

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

F.A.P. ROUTE 332 (IL ROUTE 1)
SECTION 2B-1
PROJECT ACNHPP-0332(116)
WHITE COUNTY
C-99-018-09
STRUCTURE REPLACEMENT
IL 1 OVER FLANDERS CREEK

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	2B-1	WHITE	52	1
ILLINOIS			CONTRACT NO. 78103	

INDEX OF SHEETS

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1.	COVER SHEET
2.	GENERAL NOTES AND STANDARDS
3.-8.	SUMMARY OF QUANTITIES
9.	TYPICAL SECTIONS
10.-11.	SCHEDULE OF QUANTITIES
12.	ALIGNMENT TIES AND BENCHMARKS
13.-14.	PLAN & PROFILE
15.	STAGE I CONSTRUCTION
16.	STAGE II CONSTRUCTION
17.	MISCELLANEOUS DETAILS (GUARDRAIL)
18.	GUARDRAIL LAYOUT
19.	EROSION CONTROL PLAN
20.	PAVEMENT MARKING PLAN
21.	PAVED SHOULDER LAYOUT
22.	WIDE LOAD DETOUR
23.-24.	DISTRICT DETAILS
25.-42.	STRUCTURE PLANS
43.	SOIL BORING
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UTILITIES

FIBER OPTIC TRANSMISSION
CLEARWAVE COMMUNICATIONS
P.O. BOX 808
HARRISBURG, IL 62946
ATTN: AARON CARIAN

NATURAL GAS
CONSUMERS GAS
P.O. BOX 486
CARM, IL, 62821
ATTN: KEVIN BRATCHER

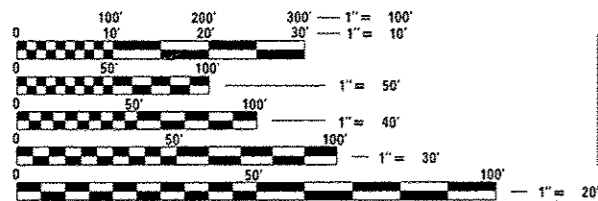
FIBER OPTIC AND CABLE PHONE LINE
FRONTIER COMMUNICATIONS
200 W. CHERRY
CARM, IL, 62821
ATTN: JIM CLARK

ELECTRIC
WAYNE-WHITE ELECTRIC COOP
P.O. BOX DRAWER E
FAIRFIELD, IL, 62837
ATTN: ERIN HALLEY



TRAFFIC DATA

FUNCTIONAL CLASSIFICATION:	OTHER PRINCIPAL ARTERIAL
DESIGN SPEED:	55 MPH
POSTED SPEED:	55 MPH
ADT:	4240 (2008)
	5180 (2028)
PV:	83%
TRUCKS:	17%



CARM TOWNSHIP

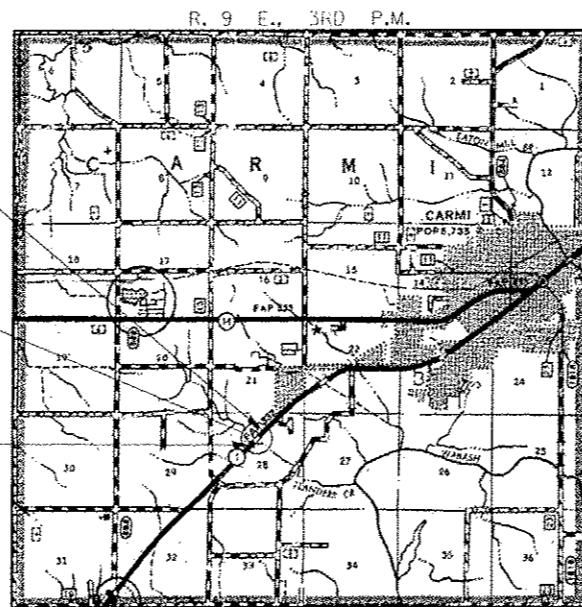
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

IMPROVEMENT BEGINS
STATION 581+57.90

STA. 582+23.90
SINGLE SPAN STEEL WIDE FLANGE BEAM
BRIDGE, 60'-0" BK TO BK ABUTMENTS
36' CLEAR WIDTH; SKEW = 0°
EXISTING STRUCTURE NO. 097-0010
PROPOSED STRUCTURE NO. 097-0074

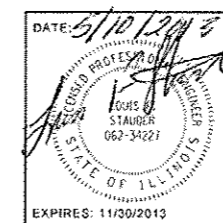
IMPROVEMENT ENDS
STATION 582+89.90



LOCATION MAP

APPROXIMATE SCALE: 0 1 MILE

NET LENGTH OF PROJECT = 132 FEET = 0.025 MILES
GROSS LENGTH OF PROJECT = 132 FEET = 0.025 MILES
ROADWAY LENGTH = 72 FEET = 0.014 MILES
BRIDGE LENGTH = 60 FEET = 0.011 MILES



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *May 22* 20 *13*

John D. Baranzelli, PE, Ia
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Orser Osman, PE, Ia
acting ENGINEER OF DESIGN AND ENVIRONMENT

Orser Osman, PE, Ia
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

PROJECT ENGINEER: DAVID PICHE (618) 351-5227

GENERAL NOTES

- 1 IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL EXISTING FIELD DIMENSIONS AND CONDITIONS PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
- 2 WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
- 3 ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THE PLANS.
- 4 PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NORMAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK. THE CONTRACTOR, HOWEVER, WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE FOR THE WORK. CONSTRUCTION PLANS ARE AVAILABLE FOR REVIEW AT THE DISTRICT 9 OFFICE.
- 5 THE THICKNESS OF HOT MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT MIX ASPHALT MIXTURE IS PLACED.
- 6 ALL OBSTRUCTIONS WHICH ARE WITHIN THE CLEAR ZONE SHOWN ON THE TYPICAL SECTION, ARE NOT SHIELDED BY THE PROPOSED GUARDRAIL, SHALL BE REMOVED BETWEEN STATION **579+00** AND STATION **585+00**. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATIONS, ETC. WHICH PROJECT 100 mm (4 IN.) OR MORE ABOVE THE GROUND LINE, AND TREES WHICH WILL MATURE TO A DIAMETER OF 100 mm (4 IN.) OR GREATER.
- 7 IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.
- 8 FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT MIX ASPHALT - 2.016 TONS/CU.YD. (112 LBS/SQ.YD./INCH OF THICKNESS)
ALL AGGREGATE 2.05 TONS/CU.YD.
BITUMINOUS MATERIALS:
ON PAVEMENT - 0.1 GAL./SQ.YD.
INTERMEDIATE LIFT S(FOG COAT) - 0.04 GAL./SQ.YD.
ON AGGREGATE SURFACE - 0.32 GAL./SQ.YD.
AGGREGATE (PRIME COAT) - 0.002 TONS/SQ.YD.
RIPRAP - 1.5 TONS/CU.YD.
- 9 TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.
- 10 TRIM EDGES OF EXISTING HOT MIX ASPHALT SURFACE FLUSH WITH EXISTING PAVEMENT PRIOR TO CONSTRUCTING NEW BASE COURSE WIDENING.
- 11 EARTHWORK COMPACTION SHALL BE TO THE SATISFACTION OF THE ENGINEER.
- 12 THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION FOR THE SURFACE COURSE.
- 13 WHEN WIDENING FLEXIBLE BASE PAVEMENT, THE CONTRACTOR SHALL TRIM EXISTING SURFACE AND BASE TO A FIRM, NEAR VERTICAL PLANE BEFORE CONSTRUCTING THE WIDENING. THE COST OF THIS REQUIREMENT IS INCLUDED IN THE UNIT PRICE BID FOR THE BASE COURSE WIDENING.

GENERAL NOTES

- 15 THE MINIMUM VERTICAL CLEARANCE FOR PERMANENT SIGNS PLACED ON BACKSLOPES SHALL BE 0.914 m (3 FT.) MEASURED FROM A POINT DIRECTLY BENEATH THE FAR EDGE OF THE SIGN.
- 16 THE LIMITS OF ROCK AND EARTH SLOPES SHOWN IN THE CROSS SECTIONS ARE APPROXIMATE. THE ACTUAL SLOPE USED SHALL BE DETERMINED BY THE MATERIAL CLASSIFICATION AS DEFINED IN ARTICLE 202.04, AND AS DIRECTED BY THE ENGINEER.
- 17 QUANTITIES SHOWN IN THE PLANS FOR BRIDGE DECK GROOVING AND PROTECTIVE COAT INCLUDE THE BRIDGE, THE BRIDGE APPROACH PAVEMENT, AND THE BRIDGE APPROACH CONNECTORS (PCC).
- 18 PROTECTIVE COAT SHALL BE APPLIED TO THE BRIDGE, THE BRIDGE APPROACH SLAB, AND THE BRIDGE APPROACH CONNECTORS (PCC), IN ACCORDANCE WITH ARTICLE 503.19 OF THE STANDARD SPECIFICATIONS. THE SEASONAL EXCEPTION SHALL NOT APPLY. THE PROTECTIVE COAT SHALL BE APPLIED REGARDLESS OF THE CURING METHOD USED. THE RATE OF APPLICATION FOR EACH COAT IN SAW CUT GROOVED AREAS SHALL BE 25 SQUARE YARDS PER GALLON OF MIXTURE.
- 19 PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.
- 20 IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.
- 21 THE ADVANCE DETECTOR LOOPS ARE TYPICALLY LOCATED 275 FEET IN ADVANCE OF THE STOP BAR. THE BUREAU OF OPERATIONS SHOULD APPROVE THE LOOP LOCATIONS PRIOR TO INSTALLATION.
- 22 THE CENTERLINE PAVEMENT MARKING SHOULD BE REMOVED FROM THE STOP BAR TO THE SAND AT TENUATORS OR DRUMS. EDGE LINE PAVEMENT MARKING SHOULD BE REMOVED IF A 10 FOOT LANE WIDTH CANNOT BE MAINTAINED. TEMPORARY EDGE LINES SHOULD BE INSTALLED WHEN THE EDGE LINES ARE REMOVED.
- 23 VERTICAL PANELS SHOWN ON STANDARD 701321 WILL NOT BE REQUIRED ON THE STAGE II NEW BRIDGE PARAPET. THE BARRIER WALL REFLECTORS SHALL BE INSTALLED PRIOR TO OPENING TO TRAFFIC.
- 24 ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC. THE TEMPORARY TRAFFIC SIGNALS SHALL BE TURNED OFF OR COVERED
- 25 ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE LEFT IN PLACE UNTIL REMOVAL IS REQUIRED TO CONSTRUCT FINAL GRADE LINES.
- 26 COMMITMENTS: NONE AS OF 6/28/2013

HIGHWAY STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 420001-07 PAVEMENT JOINTS
- 420401-09 BRIDGE APPROACH PAVEMENT CONNECTOR
- 515001-03 NAME PLATE FOR BRIDGES
- 542401-01 METAL END SECTION FOR PIPE CULVERTS
- 601101-01 CONCRETE HEADWALL FOR PIPE DRAIN
- 610001-06 SHOULDER INLET WITH CURB
- 630001-10 STEEL PLATE BEAM GUARDRAIL
- 630201-06 PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- 630301-06 SHOULDER WIDENING FOR TYPE 1, (SPECIAL) GUARDRAIL TERMINALS
- 631011-09 TRAFFIC BARRIER TERMINAL, TYPE 2
- 631031-11 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635008-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 701001-02 OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 4.5M (15') AWAY
- 701006-04 OFF-ROAD OPERATIONS 2L, 2W, 4.5M (15') TO 600 MM (24") FROM PAVEMENT EDGE
- 701011-03 OFF-ROAD MOVING OPERATIONS 2L, 2W, DAY ONLY
- 701201-04 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701321-13 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
- 701326-04 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING FOR SPEEDS > 45 MPH
- 701901-02 TRAFFIC CONTROL DEVICES
- 704001-07 TEMPORARY CONCRETE BARRIER
- 780001-03 TYPICAL PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREPARED BY: Joe Zdaniewicz
DISTRICT STUDIES & PLANS ENGINEER

EXAMINED BY: Justin E.
DISTRICT LAND ACQUISITION ENGINEER

EXAMINED BY: Conn Nelson
DISTRICT PROGRAM DEVELOPMENT ENGINEER

EXAMINED BY: Kul Wiley
DISTRICT OPERATIONS ENGINEER

EXAMINED BY: K.P.
DISTRICT PROJECT IMPLEMENTATION ENGINEER

EXAMINED BY: Douglas J. Schubert
DISTRICT CONSTRUCTION ENGINEER

EXAMINED BY: Bruce Peoples
DISTRICT MATERIALS ENGINEER

FILE NAME : D:\78103-sht-gennote.dgn	USER NAME : #USER#	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES AND HIGHWAY STANDARDS ILLINOIS ROUTE 1	F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3333 STEVENSON DRIVE, SUITE 200 SPRINGFIELD, ILLINOIS 62768 ILLINOIS PROFESSIONAL DESIGN ENGINEERS 15 / PE / SC CORP. 144-000959	PLOT SCALE = #SCALES	DRAWN - T.W.K.	REVISED -			332	2B-1	WHITE	52	2	
PLOT DATE = 5/8/2013	DATE - 04/26/13	CHECKED - J.W.F.	REVISED -			CONTRACT NO. 78103					
						SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

SUMMARY OF QUANTITIES			
CODE NO.	ITEM	CONSTRUCTION TYPE CODE 0011	
		UNIT	097-0174 80% FEDERAL 20% STATE
20200100	EARTH EXCAVATION	CU YD	95
20300100	CHANNEL EXCAVATION	CU YD	25
20400800	FURNISHED EXCAVATION	CU YD	45
* 25000210	SEEDING, CLASS 2A	ACRE	0.25
* 25000350	SEEDING, CLASS 7	ACRE	0.25
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	20
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	15
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	15
* 25000700	AGRICULTURAL GROUND LIMESTONE	TON	0.3
25100115	MULCH, METHOD 2	ACRE	0.5
25100630	EROSION CONTROL BLANKET	SQ YD	118
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	55
28000400	PERIMETER EROSION BARRIER	FOOT	760
28100107	STONE RIPRAP, CLASS A4	SQ YD	85

1/4 ^ SEE SPECIAL PROVISIONS
* SPECIALTY ITEM

SUMMARY OF QUANTITIES			
CODE NO.	ITEM	UNIT	CONSTRUCTION TYPE CODE 0011
			097-0074 FUNDING NHS 80% FEDERAL 20% STATE
28100109	STONE RIPRAP, CLASS A5	SQ YD	536
28200200	FILTER FABRIC	SQ YD	621
35501324	HOT-MIX ASPHALT BASE COURSE, 10"	SQ YD	667
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	36
40600300	AGGREGATE (PRIME COAT)	TON	1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	240
40600990	TEMPORARY RAMP	SQ YD	91
40603345	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	34
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	52
44000100	PAVEMENT REMOVAL	SQ YD	286
44004250	PAVED SHOULDER REMOVAL	SQ YD	437
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	153
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	260

14 ^ SEE SPECIAL PROVISIONS

FILE NAME * D:\78103-shx-9002.dgn	USER NAME * USER#	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES ILLINOIS ROUTE 1		F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3341 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62761	DRAWN - T.W.K.	CHECKED - J.W.F.	REVISED -				332	2B-1	WHITE	52	4	
PLGT SCALE * #SCALE#	DATE - 04/26/13	REVISOR -	REVISOR -		SCALE:		SHEET NO. 2 OF 6 SHEETS		STA.	TO STA.	ILLINOIS FED. AID PROJECT	
PLGT DATE * 5/16/2013					CONTRACT NO. 78103							

SUMMARY OF QUANTITIES			
CODE NO.	ITEM	CONSTRUCTION TYPE CODE 0011	
		UNIT	097-0074 FUNDING NHS 80% FEDERAL 20% STATE
50300225	CONCRETE STRUCTURES	CU YD	59.8
50300255	CONCRETE SUPERSTRUCTURE	CU YD	213.7
50300260	BRIDGE DECK GROOVING	SQ YD	454
50300280	CONCRETE ENCASEMENT	CU YD	4.2
50300300	PROTECTIVE COAT	SQ YD	563
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1
50500505	STUD SHEAR CONNECTORS	EACH	1710
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	56170
50800515	BAR SPLICERS	EACH	538
51201600	FURNISHING STEEL PILES HP12X53	FOOT	253
51202305	DRIVING PILES	FOOT	253
51203600	TEST PILE STEEL HP12X53	EACH	1
51204650	PILE SHOES	EACH	12
51500100	NAME PLATES	EACH	1

^ SEE SPECIAL PROVISIONS

FILE NAME = 0978103-sh1-S003.dgn	USER NAME = #USER#	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES ILLINOIS ROUTE 1	F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 2003 STEVENSON DRIVE, SUITE 207 SPRINGFIELD, IL 62761-1702	DRAWN - T.W.K.	REVISOR -	332			2B-1	WHITE	52	5	
PLT SCALE = #SCALE#	CHECKED - J.W.F.	REVISED -	CONTRACT NO. 78103							
PLT DATE = 6/16/2013	DATE - 04/26/13	REVISED -	SCALE:			SHEET NO. 3 OF 6 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES			
CODE NO.	ITEM	CONSTRUCTION TYPE CODE 0011	
		UNIT	097-0074 FUNDING NHS 80% FEDERAL 20% STATE
52100520	ANCHOR BOLTS, 1"	EACH	24
54215547	METAL END SECTIONS 12"	EACH	1
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	67
60100945	PIPE DRAINS 12"	FOOT	5
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	25
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3
63200310	GUARDRAIL REMOVAL	FOOT	668
66201120	CONCRETE SHOULDER CURB	FOOT	16
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6
67100100	MOBILIZATION	L SUM	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1

14 * SEE SPECIAL PROVISIONS

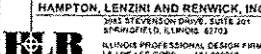

* SPECIALTY ITEM

FILE NAME * D:\78103\smx-5004.dgn	USER NAME * USER*	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES ILLINOIS ROUTE 1	F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3945 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62704	PLOT SCALE * #SCALE#	DRAWN - T.W.K.	REVISED -			332	2B-1	WHITE	52	6	
ILLINOIS PROFESSIONAL DESIGN FIRM L.E./P.E./G.E. CORP. 184-069558	PLOT DATE * 5/16/2013	CHECKED - J.W.F.	REVISED -			CONTRACT NO. 78103					
	DATE - 04/26/13	REVISOR -	REVISED -			SCALE:	SHEET NO. 4 OF 6 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

SUMMARY OF QUANTITIES			
CODE NO.	ITEM	CONSTRUCTION TYPE CODE 0011	
		UNIT	097-0074 FUNDING NHS 80% FEDERAL 20% STATE
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	1
* 70300100	SHORT TERM PAVEMENT MARKING	FOOT	23
* 70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	2253
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	758
70400100	TEMPORARY CONCRETE BARRIER	FOOT	412.5
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	383
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	2253
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	2
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8

14
^ SEE SPECIAL PROVISIONS

* SPECIALTY ITEM

FILE NAME : D:\78103-sht-5005.dgn	USER NAME : *USER*	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES ILLINOIS ROUTE 1		F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
 HAMPTON, LENZINI AND RENWICK, INC. 300 STEVENSON DRIVE, SUITE 207 STANFORD, IL 60588-4273	PLOT SCALE : #SCALE#	DRAWN - T.W.K.	REVISED -		332	2B-1	WHITE	52	7		
 ILR ILLINOIS PROFESSIONAL DESIGN FIRM 181 PHE / 66 CORN. 184-00058	PLOT DATE : 5/16/2013	CHECKED - J.W.F.	REVISED -		SCALE:	SHEET NO. 5 OF 6 SHEETS	STA.	TO STA.	CONTRACT NO. 78103		
	DATE - 04/26/13	REVISOR -	REVISED -		ILLINOIS FED. AID PROJECT						

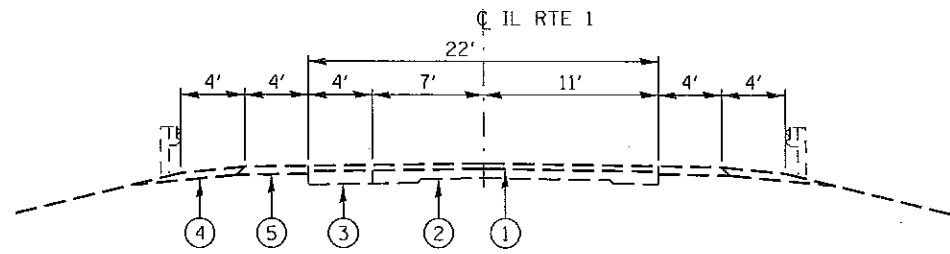
SUMMARY OF QUANTITIES			
CODE NO.	ITEM	CONSTRUCTION TYPE CODE 0011	
		UNIT	097-0074 FUNDING NHS 80% FEDERAL 20% STATE
* 78200420	GUARDRAIL MARKERS, TYPE B	EACH	4
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	3
78300100	PAVEMENT MARKING REMOVAL	SQ FT	304
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	3
86200300	UNINTERRUPTABLE POWER SUPPLY, EXTENDED	EACH	1
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	125
X6100120	TYPE E INLET BOX, STANDARD 610001 (SPECIAL)	EACH	1
X6310214	TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL)	EACH	1
Z0026407	TEMPORARY SHEET PILING	SQ FT	479
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	146
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	138
+ Z0076600	TRAINEES	HOURL	500
+ Z0076601	TRAINEES, TRAINING PROGRAM GRADUATE	HOURL	500

^ SEE SPECIAL PROVISIONS

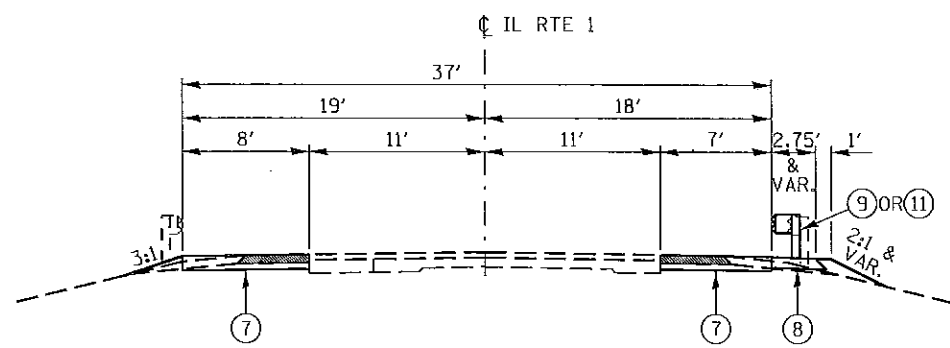
* SPECIALTY ITEM

+ 0042

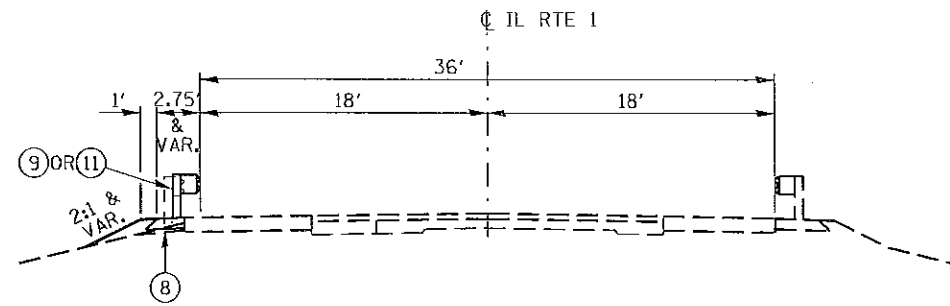
FILE NAME : D978183-shl-5006.dgn	USER NAME : *USER*	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES ILLINOIS ROUTE 1		F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
HAMPTON, LENZINI AND RENWICK, INC. 514 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62761	PLOT SCALE : *SCALE*	DRAWN - T.W.K.	REVISED -		SCALE:	SHEET NO. 6 OF 6 SHEETS	STA.	TO STA.	332	2B-1	WHITE	52	8
ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.C. / S.E. COMP. 181.002918	PLOT DATE : 5/16/2013	CHECKED - J.W.F.	REVISED -		CONTRACT NO. 78103								
	DATE - 04/26/13	REVISIONS			ILLINOIS FED. AID PROJECT								



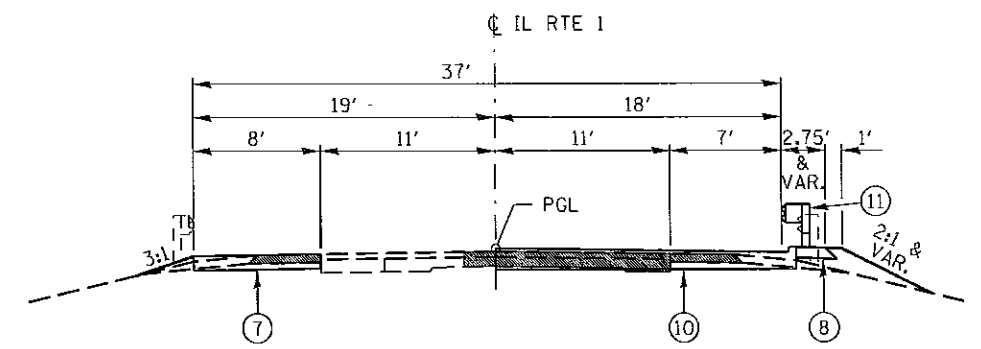
EXISTING TYPICAL CROSS SECTION
 STA. 579+00 TO STA. 582+07.20
 STA. 582+40.50 TO STA. 586+00



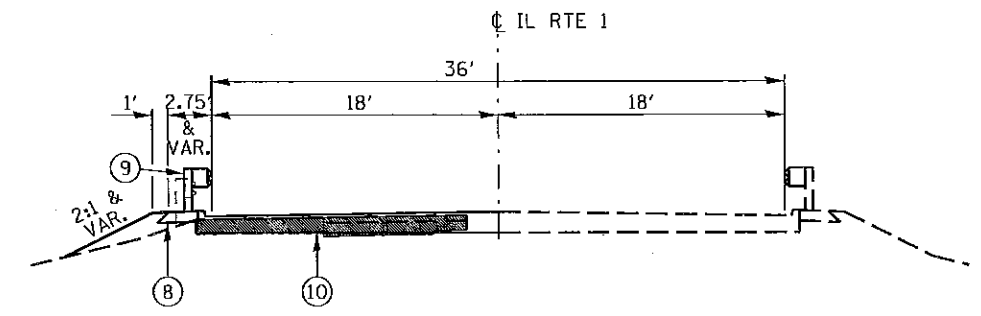
STAGE 1 PROPOSED TYPICAL CROSS SECTION
 STA. 579+75.00 TO STA. 581+57.90
 STA. 582+89.00 TO STA. 584+75.00



STAGE 2 PROPOSED TYPICAL CROSS SECTION
 STA. 582+89.90 TO STA. 583+85.65



STAGE 1 PROPOSED APPROACH SLAB & PCC CONNECTOR TYPICAL CROSS SECTION
 STA. 581+57.90 TO STA. 582+89.90



STAGE 2 PROPOSED APPROACH SLAB & PCC CONNECTOR TYPICAL CROSS SECTION
 STA. 581+57.90 TO STA. 582+89.90

	HMA MIXTURE REQUIREMENTS		
LOCATION(S):	IL RTE 1 WIDENING	IL RTE 1 SURFACE	IL RTE 1 SHOULDERS
MIXTURE USE(S):	HMA BASE COURSE	HMA SURFACE COURSE	HOT-MIX ASPHALT SHOULDERS, 8"
AC/PG:	PG 64-22	PG 64-22	PG 58-22
RAP % (MAX):	See Spec. Prov.	See Spec. Prov.	See Spec. Prov.
DESIGN AIR VOIDS:	4% @ Ndes 90	4% @ Ndes 90	2% @ Ndes 30
MIXTURE COMPOSITION: (GRADATION MIXTURE):	IL 19.0	IL 9.5	HMA SHOULDERS
FRICTION AGGREGATE:	NONE	MIXTURE D	NONE
MIXTURE WEIGHTS:	112 LBS \ SY \ INCH THICKNESS	112 LBS \ SY \ INCH THICKNESS	112 LBS \ SY \ INCH THICKNESS

LEGEND

- ① EXISTING HMA OVERLAY
- ② EXIST CONCRETE PAVEMENT
- ③ EXISTING BASE COURSE WIDENING 9"
- ④ EXISTING AGGREGATE SHOULDERS
- ⑤ EXISTING HMA SHOULDERS 6"
- ⑥ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (1 1/2" Min)
- ⑦ HMA BASE COURSE 10"
- ⑧ HMA SHOULDERS 8"
- ⑨ TRAFFIC BARRIER TERMINAL, TYPE 6 OR 6 (SPECIAL)
- ⑩ BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) OR BRIDGE APPROACH PAVEMENT
- ⑪ STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POST
- ▨ EXISTING PAVEMENT REMOVAL

PAVEMENT MARKING SCHEDULE												
LOCATION	TEMPORARY PAVEMENT MARKING			PAINT PAVEMENT MARKING			SHORT TERM PAVEMENT MARKING	WORK ZONE PAVEMENT MARKING REMOVAL	PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
				PERMANENT								
	4" SINGLE WHITE EDGE LINE	4" SINGLE YELLOW CENTERLINE	4" DASHED YELLOW CENTERLINE	4" SINGLE WHITE EDGE LINE	4" SINGLE YELLOW CENTERLINE	4" DASHED YELLOW CENTERLINE						
	70300220	70300220	70300220	78001110	78001110	78001110	70300100	70301000	78300100	78100100	78100105	78300200
	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT	SQ FT	EACH	EACH	EACH
FAP 332/IL 1												
RT. STA 578+50 TO RT. STA 586+00	750			750				250	106			
RCL. STA 580+05 TO RCL. STA 585+70		565			565			188	17			
CL. STA 578+50 TO CL. STA 586+00			188			188	23	70	31	1	2	3
LT. STA 578+50 TO LT. STA 586+00	750			750				250	150			
SUBTOTAL	1500	565	188	1500	565	188	23	758	304	1	2	3
TOTAL		2253			2253		23	758	304	1	2	3

28000400 PERIMETER EROSION BARRIER	
LOCATION	FOOT
FAP 332 IL 1	
STAGE I	
LT. STA 579+75 TO LT. STA 580+80	105
RT. STA 580+00 TO RT. STA 581+49	149
LT. STA 581+45 TO LT. STA 581+94	49
RT. STA 581+54 TO RT. STA 581+94	40
LT. STA 582+54 TO LT. STA 584+75	221
RT. STA 582+54 TO RT. STA 584+50	196
TOTAL	760

25100630 EROSION CONTROL BLANKET	
LOCATION	SQ YD
FAP 332/IL 1	
RT. STA 581+50 TO RT. STA 581+93.9	33
RT. STA 582+53.9 TO RT. STA 583+00	43
LT. STA 582+53.9 TO LT. STA 583+00	42
TOTAL	118

66201120 CONCRETE SHOULDER CURB	
LOCATION	CONCRETE SHOULDER CURB
	66201120
	FOOT
FAP 332/IL 1	
RT. STA 581+47.90 TO RT. STA 581+63.90	16
TOTAL	16

GUARDRAIL SCHEDULE								
LOCATION	GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARD RAIL TYPE A 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL TYPE 6	TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT)	TRAFFIC BARRIER TERMINAL TYPE 6 SPECIAL	TERMINAL MARKER DIRECT APPLIED	GUARDRAIL MARKERS TYPE A	GUARDRAIL MARKERS TYPE B
FAP 332/IL 1	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH
STAGE I								
RT. STA 579+95 TO RT. STA 582+09	214							
RT. STA 580+70.15 TO RT. STA 581+81.40		12.5	1	1		1		
RT. STA 582+38 TO RT. STA 584+00	162							
RT. STA 582+66.40 TO RT. STA 583+65.15			1	1		1		
RT. STA 580+70.15 TO RT. STA 583+65.15							4	2
STAGE II								
LT. STA 581+47 TO LT. STA 582+09	80				1			
LT. STA 582+38 TO RT. STA 584+50	212							
LT. STA 582+66.40 TO RT. STA 583+77.65		12.5	1	1		1		
LT. STA 581+45 TO RT. STA 584+87.03							4	2
TOTAL	668	25	3	3	1	3	8	4

EARTHWORK SUMMARY							
LOCATION	EARTH EXCAVATION	CHANNEL EXCAVATION	SHRINKAGE FACTOR	% USED	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT REQUIRED	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
FAP 332/IL 1							
STAGE I							
579+75 TO 581+95.64	47		25.00%	100.00%	35	15	20
582+52.40 TO 584+75	46		25.00%	100.00%	35	28	7
STAGE 2							
579+75 TO 581+95.64	0		25.00%	100.00%	0	42	-42
582+52.40 TO 584+75	0		25.00%	100.00%	0	41	-41
		23	25.00%	75.00%	13	0	13
TOTAL	93	23			83	126	-43
TOTAL USE	95	25			83	126	-45

20400800 FURNISHED EXCAVATION = 45 CU.YD.

FILE NAME = D978103-sht-schedule1.dgn	USER NAME = *USER*	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES ILLINOIS ROUTE 1	F.A.P.	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. 184.009959		DRAWN - T.W.K.	REVISED -			332	2B-1	WHITE	52	10	
PLOT SCALE = *SCALE*		CHECKED - J.W.F.	REVISED -			CONTRACT NO. 78103					
PLOT DATE = 5/16/2013		DATE - 04/26/13	REVISED -			SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT

SEEDING SCHEDULE								
LOCATION	SEEDING CLASS 2A	SEEDING CLASS 7	NITROGEN FERTILIZER NUTRIENT**	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LIMESTONE	MULCH METHOD 2	TEMPORARY EROSION CONTROL SEEDING *
	25000210	25000350	25000400	25000500	25000600	25000700	25100115	28000250
	ACRE	ACRE	LBS	LBS	LBS	TONS	ACRE	LBS
FAP 332/IL 1								
STAGE I								
RT STA 579+50 TO RT 581+83.9	0.04	0.04	5	3	3	0.07	0.07	15
LT STA 579+50 TO LT 581+83.9	0.02	0.02	3	2	2	0.05	0.05	9
RT STA 582+63.9 TO RT 585+00	0.03	0.03	4	3	3	0.07	0.07	13
LT STA 582+63.9 TO LT 585+00	0.05	0.05	6	4	4	0.09	0.09	18
TOTAL	0.14	0.14	18	12	12	0.28	0.28	55
TOTAL USE	0.25	0.25	20	15	15	0.30	0.50	55

