brg. Pier 3	100+57.59	3.00	788.37	788.37
N	100+67.59	3.00	788.42	788.43
O	100+77.59	3.00	788.47	788.49
P	100+87.59	3.00	788.52	788.54
☉ Brg. N. Abut.	101+01.59	3.00	788.59	788.59
Bk. N. Abut.	101+04.73	3.00	788.61	788.61

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	98+91.64	9.00	787.45	787.45
☉ Brg. S. Abut.	98+94.77	9.00	787.47	787.47
A	99+04.77	9.00	787.52	787.53
B	99+14.77	9.00	787.57	787.58
C	99+24.77	9.00	787.62	787.63
☉ Brg. Pier 1	99+38.77	9.00	787.69	787.69
D	99+48.77	9.00	787.74	787.75
E	99+58.77	9.00	787.79	787.81
F	99+68.77	9.00	787.84	787.86
G	99+78.77	9.00	787.89	787.91
H	99+88.77	9.00	787.94	787.94
☉ Brg. Pier 2	99+97.27	9.00	787.98	787.98
I	100+07.27	9.00	788.03	788.04
J	100+17.27	9.00	788.08	788.10
K	100+27.27	9.00	788.13	788.16
L	100+37.27	9.00	788.18	788.20
M	100+47.27	9.00	788.23	788.23
☉ Brg. Pier 3	100+55.77	9.00	788.27	788.27
N	100+65.77	9.00	788.32	788.32
O	100+75.77	9.00	788.37	788.38
P	100+85.77	9.00	788.42	788.43
☉ Brg. N. Abut.	100+99.77	9.00	788.49	788.49
Bk. N. Abut.	101+02.91	9.00	788.51	788.51

DESIGNED	GUN / OAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

TOP OF SLAB ELEVATIONS  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5
F.A.P. 301	1-HBR-2	WINNEBAGO	57	24	27 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #64D50

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	98+89.82	15.00	787.33	787.33
⊕ Brg. S. Abut.	98+92.95	15.00	787.35	787.35
A	99+02.95	15.00	787.40	787.41
B	99+12.95	15.00	787.45	787.46
C	99+22.95	15.00	787.50	787.51
⊕ Brg. Pier 1	99+36.95	15.00	787.57	787.57
D	99+46.95	15.00	787.62	787.63
E	99+56.95	15.00	787.67	787.69
F	99+66.95	15.00	787.72	787.74
G	99+76.95	15.00	787.77	787.79
H	99+86.95	15.00	787.82	787.82
⊕ Brg. Pier 2	99+95.45	15.00	787.86	787.86
I	100+05.45	15.00	787.91	787.92
J	100+15.45	15.00	787.96	787.98
K	100+25.45	15.00	788.01	788.04
L	100+35.45	15.00	788.06	788.08
M	100+45.45	15.00	788.11	788.12
⊕ Brg. Pier 3	100+53.95	15.00	788.15	788.15
N	100+63.95	15.00	788.20	788.21
O	100+73.95	15.00	788.25	788.26
P	100+83.95	15.00	788.30	788.31
⊕ Brg. N. Abut.	100+97.95	15.00	788.37	788.37
Bk. N. Abut.	101+01.09	15.00	788.39	788.39

DESIGNED	GUN / OAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

TOP OF SLAB ELEVATIONS  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 301	SECTION 1-HBR-2	COUNTY WINNEBAGO	TOTAL SHEETS 57	SHEET NO. 25	SHEET NO. 6 27 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract #64D50

1/13/2009

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WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End S. Appr. Pav't.	98+69.87	-16.42	787.20
A	98+79.87	-16.42	787.25
B	98+89.87	-16.42	787.30
Bk. S. Abut.	98+99.87	-16.42	787.35

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End S. Appr. Pav't.	98+68.53	-12.00	787.29
A	98+78.53	-12.00	787.34
B	98+88.53	-12.00	787.39
Bk. S. Abut.	98+98.53	-12.00	787.44

☉ ROADWAY & PG

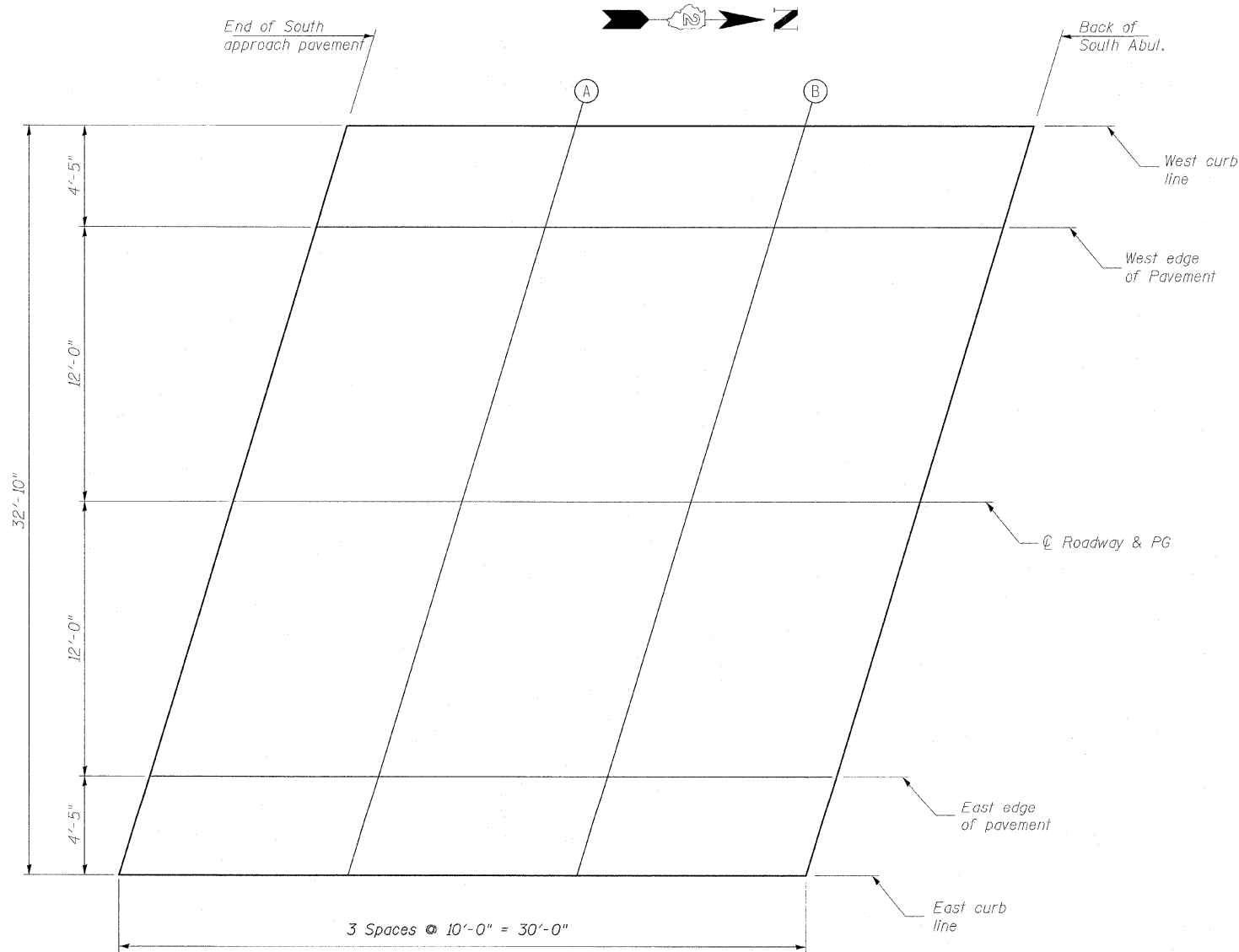
Location	Station	Offset	Theoretical Grade Elevations
End S. Appr. Pav't.	98+64.89	0.00	787.46
A	98+74.89	0.00	787.51
B	98+84.89	0.00	787.56
Bk. S. Abut.	98+94.89	0.00	787.61

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End S. Appr. Pav't.	98+61.25	12.00	787.25
A	98+71.25	12.00	787.30
B	98+81.25	12.00	787.35
Bk. S. Abut.	98+91.25	12.00	787.40

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End S. Appr. Pav't.	98+59.91	16.42	787.15
A	98+69.91	16.42	787.20
B	98+79.91	16.42	787.25
Bk. S. Abut.	98+89.91	16.42	787.30



PLAN

DESIGNED	GUN / OAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

TOP OF SOUTH  
APPROACH SLAB ELEVATIONS  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096

**HOH** HARRY O. HEFTER-ASSOCIATES, INC.  
DESIGN AND CONSULTING ENGINEERS  
55 East Jackson Blvd.  
Suite 800  
Chicago, IL 60604  
312-346-8131  
PROJECT NUMBER  
**2945**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7
F.A.P. 301	1-HBR-2	WINNEBAGO	57	26	27 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #64D50

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. N. Abut.	101+10.09	-16.42	788.40
A	101+20.09	-16.42	788.44
B	101+30.09	-16.42	788.48
End N. Appr. Pav't.	101+40.09	-16.42	788.50

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. N. Abut.	101+08.75	-12.00	788.49
A	101+18.75	-12.00	788.53
B	101+28.75	-12.00	788.56
End N. Appr. Pav't.	101+38.75	-12.00	788.59

☉ ROADWAY & PG

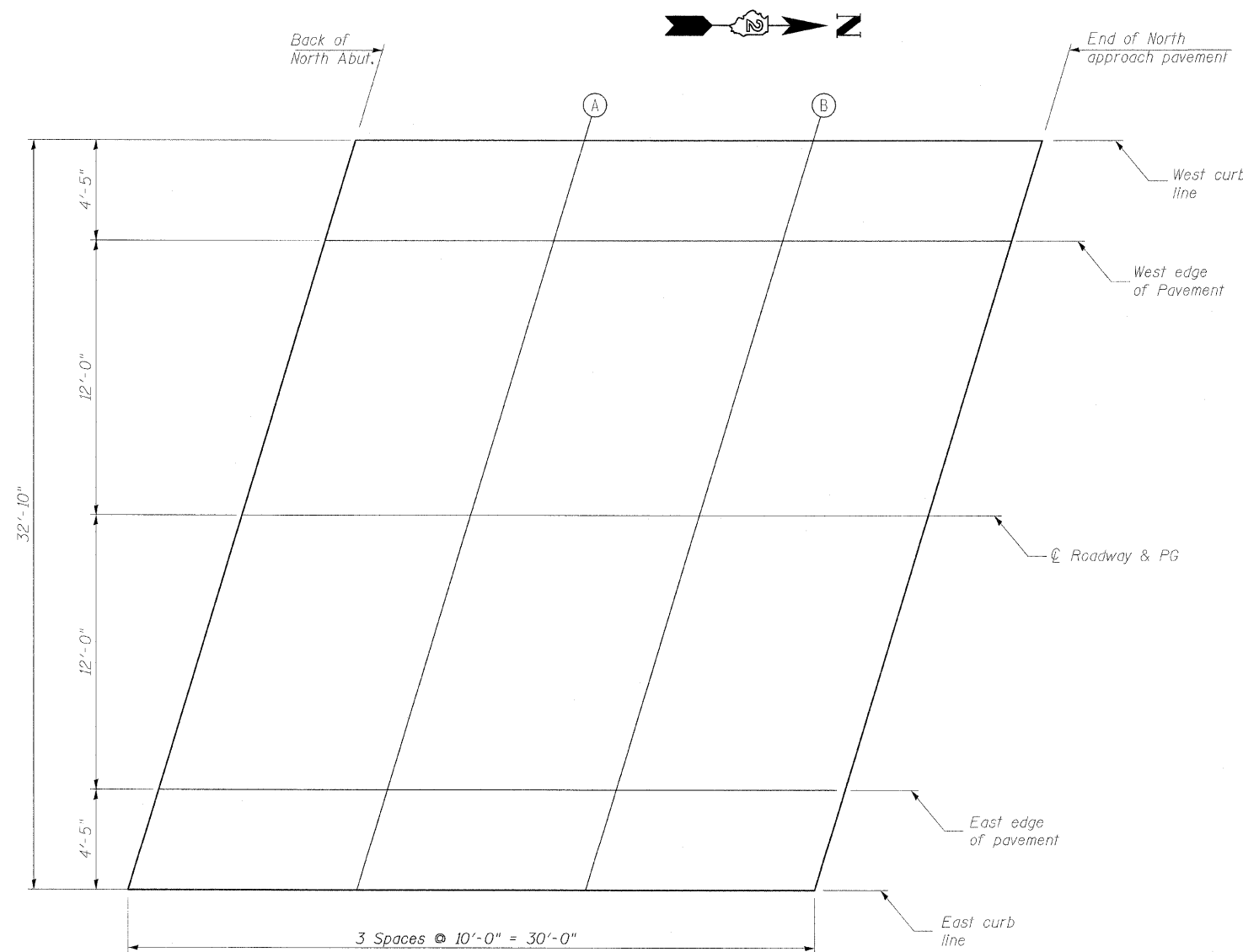
Location	Station	Offset	Theoretical Grade Elevations
Bk. N. Abut.	101+05.11	0.00	788.66
A	101+15.11	0.00	788.70
B	101+25.11	0.00	788.74
End N. Appr. Pav't.	101+35.11	0.00	788.77

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. N. Abut.	101+01.47	12.00	788.45
A	101+11.47	12.00	788.50
B	101+21.47	12.00	788.54
End N. Appr. Pav't.	101+31.47	12.00	788.57

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. N. Abut.	101+00.14	16.42	788.35
A	101+10.14	16.42	788.40
B	101+20.14	16.42	788.44
End N. Appr. Pav't.	101+30.14	16.42	788.48



PLAN

DESIGNED	GUN / OAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

TOP OF NORTH  
APPROACH SLAB ELEVATIONS  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096

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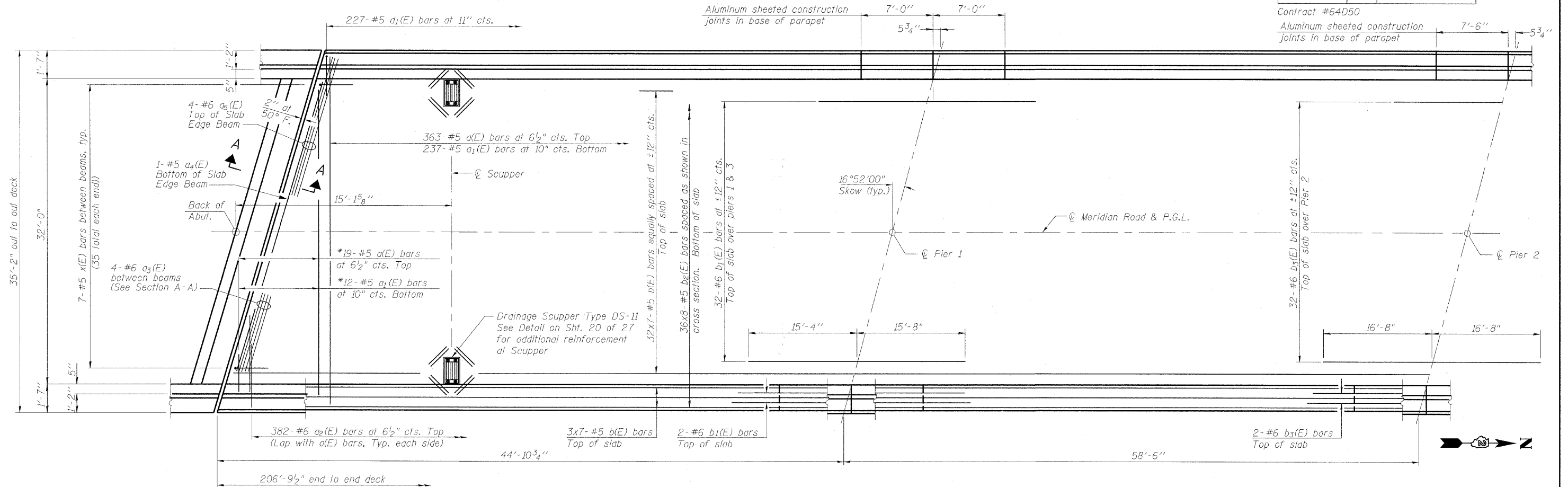
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 HA:\Projects\2945\DGMS\Structure\Meridian Road\Construction - Issue\100096-64D50-008-DECKPLAN.dgn

\* Order a(E) & a<sub>1</sub>(E) bars full length.  
 Cut to fit skew and use remainder  
 of bars in opposite end.

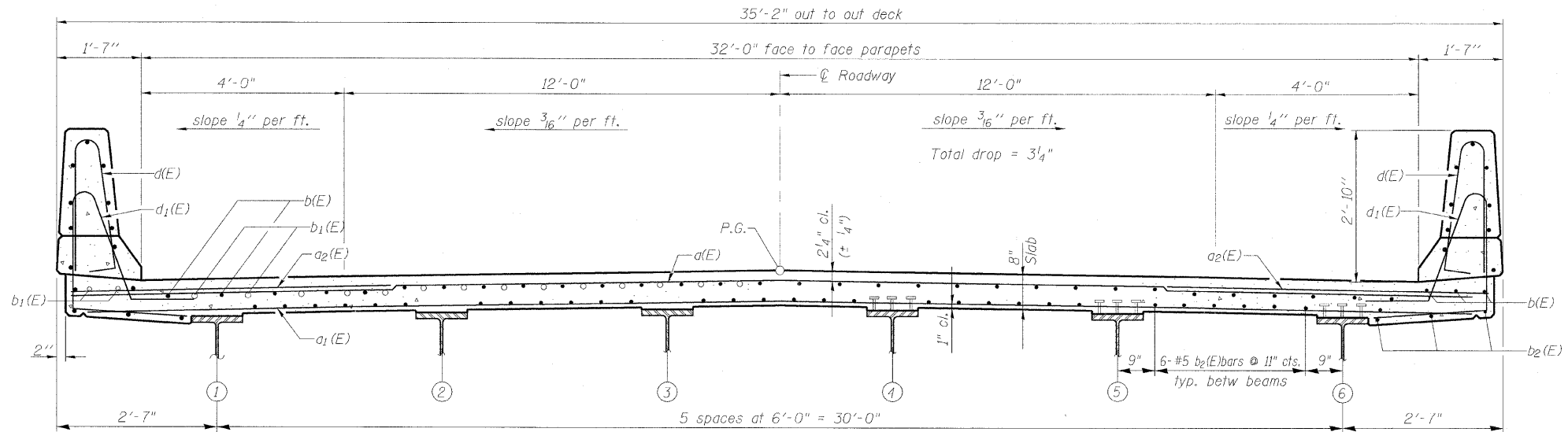
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
F.A.P. 301	1-HBR-2	WINNEBAGO	57	27
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract #64D50  
 Aluminum sheeted construction  
 joints in base of parapet



**PARTIAL PLAN**  
 (Symmetrical about Pler 2)



**CROSS SECTION**  
 (Looking North)

**MINIMUM BAR LAP**  
 #5 bar = 2'-2"

Notes:  
 See Sheet 9 of 27 for superstructure details and Bill of Material.  
 Bars indicated thus 36 x 8-#5 etc. indicates 36 lines of bars with 8 lengths per line.  
 See Sheet 9 of 27 for parapet reinforcement.

DESIGNED	GUN / OAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

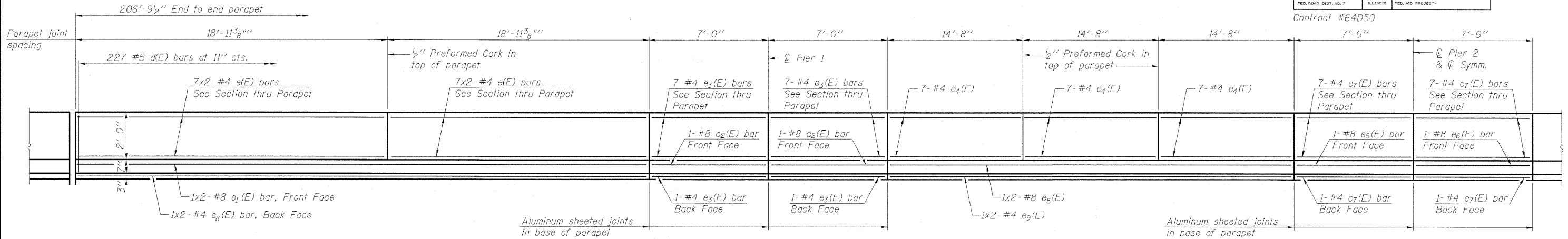
**DECK PLAN**  
**MERIDIAN ROAD OVER US 20**  
**F.A.P. 301 (US 20) - SEC. 1-HBR-2**  
**WINNEBAGO COUNTY**  
**STATION 100+00**  
**STRUCTURE NO. 101-0096**

**HOH** BARRY O. MEYER-ASSOCIATES, INC.  
 DESIGN AND CONSULTING ENGINEERS  
 55 East Jackson Blvd.  
 Suite 800  
 Chicago, IL 60604  
 312-346-8131  
 PROJECT NUMBER  
**2945**

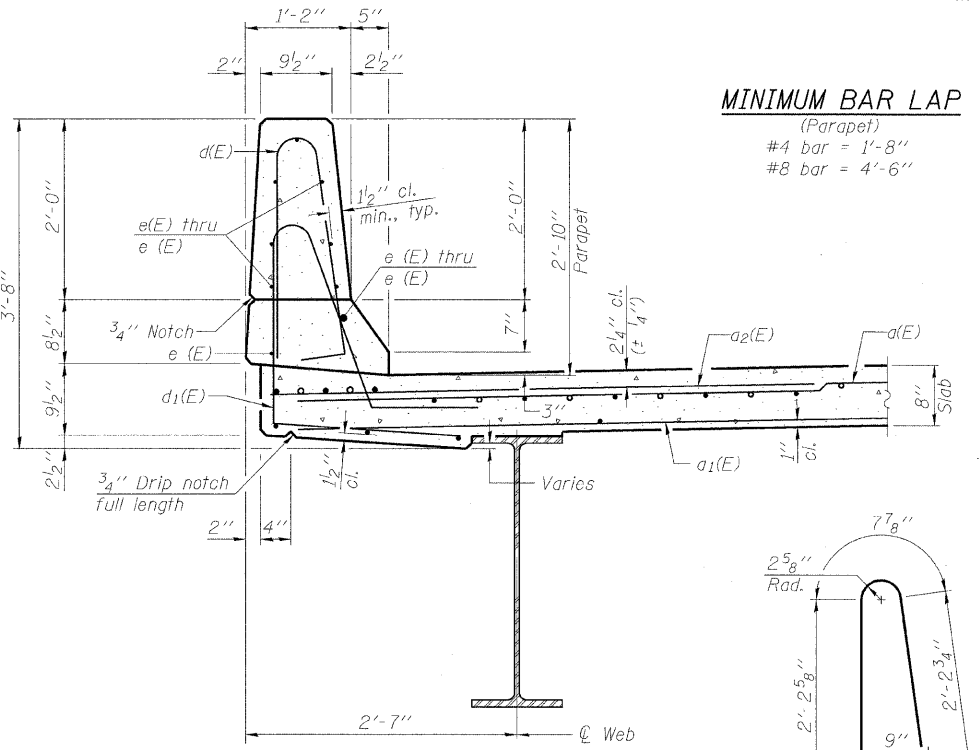
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 9
F.A.P. 301	1-HBR-2	WINNEBAGO	57	28	27 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

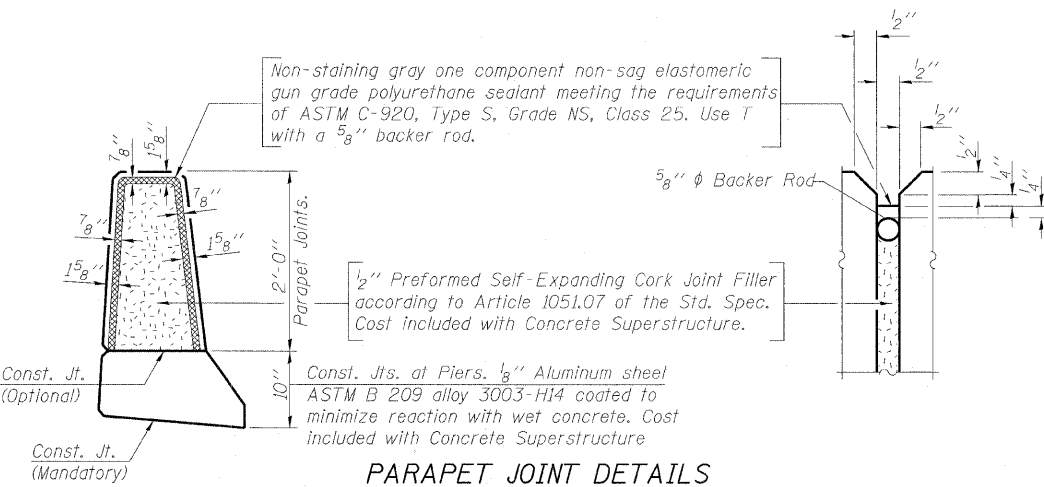
Contract #64D50



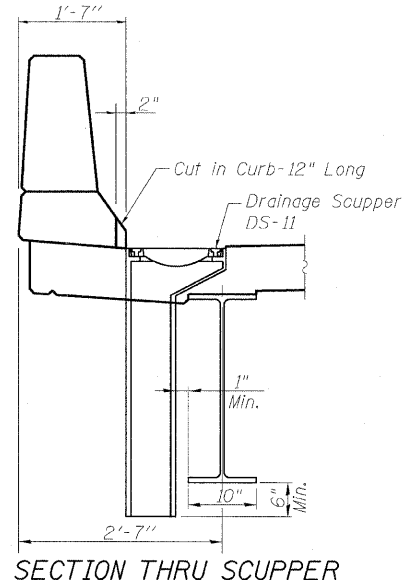
INSIDE ELEVATION OF PARAPET  
(SYMMETRICAL @ PIER 2)



SECTION THRU PARAPET



PARAPET JOINT DETAILS

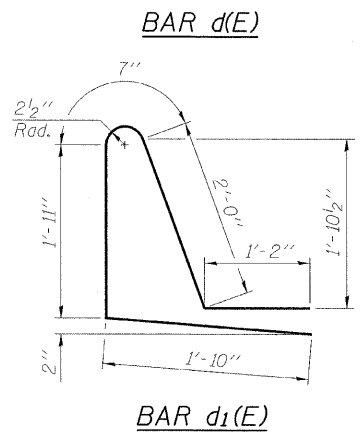


SECTION THRU SCUPPER

SUPERSTRUCTURE  
BILL OF MATERIAL

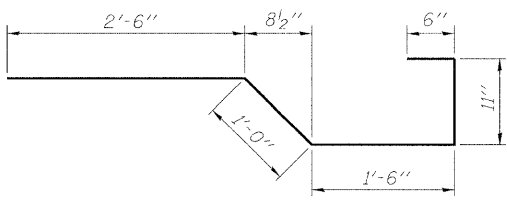
Bar	No.	Size	Length	Shape
a(E)	382	#5	34'-7"	—
a1(E)	249	#5	34'-0"	—
a2(E)	764	#6	6'-0"	—
a3(E)	40	#6	7'-3"	—
a4(E)	2	#5	26'-2"	—
a5(E)	8	#6	36'-0"	—
a6(E)	16	#5	1'-6"	—
b(E)	266	#5	31'-5"	—
b1(E)	72	#6	31'-0"	—
b2(E)	288	#5	27'-9"	—
b3(E)	36	#6	33'-4"	—
d(E)	454	#5	5'-7"	—
d1(E)	454	#5	7'-6"	—
e(E)	112	#4	10'-2"	—
e1(E)	8	#8	21'-1"	—
e2(E)	8	#8	6'-8"	—
e3(E)	64	#4	6'-8"	—
e4(E)	84	#4	14'-4"	—
e5(E)	8	#8	24'-1"	—
e6(E)	4	#8	7'-2"	—
e7(E)	32	#4	7'-2"	—
e8(E)	8	#4	19'-8"	—
e9(E)	8	#4	22'-8"	—
x(E)	70	#5	6'-5"	—
Reinforcement Bars, Epoxy Coated			Pound	62,750
Concrete Superstructure			Cu. Yds.	246

Bars indicated thus 1x2-#8 etc. indicates 1 line of bars with 2 lengths per line.

