

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
T.R. 154	03-06130-00-BR	PIATT	57	1
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT - BROS-1721481		

CONTRACT NO. 91385

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PLANS FOR PROPOSED HIGHWAY BRIDGE PROGRAM

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SCALES

PLAN	0' = 50'
PROFILE HORIZ.	0' = 50'
PROFILE VERT.	0' = 5'
CROSS SECTIONS	0' = 5'

PROJECT BROS-147(65)

SECTION 03-06130-00-BR

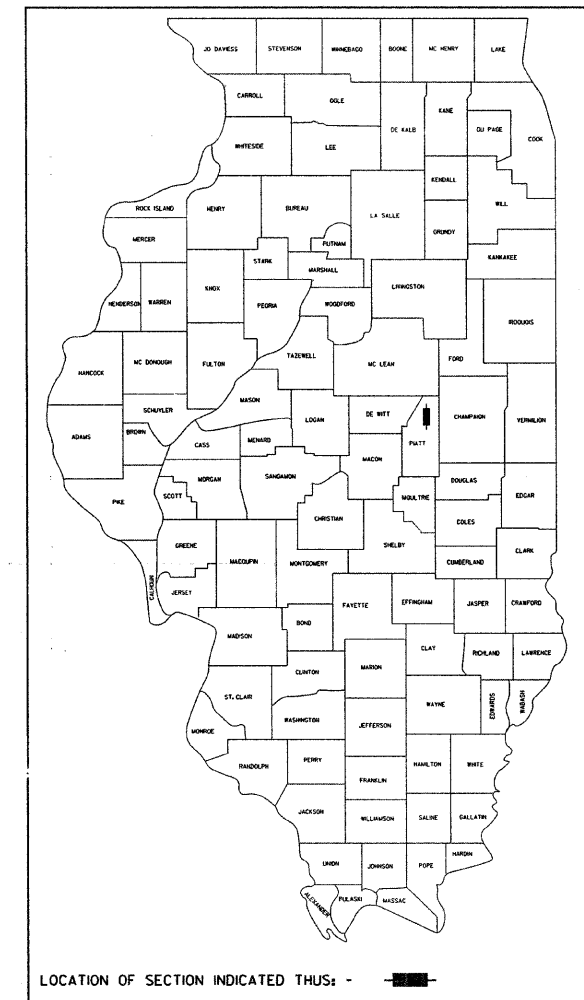
SANGAMON ROAD DISTRICT

PIATT COUNTY

T.R. 154

PROPOSED STRUCTURE NO. 087-3296

C-95-306-08



HIGHWAY STANDARDS: SEE SHEET 2

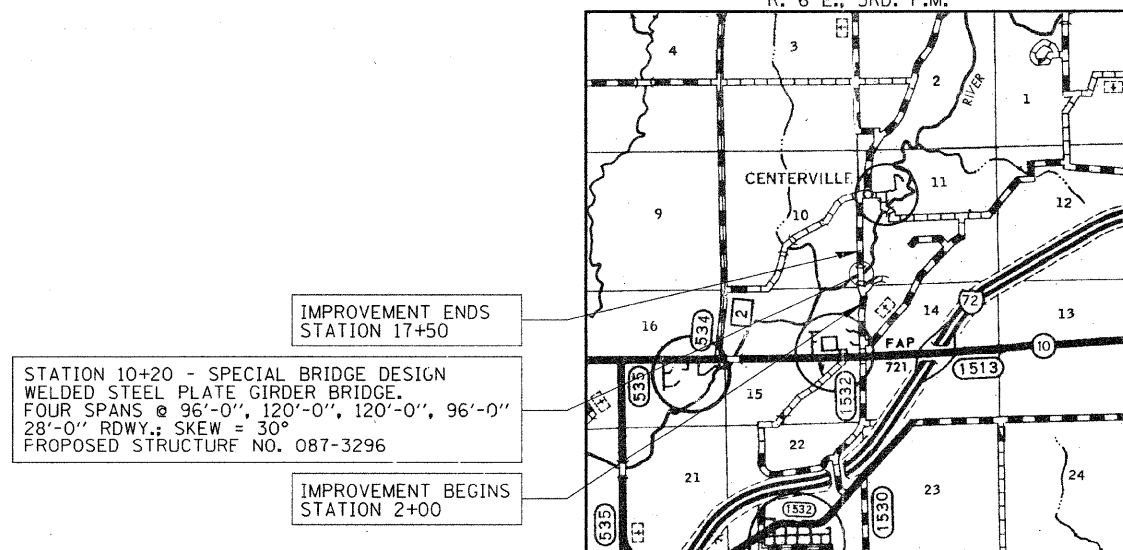
UTILITIES

LIGHTCORE
14567 N. OUTER FORTY
SUITE 500
CLAYTON, MO 63105
ATTN: JOE GENSLINGER

AMEREN IP
2460 NORTH JASPER STREET
DECATUR, ILLINOIS 62525
ATTN: AREA ENGR. SUPERVISOR
424-7048

VERIZON NORTH
110 E. MONROE
P.O. BOX 2675
ILLBON
BLOOMINGTON, ILLINOIS 61701-2675
ATTN: KALIN HINSHAW

R. 6 E., 3RD. P.M.



STATION 10+20 - SPECIAL BRIDGE DESIGN
WELDED STEEL PLATE GIRDER BRIDGE.
FOUR SPANS @ 96'-0", 120'-0", 120'-0", 96'-0"
28'-0" RDWY.; SKEW = 30°
PROPOSED STRUCTURE NO. 087-3296

IMPROVEMENT ENDS
STATION 17+50

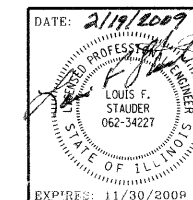
IMPROVEMENT BEGINS
STATION 2+00

LAYOUT

APPROXIMATE SCALE: 0 = 1 MILE
NET LENGTH OF SECTION = 1,550 FEET = 0.294 MILES



PIATT COUNTY HIGHWAY DEPT.	
APPROVED	Feb. 23 20 09 <i>[Signature]</i> ROAD DISTRICT COMMISSIONER
APPROVED	FEBRUARY 23 20 09 <i>[Signature]</i> COUNTY ENGINEER
PASSED	3/2 20 09 <i>[Signature]</i> DISTRICT FIVE ENGINEER OF LOCAL ROADS & STREETS
Releasing For Bid Based on Limited Review	MARCH 2 20 09 <i>[Signature]</i> DEPUTY DIRECTOR OF HIGHWAYS REGION THREE ENGINEER STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION



HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS

3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 546-3400

ELGIN • SPRINGFIELD

EXPIRES: 11/30/2009 PROJECT NUMBER: 12-75-0001-1 DATE: 08/01/08

PLOT DATE: 2/19/2009 FILE NAME: 75001-sht-cover.dgn

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BSANGAMON CONSTRUCTION, ADOPTED JANUARY 1, 2007, THESE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
- ALL CLEARING AND GRUBBING AND REMOVAL OF EXISTING DRAINAGE STRUCTURES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE LOCATIONS OF EXISTING ELECTRIC POWER LINES, TELEPHONE LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION 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 CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS UNTIL THE OWNER, HIS AGENT, PROFESSIONAL LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- THE REVISION NUMBER INDICATED FOR THE STANDARDS LISTED IN THE INDEX OF SHEETS SHALL BE USED IN THE CONSTRUCTION OF THIS SECTION.
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES

AGGREGATE SURFACE CSE.	2.05 TON/CU YD	
STONE RIPRAP, CL. A4	1.75 TON/CU YD	0.67 TON/SQ YD
STONE RIPRAP DITCH	1.75 TON/CU YD	0.5 TON/SQ YD
- THE AREA TO BE SEEDED SHALL CONSIST OF ALL EARTH SURFACES DISTURBED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. ESTIMATED QUANTITY = 2.99 ACRES.
- TREES WITHIN THE RIGHT-OF-WAY WHICH INTERFERE WITH CONSTRUCTION SHALL BE REMOVED ONLY AT THE DIRECTION OF THE ENGINEER.
- CRUSHED CONCRETE MATERIAL MAY NOT BE USED FOR AGGREGATE SURFACE COURSE, TYPE B.

COMMITMENTS

- TREE REPLACEMENT IS TO BE COMPLETED BY OTHERS. (SEE LETTER TO IDOT LOCAL ROADS 1/30/2009 FROM PIATT COUNTY HIGHWAY DEPARTMENT)
- WETLAND COMPENSATION TO BE MITIGATED THROUGH THE USE OF WETLAND BANKING.

MIXTURE REQUIREMENTS	
LOCATION(S):	ENTRANCES
MIXTURE USE(S):	INCIDENTAL HOT-MIX ASPHALT SURFACING
AC/PG:	PG 64-22
RAP % (MAX):	15%
DESIGN AIR VOIDS:	4% @ Ndes 50
MIXTURE COMPOSITION: (GRADATION MIXTURE):	IL 9.5
FRICTION AGGREGATE:	MIXTURE C
MIXTURE WEIGHTS:	112 LBS / SY 1 INCH THICKNESS

HIGHWAY STANDARDS

- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 280001-04 TEMPORARY EROSION CONTROL SYSTEMS
- 515001-03 NAME PLATE FOR BRIDGES
- 542301-02 PRECAST REINFORCED CONCRETE FLARED END SECTION
- 542401-01 METAL END SECTION FOR PIPE CULVERTS
- 630001-08 STEEL PLATE BEAM GUARDRAIL
- 630301-05 SHOULDER WIDENING FOR TYPE 1, (SPECIAL) GUARDRAIL TERMINALS
- 631032-04 TRAFFIC BARRIER TERMINAL, TYPE 6A
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 701901-01 TRAFFIC CONTROL DEVICES
- BLR 21-8 TYPICAL APPLICATION OF TRAFFIC CONTROL; DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

HORIZONTAL ALIGNMENT		
LOCATION	NORTHING	EASTING
TR 154		
P.O.T. STA. 1+61.81	1254640.6945	937286.8422
P.C. STA. 2+82.56	1254754.9368	937247.7302
P.I. STA. 4+52.74	1254915.9427	937192.6082
P.T. STA. 6+19.99	1255086.1169	937191.1627
P.O.T. STA. 17+99.46	1256265.5489	937181.1444
PARADISE LANE		
P.O.T. STA. 97+74.33	1255273.1644	1255273.1644
P.C. STA. 98+32.15	1255233.0272	937338.6047
P.T. STA. 99+43.52	1255175.8087	937244.1361
P.O.T. STA. 100+00.00	1255157.9400	937190.5500
TEMP SIDE ROAD		
P.O.T. STA. 195+98.81	1255332.9181	937580.2397
P.C. STA. 196+81.76	1255332.5538	937497.2896
P.I. STA. 197+08.13	1255332.4379	937470.9196
P.T. STA. 197+33.95	1255323.1785	937446.2285
P.C. STA. 198+58.47	1255279.4563	937329.6399
P.I. STA. 198+93.86	1255267.0293	937296.5022
P.T. STA. 199+28.52	1255266.7287	937261.1122
P.O.T. STA. 200+00.00	1255266.1214	937189.6337
F.E. LT. STA. 13+50		
P.O.T. STA. 20+00.00	1255816.1020	937184.9610
P.C. STA. 20+17.47	1255808.8138	937169.0876
P.T. STA. 20+86.59	1255754.7356	937131.4020
P.C. STA. 21+44.76	1255696.7357	937126.9341
P.I. STA. 21+83.00	1255658.6090	937123.9970
P.T. STA. 22+13.89	1255642.6553	937089.2443
P.O.T. STA. 22+27.81	1255636.8470	937076.5940
GUIDE BERM		
14.00 RT. STA. 12+51.33	1255717.5594	1255717.5594
27.49 RT. STA. 12+60.00	1255726.3388	1255726.3388
40.94 RT. STA. 12+70.00	1255736.4527	1255736.4527
52.3 RT. STA. 12+80.00	1255746.5492	1255746.5492
62.12 RT. STA. 12+90.00	1255756.6318	1255756.6318
69.901 RT. STA. 13+00.00	1255766.6975	1255766.6975
75.91 RT. STA. 13+10.00	1255776.7481	1255776.7481
79.23 RT. STA. 13+20.00	1255786.7760	1255786.7760
79.14 RT. STA. 13+30.00	1255796.7748	1255796.7748
77.48 RT. STA. 13+34.14	1255800.8958	1255800.8958

SUMMARY OF QUANTITIES					
CODE No.	ITEM	UNIT	TOTAL	HBP FUNDING	
				% FEDERAL	% STATE
				% LOCAL	
		CONST. CODE		E000	X071-2R
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	987		987
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	432	432	
20100500	TREE REMOVAL, ACRES	ACRE	0.14	0.14	
20200100	EARTH EXCAVATION	CJ YD	572	572	
20300100	CHANNEL EXCAVATION	CJ YD	1300		1300
20400800	FURNISHED EXCAVATION	CJ YD	16406	16406	
20700220	POROUS GRANULAR EMBANKMENT	CJ YD	123		123
25001000	SEEDING, CLASS 2 (SPECIAL)	ACRE	2.99	2.99	
25100630	EROSION CONTROL BLANKET	SQ YD	2683	2683	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1308	1308	
28000300	TEMPORARY DITCH CHECKS	EACH	5	5	
28000400	PERIMETER EROSION BARRIER	FOOT	843	843	
28000500	INLET AND PIPE PROTECTION	EACH	4	4	
28000600	SEEDING, CLASS 7	ACRE	3.27	3.27	
28100207	STONE RIPRAP, CLASS A4	TON	3099	29	3070
28200200	FILTER FABRIC	SQ YD	3907	42	3865
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	1548	1548	
40800010	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	17	17	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	5	5	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	48	48	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50200100	STRUCTURE EXCAVATION	CJ YD	579	579	
50200300	COFFERDAM EXCAVATION	CJ YD	223	223	
50200500	COFFERDAMS	EACH	1		1
50300225	CONCRETE STRUCTURES	CJ YD	295.1	295.1	
50300255	CONCRETE SUPERSTRUCTURE	CJ YD	377.8	377.8	
50300260	BRIDGE DECK GROOVING	SQ YD	1351	1351	
50300265	SEAL COAT CONCRETE	CJ YD	64.7	64.7	
50300280	CONCRETE ENCASEMENT	CJ YD	6.3	6.3	
50300300	PROTECTIVE COAT	SQ YD	1486	1486	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	5052	5052	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	133490		133490

* - SEE SPECIAL PROVISIONS

SUMMARY OF QUANTITIES					
CODE No.	ITEM	UNIT	TOTAL	HBP FUNDING	
				% FEDERAL	% STATE
				% LOCAL	
		CONST. CODE		E000	X071-2R
* 50901050	STEEL RAILING, TYPE SM	FOOT	933		933
51201610	FURNISHING STEEL PILES HP12X63	FOOT	628		628
51201710	FURNISHING STEEL PILES HP12X84	FOOT	1604		1604
51202305	DRIVING PILES	FOOT	2232		2232
51203610	TEST PILE STEEL HP12X63	EACH	1		1
51203710	TEST PILE STEEL HP12X84	EACH	1		1
51500100	NAME PLATES	EACH	1		1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	65		65
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	8		8
52100530	ANCHOR BOLTS, 1 1/4"	EACH	16		16
52100540	ANCHOR BOLTS, 1 1/2"	EACH	24		24
54001001	BOX CULVERT END SECTION, CULVERT NO.1	EACH	2	2	
54020605	PRECAST CONCRETE BOX CULVERT 6' X 5' (M273)	FOOT	48	48	
54200433	PIPE CULVERTS, TYPE 1 RCCP 18"	FOOT	88	88	
54200220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	46	46	
54213663	PRECAST REINFORCED CONCRETE FLARED ENDSECTIONS 18"	EACH	2	2	
54213870	STEEL END SECTIONS 15"	EACH	2	2	
5421D018	PIPE CULVERTS, CLASS D, TYPE 1 18" (TEMPORARY)	FOOT	46	46	
58700300	CONCRETE SEALER	SQ FT	657		657
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	57		57
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	4		4
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	122		122
* 63000003	STEEL PLATE BEAM GUARD RAIL, TYPE A, 9 FOOT POSTS	FOOT	262.5	262.5	
* A 63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4	4	
* A 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1(SPECIAL) TANGENT	EACH	4	4	
A 67100100	MOBILIZATION	L SUM	1	1	
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1	
* A 78200405	GUARDRAIL MARKERS	EACH	22	22	
* A 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
A X0545005	BOX CULVERT REMOVAL	L SUM	1	1	
A X0201000	AGGREGATE FOR TEMPORARY ACCESS	TON	50	50	
A Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	

* - SEE SPECIAL PROVISIONS

* SPECIALTY ITEMS

ENTRANCE TABLE											
LOCATION	TYPE	EXISTING SURFACE TYPE	EXISTING WIDTH	PROPOSED SURFACE TYPE	PROPOSED WIDTH	RADIUS LEFT	RADIUS RIGHT	INCIDENTAL HMA SURFACING 2"	AGGREGATE SURFACE COURSE TY B 4"	BIT. MATERIAL PRIME COAT	DRIVEWAY PAVEMENT REMOVAL
								40800050	40200800	40800010	44000200
			FEET				FEET	TON	TON	GAL.	SQ YD
TR 154											
LT. STA. 4+08	FE	EARTH	16	EARTH	16						
LT. STA. 13+50	FE	EARTH	10	EARTH	16						
PARADISE LANE											
LT. STA. 98+44	PE	HMA	24	HMA	24	12	10	5	11	17	48
SUBTOTAL								5	11	17	48

SEEDING TABLE								
LOCATION	SEEDING CLASS 2 SPECIAL	SEEDING CLASS 7	TEMP EROSION CONTROL SEEDING	NITROGEN	PHOSPHORUS	POTASSIUM	AGR. GROUND LIMESTONE	MULCH METHOD 2
			100 LBS/ ACRE/APPL					
			25001000					
		ACRE	ACRE	POUND	POUND	POUND	TON	ACRE
T 154								
STAGE 1	1.40	1.22	488	126	126	126	3	1.40
STAGE 2	1.59	2.05	820	143	143	143	3	1.59
TOTAL PROJECT	2.99	3.27	1308*	269	269	269	6	2.99

*4 APPLICATIONS
 FERTILIZER, LIMESTONE AND MULCH QUANTITIES ARE FOR INFORMATION PURPOSES ONLY AND ARE TO BE INCLUDED WITH THE COST FOR SEEDING CLASS 2,SPECIAL

GUARDRAIL TABULATION					
LOCATION	STEEL PLATE BEAM GUARDRAIL TYPE A 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT)	TRAFFIC BARRIER TERMINAL TYPE 6A	TERMINAL MARKER DIRECT APPLIED	GUARDRAIL MARKERS
	63000001	63100167	63100087	78201000	78200405
	FOOT	EACH	EACH	EACH	EACH
LT. STA. 5+70.35 TO LT. STA. 7+76.75	112.5	1	1	1	
RT. STA. 6+99.02 TO RT. STA. 7+49.02	0	1	1	1	
RT. STA. 12+63.25 TO RT. STA. 15+07.15	150	1	1	1	
LT. STA. 12+47.08 TO LT. STA. 13+40.98	0	1	1	1	
LT. STA. 5+70.35 TO LT. STA. 13+40.98					11
RT. STA. 6+99.02 TO RT. STA. 15+07.15					11
TOTAL	262.5	4	4	4	22

CULVERTS SUMMARY										
LOCATION	TYPE	EXIST SIZE	PRECAST CONCRETE BOX CULVERTS	BOX CULVERT END SECTION CULVERT No. 1	BOX CULVERT REMOVAL	PIPE CULVERTS TYPE 1 RCCP 18"	PIPE CULVERTS, CLASS D, TYPE 1 CSCP 15"	PIPE CULVERTS, CLASS D, TYPE 1 TEMPORARY 18"	PRECAST REINFORCED CONCRETE FLARED END SECTION 18"	END SECTION STEEL 15"
			54020605	54001001	X0545005	54200433	542D0220	5421D018	54213663	54213870
			6' X 5' (M273)	EACH	L SUM	FOOT	FOOT	FOOT	EACH	EACH
TR 154										
CL STA. 4+38	AR	4' X 4'	48	2	1					
PARADISE LANE										
CL STA. 99+55	AR	15" CMP				88			2	
LT STA. 98+44	PE						46			2
TEMPORARY SIDE RD										
CL STA. 199+75								46		
GRAND TOTAL			48	2	1	88	46	46	2	2

EROSION CONTROL							
LOCATION	INLET AND PIPE PROTECTION	TEMPORARY DITCH CHECKS	STONE RIPRAP, CLASS A4	FILTER FABRIC	PERIMETER EROSION BARRIER	EROSION CONTROL BALNKET	
	28000500	28000300	28100207	28200200	28000400	25100630	
		EACH	EACH	TON	SQ YD	FOOT	
						SQ YD	
MAINLINE							
24' RT. STA. 4+34	1						
LT. STA. 5+50		1					
LT. STA. 7+00		1					
LT. STA. 8+50		1					
RT. STA. 8+50		1					
PARADISE LANE							
17' LT. STA. 98+16	1						
LT. STA. 99+25		1					
42' LT. STA. 99+67	1						
TEMPORARY SIDE ROAD							
23' LT. STA. 199+75	1						
MAINLINE							
LT. STA. 4+25 TO STA. 8+75					450		
RT. STA. 4+08 TO STA. 4+50					42		
RT. STA. 6+00 TO STA. 6+52					52		
RT. STA. 8+20 TO STA. 9+00					299		
MAINLINE DITCHES							
LT. STA. 4+40 TO STA. 4+60			29	42			
LT. STA. 4+60 TO STA. 7+50						367	
RT. STA. 4+08 TO STA. 4+50						44	
RT. STA. 5+00 TO STA. 6+61						168	
RT. STA. 7+50 TO STA. 7+87						46	
MAINLINE SLOPES							
LT. STA. 4+08 TO STA. 7+50						743	
LT. STA. 12+40 TO STA. 13+00						127	
RT. STA. 7+50 TO STA. 8+00						136	
RT. STA. 12+21 TO STA. 15+50						482	
PARADISE LANE DITCHES							
LT. STA. 98+00 TO STA. 98+28						29	
LT. STA. 98+50 TO STA. 99+66						121	
GUIDE BERM SLOPES						420	
SUB TOTAL ROADWAY		4	5	29	42	843	2683
BRIDGE					3070	3865	
GRAND TOTAL		4	5	3099	3907	843	2683

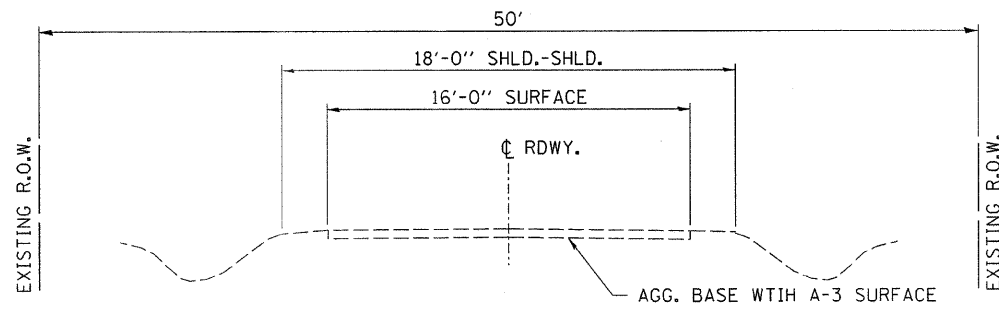
TREE REMOVAL				TREE REMOVAL			
LOCATION	6 TO 15 UNITS DIAMETER	OVER 15 UNITS DIAMETER	ACRES	LOCATION	6 TO 15 UNITS DIAMETER	OVER 15 UNITS DIAMETER	ACRES
	20100110	20100210			20100500	20100110	
21.76' LT. STA. 3+43.81	15			35.62' LT. STA. 8+17.67	15		
24.88' RT. STA. 3+58.15		36		34.02' LT. STA. 8+20.43	8		
22.37' LT. STA. 3+72.85		24		32.88' RT. STA. 8+23.23	8		
21.62' LT. STA. 3+88.80	6			30.86' RT. STA. 8+33.52	8		
26.66' LT. STA. 3+89.43	12			27.24' RT. STA. 8+41.12	12		
21.81' LT. STA. 3+90.22	12			25.92' RT. STA. 8+45.46	20		
22.32' LT. STA. 4+33.55		36		49.99' LT. STA. 8+47.02	8		
24.31' LT. STA. 4+39.24	6			40.62' LT. STA. 8+52.04	8		
25.45' LT. STA. 4+44.42		24		54.69' LT. STA. 8+52.53	12		
25.62' LT. STA. 4+55.87	12			43.1' LT. STA. 8+54.37	8		
17.24' LT. STA. 4+68.92	15			47.76' LT. STA. 8+59.77	6		
18.9' LT. STA. 4+73.14	8			43.34' LT. STA. 8+61.48	6		
26.29' LT. STA. 4+73.30	12			29' RT. STA. 8+62.39		22	
26.12' LT. STA. 4+75.23	15			19.96' RT. STA. 8+62.94	16		
26.78' LT. STA. 4+84.02	6			43.63' LT. STA. 8+70.25	8		
28.57' LT. STA. 5+06.73	8			26.57' RT. STA. 8+70.84	10		
28.29' LT. STA. 5+09.88		24		25.32' RT. STA. 8+71.60	16		
24.74' LT. STA. 5+22.33	15			27.12' RT. STA. 8+72.77	6		
20.82' LT. STA. 5+33.00	8			52.89' LT. STA. 8+73.13	15		
32.81' LT. STA. 5+39.84	15			55.57' LT. STA. 8+73.67	6		
20.45' LT. STA. 5+43.54	6			46.51' LT. STA. 8+75.90	8		
32.7' LT. STA. 5+45.15	8			29.75' RT. STA. 8+74.94	8		
33.85' LT. STA. 5+65.60	10			42.78' LT. STA. 8+76.64	6		
28.6' LT. STA. 5+65.92	6			46.76' LT. STA. 8+77.21	6		
28.16' LT. STA. 5+74.98	10			22.12' RT. STA. 8+92.20	12		
33.08' LT. STA. 5+82.05	10			32.72' RT. STA. 9+06.86	14		
45.15' RT. STA. 6+00.42	15			46.54' RT. STA. 9+12.12	14		
47' RT. STA. 6+04.88	15			43.64' RT. STA. 9+13.23	10		
24.75' LT. STA. 6+05.00	15			29.93' RT. STA. 9+14.19	8		
42.63' RT. STA. 6+10.46	15			44.94' RT. STA. 9+15.30		30	
30.32' LT. STA. 6+11.24	15			21.76' RT. STA. 9+18.91	8		
26.95' LT. STA. 6+14.75	15			32.39' RT. STA. 9+33.19		48	
41.56' RT. STA. 6+24.68	15			31.92' RT. STA. 9+34.39		48	
28.15' LT. STA. 6+26.60		24		24.24' RT. STA. 10+42.49		20	
41.57' RT. STA. 6+48.33	15			22.33' RT. STA. 10+65.07	10		
18.96' LT. STA. 6+54.35	8			RT 2+00 TO RT 12+80			0.14
22.98' LT. STA. 6+56.49	15			GRAND TOTAL	987	432	0.14
40.28' RT. STA. 6+60.74	15						
33.42' LT. STA. 6+82.47	15						
42.66' RT. STA. 6+82.86	15						
33.39' LT. STA. 7+06.93	8						
37.87' LT. STA. 7+07.23	6						
29.36' RT. STA. 7+26.81		54					
32.6' RT. STA. 7+30.32	8						
26.09' LT. STA. 7+30.65	6						
29.89' RT. STA. 7+39.05	15						
35.59' LT. STA. 7+48.02		24					
30.79' RT. STA. 7+57.78	36						
35.95' LT. STA. 7+62.40	8						
37.33' LT. STA. 7+68.80	8						
36.6' LT. STA. 7+74.55	6						
34.72' LT. STA. 7+79.51	6						
24.64' RT. STA. 7+79.86	30						
22.55' RT. STA. 7+81.00	8						
33.26' RT. STA. 7+84.49	8						
31.44' RT. STA. 7+89.67	10						
22.93' RT. STA. 7+91.49	10						
29.25' RT. STA. 7+92.54	12						
24.57' RT. STA. 7+93.29	6						
32.18' RT. STA. 7+99.72	12						
34.18' RT. STA. 8+00.87	6						
32.34' LT. STA. 8+01.12		18					
30.44' RT. STA. 8+02.52	14						
34.29' RT. STA. 8+04.18	8						
30.67' RT. STA. 8+07.45	16						
37.54' LT. STA. 8+13.29	15						
20.86' RT. STA. 8+13.55	10						
31.1' RT. STA. 8+15.98	12						

ROADWAY SCHEDULE						
LOCATION	AGGREGATE SURFACE COURSE TYPE B		INCIDENTAL MIX ASPHALT SURFACING	BITUMINOUS MATERIALS (PRIME COAT)	DRIVEWAY PAVEMENT REMOVAL	AGGREGATE FOR TEMPORARY ACCESS
	8"	4"	2"			
	40200800 TON	40200800 TONS	40800050 TONS	40800010 GAL	44000200 SQ YD	Z0000990 TONS
TR 154						
STA. 2+00 TO STA. 17+50	1125				50	50
PARADISE LANE						
STA. 97+74.33 STA. 99+89.49	196					
TEMPORARY SIDE ROAD						
STA. 197+27.34 STA. 199+93.81	216					
ENTRANCES		11	5	17	48	
SUBTOTAL	1537	11	5	17	48	50
GRANDTOTAL	1548		5	17	48	50*

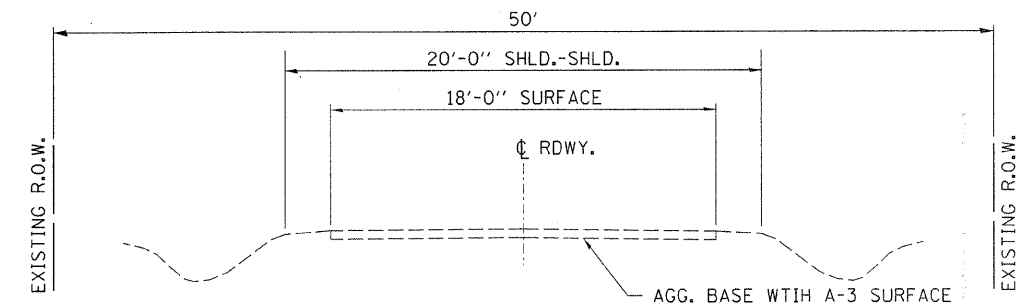
* ESTIMATED QUANTITY FOR BIDDING PURPOSES

EARTHWORK SCHEDULE							
LOCATION	EARTH EXCAVATION 20200100	CHANNEL EXCAVATION 20300100	SHRINKAGE FACTOR	PERCENT USED	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT REQUIRED	EARTHWORK BALANCE
	CU.YD.	CU.YD.			CU.YD.	CU.YD.	CU.YD.
	TR 154						
STA 2+00 TO STA 7+66.33 STAGE 1	444		0.25	100	333	5447	-5114
STA 7+45.76 TO STA 17+50 STAGE 2	50		0.25	100	38	9810	-9772
PARADISE LN							
STA 97+74.33 TO STA 99+89.49	39		0.25	100	29	124	-95
TEMPORARY SIDE ROAD							
STA 197+27.34 TO STA 199+93.81	39		0.25	100	29	594	-565
ENTRANCES	0		0.25	100	0	1445	-1445
CHANNEL EXCAVATION		1300	0.25	60	585	0	585
GRAND TOTAL	572	1300			1014	17420	-16406

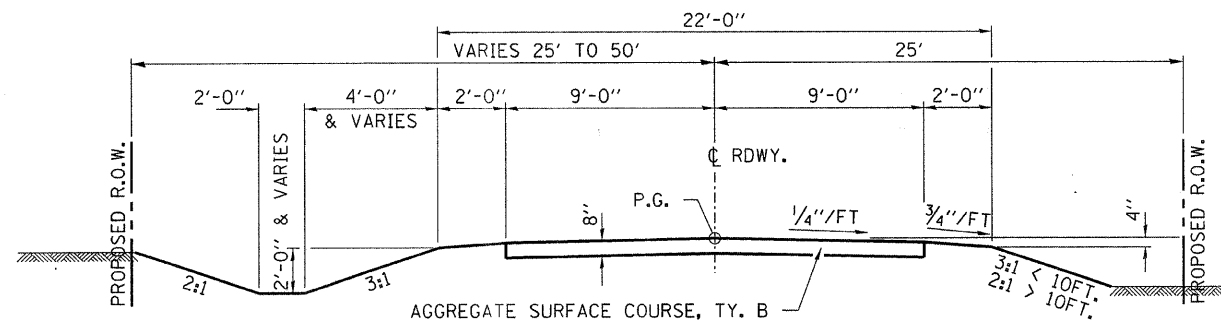
20400800 FURNISHED EXCAVATION = 16406 CU YD



