

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	105B-2	WHITE	55	1
FED. ROAD DIST. NO. -		ILLINOIS	CONTRACT NO. 78188	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

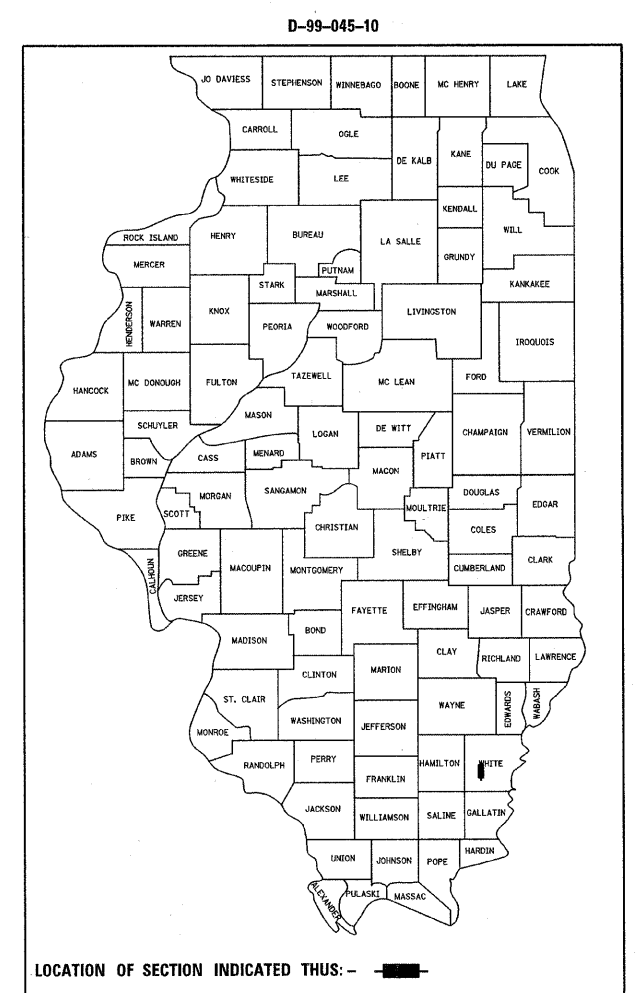
F.A.P. ROUTE 328 (US ROUTE 45)
SECTION 105B-2
PROJECT BRF-0328(030)
WHITE COUNTY
C-99-045-10
STRUCTURE REPLACEMENT
OVER BEAVER CREEK

INDEX OF SHEETS

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3.	SUMMARY OF QUANTITIES
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8.	ALIGNMENT, TIES, AND BENCHMARKS SHEET
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12.	STAGE I CONSTRUCTION
13.	STAGE II CONSTRUCTION
14.	EROSION CONTROL PLAN
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16.	PAVED SHOULDER LAYOUT
17.	GUARDRAIL LAYOUT
18.	WIDE LOAD DETOUR
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22.-43.	STRUCTURE PLANS
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UTILITIES

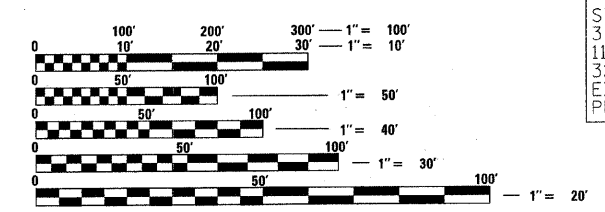
ELECTRIC:
WAYNE WHITE ELEC. COOP
1501 WEST MAIN ST.
FAIRFIELD, IL 62837
(618) 824-2196



TRAFFIC DATA

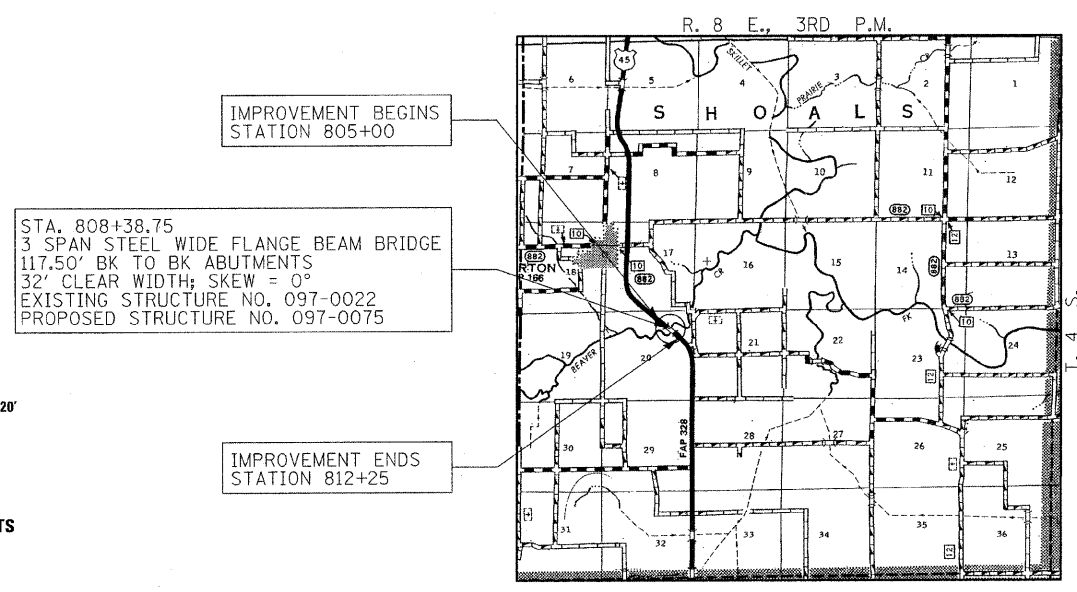
FUNCTIONAL CLASSIFICATION:	OTHER PRINCIPAL ARTERIAL
DESIGN SPEED:	55 MPH
POSTED SPEED:	55 MPH
ADT:	1730 (2007)
PV:	77.75%
TRUCKS:	22.25%

PROJECT ENGINEER: DAVID PICHE (618) 351-5277



MILL SHOALS TOWNSHIP
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



STA. 808+38.75
3 SPAN STEEL WIDE FLANGE BEAM BRIDGE
117.50' BK TO BK ABUTMENTS
32' CLEAR WIDTH; SKEW = 0°
EXISTING STRUCTURE NO. 097-0022
PROPOSED STRUCTURE NO. 097-0075

APPROXIMATE SCALE: 0 1 MILE

NET LENGTH OF PROJECT = 725.00 FEET = 0.137 MILES
GROSS LENGTH OF PROJECT = 725.00 FEET = 0.137 MILES
ROADWAY LENGTH = 607.50 FEET = 0.115 MILES
BRIDGE LENGTH = 117.50 FEET = 0.022 MILES

HAMPTON, LENZINI AND RENWICK, INC.
CIVIL ENGINEERS - STRUCTURAL ENGINEERS - LAND SURVEYORS
3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
217.546.3400 www.hlrengineering.com

184.000959
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION

DATE: 1/5/2011

EXPIRES: 11/30/2011

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Jan 28 2011
May C. Rami
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 25 2011
Scott E. Stitt PE, Inc.
ENGINEER OF DESIGN AND ENVIRONMENT

March 25 2011
Christina M. Reardon
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

CONTRACT NO. 78188

GENERAL NOTES

- 1 IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL EXISTING FIELD DIMENSIONS AND CONDITIONS PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
- 2 WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
- 3 ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OR THE COPY OF THE STANDARD INCLUDED IN THE PLANS.
- 4 PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NORMAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK. THE CONTRACTOR, HOWEVER, WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE FOR THE WORK. CONSTRUCTION PLANS ARE AVAILABLE FOR REVIEW AT THE DISTRICT 9 OFFICE.
- 5 THE THICKNESS OF HOT MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT MIX ASPHALT MIXTURE IS PLACED.
- 6 ALL OBSTRUCTIONS WHICH ARE WITHIN THE CLEAR ZONE SHOWN ON THE TYPICAL SECTION, AND NOT SHIELDED BY THE PROPOSED GUARDRAIL, SHALL BE REMOVED BETWEEN STATION 804+55 AND STATION 812+70. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATIONS, ETC. WHICH PROJECT 100 mm (4 IN.) OR MORE ABOVE THE GROUND LINE; AND TREES WHICH WILL MATURE TO A DIAMETER OF 100 mm (4 IN.) OR GREATER.
- 7 IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.
- 8 FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT MIX ASPHALT - 2.016 TONS/CU.YD. (112 LBS./SQ.YD./INCH OF THICKNESS)
ALL AGGREGATE 2.05 TONS/CU.YD.
BITUMINOUS MATERIALS:
ON PAVEMENT - 0.10 GAL./SQ.YD.
INTERMEDIATE LIFTS (FOG COAT) - 0.04 GAL./SQ.YD.
ON AGGREGATE SURFACE - 0.32 GAL./SQ.YD.
AGGREGATE (PRIME COAT) - 0.002 TONS/SQ.YD.

RIPRAP - 1.50 TONS/CU.YD.
- 9 TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.
- 10 TRIM EDGES OF EXISTING HOT MIX ASPHALT SURFACE FLUSH WITH EXISTING PAVEMENT PRIOR TO CONSTRUCTING NEW BASE COURSE WIDENING.
- 11 EARTHWORK COMPACTION SHALL BE TO THE SATISFACTION OF THE ENGINEER.
- 12 THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE SURFACE COURSE, AND LEVELING BINDER COURSE.
- 13 WHEN WIDENING FLEXIBLE BASE PAVEMENT, THE CONTRACTOR SHALL TRIM EXISTING SURFACE AND BASE TO A FIRM, NEAR VERTICAL PLANE BEFORE CONSTRUCTING THE WIDENING. THE COST OF THIS REQUIREMENT IS INCLUDED IN THE UNIT PRICE BID FOR THE BASE COURSE WIDENING.
- 14 AT ALL LOCATIONS WHERE THE PROPOSED HOT MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT MIX ASPHALT OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

GENERAL NOTES

- 15 THE MINIMUM VERTICAL CLEARANCE FOR PERMANENT SIGNS PLACED ON BACKSLOPES SHALL BE 0.914 m (3 FT.) MEASURED FROM A POINT DIRECTLY BENEATH THE FAR EDGE OF THE SIGN.
- 16 THE LIMITS OF ROCK AND EARTH SLOPES SHOWN IN THE CROSS SECTIONS ARE APPROXIMATE. THE ACTUAL SLOPE USED SHALL BE DETERMINED BY THE MATERIAL CLASSIFICATION AS DEFINED IN ARTICLE 202.04, AND AS DIRECTED BY THE ENGINEER.
- 17 QUANTITIES SHOWN IN THE PLANS FOR BRIDGE DECK GROOVING AND PROTECTIVE COAT INCLUDE THE BRIDGE, THE BRIDGE APPROACH PAVEMENT, AND THE BRIDGE APPROACH CONNECTORS (PCC).
- 18 PROTECTIVE COAT SHALL BE APPLIED TO THE BRIDGE, THE BRIDGE APPROACH PAVEMENT, AND THE BRIDGE APPROACH CONNECTORS (PCC), IN ACCORDANCE WITH ARTICLE 503.19 OF THE STANDARD SPECIFICATIONS. THE SEASONAL EXCEPTION SHALL NOT APPLY. THE PROTECTIVE COAT SHALL BE APPLIED REGARDLESS OF THE CURING METHOD USED. THE RATE OF APPLICATION FOR EACH COAT IN SAW CUT GROOVED AREAS SHALL BE 25 SQUARE YARDS PER GALLON OF MIXTURE.
- 19 PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.
- 20 IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.
- 21 THE ADVANCE DETECTOR LOOPS ARE TYPICALLY LOCATED 275 FEET IN ADVANCE OF THE STOP BAR. THE BUREAU OF OPERATIONS SHOULD APPROVE THE LOOP LOCATIONS PRIOR TO INSTALLATION.
- 22 THE CENTERLINE PAVEMENT MARKING SHOULD BE REMOVED FROM THE STOP BAR TO THE SAND ATTENUATORS OR DRUMS. EDGE LINE PAVEMENT MARKING SHOULD BE REMOVED IF A 10 FOOT LANE WIDTH CANNOT BE MAINTAINED. TEMPORARY EDGE LINES SHOULD BE INSTALLED WHEN THE EDGE LINES ARE REMOVED.
- 23 VERTICAL PANELS SHOWN ON STANDARD 701321 WILL NOT BE REQUIRED ON THE STAGE II NEW BRIDGE PARAPET. THE BARRIER WALL REFLECTORS SHALL BE INSTALLED PRIOR TO OPENING TO TRAFFIC.
- 24 ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC. THE TEMPORARY TRAFFIC SIGNALS SHALL BE TURNED OFF OR COVERED.
- 25 ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE LEFT IN PLACE UNTIL REMOVAL IS REQUIRED TO CONSTRUCT FINAL GRADE LINES.
- 26 THE HOT-MIX ASPHALT BASE COURSE WIDENING, 10 3/4" CONSTRUCTED IN PRE-STAGE 1 MAY BE INCORPORATED IN INTO THE FINAL HOT-MIX ASPHALT SHOULDERS, 8" DURING STAGE 2 CONSTRUCTION IF APPROVED BY THE ENGINEER. SUCH CHANGE WILL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION, BUT THE CONTRACTOR WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- 27 COMMITMENTS: NONE AS OF 02/04/11

HIGHWAY STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-05 TEMPORARY EROSION CONTROL SYSTEMS
- 420001-07 PAVEMENT JOINTS
- 420401-08 BRIDGE APPROACH PAVEMENT CONNECTOR
- 515001-03 NAME PLATE FOR BRIDGES
- 542401-01 METAL END SECTION FOR PIPE CULVERT
- 601101-01 CONCRETE HEADWALL FOR PIPE DRAIN
- 630001-09 STEEL PLATE BEAM GUARDRAIL
- 630201-06 PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- 630301-05 SHOULDER WIDENING FOR TYPE 1, (SPECIAL) GUARDRAIL TERMINALS
- 631031-09 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 666001-01 RIGHT-OF-WAY MARKERS
- 701001-02 OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 4.5M (15') AWAY
- 701006-03 OFF-ROAD OPERATIONS 2L, 2W, 4.5M (15') TO 600 MM (24") FROM PAVEMENT EDGE
- 701011-02 OFF-ROAD MOVING OPERATIONS 2L, 2W, DAY ONLY
- 701201-04 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701321-11 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
- 701326-04 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING FOR SPEEDS > 45 MPH
- 701901-01 TRAFFIC CONTROL DEVICES
- 704001-06 TEMPORARY CONCRETE BARRIER
- 780001-02 TYPICAL PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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DISTRICT MATERIALS ENGINEER

EXAMINED BY: Danney H. Clayton
DISTRICT PROJECT IMPLEMENTATION ENGINEER

EXAMINED BY: Danney H. Clayton
ASSISTANT REGIONAL ENGINEER

APPROVED BY: My C. Hammi
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

DATE: Jan 25 20 11

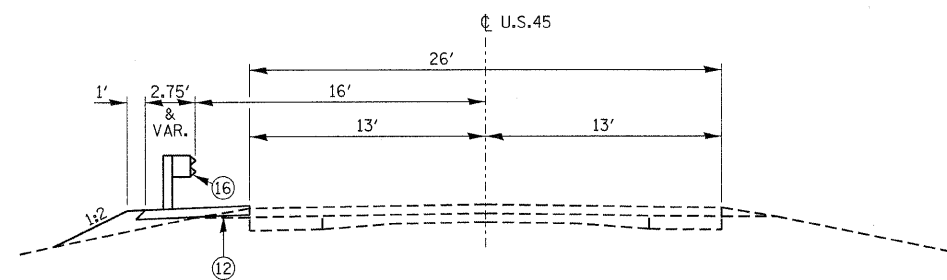
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		DRAWN - T.W.K.	REVISED -						328	105B-2	WHITE	55	2
		CHECKED - J.W.F.	REVISED -						CONTRACT NO. 78188				
		DATE - 09/14/10	REVISED -						ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.				

SUMMARY OF QUANTITIES			
CODE #	ITEM	UNIT	HBP FUNDING 80% FEDERAL 20% STATE SN 097-0075 00II
20200100	EARTH EXCAVATION	CU YD	156
20300100	CHANNEL EXCAVATION	CU YD	470
20400800	FURNISHED EXCAVATION	CU YD	605
*25000210	SEEDING, CLASS 2A	ACRE	0.55
*25000350	SEEDING, CLASS 7	ACRE	0.55
*25000400	NITROGEN FERTILIZER NUTRIENT	POUND	72
*25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	50
*25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	50
*25000700	AGRICULTURAL GROUND LIMESTONE	TON	1.10
*25100115	MULCH, METHOD 2	ACRE	1.10
*25100630	EROSION CONTROL BLANKET	SQ YD	2559
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	220
28000305	TEMPORARY DITCH CHECKS	FOOT	22
28000400	PERIMETER EROSION BARRIER	FOOT	1422
28100107	STONE RIPRAP, CLASS A4	SQ YD	807
28200200	FILTER FABRIC	SQ YD	807
35600719	HOT-MIX ASPHALT BASE COURSE WIDENING, 10 3/4"	SQ YD	144
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	180
40600300	AGGREGATE (PRIME COAT)	TON	4
40600645	LEVELING BINDER (MACHINE METHOD), N90	TON	131
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	174
40600990	TEMPORARY RAMP	SQ YD	234
40603090	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	191
40603320	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90	TON	166
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	44
44000100	PAVEMENT REMOVAL	SQ YD	380
48100500	AGGREGATE SHOULDERS, TYPE A 6"	SQ YD	144
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	428
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	250
50300100	FLOOR DRAINS	EACH	8
50300225	CONCRETE STRUCTURES	CU YD	172.2
50300255	CONCRETE SUPERSTRUCTURE	CU YD	255.6
50300260	BRIDGE DECK GROOVING	SQ YD	592
50300280	CONCRETE ENCASEMENT	CU YD	14.8
50300300	PROTECTIVE COAT	SQ YD	772
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1
50500505	STUD SHEAR CONNECTORS	EACH	2232
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	76920

SUMMARY OF QUANTITIES			
CODE #	ITEM	UNIT	HBP FUNDING 80% FEDERAL 20% STATE SN 097-0075 00II
50800515	BAR SPLICERS	EACH	770
51201800	FURNISHING STEEL PILES HP14X73	FOOT	720
51201900	FURNISHING STEEL PILES HP14X89	FOOT	1064
51202305	DRIVING PILES	FOOT	1784
51203800	TEST PILE STEEL HP14X73	EACH	2
51203900	TEST PILE STEEL HP14X89	EACH	1
51204650	PILE SHOES	EACH	28
51500100	NAME PLATES	EACH	1
52100505	ANCHOR BOLTS, 5/8"	EACH	24
52100520	ANCHOR BOLTS, 1"	EACH	24
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	52
*63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	500
*63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4
*63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4
63200310	GUARDRAIL REMOVAL	FOOT	856
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	8
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6
67100100	MOBILIZATION	L SUM	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	6
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1
70106700	TEMPORARY RUMBLE STRIPS	EACH	6
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	222
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1834
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	678
70400100	TEMPORARY CONCRETE BARRIER	FOOT	450
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	425
*78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	1834
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	9
*78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	3
*78200410	GUARDRAIL MARKERS, TYPE A	EACH	14
*78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4
78300100	PAVEMENT MARKING REMOVAL	SQ FT	318
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	11
*86200300	UNINTERRUPTIBLE POWER SUPPLY, EXTENDED	EACH	1

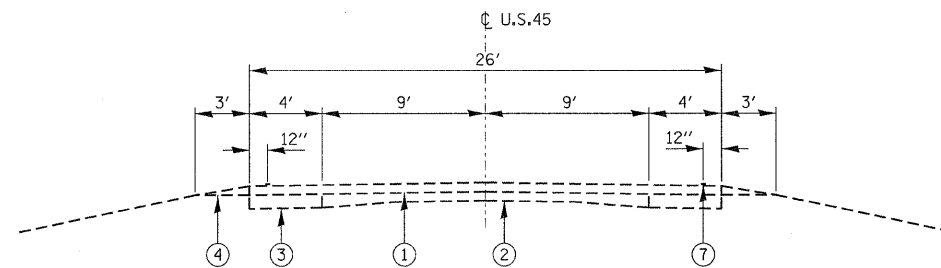
SUMMARY OF QUANTITIES			
CODE #	ITEM	UNIT	HBP FUNDING 80% FEDERAL 20% STATE SN 097-0075 00II
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	83.5
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1
X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1
X5080600	MECHANICAL SPLICERS	EACH	72
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	22
Z0022800	FENCE REMOVAL	FOOT	125
Z0026407	TEMPORARY SHEET PILING	SQ FT	895
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	130

* SPECIALTY ITEM



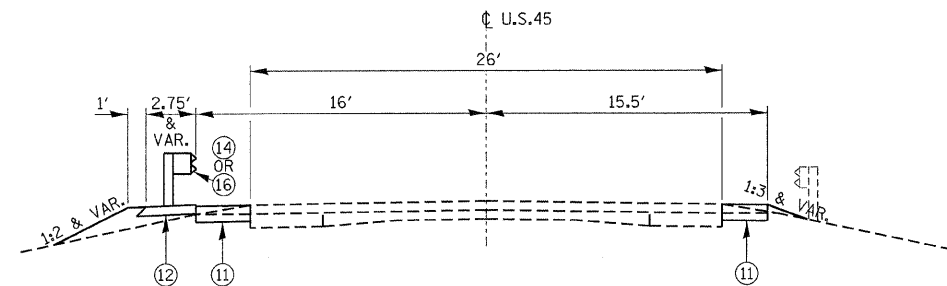
STAGE 1 NO WIDENING TYPICAL CROSS SECTION

STA. 805+82.85 TO STA. 806+35.00
STA. 810+40.00 TO STA. 811+94.65



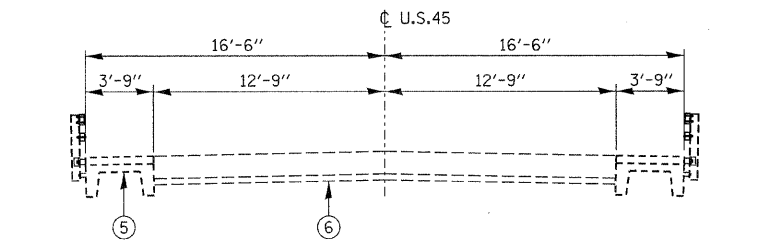
EXISTING TYPICAL CROSS SECTION

STA. 804+55.00 TO STA. 807+78.08
STA. 809+11.92 TO STA. 812+70.00



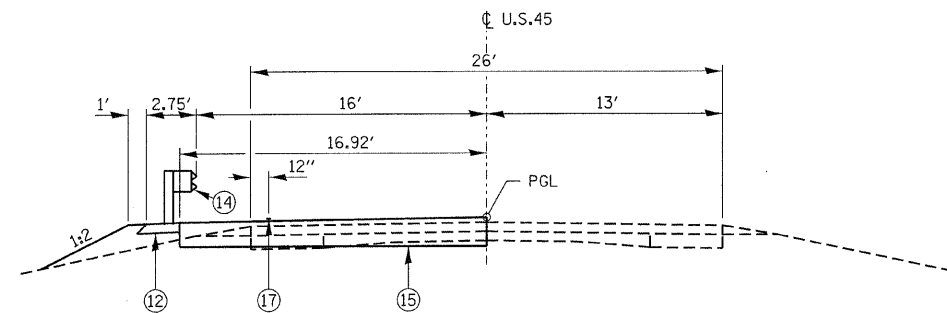
STAGE 1 W/WIDENING TYPICAL CROSS SECTION

STA. 806+35.00 TO STA. 807+44.00
STA. 809+33.50 TO STA. 810+40.00



EXISTING BRIDGE APPROACH TYPICAL CROSS SECTION

STA. 807+78.08 TO STA. 808+00.30
STA. 808+89.70 TO STA. 809+11.92



STAGE 1 APPROACH SLAB & PCC CONNECTOR TYPICAL CROSS SECTION

STA. 807+44 TO STA. 807+50 PCC CONNECTOR
STA. 807+50 TO STA. 807+80 APPROACH PAVEMENT
STA. 808+97.50 TO STA. 809+27.50 APPROACH PAVEMENT
STA. 809+27.50 TO STA. 809+33.50 PCC CONNECTOR

LEGEND

- ① EXISTING HMA OVERLAY
- ② EXIST CONCRETE PAVEMENT
- ③ EXISTING BASE COURSE WIDENING
- ④ EXISTING AGGREGATE SHOULDERS
- ⑤ EXISTING PRECAST CONCRETE UNIT WITH WEARING SURFACE
- ⑥ EXISTING BRIDGE APPROACH PAVEMENT.
- ⑦ EXISTING PAVEMENT MARKING
- ⑧ HMA SURFACE COURSE, MIX "C", N90 (1 1/2" MIN)
- ⑨ LEV BIND MM N90 (3/4" MIN)
- ⑩ HMA BINDER COURSE, IL-19.0, N90 (2 1/4" MIN)
- ⑪ HMA BASE COURSE WIDENING 10 3/4"
- ⑫ HMA SHOULDERS, 8"
- ⑬ AGGREGATE SHOULDERS, TYPE A 6"
- ⑭ TRAFFIC BARRIER TERMINAL, TYPE 6
- ⑮ BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
- ⑯ STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS
- ⑰ PROPOSED PAVEMENT MARKING

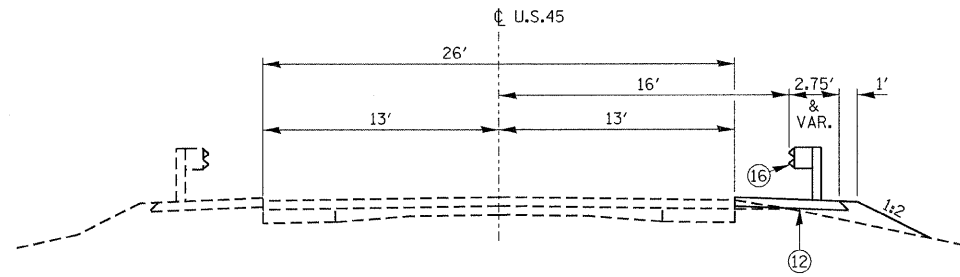
MIXTURE REQUIREMENTS	
LOCATION(S):	US 45 WIDENING
MIXTURE USE(S):	HOT-MIX ASPHALT BASE COURSE
AC/PG:	PG 64-22
RAP % (MAX):	10%
DESIGN AIR VOIDS:	4% @ Ndes 90
MIXTURE COMPOSITION:	IL 19.0
(GRADATION MIXTURE):	
FRICTION AGGREGATE:	NONE
MIXTURE WEIGHTS:	112 LBS\SY\1 INCH THICKNESS

MIXTURE REQUIREMENTS	
LOCATION(S):	US 45 SURFACE
MIXTURE USE(S):	HOT-MIX ASPHALT SURFACE COURSE
AC/PG:	PG 64-22
RAP % (MAX):	10%
DESIGN AIR VOIDS:	4% @ Ndes 90
MIXTURE COMPOSITION:	IL 9.5 OR IL 12.5
(GRADATION MIXTURE):	
FRICTION AGGREGATE:	MIXTURE C
MIXTURE WEIGHTS:	112 LBS\SY\1 INCH THICKNESS

MIXTURE REQUIREMENTS	
LOCATION(S):	US 45 BINDER
MIXTURE USE(S):	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90
AC/PG:	PG 64-22
RAP % (MAX):	10%
DESIGN AIR VOIDS:	4% @ Ndes 90
MIXTURE COMPOSITION:	IL 19.0
(GRADATION MIXTURE):	
FRICTION AGGREGATE:	
MIXTURE WEIGHTS:	112 LBS\SY\1 INCH THICKNESS

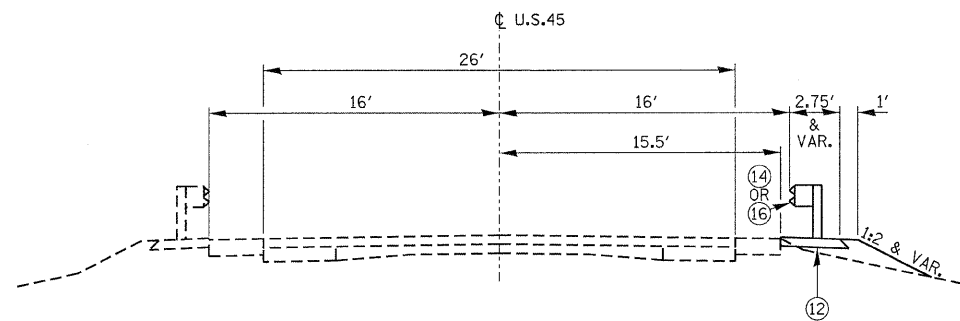
MIXTURE REQUIREMENTS	
LOCATION(S):	US 45 SHOULDERS
MIXTURE USE(S):	HOT-MIX ASPHALT SHOULDERS
AC/PG:	PG 58-22
RAP % (MAX):	50%
DESIGN AIR VOIDS:	2% @ Ndes 30
MIXTURE COMPOSITION:	HMA SHOULDERS
(GRADATION MIXTURE):	
FRICTION AGGREGATE:	NONE
MIXTURE WEIGHTS:	112 LBS\SY\1 INCH THICKNESS

MIXTURE REQUIREMENTS	
LOCATION(S):	US 45 LEVELING BINDER
MIXTURE USE(S):	LEVELING BINDER (MACHINE METHOD), N90
AC/PG:	PG 64-22
RAP % (MAX):	10%
DESIGN AIR VOIDS:	4% @ Ndes 90
MIXTURE COMPOSITION:	IL 9.5 OR IL 12.5
(GRADATION MIXTURE):	
FRICTION AGGREGATE:	MIXTURE C
MIXTURE WEIGHTS:	112 LBS\SY\1 INCH THICKNESS



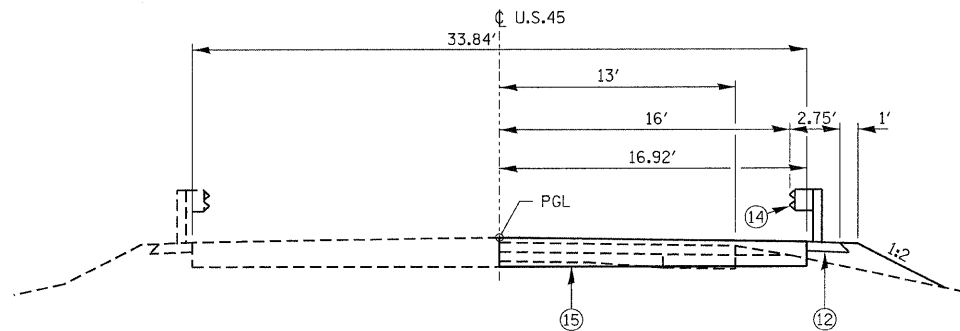
STAGE 2 NO WIDENING TYPICAL CROSS SECTION

STA. 804+82.85 TO STA. 806+35.00
STA. 809+27.50 TO STA. 811+94.65



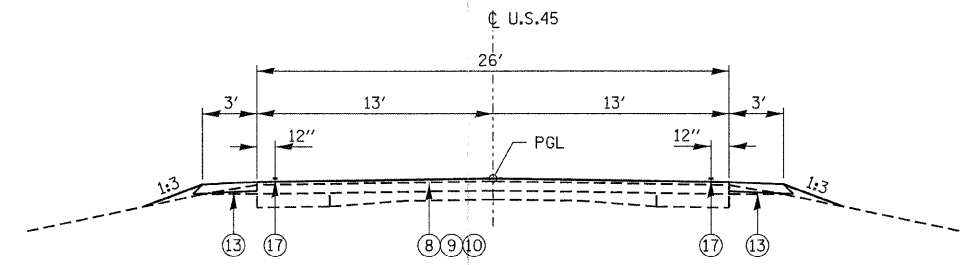
STAGE 2 W/WIDENING TYPICAL CROSS SECTION

STA. 806+35.00 TO STA. 807+44.00
STA. 809+11.60 TO STA. 810+40.00



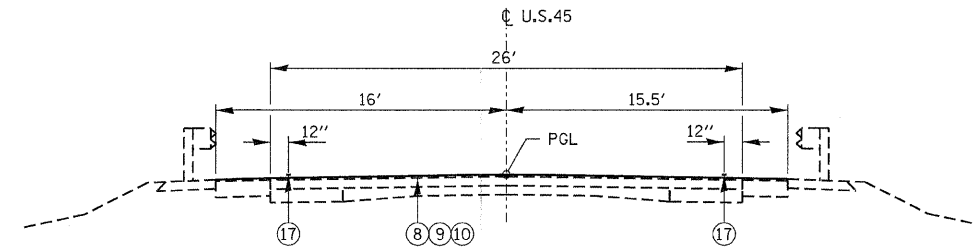
STAGE 2 APPROACH SLAB & PCC CONNECTOR TYPICAL CROSS SECTION

STA. 807+44 TO STA. 807+50 PCC CONNECTOR
STA. 807+50 TO STA. 807+80 APPROACH PAVEMENT
STA. 808+97.50 TO STA. 809+27.50 APPROACH PAVEMENT
STA. 809+27.50 TO STA. 809+33.50 PCC CONNECTOR



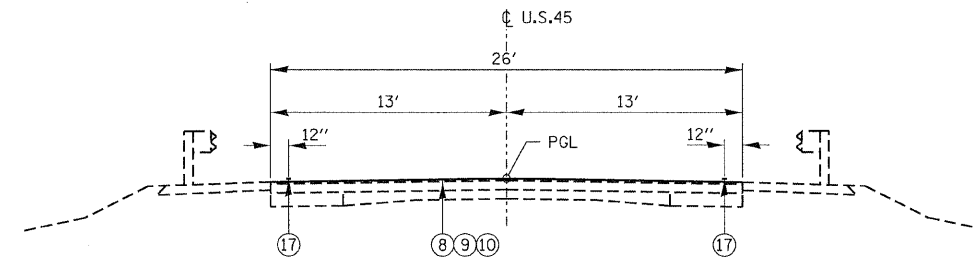
FINAL STAGE NO WIDENING TYPICAL CROSS SECTION

STA. 804+55.00 TO STA. 804+82.85
STA. 811+94.65 TO STA. 812+70.00



FINAL STAGE W/WIDENING TYPICAL CROSS SECTION

STA. 806+35.00 TO STA. 807+44.00
STA. 809+33.50 TO STA. 810+40.00



FINAL STAGE NO WIDENING TYPICAL CROSS SECTION

STA. 804+82.85 TO STA. 806+35.00
STA. 810+40.00 TO STA. 811+94.65

LEGEND

- ① EXISTING HMA OVERLAY
- ② EXIST CONCRETE PAVEMENT
- ③ EXISTING BASE COURSE WIDENING
- ④ EXISTING AGGREGATE SHOULDERS
- ⑤ EXISTING PRECAST CONCRETE UNIT WITH WEARING SURFACE
- ⑥ EXISTING BRIDGE APPROACH PAVEMENT.
- ⑦ EXISTING PAVEMENT MARKING
- ⑧ HMA SURFACE COURSE, MIX "C", N90 (1 1/2" MIN)
- ⑨ LEV BIND MM N90 (3/4" MIN)
- ⑩ HMA BINDER COURSE, IL-19.0, N90 (2 1/4" MIN)
- ⑪ HMA BASE COURSE WIDENING 10 3/4"
- ⑫ HMA SHOULDERS, 8"
- ⑬ AGGREGATE SHOULDERS, TYPE A 6"
- ⑭ TRAFFIC BARRIER TERMINAL, TYPE 6
- ⑮ BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
- ⑯ STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS
- ⑰ PROPOSED PAVEMENT MARKING

FILE NAME = 090216-shr-typsections.dgn

USER NAME =

DESIGNED - L.F.S.

REVISED -

PLOT SCALE =

CHECKED - J.W.F.

REVISED -

PLOT DATE = 1/5/2011

DATE - 09/14/10

REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



**TYPICAL SECTIONS
U.S. ROUTE 45**

SCALE:

SHEET NO. OF SHEETS STA. TO STA.

