

**INDEX OF SHEETS**

- 1 COVER SHEET
- 2 TYPICAL SECTION & SUMMARY OF QUANTITIES
- 3 PLAN - PROFILE
- 4-6 CROSS SECTIONS
- 7-18 BRIDGE PLANS
- 19 BORINGS

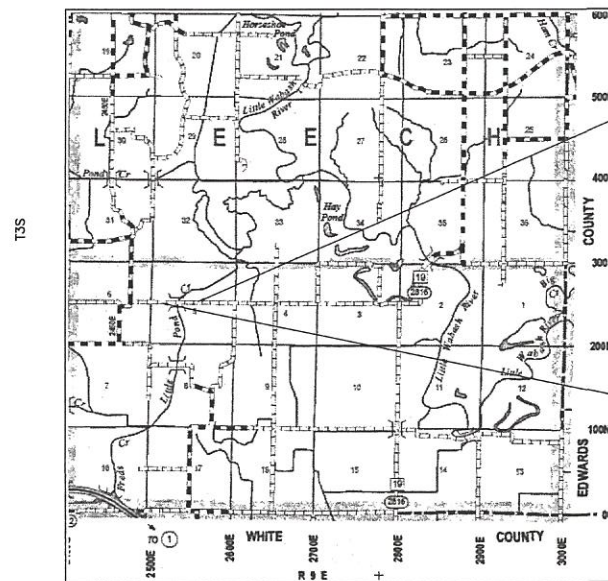
09-19-2025 LETTING ITEM 082

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PLANS FOR PROPOSED  
SURFACE TRANSPORTATION PROGRAM- OFF SYSTEM BRIDGE  
WAYNE COUNTY  
SECTION 22-15148-00-BR  
LEECH ROAD DISTRICT  
JOB #: C-97-100-23  
PROJECT #: 2501(806)  
PROPOSED STRUCTURE NO. 096-3478  
TR 627 OVER LITTLE POND CREEK

STANDARDS:  
(SEE PROPOSAL) 515001-04 NAME PLATES FOR BRIDGES  
701901-10 TRAFFIC CONTROL DEVICES  
725001-01 OBJECT AND TERMINAL MARKERS  
BLR 21-9 TYPICAL APP OF TRAFFIC CONTROL DEV FOR  
CONST ON RURAL LOCAL HIGHWAYS

SCALES  
PLAN 1 INCH = 50 FEET  
PROFILE HORZ. 1 INCH = 50 FEET  
PROFILE VERT. 1 INCH = 10 FEET

R9E, 3RD P.M.



LOCATION MAP

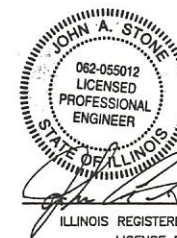
APPROXIMATE SCALE: 1 INCH = 1 MILE  
NET LENGTH = 1225 FT. = 0.232 MILES

FUNCTIONAL CLASS: RURAL LOCAL ROAD  
ADT = 35  
DESIGN SPEED = 30 MPH

SECTION 22-15148-00-BR  
ENDS STA. 13+25

STA. 6+31 - SPECIAL BRIDGE DESIGN  
PROPOSED STEEL PLATE GIRDER BRIDGE  
WITH CAST IN PLACE CONCRETE DECK  
1 SPAN @ 63'-5", 28' RDWY, SKEW= 0'  
PROPOSED STR. NO. 096-3478  
EXISTING STR. NO. 096-3353

SECTION 22-15148-00-BR  
BEGINS STA. 1+00



*[Signature]* 04/30/25  
ILLINOIS REGISTERED PROFESSIONAL ENGINEER # 55012  
LICENSE EXPIRES NOVEMBER 30, 2025  
PROFESSIONAL DESIGN FIRM #184-000832

ILLINOIS DEPARTMENT OF TRANSPORTATION

APPROVED: *May 30, 2025*  
*[Signature]*  
WAYNE COUNTY ENGINEER

PASSED: *06/13/25*  
*[Signature]*  
DISTRICT SEVEN ENGINEER  
OF LOCAL ROADS & STREETS

RELEASING FOR BID  
BASED ON LIMITED  
REVIEW *06/13/25*  
*[Signature]*  
REGION FOUR ENGINEER

TOLL FREE JOINT UTILITY LOCATING  
INFORMATION FOR EXCAVATORS (J.U.L.I.E.)  
TELEPHONE NO. 1-800-892-0123

Connor & Connor, Inc.  
210 East Locust Street  
P.O. Box 618  
Robinson, Illinois 62454

**CONNOR & CONNOR**  
Consulting Engineers  
Land Surveyors

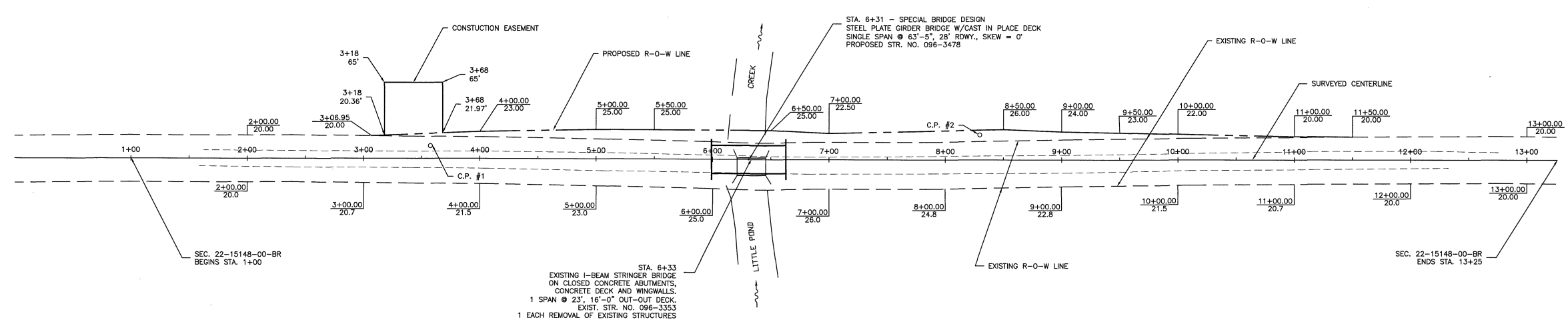
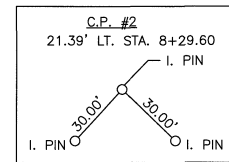
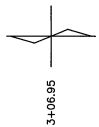
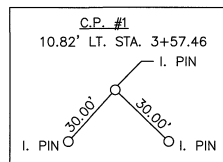
Phone: (618) 544-8623  
Fax: (618) 544-3012  
Design Firm #: 184-000832  
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PROJECT NAME: WAYNE COUNTY  
SEC. 22-15148-00-BR  
LEECH ROAD DISTRICT  
TR 627

COVER SHEET

SHEET NUMBER:  
1 OF 19  
CONTRACT NUMBER:  
95984





CONSTRUCTION EASEMENT

PROPOSED R-O-W LINE

EXISTING R-O-W LINE

SURVEYED CENTERLINE

STA. 6+31 - SPECIAL BRIDGE DESIGN  
STEEL PLATE GIRDER BRIDGE W/CAST IN PLACE DECK  
SINGLE SPAN @ 63'-5", 28' RDWY., SKEW = 0°  
PROPOSED STR. NO. 096-3478

STA. 6+33  
EXISTING I-BEAM STRINGER BRIDGE  
ON CLOSED CONCRETE ABUTMENTS,  
CONCRETE DECK AND WINGWALLS.  
1 SPAN @ 23', 16'-0" OUT-OUT DECK.  
EXIST. STR. NO. 096-3353  
1 EACH REMOVAL OF EXISTING STRUCTURES

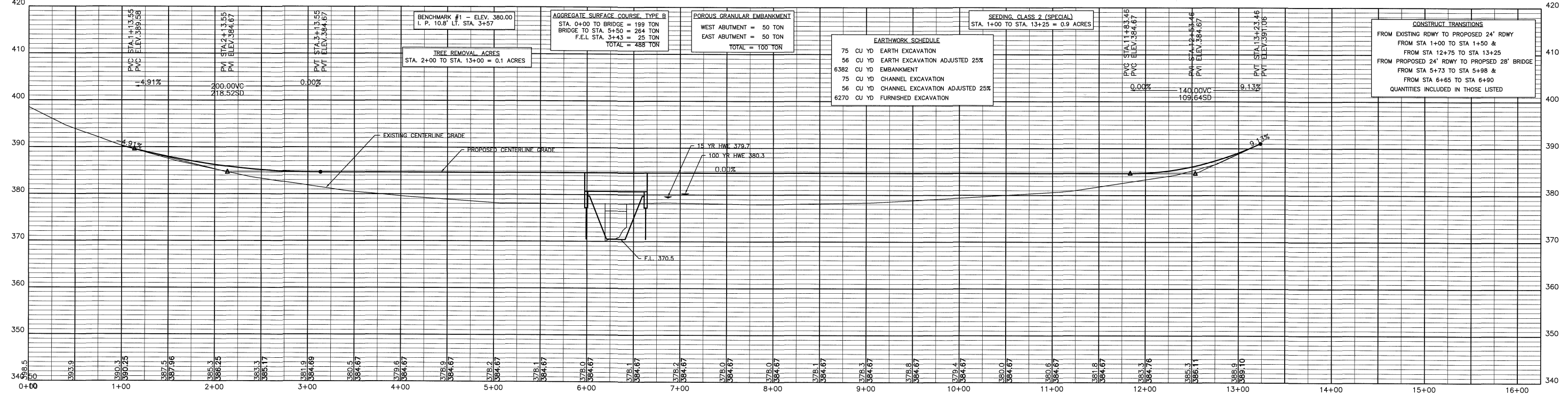
SEC. 22-15148-00-BR  
BEGINS STA. 1+00

SEC. 22-15148-00-BR  
ENDS STA. 13+25

CONTROL POINTS

C.P. #1- I.P. 10.82' LT. STA. 3+57.46, ELEV. 380.00  
C.P. #2- I.P. 21.39' LT. STA. 8+29.60, ELEV. 378.63

DARREL E. ALLBRIGHT, AS TRUSTEE OF THE  
DARREL E. ALLBRIGHT REVOCABLE LIVING TRUST DATED JULY 17, 2019



BENCHMARK #1 - ELEV. 380.00  
I. P. 10.8' LT. STA. 3+57

AGGREGATE SURFACE COURSE, TYPE B  
STA. 0+00 TO BRIDGE = 199 TON  
BRIDGE TO STA. 5+50 = 264 TON  
F.E.L. STA. 3+43 = 25 TON  
TOTAL = 488 TON

POROUS GRANULAR EMBANKMENT  
WEST ABUTMENT = 50 TON  
EAST ABUTMENT = 50 TON  
TOTAL = 100 TON

SEEDING, CLASS 2 (SPECIAL)  
STA. 1+00 TO STA. 13+25 = 0.9 ACRES

EARTHWORK SCHEDULE  
75 CU YD EARTH EXCAVATION  
56 CU YD EARTH EXCAVATION ADJUSTED 25%  
6382 CU YD EMBANKMENT  
75 CU YD CHANNEL EXCAVATION  
56 CU YD CHANNEL EXCAVATION ADJUSTED 25%  
6270 CU YD FURNISHED EXCAVATION

CONSTRUCT TRANSITIONS  
FROM EXISTING RDWY TO PROPOSED 24' RDWY  
FROM STA 1+00 TO STA 1+50 &  
FROM STA 12+75 TO STA 13+25  
FROM PROPOSED 24' RDWY TO PROPOSED 28' BRIDGE  
FROM STA 5+73 TO STA 5+98 &  
FROM STA 6+65 TO STA 6+90  
QUANTITIES INCLUDED IN THOSE LISTED

GRADATIONS: -4.91%, 0.00%, 0.00%, 0.00%, 9.13%

VERTICAL CURVES: 200.00VC 218.52SD, 140.00VC 109.64SD

15 YR HWE 379.7, 100 YR HWE 380.3, F.L. 370.5

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210 East Locust Street  
P.O. Box 518  
Robinson, Illinois 62454

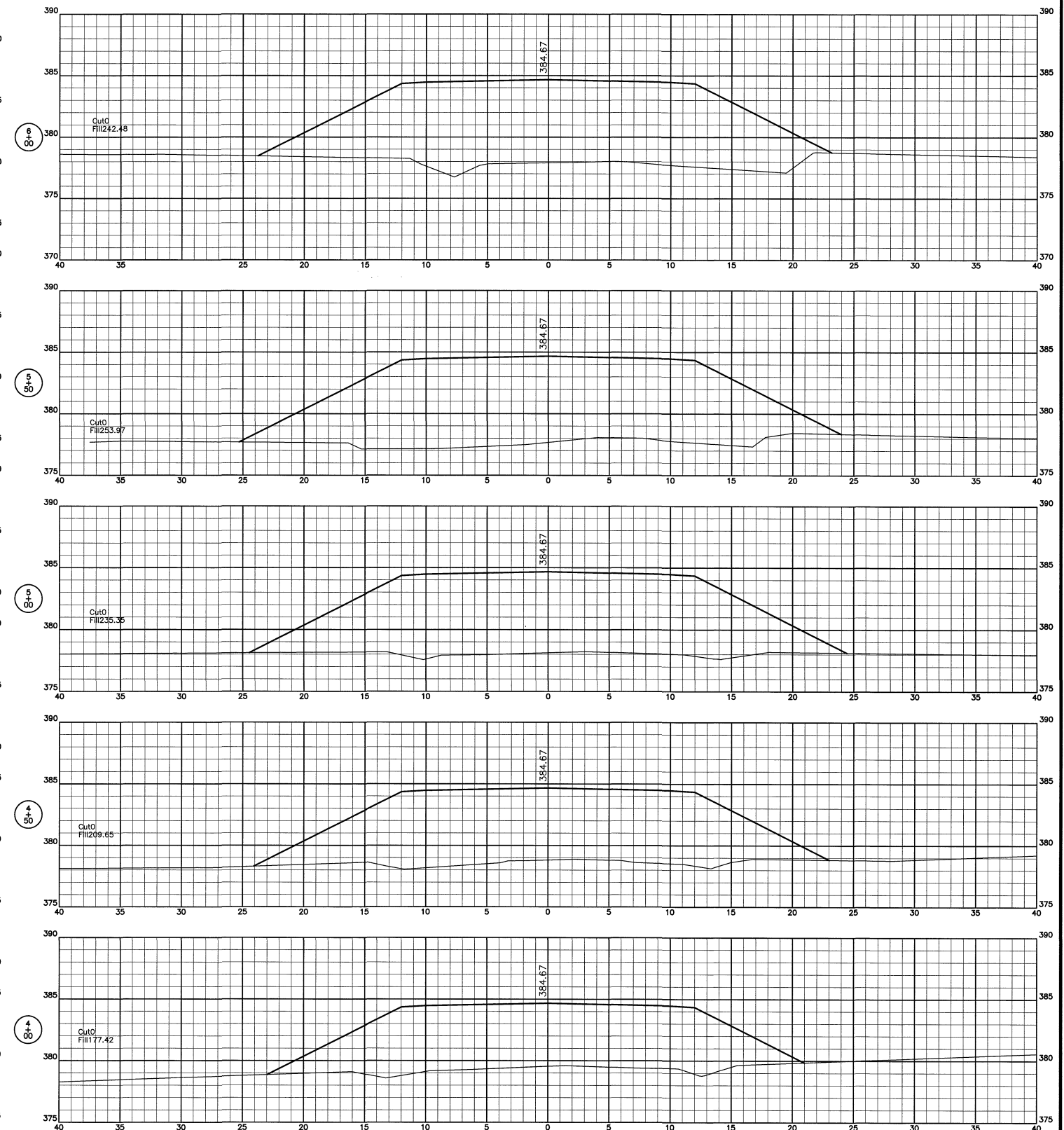
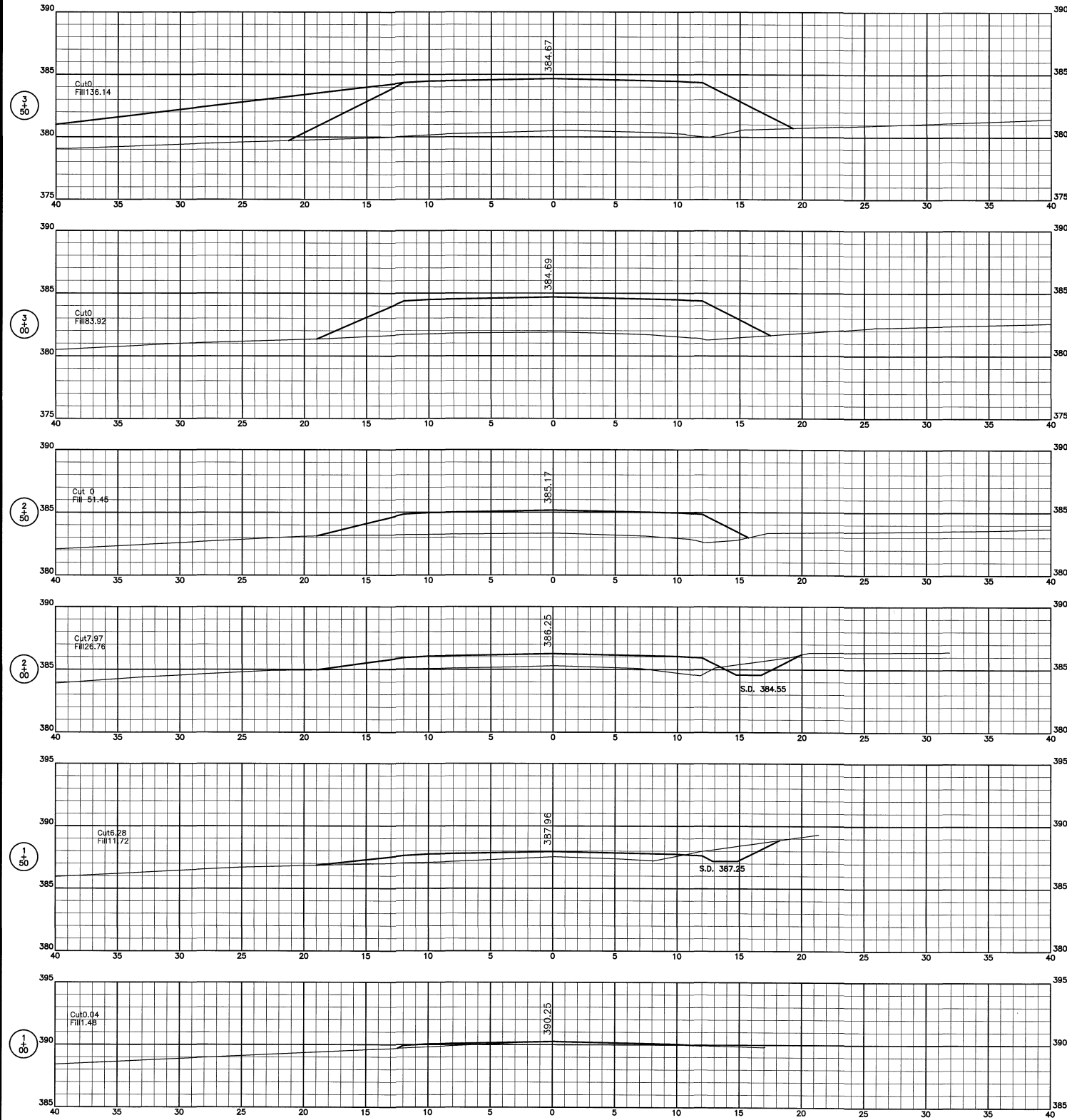


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PROJECT NAME:  
WAYNE COUNTY  
SEC. 22-15148-00-BR  
LEECH ROAD DISTRICT

PLAN - PROFILE SHEET

SHEET NUMBER:  
3 OF 19  
CONTRACT NUMBER:  
95984



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 Robinson, Illinois 62454

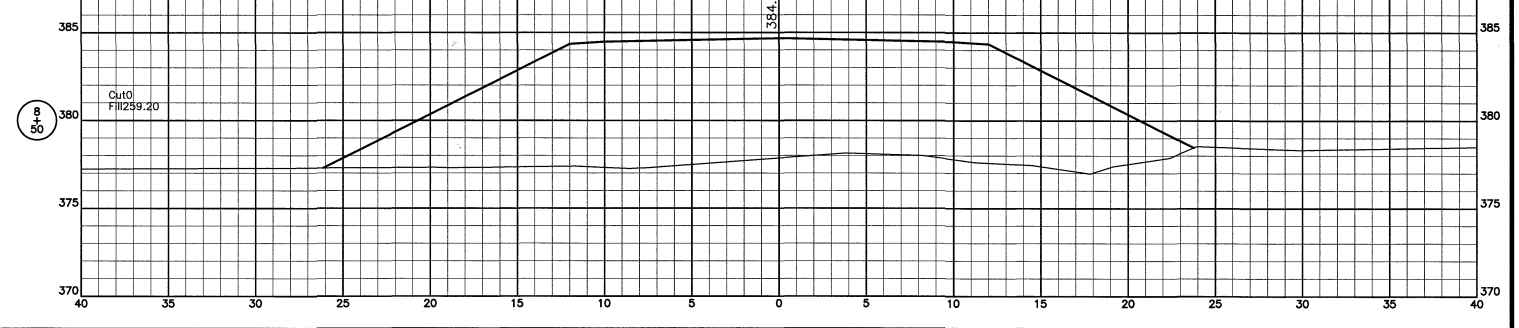
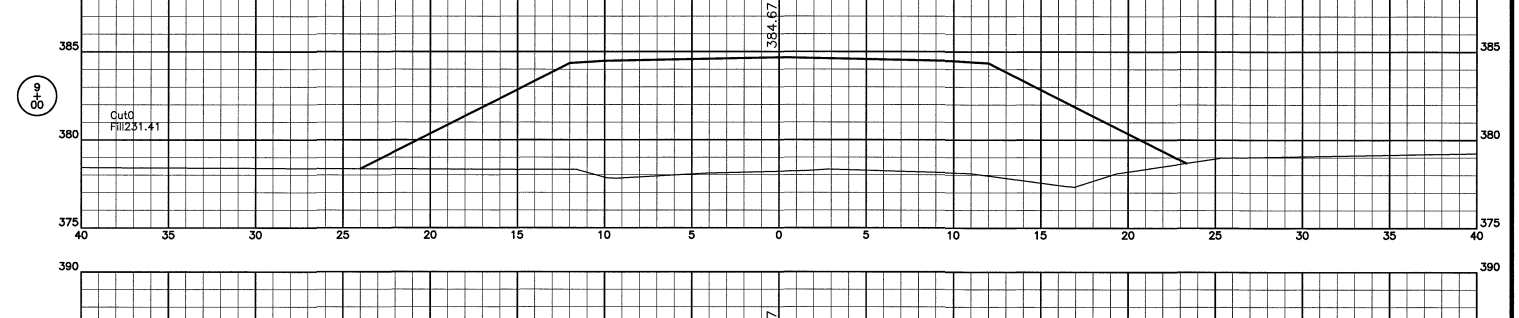
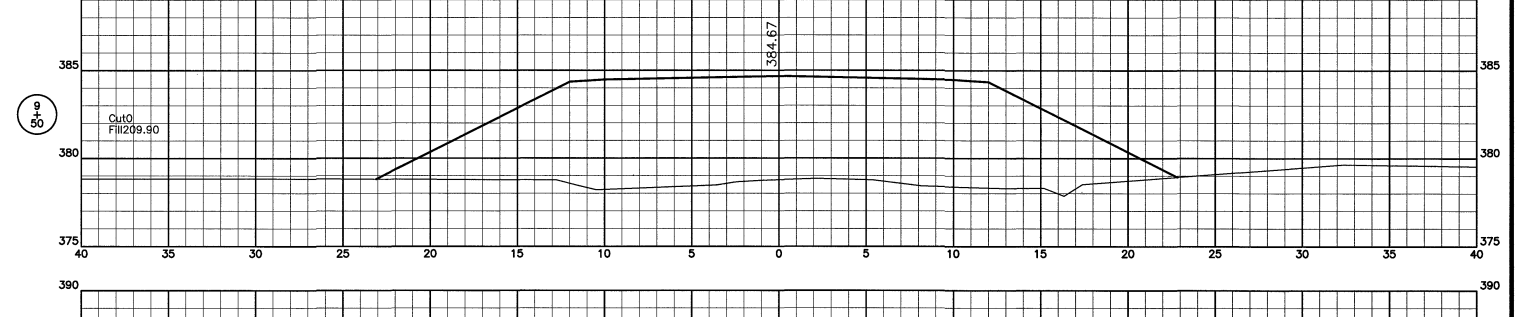
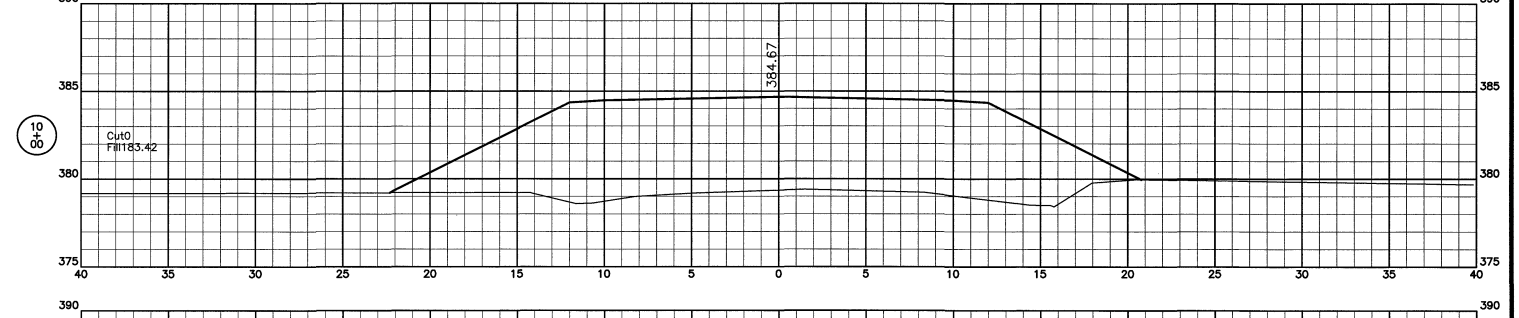
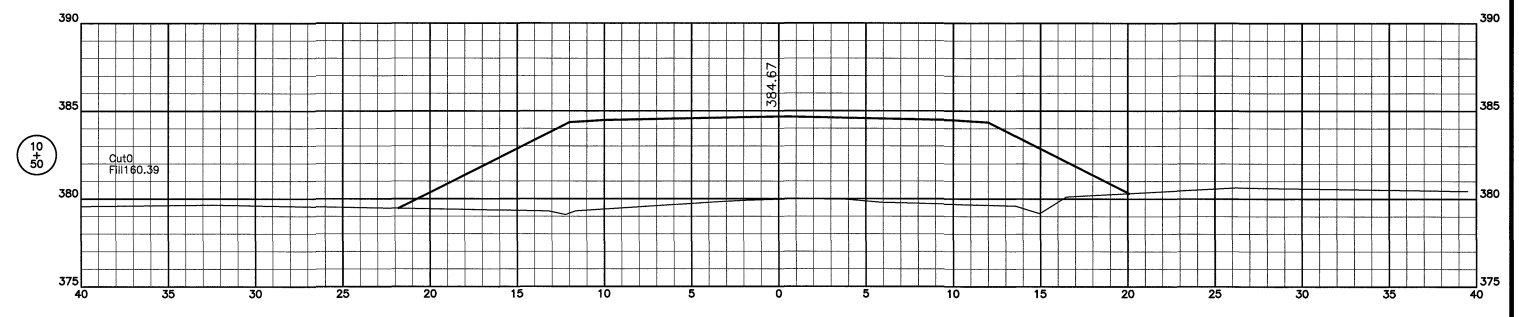
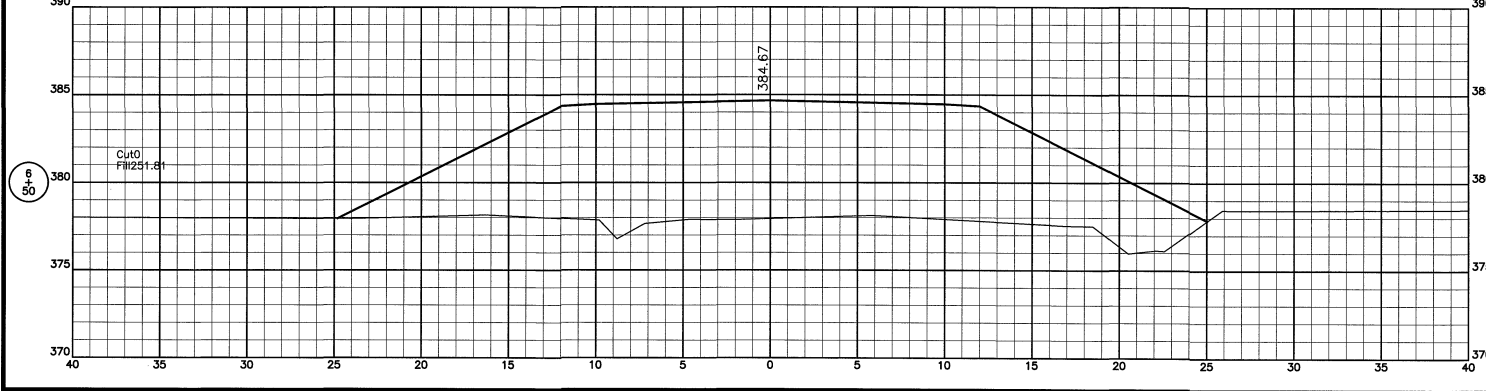
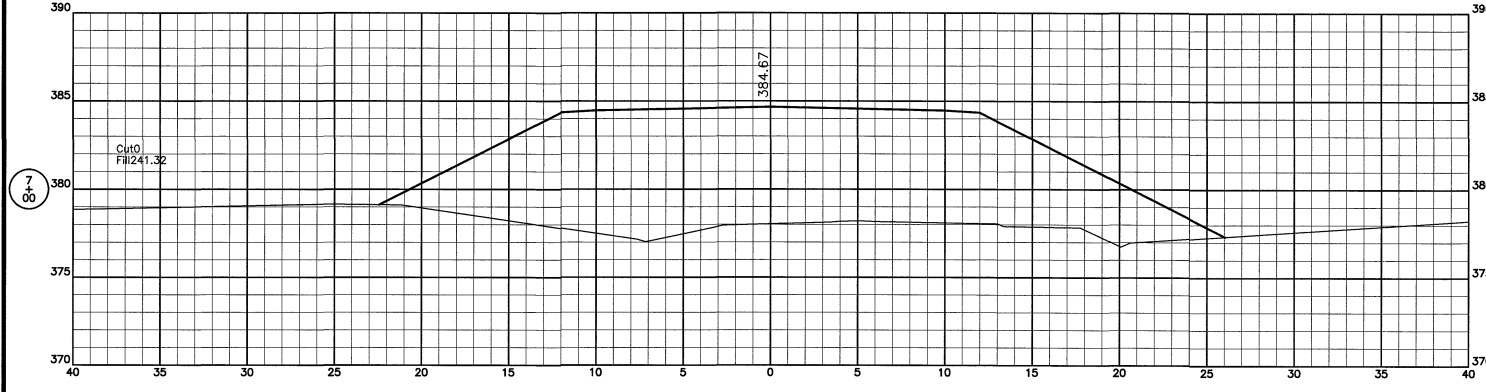
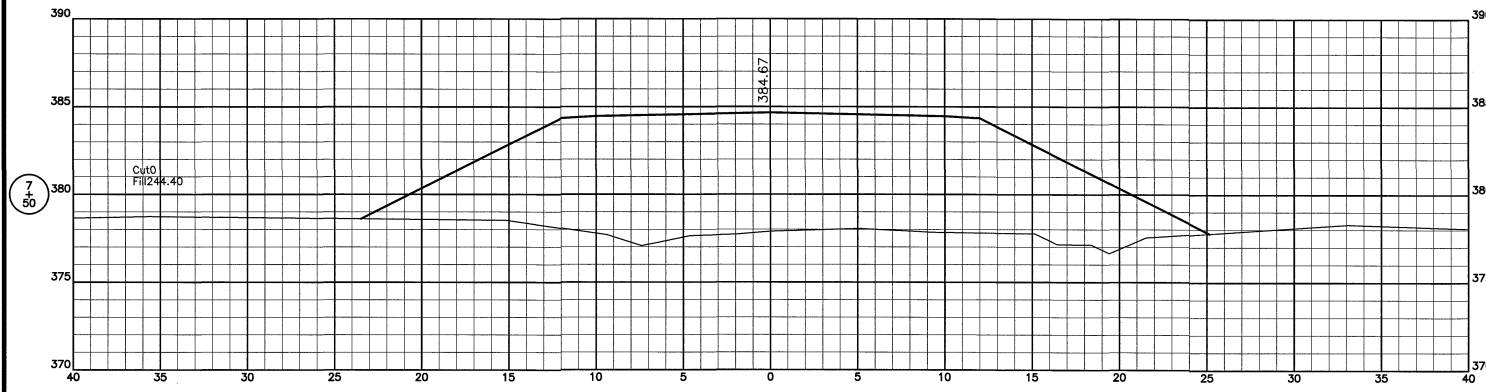
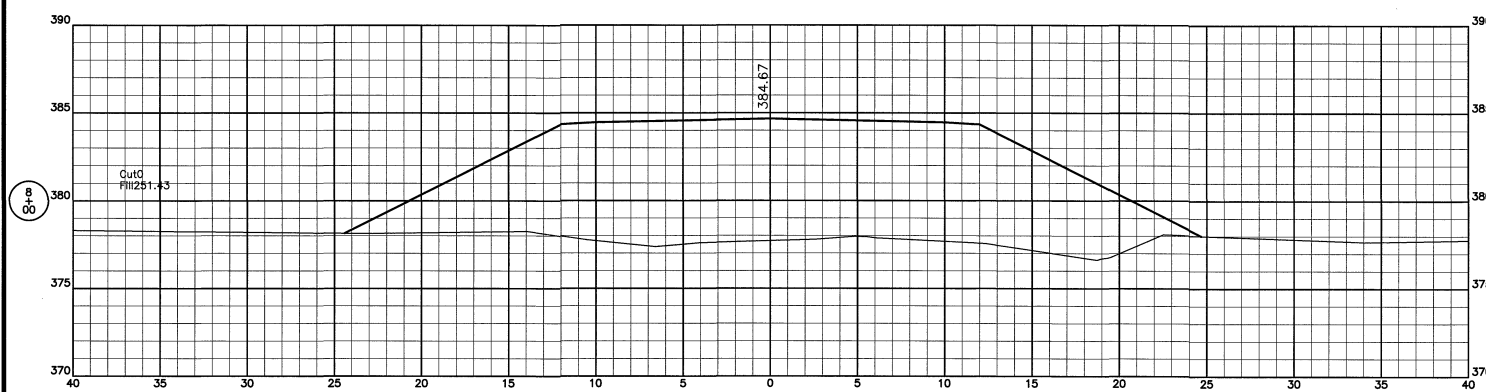
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 Land Surveyors

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 Design Firm #: 184-000832  
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PROJECT NAME:  
 WAYNE COUNTY  
 SEC. 22-15148-00-BR  
 LEECH ROAD DISTRICT

CROSS SECTIONS STA. 1+00 TO STA. 6+00

SHEET NUMBER:  
 4 OF 19  
 CONTRACT NUMBER:  
 95984



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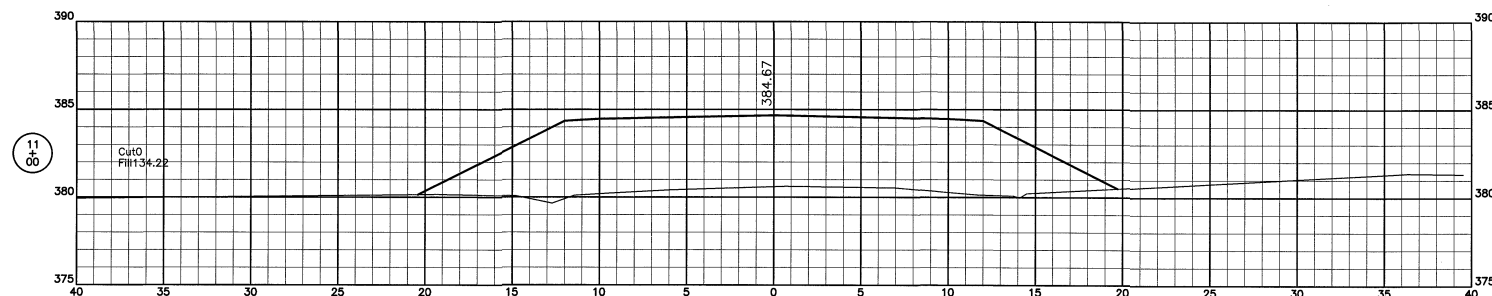
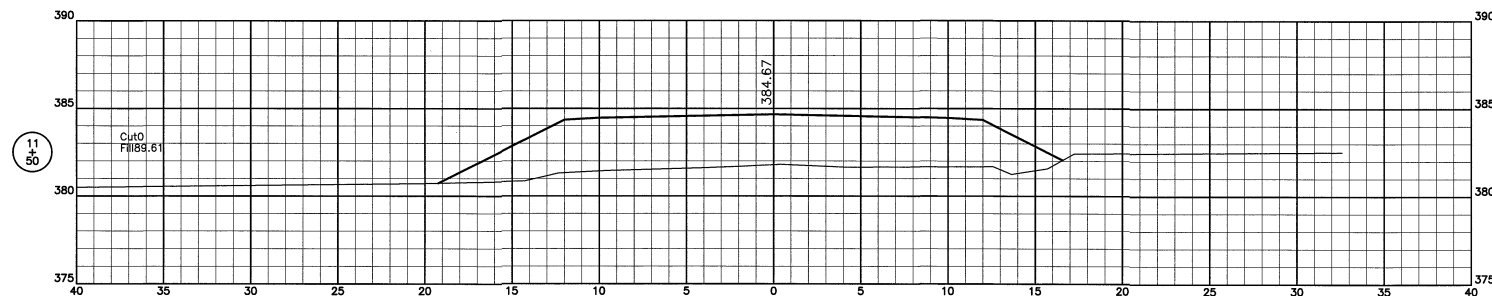
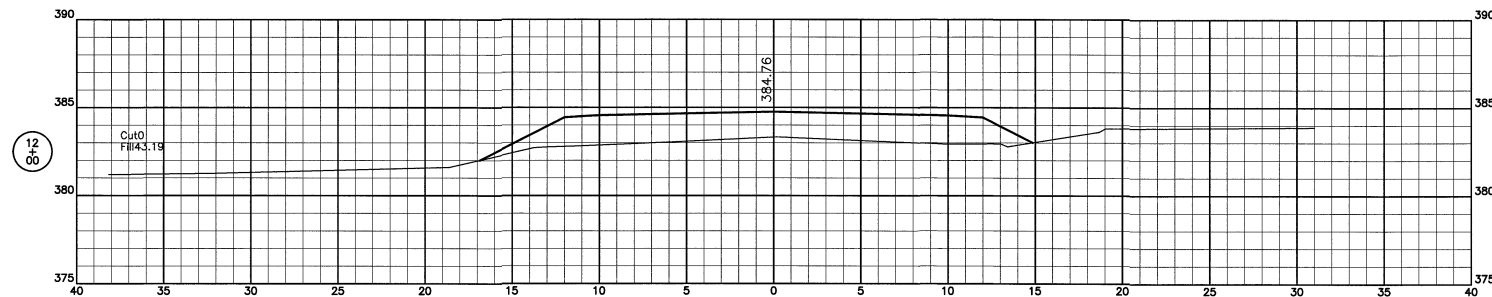
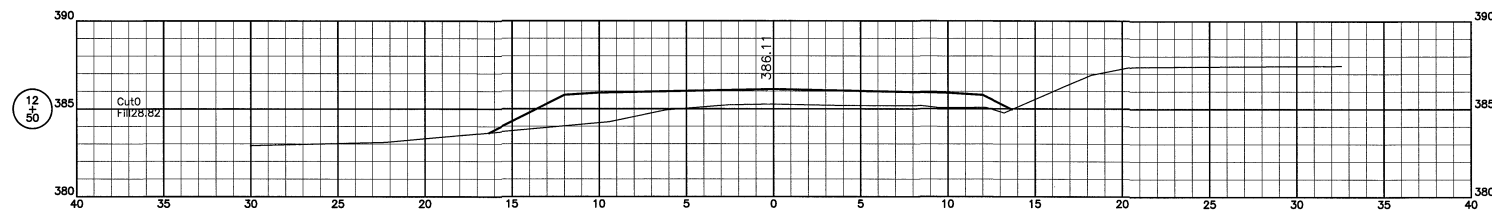
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PROJECT NAME:  
WAYNE COUNTY  
SEC. 22-15148-00-BR  
LEECH ROAD DISTRICT

CROSS SECTIONS STA. 6+50 TO STA. 10+50

SHEET NUMBER:  
5 OF 19  
CONTRACT NUMBER:  
95984



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**CONNOR & CONNOR**  
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PROJECT NAME:  
WAYNE COUNTY  
SEC. 22-15148-00-BR  
LEECH ROAD DISTRICT

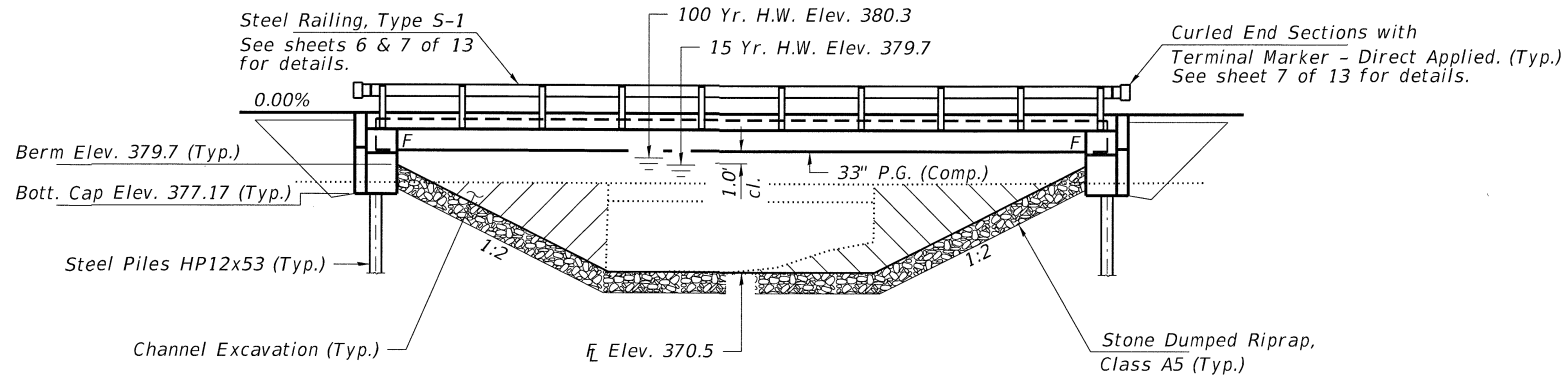
CROSS SECTIONS STA. 11+00 TO STA. 12+50

SHEET NUMBER:  
6 OF 19  
CONTRACT NUMBER:  
95984

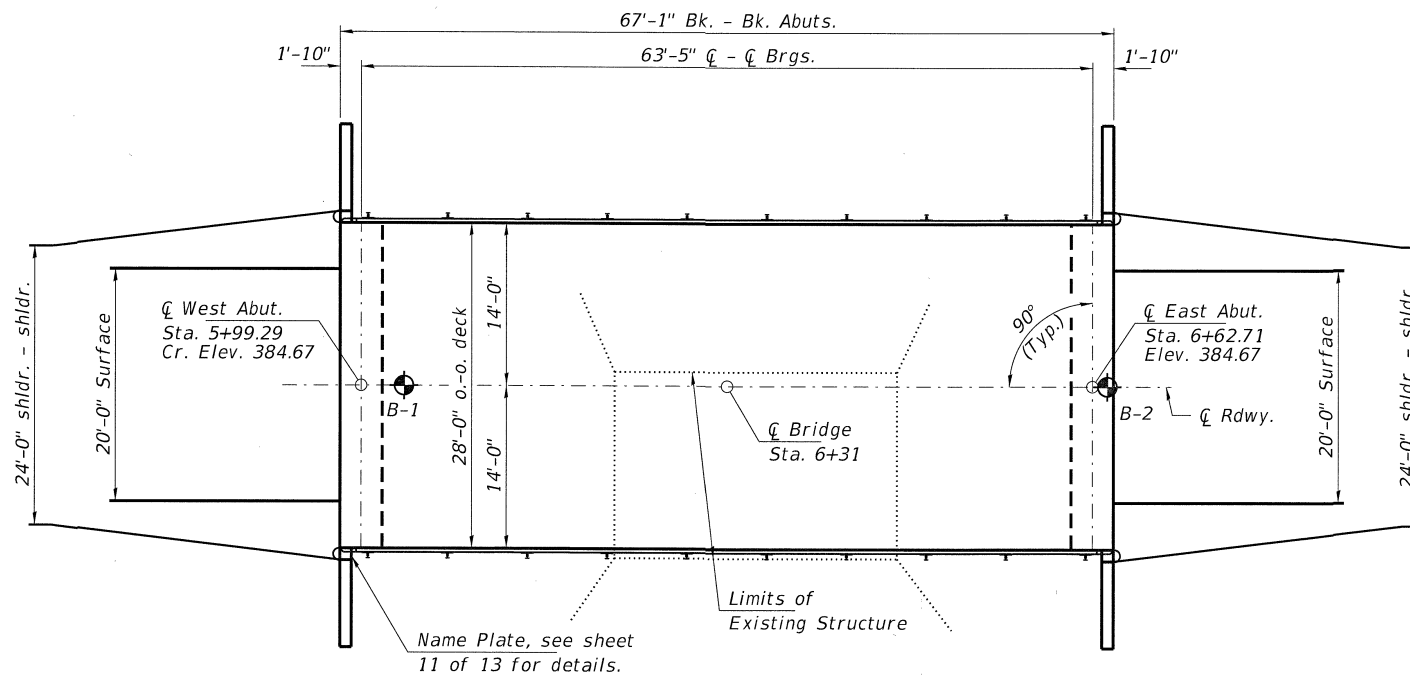
EXISTING STRUCTURE NO. 096-3353; Sta. 6+33.00 - Steel I-Beam Stringers with a concrete deck on closed concrete abutments and wingwalls. 25.0' bk.-bk. abuts., 16.0' o.-o. deck.

Structure closed to traffic during construction.

No Salvage



ELEVATION



PLAN

**SEISMIC DATA**

Seismic Performance Zone (SPZ) = 2  
 Design Spectral Acceleration at 1.0 sec. ( $S_{D1}$ ) = 0.285  
 Design Spectral Acceleration at 0.2 sec. ( $S_{D5}$ ) = 0.680  
 Soil Site Class = D

**DESIGN SPECIFICATIONS**

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

**LOADING HL-93**

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

**DESIGN STRESSES**

**FIELD UNITS**

$f'_c$  = 5,000 psi (Superstructure)  
 $f'_c$  = 3,500 psi (Substructure)  
 $f_y$  = 60,000 psi (Reinforcement)  
 $f_y$  = 50,000 psi (Structural steel) (M270 Gr 50W)

**OVER-THE-ROAD FLOW AREA (S.F.)**

Freq. Yr.	Exist.	Prop.
15	781	0
100	1,170	0

**WATERWAY INFORMATION**

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	15	1,763	125	351	379.7	-	0.3	-	380.0
Base	100	2,920	125	388	380.3	0.0	0.7	380.3	381.0

**DESIGN SCOUR ELEVATION TABLE**

Event/Limit State	Design Scour Elev. (ft.)		Item 113
	W. Abut.	E. Abut.	
Q100	377.2	377.2	8
Q200	377.2	377.2	
Design Check	377.2	377.2	

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

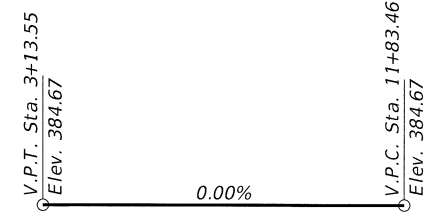
*Steven W. Megginson* 05/19/2025  
 ILLINOIS STRUCTURAL ENGINEER NO. 081-6064



Expires 11-30-2026

**INDEX OF STRUCTURE SHEETS**

1. General Plan & Elevation
2. General Details
- 3-4. Top of Slab Elevations
5. Superstructure
6. Superstructure Details
7. Steel Railing, Type S-1
8. Structural Steel
- 9-10. Structural Steel Details
11. Abutments
12. Steel HP Pile Details
13. Borings



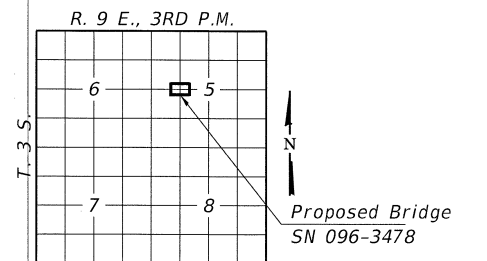
**PROFILE GRADE**

T.R. 627

LITTLE POND CREEK  
 BUILT 202 BY  
 LEECH ROAD DISTRICT  
 WAYNE COUNTY  
 SEC. 22-15148-00-BR  
 STR. NO. 096-3478  
 LOADING HL-93

**NAME PLATE**

See Std. 515001



**LOCATION SKETCH**

**GENERAL PLAN & ELEVATION**

T.R. 627 / C.R. 250 N

SECTION 22-15148-00-BR

WAYNE COUNTY

STATION 6+31.00

STRUCTURE NO. 096-3478

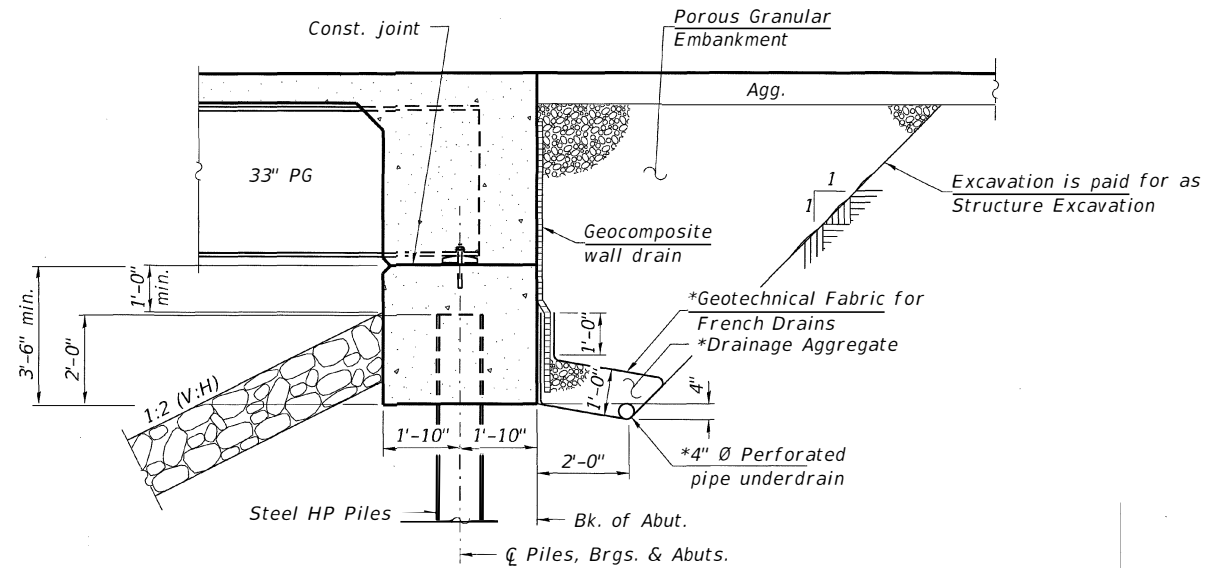
FILE NAME = 230296-sht-bridge.dgn	USER NAME = smierzwa	DESIGNED - S.T.M.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	CHECKED - S.W.M.	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT DATE = 5/19/2025	DRAWN - G.D.M.	REVISED -
		CHECKED - S.T.M./S.W.M.	REVISED -

STATE OF ILLINOIS  
 WAYNE COUNTY HIGHWAY DEPARTMENT

GENERAL PLAN AND ELEVATION  
 STRUCTURE NO. 096-3478

SHEET NO. 1 OF 13 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	22-15148-00-BR	WAYNE	19	7
LEECH ROAD DISTRICT		CONTRACT NO. 95984		
ILLINOIS FED. AID PROJECT				

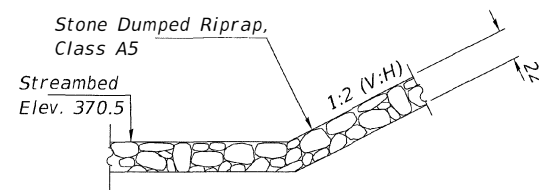


**SECTION THRU INTEGRAL ABUTMENT**

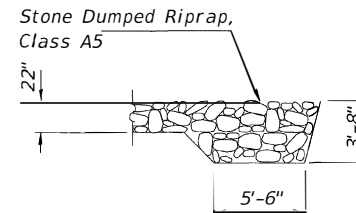
\*Included in the cost of Pipe Underdrains for Structures 4"

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).

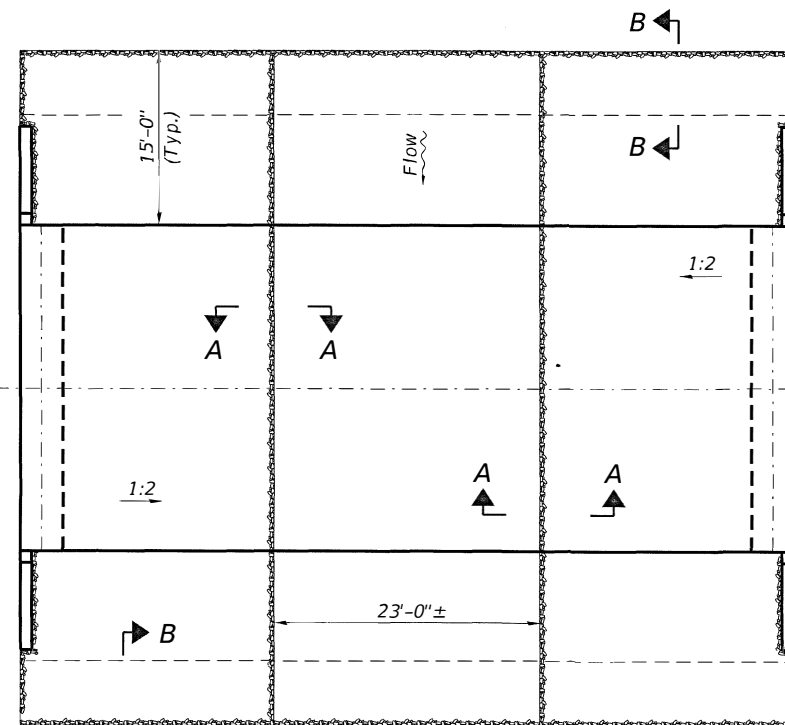
Concrete headwalls shall be included in the cost of Pipe Underdrains for Structures 4" and shall be installed at each pipe underdrain location (4 Each).



**SECTION A-A**



**SECTION B-B**



**RIPRAP LAYOUT**

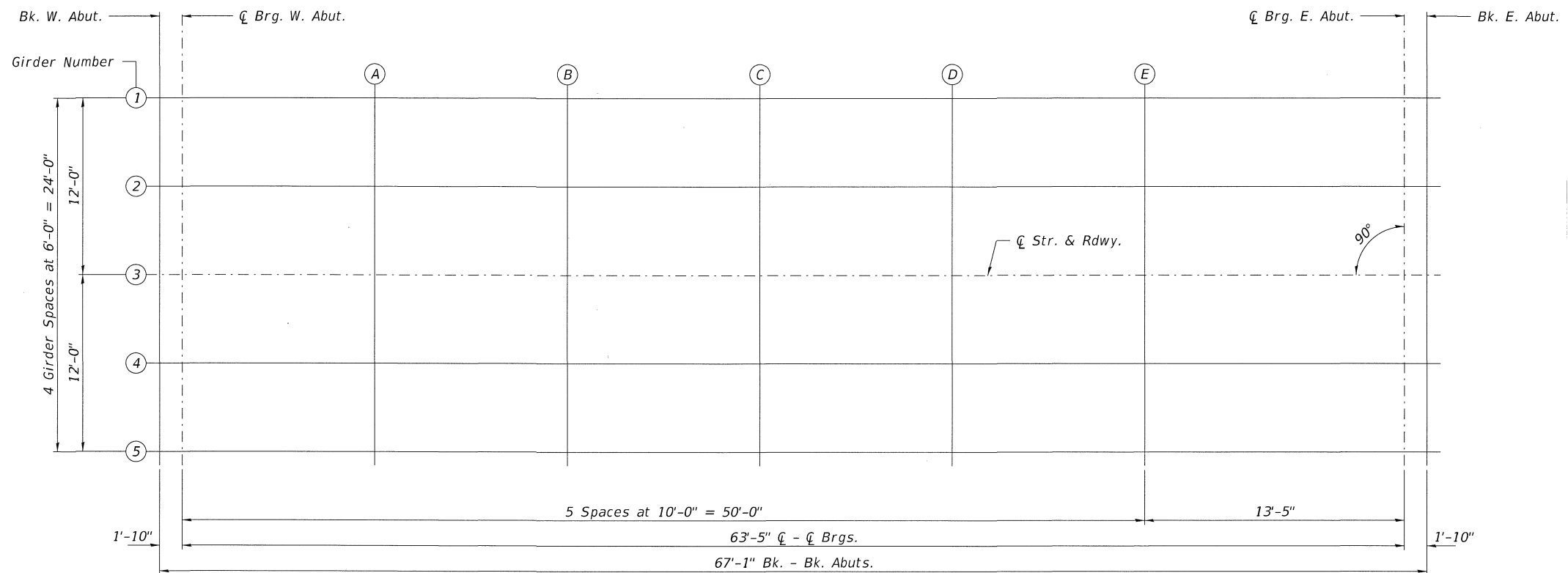
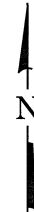
**GENERAL NOTES**

Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts in painted or coated metalized areas. Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot-dipped galvanized in uncoated areas. Fasteners shall be ASTM F 3125 Grade A325 Type 3 weathering steel bolts in unpainted areas. Bolts 3/4"Ø, holes 1 1/16"Ø, unless otherwise noted.  
 Calculated weight of Structural Steel = 46,168 lbs.  
 All structural steel shall be AASHTO M 270 Grade 50W.  
 No field welding is permitted except as specified in the contract documents. Reinforcement bars designated (E) shall be epoxy coated.  
 Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.  
 Structural steel shall only be painted from distance equal to the depth of embedment into the concrete cap plus 18 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.  
 Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure.  
 Bridge Deck Grooving is figured 1'-0" from the face of the rail. It shall be applied to the bridge deck.  
 Protective coat shall be applied to the top surface and facia of the concrete deck and wingwalls.

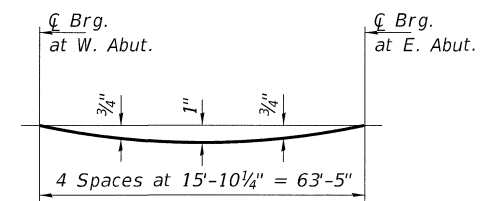
**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Channel Excavation	Cu. Yd.		75	75
Porous Granular Embankment	Ton		100	100
Stone Dumped Riprap, Class A5	Ton		590	590
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		50	50
Concrete Structures	Cu. Yd.		34.6	34.6
Concrete Superstructure	Cu. Yd.	81.8		81.8
Bridge Deck Grooving	Sq. Yd.	194		194
Protective Coat	Sq. Yd.	235	30	265
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	1,050		1,050
Reinforcement Bars, Epoxy Coated	Pound	14,500	7,680	22,180
Steel Railing, Type S-1	Foot	129		129
Furnishing Steel Piles HP12x53	Foot		360	360
Driving Piles	Foot		360	360
Test Pile Steel HP12x53	Each		1	1
Pile Shoes	Each		10	10
Name Plates	Each		1	1
Anchor Bolts, 1"	Each		20	20
Geocomposite Wall Drain	Sq. Yd.		60	60
Pipe Underdrains for Structures 4"	Foot		130	130
Terminal Marker - Direct Applied	Each	4		4
Bar Terminators	Each	96	284	380





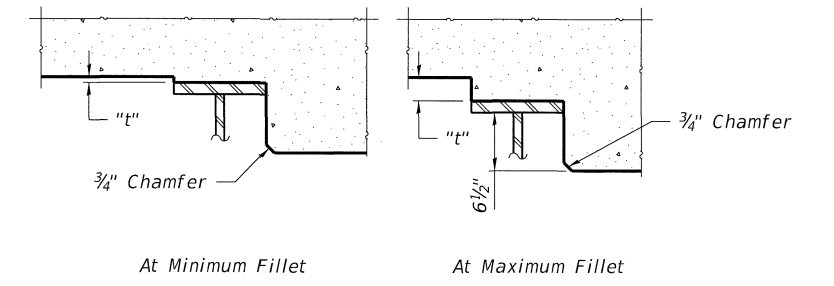
**PLAN**



**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

Note:  
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 4 of 13.



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 sheet 4 of 13, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**

FILE NAME = 230296-sh-bridge.dgn	USER NAME = smierzwa	DESIGNED - S.T.M.	REVISED -	<b>STATE OF ILLINOIS WAYNE COUNTY HIGHWAY DEPARTMENT</b>	<b>TOP OF SLAB ELEVATIONS STRUCTURE NO. 096-3478</b>	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
<b>HAMPTON, LENZINI AND RENWICK, INC.</b> 3365 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	CHECKED - S.W.M.	REVISED -			627	22-15148-00-BR	WAYNE	19	9	
<b>HLR</b> ILLINOIS PROFESSIONAL DESIGN FIRM L3 / P/E / SE CORP. 184-000958	PLOT DATE = 5/19/2025	DRAWN - G.D.M.	REVISED -			LEECH ROAD DISTRICT CONTRACT NO. 95984					
		CHECKED - S.T.M./S.W.M.	REVISED -			ILLINOIS FED. AID PROJECT					
						SHEET NO. 3 OF 13 SHEETS					

**GIRDER 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	5+97.46	-12.00	384.48	384.48
☉ Brg. W. Abut.	5+99.29	-12.00	384.48	384.48
A	6+09.29	-12.00	384.48	384.53
B	6+19.29	-12.00	384.48	384.56
C	6+29.29	-12.00	384.48	384.57
D	6+39.29	-12.00	384.48	384.57
E	6+49.29	-12.00	384.48	384.54
☉ Brg. E. Abut.	6+62.71	-12.00	384.48	384.48
Bk. E. Abut.	6+64.54	-12.00	384.48	384.48

**GIRDER 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	5+97.46	-6.00	384.58	384.58
☉ Brg. W. Abut.	5+99.29	-6.00	384.58	384.58
A	6+09.29	-6.00	384.58	384.62
B	6+19.29	-6.00	384.58	384.65
C	6+29.29	-6.00	384.58	384.67
D	6+39.29	-6.00	384.58	384.66
E	6+49.29	-6.00	384.58	384.63
☉ Brg. E. Abut.	6+62.71	-6.00	384.58	384.58
Bk. E. Abut.	6+64.54	-6.00	384.58	384.58

**☉ STRUCTURE & GIRDER 3**

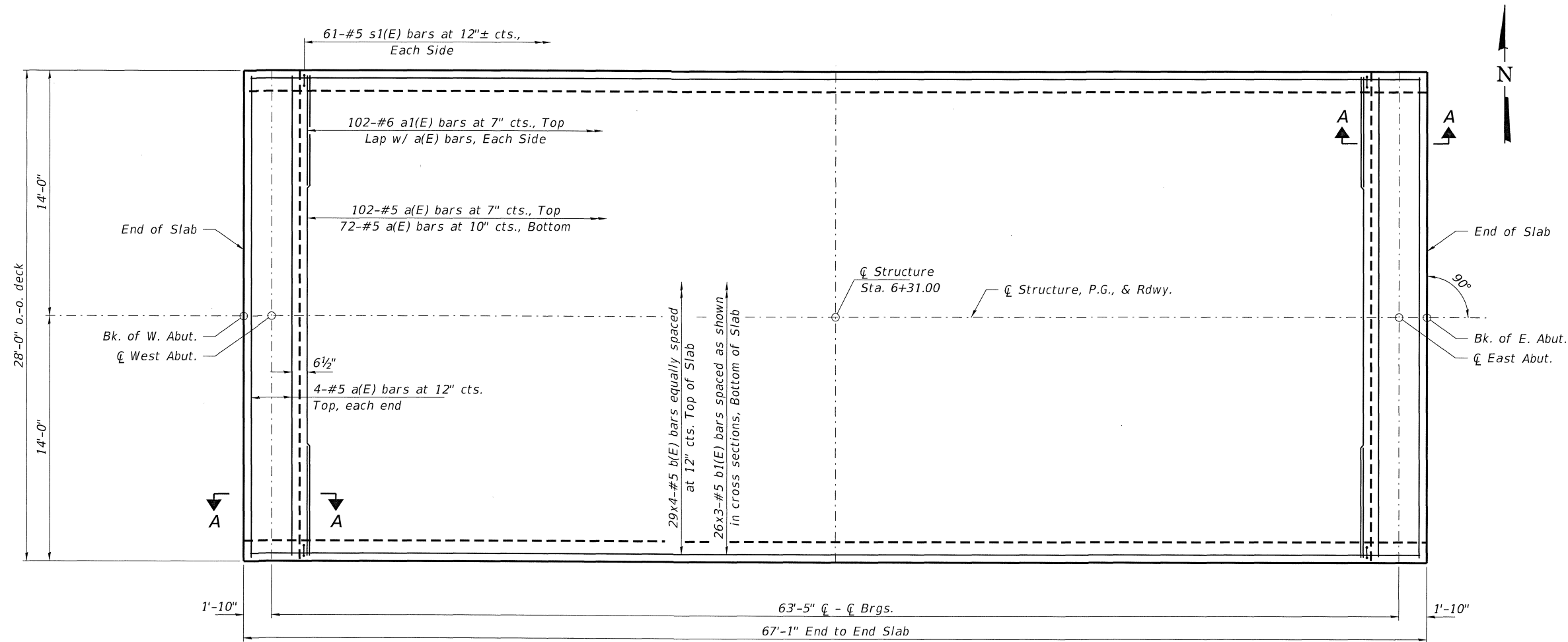
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	5+97.46	0.00	384.67	384.67
☉ Brg. W. Abut.	5+99.29	0.00	384.67	384.67
A	6+09.29	0.00	384.67	384.71
B	6+19.29	0.00	384.67	384.75
C	6+29.29	0.00	384.67	384.76
D	6+39.29	0.00	384.67	384.75
E	6+49.29	0.00	384.67	384.73
☉ Brg. E. Abut.	6+62.71	0.00	384.67	384.67
Bk. E. Abut.	6+64.54	0.00	384.67	384.67

**GIRDER 4**

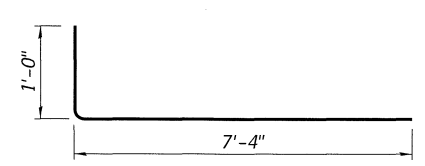
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	5+97.46	6.00	384.58	384.58
☉ Brg. W. Abut.	5+99.29	6.00	384.58	384.58
A	6+09.29	6.00	384.58	384.62
B	6+19.29	6.00	384.58	384.65
C	6+29.29	6.00	384.58	384.67
D	6+39.29	6.00	384.58	384.66
E	6+49.29	6.00	384.58	384.63
☉ Brg. E. Abut.	6+62.71	6.00	384.58	384.58
Bk. E. Abut.	6+64.54	6.00	384.58	384.58

**GIRDER 5**

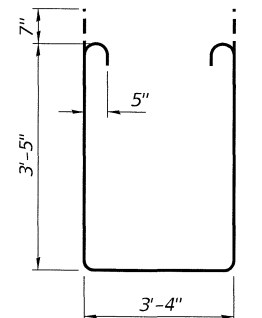
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	5+97.46	12.00	384.48	384.48
☉ Brg. W. Abut.	5+99.29	12.00	384.48	384.48
A	6+09.29	12.00	384.48	384.53
B	6+19.29	12.00	384.48	384.56
C	6+29.29	12.00	384.48	384.57
D	6+39.29	12.00	384.48	384.57
E	6+49.29	12.00	384.48	384.54
☉ Brg. E. Abut.	6+62.71	12.00	384.48	384.48
Bk. E. Abut.	6+64.54	12.00	384.48	384.48



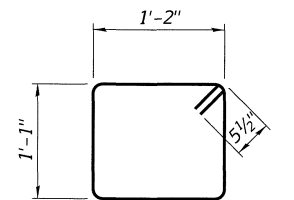
PLAN



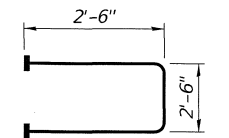
BAR a1(E)



BAR s(E)

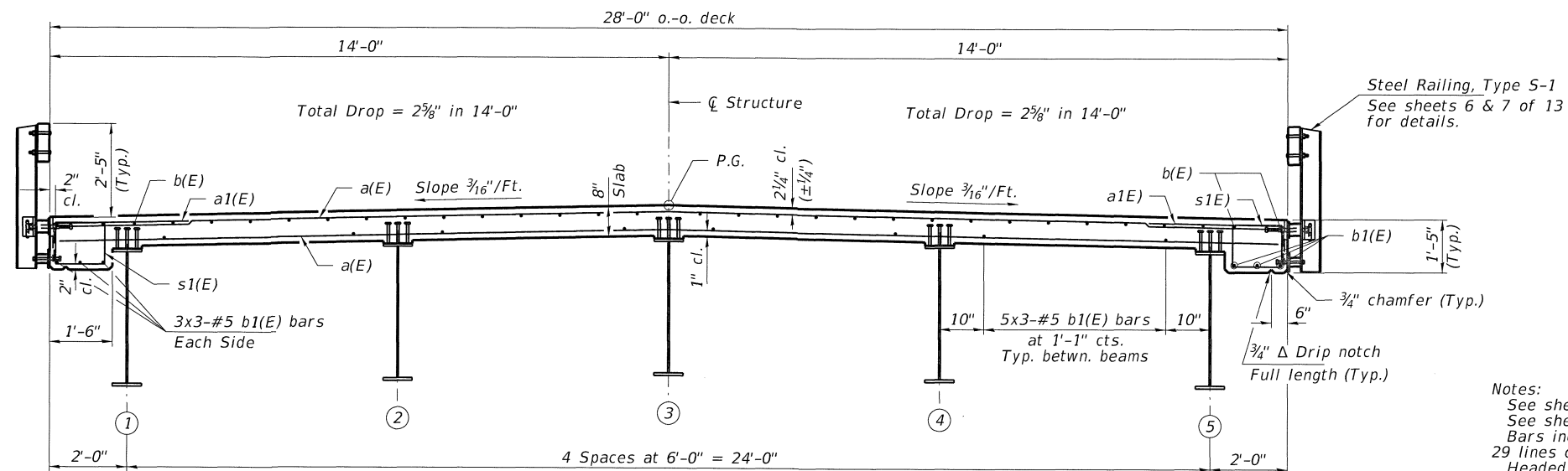


BAR s1E



BAR s2(E)

(Headed 96-#5 Bar Terminators)



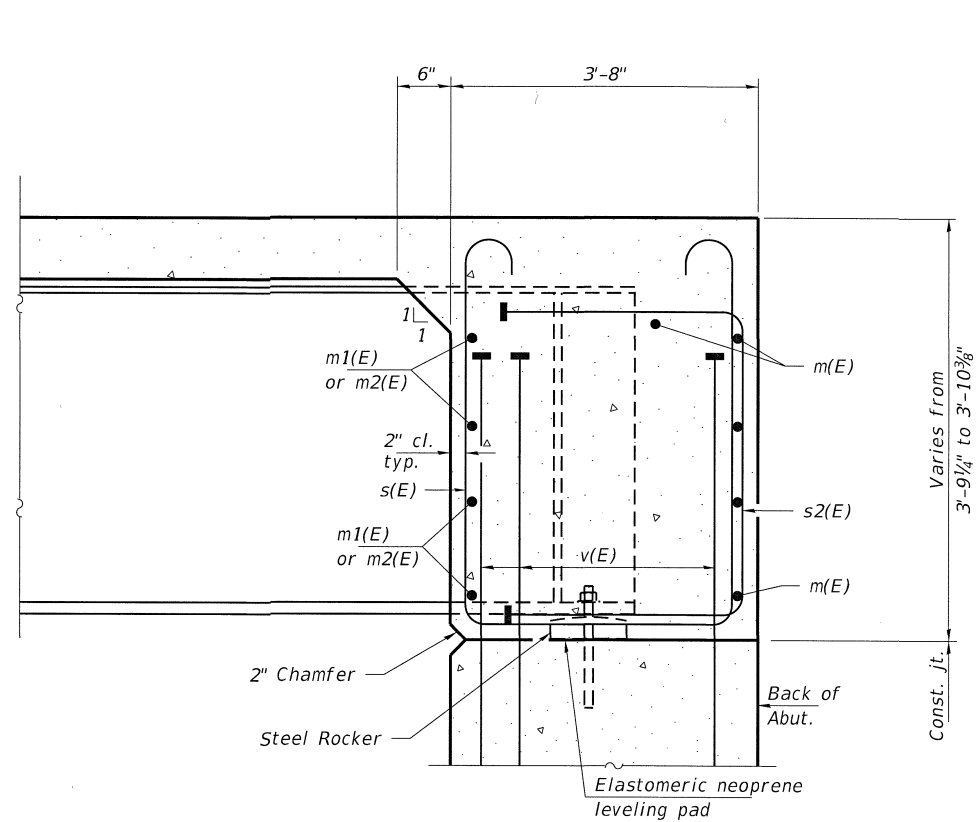
CROSS SECTION  
(Looking East)

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

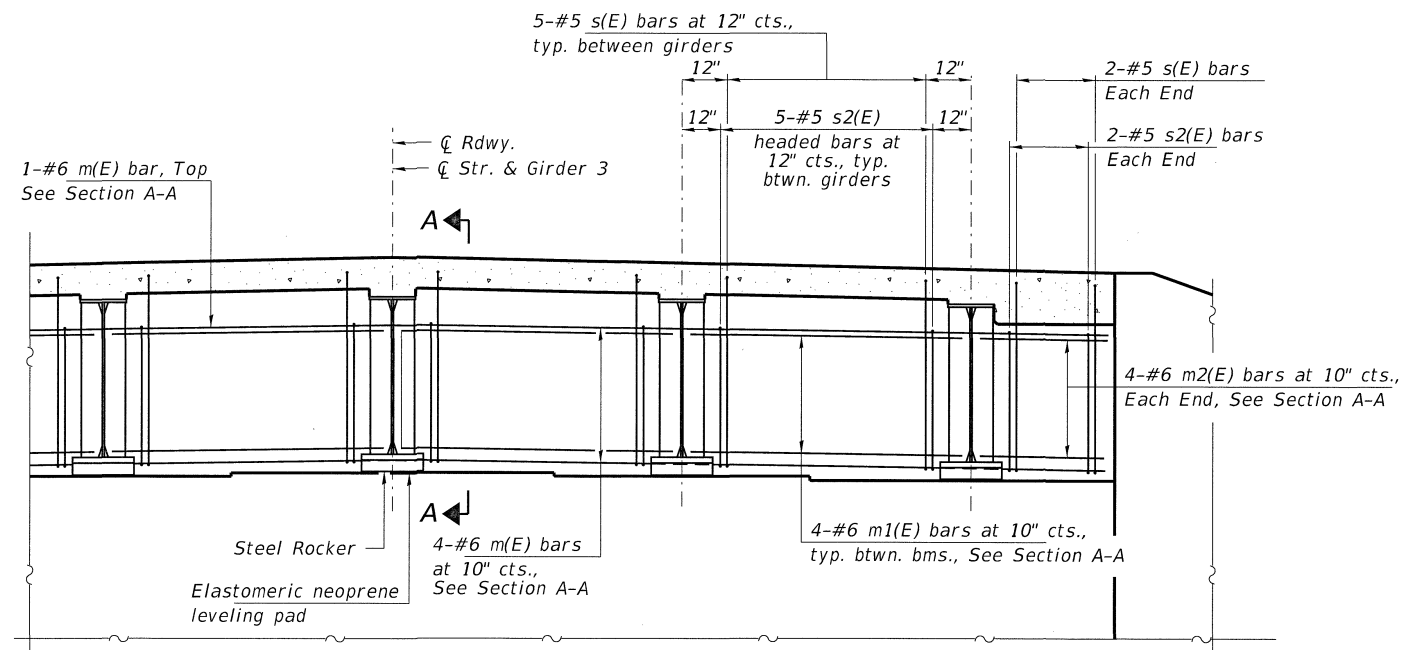
Notes:  
See sheet 6 of 13 for Superstructure Details.  
See sheet 6 of 13 for SECTION A-A.  
Bars indicated thus 29x4-#5 etc. indicates 29 lines of bars with 4 lengths per line.  
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Bar Terminators, paid for separately.

**SUPERSTRUCTURE  
BILL OF MATERIAL**

BAR NO.	SIZE	LENGTH	SHAPE
a(E)	182 #5	27'-8"	U
a1(E)	204 #6	8'-4"	U
b(E)	116 #5	19'-4"	—
b1(E)	78 #5	24'-7"	—
m(E)	10 #6	27'-8"	—
m1(E)	32 #6	5'-8"	—
m2(E)	16 #6	1'-8"	—
s(E)	48 #5	11'-4"	U
s1(E)	122 #5	5'-5"	U
s2(E)	48 #5	7'-6"	U
Concrete Superstructure		Cu. Yd.	81.8
Bridge Deck Grooving		Sq. Yd.	194
Protective Coat		Sq. Yd.	235
Reinforcement Bars, Epoxy Coated		Pound	14,500
Bar Terminators		Each	96

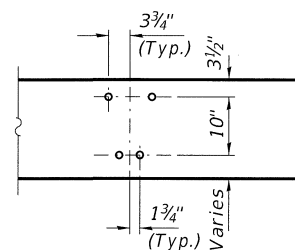


**SECTION A-A**

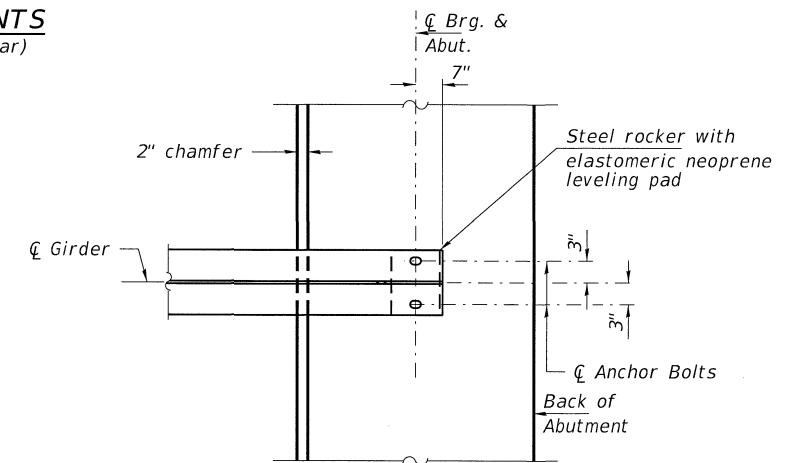


**DIAPHRAGM AT ABUTMENTS**  
(West Abut. shown, East Abut. similar)

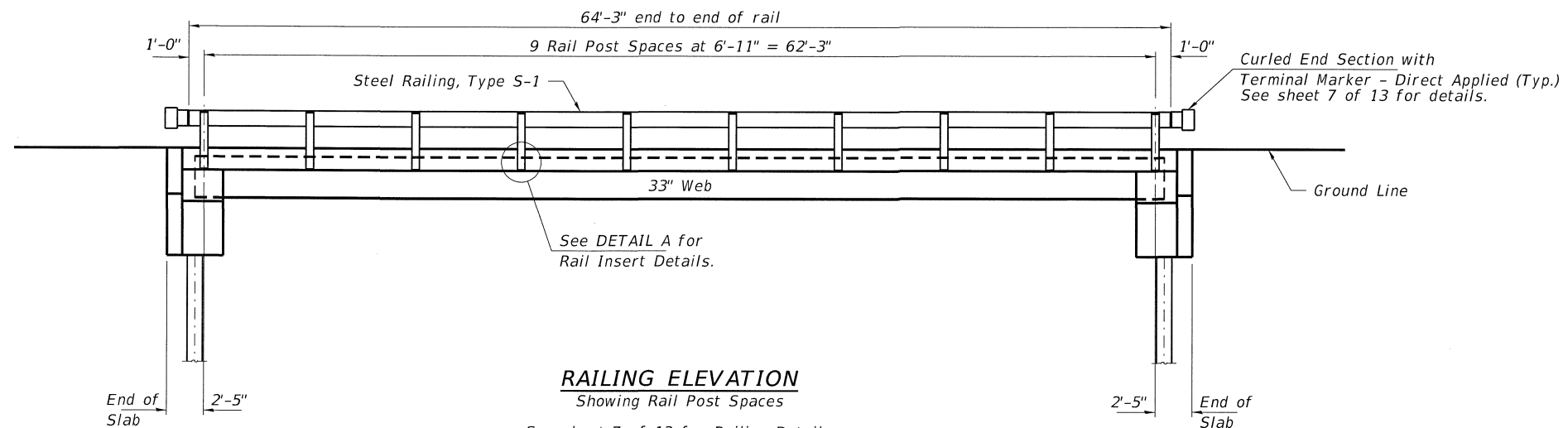
Notes:  
Reinforcement bars in diaphragm are billed with Superstructure on sheet 5 of 13.  
Concrete in diaphragm is included with Concrete Superstructure on sheet 5 of 13.



**DETAIL A**



**PARTIAL PLAN AT ABUTMENT**  
(Showing bottom flange of girder)



**RAILING ELEVATION**  
Showing Rail Post Spaces

See sheet 7 of 13 for Railing Details.

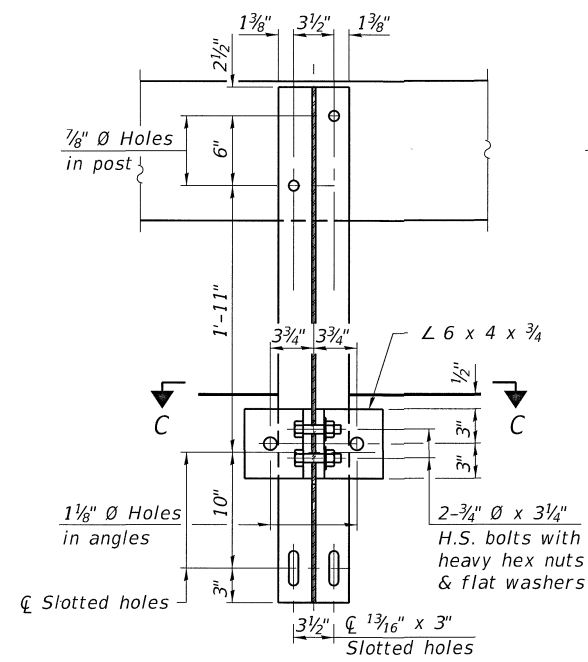
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<b>HAMPTON, LENZINI AND RENWICK, INC.</b> 300 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	CHECKED - S.W.M.	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM LSJ/PS/SE CORP. 184-00099	PLOT DATE = 5/19/2025	DRAWN - G.D.M.	REVISED -
		CHECKED - S.T.M./S.W.M.	REVISED -

**STATE OF ILLINOIS**  
**WAYNE COUNTY HIGHWAY DEPARTMENT**

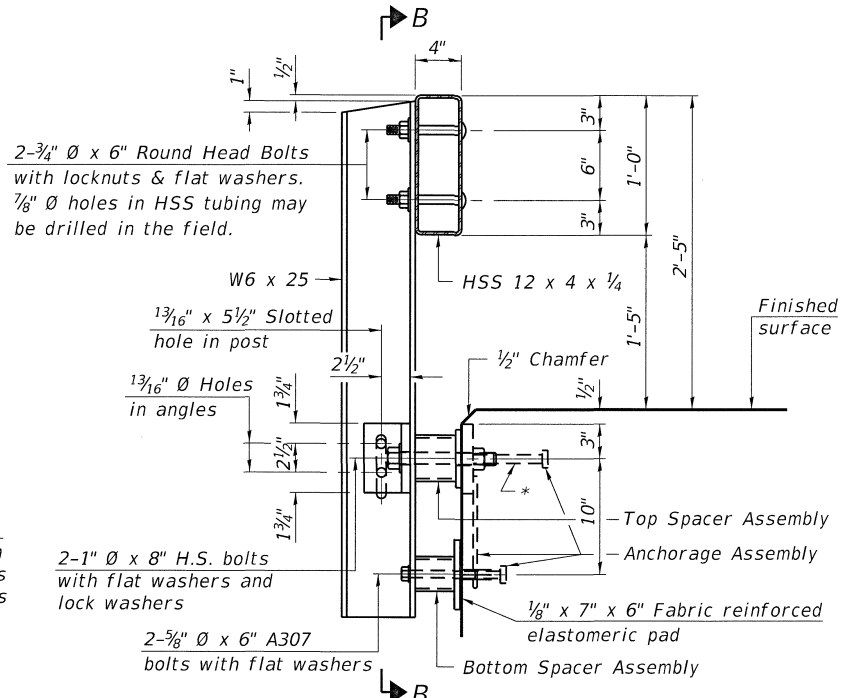
**SUPERSTRUCTURE DETAILS**  
**STRUCTURE NO. 096-3478**

SHEET NO. 6 OF 13 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	22-15148-00-BR	WAYNE	19	12
LEECH ROAD DISTRICT		CONTRACT NO. 95984		
ILLINOIS FED. AID PROJECT				

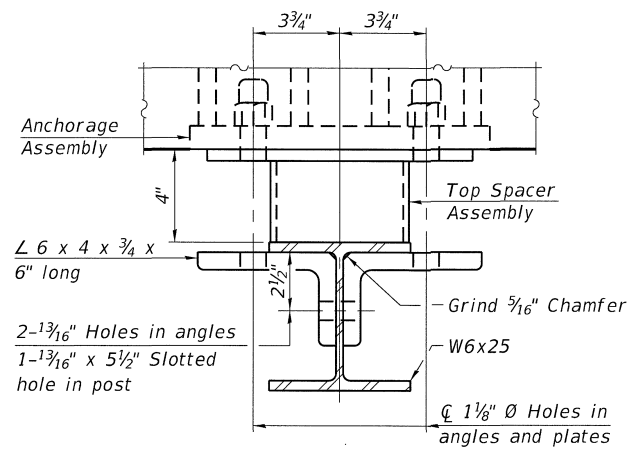


SECTION B-B

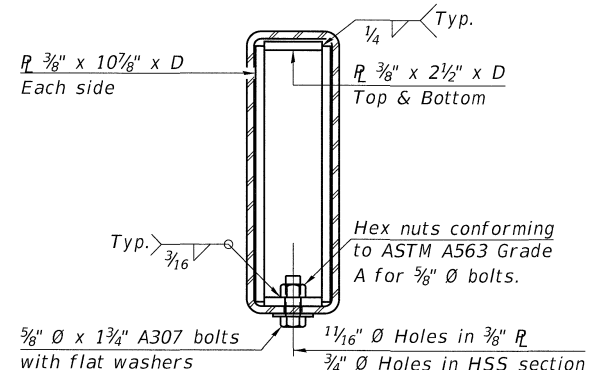


SECTION AT RAILING POST

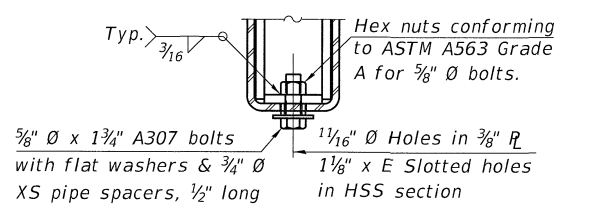
\* The outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchorage assembly. The anchorage studs may be bent down 1/2" to accommodate the top reinforcement bar placement.



SECTION C-C



SECTION AT RAIL SPLICE

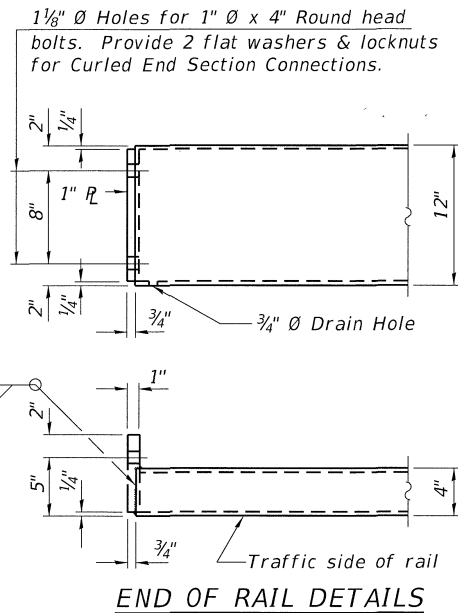


RAIL SPLICE CONNECTION AT EXPANSION JT.

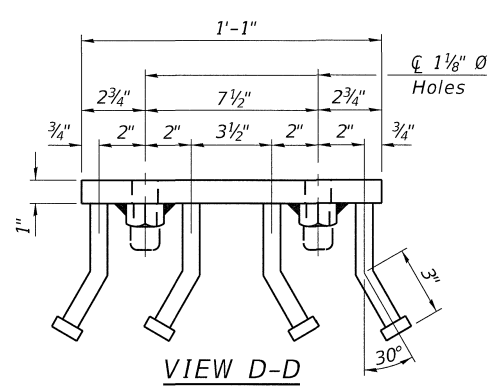
SPLICE DIMENSIONS

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

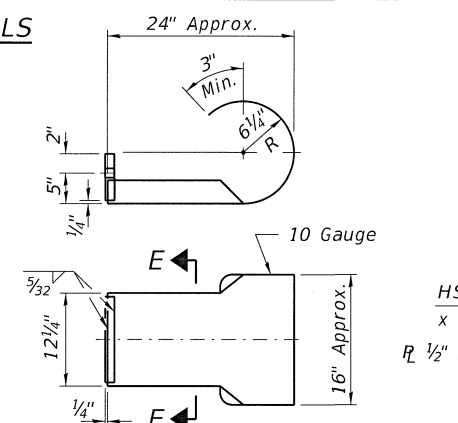
T = ; total movement along centerline of roadway at expansion joint.



END OF RAIL DETAILS

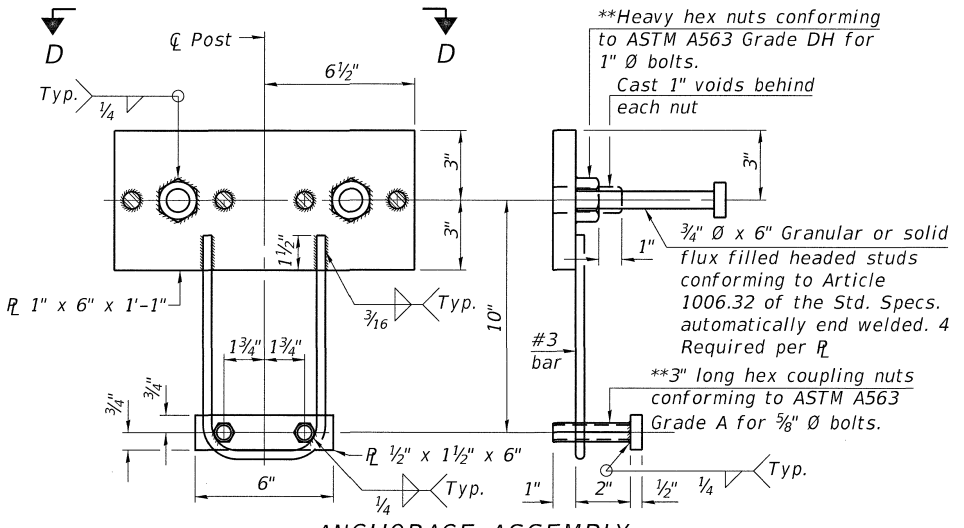


VIEW D-D



CURLIED END SECTION DETAILS

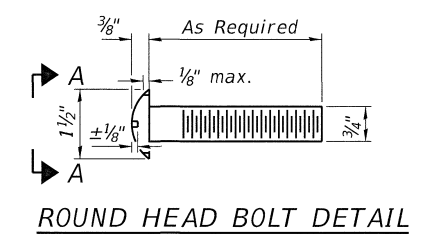
Cost included with Steel Railing, Type S-1. Terminal Markers - Direct Applied shall be placed on each end of Curled End Sections. (Typ. at Each Corner - 4 Required)



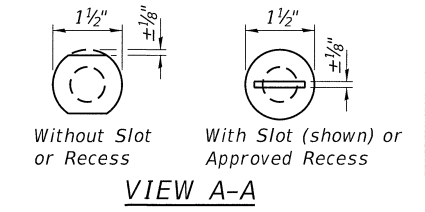
ANCHORAGE ASSEMBLY

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

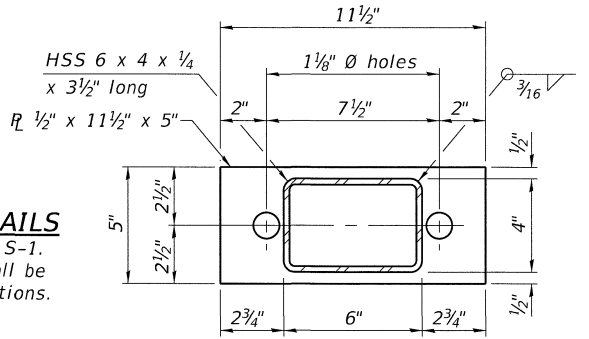
Notes:  
 A sufficient number of shims of various thicknesses, sized to fit behind the top spacer assembly, 5" x 11 1/2", and bottom spacer assembly, 6" x 7", shall be provided to adjust posts for proper alignment. If the summation of shims is greater than 1/4" (top) or 1/2" (bottom), longer bolts are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



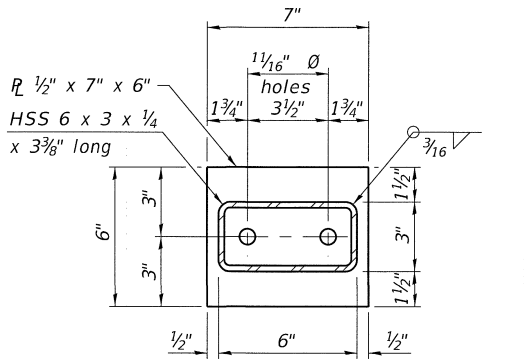
ROUND HEAD BOLT DETAIL



VIEW A-A



TOP SPACER ASSEMBLY



BOTTOM SPACER ASSEMBLY

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type S-1	Foot	129

RAILING CRITERIA

NCHRP 350 Test Level	2
Railing Weight (plf)	50
Max Post Spacing	10'-9"
HMA thickness range (in)	1 1/4 - 3 1/8

R-23A

10-12-2021

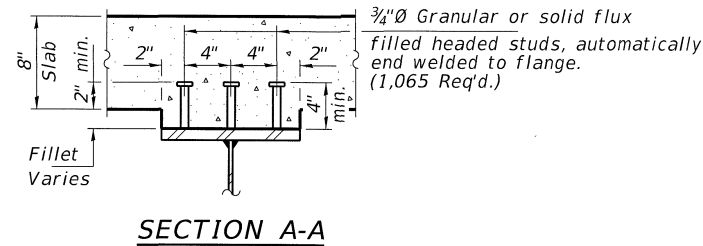
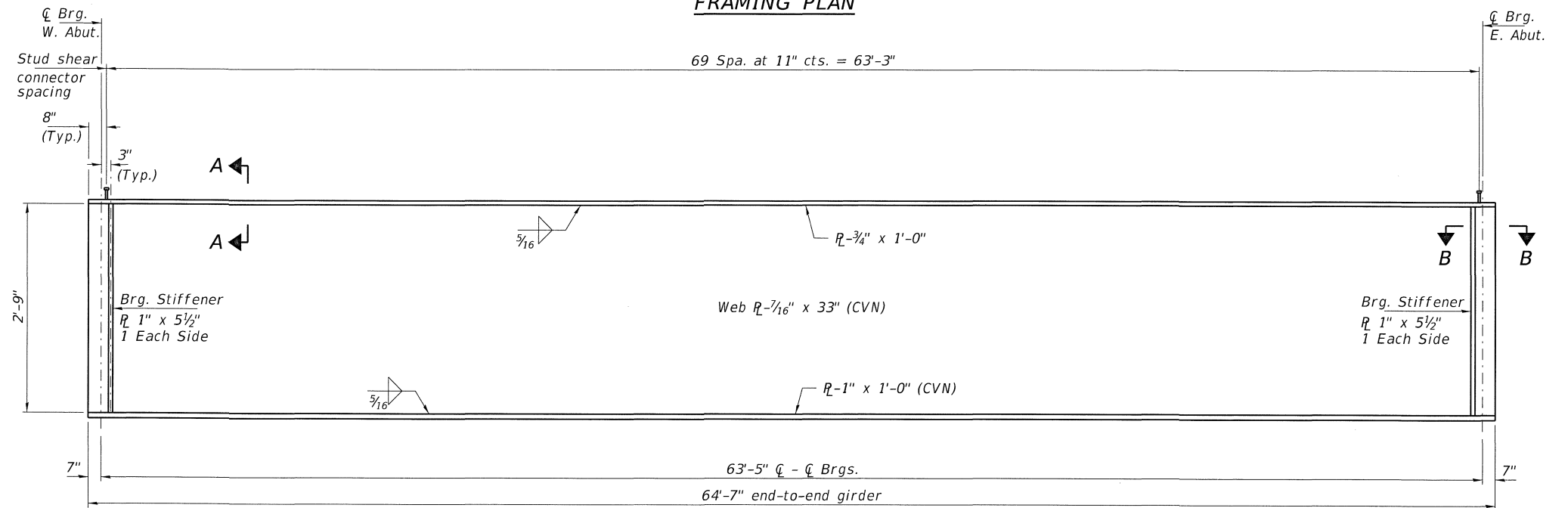
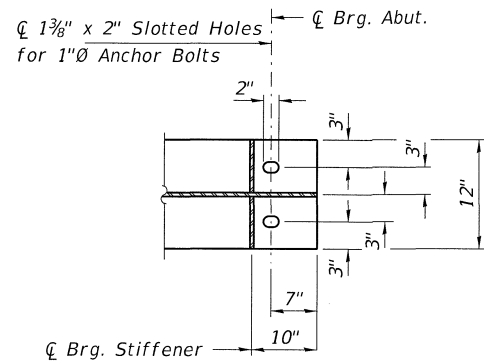
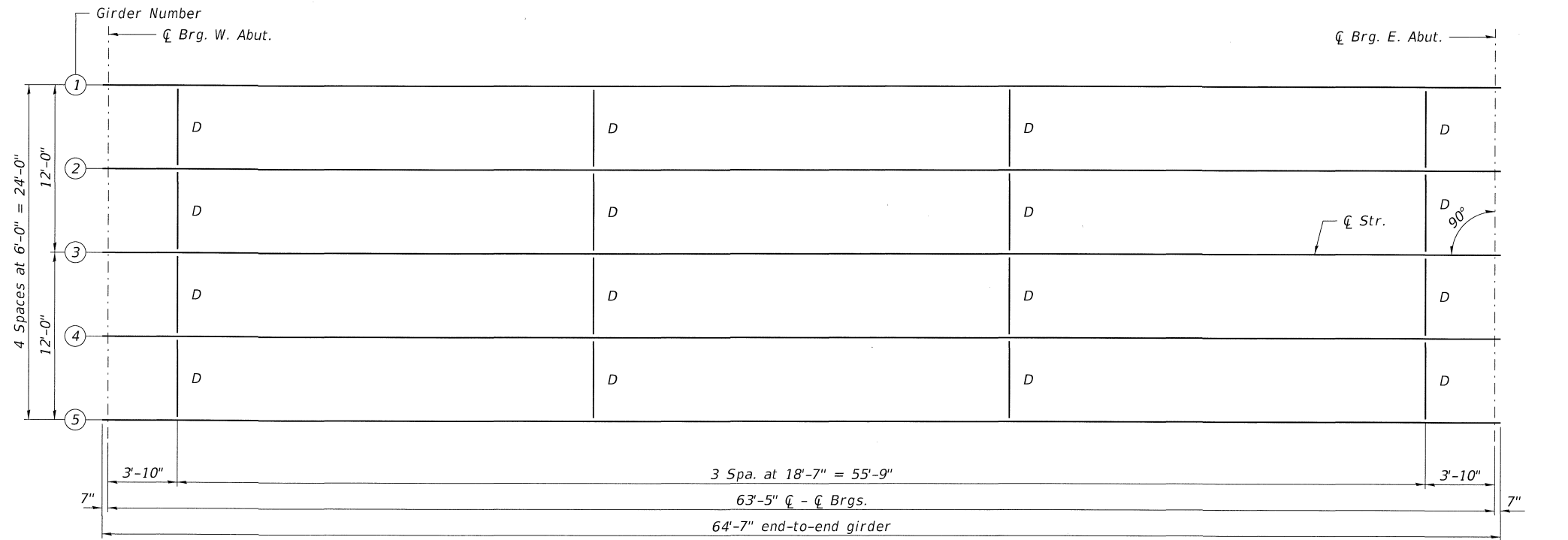
FILE NAME	USER NAME	DESIGNED	REVISIONS
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3038 STEVENSON DRIVE, SUITE 201		DRAWN	G.D.M.
SPRINGFIELD, ILLINOIS 62703		CHECKED	S.T.M./S.W.M.
ILLINOIS PROFESSIONAL DESIGN FIRM		REVISIONS	-
L.S./P.E./S.E. CORP. 184-000069		REVISIONS	-

STATE OF ILLINOIS  
 WAYNE COUNTY HIGHWAY DEPARTMENT

STEEL RAILING, TYPE S-1  
 STRUCTURE NO. 096-3478

SHEET NO. 7 OF 13 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	22-15148-00-BR	WAYNE	19	13
LEECH ROAD DISTRICT		CONTRACT NO. 95984		
ILLINOIS		FED. AID PROJECT		



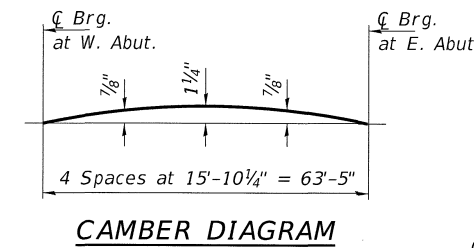
Notes:

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

All girders and splices, including bearing stiffeners and diaphragms shall be AASHTO M270, Grade 50W.

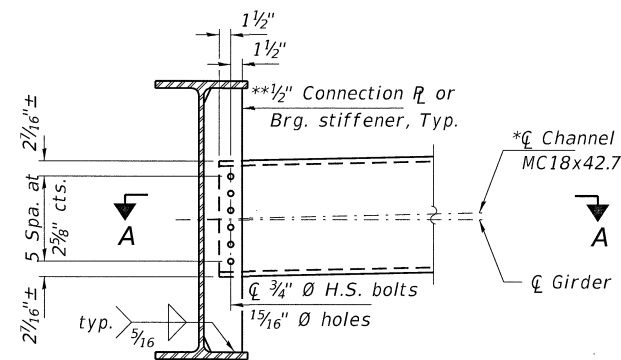
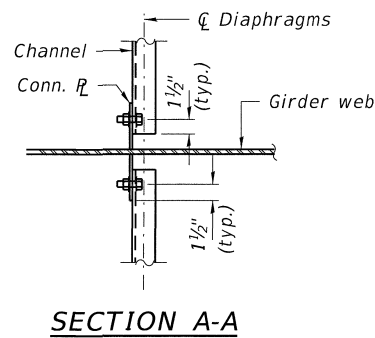
For additional structural steel details see sheets 9 & 10 of 13.

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



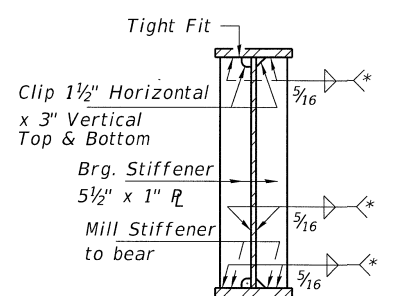
Location	$\bar{C}$ Brg. W. Abut.	$\bar{C}$ Brg. E. Abut.
GIRDER 1	383.68	383.68
GIRDER 2	383.78	383.78
GIRDER 3	383.87	383.87
GIRDER 4	383.78	383.78
GIRDER 5	383.68	383.68

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



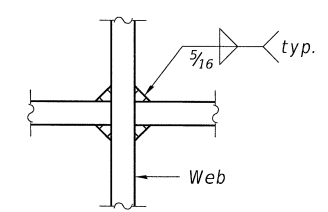
**DIAPHRAGM, D**  
(16 Required)

Note:  
Two hardened washers required for each set of oversized holes.  
\* Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.  
\*\* May also function as transverse stiffener or bearing stiffener. In these cases, plate thickness and weld size by design.  
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.



**SECTION AT ABUTMENTS BEARING STIFFENER R'S**

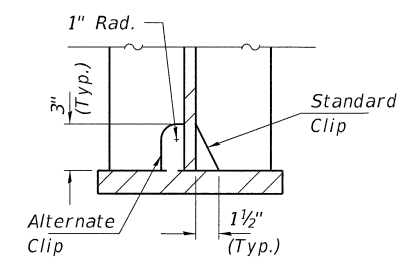
Notes:  
For additional structural steel details see sheets 8 & 10 of 13.  
All splices and diaphragms, including stiffeners and diaphragms shall be AASHTO M270, Grade 50W.  
Terminate 1/4 inch (±1/8 inch) from the end of plate intersects



**WEB WELD DETAIL**

INTERIOR GIRDER MOMENT TABLE		
0.5 Sp. 1		
Is	(in <sup>4</sup> )	7,266
Ic(n)	(in <sup>4</sup> )	21,812
Ic(3n)	(in <sup>4</sup> )	16,443
Ic(cr)	(in <sup>4</sup> )	-
Ss	(in <sup>3</sup> )	453
Sc(n)	(in <sup>3</sup> )	662
Sc(3n)	(in <sup>3</sup> )	612
Sc(cr)	(in <sup>3</sup> )	-
Sx	(in <sup>3</sup> )	605
DC1	(k/')	0.750
MDC1	(k)	377
DC2	(k/')	0.040
MDC2	(k)	20
DW	(k/')	0.300
MDW	(k)	151
LLDF		0.558
M <sub>l</sub> + IM	(k)	819
f <sub>l</sub> (Strength I)	(ksi)	0
M <sub>u</sub> + 1/2 f <sub>l</sub> S <sub>x</sub>	(k)	2,156
∅f Mn	(k)	3,462
f <sub>s</sub> DC1	(ksi)	10.0
f <sub>s</sub> DC2	(ksi)	0.4
f <sub>s</sub> DW	(ksi)	3.0
f <sub>s</sub> (l + IM)	(ksi)	14.8
f <sub>l</sub> (Service II)	(ksi)	0.0
f <sub>s</sub> + f <sub>l</sub> /2 (Service II)	(ksi)	32.6
Service II Resistance	(ksi)	47.5
f <sub>s</sub> + f <sub>l</sub> /3 (Strength I)	(ksi)	-
∅f F <sub>n</sub>	(ksi)	-
V <sub>f</sub>	(k)	23.57

INTERIOR GIRDER REACTION TABLE	
	Abutment
LLDF	0.671
OCF	1.0
RDC1	(k) 23.8
RDC2	(k) 1.3
RDW	(k) 9.5
R <sub>l</sub>	(k) 54.8
R <sub>IM</sub>	(k) 13.6
RTotal (Strength I)(Impact)	(k) 165.2
RTotal (Strength I)(No Impact)	(k) 141.4



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

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

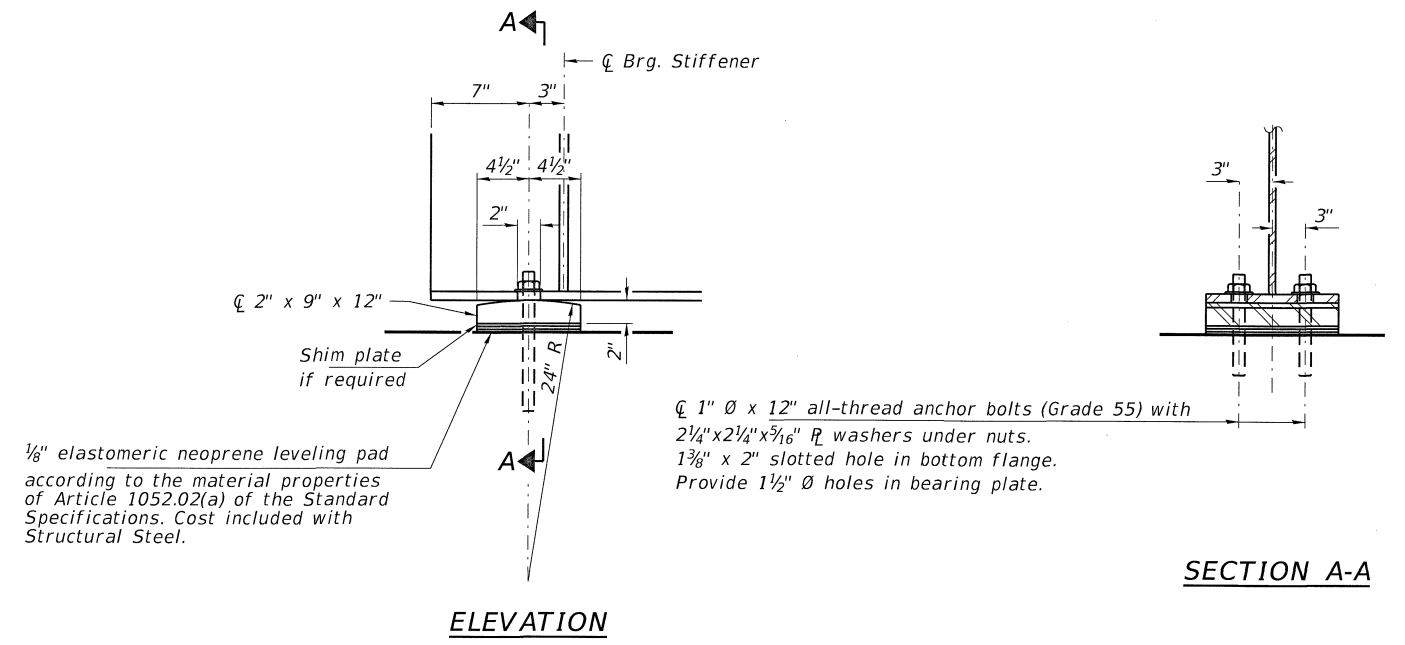
Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.4 and in.3).

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

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

Sx : Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.3).

DC1: Un-factored non-composite dead load (kips/ft.).  
MDC1: Un-factored moment due to non-composite dead load (kip-ft.).  
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).  
MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).  
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).  
MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).  
LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.  
M<sub>l</sub> + IM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).  
Mu : Strength I load combination of factored design moments (kip-ft.).  
1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M<sub>l</sub> + IM  
f<sub>l</sub> : Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).  
∅f Mn: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).  
f<sub>s</sub> DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).  
MDC1 / S<sub>s</sub>  
f<sub>s</sub> DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).  
MDC2 / S<sub>c</sub>(3n) or MDC2 / S<sub>c</sub>(cr) as applicable.  
f<sub>s</sub> 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 / S<sub>c</sub>(3n) or MDW / S<sub>c</sub>(cr) as applicable.  
f<sub>s</sub> (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<sub>l</sub> + IM / S<sub>c</sub>(n) or M<sub>l</sub> + IM / S<sub>c</sub>(cr) as applicable.  
f + f<sub>l</sub>/2 (Service II): Sum of stresses as computed below (ksi).  
f<sub>s</sub> DC1 + f<sub>s</sub> DC2 + f<sub>s</sub> DW + 1.3 f<sub>s</sub> (l + IM) + f<sub>l</sub>/2  
Service II Resistance: Composite (0.95R<sub>h</sub>F<sub>yr</sub>) or noncomposite (0.80R<sub>h</sub>F<sub>yr</sub>) stress capacity according to Article 6.10.4.2 (ksi).  
f + f<sub>l</sub>/3 (Strength I): Sum of stresses as computed below on non-compact sections (ksi).  
1.25 (f<sub>s</sub> DC1 + f<sub>s</sub> DC2) + 1.5 f<sub>s</sub> DW + 1.75 f<sub>s</sub> (l + IM) + f<sub>l</sub>/3  
∅f F<sub>n</sub> : Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).  
V<sub>f</sub>: Maximum factored shear range in span computed according to Article 6.10.10.



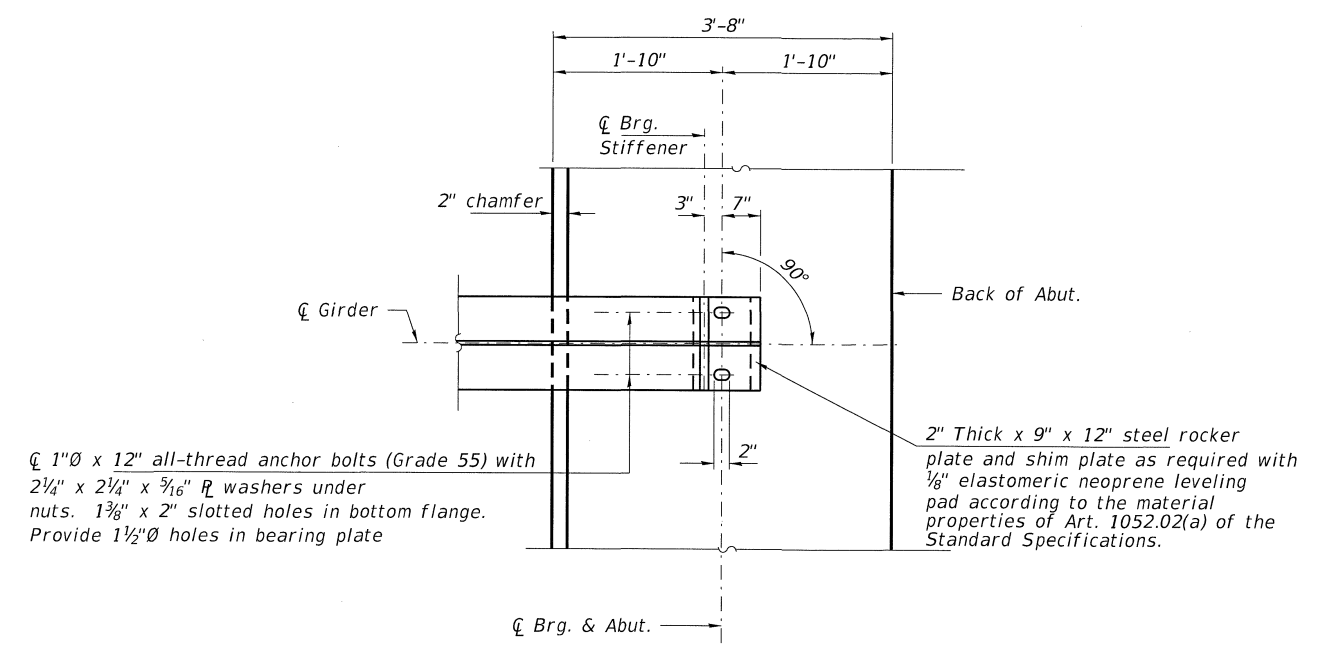
1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.

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

**SECTION A-A**

**ELEVATION**

**FIXED BEARING AT ABUTMENTS**  
(10 required)



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

2" Thick x 9" x 12" steel rocker plate and shim plate as required with 1/8" elastomeric neoprene leveling pad according to the material properties of Art. 1052.02(a) of the Standard Specifications.

**PLAN**

(Showing bottom flange of steel girder at abutments)

**Notes:**  
 Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.  
 Anchor bolts shall be according to Article 521.06 of the Standard Specifications.  
 Girders shall be braced for stability during erection and remain braced until deck is poured and cured.  
 See sheet 9 of 13 for bearing stiffener dimensions and details.  
 Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.  
 All steel plates of the bearing assembly shall be M270 Grade 50W.

**BILL OF MATERIAL**

Item	Unit	Quantity
Anchor Bolts, 1"	Each	20

FILE NAME = 230296-sht-bridge.dgn	USER NAME = smierzwa	DESIGNED - S.T.M.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	CHECKED - S.W.M.	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184-009959	PLOT DATE = 5/19/2025	DRAWN - G.D.M.	REVISED -
		CHECKED - S.T.M./S.W.M.	REVISED -

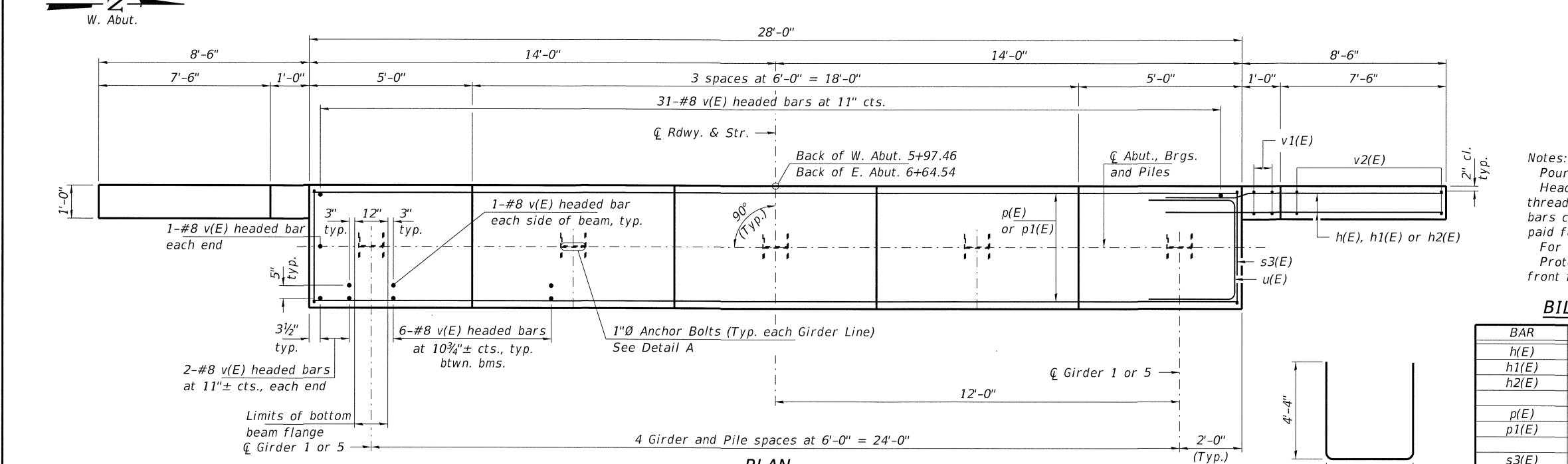
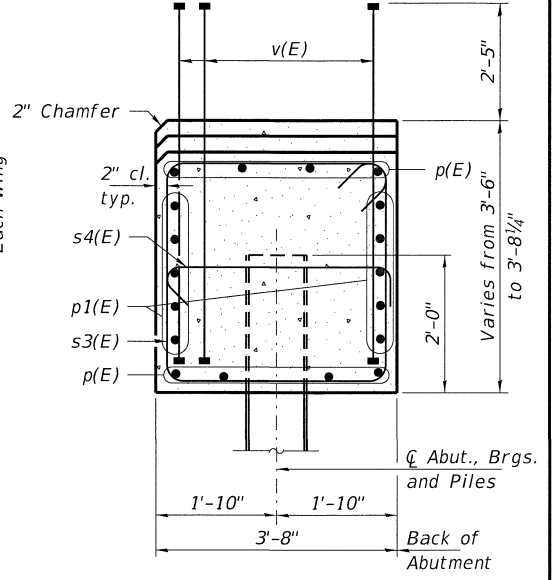
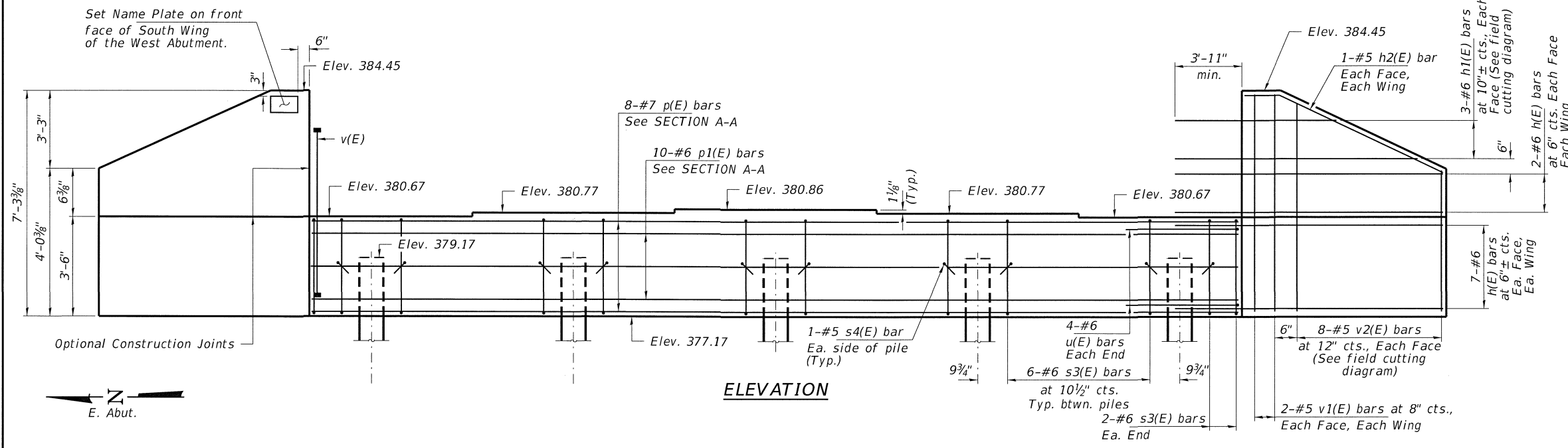
**STATE OF ILLINOIS**  
**WAYNE COUNTY HIGHWAY DEPARTMENT**

**STRUCTURAL STEEL DETAILS**  
**STRUCTURE NO. 096-3478**

SHEET NO. 10 OF 13 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	22-15148-00-BR	WAYNE	19	16
LEECH ROAD DISTRICT			CONTRACT NO. 95984	
ILLINOIS   FED. AID PROJECT				

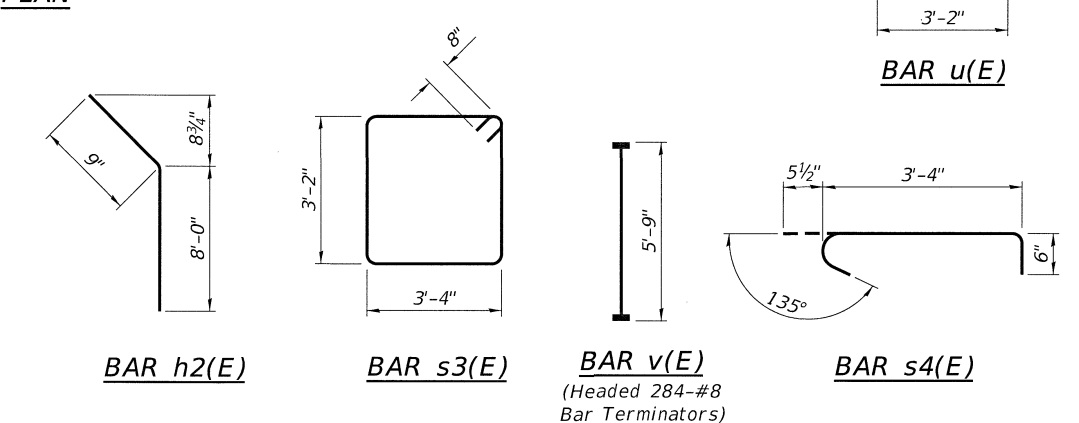
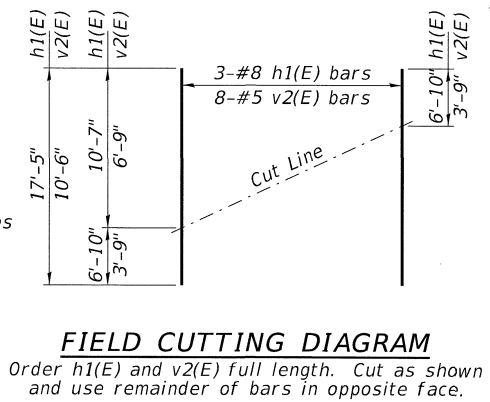




**PILE DATA**

Type: Steel HP12x53 w/ pile shoes  
 Nominal Required Bearing: 418 Kips/Pile  
 Factored Resistance Available: 230 Kips/Pile  
 Est. Length: 40 Ft/Pile  
 No. Production Piles: 9  
 No. Test Piles: 1

Notes: One test pile shall be driven in a permanent location at the West Abutment.



**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. Bar Terminators, paid for separately.  
 For details of piles see sheet 12 of 13.  
 Protective coat shall be applied to the top and front face of wingwalls.

**BILL OF MATERIAL - 2 ABUTS.**

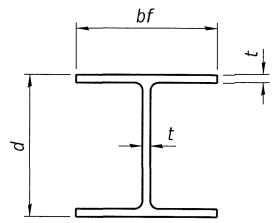
BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	72	#6	12'-3"	—
h1(E)	12	#6	17'-5"	—
h2(E)	8	#5	8'-9"	—
p(E)	16	#7	27'-8"	—
p1(E)	20	#6	27'-8"	—
s3(E)	56	#6	14'-4"	□
s4(E)	20	#5	4'-4"	□
u(E)	16	#6	11'-10"	□
v(E)	142	#8	5'-9"	—
v1(E)	16	#5	7'-0"	—
v2(E)	32	#5	10'-6"	—
Structure Excavation			Cu. Yd.	50
Concrete Structures			Cu. Yd.	34.6
Protective Coat			Sq. Yd.	30
Reinf. Bars, Epoxy Coated			Pound	7,680
Furnishing Steel Piles HP12x53			Foot	360
Driving Piles			Foot	360
Test Pile Steel HP12x53			Each	1
Pile Shoes			Each	10
Name Plates			Each	1
Bar Terminators			Each	284

FILE NAME = 230296-eh-bridge.dgn	USER NAME = smierzwa	DESIGNED - S.T.M.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3000 STEVENSON DRIVE, SUITE 301 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	CHECKED - S.W.M.	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM 15 / P.E. / S.E. CORP. 184.000559	PLOT DATE = 5/19/2025	DRAWN - G.D.M.	REVISED -
		CHECKED - S.T.M./S.W.M.	REVISED -

STATE OF ILLINOIS  
 WAYNE COUNTY HIGHWAY DEPARTMENT

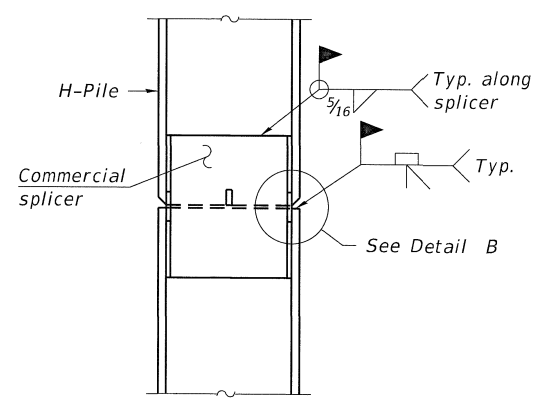
ABUTMENTS  
 STRUCTURE NO. 096-3478  
 SHEET NO. 11 OF 13 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	22-15148-00-BR	WAYNE	19	17
LEECH ROAD DISTRICT			CONTRACT NO. 95984	
ILLINOIS FED. AID PROJECT				

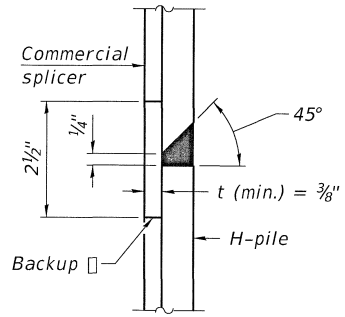


STEEL PILE TABLE

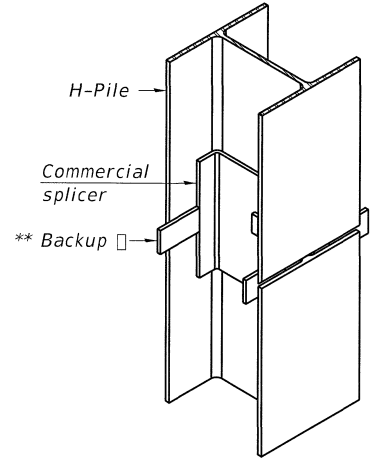
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 18x181	18	18	1	36"
x157	17 3/4"	17 7/8"	7/8"	36"
x135	17 1/2"	17 3/4"	3/4"	36"
HP 16x183	16 1/2"	16 1/2"	1 1/8"	36"
x162	16 1/4"	16 1/8"	1"	36"
x141	16	16	7/8"	36"
x121	15 3/4"	15 7/8"	3/4"	36"
HP 14x117	14 1/4"	14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



ELEVATION

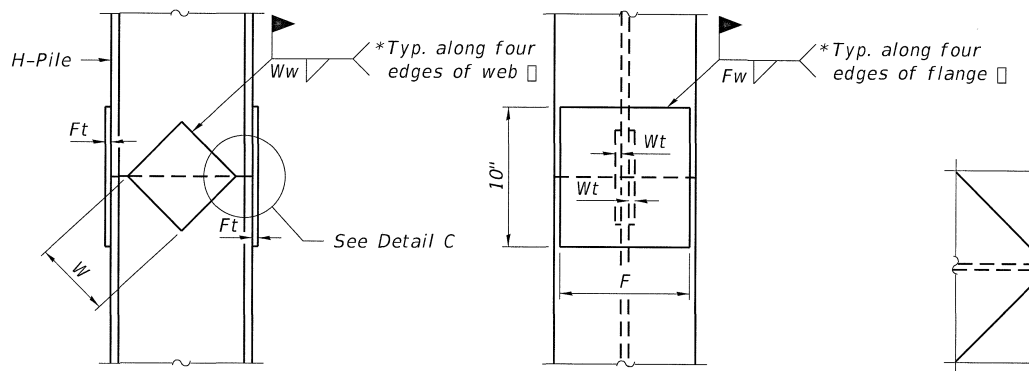


DETAIL B



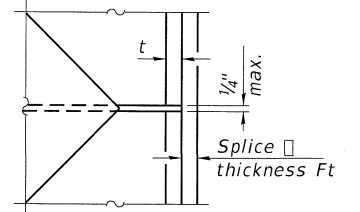
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



ELEVATION

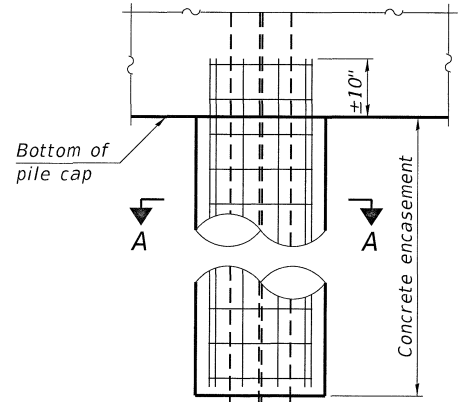
END VIEW



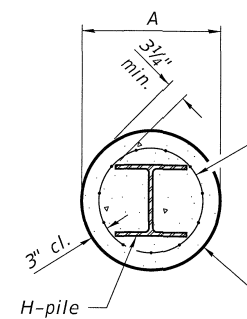
DETAIL C

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

WELDED PLATE FIELD SPLICE



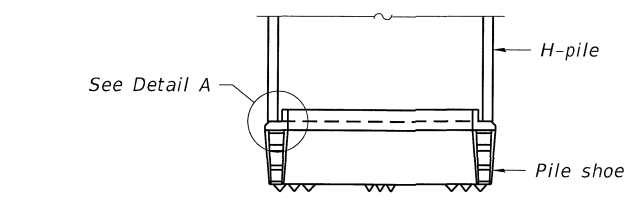
ELEVATION



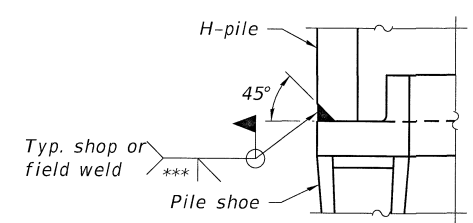
SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASUREMENT (when specified)

Welded wire fabric 6 x 6- W4.0 x W4.0 weighing 58#/100 sq. ft. Bend as required to fit into wall. Reinforcement for encasements at abutments is included with Concrete Encasement according to Article 503.13 of the Standard Specifications. Forms for encasement may be omitted when soil conditions permit.

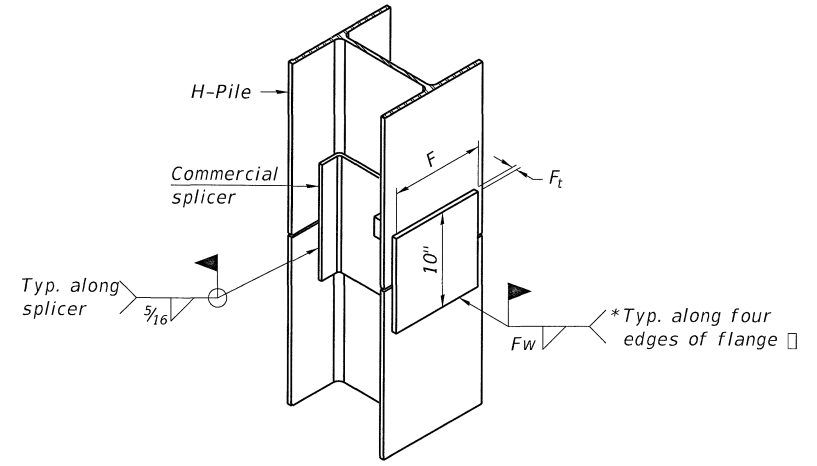


ELEVATION



DETAIL A

SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

- \* Interrupt welds 1/4" from end of web and/or each flange.
- \*\* Remove portions of backup that extend outside the flanges.
- \*\*\* Weld size per pile shoe manufacturer (3/16" min.).

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

F-HP

4-4-2025

FILE NAME = 230296-sht-bridge.dgn	USER NAME = smierzwa	DESIGNED - S.T.M.	REVISED -	<b>STATE OF ILLINOIS WAYNE COUNTY HIGHWAY DEPARTMENT</b>	<b>HP PILE DETAILS STRUCTURE NO. 096-3478</b>	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
<b>HAMPTON, LENZINI AND RENWICK, INC.</b> 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	CHECKED - S.W.M.	REVISED -			627	22-15148-00-BR	WAYNE	19	18
<b>ILLINOIS PROFESSIONAL DESIGN FIRM</b> 13 / PE / SE / CORP. / 194 / 000259	PLOT DATE = 5/19/2025	DRAWN - G.D.M.	REVISED -			LEECH ROAD DISTRICT		CONTRACT NO. 95984		
		CHECKED - S.T.M./S.W.M.	REVISED -			SHEET NO. 12 OF 13 SHEETS		ILLINOIS / FED. AID PROJECT		