* 100 LBS/ACRE FOR 4 APPLICATIONS

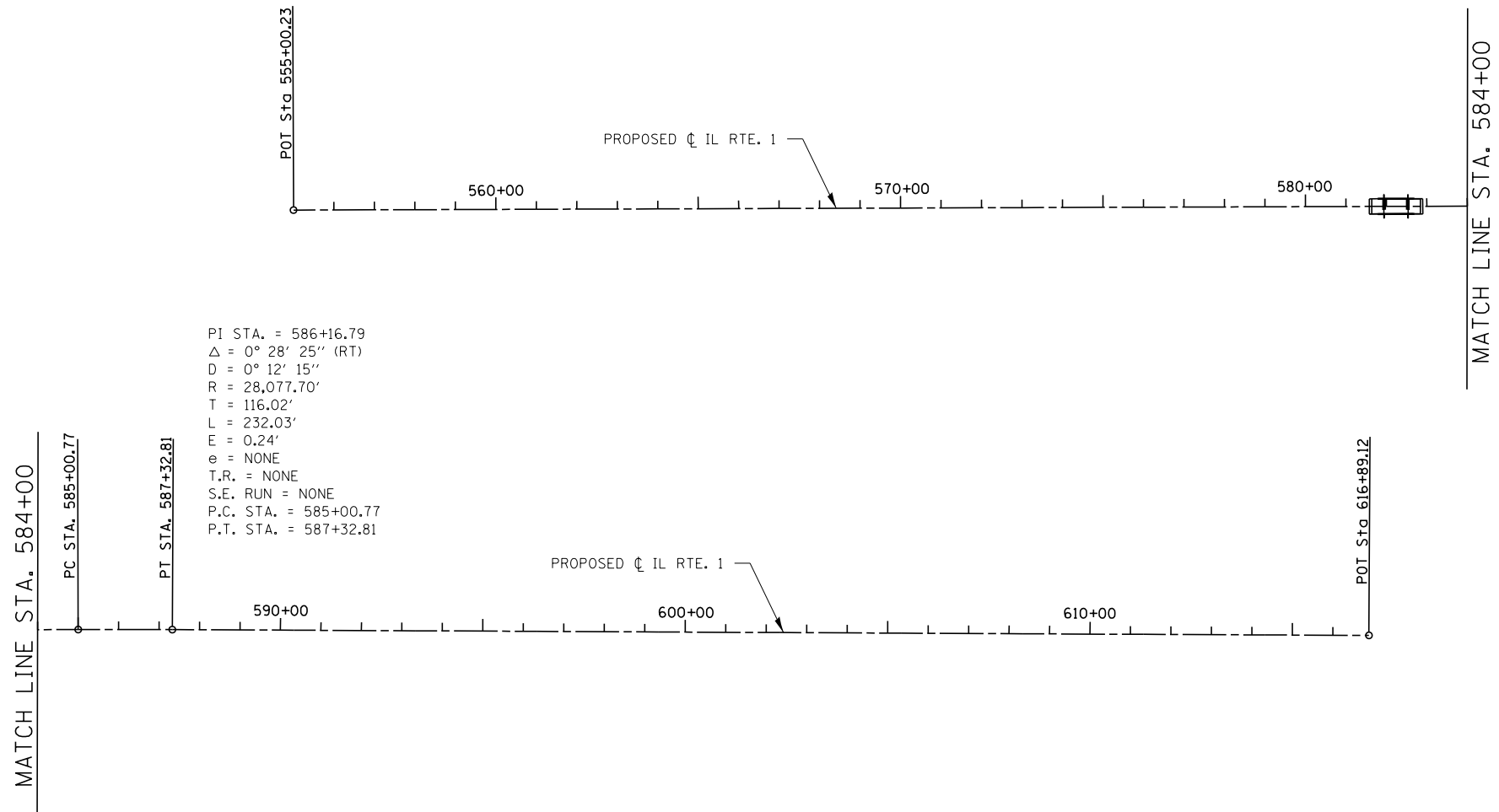
** 90 LBS/ACRE FOR SEEDING CLASS 2A AND 40 LBS/ACRE FOR SEEDING CLASS 7

STONE RIPRAP SCHEDULE		
LOCATION	STONE RIPRAP CLASS A4	FILTER FABRIC
	28100107	28200200
FAP 332/IL1	SQ YD	SQ YD
LT . STA 581+50 TO LT. STA 581+93.9	75	75
RT . STA 581+52.90	10	10
TOTAL	85	85

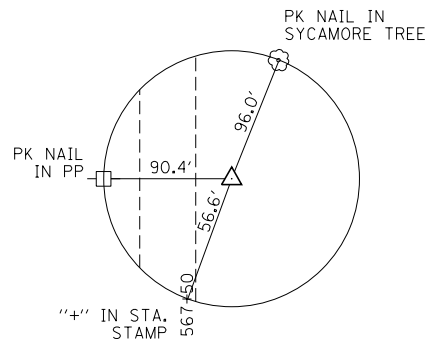
STAGING SCHEDULE					
LOCATION	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	TEMPORARY BRIDGE TRAFFIC SIGNALS	IMPACT ATTENUATORS TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3	IMPACT ATTENUATORS RELOCATE (NON-REDIRECTIVE) TEST LEVEL 3
	70400100	70400200	70106500	70600250	70600350
	FOOT	FOOT	EACH	EACH	EACH
FAP 332/IL 1					
STAGE I					
RT. STA 579+87.65 TO RT. STA 584+60.15	412.5		1	2	
STAGE II					
LT. STA 580+12.65 TO LT. STA 584+35.15		362.5			2
TOTAL	412.5	362.5	1	2	2
TOTAL USE	412.5	363	1	2	2

INLET AND CULVERT SCHEDULE			
LOCATION	TYPE E INLET BOX, STANDARD	PIPE DRAINS 12"	METAL END SECTIONS 12"
	610001 (SPECIAL)	60100945	54215547
	X6100120	FOOT	EACH
FAP 332/IL 1			
RT STA 581+52.90	1	5	1
TOTAL	1	5	1

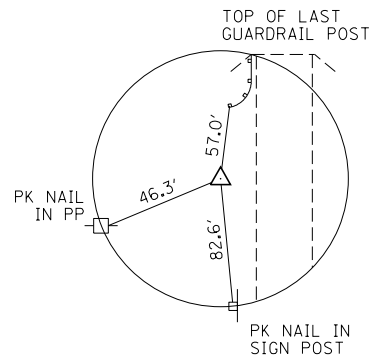
ROADWAY SCHEDULE												
LOCATION	HOT-MIX ASPHALT BASE COURSE	BITUMINOUS MATERIAL PRIME COAT	AGGREGATE PRIME COAT	HOT-MIX ASPHALT SURFACE REMOVAL BUTT-JOINT	TEMPORARY RAMP	HOT-MIX ASPHALT SURFACE COURSE MIX "D", N90	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	PAVEMENT REMOVAL	PAVED SHOULDER REMOVAL	HOT-MIX ASPHALT SHOULDERS	BRIDGE DECK GROOVING	PROTECTIVE COAT
	10"									8"		
	35501324	40600100	40600300	40600982	40600990	40603345	42001420	44000100	44004250	48203029	50300260	50300300
	SQ YD	GAL	TON	SQ YD	SQ YD	TON	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD
FAP 332/IL 1												
STAGE I												
RT. STA 580+00 TO RT. STA 584+50	248				25		26	143	185	86	26	26
LT. STA 579+75 TO LT. STA 584+75	419								208			
STAGE II												
LT. STA 579+75 TO LT. STA 584+75					26		26	143	44	67	26	26
CL STA 581+12.90 TO CL 583+34.90		36	1	240	40	34						
TOTAL	667	36	1	240	91	34	52	286	437	153	52	52



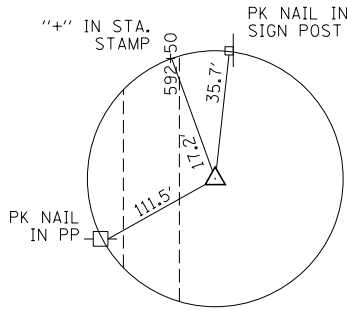
PI STA. = 586+16.79
 Δ = 0° 28' 25" (RT)
 D = 0° 12' 15"
 R = 28,077.70'
 T = 116.02'
 L = 232.03'
 E = 0.24'
 e = NONE
 T.R. = NONE
 S.E. RUN = NONE
 P.C. STA. = 585+00.77
 P.T. STA. = 587+32.81



CP 09700103
 IRON PIN & CAP
 26' RT. ≈ STA. 568+64



CP 09700102
 IRON PIN & CAP
 26.5' LT. ≈ STA. 580+91



CP 09700101
 IRON PIN & CAP
 22' RT. ≈ STA. 592+37

IL 1 CENTERLINE			
DESCRIPTION	STATION	NORTHING	EASTING
POT	555+00.2300	511044.1460	1019575.1525
PC	585+00.7733	508919.2843	1017456.6090
PI	586+16.7914	508837.1250	1017374.6950
PT	587+32.8082	508755.6455	1017292.1039
POT	616+89.1245	506679.4244	1015187.5583

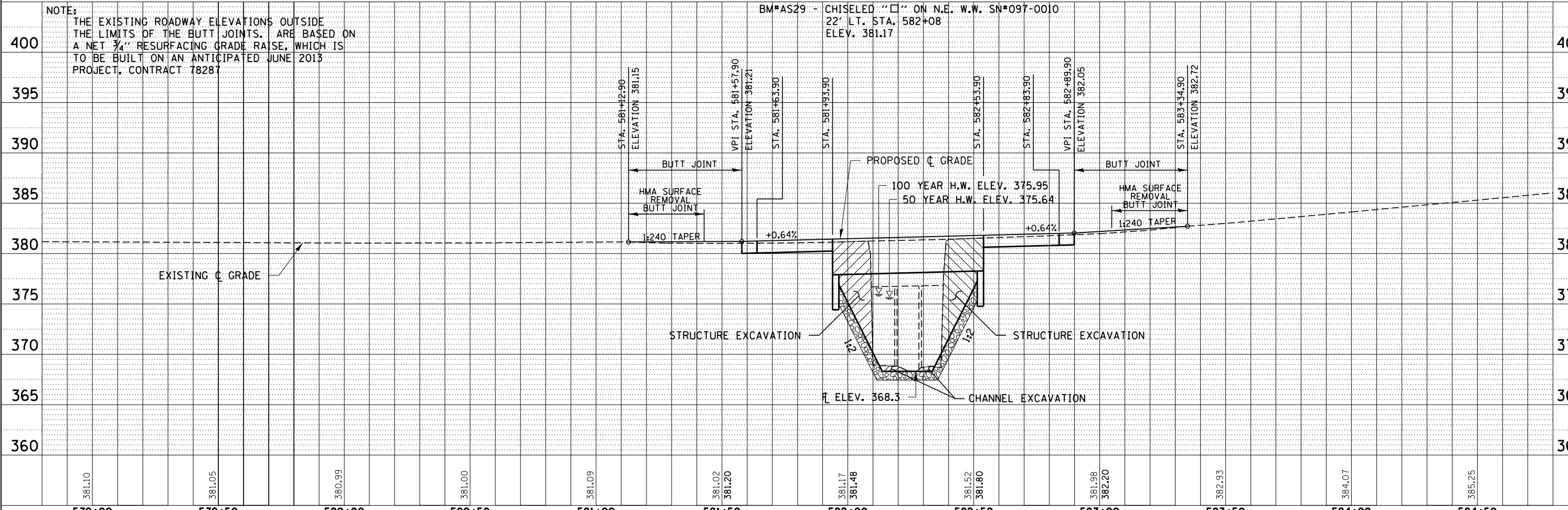
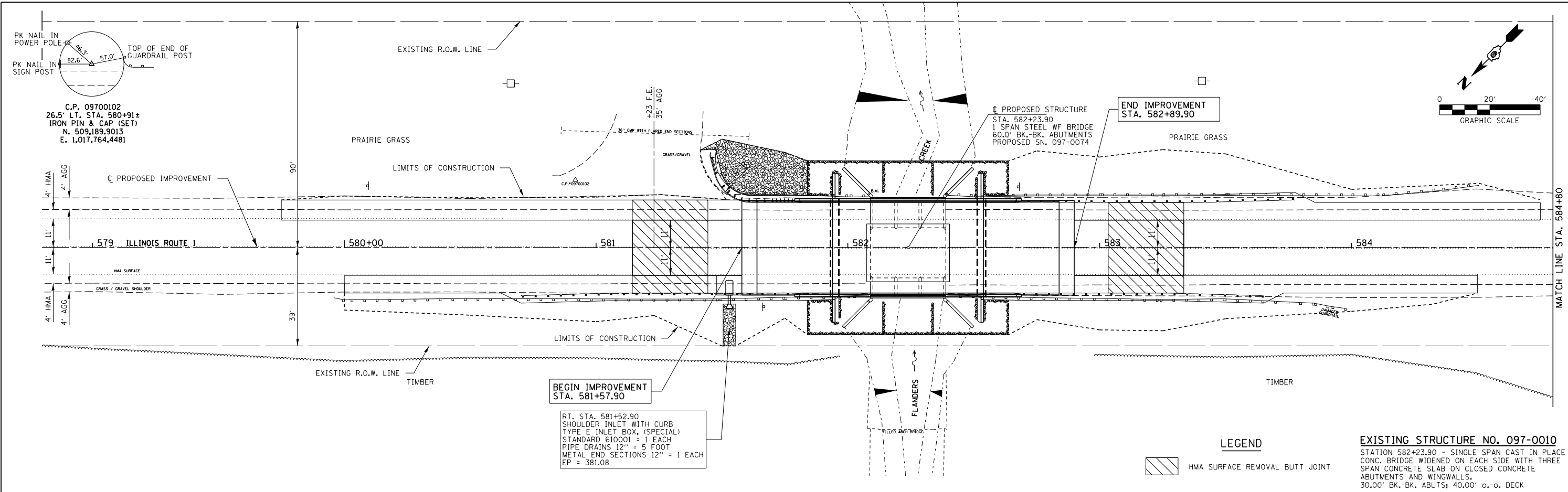
CONTROL POINTS					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	ELEVATION
C.P. 09700103	586+64	LT 26'	510095.4214	1018593.418	
C.P. 09700102	580+91	LT 26.5'	509189.9013	1017764.448	
C.P. 09700101	592+37	RT 22'	508416.435	1016918.852	

BENCHMARK

B.M. AS29 CHISELED SQUARE ON N.E. WING WALL OF STR #097-0010(E)
 22' LT. STA. 582+08 ELEV. 381.17

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

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

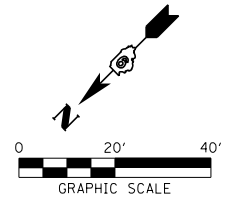
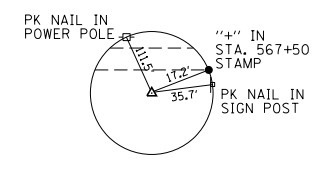


579+00	579+50	580+00	580+50	581+00	581+50	582+00	582+50	583+00	583+50	584+00	584+50
381.10	381.05	380.99	381.00	381.09	381.02 381.20	381.17 381.48	381.52 381.80	381.98 382.20	382.93	384.07	385.25

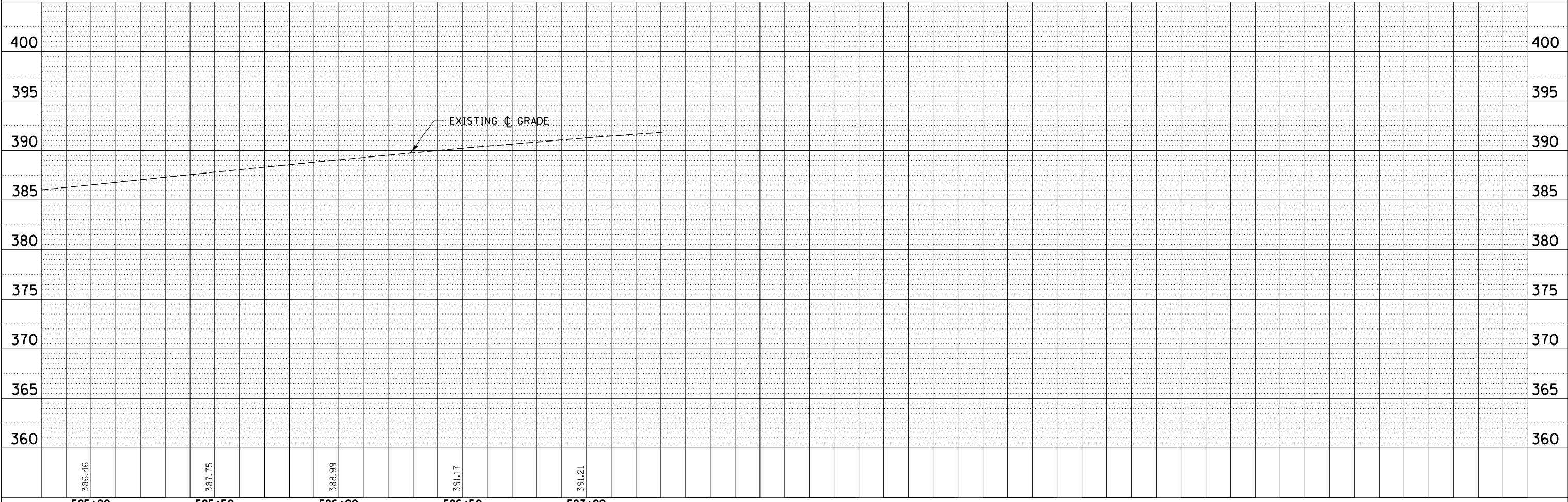
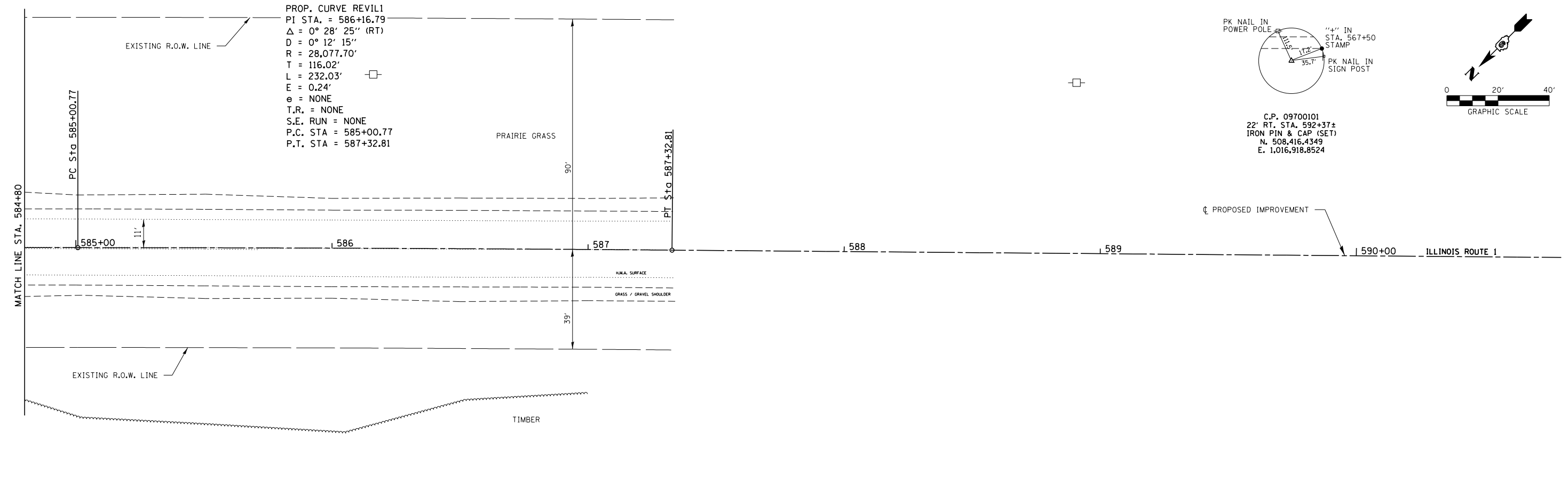
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	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CADD FILE NAME		

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

PROP. CURVE REVL1
 PI STA. = 586+16.79
 $\Delta = 0^\circ 28' 25''$ (RT)
 $D = 0^\circ 12' 15''$
 $R = 28,077.70'$
 $T = 116.02'$
 $L = 232.03'$
 $E = 0.24'$
 $e = \text{NONE}$
 $T.R. = \text{NONE}$
 $S.E. \text{ RUN} = \text{NONE}$
 $P.C. \text{ STA} = 585+00.77$
 $P.T. \text{ STA} = 587+32.81$



C.P. 09700101
 22' RT, STA. 592+37±
 IRON PIN & CAP (SET)
 N. 508,416.4349
 E. 1,016,918.8524



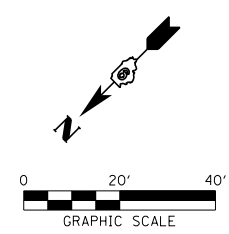
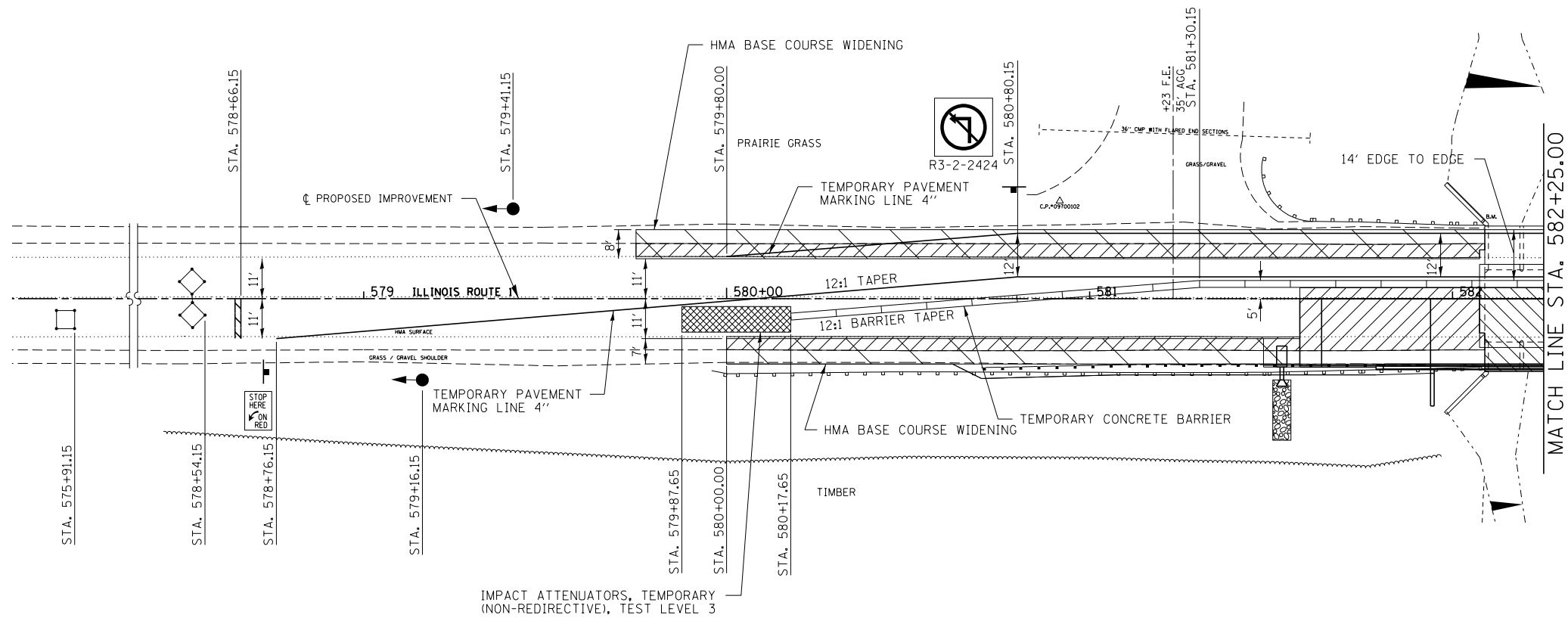
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HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORP. 184.000959	PLOT SCALE = *SCALE*	DRAWN - T.W.K.	REVISED -
	PLOT DATE = 5/8/2013	CHECKED - J.W.F.	REVISED -
		DATE - 04/26/13	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

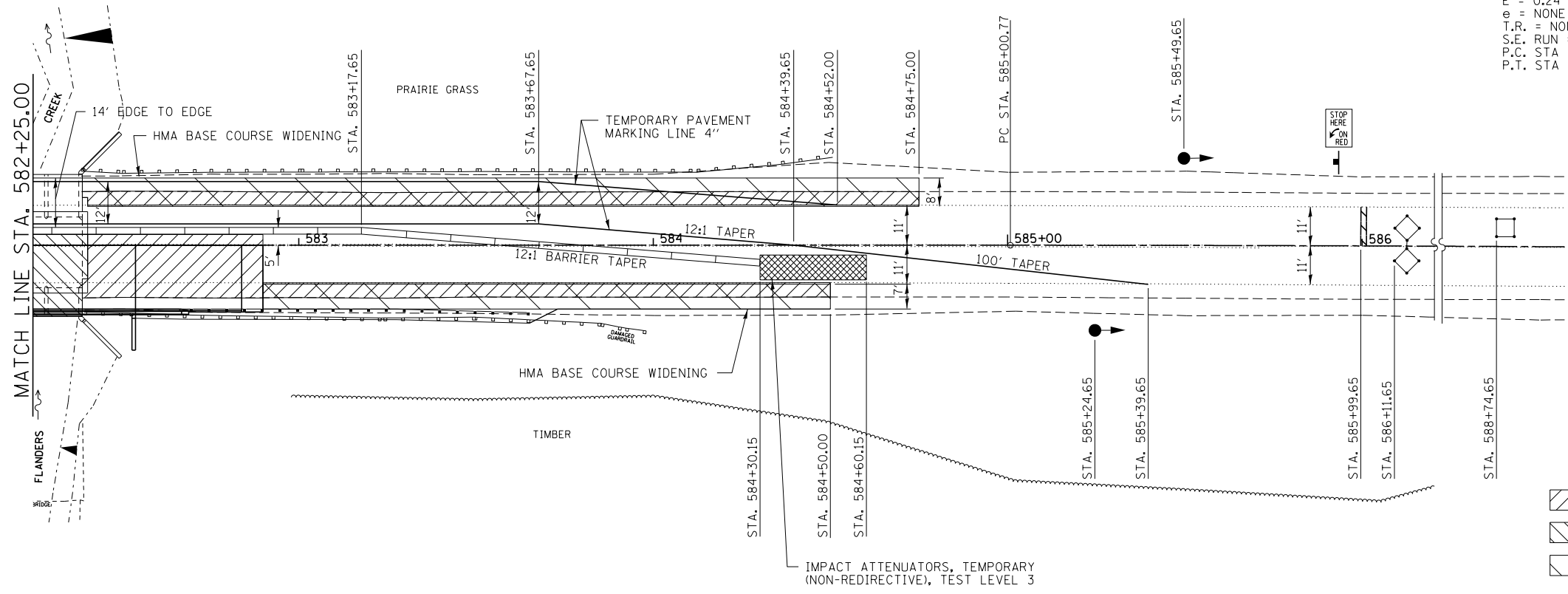
PLAN & PROFILE
 ILLINOIS ROUTE 1

SCALE: 20H:5V SHEET NO. 2 OF 2 SHEETS STA. 584+80 TO STA. 587+00

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	2B-1	WHITE	52	14
CONTRACT NO. 78103				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



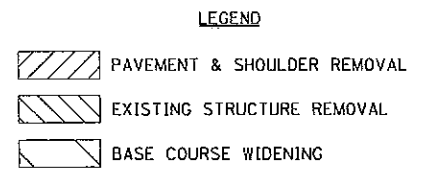
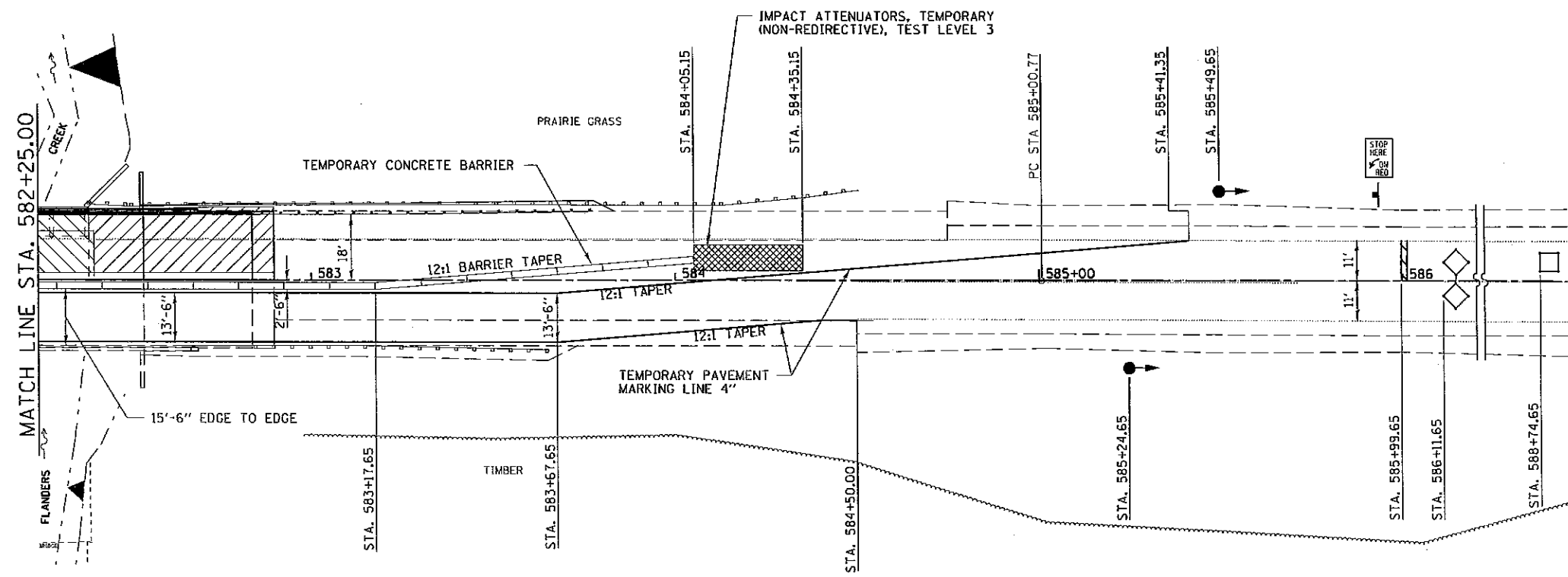
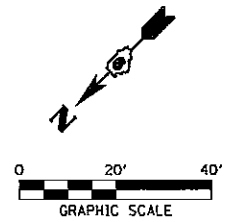
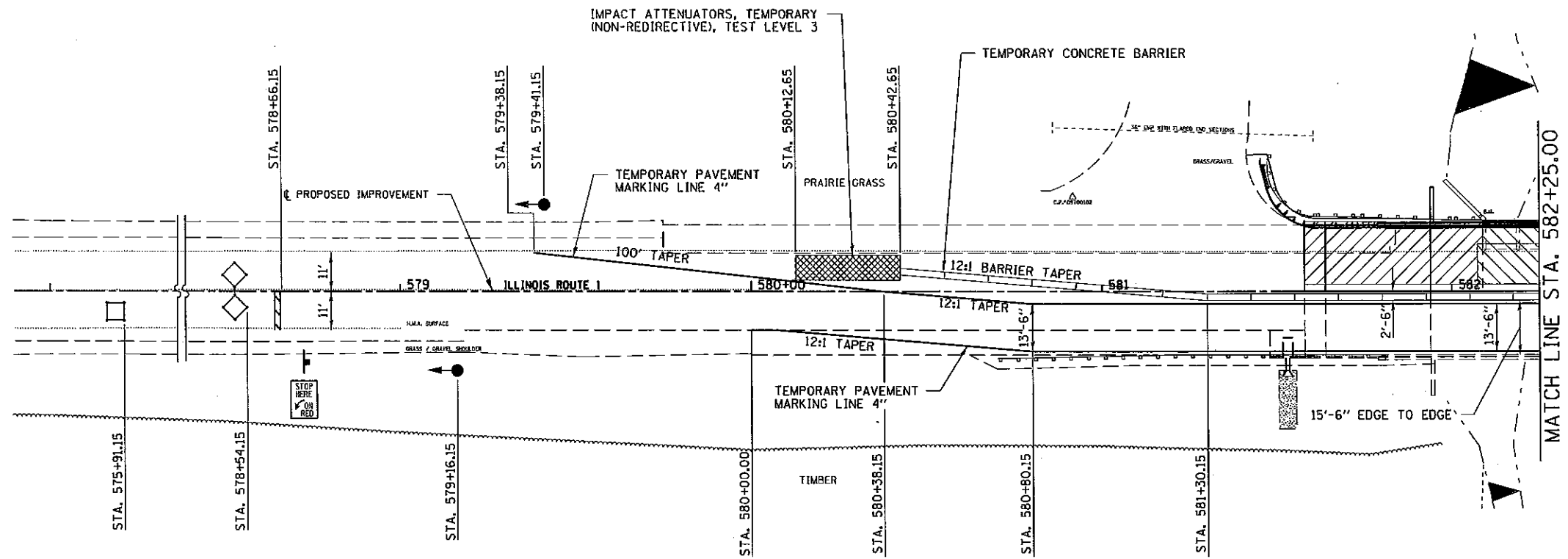
PI STA. = 586+16.79
 Δ = 0° 28' 25" (RT)
 D = 0° 12' 15"
 R = 28,077.70'
 T = 116.02'
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 E = 0.24'
 e = NONE
 T.R. = NONE
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 P.C. STA. = 585+00.77
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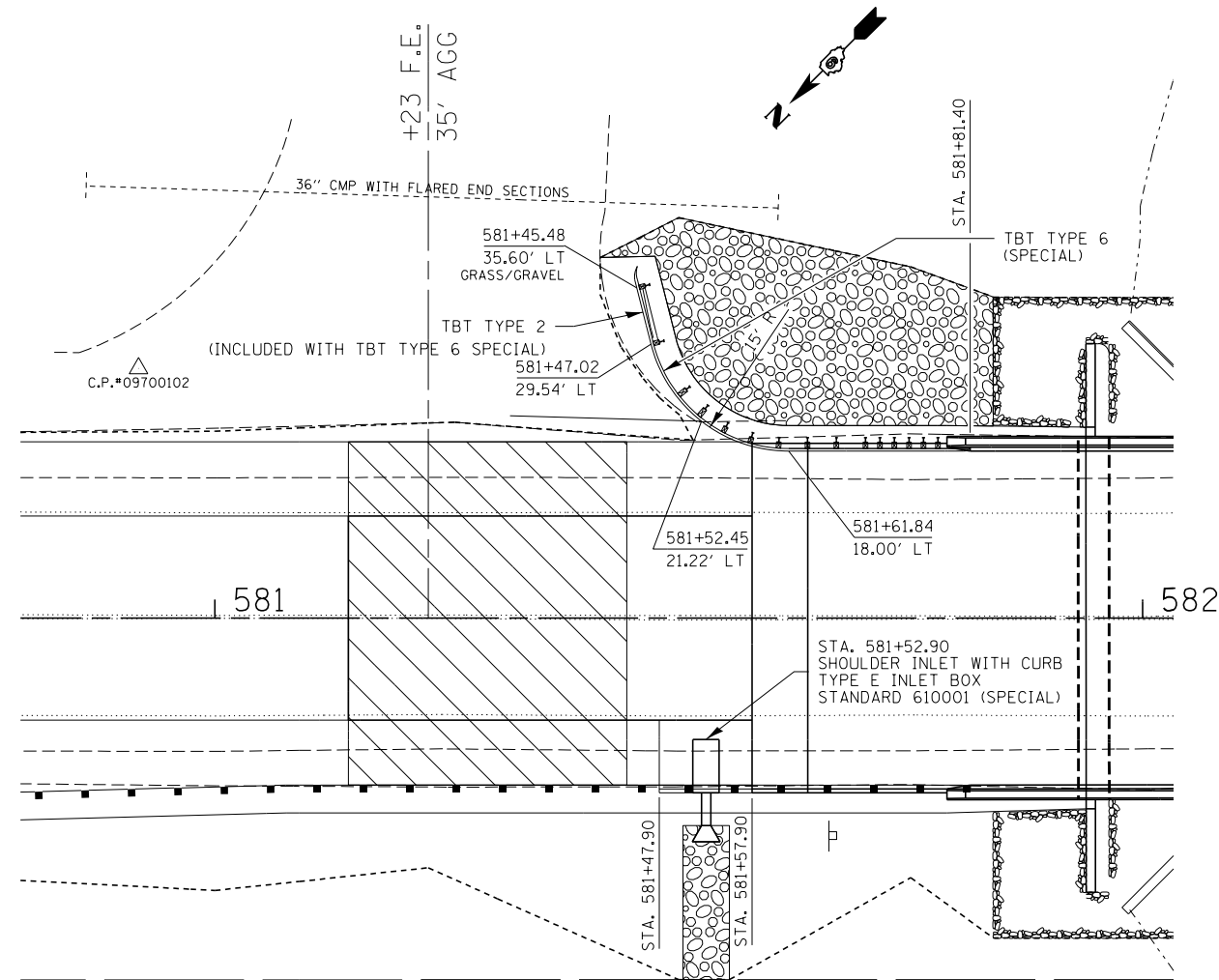
LEGEND

