

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|----------------------|----------------|----------|--------------------|-----------|
| F.A.S. 1453 | 22-00022-00-BR | FULTON | 34 | 1 |
| FED ROAD DIST. NO. 7 | | ILLINOIS | CONTRACT NO. 89837 | |

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- BLR 21-9 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

UTILITIES

AMEREN ILLINOIS
660 S. 5TH STREET AVE.
CANTON, IL 61520

AT&T
1000 COMMERCE DRIVE
OAK BROOK, IL 60523

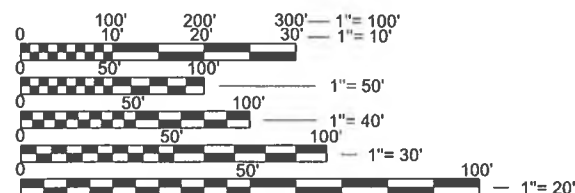
MEDIACOM COMMUNICATIONS
1223 W. MORTON AVE.
JACKSONVILLE, IL 62650

MID-CENTURY TELEPHONE CO-OP
285 MID CENTURY LANE
PO BOX 380
FAIRVIEW, IL 61432

DUNFERMLINE WATER COMMISSION
525 6TH STREET
ST. DAVID, IL 61563

WARNING

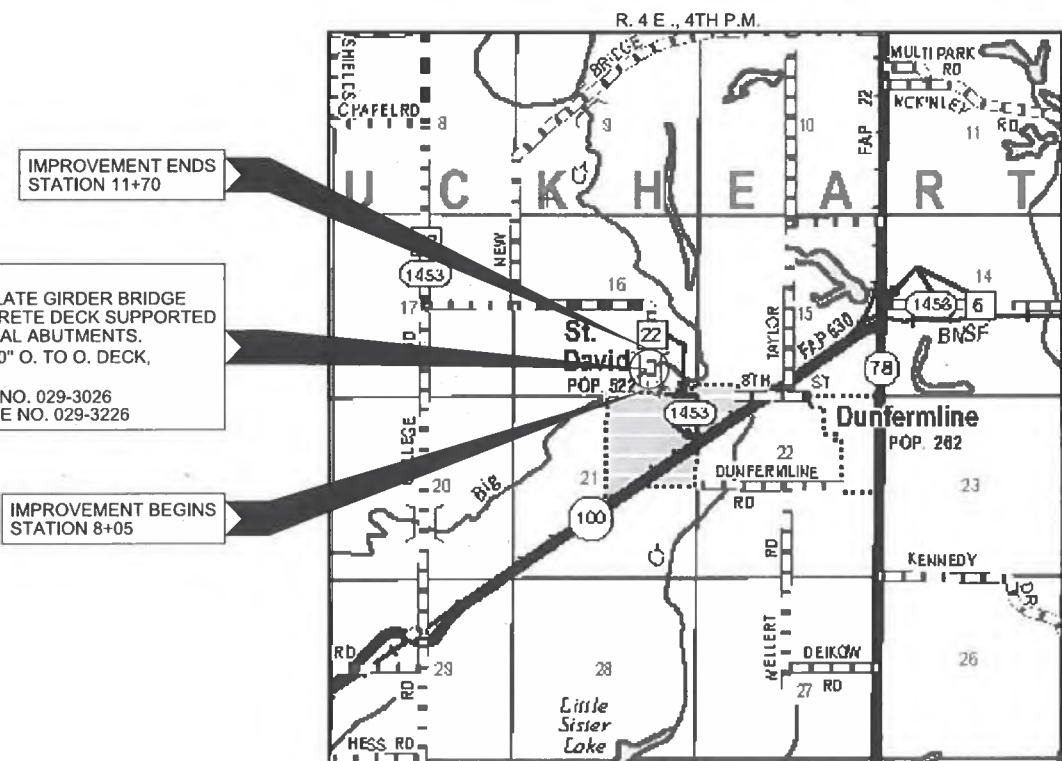
CALL 811 BEFORE YOU DIG
DIG NO: X232692078



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.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED
BRIDGE REPLACEMENT
LOCAL BRIDGE FORMULA PROGRAM

F.A.S. 1453 (COUNTY HIGHWAY 22)
PROPOSED STRUCTURE NO. 029-3226
SECTION 22-00022-00-BR
PROJECT LWIY(566)
FULTON COUNTY
C-94-047-23



IMPROVEMENT ENDS STATION 11+70

STA. 9+83
SINGLE SPAN STEEL PLATE GIRDER BRIDGE WITH A POURED CONCRETE DECK SUPPORTED ON CONCRETE INTEGRAL ABUTMENTS.
99'-9 1/2" BK. TO BK., 30'-0" O. TO O. DECK, SKEW = 40° RT. AH.
EXISTING STRUCTURE NO. 029-3026
PROPOSED STRUCTURE NO. 029-3226

IMPROVEMENT BEGINS STATION 8+05

LOCATION MAP

APPROXIMATE SCALE: 0 1/2 MILE
GROSS LENGTH OF SECTION = 365 FEET = 0.069 MILES
NET LENGTH OF SECTION = 365 FEET = 0.069 MILES
FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR (NON-URBAN)
DESIGN SPEED = 30 MPH
DESIGN TRAFFIC = 300 ADT
3R DESIGN GUIDELINES ARE USED

ILLINOIS DEPARTMENT OF TRANSPORTATION

APPROVED OCTOBER 29th 20 24
[Signature]
COUNTY ENGINEER

PASSED November 7th 20 24
[Signature]
DISTRICT FOUR ENGINEER OF LOCAL ROADS & STREETS

Releasing For Bid Based on Limited Review
November 7th 20 24
[Signature]
REGION THREE ENGINEER

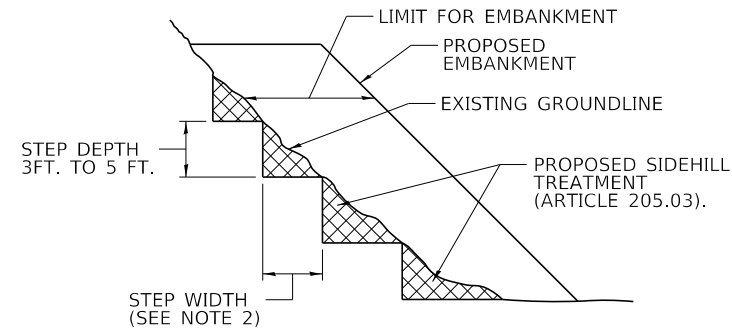
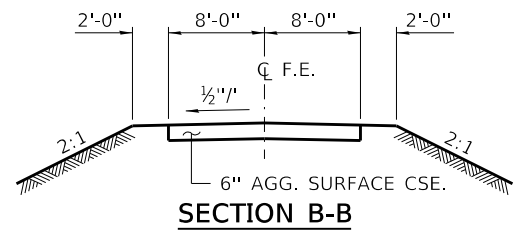
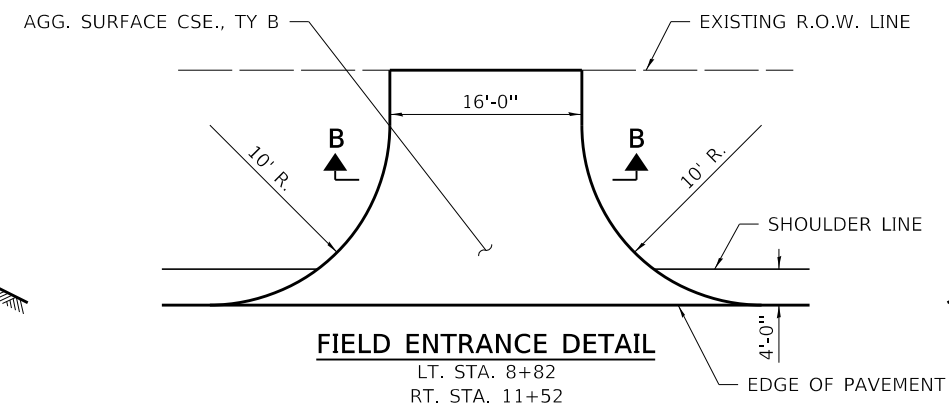
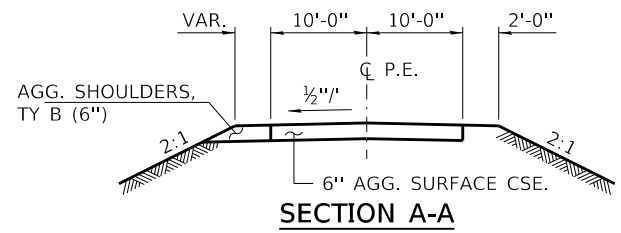
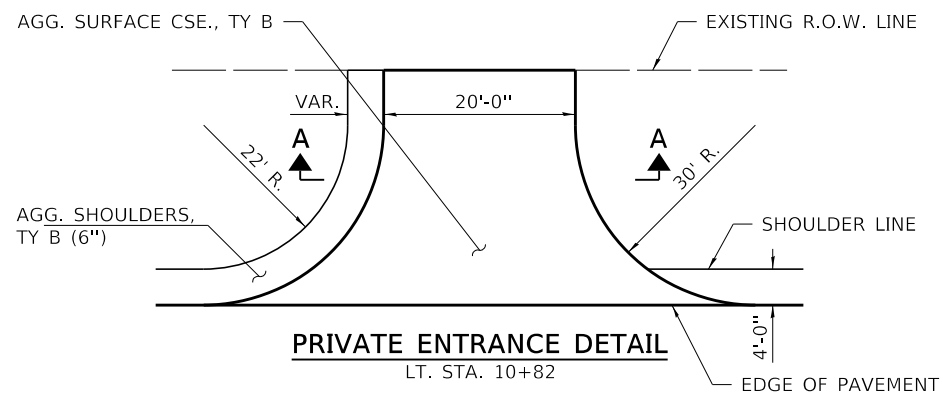
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DATE: 10/28/2024

EXPIRES: 11/30/2025

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

184.000959
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION
PROJECT NUMBER: 23.0820.130 DATE: 10/28/2024



GENERAL NOTES

1. SLOPE STEPS WILL BE REQUIRED FOR ALL 12(300) MINIMUM THICKNESS "SLIVER FILLS" AND ON ALL FILLS WITH A HEIGHT OF 10 FEET OR GREATER.
2. THE STEP WIDTH SHALL BE TWICE THE STEP DEPTH BUT NOT LESS THAN 6 FEET.
3. REFER TO ARTICLE 205.03 FOR EMBANKMENT TO BE CONSTRUCTED ON HILLSIDE OR SLOPES, OR IF EXISTING EMBANKMENTS ARE TO BE WIDENED.

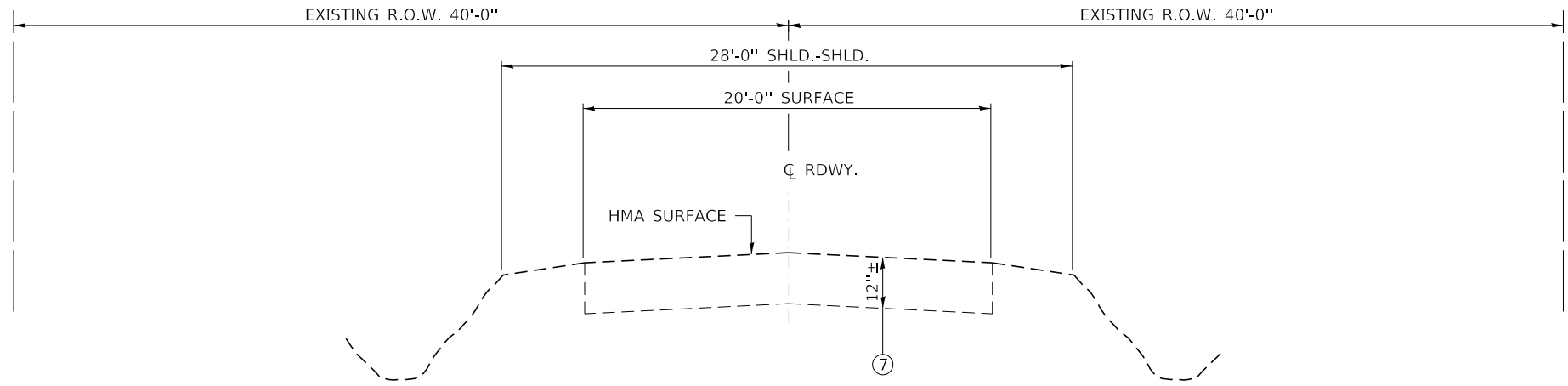
STANDARD EMBANKMENT (IN ACCORDANCE WITH 205 OF THE STANDARD SPECIFICATION).

SLOPE STEPS DETAIL

TYPICAL CROSS-SECTION EMBANKMENT CONSTRUCTION ON SIDEHILL

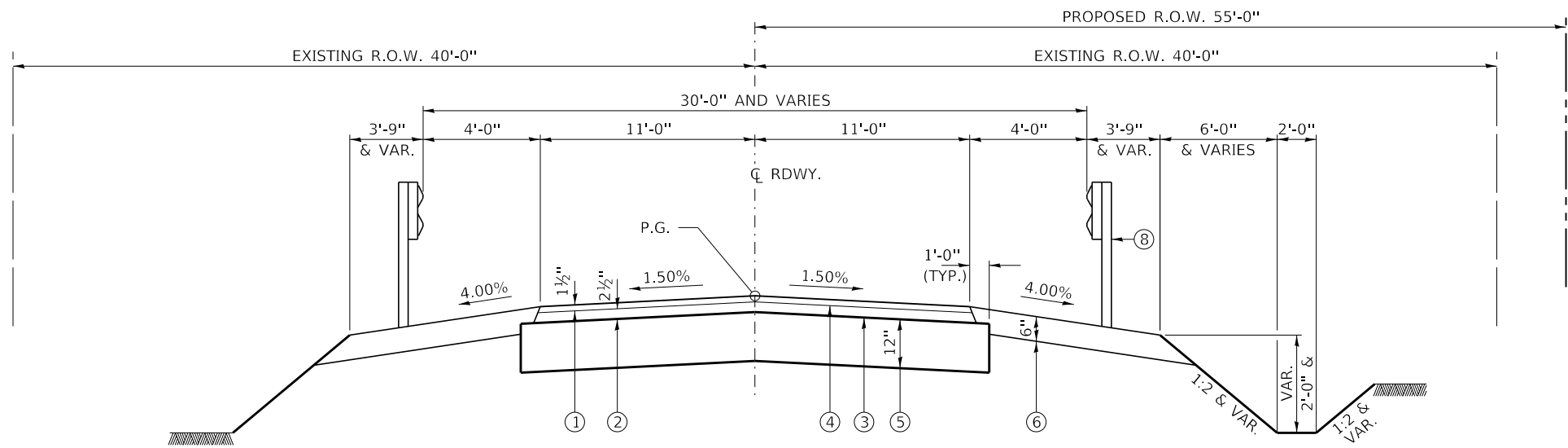
LEGEND

- ① HMA SURFACE COURSE, IL.-9.5, MIX C, N50 (1 1/2" THICKNESS)
- ② HMA BINDER COURSE, IL.-19.0, N50 (2 1/2" THICKNESS)
- ③ BITUMINOUS MATERIALS (PRIME COAT)
- ④ BITUMINOUS MATERIALS (TACK COAT)
- ⑤ AGGREGATE BASE COURSE, TYPE A (12")
- ⑥ AGGREGATE SHOULDERS, TYPE B (6")
- ⑦ EXISTING HMA SURFACE ON AGGREGATE BASE
- ⑧ STEEL PLATE BEAM GUARDRAIL



EXISTING TYPICAL CROSS SECTION

STA. 8+05 TO STA. 11+70



PROPOSED TYPICAL CROSS SECTION

STA. 8+05 TO STA. 11+70
BRIDGE OMISSION STA. 9+33.11 TO 10+32.89

SUGGESTED CUT SECTION CONSTRUCT AS SHOWN IN STATION CROSS SECTIONS

SUGGESTED FILL SECTION CONSTRUCT AS SHOWN IN STATION CROSS SECTIONS

TRANSITIONS FROM THE EXISTING ROADWAY TO THE PROPOSED ROADWAY ARE TO BE CONSTRUCTED FROM STA. 8+05 TO 8+55 AND STA. 11+20 TO STA. 11+70. SEE SHEET 7 FOR SHOULDER TRANSITIONS.

| | | | | | | | | | | | |
|--|------------------------|-------------------|-----------|---|--|-------------------------|-------------------------|------------------------------------|--------|--------------------|-----------|
| FILE NAME = 230620-shit-4ypsec@ons.dgn | USER NAME = smierzwa | DESIGNED - J.W.F. | REVISED - | STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT | TYPICAL SECTIONS & DETAILS STRUCTURE NO. 029-3226 | | F.A.S. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = \$SCALE\$ | DRAWN - G.D.M. | REVISED - | | 1453 | 22-00022-00-BR | FULTON | 34 | 2 | CONTRACT NO. 89837 | |
| | PLOT DATE = 10/24/2024 | CHECKED - S.T.M. | REVISED - | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. 8+05 TO STA. 11+70 | ILLINOIS FED. AID PROJECT LWY(566) | | | |
| | | DATE - 08/13/2024 | REVISED - | | | | | | | | |

| HOT-MIX ASPHALT MIXTURE REQUIREMENTS | | |
|---|-------------------------------|-------------------------------|
| LOCATION(S) | FAS 1453 / CH 22 | FAS 1453 / CH 22 |
| MIXTURE USE(S): | HMA SURFACE COURSE | HMA BINDER COURSE |
| PG: | PG 58-28 | PG 58-28 |
| DESIGN AIR VOIDS: | 4% @ 50 Gyr. | 4% @ 50 Gyr. |
| MIXTURE COMPOSITION: (MIXTURE GRADATION) | IL 9.5 | IL 19.0 |
| FRICITION AGGREGATE: | MIXTURE C | NONE |
| DENSITY TEST METHOD: | NUCLEAR GUAGE | NUCLEAR GUAGE |
| MIXTURE WEIGHT: | 112 LBS \ SY \ INCH THICKNESS | 112 LBS \ SY \ INCH THICKNESS |
| QUALITY MANAGEMENT PROGRAM: | QC/QA | QC/QA |
| MATERIAL TRANSFER DEVICE: | NOT REQUIRED | NOT REQUIRED |

NOTES:

- INDIVIDUAL LIFT THICKNESSES OF EACH MIX WILL BE NO LESS THAN THREE (3) TIMES NOMINAL MAXIMUM AGGREGATE SIZE AND NO MORE THAN FIVE (5) TIMES NOMINAL AGGREGATE MAXIMUM SIZE, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- SUBLOT SIZES FOR PFP AND QCP MIXES WILL BE 1,000 TONS, UNLESS OTHERWISE AGREED TO BY THE ENGINEER AND THE PAVING CONTRACTOR.

ENVIRONMENTAL REVIEWS

PRIOR TO THE USE OF ANY PROPOSED BORROW AREAS, USE AREAS (TEMPORARY ACCESS ROADS, DETOURS, RUN-AROUNDS, ETC.) AND/OR WASTE AREAS, THE CONTRACTOR SHALL FILE THE REQUIRED ENVIRONMENTAL RESOURCE REQUEST SURVEYS ACCORDING TO SECTION 107.22 OF THE STANDARD SPECIFICATIONS. THESE SURVEYS ARE REQUIRED IN ORDER FOR THE DEPARTMENT TO CONDUCT CULTURAL AND BIOLOGICAL RESOURCE SURVEYS FOR THE PROPOSED SITE.

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- BDE FORM 2289 (BORROW SITE REVIEW)
- BDE FORM 2290 (WASTE/USE AREA REVIEW)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA
- BORROW AREA ENTRY AGREEMENT FORM - D4 P10101

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS SHALL BE OBTAINED AND FILED BY THE CONTRACTOR. EXCESS WASTE PRODUCTS REMOVED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

PLEASE NOTE THAT A MINIMUM OF FOUR WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED WASTE SITE ENVIRONMENTAL CLEARANCES AND SIX WEEKS FOR THE REQUIRED BORROW SITE ENVIRONMENTAL CLEARANCES.

GENERAL NOTES

- ALL CLEARING, GRUBBING, FENCE REMOVAL, PAVEMENT REMOVAL, AND REMOVAL OF EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. ALL AGGREGATE AND BITUMINOUS PAVEMENT SHALL BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR IN A METHOD APPROVED BY THE ENGINEER. REMOVAL AND DISPOSAL OF PAVEMENT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARD OF THE DEPARTMENT.
- THE LOCATION ON THE PLANS OF EXISTING DRAINAGE STRUCTURES, TELEPHONE LINES, ELECTRIC LINES, WATER SERVICE LINES, GAS MAINS, AND OTHER UTILITY FACILITIES AS SHOWN ON THE PLANS ARE BASED ON FIELD INVESTIGATIONS AND THE BEST INFORMATION AVAILABLE, BUT THE LOCATIONS ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE INDIVIDUAL UTILITY COMPANIES AND BY FIELD INSPECTION.
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES

| | |
|--------------------------|------------------------------|
| AGGREGATE BASE COURSE | 2.05 TON/CU YD |
| AGGREGATE SURFACE COURSE | 2.05 TON/CU YD |
| AGGREGATE SHOULDERS | 2.05 TON/CU YD |
| HOT MIX ASPHALT | 112 LBS/SQ YD/INCH THICKNESS |
| STONE RIPRAP | 1.75 TON/CU YD |

BITUMINOUS MATERIALS APPLICATION RATES

| SURFACE TYPE | RESIDUAL RATE |
|-------------------------------|----------------|
| AGGREGATE BASE (PRIME COAT) | 0.250 LB/SQ FT |
| MILLED HMA OR PCC (TACK COAT) | 0.080 LB/SQ FT |
| EXISTING PAVEMENT (TACK COAT) | 0.050 LB/SQ FT |
| TACK COAT (BETWEEN LIFTS) | 0.080 LB/SQ FT |

- THE FINAL SURFACE OF ALL EMBANKMENT AREAS SHALL BE SEEDED. THE TOP 4 INCHES OF THE SEEDED AREAS SHALL BE TOPSOIL SUBJECT TO THE APPROVAL OF THE ENGINEER. THE COST OF SHAPING THE SLOPES AND PROVIDING TOP SOIL WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- THE AREA TO BE SEEDED SHALL CONSIST OF ALL DISTURBED EARTH SURFACES WITHIN THE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER.
SEEDING, CLASS 2 (SPECIAL) = 0.25 ACRES
- ALL WASTE MATERIAL FROM EXCAVATIONS SHALL BE DISPOSED OF BY THE CONTRACTOR. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ALL ELEVATIONS SHOWN REFER TO U.S.G.S DATUM TO MEAN SEA LEVEL UNLESS OTHERWISE NOTED.
- CONTINUOUS PAVING OPERATIONS ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE HOT-MIX ASPHALT SURFACE. NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, TURN LANES ECT. WILL BE ALLOWED

COMMITMENTS

TREES THREE INCHES OR GREATER IN DIAMETER SHALL NOT BE CLEARED BETWEEN APRIL 1 AND SEPTEMBER 30. THE BRIDGE BAT ASSESSMENT EXPIRES 08/24/2025. A VALID ASSESSMENT IS REQUIRED PRIOR TO PERFORMING ANY WORK BELOW THE EXISTING BRIDGE SURFACE.

| SUMMARY OF QUANTITIES | | | |
|-----------------------|--|-----------------------------|----------------|
| CODE NO. | ITEM | CONSTRUCTION TYPE CODE 0010 | |
| | | UNIT | TOTAL QUANTITY |
| * 20100110 | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | UNIT | 104 |
| * 20100210 | TREE REMOVAL (OVER 15 UNITS DIAMETER) | UNIT | 56 |
| 20200100 | EARTH EXCAVATION | CU YD | 275 |
| 20300100 | CHANNEL EXCAVATION | CU YD | 390 |
| 20400800 | FURNISHED EXCAVATION | CU YD | 35 |
| 20700220 | POROUS GRANULAR EMBANKMENT | CU YD | 220 |
| 28000250 | TEMPORARY EROSION CONTROL SEEDING | POUND | 250 |
| 28000305 | TEMPORARY DITCH CHECKS | FOOT | 12 |
| 28000400 | PERIMETER EROSION BARRIER | FOOT | 500 |
| 28000500 | INLET AND PIPE PROTECTION | EACH | 1 |
| 28100209 | STONE RIPRAP, CLASS A5 | TON | 1,150 |
| 28200200 | FILTER FABRIC | SQ YD | 685 |
| 35100100 | AGGREGATE BASE COURSE, TYPE A | TON | 486 |
| 40200800 | AGGREGATE SURFACE COURSE, TYPE B | TON | 78 |
| 40600275 | BITUMINOUS MATERIALS (PRIME COAT) | POUND | 1,479 |
| 40600290 | BITUMINOUS MATERIALS (TACK COAT) | POUND | 465 |
| 40603080 | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 | TON | 91 |
| 40604050 | HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 | TON | 54 |
| 48101200 | AGGREGATE SHOULDERS, TYPE B | TON | 105 |
| 50100100 | REMOVAL OF EXISTING STRUCTURES | EACH | 1 |
| 50105220 | PIPE CULVERT REMOVAL | FOOT | 40 |
| 50200100 | STRUCTURE EXCAVATION | CU YD | 485 |
| 50300225 | CONCRETE STRUCTURES | CU YD | 62.5 |
| 50300280 | CONCRETE ENCASEMENT | CU YD | 23.3 |
| 50300255 | CONCRETE SUPERSTRUCTURE | CU YD | 128.9 |
| 50300260 | BRIDGE DECK GROOVING | SQ YD | 310 |
| 50300300 | PROTECTIVE COAT | SQ YD | 415 |
| 50500105 | FURNISHING AND ERECTING STRUCTURAL STEEL | L SUM | 1 |
| 50500505 | STUD SHEAR CONNECTORS | EACH | 1,440 |
| 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 36,810 |

* SPECIALTY ITEM

| SUMMARY OF QUANTITIES | | | |
|-----------------------|--|-----------------------------|----------------|
| CODE NO. | ITEM | CONSTRUCTION TYPE CODE 0010 | |
| | | UNIT | TOTAL QUANTITY |
| 51201800 | FURNISHING STEEL PILES HP14X73 | FOOT | 250 |
| 51265002 | DRILLING AND SETTING PILES (IN ROCK) | CU FT | 294.6 |
| 51500100 | NAME PLATES | EACH | 1 |
| 52100520 | ANCHOR BOLTS, 1" | EACH | 20 |
| 542D0223 | PIPE CULVERTS, CLASS D, TYPE 1 18" | FOOT | 40 |
| 59100100 | GEOCOMPOSITE WALL DRAIN | SQ YD | 105 |
| 60146304 | PIPE UNDERDRAINS FOR STRUCTURES 4" | FOOT | 170 |
| * 63100087 | TRAFFIC BARRIER TERMINAL, TYPE 6A | EACH | 1 |
| * 63100167 | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT | EACH | 1 |
| 67100100 | MOBILIZATION | L SUM | 1 |
| * 72501000 | TERMINAL MARKER - DIRECT APPLIED | EACH | 3 |
| * 78200005 | GUARDRAIL REFLECTORS, TYPE A | EACH | 7 |
| * X2300017 | STEEL RAILING, TYPE SM (SPECIAL) | FOOT | 197 |
| X2501000 | SEEDING, CLASS 2 (SPECIAL) | ACRE | 0.25 |
| X5080530 | BAR TERMINATORS | EACH | 444 |
| * X6310088 | TRAFFIC BARRIER TERMINAL TYPE 6A (SPECIAL) | EACH | 1 |
| * X6330725 | STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS) | FOOT | 12.5 |
| X7010216 | TRAFFIC CONTROL AND PROTECTION, (SPECIAL) | L SUM | 1 |
| # Z0076600 | TRAINEES | HOUR | 500 |
| Z0013798 | CONSTRUCTION LAYOUT | L SUM | 1 |
| # Z0076604 | TRAINEES TRAINING PROGRAM GRADUATE | HOUR | 500 |

* SPECIALTY ITEM # 0042

| EARTHWORK SCHEDULE | | | | | | | |
|--------------------------------|------------------|--------------------|------------------|--------------|-----------------------------------|---------------------|-------------------|
| LOCATION | EARTH EXCAVATION | CHANNEL EXCAVATION | SHRINKAGE FACTOR | PERCENT USED | EXCAVATION ADJUSTED FOR SHRINKAGE | EMBANKMENT REQUIRED | EARTHWORK BALANCE |
| FAS 1453 / CH 22 | 20200100 | 20300100 | | | | | |
| | CU.YD. | CU.YD. | | | CU.YD. | CU.YD. | CU.YD. |
| STA. 8+05.00 TO STA. 9+33.11 | 124 | | 25.00% | 100.00% | 93 | 31 | 62 |
| STA. 9+33.11 TO STA. 10+32.89 | | 390 | 25.00% | 20.00% | 59 | | 59 |
| STA. 10+32.89 TO STA. 11+70.00 | 146 | | 25.00% | 100.00% | 109 | 269 | -160 |
| ENTRANCES | 6 | | 25.00% | 100.00% | 5 | 0 | 5 |
| TOTAL | 276 | 390 | | | 266 | 300 | -34 |
| USE | 275 | 390 | | | | | 35 |

