

06-16-2023 LETTING ITEM 235

STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE

PLANS FOR PROPOSED
SPECIAL BRIDGE PROGRAM

PROJECT 3MEQ(077)
SECTION 15-00018-00-BR
LAWRENCE COUNTY
WABASH CANNONBALL ROAD / MS 7250
PROPOSED STRUCTURE NO. 051-6012
C-97-084-20

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
MS 7250	15-00018-00-BR	LAWRENCE	104	1
FED. ROAD DIST. NO.		ILLINOIS CONTRACT NO. 95901		

INDEX OF SHEETS

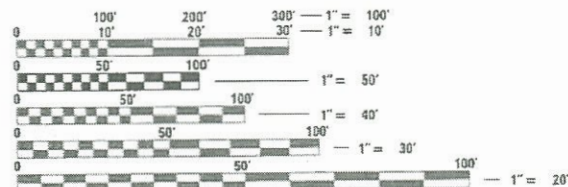
SHEET NO.	DESCRIPTION
1.	COVER SHEET
2.	GENERAL NOTES AND STANDARDS
3.	SUMMARY OF QUANTITIES
4.	TYPICAL CROSS SECTIONS
5.	SCHEDULE OF QUANTITIES
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7.-12.	PLAN AND PROFILE SHEETS
13.	MAINTENANCE OF TRAFFIC
14-17.	EROSION CONTROL
18.-20.	REMOVAL PLAN
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22.	ROADWAY DETAILS
23.	FENCE (SPECIAL) DETAILS
24.	GUARDRAIL AND SHOULDER WIDENING PLAN
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68.-73.	BORINGS
74.-104.	STATION CROSS SECTIONS

SEE SHEET 2 FOR HIGHWAY STANDARDS:

UTILITIES

MARATHON PIPELINE LLC
4801 CAMP GROUND RD
LOUISVILLE, KY 40216
ATTN: DENNIS DURNAL
419-581-0038
DDURNAL@MARATHONPETROLEUM.COM

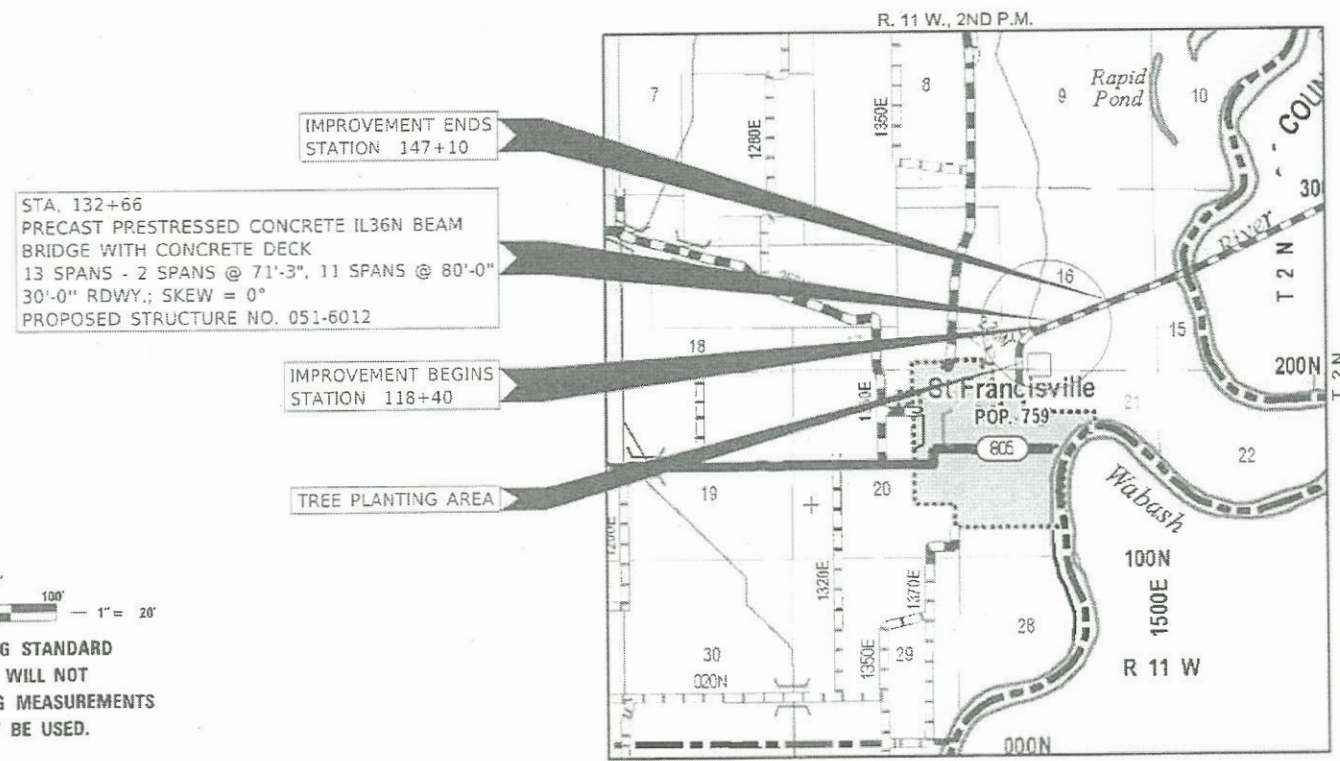
AMEREN ILLINOIS (SOUTH)
ATTN: NATHAN HILL
618-301-5327
NHILL2@AMEREN.COM



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.

FUNCTIONAL CLASSIFICATION: LOCAL ROAD
DESIGN SPEED: 45 MPH
DESIGN TRAFFIC: 800 ADT

CONTRACT NO. 95901 PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS



LOCATION MAP

APPROXIMATE SCALE: 0 1/2 MILE
LENGTH OF SECTION = 2,870 FEET = 0.544 MILES

WARNING
CALL 811 BEFORE YOU DIG
DIG NO: A1711373

CITY OF ST. FRANCISVILLE

APPROVED *[Signature]* 4/26/23
MAYOR

PASSED *[Signature]* 04/13/23
DISTRICT SEVEN ENGINEER OF LOCAL ROADS & STREETS

Releasing For Bid Based on Limited Review
[Signature] 04/13/23
REGION FOUR ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DATE: 01/23/2023

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 000559
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION

PROJECT NUMBER: 16.0023.130 DATE: 01/23/2023

U.S. ARMY CORPS OF ENGINEERS LEVEE SAFETY NOTES

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2023", (HERE IN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE DETAILS IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE DOCUMENTS.
2. ALL CLEARING AND GRUBBING, FENCE REMOVAL, AND REMOVAL OF EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
3. THE LOCATION OF EXISTING GAS MAINS, ELECTRIC POWER LINES, TELEPHONE LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATIONS AND THE BEST INFORMATION AVAILABLE, BUT THE LOCATIONS ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE INDIVIDUAL UTILITY COMPANIES AND BY FIELD INSPECTION.
4. 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 PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
5. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

STONE RIPRAP	1.75 TON / CU YD
AGGREGATE BASE COURSE	2.05 TON/CU YD
HOT MIX ASPHALT	112 LBS/SQ YD./INCH THICKNESS
POROUS GRANULAR EMBANKMENT	2.0 TON/CU YD

BITUMINOUS MATERIALS RATES

SURFACE TYPE	RESIDUAL RATE
AGGREGATE BASE	0.250 LB/SQ FT
MILLED HMA OR PCC (TACK COAT)	0.050 LB/SQ FT
EXISTING PAVEMENT (TACK COAT)	0.050 LB/SQ FT
TACK COAT (BETWEEN LIFTS)	0.025 LB/SQ FT

6. THE AREA TO BE SEEDED SHALL CONSIST OF ALL DISTURBED EARTH SURFACES WITHIN THE RIGHT OF WAY AS DIRECTED BY THE ENGINEER.

ESTIMATED QUANTITY: SEEDING, CLASS 2 = 3.75 ACRES
SEEDING, CLASS 4B = 2.75 ACRES

7. COMMITMENTS:

1) TREES SHALL NOT BE CLEARED FROM APRIL 1 TO SEPTEMBER 30.

THE EMBANKMENT FROM STA. 118+40 TO STA. 128+28 AND THE ROADWAY EXTENDING NORTH FROM STATION 128+28 ARE PART OF THE ENGLAND POND LEVEE SYSTEM. THE FOLLOWING ADDITIONAL MANAGEMENT PRACTICES ARE REQUIRED WHEN WORKING IN THIS AREA. THE COST OF COMPLYING WITH THESE PROVISIONS IS INCLUDED IN THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

1. NO MATERIAL OR EQUIPMENT MAY BE STOCKPILED OR STORED ON THE LEVEE EMBANKMENT.
2. THE CONTRACTOR SHALL PROOF ROLL THE LEVEE CROWN AND ROAD EMBANKMENT FROM STA 118+40 TO 126+28 BEFORE ANY AGGREGATE STONE IS PLACED. PROOF ROLLING MAY NOT BE PERFORMED WITH A TRI-AXLE.
3. THE CONTACTOR SHALL TAKE DIGITAL PICTURES OF BEFORE, DURING, AND AFTER CONDITIONS OF THE LEVEE EMBANKMENT AND SUBMIT THESE PHOTOS TO THE LEVEE SPONSOR AND THE USACE WITHIN 30 DAYS OF COMPLETION OF THE APPROVED PROJECT.
4. THE CONTRACTOR SHALL COMPLETE AS-BUILT DRAWINGS OF ALL FEATURES CONSTRUCTED WITHIN 50 FEET OF THE LEVEE CENTERLINE AND SUBMIT THEM TO THE LEVEE SPONSOR AND THE USACE WITHIN 30 DAYS OF COMPLETION OF THE APPROVED PROJECT.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE EXISTING LEVEE DUE TO CONSTRUCTION. DAMAGES SHALL BE REPAIRED BY THE CONTRACTOR AT THEIR EXPENSE. IF DAMAGES OCCUR, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE LEVEE SPONSOR.
6. THE CONTRACTOR SHALL PROVIDE NOTICE TO USACE AT LEAST ONE WEEK PRIOR TO CONSTRUCTION NEAR THE LEVEE AREA TO ALLOW A USACE REPRESENTATIVE THE OPTION TO BE ON SITE.
7. ANY MODIFICATION TO THE APPROVED PLANS DEEMED NECESSARY DURING CONSTRUCTION MAY REQUIRE ADDITIONAL TECHNICAL REVIEW AND APPROVAL BY THE USACE PRIOR TO CONTINUING CONSTRUCTION. THE CONTRACTOR SHALL CONSULT THE USACE LEVEE SAFETY AREA POINT OF CONTACT TO DETERMINE IF THIS REVIEW IS NECESSARY.
8. ANY TREE REMOVAL WITHIN 15' OF THE LEVEE INCLUDING THE ROAD EMBANKMENT FROM STA 118+40 TO STA 126+28 MUST BE COMPLETED IN ACCORDANCE WITH THE "STANDARD OPERATING PROCEDURE FOR TREE REMOVAL, ROOT BALLS, AND SEEDING GUIDANCE" INLCUDED IN THE CONTRACT SPECIAL PROVISIONS.

USACE LEVEE SAFETY POINT OF CONTACT:
TORI LASLEY
US ARMY CORPS OF ENGINEERS
LOUISVILLE DISTRICT
VICTORIA.L.LASLEY@USACE.ARMY.MIL
502-315-6399.

LEVEE SPONSOR:
ENGLAND POND DRAINAGE DISTRCT
DEREK MCCULLOUGH
GOSNELL, BORDEN, ENLOE, SLOSS & MCCULLOUGH, LTD.
DEREK@GBESLAW.COM
618-943-2338

HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
515001-04	NAMEPLATE FOR BRIDGES
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAIN
630001-12	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631032-10	TRAFFIC BARRIER TERMINAL, TYPE 6A
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5m) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701901-08	TRAFFIC CONTROL DEVICES
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES; FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

LOCATIONS(S)	WABASH CANNONBALL ROAD	WABASH CANNONBALL ROAD
MIXTURE USE(S):	HOT-MIX ASPHALT SURFACE COURSE	HOT-MIX ASPHALT BINDER COURSE
PG:	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4% @ 50 Gyr.	4% @ 50 Gyr.
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 9.5	IL 19.0
FRICTION AGGREGATE:	MIXTURE C	NONE
MIXTURE WEIGHT:	112 LBS / SY / INCH THICKNESS	112 LBS / SY / INCH THICKNESS
QUALITY MANAGEMENT PROGRAM	QC/QA	QC/QA
SUBLOT SIZE	NA	NA
DENSITY TESTING METHOD	LR 1030 / CORES	LR 1030 / CORES
MATERIAL TRANSFER DEVICE	NO	NO

SUMMARY OF QUANTITIES			
CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY CONSTRUCTION TYPE CODE 0010
20100500	TREE REMOVAL, ACRES	ACRE	4
20101000	TEMPORARY FENCE	FOOT	1010
20101700	SUPPLEMENTAL WATERING	UNIT	300
20200100	EARTH EXCAVATION	CU YD	1455
20300100	CHANNEL EXCAVATION	CU YD	95
20400800	FURNISHED EXCAVATION	CU YD	24435
25000200	SEEDING, CLASS 2	ACRE	3.75
25000314	SEEDING, CLASS 4B	ACRE	2.75
25000350	SEEDING, CLASS 7	ACRE	5.75
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	321
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	321
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	321
25000700	AGRICULTURAL GROUND LIMESTONE	TON	7.25
25100115	MULCH, METHOD 2	ACRE	7.25
25100630	EROSION CONTROL BLANKET	SQ YD	17239
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	713
28000400	PERIMETER EROSION BARRIER	FOOT	4830
28100207	STONE RIPRAP, CLASS A4	TON	1225
28200200	FILTER FABRIC	SQ YD	1065
35101400	AGGREGATE BASE COURSE, TYPE B	TON	1347
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	6496
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	970
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	156
40600990	TEMPORARY RAMP	SQ YD	24
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	739
40604050	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	TON	365
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	66
44000100	PAVEMENT REMOVAL	SQ YD	2358
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	1759
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	544
50300225	CONCRETE STRUCTURES	CU YD	918.6
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1012.9
50300260	BRIDGE DECK GROOVING	SQ YD	3363
50300300	PROTECTIVE COAT	SQ YD	3956
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	87.9
50401315	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, IL36N	FOOT	5059
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	486560
50800530	MECHANICAL SPLICERS	EACH	112
50901050	STEEL RAILING, TYPE 5M	FOOT	2117
51201800	FURNISHING STEEL PILES HP14X73	FOOT	620
51202000	FURNISHING STEEL PILES HP14X102	FOOT	1219
51202100	FURNISHING STEEL PILES HP14X117	FOOT	2436

* SPECIALTY ITEMS

SUMMARY OF QUANTITIES			
CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY CONSTRUCTION TYPE CODE 0010
51202305	DRIVING PILES	FOOT	4275
51203800	TEST PILE STEEL HP14X73	EACH	2
51204000	TEST PILE STEEL HP14X102	EACH	2
51204100	TEST PILE STEEL HP14X117	EACH	10
51204650	PILE SHOES	EACH	150
51500100	NAME PLATES	EACH	1
52000212	FINGER PLATE EXPANSION JOINT, 4"	FOOT	60
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	40
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	40
52100030	ELASTOMERIC BEARING ASSEMBLY, TYPE III	EACH	30
52100520	ANCHOR BOLTS, 1"	EACH	220
52100560	ANCHOR BOLTS, 2"	EACH	40
52200010	TEMPORARY SHEET PILING	SQ FT	6860
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	91
58700300	CONCRETE SEALER	SQ FT	1136
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	44
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	130
63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	75
63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4
67100100	MOBILIZATION	L SUM	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	288
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	96
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	6460
72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4
78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	6460
78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	32
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	2154
A2006821	TREE, QUERCUS LYRATA (OVERCUP OAK), CONTAINER GROWN, 3-GALLON	EACH	116
A2016820	TREE, QUERCUS SHUMARDII (SHUMARD OAK), CONTAINER GROWN, 3-GALLON	EACH	116
A2C021G3	TREE, CARYA LACINIOSA (SHELLBARK HICKORY), CONTAINER GROWN, 3-GALLON	EACH	116
A2C022G3	TREE, CARYA ILLINOENSIS (PECAN), CONTAINER GROWN, 3-GALLON	EACH	116
A2C050G3	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), CONTAINER GROWN, 3-GALLON	EACH	116
A2C056G3	TREE, QUERCUS MACROCARPA (BURR OAK), CONTAINER GROWN, 3-GALLON	EACH	116
A2C060G3	TREE, QUERCUS PALUSTRIS (PIN OAK), CONTAINER GROWN, 3-GALLON	EACH	116
A2C070G3	TREE, TAXODIUM DISTICHUM (BALD CYPRESS), CONTAINER GROWN, 3-GALLON	EACH	116
K1003660	MOWING CYCLES	EACH	4
X0900024	TEMPORARY WETLAND CROSSING DEVICE	L SUM	1
X2200003	FENCE (SPECIAL)	FOOT	995
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1
Z0013798	CONSTRUCTION LAYOUT	L SUM	1
XX006570	TREES (SPECIAL)	EACH	232

* SPECIALTY ITEMS

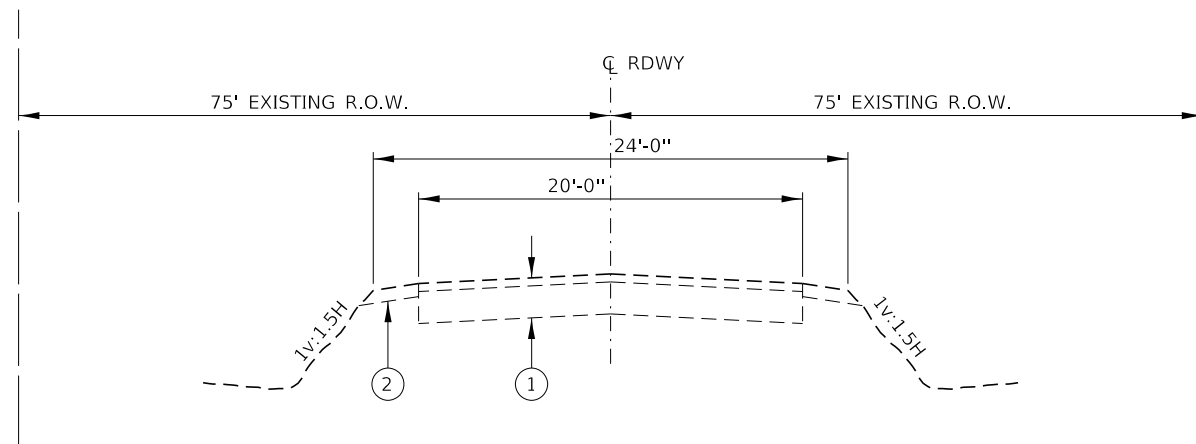
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	PLOT DATE = 1/18/2022	CHECKED = S.W.M.	REVISED =
		DATE = 01/18/2022	REVISED =

STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE

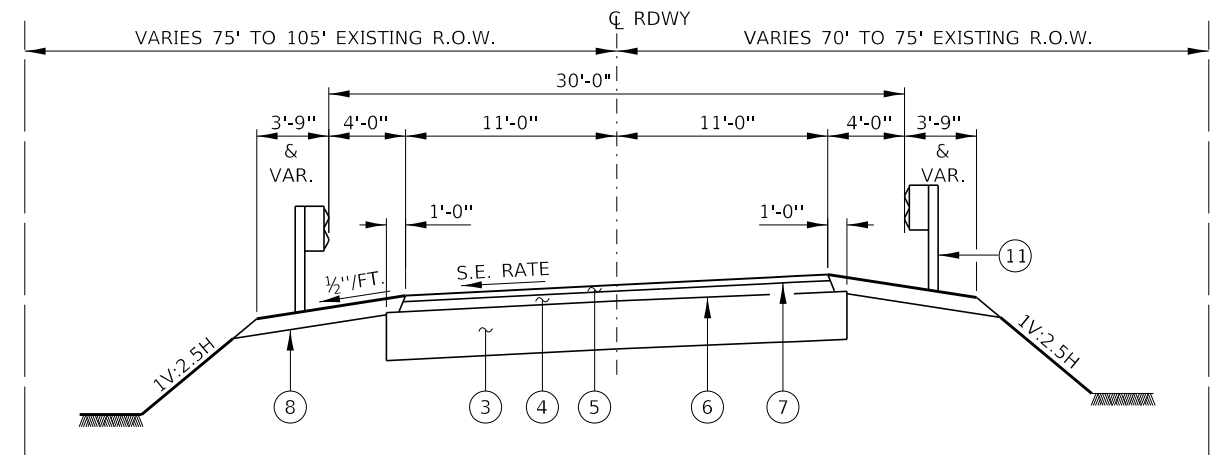
SUMMARY OF QUANTITIES

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

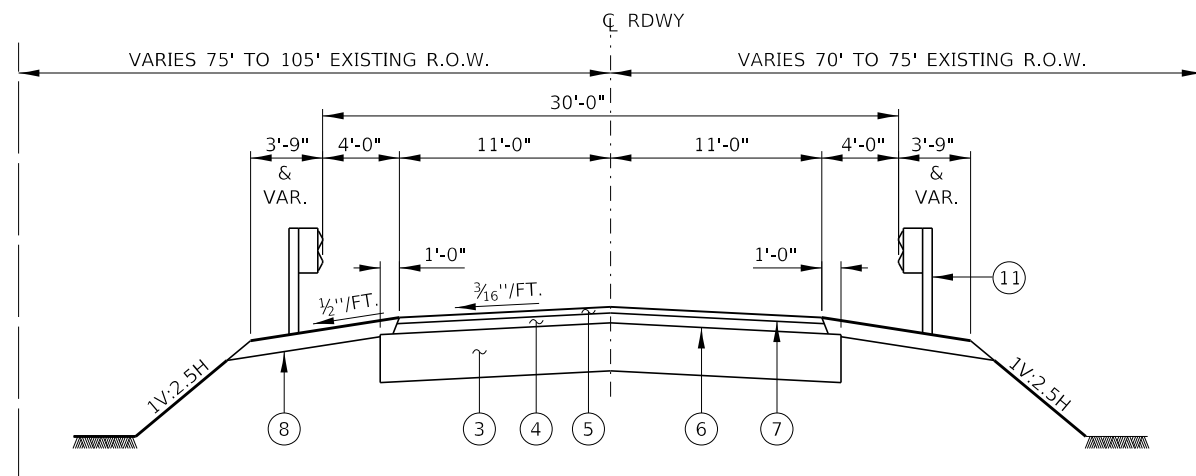
MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	3
ILLINOIS FED. AID PROJECT 3MEQ(077)			CONTRACT NO. 95901	



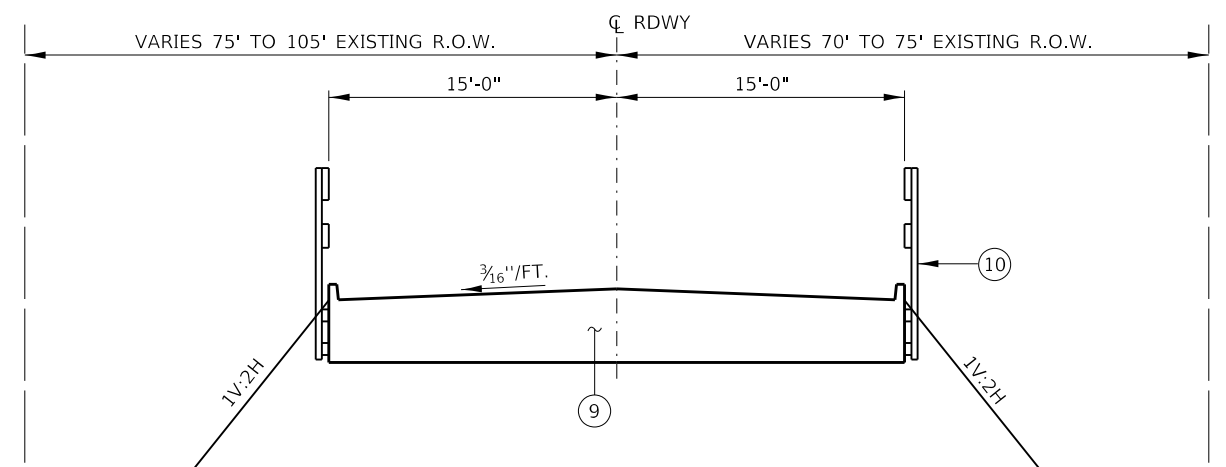
EXISTING TYPICAL CROSS SECTION
STA. 118+40 TO STA. 147+10



PROPOSED SUPERELEVATION CROSS SECTION
STA. 118+42 TO STA. 127+03.40
STA. 138+45 TO STA. 147+06.40



PROPOSED TYPICAL CROSS SECTION
STA. 118+40 TO STA. 118+42
STA. 127+03.40 TO STA. 127+21.92
STA. 138+10.08 TO STA. 138+45
STA. 147+06.40 TO STA. 147+10



PROPOSED BRIDGE APPROACH SLAB CROSS SECTION
STA. 127+21.92 TO STA. 127+51.92
STA. 137+80.08 TO STA. 138+10.08

TRANSITIONS FROM THE PROPOSED ROADWAY TO THE EXISTING ROADWAY ARE TO BE CONSTRUCTED FROM STA. 118+40 TO 118+90 AND STA. 146+60 TO 147+10.

LEGEND

- ① EXISTING 5" HMA PAVEMENT ON 6" AGGREGATE BASE
- ② EXISTING AGGREGATE SHOULDER
- ③ AGGREGATE BASE COURSE TYPE B, 8"
- ④ HOT-MIX ASPHALT BINDER COURSE, IL 19.0 N50 (THICKNESS 3 1/4")
- ⑤ HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50 (THICKNESS 1 1/2")
- ⑥ BITUMINOUS MATERIALS (PRIME COAT)
- ⑦ BITUMINOUS MATERIALS (TACK COAT)
- ⑧ AGGREGATE SHOULDERS, 6"
- ⑨ BRIDGE APPROACH SLAB
- ⑩ TRAFFIC BARRIER TERMINAL TY 6A
- ⑪ STEEL PLATE BEAM GUARDRAIL, TYPE A, 6FOOT POSTS AND TBT TY1 (SPL) TANGENT

S.E. RATE TABLE		
STATION	LEFT	RIGHT
118+42.00	-0.0156	-0.0156
118+73.70	0.0000	-0.0156
119+05.40	0.0156	-0.0156
119+14.40	0.0200	-0.0200
122+31.87	0.0200	-0.0200
122+72.57	0.0000	0.0000
123+13.27	-0.0200	0.0200
126+31.00	-0.0200	0.0200
126+40.00	-0.0156	0.0156
126+71.70	-0.0156	0.0000
127+03.40	-0.0156	-0.0156
BRIDGE		
138+45.00	-0.0156	-0.0156
138+76.70	-0.0156	0.0000
139+08.40	-0.0156	0.0156
139+17.40	-0.0200	0.0200
142+34.94	-0.0200	0.0200
142+75.64	0.0000	0.0000
143+16.34	0.0200	-0.0200
146+34.00	0.0200	-0.0200
146+43.00	0.0156	-0.0156
146+74.70	0.0000	-0.0156
147+06.40	-0.0156	-0.0156

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HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	DRAWN - T.W.K.	REVISED -
PLOT DATE = 1/23/2023	DATE - 01/23/2023	CHECKED - S.W.M.	REVISED -

STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE

TYPICAL CROSS SECTIONS

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	4
CONTRACT NO. 95901				
ILLINOIS FED. AID PROJECT 3MEQ(077)				

ROADWAY SCHEDULE										
LOCATION	AGGREGATE BASE COURSE TYPE B	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT	TEMPORARY RAMP	HOT-MIX ASPHALT BINDER CSE IL 19.0 N50 (3.25")	HOT-MIX ASPHALT SURFACE CSE IL-9.5, MIX "C", N50 (1.5")	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	PAVEMENT REMOVAL	AGGREGATE SHOULDERS TYPE B 6"
	35101400	40600275	40600290	40600982	40600990	40603080	40604050	42000070	44000100	48101500
WABASH CANNONBALL ROAD	TON	POUND	POUND	SQ YD	SQ YD	TON	TON	SQ YD	SQ YD	SQ YD
LT. STA. 118+40 TO STA. 127+51.42										425
STA. 118+40 TO STA. 127+21.92	667	3482	480	89	12	367	181	33	1,137	
RT. STA. 118+40 TO STA. 127+51.42										443
LT. STA. 137+80.08 TO STA. 147+10										453
STA. 138+10.08 TO STA. 147+10	680	3014	490	67	12	372	184	33	1,221	
RT. STA. 137+80.08 TO STA. 147+10										438
TOTAL	1347	6496	970	156	24	739	365	66	2358	1759

20100500 TREE REMOVAL, ACRES	
LOCATION	ACRE
WABASH CANNONBALL ROAD	
LT. STA. 118+40 TO LT. STA. 127+30	0.34
LT. STA. 138+09 TOLT. STA. 147+10	0.17
CL. STA. 127+30 TO CL. STA. 138+09	1.29
RT. STA. 118+40 TO RT. STA. 127+30	1.18
RT. STA. 138+09 TO RT. STA. 147+10	0.80
TOTAL	3.78
USE	4.0

EROSION CONTROL AND SEEDING SCHEDULE												
LOCATION	TEMPORARY FENCE	SEEDING, CLASS 2	SEEDING, CLASS 4B	SEEDING, CLASS 7	NITROGEN FERTILIZER NUTRIENT*	PHOSPHOROUS FERTILIZER NUTRIENT*	POTASSIUM FERTILIZER NUTRIENT*	AGRICULTURAL GROUND LIMESTONE	MULCH, METHOD 2	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING**	PERIMETER EROSION BARRIER
	20101000	25000200	25000314	25000350	25000400	25000500	25000600	25000700	25100115	25100630	28000250	28000400
WABASH CANNONBALL ROAD	FOOT	ACRE	ACRE	ACRE	POUND	POUND	POUND	TON	ACRE	SQ YD	POUND	FOOT
LT. STA. 118+40 TO LT. STA. 127+30		0.92			83	83	83	1.8	1.8	4450	184	905
LT. STA. 138+09 TO LT. STA. 147+10		0.80			72	72	72	1.6	1.6	3866	160	901
CL. STA. 127+30 TO CL. STA. 138+09	1010		2.75									1079
RT. STA. 118+40 TO RT. STA. 127+30		0.90			81	81	81	1.8	1.8	4376	181	960
RT. STA. 138+09 TO RT. STA. 147+10		0.94			85	85	85	1.9	1.9	4547	188	985
TREE PLANTING AREA				5.75								
TOTAL	1010	3.56	2.75	5.75	321	321	321	7.1	7.1	17239	713	4830
USE	1010	3.75	2.75	5.75	321	321	321	7.25	7.25	17239	713	4830

* 90 LBS/ACRE EACH

** 100 LBS/ACRE FOR 2 APPLICATIONS

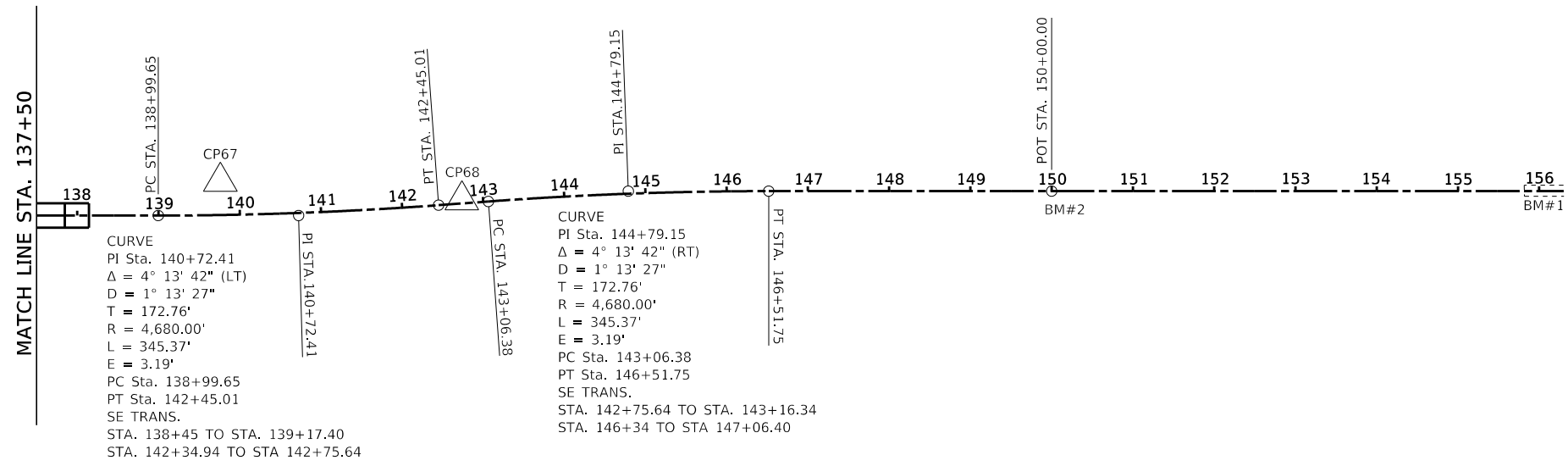
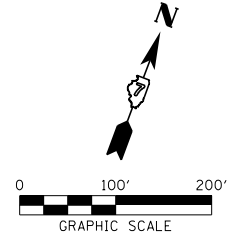
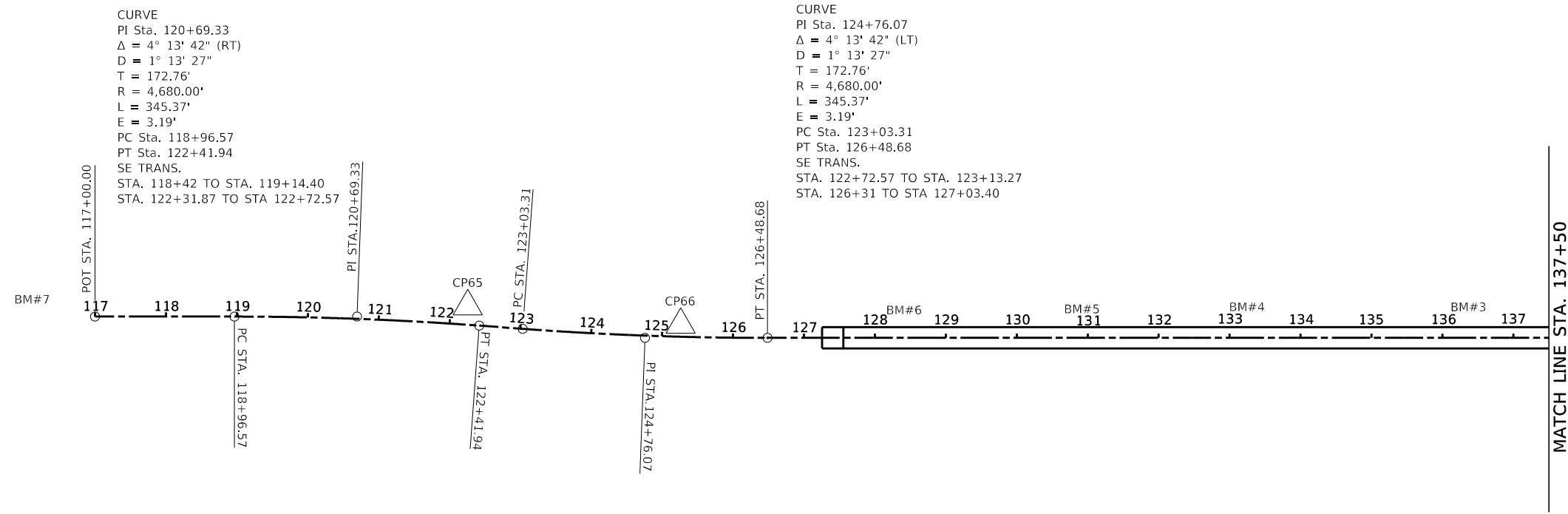
PAVEMENT MARKING SCHEDULE							
LOCATION	SHORT TERM PAVEMENT MARKING	SHORT TERM PAVEMENT MARKING REMOVAL	TEMPORARY PAVEMENT MARKING - LINE 4"		MODIFIED URETHANE PAVEMENT MARKING - LINE 4"		PAVEMENT MARKING REMOVAL - WATER BLASTING
			SOLID WHITE EDGE LINE	SKIP-DASH YELLOW CENTERLINE	SOLID WHITE EDGE LINE	SKIP-DASH YELLOW CENTERLINE	
			70300100	70300150	70300221	78009004	
WABASH CANNONBALL ROAD	FOOT	SQ FT	FOOT	FOOT	FOOT	FOOT	SQ FT
LT. STA. 118+40 TO STA. 147+10			2,870		2,870		957
CL STA. 118+40 TO STA. 147+10	288	96		720		720	240
RT. STA. 118+40 TO STA. 147+10			2,870		2,870		957
SUBTOTAL	288	96	5740	720	5740	720	2154
TOTAL	288	96	6460	720	6460	720	2154

X2200003 FENCE SPECIAL	
LOCATION	FOOT
WABASH CANNONBALL ROAD	
LT. STA. 126+75 TO LT. STA. 127+30	85
LT. STA. 138+10 TO LT. STA. 147+10	910
TOTAL	995

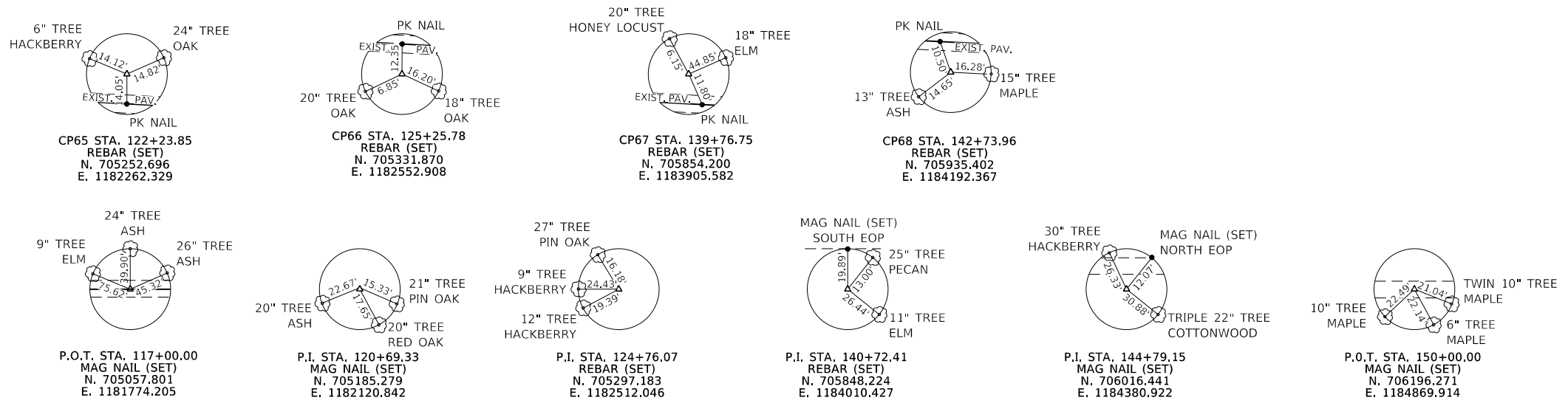
GUARDRAIL SCHEDULE										
LOCATION	STEEL PLATE BEAM GUARDRAIL	TRAFFIC BARRIER TERMINAL TYPE 6A	TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL TANGENT	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL REFLECTORS, TYPE A					
						63000001	63100087	63100167	72501000	78200005
						FOOT	EACH	EACH	EACH	EACH
WABASH CANNONBALL ROAD										
LT. STA. 126+61.92 TO STA. 139+07.58	37.5	2	2	2	16					
RT. STA. 126+24.58 TO STA. 138+70.08	37.5	2	2	2	16					
TOTAL	75	4	4	4	32					

EARTHWORK SCHEDULE											
LOCATION	EARTH EXCAVATION	CHANNEL EXCAVATION	SHRINKAGE FACTOR	PERCENT USED	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT REQUIRED	EARTHWORK BALANCE				
								CU YD	CU YD	CU YD	CU YD
								20200100	20300100		
WABASH CANNONBALL ROAD											
STA. 118+40 TO STA. 127+55	781		25%	100%	586	14037	-13451				
STA. 138+15 TO STA. 147+10	670		25%	100%	503	11537	-11034				
CHANNEL EXCAVATION		95	25%	70%	50		50				
TOTAL	1451	95			1139	25574	-24435				
USE	1455	95					24435				

FURNISHED EXCAVATION 24435 CU YD



CONTROL AND ALIGNMENT TIES



BENCHMARKS

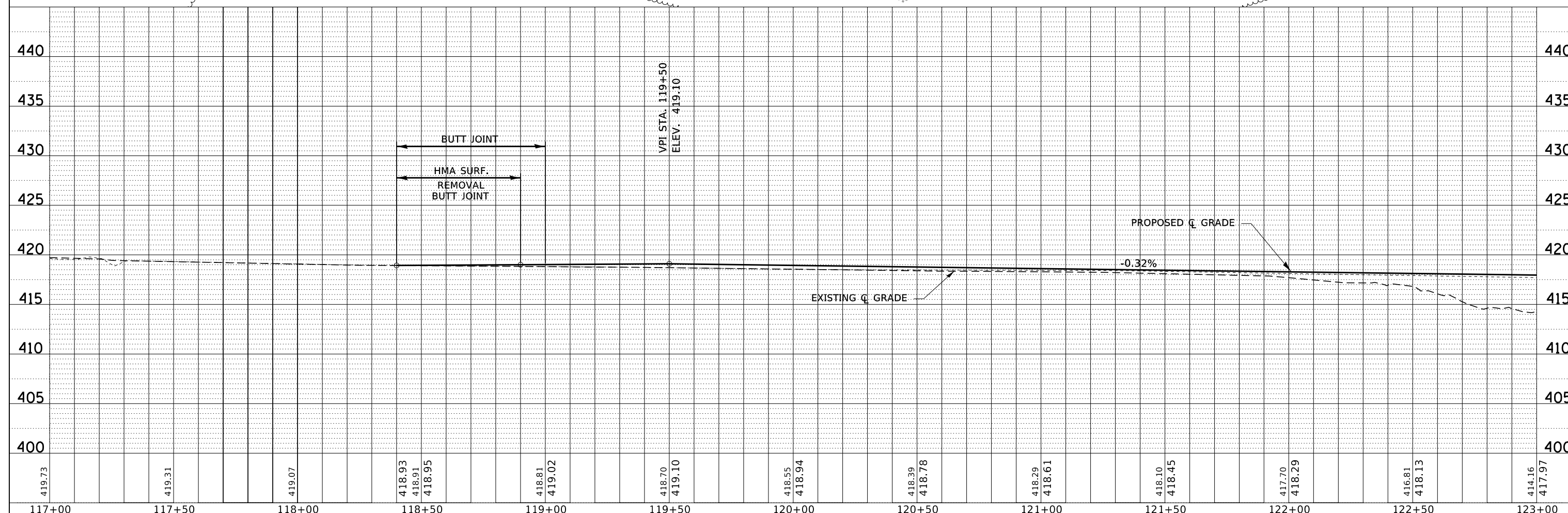
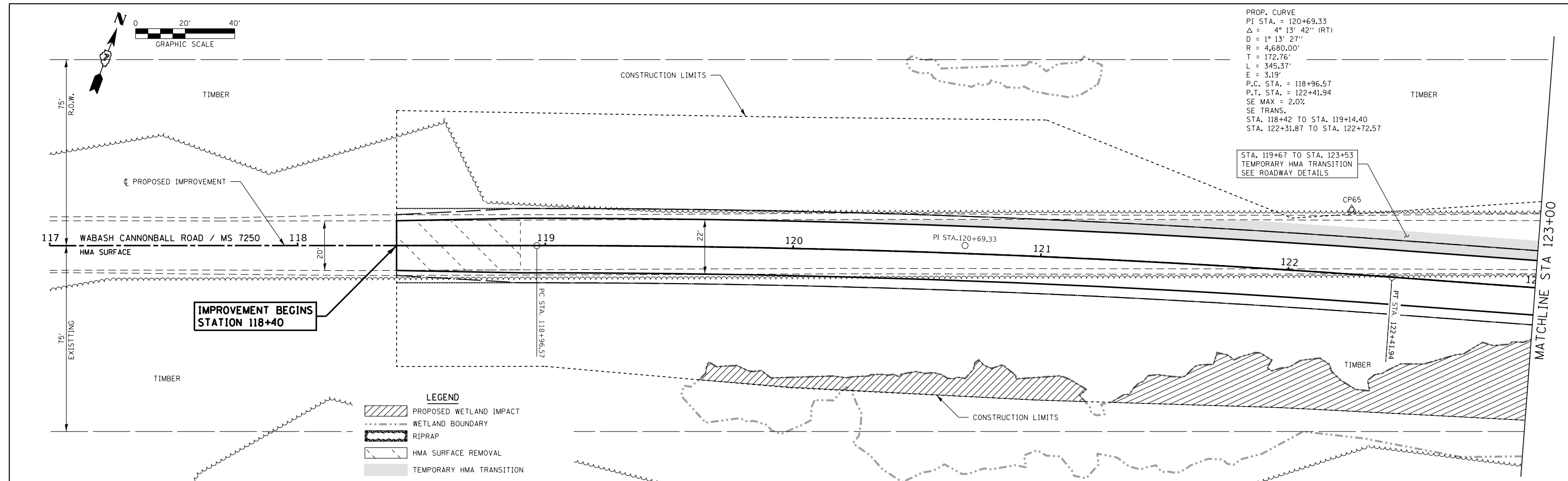
- BM#1-S.E. COR. OF W. ABUTMENT, WABASH RIVER BRIDGE
8' RT. STA. 155+82
ELEV. = 419.15
- BM#2-SET BENCH NAIL IN TWIN MAPLE TREE
17' RT. STA. 150+12
ELEV. = 415.81
- BM#3-SET BENCH NAIL IN S. SIDE OF S. PILE OF EXISTING BRIDGE
26' LT. STA. 136+24
ELEV. = 406.52
- BM#4-SET BENCH NAIL IN S. SIDE OF S. PILE OF EXISTING BRIDGE
25' LT. STA. 133+10
ELEV. = 405.30
- BM#5-SET BENCH NAIL IN S. SIDE OF S. PILE OF EXISTING BRIDGE
25' LT. STA. 130+93
ELEV. = 406.60
- BM#6-SET BENCH NAIL IN S. SIDE OF S. PILE OF EXISTING BRIDGE
25' LT. STA. 128+34
ELEV. = 406.16
- BM#7-SET BENCH NAIL 30" SYCAMORE TREE
26' LT. STA. 116+07
ELEV. = 414.30

FILE NAME = 160023-shr-117-3es.dgn HAMPTON, LENZINI AND RENWICK, INC. <small>3066 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959</small>	USER NAME = gmetcaif	DESIGNED - J.W.F.	REVISED -	STATE OF ILLINOIS CITY OF ST. FRANCISVILLE	ALIGNMENTS, TIES AND BENCHMARKS	MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = \$SCALES	CHECKED - S.W.M.	REVISED -			7250	15-00018-00-BR	LAWRENCE	104	6
	PLOT DATE = 1/23/2023	DATE - 01/23/2023	REVISED -			CONTRACT NO. 95901			ILLINOIS	FED. AID PROJECT 3MEQ(077)
	SCALE: 1" = 100'		SHEET NO. 1 OF 1 SHEETS			STA. TO STA.				

DATE	
BY	
REVIEWED	
PLANNED	
ALIGNED	
CHECKED	
NO. _____	
NOTE BOOK	
NO. _____	
FILE NAME	

DATE	
BY	
REVIEWED	
PLANNED	
GRADES CHECKED	
STRUCTURE NOTATING CHECKED	
NO. _____	
NOTE BOOK	
NO. _____	
FILE NAME	

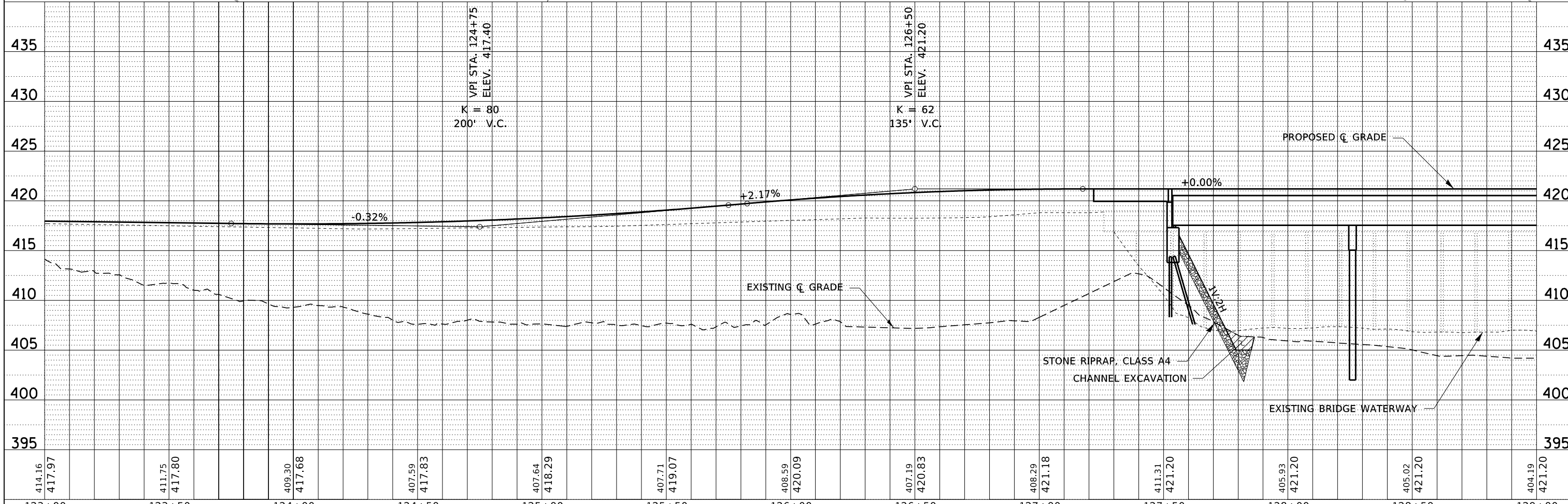
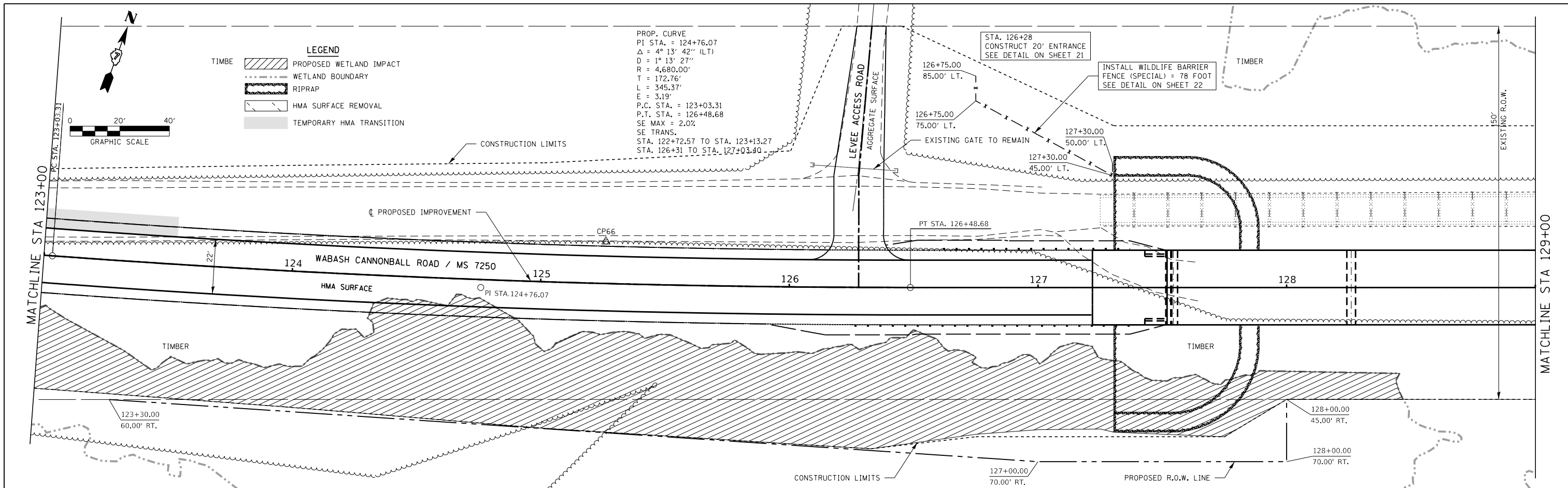
PROP. CURVE
 PI STA. = 120+69.33
 $\Delta = 4^\circ 13' 42''$ (RT)
 $D = 1^\circ 13' 27''$
 $R = 4,680.00'$
 $T = 172.76'$
 $L = 345.37'$
 $E = 3.19'$
 P.C. STA. = 118+96.57
 P.T. STA. = 122+41.94
 SE MAX = 2.0%
 SE TRANS.
 STA. 118+42 TO STA. 119+14.40
 STA. 122+31.87 TO STA. 122+72.57



FILE NAME = 160023-shl-pnprf-A#2_3.dgn	USER NAME = gmetcaif	DESIGNED - J.W.F.	REVISED -	STATE OF ILLINOIS CITY OF ST. FRANCISVILLE	PLAN & PROFILE WABASH CANNONBALL ROAD	MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC.	DRAWN - L.G.C.	REVISED -	7250			15-00018-00-BR	LAWRENCE	104	7	
3065 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	CHECKED - S.W.M.	REVISED -	CONTRACT NO. 95901							
PLOT SCALE = \$SCALE\$	DATE - 01/23/2023	REVISED -	ILLINOIS FED. AID PROJECT 3MEQ(077)							
PLOT DATE = 1/23/2023				SCALE: 20H:5V	SHEET NO. 1 OF 6 SHEETS	STA. 117+00.00 TO STA. 123+00.00				

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

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

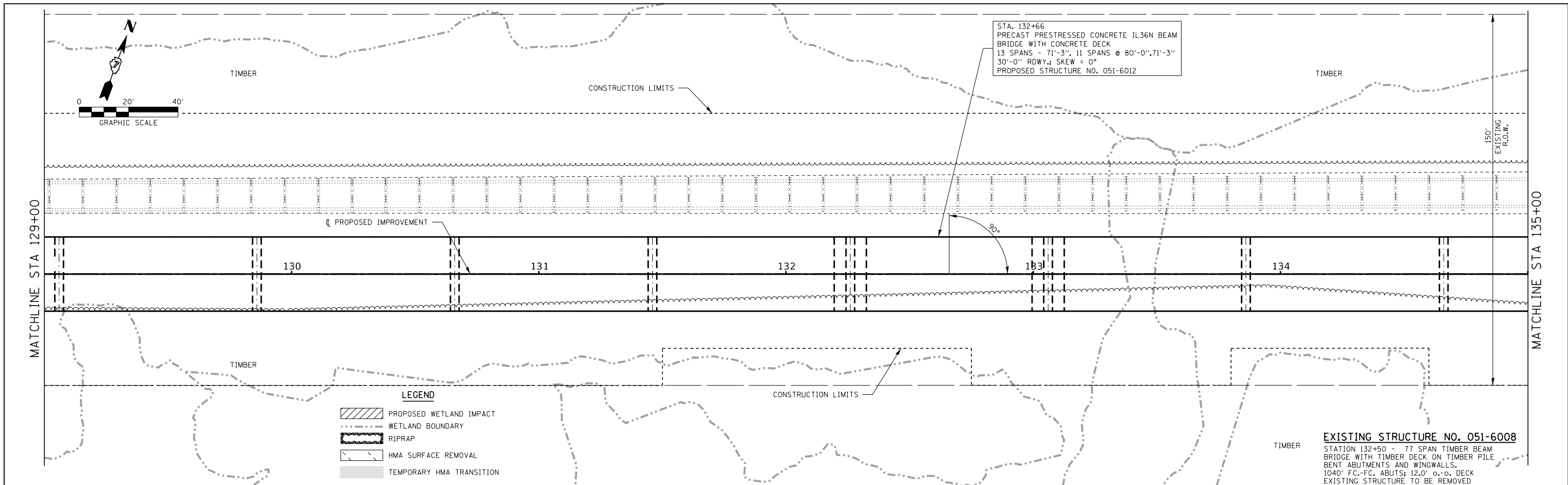


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HAMPTON, LENZINI AND RENWICK, INC.	3065 STEVENSON DRIVE, SUITE 201	DRAWN - L.G.C.	REVISED -			7250	15-00018-00-BR	LAWRENCE	104	8	
3065 STEVENSON DRIVE, SUITE 201	SPRINGFIELD, ILLINOIS 62703	CHECKED - S.W.M.	REVISED -			CONTRACT NO. 95901					
ILLINOIS PROFESSIONAL DESIGN FIRM	LS / PE / SE CORP. 184.000959	DATE - 01/23/2023	REVISED -			ILLINOIS FED. AID PROJECT 3MEQ(077)					

SCALE: 20H:5V SHEET NO. 2 OF 6 SHEETS STA. 123+00.00 TO STA. 129+00.00

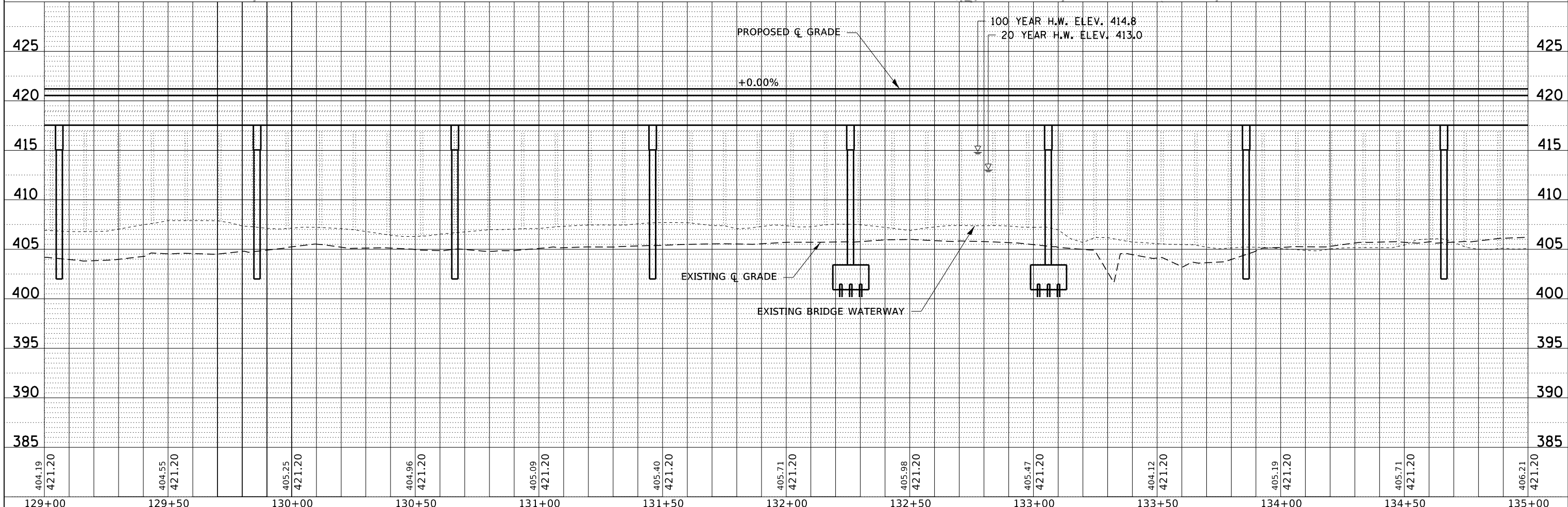
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	PLOTTED	
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NOTE BOOK NO.	FILE NAME	

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



LEGEND

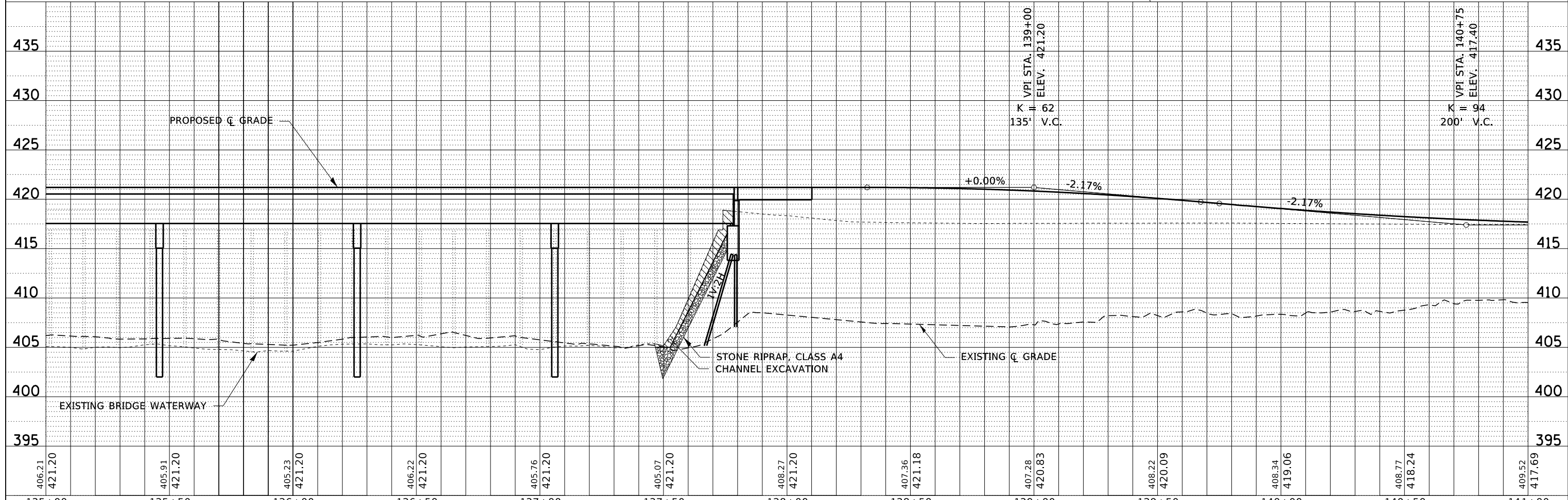
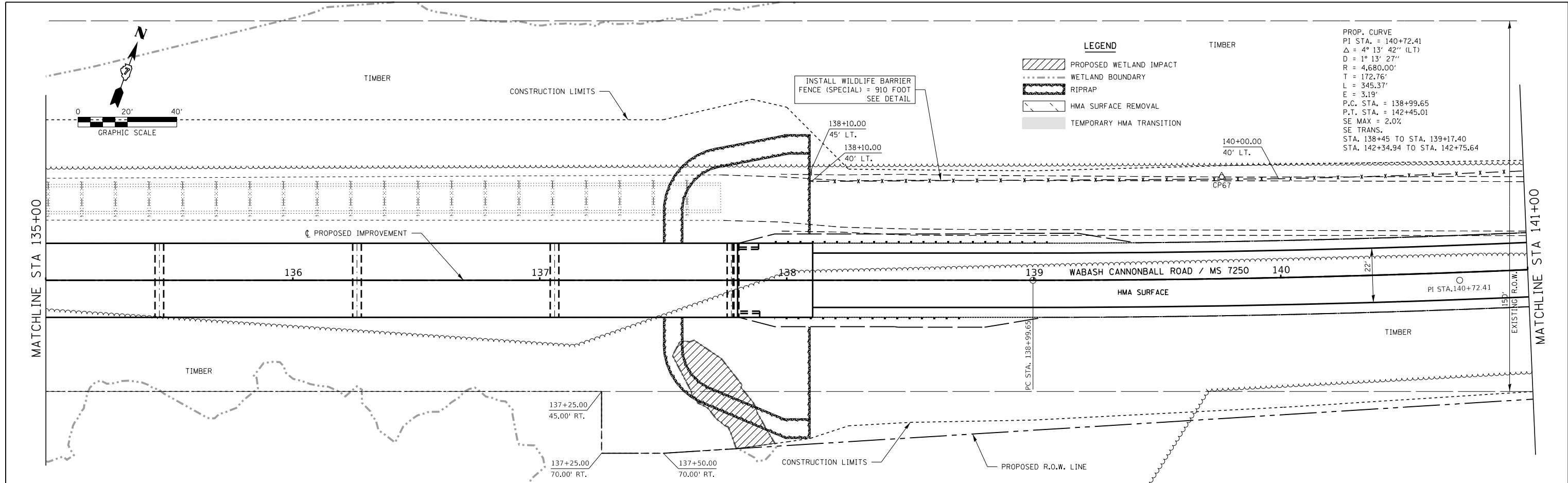
	PROPOSED WETLAND IMPACT
	WETLAND BOUNDARY
	RIPRAP
	HMA SURFACE REMOVAL
	TEMPORARY HMA TRANSITION



FILE NAME = 160023-shp-plnprf-AE2_3.dgn	USER NAME = gmetcaif	DESIGNED - J.W.F.	REVISED -	<p align="center">STATE OF ILLINOIS CITY OF ST. FRANCISVILLE</p> <p align="center">PLAN & PROFILE WABASH CANNONBALL ROAD</p>	MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3065 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		DRAWN - T.W.K.	REVISED -		7250	15-00018-00-BR	LAWRENCE	104	9
PLOT SCALE = \$SCALE\$	CHECKED - S.W.M.	REVISED -			CONTRACT NO. 95901				
PLOT DATE = 1/23/2023	DATE - 01/23/2023	REVISED -			SCALE: 20H:5V SHEET NO. 3 OF 6 SHEETS STA. 129+00.00 TO STA. 135+00.00				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	CHECKED
	GRADES	NO.
	STRUCTURE	NO.
	NOTING	NO.
	CHORD	NO.