	PAVEMENT & SHOULDER REMOVAL
	EXISTING STRUCTURE REMOVAL
	BASE COURSE WIDENING

FILE NAME = D978103-sht-staging.dgn	USER NAME = *USER*	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN VIEW STAGE 1 ILLINOIS ROUTE 1				F.A.P.	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*	DRAWN - T.W.K.	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	332	2B-1	WHITE	52	15
PLOT DATE = 5/8/2013	DATE - 04/26/13	CHECKED - J.W.F.	REVISED -						CONTRACT NO. 78103					
									ILLINOIS FED. AID PROJECT					

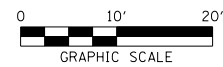


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HAMPTON, LENZINI AND RENWICK, INC. 3045 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62743 ILLINOIS PROFESSIONAL DESIGN FIRM LS 17E-15E CORP. 181-90959			PLOT SCALE = 2,000' / 1"			PLOT DATE = 6/3/2013			SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 78103 ILLINOIS FED. AID PROJECT			



GUARDRAIL DETAIL

LT. STA. 581+45



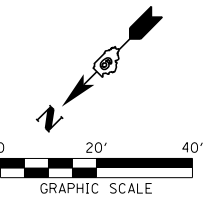
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	PLOT SCALE = *SCALE*	CHECKED - J.W.F.	REVISED -
	PLOT DATE = 5/8/2013	DATE - 04/26/13	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

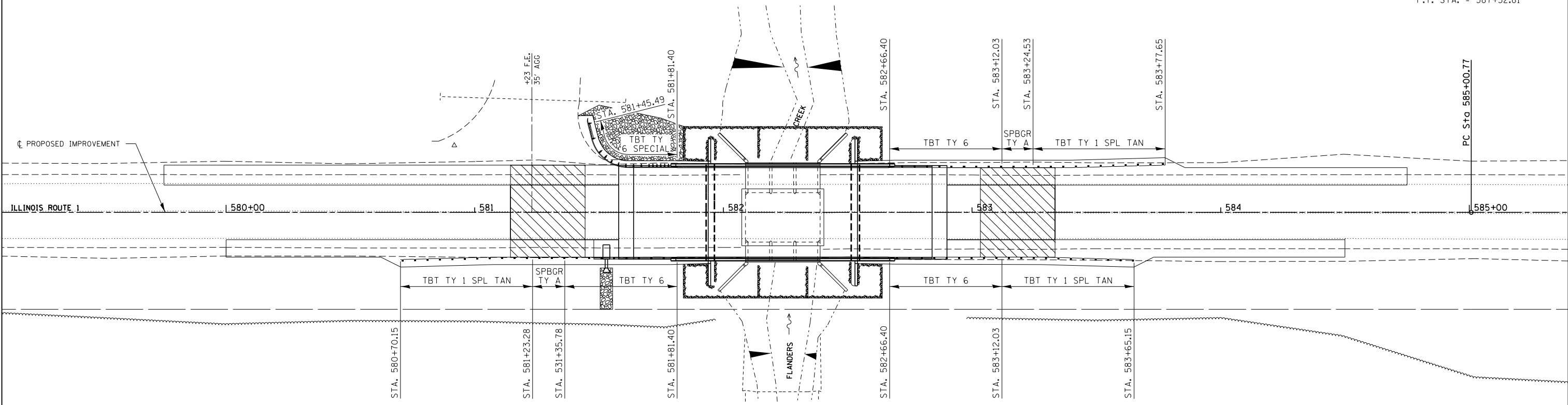
**GUARDRAIL DETAIL
ILLINOIS ROUTE 1**

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

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	2B-1	WHITE	52	17
CONTRACT NO. 78103				
ILLINOIS FED. AID PROJECT				



PI STA. = 586+16.79
 Δ = 0° 28' 25" (RT)
 D = 0° 12' 15"
 R = 28,077.70'
 T = 116.02'
 L = 232.03'
 E = 0.24'
 e = NONE
 T.R. = NONE
 S.E. RUN = NONE
 P.C. STA. = 585+00.77
 P.T. STA. = 587+32.81



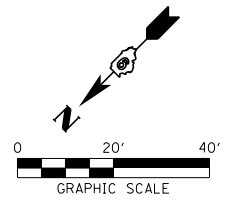
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PLOT DATE = 5/8/2013	DATE = 04/26/13	CHECKED - J.W.F.	REVISED -
		DATE = 04/26/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

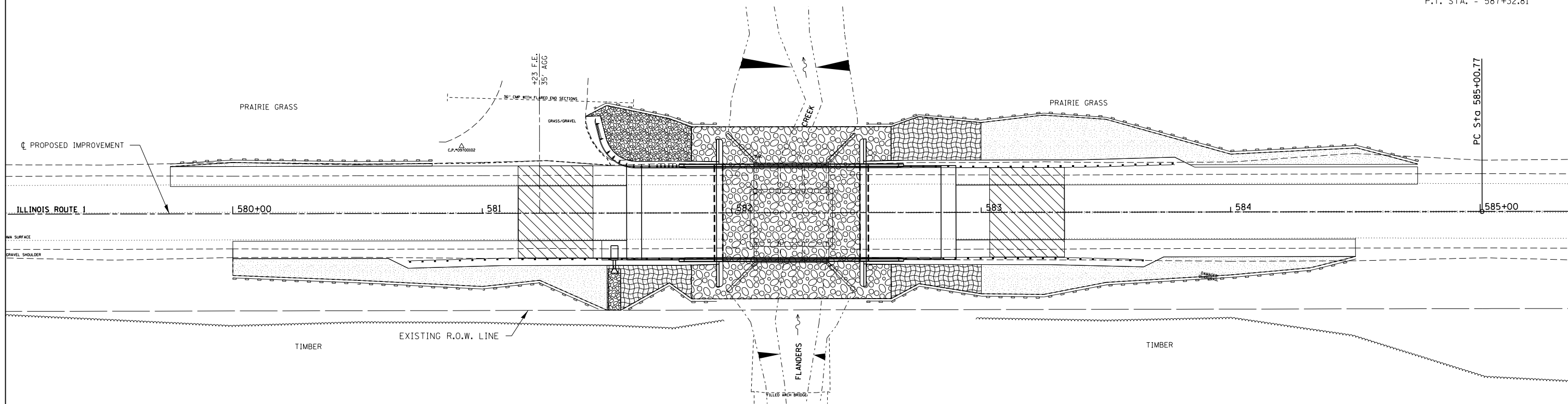
GUARDRAIL LAYOUT
ILLINOIS ROUTE 1

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


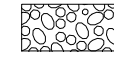

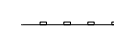

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	2B-1	WHITE	52	18
CONTRACT NO. 78103				
ILLINOIS FED. AID PROJECT				



PI STA. = 586+16.79
 Δ = 0° 28' 25" (RT)
 D = 0° 12' 15"
 R = 28,077.70'
 T = 116.02'
 L = 232.03'
 E = 0.24'
 e = NONE
 T.R. = NONE
 S.E. RUN = NONE
 P.C. STA. = 585+00.77
 P.T. STA. = 587+32.81



LEGEND

-  STONE RIPRAP CLASS A4
-  STONE RIPRAP CLASS A5
-  EROSION CONTROL BLANKET AND SEEDING
-  PERIMETER EROSION BARRIER
-  SEEDING

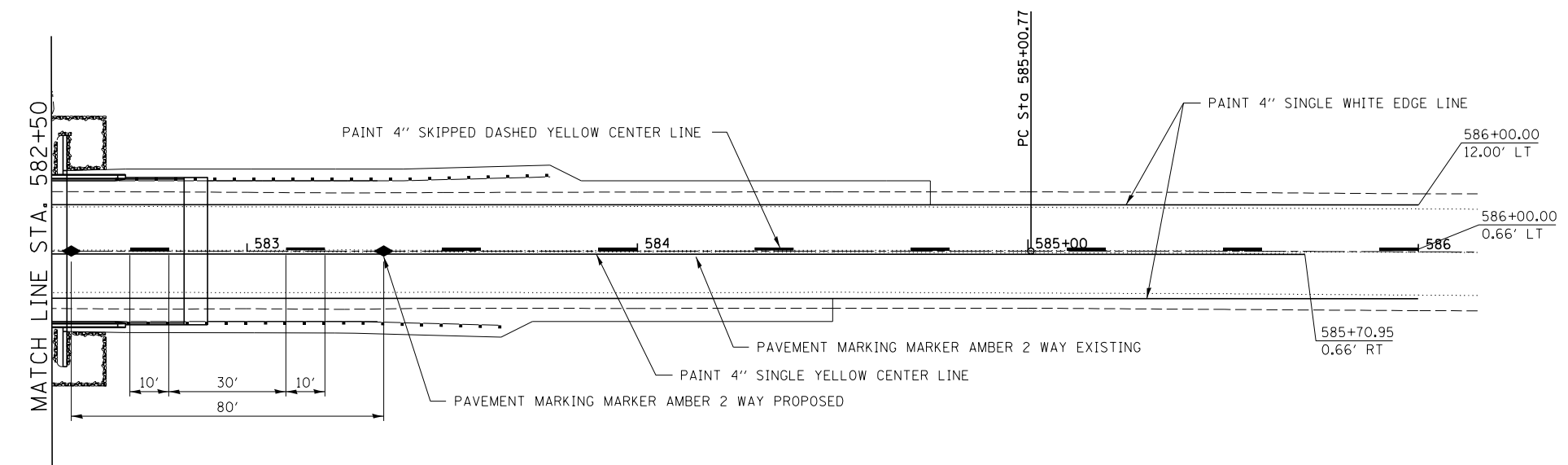
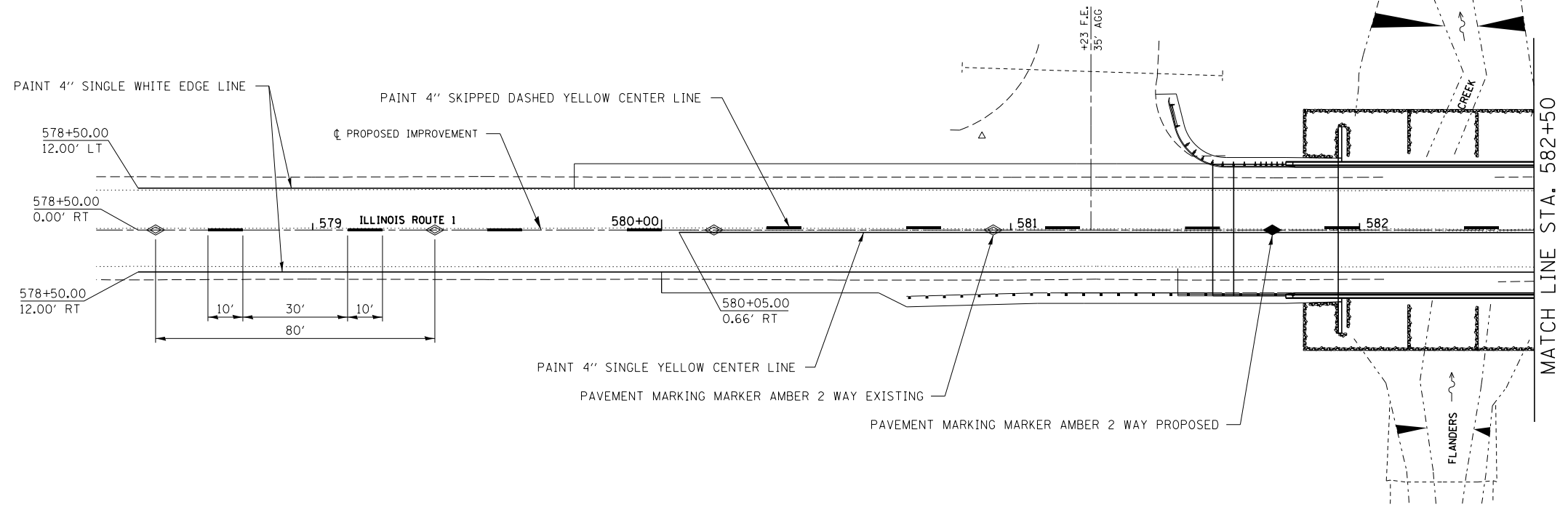
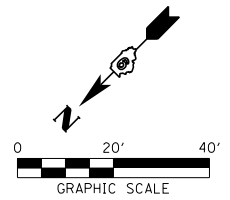
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HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = *SCALE*	DRAWN - T.W.K.	REVISED -
	PLOT DATE = 5/8/2013	CHECKED - J.W.F.	REVISED -
		DATE - 04/26/13	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL PLAN
ILLINOIS ROUTE 1**

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

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	2B-1	WHITE	52	19
CONTRACT NO. 78103				
ILLINOIS FED. AID PROJECT				



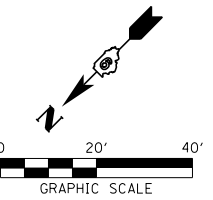
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 Δ = 0° 28' 25" (RT)
 D = 0° 12' 15"
 R = 28,077.70'
 T = 116.02'
 L = 232.03'
 E = 0.24'
 e = NONE
 T.R. = NONE
 S.E. RUN = NONE
 P.C. STA. = 585+00.77
 P.T. STA. = 587+32.81

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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 = 5/16/2013	DATE = 04/26/13	CHECKED - J.W.F.	REVISED -

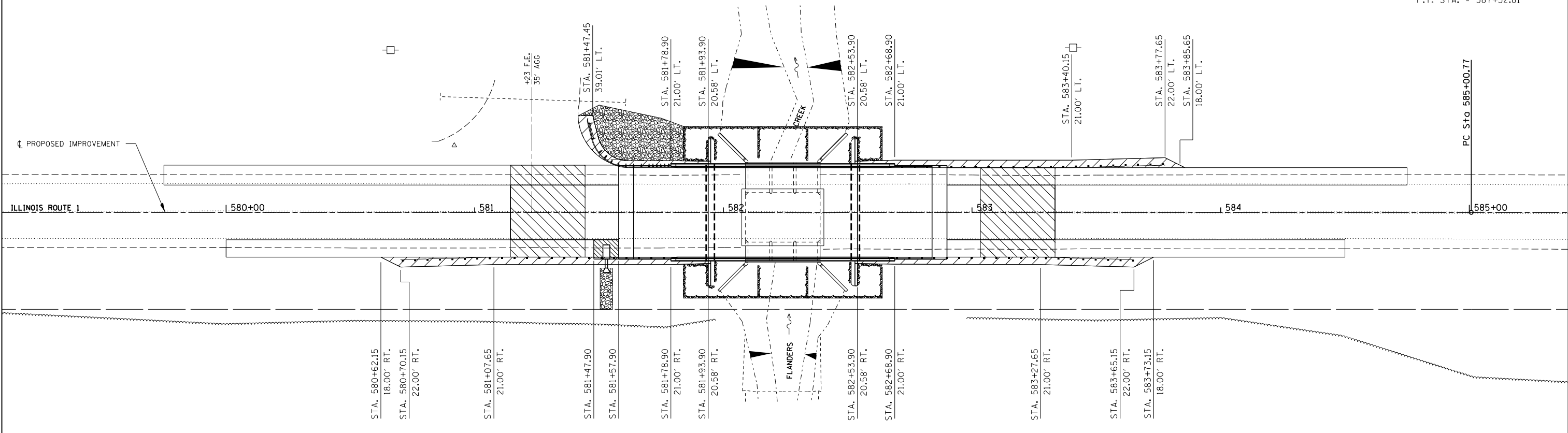
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN			
ILLINOIS ROUTE 1			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	2B-1	WHITE	52	20
CONTRACT NO. 78103				
ILLINOIS FED. AID PROJECT				



PI STA. = 586+16.79
 Δ = 0° 28' 25" (RT)
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 R = 28,077.70'
 T = 116.02'
 L = 232.03'
 E = 0.24'
 e = NONE
 T.R. = NONE
 S.E. RUN = NONE
 P.C. STA. = 585+00.77
 P.T. STA. = 587+32.81



LEGEND

- HMA SHOULDERS 8"
- PORTLAND CEMENT CONCRETE SHOULDERS 8"
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

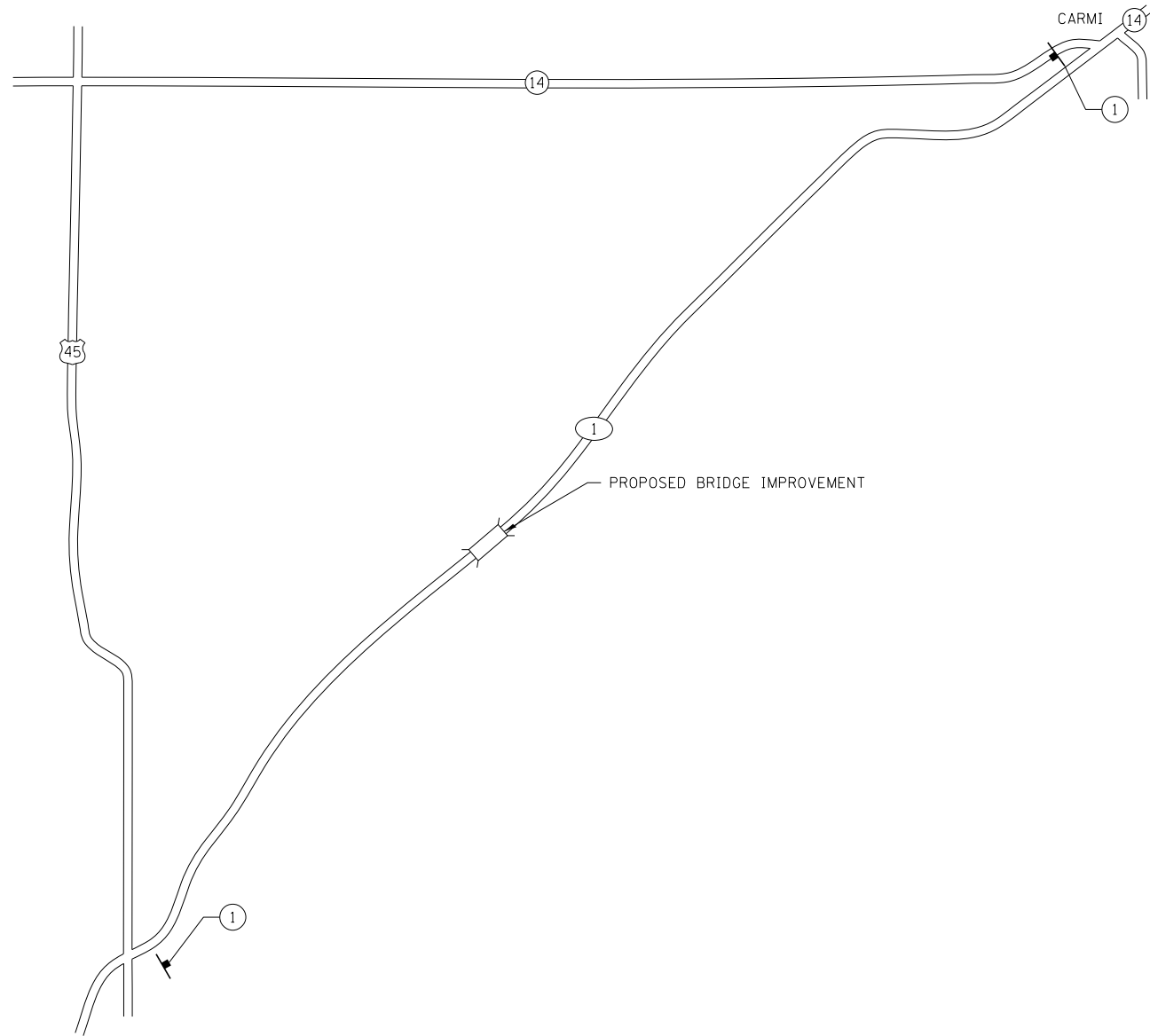
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	PLOT DATE = 5/8/2013	DATE - 04/26/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

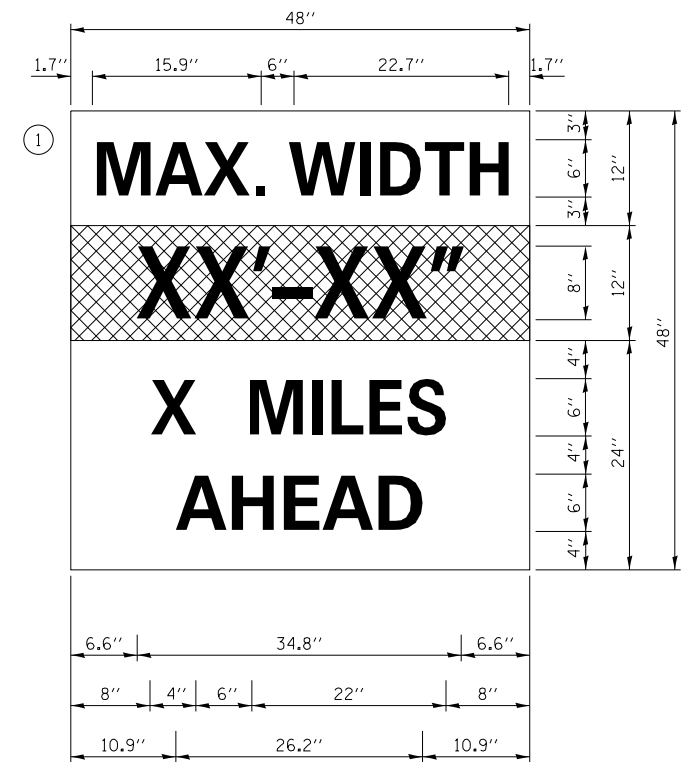
PAVED SHOULDER PLAN
ILLINOIS ROUTE 1

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	2B-1	WHITE	52	21
CONTRACT NO. 78103				
ILLINOIS FED. AID PROJECT				

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



SIGN LEGEND



W12-1103

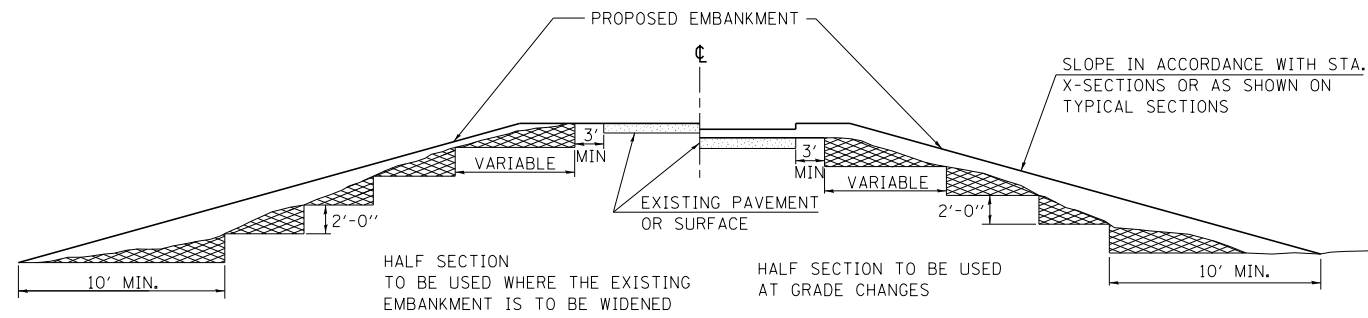
W12-1103 (WIDTH IS 80)
 NO BORDER, BLACK ON WHITE:
 "MAX WIDTH" D:
 NO BORDER, BLACK ON ORANGE:
 "XX'-XX'' D:
 NO BORDER, BLACK ON WHITE:
 "X MILES" D: "AHEAD" D:

DETOUR NOTES

1. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT THE SIGNS AT THE LOCATION DIRECTED BY THE ENGINEER. ALL SIGNS SHALL BE POST MOUNTED.
2. THE ABOVE NOTED WORK, INCLUDING SIGN, POSTS, HARDWARE AND LABOR SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE. EACH, FOR TRAFFIC CONTROL AND PROTECTION. STD. 701321 AND NO OTHER COMPENSATION WILL BE ALLOWED.
3. THE WIDTH SHOWN ON THE W12-1103 SIGN SHALL BE 1'-6" LESS THAN ACTUAL STAGING WIDTH, OR AS DIRECTED BY THE ENGINEER. THE "X" AHEAD WILL BE DETERMINED BY THE ENGINEER.

FILE NAME = D978103-sht-misc1.dgn	USER NAME = *USER*	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WIDE LOAD DETOUR ILLINOIS ROUTE 1				F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. <small>3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959</small>		DRAWN - T.W.K.	REVISED -						332	2B-1	WHITE	52	22
PLOT SCALE = *SCALE*		CHECKED - J.W.F.	REVISED -		CONTRACT NO. 78103				ILLINOIS FED. AID PROJECT				
PLOT DATE = 5/8/2013		DATE - 04/26/13	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.				

TYPICAL CROSS SECTION SHOWING STEP CONSTRUCTION ON EXISTING FILL

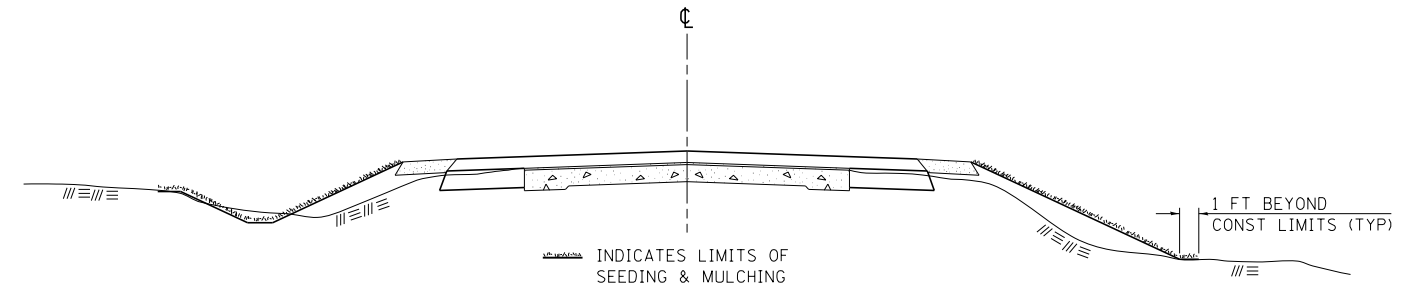


MATERIAL TO BE REMOVED AND REPLACED IN THE EMBANKMENT IN ACCORDANCE WITH ART. 205.04 OF THE STANDARD SPECIFICATION. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.

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

STD. 9-16

SEEDING & MULCHING



GENERAL NOTES

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

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

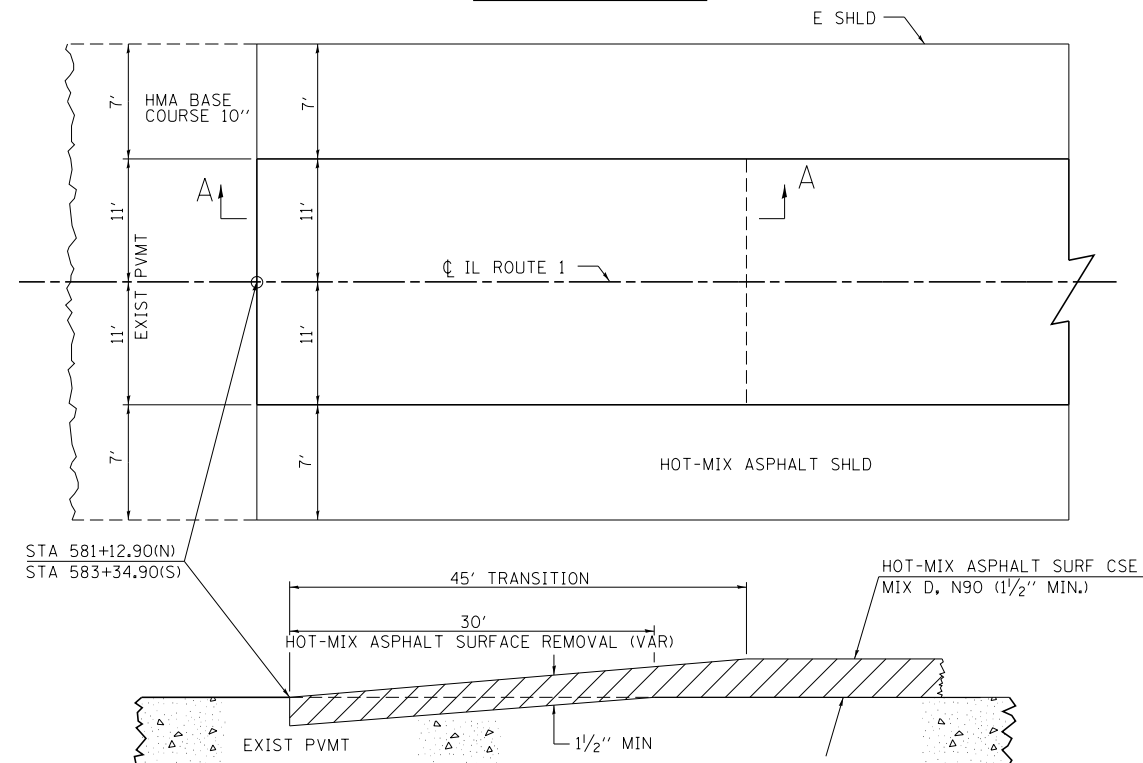
THE RATES OF APPLICATION OF FERTILIZER, MULCH AND LIMESTONE SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS.

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

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

STD. 9-12

BUTT JOINT



SECTION A-A

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

STD. 9-86

FILE NAME = D978103-sht-misc2.dgn	USER NAME = \$USER\$	DESIGNED - L.F.S.	REVISED -
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 - T.W.K.	REVISED -
PLOT DATE = 5/8/2013		CHECKED - J.W.F.	REVISED -
		DATE - 04/26/13	REVISED -

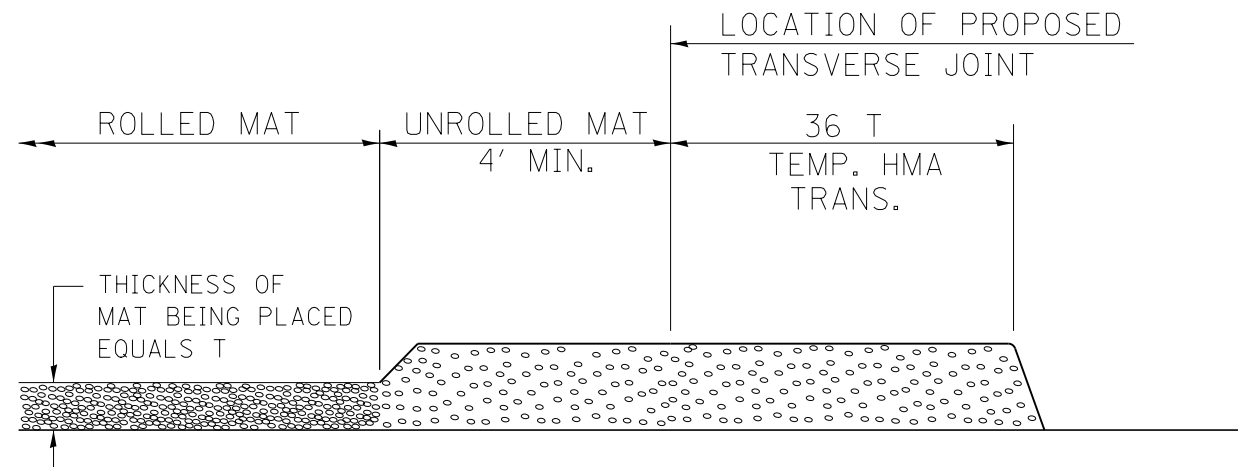
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STANDARD DETAILS DISTRICT 9
ILLINOIS ROUTE 1**

SCALE: SHEET NO. 1 OF 2 SHEETS STA. TO STA.