(- IS SHORTAGE, + IS SURPLUS) FURNISHED EXCAVATION 35 CU YDS

| TREE REMOVAL | | | | |
|--------------|--------|------|---------------|---------------|
| STATION | OFFSET | SIDE | 6 TO 15 UNITS | OVER 15 UNITS |
| | | | 20100110 | 20100210 |
| 8+06 | 30' | RT | | 18 |
| 8+37 | 33' | LT | 8 | |
| 8+37 | 33' | LT | 14 | |
| 8+46 | 37' | RT | 12 | |
| 8+62 | 37' | LT | 6 | |
| 8+64 | 39' | LT | 8 | |
| 8+79 | 36' | RT | 6 | |
| 8+94 | 32' | RT | 6 | |
| 8+99 | 35' | LT | 8 | |
| 9+22 | 33' | RT | | 18 |
| 9+24 | 33' | LT | | 20 |
| 9+55 | 37' | RT | 6 | |
| 9+55 | 37' | RT | 6 | |
| 10+50 | 33' | RT | 12 | |
| 10+68 | 31' | RT | 12 | |
| TOTAL | | | 104 | 56 |

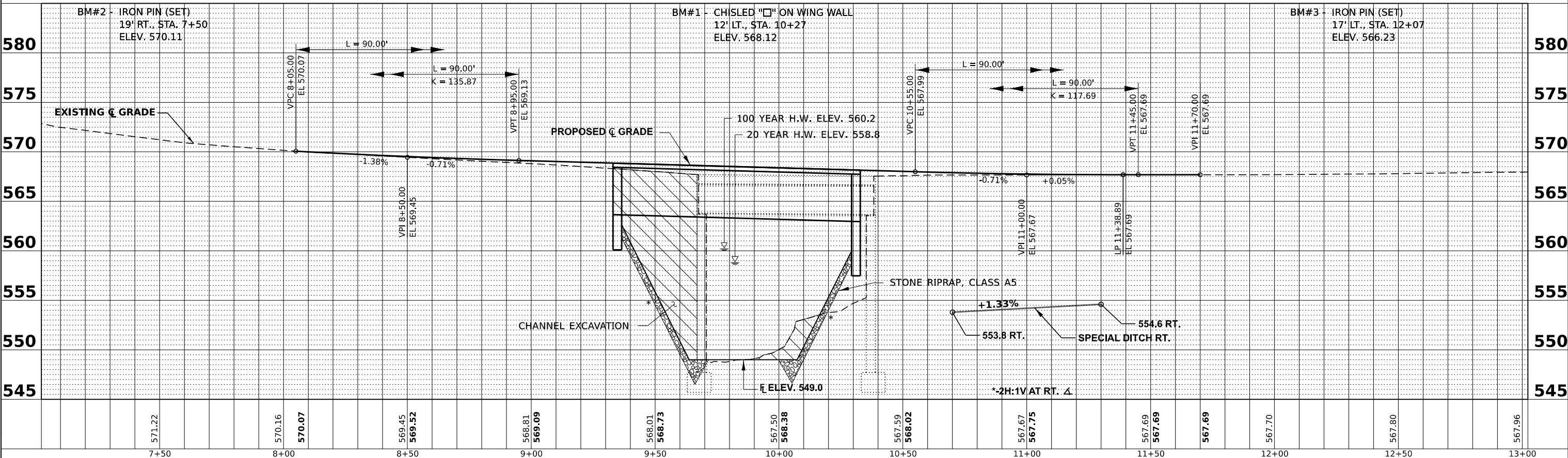
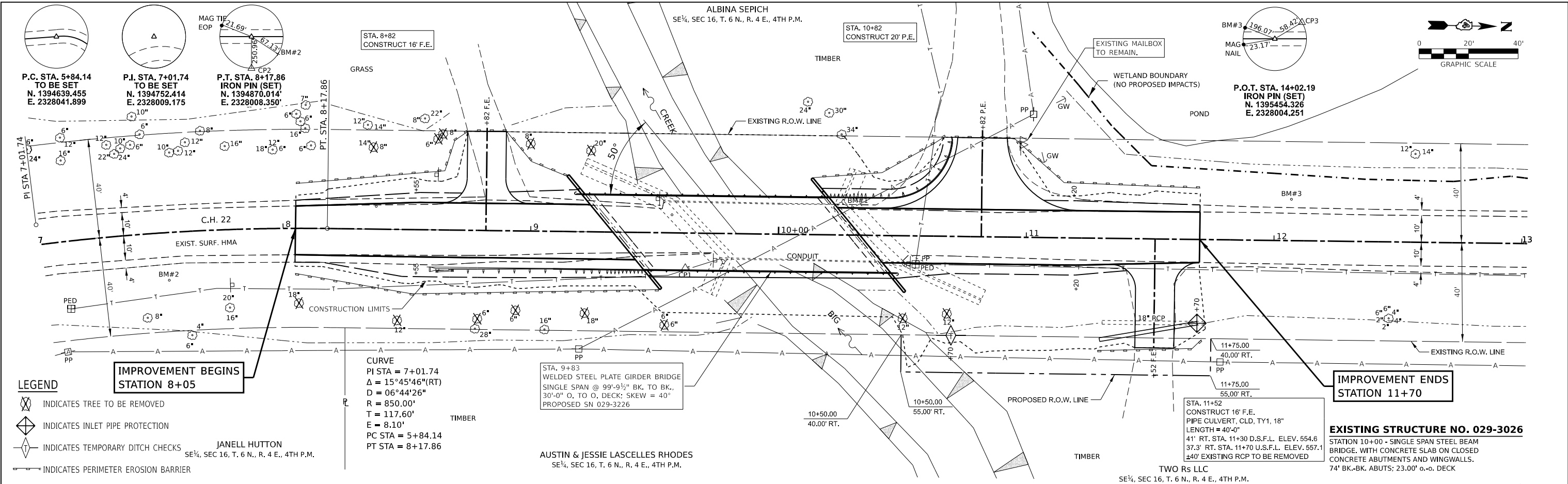
| ROADWAY SCHEDULE | | | | | | | |
|--------------------------------|-------------------------------|----------------------------------|-----------------------------------|----------------------------------|---|--|-----------------------------|
| LOCATION | AGGREGATE BASE COURSE, TYPE A | AGGREGATE SURFACE COURSE, TYPE B | BITUMINOUS MATERIALS (PRIME COAT) | BITUMINOUS MATERIALS (TACK COAT) | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 | HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 | AGGREGATE SHOULDERS, TYPE B |
| FAS 1453 / CH 22 | 35100100 | 40200800 | 40600275 | 40600290 | 40603080 | 40604050 | 48101200 |
| | TON | TON | POUND | POUND | TON | TON | TON |
| STA. 8+05.00 TO STA. 9+33.11 | 232 | | 712 | 224 | 44 | 26 | 56 |
| STA. 10+32.89 TO STA. 11+70.00 | 254 | | 767 | 241 | 47 | 28 | 49 |
| ENTRANCES | | 78 | | | | | |
| TOTAL | 486 | 78 | 1,479 | 465 | 91 | 54 | 105 |

| EROSION CONTROL TABLE | | | | | |
|--------------------------------|-----------------------------------|------------------------|---------------------------|---------------------------|----------------------------|
| LOCATION | TEMPORARY EROSION CONTROL SEEDING | TEMPORARY DITCH CHECKS | PERIMETER EROSION BARRIER | INLET AND PIPE PROTECTION | SEEDING, CLASS 2 (SPECIAL) |
| FAS 1453 / CH 22 | 28000250 | 28000305 | 28000400 | 28000500 | X2501000 |
| | POUND | FOOT | FOOT | EACH | ACRE |
| STA. 8+05.00 TO STA. 9+33.11 | 125 | | 300 | | 0.15 |
| STA. 10+32.89 TO STA. 11+70.00 | 125 | 12 | 200 | 1 | 0.15 |
| TOTAL | 250 | 12 | 500 | 1 | 0.25 |

| GUARDRAIL SCHEDULE | | | | | | |
|------------------------------|-----------------------------------|--|----------------------------------|------------------------------|--|---|
| LOCATION | TRAFFIC BARRIER TERMINAL, TYPE 6A | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT | TERMINAL MARKER - DIRECT APPLIED | GUARDRAIL REFLECTORS, TYPE A | TRAFFIC BARRIER TERMINAL TYPE 6A (SPECIAL) | STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS) |
| FAS 1453 / CH 22 | 63100087 | 63100167 | 72501000 | 78200005 | X6310088 | X6330725 |
| SEE SHEET 7 FOR LAYOUT | EACH | EACH | EACH | EACH | EACH | FOOT |
| LT. STA. 9+20.83 TO 10+69.70 | | | | 3 | 1 | 12.5 |
| RT. STA. 8+59.18 TO 10+45.18 | 1 | 1 | 1 | 4 | | |
| TOTAL | 1 | 1 | 1 | 7 | 1 | 12.5 |

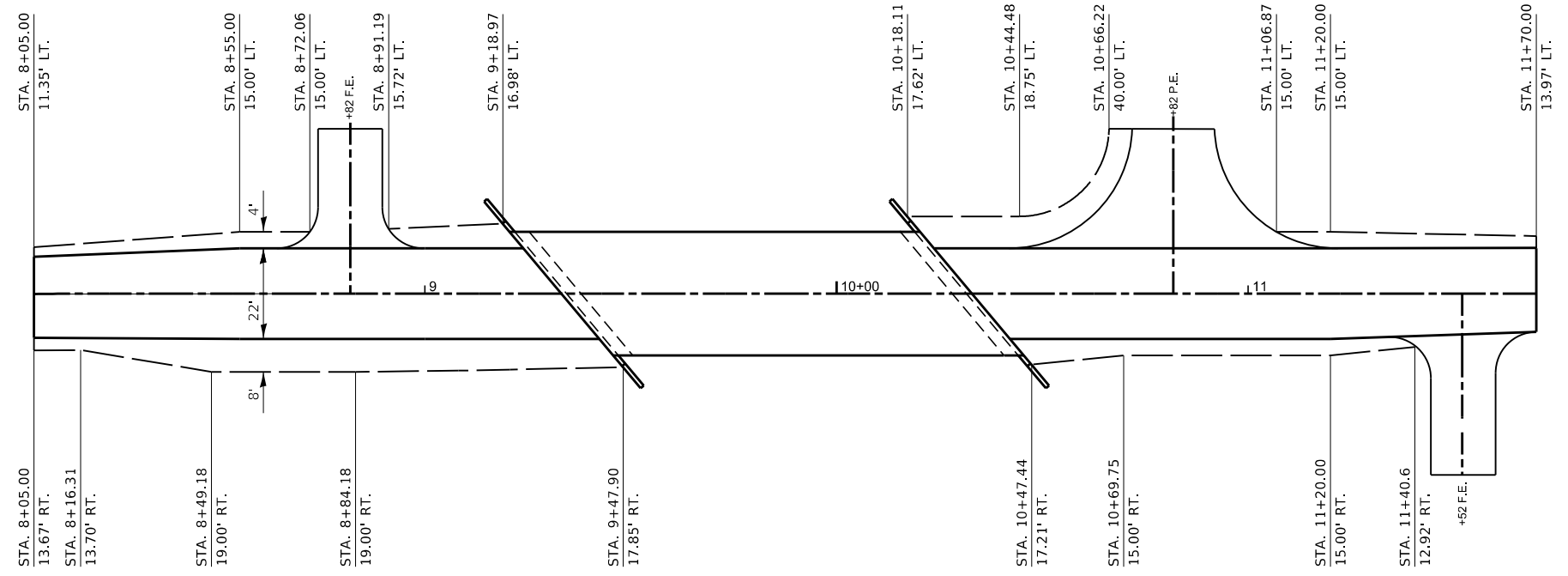
| | |
|-----------|--|
| DATE | |
| BY | |
| SURVEYED | |
| PLOTTED | |
| ALIGNED | |
| CHECKED | |
| FILE NAME | |
| NO. | |

| | |
|-----------------------------|--|
| DATE | |
| BY | |
| SURVEYED | |
| GRADES CHECKED | |
| STRUCTURE NOTATIONS CHECKED | |
| NOTE BOOK | |
| NO. | |

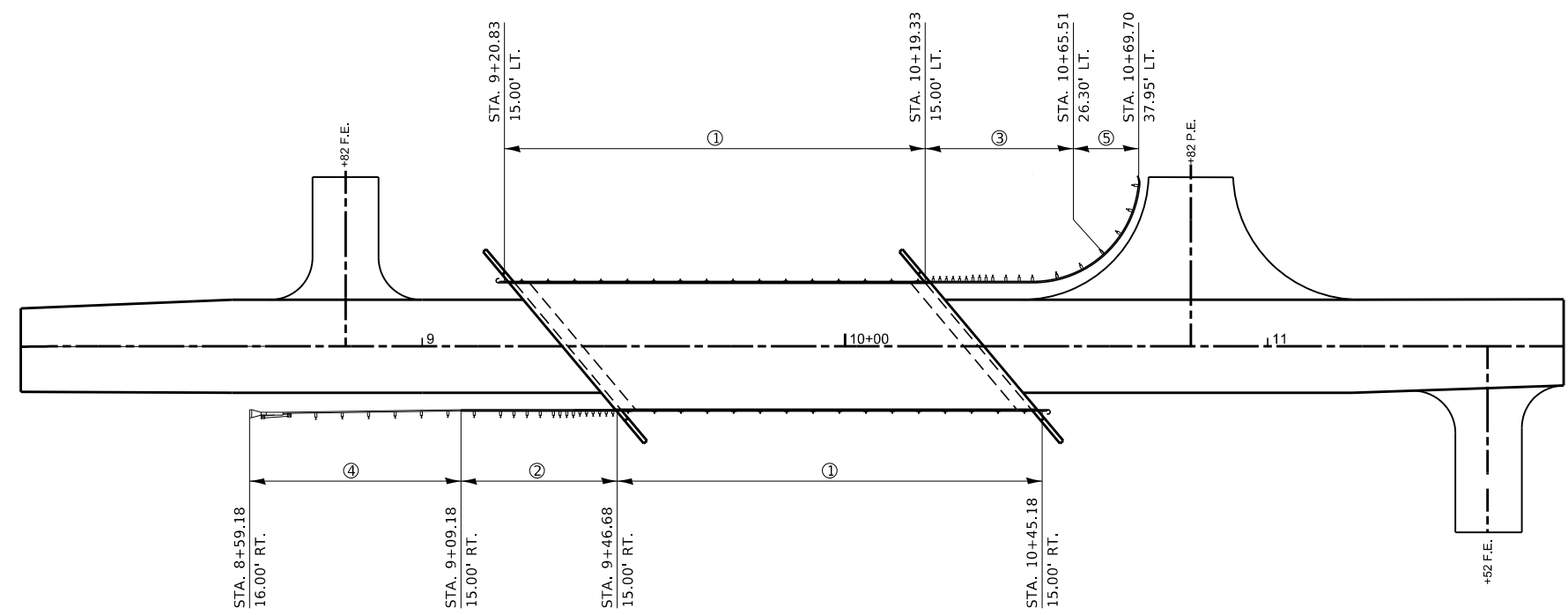


| | | | | | | |
|--|---|---|---|--|--|--|
| <p>HAMPTON, LENZINI AND RENWICK, INC. 1707 N. RANDALL ROAD, SUITE 100 ELGIN, ILLINOIS 60123 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184-000099</p> | <p>USER NAME = gmetcalf DESIGNED - J.W.F. DRAWN - T.W.K. CHECKED - S.T.M. DATE - \$DATS</p> | <p>DESIGNED - J.W.F. DRAWN - T.W.K. CHECKED - S.T.M. DATE - \$DATS</p> | <p>REVISED - REVISED - REVISED - REVISED -</p> | <p>STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT</p> | <p>PLAN AND PROFILE COUNTY HIGHWAY 22</p> | <p>F.A.S. RTE. 1453 SECTION 22-00022-00-BR COUNTY FULTON TOTAL SHEETS 34 SHEET NO. 6 CONTRACT NO. 89837</p> |
|--|---|---|---|--|--|--|

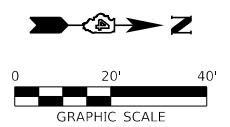
SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. 7+00 TO STA. 13+00 ILLINOIS FED. AID PROJECT LWY(566)



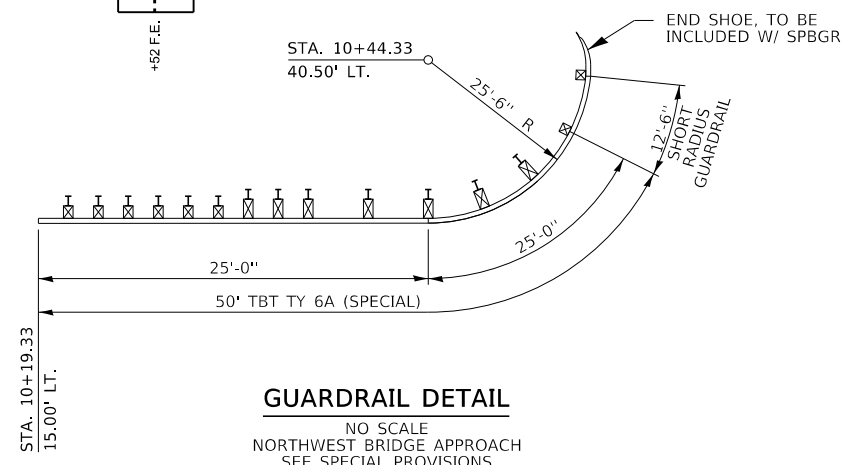
SHOULDER LAYOUT



GUARDRAIL LAYOUT



- LEGEND**
- ① STEEL RAILING, TYPE SM (SPECIAL)
 - ② TBT TY 6A
 - ③ TBT TY 6A (SPECIAL)
 - ④ TBT TY 1, SPECIAL TANGENT
 - ⑤ SPBGR (SHORT RADIUS)



GUARDRAIL DETAIL
NO SCALE
NORTHWEST BRIDGE APPROACH
SEE SPECIAL PROVISIONS

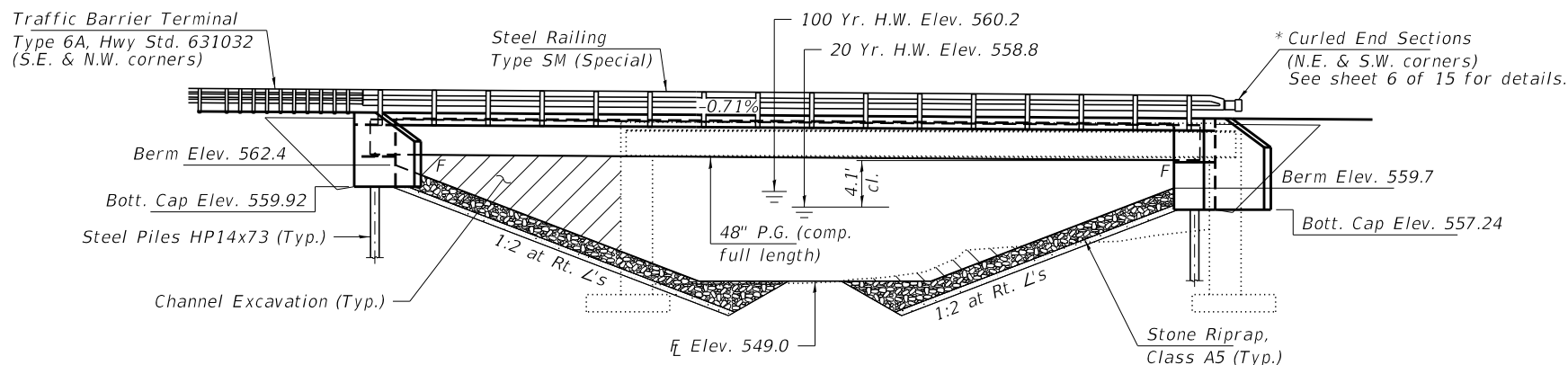
| | | | | | | | | | | | | |
|--|------------------------|-------------------|-----------|---|--------------------------------------|----------------|----------|---------------------------|---------|--------|--------------|-----------|
| FILE NAME = 230620-shi-shdgrd.dgn | USER NAME = smierzwa | DESIGNED - J.W.F. | REVISED - | STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT | SHOULDER AND GUARDRAIL LAYOUT | | | F.A.S. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L5 / PE / SE CORP. 184.000959 | PLOT SCALE = \$SCALE\$ | DRAWN - G.D.M. | REVISED - | | 1453 | 22-00022-00-BR | FULTON | 34 | 7 | | | |
| PLOT DATE = 10/24/2024 | DATE - 08/13/2024 | CHECKED - S.T.M. | REVISED - | | CONTRACT NO. 89837 | | | | | | | |
| | | SCALE: 1" = 40' | | | SHEET NO. 1 OF 1 SHEETS | | ILLINOIS | FED. AID PROJECT LWY(566) | | | | |

BENCHMARK: Chisled "□" on Wing Wall. 12' Lt., Sta. 10+27. Elev. 568.12

EXISTING STRUCTURE NO. 029-3026: Sta. 10+00 - Single Span Steel Beam Bridge with Concrete Slab on Closed Concrete Abutments and Wingwalls 74.0' bk.-bk. abuts., 23.0' o.-o. deck.

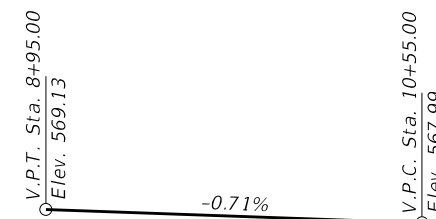
Structure closed to traffic during construction.

No Salvage



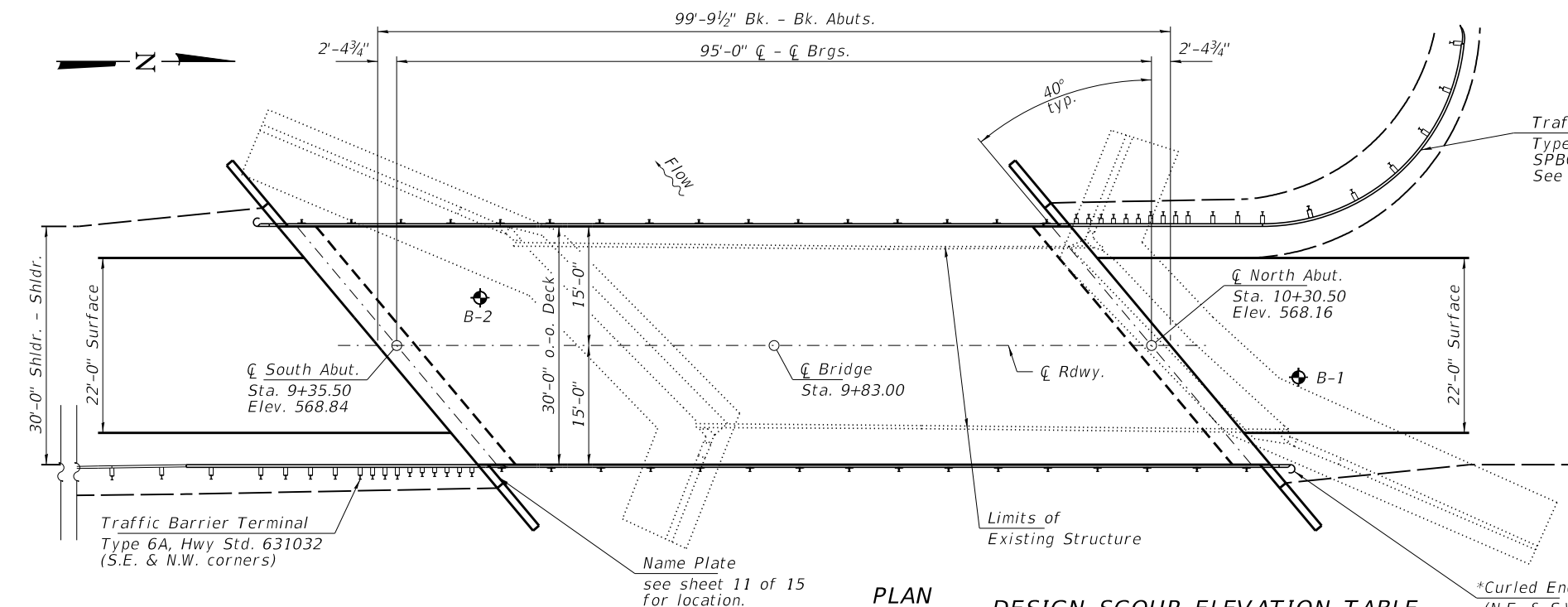
INDEX OF STRUCTURE SHEETS

1. General Plan & Elevation
2. General Details
- 3-4. Top of Slab Elevations
5. Superstructure
6. Superstructure Details
7. Steel Railing, Type SM (Special)
8. Structural Steel
9. Structural Steel Details
10. Bearing Details
11. South Abutment
12. North Abutment
13. Abutment Details
14. HP Pile Details
15. Borings



BIG CREEK
BUILT 202_ BY
FULTON COUNTY
SEC. 22-00022-00-BR
F.A.S. 1453 / C.H. 22
STR. NO. 029-3226
LOADING HL-93

NAME PLATE
See Std. 515001



DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition with all interims.

LOADING HL-93

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

DESIGN STRESSES

FIELD UNITS

f'c = 5,000 psi (Superstructure)
f'c = 3,500 psi (Substructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Structural Steel M270 Gr. 50W)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.048g
Design Spectral Acceleration at 0.2 sec. (SD5) = 0.114g
Soil Site Class = B

WATERWAY INFORMATION

Existing Low Grade Elev. 567.69 @ Sta. 11+50
Proposed Low Grade Elev. 567.69 @ Sta. 11+50
Drainage Area = 26.8 Sq. Mi.

| Flood | Freq. Yr. | Q C.F.S. | Opening Sq. Ft. | | Nat. H.W.E. | Head - Ft. | | Headwater El. | |
|-------------|-----------|----------|-----------------|-------|-------------|------------|-------|---------------|-------|
| | | | Exist. | Prop. | | Exist. | Prop. | Exist. | Prop. |
| Ten-Year | 10 | 1,500 | 280 | 350 | 558.2 | 0.4 | 0.2 | 558.6 | 558.4 |
| Design | 20 | 1,810 | 300 | 380 | 558.8 | 0.6 | 0.3 | 559.4 | 559.1 |
| Base | 100 | 2,640 | 370 | 470 | 560.2 | 0.9 | 0.5 | 561.1 | 560.7 |
| Scour Check | 200 | 2,820 | 390 | 490 | 560.5 | 1.0 | 0.6 | 561.5 | 561.1 |
| Max. Calc. | 500 | 3,060 | 400 | 510 | 560.8 | 1.1 | 0.6 | 561.9 | 561.4 |

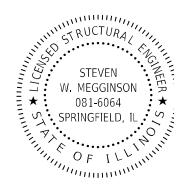
10 Year Velocity through Existing Bridge = 5.3 fps 10 Year Velocity through Proposed Bridge = 4.3 fps

DESIGN SCOUR ELEVATION TABLE

| Event/Limit State | Design Scour Elev. (ft.) | | Item 113 |
|-------------------|--------------------------|----------|----------|
| | S. Abut. | N. Abut. | |
| Q100 | 559.9 | 557.2 | 8 |
| Q200 | 559.9 | 557.2 | |
| Design | 559.9 | 557.2 | |
| Check | 559.9 | 557.2 | |

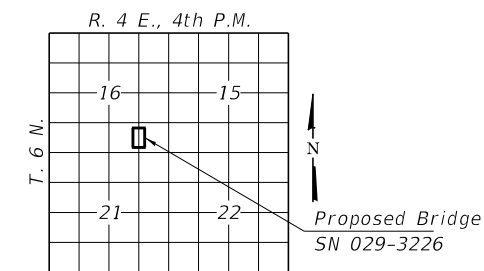
I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current "AASHTO LRFD Specifications."