EXISTING SIDEROAD CROSS SECTION (PARADISE LANE)
STA. 97+74.33 TO STA. 99+89.49



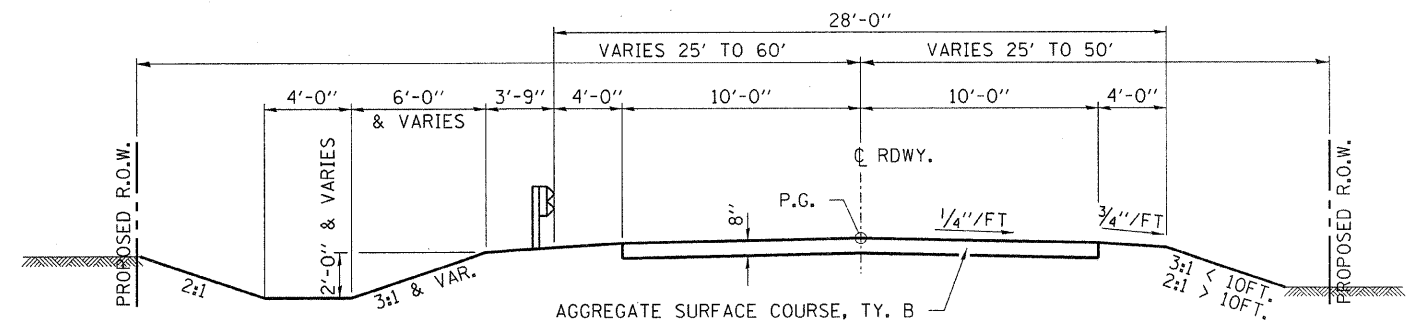
EXISTING CROSS SECTION (TR 154)
STA. 2+00.00 TO STA. 17+50.00



SUGGESTED CUT SECTION
CONSTRUCT AS SHOWN IN
STATION CROSS SECTIONS

SUGGESTED FILL SECTION
CONSTRUCT AS SHOWN IN
STATION CROSS SECTIONS

TYPICAL SIDEROAD CROSS SECTION (PARADISE LANE)
STA. 97+74.33 TO STA. 99+89.49

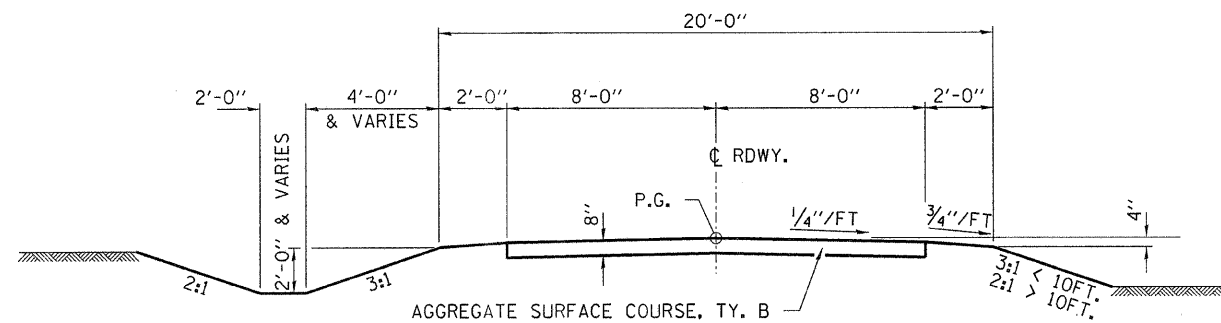


SUGGESTED CUT SECTION
CONSTRUCT AS SHOWN IN
STATION CROSS SECTIONS

SUGGESTED FILL SECTION
CONSTRUCT AS SHOWN IN
STATION CROSS SECTIONS

TYPICAL CROSS SECTION (TR 154)
STA. 2+00 TO STA. 2+82.56
STA. 6+19.99 TO STA. 8+00.49
STA. 12+39.51 TO STA. 17+50.00

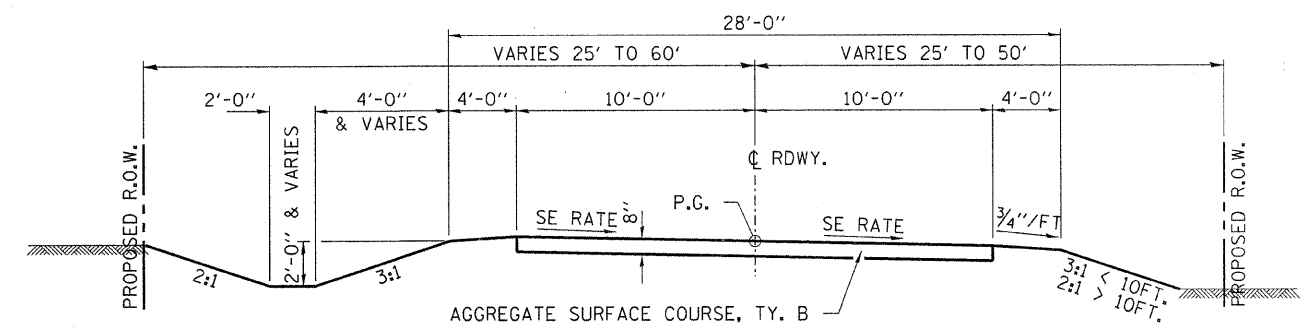
TRANSITION FROM THE PROPOSED ROADWAY TO THE EXISTING ROADWAY IS TO BE CONSTRUCTED FROM STA. 2+00 TO 2+50 AND STA. 17+00 TO 17+50. SEE SHEET 8 FOR TRANSITION AT BRIDGE.



SUGGESTED CUT SECTION
CONSTRUCT AS SHOWN IN
STATION CROSS SECTIONS

SUGGESTED FILL SECTION
CONSTRUCT AS SHOWN IN
STATION CROSS SECTIONS

TYPICAL SIDEROAD CROSS SECTION (TEMPORARY SIDE ROAD)
STA. 197+27.34 TO STA. 199+93.81



SUGGESTED CUT SECTION
CONSTRUCT AS SHOWN IN
STATION CROSS SECTIONS

SUGGESTED FILL SECTION
CONSTRUCT AS SHOWN IN
STATION CROSS SECTIONS

TYPICAL CROSS SECTION (TR 154)
STA. 2+82.56 TO STA. 6+19.99

FILE NAME = 75001-shr-tysections.dgn

USER NAME =
PLOT SCALE =
PLOT DATE = 12/24/2008

DESIGNED - L.F.S.
DRAWN - W.J.S.
CHECKED - S.W.M.
DATE - 2/7/08

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
PIATT COUNTY HIGHWAY DEPARTMENT

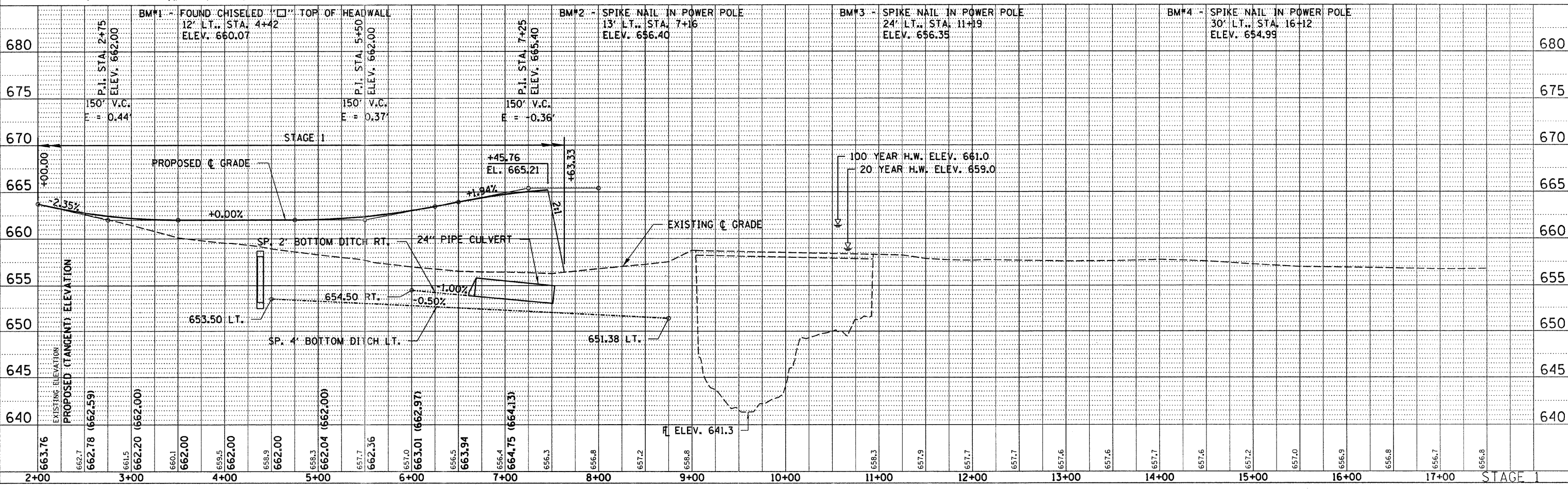
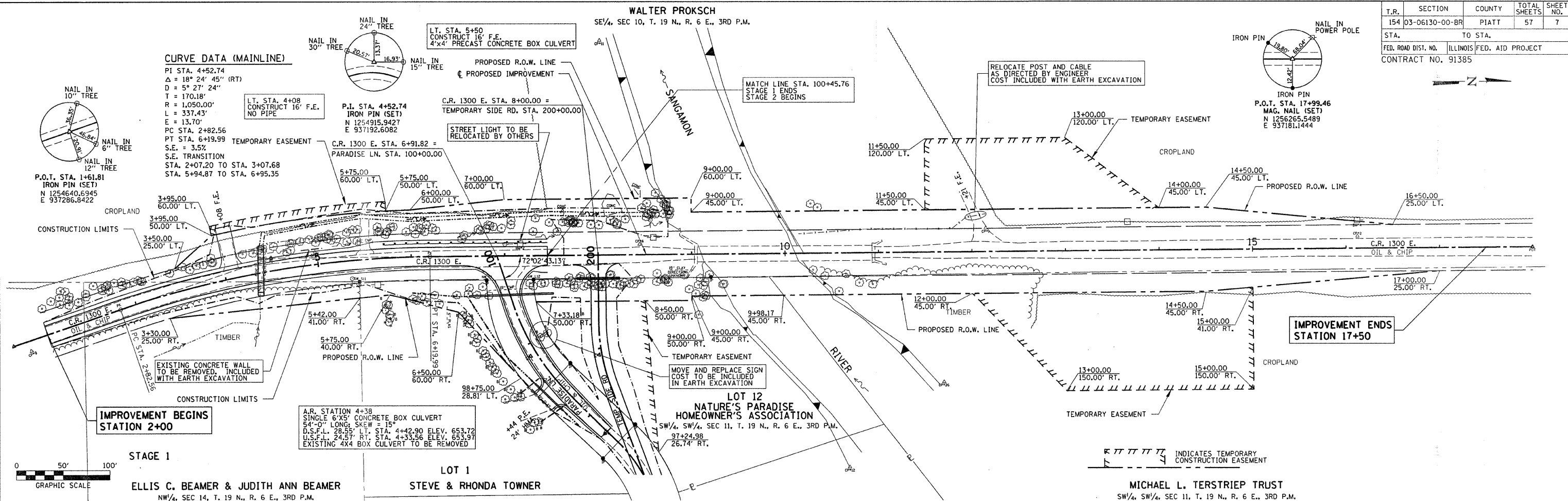
HLR HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS
LAND SURVEYORS

TYPICAL SECTIONS

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

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	6
CONTRACT NO. 91385				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	7
STA.	TO STA.		FED. ROAD DIST. NO.	
			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 91385				



DATE	BY
11/18/2009	WALTON
REVISION	
1	ALIGNED CHECKED
2	GRADES CHECKED
3	STRUCTURE NOTATION
4	NOTATION
5	FILE NAME
6	FILE NAME

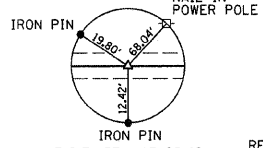
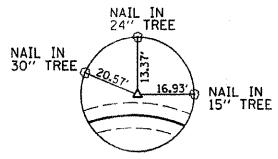
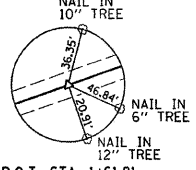
DATE	BY
11/18/2009	WALTON
REVISION	
1	ALIGNED CHECKED
2	GRADES CHECKED
3	STRUCTURE NOTATION
4	NOTATION
5	FILE NAME
6	FILE NAME

PLOT DATE: 11/18/2009 FILE NAME: 75001-shr-pp1-rs-01.dgn

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	8
STA. TO STA.		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO.		CONTRACT NO. 91385		

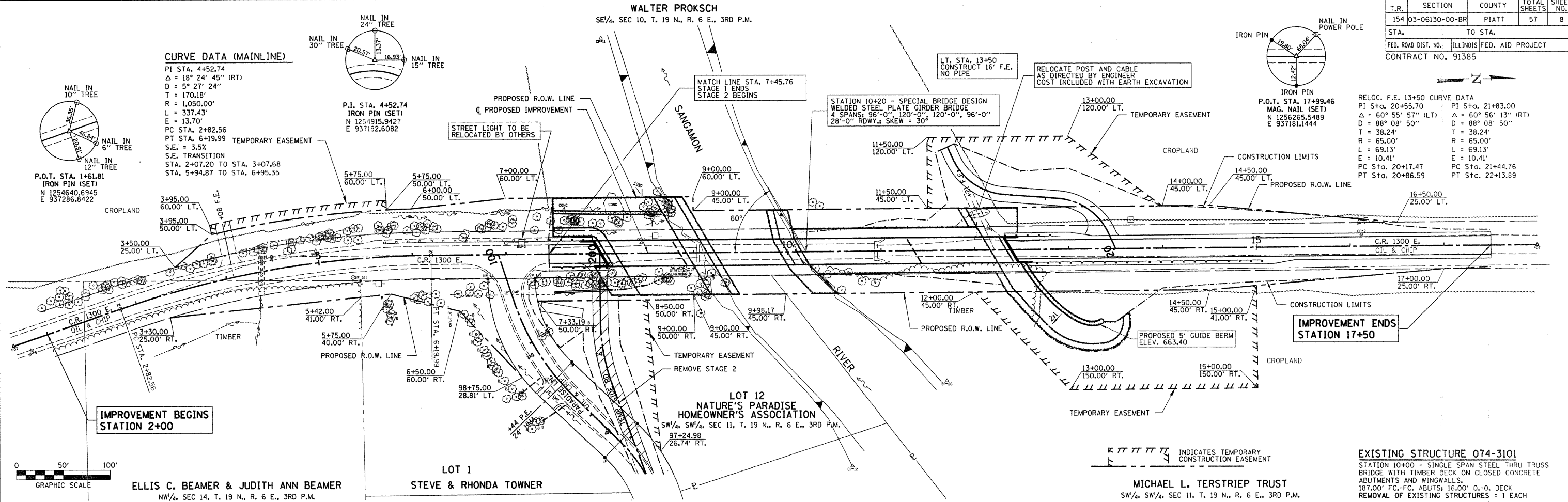
CURVE DATA (MAINLINE)
 PI STA. 4+52.74
 $\Delta = 18^\circ 24' 45''$ (RT)
 $D = 5^\circ 27' 24''$
 $T = 170.18'$
 $R = 1,050.00'$
 $L = 337.43'$
 $E = 13.70'$
 PC STA. 2+82.56
 PT STA. 6+19.99
 S.E. = 3.5%
 S.E. TRANSITION
 STA. 2+07.20 TO STA. 3+07.68
 STA. 5+94.87 TO STA. 6+95.35

RELOC. F.E. 13+50 CURVE DATA
 PI Sta. 20+55.70
 $\Delta = 60^\circ 55' 57''$ (LT)
 $D = 88^\circ 08' 50''$
 $T = 38.24'$
 $R = 65.00'$
 $L = 69.13'$
 $E = 10.41'$
 PC Sta. 20+17.47
 PT Sta. 20+86.59

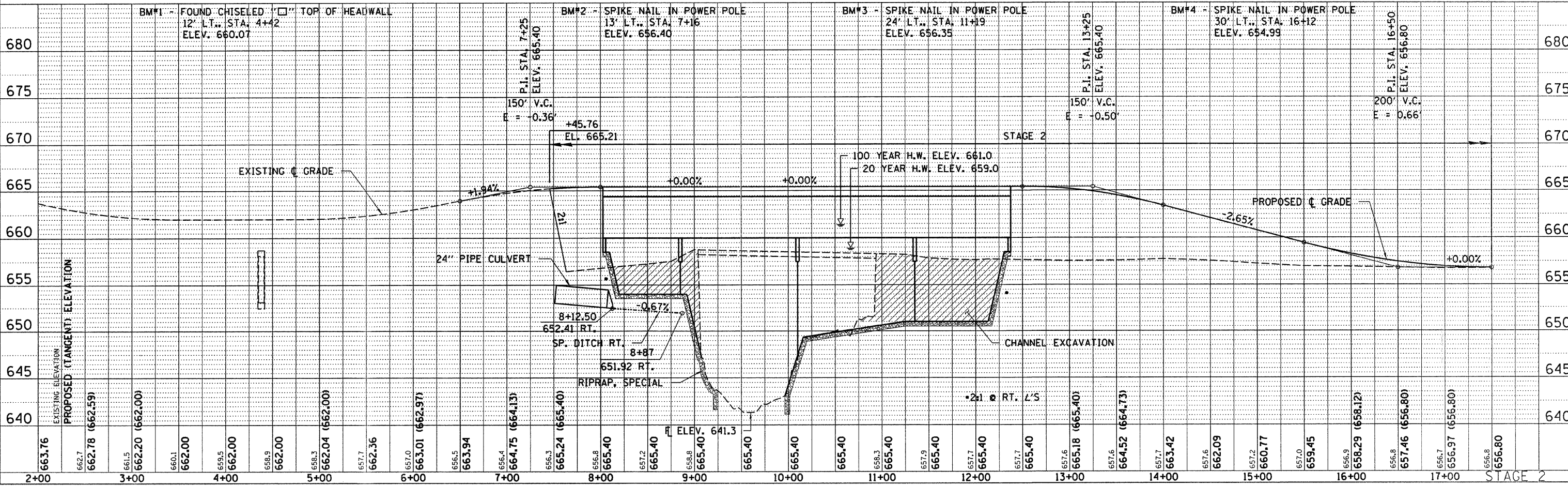


DATE	BY

DATE	BY



EXISTING STRUCTURE 074-3101
 STATION 10+00 - SINGLE SPAN STEEL THRU TRUSS BRIDGE WITH TIMBER DECK ON CLOSED CONCRETE ABUTMENTS AND WINGWALLS.
 187.00' FC-FC. ABUTS: 16.00' 0-0. DECK REMOVAL OF EXISTING STRUCTURES = 1 EACH



PLOT DATE: 11/8/2009 FILE NAME: 75001-sh1-pp1-stg2.dgn

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
SIDE ROAD - ALTERNATE 1				
CONTRACT NO. 91385				

CURVE DATA CURPLN2 (SIDE ROAD)

PI Sta. 98+89.16
 $\Delta = 27^\circ 08' 54''$ (RT)
 $D = 22^\circ 55' 06''$
 $T = 60.36'$
 $R = 250.00'$
 $L = 118.46'$
 $E = 7.18'$
 PC Sta. 98+28.80
 PT Sta. 99+47.26
 $SE = 4\%$
 SE TRANSITIONS
 STA. 97+74.33 TO STA. 98+62.15
 STA. 99+13.51 TO STA. 99+89.49

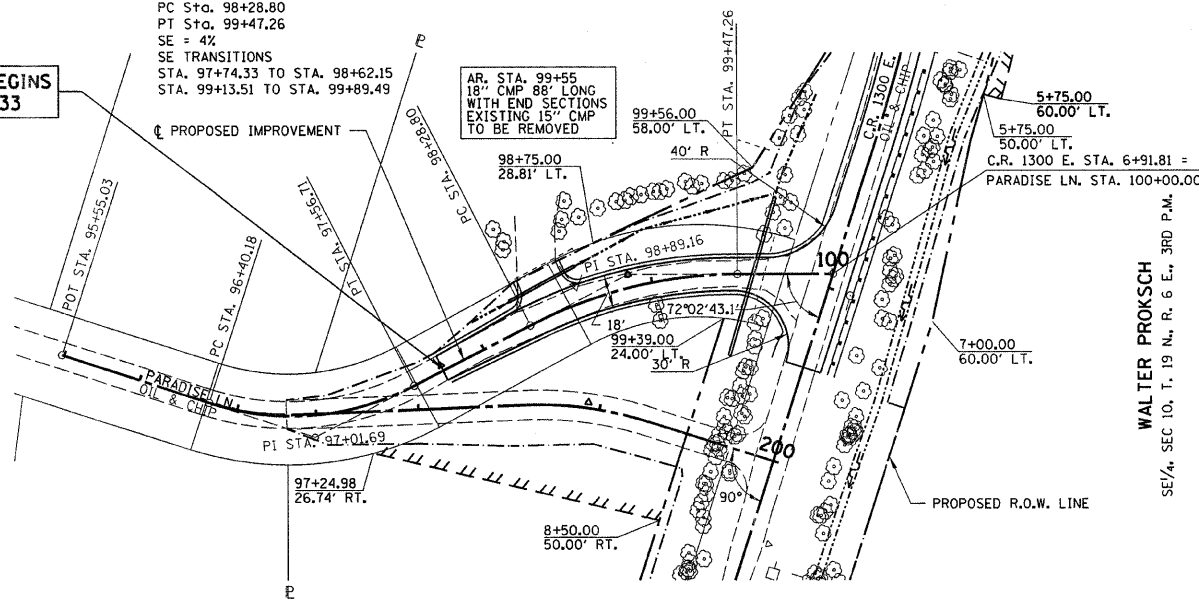
LT. STA. 98+44
 CONSTRUCT 24' P.E.
 15" CMP

LOT 1
 STEVE & RHONDA TOWNER

IMPROVEMENT BEGINS
 STATION 97+74.33

CURVE DATA CURPLN1 (EXISTING CURVE DATA)

PI Sta. 97+01.69
 $\Delta = 45^\circ 20' 17''$ (LT)
 $D = 38^\circ 54' 28''$
 $T = 61.51'$
 $R = 147.26'$
 $L = 116.53'$
 $E = 12.33'$
 PC Sta. 96+40.18
 PT Sta. 97+56.71



LOT 12
 NATURE'S PARADISE
 HOMEOWNER'S ASSOCIATION
 SW 1/4, SW 1/4, SEC 11, T. 19 N., R. 6 E., 3RD P.M.

SIDE ROAD (PARADISE LANE)

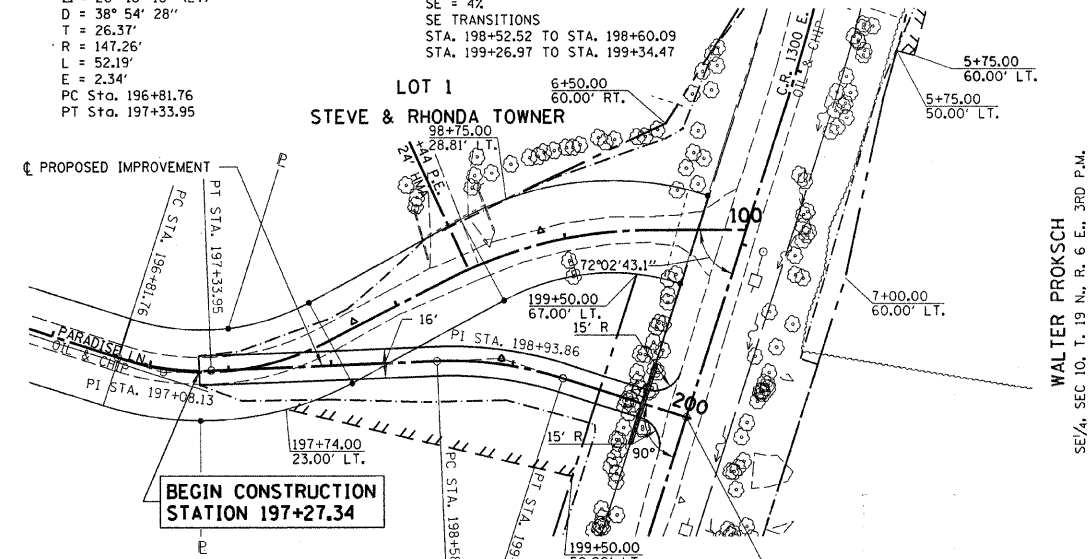
CURVE DATA CURTSR1 (EXISTING CURVE DATA)

PI Sta. 197+08.13
 $\Delta = 20^\circ 18' 18''$ (LT)
 $D = 38^\circ 54' 28''$
 $T = 26.37'$
 $R = 147.26'$
 $L = 52.19'$
 $E = 2.34'$
 PC Sta. 196+81.76
 PT Sta. 197+33.95

CURVE DATA CURTSR2 (TEMPORARY SIDE ROAD)

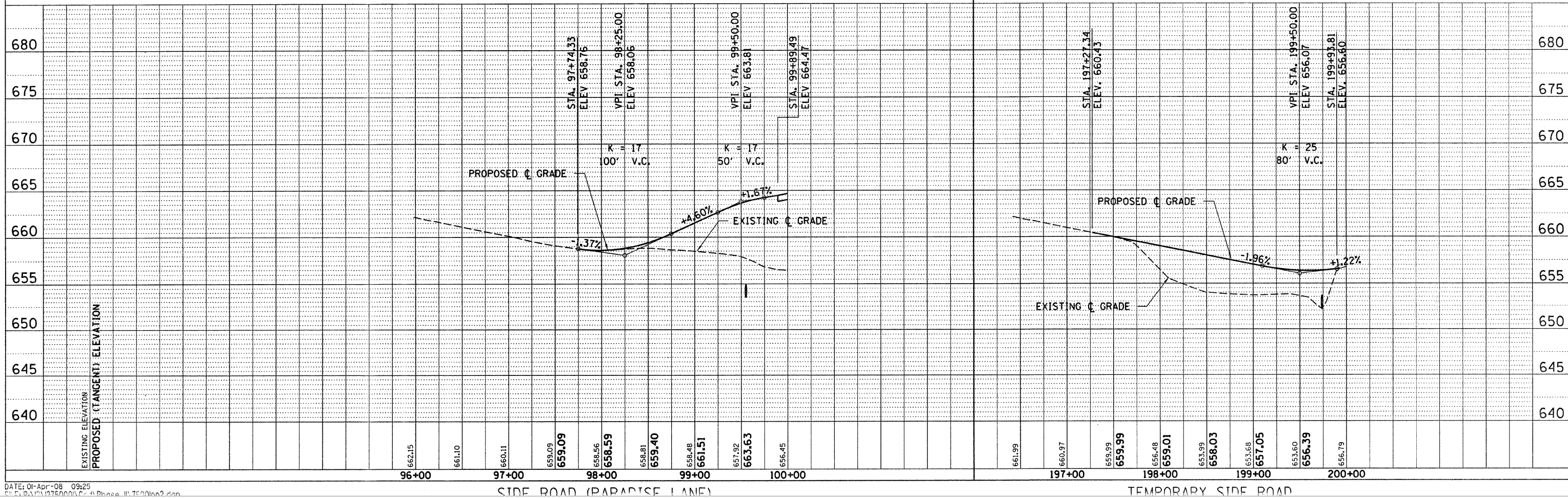
PI Sta. 198+93.86
 $\Delta = 20^\circ 04' 12''$ (RT)
 $D = 28^\circ 38' 52''$
 $T = 35.39'$
 $R = 200.00'$
 $L = 70.06'$
 $E = 3.11'$
 PC Sta. 198+58.35
 PT Sta. 199+28.64
 $SE = 4\%$
 SE TRANSITIONS
 STA. 198+52.52 TO STA. 198+60.09
 STA. 199+26.97 TO STA. 199+34.47

LOT 1
 STEVE & RHONDA TOWNER



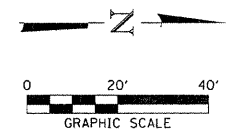
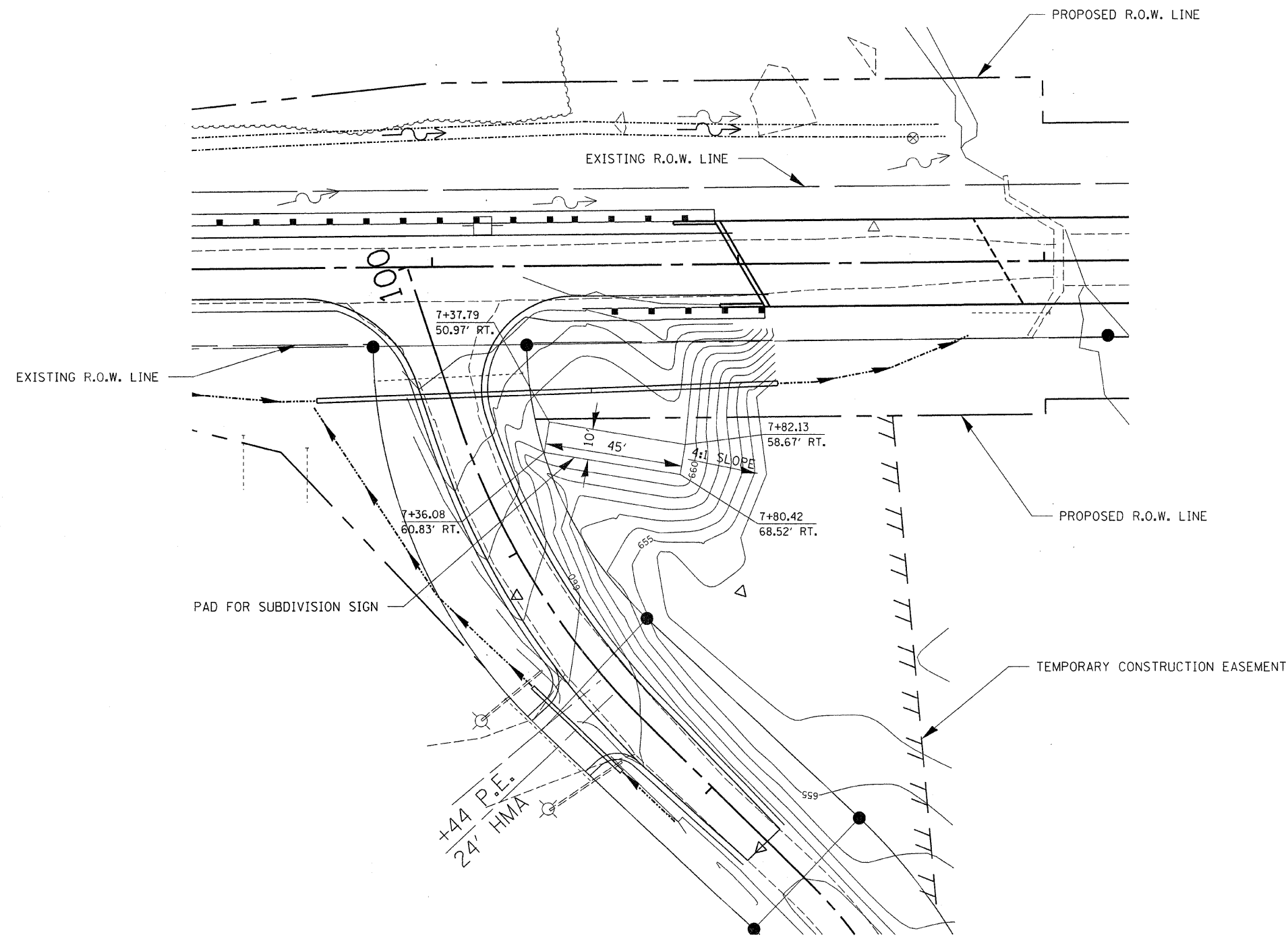
LOT 12
 NATURE'S PARADISE
 HOMEOWNER'S ASSOCIATION
 SW 1/4, SW 1/4, SEC 11, T. 19 N., R. 6 E., 3RD P.M.