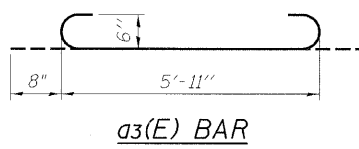


BAR d(E)

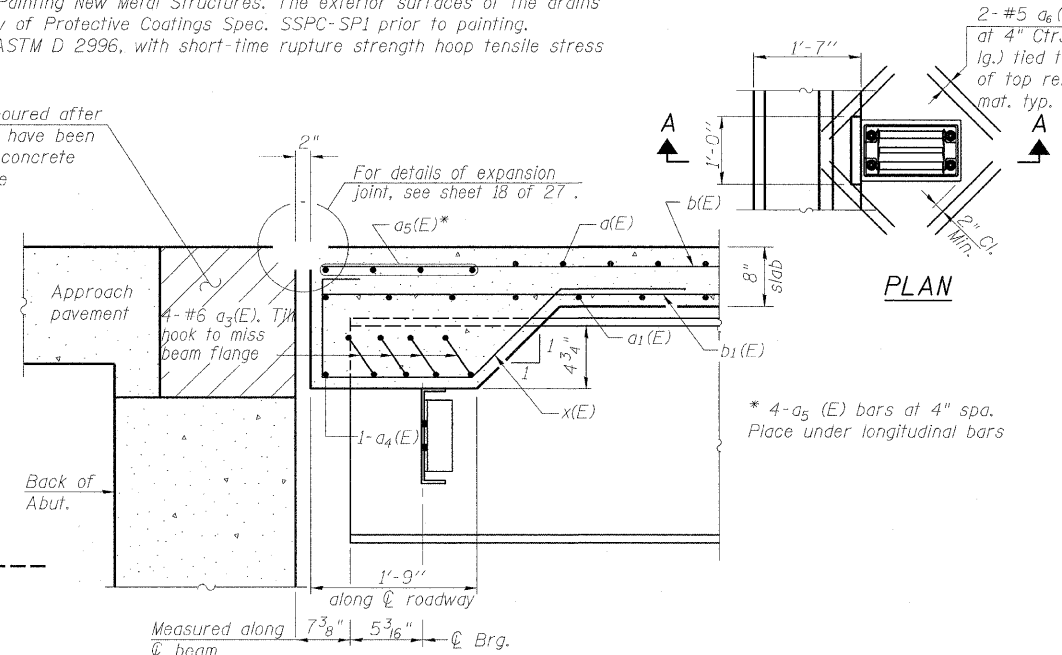
BAR d1(E)



BAR x(E)



a3(E) BAR



SECTION A-A  
(Between Beams Only)

**HOH** HARRY O. HEFFER ASSOCIATES, INC.  
DESIGN AND CONSULTING ENGINEERS  
15 East Jackson Blvd. Suite 800 Chicago, IL 60604 312-346-9131  
PROJECT NUMBER 2945

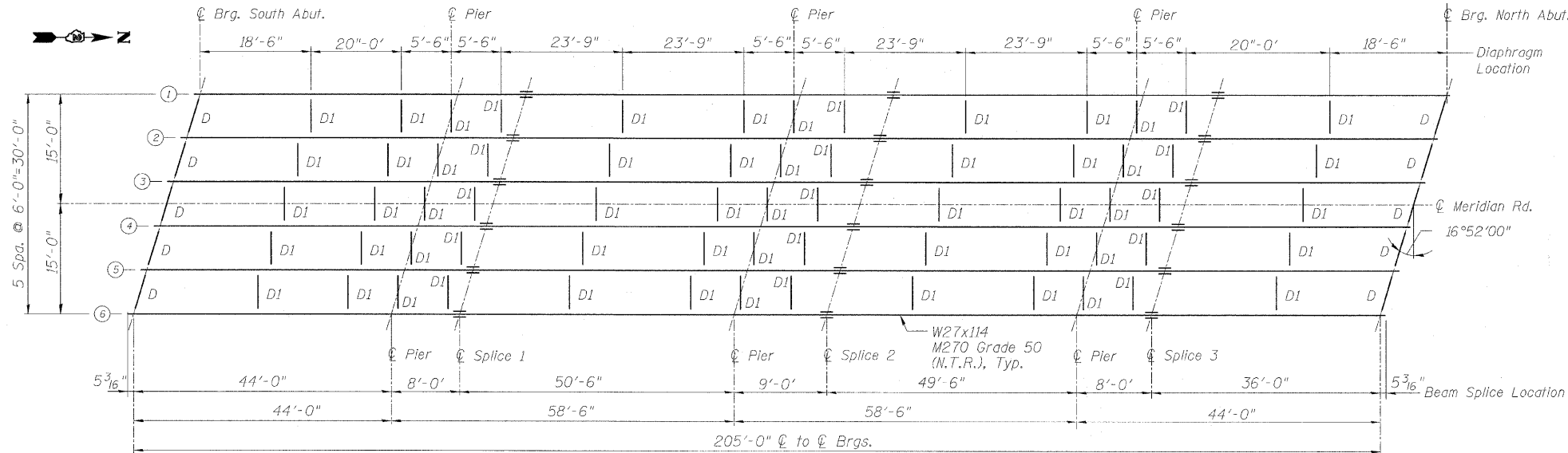
DECK SECTION & DETAILS  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096

2/19/47, PM  
 11/13/2009  
 HA Projects 2945 US 20 Structure Meridian Road Construction Issue 10/09/09-64D50-009-DECKSECT & DET S.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

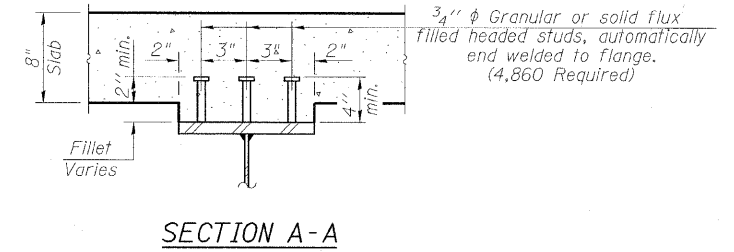
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 10
F.A.P. 301	1-HBR-2	WINNEBAGO	57	29	27 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #64D50

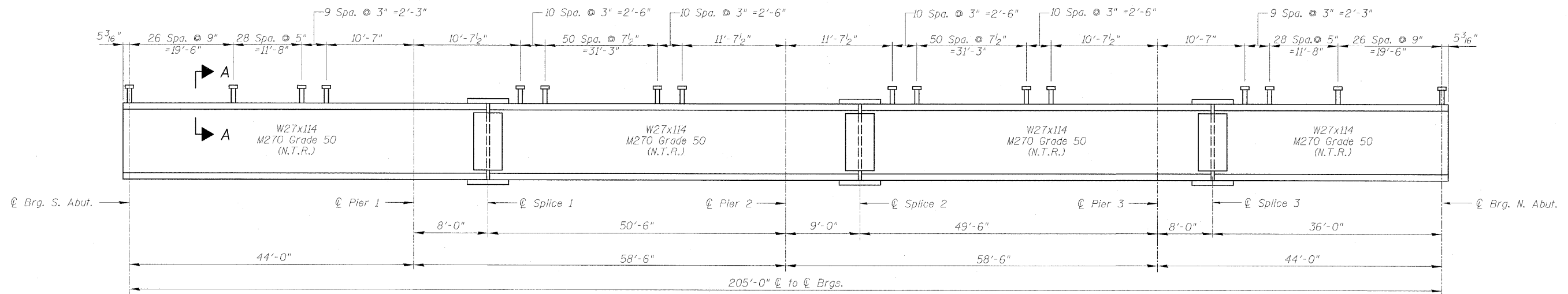


PLAN

See Sheet 11 of 27 for diaphragms D & D1



SECTION A-A



BEAM ELEVATION

NOTE:  
Load carrying components designated "N.T.R." shall conform to the supplemental requirements for Notch Toughness, Zone 2.

TOP BEAM ELEVATIONS (FOR FABRICATION ONLY)						
Location	Beam Numbers					
	1	2	3	4	5	6
☉ BRG. S. ABUT.	786.612	786.712	786.802	786.792	786.692	786.572
☉ PIER 1	786.833	786.933	787.021	787.011	786.911	786.791
☉ SPLICE 1	786.873	786.973	787.060	787.050	786.950	786.830
☉ PIER 2	787.127	787.227	787.312	787.302	787.202	787.082
☉ SPLICE 2	787.172	787.272	787.356	787.346	787.246	787.126
☉ PIER 3	787.421	787.521	787.603	787.593	787.493	787.373
☉ SPLICE 3	787.461	787.561	787.648	787.633	787.533	787.413
☉ BRG. N. ABUT.	787.642	787.742	787.822	787.812	787.712	787.592

NOTE:  
Furnishing Structural Steel is not included in this contract.

DESIGNED	GUN / OAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

STEEL FRAMING PLAN  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096

2/22/2008 11/13/2009 H:\Projects\2945\DWG\Structural\Meridian Road\Construction Issue\1010096-64D50-010-STEELFRAME.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	EXAMINER	DISTRICT	SHEET NO.	SHEET NO. 11
F.A.P. 301	1-HBR-2	WINNEBAGO	57	30	27 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #64D50

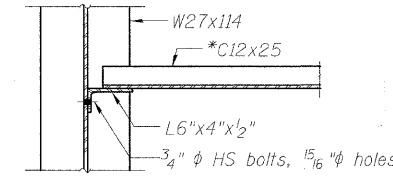
	0.4 Sp. 1 or 0.6 Sp. 4	Piers 1 & 3	0.5 Sp. 2 or 0.5 Sp. 3	Pier 2
$I_s$	(in <sup>4</sup> )	4,090	4,090	4,090
$I_c(n)$	(in <sup>4</sup> )	11,981	-	11,981
$I_c(3n)$	(in <sup>4</sup> )	8,666	-	8,666
$S_s$	(in <sup>3</sup> )	299	299	299
$S_c(n)$	(in <sup>3</sup> )	462	-	462
$S_c(3n)$	(in <sup>3</sup> )	414	-	414
Z	(in <sup>3</sup> )	-	-	-
DC1	(k/')	0.773	0.773	0.773
M <sub>DC1</sub>	(k)	99	202	117
DC2	(k/')	0.15	0.15	0.15
M <sub>DC2</sub>	(k)	19.2	39.1	22.6
DW	(k/')	0.267	0.267	0.267
M <sub>DW</sub>	(k)	34.1	69.6	40.2
M <sub>L + IM</sub>	(k)	413	369	451
M <sub>u</sub> (Strength I)	(k)	921	1,051	1,023
$\phi_r M_n$ , $\phi_r M_{nc}$	(k)	4,022	1,232	4,022
$f_s$ DC1	(ksi)	3.97	8.11	4.7
$f_s$ DC2	(ksi)	0.56	1.57	0.66
$f_s$ DW	(ksi)	0.99	2.79	1.17
$f_s$ 1.3(L+IM)	(ksi)	13.95	19.25	15.23
$f_s$ (Service II)	(ksi)	19.47	31.72	21.76
** $f_s$ (Total)(Strength I)	(ksi)	-	-	-
V <sub>r</sub>	(k)	13.9	-	13.3

\* Compact sections  
\*\* Non-Compact and slender sections

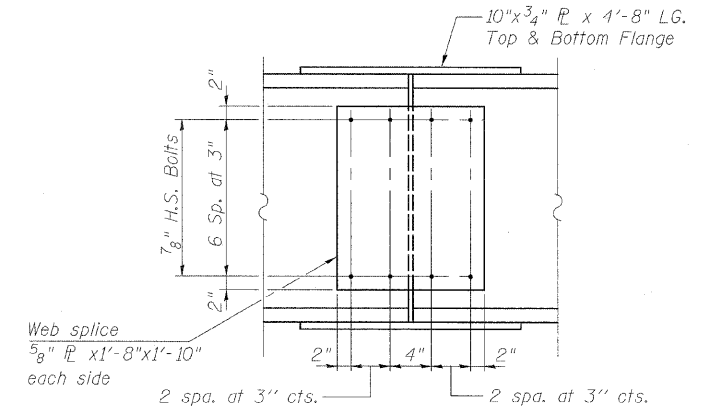
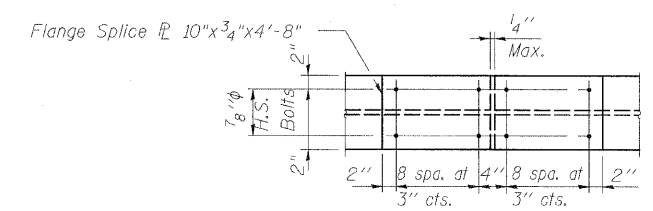
	N & S Abut.	Piers 1 & 3	Pier 2	
R <sub>DC1</sub>	(k)	12.4	43.8	46.0
R <sub>DC2</sub>	(k)	2.38	8.46	8.93
R <sub>DW</sub>	(k)	4.22	15.04	15.87
R <sub>L + IM</sub>	(k)	57.9	111.5	111.5
R <sub>Total</sub>	(k)	76.9	178.8	182.3

$I_s$ ,  $S_s$ : 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>).  
Z: Plastic Section Modulus of the steel section in non-composite areas. Omit line in Moment Table if not used in design calculations (in<sup>3</sup>).  
DC1: Un-factored non-composite dead load (kips/ft.).  
M<sub>DC1</sub>: Un-factored moment due to non-composite dead load (kip-ft.).  
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).  
M<sub>DC2</sub>: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).  
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).  
M<sub>DW</sub>: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).  
M<sub>L + IM</sub>: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).  
M<sub>u</sub> (Strength I): Factored design moment (kip-ft.).  
1.25 (M<sub>DC1</sub> + M<sub>DC2</sub>) + 1.5 M<sub>DW</sub> + 1.75 M<sub>L + IM</sub>  
 $\phi_r M_n$ : Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).  
 $\phi_r M_{nc}$ : Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).  
 $f_s$  (Service II): Sum of stresses as computed from the moments below (ksi).  
M<sub>DC1</sub> + M<sub>DC2</sub> + M<sub>DW</sub> + 1.3 M<sub>L + IM</sub>  
 $f_s$  (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).  
1.25 (M<sub>DC1</sub> + M<sub>DC2</sub>) + 1.5 M<sub>DW</sub> + 1.75 M<sub>L + IM</sub>  
V<sub>r</sub>: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

NOTE:  
Furnishing Structural Steel is not included in this contract.

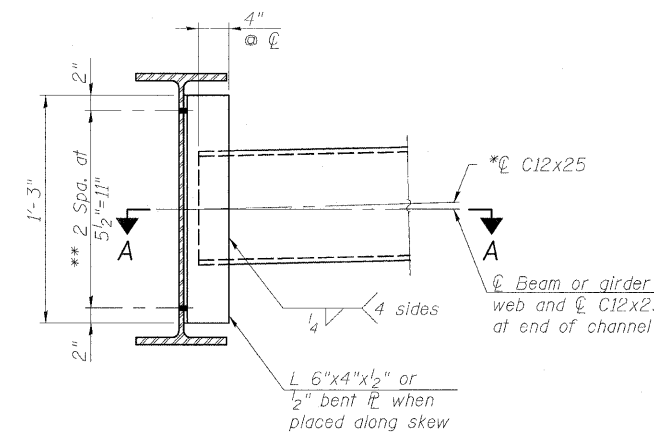


SECTION A-A



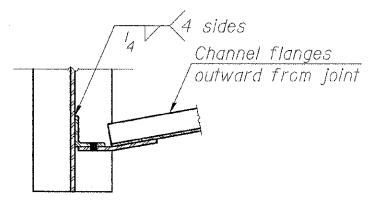
SPLICE DETAIL

M270 Grade 50 (N.T.R.)  
(18 Required)

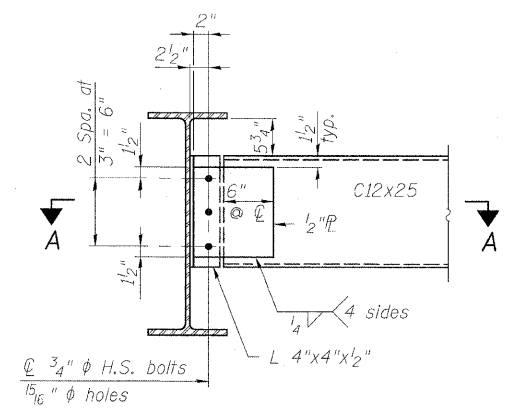


INTERIOR DIAPHRAGM (DI)

Note:  
Two hardened washers required for each set of oversized holes.  
\*C12x30 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.  
\*\* 3/4" diameter HS bolts, 15/16" diameter holes



SECTION A-A



END DIAPHRAGM (D)

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

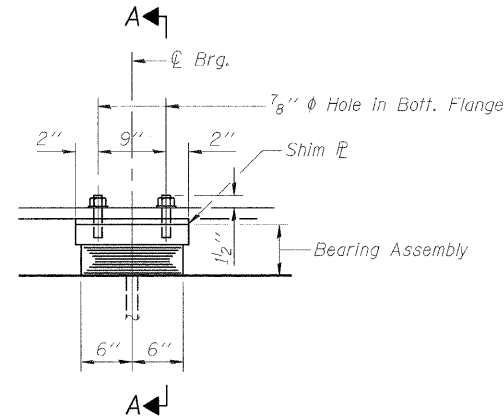
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CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

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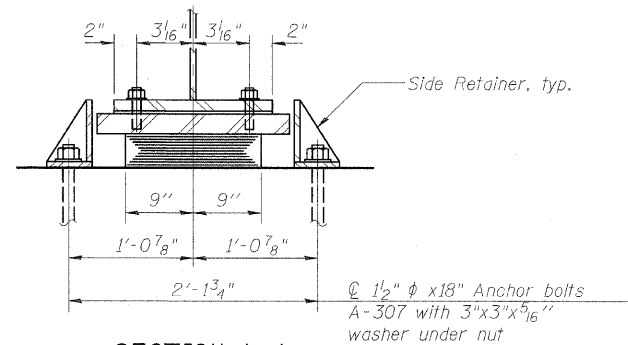
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 301	SECTION 1-HBR-2	COUNTY WINNEBAGO	TOTAL SHEETS 57	SHEET NO. 31	SHEET NO. 12 27 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

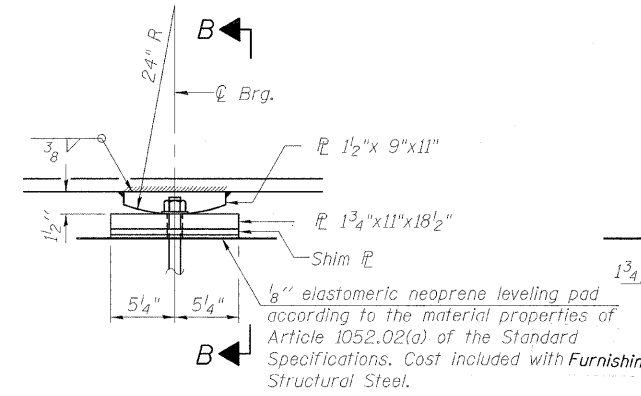
Contract #64D50



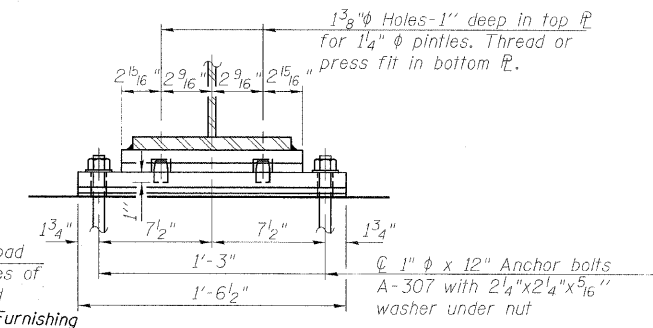
ELEVATION AT PIERS 1 & 3



SECTION A-A

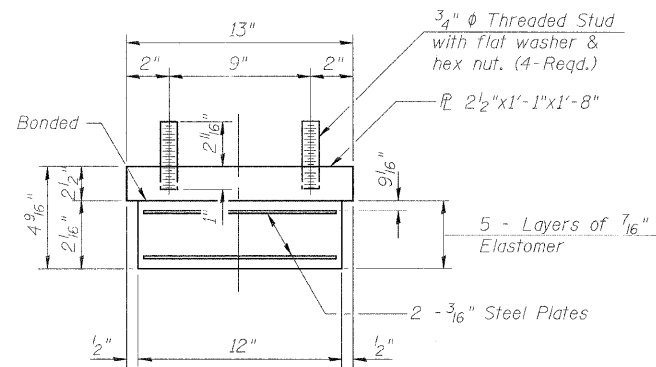


ELEVATION AT PIER 2



SECTION B-B

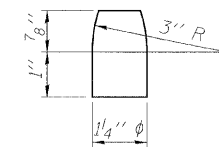
TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

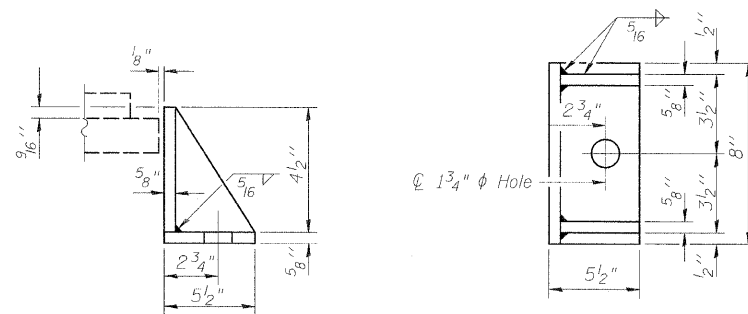
Note:  
Shim plates shall not be placed under Bearing Assembly.  
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 36.

Notes:  
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.  
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.  
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 bearing assembly shall be included in the cost of Furnishing Elastomeric Bearing Assembly, Type I.  
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Cost included in Furnishing Elastomeric Bearing Assembly Type I.



PINTLE

FIXED BEARING



SIDE RETAINER FOR PIERS 1 & 3

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

NOTE: Furnishing Structural Steel and Furnishing Elastomeric Bearing Assembly Type I is not included in this contract.