Steven W. Megginson 10/28/2024
ILLINOIS STRUCTURAL ENGINEER NO. 081-6064



Expires 11-30-2024

LOCATION SKETCH



GENERAL PLAN & ELEVATION
F.A.S. 1453 / C.H. 22
OVER BIG CREEK
SECTION 22-00022-00-BR
FULTON COUNTY
STATION 09+83
STRUCTURE NO. 029-3226

| | | | | | | | | | | | |
|--|------------------------|---------------------------|-----------|---|--|------------------------------------|----------------|--------|--------------|-----------|--|
| FILE NAME = 230620-shl-bridge.dgn | USER NAME = smlerzwa | DESIGNED - S.T.M. | REVISED - | STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT | GENERAL PLAN & ELEVATION STRUCTURE NO. 029-3226 | F.A.S. | 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 - S.W.M. | REVISED - | | | 1453 | 22-00022-00-BR | FULTON | 34 | 8 | |
| PLOT DATE = 10/28/2024 | | DRAWN - R.D.H. | REVISED - | | | CONTRACT NO. 89837 | | | | | |
| | | CHECKED - S.T.M. / S.W.M. | REVISED - | | | ILLINOIS FED. AID PROJECT LWY(566) | | | | | |

GENERAL NOTES

Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts in painted or coated metalized areas. Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot-dipped galvanized in uncoated areas. Fasteners shall be ASTM F 3125 Grade A325 Type 3 weathering steel bolts in unpainted areas. Bolts 3/4"Ø, holes 15/16"Ø, unless otherwise noted.

Calculated weight of Structural Steel = 104,620 lbs.

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.

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

Structural steel shall only be painted from distance equal to the depth of embedment into the concrete cap plus 18 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.

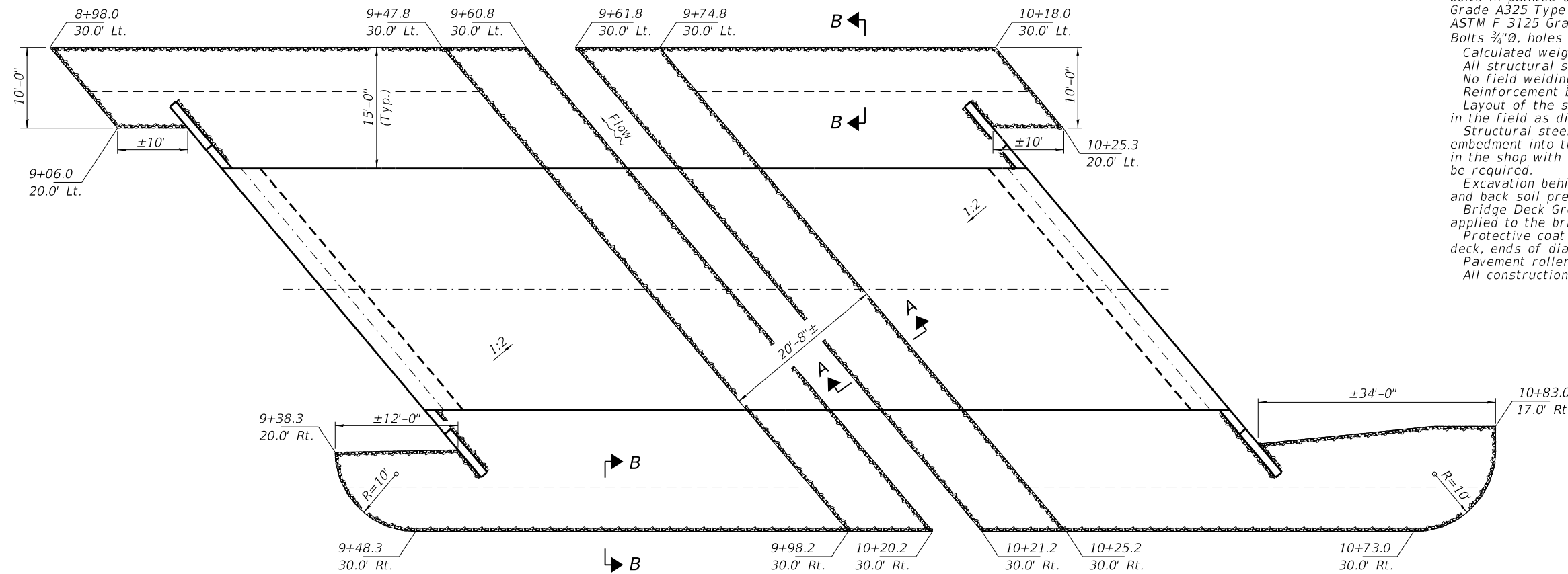
Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure.

Bridge Deck Grooving is figured 1'-0" from the face of the rail. It shall be applied to the bridge deck.

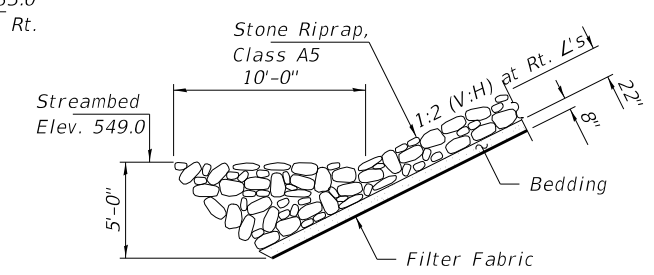
Protective coat shall be applied to the top surface and fascia of the concrete deck, ends of diaphragms, and wingwalls.

Pavement rollers shall not be allowed on bridge deck grooving.

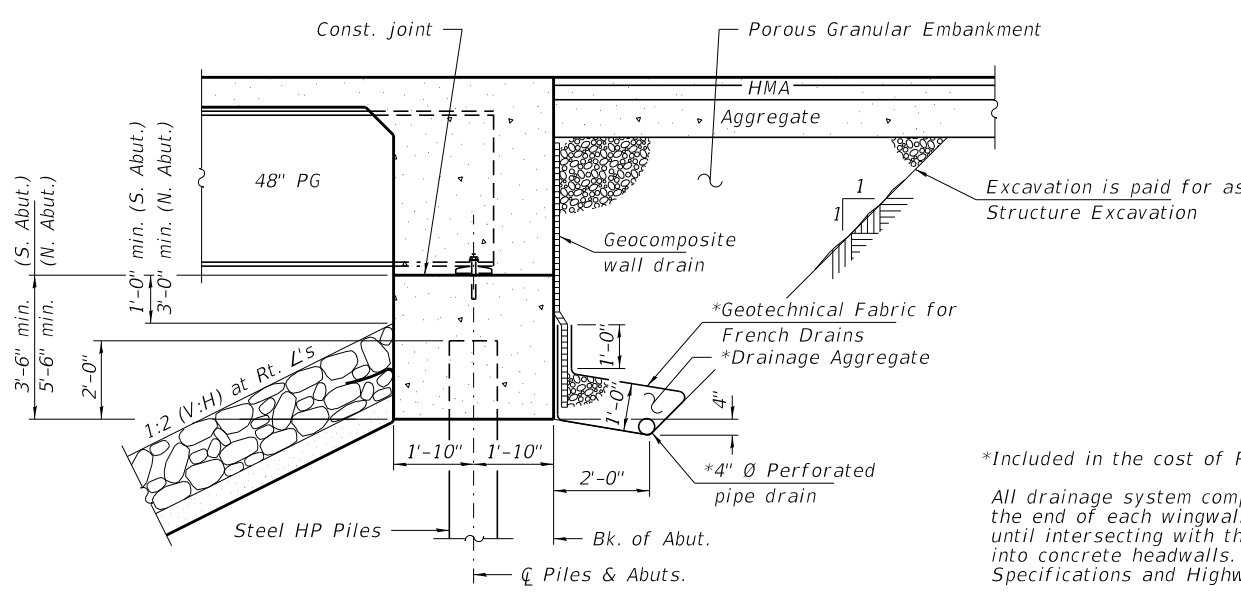
All construction joints shall be bonded.



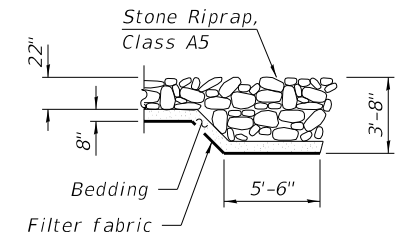
RIPRAP LAYOUT



SECTION A-A



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



SECTION B-B

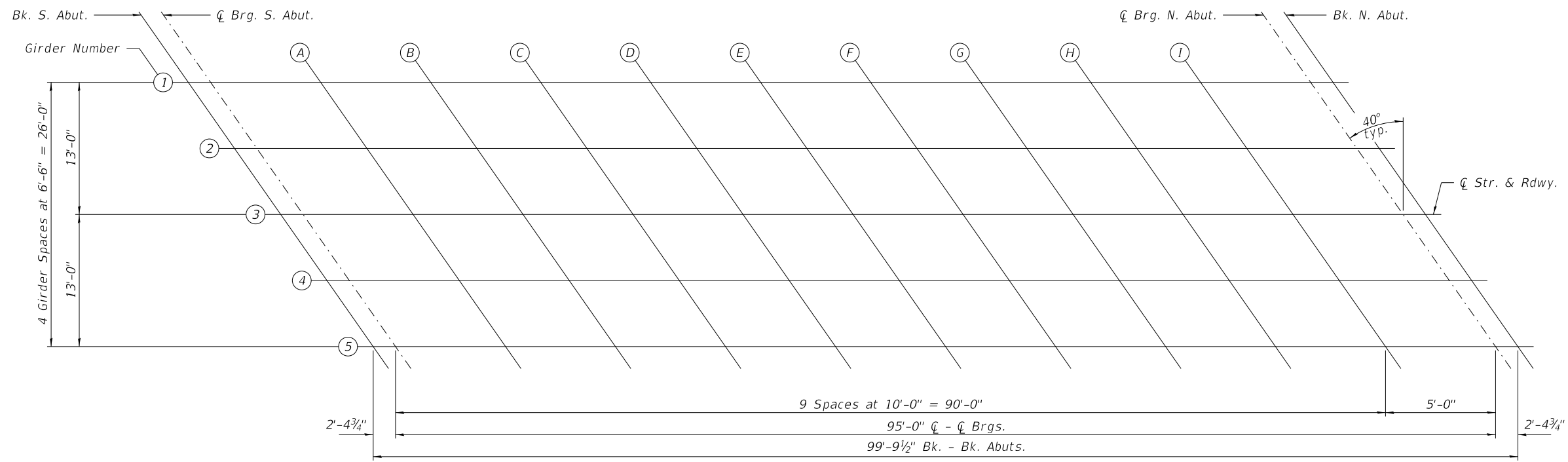
TOTAL BILL OF MATERIAL

| ITEM | UNIT | SUPER | SUB | TOTAL |
|--|---------|--------|--------|--------|
| Channel Excavation | Cu. Yd. | | 390 | 390 |
| Porous Granular Embankment | Cu. Yd. | | 220 | 220 |
| Stone Riprap, Class A5 | Ton | | 1,150 | 1,150 |
| Filter Fabric | Sq. Yd. | | 685 | 685 |
| Removal of Existing Structures | Each | | 1 | 1 |
| Structure Excavation | Cu. Yd. | | 485 | 485 |
| Concrete Structures | Cu. Yd. | | 62.5 | 62.5 |
| Concrete Encasement | Cu. Yd. | | 23.3 | 23.3 |
| Concrete Superstructure | Cu. Yd. | 128.9 | | 128.9 |
| Bridge Deck Grooving | Sq. Yd. | 310 | | 310 |
| Protective Coat | Sq. Yd. | 370 | 45 | 415 |
| Furnishing and Erecting Structural Steel | L. Sum | 1 | | 1 |
| Stud Shear Connectors | Each | 1,440 | | 1,440 |
| Reinforcement Bars, Epoxy Coated | Pound | 23,670 | 13,140 | 36,810 |
| Furnishing Steel Piles HP14x73 | Foot | 250 | | 250 |
| Drilling and Setting Piles (in Rock) | Cu. Ft. | 294.6 | | 294.6 |
| Name Plates | Each | | 1 | 1 |
| Anchor Bolts, 1" | Each | | 20 | 20 |
| Geocomposite Wall Drain | Sq. Yd. | | 105 | 105 |
| Pipe Underdrains for Structures 4" | Foot | | 170 | 170 |
| Terminal Marker - Direct Applied | Each | | 2 | 2 |
| Steel Railing, Type SM (Special) | Foot | | 197 | 197 |
| Bar Terminators | Each | | 96 | 444 |

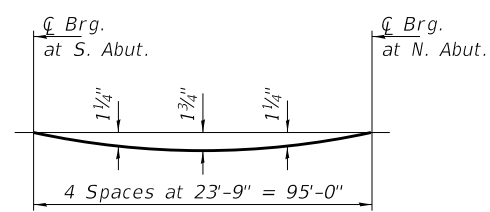
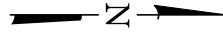
*Included in the cost of Pipe Underdrains for Structures (See Special Provisions)

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

Concrete headwalls shall be included in the cost of Pipe Underdrains for Structures 4" and shall be installed at each pipe underdrain outlet. (4 each).

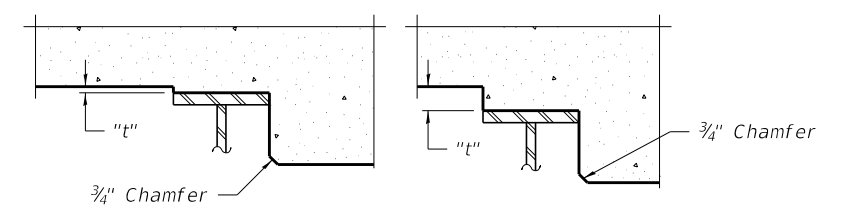


PLAN



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 sheet 4 of 15.



FILLET HEIGHTS

To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet 4 of 15, minus slab thickness, equals the fillet heights "t" above top flange of girders.

| | | | | | | | | | | | |
|---|----------------------|---------------------------|-----------|---|--|--------------------------|----------------|--------|--------------|-----------|--|
| FILE NAME = 230620-shi-bridge.dgn | USER NAME = smlerzwa | DESIGNED - S.T.M. | REVISED - | STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT | TOP OF SLAB ELEVATIONS STRUCTURE NO. 029-3226 | F.A.S. | 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 | | CHECKED - S.W.M. | REVISED - | | | 1453 | 22-00022-00-BR | FULTON | 34 | 10 | |
| PLOT SCALE = \$SCALE\$ | | DRAWN - R.D.H. | REVISED - | | | CONTRACT NO. 89837 | | | | | |
| PLOT DATE = 10/24/2024 | | CHECKED - S.T.M. / S.W.M. | REVISED - | | | SHEET NO. 3 OF 15 SHEETS | | | | | |
| | | | | ILLINOIS FED. AID PROJECT LWY(566) | | | | | | | |

GIRDER 1

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| Bk. S. Abut. | 9+22.20 | -13.00 | 568.68 | 568.68 |
| ☉ Brg. S. Abut. | 9+24.59 | -13.00 | 568.66 | 568.66 |
| A | 9+34.59 | -13.00 | 568.59 | 568.64 |
| B | 9+44.59 | -13.00 | 568.52 | 568.61 |
| C | 9+54.59 | -13.00 | 568.45 | 568.57 |
| D | 9+64.59 | -13.00 | 568.37 | 568.52 |
| E | 9+74.59 | -13.00 | 568.30 | 568.46 |
| F | 9+84.59 | -13.00 | 568.23 | 568.37 |
| G | 9+94.59 | -13.00 | 568.16 | 568.27 |
| H | 10+04.59 | -13.00 | 568.09 | 568.16 |
| I | 10+14.59 | -13.00 | 568.02 | 568.04 |
| ☉ Brg. N. Abut. | 10+19.59 | -13.00 | 567.98 | 567.98 |
| Bk. N. Abut. | 10+21.98 | -13.00 | 567.97 | 567.97 |

GIRDER 2

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| Bk. S. Abut. | 9+27.65 | -6.50 | 568.77 | 568.77 |
| ☉ Brg. S. Abut. | 9+30.05 | -6.50 | 568.75 | 568.75 |
| A | 9+40.05 | -6.50 | 568.68 | 568.73 |
| B | 9+50.05 | -6.50 | 568.61 | 568.70 |
| C | 9+60.05 | -6.50 | 568.54 | 568.67 |
| D | 9+70.05 | -6.50 | 568.47 | 568.61 |
| E | 9+80.05 | -6.50 | 568.39 | 568.55 |
| F | 9+90.05 | -6.50 | 568.32 | 568.46 |
| G | 10+00.05 | -6.50 | 568.25 | 568.37 |
| H | 10+10.05 | -6.50 | 568.18 | 568.25 |
| I | 10+20.05 | -6.50 | 568.11 | 568.13 |
| ☉ Brg. N. Abut. | 10+25.05 | -6.50 | 568.07 | 568.07 |
| Bk. N. Abut. | 10+27.44 | -6.50 | 568.06 | 568.06 |

☉ STRUCTURE P.G.L. & GIRDER 3

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| Bk. S. Abut. | 9+33.11 | 0.00 | 568.86 | 568.86 |
| ☉ Brg. S. Abut. | 9+35.50 | 0.00 | 568.84 | 568.84 |
| A | 9+45.50 | 0.00 | 568.77 | 568.82 |
| B | 9+55.50 | 0.00 | 568.70 | 568.79 |
| C | 9+65.50 | 0.00 | 568.63 | 568.76 |
| D | 9+75.50 | 0.00 | 568.56 | 568.71 |
| E | 9+85.50 | 0.00 | 568.49 | 568.64 |
| F | 9+95.50 | 0.00 | 568.41 | 568.56 |
| G | 10+05.50 | 0.00 | 568.34 | 568.46 |
| H | 10+15.50 | 0.00 | 568.27 | 568.35 |
| I | 10+25.50 | 0.00 | 568.20 | 568.23 |
| ☉ Brg. N. Abut. | 10+30.50 | 0.00 | 568.16 | 568.16 |
| Bk. N. Abut. | 10+32.89 | 0.00 | 568.15 | 568.15 |

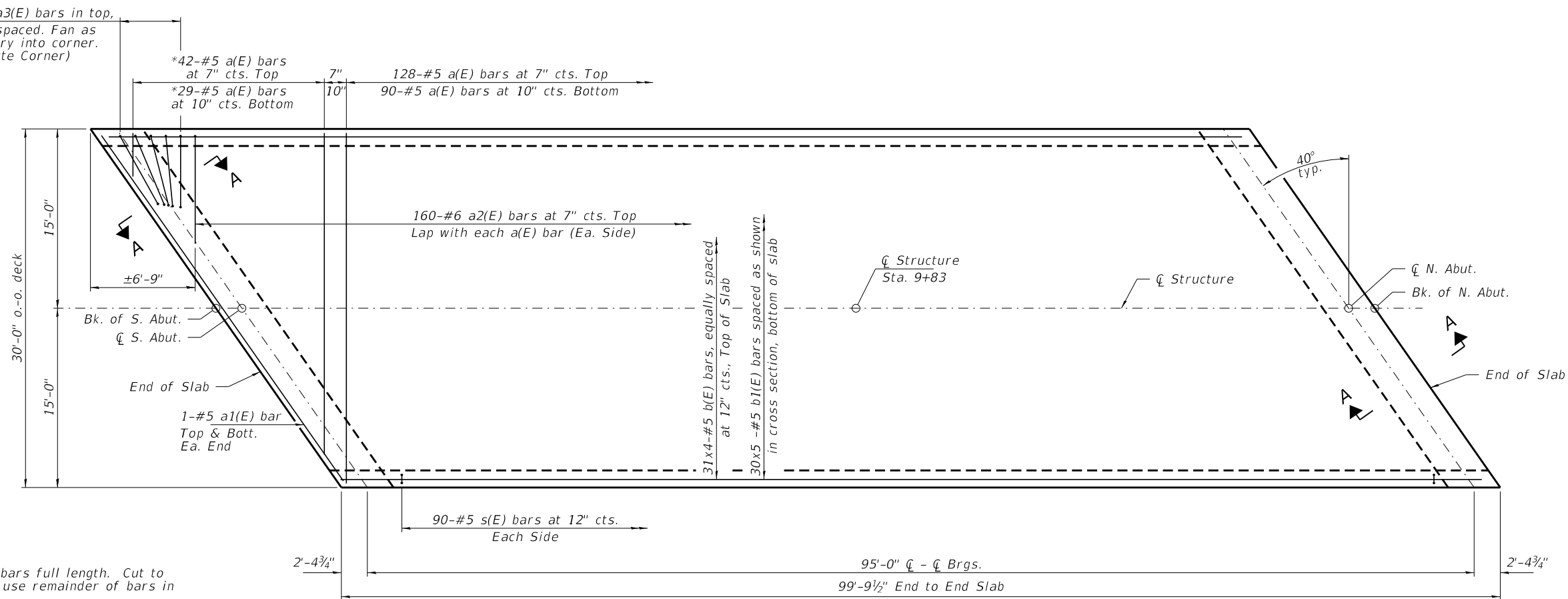
GIRDER 4

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| Bk. S. Abut. | 9+38.56 | 6.50 | 568.69 | 568.69 |
| ☉ Brg. S. Abut. | 9+40.95 | 6.50 | 568.67 | 568.67 |
| A | 9+50.95 | 6.50 | 568.60 | 568.65 |
| B | 9+60.95 | 6.50 | 568.53 | 568.63 |
| C | 9+70.95 | 6.50 | 568.46 | 568.59 |
| D | 9+80.95 | 6.50 | 568.39 | 568.54 |
| E | 9+90.95 | 6.50 | 568.32 | 568.47 |
| F | 10+00.95 | 6.50 | 568.25 | 568.39 |
| G | 10+10.95 | 6.50 | 568.17 | 568.29 |
| H | 10+20.95 | 6.50 | 568.10 | 568.18 |
| I | 10+30.95 | 6.50 | 568.03 | 568.06 |
| ☉ Brg. N. Abut. | 10+35.95 | 6.50 | 568.00 | 568.00 |
| Bk. N. Abut. | 10+38.35 | 6.50 | 567.98 | 567.98 |

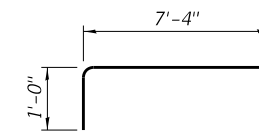
GIRDER 5

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| Bk. S. Abut. | 9+44.02 | 13.00 | 568.52 | 568.52 |
| ☉ Brg. S. Abut. | 9+46.41 | 13.00 | 568.50 | 568.50 |
| A | 9+56.41 | 13.00 | 568.43 | 568.48 |
| B | 9+66.41 | 13.00 | 568.36 | 568.46 |
| C | 9+76.41 | 13.00 | 568.29 | 568.42 |
| D | 9+86.41 | 13.00 | 568.22 | 568.37 |
| E | 9+96.41 | 13.00 | 568.15 | 568.30 |
| F | 10+06.41 | 13.00 | 568.08 | 568.22 |
| G | 10+16.41 | 13.00 | 568.00 | 568.12 |
| H | 10+26.41 | 13.00 | 567.93 | 568.01 |
| I | 10+36.41 | 13.00 | 567.86 | 567.89 |
| ☉ Brg. N. Abut. | 10+41.41 | 13.00 | 567.83 | 567.83 |
| Bk. N. Abut. | 10+43.80 | 13.00 | 567.81 | 567.81 |

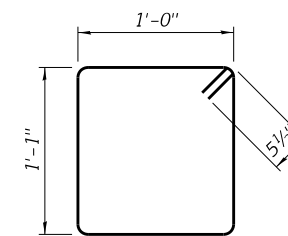
10-#4 a3(E) bars in top, evenly spaced. Fan as necessary into corner. (Ea. Acute Corner)



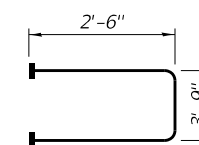
PLAN



BAR a2(E)

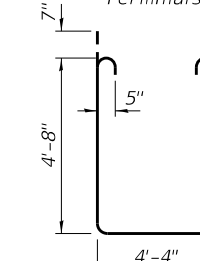


BAR s(E)

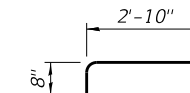


BAR s1(E)

(96-#5 Bar Terminals)

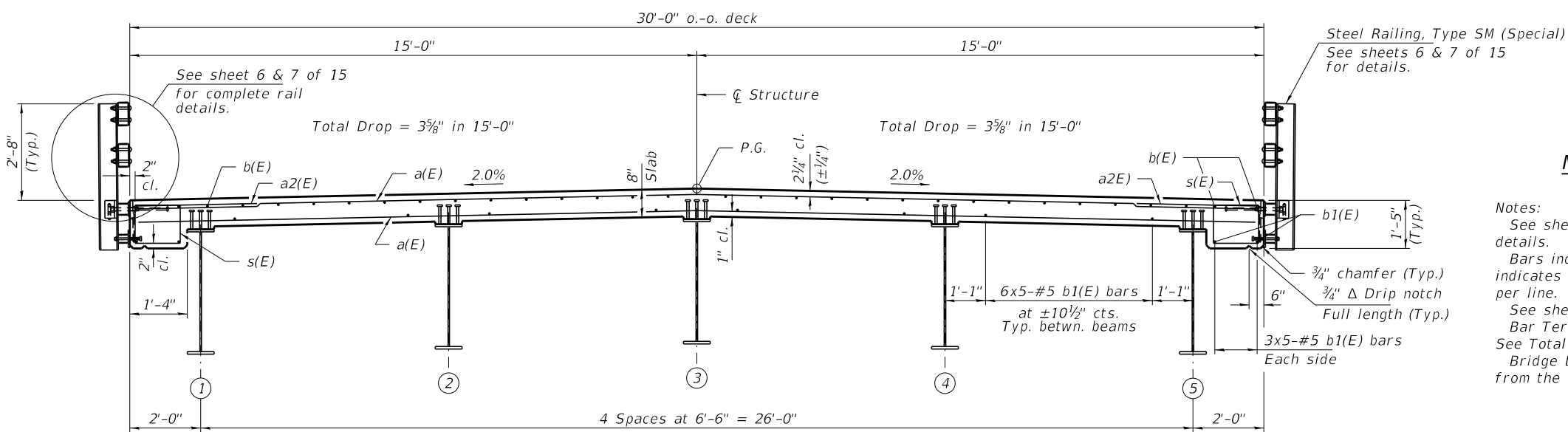
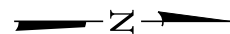


BAR s2(E)



BAR a3(E)

*Order a(E) bars full length. Cut to fit skew & use remainder of bars in other end.



CROSS SECTION
(Looking North)

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

Notes:
See sheet 6 of 15 for superstructure details.
Bars indicated thus 30x5-#5 etc. indicates 30 lines of bars with 5 lengths per line.
See sheet 6 of 15 for Section A-A.
Bar Terminators, paid for separately.
See Total Bill of Material.
Bridge Deck Grooving is figured 1'-0" from the face of rail.