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES	CHECKED
	STRUCTURE	NO.
	NOTING	NO.
	CHORD	NO.



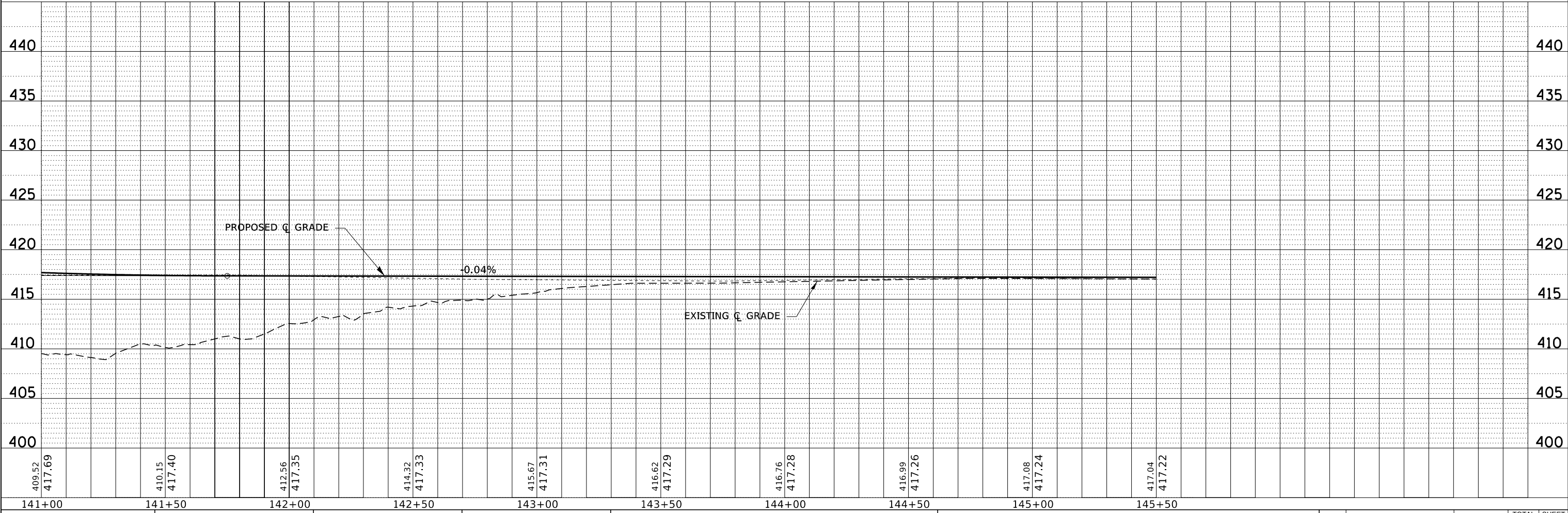
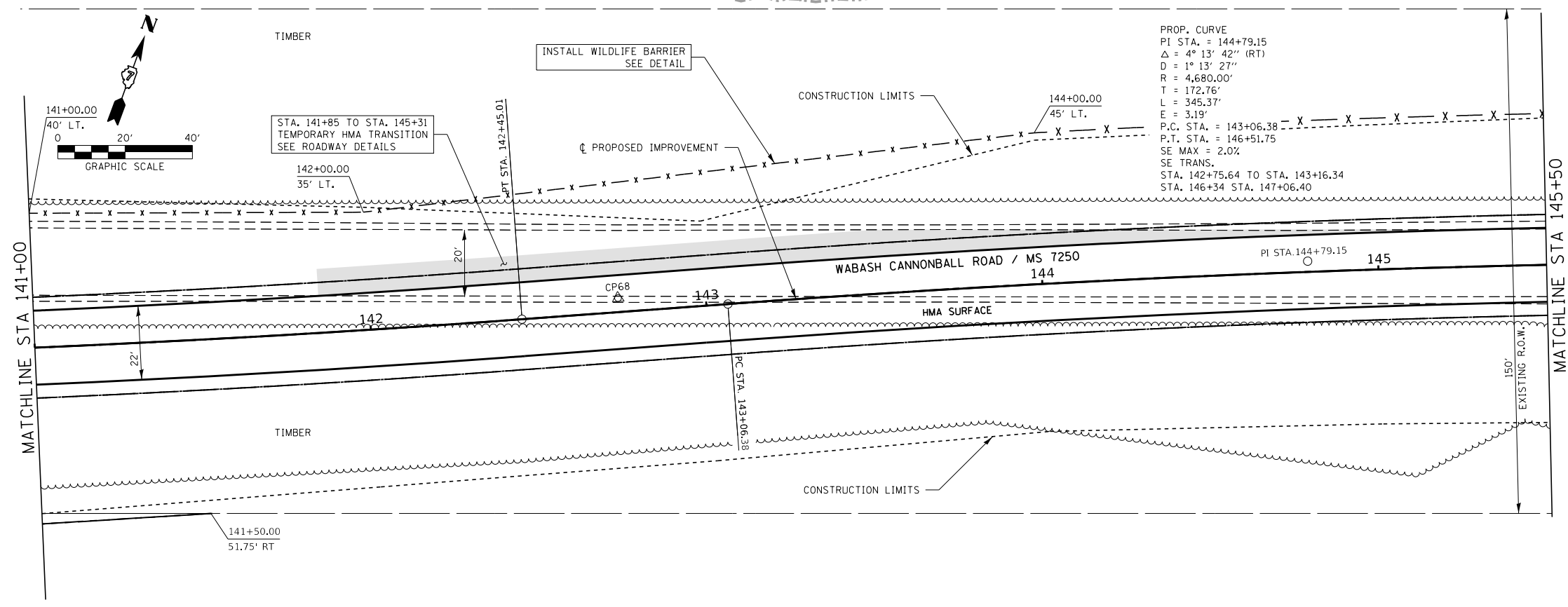
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HAMPTON, LENZINI AND RENWICK, INC.		DRAWN - L.G.C.	REVISED -	7250	15-00018-00-BR	LAWRENCE	104
3065 STEVENSON DRIVE, SUITE 201		CHECKED - S.W.M.	REVISED -	CONTRACT NO. 95901			
SPRINGFIELD, ILLINOIS 62703		DATE - 01/23/2023	REVISED -	ILLINOIS FED. AID PROJECT 3MEQ(077)			
ILLINOIS PROFESSIONAL DESIGN FIRM				SCALE: 20H:5V			
LS / PE / SE CORP. 184.000959				SHEET NO. 4 OF 6 SHEETS			
				STA. 135+00.00 TO STA. 141+00.00			

STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE

PLAN & PROFILE
WABASH CANNONBALL ROAD

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	GRADES	
	NOTING	
	FILE NAME	
	NO.	

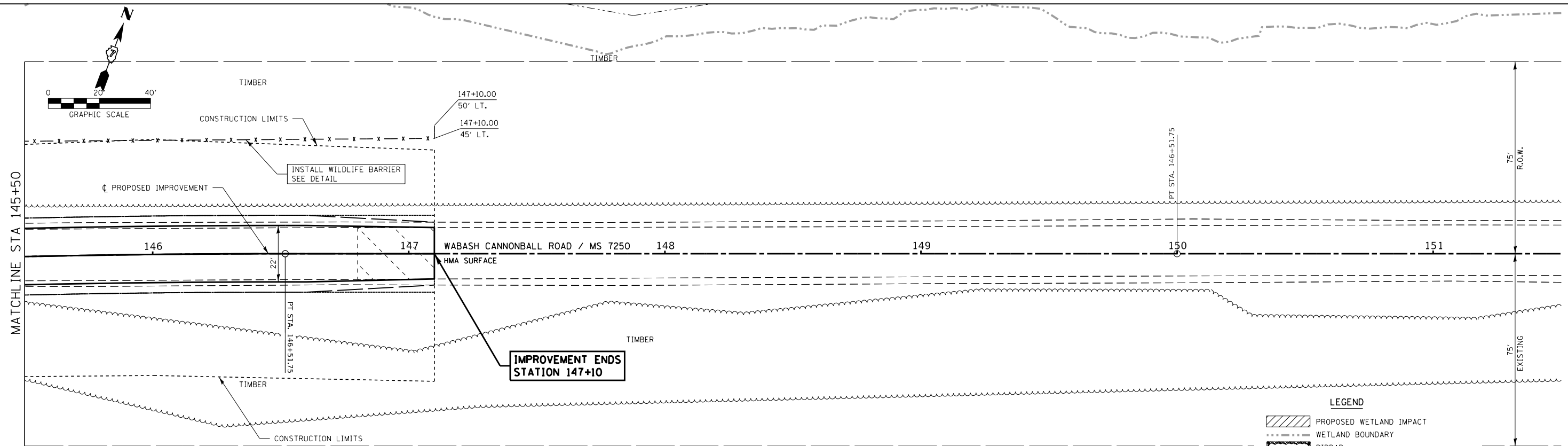
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	NO.	



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HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	DRAWN - L.G.C.	REVISED -			7250	15-00018-00-BR	LAWRENCE	104	11	
PLOT DATE = 1/23/2023	DATE = 01/23/2023	CHECKED - S.W.M.	REVISED -			CONTRACT NO. 95901					
		SCALE: 20H:5V	SHEET NO. 5 OF 6 SHEETS			STA. 141+00.00 TO STA. 145+50.00	ILLINOIS FED. AID PROJECT 3MEQ(077)				

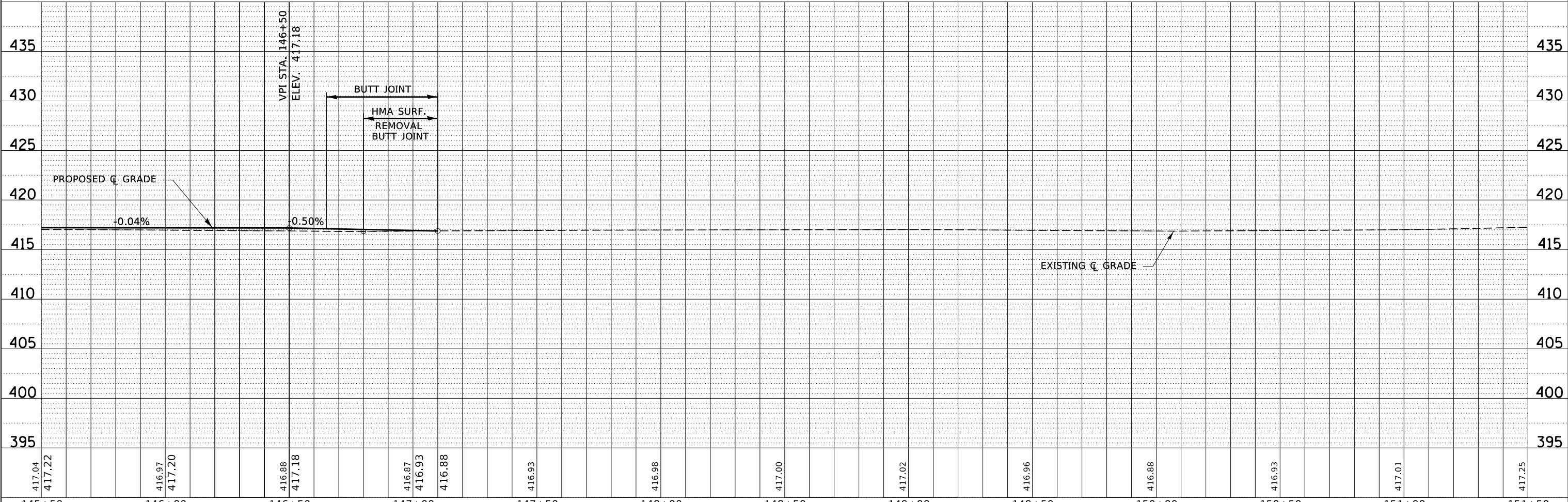
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	CONTRACT FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATING CHECKED	
	NO.	



LEGEND

	PROPOSED WETLAND IMPACT
	WETLAND BOUNDARY
	RIPRAP
	HMA SURFACE REMOVAL
	TEMPORARY HMA TRANSITION



417.04	417.22	416.97	417.20	416.88	417.18	416.87	416.93	416.88	416.93	416.98	417.00	417.02	416.96	416.88	416.93	417.01	417.25
145+50	146+00	146+50	147+00	147+50	148+00	148+50	149+00	149+50	150+00	150+50	151+00	151+50					

FILE NAME = 160023-sh-pnpr-AE2_3.dgn
 USER NAME = gmetcaff
 DESIGNED - J.W.F.
 DRAWN - L.G.C.
 CHECKED - S.W.M.
 DATE - 01/23/2023

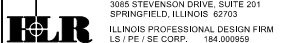
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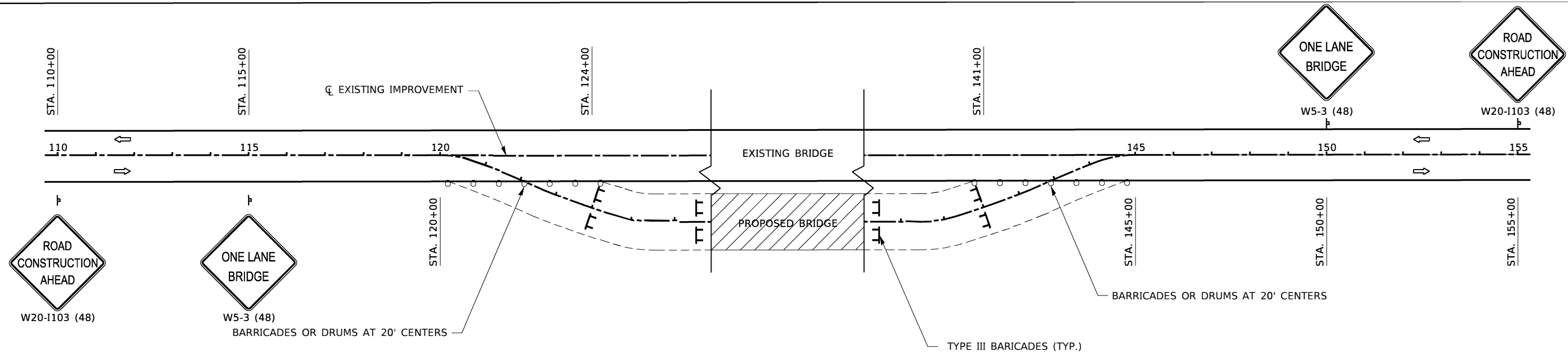
STATE OF ILLINOIS
 CITY OF ST. FRANCISVILLE

PLAN & PROFILE
 WABASH CANNONBALL ROAD

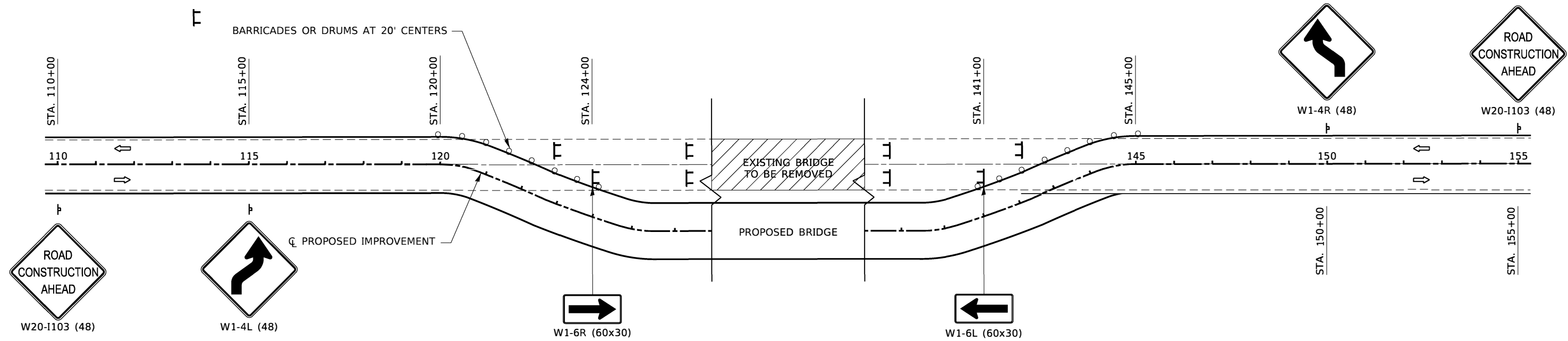
MS SECTION COUNTY TOTAL SHEETS SHEET NO.
 7250 15-00018-00-BR LAWRENCE 104 12
 CONTRACT NO. 95901

SCALE: 20H:5V SHEET NO. 6 OF 6 SHEETS STA. 147+00.00 TO STA. 153+00.00
 ILLINOIS FED. AID PROJECT 3MEQ(077)





STAGE I TRAFFIC CONTROL
TRAFFIC ON EXISTING BRIDGE



STAGE II TRAFFIC CONTROL
TRAFFIC ON PROPOSED BRIDGE

LEGEND

- BARRICADE OR DRUM WITH STEADY BURN BI-DIRECTINAL LIGHT
- TYPE III BARRICADE
- SIGN
- WORK AREA

FILE NAME = 160023-shf-mtc.dgn
 HAMPTON, LENZINI AND RENWICK, INC.
 3085 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62708
 ILLINOIS PROFESSIONAL DESIGN FIRM
 LB / PE / SE CORP. 184 000959

USER NAME = gmetcaiff
 DESIGNED - J.W.F.
 DRAWN - R.D.H.
 CHECKED - S.W.M.
 DATE - 01/23/2023
 PLOT SCALE = \$SCALES
 PLOT DATE = 1/23/2023

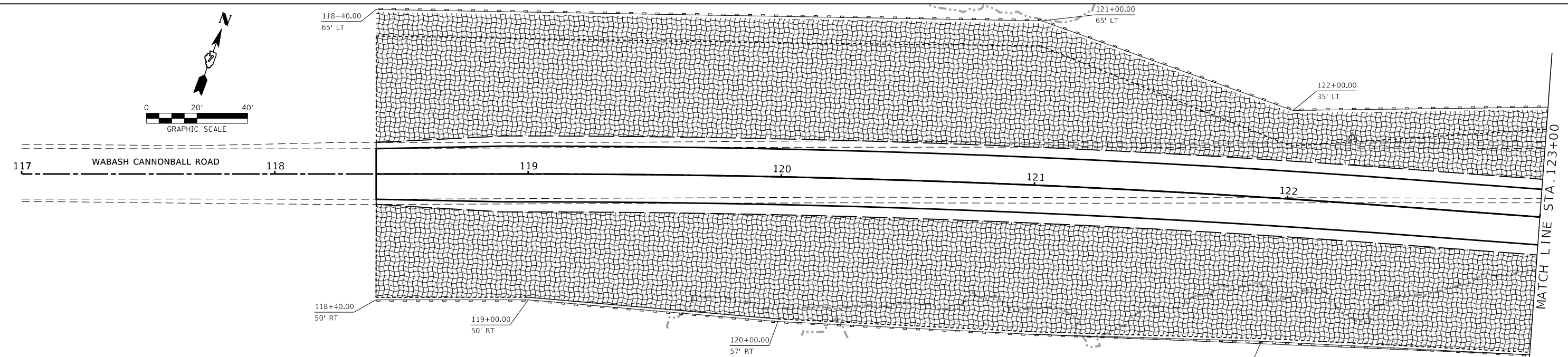
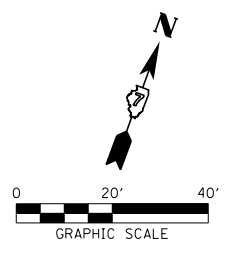
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STATE OF ILLINOIS
 CITY OF ST. FRANCISVILLE

MAINTENANCE OF TRAFFIC

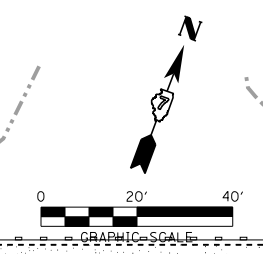
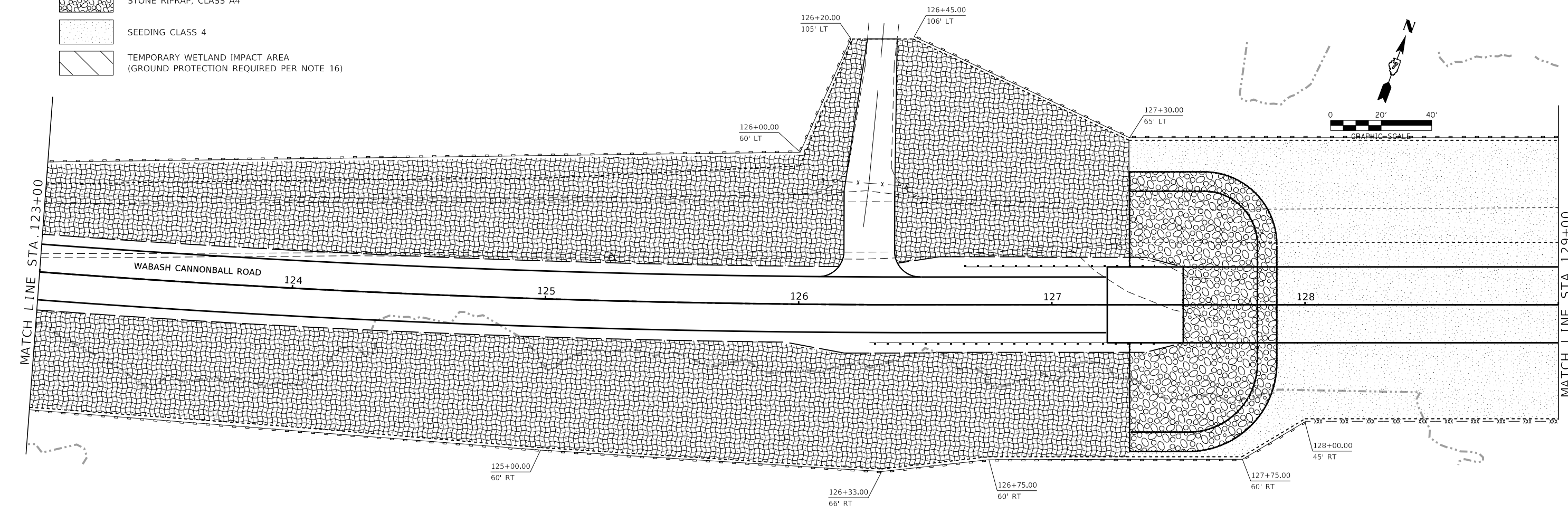
SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. TO STA.

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2750	15-00018-00-BR	LAWRENCE	104	13
CONTRACT NO. 95901				
ILLINOIS FED. AID PROJECT 3MEQ(077)				



LEGEND

- WETLANDS BOUNDARY
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- EROSION CONTROL BLANKET AND SEEDING CLASS 2
- STONE RIPRAP, CLASS A4
- SEEDING CLASS 4
- TEMPORARY WETLAND IMPACT AREA (GROUND PROTECTION REQUIRED PER NOTE 16)



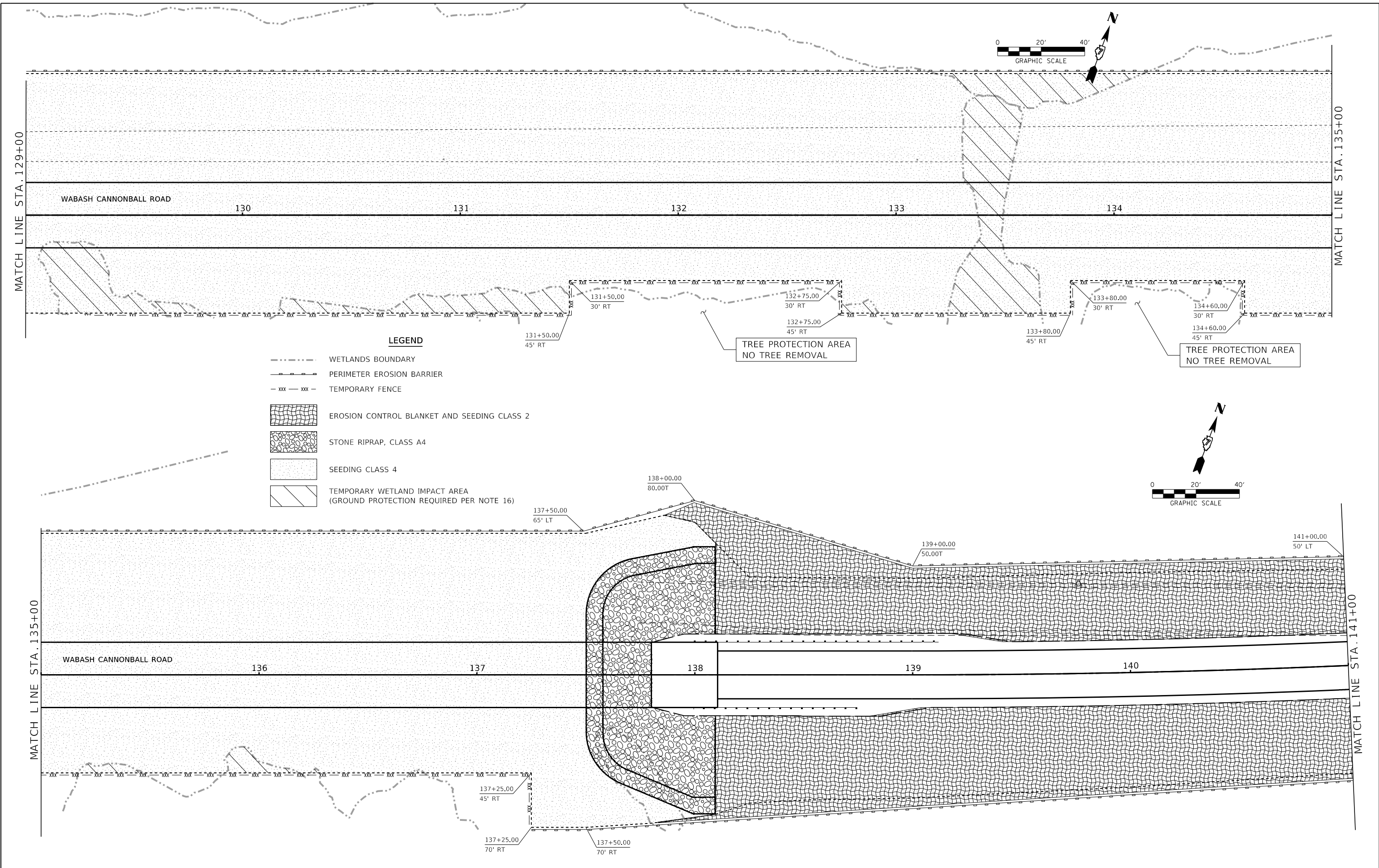
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HAMPTON, LENZINI AND RENWICK, INC. 3066 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	DRAWN - T.W.K.	REVISED -
PLOT DATE = 1/23/2023	DATE = 01/23/2023	CHECKED - S.W.M.	REVISED -
		REVISIONS	REVISED -

**STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE**

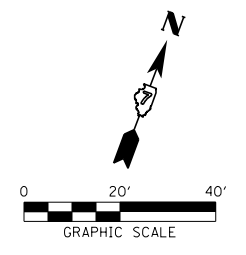
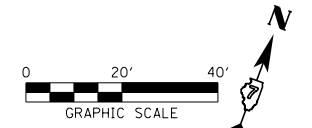
**EROSION CONTROL PLAN
WABASH CANNONBALL ROAD**

SCALE: 1" = 20' SHEET NO. 1 OF 4 SHEETS STA. 117+00 TO STA. 129+00

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	14
CONTRACT NO. 95901				
ILLINOIS FED. AID PROJECT 3MEQ(077)				



- LEGEND**
- WETLANDS BOUNDARY
 - PERIMETER EROSION BARRIER
 - TEMPORARY FENCE
 - EROSION CONTROL BLANKET AND SEEDING CLASS 2
 - STONE RIPRAP, CLASS A4
 - SEEDING CLASS 4
 - TEMPORARY WETLAND IMPACT AREA (GROUND PROTECTION REQUIRED PER NOTE 16)



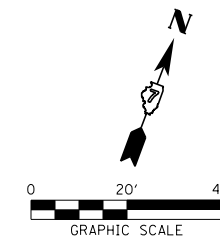
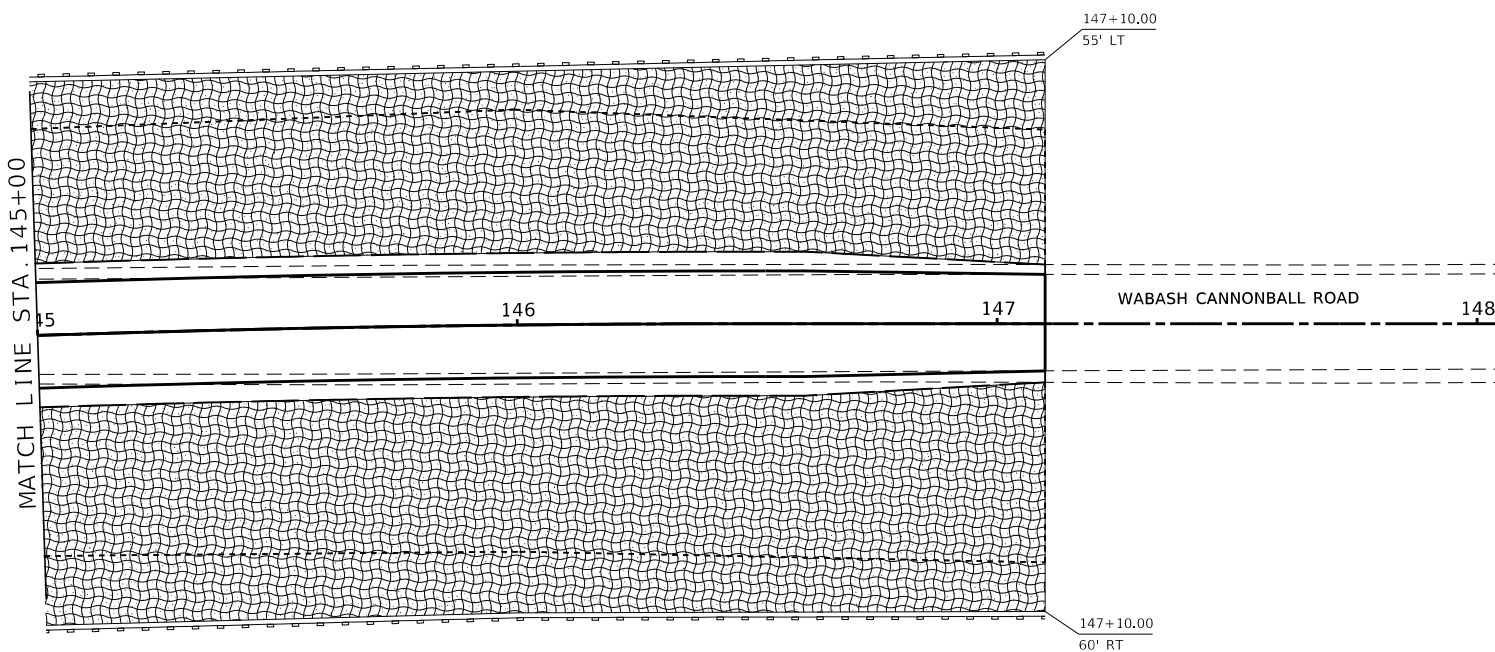
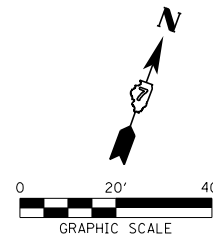
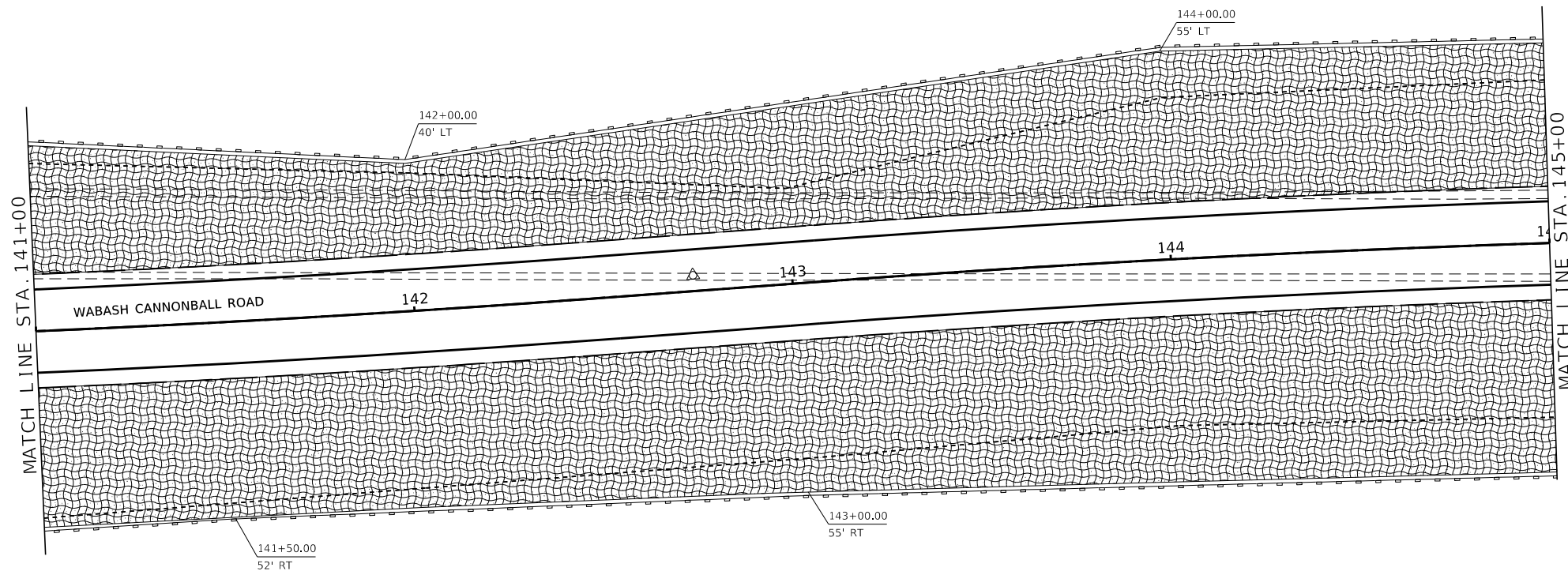
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HAMPTON, LENZINI AND RENWICK, INC. 3065 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	DRAWN - T.W.K.	REVISED -
PLOT DATE = 1/23/2023		CHECKED - S.W.M.	REVISED -
		DATE - 01/23/2023	REVISED -

**STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE**

**EROSION CONTROL PLAN
WABASH CANNONBALL ROAD**

SCALE: 1" = 20' SHEET NO. 2 OF 4 SHEETS STA. 129+00 TO STA. 141+00

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	15
ILLINOIS FED. AID PROJECT 3MEQ(077)			CONTRACT NO. 95901	



LEGEND

- WETLANDS BOUNDARY
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- EROSION CONTROL BLANKET AND SEEDING CLASS 2
- STONE RIPRAP, CLASS A4
- SEEDING CLASS 4
- TEMPORARY WETLAND IMPACT AREA (GROUND PROTECTION REQUIRED PER NOTE 16)

FILE NAME = 160023-shit-erosion.dgn	USER NAME = gmetcaff	DESIGNED - J.W.F.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3088 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	DRAWN - T.W.K.	REVISED -
PLOT DATE = 1/23/2023	DATE = 01/23/2023	CHECKED - S.W.M.	REVISED -
		DATE = 01/23/2023	REVISED -

STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE

EROSION CONTROL PLAN
WABASH CANNONBALL ROAD

SCALE: 1" = 20' SHEET NO. 3 OF 4 SHEETS STA. 141+00 TO STA. 148+00

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	16
CONTRACT NO. 95901				
ILLINOIS FED. AID PROJECT 3MEQ(077)				

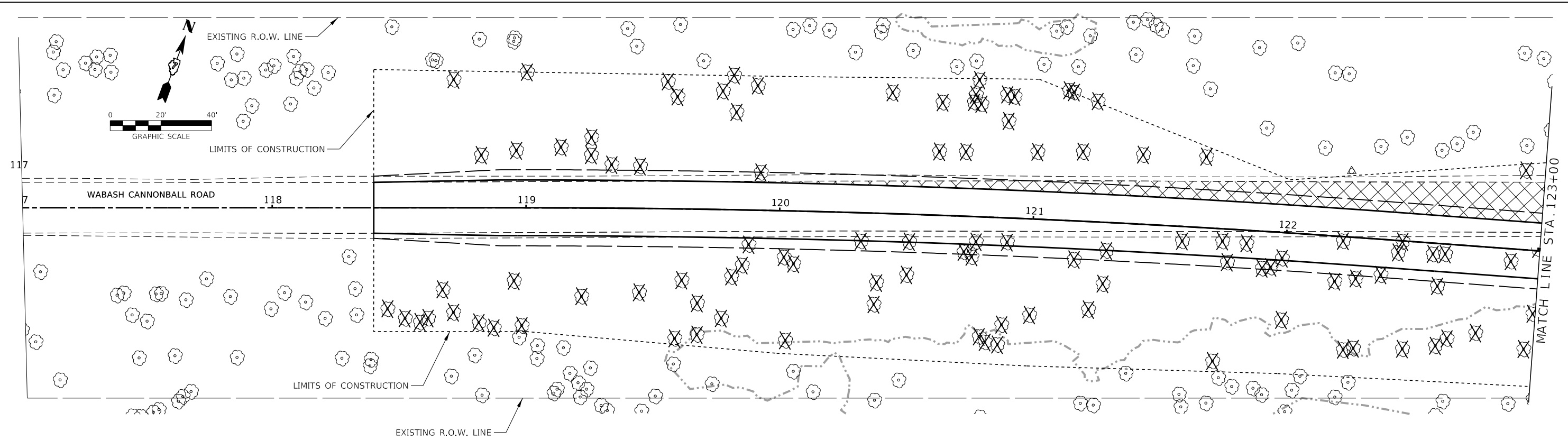
EROSION CONTROL PLAN & STORMWATER POLLUTION PREVENTION PLAN


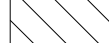

THIS PROJECT DISTURBS 7.9 ACRES OF TOTAL LAND AREA. COMPLIANCE WITH THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) STORMWATER PERMIT IS ONLY NECESSARY IF A PROJECT DISTURBS 1 OR MORE ACRES OF TOTAL LAND AREA; AN NPDES STORMWATER PERMIT IS REQUIRED FOR THIS PROJECT.

GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL

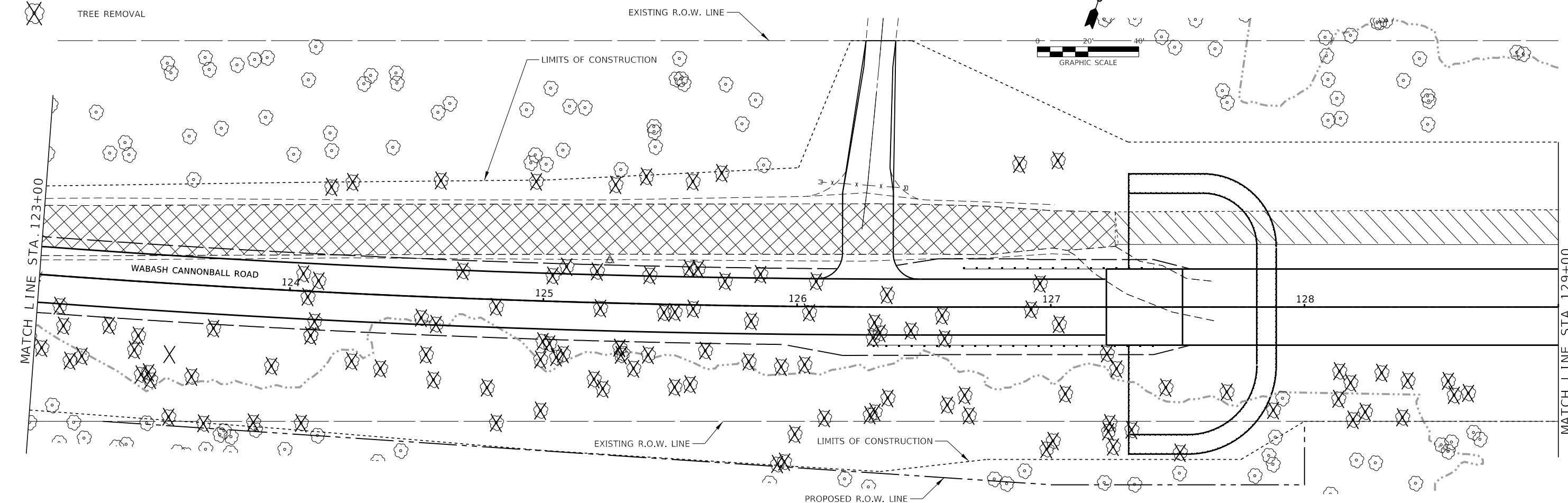
1. ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED ACCORDING TO THE STANDARDS AND SPECIFICATIONS IN THE 2013 ILLINOIS URBAN MANUAL (IUM), THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2022 AND THE PLAN DETAILS.
2. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON SITE AT ALL TIMES. IT SHALL BE PRESENTED UPON REQUEST FROM ANY AUTHORIZED AGENT.
3. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER.
4. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
5. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
6. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER.
7. THE CONTRACTOR SHALL CLEAN UP AND GRADE THE WORK AREA AS THE PROJECT PROGRESSES TO ELIMINATE THE CONCENTRATION OF RUNOFF. THE PAVEMENT SHALL BE CLEANED DAILY TO REMOVE EARTH MATERIAL TO THE SATISFACTION OF THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS WORK.
8. ALL TEMPORARY EROSION CONTROL MEASURES MUST BE MAINTAINED AND IMMEDIATELY REPLACED AS NEEDED AND AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL INSPECTION AND REPAIR. THE CONTRACTOR SHALL INSPECT AND COMPLETE MAINTENANCE OF ALL ITEMS A MINIMUM OF EVERY 7 DAYS AND WITHIN 24 HOURS OF A ONE-HALF INCH RAINFALL. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SEEDING IS ACHIEVED. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS WORK.
9. REMOVAL OF TRAPPED SEDIMENT SHALL BE PAID FOR AS EARTH EXCAVATION. SEDIMENT SHALL BE REMOVED WHEN SILTATION REACHES 50% OF THE HEIGHT OF THE BARRIER.
10. TEMPORARY STOCKPILES OF MATERIALS MAY NOT BE LOCATED IN WETLANDS OR DRAINAGE SWALES OR ON THE LEVEE EMBANKMENT. THE LOCATION OF ANY TEMPORARY STOCKPILE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. STOCKPILES TO REMAIN IN PLACE MORE THAN THREE DAYS SHALL BE FURNISHED WITH EROSION & SEDIMENT CONTROL (I.E. PERIMETER EROSION BARRIER). STOCK PILES TO REMAIN IN PLACE FOR THIRTY DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS WORK.
11. THE CONTRACTOR SHALL MAINTAIN AND PRESERVE ANY EXISTING SUB SURFACE DRAINAGE SYSTEMS (i.e. FIELD TILES) ACCORDING TO SECTION 611 OF THE IDOT STANDARD SPECIFICATIONS.
12. CLEANING OF VEHICLES AND EQUIPMENT SHALL BE PERFORMED IN A MANNER TO AVOID POLLUTANT DISCHARGE TO WETLANDS AND OPEN WATERS. IF THE CONTRACTOR PROPOSES TO USE AN ON-SITE WASHOUT LOCATION, THE CONTRACTOR SHALL SUBMIT A LOCATION AND DESIGN OF THE PROPOSED TEMPORARY CONCRETE WASHOUT FACILITY TO THE ENGINEER FOR APPROVAL AT LEAST 10 DAYS PRIOR TO THE FIRST POUR.
13. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTION RUNOFF. LEAKY EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
14. TEMPORARY SEEDING SHALL BE COMPLETED ON ALL AREAS THAT WILL NOT BE BROUGHT TO FINAL GRADE OR ON WHICH CONSTRUCTION WILL BE STOPPED FOR A PERIOD OF MORE THAN 14 CALENDAR DAYS. WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
15. OPERATING HEAVY EQUIPMENT IN WETLANDS SHALL BE MINIMIZED, AND SUCH EQUIPMENT OTHER THAN FIXED EQUIPMENT (DRILL RIGS, FIXED CRANES, ETC.) SHALL NOT BE STORED, MAINTAINED, FUELED OR REPAIRED IN WETLANDS UNLESS THE EQUIPMENT IS BROKEN DOWN AND CANNOT BE EASILY REMOVED.
16. TEMPORARY CONSTRUCTION MATS SHALL BE USED TO PROTECT THE SOILS AND VEGETATION WHEN CROSSING AREAS DESIGNED AS TEMPORARY WETLAND IMPACT AREA ON THE EROSION CONTROL PLAN. TEMPORARY MATS SHALL BE TIMBER CRANE MATS OR EQUIVALENT APPROVED BY THE ENGINEER. AGGREGATE WITH FILTER CLOTH WILL NOT BE ALLOWED. SEE SPECIAL PROVISIONS FOR TEMPORARY WETLAND CROSSING DEVICE.

FILE NAME = 160023-shi-erosion.dgn	USER NAME = gmetcaif	DESIGNED - J.W.F.	REVISED -	STATE OF ILLINOIS CITY OF ST. FRANCISVILLE	EROSION CONTROL PLAN	MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L8 / PE / SE CORP. 184.009029	PLOT SCALE = \$\$CALE\$	CHECKED - S.W.M.	REVISED -			7250	15-00018-00-BR	LAWRENCE	104	17	
PLOT DATE = 1/23/2023	DATE = 01/23/2023	REVISED -				SCALE: NONE		SHEET NO. 4 OF 4 SHEETS		STA. TO STA.	
						ILLINOIS FED. AID PROJECT 3MEQ(077)					



- LEGEND**
-  EXISTING PAVEMENT REMOVAL
 -  EXISTING STRUCTURE REMOVAL
 -  TREE REMOVAL

NOTE: WHERE PORTIONS OF THE EXISTING PAVEMENT OR HMA TRANSITIONS ARE TO REMAIN, A FULL DEPTH JOINT SHALL BE SAW CUT AT THE EDGES OF THE PORTION TO BE REMOVED. THE COST OF THE SAW CUT WILL BE INCLUDED IN PAVEMENT REMOVAL AND WILL NOT BE MEASURED FOR PAYMENT.



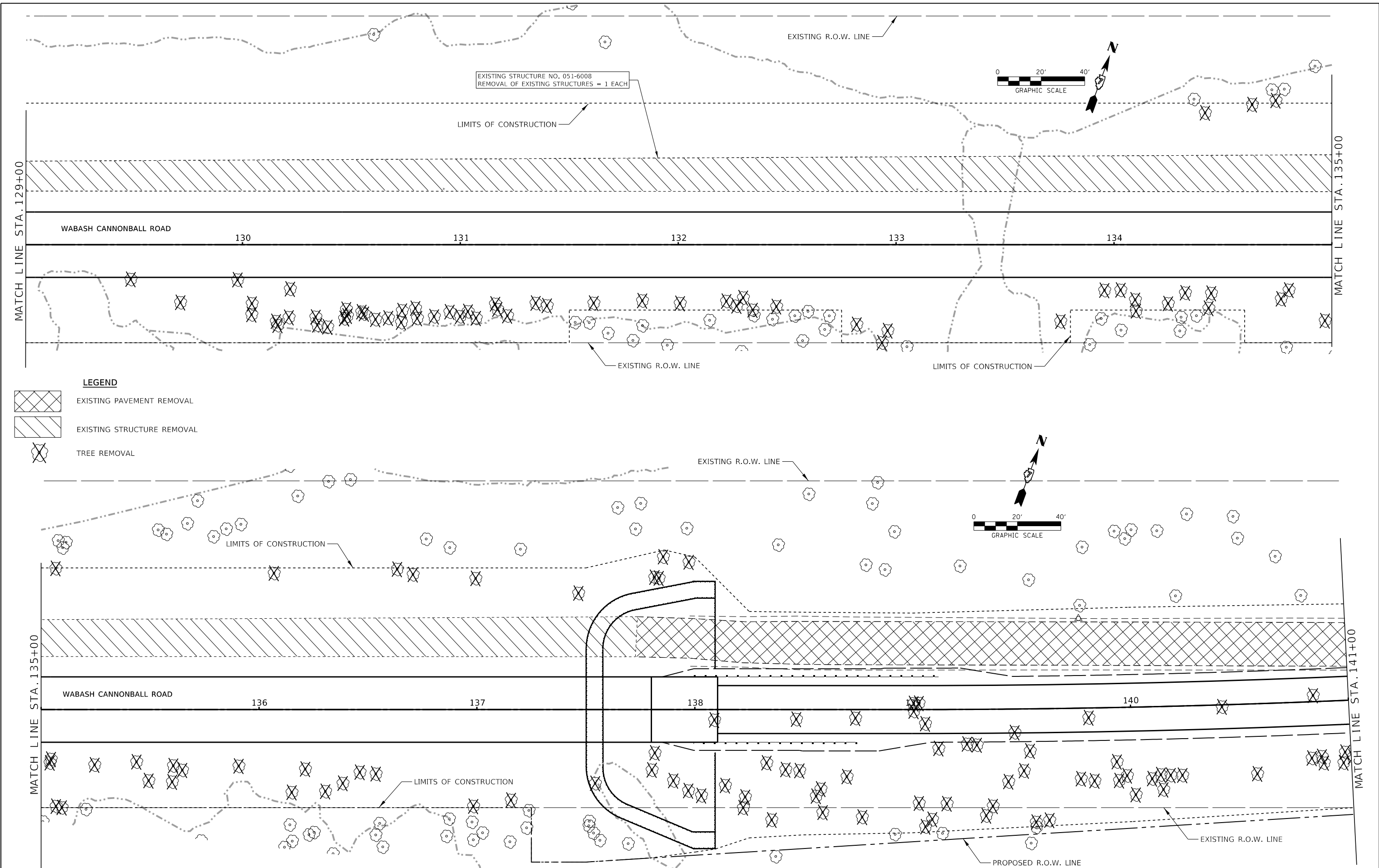
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HAMPTON, LENZINI AND RENWICK, INC. 3065 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALES	DRAWN - T.W.K.	REVISED -
PLOT DATE = 1/23/2023	DATE = 01/23/2023	CHECKED - S.W.M.	REVISED -
		DATE = 01/23/2023	REVISED -

**STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE**

**REMOVAL PLAN
WABASH CANNONBALL ROAD**

SCALE: 1" = 20' SHEET NO. 1 OF 3 SHEETS STA. 117+00 TO STA. 129+00

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	18
CONTRACT NO. 95901				
ILLINOIS FED. AID PROJECT 3MEQ(077)				



LEGEND

	EXISTING PAVEMENT REMOVAL
	EXISTING STRUCTURE REMOVAL
	TREE REMOVAL

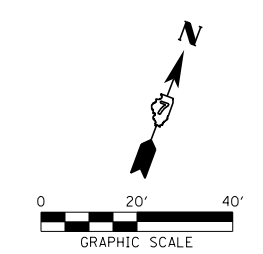
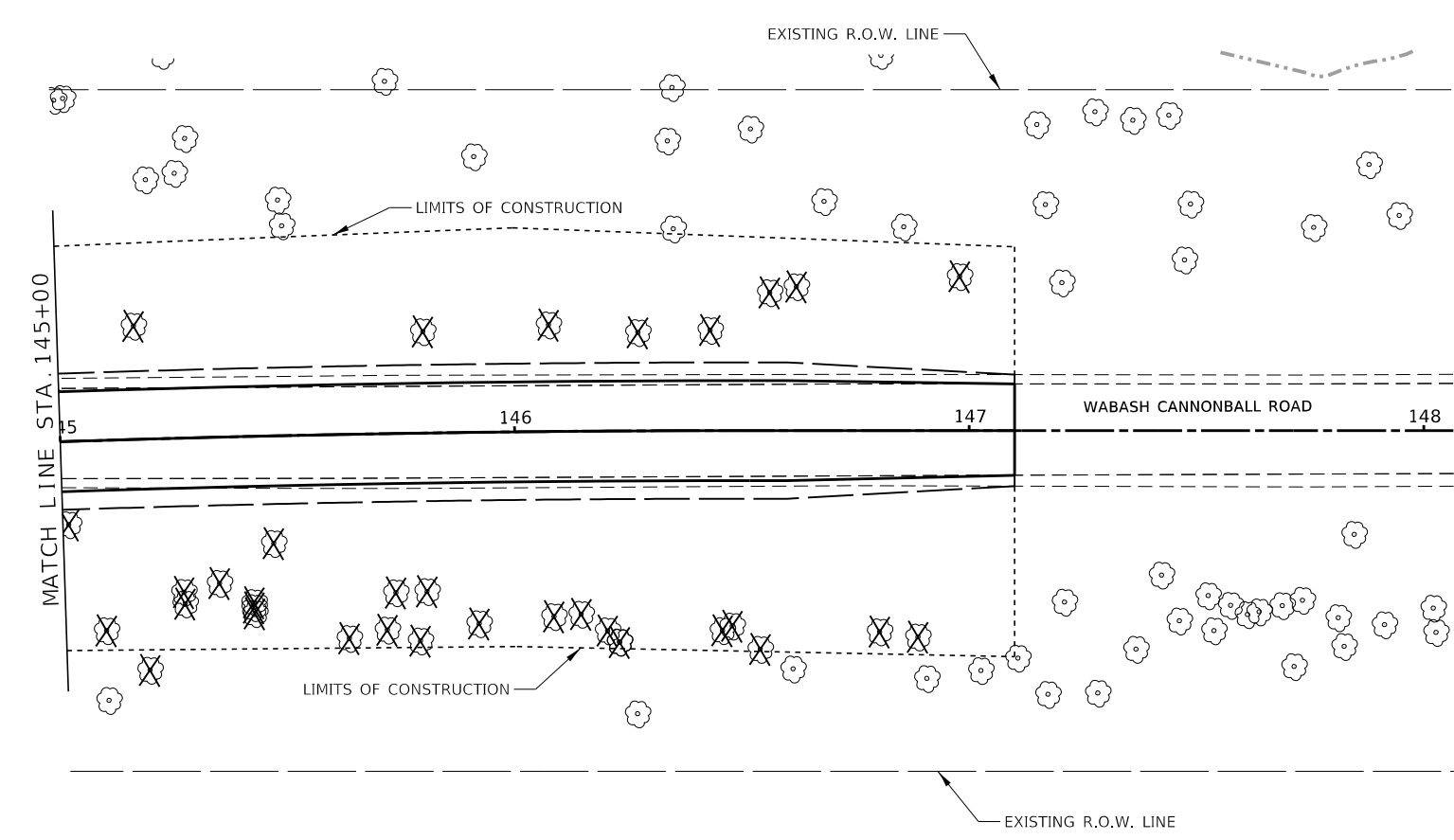
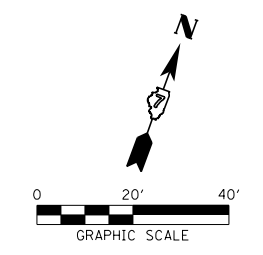
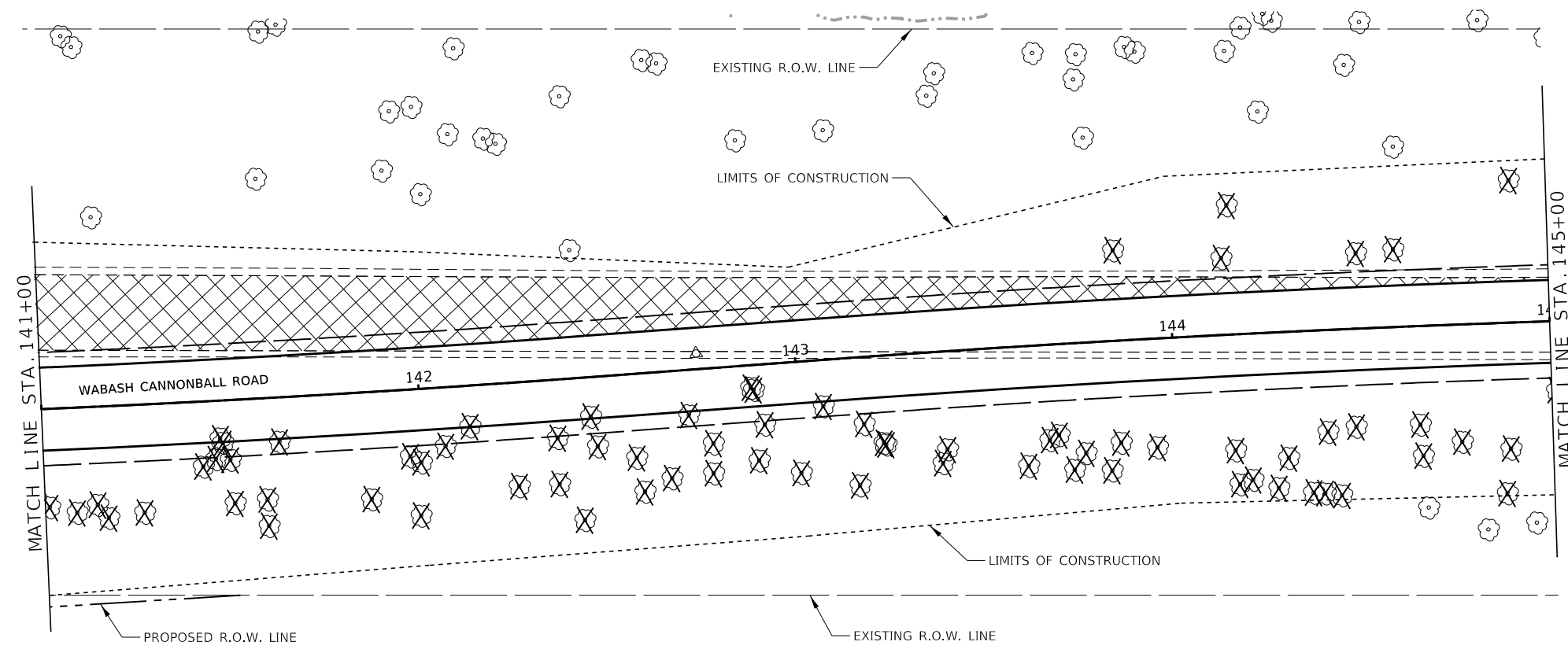
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HAMPTON, LENZINI AND RENWICK, INC. 3065 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALES	DRAWN - T.W.K.	REVISED -
PLOT DATE = 1/23/2023	DATE = 01/23/2023	CHECKED - S.W.M.	REVISED -
		REVISIONS	REVISED -




**STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE**

**REMOVAL PLAN
WABASH CANNONBALL ROAD**

SCALE: 1" = 20' SHEET NO. 2 OF 3 SHEETS STA. 129+00 TO STA. 141+00

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	19
CONTRACT NO. 95901				
ILLINOIS FED. AID PROJECT 3MEQ(077)				



- LEGEND**
-  EXISTING PAVEMENT REMOVAL
 -  EXISTING STRUCTURE REMOVAL
 -  TREE REMOVAL

FILE NAME = 160023-shit-removal.dgn	USER NAME = gmetcaff	DESIGNED - J.W.F.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3065 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.009959		DRAWN - T.W.K.	REVISED -
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	PLOT DATE = 1/23/2023	DATE - 01/23/2023	REVISED -

**STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE**

**REMOVAL PLAN
WABASH CANNONBALL ROAD**

SCALE: 1" = 20' SHEET NO. 3 OF 3 SHEETS STA. 141+00 TO STA. 148+00

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	20
CONTRACT NO. 95901				
ILLINOIS FED. AID PROJECT 3MEQ(077)				

ST. FRANCISVILLE TREE PLANTING PLAN

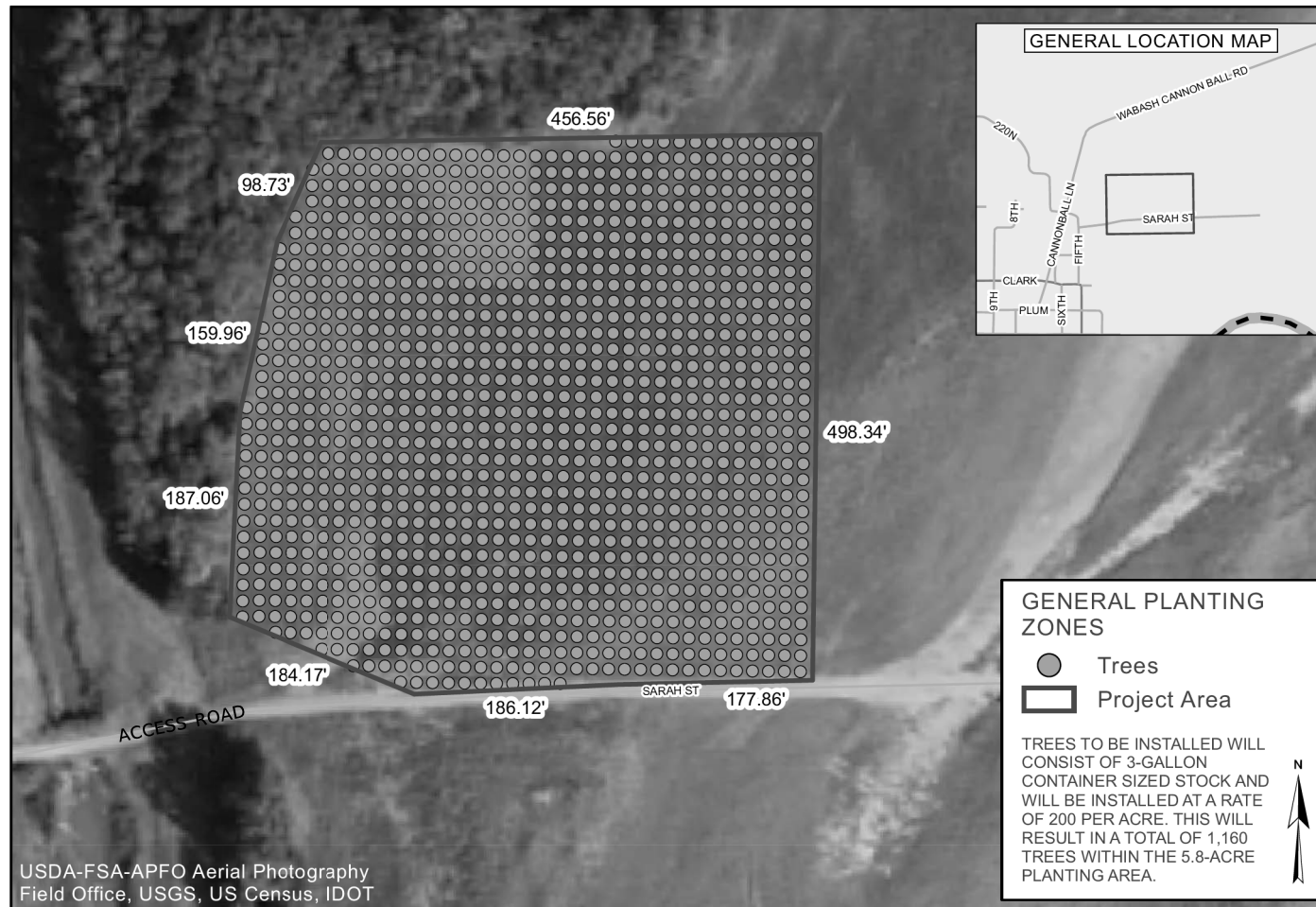
INSTALLATION SPECIFICATIONS

- A. Trees are to be fully branched, not one sided, and freshly dug. Trees shall be typical of their variety or species, shall have a normal growth of spread and height, and shall be sound, healthy, vigorous, free of disease, insect pests and larvae, with well-developed root systems. Trees with broken major branches, or badly bruised or damaged bark, are not acceptable.
- B. Trees must be protected from excessive vibrations during transport. Trees shall not be thrown or bounced off a truck or loader to the ground. Trees shall not be dragged, lifted, or pulled in a manner that will damage the trunk, roots or foliage.
- C. Before planting holes are excavated, all weeds shall be removed from the planting area. Weeds may be removed through mowing, disking, or herbicide application.
- D. Excavation may be done by shovel, backhoe, stump grinder, auger, or other method approved by an arborist. Digging the hole with a stump grinding machine produces the most friable soil and minimizes glazing of the sides of the hole particularly in heavy clay soils. Soil augers may glaze the sides of the planting hole, particularly in heavy clay soils, preventing penetration by the roots into the surrounding soil. If glazing is observed, the sides of the holes must be roughened (typically using a garden tool such as a hoe or three pronged rake) prior to planting.
- E. For trees in plastic, metal or biodegradable containers, the container shall be removed before planting. If roots are crowded or coiled on the bottom, sides, or surface of the root ball, they shall be gently separated from the edges or surface.
- F. Trees shall be set with the top of the root collar at or slightly above finished grade. Trees must be centered in the hole and set plumb. Trees shall be set so that they will be at the same depth 1 year after planting. Note: planting depth is important because research has shown that some species planted to deep will develop trunk diseases or girdling roots or be more susceptible to breakage in wind storms. These problems often do not show up until years after planting.
- G. Planting holes shall be backfilled with excavated soil. When holes are approximately two-thirds full, they shall be thoroughly watered to eliminate air pockets. After this initial watering, excavated soil shall be installed to the top of the hole and watered. Prevent puddled soil conditions by avoiding compaction once the soil is wet.
- H. To conserve soil moisture and limit weed growth, mulching is recommended but not required. If used, mulch is to be placed over the root system with a 3-4-inch layer immediately after planting. Mulching material shall be pulled back no less than 3" and no more than 6" from the trunk. Mulching material may consist of aged or composted wood chips or shredded bark or other material approved by an arborist. Wood chips shall be 1/8 inch nominal thickness with at least 50 percent having an area of not less than one square inch and no piece having an area of more than six square inches.
- I. Guying and staking are recommended for the first year but not required. If used, stakes shall be 6' to 8' long sections of unflanged metal or 2" x 2" hardwood. Support ties shall be 2" or wider bands of polypropylene, or elasticized or webbed strapping. Ground anchors shall be arrowhead shaped. Stakes shall be driven outside the root ball. For trees larger than 3" in caliper, use ties attached to 3 guy wires and ground anchors. Ground anchors are to be driven at about a 45-degree angle to the ground and placed at 120-degree intervals around the trunk. In no case shall the wire extend around the tree trunk. Ties should be attached loosely enough to allow a small amount of play in the trunk. For drooping stems, ties shall be placed at the point on the stem at which the top can stand up on its own. All stakes and straps must be removed after a one year period.
- J. All twine, rope, transit guards or wrappings, and plant labels secured around the trunk or branches shall be removed after planting is completed.
- K. If used, trunk wrapping material shall be perforated drainage tubing or similar material, large enough in diameter to prevent abrasion of the trunk and to allow air circulation between the tubing and the trunk.
 - Where deer, beavers, voles or other animals may cause damage, protecting the trunks may be necessary.
 - The trunk protection shall be secured at the top and bottom of the trunk in a manner so as not to restrict or damage the bark. Trunk protection shall be removed after a one year period.
 - Double leaders, dead branches and any branches damaged or broken during the planting process shall be pruned. This shall be the only pruning allowed at planting. Pruning shall conform to American National Standard for Tree Care Operations, ANSI A300.
- L. Subsequent watering shall occur as weather conditions warrant to ensure tree survival.