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	105B-2	WHITE	55	5
CONTRACT NO. 78188				
ILLINOIS FED. AID PROJECT				

PAVEMENT MARKING SCHEDULE										
LOCATION	PAINT PAVEMENT MARKING PERMANENT				SHORT TERM PAVEMENT MARKING	WORK ZONE PAVEMENT MARKING REMOVAL	PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	4" SINGLE WHITE EDGE LINE	4" SKIPPED DASHED YELLOW CENTERLINE	4" SINGLE WHITE EDGE LINE	4" SKIPPED DASHED YELLOW CENTERLINE						
	70300220	70300220	78001110	78001110						
	FOOT	FOOT	FOOT	FOOT	70300100	70301000	78300100	78100100	78100105	78300200
					FOOT	SQ FT	SQ FT	EACH	EACH	EACH
FAP 328 US RTE 45										
STAGE I										
LT. STA. 806+25 TO RT. STA. 810+50							142			
CL. STA. 804+40 TO CL. STA. 806+60							34			
RT. STA. 806+25 TO LT. STA. 810+50							142			
STAGE II										
LT. STA. 804+55.00 TO LT. STA. 812+70.00	815		815			269				
CL. STA. 804+55.00 TO CL. STA. 812+70.00		204		204	222	140		9	3	11
RT. STA. 804+55.00 TO RT. STA. 812+70.00	815		815			269				
SUBTOTAL	1630	204	1630	204	222	678	318	9	3	11
TOTAL		1834		1834	222	678	318	9	3	11

EROSION CONTROL SCHEDULE		
LOCATION	EROSION CONTROL BLANKET	PERIMETER EROSION BARRIER
	25100630 SQ YD	28000400 FOOT
FAP 328 US 45		
RT. STA. 804+55 TO RT. STA. 807+00		252
RT. STA. 804+55 TO RT. STA. 808+15	840	
LT. STA. 804+55 TO LT. STA. 808+15	389	369
RT. STA. 808+80 TO RT. STA. 812+70	671	427
LT. STA. 808+80 TO LT. STA. 812+70	659	374
TOTAL	2559	1422

TEMPORARY DITCH CHECK SCHEDULE	
LOCATION	FOOT
FAP 328 US 45	
RT. STA. 807+50	11
RT. STA. 808+15	11
TOTAL	22

EARTHWORK SUMMARY							
LOCATION	EARTH EXCAVATION	ADDITIONAL EXCAVATION	SHRINKAGE FACTOR	% USED	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT REQUIRED	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CUBIC YARD	CUBIC YARD			CUBIC YARD	CUBIC YARD	CUBIC YARD
FAP 328 US 45							
STAGE I							
804+55 TO 807+80	30		25.00%	100.00%	23	175	-152
808+97.5 TO 812+70	36		25.00%	100.00%	27	287	-260
STAGE II							
804+55 TO 807+80	57		25.00%	100.00%	43	309	-266
808+97.5 TO 812+70	33		25.00%	100.00%	25	305	-280
CHANNEL EXCAVATION		470	25.00%	100.00%	353		353
	156	470			471	1076	-605
20400800 FURNISHED EXCAVATION =						605	CU.YD.

STAGING SCHEDULE						
LOCATION	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3	IMPACT ATTENUATORS RELOCATE (NON-REDIRECTIVE) TEST LEVEL 3	TEMPORARY BRIDGE TRAFFIC SIGNALS	TEMPORARY RUMBLE STRIP
	70400100	70400200	Z0030250	Z0030350	70106500	70106700
FAP 328 US 45						
STAGE I						
LT. STA. 805+96.85 TO LT. STA. 811+80.65	450		2		1	6
STAGE II						
RT. STA. 804+96.85 TO RT. STA. 810+80.65		425		2		
TOTAL	450	425	2	2	1	6

RIGHT OF WAY MARKER SCHEDULE	
LOCATION	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS
	66600105 EACH
FAP 328 US 45	
40' LT. STA. 806+50	1
50' LT. STA. 806+50	1
40' LT. STA. 810+50	1
50' LT. STA. 810+50	1
40' RT. STA. 806+50	1
65' RT. STA. 806+50	1
65' LT. STA. 811+56.76	1
65' RT. STA. 811+85.15	1
TOTAL	8

ROADWAY SCHEDULE												
LOCATION	HOT-MIX ASPHALT BASE COURSE WIDENING 10 3/4"	BITUMINOUS MATERIAL PRIME COAT	AGGREGATE PRIME COAT	LEVELING BINDER (MACHINE METHOD) N90	HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT	TEMPORARY RAMP	HOT-MIX ASPHALT BINDER COURSE IL-19.0, N90	HOT-MIX ASPHALT SURFACE COURSE MIX C, N90	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	PAVEMENT REMOVAL	AGGREGATE SHOULDERS TYPE A	HOT-MIX ASPHALT SHOULDERS
	35600719	40600100	40600300	40600645	40600982	40600990	40603090	40603320	42001420	44000100	48100500	48203029
	SQ YD	GAL	TON	TON	SQ YD	SQ YD	TON	TON	SQ YD	SQ YD	SQ YD	SQ YD
FAP ROUTE 28 (US 45)												
STAGE I												
RT. STA 806+35 TO RT. STA 810+40	76									36		
LT. STA 806+35 TO RT. STA 810+40	68					75			22	198		211
STAGE II												
RT. STA 804+82.88 TO RT. STA 810+94.63						75			22	146		217
CL STA 804+55 TO CL STA 807+44		83	2	37	87	42	123	76			56	
CL STA 809+33.50 TO CL STA 812+70		97	2	94	87	42	68	90			88	
TOTAL	144	180	4	131	174	234	191	166	44	380	144	428

FENCE REMOVAL SCHEDULE	
LOCATION	FENCE REMOVAL Z0022800 FOOT
FAP 328 US 45	
LT. STA 809+25 TO LT. STA 810+50	125
TOTAL	125

SEEDING SCHEDULE								
LOCATION	SEEDING CLASS 2A	SEEDING CLASS 7	TEMPORARY EROSION CONTROL SEEDING *	NITROGEN FERTILIZER NUTRIENT**	PHOSPHORUS FERTILIZER NUTRIENT 90 LBS/ACRE	POTASSIUM FERTILIZER NUTRIENT 90 LBS/ACRE	AGRICULTURAL GROUND LIMESTONE 2 TONS/ACRE	MULCH METHOD 2
	25000210	25000350	28000250	25000400	25000500	25000600	25000700	25100115
	ACRE	ACRE	LBS	LBS	LBS	LBS	TONS	ACRE
FAP 328 US 45								
STAGE I								
LT STA 804+55 TO LT 808+15	0.10	0.10	40	13	9	9	0.20	0.20
LT STA 808+80 TO LT 812+70	0.13	0.13	52	17	12	12	0.26	0.26
STAGE II								
RT STA 804+55 TO RT 808+15	0.19	0.19	76	25	17	17	0.38	0.38
RT STA 808+80 TO RT 812+70	0.13	0.13	52	17	12	12	0.26	0.26
TOTAL	0.55	0.55	220	72	50	50	1.10	1.10

* 100 LBS/ACRE FOR 4 APPLICATIONS

** 90 LBS/ACRE FOR SEEDING CLASS 2A AND 40 LBS/ACRE FOR SEEDING CLASS 7

GUARDRAIL SCHEDULE						
LOCATION	STEEL PLATE BEAM GUARD RAIL TYPE A 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL TYPE 6	TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT)	GUARDRAIL REMOVAL	GUARDRAIL MARKERS TYPE A	TERMINAL MARKER DIRECT APPLIED
	63000001	63100085	63100167	63200310	78200410	78201000
	FOOT	EACH	EACH	FOOT	EACH	EACH
FAP 328 US 45						
STAGE I						
LT. STA 805+96.85 TO LT. STA 811+80.65	250	2	2	427	7	2
STAGE II						
RT. STA 804+96.85 TO RT. STA 810+80.65	250	2	2	429	7	2
TOTAL	500	4	4	856	14	4

FILE NAME = 0920116-sht-schedule1.dgn

USER NAME =

DESIGNED - L.F.S.

REVISED -

DRAWN - T.W.K.

CHECKED - J.W.F.

REVISED -

PLOT SCALE =

DATE - 09/14/10

REVISED -

PLOT DATE = 1/5/2011

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

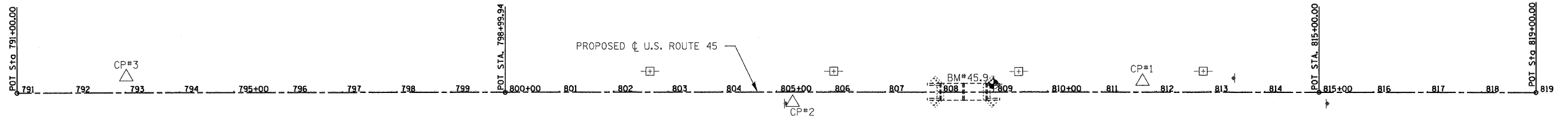
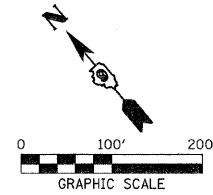


SCHEDULE OF QUANTITIES
U.S. ROUTE 45

SCALE:

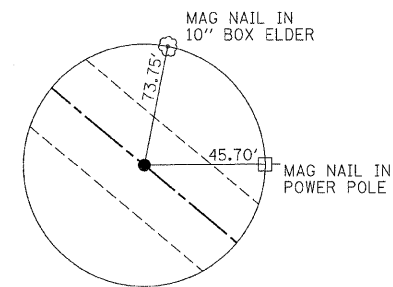
SHEET NO. OF SHEETS STA. TO STA.

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	105B-2	WHITE	55	7
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78188	

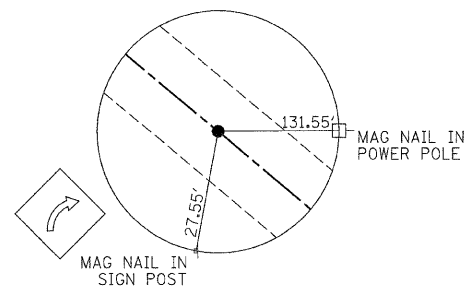


US 45 CENTERLINE					
DESCRIPTION	STATION	OFFSET	NORTHING	EASTING	ELEVATION
POT	791+00.00	0	547069.6442	980718.3322	
POT	798+99.94	0.28' RT.	546554.8830	981330.6460	382.090
POT	815+00.00	0.12' LT.	545525.9160	982556.0950	382.508
POT	819+00.00	0	545268.5940	982862.2110	

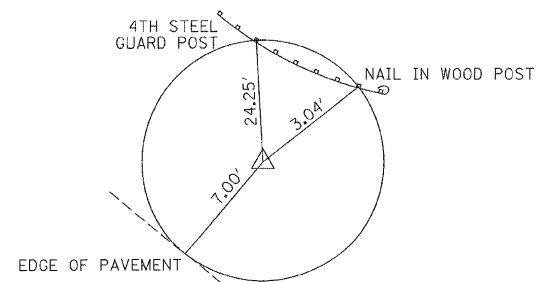
CONTROL POINTS					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	ELEVATION
972201/CP#1	STA. 811+74.753	20.11' LT.	545750.571	982319.911	383.281
972202/CP#2	STA. 805+29.83	20.87' RT.	546133.953	981799.688	383.149
972203/CP#3	STA. 793+01.41	29.57' LT.	546962.729	980891.568	378.602



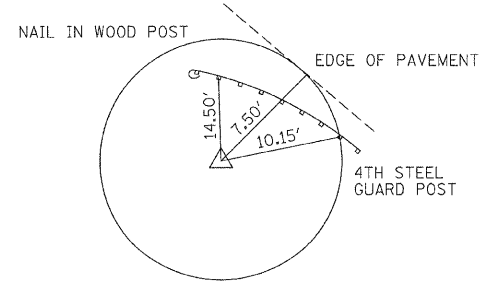
P.O.T.
FOUND MAG NAIL
STA. 798+99.94, 0.28' RT.
N: 546554.8830
E: 981330.6460



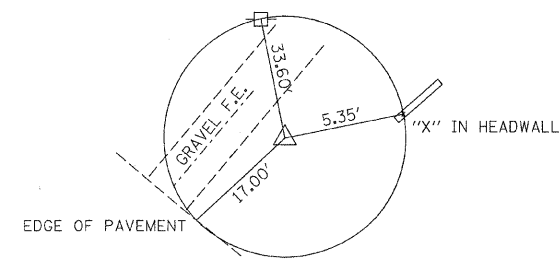
P.O.T.
FOUND MAG NAIL
STA. 815+00.00, 0.12' LT.
N: 545525.9160
E: 982556.0950



CP#1
FOUND IP/CAP
STA. 811+74.75, 20.11' LT.
N: 545750.571
E: 982319.911



CP#2
FOUND IP/CAP
STA. 805+29.83, 20.87' RT.
N: 546133.953
E: 981799.688



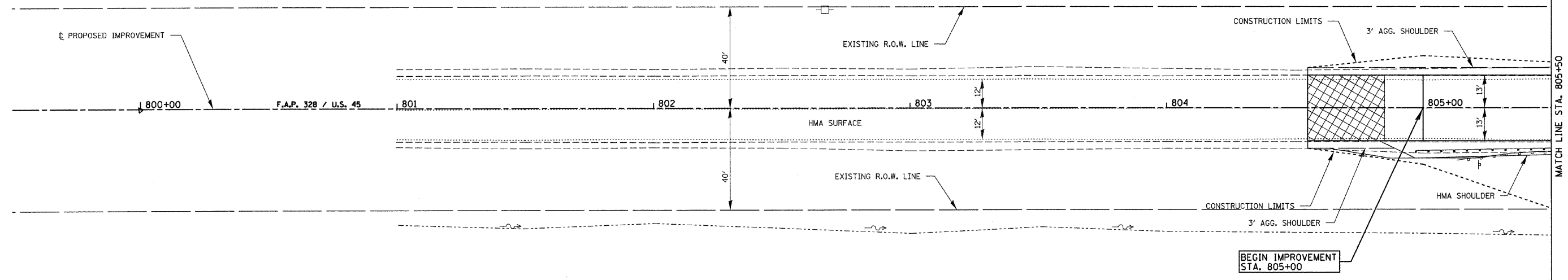
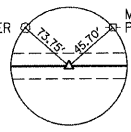
CP#3
FOUND IP/CAP
STA. 793+01.41, 29.57' LT.
N: 546962.729
E: 980891.568

BENCHMARK
BM#45.9 - CHISLED "□" ON TOP OF S.E. WINGWALL OF STR. 097-0022 19' RT. STA. 808+94 ELEV. 381.79

FILE NAME = 090116-sh-t-ties.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HLR	ALIGNMENT, TIES AND BENCHMARKS U.S. ROUTE 45	F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - T.W.K.	REVISED -				328	105B-2	WHITE	55	8
		CHECKED - J.W.F.	REVISED -				CONTRACT NO. 78188				
		DATE - 09/14/10	REVISED -				ILLINOIS FED. AID PROJECT				
				SCALE: 1:100	SHEET NO.	OF SHEETS	STA.	TO STA.			

MAG NAIL IN 10" BOX ELDER
MAG NAIL IN POWER POLE

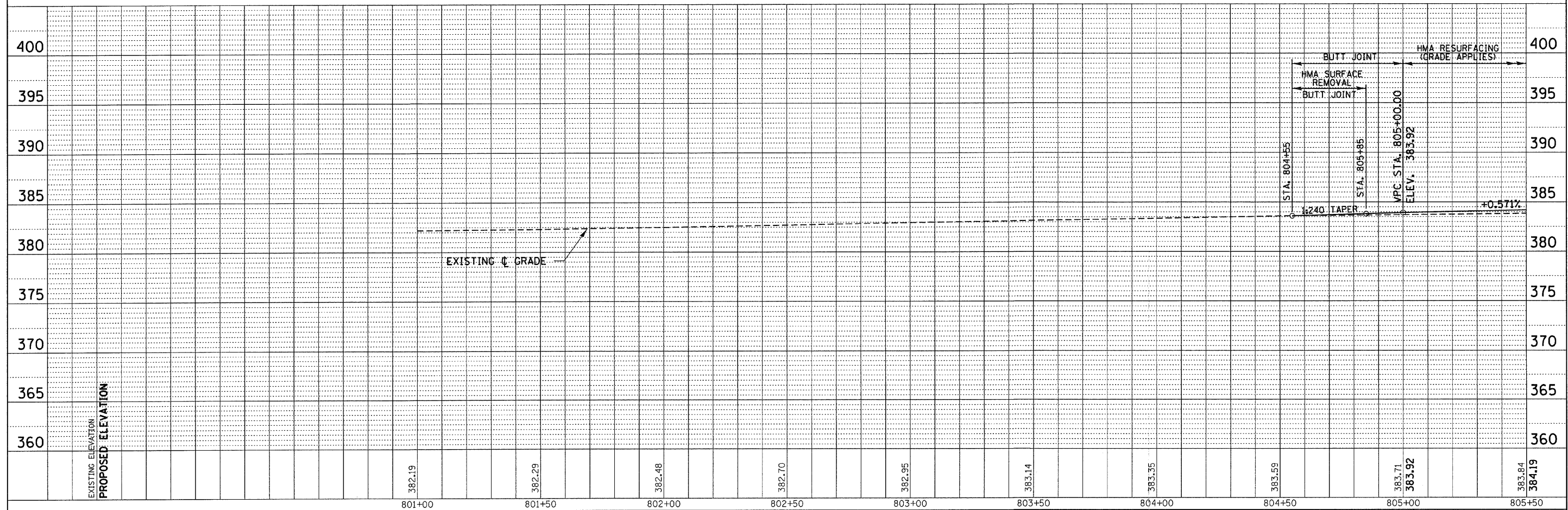
P.O.T. 0.28' RT. STA. 798+99.94
MAG NAIL (FOUND)
N. 546,554.883
E. 981,330.646



LEGEND
 HMA SURFACE REMOVAL BUTT JOINT

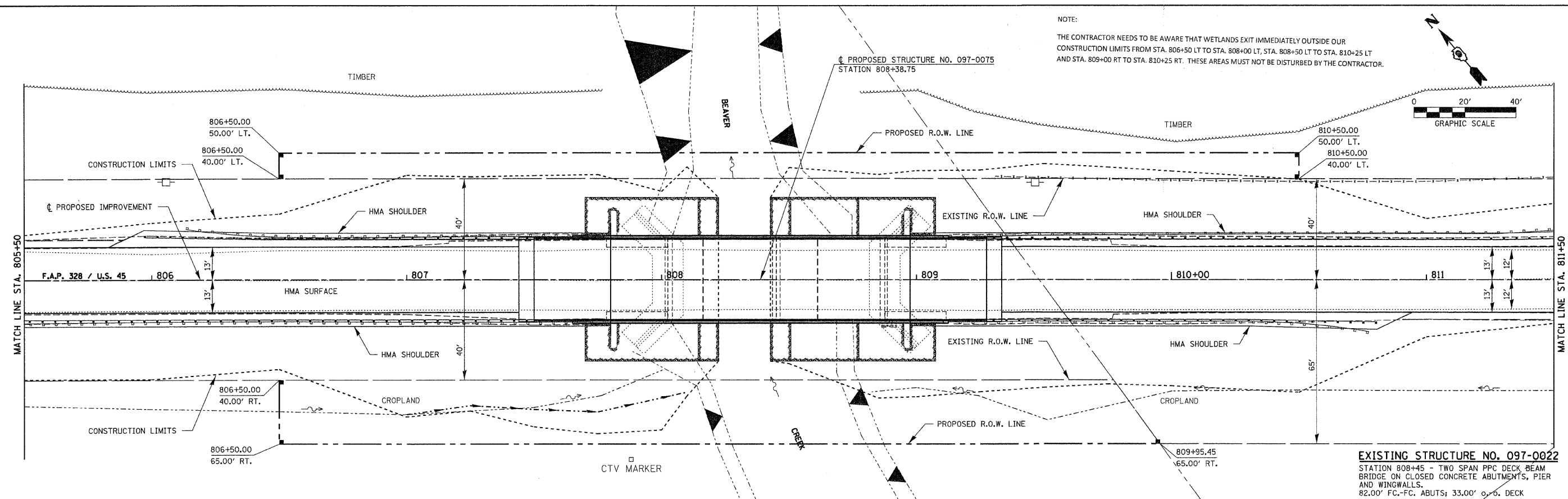
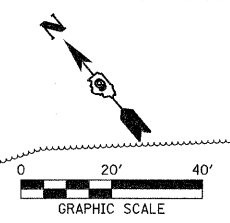
PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NOTE BOOK NO.	
	PAID FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NOTE BOOK NO.	
	STRUCTURE NOTATIONS CHRD	



FILE NAME = 090115-sht-pp1.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HLR	PLAN & PROFILE U.S. ROUTE 45	F.A.P. 328	SECTION 105B-2	COUNTY WHITE	TOTAL SHEETS 55	SHEET NO. 9
PLOT SCALE =	CHECKED - J.W.F.	REVISED -	CONTRACT NO. 78188								
PLOT DATE = 1/5/2011	DATE - 09/14/10	REVISED -	ILLINOIS FED. AID PROJECT								
							SCALE: 20H:5V		SHEET NO. 1 OF 3 SHEETS		STA. 801+00 TO STA. 805+50

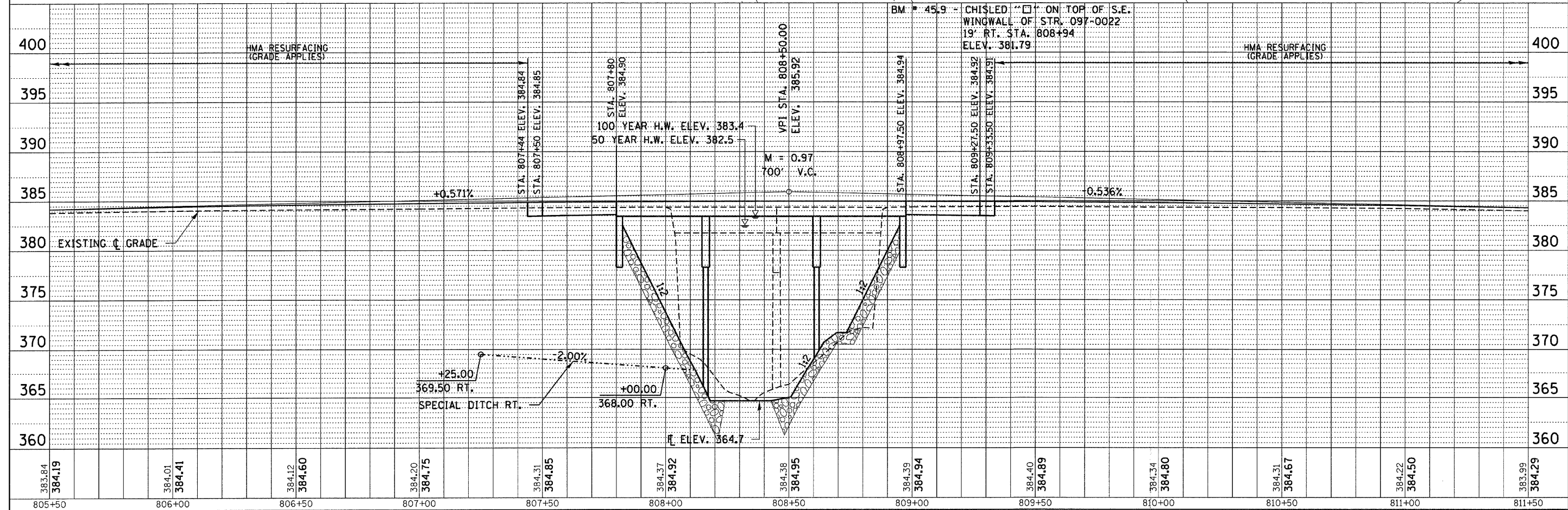
NOTE:
 THE CONTRACTOR NEEDS TO BE AWARE THAT WETLANDS EXIT IMMEDIATELY OUTSIDE OUR
 CONSTRUCTION LIMITS FROM STA. 806+50 LT TO STA. 808+00 LT, STA. 808+50 LT TO STA. 810+25 LT
 AND STA. 809+00 RT TO STA. 810+25 RT. THESE AREAS MUST NOT BE DISTURBED BY THE CONTRACTOR.



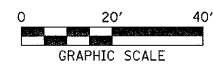
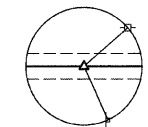
EXISTING STRUCTURE NO. 097-0022
 STATION 808+45 - TWO SPAN PPC DECK BEAM
 BRIDGE ON CLOSED CONCRETE ABUTMENTS, PIER
 AND WINGWALLS.
 82.00' FC-FC, ABUTS; 33.00' o-g, DECK

PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	FILE NAME	

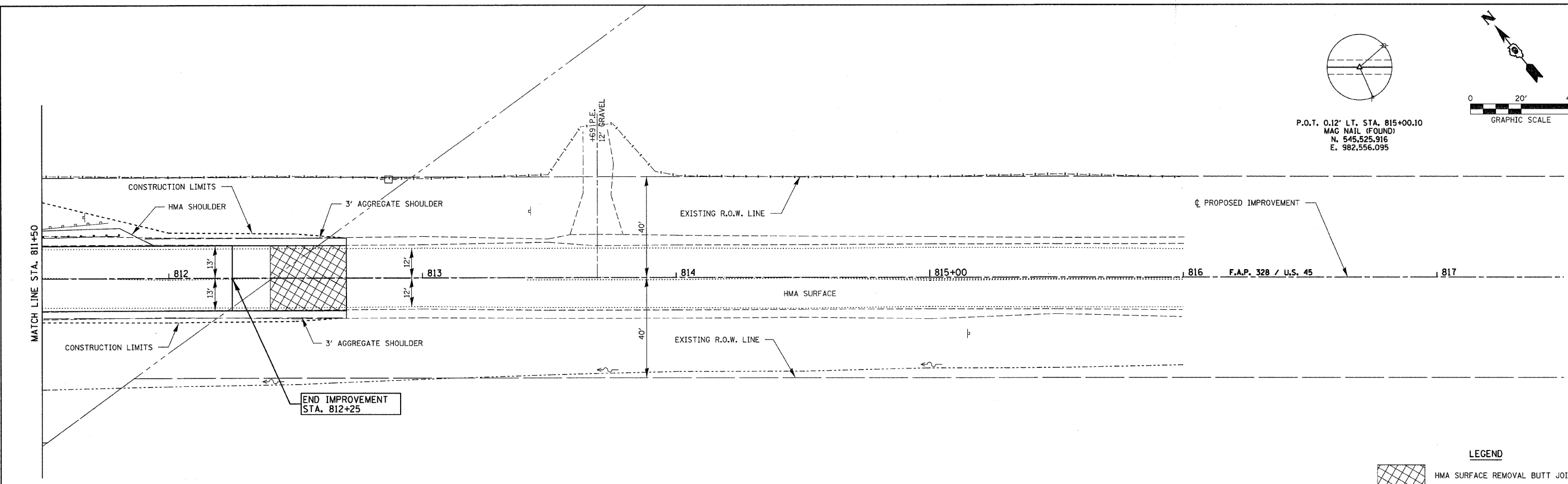


FILE NAME = 092116-ht-pp2.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		PLAN & PROFILE U.S. ROUTE 45		F.A.P. 328	SECTION 1058-2	COUNTY WHITE	TOTAL SHEETS 55	SHEET NO. 10	
PLOT SCALE =	CHECKED - J.W.F.	REVISED -	SCALE: 20H5V			SHEET NO. 2 OF 3 SHEETS	STA. 805+50 TO STA. 811+50	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 78188			
PLOT DATE = 1/5/2011	DATE - 09/14/10	REVISED -											

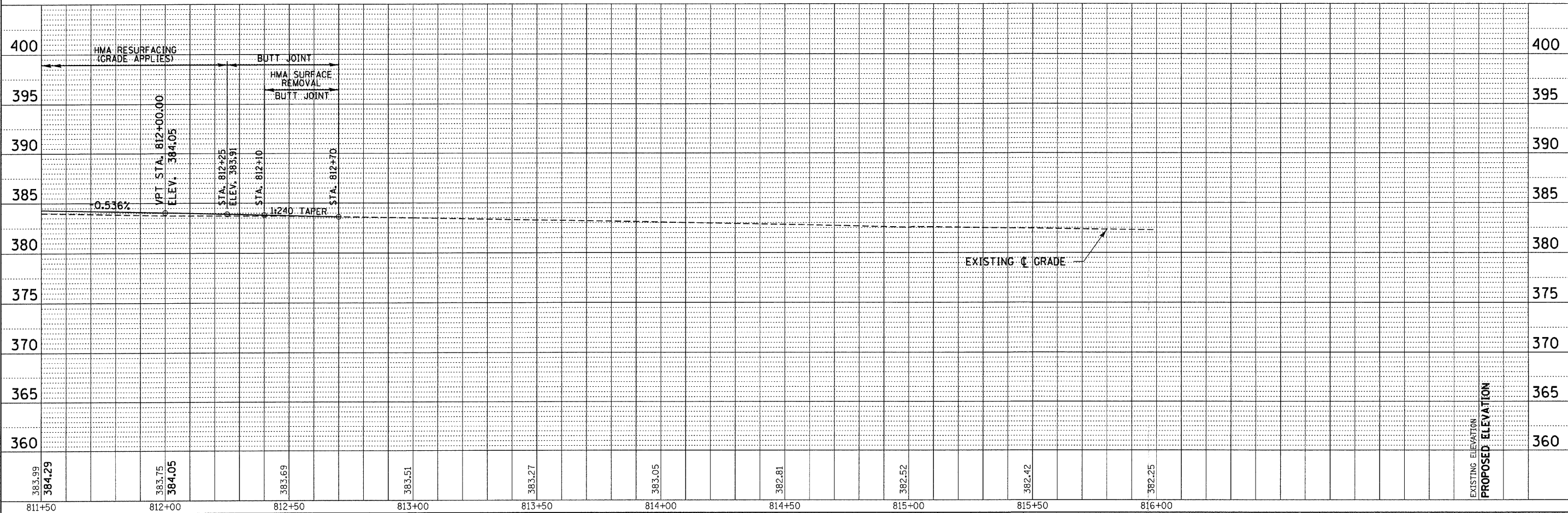


P.O.T. 0.12' LT. STA. 815+00.10
 MAG NAIL (FOUND)
 N. 545,525.916
 E. 982,556.095

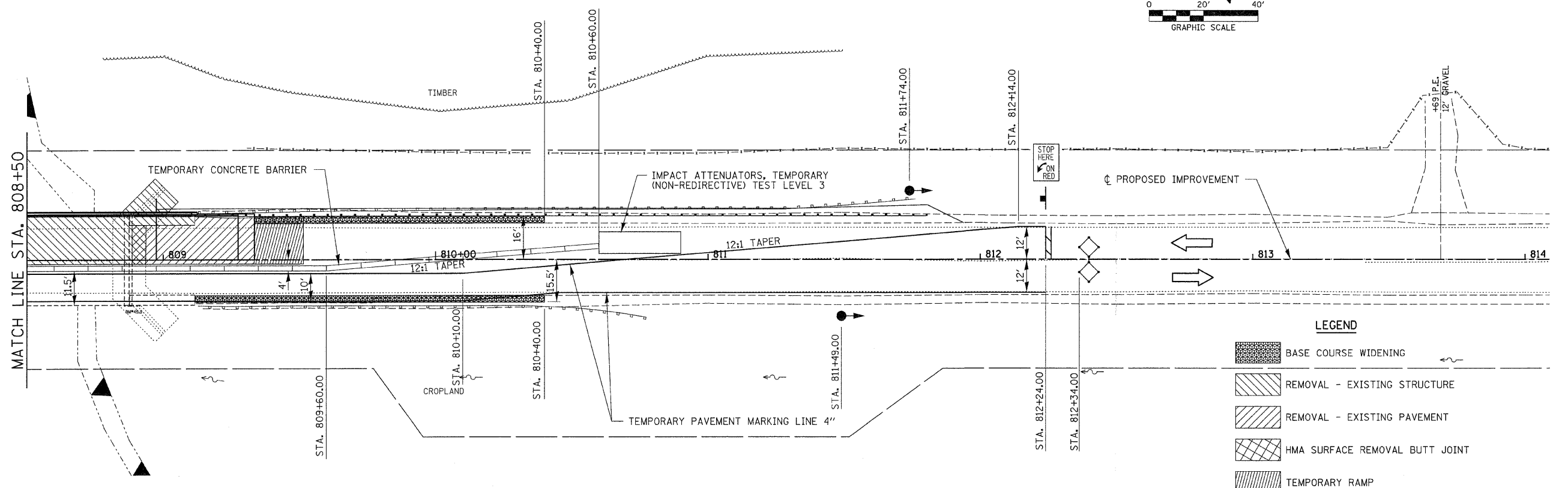
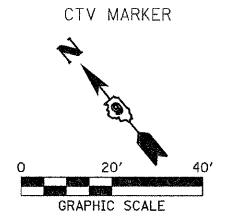
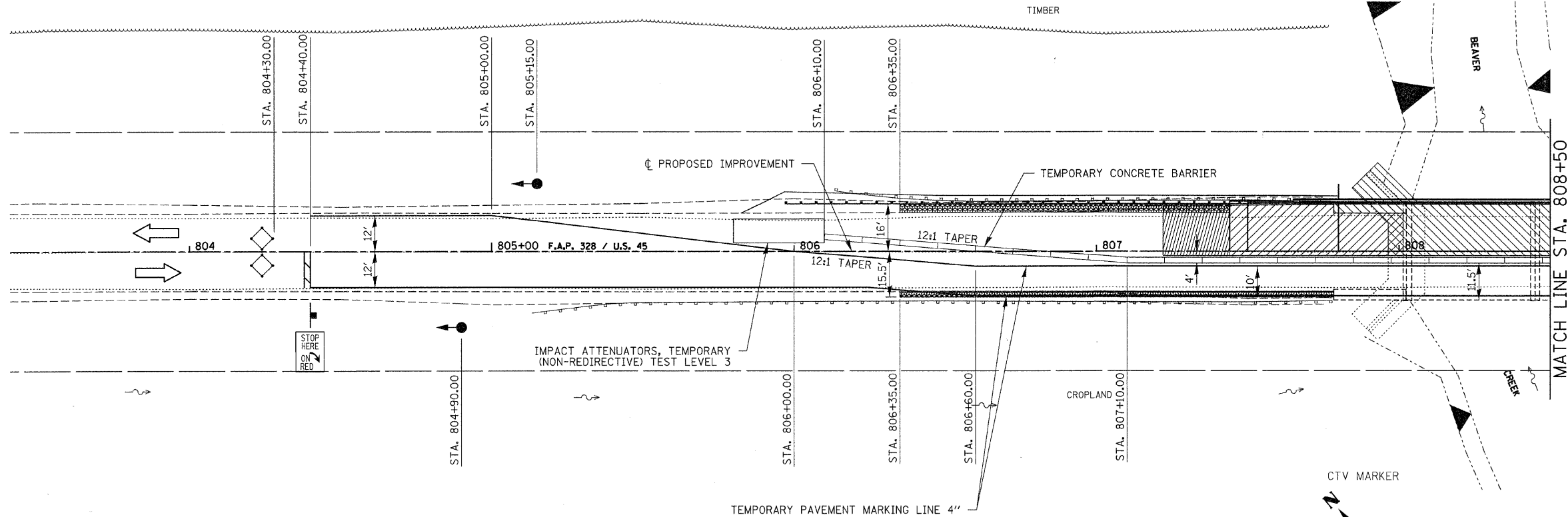
DATE	
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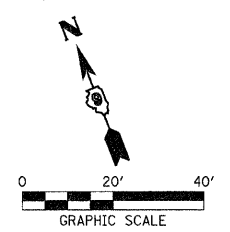
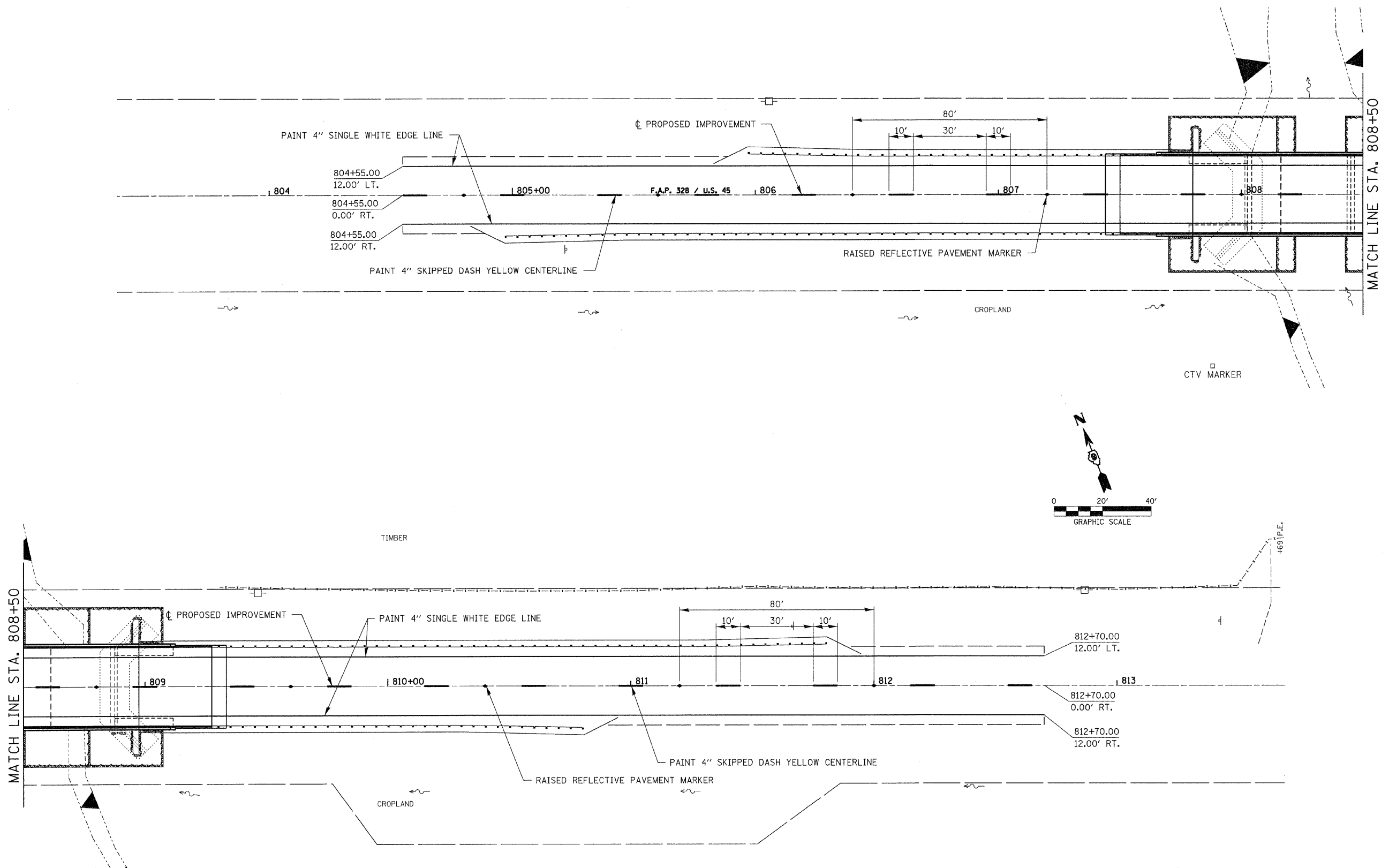
FILE NAME = 092116-sht-pp3.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HLR	PLAN & PROFILE U.S. ROUTE 45	F.A.P. 328	SECTION 105B-2	COUNTY WHITE	TOTAL SHEETS 55	SHEET NO. 11			
	PLOT SCALE =	CHECKED - J.W.F.	REVISED -				SCALE: 20H:5V		SHEET NO. 3 OF 3 SHEETS		STA. 811+50 TO STA. 816+00		CONTRACT NO. 78188	
	PLOT DATE = 1/5/2011	DATE - 09/14/10	REVISED -				FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					