BILL OF MATERIAL

Item	Unit	Total
Erecting Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts 1"	Each	12
Anchor Bolts 1 1/2"	Each	24

DESIGNED	GUN / OAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

11-1-06

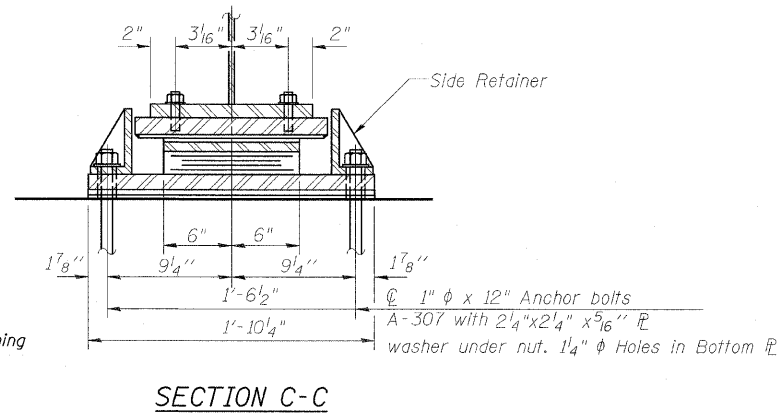
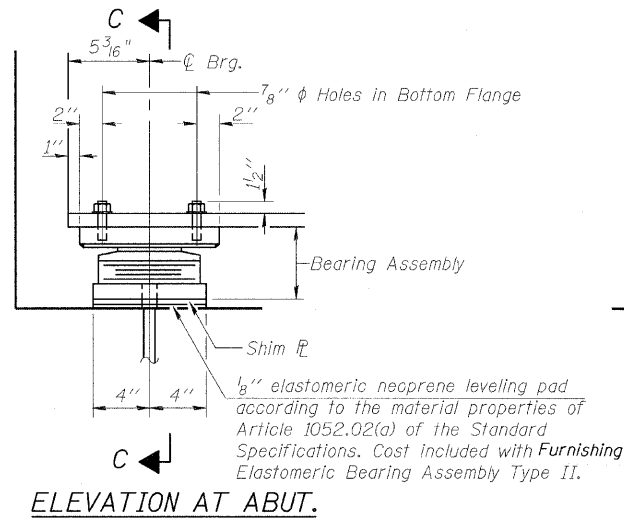
BEARING DETAILS (PIERS)  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096

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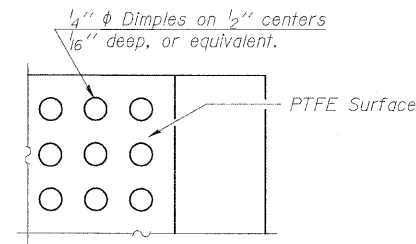
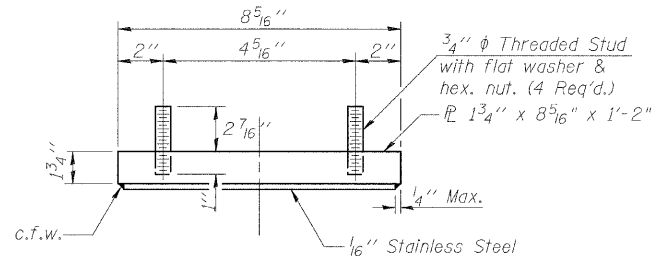
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 13 27 SHEETS
F.A.P. 301	I-HBR-2	WINNEBAGO	57	32	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract #64D50

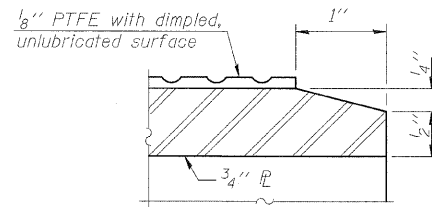
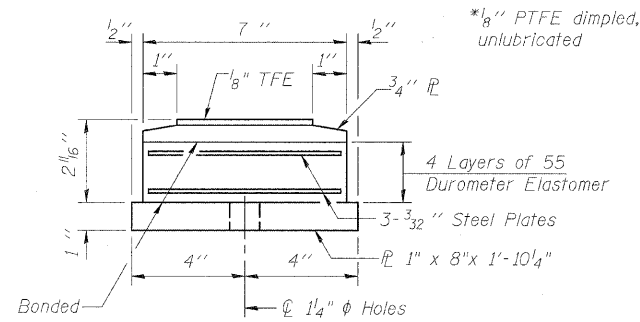


TYPE II ELASTOMERIC EXP. BRG.



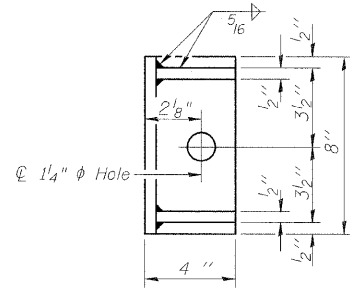
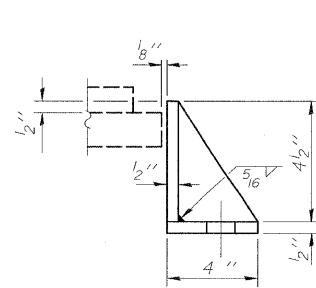
TOP BEARING ASSEMBLY

PLAN-PTFE SURFACE



SECTION THRU PTFE

BOTTOM BEARING ASSEMBLY



SIDE RETAINER FOR ABUTMENTS

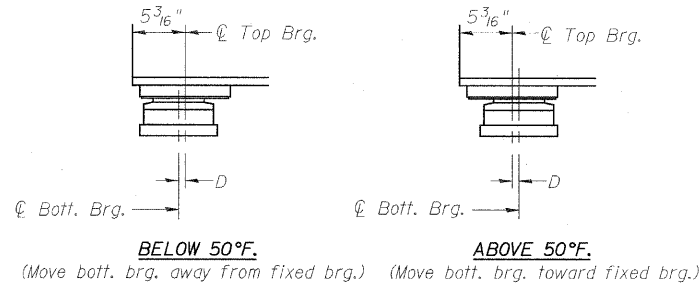
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

DESIGNED	GUN / QAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

11-1-06

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.



NOTE: Furnishing Structural Steel and Furnishing Elastomeric Bearing Assembly Type II is not included in this contract.

BILL OF MATERIAL

Item	Unit	Total
Erecting Elastomeric Bearing Assembly Type II	Each	12
Anchor Bolts 1"	Each	24

BEARING DETAILS (ABUTMENTS)

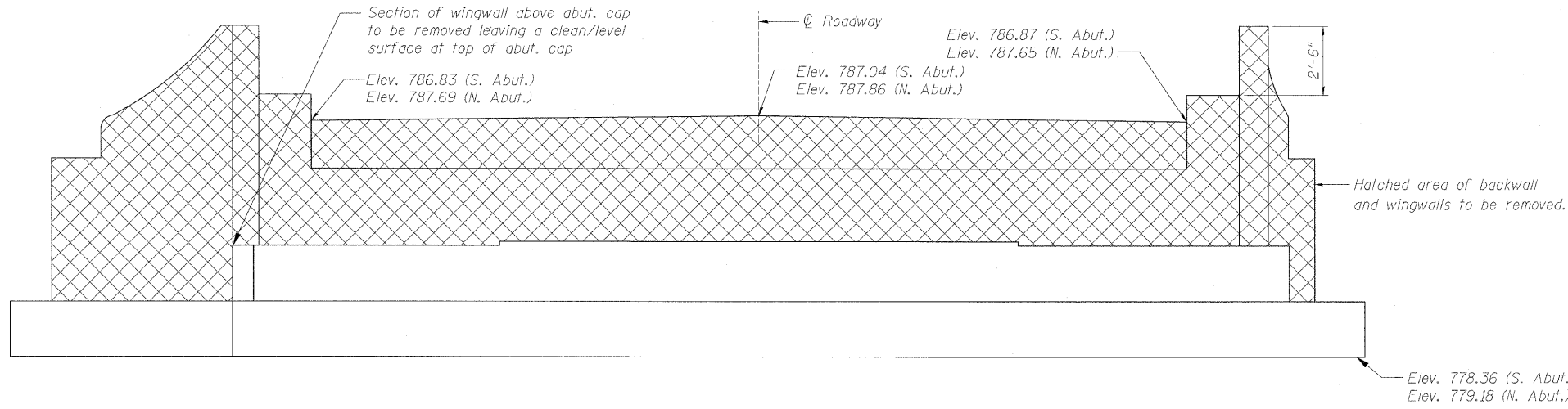
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096



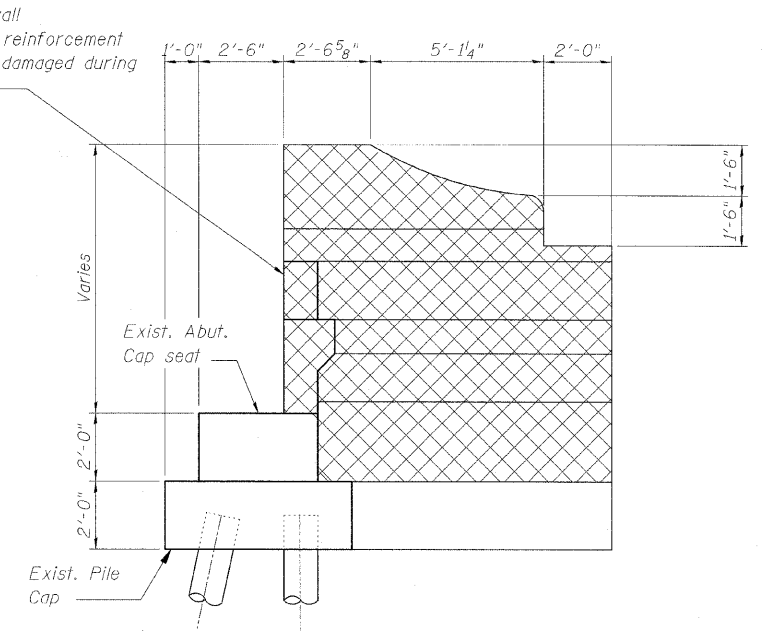
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	1-HBR-2	WINNEBAGO	57	33
SHEET NO. 14 27 SHEETS				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

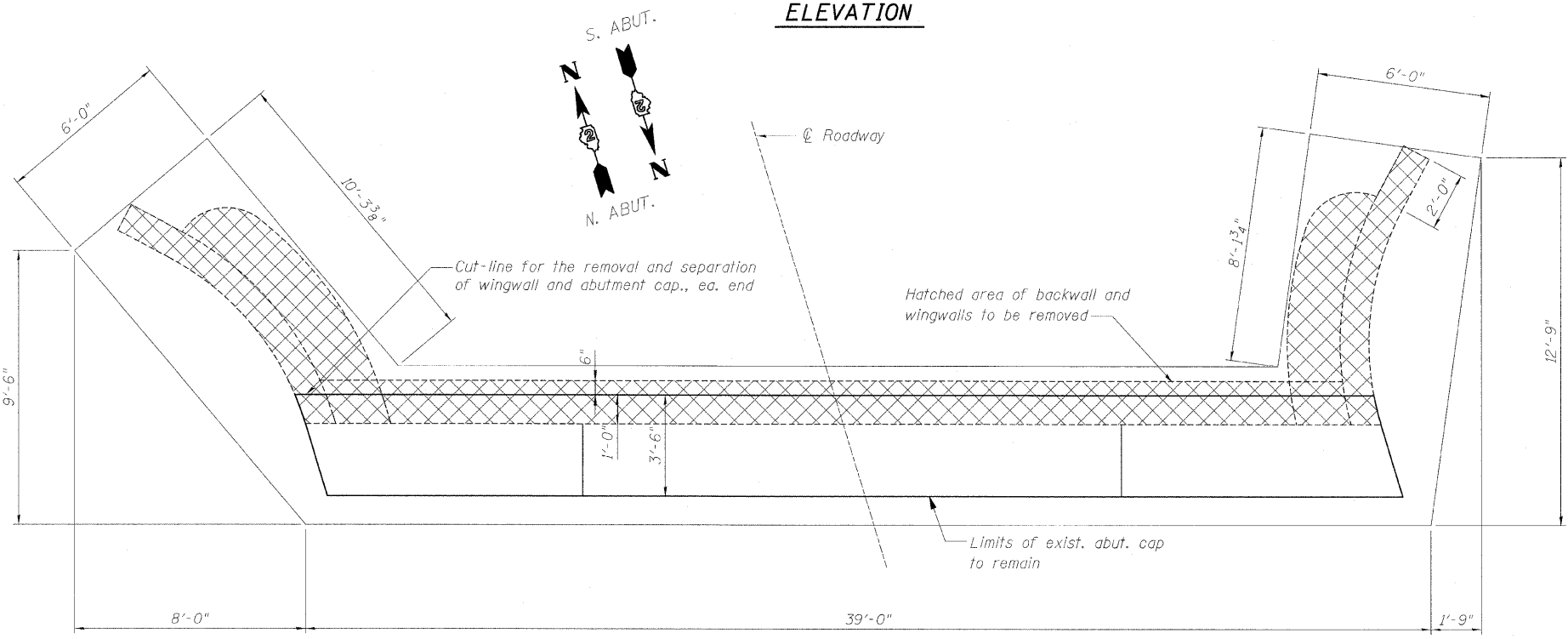
Contract #64D50



**ELEVATION**



**SEC. THRU EXIST. ABUT. (TYP.)**



**PLAN**

DESIGNED	GUN / OAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

**EXISTING ABUTMENT AND WINGWALL  
CONCRETE REMOVAL**  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096

**HOH** HARRY O. HEYER-ASSOCIATES, INC.  
DESIGN AND CONSULTING ENGINEERS  
55 East Jackson Blvd.  
Suite 800  
Chicago, Illinois  
312-246-3131  
PROJECT NUMBER  
**2945**

2/23/52 PM  
 11/13/2008  
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

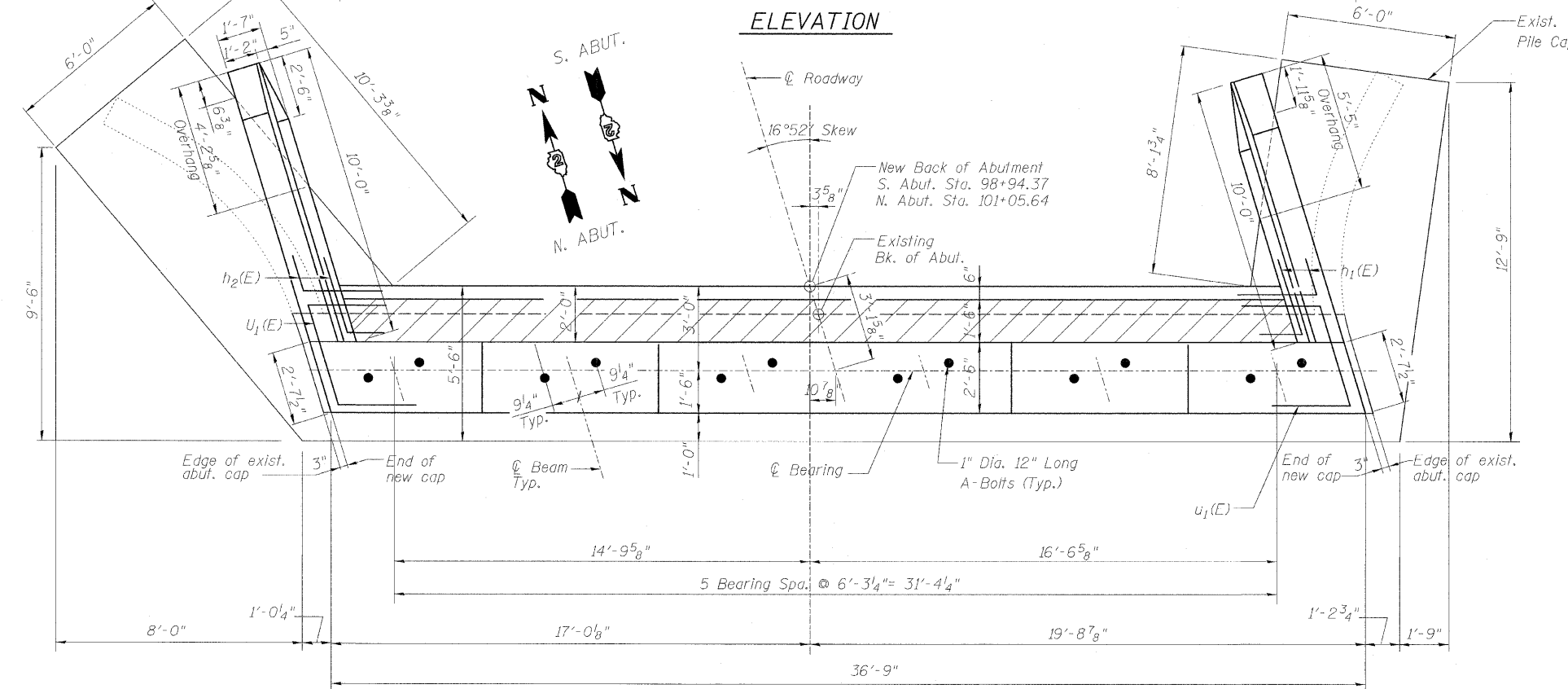
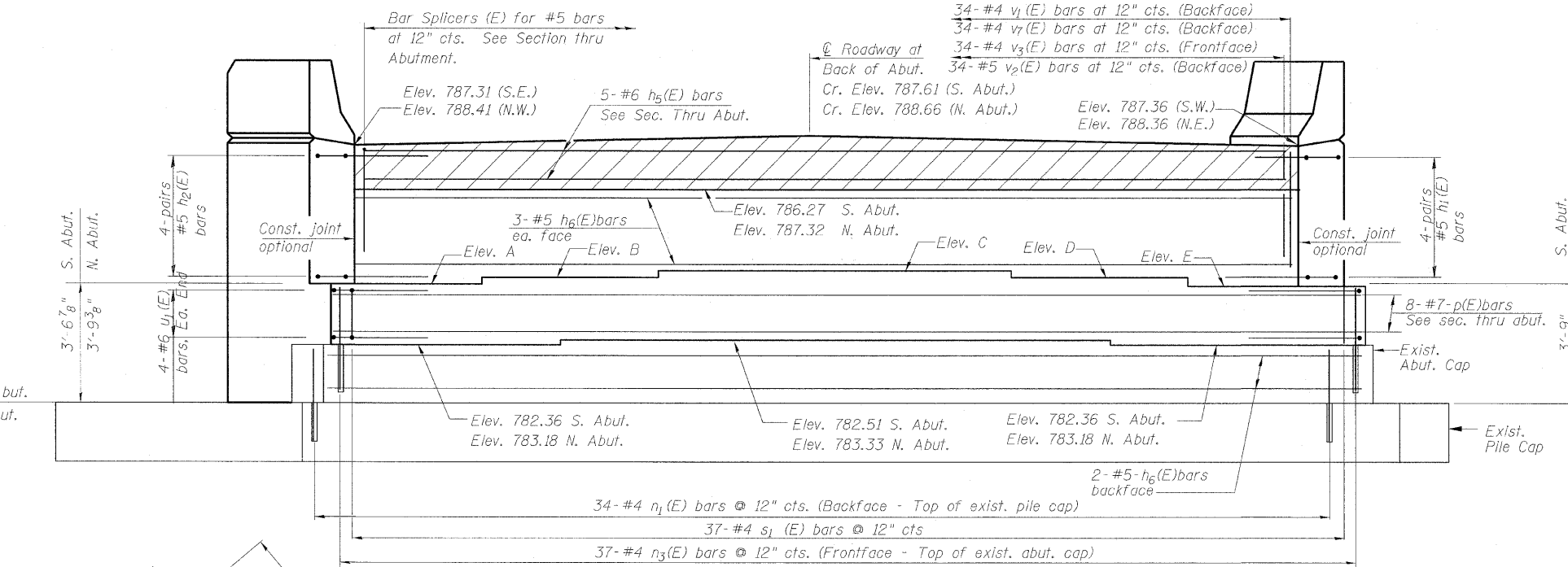
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F.A.P. 301	1-HBR-2	WINNEBAGO	57	34	27 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #64D50

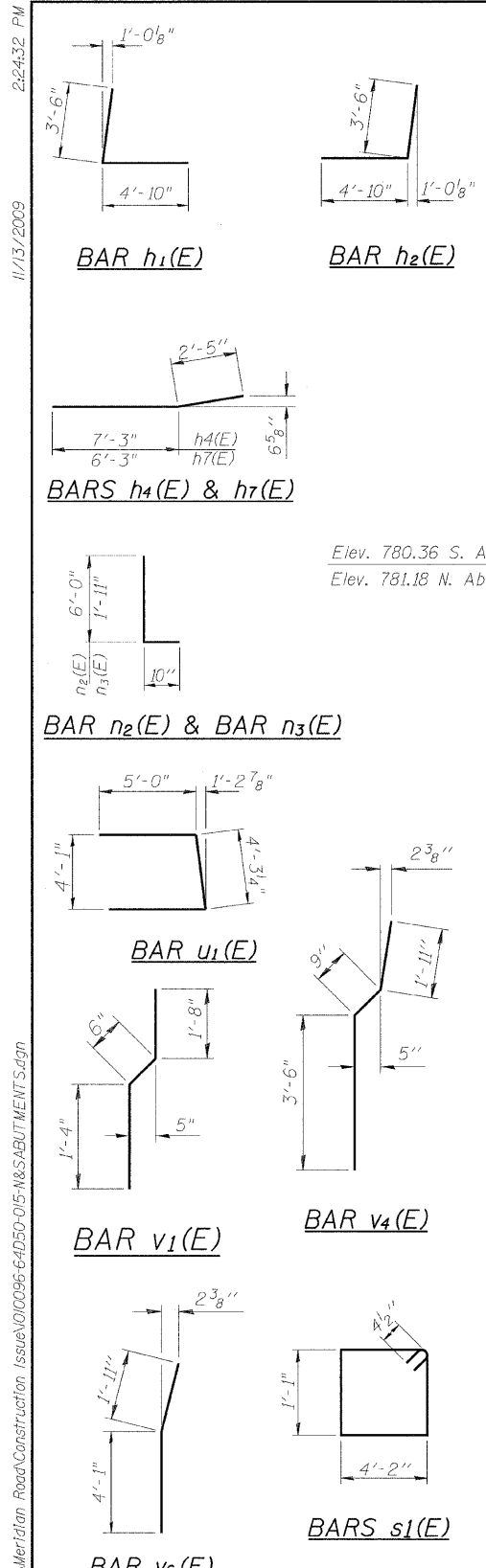
BILL OF MATERIAL  
(ONE ABUTMENT)

Bar	No.	Size	Length	Shape
h <sub>1</sub> (E)	8	#5	8'-4"	L
h <sub>2</sub> (E)	8	#5	8'-4"	L
h <sub>3</sub> (E)	24	#4	9'-3"	—
h <sub>4</sub> (E)	16	#4	9'-8"	—
h <sub>5</sub> (E)	5	#6	33'-5"	—
h <sub>6</sub> (E)	8	#5	33'-5"	—
h <sub>7</sub> (E)	6	#4	8'-8"	—
h <sub>8</sub> (E)	6	#4	8'-1"	—
n(E)	42	#5	7'-5"	—
n <sub>1</sub> (E)	34	#4	3'-5"	—
n <sub>2</sub> (E)	16	#5	6'-10"	—
n <sub>3</sub> (E)	37	#4	2'-9"	—
p(E)	8	#7	36'-5"	—
s <sub>1</sub> (E)	37	#4	11'-3"	□
u <sub>1</sub> (E)	8	#6	14'-4"	—
v <sub>1</sub> (E)	34	#4	3'-6"	—
v <sub>2</sub> (E)	34	#5	3'-4"	—
v <sub>3</sub> (E)	34	#4	4'-9"	—
v <sub>4</sub> (E)	24	#5	6'-2"	—
v <sub>5</sub> (E)	32	#5	6'-1"	—
v <sub>6</sub> (E)	8	#5	6'-0"	—
v <sub>7</sub> (E)	34	#4	5'-9"	—
Concrete Structures (S)		Cu. Yd.	25.2	
Concrete Structures (N)		Cu. Yd.	26.8	
Reinforcement Bars, Epoxy Coated		Pound	3,460	
Concrete Removal		Cu. Yd.	15.6	
Concrete Sealer		Sq. Ft.	253.5	

For details of Bar Splicers, see sheet 21 of 27.