ESTABLISHMENT MAINTENANCE

Maintenance visits shall occur at a minimum twice per year to ensure performance standards are met and the mitigation wetland establishes as designed.

- A. Weed management: mow and perform selective herbicide treatment to limit herbaceous weed growth and undesired tree species.
- B. Watering: Water installed trees at time of installation and then as needed depending on climatic conditions.
- C. Replanting: Replace dead and dying trees as necessary to meet performance standards (see Planting Requirements and Performance Table). The need for this and other maintenance actions will be determined when performing monitoring and general maintenance visits.
- D. Pest control: Provide predator control (e.g., deer, beaver, insect infestation, etc.) as necessary to meet performance standards. The need for this and other maintenance actions will be determined when performing monitoring and general maintenance visits. Pesticides and insecticides will not be used broadly or routinely. Instead, pesticide use will be performed at specific and localized problem areas as warranted. Particular care will be exercised in the areas near or directly tributary to surface waters. Standard application procedures and precautions must be followed. If necessary, install fencing to exclude trees from browsing and rubbing damage by herbivores.



USDA-FSA-APFO Aerial Photography
Field Office, USGS, US Census, IDOT

TREE LIST

Scientific Name	Common Name	Wetland Status	Scientific Name	Common Name	Wetland Status
<i>Carya illinoensis</i>	Pecan	Facultative Wet	<i>Quercus michauxii</i>	Swamp Chestnut Oak	Facultative Wet
<i>Carya laciniosa</i>	Shellbark Hickory	Facultative Wet	<i>Quercus palustris</i>	Pin Oak	Facultative Wet
<i>Nyssa aquatica</i>	Water Tupelo	Obligate	<i>Quercus shumardii</i>	Shumard Oak	Facultative Wet
<i>Quercus bicolor</i>	Swamp White Oak	Facultative Wet	<i>Taxodium distichum</i>	Bald Cypress	Obligate
<i>Quercus lyrata</i>	Overcup Oak	Obligate			
<i>Quercus macrocarpa</i>	Bur Oak	Obligate			

PLANTING REQUIREMENTS

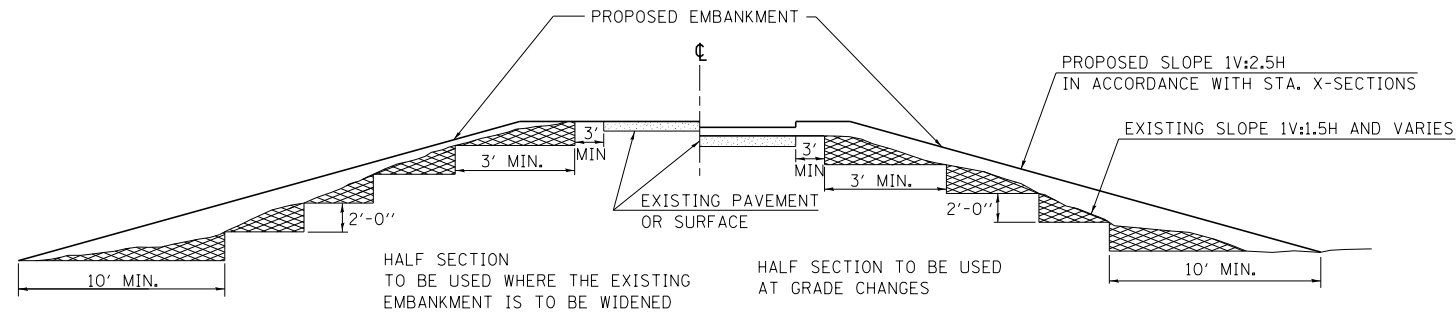
Criteria	Standards
Planting Rate	1,160 3-gallon containers (i.e., 200 per acre)
Percentage for one species at initial planting	No one species may make up more than 20% of initial planting (min 5 species)
Survival Requirement	100% of initial stock must be alive at completion of Contractor's responsibilities. Suitable replacements, as determined by the Engineer, will be planted if this requirement is not met.

PERFORMANCE CRITERIA

Criteria	Standards
Monitoring Period	Minimum of 5 years
Percentage for one species at final count	No one species may make up more than 25% of final surviving stock
Survival Requirement	75% initial stock - 870 trees at permit signoff
Tree Size Requirement	Of the surviving stock, 75/acre must be a minimum of 15' high and 3" dbh
Invasive/Exotic Species	≤ 5% coverage by invasive/exotic woody species within the planted area
Wetland Delineation	Site must be delineated as a wetland according to the U.S. Army Corps Wetland Delineation Manual prior to release

 Hampton, Lenzini and Renwick, Inc. Civil & Structural Engineers • Land Surveyors • Environmental Specialists ELGIN • WOODRIDGE • SPRINGFIELD • MT. CARMEL www.hlrengineering.com	PROJECT NO: 16.0023	
	380 SHEPARD DRIVE ELGIN, ILLINOIS 60123	
PHONE: 847.697.6700 FAX: 847.697.6753		
PLANTING PLAN SHEET 1 OF 1	DRAWN BY: CEB CHECKED BY: PH DATE: 6/4/2021	SCALE: 1 IN = 150 FT

TYPICAL CROSS SECTION SHOWING STEP CONSTRUCTION ON EXISTING FILL



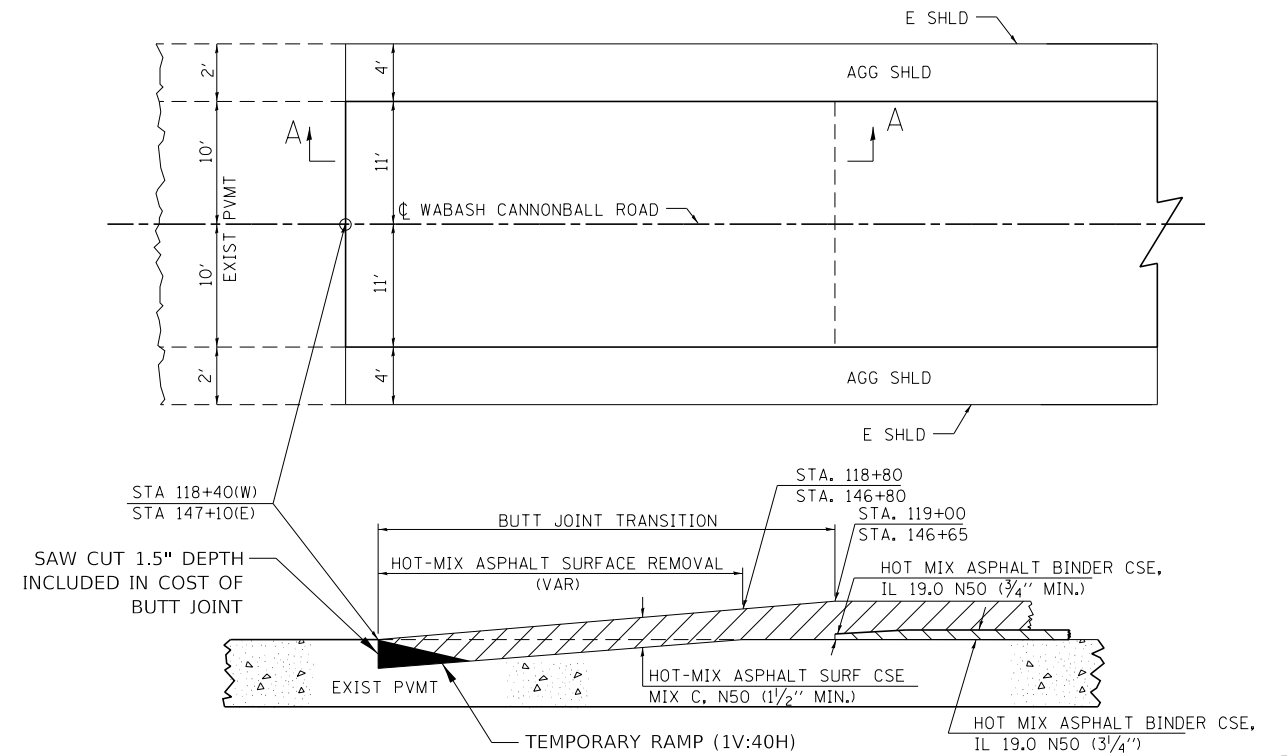
MATERIAL TO BE REMOVED AND REPLACED IN THE EMBANKMENT IN ACCORDANCE WITH ART. 205.04 OF THE IDOT STANDARD SPECIFICATIONS. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.

NOTE:
EMBANKMENT CONSTRUCTION FROM STA. 118+40 TO STA. 126+28 SHALL ALSO COMPLY WITH THE U.S. ARMY CORPS OF ENGINEERS "STANDARD OPERATING PROCEDURE FOR EXCAVATION BENCHING AND/OR BACKFILL COMPACTION FOR LEVEE AND FLOODWALL MODIFICATIONS" CONTAINED IN THE SPECIAL PROVISIONS.

REVISIONS	
REDRAWN	2-15-89
REVISED	8-15-94
CHECKED	6-3-99
RESIZED	5-7-08

STD. 9-16

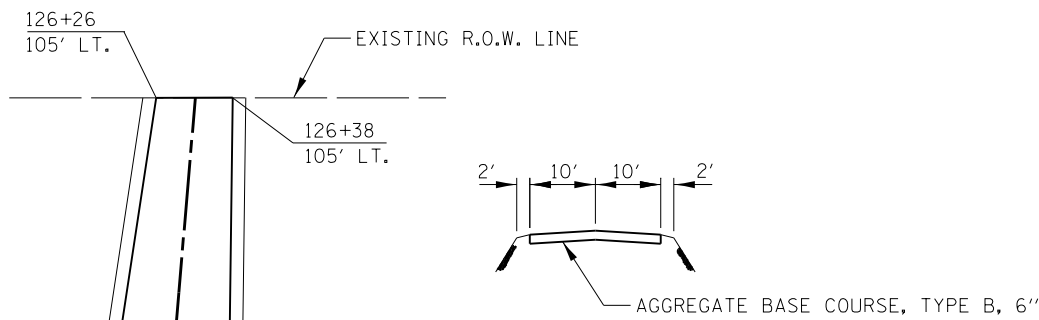
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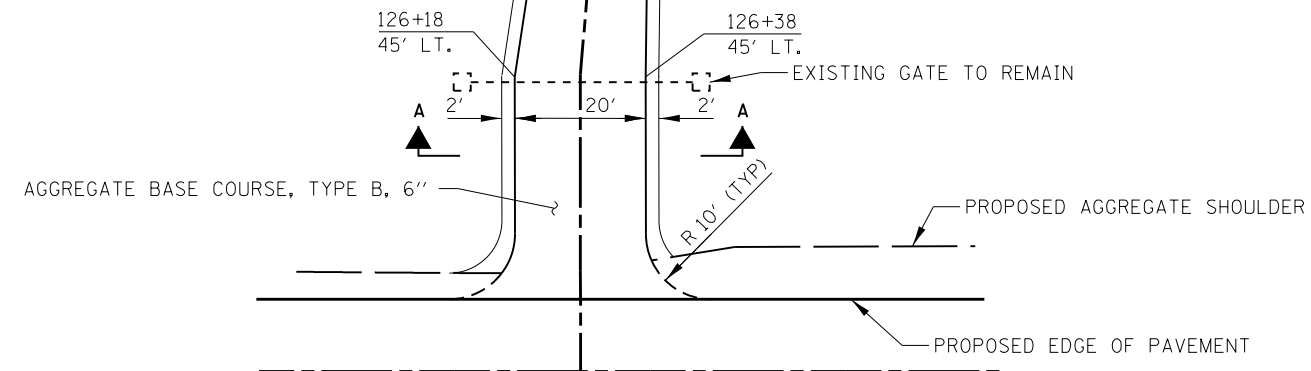
SECTION A-A

REVISIONS	
DRAWN	10-17-90
REVISED	01-11-07
REVISED	3-25-08
REVISED	

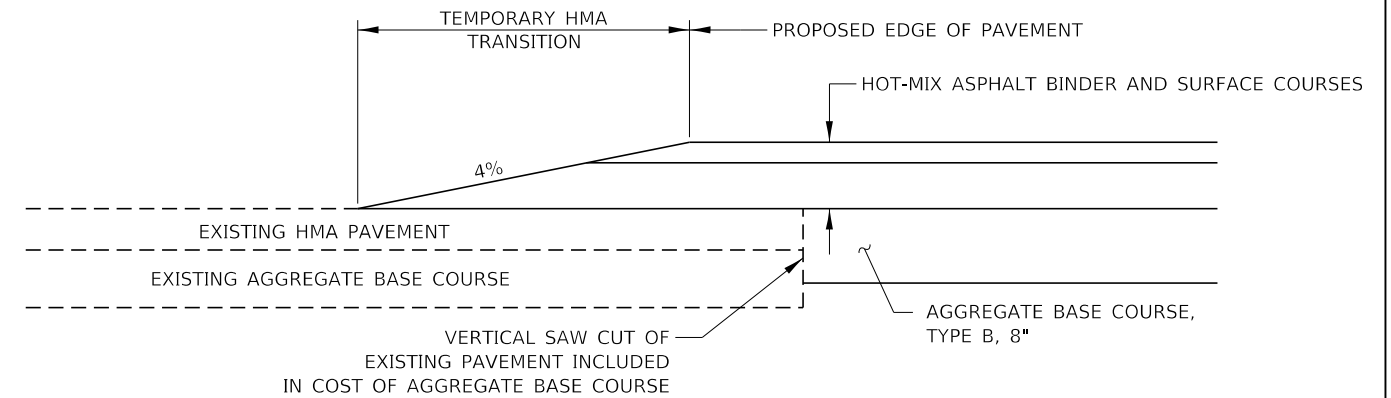
STD. 9-86



SECTION A-A



LEVEE ACCESS ROAD ENTRANCE DETAIL LT. STA. 126+28



NOTE:

A TEMPORARY HMA TRANSITION OF 4% SLOPE SHALL BE CONSTRUCTED ALONG THE EDGE OF THE PROPOSED PAVEMENT OVERLAPPING THE EXISTING PAVEMENT. THE TRANSITION SHALL REMAIN IN PLACE AS LONG AS THE EXISTING PAVEMENT IS OPEN TO TRAFFIC. CONSTRUCTION OF THE TEMPORARY TRANSITIONS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE HMA LIFT BEING PLACED. THE HMA TRANSITION MAY BE INCORPORATED INTO THE PERMANENT SHOULDER OR REMOVED. SEE REMOVAL PLAN SHEET 18.

TEMPORARY HOT-MIX ASPHALT TRANSITIONS

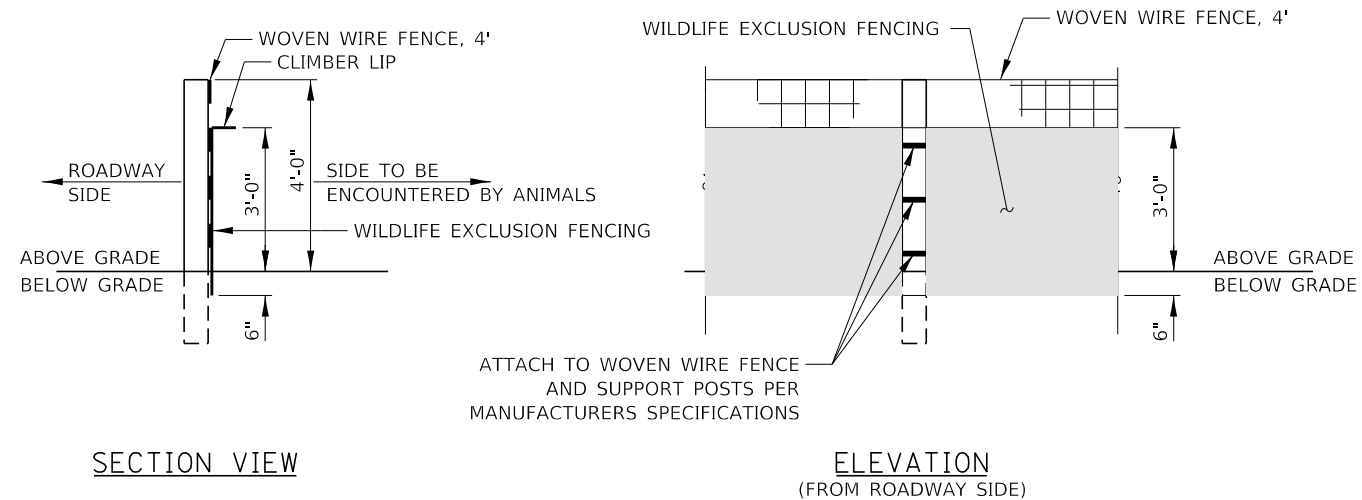
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PLOT DATE = 1/23/2023	DATE - 01/23/2023	CHECKED - S.W.M.	REVISED -
		REVISIONS	

STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE

ROADWAY DETAILS

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	22
CONTRACT NO. 95901				
ILLINOIS FED. AID PROJECT 3MEQ(077)				



FENCE (SPECIAL)

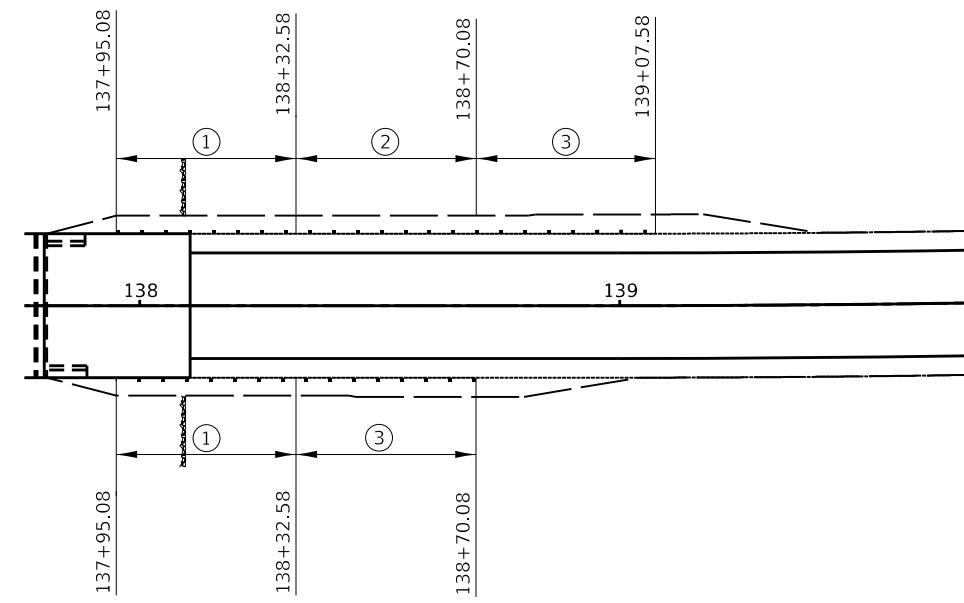
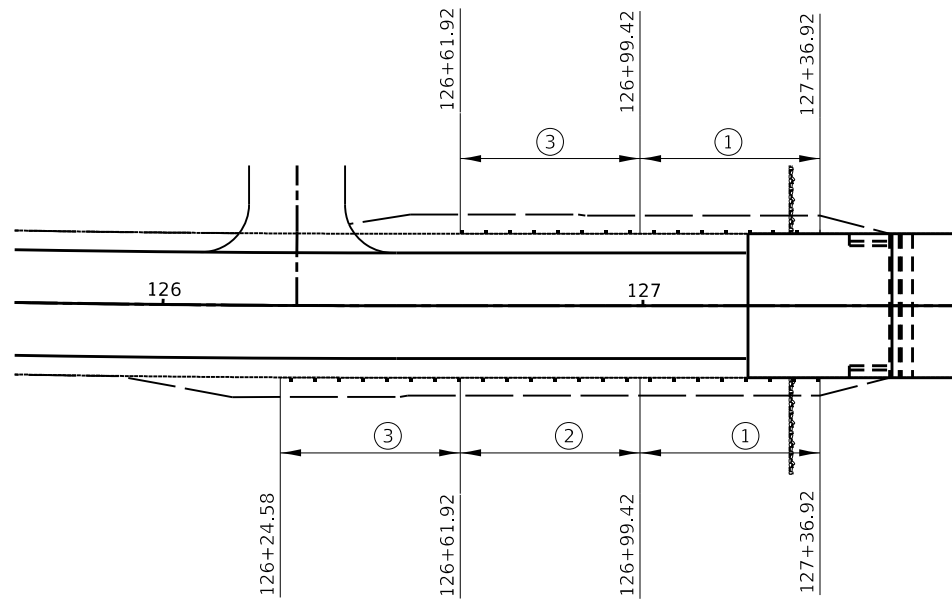
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PLOT DATE = 1/23/2023		DATE - 01/23/2023	REVISED -

STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE

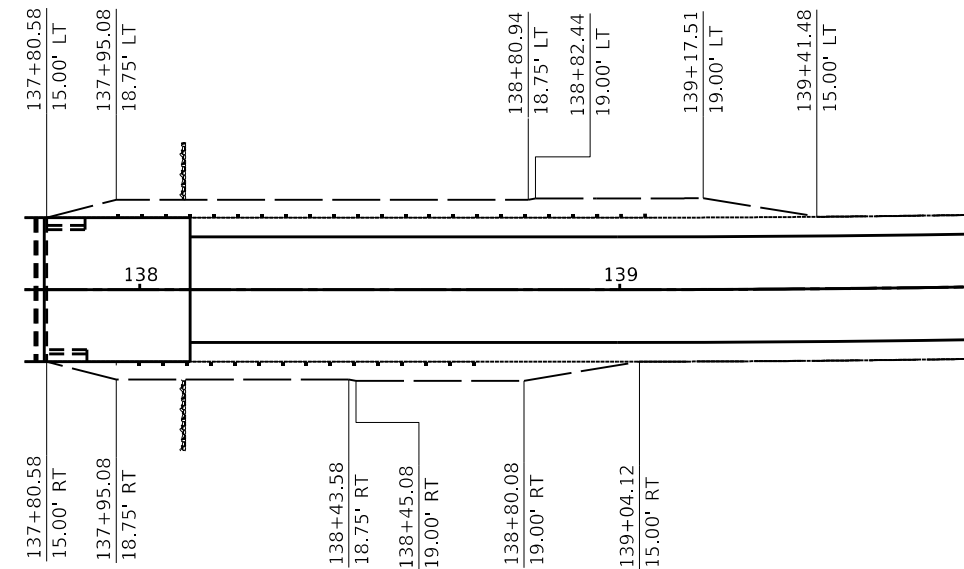
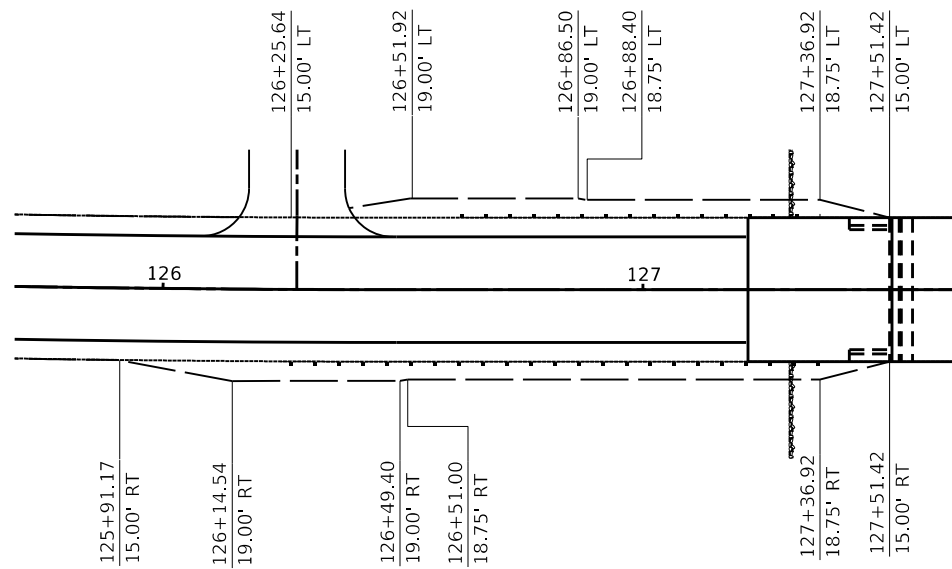
FENCE (SPECIAL) DETAILS

SCALE: SHEET NO. 1 OF 11 SHEETS STA. TO STA.

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	23
CONTRACT NO. 95901				
ILLINOIS FED. AID PROJECT 3MEQ(077)				



GUARDRAIL PLAN

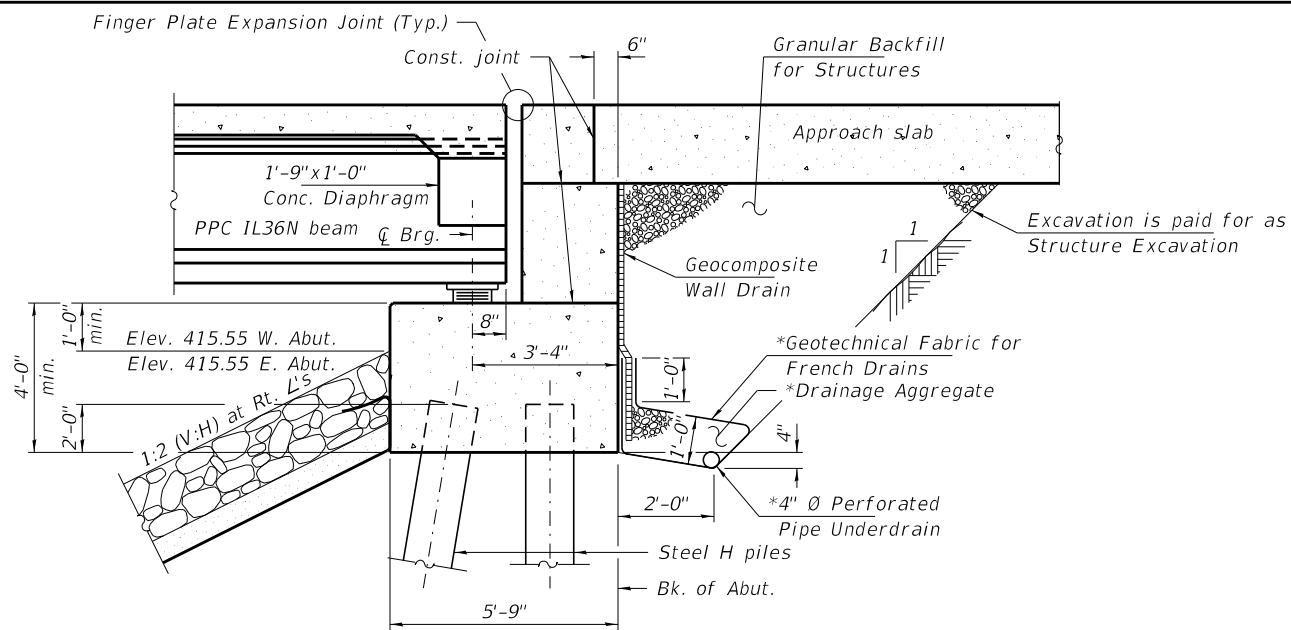


SHOULDER WIDENING PLAN

LEGEND

- ① TRAFFIC BARRIER TERMINAL TY 6A
- ② STEEL PLATE BEAM GUARDRAIL, TYA, 6 FOOT POSTS
- ③ TRAFFIC BARRIER TERMINAL TY1, TANGENT (SPECIAL)

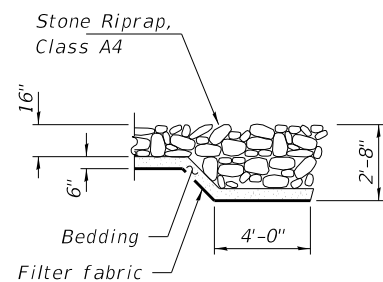
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HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L5 / PE / SE CORP. 184.000959		DRAWN - T.W.K.	REVISED -			7250	15-00018-00-BR	LAWRENCE	104	24
PLOT SCALE = \$SCALE\$		CHECKED - S.W.M.	REVISED -			CONTRACT NO. 95901				
PLOT DATE = 1/23/2023		DATE - 01/23/2023	REVISED -			SCALE: 1"=20'	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS



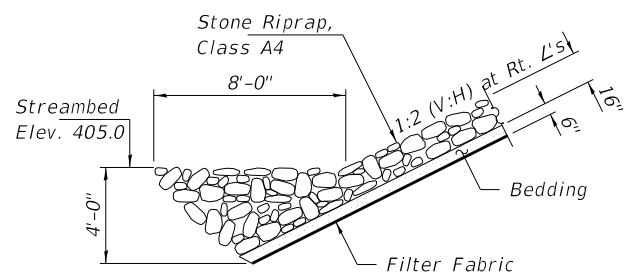
**SECTION THRU PILE SUPPORTED
STUB ABUTMENT**

* Included in the cost of Pipe Underdrains for Structures.

Note:
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).



SECTION B-B



SECTION A-A

See sheet 1 of 49 for Sections A-A and B-B.

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 3/4" Ø, holes 13/16" Ø, unless otherwise noted.
All structural steel shall be AASHTO M 270 Grade 50.
Reinforcement bars designated (E) shall be epoxy coated.
Concrete Sealer shall be applied to the abutment backwalls and bearing seats.
Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
All proposed construction activities shall be in accordance with Nationwide Permit number 14 of the Department of the Army authorized under Section 404 of the Clean Water Act.
The IEPA has issued Section 401 Water Quality Certification for this activity. See Special Provisions for conditions.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Channel Excavation	Cu. Yd.			95
Stone Riprap, Class A4	Ton			1,225
Filter Fabric	Sq. Yd.			1,065
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		544	544
Concrete Structures	Cu. Yd.		918.6	918.6
Concrete Superstructure	Cu. Yd.	1,012.9		1,012.9
Bridge Deck Grooving	Sq. Yd.	3,363		3,363
Protective Coat	Sq. Yd.	3,956		3,956
Concrete Superstructure (Approach Slab)	Cu. Yd.	87.9		87.9
Furn. and Erecting Precast Prestressed Conc. Beams, IL36N	Foot	5,059		5,059
Reinforcement Bars, Epoxy Coated	Pound	398,630	87,930	486,560
Mechanical Splicers	Each		112	112
Steel Railing, Type SM	Foot	2,117		2,117
Furnishing Steel Piles HP14x73	Foot		620	620
Furnishing Steel Piles HP14x102	Foot		1,219	1,219
Furnishing Steel Piles HP14x117	Foot		2,436	2,436
Driving Piles	Foot		4,275	4,275
Test Pile Steel HP14x73	Each		2	2
Test Pile Steel HP14x102	Each		2	2
Test Pile Steel HP14x117	Each		10	10
Pile Shoes	Each		150	150
Name Plates	Each		1	1
Finger Plate Expansion Joint, 4"	Foot	60		60
Elastomeric Bearing Assembly, Type I	Each	40		40
Elastomeric Bearing Assembly, Type II	Each	40		40
Elastomeric Bearing Assembly, Type III	Each	30		30
Anchor Bolts, 1"	Each		220	220
Anchor Bolts, 2"	Each		40	40
Temporary Sheet Piling	Sq. Ft.			6,860
Granular Backfill for Structures	Cu. Yd.			91
Concrete Sealer	Sq. Ft.		1,136	1,136
Geocomposite Wall Drain	Sq. Yd.		44	44
Concrete Headwalls for Pipe Drains	Each		4	4
Pipe Underdrains for Structures 4"	Foot			130

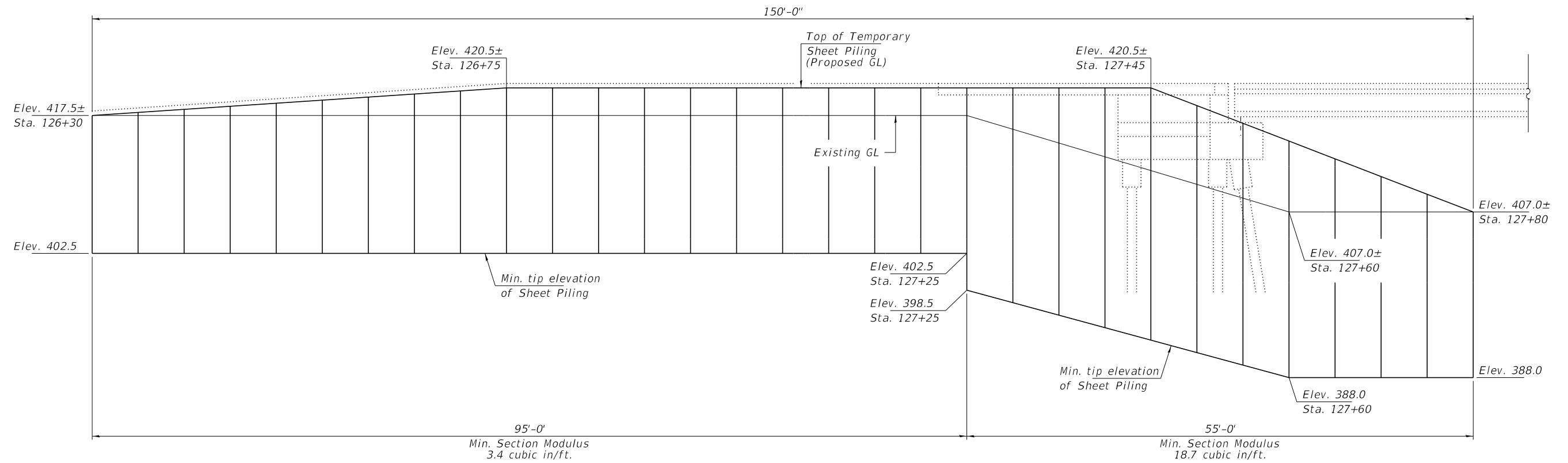
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HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	CHECKED - I.P.N.	REVISED -
PLOT DATE = 1/23/2023		DRAWN - R.D.H.	REVISED -
		CHECKED - S.M.S.	REVISED -

STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE

GENERAL DATA
STRUCTURE NO. 051-6012

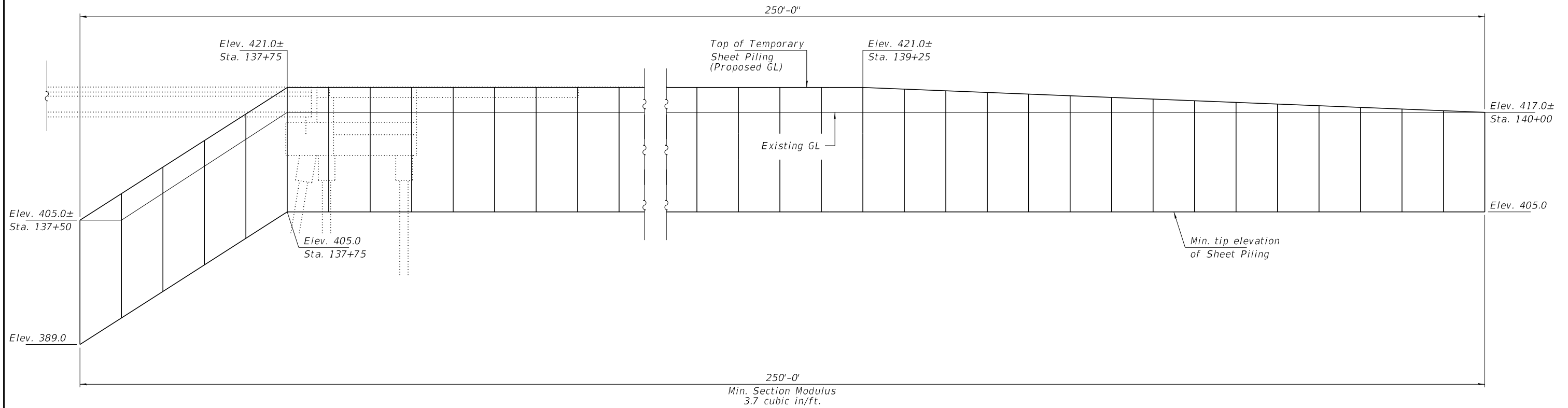
MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	26
CONTRACT NO. 95901				
ILLINOIS FED. AID PROJECT 3MEQ(077)				

SHEET NO. 2 OF 49 SHEETS



WEST ABUTMENT AND APPROACH

Sheet Piling at 19' Lt.



EAST ABUTMENT AND APPROACH

Sheet Piling at 19' Lt.

BILL OF MATERIAL

Item	Unit	Quantity
Temporary Sheet Piling	Sq. Ft.	6,860

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.

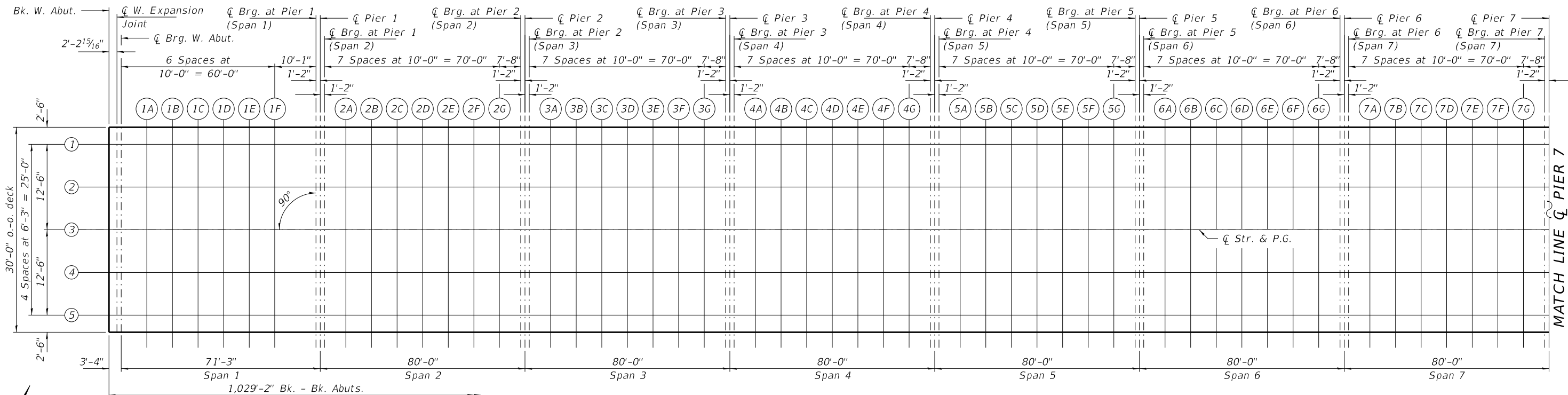
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	PLOT DATE = 1/23/2023	CHECKED - S.M.S.	REVISED -

STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE

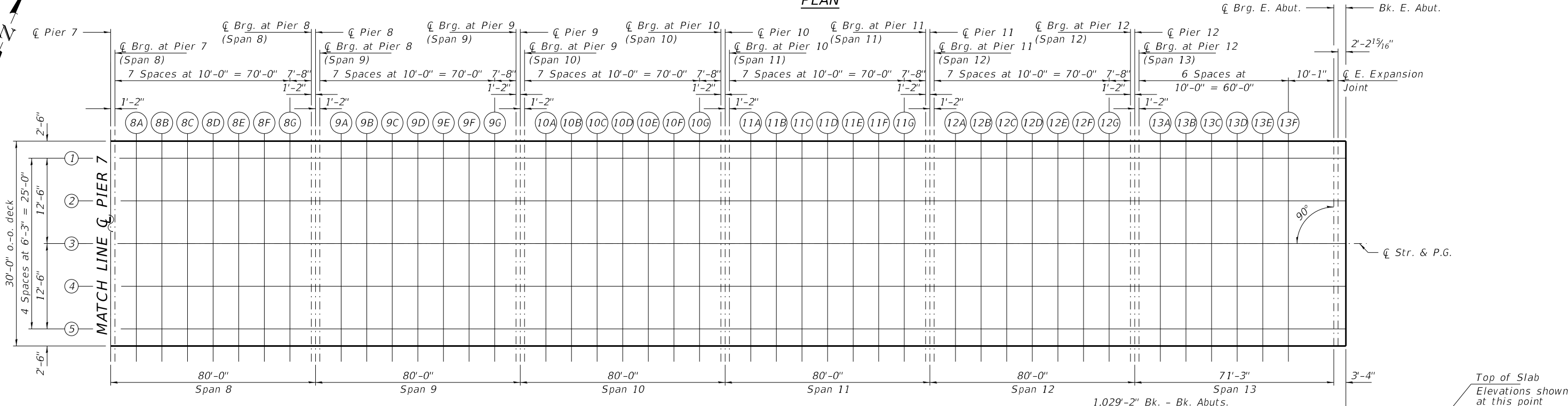
TEMPORARY SHEET PILING AT ABUTMENTS
STRUCTURE NO. 051-6012

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	27
CONTRACT NO. 95901				
ILLINOIS FED. AID PROJECT 3MEQ(077)				

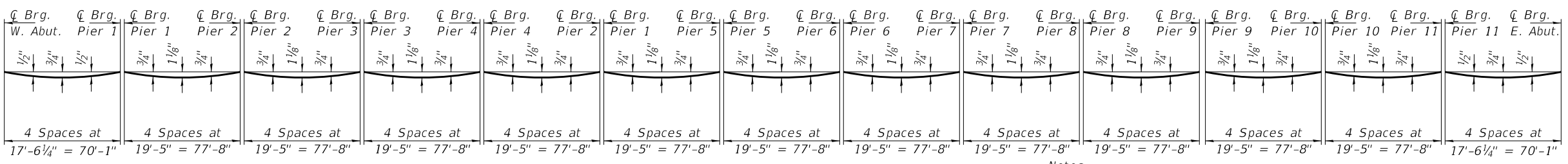
SHEET NO. 3 OF 49 SHEETS



PLAN

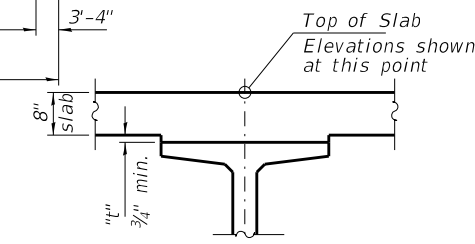


PLAN



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only.)

Notes:
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.



STANDARD FILLET DETAIL
To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown on the elevation tables. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILE NAME = 160023-shi-bridge.dgn	USER NAME = gmetcalf	DESIGNED - S.M.S.	REVISED -	STATE OF ILLINOIS CITY OF ST. FRANCISVILLE	TOP OF SLAB ELEVATIONS STRUCTURE NO. 051-6012	MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	CHECKED - I.P.N.	REVISED -			7250	15-00018-00-BR	LAWRENCE	104	28	
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		CHECKED - S.M.S.	REVISED -			SHEET NO. 4 OF 49 SHEETS					
						ILLINOIS FED. AID PROJECT 3MEQ(077)					

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	127+51.42	-12.50	421.00	421.00
☉ W. Exp. Jt.	127+53.66	-12.50	421.00	421.00
☉ Brg. W. Abut.	127+54.75	-12.50	421.00	421.00
1A	127+64.75	-12.50	421.00	421.03
1B	127+74.75	-12.50	421.00	421.05
1C	127+84.75	-12.50	421.00	421.06
1D	127+94.75	-12.50	421.00	421.06
1E	128+04.75	-12.50	421.00	421.05
1F	128+14.75	-12.50	421.00	421.03
☉ Brg. Span 1 - Pier 1	128+24.83	-12.50	421.00	421.00
☉ Brg. Span 2 - Pier 1	128+27.17	-12.50	421.00	421.00
2A	128+37.17	-12.50	421.00	421.04
2B	128+47.17	-12.50	421.00	421.07
2C	128+57.17	-12.50	421.00	421.09
2D	128+67.17	-12.50	421.00	421.09
2E	128+77.17	-12.50	421.00	421.09
2F	128+87.17	-12.50	421.00	421.06
2G	128+97.17	-12.50	421.00	421.03
☉ Brg. Span 2 - Pier 2	129+04.83	-12.50	421.00	421.00
☉ Brg. Span 3 - Pier 2	129+07.17	-12.50	421.00	421.00
3A	129+17.17	-12.50	421.00	421.04
3B	129+27.17	-12.50	421.00	421.07
3C	129+37.17	-12.50	421.00	421.09
3D	129+47.17	-12.50	421.00	421.09
3E	129+57.17	-12.50	421.00	421.09
3F	129+67.17	-12.50	421.00	421.06
3G	129+77.17	-12.50	421.00	421.03
☉ Brg. Span 3 - Pier 3	129+84.83	-12.50	421.00	421.00

BEAM 1 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Span 4 - Pier 3	129+87.17	-12.50	421.00	421.00
4A	129+97.17	-12.50	421.00	421.04
4B	130+07.17	-12.50	421.00	421.07
4C	130+17.17	-12.50	421.00	421.09
4D	130+27.17	-12.50	421.00	421.09
4E	130+37.17	-12.50	421.00	421.09
4F	130+47.17	-12.50	421.00	421.06
4G	130+57.17	-12.50	421.00	421.03
☉ Brg. Span 4 - Pier 4	130+64.83	-12.50	421.00	421.00
☉ Brg. Span 5 - Pier 4	130+67.17	-12.50	421.00	421.00
5A	130+77.17	-12.50	421.00	421.04
5B	130+87.17	-12.50	421.00	421.07
5C	130+97.17	-12.50	421.00	421.09
5D	131+07.17	-12.50	421.00	421.09
5E	131+17.17	-12.50	421.00	421.09
5F	131+27.17	-12.50	421.00	421.06
5G	131+37.17	-12.50	421.00	421.03
☉ Brg. Span 5 - Pier 5	131+44.83	-12.50	421.00	421.00
☉ Brg. Span 6 - Pier 5	131+47.17	-12.50	421.00	421.00
6A	131+57.17	-12.50	421.00	421.04
6B	131+67.17	-12.50	421.00	421.07
6C	131+77.17	-12.50	421.00	421.09
6D	131+87.17	-12.50	421.00	421.09
6E	131+97.17	-12.50	421.00	421.09
6F	132+07.17	-12.50	421.00	421.06
6G	132+17.17	-12.50	421.00	421.03
☉ Brg. Span 6 - Pier 6	132+24.83	-12.50	421.00	421.00

BEAM 1 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Span 7 - Pier 6	132+27.17	-12.50	421.00	421.00
7A	132+37.17	-12.50	421.00	421.04
7B	132+47.17	-12.50	421.00	421.07
7C	132+57.17	-12.50	421.00	421.09
7D	132+67.17	-12.50	421.00	421.09
7E	132+77.17	-12.50	421.00	421.09
7F	132+87.17	-12.50	421.00	421.06
7G	132+97.17	-12.50	421.00	421.03
☉ Brg. Span 7 - Pier 7	133+04.83	-12.50	421.00	421.00
☉ Brg. Span 8 - Pier 7	133+07.17	-12.50	421.00	421.00
8A	133+17.17	-12.50	421.00	421.04
8B	133+27.17	-12.50	421.00	421.07
8C	133+37.17	-12.50	421.00	421.09
8D	133+47.17	-12.50	421.00	421.09
8E	133+57.17	-12.50	421.00	421.09
8F	133+67.17	-12.50	421.00	421.06
8G	133+77.17	-12.50	421.00	421.03
☉ Brg. Span 8 - Pier 8	133+84.83	-12.50	421.00	421.00
☉ Brg. Span 9 - Pier 8	133+87.17	-12.50	421.00	421.00
9A	133+97.17	-12.50	421.00	421.04
9B	134+07.17	-12.50	421.00	421.07
9C	134+17.17	-12.50	421.00	421.09
9D	134+27.17	-12.50	421.00	421.09
9E	134+37.17	-12.50	421.00	421.09
9F	134+47.17	-12.50	421.00	421.06
9G	134+57.17	-12.50	421.00	421.03
☉ Brg. Span 9 - Pier 9	134+64.83	-12.50	421.00	421.00

BEAM 1 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Span 10 - Pier 9	134+67.17	-12.50	421.00	421.00
10A	134+77.17	-12.50	421.00	421.04
10B	134+87.17	-12.50	421.00	421.07
10C	134+97.17	-12.50	421.00	421.09
10D	135+07.17	-12.50	421.00	421.09
10E	135+17.17	-12.50	421.00	421.09
10F	135+27.17	-12.50	421.00	421.06
10G	135+37.17	-12.50	421.00	421.03
☉ Brg. Span 10 - Pier 10	135+44.83	-12.50	421.00	421.00
☉ Brg. Span 11 - Pier 10	135+47.17	-12.50	421.00	421.00
11A	135+57.17	-12.50	421.00	421.04
11B	135+67.17	-12.50	421.00	421.07
11C	135+77.17	-12.50	421.00	421.09
11D	135+87.17	-12.50	421.00	421.09
11E	135+97.17	-12.50	421.00	421.09
11F	136+07.17	-12.50	421.00	421.06
11G	136+17.17	-12.50	421.00	421.03
☉ Brg. Span 11 - Pier 11	136+24.83	-12.50	421.00	421.00
☉ Brg. Span 12 - Pier 11	136+27.17	-12.50	421.00	421.00
12A	136+37.17	-12.50	421.00	421.04
12B	136+47.17	-12.50	421.00	421.07
12C	136+57.17	-12.50	421.00	421.09
12D	136+67.17	-12.50	421.00	421.09
12E	136+77.17	-12.50	421.00	421.09
12F	136+87.17	-12.50	421.00	421.06
12G	136+97.17	-12.50	421.00	421.03
☉ Brg. Span 12 - Pier 12	137+04.83	-12.50	421.00	421.00

BEAM 1 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Span 13 - Pier 12	137+07.17	-12.50	421.00	421.00
13A	137+17.17	-12.50	421.00	421.03
13B	137+27.17	-12.50	421.00	421.05
13C	137+37.17	-12.50	421.00	421.06
13D	137+47.17	-12.50	421.00	421.06
13E	137+57.17	-12.50	421.00	421.05
13F	137+67.17	-12.50	421.00	421.03
☉ Brg. E. Abut.	137+77.25	-12.50	421.00	421.00
☉ E. Exp. Jt.	137+78.34	-12.50	421.00	421.00
Bk. E. Abut.	137+80.58	-12.50	421.00	421.00

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	127+51.42	-6.25	421.10	421.10
☉ W. Exp. Jt.	127+53.66	-6.25	421.10	421.10
☉ Brg. W. Abut.	127+54.75	-6.25	421.10	421.10
1A	127+64.75	-6.25	421.10	421.13
1B	127+74.75	-6.25	421.10	421.15
1C	127+84.75	-6.25	421.10	421.16
1D	127+94.75	-6.25	421.10	421.16
1E	128+04.75	-6.25	421.10	421.15
1F	128+14.75	-6.25	421.10	421.13
☉ Brg. Span 1 - Pier 1	128+24.83	-6.25	421.10	421.10
☉ Brg. Span 2 - Pier 1	128+27.17	-6.25	421.10	421.10
2A	128+37.17	-6.25	421.10	421.14
2B	128+47.17	-6.25	421.10	421.17
2C	128+57.17	-6.25	421.10	421.19
2D	128+67.17	-6.25	421.10	421.19
2E	128+77.17	-6.25	421.10	421.18
2F	128+87.17	-6.25	421.10	421.16
2G	128+97.17	-6.25	421.10	421.13
☉ Brg. Span 2 - Pier 2	129+04.83	-6.25	421.10	421.10
☉ Brg. Span 3 - Pier 2	129+07.17	-6.25	421.10	421.10
3A	129+17.17	-6.25	421.10	421.14
3B	129+27.17	-6.25	421.10	421.17
3C	129+37.17	-6.25	421.10	421.19
3D	129+47.17	-6.25	421.10	421.19
3E	129+57.17	-6.25	421.10	421.18
3F	129+67.17	-6.25	421.10	421.16
3G	129+77.17	-6.25	421.10	421.13
☉ Brg. Span 3 - Pier 3	129+84.83	-6.25	421.10	421.10

BEAM 2 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Span 4 - Pier 3	129+87.17	-6.25	421.10	421.10
4A	129+97.17	-6.25	421.10	421.14
4B	130+07.17	-6.25	421.10	421.17
4C	130+17.17	-6.25	421.10	421.19
4D	130+27.17	-6.25	421.10	421.19
4E	130+37.17	-6.25	421.10	421.18
4F	130+47.17	-6.25	421.10	421.16
4G	130+57.17	-6.25	421.10	421.13
☉ Brg. Span 4 - Pier 4	130+64.83	-6.25	421.10	421.10
☉ Brg. Span 5 - Pier 4	130+67.17	-6.25	421.10	421.10
5A	130+77.17	-6.25	421.10	421.14
5B	130+87.17	-6.25	421.10	421.17
5C	130+97.17	-6.25	421.10	421.19
5D	131+07.17	-6.25	421.10	421.19
5E	131+17.17	-6.25	421.10	421.18
5F	131+27.17	-6.25	421.10	421.16
5G	131+37.17	-6.25	421.10	421.13
☉ Brg. Span 5 - Pier 5	131+44.83	-6.25	421.10	421.10
☉ Brg. Span 6 - Pier 5	131+47.17	-6.25	421.10	421.10
6A	131+57.17	-6.25	421.10	421.14
6B	131+67.17	-6.25	421.10	421.17
6C	131+77.17	-6.25	421.10	421.19
6D	131+87.17	-6.25	421.10	421.19
6E	131+97.17	-6.25	421.10	421.18
6F	132+07.17	-6.25	421.10	421.16
6G	132+17.17	-6.25	421.10	421.13
☉ Brg. Span 6 - Pier 6	132+24.83	-6.25	421.10	421.10

BEAM 2 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Span 7 - Pier 6	132+27.17	-6.25	421.10	421.10
7A	132+37.17	-6.25	421.10	421.14
7B	132+47.17	-6.25	421.10	421.17
7C	132+57.17	-6.25	421.10	421.19
7D	132+67.17	-6.25	421.10	421.19
7E	132+77.17	-6.25	421.10	421.18
7F	132+87.17	-6.25	421.10	421.16
7G	132+97.17	-6.25	421.10	421.13
☉ Brg. Span 7 - Pier 7	133+04.83	-6.25	421.10	421.10
☉ Brg. Span 8 - Pier 7	133+07.17	-6.25	421.10	421.10
8A	133+17.17	-6.25	421.10	421.14
8B	133+27.17	-6.25	421.10	421.17
8C	133+37.17	-6.25	421.10	421.19
8D	133+47.17	-6.25	421.10	421.19
8E	133+57.17	-6.25	421.10	421.18
8F	133+67.17	-6.25	421.10	421.16
8G	133+77.17	-6.25	421.10	421.13
☉ Brg. Span 8 - Pier 8	133+84.83	-6.25	421.10	421.10
☉ Brg. Span 9 - Pier 8	133+87.17	-6.25	421.10	421.10
9A	133+97.17	-6.25	421.10	421.14
9B	134+07.17	-6.25	421.10	421.17
9C	134+17.17	-6.25	421.10	421.19
9D	134+27.17	-6.25	421.10	421.19
9E	134+37.17	-6.25	421.10	421.18
9F	134+47.17	-6.25	421.10	421.16
9G	134+57.17	-6.25	421.10	421.13
☉ Brg. Span 9 - Pier 9	134+64.83	-6.25	421.10	421.10

BEAM 2 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Span 10 - Pier 9	134+67.17	-6.25	421.10	421.10
10A	134+77.17	-6.25	421.10	421.14
10B	134+87.17	-6.25	421.10	421.17
10C	134+97.17	-6.25	421.10	421.19
10D	135+07.17	-6.25	421.10	421.19
10E	135+17.17	-6.25	421.10	421.18
10F	135+27.17	-6.25	421.10	421.16
10G	135+37.17	-6.25	421.10	421.13
☉ Brg. Span 10 - Pier 10	135+44.83	-6.25	421.10	421.10
☉ Brg. Span 11 - Pier 10	135+47.17	-6.25	421.10	421.10
11A	135+57.17	-6.25	421.10	421.14
11B	135+67.17	-6.25	421.10	421.17
11C	135+77.17	-6.25	421.10	421.19
11D	135+87.17	-6.25	421.10	421.19
11E	135+97.17	-6.25	421.10	421.18
11F	136+07.17	-6.25	421.10	421.16
11G	136+17.17	-6.25	421.10	421.13
☉ Brg. Span 11 - Pier 11	136+24.83	-6.25	421.10	421.10
☉ Brg. Span 12 - Pier 11	136+27.17	-6.25	421.10	421.10
12A	136+37.17	-6.25	421.10	421.14
12B	136+47.17	-6.25	421.10	421.17
12C	136+57.17	-6.25	421.10	421.19
12D	136+67.17	-6.25	421.10	421.19
12E	136+77.17	-6.25	421.10	421.18
12F	136+87.17	-6.25	421.10	421.16
12G	136+97.17	-6.25	421.10	421.13
☉ Brg. Span 12 - Pier 12	137+04.83	-6.25	421.10	421.10

BEAM 2 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Span 13 - Pier 12	137+07.17	-6.50	421.10	421.10
13A	137+17.17	-6.50	421.10	421.13
13B	137+27.17	-6.50	421.10	421.15
13C	137+37.17	-6.50	421.10	421.16
13D	137+47.17	-6.50	421.10	421.16
13E	137+57.17	-6.50	421.10	421.15
13F	137+67.17	-6.50	421.10	421.13
☉ Brg. E. Abut.	137+77.25	-6.50	421.10	421.10
☉ E. Exp. Jt.	137+78.34	-6.50	421.10	421.10
Bk. E. Abut.	137+80.58	-6.50	421.10	421.10

BEAM 3, Q STRUCTURE, P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	127+51.42	0.00	421.20	421.20
Q W. Exp. Jt.	127+53.66	0.00	421.20	421.20
Q Brg. W. Abut.	127+54.75	0.00	421.20	421.20
1A	127+64.75	0.00	421.20	421.23
1B	127+74.75	0.00	421.20	421.25
1C	127+84.75	0.00	421.20	421.26
1D	127+94.75	0.00	421.20	421.26
1E	128+04.75	0.00	421.20	421.25
1F	128+14.75	0.00	421.20	421.23
Q Brg. Span 1 - Pier 1	128+24.83	0.00	421.20	421.20
Q Brg. Span 2 - Pier 1	128+27.17	0.00	421.20	421.20
2A	128+37.17	0.00	421.20	421.24
2B	128+47.17	0.00	421.20	421.27
2C	128+57.17	0.00	421.20	421.28
2D	128+67.17	0.00	421.20	421.29
2E	128+77.17	0.00	421.20	421.28
2F	128+87.17	0.00	421.20	421.26
2G	128+97.17	0.00	421.20	421.23
Q Brg. Span 2 - Pier 2	129+04.83	0.00	421.20	421.20
Q Brg. Span 3 - Pier 2	129+07.17	0.00	421.20	421.20
3A	129+17.17	0.00	421.20	421.24
3B	129+27.17	0.00	421.20	421.27
3C	129+37.17	0.00	421.20	421.28
3D	129+47.17	0.00	421.20	421.29
3E	129+57.17	0.00	421.20	421.28
3F	129+67.17	0.00	421.20	421.26
3G	129+77.17	0.00	421.20	421.23
Q Brg. Span 3 - Pier 3	129+84.83	0.00	421.20	421.20

BEAM 3, Q STRUCTURE, P.G. (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Q Brg. Span 4 - Pier 3	129+87.17	0.00	421.20	421.20
4A	129+97.17	0.00	421.20	421.24
4B	130+07.17	0.00	421.20	421.27
4C	130+17.17	0.00	421.20	421.28
4D	130+27.17	0.00	421.20	421.29
4E	130+37.17	0.00	421.20	421.28
4F	130+47.17	0.00	421.20	421.26
4G	130+57.17	0.00	421.20	421.23
Q Brg. Span 4 - Pier 4	130+64.83	0.00	421.20	421.20
Q Brg. Span 5 - Pier 4	130+67.17	0.00	421.20	421.20
5A	130+77.17	0.00	421.20	421.24
5B	130+87.17	0.00	421.20	421.27
5C	130+97.17	0.00	421.20	421.28
5D	131+07.17	0.00	421.20	421.29
5E	131+17.17	0.00	421.20	421.28
5F	131+27.17	0.00	421.20	421.26
5G	131+37.17	0.00	421.20	421.23
Q Brg. Span 5 - Pier 5	131+44.83	0.00	421.20	421.20
Q Brg. Span 6 - Pier 5	131+47.17	0.00	421.20	421.20
6A	131+57.17	0.00	421.20	421.24
6B	131+67.17	0.00	421.20	421.27
6C	131+77.17	0.00	421.20	421.28
6D	131+87.17	0.00	421.20	421.29
6E	131+97.17	0.00	421.20	421.28
6F	132+07.17	0.00	421.20	421.26
6G	132+17.17	0.00	421.20	421.23
Q Brg. Span 6 - Pier 6	132+24.83	0.00	421.20	421.20

BEAM 3, Q STRUCTURE, P.G. (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Q Brg. Span 7 - Pier 6	132+27.17	0.00	421.20	421.20
7A	132+37.17	0.00	421.20	421.24
7B	132+47.17	0.00	421.20	421.27
7C	132+57.17	0.00	421.20	421.28
7D	132+67.17	0.00	421.20	421.29
7E	132+77.17	0.00	421.20	421.28
7F	132+87.17	0.00	421.20	421.26
7G	132+97.17	0.00	421.20	421.23
Q Brg. Span 7 - Pier 7	133+04.83	0.00	421.20	421.20
Q Brg. Span 8 - Pier 7	133+07.17	0.00	421.20	421.20
8A	133+17.17	0.00	421.20	421.24
8B	133+27.17	0.00	421.20	421.27
8C	133+37.17	0.00	421.20	421.28
8D	133+47.17	0.00	421.20	421.29
8E	133+57.17	0.00	421.20	421.28
8F	133+67.17	0.00	421.20	421.26
8G	133+77.17	0.00	421.20	421.23
Q Brg. Span 8 - Pier 8	133+84.83	0.00	421.20	421.20
Q Brg. Span 9 - Pier 8	133+87.17	0.00	421.20	421.20
9A	133+97.17	0.00	421.20	421.24
9B	134+07.17	0.00	421.20	421.27
9C	134+17.17	0.00	421.20	421.28
9D	134+27.17	0.00	421.20	421.29
9E	134+37.17	0.00	421.20	421.28
9F	134+47.17	0.00	421.20	421.26
9G	134+57.17	0.00	421.20	421.23
Q Brg. Span 9 - Pier 9	134+64.83	0.00	421.20	421.20

BEAM 3, Q STRUCTURE, P.G. (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Q Brg. Span 10 - Pier 9	134+67.17	0.00	421.20	421.20
10A	134+77.17	0.00	421.20	421.24
10B	134+87.17	0.00	421.20	421.27
10C	134+97.17	0.00	421.20	421.28
10D	135+07.17	0.00	421.20	421.29
10E	135+17.17	0.00	421.20	421.28
10F	135+27.17	0.00	421.20	421.26
10G	135+37.17	0.00	421.20	421.23
Q Brg. Span 10 - Pier 10	135+44.83	0.00	421.20	421.20
Q Brg. Span 11 - Pier 10	135+47.17	0.00	421.20	421.20
11A	135+57.17	0.00	421.20	421.24
11B	135+67.17	0.00	421.20	421.27
11C	135+77.17	0.00	421.20	421.28
11D	135+87.17	0.00	421.20	421.29
11E	135+97.17	0.00	421.20	421.28
11F	136+07.17	0.00	421.20	421.26
11G	136+17.17	0.00	421.20	421.23
Q Brg. Span 11 - Pier 11	136+24.83	0.00	421.20	421.20
Q Brg. Span 12 - Pier 11	136+27.17	0.00	421.20	421.20
12A	136+37.17	0.00	421.20	421.24
12B	136+47.17	0.00	421.20	421.27
12C	136+57.17	0.00	421.20	421.28
12D	136+67.17	0.00	421.20	421.29
12E	136+77.17	0.00	421.20	421.28
12F	136+87.17	0.00	421.20	421.26
12G	136+97.17	0.00	421.20	421.23
Q Brg. Span 12 - Pier 12	137+04.83	0.00	421.20	421.20