TEMPORARY SIDE ROAD



PLAN	DATE
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	

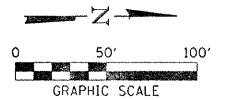
PROFILE	DATE
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	



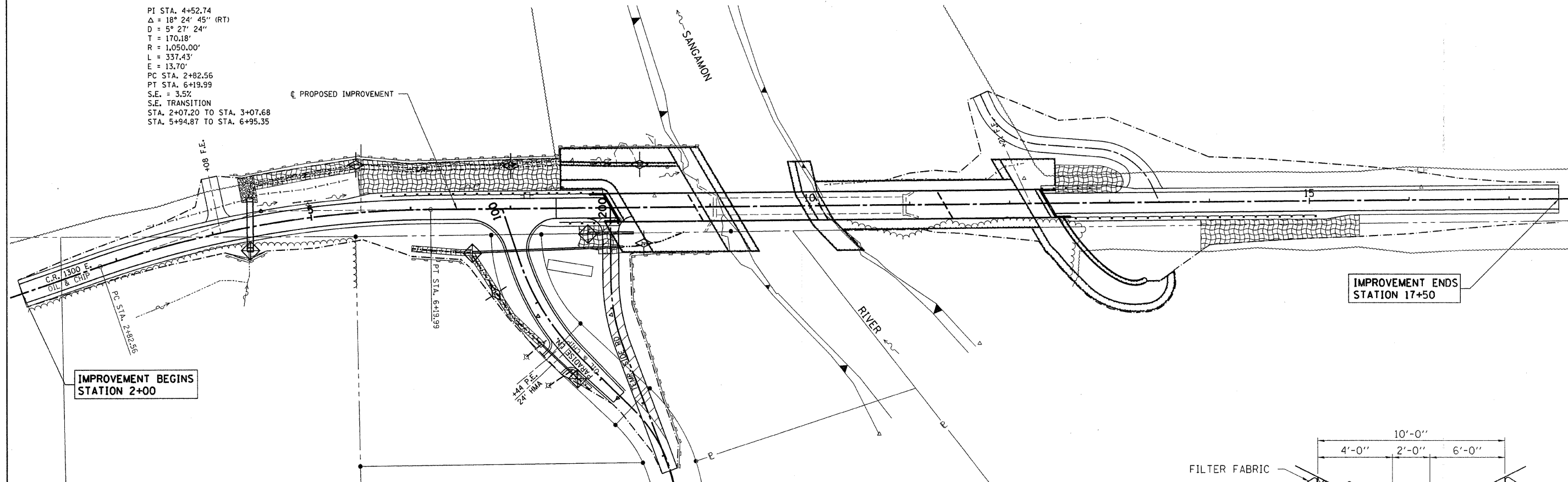
FILE NAME = 75001-sht-grading.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS PIATT COUNTY HIGHWAY DEPARTMENT	HLR HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS LAND SURVEYORS	GRADING PLAN SANGAMON RD. BRIDGE	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - TWK	REVISED -				154	03-06130-00-BR	PIATT	57	11
	PLOT DATE = 12/23/2008	CHECKED -	REVISED -				CONTRACT NO. 91385				
	DATE - 10/03/08	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

EROSION CONTROL PLAN & STORMWATER POLLUTION PREVENTION PLAN

THIS PROJECT DISTURBS 2.99 ACRES OF TOTAL LAND AREA. COMPLIANCE WITH THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) STORMWATER PERMIT IS NECESSARY IF A PROJECT DISTURBS 1 OR MORE ACRES OF TOTAL LAND AREA; AN NPDES STORMWATER PERMIT WILL BE REQUIRED FOR THIS PROJECT. SEE SWPPP IN SPECIAL PROVISIONS.



PI STA. 4+52.74
 $\Delta = 18^\circ 24' 45''$ (RT)
 $D = 5^\circ 27' 24''$
 $T = 170.18'$
 $R = 1,050.00'$
 $L = 337.43'$
 $E = 13.70'$
 PC STA. 2+82.56
 PT STA. 6+19.99
 $S.E. = 3.5\%$
 S.E. TRANSITION
 STA. 2+07.20 TO STA. 3+07.68
 STA. 5+94.87 TO STA. 6+95.35

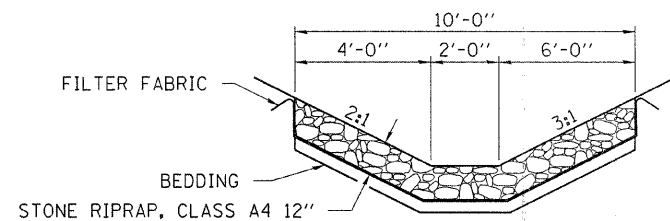


IMPROVEMENT BEGINS STATION 2+00

IMPROVEMENT ENDS STATION 17+50

GENERAL NOTES FOR SOIL EROSION CONTROL

1. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
2. PERIMETER EROSION BARRIER SHALL BE INSTALLED AT LOCATIONS SPECIFIED IN THE PLANS AT 4 FEET OUTSIDE THE TOE OF SLOPE OR INSIDE THE RIGHT-OF-WAY WHICHEVER IS CLOSER TO THE CENTERLINE, OR AS DIRECTED BY THE ENGINEER PRIOR TO THE START OF ANY EARTHWORK, CULVERT, OR STORM SEWER CONSTRUCTION. STAKES SHALL BE PLACED AT A MINIMUM OF 4 FOOT INTERVALS. SEE CODE 920 OF THE ILLINOIS URBAN MANUAL AND CONTRACT SPECIAL PROVISIONS.
3. THE PERIMETER EROSION BARRIER SHALL BE REMOVED WITHIN 30 DAYS AFTER ALL DISTURBED AREAS HAVE BEEN STABILIZED WITH VEGETATION. AFTER THE PERIMETER EROSION BARRIER IS REMOVED, ALL AREAS DAMAGED BY THE FENCE INSTALLATION SHALL BE RESTORED.
4. THE FENCE INSTALLATION, MAINTENANCE, REMOVAL AND THE RESTORATION OF THE AREA DISTURBED BY THE FENCE INSTALLATION IS INCLUDED IN COST OF THE PAY ITEM PERIMETER EROSION BARRIER.
5. TEMPORARY DITCH CHECKS SHALL BE CONSTRUCTED AS PER CONTRACT SPECIAL PROVISIONS OR AS SHOWN HEREON OR AS DIRECTED BY THE ENGINEER. THE DITCH CHECKS SHALL BE INSTALLED IMMEDIATELY AS GRADING PROGRESSES THROUGH THE PROJECT. THE PAY ITEM FOR TEMPORARY DITCH CHECK SHALL INCLUDE THE COST OF INSTALLATION, AND REMOVAL.
6. THE CLEARING OR REMOVAL OF TRAPPED SEDIMENT FROM TEMPORARY DITCH CHECK, PERIMETER EROSION BARRIER OR SILT TRAPS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF TEMPORARY DITCH CHECKS, PERIMETER EROSION BARRIER OR SILT TRAPS. SEDIMENT SHALL BE REMOVED WHEN SILTATION REACHES 50% CAPACITY OF STRUCTURE. SEE APPLICABLE STANDARDS, SPECIFICATIONS, AND CONTRACT SPECIAL PROVISIONS FOR: EROSION AND SEDIMENT CONTROL, ILLINOIS URBAN MANUAL.
7. THE CONTRACTOR SHALL CLEAN UP AND GRADE THE WORK AREA AS THE PROJECT PROGRESSES TO ELIMINATE THE CONCENTRATION OF RUNOFF. THE PAVEMENT SHALL BE CLEANED DAILY TO REMOVE EARTH MATERIAL TO THE SATISFACTION OF THE ENGINEER.
8. ALL DISTURBED AREAS SHALL BE SEEDED AS DIRECTED BY THE ENGINEER. FINAL SEEDING SHALL CONFORM TO SEEDING CLASS 2 SPECIAL AS PER IDOT STANDARD SPECIFICATIONS AND CONTRACT SPECIAL PROVISIONS.
9. THE CONTRACTOR SHALL MAINTAIN AND PRESERVE ANY EXISTING SUB SURFACE DRAINAGE SYSTEMS (i.e. FIELD TILES) ACCORDING TO SECTION 611 OF THE IDOT STANDARD SPECIFICATIONS.



STONE RIPRAP DITCH

LEGEND

- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- STONE RIPRAP CLASS A4

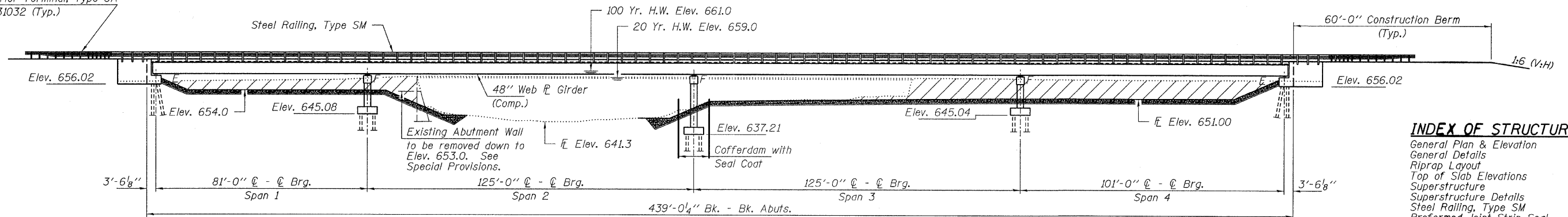
FILE NAME = 75001-sht-erosion.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS LAND SURVEYORS	EROSION CONTROL SANGAMON ROAD DIST.	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - S.W.M.	REVISED -				154	03-6130-00-BR	PIATT	57	12
PLOT DATE = 12/23/2008	DATE - 8/05/08	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 91385				
							FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

BENCHMARK: B.M. #1 - Chisled "□" in top of headwall, 12' Lt., Sta. 4+42, Elev. 660.07

EXISTING STRUCTURE: SN 074-3101, built in 1906 consists of a single span thru truss with timber deck on closed abutments. Bridge is 190'-0" long and 17'-4 1/4" wide center to center bearings. The existing structure shall be removed and replaced using road closure.

No Salvage

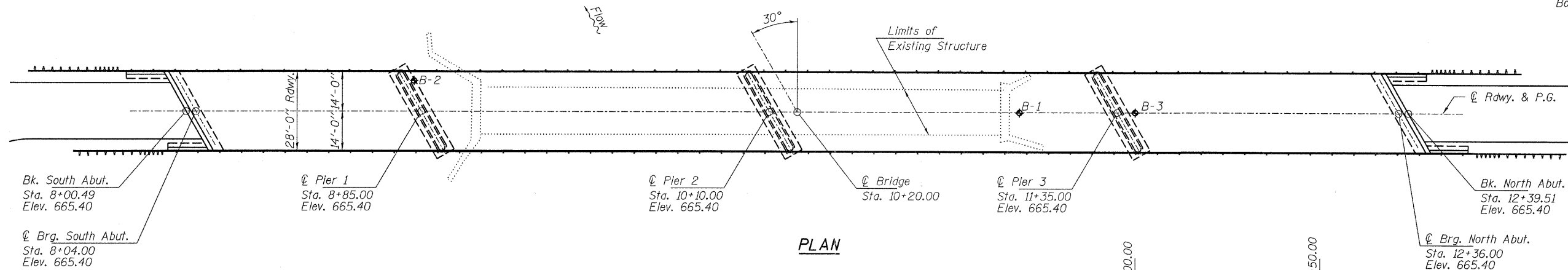
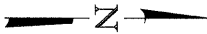
Traffic Barrier Terminal, Type 6A
See Std. 631032 (Typ.)



ELEVATION

INDEX OF STRUCTURE SHEETS

- General Plan & Elevation
- General Details
- Riprap Layout
- Top of Slab Elevations
- Superstructure
- Superstructure Details
- Steel Railing, Type SM
- Preformed Joint Strip Seal
- Framing Plan
- Structural Steel Details
- Elastomeric Bearing Details
- Abutments
- Abutment Details
- Pier 1 & 3
- Pier 2
- HP Pile Details
- Borings



PLAN

WATERWAY INFORMATION

Drainage Area = 391 Sq. Mi. Existing Low Grade Elev. = 656.3 @ Sta. Proposed Low Grade Elev. = 662.0 @ Sta.

Flood Yr.	Freq.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.		
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.	
10	9820	9820	Bridge	1800	3060	658.1	0.2	0.5	658.3	658.6
			Approach	1430	0					
			Total	3230	3060					
20	12340	12340	Bridge	1800	3390	659.0	0.1	0.4	659.1	659.4
			Approach	2600	0					
			Total	4400	3390					
100	18570	18570	Bridge	1800	3750	661.0	0.3	0.2	661.3	661.2
			Approach	5200	1500					
			Total	7000	5250					
Maximum or Overlapping	25	13160	Bridge	1800	3500	659.3	0.1	0.3	659.4	659.6
			Approach	2990	0					
			Total	4790	3500					

PROFILE GRADE

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 Standard Specifications for Highway Bridges".

Michael D. Cina
ILLINOIS STRUCTURAL NO. 081-5984



2-9-2009
Expires 11-30-10

LOCATION SKETCH

GENERAL PLAN AND ELEVATION
T.R. 154 OVER SANGAMON RIVER
SECTION 03-06130-00-BR
PIATT COUNTY
STATION 10+20.00
STRUCTURE NO. 074-3296

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications

LOADING HL-93

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

DESIGN STRESSES

$f'_c = 3,500$ p.s.i.
 $f_y = 60,000$ p.s.i. (Reinforcement)
 $f_y = 50,000$ p.s.i. (Structural Steel) (M270 GR. 50 W)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Bedrock Acceleration Coefficient (A) = 0.048g
Site Coefficient (S) = 1.0

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	S. Abut.	Pier 1	Pier 2	Pier 3	N. Abut.
	647.3	636.9	633.7	636.5	647.3

DESIGNED - M.D.C.
CHECKED - S.M.S.
DRAWN - D.A.B.
CHECKED - M.G.B.

HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS
LAND SURVEYORS
ILLINOIS STRUCTURAL NO. 081-5984
3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 546-3400
PROJECT NUMBER: 12-76-0001-1 DATE: 12/22/08

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	13
SANGAMON ROAD DISTRICT		CONTRACT NO. 91385		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

GENERAL NOTES

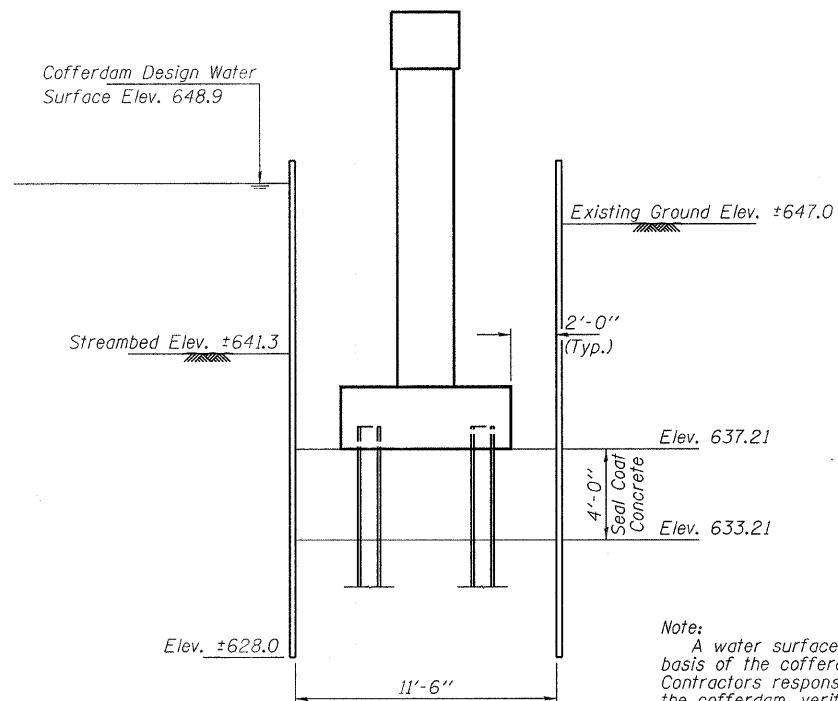
Fasteners shall be AASHTO M164 Type 3, mechanically galvanized bolts.
 Bolts $\frac{3}{8}$ " ϕ , holes $\frac{5}{16}$ " ϕ , unless otherwise noted.
 Calculated weight of Structural Steel = 387,070 lbs.
 All structural steel shall be AASHTO M 270 Grade 50W, (except expansion joints which shall be AASHTO M270 Grade 36).
 No field welding is permitted except as specified in the contract documents.
 Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions
 Reinforcement bars designated (E) shall be epoxy coated.
 Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
 Concrete Sealer shall be applied to the abutment backwalls and bearing seats.
 Structural steel shall only be painted for a distance of 10.0 ft. each way from the deck joints. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".
 All exposed structural steel of the bearings shall be cleaned and shop painted as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".
 Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
 The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
 The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at the South Abutment and Pier 3 before ordering the remainder of piles.
 Seal coat thickness design is based on the Estimated Water Surface Elevation (EWSE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.
 All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

SANGAMON RIVER
 BUILT 200_ BY
 PIATT COUNTY
 SANGAMON ROAD DISTRICT
 SEC. 03-06130-00-BR
 STR. NO. 074-3296
 LOADING HL 93

NAME PLATE
 See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Channel Excavation	Cu. Yd.			1,300
Porous Granular Embankment	Cu. Yd.		123	123
Stone Riprap, Class A4	Ton		3,070	3,070
Filter Fabric	Sq. Yd.		3,865	3,865
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		579	579
Cofferdam Excavation	Cu. Yd.		223	223
Cofferdam	Each		1	1
Concrete Structures	Cu. Yd.		295.1	295.1
Concrete Superstructure	Cu. Yd.	377.8		377.8
Bridge Deck Grooving	Sq. Yd.	1,351		1,351
Seal Coat Concrete	Cu. Yd.		64.7	64.7
Protective Coat	Sq. Yd.	1,486		1,486
Concrete Encasement	Cu. Yd.		6.3	6.3
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	5,052		5,052
Reinforcement Bars, Epoxy Coated	Pound	100,430	33,060	133,490
Steel Railing, Type SM	Foot	933		933
Furnishing Steel Piles HP12x84	Foot		1,604	1,604
Furnishing Steel Piles HP12x63	Foot		628	628
Driving Piles	Foot		2,232	2,232
Test Pile Steel HP12x84	Each		1	1
Test Pile Steel HP12x63	Each		1	1
Name Plates	Each		1	1
Preformed Joint Strip Seal	Foot	65		65
Elastomeric Bearing Assembly Type II	Each		8	8
Anchor Bolts, 1 $\frac{1}{4}$ "	Each		16	16
Anchor Bolts, 1 $\frac{1}{2}$ "	Each		24	24
Concrete Sealer	Sq. Ft.		657	657
Geocomposite Wall Drain	Sq. Yd.		57	57
Concrete Headwall for Pipe Drains	Each		4	4
Pipe Underdrains for Structures, 4"	Foot		122	122



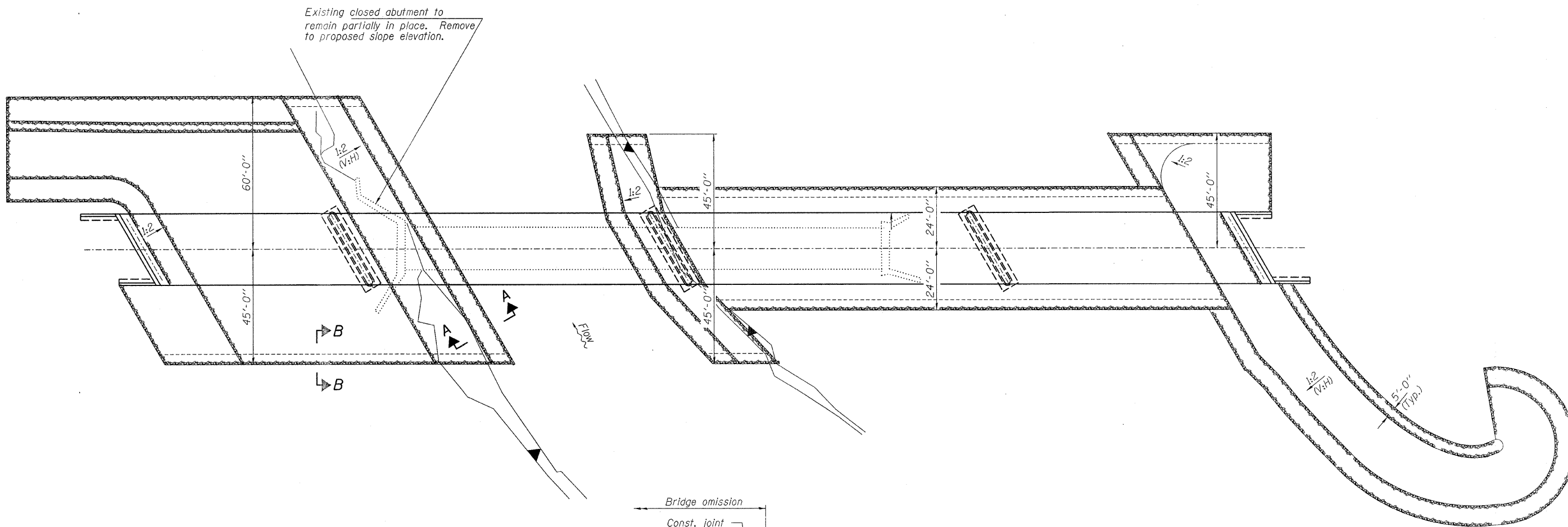
Note:
 A water surface elevation of +648.9 will be the basis of the cofferdam design. It is the Contractor's responsibility to provide a design for the cofferdam, verification of seal coat thickness shown and all other required appurtenances, subject to approval of the Engineer. Plan dimensions of cofferdam are 11'-6" x 38'-0".

COFFERDAM DETAIL
 (Pier 2 End View)

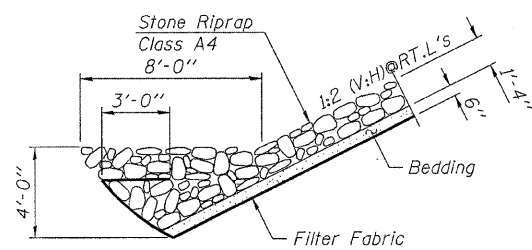
DESIGNED - M.D.C.
CHECKED - S.M.S.
DRAWN - D.A.B.
CHECKED - M.G.B.

GENERAL DETAILS
STRUCTURE NO. 074-3296

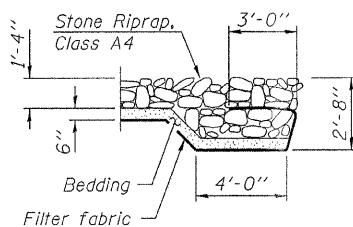
HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS LAND SURVEYORS 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 548-3400	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	154	03-06130-00-BR	PIATT	57	14
SANGAMON ROAD DISTRICT			CONTRACT NO. 91385		
PROJECT NUMBER: 12-75-0001-1		DATE: 12/22/08		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	



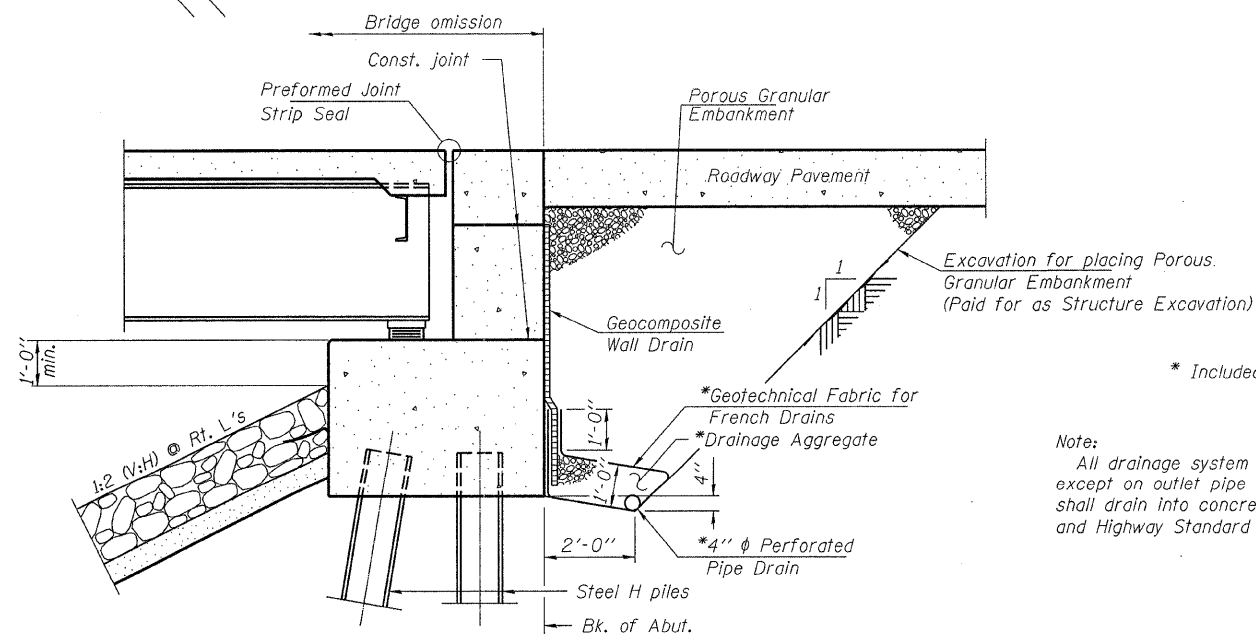
See sheet 2 of plans for detailed riprap Guide Berm layout information.



SECTION A-A



SECTION B-B



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

* Included in the cost of Pipe Underdrains for Structures.

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except on 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).

DESIGNED - M.D.C.
CHECKED - S.M.S.
DRAWN - D.A.B.
CHECKED - M.G.B.

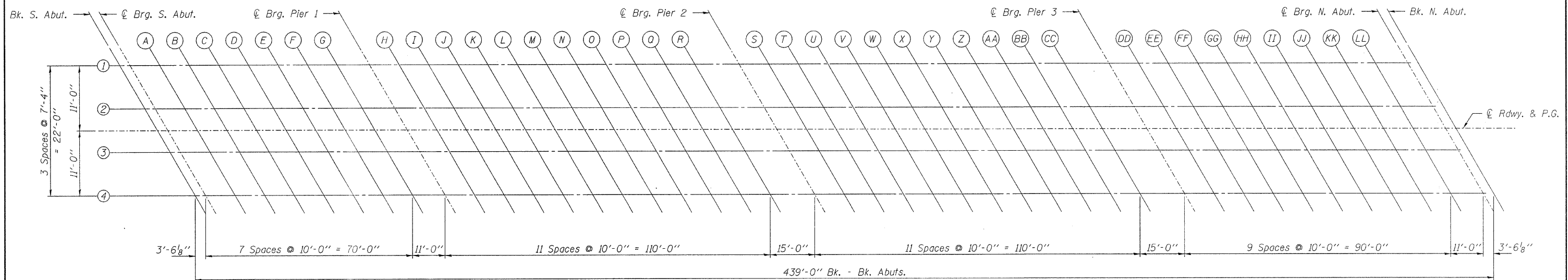
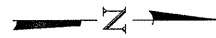
HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS
LAND SURVEYORS

HLR 3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 546-3400

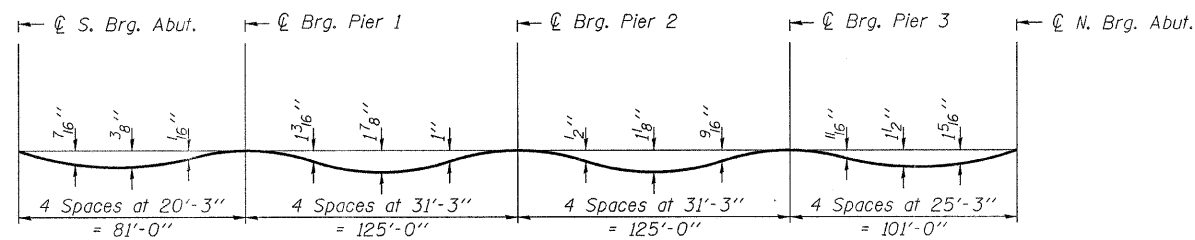
PROJECT NUMBER: 12-75-0001-1 DATE: 12/22/08

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	15
SANGAMON ROAD DISTRICT		CONTRACT NO. 91385		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**RIPRAP LAYOUT
STRUCTURE NO. 074-3296**



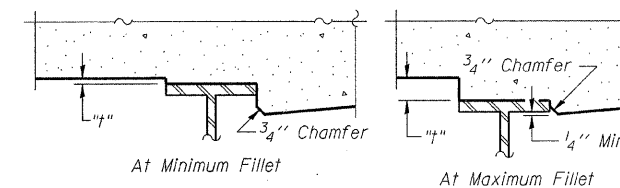
PLAN



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 Sheets 17 & 18.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on Sheets 17 to 18. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 17 to 18, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

DESIGNED - M.D.C.
CHECKED - S.M.S.
DRAWN - D.A.B.
CHECKED - M.G.B.

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 074-3296**

 HAMPTON, LENZI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS LAND SURVEYORS 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 546-3400	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	154	03-06130-00-BR	PIATT	57	16
SANGAMON ROAD DISTRICT			CONTRACT NO. 91385		
PROJECT NUMBER: 12-75-0001-1		DATE: 12/22/08		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	7+94.139	-11.000	665.180	665.180
☉ Brg. S. Abut.	7+97.649	-11.000	665.180	665.180
A	8+07.649	-11.000	665.180	665.197
B	8+17.649	-11.000	665.180	665.214
C	8+27.649	-11.000	665.180	665.213
D	8+37.649	-11.000	665.180	665.212
E	8+47.649	-11.000	665.180	665.199
F	8+57.649	-11.000	665.180	665.186
G	8+67.649	-11.000	665.180	665.182
☉ Brg. Pier 1	8+78.649	-11.000	665.180	665.180
H	8+88.649	-11.000	665.180	665.211
I	8+98.649	-11.000	665.180	665.242
J	9+08.649	-11.000	665.180	665.273
K	9+18.649	-11.000	665.180	665.294
L	9+28.649	-11.000	665.180	665.314
M	9+38.649	-11.000	665.180	665.333
N	9+48.649	-11.000	665.180	665.320
O	9+58.649	-11.000	665.180	665.296
P	9+68.649	-11.000	665.180	665.272
Q	9+78.649	-11.000	665.180	665.246
R	9+88.649	-11.000	665.180	665.220
☉ Brg. Pier 2	10+03.649	-11.000	665.180	665.180
S	10+13.649	-11.000	665.180	665.194
T	10+23.649	-11.000	665.180	665.207
U	10+33.649	-11.000	665.180	665.221
V	10+43.649	-11.000	665.180	665.237
W	10+53.649	-11.000	665.180	665.253
X	10+63.649	-11.000	665.180	665.269
Y	10+73.649	-11.000	665.180	665.261
Z	10+83.649	-11.000	665.180	665.246
AA	10+93.649	-11.000	665.180	665.231
BB	11+03.649	-11.000	665.180	665.216
CC	11+13.649	-11.000	665.180	665.202
☉ Brg. Pier 3	11+28.649	-11.000	665.180	665.180
DD	11+38.649	-11.000	665.180	665.202
EE	11+48.649	-11.000	665.180	665.224
FF	11+58.649	-11.000	665.180	665.249
GG	11+68.649	-11.000	665.180	665.277
HH	11+78.649	-11.000	665.180	665.304
II	11+88.649	-11.000	665.180	665.300
JJ	11+98.649	-11.000	665.180	665.294
KK	12+08.649	-11.000	665.180	665.272
LL	12+18.649	-11.000	665.180	665.228
☉ Brg. N. Abut.	12+29.649	-11.000	665.180	665.180
Bk. N. Abut.	12+33.159	-11.000	665.180	665.180

BEAM 2


Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	7+98.373	-3.666	665.327	665.327
☉ Brg. S. Abut.	8+01.883	-3.666	665.327	665.327
A	8+11.883	-3.666	665.327	665.344
B	8+21.883	-3.666	665.327	665.360
C	8+31.883	-3.666	665.327	665.360
D	8+41.883	-3.666	665.327	665.358
E	8+51.883	-3.666	665.327	665.346
F	8+61.883	-3.666	665.327	665.332
G	8+71.883	-3.666	665.327	665.329
☉ Brg. Pier 1	8+82.883	-3.666	665.327	665.327
H	8+92.883	-3.666	665.327	665.358
I	9+02.883	-3.666	665.327	665.389
J	9+12.883	-3.666	665.327	665.419
K	9+22.883	-3.666	665.327	665.441
L	9+32.883	-3.666	665.327	665.460
M	9+42.883	-3.666	665.327	665.480
N	9+52.883	-3.666	665.327	665.467
O	9+62.883	-3.666	665.327	665.443
P	9+72.883	-3.666	665.327	665.419
Q	9+82.883	-3.666	665.327	665.393
R	9+92.883	-3.666	665.327	665.366
☉ Brg. Pier 2	10+07.883	-3.666	665.327	665.327
S	10+17.883	-3.666	665.327	665.340
T	10+27.883	-3.666	665.327	665.354
U	10+37.883	-3.666	665.327	665.368
V	10+47.883	-3.666	665.327	665.383
W	10+57.883	-3.666	665.327	665.399
X	10+67.883	-3.666	665.327	665.415
Y	10+77.883	-3.666	665.327	665.408
Z	10+87.883	-3.666	665.327	665.393
AA	10+97.883	-3.666	665.327	665.377
BB	11+07.883	-3.666	665.327	665.363
CC	11+17.883	-3.666	665.327	665.348
☉ Brg. Pier 3	11+32.883	-3.666	665.327	665.327
DD	11+42.883	-3.666	665.327	665.349
EE	11+52.883	-3.666	665.327	665.371
FF	11+62.883	-3.666	665.327	665.396
GG	11+72.883	-3.666	665.327	665.423
HH	11+82.883	-3.666	665.327	665.451
II	11+92.883	-3.666	665.327	665.447
JJ	12+02.883	-3.666	665.327	665.441
KK	12+12.883	-3.666	665.327	665.419
LL	12+22.883	-3.666	665.327	665.375
☉ Brg. N. Abut.	12+33.883	-3.666	665.327	665.327
Bk. N. Abut.	12+37.393	-3.666	665.327	665.327

☉ RDWY. & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	8+00.490	0.000	665.400	665.400
☉ Brg. S. Abut.	8+04.000	0.000	665.400	665.400
A	8+14.000	0.000	665.400	665.417
B	8+24.000	0.000	665.400	665.434
C	8+34.000	0.000	665.400	665.433
D	8+44.000	0.000	665.400	665.432
E	8+54.000	0.000	665.400	665.419
F	8+64.000	0.000	665.400	665.406
G	8+74.000	0.000	665.400	665.402
☉ Brg. Pier 1	8+85.000	0.000	665.400	665.400
H	8+95.000	0.000	665.400	665.431
I	9+05.000	0.000	665.400	665.462
J	9+15.000	0.000	665.400	665.493
K	9+25.000	0.000	665.400	665.514
L	9+35.000	0.000	665.400	665.534
M	9+45.000	0.000	665.400	665.553
N	9+55.000	0.000	665.400	665.540
O	9+65.000	0.000	665.400	665.516
P	9+75.000	0.000	665.400	665.492
Q	9+85.000	0.000	665.400	665.466
R	9+95.000	0.000	665.400	665.440
☉ Brg. Pier 2	10+10.000	0.000	665.400	665.400
S	10+20.000	0.000	665.400	665.414
T	10+30.000	0.000	665.400	665.427
U	10+40.000	0.000	665.400	665.441
V	10+50.000	0.000	665.400	665.457
W	10+60.000	0.000	665.400	665.473
X	10+70.000	0.000	665.400	665.489
Y	10+80.000	0.000	665.400	665.481
Z	10+90.000	0.000	665.400	665.466
AA	11+00.000	0.000	665.400	665.451
BB	11+10.000	0.000	665.400	665.436
CC	11+20.000	0.000	665.400	665.422
☉ Brg. Pier 3	11+35.000	0.000	665.400	665.400
DD	11+45.000	0.000	665.400	665.422
EE	11+55.000	0.000	665.400	665.444
FF	11+65.000	0.000	665.400	665.469
GG	11+75.000	0.000	665.400	665.497
HH	11+85.000	0.000	665.400	665.524
II	11+95.000	0.000	665.400	665.520
JJ	12+05.000	0.000	665.400	665.514
KK	12+15.000	0.000	665.400	665.492
LL	12+25.000	0.000	665.400	665.448
☉ Brg. N. Abut.	12+36.000	0.000	665.400	665.400
Bk. N. Abut.	12+39.510	0.000	665.400	665.400

DESIGNED - M.D.C.
CHECKED - S.M.S.
DRAWN - D.A.B.
CHECKED - M.G.B.