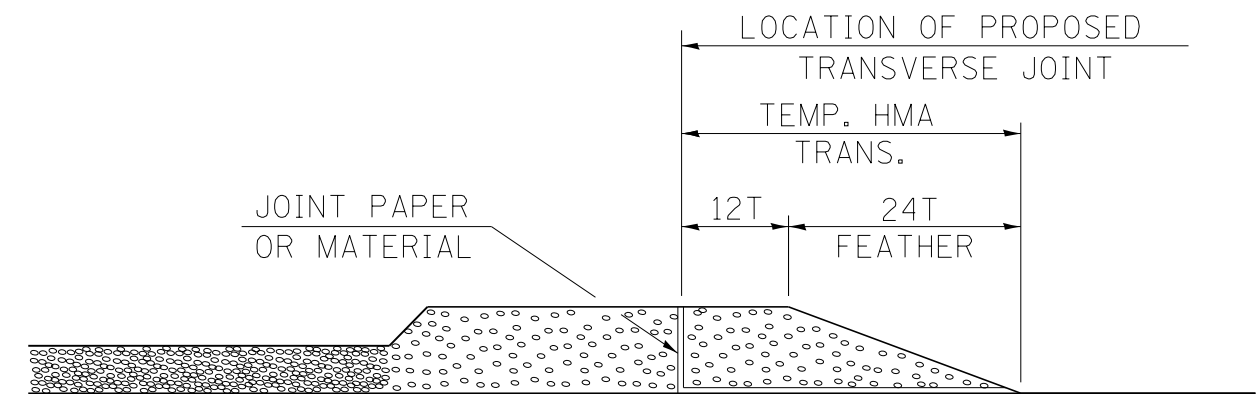
F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	2B-1	WHITE	52	23
CONTRACT NO. 78103				
ILLINOIS FED. AID PROJECT				

TEMPORARY HOT-MIX ASPHALT TRANSITIONS



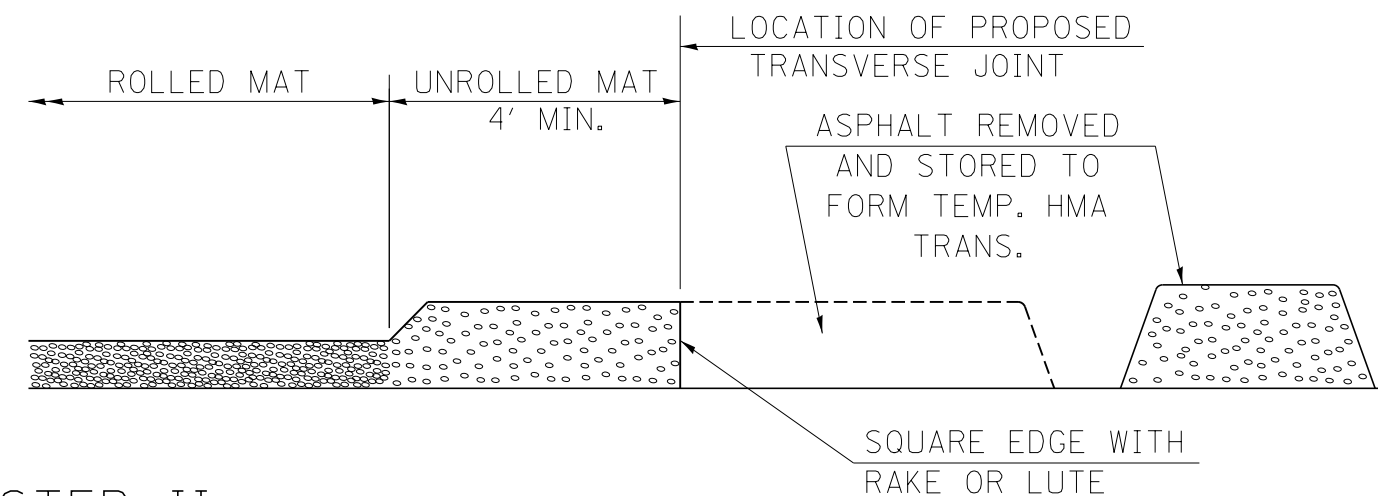
STEP I

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



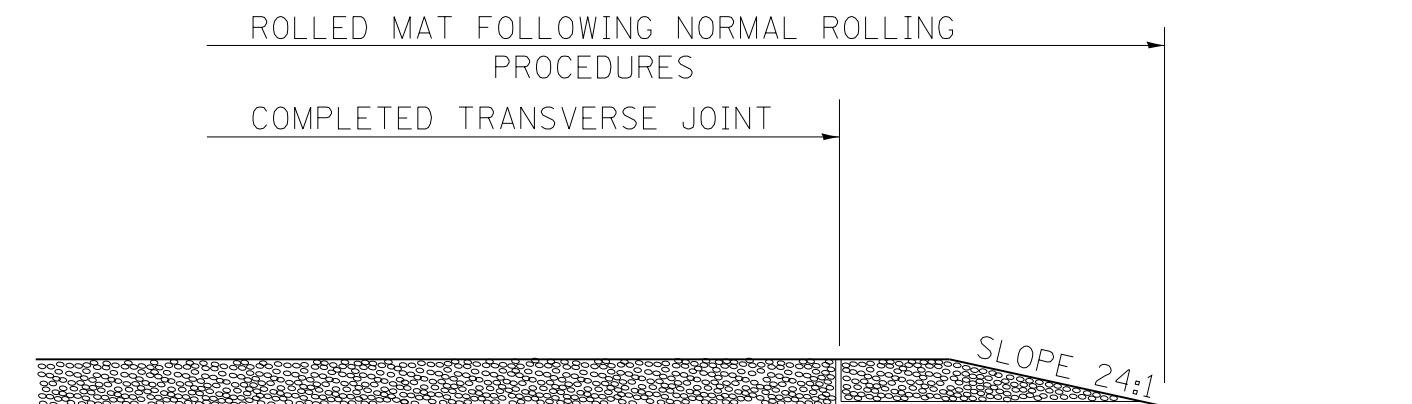
STEP III

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



STEP II

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



STEP IV

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

STD. 9-26

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

FILE NAME = D978103-sht-misc2.dgn	USER NAME = *USER*	DESIGNED - L.F.S.	REVISED -
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 - T.W.K.	REVISED -
	PLOT DATE = 5/8/2013	CHECKED - J.W.F.	REVISED -
		DATE - 04/26/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS DISTRICT 9
ILLINOIS ROUTE 1

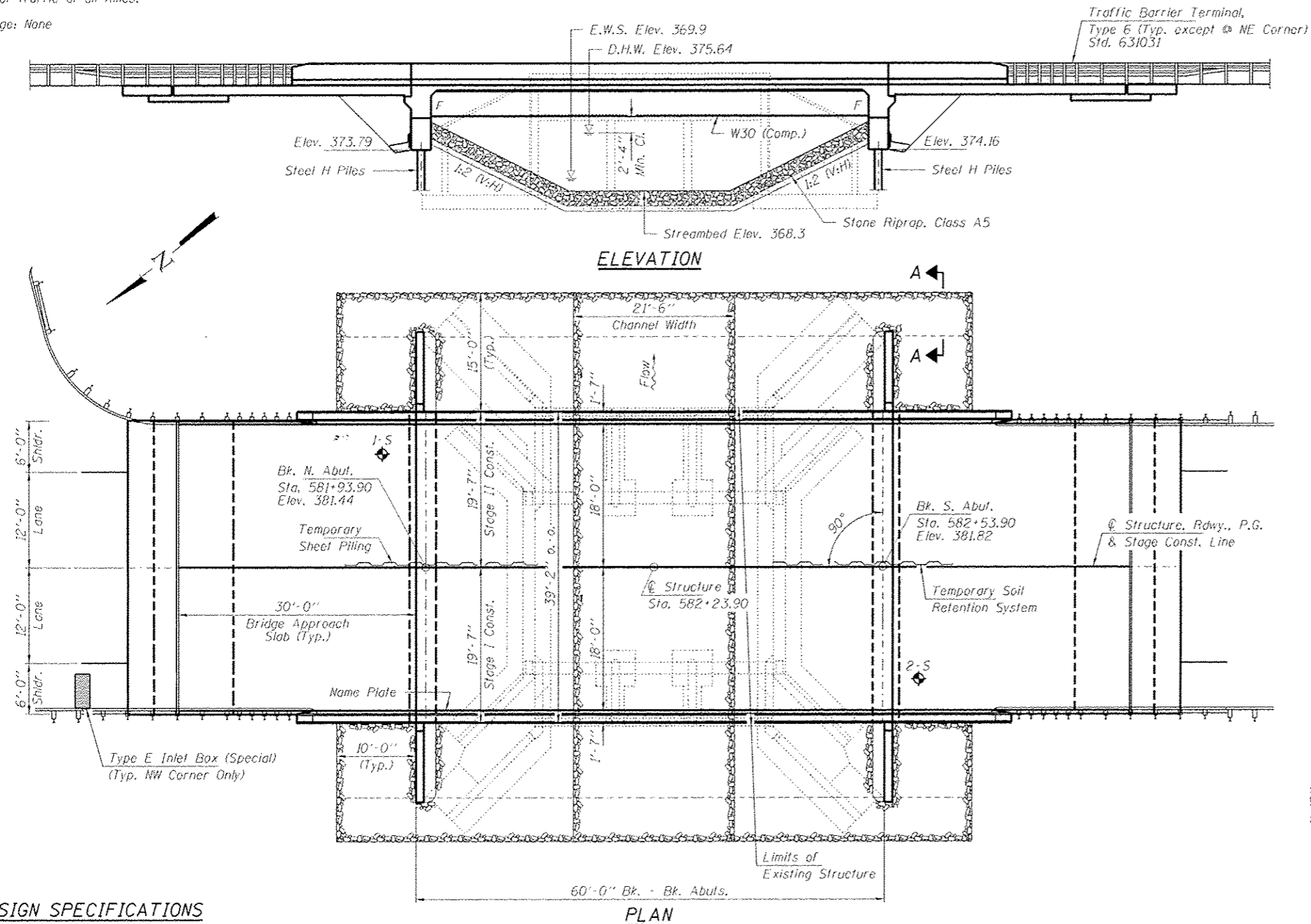
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F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	2B-1	WHITE	52	24
CONTRACT NO. 78103				
ILLINOIS FED. AID PROJECT				

BENCHMARK: BM#AS29 - Chiseled "C" on NE wingwall SN 097-0010, 22' Lt., Sta. 582+08, Elev. 381.17

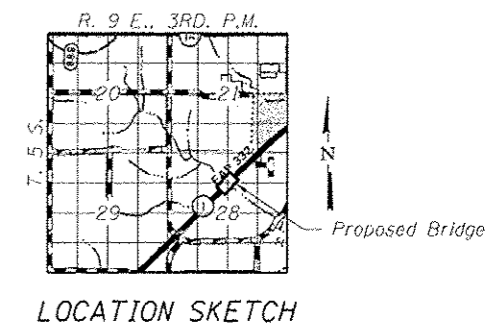
EXISTING STRUCTURE: SN 097-0010 was built in 1923 as SBI Route 1, Section 3, BY as a 1-span slab bridge on closed abutments. In 1951 it was widened on each side with a 3-span buried slab. The bridge is 30.0' bk. bk. abuts. and 40.0' o.-o. slab. Existing structure to be removed and replaced using stage construction to maintain one lane of traffic at all times.

Salvage: None

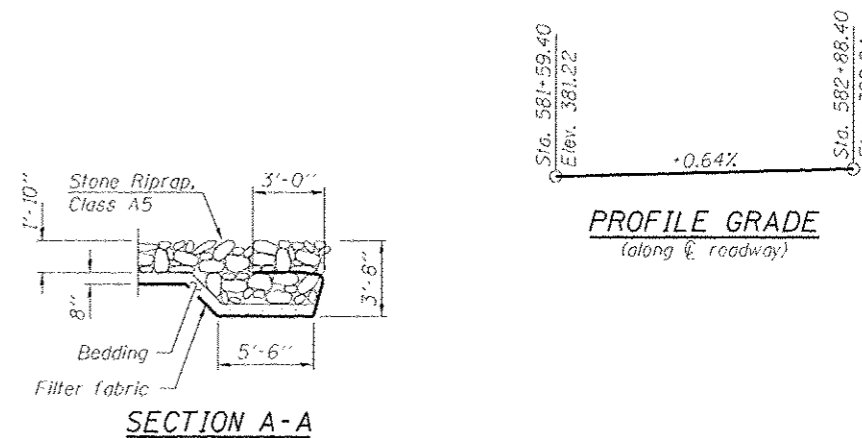


INDEX OF STRUCTURE SHEETS

1. General Plan & Elevation
2. General Details
3. Stage Construction Details
4. Temporary Concrete Barrier for Stage Construction
- 5.-6. Top of Slab Elevations
7. Top of North Approach Slab Elevations
8. Top of South Approach Slab Elevations
9. Superstructure
- 10.-11. Superstructure Details
- 12.-13. Bridge Approach Slab Details
14. Structural Steel
15. Structural Steel Details
16. Abutments
17. Bar Splicer Assembly and Mechanical Splicer Details
18. HP Pile Details
19. Borings



PROFILE GRADE
(along & roadway)



DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications with 2010 Interim

LOADING HL-93

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

DESIGN STRESSES

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinf.)
 $f_y = 50,000$ psi (Structural Steel - M270 GR. 50W)
 $f_y = 36,000$ psi (M270 GR. 36W)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
 Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.222g
 Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.614g
 Soil Site Class = C

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	N. Abut.	S. Abut.
	373.79	374.16

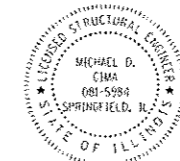
WATERWAY INFORMATION

Drainage Area = 1.3 Sq. Mi. Existing Low Grade Elev. 380.9 @ Sta. 580+00
 Proposed Low Grade Elev. 380.9 @ Sta. 580+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Natural H.W.E.		Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
10	824	160	200	374.32	0.27	0.05	374.59	374.37		
Design	50	1400	190	270	375.64	0.63	0.00	376.27	375.64	
Base	100	1680	200	280	375.95	0.59	0.00	376.54	375.95	
Max. Calc.	500	2360	220	320	376.56	1.24	0.00	377.80	376.56	

APPROVED
For Structural Adequacy Only

D. Carl Perry P.E.
Engineer of Bridges & Structures



Michael D. Cima
ILLINOIS STRUCTURAL NO. 081-5984

Expires 11-30-2014
5-10-2013

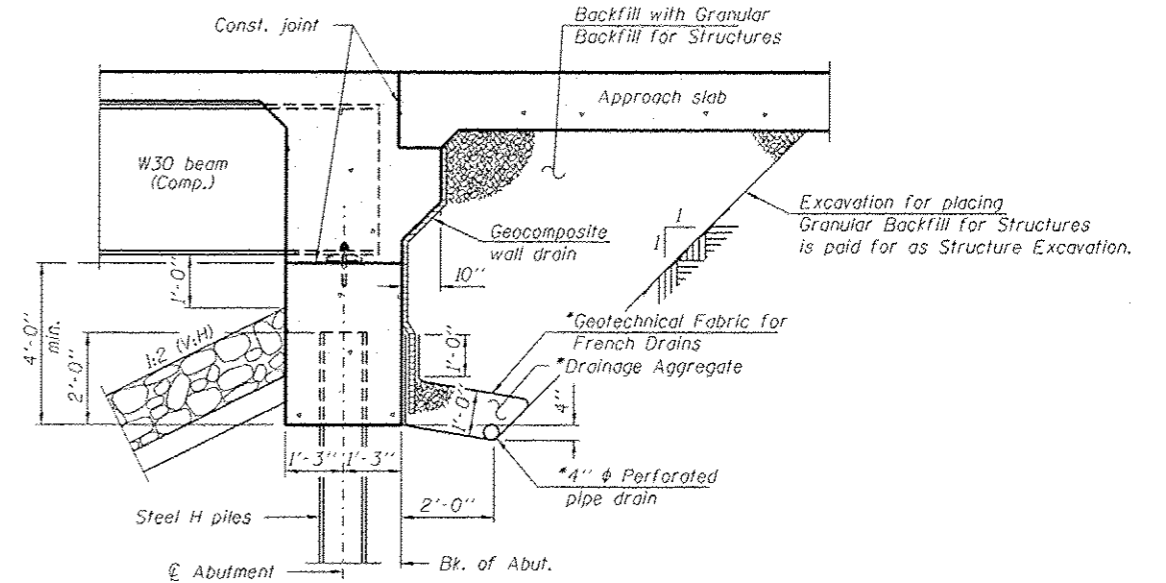
GENERAL PLAN & ELEVATION
IL ROUTE 1
OVER FLANDERS CREEK
FAP ROUTE 332 - SECTION 2B-1
WHITE COUNTY
STATION 582+23.90
STRUCTURE NO. 097-0074

GENERAL NOTES

Fasteners shall be ASTM A325 Type 3. Bolts 3/4" φ, holes 15/16" φ, unless otherwise noted.
 Calculated weight of Structural Steel = 42,030 lbs. (Grade 50).
 All structural steel shall be AASHTO M 270 Grade 50W.
 No field welding is permitted except as specified in the contract documents.
 Reinforcement bars designated (E) shall be epoxy coated.
 Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
 Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
 Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.
 Slip-Forming of the parapets is not allowed.

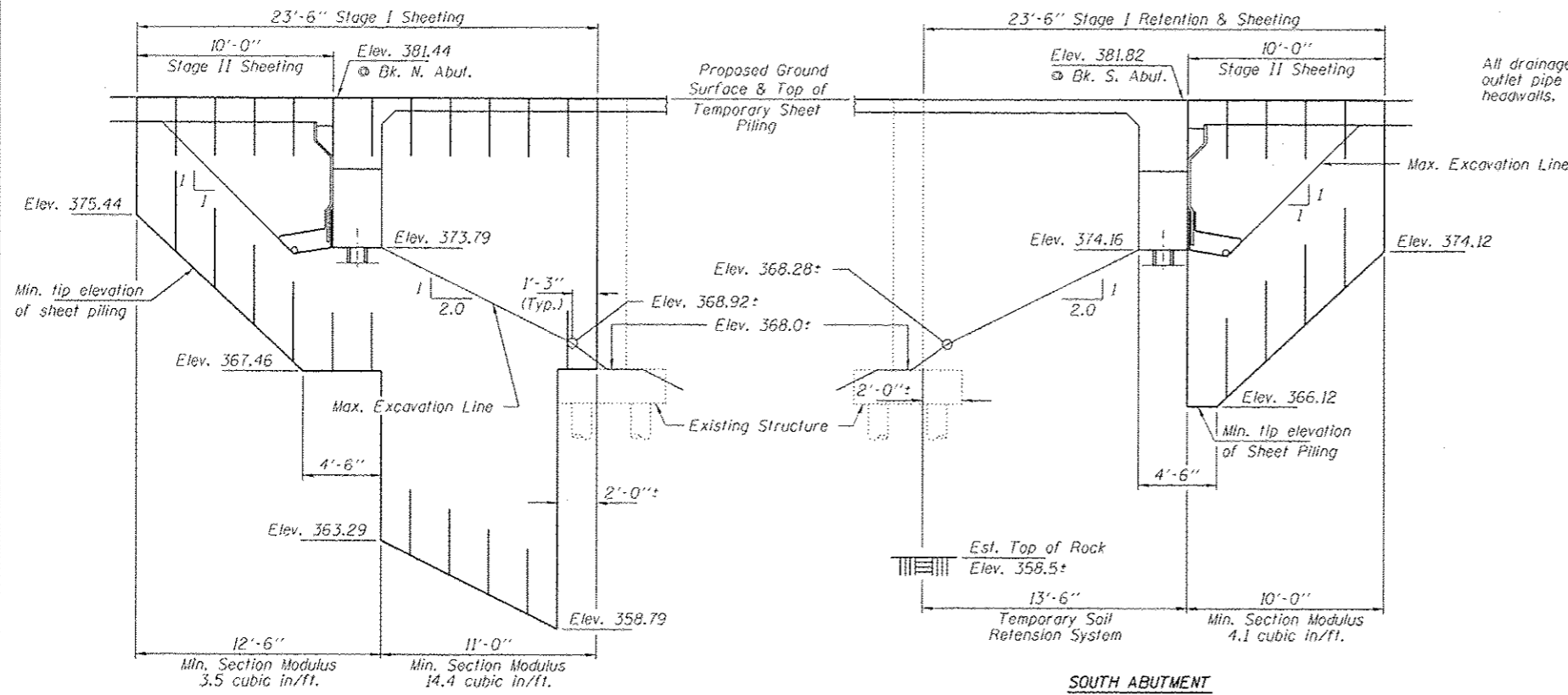
STATION 582+23.90
 BUILT 201 BY
 STATE OF ILLINOIS
 F.A.P. RTE. 332 SEC. 2B-1
 LOADING HL-93
 STR. NO. 097-0074

NAME PLATE
 See Std. 515001



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

*Included in the cost of Pipe Underdrains for Structures.
 All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110)



NORTH ABUTMENT

SOUTH ABUTMENT

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

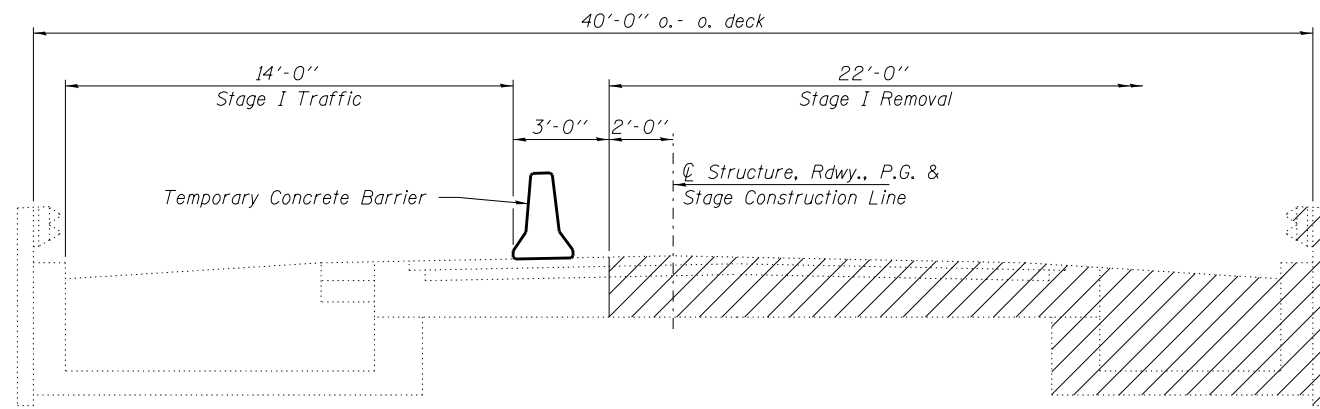
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

A cantilevered sheet piling design does not appear feasible for Stage I @ South Abutment and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

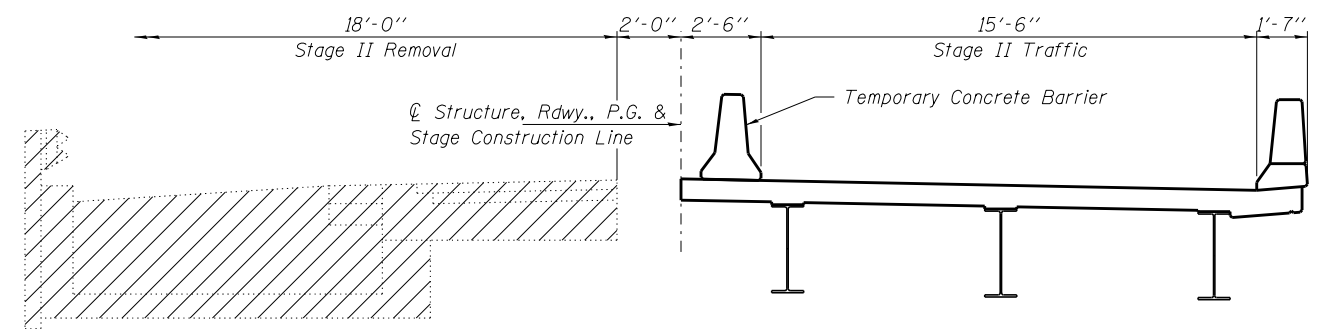
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.			536
Filter Fabric	Sq. Yd.			536
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.			260
Concrete Structures	Cu. Yd.		59.8	59.8
Concrete Superstructure	Cu. Yd.	213.7		213.7
Bridge Deck Grooving	Sq. Yd.	454		454
Concrete Encasement	Cu. Yd.		4.2	4.2
Protective Coat	Sq. Yd.	563		563
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	1,710		1,710
Reinforcement Bars, Epoxy Coated	Pound	50,310	5,860	56,170
Bar Splicers	Each	502	36	538
Furnishing Steel Piles HP12x53	Foot		253	253
Driving Piles	Foot		253	253
Test Pile Steel HP12x53	Each		1	1
Pile Shoes	Each		12	12
Name Plates	Each	1		1
Anchor Bolts, 1"	Each		24	24
Geocomposite Wall Drain	Sq. Yd.			67
Granular Backfill for Structures	Cu. Yd.			125
Temporary Sheet Piling	Sq. Ft.			479
Pipe Underdrains for Structures 4"	Foot			146
Temporary Soil Retention System	Sq. Ft.			138

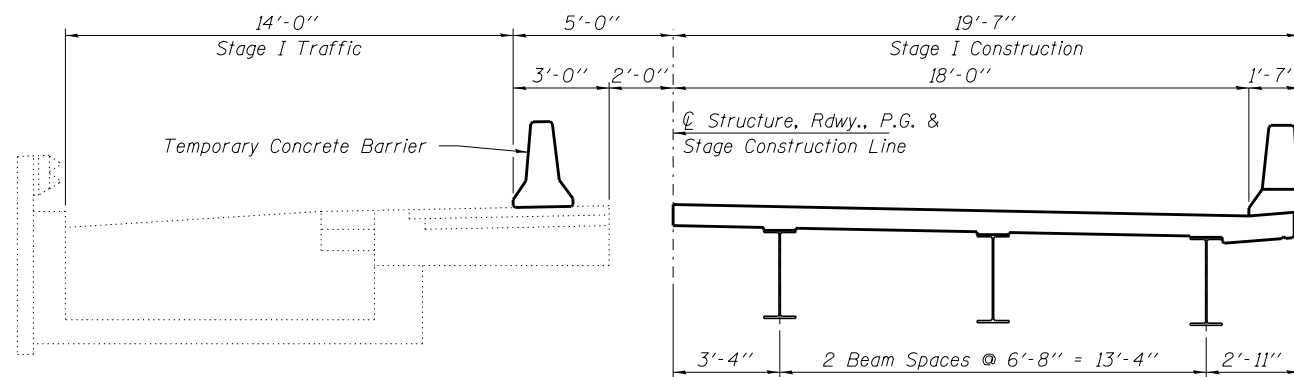
TEMPORARY SOIL RETENTION SYSTEM & TEMPORARY SHEET PILING AT ABUTMENTS



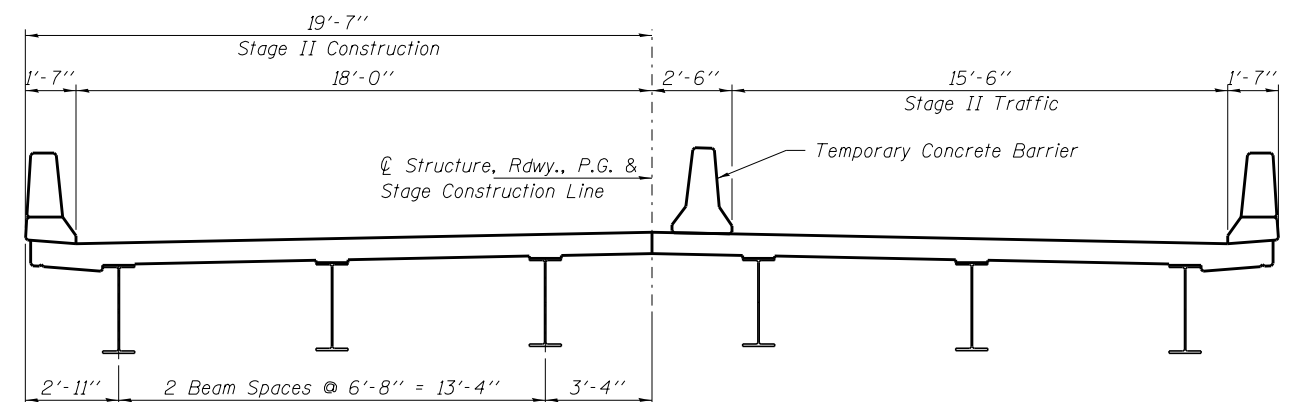
STAGE I REMOVAL



STAGE II REMOVAL



STAGE I CONSTRUCTION



STAGE II CONSTRUCTION

Notes:
 All sections are looking South.
 Hatched areas indicate removal.
 See Roadway Plans for quantity of
 Temporary Concrete Barrier.

FILE NAME = D978103-sht-bridge.dgn	USER NAME = #USER#	DESIGNED - A.S.L.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. <small>3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959</small>	PLOT SCALE = #SCALE#	CHECKED - J.R.T.	REVISED -
	PLOT DATE = 5/8/2013	DRAWN - D.A.B.	REVISED -
		CHECKED - M.D.C.	REVISED -

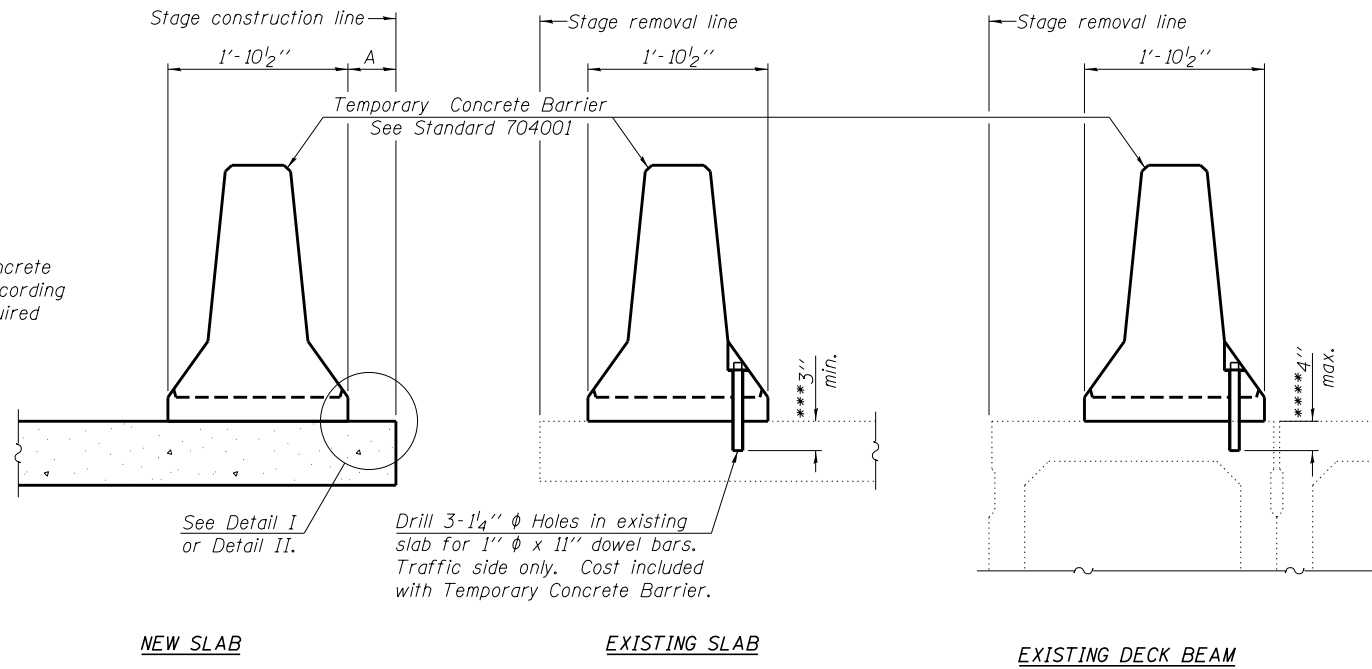
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
 STRUCTURE NO. 097-0074**

SHEET NO. 3 OF 19 SHEETS

FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	2B-1	WHITE	52	27
IL 1 OVER FLANDERS CREEK			CONTRACT NO. 78103	
ILLINOIS FED. AID PROJECT				

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



SECTIONS THRU SLAB OR DECK BEAM

NOTES

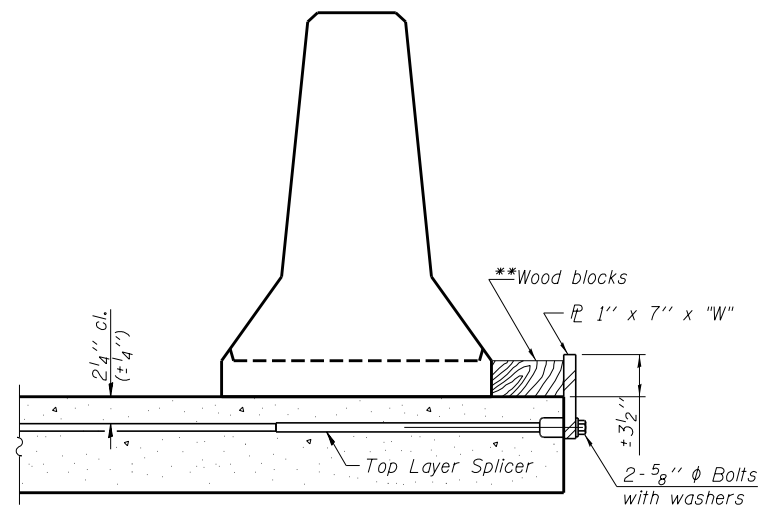
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{r} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{c} of each barrier panel.

