ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
T.R. 72	22-04115 -00-BR	KENDALL	30	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO.	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED TOWNSHIP BRIDGE PROGRAM

SECTION 22–04115–00–BR
KENDALL TOWNSHIP HIGHWAY DEPARTMENT
KENDALL COUNTY
T.R. 72 / WHEELER ROAD
PROPOSED STRUCTURE NO. 047–3190

INDEX OF SHEETS

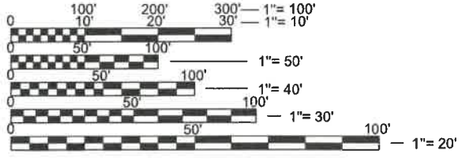
SHEET NO.	DESCRIPTION
1.	COVER SHEET
2.	SUMMARY OF QUANTITIES AND GENERAL NOTES
3.	TYPICAL SECTIONS
4.	PLAN AND PROFILE
5-7.	SOIL EROSION AND SEDIMENT CONTROL PLANS
8-24.	BRIDGE PLANS
25-30.	STATION CROSS SECTIONS

SEE PROPOSAL BOOKLET FOR HIGHWAY STANDARDS:

280001-07	TEMPORARY EROSION CONTROL SYSTEMS
515001-04	NAME PLATE FOR BRIDGES
701901-09	TRAFFIC CONTROL DEVICES
725001-01	OBJECT AND TERMINAL MARKERS
BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

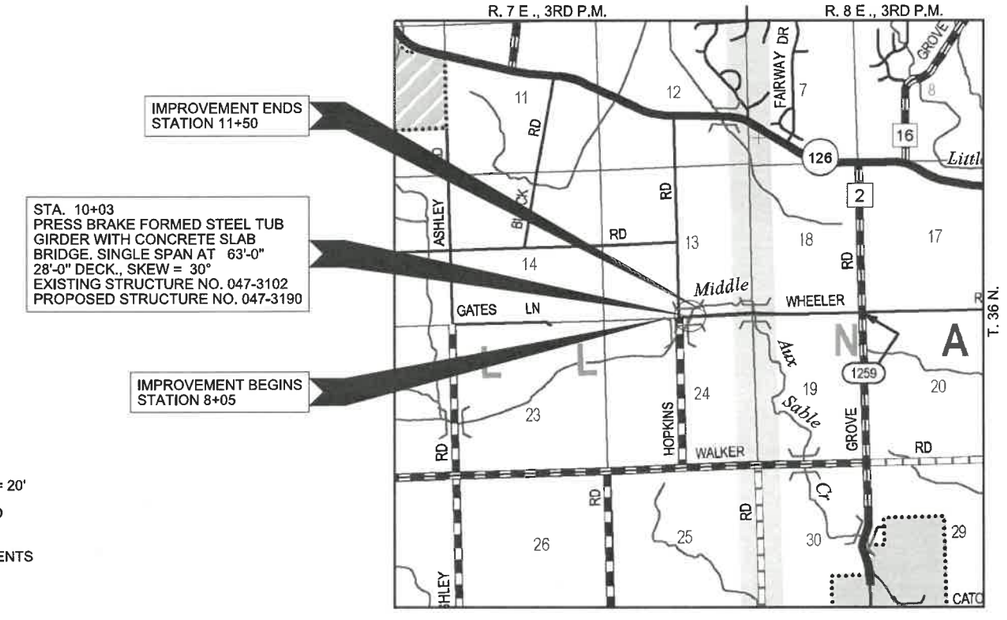
UTILITIES

COMED
PUBLIC RELOCATION CENTER
ONE LINCOLN CENTER, SUITE 600
OAKBROOK TERRACE, IL 60181



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:	LOCAL ROAD
DESIGN SPEED:	30 MPH
DESIGN TRAFFIC:	125 ADT



LOCATION MAP

APPROXIMATE SCALE: 0 ½ MILE

NET LENGTH OF SECTION = 345 FEET = 0.065 MILES

LOCATION OF SECTION INDICATED THUS: –

KENDALL COUNTY HIGHWAY DEPARTMENT

APPROVED July 19 20 24

COUNTY ENGINEER

APPROVED 7-19-24

TOWNSHIP COMMISSIONER

PASSED _____ 20__

DISTRICT THREE ENGINEER OF LOCAL ROADS & STREETS

Releasing For Bid Based on Limited Review

20__

REGION TWO ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AGREEMENTS OF UNDERSTANDING

WARNING

CALL J.U.L.I.E. TOLL FREE 1-800-892-0123

CALL 811 BEFORE YOU DIG

DIG NO: A231993307

DATE: 07/02/2024

LICENSED PROFESSIONAL ENGINEER
STEVEN W. MEGGINSON
062-50051
STATE OF ILLINOIS

EXPIRES: 11/30/2025

HAMPTON, LENZINI AND RENWICK, INC.
CIVIL ENGINEERS · STRUCTURAL ENGINEERS · LAND SURVEYORS
3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
217.546.3400 www.hlrengineering.com
184.000959
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION

PROJECT NUMBER: 22.0550.130 DATE: 07/02/2024

SUMMARY OF QUANTITIES

CODE NO.	ITEM	CONSTRUCTION TYPE CODE 0010	
		UNIT	TOTAL
20200100	EARTH EXCAVATION	CU YD	215
20300100	CHANNEL EXCAVATION	CU YD	100
20900110	POROUS GRANULAR BACKFILL	CU YD	90
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	58
28000305	TEMPORARY DITCH CHECKS	FOOT	30
28000400	PERIMETER EROSION BARRIER	FOOT	250
28000500	INLET AND PIPE PROTECTION	EACH	1
28100207	STONE RIPRAP, CLASS A4	TON	280
28200200	FILTER FABRIC	SQ YD	325
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	445
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1
50201102	COFFERDAM (TYPE 1) (LOCATION - 2)	EACH	1
50300225	CONCRETE STRUCTURES	CU YD	35.5
50300255	CONCRETE SUPERSTRUCTURE	CU YD	66.8
50300300	PROTECTIVE COAT	SQ YD	208
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	16690
50900209	STEEL RAILING, TYPE SMX	FOOT	120
51201400	FURNISHING STEEL PILES HP10X42	FOOT	605
51202305	DRIVING PILES	FOOT	605
51203400	TEST PILE STEEL HP10X42	EACH	1
51500100	NAME PLATES	EACH	1
52100520	ANCHOR BOLTS, 1"	EACH	24
542D5470	PIPE CULVERTS, CLASS D, TYPE 1 EQUIVALENT ROUND-SIZE 15"	FOOT	32
58700300	CONCRETE SEALER	SQ FT	157
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	52
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	132
72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4
X2501000	SEEDING, CLASS 2 (SPECIAL)	ACRE	0.25
	PRESS-BRAKE-FORMED STEEL TUB GIRDER (PBFSTG) SYSTEM	SQ FT	1764
	CONTRACTOR LAYOUT	L SUM	1

GENERAL NOTES

1) ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2022", THE LATEST REVISION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND THE ILLINOIS SUPPLEMENT, THESE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

2) THE LOCATION OF EXISTING GAS MAINS, ELECTRIC POWER LINES, TELEPHONE LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL 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.

3) 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.

4) THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES

AGGREGATE SURFACE COURSE	2.05	TON/CU YD
STONE RIPRAP	1.75	TON/CU YD

5) THE AREA TO BE SEEDED SHALL CONSIST OF ALL DISTURBED EARTH SURFACES WITHIN THE RIGHT OF WAY AS DIRECTED BY THE ENGINEER.

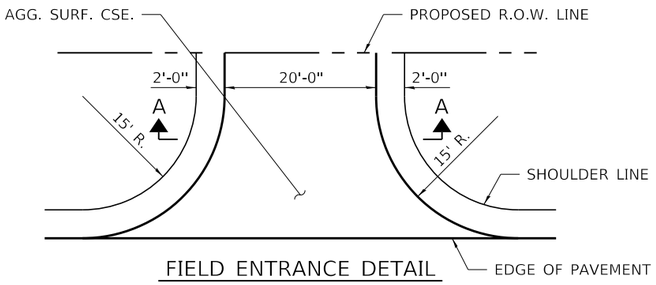
6) EXCAVATION REQUIRED BY THE CONTRACTOR FOR TEMPORARY CONSTRUCTION OPERATIONS SHALL NOT BE PAID FOR

7) COMMITMENTS:
   1) NONE

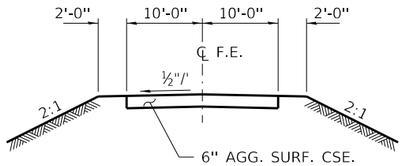
EARTHWORK SCHEDULE

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.
TR 72 / WHEELER ROAD							
STA. 8+05.00 TO STA. 9+71.50	135		25.00%	100.00%	101	17	84
STA. 9+71.50 TO STA. 10+34.50		100	25.00%	70.00%	53		53
STA. 10+34.50 TO STA. 11+50.00	79		25.00%	100.00%	59	21	38
ENTRANCE STA. 10+90.00						8	-8
TOTAL	213	100			213	47	167
USE	215	100					165

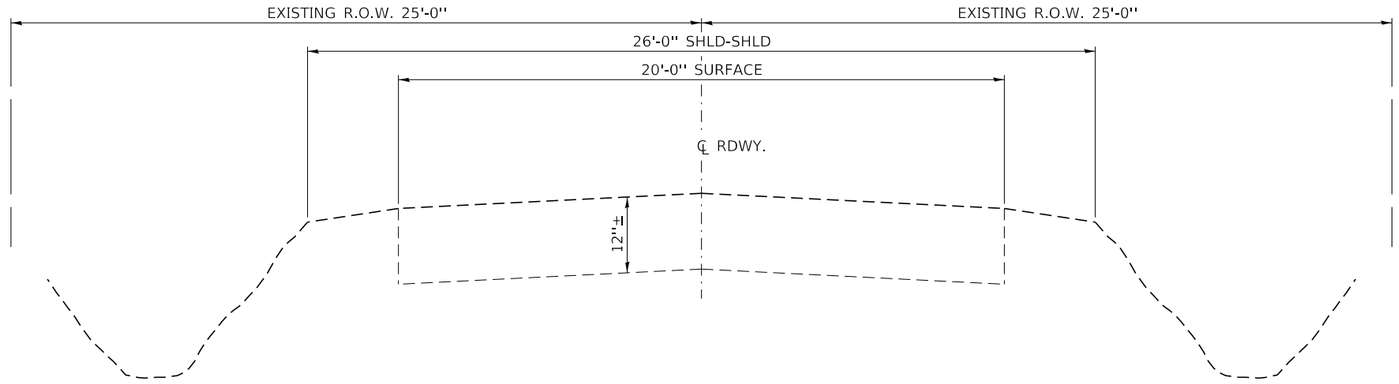
WASTE 165 CU YDS



FIELD ENTRANCE DETAIL

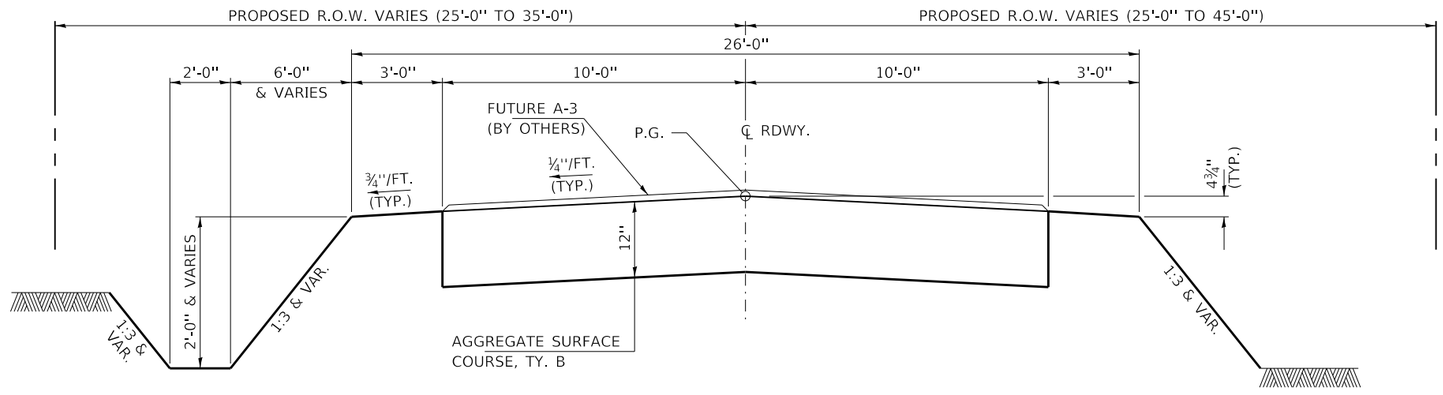


SECTION A-A



EXISTING TYPICAL CROSS SECTION

STA. 8+05 TO 11+50



SUGGESTED CUT SECTION
CONSTRUCT AS SHOWN IN
STATION CROSS SECTIONS

PROPOSED TYPICAL CROSS SECTION

STA. 8+05 TO 11+50

TRANSITIONS FROM THE PROPOSED ROADWAY TO THE EXISTING ROADWAY ARE TO BE CONSTRUCTED FROM STA. 8+05 TO 8+55 AND STA. 11+00 TO STA. 11+50. SEE SHEET _ FOR TRANSITION AT BRIDGE.
CONSTRUCT AGGREGATE BASE TO THE FULL 20 FT. WIDTH FOR THE LENGTH OF THE IMPROVEMENT.

SUGGESTED FILL SECTION
CONSTRUCT AS SHOWN IN
STATION CROSS SECTIONS

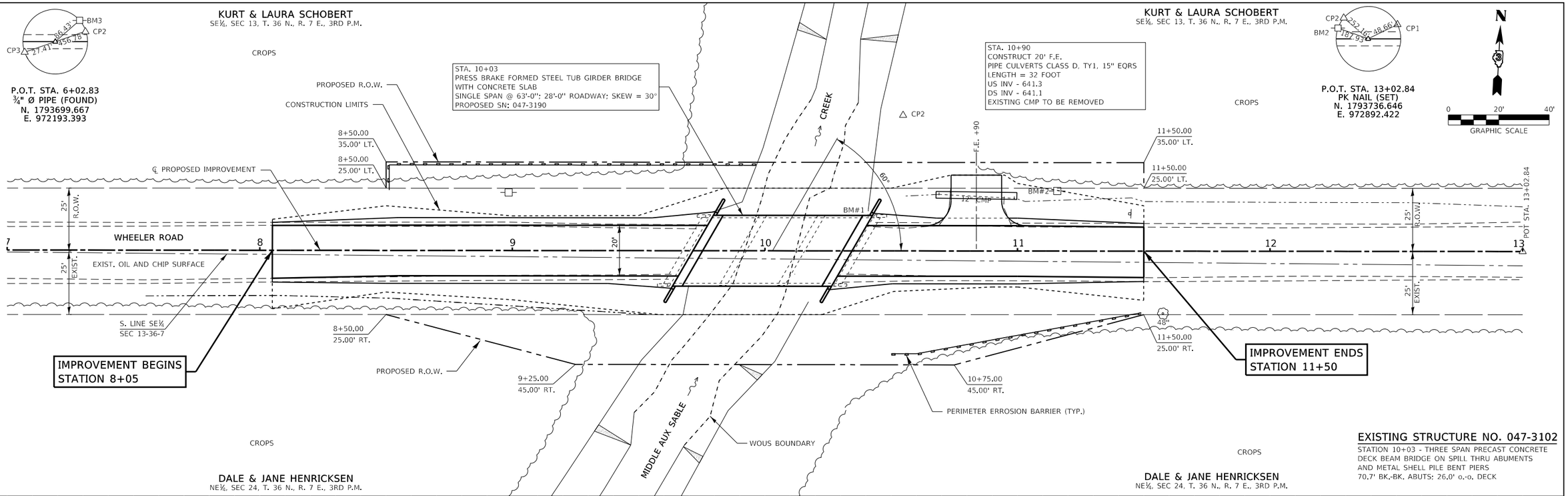
FILE NAME = 220550-shl-typsections.dgn	USER NAME = gmetcalf	DESIGNED - J.R.B.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. - 184.000959		DRAWN - D.M.F.	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - X.X.X.	REVISED -
	PLOT DATE = 02/26/2024	DATE - 07/02/2024	REVISED -

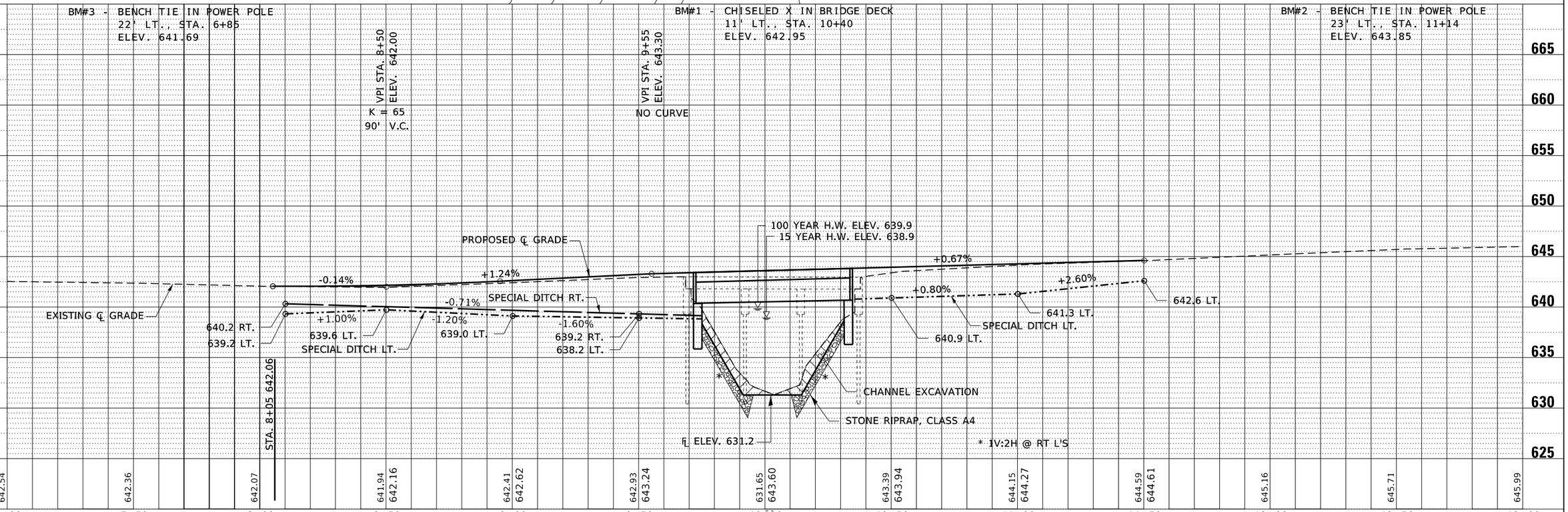
STATE OF ILLINOIS
KENDALL TOWNSHIP HIGHWAY DEPARTMENT

TYPICAL CROSS SECTIONS

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. 8+05 TO STA. 11+50

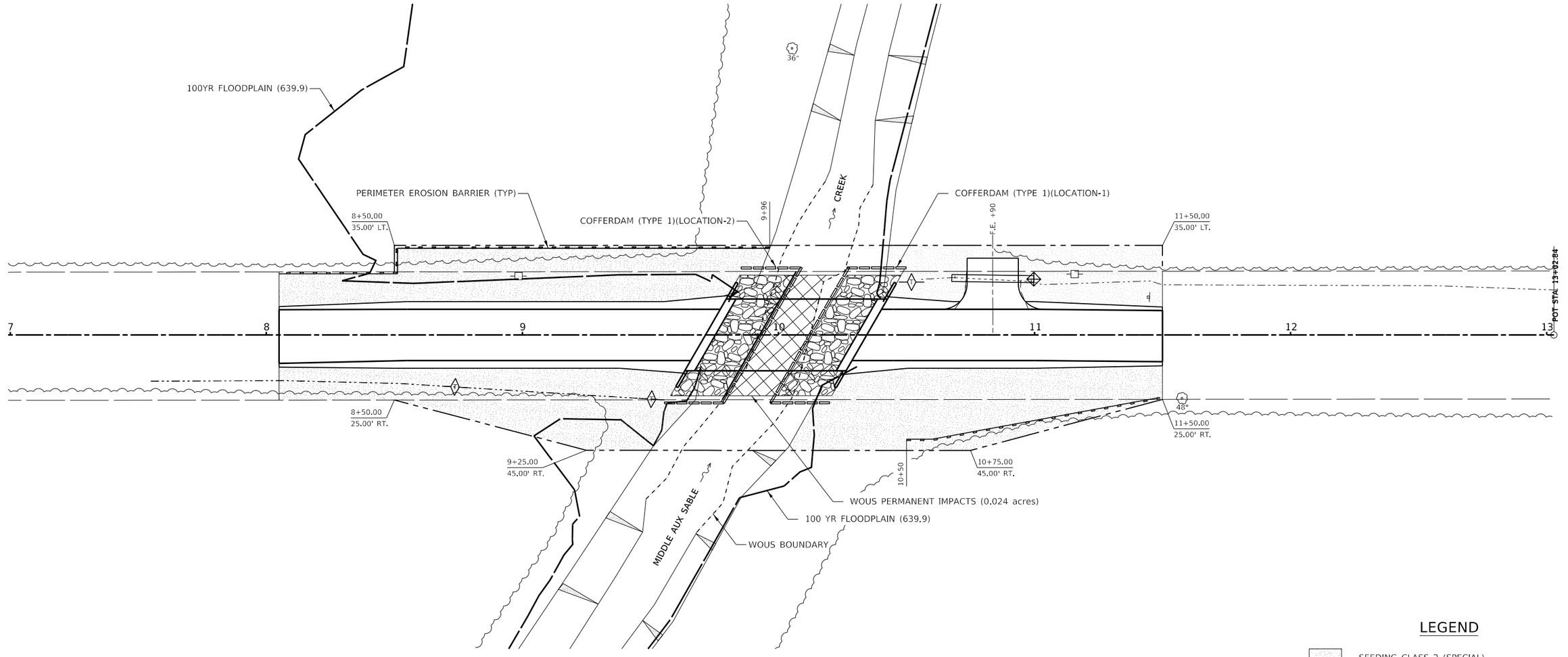
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	22-04115-00-BR	KENDALL	30	3
KENDALL TOWNSHIP		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			





FILE NAME = 220550-sht-planprf.dgn	USER NAME = gmetcalf	DESIGNED - S.A.A.	REVISED -	STATE OF ILLINOIS KENDALL TOWNSHIP HIGHWAY DEPARTMENT	PLAN & PROFILE
HAMPTON, LENZINI AND RENWICK, INC. 3065 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		DRAWN - J.B.L.	REVISED -		SCALE: 5V:20H | SHEET NO. 1 OF 1 SHEETS | STA. 7+00 TO STA. 13+00
	PLOT SCALE = $SCALE$	CHECKED - J.W.F.	REVISED -		
	PLOT DATE = 02/26/2024	DATE - 02/26/2024	REVISED -		

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	22-04115-00-BR	KENDALL	30	4
KENDALL TOWNSHIP		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



PERIMETER EROSION BARRIER		
LT. STA. 8+50 TO 10+00	=	150'
RT. STA. 10+50 TO 11+50	=	100'

TEMPORARY DITCH CHECKS		
RT. STA. 8+75	=	10'
RT. STA. 9+50	=	10'
LT. STA. 11+00	=	11'
INLET & PIPE PROTECTION STA. 11+00	=	1 EACH

LEGEND

- SEEDING CLASS 2 (SPECIAL)
- STONE RIPRAP, CLASS A4
- WATERS OF THE U.S. (WOUS) PERMANENT IMPACTS
- TEMPORARY DITCH CHECK
- INLET AND PIPE PROTECTION
- PERIMETER EROSION BARRIER
- COFFERDAM (TYPE 1) (LOCATION TO BE APPROVED BY ENGINEER)

FILE NAME = 220550-sht-SESC 1.dgn	USER NAME = gmetcalf	DESIGNED - -	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703		DRAWN - G.D.M.	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = $SCALE$	CHECKED - -	REVISED -
	PLOT DATE = 02/26/2024	DATE - 07/02/2024	REVISED -

STATE OF ILLINOIS
KENDALL TOWNSHIP HIGHWAY DEPARTMENT

SOIL EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1"=20' | SHEET NO. 1 OF 3 SHEETS | STA. 7+00 TO STA. 13+00

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	22-04115-00-BR	KENDALL	30	5
KENDALL TOWNSHIP		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL

1. ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED ACCORDING TO THE STANDARDS AND SPECIFICATIONS IN THE 2013 ILLINOIS URBAN MANUAL (IUM), THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2022 AND THE PLAN DETAILS.

2. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON SITE AT ALL TIMES. IT SHALL BE PRESENTED UPON REQUEST FROM ANY AUTHORIZED AGENT.

3. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER.

4. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.

5. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.

6. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER.

7. THE CONTRACTOR SHALL CLEAN UP AND GRADE THE WORK AREA AS THE PROJECT PROGRESSES TO ELIMINATE THE CONCENTRATION OF RUNOFF. THE PAVEMENT SHALL BE CLEANED DAILY TO REMOVE EARTH MATERIAL TO THE SATISFACTION OF THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS WORK.

8. ALL TEMPORARY EROSION CONTROL MEASURES MUST BE MAINTAINED AND IMMEDIATELY REPLACED AS NEEDED AND AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL INSPECTION AND REPAIR. THE CONTRACTOR SHALL INSPECT AND COMPLETE MAINTENANCE OF ALL ITEMS A MINIMUM OF EVERY 7 DAYS AND WITHIN 24 HOURS OF A ONE-HALF INCH RAINFALL. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SEEDING IS ACHIEVED. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS WORK.

9. REMOVAL OF TRAPPED SEDIMENT SHALL BE PAID FOR AS EARTH EXCAVATION. SEDIMENT SHALL BE REMOVED WHEN SILTATION REACHES 50% OF THE HEIGHT OF THE BARRIER.

10. TEMPORARY STOCKPILES OF MATERIALS MAY NOT BE LOCATED IN WETLANDS OR DRAINAGE SWALES OR ON THE LEVEE EMBANKMENT. THE LOCATION OF ANY TEMPORARY STOCKPILE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. STOCKPILES TO REMAIN IN PLACE MORE THAN THREE DAYS SHALL BE FURNISHED WITH EROSION & SEDIMENT CONTROL (I.E. PERIMETER EROSION BARRIER). STOCK PILES TO REMAIN IN PLACE FOR THIRTY DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS WORK.

11. THE CONTRACTOR SHALL MAINTAIN AND PRESERVE ANY EXISTING SUB SURFACE DRAINAGE SYSTEMS (i.e. FIELD TILES) ACCORDING TO SECTION 611 OF THE IDOT STANDARD SPECIFICATIONS.

12. CLEANING OF VEHICLES AND EQUIPMENT SHALL BE PERFORMED IN A MANNER TO AVOID POLLUTANT DISCHARGE TO WETLANDS AND OPEN WATERS TO THE MAXIMUM EXTENT POSSIBLE.

13. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTION RUNOFF. LEAKY EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.

14. TEMPORARY SEEDING SHALL BE COMPLETED ON ALL AREAS THAT WILL NOT BE BROUGHT TO FINAL GRADE OR ON WHICH CONSTRUCTION WILL BE STOPPED FOR A PERIOD OF MORE THAN 14 CALENDAR DAYS. WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.

15. STOCKPILED SOIL AND MATERIALS SHALL BE REMOVED FROM FLOOD HAZARD AREAS AT THE END OF EACH WORKDAY.

16. LAND DISTURBANCE BELOW THE ORDINARY HIGH WATER MARK SHALL BE MINIMIZED. WHEN NECESSARY, EQUIPMENT SHALL CROSS CHANNELS ONLY AT PERMENANT OR TEMPORARY STABILIZED CROSSINGS.

IN-STREAM WORK NOTES:

1) WORK IN THE WATERWAY SHALL BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS. LOW FLOW CONDITIONS ARE FLOW AT OR BELOW THE NORMAL WATER ELEVATION.

2) THE CONTRACTOR SHALL DESIGN AN IN-STREAM WORK PLAN TO ALLOW FOR THE CONVEYANCE OF THE 2-YEAR PEAK FLOW PAST THE WORK AREA WITHOUT OVERTOPPING THE COFFERDAM. THE 2-YEAR PEAK FLOW RATE IS ESTIMATED AS 341 CFS. THE CONTRACTOR SHALL SUBMIT PLANS OF THE PROPOSED COFFERDAM TO THE ENGINEER FOR APPROVAL PRIOR TO WORK.

3) WATER SHALL BE ISOLATED FROM THE IN-STREAM WORK AREA USING A COFFERDAM CONSTRUCTED OF NON-ERODIBLE MATERIALS (STEEL SHEETS, AQUA BARRIERS, RIP RAP AND GEOTEXTILE LINER, ETC.). EARTHEN COFFERDAMS ARE NOT PERMISSIBLE.

4) THE COFFERDAM SHALL BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER FLOWING WATER AT ANY TIME. IF THE INSTALLATION OF THE COFFERDAM CANNOT BE COMPLETED FROM SHORE AND ACCESS IS NEEDED TO REACH THE AREA TO BE COFFERED, OTHER MEASURES, SUCH AS THE CONSTRUCTION OF A CAUSEWAY, WILL BE NECESSARY TO ENSURE THAT EQUIPMENT DOES NOT ENTER THE WATER. ONCE THE COFFERDAM IS IN PLACE AND THE AREA IS DEWATERED, EQUIPMENT MAY ENTER THE COFFERED AREA TO PERFORM THE WORK.

5) IF BYPASS PUMPING IS NECESSARY, THE INTAKE HOSE SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM ENTERING THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION. FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS THE BYPASS WATER HAS BECOME SEDIMENT LADEN AS A RESULT OF THE CURRENT CONSTRUCTION ACTIVITIES.

6) DURING DEWATERING OF THE COFFERED AREA, THE HOSE INTAKE SHALL BE PLACED IN A SUMP PIT (IUM STANDARD 650) AND THE OUTLET DISCHARGED ON A NON-ERODIBLE ENERGY DISSIPATING SURFACE. ALL SEDIMENT LADEN WATER MUST BE FILTERED. POSSIBLE OPTIONS FOR SEDIMENT REMOVAL INCLUDE BAFFLE SYSTEMS, IONIC POLYMER SYSTEMS, DEWATERING BAGS, OR OTHER APPROPRIATE METHODS. WATER SHALL HAVE SEDIMENT REMOVED PRIOR TO BEING RE-INTRODUCED TO THE DOWNSTREAM WATERWAY. A STABILIZED CONVEYANCE SHALL BE USED FOR DEWATERING. DISCHARGE WATER IS CONSIDERED CLEAN IF IT DOES NOT RESULT IN A VISUALLY IDENTIFIABLE DEGRADATION OF WATER CLARITY. THE EXACT MEANS, METHODS, AND LOCATIONS OF DEWATERING SHALL BE APPROVED BY THE ENGINEER BEFORE COMMENCEMENT OF WORK.

7) THE AREA FROM THE TOE TO THE TOP OF THE SIDE SLOPE SHALL BE TEMPORARILY STABILIZED DURING CONSTRUCTION TO REDUCE THE POTENTIAL FOR EROSION. ALL AREAS DISTURBED DUE TO CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO PROPOSED CONDITIONS AND FULLY STABILIZED PRIOR TO ACCEPTING FLOWS.

STABILIZATION TYPE	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
PERMANENT SEEDING			A	→	→	*	*	→	→			
DORMANT SEEDING	B	→	→								B	→
TEMPORARY SEEDING			C	→	→	→	D	→	→			
SODDING			E**	→	→	→	→	→	→			
MULCHING	F	→	→	→	→	→	→	→	→	→	→	→

A SEE STANDARD ROAD SPECIFICATIONS FOR SEEDING MIXTURE.

B SEE STANDARD ROAD SPECIFICATIONS FOR SEEDING MIXTURE.

C SPRING OATS 100 LBS/ACRE

D WHEAT OR CEREAL RYE 150 LBS/ACRE.

E SOD

F STRAW MULCH 2 TONS/ACRE.

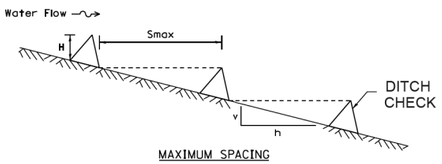
* IRRIGATION NEEDED DURING JUNE AND JULY.

** IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD.

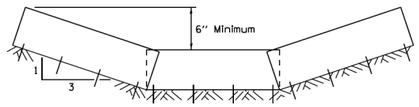
SOIL STABILIZATION CHART

FILE NAME = 220550-shl-SESC-2.dgn	USER NAME = gmetcalf	DESIGNED - -	REVISED -	STATE OF ILLINOIS KENDALL TOWNSHIP HIGHWAY DEPARTMENT	SOIL EROSION AND SEDIMENT CONTROL DETAILS			T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		DRAWN - G.D.M.	REVISED -					72	22-04115-00-BR	KENDALL	30	6
	PLOT SCALE = $SCALE$	CHECKED - -	REVISED -					KENDALL TOWNSHIP		CONTRACT NO.		
	PLOT DATE = 02/26/2024	DATE - 07/02/2024	REVISED -		SCALE: 1"=20'	SHEET NO. 2 OF 3 SHEETS	STA. TO STA.			ILLINOIS	FED. AID PROJECT	

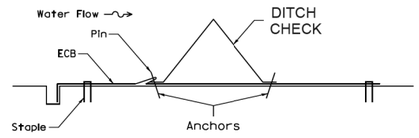
DITCH CHECK



MAXIMUM SPACING

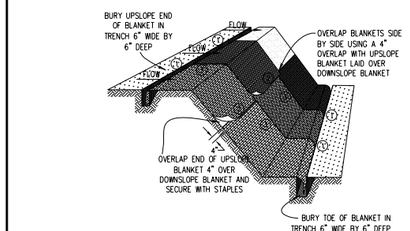


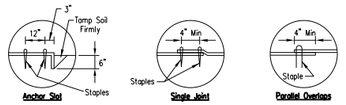
TYPICAL DITCH CROSS SECTION



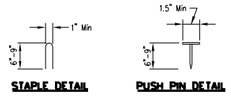
REFERENCE
Project
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

STANDARD DWG. NO.
IUM-514
SHEET 1 OF 1
DATE 8-19-11





DETAIL 1 DETAIL 2 DETAIL 3



STAPLE DETAIL PUSH PIN DETAIL

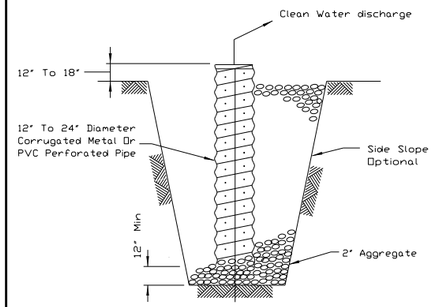
NOTES:

1. Staples shall be placed in a diamond pattern at 2 per s.y. for sliched blankets. Non-sliched shall use 4 staples per s.y. of material. This equates to 200 staples with sliched blanket and 400 stapels with non-sliched blanket per 100 s.y. of material.
2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")
3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
4. All anchor slots shall be stapled at approximately 12" intervals.

Designed		Date
Drawn S. JOHNSON		11/08
Checked		
Approved		

EROSION CONTROL BLANKET INSTALLATION DETAILS

SUMP PIT PLAN



SECTION

NOTES:
1. Pit dimensions are optional.
2. The standpipe will be constructed by perforating a 12"-24" diameter corrugated metal or PVC pipe.
3. A base of 2" aggregate will be placed in the pit to a minimum depth of 12". After installing the standpipe, the pit surrounding the standpipe will then be backfilled with 2" aggregate.
4. The standpipe will extend 12" to 18" above the lip of the pit.
5. If discharge will be pumped directly to a storm drainage system, the standpipe will be wrapped with filter fabric before installation.
6. If desired, 1/4"-1/2" hardware cloth may be placed around the standpipe prior to attaching the filter fabric. This will increase the rate of water seepage into the pipe.

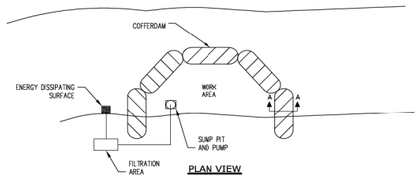
REFERENCE
Project
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

NRCS Natural Resources Conservation Service

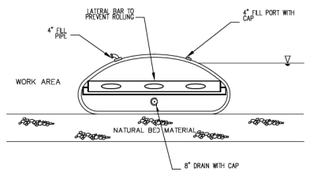
STANDARD DWG. NO.
IL-650
SHEET 1 OF 1
DATE 8-11-94

BLADDER PARTIAL COFFERDAM

EXACT DEWATERING METHOD TO BE DETERMINED BY CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL



PLAN VIEW



COFFERDAM PROFILE

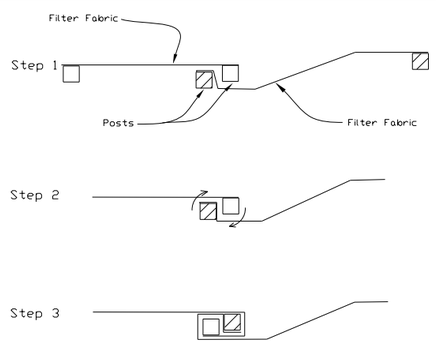
NOTES:
1. ALL DISCHARGES SHOULD BE ON ENERGY DISSIPATING SURFACES.

2. LOCATIONS FOR THE SUMP PIT, FILTRATION AREA, AND ENERGY DISSIPATING SURFACES MAY VARY DEPENDING ON SITE CONDITIONS.

REFERENCE
Project
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

STANDARD DWG. NO.
IUM-503BP
SHEET 4 OF 7
DATE 7-09-2012

SILT FENCE - SPLICING TWO FENCES



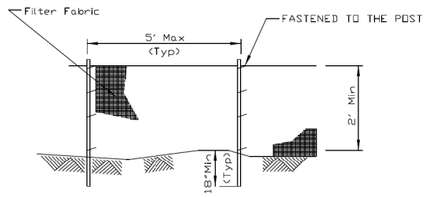
ATTACHING TWO SILT FENCES

1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Cut the fabric near the bottom of the stakes to accommodate the 6" flap.
4. Drive both posts a minimum of 18 inches into the ground and bury the flap.
5. Compact backfill (particularly at splices) completely to prevent stormwater piping.

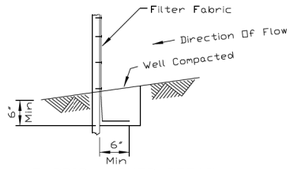
REFERENCE
Project
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

STANDARD DWG. NO.
IUM-620B(W)
SHEET 1 OF 1
DATE 3-16-2012

SILT FENCE PLAN



ELEVATION



FABRIC ANCHOR DETAIL

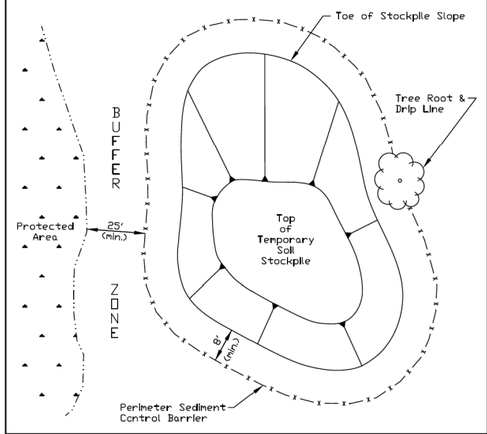
NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1, Class 2.

3. Fence posts shall be either standard steel post or wood post 2" X 2" nominal.

REFERENCE
Project
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

STANDARD DWG. NO.
IUM-620A
SHEET 1 OF 2
DATE 04-15-2021

TEMPORARY SOIL STOCKPILE DETAIL



NOTES:
1. Stockpile slopes should be based on angle of repose of the soil material to avoid potential sloughing of the slope.
2. Soil stockpile to be stabilized in accordance with practical standards.
3. Do not locate stockpile within overland drainage flow path, designated floodways, drip line or over the root crown of adjacent trees.
4. Provisions for sediment control practices may be required along haul roads and entrance/exit locations for access the soil stockpile that can create flow path for stormwater runoff.
5. Installation of benches, terraces, or slope interrupters should be considered.
6. Avoid building soil stockpiles on impervious surfaces.
7. Linear sediment trap surrounding the stockpile base may be used to control sediment.

REFERENCE
Project
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

STANDARD DWG. NO.
IUM-627
SHEET 1 OF 1
DATE JANUARY 2017

FILE NAME = 220550-sht-SESC-3.dgn	USER NAME = gmetcalf	DESIGNED - -	REVISED -	
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703		DRAWN - G.D.M.	REVISED -	
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = $SCALE$	CHECKED - -	REVISED -	
	PLOT DATE = 02/26/2024	DATE - 07/02/2024	REVISED -	

STATE OF ILLINOIS
KENDALL TOWNSHIP HIGHWAY DEPARTMENT

SOIL EROSION AND SEDIMENT CONTROL DETAILS

SCALE: 1"=20' | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

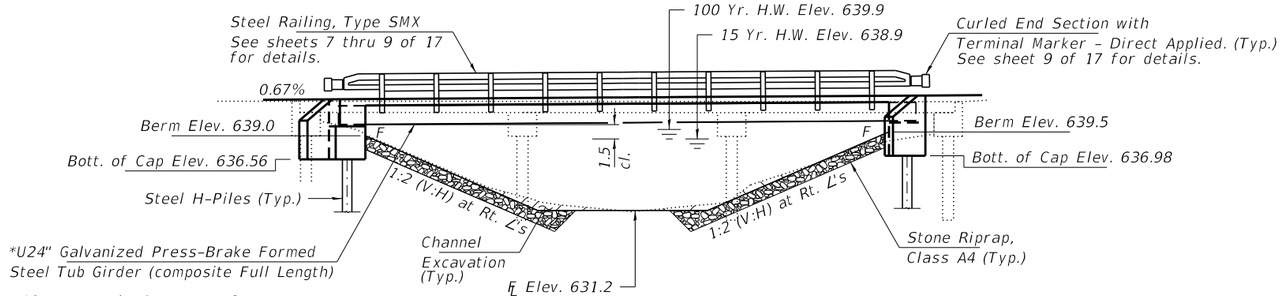
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	22-04115-00-BR	KENDALL	30	7
KENDALL TOWNSHIP		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

BENCHMARK: Chisled "X" in Bridge Deck. 11' LT., Sta. 10+40. Elev. 642.95

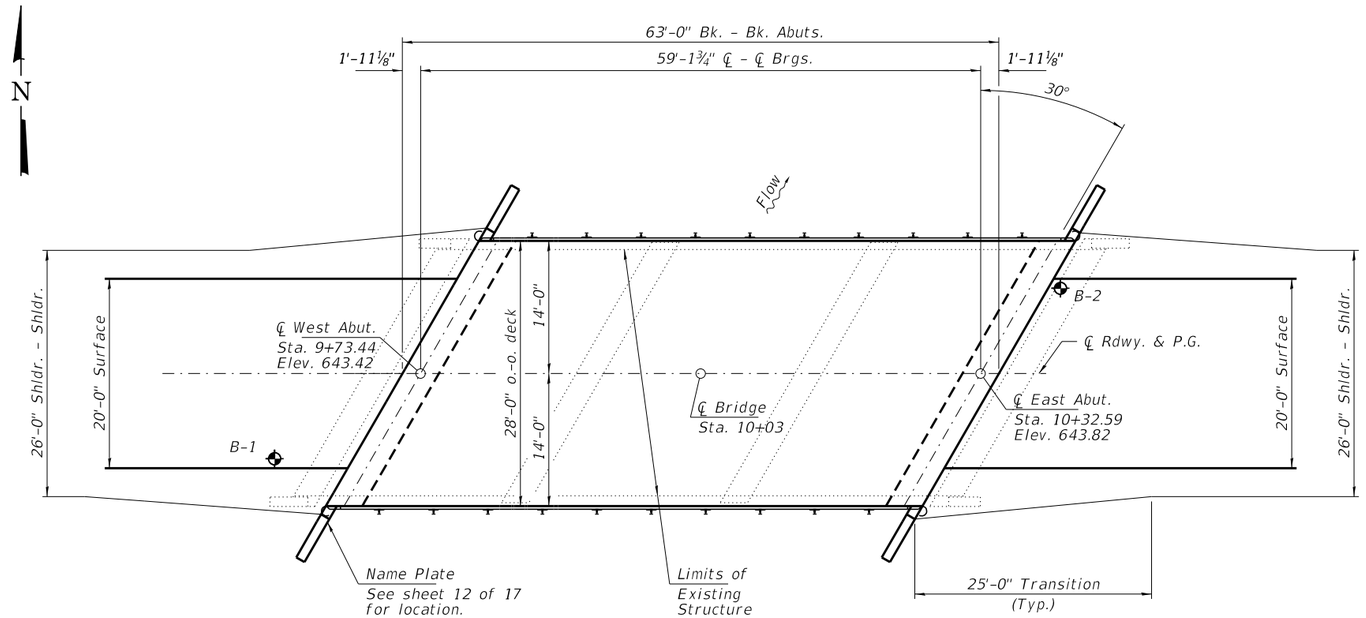
EXISTING STRUCTURE: Sta. 10+03 – Single span precast concrete deck beam bridge on spill thru-abutments and metal shell pile bent piers 70.7' bk.-bk. abuts: 26.0' o.-o. deck.

Structure closed to traffic during construction.

No Salvage



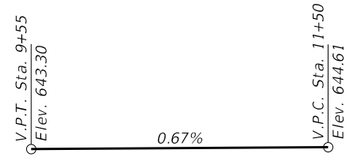
ELEVATION



PLAN

INDEX OF STRUCTURE SHEETS

1. General Plan & Elevation
2. General Details
3–5. Top of Slab Elevations
6. Superstructure
7. Superstructure Details
8. Steel Railing, Type SMX
9. Steel Railing Details
10. Structural Steel
11. Structural Steel Details
12. West Abutment
13. East Abutment
14. Abutment Details
15. HP Pile Details
16–17. Borings



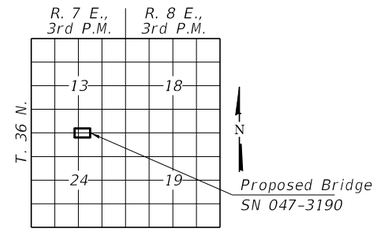
PROFILE GRADE

T.R. 72

MIDDLE AUX SABLE CREEK
BUILT 202_ BY
KENDALL COUNTY
SEC. 22-04115-00-BR
KENDALL TOWNSHIP
STR. NO. 047-3190
LOADING HL-93

NAME PLATE

See Std. 515001



LOCATION SKETCH

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition with 2021 Errata.
Steel requirements beyond these Specifications shall be per 2017 AISC Steel Construction Manual, 15th Edition.

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.094g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.169g
Soil Site Class = D

LOADING HL-93

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

DESIGN STRESSES

FIELD UNITS

f'c = 4,000 psi (Superstructure)
f'c = 3,500 psi (Superstructure)
fy = 60,000 psi (Reinf.)
fy = 50,000 psi (Structural Steel) (AASHTO M270 Grade 50)

WATERWAY INFORMATION

Drainage Area = 11.9 Sq. Mi.
Existing Low Grade Elev. 642.0 at Sta. 8+50
Proposed Low Grade Elev. 642.0 at Sta. 8+50

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Ten-Year	10	724	240	250	638.5	0.7	0.1	639.2	638.6
Design	15	820	250	260	638.9	0.7	0.1	639.6	639.0
Base	100	1250	300	320	639.9	0.7	0.2	640.6	640.1
Scour Check	200	1410	310	330	640.1	0.7	0.2	640.8	640.3
Max. Calc.	500	1620	340	340	640.5	0.7	0.3	641.2	640.8

10 Year Velocity through Existing Bridge = 3.0 fps
10 Year Velocity through Proposed Bridge = 2.9 fps

DESIGN SCOUR ELEVATION TABLE

Event/Limit State	Design Scour Elev. (ft.) W. Abut.	Design Scour Elev. (ft.) E. Abut.	Item 113
Q100	636.6	637.0	8
Q200	636.6	637.0	
Design	636.6	637.0	
Check	636.6	637.0	

I certify that to the best of my knowledge, information and belief, this bridge substructure 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."

LICENSED STRUCTURAL ENGINEER ★ SCOTT M. SHOUP 081-6529 SPRINGFIELD, IL ★ STATE OF ILLINOIS

07/02/2024
ILLINOIS STRUCTURAL NO. 081-6529 Expires 11-30-2024

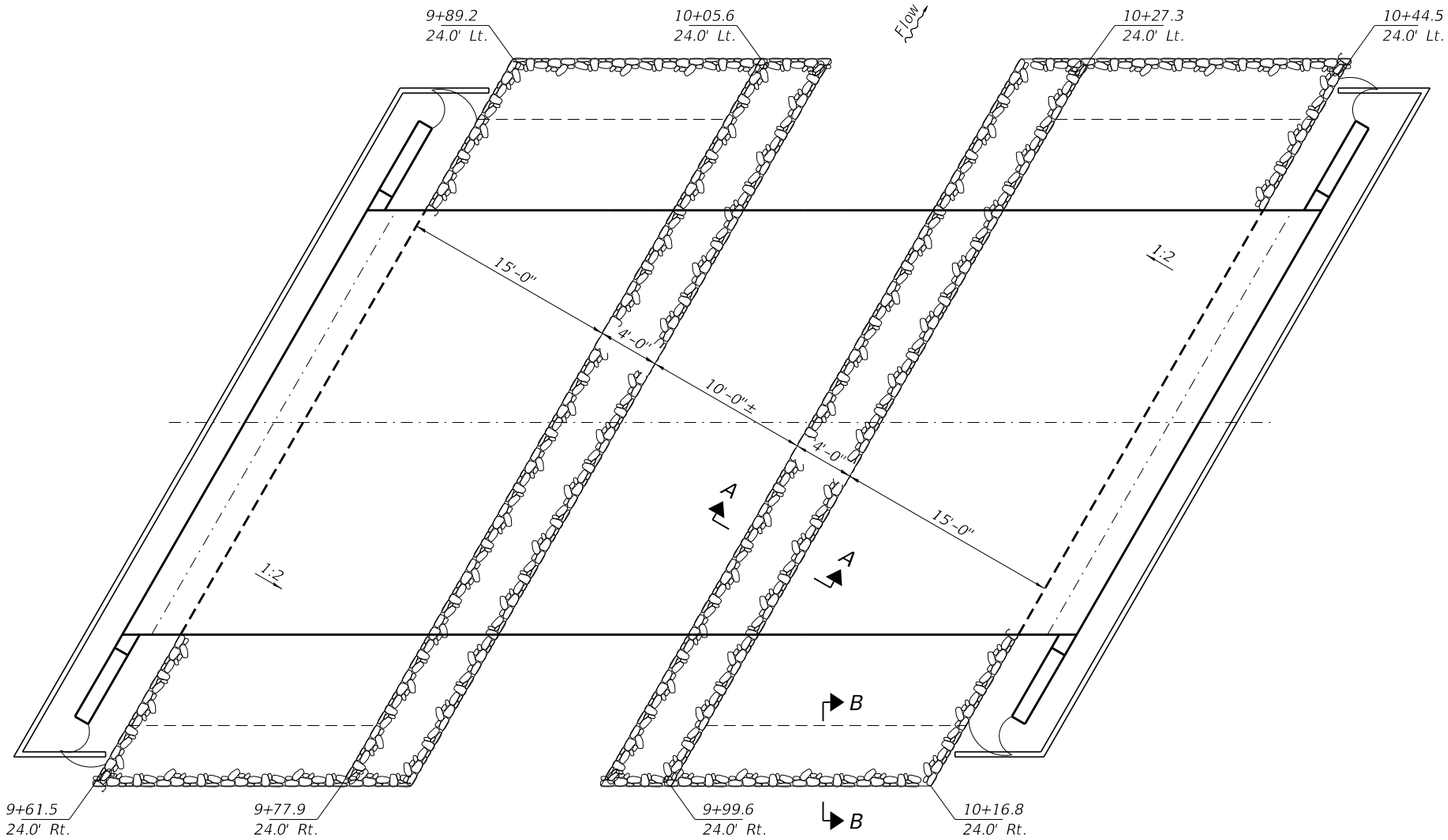
GENERAL PLAN & ELEVATION
T.R. 72 OVER
MIDDLE AUX SABLE CREEK
SECTION 22-04115-00-BR
KENDALL TOWNSHIP
STATION 10+03
STRUCTURE NO. 047-3190

FILE NAME = 220550-shl-brdge - Tub Girder.dgn	USER NAME = gmetcalf	DESIGNED - J.R.B.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3345 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		CHECKED - S.M.S.	REVISED -
	PLOT SCALE = $SCALE$	DRAWN - D.M.F.	REVISED -
	PLOT DATE = 02/26/2024	CHECKED - S.M.S.	REVISED -

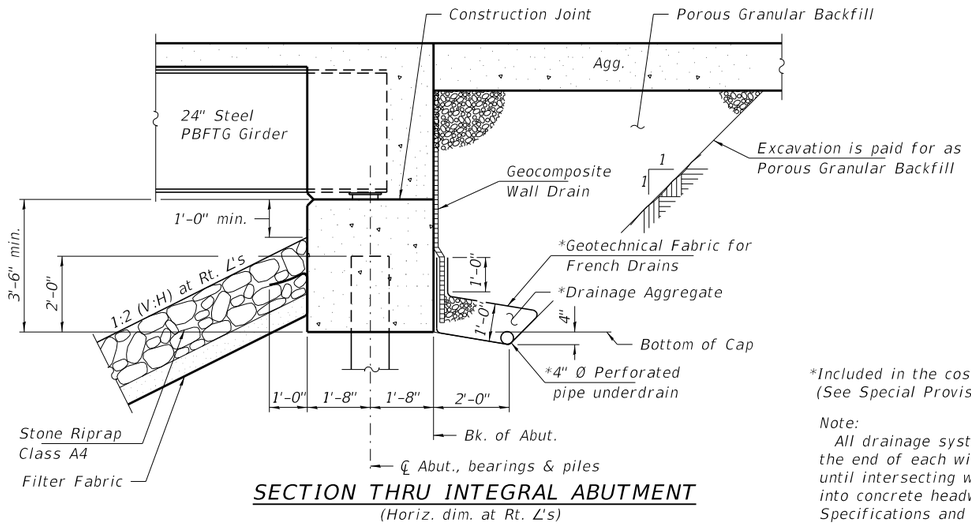
STATE OF ILLINOIS
KENDALL TOWNSHIP HIGHWAY DEPARTMENT

GENERAL PLAN & ELEVATION
STRUCTURE NO. 047-3190
SHEET NO. 1 OF 17 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	22-04115-00-BR	KENDALL	30	8
KENDALL TOWNSHIP		CONTRACT NO.		
ILLINOIS FED. AID PROJECT				



RIPRAP LAYOUT



SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. at Rt. ℄s)

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

Note:
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).

GENERAL NOTES

Fasteners shall be ASTM F 3125 Grade A325 Type 1. Fasteners shall be hot dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel." Bolts $\frac{7}{8}$" diameter, holes $\frac{15}{16}$" diameter, unless otherwise noted.

Calculated weight of Structural Steel = 16,690 lbs.

All structural steel shall be AASHTO M270 Grade 50W and shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel".

No field welding is permitted except as specified in the contract documents.

Reinforcement bars designated (E) shall be epoxy coated.

Excavation required to construct the Abutments & Piers shall be included in the cost of Concrete Structures. Excavation required to construct cofferdams shall be included in the cost of Concrete Encasement. No additional compensation will be allowed for Structure Excavation or Cofferdam Excavation.

A film forming Concrete Sealer shall be applied to the top and front face of the wingwalls.

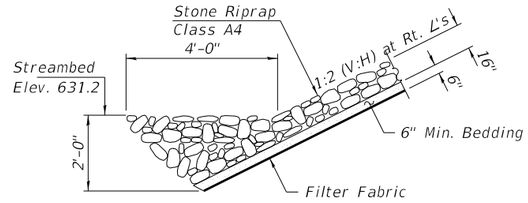
Granular Backfill behind the abutments shall be compacted according to Article 205.06 of the Standard Specifications.

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

All proposed construction activities shall be in accordance with Nationwide Permit number 14 of the Department of the Army authorized under Section 404 of the Clean Water Act. The IEPA has issued Section 401 Water Quality Certification for this activity. See Special Provisions for conditions.

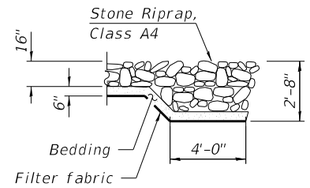
Dewatering of the Channel shall be completed in accordance with NWP14 for excavation required for Riprap installation.

Plans are for a Press-Brake-Formed Steel Tub Girder (PBFSTG) superstructure. The provided details and layout are for general design and layout and may be modified as required for the actual prefabricated bridge system that is used. All adjustments shall be submitted to the Engineer for review & approval and will not be cause for additional compensation for a change in scope of the work. However, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.



SECTION A-A

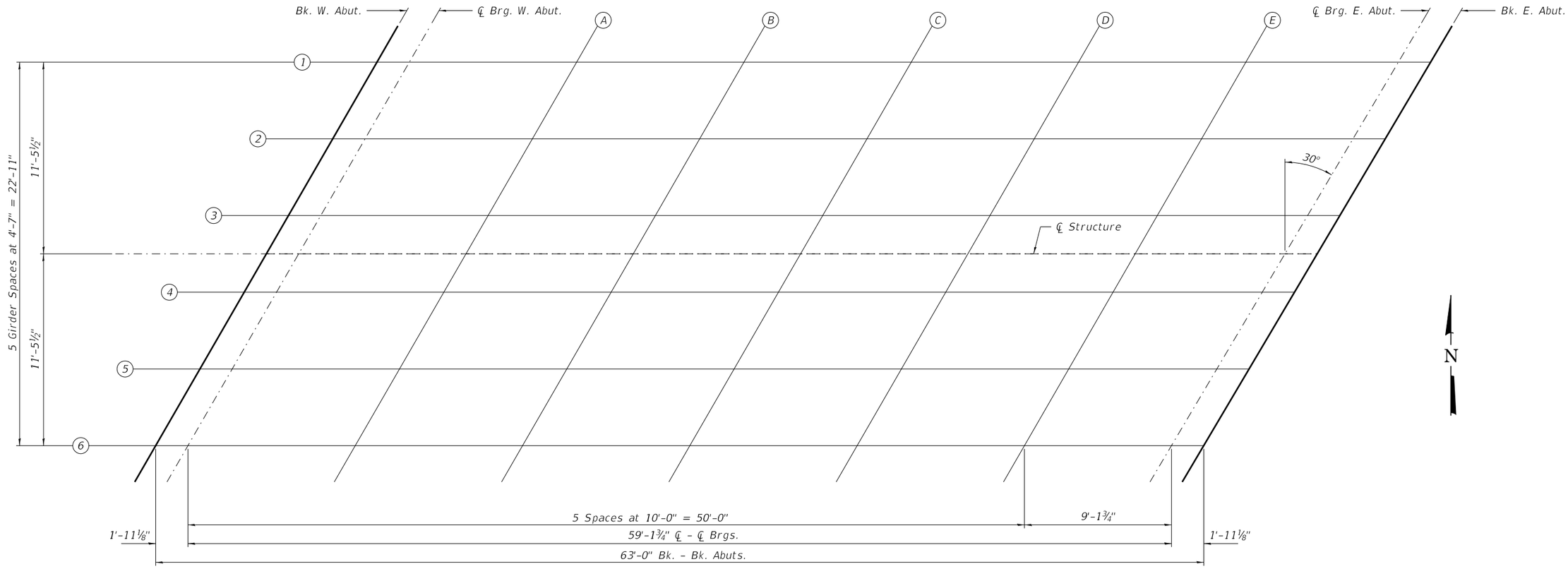
Note: See Special Provisions for Stone Riprap, Class A4.



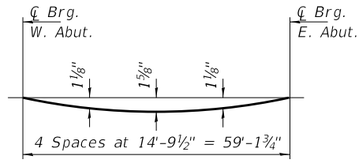
SECTION B-B

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Channel Excavation	Cu. Yd.			100
Porous Granular Backfill	Cu. Yd.			90
Stone Riprap, Class A4	Ton			280
Filter Fabric	Sq. Yd.			325
Removal of Existing Structures	Each			1
Concrete Structures	Cu. Yd.		35.5	35.5
Concrete Superstructure	Cu. Yd.	66.8		66.8
Protective Coat	Sq. Yd.	208		208
Reinforcement Bars, Epoxy Coated	Pound	10,410	6,280	16,690
Steel Railing, Type SMX	Foot	120		120
Furnishing Steel Piles HP10x42	Foot		605	605
Driving Piles	Foot		605	605
Test Pile Steel HP10x42	Each		1	1
Name Plates	Each		1	1
Anchor Bolts, 1"	Each		24	24
Concrete Sealer	Sq. Ft.	157		157
Geocomposite Wall Drain	Sq. Yd.			52
Pipe Underdrain for Structures 4"	Foot			132
Terminal Marker - Direct Applied	Each			4
Press Brake Formed Steel Tub Girder (PBFSTG) Sys.	Sq. Ft.	1,764		1,764



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 4 & 5 of 17.

FILE NAME = 220550-shl-bridge - Tub Girder.dgn	USER NAME = gmetcalf	DESIGNED - J.R.B.	REVISED -	STATE OF ILLINOIS KENDALL TOWNSHIP HIGHWAY DEPARTMENT	TOP OF SLAB ELEVATIONS STRUCTURE NO. 047-3190	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		CHECKED - S.M.S.	REVISED -			72	22-04115-00-BR	KENDALL	30	10
	PLOT SCALE = $SCALE$	DRAWN - D.M.F.	REVISED -			KENDALL TOWNSHIP		CONTRACT NO.		
	PLOT DATE = 02/26/2024	CHECKED - S.M.S.	REVISED -		SHEET NO. 3 OF 17 SHEETS			ILLINOIS	FED. AID PROJECT	

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	9+78.13	-11.46	643.22	643.22
℄ Brg. W. Abut.	9+80.06	-11.46	643.24	643.24
A	9+90.06	-11.46	643.31	643.38
B	10+00.06	-11.46	643.38	643.49
C	10+10.06	-11.46	643.44	643.57
D	10+20.06	-11.46	643.51	643.62
E	10+30.06	-11.46	643.57	643.64
℄ Brg. E. Abut.	10+39.20	-11.46	643.64	643.64
Bk. E. Abut.	10+41.13	-11.46	643.65	643.65

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	9+75.48	-6.88	643.30	643.30
℄ Brg. W. Abut.	9+77.41	-6.88	643.31	643.31
A	9+87.41	-6.88	643.38	643.45
B	9+97.41	-6.88	643.45	643.57
C	10+07.41	-6.88	643.52	643.65
D	10+17.41	-6.88	643.58	643.69
E	10+27.41	-6.88	643.65	643.71
℄ Brg. E. Abut.	10+36.56	-6.88	643.71	643.71
Bk. E. Abut.	10+38.48	-6.88	643.72	643.72

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	9+72.84	-2.29	643.37	643.37
℄ Brg. W. Abut.	9+74.76	-2.29	643.39	643.39
A	9+84.76	-2.29	643.45	643.52
B	9+94.76	-2.29	643.52	643.64
C	10+04.76	-2.29	643.59	643.72
D	10+14.76	-2.29	643.65	643.77
E	10+24.76	-2.29	643.72	643.78
℄ Brg. E. Abut.	10+33.91	-2.29	643.78	643.78
Bk. E. Abut.	10+35.83	-2.29	643.80	643.80

℄ STRUCTURE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	9+71.52	0.00	643.41	643.41
℄ Brg. W. Abut.	9+73.44	0.00	643.42	643.42
A	9+83.44	0.00	643.49	643.56
B	9+93.44	0.00	643.56	643.68
C	10+03.44	0.00	643.63	643.76
D	10+13.44	0.00	643.69	643.81
E	10+23.44	0.00	643.76	643.82
℄ Brg. E. Abut.	10+32.59	0.00	643.82	643.82
Bk. E. Abut.	10+34.51	0.00	643.83	643.83

GIRDER 4

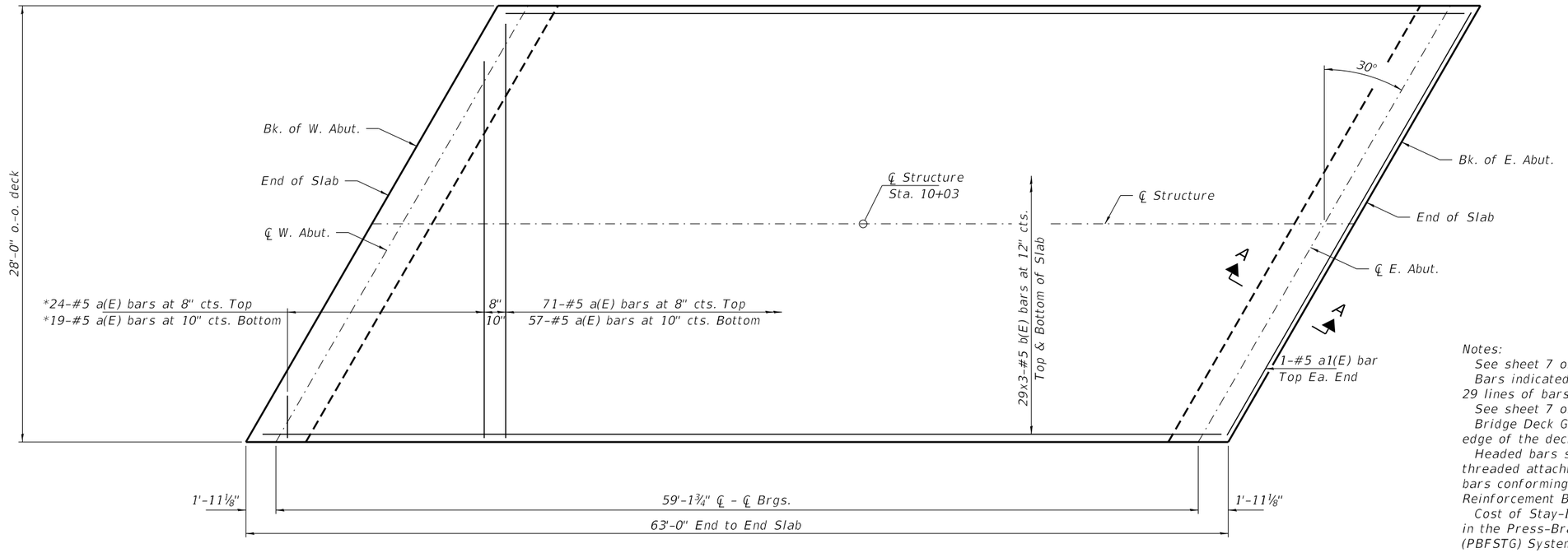
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	9+70.19	2.29	643.35	643.35
℄ Brg. W. Abut.	9+72.12	2.29	643.37	643.37
A	9+82.12	2.29	643.44	643.51
B	9+92.12	2.29	643.51	643.63
C	10+02.12	2.29	643.57	643.70
D	10+12.12	2.29	643.64	643.75
E	10+22.12	2.29	643.70	643.77
℄ Brg. E. Abut.	10+31.26	2.29	643.77	643.77
Bk. E. Abut.	10+33.19	2.29	643.78	643.78

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	9+67.55	6.88	643.24	643.24
℄ Brg. W. Abut.	9+69.47	6.88	643.26	643.26
A	9+79.47	6.88	643.33	643.40
B	9+89.47	6.88	643.40	643.52
C	9+99.47	6.88	643.46	643.59
D	10+09.47	6.88	643.53	643.64
E	10+19.47	6.88	643.59	643.66
℄ Brg. E. Abut.	10+28.62	6.88	643.66	643.66
Bk. E. Abut.	10+30.54	6.88	643.67	643.67

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	9+64.90	11.46	643.14	643.14
℄ Brg. W. Abut.	9+66.82	11.46	643.15	643.15
A	9+76.82	11.46	643.22	643.29
B	9+86.82	11.46	643.29	643.41
C	9+96.82	11.46	643.35	643.48
D	10+06.82	11.46	643.42	643.53
E	10+16.82	11.46	643.48	643.55
℄ Brg. E. Abut.	10+25.97	11.46	643.55	643.55
Bk. E. Abut.	10+27.89	11.46	643.56	643.56

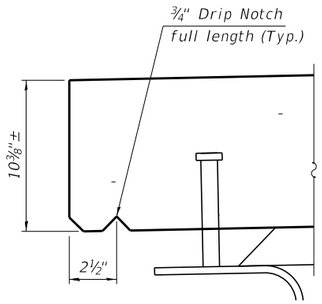


N

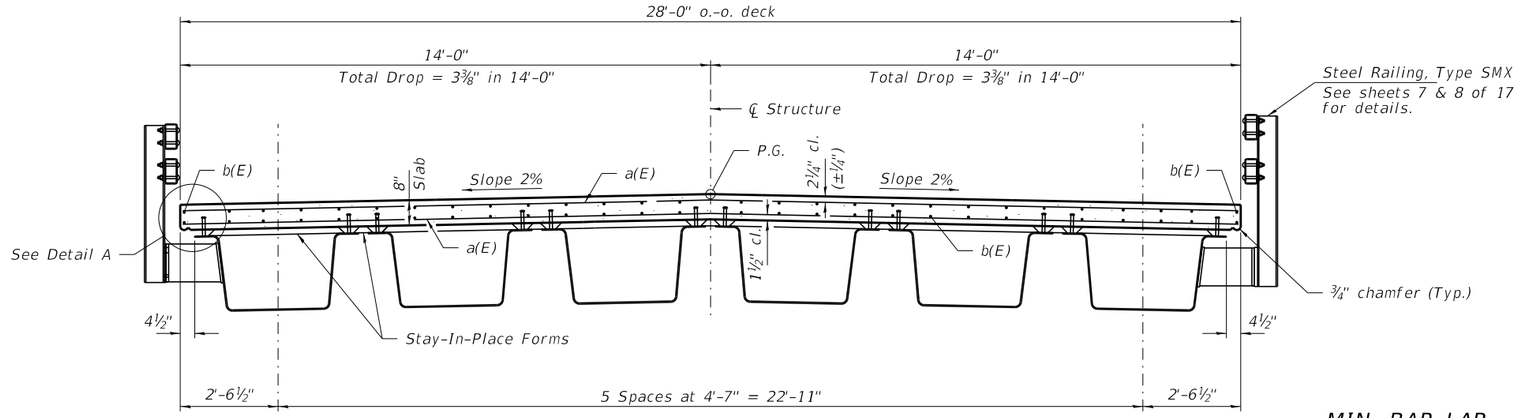
*Order a(E) bars full length. Cut to fit skew & use remainder of bars in other end.

PLAN

Notes:
See sheet 7 of 17 for superstructure details.
Bars indicated thus 29x3-#5 etc. indicates 29 lines of bars with 3 lengths per line.
See sheet 7 of 17 for Section A-A.
Bridge Deck Grooving shall extend to the edge of the deck.
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.
Cost of Stay-In-Place Forms shall be included in the Press-Brake-Framed Steel Tub Girder (PBFSTG) System.



DETAIL A



CROSS SECTION
(Looking East)

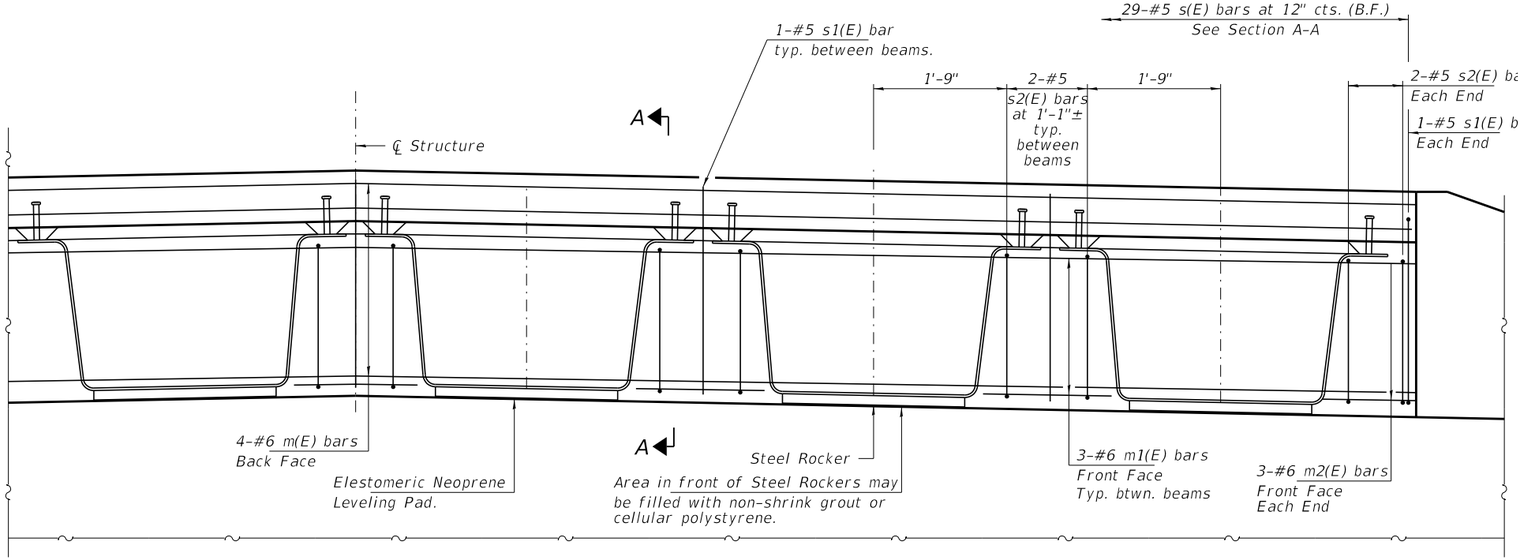
MIN. BAR LAP
#5 bars = 3'-6"

SUPERSTRUCTURE BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	171	#5	27'-8"	———
a1(E)	2	#5	31'-11"	———
b(E)	174	#5	23'-3"	———
m(E)	8	#6	31'-11"	———
m1(E)	30	#6	1'-2'	———
m2(E)	12	#6	1'-0'	———
s(E)	58	#5	5'-8"	⊓
s1(E)	14	#5	9'-7"	⊔
s2(E)	28	#5	8'-8"	⊏
Concrete Superstructure		Cu. Yd.	66.8	
Bridge Deck Grooving		Sq. Yd.	196	
Protective Coat		Sq. Yd.	208	
Reinforcment Bars, Epoxy Coated		Pound	10,410	
Press-Brake-Formed Steel Tub Girder (PBFSTG) System		Sq. Ft.	1,764	

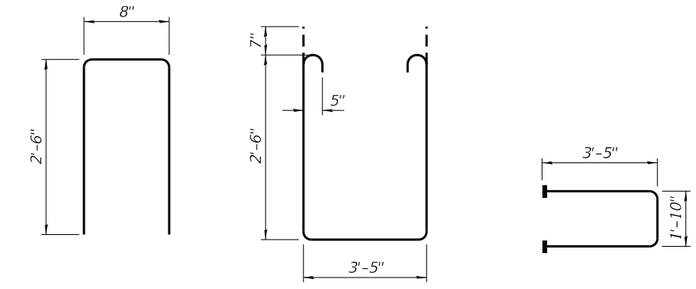
FILE NAME = 220550-shl-bridge - Tub Girder.dgn	USER NAME = gmetcalf	DESIGNED - J.R.B.	REVISED -	STATE OF ILLINOIS KENDALL TOWNSHIP HIGHWAY DEPARTMENT	SUPERSTRUCTURE STRUCTURE NO. 047-3190
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		CHECKED - S.M.S.	REVISED -		SHEET NO. 6 OF 17 SHEETS
	PLOT SCALE = $SCALE$	DRAWN - D.M.F.	REVISED -		
	PLOT DATE = 02/26/2024	CHECKED - S.M.S.	REVISED -		

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	22-04115-00-BR	KENDALL	30	13
KENDALL TOWNSHIP		CONTRACT NO.		
ILLINOIS	FED. AID PROJECT			

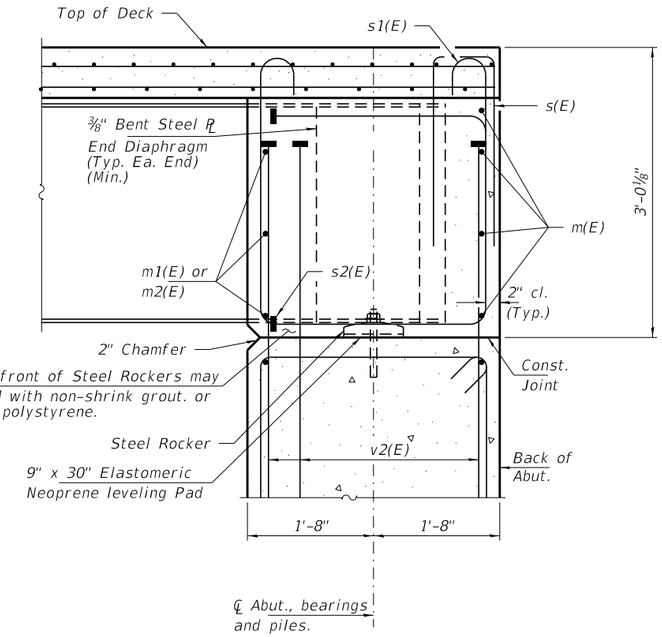


DIAPHRAGM ELEVATION AT ABUTMENT

Dimensions at right angles to beams
(West Abut. shown, East Abut. similar)



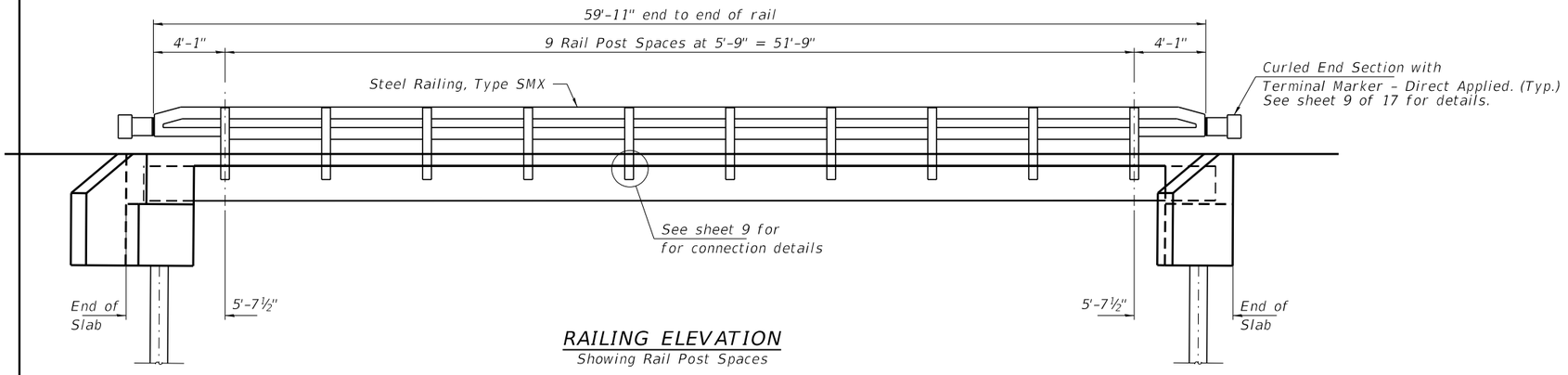
BAR s(E) | BAR s1(E) | BAR s2E) (Headed)



SECTION A-A

Dimensions at right angles to abutment, except as shown.

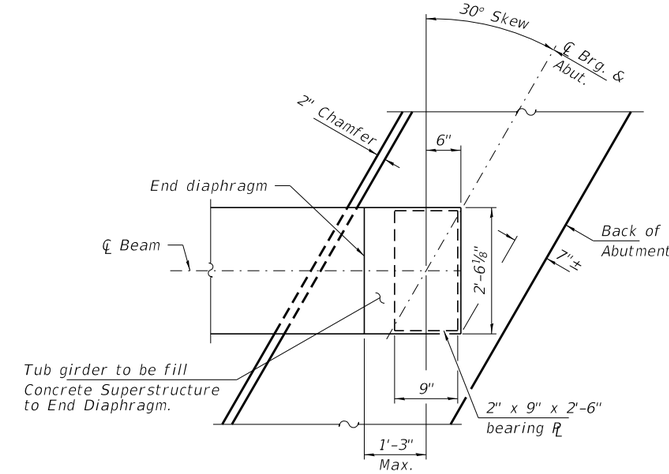
Notes:
Reinforcement bars in diaphragm are billed with Superstructure on sheet 6 of 17.
Concrete in diaphragm is included with Concrete Superstructure on sheet 6 of 17.
The s(E), s1(E) & s2(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.



RAILING ELEVATION

Showing Rail Post Spaces

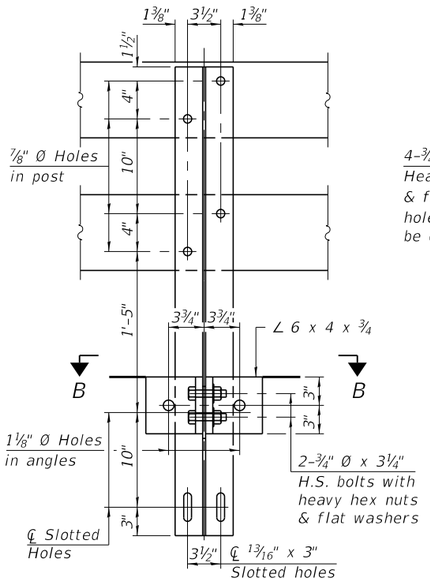
See sheet 8 of 17 for Railing Details.
See sheet 9 of 17 for Railing Connection Details.



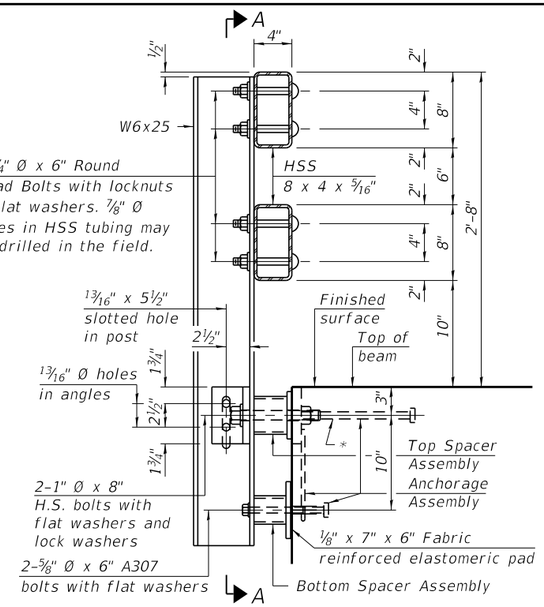
PLAN AT ABUTMENT

(Showing bottom flange of tub girder)

FILE NAME = 220550-shl-bridge - Tub Girder.dgn	USER NAME = gmetcalf	DESIGNED - J.R.B.	REVISED -	**STATE OF ILLINOIS**	**SUPERSTRUCTURE DETAILS**	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC.		CHECKED - S.M.S.	REVISED -	**KENDALL TOWNSHIP HIGHWAY DEPARTMENT**	**STRUCTURE NO. 047-3190**	72	22-04115-00-BR	KENDALL	30	14
3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE = $SCALE$	DRAWN - D.M.F.	REVISED -			KENDALL TOWNSHIP		CONTRACT NO.		
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT DATE = 02/26/2024	CHECKED - S.M.S.	REVISED -		SHEET NO. 7 OF 17 SHEETS		ILLINOIS	FED. AID PROJECT		

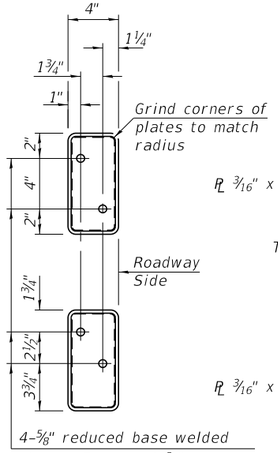


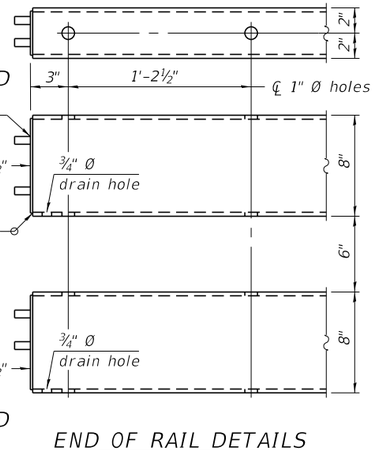
SECTION A-A



SECTION AT RAIL POST

* The outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchorage assembly. The anchorage studs may be bent down ½" to accommodate the top reinforcement bar placement.





END OF RAIL DETAILS

VIEW D-D

Notes:

A sufficient number of shims of various thicknesses, sized to fit behind the top spacer assembly, 5" x 11½", and bottom spacer assembly, 6" x 7", shall be provided to adjust posts for proper alignment. If the summation of shims is greater than ¼" (top) or ½" (bottom), longer bolts are required. Cost included with Steel Railing, Type SMX.

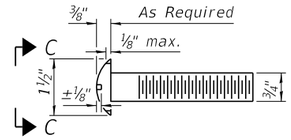
All steel rail elements including shims shall be galvanized according to Article 509.05 of the Standard Specifications.

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

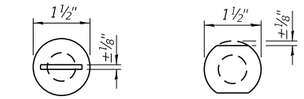
Rail splice inserts may be built out of 2 -⅜" bent plates in lieu of the 4 plate rail splice inserts shown, provided the outside dimensions are matched.

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

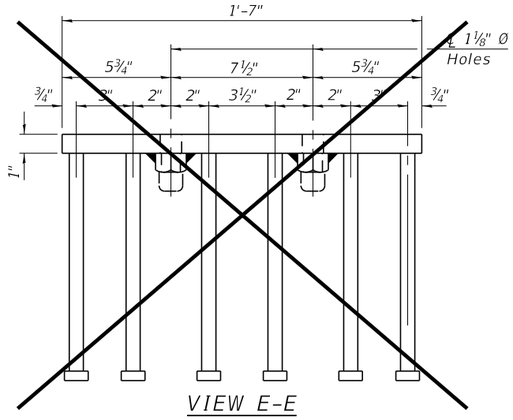
See sheet 9 of 17 for post support details.



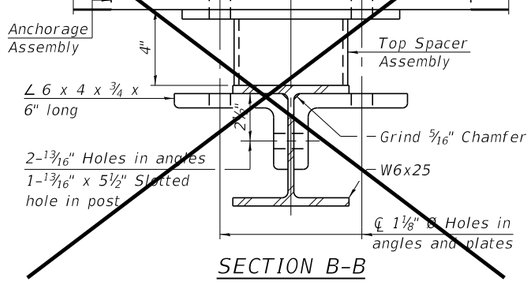
ROUND HEAD BOLT DETAIL



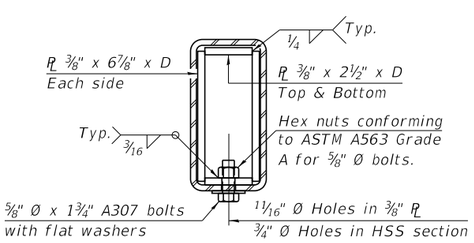
VIEW C-C



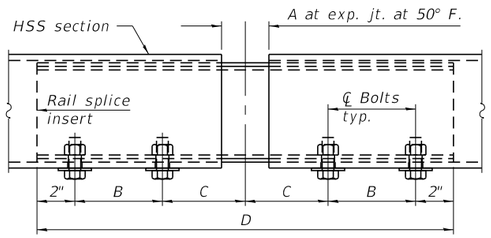
VIEW E-E



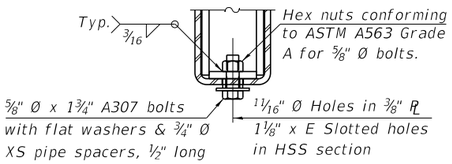
SECTION B-B



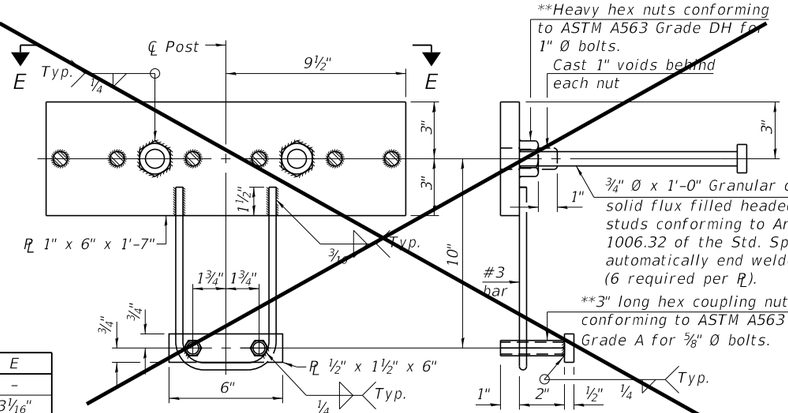
SECTION AT RAIL SPLICE



RAIL SPLICE ELEVATION

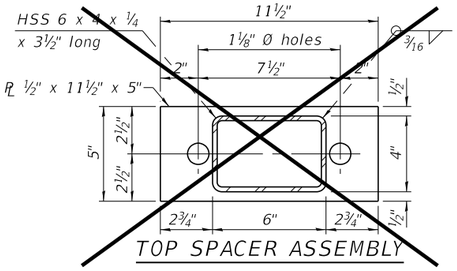


RAIL SPLICE CONNECTION AT EXPANSION JT.

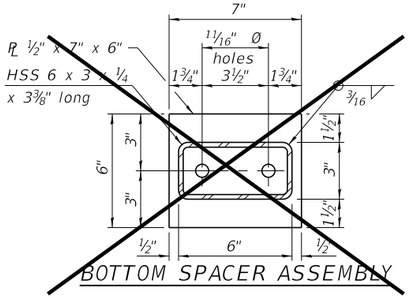


ANCHORAGE ASSEMBLY

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



TOP SPACER ASSEMBLY



BOTTOM SPACER ASSEMBLY

RAILING CRITERIA

MASH 2016 Conditional Test Level	3
Railing Weight (plf)	90
Min f'c (psi)	5,000
Max Post Spacing	6'-3"
HMA thickness range (in)	1¼ - 3⅛

SPLICE DIMENSIONS

Location	T	A	B	C	D	E
All locs. not over exp. jts.	0	¼"	4"	4"	1'-8"	-
Over Strip Seal Jt.	≤4"	2½"	4⅜"	4⅜"	1'-10"	3¹⁄₁₆"
Over Finger or Modular Jt.	≤9½"	5½"	7⅜"	7¼"	2'-9¼"	5¹³⁄₁₆"
Over Finger or Modular Jt.	≤15"	8¼"	10⅛"	10"	3'-8¼"	8⁹⁄₁₆"

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

BILL OF MATERIAL

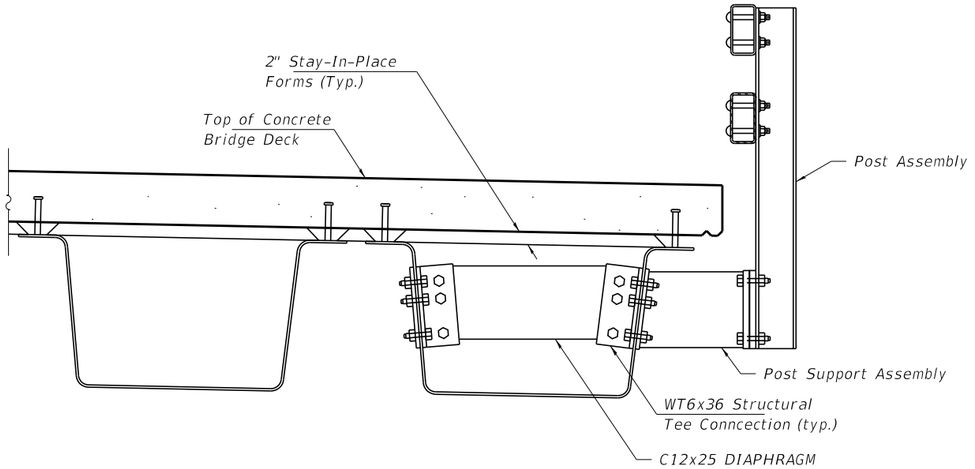
Item	Unit	Quantity
Steel Railing, Type SMX	Foot	120

R-41HMAWS 10-27-2023

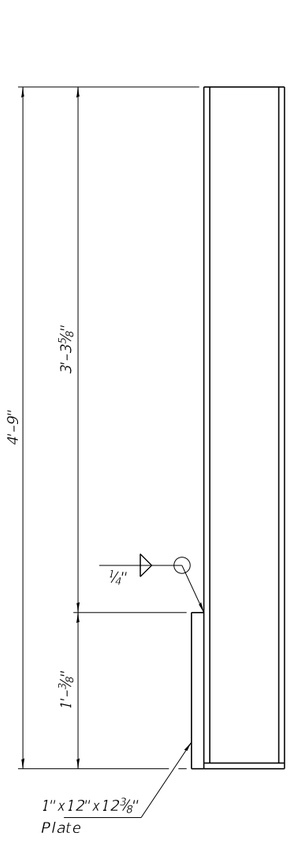
FILE NAME = 220550-shl-bridge - Tub Girder.dgn	USER NAME = gmetcalf	DESIGNED - J.R.B.	REVISED -	STATE OF ILLINOIS KENDALL TOWNSHIP HIGHWAY DEPARTMENT	STEEL RAILING, TYPE SMX STRUCTURE NO. 047-3190
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		CHECKED - S.M.S.	REVISED -		SHEET NO. 8 OF 17 SHEETS
	PLOT SCALE = $SCALE$	DRAWN - D.M.F.	REVISED -		
	PLOT DATE = 02/26/2024	CHECKED - S.M.S.	REVISED -		

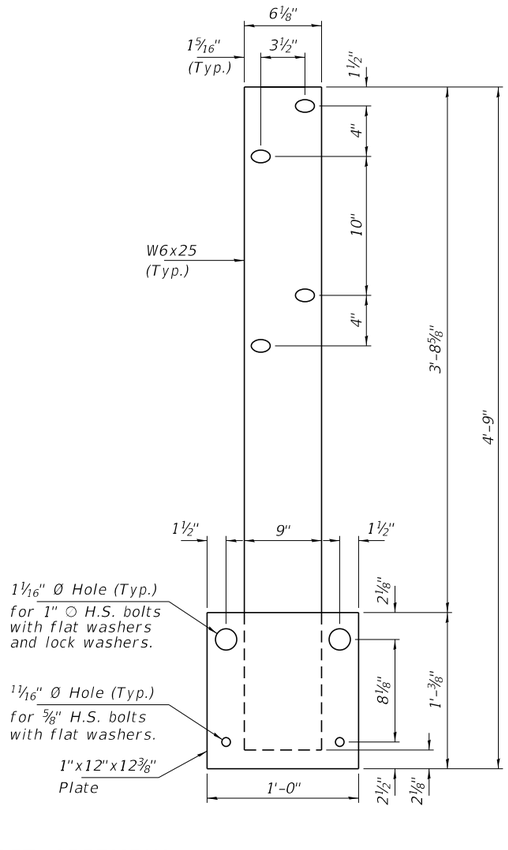
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	22-04115-00-BR	KENDALL	30	15
KENDALL TOWNSHIP		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Notes:
Additional rail post connection details shall be provided by PBFSTG Manufacturer. The rail support assembly, diaphrams, plates and connectors shall be supplied by the PBFSTG Manufacturer and shall be included in the cost of Press Brake Formed Steel Tub Girder (PBFSTG).
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.

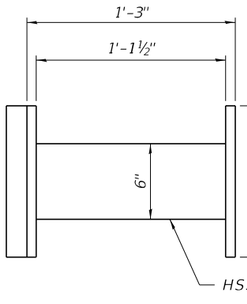


TYPICAL BRIDGE DECK SECTION AT MODIFIED ILLINOIS TWO TUBE BRIDGE RAIL

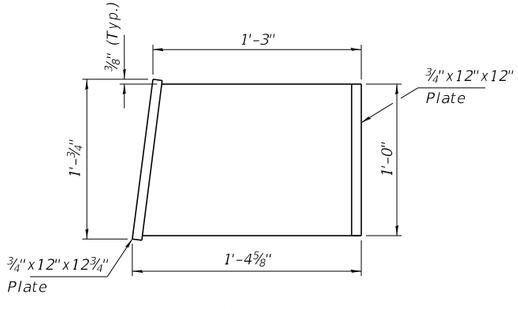




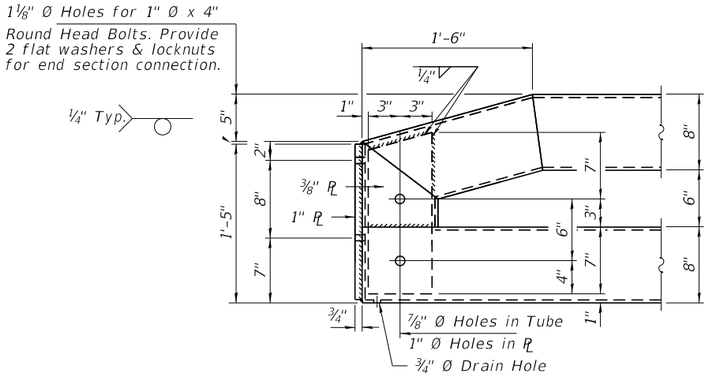
POST ASSEMBLY

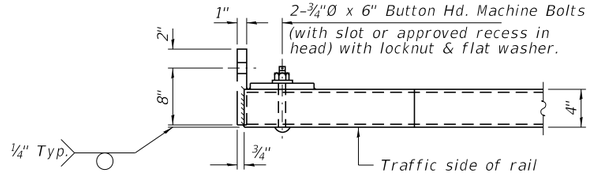


TOP VIEW



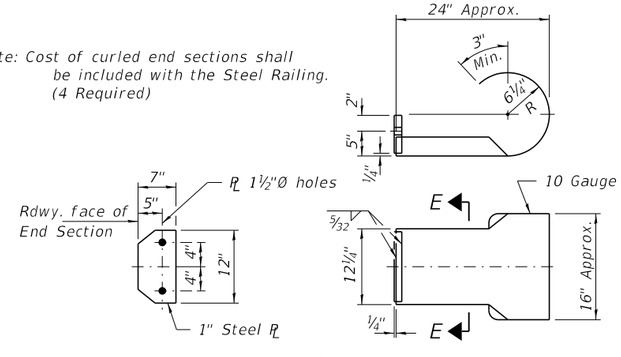
SIDE VIEW





END OF RAIL DETAIL
(Each Corner)

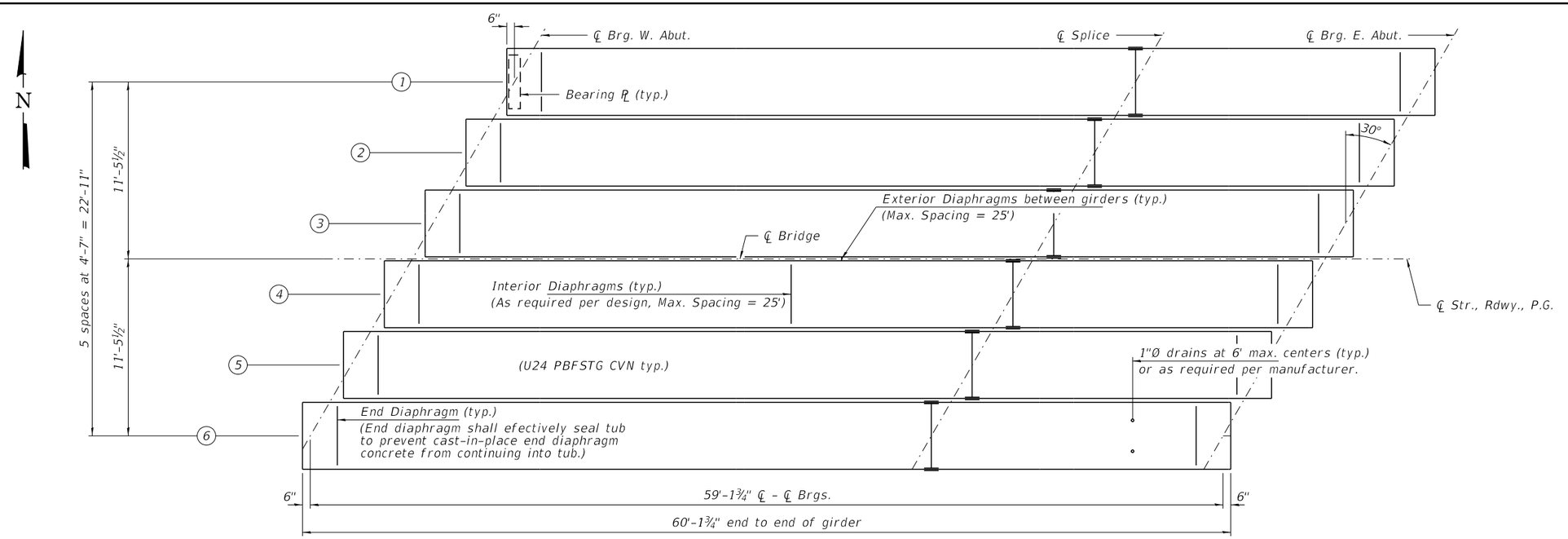
Note: Cost of curled end sections shall be included with the Steel Railing. (4 Required)



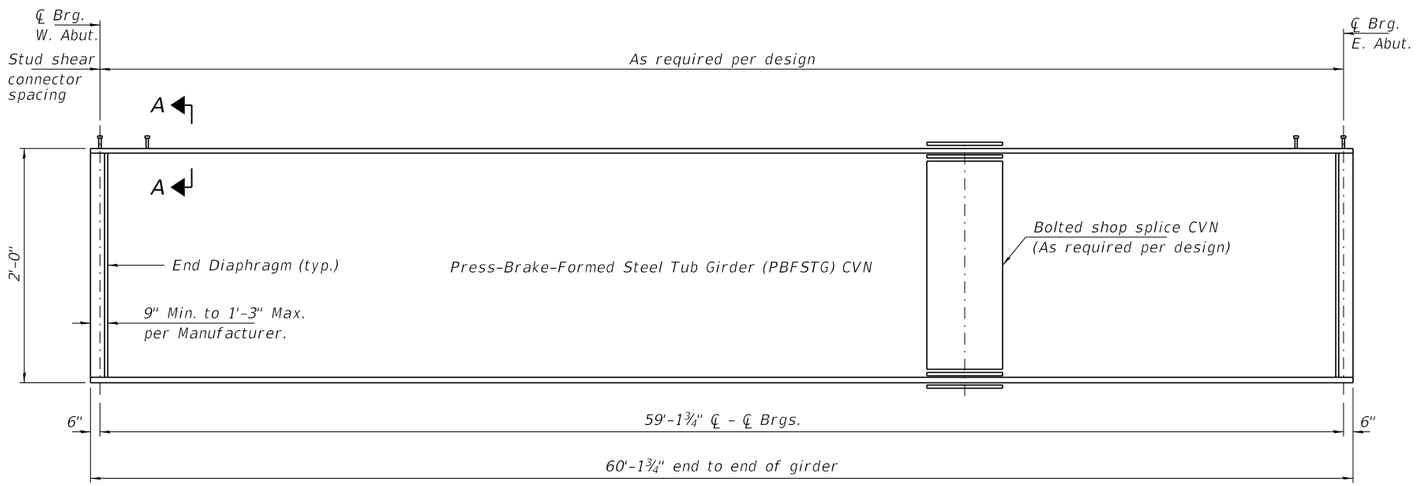
SECTION E-E

CURLED END SECTION DETAILS

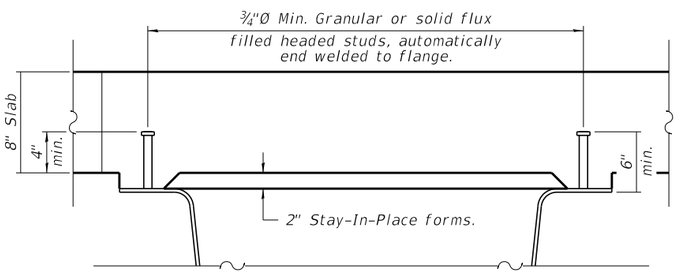
FILE NAME = 220550-shl-bridge - Tub Girder.dgn	USER NAME = gmetcalf	DESIGNED - J.R.B.	REVISED -	STATE OF ILLINOIS KENDALL TOWNSHIP HIGHWAY DEPARTMENT	STEEL RAILING DETAILS STRUCTURE NO. 047-3190	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		CHECKED - S.M.S.	REVISED -			72	22-04115-00-BR	KENDALL	30	16
	PLOT SCALE = $SCALES	DRAWN - D.M.F.	REVISED -		SHEET NO. 9 OF 17 SHEETS	KENDALL TOWNSHIP		CONTRACT NO.		
	PLOT DATE = 02/26/2024	CHECKED - S.M.S.	REVISED -					ILLINOIS FED. AID PROJECT		



FRAMING PLAN



GIRDER ELEVATION



SECTION A-A

Notes:

All girders, splices, and diaphragms, shall be AASHTO M270 Grade 50.

For additional structural steel details see sheets 11 of 17.

All girders shall be braced for stability during girder installation as required per Manufacturer.

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

All steel shall be galvanized according to AASHTO M111 or M232 as applicable.

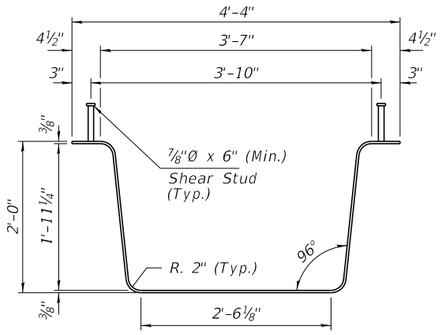
H.S. bolts shall be galvanized according to AASHTO M298 Class 50.

Access holes shall be provided in the bottom flange for visual access of the interior of the girder.

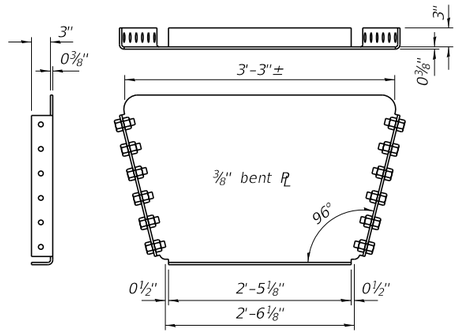
Location	℄ Brg. W. Abut.	℄ Brg. E. Abut.
GIRDER 1	642.41	642.80
GIRDER 2	642.48	642.88
GIRDER 3	642.55	642.95
GIRDER 4	642.54	642.93
GIRDER 5	642.43	642.82
GIRDER 6	642.32	642.71

TOP OF GIRDER ELEVATIONS

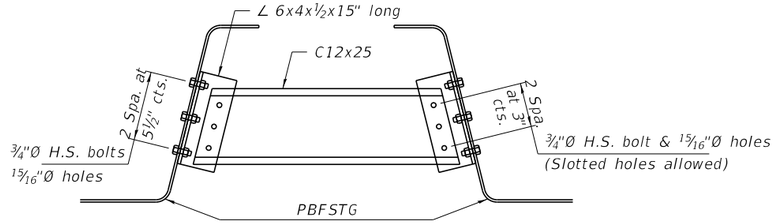
(For fabrication only)
(Does not include Dead Load Deflections)



ESTIMATED STEEL SECTION



ANTICIPATED END DIAPHRAGM



ANTICIPATED EXTERIOR DIAPHRAGMS

GIRDER MOMENT TABLE		
		0.5 Sp. 1
Is	(in⁴)	
Ic(n)	(in⁴)	
Ic(3n)	(in⁴)	
Ss	(in³)	
Sc(n)	(in³)	
Sc(3n)	(in³)	
DC1	(k/')	
MDC1	('k)	
DC2	(k/')	
MDC2	('k)	
DW	(k/')	
MDW	('k)	
LLDF		
M_{L+IM}	('k)	
Mu (Strength I)	('k)	
Øf Mn	('k)	
fs DC1	(ksi)	
fs DC2	(ksi)	
fs DW	(ksi)	
fs (L+IM)	(ksi)	
fs (Service II)	(ksi)	
0.95Rh Fyf	(ksi)	
fs (Total)(Strength I)	(ksi)	
Øf Fn	(ksi)	
Vf	(k)	

GIRDER REACTION TABLE			
		Abutment	
		Interior	Exterior
LLDF			
OCF			
RDC1	(k)		
RDC2	(k)		
RDW	(k)		
RL	(k)		
R IM	(k)		
RTotal	(k)		

(Girder tables to be filled out by Designer / Manufacturer.)

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) 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) due to 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 (impact) (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).

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).

f_s (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
M_{L+IM} / Sc(n).

fs (Service II): Sum of stresses as computed below (ksi).
$fsDC1 + fsDC2 + fsDW + 1.3\ fs_{L+IM}$

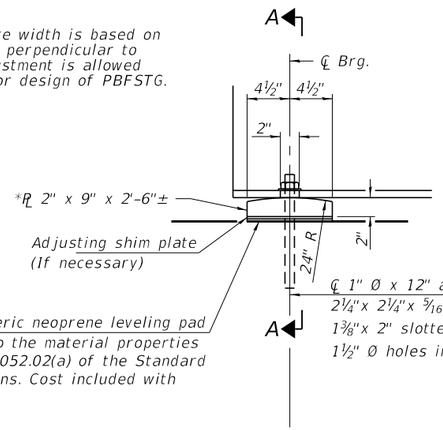
0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

fs (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
$1.25\ (fsDC1 + fsDC2) + 1.5\ fsDW + 1.75\ fs_{L+IM}$

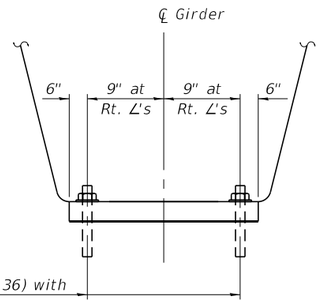
Øf Fn: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

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

* Bearing plate width is based on plate layout perpendicular to girder. Adjustment is allowed if needed for design of PBFSTG.



ELEVATION AT ABUTMENT



SECTION A-A

℄ 1" Ø x 12" anchor bolts (F1554 Grade 36) with 2¼"x 2¼"x 5⁄16" PL washer under nut.
1⅜"x 2" slotted hole in flange.
1½" Ø holes in bearing plate.

FIXED BEARING AT ABUTMENTS
(12 required)

Notes:

Two ⅛ 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 coresponding 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 50.

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

All Girders, diaphragms, connection plates and splices shall be M270 Grade 50.

All steel shall be galvanized according to AASHTO M111 or M232 as applicable.

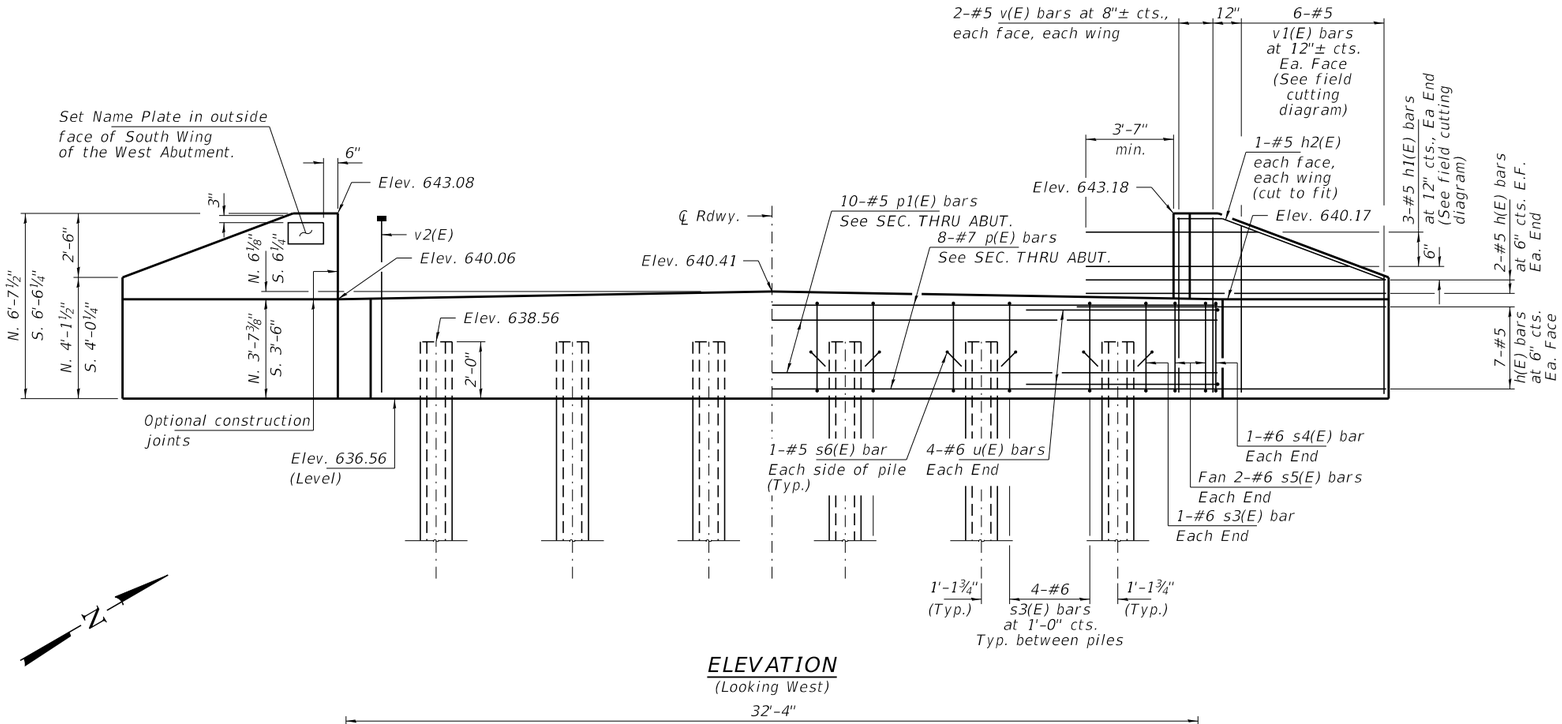
H.S. bolts shall be galvanized according to AASHTO M298 Class 50.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	24

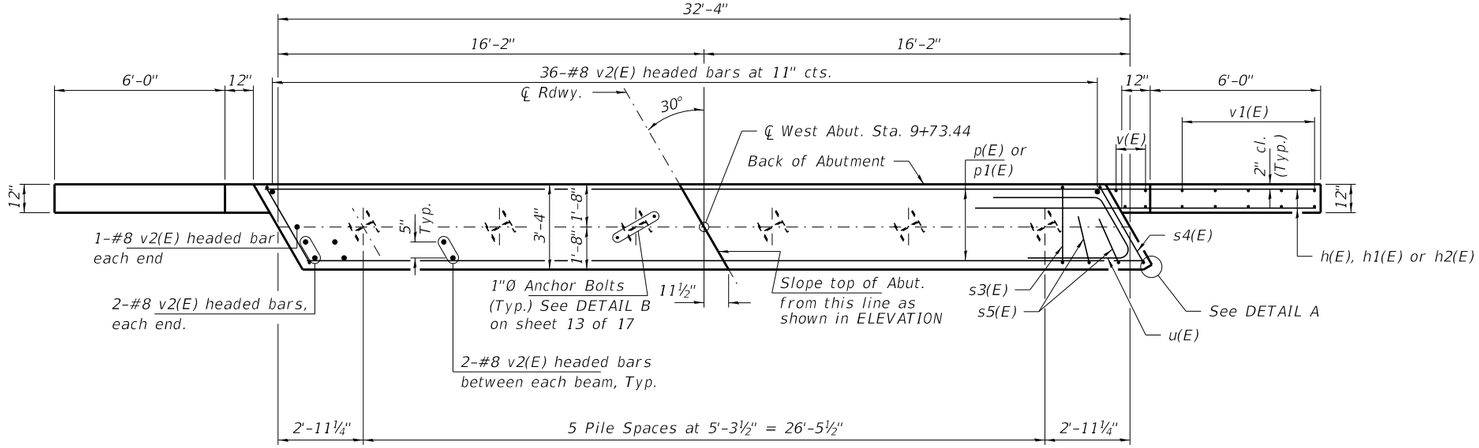
FILE NAME = 220550-shl-bridge - Tub Girder.dgn	USER NAME = gmetcalf	DESIGNED - J.R.B.	REVISED -	STATE OF ILLINOIS KENDALL TOWNSHIP HIGHWAY DEPARTMENT	STRUCTURAL STEEL DETAILS STRUCTURE NO. 047-3190
HAMPTON, LENZINI AND RENWICK, INC. 3045 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP: 184.000959		CHECKED - S.M.S.	REVISED -		SHEET NO. 11 OF 17 SHEETS
	PLOT SCALE = $SCALES	DRAWN - D.M.F.	REVISED -		
	PLOT DATE = 02/26/2024	CHECKED - S.M.S.	REVISED -		

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	22-04115-00-BR	KENDALL	30	18
KENDALL TOWNSHIP		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



ELEVATION

(Looking West)

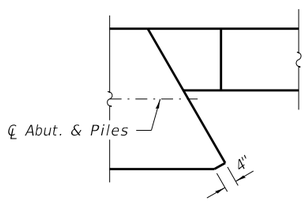


PLAN

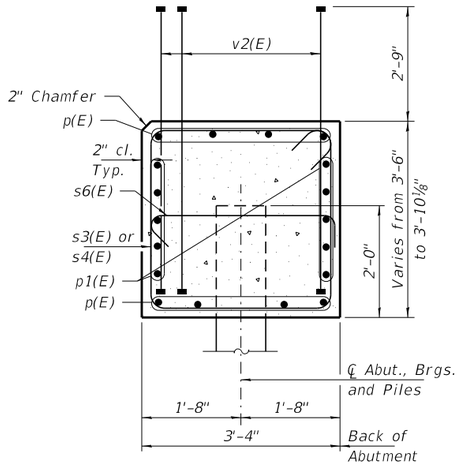
PILE DATA

Type: _____ Steel HP10x42
Nominal Required Bearing: _____ 222 Kips/Pile
Factored Resistance Available: _____ 122 Kips/Pile
Est. Length: _____ 55 Ft/Pile
No. Production Piles: _____ 5
No. Test Piles: _____ 1

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



DETAIL A



SEC. THRU ABUT.

Dimensions at right angles to abutment.

BILL OF MATERIAL - W. ABUT.

BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	36	#5	11'-0"	
h1(E)	6	#5	16'-0"	
h2(E)	4	#5	7'-1"	
p(E)	8	#7	32'-0'	
p1(E)	10	#5	32'-0'	
s3(E)	22	#6	13'-8"	
s4(E)	2	#6	14'-6"	
s5(E)	4	#6	8'-2"	
s6(E)	12	#5	4'-0"	
u(E)	8	#6	12'-1"	
v(E)	8	#5	6'-2"	
v1(E)	12	#5	9'-5"	
v2(E)	52	#8	6'-0"	

Structure Excavation	Cu. Yd.	57
Concrete Structures	Cu. Yd.	17.8
Reinf. Bars, Epoxy Coated	Pound	3,140
Furnishing Steel Piles HP10x42	Foot	275
Driving Piles	Foot	275
Test Pile Steel HP10x42	Each	1
Name Plates	Each	1

Notes:
Abutment elevations are based on 2" Stay-In-Place forms and 0" fillets. If actual construction differs for the PBFSTG, the abutment elevations will need to be adjusted.
Abutment bearing seats may be sloped to match roadway grade if needed.
Reinforcment bars are detailed on sheet 13 of 17.

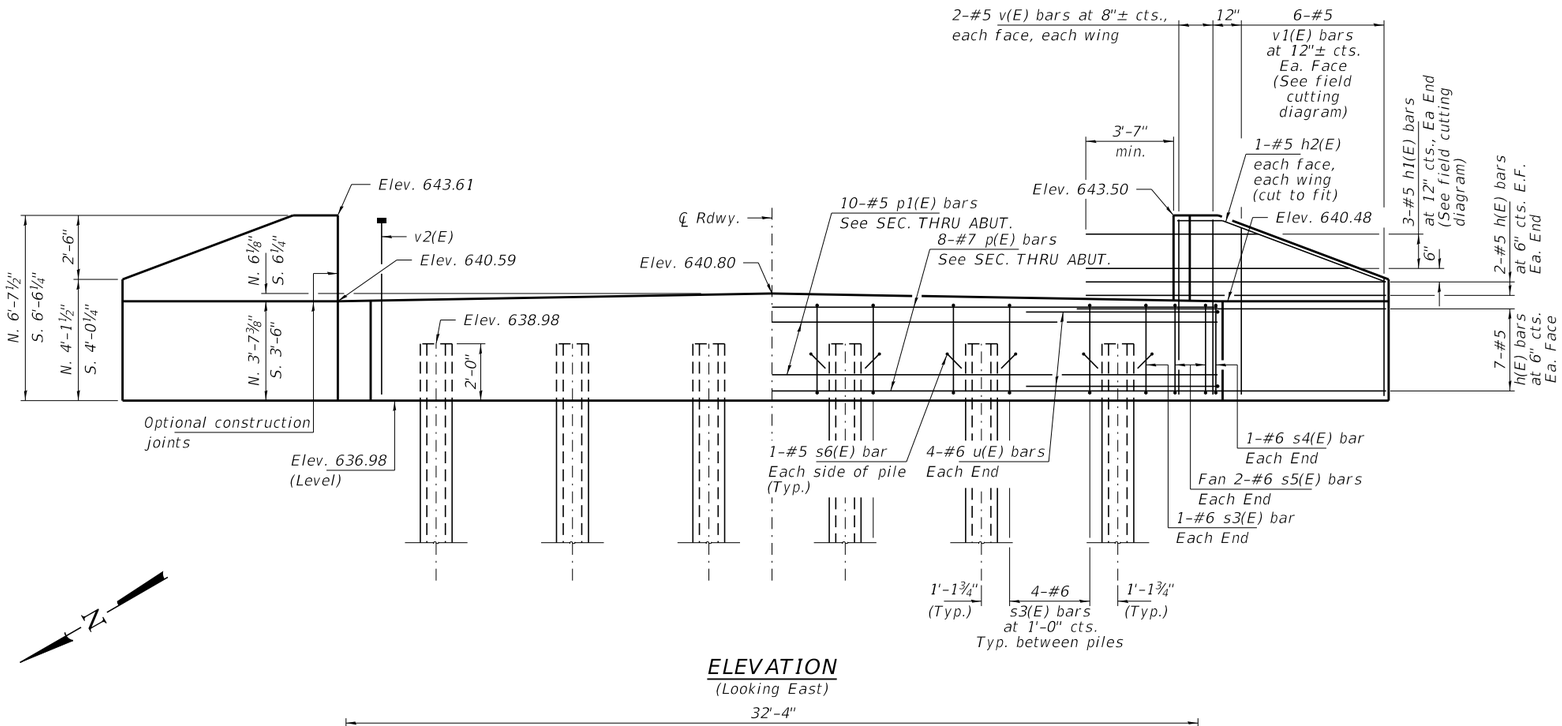
HAMPTON, LENZINI AND RENWICK, INC.
3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184.000959

FILE NAME = 220550-shl-brldge - Tub Girder.dgn	USER NAME = gmetcalf	DESIGNED - J.R.B.	REVISED -
		CHECKED - S.M.S.	REVISED -
	PLOT SCALE = $SCALE$	DRAWN - D.M.F.	REVISED -
	PLOT DATE = 02/26/2024	CHECKED - S.M.S.	REVISED -

STATE OF ILLINOIS
KENDALL TOWNSHIP HIGHWAY DEPARTMENT

WEST ABUTMENT
STRUCTURE NO. 047-3190
SHEET NO. 12 OF 17 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	22-04115-00-BR	KENDALL	30	19
KENDALL TOWNSHIP		CONTRACT NO.		
ILLINOIS FED. AID PROJECT				



PILE DATA

Type: _____ Steel HP10x42
Nominal Required Bearing: _____ 222 Kips/Pile
Factored Resistance Available: _____ 122 Kips/Pile
Est. Length: _____ 55 Ft/Pile
No. Production Piles: _____ 6
No. Test Piles: _____ 0

BILL OF MATERIAL - E. ABUT.

BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	36	#5	11'–0"	
h1(E)	6	#5	16'–0"	
h2(E)	4	#5	7'–1"	
p(E)	8	#7	32'–0'	
p1(E)	10	#5	32'–0'	
s3(E)	22	#6	13'–8"	
s4(E)	2	#6	14'–6"	
s5(E)	4	#6	8'–2"	
s6(E)	12	#5	4'–0"	
u(E)	8	#6	12'–1"	
v(E)	8	#5	6'–2"	
v1(E)	12	#5	9'–5"	
v2(E)	52	#8	6'–0"	
Structure Excavation			Cu. Yd.	29
Concrete Structures			Cu. Yd.	17.7
Reinf. Bars, Epoxy Coated			Pound	3,140
Furnishing Steel Piles HP10x42			Foot	330
Driving Piles			Foot	330

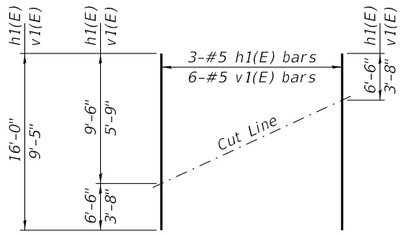
Notes:
Abutment elevations are based on 2" Stay-In-Place forms and 0" fillets. If actual construction differs for the PBFSTG, the abutment elevations will need to be adjusted.
Abutment bearing seats may be sloped to match roadway grade if needed.
Reinforcment bars are detailed on sheet 13 of 17.

FILE NAME = 220550-shl-bridge - Tub Girder.dgn	USER NAME = gmetcalf	DESIGNED - J.R.B.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		CHECKED - S.M.S.	REVISED -
	PLOT SCALE = $SCALE$	DRAWN - D.M.F.	REVISED -
	PLOT DATE = 02/26/2024	CHECKED - S.M.S.	REVISED -

STATE OF ILLINOIS
KENDALL TOWNSHIP HIGHWAY DEPARTMENT

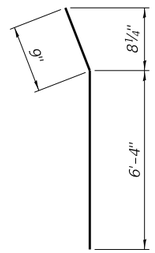
EAST ABUTMENT
STRUCTURE NO. 047-3190
SHEET NO. 13 OF 17 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	22-04115-00-BR	KENDALL	30	20
KENDALL TOWNSHIP		CONTRACT NO.		
ILLINOIS FED. AID PROJECT				

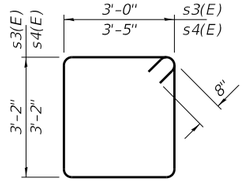


FIELD CUTTING DIAGRAM

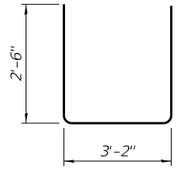
Order h1(E) & v1(E) full length. Cut as shown and use remainder of bars in opposite face.



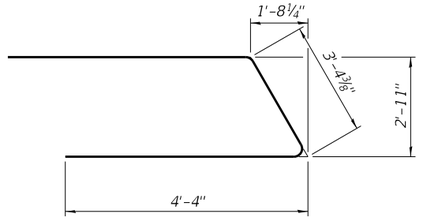
BAR h2(E)



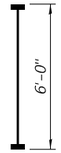
BAR s3(E) & s4(E)



BAR s5(E)

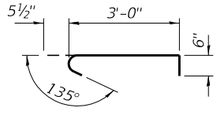


BAR u(E)

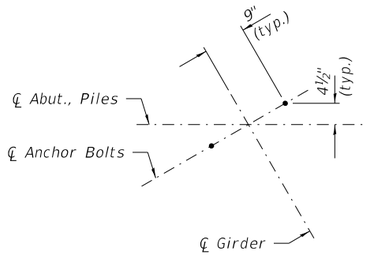


BAR v2(E)

(Headed)

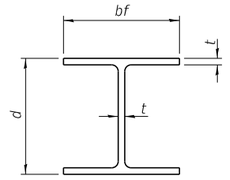


BAR s6(E)



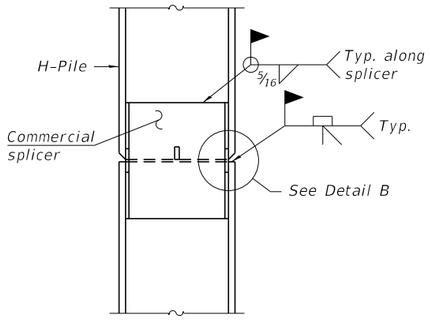
DETAIL B

FILE NAME = 220550-shl-bridge - Tub Girder.dgn	USER NAME = gmetcalf	DESIGNED - J.R.B.	REVISED -	STATE OF ILLINOIS KENDALL TOWNSHIP HIGHWAY DEPARTMENT	ABUTMENT DETAILS STRUCTURE NO. 047-3190	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		CHECKED - S.M.S.	REVISED -			72	22-04115-00-BR	KENDALL	30	21
	PLOT SCALE = $SCALE$	DRAWN - D.M.F.	REVISED -			KENDALL TOWNSHIP		CONTRACT NO.		
	PLOT DATE = 02/26/2024	CHECKED - S.M.S.	REVISED -		SHEET NO. 14 OF 17 SHEETS			ILLINOIS	FED. AID PROJECT	

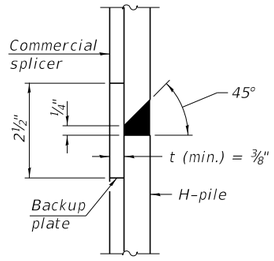


STEEL PILE TABLE

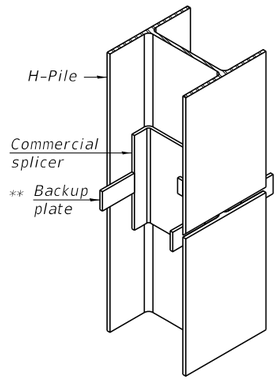
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 18x181	18"	18"	1"	36"
x157	17 3/4"	17 7/8"	7/8"	36"
x135	17 1/2"	17 3/4"	3/4"	36"
HP 16x183	16 1/2"	16 1/2"	1 1/8"	36"
x162	16 1/4'	16 1/8"	1"	36"
x141	16"	16"	7/8'	36"
x121	15 3/4"	15 7/8"	3/4"	36"
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	11/16"	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"	11/16"	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

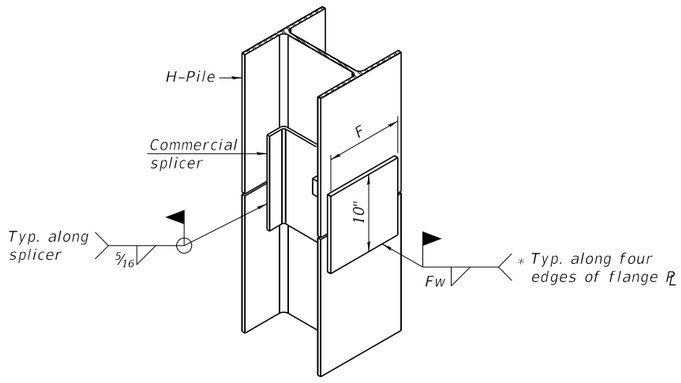


DETAIL "B"

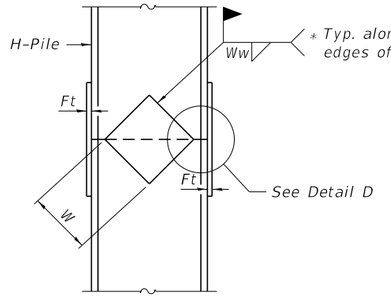


ISOMETRIC VIEW

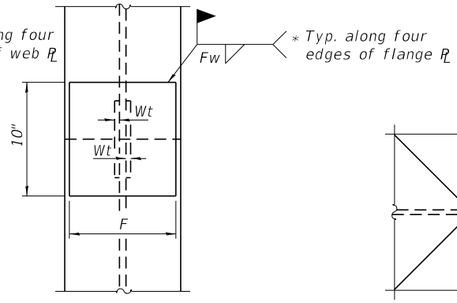
WELDED COMMERCIAL SPLICE



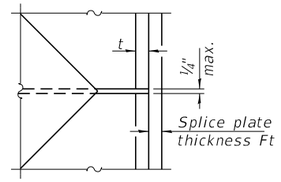
ISOMETRIC VIEW



ELEVATION



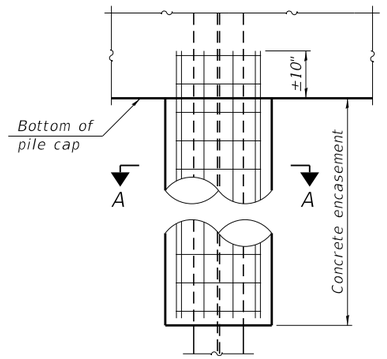
END VIEW



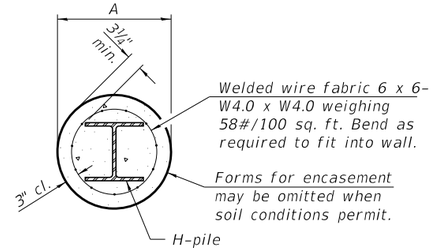
DETAIL C

Designation	F	Ft	Fw	W	Wt	Ww
HP 18x181	15 1/2"	1 1/2"	1"	9 1/2"	7/8"	3/4"
x157	15 1/4"	1 1/4"	1"	9 1/2"	7/8"	3/4"
x135	15 1/4"	1 1/4"	1"	9 1/2"	7/8"	3/4"
HP 16x183	13 3/4"	1 1/2'	1"	8 1/4"	7/8"	3/4"
x162	13 1/2"	1 1/2"	1"	8 1/4"	3/4"	5/8"
x141	13 1/2"	1 1/4"	7/8"	8 1/4"	3/4"	5/8"
x121	13 1/2"	1 1/4"	7/8"	8 1/4"	3/4"	5/8"
HP 14x117	12 1/2"	1"	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"	11/16"	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"	11/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

WELDED PLATE FIELD SPLICE



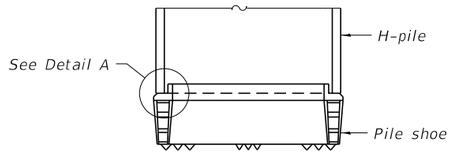
ELEVATION



SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT

(when specified)



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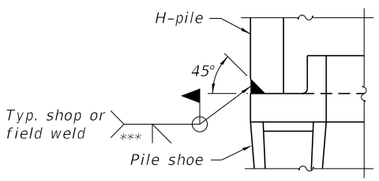

DETAIL A

SHOE ATTACHMENT

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

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.).

F-HP 10-27-2023

FILE NAME = 220550-shl-bridge - Tub Girder.dgn	USER NAME = gmetcalf	DESIGNED - J.R.B.	REVISED -
		CHECKED - S.M.S.	REVISED -
	PLOT SCALE = $SCALE$	DRAWN - D.M.F.	REVISED -
	PLOT DATE = 02/26/2024	CHECKED - S.M.S.	REVISED -

HAMPTON, LENZINI AND RENWICK, INC.
3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184.000959

STATE OF ILLINOIS
KENDALL TOWNSHIP HIGHWAY DEPARTMENT

HP PILE DETAILS
STRUCTURE NO. 047-3190
SHEET NO. 15 OF 17 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	22-04115-00-BR	KENDALL	30	22
KENDALL TOWNSHIP		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Midwest Testing Services, Inc.
3705 Progress Blvd.
Peru, IL 61354
Phone: 815-223-6696
Fax: 815-223-6659
e-mail: mts37@comcast.net

BORING LOG

Sheet 1 of 3

Client: Hampton, Lenzini & Renwick, Inc.
Project Name: Wheeler Road Section 22-04115-00-BR
Project Site: Kendall Township, Kendall County Illinois

Boring No. B-1
Surface Elev. *99.90* 643.0
Auger Depth 61' Rotary Depth NA
Start Date 11/05/22 Finish Date 11/05/22

Location: 9' Right of Station 9+58

DRILLED BY: Randy Safranski, Diedrich D-120

(DEPTH) *ELEV.	DESCRIPTION OF MATERIALS	Graphic Log	Depth in feet	Sample No.	Sample Type	Qu (TSF)	N Value (Blows)	Bulge / Shear	Moisture (%)	Dry Density (PCF)	REMARKS
99.90 643.0											
98.90 642.0	Asphalt over Aggregate		1								
97.90	Stiff Black and Brown Gravely Clay (Fill)		2								
96.90			3	1	SS	1.2	6	B	22		
95.90			4								
94.90			5								
93.90 637.0			6	2	SS	1.4	7	B	22		
92.90			7								
91.90			8	3	SS	1.4	8	B	21		
90.90			9								
89.90			10								
88.90			11	4	SS	1.6	10	B	20		
87.90	Very Stiff Brownish Gray to Gray Silty Clay Till		12								
86.90			13	5	SS	2.5	18	B	16		
85.90			14								
84.90			15								
83.90			16	6	SS	2.5	19	B	16		
82.90			17								
81.90			18	7	SS	2.4	19	B	15		
80.90			19								
79.90 623.0			20	8	SS	2.5	19	B	16		

Groundwater Data: No groundwater encountered at time of subsurface Investigation
Comments: ** Assumed elevation of pavement at center of existing bridge deck as 100.0.*
643.1

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e-mail: mts37@comcast.net

BORING LOG

Sheet 2 of 3

Client: Hampton, Lenzini & Renwick, Inc.
Project Name: Wheeler Road Section 22-04115-00-BR
Project Site: Kendall Township, Kendall County Illinois

Boring No. B-1
Surface Elev. 99.90 643.0
Auger Depth 61' Rotary Depth NA
Start Date 11/05/22 Finish Date 11/05/22

Location: 9' Right of Station 9+58

DRILLED BY: Randy Safranski, Diedrich D-120

(DEPTH) ELEV.	DESCRIPTION OF MATERIALS	Graphic Log	Depth in feet	Sample No.	Sample Type	Qu (TSF)	N Value (Blows)	Bulge / Shear	Moisture (%)	Dry Density (PCF)	REMARKS
78.90 622.0											
77.90			22								
76.90			23	9	SS	2.1	12	B	19		
75.90			24								
74.90			25								
73.90			26	10	SS	2.3	13	B	21		
72.90			27								
71.90	Very Stiff Gray Silty Clay to Silty Clay Loam Till		28	11	SS	2.7	16	B	18		
70.90			29								
69.90			30								
68.90			31	12	SS	2.6	15	B	16		
67.90			32								
66.90			33								
65.90			34								
64.90			35	13	SS	3.3	16	B	14		
63.90			36								
62.90			37								
61.90			38								
60.90			39								
59.90			40								
58.90 602.0			41	14	SS	3.0	15	B	15		

Groundwater Data: No groundwater encountered at time of subsurface Investigation
Comments: ** Assumed elevation of pavement at center of existing bridge deck as 100.0.*
643.1

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BORING LOG

Sheet 3 of 3

Client: Hampton, Lenzini & Renwick, Inc.
Project Name: Wheeler Road Section 22-04115-00-BR
Project Site: Kendall Township, Kendall County Illinois

Boring No. B-1
Surface Elev. 99.90 643.0
Auger Depth 61' Rotary Depth NA
Start Date 11/05/22 Finish Date 11/05/22

Location: 9' Right of Station 9+58

DRILLED BY: Randy Safranski, Diedrich D-120

(DEPTH) ELEV.	DESCRIPTION OF MATERIALS	Graphic Log	Depth in feet	Sample No.	Sample Type	Qu (TSF)	N Value (Blows)	Bulge / Shear	Moisture (%)	Dry Density (PCF)	REMARKS
57.90 601.0											
56.90			43								
55.90			44								
54.90			45								
53.90			46	15	SS	2.8	13	B	15		
52.90			47								
51.90			48								
50.90	Very Stiff Gray Silty Clay to Silty Clay Loam		49								
49.90			50	16	SS	2.3	12	B	16		
48.90			51								
47.90			52								
46.90			53								
45.90			54								
44.90			55								
43.90			56	17	SS	2.4	12	B	16		
42.90			57								
41.90 585.0			58								
40.90	Dense Gray Silt		59								
39.90			60								
38.90 582.0			61	18	SS	---	44	---	14		
37.90	Boring Terminated		62								

Groundwater Data: No groundwater encountered at time of subsurface Investigation
Comments: ** Assumed elevation of pavement at cener of existing bridge deck as 100.0.*
643.1

BORING-1

Midwest Testing Services, Inc.
3705 Progress Blvd.
Peru, IL 61354
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e-mail: mts37@comcast.net

BORING LOG

Sheet 1 of 3

Client: Hampton, Lenzini & Renwick, Inc.
Project Name: Wheeler Road Section 22-04115-00-BR
Project Site: Kendall Township, Kendall County Illinois

Boring No. B-2
Surface Elev. *99.60* 642.7
Auger Depth 61' Rotary Depth NA
Start Date 11/05/22 Finish Date 11/05/22

Location: 9' Left of Station 10+41

DRILLED BY: Randy Safranski, Diedrich D-120

(DEPTH) *ELEV.	DESCRIPTION OF MATERIALS	Depth in feet	Sample No.	Sample Type	Qu (TSF)	N Value (Blows)	Bulge / Shear	Moisture (%)	Dry Density (PCF)	REMARKS
99.60 641.7										
98.60 640.7	Asphalt over Aggregate	1								
97.60		2								
96.60	Stiff Black and Brown Clay and Silty Clay (Fill)	3	1	SS	1.3	6	B	24		
95.60		4								
94.60		5								
93.60		6	2	SS	1.3	6	B	23		
636.2										
92.60		7								
91.60		8	3	SS	1.5	10	B	21		
90.60		9								
89.60	Stiff Brownish Gray Silty Clay	10								
88.60		11	4	SS	1.8	12	B	20		
87.60		12								
86.60		13	5	SS	1.6	12	B	21		
628.7										
85.60		14								
84.60		15								
83.60	Very Stiff Grey Silty Clay Loam Till	16	6	SS	2.3	14	B	16		
82.60		17								
81.60		18	7	SS	2.7	16	B	15		Static Water Level
624.2										
80.60		19								
79.60 622.7	Medium Brown Fine to Coarse Sand	20	8	SS	---	23	---	---		

Groundwater Data: Static water level after auger removal --18ft. Depth --Elevation 81.6: 624.7
Comments: ** Assumed elevation of pavement at center of existing bridge deck as 100.0.* 643.1

Midwest Testing Services, Inc.
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e-mail: mts37@comcast.net

BORING LOG

Sheet 2 of 3

Client: Hampton, Lenzini & Renwick, Inc.
Project Name: Wheeler Road Section 22-04115-00-BR
Project Site: Kendall Township, Kendall County Illinois

Boring No. B-2
Surface Elev. *99.60* 642.7
Auger Depth 61' Rotary Depth NA
Start Date 11/05/22 Finish Date 11/05/22

Location: 9' Left of Station 10+41

DRILLED BY: Randy Safranski, Diedrich D-120

(DEPTH) ELEV.	DESCRIPTION OF MATERIALS	Depth in feet	Sample No.	Sample Type	Qu (TSF)	N Value (Blows)	Bulge / Shear	Moisture (%)	Dry Density (PCF)	REMARKS
78.60 621.7										
77.60		22								
76.60		23	9	SS	2.4	13	B	20		
75.60		24								
74.60		25								
73.60		26	10	SS	2.1	12	B	20		
72.60		27								
71.60		28	11	SS	2.2	12	B	19		
70.60		29								
69.60		30								
68.60	Very Stiff Gray Silty Clay to Silty Clay Loam Till	31	12	SS	2.4	14	B	17		
67.60		32								
66.60		33								
65.60		34								
64.60		35								
63.60		36	13	SS	3.7	16	B	14		
62.60		37								
61.60		38								
60.60		39								
59.60		40								
58.60 601.7		41	14	SS	3.5	18	B	13		

Groundwater Data: Static water level after auger removal --18ft. Depth --Elevation 81.6: 624.7
Comments: ** Assumed elevation of pavement at center of existing bridge deck as 100.0.* 643.1

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BORING LOG

Sheet 3 of 3

Client: Hampton, Lenzini & Renwick, Inc.
Project Name: Wheeler Road Section 22-04115-00-BR
Project Site: Kendall Township, Kendall County Illinois

Boring No. B-2
Surface Elev. *99.60* 642.7
Auger Depth 61' Rotary Depth NA
Start Date 11/05/22 Finish Date 11/05/22

Location: 9' Left of Station 10+41

DRILLED BY: Randy Safranski, Diedrich D-120

(DEPTH) ELEV.	DESCRIPTION OF MATERIALS	Depth in feet	Sample No.	Sample Type	Qu (TSF)	N Value (Blows)	Bulge / Shear	Moisture (%)	Dry Density (PCF)	REMARKS
57.60 600.7										
56.60		43								
55.60		44								
54.60		45	15	SS	2.5	15	B	16		
53.60		46								
52.60		47								
51.60		48								
50.60		49								
49.60	Very Stiff Gray Silty Clay to Silty Loam Till	50	16	SS	2.7	14	B	16		
48.60		51								
47.60		52								
46.60		53								
45.60		54								
44.60		55	17	SS	3.0	16	B	15		
43.60		56								
42.60 585.7		57								
41.60		58								
40.60	Dense Gray Silt	59								
39.60		60								
38.60 581.7		61	18	SS	---	37	---	15		
37.60	Boring Terminated	62								

Groundwater Data: Static water level after auger removal --18ft. Depth --Elevation 81.6: 624.7
Comments: ** Assumed elevation of pavement at center of existing bridge deck as 100.0.* 643.1

BORING-2

HAMPTON, LENZINI AND RENWICK, INC.
3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184.000959

FILE NAME = 220550-shl-bridge - Tub Girder.dgn	USER NAME = gmetcalf	DESIGNED - J.R.B.	REVISED -
		CHECKED - S.M.S.	REVISED -
	PLOT SCALE = $SCALE$	DRAWN - D.M.F.	REVISED -
	PLOT DATE = 02/26/2024	CHECKED - S.M.S.	REVISED -

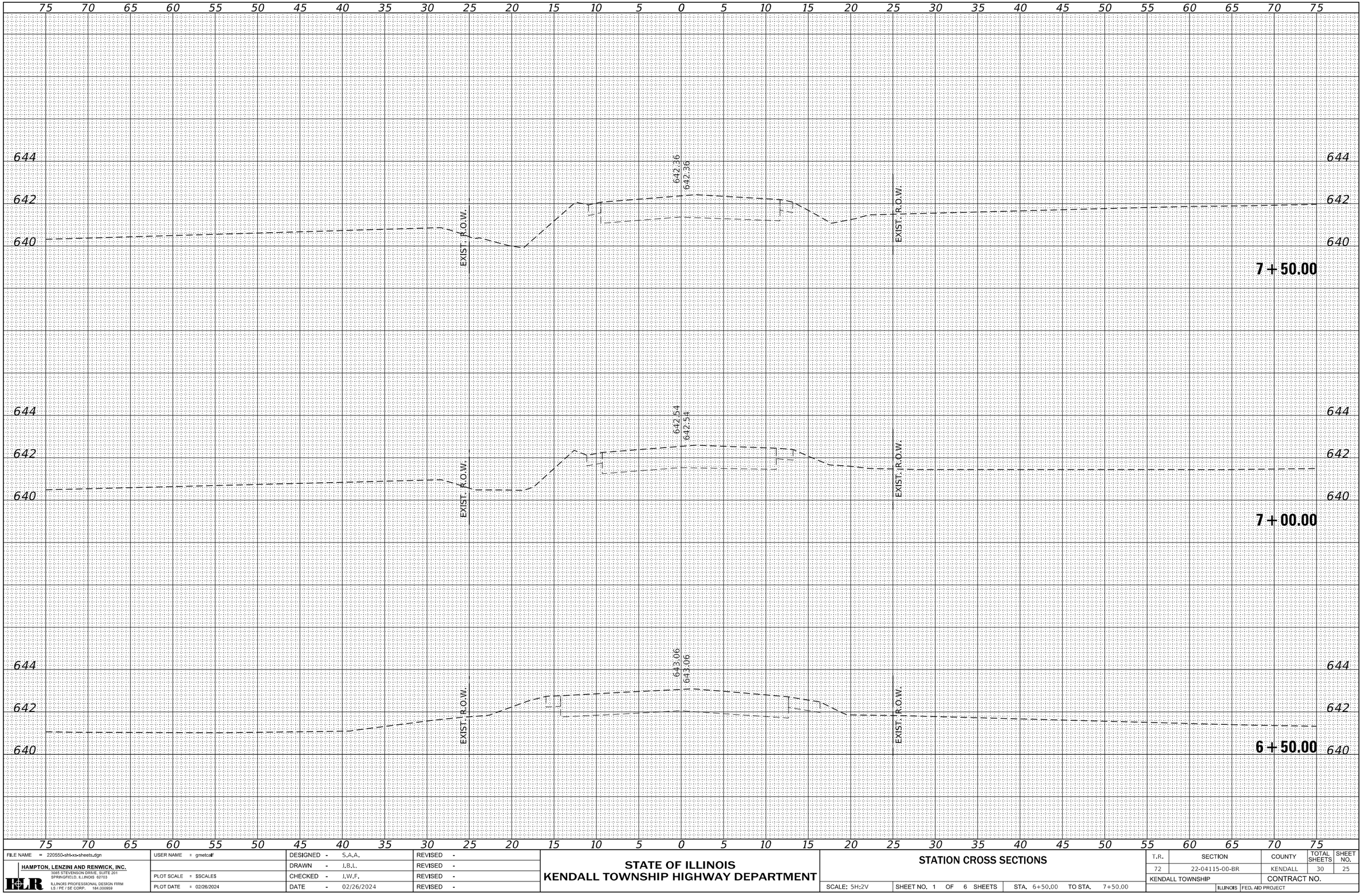
STATE OF ILLINOIS
KENDALL TOWNSHIP HIGHWAY DEPARTMENT

BORINGS
STRUCTURE NO. 047-3190
SHEET NO. 17 OF 17 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	22-04115-00-BR	KENDALL	30	24
KENDALL TOWNSHIP		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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

BY	DATE



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

BY	DATE

FILE NAME = 220550-sht-xs-sheets.dgn	USER NAME = gmetcalf	DESIGNED - S.A.A.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC.		DRAWN - J.B.L.	REVISED -
3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE = $SCALE$	CHECKED - J.W.F.	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT DATE = 02/26/2024	DATE - 02/26/2024	REVISED -

STATE OF ILLINOIS
KENDALL TOWNSHIP HIGHWAY DEPARTMENT

STATION CROSS SECTIONS

SCALE: 5H:2V | SHEET NO. 1 OF 6 SHEETS | STA. 6+50.00 TO STA. 7+50.00

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	22-04115-00-BR	KENDALL	30	25
KENDALL TOWNSHIP		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

642
640
638

C = 17 F = 4

PERIMETER EROSION BARRIER (TYP.)