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 074-3296**

 HAMPTON, LENZI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS LAND SURVEYORS 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 548-3400	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	154	03-06130-00-BR	PIATT	57	17	
	SANGAMON ROAD DISTRICT			CONTRACT NO. 91385		
	FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

PROJECT NUMBER: 12-75-0001-1 DATE: 12/22/08

BEAM 3


Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	8+02.607	3.666	665.327	665.327
☉ Brg. S. Abut.	8+06.117	3.666	665.327	665.327
A	8+16.117	3.666	665.327	665.344
B	8+26.117	3.666	665.327	665.360
C	8+36.117	3.666	665.327	665.360
D	8+46.117	3.666	665.327	665.358
E	8+56.117	3.666	665.327	665.346
F	8+66.117	3.666	665.327	665.332
G	8+76.117	3.666	665.327	665.329
☉ Brg. Pier 1	8+87.117	3.666	665.327	665.327
H	8+97.117	3.666	665.327	665.358
I	9+07.117	3.666	665.327	665.389
J	9+17.117	3.666	665.327	665.419
K	9+27.117	3.666	665.327	665.441
L	9+37.117	3.666	665.327	665.460
M	9+47.117	3.666	665.327	665.480
N	9+57.117	3.666	665.327	665.467
O	9+67.117	3.666	665.327	665.443
P	9+77.117	3.666	665.327	665.419
Q	9+87.117	3.666	665.327	665.393
R	9+97.117	3.666	665.327	665.366
☉ Brg. Pier 2	10+12.117	3.666	665.327	665.327
S	10+22.117	3.666	665.327	665.340
T	10+32.117	3.666	665.327	665.354
U	10+42.117	3.666	665.327	665.368
V	10+52.117	3.666	665.327	665.383
W	10+62.117	3.666	665.327	665.399
X	10+72.117	3.666	665.327	665.415
Y	10+82.117	3.666	665.327	665.408
Z	10+92.117	3.666	665.327	665.393
AA	11+02.117	3.666	665.327	665.377
BB	11+12.117	3.666	665.327	665.363
CC	11+22.117	3.666	665.327	665.348
☉ Brg. Pier 3	11+37.117	3.666	665.327	665.327
DD	11+47.117	3.666	665.327	665.349
EE	11+57.117	3.666	665.327	665.371
FF	11+67.117	3.666	665.327	665.396
GG	11+77.117	3.666	665.327	665.423
HH	11+87.117	3.666	665.327	665.451
II	11+97.117	3.666	665.327	665.447
JJ	12+07.117	3.666	665.327	665.441
KK	12+17.117	3.666	665.327	665.419
LL	12+27.117	3.666	665.327	665.375
☉ Brg. N. Abut.	12+38.117	3.666	665.327	665.327
Bk. N. Abut.	12+41.627	3.666	665.327	665.327

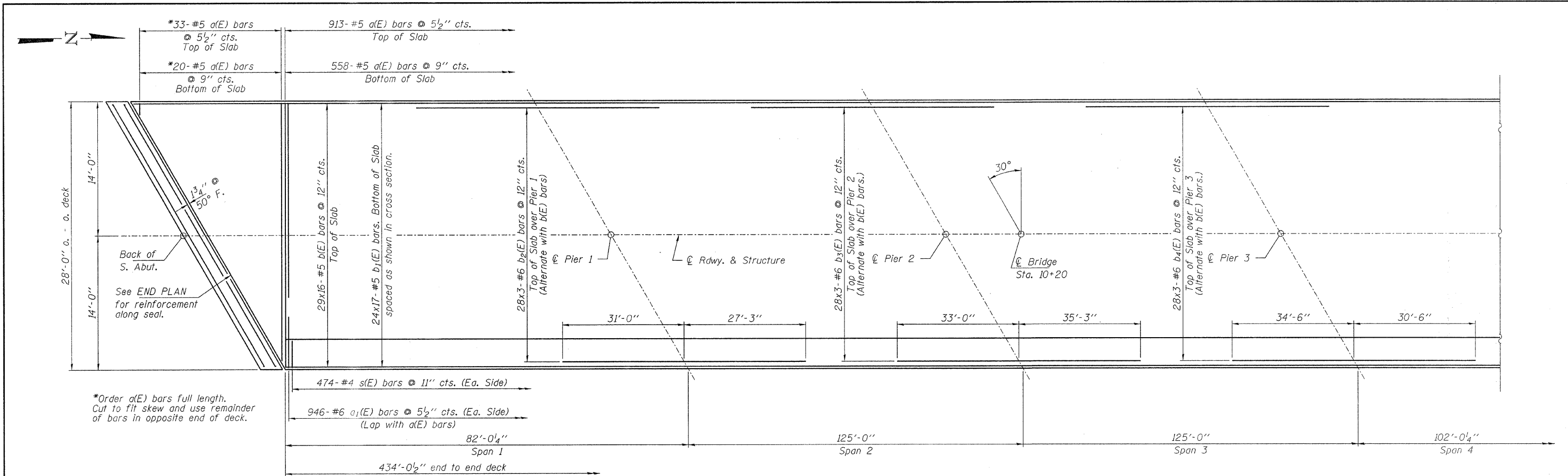
BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	8+06.841	11.000	665.180	665.180
☉ Brg. S. Abut.	8+10.351	11.000	665.180	665.180
A	8+20.351	11.000	665.180	665.197
B	8+30.351	11.000	665.180	665.214
C	8+40.351	11.000	665.180	665.213
D	8+50.351	11.000	665.180	665.212
E	8+60.351	11.000	665.180	665.199
F	8+70.351	11.000	665.180	665.186
G	8+80.351	11.000	665.180	665.182
☉ Brg. Pier 1	8+91.351	11.000	665.180	665.180
H	9+01.351	11.000	665.180	665.211
I	9+11.351	11.000	665.180	665.242
J	9+21.351	11.000	665.180	665.273
K	9+31.351	11.000	665.180	665.294
L	9+41.351	11.000	665.180	665.314
M	9+51.351	11.000	665.180	665.333
N	9+61.351	11.000	665.180	665.320
O	9+71.351	11.000	665.180	665.296
P	9+81.351	11.000	665.180	665.272
Q	9+91.351	11.000	665.180	665.246
R	10+01.351	11.000	665.180	665.220
☉ Brg. Pier 2	10+16.351	11.000	665.180	665.180
S	10+26.351	11.000	665.180	665.194
T	10+36.351	11.000	665.180	665.207
U	10+46.351	11.000	665.180	665.221
V	10+56.351	11.000	665.180	665.237
W	10+66.351	11.000	665.180	665.253
X	10+76.351	11.000	665.180	665.269
Y	10+86.351	11.000	665.180	665.261
Z	10+96.351	11.000	665.180	665.246
AA	11+06.351	11.000	665.180	665.231
BB	11+16.351	11.000	665.180	665.216
CC	11+26.351	11.000	665.180	665.202
☉ Brg. Pier 3	11+41.351	11.000	665.180	665.180
DD	11+51.351	11.000	665.180	665.202
EE	11+61.351	11.000	665.180	665.224
FF	11+71.351	11.000	665.180	665.249
GG	11+81.351	11.000	665.180	665.277
HH	11+91.351	11.000	665.180	665.304
II	12+01.351	11.000	665.180	665.300
JJ	12+11.351	11.000	665.180	665.294
KK	12+21.351	11.000	665.180	665.272
LL	12+31.351	11.000	665.180	665.228
☉ Brg. N. Abut.	12+42.351	11.000	665.180	665.180
Bk. N. Abut.	12+45.861	11.000	665.180	665.180

DESIGNED - M.D.C.
CHECKED - S.M.S.
DRAWN - D.A.B.
CHECKED - M.G.B.

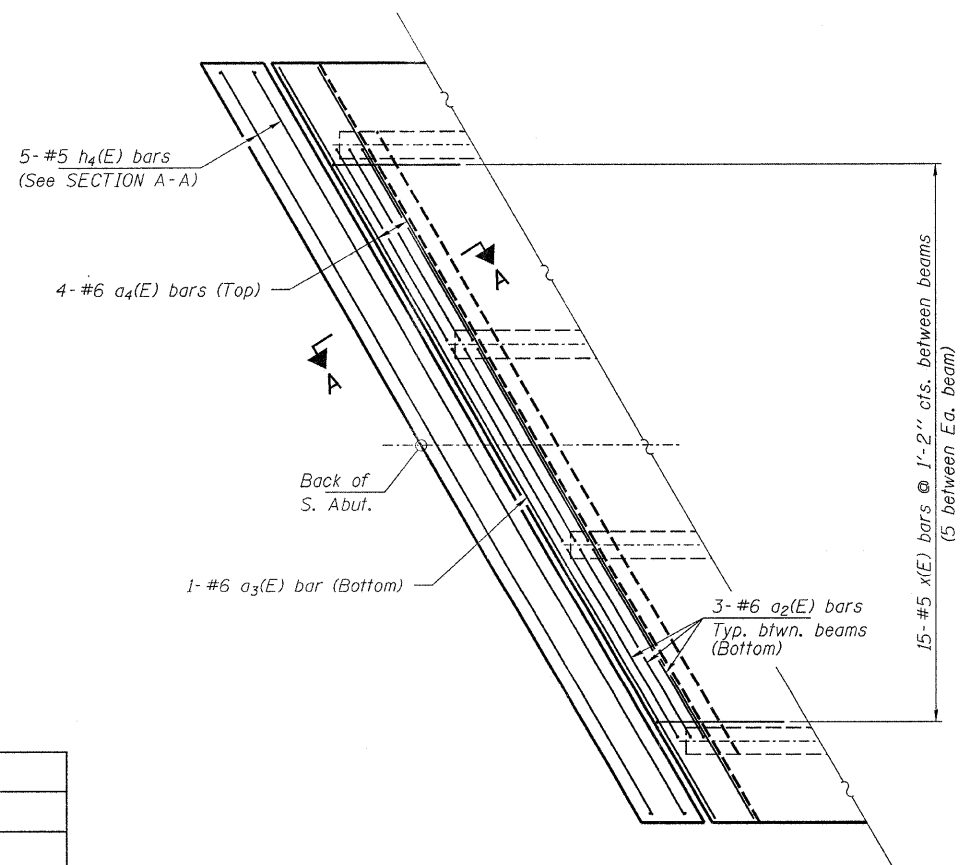
**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 074-3296**

 HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS LAND SURVEYORS 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 548-3400	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	154	03-06130-00-BR	PIATT	57	18
PROJECT NUMBER: 12-76-0001-1			DATE: 12/22/08		
SANGAMON ROAD DISTRICT		CONTRACT NO. 91385			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

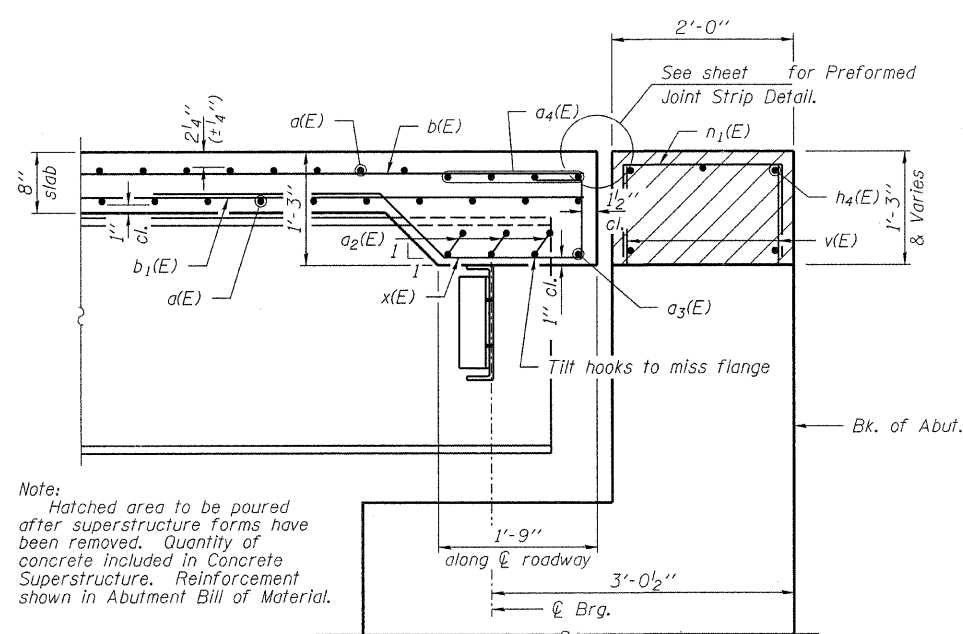


*Order a(E) bars full length. Cut to fit skew and use remainder of bars in opposite end of deck.

PARTIAL PLAN



END PLAN
(South end of deck shown, North end similar)



Note:
Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included in Concrete Superstructure. Reinforcement shown in Abutment Bill of Material.

SECTION A-A
(Horizontal dimensions measured @ Rt. L's)

MINIMUM BAR LAP

#5 bar = 1'-8"
#6 bar = 2'-7"

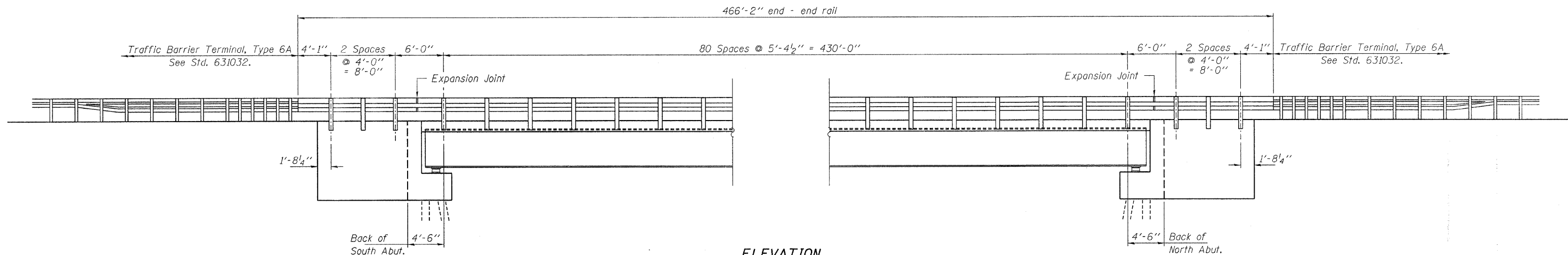
Notes:
See Sheet 20 for superstructure details and Bill of Material.
Bars indicated thus 24x17-#5 etc. indicates 24 lines of bars with 17 lengths per line.

DESIGNED - M.D.C.
CHECKED - S.M.S.
DRAWN - D.A.B.
CHECKED - M.G.B.

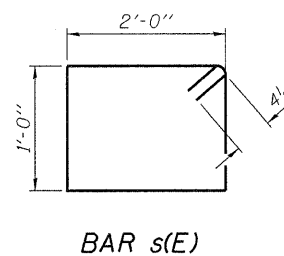
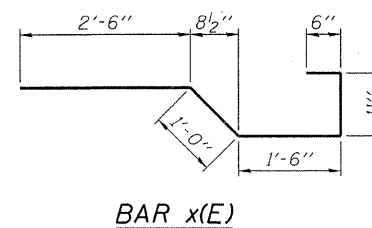
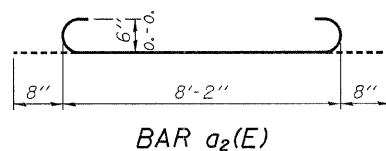
HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS
LAND SURVEYORS
HLR 3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 546-3400
PROJECT NUMBER: 12-75-0001-1 DATE: 12/22/08

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	19
SANGAMON ROAD DISTRICT		CONTRACT NO. 91385		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**SUPERSTRUCTURE
STRUCTURE NO. 074-3296**



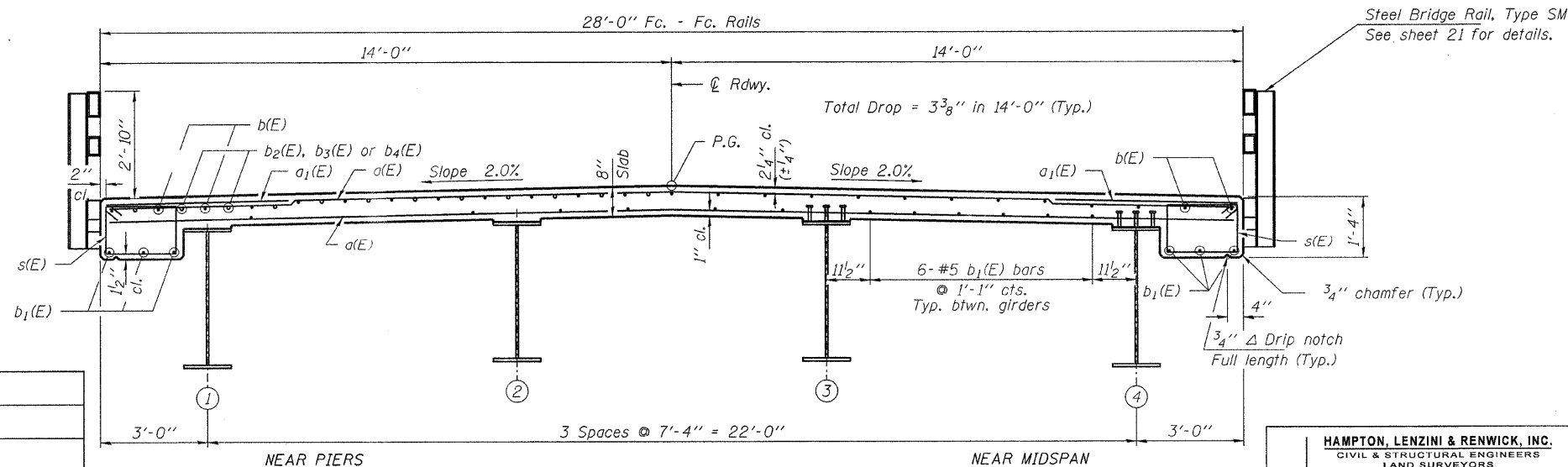
ELEVATION
 (Showing outside face of East Railing)
 (West Rail spacing similar but rotated 180°)
 See sheet 21 for Railing Details.



**SUPERSTRUCTURE
 BILL OF MATERIAL**

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	1,524	#5	27'-8"	—
a ₁ (E)	1,892	#6	6'-0"	—
a ₂ (E)	18	#6	9'-6"	U
a ₃ (E)	2	#6	31'-0"	—
a ₄ (E)	8	#6	31'-0"	—
b(E)	464	#5	28'-9"	—
b ₁ (E)	408	#5	27'-2"	—
b ₂ (E)	84	#6	21'-2"	—
b ₃ (E)	84	#6	24'-6"	—
b ₄ (E)	84	#6	23'-5"	—
s(E)	948	#4	6'-9"	□
x(E)	30	#5	6'-5"	L
Concrete Superstructure			Cu. Yd.	377.8
Reinforcement Bars, Epoxy Coated			Pound	100,430

See sheet 19 for additional Superstructure Details.

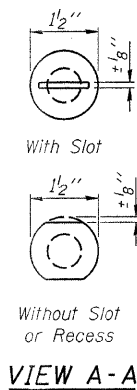
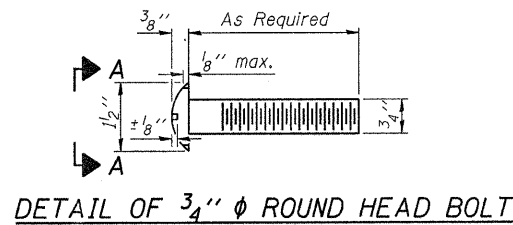


CROSS SECTION
 (Looking North)

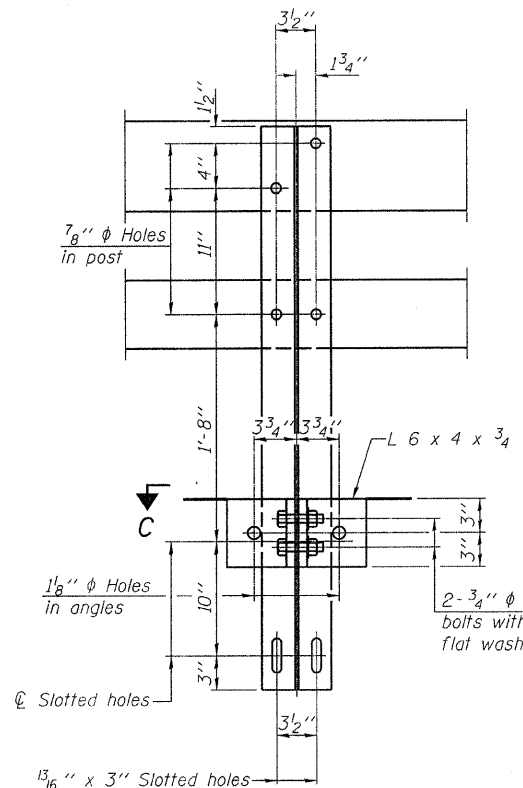
DESIGNED - M.D.C.
CHECKED - S.M.S.
DRAWN - D.A.B.
CHECKED - M.G.B.

HAMPTON, LENZINI & RENWICK, INC.
 CIVIL & STRUCTURAL ENGINEERS
 LAND SURVEYORS
 3085 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62703
 (217) 548-3400
 PROJECT NUMBER: 12-75-0001-1 DATE: 12/22/08

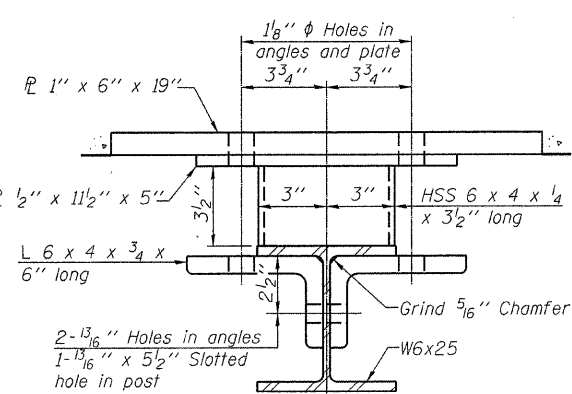
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	20
SANGAMON ROAD DISTRICT		CONTRACT NO. 91385		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



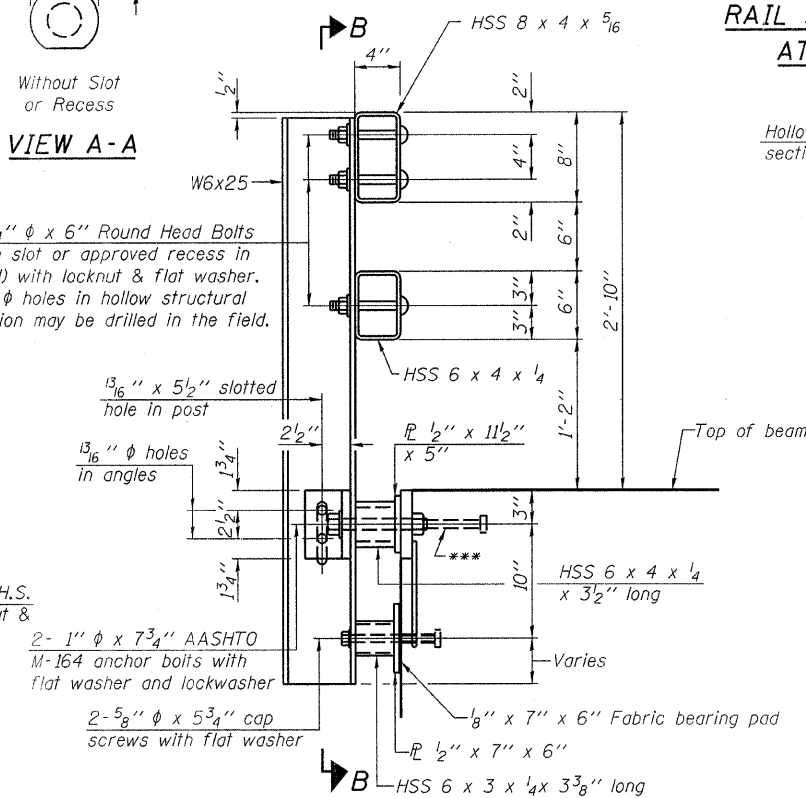
4-3/4" ϕ x 6" Round Head Bolts
(With slot or approved recess in head) with locknut & flat washer.
7/8" ϕ holes in hollow structural section may be drilled in the field.



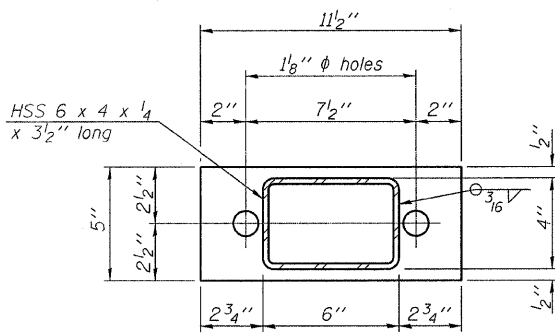
SECTION B-B



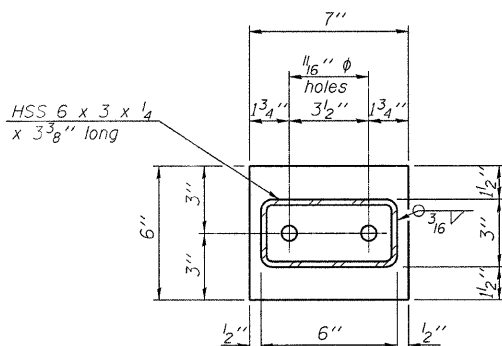
SECTION C-C



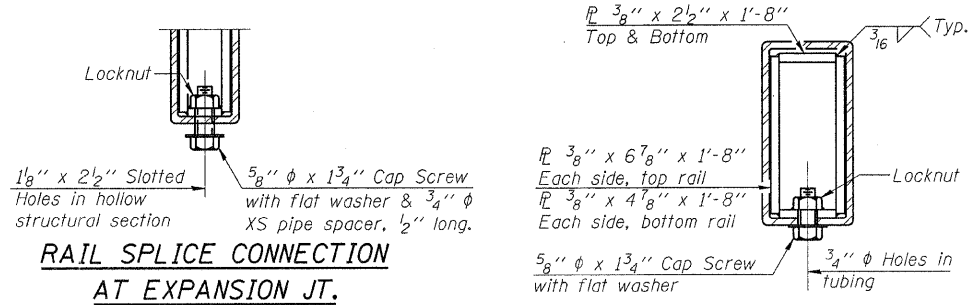
SECTION AT RAIL POST



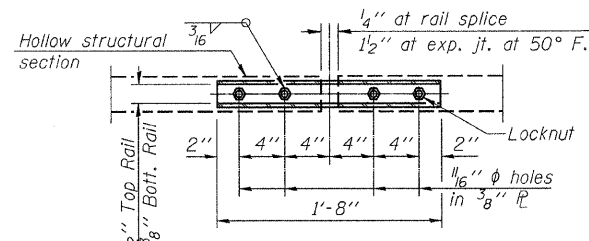
ϕ 1/2" x 11 1/2" x 5"



ϕ 1/2" x 7" x 6"

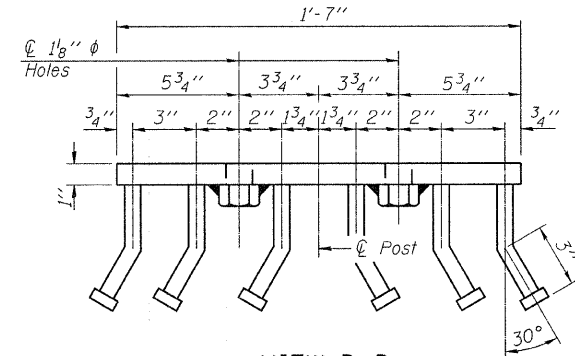


RAIL SPLICE CONNECTION AT EXPANSION JT.