	S. Abut.	N. Abut.
Elev. A	783.86	784.89
Elev. B	783.96	784.99
Elev. C	784.04	785.06
Elev. D	783.94	784.96
Elev. E	783.82	784.84



DESIGNED	GUN / OAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

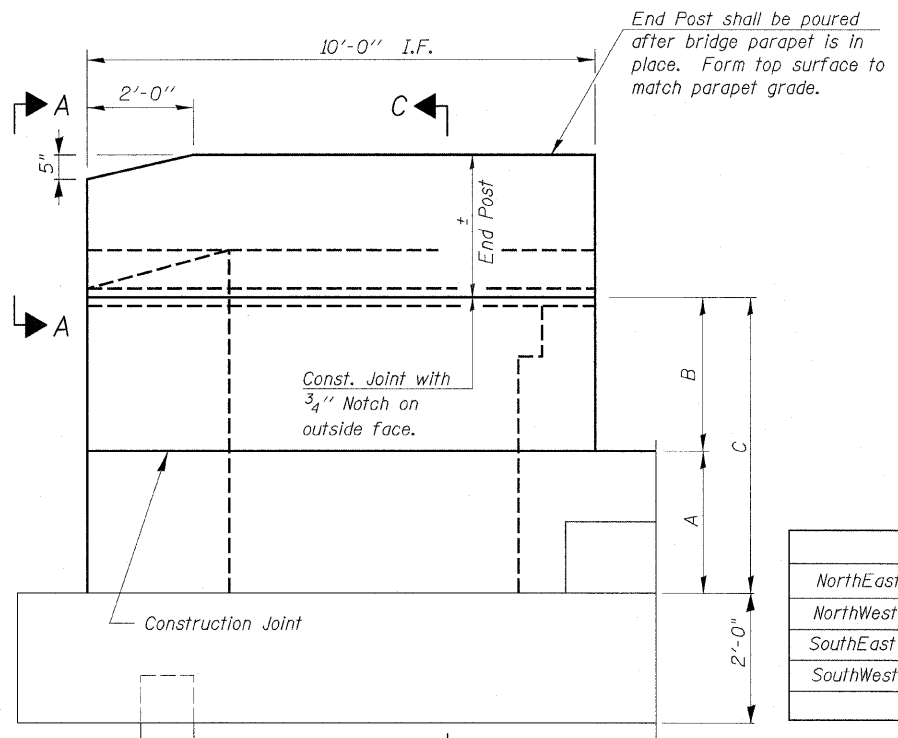
NORTH AND SOUTH ABUTMENTS  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096

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 11/13/2009  
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
F.A.P. 301	1-HBR-2	WINNEBAGO	57	35
Contract #64D50				

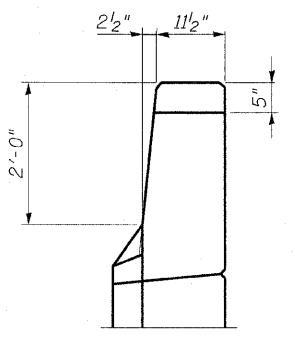
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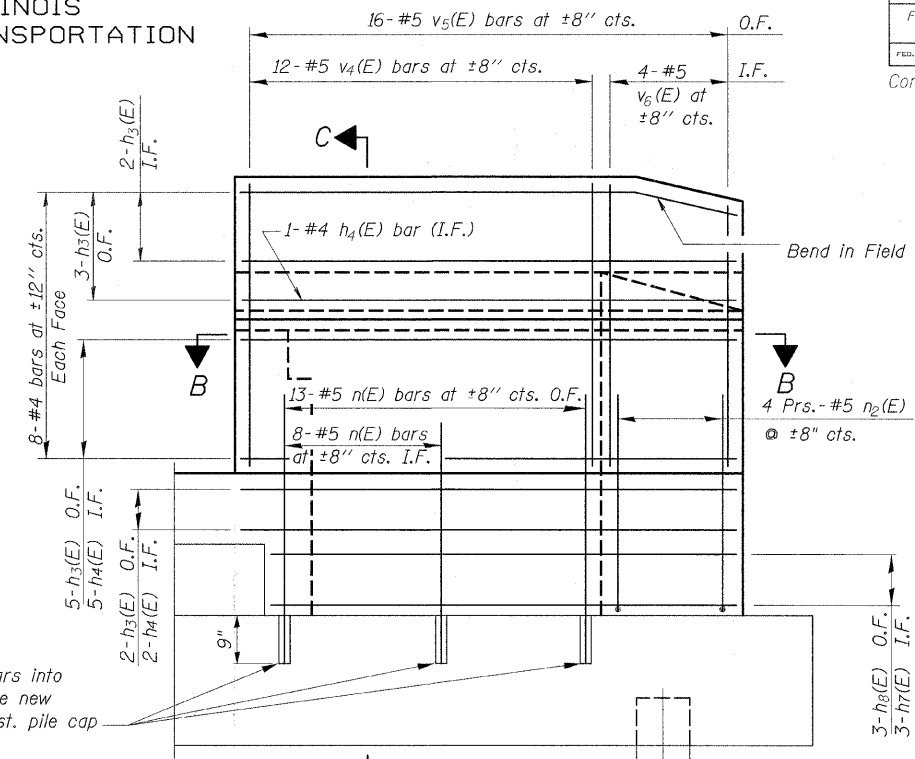
**DIMENSIONS**

	A	B	C
NorthEast	3'-7 <sup>7</sup> / <sub>8</sub> "	3'-7 <sup>7</sup> / <sub>8</sub> "	7'-3 <sup>3</sup> / <sub>4</sub> "
NorthWest	3'-8 <sup>1</sup> / <sub>2</sub> "	3'-7 <sup>7</sup> / <sub>8</sub> "	7'-4 <sup>3</sup> / <sub>8</sub> "
SouthEast	3'-6"	3'-7"	7'-1"
SouthWest	3'-5 <sup>1</sup> / <sub>2</sub> "	3'-8"	7'-1 <sup>1</sup> / <sub>2</sub> "

**WING WALL ELEVATION**  
Showing Dimensions

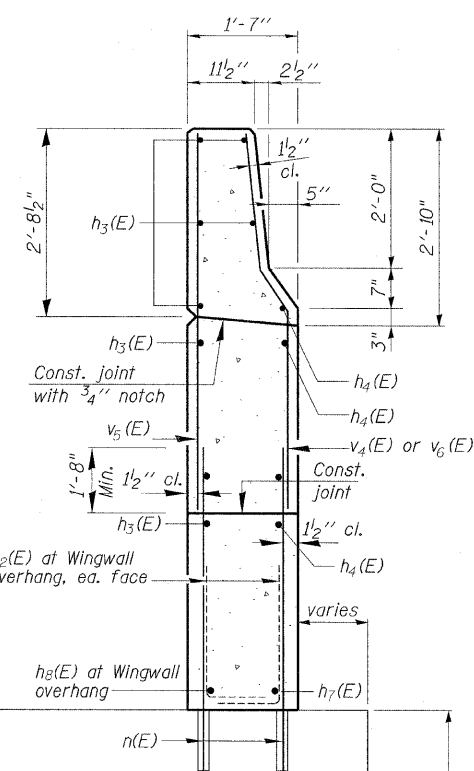


**VIEW A-A**

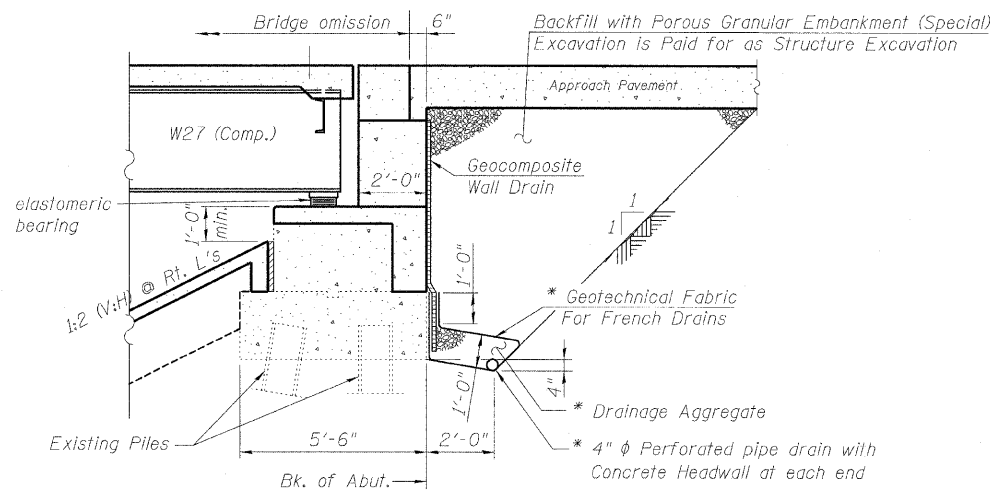


**WING WALL ELEVATION**  
Showing Reinforcement

Note  
O.F. = Outside Face  
I.F. = Inside Face



**SECTION C-C**

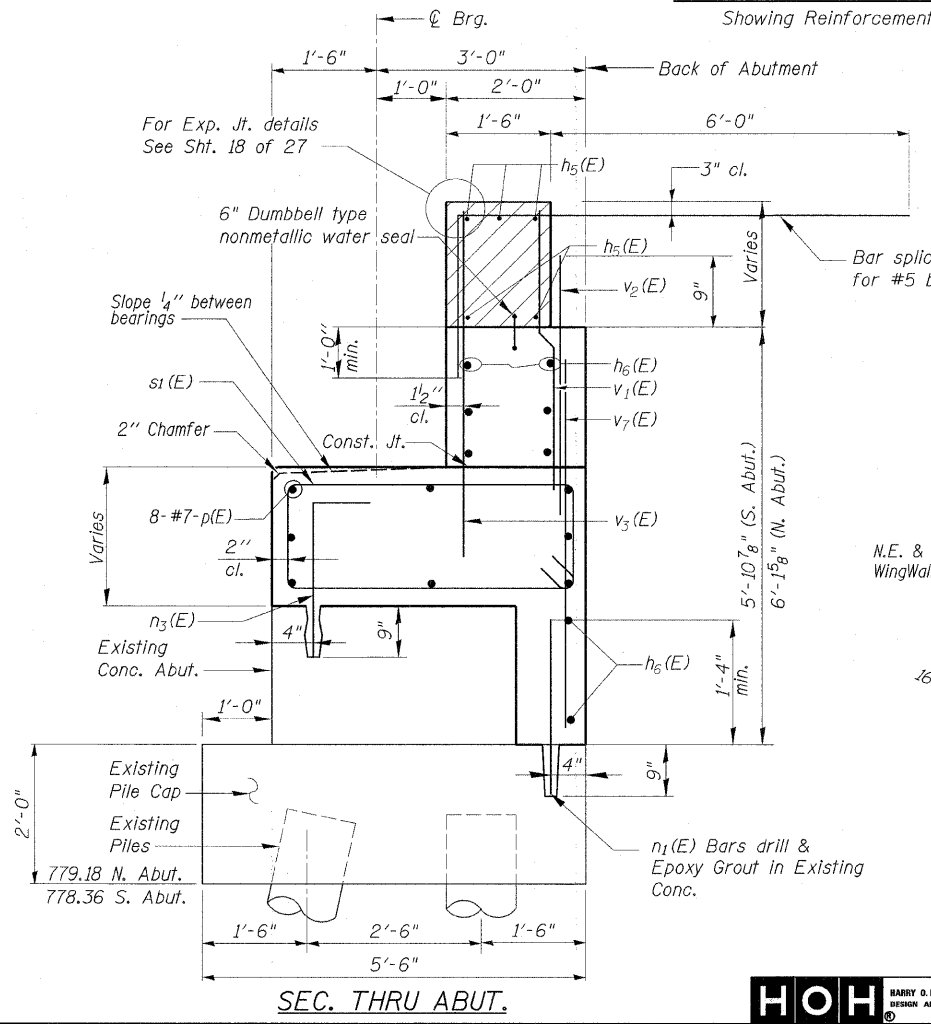


**SECTION THRU PILE SUPPORTED STUB ABUTMENT**  
(Horiz. dim. @ Rt. L's)

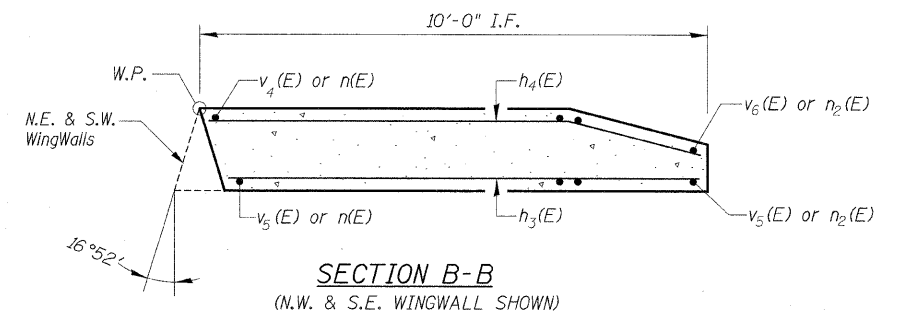
Note:  
All drainage system components shall extend parallel to the abutment backwall until they intersect the wingwalls. The pipe shall be carefully extended under the existing wingwall pile cap. Existing piles shall be located, and not be damaged in the process of drilling the drainage pipe through. The pipe shall extend until intersecting the side slopes and drain into concrete headwalls. Excavated spaces below the pilecap shall be packed with Porous Granular Embankment (Special). (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

DESIGNED	GUN / OAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

Notes:  
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.  
Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap.  
Quantity of concrete in end post included with Concrete Superstructure on sheet 9 of 27.



**SEC. THRU ABUT.**



**SECTION B-B**  
(N.W. & S.E. WINGWALL SHOWN)

**ABUTMENT DETAILS**  
**MERIDIAN ROAD OVER US 20**  
**F.A.P. 301 (US 20) - SEC. 1-HBR-2**  
**WINNEBAGO COUNTY**  
**STATION 100+00**  
**STRUCTURE NO. 101-0096**

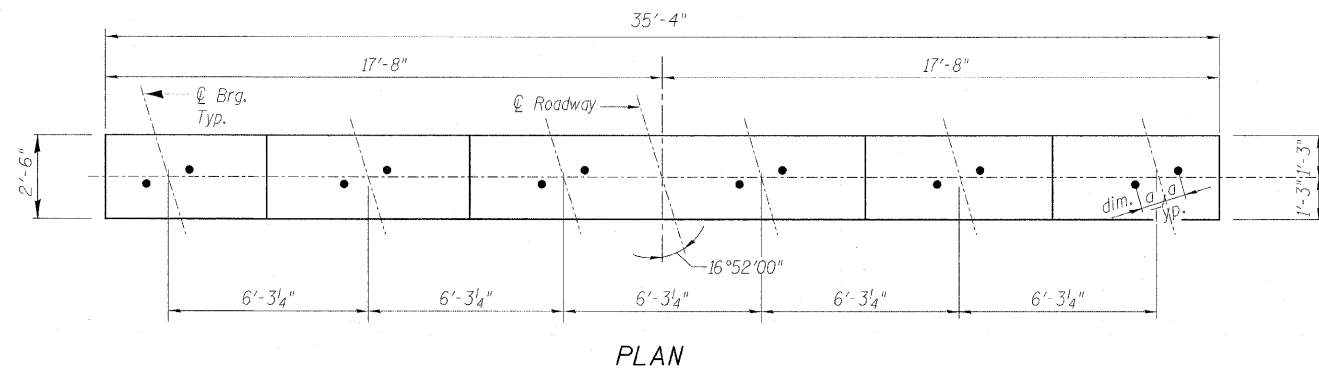
**HOH** BARRY O. HEFFER ASSOCIATES, INC.  
DESIGN AND CONSULTING ENGINEERS  
55 East Jackson Road, Suite 200, Chicago, IL 60604, 312-346-8111  
PROJECT NUMBER 2945

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

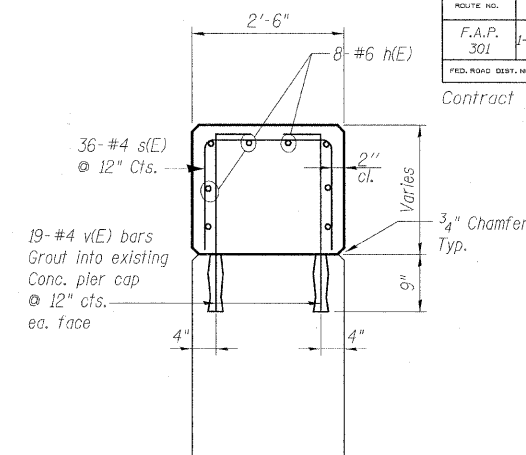
ROUTE NO.	SECTION	COUNTY	STATION	SHEET NO.	SHEET NO. 17
F.A.P. 301	1-HBR-2	WINNEBAGO	57	36	27 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #64D50

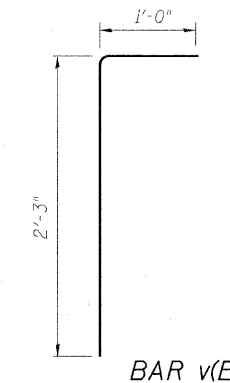
Notes:  
Space reinforcement in cap to miss anchor bolts.  
Pour steps monolithically with cap.



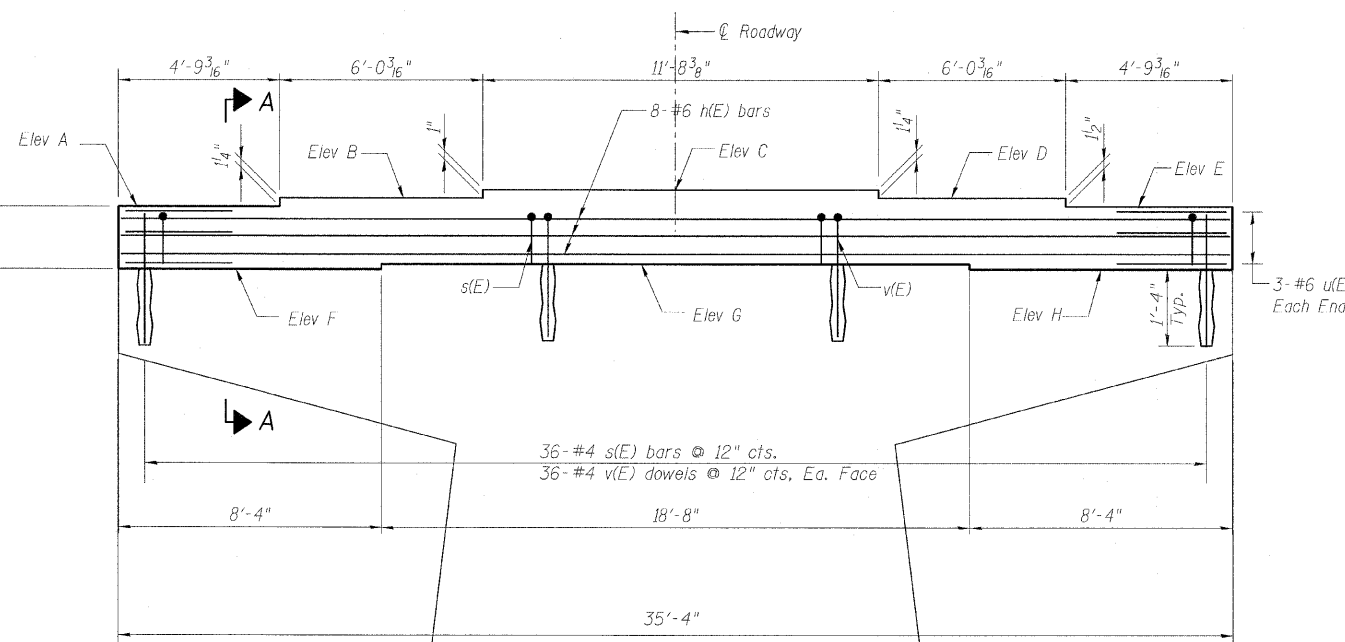
PLAN



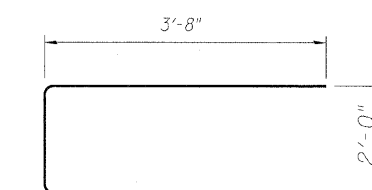
SECTION A-A



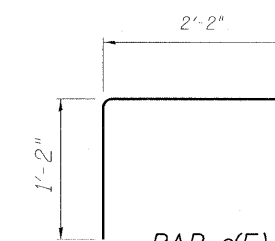
BAR v(E)



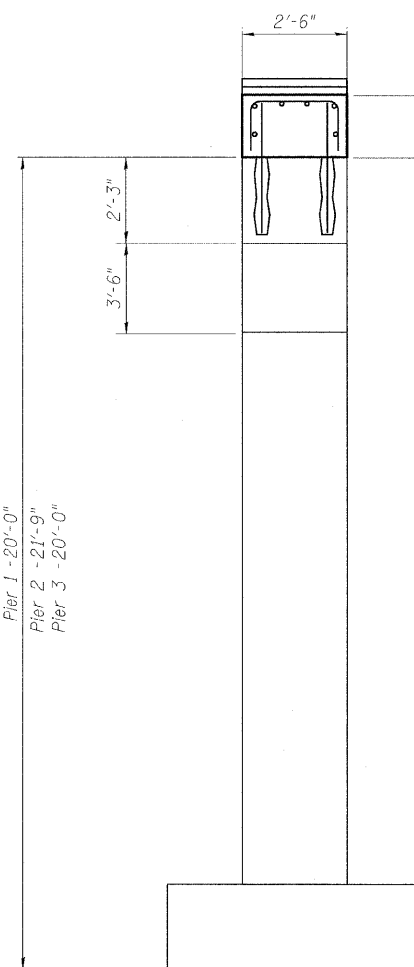
ELEVATION  
(Looking North)



BAR u(E)



BAR s(E)



END VIEW

BILL OF MATERIAL (ONE PIER)

Bar	No.	Size	Length	Shape
h(E)	8	#6	35'-0"	—
s(E)	36	#4	4'-6"	□
u(E)	6	#6	9'-4"	—
v(E)	72	#4	3'-3"	—
Concrete Structures			Cu. Yd.	4.2
Reinforcement Bars, Epoxy Coated			Pound	770.0

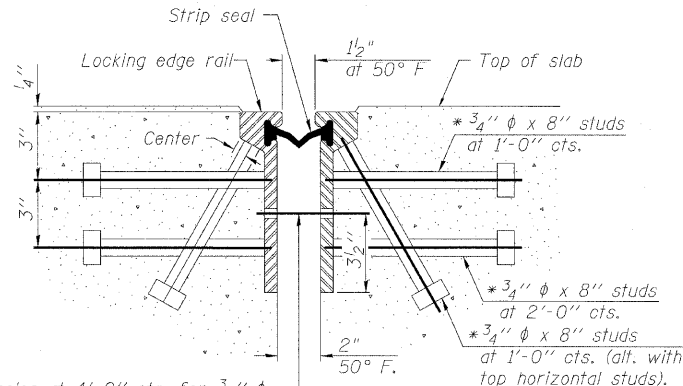
	Pier 1	Pier 2	Pier 3
Elev. A	784.17	784.57	784.76
Elev. B	784.27	784.67	784.86
Elev. C	784.35	784.74	784.93
Elev. D	784.25	784.64	784.83
Elev. E	784.13	784.52	784.71
Elev. F	782.80	782.62	782.33
Elev. G	782.95	782.78	782.49
Elev. H	782.80	782.62	782.33
dim. a	1'-0 7/8"	7 1/2"	1'-0 7/8"

PIER DETAILS (1, 2 & 3)  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

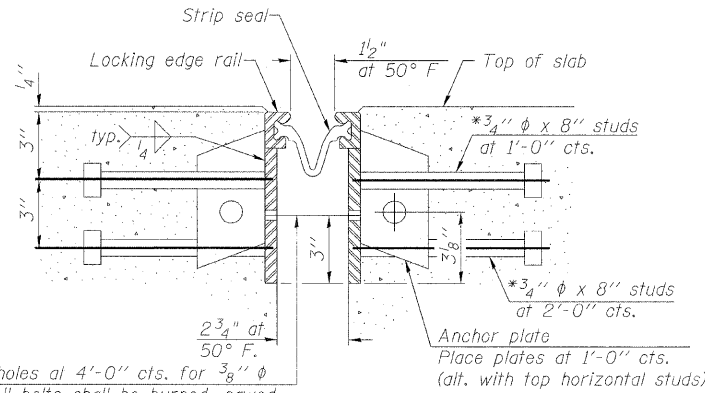
ROUTE NO.	SECTION	COUNTY	STATES	SHEET	SHEET NO. 18 27 SHEETS
F.A.P. 301	1-HBR-2	WINNEBAGO	57	37	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #64D50		

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



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.

SECTION THRU  
ROLLED 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.

SECTION THRU  
WELDED RAIL JOINT

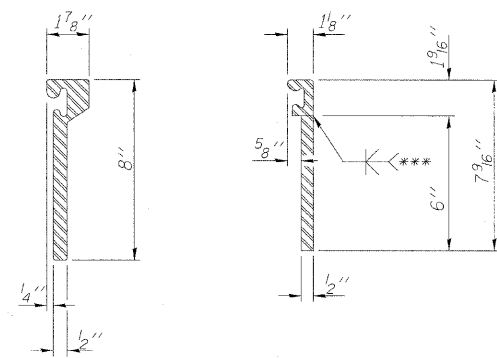
Notes:

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.

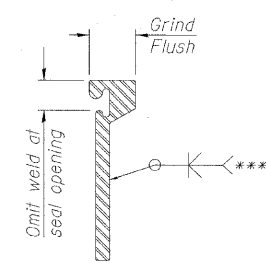
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

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.



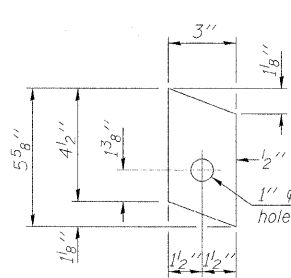
ROLLED  
EXTRUDED RAIL      WELDED RAIL



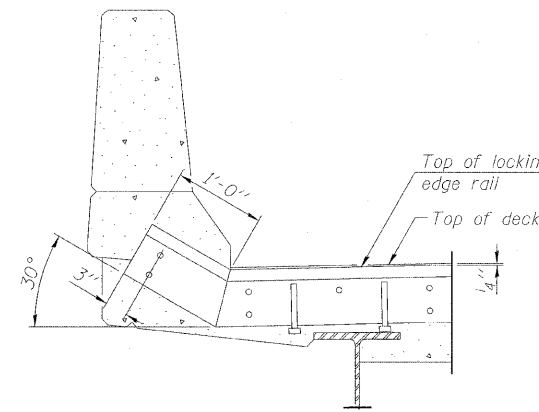
\*\*\*Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE  
RAIL SPLICE

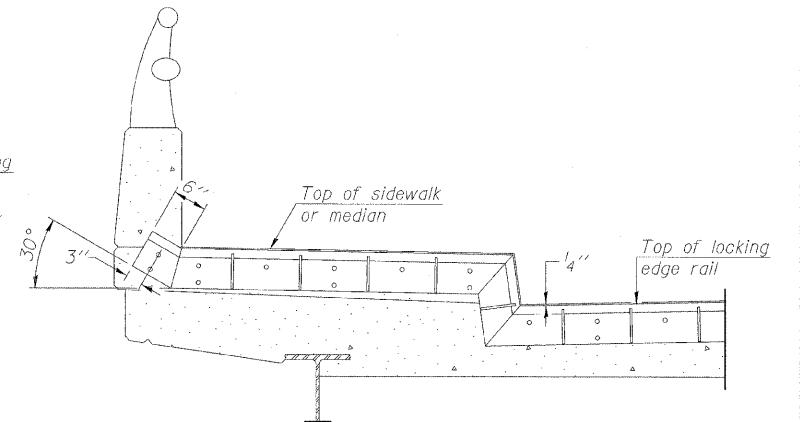
The inside of the locking edge rail groove shall be free of weld residue.