BEAM 3, Q STRUCTURE, P.G. (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Q Brg. Span 13 - Pier 12	137+07.17	0.00	421.20	421.20
13A	137+17.17	0.00	421.20	421.23
13B	137+27.17	0.00	421.20	421.25
13C	137+37.17	0.00	421.20	421.26
13D	137+47.17	0.00	421.20	421.26
13E	137+57.17	0.00	421.20	421.25
13F	137+67.17	0.00	421.20	421.23
Q Brg. E. Abut.	137+77.25	0.00	421.20	421.20
Q E. Exp. Jt.	137+78.34	0.00	421.20	421.20
Bk. E. Abut.	137+80.58	0.00	421.20	421.20

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	127+51.42	6.25	421.10	421.10
☉ W. Exp. Jt.	127+53.66	6.25	421.10	421.10
☉ Brg. W. Abut.	127+54.75	6.25	421.10	421.10
1A	127+64.75	6.25	421.10	421.13
1B	127+74.75	6.25	421.10	421.15
1C	127+84.75	6.25	421.10	421.16
1D	127+94.75	6.25	421.10	421.16
1E	128+04.75	6.25	421.10	421.15
1F	128+14.75	6.25	421.10	421.13
☉ Brg. Span 1 - Pier 1	128+24.83	6.25	421.10	421.10
☉ Brg. Span 2 - Pier 1	128+27.17	6.25	421.10	421.10
2A	128+37.17	6.25	421.10	421.14
2B	128+47.17	6.25	421.10	421.17
2C	128+57.17	6.25	421.10	421.19
2D	128+67.17	6.25	421.10	421.19
2E	128+77.17	6.25	421.10	421.18
2F	128+87.17	6.25	421.10	421.16
2G	128+97.17	6.25	421.10	421.13
☉ Brg. Span 2 - Pier 2	129+04.83	6.25	421.10	421.10
☉ Brg. Span 3 - Pier 2	129+07.17	6.25	421.10	421.10
3A	129+17.17	6.25	421.10	421.14
3B	129+27.17	6.25	421.10	421.17
3C	129+37.17	6.25	421.10	421.19
3D	129+47.17	6.25	421.10	421.19
3E	129+57.17	6.25	421.10	421.18
3F	129+67.17	6.25	421.10	421.16
3G	129+77.17	6.25	421.10	421.13
☉ Brg. Span 3 - Pier 3	129+84.83	6.25	421.10	421.10

BEAM 4 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Span 4 - Pier 3	129+87.17	6.25	421.10	421.10
4A	129+97.17	6.25	421.10	421.14
4B	130+07.17	6.25	421.10	421.17
4C	130+17.17	6.25	421.10	421.19
4D	130+27.17	6.25	421.10	421.19
4E	130+37.17	6.25	421.10	421.18
4F	130+47.17	6.25	421.10	421.16
4G	130+57.17	6.25	421.10	421.13
☉ Brg. Span 4 - Pier 4	130+64.83	6.25	421.10	421.10
☉ Brg. Span 5 - Pier 4	130+67.17	6.25	421.10	421.10
5A	130+77.17	6.25	421.10	421.14
5B	130+87.17	6.25	421.10	421.17
5C	130+97.17	6.25	421.10	421.19
5D	131+07.17	6.25	421.10	421.19
5E	131+17.17	6.25	421.10	421.18
5F	131+27.17	6.25	421.10	421.16
5G	131+37.17	6.25	421.10	421.13
☉ Brg. Span 5 - Pier 5	131+44.83	6.25	421.10	421.10
☉ Brg. Span 6 - Pier 5	131+47.17	6.25	421.10	421.10
6A	131+57.17	6.25	421.10	421.14
6B	131+67.17	6.25	421.10	421.17
6C	131+77.17	6.25	421.10	421.19
6D	131+87.17	6.25	421.10	421.19
6E	131+97.17	6.25	421.10	421.18
6F	132+07.17	6.25	421.10	421.16
6G	132+17.17	6.25	421.10	421.13
☉ Brg. Span 6 - Pier 6	132+24.83	6.25	421.10	421.10

BEAM 4 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Span 7 - Pier 6	132+27.17	6.25	421.10	421.10
7A	132+37.17	6.25	421.10	421.14
7B	132+47.17	6.25	421.10	421.17
7C	132+57.17	6.25	421.10	421.19
7D	132+67.17	6.25	421.10	421.19
7E	132+77.17	6.25	421.10	421.18
7F	132+87.17	6.25	421.10	421.16
7G	132+97.17	6.25	421.10	421.13
☉ Brg. Span 7 - Pier 7	133+04.83	6.25	421.10	421.10
☉ Brg. Span 8 - Pier 7	133+07.17	6.25	421.10	421.10
8A	133+17.17	6.25	421.10	421.14
8B	133+27.17	6.25	421.10	421.17
8C	133+37.17	6.25	421.10	421.19
8D	133+47.17	6.25	421.10	421.19
8E	133+57.17	6.25	421.10	421.18
8F	133+67.17	6.25	421.10	421.16
8G	133+77.17	6.25	421.10	421.13
☉ Brg. Span 8 - Pier 8	133+84.83	6.25	421.10	421.10
☉ Brg. Span 9 - Pier 8	133+87.17	6.25	421.10	421.10
9A	133+97.17	6.25	421.10	421.14
9B	134+07.17	6.25	421.10	421.17
9C	134+17.17	6.25	421.10	421.19
9D	134+27.17	6.25	421.10	421.19
9E	134+37.17	6.25	421.10	421.18
9F	134+47.17	6.25	421.10	421.16
9G	134+57.17	6.25	421.10	421.13
☉ Brg. Span 9 - Pier 9	134+64.83	6.25	421.10	421.10

BEAM 4 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☒ Brg. Span 10 - Pier 9	134+67.17	6.25	421.10	421.10
10A	134+77.17	6.25	421.10	421.14
10B	134+87.17	6.25	421.10	421.17
10C	134+97.17	6.25	421.10	421.19
10D	135+07.17	6.25	421.10	421.19
10E	135+17.17	6.25	421.10	421.18
10F	135+27.17	6.25	421.10	421.16
10G	135+37.17	6.25	421.10	421.13
☒ Brg. Span 10 - Pier 10	135+44.83	6.25	421.10	421.10
☒ Brg. Span 11 - Pier 10	135+47.17	6.25	421.10	421.10
11A	135+57.17	6.25	421.10	421.14
11B	135+67.17	6.25	421.10	421.17
11C	135+77.17	6.25	421.10	421.19
11D	135+87.17	6.25	421.10	421.19
11E	135+97.17	6.25	421.10	421.18
11F	136+07.17	6.25	421.10	421.16
11G	136+17.17	6.25	421.10	421.13
☒ Brg. Span 11 - Pier 11	136+24.83	6.25	421.10	421.10
☒ Brg. Span 12 - Pier 11	136+27.17	6.25	421.10	421.10
12A	136+37.17	6.25	421.10	421.14
12B	136+47.17	6.25	421.10	421.17
12C	136+57.17	6.25	421.10	421.19
12D	136+67.17	6.25	421.10	421.19
12E	136+77.17	6.25	421.10	421.18
12F	136+87.17	6.25	421.10	421.16
12G	136+97.17	6.25	421.10	421.13
☒ Brg. Span 12 - Pier 12	137+04.83	6.25	421.10	421.10

BEAM 4 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☒ Brg. Span 13 - Pier 12	137+07.17	6.25	421.10	421.10
13A	137+17.17	6.25	421.10	421.13
13B	137+27.17	6.25	421.10	421.15
13C	137+37.17	6.25	421.10	421.16
13D	137+47.17	6.25	421.10	421.16
13E	137+57.17	6.25	421.10	421.15
13F	137+67.17	6.25	421.10	421.13
☒ Brg. E. Abut.	137+77.25	6.25	421.10	421.10
☒ E. Exp. Jt.	137+78.34	6.25	421.10	421.10
Bk. E. Abut.	137+80.58	6.25	421.10	421.10

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	127+51.42	12.50	421.00	421.00
☉ W. Exp. Jt.	127+53.66	12.50	421.00	421.00
☉ Brg. W. Abut.	127+54.75	12.50	421.00	421.00
1A	127+64.75	12.50	421.00	421.03
1B	127+74.75	12.50	421.00	421.05
1C	127+84.75	12.50	421.00	421.06
1D	127+94.75	12.50	421.00	421.06
1E	128+04.75	12.50	421.00	421.05
1F	128+14.75	12.50	421.00	421.03
☉ Brg. Span 1 - Pier 1	128+24.83	12.50	421.00	421.00
☉ Brg. Span 2 - Pier 1	128+27.17	12.50	421.00	421.00
2A	128+37.17	12.50	421.00	421.04
2B	128+47.17	12.50	421.00	421.07
2C	128+57.17	12.50	421.00	421.09
2D	128+67.17	12.50	421.00	421.09
2E	128+77.17	12.50	421.00	421.09
2F	128+87.17	12.50	421.00	421.06
2G	128+97.17	12.50	421.00	421.03
☉ Brg. Span 2 - Pier 2	129+04.83	12.50	421.00	421.00
☉ Brg. Span 3 - Pier 2	129+07.17	12.50	421.00	421.00
3A	129+17.17	12.50	421.00	421.04
3B	129+27.17	12.50	421.00	421.07
3C	129+37.17	12.50	421.00	421.09
3D	129+47.17	12.50	421.00	421.09
3E	129+57.17	12.50	421.00	421.09
3F	129+67.17	12.50	421.00	421.06
3G	129+77.17	12.50	421.00	421.03
☉ Brg. Span 3 - Pier 3	129+84.83	12.50	421.00	421.00

BEAM 5 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Span 4 - Pier 3	129+87.17	12.50	421.00	421.00
4A	129+97.17	12.50	421.00	421.04
4B	130+07.17	12.50	421.00	421.07
4C	130+17.17	12.50	421.00	421.09
4D	130+27.17	12.50	421.00	421.09
4E	130+37.17	12.50	421.00	421.09
4F	130+47.17	12.50	421.00	421.06
4G	130+57.17	12.50	421.00	421.03
☉ Brg. Span 4 - Pier 4	130+64.83	12.50	421.00	421.00
☉ Brg. Span 5 - Pier 4	130+67.17	12.50	421.00	421.00
5A	130+77.17	12.50	421.00	421.04
5B	130+87.17	12.50	421.00	421.07
5C	130+97.17	12.50	421.00	421.09
5D	131+07.17	12.50	421.00	421.09
5E	131+17.17	12.50	421.00	421.09
5F	131+27.17	12.50	421.00	421.06
5G	131+37.17	12.50	421.00	421.03
☉ Brg. Span 5 - Pier 5	131+44.83	12.50	421.00	421.00
☉ Brg. Span 6 - Pier 5	131+47.17	12.50	421.00	421.00
6A	131+57.17	12.50	421.00	421.04
6B	131+67.17	12.50	421.00	421.07
6C	131+77.17	12.50	421.00	421.09
6D	131+87.17	12.50	421.00	421.09
6E	131+97.17	12.50	421.00	421.09
6F	132+07.17	12.50	421.00	421.06
6G	132+17.17	12.50	421.00	421.03
☉ Brg. Span 6 - Pier 6	132+24.83	12.50	421.00	421.00

BEAM 5 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Span 7 - Pier 6	132+27.17	12.50	421.00	421.00
7A	132+37.17	12.50	421.00	421.04
7B	132+47.17	12.50	421.00	421.07
7C	132+57.17	12.50	421.00	421.09
7D	132+67.17	12.50	421.00	421.09
7E	132+77.17	12.50	421.00	421.09
7F	132+87.17	12.50	421.00	421.06
7G	132+97.17	12.50	421.00	421.03
☉ Brg. Span 7 - Pier 7	133+04.83	12.50	421.00	421.00
☉ Brg. Span 8 - Pier 7	133+07.17	12.50	421.00	421.00
8A	133+17.17	12.50	421.00	421.04
8B	133+27.17	12.50	421.00	421.07
8C	133+37.17	12.50	421.00	421.09
8D	133+47.17	12.50	421.00	421.09
8E	133+57.17	12.50	421.00	421.09
8F	133+67.17	12.50	421.00	421.06
8G	133+77.17	12.50	421.00	421.03
☉ Brg. Span 8 - Pier 8	133+84.83	12.50	421.00	421.00
☉ Brg. Span 9 - Pier 8	133+87.17	12.50	421.00	421.00
9A	133+97.17	12.50	421.00	421.04
9B	134+07.17	12.50	421.00	421.07
9C	134+17.17	12.50	421.00	421.09
9D	134+27.17	12.50	421.00	421.09
9E	134+37.17	12.50	421.00	421.09
9F	134+47.17	12.50	421.00	421.06
9G	134+57.17	12.50	421.00	421.03
☉ Brg. Span 9 - Pier 9	134+64.83	12.50	421.00	421.00

BEAM 5 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Span 10 - Pier 9	134+67.17	12.50	421.00	421.00
10A	134+77.17	12.50	421.00	421.04
10B	134+87.17	12.50	421.00	421.07
10C	134+97.17	12.50	421.00	421.09
10D	135+07.17	12.50	421.00	421.09
10E	135+17.17	12.50	421.00	421.09
10F	135+27.17	12.50	421.00	421.06
10G	135+37.17	12.50	421.00	421.03
☉ Brg. Span 10 - Pier 10	135+44.83	12.50	421.00	421.00
☉ Brg. Span 11 - Pier 10	135+47.17	12.50	421.00	421.00
11A	135+57.17	12.50	421.00	421.04
11B	135+67.17	12.50	421.00	421.07
11C	135+77.17	12.50	421.00	421.09
11D	135+87.17	12.50	421.00	421.09
11E	135+97.17	12.50	421.00	421.09
11F	136+07.17	12.50	421.00	421.06
11G	136+17.17	12.50	421.00	421.03
☉ Brg. Span 11 - Pier 11	136+24.83	12.50	421.00	421.00
☉ Brg. Span 12 - Pier 11	136+27.17	12.50	421.00	421.00
12A	136+37.17	12.50	421.00	421.04
12B	136+47.17	12.50	421.00	421.07
12C	136+57.17	12.50	421.00	421.09
12D	136+67.17	12.50	421.00	421.09
12E	136+77.17	12.50	421.00	421.09
12F	136+87.17	12.50	421.00	421.06
12G	136+97.17	12.50	421.00	421.03
☉ Brg. Span 12 - Pier 12	137+04.83	12.50	421.00	421.00

BEAM 5 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Span 13 - Pier 12	137+07.17	12.50	421.00	421.00
13A	137+17.17	12.50	421.00	421.03
13B	137+27.17	12.50	421.00	421.05
13C	137+37.17	12.50	421.00	421.06
13D	137+47.17	12.50	421.00	421.06
13E	137+57.17	12.50	421.00	421.05
13F	137+67.17	12.50	421.00	421.03
☉ Brg. E. Abut.	137+77.25	12.50	421.00	421.00
☉ E. Exp. Jt.	137+78.34	12.50	421.00	421.00
Bk. E. Abut.	137+80.58	12.50	421.00	421.00

NORTH EDGE OF SHOULDER

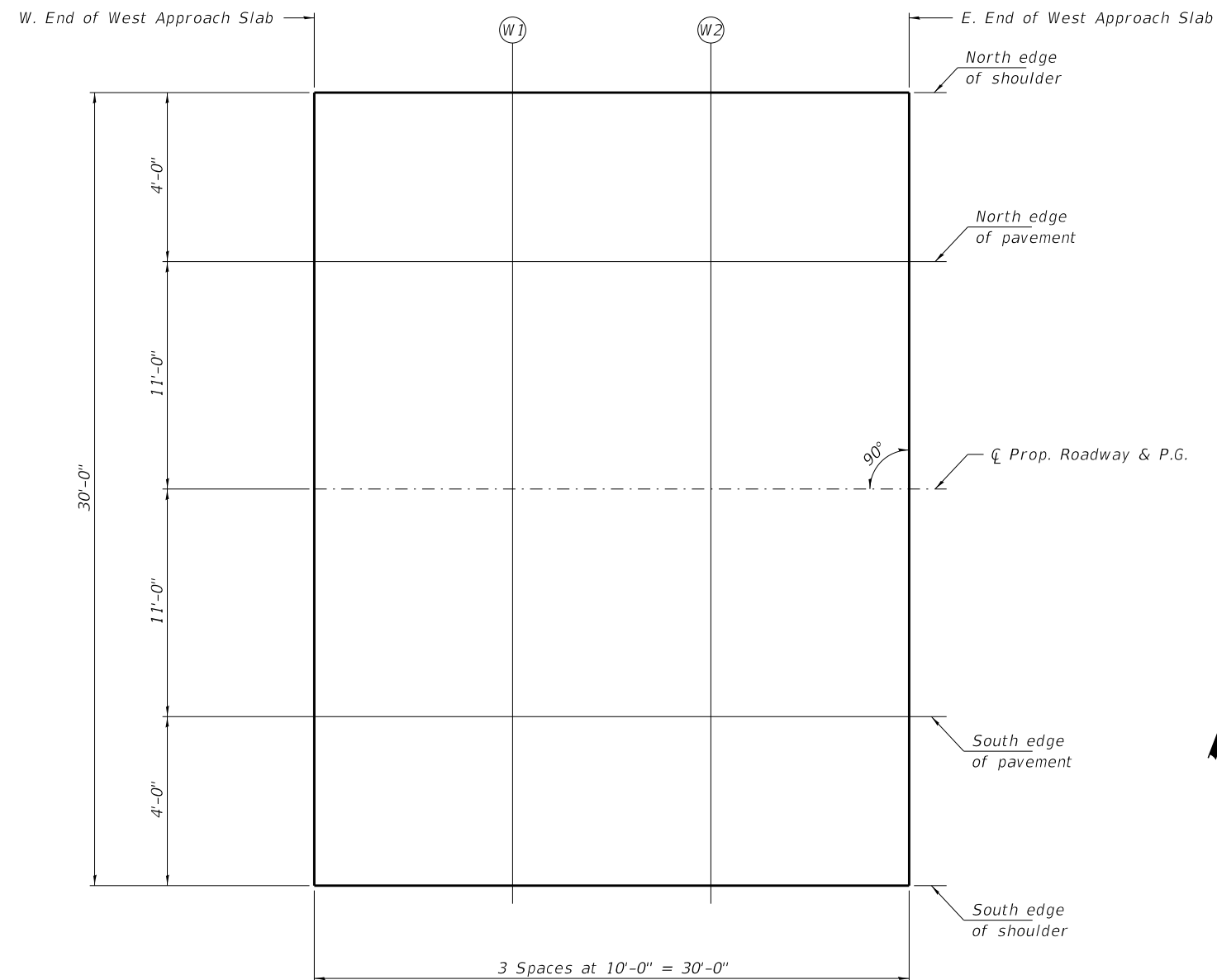
Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	127+21.92	-15.00	420.97
W1	127+31.92	-15.00	420.97
W2	127+41.92	-15.00	420.97
E. End West Appr. Slab	127+51.92	-15.00	420.97

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	127+21.92	-11.00	421.03
W1	127+31.92	-11.00	421.03
W2	127+41.92	-11.00	421.03
E. End West Appr. Slab	127+51.92	-11.00	421.03

CL PROPOSED ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	127+21.92	0.00	421.20
W1	127+31.92	0.00	421.20
W2	127+41.92	0.00	421.20
E. End West Appr. Slab	127+51.92	0.00	421.20



WEST APPROACH SLAB - PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	127+21.92	11.00	421.03
W1	127+31.92	11.00	421.03
W2	127+41.92	11.00	421.03
E. End West Appr. Slab	127+51.92	11.00	421.03

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	127+21.92	15.00	420.97
W1	127+31.92	15.00	420.97
W2	127+41.92	15.00	420.97
E. End West Appr. Slab	127+51.92	15.00	420.97

FILE NAME = 160023-shi-bridge.dgn	USER NAME = gmetcalf	DESIGNED - S.M.S.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		CHECKED - I.P.N.	REVISED -
	PLOT SCALE = \$SCALE\$	DRAWN - R.D.H.	REVISED -
	PLOT DATE = 1/23/2023	CHECKED - S.M.S.	REVISED -

**STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE**

**TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 051-6012**

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	39
CONTRACT NO. 95901			ILLINOIS FED. AID PROJECT 3MEQ(077)	

NORTH EDGE OF SHOULDER

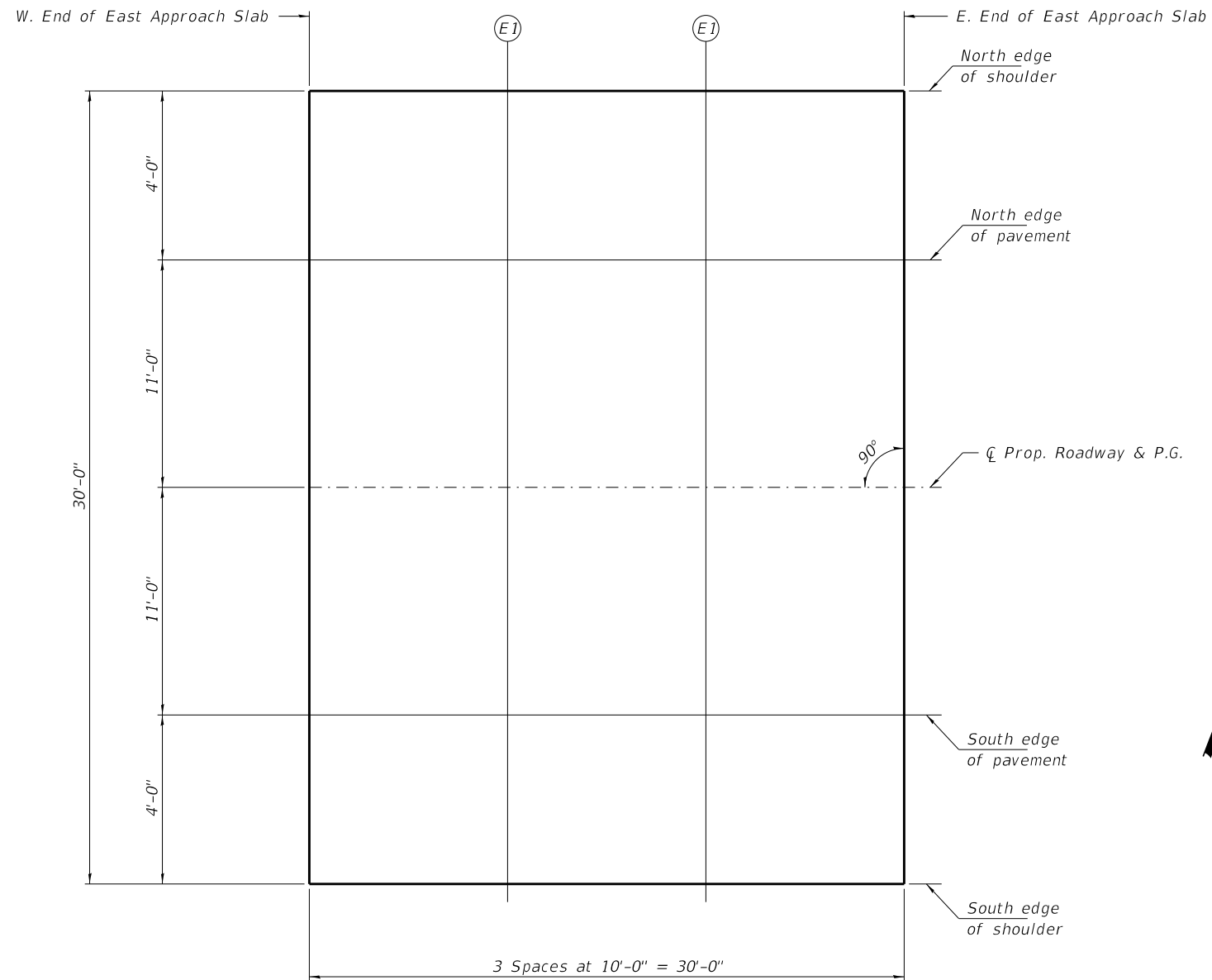
Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	137+80.08	-15.00	420.97
E1	137+90.08	-15.00	420.97
E2	138+00.08	-15.00	420.97
E. End East Appr. Slab	138+10.08	-15.00	420.97

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	137+80.08	-11.00	421.03
E1	137+90.08	-11.00	421.03
E2	138+00.08	-11.00	421.03
E. End East Appr. Slab	138+10.08	-11.00	421.03

Q PROPOSED ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	137+80.08	0.00	421.20
E1	137+90.08	0.00	421.20
E2	138+00.08	0.00	421.20
E. End East Appr. Slab	138+10.08	0.00	421.20



EAST APPROACH SLAB - PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	137+80.08	11.00	421.03
E1	137+90.08	11.00	421.03
E2	138+00.08	11.00	421.03
E. End East Appr. Slab	138+10.08	11.00	421.03

SOUTH EDGE OF SHOULDER

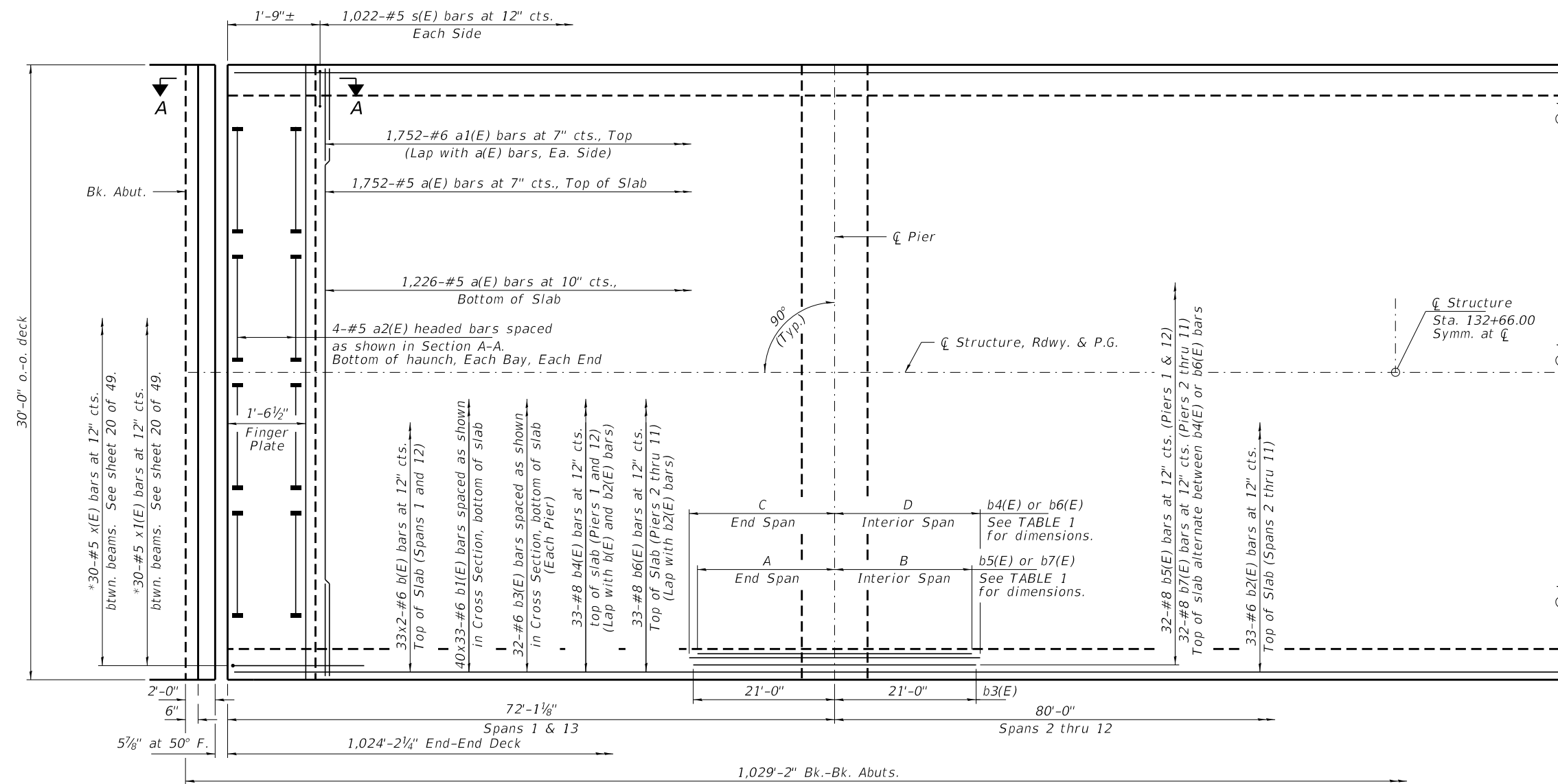
Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	137+80.08	15.00	420.97
E1	137+90.08	15.00	420.97
E2	138+00.08	15.00	420.97
E. End East Appr. Slab	138+10.08	15.00	420.97

FILE NAME = 160023-shi-bridge.dgn	USER NAME = gmetcalf	DESIGNED - S.M.S.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		CHECKED - I.P.N.	REVISED -
	PLOT SCALE = \$SCALE\$	DRAWN - R.D.H.	REVISED -
	PLOT DATE = 1/23/2023	CHECKED - S.M.S.	REVISED -

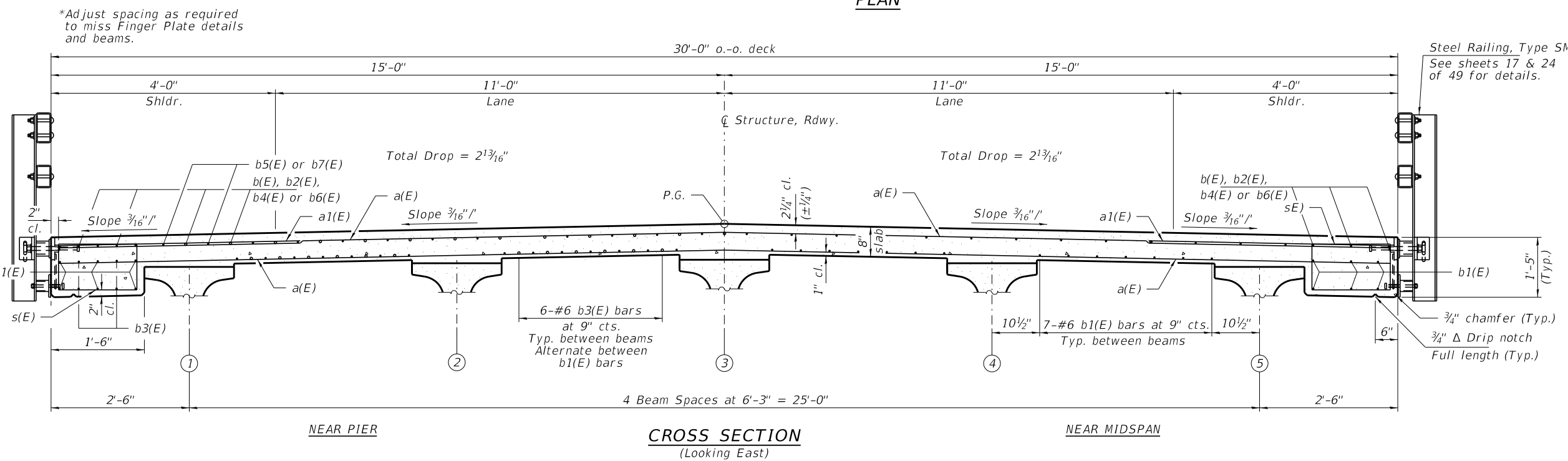
**STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE**

**TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 051-6012**

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	40
CONTRACT NO. 95901				
ILLINOIS FED. AID PROJECT 3MEQ(077)				



PLAN



CROSS SECTION
(Looking East)

MIN. BAR LAP
 #5 bars = 3'-6"
 #6 bars = 4'-10"

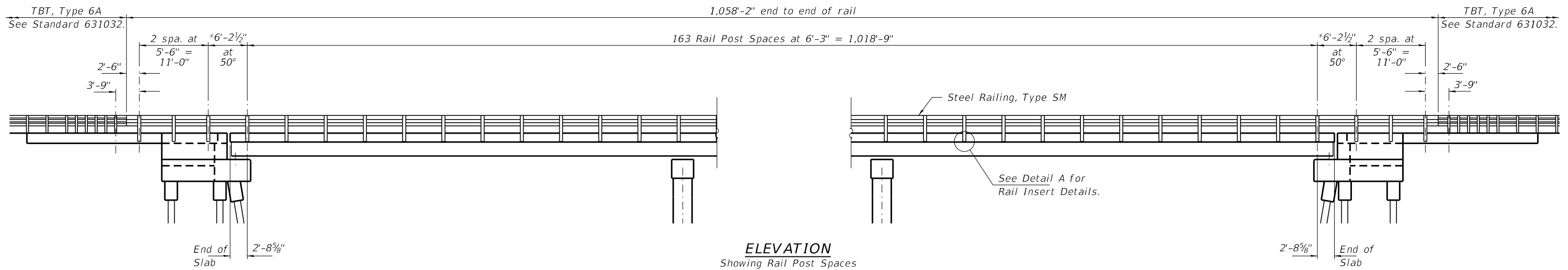
TABLE 1

Pier	A	B	C	D
1	16'-6"	18'-6"	21'-6"	24'-6"
2 thru 11	18'-6"	18'-6"	24'-6"	24'-6"
12	16'-6"	18'-6"	21'-6"	24'-6"

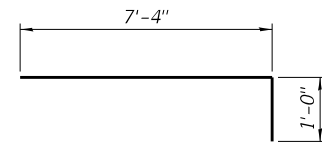
Notes:
 See sheet 18 of 49 for superstructure details.
 Bars indicated thus 31x32 #5 etc. indicates 31 lines of bars with 32 lengths per line.
 For Section A-A see sheets 20 of 49.
 Cost of threaded dowel rods included with PPC beams.

SUPERSTRUCTURE
BILL OF MATERIAL

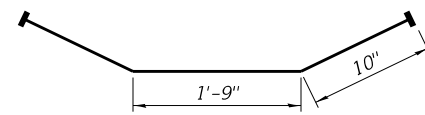
Bar	No.	Size	Length	Shape
a(E)	2,978	#5	29'-6"	—
a1(E)	3,504	#6	8'-4"	—
a2(E)	32	#5	5'-0"	—
b(E)	132	#6	29'-6"	—
b1(E)	1,320	#6	35'-9"	—
b2(E)	363	#6	40'-8"	—
b3(E)	384	#6	42'-0"	—
b4(E)	66	#8	46'-0"	—
b5(E)	64	#8	35'-0"	—
b6(E)	330	#8	49'-0"	—
b7(E)	320	#8	37'-0"	—
m(E)	96	#6	2'-9"	—
m1(E)	192	#6	4'-11"	—
m2(E)	120	#5	4'-0"	—
m3(E)	80	#6	3'-5"	—
m4(E)	32	#8	6'-10"	—
m5(E)	24	#6	5'-0"	—
s(E)	2,044	#5	5'-3"	—
s1(E)	88	#5	5'-1"	—
s2(E)	32	#5	11'-6"	—
s3(E)	192	#5	7'-1"	—
s4(E)	160	#5	11'-0"	—
v(E)	48	#8	4'-2"	—
x(E)	60	#5	5'-2"	—
x1(E)	60	#5	6'-6"	—
Concrete Superstructure		Cu. Yd.	1012.9	
Bridge Deck Grooving		Sq. Yd.	3,176	
Protective Coat		Sq. Yd.	3,736	
Reinforcement Bars, Epoxy Coated		Pound	367,700	



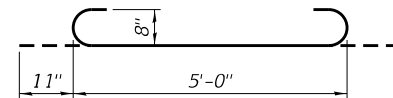
ELEVATION
 Showing Rail Post Spaces
 See sheet 25 of 49 for Railing Details.
 (*Expansion Joint required.)



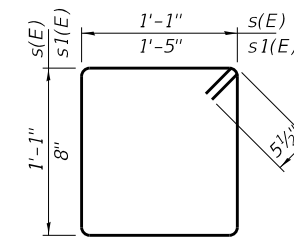
BAR a1(E)



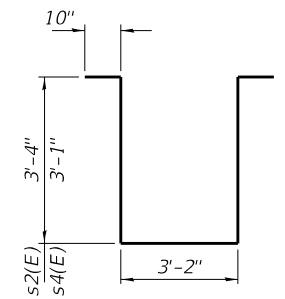
BAR m3(E)
 (Headed)



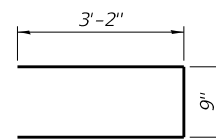
m4(E) BAR



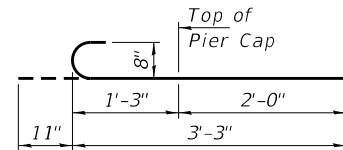
BARS s(E) & s1(E)



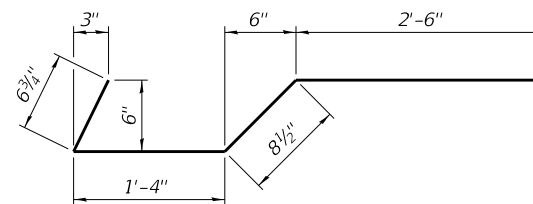
BARS s2(E) & s4(E)



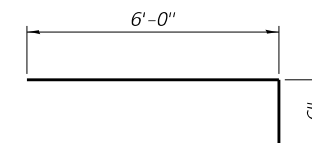
BAR s3(E)



v(E) BAR



BAR x(E)



BAR x1(E)

FILE NAME = 160023-shi-bridge.dgn	USER NAME = gmetcalf	DESIGNED - S.M.S.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	CHECKED - I.P.N.	REVISED -
PLOT DATE = 1/23/2023		DRAWN - R.D.H.	REVISED -
		CHECKED - S.M.S.	REVISED -

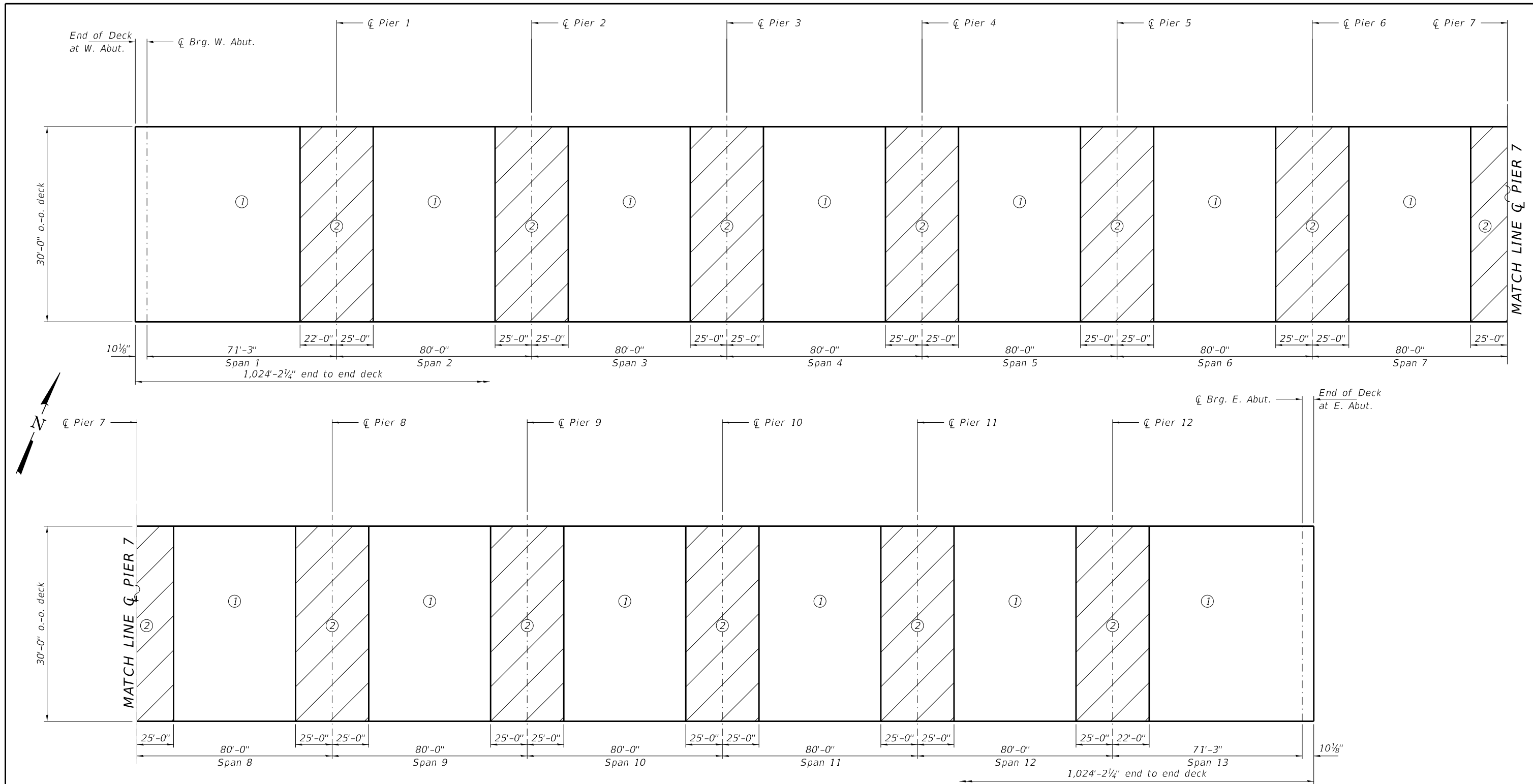
STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 051-6012

SHEET NO. 18 OF 49 SHEETS

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	42
CONTRACT NO. 95901				

ILLINOIS FED. AID PROJECT 3MEQ(077)

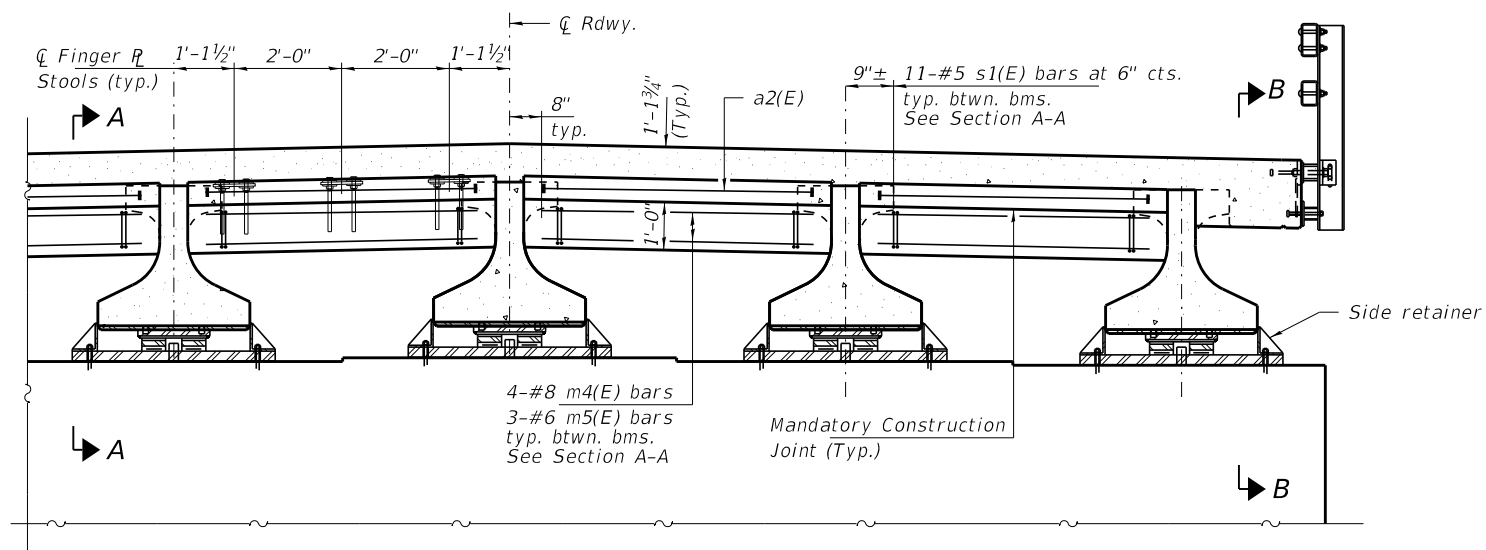


OPTIONAL DECK POURING SEQUENCE

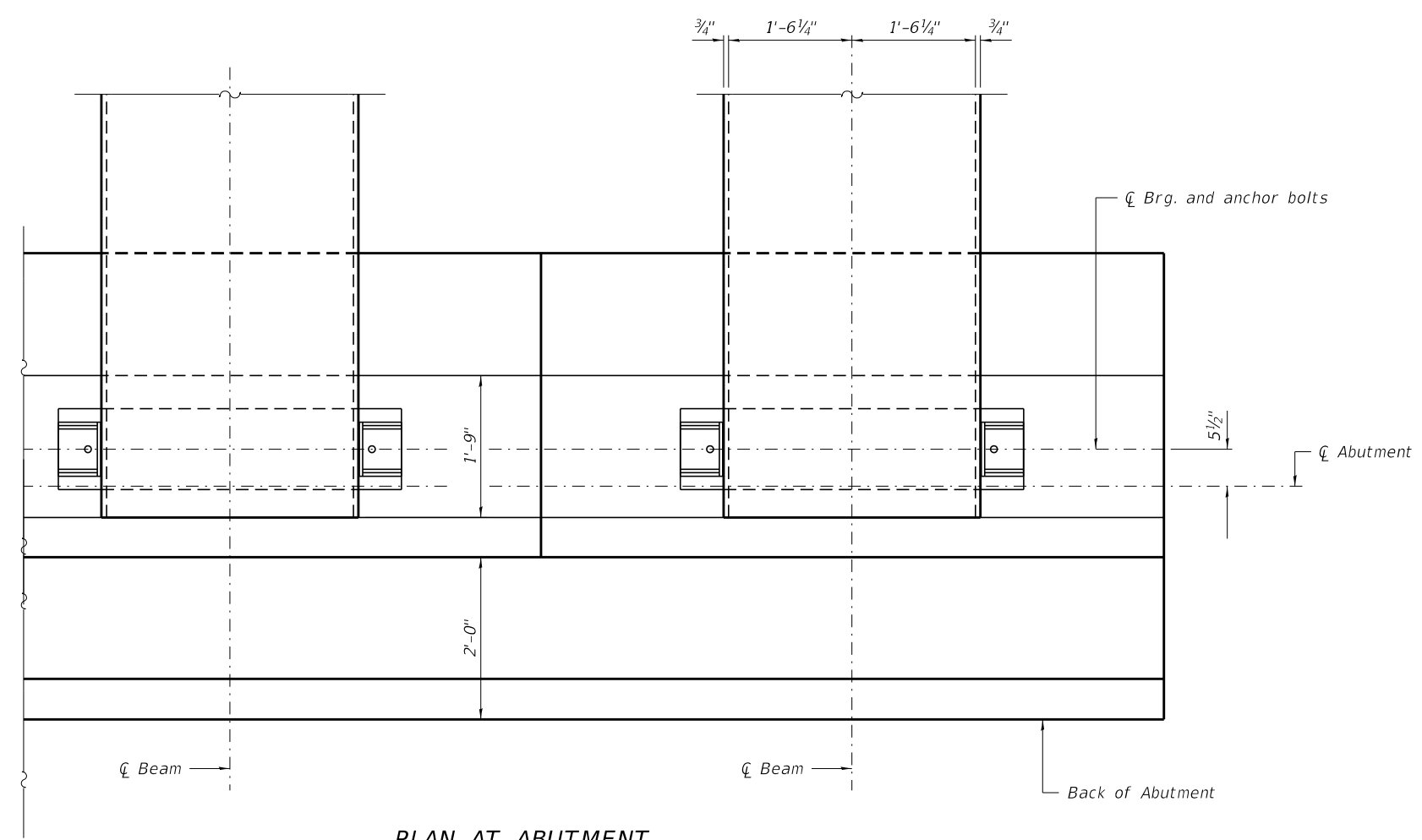
When the deck pour is stopped for the day of one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

- 1) At least 72 hours shall have elapsed from the end of the previous pour.
- 2) The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 5,000 psi.

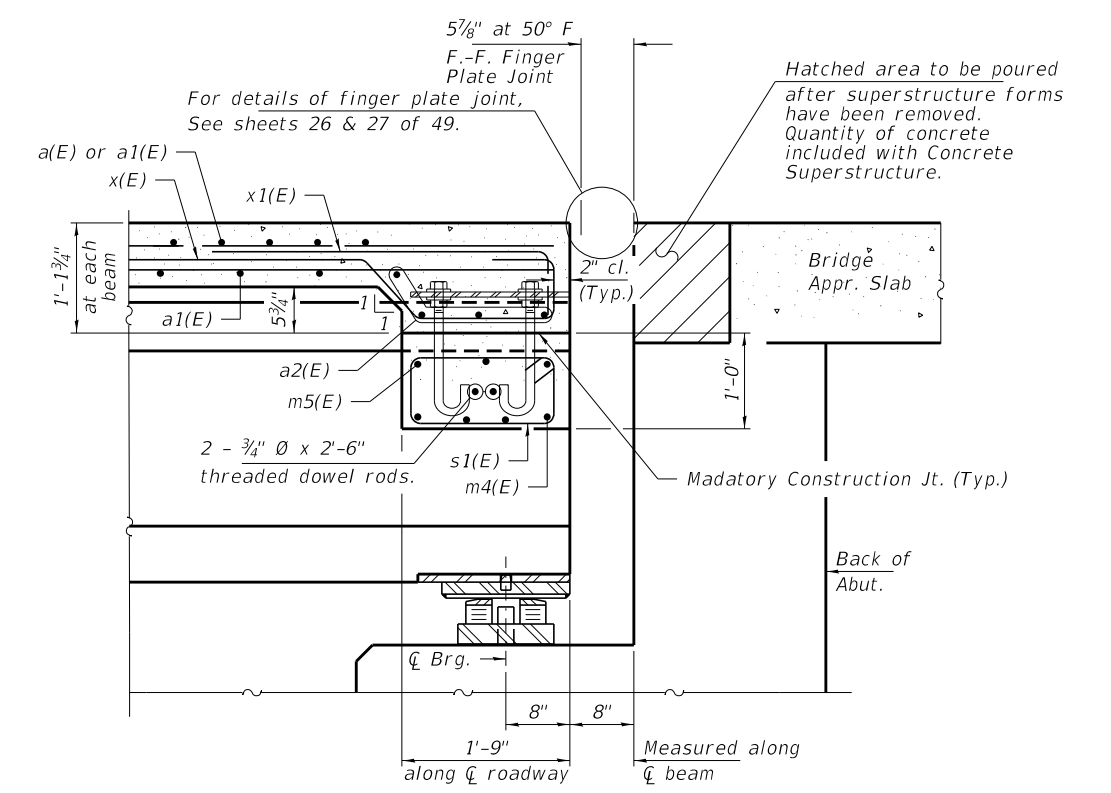
FILE NAME = 160023-shi-bridge.dgn	USER NAME = gmetcalf	DESIGNED - S.M.S.	REVISED -	STATE OF ILLINOIS CITY OF ST. FRANCISVILLE	SUPERSTRUCTURE DETAILS STRUCTURE NO. 051-6012	MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	CHECKED - I.P.N.	REVISED -			7250	15-00018-00-BR	LAWRENCE	104	43
PLOT DATE = 1/23/2023	DRAWN - R.D.H.	REVISED -				CONTRACT NO. 95901				
	CHECKED - S.M.S.	REVISED -				SHEET NO. 19 OF 49 SHEETS				



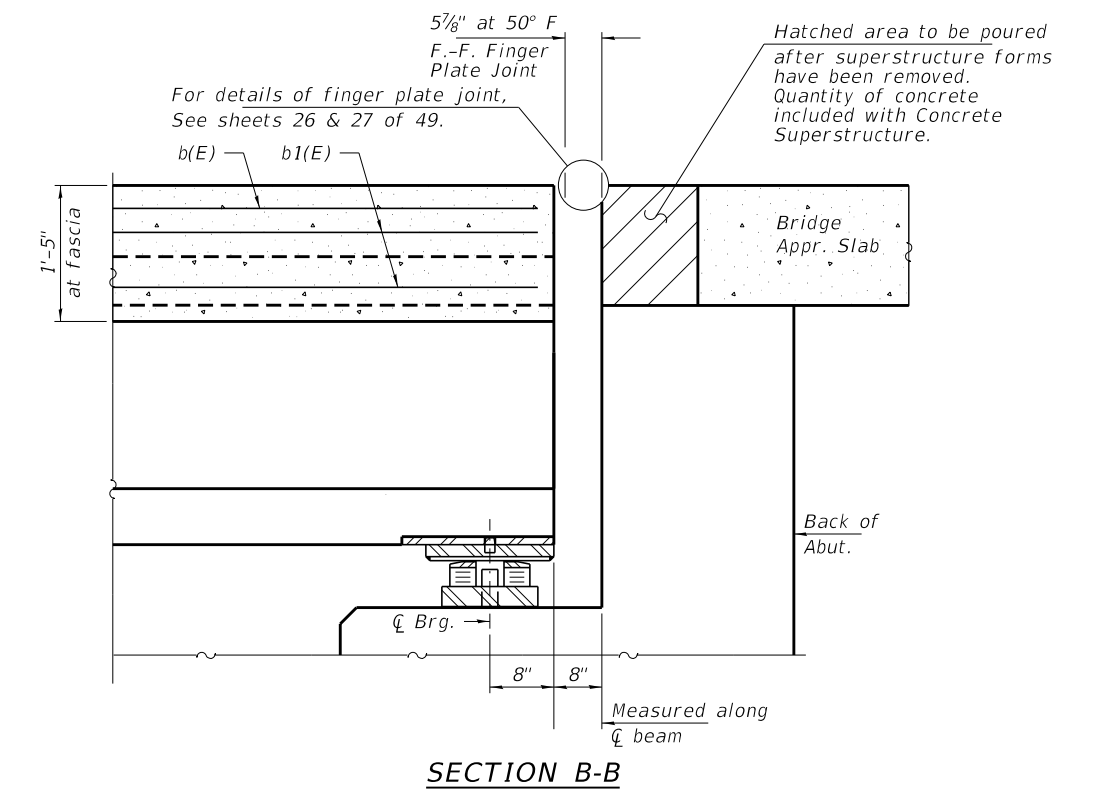
DIAPHRAGM AT ABUTMENT



PLAN AT ABUTMENT



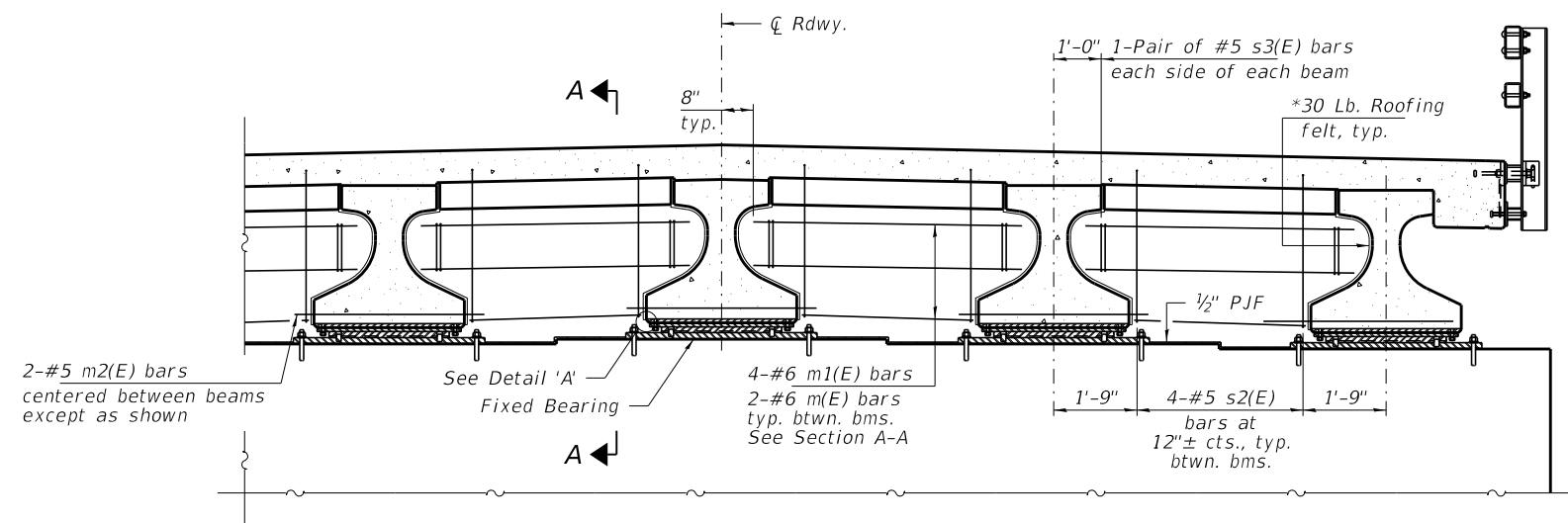
SECTION A-A



SECTION B-B

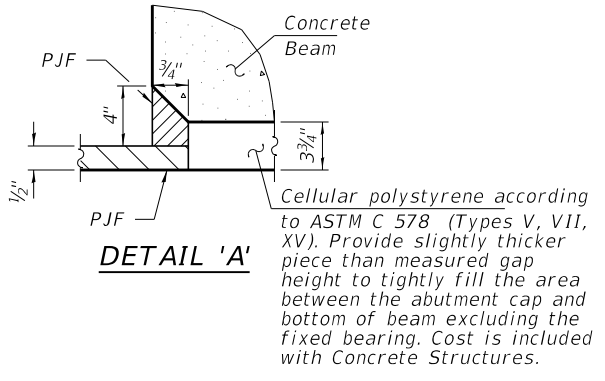
Notes:
 See sheet 17 & 18 of 49 for superstructure details and Bill of Material.
 See sheet 35 of 49 for Bearing and Anchor bolt details.

FILE NAME = 160023-shi-bridge.dgn	USER NAME = gmetcalf	DESIGNED - S.M.S.	REVISED -	STATE OF ILLINOIS CITY OF ST. FRANCISVILLE	EXPANSION ABUTMENT DIAPHRAGM DETAILS STRUCTURE NO. 051-6012	MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	CHECKED - I.P.N.	REVISED -			7250	15-00018-00-BR	LAWRENCE	104	44	
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		CHECKED - S.M.S.	REVISED -			ILLINOIS FED. AID PROJECT 3MEQ(077)					



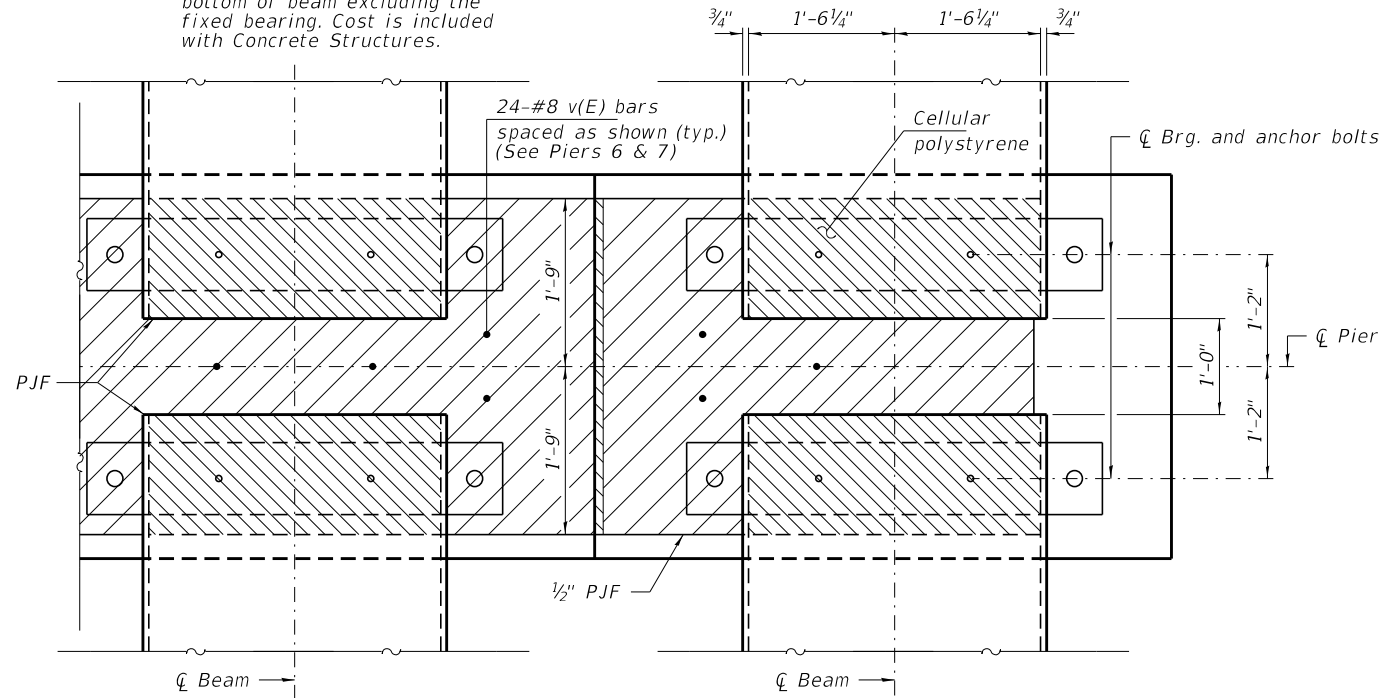
DIAPHRAGM AT PIERS 6 AND 7

*Bonded to sides of beams embedded into diaphragm.



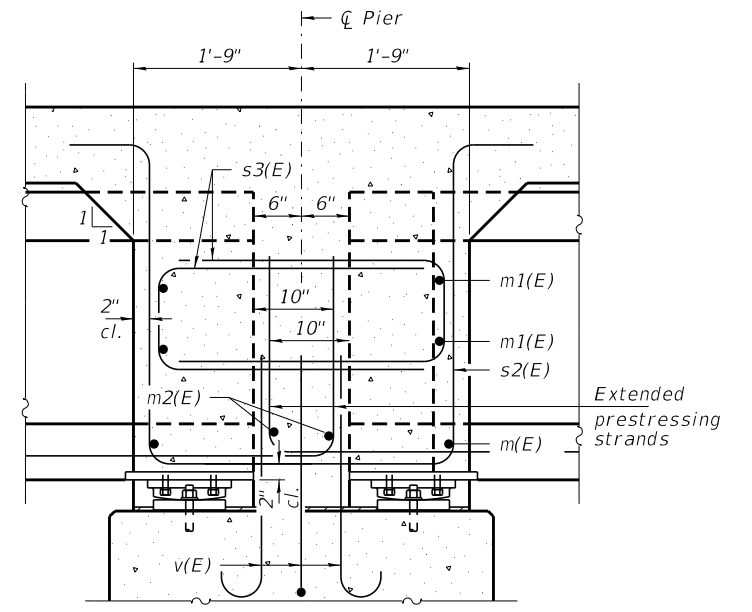
DETAIL 'A'

Cellular polystyrene according to ASTM C 578 (Types V, VII, XV). Provide slightly thicker piece than measured gap height to tightly fill the area between the abutment cap and bottom of beam excluding the fixed bearing. Cost is included with Concrete Structures.



PLAN AT PIER

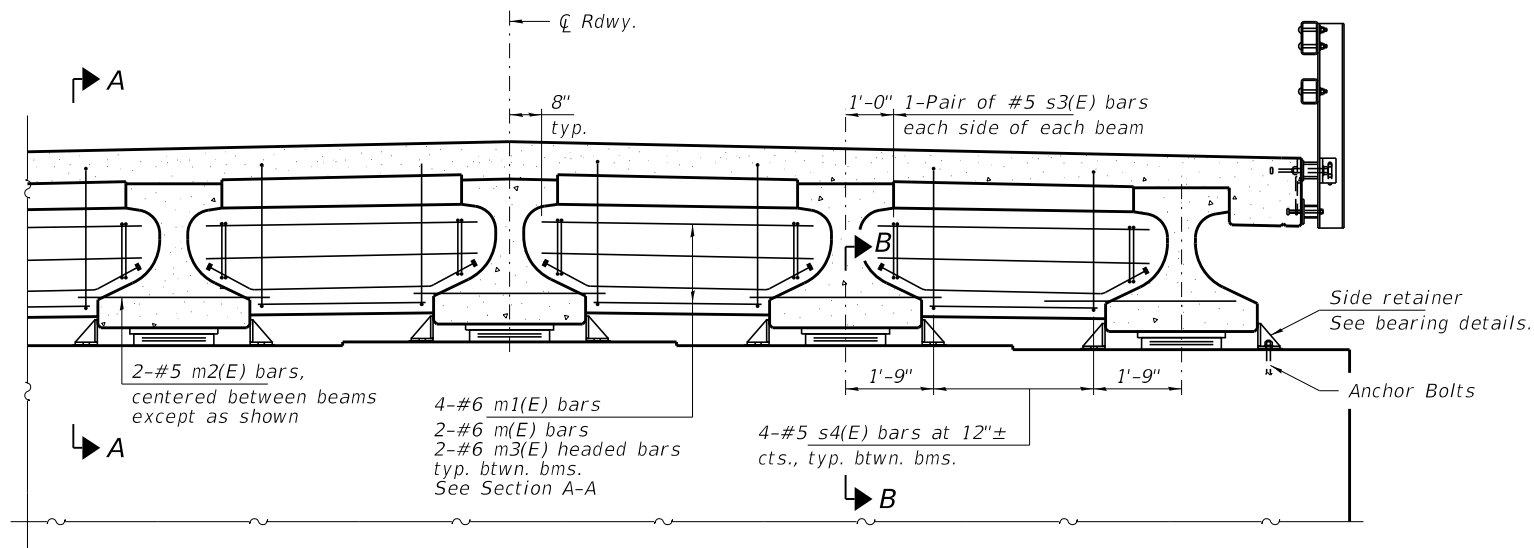
(Showing bearing pads and P.J.F. details)



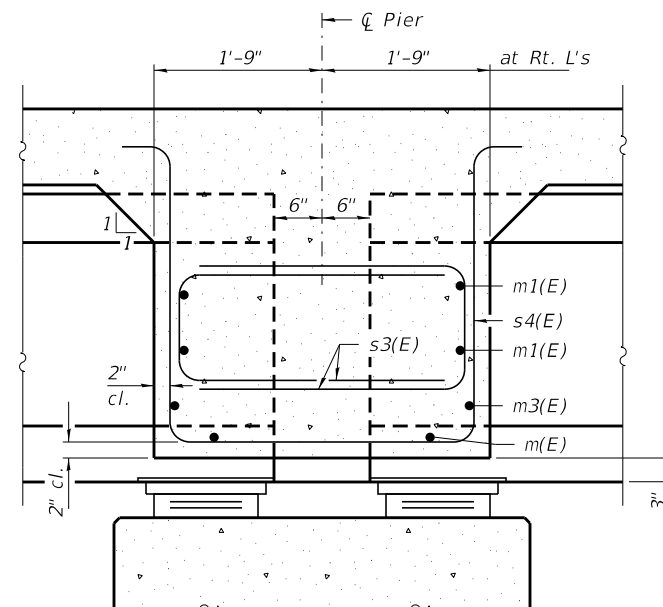
SECTION A-A

Notes:
 See sheet 17 & 18 of 49 for superstructure details and Bill of Material.
 Cost of 30 Lb. roofing felt is included with Concrete Superstructure.
 Cost of cellular polystyrene is included with Concrete Structures.
 See sheet 36 of 49 for Bearing and Anchor bolt details.