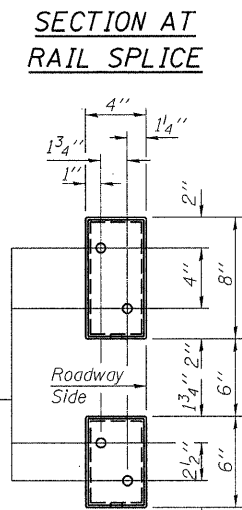


PLAN-BOTT. SPLICE R TYPICAL

ϕ - 5/8" reduced base welded studs. Provide 4 - 5/8" washers and self-locking nuts or nuts and jam nuts for guardrail connection shown on Std. 631032

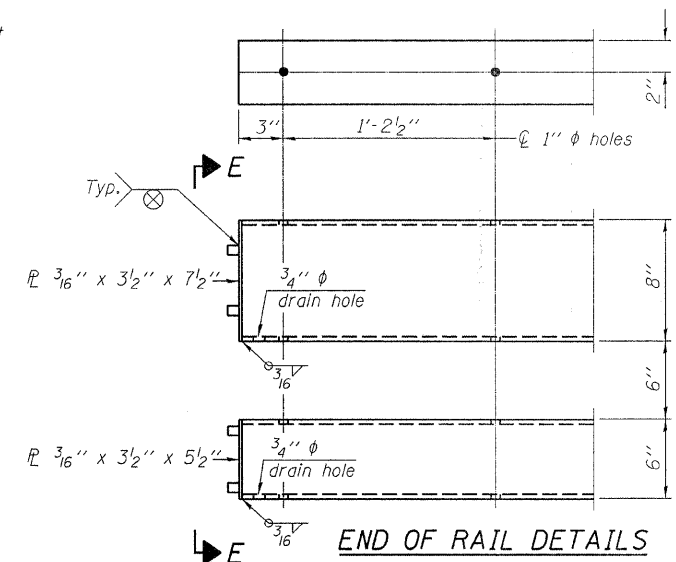


VIEW D-D



SECTION AT RAIL SPLICE

VIEW E-E



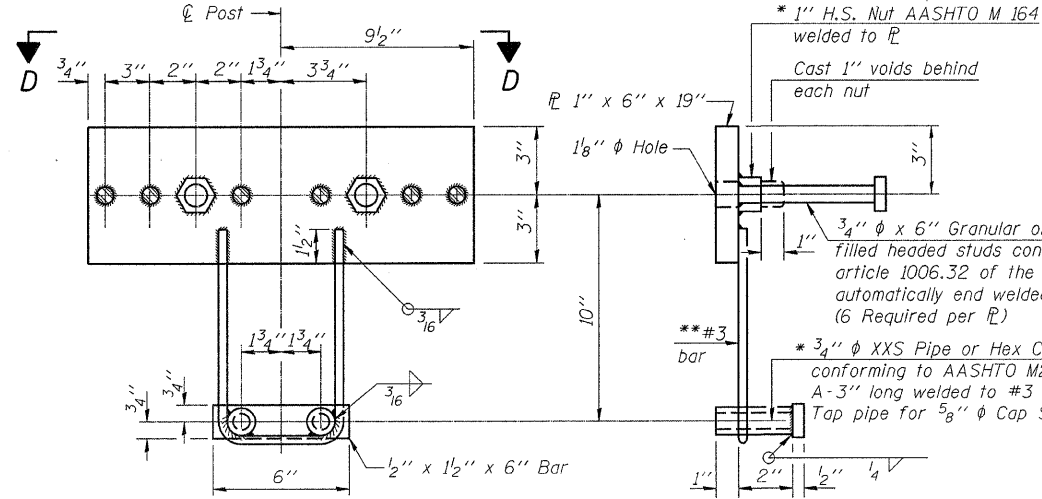
END OF RAIL DETAILS

Notes:
All field drilled holes shall be coated with an approved zinc rich paint before erection.
For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Railing, Type SM.
All steel rail members shall be galvanized according to Article 509.05 of the Standard Specifications.
*** The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.

** Whenever the lower insert assemblies interfere with strand locations, the #3 bars shall be cut and adjusted in order to allow raising or lowering of the lower inserts. Maximum adjustment not to exceed 1/2".

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type SM	Foot	933



ANCHOR DEVICE

*Threaded areas shall be plugged or blocked off during casting of beam. Galvanized after fabrication.

DESIGNED - M.D.C.
CHECKED - S.M.S.
DRAWN - D.A.B.
CHECKED - M.G.B.

R-34HMAWS

10-1-08

(6'-3" Maximum Post Spacing) (1/4" minimum to 3/8" maximum HMA thickness)

HAMPTON, LENZINI & RENWICK, INC.
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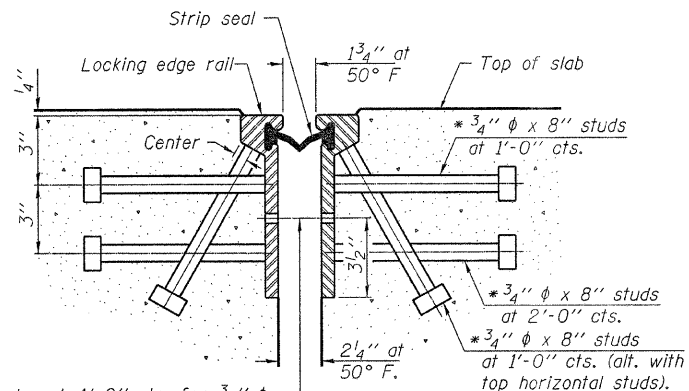
HLR 3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 548-3400

PROJECT NUMBER: 12-76-0001-1 DATE: 12/22/08

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	21
SANGAMON ROAD DISTRICT		CONTRACT NO. 91385		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

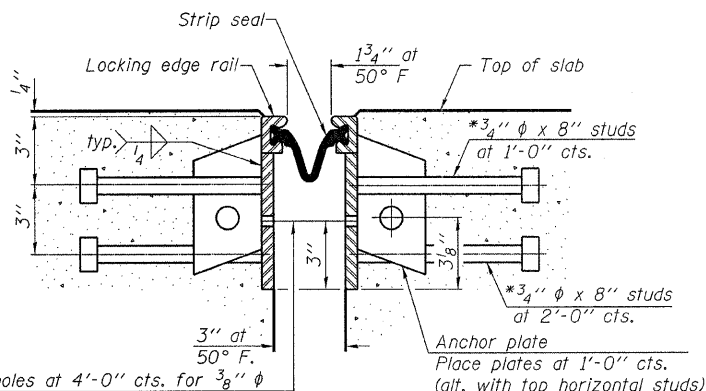
STEEL RAILING, TYPE SM
STRUCTURE NO. 074-3296

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



7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU ROLLED RAIL JOINT



7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

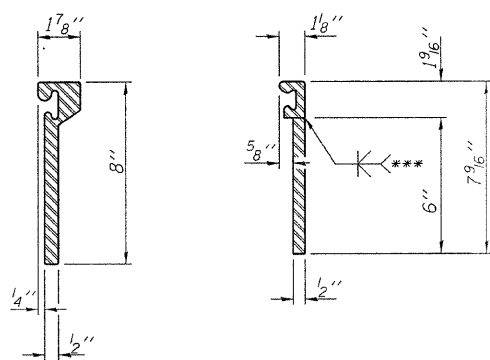
Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

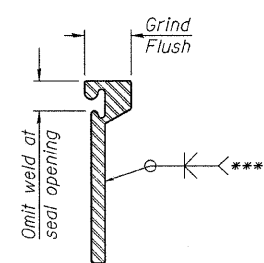
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and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

The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.



ROLLED EXTRUDED RAIL WELDED RAIL

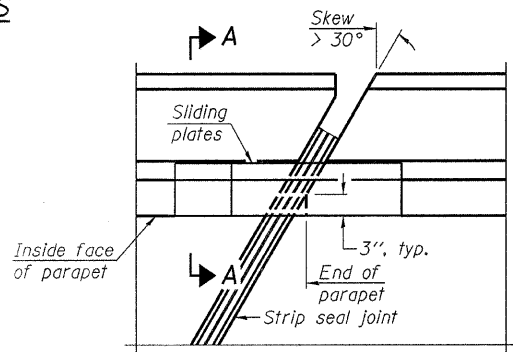


***Back gouge not required if complete joint penetration is verified by mock-up.

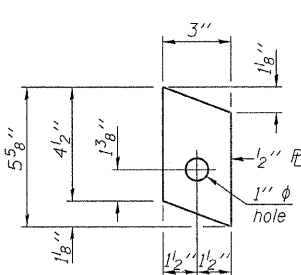
LOCKING EDGE RAIL SPLICE

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

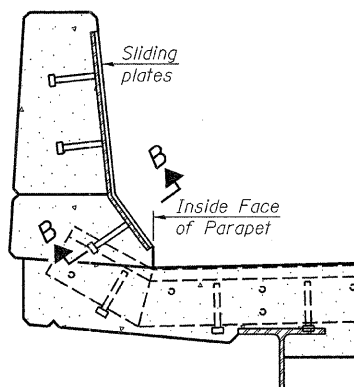
LOCKING EDGE RAILS



PLAN

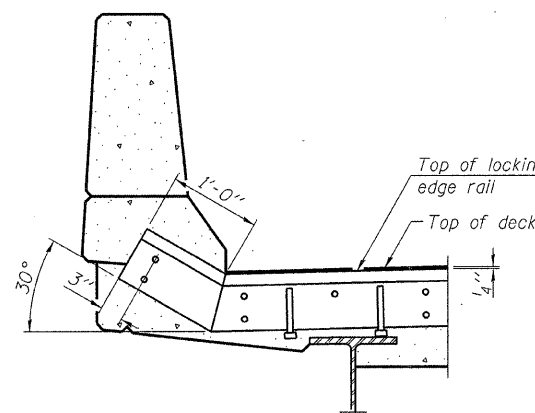


ANCHOR PLATE (for welded rail)

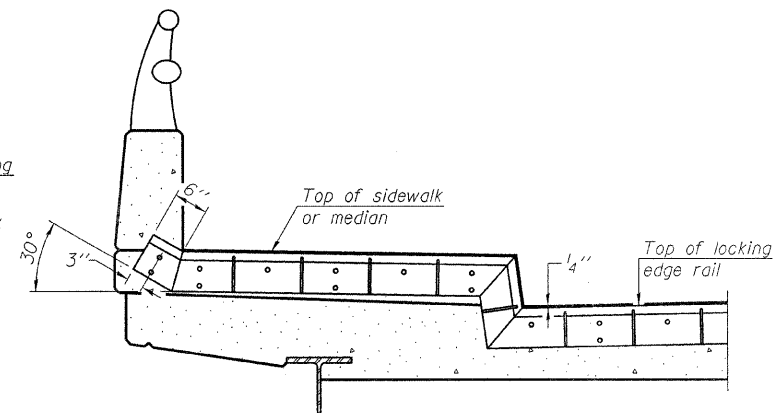


SECTION A-A

POINT BLOCK DETAILS (for skews > 30°)



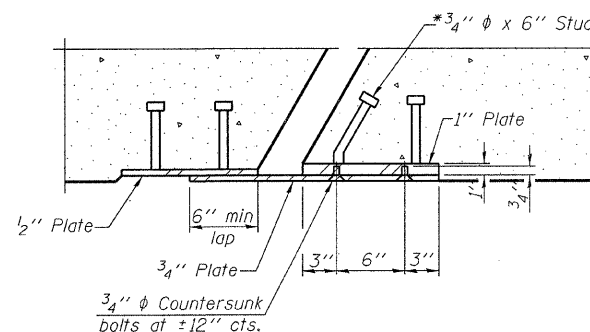
AT PARAPET



AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

TYPICAL END TREATMENTS



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	65

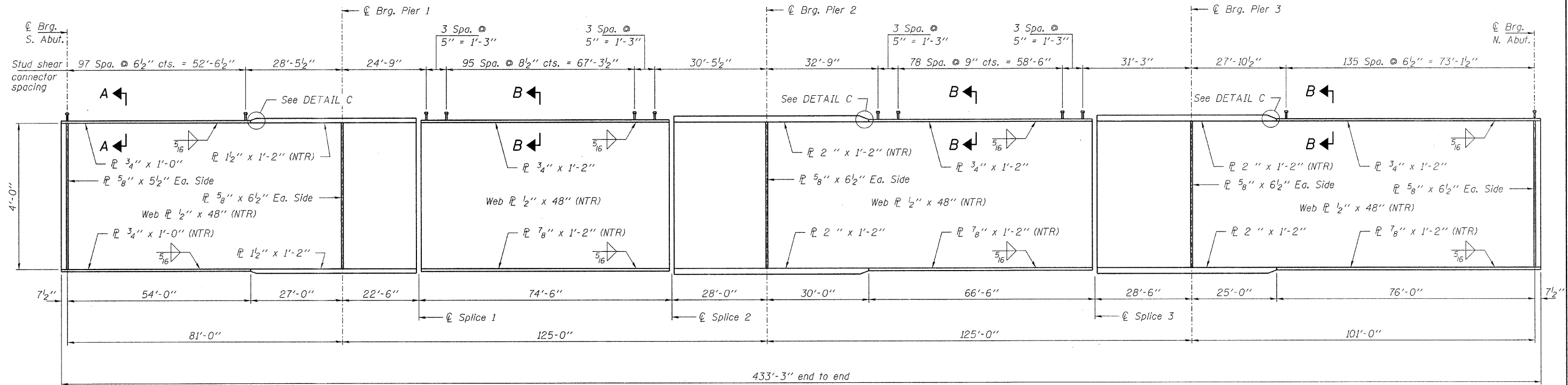
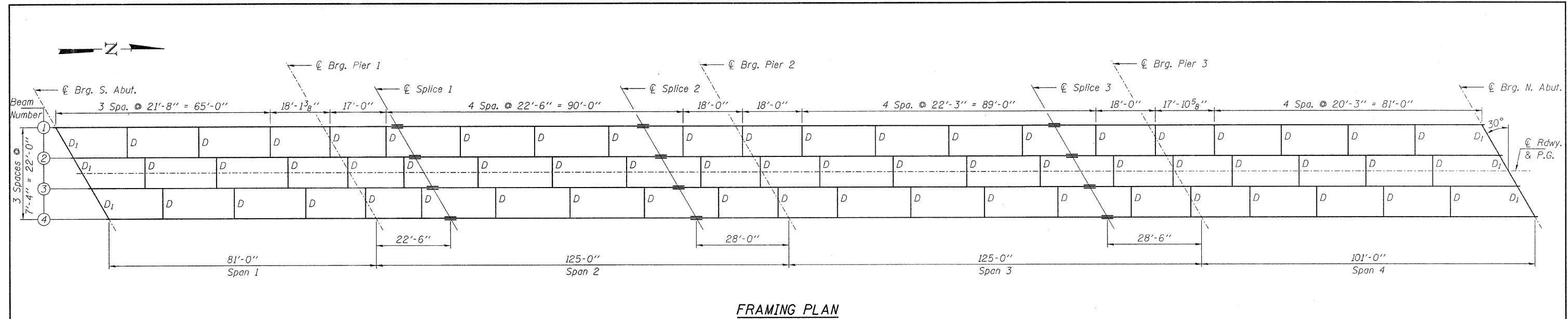
PREFORMED JOINT STRIP SEAL STRUCTURE NO. 074-3296

DESIGNED - M.D.C.
CHECKED - S.M.S.
DRAWN - D.A.B.
CHECKED - M.G.B.

EJ-SSJ 10-1-08

HAMPTON, LENZINI & RENWICK, INC.
 CIVIL & STRUCTURAL ENGINEERS
 LAND SURVEYORS
 3085 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62703
 (217) 546-3400
 PROJECT NUMBER: 12-76-0001-1 DATE: 12/22/08

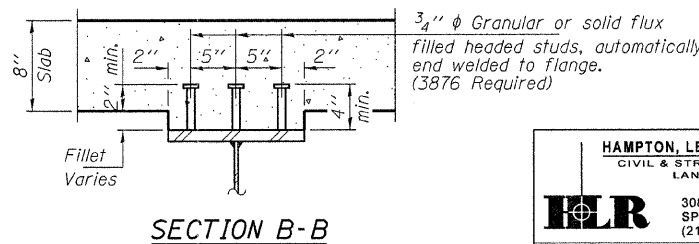
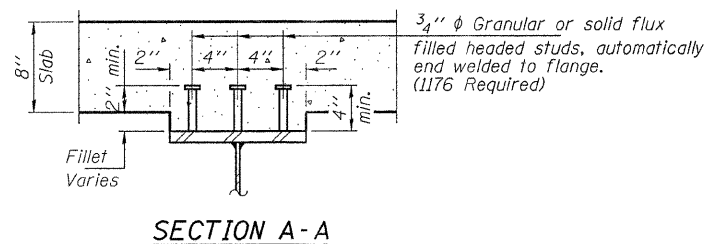
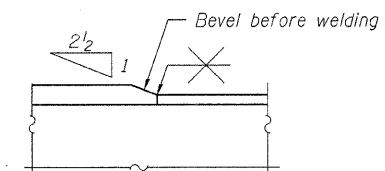
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	22
SANGAMON ROAD DISTRICT		CONTRACT NO. 91385		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



Note: Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

All plates of the girders, including bearing stiffeners, shall be AASHTO M270 Grade 50W.

For additional structural steel details see sheets 24 thru 26.



DESIGNED - M.D.C.
CHECKED - S.M.S.
DRAWN - D.A.B.
CHECKED - M.G.B.

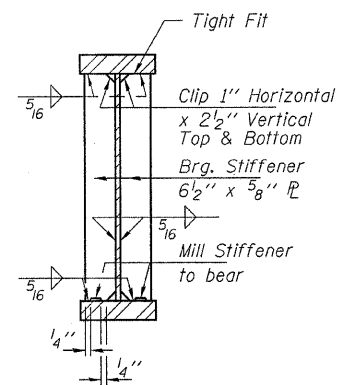
HAMPTON, LENZINI & RENWICK, INC.
 CIVIL & STRUCTURAL ENGINEERS
 LAND SURVEYORS

HLR 3085 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62703
 (217) 548-3400

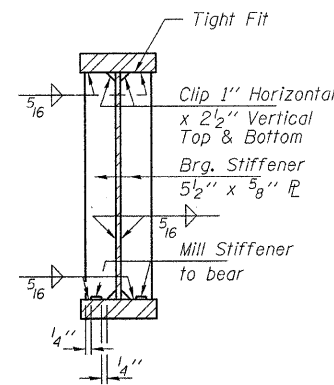
PROJECT NUMBER: 12-75-0001-1 DATE: 12/22/08

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	23
SANGAMON ROAD DISTRICT		CONTRACT NO. 91385		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

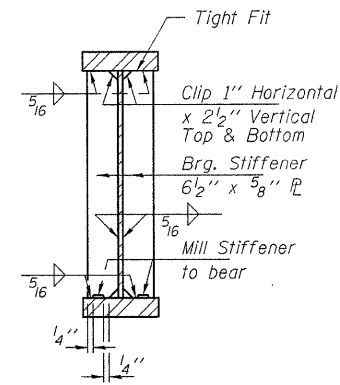
FRAMING PLAN
STRUCTURE NO. 074-3296



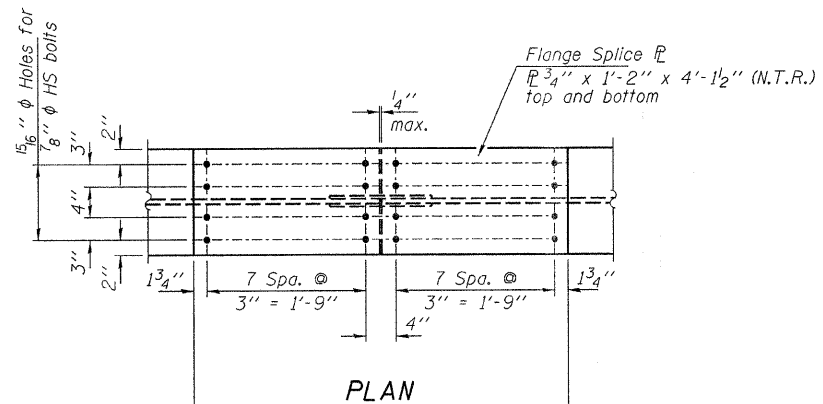
SECTION AT PIERS



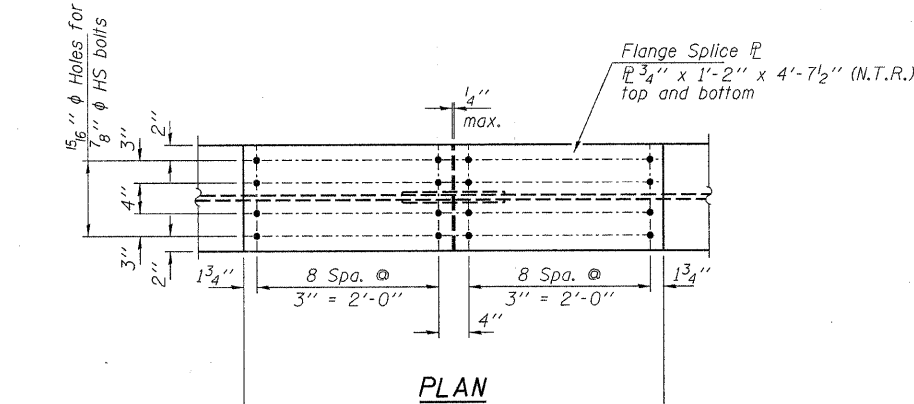
SECTION AT S. ABUTMENT
BEARING STIFFENER PL'S



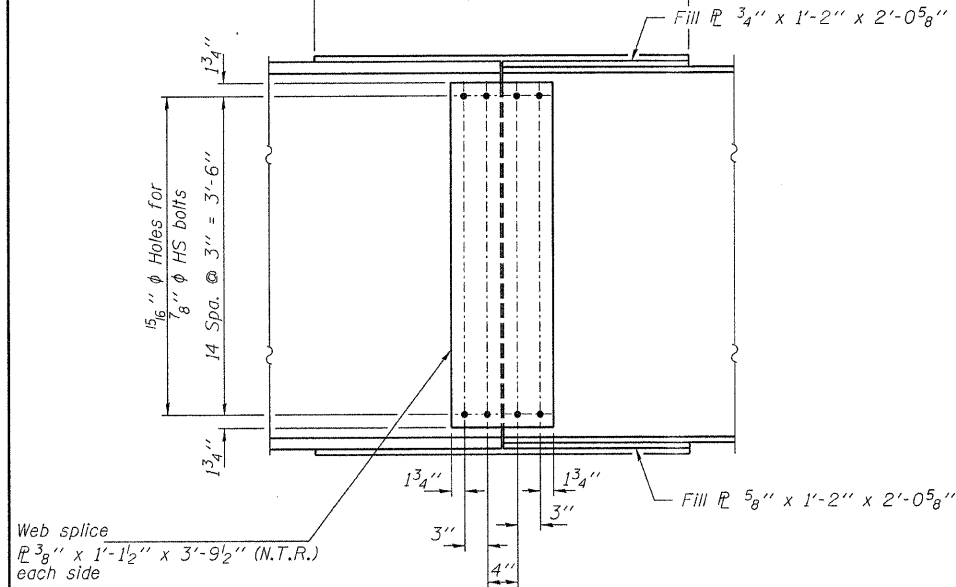
SECTION AT N. ABUTMENT



PLAN

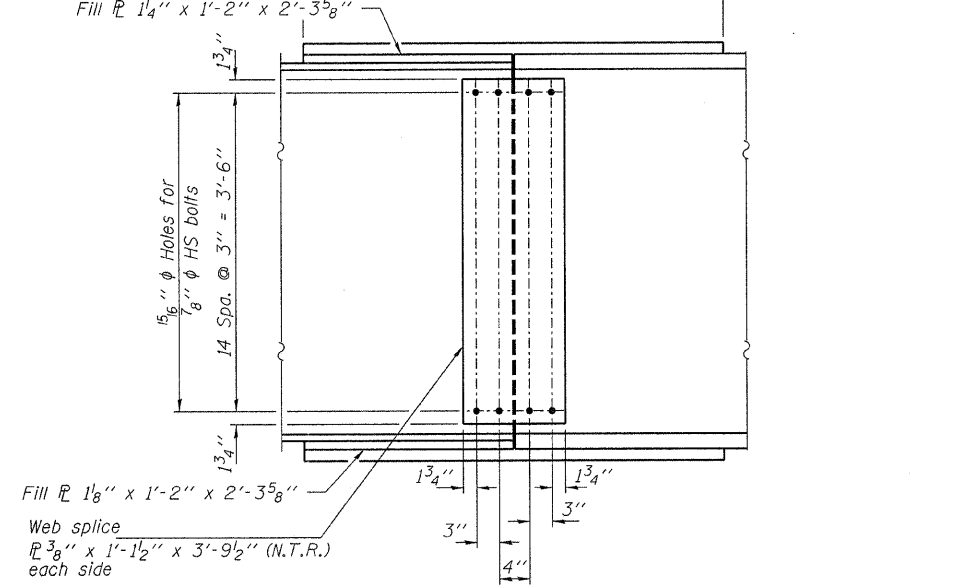


PLAN



ELEVATION

SPLICE #1 DETAIL
(4-required)



ELEVATION

SPLICE #2 & #3 DETAIL
(8-required)

DESIGNED - M.D.C.
CHECKED - S.M.S.
DRAWN - D.A.B.
CHECKED - M.G.B.

Notes: Load carrying components designated N.T.R. shall conform to the supplemental Requirements for Notch Toughness Zone 2.
All structural steel for splice plates and stiffeners shall be AASHTO M270 Grade 50W.
For additional structural steel details see sheets 23, 25 & 26.

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 074-3296

 HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS LAND SURVEYORS 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 546-3400 PROJECT NUMBER: 12-76-0001-1 DATE: 12/22/08	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	154	03-06130-00-BR	PIATT	57	24
SANGAMON ROAD DISTRICT			CONTRACT NO. 91385		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

INTERIOR GIRDER MOMENT TABLE								
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.6 Sp. 4
I_s	(in ⁴)	15303	30343	18123	39626	18123	39626	18123
$I_c(n)$	(in ⁴)	39650	-	45823	-	45823	-	45823
$I_c(3n)$	(in ⁴)	29639	-	33987	-	33987	-	33987
S_s	(in ³)	618	1189	756	1524	756	1524	756
$S_c(n)$	(in ³)	899	-	1061	-	1061	-	1061
$S_c(3n)$	(in ³)	818	-	971	-	971	-	971
DC1	(k/')	1.02	1.11	1.04	1.17	1.04	1.17	1.04
M_{dc1}	(k)	304.5	1279.2	592.5	1667.0	448.3	1610.2	645.3
DC2	(k/')	0.09	0.09	0.09	0.09	0.09	0.09	0.09
M_{dc2}	(k)	33.0	94.8	64.5	127.8	52.7	118.4	62.8
DW	(k/')	0.35	0.35	0.35	0.35	0.35	0.35	0.35
M_{dw}	(k)	128.2	368.5	250.9	496.9	204.9	460.6	244.2
$M_L + IM$	(k)	1133.0	1336.4	1469.4	1659.4	1444.2	1592.5	1454.7
M_u (Strength I)	(k)	2596.9	4609.0	3769.1	5892.8	3461.0	5638.5	3797.2
$\phi_r M_n, \phi_r M_{nc}$	(k)	4895.1	4954.2	5509.1	6350.0	5509.1	6350.0	5509.1
f_s DC1	(ksi)	5.91	12.91	9.40	13.13	7.12	12.68	10.24
f_s DC2	(ksi)	0.48	0.96	0.80	1.01	0.65	0.93	0.78
f_s DW	(ksi)	1.88	3.72	3.10	3.91	2.53	3.63	3.02
f_s 1.3(L+IM)	(ksi)	19.66	17.53	21.6	16.99	21.23	16.30	21.39
f_s (Service II)	(ksi)	27.94	35.12	34.91	35.03	31.53	33.54	35.43
f_s (Total)(Strength I)	(ksi)	37.28	46.52	46.49	46.40	42.09	44.40	47.09
V_r	(k)	61.2	-	56.6	-	53.3	-	64

* Compact sections
 ** Non-Compact and slender sections

INTERIOR GIRDER REACTION TABLE						
		S. Abut.	Pier 1	Pier 2	Pier 3	N. Abut.
R_{DC1}	(k)	25.9	122.9	140.8	139.6	37.0
R_{DC2}	(k)	2.5	10.2	11.6	11.3	3.4
R_{DW}	(k)	9.6	39.6	45.1	43.8	13.1
$R_L + IM$	(k)	92.2	178.7	195.1	189.8	98.7
R_{Total}	(k)	130.2	351.4	392.6	384.5	152.2

TOP OF BEAM ELEVATIONS

(For Fabrication Only)

Location	Beam 1	Beam 2	Beam 3	Beam 4
⊕ Brg. S. Abutment	664.284	664.432	664.432	664.284
⊕ Brg. Pier 1	664.347	664.494	664.494	664.347
⊕ Splice 1	664.410	664.557	664.557	664.410
⊕ Splice 2	664.451	664.598	664.598	664.451
⊕ Brg. Pier 2	664.389	664.536	664.536	664.389
⊕ Splice 3	664.451	664.598	664.598	664.451
⊕ Brg. Pier 3	664.389	664.536	664.536	664.389
⊕ Brg. N. Abutment	664.285	664.432	664.432	664.285

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

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

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

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

M_{dc1} : Un-factored moment due to non-composite dead load (kip-ft.).

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

M_{dc2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

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

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

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

M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{dc1} + M_{dc2}) + 1.5 M_{dw} + 1.75 M_L + IM$

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

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


f_s (Service II): Sum of stresses as computed from the moments below (ksi).
 $M_{dc1} + M_{dc2} + M_{dw} + 1.3 M_L + IM$

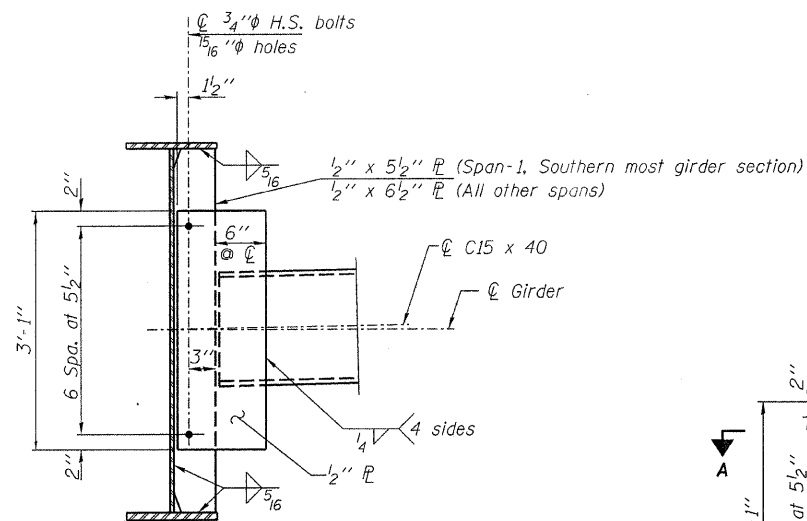
f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.25 (M_{dc1} + M_{dc2}) + 1.5 M_{dw} + 1.75 M_L + IM$

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

DESIGNED - M.D.C.
CHECKED - S.M.S.
DRAWN - D.A.B.
CHECKED - M.G.B.

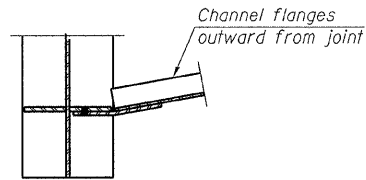
STRUCTURAL STEEL DETAILS STRUCTURE NO. 074-3296

 HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS LAND SURVEYORS 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 546-3400	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	154	03-06130-00-BR	PIATT	57	25
PROJECT NUMBER: 12-76-0001-1			DATE: 12/22/08		
SANGAMON ROAD DISTRICT		CONTRACT NO. 91385			
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT	

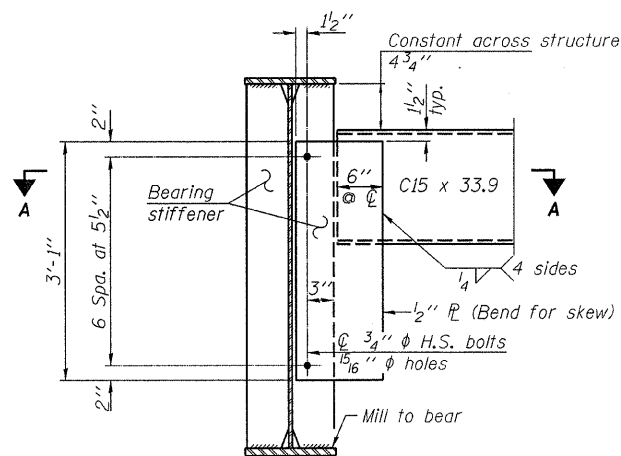


INTERIOR DIAPHRAGMS (D)
(60-required)

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

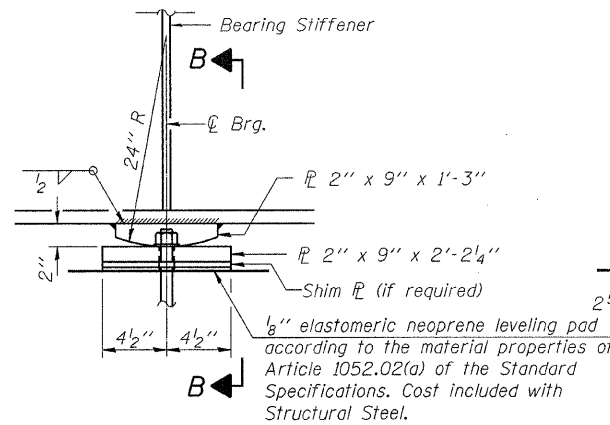


SECTION A-A



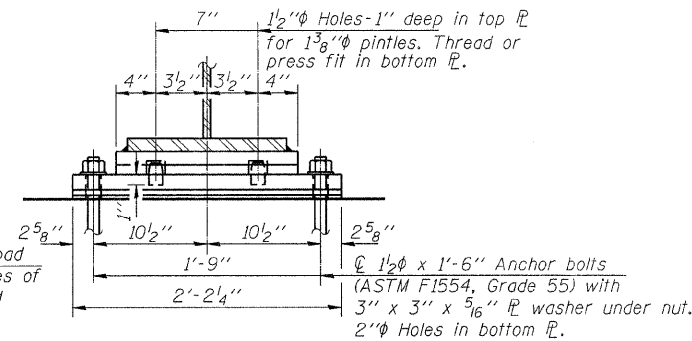
END DIAPHRAGMS AT ABUTMENTS (D₁)
(6-required)

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

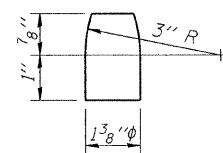


ELEVATION AT PIER

FIXED BEARING AT PIERS 1, 2 & 3
(12 - required)



SECTION B-B



PINTLE

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 55 (Fy=55ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

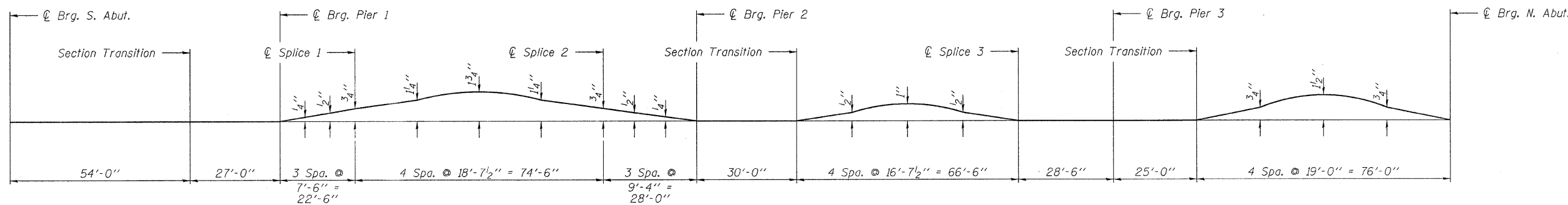
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

The structural steel plates of the fixed bearings, including pintles, shall conform to the requirements of AASHTO M270 Grade 50W.