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

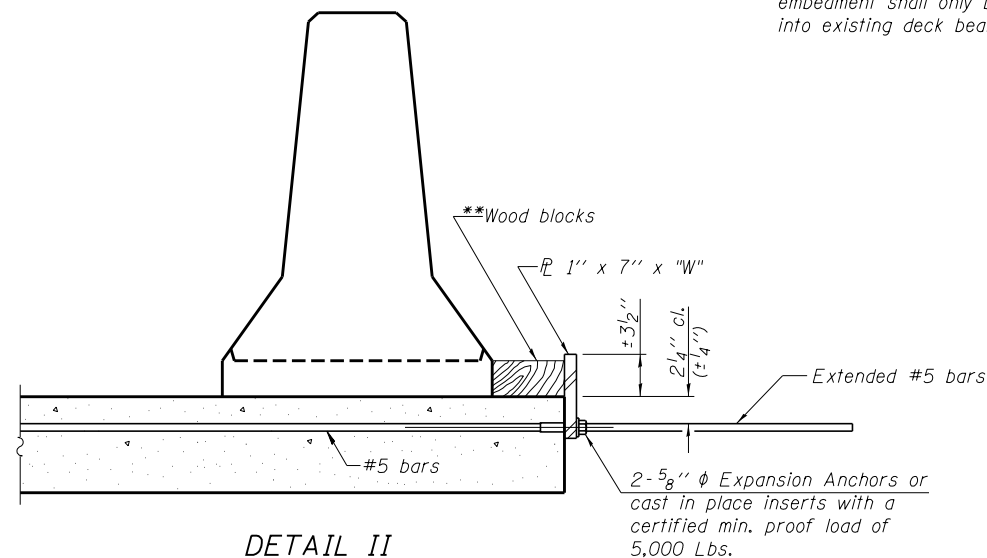
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

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



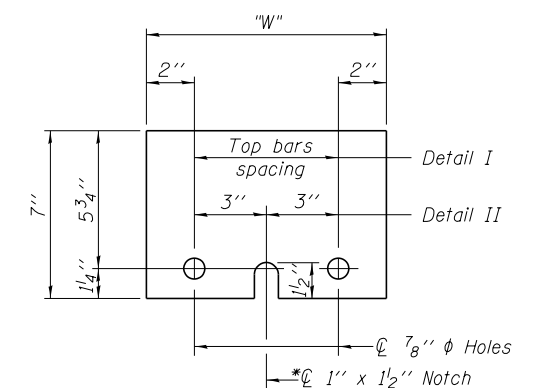
DETAIL I



DETAIL II

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

"W" = Top bars spacing + 4"

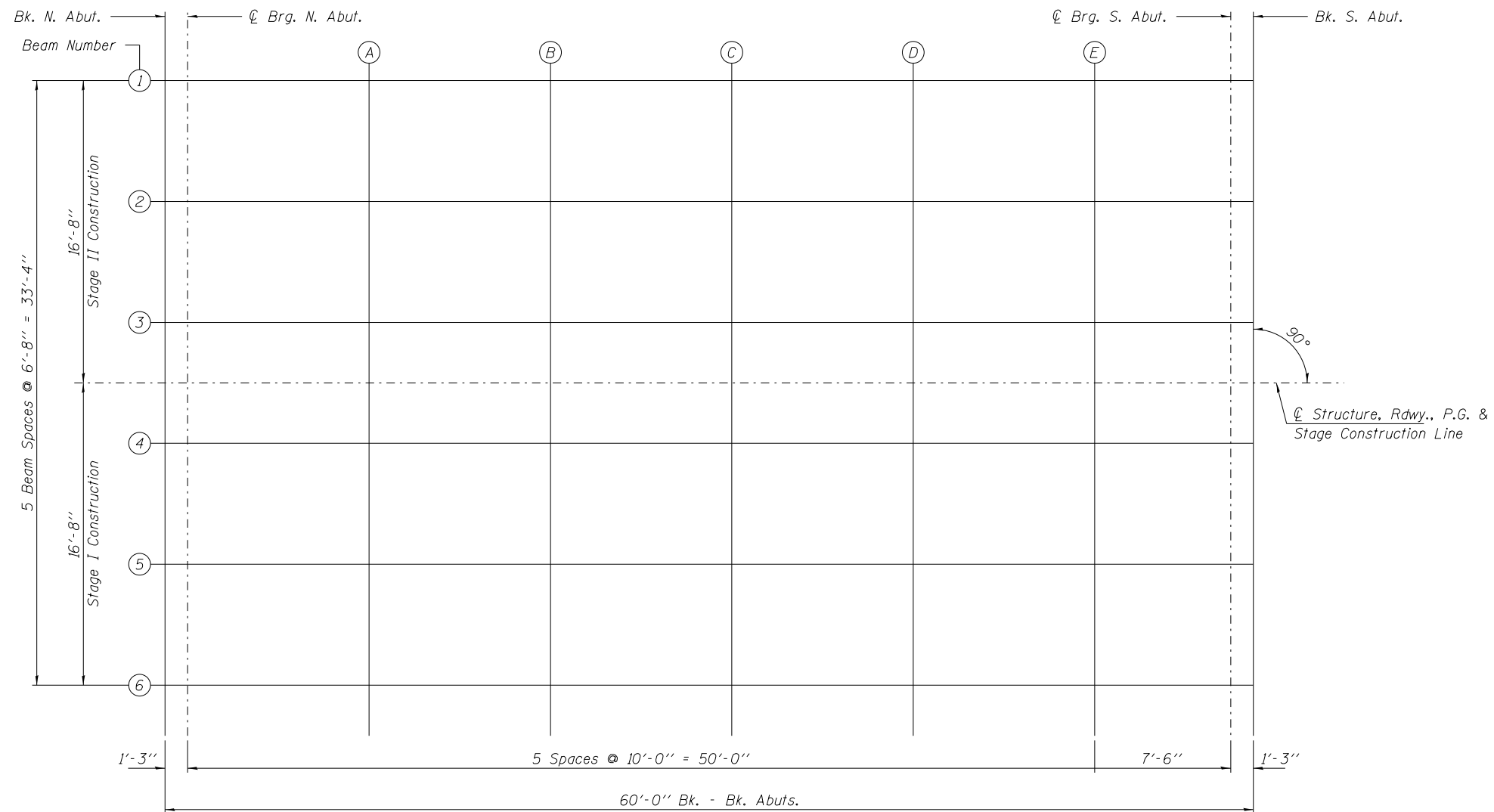
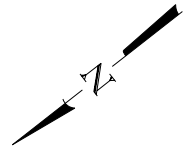


STEEL RETAINER \bar{r} 1" x 7" x "W"

* Required only with Detail II

R-27 7-1-10

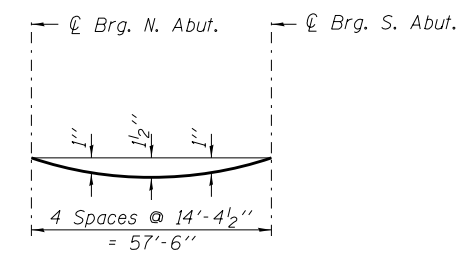
FILE NAME = D978103-sht-bridge.dgn	USER NAME = #USER#	DESIGNED - A.S.L.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 097-0074	FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = #SCALE#	CHECKED - J.R.T.	REVISED -			332	2B-1	WHITE	52	28
	PLOT DATE = 5/8/2013	DRAWN - D.A.B.	REVISED -			IL 1 OVER FLANDERS CREEK		CONTRACT NO. 78103		
		CHECKED - M.D.C.	REVISED -			ILLINOIS FED. AID PROJECT		SHEET NO. 4 OF 19 SHEETS		



PLAN

BEAM 1

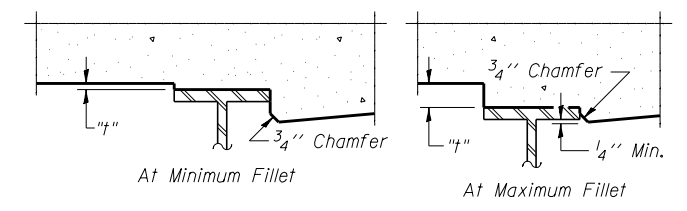
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	581+93.90	-16.67	381.15	381.15
☉ Brg. N. Abut.	581+95.15	-16.67	381.16	381.16
A	582+05.15	-16.67	381.23	381.29
B	582+15.15	-16.67	381.29	381.39
C	582+25.15	-16.67	381.35	381.47
D	582+35.15	-16.67	381.42	381.52
E	582+45.15	-16.67	381.48	381.53
☉ Brg. S. Abut.	582+52.65	-16.67	381.53	381.53
Bk. S. Abut.	582+53.90	-16.67	381.54	381.54



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 5 & 6 of 19.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 5 & 6 of 19, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	581+93.90	-10.00	381.28	381.28
☉ Brg. N. Abut.	581+95.15	-10.00	381.29	381.29
A	582+05.15	-10.00	381.35	381.42
B	582+15.15	-10.00	381.42	381.52
C	582+25.15	-10.00	381.48	381.60
D	582+35.15	-10.00	381.55	381.64
E	582+45.15	-10.00	381.61	381.66
☉ Brg. S. Abut.	582+52.65	-10.00	381.66	381.66
Bk. S. Abut.	582+53.90	-10.00	381.67	381.67

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	581+93.90	-3.33	381.39	381.39
☉ Brg. N. Abut.	581+95.15	-3.33	381.39	381.39
A	582+05.15	-3.33	381.46	381.52
B	582+15.15	-3.33	381.52	381.63
C	582+25.15	-3.33	381.59	381.71
D	582+35.15	-3.33	381.65	381.75
E	582+45.15	-3.33	381.71	381.76
☉ Brg. S. Abut.	582+52.65	-3.33	381.76	381.76
Bk. S. Abut.	582+53.90	-3.33	381.77	381.77

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

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	581+93.90	0.00	381.44	381.44
☉ Brg. N. Abut.	581+95.15	0.00	381.45	381.45
A	582+05.15	0.00	381.51	381.57
B	582+15.15	0.00	381.57	381.68
C	582+25.15	0.00	381.64	381.76
D	582+35.15	0.00	381.70	381.80
E	582+45.15	0.00	381.77	381.81
☉ Brg. S. Abut.	582+52.65	0.00	381.81	381.81
Bk. S. Abut.	582+53.90	0.00	381.82	381.82

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	581+93.90	3.33	381.39	381.39
☉ Brg. N. Abut.	581+95.15	3.33	381.39	381.39
A	582+05.15	3.33	381.46	381.52
B	582+15.15	3.33	381.52	381.63
C	582+25.15	3.33	381.59	381.71
D	582+35.15	3.33	381.65	381.75
E	582+45.15	3.33	381.71	381.76
☉ Brg. S. Abut.	582+52.65	3.33	381.76	381.76
Bk. S. Abut.	582+53.90	3.33	381.77	381.77

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	581+93.90	10.00	381.28	381.28
☉ Brg. N. Abut.	581+95.15	10.00	381.29	381.29
A	582+05.15	10.00	381.35	381.42
B	582+15.15	10.00	381.42	381.52
C	582+25.15	10.00	381.48	381.60
D	582+35.15	10.00	381.55	381.64
E	582+45.15	10.00	381.61	381.66
☉ Brg. S. Abut.	582+52.65	10.00	381.66	381.66
Bk. S. Abut.	582+53.90	10.00	381.67	381.67

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	581+93.90	16.67	381.15	381.15
☉ Brg. N. Abut.	581+95.15	16.67	381.16	381.16
A	582+05.15	16.67	381.23	381.29
B	582+15.15	16.67	381.29	381.39
C	582+25.15	16.67	381.35	381.47
D	582+35.15	16.67	381.42	381.52
E	582+45.15	16.67	381.48	381.53
☉ Brg. S. Abut.	582+52.65	16.67	381.53	381.53
Bk. S. Abut.	582+53.90	16.67	381.54	381.54

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End of N. Approach Slab	581+63.90	-18.42	380.93
A	581+73.90	-18.42	380.99
B	581+83.90	-18.42	381.05
Bk. N. Abutment	581+93.90	-18.42	381.12

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of N. Approach Slab	581+63.90	-12.00	381.06
A	581+73.90	-12.00	381.12
B	581+83.90	-12.00	381.19
Bk. N. Abutment	581+93.90	-12.00	381.25

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

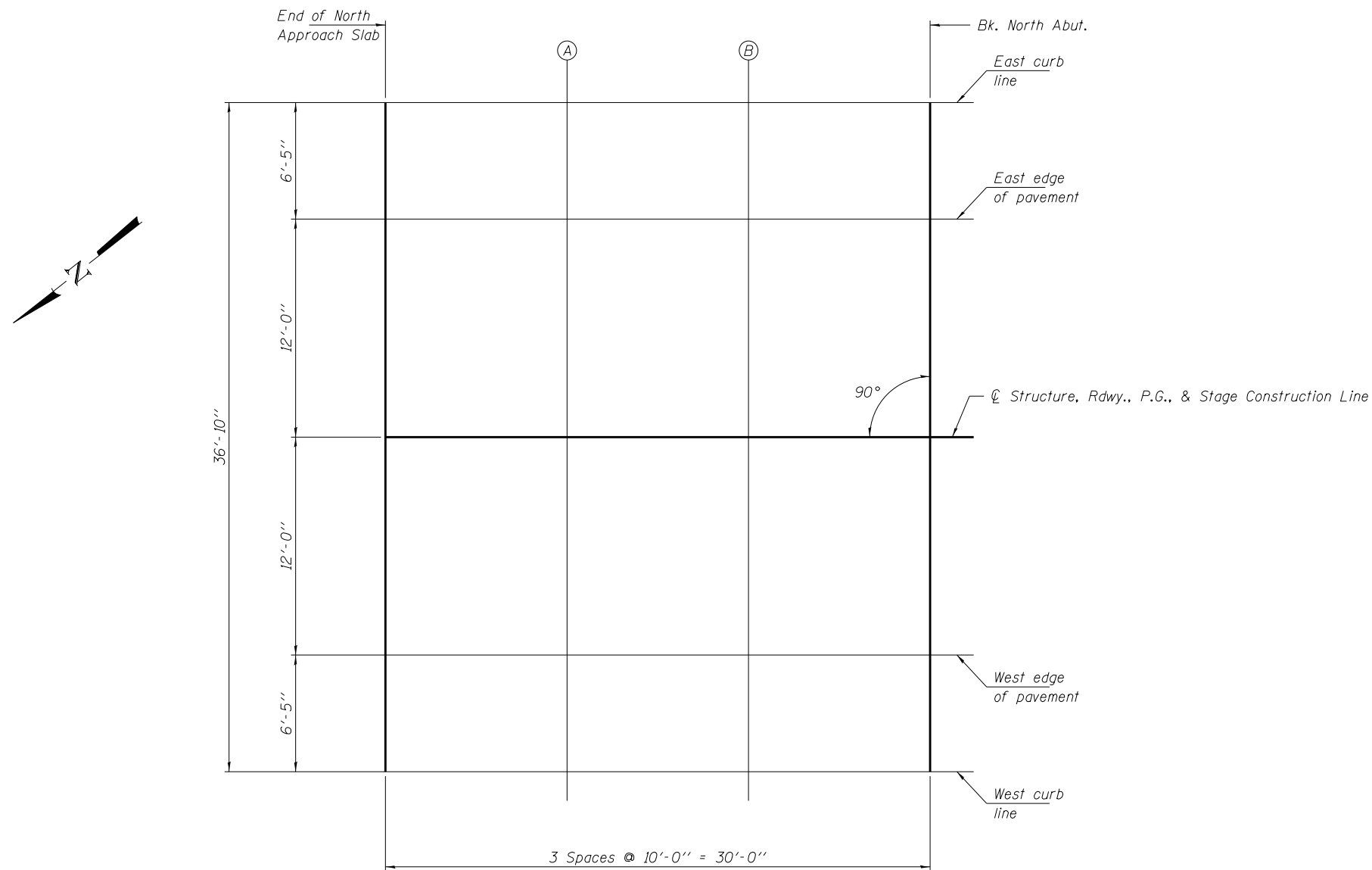
Location	Station	Offset	Theoretical Grade Elevations
End of N. Approach Slab	581+63.90	0.00	381.25
A	581+73.90	0.00	381.31
B	581+83.90	0.00	381.37
Bk. N. Abutment	581+93.90	0.00	381.44

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of N. Approach Slab	581+63.90	12.00	381.06
A	581+73.90	12.00	381.12
B	581+83.90	12.00	381.19
Bk. N. Abutment	581+93.90	12.00	381.25

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End of N. Approach Slab	581+63.90	18.42	380.93
A	581+73.90	18.42	380.99
B	581+83.90	18.42	381.05
Bk. N. Abutment	581+93.90	18.42	381.12



NORTH APPROACH SLAB - PLAN

FILE NAME = D978103-sht-bridge.dgn	USER NAME = #USER#	DESIGNED - A.S.L.	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 - J.R.T.	REVISED -
PLOT DATE = 5/8/2013		DRAWN - D.A.B.	REVISED -
		CHECKED - M.D.C.	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 097-0074

SHEET NO. 7 OF 19 SHEETS

FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	2B-1	WHITE	52	31
IL 1 OVER FLANDERS CREEK		CONTRACT NO. 78103		

ILLINOIS FED. AID PROJECT

EAST CURB LINE

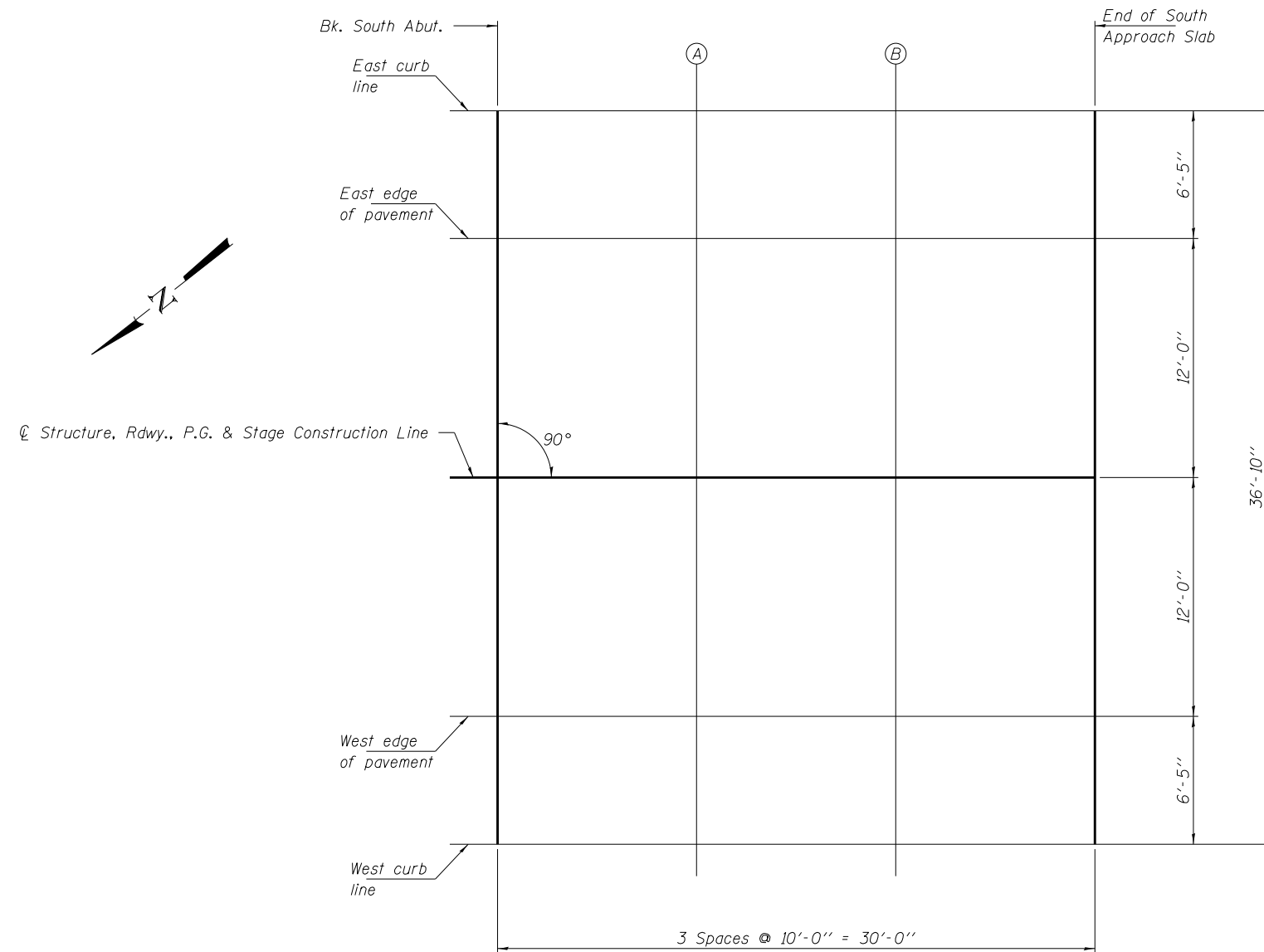
Location	Station	Offset	Theoretical Grade Elevations
Bk. S. Abutment	582+53.90	-18.42	381.50
A	582+63.90	-18.42	381.57
B	582+73.90	-18.42	381.63
End of S. Approach Slab	582+83.90	-18.42	381.69

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. S. Abutment	582+53.90	-12.00	381.63
A	582+63.90	-12.00	381.70
B	582+73.90	-12.00	381.76
End of S. Approach Slab	582+83.90	-12.00	381.83

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

Location	Station	Offset	Theoretical Grade Elevations
Bk. S. Abutment	582+53.90	0.00	381.82
A	582+63.90	0.00	381.89
B	582+73.90	0.00	381.95
End of S. Approach Slab	582+83.90	0.00	382.01



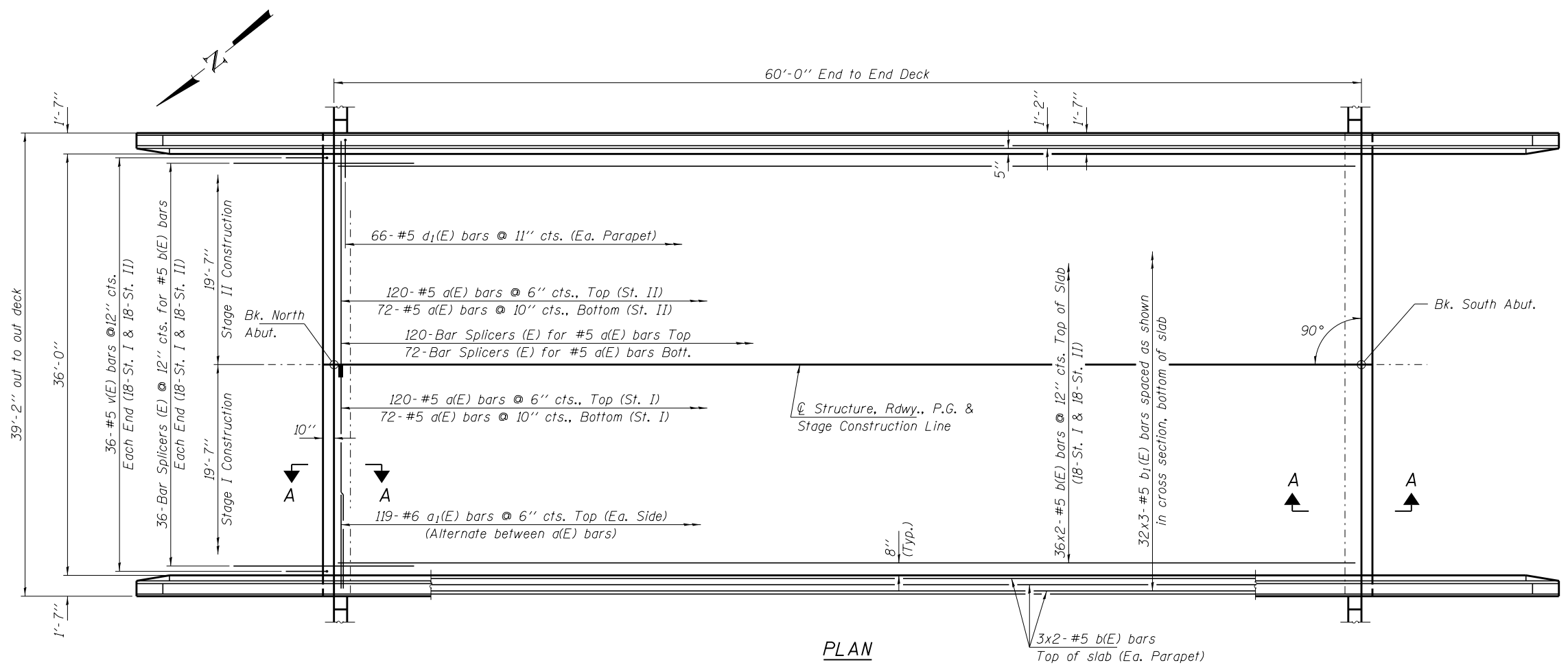
WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. S. Abutment	582+53.90	12.00	381.63
A	582+63.90	12.00	381.70
B	582+73.90	12.00	381.76
End of S. Approach Slab	582+83.90	12.00	381.83

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. S. Abutment	582+53.90	18.42	381.50
A	582+63.90	18.42	381.57
B	582+73.90	18.42	381.63
End of S. Approach Slab	582+83.90	18.42	381.69

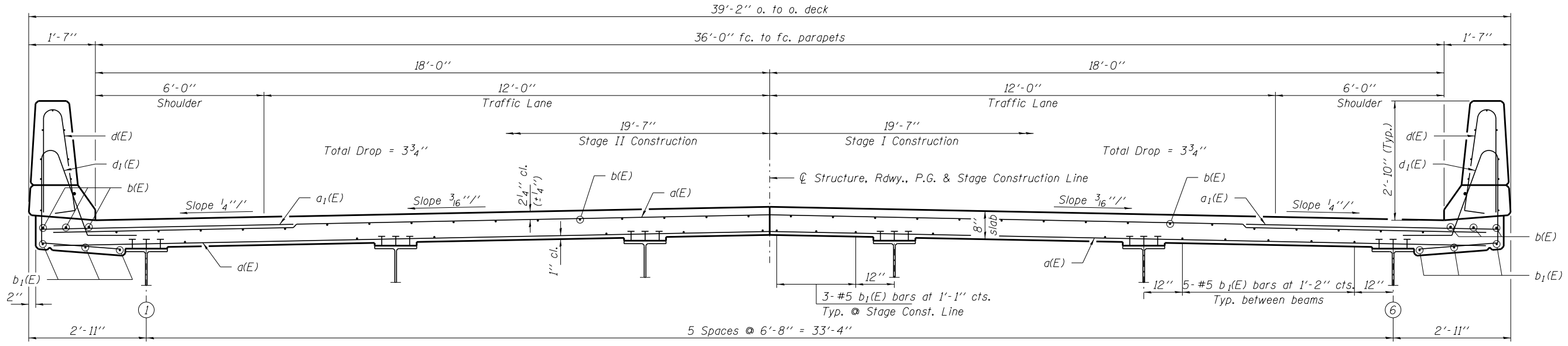
SOUTH APPROACH SLAB - PLAN



PLAN

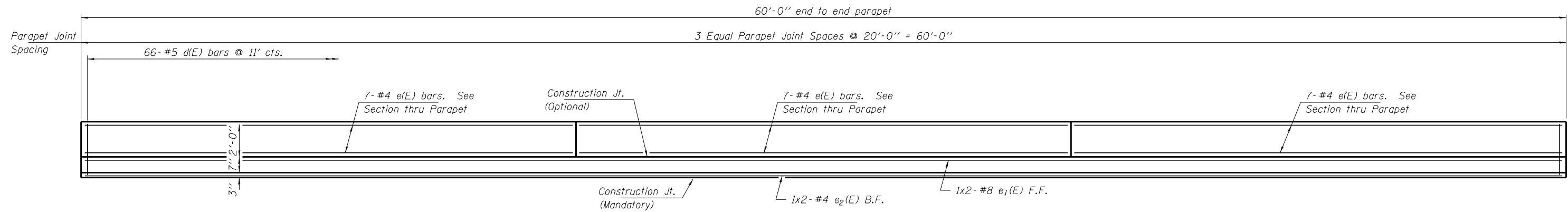
Notes:
 See sheets 10 & 11 of 19 for superstructure details and Bill of Material.
 Bars indicated thus 32x3-#5 etc. indicates 32 lines of bars with 3 lengths per line.
 See sheet 10 of 19 for parapet reinforcement.
 See sheet 11 of 19 for Section A-A.
 See sheet 17 of 19 for Bar Splicer Details.

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



CROSS SECTION
 (Looking South)

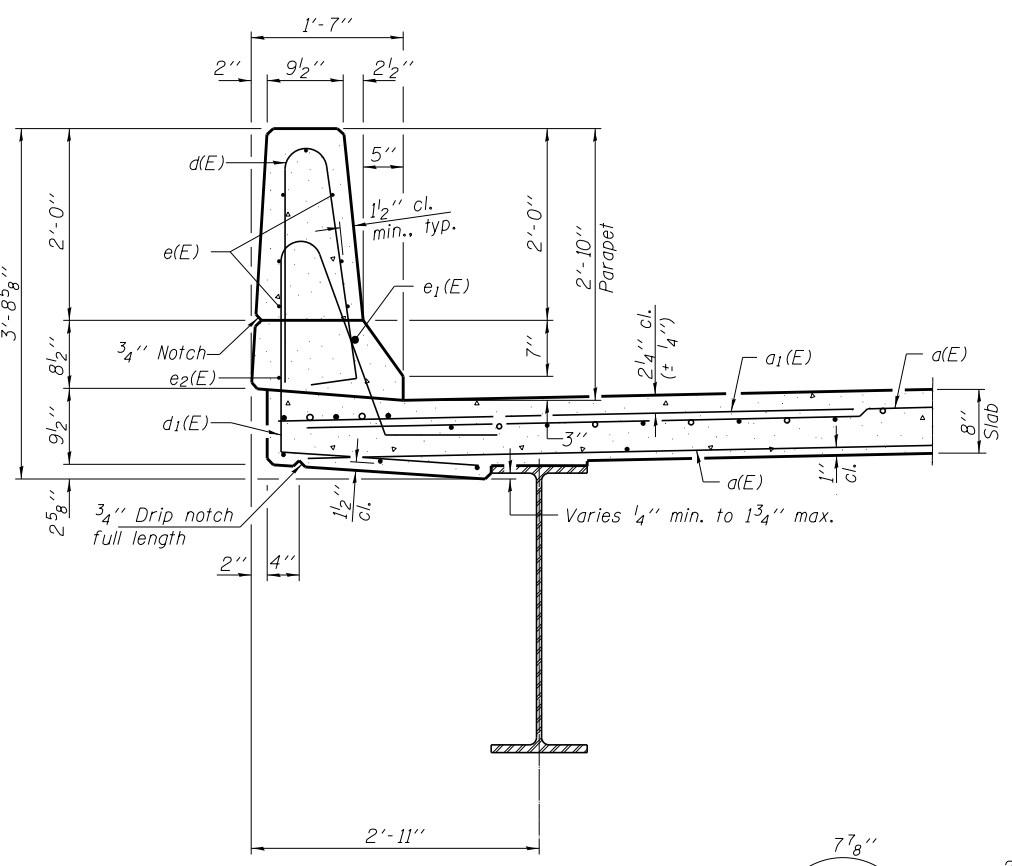
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HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = #SCALE#	CHECKED - J.R.T.	REVISED -			332	2B-1	WHITE	52	33	
	PLOT DATE = 5/8/2013	DRAWN - D.A.B.	REVISED -			ILLINOIS FED. AID PROJECT					
		CHECKED - M.D.C.	REVISED -			CONTRACT NO. 78103					



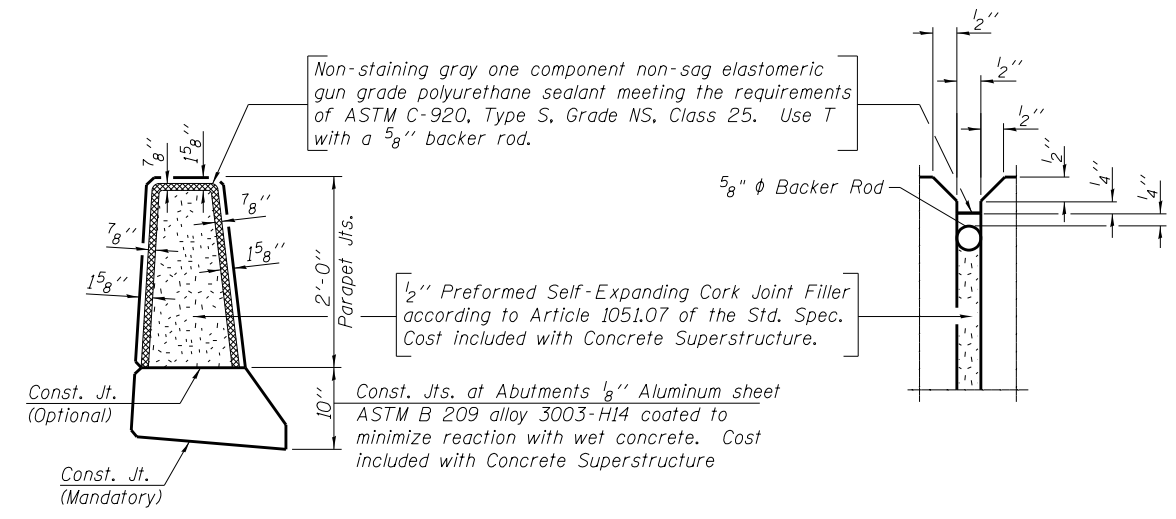
INSIDE ELEVATION OF PARAPET

MIN. BAR LAP

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



SECTION THRU PARAPET

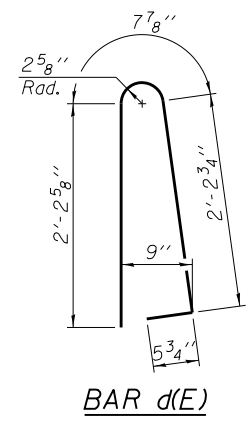


PARAPET JOINT DETAILS

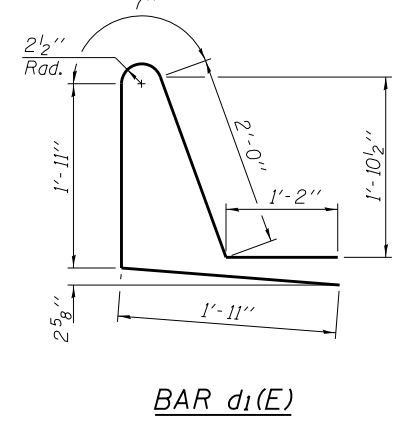
SUPERSTRUCTURE BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	384	#5	19'-1"	—
a1(E)	238	#6	6'-6"	—
b(E)	84	#5	31'-2"	—
b1(E)	96	#5	21'-8"	—
d(E)	132	#5	5'-7"	┘
d1(E)	132	#5	7'-7"	┘
e(E)	42	#4	19'-8"	—
e1(E)	4	#8	32'-5"	—
e2(E)	4	#4	30'-10"	—
m(E)	20	#6	19'-3"	—
m1(E)	24	#6	8'-9"	—
m2(E)	8	#6	6'-3"	—
m3(E)	8	#6	2'-7"	—
s(E)	80	#5	6'-10"	┘
s1(E)	72	#4	9'-0"	┘
v(E)	72	#5	3'-9"	┘

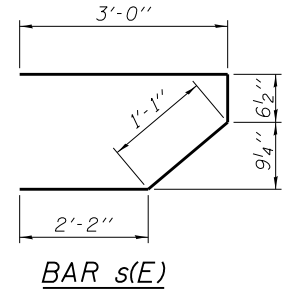
Concrete Superstructures Cu. Yd. 95.7
 Reinforcement Bars, Epoxy Coated Pound 19,940
 Bar Splicers Each 280
 Bridge Deck Grooving Sq. Yd. 227
 Protective Coat Sq. Yd. 290
 Bars indicated thus 1x2-#4 etc. indicates 1 line of bars with 2 lengths per line.



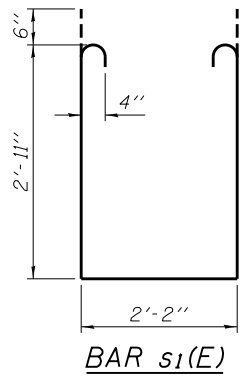
BAR d(E)



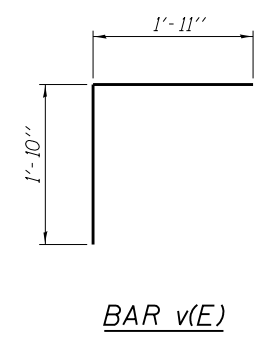
BAR d1(E)



BAR s(E)



BAR s1(E)



BAR v(E)

FILE NAME = 0978103-sht-bridge.dgn	USER NAME = #USER#	DESIGNED - A.S.L.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC.		CHECKED - J.R.T.	REVISED -
3035 STEVENSON DRIVE, SUITE 201		DRAWN - D.A.B.	REVISED -
SPRINGFIELD, ILLINOIS 62703		CHECKED - M.D.C.	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM			
LS / PE / SE CORP. 184.000959			

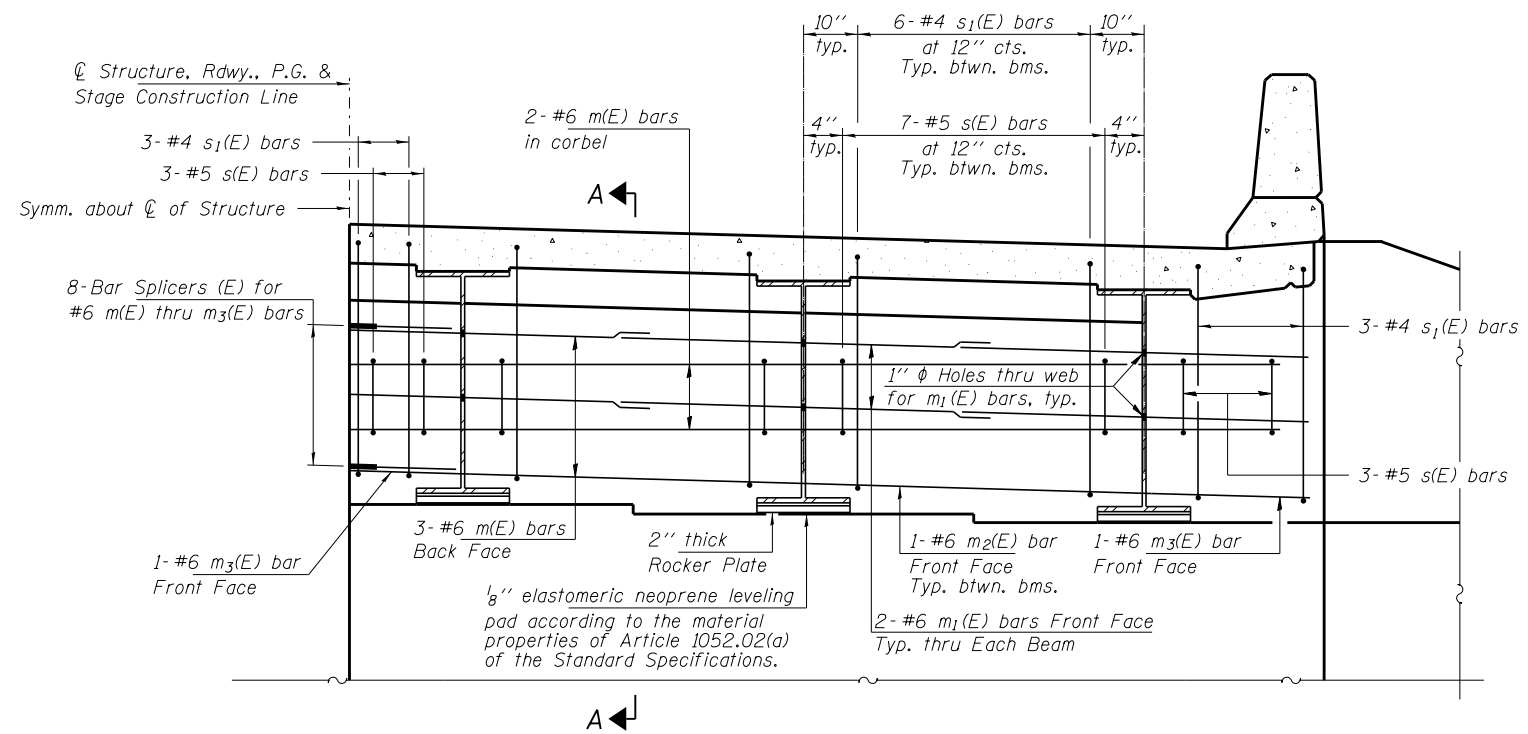
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS
 STRUCTURE NO. 097-0074**

SHEET NO. 10 OF 19 SHEETS

FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	2B-1	WHITE	52	34
IL 1 OVER FLANDERS CREEK			CONTRACT NO. 78103	

ILLINOIS FED. AID PROJECT

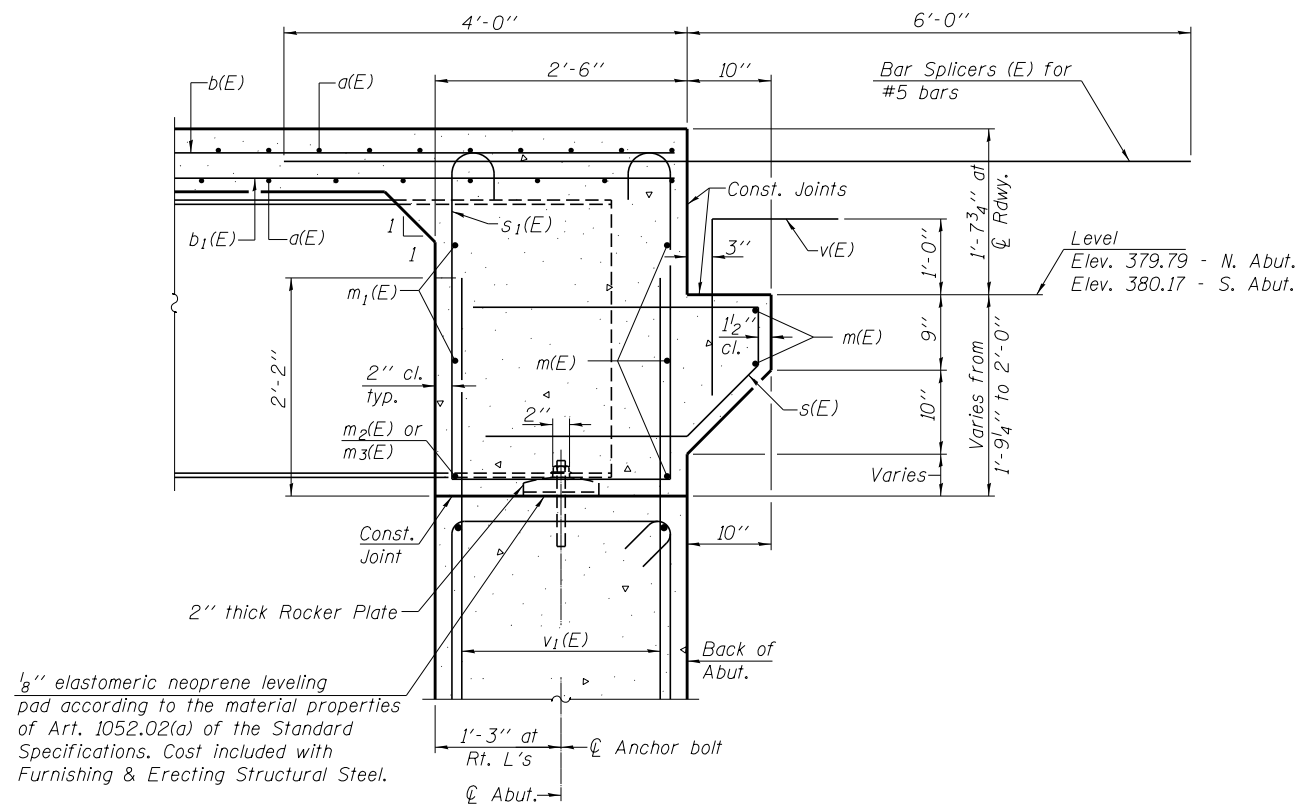


DIAPHRAGM ELEVATION AT ABUTMENT

Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 19.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 19.
 The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 For Bar Splicer details see sheet 17 of 19.

MIN. BAR LAP

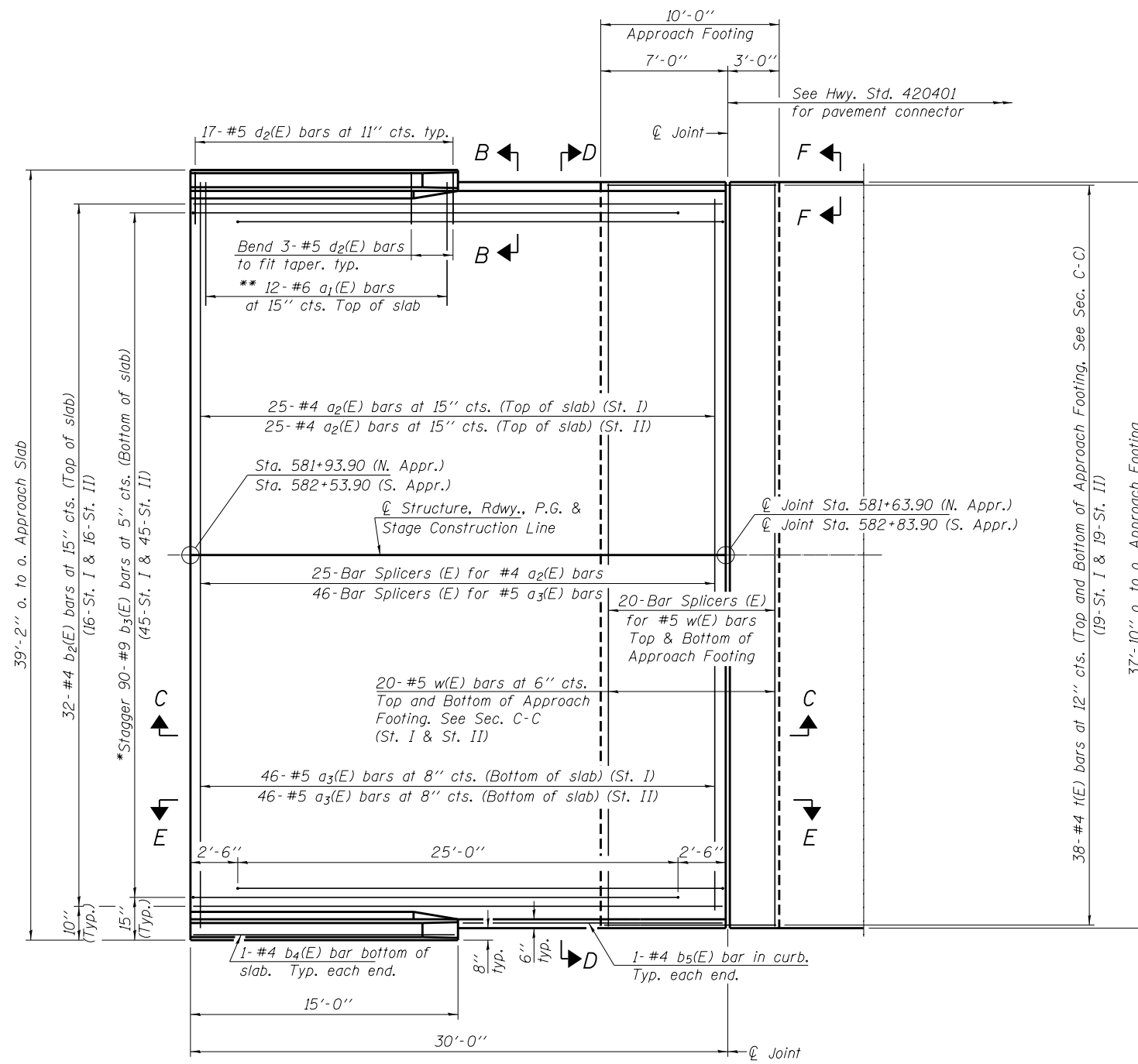
#6 bar = 3'-4"



SECTION A-A

Dimensions at right angles to abutment, except as shown.

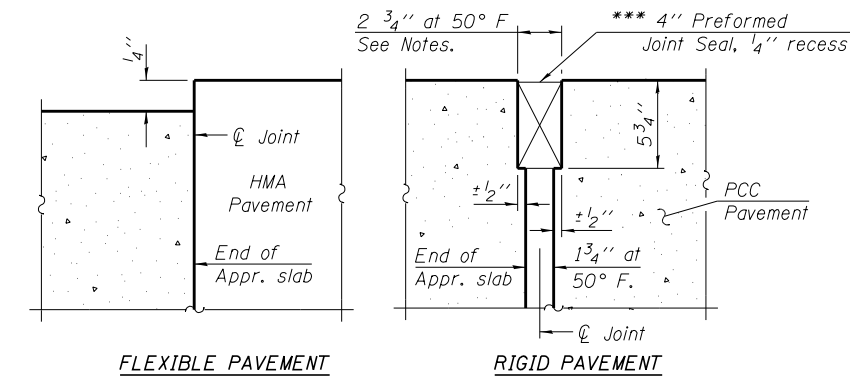
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HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = #SCALE#	CHECKED - J.R.T.	REVISED -			332	2B-1	WHITE	52	35	
	PLOT DATE = 5/8/2013	DRAWN - D.A.B.	REVISED -			IL 1 OVER FLANDERS CREEK CONTRACT NO. 78103					
		CHECKED - M.D.C.	REVISED -			SHEET NO. 11 OF 19 SHEETS					



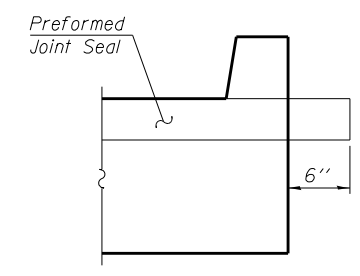
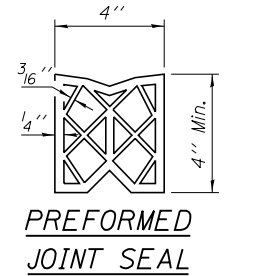
* Tilt #9 b3(E) bars as required to maintain clearance.
 ** Space between a2(E) bars, typ. ea. parapet.

Notes:
 See sheet 13 of 19 for Sections C-C & D-D and View E-E.
 a2(E) and a3(E) bar spacings measured along \varnothing Rdwy.
 See sheet 13 of 19 for additional details.

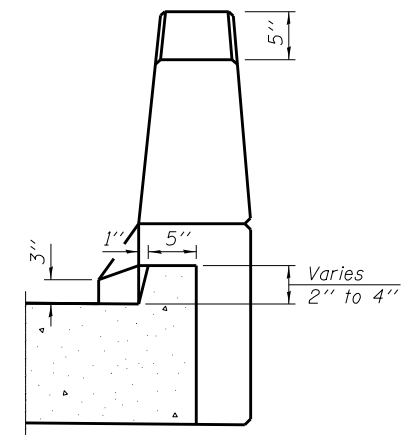
*** Cost included with Concrete Superstructure.



DETAIL A



VIEW F-F

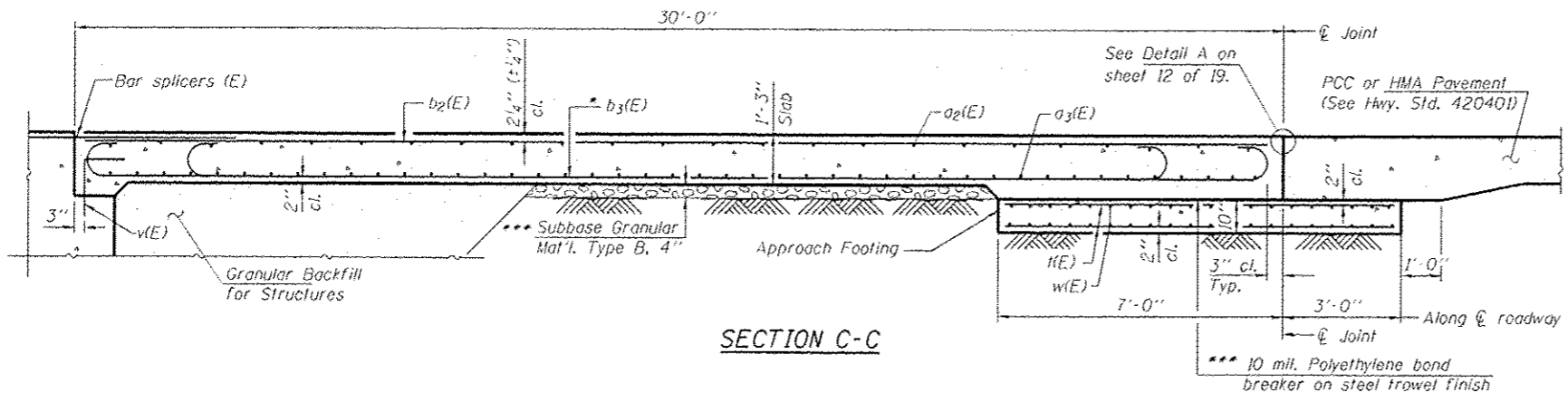


VIEW B-B

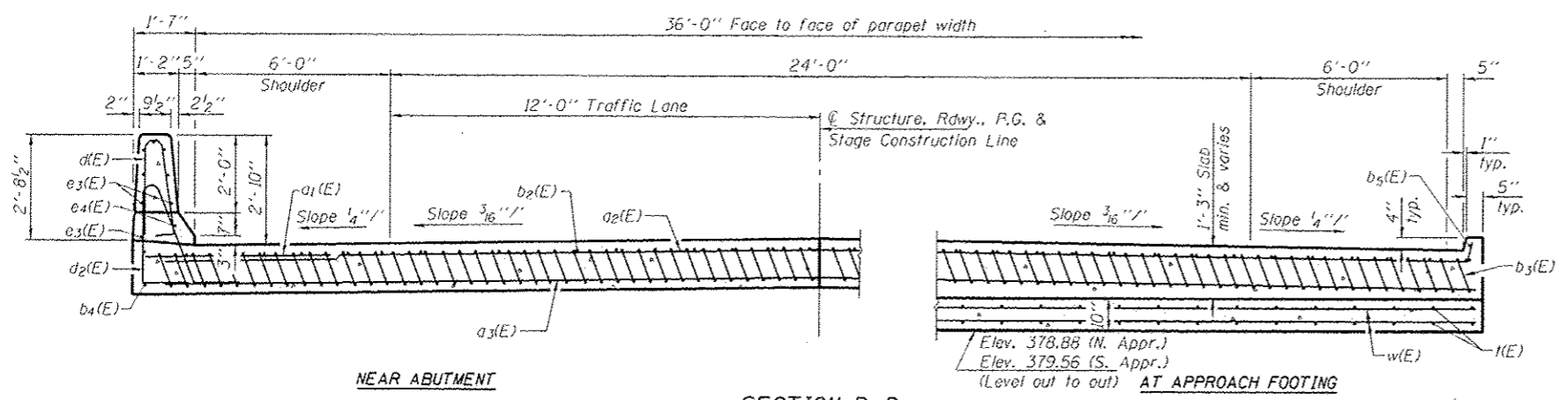
(Sheet 1 of 2)

FILE NAME = 0978103-sht-bridge.dgn	USER NAME = #USER#	DESIGNED - A.S.L.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 097-0074	FAP	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 - J.R.T.	REVISED -			332	2B-1	WHITE	52	36
	PLOT DATE = 6/3/2013	DRAWN - D.A.B.	REVISED -			IL 1 OVER FLANDERS CREEK			CONTRACT NO. 78103	
		CHECKED - M.D.C.	REVISED -			ILLINOIS FED. AID PROJECT				

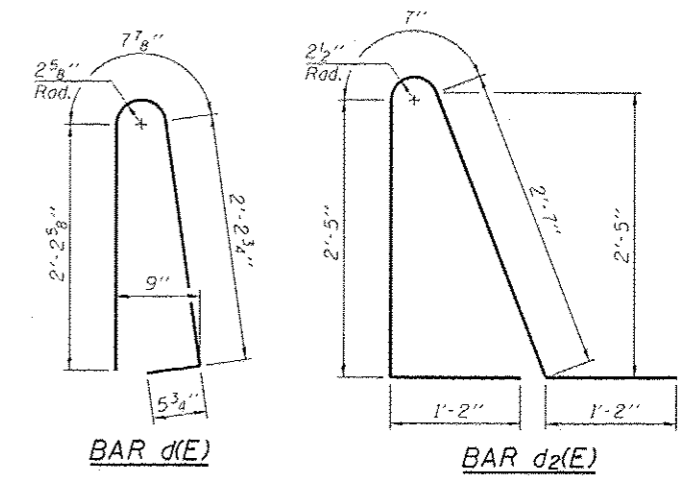
Notes:
 See sheet 12 of 19 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 11 of 19.
 The approach footing maximum applied service bearing pressure (0max) = 2.0 ksf.
 For bar splicer details, see sheet 17 of 19.
 Cast of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 19.
 For additional parapet details, see sheet 10 of 19.



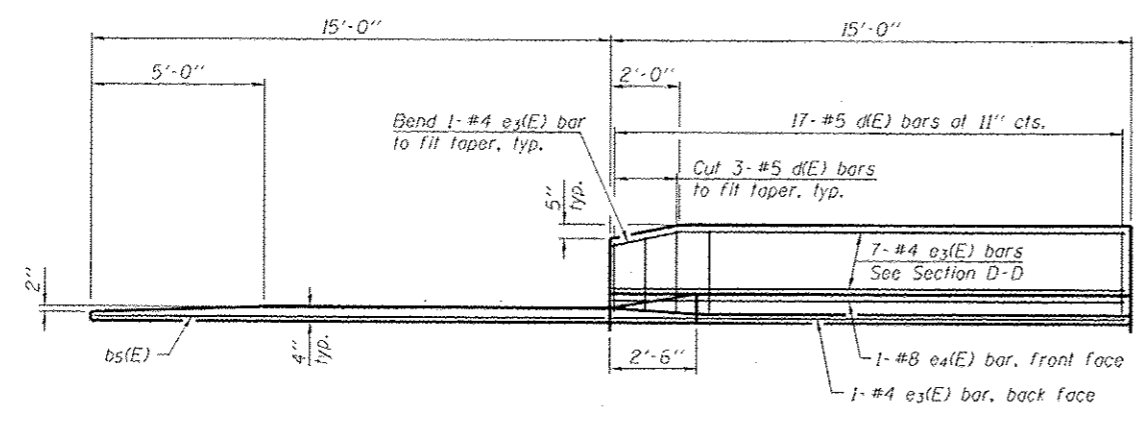
SECTION C-C



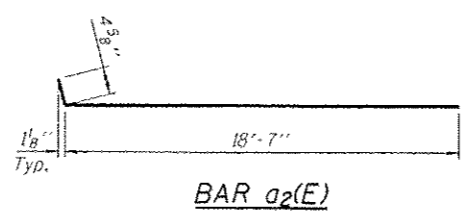
SECTION D-D
 (See Plan for dimensions not shown)



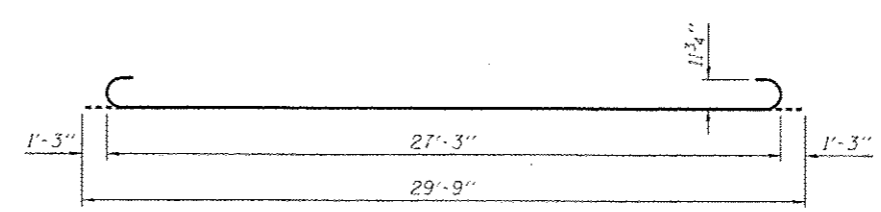
* T111 #9 b3(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.



VIEW E-E



BAR a2(E)

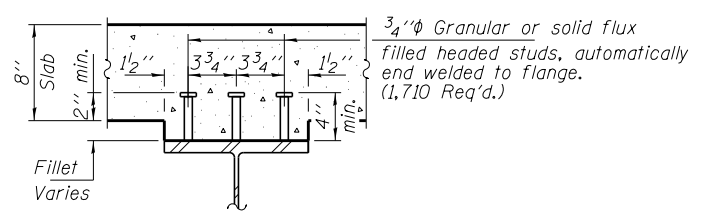
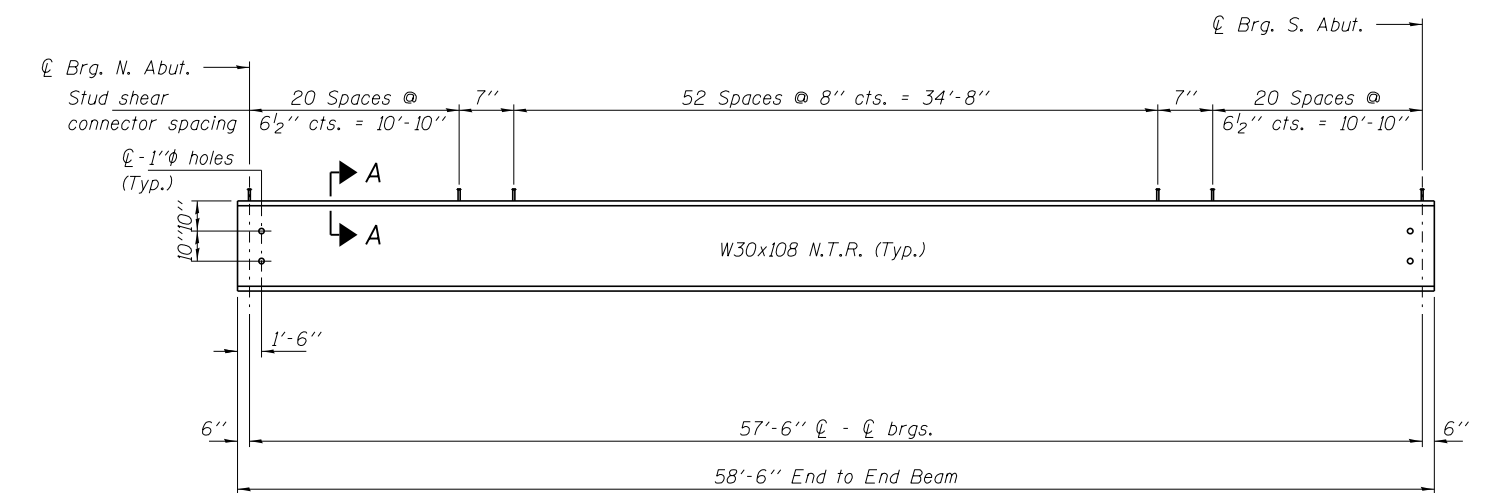
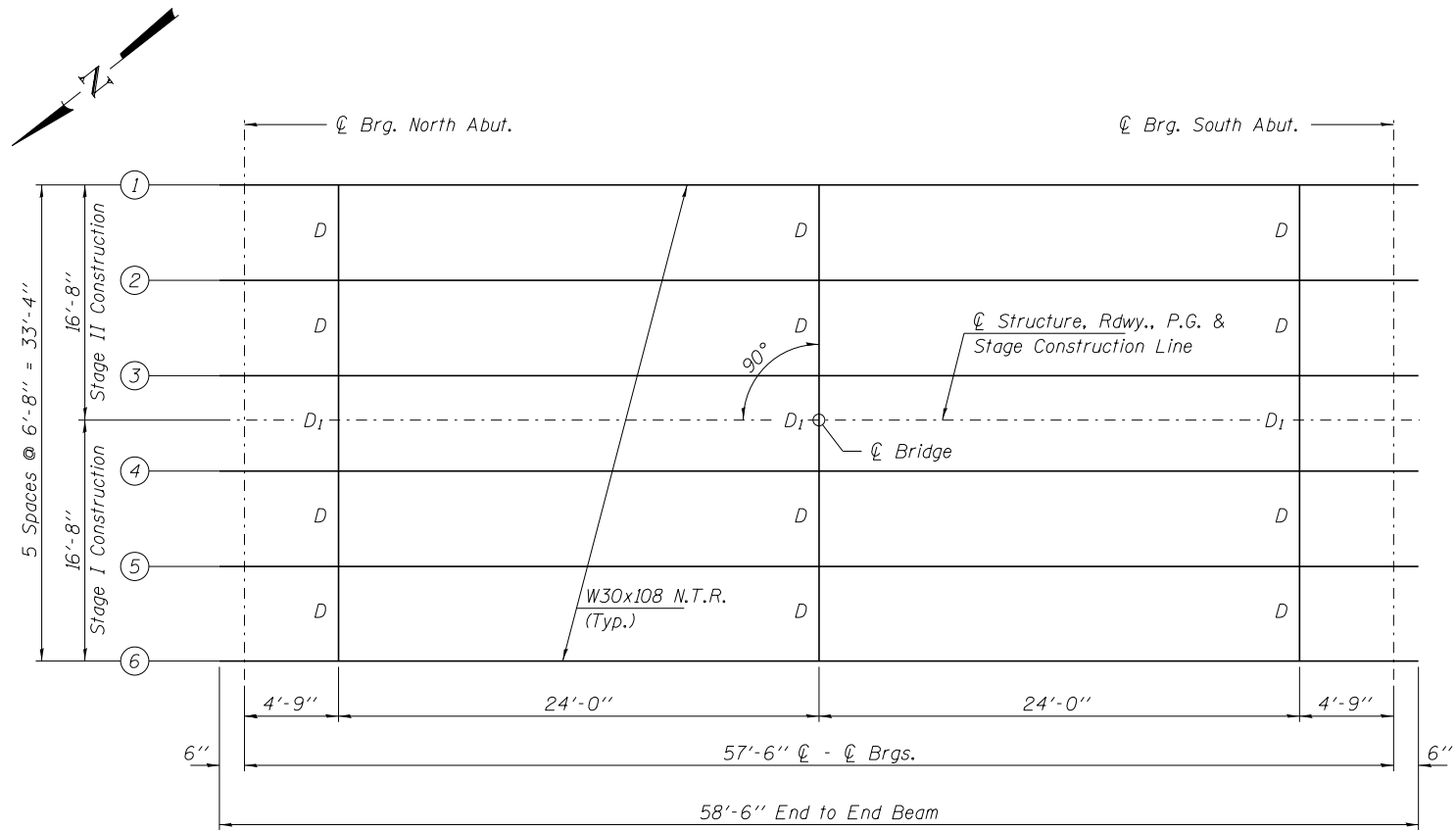


BAR b3(E)

TWO APPROACHES
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1(E)	48	#6	6'-6"	—
a2(E)	100	#4	19'-0"	—
a3(E)	184	#5	18'-7"	—
b2(E)	64	#4	29'-8"	—
b3(E)	180	#9	29'-9"	—
b4(E)	4	#4	14'-8"	—
b5(E)	4	#4	14'-4"	—
d(E)	68	#5	5'-7"	—
d2(E)	68	#5	7'-11"	—
e3(E)	32	#4	14'-8"	—
e4(E)	4	#8	14'-8"	—
k(E)	152	#4	9'-8"	—
w(E)	160	#5	18'-7"	—
Concrete Superstructure		Cu. Yd.	118.0	
Concrete Structures		Cu. Yd.	23.4	
Reinforcement Bars, Epoxy Coated		Pound	30,370	
Bar Splicers		Each	222	
Bridge Deck Grooving		Sq. Yd.	227	
Protective Coat		Sq. Yd.	273	

(Sheet 2 of 2)



Location	\varnothing Brg. N. Abut.	\varnothing Brg. S. Abut.
BEAM 1	380.45	380.82
BEAM 2	380.58	380.95
BEAM 3	380.68	381.05
BEAM 4	380.68	381.05
BEAM 5	380.58	380.95
BEAM 6	380.45	380.82

TOP OF BEAM ELEVATIONS
(For fabrication only)
(Does not include Dead Load Deflections)

INTERIOR GIRDER MOMENT TABLE		
		0.5 Sp. 1
I_s	(in ⁴)	4,470
$I_c(n)$	(in ⁴)	13,261
$I_c(3n)$	(in ⁴)	9,869
S_s	(in ³)	300
$S_c(n)$	(in ³)	464
$S_c(3n)$	(in ³)	420
DC1	(k/')	0.810
MDC1	(k)	336
DC2	(k/')	0.150
MDC2	(k)	62
DW	(k/')	0.330
MDW	(k)	138
$M_L + IM$	(k)	776
M_u (Strength I)	(k)	2,063
$\phi_r M_n$	(k)	2,429
f_s DC1	(ksi)	13.4
f_s DC2	(ksi)	1.8
f_s DW	(ksi)	3.9
f_s ($\varnothing + IM$)	(ksi)	20.1
f_s (Service II)	(ksi)	45.2
$0.95R_h F_{yf}$	(ksi)	47.5
f_s (Total)(Strength I)	(ksi)	-
$\phi_r F_n$	(ksi)	-
V_r	(k)	44.3

* Compact sections

INTERIOR GIRDER REACTION TABLE		
		Abut.
R_{DC1}	(k)	23.4
R_{DC2}	(k)	4.3
R_{DW}	(k)	9.6
$R_{L + IM}$	(k)	70.9
R_{Total}	(k)	108.2

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).

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

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).

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 (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).

$1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{L + IM}$

$\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).

M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).

$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).

$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s ($\varnothing + IM$): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).

$M_{L + IM} / S_c(n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).

$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s (\varnothing + IM)$

$0.95R_h F_{yf}$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).

$1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s (\varnothing + IM)$

$\phi_r F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

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

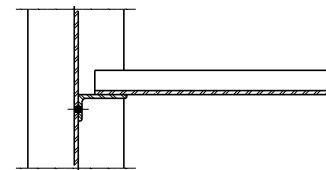
Notes:

Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

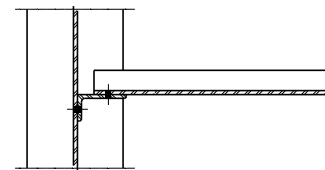
All steel beams shall be M270 Grade 50W.

All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

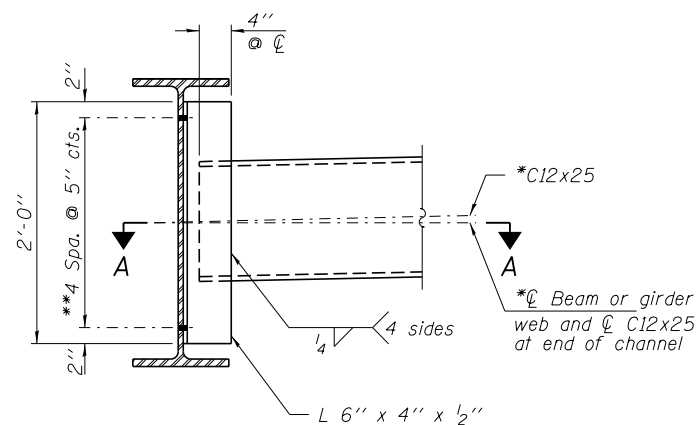
For Structural Steel details see sheet 15 of 19.



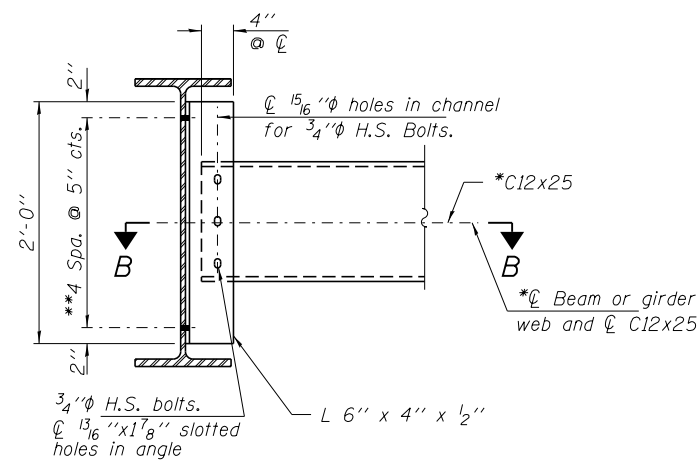
SECTION A-A



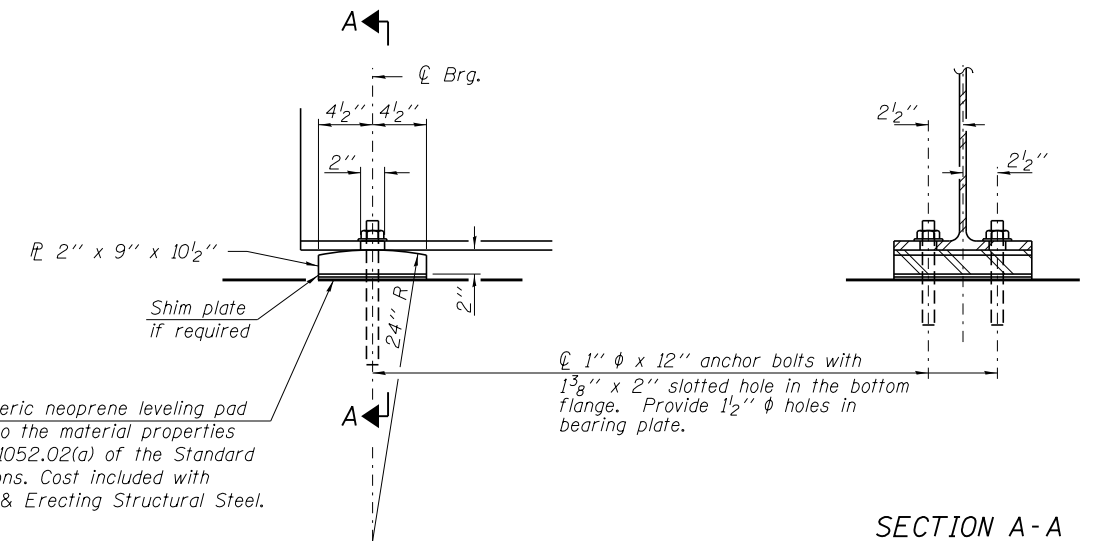
SECTION B-B



INTERIOR DIAPHRAGM D
(12 Required)



INTERIOR DIAPHRAGM D₁
(3 Required)



ELEVATION

FIXED BEARING AT ABUTMENT
(12 required)

SECTION A-A

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade C bolts (F_y = 36 ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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

Note:

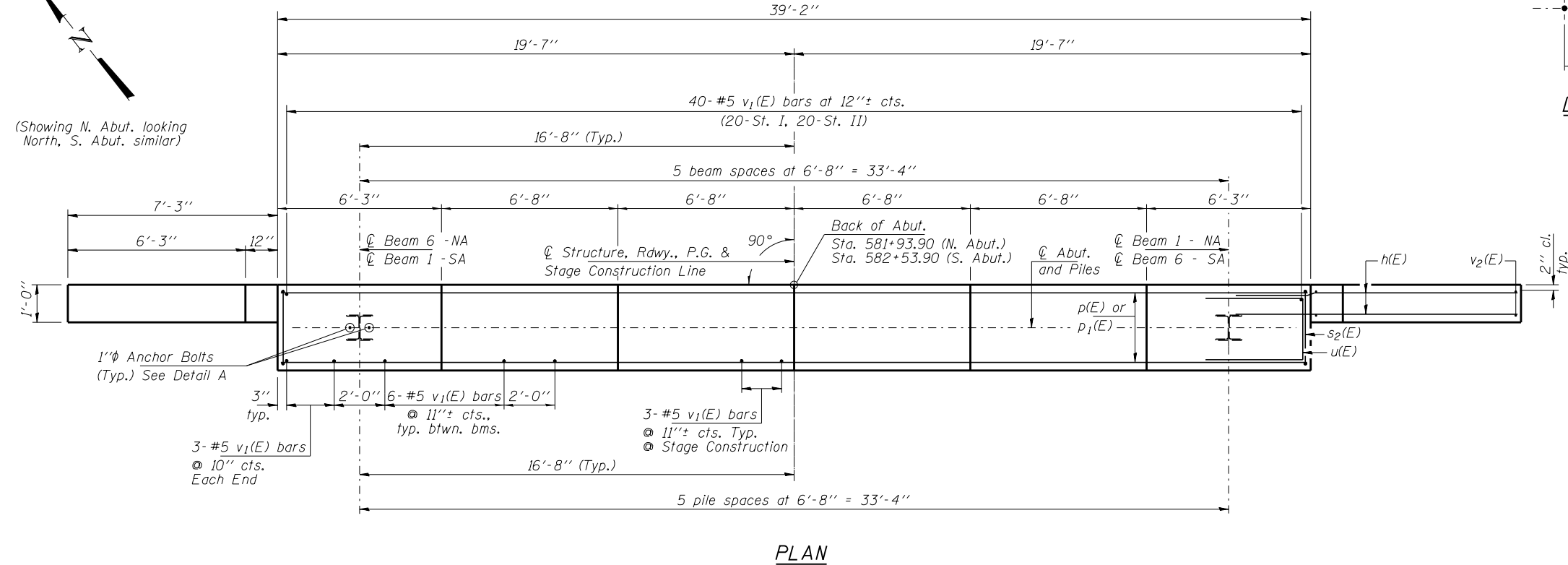
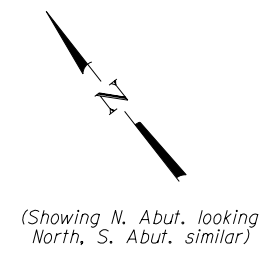
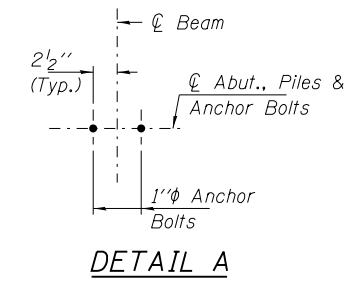
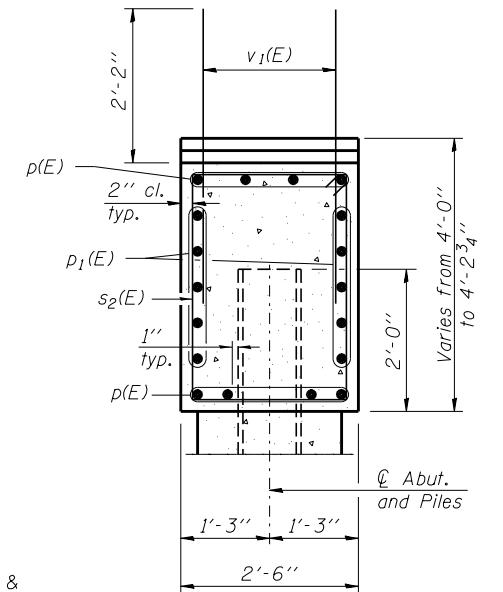
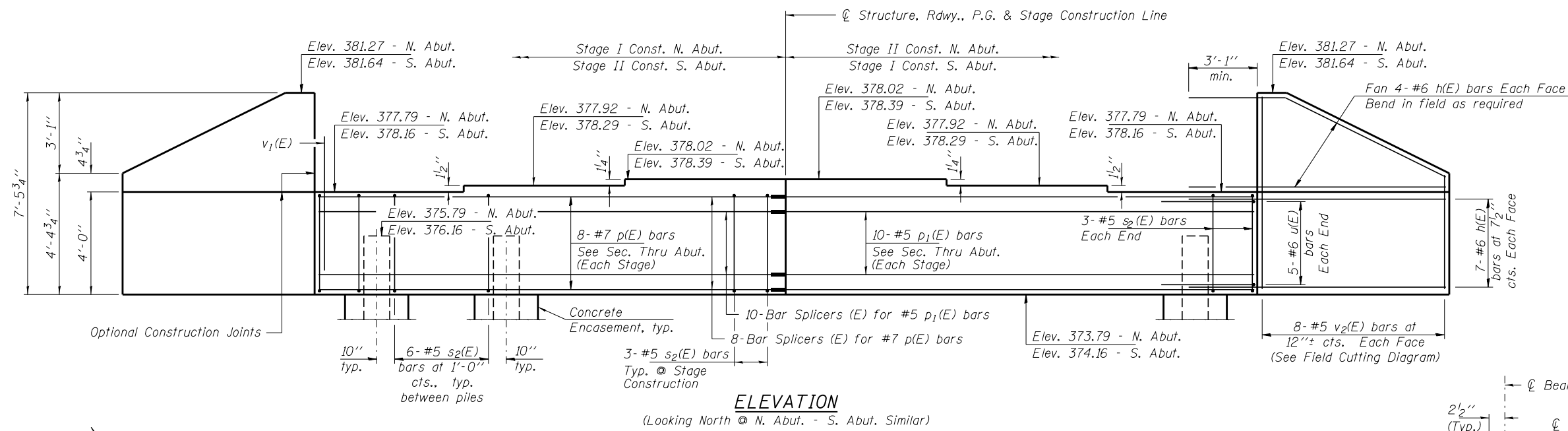
Two hardened washers required for each set of oversized holes.

*Alternate channels (C12x30) are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.

**3/4" φ HS bolts, 15/16" φ holes

Bolts in slots shall be finger tight until the second stage pour is complete and fully tightened after completion of the deck pour for Stage II Construction. Position slots so bolts start at one end with no concrete load and finish near the opposite end under deck load, allowing maximum displacement without laterally stressing main members.

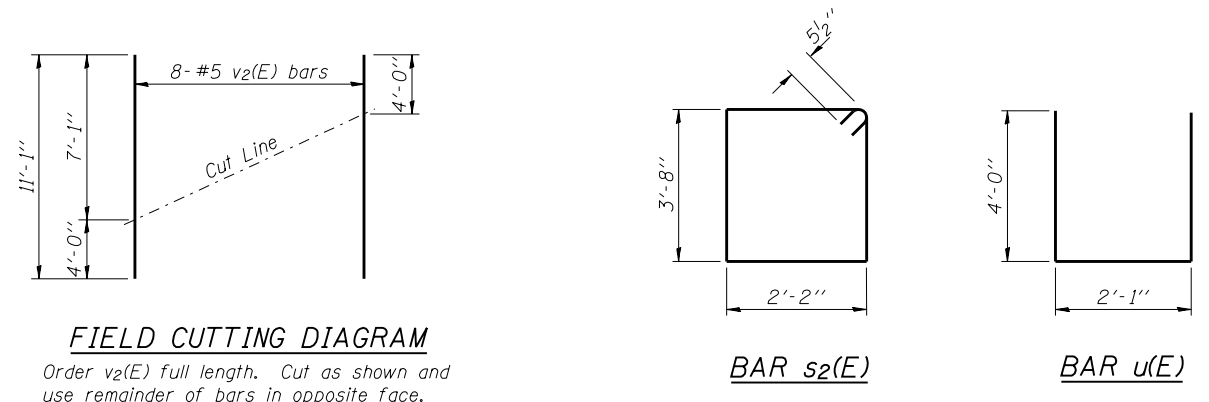
FILE NAME = D978103-sht-bridge.dgn	USER NAME = #USER#	DESIGNED - A.S.L.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL DETAILS STRUCTURE NO. 097-0074	FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = #SCALE#	CHECKED - J.R.T.	REVISED -			332	2B-1	WHITE	52	39
	PLOT DATE = 5/8/2013	DRAWN - D.A.B.	REVISED -			IL 1 OVER FLANDERS CREEK		CONTRACT NO. 78103		
		CHECKED - M.D.C.	REVISED -			SHEET NO. 15 OF 19 SHEETS		ILLINOIS FED. AID PROJECT		



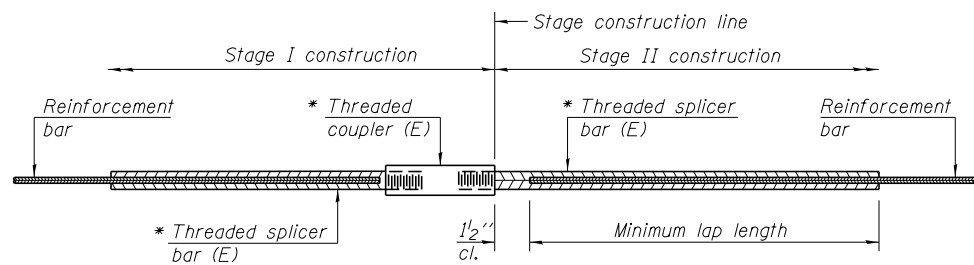
**TWO ABUTMENTS
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	88	#6	11'-0"	—
p(E)	32	#7	19'-3"	—
p ₁ (E)	40	#5	19'-3"	—
s ₂ (E)	72	#5	12'-7"	□
u(E)	20	#6	10'-1"	—
v ₁ (E)	160	#5	4'-4"	—
v ₂ (E)	32	#5	11'-1"	—
Structure Excavation		Cu. Yd.	260	
Concrete Structures		Cu. Yd.	36.4	
Concrete Encasement		Cu. Yd.	4.2	
Reinforcement Bars, Epoxy Coated		Pound	5,860	
Bar Splicers		Each	36	
Furnishing Steel Piles HP12x53		Foot	253	
Driving Piles		Foot	253	
Test Pile Steel HP12x53		Each	1	
Pile Shoes		Each	12	

Notes:
 - Pour steps monolithically with cap.
 - Space reinforcement in cap to miss anchor bolts.
 - For details of Bar Splicers, see sheet 17 of 19.
 - For details of piles and Concrete Encasement, see sheet 18 of 19.



PILE DATA
 Type: Steel HP12x53 with Pile Shoes
 Nominal Required Bearing: 418 Kips/pile
 Factored Resistance Available: 230 Kips/pile
 Est. Length: 23'
 No. Production Piles: 11
 No. Test Piles: 1 (S. Abut.)



STANDARD BAR SPLICER ASSEMBLY

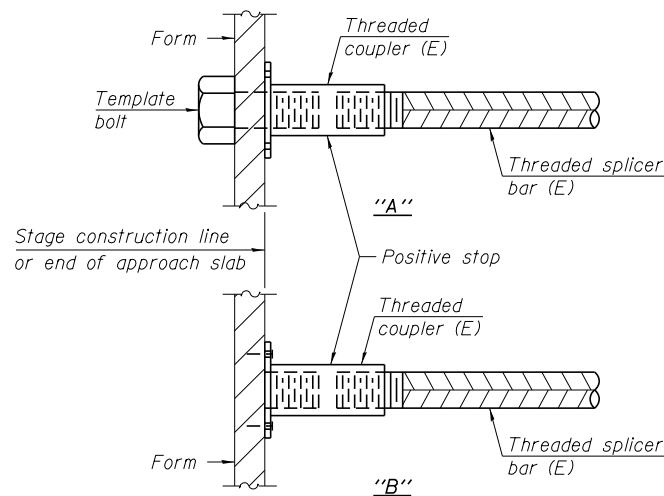
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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

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

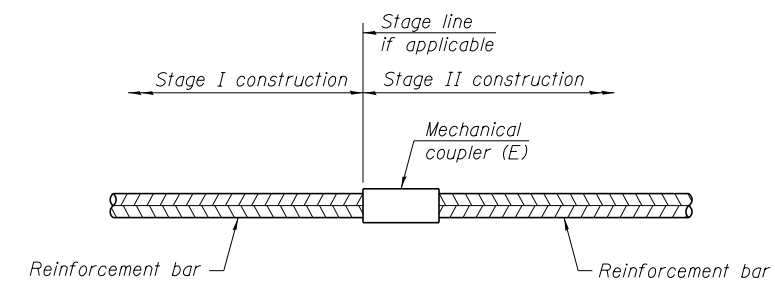
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	192	2'-11"
Diaphragm	#6	16	3'-1"
Approach Slab	#4	50	2'-4"
Approach Slab	#5	92	2'-11"
Appr. Slab-Footing	#5	80	2'-11"
Abutments	#7	16	4'-2"
Abutments	#5	20	2'-7"



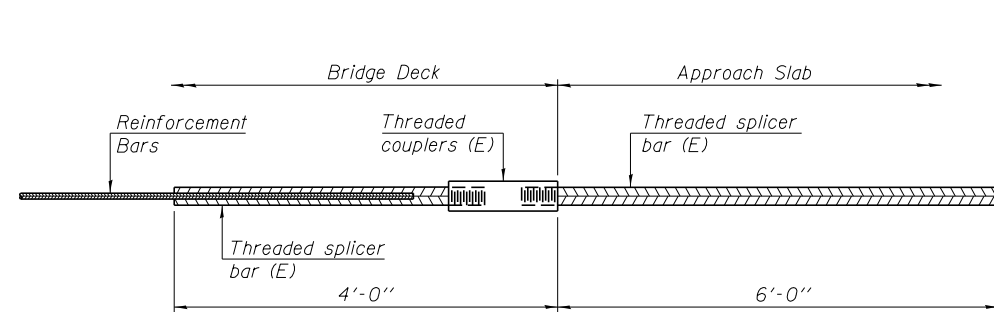
INSTALLATION AND SETTING METHODS

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



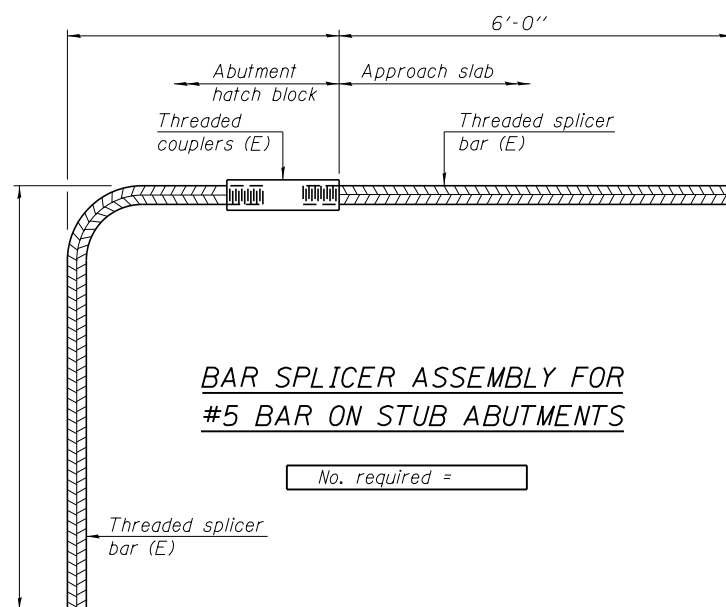
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required = 72



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

BSD-1

1-27-12

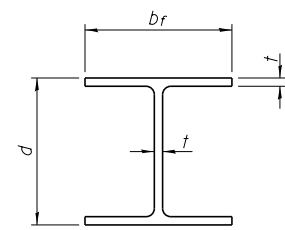
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HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62763 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = #SCALE#	CHECKED - J.R.T.	REVISED -
	PLOT DATE = 5/8/2013	DRAWN - D.A.B.	REVISED -
		CHECKED - M.D.C.	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 097-0074

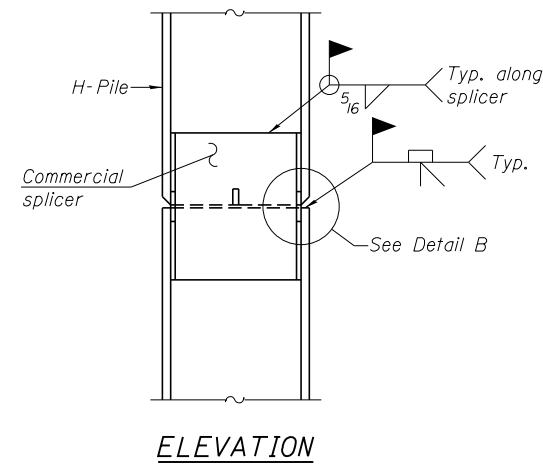
SHEET NO. 17 OF 19 SHEETS

FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	2B-1	WHITE	52	41
IL 1 OVER FLANDERS CREEK			CONTRACT NO. 78103	
ILLINOIS FED. AID PROJECT				

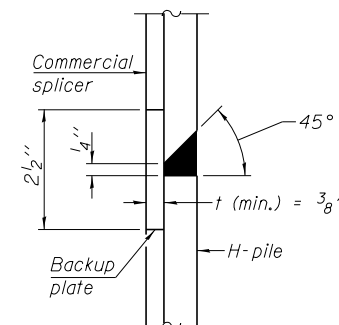


STEEL PILE TABLE

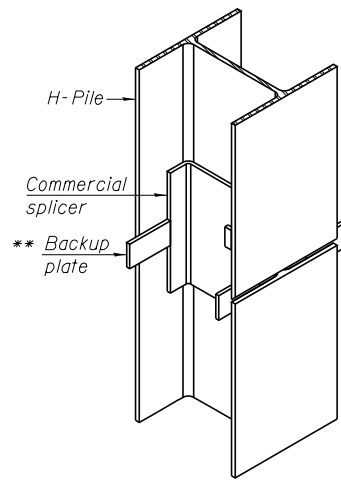
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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



ELEVATION

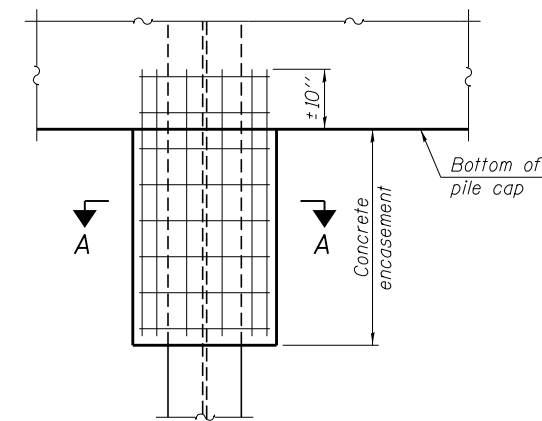


DETAIL "B"



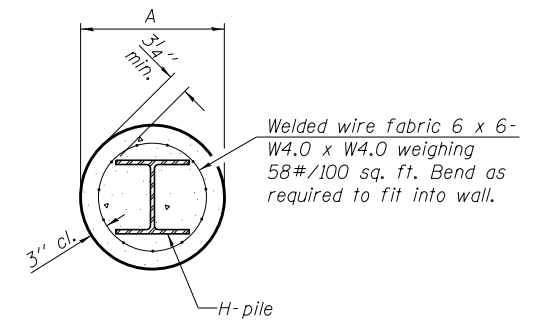
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



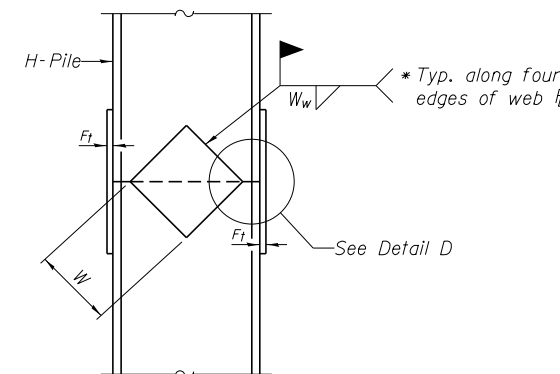
ELEVATION

PILE ENCASEMENT

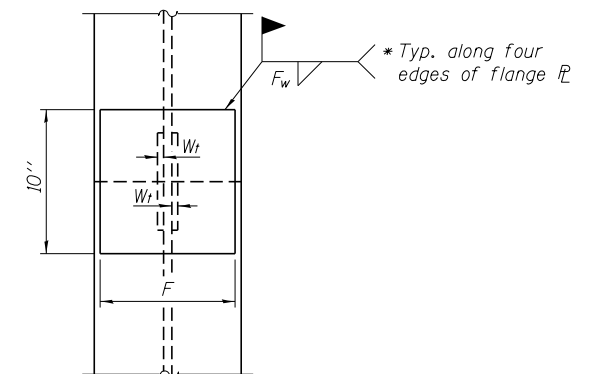


SECTION A-A

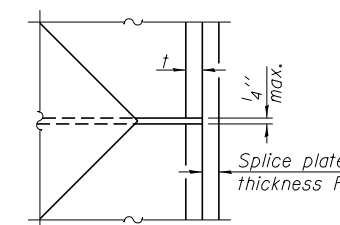
Note:
Forms for encasement may be omitted when soil conditions permit.



ELEVATION



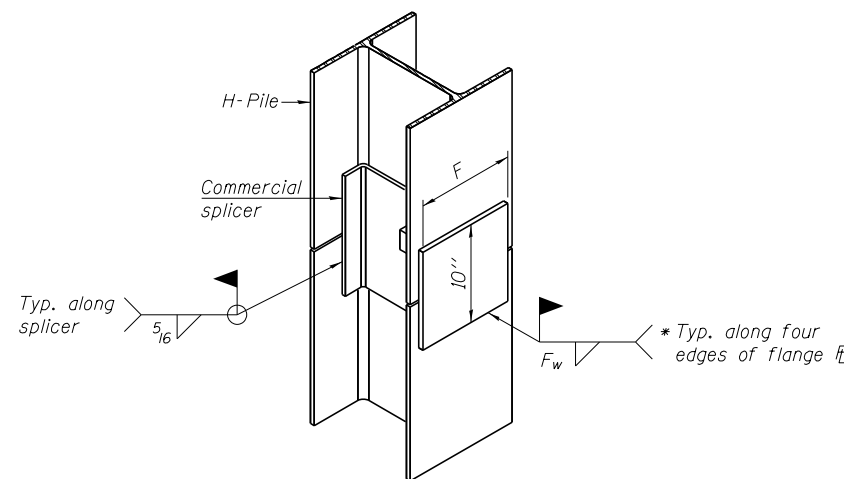
END VIEW



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"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

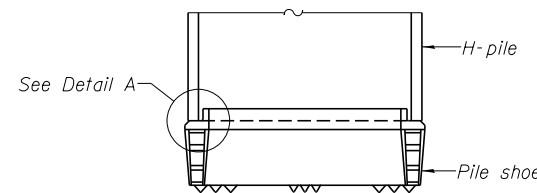


ISOMETRIC VIEW

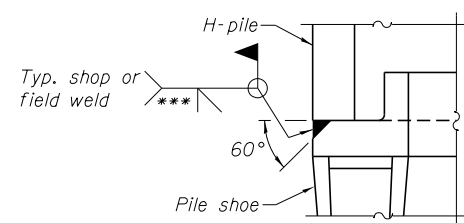
WELDED COMMERCIAL SPLICE ALTERNATE

- * 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.).

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



ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT

F-HP 1-27-12

FILE NAME = D978103-sht-bridge.dgn	USER NAME = #USER#	DESIGNED - A.S.L.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HP PILE DETAILS STRUCTURE NO. 097-0074	FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S./P.E./S.E. CORP. 184.000959	PLOT SCALE = #SCALE#	CHECKED - J.R.T.	REVISED -			332	2B-1	WHITE	52	42	
	PLOT DATE = 5/8/2013	DRAWN - D.A.B.	REVISED -			IL 1 OVER FLANDERS CREEK CONTRACT NO. 78103					
		CHECKED - M.D.C.	REVISED -			ILLINOIS FED. AID PROJECT					

ILLINOIS DEPARTMENT OF TRANSPORTATION
 District Nine Materials
 Bridge Foundation Boring Log
 Sheet 1 of 1
 FAP 332 (IL 1) Over Flanders Creek
 Route: FAP 332 (IL 1) Structure Number: 097-0010 Date: 10/21/2008
 Section 3-B-Y Bored By: Rich Moberly
 County: White Location: 3 Miles South of Carmi Checked By: Rob Graeff

Boring No 1-S Station 381+92 Offset 13' Lt CL Ground Surface 385.5 Ft	D E P T H	B L O W S	Qu tsf	W%	Surf Wat Elev: 372.8 Ground Water Elevation when Drilling 358.5 At Completion 360.5 At: Hrs:	D E P T H	B L O W S	Qu tsf	W%
Asphalt					Very Dense, damp, grey, Weathered Clay Shale and Sandstone	12			
384.5						30			
Stiff, moist, brown, Silty Clay A-6									
		1			358.0	20			
		2	1.2P	20	V Dense, dr. gr, Sandstone 357.5	100/4"			
		3							
					Bottom of hole 27.8 feet				
		5.0	1		Free water observed at 27.0 ft	30.0			
		2	1.2B	13	Elevation referenced to BM @ NE Wingwall = 381.2 feet				
		3			To convert "N" values to "N60" multiply by 1.25				
378.5		1							
Soft, very moist, brown, Silty Clay Loam to Silt Loam A-4		2	0.4B	28					
		1							
376.0									
Stiff, moist, brown, Clay Loam A-6	10.0	1				35.0			
		4	1.2B	17					
		5							
373.5									
Stiff, moist, brown mottled grey, Clay to Clay Loam A7-6		2							
		4	1.2B	19					
		4							
371.0									
Very stiff, moist, brown mottled grey, Clay A7-6	15.0	1				40.0			
		5	2.7B	20					
		8							
		1							
		4	2.3B	18					
		5							
366.0									
Stiff, moist, grey, Clay A7-6	20.0	1				45.0			
		3	1.5S	21					
		4							
		1							
		3	1.2S	28					
		3							
360.5	25.0	1				50.0			

N-Std Pentr Test: 2" OD Sampler, 140# Hammer, 30" Fall (Type Fail. B-Bulge S-Shear E-Estimated P-Penetrometer)

BORING 1-S

ILLINOIS DEPARTMENT OF TRANSPORTATION
 District Nine Materials
 Bridge Foundation Boring Log
 Sheet 1 of 1
 FAP 332 (IL 1) Over Flanders Creek
 Route: FAP 332 (IL 1) Structure Number: 097-0010 Date: 10/20/2008
 Section 3-B-Y Bored By: Rich Moberly
 County: White Location: 3 Miles South of Carmi Checked By: Rob Graeff

Boring No 2-S Station 382+55 Offset 14' Rt CL Ground Surface 386.0 Ft	D E P T H	B L O W S	Qu tsf	W%	Surf Wat Elev: 372.8 Ground Water Elevation when Drilling 359 At Completion At: Hrs:	D E P T H	B L O W S	Qu tsf	W%
Asphalt					Medium, very moist, gray, Clay Loam to Silty Clay Loam A-4	3		0.7S	25
385.0						3			
Stiff, moist, brown, Silty Clay A-6									
		1			358.5	3			
		3	1.4B	16	Hard, dry, grey, Sandy Clay Shale	100/4"			
		3							
					356.5				
		5.0	1		Hard, dry, grey, Clay Shale with Sandstone layers	30.0	100/4"		
		3	1.5B	21					
		3							
379.0									
Medium, very moist, brown, Silty Clay Loam to Silt Loam A-4		1			Cored from 32.0 to 37.0 feet	100/2"			
		2	0.7B	27	100% Rec, 50% RQD				
		1							
376.5									
Stiff, moist, brown, Loam to Silt Loam A-4	10.0	1			Hard, dry, grey, Sandstone with Clay Shale layers	35.0			
		1	1.1S	14					
		5							
374.0									
Very Stiff, moist, brown, Clay A7-6		2			Bottom of hole = 37.0 feet				
		5	3.1B	18	Free water observed at 27.0 feet				
		8							
		15.0	2		Elevation referenced to BM @ NE Wingwall = 381.2 feet	40.0			
		5	2.9B	19	To convert "N" values to "N60" multiply by 1.25				
		8							
369.0									
Stiff, moist, grey, Clay A7-6		1							
		3	1.2B	21					
		4							
		20.0	1			45.0			
		3	1.2B	22					
		3							
		1							
		2	1.2B	22					
		4							
361.0	25.0	1				50.0			

N-Std Pentr Test: 2" OD Sampler, 140# Hammer, 30" Fall (Type Fail. B-Bulge S-Shear E-Estimated P-Penetrometer)

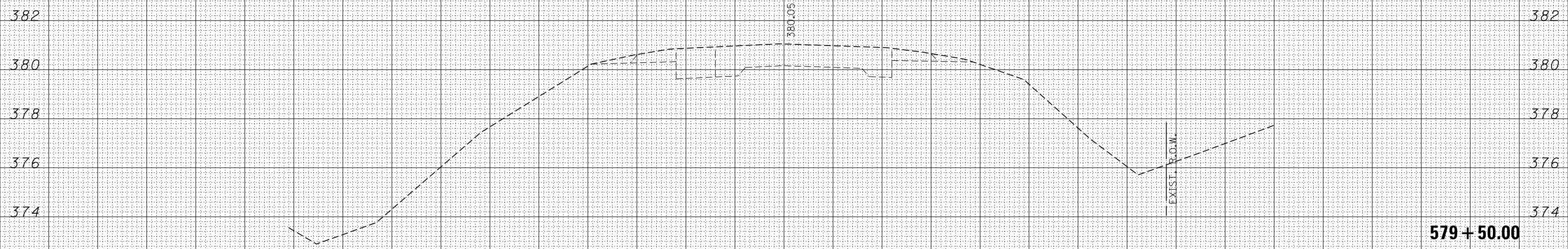
BORING 2-S

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

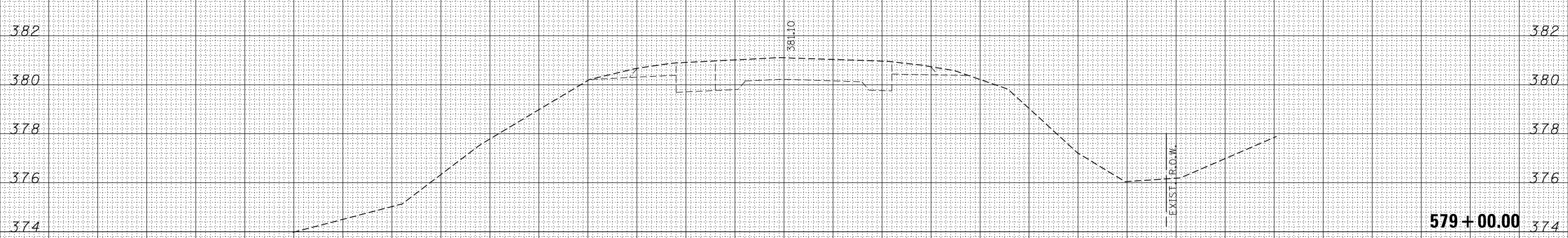
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BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	