ANCHOR PLATE  
(for welded rail)



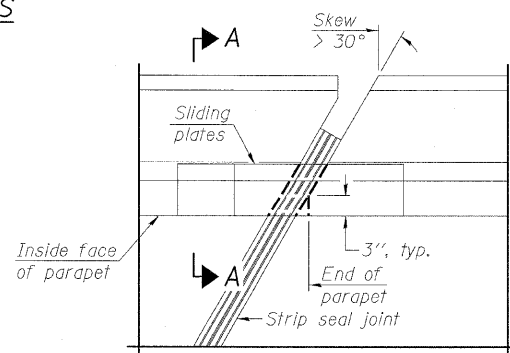
AT PARAPET



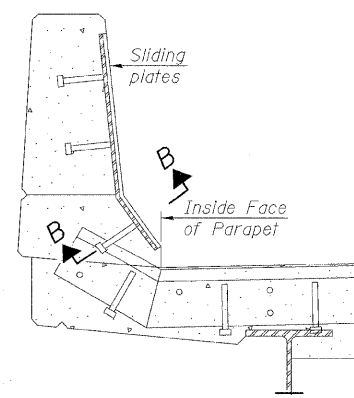
AT SIDEWALK OR MEDIAN

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.

LOCKING EDGE RAILS



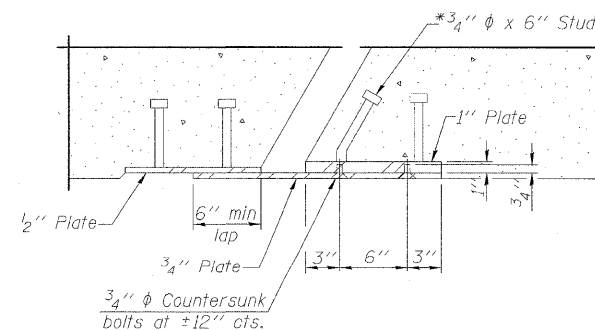
PLAN



SECTION A-A

POINT BLOCK DETAILS  
(for skews > 30°)

TYPICAL END TREATMENTS



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	71

PREFORMED JOINT STRIP SEAL  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096

DESIGNED	GUN / OAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

EJ-SSJ

10-1-08

**HOH** HARRY O. HOFFER ASSOCIATES, INC.  
DESIGN AND CONSULTING ENGINEERS  
55 East Jackson Blvd.  
Suite 800  
Chicago, IL 60604  
312-346-8111  
PROJECT NUMBER  
2945

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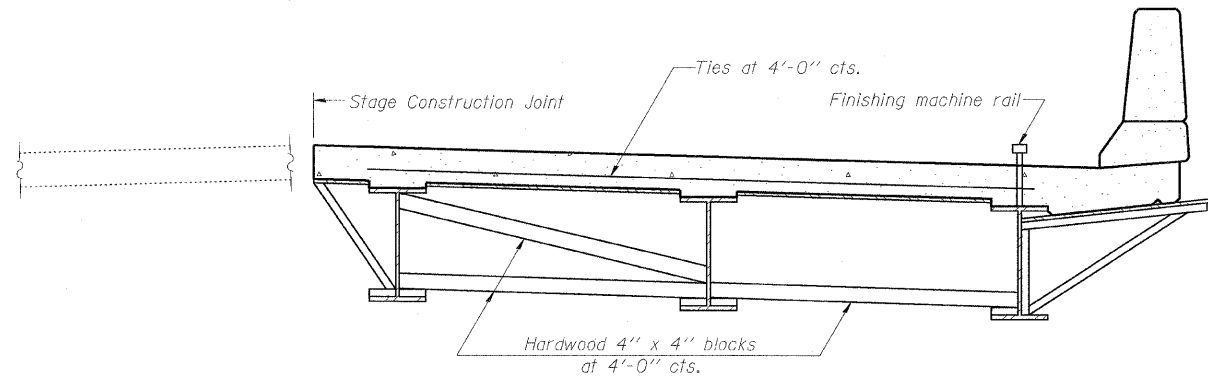
11/13/2009

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 19 27 SHEETS
F.A.P. 301	1-HBR-2	WINNEBAGO	57	38	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #64D50



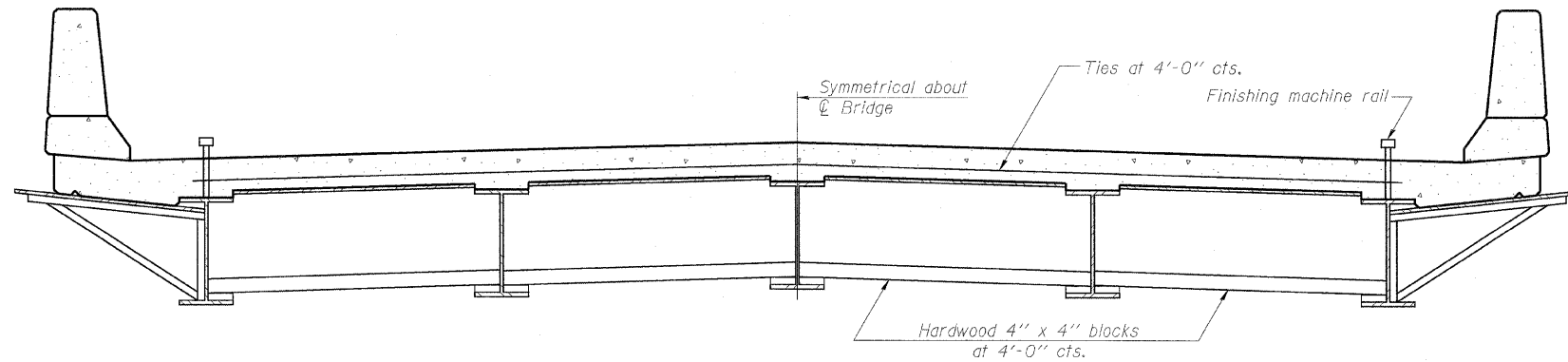
FORM BRACES FOR  
STAGE CONSTRUCTION

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.

The finishing machine rails shall be placed on the top flange of the exterior beams.

The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.

For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



FORM BRACES FOR  
STANDARD CONSTRUCTION

DESIGNED	GUN / GAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

SB-1

11-1-06

CANTILEVER FORMING BRACKETS  
FOR SUPERSTRUCTURES WITH  
W27 BEAMS AND SMALLER  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096

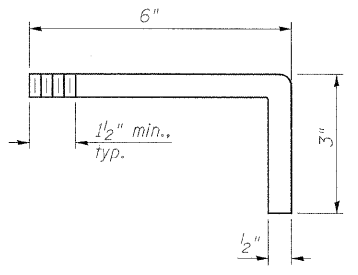
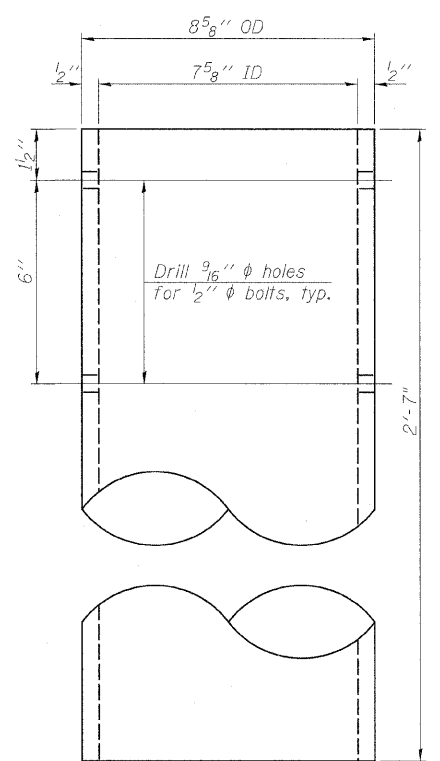
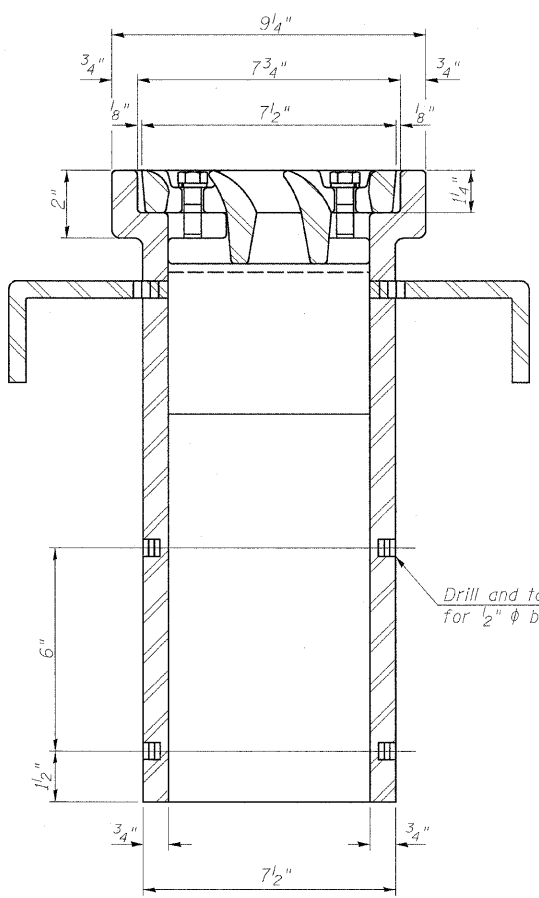
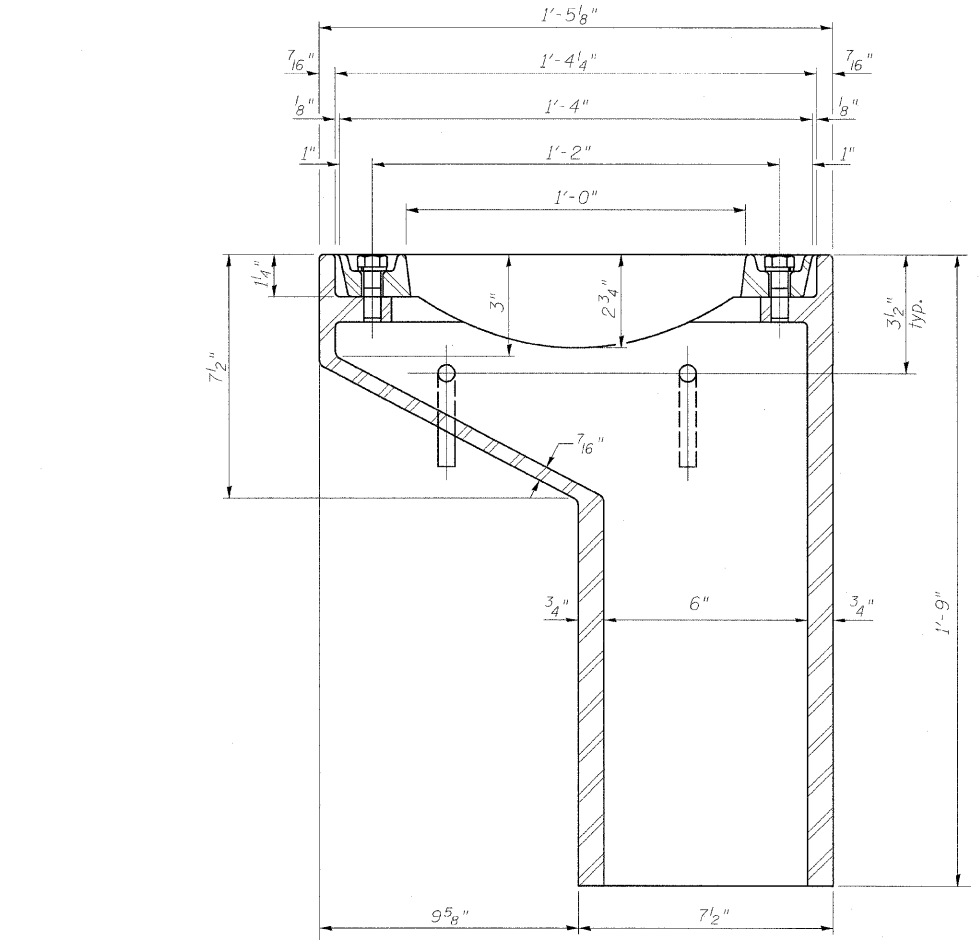
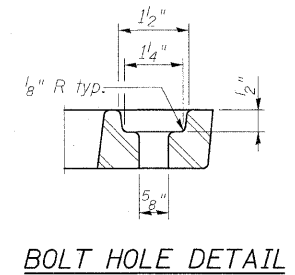
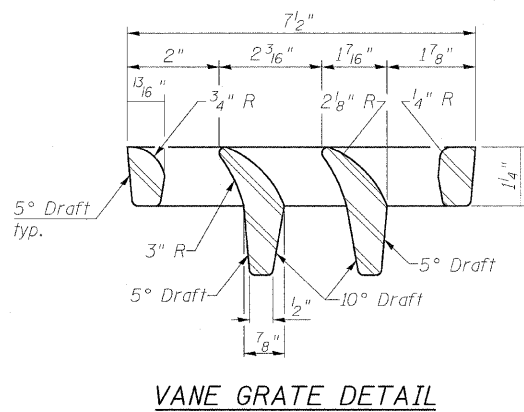
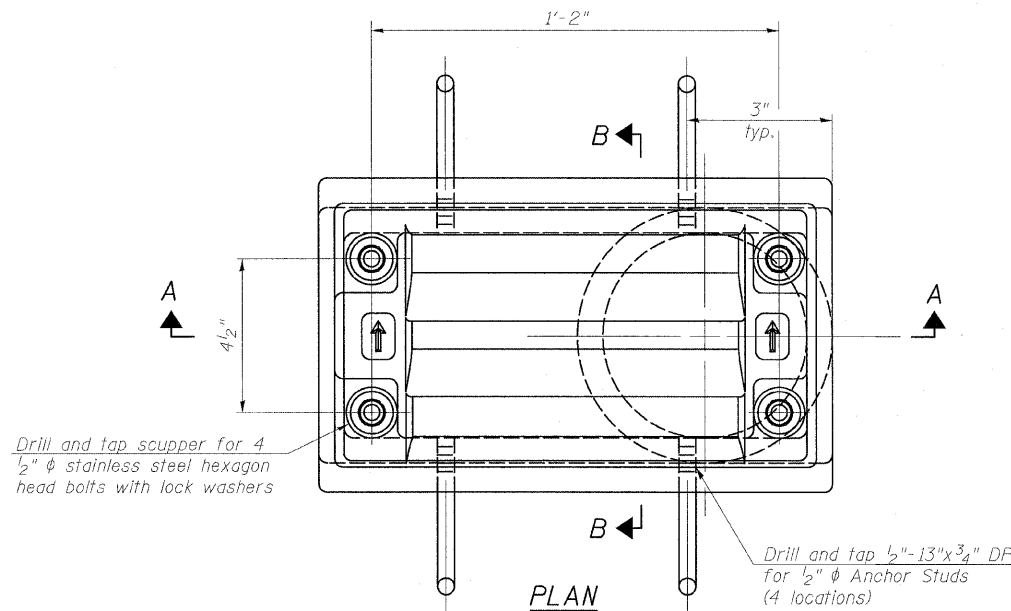
**HOH** HARRY O. HETTER-ASSOCIATES, INC.  
DESIGN AND CONSULTING ENGINEERS  
55 East Jackson Blvd.  
Suite 800  
Chicago, IL 60604  
312-346-8131  
PROJECT NUMBER:  
**2945**

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 20
F.A.P. 301	1-HBR-2	WINNEBAGO	57	39	27 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-	Contract #64D50		

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**SECTION A-A**  
See sheet 9 of 27 for scupper location relative to parapet.

**SECTION B-B**

**DOWNSPOUT**

**ANCHOR STUD DETAIL**

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	2

DESIGNED	GUN / OAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

**DRAINAGE SCUPPER, DS-11**  
**MERIDIAN ROAD OVER US 20**  
**F.A.P. 301 (US 20) - SEC. 1-HBR-2**  
**WINNEBAGO COUNTY**  
**STATION 100+00**  
**STRUCTURE NO. 101-0096**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	1-HBR-2	WINNEBAGO	57	40
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract #64D50

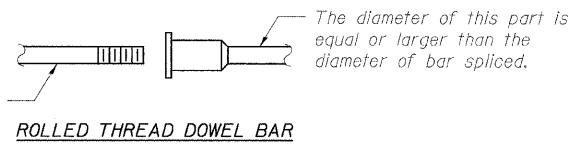
**NOTES**

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.  
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.  
All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.  
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.  
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity =  $1.25 \times f_y \times A_t$   
(Tension in kips)
- ② Minimum \*Pull-out Strength =  $0.66 \times f_y \times A_t$   
(Tension in kips)

Where  $f_y$  = Yield strength of lapped reinforcement bars in ksi.  
 $A_t$  = Tensile stress area of lapped reinforcement bars.  
\* = 28 day concrete

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8

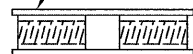


ROLLED THREAD DOWEL BAR



\*\* ONE PIECE

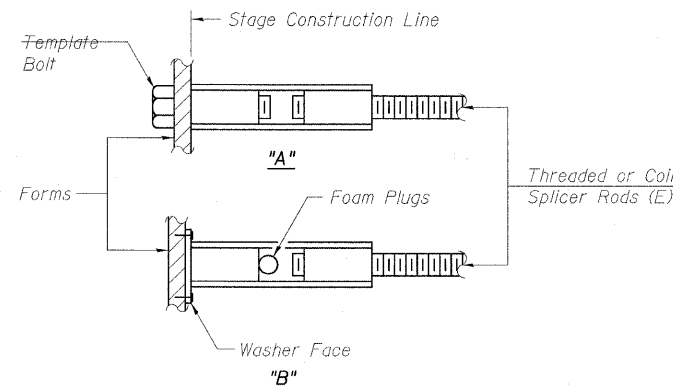
Wire Connector



WELDED SECTIONS

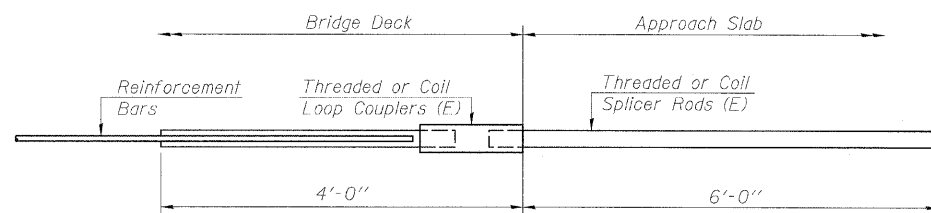
**BAR SPLICER ASSEMBLY ALTERNATIVES**

\*\* Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



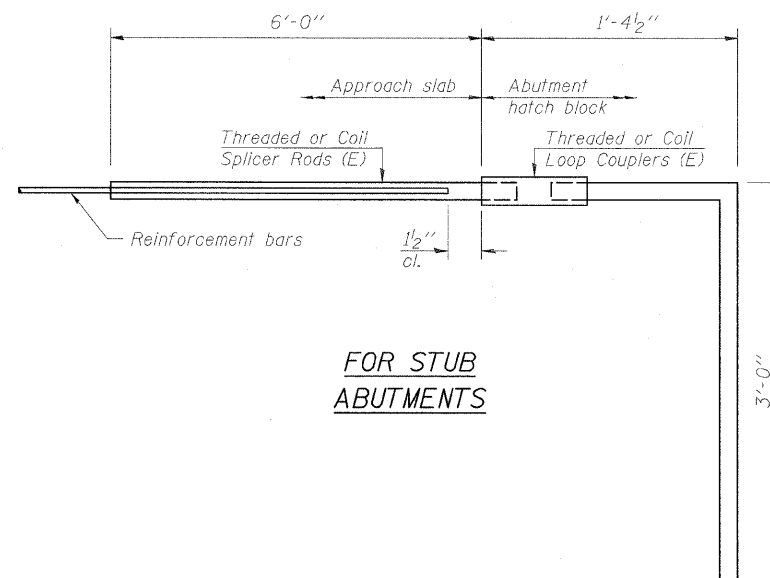
**INSTALLATION AND SETTING METHODS**

"A": Set bar splicer assembly by means of a template bolt.  
"B": Set bar splicer assembly by nailing to wood forms or cementing to steel forms.  
(E): Indicates epoxy coating.



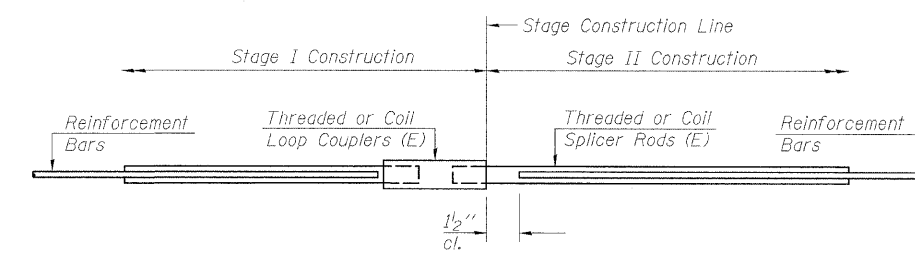
**FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

Bar Splicer for #5 bar	
Min. Capacity =	23.0 kips - tension
Min. Pull-out Strength =	12.3 kips - tension
No. Required =	



**FOR STUB ABUTMENTS**

Bar Splicer for #5 bar	
Min. Capacity =	23.0 kips - tension
Min. Pull-out Strength =	12.3 kips - tension
No. Required =	68



**STANDARD**

Bar Size	No. Assemblies Required	Location

**BAR SPLICER ASSEMBLY DETAILS**  
**MERIDIAN ROAD OVER US 20**  
**F.A.P. 301 (US 20) - SEC. 1-HBR-2**  
**WINNEBAGO COUNTY**  
**STATION 100+00**  
**STRUCTURE NO. 101-0096**

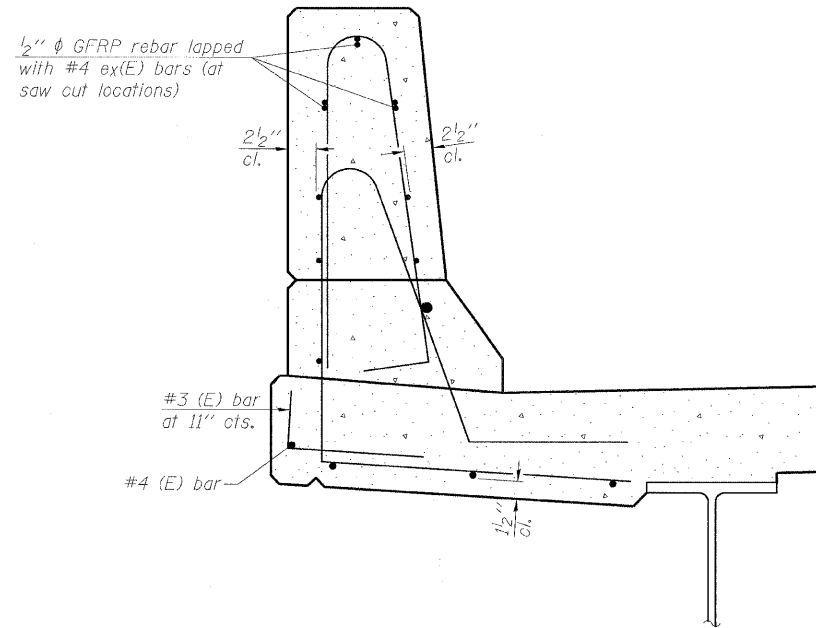
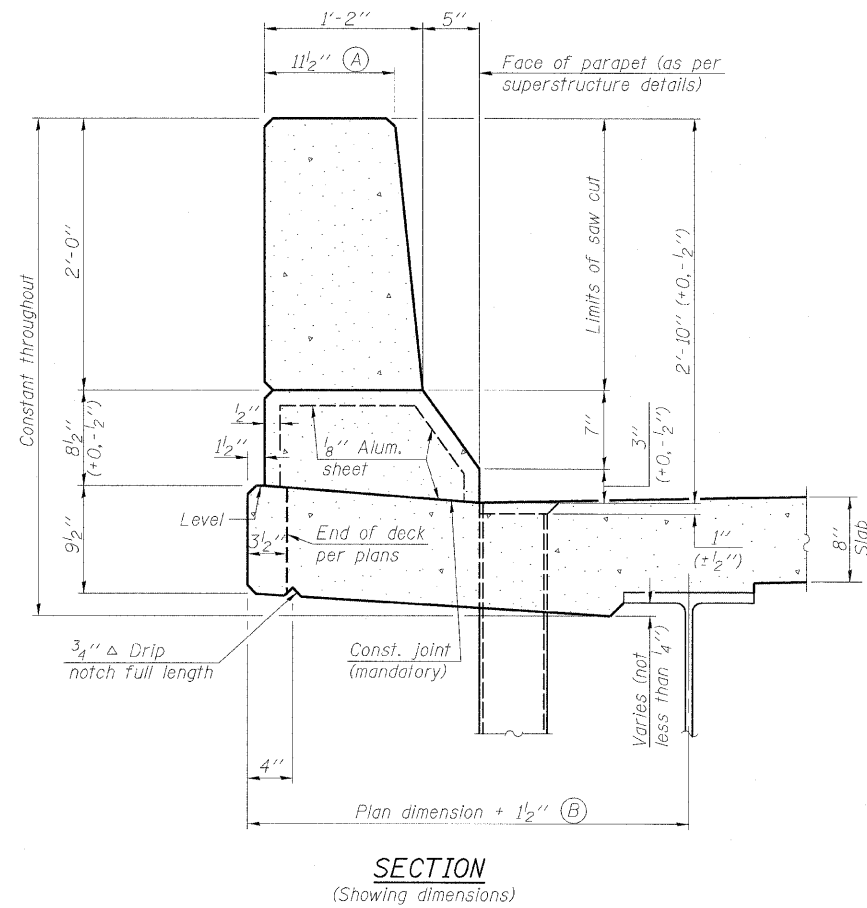
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

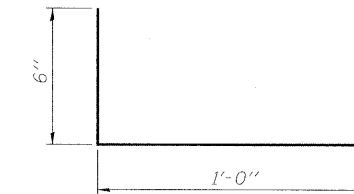
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
F.A.P. 301	1-HBR-2	WINNEBAGO	57	41
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract #64D50

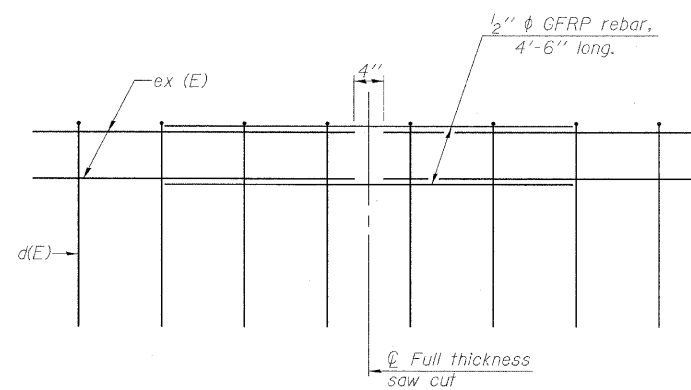


**GENERAL NOTES**

All dimensions shall remain the same as shown on contract plans, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B= 0.0165 cu. yds./ft. of parapet.  
Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.