For additional structural steel details see sheets 23 thru 25.



CAMBER DIAGRAM

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1 1/2"	Each	24

DESIGNED -	M.D.C.
CHECKED -	S.M.S.
DRAWN -	D.A.B.
CHECKED -	M.G.B.

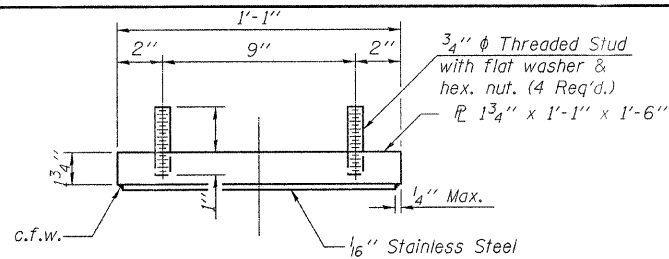
HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS
LAND SURVEYORS

HLR 3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 648-3400

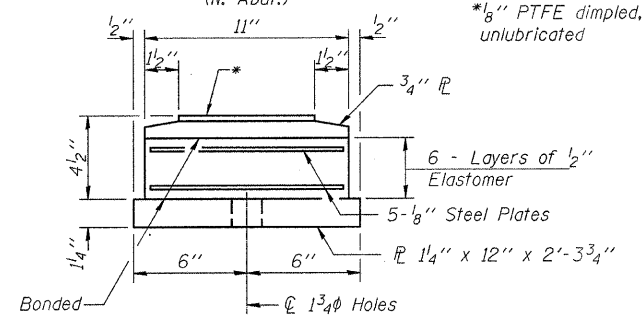
PROJECT NUMBER: 12-75-0001-1 DATE: 12/22/08

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	26
SANGAMON ROAD DISTRICT		CONTRACT NO. 91385		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 074-3296

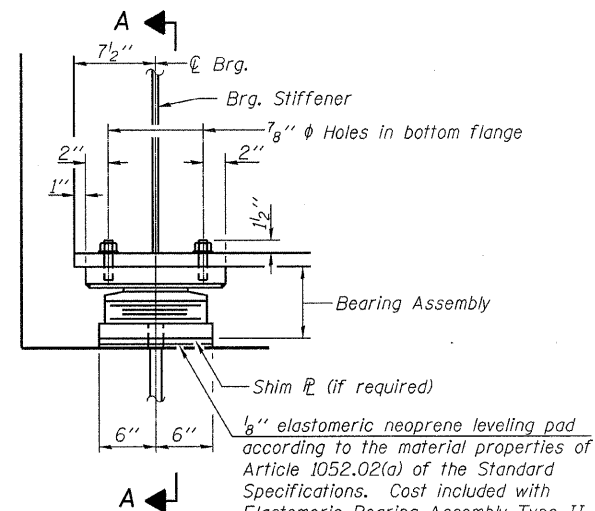


TOP BEARING ASSEMBLY
(N. Abut.)



BOTTOM BEARING ASSEMBLY
(N. Abut.)

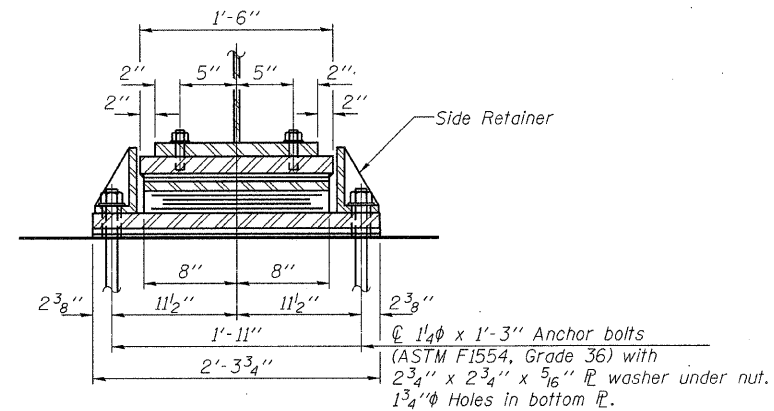
*1/8" PTFE dimpled, unlubricated



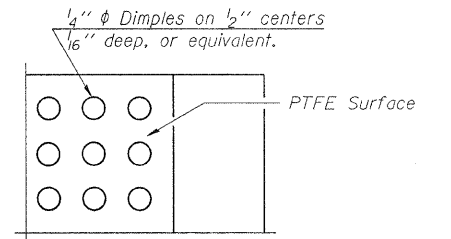
ELEVATION AT NORTH ABUT.

TYPE II ELASTOMERIC EXP. BRG.

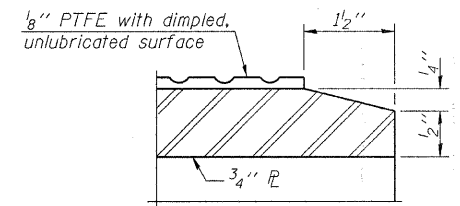
(North Abutment - 4 required)



SECTION A-A



PLAN-PTFE SURFACE
(Both Abutments)



SECTION THRU PTFE
(Both Abutments)

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

Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

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

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

Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

Two 1/8" adjustment shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

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

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

BILL OF MATERIAL

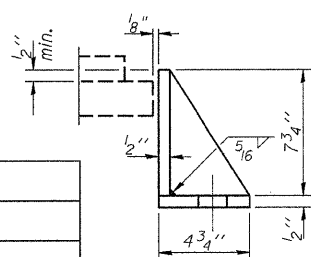
Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	8
Anchor Bolts, 1 1/4"	Each	16

**ELASTOMERIC BEARING DETAILS
STRUCTURE NO. 074-3296**

DESIGNED - M.D.C.
CHECKED - S.M.S.
DRAWN - D.A.B.
CHECKED - M.G.B.

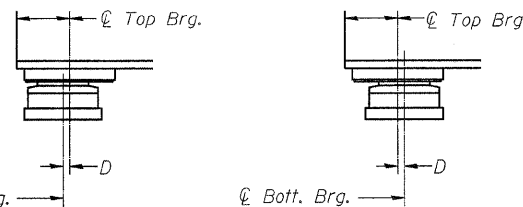
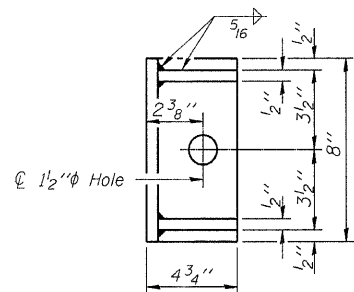
I-2E-2

10-1-08



SIDE RETAINER

(Both Abutments)
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



BELOW 50°F.

(Move bott. brg. away from fixed brg.)

ABOVE 50°F.

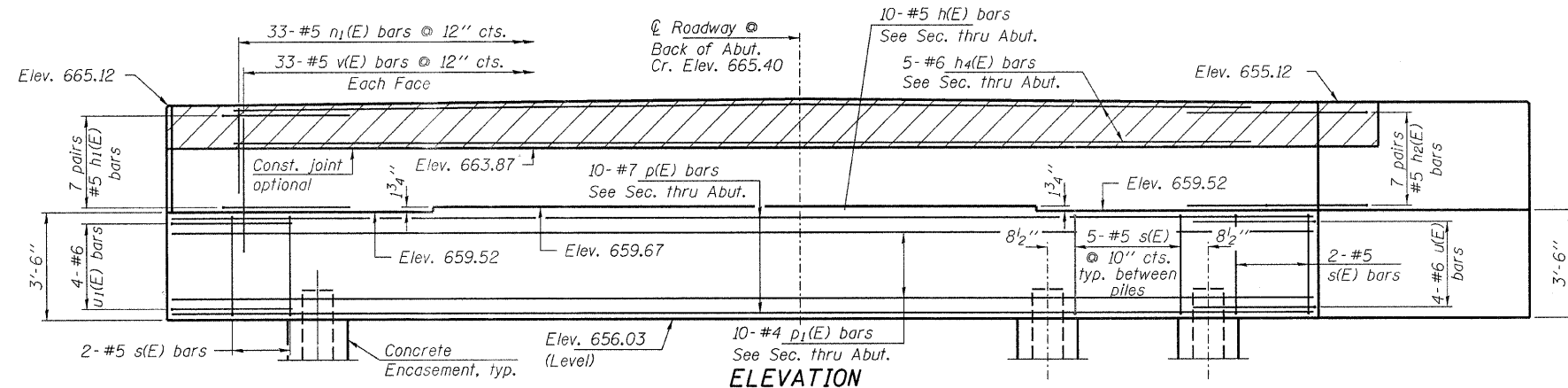
(Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

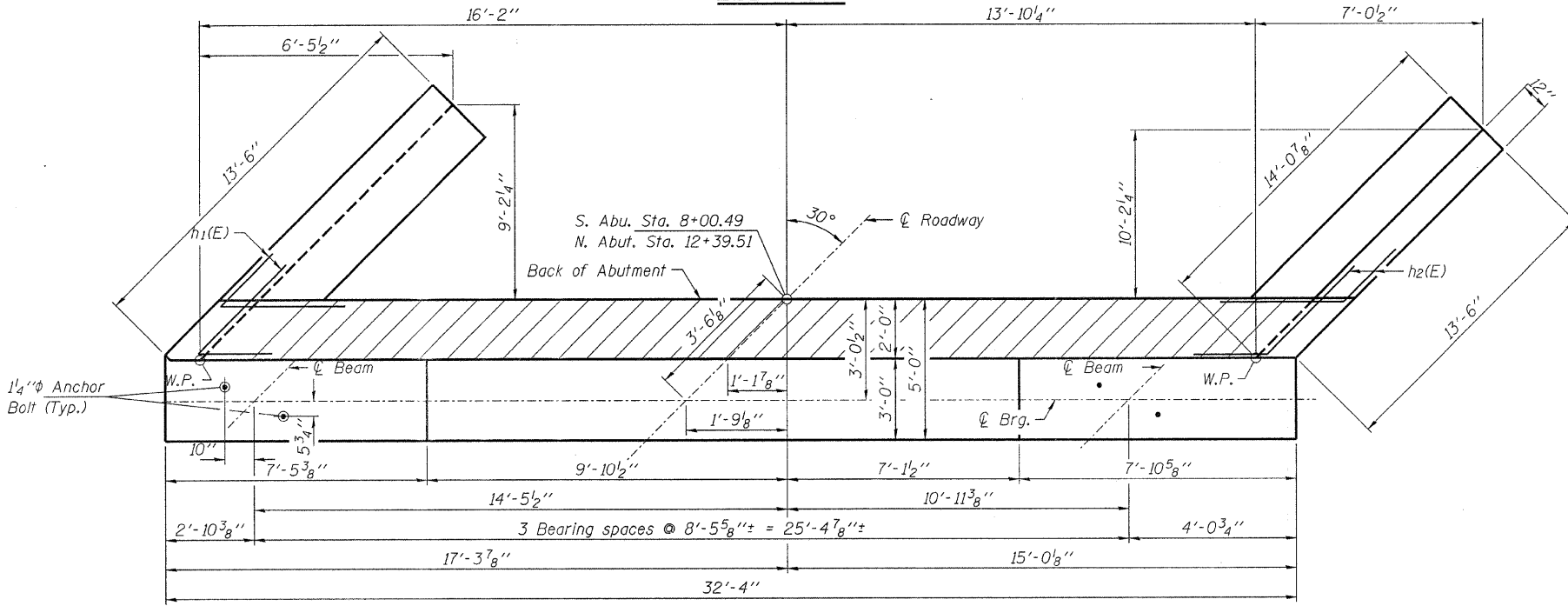
D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS
LAND SURVEYORS
HLR
3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 548-3400
PROJECT NUMBER: 12-75-0001-1 DATE: 12/22/08

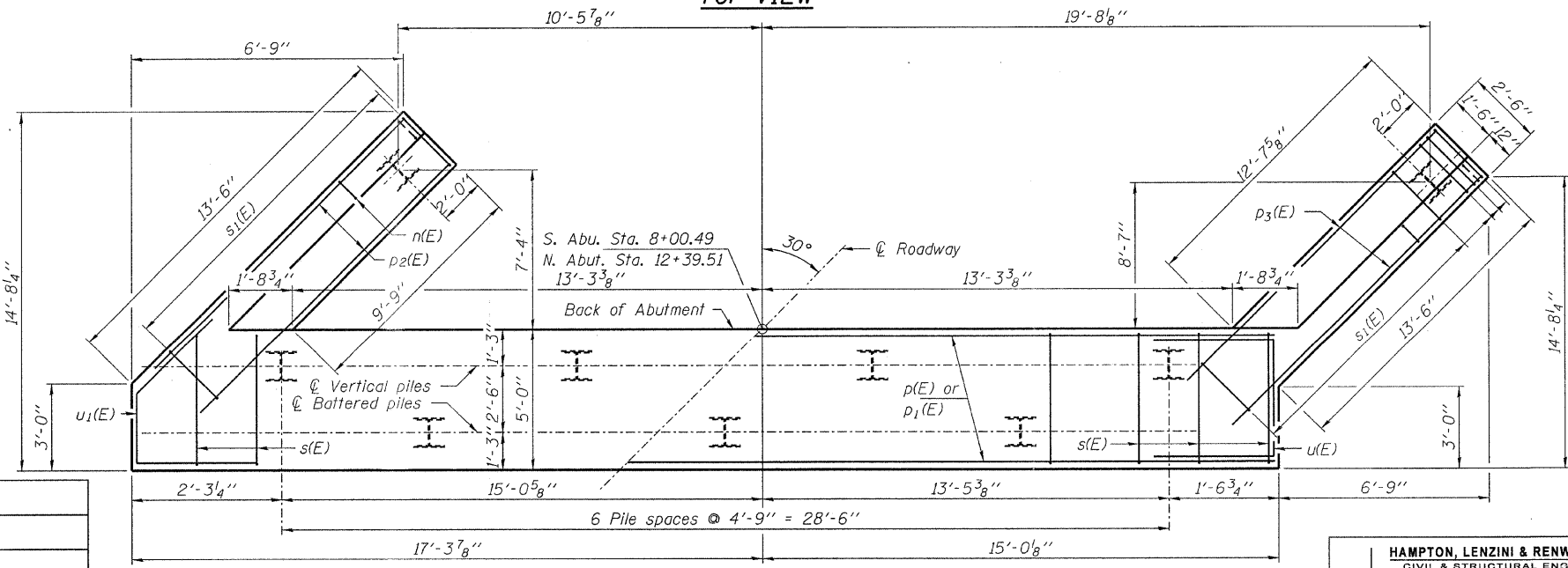
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	27
SANGAMON ROAD DISTRICT		CONTRACT NO. 91385		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



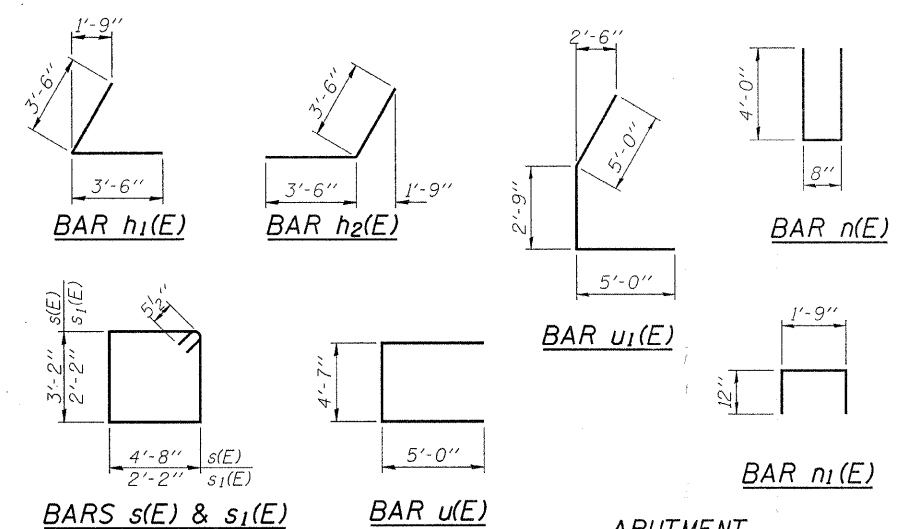
ELEVATION



TOP VIEW



PLAN-PILE CAP



ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
n(E)	20	#5	32'-0"	—
h1(E)	28	#5	7'-0"	└
h2(E)	28	#5	7'-0"	└
h3(E)	56	#4	12'-7"	—
h4(E)	10	#6	32'-0"	—
n(E)	52	#6	8'-8"	└
n1(E)	66	#5	3'-9"	└
p(E)	20	#7	32'-0"	—
p1(E)	20	#4	32'-0"	—
p2(E)	12	#7	13'-3"	—
p3(E)	12	#7	15'-3"	—
s(E)	68	#5	16'-7"	└
s1(E)	56	#5	9'-7"	└
u(E)	8	#6	14'-7"	└
u1(E)	8	#6	12'-9"	└
v(E)	132	#5	6'-5"	—
v1(E)	104	#6	5'-2"	—

Structure Excavation	Cu. Yd.	338
Concrete Structures	Cu. Yd.	84.6
Reinforcement Bars, Epoxy Coated	Pound	9,150
Furnishing Steel Piles HP12x63	Foot	628
Driving Piles	Foot	628
Test Pile Steel HP12x63	Each	1
Concrete Encasement	Cu. Yd.	6.3
Concrete Sealer	Sq. Ft.	657

For details of piles and Concrete Encasement, see sheet 32.

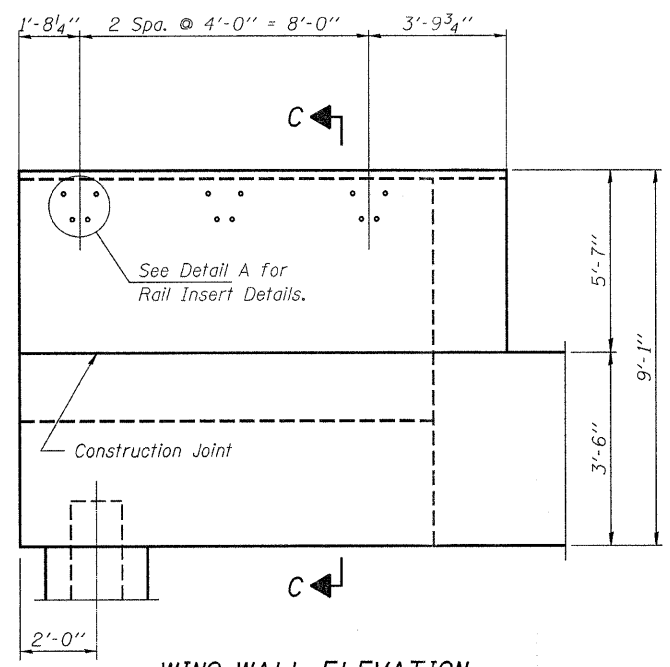
ABUTMENTS STRUCTURE NO. 074-3296

DESIGNED - M.D.C.
 CHECKED - S.M.S.
 DRAWN - D.A.B.
 CHECKED - M.G.B.

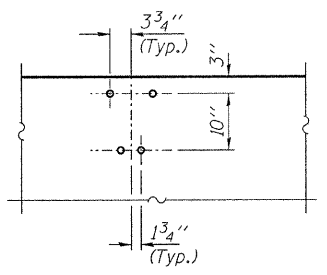
HAMPTON, LENZINI & RENWICK, INC.
 CIVIL & STRUCTURAL ENGINEERS
 LAND SURVEYORS

 3085 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62703
 (217) 546-3400
 PROJECT NUMBER: 12-76-0001-1 DATE: 12/22/08

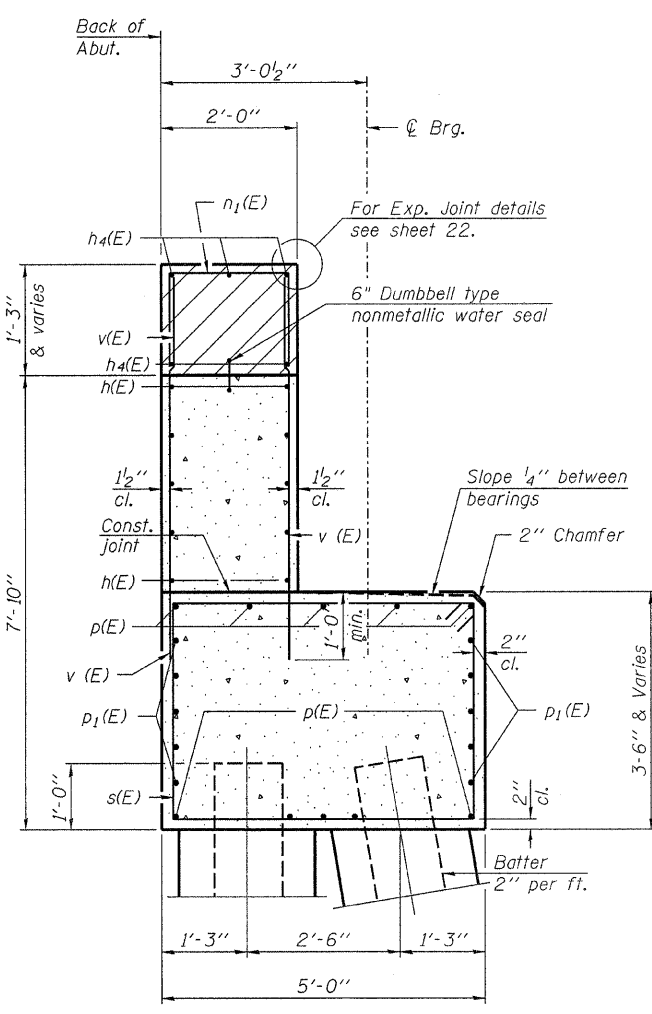
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	28
SANGAMON ROAD DISTRICT		CONTRACT NO. 91385		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



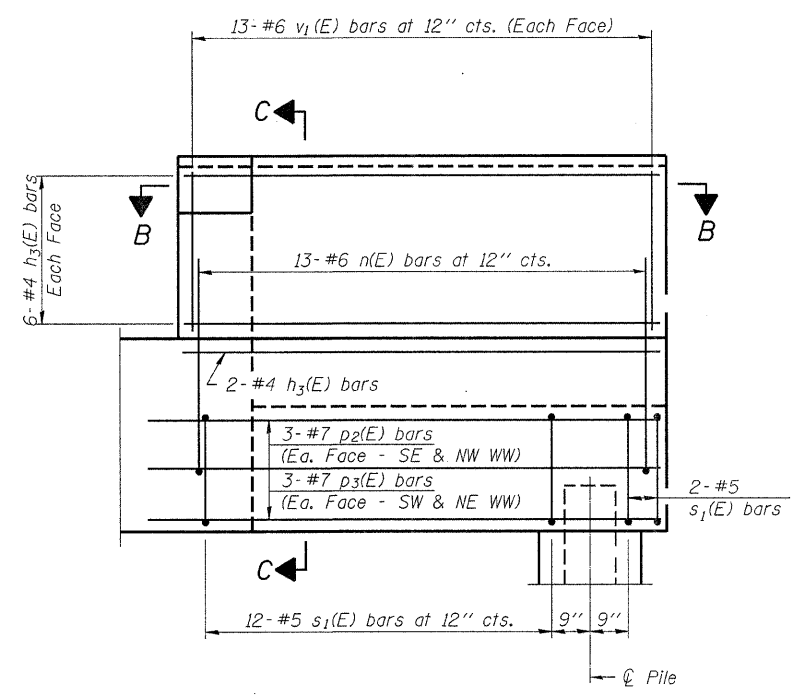
WING WALL ELEVATION
Showing Dimensions



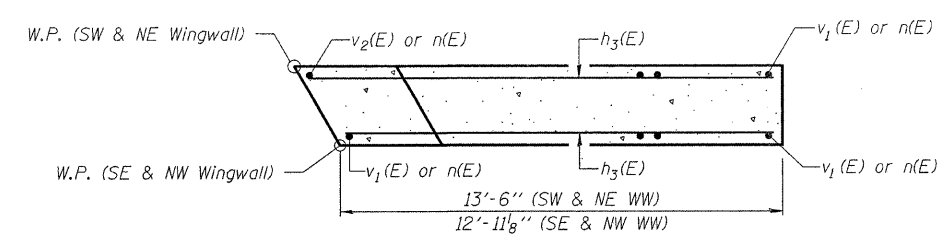
DETAIL A
(Rail Insert Detail)



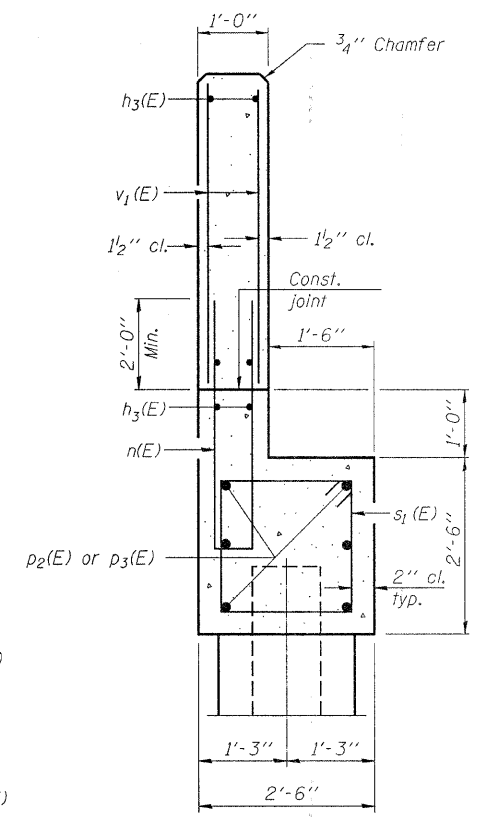
SEC. THRU ABUT.



WING WALL ELEVATION
Showing Reinforcement



SECTION B-B



SECTION C-C

Notes:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure. Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap. For Pile and Concrete Encasement details, see sheet 32.

PILE DATA

Type	Steel HP12x63
No. Req'd. (2 Abut.)	*18
Factored Resistance Available (Rf)	146 Kips/Pile
Nominal Required Bearing (Rn)	309 Kips/Pile (S. Abut.) 305 Kips/Pile (N. Abut.)
Est. Length	38 Ft/Pile (S. Abut.) 36 Ft/Pile (N. Abut.)

Notes: * Includes one test pile to be driven in permanent locations at the South Abutment.

The Steel H-Piles shall be according to AASHTO M270 Grade 50.

The test piles shall be driven to 110 percent of the Nominal Required Bearing indicated in the pile data information.