STAGE 1 AHEAD C = 5 F = 0
 STAGE 1 BACK C = 0 F = 0
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EARTHWORK BEGINS STA. 579+75



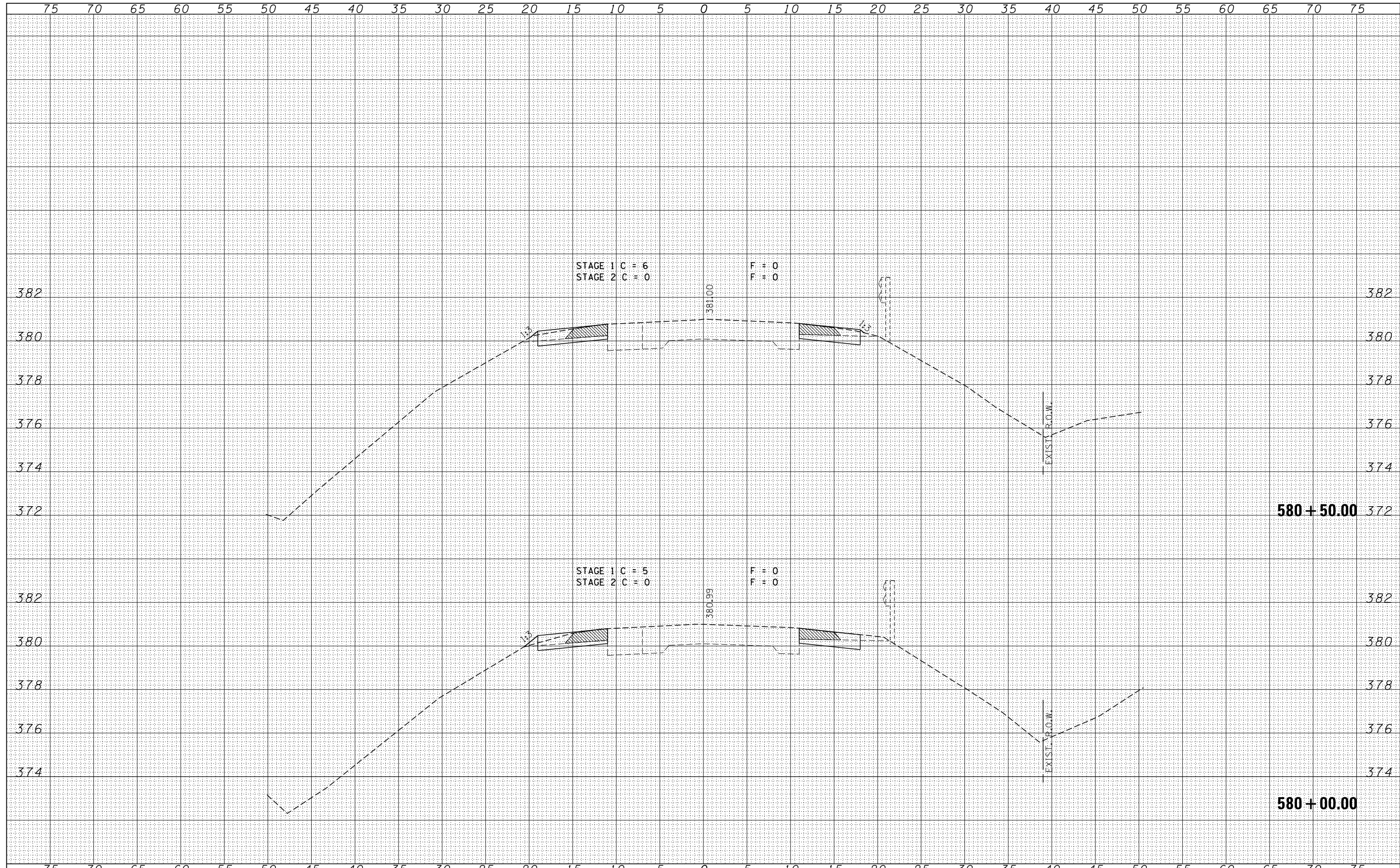
579 + 50.00



579 + 00.00

DATE	
BY	
FINISHED SURVEY	
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TEMPLATE	
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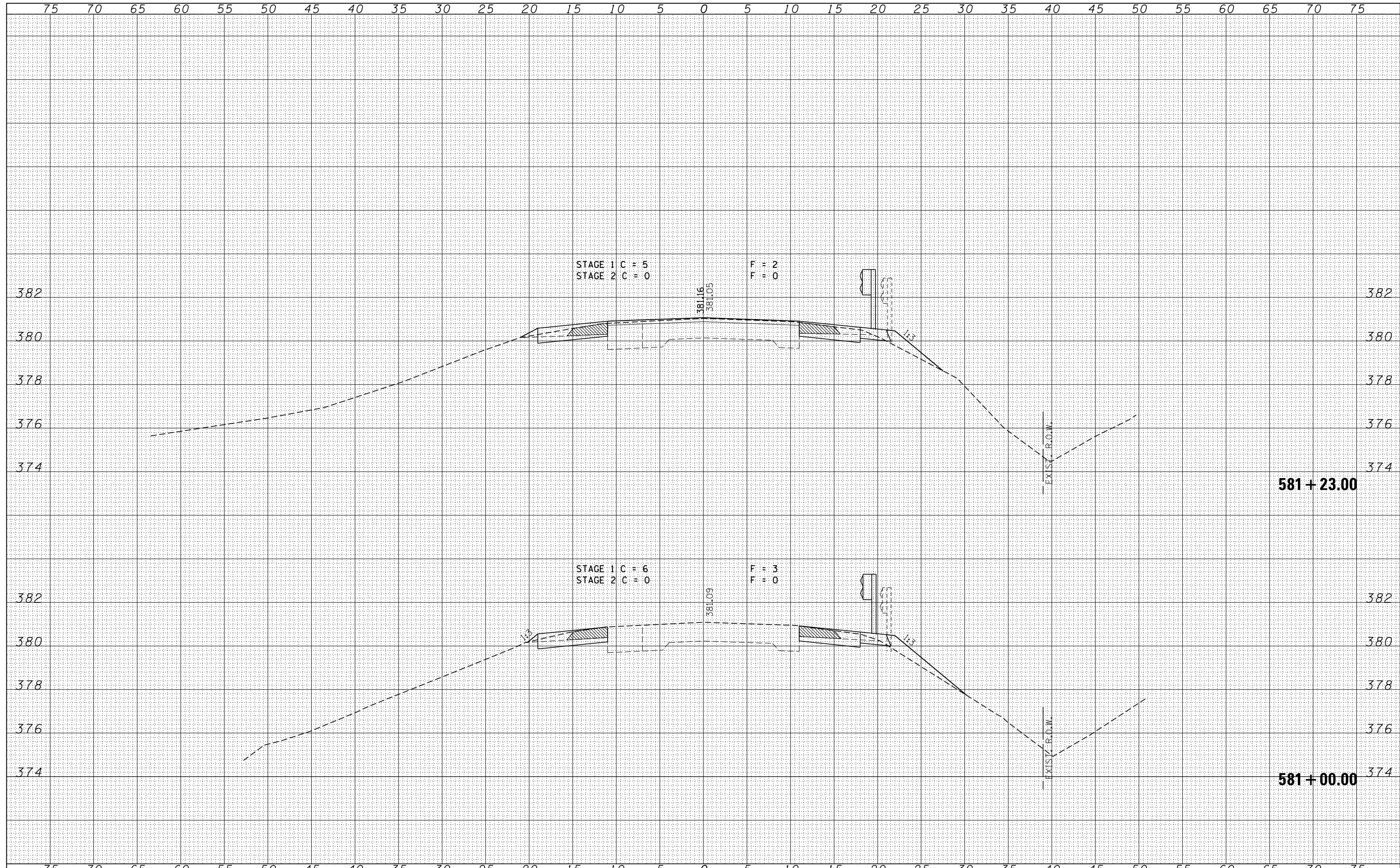
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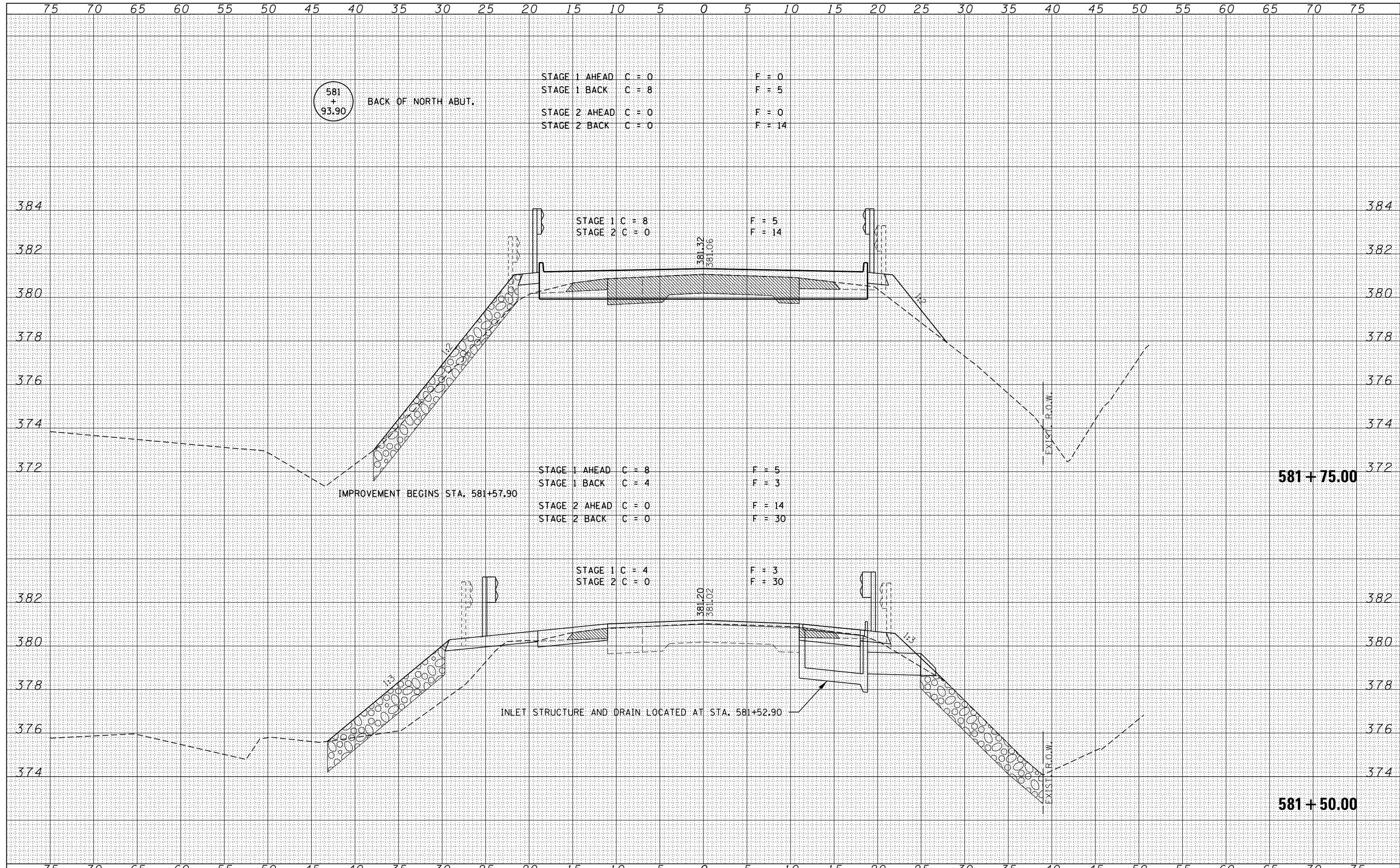
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HAMPTON, LENZINI AND RENWICK, INC.		DRAWN - T.W.K.	REVISIONS			332	2B-1	WHITE	52	45	
3885 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORP. 184.000958		CHECKED - J.W.F.	REVISIONS			CONTRACT NO. 78103					
		DATE - 04/26/13	REVISIONS			SCALE:	SHEET NO.	OF SHEETS	STA. 580+00.00 TO STA. 580+50.00	ILLINOIS FED. AID PROJECT	

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

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



FILE NAME = D978103-sht-xsst.dgn	USER NAME = *USERS*	DESIGNED - L.F.S.	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS ILLINOIS ROUTE 1	F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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3885 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORP. 184.000958		CHECKED - J.W.F.	REVISD -			CONTRACT NO. 78103					
		DATE - 04/26/13	REVISD -			SCALE:	SHEET NO.	OF SHEETS	STA. 581+00.00	TO STA. 581+23.00	ILLINOIS FED. AID PROJECT



581 + 93.90
BACK OF NORTH ABUT.

STAGE 1 AHEAD C = 0 F = 0
 STAGE 1 BACK C = 8 F = 5
 STAGE 2 AHEAD C = 0 F = 0
 STAGE 2 BACK C = 0 F = 14

STAGE 1 C = 8 F = 5
 STAGE 2 C = 0 F = 14

IMPROVEMENT BEGINS STA. 581+57.90

STAGE 1 AHEAD C = 8 F = 5
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STAGE 1 C = 4 F = 3
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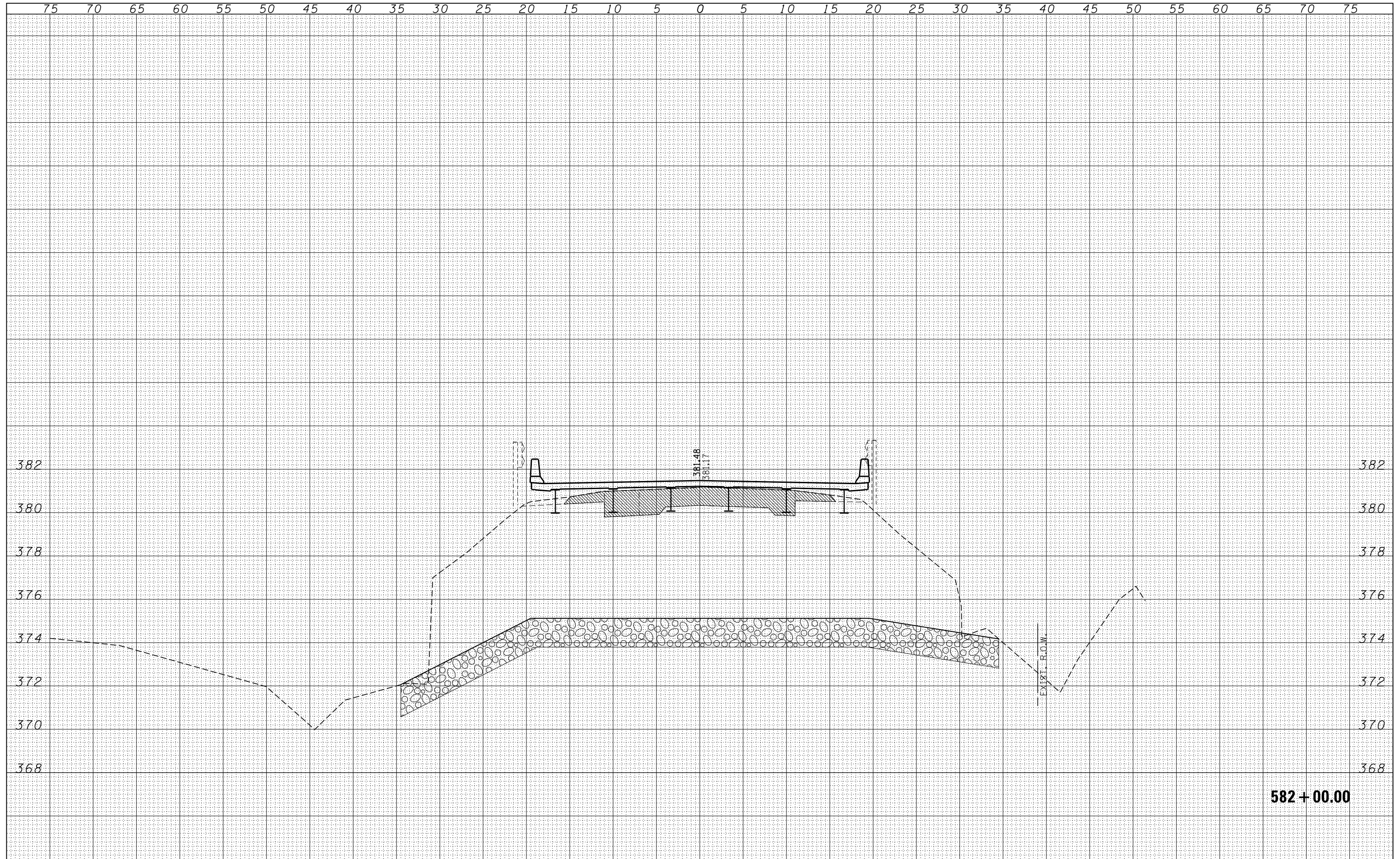
INLET STRUCTURE AND DRAIN LOCATED AT STA. 581+52.90

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

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

BY	DATE

BY	DATE



FILE NAME = D978103-shr-xssht.dgn
 HAMPTON, LENZINI AND RENWICK, INC.
 3888 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62703
 ILLINOIS PROFESSIONAL DESIGN FIRM
 LS / PE / SE CORP. 184.000958

USER NAME = *USER*
 PLOT SCALE = *SCALE*
 PLOT DATE = 5/8/2013

DESIGNED - L.F.S.
 DRAWN - T.W.K.
 CHECKED - J.W.F.
 DATE - 04/26/13

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 ILLINOIS ROUTE 1

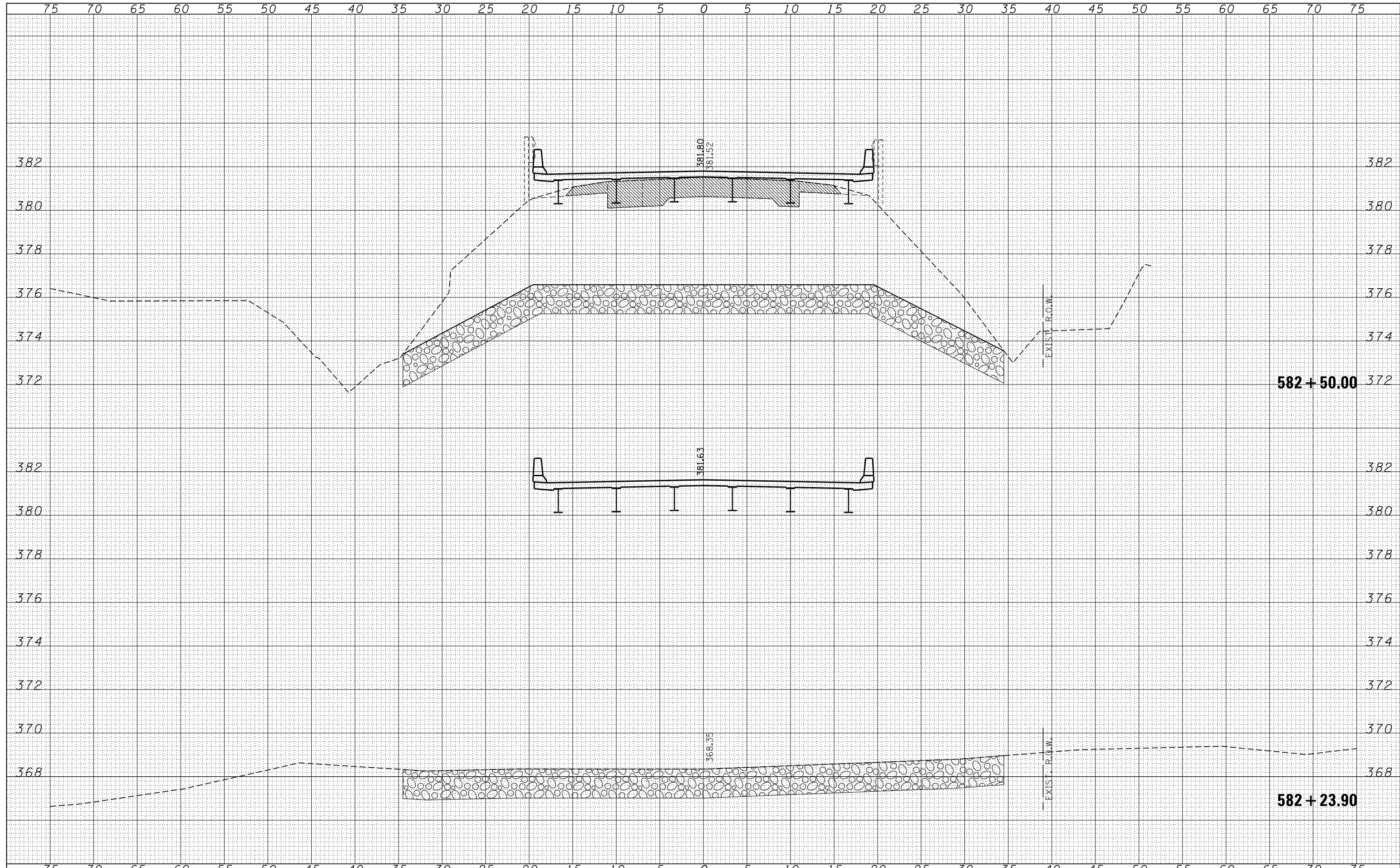
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F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	2B-1	WHITE	52	48
CONTRACT NO. 78103				
ILLINOIS FED. AID PROJECT				

582+00.00

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

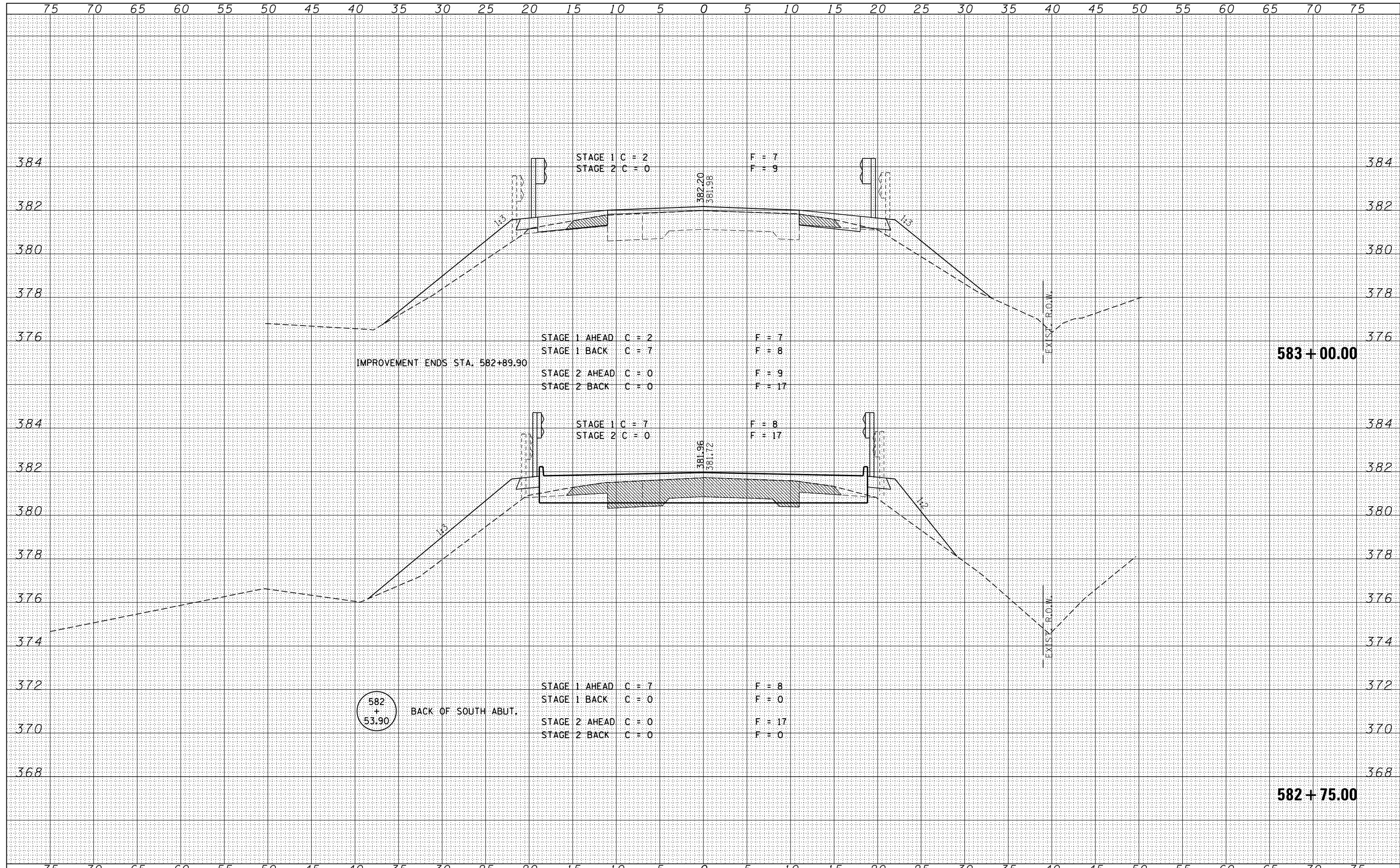
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED



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HAMPTON, LENZINI AND RENWICK, INC.		DRAWN - T.W.K.	REVISÉD -		332	2B-1	WHITE	52	49	CONTRACT NO. 78103		
3885 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S./P.E. CORP. 184-009958		CHECKED - J.W.F.	REVISÉD -		SCALE:	SHEET NO.	OF SHEETS	STA. 582+23.90	TO STA. 582+50.00	ILLINOIS FED. AID PROJECT		
		DATE - 04/26/13	REVISÉD -									

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

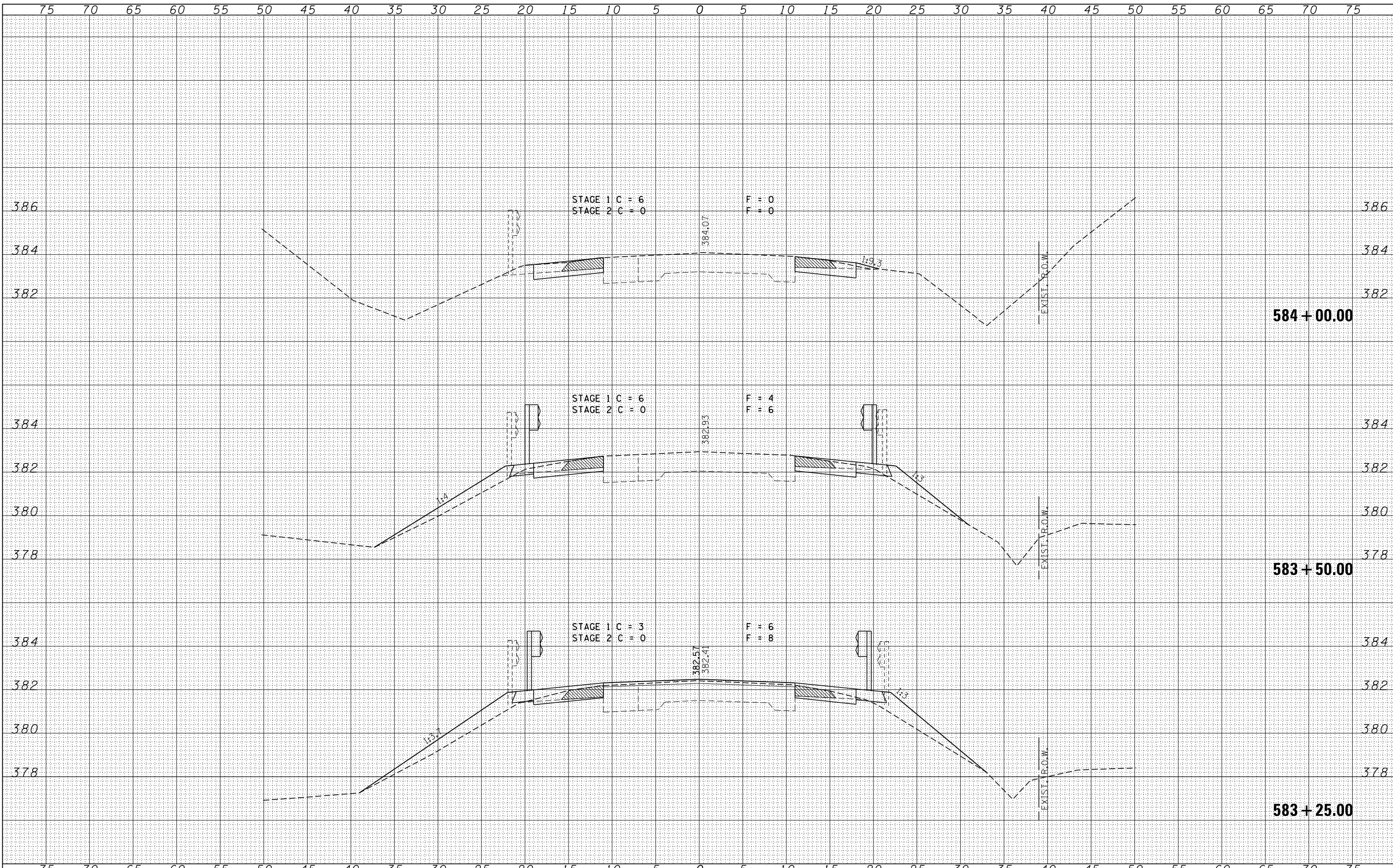
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NOTE BOOK	
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FILE NAME = D978103-sht-xssht.dgn	USER NAME = *USERS*	DESIGNED - L.F.S.	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS ILLINOIS ROUTE 1	F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC.		DRAWN - T.W.K.	REVISD -			332	2B-1	WHITE	52	50	
3885 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORP. 184.000958		CHECKED - J.W.F.	REVISD -			CONTRACT NO. 78103					
		DATE - 04/26/13	REVISD -			SCALE:	SHEET NO.	OF SHEETS	STA. 582+75.00	TO STA. 583+00.00	ILLINOIS FED. AID PROJECT

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

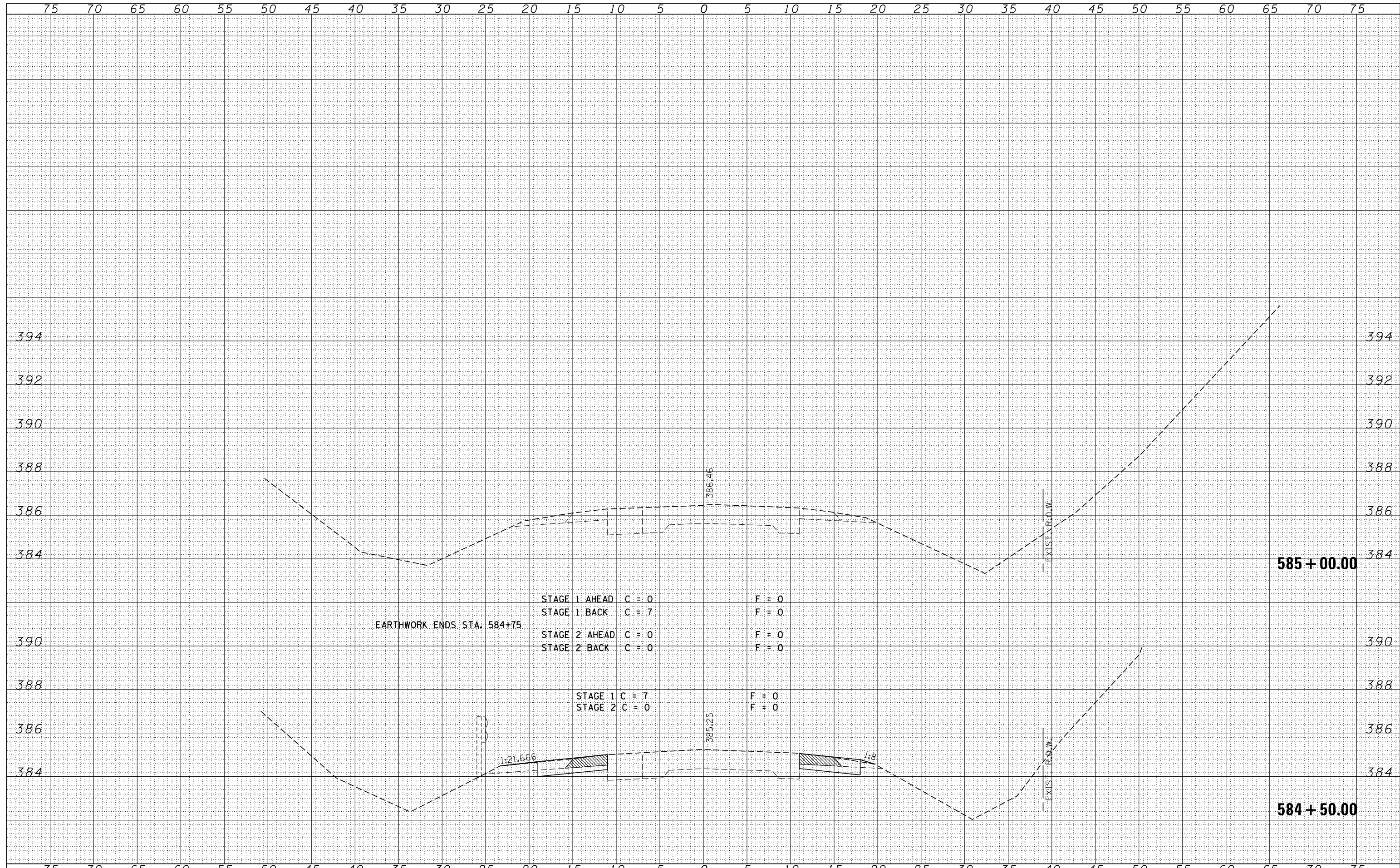
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NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED



FILE NAME = D978103-sht-xsst.dgn	USER NAME = *USERS*	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS ILLINOIS ROUTE 1	F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3885 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S./P.E. CORP. 184.000958	DRAWN - T.W.K.	CHECKED - J.W.F.	REVISED -			332	2B-1	WHITE	52	51
PLOT SCALE = *SCALE*	DATE - 04/26/13	REVISIED -	REVISIED -			CONTRACT NO. 78103		ILLINOIS FED. AID PROJECT		
PLOT DATE = 5/8/2013						SCALE:	SHEET NO.	OF SHEETS	STA. 583+25.00	TO STA. 584+00.00

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

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



EARTHWORK ENDS STA. 584+75

STAGE 1 AHEAD C = 0 F = 0
 STAGE 1 BACK C = 7 F = 0
 STAGE 2 AHEAD C = 0 F = 0
 STAGE 2 BACK C = 0 F = 0

STAGE 1 C = 7 F = 0
 STAGE 2 C = 0 F = 0