**SUPERSTRUCTURE
BILL OF MATERIAL**

| BAR | NO. | SIZE | LENGTH | SHAPE |
|----------------------------------|-----|------|---------|--------|
| a(E) | 289 | #5 | 29'-8" | — |
| a1(E) | 4 | #5 | 38'-8" | — |
| a2(E) | 320 | #6 | 8'-4" | — |
| a3(E) | 20 | #4 | 4'-2" | — |
| b(E) | 124 | #5 | 27'-7" | — |
| b1(E) | 150 | #5 | 22'-9" | — |
| m(E) | 12 | #6 | 38'-8" | — |
| m1(E) | 40 | #6 | 8'-0" | — |
| m2(E) | 20 | #6 | 2'-3" | — |
| s(E) | 180 | #5 | 5'-1" | □ |
| s1(E) | 48 | #5 | 8'-9" | □ |
| s2(E) | 48 | #5 | 14'-10" | □ |
| Concrete Superstructure | | | Cu. Yd. | 128.9 |
| Bridge Deck Grooving | | | Sq. Yd. | 310 |
| Protective Coat | | | Sq. Yd. | 370 |
| Reinforcement Bars, Epoxy Coated | | | Pound | 23,670 |

| | | | |
|--|------------------------|-------------------------|-----------|
| FILE NAME = 230620-shi-bridge.dgn | USER NAME = smlerzwa | DESIGNED - S.T.M. | REVISED - |
| HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S./P.E./S.E. CORP. 184.000959 | PLOT SCALE = \$SCALE\$ | CHECKED - S.W.M. | REVISED - |
| PLOT DATE = 10/24/2024 | | DRAWN - R.D.H. | REVISED - |
| | | CHECKED - S.T.M./S.W.M. | REVISED - |

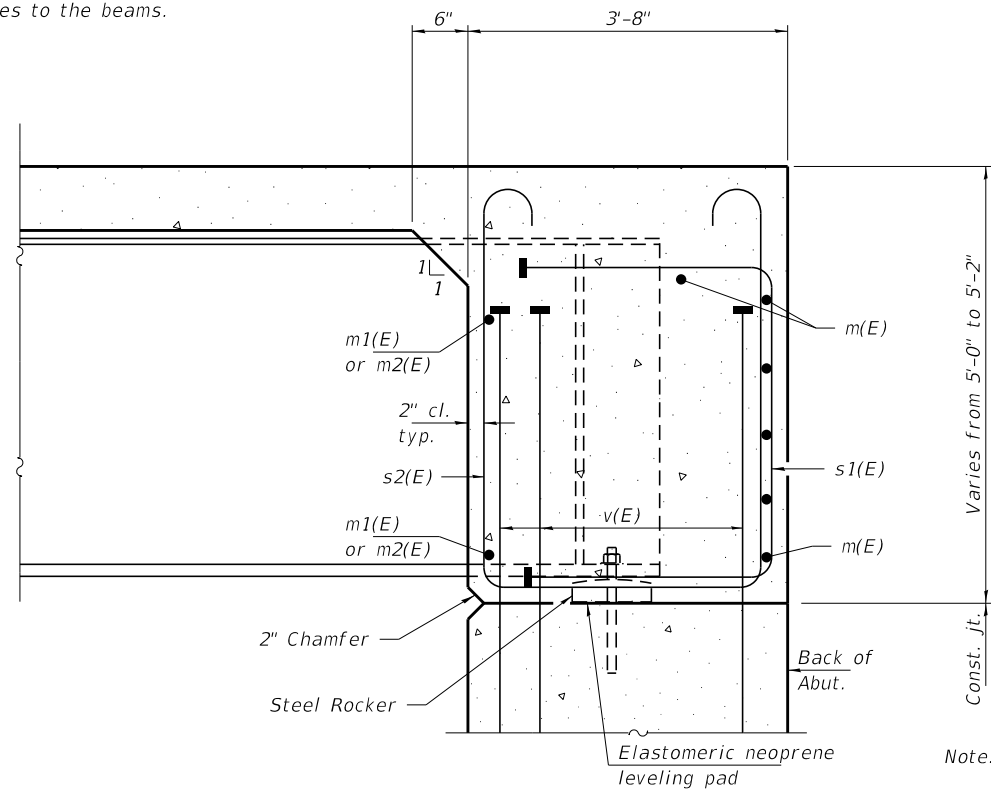
STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT

SUPERSTRUCTURE
STRUCTURE NO. 029-3226

SHEET NO. 5 OF 15 SHEETS

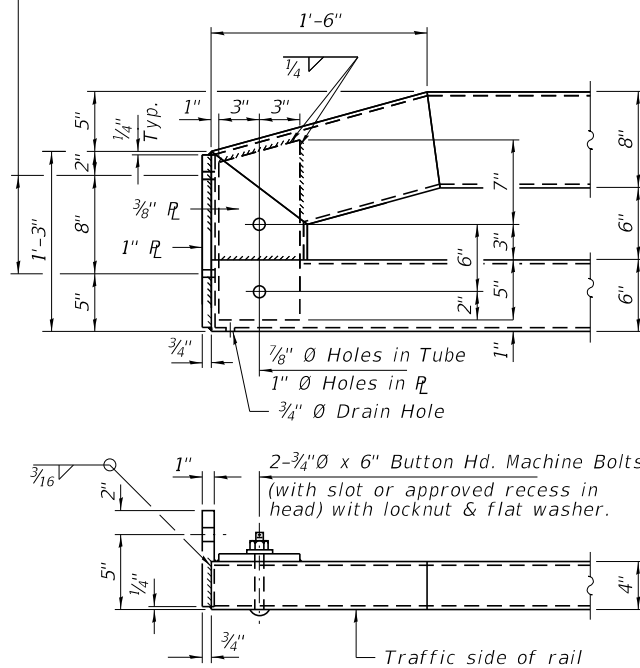
| | | | | |
|------------------------------------|----------------|--------|--------------|-----------|
| F.A.S. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1453 | 22-00022-00-BR | FULTON | 34 | 12 |
| CONTRACT NO. 89837 | | | | |
| ILLINOIS FED. AID PROJECT LWY(566) | | | | |

Notes:
 Reinforcement bars in diaphragm are billed with Superstructure on sheet 5 of 15.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 5 of 15.
 The s1(E) and s2(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

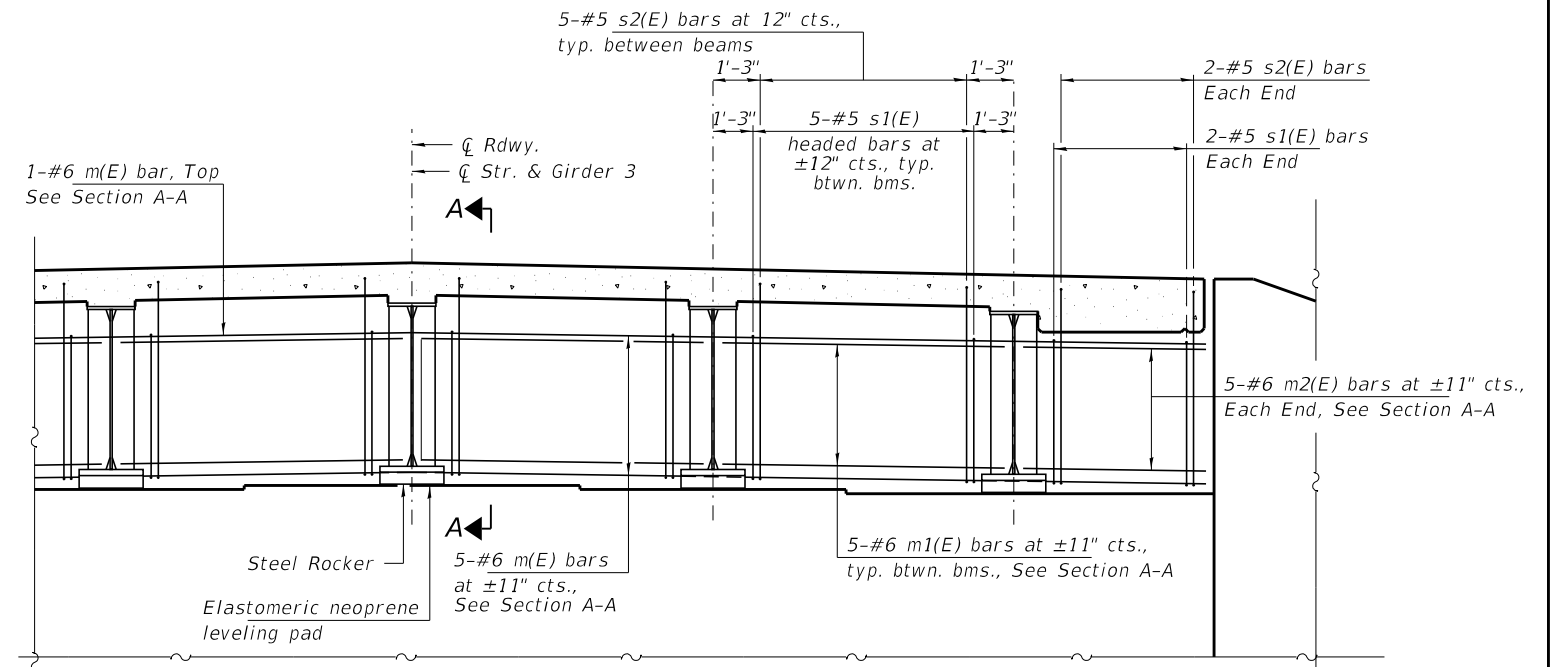


SECTION A-A
 (at Rt. L's)

1 1/8" Ø Holes for 1" Ø x 4" Round Head Bolts. Provide 2 flat washers & locknuts for curled end section connections.

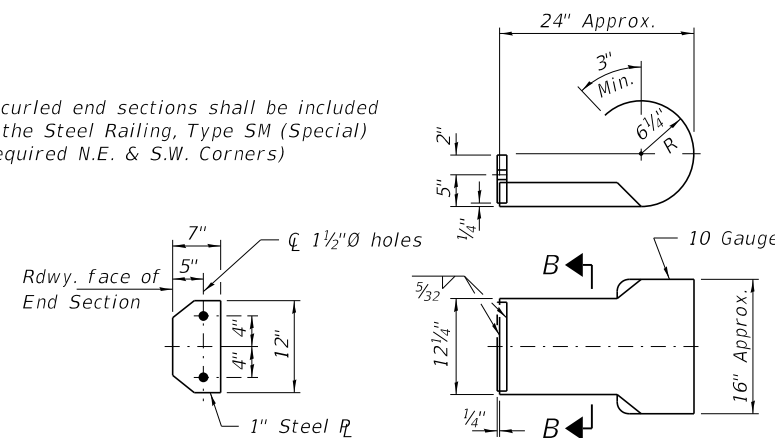


RAIL TERMINAL
 (N.E. & S.W. Corners)

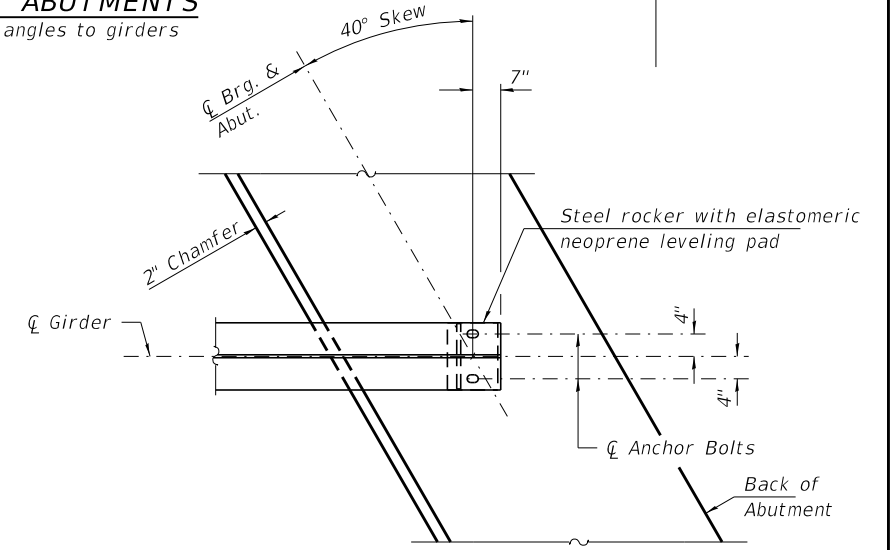


DIAPHRAGM AT ABUTMENTS
 Dimensions at right angles to girders

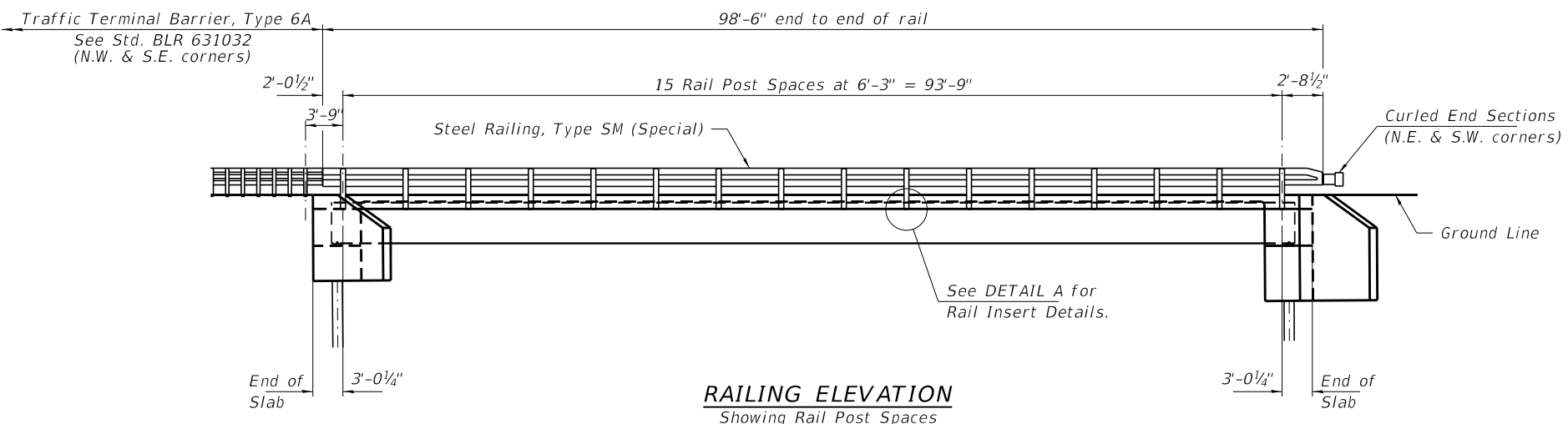
Note: Cost of curled end sections shall be included with the Steel Railing, Type SM (Special) (2 Required N.E. & S.W. Corners)



SECTION B-B CURLED END SECTION DETAILS

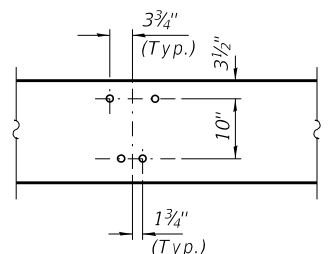


PLAN AT ABUTMENT
 (Showing bottom flange of beam)



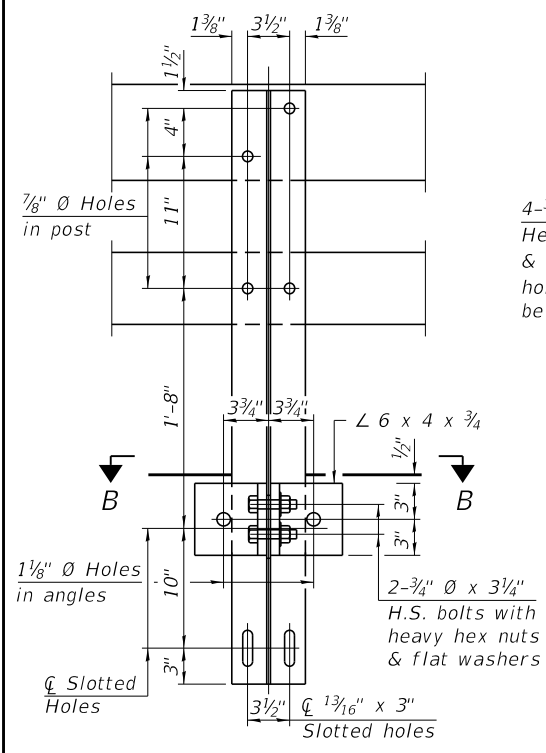
RAILING ELEVATION
 Showing Rail Post Spaces

See sheet 7 of 15 for Railing Details.

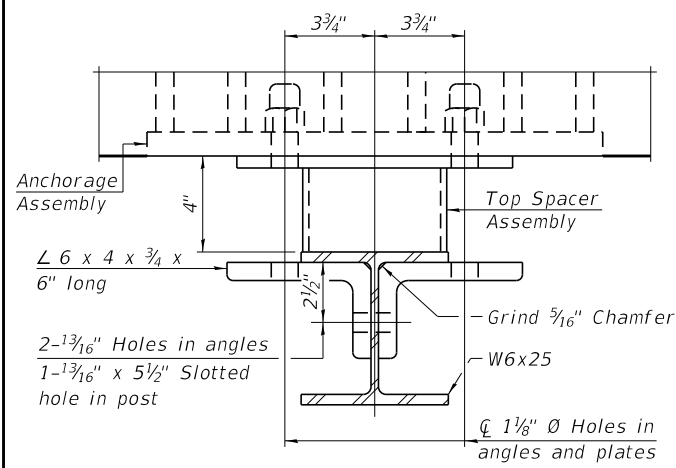


DETAIL A

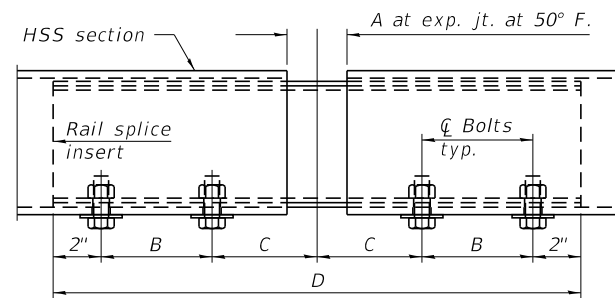
| | | | | | | | | | | | |
|---|------------------------|---------------------------|-----------|---|--|------------------------------------|----------------|--------|--------------|-----------|--|
| FILE NAME = 230620-shi-bridge.dgn | USER NAME = smierzwa | DESIGNED - S.T.M. | REVISED - | STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT | SUPERSTRUCTURE DETAILS STRUCTURE NO. 029-3226 | F.A.S. | 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 - S.W.M. | REVISED - | | | 1453 | 22-00022-00-BR | FULTON | 34 | 13 | |
| PLOT DATE = 10/24/2024 | | DRAWN - R.D.H. | REVISED - | | | CONTRACT NO. 89837 | | | | | |
| | | CHECKED - S.T.M. / S.W.M. | REVISED - | | | ILLINOIS FED. AID PROJECT LWY(568) | | | | | |



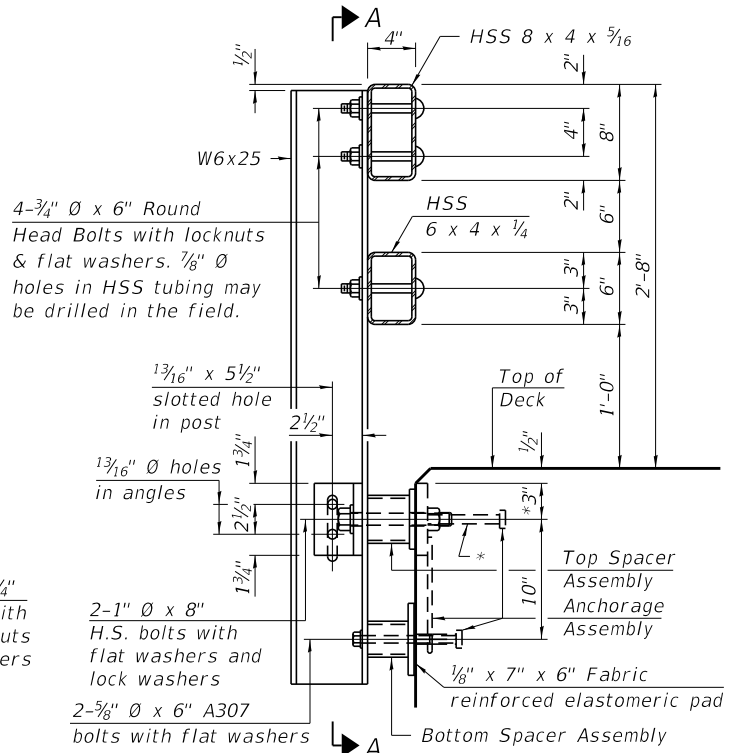
SECTION A-A



SECTION B-B

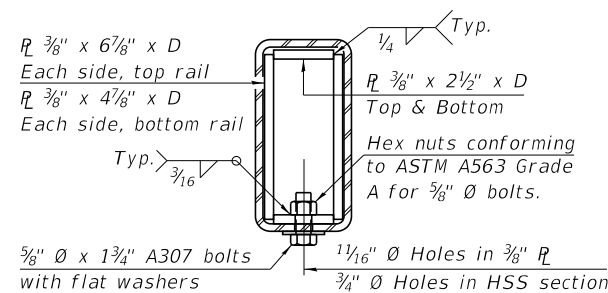


RAIL SPLICE ELEVATION

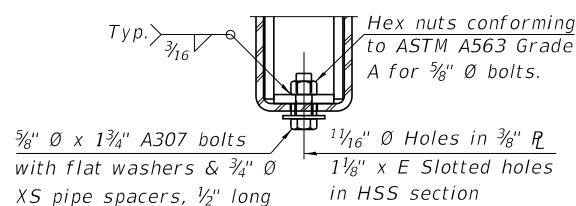


SECTION AT RAIL POST

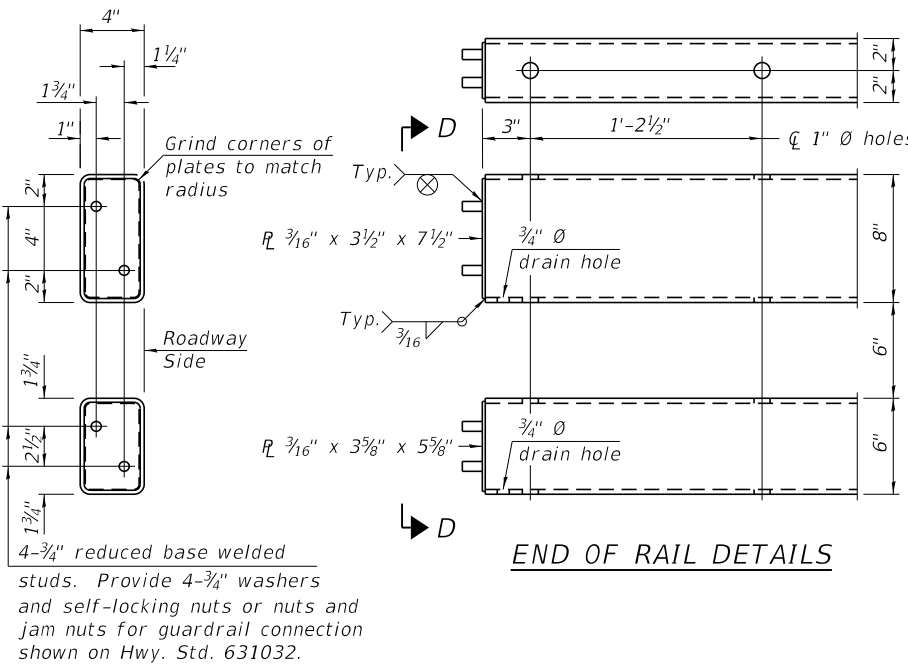
* The outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchorage assembly. The anchorage studs may be bent down 1/2" to accommodate the top reinforcement bar placement.



SECTION AT RAIL SPLICE

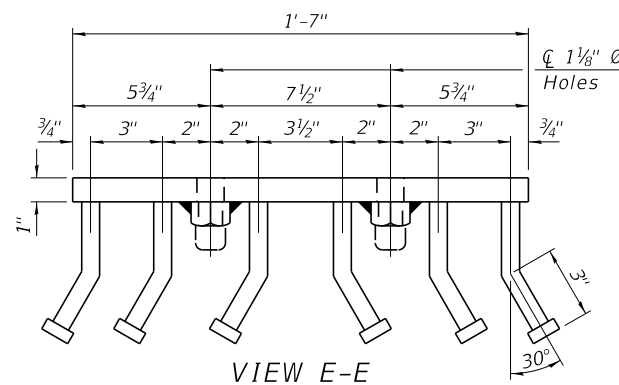


RAIL SPLICE CONNECTION AT EXPANSION JT.

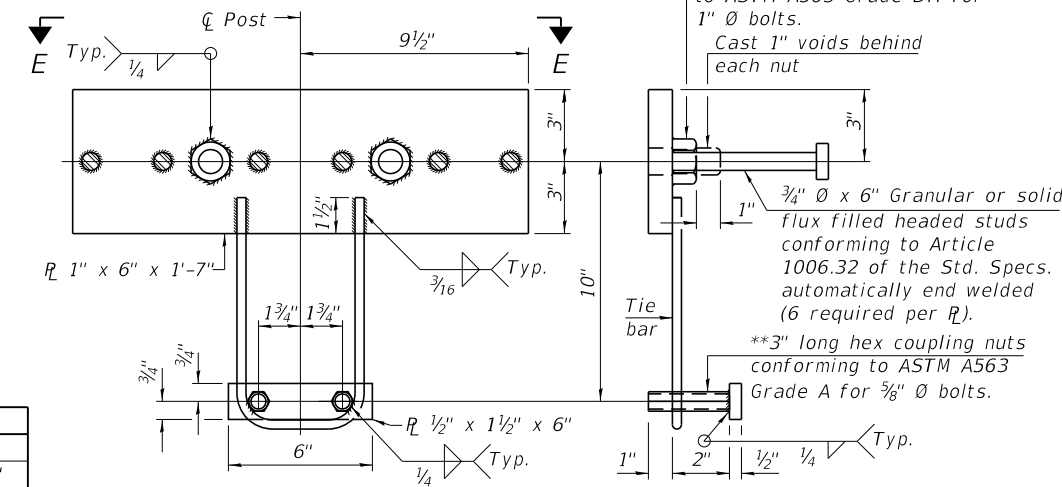


VIEW D-D

4-3/4" reduced base welded studs. Provide 4-3/4" washers and self-locking nuts or nuts and jam nuts for guardrail connection shown on Hwy. Std. 631032.



VIEW E-E



ANCHORAGE ASSEMBLY

** Threaded areas shall be plugged or blocked off during casting of concrete.

Notes:

A sufficient number of shims of various thicknesses, sized to fit behind the top spacer assembly, 5" x 1 1/2", and bottom spacer assembly, 6" x 7", shall be provided to adjust posts for proper alignment. If the summation of shims is greater than 1/4" (top) or 1/2" (bottom), longer bolts are required. Cost included with Steel Railing, Type SM (Special).

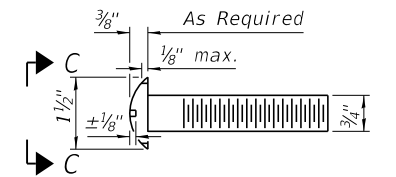
All steel rail elements including shims shall be galvanized according to Article 509.05 of the Standard Specifications.

All HSS tubing serving as railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.

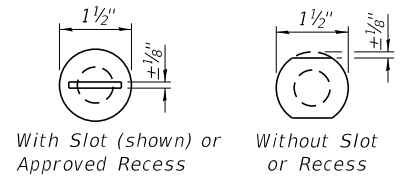
Rail splice inserts may be built out of 2 -3/8" bent plates in lieu of the 4 plate rail splice inserts shown, provided the outside dimensions are matched.

All round head bolts shall be ASTM A307 with locknuts according to ASTM A563 grade A.

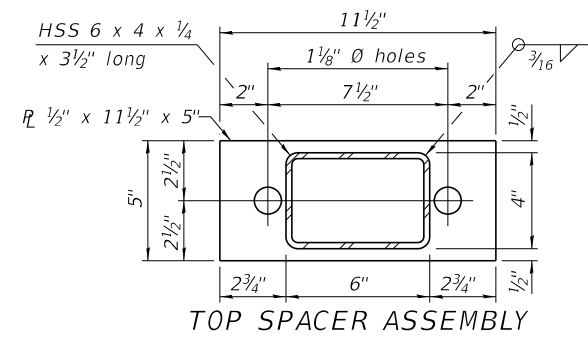
Tie bars shall be #4 reinforcement bar or 1/2" Ø ASTM F1554-55 round bar.