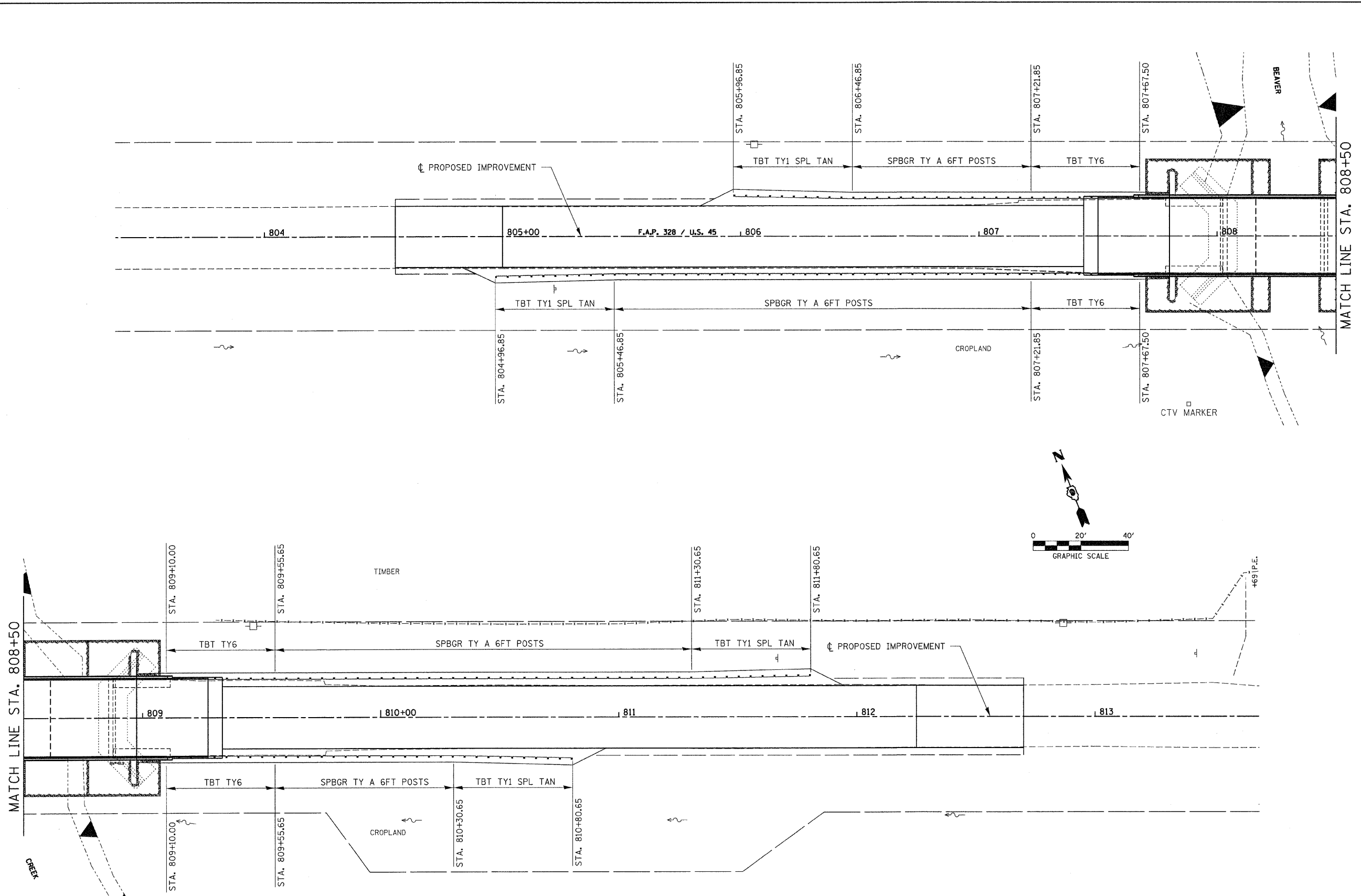
LEGEND

- BASE COURSE WIDENING
- REMOVAL - EXISTING STRUCTURE
- REMOVAL - EXISTING PAVEMENT
- HMA SURFACE REMOVAL BUTT JOINT
- TEMPORARY RAMP

FILE NAME = 090116-sht-stages.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS LAND SURVEYORS	SCALE: SHEET NO. OF SHEETS	STAGE 1 CONSTRUCTION U.S. ROUTE 45	F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - TWK	REVISED -					328	1058-2	WHITE	55	12
PLOT SCALE =		CHECKED - J.W.F.	REVISED -					CONTRACT NO. 78188				
PLOT DATE = 1/5/2011		DATE - 09/14/10	REVISED -					FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



FILE NAME = 090116-eh1-pvmtmrk.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HLR	PAVEMENT MARKING PLAN U.S. ROUTE 45		F.A.P. 328	SECTION 105B-2	COUNTY WHITE	TOTAL SHEETS 55	SHEET NO. 15	
PLOT SCALE =	CHECKED - J.W.F.	DATE - 09/14/10	REVISED -			SCALE: 1:20	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 78188		
PLOT DATE = 1/5/2011	DATE - 09/14/10	REVISED -	REVISED -									FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	



FILE NAME =
090116-eh-guardrail.dgn

USER NAME =
PLOT SCALE =
PLOT DATE = 1/5/2011

DESIGNED - L.F.S.
DRAWN - T.W.K.
CHECKED - J.W.F.
DATE - 09/14/10

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

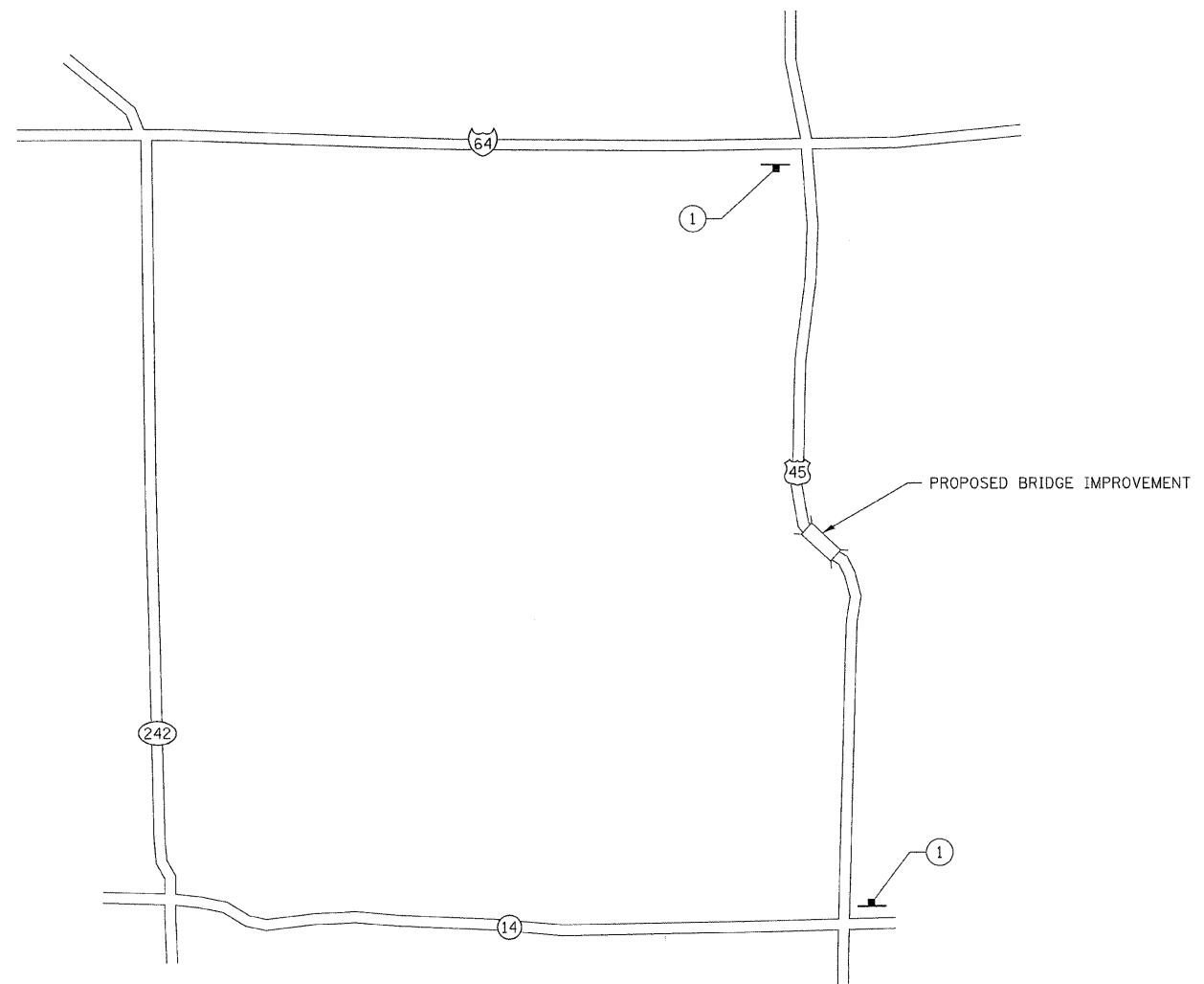


SCALE: 1/20

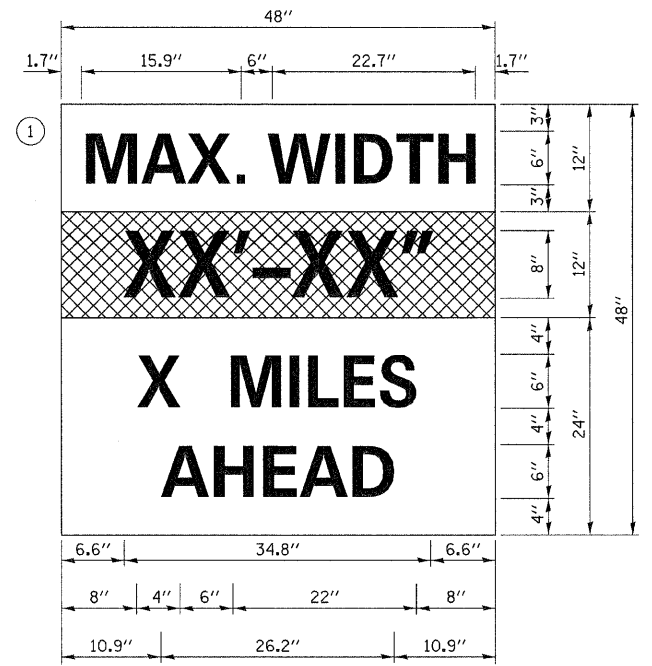
GUARDRAIL LAYOUT
U.S. ROUTE 45

SHEET NO. OF SHEETS STA. TO STA.

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	105B-2	WHITE	55	17
CONTRACT NO. 78188				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



SIGN LEGEND



W12-I103

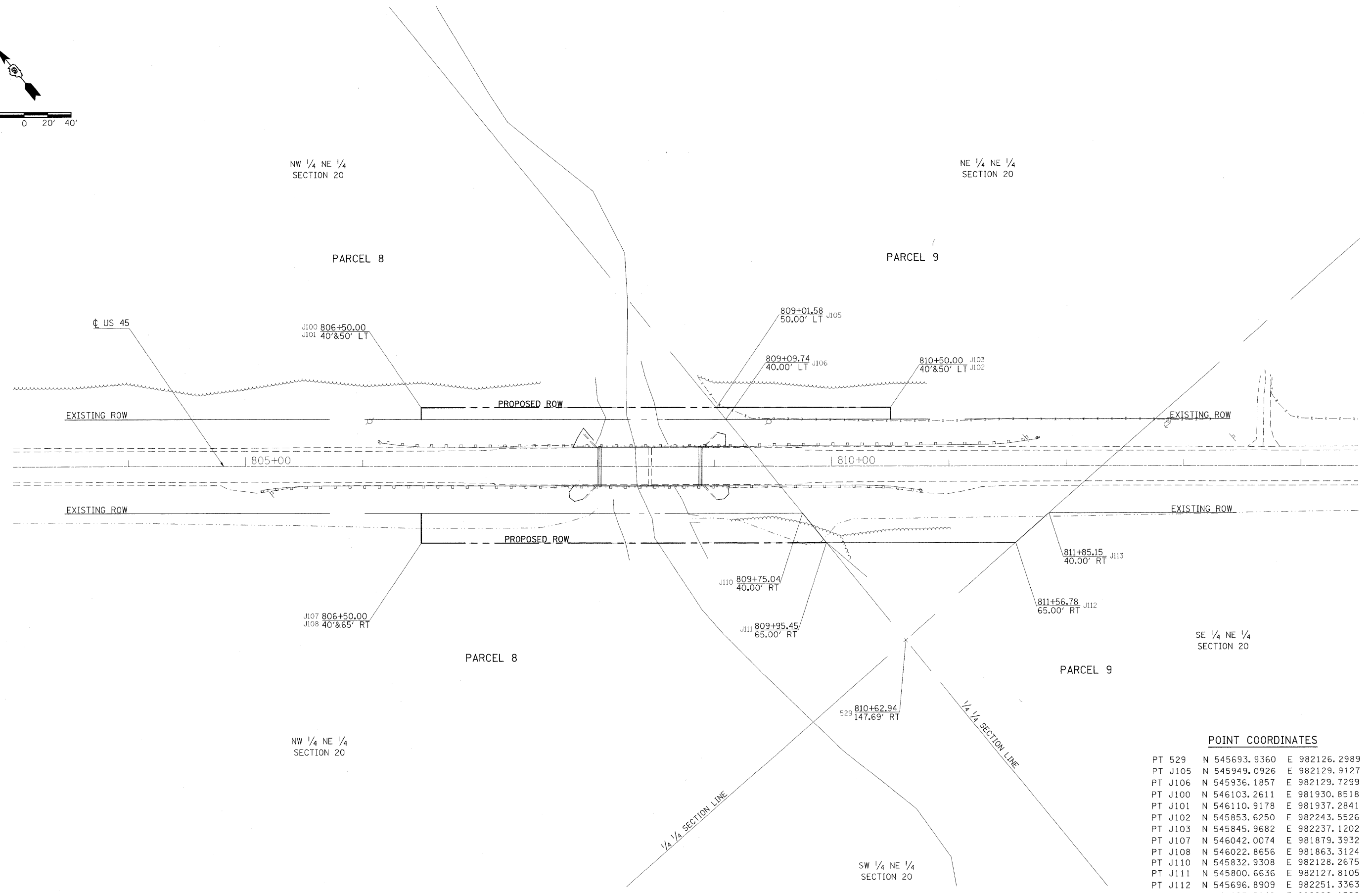
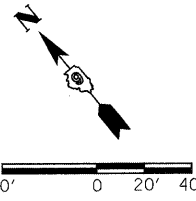
W12-I103 (WIDTH IS 80)
 NO BORDER, BLACK ON WHITE:
 "MAX WIDTH" D:
 NO BORDER, BLACK ON ORANGE:
 "XX'-XX'" D:
 NO BORDER, BLACK ON WHITE:
 "X MILES" D: "AHEAD" D:

DETOUR NOTES

1. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT THE SIGNS AT THE LOCATION DIRECTED BY THE ENGINEER. ALL SIGNS SHALL BE POST MOUNTED.
2. THE ABOVE NOTED WORK, INCLUDING SIGNS, POSTS, HARDWARE AND LABOR SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE, EACH, FOR TRAFFIC CONTROL AND PROTECTION. STD. 701321 AND NO OTHER COMPENSATION WILL BE ALLOWED.
3. THE WIDTH SHOWN ON THE W12-I103 SIGN SHALL BE 11'-6" FOR STAGE 1, AND 13'-6" FOR STAGE 2, OR AS DIRECTED BY THE ENGINEER. THE "X" MILES AHEAD WILL BE DETERMINED BY THE ENGINEER.

FILE NAME = 090116-sht-detour.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HLR	WIDE LOAD DETOUR U.S. ROUTE 45	F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
		DRAWN - T.W.K.	REVISED -				328	1058-2	WHITE	55	18		
		CHECKED - J.W.F.	REVISED -				CONTRACT NO. 78188						
		DATE - 09/14/10	REVISED -				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.

PARCEL NO.	PROPERTY OWNER	ACREAGE	PURPOSE
8	ARCHIE, DORIS, MIKE AND BECKY DUCKWORTH	0.251	ROW
9	LEONARD BARGER	0.033	ROW



POINT COORDINATES

PT 529	N 545693.9360	E 982126.2989
PT J105	N 545949.0926	E 982129.9127
PT J106	N 545936.1857	E 982129.7299
PT J100	N 546103.2611	E 981930.8518
PT J101	N 546110.9178	E 981937.2841
PT J102	N 545853.6250	E 982243.5526
PT J103	N 545845.9682	E 982237.1202
PT J107	N 546042.0074	E 981879.3932
PT J108	N 546022.8656	E 981863.3124
PT J110	N 545832.9308	E 982128.2675
PT J111	N 545800.6636	E 982127.8105
PT J112	N 545696.8909	E 982251.3363
PT J113	N 545697.7842	E 982289.1392

FILE NAME	USER NAME = halsteadtw	DESIGNED -	REVISED -
ct\pw_work\pwidot\halsteadtw\d0182950\100209-shr+row.dgn		DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/26/2011	DATE -	REVISED -

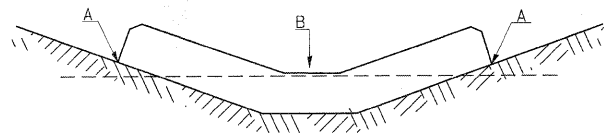
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

RIGHT OF WAY PLANS			
PROJECT	OF SHEETS	JOB NO. R99-002-09	TO STA.
SCALE: 1"=40'	SHEET NO.	STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	105B-2	WHITE	55	19
CONTRACT NO. 78188				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

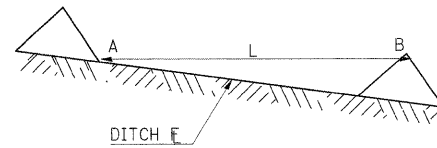
TEMPORARY DITCH CHECKS

PLACEMENT OF TEMPORARY DITCH CHECK IN DRAINAGE WAY



POINTS A SHOULD BE HIGHER THAN POINT B

SPACING BETWEEN TEMPORARY DITCH CHECKS

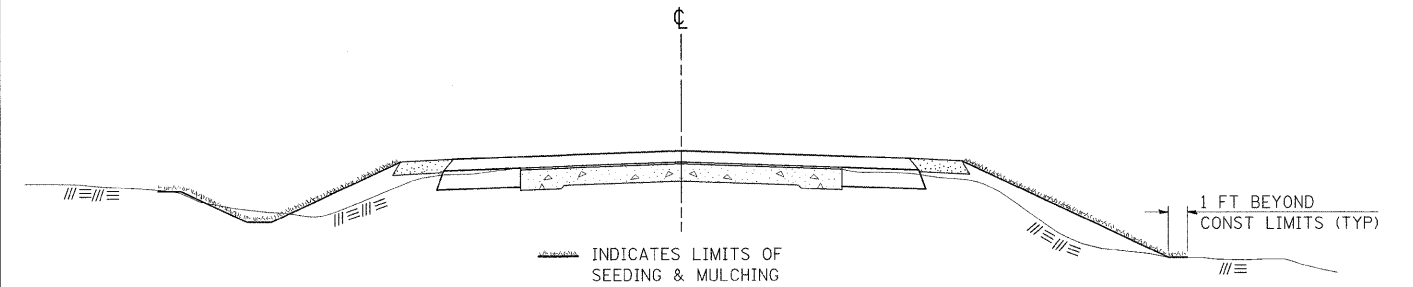


L = THE DISTANCE SUCH THAT POINTS A AND B ARE OF EQUAL ELEVATION
B = THE LOW POINT IN CENTER OF CHECK

REVISIONS	
DRAWN	9-01-99
REVISED	10-3-01
REVISED	5-8-08
REVISED	05-04-10

STD. 9-108

SEEDING & MULCHING



GENERAL NOTES

IN GENERAL, ALL EARTH SURFACES DISTURBED DURING CONSTRUCTION OPERATIONS SHALL BE SEEDED AND MULCHED UPON COMPLETION OF ALL GRADING OPERATIONS.

FERTILIZER NUTRIENTS AND LIMESTONE SHALL BE APPLIED TO ALL SEEDED AREAS.

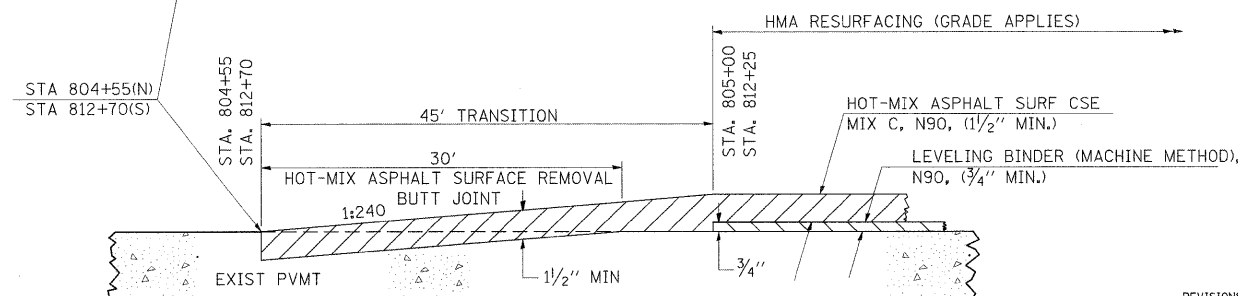
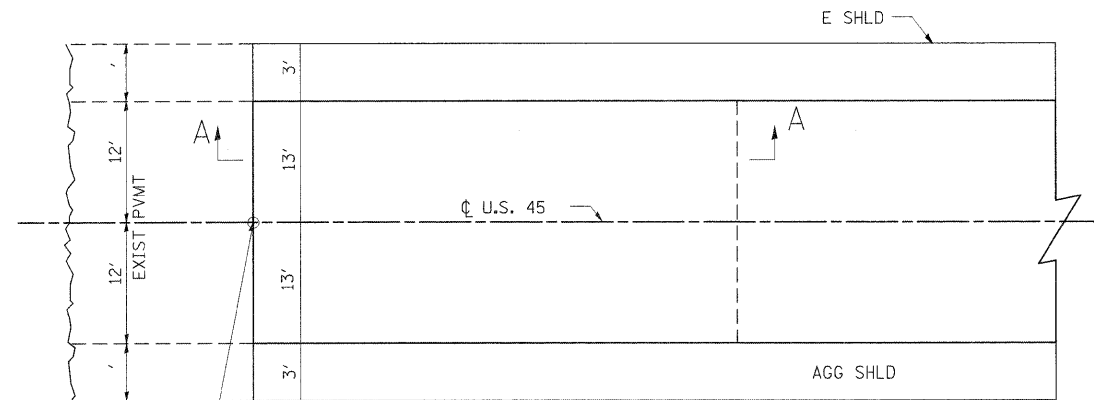
THE RATES OF APPLICATION OF FERTILIZER, MULCH AND LIMESTONE SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS.

SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS SHALL GOVERN THIS WORK EXCEPT AS SPECIFIED HEREIN OR AS NOTED IN THE SPECIAL PROVISIONS.

REVISIONS	
REDRAWN	2-15-89
REVISED	8-15-94
REVISED	6-3-99
REVISED	3-27-08

STD. 9-12

BUTT JOINT

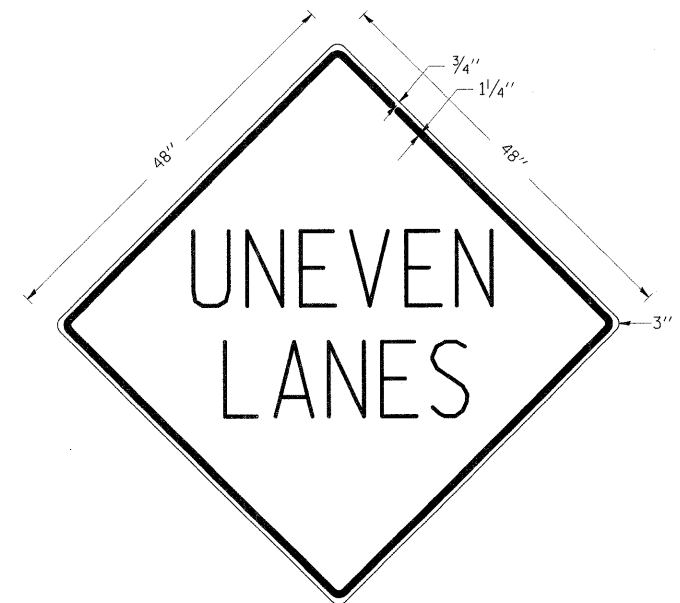


REVISIONS	
DRAWN	10-17-90
REVISED	01-11-01
REVISED	3-25-08
REVISED	

STD. 9-86

UNEVEN LANES SIGN

WB-11 (48" x 48")



COLORS:
LEGEND AND BORDER - BLACK NON-REFLECTORIZED
BACKGROUND - ORANGE REFLECTORIZED

NOTE: PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED OR BEFORE RESURFACING OPERATIONS BEGIN, THE CONTRACTOR SHALL HAVE ERECTED "UNEVEN PAVEMENT" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "UNEVEN PAVEMENT" SIGNS UNTIL THE RESURFACING OPERATIONS ARE COMPLETED.

IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

REVISIONS	
DRAWN	2-15-89
REVISED	4-6-94
REVISED	7-23-00
REVISED	5-8-08

STD. 9-41

FILE NAME =	USER NAME = halsteadtw	DESIGNED - L.F.S.	REVISED -
ct:\pw_work\p\uidot\halsteadtw\0182950\0920116-shr-standards.dgn		DRAWN - T.W.K.	REVISED -
PLOT SCALE = 1.0000 / IN.		CHECKED - J.W.F.	REVISED -
PLOT DATE = 1/12/2011		DATE - 09/14/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SCALE:

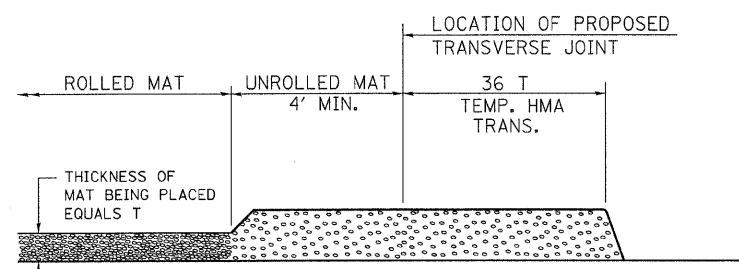
SHEET NO. 1 OF 3 SHEETS

DISTRICT DETAILS
U.S. ROUTE 45

STA. TO STA.

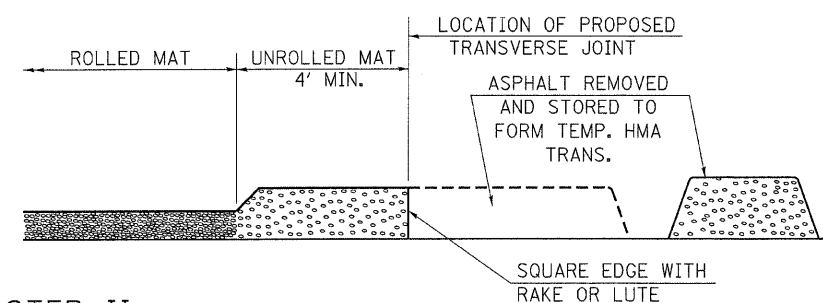
F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	105B-2	WHITE	55	20
CONTRACT NO. 78188				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TEMPORARY HOT-MIX ASPHALT TRANSITIONS



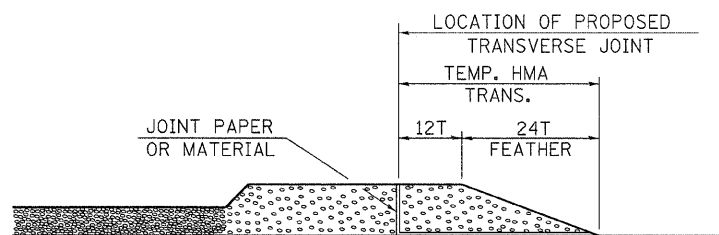
STEP I

1. PLACE HOT-MIX ASPHALT MAT, LENGTH 36 TIMES THE THICKNESS OF THE MAT BEING PLACED PAST THE PROPOSED TRANSVERSE JOINT LOCATION USING NORMAL OPERATING PROCEDURES.
2. EXTREME CARE SHOULD BE TAKEN TO MAINTAIN ENOUGH MATERIAL IN FRONT OF THE SCREED TO MAINTAIN REQUIRED PAVING DEPTH.



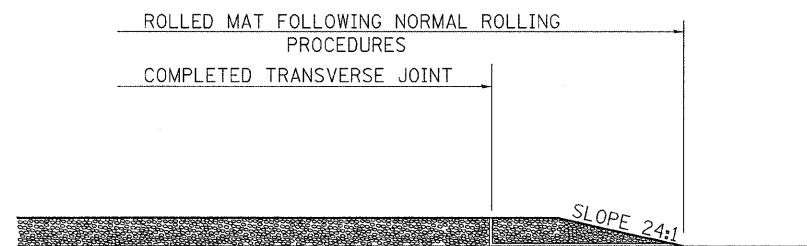
STEP II

1. MOVE THE PAVER OUT OF THE WAY AND REMOVE THE ASPHALT FROM THE AREA OF THE PROPOSED TEMPORARY HOT-MIX ASPHALT TRANSITION.
2. SQUARE UP THE END OF THE MAT WITH A RAKE OR LUTE.
3. NOTE THAT THE MAT WITHIN 4' OF THE END OF JOINT IS NOT TO BE ROLLED AT THIS TIME.



STEP III

1. JOINT PAPER OR OTHER PRESELECTED JOINT MATERIAL IS THEN PLACED IN THE CLEARED AREA AND THE EXCESS ASPHALT USED TO HAND FORM A TRANSITION TO THE DIMENSIONS SHOWN ABOVE.
2. NOTE THAT IN CONSTRUCTING THE TRANSITION, THE MAT DEPTH IS CONTINUED AS PART OF THE TRANSITION BEFORE FORMING THE FEATHER.



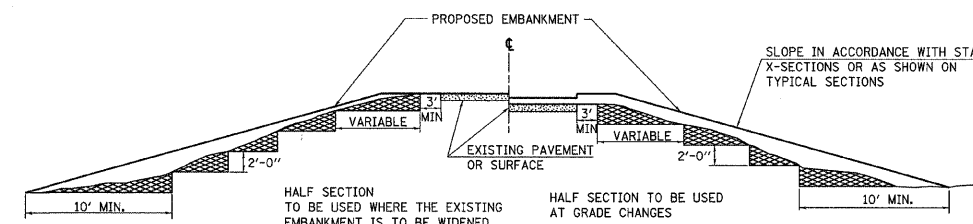
STEP IV

1. COMPLETE TEMPORARY TRANSITION BY ROLLING.
2. TO RESUME PAVING, AT THE JOINT, REMOVE TEMPORARY TRANSITION AND DISPOSE OF THE MATERIAL ACCORDING TO ART. 202.03 OF THE STD. SPECS. (COST INCLUDED IN THE CONTRACT).
3. CONSTRUCTING THE TEMPORARY TRANSITIONS WILL NOT BE PAID FOR SEPARATELY IN ACCORDANCE WITH ARTICLE 406.14 OF THE STANDARD SPECIFICATIONS.

STD. 9-26

REVISIONS	
REDRAWN	2-15-89
REVISED	8-16-94
REVISED	01-09-07
RESIZED	05-8-08

TYPICAL CROSS SECTION SHOWING STEP CONSTRUCTION ON EXISTING FILL



MATERIAL TO BE REMOVED AND REPLACED IN THE EMBANKMENT IN ACCORDANCE WITH ART. 205.04 OF THE STANDARD SPECIFICATION. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.

REVISIONS
 REDRAWN 2-15-89
 REVISED 8-16-94
 CHECKED 6-3-99
 REVISED 05-7-08
 STD. 9-16

FILE NAME = 090115-sh1-standards.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -
		DRAWN - T.W.K.	REVISED -
	PLOT SCALE =	CHECKED - J.W.F.	REVISED -
	PLOT DATE = 1/5/2011	DATE - 09/14/10	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



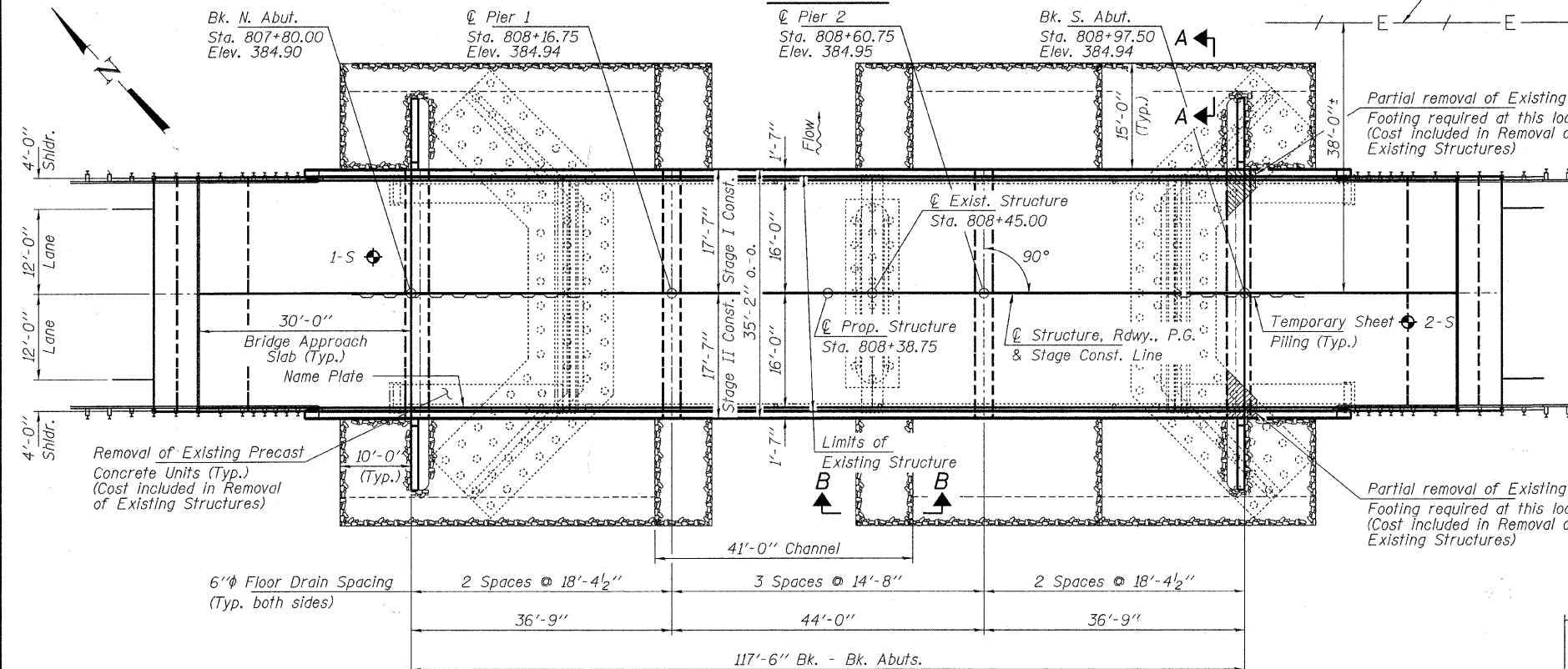
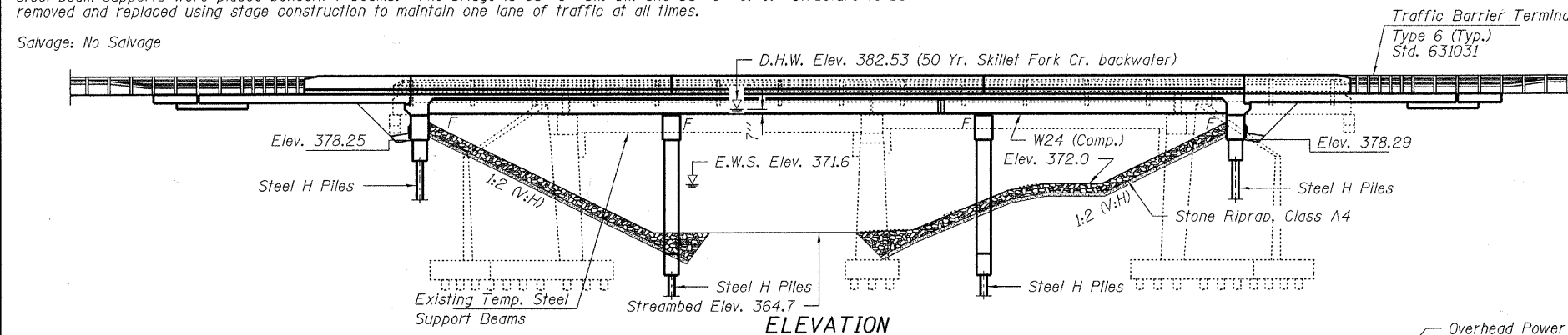
**DISTRICT DETAILS
U.S. ROUTE 45**

SCALE:	SHEET NO. 3 OF 3 SHEETS	STA.	TO STA.	F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				328	105B-2	WHITE	55	21
							CONTRACT NO. 78188	
				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

BENCHMARK: Chiseled "□" in S.E. wingwall of structure 19' Rt., Sta. 808+94, Elev. 381.79.

EXISTING STRUCTURE: SN 097-0022 was originally constructed in 1928 as a 2-span RC T-girder bridge on closed abutments and solid wall pier. In 1973 the bridge was reconstructed with a new PPC deck beam superstructure on the widened existing substructure. In 2004 beam repairs were made and a 5" concrete wearing surface added. In 2008 steel beam supports were placed beneath 7 beams. The bridge is 86'-0" bk.-bk. and 33'-0" o.-o. Structure to be removed and replaced using stage construction to maintain one lane of traffic at all times.

Salvage: No Salvage



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

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

DESIGN STRESSES
f'c = 3,500 psi
fy = 60,000 psi (Reinf.)
fy = 50,000 psi (Structural Steel M270 GR. 50)
fy = 36,000 psi (Structural Steel M270 GR. 36)

SEISMIC DATA
Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (S₀₁) = 0.299 g
Design Spectral Acceleration at 0.2 sec. (S₀₅) = 0.716 g
Soil Site Class = D

DESIGN SCOUR ELEVATION TABLE

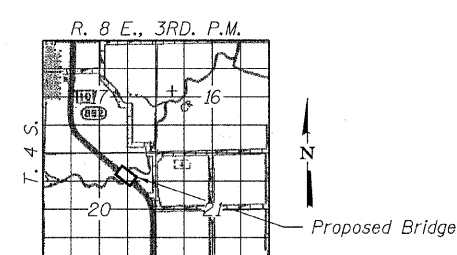
Design Scour Elevation (ft.)	N. Abut.	Pier 1	Pier 2	S. Abut.
	378.3	349.3	349.3	378.3

WATERWAY INFORMATION

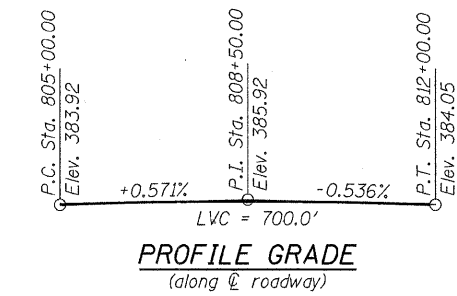
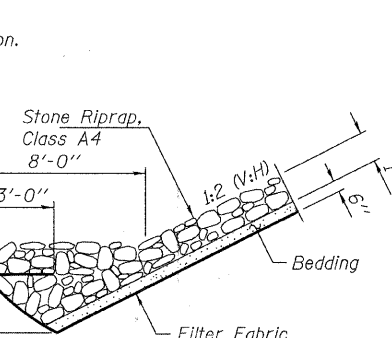
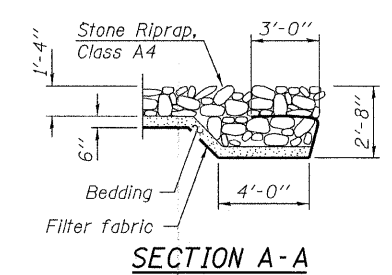
Drainage Area = 20.8 Sq. Mi. Existing Low Grade Elev. 381.6 @ Sta. 820+00
Proposed Low Grade Elev. 381.6 @ Sta. 820+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Natural Head - Ft.		Headwater El.		
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	
Design	10	3230	1020	1120	380.63	0.25	0.25	380.88	380.88
Base	50	5130	1100	1260	382.53	0.06	0.04	382.59	382.57
Overtop	100	5970	1100	1260	383.42	0.07	0.01	383.49	383.43
	25	4270	1100	1230	381.73	0.34	0.21	382.07	381.94

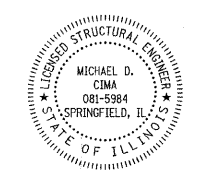
- INDEX OF STRUCTURE SHEETS**
1. General Plan & Elevation
 2. General Details
 3. Stage Construction Details
 4. Temp. Concrete Barrier for Stage Construction
 - 5-7. Top of Slab Elevations
 8. Top of North Approach Slab Elevations
 9. Top of South Approach Slab Elevations
 10. Superstructure
 - 11-12. Superstructure Details
 - 13-14. Bridge Approach Slab Details
 15. Structural Steel
 16. Structural Steel Details
 17. Bearing Details
 18. Abutments
 19. Piers 1 & 2
 20. Bar Splicer Assembly & Mechanical Splicer Det.
 21. Cantilever Forming Brackets for Beams ≤ W27
 22. HP Pile Details
 - 23-24. Borings



LOCATION SKETCH



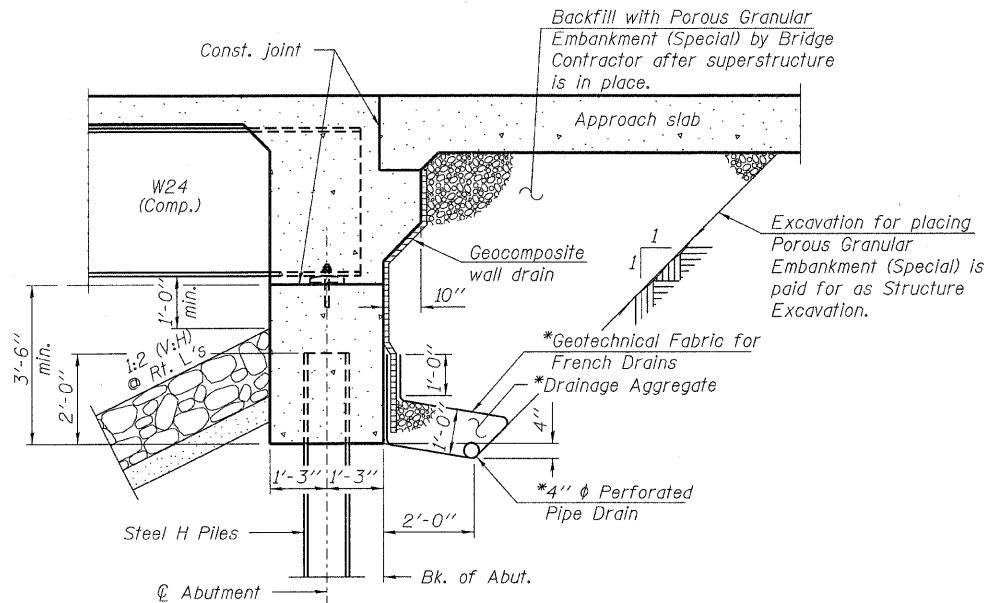
APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Michael D. Cina
ENGINEER OF BRIDGES AND STRUCTURES



Michael D. Cina
ILLINOIS STRUCTURAL NO. 081-5984 Expires 11-30-2012
12-29-2010

GENERAL PLAN & ELEVATION
US ROUTE 45
OVER BEAVER CREEK
FAP ROUTE 328 - SECTION 105B-2
WHITE COUNTY
STATION 808+38.75
STRUCTURE NO. 097-0075

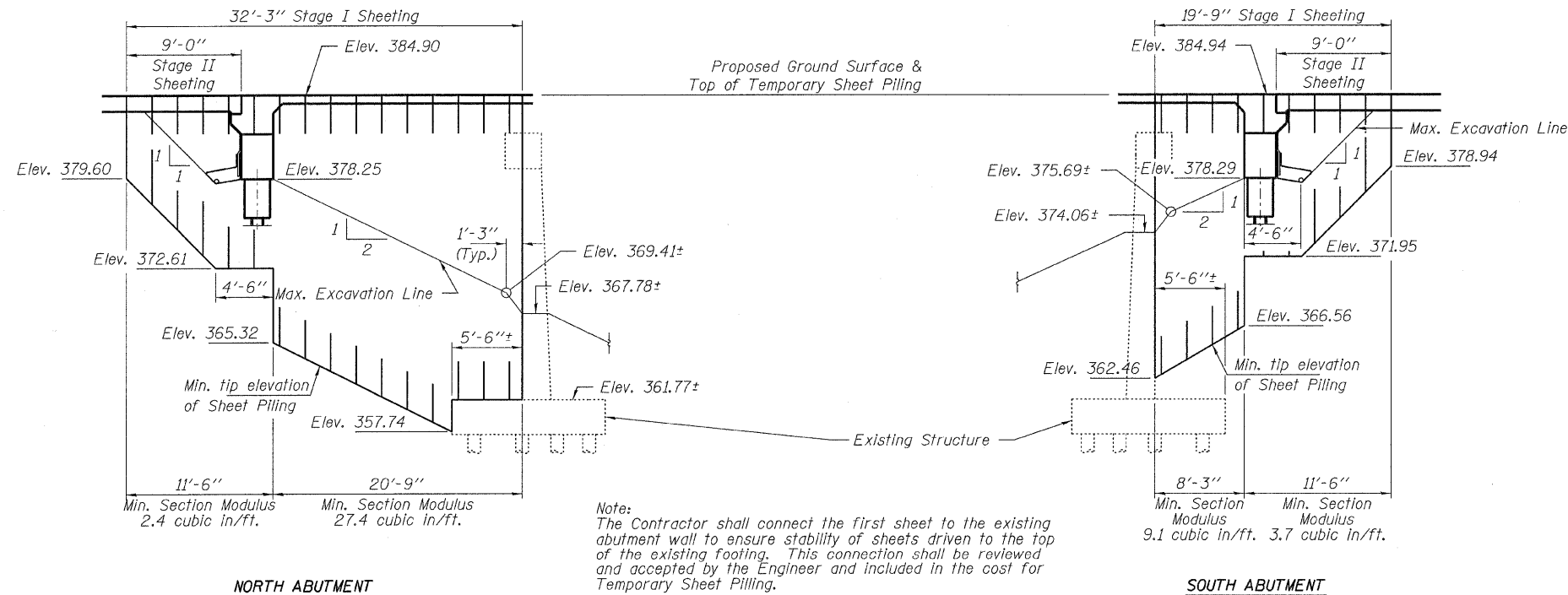
FILE NAME = 090116-shl-bridge.dgn	USER NAME =	DESIGNED - S.M.S.	REVISED - 10/14/10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION STRUCTURE NO. 097-0075	FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 386 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62761	PLOT SCALE =	CHECKED - A.S.L.	REVISED - 12/10/10			328	105B-2	WHITE	55	22	
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000950	PLOT DATE = 1/5/2011	DRAWN - D.A.B.	REVISED -			CONTRACT NO. 78188					
		CHECKED - M.D.C.	REVISED -			ILLINOIS FED. AID PROJECT					



SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101)



NORTH ABUTMENT

SOUTH ABUTMENT

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

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

TEMPORARY SHEET PILING AT ABUTMENTS

GENERAL NOTES

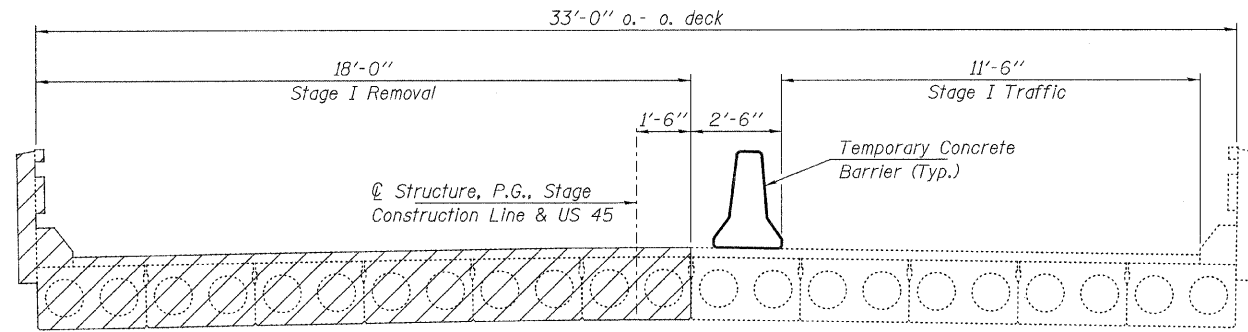
Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{5}{8}$ " ϕ , holes $\frac{5}{16}$ " ϕ , unless otherwise noted.
Calculated weight of Structural Steel = 49,000 lbs. (Grade 50) and 4,740 lbs. (Grade 36).
No field welding is permitted except as specified in the contract documents.
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
Reinforcement bars designated (E) shall be epoxy coated.
Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
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 Interstate green, Munsell No. 7.5G 4/8. See Special Provision for "Cleaning and Painting New Metal Structures".
Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
Slip-Forming of the parapets is not allowed.

STATION 808+38.75
BUILT 201 BY
STATE OF ILLINOIS
F.A.P. RTE. 328 SEC. 105B-2
LOADING HL-93
STR. NO. 097-0075

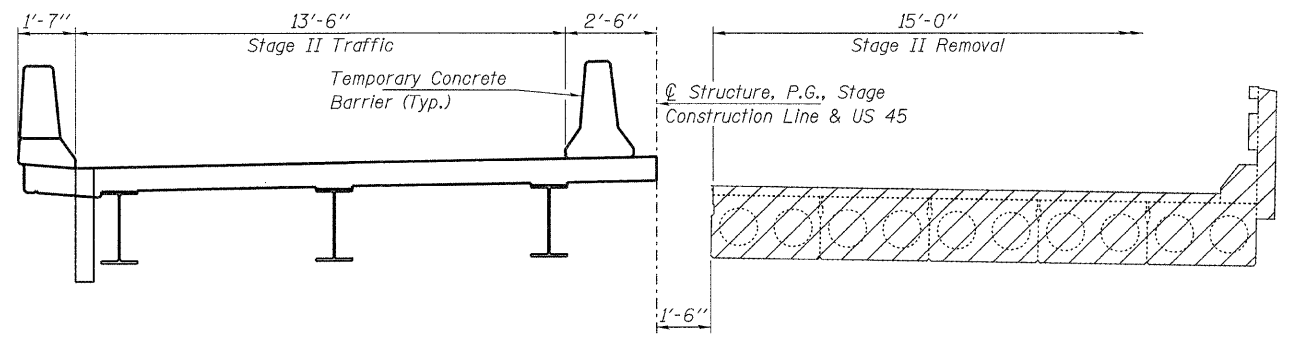
NAME PLATE
See Std. 515001

TOTAL BILL OF MATERIAL

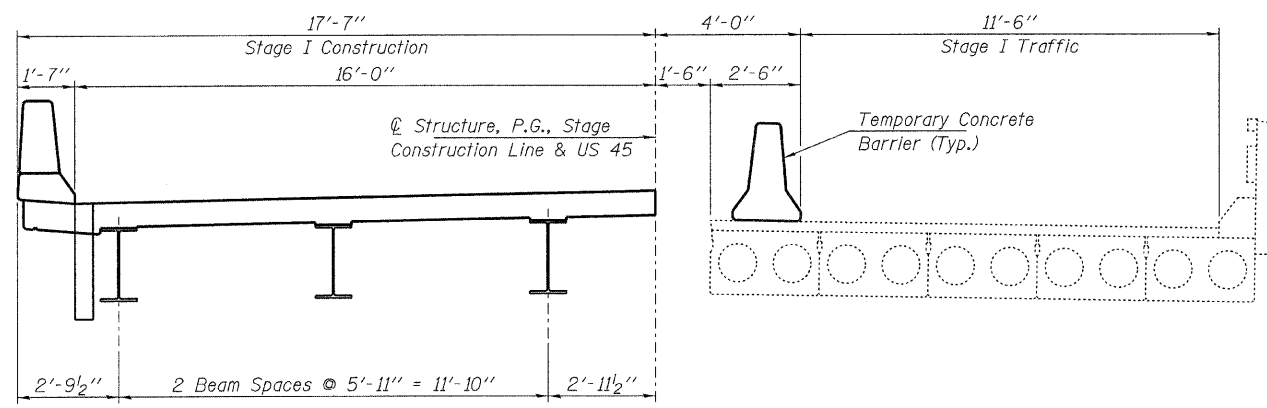
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.			807
Filter Fabric	Sq. Yd.			807
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.			250
Floor Drains	Each	8		8
Concrete Structures	Cu. Yd.		172.2	172.2
Concrete Superstructure	Cu. Yd.	255.6		255.6
Bridge Deck Grooving	Sq. Yd.	592		592
Concrete Encasement	Cu. Yd.		14.8	14.8
Protective Coat	Sq. Yd.	761	11	772
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	2,232		2,232
Reinforcement Bars, Epoxy Coated	Pound	62,190	14,730	76,920
Bar Splicers	Each	646	124	770
Furnishing Steel Piles HP14x73	Foot		720	720
Furnishing Steel Piles HP14x89	Foot		1,064	1,064
Driving Piles	Foot		1,784	1,784
Test Pile Steel HP14x73	Each		2	2
Test Pile Steel HP14x89	Each		1	1
Pile Shoes	Each		28	28
Name Plates	Each		1	1
Anchor Bolts, $\frac{5}{8}$ "	Each		24	24
Anchor Bolts, 1"	Each		24	24
Geocomposite Wall Drain	Sq. Yd.			52
Porous Granular Embankment, Special	Cu. Yd.			83.5
Underwater Structure Excavation Protection - Loc. 1	Each			1
Underwater Structure Excavation Protection - Loc. 2	Each			1
Mechanical Splicers	Each		72	72
Asbestos Bearing Pad Removal	Each			22
Temporary Sheet Piling	Sq. Ft.			895
Pipe Underdrains for Structures 4"	Foot			130



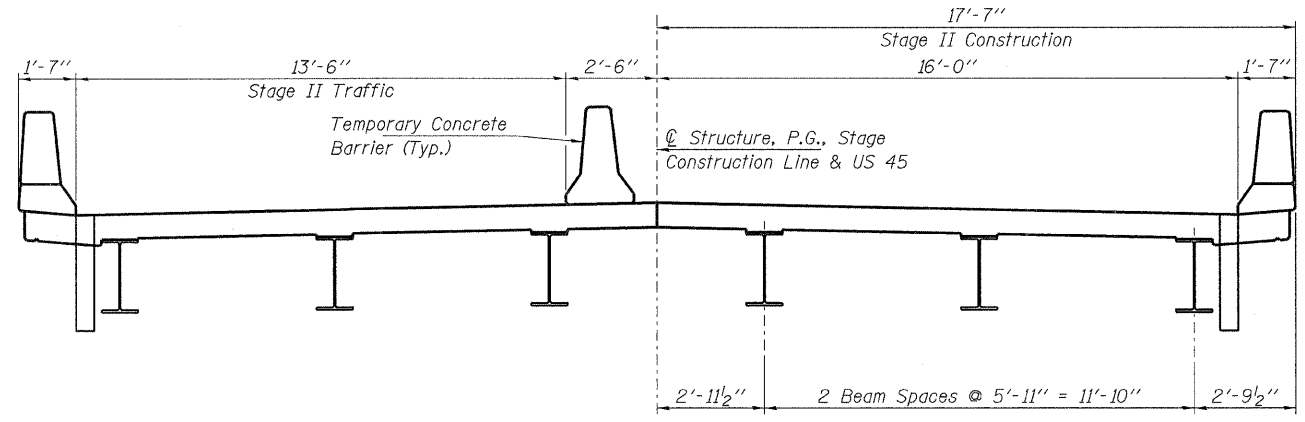
STAGE I REMOVAL



STAGE II REMOVAL



STAGE I CONSTRUCTION

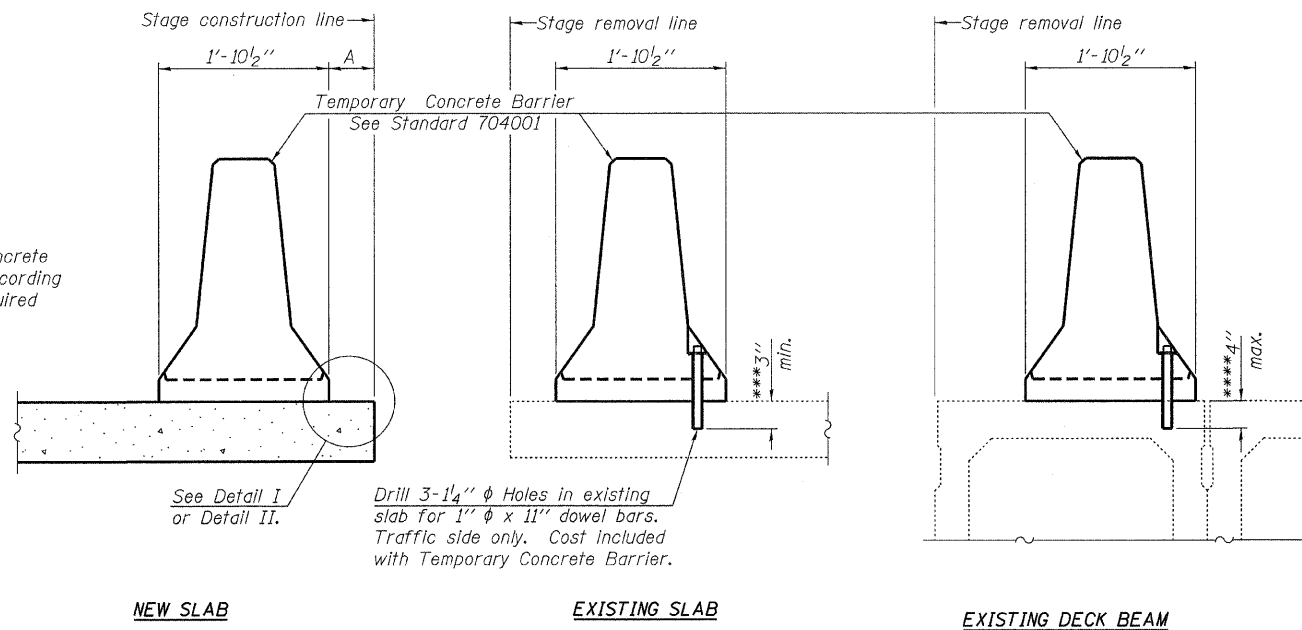


STAGE II CONSTRUCTION

Notes:
 All sections are looking South.
 Hatched areas indicate removal.
 Existing Temporary Steel Support Beams are not shown in the cross sections above.
 See Roadway Plans for quantity of Temporary Concrete Barrier.

FILE NAME = 090116-shv-bridge.dgn	USER NAME =	DESIGNED - S.M.S.	REVISED - 10/14/10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION DETAILS STRUCTURE NO. 097-0075	FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3045 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62769		CHECKED - A.S.L.	REVISED - 12/10/10			328	105B-2	WHITE	55	24	
FLR ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP 184 000859	PLOT SCALE =	DRAWN - D.A.B.	REVISED -			CONTRACT NO. 78188					
	PLOT DATE = 1/5/2011	CHECKED - M.D.C.	REVISED -			SHEET NO. 3 OF 24 SHEETS					
						ILLINOIS FED. AID PROJECT					

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



NEW SLAB

EXISTING SLAB

EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

NOTES

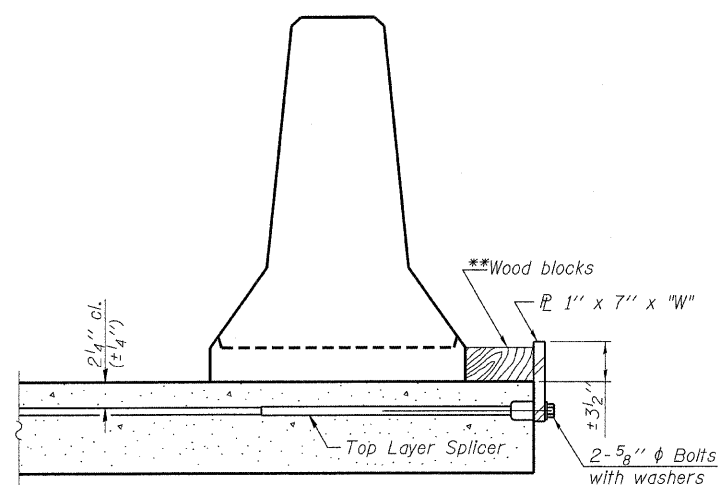
Detail I - With Bar Splicer or Couplers: Connect one (1) 1" x 7" x "W" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

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

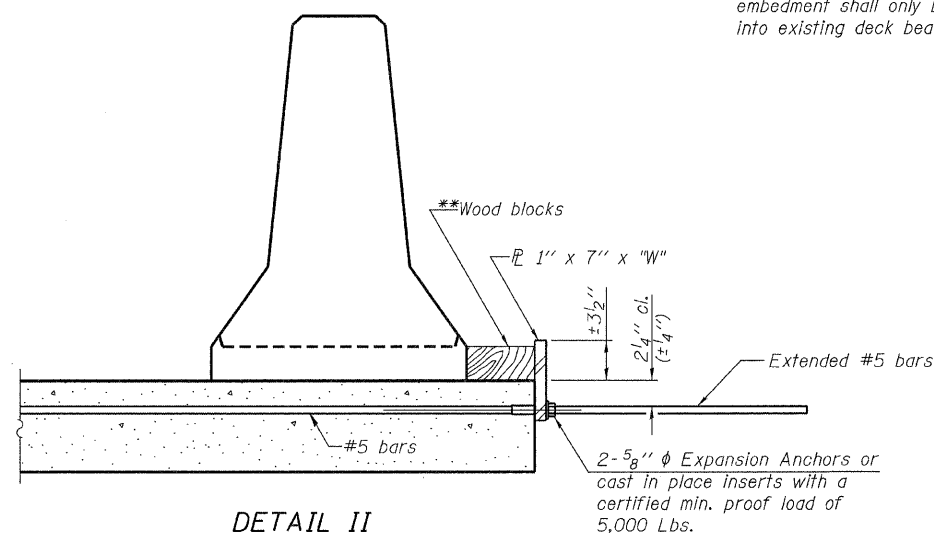
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

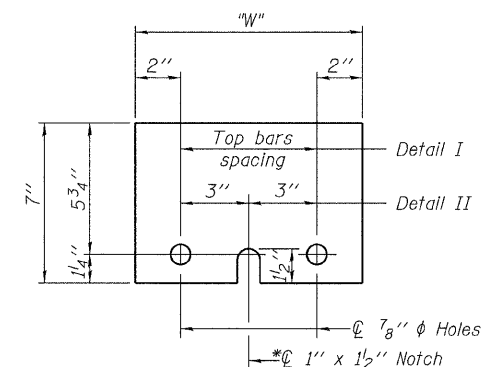
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{L} 1" x 7" x "W"

* Required only with Detail II

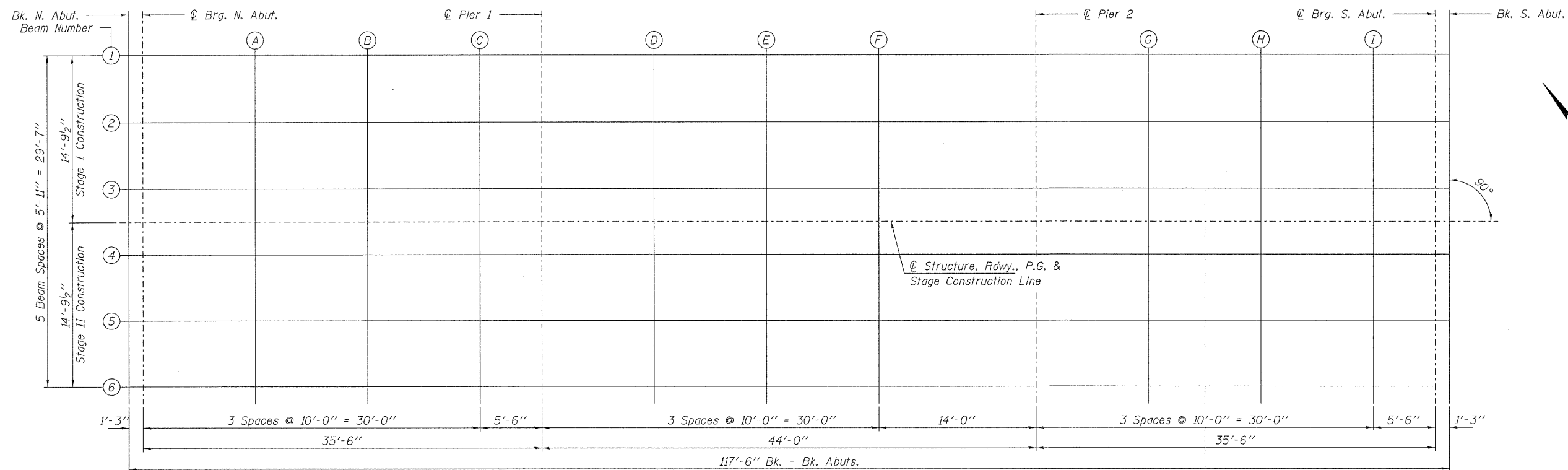
** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

R-27

7-1-10

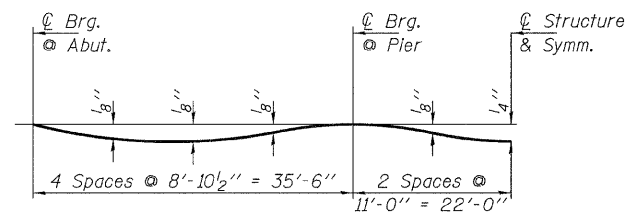
FILE NAME = 890116-sht-bridge.dgn	USER NAME =	DESIGNED - S.M.S.	REVISED - 10/14/10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 097-0075	FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 300 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62763	PLOT SCALE =	CHECKED - A.S.L.	REVISED - 12/10/10			328	105B-2	WHITE	55	25	
ILR ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000969	PLOT DATE = 1/5/2011	DRAWN - D.A.B.	REVISED -			CONTRACT NO. 78188					
		CHECKED - M.D.C.	REVISED -			SHEET NO. 4 OF 24 SHEETS					
						ILLINOIS FED. AID PROJECT					



PLAN

BEAM 1

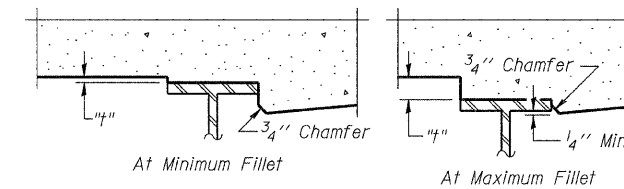
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	807+80.00	-14.79	384.66	384.66
Q Brg. N. Abut.	807+81.25	-14.79	384.66	384.66
A	807+91.25	-14.79	384.67	384.68
B	808+01.25	-14.79	384.68	384.69
C	808+11.25	-14.79	384.69	384.69
Q Pier 1	808+16.75	-14.79	384.69	384.69
D	808+26.75	-14.79	384.70	384.71
E	808+36.75	-14.79	384.70	384.72
F	808+46.75	-14.79	384.71	384.72
Q Pier 2	808+60.75	-14.79	384.71	384.71
G	808+70.75	-14.79	384.71	384.71
H	808+80.75	-14.79	384.70	384.72
I	808+90.75	-14.79	384.70	384.71
Q Brg. S. Abut.	808+96.25	-14.79	384.70	384.70
Bk. S. Abut.	808+97.50	-14.79	384.70	384.70



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 on sheets 5-7 of 24.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 5-7 of 24, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	807+80.00	-8.87	384.76	384.76
☉ Brg. N. Abut.	807+81.25	-8.87	384.76	384.76
A	807+91.25	-8.87	384.78	384.79
B	808+01.25	-8.87	384.79	384.80
C	808+11.25	-8.87	384.79	384.80
☉ Pier 1	808+16.75	-8.87	384.80	384.80
D	808+26.75	-8.87	384.80	384.81
E	808+36.75	-8.87	384.81	384.83
F	808+46.75	-8.87	384.81	384.83
☉ Pier 2	808+60.75	-8.87	384.81	384.81
G	808+70.75	-8.87	384.81	384.82
H	808+80.75	-8.87	384.81	384.83
I	808+90.75	-8.87	384.81	384.82
☉ Brg. S. Abut.	808+96.25	-8.87	384.80	384.80
Bk. S. Abut.	808+97.50	-8.87	384.80	384.80

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	807+80.00	-2.96	384.85	384.85
☉ Brg. N. Abut.	807+81.25	-2.96	384.86	384.86
A	807+91.25	-2.96	384.87	384.88
B	808+01.25	-2.96	384.88	384.89
C	808+11.25	-2.96	384.89	384.89
☉ Pier 1	808+16.75	-2.96	384.89	384.89
D	808+26.75	-2.96	384.90	384.91
E	808+36.75	-2.96	384.90	384.92
F	808+46.75	-2.96	384.90	384.92
☉ Pier 2	808+60.75	-2.96	384.91	384.91
G	808+70.75	-2.96	384.91	384.91
H	808+80.75	-2.96	384.90	384.92
I	808+90.75	-2.96	384.90	384.91
☉ Brg. S. Abut.	808+96.25	-2.96	384.90	384.90
Bk. S. Abut.	808+97.50	-2.96	384.90	384.90

☉ STRUCTURE, RDWY., P.G. & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	807+80.00	0.00	384.90	384.90
☉ Brg. N. Abut.	807+81.25	0.00	384.90	384.90
A	807+91.25	0.00	384.91	384.93
B	808+01.25	0.00	384.92	384.94
C	808+11.25	0.00	384.93	384.94
☉ Pier 1	808+16.75	0.00	384.94	384.94
D	808+26.75	0.00	384.94	384.95
E	808+36.75	0.00	384.95	384.97
F	808+46.75	0.00	384.95	384.97
☉ Pier 2	808+60.75	0.00	384.95	384.95
G	808+70.75	0.00	384.95	384.96
H	808+80.75	0.00	384.95	384.96
I	808+90.75	0.00	384.95	384.95
☉ Brg. S. Abut.	808+96.25	0.00	384.94	384.94
Bk. S. Abut.	808+97.50	0.00	384.94	384.94

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	807+80.00	2.96	384.85	384.85
☉ Brg. N. Abut.	807+81.25	2.96	384.86	384.86
A	807+91.25	2.96	384.87	384.88
B	808+01.25	2.96	384.88	384.89
C	808+11.25	2.96	384.89	384.89
☉ Pier 1	808+16.75	2.96	384.89	384.89
D	808+26.75	2.96	384.90	384.91
E	808+36.75	2.96	384.90	384.92
F	808+46.75	2.96	384.90	384.92
☉ Pier 2	808+60.75	2.96	384.91	384.91
G	808+70.75	2.96	384.91	384.91
H	808+80.75	2.96	384.90	384.92
I	808+90.75	2.96	384.90	384.91
☉ Brg. S. Abut.	808+96.25	2.96	384.90	384.90
Bk. S. Abut.	808+97.50	2.96	384.90	384.90

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	807+80.00	8.87	384.76	384.76
☉ Brg. N. Abut.	807+81.25	8.87	384.76	384.76
A	807+91.25	8.87	384.78	384.79
B	808+01.25	8.87	384.79	384.80
C	808+11.25	8.87	384.79	384.80
☉ Pier 1	808+16.75	8.87	384.80	384.80
D	808+26.75	8.87	384.80	384.81
E	808+36.75	8.87	384.81	384.83
F	808+46.75	8.87	384.81	384.83
☉ Pier 2	808+60.75	8.87	384.81	384.81
G	808+70.75	8.87	384.81	384.82
H	808+80.75	8.87	384.81	384.83
I	808+90.75	8.87	384.81	384.82
☉ Brg. S. Abut.	808+96.25	8.87	384.80	384.80
Bk. S. Abut.	808+97.50	8.87	384.80	384.80

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	807+80.00	14.79	384.66	384.66
☉ Brg. N. Abut.	807+81.25	14.79	384.66	384.66
A	807+91.25	14.79	384.67	384.68
B	808+01.25	14.79	384.68	384.69
C	808+11.25	14.79	384.69	384.69
☉ Pier 1	808+16.75	14.79	384.69	384.69
D	808+26.75	14.79	384.70	384.71
E	808+36.75	14.79	384.70	384.72
F	808+46.75	14.79	384.71	384.72
☉ Pier 2	808+60.75	14.79	384.71	384.71
G	808+70.75	14.79	384.71	384.71
H	808+80.75	14.79	384.70	384.72
I	808+90.75	14.79	384.70	384.71
☉ Brg. S. Abut.	808+96.25	14.79	384.70	384.70
Bk. S. Abut.	808+97.50	14.79	384.70	384.70

EAST CURB LINE

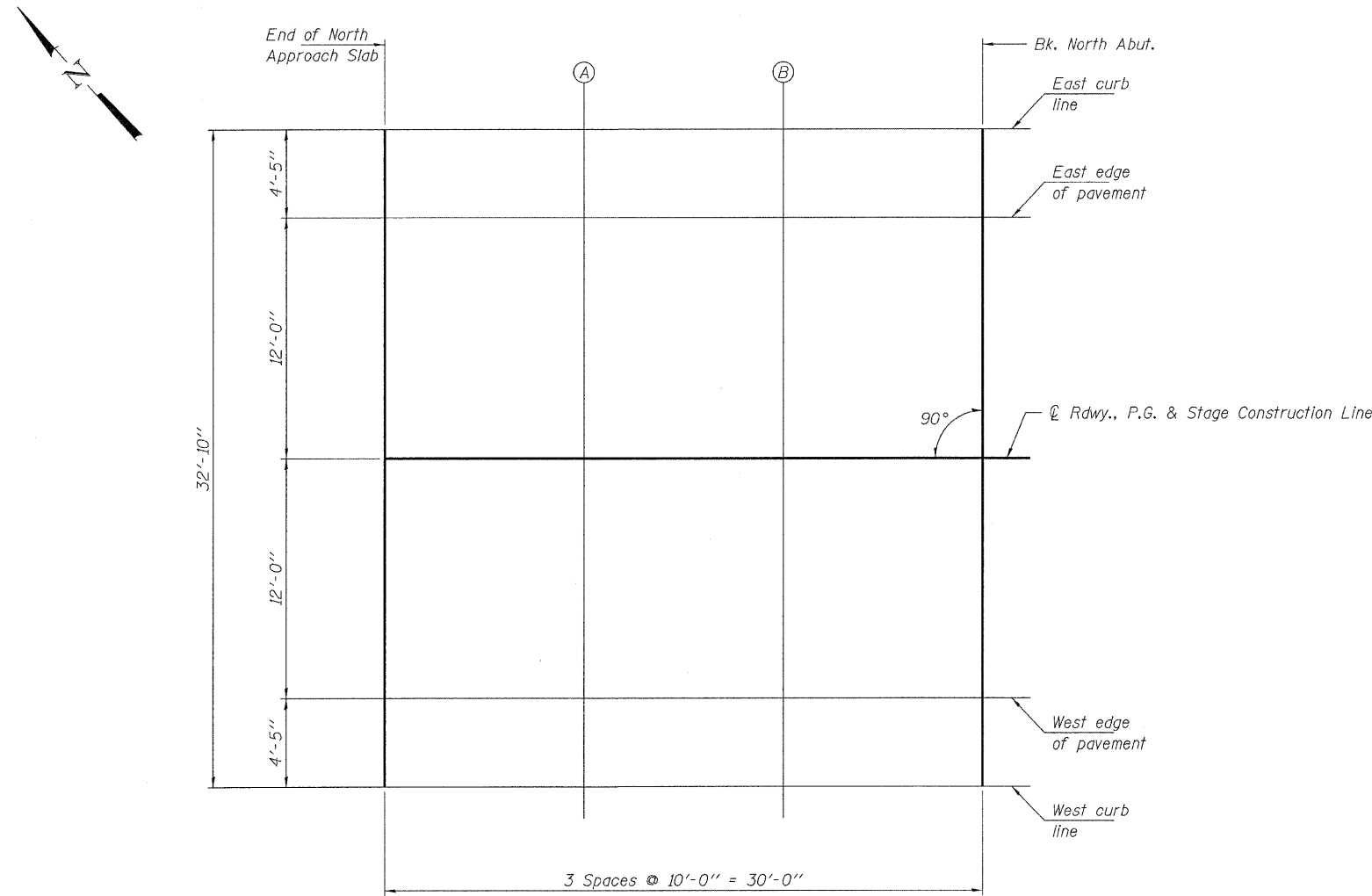
Location	Station	Offset	Theoretical Grade Elevations
End of N. Approach Slab	807+50.00	-16.42	384.58
A	807+60.00	-16.42	384.59
B	807+70.00	-16.42	384.61
Bk. N. Abutment	807+80.00	-16.42	384.62

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of N. Approach Slab	807+50.00	-12.00	384.67
A	807+60.00	-12.00	384.68
B	807+70.00	-12.00	384.70
Bk. N. Abutment	807+80.00	-12.00	384.71

☉ RDWY., P.G. & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
End of N. Approach Slab	807+50.00	0.00	384.86
A	807+60.00	0.00	384.87
B	807+70.00	0.00	384.89
Bk. N. Abutment	807+80.00	0.00	384.90



NORTH APPROACH SLAB - PLAN

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of N. Approach Slab	807+50.00	12.00	384.67
A	807+60.00	12.00	384.68
B	807+70.00	12.00	384.70
Bk. N. Abutment	807+80.00	12.00	384.71

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End of N. Approach Slab	807+50.00	16.42	384.58
A	807+60.00	16.42	384.59
B	807+70.00	16.42	384.61
Bk. N. Abutment	807+80.00	16.42	384.62

FILE NAME = 290116-shr-bridge.dgn	USER NAME =	DESIGNED - S.M.S.	REVISED - 10/14/10
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62761	PLOT SCALE =	CHECKED - A.S.L.	REVISED - 12/10/10
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184-000989	PLOT DATE = 1/5/2011	DRAWN - D.A.B.	REVISED -
		CHECKED - M.D.C.	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 097-0075**

SHEET NO. 8 OF 24 SHEETS

FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	105B-2	WHITE	55	29
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78188	

EAST CURB LINE

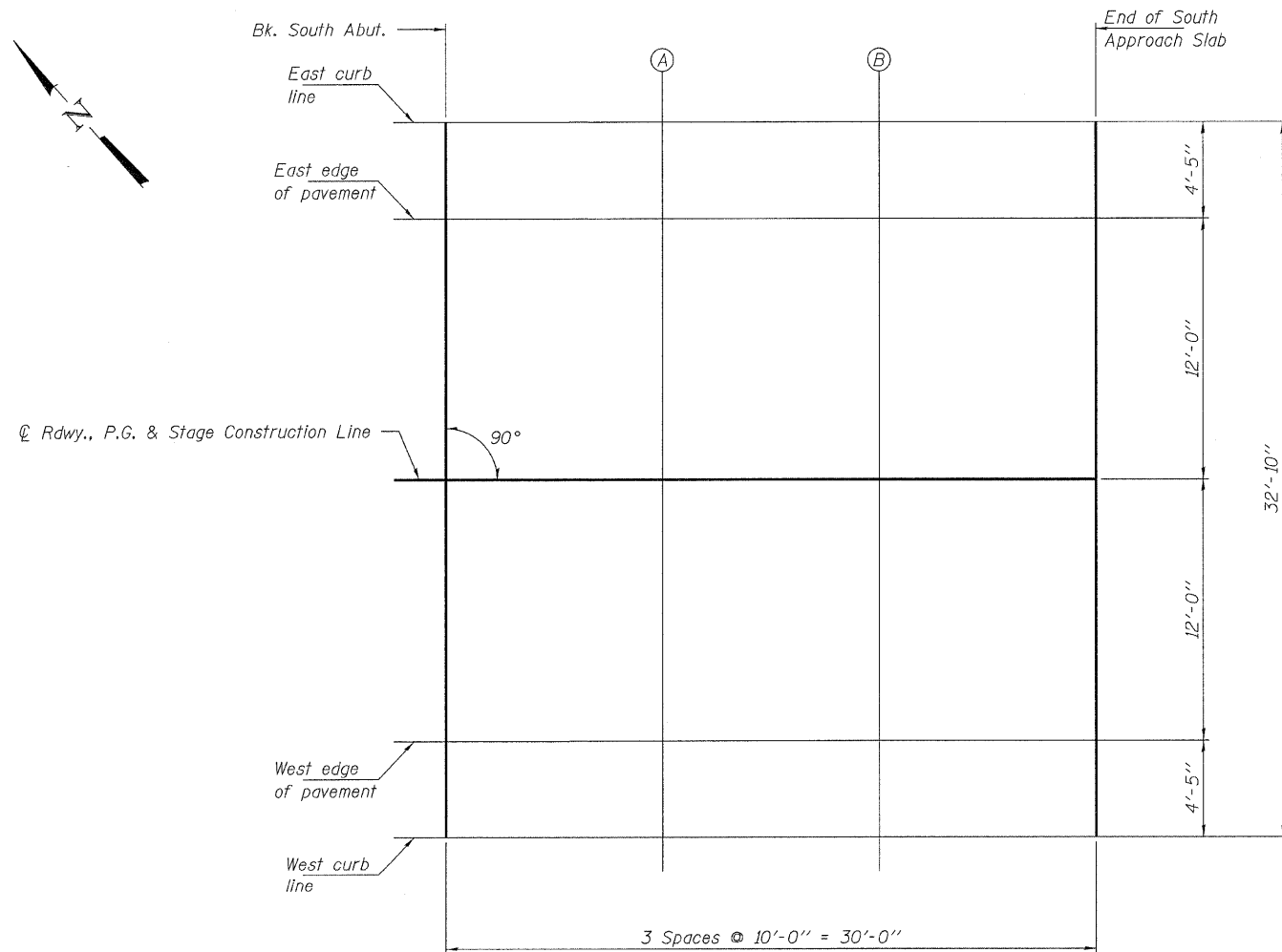
Location	Station	Offset	Theoretical Grade Elevations
Bk. S. Abutment	808+97.50	-16.42	384.66
A	809+07.50	-16.42	384.66
B	809+17.50	-16.42	384.65
End of S. Approach Slab	809+27.50	-16.42	384.64

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. S. Abutment	808+97.50	-12.00	384.75
A	809+07.50	-12.00	384.75
B	809+17.50	-12.00	384.74
End of S. Approach Slab	809+27.50	-12.00	384.73

RDWY., P.G. & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. S. Abutment	808+97.50	0.00	384.94
A	809+07.50	0.00	384.94
B	809+17.50	0.00	384.93
End of S. Approach Slab	809+27.50	0.00	384.92



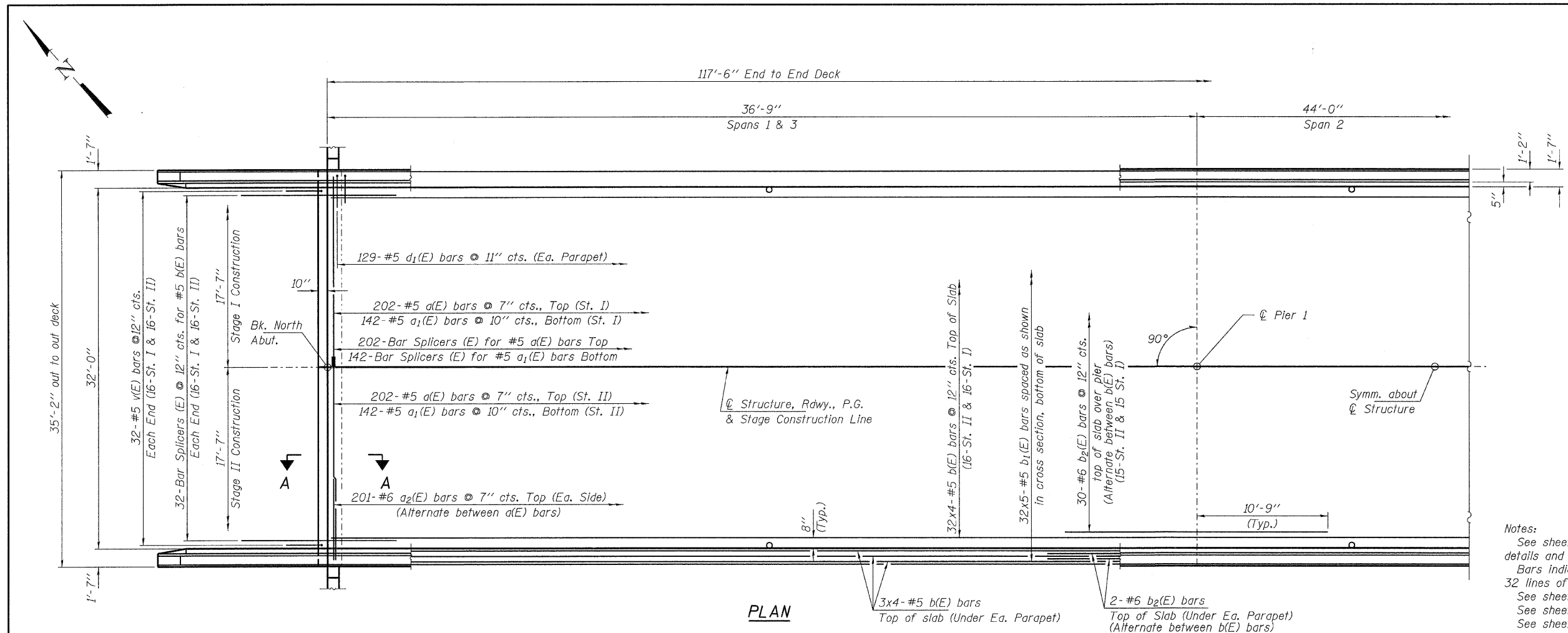
SOUTH APPROACH SLAB - PLAN

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. S. Abutment	808+97.50	12.00	384.75
A	809+07.50	12.00	384.75
B	809+17.50	12.00	384.74
End of S. Approach Slab	809+27.50	12.00	384.73

WEST CURB LINE

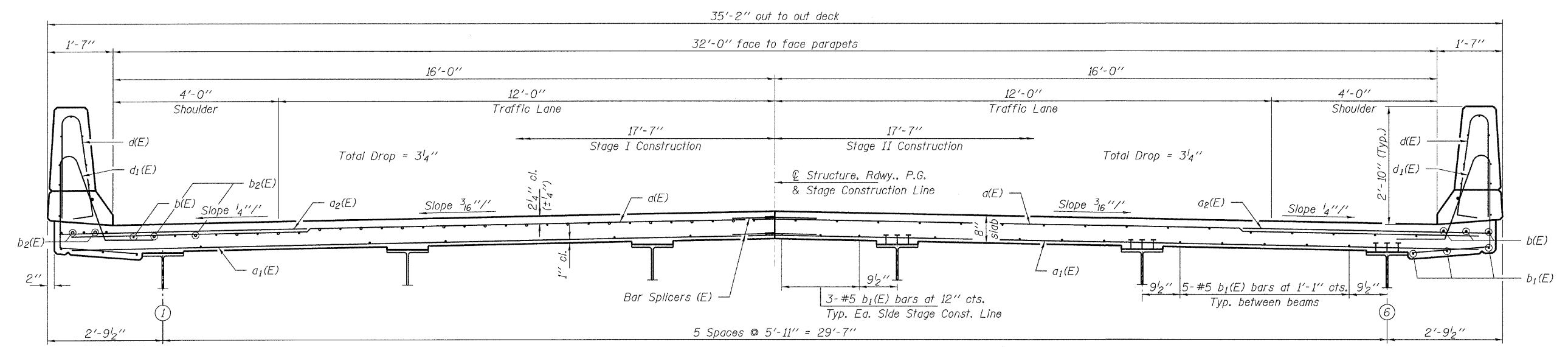
Location	Station	Offset	Theoretical Grade Elevations
Bk. S. Abutment	808+97.50	16.42	384.66
A	809+07.50	16.42	384.66
B	809+17.50	16.42	384.65
End of S. Approach Slab	809+27.50	16.42	384.64



PLAN

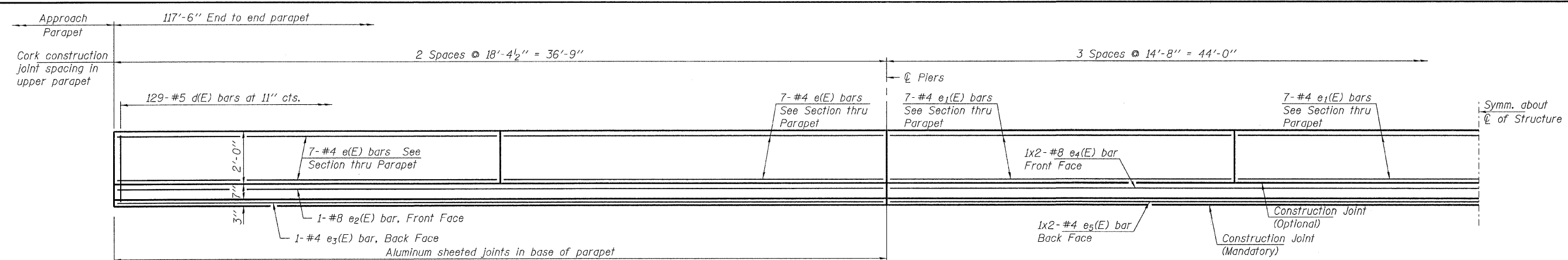
Notes:
 See sheets 11 & 12 of 24 for superstructure details and Bill of Material.
 Bars indicated thus 32x4- #5 etc. indicates 32 lines of bars with 4 lengths per line.
 See sheet 11 of 24 for parapet reinforcement.
 See sheet 12 of 24 for Section A-A.
 See sheet 20 of 24 for Bar Splicer details.

MIN. BAR LAP
 #5 bars = 2'-7"

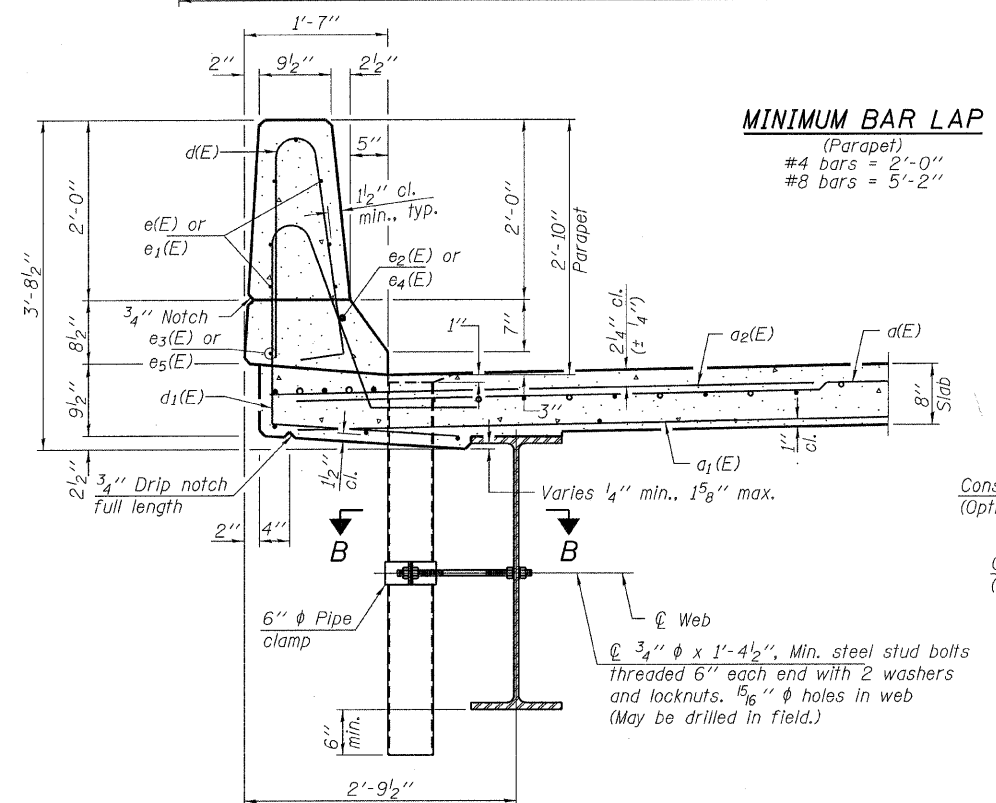


CROSS SECTION
 (Looking South)

FILE NAME = 090116-shr-bridge.dgn	USER NAME =	DESIGNED - S.M.S.	REVISED - 10/14/10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 097-0075	FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62773	PLOT SCALE =	CHECKED - A.S.L.	REVISED - 12/10/10			328	105B-2	WHITE	55	31	
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000989	PLOT DATE = 1/5/2011	DRAWN - D.A.B.	REVISED -			CONTRACT NO. 78188					
		CHECKED - M.D.C.	REVISED -			ILLINOIS FED. AID PROJECT					

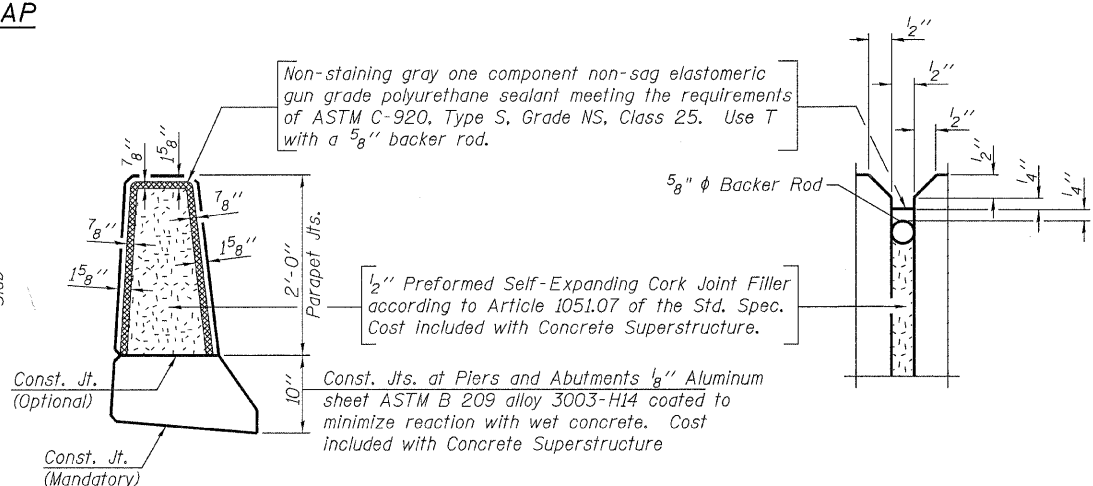


INSIDE ELEVATION OF PARAPET



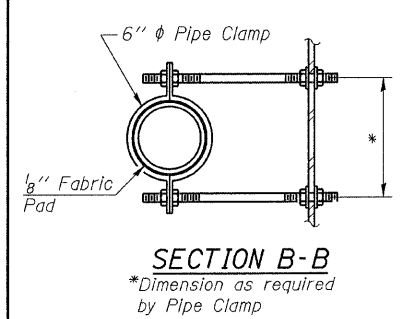
SECTION THRU PARAPET

MINIMUM BAR LAP
(Parapet)
#4 bars = 2'-0"
#8 bars = 5'-2"

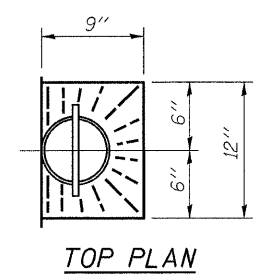


PARAPET JOINT DETAILS

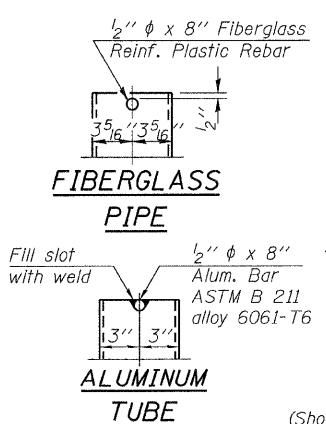
Notes:
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.



SECTION B-B
*Dimension as required by Pipe Clamp

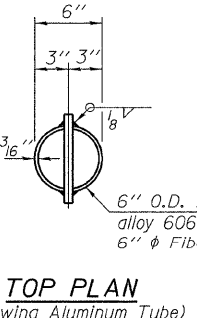


TOP PLAN

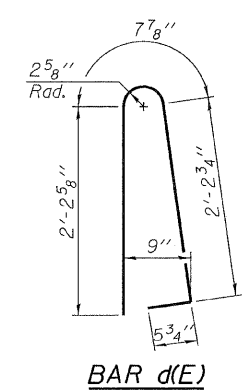


FIBERGLASS PIPE

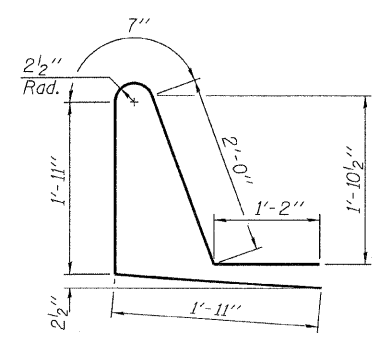
ALUMINUM TUBE



TOP PLAN (Showing Aluminum Tube)



BAR d(E)



BAR d1(E)

SUPERSTRUCTURE BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
d(E)	404	#5	17'-2"	—
a1(E)	284	#5	16'-9"	—
a2(E)	402	#6	6'-6"	—
b(E)	152	#5	31'-3"	—
b1(E)	160	#5	25'-6"	—
b2(E)	68	#6	21'-6"	—
d(E)	258	#5	5'-7"	⏏
d1(E)	258	#5	7'-7"	⏏
e(E)	56	#4	18'-0"	—
e1(E)	42	#4	14'-3"	—
e2(E)	4	#8	36'-4"	—
e3(E)	4	#4	36'-4"	—
e4(E)	4	#8	26'-0"	—
e5(E)	4	#4	22'-10"	—
m(E)	20	#6	17'-3"	—
m1(E)	24	#6	9'-3"	—
m2(E)	8	#6	5'-6"	—
m3(E)	8	#6	2'-6"	—
s(E)	72	#5	5'-5"	⏏
s1(E)	64	#4	8'-0"	⏏
v(E)	64	#5	3'-9"	⏏
Concrete Superstructures			Cu. Yd.	149.6
Reinforcement Bars, Epoxy Coated			Pound	34,910
Bar Splicers			Each	424

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

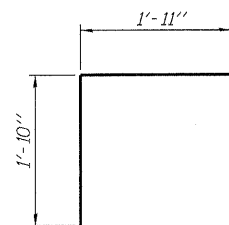
FILE NAME = 090116-shr-bridge.dgn	USER NAME =	DESIGNED - S.M.S.	REVISED - 10/14/10
HAMPTON, LENZINI AND RENWICK, INC.		CHECKED - A.S.L.	REVISED - 12/10/10
3095 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62709	PLOT SCALE =	DRAWN - D.A.B.	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM L3 / PE / SE CORP. 184.000599	PLOT DATE = 1/5/2011	CHECKED - M.D.C.	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

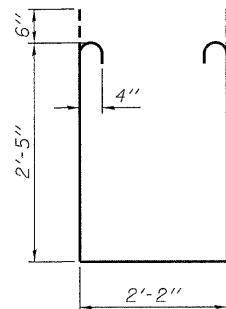
**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 097-0075**

SHEET NO. 11 OF 24 SHEETS

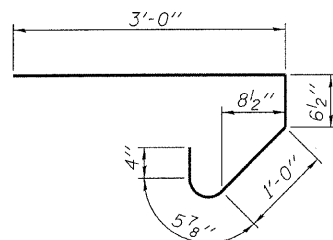
FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	105B-2	WHITE	55	32
CONTRACT NO. 78188			ILLINOIS FED. AID PROJECT	



BAR v(E)



BAR s1(E)



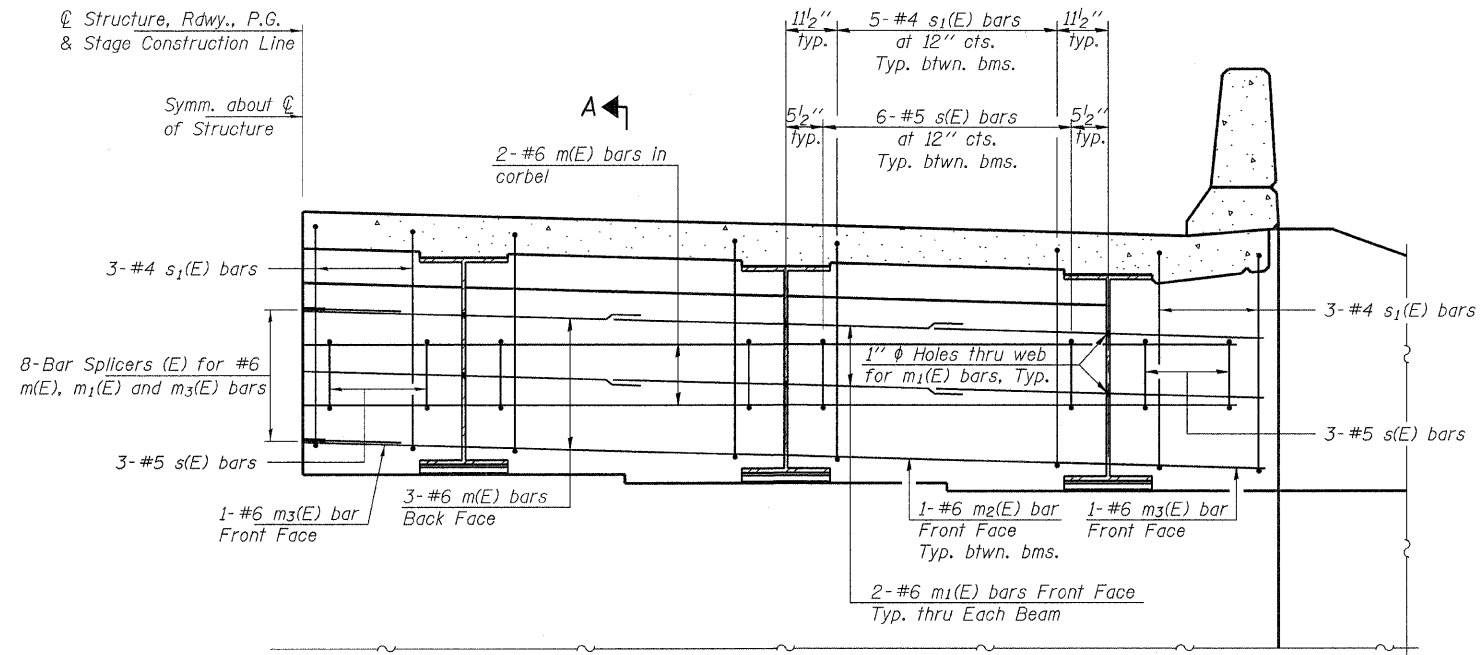
BAR s(E)

Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 11 of 24.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 11 of 24.
 The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 For Bar Splicer details see sheet 20 of 24.

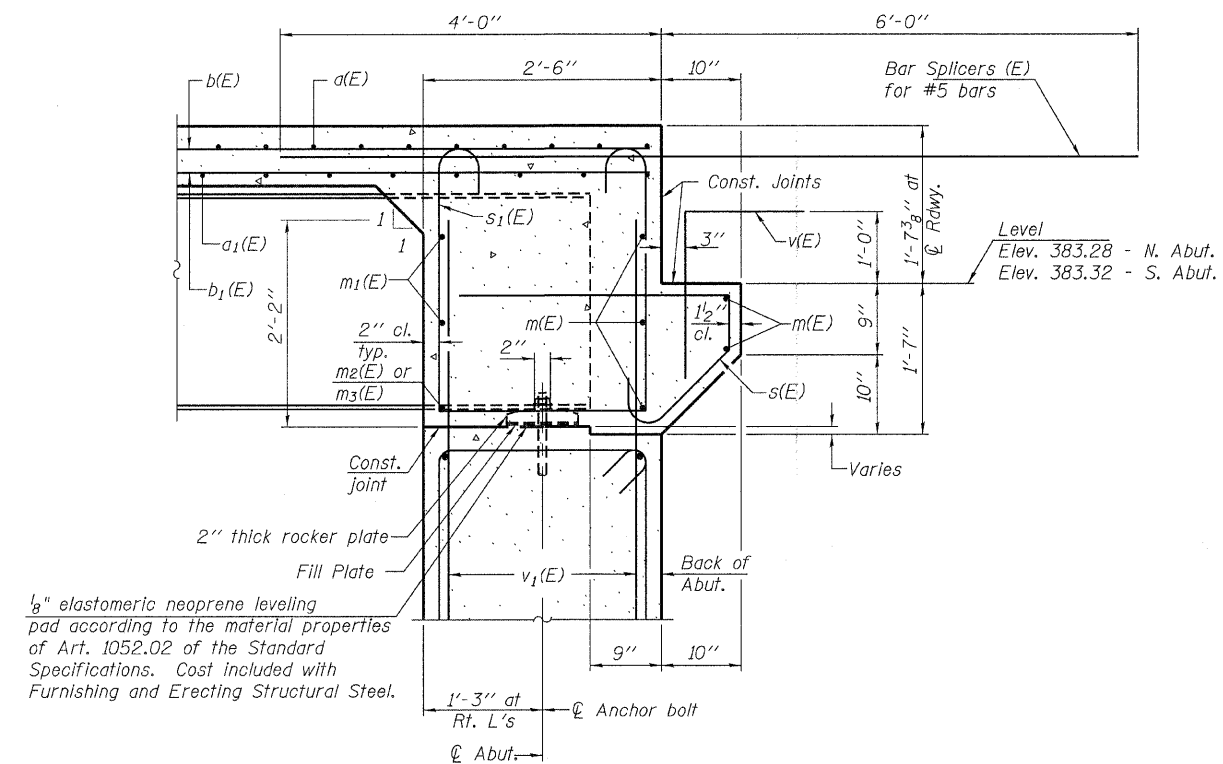
MIN. BAR LAP
 #6 bar = 3'-4"

Structure, Rdwy., P.G. & Stage Construction Line

Symm. about C of Structure



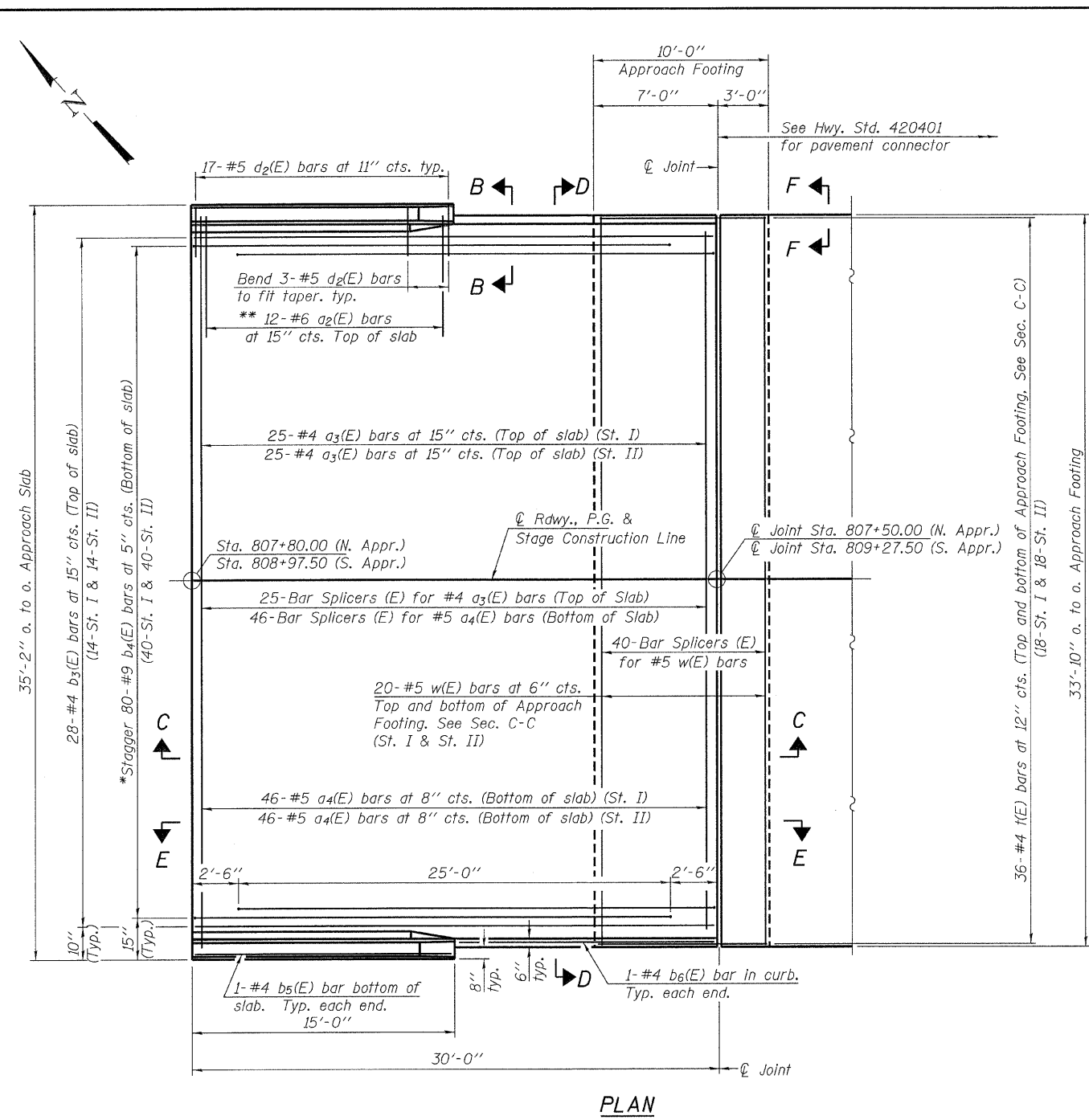
DIAPHRAGM ELEVATION AT ABUTMENT



SECTION A-A

Dimensions at right angles to abutment, except as shown.

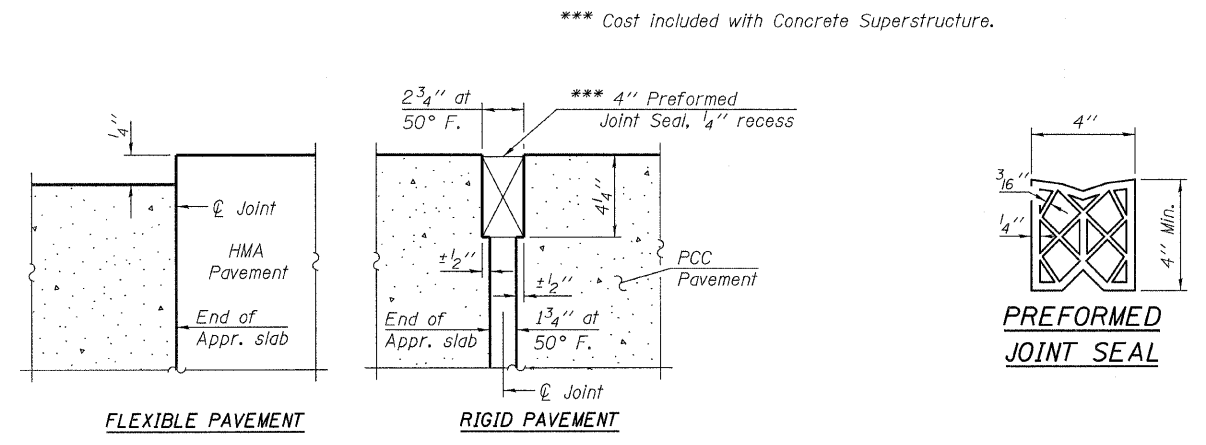
FILE NAME = 090116-sht-bridge.dgn	USER NAME =	DESIGNED - S.M.S.	REVISED - 10/14/10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS STRUCTURE NO. 097-0075	FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3585 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62769	PLOT SCALE =	CHECKED - A.S.L.	REVISED - 12/10/10			328	105B-2	WHITE	55	33	
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000869	PLOT DATE = 1/5/2011	DRAWN - D.A.B.	REVISED -			CONTRACT NO. 78188					
		CHECKED - M.D.C.	REVISED -			ILLINOIS FED. AID PROJECT					
						SHEET NO. 12 OF 24 SHEETS					



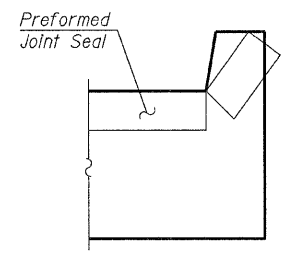
PLAN

* Tilt #9 b₄(E) bars as required to maintain clearance.
** Space between a₃(E) bars, typ. ea. parapet.

Notes:
See sheet 14 of 24 for Sections C-C & D-D and View E-E.
a₃(E) and a₄(E) bar spacings measured along @ Rdwy.
See sheet 14 of 24 for additional details.
South Approach shown, North Approach similar.

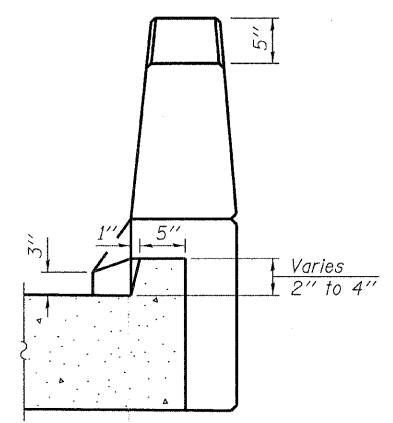


DETAIL A



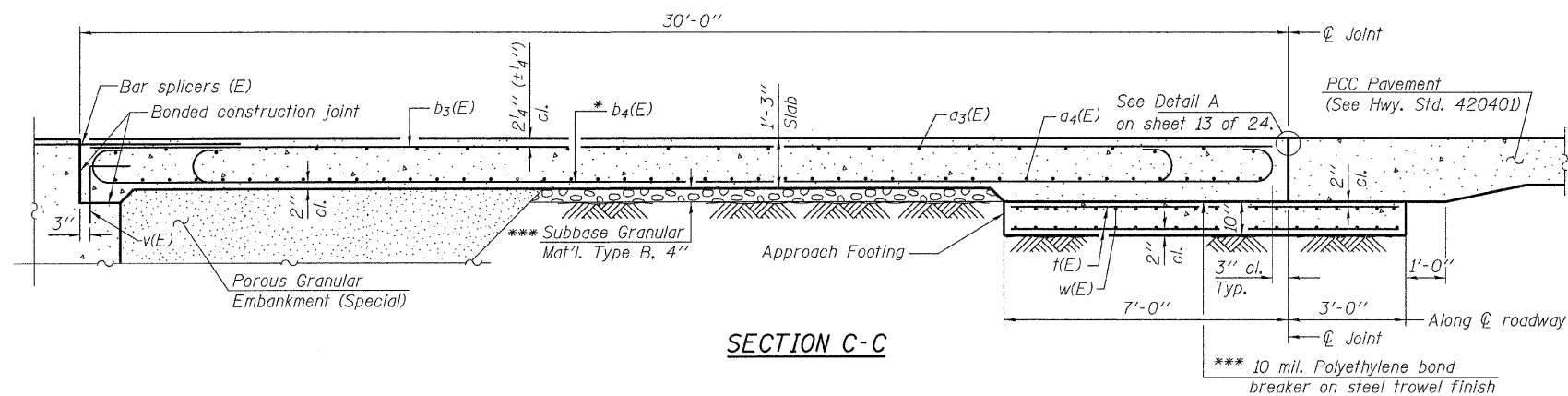
VIEW F-F

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

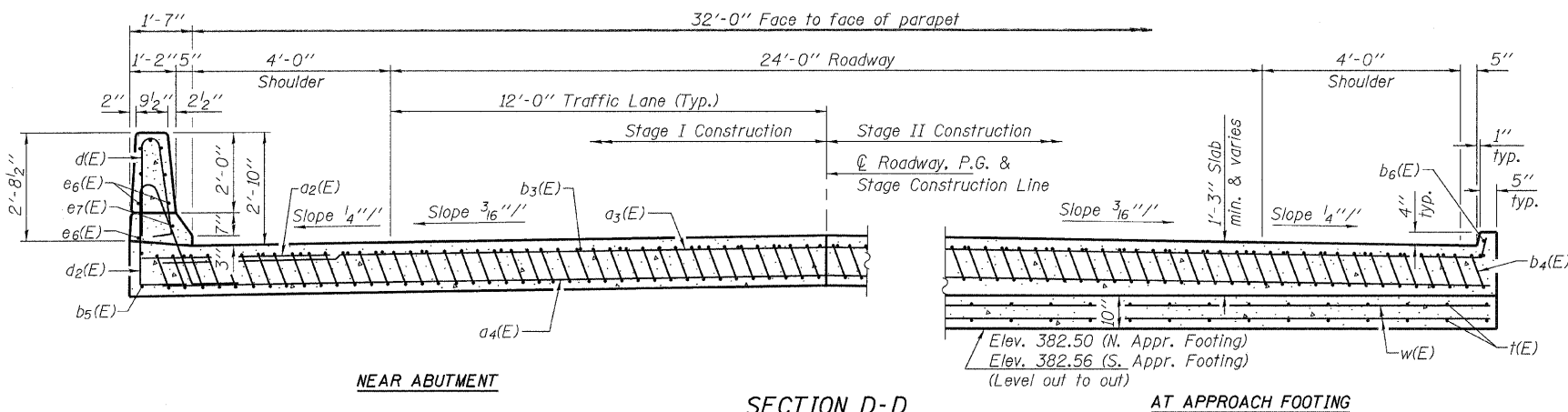


VIEW B-B

FILE NAME = 090116-shr-bridge.dgn	USER NAME =	DESIGNED - S.M.S.	REVISED - 10/14/10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 097-0075	FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3333 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	CHECKED - A.S.L.	REVISED - 12/10/10			328	1058-2	WHITE	55	34	
ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORP. 184.000659	PLOT DATE = 1/5/2011	DRAWN - D.A.B.	REVISED -			CONTRACT NO. 78188					
		CHECKED - M.D.C.	REVISED -			ILLINOIS FED. AID PROJECT					



SECTION C-C

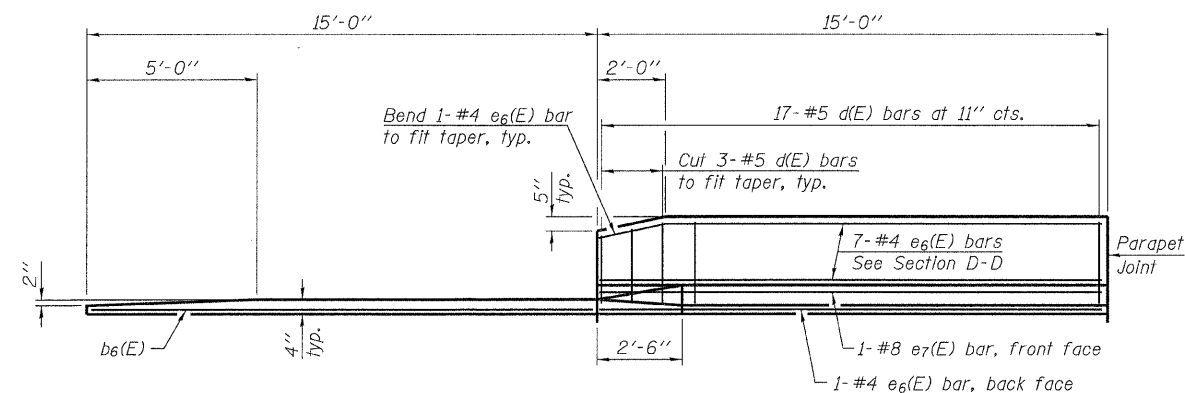


NEAR ABUTMENT

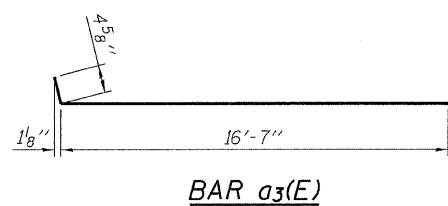
SECTION D-D

(See Plan for dimensions not shown)

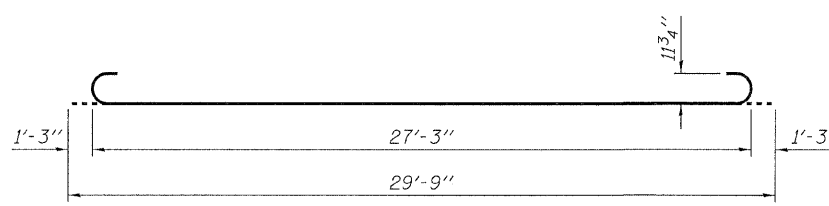
AT APPROACH FOOTING



VIEW E-E



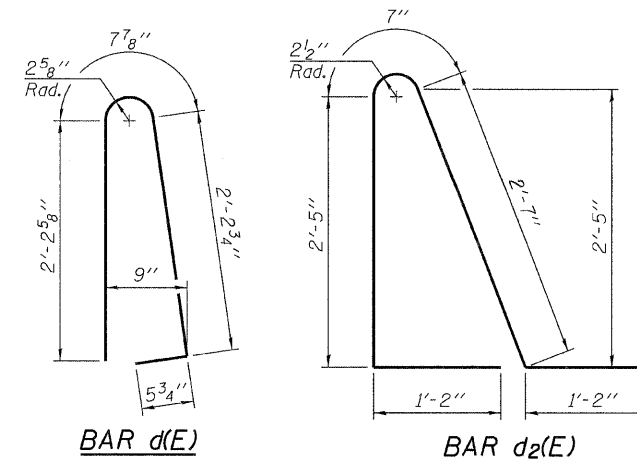
BAR a3(E)



BAR b4(E)

Notes:

See sheet 13 of 24 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 12 of 24.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet 20 of 24.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 24.
 For additional parapet details, see sheet 11 of 24.



BAR d(E)

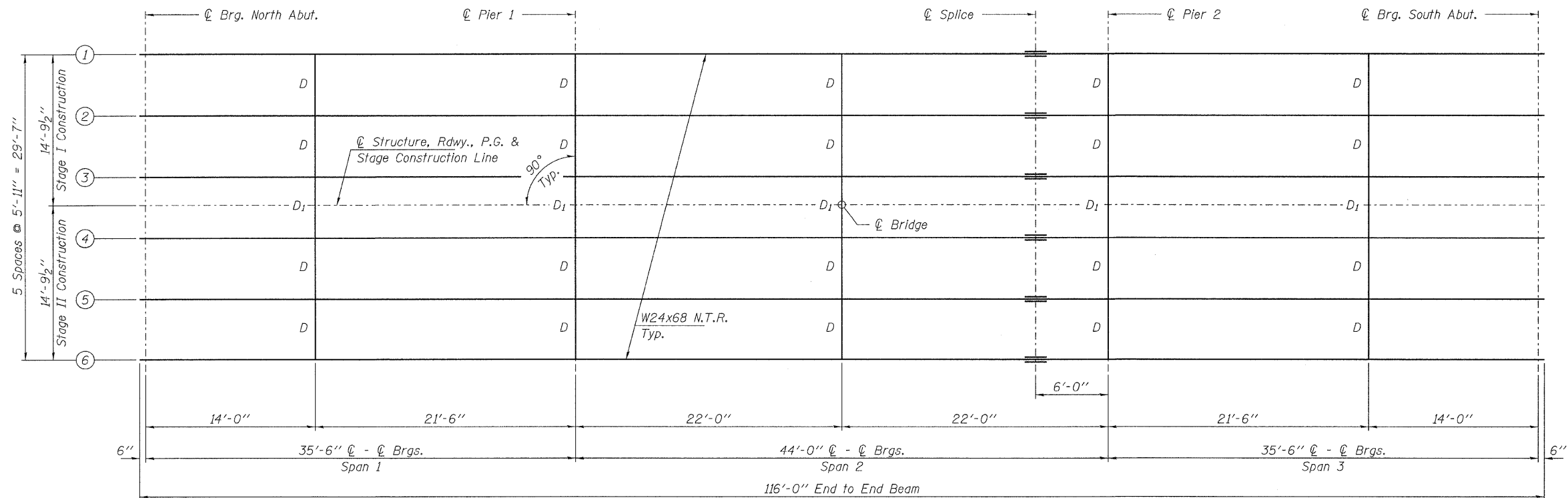
BAR d2(E)

* Tilt #9 b4(E) bars as required to maintain clearance.

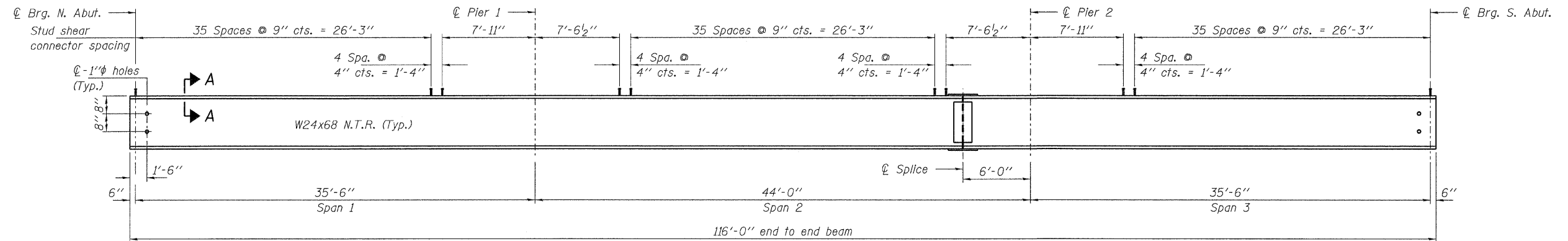
*** Cost included with Concrete Superstructure.

TWO APPROACHES
 BILL OF MATERIAL

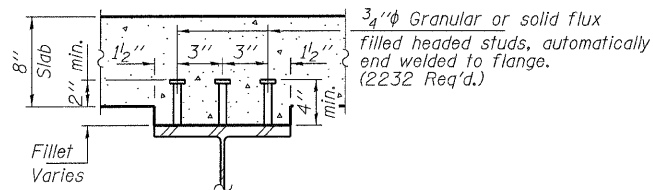
Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-6"	—
a3(E)	100	#4	17'-0"	—
a4(E)	184	#5	16'-7"	—
b3(E)	56	#4	29'-8"	—
b4(E)	160	#9	29'-9"	—
b5(E)	4	#4	14'-8"	—
b6(E)	4	#4	14'-8"	—
d(E)	68	#5	5'-7"	U
d2(E)	68	#5	7'-11"	U
e6(E)	32	#4	14'-8"	—
e7(E)	4	#8	14'-8"	—
t(E)	144	#4	9'-8"	—
w(E)	160	#5	16'-7"	—
Concrete Structures			Cu. Yd.	20.8
Concrete Superstructure			Cu. Yd.	106.0
Reinforcement Bars, Epoxy Coated			Pound	27,280
Bar Splicers			Each	222



PLAN



ELEVATION



SECTION A-A

Location	☉ Brg. N. Abut.	☉ Brg. Pier 1	☉ Splice 1	☉ Brg. Pier 2	☉ Brg. S. Abut.
BEAM 1	383.91	383.92	383.93	383.93	383.95
BEAM 2	384.01	384.03	384.04	384.04	384.05
BEAM 3	384.11	384.12	384.13	384.13	384.15
BEAM 4	384.11	384.12	384.13	384.13	384.15
BEAM 5	384.01	384.03	384.04	384.04	384.05
BEAM 6	383.91	383.92	383.93	383.93	383.95

TOP OF BEAM ELEVATIONS

(For fabrication only)
(Does not include Dead Load Deflections)

Notes:
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
All beams and splices shall be M270 Grade 50.
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
For Structural Steel details see sheet 16 of 24.

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or 2	0.5 Sp. 2
I_s	(in ⁴)	1830	1830	1830
$I_o(n)$	(in ⁴)	6314	-	6314
$I_o(3n)$	(in ⁴)	4770	-	4770
S_s	(in ³)	154	154	154
$S_o(n)$	(in ³)	258	-	258
$S_o(3n)$	(in ³)	233	-	233
Z	(in ³)	-	177	-
DC1	(k/ft)	0.69	0.69	0.69
M _{DC1}	(k)	60	110	57
DC2	(k/ft)	0.150	0.150	0.15
M _{DC2}	(k)	16	19	18
DW	(k/ft)	0.3	0.3	0.30
M _{DW}	(k)	30	38	35
$M_L + IM$	(k)	337	184	365
M_u (Strength I)	(k)	730	540	785
$\phi_r M_n, \phi_r M_{nc}$	(k)	1326	616	1328
f_s DC1	(ksi)	4.7	8.6	4.4
f_s DC2	(ksi)	0.8	1.5	0.9
f_s DW	(ksi)	1.5	3.0	1.8
f_s 1.3(L+IM)	(ksi)	20.4	18.6	22.1
f_s (Service II)	(ksi)	27.4	31.7	29.2
V_r	(k)	34.6	-	34.6

* Compact sections

INTERIOR GIRDER REACTION TABLE			
	Abut.	Pier 1 or 2	
R _{DC1}	(k)	9.1	30.4
R _{DC2}	(k)	2.1	6.5
R _{DW}	(k)	4.2	12.8
$R_L + IM$	(k)	52.2	75.6
R _{Total}	(k)	67.6	125.3

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.4 and in.3).

$I_o(n), S_o(n)$: 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.4 and in.3).

$I_o(3n), S_o(3n)$: 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.4 and in.3).

Z: Plastic Section Modulus of the steel section in non-composite areas.

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

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

$M_L + IM$: Un-factored live load moment plus dynamic load allowance (Impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + IM$

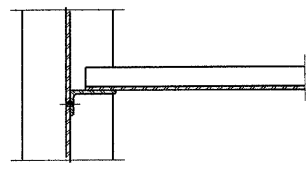
$\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

$\phi_r M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).

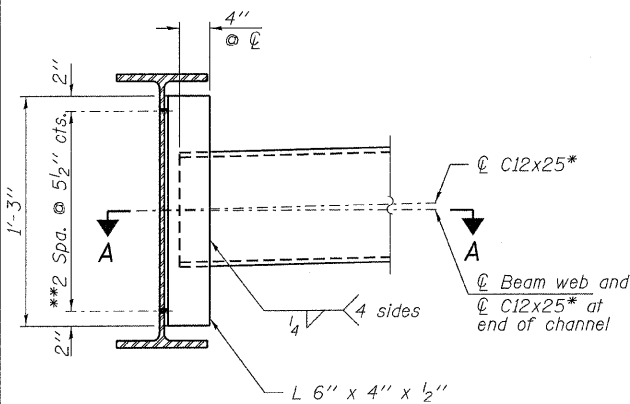
f_s (Service II): Sum of stresses as computed from the moments below (ksi).
 $M_{DC1} + M_{DC2} + M_{DW} + 1.3 M_L + IM$

f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + IM$

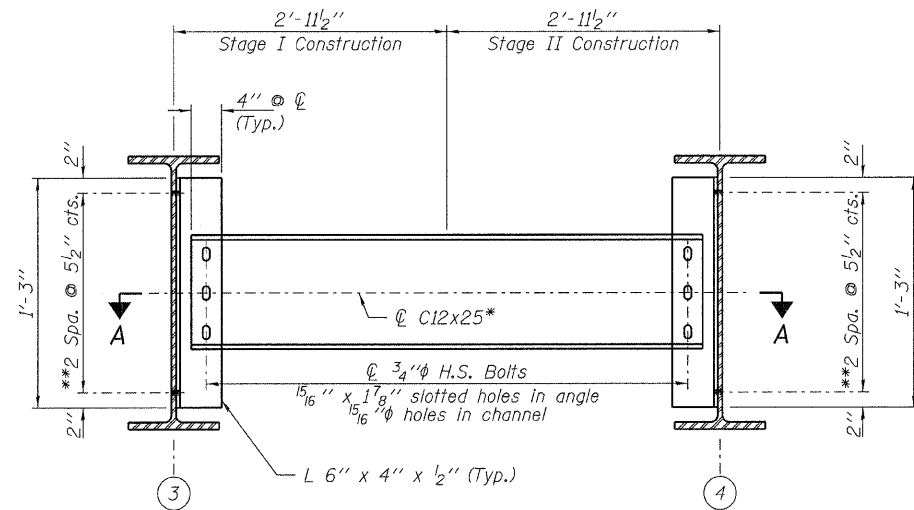
V_r : Maximum factored shear range in composite portion of span computed according to Article 6.10.10.



SECTION A-A

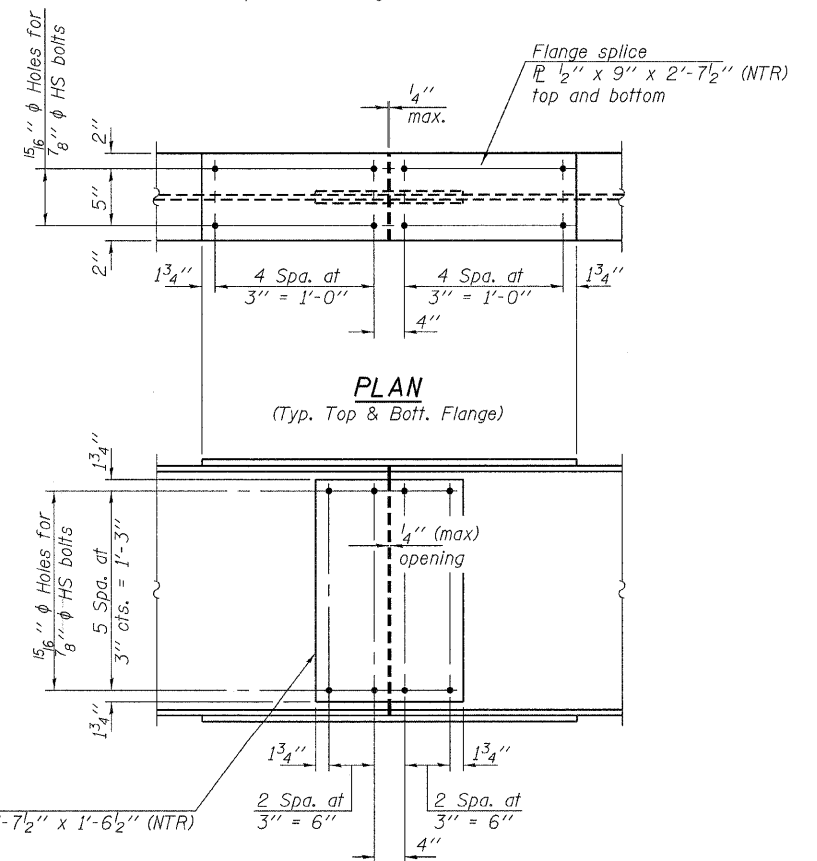


INTERIOR DIAPHRAGM D
(20 Required)

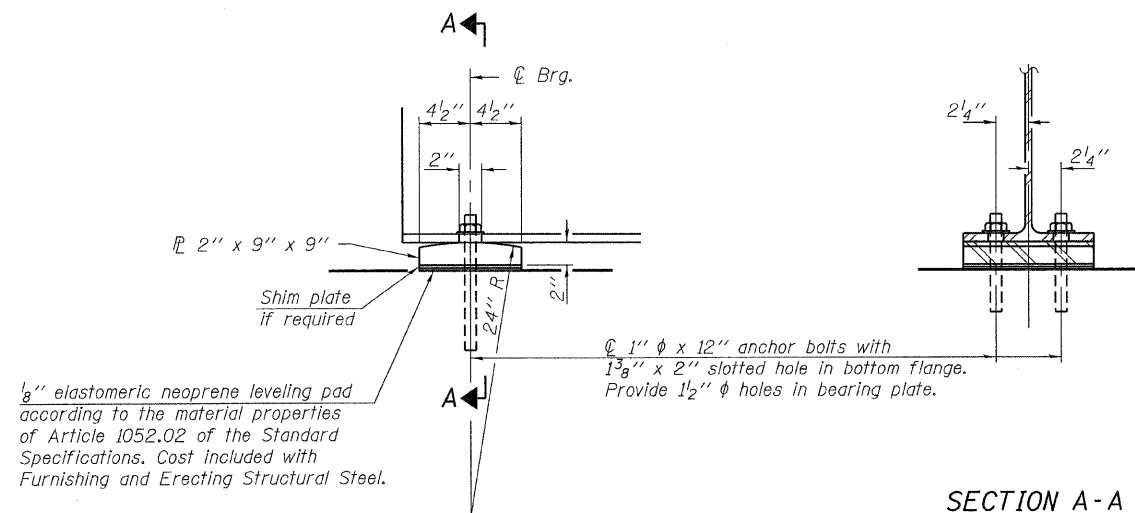


INTERIOR DIAPHRAGM D1
(5 Required)

Notes:
 Two hardened washers required for each set of oversized holes.
 *Alternate channels (C12X30) are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.
 ***3/4" ϕ HS bolts, 5/16" ϕ holes.
 Bolts in slots shall be finger tight until the second stage pour is complete and fully tightened after completion of the deck pour for Stage II Construction. Position slots so bolts start at the end with no concrete load and finish near the opposite end under deck load, allowing maximum displacement without laterally stressing main members.



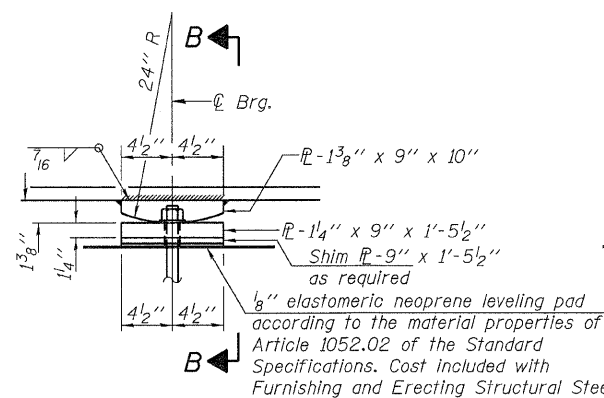
ELEVATION
 SPLICE DETAIL
(6 Required)



ELEVATION

FIXED BEARING AT ABUTMENT
(12 required)

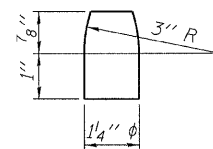
SECTION A-A



ELEVATION AT PIER

FIXED BEARING AT PIER
(12 required)

SECTION B-B



PINTLE

Notes:

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.

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.

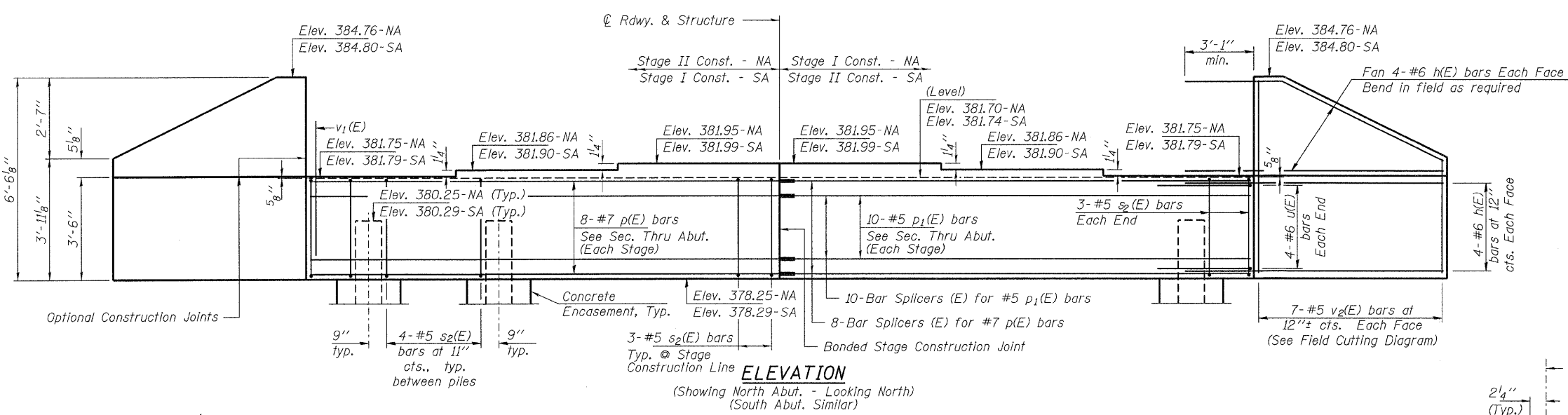
The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade bolts will not be allowed.