PROP. R.O.W.

EXIST. R.O.W.

1:3 6.00 % 2.00 % 642.16 641.94 2.00 % 6.00 % 1:3

1:3 S.D. 639.60 1:3

S.D. 640.00 1:3

PROP. R.O.W.

EXIST. R.O.W.

8 + 50.00

644
642
640

IMPROVEMENT BEGINS

AHEAD C = 22 F = 0

BACK C = 0 F = 0

PERIMETER EROSION BARRIER (TYP.)

642.05 642.05

EXIST. R.O.W.

S.D. 640.20

S.D. 640.40

EXIST. R.O.W.

8 + 05.00

642
640

642.07

EXIST. R.O.W.

EXIST. R.O.W.

8 + 00.00

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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

FILE NAME = 220550-sht-xs-sheets.dgn	USER NAME = gmetcalf	DESIGNED - S.A.A.	REVISED -
		DRAWN - J.B.L.	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - J.W.F.	REVISED -
	PLOT DATE = 02/26/2024	DATE - 02/26/2024	REVISED -

HAMPTON, LENZINI AND RENWICK, INC.
3065 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184.000959

STATE OF ILLINOIS
KENDALL TOWNSHIP HIGHWAY DEPARTMENT

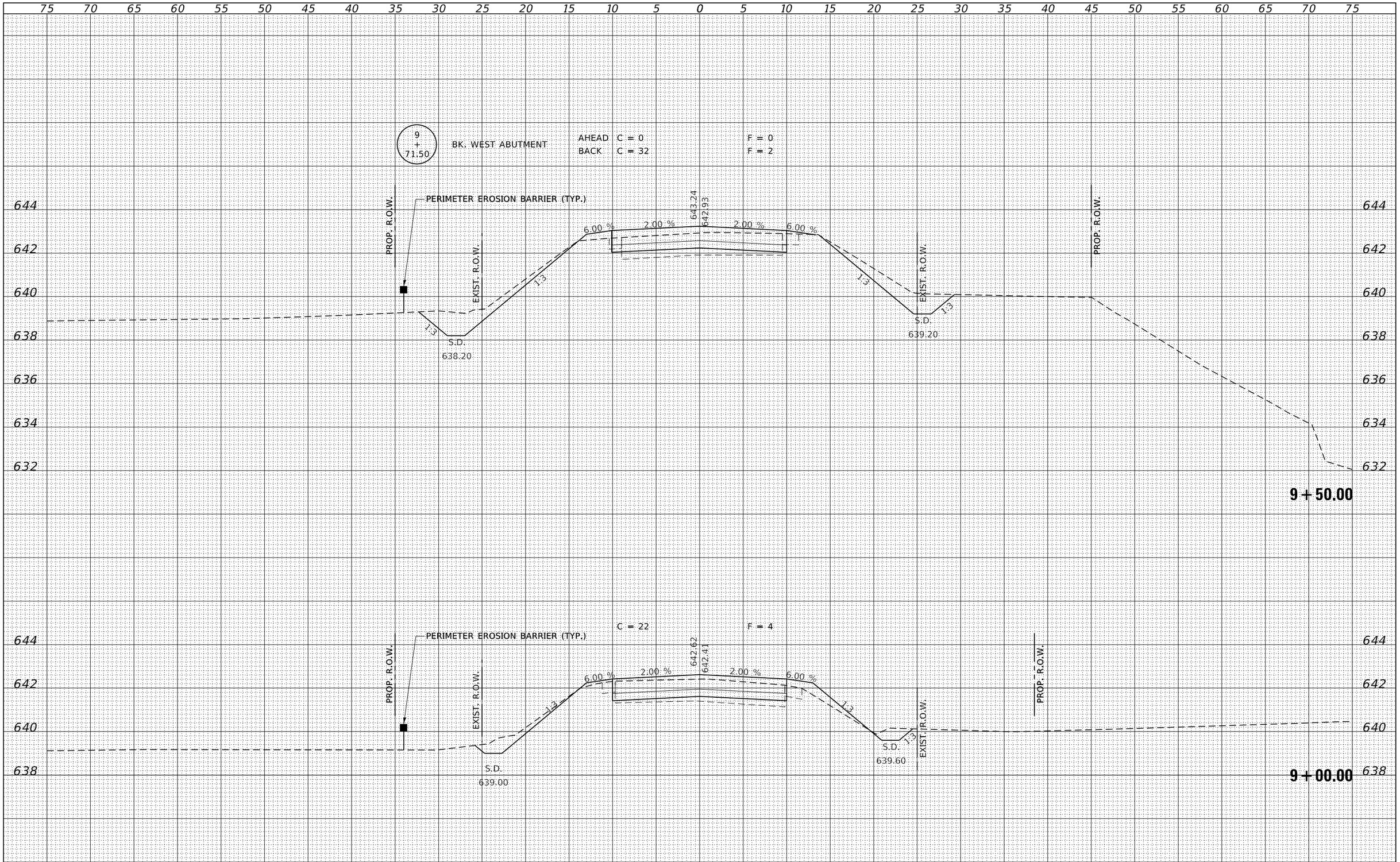
STATION CROSS SECTIONS

SCALE: 5H:2V | SHEET NO. 2 OF 6 SHEETS | STA. 8+00.00 TO STA. 8+50.00

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	22-04115-00-BR	KENDALL	30	26
KENDALL TOWNSHIP		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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

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



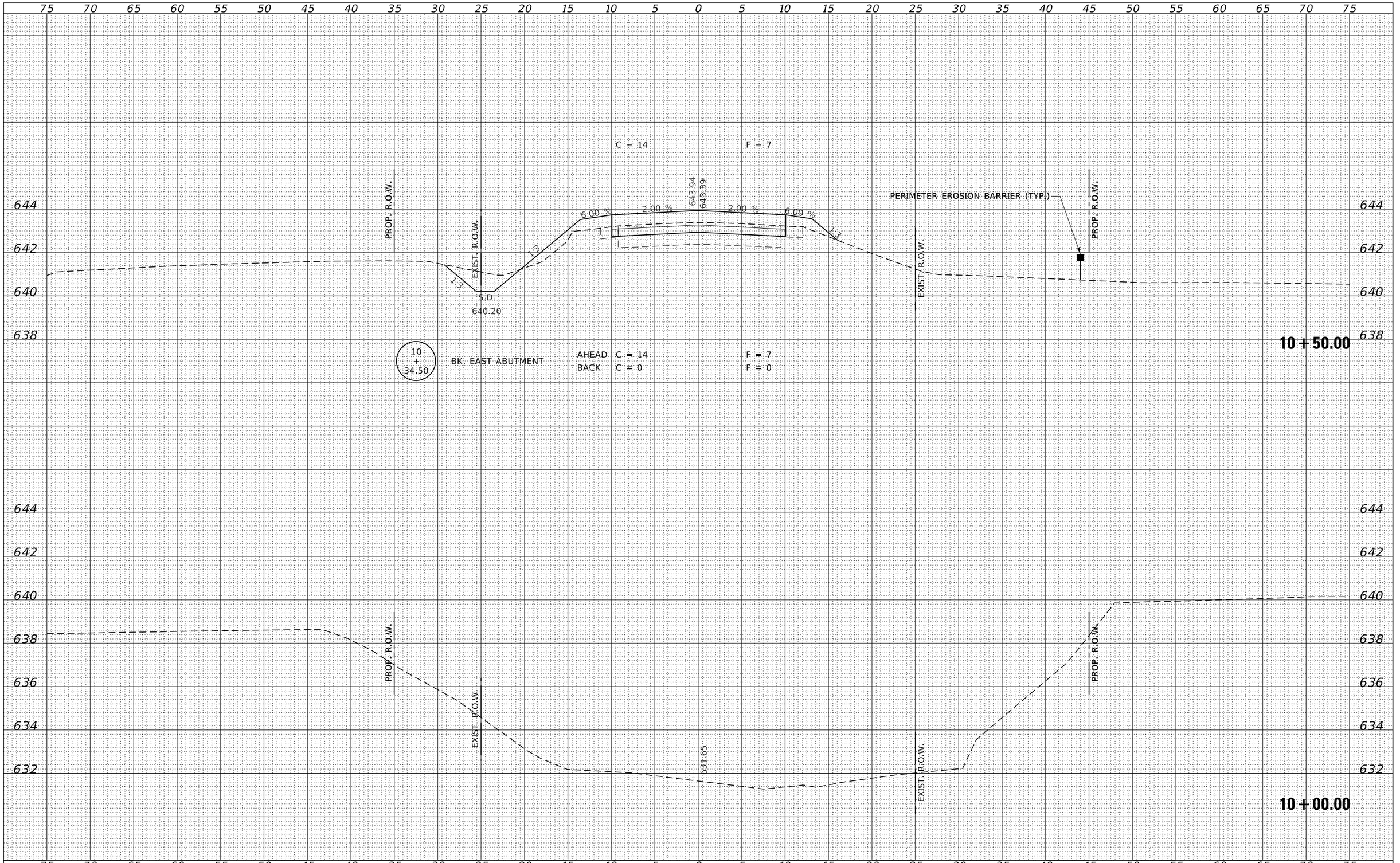
FILE NAME = 220550-sht-xs-sheets.dgn	USER NAME = gmetcalf	DESIGNED - S.A.A.	REVISED -	
HAMPTON, LENZINI AND RENWICK, INC.		DRAWN - J.B.L.	REVISED -	
3065 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE = $SCALE$	CHECKED - J.W.F.	REVISED -	
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT DATE = 02/26/2024	DATE - 02/26/2024	REVISED -	

STATE OF ILLINOIS
KENDALL TOWNSHIP HIGHWAY DEPARTMENT

STATION CROSS SECTIONS

SCALE: 5H:2V | SHEET NO. 3 OF 6 SHEETS | STA. 9+00.00 TO STA. 9+50.00

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	22-04115-00-BR	KENDALL	30	27
KENDALL TOWNSHIP		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



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

BY	DATE

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

BY	DATE

FILE NAME = 220550-sht-xs-sheets.dgn	USER NAME = gmetcalf	DESIGNED - S.A.A.	REVISED -
		DRAWN - J.B.L.	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - J.W.F.	REVISED -
	PLOT DATE = 02/26/2024	DATE - 02/26/2024	REVISED -

HAMPTON, LENZINI AND RENWICK, INC.
3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184.000959

STATE OF ILLINOIS
KENDALL TOWNSHIP HIGHWAY DEPARTMENT

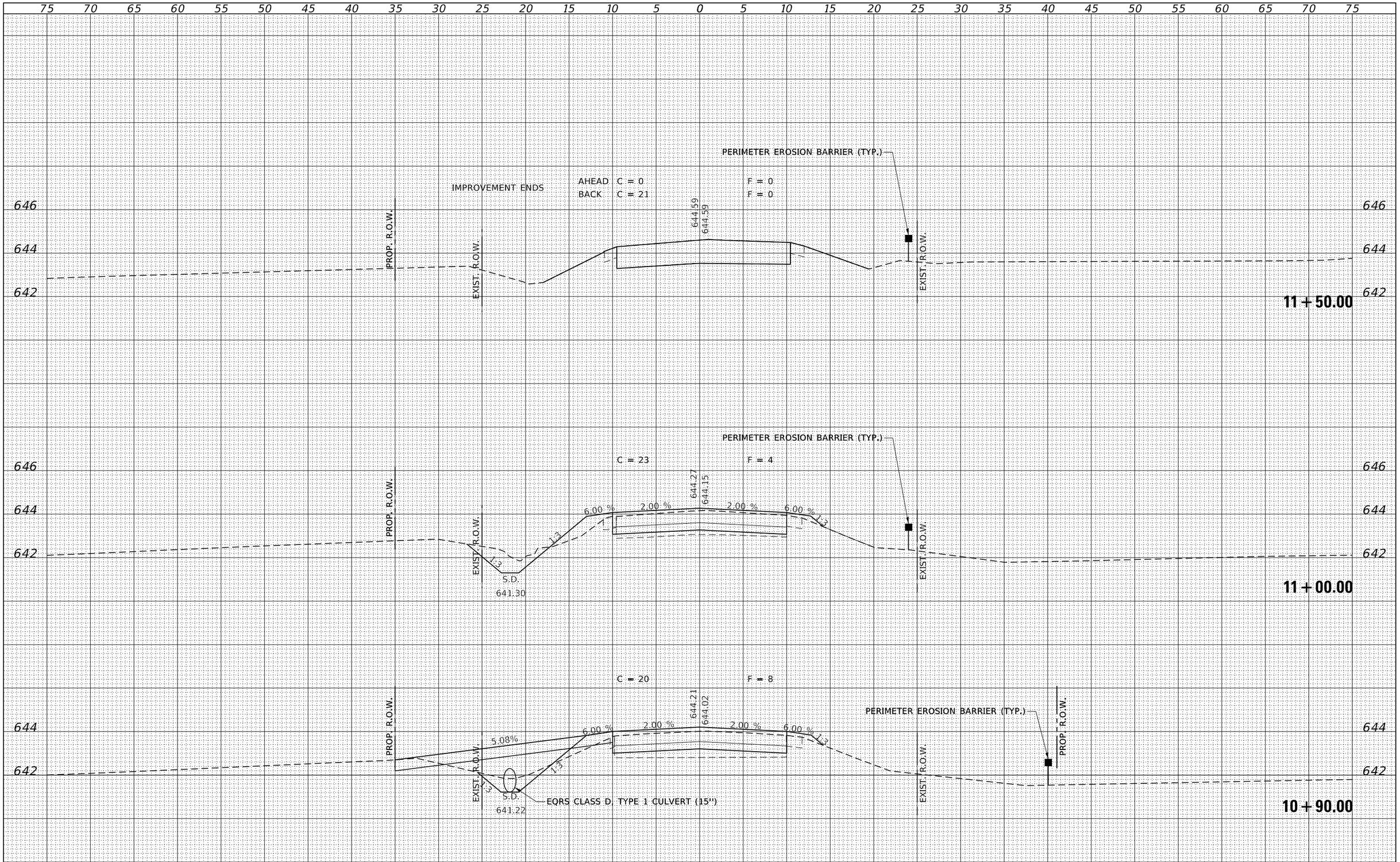
STATION CROSS SECTIONS

SCALE: 5H:2V | SHEET NO. 4 OF 6 SHEETS | STA. 10+00.00 TO STA. 10+50.00

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	22-04115-00-BR	KENDALL	30	28
KENDALL TOWNSHIP		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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

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



FILE NAME = 220550-sht-xs-sheets.dgn	USER NAME = gmetcalf	DESIGNED - S.A.A.	REVISED -	
HAMPTON, LENZINI AND RENWICK, INC.		DRAWN - J.B.L.	REVISED -	
3065 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE = $SCALE$	CHECKED - J.W.F.	REVISED -	
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT DATE = 02/26/2024	DATE - 02/26/2024	REVISED -	

STATE OF ILLINOIS
KENDALL TOWNSHIP HIGHWAY DEPARTMENT

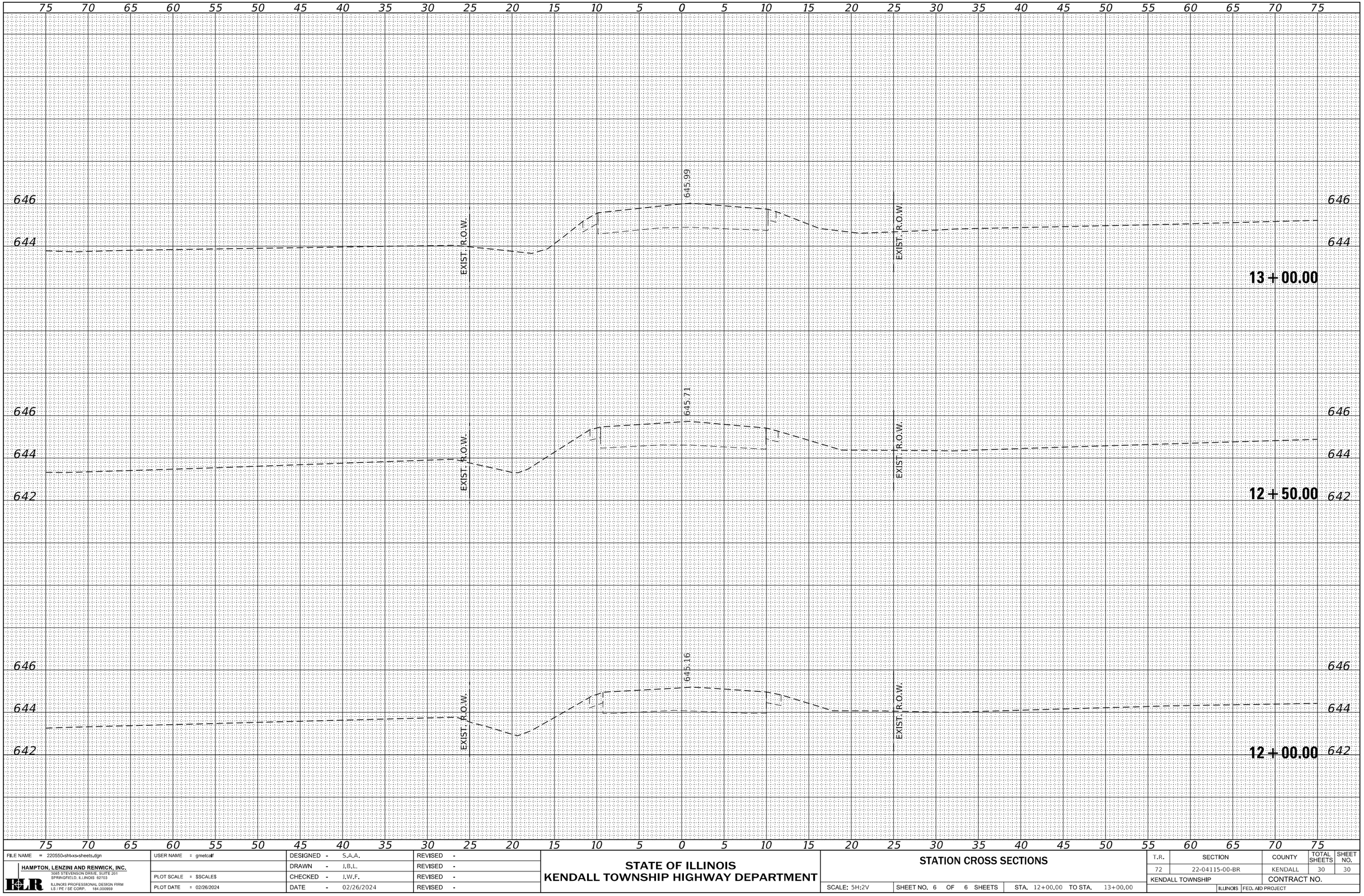
STATION CROSS SECTIONS

SCALE: 5H:2V | SHEET NO. 5 OF 6 SHEETS | STA. 10+90.00 TO STA. 11+50.00

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	22-04115-00-BR	KENDALL	30	29
KENDALL TOWNSHIP		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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

BY	DATE



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

BY	DATE

FILE NAME = 220550-sht-xs-sheets.dgn	USER NAME = gmetcalf	DESIGNED - S.A.A.	REVISED -
		DRAWN - J.B.L.	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - J.W.F.	REVISED -
	PLOT DATE = 02/26/2024	DATE - 02/26/2024	REVISED -

HAMPTON, LENZINI AND RENWICK, INC.
3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184.000959

STATE OF ILLINOIS
KENDALL TOWNSHIP HIGHWAY DEPARTMENT

STATION CROSS SECTIONS

SCALE: 5H:2V | SHEET NO. 6 OF 6 SHEETS | STA. 12+00.00 TO STA. 13+00.00

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	22-04115-00-BR	KENDALL	30	30
KENDALL TOWNSHIP		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		