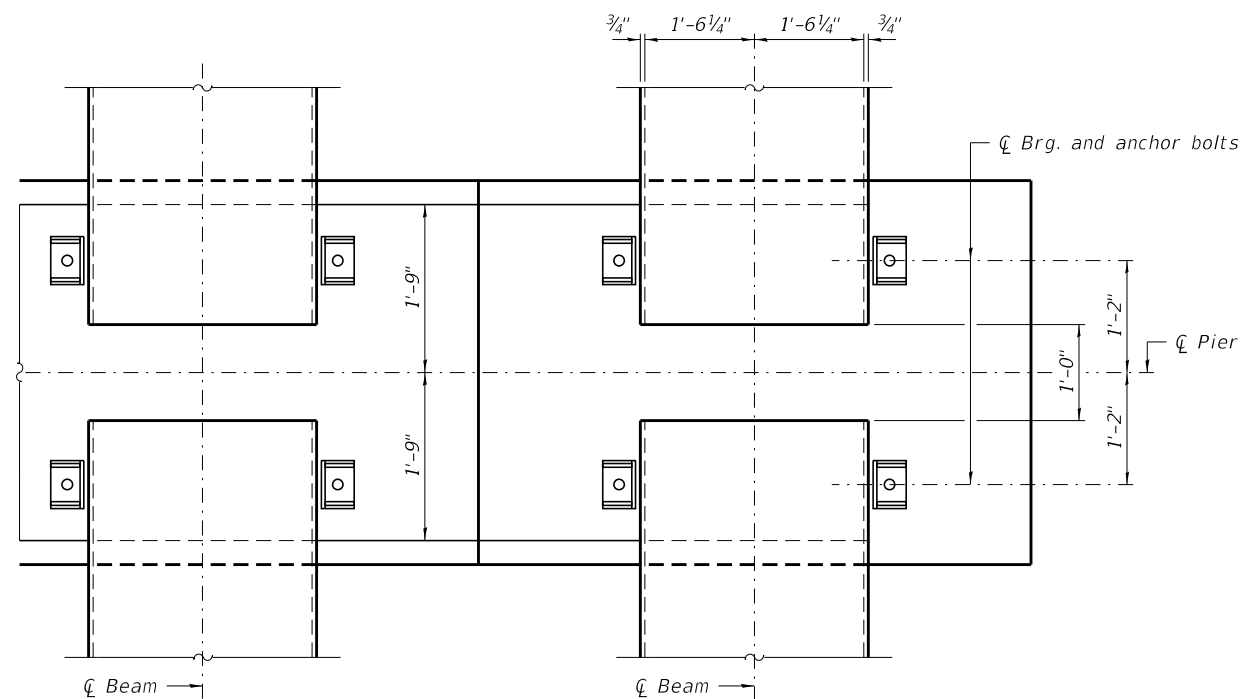
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HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S./P.E./S.E. CORP. 184.000959	PLOT SCALE = \$SCALE\$	CHECKED - I.P.N.	REVISED -			7250	15-00018-00-BR	LAWRENCE	104	45	
	PLOT DATE = 1/23/2023	DRAWN - R.D.H.	REVISED -			CONTRACT NO. 95901					
		CHECKED - S.M.S.	REVISED -			SHEET NO. 21 OF 49 SHEETS					
						ILLINOIS FED. AID PROJECT 3MEQ(077)					



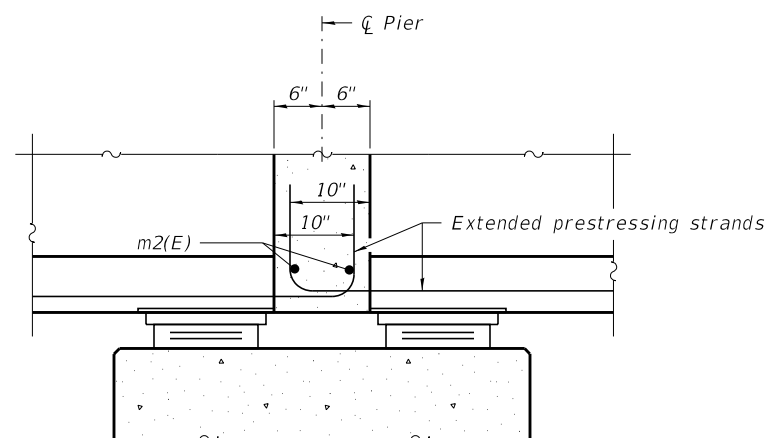
DIAPHRAGM AT PIER



SECTION A-A



PLAN AT PIER



SECTION B-B

Notes:
See sheet 17 & 18 of 49 for superstructure details and Bill of Material.
See sheets 33, 34, & 35 of 49 for Bearing and Anchor bolt details.

DEP-IL36N

6-15-2019

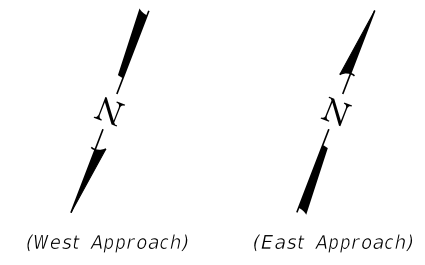
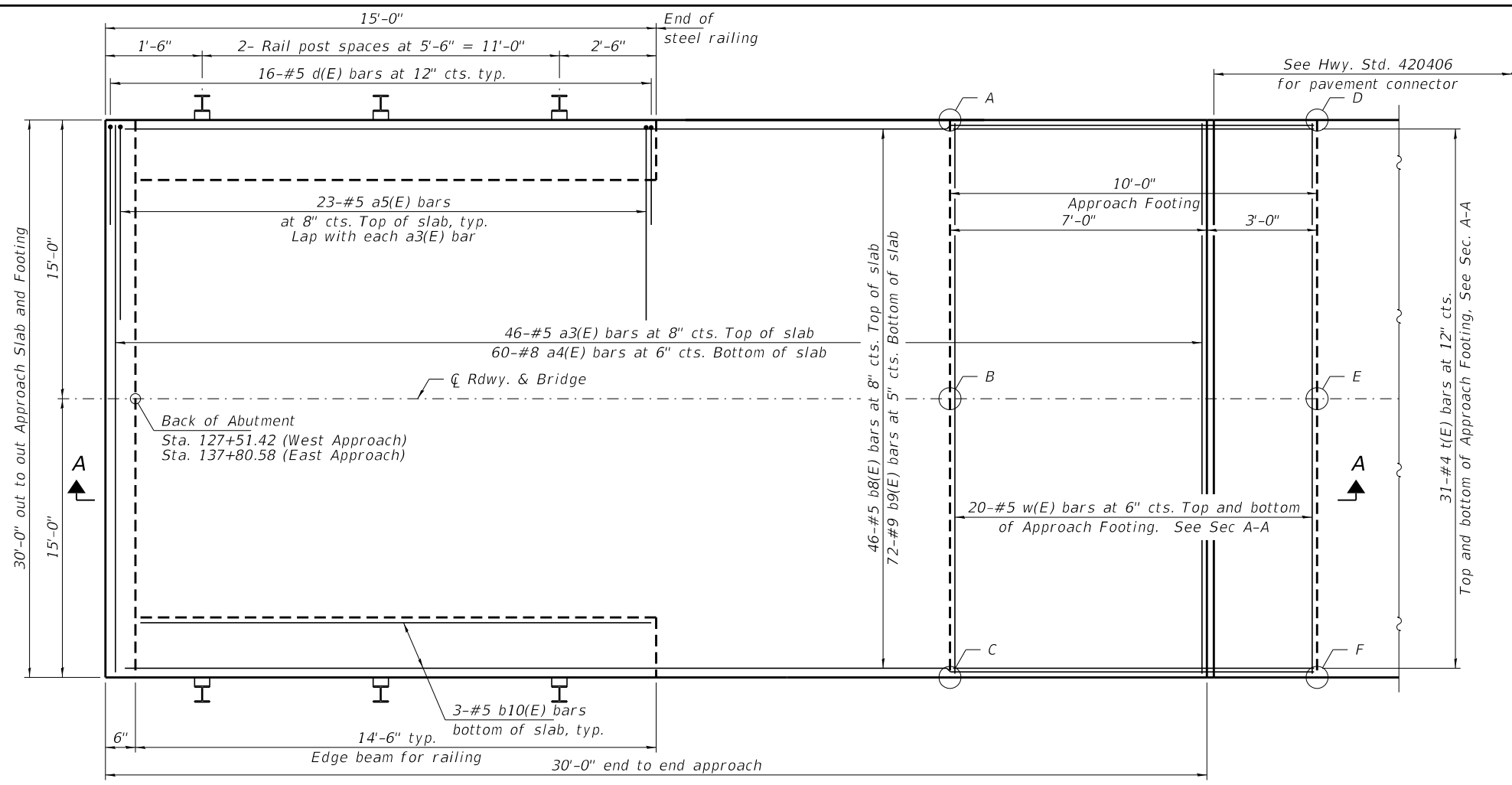
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HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	CHECKED - I.P.N.	REVISED -
HLR	PLOT DATE = 1/23/2023	DRAWN - R.D.H.	REVISED -
		CHECKED - S.M.S.	REVISED -

STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE

EXPANSION PIER DIAPHRAGM DETAILS
STRUCTURE NO. 051-6012

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	46
CONTRACT NO. 95901				
ILLINOIS FED. AID PROJECT 3MEQ(077)				

SHEET NO. 22 OF 49 SHEETS



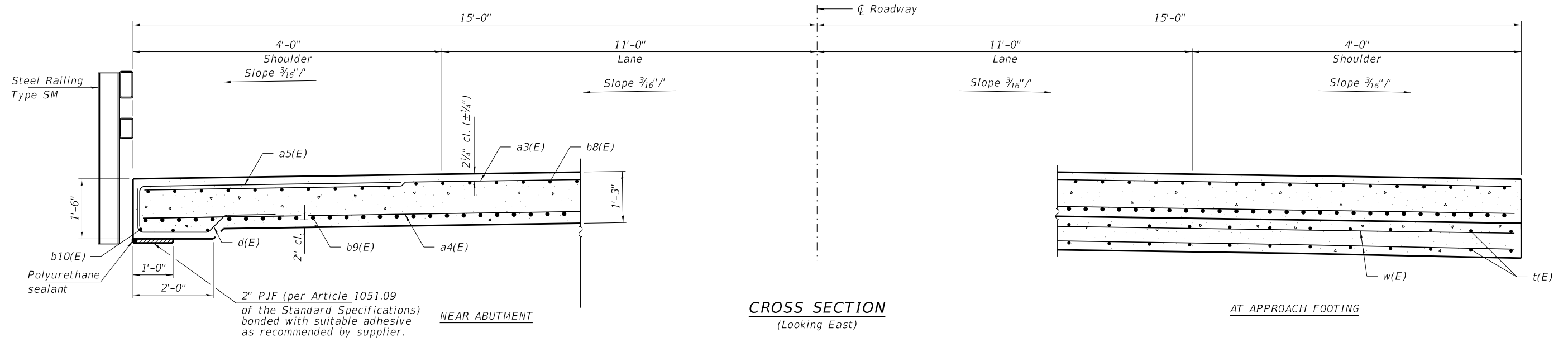
TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A	419.72	418.88	419.72	418.88
B	419.95	419.12	419.95	419.12
C	419.72	418.88	419.72	418.88
D	419.72	418.88	419.72	418.88
E	419.95	419.12	419.95	419.12
F	419.72	418.88	419.72	418.88

See sheet 24 of 49 for Section A-A details.

Notes:
 The Polyurethane Sealant shall be non-staining gray one component non-sag elastomeric gun grade meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25.
 Cost of PJF and Polyurethane sealant is included with Concrete Superstructure (Approach Slab).

PLAN



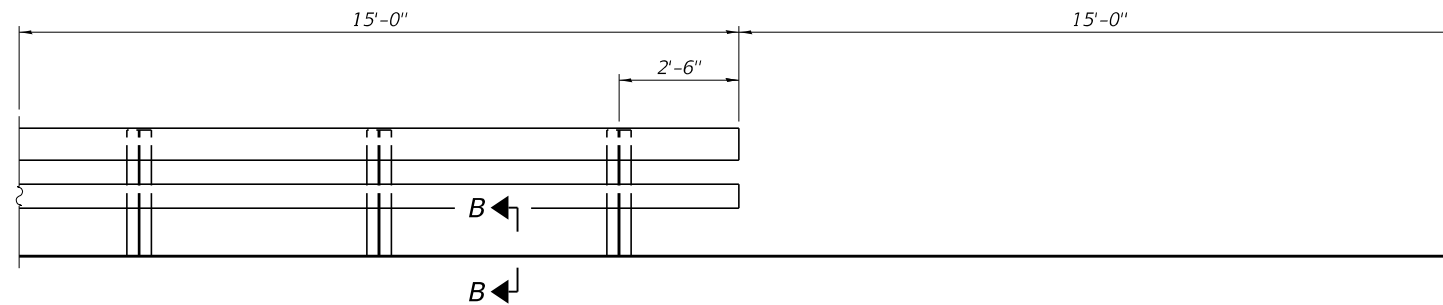
CROSS SECTION
(Looking East)

AT APPROACH FOOTING

BAIA-CIP-R34-0 10-12-2021

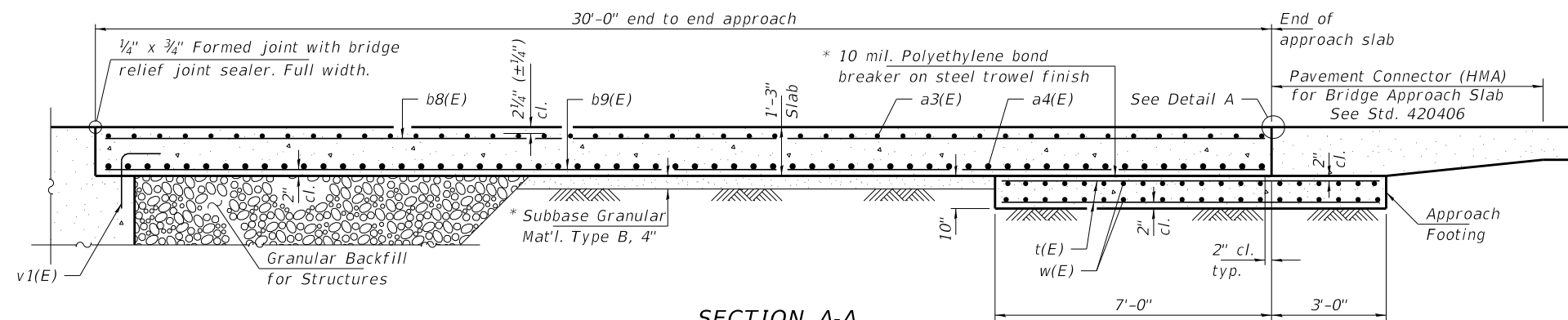
(Sheet 1 of 2)

FILE NAME = 160023-shi-bridge.dgn	USER NAME = gmetcalf	DESIGNED - S.M.S.	REVISED -	STATE OF ILLINOIS CITY OF ST. FRANCISVILLE	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 051-6012	MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	CHECKED - I.P.N.	REVISED -			7250	15-00018-00-BR	LAWRENCE	104	47	
	PLOT DATE = 1/23/2023	DRAWN - R.D.H.	REVISED -			CONTRACT NO. 95901					
		CHECKED - S.M.S.	REVISED -			SHEET NO. 23 OF 49 SHEETS					

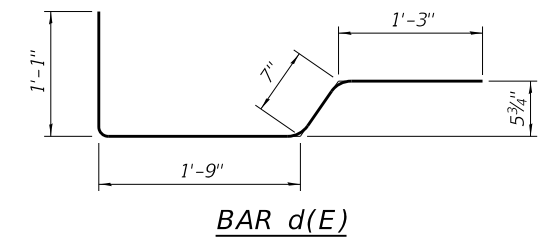


INSIDE ELEVATION OF RAILING

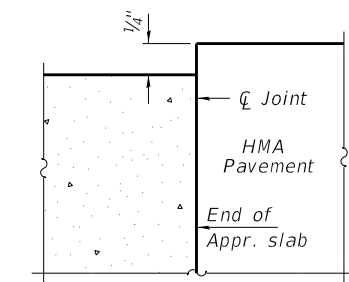
Notes:
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 49.
 For railing details, see sheet 25 of 49.
 See sheet 37 of 49 for v1(E) bars.



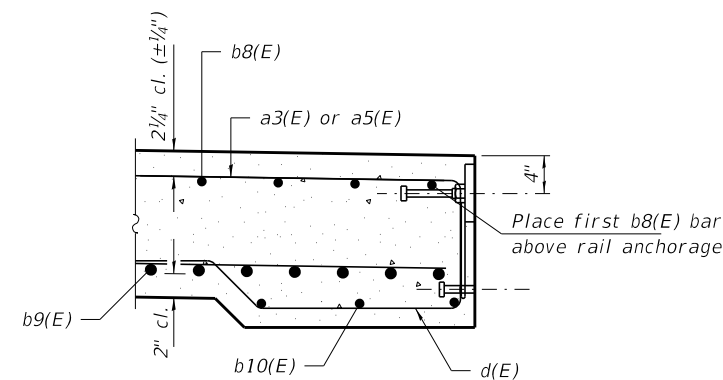
SECTION A-A



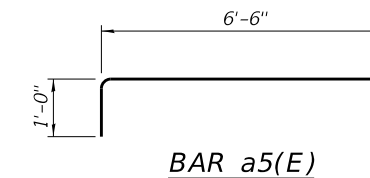
BAR d(E)



DETAIL A



SECTION B-B



BAR a5(E)

**TWO APPROACHES
 BILL OF MATERIAL -
 SUPERSTRUCTURE**

Bar	No.	Size	Length	Shape
a3(E)	92	#5	29'-8"	—
a4(E)	120	#8	29'-8"	—
a5(E)	92	#5	7'-6"	—
b8(E)	92	#5	29'-8"	—
b9(E)	144	#9	29'-8"	—
b10(E)	12	#5	14'-2"	—
d(E)	64	#5	4'-8"	⌋
Bridge Deck Grooving		Sq. Yd.	187	
Protective Coat		Sq. Yd.	220	
Concrete Superstructure (Approach Slab)		Cu. Yd.	87.9	
Reinforcement Bars, Epoxy Coated		Pound	30,930	

**TWO APPROACHES
 BILL OF MATERIAL -
 SUBSTRUCTURE**

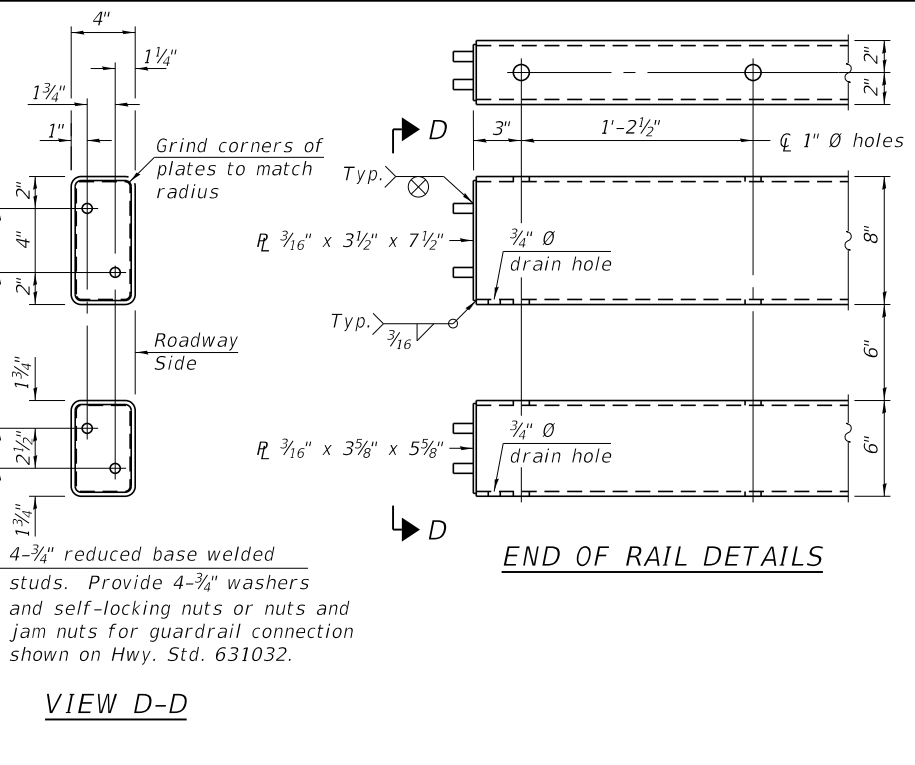
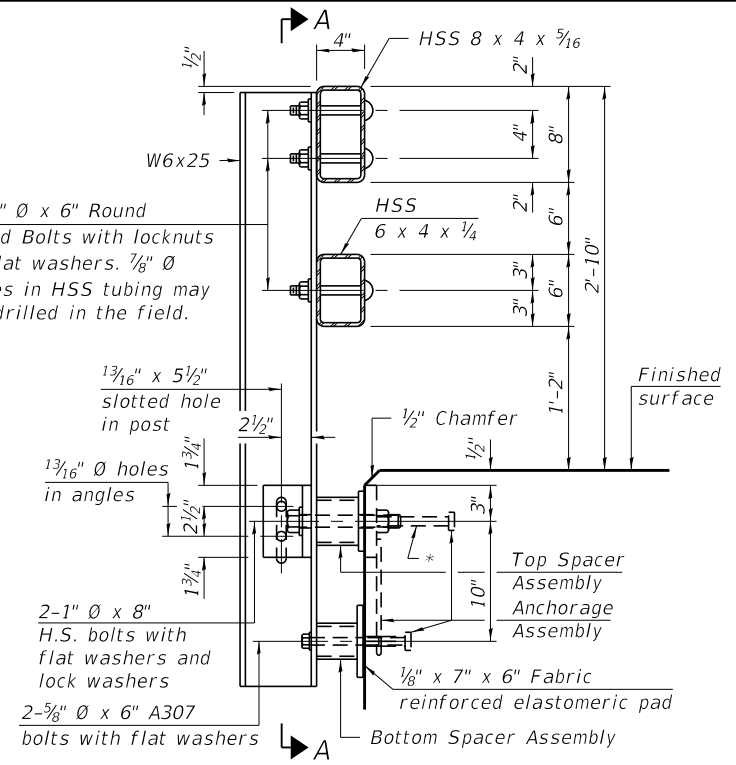
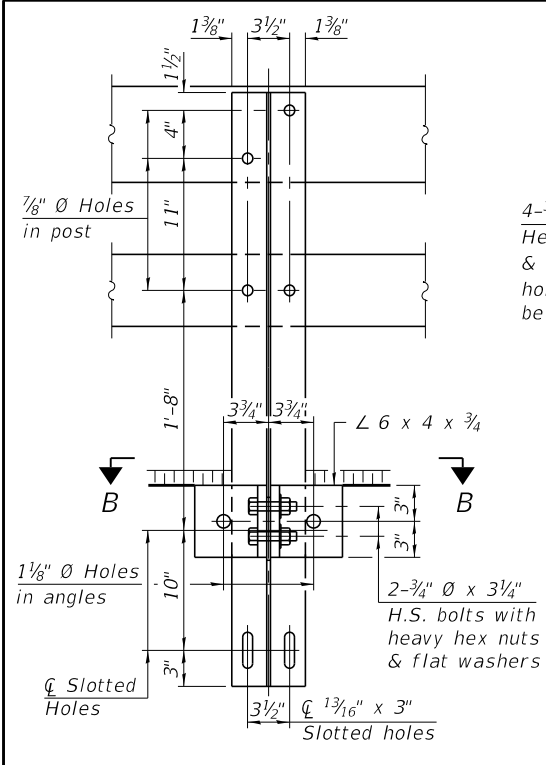
Bar	No.	Size	Length	Shape
t10(E)	124	#4	9'-8"	—
w10(E)	80	#5	29'-8"	—
Concrete Structures		Cu. Yd.	18.6	
Reinforcement Bars, Epoxy Coated		Pound	3,280	

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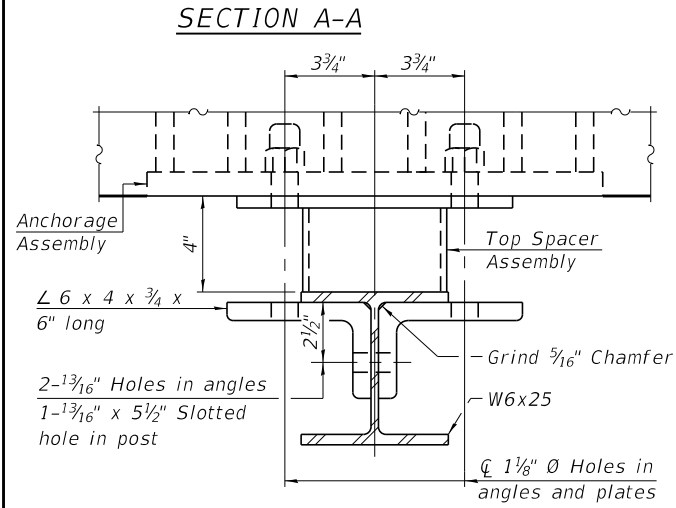
(Sheet 2 of 2)

FILE NAME = 160023-shi-bridge.dgn	USER NAME = gmetcalf	DESIGNED - S.M.S.	REVISIONS -	STATE OF ILLINOIS CITY OF ST. FRANCISVILLE	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 051-6012	MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	CHECKED - I.P.N.	REVISIONS -			7250	15-00018-00-BR	LAWRENCE	104	48
PLOT DATE = 1/23/2023	DRAWN - R.D.H.	CHECKED - S.M.S.	REVISIONS -			CONTRACT NO. 95901				
						SHEET NO. 24 OF 49 SHEETS				

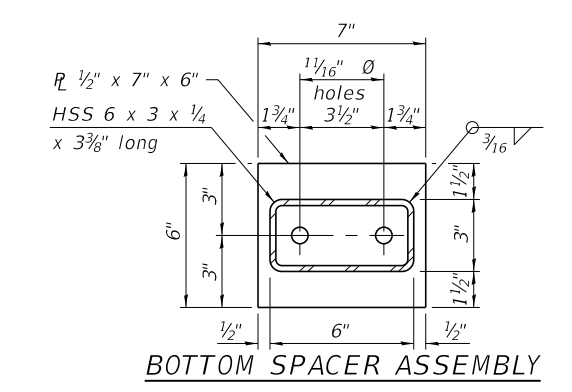
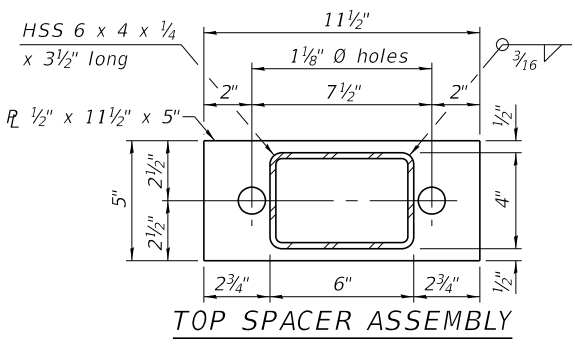
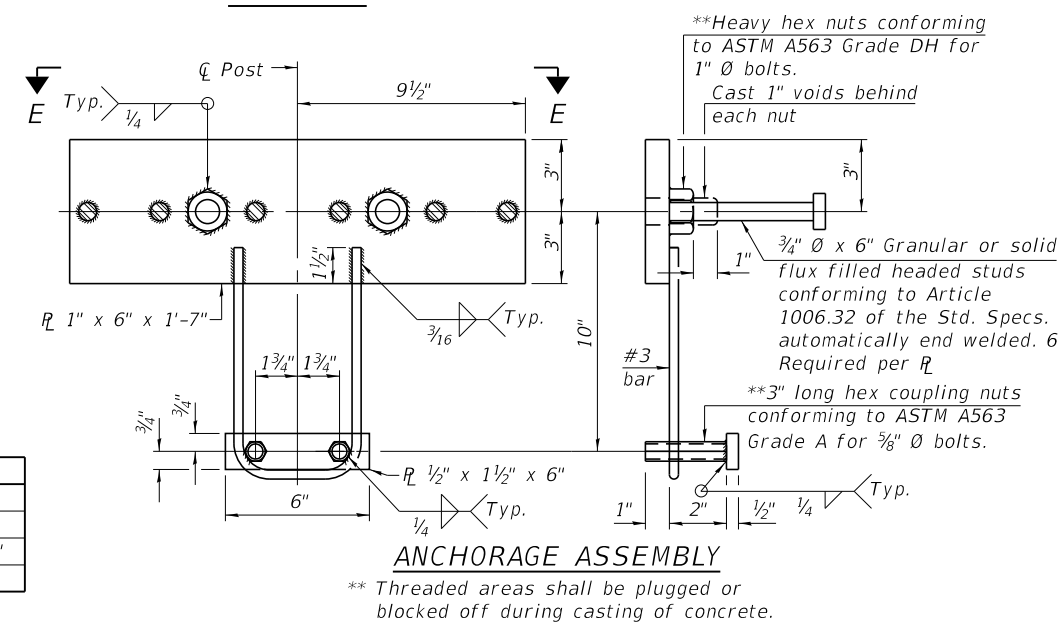
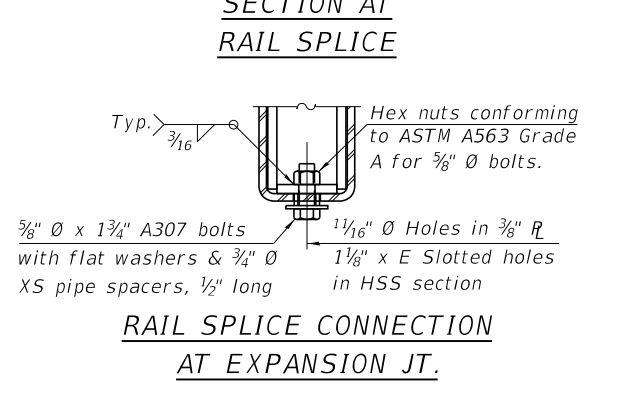
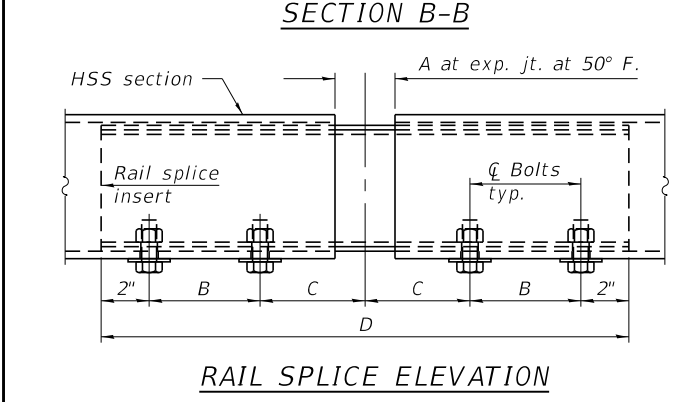
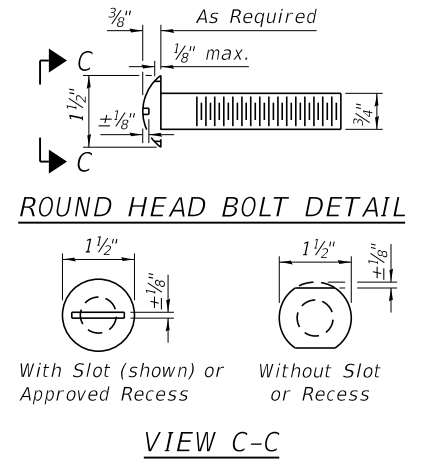
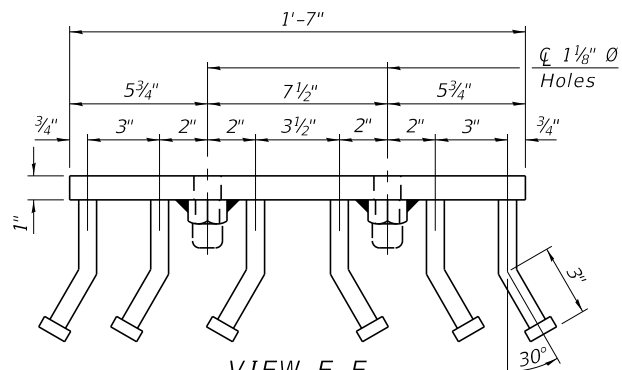
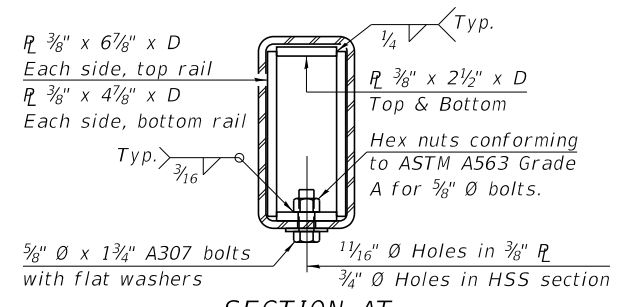
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Notes:
 A sufficient number of shims of various thicknesses, sized to fit behind the top spacer assembly, 5" x 11 1/2", and bottom spacer assembly, 6" x 7", shall be provided to adjust posts for proper alignment. If the summation of shims is greater than 1/4" (top) or 1/2" (bottom), longer bolts are required. Cost included with Steel Railing, Type SM.
 All steel rail elements including shims shall be galvanized according to Article 509.05 of the Standard Specifications.
 All HSS tubing serving as railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.
 Rail splice inserts may be built out of 2 -3/8" bent plates in lieu of the 4 plate rail splice inserts shown, provided the outside dimensions are matched.
 All round head bolts shall be ASTM A307 with locknuts according to ASTM A563 grade A.



* The outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchorage assembly. The anchorage studs may be bent down 1/2" to accommodate the top reinforcement bar placement.



BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type SM	Foot	2,117

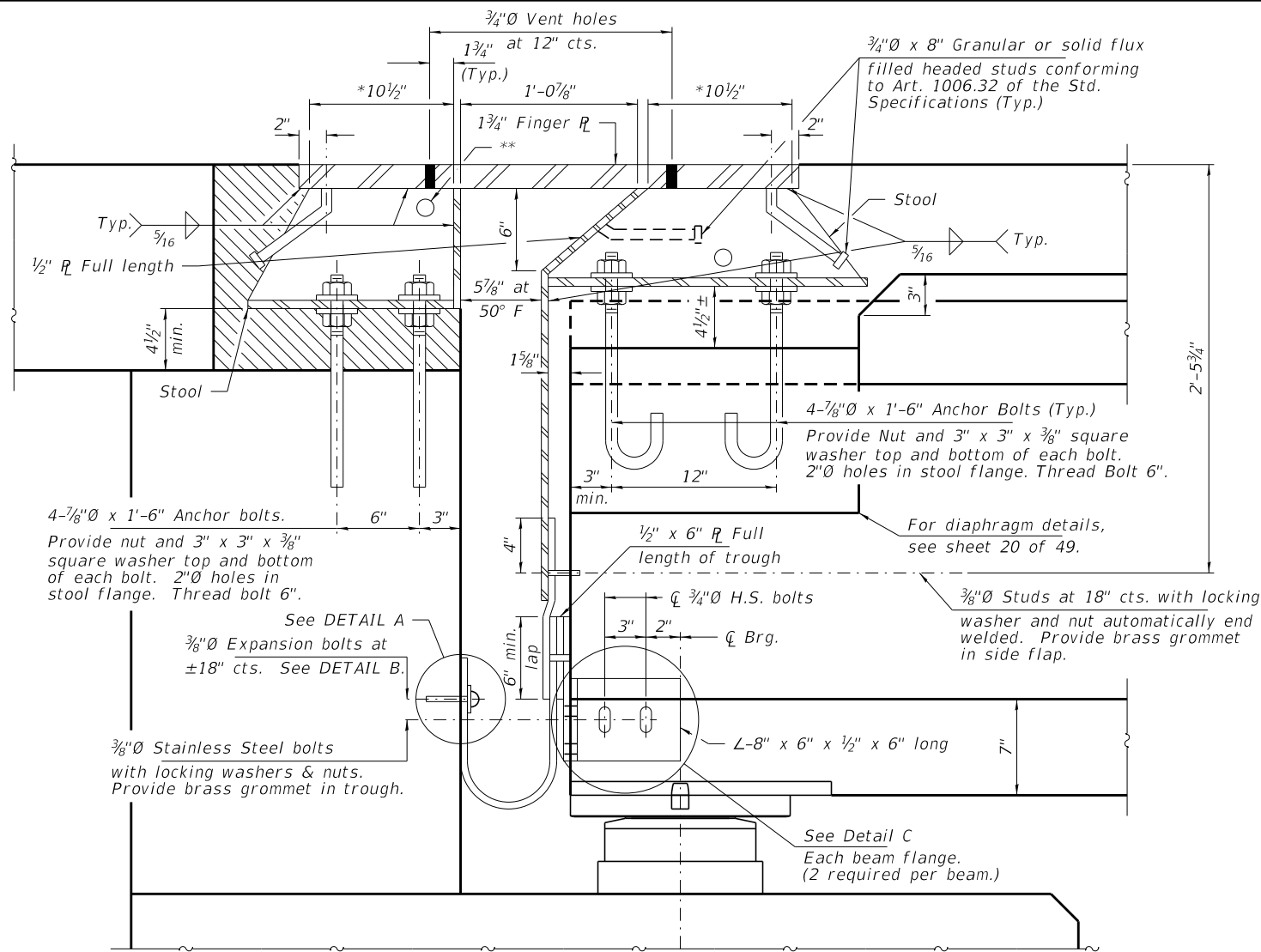
RAILING CRITERIA

MASH 2016 Test Level	2
Railing Weight (plf)	90
Min f'c (psi)	5,000
Max Post Spacing	6'-3"
HMA thickness range (in)	1 1/4 - 3 3/8

SPLICE DIMENSIONS

Location	T	A	B	C	D	E
All locs. not over exp. jts.	0	1/4"	4"	4"	1'-8"	-
Over Strip Seal Jt.	≤4"	2 1/2"	4 3/8"	4 3/8"	1'-10"	3 1/16"
Over Finger or Modular Jt.	≤9 1/2"	5 1/2"	7 3/8"	7 1/4"	2'-9 1/4"	5 1 3/16"
Over Finger or Modular Jt.	≤15"	8 1/4"	10 1/8"	10"	3'-8 1/4"	8 9/16"

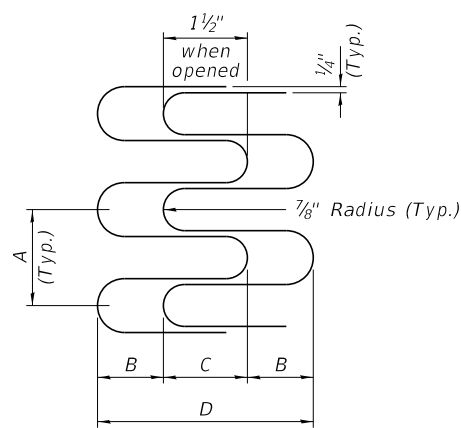
T = ; total movement along centerline of roadway at expansion joint.



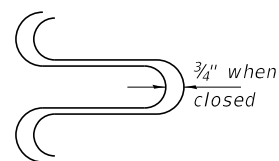
SECTION AT EACH ABUTMENT

Note:
Hatched area to be poured after expansion assembly has been adjusted. Reinforce as shown in abutment details.

* Weld length each side of stool.
** Drill 1" holes in stool web for transverse reinforcement. (Typ.)



FINGER PLATE DETAIL
(See Table for Dimensions)



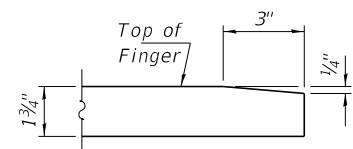
DETAIL C

* Adjust as needed based on final insert locations on PPC-IL beams.

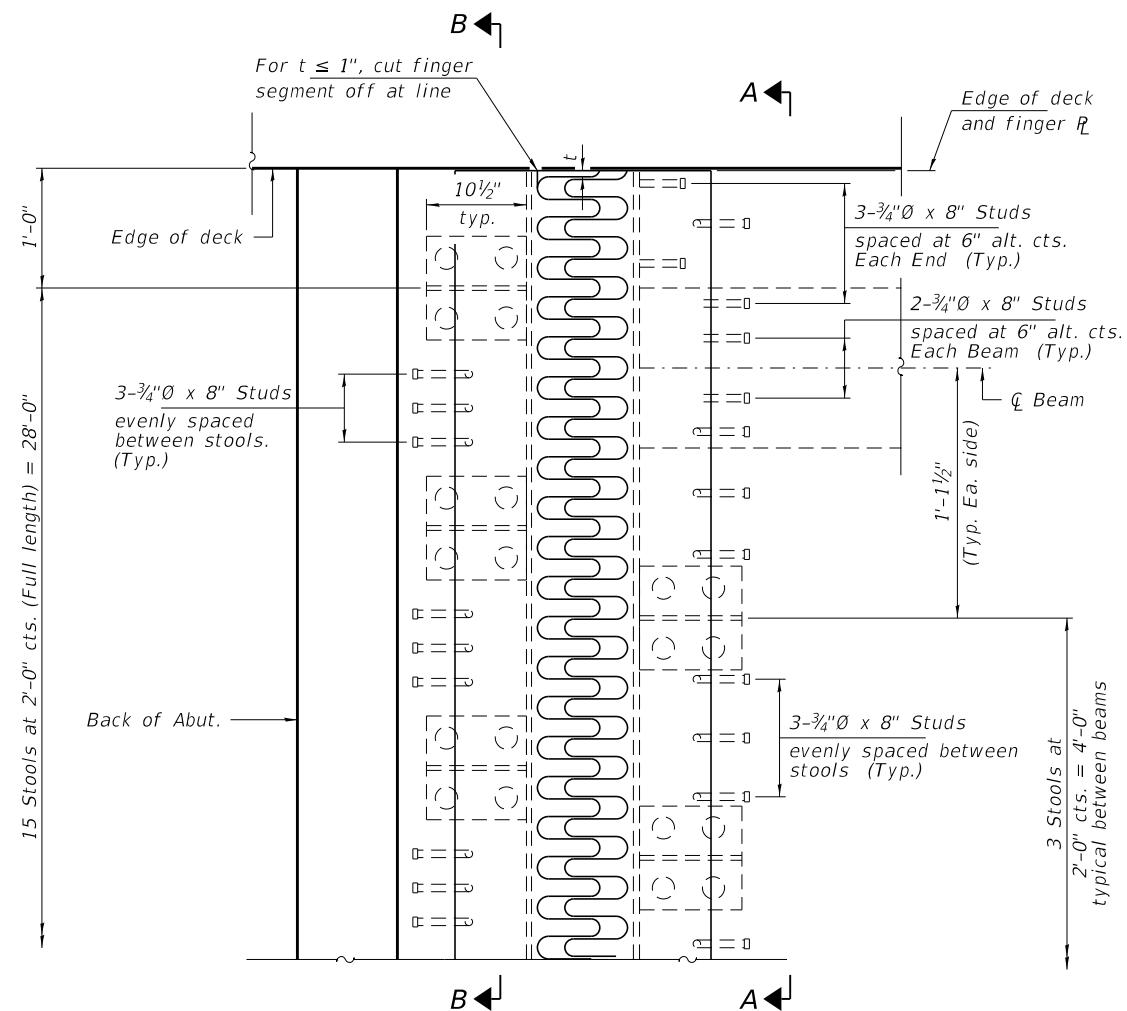
TABLE OF DIMENSIONS

LOCATION	A	B	C	D
Abut.	4"	3 3/8"	4 3/8"	11 3/8"

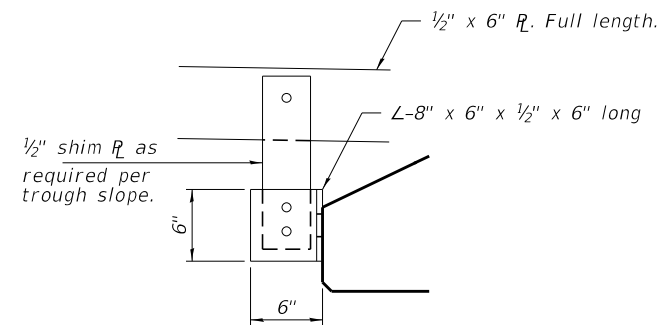
Note: Dimensions at 50° F.



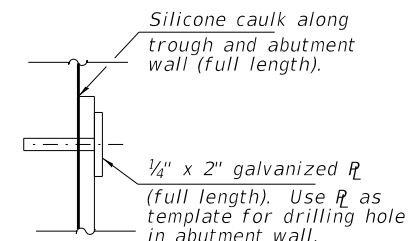
FINGER BEVEL DETAIL



PLAN AT EACH ABUTMENT
(Finger Plate Expansion Joint, 4")



SECTION C-C



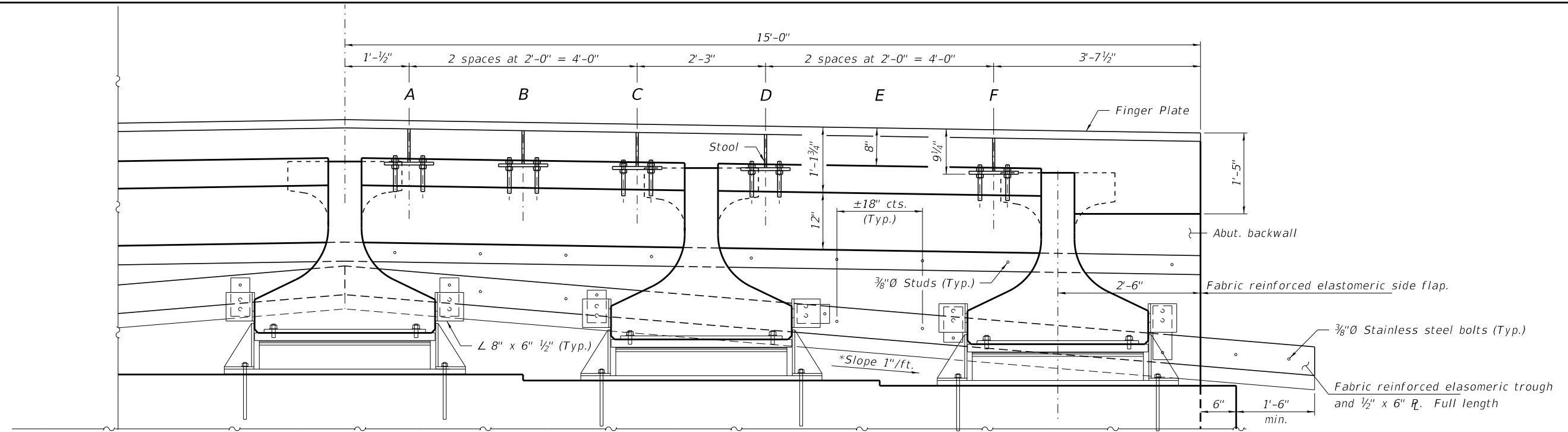
DETAIL A

Notes:
For additional details and sections, see sheet 27 of 49.
Finger plate expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.
Cut stools from WT sections. Space evenly between beams.
Finger plate expansion joints shall be AASHTO M270 Grade 50 (NTR).
All steel components of finger plate assembly shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
Cost of Trough plate connection assembly to beam flanges and all hardware is included in Finger Plate Expansion Joint.

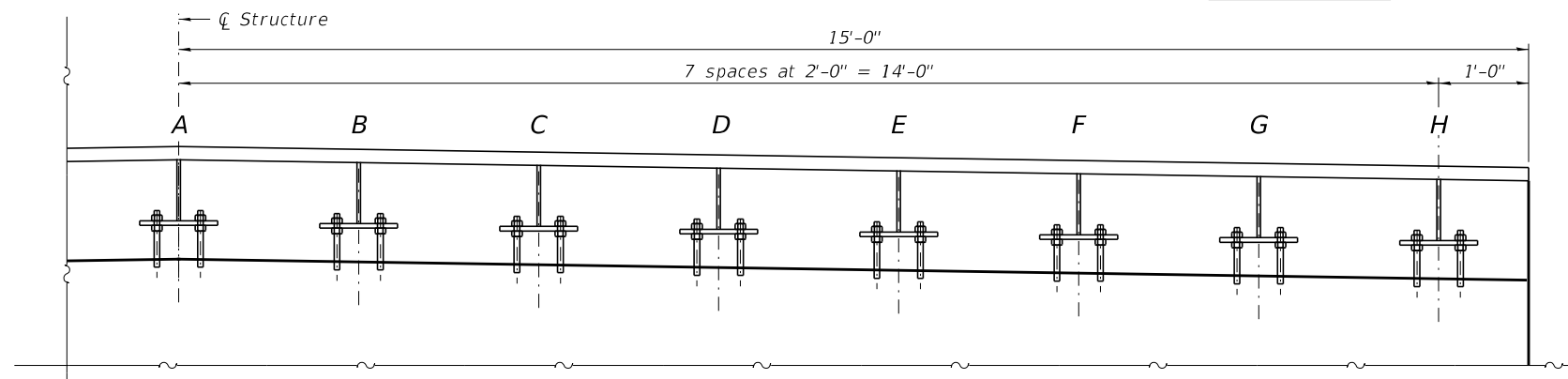
BILL OF MATERIAL

Item	Unit	Total
Finger Plate Expansion Joint, 4"	Foot	60

(Sheet 1 of 2)



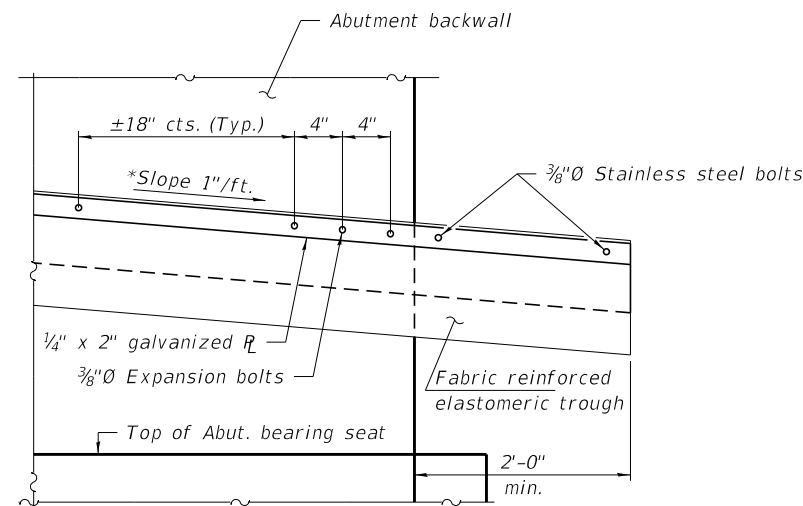
SECTION A-A



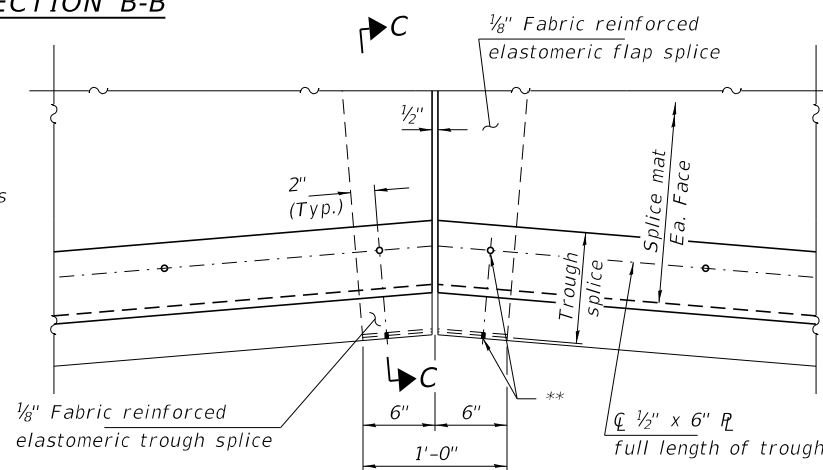
SECTION B-B

STOOL HEIGHTS (IN)

	A	B	C	D	E	F	G	H
SECTION A-A	7 1/2"	7 1/2"	7 1/2"	7 1/2"	7 1/2"	7 1/2"	-	-
SECTION B-B	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"

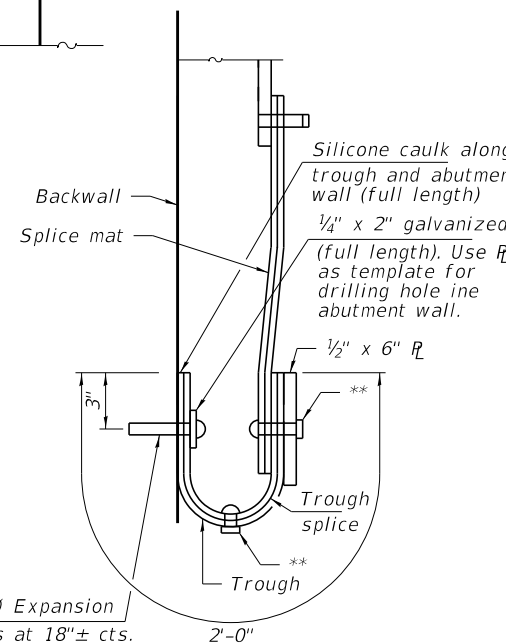


DETAIL B

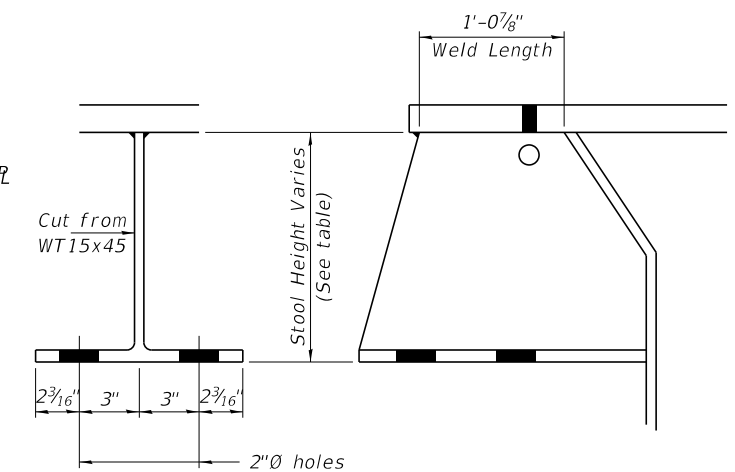


THROUGH SPlice DETAIL

** 3/8" Ø Stainless Steel bolts with washers & nuts. Provide brass grommet in trough.



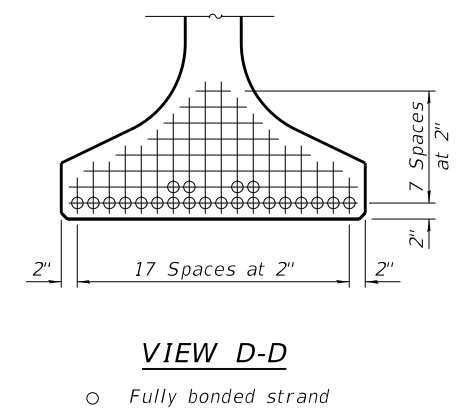
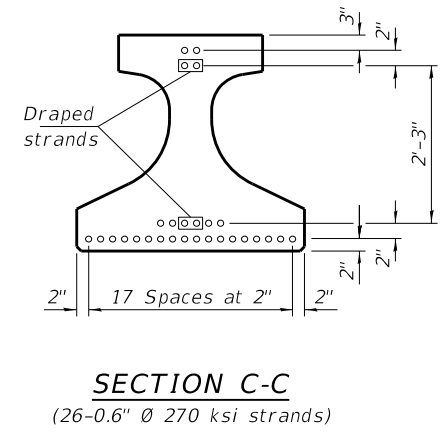
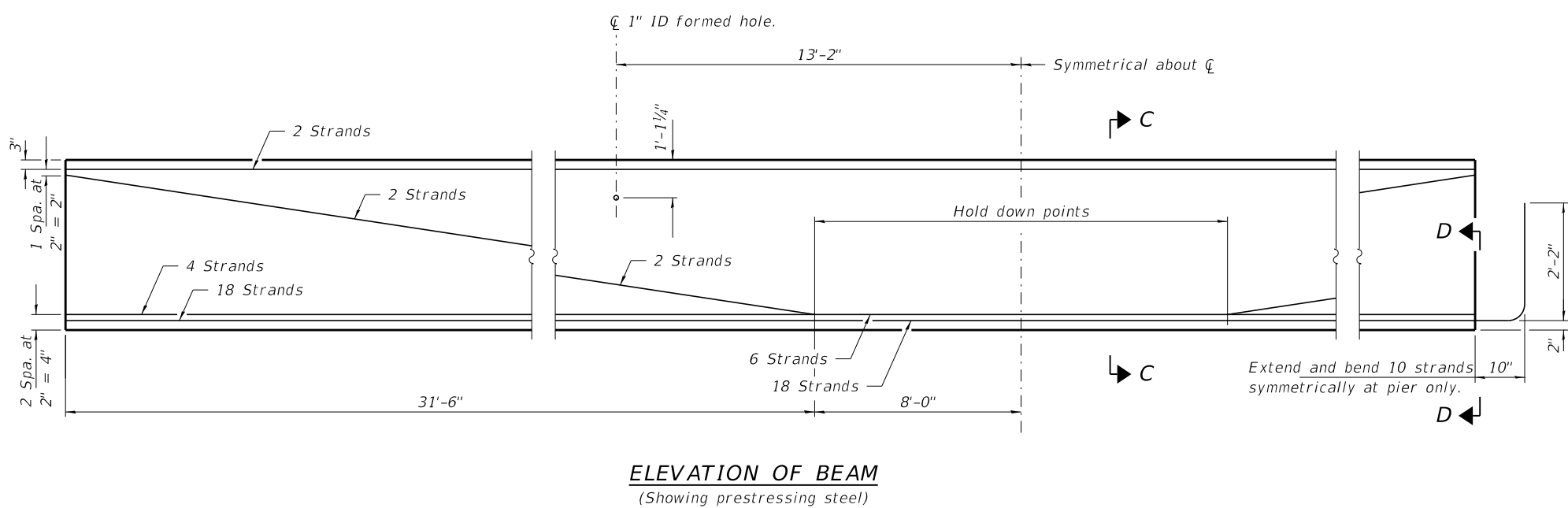
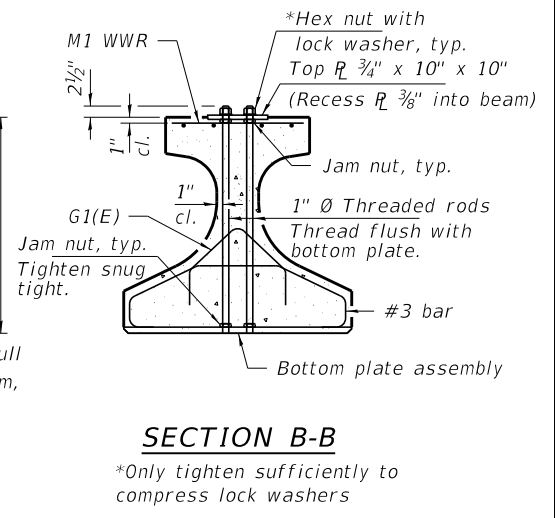
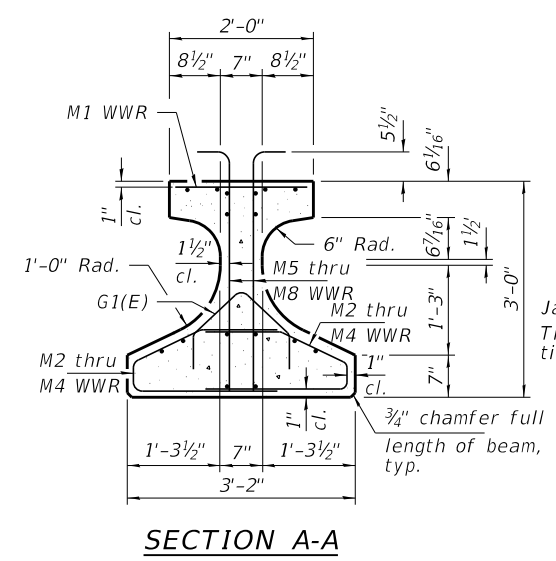
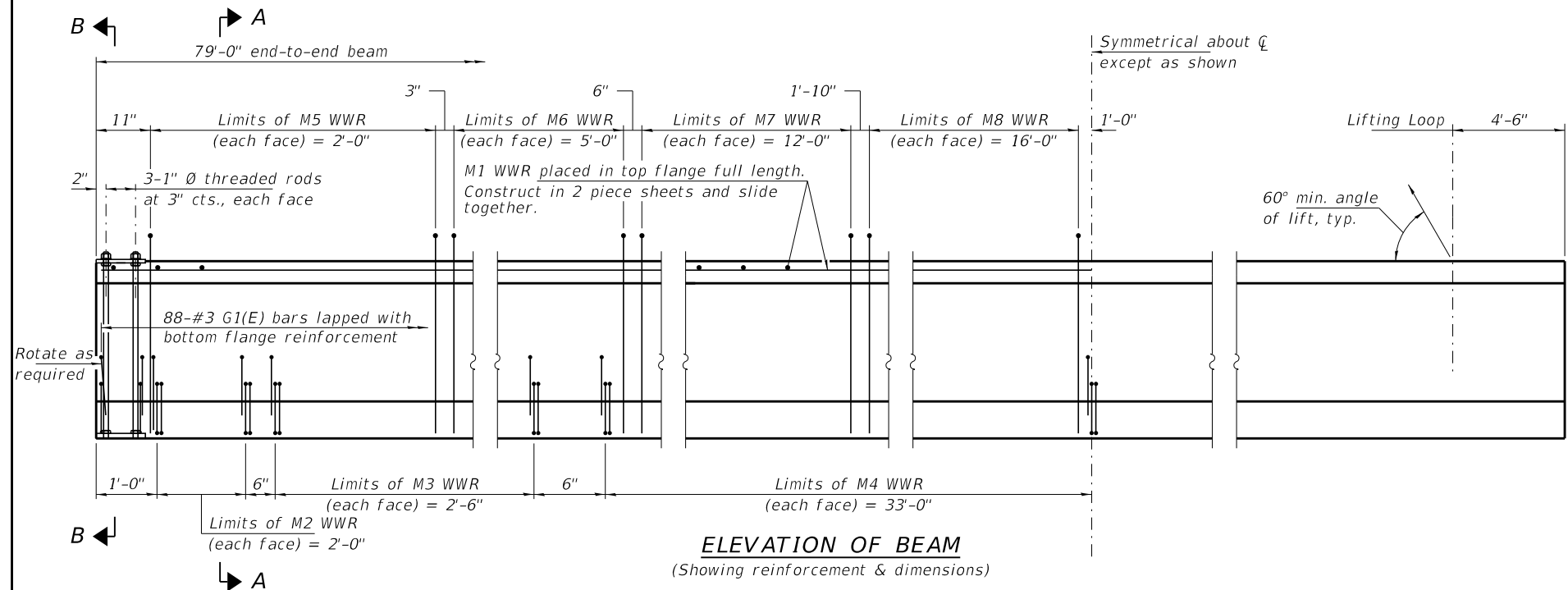
SECTION C-C



FINGER PLATE STOOL DETAIL

Note: Fabric reinforced material for trough and side flap shall be according to Section 520 of the Standard Specifications.

(Sheet 2 of 2)



Note:
See sheet 30 of 49 for additional details and Bill of Material.

HL36-2438

8-13-2021

FILE NAME = 160023-shi-bridge.dgn	USER NAME = gmetcalf	DESIGNED - S.M.S.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	CHECKED - I.P.N.	REVISED -
	PLOT DATE = 1/23/2023	DRAWN - R.D.H.	REVISED -
		CHECKED - S.M.S.	REVISED -

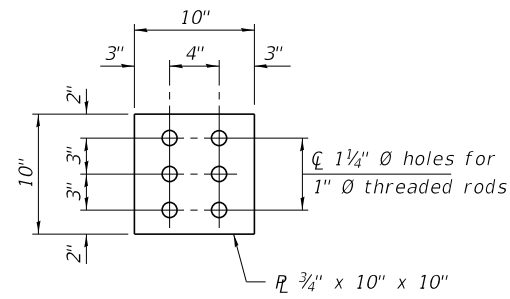
STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE

IL36N BEAM SPANS 2 - 12
STRUCTURE NO. 051-6012

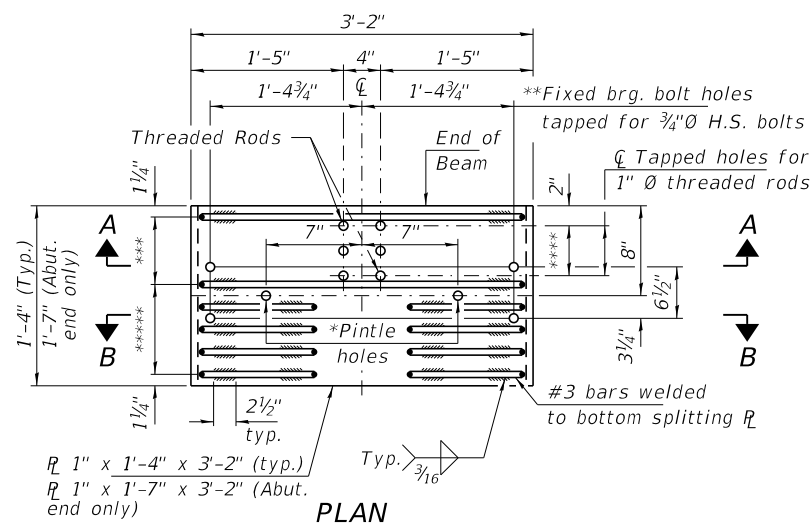
SHEET NO. 29 OF 49 SHEETS

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	53
CONTRACT NO. 95901				

ILLINOIS FED. AID PROJECT 3MEQ(077)



PLAN - TOP PLATE



PLAN

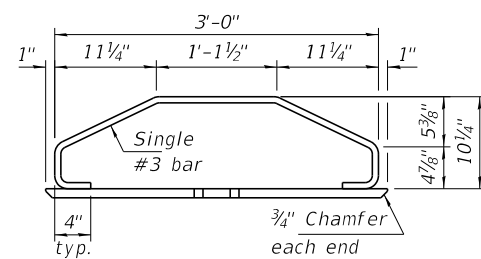
* Expansion brg. ends only

** Fixed Brg. end only

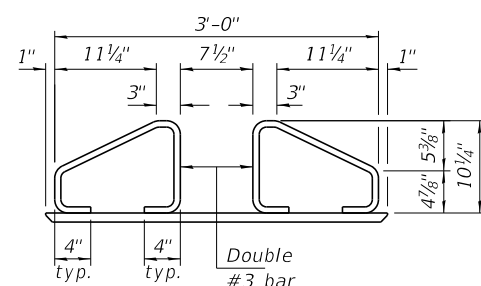
*** 3 Spaces at 2 1/2" = 7 1/2"

**** 2 Spaces at 3" = 6"

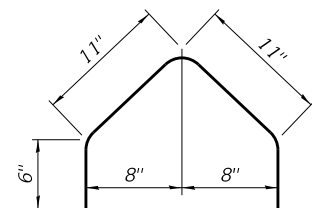
***** 2 Spaces at 3" = 6" (typ.)
3 Spaces at 3" = 9" (Abut. end only)



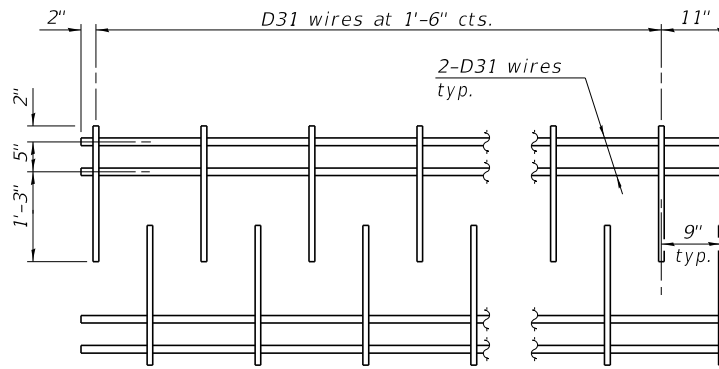
SECTION A-A



SECTION B-B

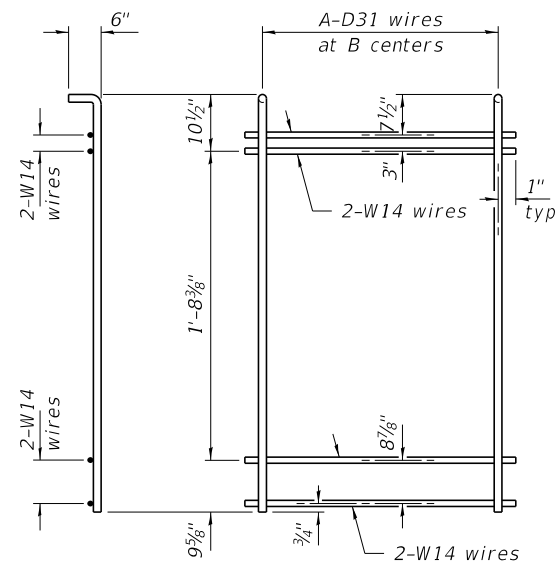


BAR G1(E)



M1 WWR DETAIL

When multiple sheets of M1 WWR are required along the beam length, #5(E) bars (5'-0" long) shall be used to splice the longitudinal D31 wires together (Min. Lap 2'-2").



M5 THRU M8 WWR DETAIL

(See Table of Dimensions)

TABLE OF DIMENSIONS

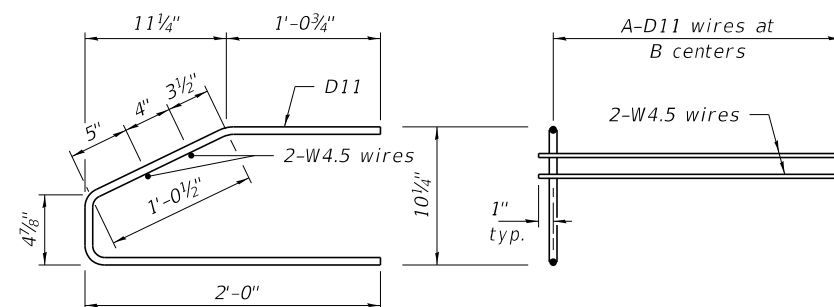
(WWR tables are based on Grade 60.)

SPANS 1 & 13

WWR	A	B
M2	9	3"
M3	6	6"
M4	20	1'-6"
M5	9	3"
M6	9	6"
M7	12	1'-0"
M8	9	2'-0"

SPANS 2 - 12

WWR	A	B
M2	9	3"
M3	6	6"
M4	23	1'-6"
M5	9	3"
M6	11	6"
M7	13	1'-0"
M8	9	2'-0"



M2 THRU M4 WWR DETAIL

(See Table of Dimensions)

NOTES

Inserts for 3/4" diameter threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter for beam strands shall be 0.6" and the nominal cross-sectional area shall be 0.217 sq. in. The nominal diameter for lifting loops shall be 1/2" and the nominal cross sectional area shall be 0.153 sq. in.

The beams shall have a final concrete compressive strength, f'c, of 8500 psi and a release concrete compressive strength, f'ci, of 6500 psi.

A minimum 2 1/2" diameter lifting pin shall be used to engage the lifting loops during handling. Bend the extended strands inward on the fascia beams to maintain 1 1/2" clearance inside the pier diaphragm.

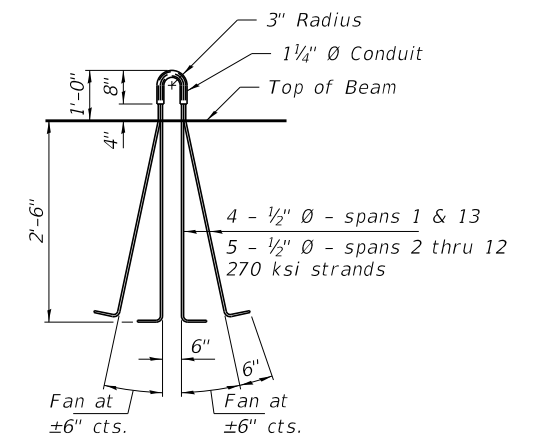
The top and bottom plates shall be AASHTO M270 Grade 50.

The top plates and bottom plate assemblies shall be galvanized according to AASHTO M111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.

Welded Wire Reinforcement (WWR) shall conform to ASTM A884 with a Class A, Type 1 epoxy coating or ASTM A1060, Table 3 galvanized coating.

The pintle and fixed bearing holes in the bottom plate shall be protected from concrete infiltration during the concrete pour.



LIFTING LOOP DETAIL

BILL OF MATERIAL

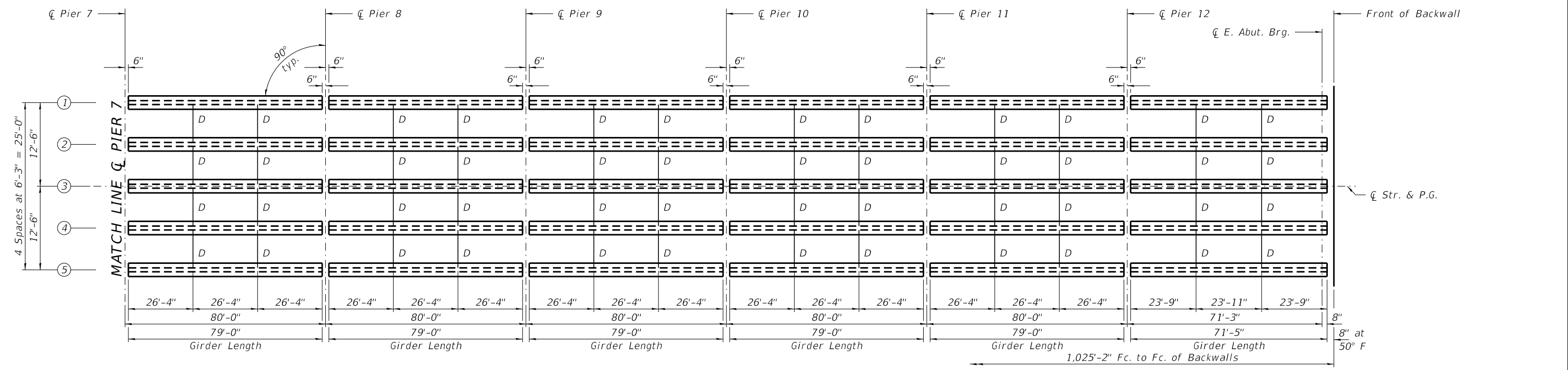
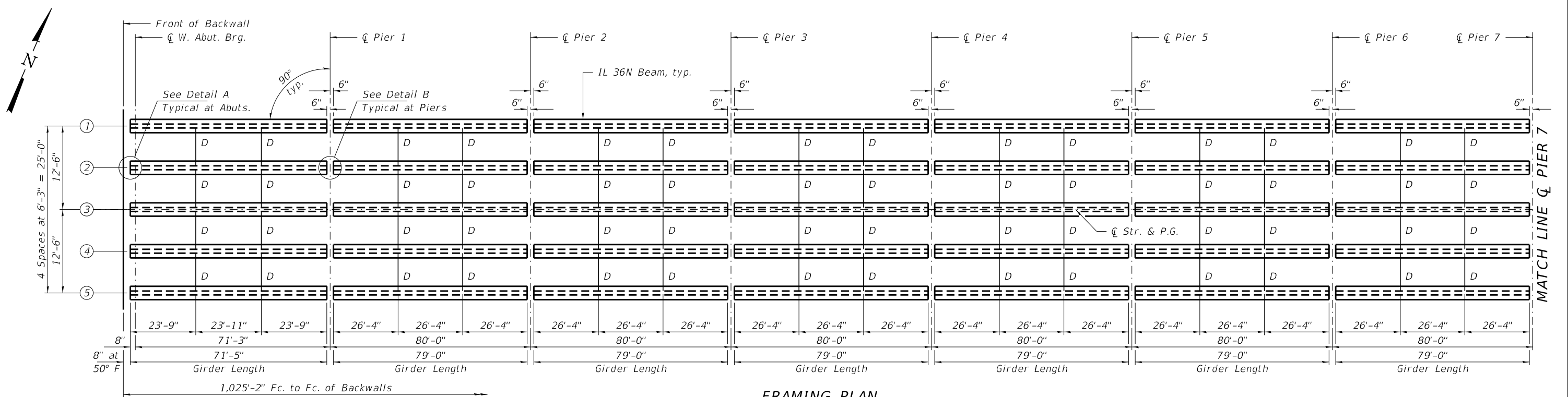
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Furnishing and Erecting Precast Prestressed Concrete Beams, IL36N	Ft.	5,059

IL36-2438D

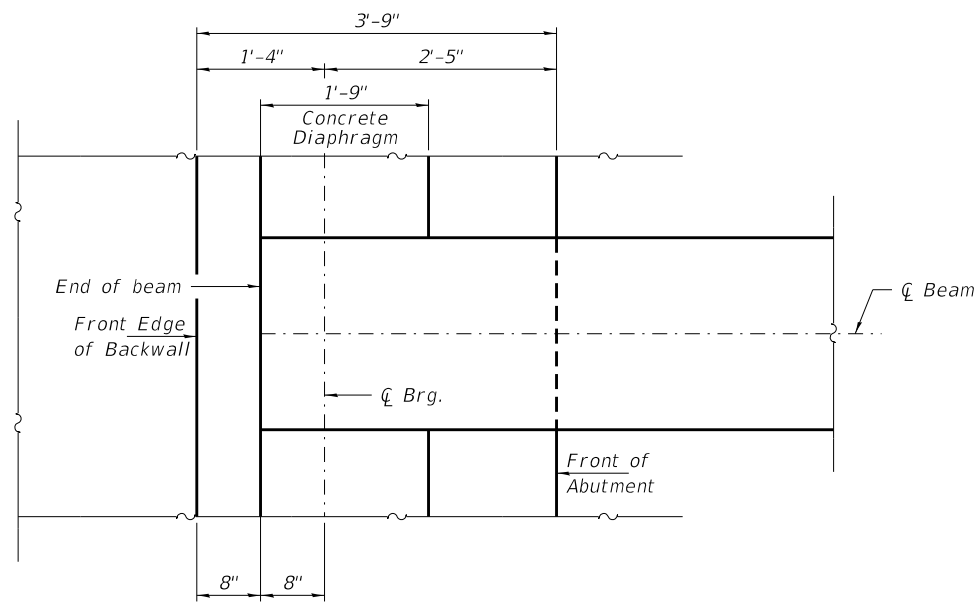
0-13-2021

FILE NAME = 160023-shl-bridge.dgn	USER NAME = gmetcalf	DESIGNED - S.M.S.	REVISED -	STATE OF ILLINOIS CITY OF ST. FRANCISVILLE	IL36N BEAM DETAILS STRUCTURE NO. 051-6012	MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L5 / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	CHECKED - I.P.N.	REVISED -			7250	15-00018-00-BR	LAWRENCE	104	54	
PLOT DATE = 1/23/2023		DRAWN - R.D.H.	REVISED -			CONTRACT NO. 95901					
		CHECKED - S.M.S.	REVISED -			SHEET NO. 30 OF 49 SHEETS					

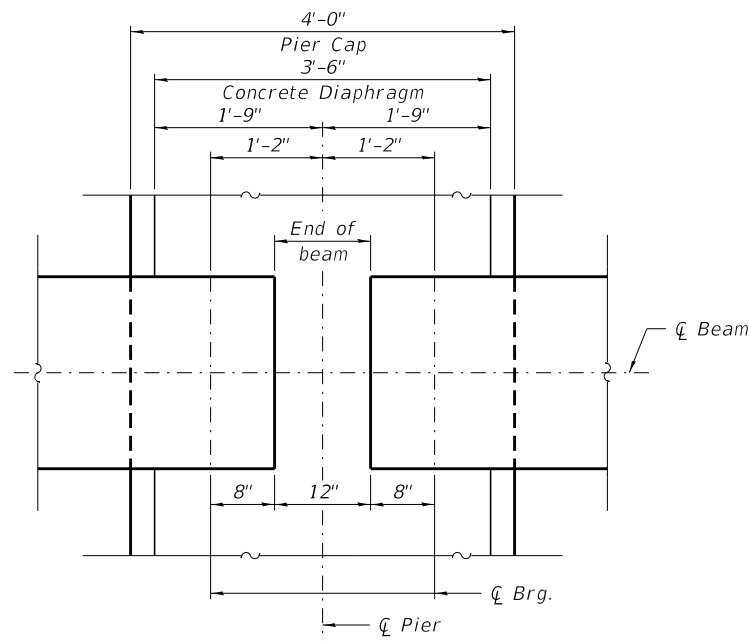
ILLINOIS FED. AID PROJECT 3MEQ(077)



FILE NAME = 160023-shi-bridge.dgn	USER NAME = gmetcalf	DESIGNED - S.M.S.	REVISED -	STATE OF ILLINOIS CITY OF ST. FRANCISVILLE	FRAMING PLAN STRUCTURE NO. 051-6012	MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	CHECKED - I.P.N.	REVISED -			7250	15-00018-00-BR	LAWRENCE	104	55
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						SHEET NO. 31 OF 49 SHEETS				

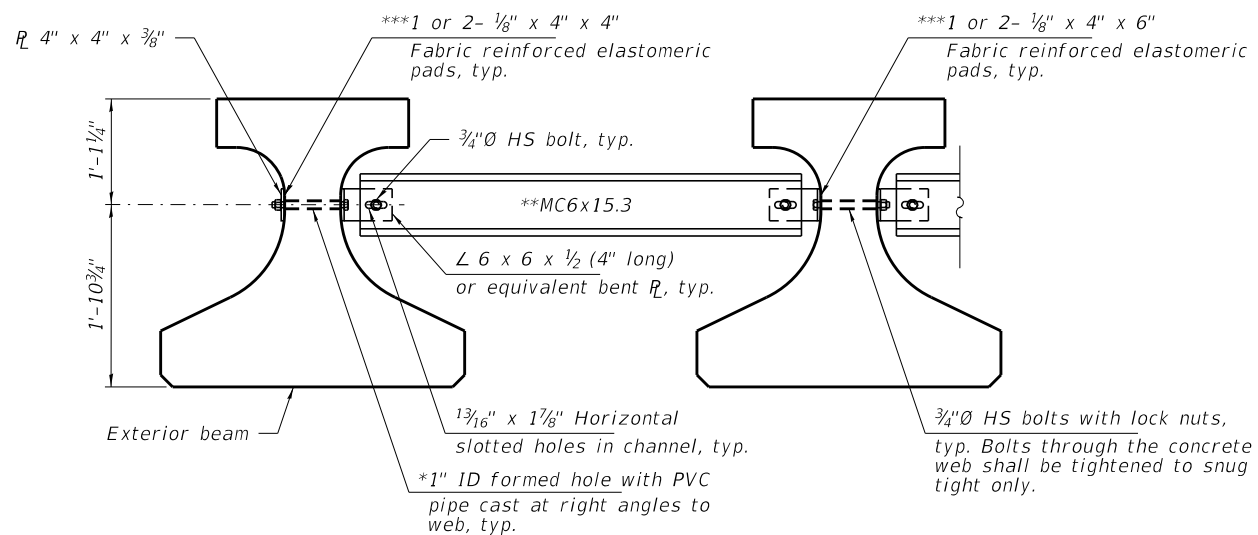


DETAIL A

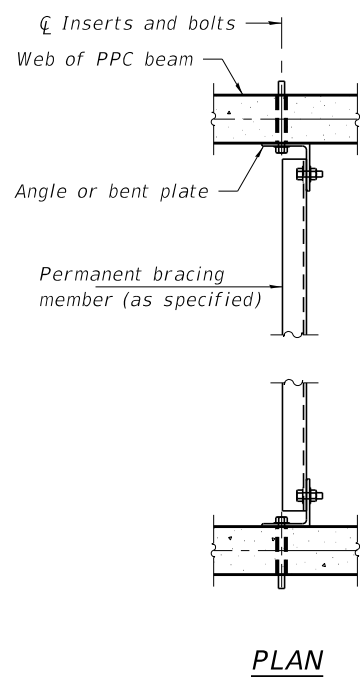


DETAIL B

- I*: Non-composite moment of inertia of beam section (in.⁴).
- I'*: Composite moment of inertia of beam section (in.⁴).
- S_b*: Non-composite section modulus for the bottom fiber of the prestressed beam (in.³).
- S_b'*: Composite section modulus for the bottom fiber of the prestressed beam (in.³).
- S_t*: Non-composite section modulus for the top fiber of the prestressed beam (in.³).
- S_t'*: Composite section modulus for the top fiber of the prestressed beam (in.³).
- DC1*: Un-factored non-composite dead load (kips/ft.).
- MDC1*: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2*: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- MDC2*: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW*: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- MDW*: 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.).



- Notes:**
- All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
 - Two hardened washers are required for each set of oversized holes.
 - All holes shall be 1 5/16" Ø unless otherwise noted.
 - 3/16" x 3" x 3" plate washers are required over all slotted holes.
 - All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.
 - Threaded rods shall be ASTM F 1554 Grade 55.
 - Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
 - Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.
- * Fabricator shall locate to miss strands within permissible tolerances.
 - ** Alternate MC6x18 channels are permitted to facilitate material acquisition.
 - *** Place pads as necessary to provide a flat mounting surface between the steel and concrete.

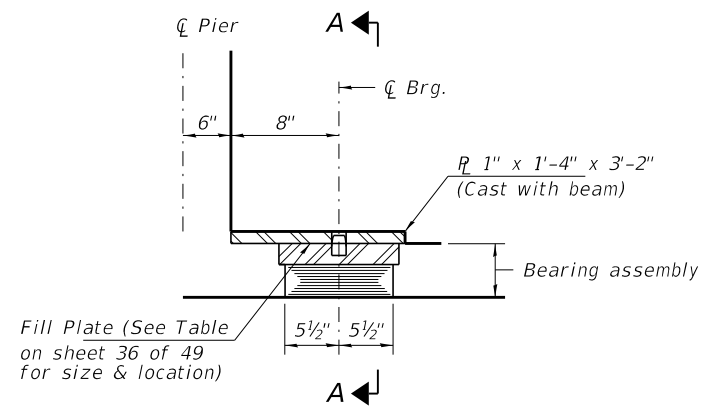


PLAN

INTERIOR BEAM MOMENT TABLE				
		0.4 Sp. 1 0.6 Sp. 13	Piers 1 - 12	0.5 Sp. 2 - 12
<i>I</i>	(in ⁴)	100,433	-	100,433
<i>I'</i>	(in ⁴)	288,153	-	288,153
<i>S_b</i>	(in ³)	6,832	-	6,832
<i>S_b'</i>	(in ³)	11,641	-	11,641
<i>S_t</i>	(in ³)	4,715	-	4,715
<i>S_t'</i>	(in ³)	25,620	-	25,620
<i>DC1</i>	(k/ft)	1.422	-	1.422
<i>MDC1</i>	(k)	873	-	1,072
<i>DC2</i>	(k/ft)	0.040	0.040	0.040
<i>MDC2</i>	(k)	15	-23	11
<i>DW</i>	(k/ft)	0.313	0.313	0.313
<i>MDW</i>	(k)	118	-183	85
<i>LLDF</i>	(k)	0.720	0.720	0.720
<i>M_L + IM</i>	(k)	1,012	-1,056	951

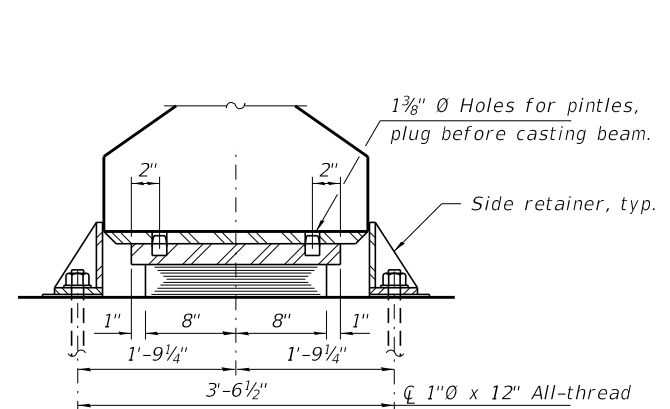
INTERIOR BEAM REACTION TABLE			
	Abut.	Pier 1 Span 1 Pier 12 Span 13	Pier 1 Span 2 Piers 2 thru 11 Pier 12 Span 12
<i>LLDF</i>	0.720	0.720	0.720
<i>RDC1</i>	54.6	54.6	60.8
<i>RDC2</i>	1.1	1.7	1.7
<i>RDW</i>	8.6	13.2	13.2
<i>R_L + IM</i>	72.8	57.9	57.9
<i>RTotal</i>	137.1	127.4	133.7

* At continuous piers, reactions from composite loads are assumed to be equally distributed to each bearing line.

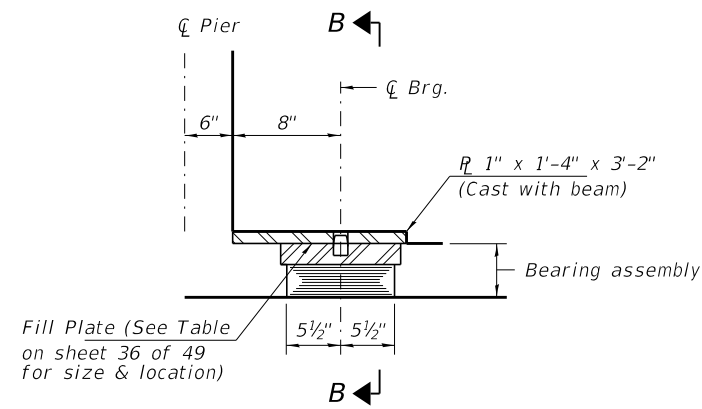


SECTION AT PIERS 5 & 8

PIERS 5 & 8 - TYPE I ELASTOMERIC EXP. BRG.
 (Pier 5 - 10 required)
 (Pier 8 - 10 required)

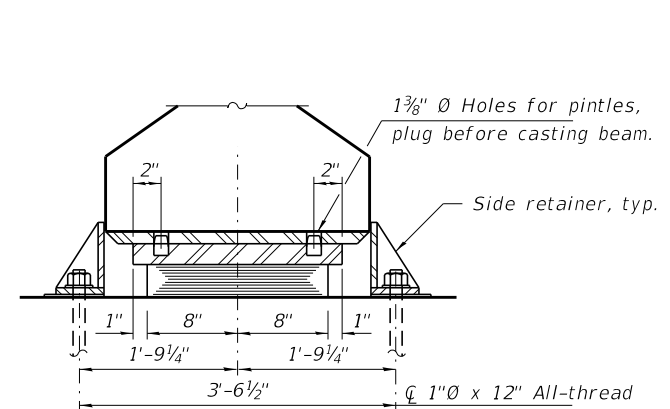


SECTION A-A

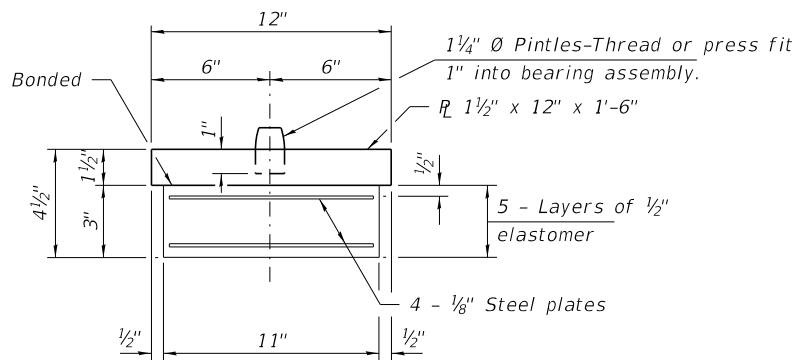


SECTION AT PIERS 4 & 9

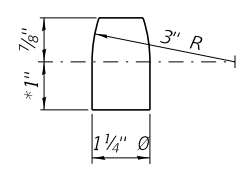
PIERS 4 & 9 - TYPE I ELASTOMERIC EXP. BRG.
 (Pier 4 - 10 required)
 (Pier 9 - 10 required)



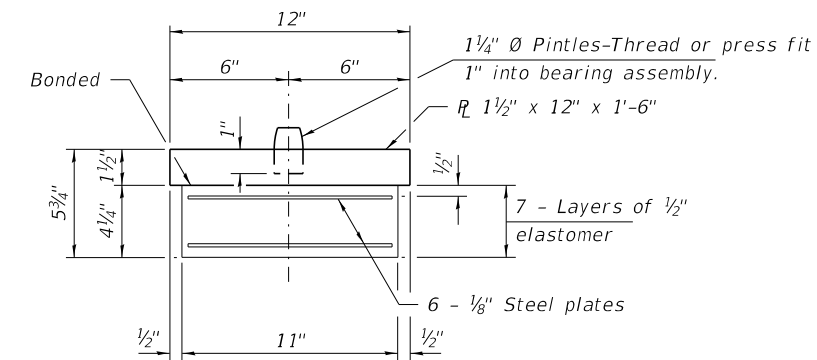
SECTION B-B



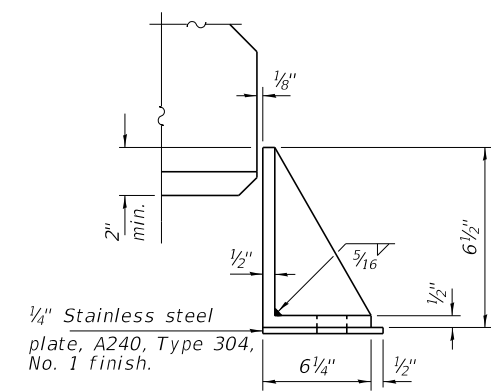
BEARING ASSEMBLY
 (Each Pier 5 & 8 Type I Elast. Exp. Brg.)



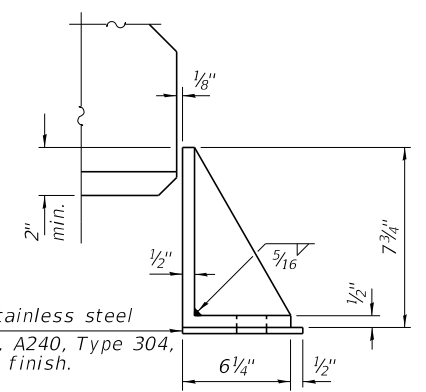
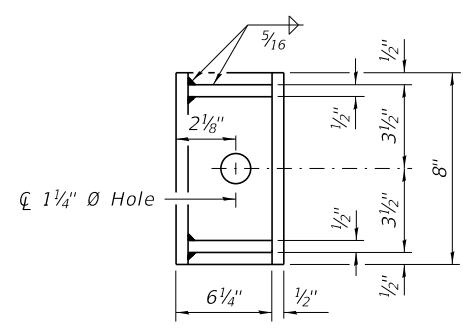
PINTLE
 (2 each Type I Elast. Exp. Brg.)
 *1" dimension shall be increased as required based on Fill Plate thickness.



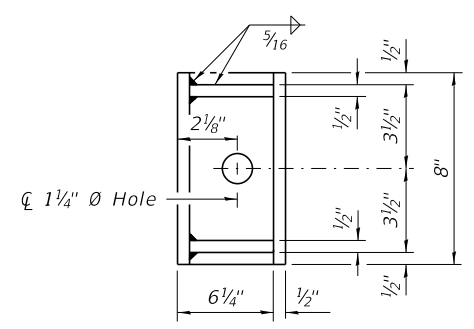
BEARING ASSEMBLY
 (Each Pier 4 & 9 Type I Elast. Exp. Brg.)



SIDE RETAINER
 (One pair each Pier 5 & 8 Type I Elast. Exp. Brg.)
 Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



SIDE RETAINER
 (One pair each Pier 4 & 9 Type I Elast. Exp. Brg.)
 Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



Notes:
 Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
 See sheet 30 of 49 for additional details of embedded plate.
 Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
 All exposed bearing plates and side retainers shall be hot dip galvanized according to AASHTO M111.
 The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.
 All bolts and washers shall be galvanized according to AASHTO M232.
 The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	40
Anchor Bolts, 1"Ø	Each	80

PI-2E-1

6-15-2019

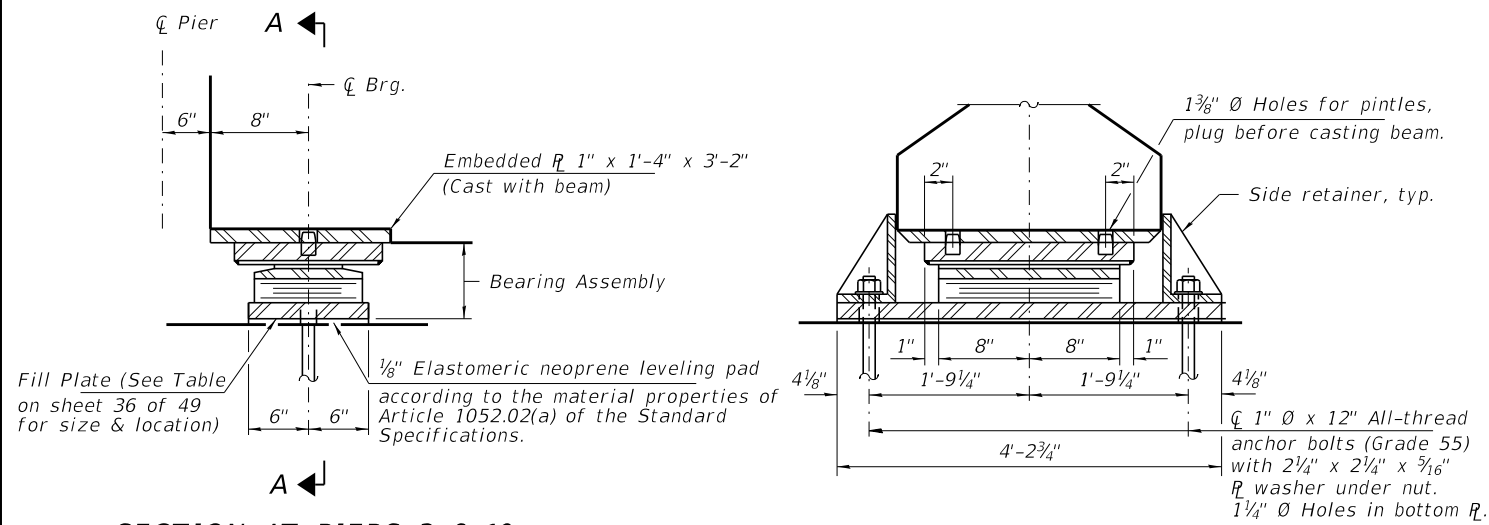
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HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S./P.E. CORP. 184.000959	PLOT SCALE = \$SCALE\$	CHECKED - I.P.N.	REVISED -
PLOT DATE = 1/23/2023		DRAWN - R.D.H.	REVISED -
		CHECKED - S.M.S.	REVISED -

STATE OF ILLINOIS
 CITY OF ST. FRANCISVILLE

BEARING DETAILS
 STRUCTURE NO. 051-6012

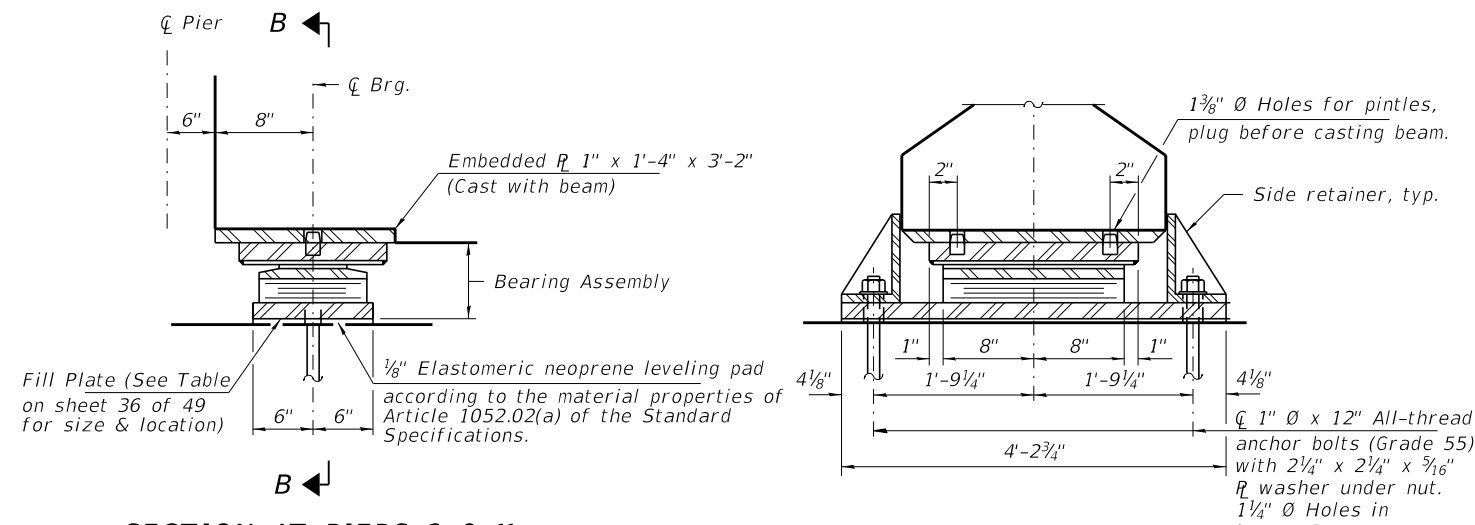
SHEET NO. 33 OF 49 SHEETS

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	57
CONTRACT NO. 95901				
ILLINOIS FED. AID PROJECT 3MEQ(077)				



SECTION AT PIERS 3 & 10

SECTION A-A



SECTION AT PIERS 2 & 11

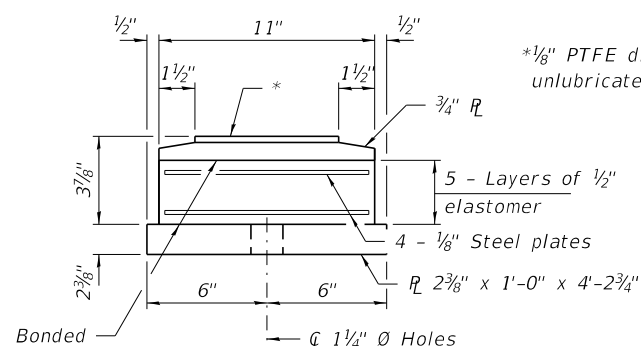
SECTION B-B

PIERS 3 & 10 - TYPE II ELASTOMERIC EXP. BRG.

(Pier 3 - 10 required)
(Pier 10 - 10 required)

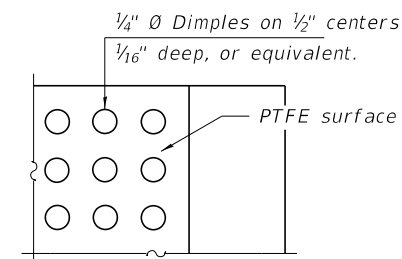
PIERS 2 & 11 - TYPE II ELASTOMERIC EXP. BRG.

(Pier 2 - 10 required)
(Pier 11 - 10 required)



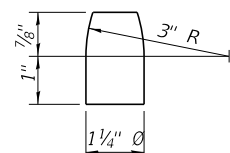
BOTTOM BEARING ASSEMBLY

(Each Pier 3 & 10 Type II Elast. Exp. Brg.)



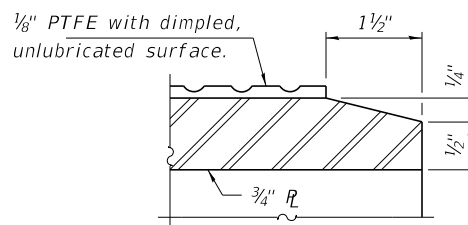
PLAN-PTFE SURFACE

(Each Type II Elast. Exp. Brg.)



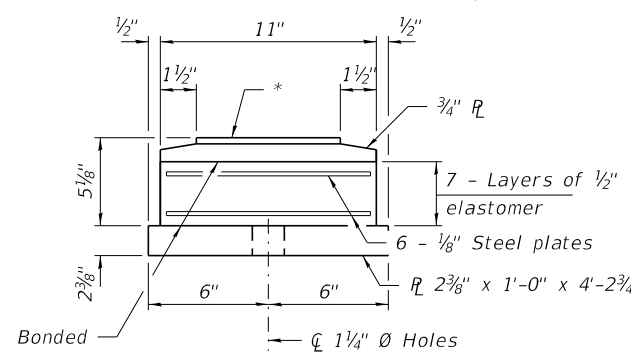
PINTLE

(2 Each Type II Elast. Exp. Brg.)



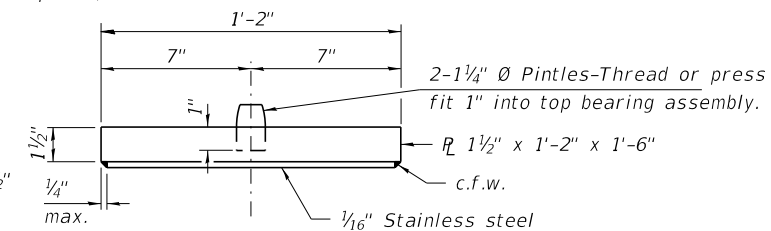
SECTION THRU PTFE

(Each Type II Elast. Exp. Brg.)



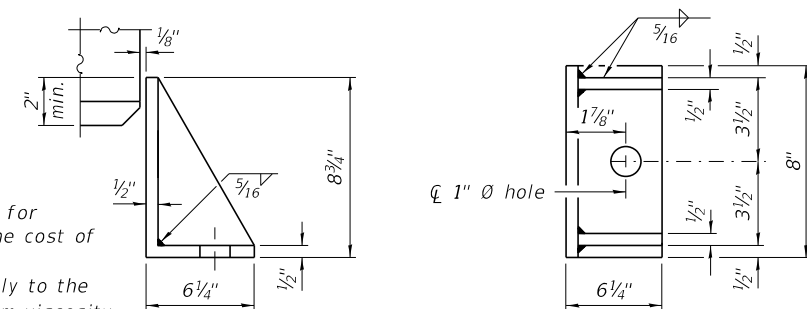
BOTTOM BEARING ASSEMBLY

(Each Pier 2 & 11 Type II Elast. Exp. Brg.)



TOP BEARING ASSEMBLY

(Each Type II Elast. Exp. Brg.)



SIDE RETAINER

(One pair each Pier 2 & 110 Type II Elast. Exp. Brg.)
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

Notes:

Side retainers and leveling pads required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer. See sheet 30 of 49 for additional details of embedded plate.

Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

All exposed bearing plates and side retainers shall be hot dipped galvanized according to AASHTO M111.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.

All bolts and washers shall be galvanized according to AASHTO M232.

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	40
Anchor Bolts, 1" Ø	Each	80

PI-2E-2

6-15-2019

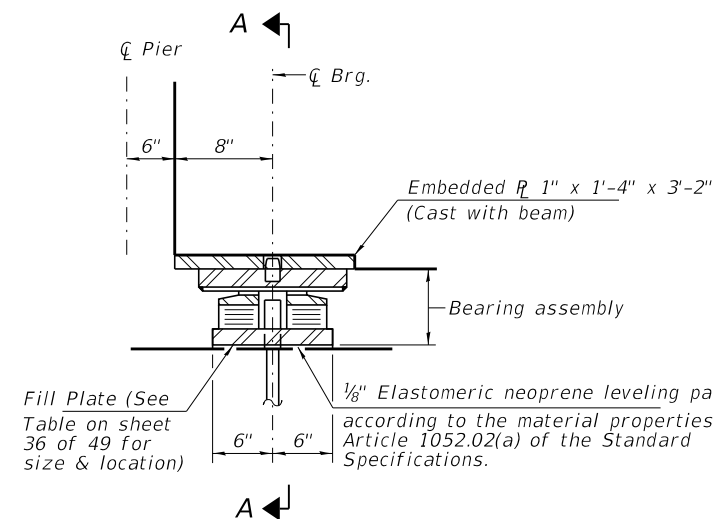
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	PLOT DATE = 1/23/2023	DRAWN - R.D.H.	REVISED -
		CHECKED - S.M.S.	REVISED -

STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE

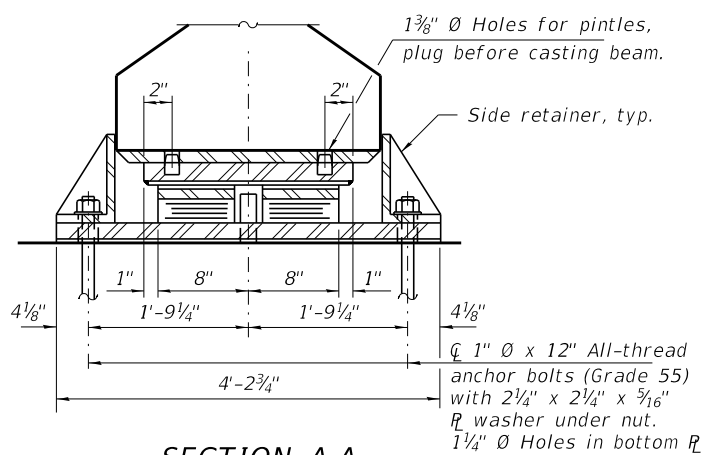
BEARING DETAILS
STRUCTURE NO. 051-6012

SHEET NO. 34 OF 49 SHEETS

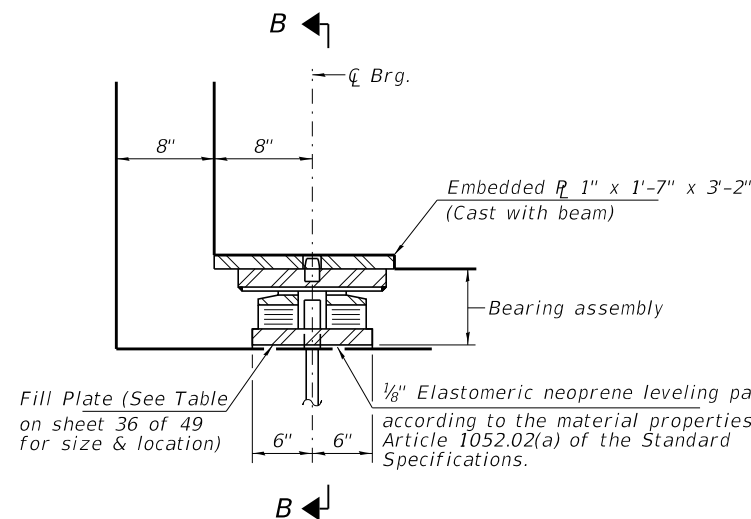
MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 95901	
ILLINOIS FED. AID PROJECT 3MEQ(077)				



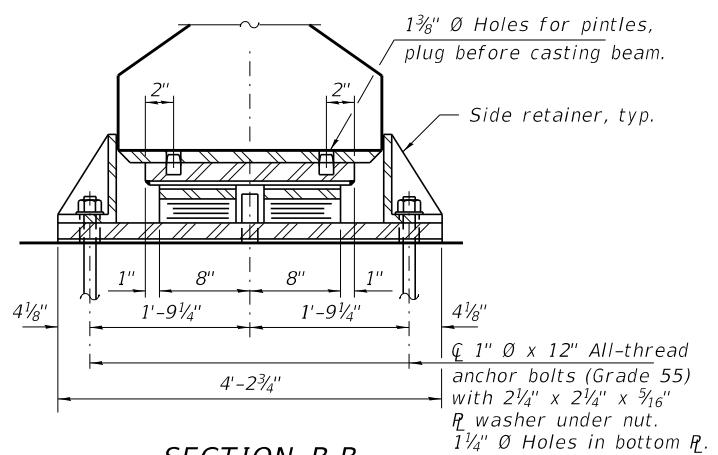
SECTION AT PIERS 1 & 12



SECTION A-A



SECTION AT ABUTMENTS



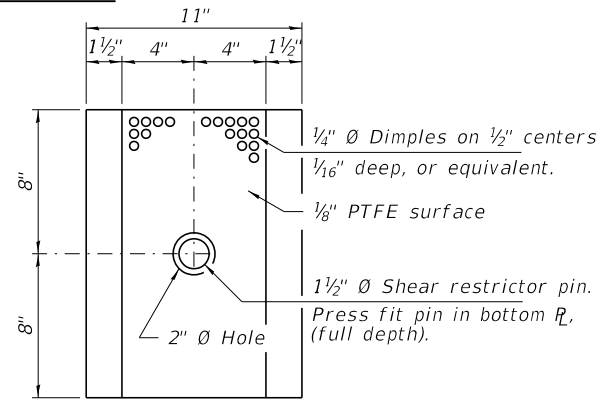
SECTION B-B

PIERS 1 & 12 - TYPE III ELASTOMERIC EXP. BRG.

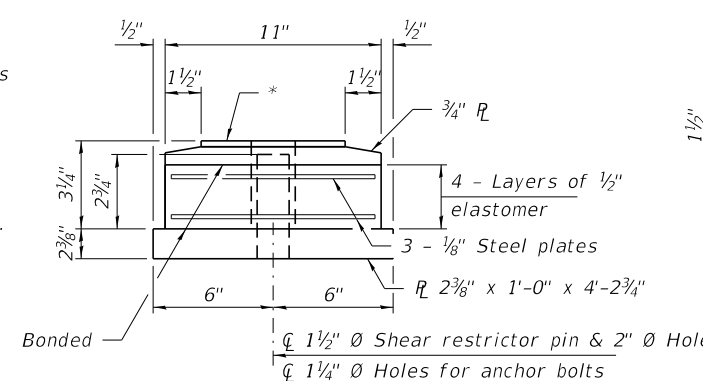
(Pier 1 - 10 required)
(Pier 12 - 10 required)

ABUTMENTS - TYPE III ELASTOMERIC EXP. BRG.

(West Abutment - 5 required)
(East Abutment - 5 required)

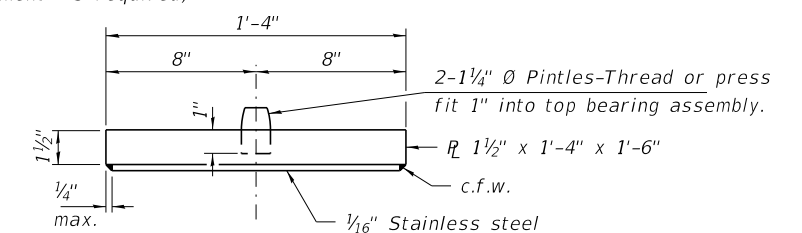


PLAN-PTFE ELASTOMERIC BRG.



BOTTOM BEARING ASSEMBLY

(Each Type III Elast. Exp. Brg.)



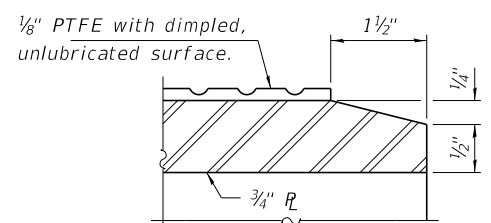
TOP BEARING ASSEMBLY

(Each Abutment Type III Elast. Exp. Brg.)

*1/8" PTFE dimpled, unlubricated.

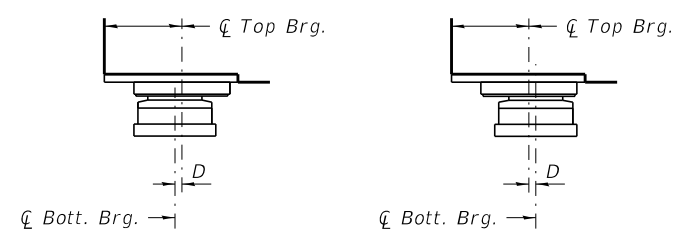
Notes:

Side retainers and leveling pads shall be included in the cost of Elastomeric Bearing Assembly, Type III.
The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.
See sheet 30 of 49 for additional details of embedded plate.
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
All exposed bearing plates and side retainers shall be hot dipped galvanized according to AASHTO M111.
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.
All bolts and washers shall be galvanized according to AASHTO M232.
1/16" Stainless steel sliding plate, A240 Type 304, 2B finish. Shear restrictor pin according to the material properties of Article 1083.02(d) of the Standard Specifications.



SECTION THRU PTFE

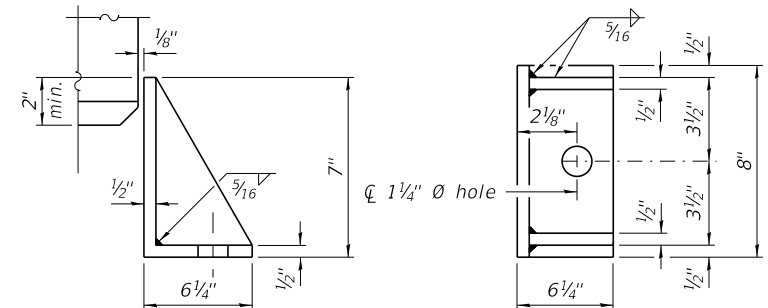
(Each bottom Brg. Assembly)



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

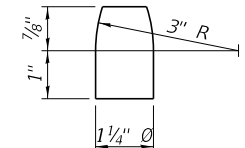
EXPANSION BEARING ORIENTATION

The above diagrams are for informational purposes only to show the amount of expected offset "D" for the current temperature in the field.



SIDE RETAINER

(One pair each Type III Elast. Exp. Brg.)
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



PINTLE

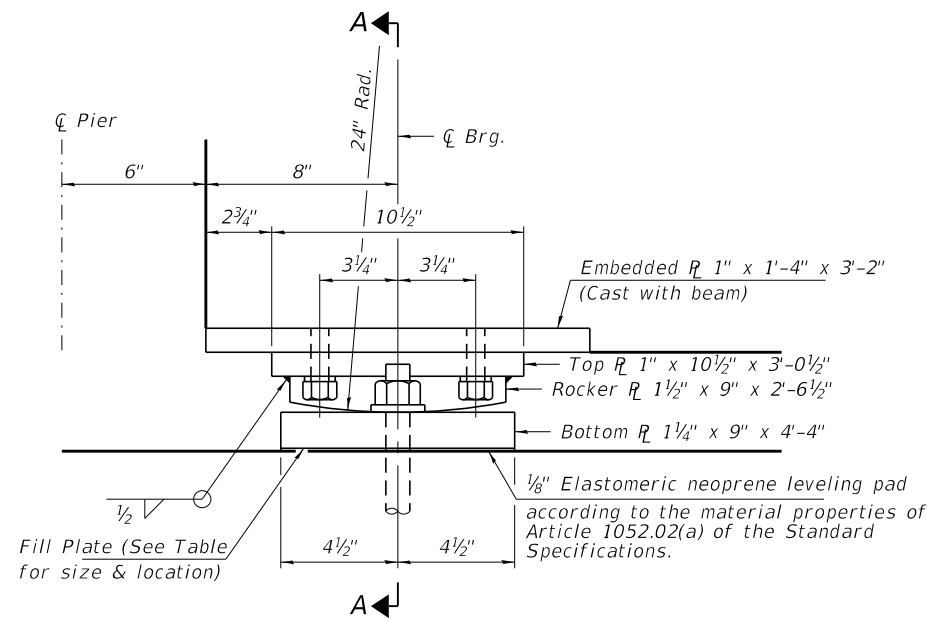
(2 Each Type III Elast. Exp. Brg.)

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type III	Each	30
Anchor Bolts, 1" Ø	Each	60

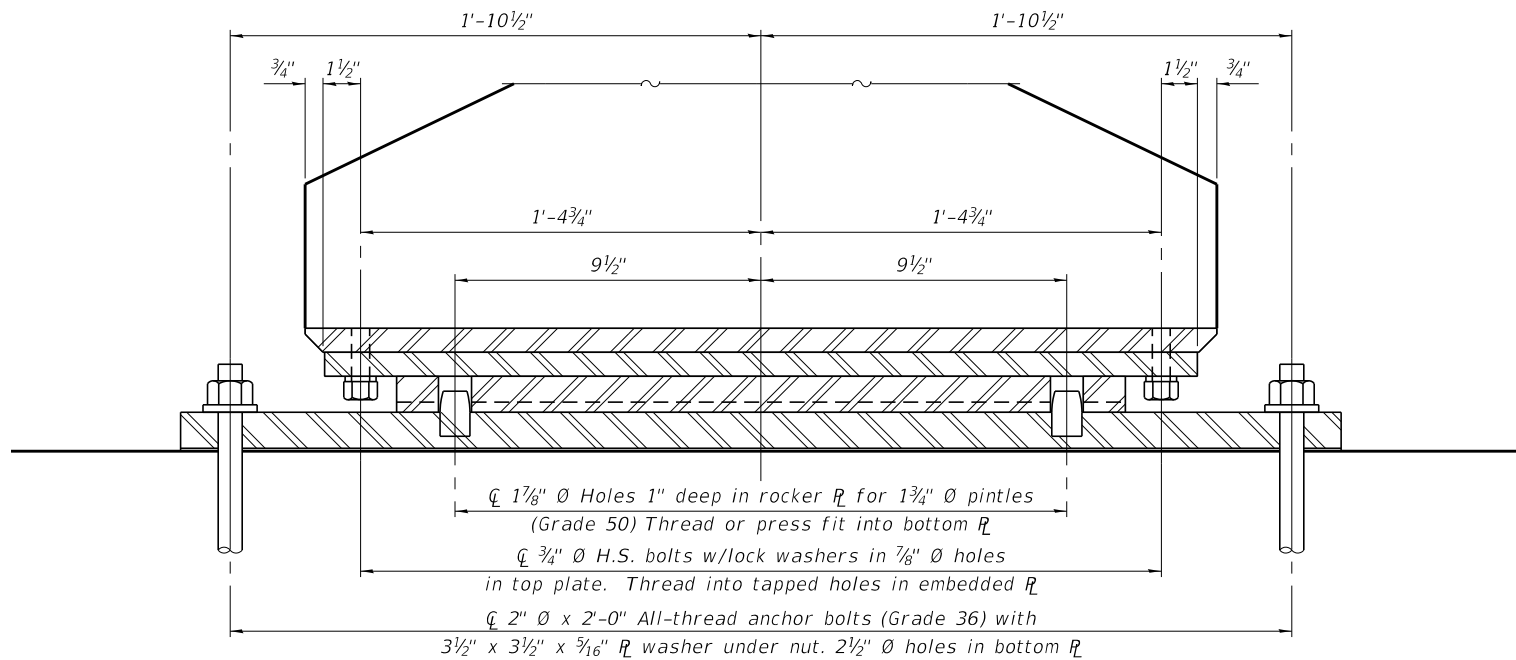
PI-2E-3

6-15-2019

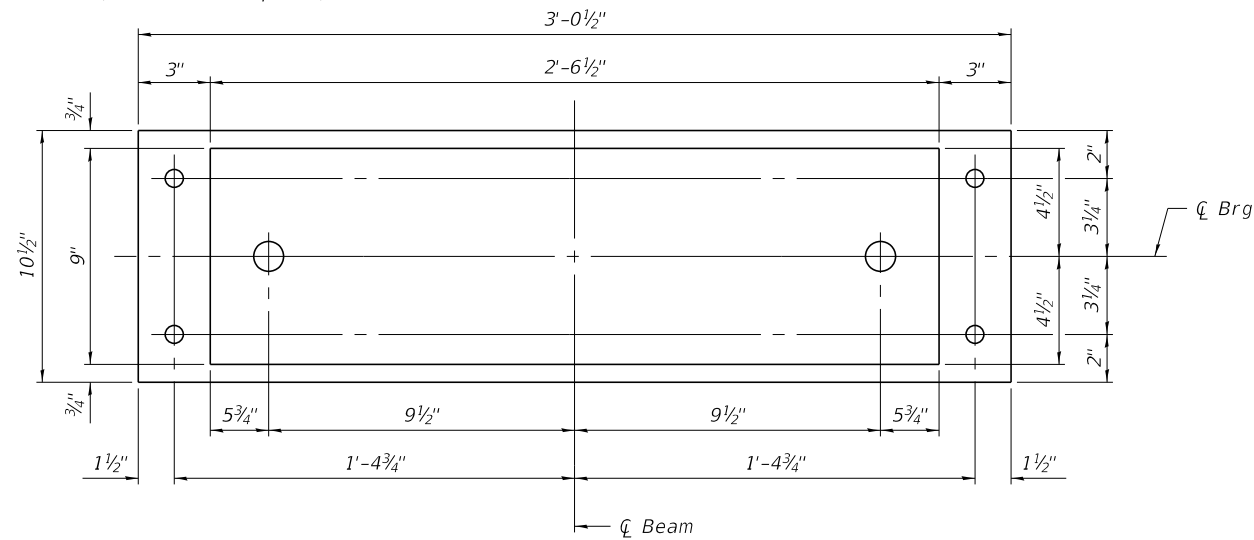


ELEVATION AT FIXED PIERS

(Pier 6 - 10 required)
(Pier 7 - 10 required)

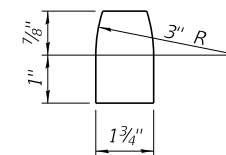


SECTION A-A



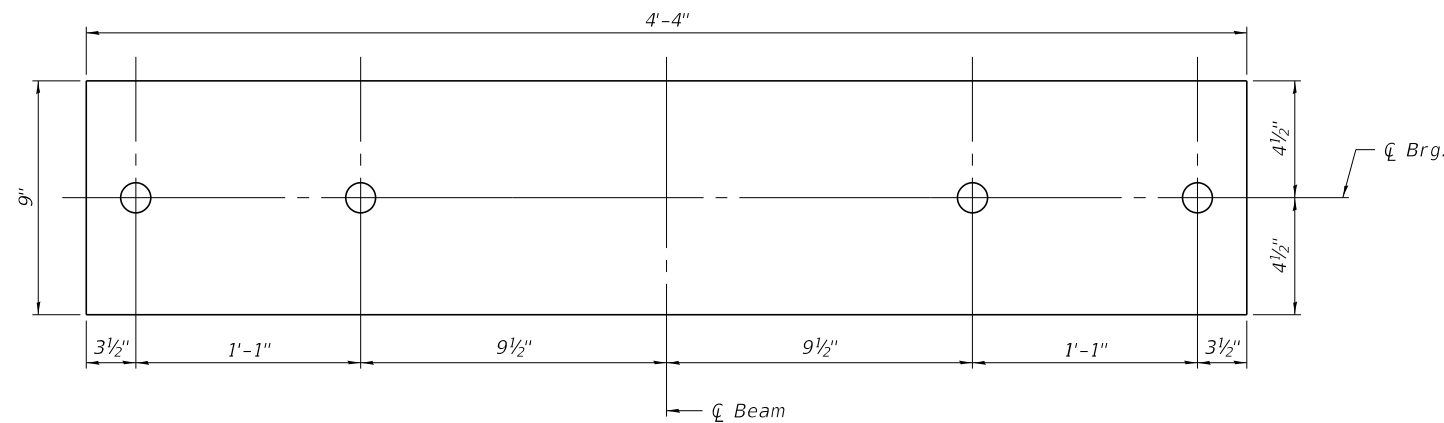
PLAN OF TOP PLATE & ROCKER PLATE

(1 each Fixed Bearing)
(Looking from below at top plate and rocker plate only)



Notes:

Anchor bolts shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
 See sheet 30 of 49 for additional details of embedded plate.
 All plates, hardware, and leveling pads required for the bearing, except anchor bolts, shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams, IL36N.
 All plate material for bearings shall be hot dip galvanized according to AASHTO M111.
 All bolts and washers shall be galvanized according to AASHTO M232.



PLAN OF BOTTOM PLATE

(1 each Fixed Bearing)

ESTIMATED FILL PLATES					
	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5
Abutments	-	1/8" x 12" x 4'-2 3/4"	1/8" x 12" x 4'-2 3/4"	1/8" x 12" x 4'-2 3/4"	-
Piers 1-3, 10-12	-	1/8" x 12" x 4'-2 3/4"	1/8" x 12" x 4'-2 3/4"	1/8" x 12" x 4'-2 3/4"	-
Piers 4-5, 8-9	-	1/8" x 12" x 1'-6"	1/8" x 12" x 1'-6"	1/8" x 12" x 1'-6"	-
Piers 6 & 7	-	1/8" x 9" x 4'-4"	1/8" x 9" x 4'-4"	1/8" x 9" x 4'-4"	-

BILL OF MATERIAL

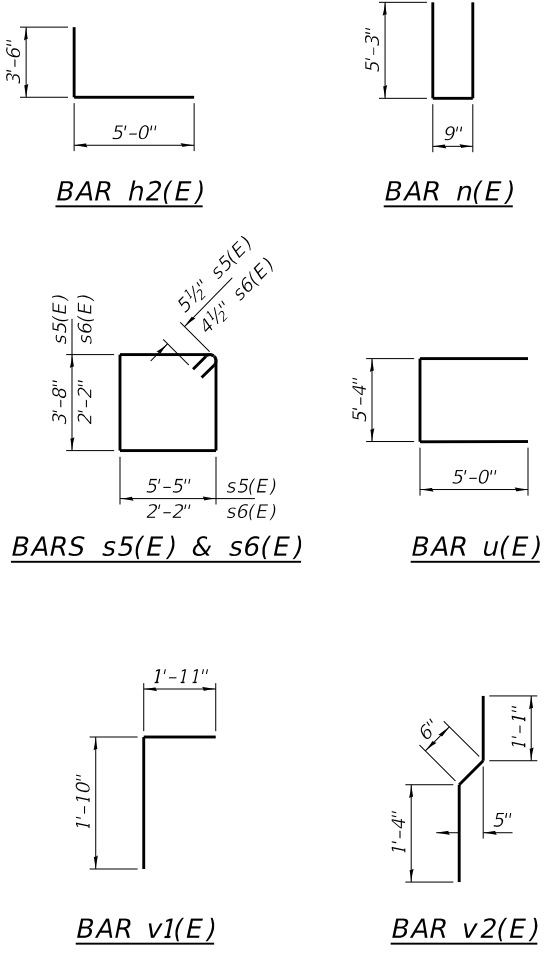
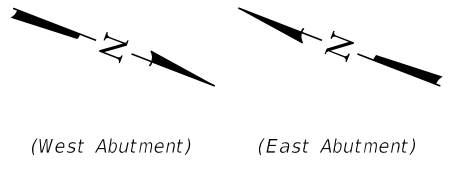
Item	Unit	Total
Anchor Bolts, 2" Ø	Each	40

PI-2FB

6-15-2019

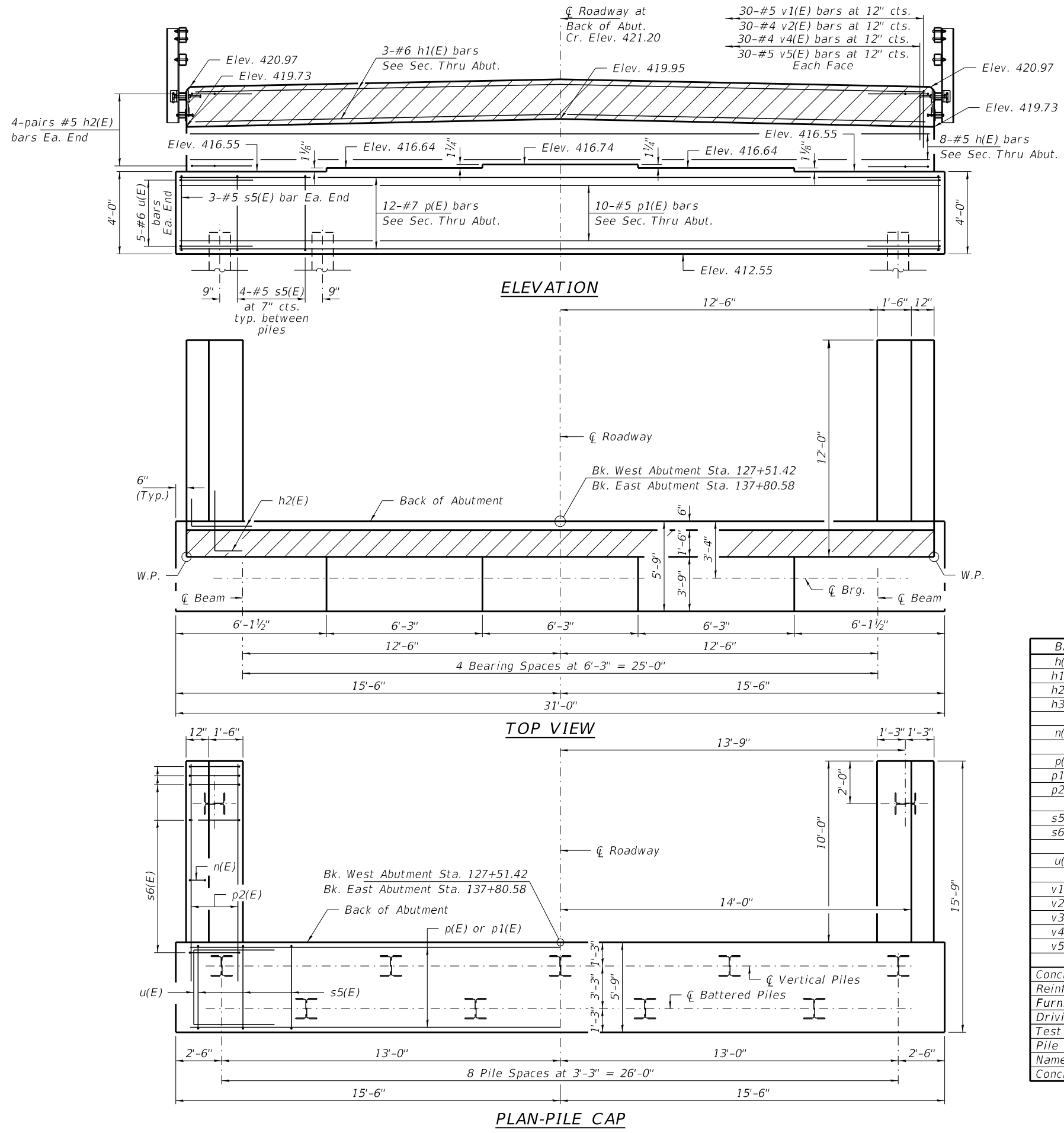
FILE NAME = 160023-shit-bridge.dgn	USER NAME = gmetcalf	DESIGNED - S.M.S.	REVISIONS -	STATE OF ILLINOIS CITY OF ST. FRANCISVILLE	BEARING DETAILS STRUCTURE NO. 051-6012	MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S./P.E./S.E. CORP. 184.000959	PLOT SCALE = \$SCALE\$	CHECKED - I.P.N.	REVISIONS -			7250	15-00018-00-BR	LAWRENCE	104	60
	PLOT DATE = 1/23/2023	DRAWN - R.D.H.	REVISIONS -			CONTRACT NO. 95901				
		CHECKED - S.M.S.	REVISIONS -			SHEET NO. 36 OF 49 SHEETS				

ILLINOIS FED. AID PROJECT 3MEQ(077)



ESTIMATED ROCK ELEV.
 West Abut. = 384.6
 East Abut. = 390.8

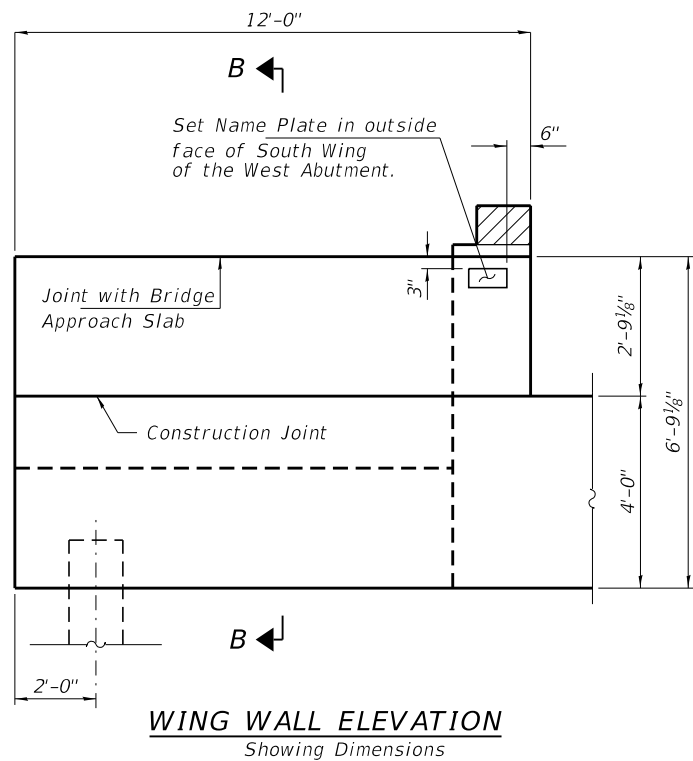
PILE DATA
 Type: Steel HP14x73
 Nominal Required Bearing: 578 Kips/Pile
 Factored Resistance Available: 317 Kips/Pile
 Est. Length W. Abut.: 34 Ft./Pile West Abut.
 Est. Length E. Abut.: 28 Ft./Pile East Abut.
 No. Production Piles: 20
 No. Test Piles: 2 (1 at each Abutment)



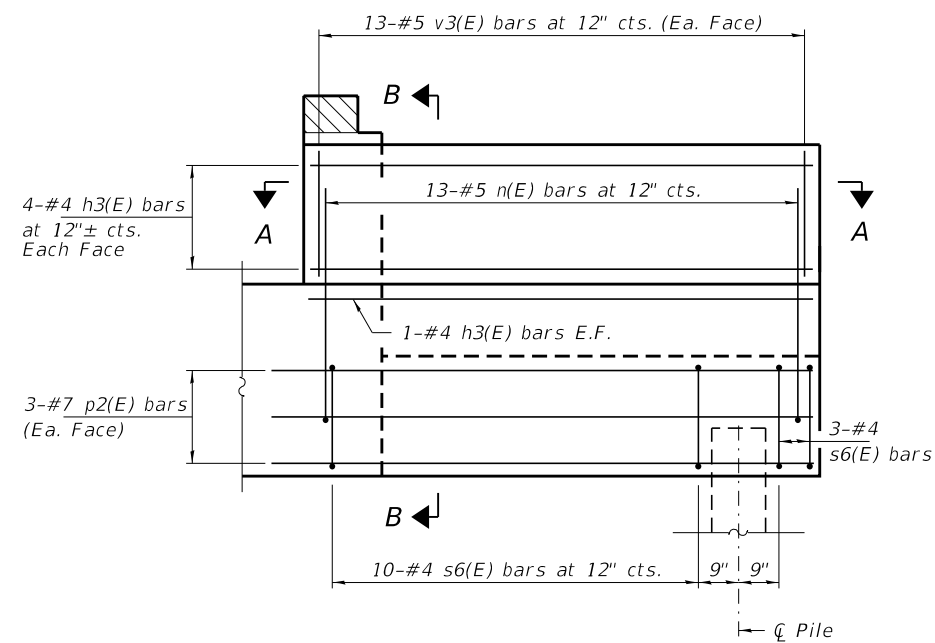
BILL OF MATERIAL - 2 ABUTS.

BAR	NO.	SIZE	LENGTH	SHAPE	
h(E)	16	#5	29'-8"	—	
h1(E)	6	#6	29'-8"	—	
h2(E)	32	#5	8'-6"	└	
h3(E)	40	#4	11'-8"	—	
n(E)	52	#5	11'-3"	┌	
p(E)	24	#7	30'-8"	—	
p1(E)	20	#5	30'-8"	—	
p2(E)	24	#7	11'-8"	—	
s5(E)	76	#5	19'-1"	┌	
s6(E)	52	#4	9'-5"	┌	
u(E)	20	#6	15'-4"	┌	
v1(E)	60	#5	3'-9"	┌	
v2(E)	60	#4	2'-11"	┌	
v3(E)	104	#5	2'-7"	—	
v4(E)	60	#4	2'-6"	—	
v5(E)	120	#5	5'-0"	—	
Concrete Structures				Cu. Yd.	83.8
Reinf. Bars, Epoxy Coated				Pound	8,340
Furnishing Steel Piles HP14x73				Foot	620
Driving Piles				Foot	620
Test Pile Steel HP14x73				Each	2
Pile Shoes				Each	22
Name Plates				Each	1
Concrete Sealer				Sq. Ft.	1,136

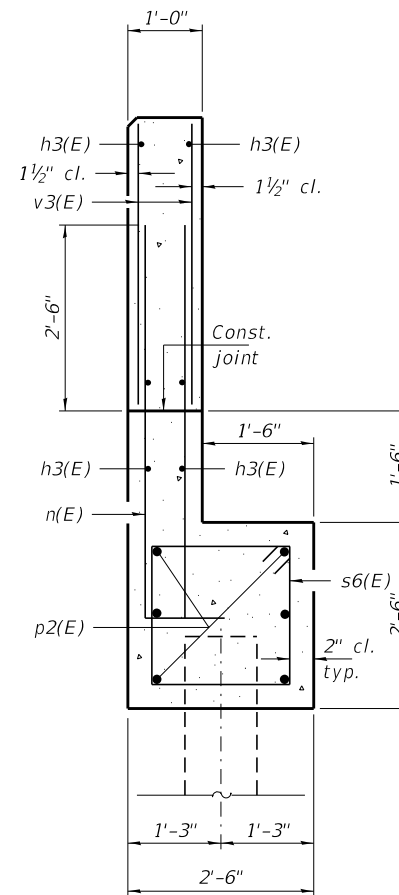
For details of piles see sheet 43 of 49.



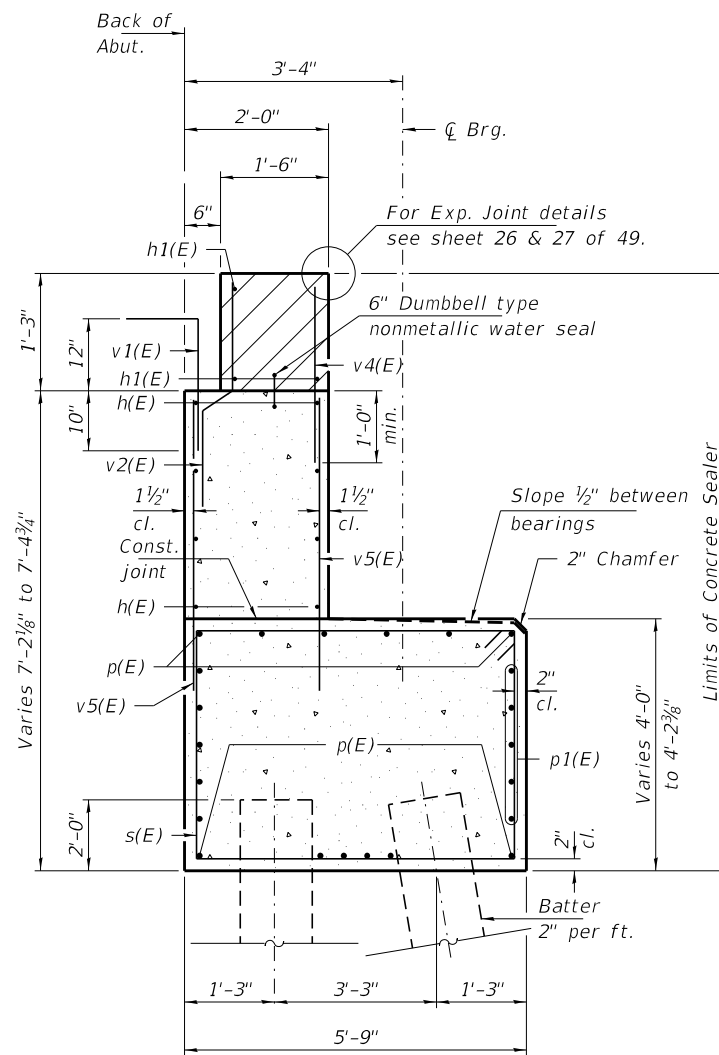
WING WALL ELEVATION
Showing Dimensions



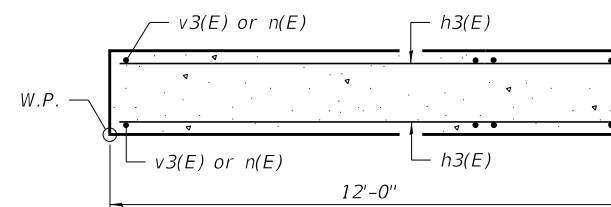
WING WALL ELEVATION
Showing Reinforcement



SECTION B-B



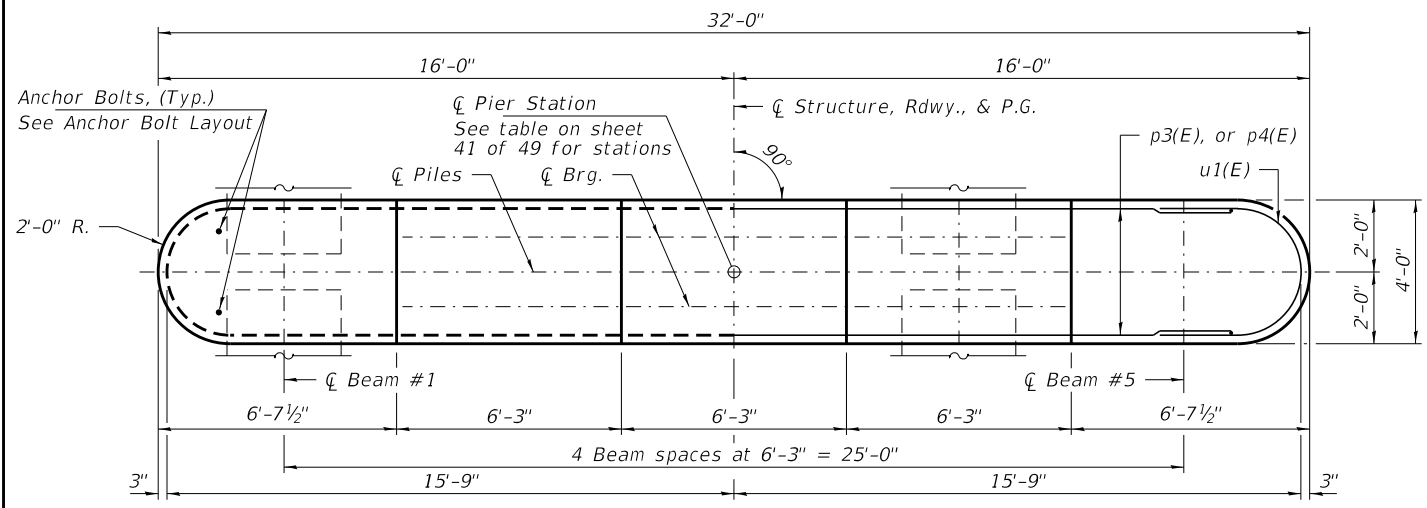
SEC. THRU ABUT.



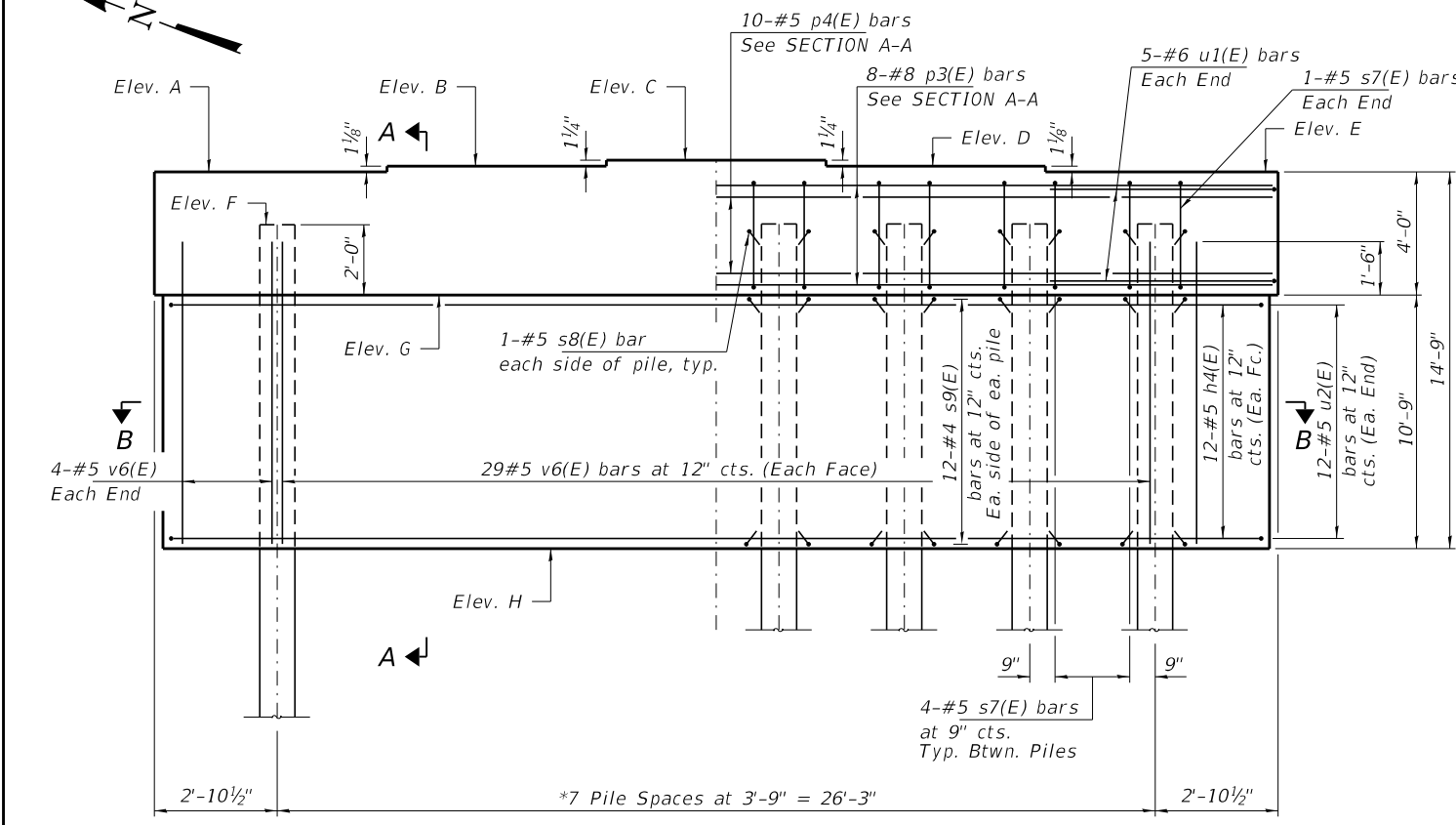
SECTION A-A

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

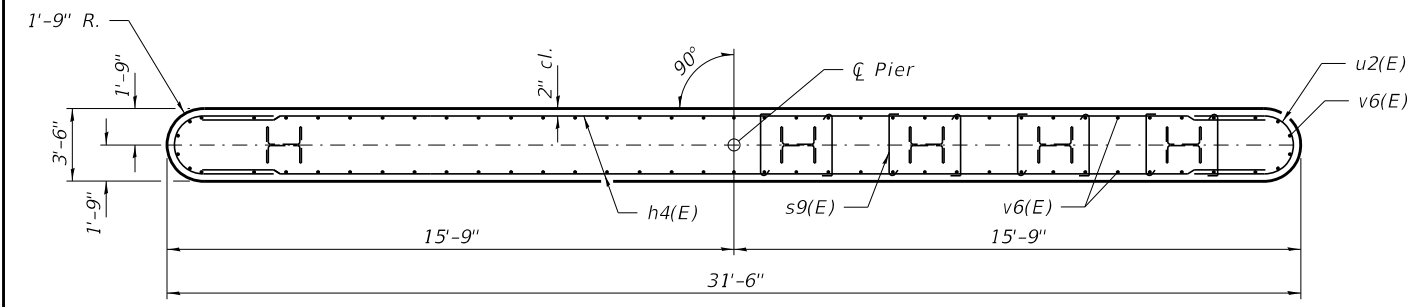
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HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	CHECKED - I.P.N.	REVISED -			7250	15-00018-00-BR	LAWRENCE	104	62
PLOT DATE = 1/23/2023	DRAWN - R.D.H.	CHECKED - S.M.S.	REVISED -			CONTRACT NO. 95901				
						SHEET NO. 38 OF 49 SHEETS			ILLINOIS FED. AID PROJECT 3MEQ(077)	



PLAN

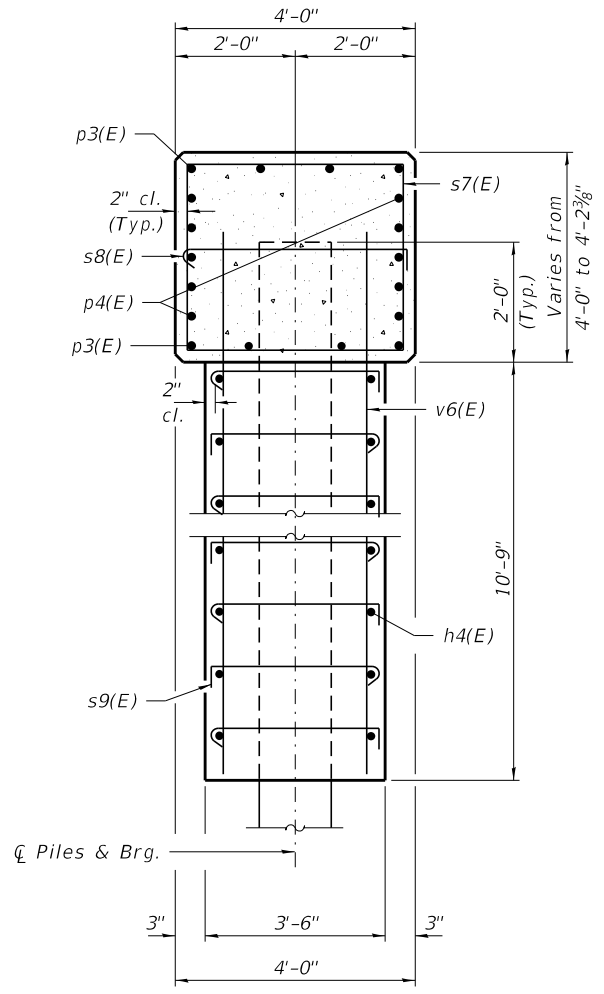


ELEVATION
(Looking East)



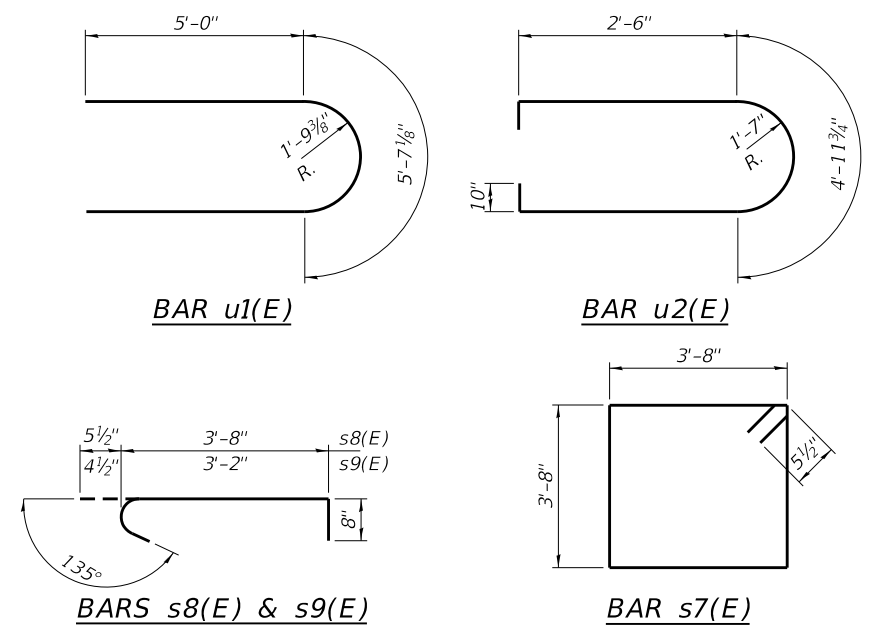
SECTION B-B

*Pile webs are perpendicular to the \bar{C} of structure



SECTION A-A

Notes:
 Pour steps monolithically with cap.
 s9(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 piles, see sheet 43 of 49.



ANCHOR BOLT LAYOUT

3/4" \bar{O} anchor bolts Piers 1-3, 10-12
 1" \bar{O} anchor bolts Piers 4, 5, 8, & 9
 \bar{C} Beam
 1'-9" Piers 1-3, 10-12
 1'-9 1/4" Piers 4, 5, 8, & 9
 \bar{C} Pier
 \bar{C} Brgs.

PILE DATA

Type: ----- *Steel HP14x117
 Nominal Required Bearing:----- 929 Kips/Pile
 Factored Resistance Available:----- 510 Kips/Pile
 Est. Length Pier 1: ----- 41 Ft/Pile
 Est. Length Pier 2: ----- 37 Ft/Pile
 Est. Length Pier 3: ----- 36 Ft/Pile
 Est. Length Pier 4: ----- 34 Ft/Pile
 Est. Length Pier 5: ----- 43 Ft/Pile
 Est. Length Pier 8: ----- 31 Ft/Pile
 Est. Length Pier 9: ----- 32 Ft/Pile
 Est. Length Pier 10: ----- 32 Ft/Pile
 Est. Length Pier 11: ----- 33 Ft/Pile
 Est. Length Pier 12: ----- 29 Ft/Pile
 No. Production Piles:----- 70 (7 at each Pier)
 No. Test Piles:----- 10 (1 at each Pier)

BILL OF MATERIAL - PIERS 1-5, 8-12

BAR	NO.	SIZE	LENGTH	SHAPE
h4(E)	240	#5	28'-0"	—
p3(E)	80	#8	28'-0"	—
p4(E)	100	#5	28'-0"	—
s7(E)	300	#5	15'-7"	□
s8(E)	160	#5	4'-10"	┌
s9(E)	1,920	#4	4'-3"	┌
u1(E)	100	#6	15'-8"	U
u2(E)	240	#5	11'-8"	U
v6(E)	660	#5	12'-1"	—
Structure Excavation		Cu. Yd.	297	
Concrete Structures		Cu. Yd.	609.0	
Reinf. Bars, Epoxy Coated		Pound	40,640	
Furnishing Steel Piles HP14x117		Foot	2,436	
Driving Piles		Foot	2,436	
Test Pile Steel HP14x117		Each	10	
Pile Shoes		Each	80	

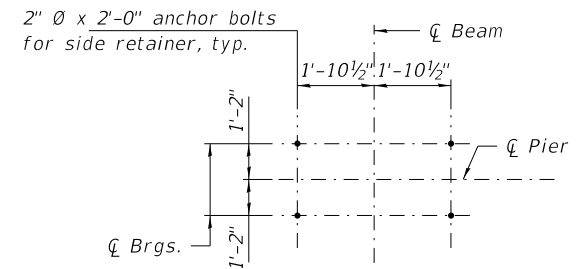
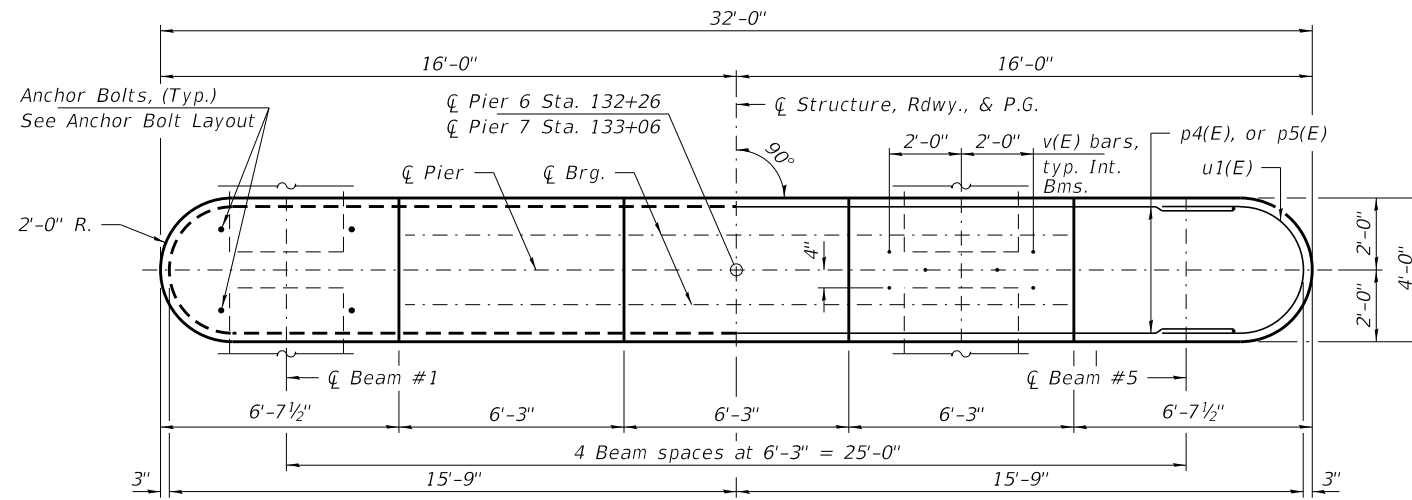
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HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L5 / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	CHECKED - I.P.N.	REVISED -
PLOT DATE = 1/23/2023		DRAWN - R.D.H.	REVISED -
		CHECKED - S.M.S.	REVISED -

STATE OF ILLINOIS
CITY OF ST. FRANCISVILLE

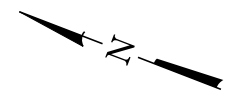
PIERS 1 THRU 5 AND 8 THRU 12
STRUCTURE NO. 051-6012

SHEET NO. 39 OF 49 SHEETS

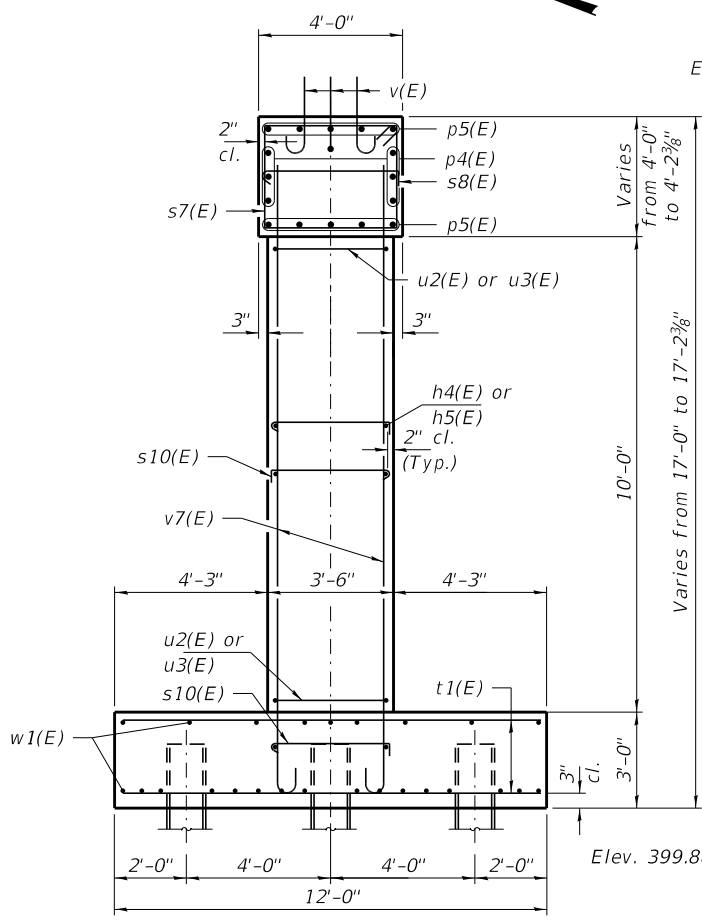
MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	63
CONTRACT NO. 95901				
ILLINOIS FED. AID PROJECT 3MEQ(077)				



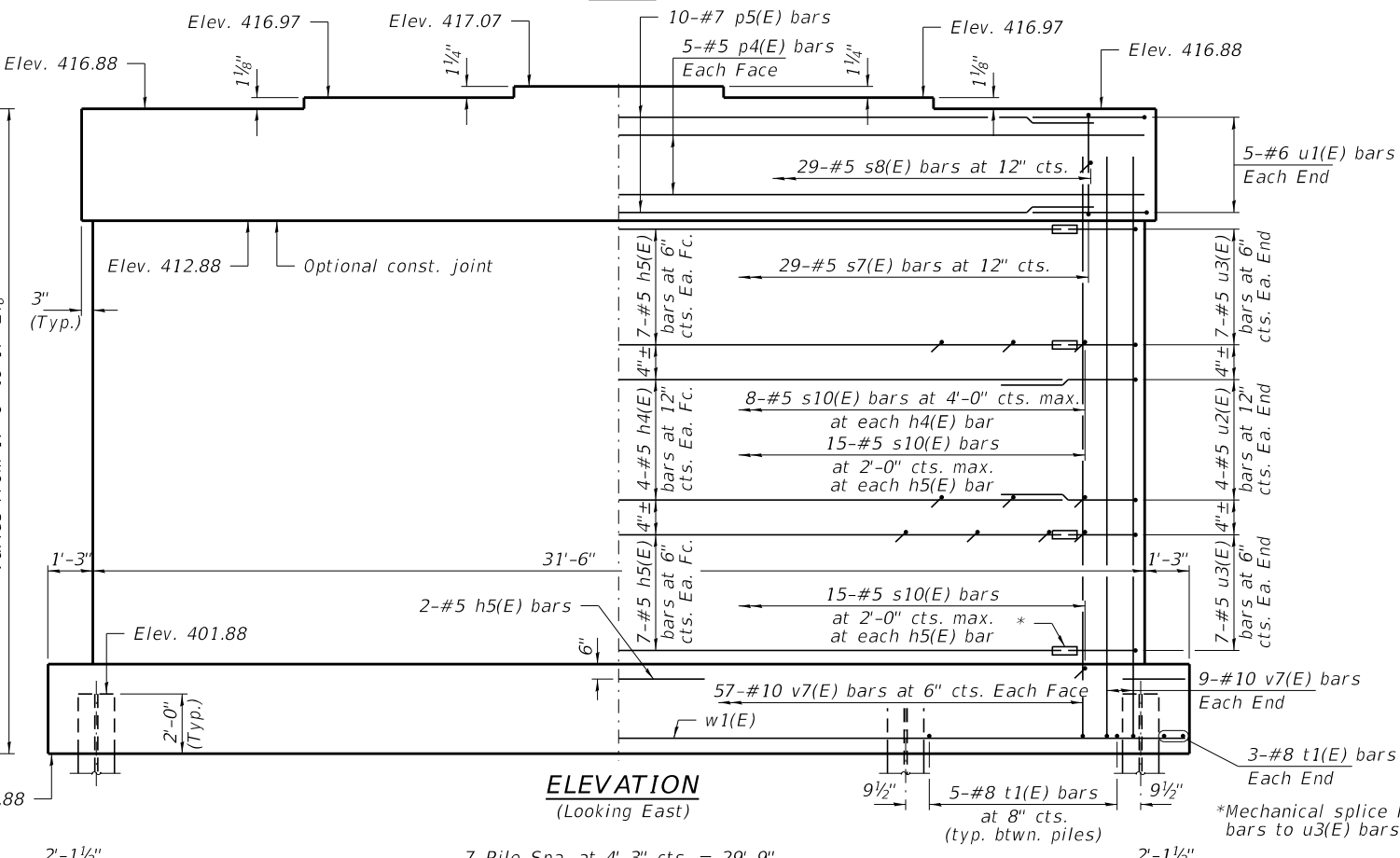
ANCHOR BOLT LAYOUT



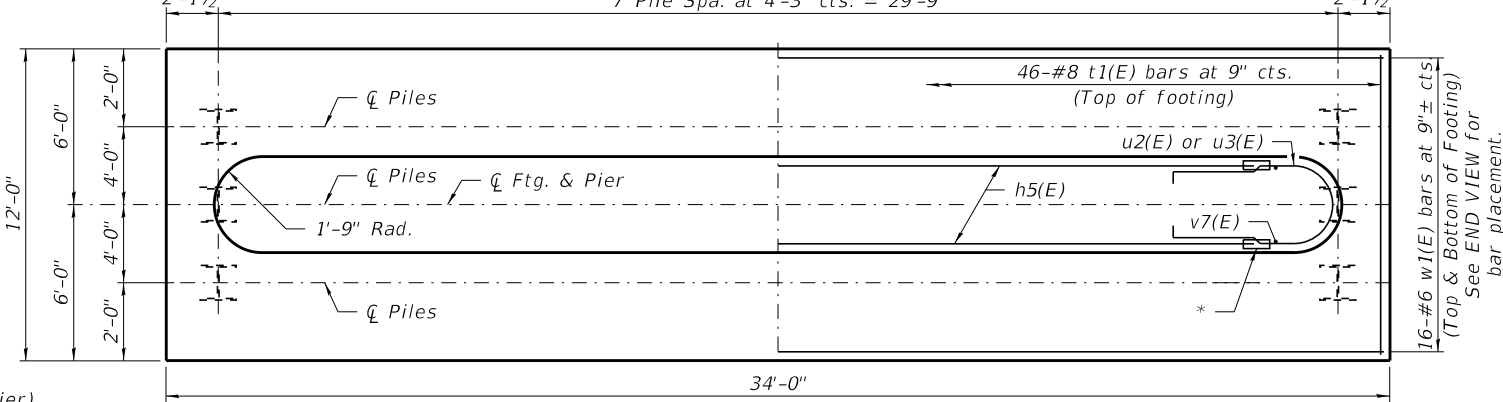
PLAN



END VIEW



ELEVATION
(Looking East)



FOOTING PLAN

Notes:
 Pour steps monolithically with cap.
 s10(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 v(E) bars, see sheet 17 & 18 of 49.
 For details of Mechanical Splicers, see sheet 42 of 49.
 For details of piles, see sheet 43 of 49.

BILL OF MATERIAL - PIERS 6 & 7

BAR	NO.	SIZE	LENGTH	SHAPE
h4(E)	16	#5	28'-0"	—
h5(E)	60	#5	26'-0"	—
p4(E)	20	#5	28'-0"	—
p5(E)	20	#7	28'-0"	—
s7(E)	58	#5	15'-7"	⊏
s8(E)	58	#5	4'-10"	⊏
s10(E)	514	#5	4'-4"	⊏
t1(E)	174	#8	11'-6"	—
u1(E)	20	#6	15'-8"	⊏
u2(E)	16	#5	11'-8"	⊏
u3(E)	56	#5	7'-0"	⊏
v7(E)	264	#10	16'-5"	⊏
w1(E)	64	#6	33'-6"	—
Structure Excavation			Cu. Yd.	247
Concrete Structures			Cu. Yd.	207.2
Reinf. Bars, Epoxy Coated			Pound	35,670
Furnishing Steel Piles HP14x102			Foot	1,219
Driving Piles			Foot	1,219
Test Pile Steel HP14x102			Each	2
Pile Shoes			Each	48

PILE DATA

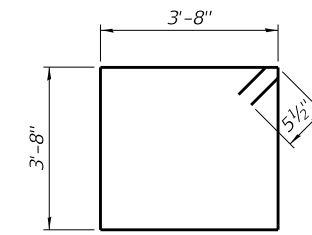
Type: Steel HP14x102
 Nominal Required Bearing: 810 Kips/Pile
 Factored Resistance Available: 445 Kips/Pile
 Est. Length Pier 6: 32 Ft/Pile
 Est. Length Pier 7: 21 Ft/Pile
 No. Production Piles: 46 (23 at each Pier)
 No. Test Piles: 2 (1 at each Pier)

PIER ELEVATIONS

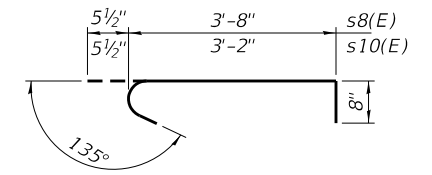
PIER #	STATION	ELEVATION A BEAM 1	ELEVATION B BEAM 2	ELEVATION C BEAM 3	ELEVATION D BEAM 4	ELEVATION E BEAM 5	ELEVATION F PILE CUTOFF	ELEVATION G BOTT. CAP	ELEVATION H BOTT. ENC.
1	128+26	416.55	416.65	416.75	416.65	416.55	414.55	412.55	401.80
2	129+06	416.42	416.51	416.61	416.51	416.42	414.42	412.42	401.67
3	129+86	416.53	416.62	416.72	416.62	416.53	414.53	412.53	401.78
4	130+66	416.72	416.81	416.91	416.81	416.72	414.72	412.72	401.97
5	131+46	416.83	416.92	417.02	416.92	416.83	414.83	412.83	402.08
8	133+86	416.83	416.92	417.02	416.92	416.83	414.83	412.83	402.08
9	134+66	416.72	416.81	416.91	416.81	416.72	414.72	412.72	401.97
10	135+46	416.53	416.62	416.72	416.62	416.53	414.53	412.53	401.78
11	136+26	416.42	416.51	416.61	416.51	416.42	414.42	412.42	401.67
12	137+06	416.55	416.65	416.75	416.65	416.55	414.55	412.55	401.80

ESTIMATED ROCK ELEVATIONS

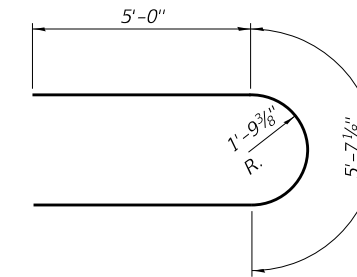
PIER #	ELEVATION
1	377.1
2	385.9
3	384.9
4	384.0
5	374.9
6	372.5
7	385.2
8	387.3
9	386.2
10	387.4
11	385.0
12	389.5



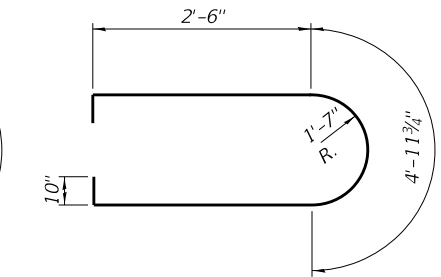
BAR s7(E)



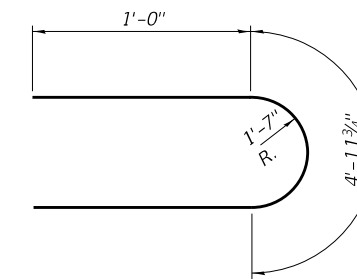
BARS s8(E) & s10(E)



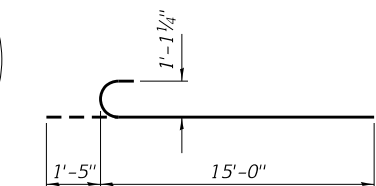
BAR u1(E)



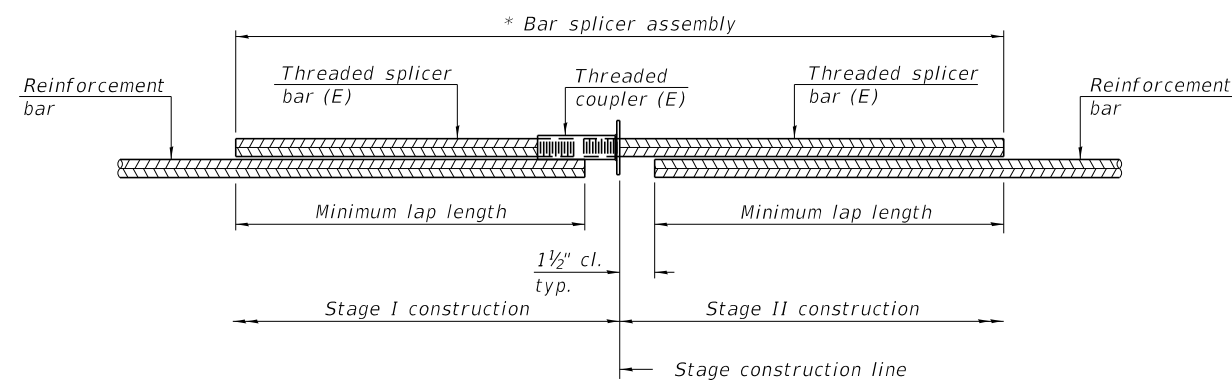
BAR u2(E)



BAR u3(E)



v7(E) BAR

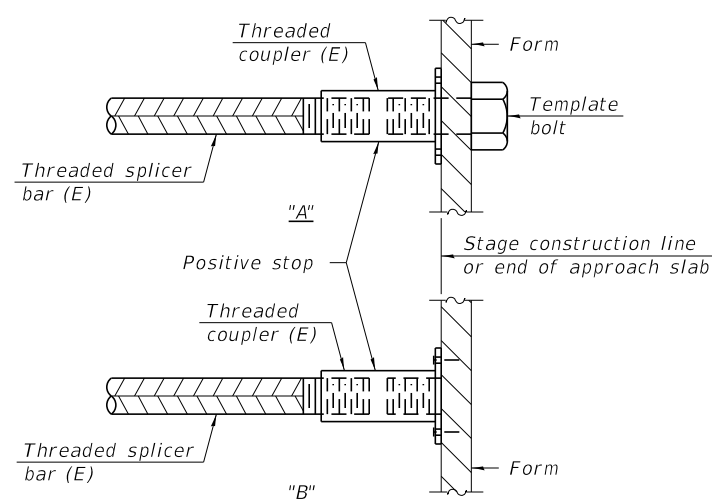


STANDARD BAR SPLICER ASSEMBLY PLAN
 (All components shall be provided from one supplier)

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

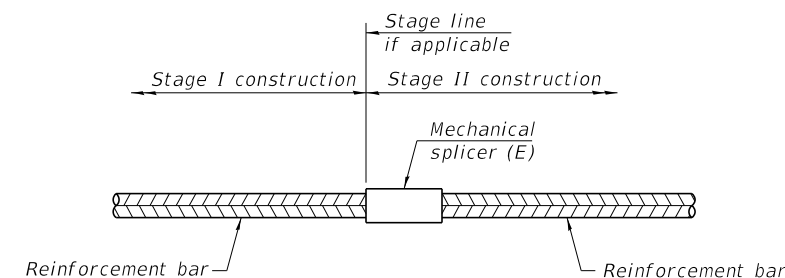
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

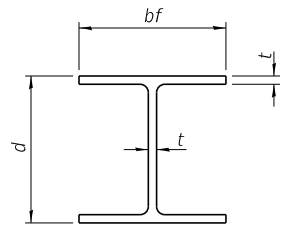
Location	Bar size	No. assemblies required
Piers 6 and 7	#5	112

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

BSD-1

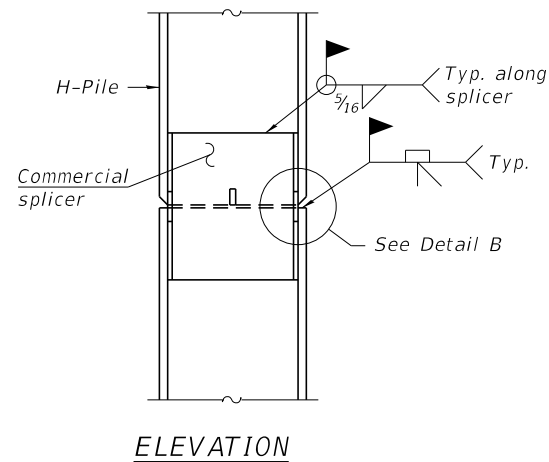
1-1-2020

FILE NAME = 160023-shi-bridge.dgn	USER NAME = gmetcalf	DESIGNED - S.M.S.	REVISED -	STATE OF ILLINOIS CITY OF ST. FRANCISVILLE	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS STRUCTURE NO. 051-6012	MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	CHECKED - I.P.N.	REVISED -			7250	15-00018-00-BR	LAWRENCE	104	66
PLOT DATE = 1/23/2023	DRAWN - R.D.H.	CHECKED - S.M.S.	REVISED -			CONTRACT NO. 95901				
						SHEET NO. 42 OF 49 SHEETS			ILLINOIS FED. AID PROJECT 3MEQ(077)	

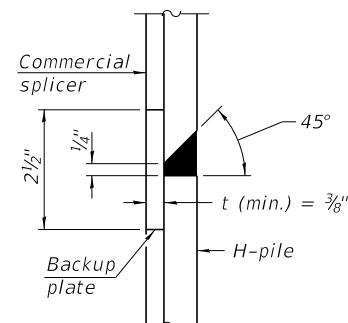


STEEL PILE TABLE

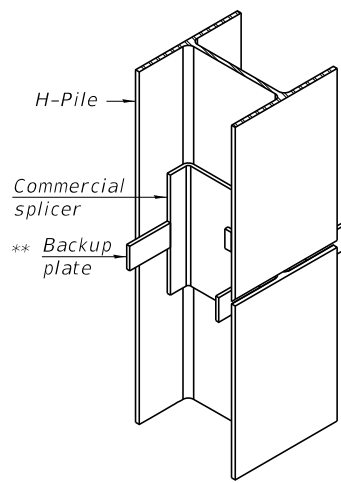
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 3/8"	14 3/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
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

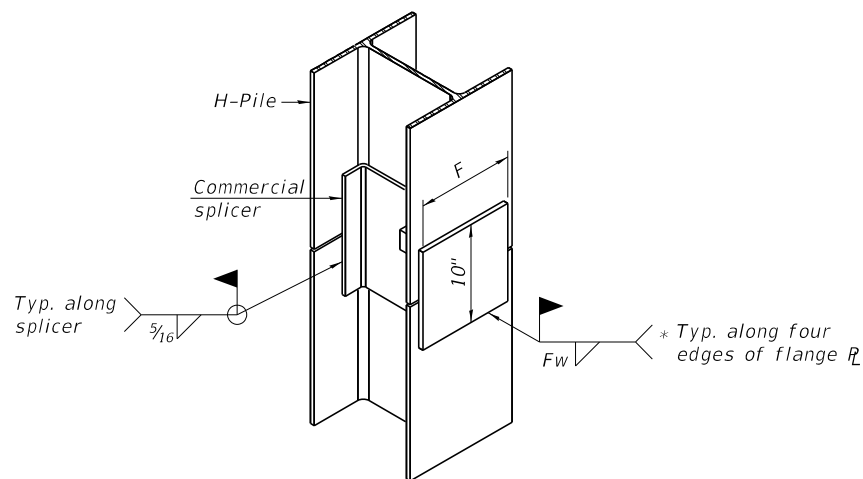


DETAIL "B"



ISOMETRIC VIEW

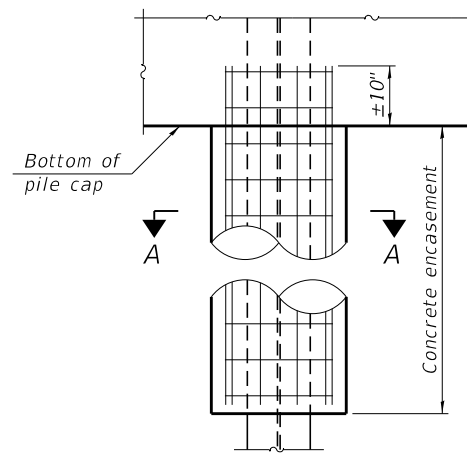
WELDED COMMERCIAL SPLICE



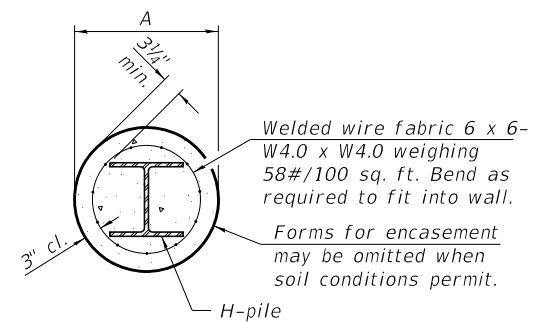
ISOMETRIC VIEW

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.).

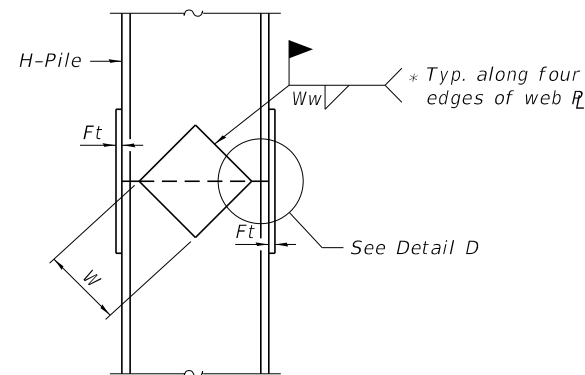


ELEVATION

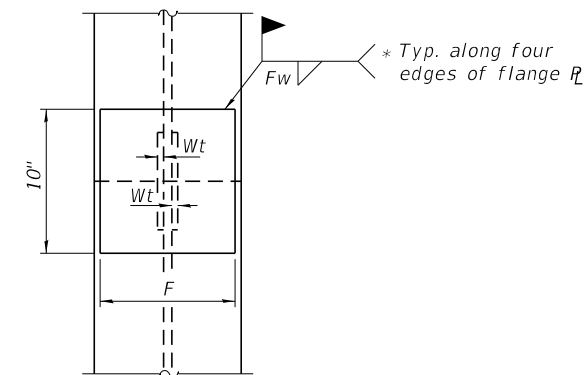


SECTION A-A

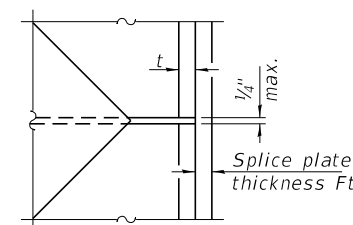
INDIVIDUAL PILE CONCRETE ENCASUREMENT (when specified)



ELEVATION



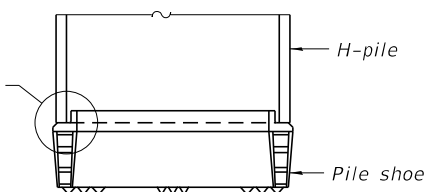
END VIEW



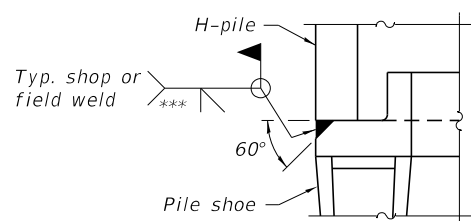
DETAIL D

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 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 1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1 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"



ELEVATION



DETAIL A

SHOE ATTACHMENT

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

F-HP 1-1-2020

FILE NAME = 160023-shi-bridge.dgn	USER NAME = gmetcalf	DESIGNED - S.M.S.	REvised -	STATE OF ILLINOIS CITY OF ST. FRANCISVILLE	HP PILE DETAILS STRUCTURE NO. 051-6012	MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S./P.E./S.E. CORP. 184.000959	PLOT SCALE = \$SCALE\$	CHECKED - I.P.N.	REvised -			7250	15-00018-00-BR	LAWRENCE	104	67	
	PLOT DATE = 1/23/2023	DRAWN - R.D.H.	REvised -			CONTRACT NO. 95901					
		CHECKED - S.M.S.	REvised -			SHEET NO. 43 OF 49 SHEETS					

HOLCOMB FOUNDATION ENGINEERING INC.
P.O. Box 88 618-529-5262
Carbondale, Il. 62903 618-457-8991 fax Page 1 of 2

Bridge Foundation Boring Log

Project: H-16046 Bridge TR257 over Wabash River Date: 3/31/2016
Section: Station Bored by: J. Carter
Structure: 051-6008 Checked By: J. Holcomb
County: Lawrence

Boring No:	Station:	Offset:	Northing:	Easting:	Elevation	N	Qu	tsf	Surface Water Elev.	Ground Water Elev. During Drilling	Upon Completion	Elevation	N	Qu	tsf	w	%	
1	126+75		705389.71	1182690.95	418.3					389.3	412.3							
Ground Surface					418.3	0			silty clay (continued)									
6" A-3 Surface over 6" Cr. Stone									394.8									
Brown Sandy CLAY (A-6)						6	0.15	12	Gray Mottled Brown Silty CLAY (A-6)									
									-25 4 0.58 28									
						6		11	3									
						6			389.3									
						6	1.05	29	Gray SAND (A-2-4) with gravel									
									-30 12 -- 24									
					409.8				384.8									
Gray Mottled Brown Sandy CLAY (A-6)						7	0.35	16	Brown SANDSTONE									
									100									
						6		13	-35/5' -- 18									
					407.3				377.3									
Brown Sandy CLAY (A-6)						6			Gray SANDSTONE									
									100									
						7	1.98	27	-60									
					404.8				-65									
Brown Mottled Gray Silty CLAY (A-6)						7			-70									
									-75									
					402.3				-80									
Gray Silty CLAY (A-6)						6	1.55	33	-85									
									-90									
						7	1.75	28	-95									
						6	0.85	28	-100									

N = Standard Penetration Test Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with a 140 lbs. hammer falling 30"
Qu-Unconfined Compressive Strength in tons/sq.ft.
w-Water Content-percentage of oven dry weight-%
B = Bulge Failure
S = Shear Failure
E = Estimated Value
P = Penetrometer

BORING-1

HOLCOMB FOUNDATION ENGINEERING INC.
P.O. Box 88 618-529-5262
Carbondale, Il. 62903 618-457-8991 fax Page 2 of 2

Bridge Foundation Boring Log

Project: H-16046 Bridge TR257 over Wabash River Date: 3/31/2016
Section: Station Bored by: J. Carter
Structure: 051-6008 Checked By: J. Holcomb
County: Lawrence

Boring No:	Station:	Offset:	Northing:	Easting:	Elevation	N	Qu	tsf	Surface Water Elev.	Ground Water Elev. During Drilling	Upon Completion	Elevation	N	Qu	tsf	w	%	
1	126+75		705389.71	1182690.95	418.3					389.3	412.3							
sandstone (continued)									Rock Core Recovery = 100% RQD = 100									
									368.3 -50									
End of Boring @ -50.0'																		

N = Standard Penetration Test Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with a 140 lbs. hammer falling 30"
Qu-Unconfined Compressive Strength in tons/sq.ft.
w-Water Content-percentage of oven dry weight-%
B = Bulge Failure
S = Shear Failure
E = Estimated Value
P = Penetrometer

BORING-1

HOLCOMB FOUNDATION ENGINEERING INC.
P.O. Box 88 618-529-5262
Carbondale, Il. 62903 618-457-8991 fax Page 1 of 1

Bridge Foundation Boring Log

Project: H-16046 Bridge TR257 over Wabash River Date: 11/8/2016
Section: Station Bored by: D. Russell
Structure: 051-6008 Checked By: J. Holcomb
County: Lawrence

Boring No:	Station:	Offset:	Northing:	Easting:	Elevation	N	Qu	tsf	Surface Water Elev.	Ground Water Elev. During Drilling	Upon Completion	Elevation	N	Qu	tsf	w	%	
2	128+04		705393.43	1182773.75	405.6					395.6	400.6							
Ground Surface					405.6	0			sandstone (continued)									
4" Topsoil									382.1 100									
Brown Mottled Gray Silty CLAY (A-6)									381.6 74 1.45 16									
									End of Boring @ -24.0'									
						5	1.85	24	-25									
									-30									
									-35									
									-40									
									-45									
									-50									
									-55									
									-60									
									-65									
									-70									
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									-870									
									-875									

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P.O. Box 88 618-529-5262
Carbondale, IL 62903 618-457-8991 fax Page 1 of 1

Bridge Foundation Boring Log

Project: H-16046 Bridge TR257 over Wabash River Date: 11/6/2016
Section: Station Bored by: D. Russell
Structure: 051-6008 Checked By: J. Holcomb
County: Lawrence

Boring No.	Station	Offset	Northing	Easting	Ground Surface Elev.	4" Topsoil	Qu	tsf	Surface Water Elev.	Ground Water Elev. During Drilling	Upon Completion	Elevation	N	Qu	tsf	w	%
8	133+06		705583.69	1183291.12	405.2	0				396.7	399.2						
					401.7		6	1.48				-25					
							7	2.18									
					396.7		5	0.78				-30					
					394.2		3	--				-10					
							10	--				-35					
							25	--				-15					
							19	--				-40					
					385.2		29	--				-20					
					383.7		100	--				-75					

N = Standard Penetration Test Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with a 140 lbs. hammer falling 30"
Qu - Unconfined Compressive Strength in tons/sq.ft.
w - Water Content - percentage of oven dry weight - %
B = Bulge Failure
S = Shear Failure
E = Estimated Value
P = Penetrometer

BORING-8

HOLCOMB FOUNDATION ENGINEERING INC.
P.O. Box 88 618-529-5262
Carbondale, IL 62903 618-457-8991 fax Page 1 of 1

Bridge Foundation Boring Log

Project: H-16046 Bridge TR257 over Wabash River Date: 11/5/2016
Section: Station Bored by: D. Russell
Structure: 051-6008 Checked By: J. Holcomb
County: Lawrence

Boring No.	Station	Offset	Northing	Easting	Ground Surface Elev.	4" Topsoil	Qu	tsf	Surface Water Elev.	Ground Water Elev. During Drilling	Upon Completion	Elevation	N	Qu	tsf	w	%
9	133+86		705611.31	1183366.20	404.8	0				398.8	400.8						
							5	2.08				-25					
							7	1.78									
					398.8		3	0.78				-30					
					395.3		4	0.28				-10					
							23	--				-35					
							21	--				-15					
							40	--				-40					
					387.3		100	--				-20					
					385.3		75	--				-3					

N = Standard Penetration Test Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with a 140 lbs. hammer falling 30"
Qu - Unconfined Compressive Strength in tons/sq.ft.
w - Water Content - percentage of oven dry weight - %
B = Bulge Failure
S = Shear Failure
E = Estimated Value
P = Penetrometer

BORING-9

HOLCOMB FOUNDATION ENGINEERING INC.
P.O. Box 88 618-529-5262
Carbondale, IL 62903 618-457-8991 fax Page 1 of 1

Bridge Foundation Boring Log

Project: H-16046 Bridge TR257 over Wabash River Date: 11/5/2016
Section: Station Bored by: D. Russell
Structure: 051-6008 Checked By: J. Holcomb
County: Lawrence

Boring No.	Station	Offset	Northing	Easting	Ground Surface Elev.	4" Topsoil	Qu	tsf	Surface Water Elev.	Ground Water Elev. During Drilling	Upon Completion	Elevation	N	Qu	tsf	w	%
10	134+66		705638.92	1183441.26	405.7	0				395.2	399.7						
							8	2.18				-25					
					402.2		7	2.18									
							5	1.48				-30					
					397.2		3	0.78				-10					
							5	0.48				-35					
							25	--				-15					
							12	--				-20					
					386.2		100	--				-20					
					385.7		6	--				-20					

N = Standard Penetration Test Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with a 140 lbs. hammer falling 30"
Qu - Unconfined Compressive Strength in tons/sq.ft.
w - Water Content - percentage of oven dry weight - %
B = Bulge Failure
S = Shear Failure
E = Estimated Value
P = Penetrometer

BORING-10

HOLCOMB FOUNDATION ENGINEERING INC.
P.O. Box 88 618-529-5262
Carbondale, Il. 62903 618-457-8991 fax Page 1 of 1