ABUTMENT DETAILS
STRUCTURE NO. 074-3296

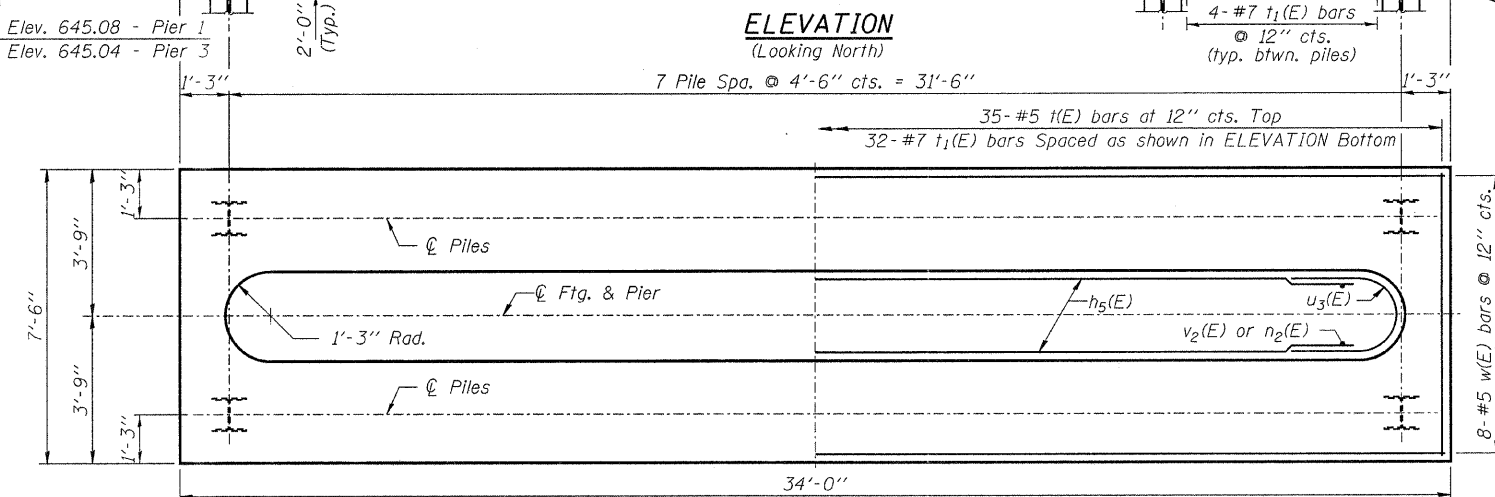
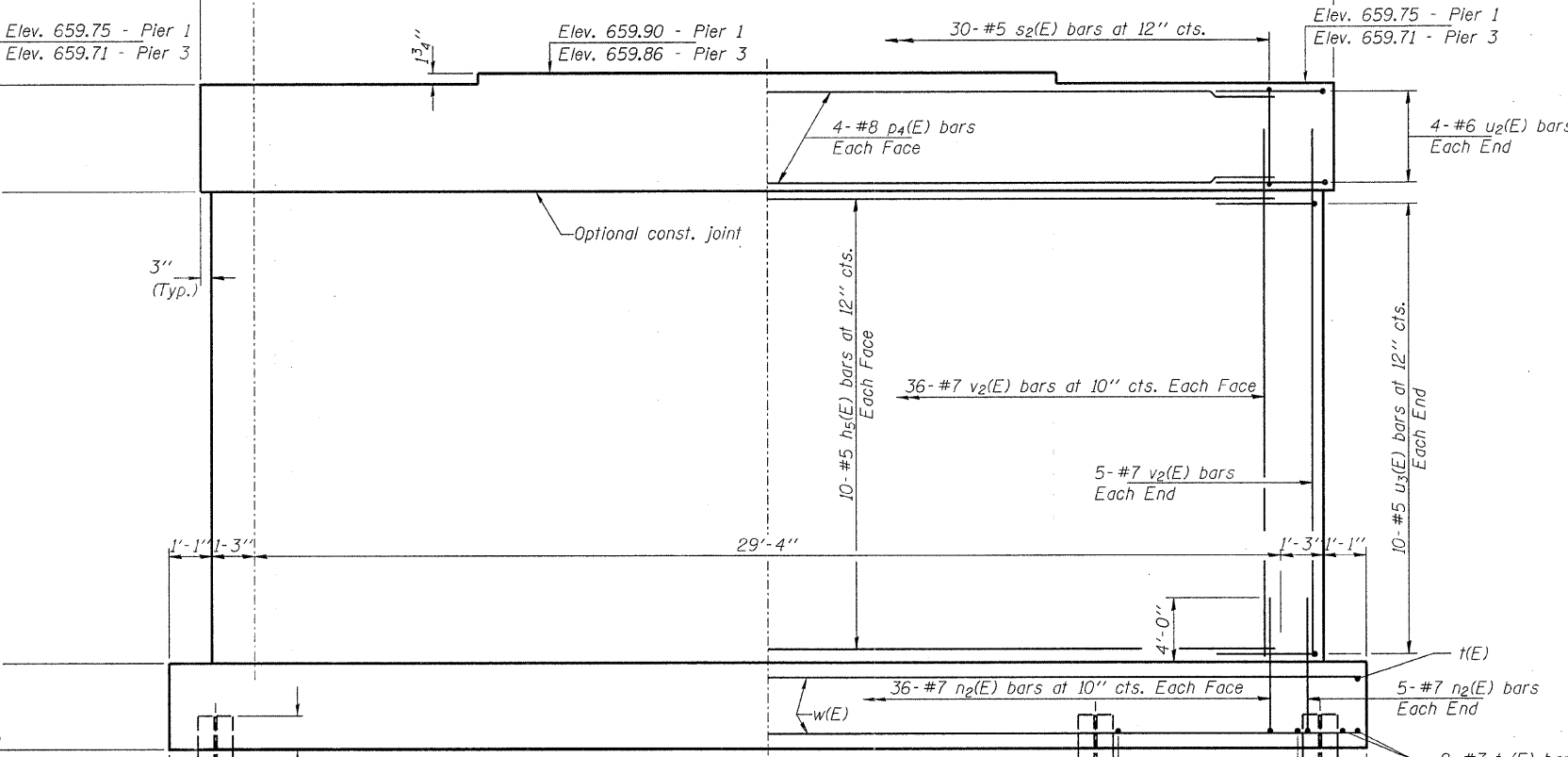
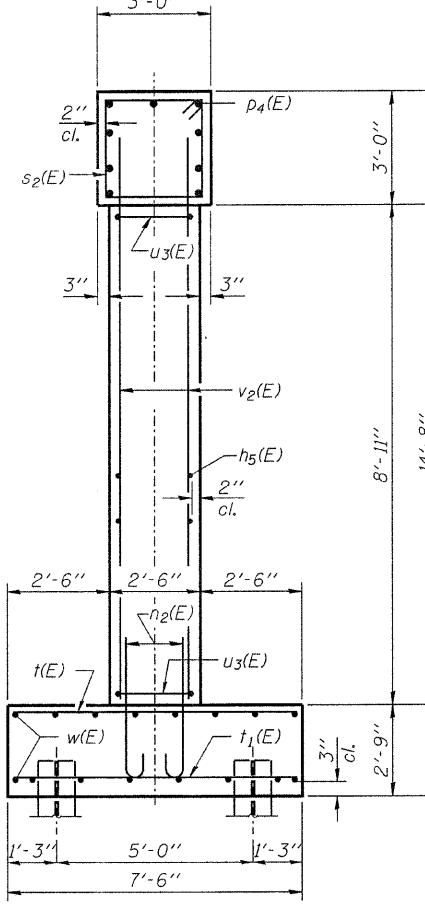
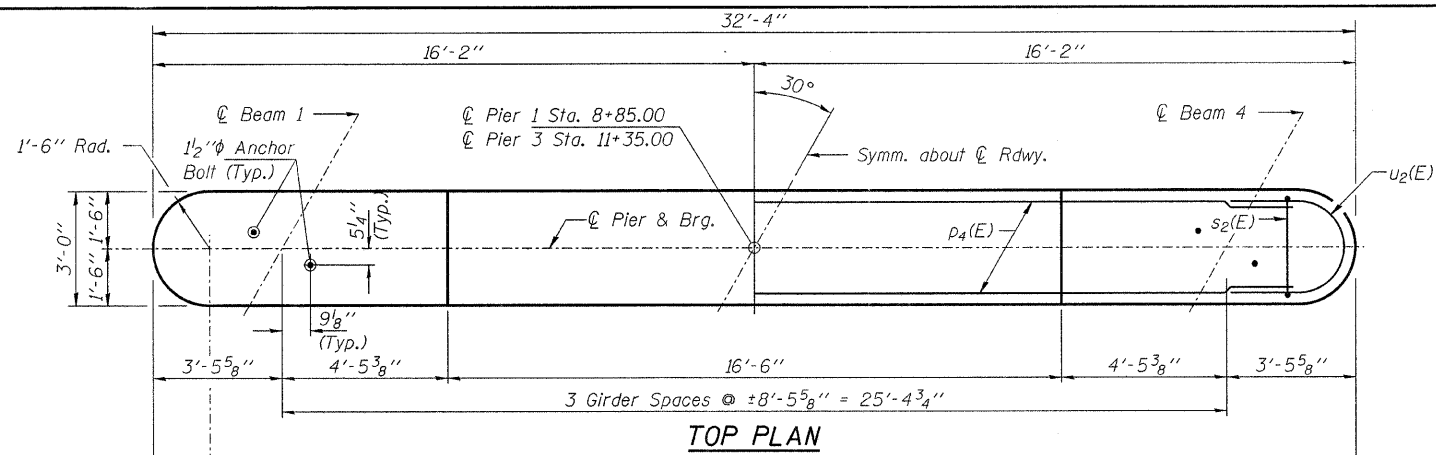
DESIGNED	M.D.C.
CHECKED	S.M.S.
DRAWN	D.A.B.
CHECKED	M.G.B.

A-1-D 10-1-08

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CIVIL & STRUCTURAL ENGINEERS
LAND SURVEYORS
HLR 3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 546-3400
PROJECT NUMBER: 12-75-0001-1 DATE: 12/22/08

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	29
SANGAMON ROAD DISTRICT		CONTRACT NO. 91385		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

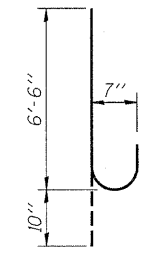
Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 32.



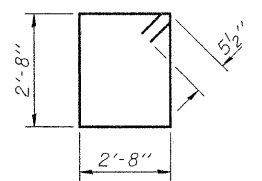
END VIEW

ELEVATION
(Looking North)

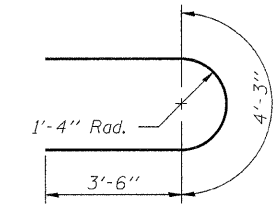
FOOTING PLAN



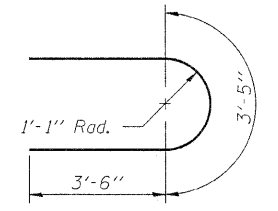
BAR n(E)



BAR s2(E)



BAR u2(E)



BAR u3(E)

**BILL OF MATERIAL
PIERS 1 & 3**

Bar	No.	Size	Length	Shape
h5(E)	40	#5	29'-0"	—
n2(E)	164	#7	7'-4"	U
p4(E)	18	#8	29'-0"	—
s2(E)	60	#5	11'-7"	□
t(E)	70	#5	7'-2"	—
t1(E)	64	#7	7'-2"	—
u2(E)	16	#6	11'-3"	U
u3(E)	40	#5	10'-5"	U
v2(E)	164	#7	10'-11"	—
w(E)	32	#5	33'-8"	—
Structure Excavation			Cu. Yd.	241
Concrete Structures			Cu. Yd.	125.2
Reinforcement Bars, Epoxy Coated			Pound	12,740
Furnishing Steel Piles HP12x84			Foot	992
Driving Piles			Foot	992
Test Pile			Each	1
Steel HP12x84				

PILE DATA

Type..... Steel HP12x84
 No. Req'd. (2 Piers)..... *32
 Factored Resistance Available (Rf)..... 164 Kips/Pile
 Nominal Required Bearing (Rn)..... 391 Kips/Pile (Pier 1)
 440 Kips/Pile (Pier 2)
 Est. Length..... 32 Ft/Pile

Notes: * Includes one test pile to be driven in permanent locations at the Pier 3.

The Steel H-Piles shall be according to AASHTO M270 Grade 50.

The test piles shall be driven to 110 percent of the Nominal Required Bearing indicated in the pile data information.

**PIERS 1 & 3
STRUCTURE NO. 074-3296**

DESIGNED - M.D.C.
CHECKED - S.M.S.
DRAWN - D.A.B.
CHECKED - M.G.B.

PC-1

10-1-08

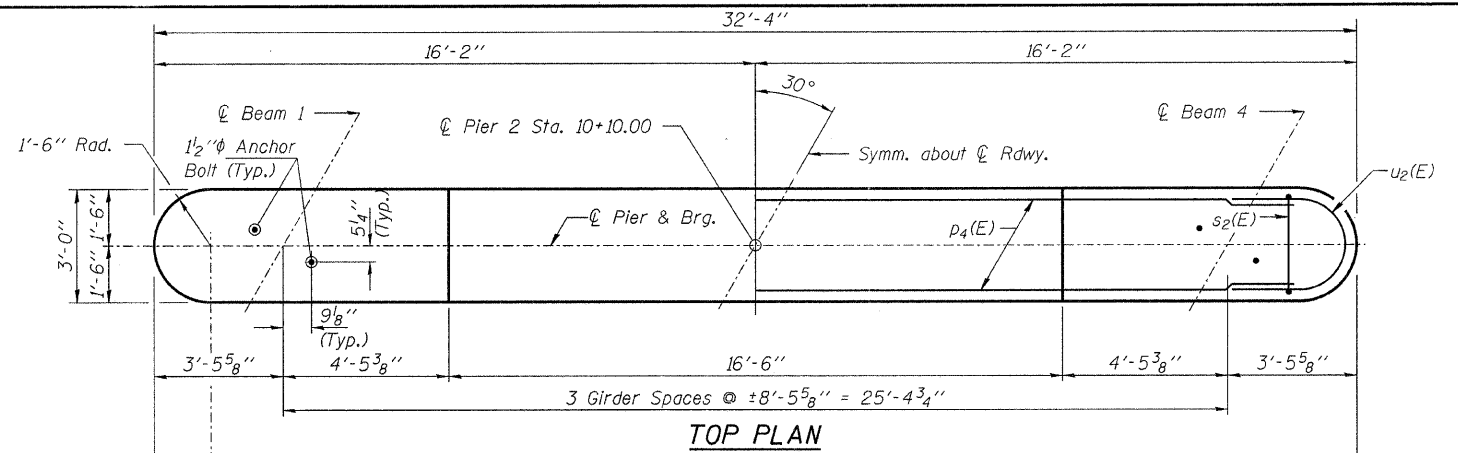
HAMPTON, LENZINI & RENWICK, INC.
 CIVIL & STRUCTURAL ENGINEERS
 LAND SURVEYORS

HLR 3085 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62703
 (217) 548-3400

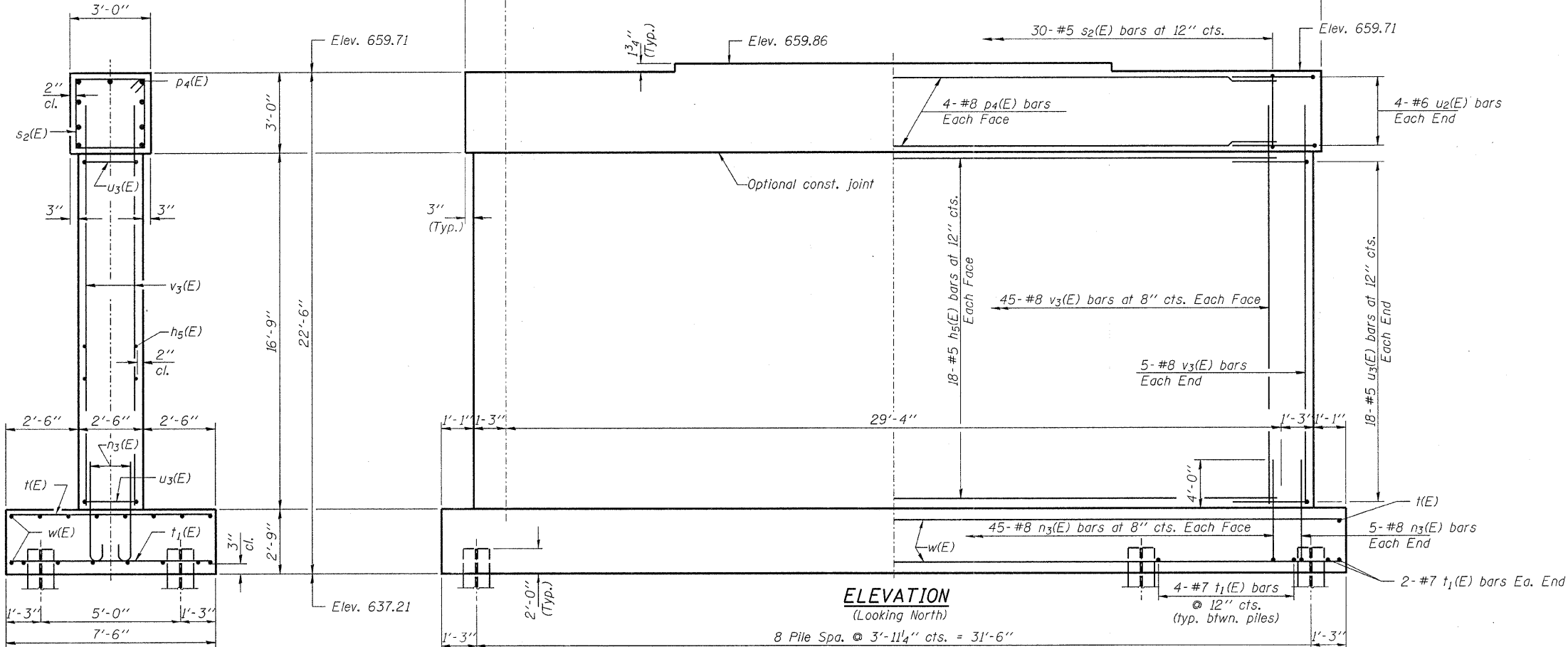
PROJECT NUMBER: 12-76-0001-1 DATE: 12/22/08

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	30
SANGAMON ROAD DISTRICT		CONTRACT NO. 91385		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

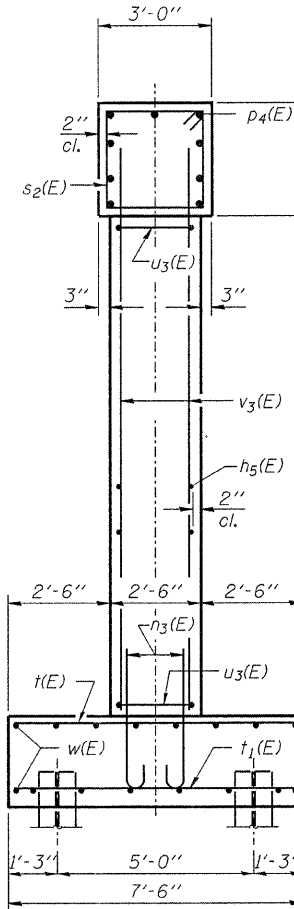
Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 32.



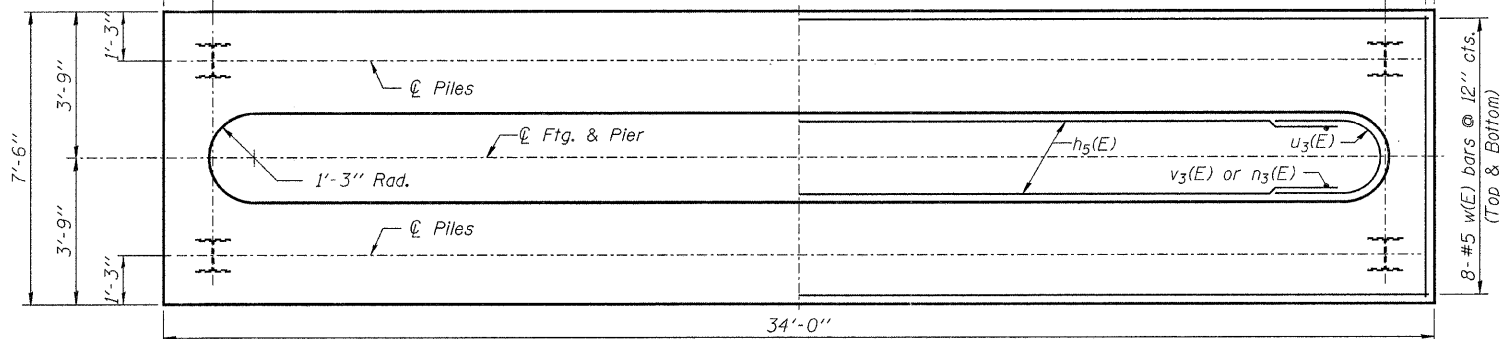
TOP PLAN



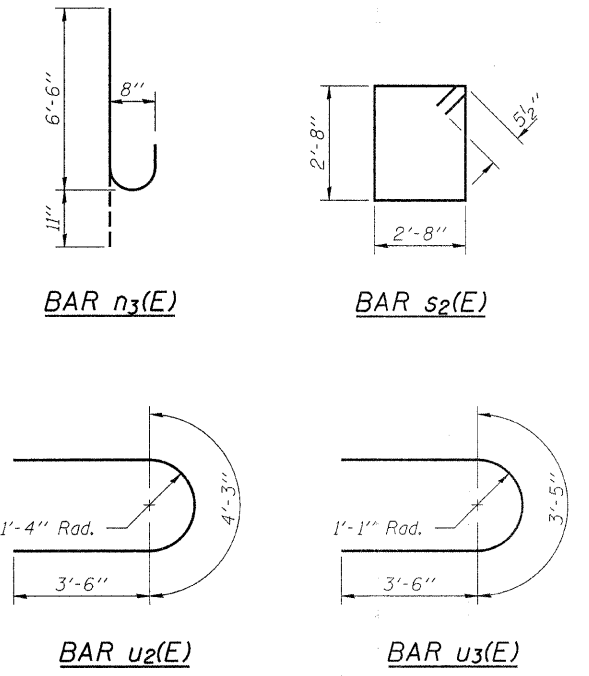
ELEVATION
(Looking North)



END VIEW



FOOTING PLAN



BAR n3(E)

BAR s2(E)

BAR u2(E)

BAR u3(E)

BILL OF MATERIAL
PIER 2

Bar	No.	Size	Length	Shape
h5(E)	36	#5	29'-0"	—
n3(E)	100	#8	7'-5"	U
p4(E)	9	#8	29'-0"	—
s2(E)	30	#5	11'-7"	□
t(E)	35	#5	7'-2"	—
t1(E)	36	#7	7'-2"	—
u2(E)	8	#6	11'-3"	U
u3(E)	36	#5	10'-5"	U
v3(E)	100	#8	19'-4"	—
w(E)	16	#5	33'-8"	—
Concrete Structures		Cu. Yd.	85.3	
Reinforcement Bars		Pound	11,170	
Epoxy Coated				
Furnishing Steel		Foot	612	
Piles HP12x84		Foot	612	
Driving Piles		Foot	612	

PILE DATA

Type Steel HP12x84
 No. Req'd. (1 Pier) 18
 Factored Resistance Available (Rf) 186 Kips/Pile
 Nominal Required Bearing (Rn) 502 Kips/Pile
 Est. Length 34 Ft/Pile

Notes: The Steel H-Piles shall be according to AASHTO M270 Grade 50.

PIER 2
STRUCTURE NO. 074-3296

DESIGNED - M.D.C.
CHECKED - S.M.S.
DRAWN - D.A.B.
CHECKED - M.G.B.

PC-1

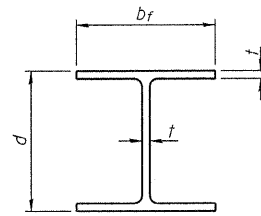
10-1-08

HAMPTON, LENZINI & RENWICK, INC.
 CIVIL & STRUCTURAL ENGINEERS
 LAND SURVEYORS

HLR 3085 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62703
 (217) 548-3400

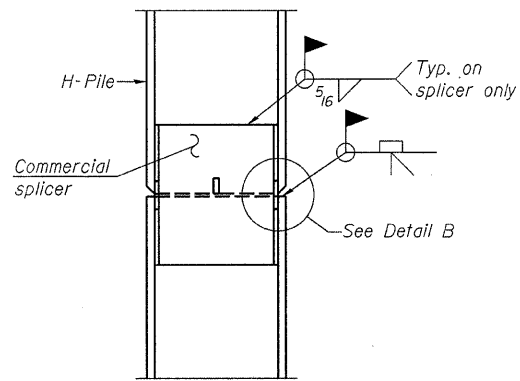
PROJECT NUMBER: 12-76-0001-1 DATE: 12/22/08

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	31
SANGAMON ROAD DISTRICT		CONTRACT NO. 91385		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

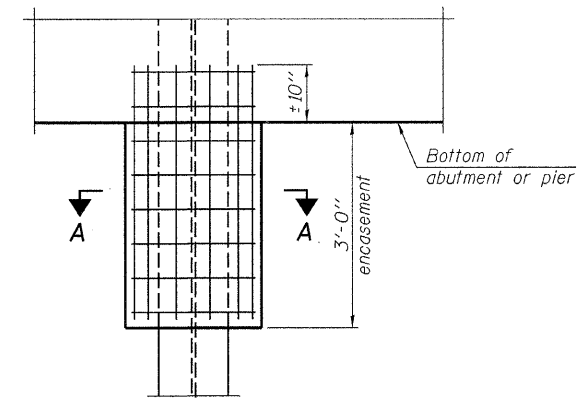


STEEL PILE TABLE

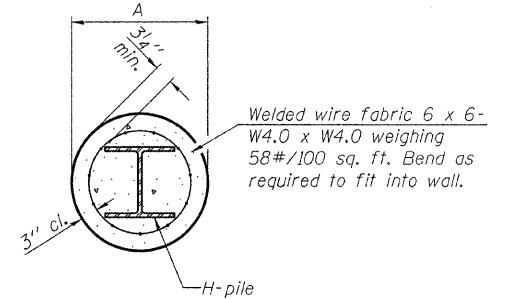
Designation	Depth d	Flange width b _f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53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



ELEVATION



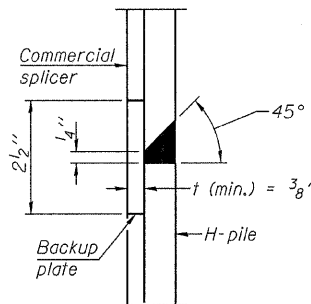
ELEVATION



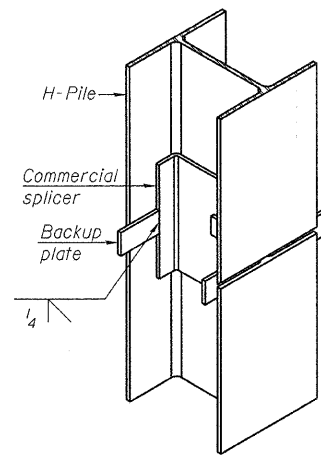
SECTION A-A

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

PILE ENCASEMENT

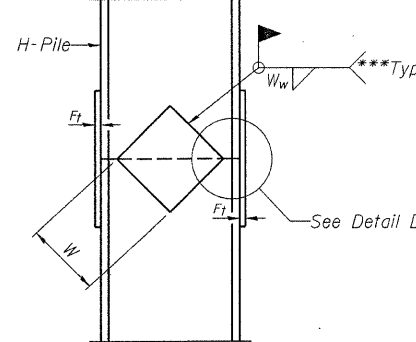


DETAIL "B"

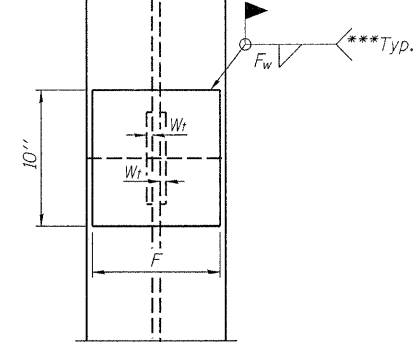


ISOMETRIC VIEW

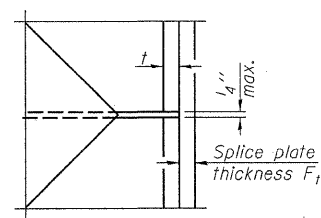
WELDED COMMERCIAL SPLICE



ELEVATION



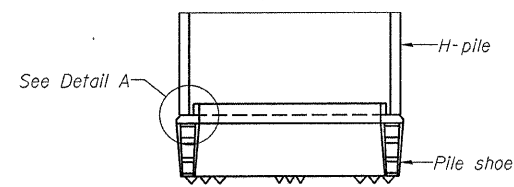
END VIEW



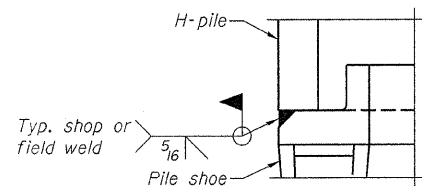
DETAIL D

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

WELDED PLATE FIELD SPLICE

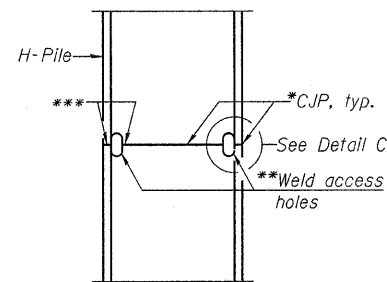


ELEVATION

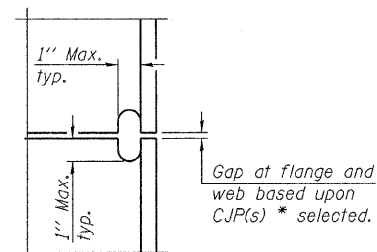


DETAIL A

H-PILE SHOE ATTACHMENT



ELEVATION



DETAIL C

COMPLETE PENETRATION WELD SPLICE

- * Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.
- ** Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.
- *** Interrupt welds 1/4" from end of each pile.

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

**HP PILE DETAILS
STRUCTURE NO. 074-3296**

DESIGNED - M.D.C.
CHECKED - S.M.S.
DRAWN - D.A.B.
CHECKED - M.G.B.

F-HP

10-1-08

HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS
LAND SURVEYORS

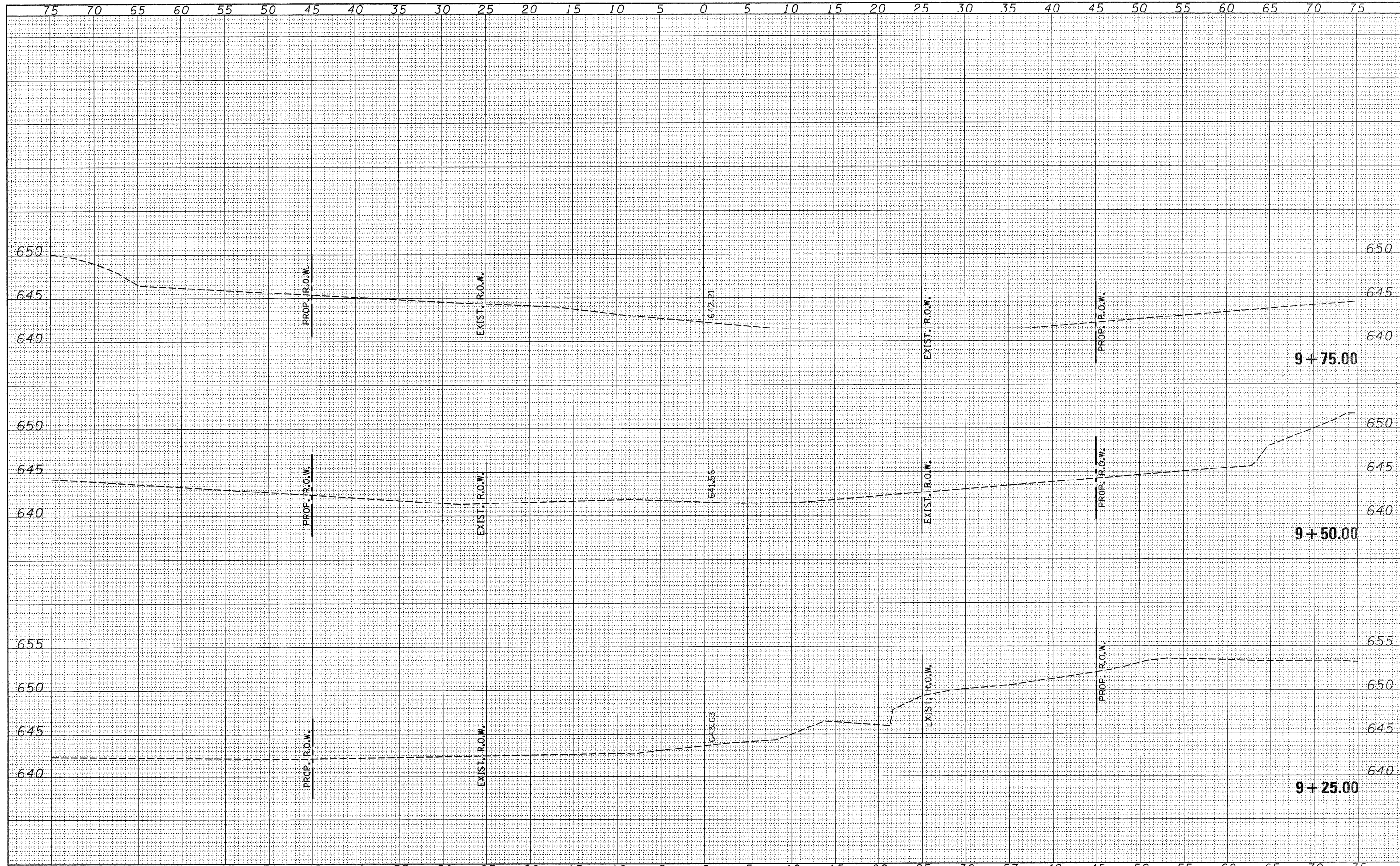
HLR 3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 548-3400

PROJECT NUMBER: 12-75-0001-1 DATE: 12/22/08

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	32
SANGAMON ROAD DISTRICT		CONTRACT NO. 91385		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

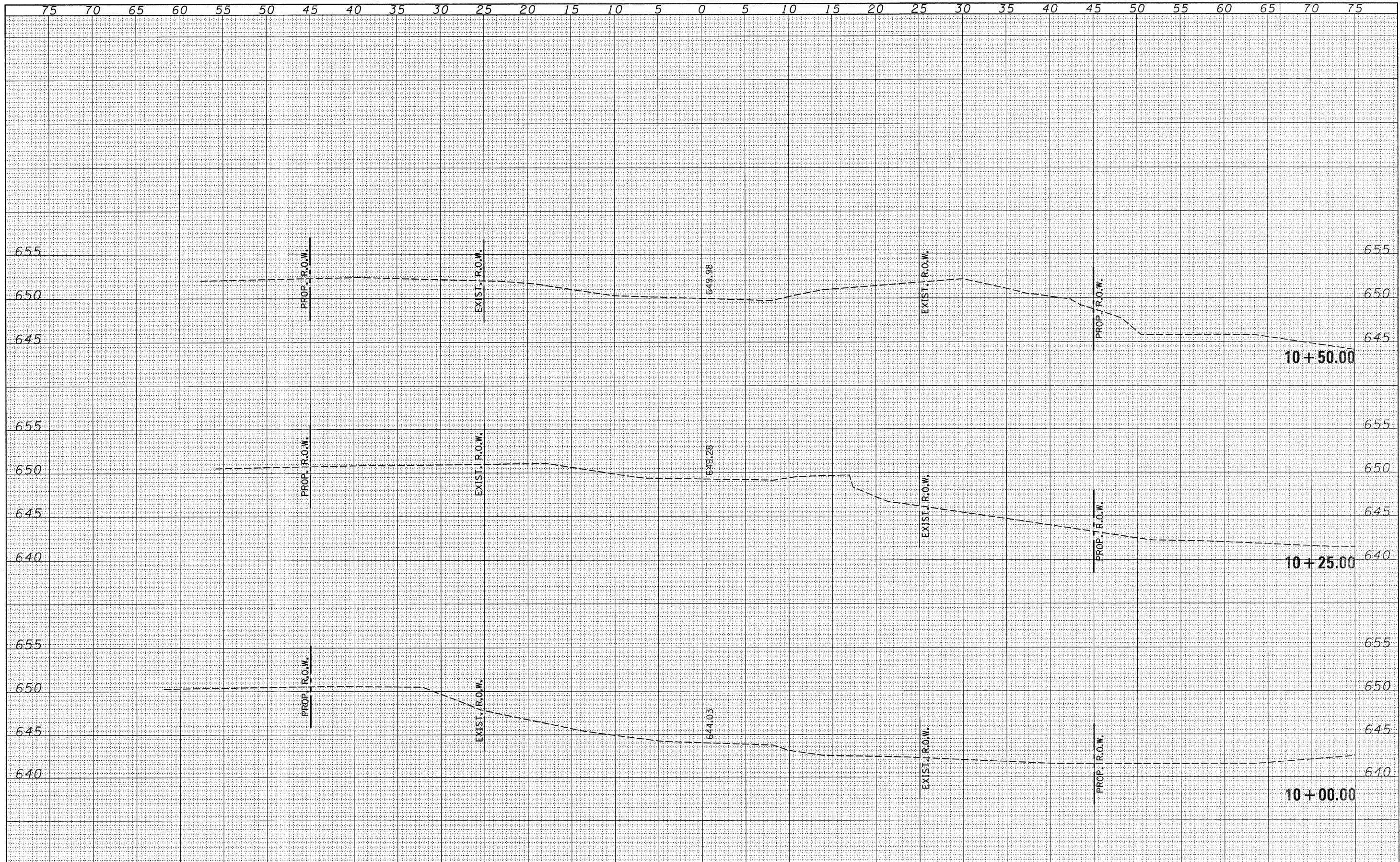
ORIGINAL SURVEY	DATE
SURVEYED	BY
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS	
AREAS CHECKED	
NO.	