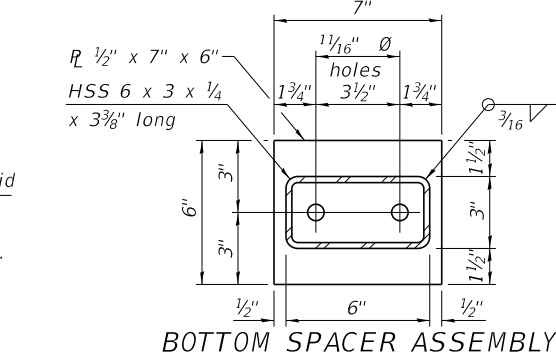
ROUND HEAD BOLT DETAIL



VIEW C-C



TOP SPACER ASSEMBLY



BOTTOM SPACER ASSEMBLY

BILL OF MATERIAL

| Item | Unit | Quantity |
|----------------------------------|------|----------|
| Steel Railing, Type SM (Special) | Foot | 197 |

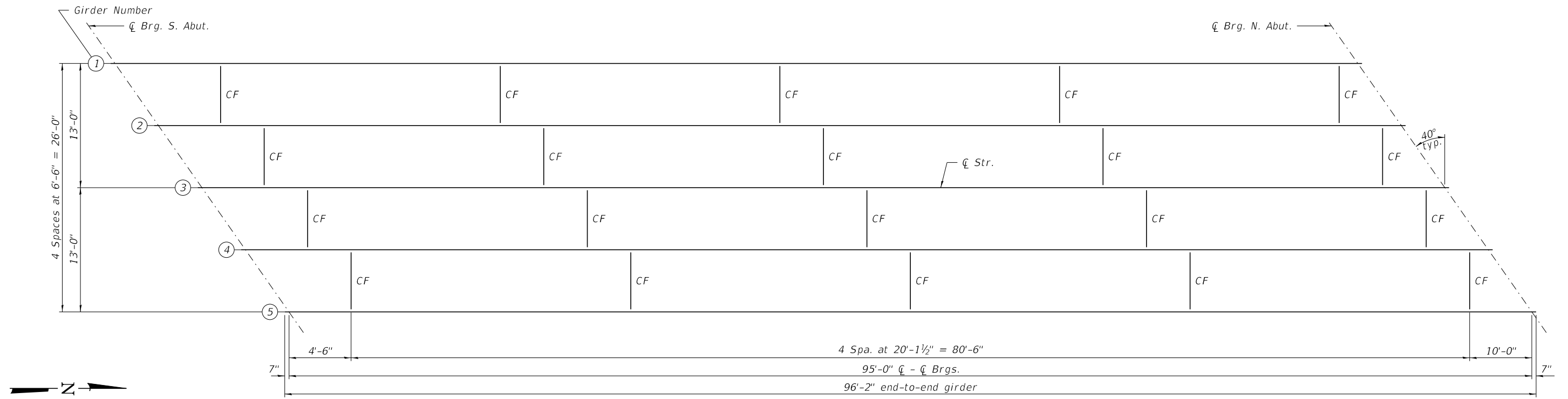
RAILING CRITERIA

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

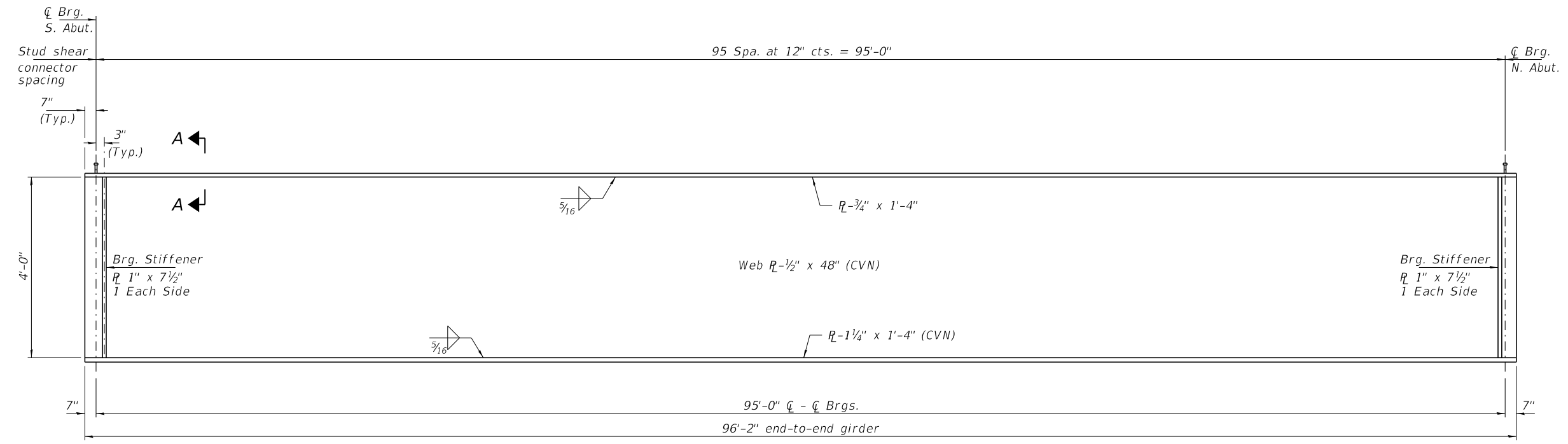
SPLICE DIMENSIONS

| Location | T | A | B | C | D | E |
|------------------------------|---------|--------|---------|--------|-----------|----------|
| All locs. not over exp. jts. | 0 | 1/4" | 4" | 4" | 1'-8" | - |
| Over Strip Seal Jt. | ≤4" | 2 1/2" | 4 3/8" | 4 3/8" | 1'-10" | 3 1/16" |
| Over Finger or Modular Jt. | ≤9 1/2" | 5 1/2" | 7 3/8" | 7 1/4" | 2'-9 1/4" | 5 13/16" |
| Over Finger or Modular Jt. | ≤15" | 8 1/4" | 10 1/8" | 10" | 3'-8 1/4" | 8 9/16" |

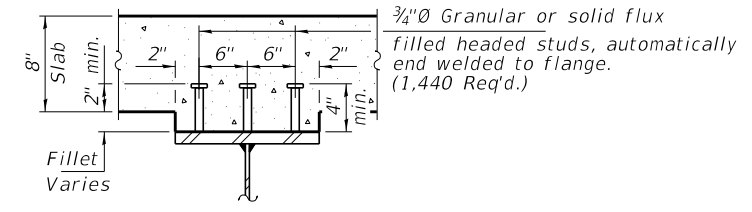
T = ; total movement along centerline of roadway at expansion joint.



FRAMING PLAN

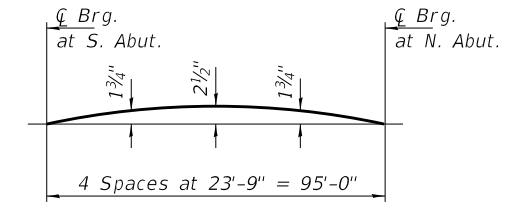


GIRDER ELEVATION



SECTION A-A

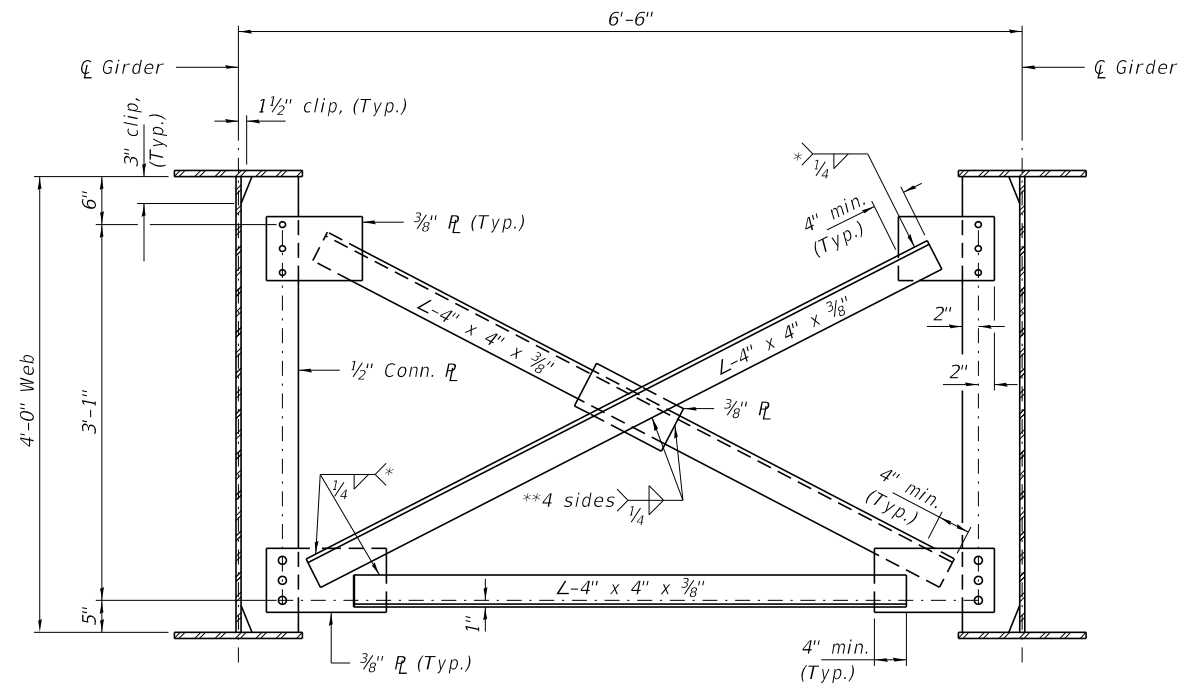
Notes:
 Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
 All girders and splices, including bearing stiffeners and cross-frames shall be AASHTO M270, Grade 50W.
 For additional structural steel details see sheets 9 & 10 of 15.
 All cross frames and 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.



CAMBER DIAGRAM

| Location | ℄ Brg. S. Abut. | ℄ Brg. N. Abut. |
|----------|-----------------|-----------------|
| GIRDER 1 | 567.85 | 567.18 |
| GIRDER 2 | 567.95 | 567.27 |
| GIRDER 3 | 568.04 | 567.36 |
| GIRDER 4 | 567.87 | 567.19 |
| GIRDER 5 | 567.70 | 567.02 |

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



INTERIOR CROSS-FRAME
(20-required)

* Fillet weld angles along 3 sides on one face of gusset plate; however, if cross-frames are galvanized, weld all-around.

** If cross-frames are galvanized, weld all-around.

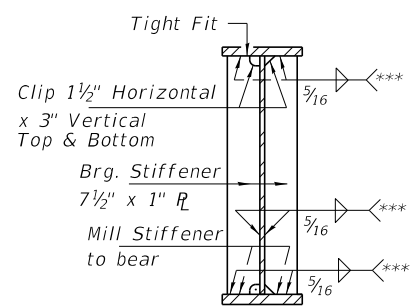
Notes:

Bolts for cross frames shall use 1 5/16" Ø holes for all 3/4" Ø bolts. Two hardened washers required for each set of oversized holes.

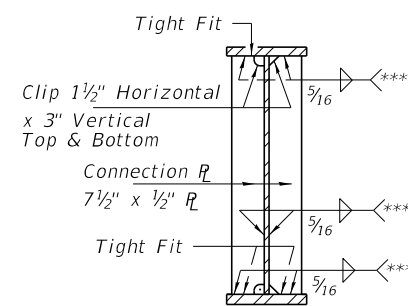
| INTERIOR GIRDER MOMENT TABLE | | |
|--|--------------------|----------|
| 0.5 Sp. 1 | | |
| Is | (in ⁴) | 23,154 |
| Ic(n) | (in ⁴) | 62,774 |
| Ic(3n) | (in ⁴) | 46,013 |
| Ic(cr) | (in ⁴) | - |
| Ss | (in ³) | 1,068 |
| Sc(n) | (in ³) | 1,467 |
| Sc(3n) | (in ³) | 1,356 |
| Sc(cr) | (in ³) | - |
| Sx | (in ³) | 1,344 |
| DC1 | (k/') | 0.882 |
| MDC1 | (k) | 995 |
| DC2 | (k/') | 0.040 |
| MDC2 | (k) | 45 |
| DW | (k/') | 0.325 |
| MDW | (k) | 367 |
| LLDF | | 0.550 |
| M _ℓ + IM | (k) | 1,443 |
| f _l (Strength I) | (ksi) | 0 |
| M _u + 1/2 f _l S _x | (k) | 4,375 |
| Ø f M _n | (k) | 7,369 |
| f _s DC1 | (ksi) | 11.2 |
| f _s DC2 | (ksi) | 0.4 |
| f _s DW | (ksi) | 3.2 |
| f _s (ℓ+IM) | (ksi) | 11.8 |
| f _l (Service II) | (ksi) | 0.0 |
| f _s + f _l /2 (Service II) | (ksi) | 30.2 |
| Service II Resistance | (ksi) | 47.5 ksi |
| f _s + f _l /3 (Strength I) | (ksi) | - |
| Ø f F _n | (ksi) | - |
| V _f | (k) | 32.39 |

| INTERIOR GIRDER REACTION TABLE | |
|--------------------------------|-----------|
| | Abutment |
| LLDF | 0.829 |
| OCF | 1.172 |
| RDC1 | (k) 41.9 |
| RDC2 | (k) 1.9 |
| RDW | (k) 15.4 |
| R _ℓ | (k) 79.0 |
| R _{IM} | (k) 17.8 |
| RTotal (Strength I)(Impact) | (k) 247.3 |
| RTotal (Strength I)(No Impact) | (k) 216.2 |

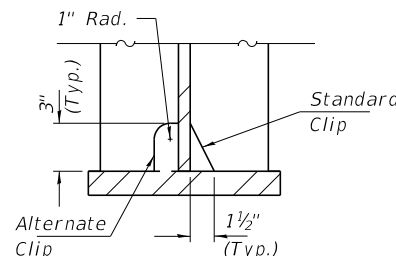
- Is, Ss : Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total-Strength I, and Service II) due to non-composite dead loads (in.4 and in.3).
- Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.4 and in.3).
- Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.4 and in.3).
- Ic(cr), Sc(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing fs (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.4 and in.3).
- Sx : Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.3).
- DC1: Un-factored non-composite dead load (kips/ft.).
- MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.
- M_ℓ + IM: Un-factored live load moment plus dynamic load allowance (kip-ft.).
- M_u : Strength I load combination of factored design moments (kip-ft.). 1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M_ℓ + IM
- f_ℓ : Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).
- Ø f M_n: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (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). MDC1 / S_s
- f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi). MDC2 / Sc(3n) or MDC2 / Sc(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). MDW / Sc(3n) or MDW / Sc(cr) as applicable.
- f_s (ℓ + 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_ℓ + IM / S_c(cr) as applicable.
- f_s + f_ℓ/2 (Service II): Sum of stresses as computed below (ksi). f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (ℓ + IM) + f_ℓ/2
- Service II Resistance: Composite (0.95R_hF_{yf}) or noncomposite (0.80R_hF_{yf}) stress capacity according to Article 6.10.4.2 (ksi).
- f_s + f_ℓ/3 (Strength I): Sum of stresses as computed below on non-compact sections (ksi). 1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (ℓ + IM) + f_ℓ/3
- Ø f F_n : Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).
- V_f : Maximum factored shear range in span computed according to Article 6.10.10.



SECTION AT ABUTMENTS BEARING STIFFENER R'S

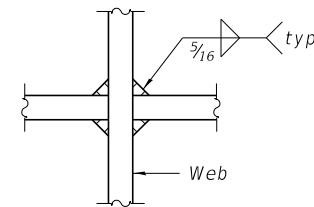


SECTION AT CROSS-FRAME CONNECTION R'S



CLIP DETAIL

Use Standard Clip or Alternate Clips in all locations. Do not combine use of different clip type.



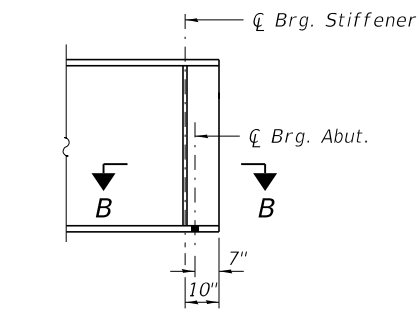
WEB WELD DETAIL

Notes:

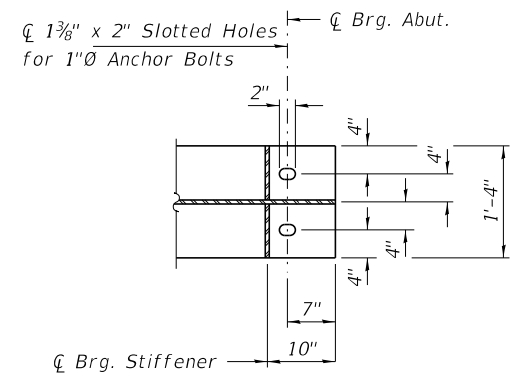
For additional structural steel details see sheets 8 & 10 of 15.

All splices and cross-frames, including stiffeners and cross-frames shall be AASHTO M270, Grade 50W.

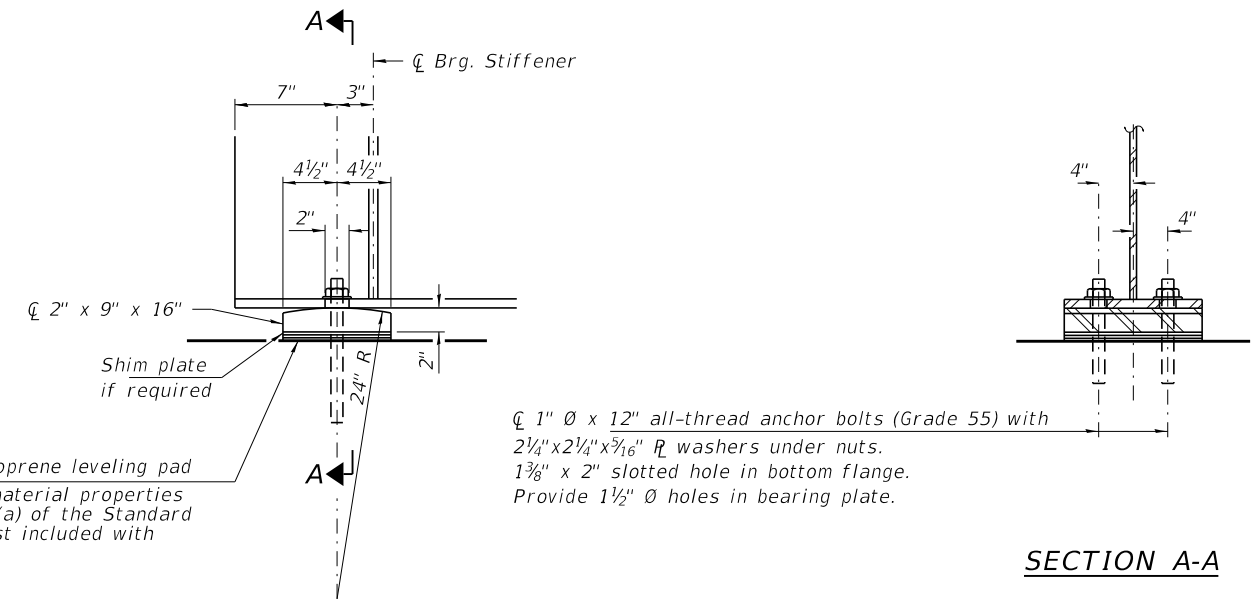
*** Terminate 1/4" (±1/8") from the end of plate intersects



TYP. END OF GIRDER ELEVATION



SECTION B-B



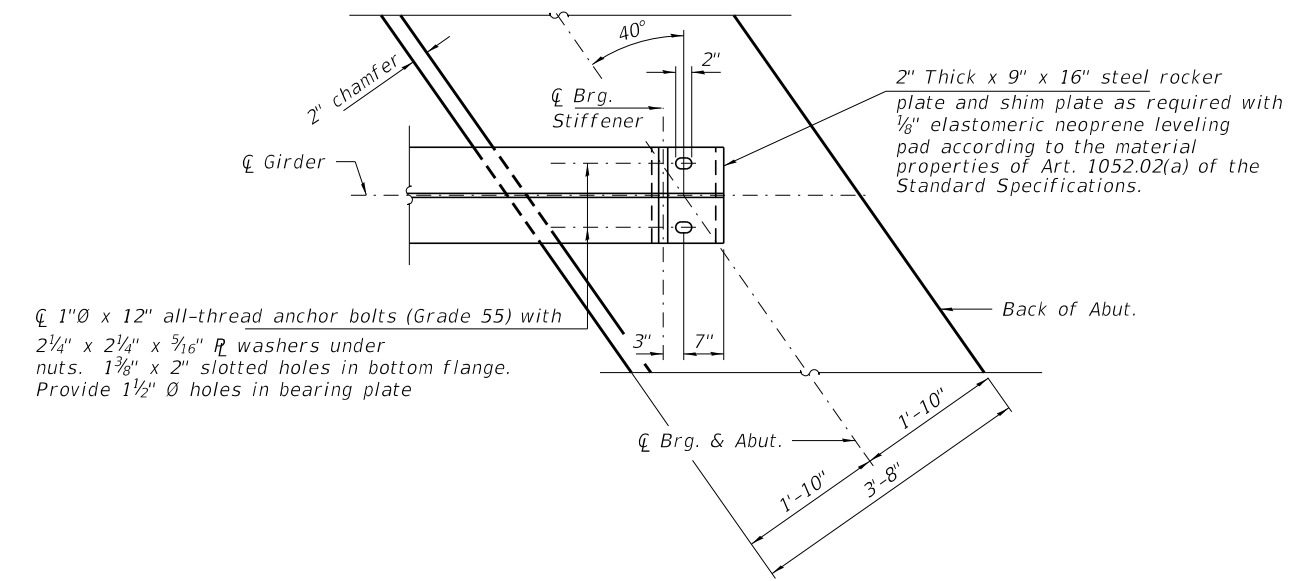
1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.

1" \emptyset x 12" all-thread anchor bolts (Grade 55) with 2 1/4" x 2 1/4" x 5/16" R washers under nuts. 1 3/8" x 2" slotted hole in bottom flange. Provide 1 1/2" \emptyset holes in bearing plate.

ELEVATION

FIXED BEARING AT ABUTMENT
(10 required)

SECTION A-A



1" \emptyset x 12" all-thread anchor bolts (Grade 55) with 2 1/4" x 2 1/4" x 5/16" R washers under nuts. 1 3/8" x 2" slotted holes in bottom flange. Provide 1 1/2" \emptyset holes in bearing plate

2" Thick x 9" x 16" steel rocker plate and shim plate as required with 1/8" elastomeric neoprene leveling pad according to the material properties of Art. 1052.02(a) of the Standard Specifications.

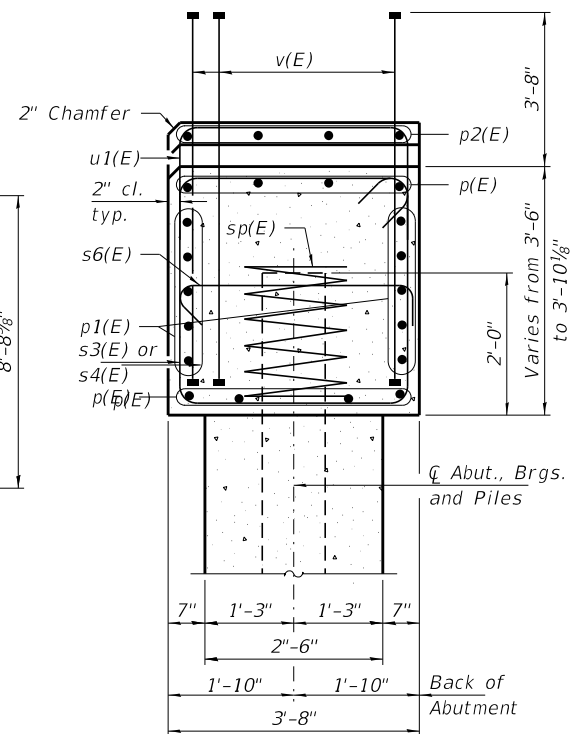
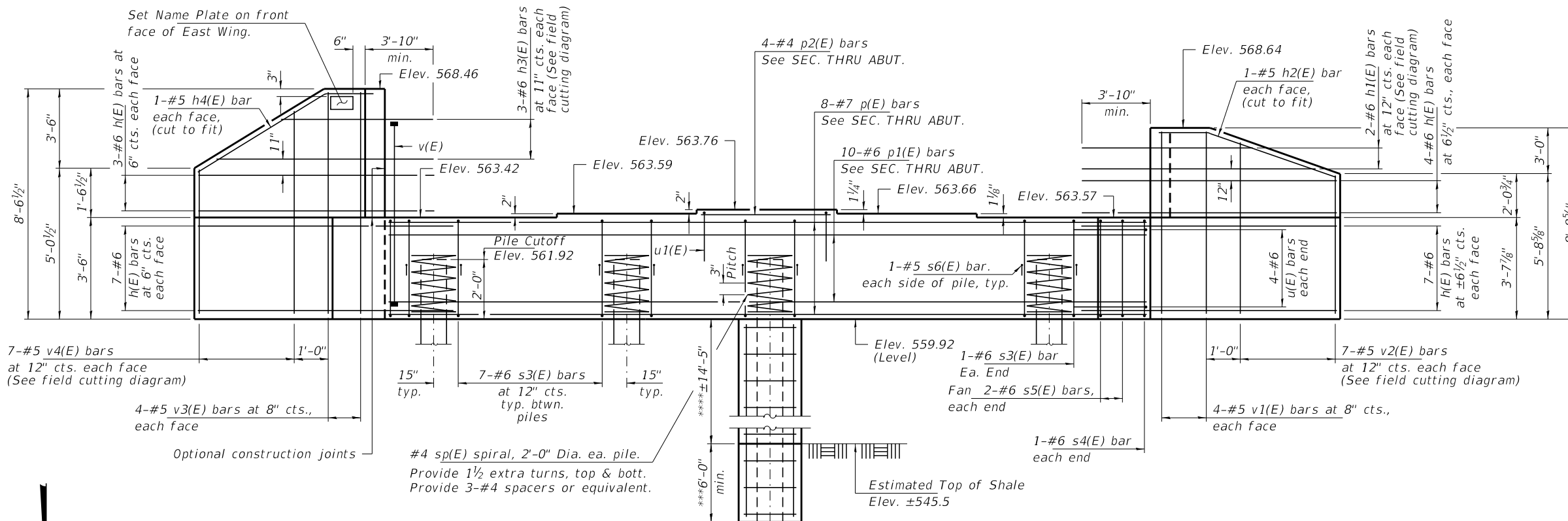
PLAN

(Showing bottom flange of steel beam at abutments)

Notes:
Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
Anchor bolts shall be according to Article 521.06 of the Standard Specifications.
Girders shall be braced for stability during erection and remain braced until deck is poured and cured.
See sheet 9 of 15 for bearing stiffener dimensions and details.
Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
All steel plates of the bearing assembly shall be M270 Grade 50W.

BILL OF MATERIAL

| Item | Unit | Quantity |
|------------------|------|----------|
| Anchor Bolts, 1" | Each | 20 |

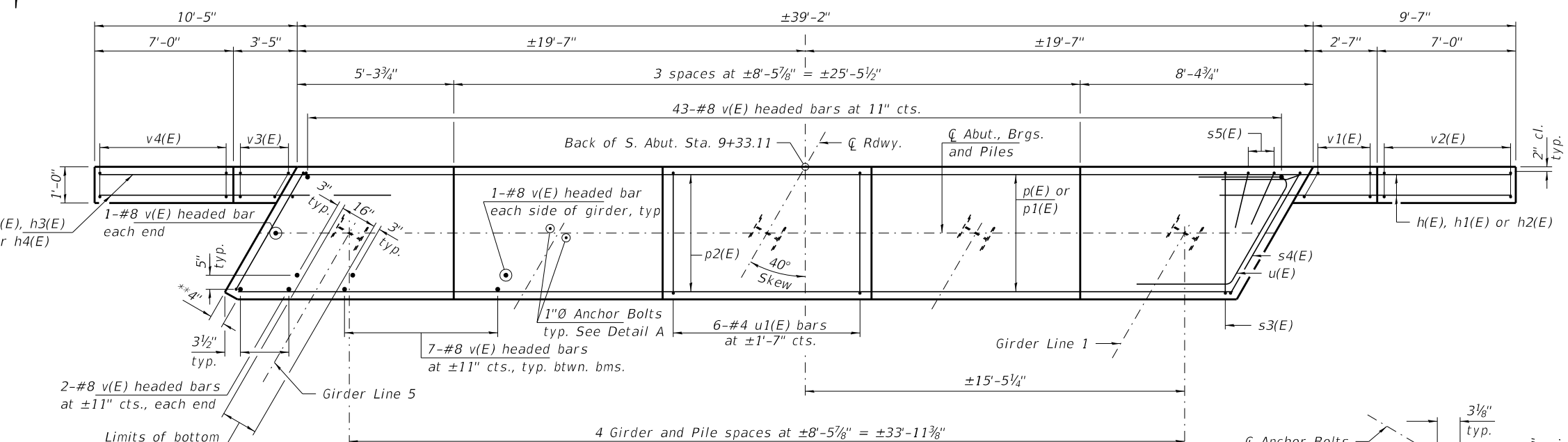


SEC. THRU ABUT.

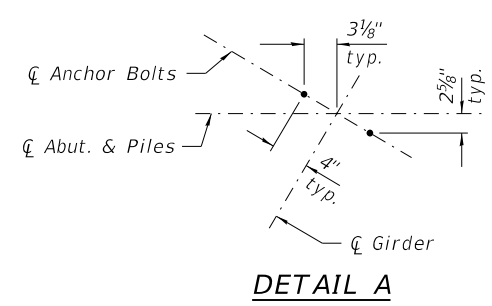
Dimensions at right angles to abutment.

** Block out sharp corner of abutment cap and diaphragm.
 *** See Sheet 14 of 15 for additional details.
 **** Pile Encasement (Typ. Ea. Pile). See sheet 14 of 15 for details.

ELEVATION



PLAN



DETAIL A

Notes:
 Pour steps monolithically with cap.
 Protective Coat shall be applied to the top and front face of wingwalls.
 Bar terminators, paid for separately.
 See Total Bill of Material.
 For details of reinforcement bars see sheet 13 of 15.
 For details of piles see sheet 14 of 15.

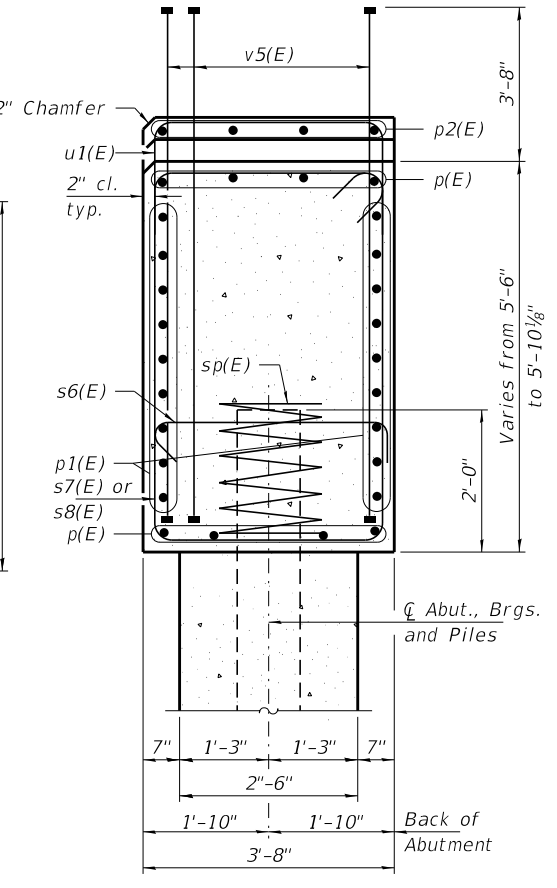
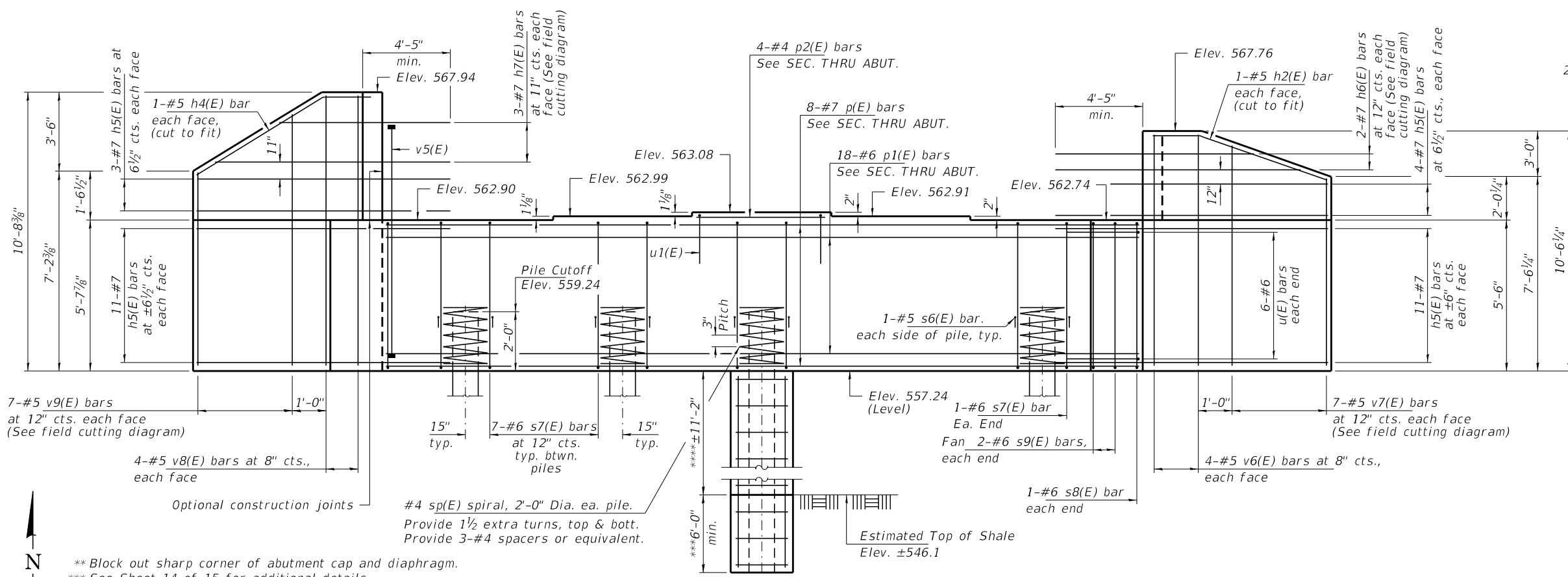
BILL OF MATERIAL - S. ABUT.

| Bar | No. | Size | Length | Shape |
|--------------------------------------|-----|------|---------|-------|
| h(E) | 42 | #6 | 14'-1" | — |
| h1(E) | 2 | #6 | 21'-8" | — |
| h2(E) | 2 | #5 | 10'-6" | — |
| h3(E) | 3 | #6 | 21'-3" | — |
| h4(E) | 2 | #5 | 10'-8" | — |
| p(E) | 8 | #7 | 38'-8" | — |
| p1(E) | 10 | #6 | 38'-8" | — |
| p2(E) | 4 | #4 | 8'-2" | — |
| s3(E) | 30 | #6 | 14'-4" | □ |
| s4(E) | 2 | #6 | 16'-4" | □ |
| s5(E) | 4 | #6 | 7'-8" | — |
| s6(E) | 10 | #5 | 4'-4" | — |
| sp(E) | 5 | #4 | 2'-0" | WWW |
| u(E) | 8 | #6 | 12'-10" | — |
| u1(E) | 6 | #4 | 6'-8" | — |
| v(E) | 87 | #8 | 7'-0" | — |
| v1(E) | 8 | #5 | 8'-5" | — |
| v2(E) | 7 | #5 | 13'-8" | — |
| v3(E) | 8 | #5 | 8'-3" | — |
| v4(E) | 7 | #5 | 12'-9" | — |
| Structure Excavation | | | Cu. Yd. | 210 |
| Concrete Structures | | | Cu. Yd. | 25.2 |
| Concrete Encasement | | | Cu. Yd. | 13.1 |
| Protective Coat | | | Sq. Yd. | 20 |
| Reinforcement Bars, Epoxy Coated | | | Pound | 5,460 |
| Furn. Steel Piles HP14x73 | | | Foot | 125 |
| Drilling and Setting Piles (in Rock) | | | Cu. Ft. | 147.3 |
| Name Plates | | | Each | 1 |

* Length is height of spiral.

PILE DATA

Type: Steel Piles HP14x73
 Nominal Required Bearing: Set in Rock (578 kips)
 Factored Resistance Available: Set in Rock (318 kips)
 Est. Length: 25 Ft/Pile

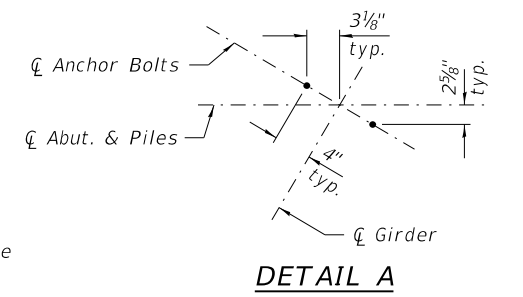
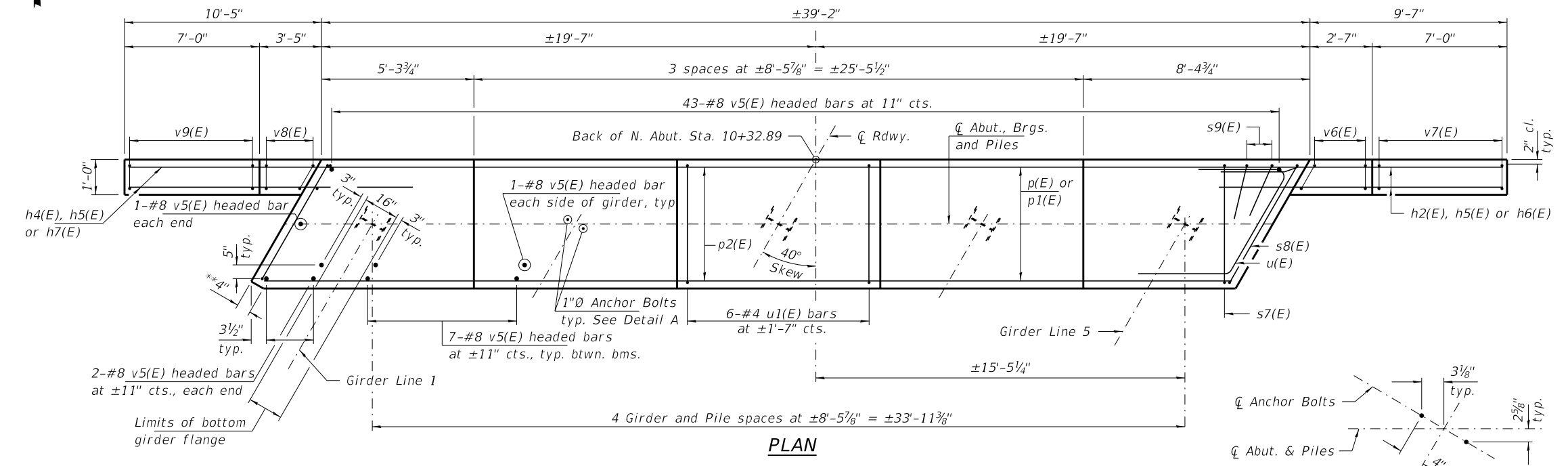


** Block out sharp corner of abutment cap and diaphragm.
 *** See Sheet 14 of 15 for additional details.
 **** Pile Encasement (Typ. Ea. Pile), See sheet 14 of 15 for details.

ELEVATION

SEC. THRU ABUT.

Dimensions at right angles to abutment.



DETAIL A

PILE DATA

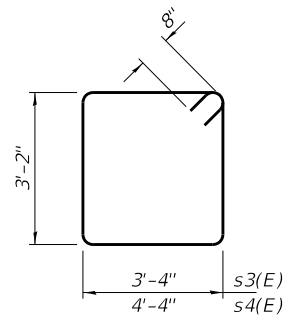
Type: Steel Piles HP14x73
 Nominal Required Bearing: Set in Rock (578 kips)
 Factored Resistance Available: Set in Rock (318 kips)
 Est. Length: 25 Ft/Pile

Notes:
 Pour steps monolithically with cap.
 Protective Coat shall be applied to the top and front face of wingwalls.
 Bar terminators, paid for separately.
 See Total Bill of Material.
 For details of reinforcement bars see sheet 13 of 15.
 For details of piles see sheet 14 of 15.

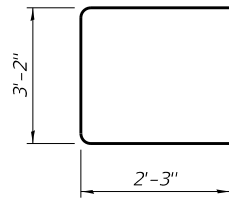
BILL OF MATERIAL - N. ABUT.

| Bar | No. | Size | Length | Shape |
|--------------------------------------|-----|------|---------|-------|
| h2(E) | 2 | #5 | 10'-6" | — |
| h4(E) | 2 | #5 | 10'-8" | — |
| h5(E) | 58 | #7 | 14'-7" | — |
| h6(E) | 2 | #7 | 22'-10" | — |
| h7(E) | 3 | #7 | 22'-10" | — |
| p(E) | 8 | #7 | 38'-8" | — |
| p1(E) | 18 | #6 | 38'-8" | — |
| p2(E) | 4 | #4 | 8'-2" | — |
| s6(E) | 10 | #5 | 4'-4" | — |
| s7(E) | 30 | #6 | 18'-4" | — |
| s8(E) | 2 | #6 | 20'-4" | — |
| s9(E) | 4 | #6 | 9'-8" | — |
| sp(E) | 5 | #4 | 2'-0" | WWW |
| u(E) | 12 | #6 | 12'-10" | — |
| u1(E) | 6 | #4 | 6'-8" | — |
| v5(E) | 87 | #8 | 9'-0" | — |
| v6(E) | 8 | #5 | 10'-2" | — |
| v7(E) | 7 | #5 | 17'-2" | — |
| v8(E) | 8 | #5 | 10'-4" | — |
| v9(E) | 7 | #5 | 17'-0" | — |
| Structure Excavation | | | Cu. Yd. | 275 |
| Concrete Structures | | | Cu. Yd. | 37.3 |
| Concrete Encasement | | | Cu. Yd. | 10.2 |
| Protective Coat | | | Sq. Yd. | 25 |
| Reinforcement Bars, Epoxy Coated | | | Pound | 7,680 |
| Furn. Steel Piles HP14x73 | | | Foot | 125 |
| Drilling and Setting Piles (in Rock) | | | Cu. Ft. | 147.3 |

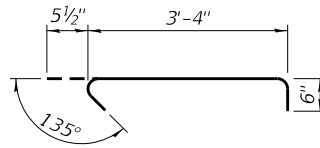
* Length is height of spiral.



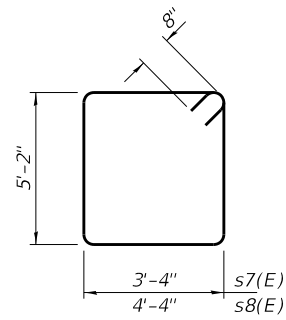
BAR s3(E) & s4(E)
(S. Abut.)



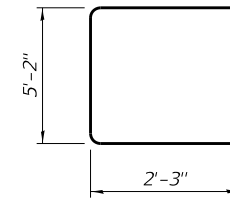
BAR s5(E)
(S. Abut.)



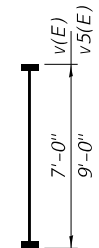
BAR s6(E)



BAR s7(E) & s8(E)
(N. Abut.)

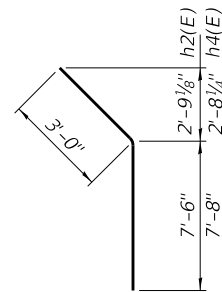


BAR s9(E)
(N. Abut.)

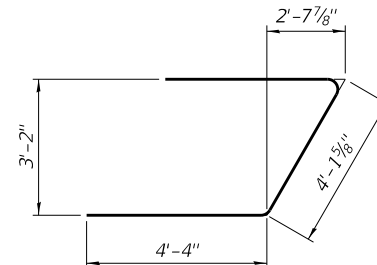


BAR v(E) & v5(E)
(348-#8 Bar Terminators)

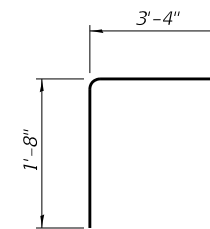
Notes:
Bar terminators, paid for seperately.
See Total Bill of Material.



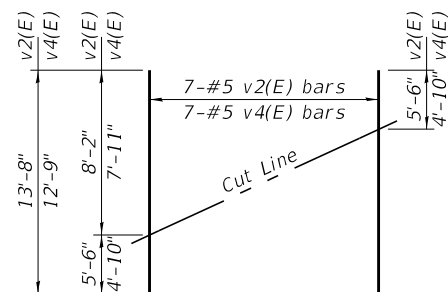
BAR h2(E) & h4(E)



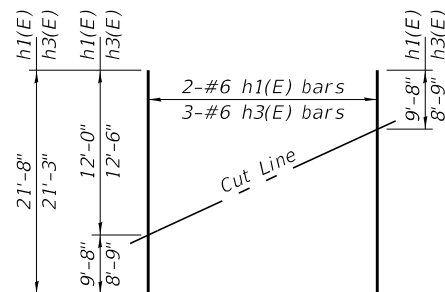
BAR u(E)



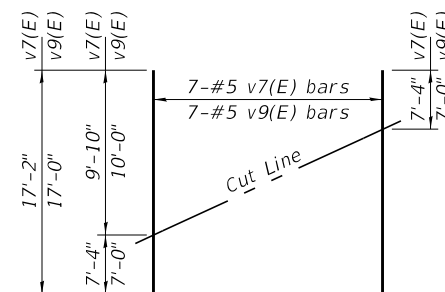
BAR u1(E)



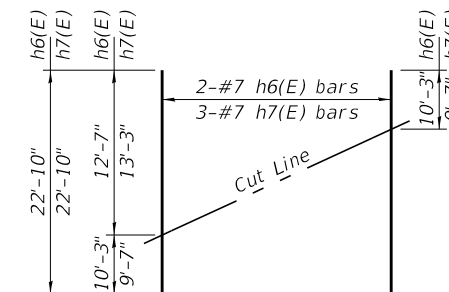
FIELD CUTTING DIAGRAM
Order v2(E) and v4(E) full length. Cut as shown and use remainder of bars in opposite face. (S. Abut.)



FIELD CUTTING DIAGRAM
Order h1(E) and h3(E) full length. Cut as shown and use remainder of bars in opposite face. (S. Abut.)

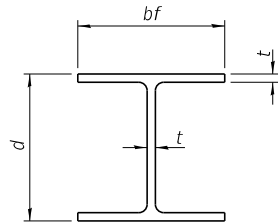


FIELD CUTTING DIAGRAM
Order v7(E) and v9(E) full length. Cut as shown and use remainder of bars in opposite face. (N. Abut.)



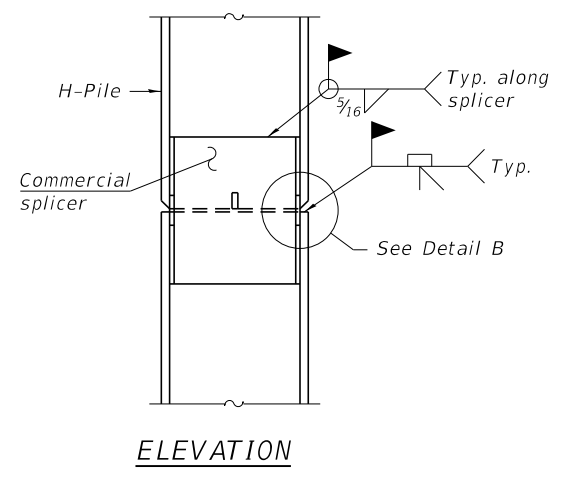
FIELD CUTTING DIAGRAM
Order h6(E) and h7(E) full length. Cut as shown and use remainder of bars in opposite face. (N. Abut.)

| | | | | | | | | | | | |
|---|------------------------|---------------------------|-----------|---|--|------------------------------------|----------------|--------|--------------|-----------|--|
| FILE NAME = 230620-shi-bridge.dgn | USER NAME = smlerzwa | DESIGNED - S.T.M. | REVISED - | STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT | ABUTMENT DETAILS STRUCTURE NO. 029-3226 | F.A.S. | 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 - S.W.M. | REVISED - | | | 1453 | 22-00022-00-BR | FULTON | 34 | 20 | |
| PLOT DATE = 10/24/2024 | DRAWN - R.D.H. | CHECKED - S.T.M. / S.W.M. | REVISED - | | | CONTRACT NO. 89837 | | | | | |
| | | | | | | SHEET NO.13 OF 15 SHEETS | | | | | |
| | | | | | | ILLINOIS FED. AID PROJECT LWY(566) | | | | | |

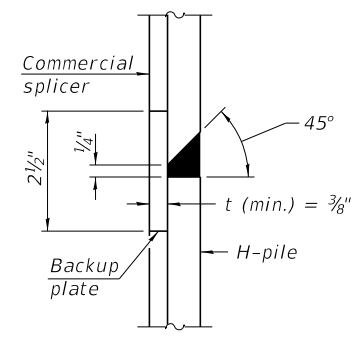


STEEL PILE TABLE

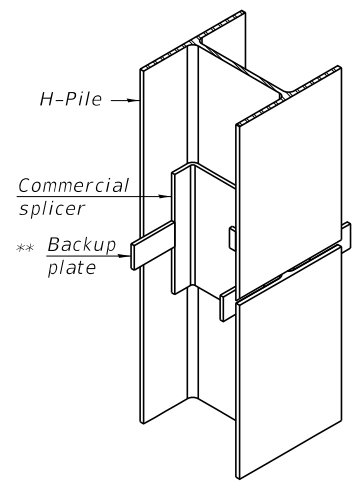
| Designation | Depth d | Flange width bf | Web and Flange thickness t | Encasement diameter A |
|-------------|----------------------------------|----------------------------------|----------------------------------|-----------------------|
| HP 18x181 | 18" | 18" | 1" | 36" |
| x157 | 17 ³ / ₄ " | 17 ⁷ / ₈ " | ⁷ / ₈ " | 36" |
| x135 | 17 ¹ / ₂ " | 17 ³ / ₄ " | ³ / ₄ " | 36" |
| HP 16x183 | 16 ¹ / ₂ " | 16 ¹ / ₂ " | 1 ¹ / ₈ " | 36" |
| x162 | 16 ¹ / ₄ " | 16 ¹ / ₈ " | 1" | 36" |
| x141 | 16" | 16" | ⁷ / ₈ " | 36" |
| x121 | 15 ³ / ₄ " | 15 ⁷ / ₈ " | ³ / ₄ " | 36" |
| HP 14x117 | 14 ¹ / ₄ " | 14 ⁷ / ₈ " | 1 ³ / ₁₆ " | 30" |
| x102 | 14" | 14 ³ / ₄ " | 1 ¹ / ₁₆ " | 30" |
| x89 | 13 ⁷ / ₈ " | 14 ³ / ₄ " | ⁵ / ₈ " | 30" |
| x73 | 13 ³ / ₈ " | 14 ³ / ₈ " | ¹ / ₂ " | 30" |
| HP 12x84 | 12 ¹ / ₄ " | 12 ¹ / ₄ " | 1 ¹ / ₁₆ " | 24" |
| x74 | 12 ¹ / ₈ " | 12 ¹ / ₄ " | ⁵ / ₈ " | 24" |
| x63 | 12" | 12 ¹ / ₈ " | ¹ / ₂ " | 24" |
| x53 | 11 ³ / ₄ " | 12" | ⁷ / ₁₆ " | 24" |
| HP 10x57 | 10" | 10 ¹ / ₄ " | ⁹ / ₁₆ " | 24" |
| x42 | 9 ³ / ₄ " | 10 ¹ / ₈ " | ⁷ / ₁₆ " | 24" |
| HP 8x36 | 8" | 8 ¹ / ₈ " | ⁷ / ₁₆ " | 18" |



ELEVATION

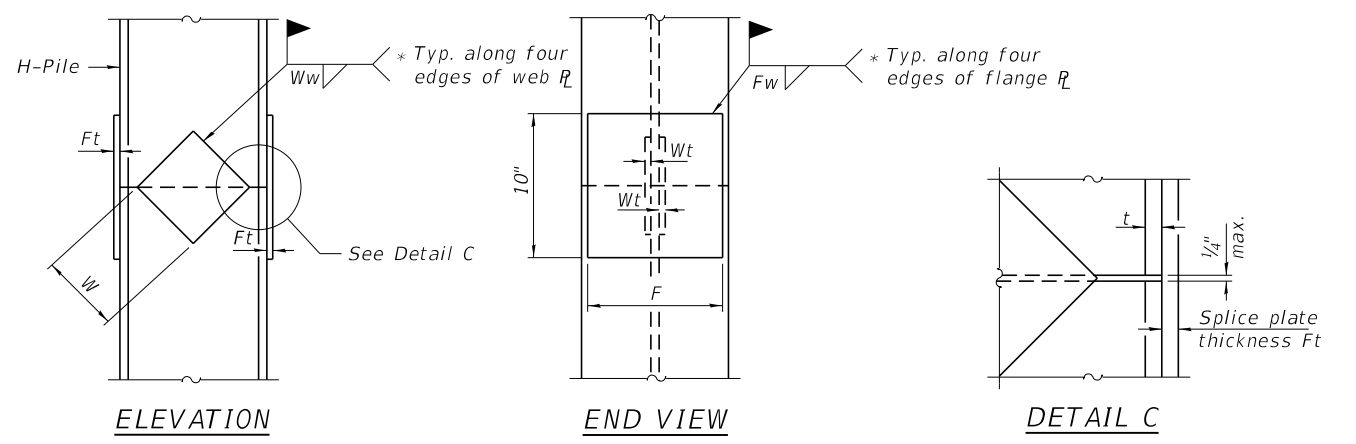


DETAIL "B"



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



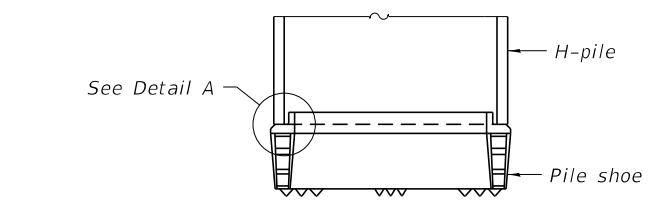
ELEVATION

END VIEW

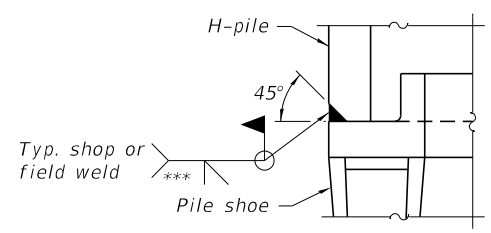
DETAIL C

| Designation | F | Ft | Fw | W | Wt | Ww |
|-------------|----------------------------------|---------------------------------|----------------------------------|---------------------------------|-------------------------------|-------------------------------|
| HP 18x181 | 15 ¹ / ₂ " | 1 ¹ / ₂ " | 1" | 9 ¹ / ₂ " | ⁷ / ₈ " | ³ / ₄ " |
| x157 | 15 ¹ / ₄ " | 1 ¹ / ₄ " | 1" | 9 ¹ / ₂ " | ⁷ / ₈ " | ³ / ₄ " |
| x135 | 15 ¹ / ₄ " | 1 ¹ / ₄ " | 1" | 9 ¹ / ₂ " | ⁷ / ₈ " | ³ / ₄ " |
| HP 16x183 | 13 ³ / ₄ " | 1 ¹ / ₂ " | 1" | 8 ¹ / ₄ " | ⁷ / ₈ " | ³ / ₄ " |
| x162 | 13 ¹ / ₂ " | 1 ¹ / ₂ " | 1" | 8 ¹ / ₄ " | ³ / ₄ " | ⁵ / ₈ " |
| x141 | 13 ¹ / ₂ " | 1 ¹ / ₄ " | ⁷ / ₈ " | 8 ¹ / ₄ " | ³ / ₄ " | ⁵ / ₈ " |
| x121 | 13 ¹ / ₂ " | 1 ¹ / ₄ " | ⁷ / ₈ " | 8 ¹ / ₄ " | ³ / ₄ " | ⁵ / ₈ " |
| HP 14x117 | 12 ¹ / ₂ " | 1 ¹ / ₄ " | ⁷ / ₈ " | 7 ³ / ₄ " | ⁵ / ₈ " | ¹ / ₂ " |
| x102 | 12 ¹ / ₂ " | 1" | ³ / ₄ " | 7 ³ / ₄ " | ⁵ / ₈ " | ¹ / ₂ " |
| x89 | 12 ¹ / ₂ " | ⁷ / ₈ " | 1 ¹ / ₁₆ " | 7 ³ / ₄ " | ⁵ / ₈ " | ¹ / ₂ " |
| x73 | 12 ¹ / ₂ " | ³ / ₄ " | ⁹ / ₁₆ " | 7 ³ / ₄ " | ⁵ / ₈ " | ¹ / ₂ " |
| HP 12x84 | 10" | 1" | 1 ¹ / ₁₆ " | 6 ¹ / ₂ " | ⁵ / ₈ " | ¹ / ₂ " |
| x74 | 10" | ⁷ / ₈ " | 1 ¹ / ₁₆ " | 6 ¹ / ₂ " | ⁵ / ₈ " | ¹ / ₂ " |
| x63 | 10" | ³ / ₄ " | ¹ / ₂ " | 6 ¹ / ₂ " | ¹ / ₂ " | ³ / ₈ " |
| x53 | 10" | ³ / ₄ " | ¹ / ₂ " | 6 ¹ / ₂ " | ¹ / ₂ " | ³ / ₈ " |
| HP 10x57 | 8" | ⁷ / ₈ " | ⁹ / ₁₆ " | 5 ¹ / ₄ " | ¹ / ₂ " | ³ / ₈ " |
| x42 | 8" | ³ / ₄ " | ⁹ / ₁₆ " | 5 ¹ / ₄ " | ¹ / ₂ " | ³ / ₈ " |
| HP 8x36 | 6 ³ / ₄ " | ⁵ / ₈ " | ⁷ / ₁₆ " | 4 ¹ / ₄ " | ¹ / ₂ " | ³ / ₈ " |

WELDED PLATE FIELD SPLICE

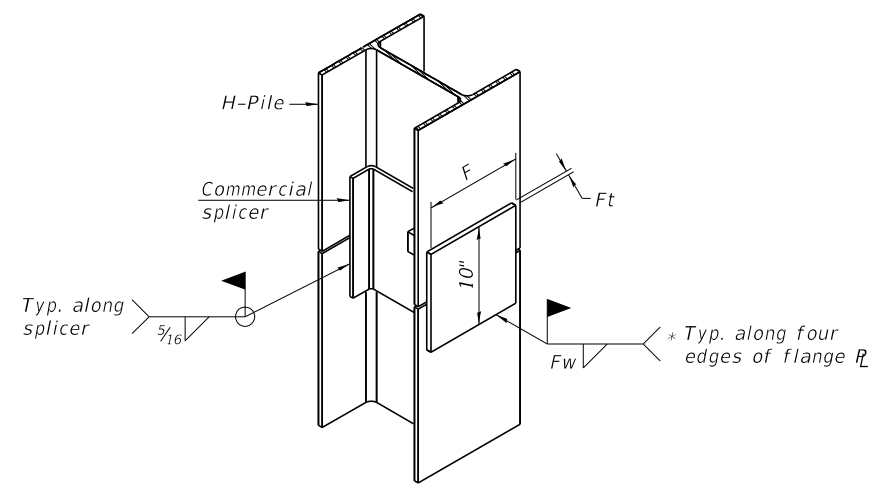


ELEVATION



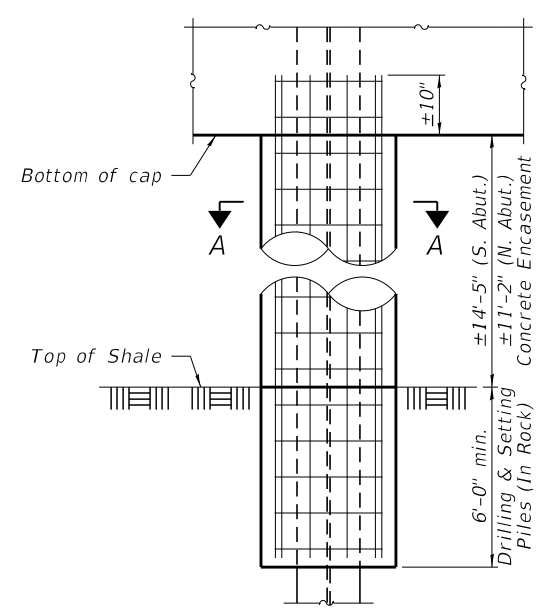
DETAIL A

SHOE ATTACHMENT

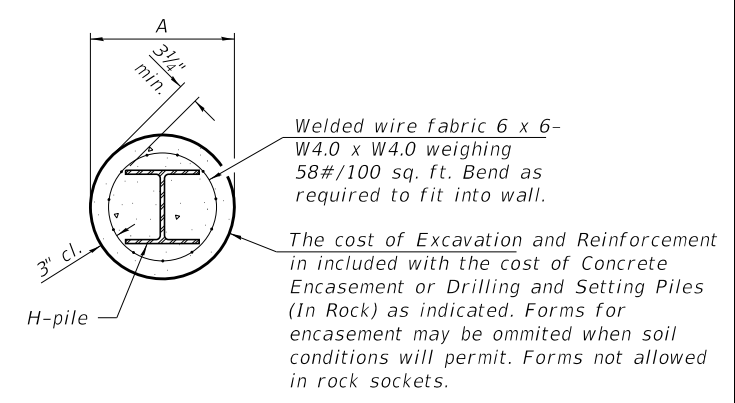


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE



ABUTMENT ELEVATION



SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASUREMENT (when specified)

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

- * 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.).

F-HP 10-27-2023

| | | | | | | | | | | | |
|--|------------------------|---------------------------|-------------|---|---|---------------------------|----------------|--------|--------------|-----------|--|
| FILE NAME = 230620-shi-bridge.dgn | USER NAME = smierzwa | DESIGNED - S.T.M. | REVISIONS - | STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT | HP PILE DETAILS STRUCTURE NO. 029-3226 | F.A.S. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L5 / PE / SE CORP. 184.000959 | PLOT SCALE = \$SCALE\$ | CHECKED - S.W.M. | REVISIONS - | | | 1453 | 22-00022-00-BR | FULTON | 34 | 21 | |
| | PLOT DATE = 10/24/2024 | DRAWN - R.D.H. | REVISIONS - | | | CONTRACT NO. 89837 | | | | | |
| | | CHECKED - S.T.M. / S.W.M. | REVISIONS - | | | SHEET NO. 14 OF 15 SHEETS | | | | | |



SOIL BORING LOG

Date 03/15/24

ROUTE County Highway 22 DESCRIPTION County Highway 22 Over Big Creek LOGGED BY Fehl
SECTION SN 029-3026 LOCATION Buckheart Twp, SEC. 21, TWP. T6N, RNG. R4E, 4th PM, Latitude, Longitude
COUNTY Fulton County DRILLING METHOD Hollow-Stem Augers HAMMER TYPE Diedrich D-50 Automatic

Table with columns: STRUCT. NO., BORING NO., Station, Ground Surface Elev., DPTH, BLOW COUNTS, UCS, Moisture, Description, Stream Bed Elev., GROUNDWATER ELEV., and SPT. Includes soil descriptions like '3-INCH HMA SURFACE OVER 4-INCH SAND AND GRAVEL BASE' and 'SANDY FAT CLAY (WEATHERED SHALE)'.

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

BORING 1



SOIL BORING LOG

Date 03/15/24

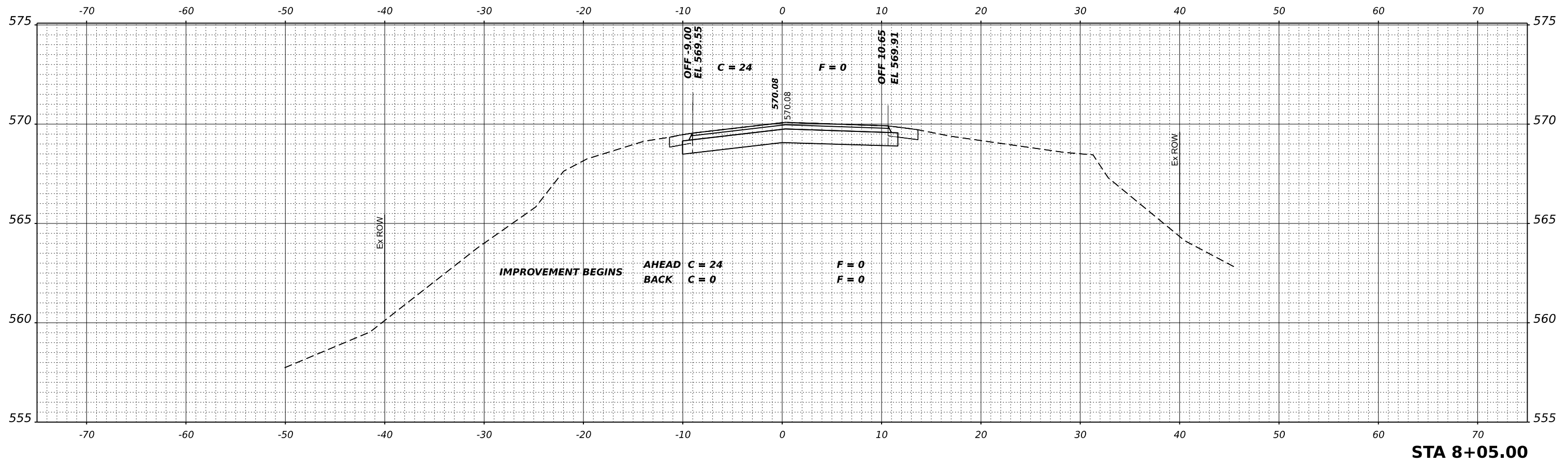
ROUTE County Highway 22 DESCRIPTION County Highway 22 Over Big Creek LOGGED BY Fehl
SECTION SN 029-3026 LOCATION Buckheart Twp, SEC. 21, TWP. T6N, RNG. R4E, 4th PM, Latitude, Longitude
COUNTY Fulton County DRILLING METHOD Hollow-Stem Augers HAMMER TYPE Diedrich D-50 Automatic

Table with columns: STRUCT. NO., BORING NO., Station, Ground Surface Elev., DPTH, BLOW COUNTS, UCS, Moisture, Description, Stream Bed Elev., GROUNDWATER ELEV., and SPT. Includes soil descriptions like '4-INCH HMA SURFACE OVER 4-INCH CINDER BASE' and 'SANDY FAT CLAY (HIGHLY WEATHERED SHALE)'.

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

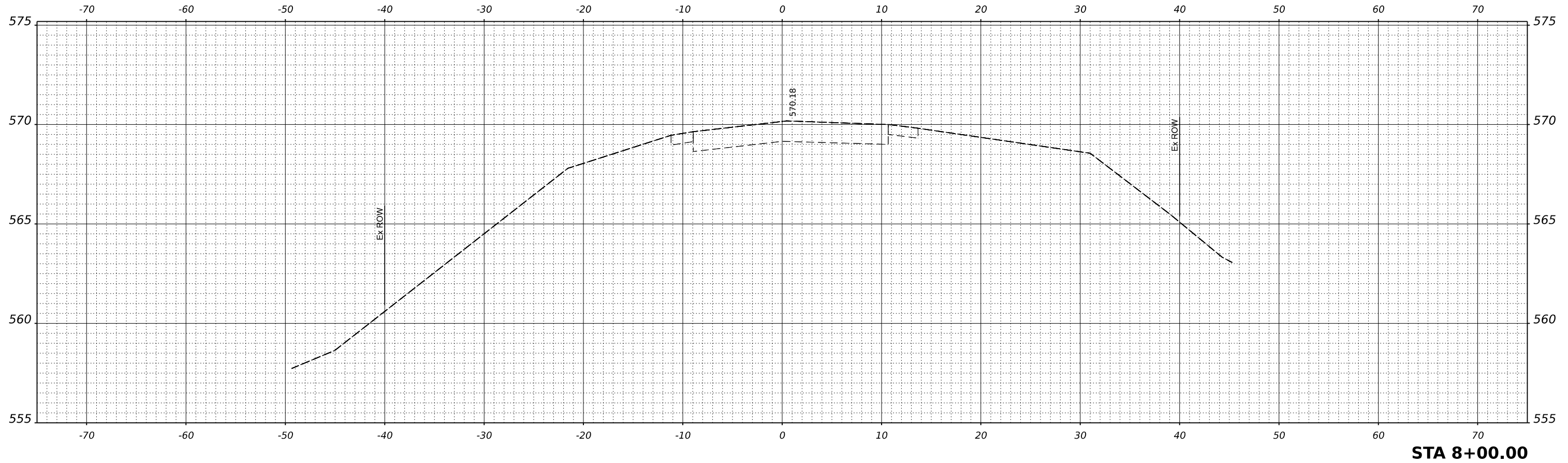
BORING 2

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



STA 8+05.00

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



STA 8+00.00

MODEL \$MODELNAME\$
FILE NAME: 23022511P-cshhstc.dgn

HAMPTON, LENZINI AND RENWICK, INC.
1707 N. RANDALL ROAD, SUITE 100
ELGIN, ILLINOIS 60123
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184-000099

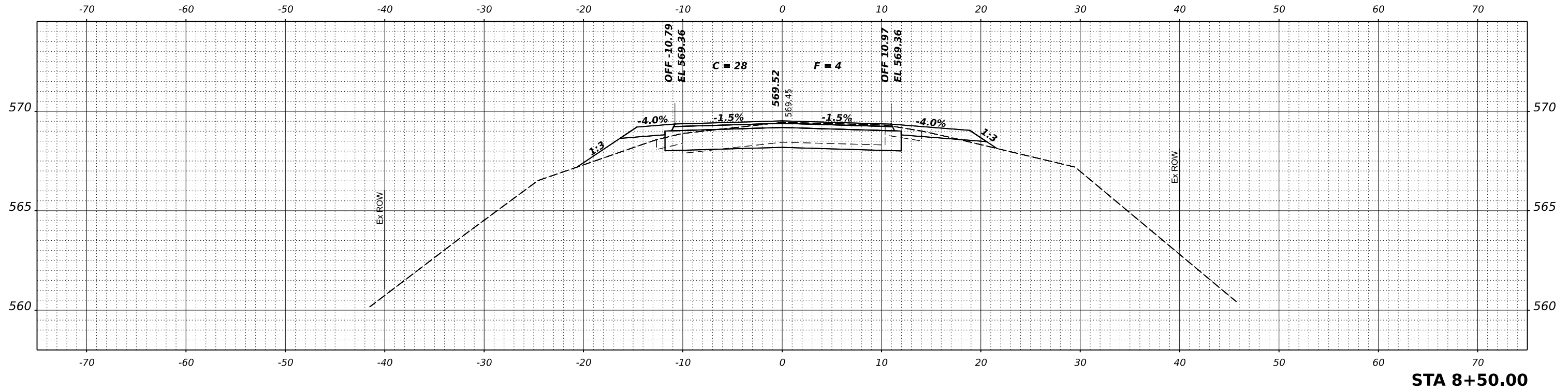
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|------------|------------|----------|------------|---------|---|
| USER NAME | gmetcalf | DESIGNED | J.W.F. | REVISED | - |
| | | DRAWN | T.W.K. | REVISED | - |
| PLOT SCALE | 5\$SCALE\$ | CHECKED | S.T.M. | REVISED | - |
| PLOT DATE | 10/24/2024 | DATE | 08/13/2024 | REVISED | - |

STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT

| | | | |
|-------------------------------|---------|--------------|------------------------------|
| STATION CROSS SECTIONS | | | |
| SCALE: 5V:10H | SHEET 1 | OF 12 SHEETS | STA. 8+00.00 TO STA. 8+05.00 |

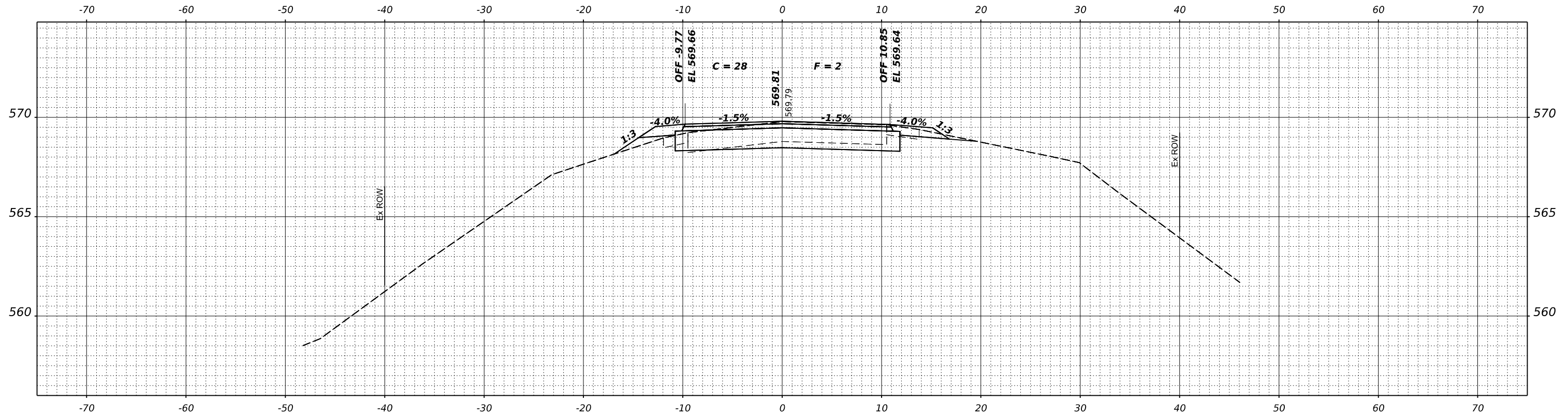
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|-------------------------------------|----------------|--------|--------------|-----------|
| F.A.S. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1453 | 22-00022-00-BR | FULTON | 34 | 23 |
| CONTRACT NO. 89837 | | | | |
| ILLINOIS FED. AID PROJECT LWIY(566) | | | | |

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



STA 8+50.00

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



STA 8+25.00

MODEL \$MODELNAME\$
FILE NAME: 23022510-cshsheet.dgn

HAMPTON, LENZINI AND RENWICK, INC.
1707 N. RANDALL ROAD, SUITE 100
ELGIN, ILLINOIS 60123
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184-000089

| | | | | | |
|------------|------------|----------|------------|---------|---|
| USER NAME | gmetcalf | DESIGNED | J.W.F. | REVISED | - |
| | | DRAWN | T.W.K. | REVISED | - |
| PLOT SCALE | 5\$SCALE\$ | CHECKED | S.T.M. | REVISED | - |
| PLOT DATE | 10/24/2024 | DATE | 08/13/2024 | REVISED | - |

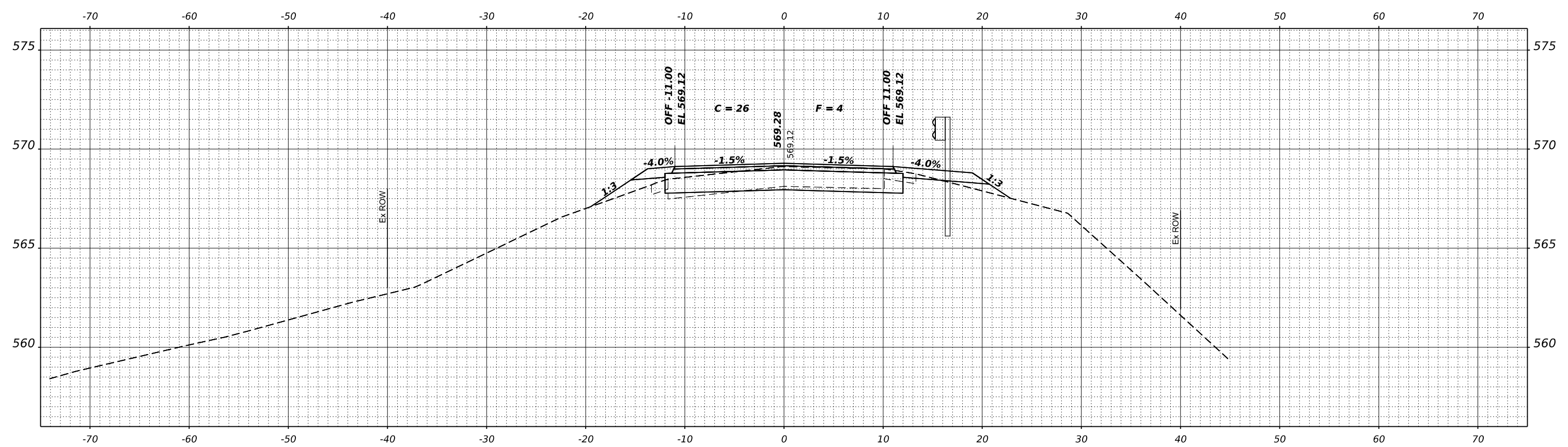
**STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT**

STATION CROSS SECTIONS
SCALE: 5V:10H SHEET 2 OF 12 SHEETS STA. 8+25.00 TO STA. 8+50.00

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|------------------------------------|----------------|--------|--------------|-----------|
| F.A.S. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1453 | 22-00022-00-BR | FULTON | 34 | 24 |
| CONTRACT NO. 89837 | | | | |
| ILLINOIS FED. AID PROJECT LWY(566) | | | | |

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| FINAL SURVEY NO. | SURVEYED PLOTTED AREAS CHECKED | BY | DATE |
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| ORIGINAL SURVEY NO. | SURVEYED PLOTTED AREAS CHECKED | BY | DATE |
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STA 8+75.00

MODEL \$MODELNAME\$
FILE NAME: 230225-00-088888.dgn

HAMPTON, LENZINI AND RENWICK, INC.
1707 N. RANDALL ROAD, SUITE 100
ELGIN, ILLINOIS 60123
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184-000089

| | | | | | |
|------------|------------|----------|------------|---------|---|
| USER NAME | gmetcalf | DESIGNED | J.W.F. | REVISED | - |
| | | DRAWN | T.W.K. | REVISED | - |
| PLOT SCALE | 1"=50' | CHECKED | S.T.M. | REVISED | - |
| PLOT DATE | 10/24/2024 | DATE | 10/24/2024 | REVISED | - |

**STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT**

STATION CROSS SECTIONS

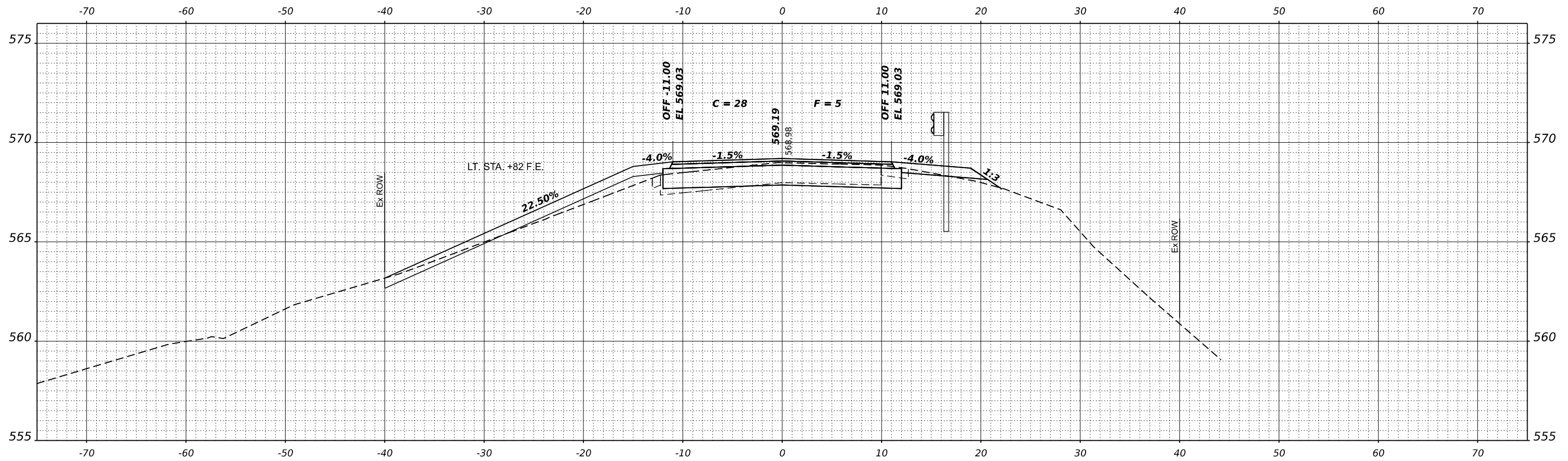
SCALE: 5V:10H SHEET 3 OF 12 SHEETS STA. 8+75.00

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|-------------------------------------|----------------|--------|--------------|-----------|
| F.A.S. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1453 | 22-00022-00-BR | FULTON | 34 | 25 |
| CONTRACT NO. 89837 | | | | |
| ILLINOIS FED. AID PROJECT LW1Y(566) | | | | |

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| FINAL SURVEY NO. | SURVEYED PLOTTED AREAS CHECKED | DATE |
| NOTE BOOK NO. | TEMPLATE AREAS CHECKED | |
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| ORIGINAL SURVEY NO. | SURVEYED PLOTTED AREAS CHECKED | DATE |
| NOTE BOOK NO. | TEMPLATE AREAS CHECKED | |
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MODEL: \$MODELNAME\$
FILE NAME: 230225-STR-08sheet4.dgn



STA 8+82.00

HAMPTON, LENZINI AND RENWICK, INC.
1707 N. RANDALL ROAD, SUITE 100
ELGIN, ILLINOIS 60123
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184-000959

| | | | | | |
|------------|------------|----------|------------|---------|---|
| USER NAME | gmetcalf | DESIGNED | J.W.F. | REVISED | - |
| | | DRAWN | T.W.K. | REVISED | - |
| PLOT SCALE | 1"=50' | CHECKED | S.T.M. | REVISED | - |
| PLOT DATE | 10/24/2024 | DATE | 08/13/2024 | REVISED | - |

**STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT**

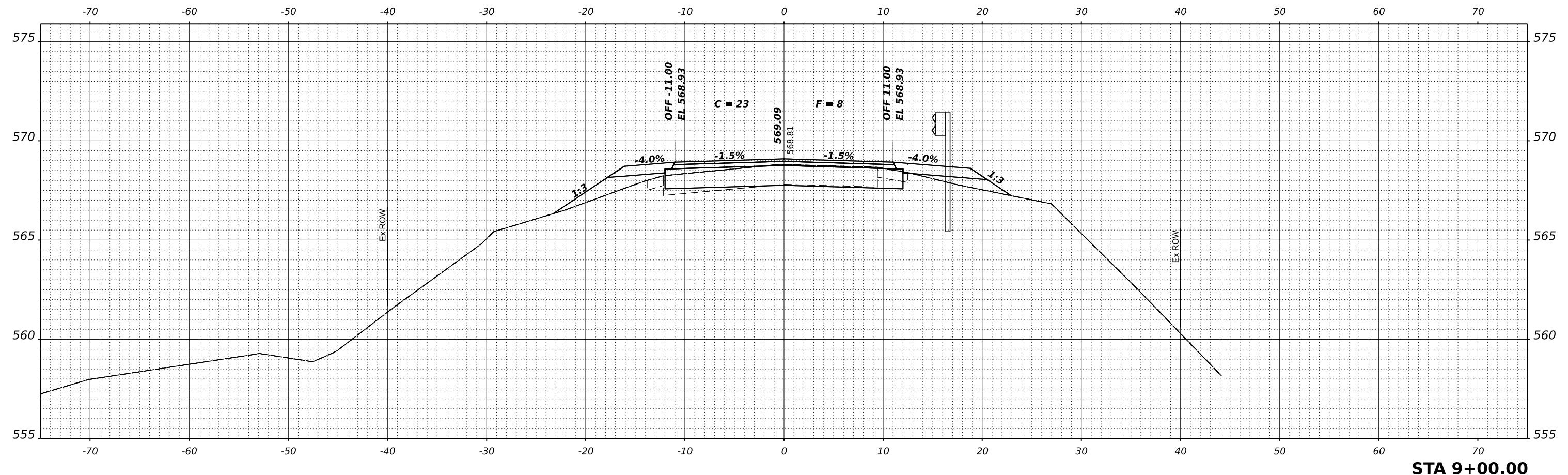
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| STATION CROSS SECTIONS | | |
| SCALE: 5V:10H | SHEET 4 OF 12 SHEETS | STA. 8+82.00 |

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|-------------------------------------|----------------|--------|--------------|-----------|
| F.A.S. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1453 | 22-00022-00-BR | FULTON | 34 | 26 |
| CONTRACT NO. 89837 | | | | |
| ILLINOIS FED. AID PROJECT LWIY(566) | | | | |

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| FINAL SURVEY NO. | SURVEYED PLOTTED AREAS CHECKED | DATE |
| NOTE BOOK NO. | TEMPLATE AREAS CHECKED | |
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| ORIGINAL SURVEY NO. | SURVEYED PLOTTED AREAS CHECKED | DATE |
| NOTE BOOK NO. | TEMPLATE AREAS CHECKED | |
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MODEL: \$MODELNAME\$
FILE NAME: 230225-00-00-00-00.dgn



STA 9+00.00

HAMPTON, LENZINI AND RENWICK, INC.
1707 N. RANDALL ROAD, SUITE 100
ELGIN, ILLINOIS 60123
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184-000099

| | | | | | |
|------------|------------|----------|------------|---------|---|
| USER NAME | gmetcalf | DESIGNED | J.W.F. | REVISED | - |
| | | DRAWN | T.W.K. | REVISED | - |
| PLOT SCALE | 1"=50' | CHECKED | S.T.M. | REVISED | - |
| PLOT DATE | 10/24/2024 | DATE | 08/13/2024 | REVISED | - |

**STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT**

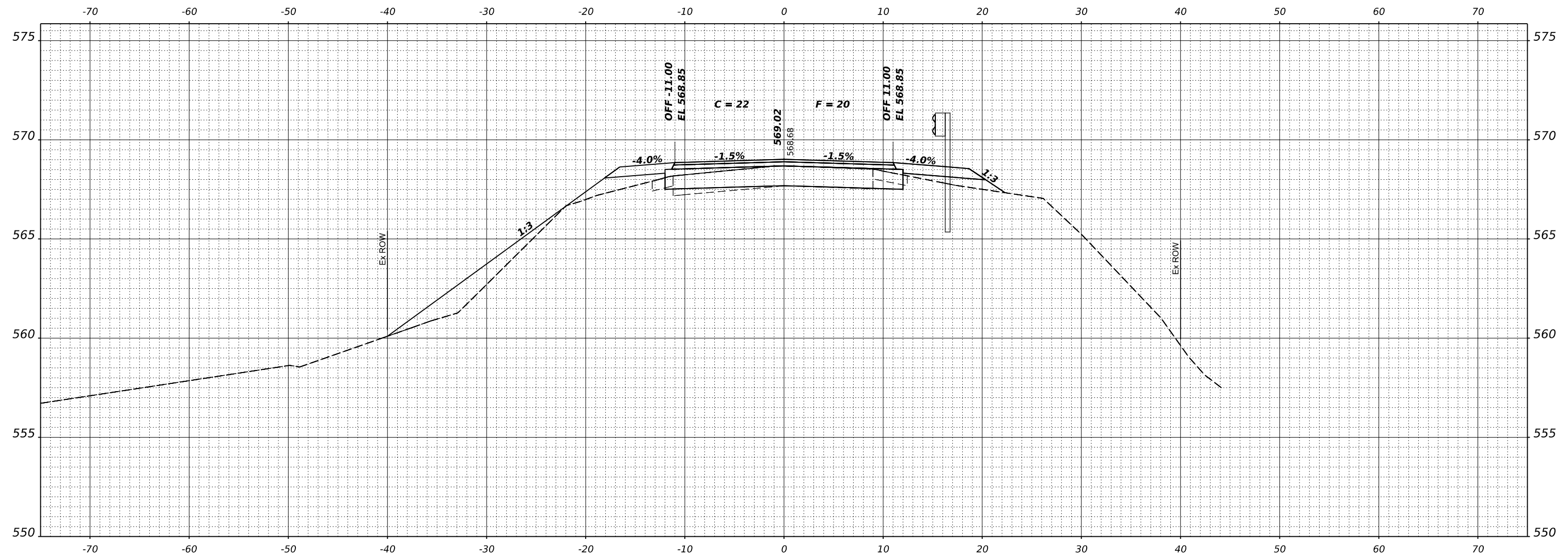
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| STATION CROSS SECTIONS | | |
| SCALE: 5V:10H | SHEET 5 OF 12 SHEETS | STA. 9+00.00 |