**#3 (E) BAR**



**GFRP REBAR STIFFENING DETAIL**

(Place as shown in parapet section at each parapet joint location.)

DESIGNED	GUN / OAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

**CONCRETE PARAPET SLIPFORMING OPTION**

**MERIDIAN ROAD OVER US 20**  
**F.A.P. 301 (US 20) - SEC. 1-HBR-2**  
**WINNEBAGO COUNTY**  
**STATION 100+00**  
**STRUCTURE NO. 101-0096**

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	1-HBR-2	WINNEBAGO	57	42
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #64D50



**SOIL BORING LOG**

Page 1 of 2

Date 3/27/07

ROUTE FA 194 DESCRIPTION P92-095-07 Meridian Road over Bypass 20 LOGGED BY W. Garza  
SECTION LOCATION Winnebago Twp. - 12 SW, SEC. , TWP. 26N, RNG. 11E  
COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.	DEPTH	BLOWS	UCS	MOIST	Surface Water Elev.	DEPTH	BLOWS	UCS	MOIST
Station	H	S	Qu	T	ft	H	S	Qu	T
BORING NO. B-1					Stream Bed Elev. 79.50				
Station 9+87					Groundwater Elev.:				
Offset 26.00ft Rt CL					First Encounter 67.0 ft				
Ground Surface Elev. 79.50					Upon Completion Wash				
	(ft)	(/6")	(tsf)	(%)	After Hrs.	(ft)	(/6")	(tsf)	(%)
SILT brown SILTY CLAY LOAM			0.3 P	15.0	MEDIUM tan medium SAND	4			
						5			
					58.00	8			
MEDIUM light brown SILTY LOAM	77.00	1			Wash	3			
		1	0.5 B	28.0	MEDIUM tan fine SAND	8			
	75.50	4				13			
					55.50				
MEDIUM tan SANDY LOAM with LIMESTONE fragments	-5	2			MEDIUM tan fine SAND	4			
		7		14.0		6			
	72.50	10				10			
					53.00				
MEDIUM/DENSE tan SANDY LOAM with LIMESTONE		10			Wash	3			
		12			MEDIUM tan fine SAND with SILT lens	7			
	70.50	18				9			
					50.50				
MEDIUM tan fine SAND	-10	6			MEDIUM tan fine SAND	4			
		7				8			
	68.00	10				11			
					48.00				
LOOSE tan fine SAND		2			Wash	2			
		2			LOOSE tan fine SAND	3			
	65.50	4				5			
					45.50				
LOOSE tan medium SAND	-15	2			Wash	2			
		3			MEDIUM tan fine SAND	6			
	63.00	4				10			
					43.00				
Wash MEDIUM tan medium SAND		3			Wash	4			
		5			MEDIUM tan fine SAND	8			
	60.50	8				12			
					40.50				
	-20								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)

DESIGNED	GUN / QAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO



**SOIL BORING LOG**

Page 2 of 2

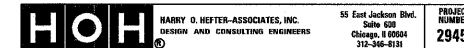
Date 3/27/07

ROUTE FA 194 DESCRIPTION P92-095-07 Meridian Road over Bypass 20 LOGGED BY W. Garza  
SECTION LOCATION Winnebago Twp. - 12 SW, SEC. , TWP. 26N, RNG. 11E  
COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.	DEPTH	BLOWS	UCS	MOIST	Surface Water Elev.	DEPTH	BLOWS	UCS	MOIST
Station	H	S	Qu	T	ft	H	S	Qu	T
BORING NO. B-1					Stream Bed Elev. 79.50				
Station 9+87					Groundwater Elev.:				
Offset 26.00ft Rt CL					First Encounter 67.0 ft				
Ground Surface Elev. 79.50					Upon Completion Wash				
	(ft)	(/6")	(tsf)	(%)	After Hrs.	(ft)	(/6")	(tsf)	(%)
VERY DENSE gray well-cemented SAND with GRAVEL						12			
						26			
					37.50	32			
Wash VERY DENSE gray well-cemented SAND & GRAVEL with SILT lens, hard drilling						25			17.0
					35.50	29			
						29			
HARD gray SILTY CLAY TILL						10			
						14	5.4 S		18.0
					32.50	26			
DENSE gray dirty SAND & GRAVEL						22			
					30.00	22			
						15			
HARD gray SILTY CLAY TILL						11			
					28.00	17	5.2 S		15.0
						26			
Wash VERY DENSE gray/tan SAND & GRAVEL with LIMESTONE Auger Refusal at 54'						33			
					25.50	100/3'			
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)

SOIL BORING LOGS  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096



55 East Jackson Blvd.  
Suite 600  
Chicago, IL 60604  
312-346-8111

PROJECT NUMBER  
2945

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	ISTEN SHEETS	SHEET NO.
F.A.P. 301	1-HBR-2	WINNEBAGO	57	44
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 25  
27 SHEETS

Contract #64D50



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

SOIL BORING LOG

Page 1 of 2

Date 5/8/07

ROUTE FA 194 DESCRIPTION P92-095-07 Meridian Road over Bypass 20 LOGGED BY W. Garza  
SECTION LOCATION Winnebago Twp. - 12 SW, SEC. , TWP. 26N, RNG. 11E  
COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.	DEPT	BLOW	UCS	MOIST	Surface Water Elev.	DEPT	BLOW	UCS	MOIST
Station	H	S	Qu	T	ft	H	S	Qu	T
BORING NO. B-3					Groundwater Elev.: 79.8 ft ▼				
Station 11+50					First Encounter 79.8 ft ▼				
Offset 9.00ft Lt CL					Upon Completion				
Ground Surface Elev. 99.80 ft					After Hrs.				
7" Asphalt, 8" Concrete				10.0	VERY STIFF gray SILTY CLAY		5		
							8	3.9	23.0
						78.30	13	B	
STIFF tan LOAM		5			VERY STIFF gray/tan SILTY CLAY		4		
		2	1.1	10.0			5	2.1	28.0
		4	B			75.80	8	B	
SOFT tan SANDY LOAM		1			STIFF gray SILTY LOAM with SAND lens		3		
		0	0.4	11.0			5	2.0	23.0
		2	P			73.30	7	B	
VERY STIFF tan LOAM		3			STIFF tan SILT with SAND lens		2		
		7	2.9	18.0			4	1.3	21.0
		10	B			70.30	6	P	
VERY STIFF tan SANDY LOAM		7			MEDIUM tan very moist SAND & GRAVEL		9		
		9	2.3	11.0			11		
		15	S			68.30	18		
STIFF tan SANDY LOAM		3							
		6	2.0	9.0					
		7	S			65.80			
STIFF reddish brown LOAM		2			MEDIUM tan fine SAND with SILT lens		11		
		5	1.6	14.0			9		23.0
		7	P			62.80	6		
VERY STIFF gray LOAM with GRAVEL		6			MEDIUM tan SILT with SAND lens		2		
		7	2.9	20.0			3	0.5	24.0
		21	B			60.80	5	P	

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 2 of 2

Date 5/8/07

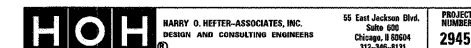
ROUTE FA 194 DESCRIPTION P92-095-07 Meridian Road over Bypass 20 LOGGED BY W. Garza  
SECTION LOCATION Winnebago Twp. - 12 SW, SEC. , TWP. 26N, RNG. 11E  
COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.	DEPT	BLOW	UCS	MOIST	Surface Water Elev.	DEPT	BLOW	UCS	MOIST
Station	H	S	Qu	T	ft	H	S	Qu	T
BORING NO. B-3					Groundwater Elev.: 79.8 ft ▼				
Station 11+50					First Encounter 79.8 ft ▼				
Offset 9.00ft Lt CL					Upon Completion				
Ground Surface Elev. 99.80 ft					After Hrs.				
LOOSE tan fine SAND		1							
		2							
		3				58.30			
MEDIUM tan SAND & GRAVEL		1							
		5							
		6				53.30			
Wash		31							
VERY DENSE tan well-cemented SAND & GRAVEL		100/9							
						48.30			
Hard Drilling									
VERY DENSE tan SAND with LIMESTONE fragments		100/2							
						43.30			
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)

DESIGNED	GUN / OAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO



HARRY O. HEFFER-ASSOCIATES, INC.  
DESIGN AND CONSULTING ENGINEERS

55 East Jackson Blvd.  
Suite 600  
Chicago, IL 60604  
312-546-8131

PROJECT NUMBER  
2945

SOIL BORING LOGS  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	1-HBR-2	WINNEBAGO	57	45
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #64D50



**SOIL BORING LOG**

Page 1 of 2

Date 5/17/07

ROUTE FA 194 DESCRIPTION P92-095-07 Meridian Road over Bypass 20 LOGGED BY W. Garza  
SECTION \_\_\_\_\_ LOCATION Winnebago Twp. - 12 SW, SEC. , TWP. 26N, RNG. 11E  
COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	D	B	U	M
Station	E	L	C	O	ft	E	L	C	O
	P	O	S	I	Stream Bed Elev.	P	L	S	I
	T	W	Qu	S	Groundwater Elev.:	H	W	Qu	T
	H	S		T	First Encounter	(ft)	(/6")	(tsf)	(%)
BORING NO.					ft				
Station					ft				
Offset					ft				
Ground Surface Elev.					ft				
MEDIUM brown LOAM			0.8	14.0	MEDIUM tan fine SAND with SILT lens				
			P						
					58.70				
STIFF brown SILTY CLAY LOAM		2							
		4	1.3	21.0					
		6	P		56.20				
MEDIUM brown SANDY LOAM		4							
		7		11.0	Wash MEDIUM tan fine SAND				
		9							
					53.70				
DENSE tan ROCK, weathered LIMESTONE		20							
		17							
		22			51.20				
MEDIUM tan moist SAND, medium GRAVEL		9							
		10			LOOSE tan fine SAND				
		8							
					48.70				
MEDIUM tan fine SAND		8							
		13							
		14			46.20				
MEDIUM tan fine SAND		5							
		7			Wash MEDIUM tan fine SAND				
		7							
					43.70				
					41.20				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)



**SOIL BORING LOG**

Page 2 of 2

Date 5/17/07

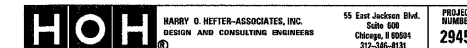
ROUTE FA 194 DESCRIPTION P92-095-07 Meridian Road over Bypass 20 LOGGED BY W. Garza  
SECTION \_\_\_\_\_ LOCATION Winnebago Twp. - 12 SW, SEC. , TWP. 26N, RNG. 11E  
COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	D	B	U	M
Station	E	L	C	O	ft	E	L	C	O
	P	O	S	I	Stream Bed Elev.	P	L	S	I
	T	W	Qu	S	Groundwater Elev.:	H	W	Qu	T
	H	S		T	First Encounter	(ft)	(/6")	(tsf)	(%)
BORING NO.					ft				
Station					ft				
Offset					ft				
Ground Surface Elev.					ft				
Wash MEDIUM tan fine SAND		6							
		9							
					38.70				
Wash VERY DENSE tan SAND with medium GRAVEL		30							
		37							
		46			33.70				
Wash VERY DENSE gray SILT with TILL		17							
		26	4.4	19.0					
		72	S		31.20				
DENSE gray CLAY LOAM TILL		20							
		18	5.4	15.0					
		23	S		28.70				
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)

DESIGNED	GUN / OAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

SOIL BORING LOGS  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	1-HBR-2	WINNEBAGO	57	46
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #64D50



**SOIL BORING LOG**

Page 1 of 2

Date 5/18/07

ROUTE FA 194 DESCRIPTION P92-095-07 Meridian Road over Bypass 20 LOGGED BY W. Garza  
SECTION LOCATION Winnebago Twp. - 12 SW, SEC., TWP. 26N, RNG. 11E  
COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. Station	BORING NO. Station	Offset Ground Surface Elev.	D E P T H ft	B L O W S (ft)	U C S (tsf)	M O I S T (%)	Surface Water Elev. Stream Bed Elev.	Groundwater Elev.: First Encounter Upon Completion After Hrs.	D E P T H ft	B L O W S (ft)	U C S (tsf)	M O I S T (%)	Description
	B-5	26.00ft Lt CL					79.50	65.5					Shoulder
	10+58												STIFF gray SILTY CLAY
													STIFF brown SILTY CLAY LOAM
													MEDIUM brown SILTY CLAY with SAND lens
													STIFF brown SANDY LOAM with SAND lens
													MEDIUM tan fine SAND
													MEDIUM tan medium SAND
													MEDIUM tan medium coarse SAND with medium GRAVEL

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)



**SOIL BORING LOG**

Page 2 of 2

Date 5/18/07

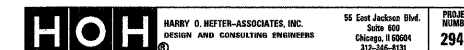
ROUTE FA 194 DESCRIPTION P92-095-07 Meridian Road over Bypass 20 LOGGED BY W. Garza  
SECTION LOCATION Winnebago Twp. - 12 SW, SEC., TWP. 26N, RNG. 11E  
COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. Station	BORING NO. Station	Offset Ground Surface Elev.	D E P T H ft	B L O W S (ft)	U C S (tsf)	M O I S T (%)	Surface Water Elev. Stream Bed Elev.	Groundwater Elev.: First Encounter Upon Completion After Hrs.	D E P T H ft	B L O W S (ft)	U C S (tsf)	M O I S T (%)	Description
	B-5	26.00ft Lt CL					79.50	65.5					VERY DENSE gray well-cemented SAND & medium GRAVEL
	10+58												
													Wash VERY DENSE gray well-cemented SAND
													Wash VERY DENSE gray well-cemented SAND
													End of Boring

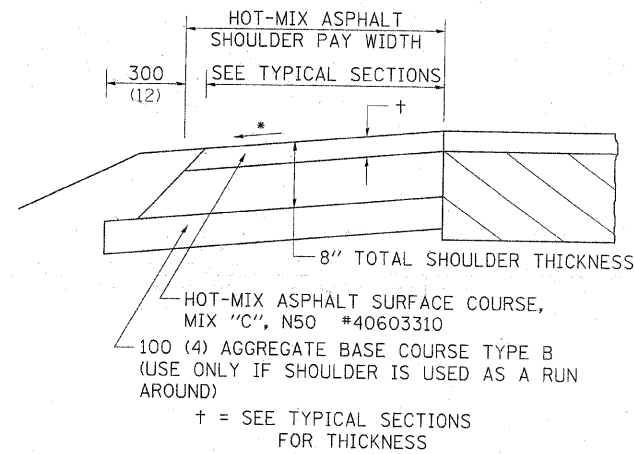
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)

DESIGNED	GUN / OAO
CHECKED	FCO
DRAWN	TCS / GUN
CHECKED	FCO

SOIL BORING LOGS  
MERIDIAN ROAD OVER US 20  
F.A.P. 301 (US 20) - SEC. 1-HBR-2  
WINNEBAGO COUNTY  
STATION 100+00  
STRUCTURE NO. 101-0096



# HOT-MIX ASPHALT SHOULDER



## GENERAL NOTES

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

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

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

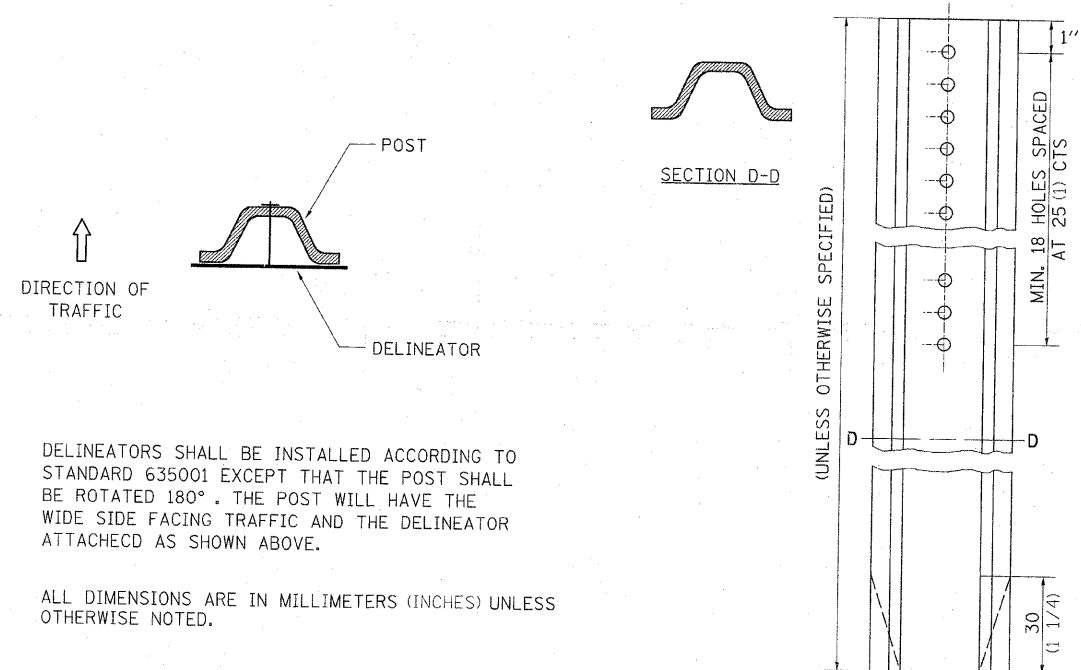
\* 4% WHEN MAINLINE IS ON TANGENT. FOR CROSS SLOPE ON SUPERELEVATION SECTION, SEE HIGHWAY STANDARD 482001 OR 482006.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 11-01-07

## HOT-MIX ASPHALT SHOULDER 23.4a

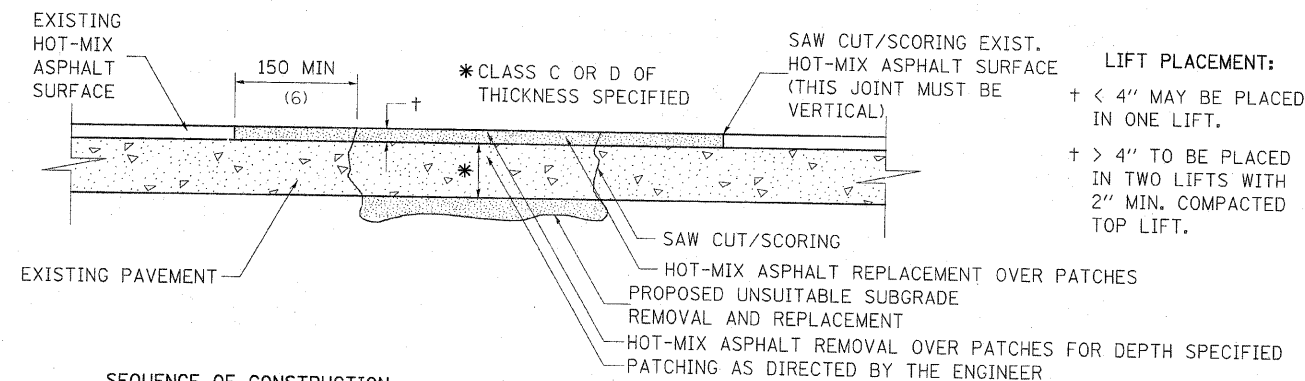
# DELINEATOR AND POST ORIENTATION



REVISED - 11-01-07

## DELINEATOR AND POST ORIENTATION 37.4

# PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT



## SEQUENCE OF CONSTRUCTION:

1. REMOVE THE EXISTING HOT-MIX ASPHALT SURFACE.
2. RESIDENT ENGINEER WILL DETERMINE IF LOCATION IS TO BE PATCHED OR TO ONLY REPLACE HOT-MIX ASPHALT SURFACE.
3. REMOVE AND REPLACE FULL DEPTH PATCHES AT LOCATIONS DIRECTED BY THE ENGINEER.
4. REPLACE HOT-MIX ASPHALT SURFACE OVER FULL DEPTH PATCHES AND AT LOCATIONS OF HOT-MIX ASPHALT SURFACE REMOVAL.

## GENERAL NOTES:

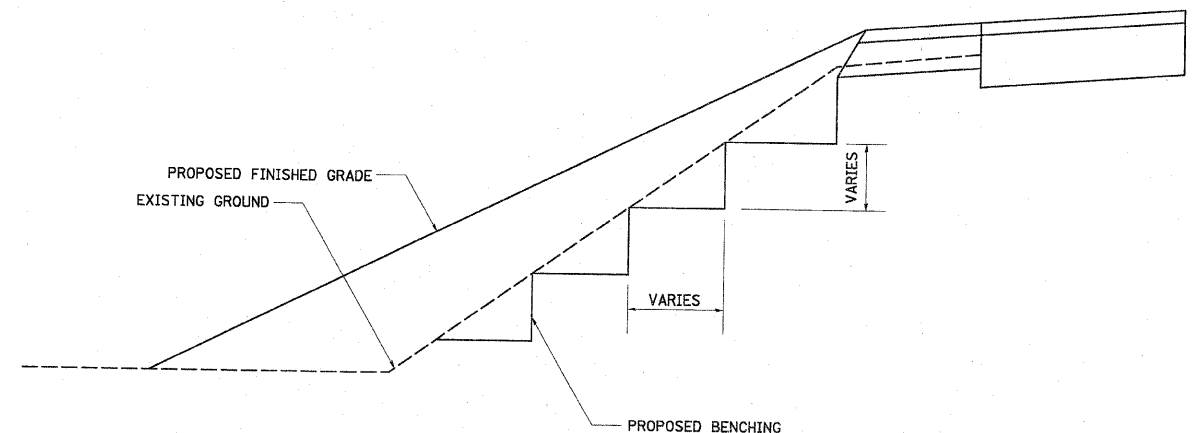
1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 300 (12) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR BASIS OF PAYMENT: SEE THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 11-01-07

## PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT 32.4

# TYPICAL BENCHING ON EXISTING EMBANKMENT



REVISED - 2-22-06

## TYPICAL BENCHING ON EXISTING EMBANKMENT 50.4

REVISED -	REGION 2 / DISTRICT 2 STANDARD		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -	SCALE: 1:8000 1" = 80'	SHEET NO. OF SHEETS STA. TO STA.	301	1-HBR-2	WINNEBAGO	57	47
REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 64D50		

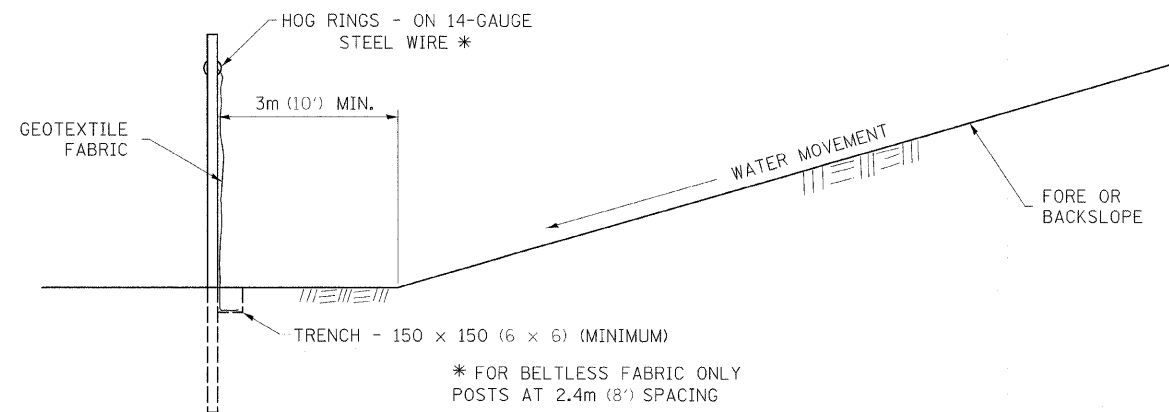
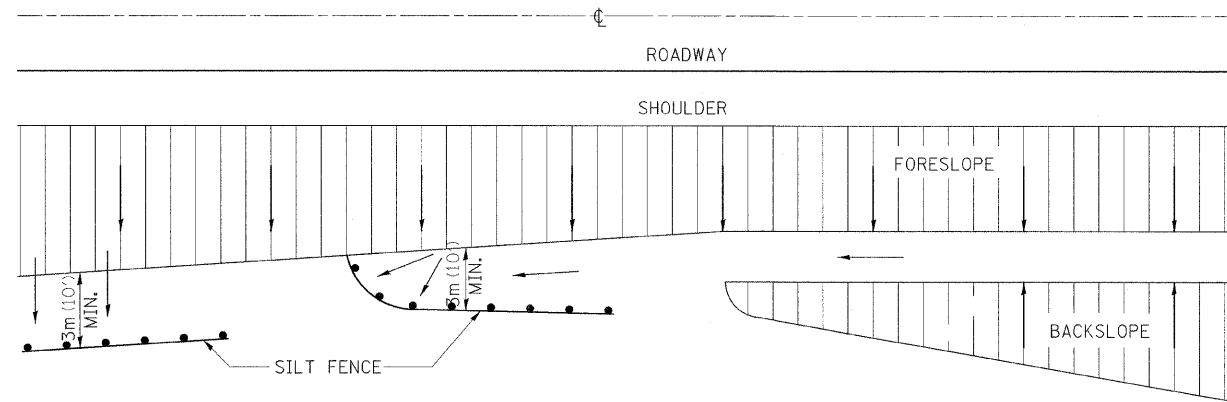
PLOT DATE = 11/25/2009