FILE NAME = 75901-sht-sxs.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS COUNTY HIGHWAY DEPARTMENT	HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS LAND SURVEYORS	CROSS SECTIONS - T.R. 154		T.R. 154	SECTION 03-06130-00-BR	COUNTY PIATT	TOTAL SHEETS 57	SHEET NO. 43	
PLOT SCALE =	CHECKED -	REVISED -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. 9+25.00 TO STA. 9+75.00	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT	CONTRACT NO. 91385			
PLOT DATE = 12/23/2008	DATE - 11-19-07	REVISED -	REVISED -										

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

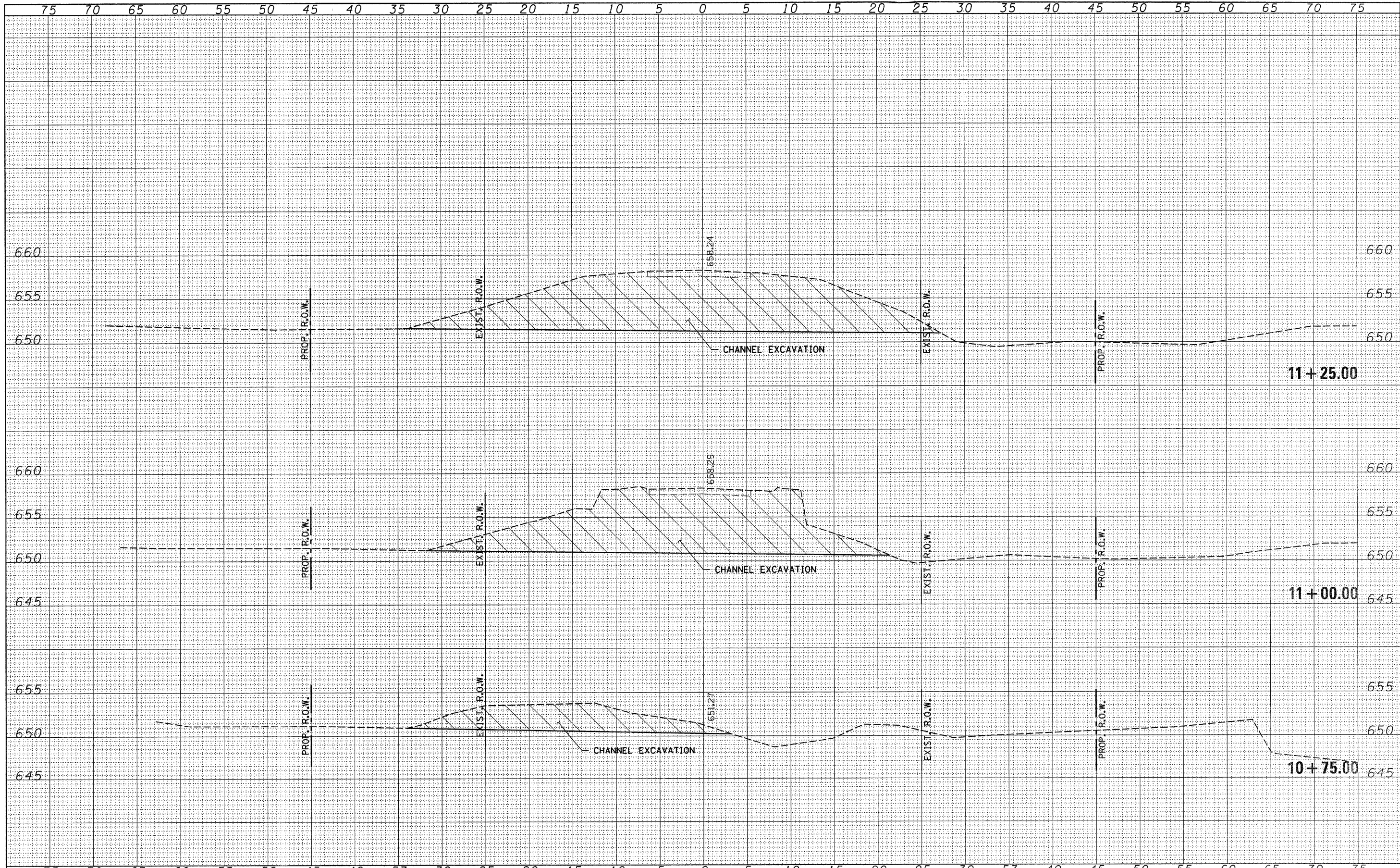
ORIGINAL SURVEY	DATE
SUBMITTED	BY
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



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PLOT SCALE =	CHECKED -	REVISED -	CONTRACT NO. 91385								
PLOT DATE = 12/23/2008	DATE - 11-19-07	REVISED -	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT								
SCALE: SHEET NO. OF SHEETS			STA. 10+00.00 TO STA. 10+50.00								

DATE	
BY	
APPROVED	
SURVEY	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS	
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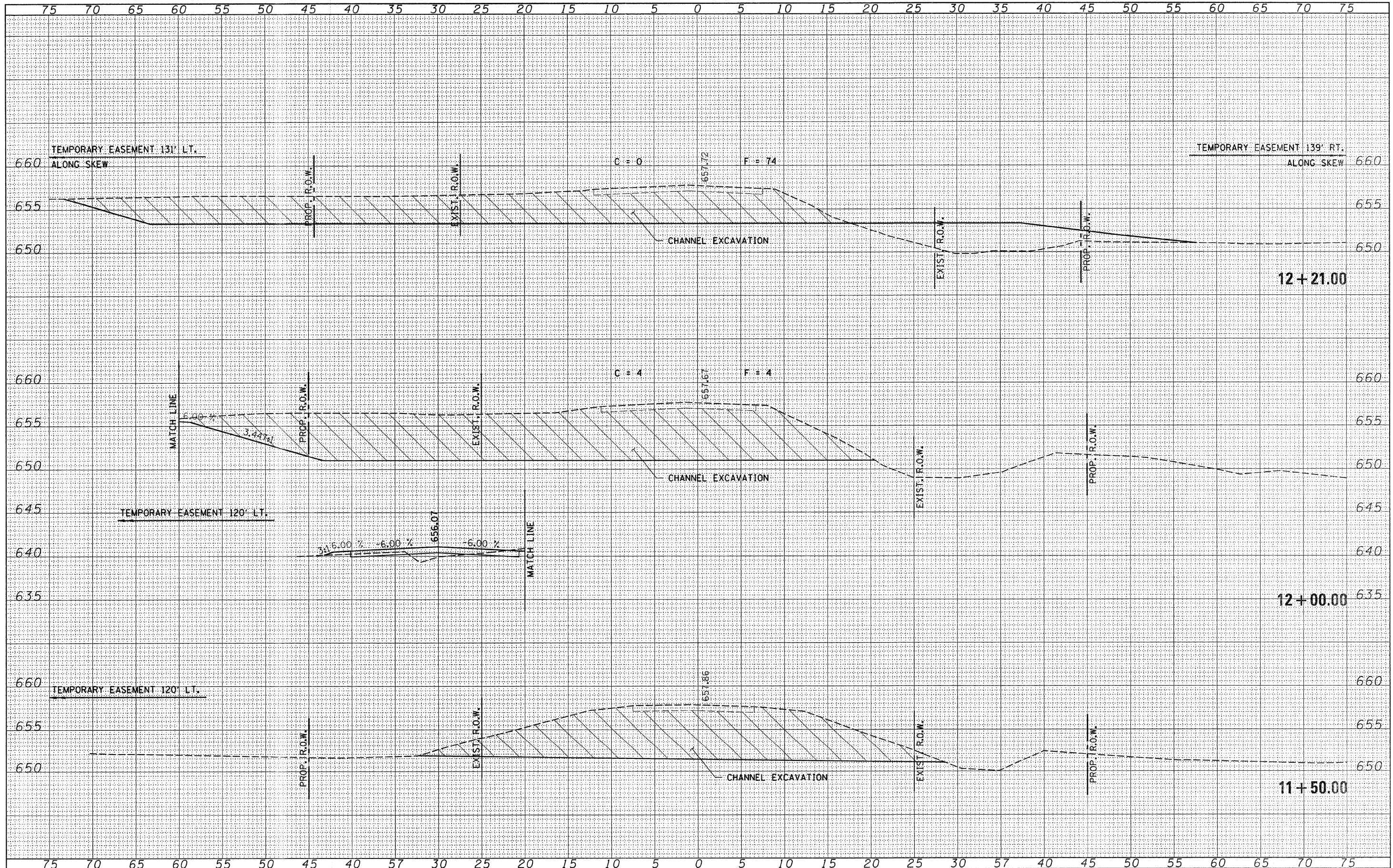
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APPROVED	
SURVEY	
PLOTTED	
TEMPLATE	
NOTE BOOK	
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PLOT SCALE =	CHECKED -	REVISED -	154				03-06130-00-BR	PIATT	57	45	
PLOT DATE = 12/23/2008	DATE - 11-19-07	REVISED -	CONTRACT NO. 91385								
SCALE:	SHEET NO. OF SHEETS	STA. 10+75.00 TO STA. 11+25.00	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT								

DATE	
BY	
DESIGNED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS	
CHECKED	
NO.	

DATE	
BY	
DESIGNED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS	
CHECKED	
NO.	



FILE NAME = 75001-sh-t-sxs.dgn

USER NAME =	DESIGNED - L.F.S.	REVISED -
	DRAWN - TWK	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 12/23/2008	DATE - 11-19-07	REVISED -

STATE OF ILLINOIS
COUNTY HIGHWAY DEPARTMENT

HLR HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS
LAND SURVEYORS

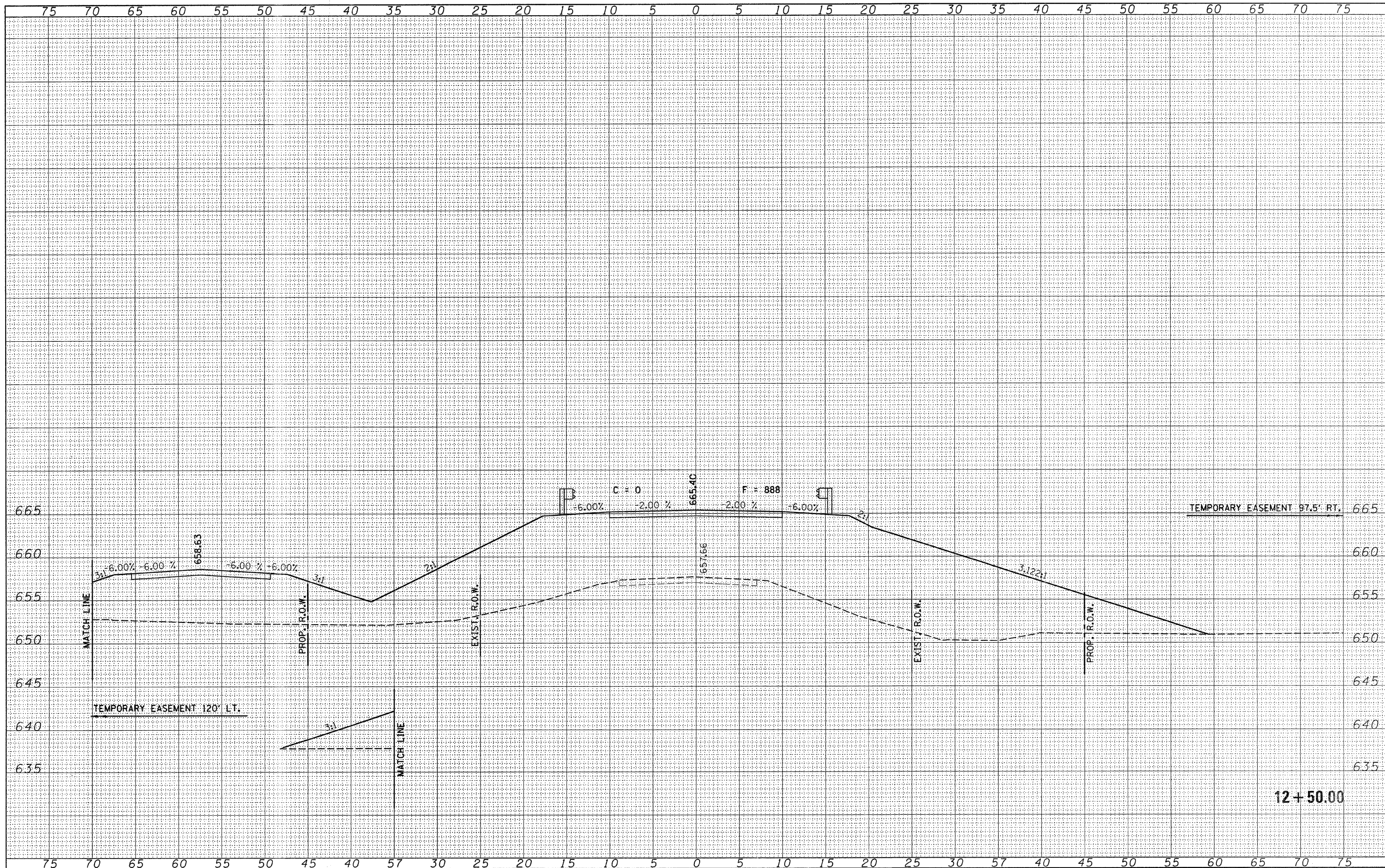
CROSS SECTIONS - T.R. 154
PIATT COUNTY

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	46
CONTRACT NO. 91385				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

SCALE: SHEET NO. OF SHEETS STA. 11+50.00 TO STA. 12+21.00

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

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



12+50.00

FILE NAME = 75001-sht-sxs.dgn

USER NAME =	DESIGNED - L.F.S.	REVISED -
	DRAWN - TWK	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 12/23/2008	DATE - 11-19-07	REVISED -

STATE OF ILLINOIS
COUNTY HIGHWAY DEPARTMENT

HLR HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS
LAND SURVEYORS

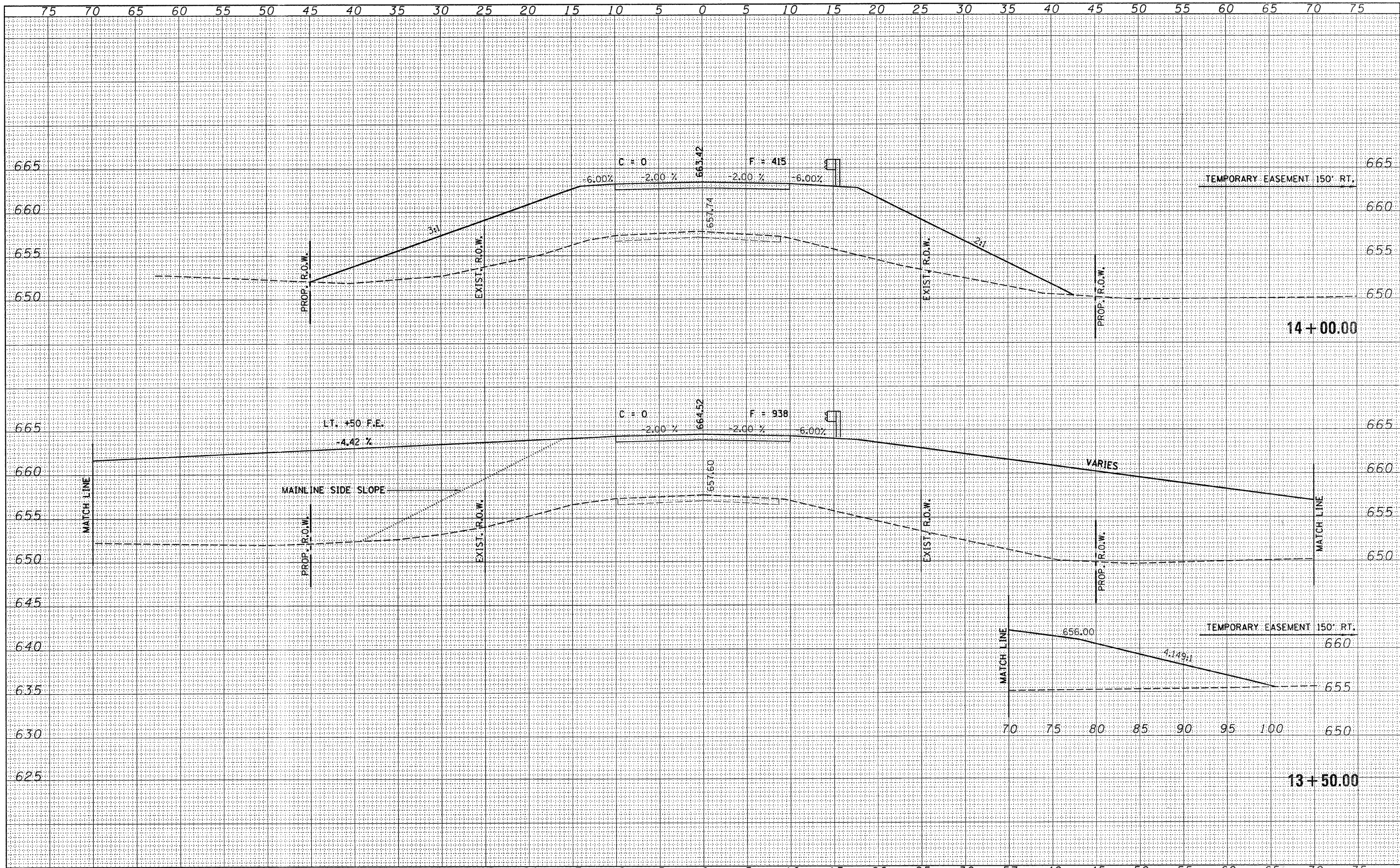
CROSS SECTIONS - T.R. 154
PIATT COUNTY

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	47
CONTRACT NO. 91385				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

SCALE: SHEET NO. OF SHEETS STA. 12+50.00 TO STA. 12+50.00

DATE	
BY	
FINAL SURVEY	
REVIEWED	
NOTED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
REVIEWED	
NOTED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME = 75001-shr-sxs.dgn

USER NAME =	DESIGNED - L.F.S.	REVISED -
	DRAWN - TWK	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 12/23/2008	DATE - 11-19-07	REVISED -

STATE OF ILLINOIS
COUNTY HIGHWAY DEPARTMENT

HLR HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS
LAND SURVEYORS

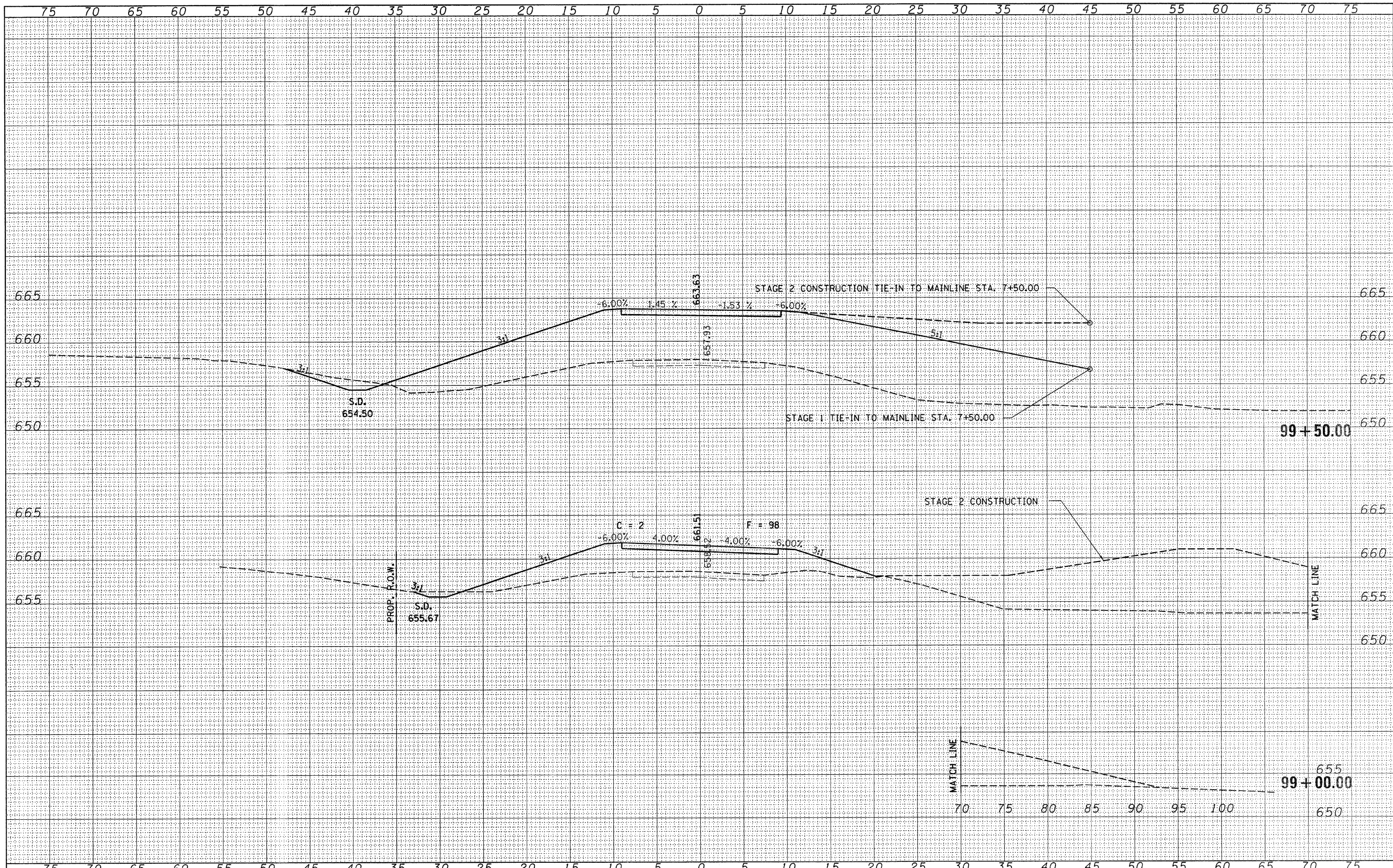
CROSS SECTIONS - T.R. 154
PIATT COUNTY

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	49
CONTRACT NO. 91385				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

SCALE: SHEET NO. OF SHEETS STA. 13+50.00 TO STA. 14+00.00

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

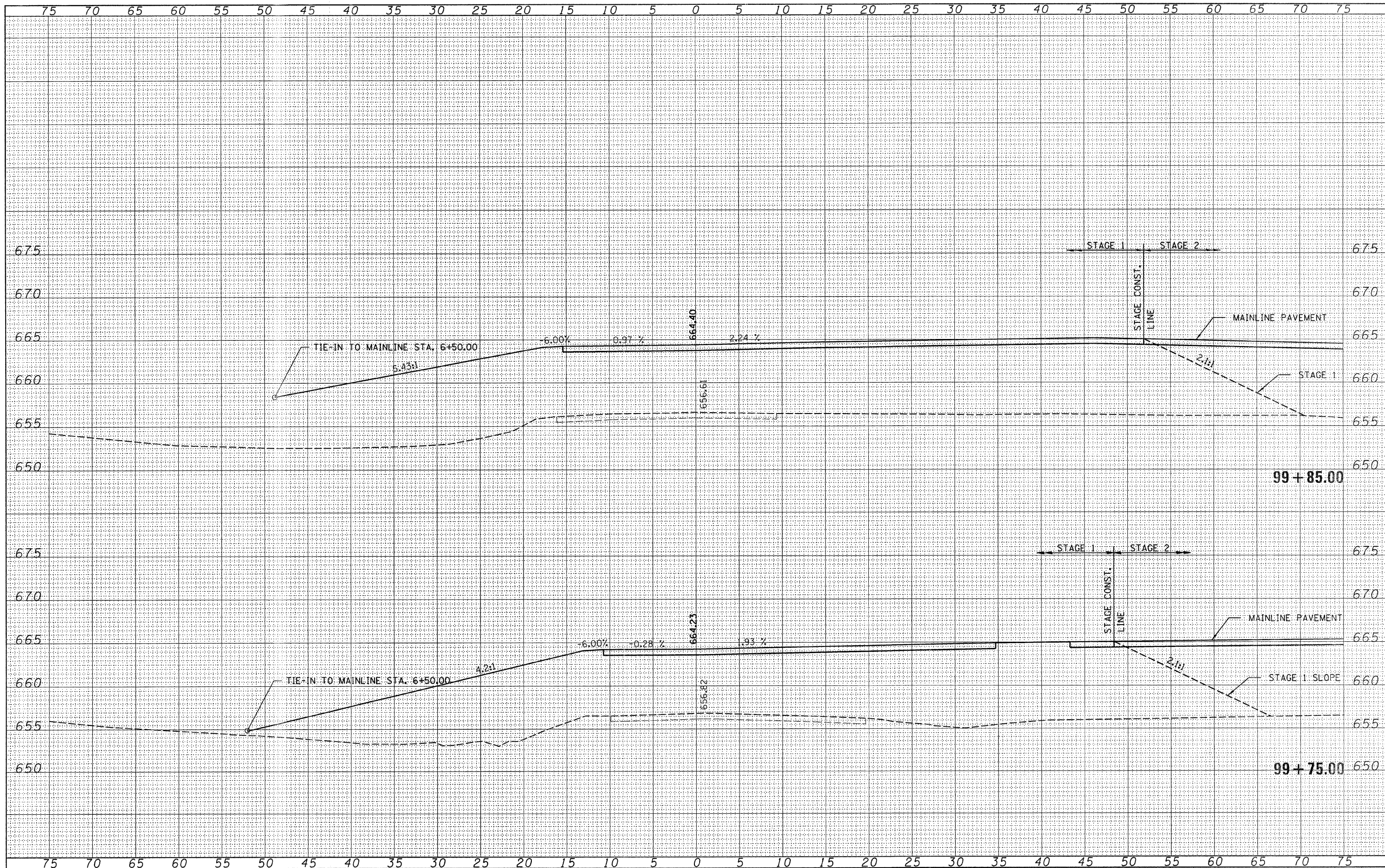
DATE	
BY	
ORIGINAL SURVEY	REVIEWED
NOTE BOOK NO.	PLOTTED
	TEMPLATE
	AREAS
	CHECKED



FILE NAME = 75001-shr-exs_SR.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -	STATE OF ILLINOIS ILLINOIS DEPARTMENT OF TRANSPORTATION	HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS LAND SURVEYORS	CROSS SECTIONS		T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - TWK	REVISED -			154	03-06130-00-BR	PIATT	57	53		
	PLOT DATE = 12/23/2008	CHECKED - S.W.M.	REVISED -			CONTRACT NO. 91385						
		DATE - 10/21/08	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT						
				SCALE:		SHEET NO. OF SHEETS		STA. 99+00.00 TO STA. 99+50.00				

DATE	
BY	
REVIEWED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS	
CHECKED	

DATE	
BY	
REVIEWED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS	
CHECKED	



FILE NAME = 75001-aht-sxs_SR.dgn
 USER NAME =
 PLOT SCALE =
 PLOT DATE = 12/23/2008

DESIGNED -	L.F.S.	REVISED -	
DRAWN -	TWK	REVISED -	
CHECKED -	S.W.M.	REVISED -	
DATE -	10/21/08	REVISED -	

STATE OF ILLINOIS
 ILLINOIS DEPARTMENT OF TRANSPORTATION

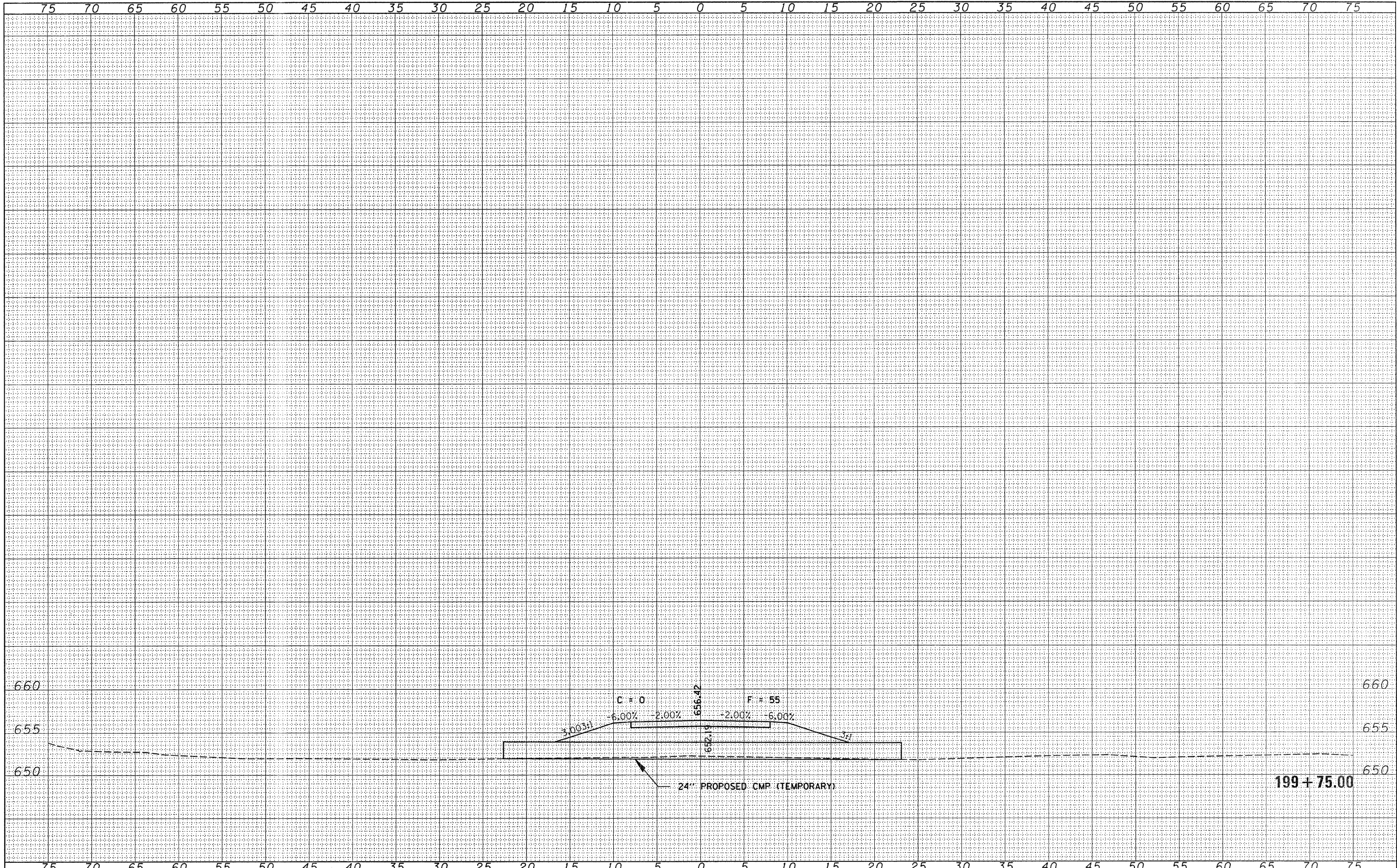
HLR HAMPTON, LENZINI & RENWICK, INC.
 CIVIL & STRUCTURAL ENGINEERS
 LAND SURVEYORS

CROSS SECTIONS
 SIDE ROAD
 STA. 99+75.00 TO STA. 99+85.00

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
154	03-06130-00-BR	PIATT	57	55
CONTRACT NO.			91385	
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

DATE	
BY	
ORIGINAL SURVEY	
COPIED TO PLOTTED	
NOTE BOOK	
TEMP. AREAS	
PLATE AREAS	
CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
COPIED TO PLOTTED	
NOTE BOOK	
TEMP. AREAS	
PLATE AREAS	
CHECKED	



FILE NAME = 75001-shr-sxs_TempSR.dgn	USER NAME =	DESIGNED - L.F.S.	REVISD -	STATE OF ILLINOIS ILLINOIS DEPARTMENT OF TRANSPORTATION	HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS LAND SURVEYORS	CROSS SECTIONS TEMP. SIDE ROAD	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - TWK	REVISD -				154	03-06130-00-BR	PIATT	57	57
PLOT SCALE =		CHECKED - S.W.M.	REVISD -				CONTRACT NO. 91385				
PLOT DATE = 12/23/2008		DATE - 10/8/07	REVISD -				SCALE:	SHEET NO. OF SHEETS	STA. 199+75.00 TO STA. 199+75.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT