

11/18/2022 LETTING ITEM 095

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 452	20-00130-15-BR	FULTON	72	1
FED. ROAD DIST. NO.		ILLINOIS CONTRACT NO. 89796		

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1.	COVER SHEET
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3.	SCHEDULE OF QUANTITIES
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SEE SHEET 3 FOR HIGHWAY STANDARDS:

PLANS FOR PROPOSED
SURFACE TRANSPORTATION PROGRAM – BRIDGE

PROJECT GWFM(991)
SECTION 20-00130-15-BR
FULTON COUNTY
C.H. 2 / F.A.S. 452
PROPOSED STRUCTURE NO. 029-3216
C-94-125-20



UTILITIES

SPOON RIVER ELECTRIC
930 S 5TH AVE
CANTON, IL 61520

AT&T
1000 COMMERCE DRIVE
OAK BROOK, IL 60523

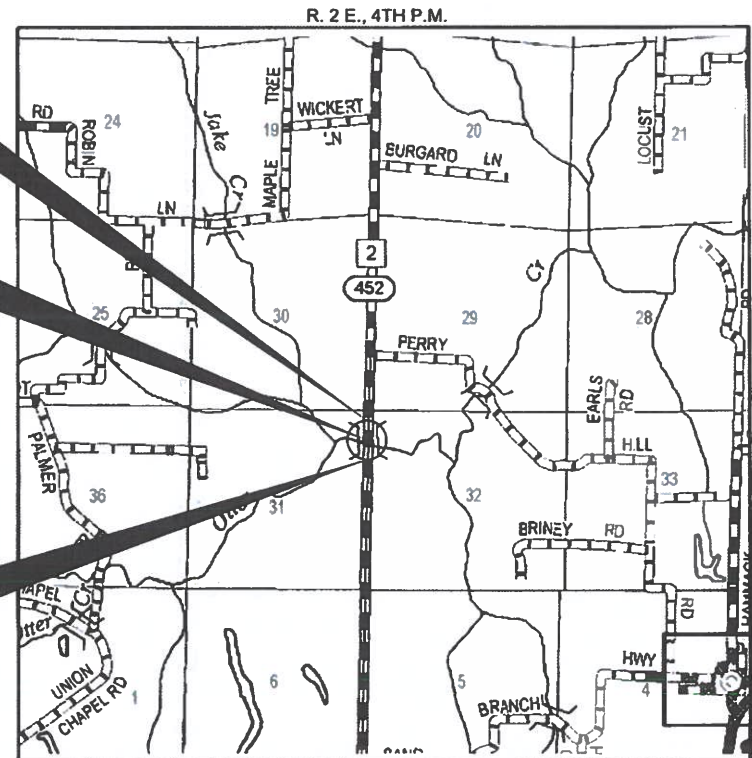
VILLAGE OF IPAVA
80 W MAIN STREET
IPAVA, IL 61441

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

STA. 9+84
STEEL PLATE GIRDER BRIDGE WITH CONCRETE DECK
TWO SPANS: 80'-0", 65'-0"
32'-0" RDWY., SKEW = 15°
EXISTING STRUCTURE NO. 029-3016
PROPOSED STRUCTURE NO. 029-3216

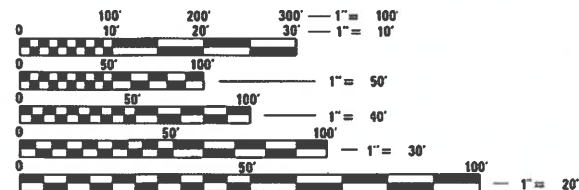
IMPROVEMENT ENDS
STATION 13+50

IMPROVEMENT BEGINS
STATION 6+00



LOCATION MAP

APPROXIMATE SCALE: 0 1/2 MILE
NET LENGTH OF SECTION = 750 FEET = 0.142 MILES
GROSS LENGTH OF SECTION = 750 FEET = 0.142 MILES



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

FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR (400 ADT)
DESIGN SPEED: 40 MPH
DESIGN TRAFFIC: 400 ADT

CATALOG NO. 036108-00
CONTRACT NO. 89796 PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS



WARNING

CALL 811
BEFORE YOU DIG
DIG NO: A2531141

ILLINOIS DEPARTMENT OF TRANSPORTATION

APPROVED **SEPTEMBER 7th 2022**
Kurt J. Met
COUNTY ENGINEER

PASSED **09/16/2022**
Tony Cassinella SA
DISTRICT FOUR ENGINEER OF LOCAL ROADS & STREETS

Releasing For Bid Based on Limited Review
9/16 2022
Ronald A. Barnett SA
REGION THREE ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DATE: 08/09/2022

EXPIRES: 11/30/2023

HAMPTON, LENZINI AND RENWICK, INC.
CIVIL ENGINEERS - STRUCTURAL ENGINEERS - LAND SURVEYORS

HLR
3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
217.546.3400 www.hlrengineering.com

184.000959
ILLINOIS PROFESSIONAL DESIGN FIRM L5 / PE / SE CORPORATION

PROJECT NUMBER: 21.0515.130
DATE: 08/09/2022

SUMMARY OF QUANTITIES			
CODE NO.	ITEM	CONSTRUCTION TYPE CODE 0010	
		UNIT	TOTAL QUANTITY
20100500	TREE REMOVAL, ACRES	ACRE	0.2
20200100	EARTH EXCAVATION	CU YD	745
20300100	CHANNEL EXCAVATION	CU YD	1,490
20400800	FURNISHED EXCAVATION	CU YD	2,295
25100630	EROSION CONTROL BLANKET	SQ YD	4,026
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	82
28000400	PERIMETER EROSION BARRIER	FOOT	1,296
28100209	STONE RIPRAP, CLASS A5	TON	1,500
28200200	FILTER FABRIC	SQ YD	1,430
28300400	AGGREGATE DITCH	TON	61
35100100	AGGREGATE BASE COURSE, TYPE A	TON	939
40200100	AGGREGATE SURFACE COURSE, TYPE A	TON	104
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	2,834
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	907
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	176
40604050	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	TON	106
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	93
48101200	AGGREGATE SHOULDERS, TYPE B	TON	261
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	185
50200300	COFFERDAM EXCAVATION	CU YD	218
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1
50300225	CONCRETE STRUCTURES	CU YD	73.3
50300255	CONCRETE SUPERSTRUCTURE	CU YD	151.7
50300260	BRIDGE DECK GROOVING	SQ YD	644
50300265	SEAL COAT CONCRETE	CU YD	30
50300280	CONCRETE ENCASEMENT	CU YD	9.9
50300300	PROTECTIVE COAT	SQ YD	777
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	85.3
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1
50500505	STUD SHEAR CONNECTORS	EACH	3,260
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	81,800
50901050	STEEL RAILING, TYPE SM	FOOT	354
51201700	FURNISHING STEEL PILES HP12X74	FOOT	760
51202305	DRIVING PILES	FOOT	760
51203700	TEST PILE STEEL HP12X74	EACH	2
51500100	NAME PLATES	EACH	1
52100520	ANCHOR BOLTS, 1"	EACH	30
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	50
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	60

^ SEE SPECIAL PROVISIONS

* SPECIALTY ITEMS

SUMMARY OF QUANTITIES			
CODE NO.	ITEM	CONSTRUCTION TYPE CODE 0010	
		UNIT	TOTAL QUANTITY
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	3
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	110
60108104	PIPE UNDERDRAINS, TYPE 1, 4"	FOOT	105
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	13
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1
* 63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	1
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1
67100100	MOBILIZATION	L SUM	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,500
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	68
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	2,788
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	7
^ X2501000	SEEDING, CLASS 2 (SPECIAL)	ACRE	0.9
* X6310008	TRAFFIC BARRIER TERMINAL TYPE 6A (SPECIAL)	EACH	1
* X6330725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	50
^ X7011006	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	EACH	1
^ Z0013798	CONSTRUCTION LAYOUT	L SUM	1

^ SEE SPECIAL PROVISIONS

* SPECIALTY ITEMS

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2022", (HERE IN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS, THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE DETAILS IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE DOCUMENTS.
 - ALL CLEARING, GRUBBING, FENCE REMOVAL, PAVEMENT REMOVAL, AND REMOVAL OF EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. ALL AGGREGATE AND BITUMINOUS PAVEMENT SHALL BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR IN A METHOD APPROVED BY THE ENGINEER. REMOVAL AND DISPOSAL OF PAVEMENT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
 - WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
 - ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARD OF THE DEPARTMENT.
 - THE LOCATION ON THE PLANS OF EXISTING DRAINAGE STRUCTURES, TELEPHONE LINES, ELECTRIC LINES, WATER SERVICE LINES, GAS MAINS, AND OTHER UTILITY FACILITIES AS SHOWN ON THE PLANS ARE BASED ON FIELD INVESTIGATIONS AND THE BEST INFORMATION AVAILABLE, BUT THE LOCATIONS ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE INDIVIDUAL UTILITY COMPANIES AND BY FIELD INSPECTION.
- | BITUMINOUS MATERIALS APPLICATION RATES | |
|--|----------------|
| SURFACE TYPE | RESIDUAL RATE |
| AGGREGATE BASE (PRIME COA) | 0.250 LB/SQ FT |
| MILLED HMA OR PCC (TACK CO) | 0.080 LB/SQ FT |
| EXISTING PAVEMENT (TACK CO) | 0.050 LB/SQ FT |
| TACK COAT (BETWEEN LIFTS) | 0.080 LB/SQ FT |
- THE FINAL SURFACE OF ALL EMBANKMENT AREAS SHALL BE SEEDED. THE TOP 4 INCHES OF THE SEEDED AREAS SHALL BE TOPSOIL SUBJECT TO THE APPROVAL OF THE ENGINEER. THE COST OF SHAPING THE SLOPES AND PROVIDING TOP SOIL WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
 - THE AREA TO BE SEEDED SHALL CONSIST OF ALL DISTURBED EARTH SURFACES WITHIN THE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER.
SEEDING, CLASS 2 (SPECIAL) = 0.9 ACRES
 - ALL WASTE MATERIAL FROM EXCAVATIONS SHALL BE DISPOSED OF BY THE CONTRACTOR. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
 - ALL ELEVATIONS SHOWN REFER TO U.S.G.S DATUM TO MEAN SEA LEVEL UNLESS OTHERWISE NOTED.
 - CONTINUOUS PAVING OPERATIONS ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE HOT-MIX ASPHALT SURFACE. NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, TURN LANES ECT. WILL BE ALLOWED.
 - COMMITMENTS:
 - TREES THREE INCHES OR GREATER IN DIAMETER SHALL NOT BE CLEARED BETWEEN APRIL 1 AND SEPTEMBER 30.
 - A BAT ASSESSMENT SHALL BE CONDUCTED IF WORK OCCURS TO EXISTING STRUCTURE AFTER JANUARY 12, 2024.
 - THE CONTRACTOR SHALL COORDINATE WITH SPOON RIVER ELECTRIC AHEAD OF ANY PILE DRIVING OR EARTHWORK ACTIVITIES AROUND POLES. PROVIDE SUFFICIENT TIME FOR TEMPORARY OR PERMANENT RELOCATION OF UTILITIES.

FILE NAME = 210515-sho-summary.dgn	USER NAME = meick	DESIGNED - J.W.F.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3943 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE = 5/32EALES	DRAWN - T.D.S.	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM LS - PE / SE CORP. 184 02959	PLOT DATE = 9/16/2022	CHECKED - S.W.M.	REVISED -
		DATE - 09/16/2022	REVISED -

STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT

SUMMARY OF QUANTITIES AND GENERAL NOTES

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
452	20-00130-15-BR	FULTON	72	2
CONTRACT NO. 89796				
ILLINOIS FED. AID PROJECT GWFM(091)				

HIGHWAY STANDARDS

280001-08	TEMPORARY EROSION CONTROL SYSTEMS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
515001-04	NAME PLATE FOR BRIDGES
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAIN
630001-12	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1, (SPECIAL) GUARDRAIL TERMINALS
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631032-10	TRAFFIC BARRIER TERMINAL, TYPE 6A
701006-05	OFF-ROAD OPERATIONS 2L, 2W, 4.5M (15') TO 600 MM (24") FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701901-08	TRAFFIC CONTROL DEVICES
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

EARTHWORK SCHEDULE

LOCATION	EARTH EXCAVATION	CHANNEL EXCAVATION	SHRINKAGE FACTOR	PERCENT USED	EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT REQUIRED	EARTHWORK BALANCE
	CU.YD.	CU.YD.			CU.YD.	CU.YD.	CU.YD.
FAS 452 / CH 2							
STA. 6+00.00 TO STA. 9+09.60	172		25.00%	100.00%	129	1797	-1668
STA. 9+09.60 TO STA. 10+58.40		1490	25.00%	20.00%	224		224
STA. 10+58.40 TO STA. 13+50.00	229		25.00%	100.00%	172	801	-629
EXCAVATION FROM RIPRAP/COFFERDAM, etc			1665	25.00%	10.00%	125	125
ENTRANCES	346					346	-346
TOTAL	747	1490			650	2945	-2294
USE	745	1490					2295

FURNISHED EXCAVATION 2295 CU YDS

PAVEMENT MARKING SCHEDULE

LOCATION	SHORT TERM PAVEMENT MARKING	SHORT TERM PAVEMENT MARKING REMOVAL	PAINT PAVEMENT MARKING - LINE 4"		
			EDGE LINE WHITE	NO PASSING YELLOW	SKIPP DASH CENTERLINE YELLOW
	70300100 FOOT	70300150 SQ FT	78001110 FOOT	FOOT	FOOT
FAS 452 / CH 2					
LT. STA. 6+00 TO LT. STA. 13+50			750		
CL. STA. 6+00 TO CL. STA. 13+50	1,500	68			188
LCL. STA. 6+00 TO LCL. STA. 11+50				1,100	
RT. STA. 6+00 TO RT. STA. 13+50			750		
SUBTOTAL	1,500	68	1,500	1,100	188
TOTAL	1,500	68		2,788	

GUARDRAIL SCHEDULE

LOCATION	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 2	TRAFFIC BARRIER TERMINAL, TYPE 6A	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL REFLECTORS, TYPE A	TRAFFIC BARRIER TERMINAL TYPE 6A (SPECIAL)	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)
FAS 452 / CH 2	63000001	63100045	63100087	63100167	72501000	78200005	X6310088	X6330725
SEE SHEET 10 FOR LAYOUT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	FOOT
LT. STA. 8+71.33 TO 8+98.62	12.5	1			1	2		
RT. STA. 8+49.74 TO 9+91.58					1	2	1	25
LT. STA. 10+62.41 TO 11+63.92			1	1	1	2		
RT. STA. 10+68.34 TO 10+85.26					1	1		25
TOTAL	12.5	1	1	1	4	7	1	50

EROSION CONTROL TABLE

LOCATION	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING	PERIMETER EROSION BARRIER	SEEDING, CLASS 2 (SPECIAL)	AGGREGATE DITCH
FAS 452 / CH 2	25100630 SQ YD	28000250 POUND	28000400 FOOT	X2501000 ACRE	28300400 TON
STA. 6+00.00 TO STA. 9+09.60	2452	50	652	0.50	61
STA. 10+58.40 TO STA. 13+50.00	1574	32	644	0.40	
TOTAL	4026	82	1296	0.9	61

ROADWAY SCHEDULE

LOCATION	AGGREGATE BASE COURSE, TYPE A	AGGREGATE SURFACE COURSE, TYPE A	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH	AGGREGATE SHOULDERS, TYPE B
FAS 452 / CH 2	35100100 TON	40200100 TON	40600275 POUND	40600290 POUND	40603080 TON	40604050 TON	42000070 SQ YD	48101200 TON
STA. 6+00.00 TO STA. 9+09.60	486		1,467	469	91	55		130
STA. 11+01.36 TO STA. 13+50.00	453		1,368	438	85	51		131
STA. 8+66.64 TO STA. 8+80.64							47	
STA. 10+87.36 TO STA. 11+01.36							47	
ENTRANCES		104						
TOTAL	939	104	2834	907	176	106	93	261

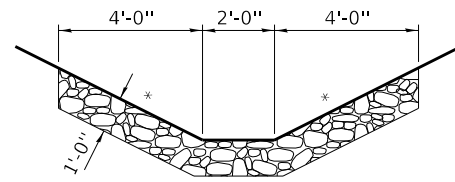
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PLOT SCALE = \$SCALES		CHECKED - S.W.M.	REVISED -
PLOT DATE = 9/16/2022		DATE - 09/16/2022	REVISED -

**STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT**

**SCHEDULE OF QUANTITIES AND
HIGHWAY STANDARDS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
452	20-00130-15-BR	FULTON	72	3
CONTRACT NO. 89796				
ILLINOIS FED. AID PROJECT GWFM(991)				



AGGREGATE DITCH (RR1 GRADATION)

RT. STA. 6+00 TO STA. 7+00

NOTE: CONTRACTOR SHALL SHAPE THE BACKSLOPE TO ORIGINAL GRADE AFTER INSTALLATION COST INCLUDED IN AGGREGATE DITCH. QUANTITY = 61 TONS *1:2 & VARIES PER CROSS SECTIONS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

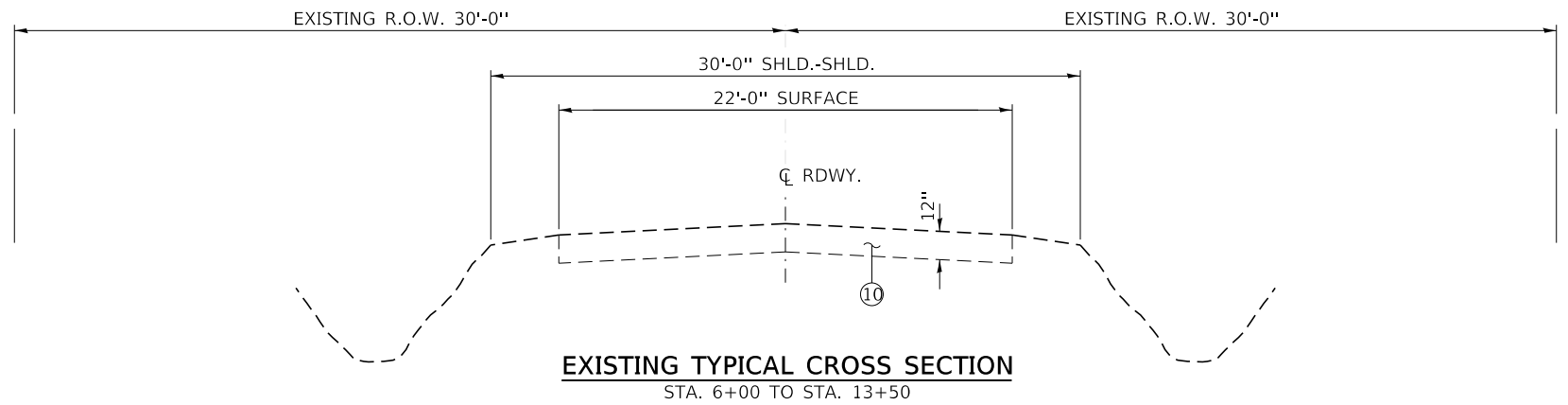
LOCATIONS(S)	FAS 452 / CH 2	FAS 452 / CH 2
MIXTURE USE(S):	HMA SURFACE COURSE, FLEXIBLE PAVEMENT CONNECTOR	HMA BINDER COURSE, FLEXIBLE PAVEMENT CONNECTOR
PG:	PG 58-28	PG 58-28
DESIGN AIR VOIDS:	4% @ 50 Gyr.	4% @ 50 Gyr.
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 9.5	IL 19.0
FRICTION AGGREGATE:	MIXTURE C	NONE
DENSITY TEST METHOD:	NUCLEAR GUAGE	NUCLEAR GUAGE
MIXTURE WEIGHT:	112 LBS \ SY \ INCH THICKNESS	112 LBS \ SY \ INCH THICKNESS
QUALITY MANAGEMENT PROGRAM:	QC/QA	QC/QA
MATERIAL TRANSFER DEVICE:	NOT REQUIRED	NOT REQUIRED

NOTES:

- INDIVIDUAL LIFT THICKNESSES OF EACH MIX WILL BE NO LESS THAN THREE (3) TIMES NOMINAL MAXIMUM AGGREGATE SIZE AND NO MORE THAN FIVE (5) TIMES NOMINAL AGGREGATE MAXIMUM SIZE, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- FOR DESING PURPOSES, MIXTURE WEIGHT FOR ALL MIXES IS DETERMINED TO BE 112.0 LB./SQ. YARD/IN., UNLESS OTHERWISE NOTED.
- SUBLOT SIZES FOR PFP AND QCP MIXES WILL BE 1,000 TONS, UNLESS OTHERWISE AGREED TO BY THE ENGINEER AND THE PAVING CONTRACTOR.

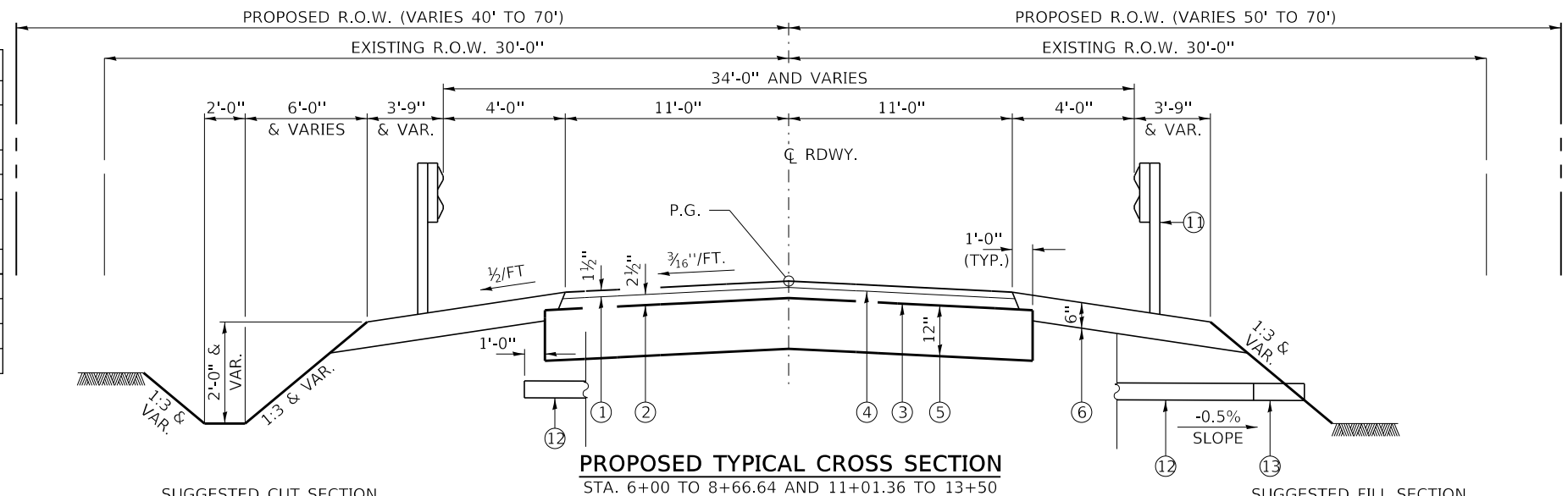
LEGEND

- HMA SURFACE COURSE, IL-9.5, MIX C, N50 (1 1/2" THICKNESS)
- HMA BINDER COURSE, IL-19.0, N50 (2 1/2" THICKNESS)
- BITUMINOUS MATERIALS (PRIME COAT)
- BITUMINOUS MATERIALS (TACK COAT)
- AGGREGATE BASE COURSE, TYPE A (12")
- AGGREGATE SHOULDERS, TYPE B (6")
- BRIDGE APPROACH SLAB (15")
- BRIDGE APPROACH SLAB FOOTING (10")
- PAVEMENT CONNECTOR HMA
- EXISTING HMA SURFACE ON AGGREGATE BASE
- STEEL PLATE BEAM GUARDRAIL, TYPE A 6' POSTS
- PIPE UNDERDRAINS, TYPE 1, 4"
- CONCRETE HEADWALLS FOR PIPE DRAINS



EXISTING TYPICAL CROSS SECTION

STA. 6+00 TO STA. 13+50



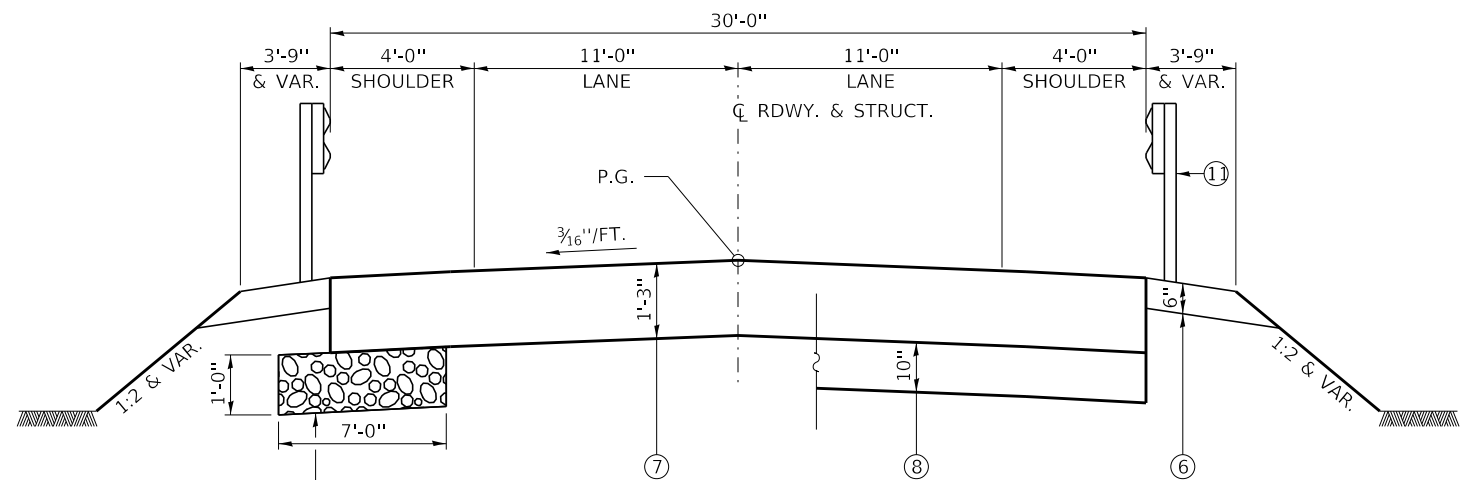
PROPOSED TYPICAL CROSS SECTION

STA. 6+00 TO 8+66.64 AND 11+01.36 TO 13+50

SUGGESTED CUT SECTION CONSTRUCT AS SHOWN IN STATION CROSS SECTIONS

TRANSITIONS FROM THE PROPOSED ROADWAY TO THE EXISTING ROADWAY ARE TO BE CONSTRUCTED FROM STA. 6+00 TO 6+50 AND STA. 13+00 TO STA. 13+50. SEE SHEET 12 FOR TRANSITION AT BRIDGE.

SUGGESTED FILL SECTION CONSTRUCT AS SHOWN IN STATION CROSS SECTIONS



PROPOSED TYPICAL APPROACH SLAB CROSS SECTION

STA. 8+80.64 TO STA. 9+10.64 AND STA. 10+57.36 TO STA. 10+87.36 (7)
 STA. 8+66.64 TO STA. 8+80.64 AND STA. 10+87.36 TO STA. 11+01.36 (9)

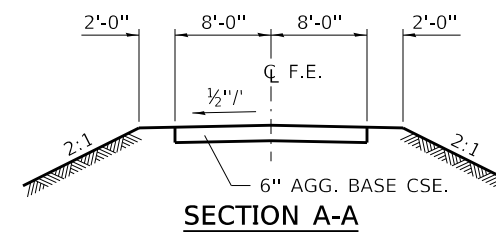
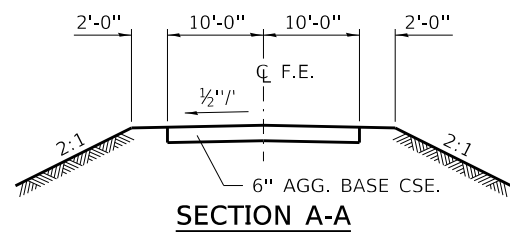
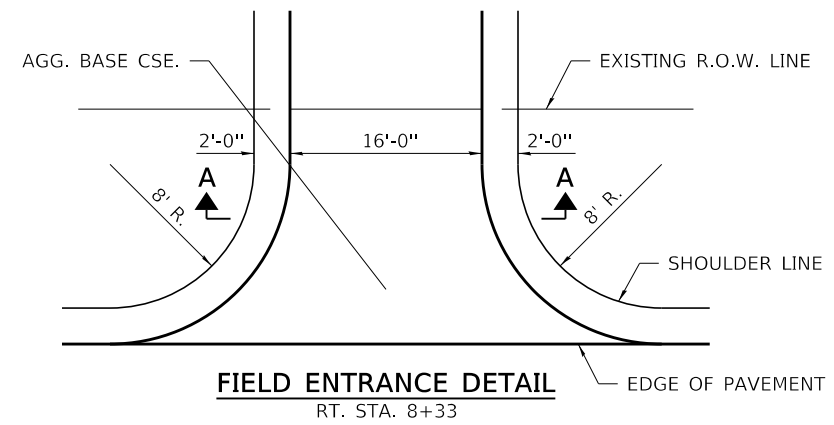
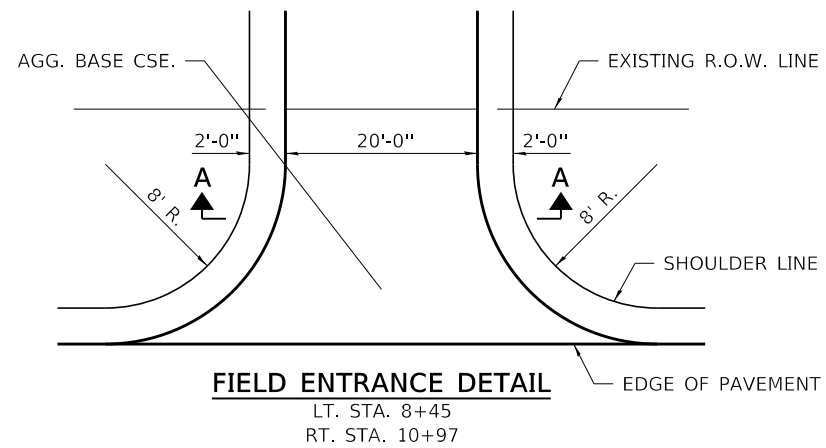
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HAMPTON, LENZINI AND RENWICK, INC. 3068 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALES	DRAWN - T.D.S.	REVISED -
	PLOT DATE = 9/16/2022	CHECKED - S.W.M.	REVISED -
		DATE - 09/16/2022	REVISED -

**STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT**

TYPICAL CROSS SECTIONS

SCALE: NONE SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
452	20-00130-15-BR	FULTON	72	4
CONTRACT NO. 89796				
ILLINOIS FED. AID PROJECT GWFM(991)				



FILE NAME = 210515-shit-tysec@ons.dgn	USER NAME = rmosick	DESIGNED - S.W.M.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3065 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	DRAWN - T.D.S.	REVISED -
PLOT DATE = 9/16/2022	DATE = 09/16/2022	CHECKED - S.W.M.	REVISED -
		DATE = 09/16/2022	REVISED -

**STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT**

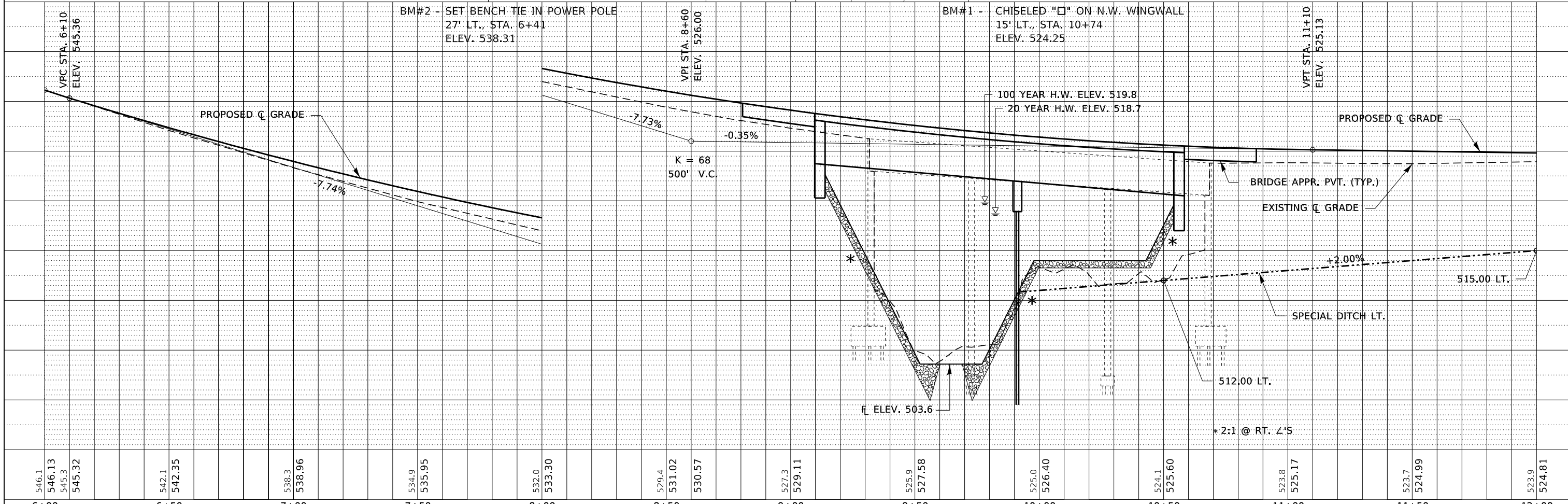
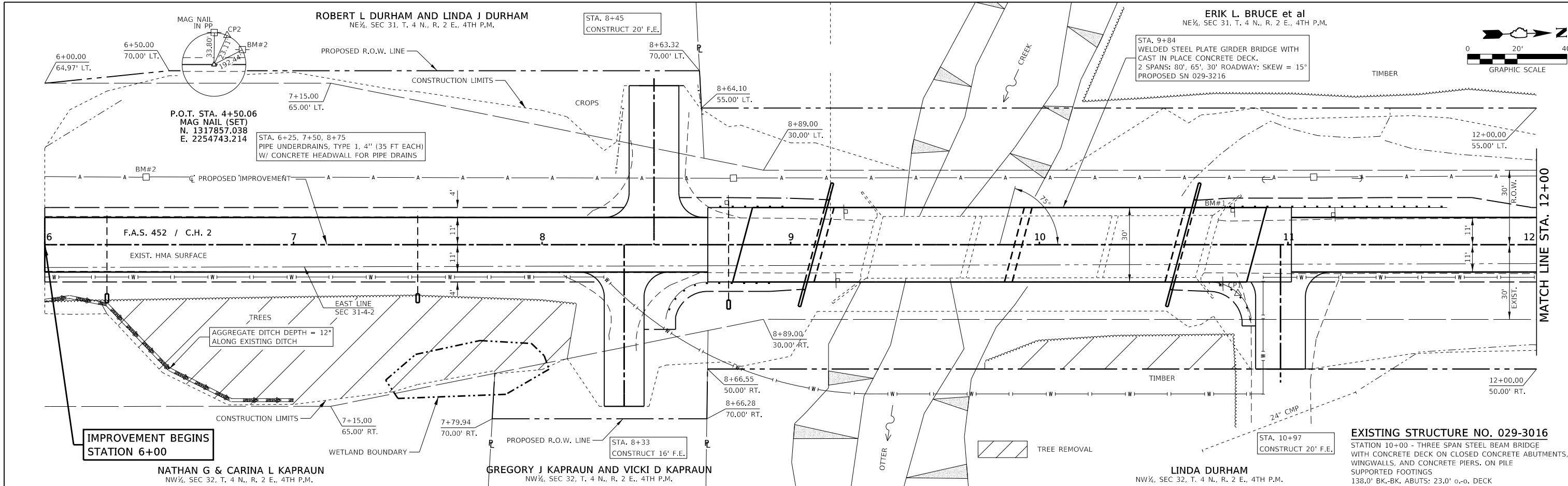
**TYPICAL CROSS SECTIONS
ENTRANCE DETAILS**

SCALE: NONE SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
452	20-00130-15-BR	FULTON	72	5
CONTRACT NO. 89796				
ILLINOIS FED. AID PROJECT GWFM(991)				

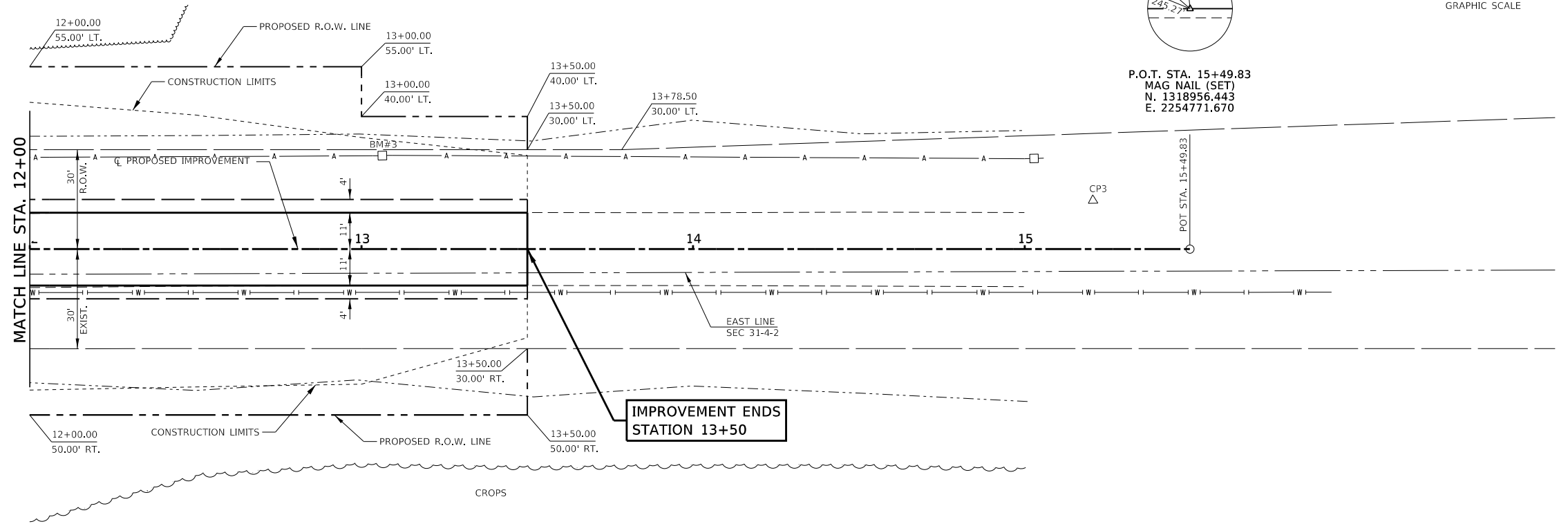
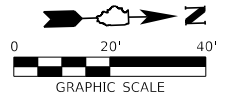
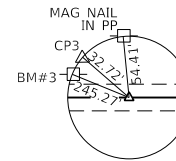
DATE	
BY	
REVIEWED	
PLANNED	
NOTED	
NO.	

DATE	
BY	
REVIEWED	
PLANNED	
NOTED	
NO.	

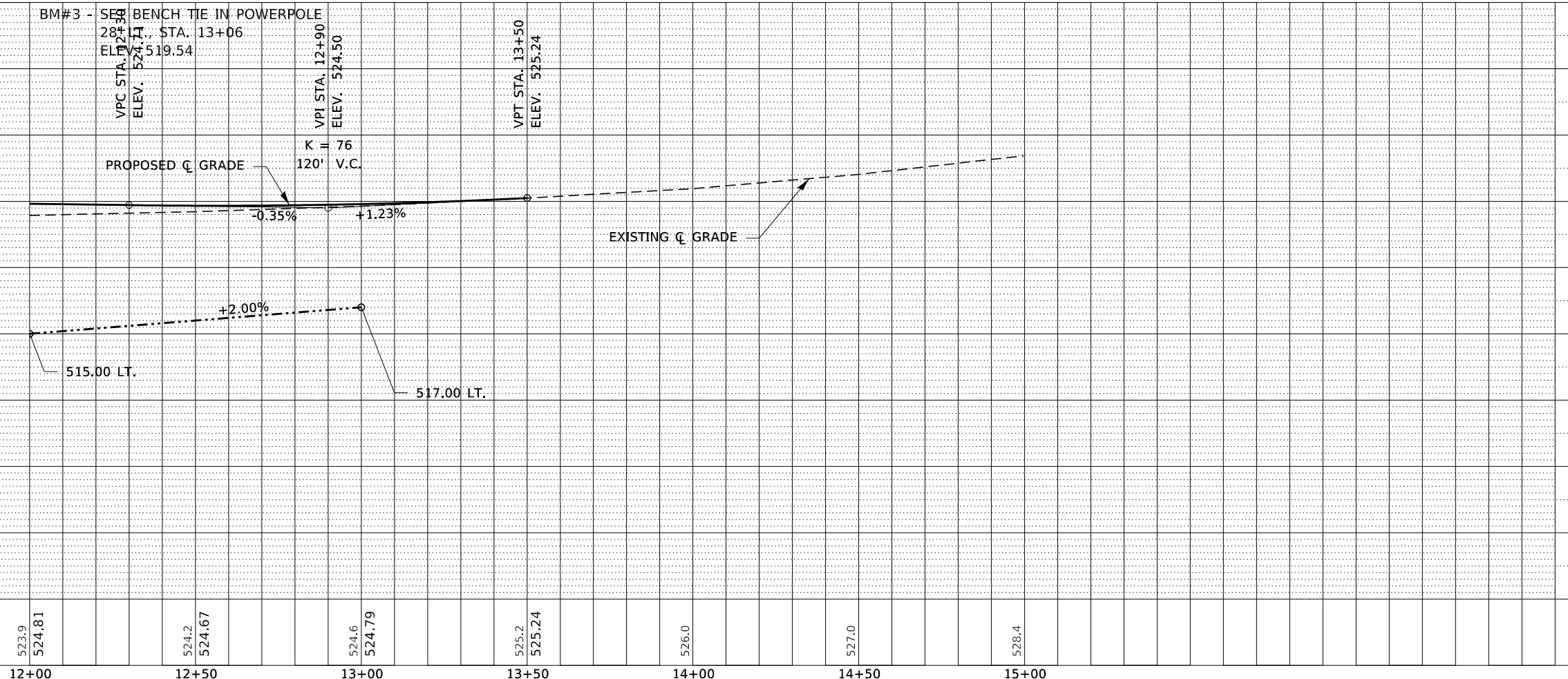


FILE NAME = 210515-sht-planprf.dgn	USER NAME = rmosick	DESIGNED - S.A.A.	REVISED -	STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT	PLAN & PROFILE C.H. 2	F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORP. 184.000959		DRAWN - C.E.B.	REVISED -			452	20-00130-15-BR	FULTON	72	6		
PLOT SCALE = \$SCALE\$		CHECKED - J.W.F.	REVISED -			SCALE: 5V:20H		SHEET NO. 1 OF 2 SHEETS		STA. 6+00.00 TO STA. 12+00.00	CONTRACT NO. 89796	
PLOT DATE = 9/16/2022		DATE = 09/16/2022	REVISED -					ILLINOIS		FED. AID PROJECT GWFM(991)		

ERIK L. BRUCE et al
 NE 1/4, SEC 31, T. 4 N., R. 2 E., 4TH P.M.



LINDA DURHAM
 NW 1/4, SEC 32, T. 4 N., R. 2 E., 4TH P.M.



PLAN	DATE
BY	
REVIEWED	
PLOTTED	
ALIGNED	
CHECKED	
DATE	
NOTE BOOK NO.	

PROFILE	DATE
BY	
REVIEWED	
PLOTTED	
GRADES CHECKED	
STRUCTURE NOTATING CHECKED	
NOTE BOOK NO.	

FILE NAME = 210515-sht-planpr.dgn	USER NAME = rmosick	DESIGNED - S.A.A.	REVISED -	STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT	PLAN & PROFILE C.H. 2	F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. <small>3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62710 ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORP. 184.000959</small>	PLOT SCALE = \$SCALE\$	DRAWN - C.E.B.	REVISED -			452	20-00130-15-BR	FULTON	72	7	
PLOT DATE = 9/16/2022	DATE = 09/16/2022	CHECKED - J.W.F.	REVISED -			CONTRACT NO. 89796					
		DATE = 09/16/2022	REVISED -			ILLINOIS FED. AID PROJECT GWFM(091)					







SCALE: 5V:20H SHEET NO. 2 OF 2 SHEETS STA. 12+00.00 TO STA. 15+49.83

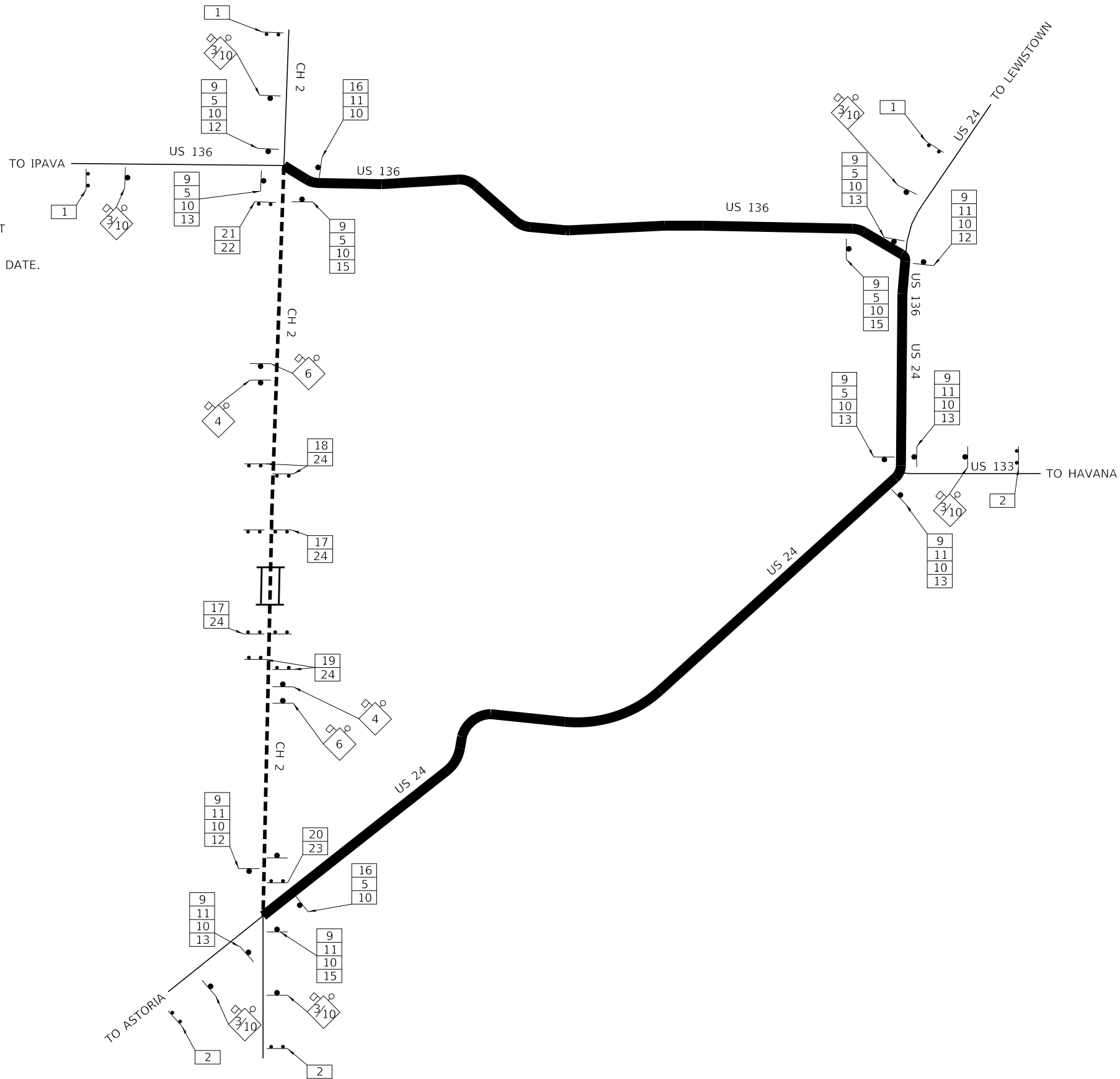
AREA PLAN

SPECIAL DETOUR NOTES

1. THE CONTRACTOR SHALL PAY PARTICULAR ATTENTION TO THE DETOUR GENERAL NOTES.
2. (14) TYPE III BARRICADES WILL BE NEEDED FOR THIS DETOUR AND ROAD CLOSURE.
3. THE TOTAL LENGTH OF THE DETOUR IS 17.6 MILES.
4. ALL DETOUR SIGNS, SHALL BE COMPLETELY COVERED AT ALL TIMES THE ROADWAY IS NOT CLOSED TO TRAFFIC.
5. ROAD CLOSURE SHALL BE LIMITED TO THE COMPLETION DATE. SEE SPECIAL PROVISIONS.

LEGEND

-  OPEN ROAD
-  DETOUR ROUTE
-  ROAD OPEN TO LOCAL TRAFFIC ONLY
-  48" x 48" CONSTRUCTION SIGN, WITH AMBER FLASHING LIGHT AND ORANGE WARNING FLAG (OPTIONAL) NUMBER DENOTES SIGN TYPE
-  SERIES OF DETOUR SIGNS WITH DIRECTION AND ROAD NAME PLATES NUMBER DENOTES TYPE
-  SINGLE DETOUR SIGNS, NUMBER DENOTES TYPE



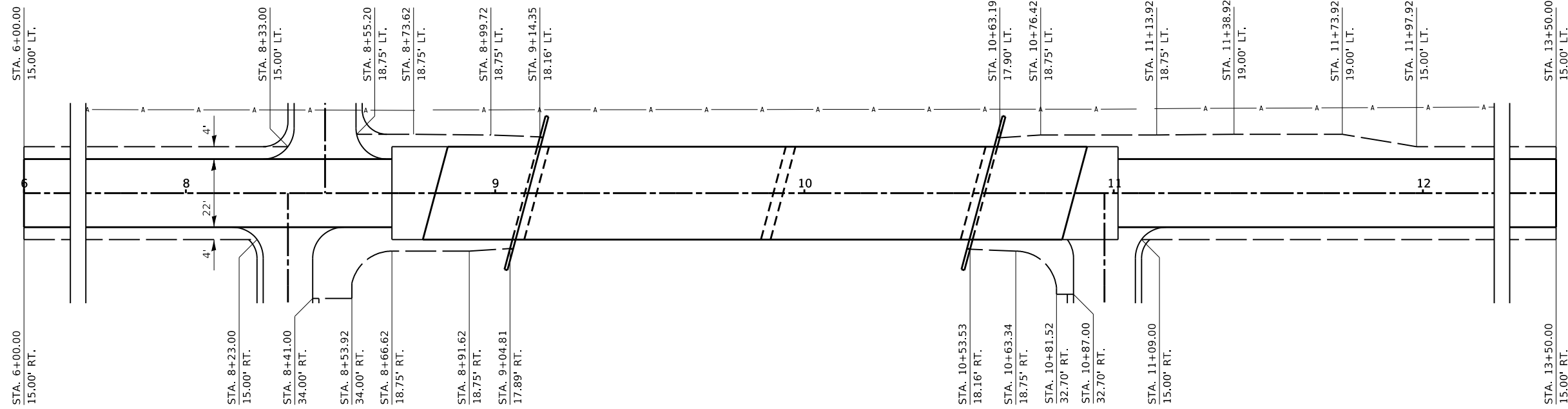
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HAMPTON, LENZINI AND RENWICK, INC. 3065 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		DRAWN - T.D.S.	REVISED -		452	20-00130-15-BR	FULTON	72	8	CONTRACT NO. 89796		
	PLOT SCALE = \$SCALE\$	CHECKED - S.W.M.	REVISED -		SCALE: NONE	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT GWFM(991)		
	PLOT DATE = 9/16/2022	DATE - 09/16/2022	REVISED -									

NOTES

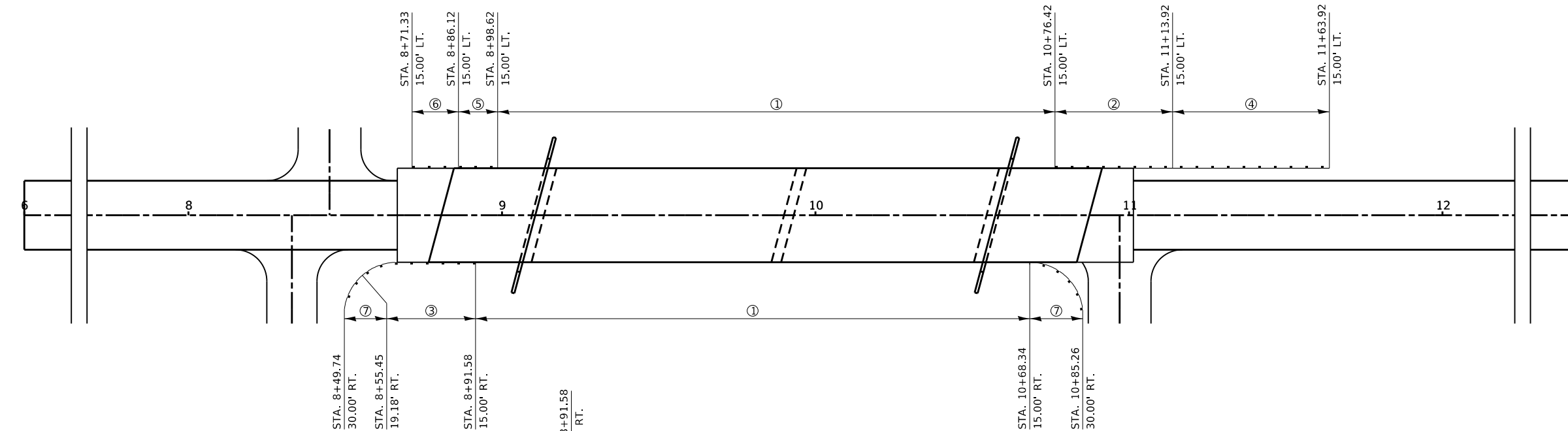
- ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JAN. 1, 2022", "THE QUALITY STANDARD FOR WORK ZONE TRAFFIC CONTROL DEVICES ADOPTED 2010", THE DETAILS IN THESE PLANS, AND THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES".
- THE CONTRACTOR SHALL SCHEDULE ALL WORK IN AN EXPEDIENT MANNER TO REDUCE THE LENGTH OF TIME THAT THE DETOUR NEEDS TO BE IN EFFECT. SEE SPECIAL PROVISIONS TRAFFIC CONTROL PLAN.
- THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES FOR APPROVAL OF SUCH DATE. IF REQUESTED BY THE CONTRACTOR IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT THE ENGINEER WILL FIELD LOCATE THE POSITIONS OF ANY SIGNS.
- IF DEEMED NECESSARY BY THE ENGINEER A PRE-CONSTRUCTION MEETING WITH THE CONTRACTOR SHALL BE HELD AT LEAST TWO WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT.
- LONGITUDINAL DIMENSIONS SHOWN ON THESE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
- THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS ERECTED IN ACCORDANCE WITH THE DETOUR PLAN AND INSPECTED AND APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS, AND OTHER DEVICES INSTALLED BY HIM ARE IN PLACE AND OPERATING 24 HOURS EACH DAY INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME THE DETOUR IS IN EFFECT.
- THE CONTRACTOR SHALL MAKE ALL CHANGES IN SIGNING THAT ARE DEEMED NECESSARY BY THE ENGINEER.
- ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR, IN A MANNER APPROVED BY THE ENGINEER.
- ALL DETOUR SIGNING SHALL BE POST MOUNTED IF THE ROAD CLOSURE IS TO EXCEED FOUR (4) CALENDAR DAYS.
- THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- ALL BARRICADES SHALL HAVE REFLECTORIZED STRIPING ON BOTH SIDES OF THE BARRICADES. THE TYPE III BARRICADES USED AT THE POINT OF CLOSURE TO THRU TRAFFIC SHALL NOT EXCEED 8'-0" IN WIDTH EACH, FOR A SINGLE APPROACH LANE.
- THE "ROAD CLOSED" (R11-2), THE "ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY" (R11-3), AND THE "ROAD CLOSED TO THRU TRAFFIC" (R11-4) SIGNS SHALL BE MOUNTED ABOVE THE TOP OF THE BARRICADE. ALL TYPE III BARRICADES SHALL HAVE TWO (2) AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINE OF THE SUPPORTS.
- THE ROAD NAME SIGN SHALL HAVE A BLACK LEGEND ON FLUORESCENT ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE A 9" BY VARIABLE OR A 12" BY VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6" WITH 5" LOWER CASE.
- DURING NON-WORKING HOURS AT THE POINT OF ROAD CLOSURE TO ALL TRAFFIC THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE BARRICADES FROM EASY MOVEMENT BY VANDALS. THE RESTRAINT CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.
- CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT ARTICLE 701.11 OF THE STANDARD SPECIFICATIONS SHALL APPLY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNING, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.
- THE ENGINEER SHALL BE NOTIFIED AT LEAST TWENTY FOUR (24) HOURS BEFORE THE ROAD IS TO BE OPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.

SIGN LEGEND

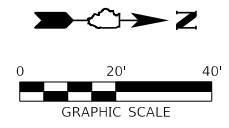
①		R11-3 WITH 2 AMBER FLASHING LIGHTS. (2 REQ'D)	⑮		M6-1 21"x15" (4 REQ'D)
②		R11-3 WITH 2 AMBER FLASHING LIGHTS. (3 REQ'D)	⑯		M4-8A 24"x48" (2 REQ'D)
③		W20-2, 48" x 48" WITH AMBER FLASHING LIGHT AND FLAG. (4 REQ'D)	⑰		R11-2 48"x30" (6 REQ'D)
④		W20-3, 48" x 48" WITH AMBER FLASHING LIGHT AND FLAG. (2 REQ'D)	⑱		R11-3 60"x30" (1 REQ'D)
⑤		M3-3 24"x12" (8 REQ'D)	⑲		R11-3 60"x30" (1 REQ'D)
⑥		W20-3, 48" x 48" WITH AMBER FLASHING LIGHT AND FLAG. (2 REQ'D)	⑳		R11-3 60"x30" (1 REQ'D)
⑨		M4-8 24"x12" (17 REQ'D)	㉑		R11-3 60"x30" (1 REQ'D)
⑩		M1-1100 24"x12" (13 REQ'D)	㉒		M4-10L 48"x18" (2 REQ'D)
⑪		M3-1 24"x12" (7 REQ'D)	㉓		M4-10R 48"x18" (1 REQ'D)
⑫		M6-1 21"x15" (6 REQ'D)			
⑬		M6-3 21"x15" (7 REQ'D)	㉔		TYPE III BARRICADES WITH TWO FLASHING LIGHTS EACH. (10 REQ'D) STD 709001



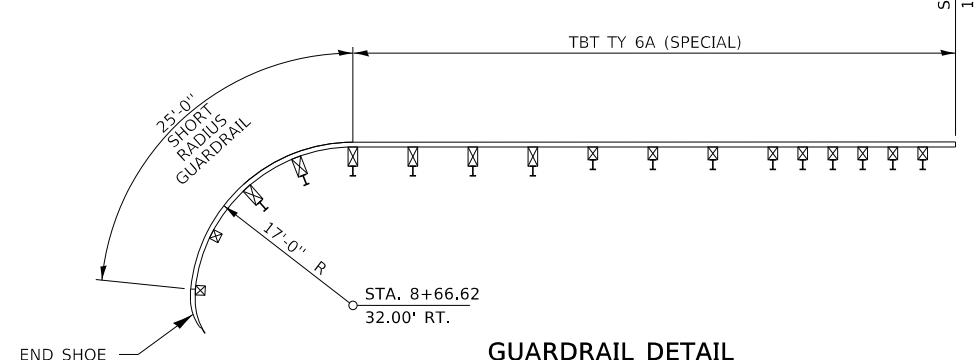
SHOULDER LAYOUT



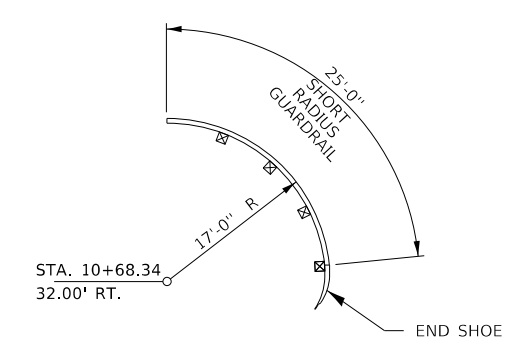
GUARDRAIL LAYOUT



NOTE: SEE SHEET 14 FOR CONNECTION TO RADIUS GR. SEE SHEET 24 FOR CONNECTION TO TBT TY 6A (SPECIAL)



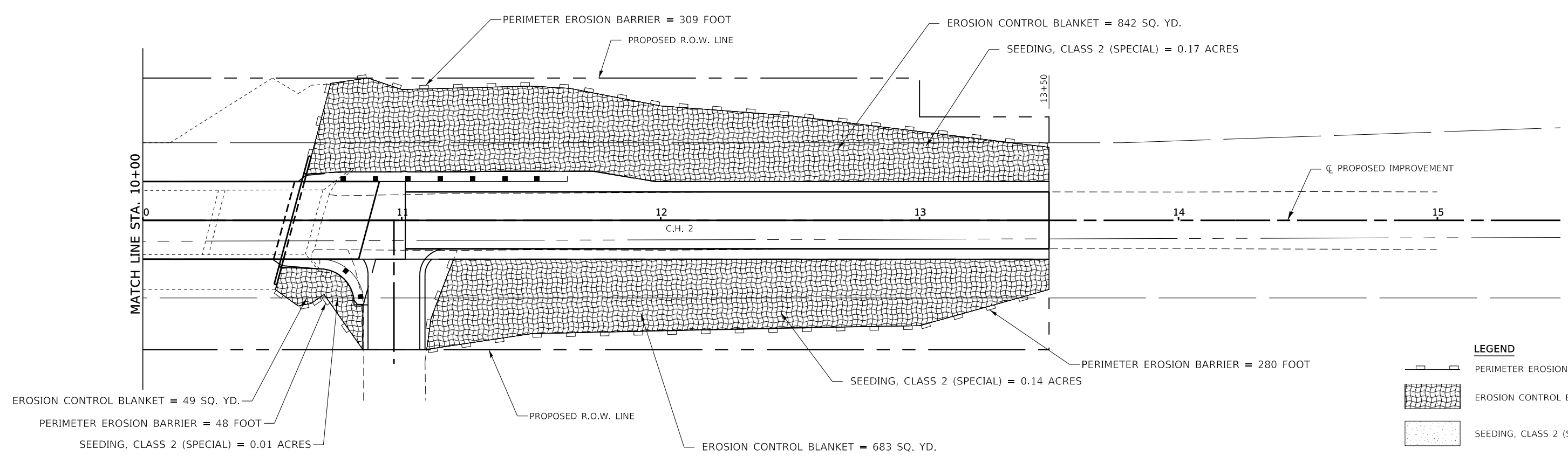
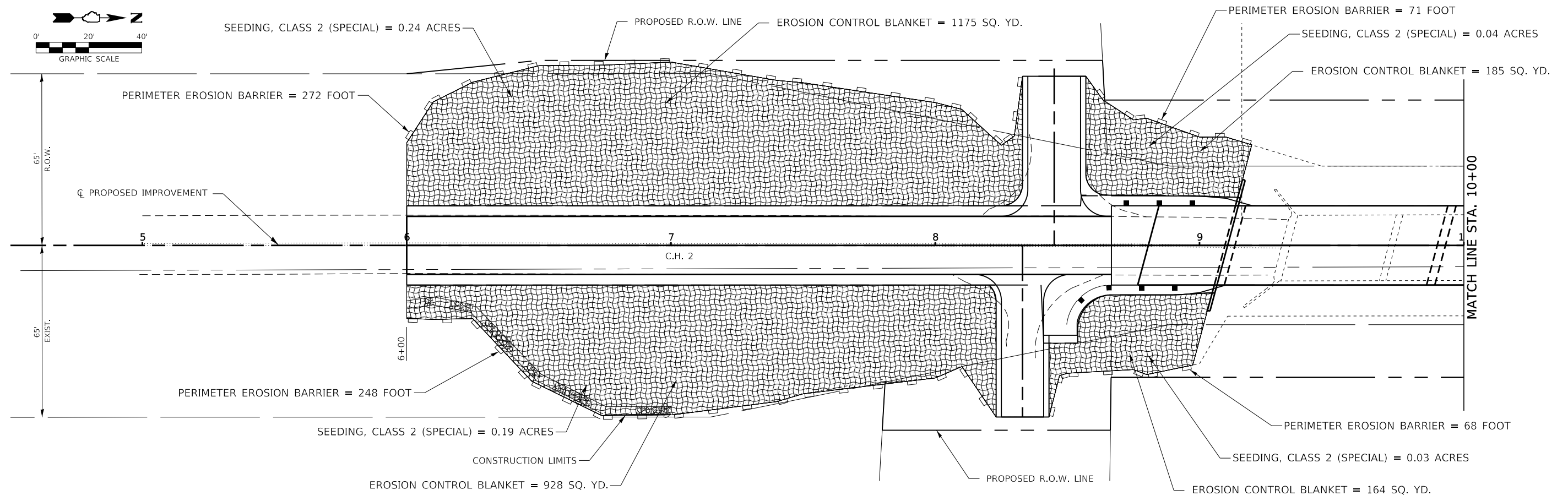
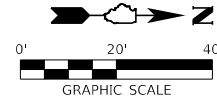
GUARDRAIL DETAIL
NO SCALE
SOUTHEAST BRIDGE DEPARTURE



GUARDRAIL DETAIL
NO SCALE
NORTHEAST BRIDGE DEPARTURE

- LEGEND**
- ① STEEL RAILING, TYPE SM
 - ② TBT TY 6A
 - ③ TBT TY 6A (SPECIAL)
 - ④ TBT TY 1, SPECIAL TANGENT
 - ⑤ SPBGR, 6 FOOT POSTS
 - ⑥ TBT TY 2
 - ⑦ SPBGR (SHORT RADIUS)

FILE NAME = 210515-shd-grd.dgn	USER NAME = rmosck	DESIGNED - J.W.F.	REVISED -	STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT	SHOULDER AND GUARDRAIL LAYOUT	F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S./P.E./S.E. CORP. 184.000959	PLOT SCALE = \$SCALE\$	DRAWN - R.D.H.	REVISED -			452	20-00130-15-BR	FULTON	72	10	
PLOT DATE = 9/16/2022	DATE = 09/16/2022	CHECKED - S.W.M.	REVISED -			CONTRACT NO. 89796					
		SCALE:				SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		ILLINOIS FED. AID PROJECT GWFM(991)	



LEGEND

	PERIMETER EROSION BARRIER
	EROSION CONTROL BLANKET
	SEEDING, CLASS 2 (SPECIAL)

FILE NAME = 210515-shit-erosion.dgn	USER NAME = rmosick	DESIGNED - M.A.L.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3065 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	DRAWN - D.M.F.	REVISED -
PLOT DATE = 9/16/2022	DATE = 09/16/2022	CHECKED - S.W.M.	REVISED -
		DATE = 09/16/2022	REVISED -

**STATE OF ILLINOIS
STARK COUNTY HIGHWAY DEPARTMENT**

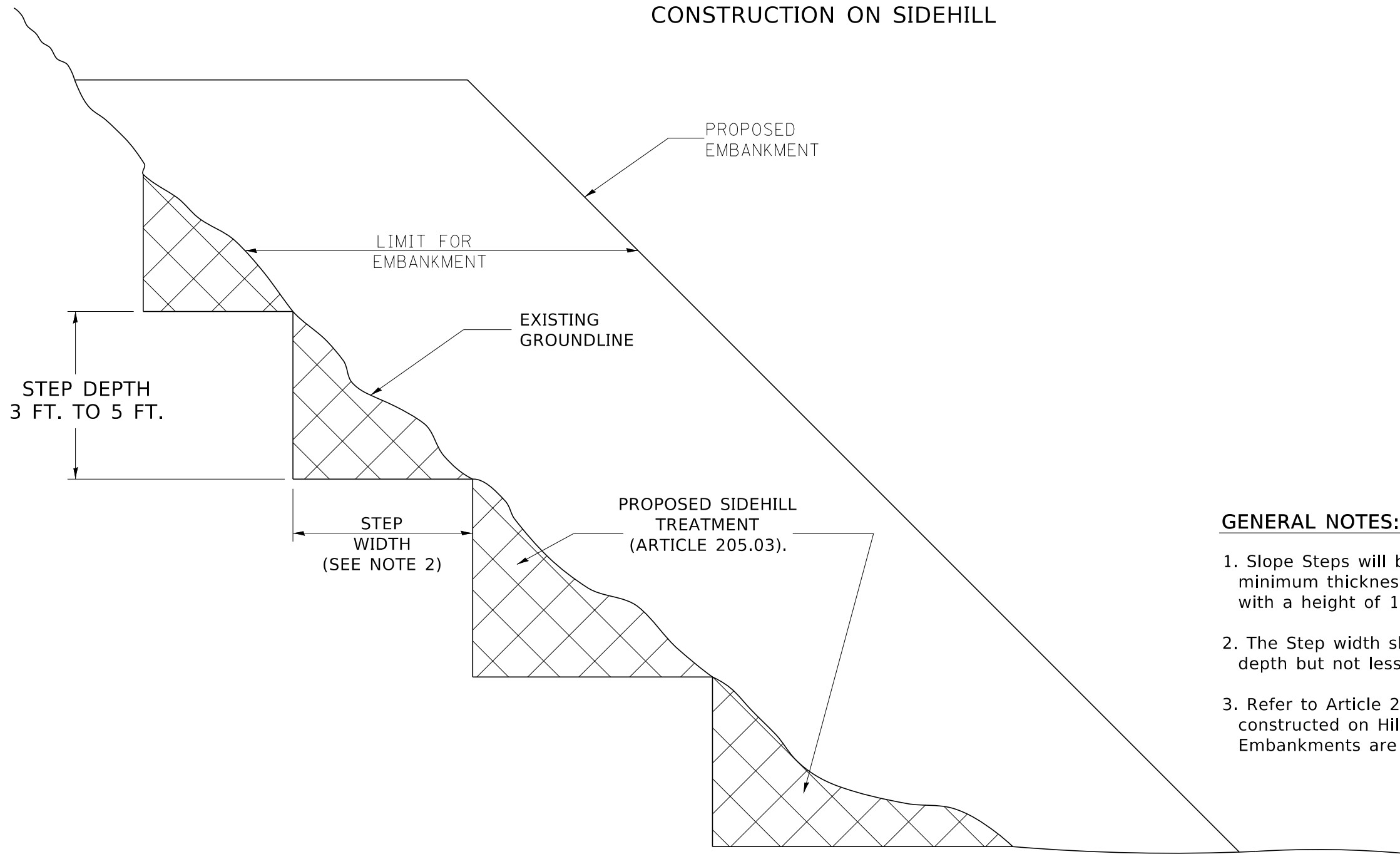
EROSION CONTROL PLAN

SCALE:	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.
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F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
452	20-00130-15-BR	FULTON	72	11
CONTRACT NO. 89796				
ILLINOIS FED. AID PROJECT GWFM(991)				

SLOPE STEPS DETAIL

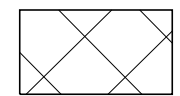
TYPICAL CROSS-SECTION EMBANKMENT CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

1. Slope Steps will be required for all 12(300) minimum thickness "sliver fills" and on all fills with a height of 10 feet or greater.
2. The Step width shall be twice the Step depth but not less than 6 feet.
3. Refer to Article 205.03 for Embankment to be constructed on Hillside or Slopes, or if existing Embankments are to be widened.

REPLACEMENT MATERIAL:



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

DESIGNER NOTE:
 1. EACH PROJECT SHOULD BE REVIEWED INDEPENDENTLY FOR TREATMENT REQUIRED.
 2. REFER TO THIS DETAIL WITH NOTE ON APPLICABLE TYPICAL SECTIONS.

All dimensions are in inches (millimeters) unless otherwise noted.

FILE NAME = 210515-sht-slope step detail.dgn	USER NAME = rmosck	DESIGNED - J.W.F.	REVISED -	STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT	SLOPE STEPS DETAIL		F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.				
HAMPTON, LENZINI AND RENWICK, INC. <small>3088 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959</small>					DRAWN - R.D.H. CHECKED - S.W.M. DATE - 09/16/2022	REVISED - REVISED - REVISED -	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	410	20-00130-15-BR	FULTON	72	12
PLOT SCALE = \$SCALE\$											CONTRACT NO. 89796				
PLOT DATE = 9/16/2022											ILLINOIS FED. AID PROJECT GWFM(991)				

BENCHMARK: Chiseled "□" on N.W. wingwall, 15' Lt., Sta. 10+74, Elev. 524.25

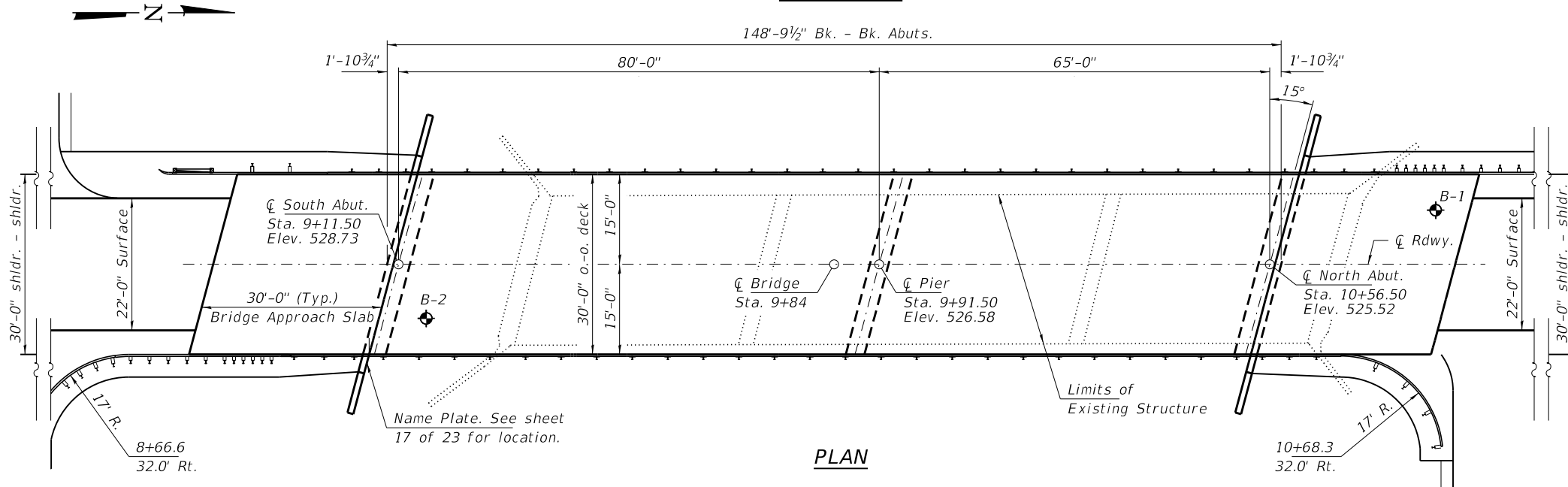
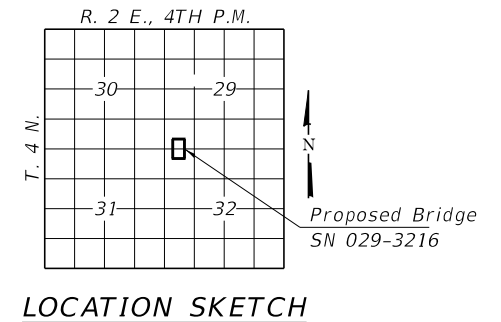
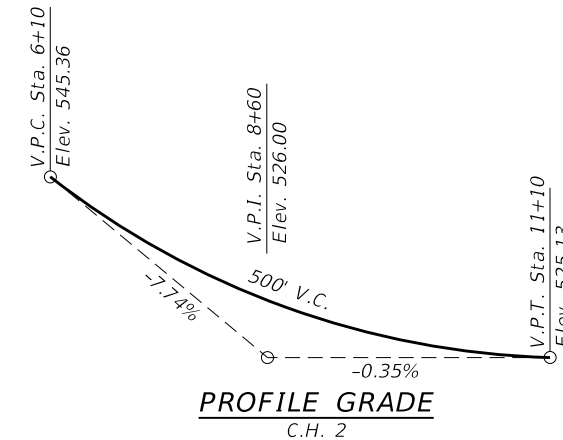
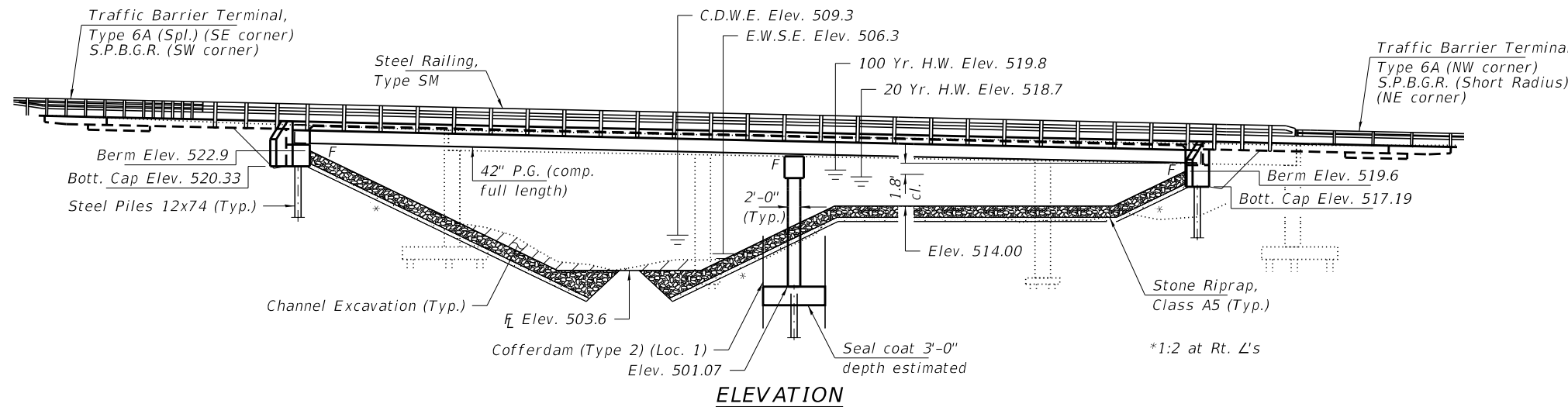
EXISTING STRUCTURE: S.N. 029-3016, Sta. 10+00, three span steel beam bridge with concrete deck on closed concrete abutments, wingwalls, and concrete piers on pile supported footings. 138'-0" bk.-bk. abuts.; 23'-0" o.-o. deck.

Structure to be replaced using road closure and detour.

No Salvage

INDEX OF STRUCTURE SHEETS

1. General Plan & Elevation
2. Riprap Layout
3. General Details
- 4-6. Top of Slab Elevations
7. Top of South Approach Slab Elevations
8. Top of North Approach Slab Elevations
9. Superstructure
10. Superstructure Details
- 11-12. Bridge Approach Slab Details
13. Steel Railing, Type SM
14. Structural Steel
15. Structural Steel Details
16. Bearing Details
17. South Abutment
18. North Abutment
19. Abutment Details
20. Pier
21. Steel HP Pile Details
- 22-23. Borings



DESIGN SCOUR ELEVATION TABLE

Event/Limit State	Design Scour Elevations (ft.)			Item 113
	S. Abut.	Pier 1	N. Abut.	
Q100	520.3	493.4	517.0	5
Q200	520.3	490.0	517.0	
Design	520.3	493.4	517.0	
Check	520.3	490.0	517.0	

WATERWAY INFORMATION

Drainage Area = 49.7 Sq. Mi. Existing Low Grade Elev. 523.7 @ Sta. 11+50
Proposed Low Grade Elev. 524.7 @ Sta. 12+50

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. Head - Ft.		Headwater El.		
			Exist.	Prop.	H.W.E. Exist.	Prop.	Exist.	Prop.	
Ten-Year	10	4950	850	910	518.1	1.1	1.0	519.2	519.1
Design	20	6210	910	970	518.7	1.3	1.3	520.0	520.0
Base	100	9250	1050	1110	519.8	2.0	1.9	521.8	521.7
Scour Check	200	10690	1110	1170	520.2	2.3	2.2	522.5	522.4
Max. Calc.	500	12600	1150	1210	520.8	3.0	2.8	523.8	523.6

10 Year Velocity through Existing Bridge = 5.8 fps 10 Year Velocity through Proposed Bridge = 5.4 fps

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.176g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.301g
Soil Site Class = E

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition.

LOADING HL-93

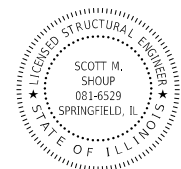
Allow 50#/sq. ft. for future wearing surface.

DESIGN STRESSES

f'c = 5,000 psi (Super)
f'c = 3,500 psi (Sub)
fy = 60,000 psi (Reinf.)
fy = 50,000 psi (Structural Steel M270 GR. 50W)

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

Scott M. Shoup 09/16/2022
ILLINOIS STRUCTURAL NO. 081-6529 Expires 11-30-2022

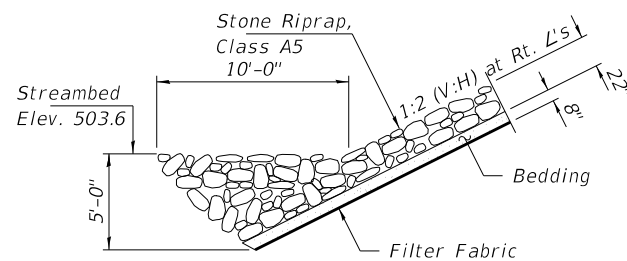
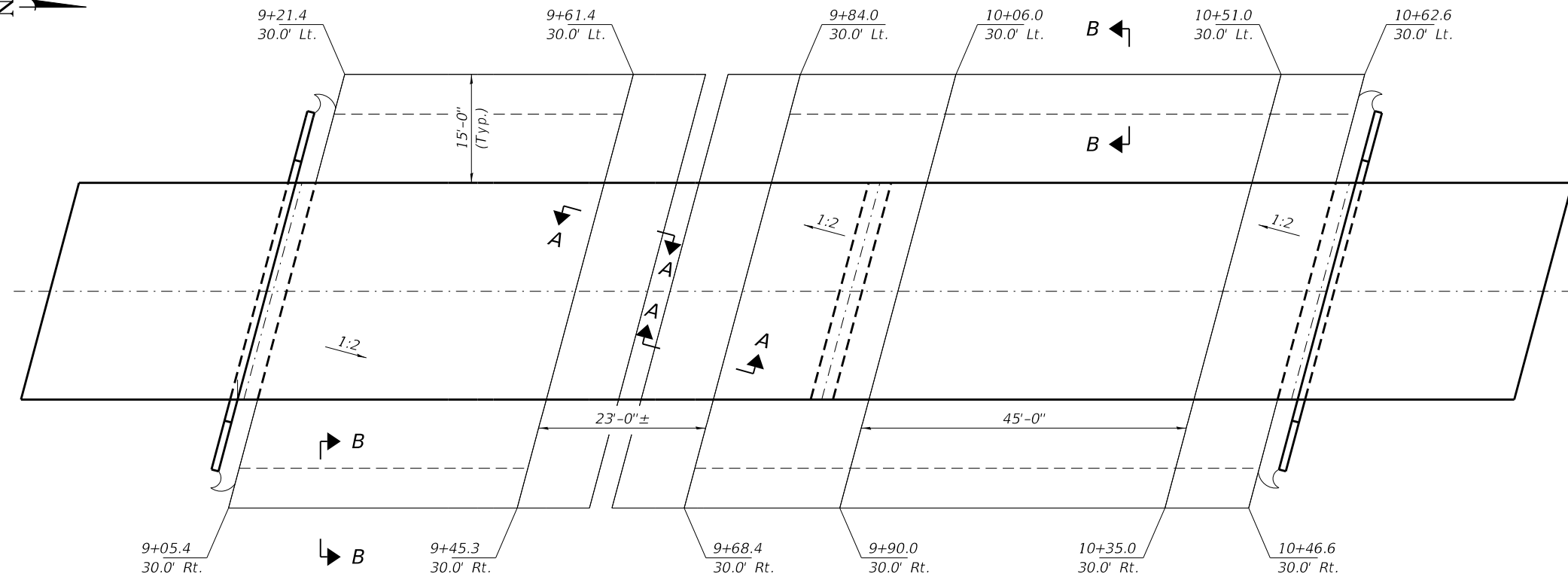
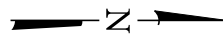


OTTER CREEK
BUILT 202_
FULTON COUNTY
C.H. 2 / F.A.S. 452
SECTION 20-00130-15-BR
STR. NO. 029-3216
LOADING HL-93

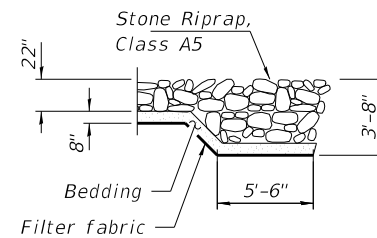
NAME PLATE
See Std. 515001

GENERAL PLAN & ELEVATION
C.H. 2 / F.A.S. 452
OVER OTTER CREEK
SECTION 20-00130-15-BR
FULTON COUNTY
STATION 9+84
STRUCTURE NO. 029-3216

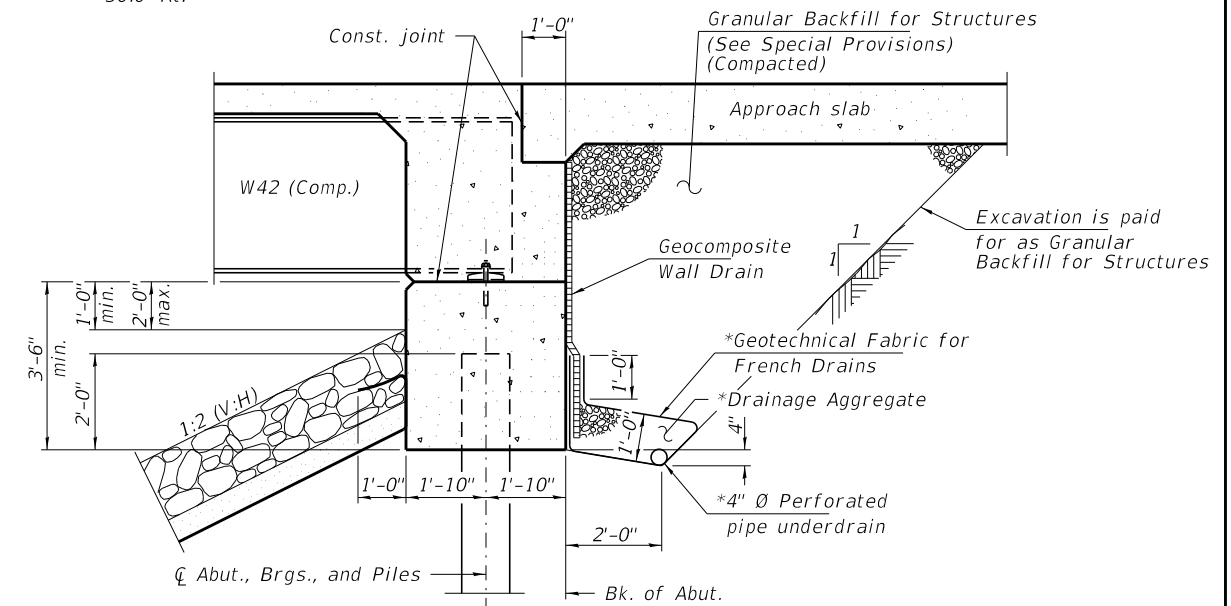
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HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE =	CHECKED - S.W.M.	REVISED -			452	20-00130-15-BR	FULTON	72	13	
PLOT DATE = 9/16/2022	DRAWN - R.D.H.	CHECKED - S.M.S.	REVISED -			CONTRACT NO. 89796					
						ILLINOIS FED. AID PROJECT GWFM(991)					



SECTION A-A



SECTION B-B



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

*Included in the cost of Pipe Underdrains for Structures, 4"

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101). Concrete headwalls shall be included in the cost of Pipe Underdrains for Structures 4".

Concrete Headwalls for Pipe Drains shall be installed at each pipe underdrain outlet. (3 each).

FILE NAME = 210515-shl-bridge.dgn	USER NAME = rmosick	DESIGNED - S.M.S.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		CHECKED - S.W.M.	REVISED -
	PLOT SCALE =	DRAWN - R.D.H.	REVISED -
	PLOT DATE = 9/16/2022	CHECKED - S.M.S.	REVISED -

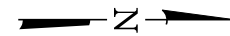
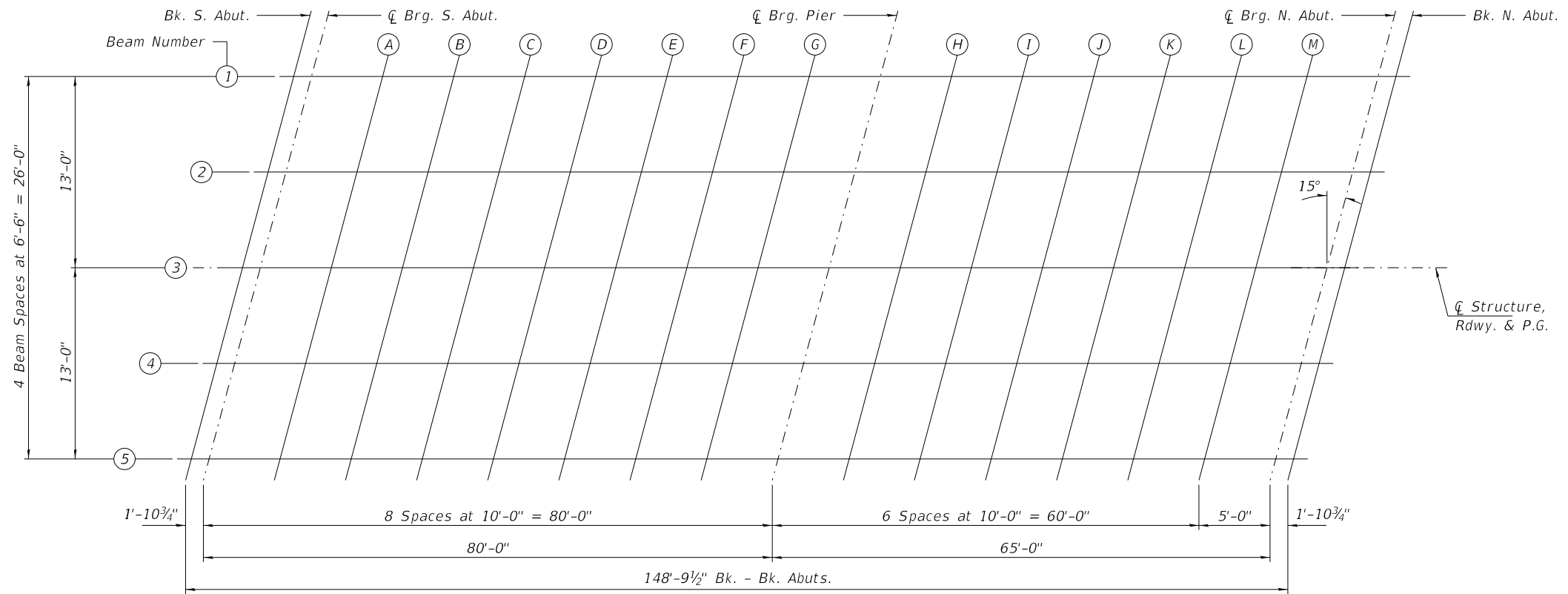
STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT

RIPRAP LAYOUT
STRUCTURE NO. 029-3216

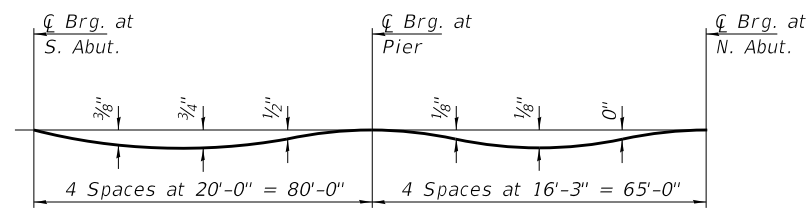
SHEET NO. 2 OF 23 SHEETS

F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
452	20-00130-15-BR	FULTON	72	14
CONTRACT NO. 89796				

ILLINOIS | FED. AID PROJECT GWFM(991)



PLAN

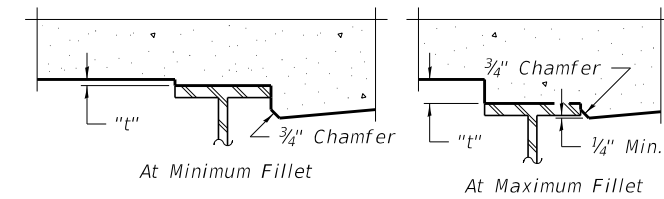


DEAD LOAD DEFLECTION DIAGRAM

(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 5 & 6 of 23.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 5 & 6 of 23, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

FILE NAME = 210515-shl-bridge.dgn	USER NAME = rmosick	DESIGNED - S.M.S.	REVISED -	STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT	TOP OF SLAB ELEVATIONS STRUCTURE NO. 029-3216	F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S./P.E./S.E. CORP. 184.000959		CHECKED - S.W.M.	REVISED -			452	20-00130-15-BR	FULTON	72	16	
	PLOT SCALE =	DRAWN - R.D.H.	REVISED -			CONTRACT NO. 89796					
	PLOT DATE = 9/16/2022	CHECKED - S.M.S.	REVISED -			SHEET NO. 4 OF 23 SHEETS					
ILLINOIS FED. AID PROJECT GWFM(991)											

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	9+13.09	-13.00	528.49	528.49
☒ Brg. S. Abut.	9+14.98	-13.00	528.42	528.42
A	9+24.98	-13.00	528.11	528.13
B	9+34.98	-13.00	527.81	527.85
C	9+44.98	-13.00	527.52	527.58
D	9+54.98	-13.00	527.25	527.31
E	9+64.98	-13.00	526.99	527.04
F	9+74.98	-13.00	526.75	526.78
G	9+84.98	-13.00	526.52	526.54
☒ Pier	9+94.98	-13.00	526.31	526.31
H	10+04.98	-13.00	526.11	526.11
I	10+14.98	-13.00	525.93	525.94
J	10+24.98	-13.00	525.76	525.77
K	10+34.98	-13.00	525.61	525.62
L	10+44.98	-13.00	525.47	525.48
M	10+54.98	-13.00	525.35	525.35
☒ Brg. N. Abut.	10+59.98	-13.00	525.29	525.29
Bk. N. Abut.	10+61.88	-13.00	525.27	525.27

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	9+11.35	-6.50	528.65	528.65
☒ Brg. S. Abut.	9+13.24	-6.50	528.58	528.58
A	9+23.24	-6.50	528.26	528.29
B	9+33.24	-6.50	527.96	528.01
C	9+43.24	-6.50	527.67	527.73
D	9+53.24	-6.50	527.40	527.46
E	9+63.24	-6.50	527.14	527.19
F	9+73.24	-6.50	526.89	526.93
G	9+83.24	-6.50	526.66	526.68
☒ Pier	9+93.24	-6.50	526.45	526.45
H	10+03.24	-6.50	526.25	526.25
I	10+13.24	-6.50	526.06	526.07
J	10+23.24	-6.50	525.89	525.90
K	10+33.24	-6.50	525.74	525.75
L	10+43.24	-6.50	525.60	525.61
M	10+53.24	-6.50	525.47	525.47
☒ Brg. N. Abut.	10+58.24	-6.50	525.41	525.41
Bk. N. Abut.	10+60.14	-6.50	525.39	525.39

BEAM 3, ☒ STRUCTURE & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	9+09.60	0.00	528.80	528.80
☒ Brg. S. Abut.	9+11.50	0.00	528.74	528.74
A	9+21.50	0.00	528.42	528.45
B	9+31.50	0.00	528.11	528.16
C	9+41.50	0.00	527.82	527.88
D	9+51.50	0.00	527.55	527.60
E	9+61.50	0.00	527.28	527.33
F	9+71.50	0.00	527.04	527.07
G	9+81.50	0.00	526.81	526.82
☒ Pier	9+91.50	0.00	526.59	526.59
H	10+01.50	0.00	526.38	526.38
I	10+11.50	0.00	526.20	526.20
J	10+21.50	0.00	526.02	526.03
K	10+31.50	0.00	525.87	525.88
L	10+41.50	0.00	525.72	525.73
M	10+51.50	0.00	525.59	525.60
☒ Brg. N. Abut.	10+56.50	0.00	525.53	525.53
Bk. N. Abut.	10+58.40	0.00	525.51	525.51

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	9+07.86	6.50	528.76	528.76
☒ Brg. S. Abut.	9+09.76	6.50	528.70	528.70
A	9+19.76	6.50	528.37	528.40
B	9+29.76	6.50	528.07	528.11
C	9+39.76	6.50	527.77	527.83
D	9+49.76	6.50	527.49	527.55
E	9+59.76	6.50	527.23	527.28
F	9+69.76	6.50	526.98	527.01
G	9+79.76	6.50	526.74	526.76
☒ Pier	9+89.76	6.50	526.52	526.52
H	9+99.76	6.50	526.32	526.32
I	10+09.76	6.50	526.13	526.13
J	10+19.76	6.50	525.95	525.96
K	10+29.76	6.50	525.79	525.80
L	10+39.76	6.50	525.64	525.65
M	10+49.76	6.50	525.51	525.52
☒ Brg. N. Abut.	10+54.76	6.50	525.45	525.45
Bk. N. Abut.	10+56.65	6.50	525.43	525.43

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	9+06.12	13.00	528.72	528.72
☒ Brg. S. Abut.	9+08.02	13.00	528.65	528.65
A	9+18.02	13.00	528.33	528.35
B	9+28.02	13.00	528.02	527.06
C	9+38.02	13.00	527.72	527.78
D	9+48.02	13.00	527.44	527.50
E	9+58.02	13.00	527.17	527.22
F	9+68.02	13.00	526.92	526.95
G	9+78.02	13.00	526.68	526.69
☒ Pier	9+88.02	13.00	526.46	526.46
H	10+98.02	13.00	526.25	526.25
I	10+08.02	13.00	526.06	526.06
J	10+18.02	13.00	525.88	525.89
K	10+28.02	13.00	525.72	525.73
L	10+38.02	13.00	525.57	525.58
M	10+48.02	13.00	525.43	525.44
☒ Brg. N. Abut.	10+53.02	13.00	525.37	525.37
Bk. N. Abut.	10+54.91	13.00	525.35	525.35

WEST EDGE OF SHOULDER

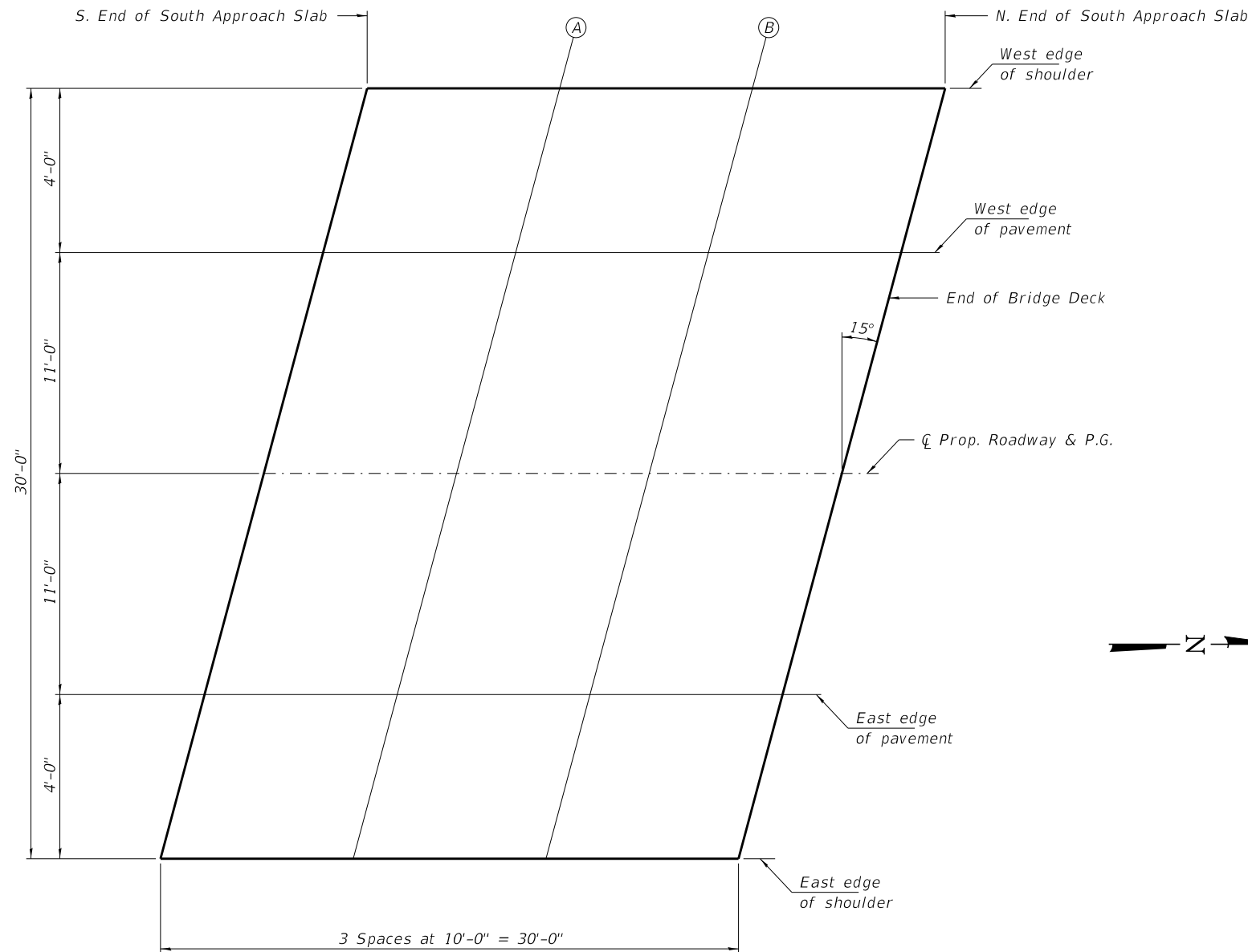
Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	8+84.66	-15.00	529.44
A	8+94.66	-15.00	529.08
B	9+04.66	-15.00	528.74
N. End South Appr. Slab	9+14.66	-15.00	528.40

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	8+83.59	-11.00	529.54
A	8+93.59	-11.00	529.18
B	9+03.59	-11.00	528.83
N. End South Appr. Slab	9+13.59	-11.00	528.50

Q PROPOSED ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	8+80.64	0.00	529.83
A	8+90.64	0.00	529.46
B	9+00.64	0.00	529.11
N. End South Appr. Slab	9+10.64	0.00	528.77



SOUTH APPROACH SLAB - PLAN

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	8+77.69	11.00	529.76
A	8+87.69	11.00	529.39
B	8+97.69	11.00	529.04
N. End South Appr. Slab	9+07.69	11.00	528.70

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	8+76.62	15.00	529.74
A	8+86.62	15.00	529.37
B	8+96.62	15.00	529.01
N. End South Appr. Slab	9+06.62	15.00	528.67

FILE NAME = 210515-shl-bridge.dgn	USER NAME = rmosick	DESIGNED - S.M.S.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		CHECKED - S.W.M.	REVISED -
	PLOT SCALE =	DRAWN - R.D.H.	REVISED -
	PLOT DATE = 9/16/2022	CHECKED - S.M.S.	REVISED -

**STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT**

**TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 029-3216**

F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
452	20-00130-15-BR	FULTON	72	19
CONTRACT NO. 89796				
ILLINOIS FED. AID PROJECT GWFM(991)				

WEST EDGE OF SHOULDER

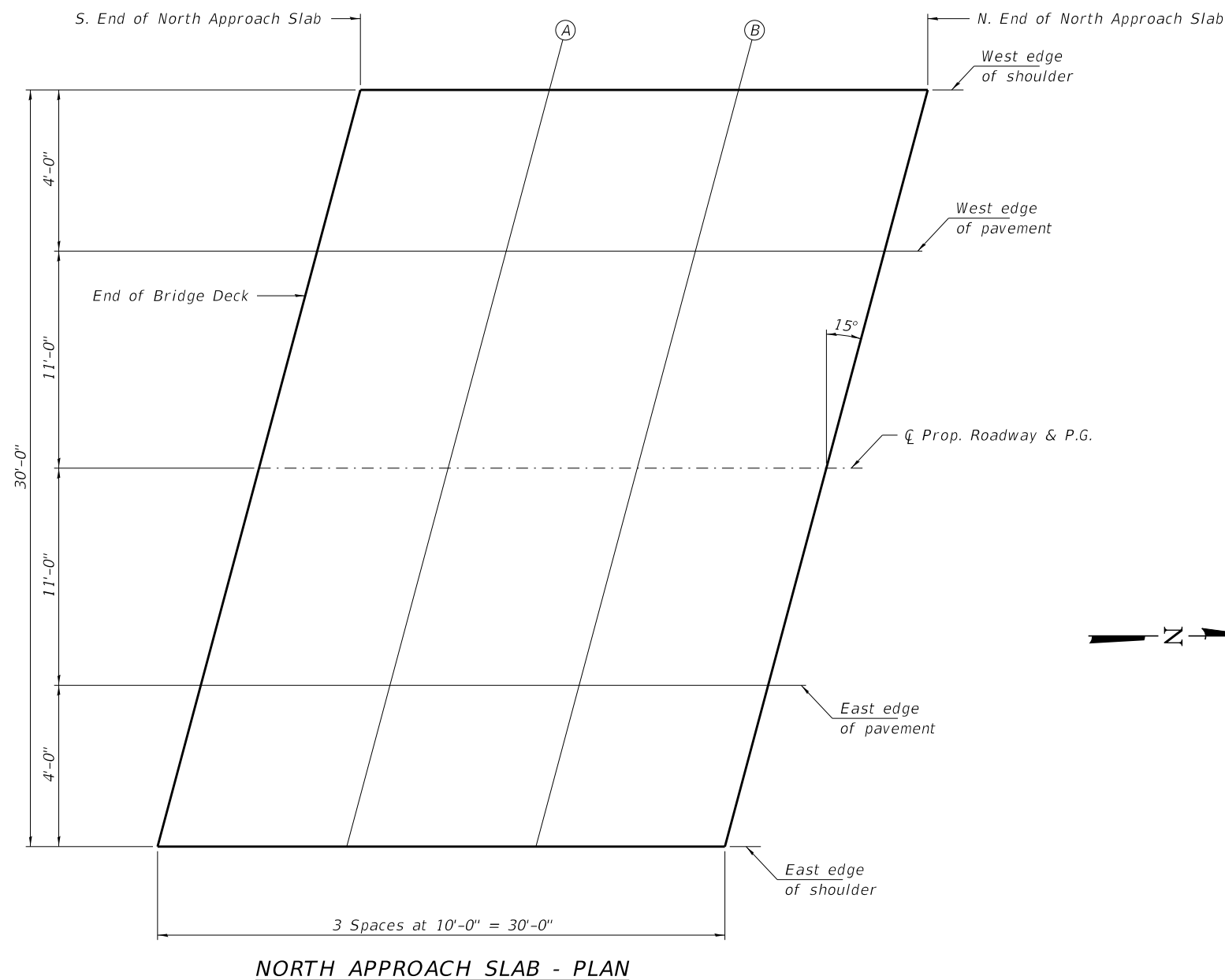
Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Slab	10+61.38	-15.00	525.25
A	10+71.38	-15.00	525.15
B	10+81.38	-15.00	525.06
N. End North Appr. Slab	10+91.38	-15.00	524.99

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Slab	10+60.31	-11.00	525.32
A	10+70.31	-11.00	525.22
B	10+80.31	-11.00	525.13
N. End North Appr. Slab	10+90.31	-11.00	525.06

Q PROPOSED ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Slab	10+57.36	0.00	525.52
A	10+67.36	0.00	525.42
B	10+77.36	0.00	525.33
N. End North Appr. Slab	10+87.36	0.00	525.25



EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Slab	10+54.41	11.00	525.39
A	10+64.41	11.00	525.28
B	10+74.41	11.00	525.18
N. End North Appr. Slab	10+84.41	11.00	525.10

EAST EDGE OF SHOULDER

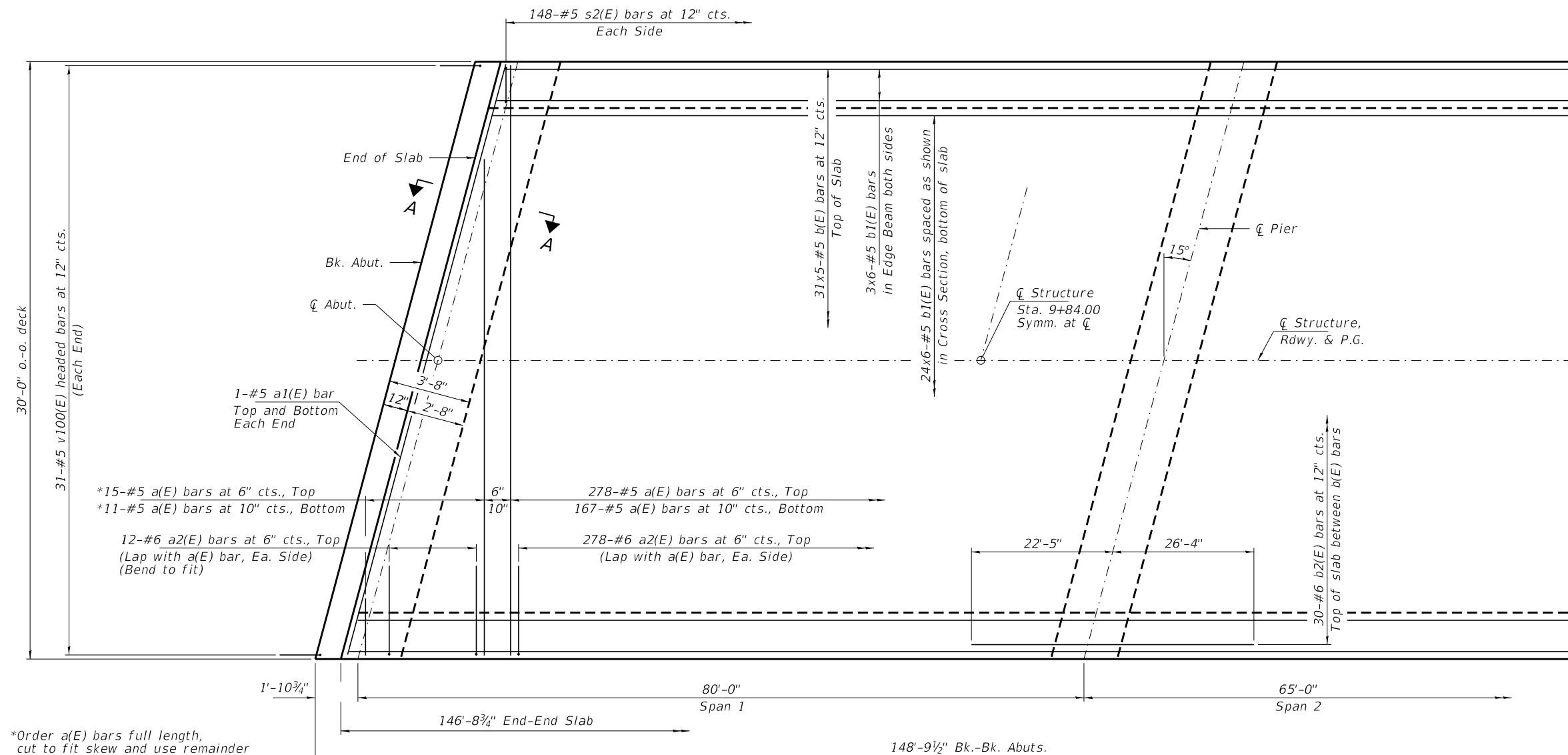
Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Slab	10+53.34	15.00	525.34
A	10+63.34	15.00	525.22
B	10+73.34	15.00	525.13
N. End North Appr. Slab	10+83.34	15.00	525.05

FILE NAME = 210515-shl-bridge.dgn	USER NAME = rmosick	DESIGNED - S.M.S.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		CHECKED - S.W.M.	REVISED -
	PLOT SCALE =	DRAWN - R.D.H.	REVISED -
	PLOT DATE = 9/16/2022	CHECKED - S.M.S.	REVISED -

**STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT**

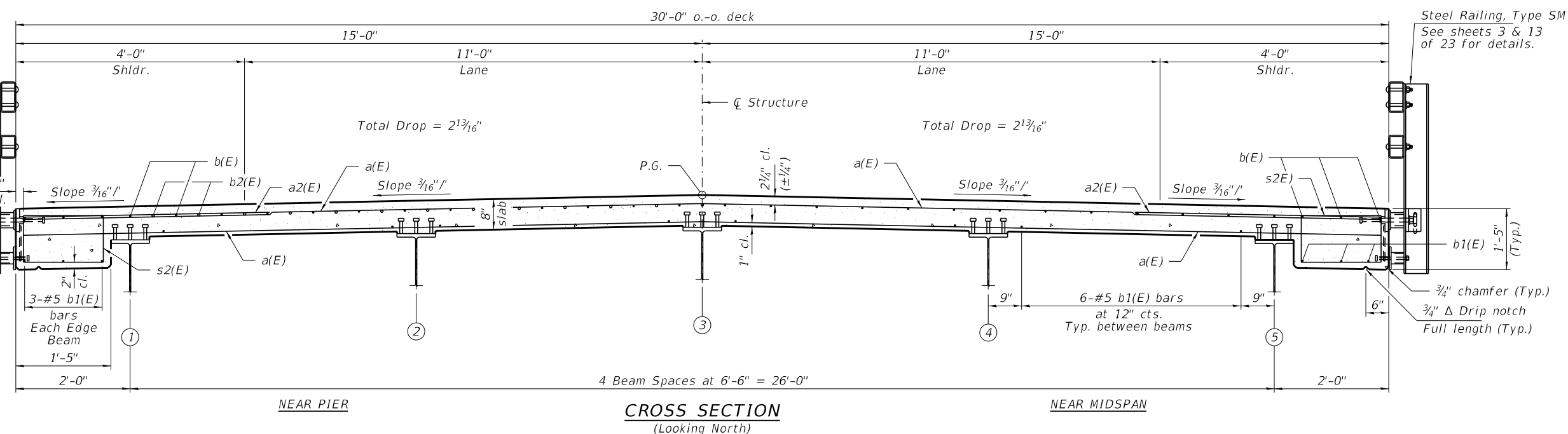
**TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 029-3216**

F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
452	20-00130-15-BR	FULTON	72	20
CONTRACT NO. 89796				
ILLINOIS FED. AID PROJECT GWFM(991)				



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

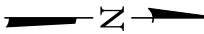
PLAN



NEAR PIER

CROSS SECTION
(Looking North)

NEAR MIDSPAN

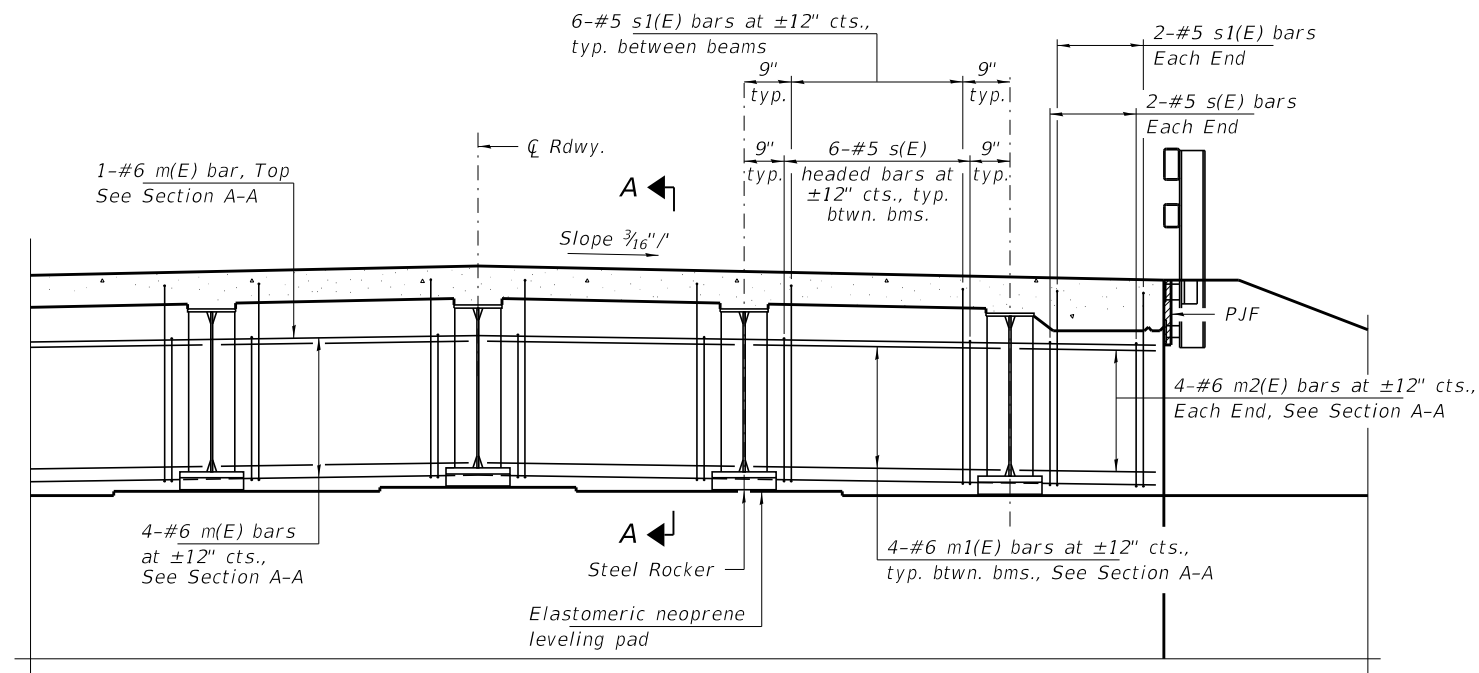


MIN. BAR LAP
#5 bars = 3'-6"

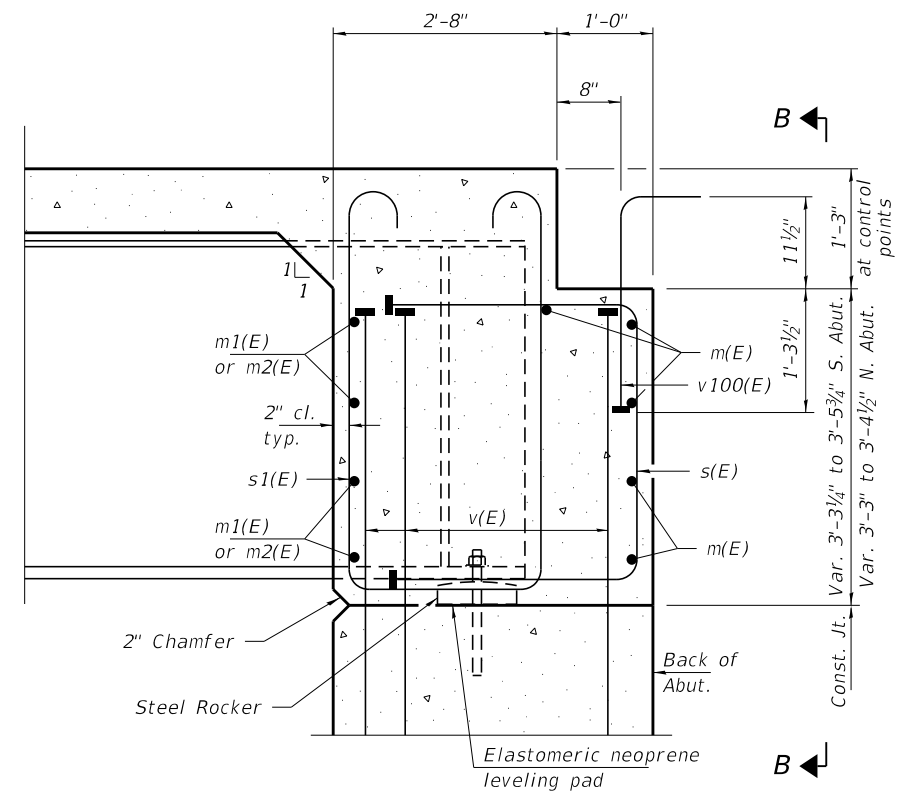
Notes:
See sheet 10 of 23 for superstructure details.
Bars indicated thus 31x5-#5 etc. indicates 31 lines of bars with 5 lengths per line.
For Section A-A see sheet 10 of 23.

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	471	#5	29'-8"	—
a1(E)	4	#5	30'-8"	—
a2(E)	580	#6	7'-7"	—
b(E)	155	#5	32'-1"	—
b1(E)	180	#5	27'-4"	—
b2(E)	30	#6	48'-9"	—
m(E)	10	#6	30'-8"	—
m1(E)	32	#6	6'-2"	—
m2(E)	16	#6	1'-8"	—
s(E)	56	#5	7'-11"	□
s1(E)	56	#5	11'-8"	□
s2(E)	296	#5	5'-3"	□
v100(E)	62	#5	3'-1"	┌
Concrete Superstructure			Cu. Yd.	151.7
Bridge Deck Grooving			Sq. Yd.	457
Protective Coat			Sq. Yd.	535
Reinforcement Bars, Epoxy Coated			Pound	37,580



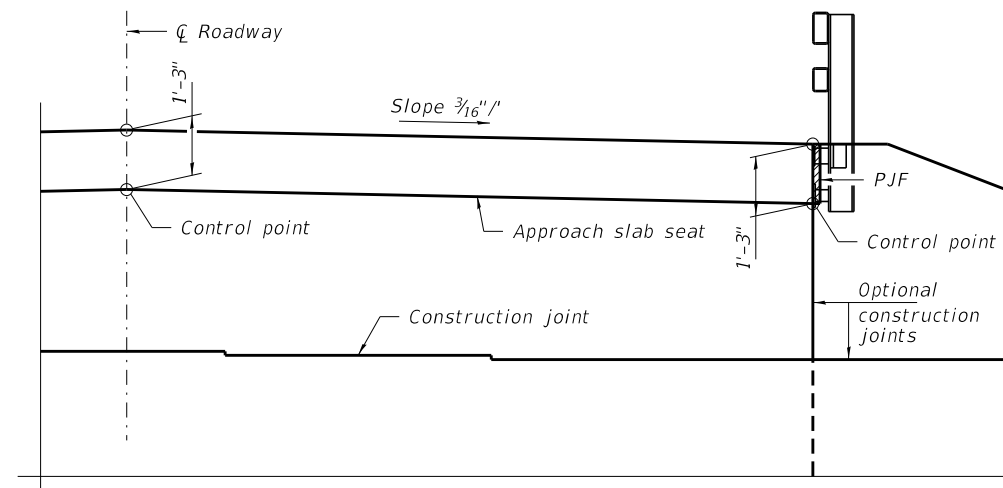
DIAPHRAGM AT ABUTMENT



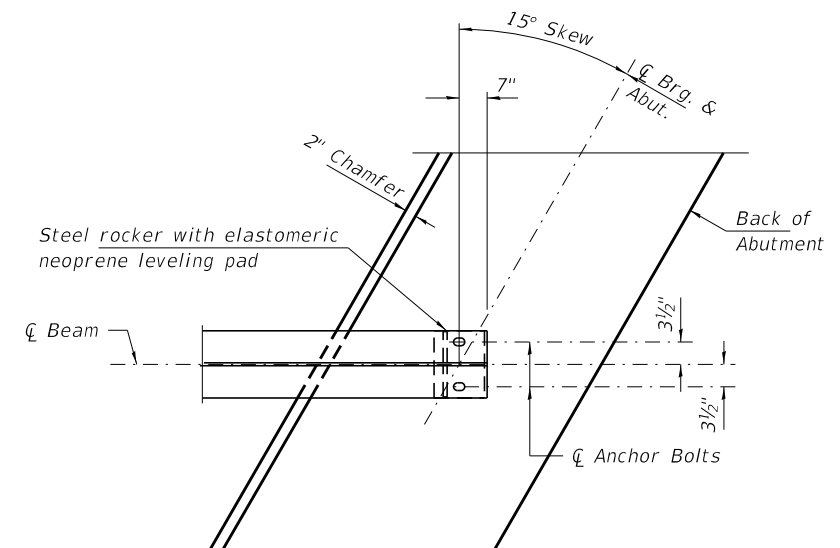
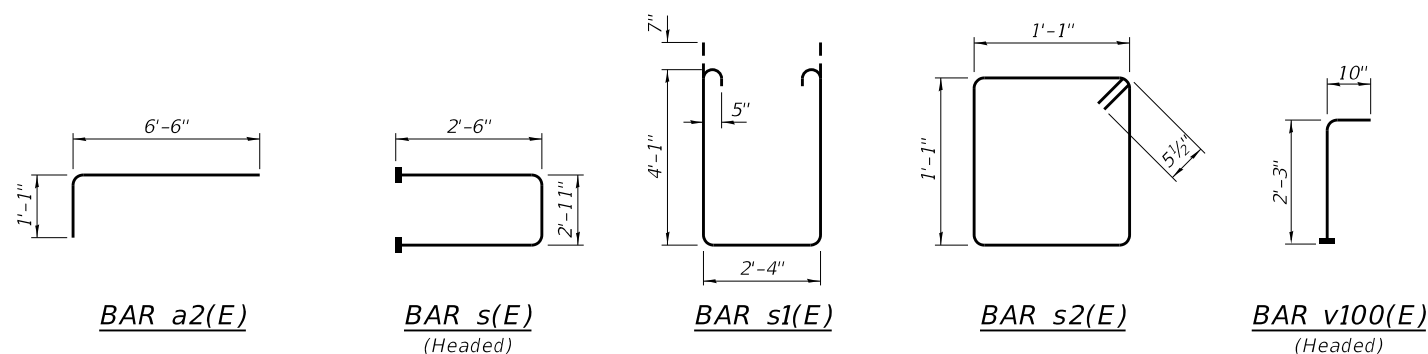
SECTION A-A
(at Rt. L's)

Notes:

- Reinforcement bars in diaphragm are billed with Superstructure on sheet 9 of 23.
- Concrete in diaphragm is included with Concrete Superstructure on sheet 9 of 23.
- The s(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
- The approach slab seat shall have a constant slope determined from the control points.
- See Sheet 11 of 23 for P.J.F. details.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

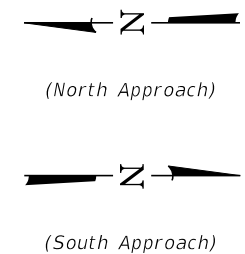
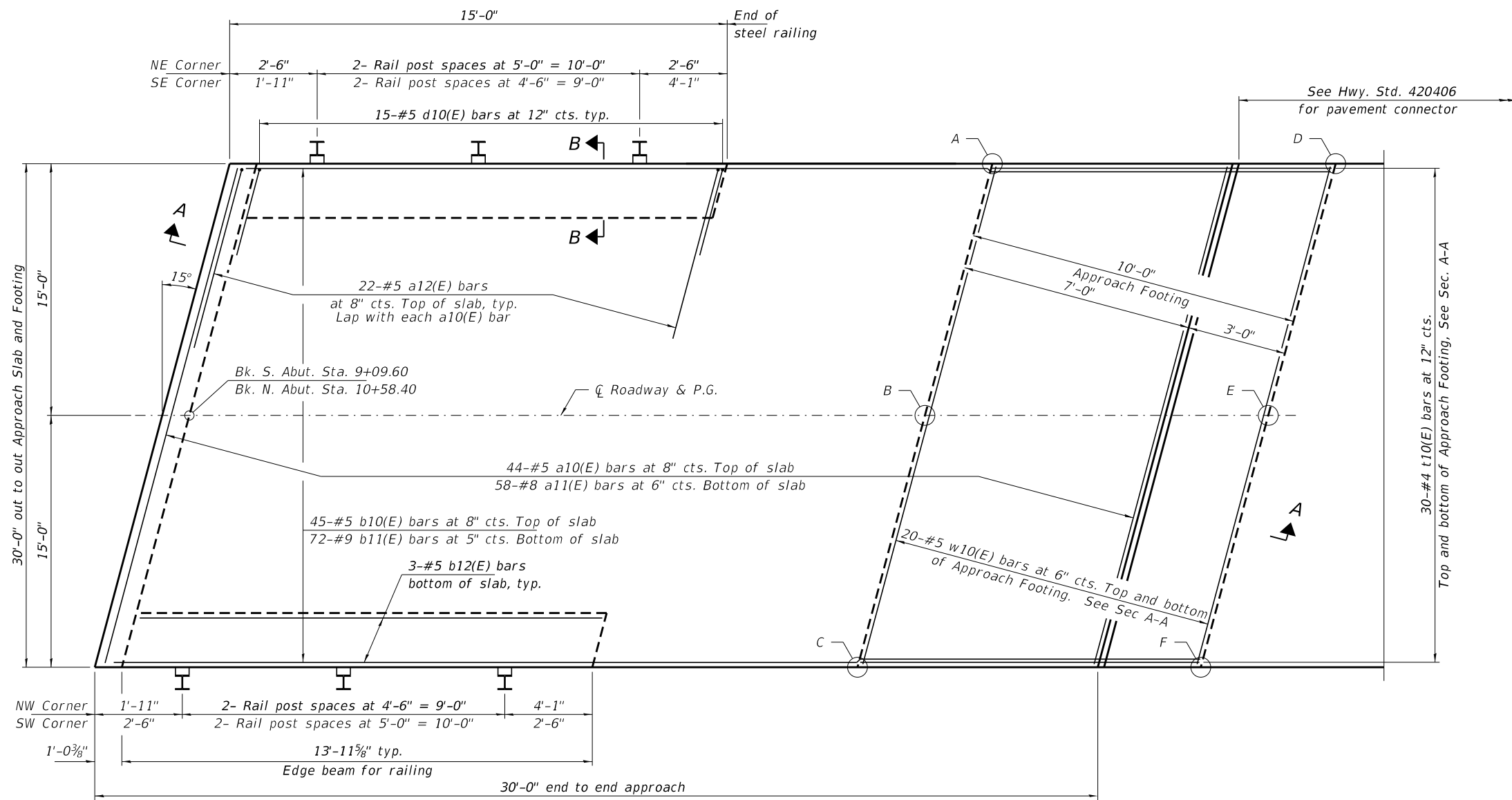


VIEW B-B



PLAN AT ABUTMENT
(Showing bottom flange of beam)

FILE NAME = 210515-shl-bridge.dgn	USER NAME = rmosick	DESIGNED - S.M.S.	REVISED -	STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT	SUPERSTRUCTURE DETAILS STRUCTURE NO. 029-3216	F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S./P.E./S.E. CORP. 184.000959		CHECKED - S.W.M.	REVISED -			452	20-00130-15-BR	FULTON	72	22	
	PLOT SCALE =	DRAWN - R.D.H.	REVISED -			CONTRACT NO. 89796					
	PLOT DATE = 9/16/2022	CHECKED - S.M.S.	REVISED -			SHEET NO. 10 OF 23 SHEETS					

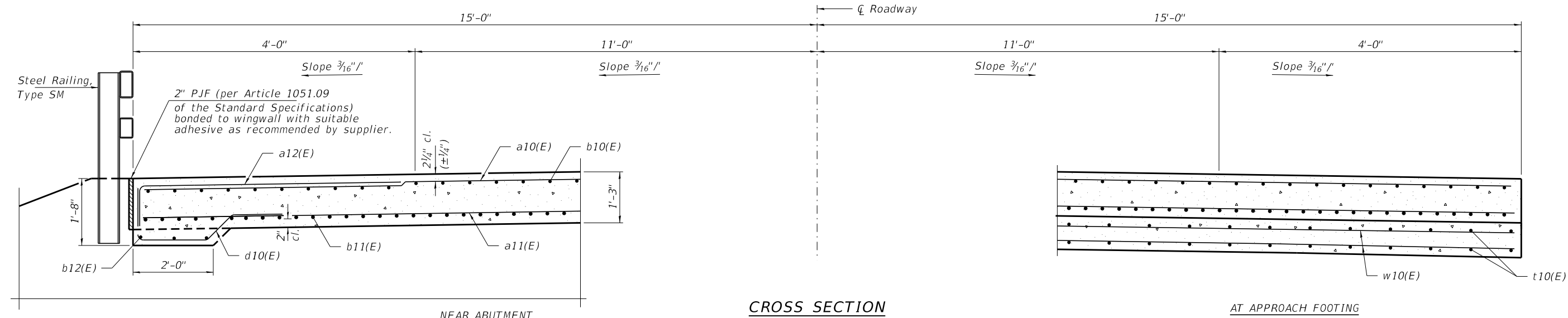


TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point/Location	South Approach		North Approach		
	Top	Bottom	Top	Bottom	
A -	528.21	527.37	A -	523.78	522.95
B -	528.29	527.46	B -	524.05	523.21
C -	527.91	527.08	C -	523.84	523.01
D -	528.60	527.76	D -	523.71	522.88
E -	528.68	527.84	E -	523.97	523.14
F -	528.29	527.46	F -	523.76	522.93

See sheet 12 of 23 for SEC A-A and SEC B-B.

PLAN
(North approach slab shown, South approach slab mirrored)

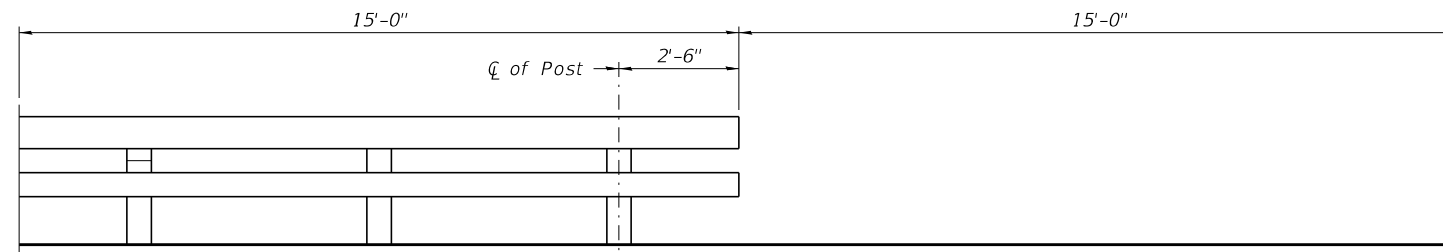


CROSS SECTION
(Looking North)

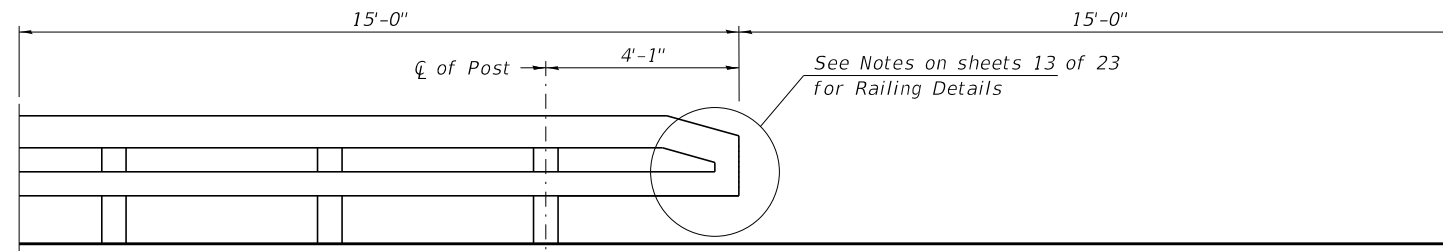
BAIA-CIP-R34-0 10-12-2021

(Sheet 1 of 2)

FILE NAME = 210515-shl-bridge.dgn	USER NAME = rmosck	DESIGNED - S.M.S.	REVISED -	STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 029-3216	F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L5 / PE / SE CORP. 184.000959	PLOT SCALE =	CHECKED - S.W.M.	REVISED -			452	20-00130-15-BR	FULTON	72	23	
	PLOT DATE = 9/16/2022	DRAWN - R.D.H.	REVISED -			CONTRACT NO. 89796					
		CHECKED - S.M.S.	REVISED -			SHEET NO. 11 OF 23 SHEETS					

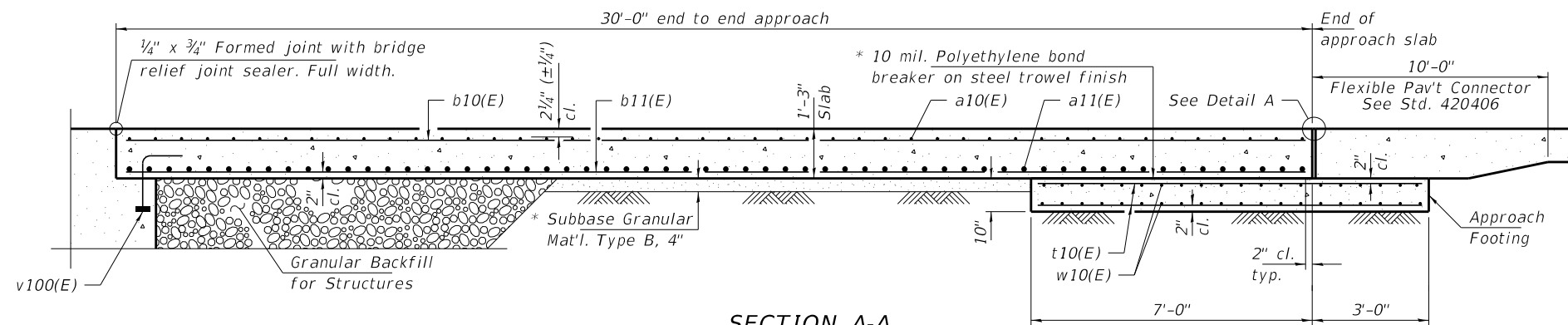


INSIDE ELEVATION OF RAILING
(NW & SE Corners)



INSIDE ELEVATION OF RAILING
(NE & SW Corners)

Notes:
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 23.
 For railing details, see sheets 3 and 13 of 23.
 Approach footing reinforcement bars are separated in the "TOTAL BILL OF MATERIALS" on sheet 3 of 23 and included with the "SUB" total.

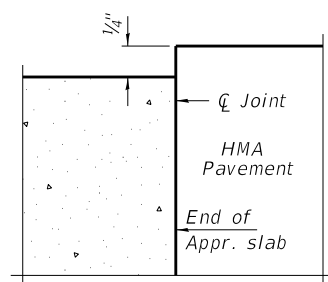


SECTION A-A

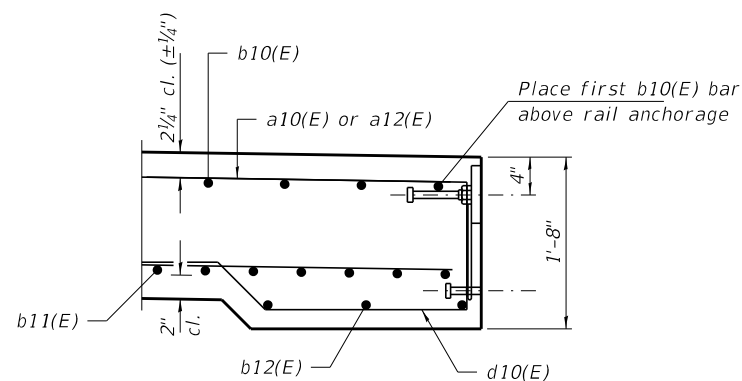
* Cost included with Concrete Superstructure (Approach Slab).

TWO APPROACHES
BILL OF MATERIAL -
SUPERSTRUCTURE

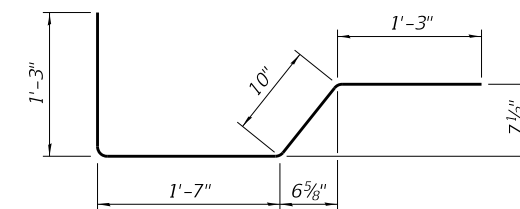
Bar	No.	Size	Length	Shape
a10(E)	88	#5	30'-8"	—
a11(E)	116	#8	30'-8"	—
a12(E)	88	#5	7'-8"	—
b10(E)	90	#5	29'-8"	—
b11(E)	144	#9	29'-8"	—
b12(E)	12	#5	13'-8"	—
d10(E)	60	#5	4'-11"	┘
Bridge Deck Grooving		Sq. Yd.	187	
Protective Coat		Sq. Yd.	210	
Concrete Superstructure (Approach Slab)		Cu. Yd.	85.3	
Reinforcement Bars, Epoxy Coated		Pound	30,800	



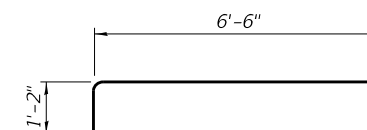
DETAIL A



SECTION B-B



BAR d10(E)



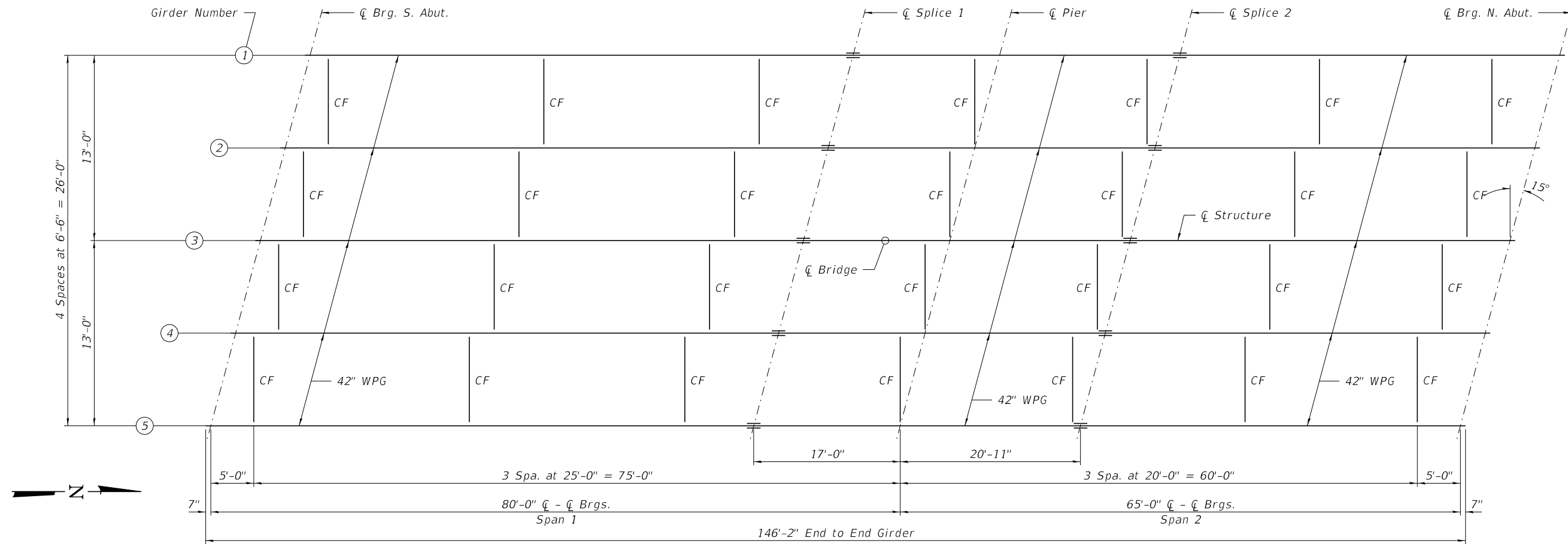
BAR a12(E)

TWO APPROACHES
BILL OF MATERIAL -
SUBSTRUCTURE

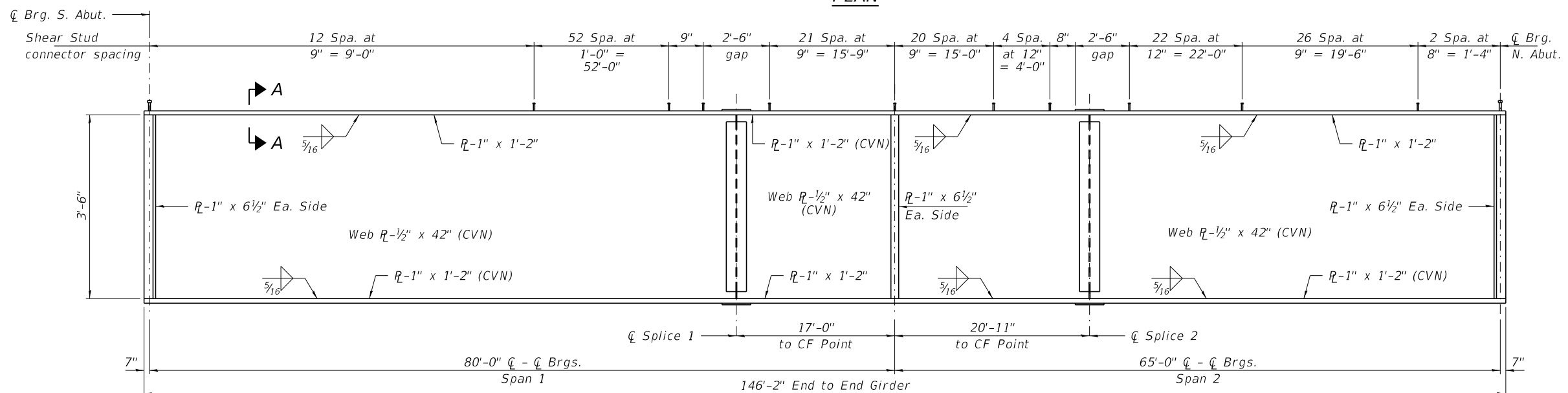
Bar	No.	Size	Length	Shape
t10(E)	120	#4	10'-0"	—
w10(E)	80	#5	30'-8"	—
Concrete Structures		Cu. Yd.	19.2	
Reinforcement Bars, Epoxy Coated		Pound	3,360	

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

(Sheet 2 of 2)



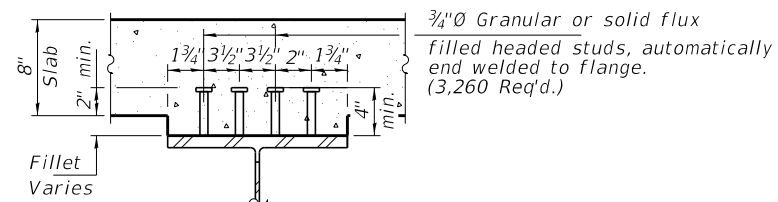
PLAN



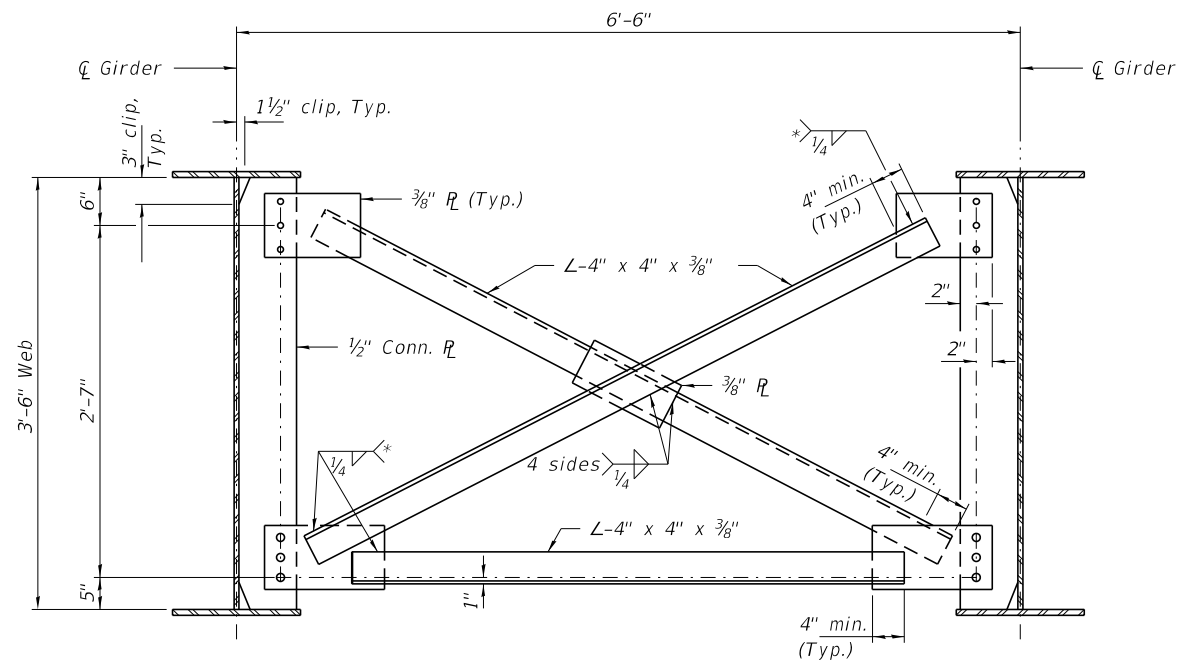
GIRDER ELEVATION

Location	☐ Brg. S. Abut.	☐ Splice 1	☐ Brg. Pier	☐ Splice 2	☐ Brg. N. Abut.
BEAM 1	527.59	525.84	525.48	525.05	524.46
BEAM 2	527.75	525.98	525.62	525.18	524.58
BEAM 3	527.91	526.12	525.76	525.31	524.70
BEAM 4	527.87	526.06	525.69	525.24	524.62
BEAM 5	527.82	526.00	525.63	525.17	524.54

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



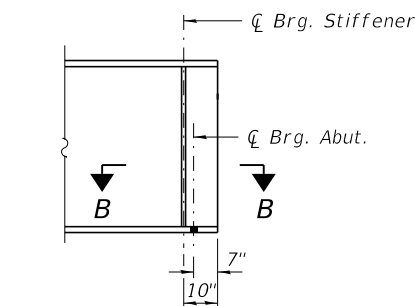
Notes:
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
All beams, diaphragms, connection plates and splices shall be M270 Grade 50W.
"CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.
For Structural Steel details see sheet 15 & 16 of 23.



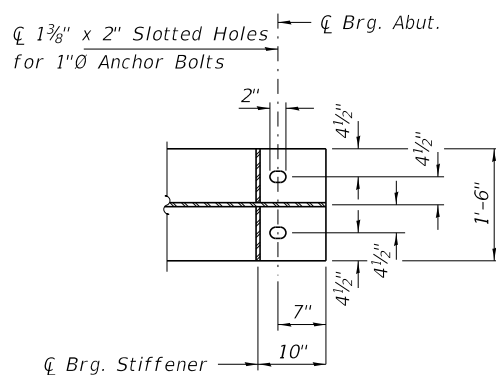
INTERIOR CROSS-FRAME
(28-required)

* Fillet weld angles along 3 sides on one face of gusset plate.

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



TYP. END OF GIRDER ELEVATION



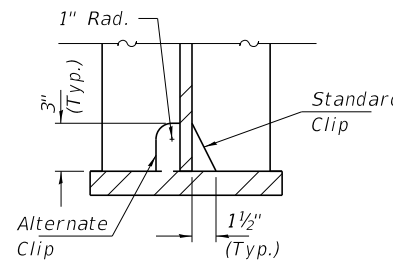
SECTION B-B

Notes:
For additional structural steel details see sheets 12 & 14 of 19.
All splices and diaphragms, including stiffeners and diaphragms shall be AASHTO M270, Grade 50W.

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1	Pier	0.6 Sp. 2
Is	(in ⁴)	16,032	16,032	16,032
Ic(n)	(in ⁴)	39,354	39,354	39,354
Ic(3n)	(in ⁴)	29,646	29,646	29,646
Ic(cr)	(in ⁴)	18,330	20,125	18,330
Ss	(in ³)	728	728	728
Sc(n)	(in ³)	998	998	998
Sc(3n)	(in ³)	918	918	918
Sc(cr)	(in ³)	712	801	712
DC1	(k/ft)	0.89	0.89	0.89
MDC1	(k)	438	597	215
DC2	(k/ft)	0.04	0.04	0.04
MDC2	(k)	20	28	10
DW	(k/ft)	0.33	0.33	0.33
MDW	(k)	164	224	81
LLDF	(k)	0.646	0.646	0.646
M _l + IM	(k)	1,034	949	804
Mu (Strength I)	(k)	2,628	2,778	1,810
Øf Mn	(k)	3,934	-2,927	4,049
fs DC1	(ksi)	7.2	9.8	3.5
fs DC2	(ksi)	0.3	0.4	0.1
fs DW	(ksi)	2.1	2.9	1.1
fs (l+IM)	(ksi)	12.4	11.4	9.7
fs (Service II)	(ksi)	25.8	28.0	17.3
0.95Rh Fyf	(ksi)	47.5	47.5	47.5
fs (Total)(Strength I)	(ksi)	-	37.1	-
Øf Fn	(ksi)	-	-	-
Vf	(k)	64.7	124.4	64.7

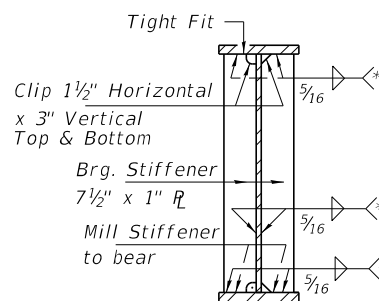
INTERIOR GIRDER REACTION TABLE				
		S. Abut.	Pier	N. Abut.
LLDF	(k)	0.750	0.708	0.747
OCF	(k)	-	-	-
RDC1	(k)	27.8	80.5	19.5
RDC2	(k)	1.3	3.7	0.9
RDW	(k)	10.5	30.2	7.3
R _l	(k)	62.7	95.9	58.3
R _{IM}	(k)	15.3	19.5	14.8
RTotal	(k)	117.6	229.8	100.8

EXTERIOR GIRDER REACTION TABLE				
		S. Abut.	Pier	N. Abut.
LLDF	(k)	0.746	0.708	0.746
OCF	(k)	1.059	1.0	1.056
RDC1	(k)	23.9	69.1	16.7
RDC2	(k)	1.3	3.7	0.9
RDW	(k)	10.5	30.2	7.3
R _l	(k)	66.1	95.9	61.5
R _{IM}	(k)	16.2	19.5	15.6
RTotal	(k)	118.0	218.4	102.0

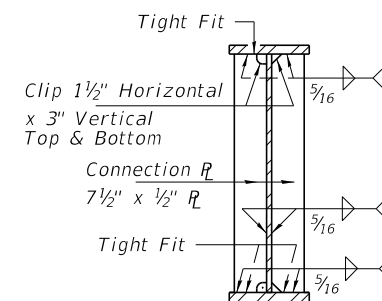


CLIP DETAIL

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



SECTION AT ABUTMENT BEARING STIFFENER R'S



SECTION AT CROSS-FRAME CONNECTION R'S

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

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).

Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).

Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

Ic(cr), Sc(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing fs (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).

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

MDC1: Un-factored moment due to non-composite dead load (kip-ft.).

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

MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

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

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

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

Mu (Strength I): Factored design moment (kip-ft.).
1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M_l + IM

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

fs DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
MDC1/ Snc

fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
MDC2/ Sc(3n) or MDC2/ Sc(cr) as applicable.

fs DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
MDW/ Sc(3n) or MDW/ Sc(cr) as applicable.

fs (l+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
M_l + IM / Sc(n) or M_l + IM / Sc(cr) as applicable.

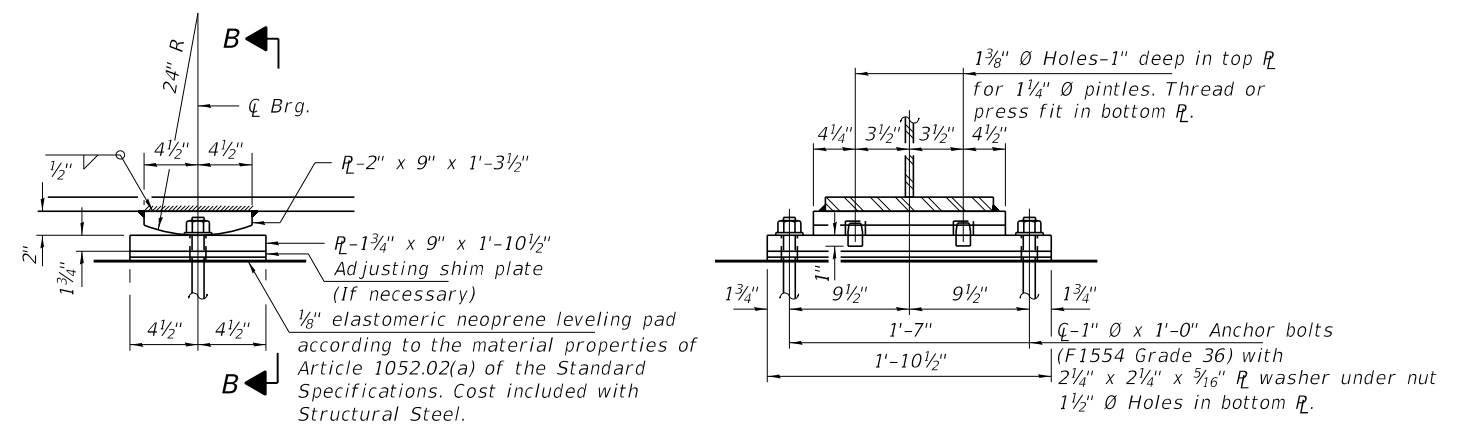
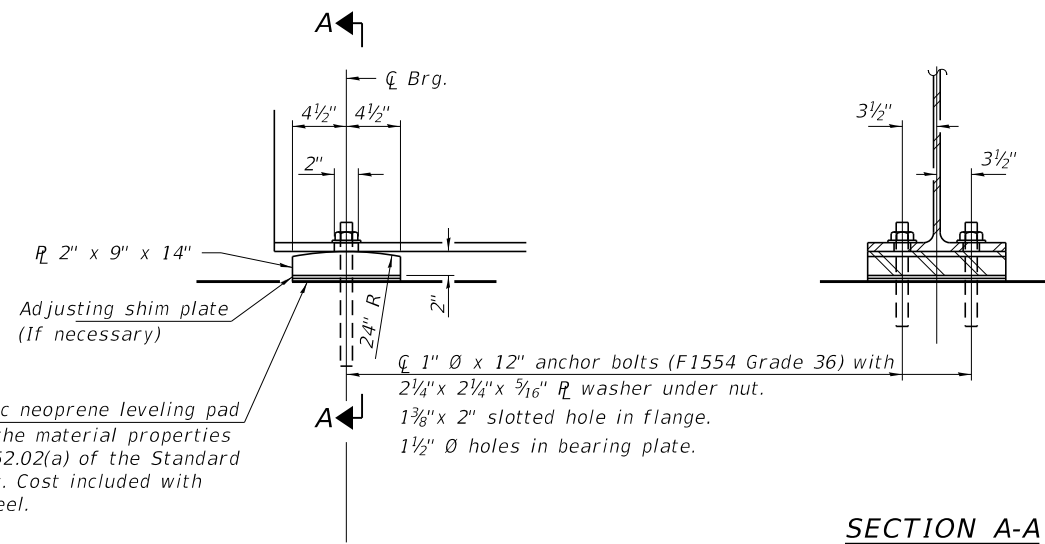
fs (Service II): Sum of stresses as computed below (ksi).
fsDC1 + fsDC2 + fsDW + 1.3 fs(l + IM)

0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
Sum of stresses as computed below on non-compact section (ksi).
1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs(l + IM)

Øf Fn: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

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

Note:
M_l and R_l include the effects of centrifugal force and superelevation.



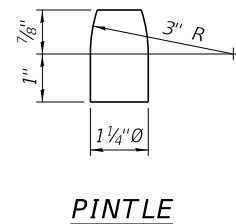
ELEVATION AT ABUTMENT

ELEVATION AT PIER

SECTION B-B

FIXED BEARING AT PIER
 (5 required)

FIXED BEARING AT ABUTMENTS
 (10 required)



Notes:

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

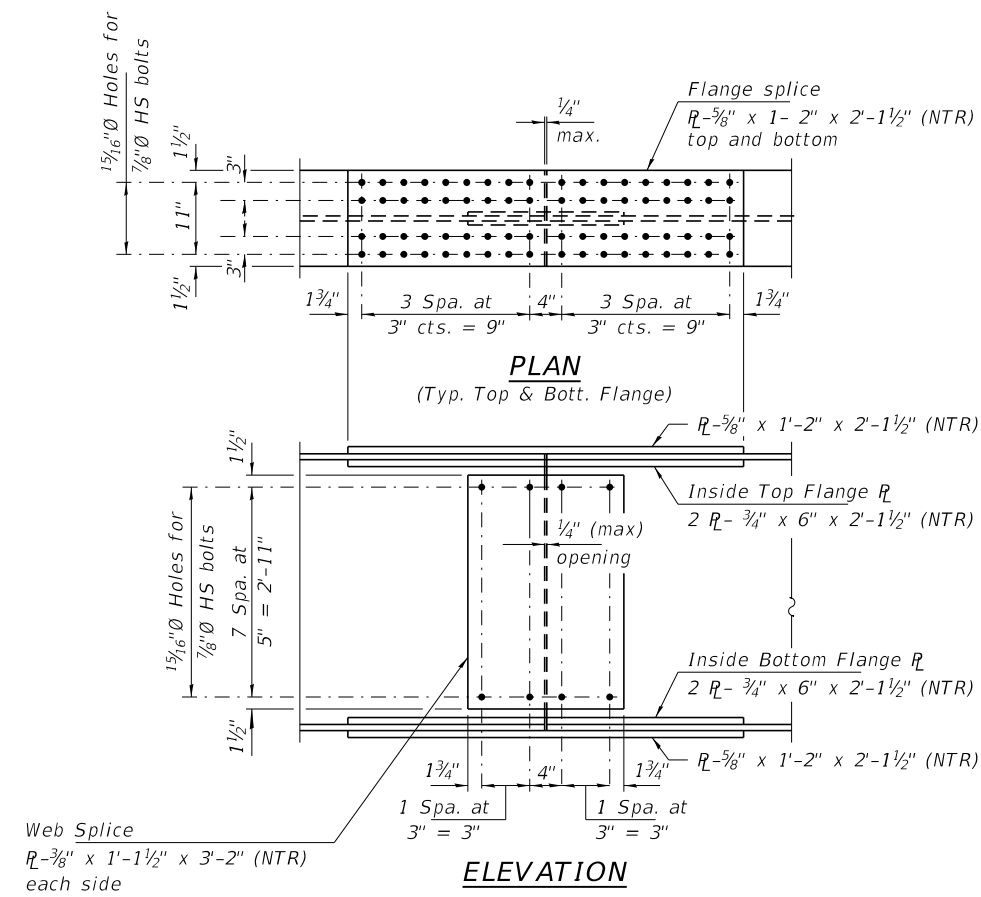
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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.

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

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



BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	30

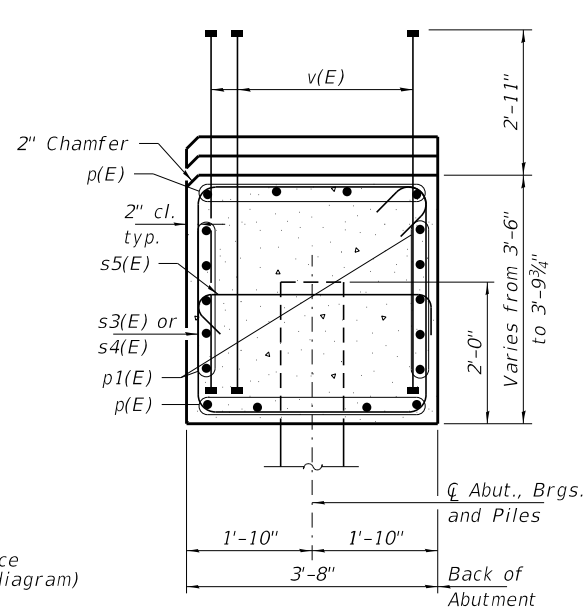
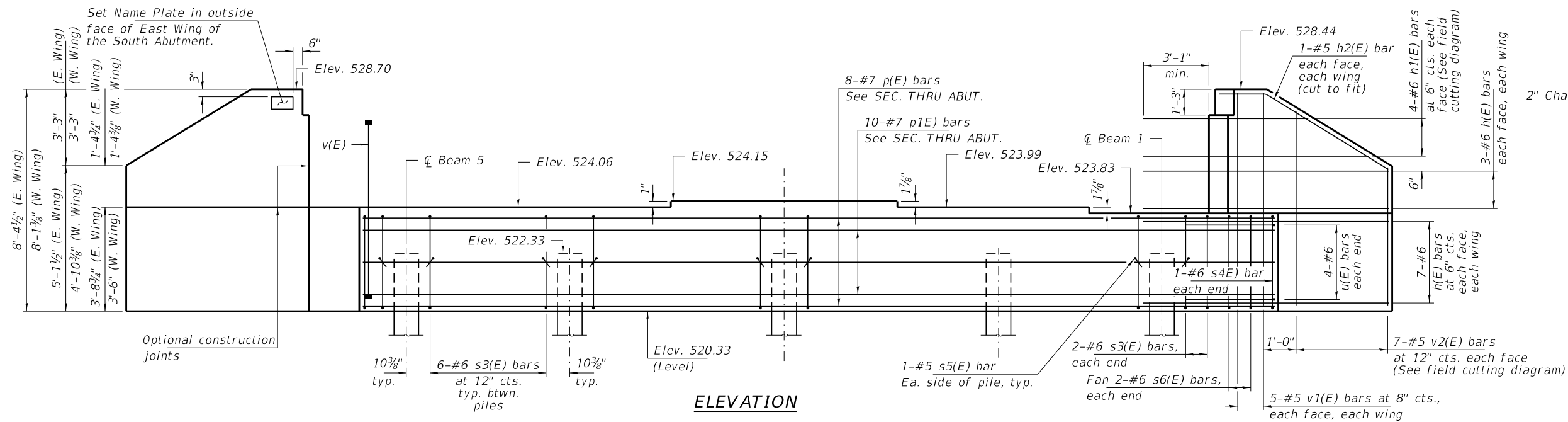
FILE NAME = 210515-shl-bridge.dgn	USER NAME = rmosck	DESIGNED - S.M.S.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S./P.E./S.E. CORP. 184.000959	PLOT SCALE =	CHECKED - S.W.M.	REVISED -
PLOT DATE = 9/16/2022		DRAWN - R.D.H.	REVISED -
		CHECKED - S.M.S.	REVISED -

STATE OF ILLINOIS
FULTON COUNTY HIGHWAY DEPARTMENT

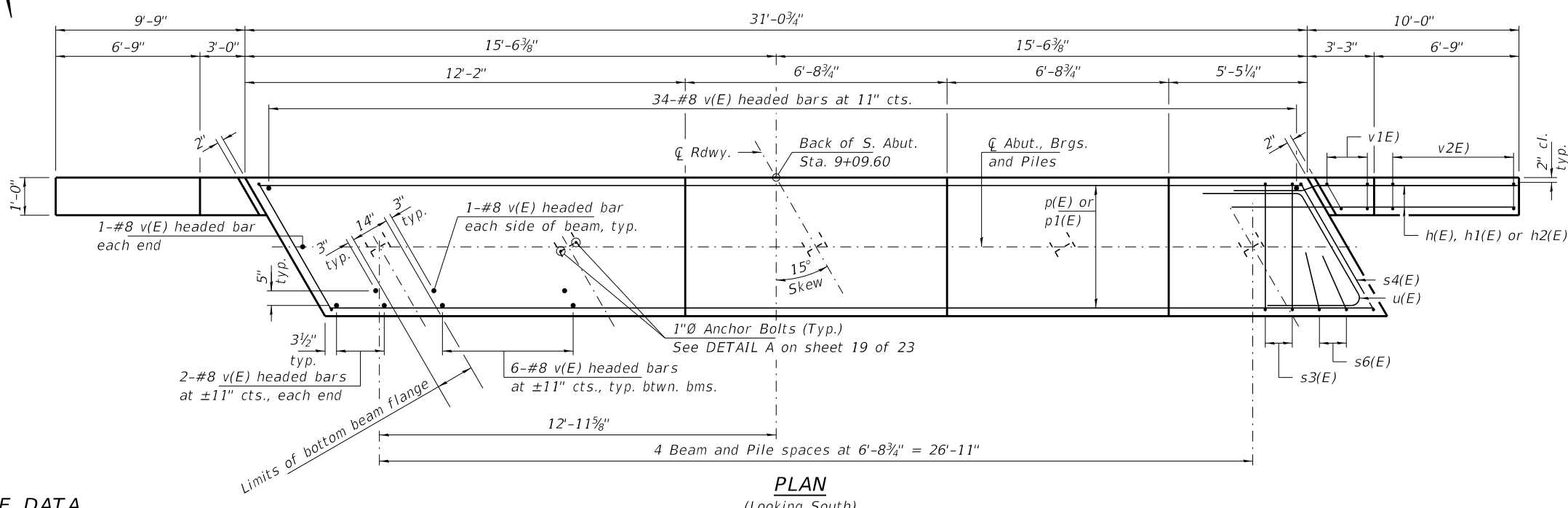
BEARING DETAILS
STRUCTURE NO. 029-3216

SHEET NO. 16 OF 23 SHEETS

F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
452	20-00130-15-BR	FULTON	72	28
CONTRACT NO. 89796				
ILLINOIS FED. AID PROJECT GWFM(991)				



SEC. THRU ABUT.
Dimensions at right angles to abutment.



PLAN
(Looking South)

PILE DATA

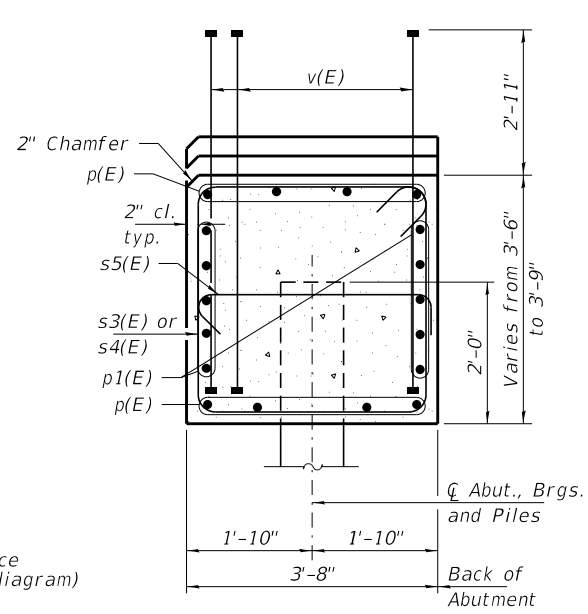
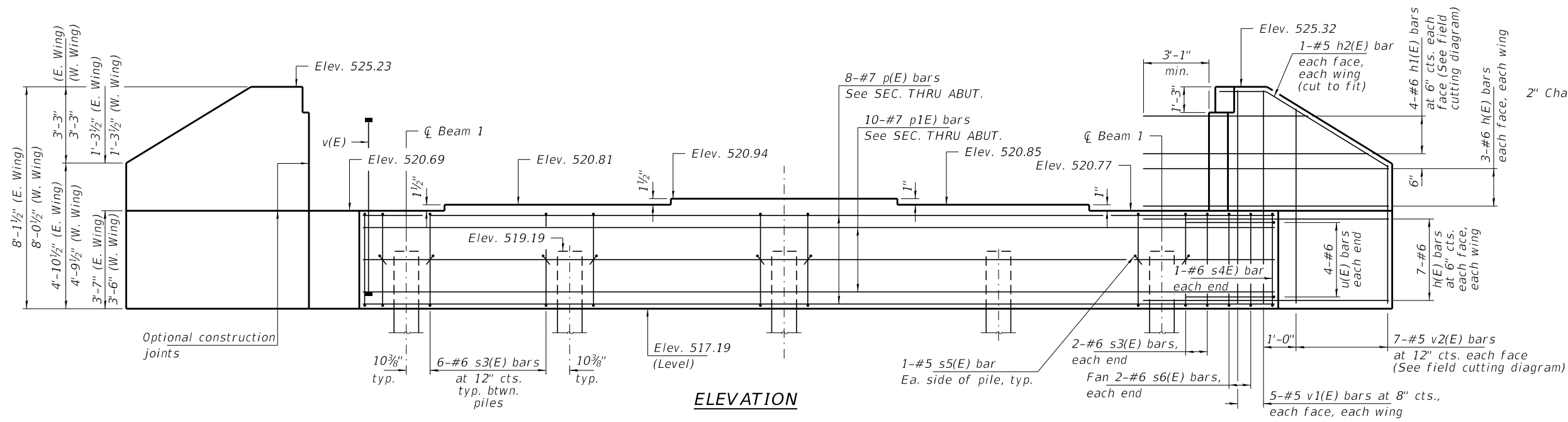
Type: Steel Piles HP12x74
 Nominal Required Bearing: 589 Kips/pile
 Factored Resistance Available: 324 Kips/pile
 Est. Length: 55 Ft/Pile
 No. Production Piles: 4
 No. Test Piles: 1

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

BILL OF MATERIAL - S. ABUT.

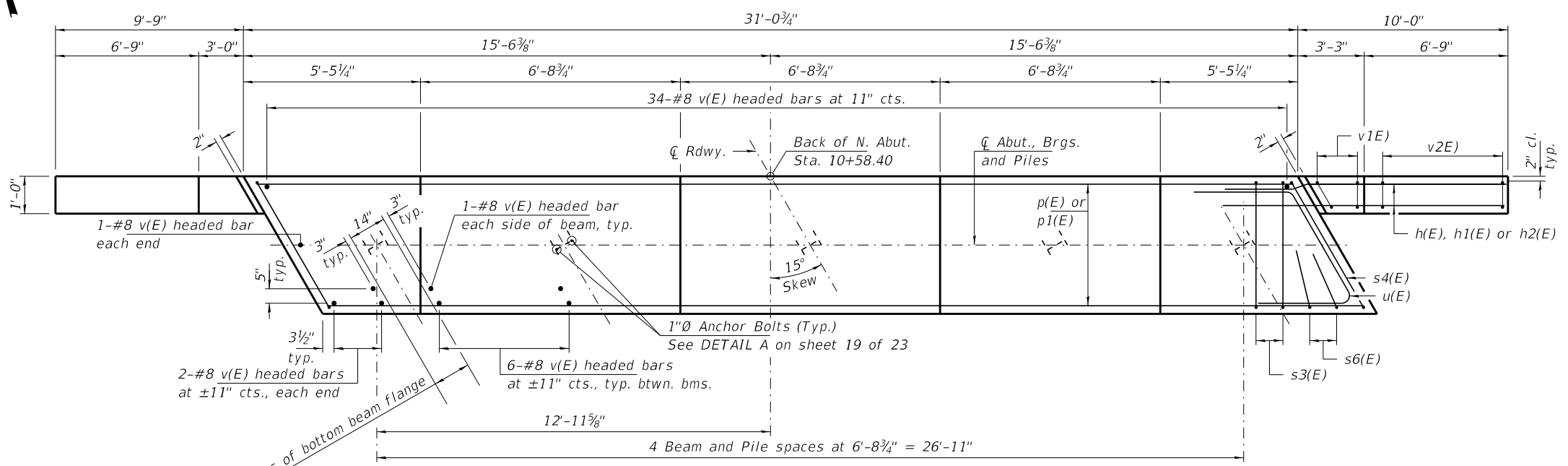
BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	40	#6	12'-9"	▬
h1(E)	8	#6	20'-6"	▬
h2(E)	4	#5	10'-2"	▬
p(E)	8	#7	30'-8"	▬
p1(E)	10	#5	30'-8"	▬
s3(E)	28	#6	14'-4"	▬
s4(E)	2	#6	14'-6"	▬
s5(E)	10	#5	4'-4"	▬
s6(E)	4	#6	8'-2"	▬
u(E)	8	#6	12'-0"	▬
v(E)	74	#8	6'-0"	▬
v1(E)	20	#5	7'-8"	▬
v2(E)	14	#5	11'-8"	▬
Structure Excavation			Cu. Yd.	95
Concrete Structures			Cu. Yd.	20.0
Protective Coat			Sq. Yd.	16
Reinf. Bars, Epoxy Coated			Pound	4,280
Furnishing Steel Piles HP12x74			Foot	220
Driving Piles			Foot	220
Test Pile Steel HP12x74			Each	1
Name Plates			Each	1

Notes:
 Pour steps monolithically with cap.
 Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
 For details of piles see sheet 21 of 23.



SEC. THRU ABUT.

Dimensions at right angles to abutment.



PLAN
(Looking North)

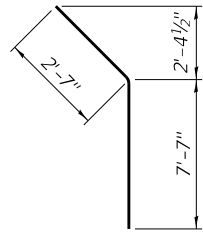
PILE DATA

Type: Steel Piles HP12x74
 Nominal Required Bearing: 589 Kips/pile
 Factored Resistance Available: 324 Kips/pile
 Est. Length: 60 Ft/Pile
 No. Production Piles: 5
 No. Test Piles: 0

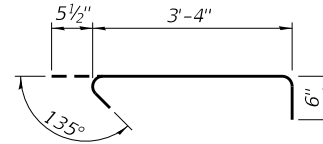
BILL OF MATERIAL - N. ABUT.

BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	40	#6	12'-9"	—
h1(E)	8	#6	20'-6"	—
h2(E)	4	#5	10'-2"	—
p(E)	8	#7	30'-8"	—
p1(E)	10	#5	30'-8"	—
s3(E)	28	#6	14'-4"	□
s4(E)	2	#6	14'-6"	□
s5(E)	10	#5	4'-4"	U
s6(E)	4	#6	8'-2"	U
u(E)	8	#6	12'-0"	—
v(E)	74	#8	6'-0"	—
v1(E)	20	#5	7'-8"	—
v2(E)	14	#5	11'-8"	—
Structure Excavation			Cu. Yd.	90
Concrete Structures			Cu. Yd.	20.0
Protective Coat			Sq. Yd.	16
Reinf. Bars, Epoxy Coated			Pound	4,280
Furnishing Steel Piles HP12x74			Foot	300
Driving Piles			Foot	300

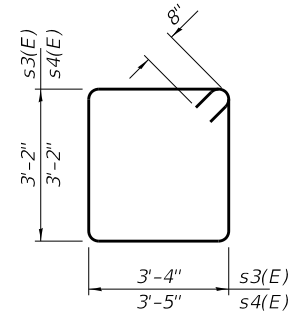
Notes:
 Pour steps monolithically with cap.
 Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
 For details of piles see sheet 21 of 23.



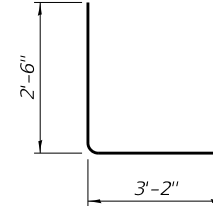
BAR h2(E)



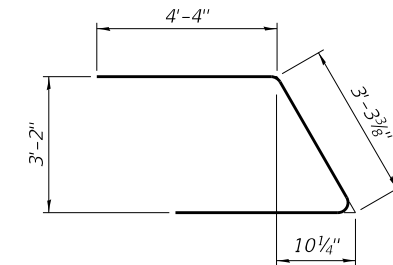
BAR s5(E)



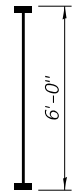
BAR s3(E) & s4(E)



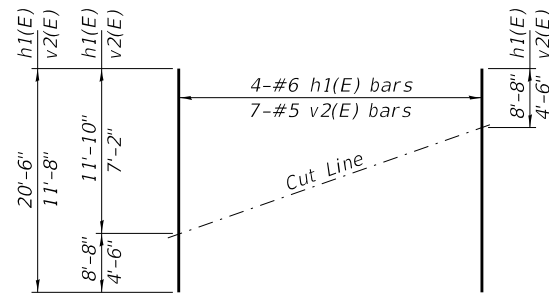
BAR s6(E)



BAR u(E)

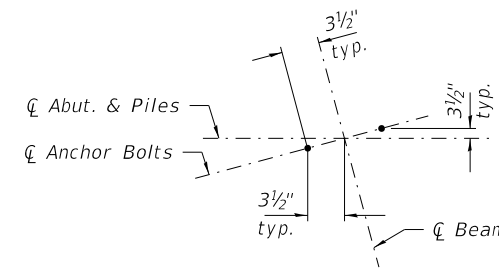


BAR v(E)
(Headed)



FIELD CUTTING DIAGRAM

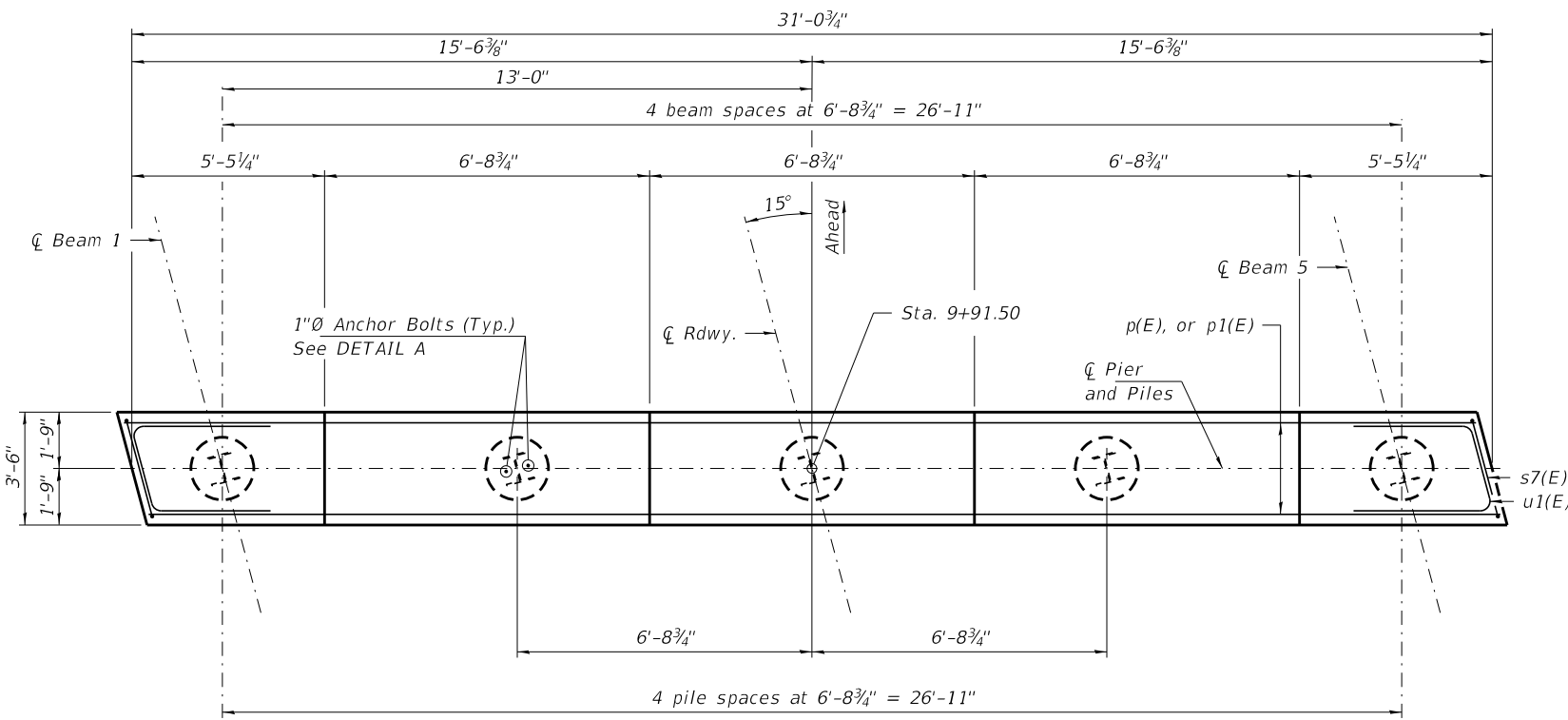
Order h2(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite face.



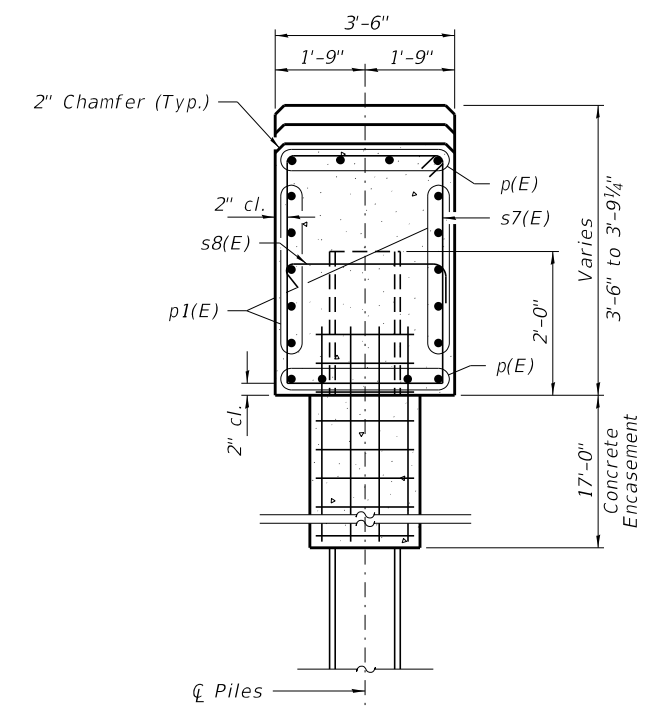
DETAIL A

See SEC. A-A on Sheet 16 of 23.

FILE NAME = 210515-shl-bridge.dgn	USER NAME = rmosick	DESIGNED - S.M.S.	REVISED -	STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT	ABUTMENT DETAILS STRUCTURE NO. 029-3216	F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S./P.E./S.E. CORP. 184.000959		CHECKED - S.W.M.	REVISED -			452	20-00130-15-BR	FULTON	72	31
PLOT SCALE =		DRAWN - R.D.H.	REVISED -			CONTRACT NO. 89796				
PLOT DATE = 9/16/2022		CHECKED - S.M.S.	REVISED -			SHEET NO. 19 OF 23 SHEETS				
						ILLINOIS FED. AID PROJECT GWFM(991)				

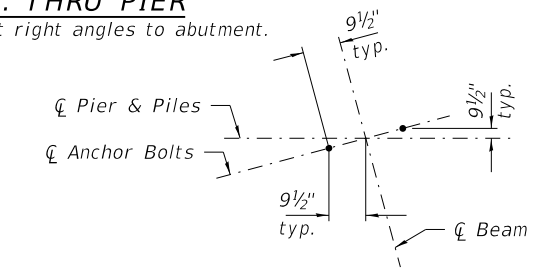


PLAN



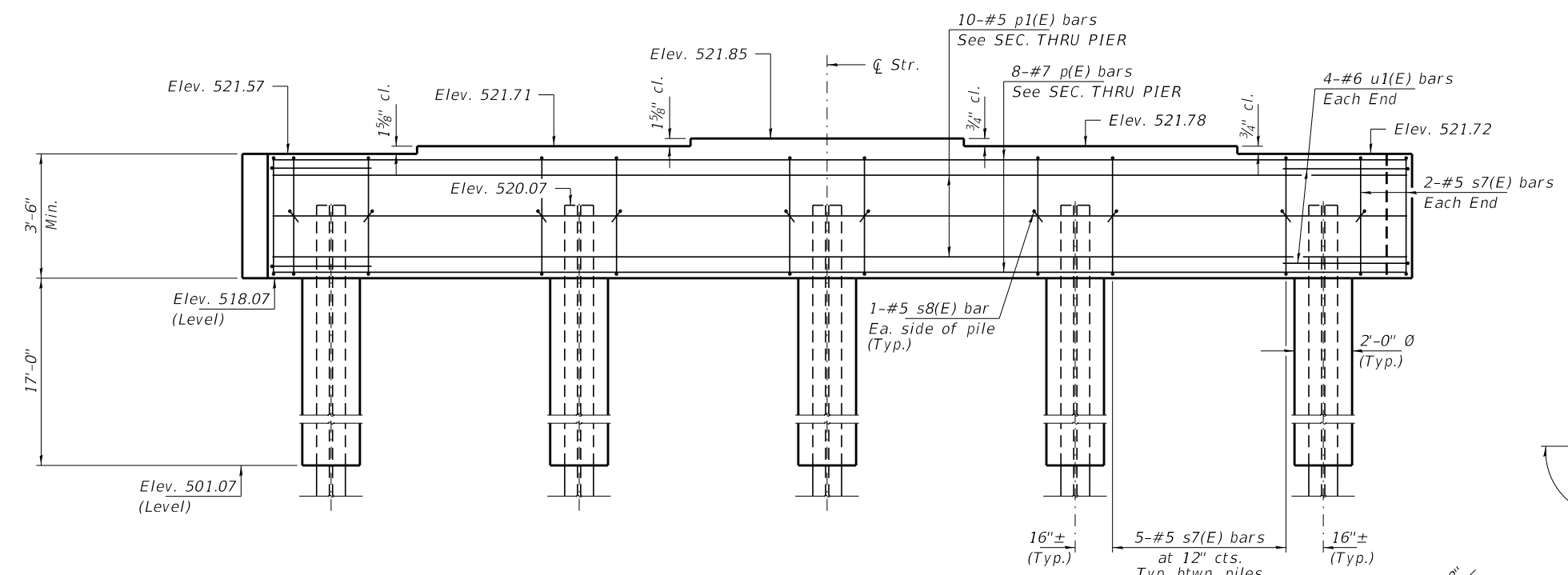
SEC. THRU PIER

Dimensions at right angles to abutment.

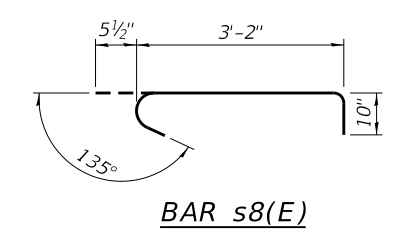


DETAIL A

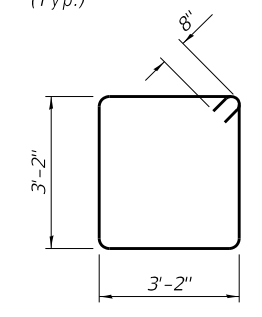
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 21 of 23.



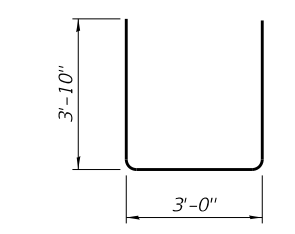
ELEVATION
(Looking North)



BAR s8(E)



BAR s7(E)



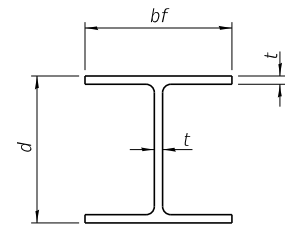
BAR u1(E)

PILE DATA
Type: Steel Piles HP12x74
Nominal Required Bearing: 589 Kips/pile
Factored Resistance Available: 324 Kips/pile
Est. Length: 60 Ft/Pile
No. Production Piles: 4
No. Test Piles: 1

Notes: Includes one test pile to be driven in a permanent location at the Pier.

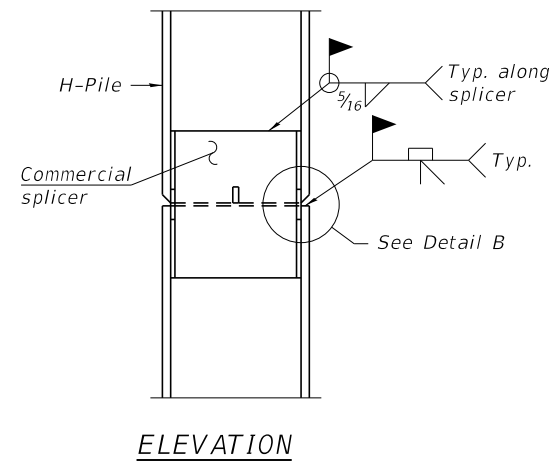
BILL OF MATERIAL - PIER

BAR	NO.	SIZE	LENGTH	SHAPE
p(E)	8	#7	30'-8"	—
p1(E)	10	#5	30'-8"	—
s7(E)	24	#6	14'-0"	□
s8(E)	10	#5	4'-6"	┌
u1(E)	8	#6	10'-8"	□
Cofferdam Excavation			Cu. Yd.	218
Cofferdam (Type 2) (Location-1)			Each	1
Concrete Structures			Cu. Yd.	14.1
Concrete Encasement			Cu. Yd.	9.9
Reinf. Bars, Epoxy Coated			Pound	1,500
Furnishing Steel Piles HP12x74			Foot	240
Driving Piles			Foot	240
Test Pile Steel HP12x74			Each	1

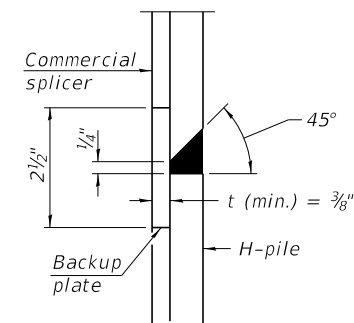


STEEL PILE TABLE

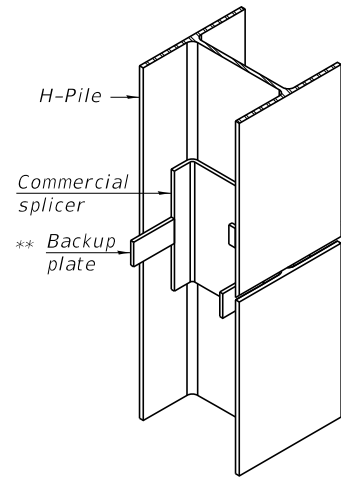
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 3/8"	14 3/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"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



ELEVATION

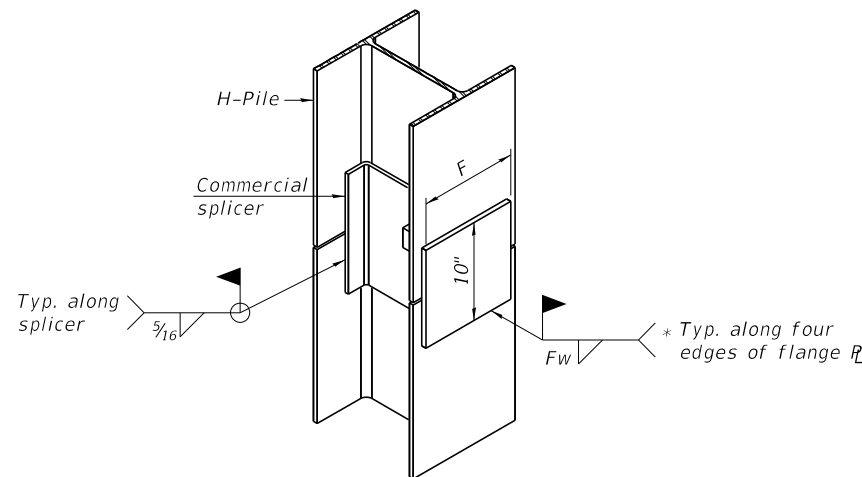


DETAIL "B"



ISOMETRIC VIEW

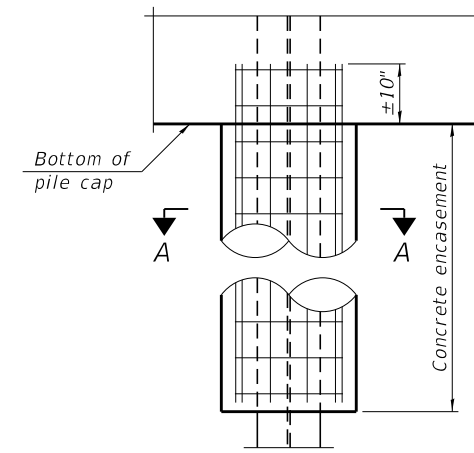
WELDED COMMERCIAL SPLICE



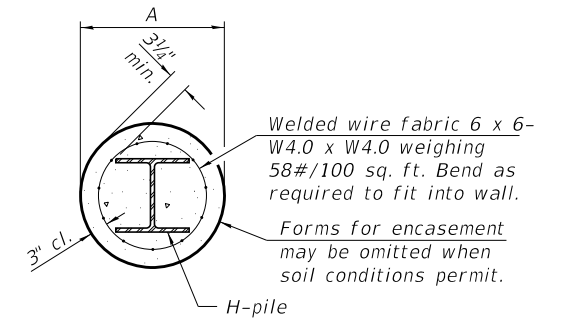
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

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

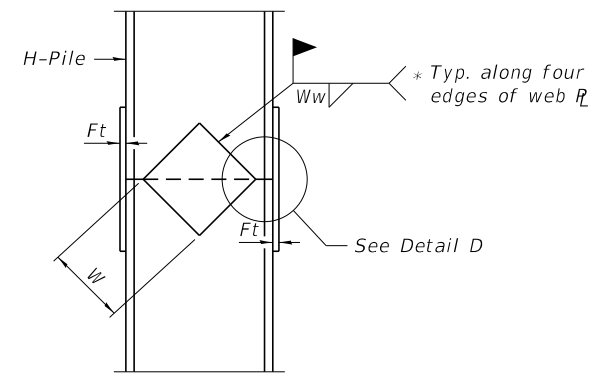


ELEVATION

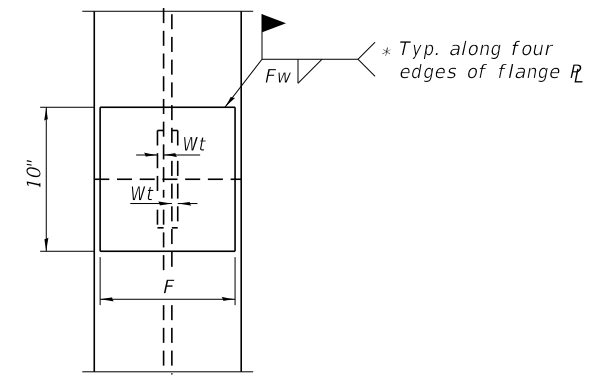


SECTION A-A

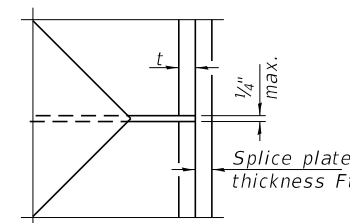
INDIVIDUAL PILE CONCRETE ENCASUREMENT (when specified)



ELEVATION



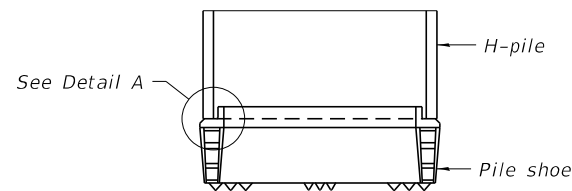
END VIEW



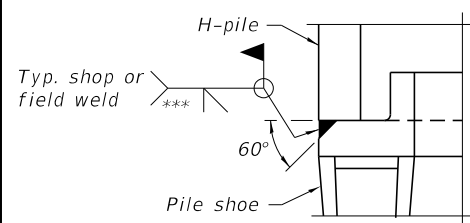
DETAIL D

WELDED PLATE FIELD SPLICE

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



ELEVATION



DETAIL A

SHOE ATTACHMENT

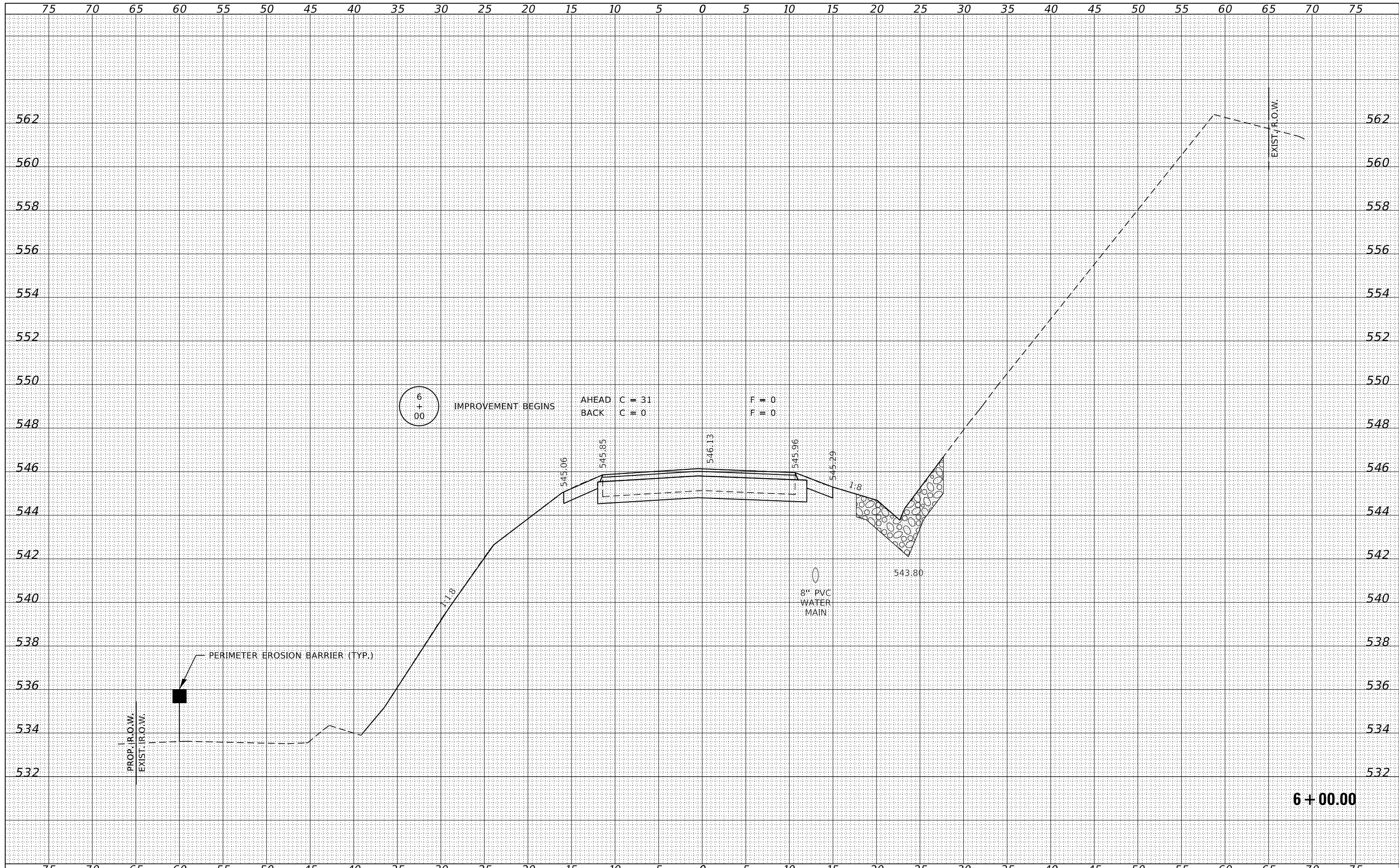
Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.