All structural steel for the fixed bearings including plate material and pintles shall be AASHTO M270 Grade 50 except shim plates.

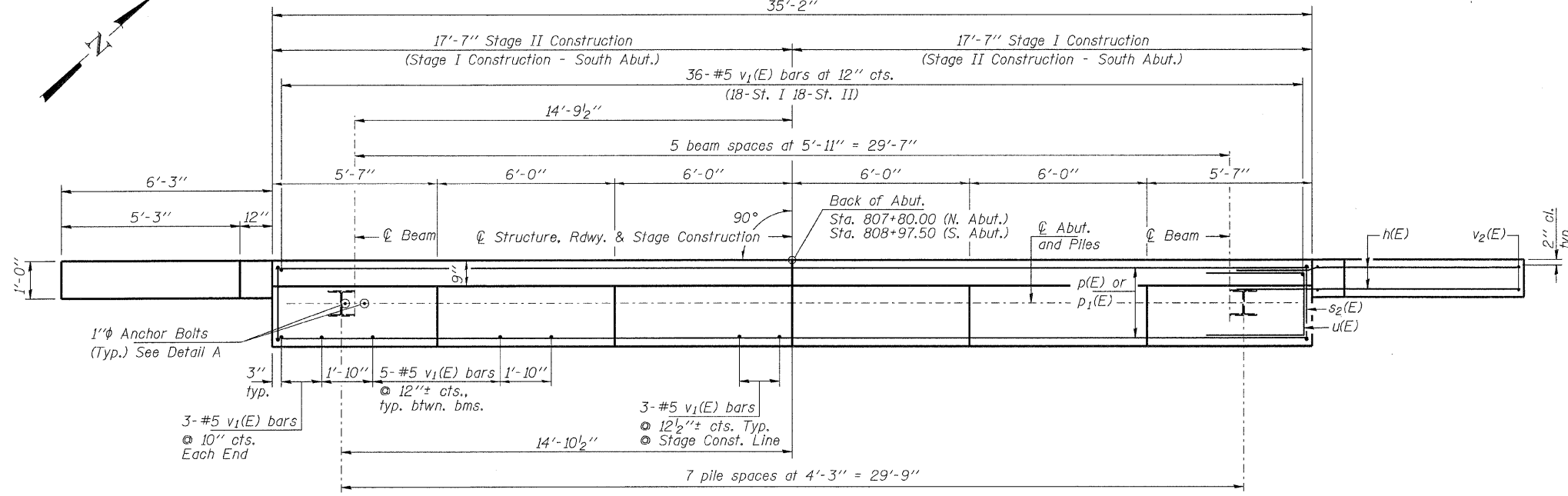
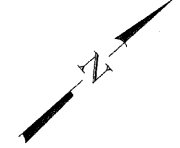
BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 5/8"	Each	24
Anchor Bolts, 1"	Each	24

FILE NAME = 092116-sht-bridge.dgn	USER NAME =	DESIGNED - S.M.S.	REVISED - 10/14/10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING DETAILS STRUCTURE NO. 097-0075	FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3333 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62763	PLOT SCALE =	CHECKED - A.S.L.	REVISED - 12/10/10			328	105B-2	WHITE	55	38	
HLR ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT DATE = 1/5/2011	DRAWN - D.A.B.	REVISED -			CONTRACT NO. 78188					
		CHECKED - M.D.C.	REVISED -			ILLINOIS FED. AID PROJECT					



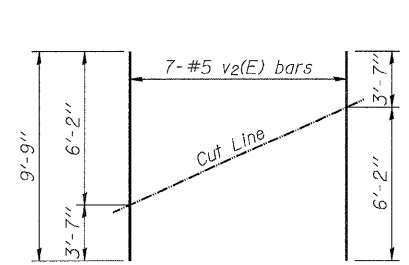
ELEVATION
(Showing North Abut. - Looking North)
(South Abut. Similar)



PLAN

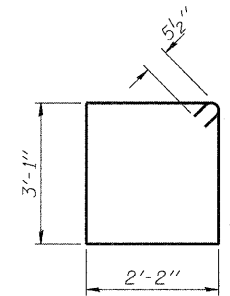
PILE DATA

Type: Steel HP14x89 with Pile Shoes
 Nominal Required Bearing: 705 Kips/pile
 Factored Resistance Available: 387 Kips/pile
 Est. Length: 72' (North Abut.)
 Est. Length: 70' (South Abut.)
 No. Production Piles: 15
 No. Test Piles: 1 (North Abut.)

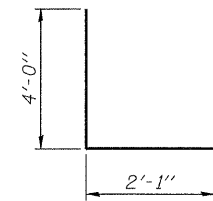


FIELD CUTTING DIAGRAM

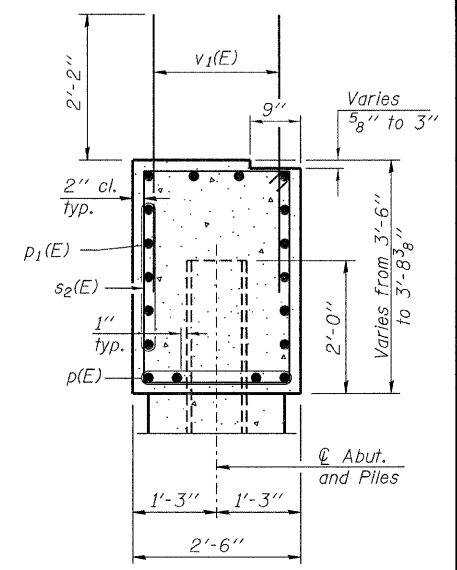
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



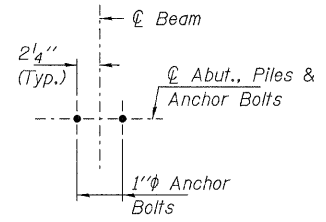
BAR s2(E)



BAR u(E)



SEC. THRU ABUT.

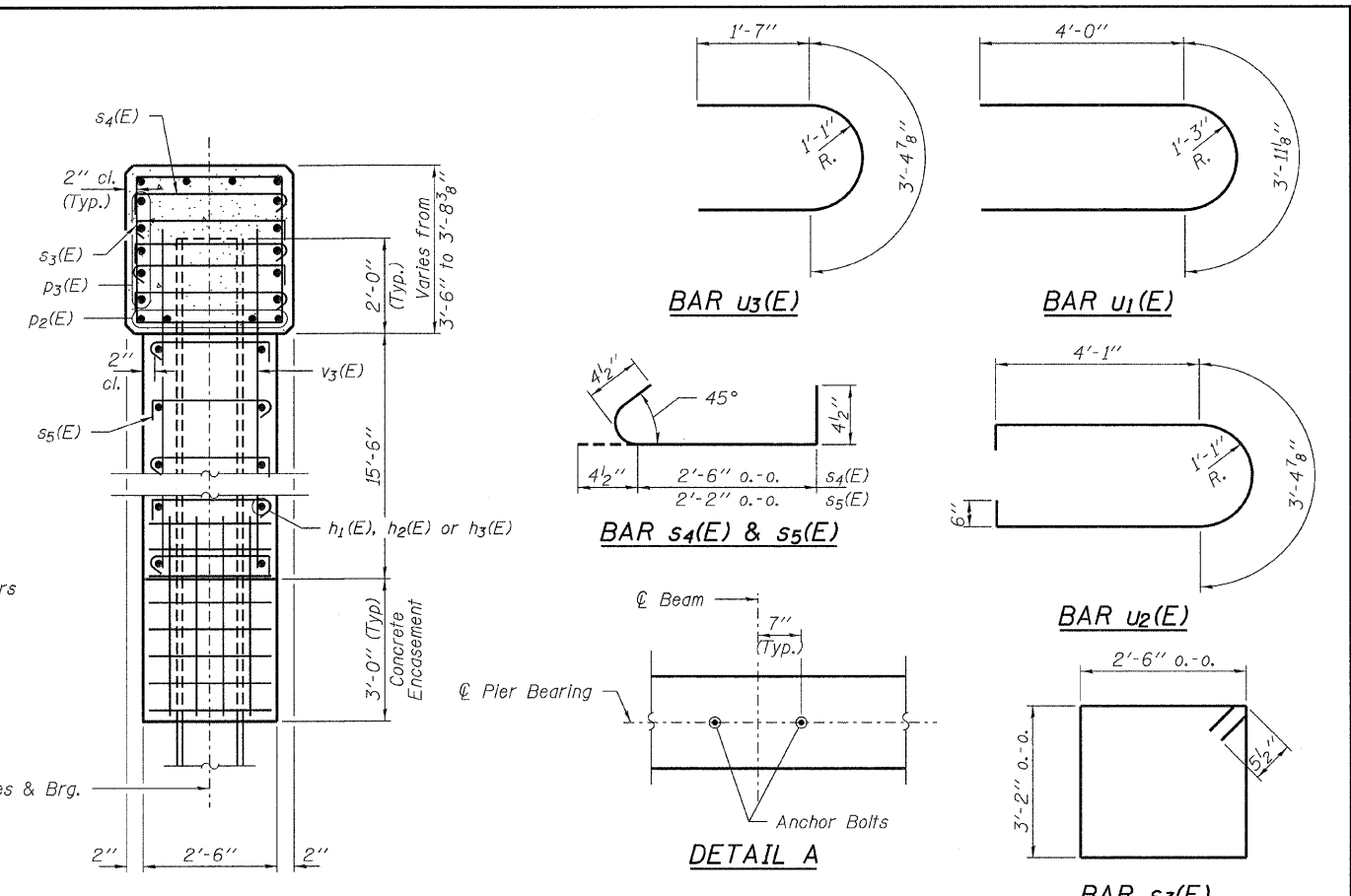
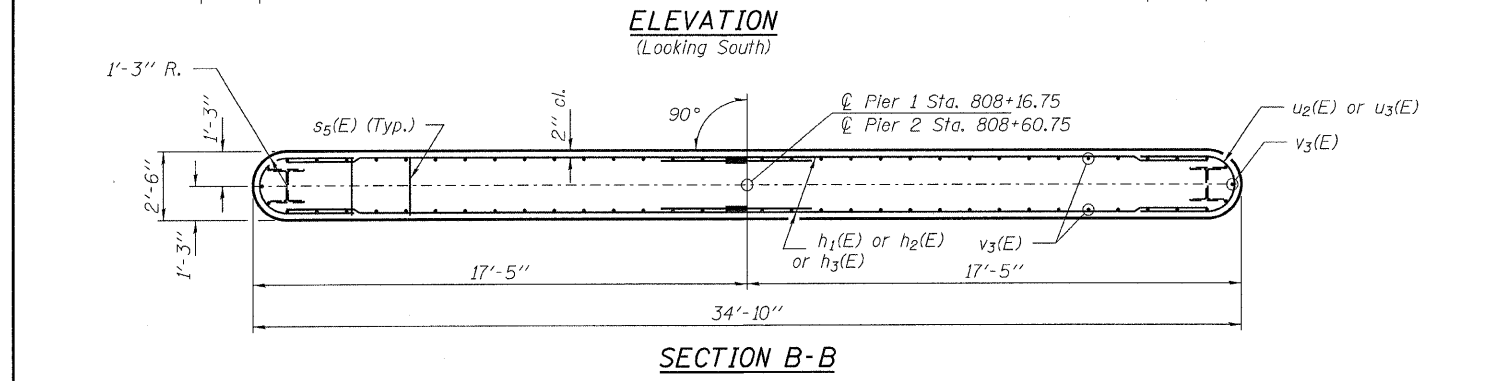
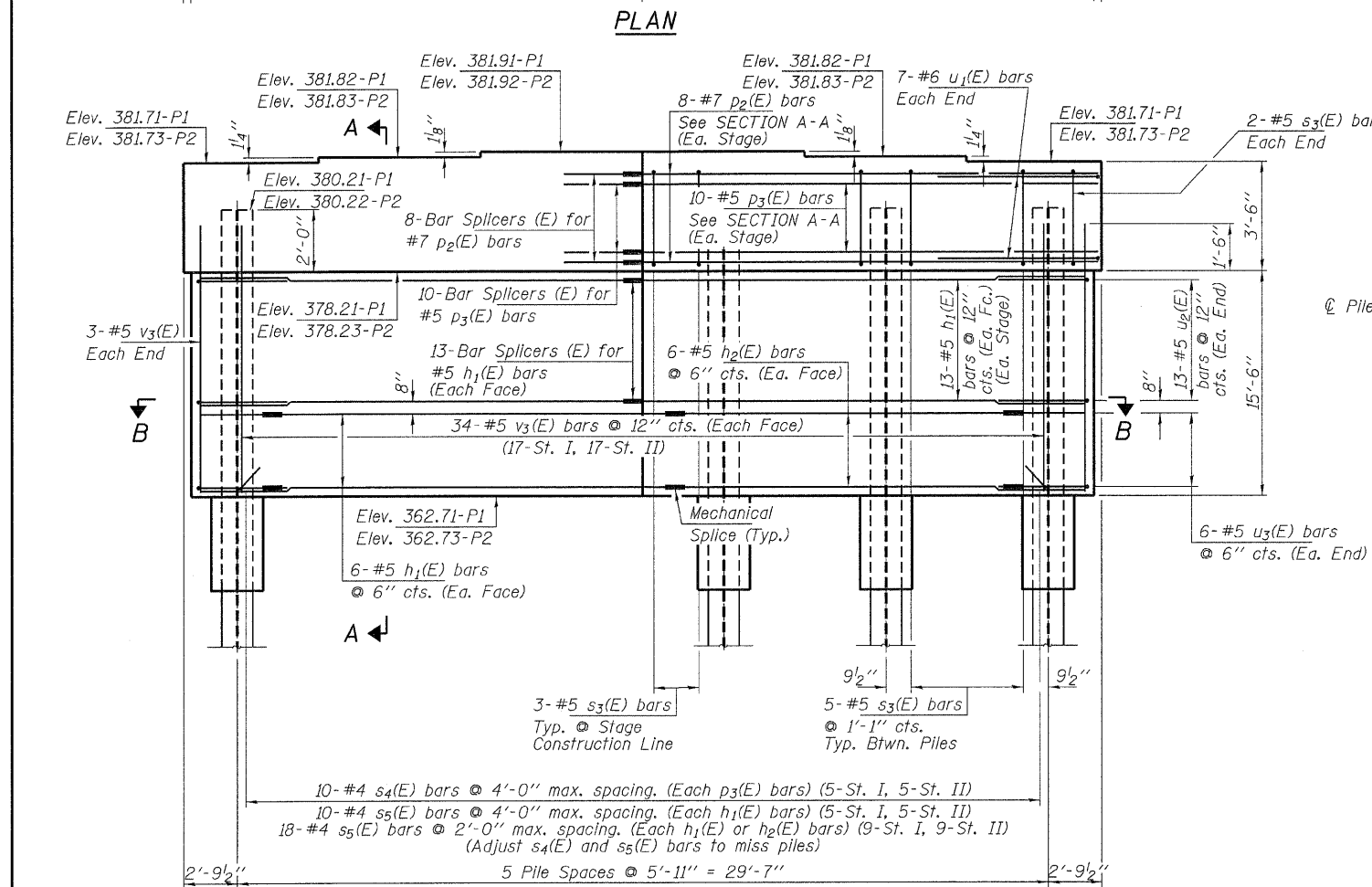
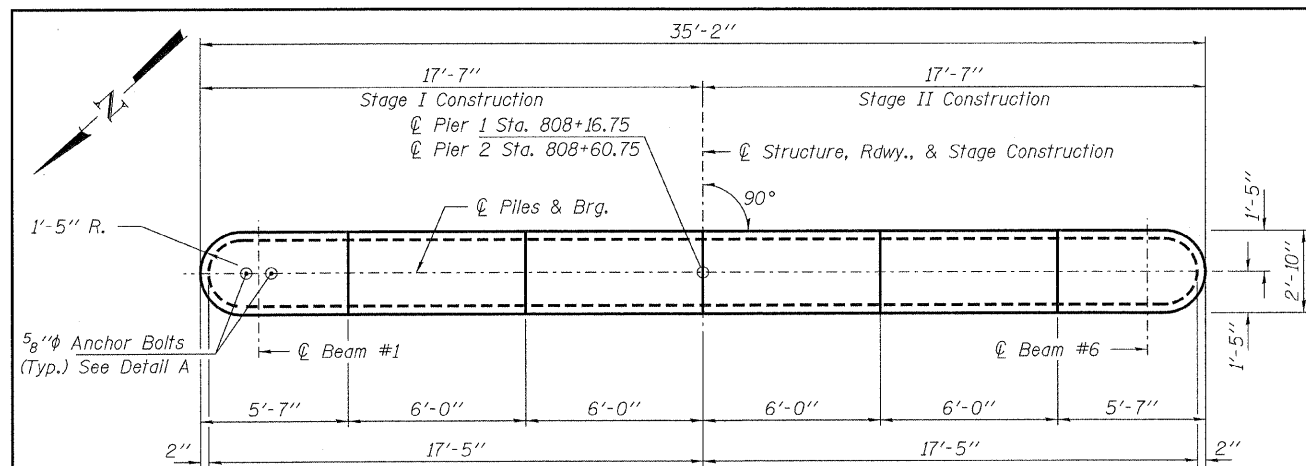


DETAIL A

BILL OF MATERIAL
(2 ABUTMENTS)

Bar	No.	Size	Length	Shape
h(E)	64	#6	10'-0"	—
p(E)	32	#7	17'-3"	—
p1(E)	40	#5	17'-3"	—
s2(E)	72	#5	11'-5"	□
u(E)	16	#6	10'-1"	—
v1(E)	136	#5	4'-4"	—
v2(E)	28	#5	9'-9"	—
Structure Excavation		Cu. Yd.	158	
Concrete Structures		Cu. Yd.	28.0	
Concrete Encasement		Cu. Yd.	8.4	
Reinforcement Bars, Epoxy Coated		Pound	4,810	
Bar Splicers		Each	36	
Furnishing Steel Piles HP14x89		Foot	1,064	
Driving Piles HP14x89		Foot	1,064	
Test Pile Steel HP14x89		Each	1	
Pile Shoes		Each	16	

Notes:
 Pour steps monolithically with cap.
 Space reinforcement in cap to miss anchor bolts.
 For details of Bar Splicers, see sheet 20 of 24.
 For details of piles and Concrete Encasement, see sheet 22 of 24.



Notes:

Pour steps monolithically with cap.

If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

s₄(E) and s₅(E) bars shall enclose both the vertical and horizontal reinforcing bars. The position of the 90 and 135 degree hooked ends shall be alternated between adjacent bars as shown, both vertically and horizontally.

Space reinforcement in the cap to miss anchor bolts.

For details of Bar Splicers, see sheet 20 of 24.

For details of piles and Concrete Encasement, see sheet 22 of 24.

SECTION A-A

BILL OF MATERIAL - 2 PIERS

BAR	NO.	SIZE	LENGTH	SHAPE
h ₁ (E)	128	#5	15'-7"	—
h ₂ (E)	24	#5	13'-7"	—
p ₂ (E)	32	#7	15'-3"	—
p ₃ (E)	40	#5	15'-3"	—
s ₃ (E)	60	#5	12'-3"	□
s ₄ (E)	100	#4	3'-3"	┌
s ₅ (E)	476	#4	2'-11"	┌
u ₁ (E)	28	#6	12'-0"	U
u ₂ (E)	52	#5	12'-7"	U
u ₃ (E)	24	#5	6'-7"	U
v ₃ (E)	148	#5	16'-10"	—
Structure Excavation			Cu. Yd.	92
Concrete Structures			Cu. Yd.	123.4
Concrete Encasement			Cu. Yd.	6.4
Reinforcement Bars, Epoxy Coated			Pound	9,920
Bar Splicers			Each	88
Furnishing Steel Piles HPI4x73			Foot	720
Driving Piles			Foot	720
Test Pile Steel HPI4x73			Each	2
Pile Shoes			Each	12
Underwater Structure Excavation Protection - Loc. 1			Each	1
Underwater Structure Excavation Protection - Loc. 2			Each	1
Mechanical Splicers			Each	72

PILE DATA

Type: Steel HPI4x73 with Pile Shoes

Nominal Required Bearing: 578 Kips/pile

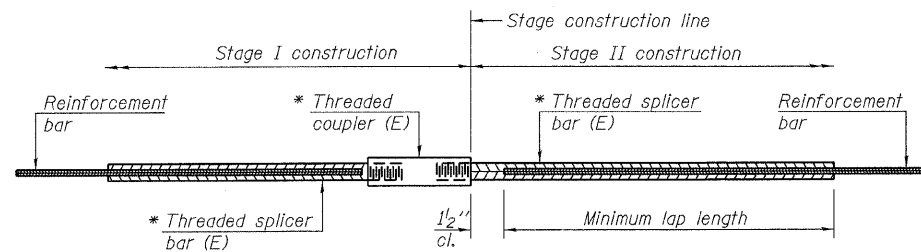
Factored Resistance Available: 240 Kips/pile

Est. Length: 74' (Pier 1)

Est. Length: 70' (Pier 2)

No. Production Piles: 10

No. Test Piles: 2 (1-Pier 1, 1-Pier 2)



STANDARD BAR SPLICER ASSEMBLY

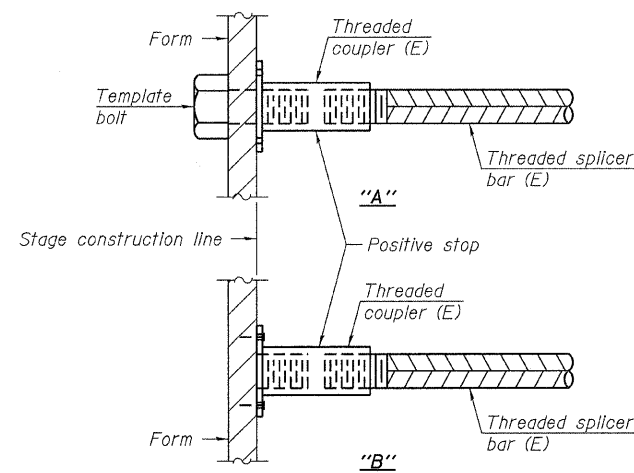
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

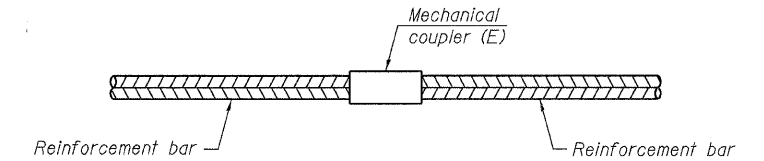
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Top of Slab	#5	202	3
Bottom of Slab	#5	142	3
Diaphragm	#6	16	5
Approach Slab	#4	50	3
Approach Slab	#5	92	3
Appr. Slab Footing	#5	80	3
Abutments	#7	16	4
Abutments	#5	20	4
Piers	#7	16	4
Piers	#5	72	4



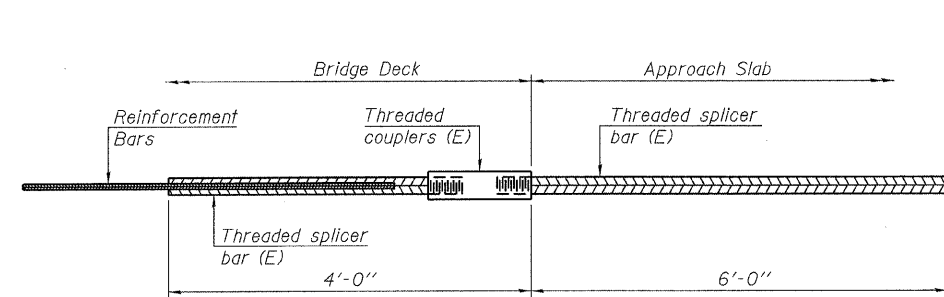
INSTALLATION AND SETTING METHODS

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



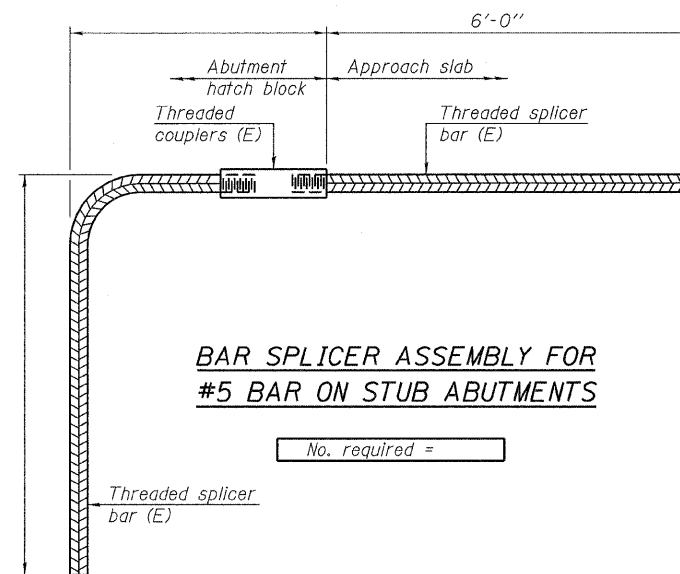
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Piers	#5	72



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

No. required = 64



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

BSD-1

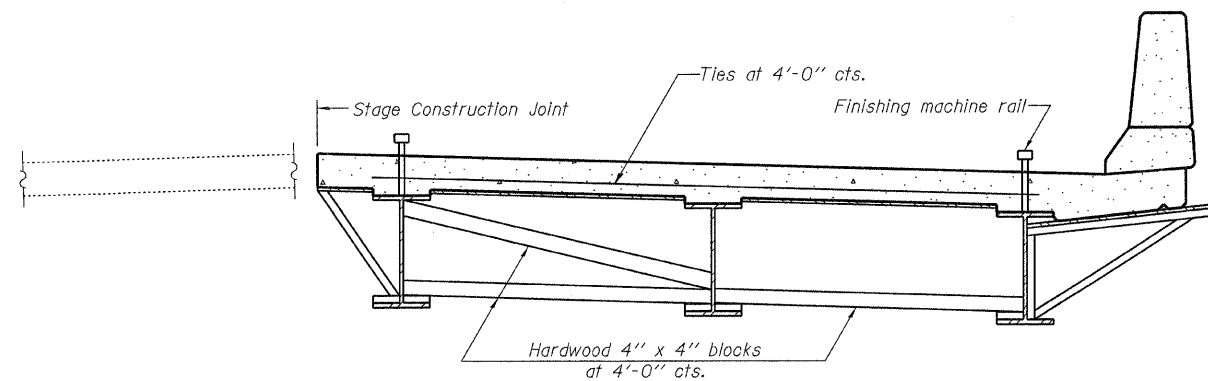
7-1-10

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.

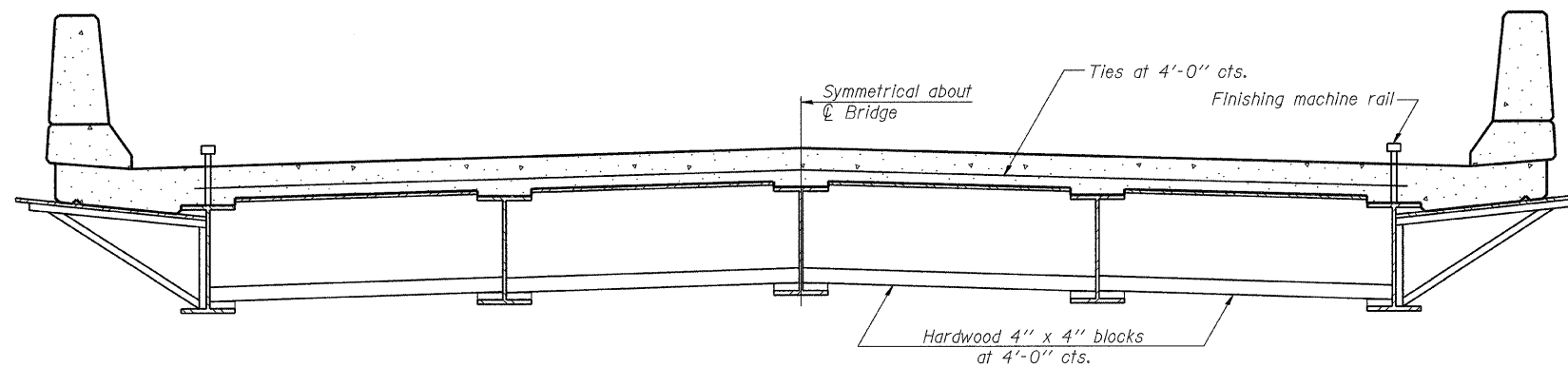
The finishing machine rails shall be placed on the top flange of the exterior beams.

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
STAGE CONSTRUCTION**

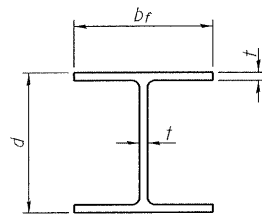


**FORM BRACES FOR
STANDARD CONSTRUCTION**

SB-1

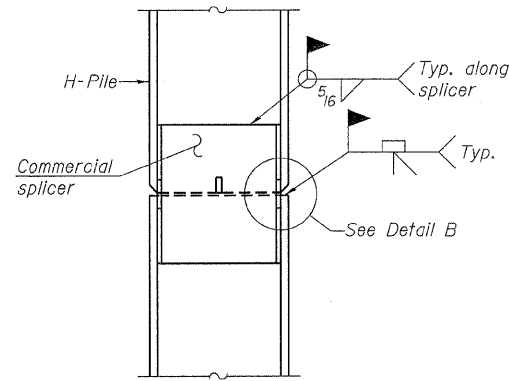
7-1-10

FILE NAME = 090116-shft-bridge.dgn	USER NAME =	DESIGNED - S.M.S.	REVISED - 10/14/10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CANTILEVER FORMING BRACKETS FOR BEAMS ≤ W27 STRUCTURE NO. 097-0075	FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3390 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	CHECKED - A.S.L.	REVISED - 12/10/10			328	105B-2	WHITE	55	42	
HLR ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000069	PLOT DATE = 1/9/2011	DRAWN - D.A.B.	REVISED -			CONTRACT NO. 78188					
		CHECKED - M.D.C.	REVISED -			SHEET NO. 21 OF 24 SHEETS					
						ILLINOIS FED. AID PROJECT					

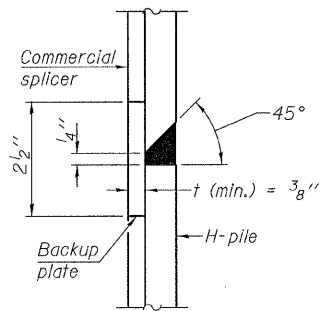


STEEL PILE TABLE

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

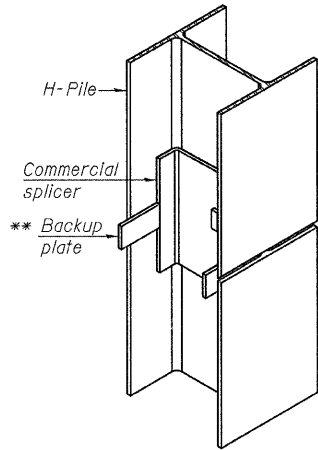


ELEVATION

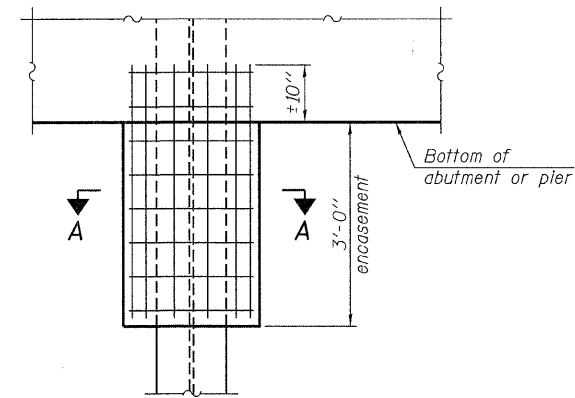


DETAIL "B"

WELDED COMMERCIAL SPLICE

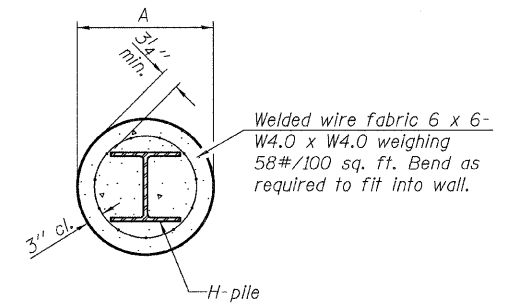


ISOMETRIC VIEW



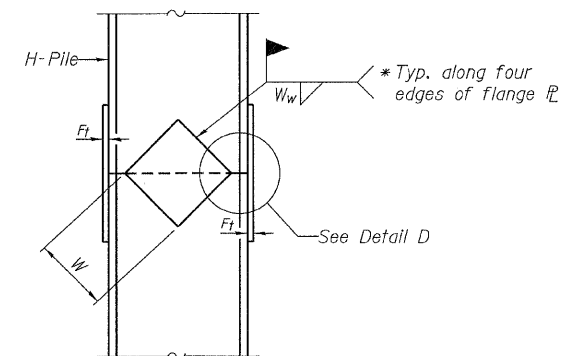
ELEVATION

PILE ENCASEMENT

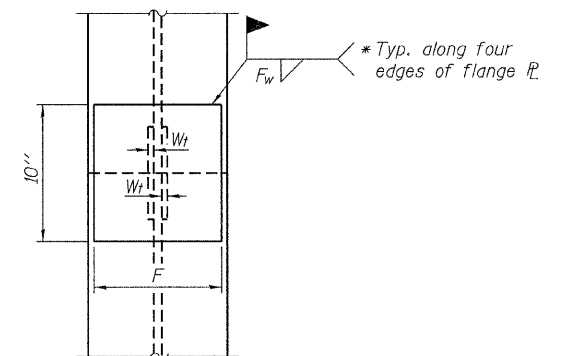


SECTION A-A

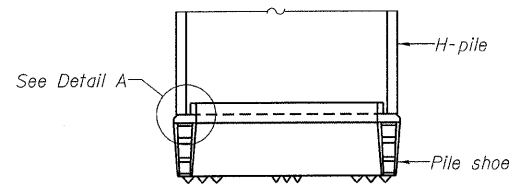
Note:
Forms for encasement may be omitted when soil conditions permit.