**NOT USED**

REVISED -	<b>REGION 2 / DISTRICT 2 STANDARD</b>				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -								57	48
REVISED -					CONTRACT NO.				
REVISED -	SCALE: 1:2000	SHEET NO.	OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



# EROSION CONTROL DETAILS FOR SILT FENCE



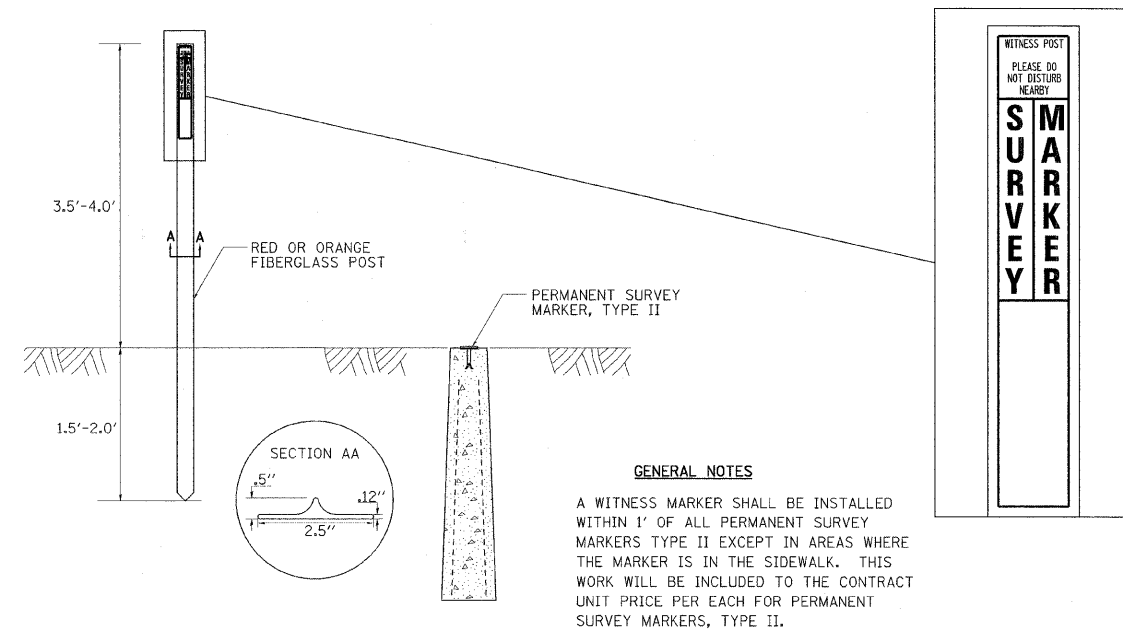
DETAILS OF SILT FENCE

\* FOR BELTLESS FABRIC ONLY  
POSTS AT 2.4m (8') SPACING

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 10-22-01

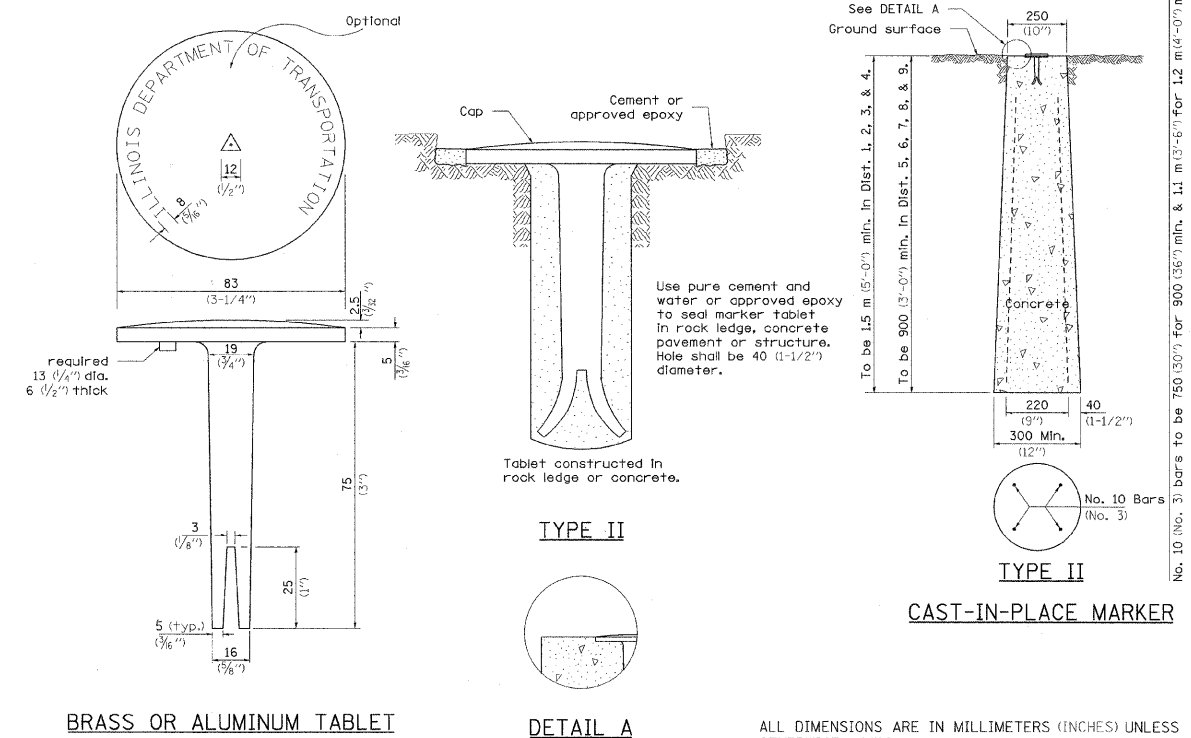
# WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



**GENERAL NOTES**

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

# PERMANENT SURVEY MARKERS, TYPE II



BRASS OR ALUMINUM TABLET

DETAIL A

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

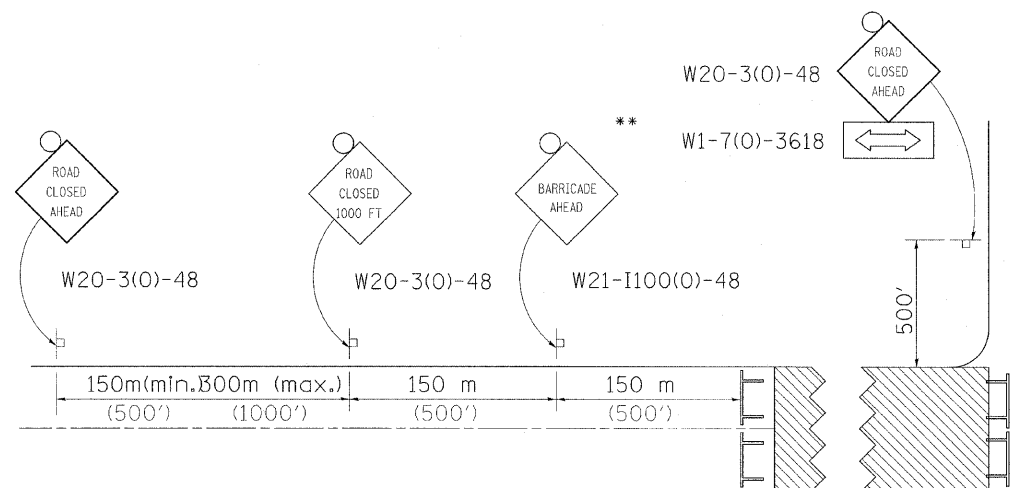
REVISED - 10-21-08

# WITNESS MARKER & PERMANENT SURVEY MARKERS, TYPE II 66.2

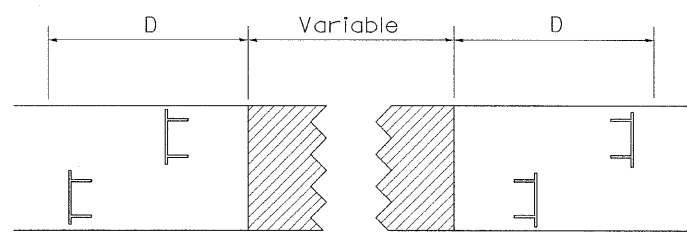
REVISED -	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
REVISED -		301	1-HBR-2	WINNEBAGO	57	49	
REVISED -		CONTRACT NO. 64D50					
REVISED -		SCALE: 1:8000 / IN.	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

PLOT DATE = 11/13/2009

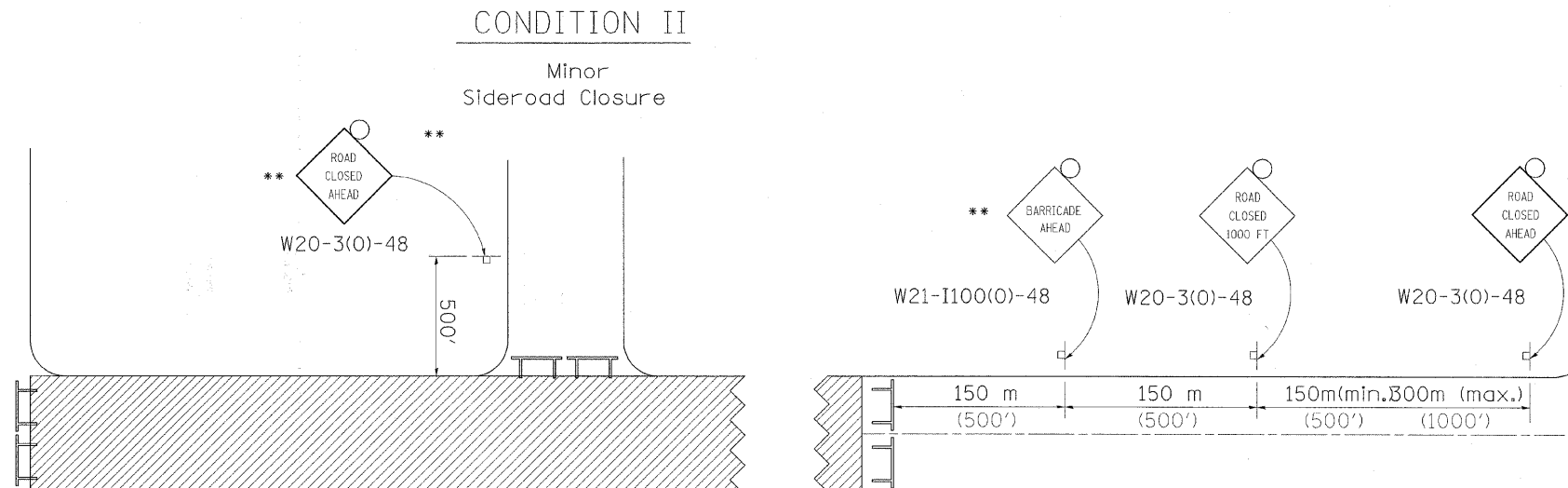
# TRAFFIC CONTROL FOR ROAD CLOSURE



ROAD CLOSED TO THRU TRAFFIC BARRICADE SET UP

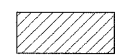




Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed To All Thru Traffic" detail on Highway Standard 702001. If the distance "D" exceeds 600 m (2000') an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.



CONDITION I Major Sideroad Closure

## SYMBOLS

-  Work area
-  Type III Barricade with Flashers
-  Sign with flashing light

CONDITION II Minor Sideroad Closure

## GENERAL NOTES

Longitudinal dimensions may be adjusted to fit field conditions.

When speed limit is less than 45mph, change sign spacing to 250' and change ROAD CLOSED 1000 FT to ROAD CLOSED 500 FT.

Side roads requiring all three signs as shown in CONDITION I (Major Sideroad Closure), shall be listed in the special provision.

\*\* Where local access is to be maintained, barricades are to be set up as shown in Road Closed to thru traffic.

Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed To All Traffic" detail on Highway Standard 702001.

All dimensions are in millimeters (inches) unless otherwise shown.

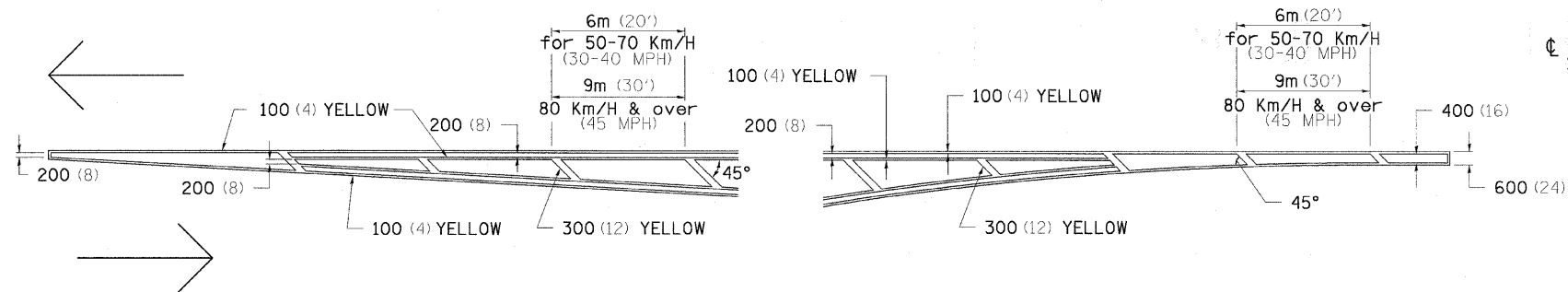
TYPICAL APPLICATION FOR ROAD CLOSURE

## TRAFFIC CONTROL FOR ROAD CLOSURE 40.1

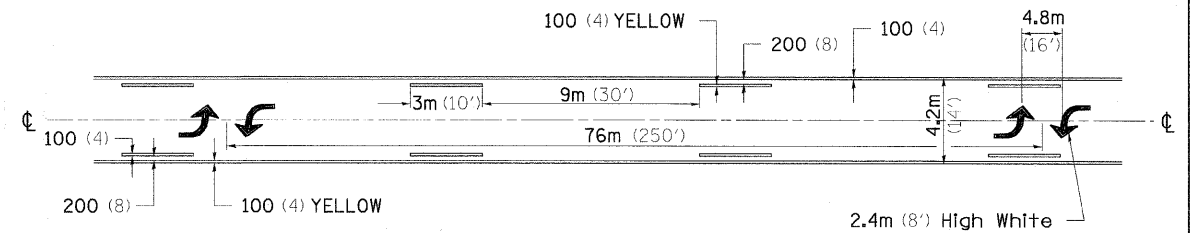
FILE NAME =	USER NAME = #USLH*	DESIGNED -	REVISED - 10-20-04	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
H:\Projects\2945\DGNS\09209507\209507S\02.dgn		DRAWN -	REVISED -					301	1-HBR-2	WINNEBAGO	57	50
PLOT SCALE = 1:8000 1/4" IN.		CHECKED -	REVISED -					CONTRACT NO. 64D50				
PLOT DATE = 11/13/2009		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			

# TYPICAL PAVEMENT MARKINGS

## TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

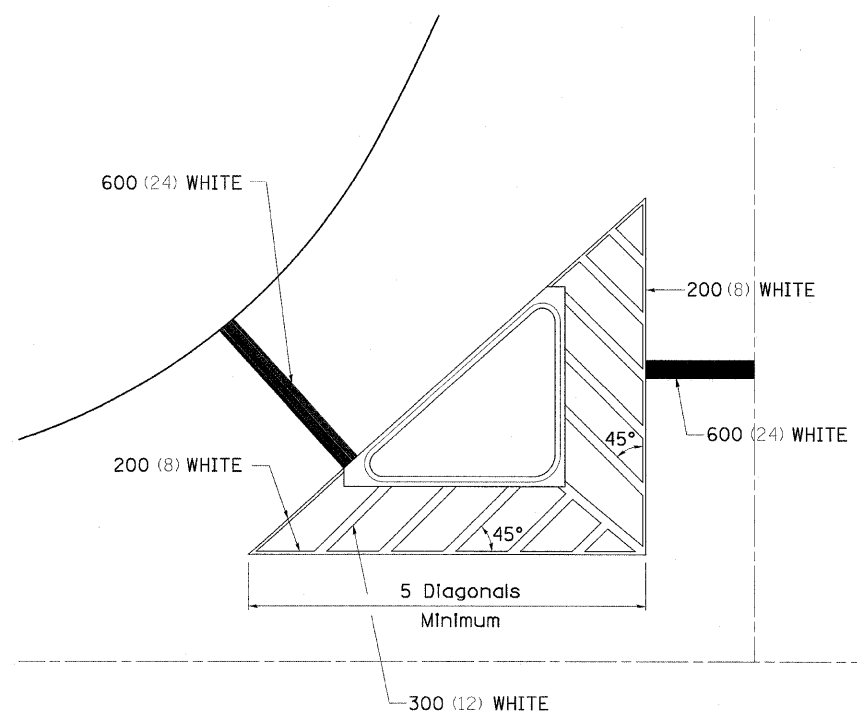


## MEDIAN PAVEMENT MARKING

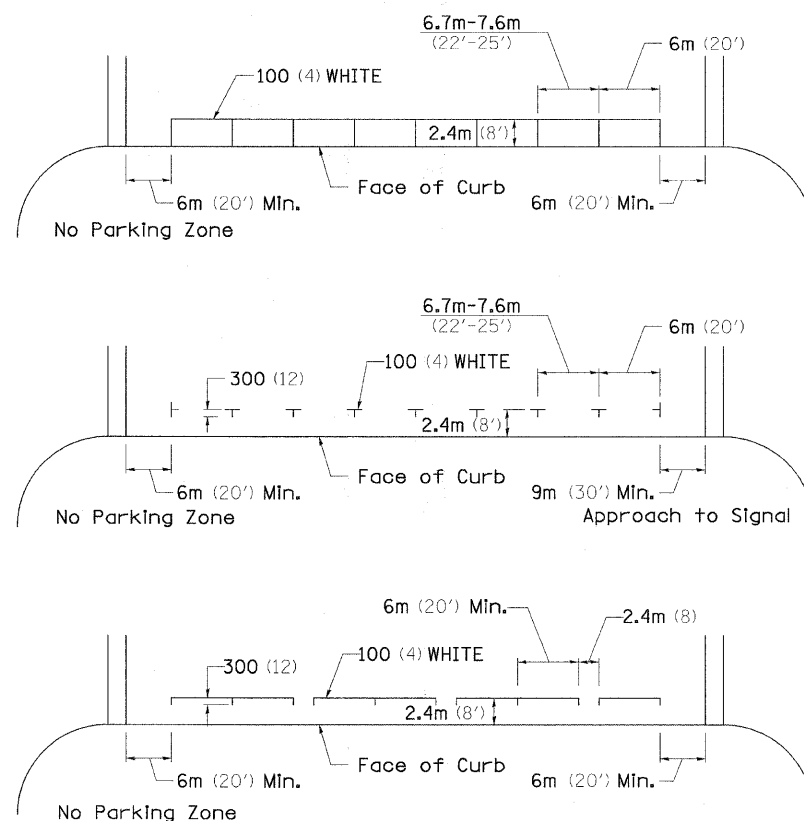


\*\* ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

## TYPICAL ISLAND OFFSET SHOULDER WIDTH

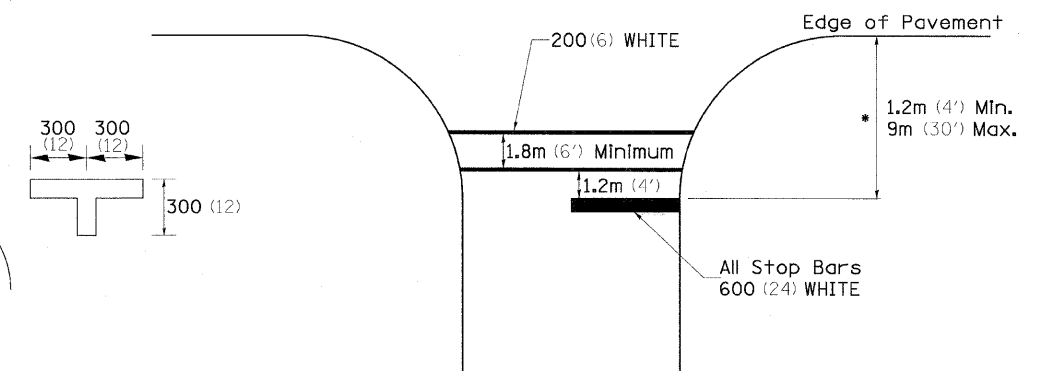


## TYPICAL PARKING SPACING



## STANDARD CROSSWALK MARKING

See Schedules for Locations



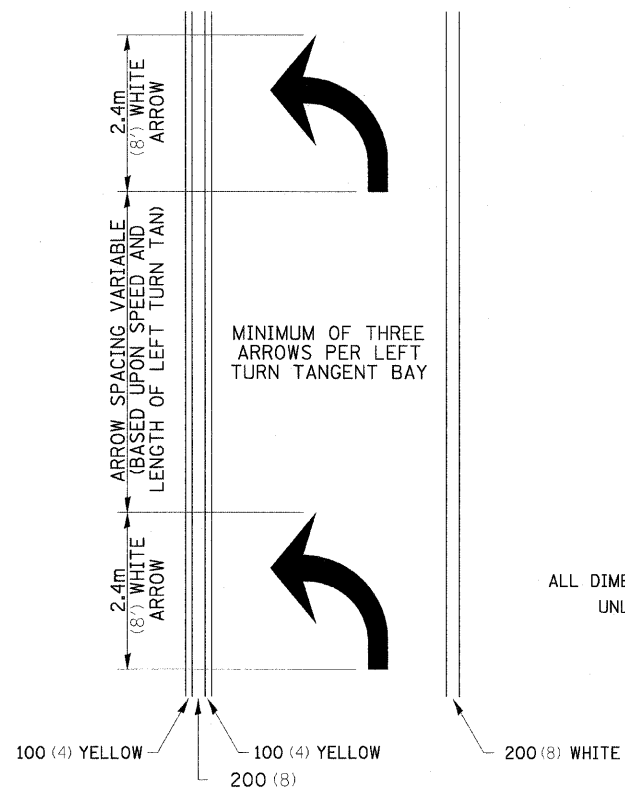
\* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

## TYPICAL PAVEMENT MARKINGS SHEET 1 OF 3 41.1

FILE NAME =	USER NAME = @USER#	DESIGNED -	REVISED - 10-21-08	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
H:\Project\2945\DGNS\09209507\209507S	D2.dgn	DRAWN -	REVISED -					301	1-HBR-2	WINNEBAGO	57	51
	PLOT SCALE = 0.9500 "/> <td>CHECKED -</td> <td>REVISED -</td> <td colspan="4" style="text-align: center;">CONTRACT NO. 64D50</td>	CHECKED -	REVISED -					CONTRACT NO. 64D50				
	PLOT DATE = 11/13/2009	DATE -	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