F-HP 1-1-2020

FILE NAME = 210515-shil-bridge.dgn	USER NAME = rmosick	DESIGNED - S.M.S.	REVISD -	STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT	HP PILE DETAILS STRUCTURE NO. 029-3216	F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S./P.E./S.E. CORP. 184.000959	PLOT SCALE =	CHECKED - S.W.M.	REVISD -			452	20-00130-15-BR	FULTON	72	33	
	PLOT DATE = 9/16/2022	DRAWN - R.D.H.	REVISD -			CONTRACT NO. 89796					
		CHECKED - S.M.S.	REVISD -			SHEET NO. 21 OF 23 SHEETS					

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

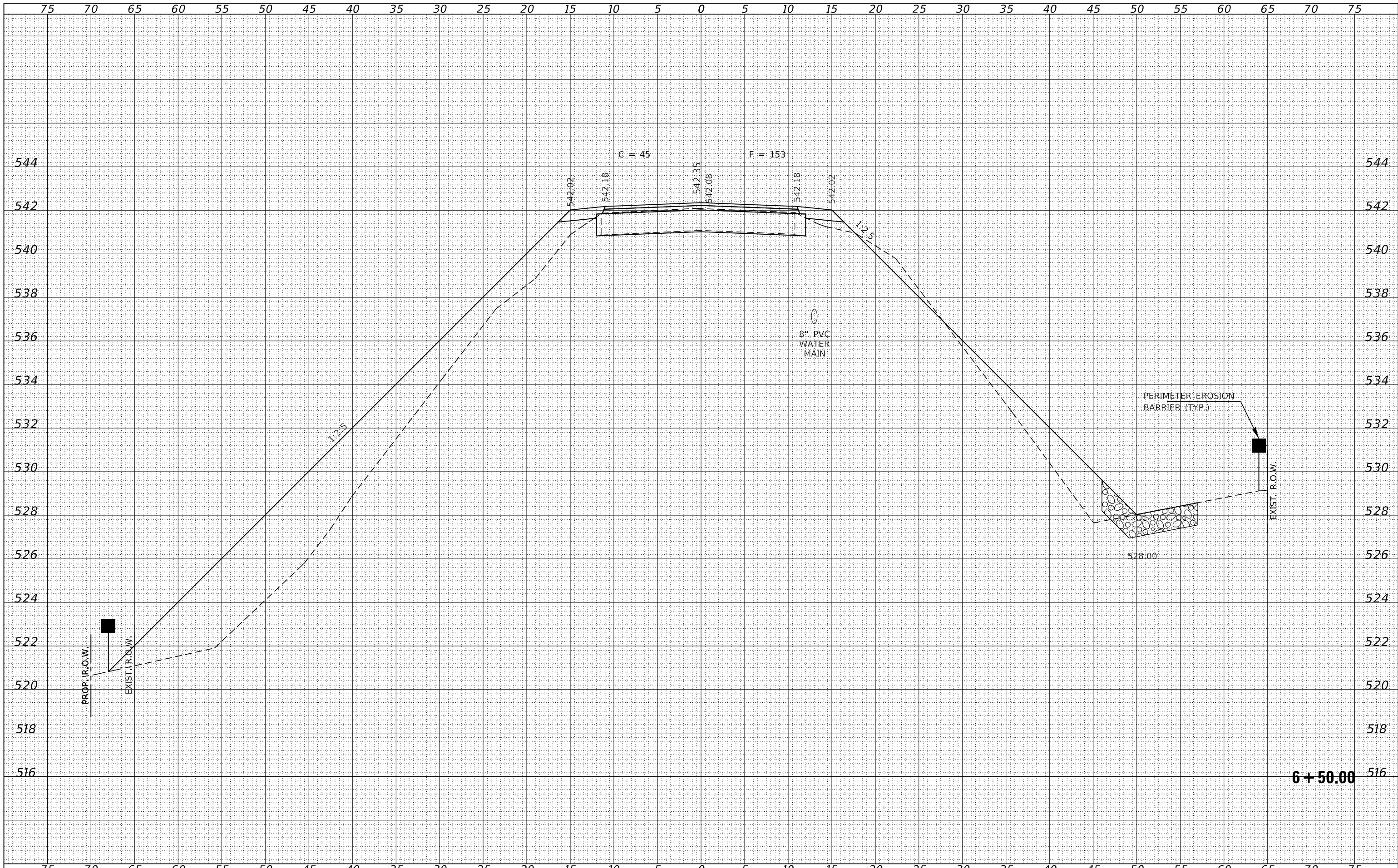
DATE	
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ORIGINAL SURVEY	
NOTE BOOK	
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SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	



FILE NAME = 210515-shl-vssheets.dgn	USER NAME = rmosck	DESIGNED - S.A.A.	REVISED -	STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT	STATION CROSS SECTIONS			F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3885 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORP. 184.000958	PLOT SCALE = \$S\$CALES	DRAWN - T.W.K.	REVISED -		452	20-00130-15-BR	FULTON	72	36			
PLOT DATE = 9/16/2022	DATE - 09/16/2022	CHECKED - J.W.F.	REVISED -		CONTRACT NO. 89796			ILLINOIS FED. AID PROJECT GWFM(991)				
		DATE - 09/16/2022	REVISED -		SCALE: 5H:2V	SHEET NO. 1 OF 37 SHEETS	STA. 6+00.00 TO STA. 6+00.00					

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



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 DESIGNED - S.A.A.
 DRAWN - T.W.K.
 CHECKED - J.W.F.
 DATE - 09/16/2022

USER NAME = rmosck
 PLOT SCALE = \$Scales
 PLOT DATE = 9/16/2022

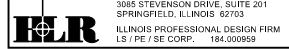
REVISIED -
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 REVISIED -

STATE OF ILLINOIS
 FULTON COUNTY HIGHWAY DEPARTMENT

STATION CROSS SECTIONS

SCALE: 5H:2V SHEET NO. 4 OF 37 SHEETS STA. 6+50.00 TO STA. 6+50.00

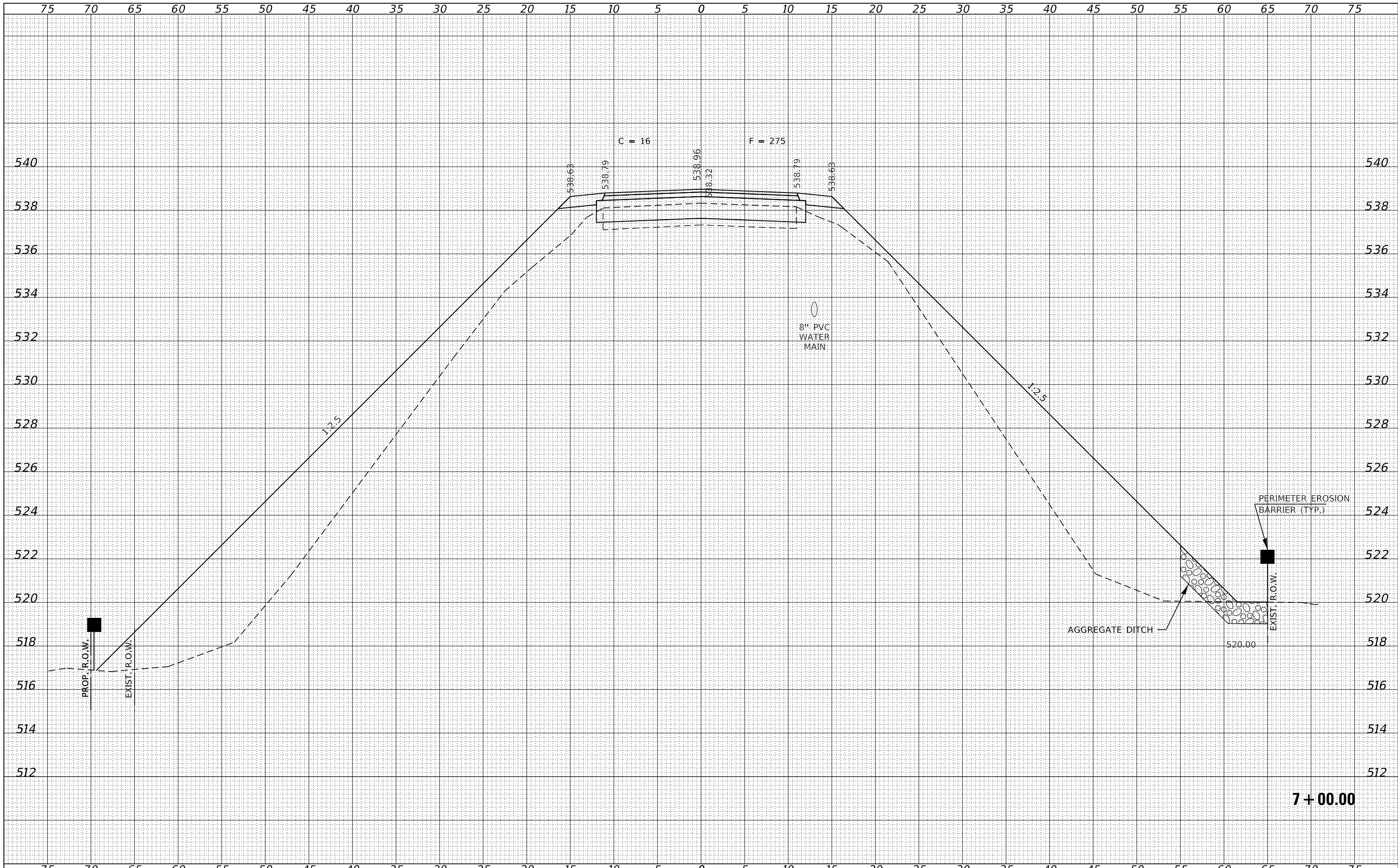
F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
452	20-00130-15-BR	FULTON	72	39
CONTRACT NO. 89796				
ILLINOIS FED. AID PROJECT GWFM(991)				



6 + 50.00

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
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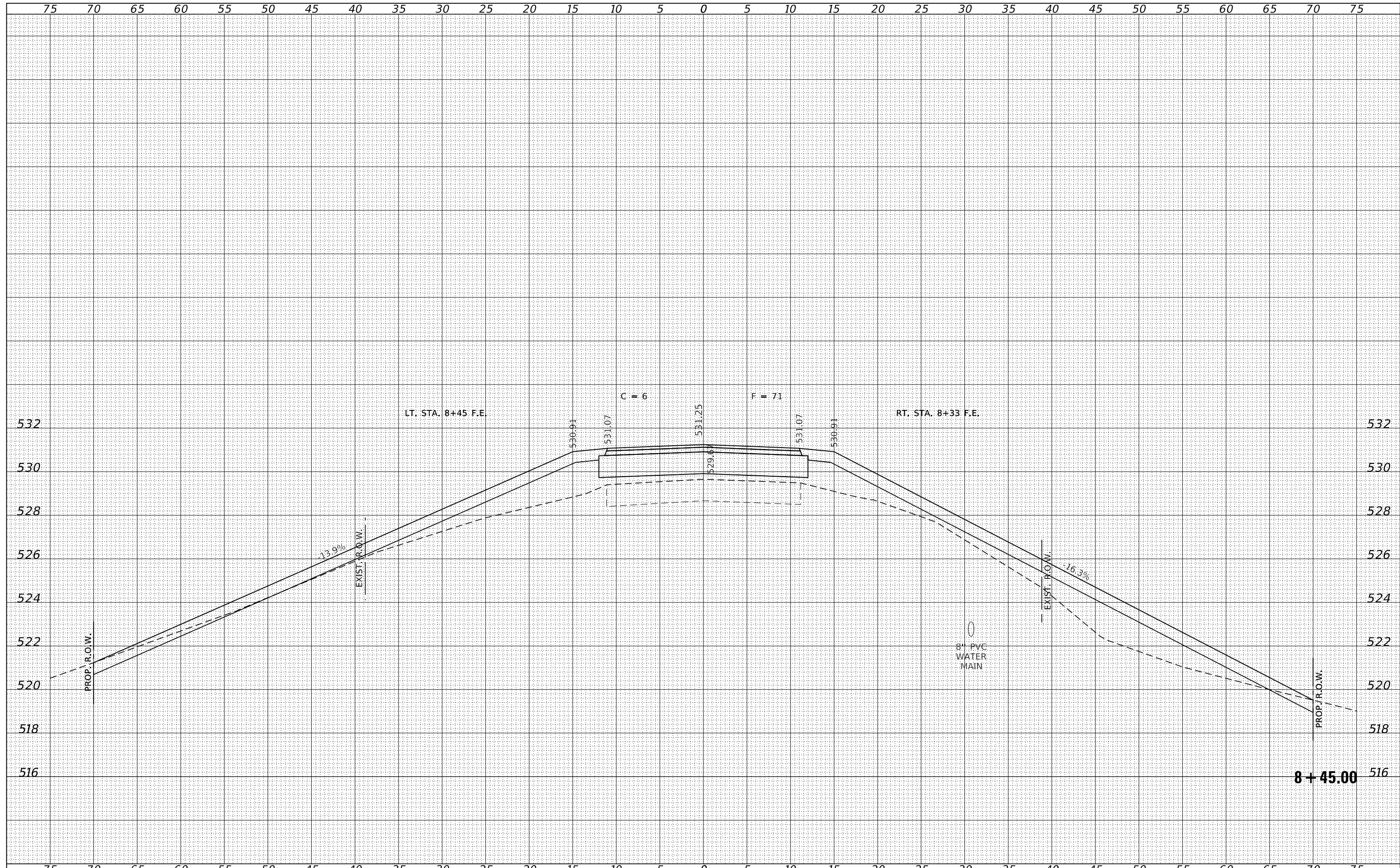


7 + 00.00

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HAMPTON, LENZINI AND RENWICK, INC. 3885 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORP. 184.009958		DRAWN - T.W.K.	REVISIONS					452	20-00130-15-BR	FULTON	72	41	
		CHECKED - J.W.F.	REVISIONS					CONTRACT NO. 89796					
		DATE - 09/16/2022	REVISIONS			SCALE: 5H:2V		SHEET NO. 6 OF 37 SHEETS		STA. 7+00.00 TO STA. 7+00.00			
												ILLINOIS FED. AID PROJECT GWFM(991)	

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



FILE NAME = 210515-shl-xssheets.dgn
 USER NAME = rmosck
 DESIGNED - S.A.A.
 DRAWN - T.W.K.
 CHECKED - J.W.F.
 DATE - 09/16/2022
 PLOT SCALE = \$SCALES
 PLOT DATE = 9/16/2022

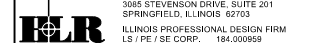
DESIGNED - S.A.A.
 REVISIONS -
 DRAWN - T.W.K.
 REVISIONS -
 CHECKED - J.W.F.
 REVISIONS -
 DATE - 09/16/2022
 REVISIONS -

**STATE OF ILLINOIS
 FULTON COUNTY HIGHWAY DEPARTMENT**

STATION CROSS SECTIONS

SCALE: 5H:2V SHEET NO. 13 OF 37 SHEETS STA. 8+45.00 TO STA. 8+45.00

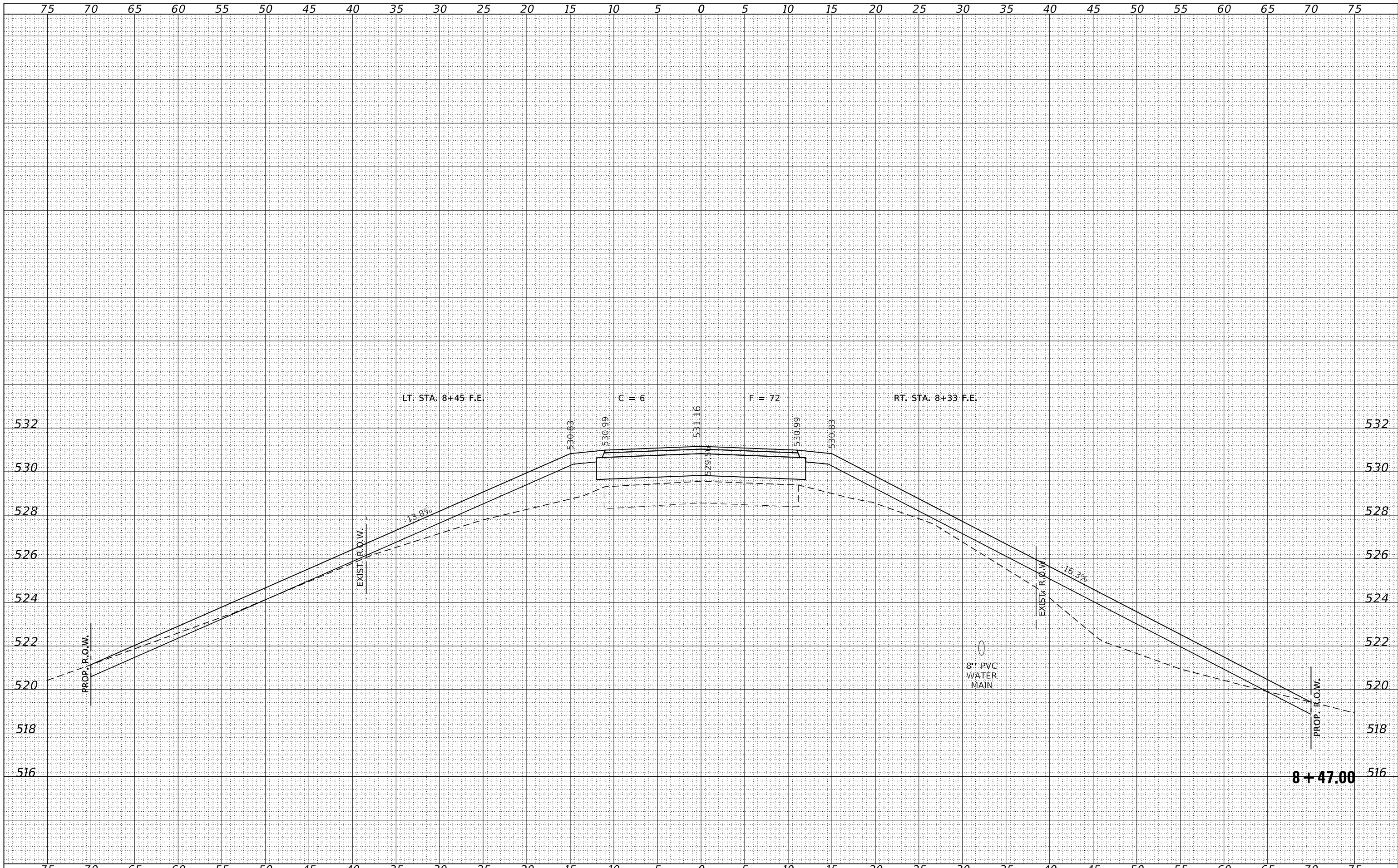
F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
452	20-00130-15-BR	FULTON	72	48
CONTRACT NO. 89796				
ILLINOIS FED. AID PROJECT GWFM(991)				



8 + 45.00

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

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



FILE NAME = 210515-shl-xssheets.dgn
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 DRAWN - T.W.K.
 CHECKED - J.W.F.
 DATE - 09/16/2022

USER NAME = rmosck
 PLOT SCALE = \$SCALE\$
 PLOT DATE = 9/16/2022

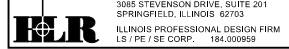
REVISIED -
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STATE OF ILLINOIS
 FULTON COUNTY HIGHWAY DEPARTMENT

STATION CROSS SECTIONS

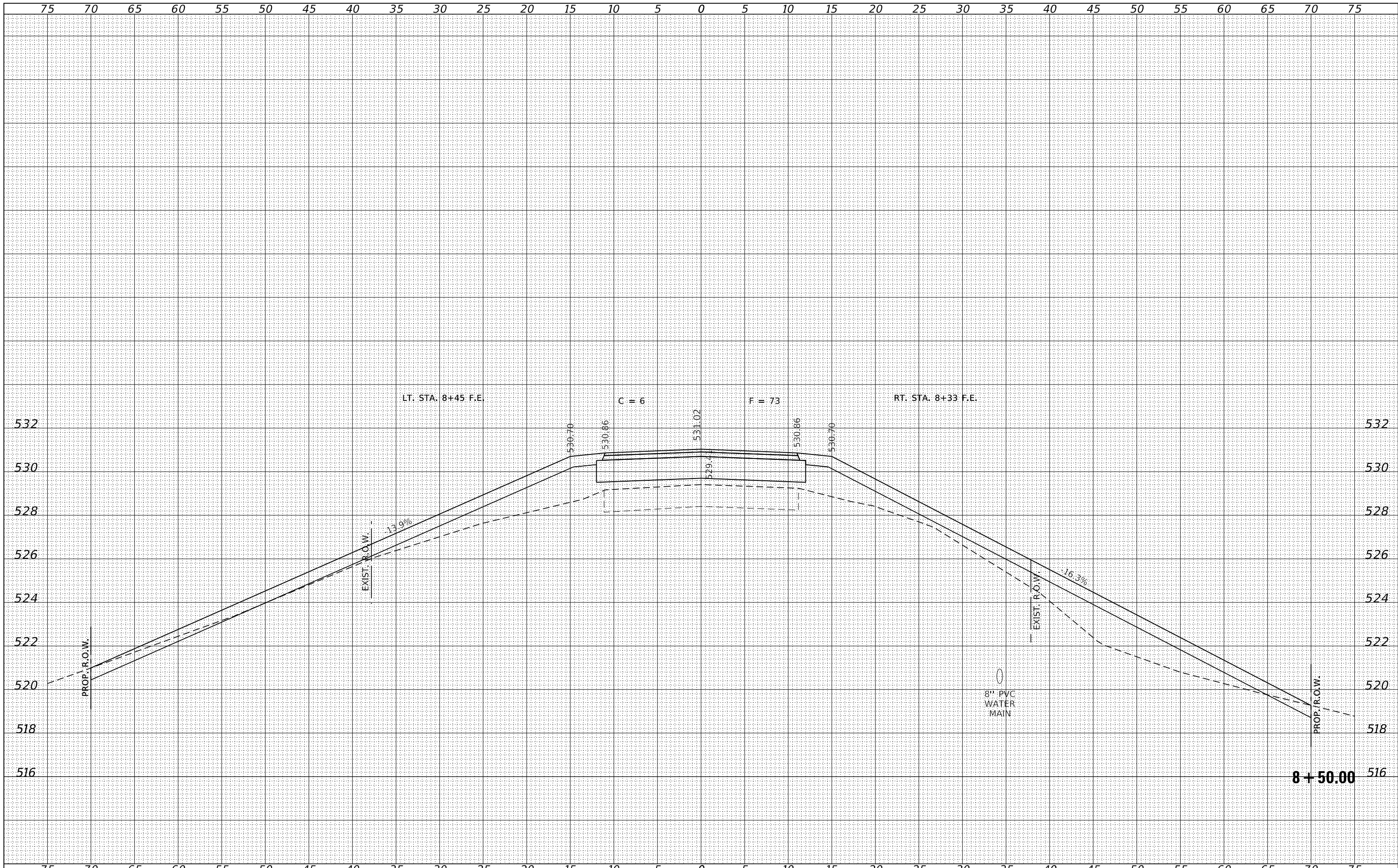
SCALE: 5H:2V SHEET NO. 14 OF 37 SHEETS STA. 8+47.00 TO STA. 8+47.00

F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
452	20-00130-15-BR	FULTON	72	49
CONTRACT NO. 89796				
ILLINOIS FED. AID PROJECT GWFM(991)				



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

DATE	
BY	
SURVEYED	
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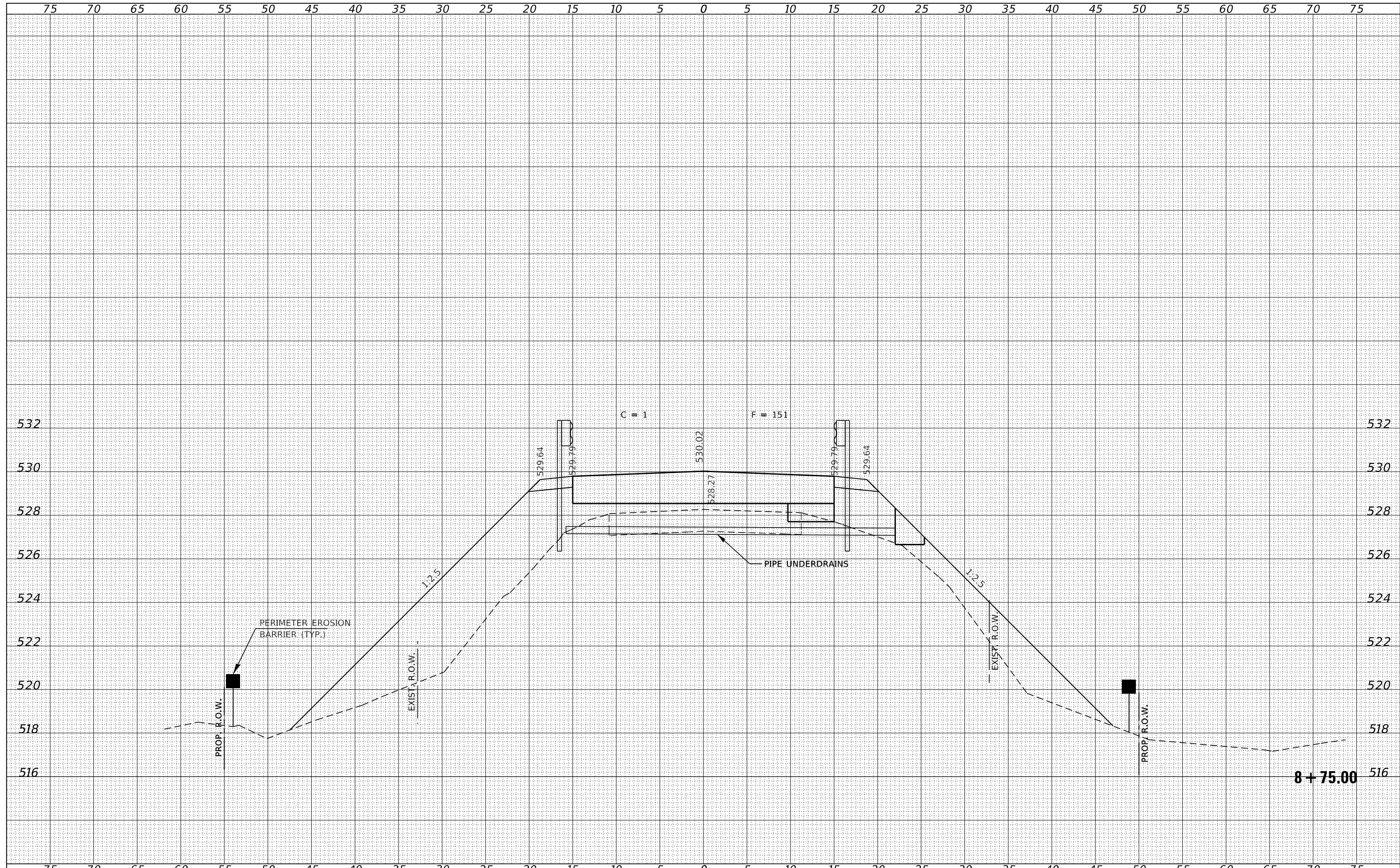


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HAMPTON, LENZINI AND RENWICK, INC. 3885 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L/S / P.E. / S.E. CORP. 184.000958	PLOT SCALE = \$SCALE\$	DRAWN - T.W.K.	REVISED -		452	20-00130-15-BR	FULTON	72	50
PLOT DATE = 9/16/2022	DATE = 09/16/2022	CHECKED - J.W.F.	REVISED -		CONTRACT NO. 89796				
		DATE = 09/16/2022	REVISED -		ILLINOIS FED. AID PROJECT GWFM(991)				

SCALE: 5H:2V SHEET NO. 15 OF 37 SHEETS STA. 8+50.00 TO STA. 8+50.00

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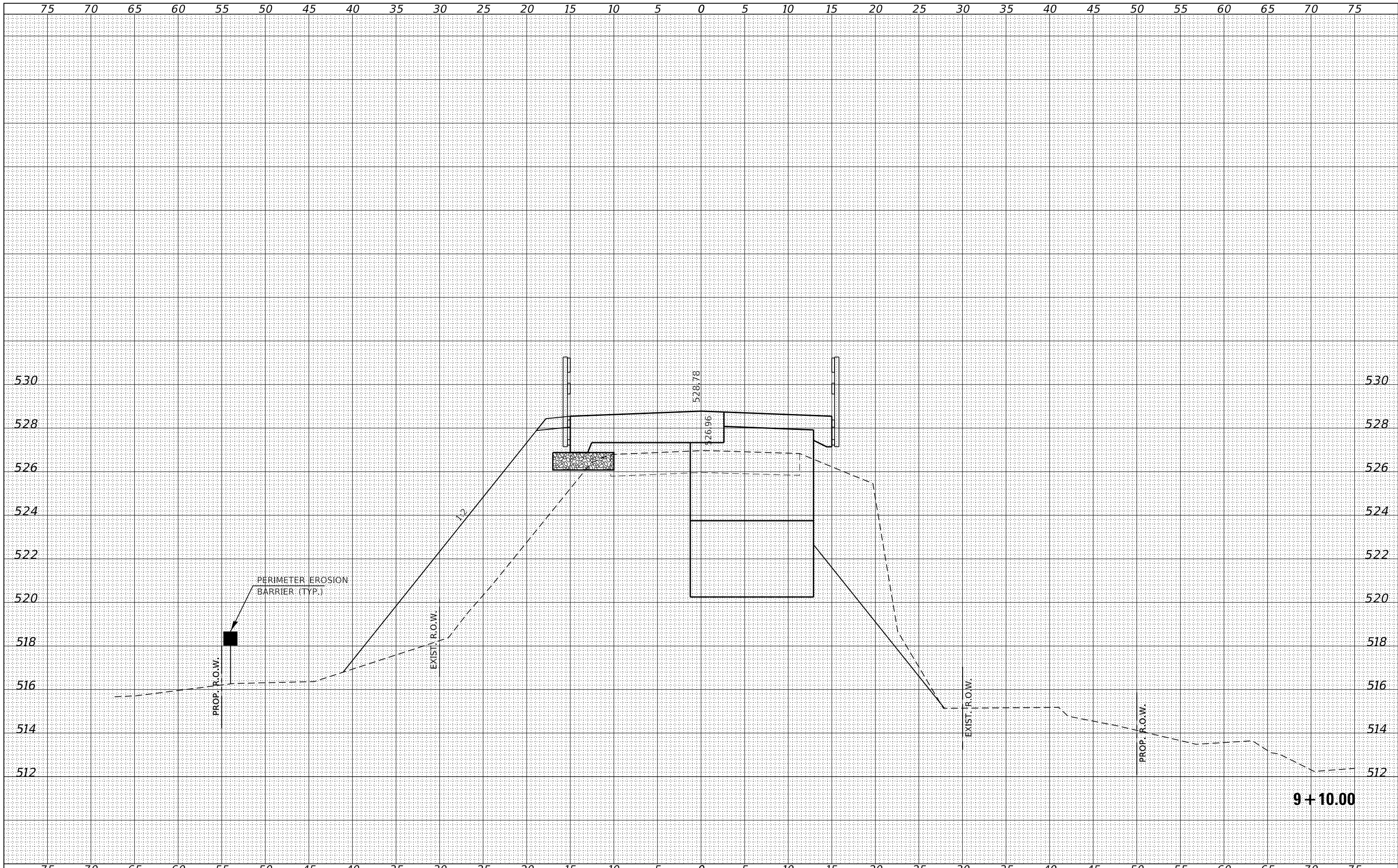
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BY	
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PLOTTED	
TEMPLATE	
AREAS	
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ORIGINAL SURVEY	
NOTE BOOK	
NO.	



FILE NAME = 210515-shl-xssheets.dgn	USER NAME = rmosck	DESIGNED - S.A.A.	REVISED -	STATE OF ILLINOIS FULTON COUNTY HIGHWAY DEPARTMENT	STATION CROSS SECTIONS			F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3885 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORP. 184.000958		DRAWN - T.W.K.	REVISED -		452	20-00130-15-BR	FULTON	72	51			
PLOT SCALE = \$Scales		CHECKED - J.W.F.	REVISED -		CONTRACT NO. 89796			ILLINOIS FED. AID PROJECT GWFM(991)				
PLOT DATE = 9/16/2022		DATE - 09/16/2022	REVISED -		SCALE: 5H:2V	SHEET NO. 16 OF 37 SHEETS	STA. 8+75.00 TO STA. 8+75.00					

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

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



FILE NAME = 210515-shl-xssheets.dgn
 USER NAME = rmosck
 DESIGNED - S.A.A.
 DRAWN - T.W.K.
 CHECKED - J.W.F.
 DATE - 09/16/2022
 PLOT SCALE = \$\$CALES
 PLOT DATE = 9/16/2022

REVISIED -
 REVISIED -
 REVISIED -
 REVISIED -

**STATE OF ILLINOIS
 FULTON COUNTY HIGHWAY DEPARTMENT**

STATION CROSS SECTIONS

SCALE: 5H:2V SHEET NO. 19 OF 37 SHEETS STA. 9+10.00 TO STA. 9+10.00

F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
452	20-00130-15-BR	FULTON	72	54
CONTRACT NO. 89796				
ILLINOIS FED. AID PROJECT GWFM(991)				