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|------------------------------------|----------------|--------|--------------|-----------|
| F.A.S. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1453 | 22-00022-00-BR | FULTON | 34 | 27 |
| CONTRACT NO. 89837 | | | | |
| ILLINOIS FED. AID PROJECT LWY(566) | | | | |

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| FINAL SURVEY NO. | SURVEYED PLOTTED TEMPLATE AREAS CHECKED | BY | DATE |
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| ORIGINAL SURVEY NO. | SURVEYED PLOTTED TEMPLATE AREAS CHECKED | BY | DATE |
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MODEL \$MODELNAME\$
FILE NAME: 230225-00-088888.dgn



STA 9+10.00

HAMPTON, LENZINI AND RENWICK, INC.
1707 N. RANDALL ROAD, SUITE 100
ELGIN, ILLINOIS 60123
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184-000099

| | | | | | |
|------------|------------|-----------|------------|---------|---|
| USER NAME | gmetcalf | DESIGNED | J.W.F | REVISED | - |
| DRAWN | T.W.K. | REVISIONS | | REVISED | - |
| PLOT SCALE | 1"=50' | CHECKED | S.T.M. | REVISED | - |
| PLOT DATE | 10/24/2024 | DATE | 08/13/2024 | REVISED | - |

STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT

STATION CROSS SECTIONS

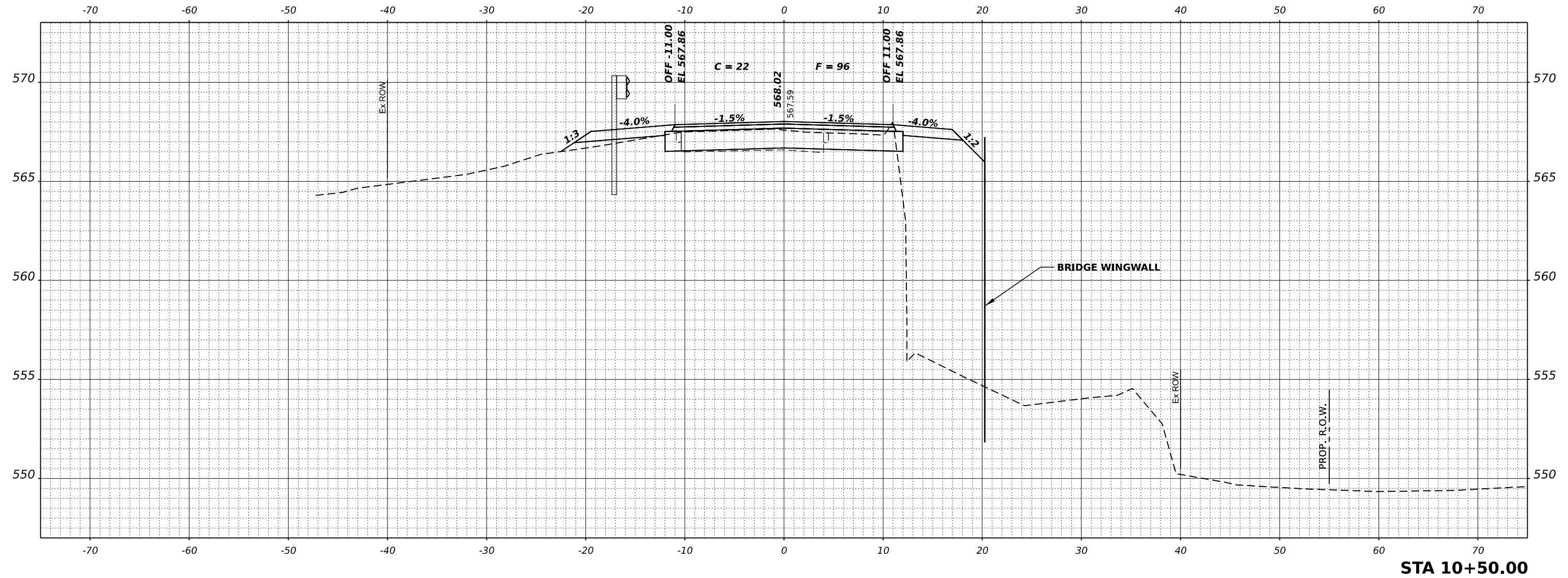
SCALE: 5V:10H SHEET 6 OF 12 SHEETS STA. 9+10.00

| F.A.S. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------------------------------|----------------|--------|--------------|-----------|
| 1453 | 22-00022-00-BR | FULTON | 34 | 28 |
| CONTRACT NO. 89837 | | | | |
| ILLINOIS FED. AID PROJECT LW1Y(566) | | | | |

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| FINAL SURVEY NO. | SURVEYED PLOTTED AREAS CHECKED | DATE |
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| ORIGINAL SURVEY NO. | SURVEYED PLOTTED AREAS CHECKED | DATE |
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MODEL \$MODELNAME\$
FILE NAME: 230225-00-08-sta10+50.dgn



STA 10+50.00

HAMPTON, LENZINI AND RENWICK, INC.
1707 N. RANDALL ROAD, SUITE 100
ELGIN, ILLINOIS 60123
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184-000959

| | | | | | |
|------------|------------|----------|------------|---------|---|
| USER NAME | gmetcalf | DESIGNED | J.W.F. | REVISED | - |
| | | DRAWN | T.W.K. | REVISED | - |
| PLOT SCALE | 1"=50' | CHECKED | S.T.M. | REVISED | - |
| PLOT DATE | 10/24/2024 | DATE | 08/13/2024 | REVISED | - |

STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT

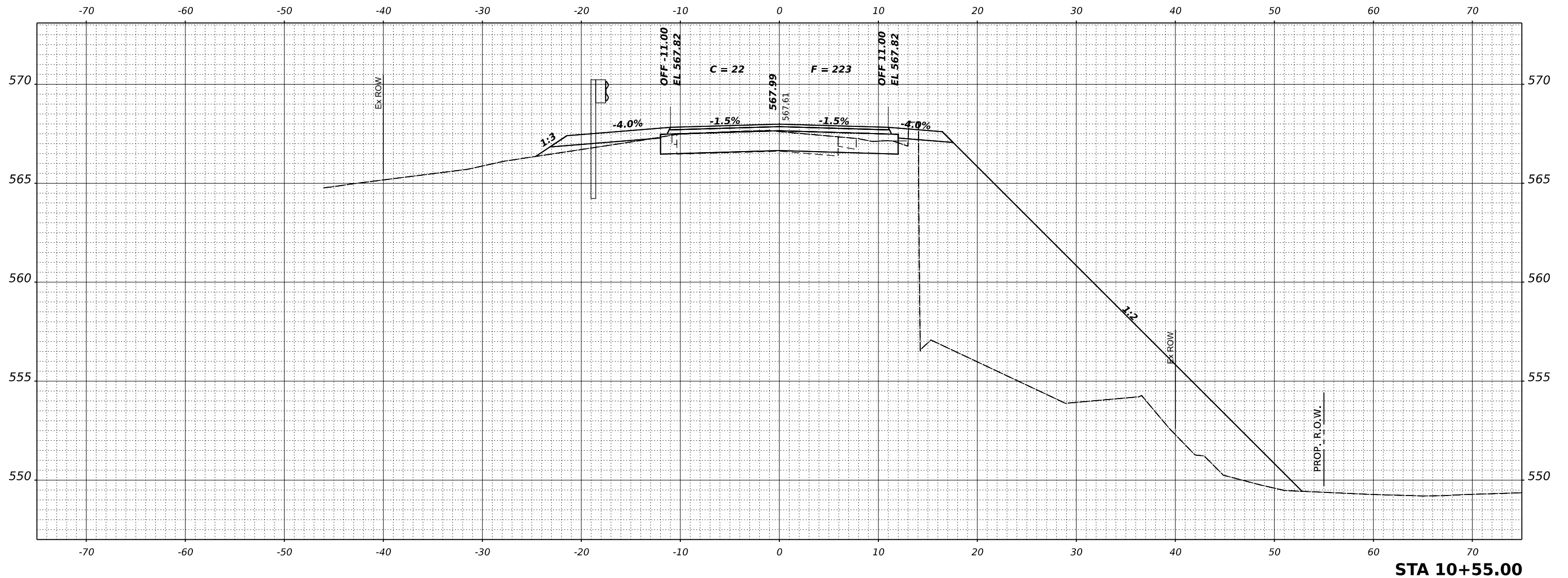
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| STATION CROSS SECTIONS | | |
| SCALE: 5V:10H | SHEET 7 OF 12 SHEETS | STA. 10+50.00 |

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|-------------------------------------|----------------|--------|--------------|-----------|
| F.A.S. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1453 | 22-00022-00-BR | FULTON | 34 | 29 |
| CONTRACT NO. 89837 | | | | |
| ILLINOIS FED. AID PROJECT LW1Y(566) | | | | |

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| FINAL SURVEY NO. | SURVEYED PLOTTED TEMPLATE AREAS CHECKED | DATE |
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| ORIGINAL SURVEY NO. | SURVEYED PLOTTED TEMPLATE AREAS CHECKED | DATE |
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MODEL \$MODELNAME\$
FILE NAME: 230225-00-08-sta8.dgn



STA 10+55.00

HAMPTON, LENZINI AND RENWICK, INC.
1707 N. RANDALL ROAD, SUITE 100
ELGIN, ILLINOIS 60123
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184-000959

| | | | | | |
|------------|------------|----------|------------|---------|---|
| USER NAME | gmetcal | DESIGNED | J.W.F. | REVISED | - |
| | | DRAWN | T.W.K. | REVISED | - |
| PLOT SCALE | 1"=50' | CHECKED | S.T.M. | REVISED | - |
| PLOT DATE | 10/24/2024 | DATE | 08/13/2024 | REVISED | - |

**STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT**

STATION CROSS SECTIONS

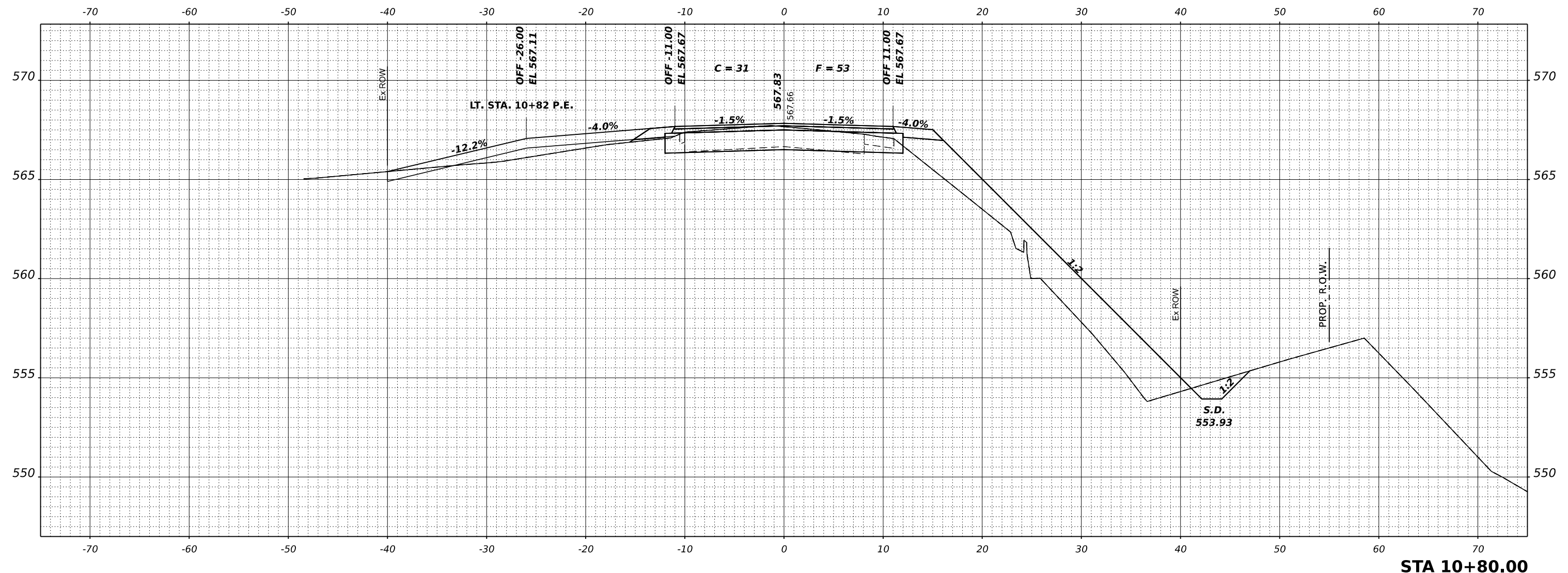
SCALE: 5V:10H SHEET 8 OF 12 SHEETS STA. 10+55.00

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|------------------------------------|----------------|--------|--------------|-----------|
| F.A.S. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1453 | 22-00022-00-BR | FULTON | 34 | 30 |
| CONTRACT NO. 89837 | | | | |
| ILLINOIS FED. AID PROJECT LWY(566) | | | | |

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| FINAL SURVEY NO. | SURVEYED PLOTTED TEMPLATE AREAS CHECKED | DATE |
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| ORIGINAL SURVEY NO. | SURVEYED PLOTTED TEMPLATE AREAS CHECKED | DATE |
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MODEL \$MODELNAME\$
FILE NAME: 230225-00-08-sta10+80.dgn



STA 10+80.00

HAMPTON, LENZINI AND RENWICK, INC.
1707 N. RANDALL ROAD, SUITE 100
ELGIN, ILLINOIS 60123
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184-000959

| | | | | | |
|------------|------------|----------|------------|---------|---|
| USER NAME | gmetcalf | DESIGNED | J.W.F. | REVISED | - |
| | | DRAWN | T.W.K. | REVISED | - |
| PLOT SCALE | 1"=50' | CHECKED | S.T.M. | REVISED | - |
| PLOT DATE | 10/24/2024 | DATE | 08/13/2024 | REVISED | - |

**STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT**

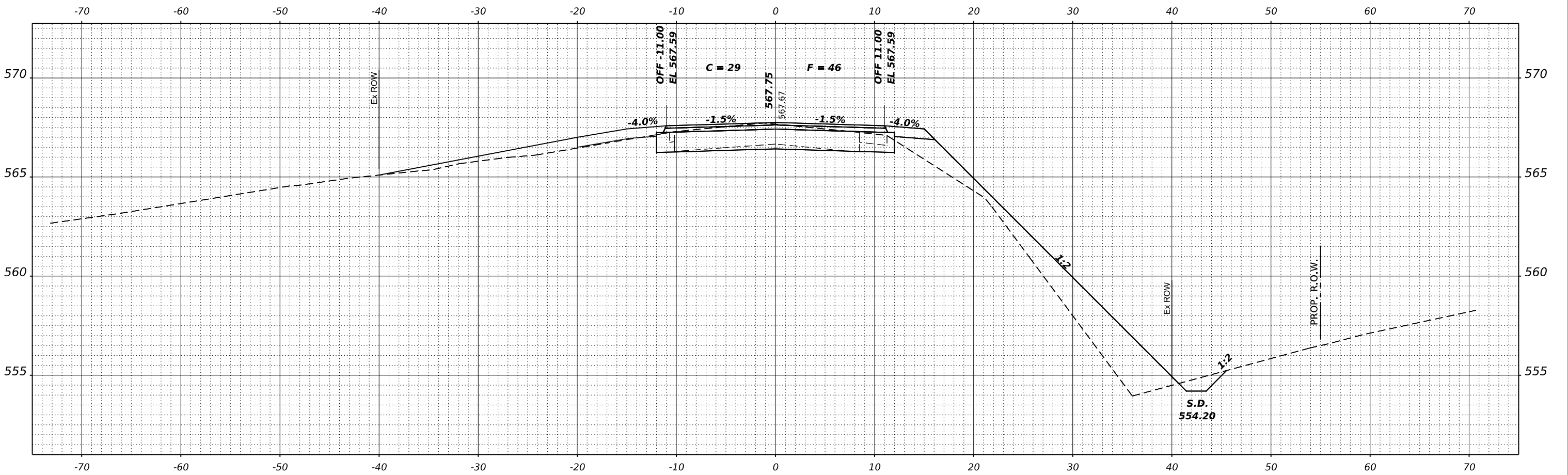
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| STATION CROSS SECTIONS | | |
| SCALE: 5V:10H | SHEET 9 OF 12 SHEETS | STA. 10+80.00 |

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|-------------------------------------|----------------|--------|--------------|-----------|
| F.A.S. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1453 | 22-00022-00-BR | FULTON | 34 | 31 |
| CONTRACT NO. 89837 | | | | |
| ILLINOIS FED. AID PROJECT LW1Y(566) | | | | |

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| FINAL SURVEY NO. | SURVEYED PLOTTED AREAS CHECKED | DATE |
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| ORIGINAL SURVEY NO. | SURVEYED PLOTTED AREAS CHECKED | DATE |
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MODEL \$MODELNAME\$
FILE NAME: 230225-SP-SS-Sheets.dgn



STA 11+00.00

HAMPTON, LENZINI AND RENWICK, INC.
1707 N. RANDALL ROAD, SUITE 100
ELGIN, ILLINOIS 60123
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184-000959

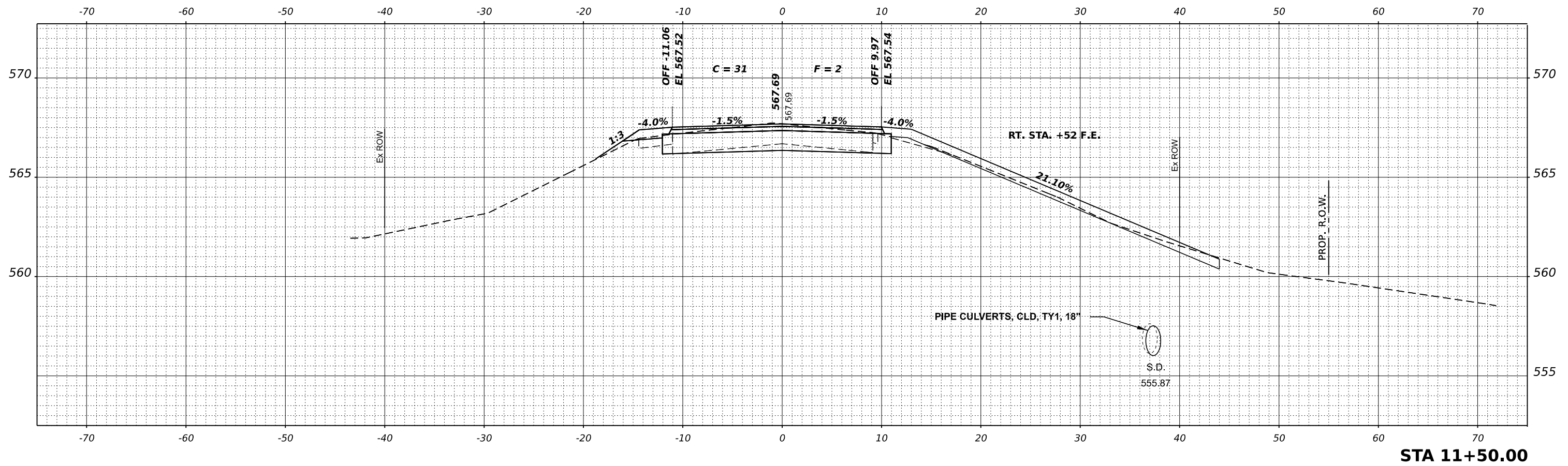
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| USER NAME | gmetcalf | DESIGNED | J.W.F. | REVISED | - |
| | | DRAWN | T.W.K. | REVISED | - |
| PLOT SCALE | 1"=50' | CHECKED | S.T.M. | REVISED | - |
| PLOT DATE | 10/24/2024 | DATE | 08/13/2024 | REVISED | - |

**STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT**

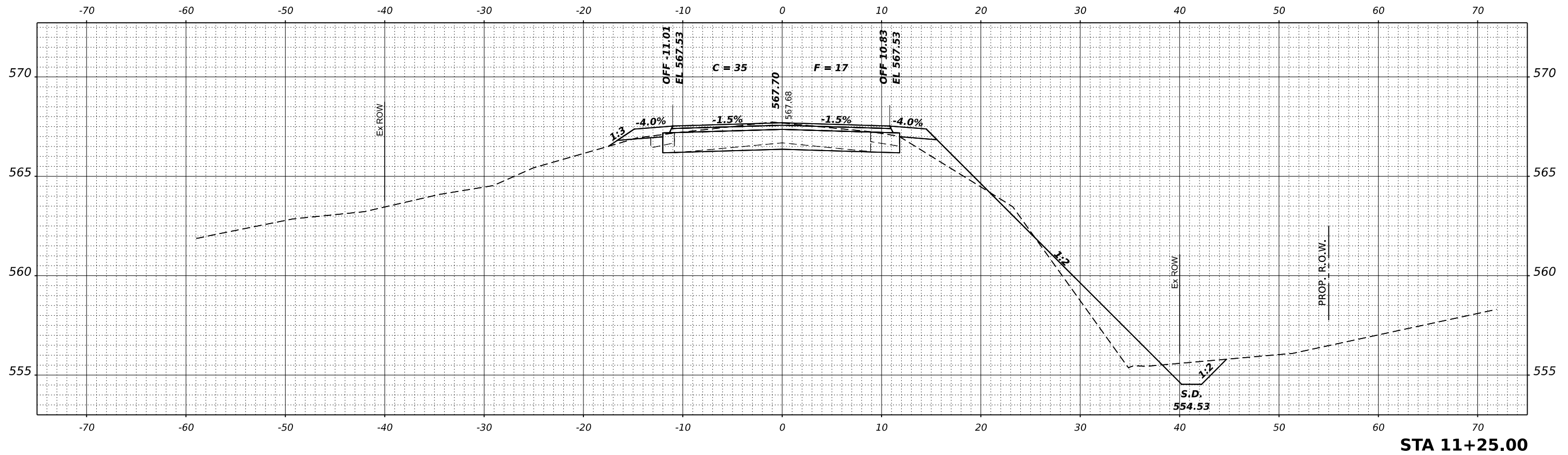
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| STATION CROSS SECTIONS | | | |
| SCALE: 5V:10H | SHEET 10 | OF 12 SHEETS | STA. 11+00.00 |

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|-------------------------------------|----------------|--------|--------------|-----------|
| F.A.S. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1453 | 22-00022-00-BR | FULTON | 34 | 32 |
| CONTRACT NO. 89837 | | | | |
| ILLINOIS FED. AID PROJECT LW1Y(566) | | | | |

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



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



MODEL \$MODELNAME\$
FILE NAME: 230225-11P-08sheet.dgn

HAMPTON, LENZINI AND RENWICK, INC.
1707 N. RANDALL ROAD, SUITE 100
ELGIN, ILLINOIS 60123
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184-000099

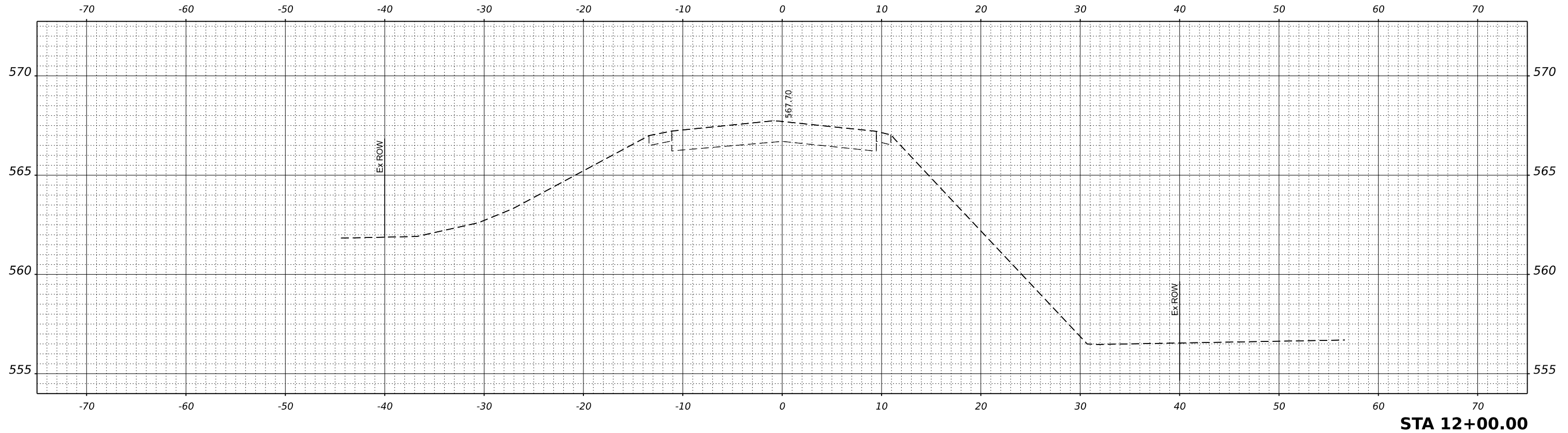
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| USER NAME | gmetcalf | DESIGNED | J.W.F. | REVISED | - |
| PLOT SCALE | SCALE\$ | DRAWN | T.W.K. | REVISED | - |
| PLOT DATE | 10/24/2024 | CHECKED | S.T.M. | REVISED | - |
| | | DATE | 08/13/2024 | REVISED | - |

**STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT**

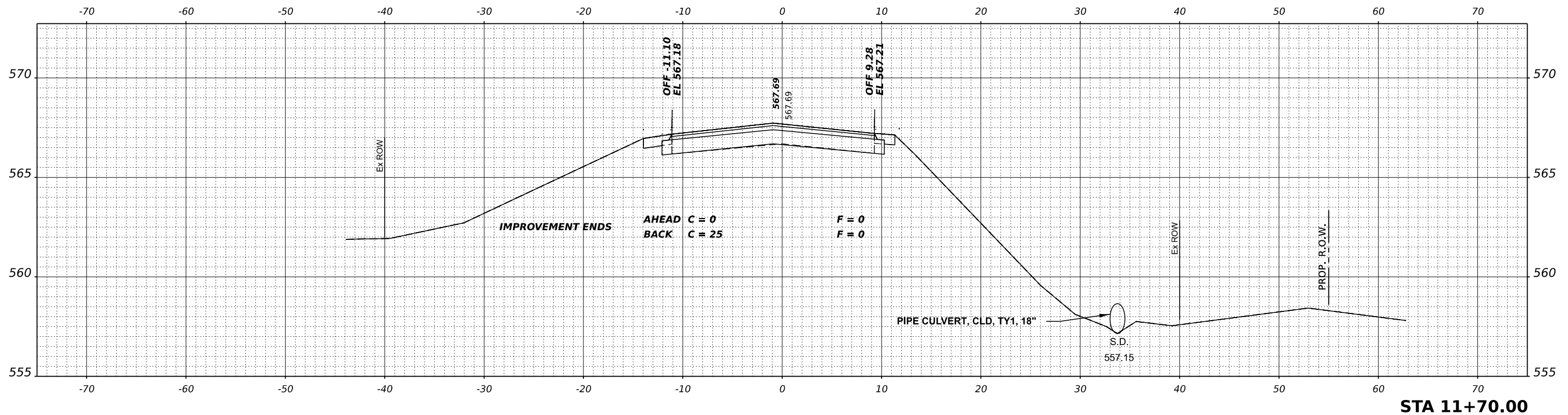
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| STATION CROSS SECTIONS | | | |
| SCALE: 5V:10H | SHEET 11 | OF 12 SHEETS | STA. 11+25.00 TO STA. 11+50.00 |

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|------------------------------------|----------------|--------|--------------|-----------|
| F.A.S. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1453 | 22-00022-00-BR | FULTON | 34 | 33 |
| CONTRACT NO. 89837 | | | | |
| ILLINOIS FED. AID PROJECT LWY(566) | | | | |

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



MODEL \$MODELNAME\$
FILE NAME: 23022511P-cshhsets.dgn

HAMPTON, LENZINI AND RENWICK, INC.
1707 N. RANDALL ROAD, SUITE 100
ELGIN, ILLINOIS 60123
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184-000959

| | | | | | |
|------------|------------|----------|------------|---------|---|
| USER NAME | gmetcalf | DESIGNED | J.W.F. | REVISED | - |
| | | DRAWN | T.W.K. | REVISED | - |
| PLOT SCALE | \$SCALE\$ | CHECKED | S.T.M. | REVISED | - |
| PLOT DATE | 10/24/2024 | DATE | 08/13/2024 | REVISED | - |

STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT

STATION CROSS SECTIONS

SCALE: 5V:10H SHEET 12 OF 12 SHEETS STA. 11+70.00 TO STA. 12+00.00

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|-------------------------------------|----------------|--------|--------------|-----------|
| F.A.S. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1453 | 22-00022-00-BR | FULTON | 34 | 34 |
| CONTRACT NO. 89837 | | | | |
| ILLINOIS FED. AID PROJECT LW1Y(566) | | | | |