# TYPICAL PAVEMENT MARKINGS

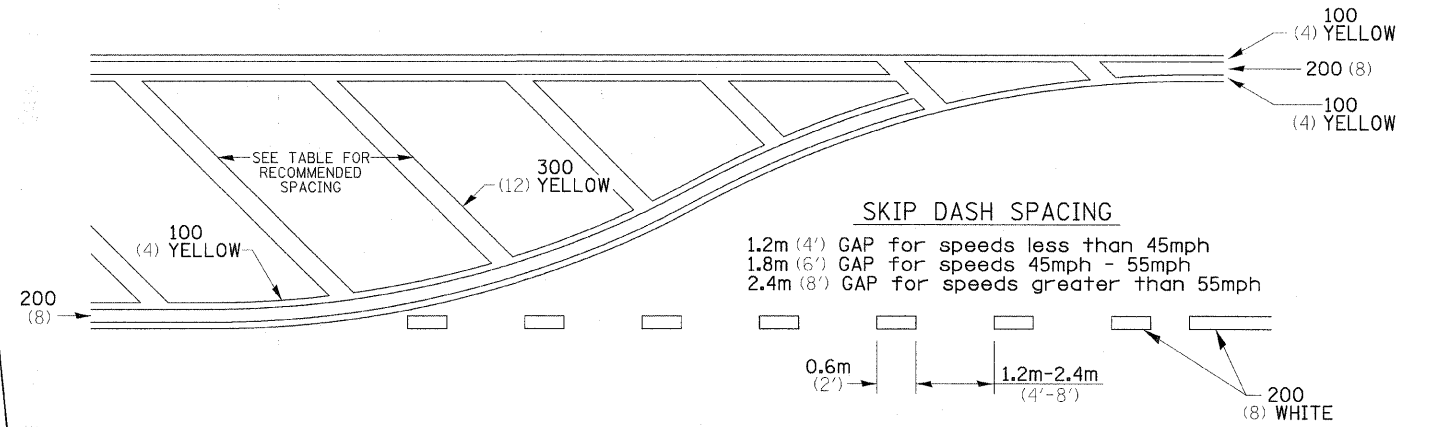
## ARROW LAYOUT



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

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

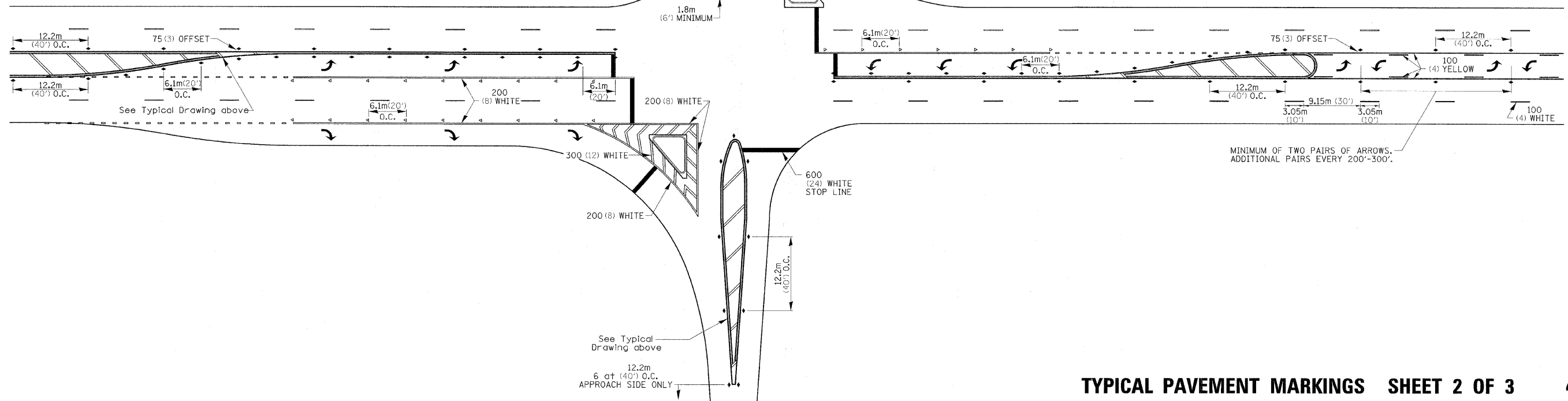
## TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



## RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

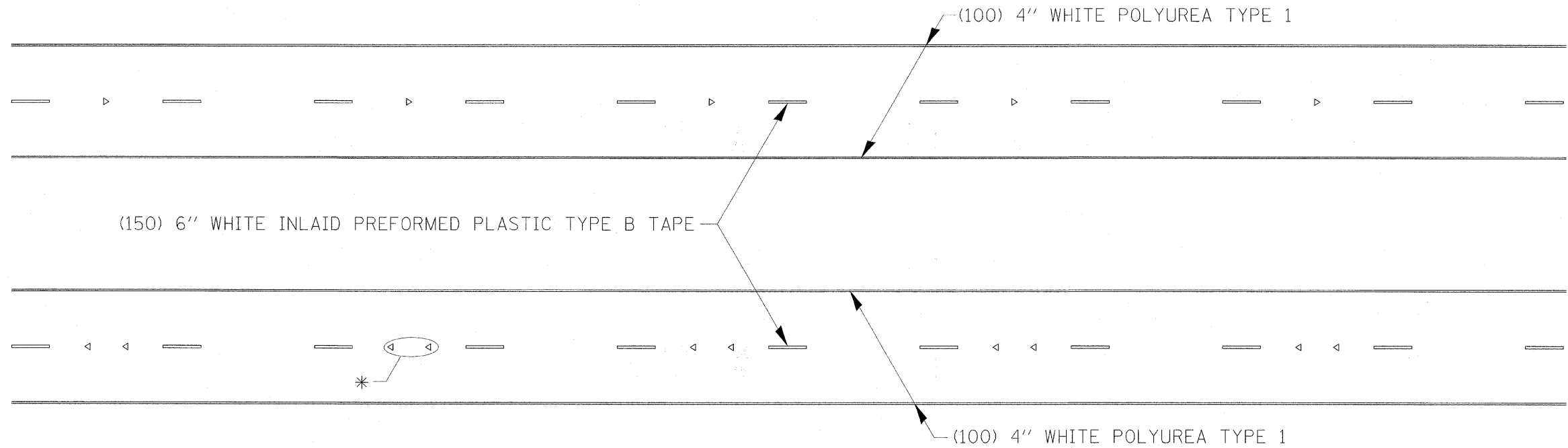
NOTE: if the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



## TYPICAL PAVEMENT MARKINGS SHEET 2 OF 3 41.1

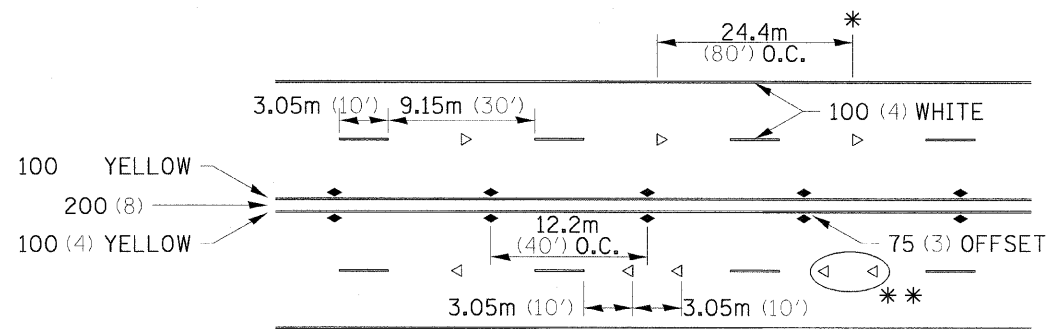
FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
H:\Projects\2945\DGNS\09209507\209507S\02.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	301	1-HBR-2	WINNEBAGO	57	52
		CHECKED -	REVISED -									CONTRACT NO. 64D50		
		DATE -	REVISED -							FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

# TYPICAL PAVEMENT MARKINGS



\* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.  
USE DOUBLE MARKERS WHEN ADT  $\geq$  25,000.

## MULTI-LANE / DIVIDED



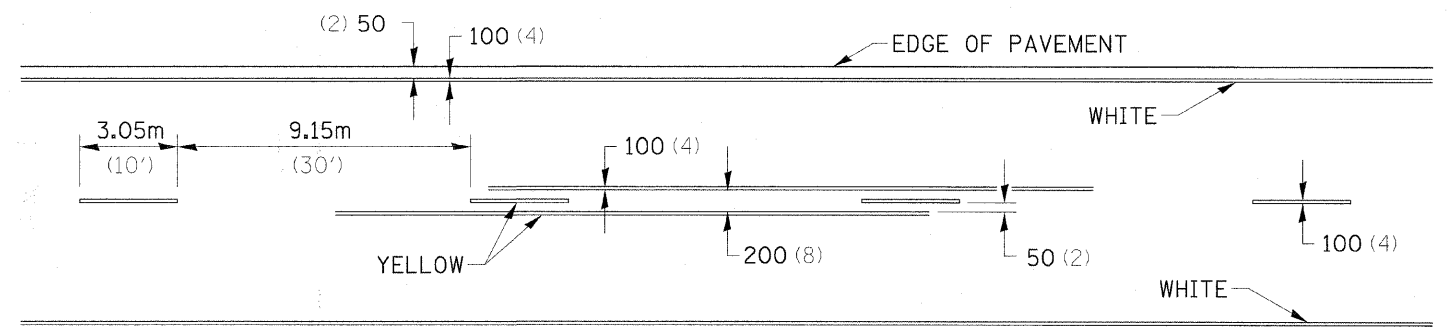
\* REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15km/h (10MPH) LOWER THAN POSTED SPEEDS.

\*\* USE DOUBLE MARKERS WHEN ADT  $\geq$  25,000

## MULTI-LANE / UNDIVIDED

### SYMBOLS

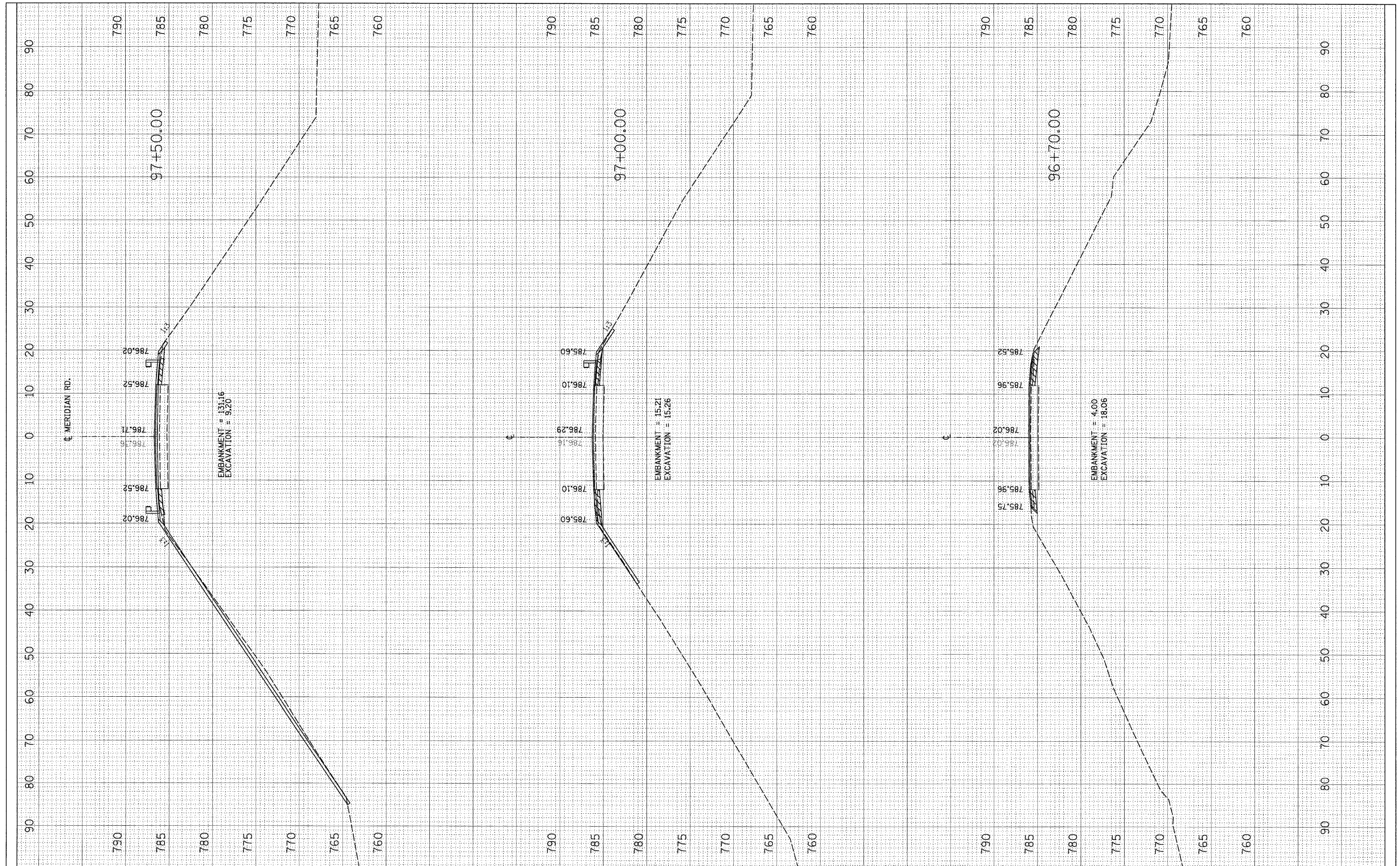
## TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED - 10-21-08	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
H:\Projects\2945\DCNS\4209507\2095075\02.dgn		DRAWN -	REVISED -			301	1-HBR-2	WINNEBAGO	57	53
PLOT SCALE = 0.9528 "/ IN.		CHECKED -	REVISED -			CONTRACT NO.				
PLOT DATE = 11/13/2009		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

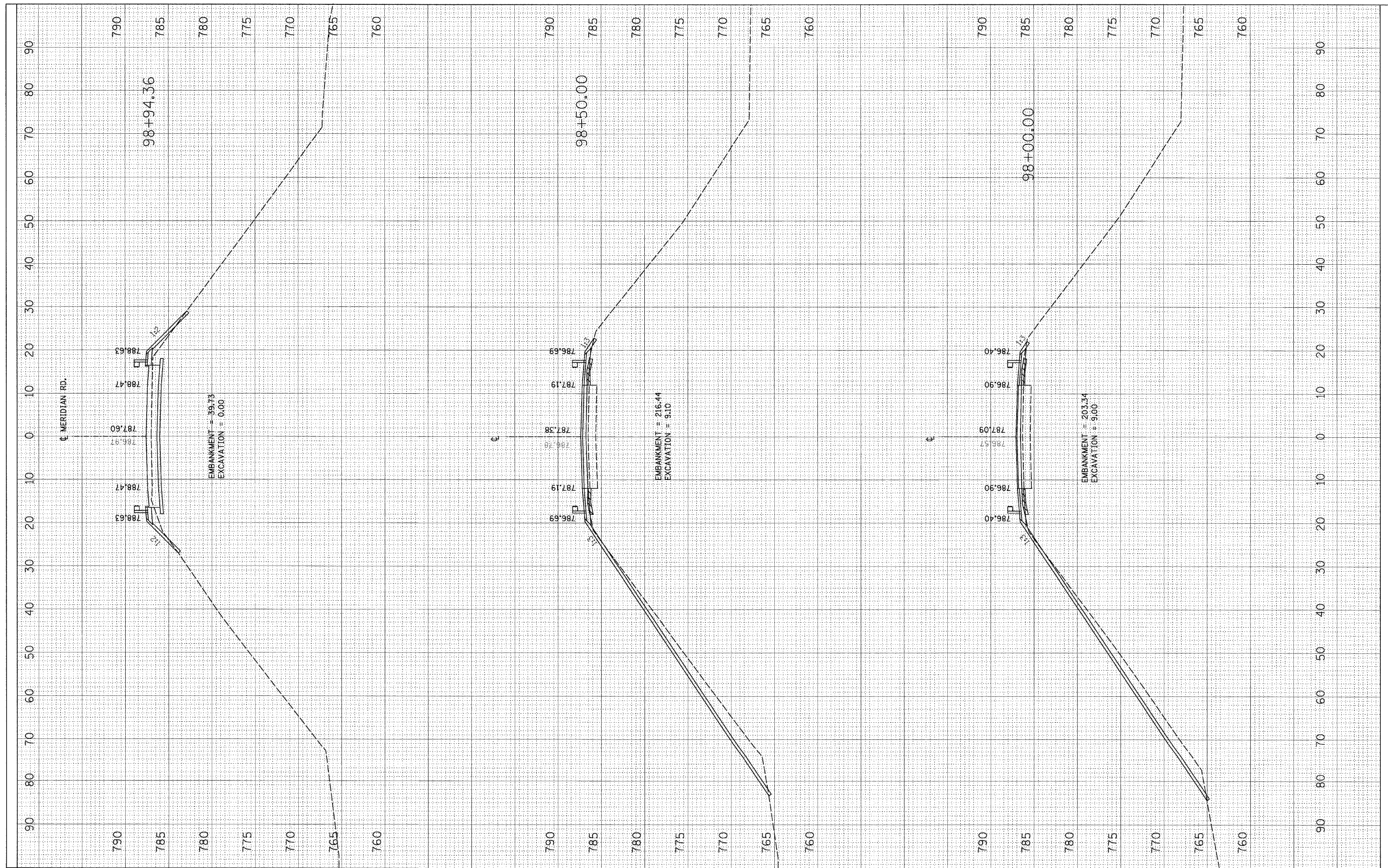
ORIGINAL SURVEY	SUBMITTED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		



FILE NAME = H:\Projects\2945\DGMS\09289507\289507XSEC1.DWG	USER NAME = #USER#	DESIGNED - JAM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MERIDIAN ROAD CROSS SECTIONS</b>	F.A. RTE. 301	SECTION 1-HER-2	COUNTY WINNEBAGO	TOTAL SHEETS 57	SHEET NO. 54	
PLOT SCALE = 10.0000' / IN.	CHECKED - BAP	DATE - 2/02/09	REVISED -			SCALE:	SHEET NO. 1 OF 3 SHEETS	STA. 96+70 TO STA. 103+30	CONTRACT NO. 64D50		
PLOT DATE = 02/14/2008						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

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

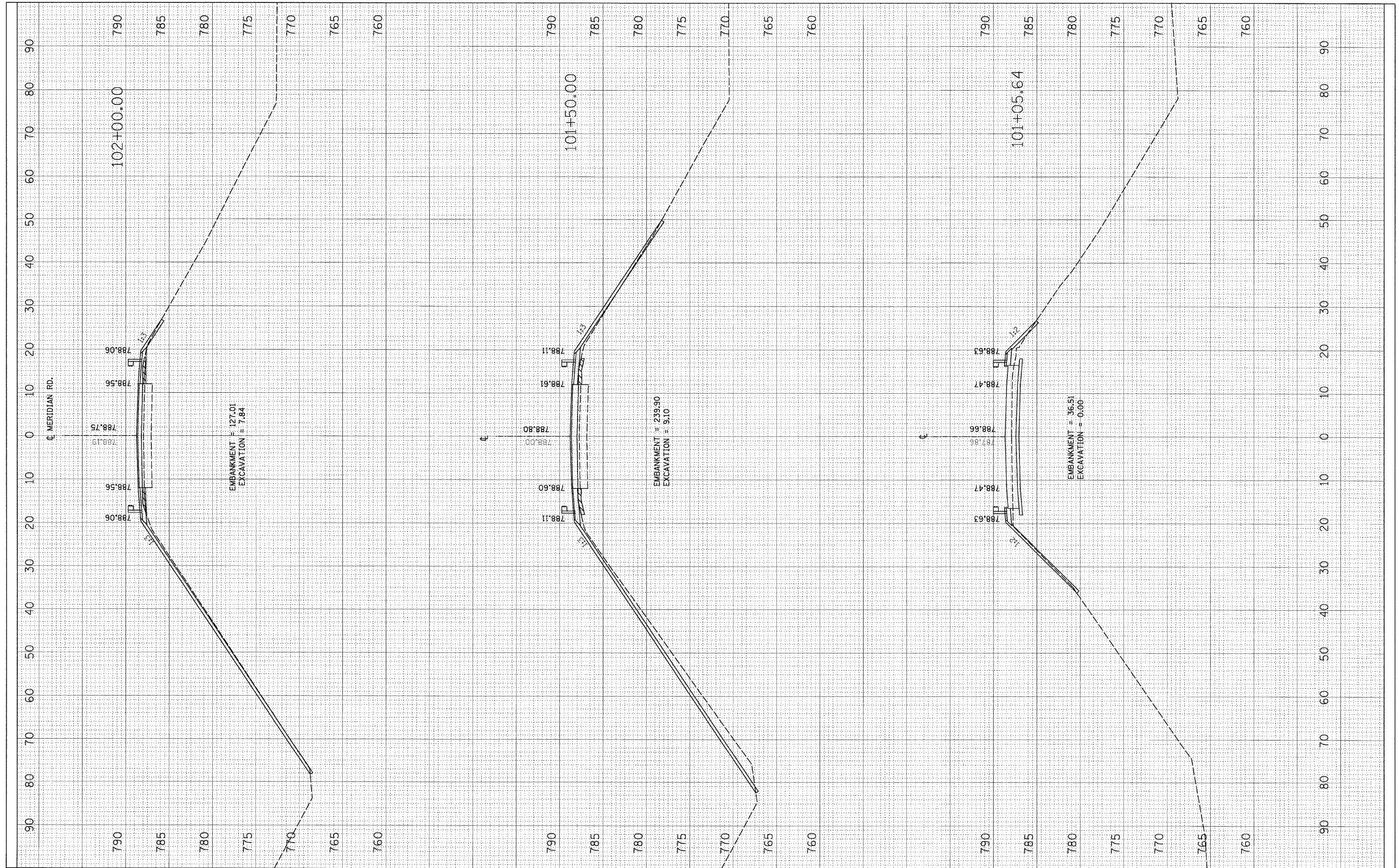
ORIGINAL	SURVEYED	DATE
SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
	AREAS	
NO.	CHECKED	



FILE NAME = H:\Projects\2945\DGNS\19209507\209507XSECI.DWG	USER NAME = #USER#	DESIGNED - JAM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	SCALE: SHEET NO. 1 OF 3 SHEETS STA. 96+70 TO STA. 103+30	F.A. RTE. 301 SECTION 1-HBR-2 COUNTY WINNEBAGO TOTAL SHEETS 57 SHEET NO. 55 CONTRACT NO. 64D50	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
	PLOT SCALE = 10,0000 "/> 1".	DRAWN - JAM	REVISED -				
	PLOT DATE = 02/14/2008	CHECKED - BAP	REVISED -				
		DATE - 2/02/09	REVISED -				

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

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



FILE NAME = H:\Projects\2945\DN5\0229507\299507XSEC1.DWG  
 USER NAME = #USER#

DESIGNED - JAM  
 DRAWN - JAM  
 CHECKED - BAP  
 DATE - 2/02/09

REVISIONS:  
 REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**MERIDIAN ROAD  
 CROSS SECTIONS**

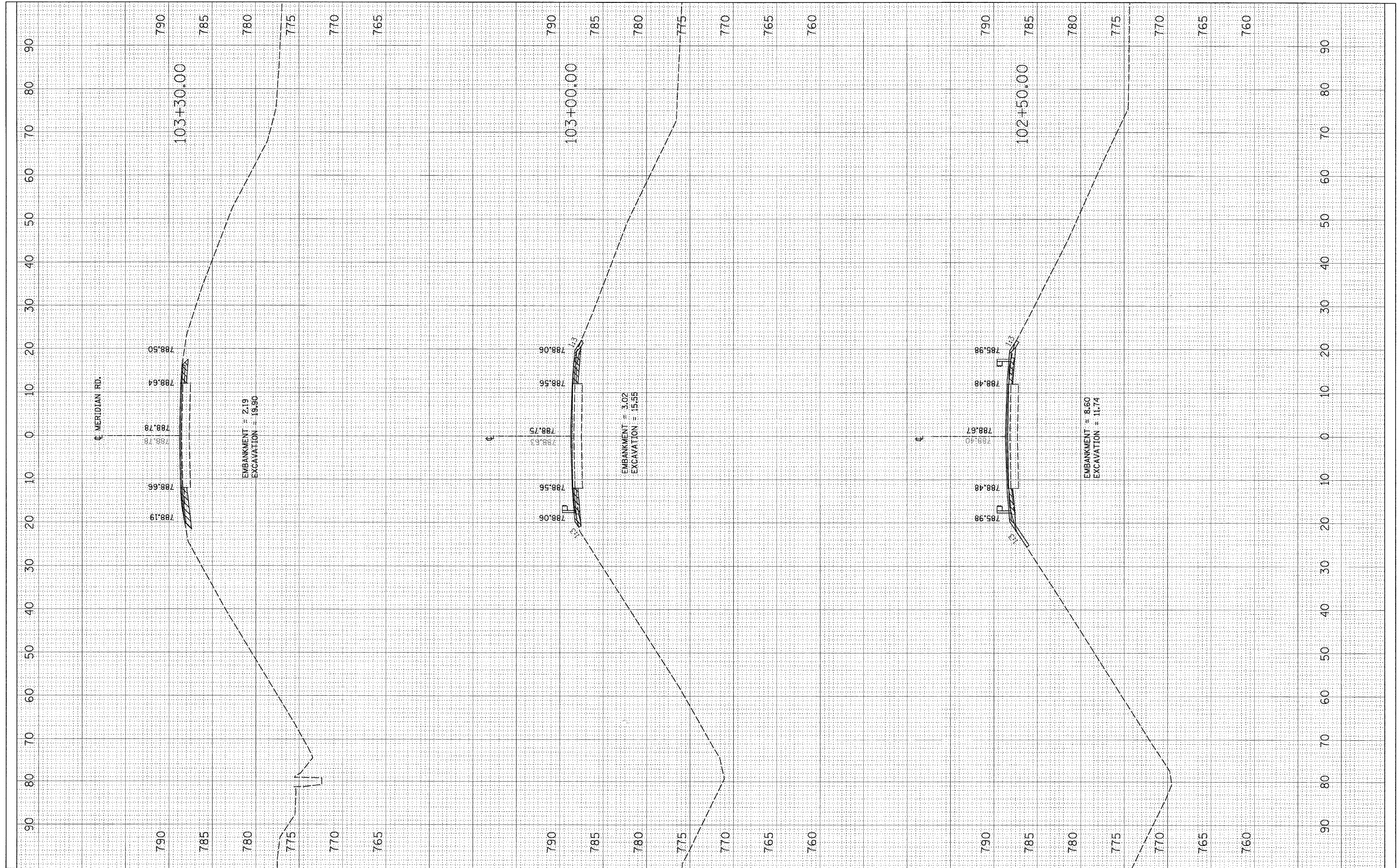
SCALE: SHEET NO. 3 OF 3 SHEETS STA. 96+70 TO STA. 103+30

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	1-HBR-2	WINNEBAGO	57	56
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 64D50	



FINAL SURVEY NO.	SURVEY BOOK	SURVEY DATE

ORIGINAL SURVEY NO.	SURVEY BOOK	SURVEY DATE



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		DRAWN - JAM	REVISED -										
		CHECKED - BAP	REVISED -										
		DATE - 2/02/09	REVISED -										

**MERIDIAN ROAD  
CROSS SECTIONS**

F.A. RTE. 301	SECTION 1-HBR-2	COUNTY WINNEBAGO	TOTAL SHEETS 57	SHEET NO. 57
CONTRACT NO. 64D50				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				