Bridge Foundation Boring Log

Project: H-16046 Bridge TR257 over Wabash River Date: 4/5/2016
Section: Station Bored by: J. Carter
Structure: 051-6008 Checked By: T. Halcomb
County: Lawrence

Boring No.	Station	Offset	Northing	Easting	Elevation	N	Qu	w	Surface Water Elev.	Elevation	N	Qu	w
11	135+22		705660.71	1183493.28									
					405.9	0							
					397.4				397.4				
					397.9				397.9				
					380.9	-25							
					400.0								
					397.4								
					394.9								
					370.9	-35							
					389.9								
					387.4								
					385.0								
					384.5								

N = Standard Penetration Test Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with a 140 lbs. hammer falling 30"
Qu - Unconfined Compressive Strength in tons/sq.ft.
w - Water Content - percentage of oven dry weight - %
B = Bulge Failure
S = Shear Failure
E = Estimated Value
P = Penetrometer

BORING-11

HOLCOMB FOUNDATION ENGINEERING INC.
P.O. Box 88 618-529-5262
Carbondale, Il. 62903 618-457-8991 fax Page 1 of 1

Bridge Foundation Boring Log

Project: H-16046 Bridge TR257 over Wabash River Date: 11/5/2016
Section: Station Bored by: D. Russell
Structure: 051-6008 Checked By: T. Halcomb
County: Lawrence

Boring No.	Station	Offset	Northing	Easting	Elevation	N	Qu	w	Surface Water Elev.	Elevation	N	Qu	w
12	136+26		705694.14	1183591.45									
					406.0	0							
					395.0				395.0				
					401.5				401.5				
					406.0								
					400.0								
					395.0								
					394.0								
					389.5								
					385.0								
					384.5								

N = Standard Penetration Test Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with a 140 lbs. hammer falling 30"
Qu - Unconfined Compressive Strength in tons/sq.ft.
w - Water Content - percentage of oven dry weight - %
B = Bulge Failure
S = Shear Failure
E = Estimated Value
P = Penetrometer

BORING-12

HOLCOMB FOUNDATION ENGINEERING INC.
P.O. Box 88 618-529-5262
Carbondale, Il. 62903 618-457-8991 fax Page 1 of 1

Bridge Foundation Boring Log

Project: H-16046 Bridge TR257 over Wabash River Date: 11/5/2016
Section: Station Bored by: D. Russell
Structure: 051-6008 Checked By: T. Halcomb
County: Lawrence

Boring No.	Station	Offset	Northing	Easting	Elevation	N	Qu	w	Surface Water Elev.	Elevation	N	Qu	w
13	137+06		705721.76	1183666.54									
					405.5	0							
					393.0				393.0				
					396.5				396.5				
					405.5								
					402.0								
					400.0								
					394.0								
					393.0								
					389.5								
					388.5								

N = Standard Penetration Test Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with a 140 lbs. hammer falling 30"
Qu - Unconfined Compressive Strength in tons/sq.ft.
w - Water Content - percentage of oven dry weight - %
B = Bulge Failure
S = Shear Failure
E = Estimated Value
P = Penetrometer

BORING-13

Bridge Foundation Boring Log

Project: H-16046 Bridge TR257 over Wabash River Date: 11/5/2016
Section: Station Bored by: D. Russell
Structure: 051-6008 Checked By: T. Holcomb
County: Lawrence

Boring No.	Station	Offset	Northing	Easting	Elevation	N	Qu	w	Surface Water Elev.	Ground Water Elev.	During Drilling	Upon Completion
14	137+61		7505746.35	1183733.41	404.3					393.3	393.3	396.3
4" Topsoil												
Brown Sandy CLAY (A-6)												
		2					0.78	22				
		5					1.4	27				
					398.3							
Gray Mottled Brown Silty CLAY (A-6)												
		5					1.88	25				
					395.8							
Gray Mottled Brown Sandy CLAY (A-6)												
		10					0.6	26				
					393.3							
Gray SAND (A-2-4)												
		11						25				
					390.8							
Brown SANDSTONE												
		100						17				
					389.8							
End of Boring @ -14.5'												

N = Standard Penetration Test Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with a 140 lbs. hammer falling 30"
Qu - Unconfined Compressive Strength in tons/sq.ft.
w - Water Content - percentage of oven dry weight - %
B = Bulge Failure
S = Shear Failure
E = Estimated Value
P = Penetrometer

BORING-14

Bridge Foundation Boring Log

Project: H-16046 Bridge TR257 over Wabash River Date: 4/1/2016
Section: Station Bored by: J. Carter
Structure: 051-6008 Checked By: T. Holcomb
County: Lawrence

Boring No.	Station	Offset	Northing	Easting	Elevation	N	Qu	w	Surface Water Elev.	Ground Water Elev.	During Drilling	Upon Completion
15	138+21		705785.21	1183766.70	417.7					394.2	394.2	401.7
5" A-3 Surface over 6" Cr. Stone												
Brown Sandy CLAY (A-6)												
		5						13				
		5					0.15	14				
					394.2							
Gray SAND (A-2-4) with trace clay												
					389.2							
Brown Mottled Gray Weathered SANDSTONE												
		4					0.45	18				
					388.2							
Brown SANDSTONE												
		4					0.45	20				
					406.7							
Gray Mottled Brown Silty CLAY (A-6)												
		8					2.15	26				
					382.7			35				
Gray SANDSTONE												
		3					1.18	26				
					401.7							
Rock Core Recovery = 100% RQD = 98												
Gray Silty CLAY (A-6)												
		8					2.08	25				
					399.2							
Gray Mottled Brown Sandy CLAY (A-6)												
		7					1.58	24				
					396.7							
Rock Core Recovery = 100% RQD = 98												
Gray Sandy CLAY (A-6)												
		2					0.35	35				

N = Standard Penetration Test Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with a 140 lbs. hammer falling 30"
Qu - Unconfined Compressive Strength in tons/sq.ft.
w - Water Content - percentage of oven dry weight - %
B = Bulge Failure
S = Shear Failure
E = Estimated Value
P = Penetrometer

BORING-15

Bridge Foundation Boring Log

Project: H-16046 Bridge TR257 over Wabash River Date: 4/1/2016
Section: Station Bored by: J. Carter
Structure: 051-6008 Checked By: T. Holcomb
County: Lawrence

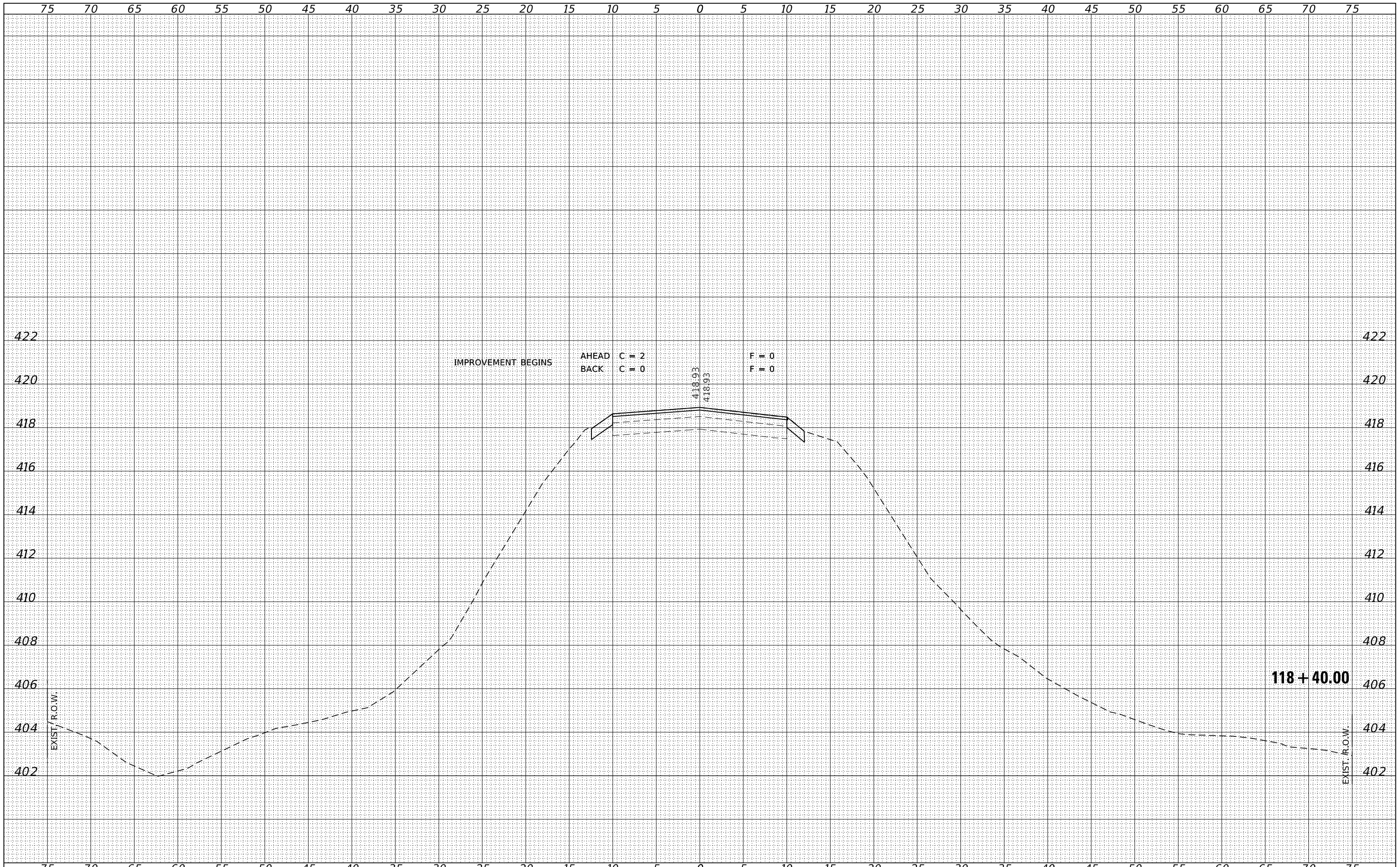
Boring No.	Station	Offset	Northing	Easting	Elevation	N	Qu	w	Surface Water Elev.	Ground Water Elev.	During Drilling	Upon Completion
15	138+21		705785.21	1183766.70	372.7					394.2	394.2	401.7
sandstone (continued)												
End of Boring @ -45.0'												

N = Standard Penetration Test Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with a 140 lbs. hammer falling 30"
Qu - Unconfined Compressive Strength in tons/sq.ft.
w - Water Content - percentage of oven dry weight - %
B = Bulge Failure
S = Shear Failure
E = Estimated Value
P = Penetrometer

BORING-15

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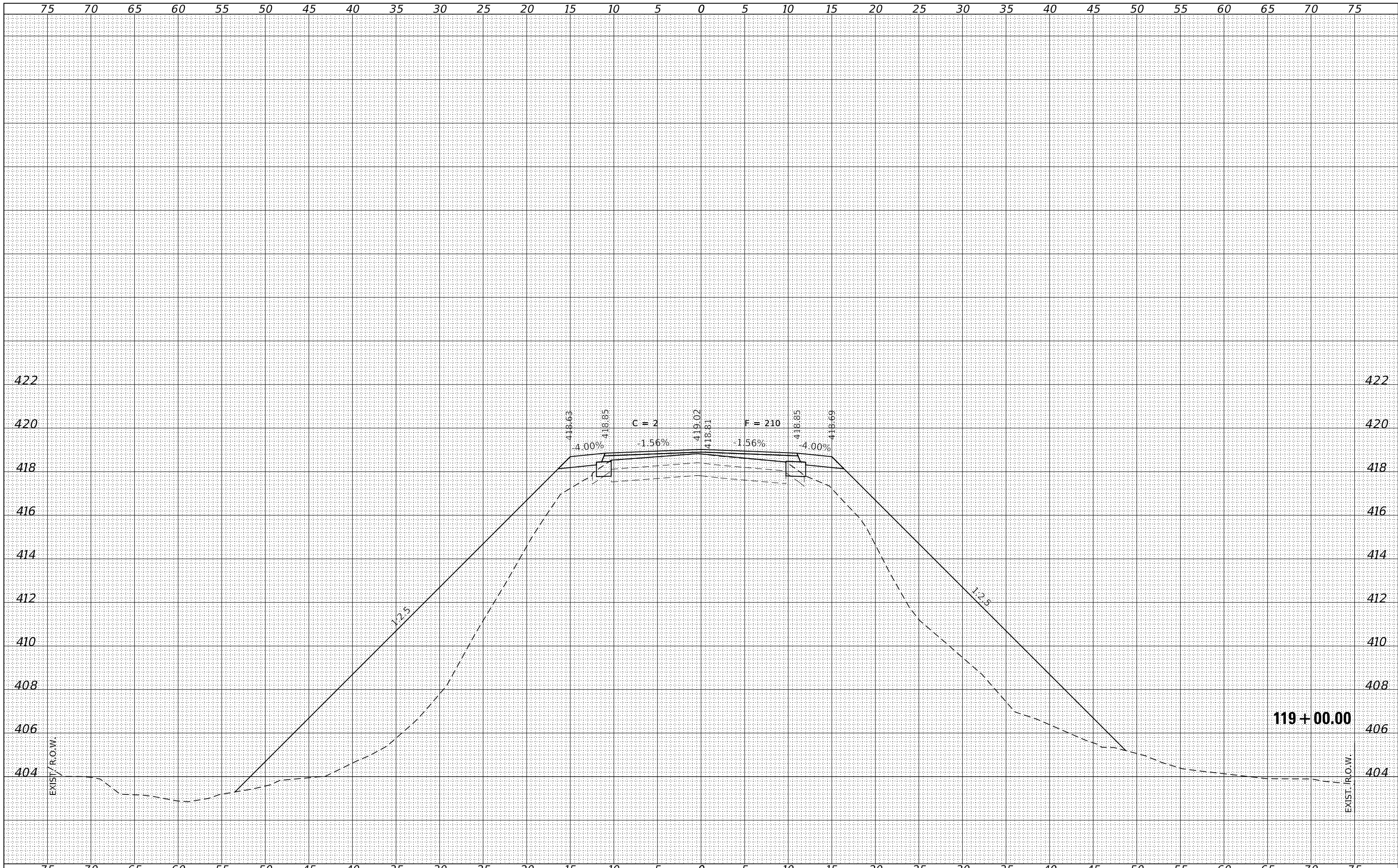
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BY	
NO.	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	



FILE NAME = 160023-shl-xssh-nl2_3.dgn	USER NAME = gmetcaff	DESIGNED - J.W.F.	REvised -	STATE OF ILLINOIS CITY OF ST. FRANCISVILLE	STATION CROSS SECTIONS			MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3885 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.009958	PLOT SCALE = \$SCALES	DRAWN - T.W.K.	REvised -		7250	15-00018-00-BR	LAWRENCE	104	75				
PLOT DATE = 1/23/2023	DATE - 01/23/2023	CHECKED - S.W.M.	REvised -		SCALE: 5H:2V			SHEET NO. 2 OF 31 SHEETS		STA. 118+40.00 TO STA. 118+40.00		CONTRACT NO. 95901	
		REvised -								ILLINOIS FED. AID PROJECT 3MEQ(077)			

DATE	
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SURVEYED	
PLOTTED	
TEMPLATE	
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FINAL SURVEY	
NOTE BOOK	
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DATE	
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TEMPLATE	
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ORIGINAL SURVEY	
NOTE BOOK	
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FILE NAME = 160023-shl-xssh-nl2_3.dgn
 DESIGNED - J.V.F.
 DRAWN - T.W.K.
 CHECKED - S.W.M.
 DATE - 01/23/2023

USER NAME = gmetcal
 PLOT SCALE = \$SCALE\$
 PLOT DATE = 1/23/2023

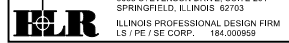
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STATE OF ILLINOIS
 CITY OF ST. FRANCISVILLE

STATION CROSS SECTIONS

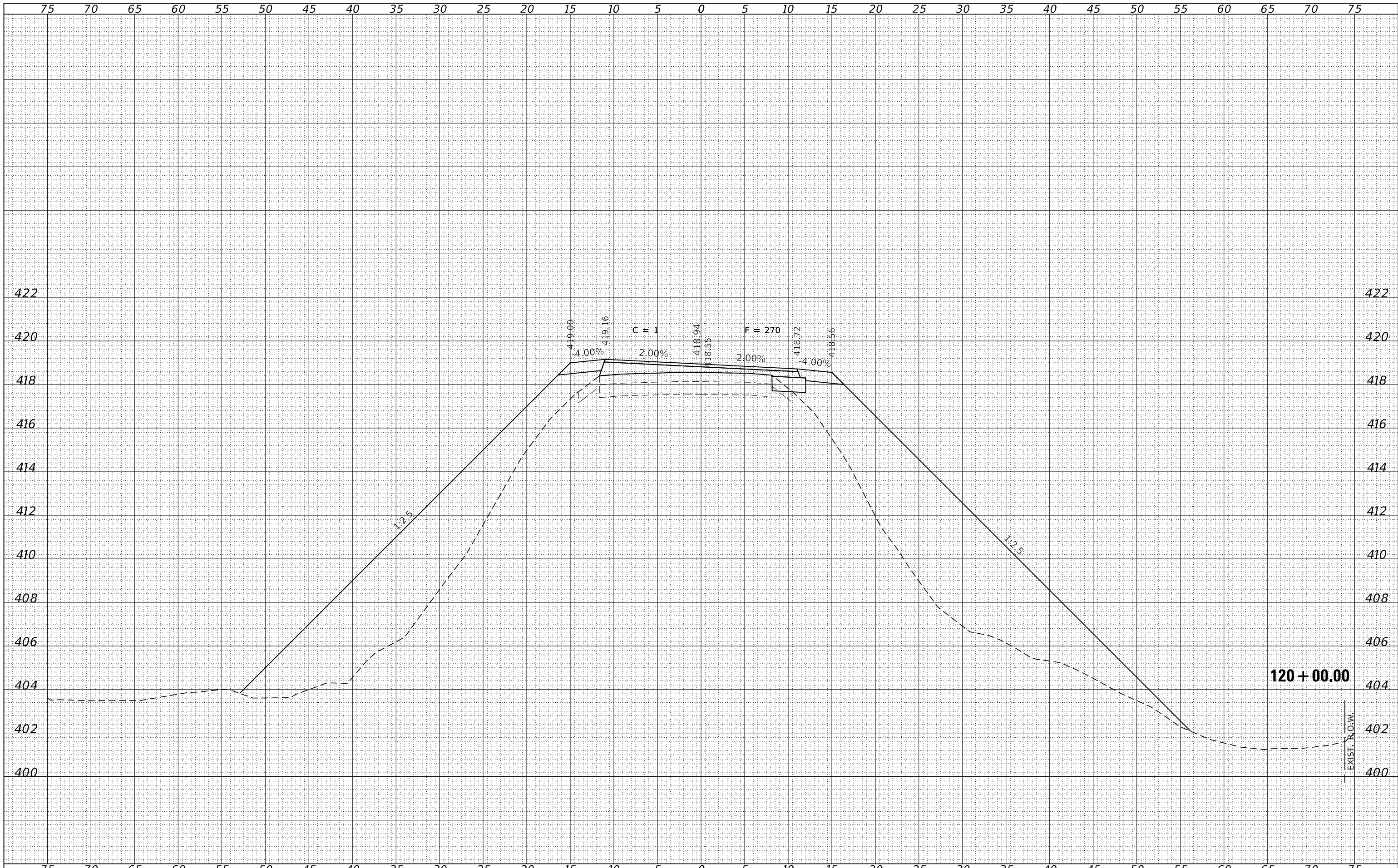
SCALE: 5H:2V SHEET NO. 3 OF 31 SHEETS STA. 119+00.00 TO STA. 119+00.00

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	76
CONTRACT NO. 95901			ILLINOIS FED. AID PROJECT 3MEQ(077)	



DATE	
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DATE	
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SURVEYED	
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TEMPLATE	
AREAS	
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FILE NAME = 160023-shl-xssh-NI2_3.dgn
 USER NAME = gmetcal
 DESIGNED - J.V.F.
 DRAWN - T.W.K.
 CHECKED - S.W.M.
 DATE - 01/23/2023
 PLOT SCALE = \$SCALE\$
 PLOT DATE = 1/23/2023

DESIGNED - J.V.F.
 DRAWN - T.W.K.
 CHECKED - S.W.M.
 DATE - 01/23/2023

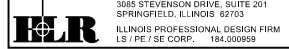
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 CITY OF ST. FRANCISVILLE

STATION CROSS SECTIONS

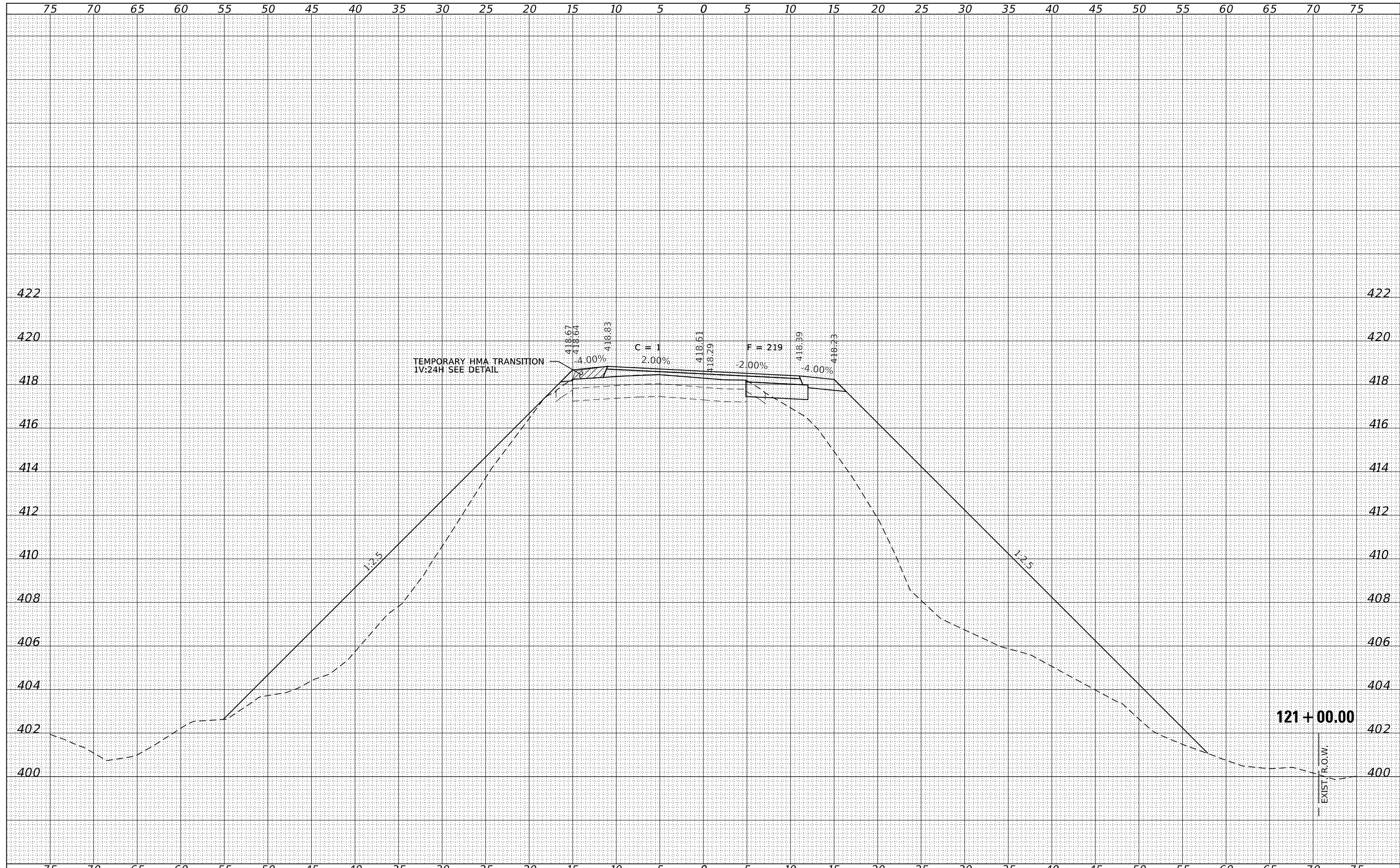
SCALE: 5H:2V SHEET NO. 4 OF 31 SHEETS STA. 120+00.00 TO STA. 120+00.00

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	77
CONTRACT NO. 95901				
ILLINOIS FED. AID PROJECT 3MEQ(077)				



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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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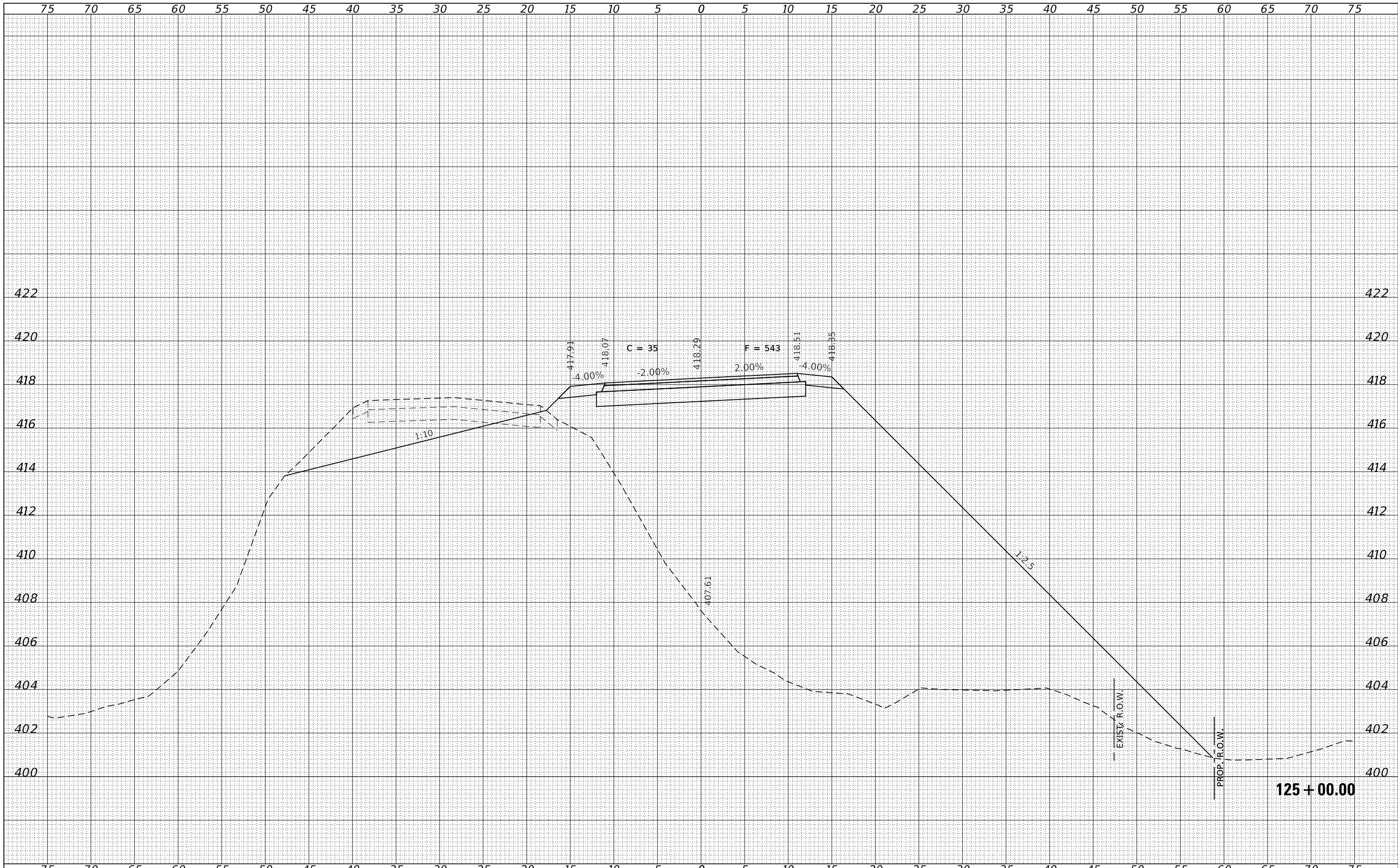
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED



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HAMPTON, LENZINI AND RENWICK, INC. 3885 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.009958		DRAWN - T.W.K.	REVISD -		7250	15-00018-00-BR	LAWRENCE	104	78			
PLOT SCALE = \$SCALES		CHECKED - S.W.M.	REVISD -		CONTRACT NO. 95901							
PLOT DATE = 1/23/2023		DATE - 01/23/2023	REVISD -		SCALE: 5H:2V	SHEET NO. 5 OF 31 SHEETS	STA. 121+00.00 TO STA. 121+00.00	ILLINOIS FED. AID PROJECT 3MEQ(077)				

DATE	
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FILE NAME = 160023-shl-xssh-NI2_3.dgn
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 DESIGNED - J.V.F.
 DRAWN - T.W.K.
 CHECKED - S.W.M.
 DATE - 01/23/2023
 PLOT SCALE = \$SCALES
 PLOT DATE = 1/23/2023

DESIGNED - J.V.F.
 DRAWN - T.W.K.
 CHECKED - S.W.M.
 DATE - 01/23/2023

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STATE OF ILLINOIS
 CITY OF ST. FRANCISVILLE

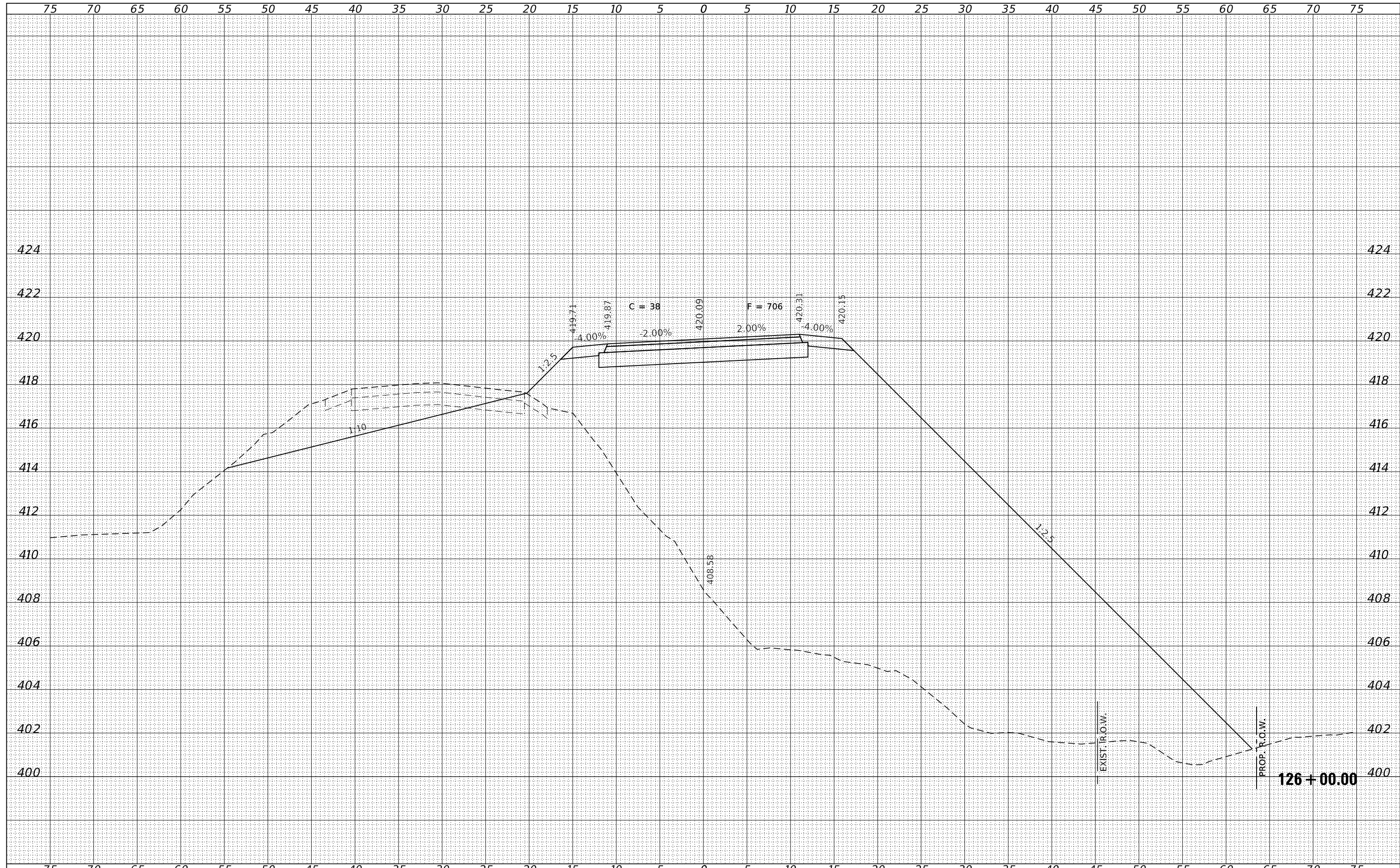
STATION CROSS SECTIONS

SCALE: 5H:2V SHEET NO. 9 OF 31 SHEETS STA. 125+00.00 TO STA. 125+00.00

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	82
CONTRACT NO. 95901			ILLINOIS FED. AID PROJECT 3MEQ(077)	

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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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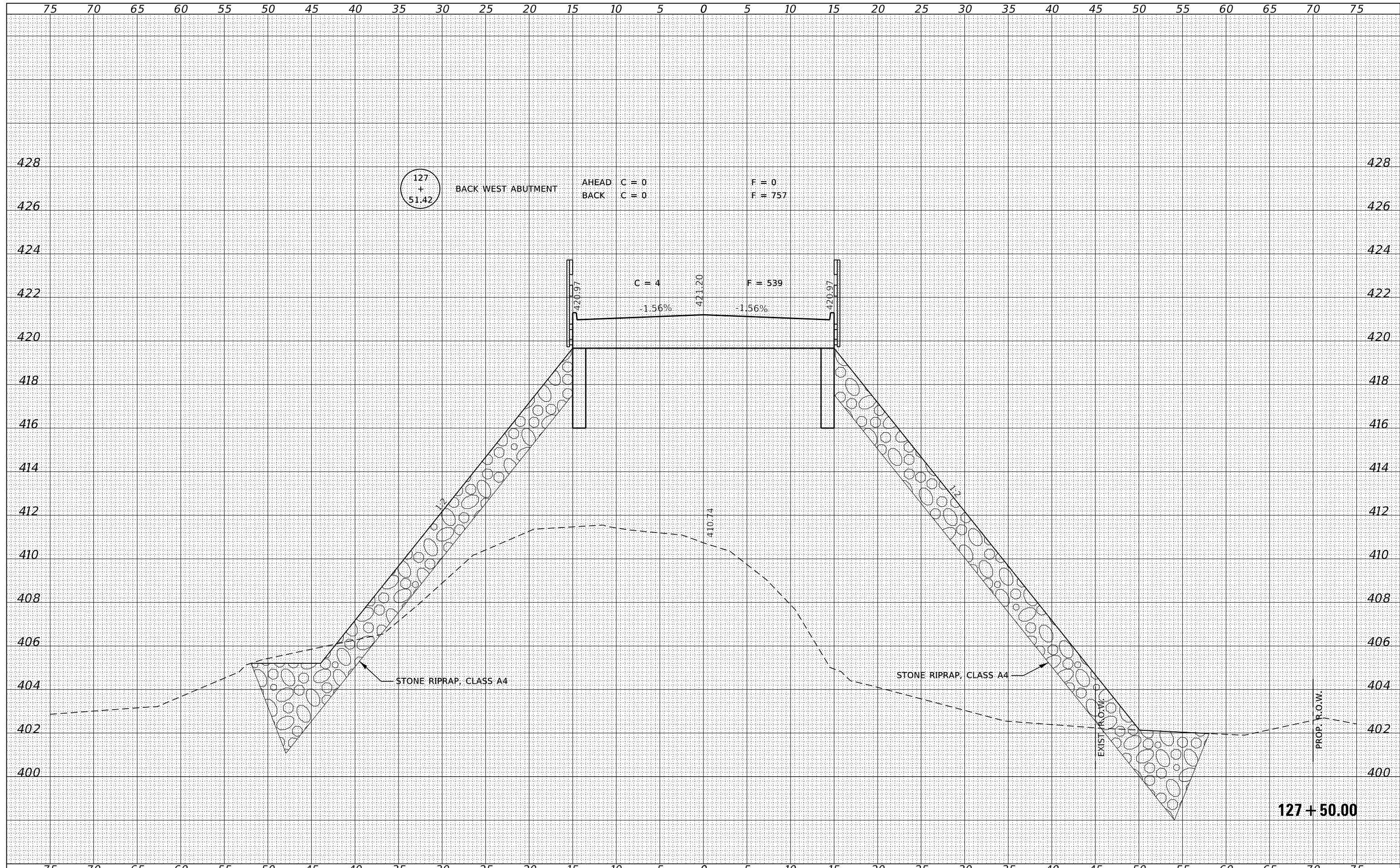
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NOTE BOOK	PLOTTED
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FILE NAME = 160023-shl-xssh-NI2_3.dgn	USER NAME = gmetcaif	DESIGNED - J.V.F.	REvised -	STATE OF ILLINOIS CITY OF ST. FRANCISVILLE	STATION CROSS SECTIONS			MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3885 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.009958		DRAWN - T.W.K.	REvised -		7250	15-00018-00-BR	LAWRENCE	104	83			
PLOT SCALE = \$SCALE\$		CHECKED - S.W.M.	REvised -		CONTRACT NO. 95901							
PLOT DATE = 1/23/2023		DATE - 01/23/2023	REvised -		SCALE: 5H:2V	SHEET NO. 10 OF 31 SHEETS	STA. 126+00.00 TO STA. 126+00.00	ILLINOIS FED. AID PROJECT 3MEQ(077)				

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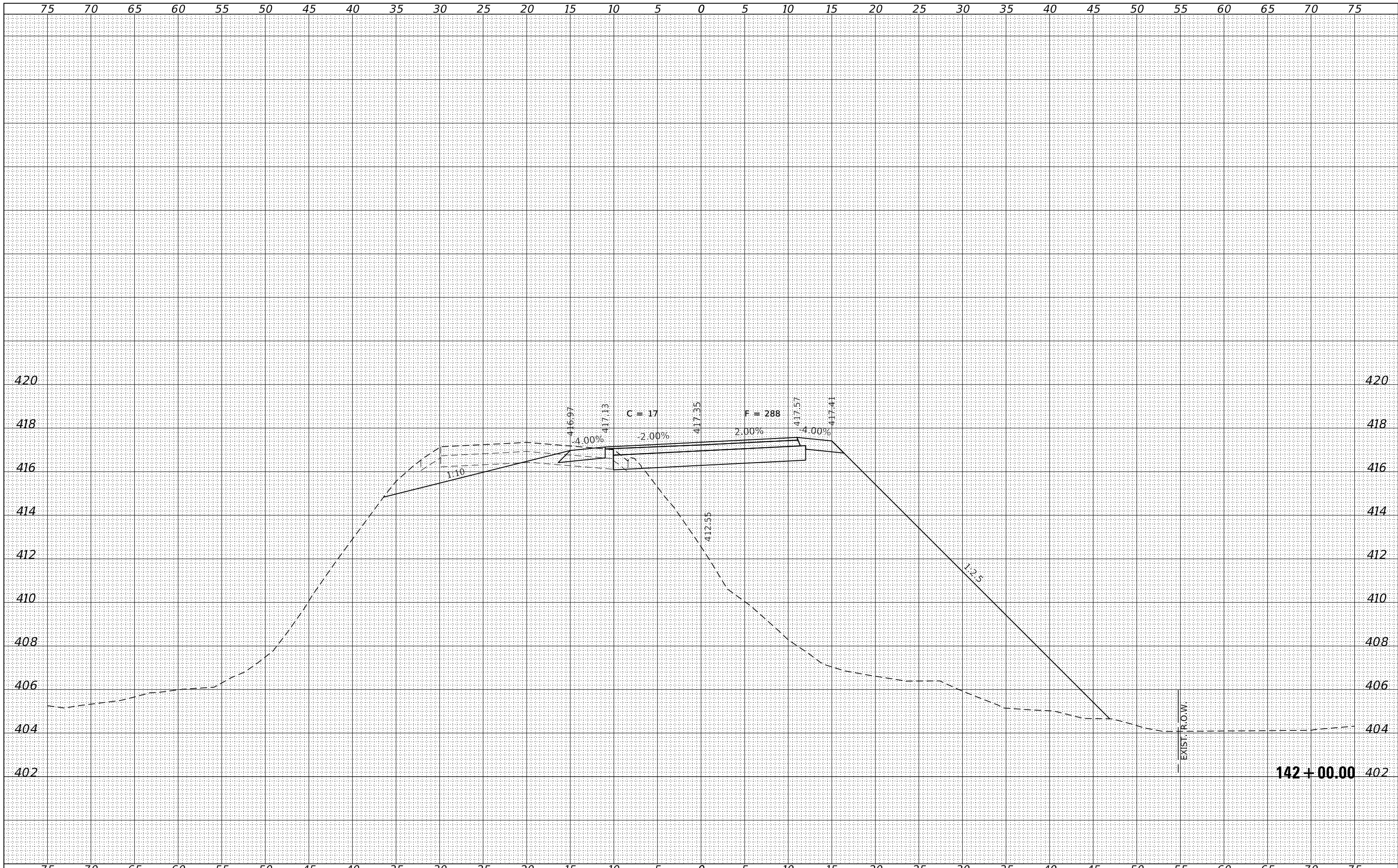
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HAMPTON, LENZINI AND RENWICK, INC. 3885 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.009958		DRAWN - T.W.K.	REVISED -		7250	15-00018-00-BR	LAWRENCE	104	88				
PLOT SCALE = \$\$SCALE\$		CHECKED - S.W.M.	REVISED -		SCALE: 5H:2V			SHEET NO. 15 OF 31 SHEETS		STA. 127+53.00 TO STA. 127+53.00		CONTRACT NO. 95901	
PLOT DATE = 1/23/2023		DATE - 01/23/2023	REVISED -		ILLINOIS FED. AID PROJECT 3MEQ(077)								

DATE	
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FILE NAME = 160023-shl-xssh-NI2_3.dgn
 USER NAME = gmetcal
 DESIGNED - J.W.F.
 DRAWN - T.W.K.
 CHECKED - S.W.M.
 DATE - 01/23/2023

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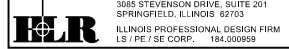
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 DRAWN - T.W.K.
 CHECKED - S.W.M.
 DATE - 01/23/2023

STATE OF ILLINOIS
 CITY OF ST. FRANCISVILLE

STATION CROSS SECTIONS

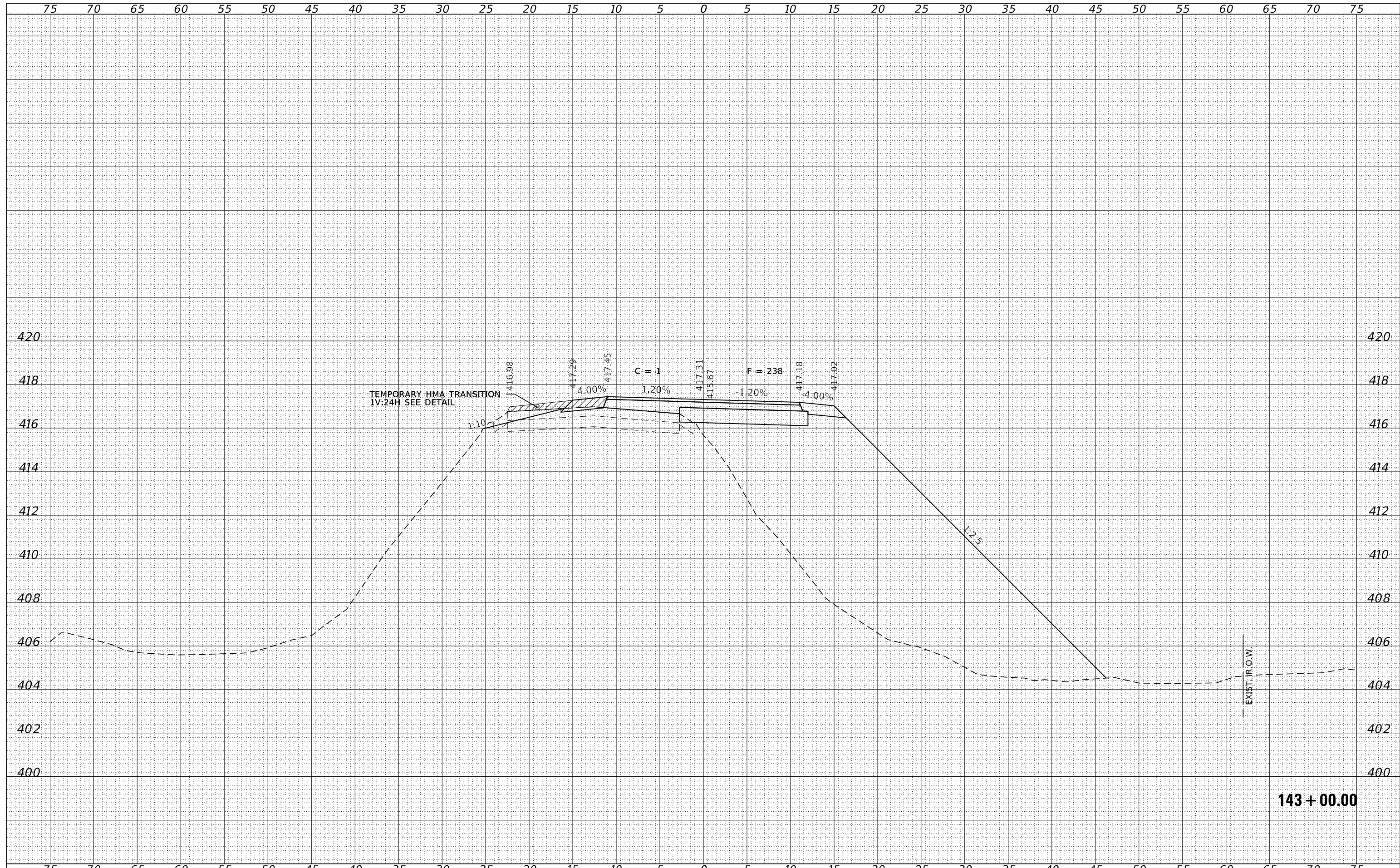
SCALE: 5H:2V SHEET NO. 24 OF 31 SHEETS STA. 142+00.00 TO STA. 142+00.00

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7250	15-00018-00-BR	LAWRENCE	104	97
CONTRACT NO. 95901			ILLINOIS FED. AID PROJECT 3MEQ(077)	



DATE	
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FINAL SURVEY	
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NOTE BOOK	
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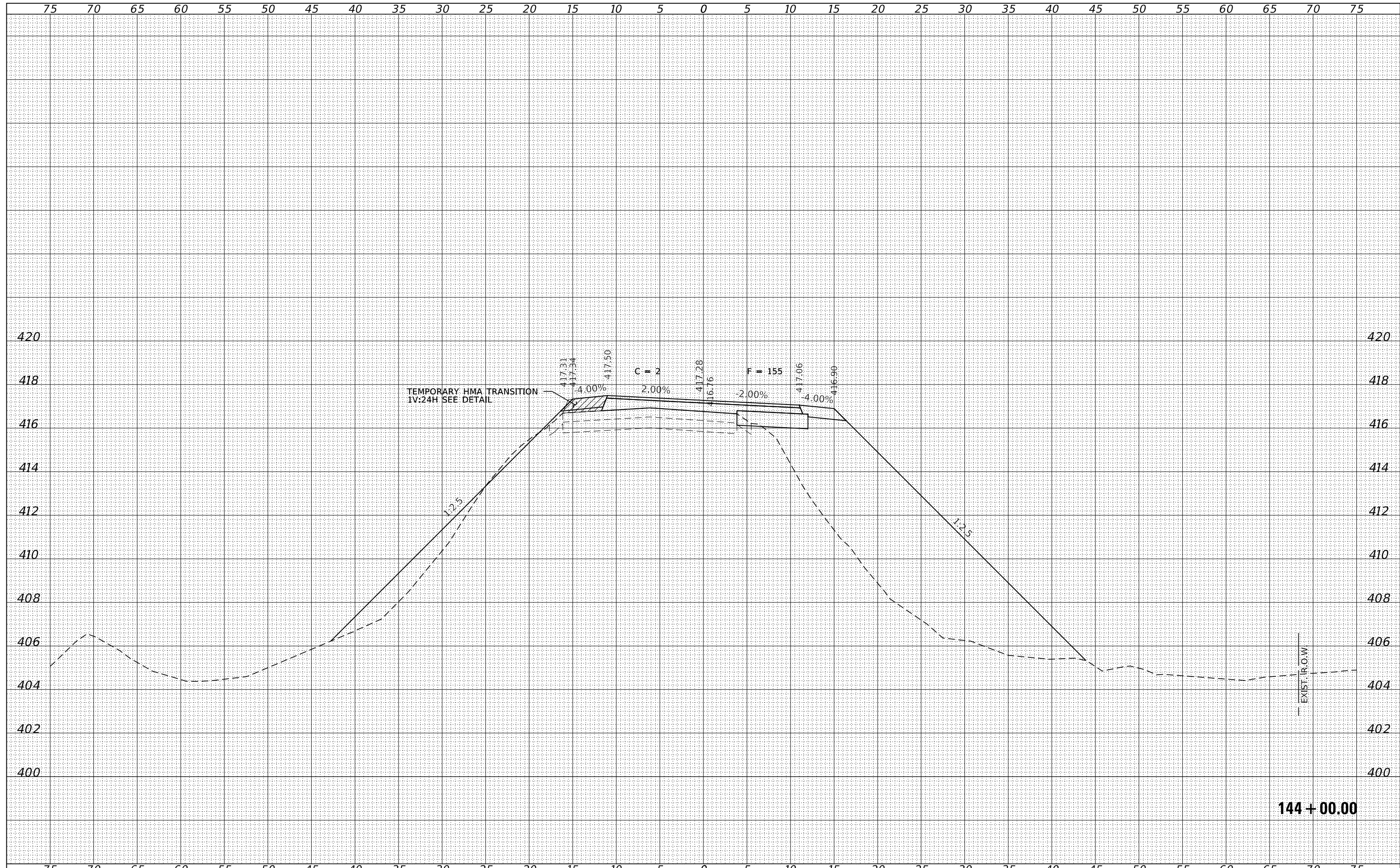


143 + 00.00

FILE NAME = 160023-shl-xssh-NI2_3.dgn	USER NAME = gmetcaif	DESIGNED - J.W.F.	REVISD -	STATE OF ILLINOIS CITY OF ST. FRANCISVILLE	STATION CROSS SECTIONS			MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3885 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.009958		DRAWN - T.W.K.	REVISD -		7250	15-00018-00-BR	LAWRENCE	104	98			
PLOT SCALE = \$SCALES		CHECKED - S.W.M.	REVISD -		CONTRACT NO. 95901							
PLOT DATE = 1/23/2023		DATE - 01/23/2023	REVISD -		SCALE: 5H:2V	SHEET NO. 25 OF 31 SHEETS	STA. 143+00.00 TO STA. 143+00.00	ILLINOIS FED. AID PROJECT 3MEQ(077)				

DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	AREAS CHECKED

DATE	
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	AREAS CHECKED



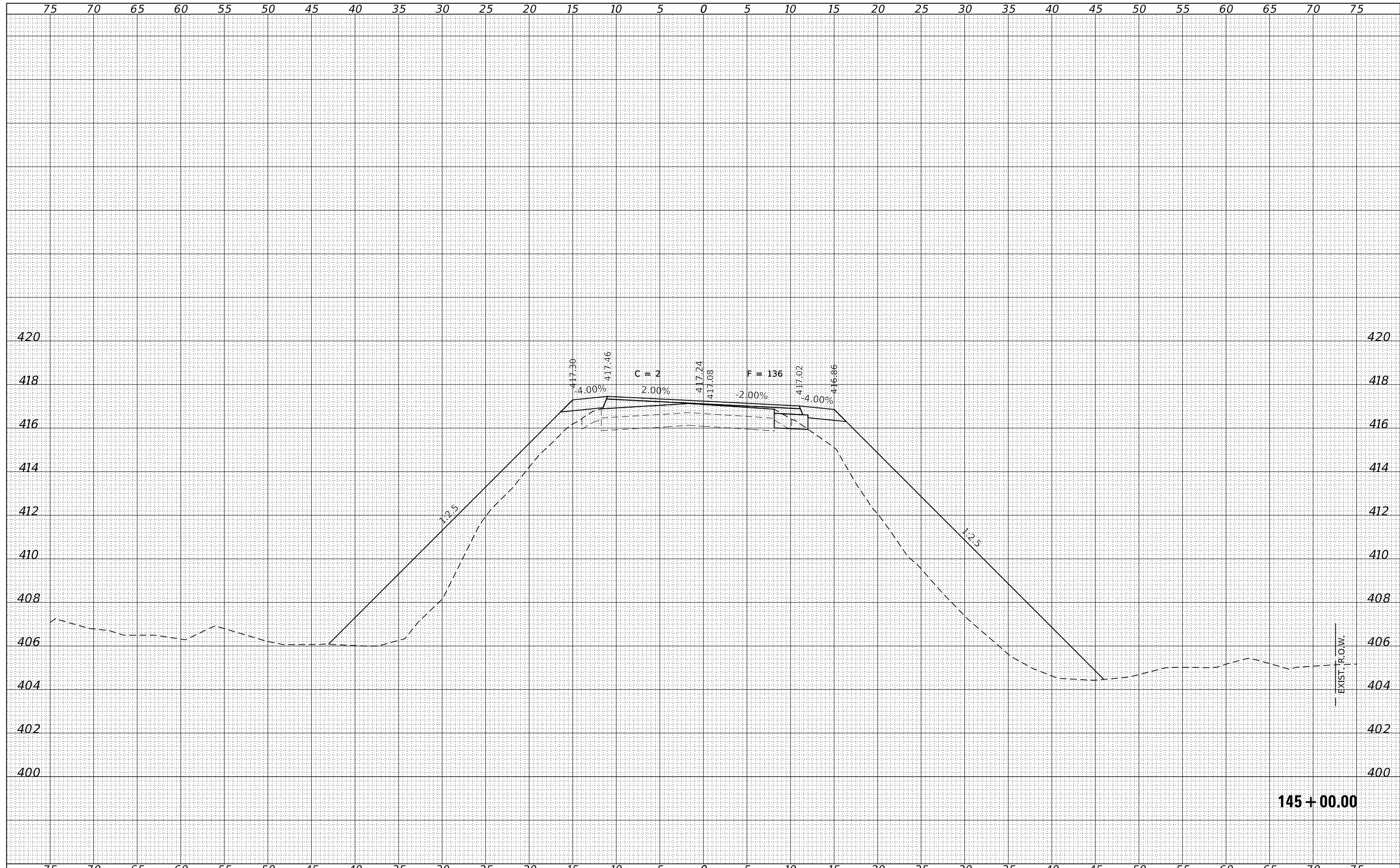
EXIST. R.O.W.

144 + 00.00

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HAMPTON, LENZINI AND RENWICK, INC. 3885 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.009958		DRAWN - T.W.K.	REvised -					7250	15-00018-00-BR	LAWRENCE	104	99
PLOT SCALE = \$SCALE\$		CHECKED - S.W.M.	REvised -		CONTRACT NO. 95901			ILLINOIS FED. AID PROJECT 3MEQ(077)				
PLOT DATE = 1/23/2023		DATE - 01/23/2023	REvised -		SCALE: 5H:2V	SHEET NO. 26 OF 31 SHEETS	STA. 144+00.00 TO STA. 144+00.00					

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

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ORIGINAL SURVEY NO.	
SURVEYED AREAS CHECKED	
PLOTTED TEMPLATE AREAS CHECKED	
FINAL SURVEY NOTE BOOK NO.	

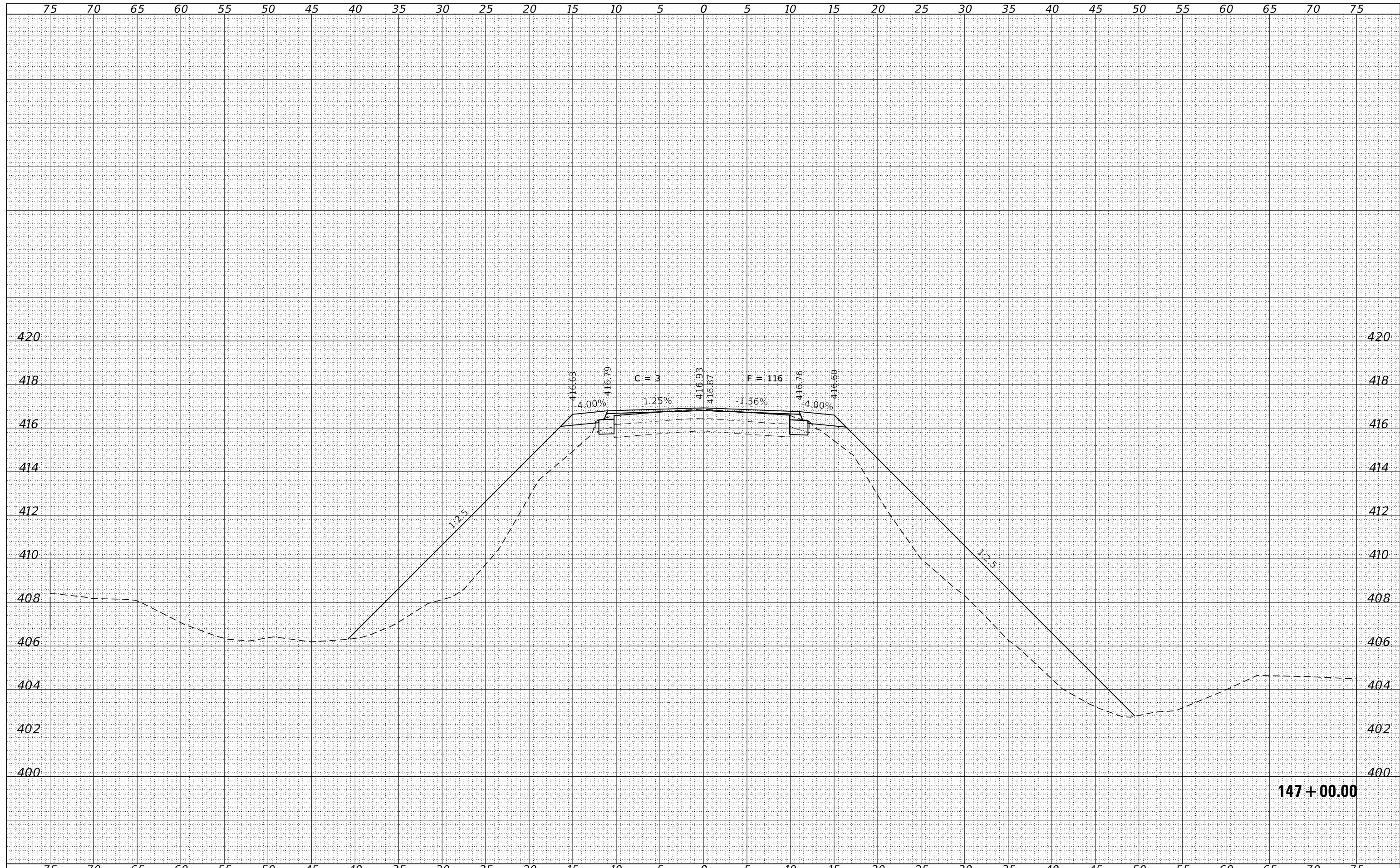


145 + 00.00

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HAMPTON, LENZINI AND RENWICK, INC. 3885 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORP. 184-009958	PLOT SCALE = \$SCALE\$	DRAWN - T.W.K.	REvised -			7250	15-00018-00-BR	LAWRENCE	104	100	
PLOT DATE = 1/23/2023	DATE - 01/23/2023	CHECKED - S.W.M.	REvised -			CONTRACT NO. 95901					
SCALE: 5H:2V						SHEET NO. 27 OF 31 SHEETS		STA. 145+00.00 TO STA. 145+00.00		ILLINOIS FED. AID PROJECT 3MEQ(077)	

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TEMPLATE	
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CHECKED	
FINAL SURVEY	
NOTE BOOK	
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NOTE BOOK	
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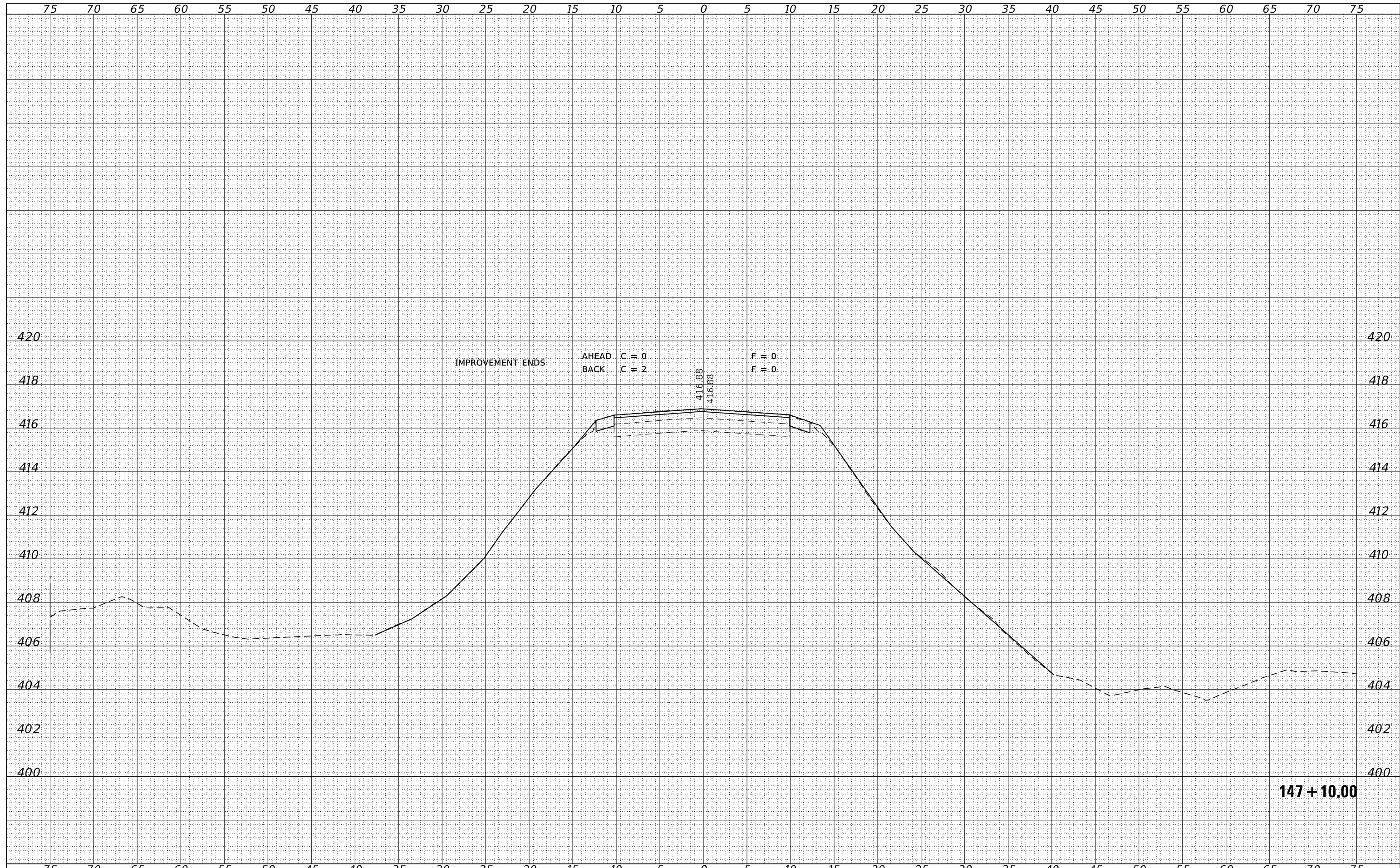


147 + 00.00

FILE NAME = 160023-shl-xssh-NI2_3.dgn	USER NAME = gmetcaff	DESIGNED - J.W.F.	REVISIONS	<p align="center">STATE OF ILLINOIS CITY OF ST. FRANCISVILLE</p> <p align="center">STATION CROSS SECTIONS</p>	MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3885 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.009958	PLOT SCALE = \$SCALE\$	DRAWN - T.W.K.	REVISIONS		7250	15-00018-00-BR	LAWRENCE	104	102
PLOT DATE = 1/23/2023	DATE - 01/23/2023	CHECKED - S.W.M.	REVISIONS		CONTRACT NO. 95901				
					SCALE: 5H:2V	SHEET NO. 29 OF 31 SHEETS	STA. 147+00.00 TO STA. 147+00.00	ILLINOIS FED. AID PROJECT 3MEQ(077)	

DATE	
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SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
FINAL SURVEY	
NOTE BOOK	
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SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
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FILE NAME = 160023-shl-xssh-NI2_3.dgn	USER NAME = gmetcaff	DESIGNED - J.W.F.	REVISD -	STATE OF ILLINOIS CITY OF ST. FRANCISVILLE	STATION CROSS SECTIONS			MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3885 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.009958		DRAWN - T.W.K.	REVISD -					7250	15-00018-00-BR	LAWRENCE	104	103
PLOT SCALE = \$SCALE\$		CHECKED - S.W.M.	REVISD -		CONTRACT NO. 95901			ILLINOIS FED. AID PROJECT 3MEQ(077)				
PLOT DATE = 1/23/2023		DATE - 01/23/2023	REVISD -		SCALE: 5H:2V	SHEET NO. 30 OF 31 SHEETS	STA. 147+10.00 TO STA. 147+10.00					