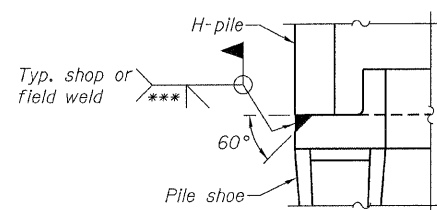
ELEVATION



END VIEW

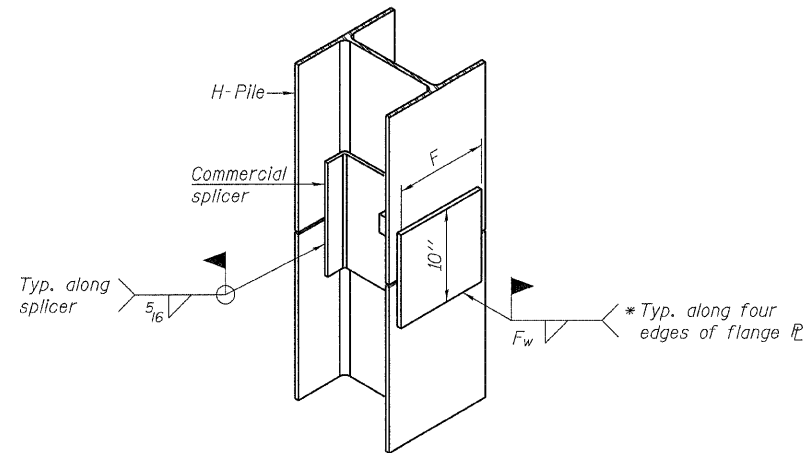


ELEVATION



DETAIL A

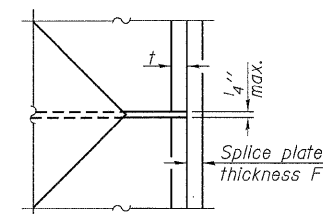
H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

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



DETAIL D

WELDED PLATE FIELD SPLICE

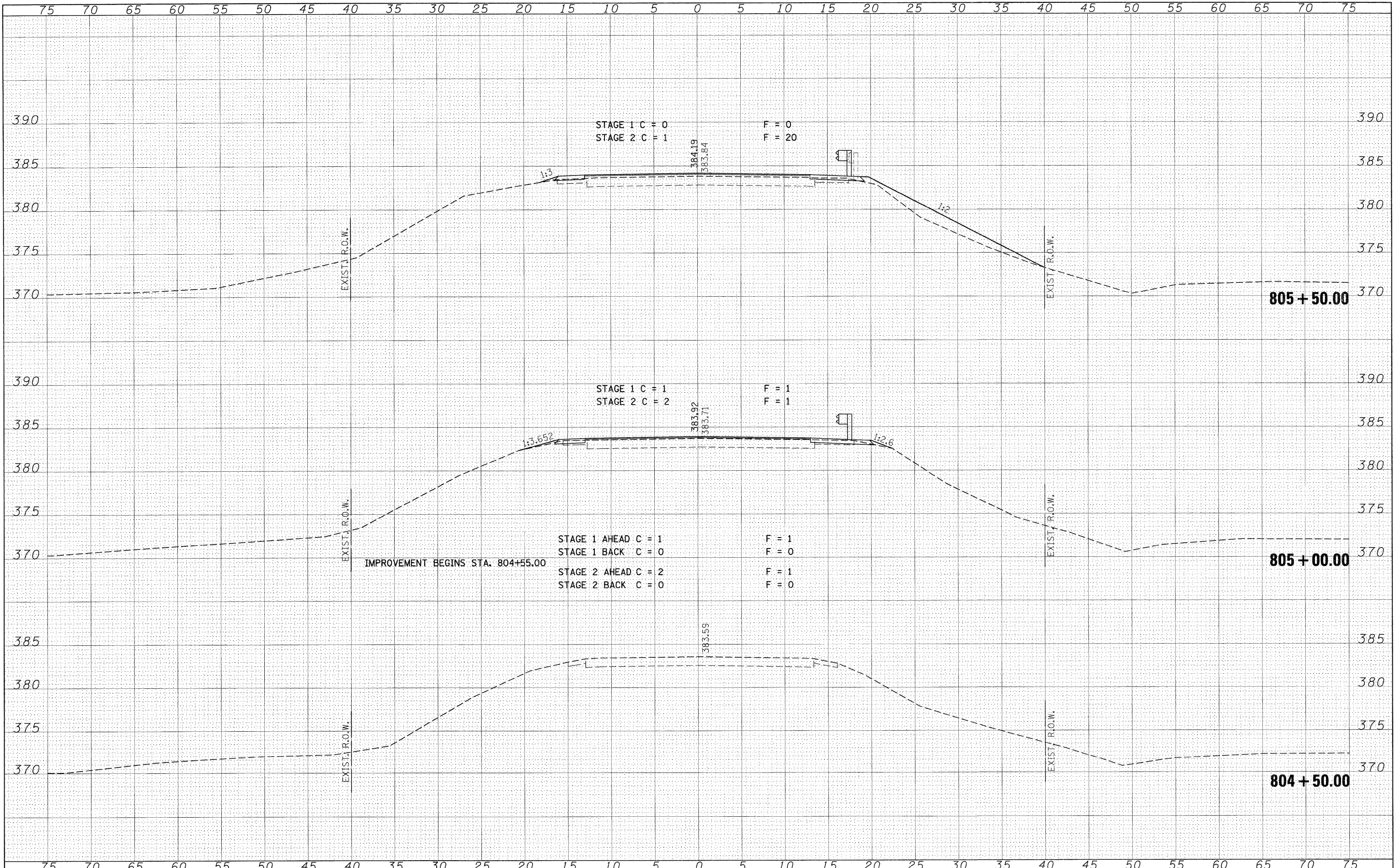
Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

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

F-HP

7-1-10

FILE NAME = 090116-shr-bridge.dgn	USER NAME =	DESIGNED - S.M.S.	REVISED - 10/14/10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HP PILE DETAILS STRUCTURE NO. 097-0075	FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3300 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	CHECKED - A.S.L.	REVISED - 12/10/10			328	105B-2	WHITE	55	43	
ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORP. 184.000959	PLOT DATE = 1/5/2011	DRAWN - D.A.B.	REVISED -			CONTRACT NO. 78188					
		CHECKED - M.D.C.	REVISED -			SHEET NO. 22 OF 24 SHEETS					
						ILLINOIS FED. AID PROJECT					



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 DRAWN - T.W.K.
 CHECKED - S.W.M.
 DATE - 11/08/10
 PLOT SCALE = 5.0000' / IN.
 PLOT DATE = 1/12/2011

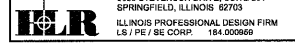
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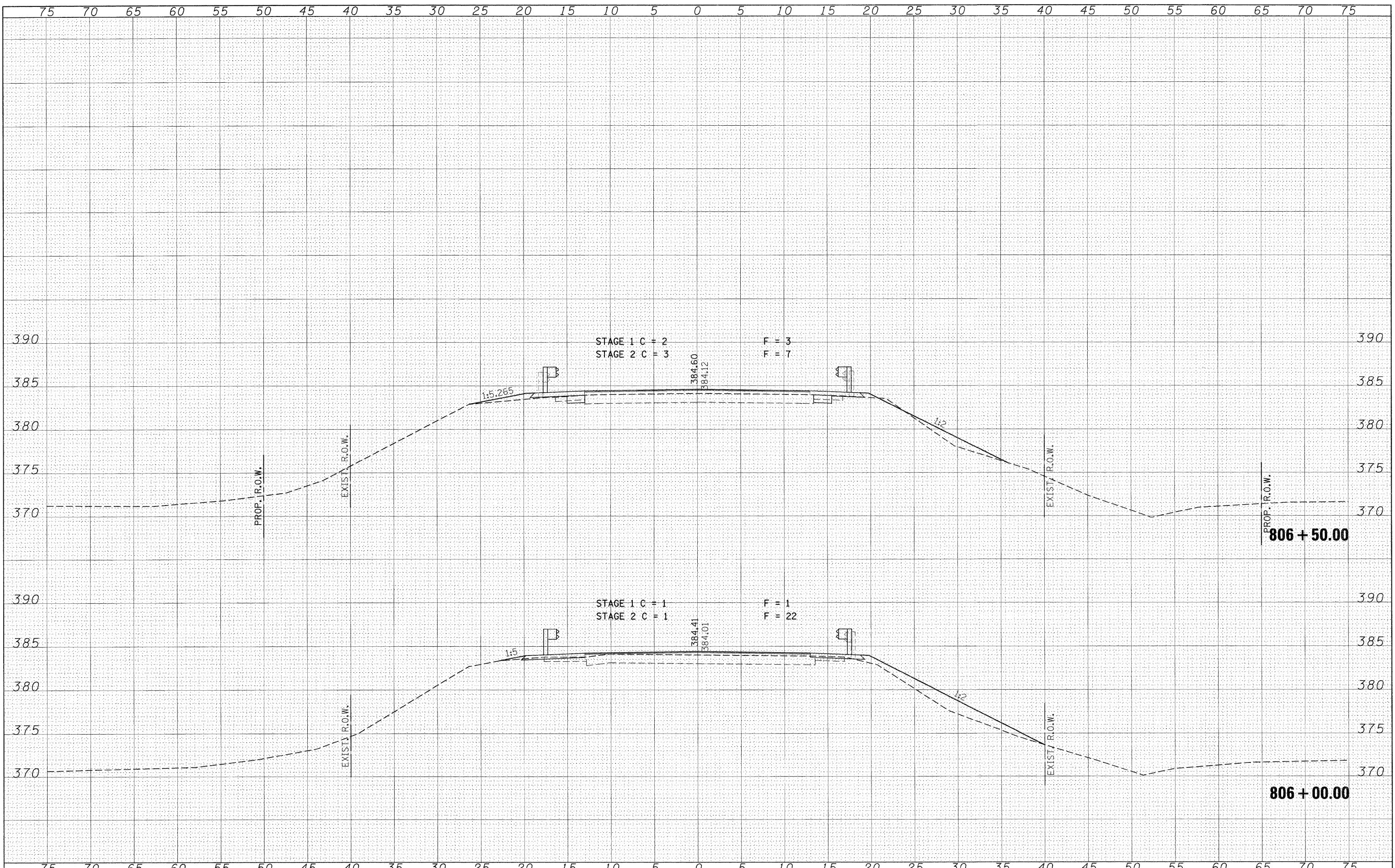
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 U.S. ROUTE 45**

SCALE: 5H:5V SHEET NO. OF SHEETS STA. 804+50.00 TO STA. 805+50.00

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	105B-2	WHITE	55	46
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 78188	





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 CHECKED - S.W.M.
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 PLOT SCALE = 5.0000" / IN.
 PLOT DATE = 1/12/2011

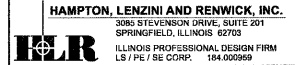
REVISIONS
 REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 U.S. ROUTE 45**

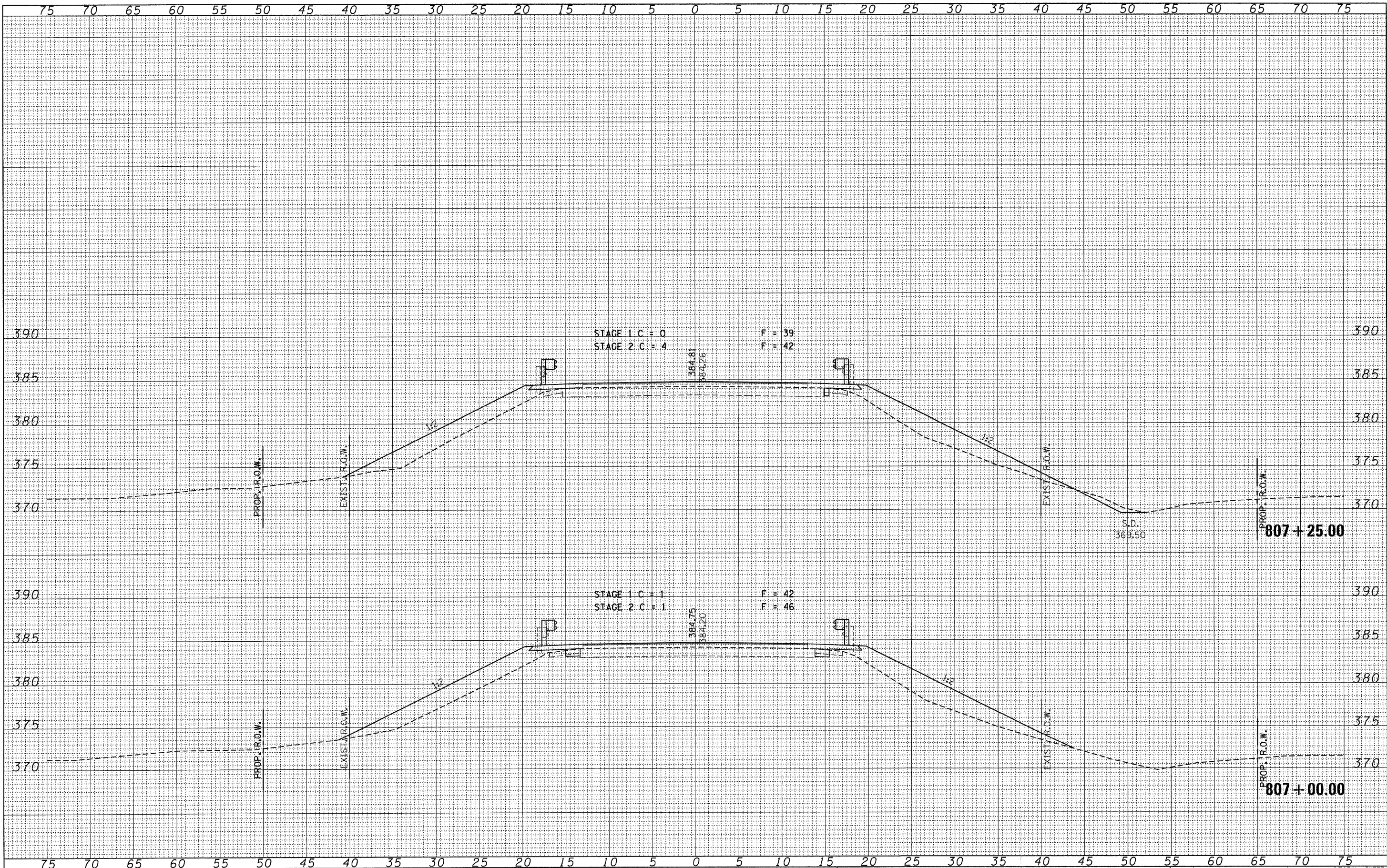
SCALE: 5H:5V SHEET NO. OF SHEETS STA. 806+00.00 TO STA. 806+50.00

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	105B-2	WHITE	55	47
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 78188	



FINAL SURVEY NO.	BY	DATE
EMPHASIS		
PLOTTED		
TEMPLATE		
AREAS CHECKED		

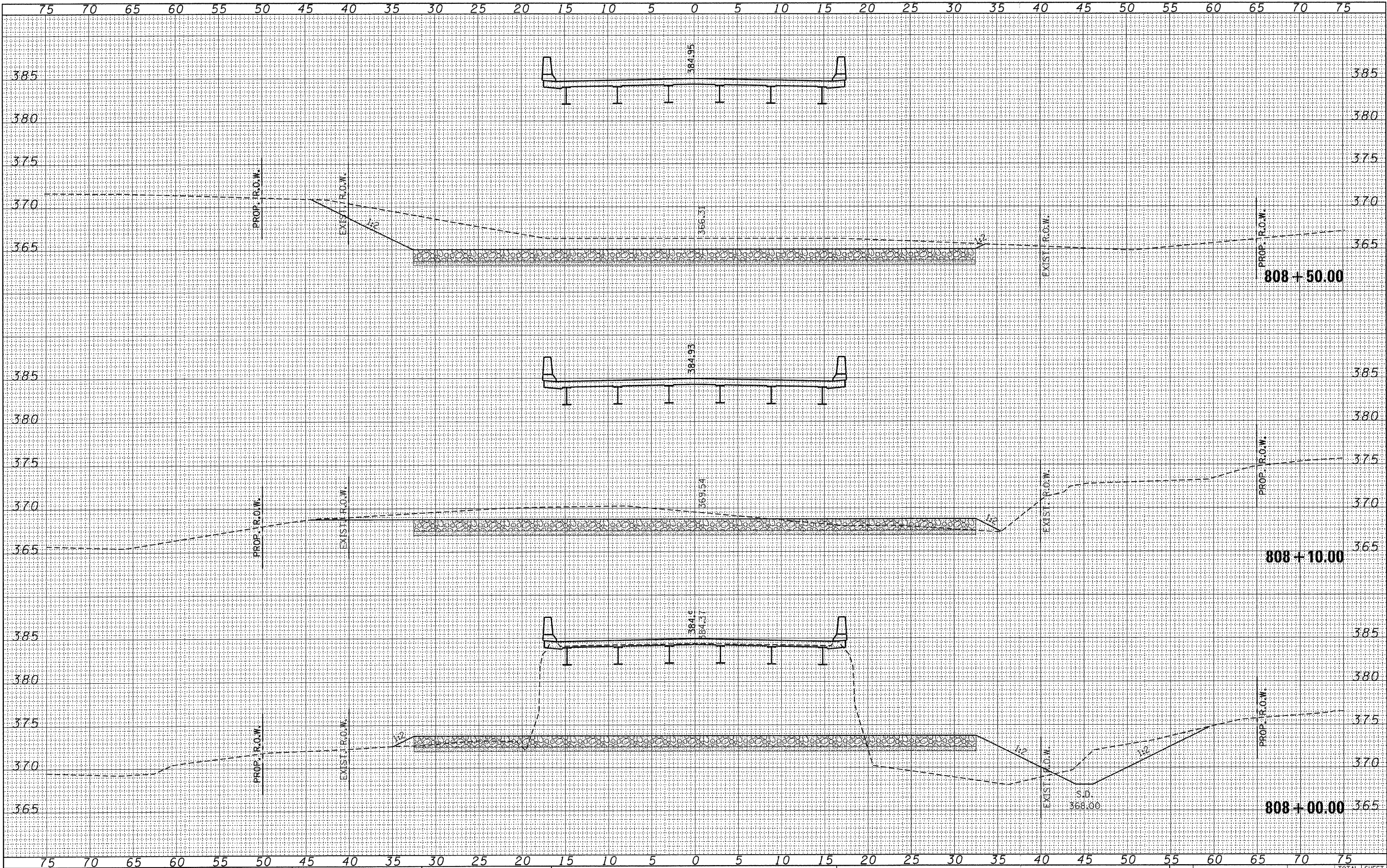
ORIGINAL SURVEY NO.	BY	DATE
EMPHASIS		
PLOTTED		
TEMPLATE		
AREAS CHECKED		



FILE NAME = 090116-sht-xs.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS U.S. ROUTE 45		F.A.P. 328	SECTION 105B-2	COUNTY WHITE	TOTAL SHEETS 55	SHEET NO. 48	
HAMPTON, LENZINI AND RENWICK, INC. 3588 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62702	PLOT SCALE =	DRAWN - T.W.K.	REVISED -		SCALE: 5H:5V	SHEET NO. OF SHEETS	STA. 807+00.00 TO STA. 807+25.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 78188		
ILLINOIS PROFESSIONAL DESIGN FIRM L.E. / P.E. / S.E. CORP. 184-000959	PLOT DATE = 1/5/2011	CHECKED - S.W.M.	REVISED -									
		DATE - 11/08/10	REVISED -									

BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 TEMPLATE _____
 NOTE BOOK _____
 AREAS CHECKED _____
 NO. _____

BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 TEMPLATE _____
 NOTE BOOK _____
 AREAS CHECKED _____
 NO. _____



FILE NAME = 092116-shr-xe.dgn
 HAMPTON, LENZINI AND RENWICK, INC.
 3348 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62708
 ILLINOIS PROFESSIONAL DESIGN FIRM
 LS / PE / SE CORP. 184-000889

USER NAME =
 PLOT SCALE =
 PLOT DATE = 1/5/2011

DESIGNED - L.F.S.
 DRAWN - T.W.K.
 CHECKED - S.W.M.
 DATE - 11/08/10

REVISED -
 REVISED -
 REVISED -
 REVISED -

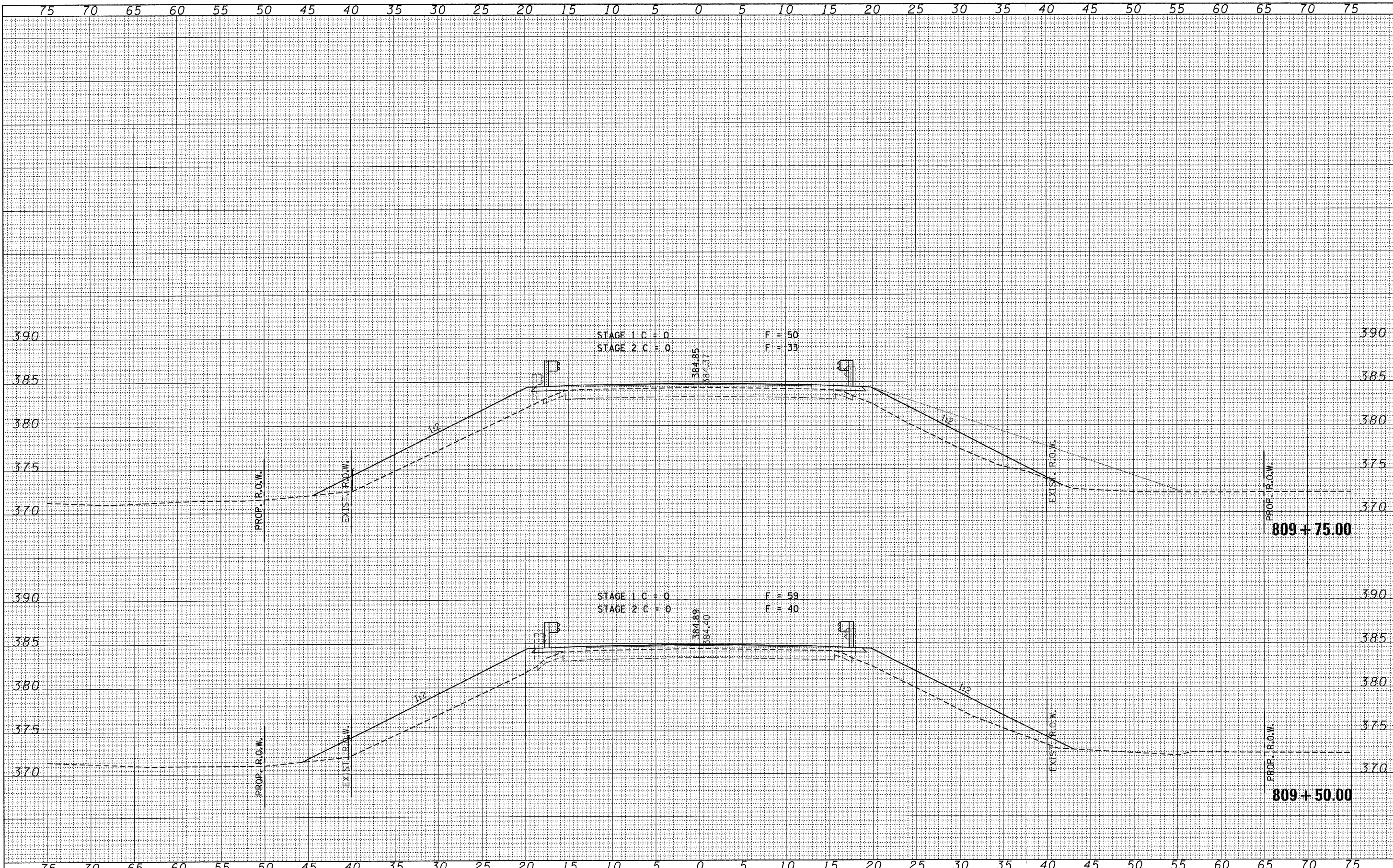
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 U.S. ROUTE 45
 SCALE: 5H:5V
 SHEET NO. OF SHEETS STA. 808+00.00 TO STA. 808+50.00

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	105B-2	WHITE	55	50
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 78188				

FINAL SURVEY NO.	DATE
SURVEYED	BY
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	

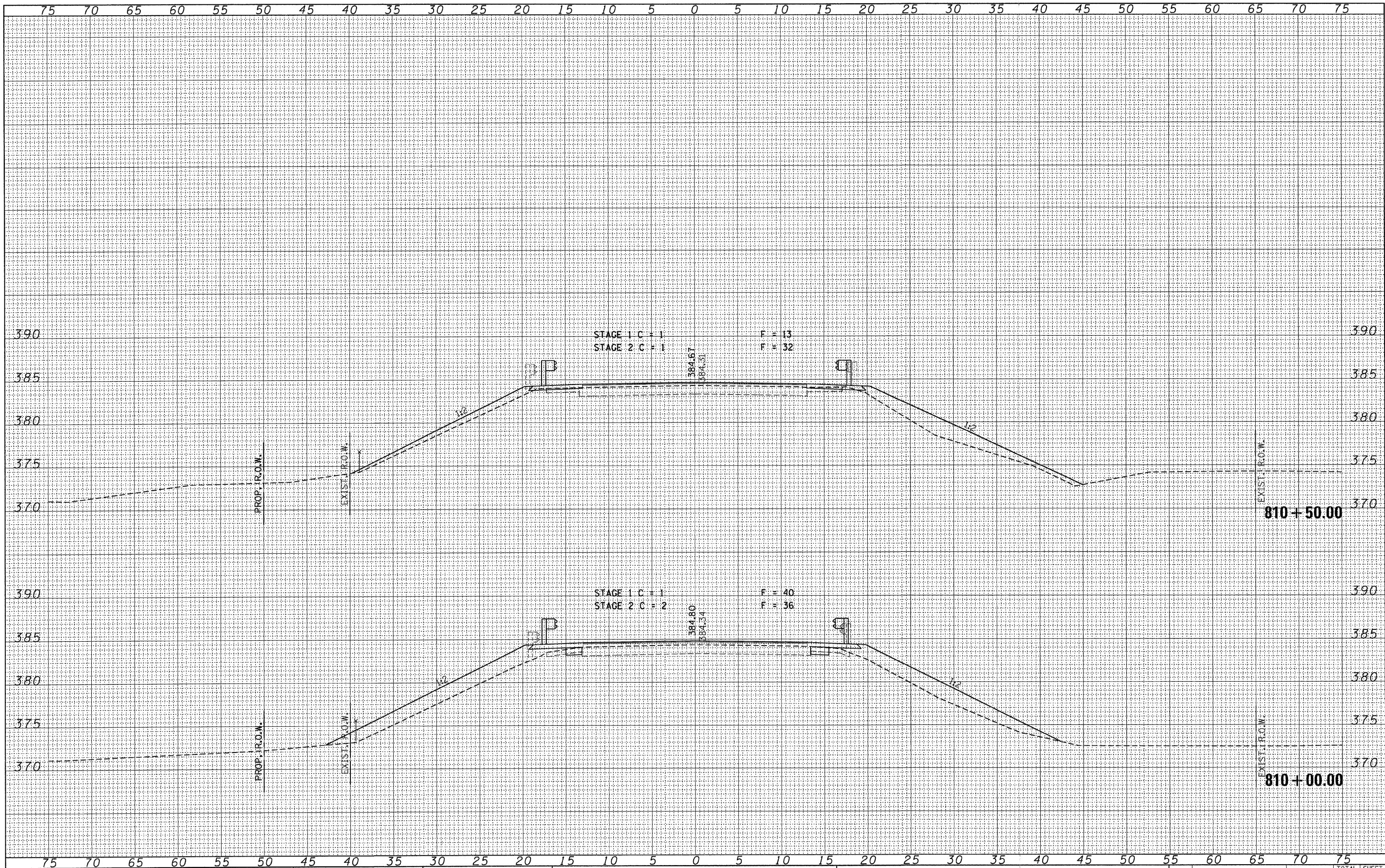
ORIGINAL SURVEY NO.	DATE
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TEMPLATE	
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FILE NAME = 090116-shr-xs.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS U.S. ROUTE 45			F.A.P. 328	SECTION 105B-2	COUNTY WHITE	TOTAL SHEETS 55	SHEET NO. 52
HAMPTON, LENZINI AND RENWICK, INC. 308 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62760	PLOT SCALE =	DRAWN - T.W.K.	REVISED -		SCALE: 5H:5V	SHEET NO. OF SHEETS	STA. 809+50.00 TO STA. 809+75.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 78188		
HLR ILLINOIS PROFESSIONAL DESIGN FIRM L8 / PE / SE CORP. 184.000392	PLOT DATE = 1/5/2011	CHECKED - S.W.M.	REVISED -									
		DATE - 11/08/10	REVISED -									

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

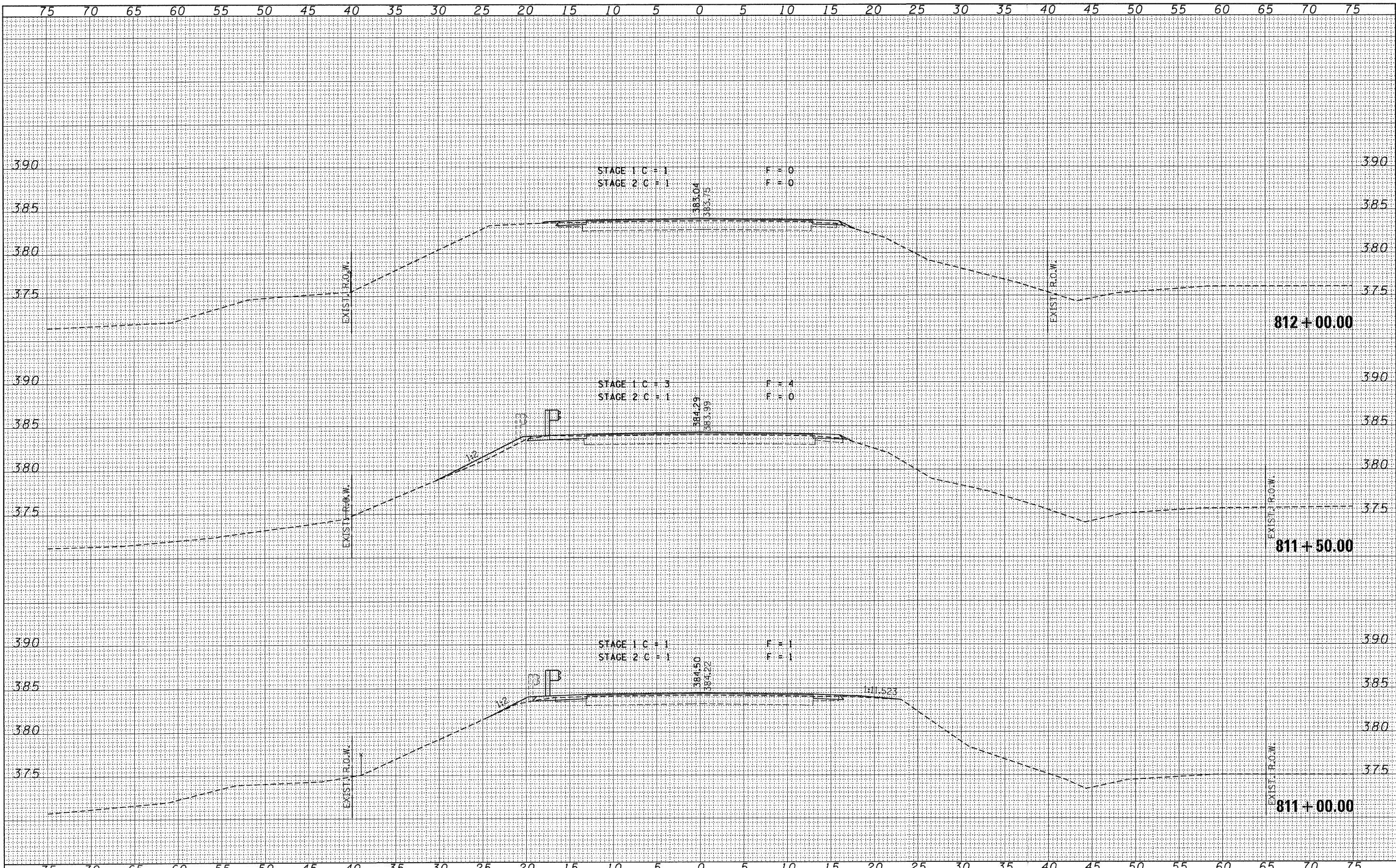
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NOTE BOOK NO.	PLOTTED		
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	AREAS CHECKED		



FILE NAME = 070116-eh-t-xe.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS U.S. ROUTE 45			F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3888 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62763	FLAT SCALE =	DRAWN - T.W.K.	REVISED -		328	105B-2	WHITE	55	53				
HLR ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000659	PLAT DATE = 1/5/2011	CHECKED - S.W.M.	REVISED -		SCALE: 5H:5V			SHEET NO. OF SHEETS			STA. 810+00.00 TO STA. 810+50.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
		DATE - 11/08/10	REVISED -								CONTRACT NO. 78188		

FINAL	DATE
SURVEY	BY
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

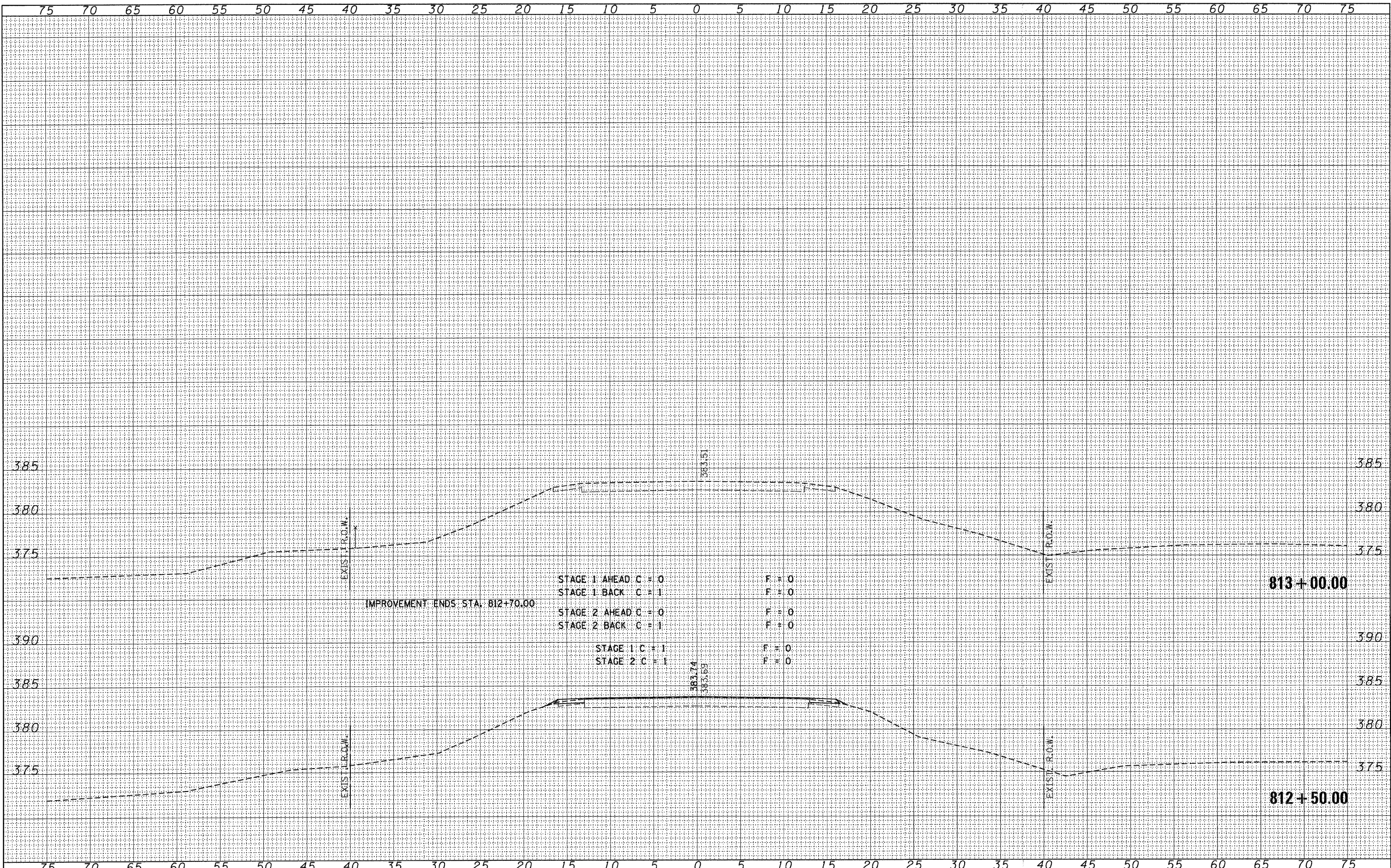
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NO.	



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HAMPTON, LENZINI AND RENWICK, INC. <small>305 S. TEBBON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703</small>	PLOT SCALE =	DRAWN - T.W.K.	REVISED -		SCALE: 5H:5V	SHEET NO.	OF	SHEETS	STA. 811+00.00	TO STA. 812+00.00	328	105B-2	WHITE	55	54
<small>ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184-00000</small>	PLOT DATE = 1/5/2011	CHECKED - S.W.M.	REVISED -		FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 78188							
		DATE - 11/08/10	REVISED -												

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

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



FILE NAME = 092116-shr-xa.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS U.S. ROUTE 45	F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC.	DRAWN - T.W.K.	REVISED -	328			1058-2	WHITE	55	55	
3348 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	CHECKED - S.W.M.	REVISED -	CONTRACT NO. 78188							
ILLINOIS PROFESSIONAL DESIGN FIRM L3 / PE / SE CORP. 164-000893	DATE - 11/08/10	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
SCALE: 5H:5V				SHEET NO. OF SHEETS		STA. 812+50.00 TO STA. 813+00.00				